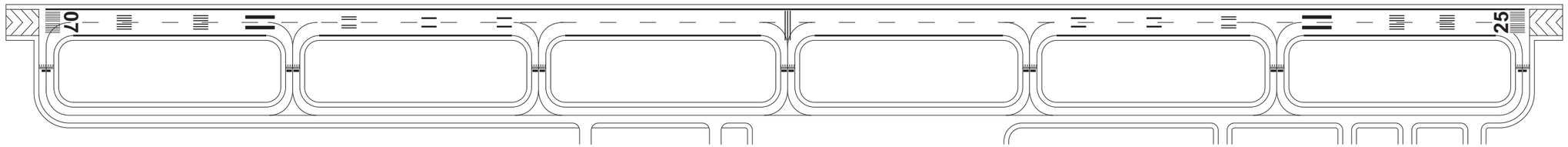
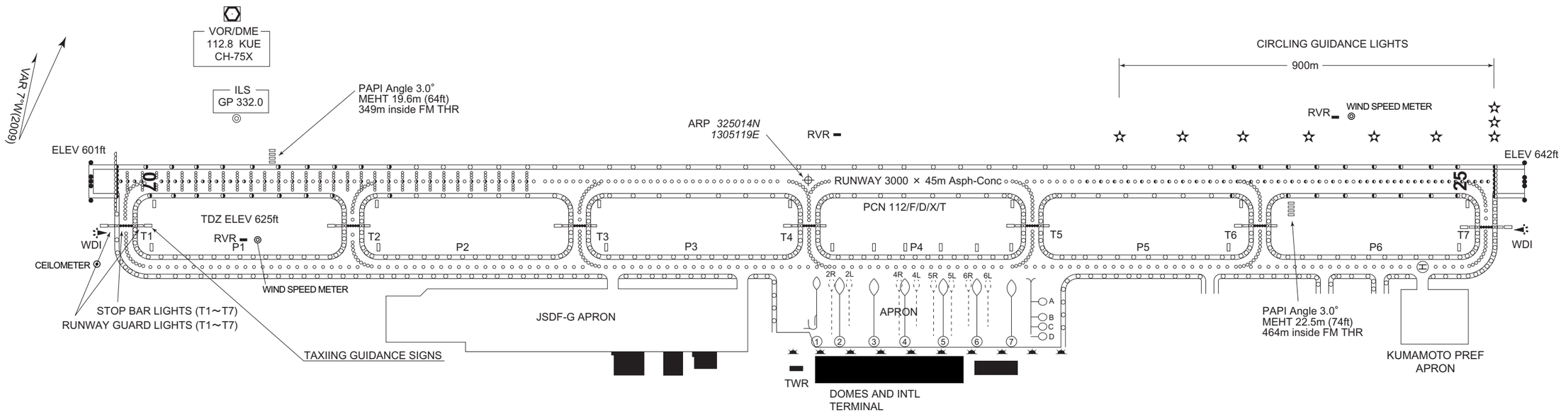
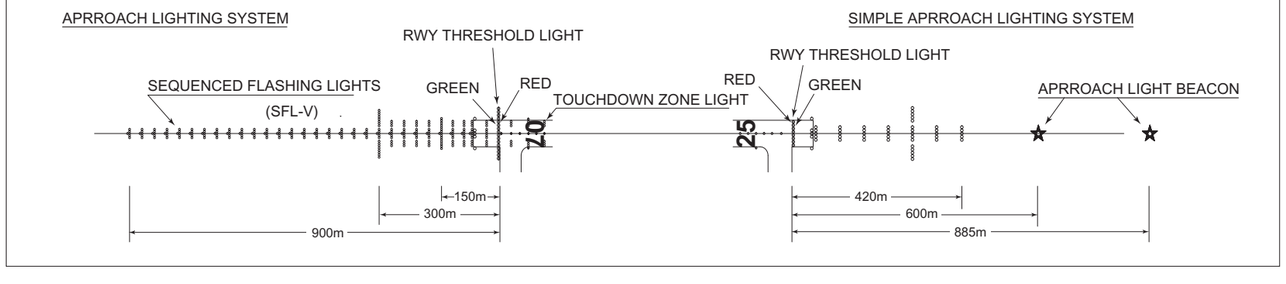
AERODROME CHART

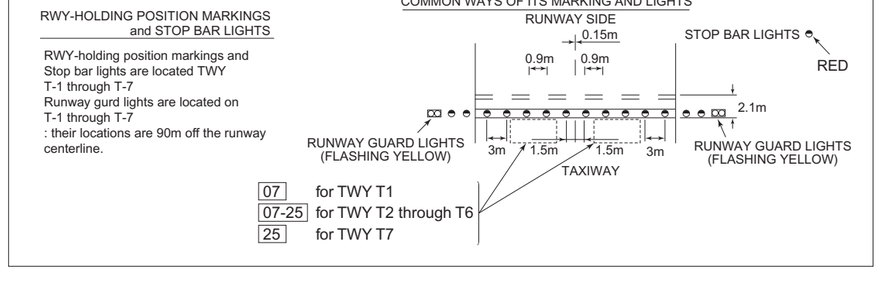
KUMAMOTO AIRPORT
ELEV 192.7m(632ft)



MARKING AIDS



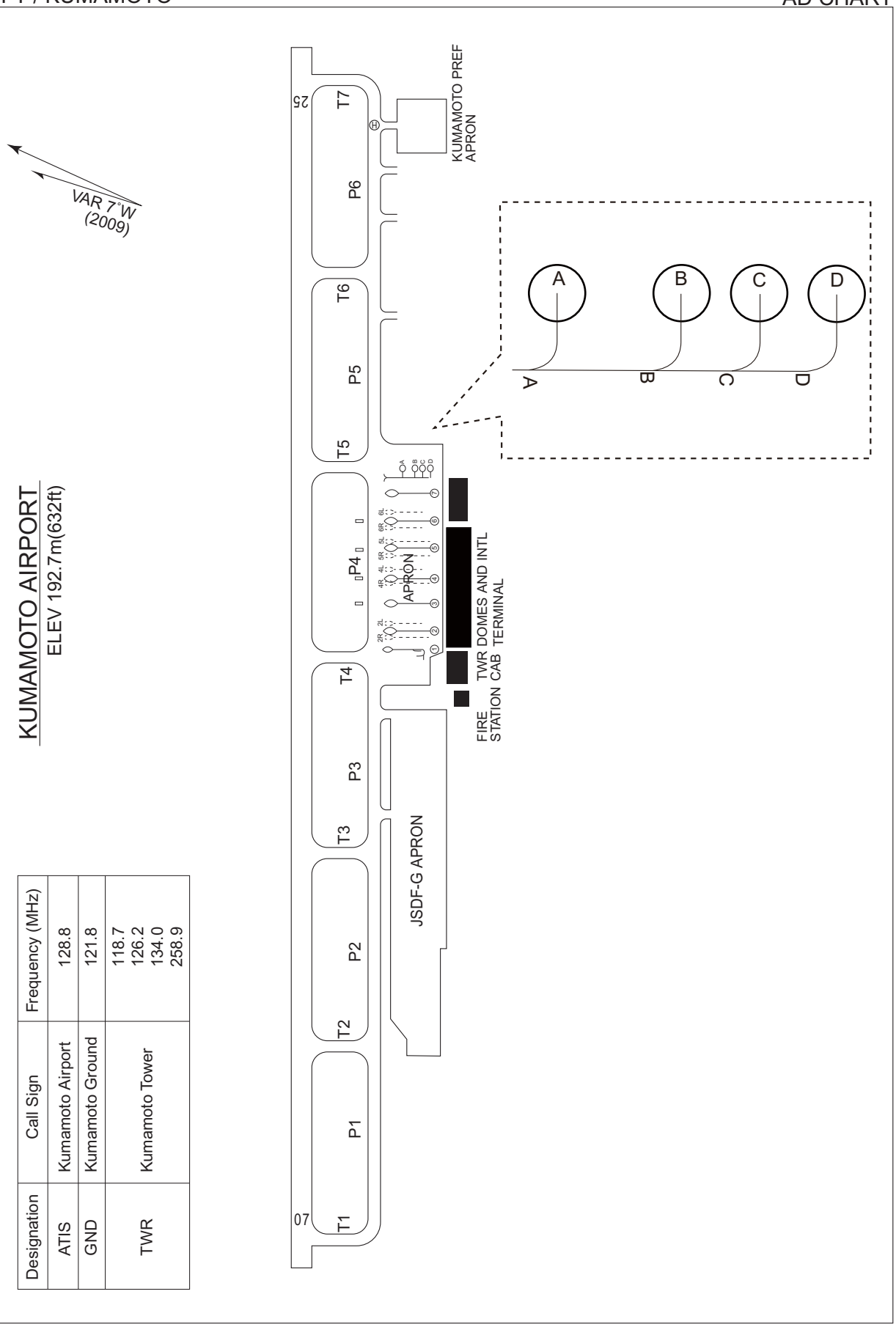




CHANGE : ACFT stand lead-in line for SPOT 1.

RJFT / KUMAMOTO

AD CHART



Designation	Call Sign	Frequency (MHz)
ATIS	Kumamoto Airport	128.8
GND	Kumamoto Ground	121.8
TWR	Kumamoto Tower	118.7 126.2 134.0 258.9

CHANGE : ACFT stand lead-in line for SPOT 1.

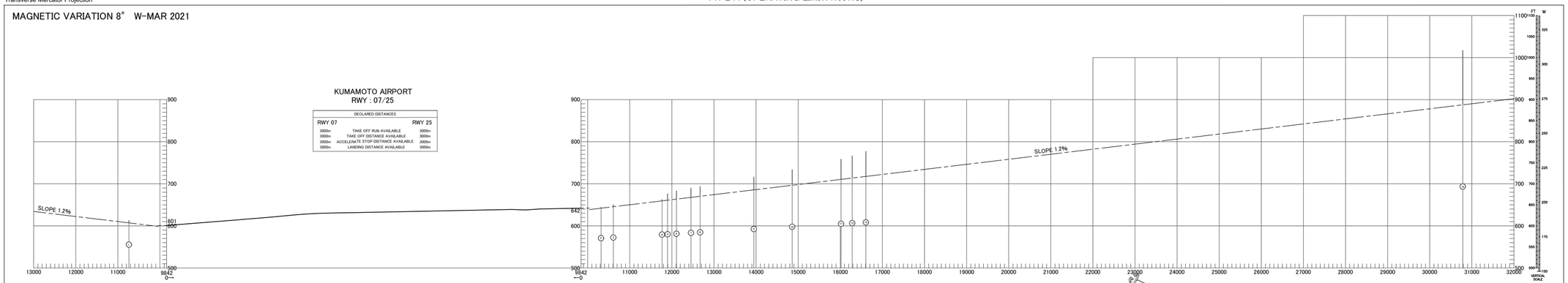
AERODROME OBSTACLE CHART–ICAO
TYPE A (OPERATING LIMITATIONS)

