

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 : PCR 925/R/B/W/T SPOT 10-14, B-H, J, K Surface : Asphalt-concrete Strength : PCR 757/F/D/X/T SPOT 15-18 Surface : Semi-flexible pavement Strength : PCR 394/F/B/X/T |
| 2 | Taxiway width, surface and strength | T1-T8, P1-P3, P5-P7 Surface : Asphalt-concrete Strength : PCR 754/F/A/X/T P4 Surface : Cement-concrete Strength : PCR 925/R/B/W/T T1, T8 Width : 28.5m T2 - T7 Width : 34m P1 - P7 Width : 23m |
| 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) TWY: P6 (Marking): Intermediate HLDG PSN |
| 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 _{SWM} , 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(PCR) 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 | PCR 754/F/A/X/T Asphalt Concrete | 335004.50N 1324121.73E | THR ELEV:25ft TDZ ELEV:25ft |
| 32 | 310.55° | 2500x45 | PCR 754/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 2620x300 | 90x(MNM:205 MAX:254)* 42x300 | | RWY Grooving: 2500mx 30m |
| *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

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | 334955.94N/1324144.69E, Nil |
| 2 | TLOF and/or FATO elevation | 18ft |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | TLOF and FATO area dimensions: 23mx37m Surface: Asphalt - Concrete Strength: 22ton Marking: TDZ, See AIP AD2.24 AD chart |
| 4 | True BRG of FATO | 130.55°/310.55° |
| 5 | Declared distance available | Nil |
| 6 | APCH and FATO lighting | Nil |
| 7 | Remarks | <ul style="list-style-type: none"> • MAX helicopter type: H47 • HJ use only • located on TWY P2 |

RJOM AD 2.17 ATS AIRSPACE

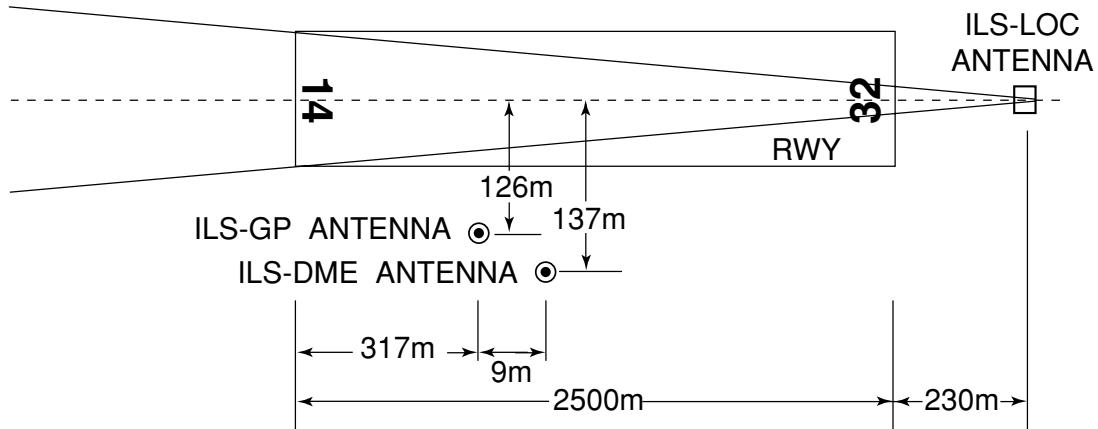
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|---|----------------------|-------------------------|-----------------------------|---------|
| | 1 | 2 | 3 | 4 | 6 |
| MATSUYAMA CTR | Area 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 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。

2.1 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.

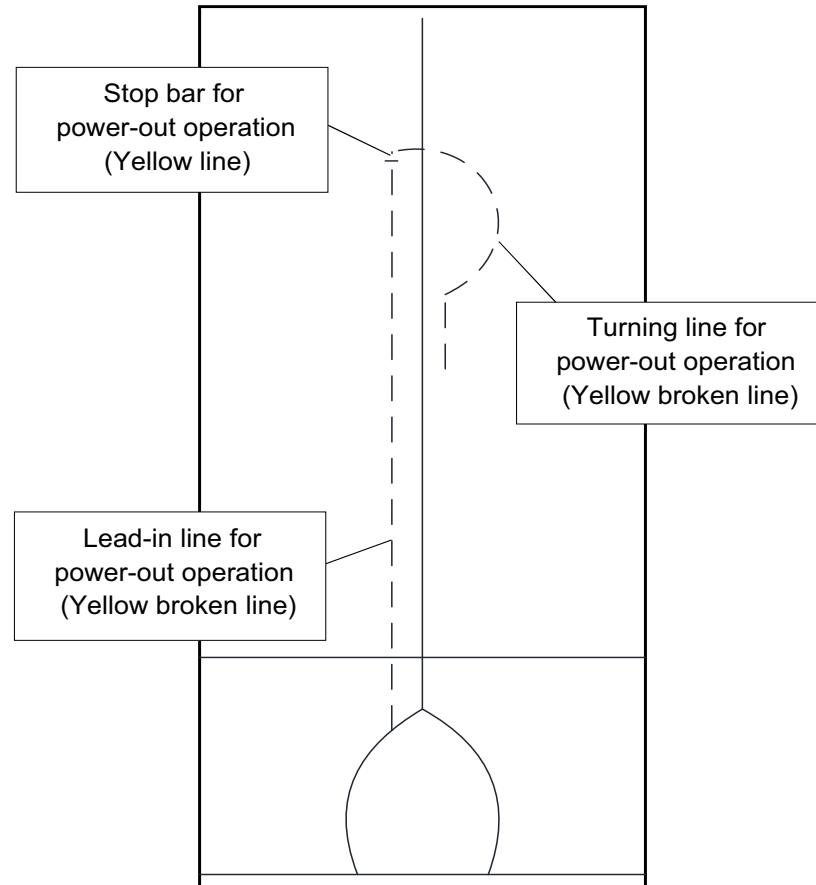
Also power-out of operation at spot 7 is not approved if an aircraft with a wingspan 36m or longer is parked at spot 6.

