

## Airport information:

Country: Japan

City: MATSUYAMA

Coordinates: N 33° 50.0', E132 42.0

Elevation: 13

Customs:

Fuel: 100LL, Jet

RFF:

hours: 2230-1230

## Runways:

Runway 14

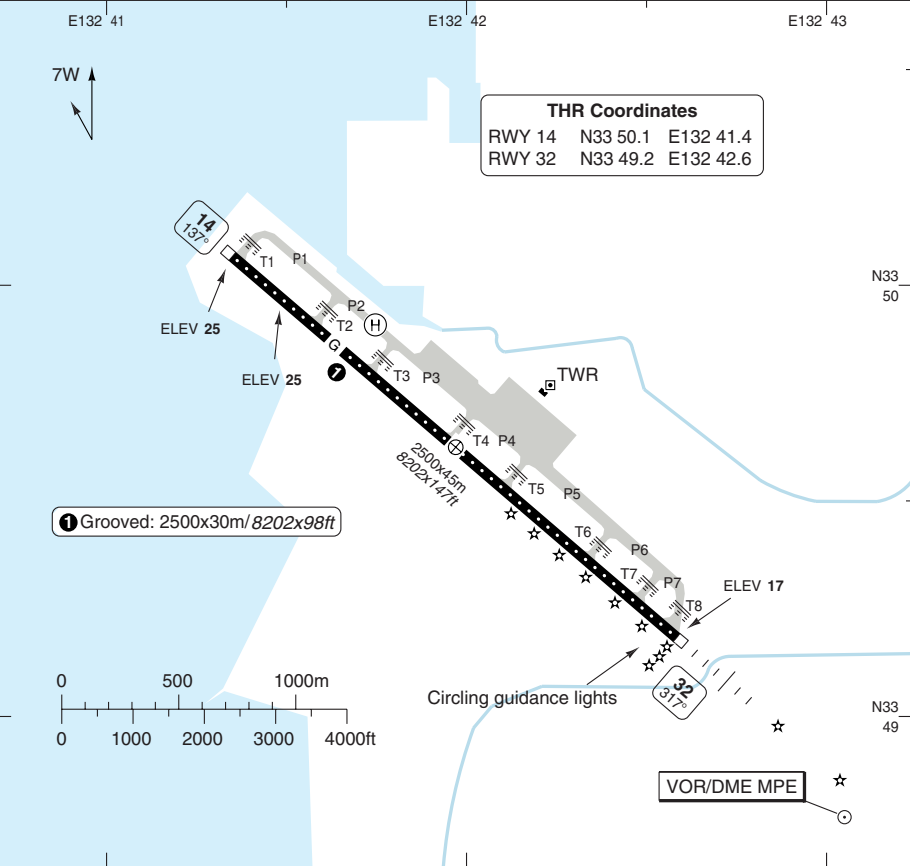
Takeoff length: 2500, Landing length: 2500

Runway 32

Takeoff length: 2500, Landing length: 2500

Matsuyama TWR <b>118.35</b> <b>126.2</b>	ATIS <b>126.65</b>
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AD Elev <b>13</b>	ARP: N33 49.6 E132 42.0	RFF: CAT 9	AD HR: 2230-1230
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RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
14	- 0.1	2500 / 8202	2500 / 8202	-	H	30m	P 3° (66)
32	+0.1	2500 / 8202	2500 / 8202	H-D ②	H	30m	P 3° (74) ③

**STATE TAKE OFF MINIMA**

With TKOF ALT AD	CEIL/RVR/VIS	
Facilities	14	32
REDL + RCLL	300ft / 800m / 0.8km	0.4 km
REDL or RCLL	300ft / 800m / 0.8km	0.6 km
REDL + RCLL U/S	300ft / - / 0.8km	0.8 km
Without TKOF ALT AD	AVBL LDG MIN	

