

AD 2 AERODROMES

RJST AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJST - MATSUSHIMA

RJST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|-----------------------------|
| 1 | ARP coordinates and site at AD | 382411N/1411243E |
| 2 | Direction and distance from (city) | 6.6 NM W FM Ishinomaki city |
| 3 | Elevation/ Reference temperature | 7ft / Nil |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | Nil |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JSDF-A |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJST AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|-----|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJST AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--------------------|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JET A-1 PLUS |
| 3 | Fuelling facilities/ capacity | To be issued later |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJST AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJST AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Nil |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJST AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJST AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--------------------|
| 1 | Apron surface and strength | To be issued later |
| 2 | Taxiway width, surface and strength | To be issued later |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Nil |
| 6 | Remarks | Nil |

RJST 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 | Nil |
| 2 | RWY and TWY markings and LGT | RWY:RWY07/25 (LGT)RTHL, TKOF aiming LGT TWY: (LGT) TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

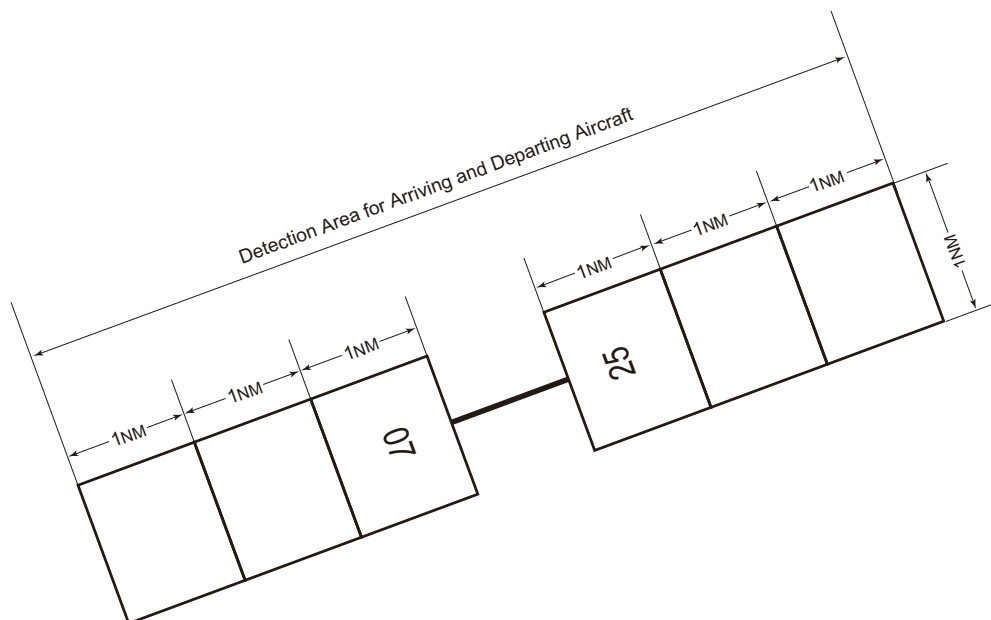
RJST AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil | | | | | |

RJST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | MATSUSHIMA |
| 2 | Hours of service MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight documentation Language(s) used | Ja,En |
| 7 | Charts and other information available for briefing or consultation | S,U |
| 8 | Supplementary equipment available for providing information | Doppler Radar for Airport Weather (See below figure) |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information(limitation of service, etc.) | Nil |

Airspace for the advisory service
concerning low level wind shear



UPPER LIMIT : 1600ft above FIELD ELEV LEVEL
LOWER LIMIT : FIELD ELEV LEVEL

Airspace for the advisory service
concerning low level wind shear



UPPER LIMIT : 1600ft above FIELD ELEV LEVEL
LOWER LIMIT : FIELD ELEV LEVEL

RJST 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 |
| 07 | To be issued | 2700×45 | SW26300kg | Nil | Nil |
| 25 | Later | 2700×45 | (58000lbs) | Nil | Nil |
| 15 | | 1500×45 | DW65100kg | Nil | Nil |
| 33 | | 1500×45 | (143500lbs) Concrete | Nil | Nil |
| Strip Dimensions | | | | | |
| Slope of RWY | | (M) | | Remarks | |
| 7 | | 10 | | 12 | |
| Nil | | 3300×450 | | Nil | |
| Nil | | 3300×450 | | | |
| Nil | | 1620×200 | | | |
| Nil | | 1620×200 | | | |

