

## AD 2 AERODROMES

## RJSN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJSN - NIIGATA

## RJSN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD   | 375721N 1390642E<br>270° / 1.1km FM RWY 28 THR   |
| 2 | Direction and distance from (city)   | 6.7km NE of Niigata Railway Station  |
| 3 | Elevation/ Reference temperature   | 4.6ft / 31°C (2004-2008)   |
| 4 | Geoid undulation at AD ELEV PSN  | Nil  |
| 5 | MAG VAR/ Annual change   | 8°W (2008) / 0.3' W  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Niigata Airport Office (Civil Aviation Bureau)<br>2350-4, Matsuhama-cho, Higashi-ku, Niigata-shi, Niigata Pref, Japan.<br>AFS : RJSNYFYX<br>Tel : 025(273)4567, 025(271)9711 (OPS) |
| 7 | Types of traffic permitted(IFR/ VFR)   | IFR/VFR  |
| 8 | Remarks  | Nil  |

## RJSN AD 2.3 OPERATIONAL HOURS

|    |                           |  |
|----|---------------------------|--|
| 1  | AD Administration         | 2230 - 1230  |
| 2  | Customs and immigration   | Customs: 2330-0815<br>Immigration: 2330-0715   |
| 3  | Health and sanitation     | Quarantine(human): 2330-0815<br>Quarantine(animal): 2330-0800<br>Quarantine(plant): INTL SKED FLT hours only |
| 4  | AIS Briefing Office       | 2230 - 1230  |
| 5  | ATS Reporting Office(ARO) | Nil  |
| 6  | MET Briefing Office       | H24 (TOKYO)  |
| 7  | ATS                       | 2230 - 1230  |
| 8  | Fuelling                  | 2230 - 1230  |
| 9  | Handling                  | 2230 - 1230  |
| 10 | Security                  | 2230 - 1230  |
| 11 | De-icing                  | Nil  |
| 12 | Remarks                   | Nil  |

**RJSN AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |   |
|---|---|---|
| 1 | Cargo-handling facilities               | All the modern institutions that deal with the weight thing to Airbus 330                                   |
| 2 | Fuel/ oil types                         | Fuel Grades : JET A-1, AVGAS 100LL<br>Oil grades : 20W50, 15W50, W100                                       |
| 3 | Fuelling facilities/ capacity           | Fuel truck / Not limited  |
| 4 | De-icing facilities                     | Nil   |
| 5 | Hangar space for visiting aircraft      | Nil   |
| 6 | Repair facilities for visiting aircraft | Nil   |
| 7 | Remarks                                 | The prior permission of Oil company is required to foreign aircraft for refueling. (Except schedule Flight) |

**RJSN AD 2.5 PASSENGER FACILITIES**

|   |                      |   |
|---|----------------------|---|
| 1 | Hotels               | Hotels in Niigata city                            |
| 2 | Restaurants          | Available (2200 - 1000)                           |
| 3 | Transportation       | Busses and Taxis                                  |
| 4 | Medical facilities   | Hospitals in Niigata city (4km from Airport)      |
| 5 | Bank and Post Office | Bank :At Airport<br>Post Office :1km S of Airport |
| 6 | Tourist Office       | Nil   |
| 7 | Remarks              | Nil   |

**RJSN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |   |
|---|---|---|
| 1 | AD category for fire fighting               | CAT 9   |
| 2 | Rescue equipment                            | Chemical fire fighting truck x 3<br>Water-supply truck x 1, Lighting power supply truck x 1,<br>Emergency medical equipments conveyance truck x 1 |
| 3 | Capability for removal of disabled aircraft | Nil   |
| 4 | Remarks                                     | Nil   |

**RJSN AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |  |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow Removal Equipments :<br>Rotary x 2, Snow plows x 6, Snow sweeper x 4, Road sweeper X 1  |
| 2 | Clearance priorities        | 1.RWY 10/28 , TWY C1-C6,B1,B5 SPOT NR4-8<br>2.TWY P3,B2-B4 SPOT NR1-3,NR9,NR10 S-Apron, S-TWY ,<br>RWY 04/22(FM S-TWY TO C-TWY)  |
| 3 | Remarks                     | Seasonal availability : All seasons<br>In the case of deposits(snow, slush and ice) on the movement areas, report will be issued as NOTAM(domestic distribution only) at least once a day. |

