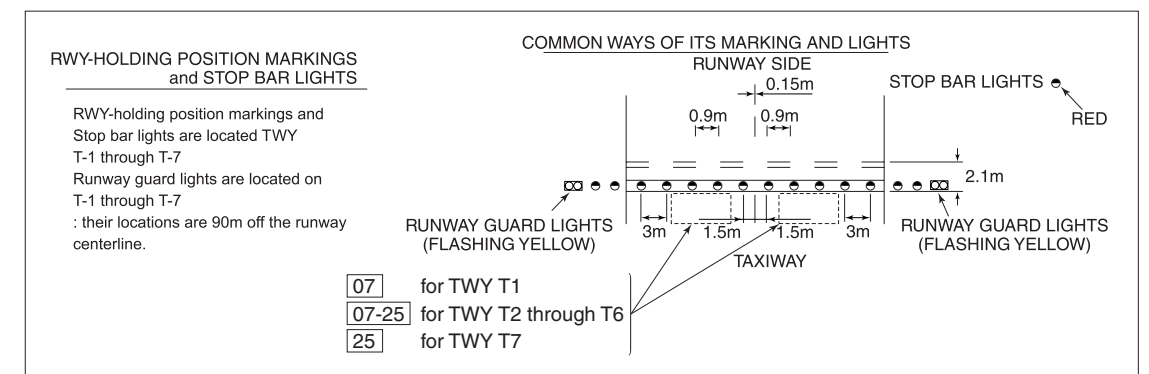
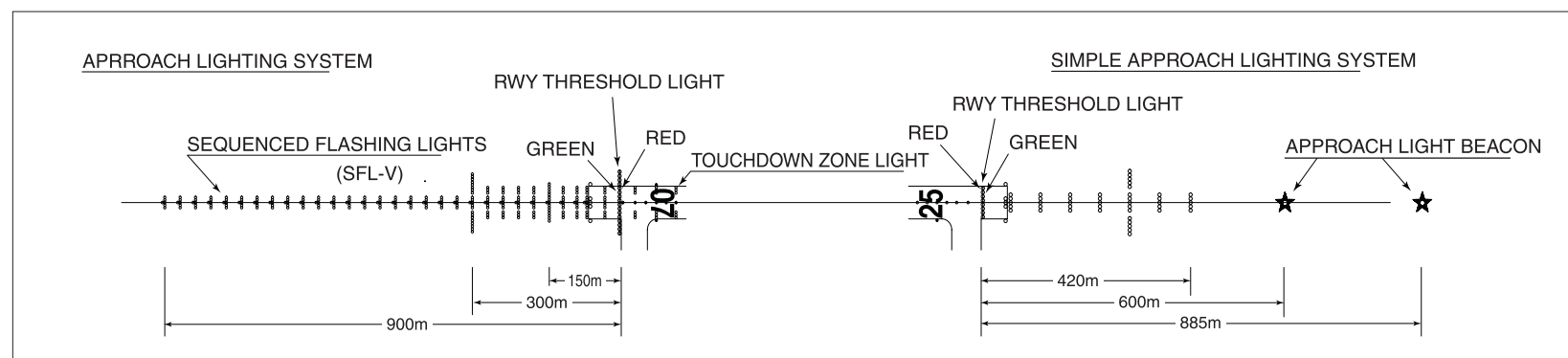
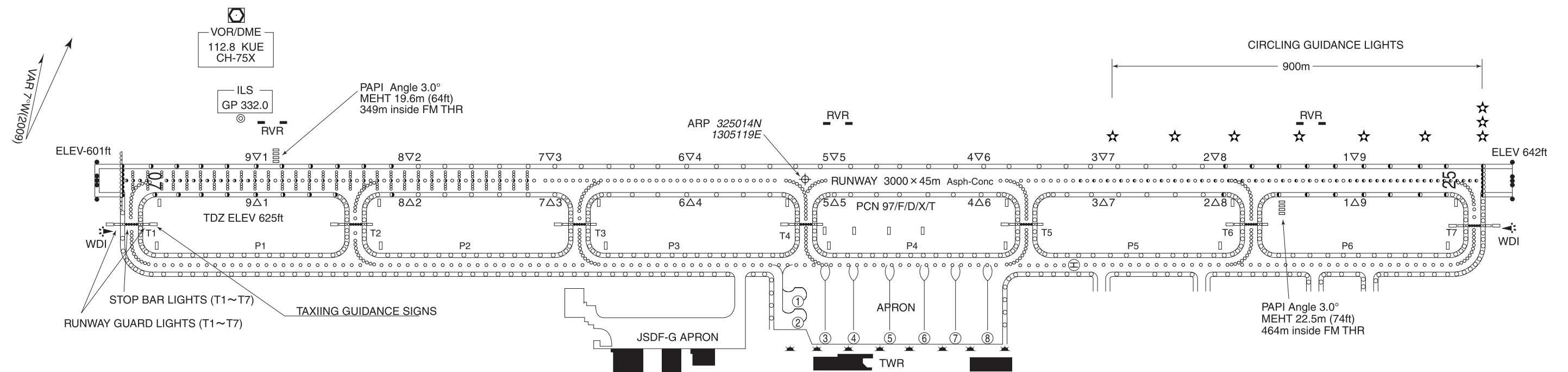
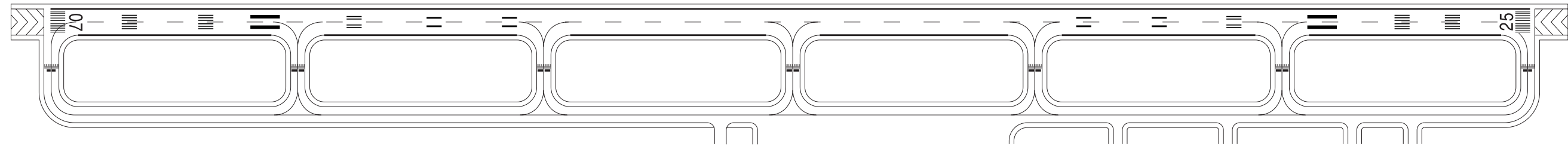


AERODROME CHART

KUMAMOTO AIRPORT
ELEV 192.7m(632ft)

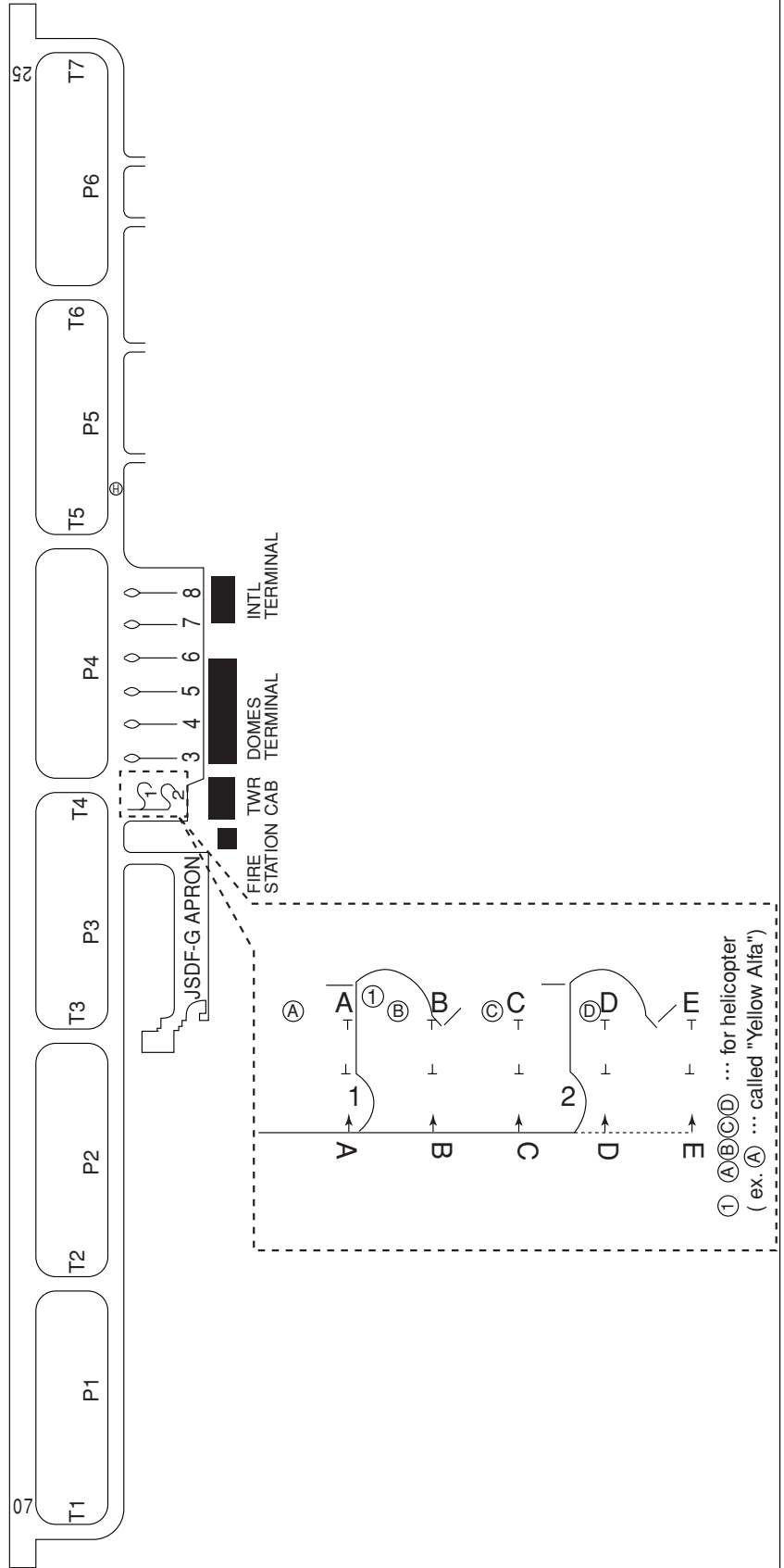
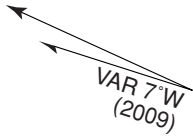


RJFT / KUMAMOTO

AD CHART

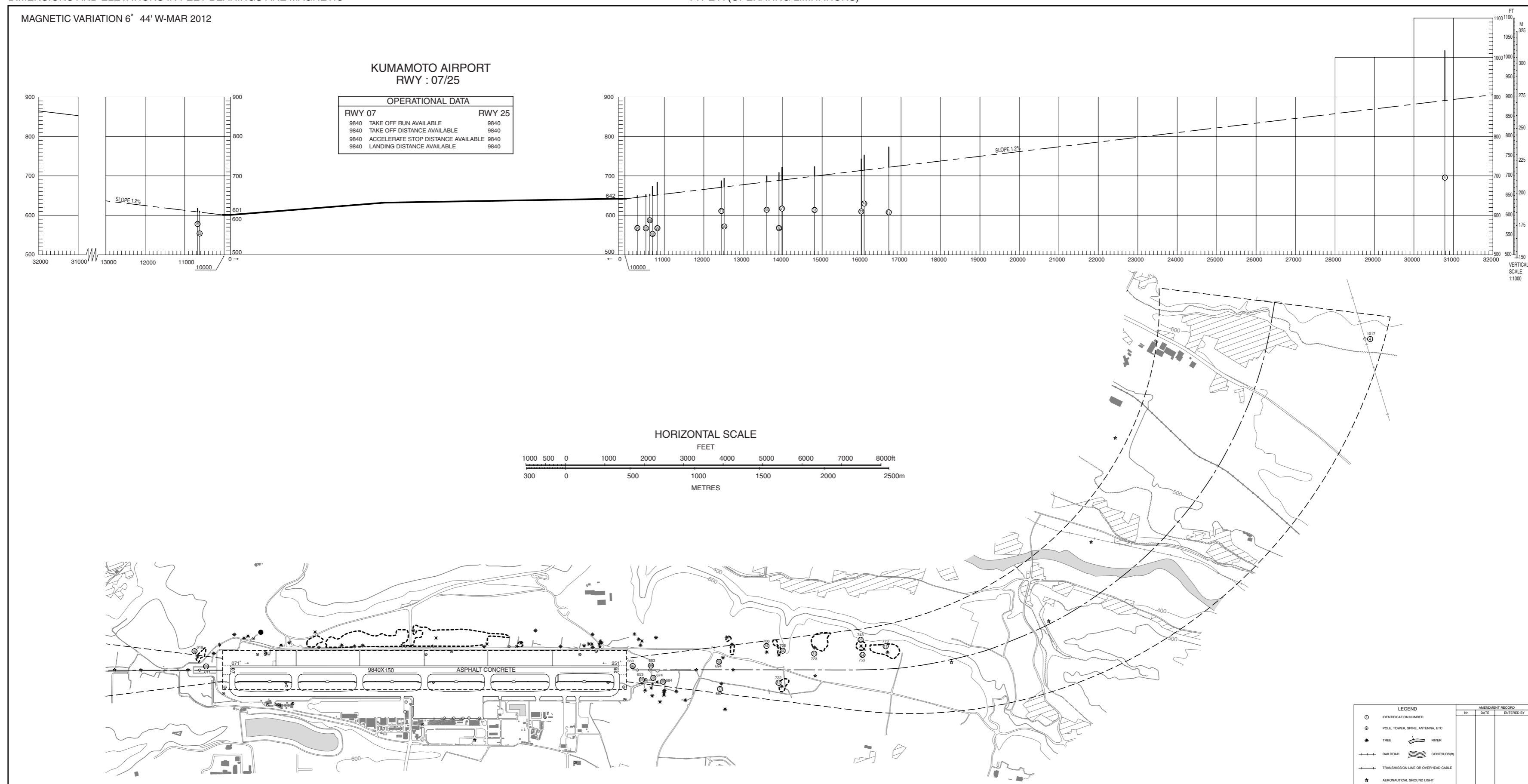
KUMAMOTO AIRPORT
ELEV 192.7m(632ft)