RJST AD 2.13 DECLARED DISTANCES

| RWY Designa- tor | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---------------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| | | | | | |

RJST 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 |
| 07 | AVBL | | PAPI 3.0° (*1) 43ft | | | | | |
| 25 | | | PAPI 3.0° (*2) 38ft | | | | | |
| 15 | | | | | | | | |
| 33 | | | | | | | | |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| (*1)879ft from RWY07 APCH END and 51ft S side from RWY edge (*2)784ft from RWY25 APCH END and 51ft S side from RWY edge RWY THR ID LGT for RWY07 THR(Color:White) | | | | | | | | |

RJST AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN:382459N/1411314E, Altn Gp Flg(3) WWG ev 10sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:LGTD |
| 3 | TWY edge and centerline lighting | TWY edge LGT:AVBL |
| 4 | Secondary power supply/switch-over time | Nil |
| 5 | Remarks | WDI LGT, OBST LGT |

RJST AD 2.16 HELICOPTER LANDING AREA

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

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松島ターミナルコントロールエリア
Matsushima Terminal Control Area

RJST AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---|--|-------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Matsushima Approach/ Matsushima Radar | 261.2MHz 120.1MHz 315.0MHz 243.0MHz(E) 121.5MHz(E) | H24 | |
| TWR | Matsushima Tower | 236.8MHz 126.2MHz 304.6MHz 138.05MHz(1) 247.0MHz(1)(2) 123.1MHz(1) 243.0MHz(E) 121.5MHz(E) | H24 | (1)For rescue only. (2)AVBL on request. |
| DEP | Matsushima Departure | 362.3MHz 120.1MHz | H24 | |
| GCA-ASR -PAR | Matsushima Radar | 335.6MHz 270.8MHz 134.1MHz 125.3MHz 307.0MHz 315.0MHz 300.7MHz 316.0MHz 238.8MHz 302.4MHz 243.0MHz(E) 121.5MHz(E) | H24 | ASR/PAR RWY 07/25. Maintenance period 2300 - 0300 SAT in VMC. Glide path 3.0° RWY 07. Glide path 3.0° RWY 25. |
| GND | Matsushima Ground | 275.8MHz | H24 | |
| TCA | Matsushima TCA | 123.85MHz | 2300 - 1100 (EXC SAT and SUN) | |

RJST AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------|-----|---------------------|--------------------|--|---------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TACAN | MXT | 1177MHz (CH-90X) | H24 | 382414N/1411332E | | Unusable: 050°-060° beyond 30nm BLW 5,000ft. 060°-070° beyond 31nm BLW 5,000ft. 070°-080° beyond 29nm BLW 4,000ft. 080°-090° beyond 33nm BLW 4,000ft. 090°-100° beyond 28nm BLW 4,000ft. 100°-110° beyond 32nm BLW 4,000ft. 110°-120° beyond 35nm BLW 4,000ft. |

RJST AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

RWY 15/33 CLSD for JET TYPE ACFT during night except emergency.

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

Nil

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

RJST AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJST AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

| | RWY | REDL AVBL | | REDL OUT | |
|-----------------------|-----|-----------------|------------|----------|------------|
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 07 | 300'-1600m | 300'-1600m | - | 300'-1600m |
| | 25 | 300'-1600m | 300'-1600m | - | 300'-1600m |
| OTHER | 07 | AVBL LDG MINIMA | | | |
| | 25 | | | | |

