

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For RJAF

Terminal Charts For RJAF

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: MATSUMOTO JPN  
ICAO/IATA: RJAF / MMJ  
Lat/Long: N36° 10.00', E137° 55.37'  
Elevation: 2157 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -9:00 = UTC  
Magnetic Variation: 8.0° W

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 2123 Z  
Sunset: 0742 Z

## Runway Information

Runway: 18  
Length x Width: 6562 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2132 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 197 ft

Runway: 36  
Length x Width: 6562 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 2182 ft  
Lighting: Edge, Centerline, REIL  
Stopway: 197 ft

## Communication Information

Tokyo Control ACC: 125.600 Secondary RCO  
Matsumoto Radio: 118.650 AFIS RCO  
Tokyo Control ACC: 132.450 RCO



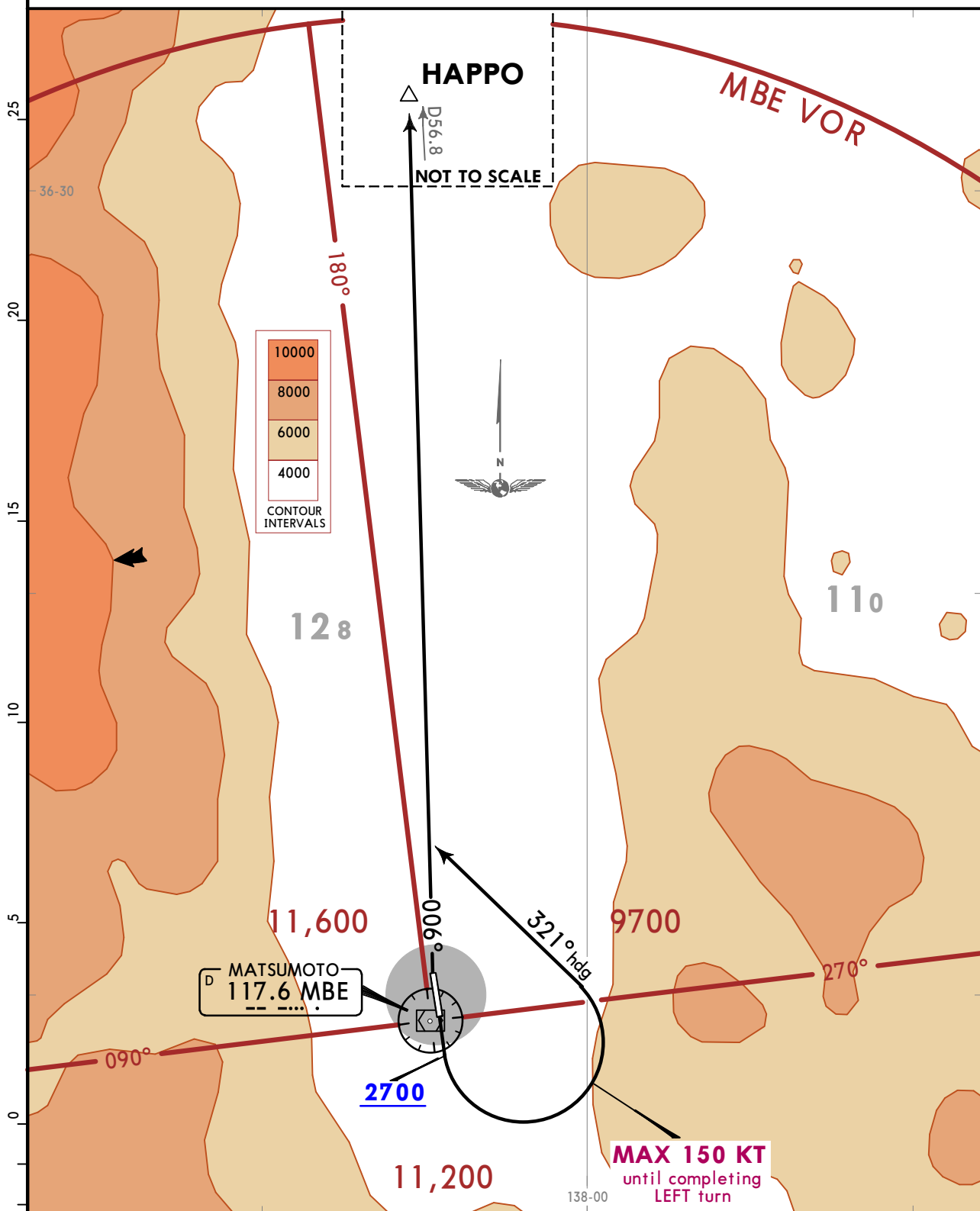
**RJAF/MMJ**  
**MATSUMOTO**

**JEPPESEN**  
10 DEC 21 **10-3**

**MATSUMOTO, JAPAN**  
**SID**

Apt Elev <b>2157</b>	Trans alt: 14000
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**HAPPO 1 DEPARTURE**  
**[HAPPO1]**



Rwy 18: 6.6% climb gradient required up to 4200.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

Obstacle altitude 3740 located at 111°/4.4 NM from end of runway 18.

RWY	INITIAL CLIMB
<b>18</b>	Climb runway heading to 2700, turn LEFT heading 321° to intercept and proceed via MBE R006 to HAPPO.
<b>36</b>	Climb via MBE R006 to HAPPO.

