

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 |

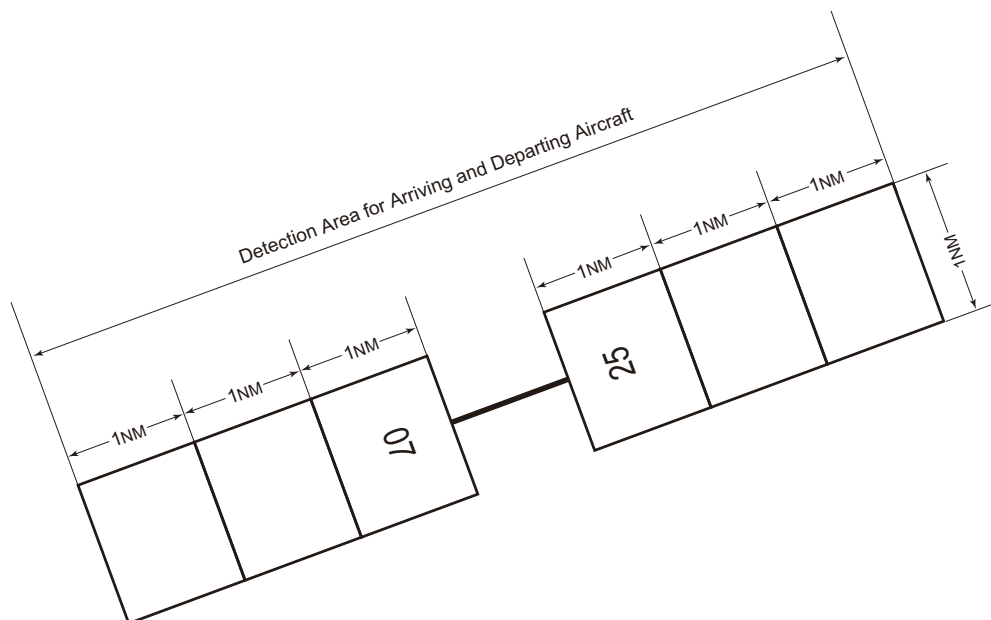
RJST AD 2.10 AERODROME OBSTACLES

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

RJST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

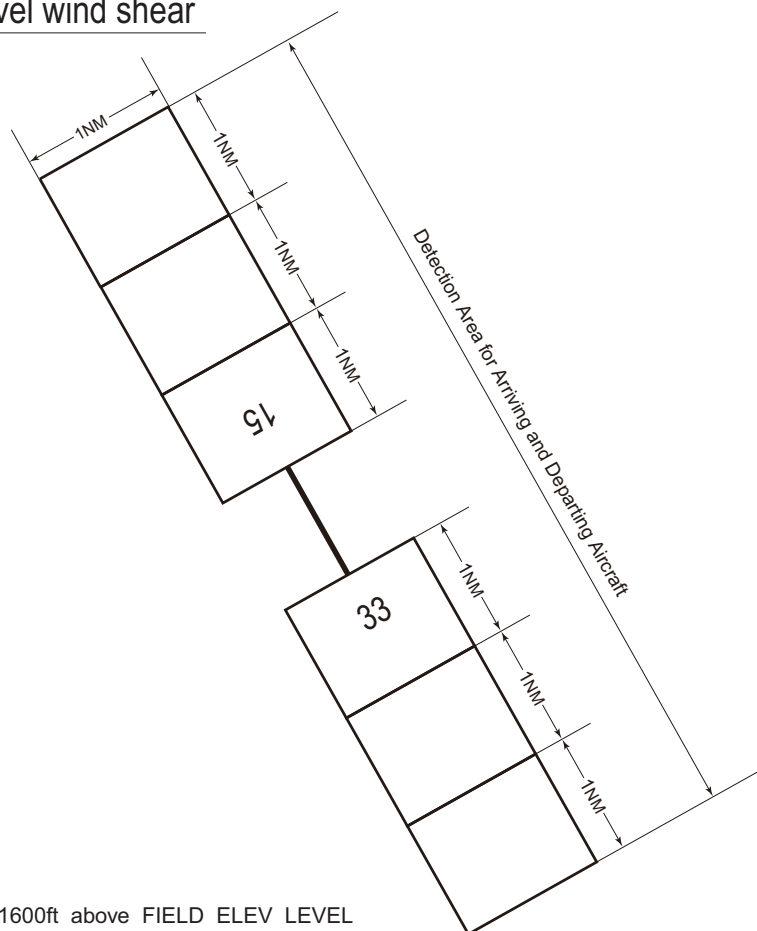
| | | |
|----|--|--|
| 1 | Associated MET Office | MATSUSHIMA |
| 2 | Hours of service MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight 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 |

