GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: 2230-1230

Airport Information

RFF: CAT 9
PCN: RWY 10/28: 91/F/C/X/T
RWY 04/22: 14/F/C/Y/T
Customs: 2330-0800, other times O/R

Operation

TWY Restriction
TWY S width 18m / 59ft.

Wing-tip CLR at TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows.

When A306 HLDG at stop marking on TWY B4.

Wingspan (WS) of ACFT taxiing on TWY C5-C6	WS ≤52.2m	52.2m <WS ≤69.2m	WS >69.2m
Wing-tip CLR	Wing-tip CLR ≤15m	6.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <6.5m

Taxi/Parking
While taxiing with nosewheel on TWY CL clearance of edge of TWY and outer wing gear is less than 4.5m / 15ft:
B777-300 on following TWYs (judgmental steering necessary): B2-B4, P2

Warnings

ILS/LOC RWY 28 unusable beyond 14NM.

Boat occasionally cross APCH area. During time of boat passing RWY 10/28 TKOF/LDG is restricted:
- Expect 15min HLDG for RWY 28 TKOF/LDG and RWY 10 LDG.
- NOTAM will be issued each time with height of boat and period.

ARRIVAL

Speed

MAX IAS 250KT or MNM safe speed if greater, above 3000ft and at or below 10000ft.
MAX IAS 200KT or MM safe speed if greater at or below 3000ft.

Communication

COM Failure
If radio COM with Niigata APCH/Radar is lost for 30sec.
Contact Niigata TWR.
- If unable, proceed in accordance with VFR.
- If unable, proceed to Niigata VOR/DME at last assigned ALT or 4000ft whichever is higher and execute INSTR APCH.

PROCs other than above will be issued when situation required.

ARRIVAL

Arrival Procedure

Critical DME Gap for DME/DME/IRU Navigation on RNAV STARs

INAHO EAST RNAV
- RNAV DME GAP: INAHO - SHIUN

GOSEN EAST RNAV
- RNAV DME GAP: GOSEN - KYOGA

MAGNA EAST RNAV
- RNAV DME GAP: MAGNA - KYOGA

TERAD EAST RNAV
- RNAV DME GAP: TERAD - KYOGA

INAHO WEST RNAV
- RNAV DME GAP: INAHO - TOKKY

GOSEN WEST RNAV
- RNAV DME GAP: GOSEN - MOKBA

MAGNA WEST RNAV
- RNAV DME GAP: MAGNA - RYUTO

TERAD WEST RNAV
- RNAV DME GAP: TERAD - RYUTO

Noise Abatement Procedure

For LDG to RWY 28: Delayed Flap APCH PROC and reduced flap setting PROC

Non-standard GP intercept position on RWY 28

GP intercepts RWY 28 at *337m / 1107ft* after landing threshold.
Remaining LDG DIST beyond GP is *2162m / 7093ft.*

DEPARTURE

Take-off Minima

RWY		28	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		10	
All ACFT	ft - m/km	0 - 400V	-
RWY		04	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
D		Not applicable	-
RWY		22	
A, B, C	ft - m/km	c200 - 2.4V	-
D		Not applicable	-

DEPARTURE

Speed

MAX IAS 250KT or MNM safe speed if greater, above 3000ft and at or below 10000ft.
MAX IAS 200KT or MM safe speed if greater at or below 3000ft.

Departure Procedure

Critical DME for DME/DME/IRU navigation on RNAV SIDs

SASAGA RNAV

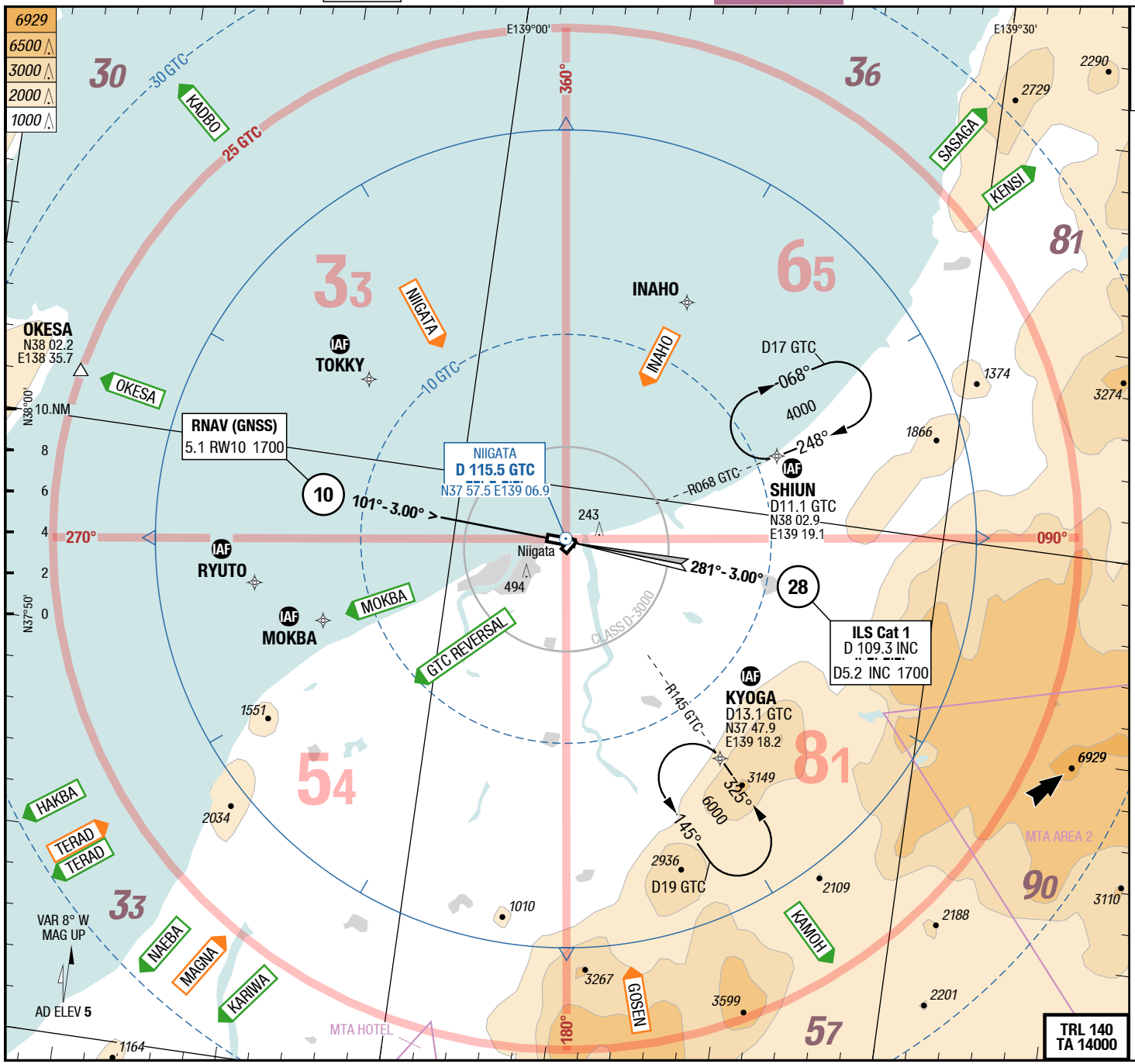
- RNAV Critical DME
  - RWY 10: **GTC:** 11NM to KENSI - 5NM to KENSI
    YTE: 11NM to KENSI - 5NM to KENSI
  - RWY 28: **GTC:** 5NM to TIGRA - 9NM to KENSI
    YTE: 5NM to TIGRA - 9NM to KENSI
- RNAV DME GAP
  - RWY 10: DER - 11NM to KENSI
    5NM to KENSI - KENSI
  - RWY 28: DER - 5NM to TIGRA
    9NM to KENSI - KENSI

MOKBA RNAV, KAMOH TR, KARIWA TR, TERAD TR

- RNAV Critical DME
  - KAMOH TR: **GTC: 3**NM to KAMOH - KAMOH
- RNAV DME GAP
  - RWY 10: DER - MOKBA
  - RWY 28: DER - MOKBA
  - KAMOH TR: MOKBA - 3NM to KAMOH
  - KARIWA TR: MOKBA - 3NM to NAEBA
  - TERAD TR: MOKBA - TERAD

Noise Abatement Procedure

TKOF RWY 10:
All ACFT above 7t / 15432lbs follow extended RWY CL until D2 GTD except safety reasons.