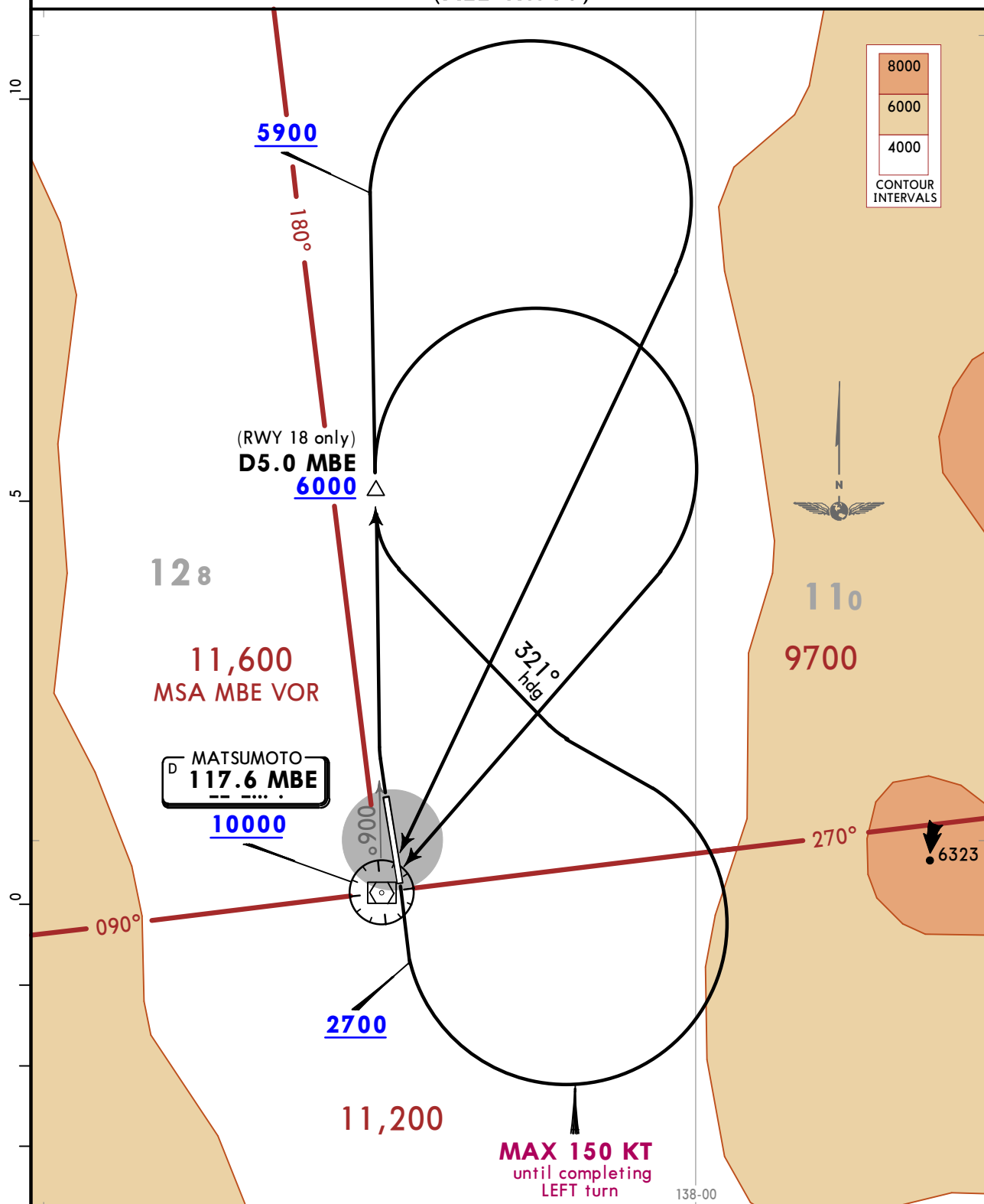
RJAF/MMJ  
MATSUMOTO

JEPPESEN  
10 DEC 21 (10-3A)

MATSUMOTO, JAPAN  
SID

Apt Elev 2157 Trans alt: 14000

MATSUMOTO REVERSAL 1 DEPARTURE  
[MBE1R]  
(ALL RWYS)



Rwy 18: 6.6% climb gradient required up to 4200.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

**OBSTACLE**  
Obstacle altitude 3740 located at 111°/4.4 NM from end of runway 18.

RWY	INITIAL CLIMB
18	Climb runway heading to 2700, turn LEFT heading 321° to intercept and proceed via MBE R006 to D5.0 MBE, turn RIGHT direct to MBE VOR. Cross MBE R006/D5.0 at or above 6000, cross MBE VOR at or above 10000.
36	Climb via MBE R006 to 5900, turn RIGHT direct to MBE VOR. Cross MBE VOR at or above 10000.

**RJAF/MMJ**  
**MATSUMOTO**

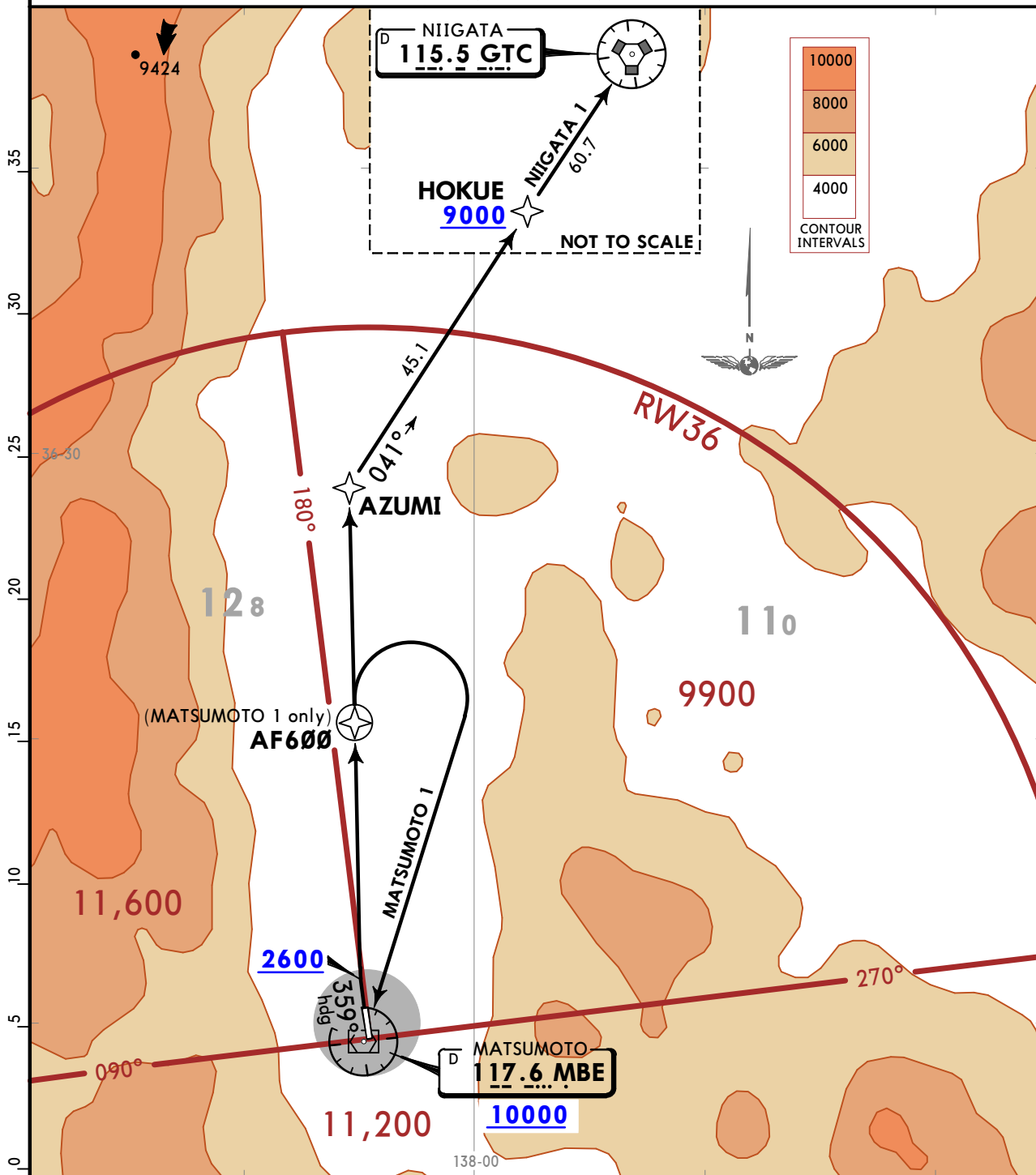
**JEPPESEN**  
9 JUL 21 **10-3B**

**MATSUMOTO, JAPAN**  
**RNAV SID**

Apt Elev  
**2157**

Trans alt: 14000  
1. Basic RNP1.  
2. GNSS required.