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# AERODROME

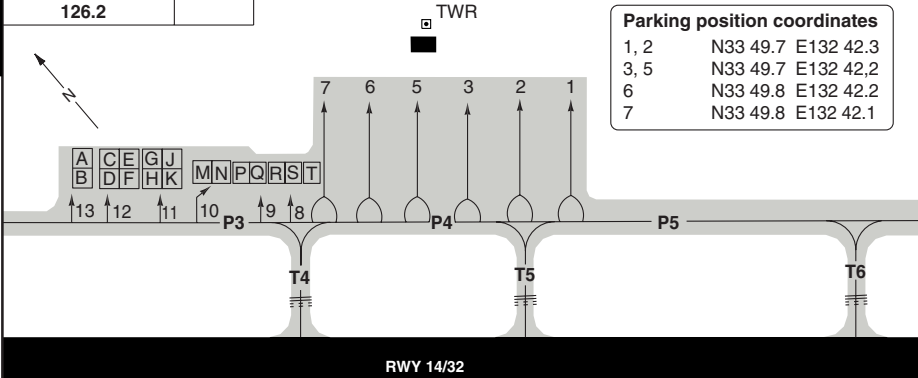
10 - 2

Matsuyama TWR	ATIS
118.35	126.65
126.2	

TWR

**Parking position coordinates**

1, 2	N33 49.7	E132 42.3
3, 5	N33 49.7	E132 42.2
6	N33 49.8	E132 42.2
7	N33 49.8	E132 42.1



**GENERAL**

**1. SPEED**

MAX 250kt at or below 10000ft.  
MAX 200kt (160kt for piston) at or below 3000ft.

**2. NOISE ABATEMENT PROCEDURE**

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

In case the ACFT is unable to take these procedures, pilots should execute alternative procedure.

- 2.1 For TKOF from RWY 14 Steepest Climb Procedure.
- 2.2 For LDG to RWY 32 Delayed Flap Approach Procedure and Reduced Flap Setting Procedure.

- 2.3 Reverse Thrust Nil.

**3. WING TIP CLEARANCE**

- 3.1 Wing Tip clearance at TWY intersections between ACFT holding at the stop marking on the TWY and other ACFT taxiing behind it are follows:  
When B773 holding at the stop marking on TWY T6 or T7:

Wingspan of aircraft taxiing on TWY P5-P7	Wing tip clearance
15.2m / 50ft or less	15m / 49ft or greater
Greater than 15.2m / 50ft up to 24.2m / 79ft	10.5m / 34ft or above but less than 15m / 49ft
24.2m / 79ft or greater	less than 10.5m / 34ft

**4. PREFERENTIAL RWY PROCEDURES**

In principle, RWY 32 for TKOF and RWY 14 for LDG are preferentially to be used strictly. However, in order to achieve maximum flight safety. This procedure is not applied under the following circumstances.

- 4.1 When a pilot - in - command determines that the use of other RWY is necessary in consideration of safety of the ACFT operation.
- 4.2 When the condition of the specified RWY is not suitable for LDG or TKOF.
- 4.3 When the tail wind component, including gusts, exceeds 5kt.
- 4.4 When the cross wind component, including gusts, exceeds 15kt.
- 4.5 When the possibility exists that orderly flow of traffic may be impeded.

**ARRIVAL**

**1. COMMUNICATION FAILURE**

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

- 1.1.1 Contact Matsuyama Tower.
- 1.1.2 If unable, proceed in accordance with VFR.
- 1.1.3 If unable, proceed to Matsuyama VOR/DME at last assigned altitude or 6000ft whichever is higher, and execute instrument APCH.
- 1.2 Procedures other than above will be issued when situation required.

**DEPARTURE**

Open.