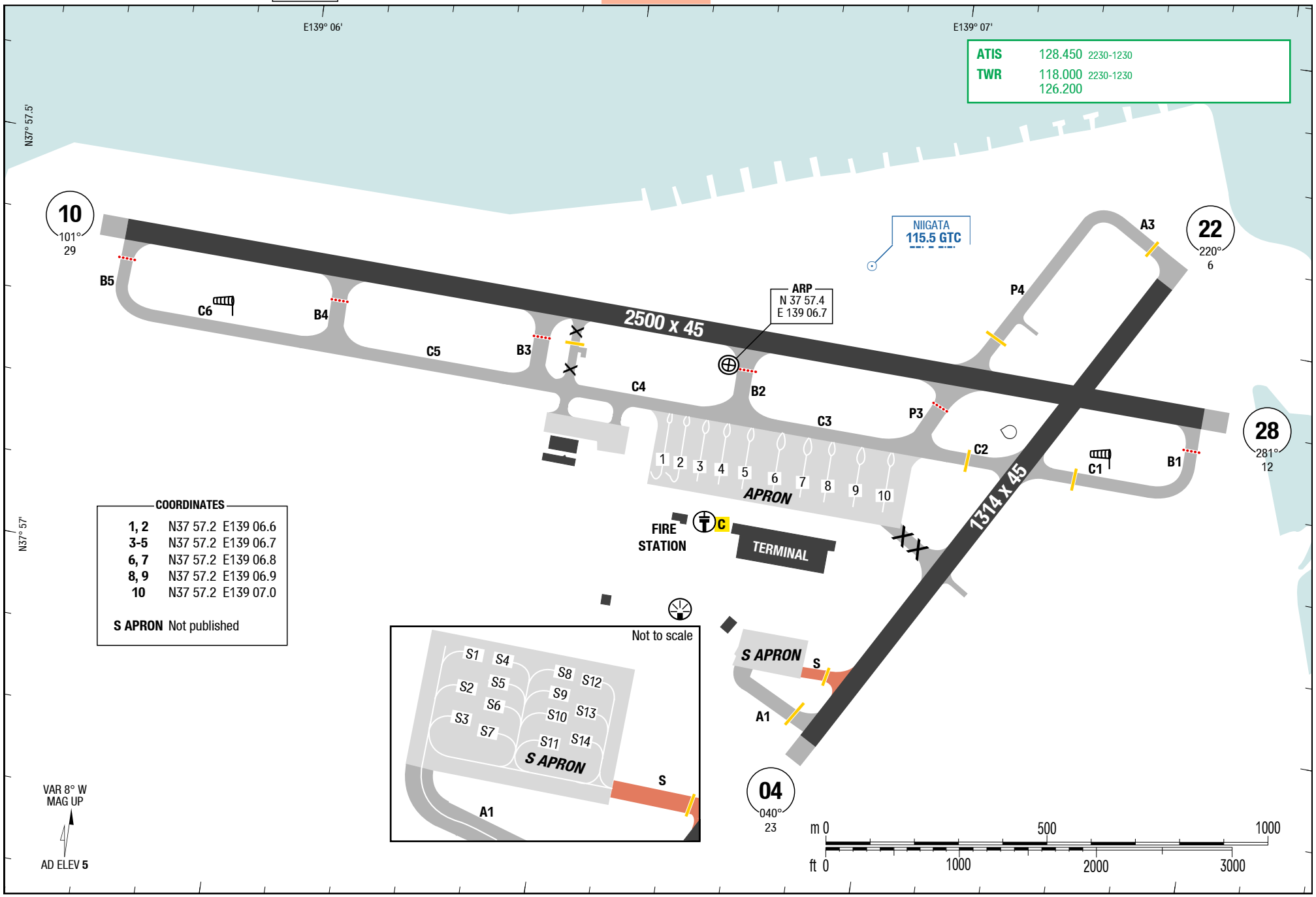
ATIS	128.450	2230-1230	
APP/RAD	121.400	2230-1230	
DEP	119.050	2230-1230	
TWR	118.000	2230-1230	126.200

Landing RWY system:

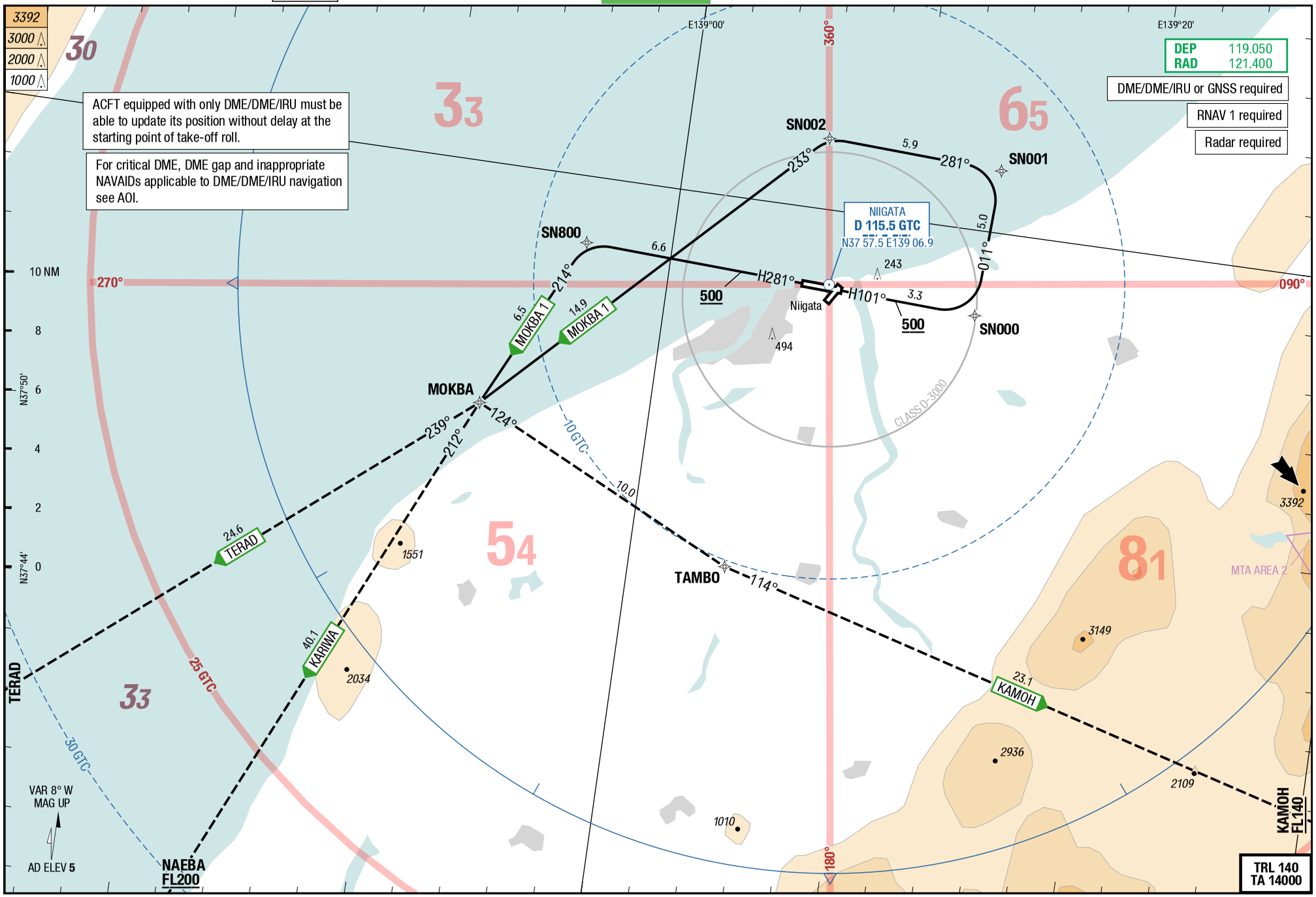
10: 3.0° — 60 H / 30 H — 2500 x 45 — 420 — H-S — **29** / 1hPa — TDZ -0.6% — -0.2%

28: 60 H / 30 H — 45 x 2500 — 3.0° — 600 — +0.2% — TDZ -0.2% — **12** / 0hPa — H-P1F