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

| PAR RWY 07 | | | | |
|------------|----------|-------------|-----------|------|
| MINIMA | | THR ELEV:6 | AD ELEV:7 | |
| CAT | | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 250(244) | 750 | 700(693) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | | 3200 |

| PAR RWY 25 | | | | |
|------------|----------|-------------|-----------|------|
| MINIMA | | THR ELEV:6 | AD ELEV:7 | |
| CAT | | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 250(244) | 800 | 700(693) | 1600 |
| B | | | | 2400 |
| C | | | | |
| D | | | | 3200 |

| ASR RWY 07 | | | | |
|------------|----------|-------------|-----------|------|
| MINIMA | | THR ELEV:6 | AD ELEV:7 | |
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 600(593) | 1000 | 700(693) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | | 3200 |

| ASR RWY 25 | | | | |
|------------|----------|-------------|-----------|------|
| MINIMA | | THR ELEV:6 | AD ELEV:7 | |
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 500(493) | 1500 | 700(693) | 1600 |
| B | | 1800 | | 2400 |
| C | | | | |
| D | | 2000 | | 3200 |

3. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with MATSUSHIMA Radar are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and ;

- (I)
1. Contact MATSUSHIMA Radar /Tower.
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable, proceed to TACAN IAF at last assigned altitude or 4,000 feet whichever is higher, and execute TACAN approach.
- (II) Procedures other than above will be issued when situation required.

4. Automated Radar Terminal System (ARTS)

When instructed by ATC, aircraft flying in and out of Matsushima approach control area in principle will reply on 4096 Code (Mode A/3) with automatic altitude reporting capability (Mode C) ; Aircraft not equipped with the said transponder shall report ATC to that effect.

松島進入管制区を航行する航空機は、管制機関の指示があった場合、原則として自動高度通報機能を有する4096コードによる応答装置を作動させること。上記指示を受けた当該応答装置を有しない航空機は、管制機関に対しその旨を通報すること。

RJST AD 2.23 ADDITIONAL INFORMATION

Woods 700ft FM APCH end of RWY33.

RJST AD 2.24 CHARTS RELATED TO AN AERODROME

Standard Departure Chart - Instrument-1
Standard Departure Chart - Instrument-2
Standard Departure Chart - Instrument-3
Standard Departure Chart - Instrument-4
Instrument Approach Chart-1 (TACAN NR.1)
Instrument Approach Chart-2 (TACAN NR.2)

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STANDARD DEPARTURE CHART - INSTRUMENT

RJST/MATSUSHIMA

SID

MATSUSHIMA REVERSAL TWO DEPARTURE

RWY 07 : Climb via RWY HDG to 690FT or above, turn right,....

RWY 25 : Climb via RWY HDG to 600FT or above, turn left,....

....to intercept MXT R-136 within MXT 14DME, then climb via MXT R-136, turn left within MXT 33DME to intercept and proceed via MXT R-116 to MXT TACAN.

Cross MXT TACAN at assigned or specified altitude.

Note 1 : Take off RWY 25, complete left turn within MXT 9DME.

Note 2 : Take off RWY 25, maintain at or below 10,000 FT until MXT R-200.

Note 3 : Take off RWY 07, following climb gradient should be maintained until passing 3,000 FT.

| | | | | | | | |
|-----------------|-----|-----|-----|-----|------|------|------|
| Speed (Knots) | 60 | 120 | 180 | 240 | 300 | 360 | 420 |
| Rate (Feet/Min) | 230 | 460 | 690 | 920 | 1150 | 1380 | 1610 |

NORTH THREE DEPARTURE

RWY 07 : Climb via RWY HDG to 750FT or above,....

RWY 25 : Climb via RWY HDG to 600FT or above,....

....turn left to intercept MXT R-050 within MXT 7DME, then climb via MXT R-050 to RIASU.

Cross RIASU at assigned or specified altitude.

Note 1 : Take off RWY 25, complete left turn within MXT 9DME.

Note 2 : Take off RWY 25, maintain at or below 10,000 FT until MXT R-200.

Note 3 : Take off RWY 07, following climb gradient should be maintained until passing 3,000 FT.

| | | | | | | | |
|-----------------|-----|-----|-----|------|------|------|------|
| Speed (Knots) | 60 | 120 | 180 | 240 | 300 | 360 | 420 |
| Rate (Feet/Min) | 250 | 500 | 750 | 1000 | 1250 | 1500 | 1750 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJST/MATSUSHIMA

SID

SOUTH THREE DEPARTURE

RWY 07 : Climb via RWY HDG to 690FT or above, turn right,....