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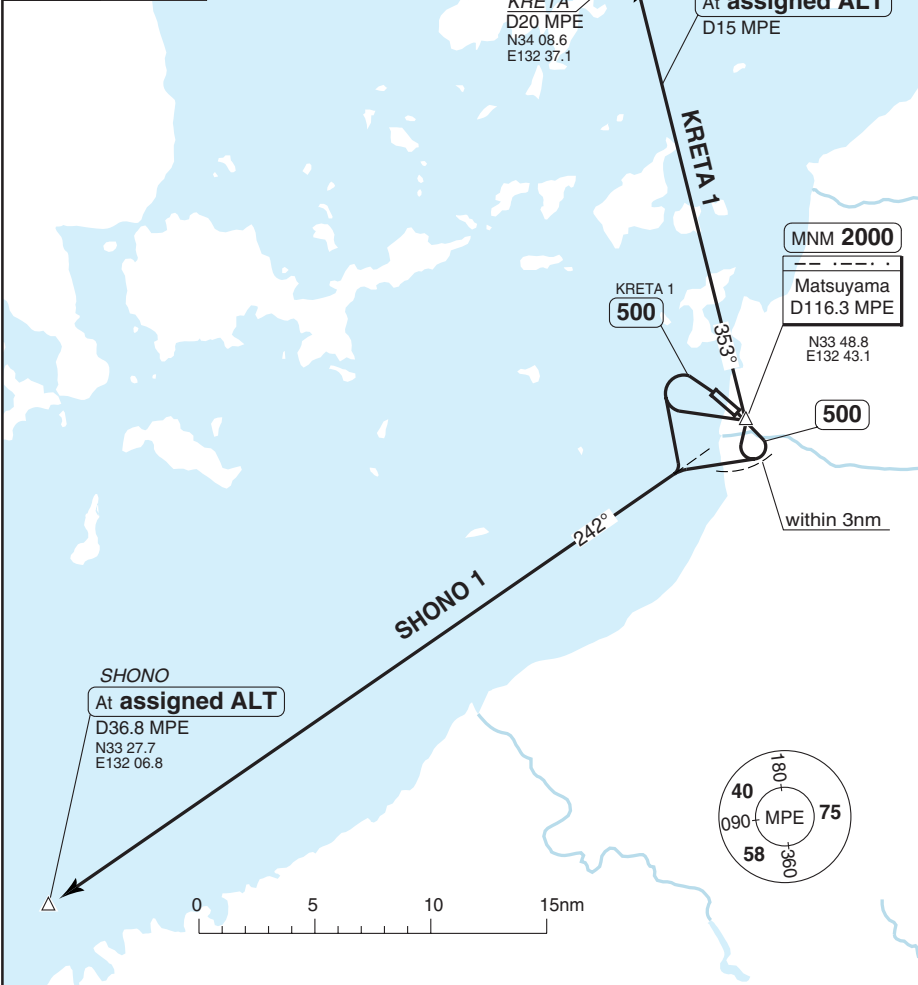
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**SID** KRETA 1, SHONO 1

Matsuyama TWR <b>118.35</b> <b>126.2</b>	Iwakuni APP <b>128.0</b>	ATIS <b>126.65</b>
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TA **14000** AD Elev **13**



30 - 1

**SPEED:** MAX 200kt (160kt for piston) at or below 3000ft.  
 MAX 250kt at or below 10000ft.

SID	RWY	Routeing	Altitudes
<b>KRETA 1</b>	14	Climb on 137° to <b>500</b> - turn right (within 3nm) - MPE - R353 MPE - KRETA.	MPE MNM 2000 R353/D15 MPE at <b>assigned ALT</b>
	32	Climb on 317° to <b>500</b> - turn left - MPE - R353 MPE - KRETA.	
<b>SHONO 1</b>	14	Climb on 137° to <b>500</b> - turn right (within 3nm) - R242 MPE - SHONO.	SHONO At <b>assigned ALT</b>
	32	After TKOF turn left - R242 MPE - SHONO.	