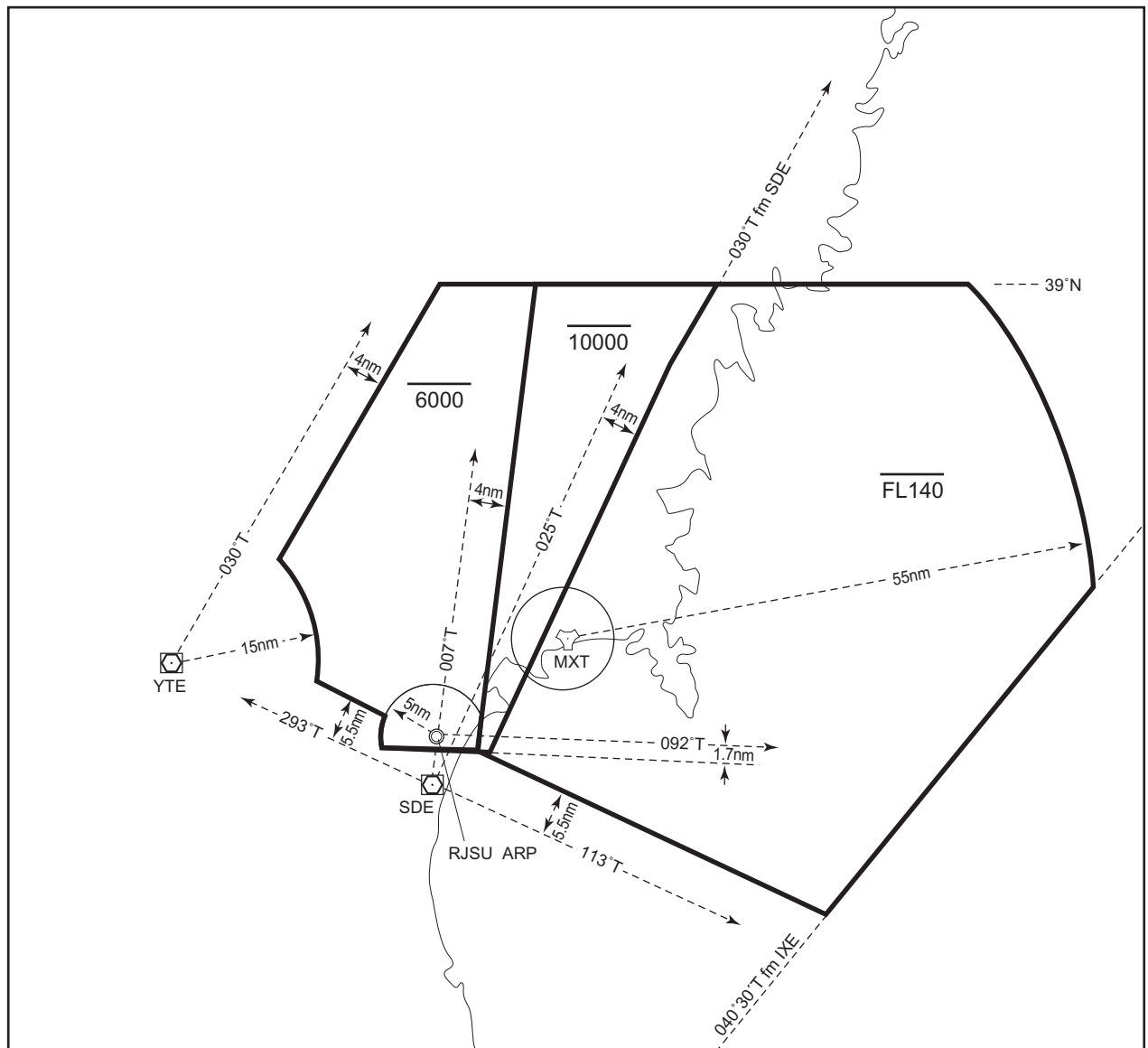
RJST AD 2.16 HELICOPTER LANDING AREA

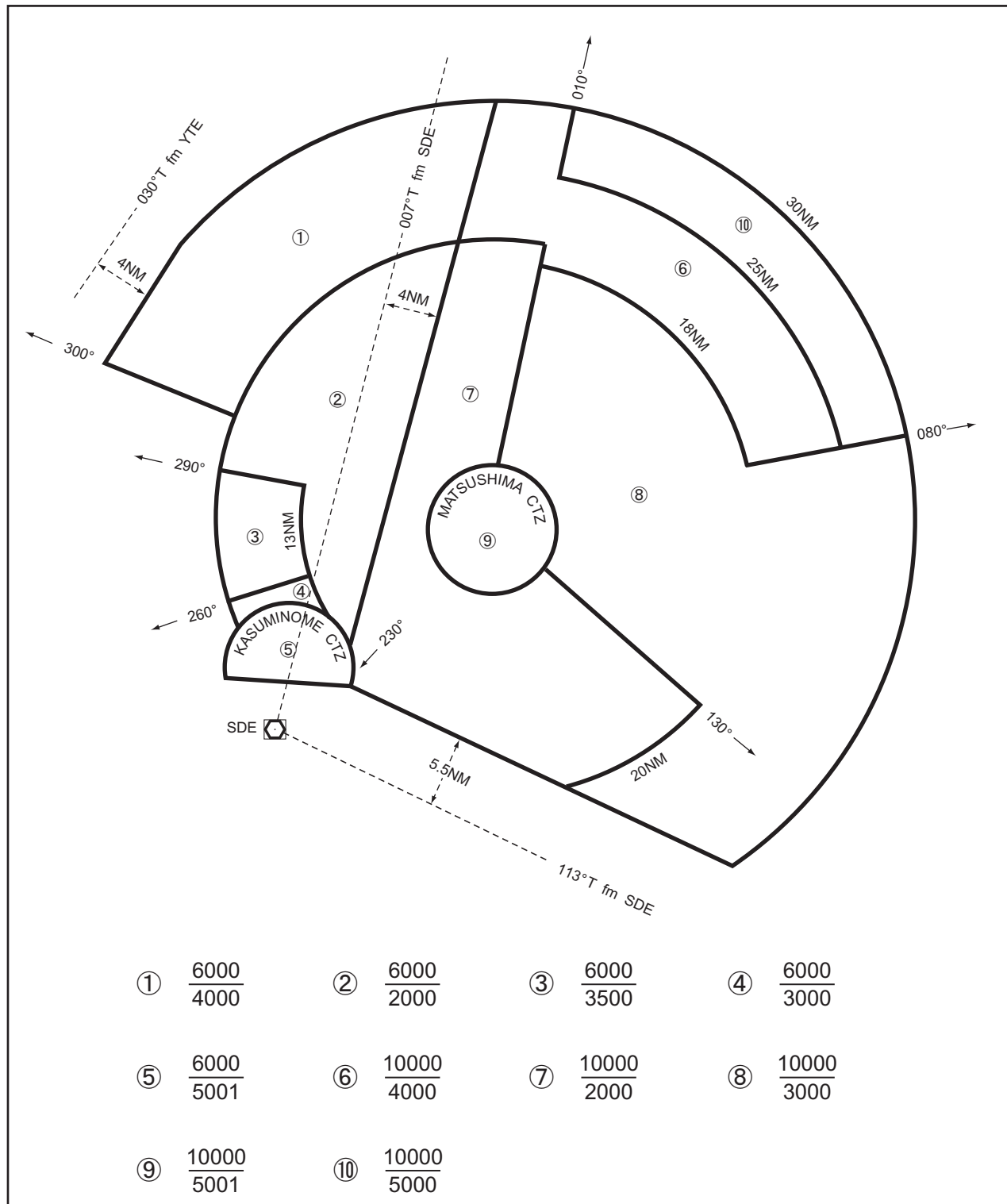
| |
|-----|
| Nil |
|-----|

RJST 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 |
| MATSUSHIMA CTR | Area within a radius of 5nm of MATSUSHIMA ARP(38°24'N141°13'E) | 5,000 or below | D | MATSUSHIMA TOWER | |
| MATSUSHIMA ACA | See below Figure | | E | | |
| MATSUSHIMA TCA | See below Figure | | E | | |

松島進入管制区
Matsushima Approach Control Area



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 300.7MHz 316.0MHz 238.8MHz 302.4MHz 243.0MHz(E) 121.5MHz(E) | H24 | ASR/PAR RWY 07/25. Glide path 3.0° RWY 07/25. |
| GND | Matsushima Ground | 275.8MHz | H24 | |
| TCA | Matsushima TCA | 123.85MHz | 2300 - 1100 SUN - THU (EXC HOL) | |

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 | 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 | 07 | A,B,C,D | - | - | 400m | 400m | - | 500m |
| | 25 | A,B,C,D | - | - | 400m | 400m | - | 500m |
| OTHER | 07 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 25 | A,B,C,D | | | | | | |