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.



2.2 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)

2.2 Push back procedure

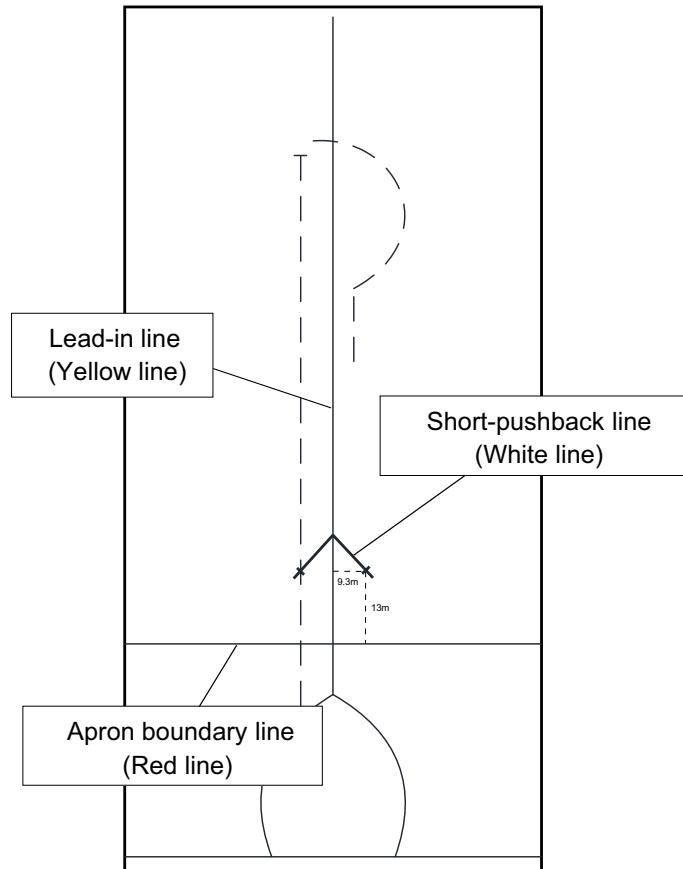
At spot 2-5, an aircraft can make short-pushback. But it can't make short-pushback for RWY14 at spot 2. When making a short-pushback, pilots shall request approval for short-pushback from the ATC.

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)



2.3 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。

2.3 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)

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|-----|
| Nil |
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4. Parking area for helicopters

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

5. Apron - taxiing during winter conditions

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|-----|
| 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

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

8. Helicopter traffic - limitation

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|-----|
| Nil |
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9. Removal of disabled aircraft from runways

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|-----|
| Nil |
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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

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|-----|
| Nil |
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RJOM AD 2.24 CHARTS RELATED TO AN AERODROME

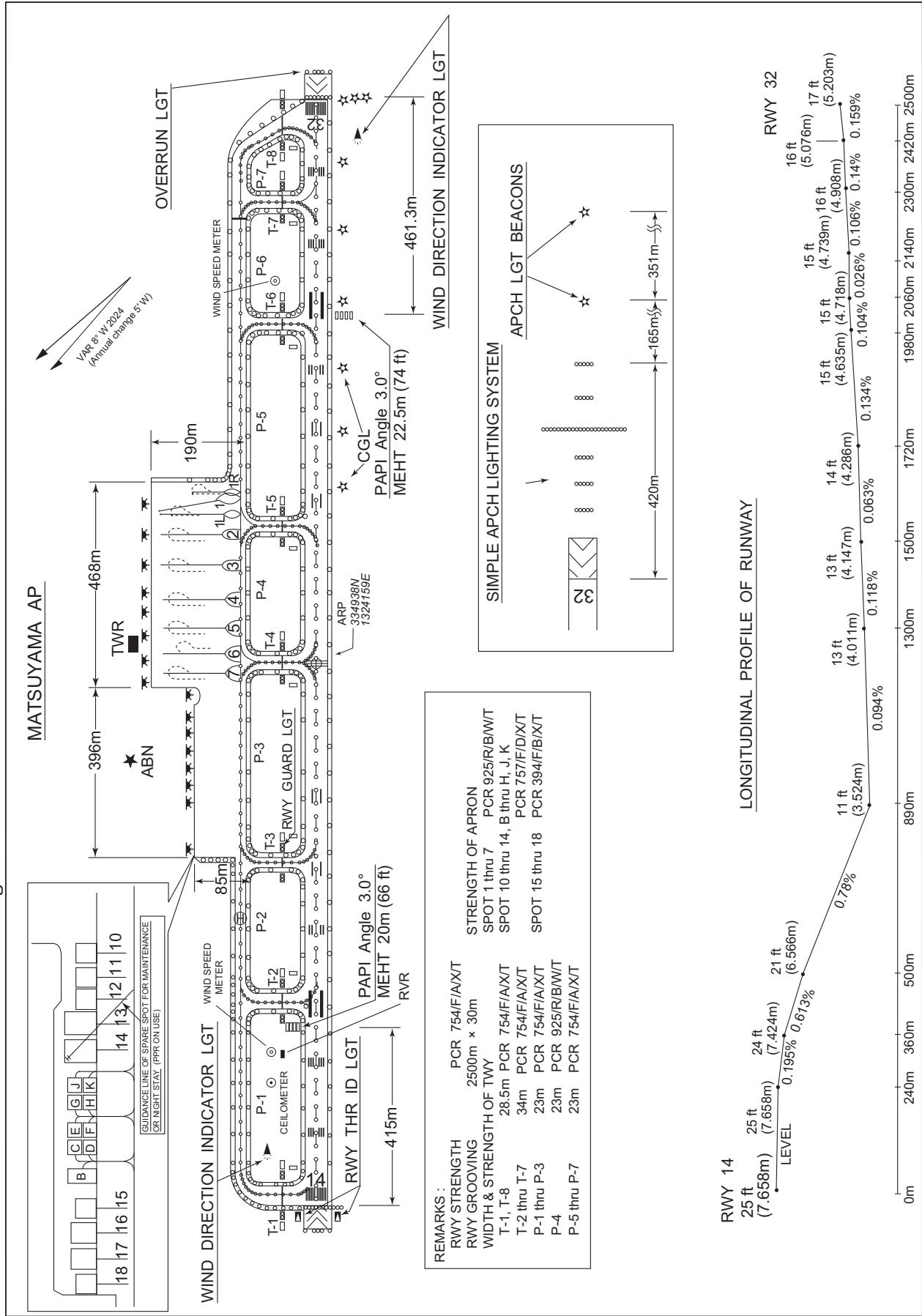
- Aerodrome/Heliport Chart
- Standard Departure Chart - Instrument (MATSUYAMA)
- Standard Departure Chart - Instrument (IYO-RNAV)
- Standard Departure Chart - Instrument (SAKAR-RNAV)
- Standard Departure Chart - Instrument (MARCO-RNAV)
- Standard Arrival Chart - Instrument (MASKU)
- Standard Arrival 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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RJOM / MATSUYAMA