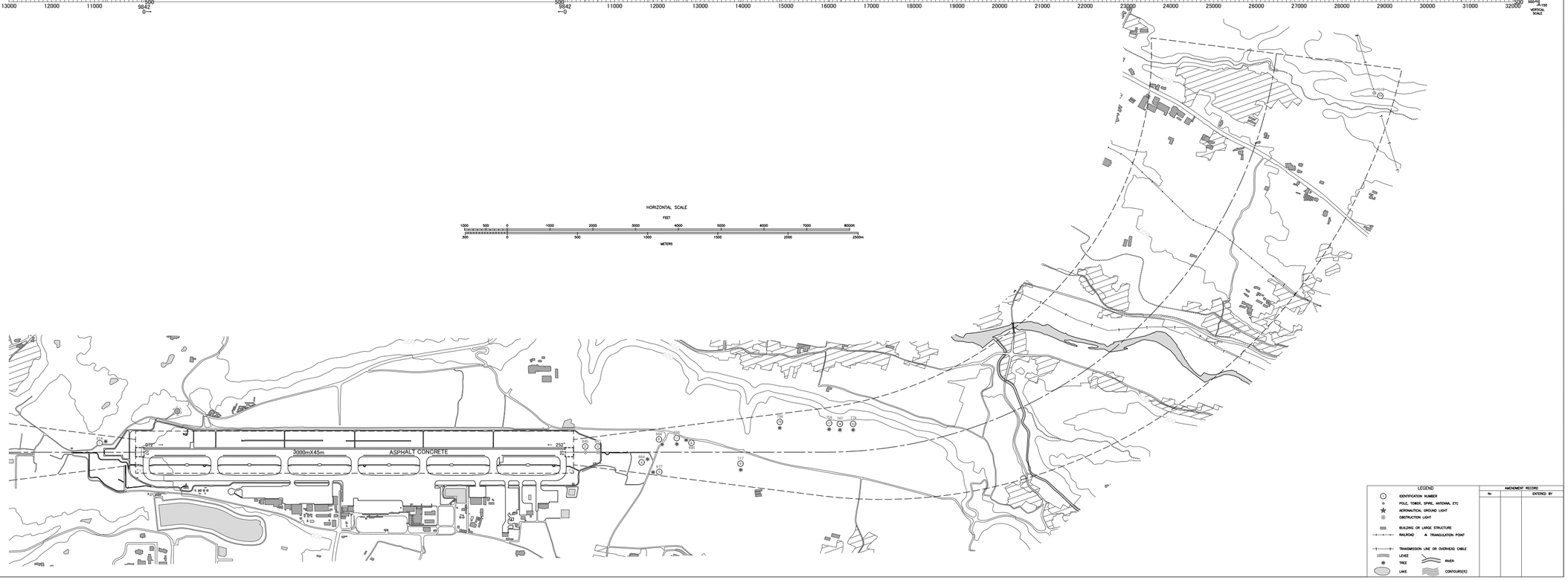
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC
Transverse Mercator Projection

MAGNETIC VARIATION 8° W–MAR 2021

KUMAMOTO AIRPORT
RWY : 07/25

DECLARED DISTANCES		
RWY 07		RWY 25
3000m	TAKE OFF RUN AVAILABLE	3000m
3000m	TAKE OFF DISTANCE AVAILABLE	3000m
3000m	ACCELERATE STOP DISTANCE AVAILABLE	3000m
3000m	LANDING DISTANCE AVAILABLE	3000m





CHANGE:Update

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC
Transverse Mercator Projection

AERODROME ELEVATION 632ft ARP

130°46'E 130°47'E 130°48'E 130°49'E 130°50'E 130°51'E 130°52'E 130°53'E 130°54'E 130°55'E
32°54'N 32°53'N 32°52'N 32°51'N 32°50'N 32°49'N 32°48'N 32°47'N

VARIATION W MAR 2022 7.5°W
ANNUAL CHANGE 0.1°E

OZU CHO
KIKUYŌ MACHI
KUMAMOTO CITY
MASHIKI MACHI
NISHIHARA MURA
HORIKAWA RIVER
SHIRAKAWA RIVER
KYOKUTO BYPASS
FUKUSAKO DAM
TAKE-OFF FLIGHT PATH SLOPE 1.2%
APPROACH SURFACE SLOPE 1 : 50
TRANSITIONAL SURFACE SLOPE 1 : 7
HORIZONTAL SURFACE

HORIZONTAL SCALE
FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000ft
300 0 500 1000 1500 2000 2500 3000m
METERS

LEGEND
- AERODROME REFERENCE POINT 32°50'14"N 130°51'19"E
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TERRAIN PENETRATING OBSTACLE PLANE
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS(ft)

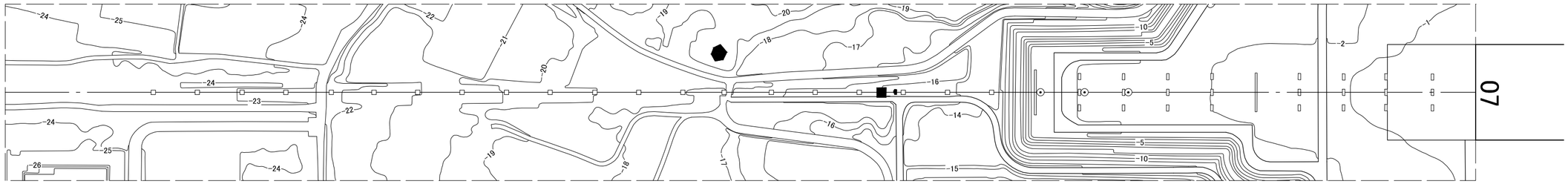
AMENDMENT RECORD		
Nr	DATE	ENTERED BY

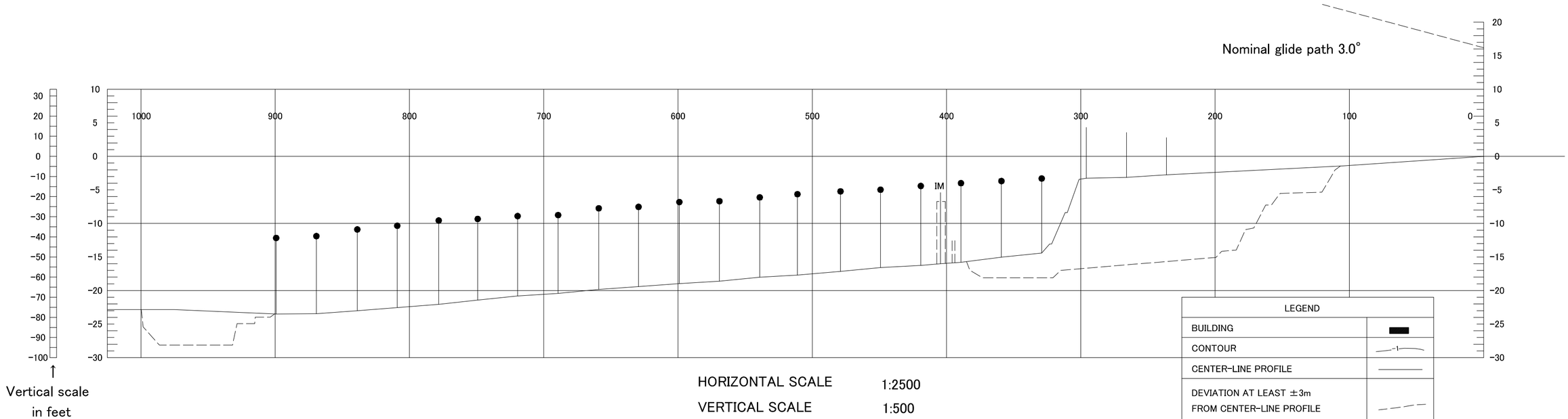
CHANGE: Update

PRECISION APPROACH TERRAIN CHART-ICAO

DISTANCES AND HEIGHTS IN METERS

RWY 07





HORIZONTAL SCALE 1:2500

VERTICAL SCALE 1:500

CONTOUR AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

LEGEND	
BUILDING	
CONTOUR	
CENTER-LINE PROFILE	
DEVIATION AT LEAST ±3m FROM CENTER-LINE PROFILE	
APPROACH LIGHTING	
ANTENNA	

CHANGE:Update

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO SID and TRANSITION

KUMAMOTO REVERSAL SEVEN DEPARTURE

RWY25 : Climb via KUE R251 to 3.0DME, turn left,...
RWY07 : Turn left, proceed direct to KUE VOR/DME,...
... climb via KUE R206 to RINDO, turn left to intercept and proceed via KUE R186 to KUE VOR/DME.
Cross RINDO at or above 7000FT, cross KUE R186/8.0DME at or above FL140.
Note RWY07 : 5.7% climb gradient required up to 2700FT.
OBST ALT 2362FT located at 6.0NM 034˚ FM end of RWY07.

RINDO FIVE DEPARTURE

RWY25 : Climb via KUE R251 to 3.0DME, turn left,...
RWY07 : Turn left, proceed direct to KUE VOR/DME,...
...climb via KUE R206 to RINDO.
Cross RINDO at or above 7000FT.
Note RWY07 : 5.7% climb gradient required up to 2700FT.
OBST ALT 2362FT located at 6.0NM 034˚ FM end of RWY07.

MIYAZAKI TRANSITION

From over RINDO, turn left, proceed via KUE 25.0DME counterclockwise ARC to intercept and proceed via KUE R159/MZE R339 (MRA 8000FT) to MZE VOR/DME.

KAGOSHIMA TRANSITION

From over RINDO, turn left, proceed via HKC 45.0DME clockwise ARC to intercept and proceed via HKC R038 (MRA 9000FT) to HKC VORTAC.

MUSASHI TRANSITION

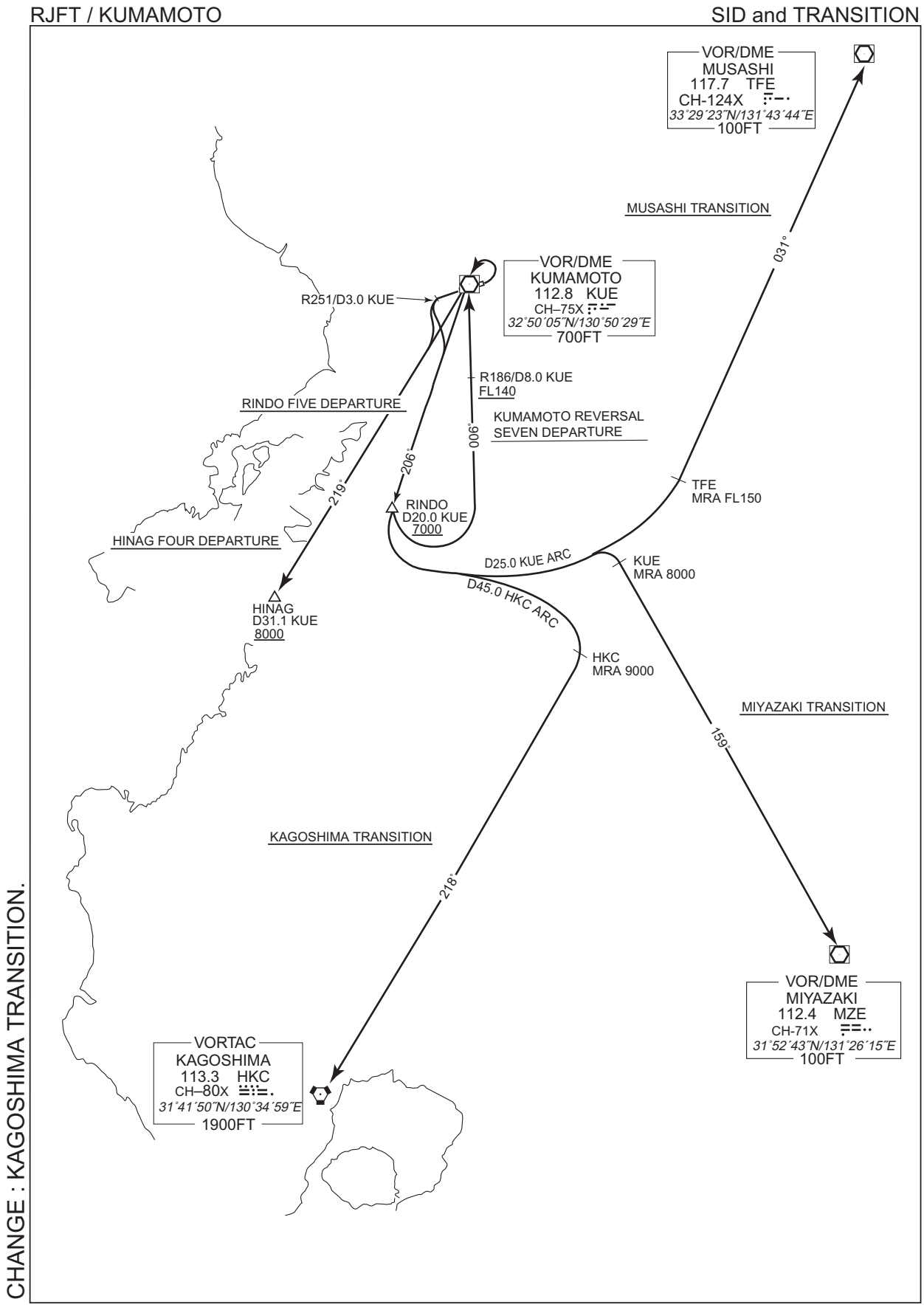
From over RINDO, turn left, proceed via KUE 25.0DME counterclockwise ARC to intercept and proceed via TFE R211 (MRA FL150) to TFE VOR/DME.