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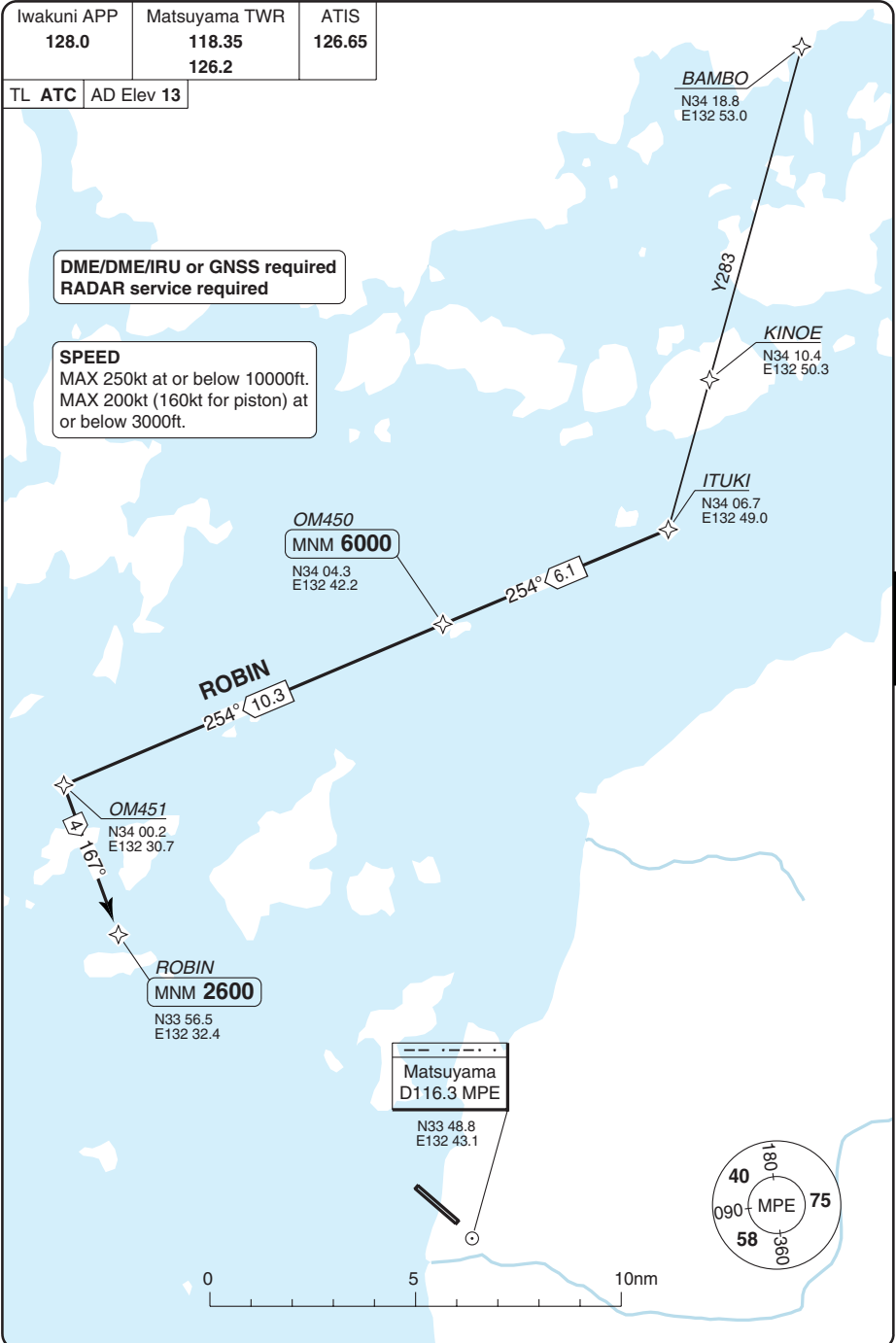
**STAR RWY 14** **RNAV** **ROBIN EAST**

Iwakuni APP <b>128.0</b>	Matsuyama TWR <b>118.35</b> <b>126.2</b>	ATIS <b>126.65</b>
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TL **ATC** | AD Elev **13**

**DME/DME/IRU or GNSS required**  
**RADAR service required**

**SPEED**  
MAX 250kt at or below 10000ft.  
MAX 200kt (160kt for piston) at or below 3000ft.



40 - 1

# MATSUYAMA

# STAR RWY 14 **RNAV** ROBIN WEST

Iwakuni APP 128.0	Matsuyama TWR 118.35 126.2	ATIS 126.65
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TL ATC AD Elev 13

