

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

## STANDARD DEPARTURE CHART - INSTRUMENT

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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.



## STANDARD DEPARTURE CHART - INSTRUMENT

RJST / MATSUSHIMA

TRANSITION

MIYAKO TRANSITION

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

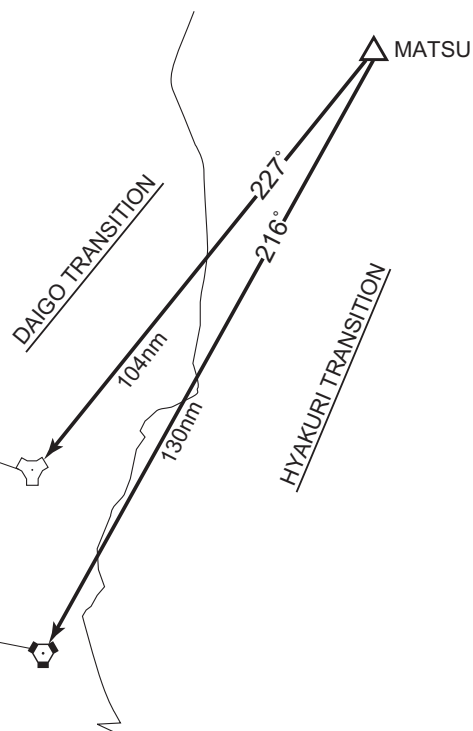
Cross RIASU at or above FL160.

DAIGO TRANSITION

After MATSU, via GOT R047 to GOT TACAN.

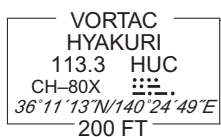
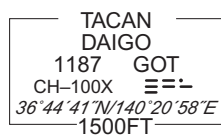
HYAKURI TRANSITION

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: Course FM MATSU to GOT (DAIGO TRANSITION).

INSTRUMENT APPROACH CHART

RJST / MATSUSHIMA

TACAN NR.1



**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		

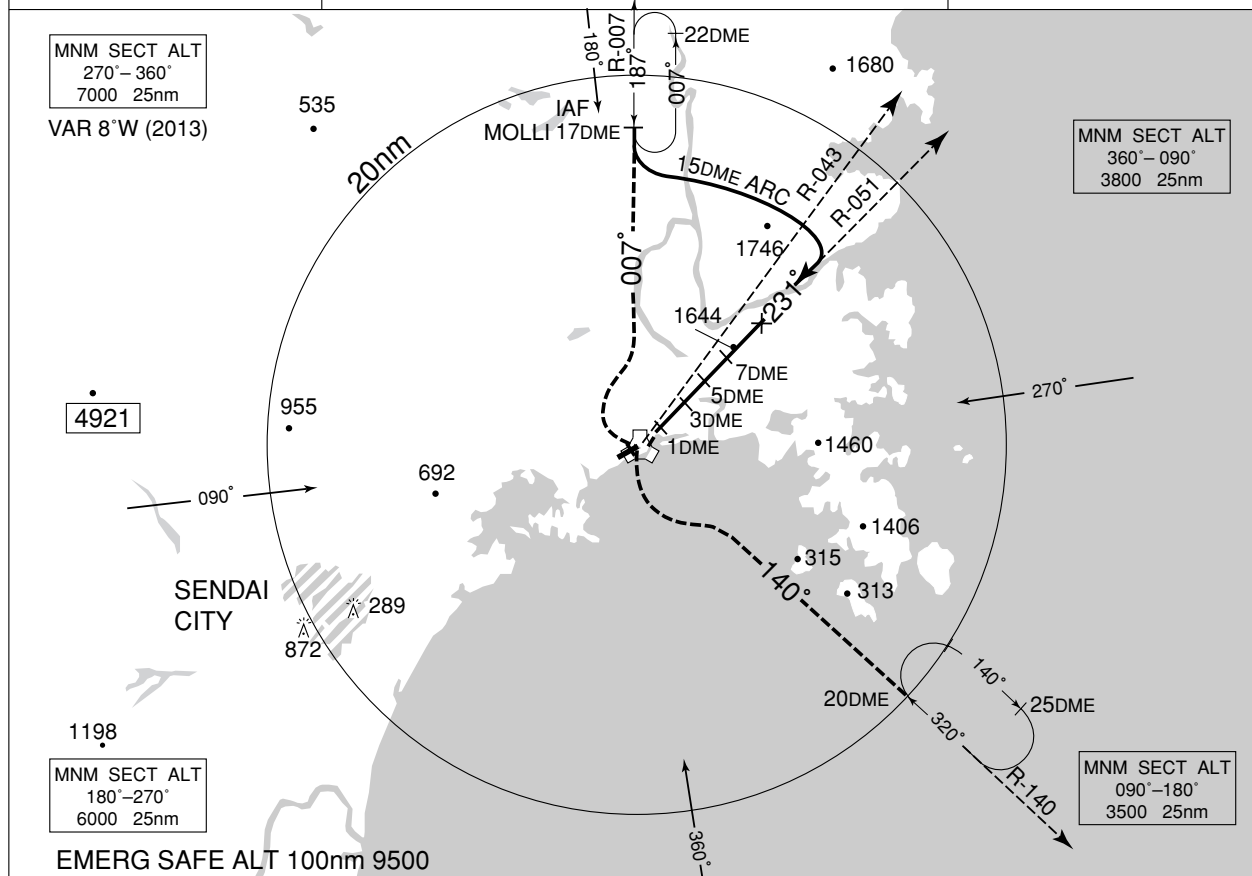
Circling to South side of RWY only.  
 Missed approach procedure will be assigned by ATC by leaving IAF.  
 In case of radio failure, MISSED APPROACH Nr.1 will be applied.

## INSTRUMENT APPROACH CHART

RJST / MATSUSHIMA

TACAN NR.2

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