Designation	Call Sign	Frequency (MHz)
ATIS	Kumamoto Airport	128.8
GND	Kumamoto Ground	121.8
TWR	Kumamoto Tower	118.7
		126.2
		122.9
		258.9



AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

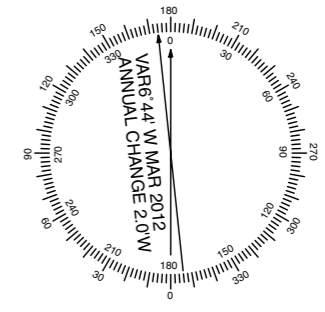
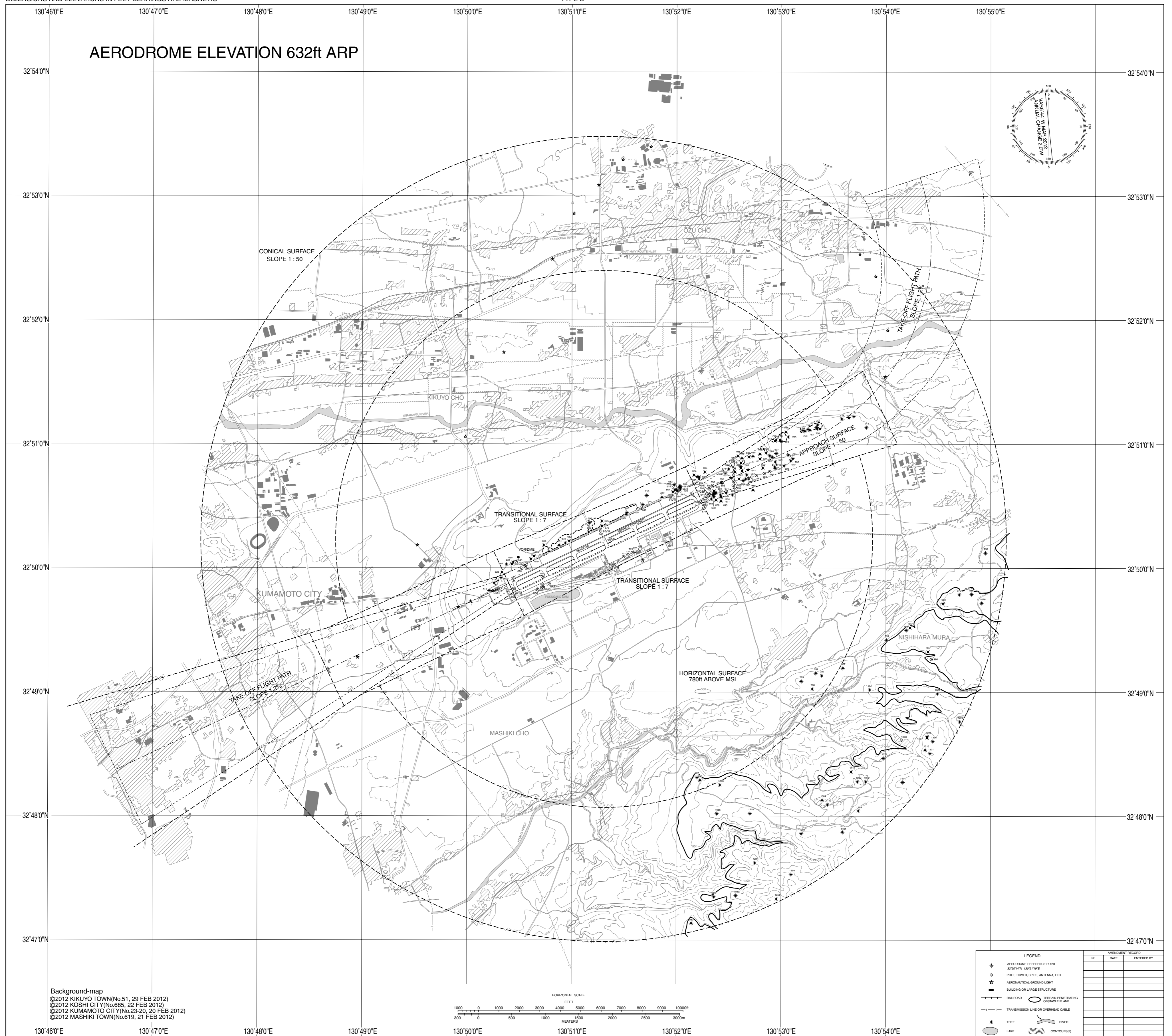
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



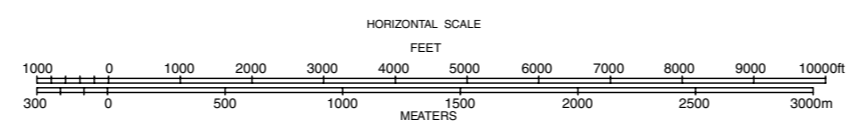
AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME ELEVATION 632ft ARP



Background-map
©2012 KIKUYO TOWN(No.51, 29 FEB 2012)
©2012 KOSHI CITY(No.685, 22 FEB 2012)
©2012 KUMAMOTO CITY(No.23-20, 20 FEB 2012)
©2012 MASHIKI TOWN(No.619, 21 FEB 2012)



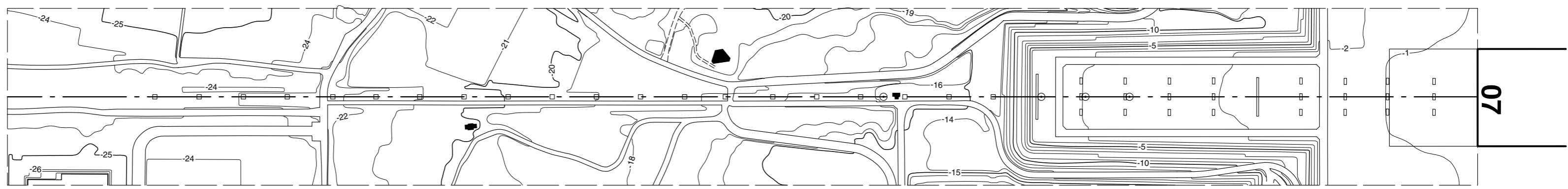
LEGEND		
	AERODROME REFERENCE POINT	
	POLE, TOWER, SPIRE, ANTENNA, ETC	
	AERONAUTICAL GROUND LIGHT	
	BUILDING OR LARGE STRUCTURE	
	RAILROAD	
	TRANSMISSION LINE OR OVERHEAD CABLE	
	TREE	
	LAKE	
	CONTOUR (100M)	

AMENDMENT RECORD		
No.	DATE	ENTERED BY

PRECISION APPROACH TERRAIN CHART-ICAO

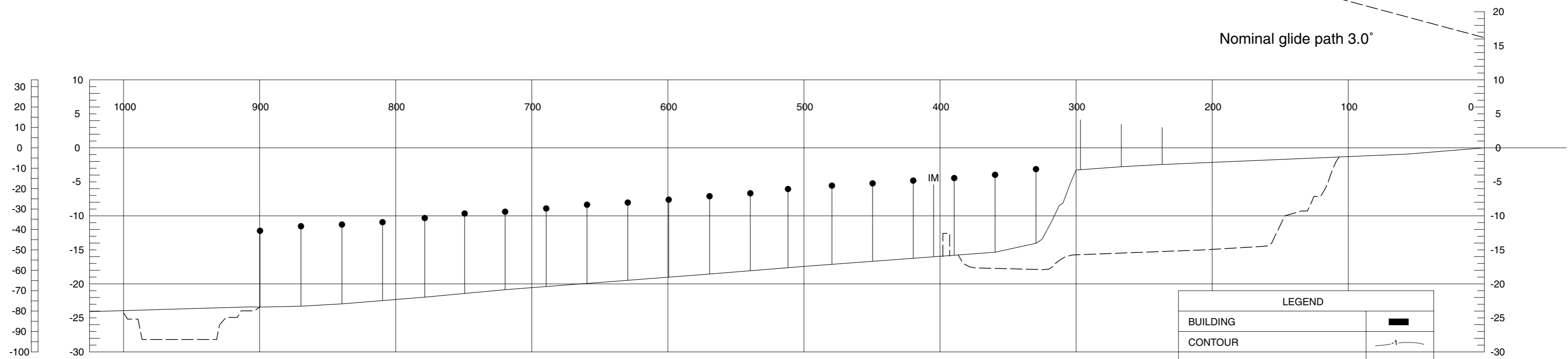
DISTANCES AND HEIGHTS IN METERS

RWY 07



07

Nominal glide path 3.0°



Vertical scale
in feet

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500
CONTOUR AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

LEGEND	
BUILDING	
CONTOUR	
CENTER-LINE PROFILE	
DEVIATION AT LEAST ±3m FROM CENTER-LINE PROFILE	
APPROACH LIGHTING	
ANTENNA	

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

SID

KUMAMOTO REVERSAL FIVE DEPARTURE

- RWY25 : Climb via KUE R-250 to 3DME, turn left,....
RWY07 : Turn left, proceed direct to KUE VOR/DME, then...
... climb via KUE R-205 to RINDO, turn left to intercept and proceed via KUE R-185 to KUE VOR/DME.
Cross RINDO at or above 6,000ft, cross KUE R-185/8DME at or above FL140.
RWY07 : 5.7% climb gradient required up to 2,700ft.
Note : OBST ALT 2,362ft located at 6.0NM 034° FM end of RWY07.

RINDO THREE DEPARTURE

- RWY25 : Climb via KUE R-250 to 3DME, turn left,....
RWY07 : Turn left, proceed direct to KUE VOR/DME, then...
...climb via KUE R-205 to RINDO.
Cross RINDO at or above 6,000ft.
RWY07 : 5.7% climb gradient required up to 2,700ft.
Note : OBST ALT 2,362ft located at 6.0NM 034° FM end of RWY07.

OITA TRANSITION

After RINDO, turn left, proceed via KUE 25DME counterclockwise ARC to intercept and proceed via TAE R-219 to TAE VOR/DME.

MIYAZAKI TRANSITION

After RINDO, turn left, proceed via KUE 25DME counterclockwise ARC to intercept and proceed via KUE R-159/MZE R-339 (MRA 8,000 ft) to MZE VOR/DME.