RWY 25 : Climb via RWY HDG to 600FT or above, turn left,....

....to intercept MXT R-136 within MXT 14DME, then climb via MXT R-136 to MATSU.

Cross MATSU at or above FL150 for HYAKURI TRANSITION, at or above FL170 for DAIGO TRANSITION, or specified altitude.

Note 1 : Take off RWY 25, complete left turn within MXT 9DME.

Note 2 : Take off RWY 25, maintain at or below 10,000 FT until MXT R-200.

Note 3 : Take off RWY 07, following climb gradient should be maintained until passing 3,000FT.

| | | | | | | | |
|-----------------|-----|-----|-----|-----|------|------|------|
| Speed (Knots) | 60 | 120 | 180 | 240 | 300 | 360 | 420 |
| Rate (Feet/Min) | 230 | 460 | 690 | 920 | 1150 | 1380 | 1610 |

RIASU TWO DEPARTURE

RWY 07 : Climb via RWY HDG to 750FT or above, turn right,....

RWY 25 : Climb via RWY HDG to 600FT or above, turn left,....

....to intercept MXT R-075 within MXT 7DME, then climb via MXT R-075 to 30DME, turn left via MXT 30DME counterclockwise ARC to RIASU.

Cross RIASU at assigned or specified altitude.

Note 1 : Take off RWY 25, complete left turn within MXT 9DME.

Note 2 : Take off RWY 25, maintain at or below 10,000 FT until MXT R-200.

Note 3 : Take off RWY 07, following climb gradient should be maintained until passing 3,000FT.

| | | | | | | | |
|-----------------|-----|-----|-----|------|------|------|------|
| Speed (Knots) | 60 | 120 | 180 | 240 | 300 | 360 | 420 |
| Rate (Feet/Min) | 250 | 500 | 750 | 1000 | 1250 | 1500 | 1750 |

EAST REVERSAL TWO DEPARTURE

RWY 07 : Climb via RWY HDG to 750FT or above, turn right,....

RWY 25 : Climb via RWY HDG to 600FT or above, turn left,....

....to intercept MXT R-075 within MXT 7DME, then climb via MXT R-075, turn left within MXT 33DME to intercept and proceed via MXT R-055 to MXT TACAN.

Cross MXT R-055/12DME at assigned or specified altitude.

Note 1 : Take off RWY 25, complete left turn within MXT 9DME.

Note 2 : Take off RWY 25, maintain at or below 10,000 FT until MXT R-200.

Note 3 : Take off RWY 07, following climb gradient should be maintained until passing 3,000FT.

| | | | | | | | |
|-----------------|-----|-----|-----|------|------|------|------|
| Speed (Knots) | 60 | 120 | 180 | 240 | 300 | 360 | 420 |
| Rate (Feet/Min) | 250 | 500 | 750 | 1000 | 1250 | 1500 | 1750 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJST / MATSUSHIMA

SID and TRANSITION



WEST THREE DEPARTURE

RWY 07 : Climb via RWY HDG to 690FT or above,....

RWY 25 : Climb via RWY HDG to 600FT or above,....

....turn right to intercept MXT R-263 within MXT 9DME, then climb via MXT R-263 to DAIWA.

Cross DAIWA at or above 8000FT.

Note 1 : Take off RWY 07, complete right turn within MXT 8DME.

Note 2 : Take off RWY 07, maintain at or below 10000FT until MXT R-200.

Note 3 : Take off RWY 07, following climb gradient should be maintained until passing 3000FT.

| Speed (Knots) | 60 | 120 | 180 | 240 | 300 | 360 | 420 |
|-----------------|-----|-----|-----|-----|------|------|------|
| Rate (Feet/Min) | 230 | 460 | 690 | 920 | 1150 | 1380 | 1610 |

NIIGATA TRANSITION

After DAIWA, via MXT R-263 to GTC VORTAC.

WEST THREE DEPARTURE

SENDAI TRANSITION

After DAIWA, via SDE R-357 to SDE VOR/DME.