AD CHART

CHANGE : Intermediate HL DG PSN Marking at P-6 established.



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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...

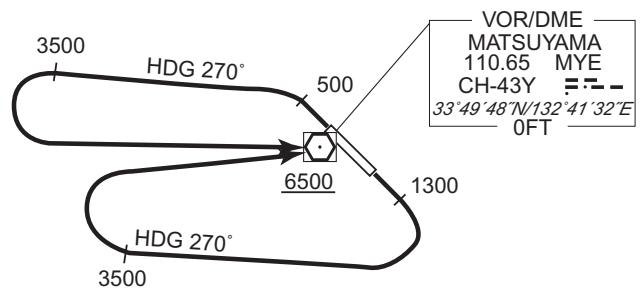
RWY14 : Climb RWY HDG to 1300FT, turn right HDG 270° to 3500FT, turn right...
...direct to MYE VOR/DME.

Cross MYE VOR/DME at or above 6500FT.

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

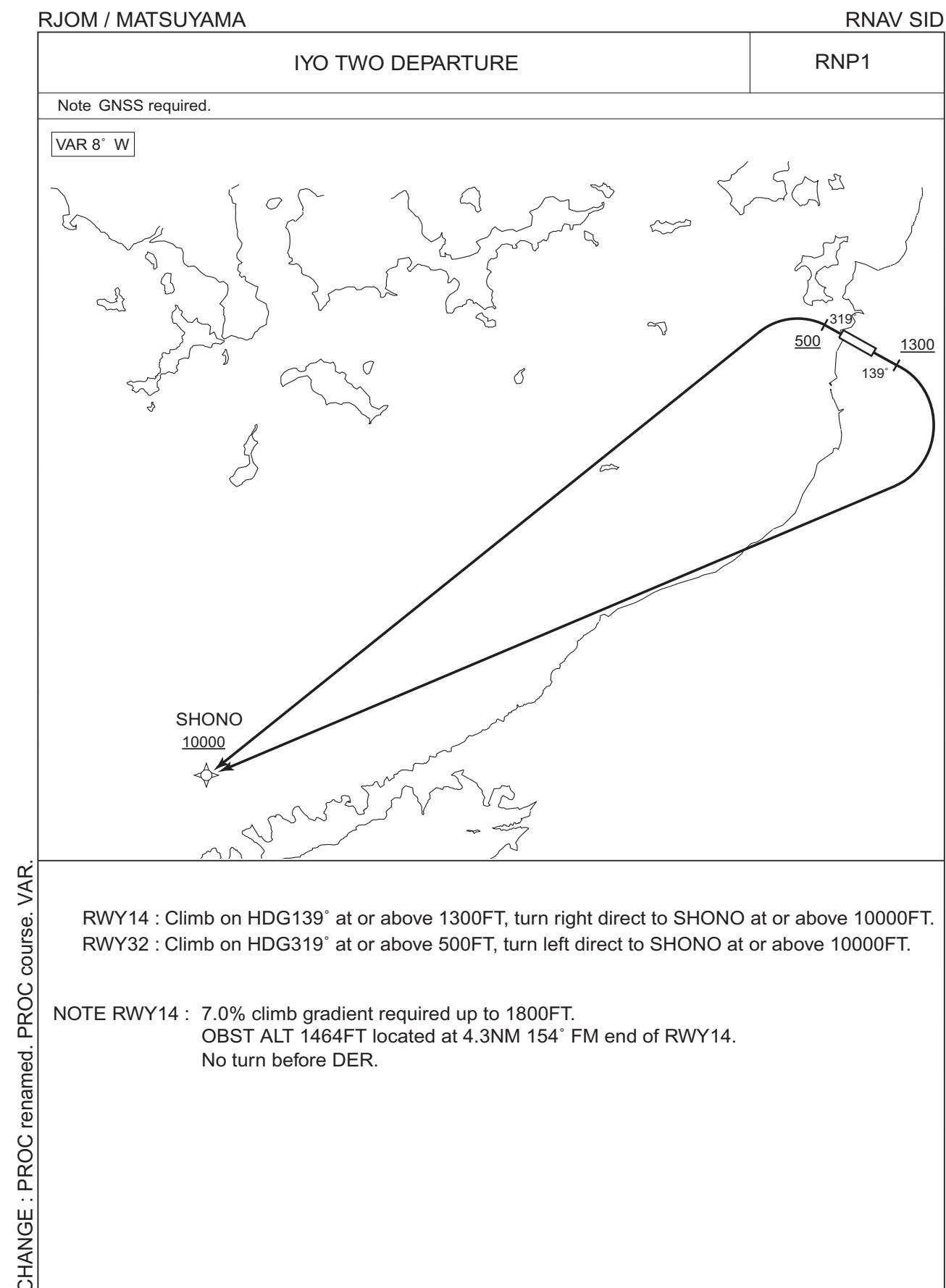
OBST ALT 2822FT located at 7.6NM 173° FM end of RWY14.