**MATSUMOTO 1 [MBE1]**  
**NIIGATA 1 [GTC1]**  
**DEPARTURES**  
**(RWY 36)**



**MATSUMOTO 1:**  
5.0% climb gradient required up to 5600.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

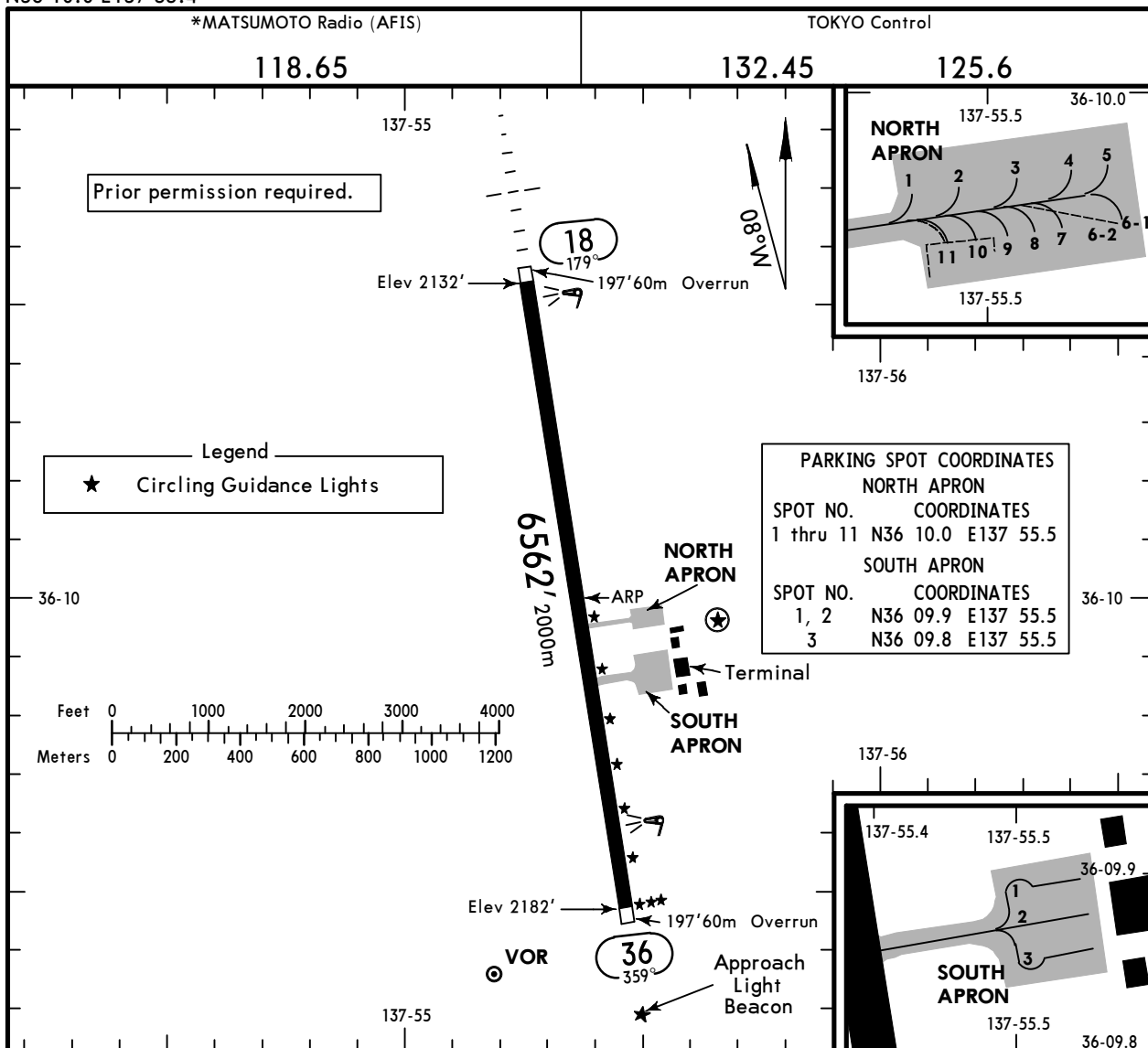
**MATSUMOTO 1:**  
Obstacle altitude 5315 located at 048°/8.9 NM from end of runway 36.

SID	INITIAL CLIMB
<b>MATSUMOTO 1</b>	Climb on heading 359° at or above 2600, direct to AF600, turn RIGHT direct to MBE VOR at or above 10000.
<b>NIIGATA 1</b>	Climb on heading 359° at or above 2600, direct to AZUMI, to HOKUE at or above 9000, to GTC VOR.

**RJAF/MMJ**  
 Apt Elev **2157'**  
 N36 10.0 E137 55.4

**JEPPesen**  
 12 MAY 23 **(10-9)** Eff 17 May 1500Z

**MATSUMOTO, JAPAN**  
**MATSUMOTO**



PARKING SPOT COORDINATES	
NORTH APRON	
SPOT NO.	COORDINATES
1 thru 11	N36 10.0 E137 55.5
SOUTH APRON	
SPOT NO.	COORDINATES
1, 2	N36 09.9 E137 55.5
3	N36 09.8 E137 55.5

**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
18 36	HIRL(60m) CL(30m) SALS R PAPI-L (angle 3.0°)				148' 45m
	HIRL(60m) CL(30m) REIL ② PAPI-L (angle 3.0°) Approach Light Beacons Circling Guidance Lights				

① grooved

② Usable within approximately 3 NM from threshold due to mountain and powerline.

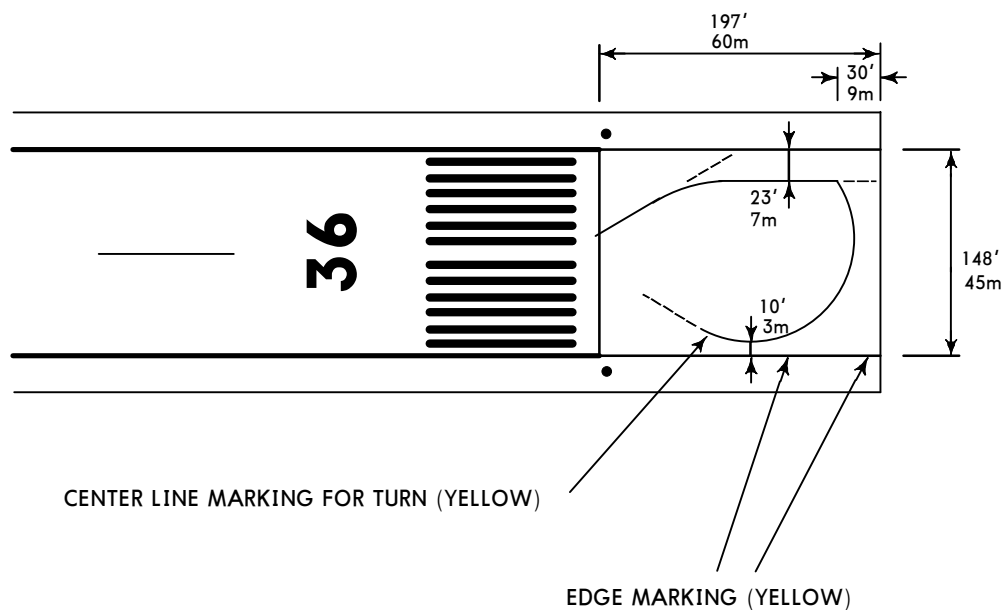
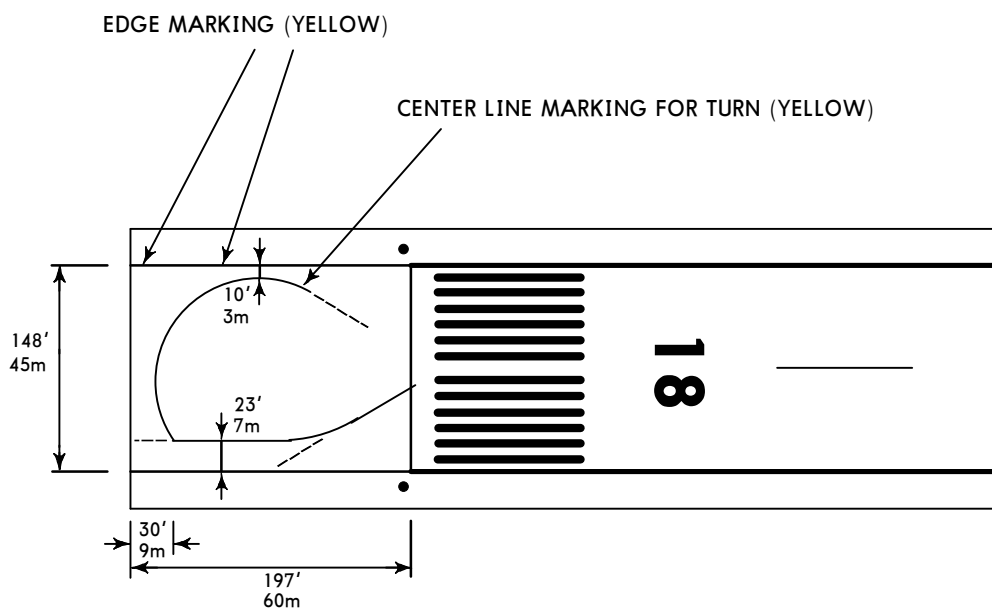
**TAKE-OFF**

