

AD 2 AERODROMES**RJOM AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJOM - MATSUYAMA****RJOM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	334938N/1324159E 131°/1.25km FM RWY 14 THR
2	Direction and distance from (city)	3nm WSW from Matsuyama city
3	Elevation/ Reference temperature	13ft / 31°C(2001-2008)
4	Geoid undulation at AD ELEV PSN	109ft
5	MAG VAR/ Annual change	8°W (2024) / 5°W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Civil Aviation Bureau, Public AP Minamiyoshida - machi, Matsuyama, Ehime Pref. Tel: 089-972-0319 , 089-972-0393(AIS) Fax: 089-973-1056 , 089-974-8185(AIS) AFS: RJOMYFYX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Nil

RJOM AD 2.3 OPERATIONAL HOURS

1	AD Administration	2200 - 1300
2	Customs and immigration	INTL SKED FLT hours only
3	Health and sanitation	INTL SKED FLT hours only
4	AIS Briefing Office	2200 - 1300
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (KANSAI)
7	ATS	2200 - 1300
8	Fuelling	On Request(tel:089-972-1319)
9	Handling	Nil
10	Security	2200 - 1300
11	De-icing	Nil
12	Remarks	Nil

RJOM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Institutions that deal with passenger airplanes at most B747 type
2	Fuel/ oil types	JET A-1, AVGAS100
3	Fuelling facilities/ capacity	Fuel truck
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJOM AD 2.5 PASSENGER FACILITIES

1	Hotels	In Matsuyama city.
2	Restaurants	At airport
3	Transportation	Buses and Taxis
4	Medical facilities	Hospital in Matsuyama city 2km
5	Bank and Post Office	Nil
6	Tourist Office	At airport
7	Remarks	Nil

RJOM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck x 3, Water-supply truck Lighting power supply truck, Emergency medical equipments conveyance truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJOM AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Ask AD administration
2	Clearance priorities	RWY14/32, TWY T1 T8 and P1-P7, APRON
3	Remarks	Seasonal availability : DEC MID - FEB MID

RJOM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	SPOT 1-7 Surface : Cement-concrete Strength : PCN 62/R/B/X/T SPOT 10-14, B-H, J, K Surface : Asphalt-concrete Strength : PCN 61/F/B/X/T SPOT 15-18 Surface : Semi-flexible pavement Strength : PCN 37/F/B/X/T
2	Taxiway width, surface and strength	All TWY Surface : Asphalt-concrete, T1 Width : 28.5m, Strength : PCN 63/F/A/X/T T2 Width : 34m, Strength : PCN 76/F/B/X/T T3 Width : 34m, Strength : PCN 88/F/C/X/T T7 Width : 34m, Strength : PCN 121/F/D/X/T T8 Width : 28.5m, Strength : PCN 83/F/B/X/T T4 - T6 Width : 34m, Strength : PCN 83/F/B/X/T P1 Width : 23m, Strength : PCN 63/F/A/X/T P2 - P3 Width : 23m, Strength : PCN 76/F/B/X/T P4 - P7 Width : 23m, Strength : PCN 83/F/B/X/T
3	ACL and elevation	Not Available
4	VOR checkpoints	Not Available
5	INS checkpoints	Spot NR 1R: 334937.13N,1324217.01E 1: 334939.65N,1324217.65E 1L: 334939.76N,1324217.39E 2: 334941.05N,1324215.75E 3: 334942.58N,1324213.61E 4: 334943.92N,1324211.60E 5: 334945.26N,1324209.93E 6: 334946.42N,1324207.95E 7: 334947.78N,1324206.16E
6	Remarks	Nil

RJOM 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	Aircraft stand identification signs: Spot NR1-5 Visual docking/ parking guidance system: Nil
2	RWY and TWY markings and LGT	RWY 14/32: (Marking): RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT): RCLL, REDL, RTHL, RENL, WBAR(RWY 14) TWY: All TWY (Marking): TWY CL, RWY HLDG PSN, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT(T1-T8,P1-P7), Taxiing guidance sign(T1-T8), RWY guard LGT(T1-T8)
3	Stop bars	Nil
4	Remarks	(Marking): Overrun area (LGT): APN flood LGT

RJOM AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

In Area3 To be developed

RJOM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KANSAI
2	Hours of service MET Office outside hours	H24 (KANSAI)
3	Office responsible for TAF preparation Periods of validity	KANSAI 30 Hours
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at KANSAI
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U ₂ /T _r , P _s , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{PSWM} , P _{SW} (domestic), E, C, W _E , W _F , W _G , W _I , W, N
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	TWR, ATIS
10	Additional information(limitation of service, etc.)	Nil

RJOM 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	
14	130.55°	2500x45	PCN 63/F/A/X/T Asphalt Concrete	335004.50N 1324121.73E	THR ELEV:25ft TDZ ELEV:25ft	
32	310.55°	2500x45	PCN 63/F/A/X/T Asphalt Concrete	334911.75N 1324235.61E	THR ELEV:17FT	
Slope of RWY		Strip Dimensions(M)	RESA (Overrun) Dimensions (M)		Remarks	
7	10		11		14	
See below figure		2620x300	90x(MNM:205 MAX:254)*		RWY Grooving: 2500mx 30m	
		2620x300	42x300		*For detail, ask airport administrator	

RJOM AD 2.13 DECLARED DISTANCES

RWY Designa- tor	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	2500	2500	2500	2500	Nil
32	2500	2500	2500	2500	Nil

RJOM 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
14	Nil	Green Green	PAPI 3.0° / Left 415m 66ft	Nil	2500m 30m Coded color (White/Red) LIH	2500m 60m Coded color (White/Yellow) LIH	Red	Nil (*3)
32	SALS 420m (*1) LIH	Green	PAPI(*2) 3.0° / Left 461.3m 74ft	Nil	2500m 30m Coded color (White/Red) LIH	2500m 60m Coded color (White/Yellow) LIH	Red	Nil (*3)
Remarks								
10								
SALS with APCH LGT beacon(585m and 936m FM RWY 32 THR)(*1) Usable area of PAPI : WI 3.5NM FM RWY 32 THR(See below figure)(*2) Overrun area edge LGT(LEN:60m Color:Red)(*3) CGL for RWY 32 RWY THR ID LGT for RWY 14 THR(Color:White)								

PAPI

注： 滑走路32末端側の進入角表示灯の使用範囲は、障害物（山及び樹木）のため滑走路32末端から3.5NM以内とする。

Note : Usable area of PAPI for runway 32 is within 3.5NM from runway 32 threshold due to obstructions (mountain and trees).



RJOM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 334952N/1324156E, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI:Nil Anemometer : 80m FM RWY 14/32 THR, LGTD
3	TWY edge and centerline lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply/ switch-over time	Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT Within 15 sec : Other LGT
5	Remarks	WDI LGT

RJOM AD 2.16 HELICOPTER LANDING AREA

Nil

RJOM AD 2.17 ATS AIRSPACE

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
MATSUYAMA CTR	Area within a radius of 5nm of MATSUYAMA ARP(33°50'N 132°42'E).	3000 or below	D	MATSUYAMA TOWER En	

RJOM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Matsuyama Tower	118.35MHz(1) 126.2MHz 121.5MHz(E)	2200 - 1300	(1) Primary APP SER is provided by Iwakuni APP THRU TWR
ATIS	Matsuyama Airport	126.65MHz	2200 - 1300	

RJOM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (7°W/2016)	MYE	110.65MHz	H24	334948.37N/1324132.00E		VOR Unusable in the following area 070°-090° beyond 30NM BLW 9,000FT. 100°-150° beyond 30NM BLW 9,000FT.
DME	MYE	1130MHz (CH-43Y)	H24	334948.37N/1324132.00E	46ft	DME Unusable in the following area 050°-070° beyond 30NM BLW 9,000FT. 070°-080° beyond 25NM BLW 9,000FT. 080°-200° beyond 30NM BLW 9,000FT. 200°-220° beyond 30NM BLW 6,000FT. 340°-350° beyond 30NM BLW 6,000FT.
ILS-LOC 14	IMP	109.3MHz	2200-1300	334906.89N/1324242.41E		LOC: 230m(755ft) away FM RWY32 THR, BRG(MAG)138°.
ILS-GP 14	-	332.0MHz	2200-1300	334954.70N/1324127.87E		GP:317m(1040ft) inside FM RWY14 THR, 126m(413ft) SW of RCL. GP angle 3.0° HGT of ILS REF datum 16.6m(55ft).
ILS-DME 14	IMP	991MHz (CH-30X)	2200-1300	334954.25N/1324127.91E	37ft	DME:326m(1070ft) inside FM RWY14 THR, 137m(449ft) SW of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.