2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

| PAR RWY 07 | | | | | PAR RWY 25 | | | | |
|------------|----------|------------|-----------|------|------------|----------|------------|-----------|------|
| MINIMA | | THR ELEV:5 | AD ELEV:7 | | MINIMA | | THR ELEV:4 | AD ELEV:7 | |
| CAT | | | CIRCLING | | CAT | | | CIRCLING | |
| | DA(H) | RVR/CMV | MDA(H) | VIS | | DA(H) | RVR/CMV | MDA(H) | VIS |
| A | 205(200) | 750 | 560(553) | 1600 | A | 204(200) | 800 | 560(553) | 1600 |
| B | | | | | B | | | | |
| C | | | 600(593) | 2400 | C | | | 600(593) | 2400 |
| D | | | | | D | | | | |

Circling to South side and RWY25 only.

Circling to South side and RWY07 only.
Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

| ASR RWY 07 | | | | |
|------------|----------|-------------|-----------|------|
| MINIMA | | THR ELEV:5 | AD ELEV:7 | |
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 640(633) | 1000 | 640(633) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | | 3200 |

| ASR RWY 25 | | | | |
|------------|----------|-------------|-----------|------|
| MINIMA | | THR ELEV:4 | AD ELEV:7 | |
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 580(573) | 1500 | 580(573) | 1600 |
| B | | | | |
| C | | 1800 | 600(593) | 2400 |
| D | | 2000 | | 3200 |

Circling to South side and RWY25 only.

Circling to South side and RWY07 only.
Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

3. PAR/ASR Missed Approach Procedure

Unless otherwise instructed by ATC, execute each missed approach procedure as follows.

- (1) PAR RWY07: At guidance limit, climb to 600FT on HDG 067°, turn left, to intercept and proceed via MXT R008 to MOLLI and hold at 4000FT. Contact MATSUSHIMA APP.
PAR RWY25: At guidance limit, climb on HDG 247° until 1nm, turn right, to intercept and proceed via MXT R008 to MOLLI and hold at 4000FT. Contact MATSUSHIMA APP.
- (2) ASR RWY07: At guidance limit, climb to 700FT on HDG 067°, turn left, to intercept and proceed via MXT R008 to MOLLI and hold at 4000FT. Contact MATSUSHIMA APP.
ASR RWY25: At guidance limit, climb on HDG 247° until 1nm, turn right, to intercept and proceed via MXT R008 to MOLLI and hold at 4000FT. Contact MATSUSHIMA APP.

4. 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.

5. 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 (MATSUSHIMA-REVERSAL, SOUTH)
Standard Departure Chart - Instrument (NORTH, RIASU)
Standard Departure Chart - Instrument (WEST)
Instrument Approach Chart (TACAN Z RWY25)
Instrument Approach Chart (TACAN Y RWY25)

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STANDARD DEPARTURE CHART - INSTRUMENT

RJST / MATSUSHIMA

SID and TRANSITION

MATSUSHIMA REVERSAL THREE DEPARTURE

RWY07 : Climb RWY HDG to 600FT, turn right HDG 182°...

RWY25 : Climb RWY HDG to 600FT, turn left HDG 092°...

...to intercept and proceed via MXT R137 to 20.0DME, turn left, direct to MXT TACAN.

Cross MXT TACAN at assigned altitude.

Note RWY07 : 4.0% climb gradient required up to 600FT.

OBST ALT 919 FT located at 5.8NM 080° FM end of RWY07.

SOUTH FIVE DEPARTURE

RWY07 : Climb RWY HDG to 600FT, turn right HDG 182°...

RWY25 : Climb RWY HDG to 600FT, turn left HDG 092°...

...to intercept and proceed via MXT R137 to MATSU.

Cross MATSU at or above FL150 for HYAKURI TRANSITION.

Cross MATSU at or above FL210 for DAIGO TRANSITION.

Note RWY07 : 4.0% climb gradient required up to 600FT.

OBST ALT 919 FT located at 5.8NM 080° FM end of RWY07.