Rwy 18					
Multi Engine Aircraft					Single Engine Aircraft
Take-Off Alternate Apt. Filed			Without Take-Off Alternate Apt. Filed		
	① HIRL & CL	① HIRL or CL or RCLM	NIL (DAY ONLY)		
A	200'-VIS 1600m	200'-VIS 1600m	200'-VIS 1600m	Available Landing Minimums	
B					
C					
D				NOT APPLICABLE	
Rwy 36					
Multi Engine Aircraft					Single Engine Aircraft
Take-Off Alternate Apt. Filed			Without Take-Off Alternate Apt. Filed		
	① HIRL & CL	① HIRL or CL or RCLM	NIL (DAY ONLY)		
A	VIS 400m	VIS 400m	VIS 500m	Available Landing Minimums	
B					
C					
D				NOT APPLICABLE	

① HIRL and Runway Threshold Lights (which indicate DER) required for night operations.

### Procedure for 180° Turn on Overrun for B737-800 Aircraft

1. Proceed along the Center Line Marking for turn.
2. When turning, take 48° or more steering angle.



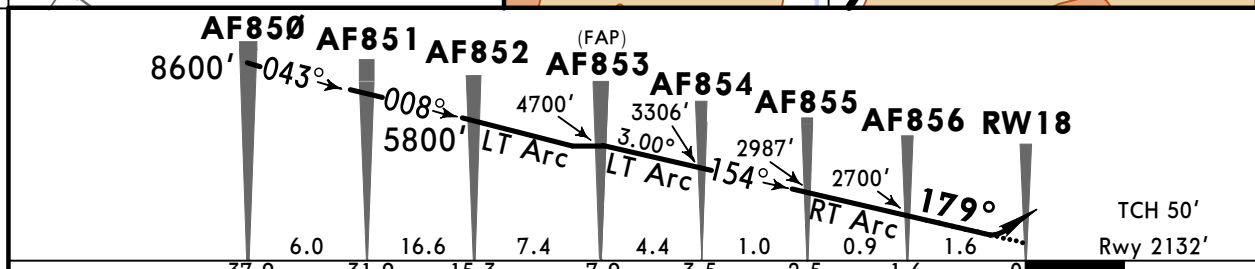
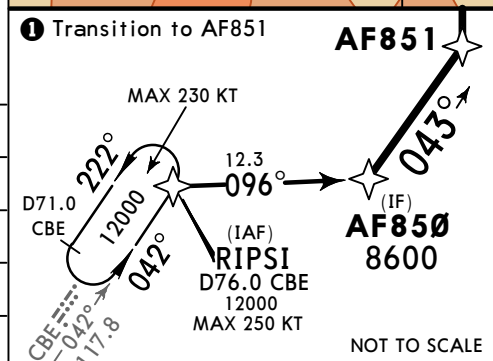
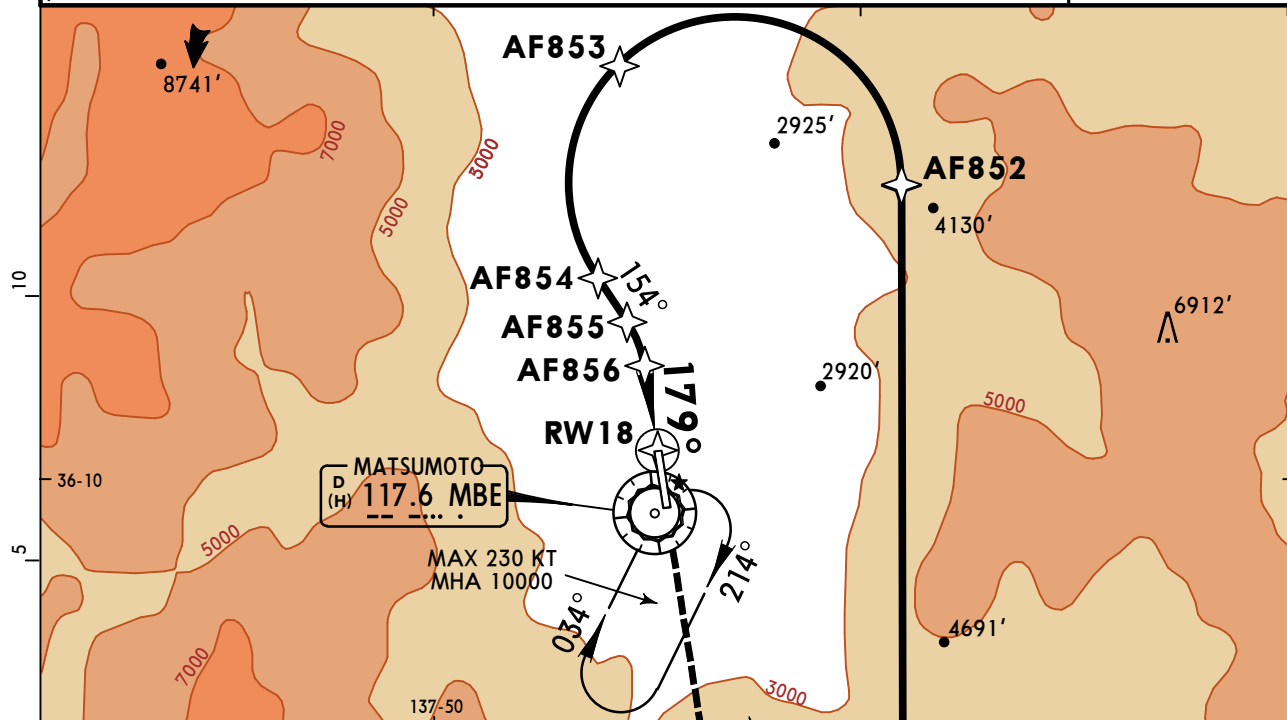
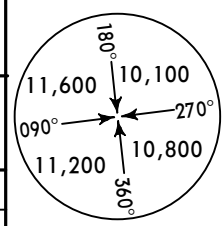
**RJAF/MMJ**  
**MATSUMOTO**

**JEPPESSEN**  
30 SEP 22  
Eff 5 Oct 1500Z (12-20)

MISSED APCH CLIMB  
GRADIENT MIN 7.0%

**MATSUMOTO, JAPAN**  
CAT C RNP Z Rwy 18 (AR)

TOKYO Control 132.45 125.6			*MATSUMOTO Radio (AFIS) 118.65		
RNAV	Final Apch Crs <b>179°</b>	Procedure Alt <b>AF853</b> 4700' (2568')	RNP 0.20 DA(H) <b>2432'</b> (300')	Apt Elev 2157' Rwy 2132'	
<b>MISSED APCH: Climb to 10000', direct to AF859, turn LEFT, direct to MBE VOR and hold. Contact MATSUMOTO Radio.</b> Missed Apch Climb Gradient MIN 7.0%.					
RNP AR Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000'		
1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C or above 45°C.					