No turn before DER.



CHANGE : OBST.

STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV SID

IYO TWO 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 | - | - | 139 (130.7) | -8.1 | - | - | +1300 | - | - | RNP1 |
| 002 | DF | SHONO | - | - | -8.1 | - | 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 | - | - | 319 (310.7) | -8.1 | - | - | +500 | - | - | RNP1 |
| 002 | DF | SHONO | - | - | -8.1 | - | L | +10000 | - | - | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| SHONO | 332744.0N / 1320647.1E |

CHANGE : PROC renamed. PROC course. VAR. Waypoint Coordinates added.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

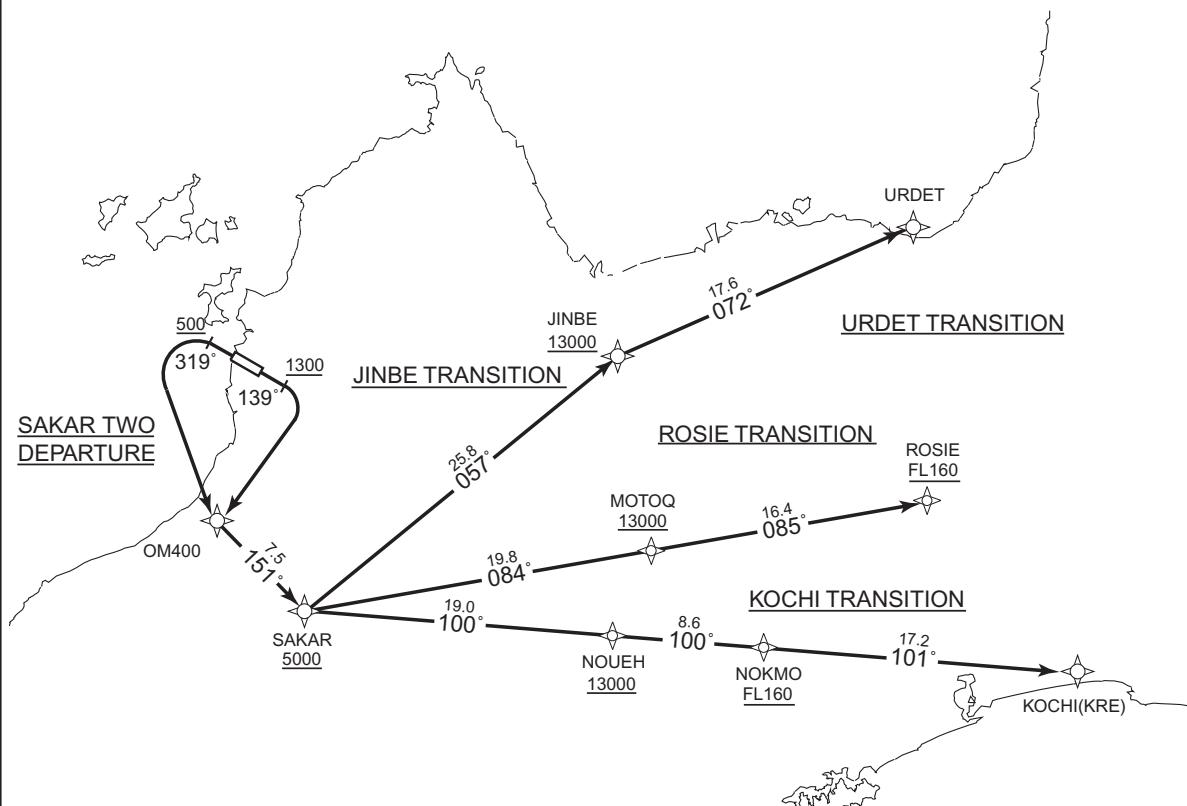
RNAV SID and TRANSITION

SAKAR TWO DEPARTURE
URDET TRANSITION / JINBE TRANSITION
ROSIE TRANSITION / KOCHI TRANSITION

RNP1

Note GNSS required.

VAR 8° W

**SAKAR TWO DEPARTURE**

RWY14 : Climb on HDG139° at or above 1300FT, turn right direct to OM400, to SAKAR at or above 5000FT.
 RWY32 : Climb on HDG319° 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 173° FM end of RWY14.

No turn before DER.

RWY32 : 5.3% climb gradient required up to 3600FT.

OBST ALT 3084FT located at 10.5NM 178° FM end of RWY32.

URDET TRANSITION

From SAKAR at or above 5000FT, to JINBE at or above 13000FT, to URDET.