HINAG FOUR DEPARTURE

RWY25 : Climb via KUE R251 to 3.0DME, turn left,...
RWY07 : Turn left, proceed direct to KUE VOR/DME,...
...climb via KUE R219 to HINAG.
Cross HINAG at or above 8000FT.
Note RWY07 : 5.7% climb gradient required up to 2700FT.
OBST ALT 2362FT located at 6.0NM 034˚ FM end of RWY07.

CHANGE : KAGOSHIMA TRANSITION.

STANDARD DEPARTURE CHART-INSTRUMENT



STANDARD DEPARTURE CHART-INSTRUMENT

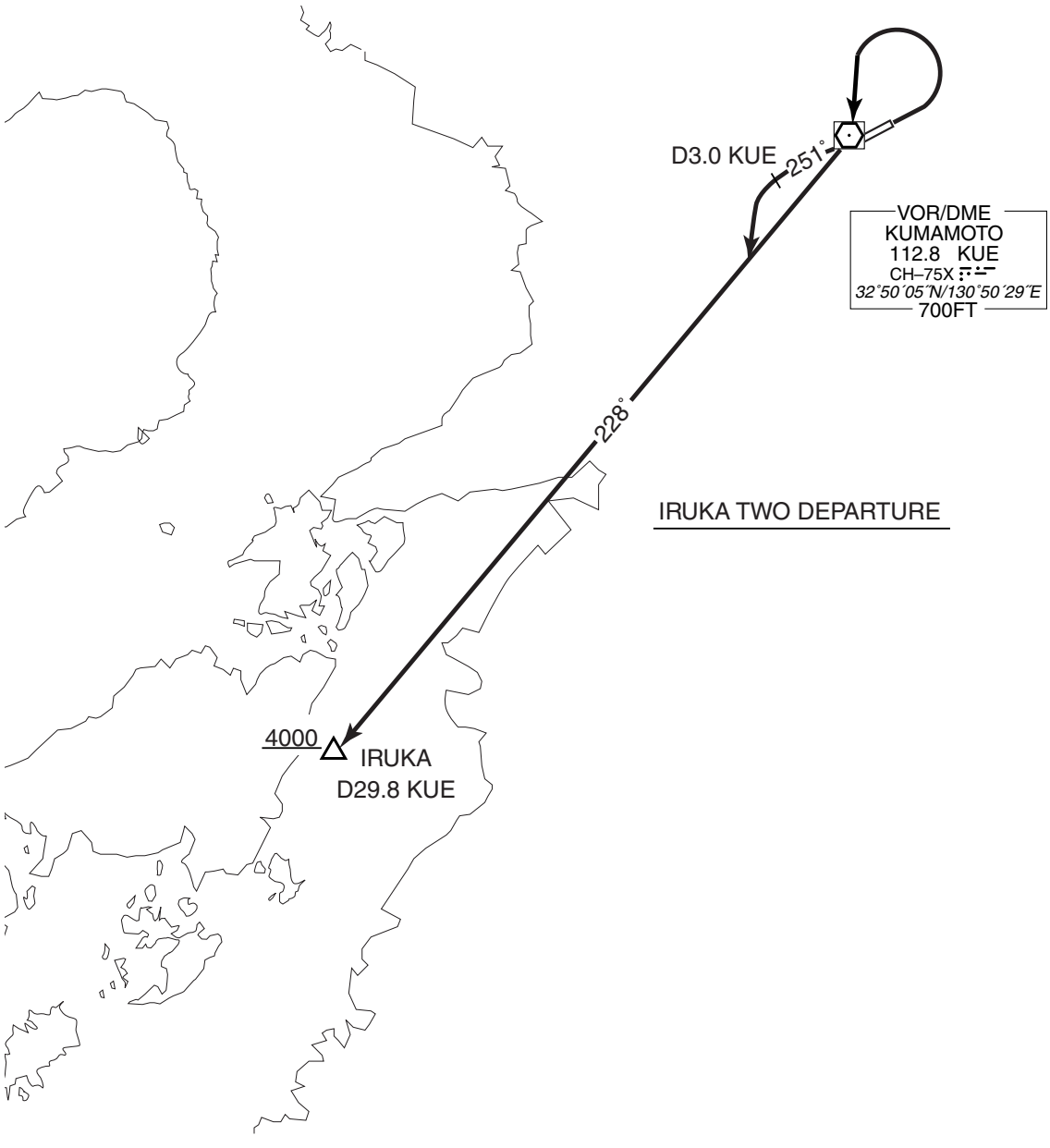
RJFT / KUMAMOTO SID

IRUKA TWO DEPARTURE

RWY07 : Turn left, direct to KUE VOR/DME,...

RWY25 : Climb via KUE R251 to 3.0DME, turn left,...
...climb via KUE R228 to IRUKA.
Cross IRUKA at or above 4000FT.

Note RWY07 : 5.7% climb gradient required up to 2700FT.
OBST ALT 2362FT located at 6.0NM 034˚ FM end of RWY07.



STANDARD DEPARTURE CHART-INSTRUMENT

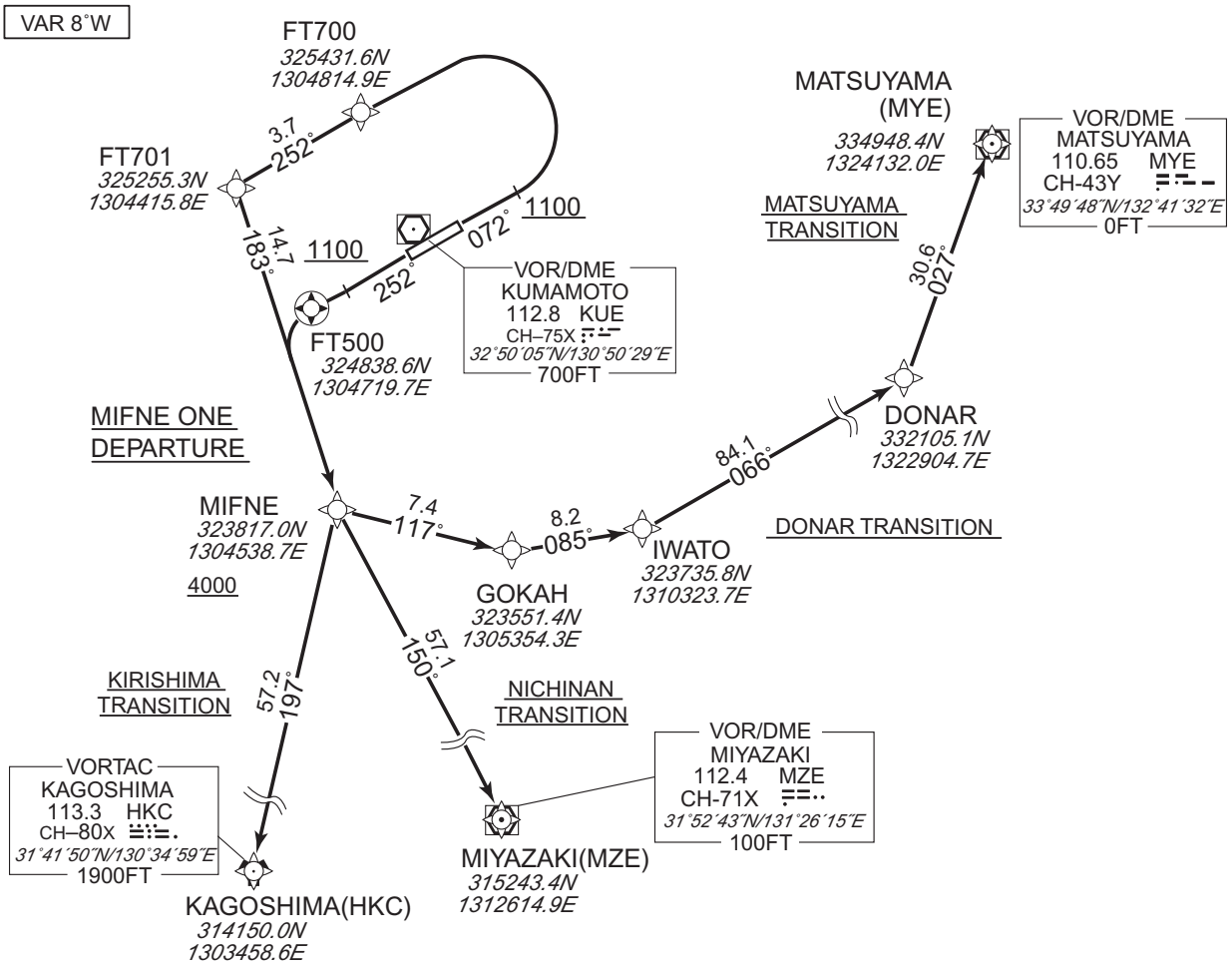
RJFT / KUMAMOTO — RNAV SID and TRANSITION

MIFNE ONE DEPARTURE
DONAR TRANSITION / MATSUYAMA TRANSITION
KIRISHIMA TRANSITION / NICHINAN TRANSITION

RNAV 1

Note 1) DME/DME/IRU or GNSS required
※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
2) RADAR service required

Critical DME	KIRISHIMA TRANSITION MZE : 14.0NM to HKC - HKC
DME GAP	RWY07 : DER - FT701 RWY25 : DER - FT500
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



MIFNE ONE DEPARTURE

RWY07 : Climb on HDG072˚ at or above 1100FT, turn left direct to FT700, to FT701, to MIFNE at or above 4000FT.

RWY25 : Climb on HDG252˚ at or above 1100FT, direct to FT500, turn left direct to MIFNE at or above 4000FT.

Note : RWY07 : 5.7% climb gradient required up to 2700FT.
OBST ALT 2362FT located at 6.0NM 034˚ FM end of RWY07.

DONAR TRANSITION

From MIFNE at or above 4000FT, to GOKAH, to IWATO, to DONAR.

MATSUYAMA TRANSITION

From MIFNE at or above 4000FT, to GOKAH, to IWATO, to DONAR, to MYE.

KIRISHIMA TRANSITION

From MIFNE at or above 4000FT, to HKC.

NICHINAN TRANSITION

From MIFNE at or above 4000FT, to MZE.

CHANGE : VAR. PROC course.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO RNAV SID and TRANSITION

MIFNE ONE DEPARTURE

RWY07

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	–	–	072 (064.5)	-7.6	–	–	+1100	–	–	RNAV1
002	DF	FT700	–	–	-7.6	–	L	–	–	–	RNAV1
003	TF	FT701	–	252 (244.4)	-7.6	3.7	–	–	–	–	RNAV1
004	TF	MIFNE	–	183 (175.5)	-7.6	14.7	–	+4000	–	–	RNAV1

RWY25

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	–	–	252 (244.5)	-7.6	–	–	+1100	–	–	RNAV1
002	DF	FT500	Y	–	-7.6	–	–	–	–	–	RNAV1
003	DF	MIFNE	–	–	-7.6	–	L	+4000	–	–	RNAV1

DONAR TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MIFNE	–	–	-7.6	–	–	+4000	–	–	RNAV1
002	TF	GOKAH	–	117 (109.2)	-7.6	7.4	–	–	–	–	RNAV1
003	TF	IWATO	–	085 (077.7)	-7.6	8.2	–	–	–	–	RNAV1
004	TF	DONAR	–	066 (058.4)	-7.6	84.1	–	–	–	–	RNAV1

MATSUYAMA TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MIFNE	–	–	-7.6	–	–	+4000	–	–	RNAV1
002	TF	GOKAH	–	117 (109.2)	-7.6	7.4	–	–	–	–	RNAV1
003	TF	IWATO	–	085 (077.7)	-7.6	8.2	–	–	–	–	RNAV1
004	TF	DONAR	–	066 (058.4)	-7.6	84.1	–	–	–	–	RNAV1
005	TF	MYE	–	027 (019.8)	-7.6	30.6	–	–	–	–	RNAV1

KIRISHIMA TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MIFNE	–	–	-7.6	–	–	+4000	–	–	RNAV1
002	TF	HKC	–	197 (189.1)	-7.6	57.2	–	–	–	–	RNAV1