STANDARD DEPARTURE CHART - INSTRUMENT

RJST / MATSUSHIMA

TRANSITION

MIYAKO TRANSITION

After RIASU, via MQE R200 to MQE VOR/DME.

Cross RIASU at or above FL160.

DAIGO TRANSITION

After MATSU, via GOT R046 to GOT TACAN.

HYAKURI TRANSITION

After MATSU, via HUC R036 to HUC VORTAC.

MISAWA TRANSITION

After RIASU, via MIS R182 to MIS VORTAC

Cross RIASU at or above FL180.

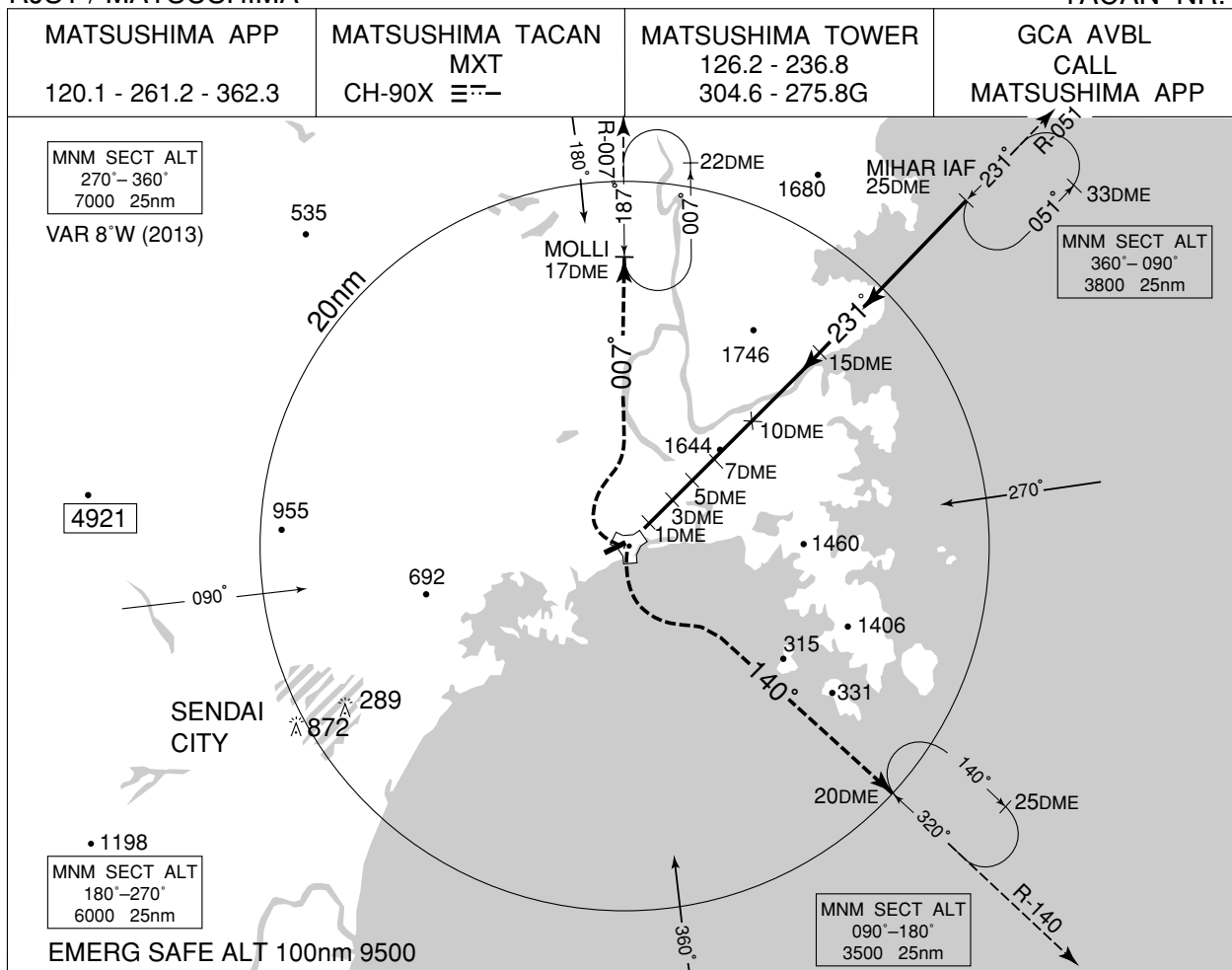


CHANGE: ALT Restriction (MIYAKO TRANSITION).