REMARKS : 1. LOC beam BRG (MAG) 138°
 2. HGT of ILS REF datum 16.6m (55ft)
 3. GP Angle 3.0°
 4. ELEV of ILS-DME 11m (37ft)

RJOM AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Aircraft operations other than scheduled flights or in an emergency.

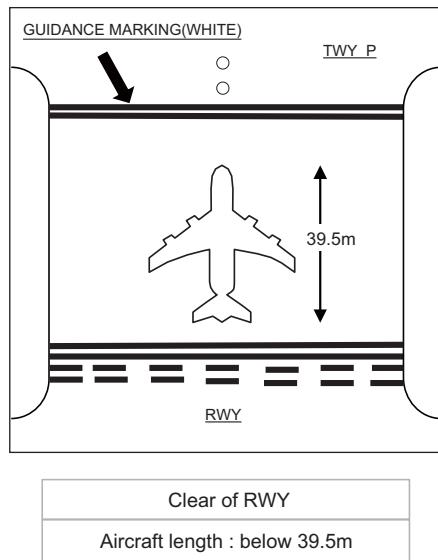
On use of this airport, aircraft operator is required to obtain the prior permission of the airport administrator.

2. Taxiing to and from stands

2.1 Taxiing procedure

滑走路離脱後、平行誘導路(P誘導路)を走行している航空機との間隔を確保するため、到着機は平行誘導路手前での待機を指示される場合がある。誘導路T5, T6 及び T7には、平行誘導路の手前で待機する場合の目安となる2本の白い平行線が引かれている。また誘導路P6上にも出発機を停止させるための同様の平行線がある。なお、上記全ての平行線に灯火は設置されていない。

After vacating RWY, aircraft may be instructed to hold short of parallel taxiway(TWY P), in order to separate from aircraft on parallel taxiway. White double-solid lines that can be used as a guidance for holding short of parallel taxiway are painted on T5 through T7. Also same lines to stop departure aircraft are installed on P6. No LGT system are installed for all of the above white double-solid lines.



2.2 自走アウト方式

DH8D, AT76, AT46, CRJ7 及び SF34 は、スポット 1R, 1L, 2-7 において自走アウトが実施できる。その他の型式の航空機については、空港管理者に確認すること。

なお、スポット 7 での自走アウトは、スポット 6 に翼幅が 36m 以上の航空機が駐機している場合は不可である。

自走アウトする場合は、以下の自走アウト方式に従うこと。

状況によっては、空港管理者が他の自走アウト方式を指示する場合がある。

- a) 自走アウト用の導入線及び旋回線に従うこと。
- b) 旋回線の起点までに旋回を開始すること。

2.2 Power-out procedure

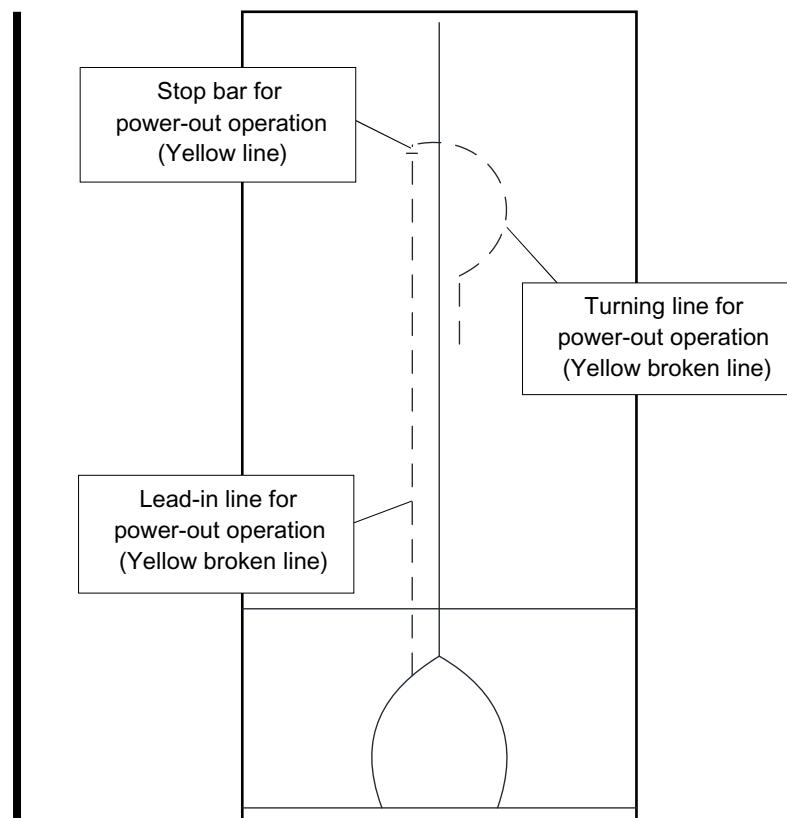
DH8D, AT76, AT46, CRJ7 and SF34 can make power-out of operation at spot 1R, 1L, 2-7. For other types of aircraft, ask AD administrator.

Also power-out of operation at spot 7 is not approved if an aircraft with a wingspan 36m or longer is parked at spot 6.

When making power-out of operation, pilots shall comply with the following power-out procedure.

Depending on the situation, AD administrator may instruct other power-out of procedure.

- a) Pilots shall follow lead-in line and turning line for power-out operation.
- b) Commence turning at or before the starting point of the turning line.



2.3 プッシュバック方式

スポット 2-5において、航空機はショートプッシュバックが実施できる。ただし、スポット 2における滑走路 14 ショートプッシュバックは実施不可である。

ショートプッシュバックを行う場合は、パイロットは管制官に要求すること。

ショートプッシュバック：

エプロン境界線からターミナル側に 13m と航空機導入線から 9.3m の位置に表示されたショートプッシュバックラインの交点にノーズギアを乗せて行う方法。

ショートプッシュバックライン：

ショートプッシュバック実施時に使用する白の実線。(下図参照)

2.3 Push back procedure

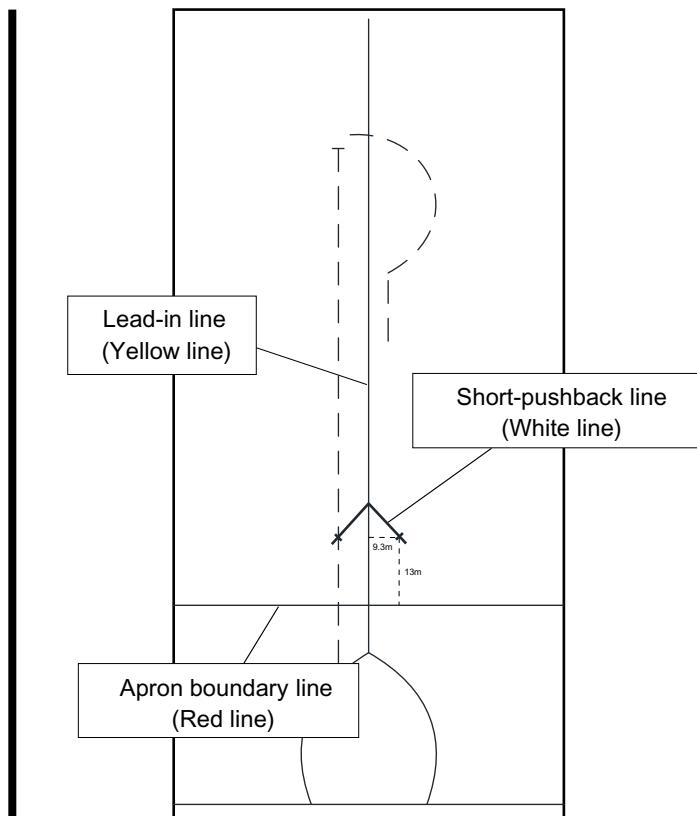
At spot 2-5, an aircraft can make short-pushback. But it can't make short-pushback for RWY14 at spot 2. When making a short-pushback, pilots shall request approval for short-pushback from the ATC.