NICHINAN TRANSITION

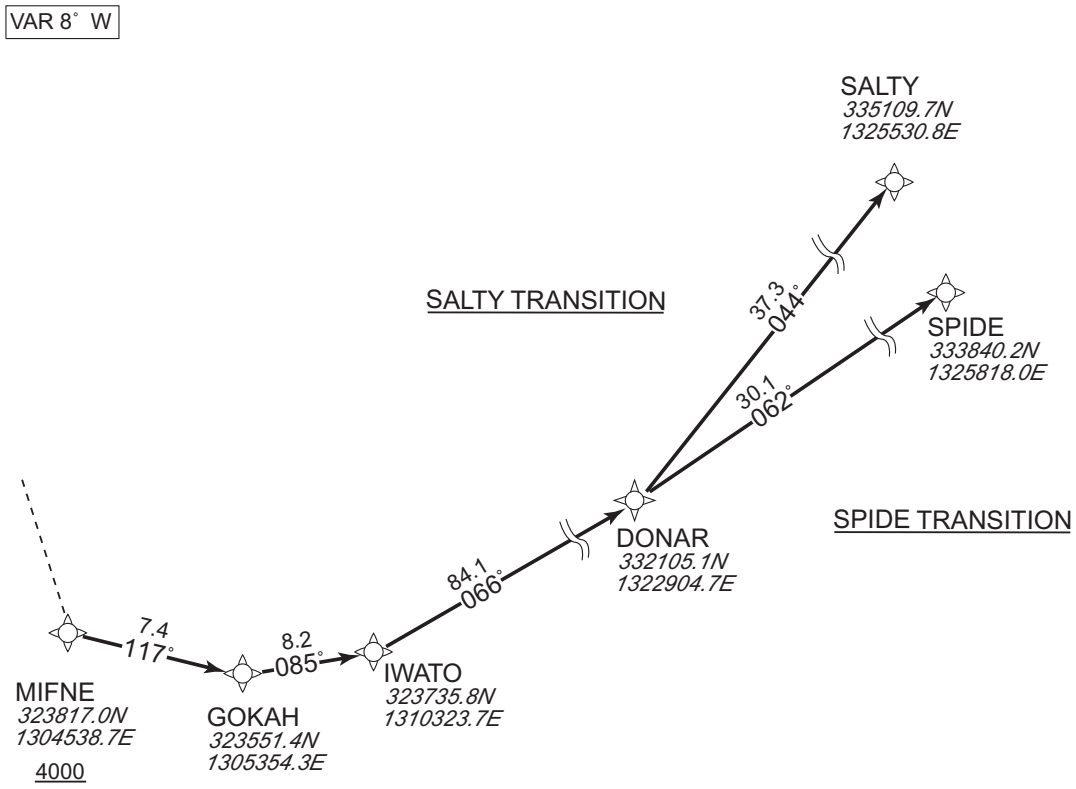
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MIFNE	–	–	-7.6	–	–	+4000	–	–	RNAV1
002	TF	MZE	–	150 (142.8)	-7.6	57.1	–	–	–	–	RNAV1

CHANGE : VAR. PROC course.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO — RNAV TRANSITION

SPIDE TRANSITION / SALTY TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required 2) RADAR service required	Critical DME	–
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



SPIDE TRANSITION

From MIFNE at or above 4000FT, to GOKAH, to IWATO, to DONAR, to SPIDE.

SALTY TRANSITION

From MIFNE at or above 4000FT, to GOKAH, to IWATO, to DONAR, to SALTY.

CHANGE : VAR. PROC course.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO RNAV TRANSITION

SPIDE TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MIFNE	–	–	-7.6	–	–	+4000	–	–	RNAV1
002	TF	GOKAH	–	117 (109.2)	-7.6	7.4	–	–	–	–	RNAV1
003	TF	IWATO	–	085 (077.7)	-7.6	8.2	–	–	–	–	RNAV1
004	TF	DONAR	–	066 (058.4)	-7.6	84.1	–	–	–	–	RNAV1
005	TF	SPIDE	–	062 (054.1)	-7.6	30.1	–	–	–	–	RNAV1

SALTY TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MIFNE	–	–	-7.6	–	–	+4000	–	–	RNAV1
002	TF	GOKAH	–	117 (109.2)	-7.6	7.4	–	–	–	–	RNAV1
003	TF	IWATO	–	085 (077.7)	-7.6	8.2	–	–	–	–	RNAV1
004	TF	DONAR	–	066 (058.4)	-7.6	84.1	–	–	–	–	RNAV1
005	TF	SALTY	–	044 (036.1)	-7.6	37.3	–	–	–	–	RNAV1

CHANGE : VAR. PROC course.

STANDARD ARRIVAL CHART-INSTRUMENT

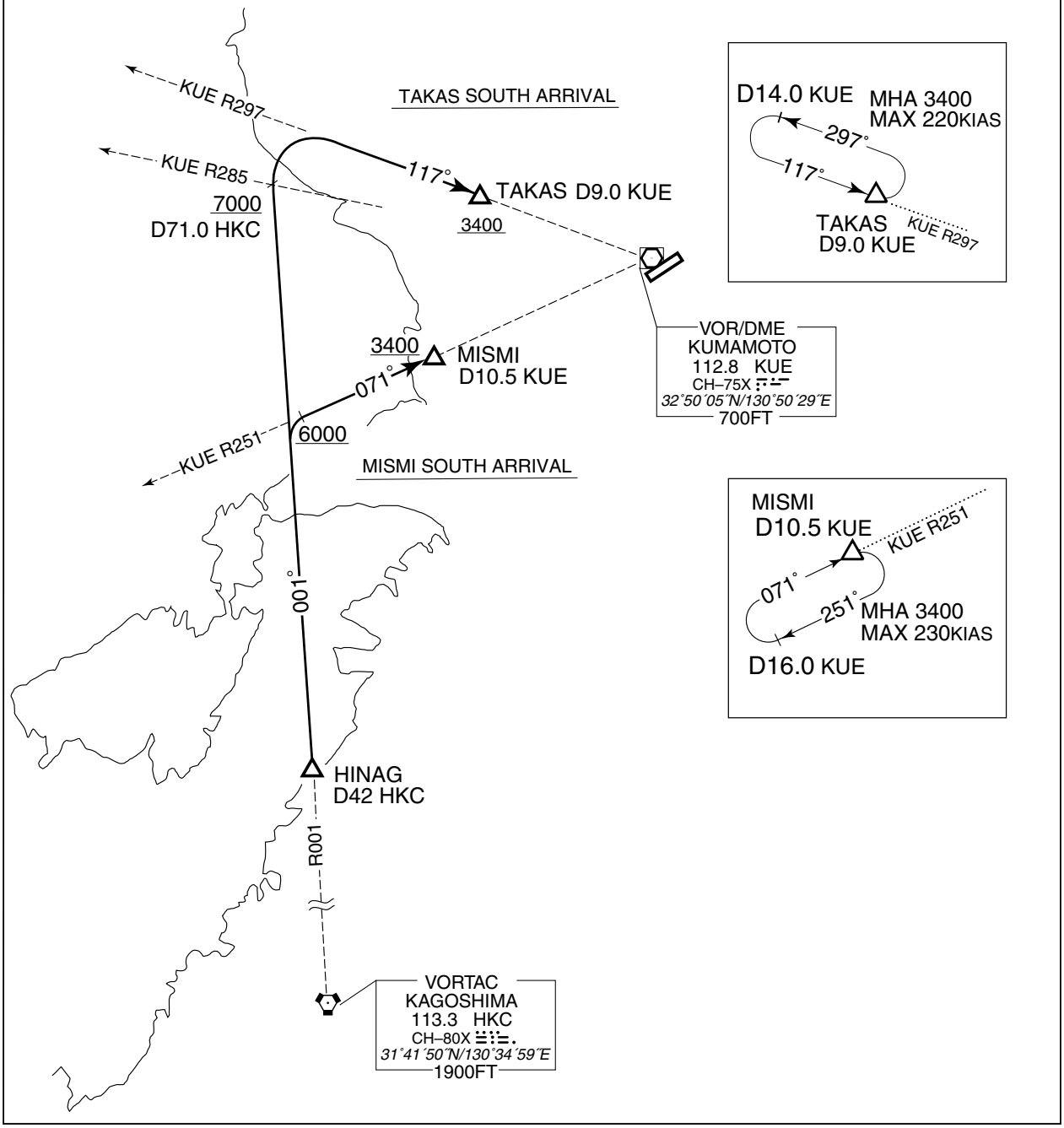
RJFT / KUMAMOTO STAR

MISMI SOUTH ARRIVAL

From over HINAG, proceed via HKC R001 to intercept and proceed via KUE R251 to MISMI.
Maintain 6000FT or above until intercepting KUE R251, cross MISMI at or above 3400FT.

TAKAS SOUTH ARRIVAL

From over HINAG, proceed via HKC R001 until HKC 71.0DME (KUE R285), turn right to intercept and proceed via KUE R297 to TAKAS.
Cross HKC R001/71.0DME(KUE R285) at or above 7000FT, cross TAKAS at or above 3400FT.



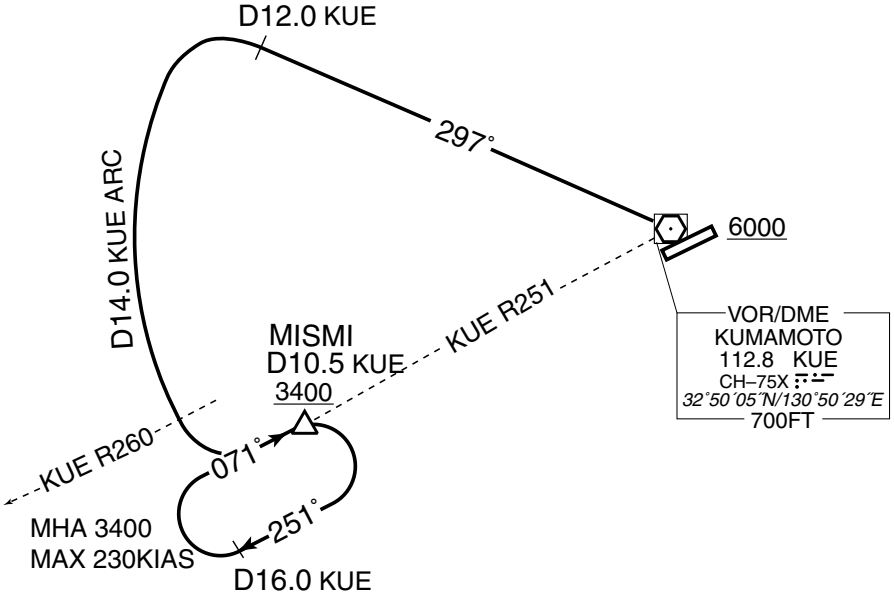
STANDARD ARRIVAL CHART-INSTRUMENT

RJFT / KUMAMOTO STAR

MISMI EAST ARRIVAL

From over KUE VOR/DME, proceed via KUE R297 to KUE 12.0DME, turn left, proceed via KUE 14.0DME counterclockwise ARC to intercept and proceed via KUE R251 to MISMI.

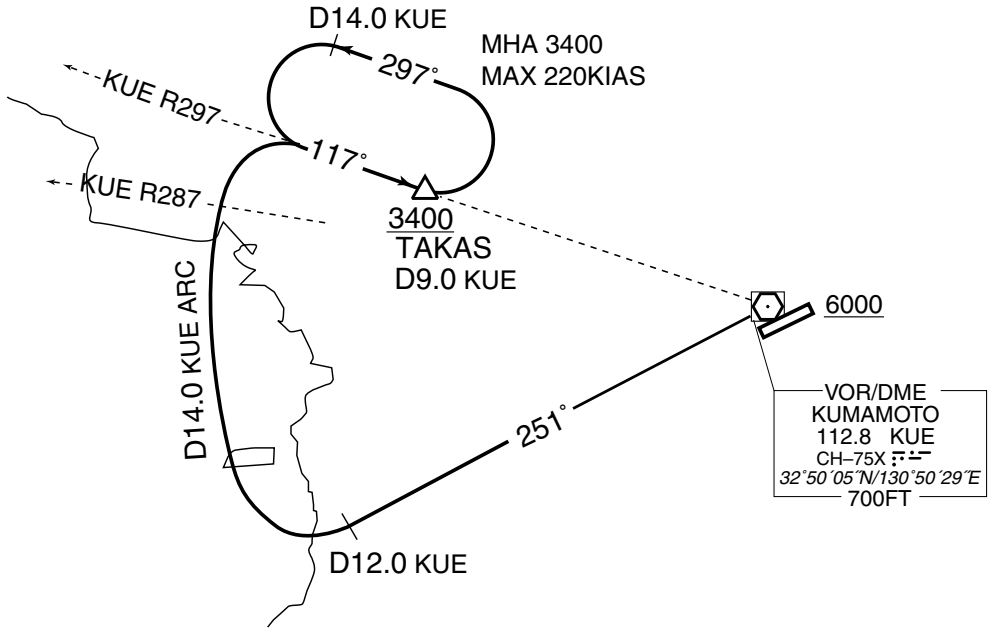
Cross KUE VOR/DME at or above 6000FT, cross MISMI at or above 3400FT.