Gnd speed-Kts	70	90	100	120	140	160	SALSR PAPI	10000'	D → AF859
Glide Path Angle	3.00°	372	478	531	637	849			

RNP 0.20 DA(H) <b>2432'</b> (300')				RNP 0.30 DA(H) <b>2448'</b> (316')			
ALS out				ALS out			
A/B	NOT APPLICABLE			NOT APPLICABLE			
C	CMV 1000m	CMV 1800m	CMV 1000m	CMV 1800m	CMV 1000m	CMV 1800m	
D	NOT APPLICABLE			NOT APPLICABLE			

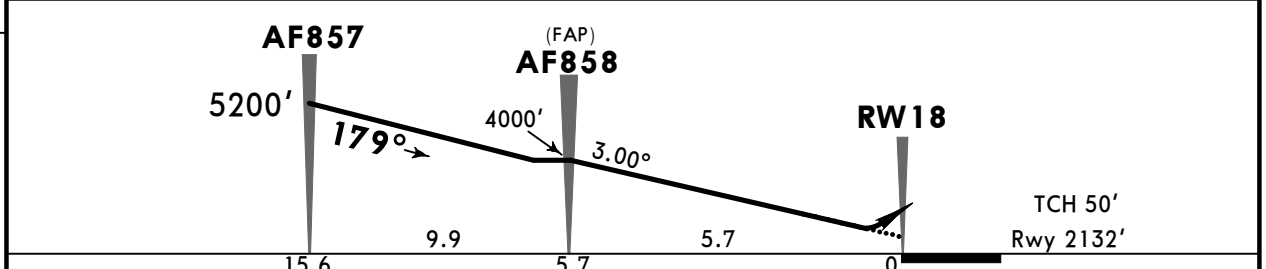
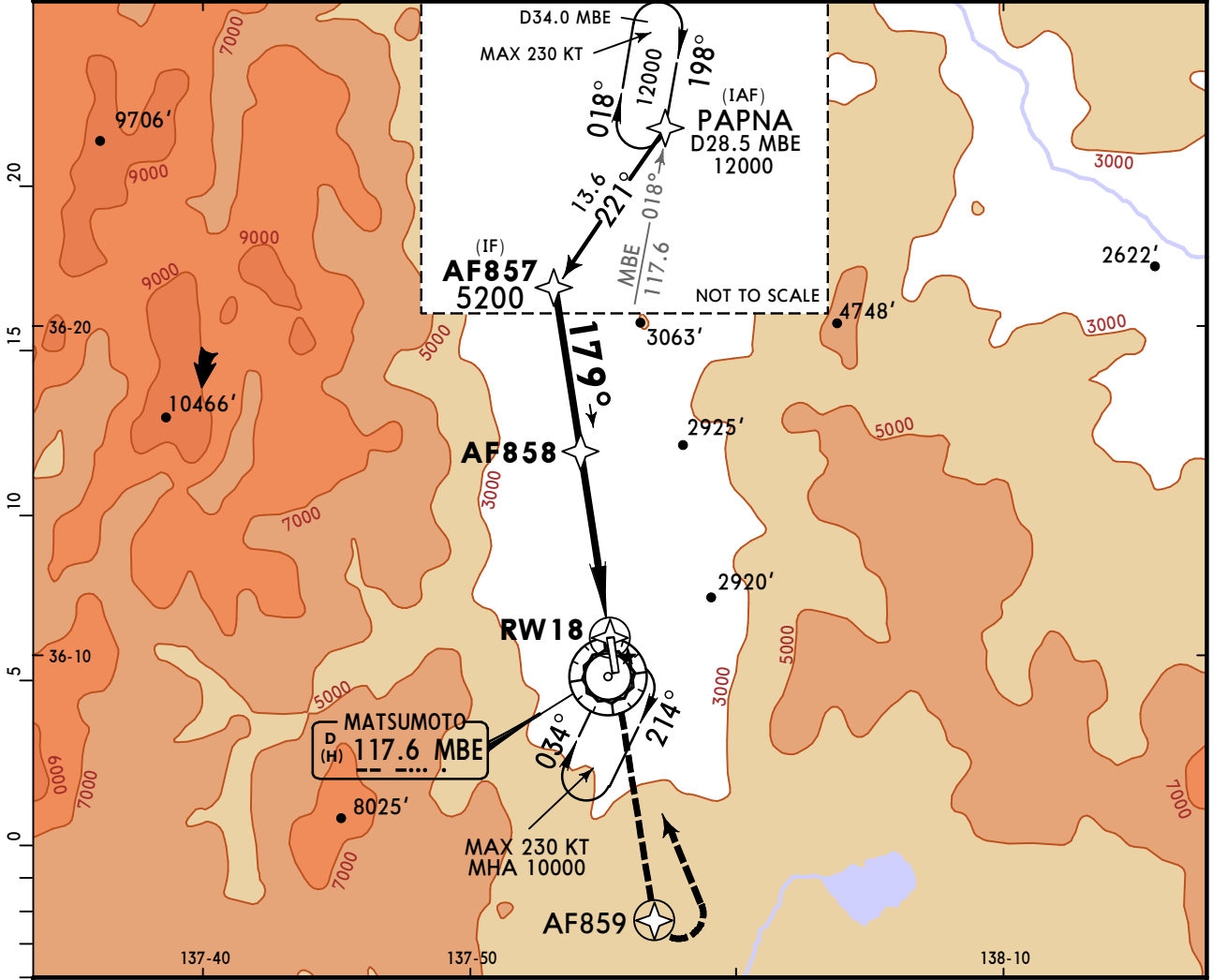
Minima with Missed Apch Climb Gradient of 2.5% are not established.  
CHANGES: Procedure name, requirement notes. © JEPPESSEN, 2020, 2022. ALL RIGHTS RESERVED.

**RJAF/MMJ**  
**MATSUMOTO**

**JEPPESSEN**  
30 SEP 22  
Eff 5 Oct 1500Z **12-21**

MISSED APCH CLIMB GRADIENT MIN 7.0%  
**MATSUMOTO, JAPAN**  
**CAT C RNP Y Rwy 18 (AR)**

TOKYO Control 132.45 125.6			*MATSUMOTO Radio (AFIS) 118.65		
RNAV	Final Apch Crs <b>179°</b>	Procedure Alt <b>AF858</b> 4000' (1868')	RNP 0.20 DA(H) <b>2432'</b> (300')	Apt Elev 2157' Rwy 2132'	
<b>MISSED APCH: Climb to 10000', direct to AF859, turn LEFT, direct to MBE VOR and hold. Contact MATSUMOTO Radio.</b> Missed Apch Climb Gradient MIN 7.0%.					
RNP AR Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000'		
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C or above 45°C.					