Short-pushback:

The procedure is performed by placing the nose gear on the intersection of short-pushback lines marked 13m on the terminal side from the apron boundary line and 9.3m from lead-in line.

Short-pushback line:

White line used when making short-pushback. (See the figure below)



2.4 エプロンにおける安全対策について

ジェットblast等による地上の車両、設備及び隣接スポットの他の航空機への影響を回避するため、エプロン内においては、エンジン出力を必要最小限にすること。

2.4 Safety measures in aprons

In order to avoid jet blast, etc, damage to ground vehicles, equipments and other aircrafts in adjacent spots, engine power should be kept to minimum necessary within aprons.

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

Wing tip clearance at the TWY intersection (REF AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

(1) When B789 holding at the stop marking on TWY T2 THRU T7

Wing Span (WS) of aircraft taxiing on TWY P1-P7	WS <=40.1m	40.1m < WS <=57.1m	WS >57.1m
Wing tip clearance	*A	*B	*C

Legend:

- *A : wing tip clearance >= 15m
- *B : 6.5m < wing tip clearance < 15m
- *C : wing tip clearance < 6.5m

(2) When B773 holding at the stop marking on TWY T2 THRU T7

Wing Span (WS) of aircraft taxiing on TWY P1-P7	WS <=15.2m	15.2m < WS <=32.2m	WS >32.2m
Wing tip clearance	*A	*B	*C

Legend:

- *A : wing tip clearance >= 15m
- *B : 6.5m < wing tip clearance < 15m
- *C : wing tip clearance < 6.5m

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

RJOM AD 2.21 NOISE ABATEMENT PROCEDURES**1. 騒音軽減運航方式**

すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。

ただし、これらの方針によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。

a) 離陸について（滑走路 14）

急上昇方式

b) 着陸について（滑走路 32）

ディレイド・フラップ進入方式及び
低フラップ角着陸方式

c) リバース・スラストについて
なし**2. 優先滑走路方式**

原則として、着陸は滑走路 14、離陸は滑走路 32 により行うこととする。ただし、航行の安全確保などに万全を期すため、以下に示す条件等にあっては、本方式は適用されない。

a) 機長が航行の安全を考慮して、反対側滑走路に離着陸することが必要であると判断した場合

b) 滑走路面の状況が適当でない場合

c) 突風を含め追風成分が 5knot を超える場合

d) 突風を含め横風成分が 15knot を超える場合

e) 秩序ある航空交通流が乱される恐れがある場合

3. 優先飛行経路

なし

(See AIP AD1.1.6.5)

1. Noise Abatement Operating Procedures

For all jet aircraft, in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations.

In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent

a) For take-off from RWY14

Steepest Climb Procedure

b) For landing to RWY32

Delayed Flap Approach Procedure and Reduced Flap Setting Procedure

c) Reverse Thrust

Nil

2. Preferential Runways Procedures

In principle, RWY32 for take-off and RWY14 for landing are preferentially to be used strictly. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

- a) When a pilot-in-command determines that the use of other runway is necessary in consideration of safety of the aircraft operation.
- b) When the condition of the specified runway is not suitable for landing or take-off.
- c) When the tail wind component, including gusts, exceeds 5 knots.
- d) When the cross wind component, including gusts, exceeds 15 knots.
- e) When the possibility exists that orderly flow of traffic may be impeded.

3. Noise Preferential Routes

Nil

RJOM AD 2.22 FLIGHT PROCEDURES**1.TAKE OFF MINIMA**

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	14	A,B,C,D	400m	400m	400m	400m	-	500m
	32	A,B,C,D	-	400m	-	400m	-	500m
OTHER	14	A,B,C,D	AVBL LDG MINIMA					
	32		AVBL LDG MINIMA					

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

If radio communications with Iwakuni Approach are lost for 1 minute, squawk Mode A/3 Code 7600 and ;

- (I) 1. Contact Matsuyama Tower.
 2. If unable, proceed in accordance with Visual Flight Rules.
 3. If unable, proceed to MATSUYAMA VOR/DME at last assigned altitude or 6,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

RJOM AD 2.23 ADDITIONAL INFORMATION

Helicopter landing area(SR-SS only)