TAKAS EAST ARRIVAL

From over KUE VOR/DME, proceed via KUE R251 to KUE 12.0DME, turn right, proceed via KUE 14.0DME clockwise ARC to intercept and proceed via KUE R297 to TAKAS.

Cross KUE VOR/DME at or above 6000FT, cross TAKAS at or above 3400FT.



STANDARD ARRIVAL CHART-INSTRUMENT

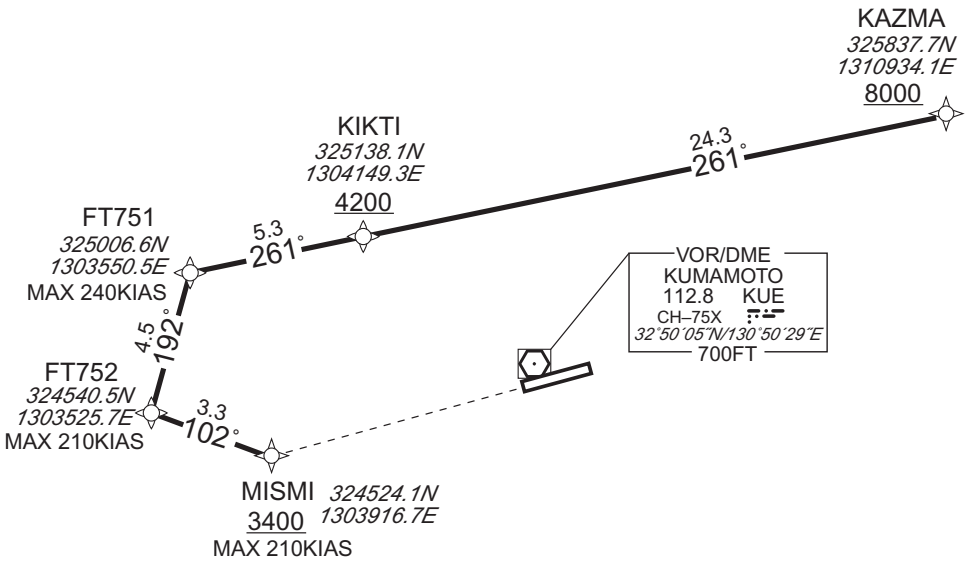
RJFT / KUMAMOTO

RNAV STAR RWY07

KAZMA ARRIVAL	RNAV1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 8˚W



From KAZMA at or above 8000FT, to KIKTI at or above 4200FT, to FT751, to FT752, to MISMI at or above 3400FT.

Critical DME	SGE : 20NM to KIKTI – 8NM to KIKTI 5NM to FT751 – FT752 KUE : 12NM to KIKTI – 8NM to KIKTI 5NM to FT751 – 2NM to FT751
DME GAP	8NM to KIKTI – 5NM to FT751
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

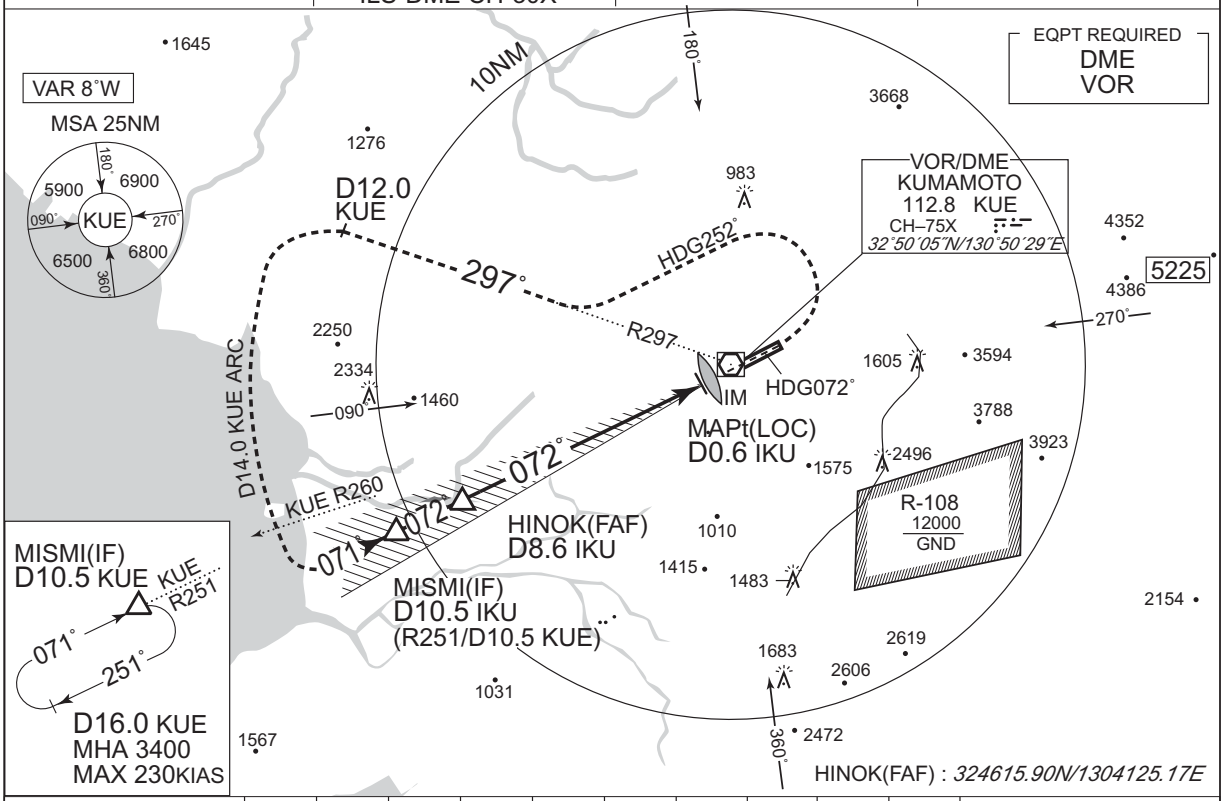
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KAZMA	–	–	-7.6	–	–	+8000	–	–	RNAV1
002	TF	KIKTI	–	261 (253.4)	-7.6	24.3	–	+4200	–	–	RNAV1
003	TF	FT751	–	261 (253.2)	-7.6	5.3	–	–	-240	–	RNAV1
004	TF	FT752	–	192 (184.5)	-7.6	4.5	–	–	-210	–	RNAV1
005	TF	MISMI	–	102 (094.8)	-7.6	3.3	–	+3400	-210	–	RNAV1

CHANGE : VAR. PROC renamed. PROC course. FT751, FT752 established. FT07Z, FT07Y abolished.

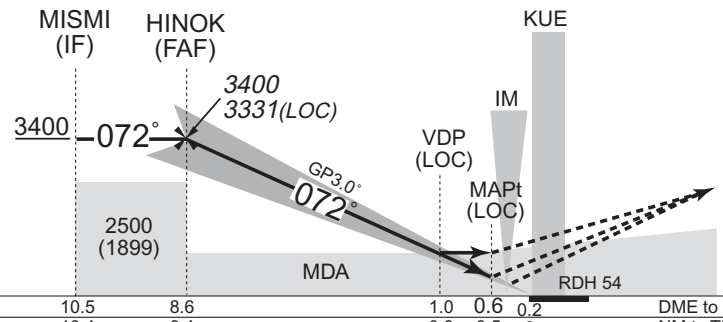
INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO — ILS or LOC RWY07 (CAT Ⅱ&Ⅲ)

KUMAMOTO APP	ILS-LOC	KUMAMOTO TWR	RADAR AVBL
127.0 – 126.5 134.0 – 258.9	109.3 IKU ILS-GP 332.0 ILS-DME CH-30X	118.7 – 126.2 134.0 – 258.9	ATIS 128.8



NM to IKU	FAF	8	7	6	5	4	3	2	1	MAPt
ALT (3.0° APCH Path)	3331	3151	2833	2514	2196	1877	1559	1240	922	–



MISSED APPROACH

Climb on HDG072° to 1000FT, turn left, climb to 3400FT on HDG252° to intercept and proceed via KUE R297 to KUE 12.0DME, turn left, proceed via KUE 14.0DME counterclockwise ARC to intercept and proceed via KUE R251 to MISMI and hold. Contact KUMAMOTO APP.

No turn before IKU 0.6 DME.
Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5.0%

MINIMA — THR elev. 601 — AD elev. 632

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	775 (174)	242	450	801 (200)	550	910 (309)	900	1090 (458)	1600
B								1000		
C									1100 (468)	2400
D								1400	1190 (558)	3200

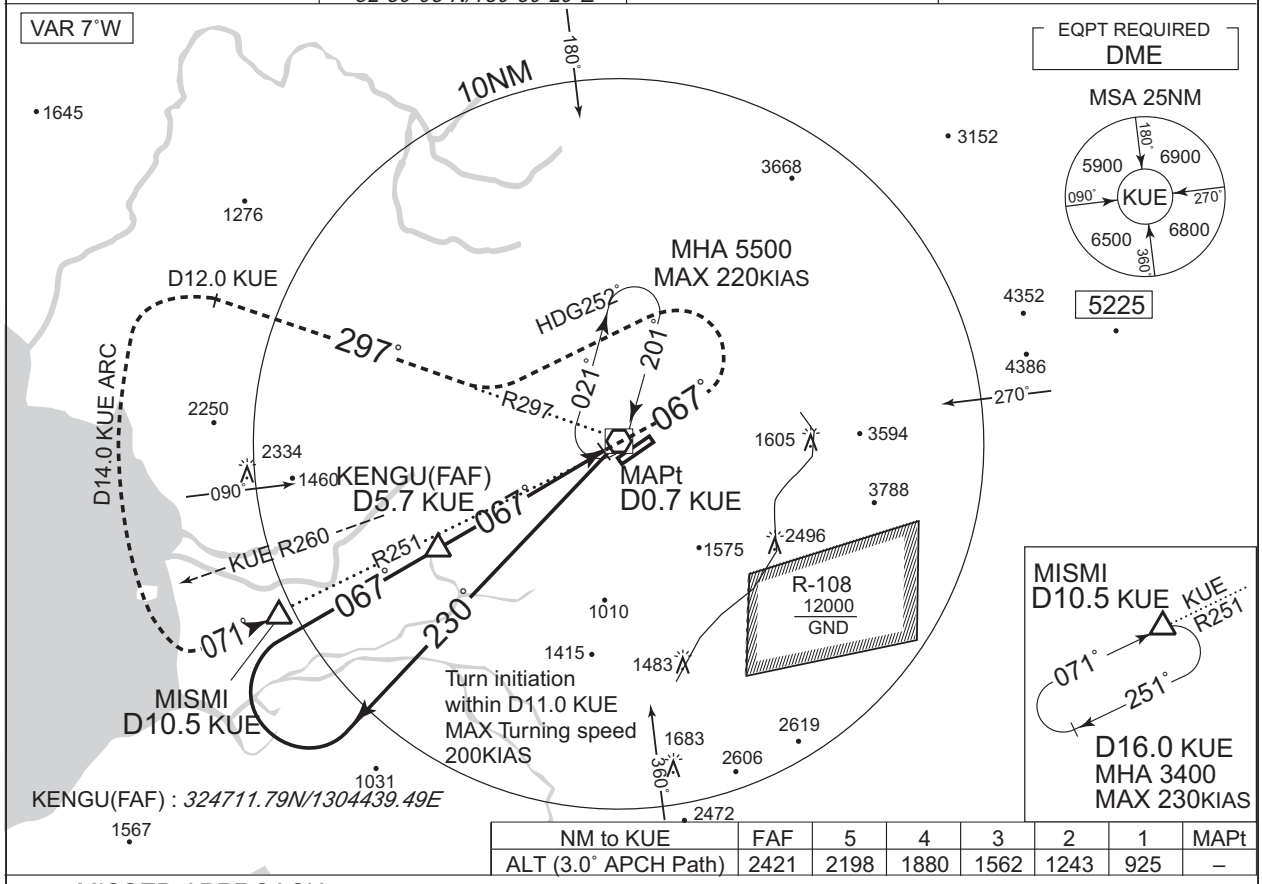
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : VAR. PROC course. ALT(3.0° APCH Path). DME to IKU.