INSTRUMENT APPROACH CHART

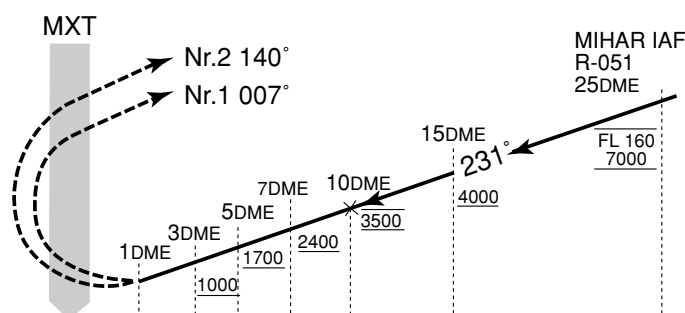
RJST / MATSUSHIMA

TACAN NR.1



MISSED APPROACH Nr. 1
 At 1.0DME prior to MXT TACAN, turn right climb via MXT R-007 to MOLLI and hold at 4,000ft.
 Contact MATSUSHIMA APP.

MISSED APPROACH Nr. 2
 At 1.0DME prior to MXT TACAN, turn left climb via MXT R-140 to 20DME fix and hold at 4,000ft.
 Contact MATSUSHIMA APP.



| MINIMA | | THR elev. 6 | AD elev. 7 | |
|--------|-----------|-------------|------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 460 (453) | 1500 | 600 (593) | 1600 |
| B | | | | 2400 |
| C | | 1800 | | 3200 |
| D | | 2000 | | |

Circling to South side of RWY only.
 Missed approach procedure will be assigned by ATC by leaving IAF.
 In case of radio failure, MISSED APPROACH Nr.1 will be applied.

INSTRUMENT APPROACH CHART

RJST / MATSUSHIMA

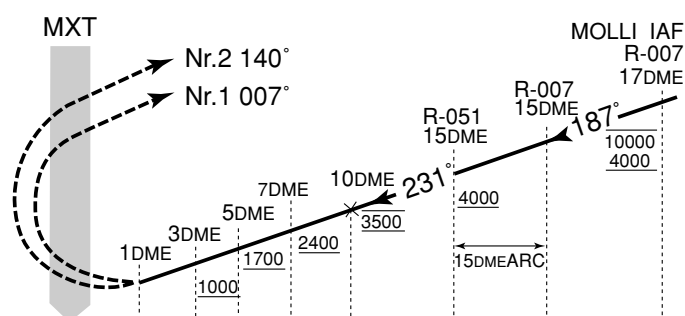
TACAN NR.2

| | | | |
|---|---------------------------------------|---|------------------------------------|
| MATSUSHIMA APP 120.1 - 261.2 - 362.3 | MATSUSHIMA TACAN MXT CH-90X ≡≡≡ | MATSUSHIMA TOWER 126.2 - 236.8 304.6 - 275.8G | GCA AVBL CALL MATSUSHIMA APP |
|---|---------------------------------------|---|------------------------------------|



MISSED APPROACH Nr. 1
At 1.0DME prior to MXT TACAN, turn right climb via MXT R-007 to MOLLI and hold at 4,000ft.
Contact MATSUSHIMA APP.

MISSED APPROACH Nr. 2
At 1.0DME prior to MXT TACAN, turn left climb via MXT R-140 to 20DME fix and hold at 4,000ft.
Contact MATSUSHIMA APP.



| MINIMA | | THR elev. 6 | AD elev. 7 | |
|--------|-----------|-------------|------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 460 (453) | 1500 | 600 (593) | 1600 |
| B | | | | 2400 |
| C | | 1800 | | |
| D | | 2000 | | 3200 |

Circling to South side of RWY only.

Missed approach procedure will be assigned by ATC by leaving IAF.
In case of radio failure, MISSED APPROACH Nr.1 will be applied.