DME/DME/IRU or GNSS required  
RADAR service required

**SPEED**  
MAX 250kt at or below 10000ft.  
MAX 200kt (160kt for piston) at  
or below 3000ft.

✧

Kuga  
D114.3 IWC

N34 04.8  
E132 08.8

**ROBIN**

✧

ROMAN  
MNM 4000

N34 00.9  
E132 19.9

11.2 120°

✧

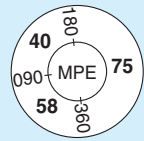
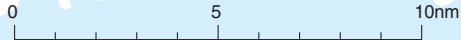
ROBIN  
MNM 2600

N33 56.5  
E132 32.4

✧

Matsuyama  
D116.3 MPE

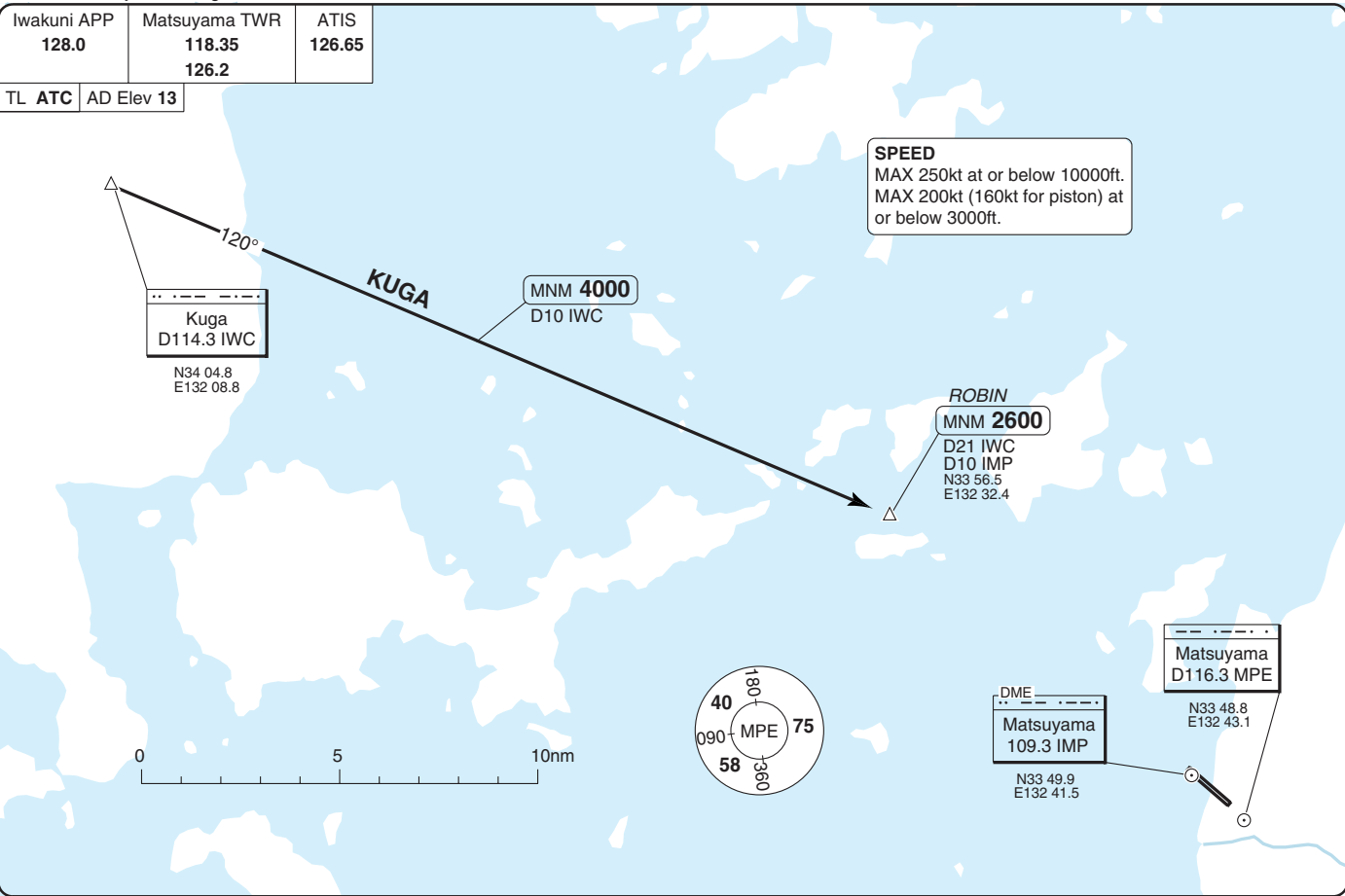
N33 48.8  
E132 43.1



Change: New spec

Iwakuni APP <b>128.0</b>	Matsuyama TWR <b>118.35</b> <b>126.2</b>	ATIS <b>126.65</b>
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TL ATC AD Elev 13