Location : On PABL TWY

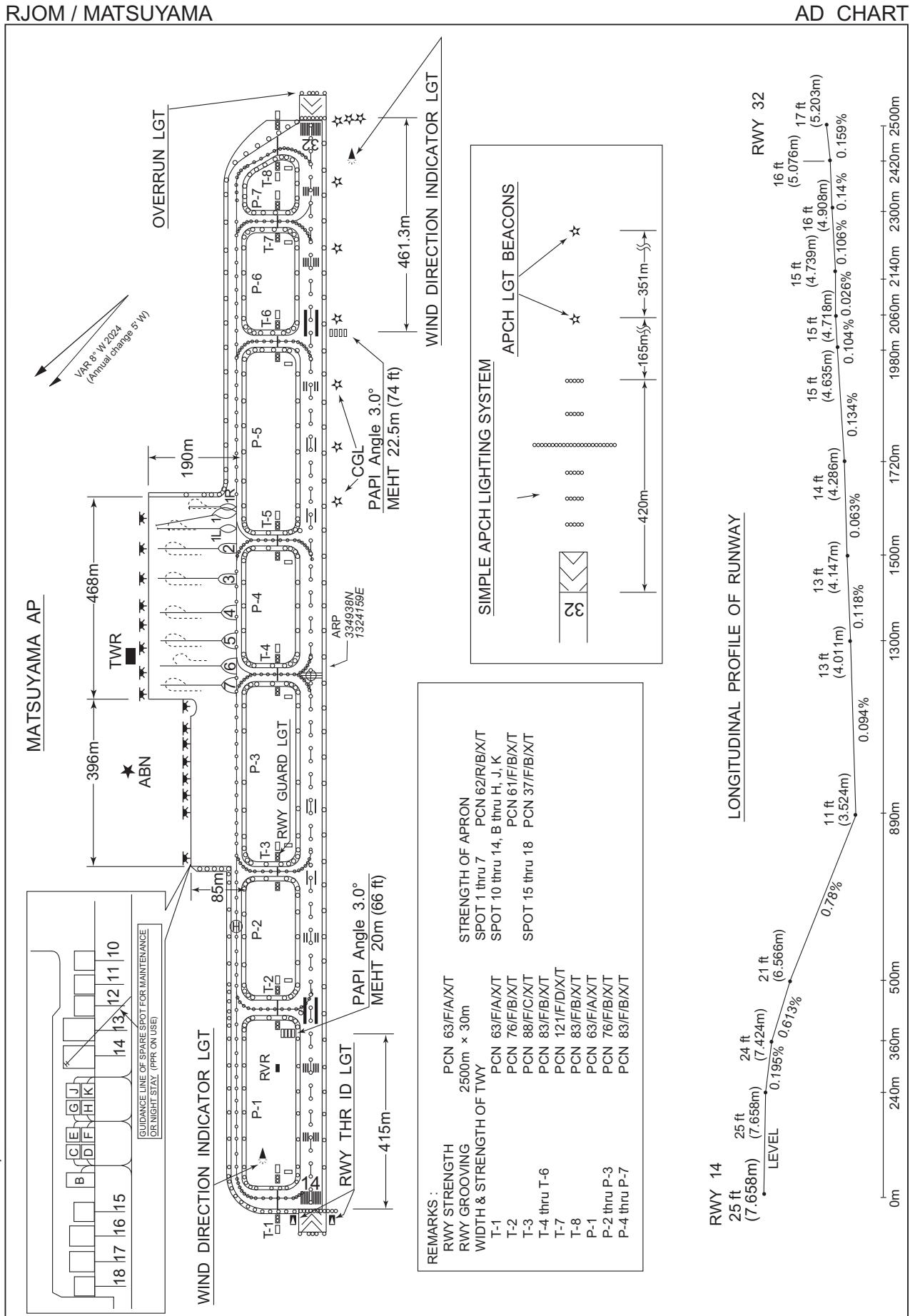
HELIPAD : On TWY P2

RJOM AD 2.24 CHARTS RELATED TO AN AERODROME

- Aerodrome/Heliport Chart
- Standard Departure Chart - Instrument (MATSUYAMA)
- Standard Departure Chart - Instrument (IYO-RNAV)
- Standard Departure Chart - Instrument (SAKAR-RNAV)
- Standard Departure Chart - Instrument (MARCO-RNAV)
- Standard Arrival Chart - Instrument (MASKU)
- Standard Arrival Chart - Instrument (ROBIN WEST-RNAV)
- Standard Arrival Chart - Instrument (ROBIN EAST, MADON, KIKMA-RNAV)
- Instrument Approach Chart (ILS Z or LOC Z RWY14)
- Instrument Approach Chart (ILS Y or LOC Y RWY14)
- Instrument Approach Chart (VOR RWY14)
- Instrument Approach Chart (RNP RWY14(AR))
- Instrument Approach Chart (RNP RWY32(AR))
- Other Chart (Visual REP)

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CHANGE : ARP,VAR added.



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STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

SID

MATSUYAMA REVERSAL FIVE DEPARTURE

RWY32 : Climb RWY HDG to 500FT, turn left HDG 270° to 3500FT, turn left...

RWY14 : Climb RWY HDG to 1300FT, turn right HDG 270° to 3500FT, turn right...
...direct to MYE VOR/DME.

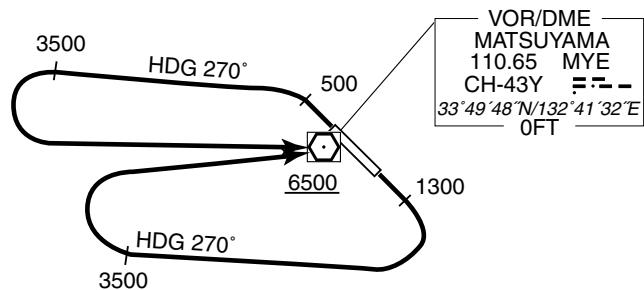
Cross MYE VOR/DME at or above 6500FT.

Note RWY14 : 7.0% climb gradient required up to 3200FT.

OBST ALT 2822FT located at 7.6NM 172° FM end of RWY14.

No turn before DER.

MATSUYAMA REVERSAL
FIVE DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

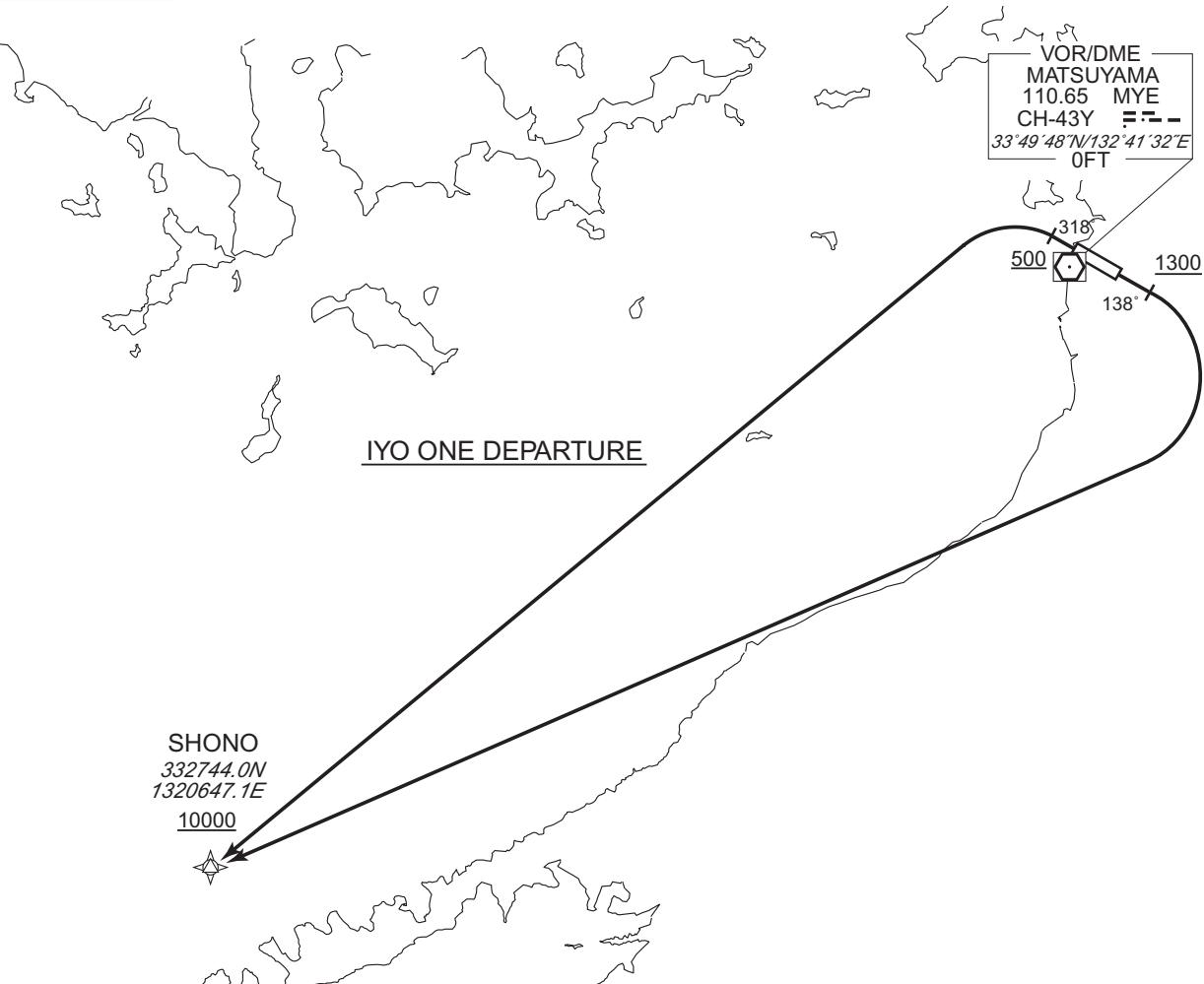
RNAV SID

IYO ONE DEPARTURE

RNP1

Note GNSS required.

VAR 7° W(2016)

**IYO ONE DEPARTURE**

RWY14 : Climb on HDG138° at or above 1300FT, turn right direct to SHONO at or above 10000FT.

RWY32 : Climb on HDG318° at or above 500FT, turn left direct to SHONO at or above 10000FT.

NOTE RWY14 : 7.0% climb gradient required up to 1800FT.

OBST ALT 1464FT located at 4.3NM 154° FM end of RWY14.

No turn before DER.

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV SID

IYO ONE DEPARTURE

RWY14

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	-	-	138 (130.7)	-7.4	-	-	+1300	-	-	RNP1
002	DF	SHONO	-	-	-7.4	-	R	+10000	-	-	RNP1