KAGOSHIMA TRANSITION

After RINDO, turn left, proceed via HKC 45DME clockwise ARC to intercept and proceed via HKC R-038 (MRA 8,000 ft) to HKC VORTAC.

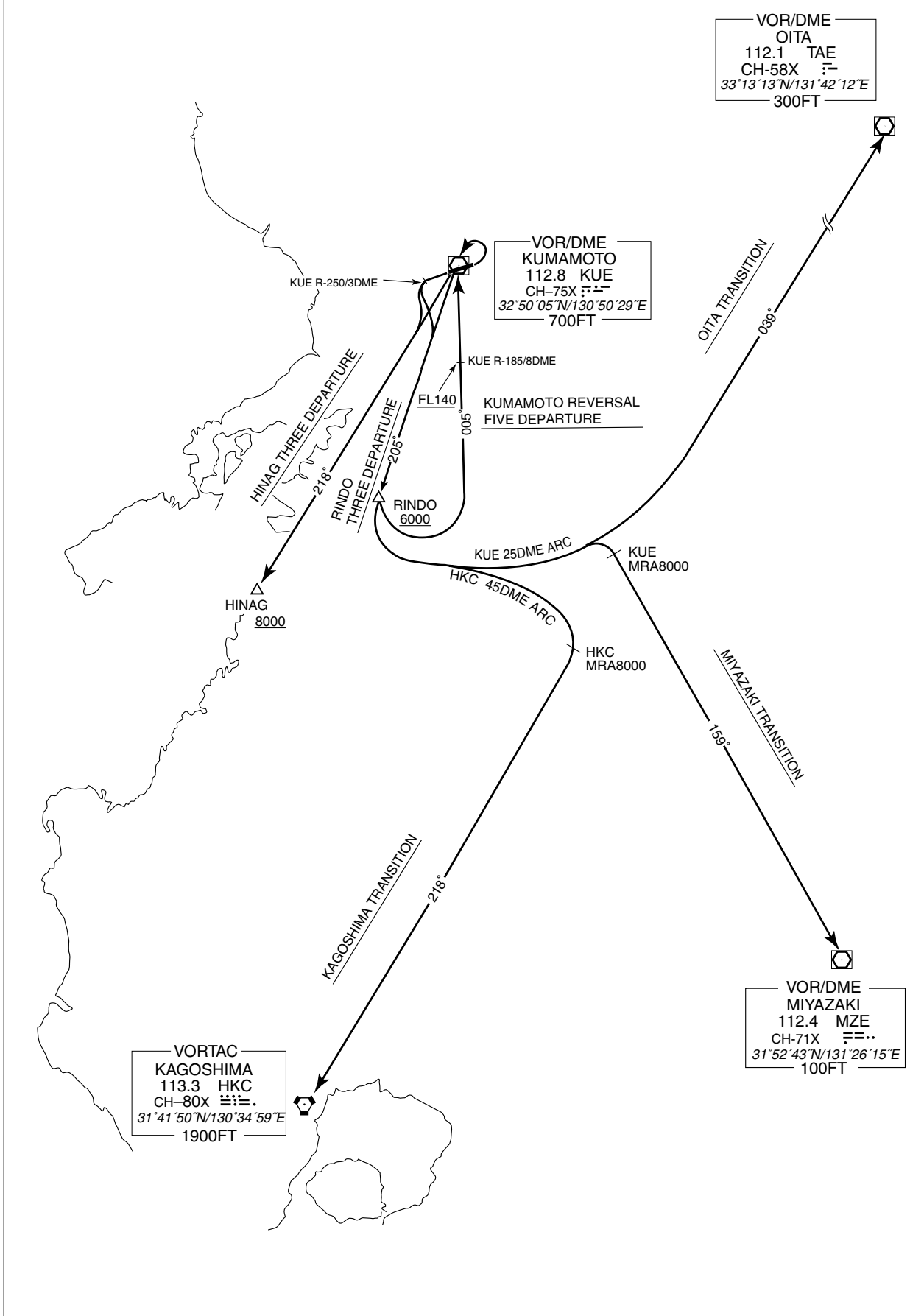
HINAG THREE DEPARTURE

- RWY25 :Climb via KUE R-250 to 3DME, turn left,....
RWY07 : Turn left, proceed direct to KUE VOR/DME, then...
...climb via KUE R-218 to HINAG.
Cross HINAG at or above 8,000ft.
RWY07 : 5.7% climb gradient required up to 2,700ft.
Note : OBST ALT 2,362ft located at 6.0NM 034° FM end of RWY07.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

SID



STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

SID

AMAKUSA THREE DEPARTURE

RWY25 : Climb via KUE R-250 to 3DME, turn left,

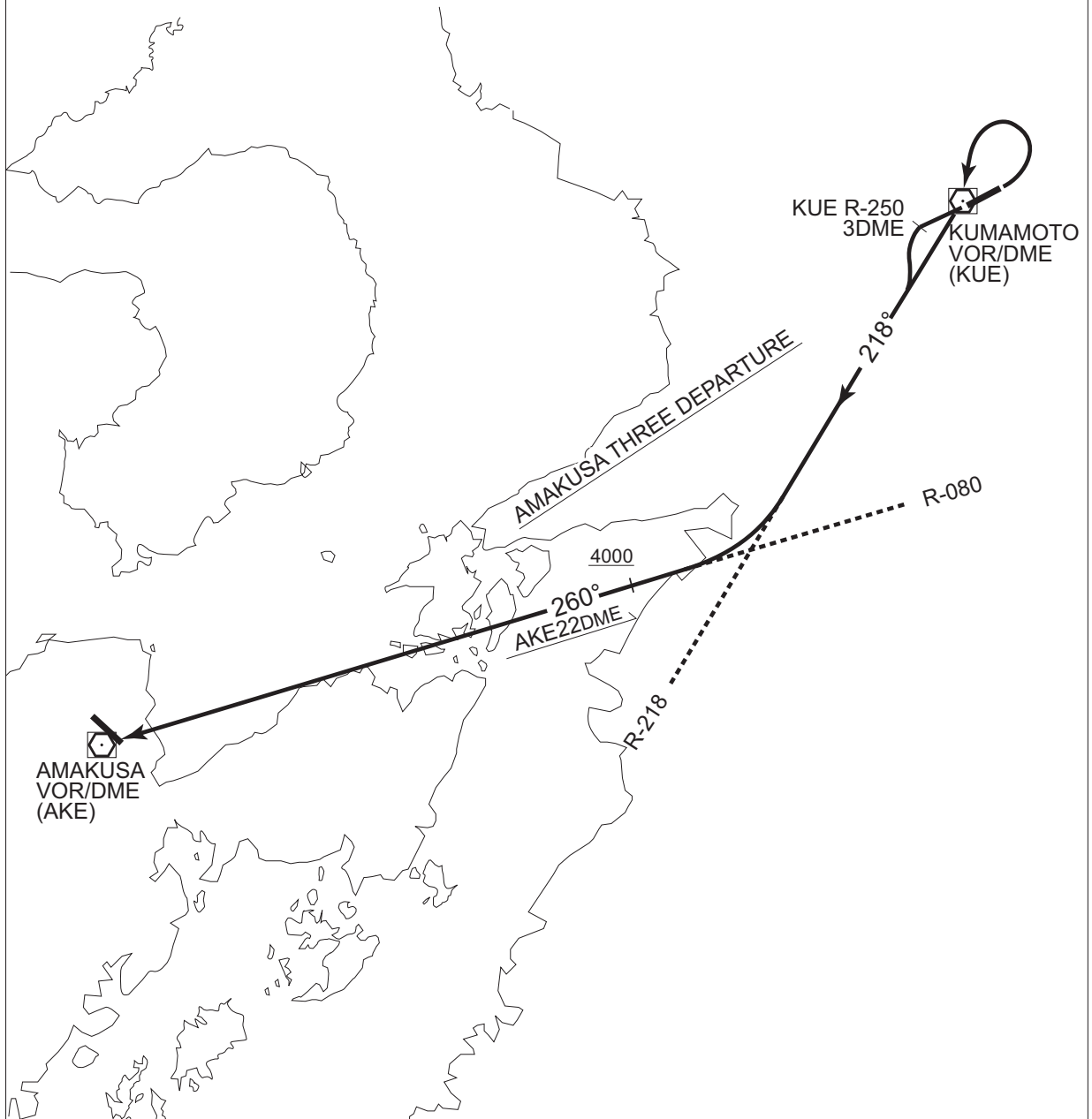
RWY07 : Turn left, proceed direct to KUE VOR/DME, then...

.....climb via KUE R-218 to intercept and proceed via AKE R-080 to AKE VOR/DME.

Cross AKE R-080/22DME at or above 4,000ft.

RWY07 : 5.7% climb gradient required up to 2,700ft.

Note : OBST ALT 2,362ft located at 6.0NM 034° FM end of RWY07.

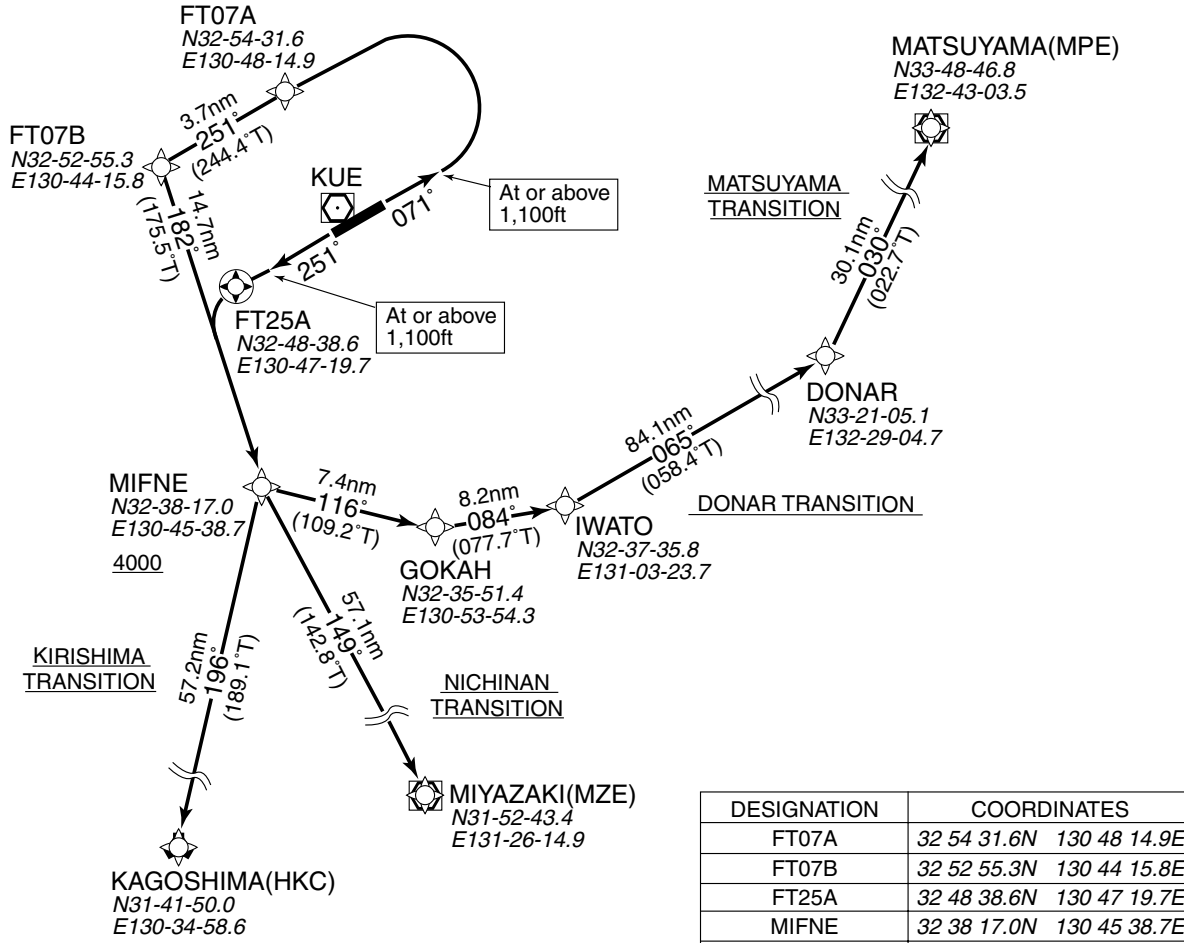


STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

RNAV SID and TRANSITION

MIFNE ONE RNAV DEPARTURE		RNAV 1
Note 1) DME/DME/IRU or GNSS required ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required	Critical DME	KIRISHIMA Transition : MZE "from 43.2nm from MIFNE to HKC"
	DME GAP	RWY07 : DER~FT07B RWY25 : DER~FT25A
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



DESIGNATION	COORDINATES
FT07A	32 54 31.6N 130 48 14.9E
FT07B	32 52 55.3N 130 44 15.8E
FT25A	32 48 38.6N 130 47 19.7E
MIFNE	32 38 17.0N 130 45 38.7E
GOKAH	32 35 51.4N 130 53 54.3E
IWATO	32 37 35.8N 131 03 23.7E
DONAR	33 21 05.1N 132 29 04.7E
MATSUYAMA(MPE)	33 48 46.8N 132 43 03.5E
IGOSO	34 03 31.9N 134 05 53.3E
KAGOSHIMA(HKC)	31 41 50.0N 130 34 58.6E
MIYAZAKI(MZE)	31 52 43.4N 131 26 14.9E

Note : RWY07 : 5.7% climb gradient required up to 2,700ft.