Gnd speed-Kts	70	90	100	120	140	160	SALS R PAPI	10000'	D → AF859
Glide Path Angle	3.00°	372	478	531	637	743			

<b>1</b> STRAIGHT-IN LANDING RWY 18			
RNP 0.20 DA(H) <b>2432'</b> (300')		RNP 0.30 DA(H) <b>2448'</b> (316')	
ALS out		ALS out	
A	NOT APPLICABLE		NOT APPLICABLE
B	NOT APPLICABLE		NOT APPLICABLE
C	CMV 1000m	CMV 1800m	CMV 1000m CMV 1800m
D	NOT APPLICABLE		NOT APPLICABLE

**1** Minima with Missed Apch Climb Gradient of 2.5% are not established.  
 CHANGES: Procedure name, requirement notes. © JEPPESSEN, 2020, 2022. ALL RIGHTS RESERVED.

**RJAF/MMJ**  
**MATSUMOTO**

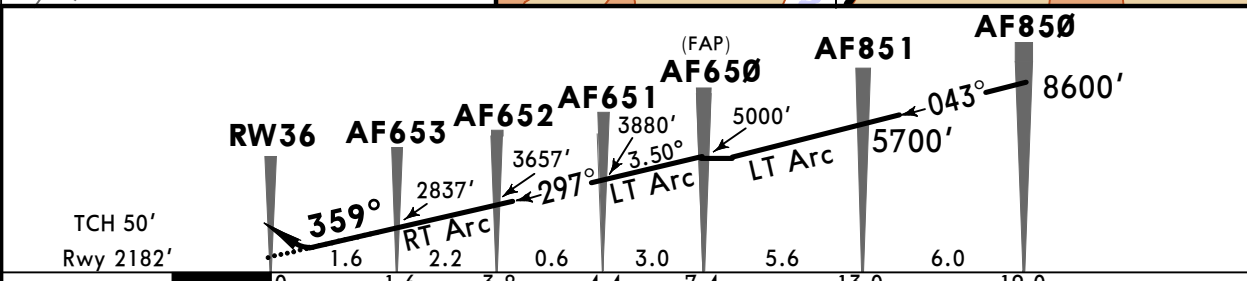
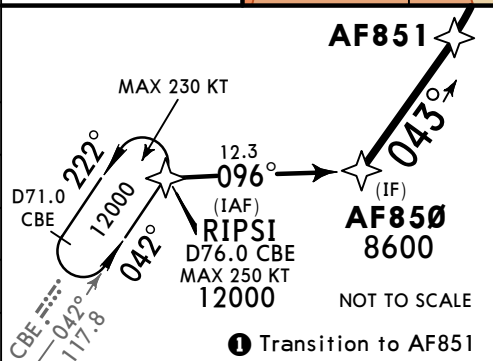
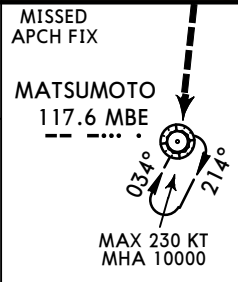
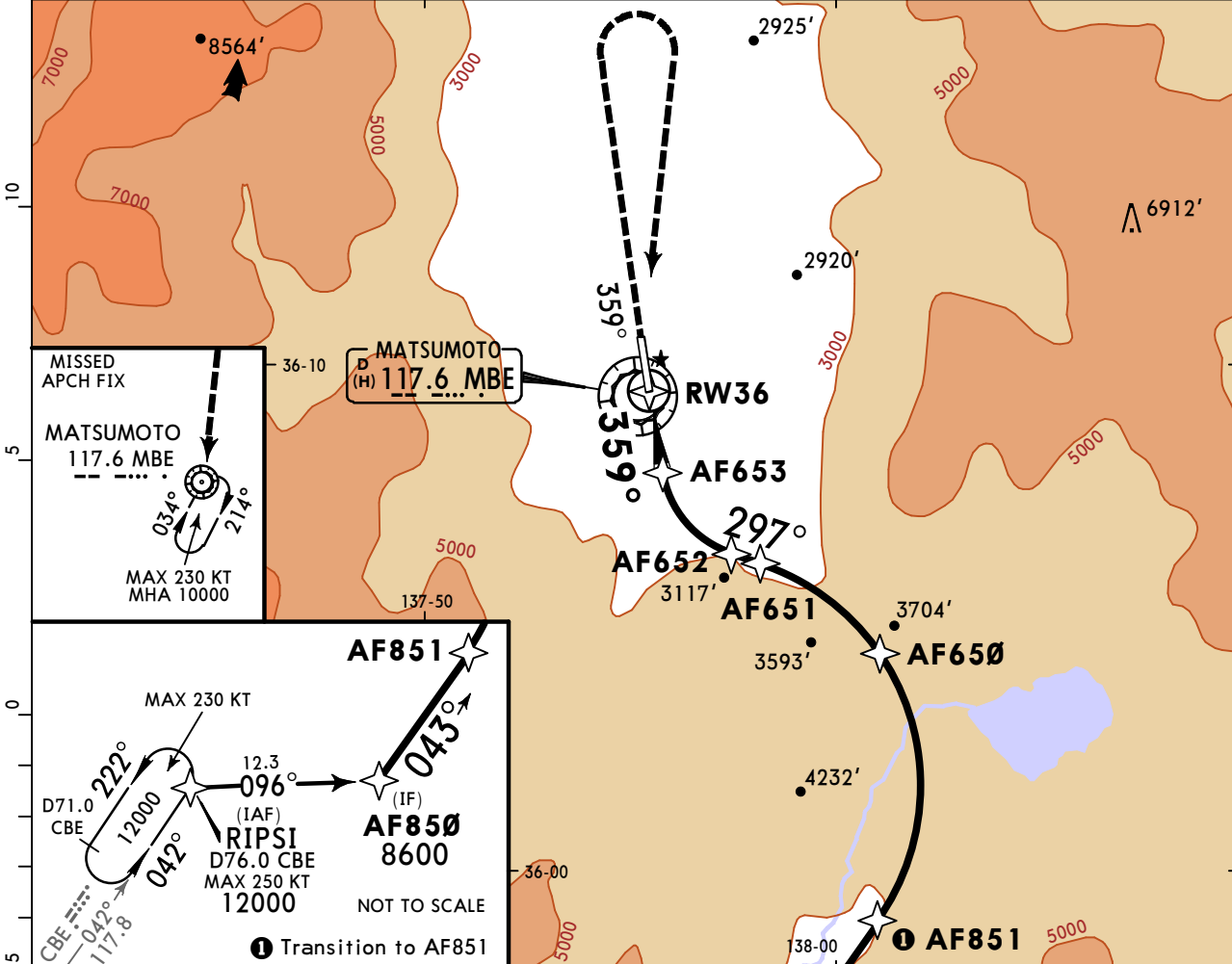
**JEPPESSEN**  
30 SEP 22  
Eff 5 Oct 1500Z (12-22)

MISSED APCH CLIMB  
GRADIENT MIN 3.0%

**MATSUMOTO, JAPAN**  
RNP Z Rwy 36 (AR)

CAT C

TOKYO Control 132.45 125.6			*MATSUMOTO Radio (AFIS) 118.65		
RNAV	Final Apch Crs <b>359°</b>	Procedure Alt <b>AF650</b> 5000' (2818')	RNP 0.20 DA(H) <b>2482'</b> (300')	Apt Elev 2157' Rwy 2182'	
<b>MISSED APCH:</b> From RW36 on track 359°, at or above 7000' turn RIGHT, direct to MBE VOR and hold at 10000'. Contact MATSUMOTO Radio. Missed Apch Climb Gradient MIN 3.0%.					
RNP AR Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000'		
1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C or above 45°C. 4. PAPI not coincident with VPA.					MSA RW36



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L <b>7000'</b> on track <b>359°</b>
Glide Path Angle	3.50°	434	557	619	743	867	

<b>STRAIGHT-IN LANDING RWY 36</b>						
RNP 0.20 DA(H) <b>2482'</b> (300')			RNP 0.30 DA(H) <b>2551'</b> (369')			
A	NOT APPLICABLE			NOT APPLICABLE		
B	NOT APPLICABLE			NOT APPLICABLE		
C	CMV 1800m			CMV 1800m		
D	NOT APPLICABLE			NOT APPLICABLE		

Minima with Missed Apch Climb Gradient of 2.5% are not established.