RWY32

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	-	-	318 (310.7)	-7.4	-	-	+500	-	-	RNP1
002	DF	SHONO	-	-	-7.4	-	L	+10000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA	RNAV SID and TRANSITION
SAKAR ONE DEPARTURE RANDY TRANSITION / JINBE TRANSITION ROSIE TRANSITION / KOCHI TRANSITION	
Note GNSS required.	
VAR 7° W(2016)	
<p>The chart illustrates the standard departure routes from Matsuyama Airport (RJOM) and the transition points between them. It shows the following routes:</p> <ul style="list-style-type: none"> SAKAR ONE DEPARTURE: Two routes from SAKAR (333425.3N, 1324708.8E) at or above 5000FT. One route heads directly to RANDY (340634.8N, 1335350.8E) via JINBE (335120.9N, 1331027.5E) at 13000FT. The other route turns right to OM400 (334023.4N, 1324141.5E) at 5000FT, then turns left to SAKAR at 5000FT. RANDY TRANSITION: A direct route from SAKAR at 5000FT to RANDY at 13000FT via JINBE at 13000FT. JINBE TRANSITION: A direct route from SAKAR at 5000FT to JINBE at 13000FT. ROSIE TRANSITION: A direct route from SAKAR at 5000FT to ROSIE (334248.4N, 1332926.3E) at FL160 via MOTOQ (333902.8N, 1331018.4E) at 13000FT. KOCHI TRANSITION: A direct route from SAKAR at 5000FT to KOCHI (KRE) (333230.4N, 1334048.6E) at 100FT via NOUEH (333339.4N, 1330955.5E) at 13000FT and NOKMO (333317.2N, 1332014.0E) at FL160. <p>Other labels include VOR/DME MATSUYAMA 110.65 MYE CH-43Y OFT at 33°49'48"N 132°41'32"E, and VOR/DME KOCHI 113.7 KRE CH-84X at 33°32'30"N 133°40'49"E.</p>	
SAKAR ONE DEPARTURE RWY14 : Climb on HDG138° at or above 1300FT, turn right direct to OM400, to SAKAR at or above 5000FT. RWY32 : Climb on HDG318° at or above 500FT, turn left direct to OM400, to SAKAR at or above 5000FT. NOTE RWY14 : 7.0% climb gradient required up to 3200FT. OBST ALT 2822FT located at 7.6NM 172° FM end of RWY14. No turn before DER. RWY32 : 5.3% climb gradient required up to 3600FT. OBST ALT 3084FT located at 10.5NM 177° FM end of RWY32.	
RANDY TRANSITION From SAKAR at or above 5000FT, to JINBE at or above 13000FT, to RANDY.	
JINBE TRANSITION From SAKAR at or above 5000FT, to JINBE at or above 13000FT.	
ROSIE TRANSITION From SAKAR at or above 5000FT, to MOTOQ at or above 13000FT, to ROSIE at or above FL160.	
KOCHI TRANSITION From SAKAR at or above 5000FT, to NOUEH at or above 13000FT, to NOKMO at or above FL160, to KRE.	

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV SID and TRANSITION

SAKAR ONE DEPARTURE

RWY14

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	-	-	138 (130.7)	-7.4	-	-	+1300	-	-	RNP1
002	DF	OM400	-	-	-7.4	-	R	-	-	-	RNP1
003	TF	SAKAR	-	150 (142.7)	-7.4	7.5	-	+5000	-	-	RNP1

RWY32

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	-	-	318 (310.7)	-7.4	-	-	+500	-	-	RNP1
002	DF	OM400	-	-	-7.4	-	L	-	-	-	RNP1
003	TF	SAKAR	-	150 (142.7)	-7.4	7.5	-	+5000	-	-	RNP1

RANDY 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	SAKAR	-	-	-7.4	-	-	+5000	-	-	RNP1
002	TF	JINBE	-	056 (048.8)	-7.4	25.8	-	+13000	-	-	RNP1
003	TF	RANDY	-	074 (066.9)	-7.4	39.1	-	-	-	-	RNP1

JINBE 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	SAKAR	-	-	-7.4	-	-	+5000	-	-	RNP1
002	TF	JINBE	-	056 (048.8)	-7.4	25.8	-	+13000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV SID and TRANSITION

ROSIE 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	SAKAR	-	-	-7.4	-	-	+5000	-	-	RNP1
002	TF	MOTOQ	-	084 (076.4)	-7.4	19.8	-	+13000	-	-	RNP1
003	TF	ROSIE	-	084 (076.6)	-7.4	16.4	-	+FL160	-	-	RNP1

KOCHI 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	SAKAR	-	-	-7.4	-	-	+5000	-	-	RNP1
002	TF	NOUEH	-	100 (092.2)	-7.4	19.0	-	+13000	-	-	RNP1
003	TF	NOKMO	-	100 (092.4)	-7.4	8.6	-	+FL160	-	-	RNP1
004	TF	KRE	-	100 (092.5)	-7.4	17.2	-	-	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

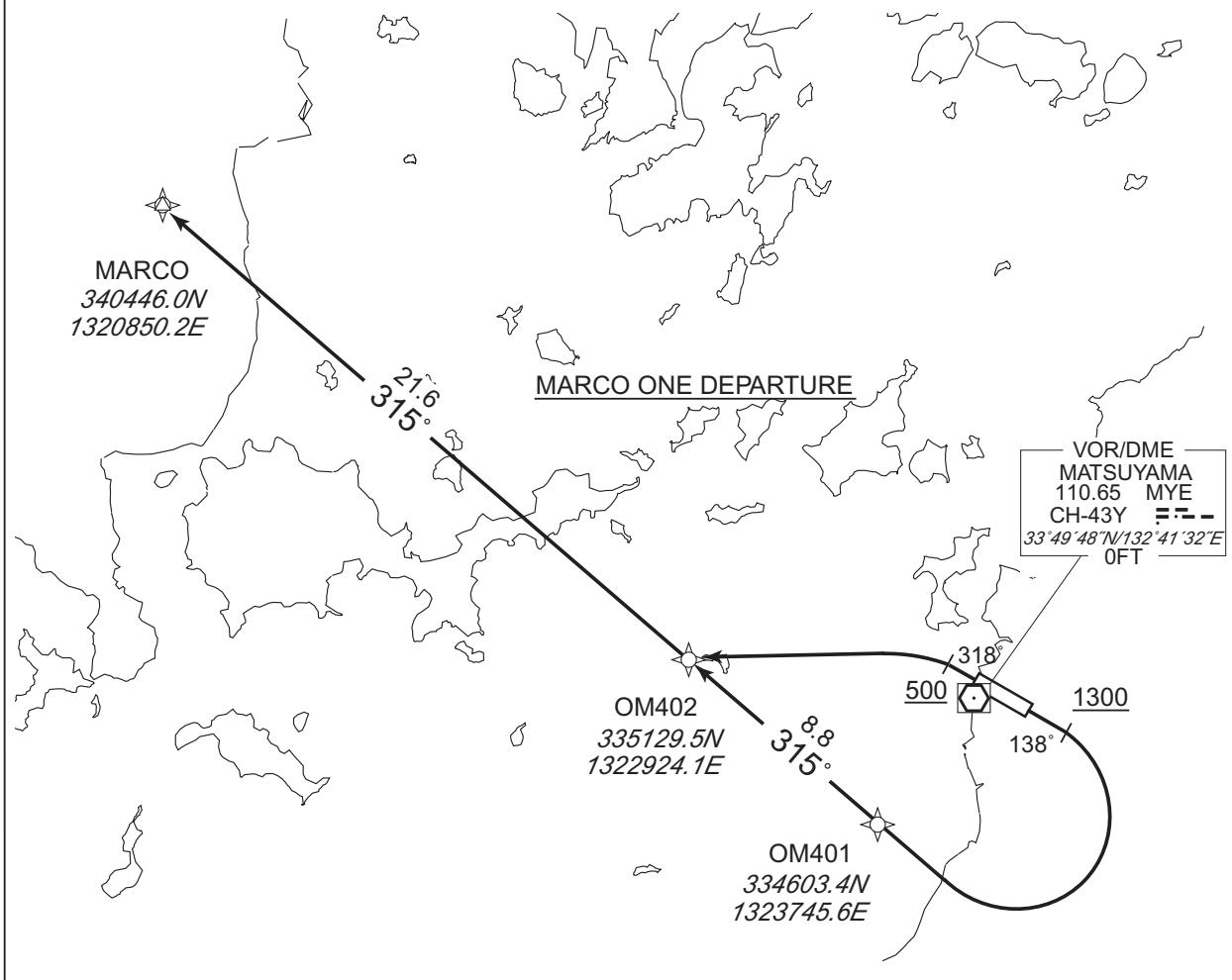
RNAV SID

MARCO ONE DEPARTURE

RNP1

Note GNSS required.

VAR 7° W(2016)



MARCO ONE DEPARTURE

RWY14 : Climb on HDG138° at or above 1300FT, turn right direct to OM401, to OM402, to MARCO.

RWY32 : Climb on HDG318° at or above 500FT, turn left direct to OM402, to MARCO.