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 : PROC renamed(SAKAR TWO DEPARTURE), URDET TRANSITION, RANDY TRANSITION, VAR. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV SID and TRANSITION

SAKAR TWO 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 | - | - | 139 (130.7) | -8.1 | - | - | +1300 | - | - | RNP1 |
| 002 | DF | OM400 | - | - | -8.1 | - | R | - | - | - | RNP1 |
| 003 | TF | SAKAR | - | 151 (142.7) | -8.1 | 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 | - | - | 319 (310.7) | -8.1 | - | - | +500 | - | - | RNP1 |
| 002 | DF | OM400 | - | - | -8.1 | - | L | - | - | - | RNP1 |
| 003 | TF | SAKAR | - | 151 (142.7) | -8.1 | 7.5 | - | +5000 | - | - | RNP1 |

URDET 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 | - | - | -8.1 | - | - | +5000 | - | - | RNP1 |
| 002 | TF | JINBE | - | 057 (048.8) | -8.1 | 25.8 | - | +13000 | - | - | RNP1 |
| 003 | TF | URDET | - | 072 (064.0) | -8.1 | 17.6 | - | - | - | - | 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 | - | - | -8.1 | - | - | +5000 | - | - | RNP1 |
| 002 | TF | JINBE | - | 057 (048.8) | -8.1 | 25.8 | - | +13000 | - | - | RNP1 |

CHANGE : PROC renamed(SAKAR TWO DEP, URDET TRANSITION). URDET established. RANDY abolished. PROC course. VAR.

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 | - | - | -8.1 | - | - | +5000 | - | - | RNP1 |
| 002 | TF | MOTOQ | - | 084 (076.4) | -8.1 | 19.8 | - | +13000 | - | - | RNP1 |
| 003 | TF | ROSIE | - | 085 (076.6) | -8.1 | 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 | - | - | -8.1 | - | - | +5000 | - | - | RNP1 |
| 002 | TF | NOUEH | - | 100 (092.2) | -8.1 | 19.0 | - | +13000 | - | - | RNP1 |
| 003 | TF | NOKMO | - | 100 (092.4) | -8.1 | 8.6 | - | +FL160 | - | - | RNP1 |
| 004 | TF | KRE | - | 101 (092.5) | -8.1 | 17.2 | - | - | - | - | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | Waypoint Identifier | Coordinates |
|---------------------|------------------------|---------------------|------------------------|
| OM400 | 334023.4N / 1324141.5E | ROSIE | 334248.4N / 1332926.3E |
| SAKAR | 333425.3N / 1324708.8E | NOUEH | 333339.4N / 1330955.5E |
| JINBE | 335120.9N / 1331027.5E | NOKMO | 333317.2N / 1332014.0E |
| URDET | 335902.5N / 1332930.9E | KRE | 333230.4N / 1334048.6E |
| MOTOQ | 333902.8N / 1331018.4E | | |

CHANGE : PROC course. VAR. Waypoint Coordinates added.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

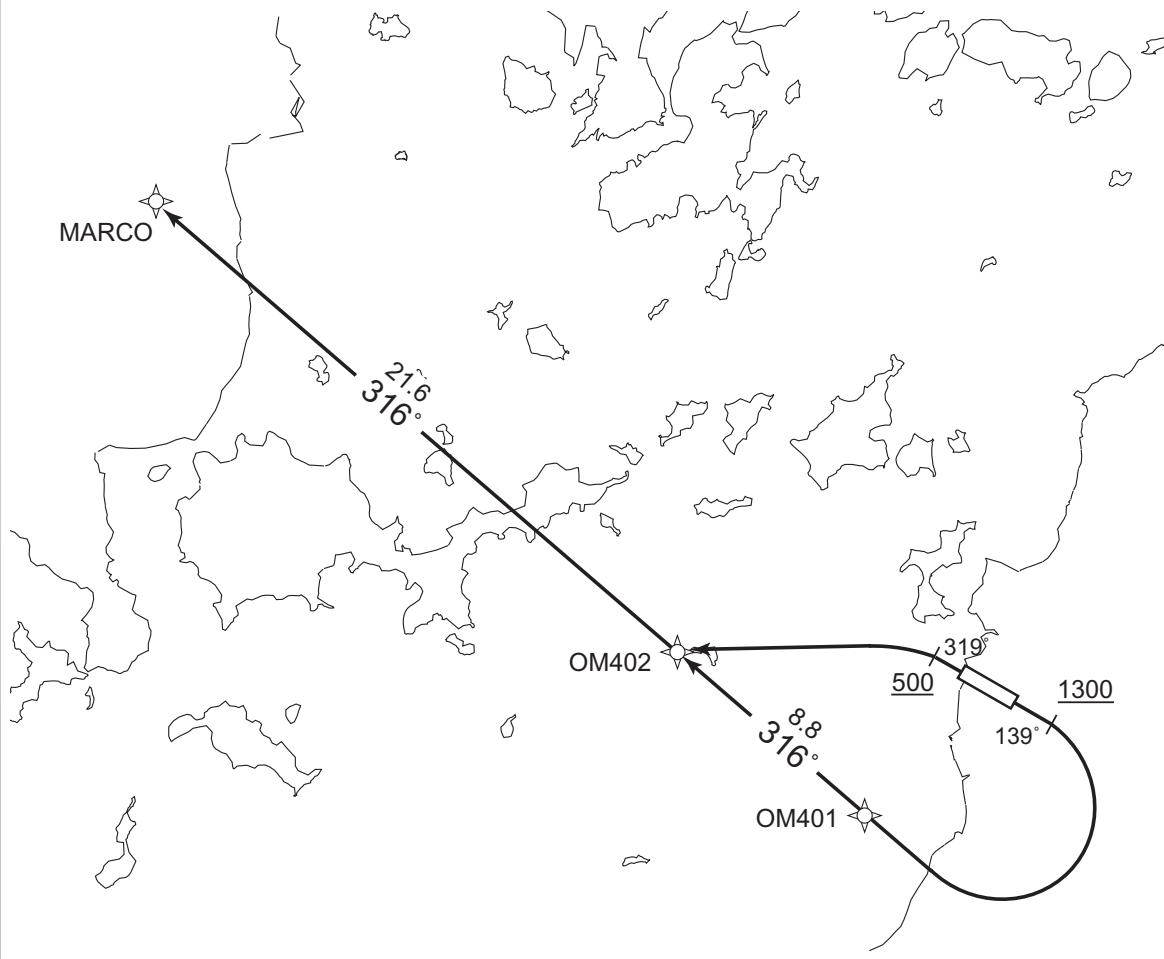
RNAV SID

MARCO TWO DEPARTURE

RNP1

Note GNSS required.