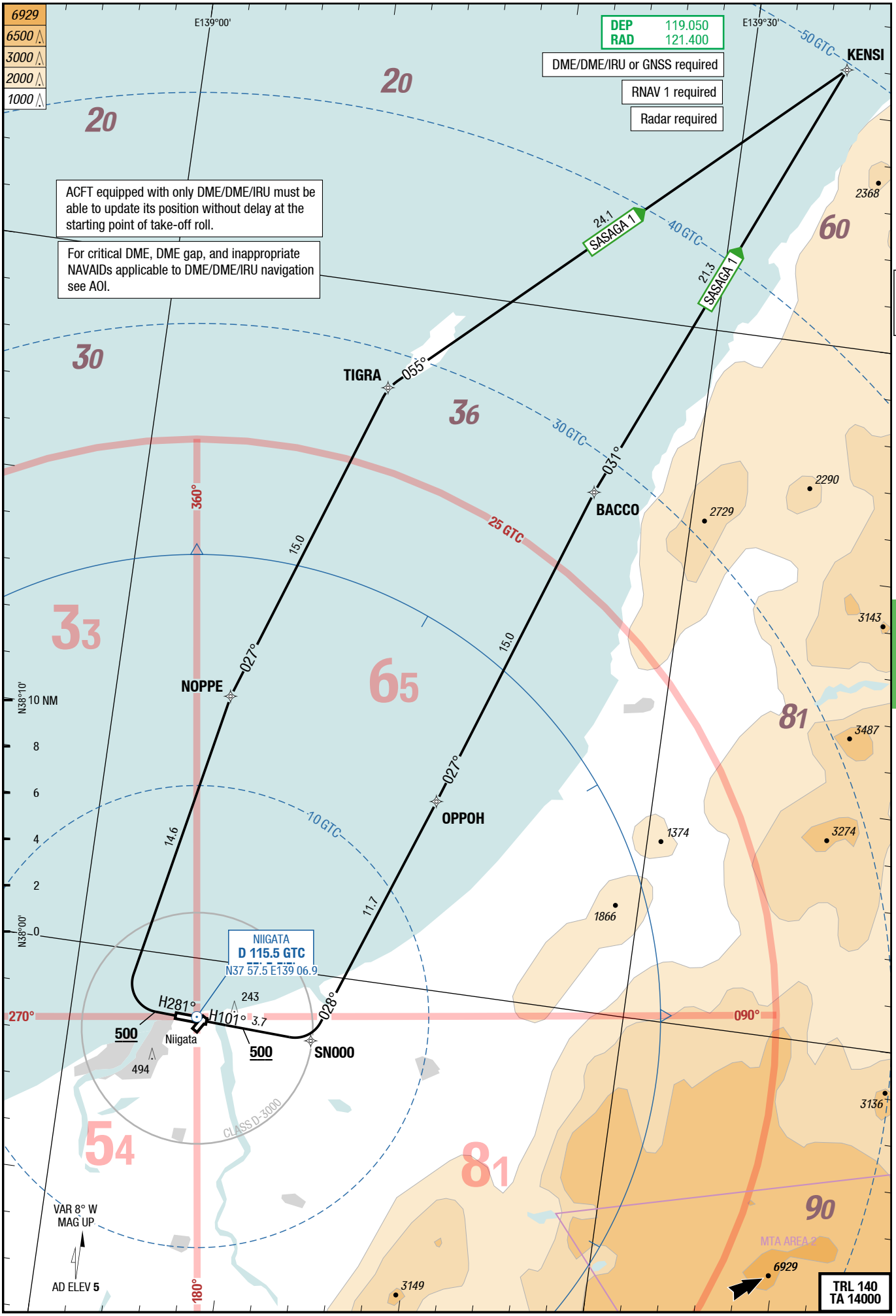
Changes: Nil

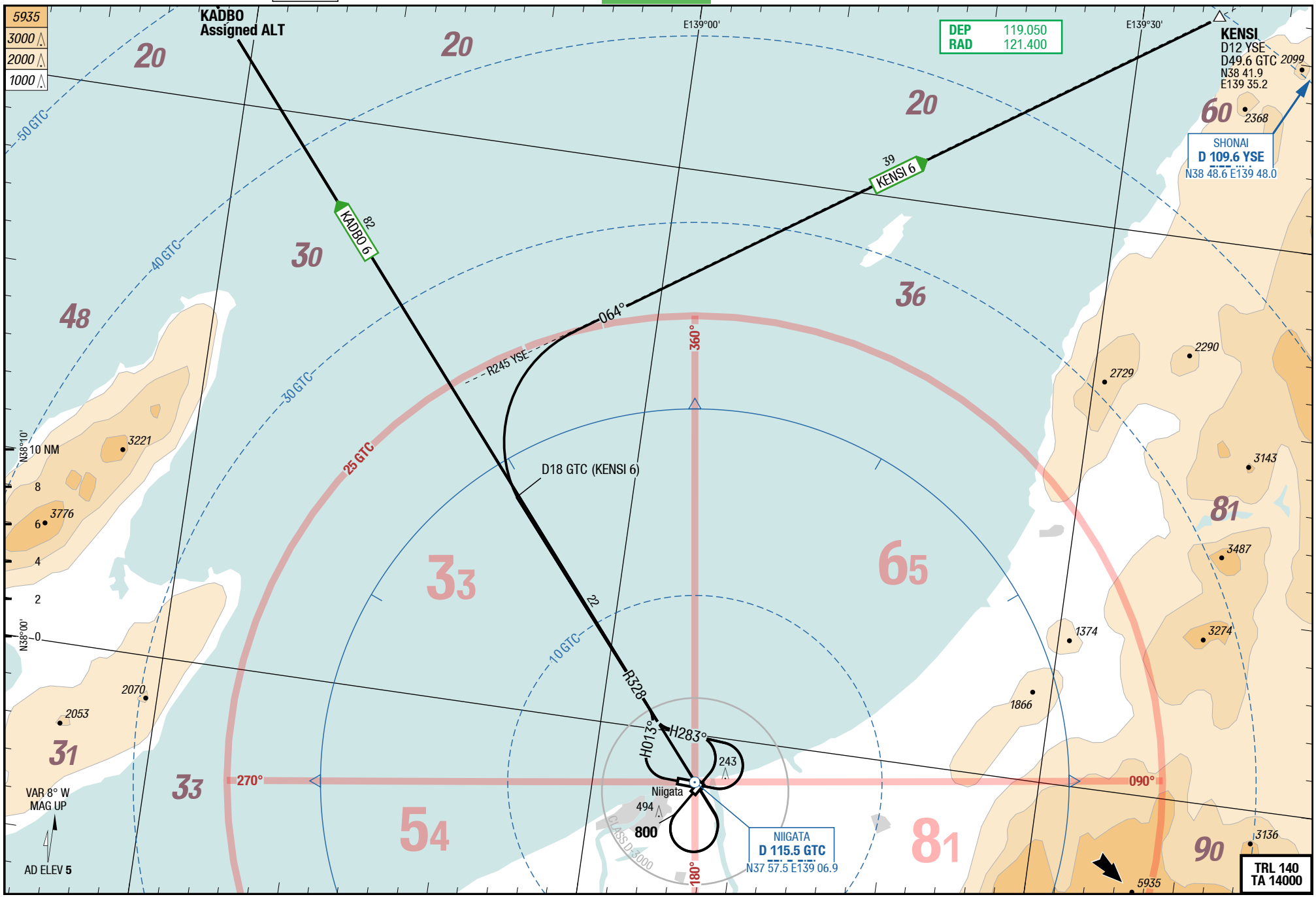


Changes: APN, TWY A1, Parking Stands S1-S14

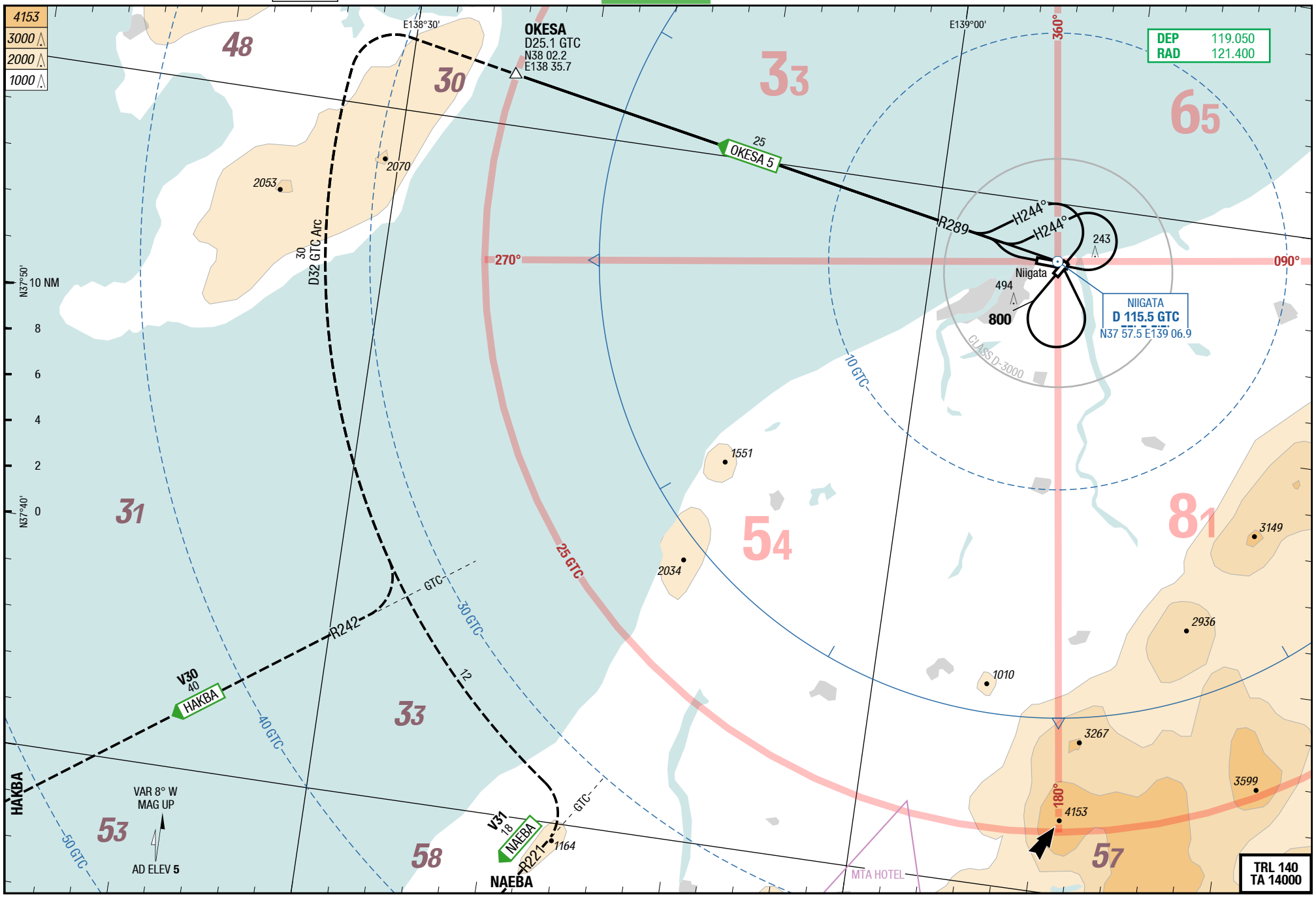

3392
3000
2000
1000
ACFT equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
For critical DME, DME gap and inappropriate NAVAIDs applicable to DME/DME/IRU navigation see AOI.
DEP 119.050
RAD 121.400
DME/DME/IRU or GNSS required
RNAV 1 required
Radar required
E139°00'
E139°20'
360°
180°
270°
090°
10 NM
N37°50'
N37°44'
SN002
SN001
SN800
SN000
NIIGATA
D 115.5 GTC
N37 57.5 E139 06.9
Niigata
MOKBA
TAMBO
TERAD
KARIWA
KAMOH
NAEBA
FL200
KAMOH
FL140
MOKBA 1
MOKBA 1
5.9
281°
233°
5.0
011°
6.6
214°
H281°
H101°
3.3
6.5
14.9
239°
212°
124°
114°
10.0
24.6
40.1
23.1
500
500
243
494
1551
2034
3149
2936
2109
1010
3392
10 GTC
25 GTC
30 GTC
CLASS D-3000
MTA AREA 2
VAR 8° W
MAG UP
AD ELEV 5
TRL 140
TA 14000
© Lido 2015