MIFNE ONE RNAV DEPARTURE
 RWY07 : Climb on heading 071°M at or above 1100FT, turn left direct to FT07A, then to FT07B, then to MIFNE, at or above 4000FT.
 RWY25 : Climb on heading 251°M at or above 1100FT, direct to FT25A, turn left direct to MIFNE, at or above 4000FT.

DONAR TRANSITION
 From MIFNE, to GOKAH, to IWATO, to DONAR.

MATSUYAMA TRANSITION
 From MIFNE, to GOKAH, to IWATO, to DONAR, to MATSUYAMA(MPE).

KIRISHIMA TRANSITION
 From MIFNE, to KAGOSHIMA(HKC).

NICHINAN TRANSITION
 From MIFNE, to MIYAZAKI(MZE).

Note : RWY07 : 5.7% climb gradient required up to 2700FT.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

RNAV SID

MIFNE ONE RNAV DEPARTURE

RWY07

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit(kt)	Vertical Angle	Navigation Performance
VA	—	—	—	071° (064.5°)	—	1100	—	—	RNAV1
DF	FT07A	—	—	—	L	—	—	—	RNAV1
TF	FT07B	—	3.7	251° (244.4°)	—	—	—	—	RNAV1
TF	MIFNE	—	14.7	182° (175.5°)	—	+4000	—	—	RNAV1

Note RWY 07 : 5.7% climb gradient required up to 2,700ft.

RWY25

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit(kt)	Vertical Angle	Navigation Performance
VA	—	—	—	251° (244.5°)	—	1100	—	—	RNAV1
DF	FT25A	Y	—	—	—	—	—	—	RNAV1
DF	MIFNE	—	—	—	L	+4000	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

RNAV TRANSITION

DONAR TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit(kt)	Vertical Angle	Navigation Performance
IF	MIFNE	—	—	—	—	+4000	—	—	RNAV1
TF	GOKAH	—	7.4	116° (109.2°)	—	—	—	—	RNAV1
TF	IWATO	—	8.2	084° (077.7°)	—	—	—	—	RNAV1
TF	DONAR	—	84.1	065° (058.4°)	—	—	—	—	RNAV1

MATSUYAMA TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit(kt)	Vertical Angle	Navigation Performance
IF	MIFNE	—	—	—	—	+4000	—	—	RNAV1
TF	GOKAH	—	7.4	116° (109.2°)	—	—	—	—	RNAV1
TF	IWATO	—	8.2	084° (077.7°)	—	—	—	—	RNAV1
TF	DONAR	—	84.1	065° (058.4°)	—	—	—	—	RNAV1
TF	MATSUYAMA (MPE)	—	30.1	030° (022.7°)	—	—	—	—	RNAV1

KIRISHIMA TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit(kt)	Vertical Angle	Navigation Performance
IF	MIFNE	—	—	—	—	+4000	—	—	RNAV1
TF	KAGOSHIMA (HKC)	—	57.2	196° (189.1°)	—	—	—	—	RNAV1

NICHINAN TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit(kt)	Vertical Angle	Navigation Performance
IF	MIFNE	—	—	—	—	+4000	—	—	RNAV1
TF	MIYAZAKI (MZE)	—	57.1	149° (142.8°)	—	—	—	—	RNAV1

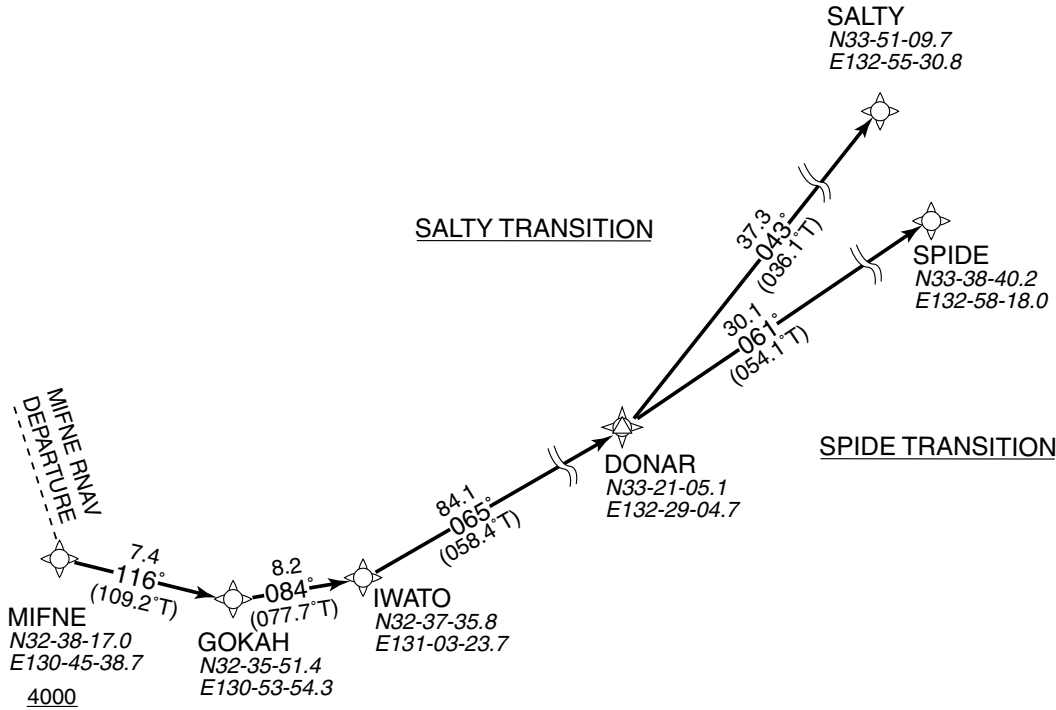
STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

➔ RNAV TRANSITION

SPIDE / SALTY TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required 2) RADAR service required	Critical DME	-
	DME GAP	-
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2012)



SPIDE TRANSITION

From MIFNE at or above 4000FT, to GOKAH, to IWATO, to DONAR, to SPIDE.

SALTY TRANSITION

From MIFNE at or above 4000FT, to GOKAH, to IWATO, to DONAR, to SALTY.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFT / KUMAMOTO

➔ RNAV TRANSITION

SPIDE TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	MIFNE	—	—	—	—	+4000	—	—	RNAV1
TF	GOKAH	—	7.4	116° (109.2°)	—	—	—	—	RNAV1
TF	IWATO	—	8.2	084° (077.7°)	—	—	—	—	RNAV1
TF	DONAR	—	84.1	065° (058.4°)	—	—	—	—	RNAV1
TF	SPIDE	—	30.1	061° (054.1°)	—	—	—	—	RNAV1

SALTY TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	MIFNE	—	—	—	—	+4000	—	—	RNAV1
TF	GOKAH	—	7.4	116° (109.2°)	—	—	—	—	RNAV1
TF	IWATO	—	8.2	084° (077.7°)	—	—	—	—	RNAV1
TF	DONAR	—	84.1	065° (058.4°)	—	—	—	—	RNAV1
TF	SALTY	—	37.3	043° (036.1°)	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFT / KUMAMOTO

STAR

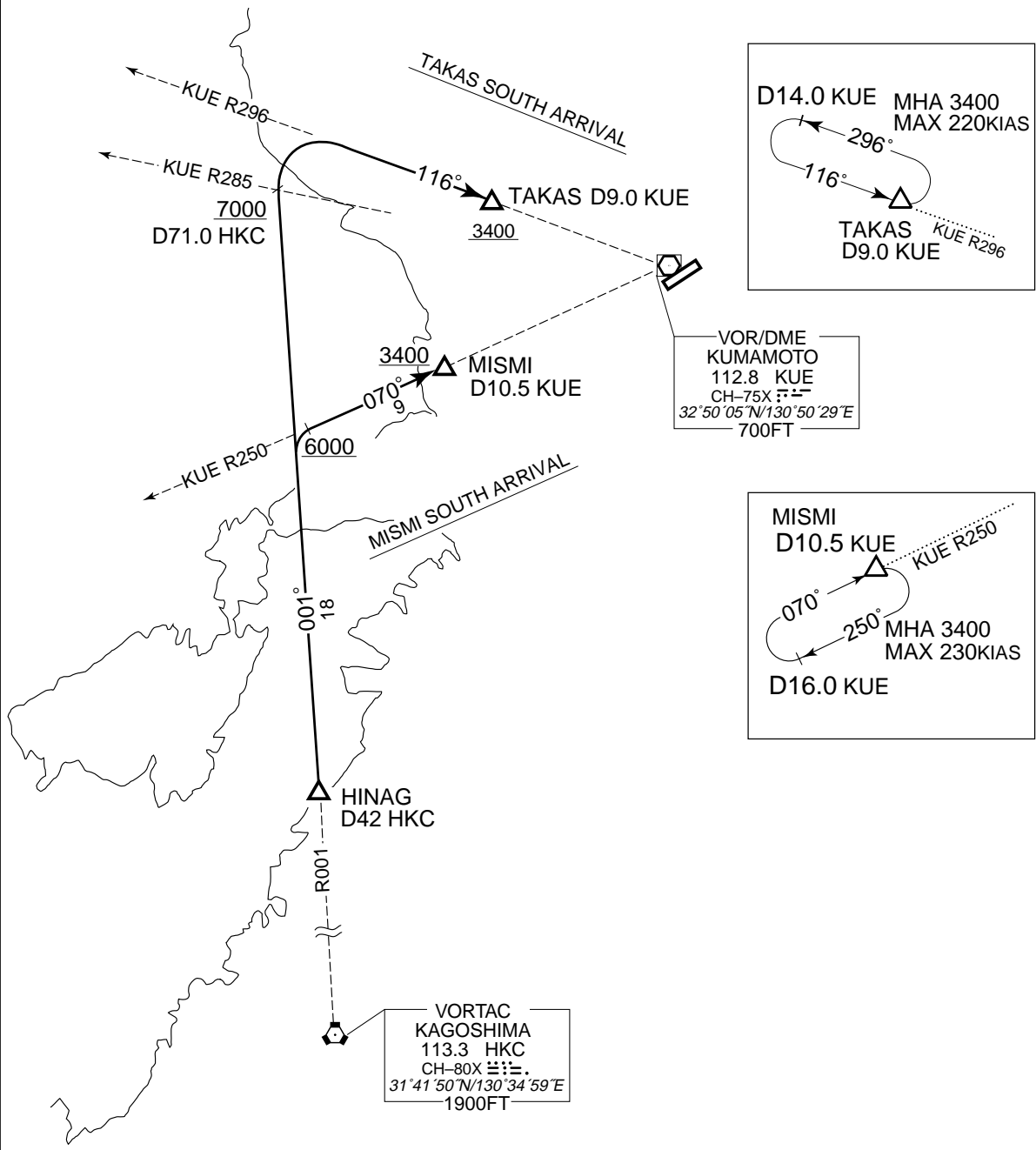
MISMI SOUTH ARRIVAL

From over HINAG, proceed via HKC R001 to intercept and proceed via KUE R250 to MISMI. Maintain 6000 FT or above until intercepting KUE R250, cross MISMI at or above 3400 FT.

