

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

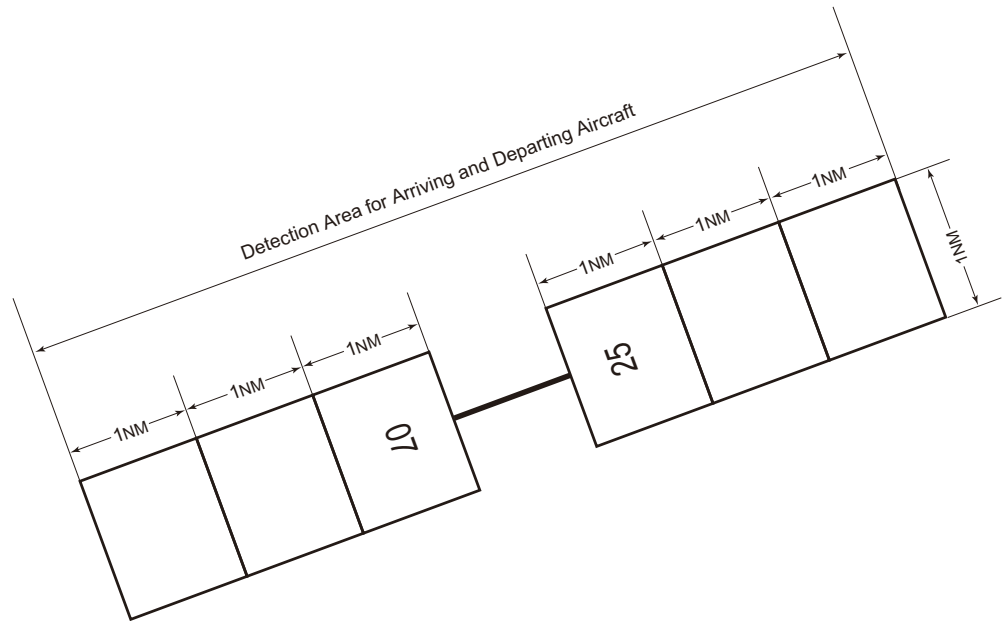
RJST AD 2.10 AERODROME OBSTACLES

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

RJST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

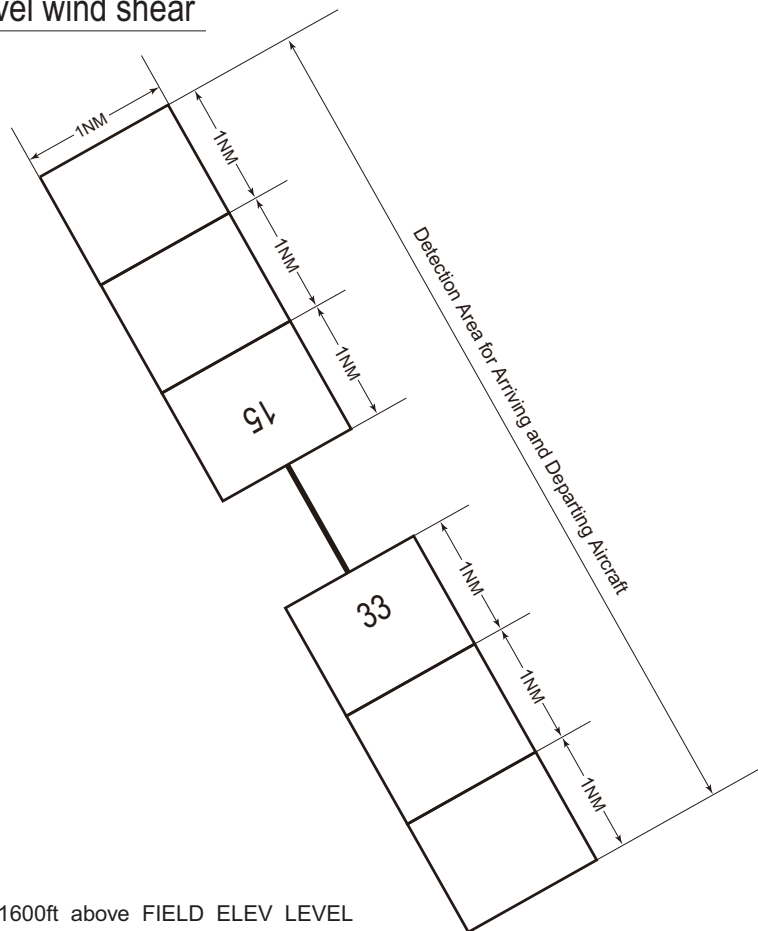
1	Associated MET Office	MATSUSHIMA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Nil
6	Flight documentation Language(s) used	Ja,En
7	Charts and other information 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	2700x45	SW26300kg	Nil	Nil
25	Later	2700x45	(58000lbs)	Nil	Nil
15		1500x45	DW65100kg	Nil	Nil
33		1500x45	(143500lbs) Concrete	Nil	Nil
Strip Dimensions					
Slope of RWY		Dimensions (M)		Remarks	
7		10		12	
Nil		3300x450		Nil	
Nil		3300x450			
Nil		1620x200			
Nil		1620x200			