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO VOR RWY07

KUMAMOTO APP	KUMAMOTO VOR/DME	KUMAMOTO TWR	RADAR AVBL
127.0 - 126.5 134.0 - 258.9	112.8 KUE CH-75X *32°50′05″N/130°50′29″E*	118.7 - 126.2 134.0 - 258.9	ATIS 128.8

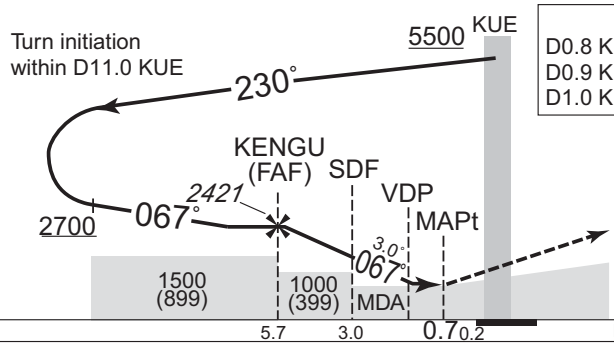


NM to KUE	FAF	5	4	3	2	1	MAPt
ALT (3.0° APCH Path)	2421	2198	1880	1562	1243	925	–

MISSED APPROACH

Climb to 1000FT via KUE R067, turn left, climb to 3400FT on HDG252° to intercept and proceed via KUE R297 to KUE 12.0DME, turn left, proceed via KUE 14.0DME counterclockwise ARC to intercept and proceed via KUE R251 to MISMI and hold.
Contact KUMAMOTO APP.

No turn before MAPt.
Timing not authorized for defining the MAPt.



VDP
D0.8 KUE(CAT A)
D0.9 KUE(CAT B)
D1.0 KUE(CAT C,D)

MINIMA THR elev. 601 AD elev. 632

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	870 (269)	800	1090 (458)	1600
B	890 (289)			
C	910 (309)	1000	1100 (468)	2400
D		1400	1190 (558)	3200

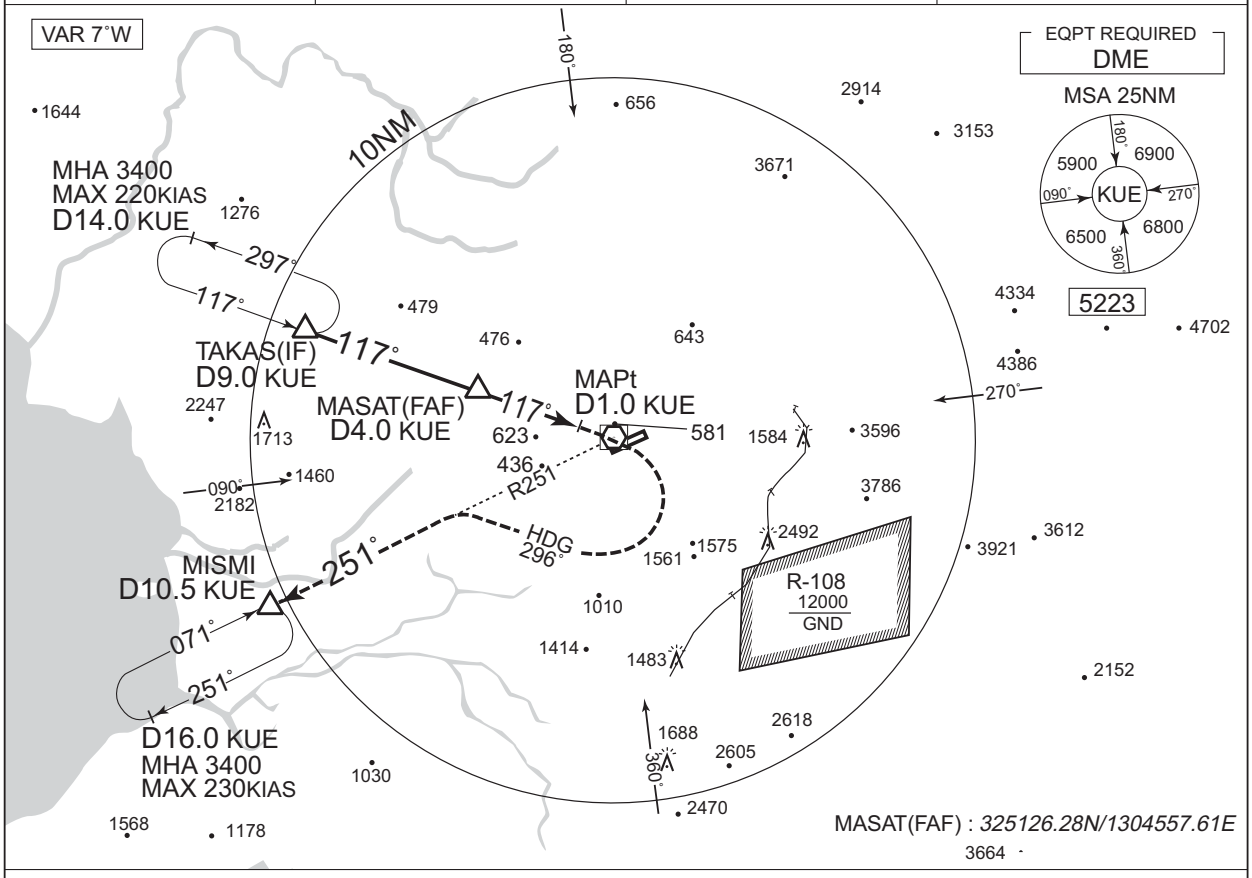
Circling to NORTH side of RWY only.

CHANGE:Description of VAR.

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO VOR A

KUMAMOTO APP	KUMAMOTO VOR/DME	KUMAMOTO TWR	RADAR AVBL
127.0 - 126.5 134.0 - 258.9	112.8 KUE CH-75X *32°50′05″N/130°50′29″E*	118.7 - 126.2 134.0 - 258.9	ATIS 128.8

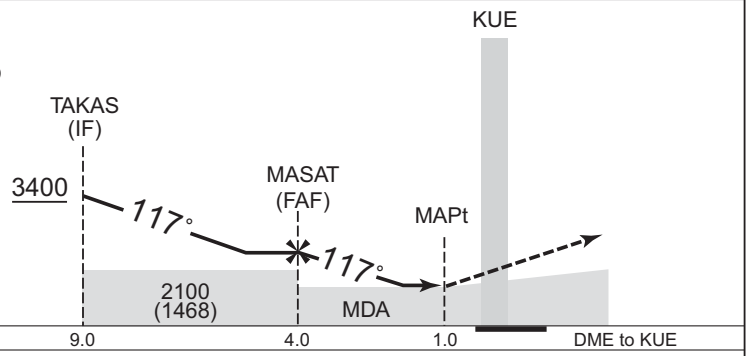


MISSED APPROACH

Turn right, climb to 3400FT on HDG296° to intercept and proceed via KUE R251 to MISMI and hold.

Contact KUMAMOTO APP.

Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 4.6%

MINIMA AD elev. 632

CAT	CIRCLING	
	MDA(H)	VIS
A B	1090 (458)	1600
C	1100 (468)	2400
D	1190 (558)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

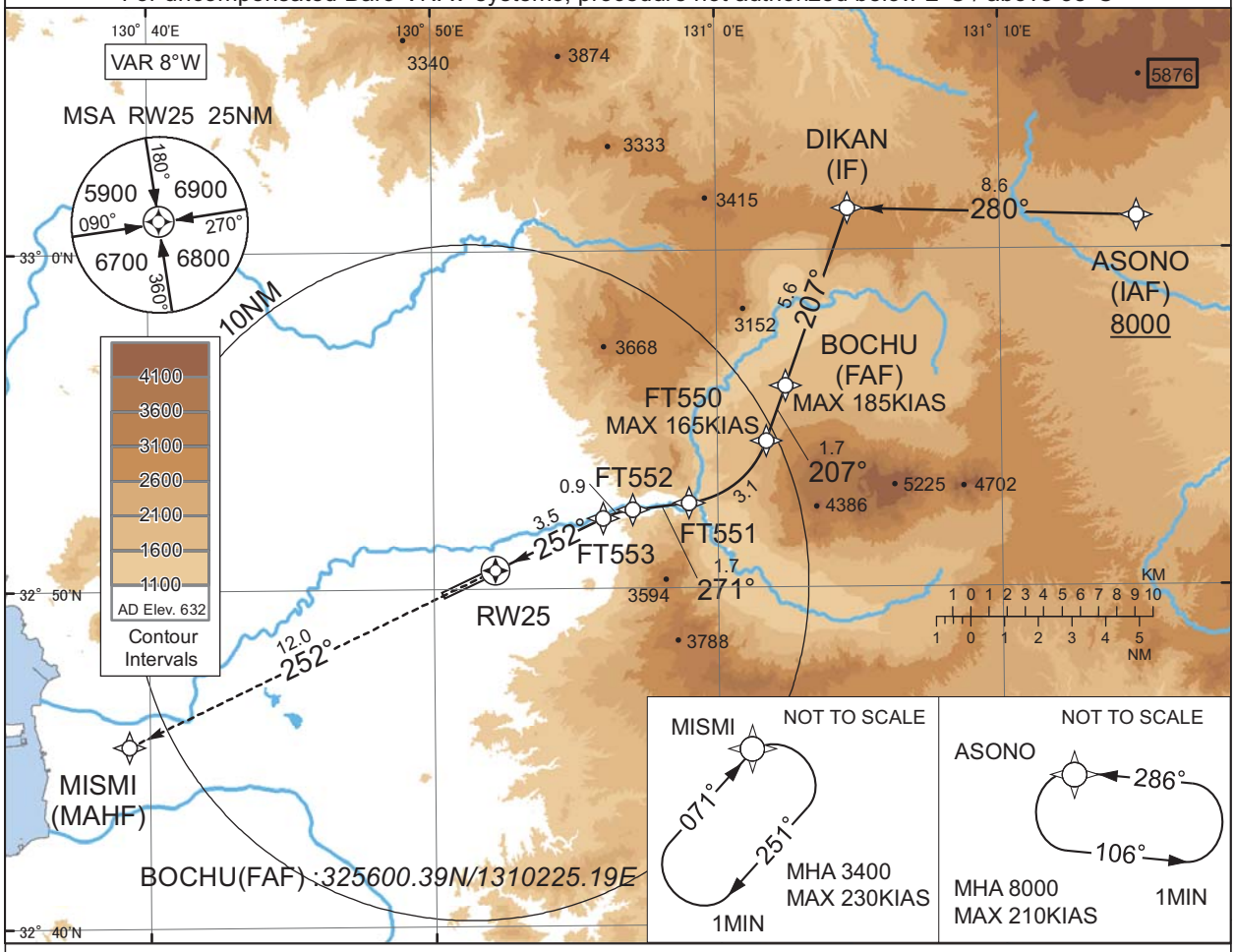
CHANGE: Description of VAR.

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO — RNP Z RWY25(AR)

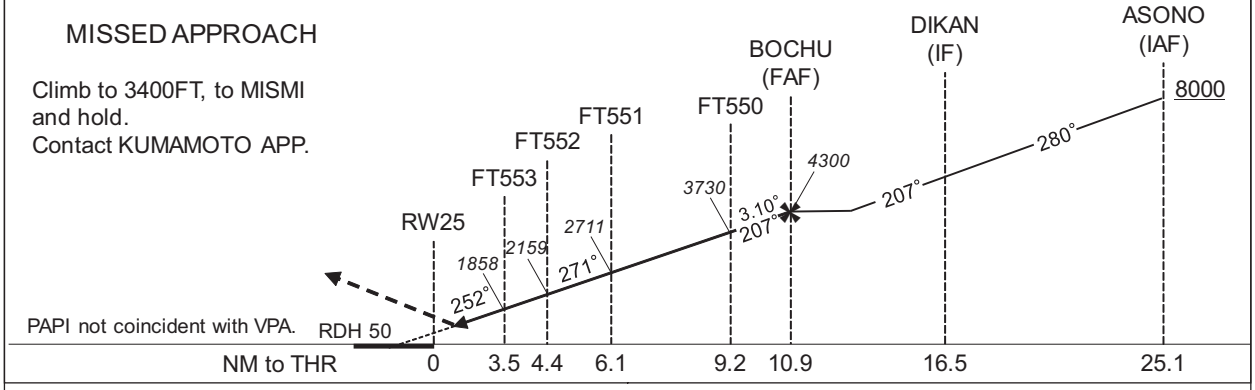
KUMAMOTO APP	RNP AR	KUMAMOTO TWR	RADAR AVBL
127.0 - 126.5 134.0 - 258.9	RF required. Night operation only.	118.7 - 126.2 134.0 - 258.9	ATIS 128.8

For uncompensated Baro-VNAV systems, procedure not authorized below 2°C / above 38°C



MISSED APPROACH

Climb to 3400FT, to MISMI and hold.
Contact KUMAMOTO APP.