NOTE RWY14 : 7.0% climb gradient required up to 1800FT.

OBST ALT 1464FT located at 4.3NM 154° FM end of RWY14.

No turn before DER.

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV SID

MARCO ONE DEPARTURE

RWY14

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	-	-	138 (130.7)	-7.4	-	-	+1300	-	-	RNP1
002	DF	OM401	-	-	-7.4	-	R	-	-	-	RNP1
003	TF	OM402	-	315 (308.1)	-7.4	8.8	-	-	-	-	RNP1
004	TF	MARCO	-	315 (308.1)	-7.4	21.6	-	-	-	-	RNP1

RWY32

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	-	-	318 (310.7)	-7.4	-	-	+500	-	-	RNP1
002	DF	OM402	-	-	-7.4	-	L	-	-	-	RNP1
003	TF	MARCO	-	315 (308.1)	-7.4	21.6	-	-	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART - INSTRUMENT

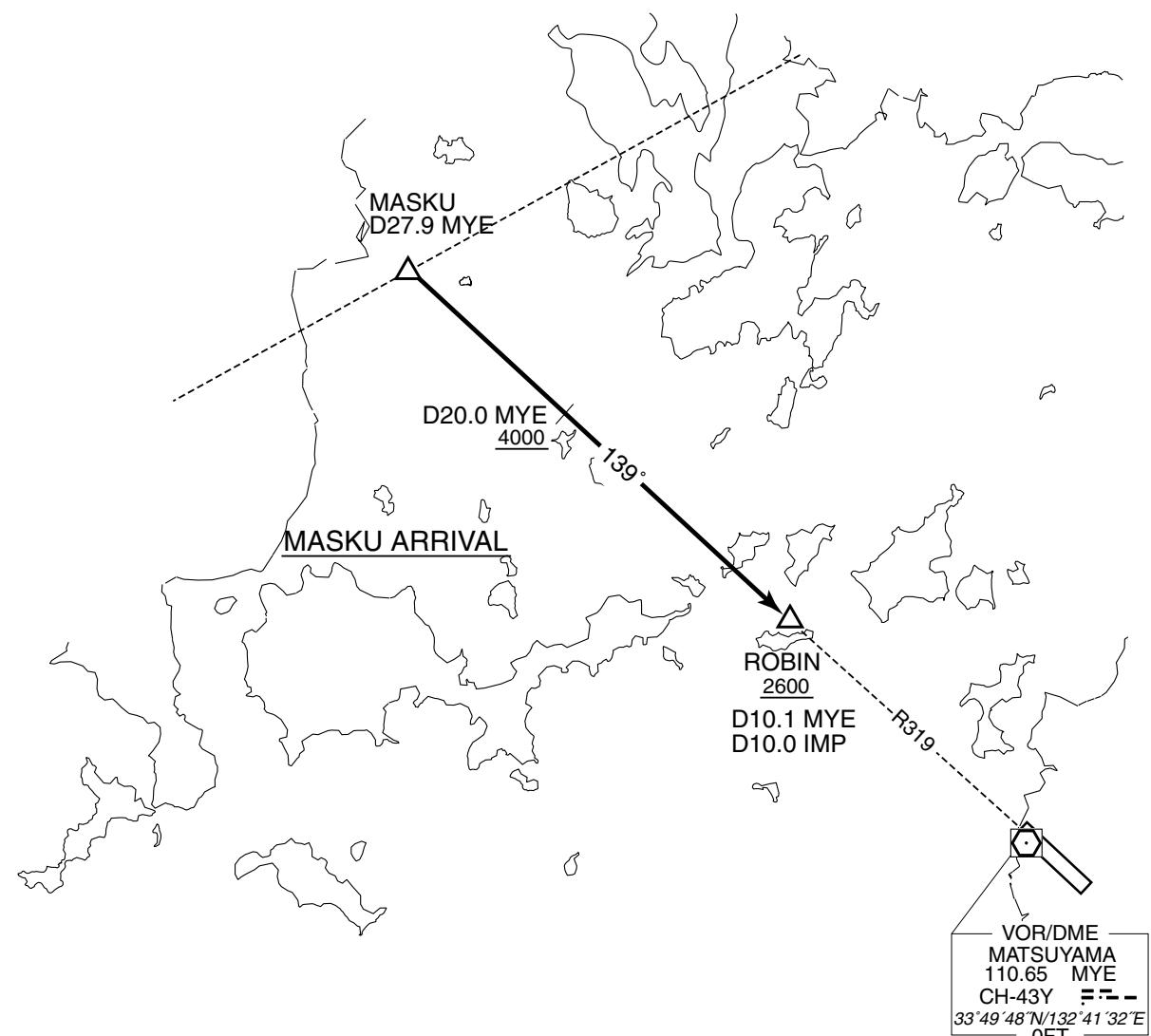
RJOM / MATSUYAMA

STAR

MASKU ARRIVAL

From over MASKU, via MYE R319 to ROBIN.

Cross MASKU at or above 5000FT, cross MYE R319/20.0DME at or above 4000FT,
cross ROBIN at or above 2600FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV STAR RWY14

ROBIN WEST ARRIVAL

RNP1

Note GNSS required.

VAR 7°W (2016)



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV STAR RWY14

ROBIN WEST ARRIVAL

From MARCO, to ROMAN at or above 4000FT, to ROBIN at or above 2600FT.

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	MARCO	-	-	-7.4	-	-	-	-	-	RNP1
002	TF	ROMAN	-	120 (113.0)	-7.4	10.0	-	+4000	-	-	RNP1
003	TF	ROBIN	-	120 (113.1)	-7.4	11.2	-	+2600	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART -INSTRUMENT