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

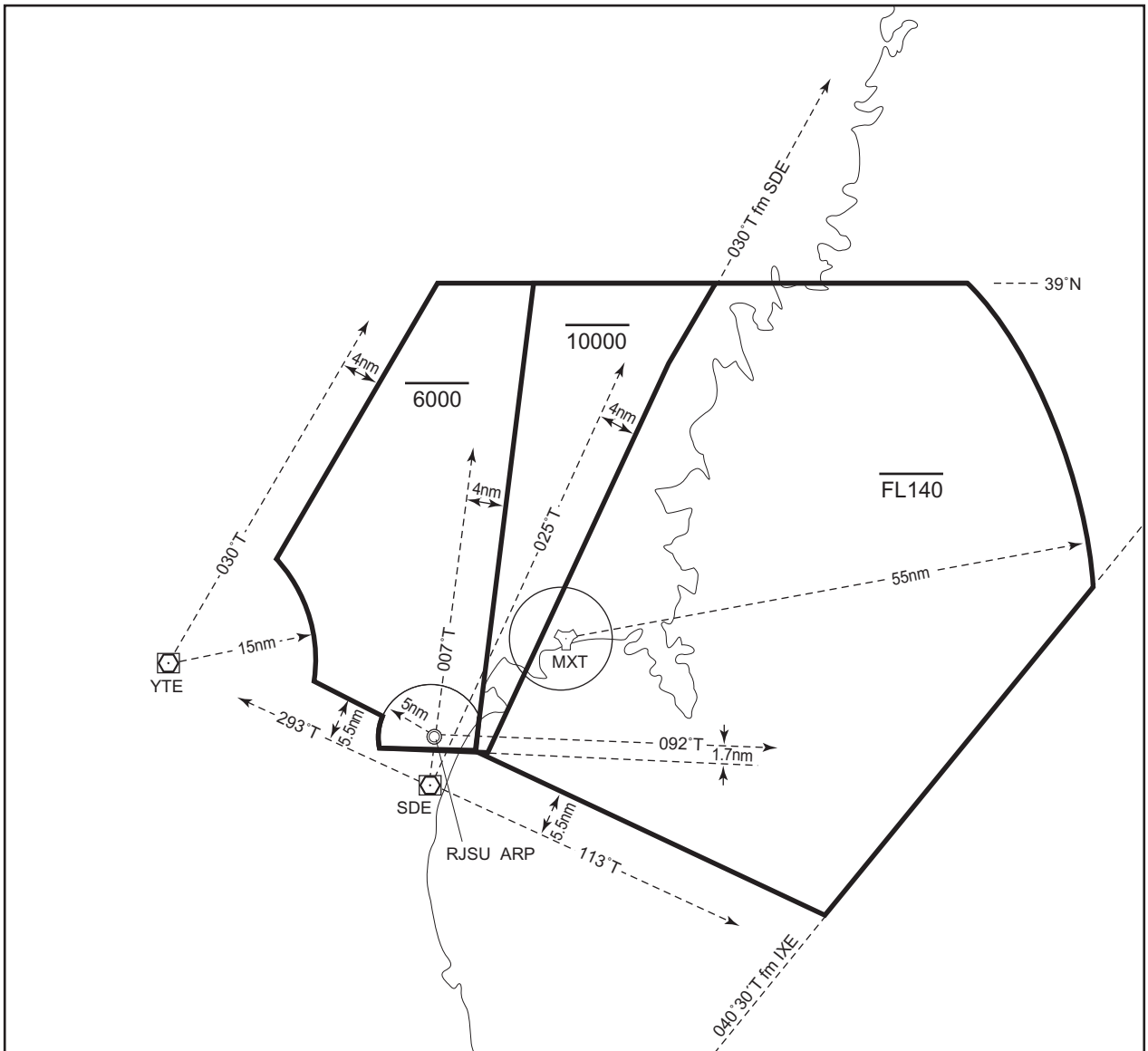
RJST AD 2.16 HELICOPTER LANDING AREA

Nil

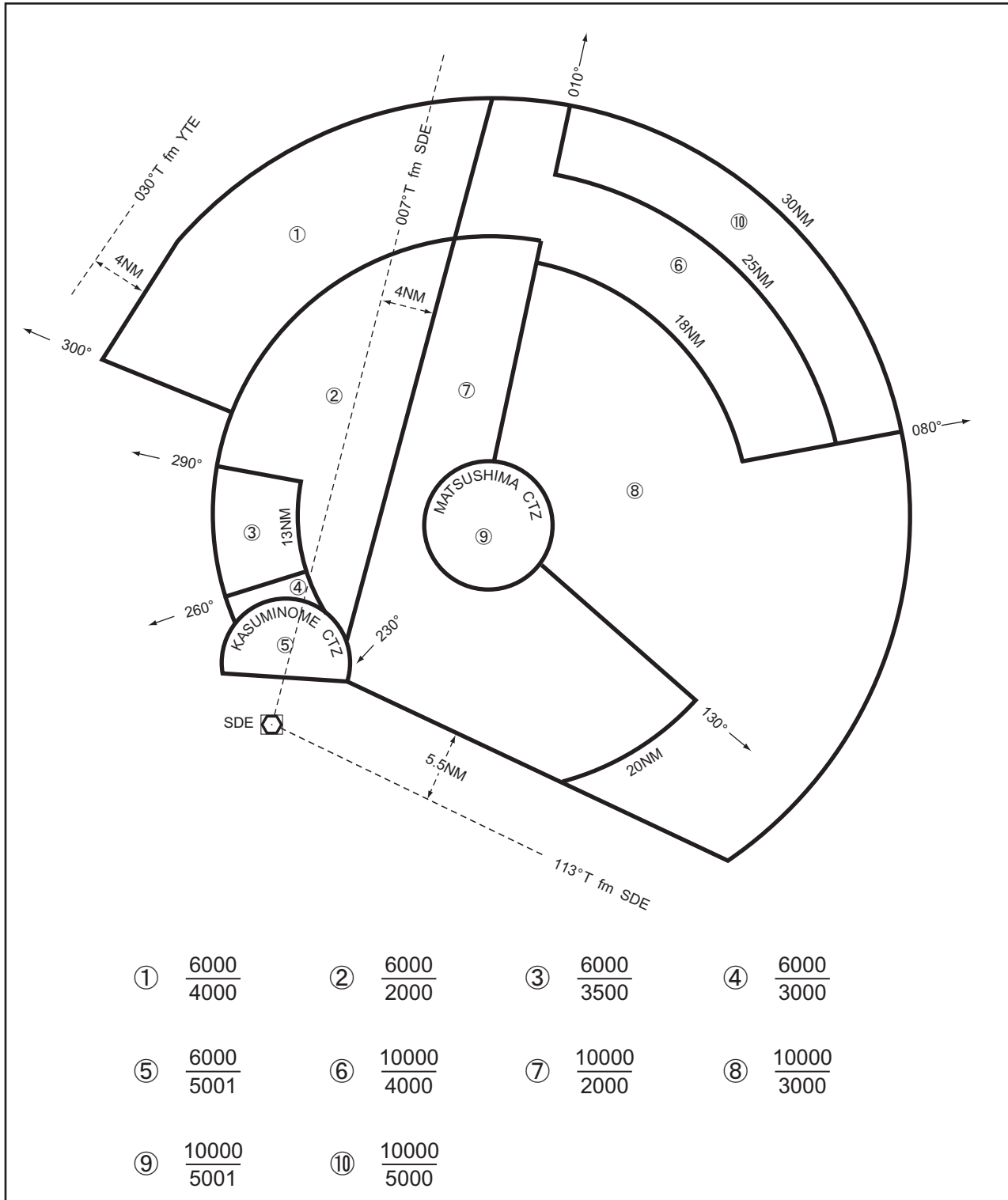
RJST AD 2.17 ATS AIRSPACE

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 315.0MHz 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. Glide path 3.0° RWY 