MINIMA	THR elev. 642	AD elev. 632
CAT	RNP 0.30	
	DA(H)	RVR/CMV
A	-	-
B		
C	942(300)	1400
D		1600

Authorization Required

CHANGE : VAR. PROC course. RNAV HLDG established(ASONO, MISMI). HLDG for NAVAID abolished(ASONO, MISMI). MSA.

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO RNP Z RWY25(AR)

CHANGE : VAR. PROC course. RNAV HLDG established.

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	ASONO	-	-	-7.6	-	-	+8000	-	-	-
002	TF	DIKAN	-	280 (272.0)	-7.6	8.6	-	-	-	-	1.0
003	TF	BOCHU	-	207 (199.6)	-7.6	5.6	-	4300	-185	-	1.0
004	TF	FT550	-	207 (199.6)	-7.6	1.7	-	3730	-165	-3.10	0.3
005	RF Center: FTRF1 r=2.77NM	FT551	-	-	-7.6	3.1	R	2711	-	-3.10	0.3
006	TF	FT552	-	271 (263.6)	-7.6	1.7	-	2159	-	-3.10	0.3
007	RF Center: FTRF2 r=2.77NM	FT553	-	-	-7.6	0.9	L	1858	-	-3.10	0.3
008	TF	RW25	Y	252 (244.5)	-7.6	3.5	-	692	-	-3.10/50	0.3
009	TF	MISMI	-	252 (244.5)	-7.6	12.0	-	3400	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	ASONO	286 (278.5)	-7.6	1.0 (-14000)	L	8000	FL140	-210 (-14000)	1.0
Hold	MISMI	071 (063.5)	-7.6	1.0 (-14000)	R	3400	FL140	-230 (-14000)	1.0

Waypoint Coordinates

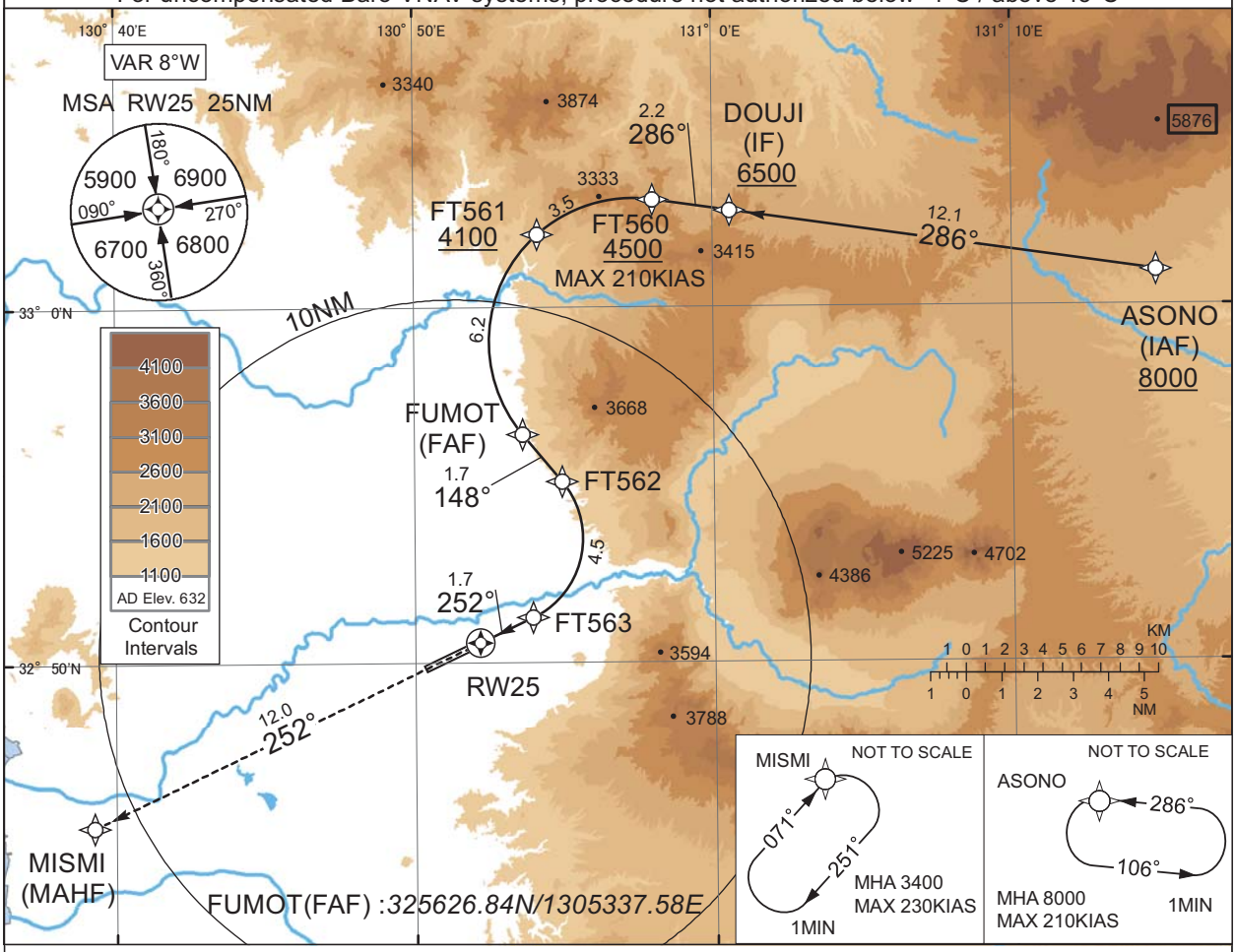
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
ASONO	*330058.11N / 1311449.42E*	FTRF1	*325518.34N / 1305837.73E*
DIKAN	*330115.22N / 1310438.68E*	FTRF2	*324936.20N / 1305722.87E*
BOCHU	*325600.39N / 1310225.19E*		
FT550	*325422.38N / 1310143.69E*		
FT551	*325232.83N / 1305859.64E*		
FT552	*325221.62N / 1305700.92E*		
FT553	*325206.61N / 1305558.39E*		
RW25	*325035.24N / 1305210.28E*		
MISMI	*324524.10N / 1303916.73E*		

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO — RNP Y RWY25(AR)

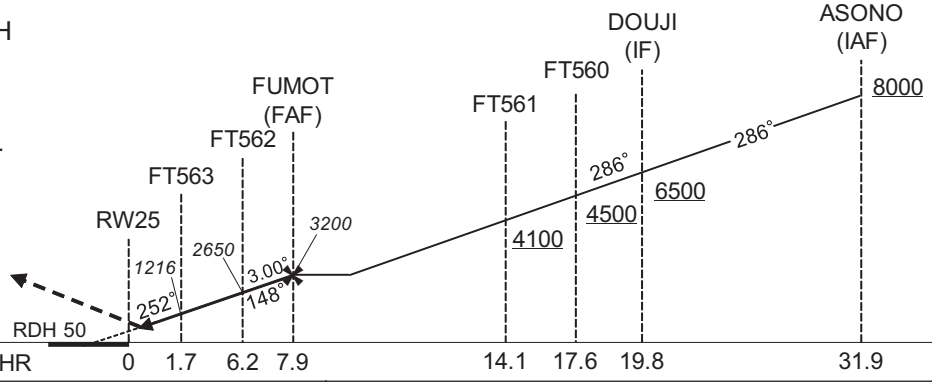
KUMAMOTO APP	RNP AR	KUMAMOTO TWR	RADAR AVBL
127.0 - 126.5 134.0 - 258.9	RF required.	118.7 - 126.2 134.0 - 258.9	ATIS 128.8

For uncompensated Baro-VNAV systems, procedure not authorized below -4°C / above 45°C



MISSED APPROACH

Climb to 3400FT, to MISMI
and hold.
Contact KUMAMOTO APP.



MINIMA	THR elev. 642	AD elev. 632
CAT	RNP 0.30	
	DA(H)	RVR/CMV
A	-	-
B		
C	942(300)	1400
D		1600

Authorization Required

CHANGE : VAR. PROC course. RNAV HLDG established(ASONO, MISMI). HLDG for NAVAID abolished(ASONO, MISMI).

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO RNP Y RWY25(AR)

CHANGE : VAR. PROC course. RNAV HLDG established.

Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	ASONO	-	-	-7.6	-	-	+8000	-	-	-
002	TF	DOUJI	-	286 (278.4)	-7.6	12.1	-	+6500	-	-	1.0
003	TF	FT560	-	286 (278.3)	-7.6	2.2	-	+4500	-210	-	1.0
004	RF Center: FTRF3 r=4.04NM	FT561	-	-	-7.6	3.5	L	+4100	-	-	1.0
005	RF Center: FTRF3 r=4.04NM	FUMOT	-	-	-7.6	6.2	L	3200	-	-	0.7
006	TF	FT562	-	148 (140.4)	-7.6	1.7	-	2650	-	-3.00	0.3
007	RF Center: FTRF4 r=2.47NM	FT563	-	-	-7.6	4.5	R	1216	-	-3.00	0.3
008	TF	RW25	Y	252 (244.5)	-7.6	1.7	-	692	-	-3.00/50	0.3
009	TF	MISMI	-	252 (244.5)	-7.6	12.0	-	3400	-	-	1.0

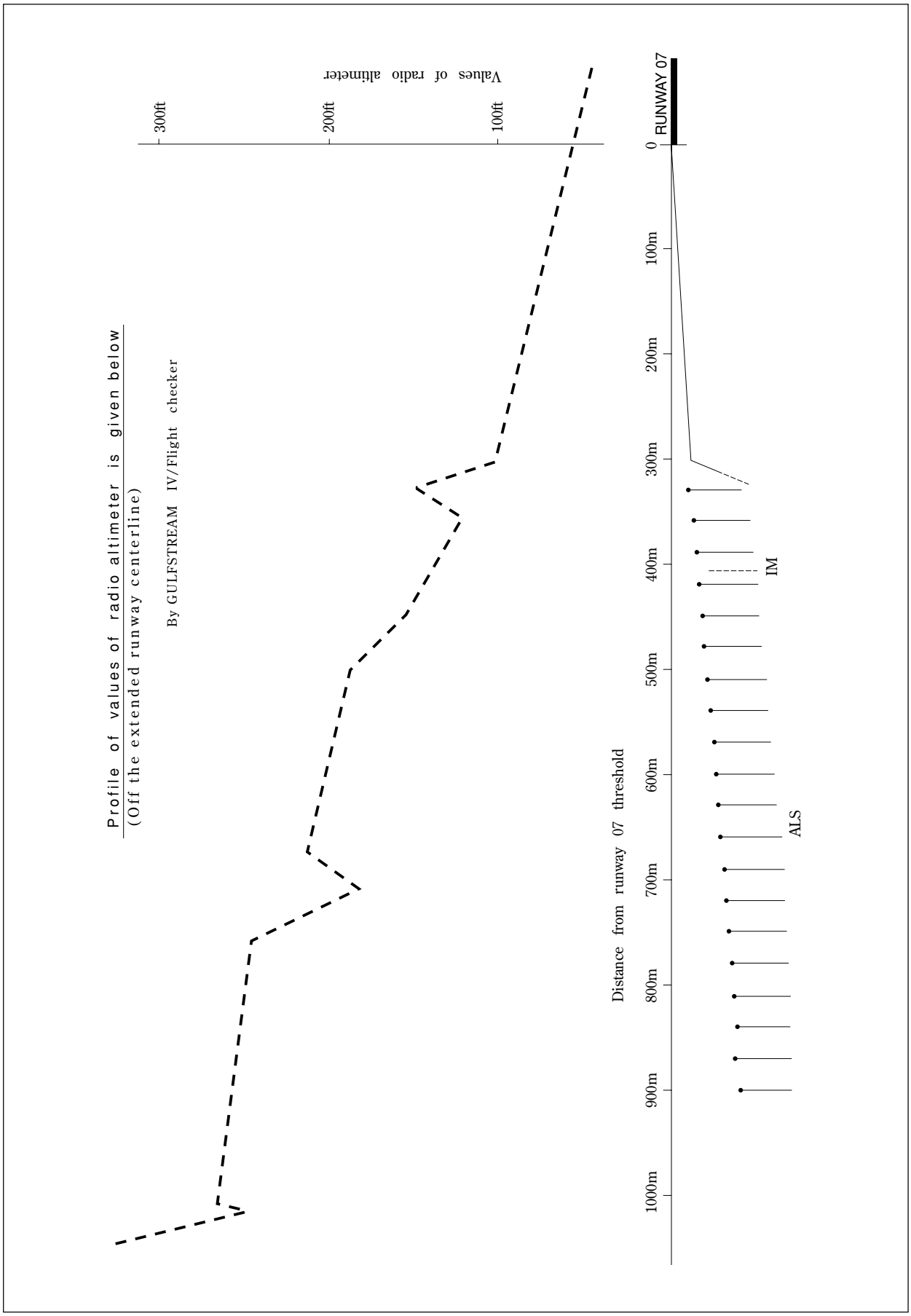
Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	ASONO	286 (278.5)	-7.6	1.0 (-14000)	L	8000	FL140	-210 (-14000)	1.0
Hold	MISMI	071 (063.5)	-7.6	1.0 (-14000)	R	3400	FL140	-230 (-14000)	1.0