## RJSN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | Surface : Asphalt Concrete and Concrete, semi-flexible pavement<br>Strength :<br>SPOT 1-10: PCN 74/R/C/X/T<br>S Apron : AUW 11t  |
| 2 | Taxiway width, surface and strength | Surface : Asphalt concrete and concrete<br>Strength :<br>A1, A3 and P4 : PCN 14/F/C/Y/T<br>B1- B5,C1, C2 , C4 - C6 and P3 : PCN 91/F/C/X/T<br>C3 : PCN 74/R/C/X/T<br>S : AUW 11t<br>Width :<br>B1 and B5 : 29m<br>B2 - B4 and P3 : 30m<br>A1, A3, C1-C6 and P4 : 23m<br>S : 18m                            |
| 3 | ACL and elevation                   | Location : Not available<br>Elevation : Not available  |
| 4 | VOR checkpoints                     | Not available  |
| 5 | INS checkpoints                     | Spot NR<br>1: 375711.53N 1390636.75E<br>2: 375711.93N 1390638.19E<br>3: 375710.93N 1390640.71E<br>4: 375710.86N 1390642.55E<br>5: 375710.82N 1390644.71E<br>6: 375710.78N 1390647.37E<br>7: 375710.68N 1390650.23E<br>8: 375710.51N 1390652.89E<br>9: 375710.48N 1390655.65E<br>10: 375710.27N 1390658.41E |
| 6 | Remarks                             | Nil  |

**RJSN 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 | Aircraft stand identification signs:Spot NR 5-8<br>Aircraft stand taxi lane:C1, C2, B1-B5, P3<br>Visual docking guidance system: Nil  |
| 2 | RWY and TWY markings and LGT   | <p>RWY:10/28<br/>(Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe<br/>(LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY28), WBAR(RWY28)</p> <p>RWY:04/22<br/>(Marking) RWY designation, RWY CL, RWY middle point, Aiming point(RWY04), TDZ<br/>(LGT) REDL, RTHL, RENL</p> <p>TWY: B1-B5 and P3<br/>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction<br/>(LGT) TWY edge LGT, TWY CL LGT, Stop bar LGT, RWY guard LGT, Taxiing guidance sign</p> <p>TWY: C1, C2<br/>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction<br/>(LGT) TWY edge LGT, TWY CL LGT, RWY guard LGT, Taxiing guidance sign</p> <p>TWY: C3-C6<br/>(Marking)TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction<br/>(LGT) TWY edge LGT, TWY CL LGT</p> <p>TWY: S<br/>(Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction<br/>(LGT) TWY edge LGT</p> <p>TWY:A1, A3, P4<br/>(Marking) TWY CL, RWY HLDG PSN, Mandatory instruction<br/>(LGT) Nil</p> |
| 3 | Stop bars  | <p>Stop bar system:TWY B1-B5 and P3<br/>Stop bar LGT operations are as follows,</p> <p>(1)Stop bar lights are installed at each taxi holding position associated with RWY 10/28.</p> <p>(2)Stop bar lights will be operated when the visibility or the lowest RVR of runway 10/28 is at or less than 600m.</p> <p>(3)Stop bar lights on taxiway B1 and B5 are controlled individually by ATC.</p> <p>(4)Stop bar lights on taxiways B2 through B4 and P3 are not controlled individually by ATC.</p> <p>(5)During the period Stop bar lights operated. taxiways B2 through B4 and P3 are not available for departure aircraft.</p>  |
| 4 | Remarks  | <p>(Marking) Overrun area<br/>(LGT) Apron flood LGT</p>   |



RJSN AD 2.10 AERODROME OBSTACLES

In approach / TKOF Areas

| RWY/Area affected  | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|--------------------|---------------|-------------|-----------|---------------|---------|
| See Obstacle Chart |               |             |           |               |         |