RJOM / MATSUYAMA

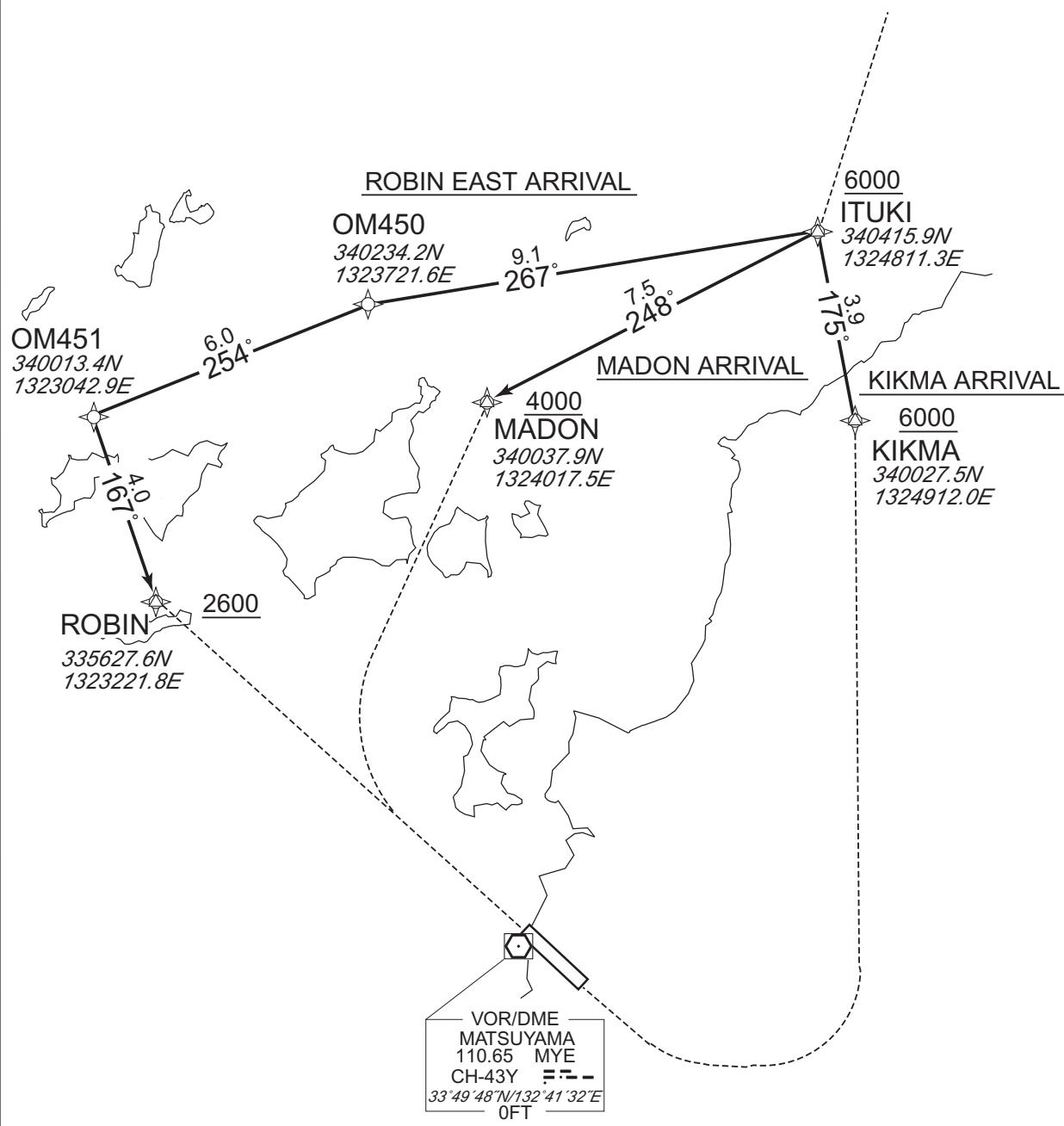
RNAV STAR RWY14/32

ROBIN EAST ARRIVAL
MADON ARRIVAL
KIKMA ARRIVAL

RNP1

Note GNSS required.

VAR 7°W (2016)



STANDARD ARRIVAL CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV STAR RWY14/32

ROBIN EAST ARRIVAL

From ITUKI at or above 6000FT, to OM450, to OM451, to ROBIN at or above 2600FT.

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	ITUKI	-	-	-7.4	-	-	+6000	-	-	RNP1
002	TF	OM450	-	267 (259.4)	-7.4	9.1	-	-	-	-	RNP1
003	TF	OM451	-	254 (247.0)	-7.4	6.0	-	-	-	-	RNP1
004	TF	ROBIN	-	167 (160.0)	-7.4	4.0	-	+2600	-	-	RNP1

MADON ARRIVAL

From ITUKI at or above 6000FT, to MADON at or above 4000FT.

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	ITUKI	-	-	-7.4	-	-	+6000	-	-	RNP1
002	TF	MADON	-	248 (241.0)	-7.4	7.5	-	+4000	-	-	RNP1

KIKMA ARRIVAL

From ITUKI at or above 6000FT, to KIKMA at or above 6000FT.

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	ITUKI	-	-	-7.4	-	-	+6000	-	-	RNP1
002	TF	KIKMA	-	175 (167.6)	-7.4	3.9	-	+6000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJOM / MATSUYAMA

RNP RWY14(AR)



Authorization Required

INSTRUMENT APPROACH CHART

RJOM / MATSUYAMA

RNP RWY14(AR)

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	MADON	-	-	-7.1	-	-	+4000	-	-	-
002	TF	UNSHU	-	210 (203.3)	-7.1	3.2	-	3000	-	-	1.0
003	TF	OM481	-	210 (203.2)	-7.1	2.3	-	2265	-	-3.00	0.3
004	RF Center: OMRF4 r=3.06NM	OM482	-	-	-7.1	3.9	L	1023	-	-3.00	0.3
005	TF	RW14	Y	138 (130.5)	-7.1	3.0	-	80	-	-3.00/55	0.3
006	FA	-	-	138 (130.5)	-7.1	-	-	+700	-	-	1.0
007	DF	OM483	-	-	-7.1	-	R	-	-	-	1.0
008	TF	OM484	-	318 (310.5)	-7.1	7.2	-	-	-	-	1.0
009	TF	ROBIN	-	026 (018.6)	-7.1	5.4	-	2700	-	-	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
MADON	340037.92N / 1324017.47E	OMRF4	335420.16N / 1324102.43E
UNSHU	335740.45N / 1323845.52E		
OM481	335533.13N / 1323739.63E		
OM482	335159.96N / 1323839.26E		
RW14	335004.50N / 1324121.73E		
OM483	334643.12N / 1323652.81E		
OM484	335123.09N / 1323018.19E		
ROBIN	335627.62N / 1323221.80E		

CHANGE : PROC renamed.

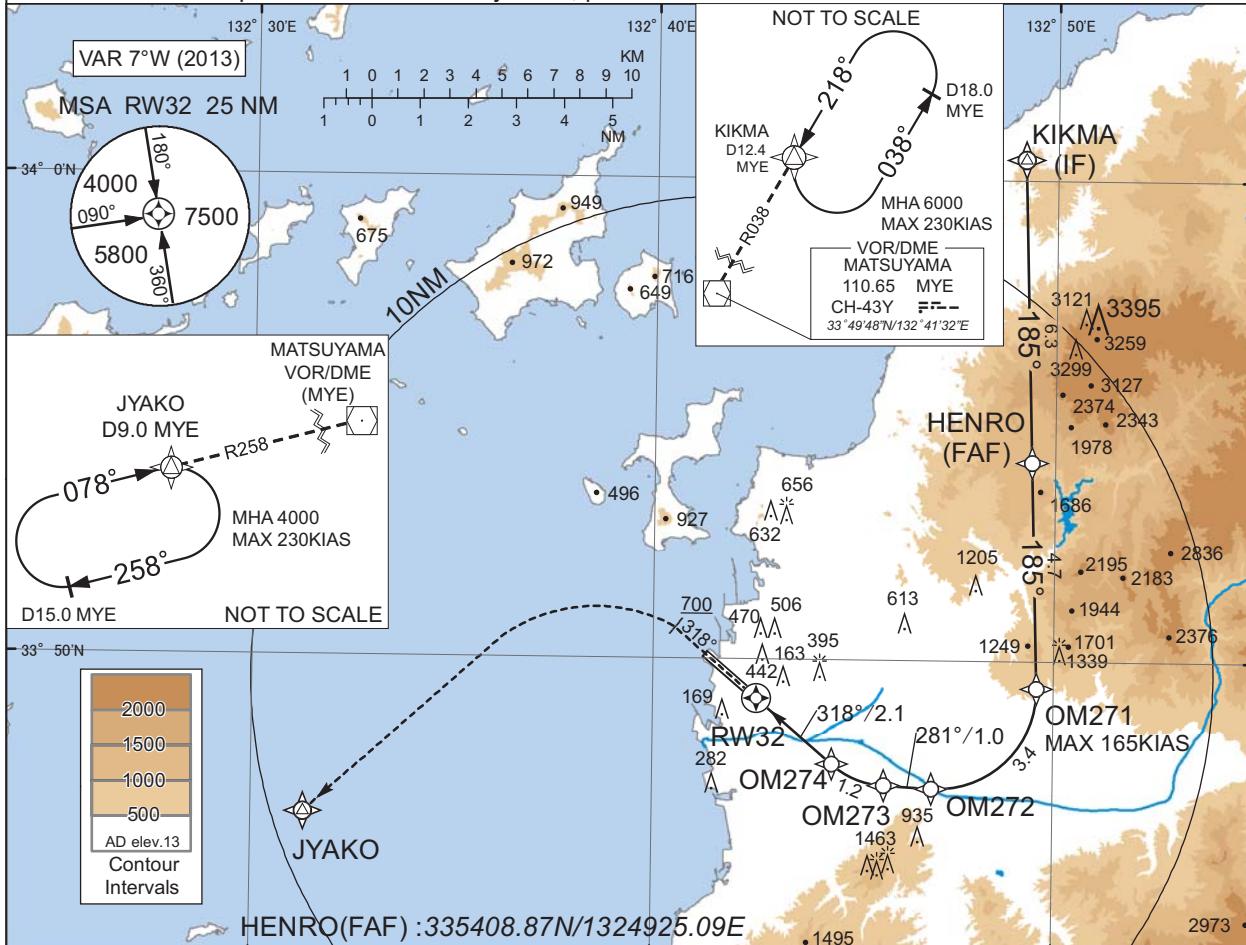
INSTRUMENT APPROACH CHART

RJOM / MATSUYAMA

RNP RWY32(AR)