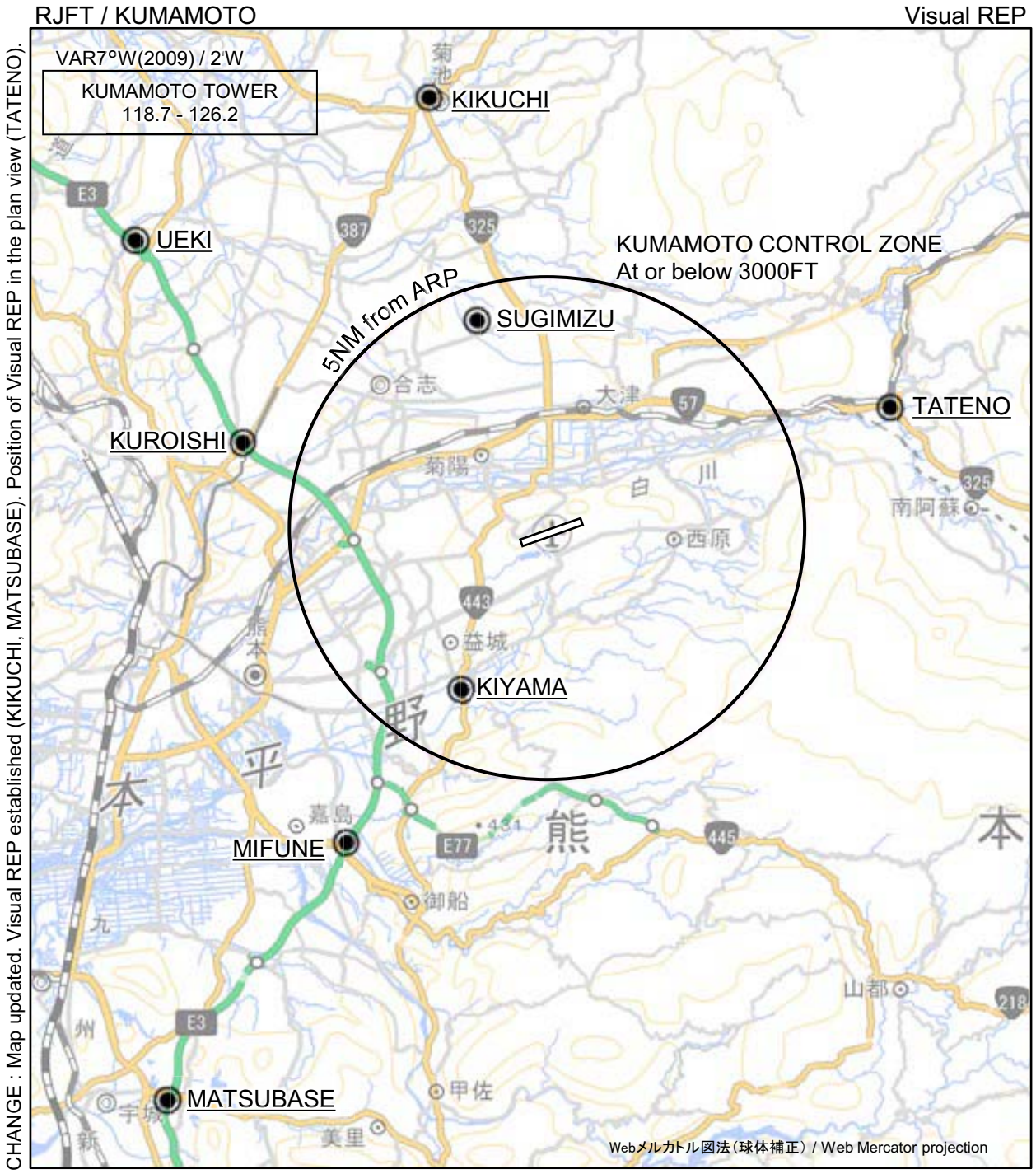
Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
ASONO	*330058.11N / 1311449.42E*	FTRF3	*325902.05N / 1305719.25E*
DOUJI	*330243.56N / 1310035.13E*	FTRF4	*325331.98N / 1305240.81E*
FT560	*330302.45N / 1305800.60E*		
FT561	*330204.49N / 1305408.90E*		
FUMOT	*325626.84N / 1305337.58E*		
FT562	*325506.96N / 1305456.29E*		
FT563	*325117.72N / 1305356.28E*		
RW25	*325035.24N / 1305210.28E*		
MISMI	*324524.10N / 1303916.73E*		

RJFT/KUMAMOTO

PROFILE OF VALUES OF RADIO ALTIMETER



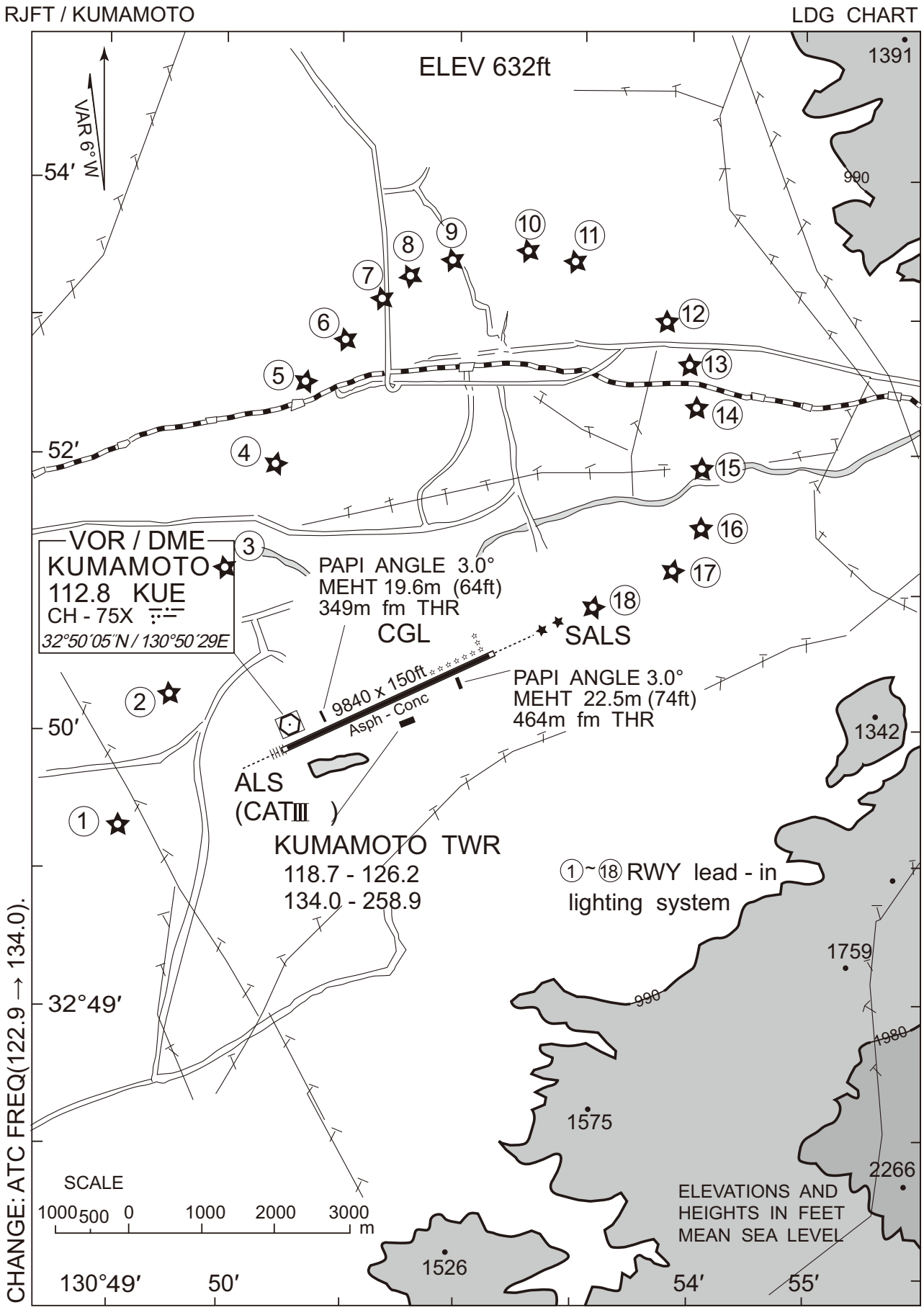


※図中に標高を示す数字がある場合、単位はメートル(m)である。 The unit of measurement used to express elevation is meter(m).

RJFT / KUMAMOTO Visual REP

Call sign	BRG / DIST from ARP	Remarks
植木 Ueki	305°T / 9.9NM	九州自動車道植木インターチェンジ Kyushu expressway Ueki interchange
黒石 Kuroishi	286°T / 6.2NM	九州自動車道と国道387号線との交点 Intersection of Kyushu expressway and national route 387
菊池 Kikuchi	345°T / 8.9NM	NTT鉄塔（国道325号と国道387号の交点） Antenna tower (Intersection of national route 325 and 387)
杉水 Sugimizu	342°T / 4.5NM	ゴルフ場（くまもと中央CC） Golf course (Kumamoto Chuo CC)
立野 Tateno	070°T / 7.1NM	新阿蘇大橋 Bridge
木山 Kiyama	208°T / 3.6NM	木山川と国道443号との交点 Intersection of Kiyama river and national route 443
御船 Mifune	212°T / 7.4NM	九州自動車道御船インターチェンジ Kyushu expressway Mifune interchange
松橋 Matsubase	213°T / 13.6NM	九州自動車道松橋インターチェンジ Kyushu expressway Matsubase interchange

CHANGE : BRG/DIST from ARP. Visual REP established (KIKUCHI, MATSUBASE). Remarks (TATENO).


RJFT / KUMAMOTO
LDG CHART
ELEV 632ft
VAR 6°W
54′
52′
50′
32°49′
130°49′
50′
54′
55′
1391
990
1342
1759
1980
1575
2266
1526
VOR / DME
KUMAMOTO
112.8 KUE
CH - 75X
32°50′05″N / 130°50′29E
PAPI ANGLE 3.0°
MEHT 19.6m (64ft)
349m fm THR
CGL
SALS
PAPI ANGLE 3.0°
MEHT 22.5m (74ft)
464m fm THR
9840 x 150ft
Asph - Conc
ALS
(CAT Ⅲ)
KUMAMOTO TWR
118.7 - 126.2
134.0 - 258.9
① ~ ⑱ RWY lead - in
lighting system
SCALE
1000 500 0 1000 2000 3000 m
ELEVATIONS AND
HEIGHTS IN FEET
MEAN SEA LEVEL
CHANGE: ATC FREQ(122.9 → 134.0).

RJFT / KUMAMOTO Minimum Vectoring Altitude CHART