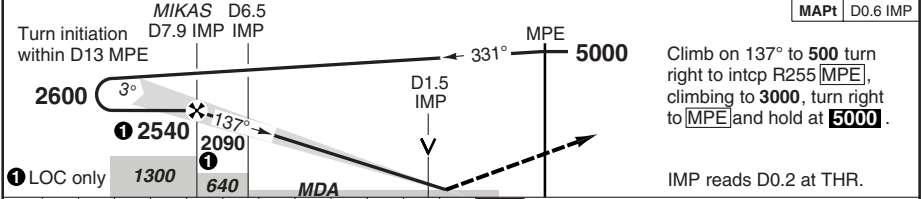
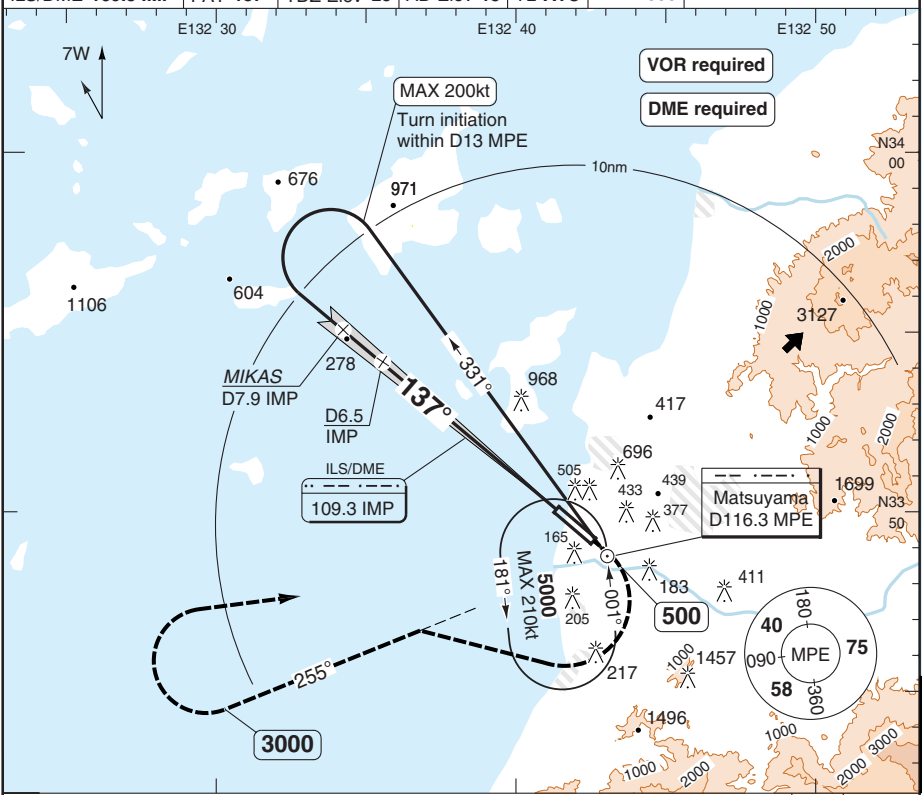
STAR KUGA

40 - 3 | 02 JAN 12

Japan - R/OM / MYJ  
MATSUYAMA

ILS Y RWY 14

Iwakuni APP 128.0	Matsuyama TWR 118.35 126.2	ATIS 126.65
ILS/DME 109.3 IMP	FAT 137°	TDZ Elev 25
AD Elev 13	TL ATC	TA 14000