VAR 8° W



CHANGE : PROC renamed. VAR. PROC course.

RWY14 : Climb on HDG139° at or above 1300FT, turn right direct to OM401, to OM402, to MARCO.
RWY32 : Climb on HDG319° 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.

STANDARD DEPARTURE CHART -INSTRUMENT

RJOM / MATSUYAMA

RNAV SID

MARCO TWO 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 | - | - | 139 (130.7) | -8.1 | - | - | +1300 | - | - | RNP1 |
| 002 | DF | OM401 | - | - | -8.1 | - | R | - | - | - | RNP1 |
| 003 | TF | OM402 | - | 316 (308.1) | -8.1 | 8.8 | - | - | - | - | RNP1 |
| 004 | TF | MARCO | - | 316 (308.1) | -8.1 | 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 | - | - | 319 (310.7) | -8.1 | - | - | +500 | - | - | RNP1 |
| 002 | DF | OM402 | - | - | -8.1 | - | L | - | - | - | RNP1 |
| 003 | TF | MARCO | - | 316 (308.1) | -8.1 | 21.6 | - | - | - | - | RNP1 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates |
|---------------------|------------------------|
| OM401 | 334603.4N / 1323745.6E |
| OM402 | 335129.5N / 1322924.1E |
| MARCO | 340446.0N / 1320850.2E |

CHANGE : PROC course. VAR. Waypoint Coordinates added.