TAKAS SOUTH ARRIVAL

From over HINAG, proceed via HKC R001 until HKC 71.0DME (KUE R285), turn right to intercept and proceed via KUE R296 to TAKAS.

Cross HKC R001/71.0DME(KUE R285) at or above 7000FT, cross TAKAS at or above 3400 FT.



STANDARD ARRIVAL CHART-INSTRUMENT

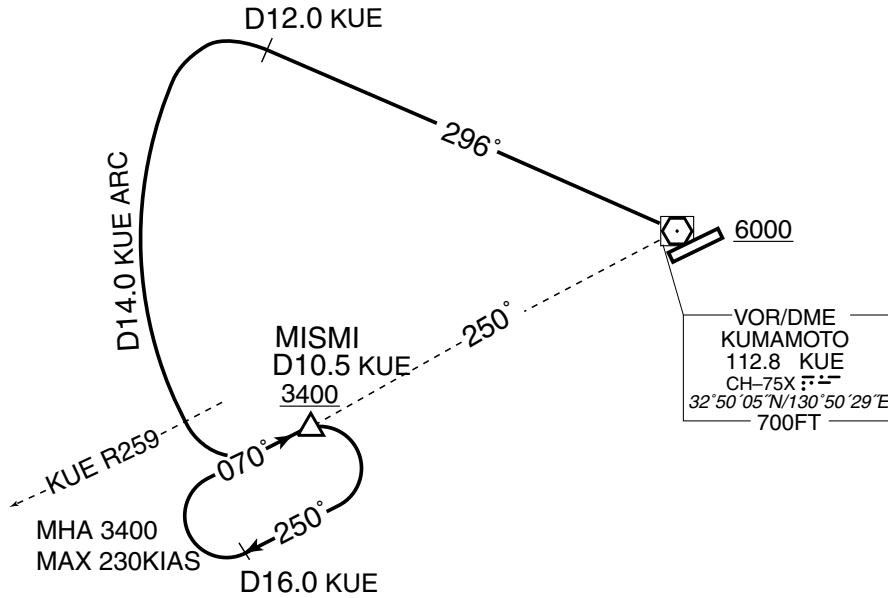
RJFT / KUMAMOTO

STAR

MISMI EAST ARRIVAL

From over KUE VOR/DME, proceed via KUE R296 to KUE 12.0DME, turn left, proceed via KUE 14.0DME counterclockwise ARC to intercept and proceed via KUE R250 to MISMI.

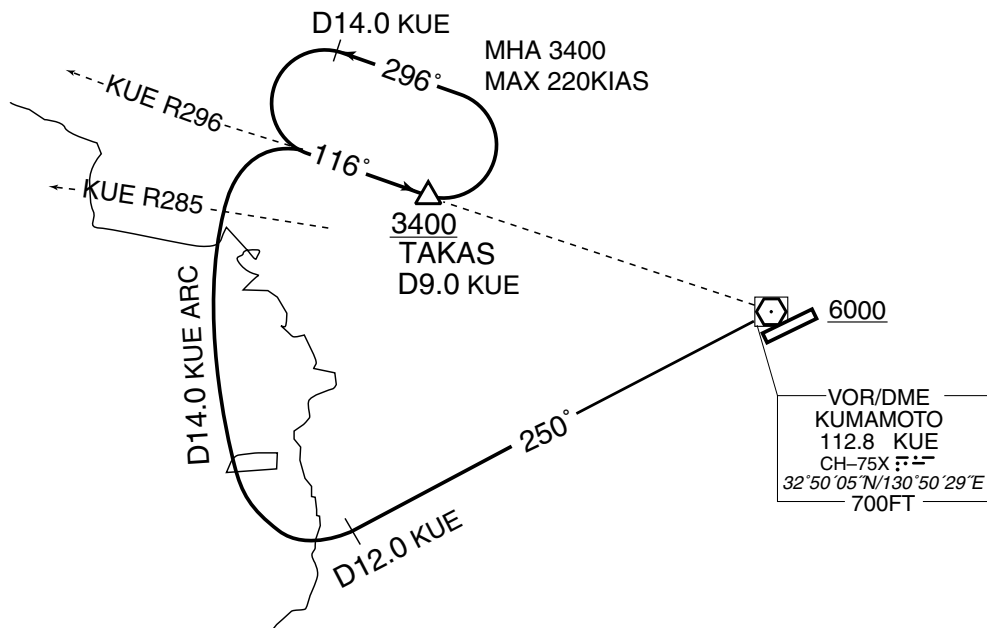
Cross KUE VOR/DME at or above 6000 FT, cross MISMI at or above 3400FT.



TAKAS EAST ARRIVAL

From over KUE VOR/DME, proceed via KUE R250 to KUE 12.0DME turn right, proceed via KUE 14.0DME clockwise ARC to intercept and proceed via KUE R296 to TAKAS.

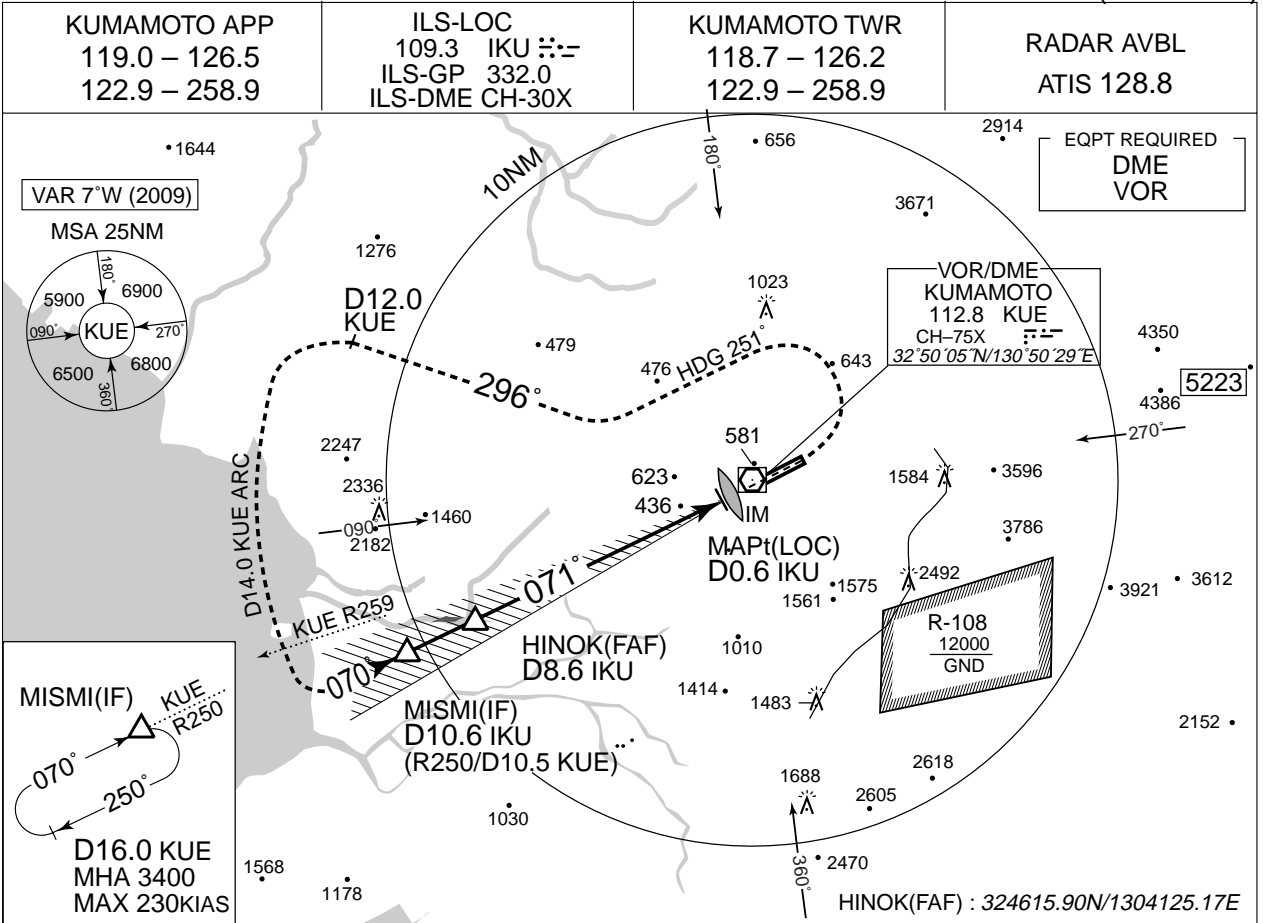
Cross KUE VOR/DME at or above 6000 FT, cross TAKAS at or above 3400FT.



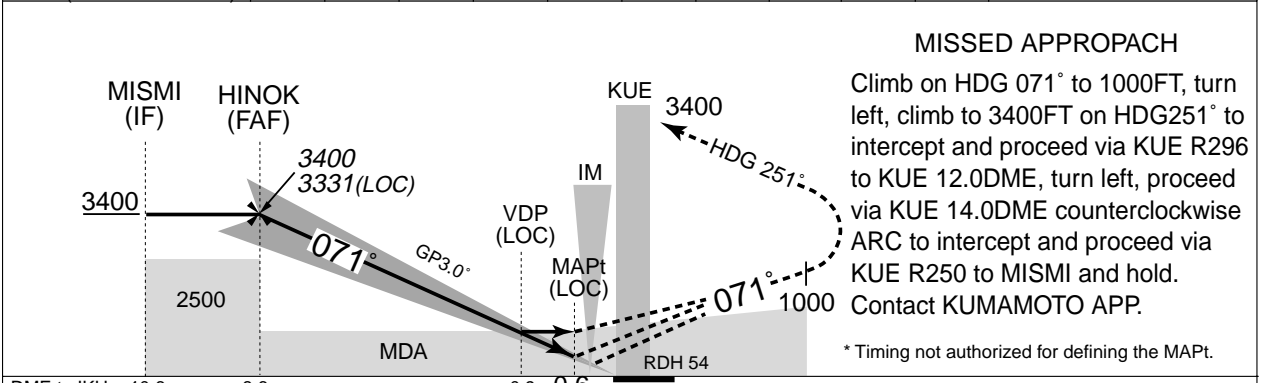
INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO

➔ ILS or LOC RWY 07 (CAT II & III)



NM to IKU	FAF	8	7	6	5	4	3	2	1	MAPt
ALT (3.0° APCH Path)	3331	3149	2831	2512	2194	1875	1557	1239	920	-