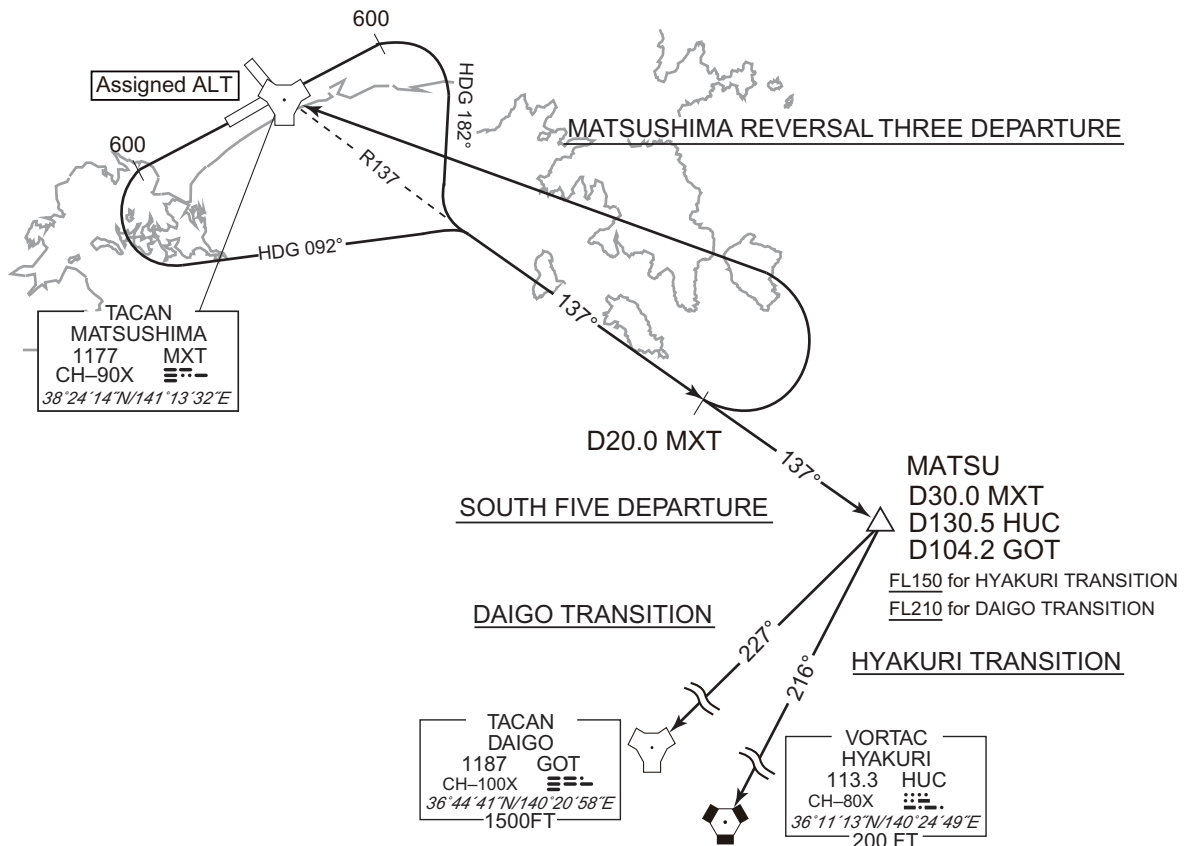
HYAKURI TRANSITION

From over MATSU, via HUC R036 to HUC VORTAC.

Note : This TRANSITION is for TACAN equipped aircraft only.

DAIGO TRANSITION

From over MATSU, via GOT R047 to GOT TACAN.



CHANGE : PROC renamed(MATSUSHIMA REVERSAL THREE DEPARTURE, SOUTH FIVE DEPARTURE). PROC course(MATSUSHIMA REVERSAL THREE DEPARTURE, SOUTH FIVE DEPARTURE). ALT restriction for RWY07. Note added(HYAKURI TRANSITION). Note(MATSUSHIMA REVERSAL THREE DEPARTURE, SOUTH FIVE DEPARTURE).

STANDARD DEPARTURE CHART - INSTRUMENT

RJST / MATSUSHIMA

SID and TRANSITION

NORTH FOUR DEPARTURE

RWY07 : Climb RWY HDG to 600FT, turn left,...

RWY25 : Climb RWY HDG to 600FT, turn left HDG 021°...

...to intercept and proceed via MXT R051 to RIASU.

Cross RIASU at or above FL160 for MIYAKO TRANSITION.

Cross RIASU at or above FL180 for MISAWA TRANSITION.

Note RWY07 : 5.0% climb gradient required up to 1500FT.

OBST ALT 1585FT located at 7.4NM 060° FM end of RWY07.

RIASU THREE DEPARTURE

RWY07 : Climb RWY HDG to 600FT, turn right,...

RWY25 : Climb RWY HDG to 600FT, turn left HDG 030°...

...to intercept and proceed via MXT R075 to 30.0DME, via MXT 30.0DME counterclockwise ARC to RIASU.

Cross RIASU at or above FL160 for MIYAKO TRANSITION.

Cross RIASU at or above FL180 for MISAWA TRANSITION.

Note RWY07 : 6.0% climb gradient required up to 1500FT.