Changes: new

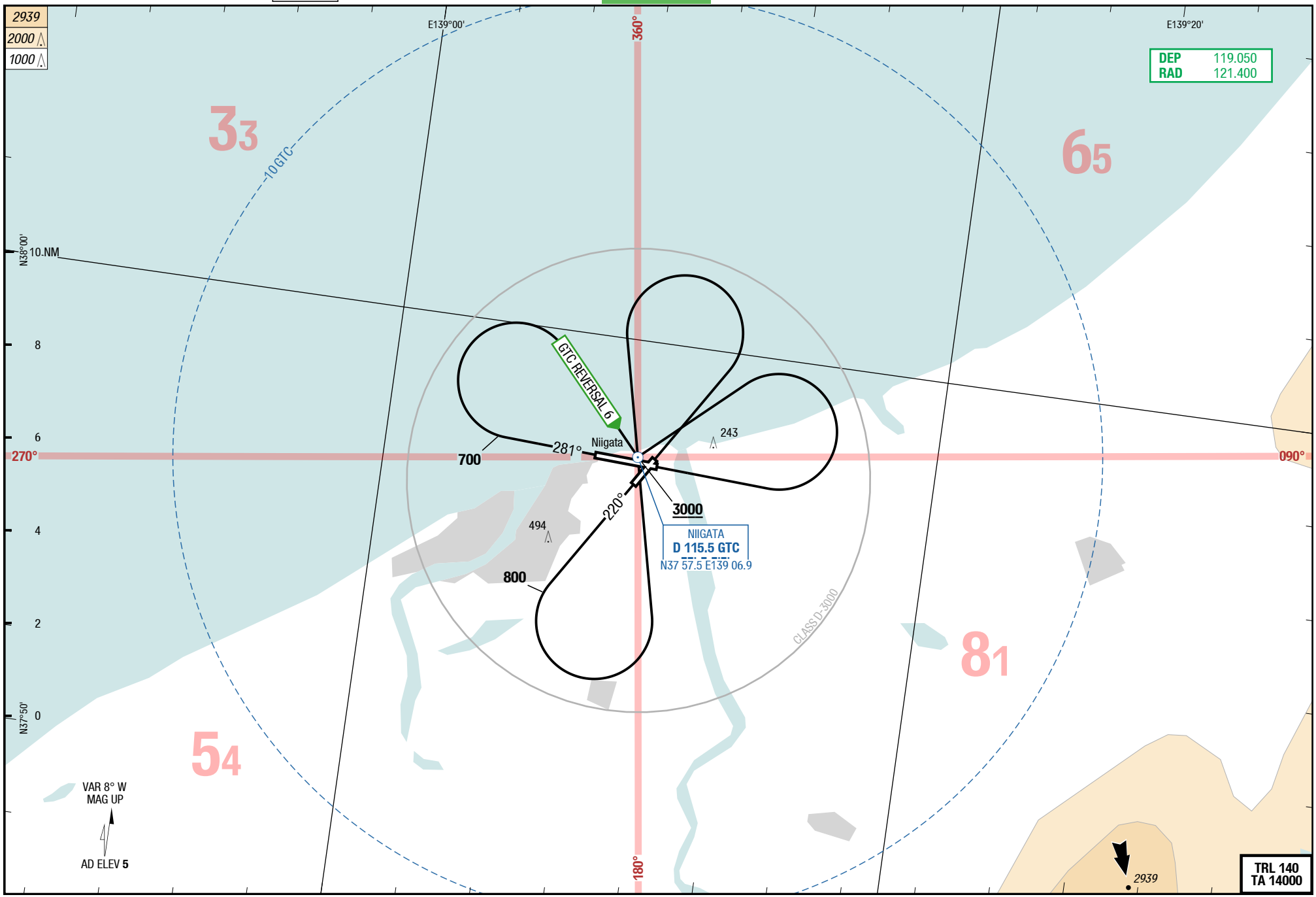

6929
6500
3000
2000
1000
E139°00'
E139°30'
DEP 119.050
RAD 121.400
DME/DME/IRU or GNSS required
RNAV 1 required
Radar required
ACFT equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
For critical DME, DME gap, and inappropriate NAVAIDs applicable to DME/DME/IRU navigation see AOI.
KENSI
50 GTC
40 GTC
30 GTC
25 GTC
10 GTC
24.1
SASAGA 1
21.3
SASAGA 1
TIGRA
055°
BACCO
031°
NOPPE
027°
OPPOH
027°
028°
SN000
15.0
15.0
14.6
11.7
360°
180°
270°
090°
N38°10'
N38°00'
10 NM
8
6
4
2
0
NIIGATA
D 115.5 GTC
N37 57.5 E139 06.9
H281°
H101°
243
3.7
500
500
Niigata
494
CLASS D-3000
VAR 8° W
MAG UP
AD ELEV 5
MTA AREA 2
TRL 140
TA 14000
2368
2290
2729
3143
3487
1374
3274
1866
3136
3149
6929
20
20
30
36
60
33
65
81
54
81
90



Changes: Page Number, OBST



Changes: Track, Page Number, OBST



Changes: chart layout, Page Number, OBST

MOKBA 1
RWYs 10 (101°) / 28 (281°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
MOKBA 1 5.0% to 500 **119.050** ①	HDG 101° - at MNM **500** direct SN000 - SN001 - SN002 - MOKBA **FMS** [A500+] - SN000 - SN001 - SN002 - MOKBA	
	TRANSITION	
	KAMOH MOKBA - TAMBO - KAMOH	KAMOH MNM **FL140**
	KARIWA MOKBA - NAEBA	NAEBA MNM **FL200**
	TERAD MOKBA - TERAD	
	Runway 28	
MOKBA 1 **119.050**	HDG 281° - at MNM **500** direct SN800 - MOKBA **FMS** [A500+] - SN800 - MOKBA	
	TRANSITION	
	KAMOH MOKBA - TAMBO - KAMOH	KAMOH MNM **FL140**
	KARIWA MOKBA - NAEBA	NAEBA MNM **FL200**
	TERAD MOKBA - TERAD	

① OBST ALT 197ft located at 0.9NM 115° from end of RWY 10.

Changes: New

SASAGA 1

RWYs 10 (101°) / 28 (281°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
SASAGA 1 5.0% to 500 **119.050** ①	HDG 101° - at MNM **500** direct SN000 - OPPOH - BACCO - KENSI **FMS** [A500+] - SN000 - OPPOH - BACCO - KENSI	
	Runway 28	
SASAGA 1 **119.050**	HDG 281° - at MNM **500 RT** to NOPPE - TIGRA - KENSI **FMS** [A500+ ;R] -NOPPE - TIGRA - KENSI	

① OBST ALT 197ft located 0.9NM 115° from end of RWY 10.

Changes: New

KADBO 6 / KENSI 6

RWYs 04 (040°) / 10 (101°) / 22 (220°) / 28 (281°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
KADBO 6 **119.050**	**LT** HDG 283° - intercept R328 **GTC** to KADBO	KADBO at assigned **ALT**
KENSI 6 **119.050**	**LT** HDG 283° - intercept R328 **GTC** - at D18 **GTC RT** intercept R244 **YSE** inbound to KENSI	
	Runway 10	
KADBO 6 **119.050**	**LT** HDG 283° - intercept R328 **GTC** to KADBO	KADBO at assigned **ALT**
KENSI 6 **119.050**	**LT** HDG 283° - intercept R328 **GTC** - at D18 **GTC RT** intercept R244 **YSE** inbound to KENSI	
	Runway 22	
KADBO 6 **119.050**	at **800 LT** intercept R328 **GTC** to KADBO	KADBO at assigned **ALT**
KENSI 6 **119.050**	at **800 LT** intercept R328 **GTC** - at D18 **GTC RT** intercept R244 **YSE** inbound to KENSI	
	Runway 28	
KADBO 6 **119.050**	**RT** HDG 013° - intercept R328 **GTC** to KADBO	KADBO at assigned **ALT**
KENSI 6 **119.050**	**RT** HDG 013° - intercept R328 **GTC** - at D18 **GTC RT** intercept R244 **YSE** inbound to KENSI	