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					ASR RWY 07				
MINIMA		THR ELEV:5	AD ELEV:7		MINIMA		THR ELEV:5	AD ELEV:7	
CAT			CIRCLING		CAT			CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	VIS		MDA(H)	RVR/CMV	MDA(H)	VIS
A	205(200)	750	560(553)	1600	A	640(633)	1200	640(633)	1600
B					C				
C			600(593)	3200	D			1600	3200
D									

Circling to South side and RWY25 only.

Circling to South side and RWY25 only.

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.
- (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.

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.

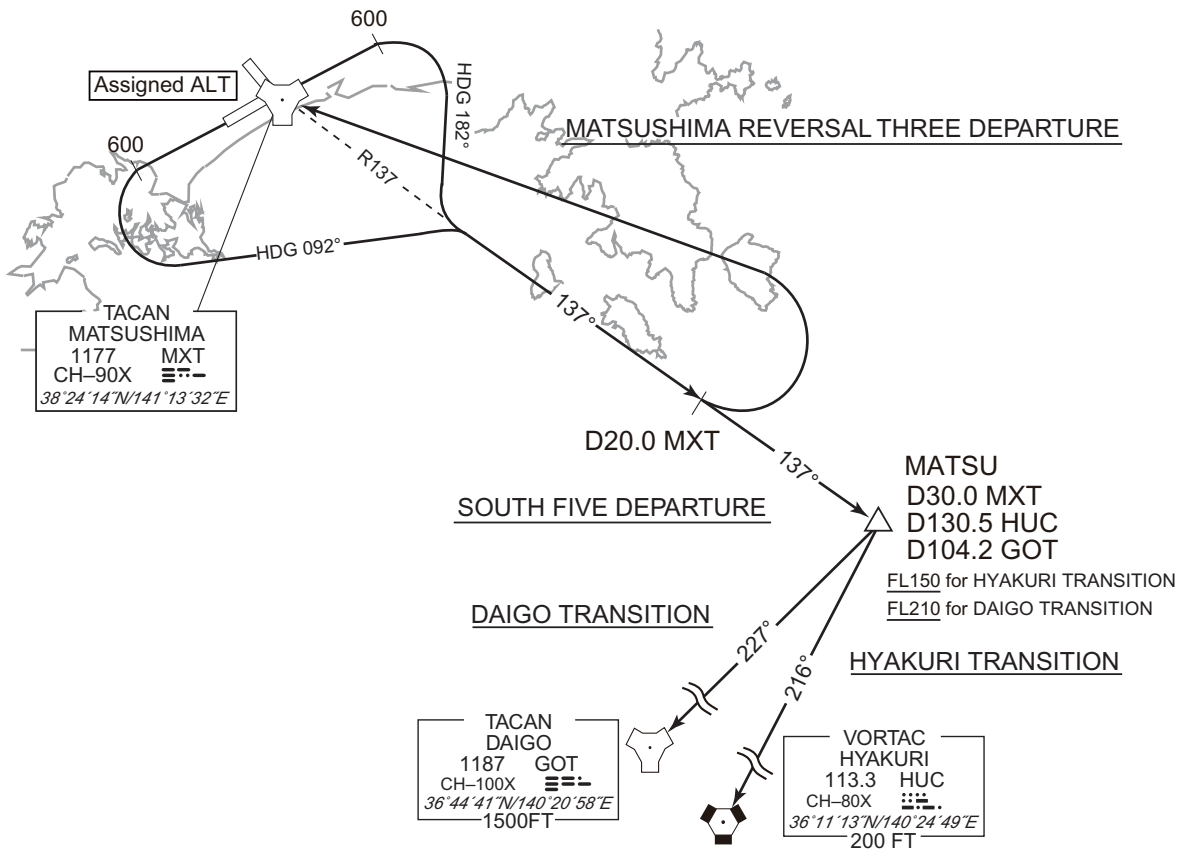
HYAKURI TRANSITION

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.