IWAKUNI APP 128.0 - 236.2	RNP AR RF required.	MATSUYAMA TOWER 118.35 - 126.2	RADAR AVBL ATIS 126.65
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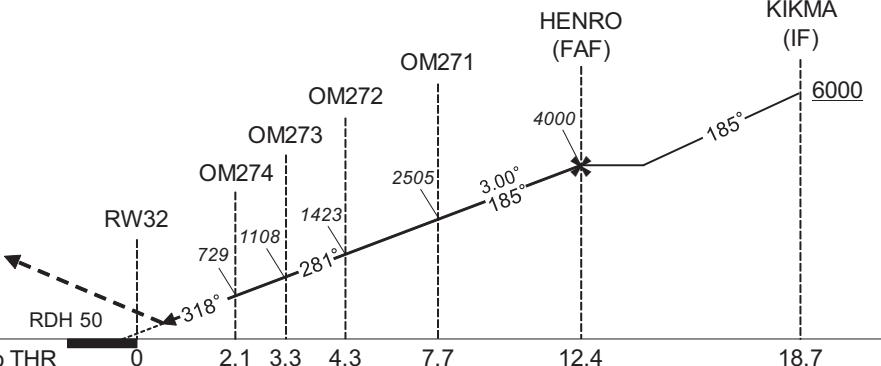
For uncompensated Baro-VNAV systems, procedure not authorized below -5°C / above 50°C



MISSED APPROACH

From RW32 on track 318°, at or above 700FT turn left, direct to JYAKO and hold at 4000FT

Contact IWAKI INI APP



Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 17 AD elev. 13		
CAT	RNP 0.30	
	DA(H)	CMV
A	-	-
B		
C	484(467)	1600
D		1800

CHANGE : PROC renamed. Requirement for RNP.

Authorization Required

INSTRUMENT APPROACH CHART

RJOM / MATSUYAMA

RNP RWY32(AR)

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	KIKMA	-	-	-7.1	-	-	+6000	-	-	-
002	TF	HENRO	-	185 (178.4)	-7.1	6.3	-	4000	-	-	1.0
003	TF	OM271	-	185 (178.4)	-7.1	4.7	-	2505	-165	-3.00	0.3
004	RF Center: OMRF1 r=2.04NM	OM272	-	-	-7.1	3.4	R	1423	-	-3.00	0.3
005	TF	OM273	-	281 (273.5)	-7.1	1.0	-	1108	-	-3.00	0.3
006	RF Center: OMRF2 r=1.85NM	OM274	-	-	-7.1	1.2	R	729	-	-3.00	0.3
007	TF	RW32	Y	318 (310.7)	-7.1	2.1	-	67	-	-3.00/50	0.3
008	FA	-	-	318 (310.7)	-7.1	-	-	+700	-	-	1.0
009	DF	JYAKO	-	-	-7.1	-	L	4000	-	-	1.0

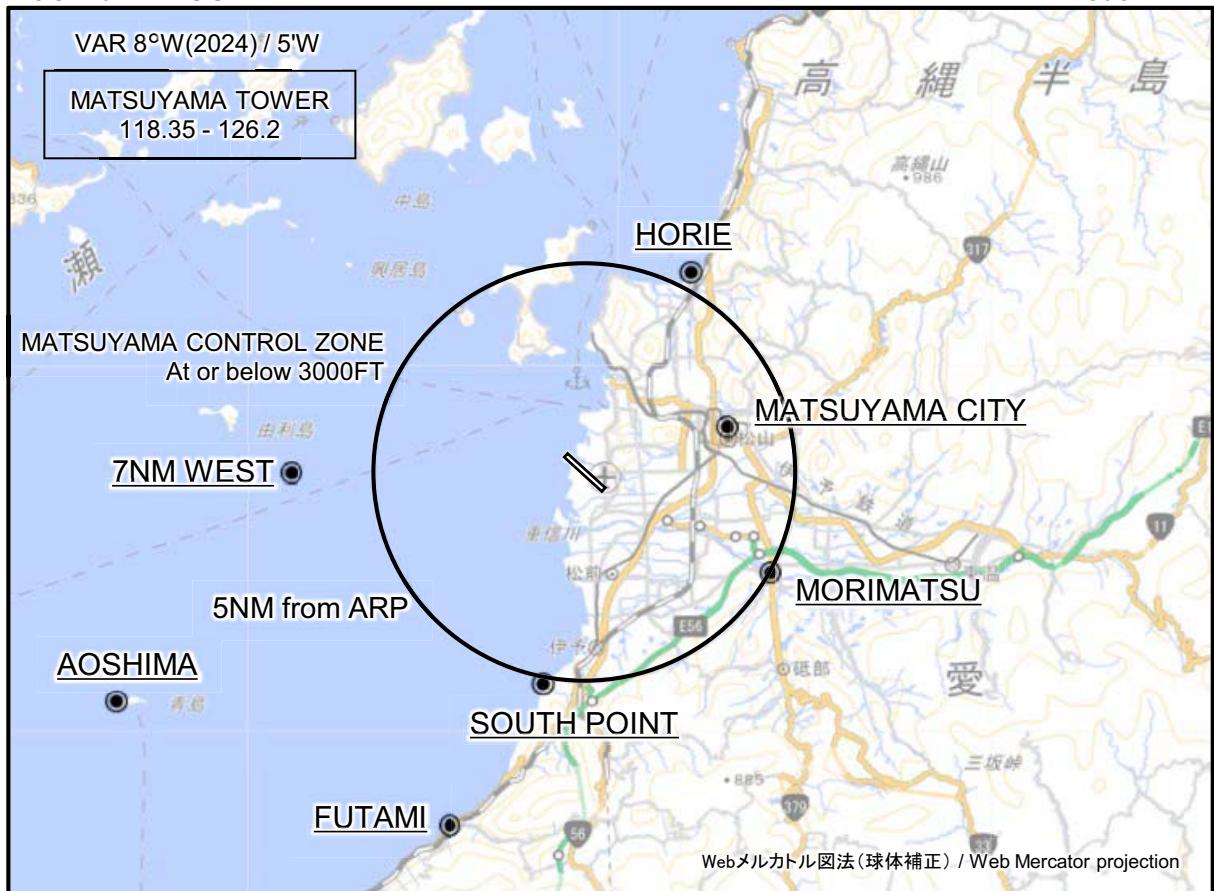
Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
KIKMA	340027.49N / 1324911.96E	OMRF1	334923.23N / 1324707.68E
HENRO	335408.87N / 1324925.09E	OMRF2	334915.02N / 1324555.54E
OM271	334926.79N / 1324934.83E		
OM272	334720.59N / 1324658.72E		
OM273	334724.21N / 1324547.47E		
OM274	334750.46N / 1324429.38E		
RW32	334911.75N / 1324235.61E		
JYAKO	334643.83N / 1323118.89E		

CHANGE : PROC renamed.

RJOM / MATSUYAMA

Visual REP



※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).

Call sign	BRG / DIST from ARP	Remarks
堀江 Horie	027°T / 5.4NM	堀江港 Horie harbor
松山シティー Matsuyama City	072°T / 3.4NM	松山城 Matsuyama castle
7NM WEST	270°T / 7.0NM	海上 Over the sea
森松 Morimatsu	119°T / 5.0NM	重信大橋 Shigenobu-ohashi bridge
サウスポイント South Point	192°T / 5.1NM	森川河口 Mouth of Mori river
青島 Aoshima	243°T / 12.3NM	青島 Aoshima island
双海 Futami	201°T / 9.1NM	ふたみシーサイド公園 Futami seaside park

CHANGE : VAR.

注: 有視界飛行方式により松山空港に着陸しようとする航空機又は松山航空交通管制圏を通過しようとする航空機は、南方向から進入する場合は双海ポイント付近で、南西～西方向から进入する場合は青島ポイント又は7NM WEST付近で、松山タワーと通信設定すること。

NOTE : When VFR flight is going to enter the control zone for landing or passing through, the pilot should contact with the control tower before passing following points;
FUTAMI in case of coming from south/
AOSHIMA or 7NM WEST in case of coming from southwest to west.

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