STANDARD ARRIVAL CHART - INSTRUMENT

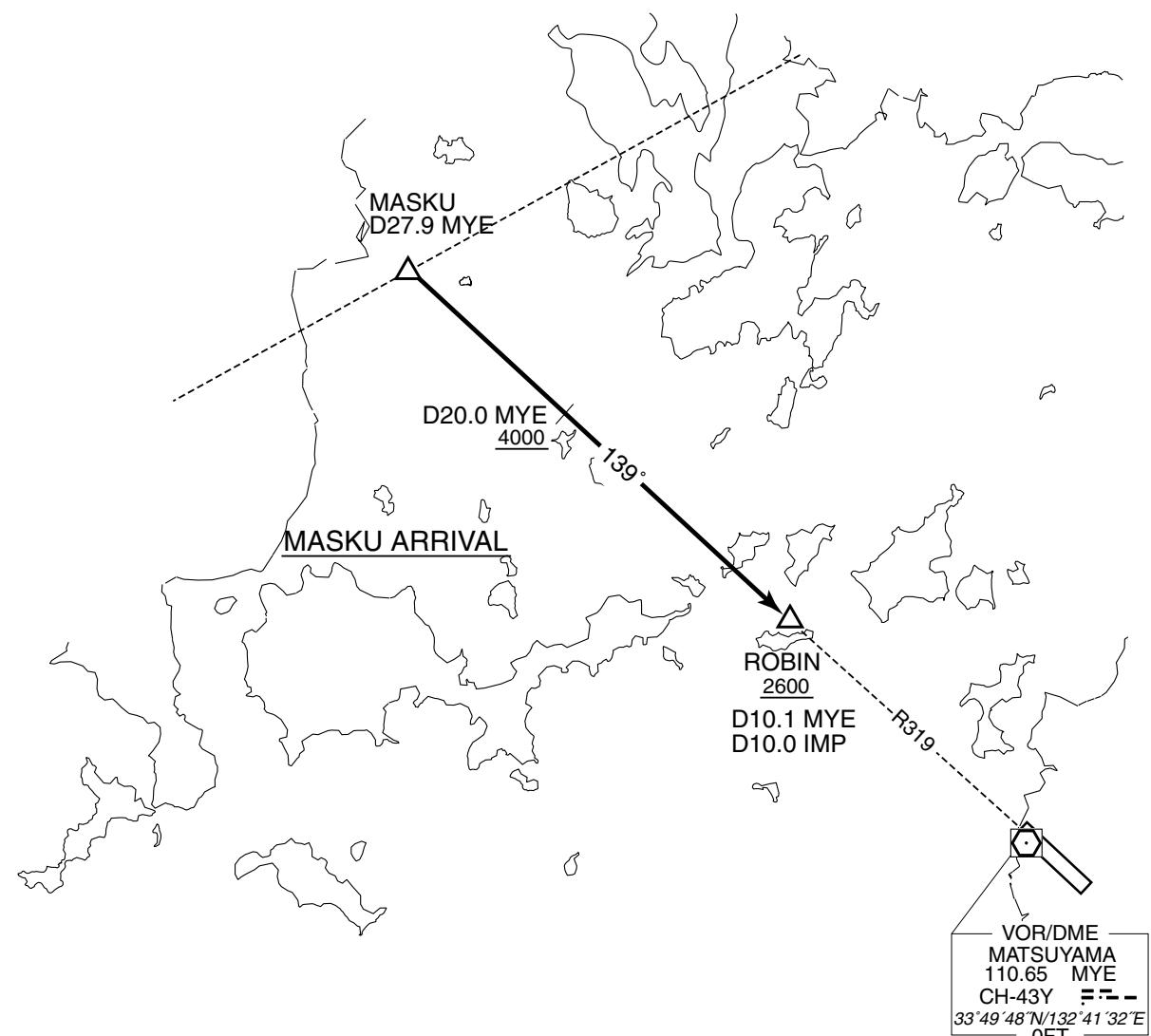
RJOM / MATSUYAMA

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

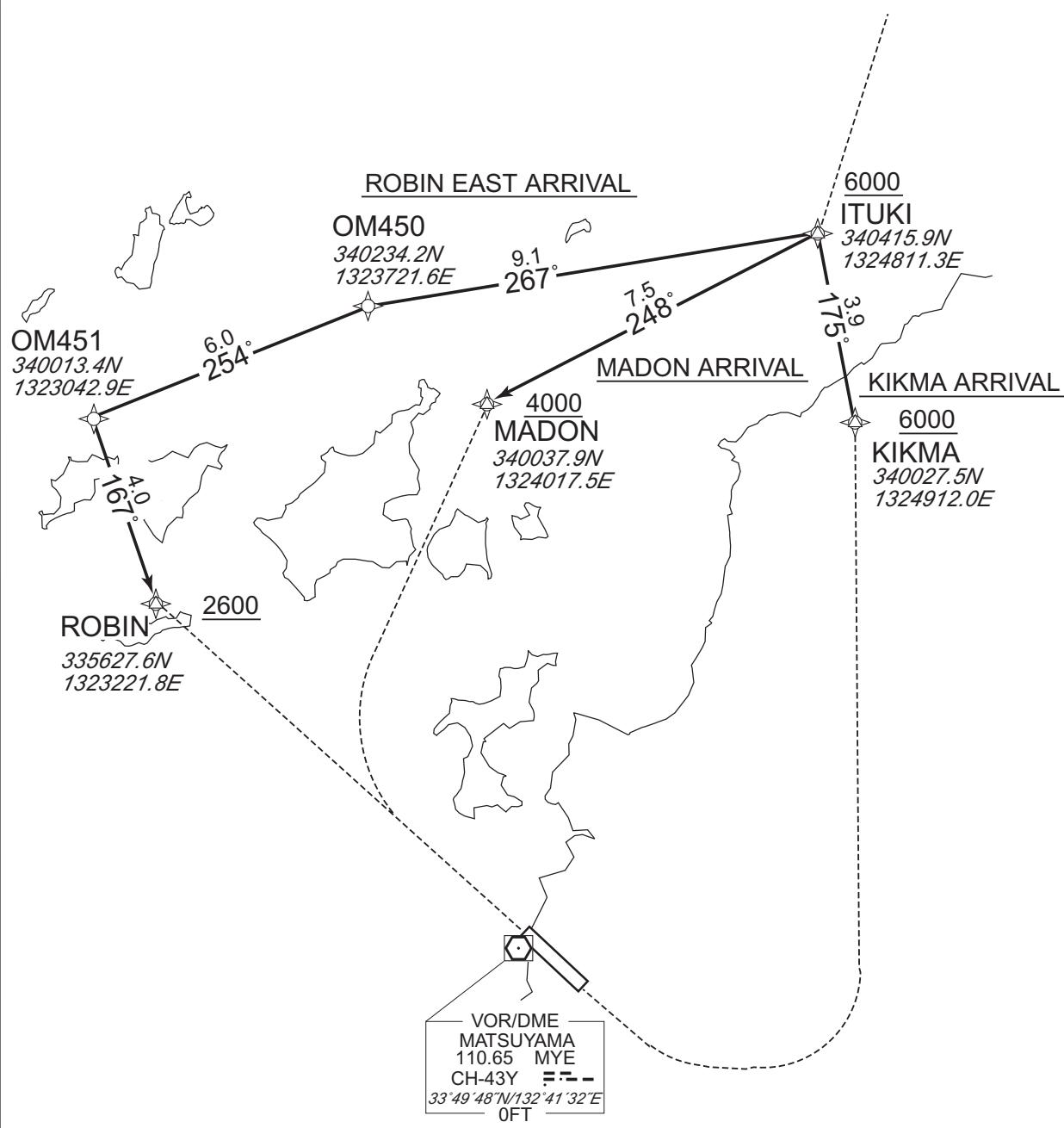
RNAV STAR RWY14/32

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

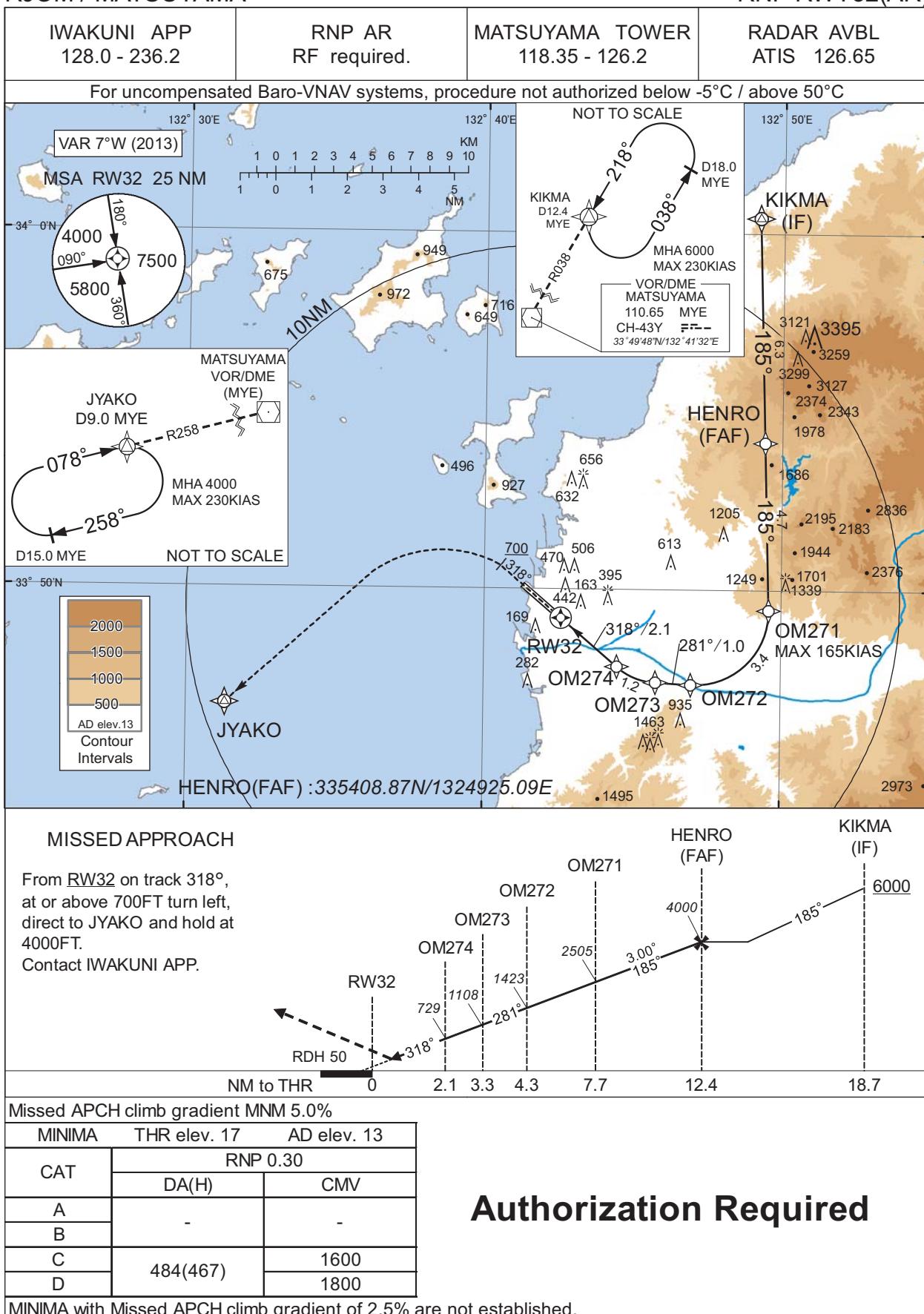
| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| MADON | 340037.92N / 1324017.47E | OMRF4 | 335420.16N / 1324102.43E |