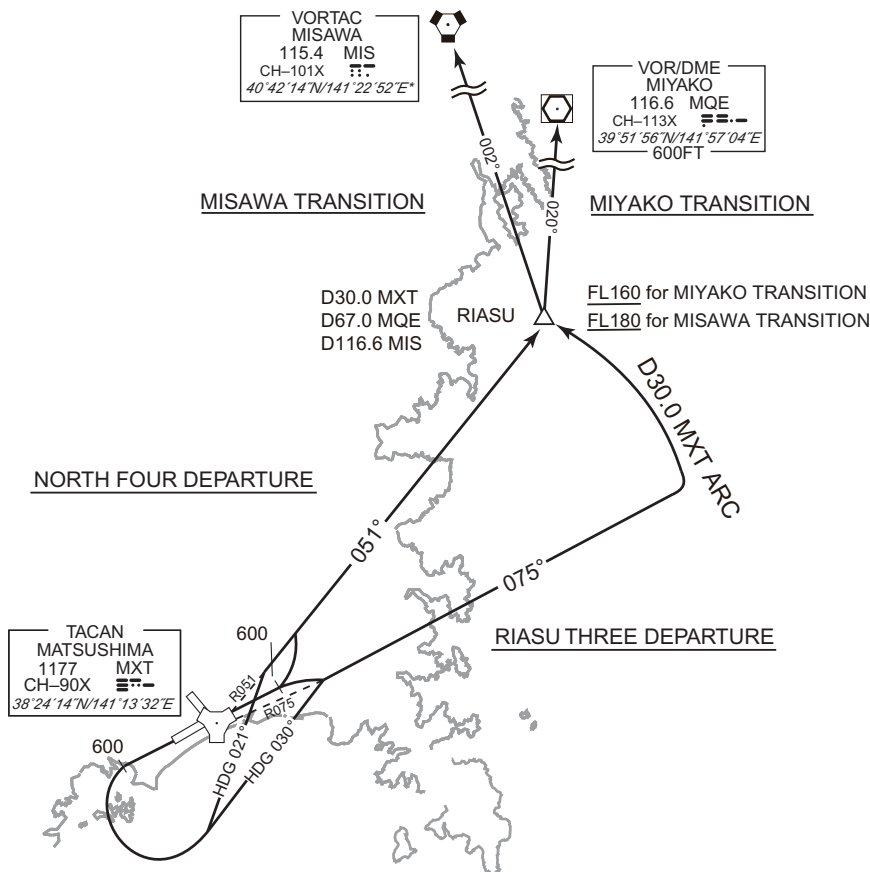
OBST ALT 919 FT located at 5.8NM 080° FM end of RWY07.