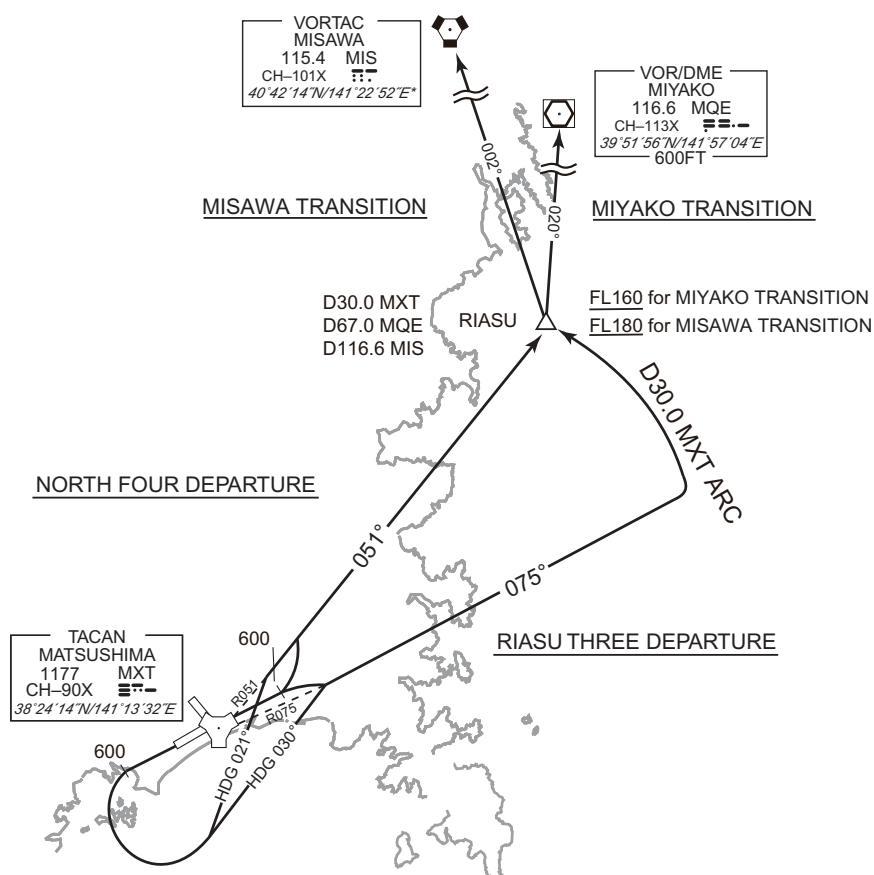
OBST ALT 919 FT located at 5.8NM 080° FM end of RWY07.

MIYAKO TRANSITION

From over RIASU, via MQE R200 to MQE VOR/DME.

MISAWA TRANSITION

From over RIASU, via MIS R182 to MIS VORTAC.


 CHANGE : PROC renamed(NORTH FOUR DEPARTURE, RIASU THREE DEPARTURE, PROC course(NORTH FOUR DEPARTURE, RIASU THREE DEPARTURE), EAST REVERSAL TWO DEPARTURE abolished.
 ALT restriction for RWY07. Note(NORTH FOUR DEPARTURE, RIASU THREE DEPARTURE).

STANDARD DEPARTURE CHART - INSTRUMENT

RJST / MATSUSHIMA

SID and TRANSITION

WEST FOUR DEPARTURE

RWY07 : Climb RWY HDG to 600FT, turn right HDG 309°...

RWY25 : Climb RWY HDG to 600FT, turn right,...

...to intercept and proceed via MXT R264 to DAIWA.

Cross DAIWA at or above 8000FT.