OKESA 5

RWYs 04 (040°) / 10 (101°) / 22 (220°) / 28 (281°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
OKESA 5 **119.050**	**LT** HDG 244° - intercept R289 **GTC** to OKESA	
	TRANSITION	
	HAKBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R242 **GTC** to HAKBA	
	NAEBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R221 **GTC** to NAEBA	
	Runway 10	
OKESA 5 **119.050**	**LT** HDG 244° - intercept R289 **GTC** to OKESA	
	TRANSITION	
	HAKBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R242 **GTC** to HAKBA	
	NAEBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R221 **GTC** to NAEBA	
	Runway 22	
OKESA 5 **119.050**	at **800 LT** intercept R289 **GTC** to OKESA	
	TRANSITION	
	HAKBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R242 **GTC** to HAKBA	
	NAEBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R221 **GTC** to NAEBA	
	Runway 28	
OKESA 5 **119.050**	**RT** intercept R289 **GTC** to OKESA	
	TRANSITION	
	HAKBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R242 **GTC** to HAKBA	
	NAEBA OKESA - **LT** intercept D32 **GTC** Arc - **RT** intercept R221 **GTC** to NAEBA	

KIJ-RJSN

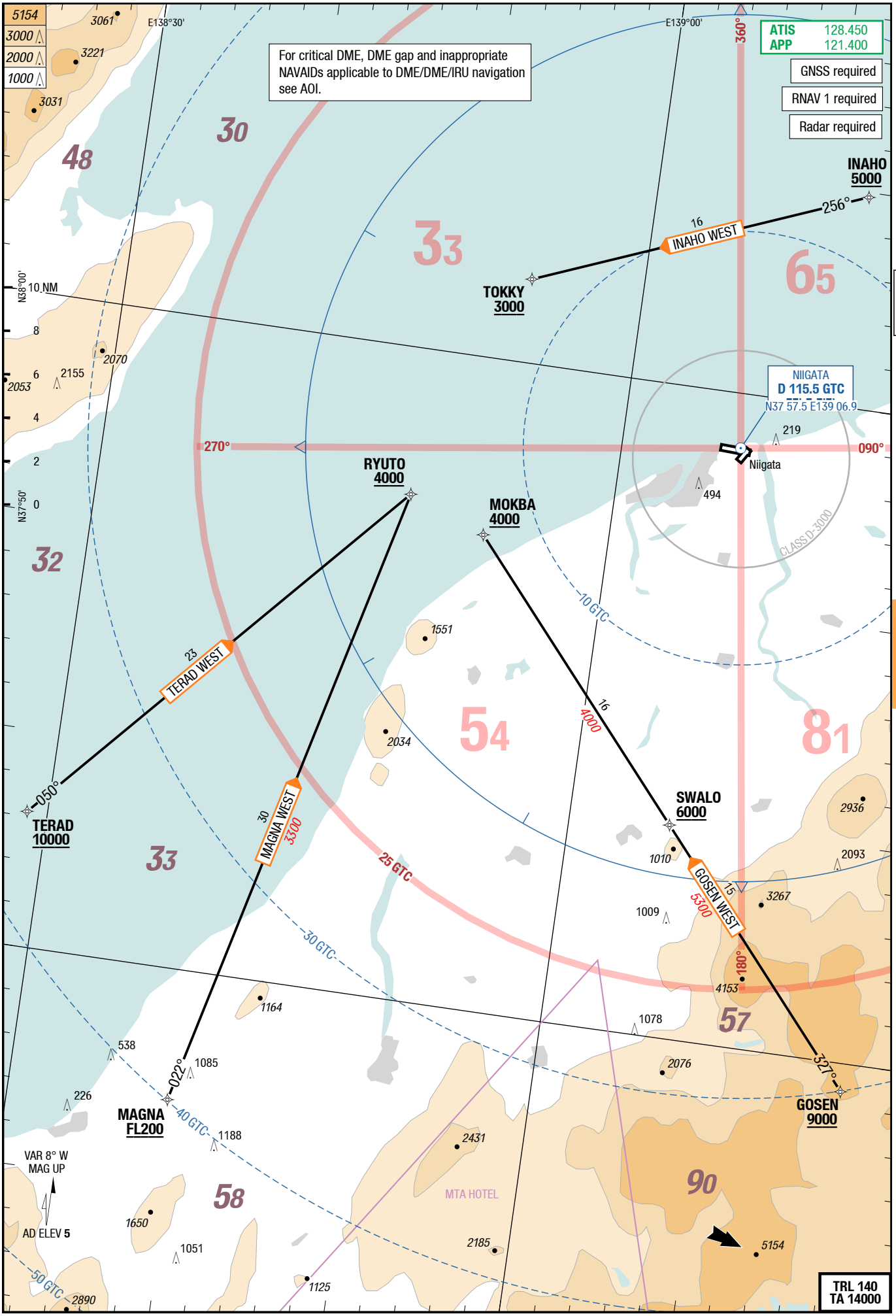
SID NIIGATA REVERSAL 6

NIIGATA REVERSAL 6

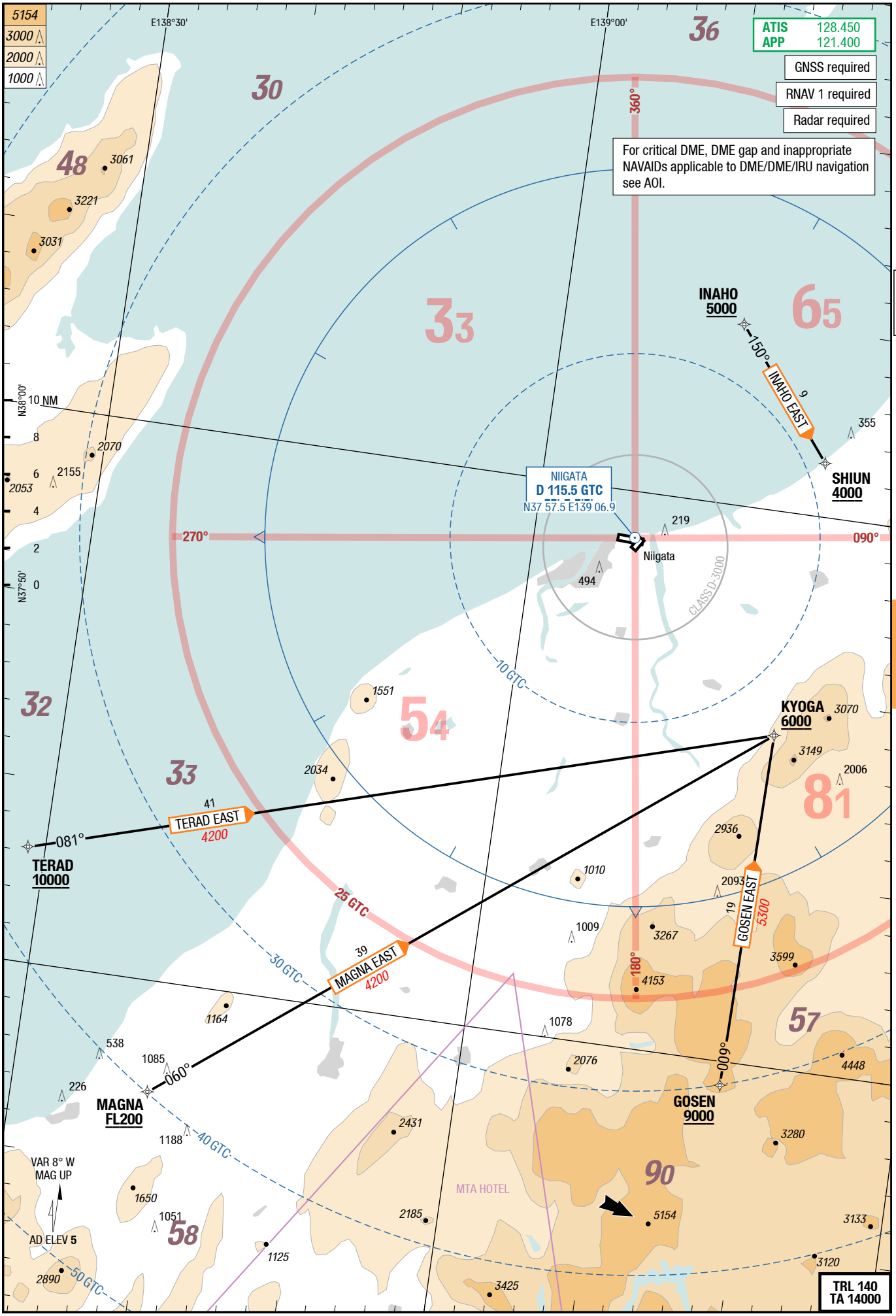
RWYs 04 (040°) / 10 (101°) / 22 (220°) / 28 (281°)