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

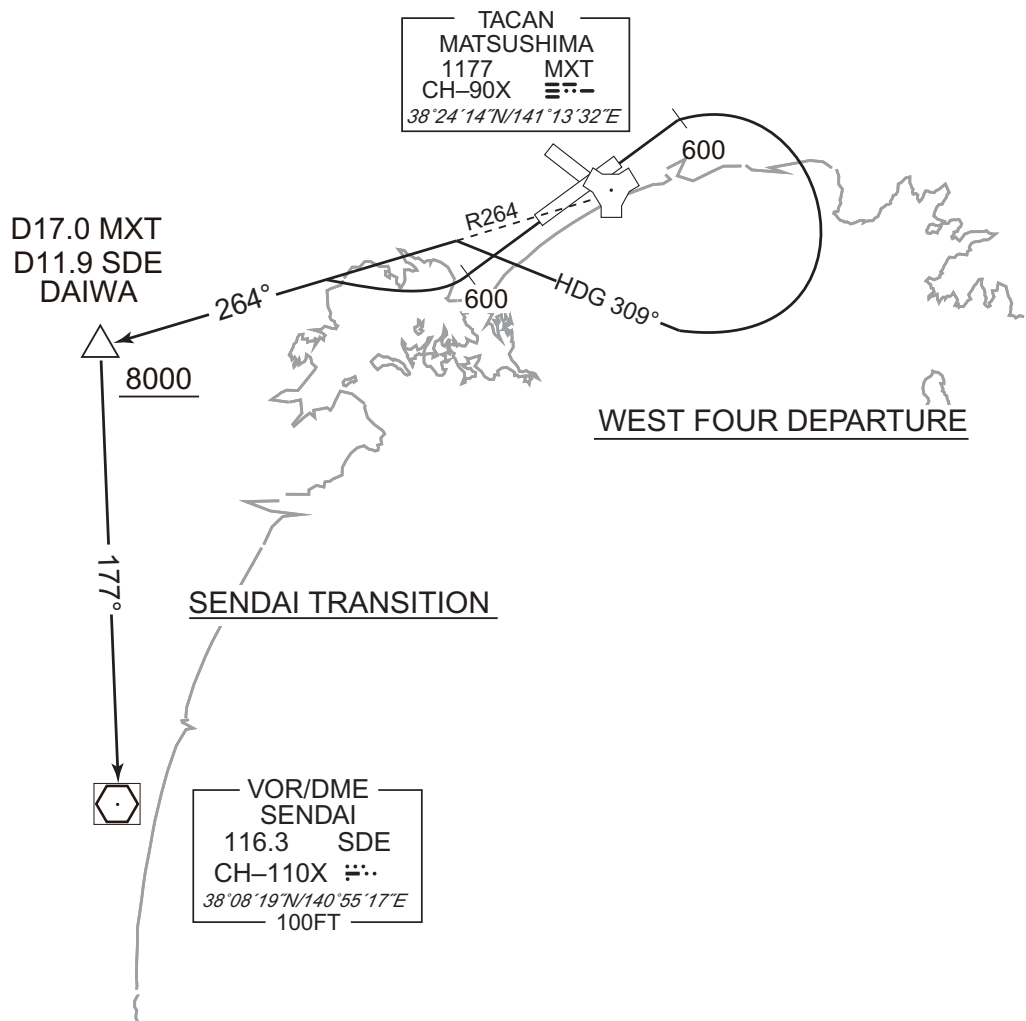
RWY07 : Climb RWY HDG to 600FT, turn right HDG 309°...
 RWY25 : Climb RWY HDG to 600FT, turn right,...
 ...to intercept and proceed via MXT R264 to DAIWA.
 Cross DAIWA at or above 8000FT.

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).



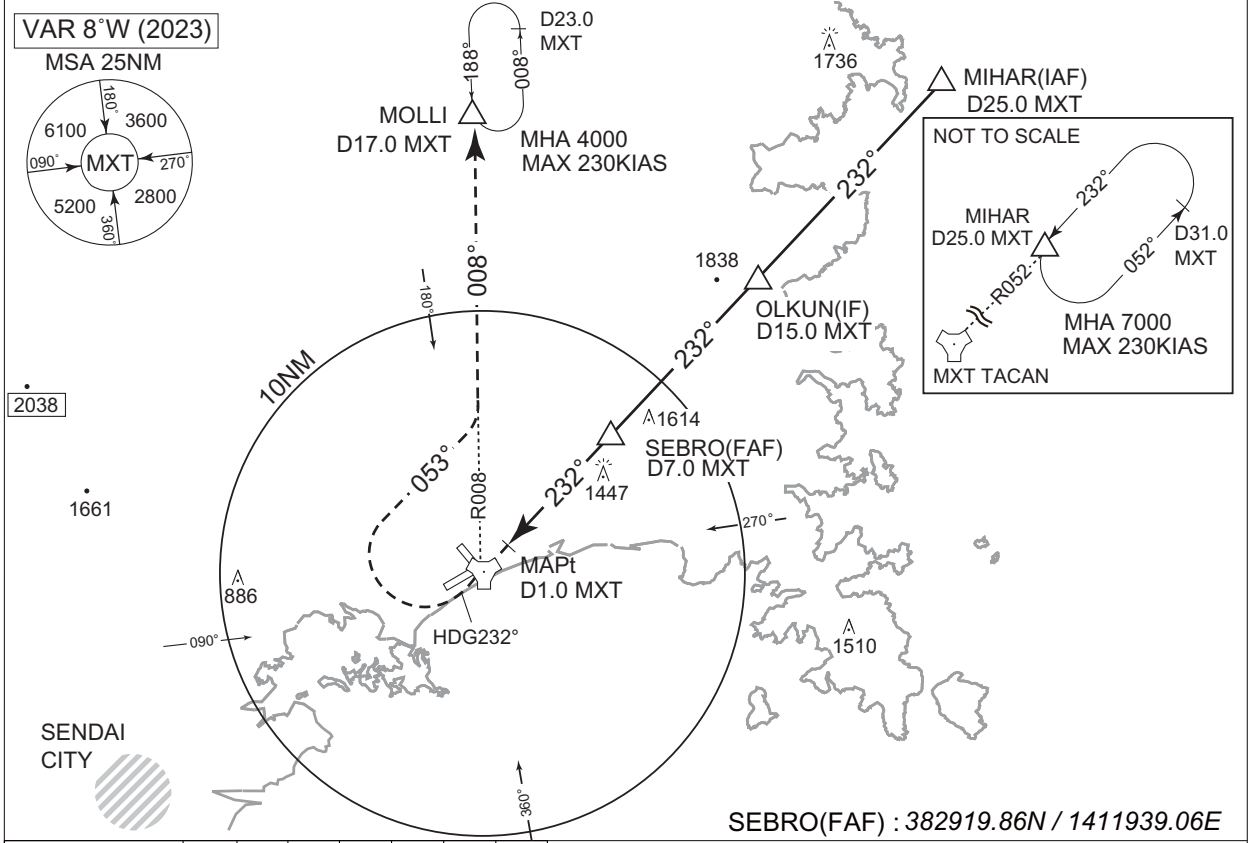
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INSTRUMENT APPROACH CHART