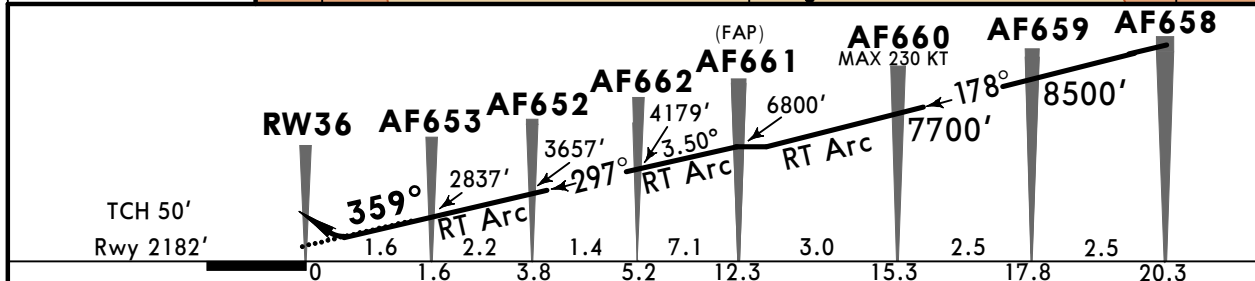
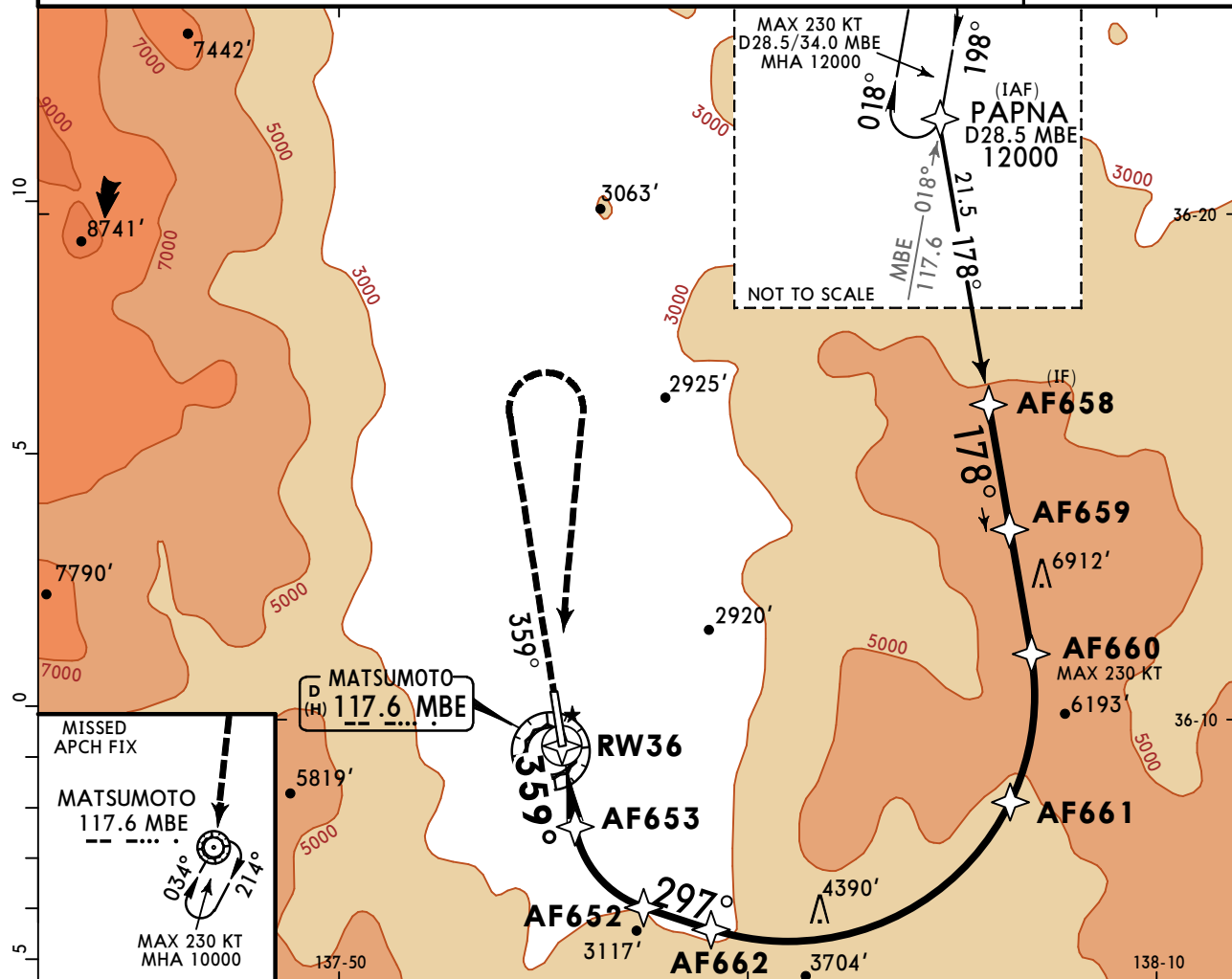
**RJAF/MMJ**  
**MATSUMOTO**

**JEPPESSEN**  
30 SEP 22  
Eff 5 Oct 1500Z (12-23)

MISSED APCH CLIMB  
GRADIENT MIN 3.0%  
CAT C

**MATSUMOTO, JAPAN**  
RNP Y Rwy 36 (AR)

TOKYO Control 132.45 125.6			*MATSUMOTO Radio (AFIS) 118.65		
RNAV	Final Apch Crs <b>359°</b>	Procedure Alt <b>AF661</b> 6800' (4618')	RNP 0.20 DA(H) <b>2482'</b> (300')	Apt Elev 2157' Rwy 2182'	<p>MSA RW36</p>
<b>MISSED APCH:</b> From RW36 on track 359°, at or above 7000' turn RIGHT, direct to MBE VOR and hold at 10000'. Contact MATSUMOTO Radio. Missed Apch Climb Gradient MIN 3.0%.					
RNP AR Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000'		
1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C or above 45°C. 4. PAPI not coincident with VPA.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	7000' ↑ on 359° track
Glide Path Angle	3.50°	434	557	619	743	867		

<b>STRAIGHT-IN LANDING RWY 36</b>						
RNP 0.20 DA(H) <b>2482'</b> (300')			RNP 0.30 DA(H) <b>2551'</b> (369')			
A	NOT APPLICABLE			NOT APPLICABLE		
B	NOT APPLICABLE			NOT APPLICABLE		
C	CMV 1800m			CMV 1800m		
D	NOT APPLICABLE			NOT APPLICABLE		

Minima with Missed Apch Climb Gradient of 2.5% are not established.  
CHANGES: Procedure name, requirement notes. © JEPPESSEN, 2020, 2022. ALL RIGHTS RESERVED.