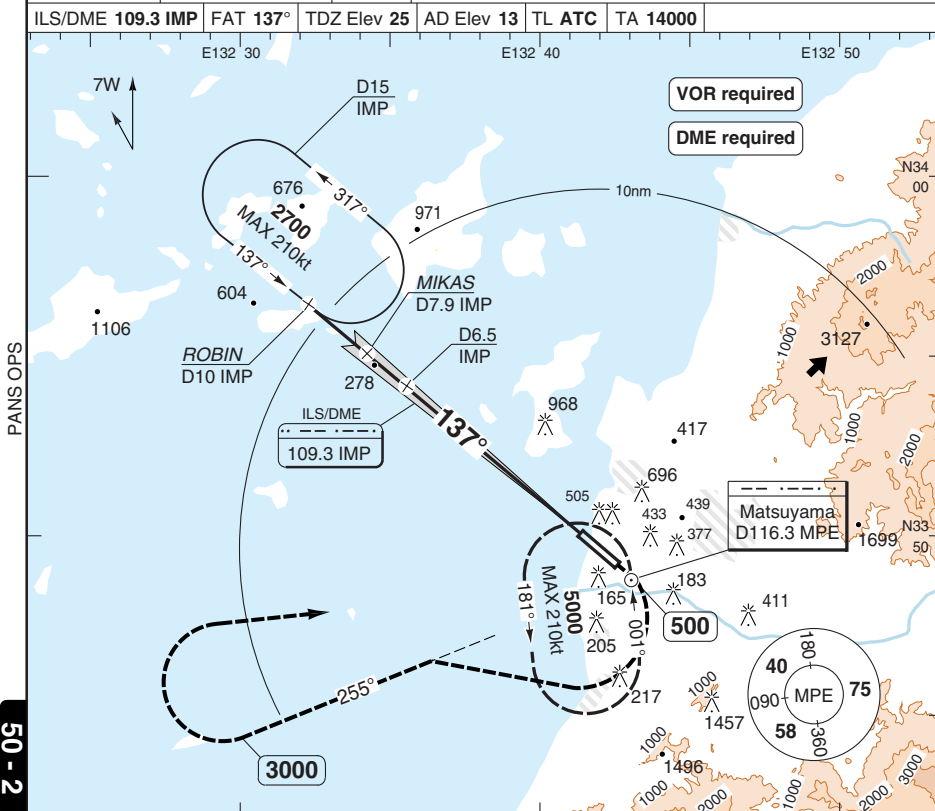
nm		12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55		
STATE	ACFT	ILS 4.0%		LOC+DME 4.0%		Circling <b>a</b>		<b>a</b> West of RWY.							DME IMP	3.0° ALT	LDA 2500x45 8202x147ft P 3° (66)
	A			470 (457) 1500m		520 (507) 1.6km									7.9	2540	CG
	B	230 (200) 1200m													7	2260	
	C			470 (457) 2100m		620 (600) 2.4km									6	1940	
D					720 (700) 3.6km									5	1620		
															4	1300	
															3	980	
															2	660	
															1.4	470	
		GS	80	100	120	140	160										NALS
		ROD 3.0°	430	540	650	750	860										

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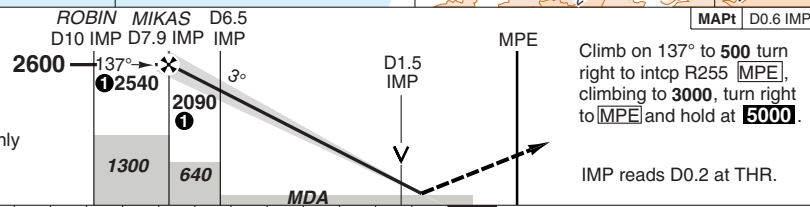
50 - 1

ILS Z RWY 14

Iwakuni APP 128.0	Matsuyama TWR 118.35 126.2	ATIS 126.65
ILS/DME 109.3 IMP	FAT 137°	TDZ Elev 25
AD Elev 13	TL ATC	TA 14000