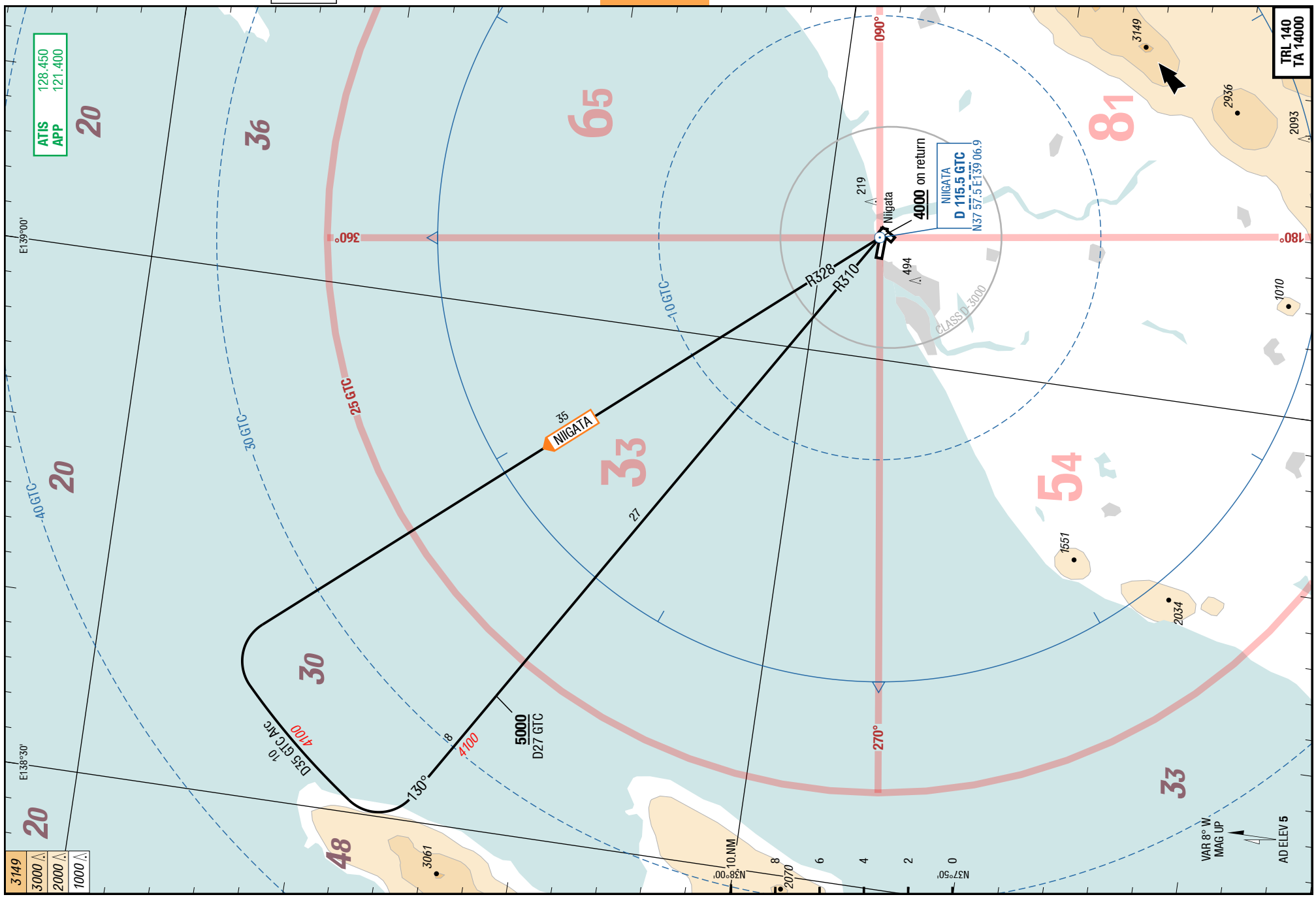
DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
NIIGATA REVERSAL 6 **119.050**	**LT** direct **GTC**	**GTC** MNM **3000**
	Runway 10	
NIIGATA REVERSAL 6 **119.050**	**LT** direct **GTC**	**GTC** MNM **3000**
	Runway 22	
NIIGATA REVERSAL 6 **119.050**	at **800 LT** direct **GTC**	**GTC** MNM **3000**
	Runway 28	
NIIGATA REVERSAL 6 **119.050**	at **700 RT** direct **GTC**	**GTC** MNM **3000**

Changes: Note, OBST

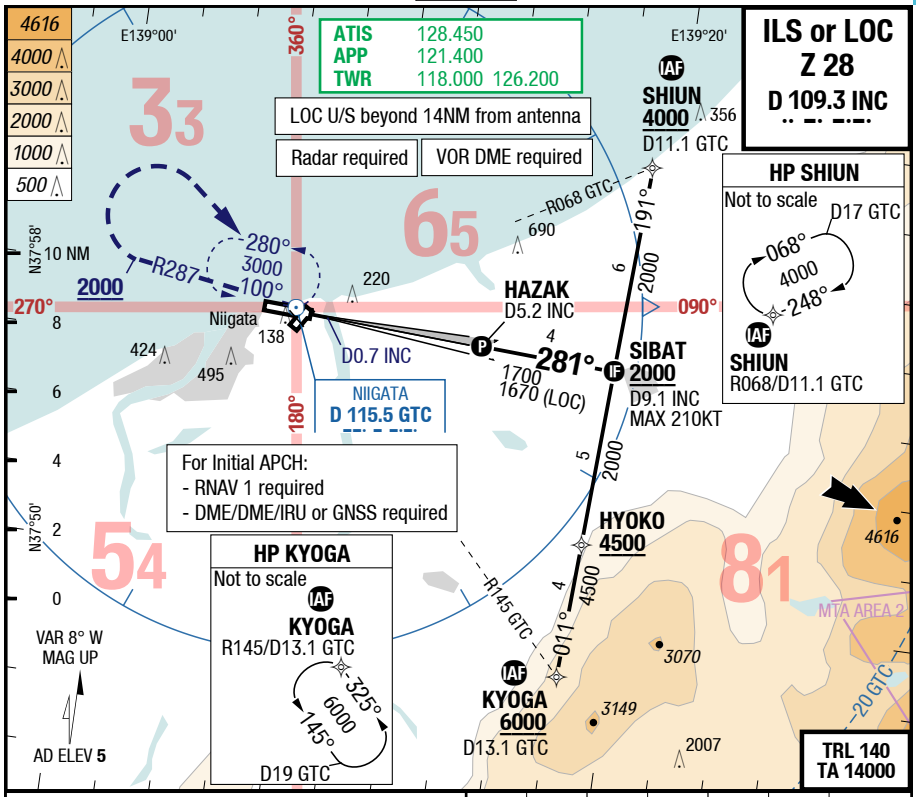


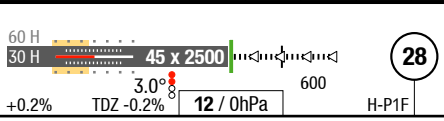
Changes: Note, OBST



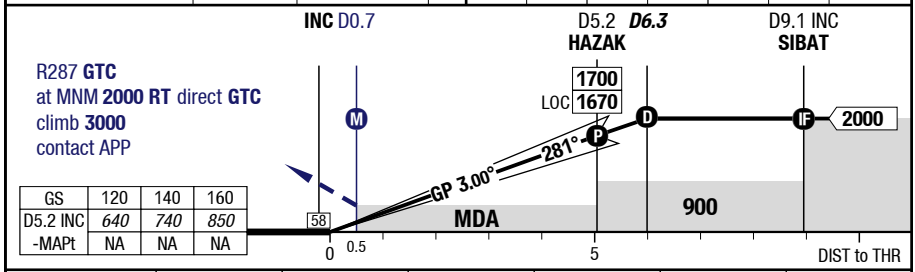


Changes: OBST





2	3	4	5	6	6.3	LOC 3.00° D INC
640	950	1270	1590	1910	2000	



GS	120	140	160
D5.2 INC	640	740	850
-MAPt	NA	NA	NA

28		Cat 1 DME GA 3.0% 1)	Cat 1 DME TDZL+/RCLL U/S GA 3.0% 1)	LOC DME GA 3.0%			Circling TERPS
C	ft - m/km ft	200 - 750 **220**	200 - 750 **220**	460 - 1.7 **470**			790 - 2.4V **790**
D	ft - m/km ft	200 - 750 **220**	200 - 750 **220**	460 - 1.8 **470**			790 - 3.6V **790**