**RJAF/MMJ**  
**MATSUMOTO**

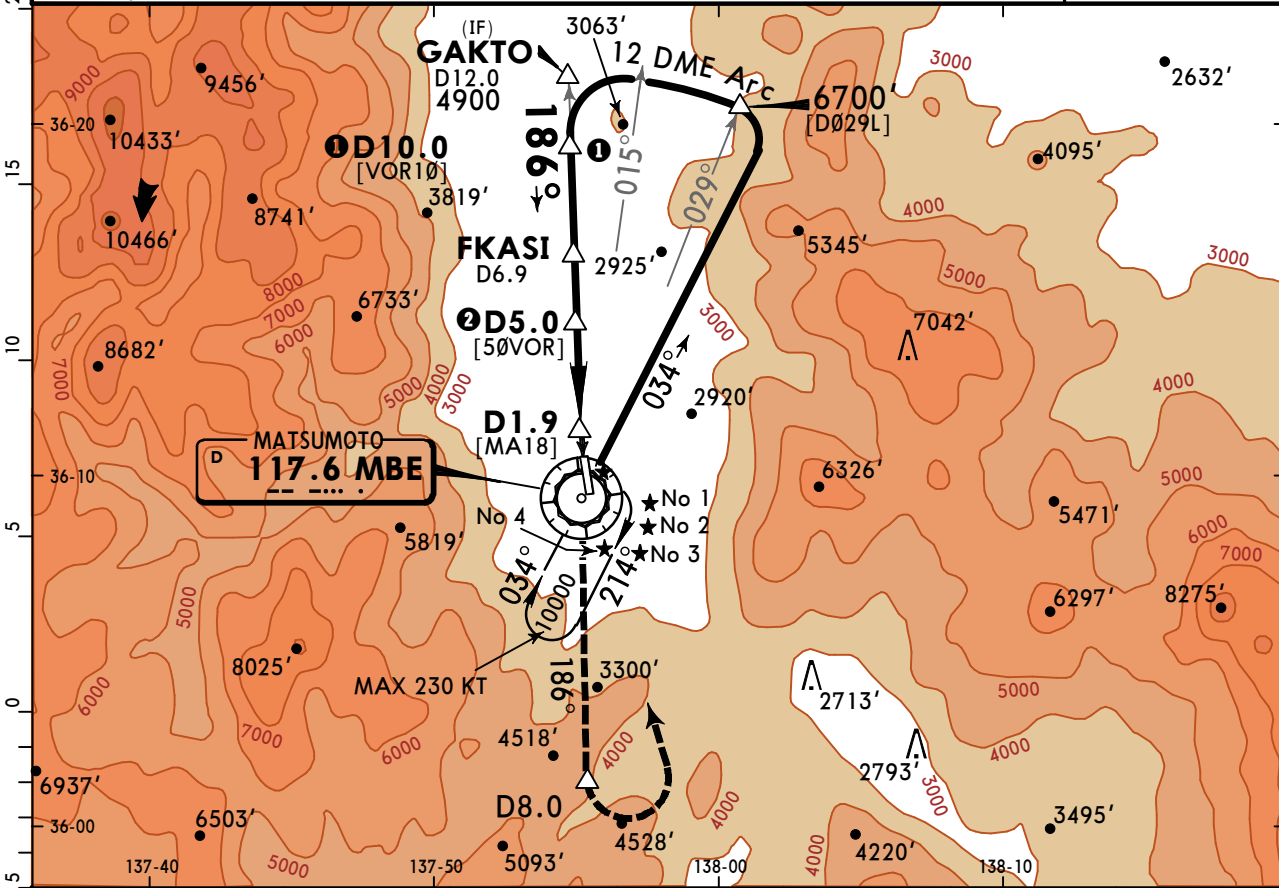
**JEPPESEN**  
1 APR 22 **(13-1)**

MISSED APCH CLIMB  
GRADIENT MIN 6.0%

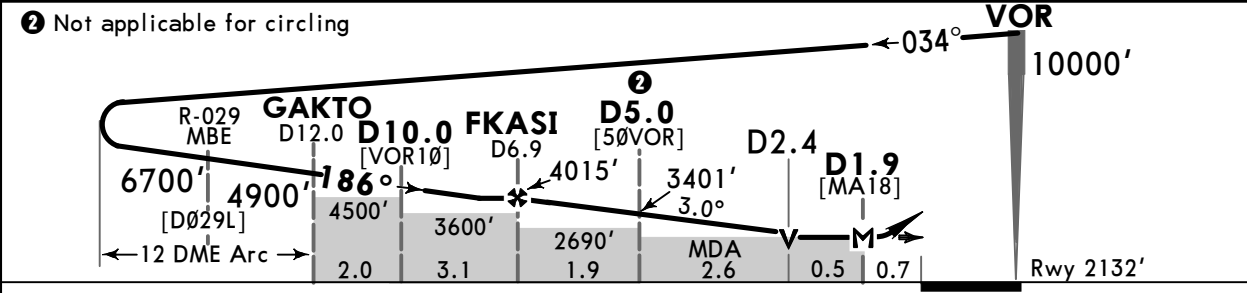
**MATSUMOTO, JAPAN**  
**VOR Rwy 18**

**CAT A, B & C**

TOKYO Control <b>132.45</b> <b>125.6</b>			*MATSUMOTO Radio (AFIS) <b>118.65</b>		
VOR MBE <b>117.6</b>	Final Apch Crs <b>186°</b>	Minimum Alt Refer to Profile	MDA(H) <b>2550'</b> (418')	Apt Elev 2157'	Rwy 18 2132'
<b>MISSED APCH:</b> Climb to 10,000' via MBE R-186 to D8.0, turn LEFT direct to MBE VOR and hold. Contact MATSUMOTO Radio. Missed approach climb gradient MIN 6.0%.					
Alt Set: IN (hPa on req)		Trans level: FL140	Trans alt: 14000'		
DME required.					



MBE DME	FAF	6.0	5.0	4.0	3.0	MAP
ALT (3.0° APCH Path)	4015'	3720'	3401'	3083'	2764'	



Gnd speed-Kts	70	90	100	120	140	160	SALS R PAPI <b>10,000'</b> via <b>R-186</b> MBE <b>117.6</b>
Descent Angle 3.0°	372	478	531	637	743	849	
MAP at D1.9							
Timing not authorized for defining the MAP.							

<b>1 STRAIGHT-IN LANDING RWY 18</b>			<b>1 CIRCLE-TO-LAND</b>		
MDA(H) <b>2550'</b> (418')			Not Authorized West of Rwy		
ALS out			MDA(H)		
A	CMV 900m		Max Kts		
B		CMV 1500m	90		<b>2700'</b> (543') -1600m
C	CMV 1000m		120		
		CMV 1800m	140		<b>2830'</b> (673') -2400m
D	NOT APPLICABLE		D		NOT APPLICABLE

**1** Minima with Missed Approach Climb Gradient of 2.5% are not established.

### Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**MATSUMOTO, (MATSUMOTO - RJAF)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJAF