

STANDARD DEPARTURE CHART - INSTRUMENT

RJST/MATSUSHIMA

SID

MATSUSHIMA REVERSAL TWO DEPARTURE

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

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

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

Cross MXT TACAN at assigned or specified altitude.

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

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

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

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

NORTH THREE DEPARTURE

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

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

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

Cross RIASU at assigned or specified altitude.

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

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

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

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

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SOUTH THREE DEPARTURE

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

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

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

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

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

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

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

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

RIASU TWO DEPARTURE

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

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

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

Cross RIASU at assigned or specified altitude.

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

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

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

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

EAST REVERSAL TWO DEPARTURE

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

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

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

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

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

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

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

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

STANDARD DEPARTURE CHART - INSTRUMENT

RJST / MATSUSHIMA

SID and TRANSITION



WEST THREE DEPARTURE

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

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

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

Cross DAIWA at or above 8000FT.

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

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

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

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

NIIGATA TRANSITION

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

WEST THREE DEPARTURE

SENDAI TRANSITION

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



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TRANSITION

MIYAKO TRANSITION

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

Cross RIASU at or above FL160.

DAIGO TRANSITION

After MATSU, via GOT R046 to GOT TACAN.

HYAKURI TRANSITION

After MATSU, via HUC R036 to HUC VORTAC.

MISAWA TRANSITION

After RIASU, via MIS R182 to MIS VORTAC

Cross RIASU at or above FL180.



CHANGE: ALT Restriction (MIYAKO TRANSITION).

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TACAN NR.1

The diagram illustrates a curved flight path for a VOR station. A vertical grey bar on the left is labeled 'MXT'. Two dashed arrows originate from this bar, pointing towards 'Nr.2 140°' and 'Nr.1 007°'. A solid line represents the flight path, starting from the bottom left and curving upwards and to the right. Along this path, distance markers are indicated: 1DME, 3DME, 5DME, 7DME, 10DME, 15DME, and 25DME. Below the path, altitude markers are shown: 1000, 1700, 2400, 3500, 4000, and FL 160 7000. A specific point on the path is marked with an 'X' at 10DME and 3500 altitude. An arrow points from the 15DME mark towards the top right, labeled '231°'. The top right corner is labeled 'MIHAR IAF R-051'.

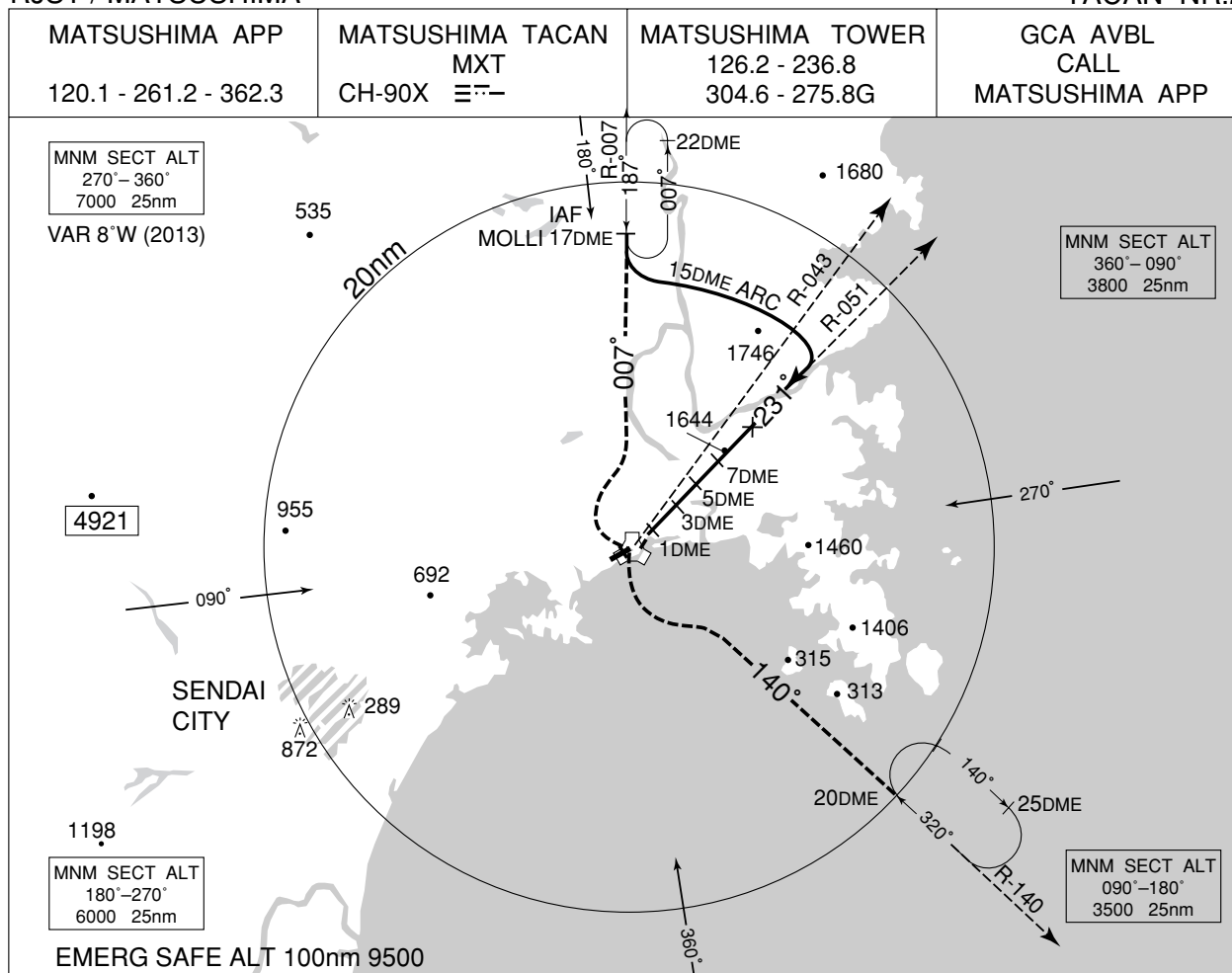
MINIMA		THR elev. 6	AD elev. 7	
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	460 (453)	1500	600 (593)	1600
B				
C		1800		2400
D		2000		3200

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

INSTRUMENT APPROACH CHART

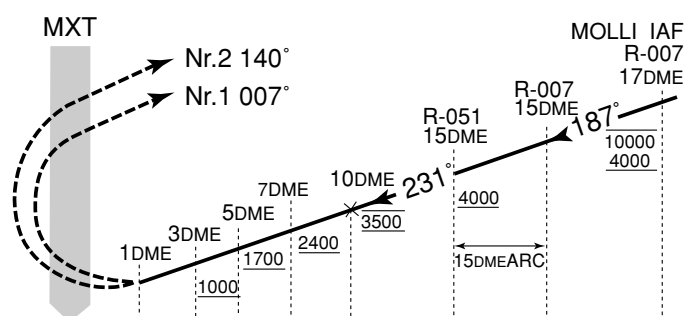
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TACAN NR.2



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

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



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

Circling to South side of RWY only.

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