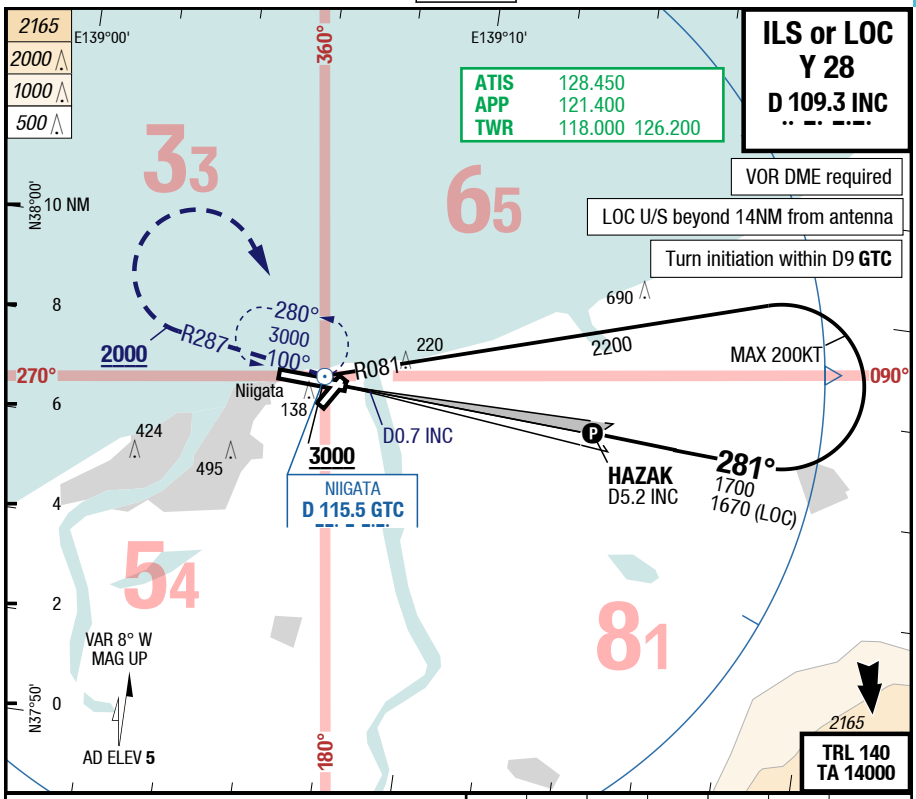
1) With EVS 550m

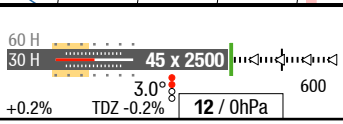
Changes: ALT, FREQ, OBST, MISAP text

KIJ-RJSN

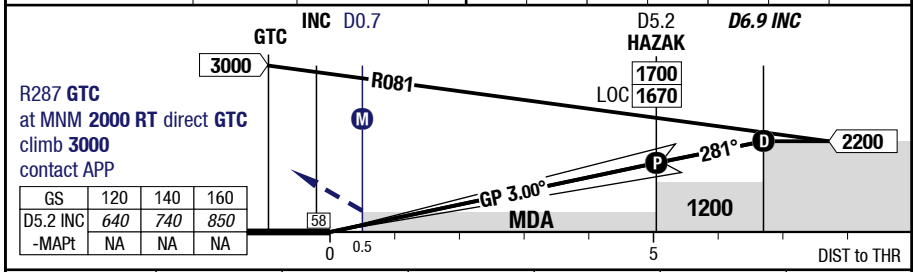
7-20

ILS or LOC Y 28





2	3	4	5	6	6.9	LOC 3.00° D INC
640	960	1270	1590	1910	2200	



GS	120	140	160
D5.2 INC	640	740	850
-MAPt	NA	NA	NA

28		Cat 1 DME GA 3.0% 1)	Cat 1 DME TDZL+/RCLL U/S GA 3.0% 1)	LOC DME GA 3.0%			Circling TERPS
C	ft - m/km ft	200 - 750 **220**	200 - 750 **220**	460 - 1.7 **470**			790 - 2.4V **790**
D	ft - m/km ft	200 - 750 **220**	200 - 750 **220**	460 - 1.8 **470**			790 - 3.6V **790**

1) With EVS 550m

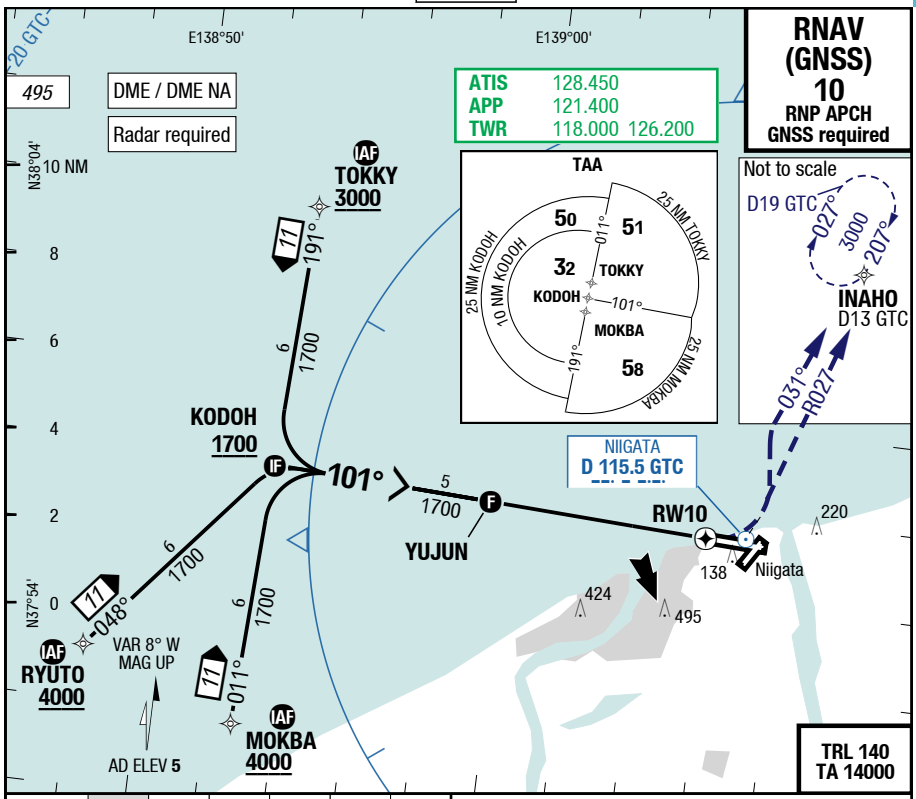
Changes: ALT, FREQ, OBST, MISAP text

22-MAR-2018

KIJ-RJSN

7-30

RNAV (GNSS) 10

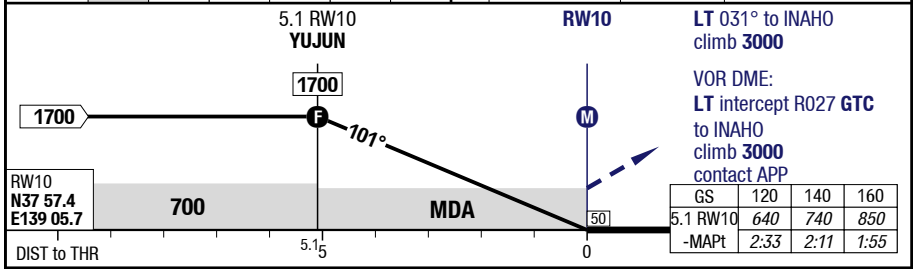


3.00° RW10		5.1	5	4	3	2
		1700	*1680*	*1360*	*1040*	*720*

10 H-S

3.0° 60 H 2500 x 45 30 H 420

29 / 1hPa TDZ -0.6% -0.2%



LT 031° to INAHO
climb **3000**

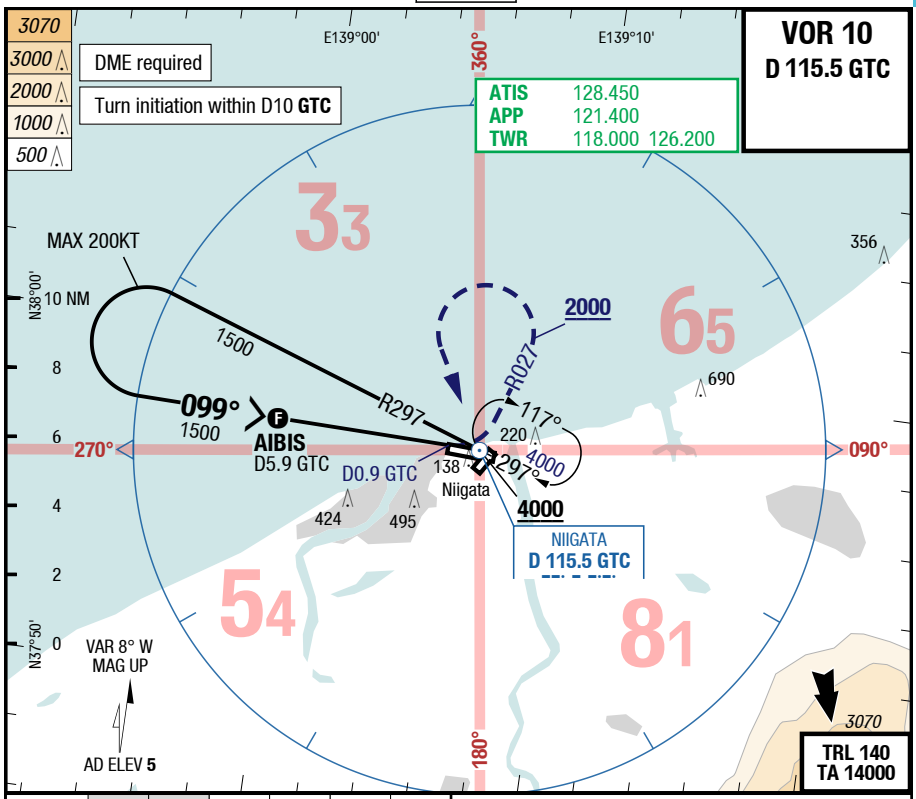
VOR DME:
LT intercept R027 **GTC**
to INAHO
climb **3000**
contact APP

GS	120	140	160
5.1 RW10	*640*	*740*	*850*
-MAPt	*2:33*	*2:11*	*1:55*

10		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling TERPS
C	ft - m/km ft	560 - 2.1 **580**	560 - 2.1 **580**				790 - 2.4V **790**
D	ft - m/km ft	560 - 2.1 **580**	560 - 2.1 **580**				790 - 3.6V **790**