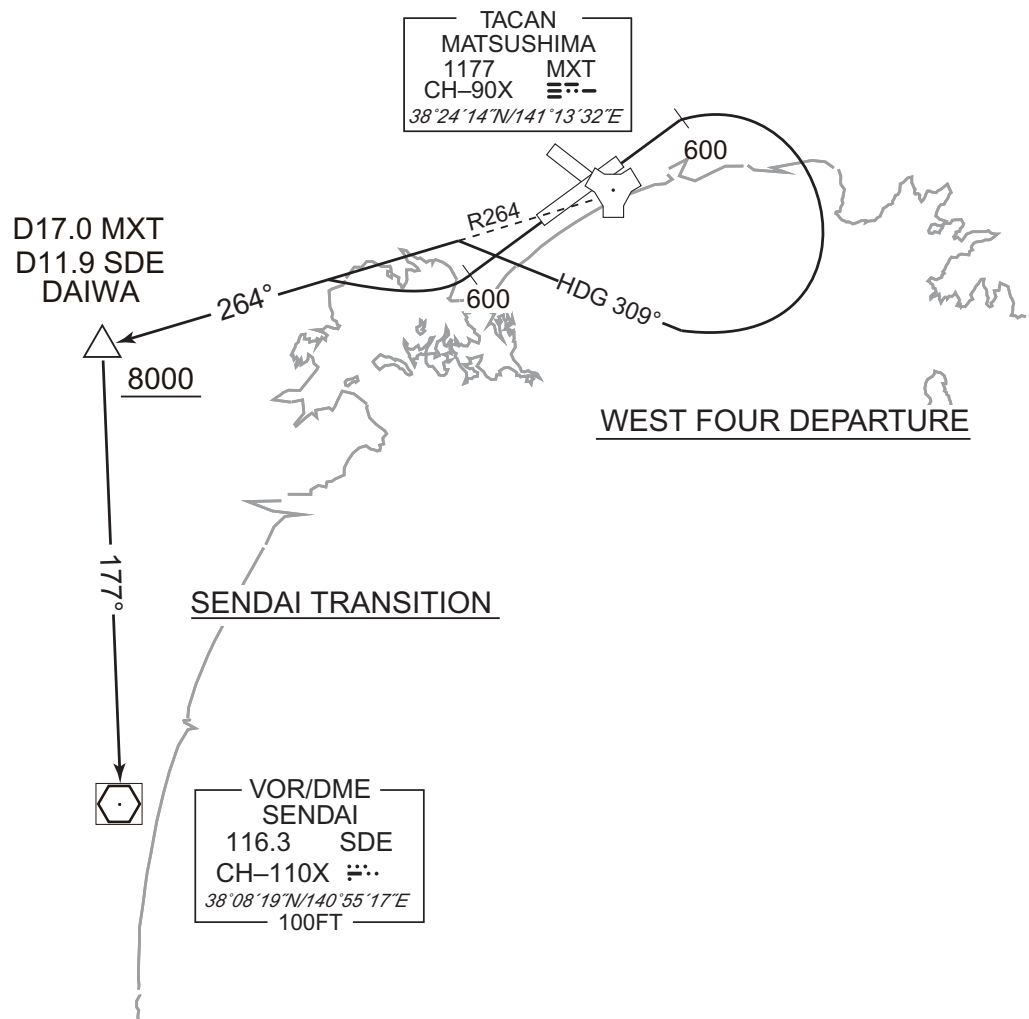
Note RWY07 : 4.0% climb gradient required up to 600FT.

OBST ALT 919FT located at 5.8NM 080° FM end of RWY07.

SENDAI TRANSITION

From over DAIWA, via SDE R357 to SDE VOR/DME.

CHANGE : PROC renamed(WEST FOUR DEPARTURE), PROC course(WEST FOUR DEPARTURE), NIIGATA TRANSITION abolished. ALT restriction for RWY07. Note(WEST FOUR DEPARTURE).



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CHANGE: :PROC renamed. PROC course. Missed APCH PROC. MINIMA. PROC ALT established. HLDG pattern. OLKUN, SEBRO established. ALT (3.0°APCH Path) established. THR ELEV. Circling restriction. DME to MXT, NM to THR added. VAR. MSA.