DME to IKU	10.6	8.6	0.9	0.6	0
NM to THR	10.4	8.4	0.8	0.5	0

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 601 AD elev. 632

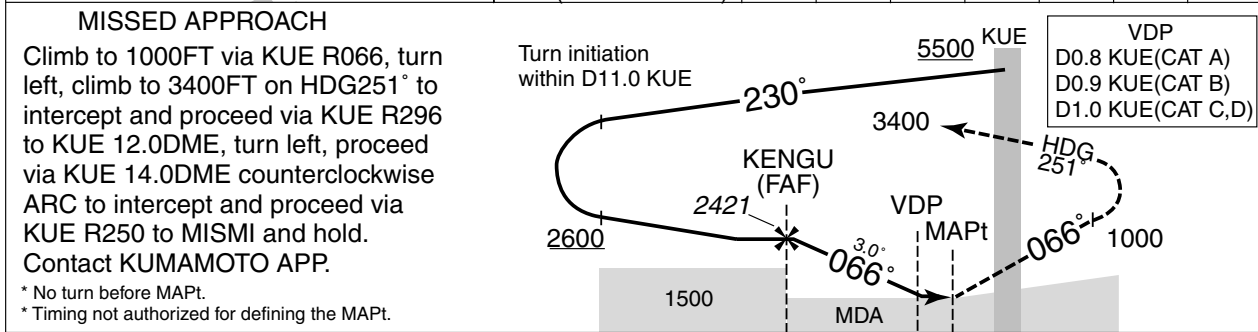
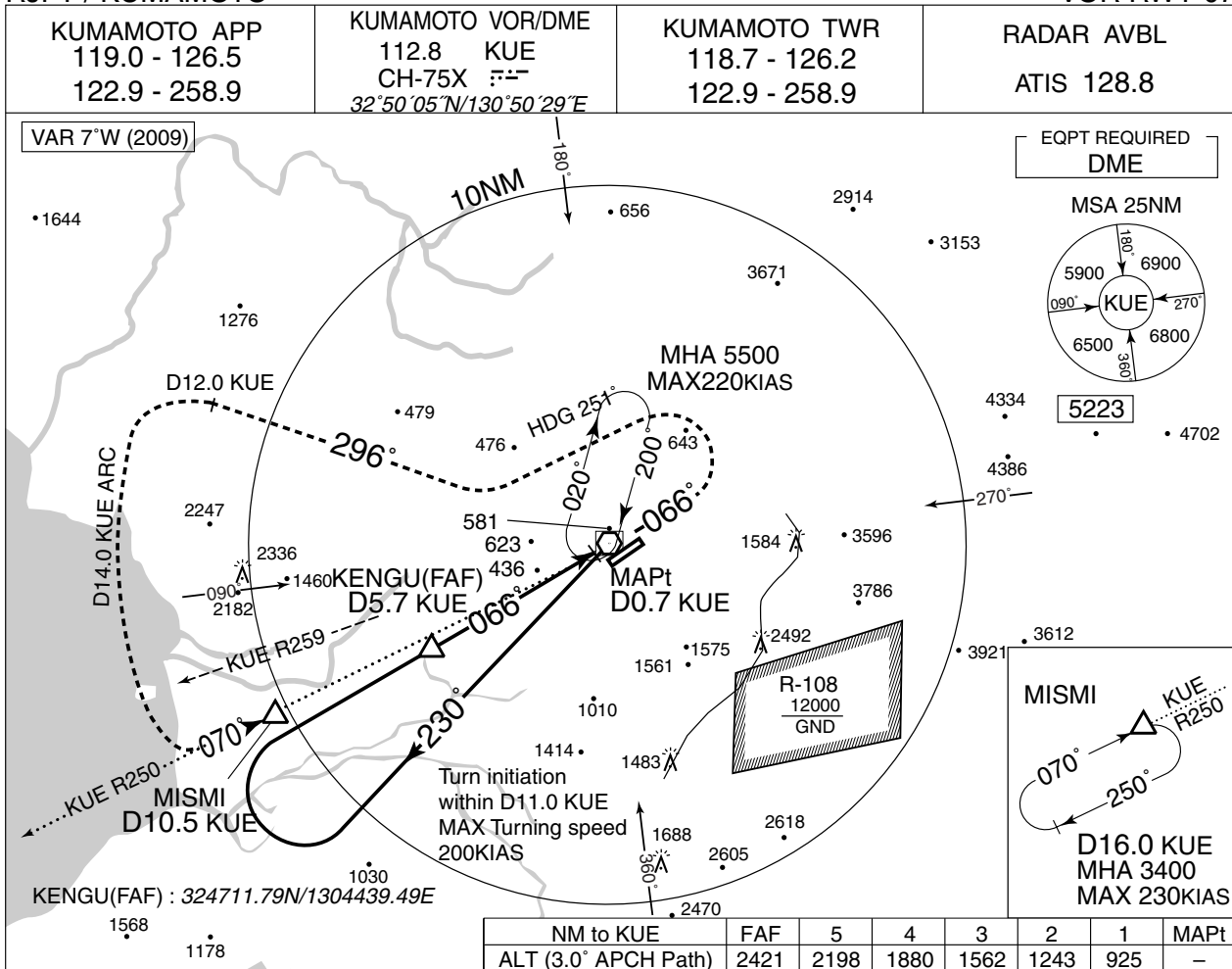
CAT	CAT III		CAT II			CAT I		LOC		CIRCLING	
	RVR	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	200	775 (174)	242	450	801 (200)	550	910 (309)	900	1090 (458)	1600
B									1000		
C									1000		
D									1400		

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO

VOR RWY 07



MINIMA		THR elev. 601	AD elev. 632	
CAT	MDA(H)		CIRCLING	
		RVR/CMV	MDA(H)	VIS
A	870 (269)	800	1090 (458)	1600
B	890 (289)			
C	910 (309)	1000	1100 (468)	2400
D		1400	1190 (558)	3200

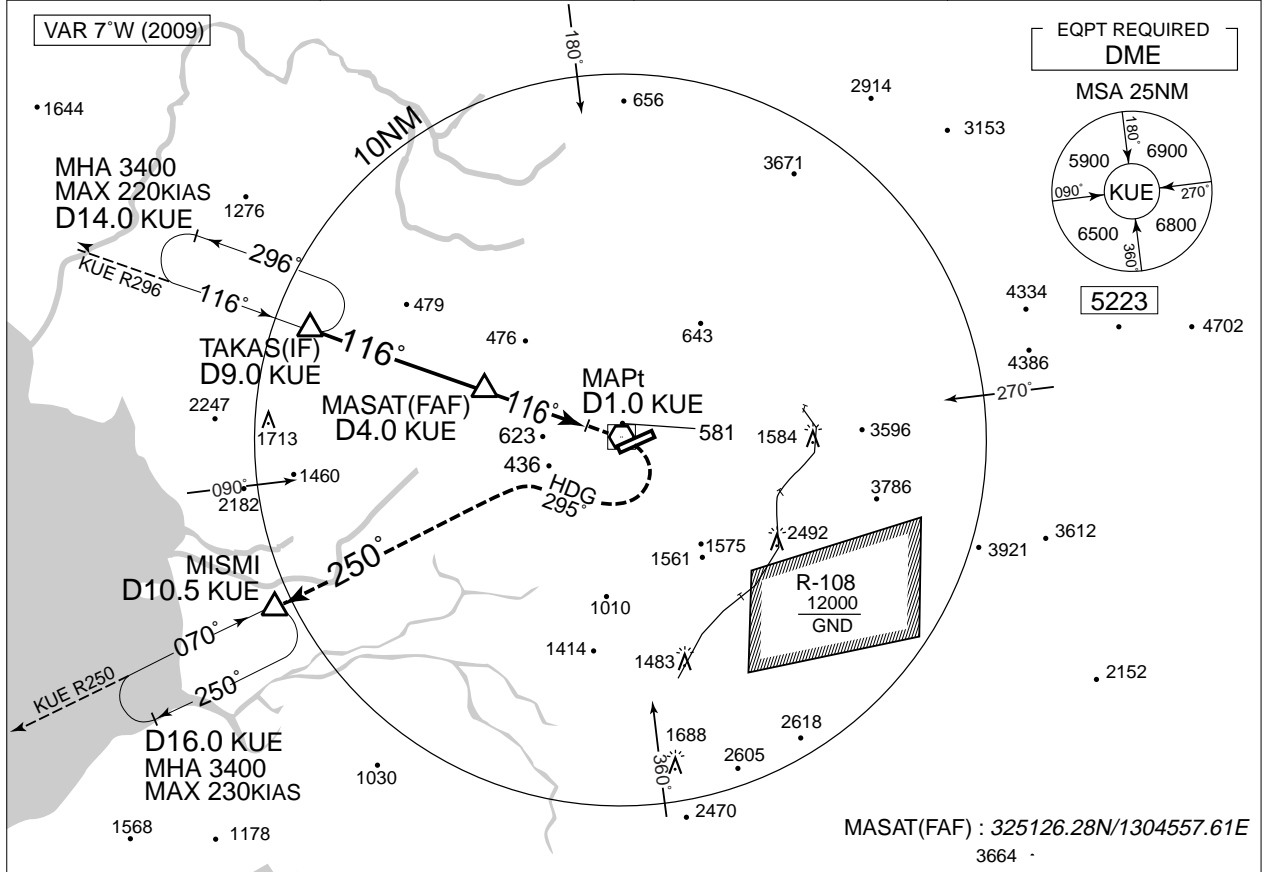
Circling to NORTH side of RWY only.

INSTRUMENT APPROACH CHART

RJFT / KUMAMOTO

➔ VOR A

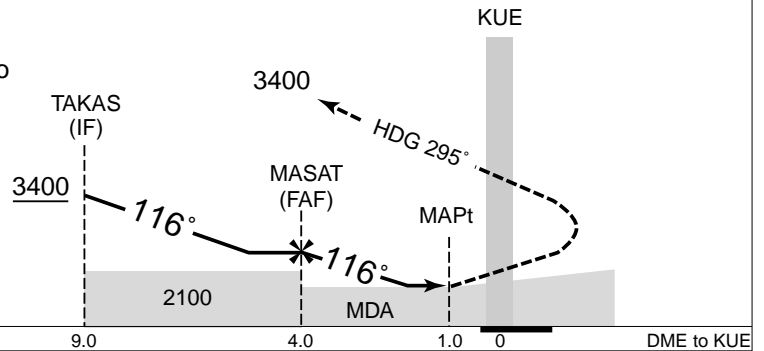
KUMAMOTO APP 119.0 - 126.5 122.9 - 258.9	KUMAMOTO VOR/DME 112.8 KUE CH-75X 32°50'05"N/130°50'29"E	KUMAMOTO TWR 118.7 - 126.2 122.9 - 258.9	RADAR AVBL ATIS 128.8
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MISSED APPROACH

Turn right, climb to 3400FT on HDG 295° to intercept and proceed via KUE R250 to MISMI and hold.
Contact KUMAMOTO APP.

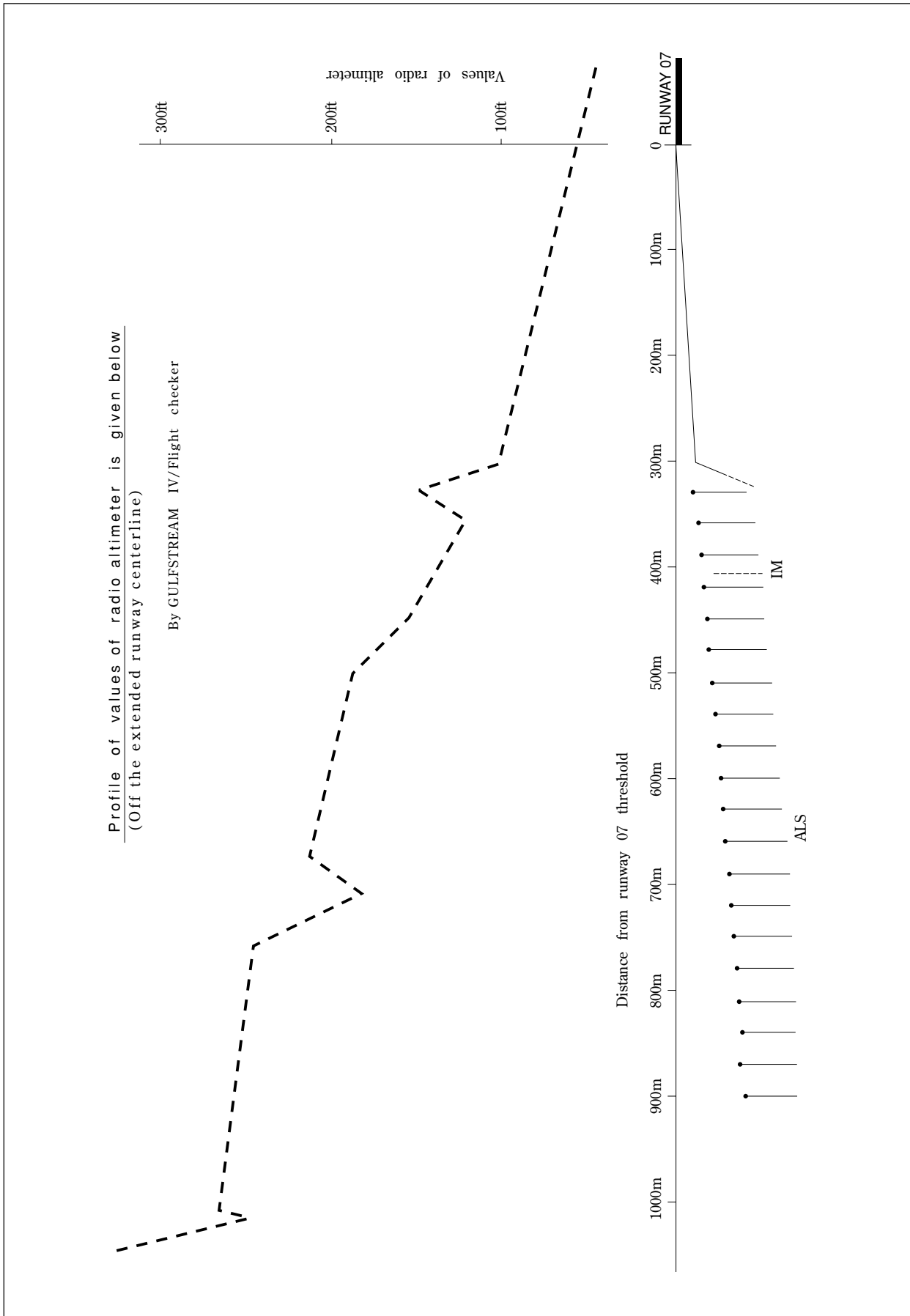
* Timing not authorized for defining the MAPt.