50 - 2



		nm 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0					TCH 55		
ACFT	ILS 4.0%	LOC+DME 4.0%	Circling <b>a</b>		<b>a</b> West of RWY.		DME IMP	3.0° ALT	LDA 2500x45 8202x147ft P 3° (66)
A	230 (200) 1200m	470 (457) 1500m	520 (507) 1.6km	7.9	2540	7	2260	 NALS	
B		470 (457) 2100m	620 (600) 2.4km	6	1940	5	1620		
C			720 (700) 3.6km	4	1300	3	980		
D	3	660	2	470	1.4	470			
GS	80	100	120	140	160				
ROD 3.0°	430	540	650	750	860				

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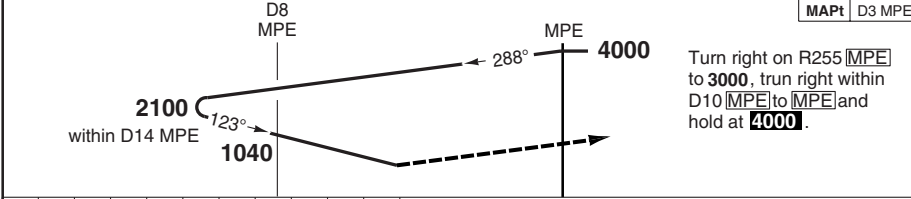
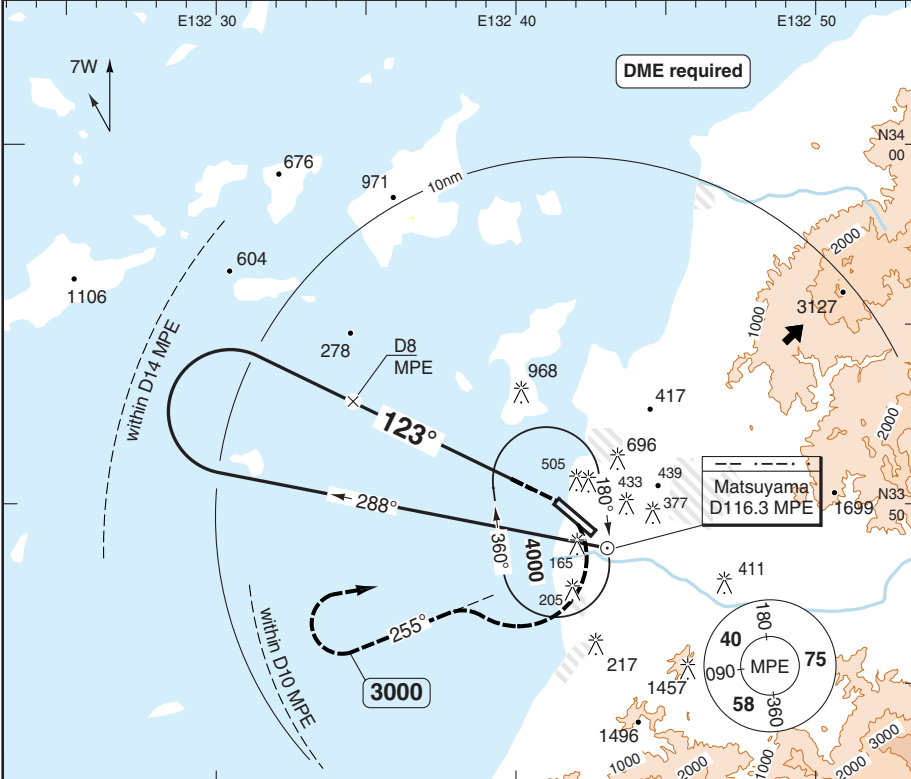
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VOR A

Iwakuni APP 128.0	Matsuyama TWR 118.35 126.2	ATIS 126.65
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VOR/DME 116.3 MPE	FAT 123°	AD Elev 13	TL ATC	TA 14000
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nm	10	9	8	7	6	5	4	3	2	1	0
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ACFT **VOR+DME Circling a** a West of RWY.

STATE	Altitude	Distance
A	520 (507)	1.6km
B	620 (600)	2.4km
C	720 (700)	3.6km