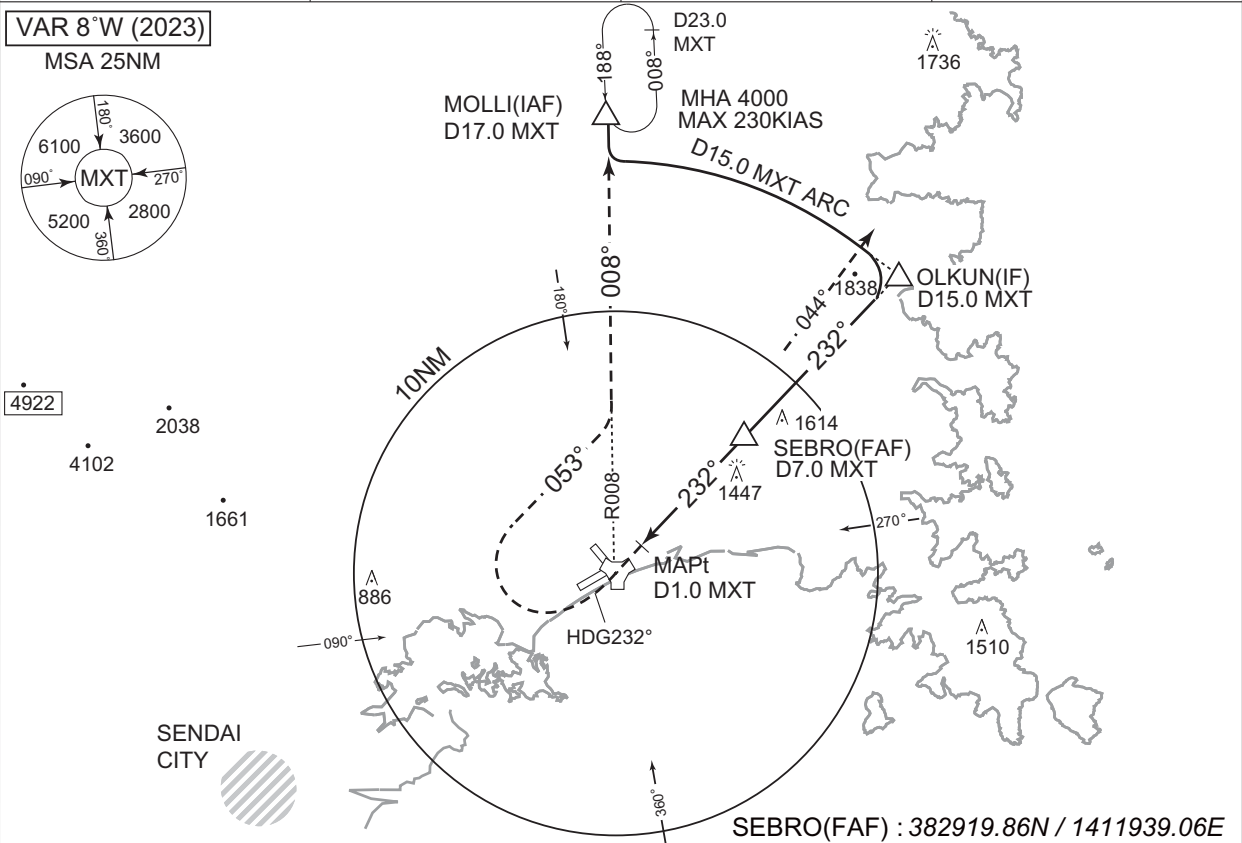


INSTRUMENT APPROACH CHART

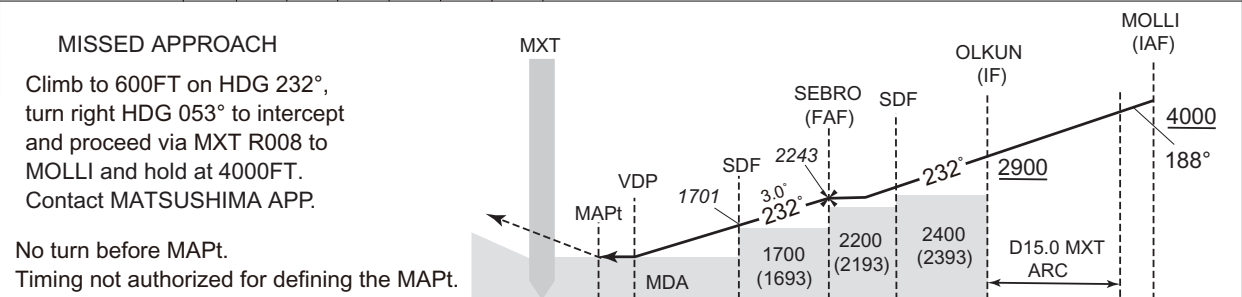
RJST / MATSUSHIMA

TACAN Y RWY25

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



| NM to MXT | MAPt | 2 | 3 | 4 | 5 | 6 | FAF |
|----------------------|------|-----|-----|------|------|------|------|
| ALT (3.0° APCH Path) | - | 697 | 969 | 1287 | 1606 | 1924 | 2243 |



| | | | | | | | |
|------------|-----|-----|-----|-----|-----|------|------|
| DME to MXT | 0.1 | 1.0 | 1.7 | 5.3 | 7.0 | 10.0 | 15.0 |
| NM to THR | 0 | 0.9 | 1.6 | 5.2 | 6.9 | 9.9 | 14.9 |

| MINIMA | | THR elev. 4 | AD elev. 7 | |
|--------|-----------|-------------|------------|------|
| CAT | CIRCLING | | | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 510 (503) | 1500 | 560 (553) | 1600 |
| B | | | | |
| C | | 1800 | 600 (593) | 2400 |
| D | | 2000 | | 3200 |

Circling to South side and RWY07 only.