1) Uncompensated BARO VNAV NA below -10°C (14°F)
2) With EVS 1.4km

Changes: FREQ, ALT, OBST, Note, MISAP text



3.00°			5.4	5	4	3
D GTC						
099°			1500	*1370*	*1060*	*740*
RWY 101°						

10

3.0°

60 H

2500 x 45

30 H

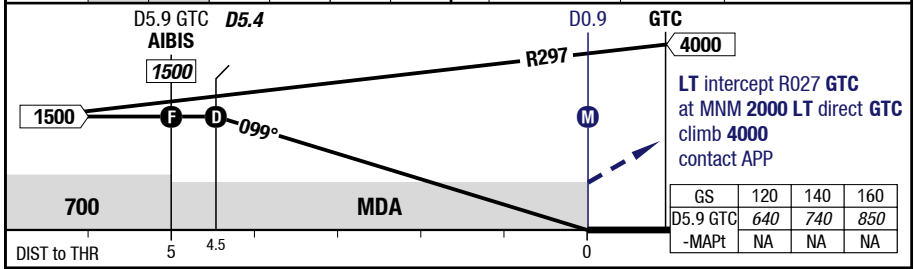
420

H-S

29 / 1hPa

TDZ -0.6%

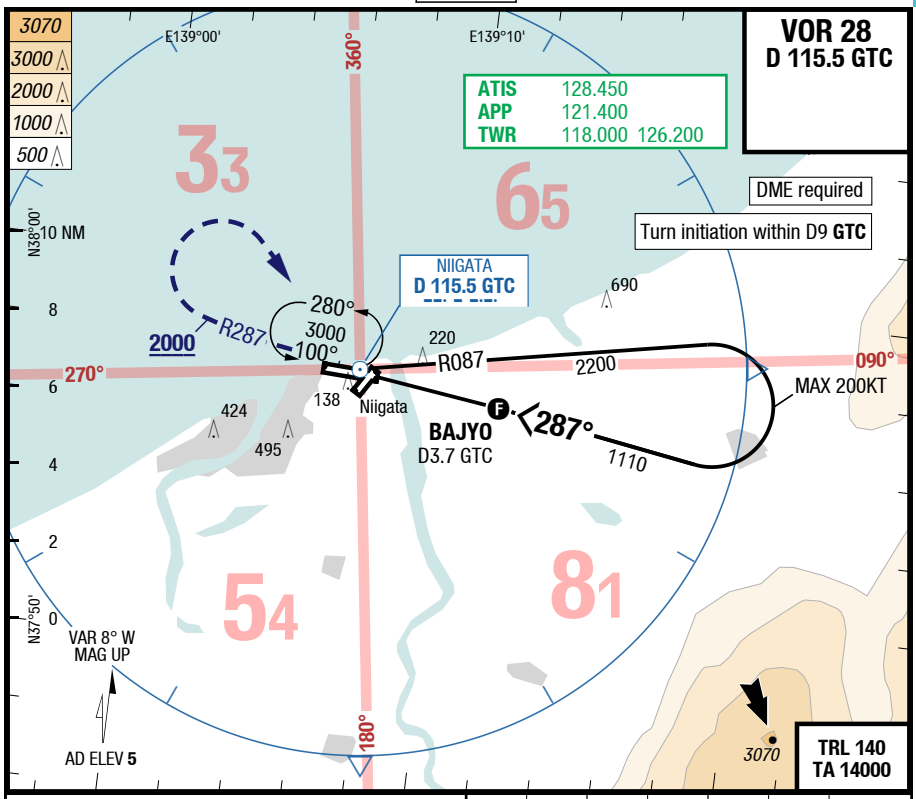
-0.2%

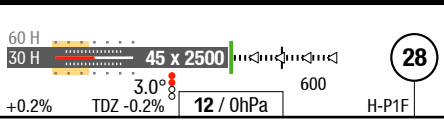


GS	120	140	160
D5.9 GTC	*640*	*740*	*850*
-MAPt	NA	NA	NA

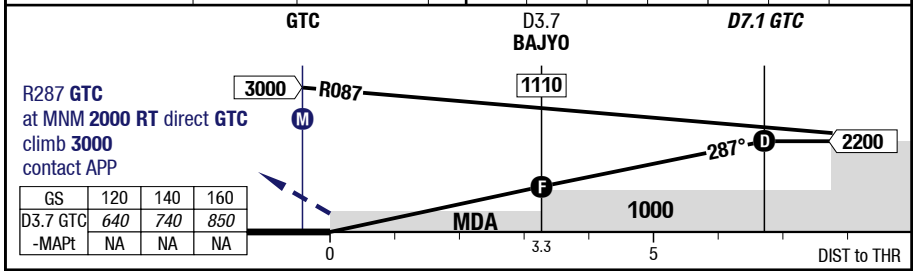
10		VOR DME					Circling TERPS
C	ft - m/km ft	610 - 2.4 **630**					790 - 2.4V **790**
D	ft - m/km ft	610 - 2.4 **630**					790 - 3.6V **790**

Changes: Completely revised





2	3	4	5	6	7.1	3.00°
570	890	1210	1530	1840	2200	D GTC 287° RWY 281°



GS	120	140	160
D3.7 GTC	*640*	*740*	*850*
-MAPt	NA	NA	NA

28		**VOR DME**					**Circling TERPS**
C	ft - m/km ft	440 - 1.6 **450**					790 - 2.4V **790**
D	ft - m/km ft	440 - 1.6 **450**					790 - 3.6V **790**

Changes: ALT, FREQ, OBST, MISAP text

31-DEC-2015

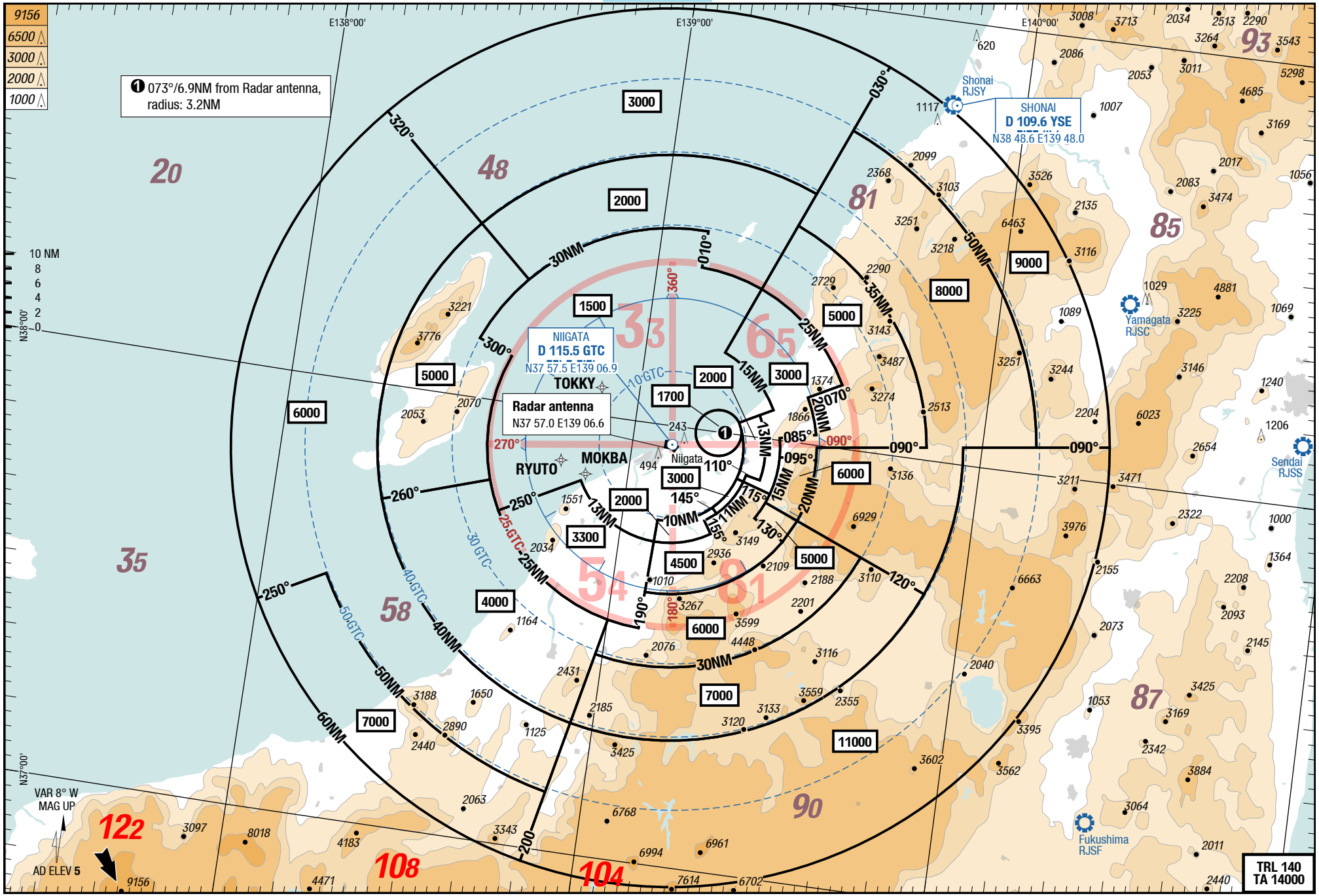
KIJ-RJSN

8-10

Japan **Niigata**
NIL
MRC

MRC MRC

Niigata Japan
NIL
MRC



Changes: OBST