Missed APCH climb gradient MNM 4.6%

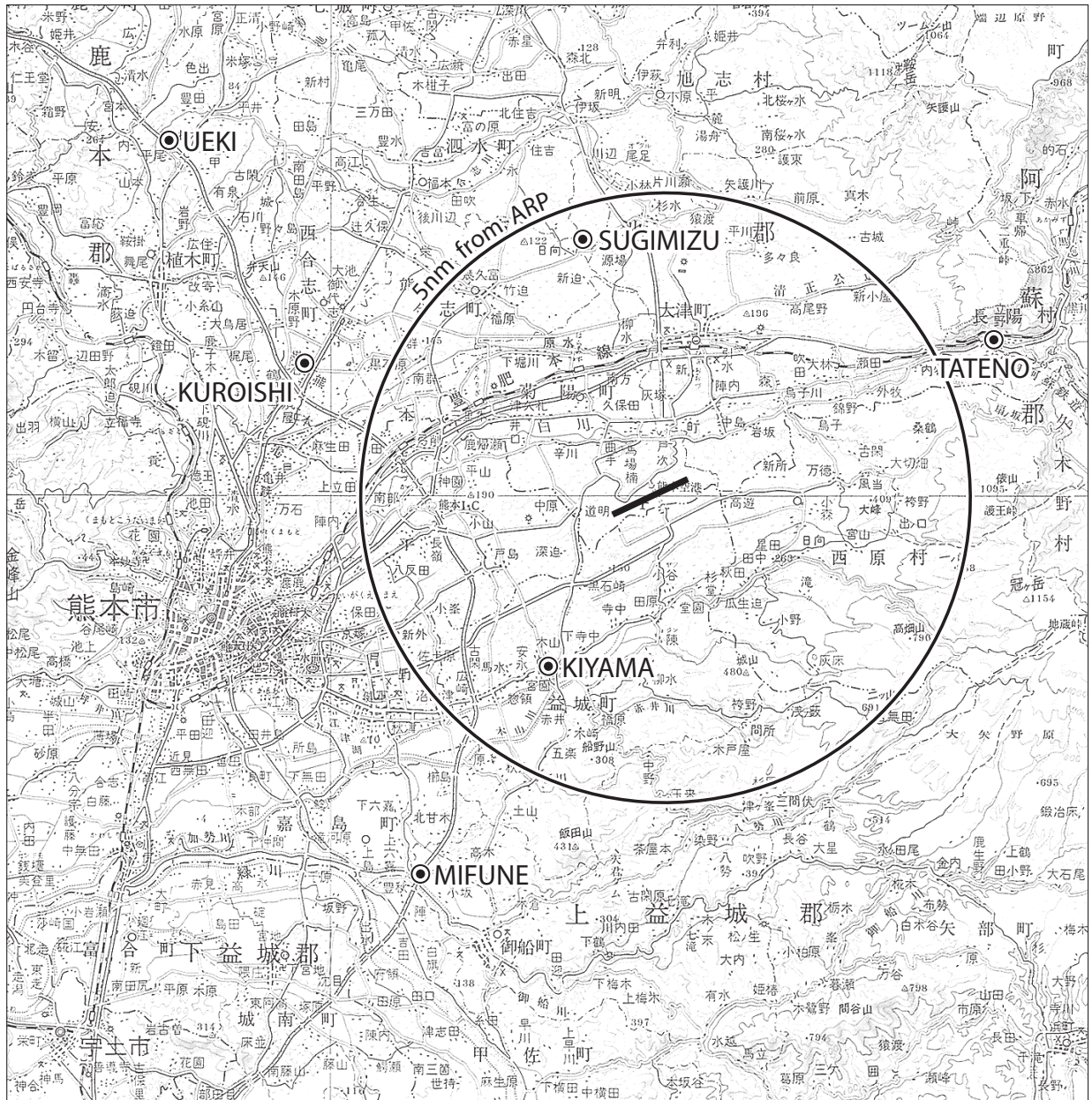
MINIMA		AD elev. 632
CAT	CIRCLING	
	MDA(H)	VIS
A	1090 (458)	1600
B		
C	1100 (468)	2400
D	1190 (558)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.



RJFT / KUMAMOTO

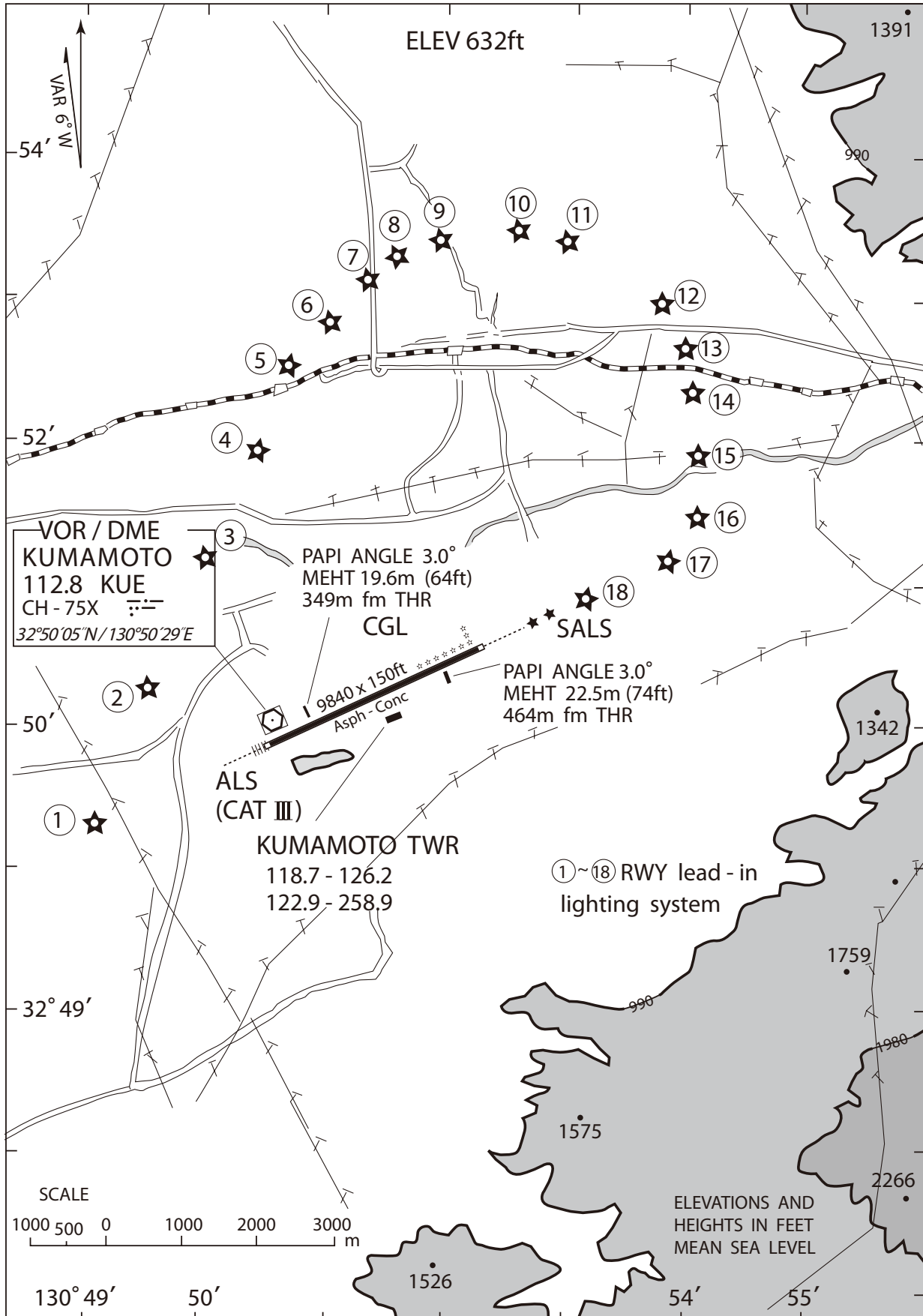
Visual REP



Call sign	BRG / DIST from ARP	Remarks
植 木 Ueki	312°/9.9NM	九州自動車道植木インターチェンジ Kyushu expressway Ueki interchange
黒 石 Kuroishi	292°/6.2NM	九州自動車道と国道387号との交点 Intersection of Kyushu expressway and national route 387
杉 水 Sugimizu	349°/4.5NM	ゴルフ場 (くまもと中央CC) Golf course (Kumamoto Chuo CC)
立 野 Tateno	073°/6.0NM	JR立野駅 JR Tateno station
木 山 Kiyama	214°/3.6NM	木山川と国道443号との交点 Intersection of Kiyama river and national route 443
御 船 Mifune	219°/7.4NM	九州自動車道御船インターチェンジ Kyushu expressway Mifune interchange

