

Matsuyama Airport

IATA/ICAO CODE: MYJ/RJOM
CITY: Matsuyama
COUNTRY: Japan

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name: Civil Aviation Bureau
Title:
Airport:
Address: Minamiyoshida - machi, Matsuyama, Ehime Pref.
Japan
Phone: +81 89 972 0319, 89 972 0393(AIS)
Fax: +81 89 973 1056, 89 974 8185(AIS)
Email:
Airport Web Site: www.matsuyama-airport.co.jp/index.shtml

ELEVATION: 13 ft

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold (m)	Glide Slope(deg)	Width(m)
14/32	2500	-	-	45

NOISE ABATEMENT PROCEDURES

Noise Abatement Operating Procedures

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

In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent

1. For take-off from RWY14 - Steepest Climb Procedure
2. For landing to RWY32 - Delayed Flap Approach Procedure and Reduced Flap Setting Procedure
3. Reverse thrust - none

See Preferential Runways for procedures.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

In principle, RWY32 for take-off and RWY14 for landing are preferentially to be used strictly. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

- 1. When a pilot- in-command determines that the use of other runway is necessary in consideration of safety of the aircraft operation.
- 2. When the condition of the specified runway is not suitable for landing or take-off.
- 3. When the tail wind component, including gusts, exceeds 5 knots.
- 4. When the cross wind component, including gusts, exceeds 15 knots.
- 5. When the possibility exists that orderly flow of traffic may be impeded.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented		Status
Sound Insulation (Residences and Public Buildings)	-	-	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-	
Avigation Easements	-	-	
Zoning Laws	-	-	
Real Estate/Property Disclosure Laws	-	-	
Acquire Land for Noise Compatibility to date	-	-	
Population within each noise contour level relative to aircraft operations	-	-	
Airport Noise Contour Overlay Maps	-	-	
Total Cost of Noise Mitigation Programs to Date	-	-	
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-	

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 jet powered aircraft operations are not allowed in Japan as of April 1, 2002.

CHAPTER 2 PHASEOUT

All Chapter 2 jet powered aircraft have been phase out in Japan as of April 1, 2002.

CHAPTER 3 RESTRICTIONS - [NONE](#)