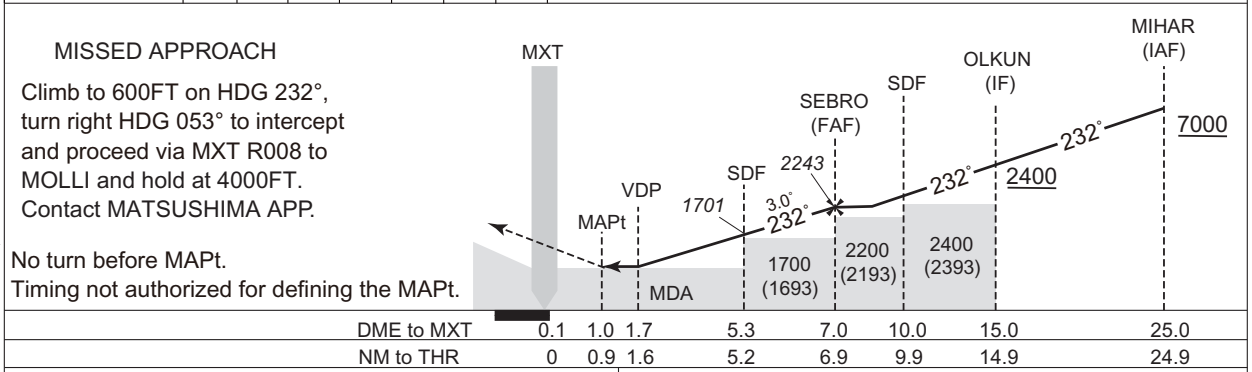
RJST / MATSUSHIMA

TACAN Z RWY25

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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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	25.0
NM to THR	0	0.9	1.6	5.2	6.9	9.9	14.9	24.9

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

Circling to South side and RWY07 only.

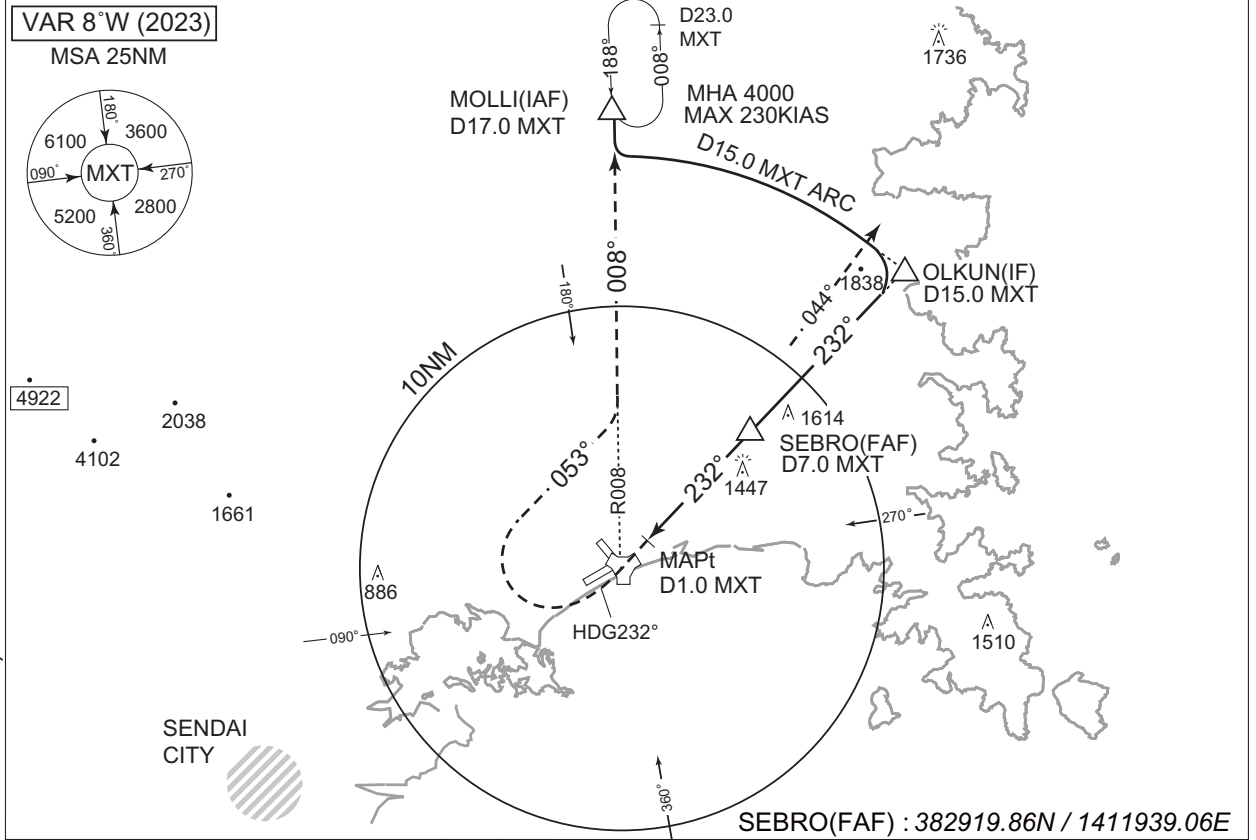
CHANGE : PROC renamed. PROC course. Missed APCH PROC. MINIMA. PROC ALT established. HLDG pattern. OLKUN, SEBRO established. ALT(3.0° APCH Path) established. THR ELEV. Circling restriction. DME to MXT. NM to THR added. VAR. MSA.

INSTRUMENT APPROACH CHART

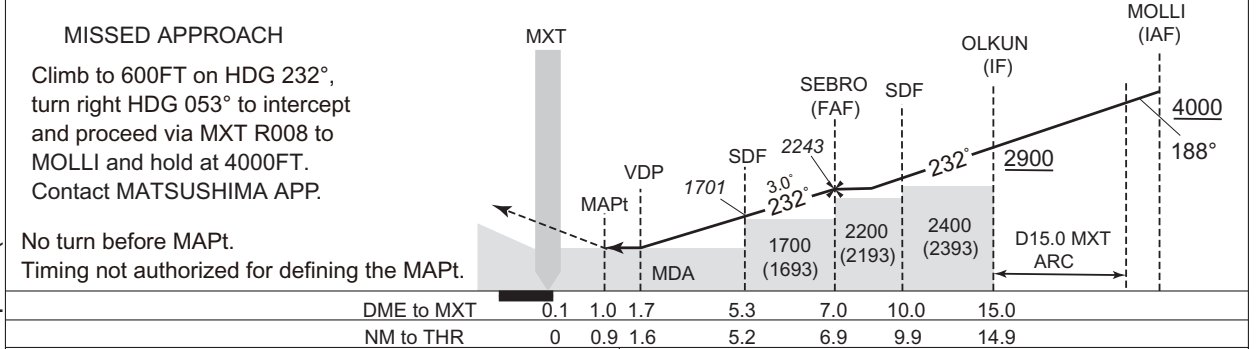
RJST / MATSUSHIMA

TACAN Y RWY25

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



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

Circling to South side and RWY07 only.

CHANGE : Correction of misdescription(Course FM MOLI to OLKUN deleted).