| UNSHU | 335740.45N / 1323845.52E | | |
| OM481 | 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)



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 |

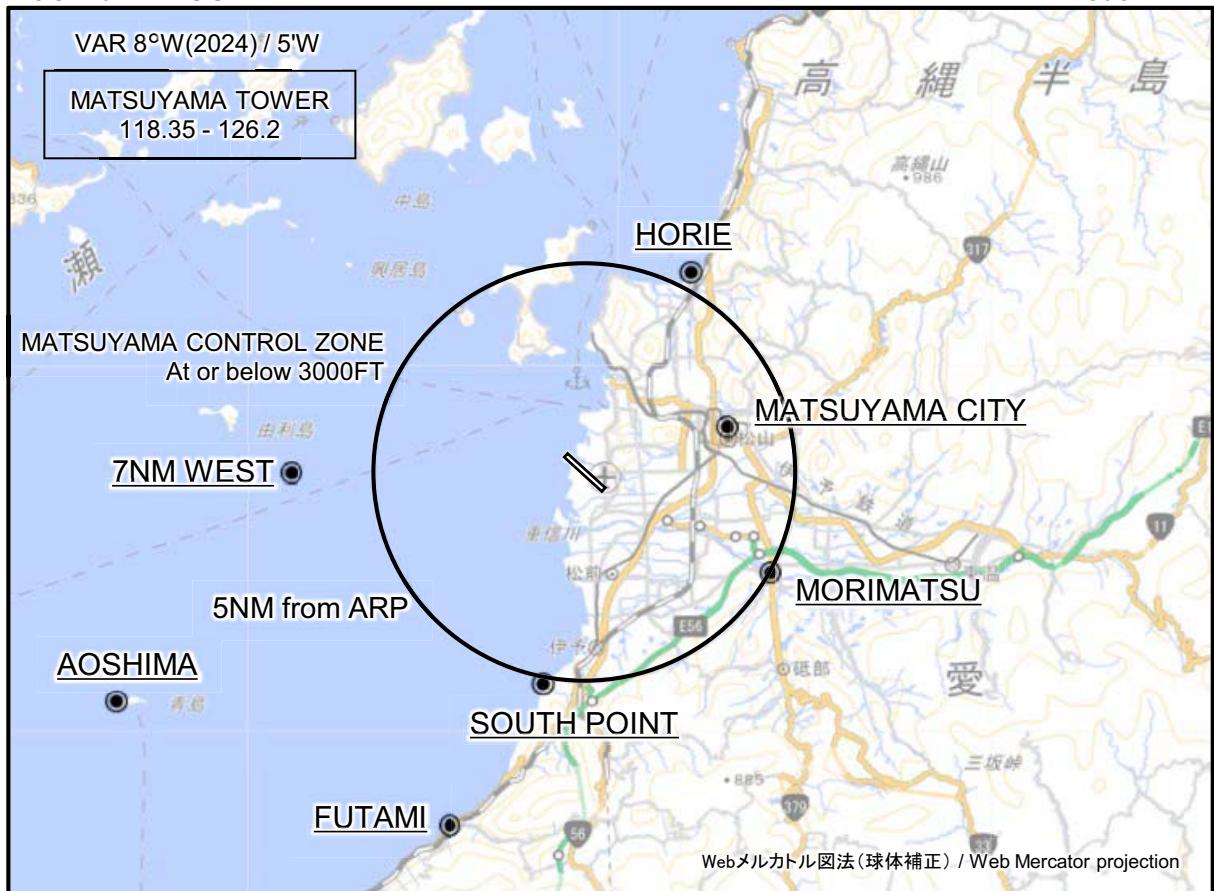
Waypoint Coordinates

| 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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