RJFT / KUMAMOTO

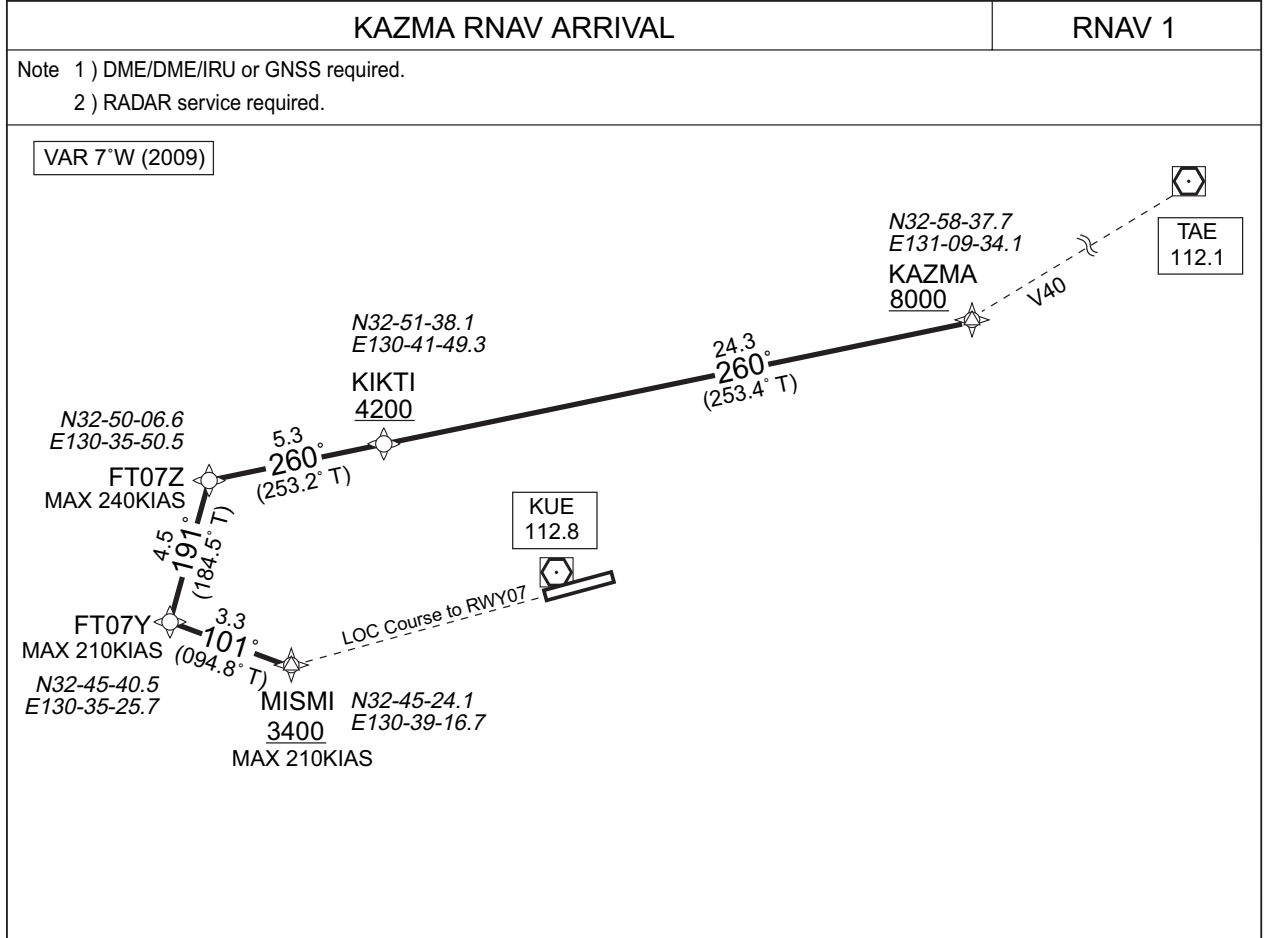
LDG CHART



STANDARD ARRIVAL CHART-INSTRUMENT

RJFT / KUMAMOTO

➔ RNAV STAR RWY07

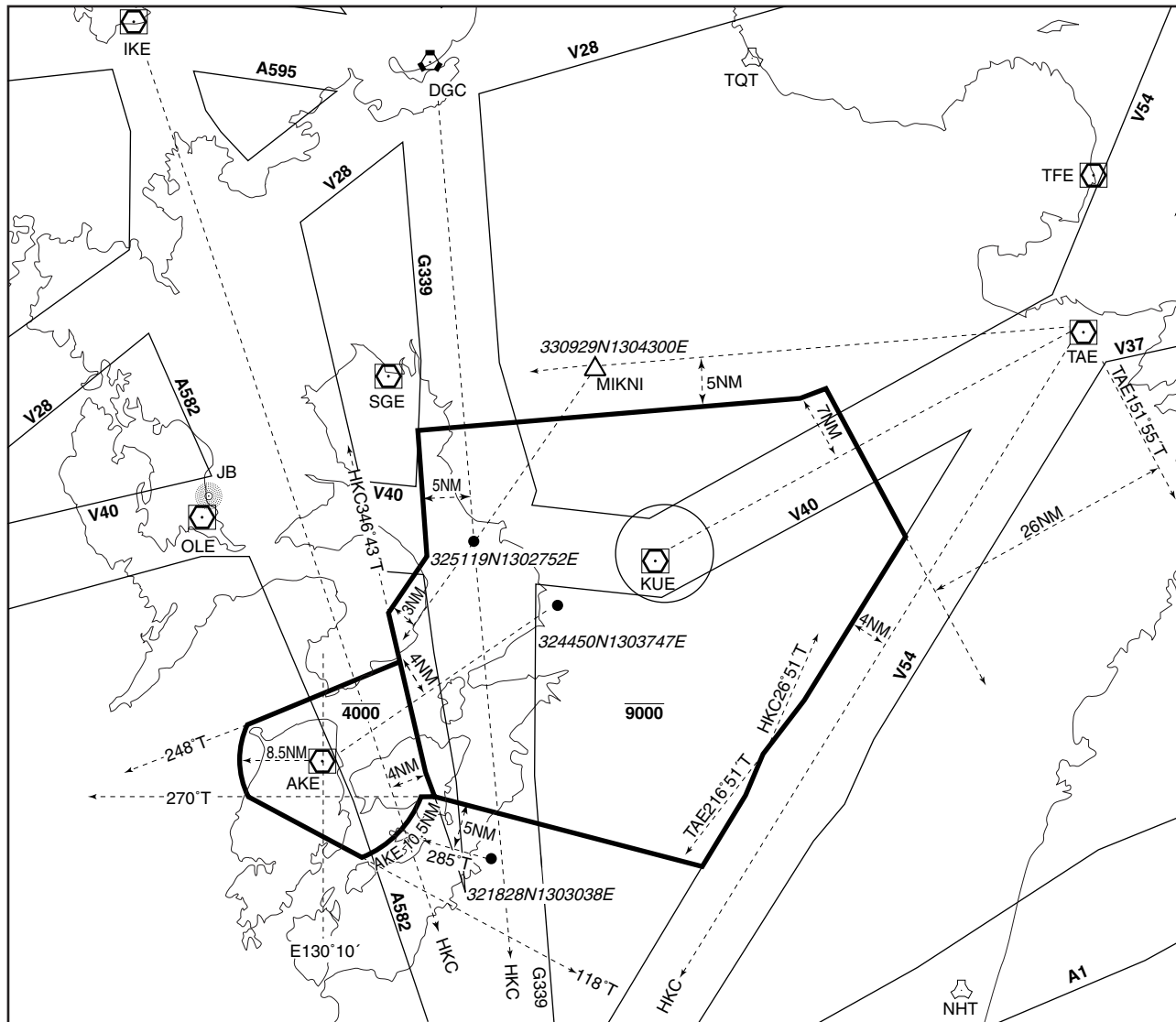


From KAZMA at or above 8000FT, to KIKTI at or above 4200FT, to FT07Z, to FT07Y, to MISMI at or above 3400FT.

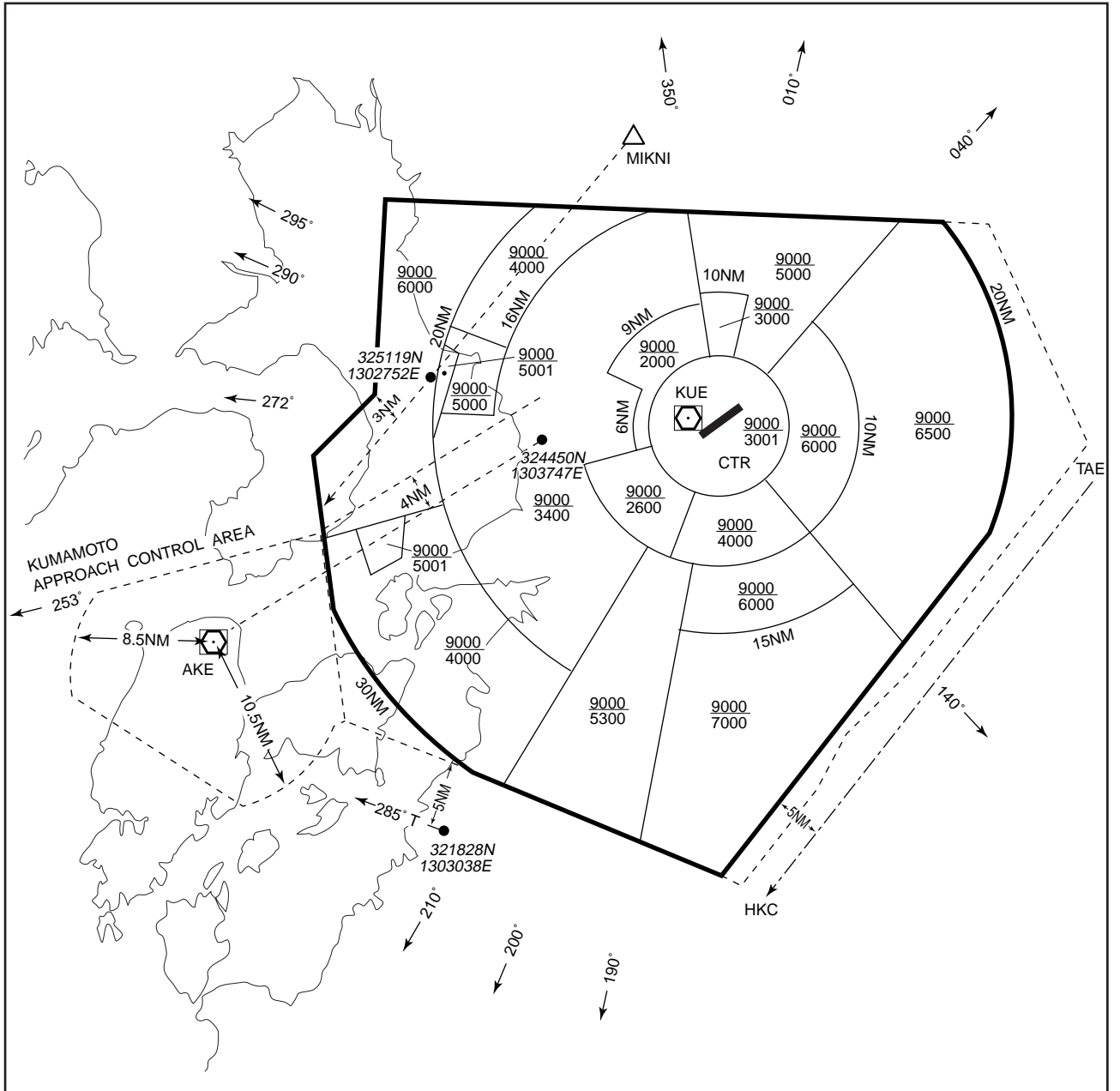
FIX	DESIGNATION	COORDINATES
	KAZMA	32 58 37.7N 131 09 34.1E
KIKTI	32 51 38.1N 130 41 49.3E	
FT07Z	32 50 06.6N 130 35 50.5E	
FT07Y	32 45 40.5N 130 35 25.7E	
MISMI	32 45 24.1N 130 39 16.7E	
Critical DME	SGE : 20NM to KIKTI – 8NM to KIKTI 5NM to FT07Z – FT07Y KUE : 12NM to KIKTI – 8NM to KIKTI 5NM to FT07Z – 2NM to FT07Z	
DME GAP	8NM to KIKTI – 5NM to FT07Z	
Inappropriate Nav aids	See AD 1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	KAZMA	—	—	—	—	+8000	—	—	RNAV1
TF	KIKTI	—	24.3	260° (253.4°)	—	+4200	—	—	RNAV1
TF	FT07Z	—	5.3	260° (253.2°)	—	—	240	—	RNAV1
TF	FT07Y	—	4.5	191° (184.5°)	—	—	210	—	RNAV1
TF	MISMI	—	3.3	101° (094.8°)	—	+3400	210	—	RNAV1

熊本進入管制区
Kumamoto Approach Control Area

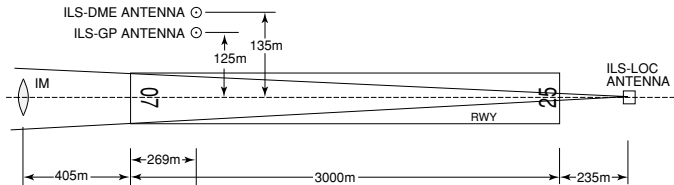


熊本ターミナルコントロールエリア
KUMAMOTO TERMINAL CONTROL AREA



ILS

KUMAMOTO AP



REMARKS : 1. LOC beam BRG (MAG) 071°
2. HGT of ILS REF datum 16.4m(54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 189.7m(622ft)