In circling area and at AD

| Obstacle type      | Coordinates | Elevation | Markings/ LGT | Remarks |
|--------------------|-------------|-----------|---------------|---------|
| See Obstacle Chart |             |           |               |         |

**RJSN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |  |  |
|----|--|--|
| 1  | Associated MET Office  | TOKYO  |
| 2  | Hours of service<br>MET Office outside hours                           | H24 (TOKYO)  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | TOKYO<br>30 Hours  |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil  |
| 5  | Briefing/ consultation provided  | Briefing is available upon inquiry at TOKYO  |
| 6  | Flight documentation<br>Language(s) used                               | C<br>En  |
| 7  | Charts and other information available<br>for briefing or consultation | S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2</sub> /T <sub>r</sub> , P <sub>s</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> ,<br>P <sub>SWM</sub> , P <sub>SW</sub> (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N |
| 8  | Supplementary equipment<br>available for providing information         | Nil  |
| 9  | ATS units provided with information                                    | TWR, APP, ATIS   |
| 10 | Additional information(limitation of<br>service, etc.)                 | Nil  |

## RJSN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY(M)                | Strength(PCN) and<br>surface of RWY | THR coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|------------------------|----------|--|-------------------------------------|---|---|
| 1                      | 2        | 3                                      | 4                                   | 5                                       | 6   |
| 04                     | 031.91°  | 1314x45                                | PCN 14/F/C/Y/T<br>Asphalt Concrete  | 375653.73N<br>1390652.82E               | THR ELEV:22.7ft   |
| 22                     | 211.91°  | 1314x45                                | PCN 14/F/C/Y/T<br>Asphalt Concrete  | 375729.96N<br>1390721.31E               | THR ELEV: 5.9ft   |
| 10                     | 092.69°  | 2500x45                                | PCN 91/F/C/X/T<br>Asphalt Concrete  | 375724.64N<br>1390544.23E               | THR ELEV: 29.1ft  |
| 28                     | 272.69°  | 2500x45                                | PCN 91/F/C/X/T<br>Asphalt Concrete  | 375720.84N<br>1390726.53E               | THR ELEV: 11.8ft<br>TDZ ELEV: 8.0ft                                   |
| Slope of RWY           |          | Strip<br>Dimensions(M)                 | RESA (Overrun)<br>Dimensions (M)    |   | Remarks   |
| 7                      |          | 10                                     | 11                                  |   | 14  |
| SEE ATTACHED CHART     |          | 1434x150                               | 84x(MNM:120 MAX:150)*               |   | Nil   |
|                        |          | 1434x150                               | 1x(MNM:120 MAX:121)*                |   |   |
| SEE ATTACHED CHART     |          | 2620x300                               | 30x(MNM:195 MAX:277)*               |   | RWY grooving:<br>2500m×45m  |
|                        |          | 2620x300                               | 194x(MNM:133 MAX:300)*              |   |   |
|                        |          | *For detail, ask airport administrator |                                     |   |   |

**RWY 10**

0m 580m 1040m 1230m 2230m 2500m

**RWY 22**

0 200 400 600 800 1000 1200 1400m

## RJSN AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
| 04             | 1314        | 1314        | 1314        | 1314       | Nil     |
| 22             | 1314        | 1314        | 1314        | 1314       | Nil     |
| 10             | 2500        | 2500        | 2500        | 2500       | Nil     |
| 28             | 2500        | 2500        | 2500        | 2500       | Nil     |

## RJSN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator  | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR | PAPI<br>(VASIS)<br>Angle<br>DIST FM THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST          | REDL<br>LEN<br>Spacing<br>Color<br>INTST             | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|--|-------------------------------------|-----------------------|---|-------------|---|--|-----------------------|----------------------|
| 1  | 2                                   | 3                     | 4   | 5           | 6   | 7  | 8                     | 9                    |
| 04   | -                                   | Green<br>Nil          | -   | -           | -   | 1314m<br>60m<br>White<br>LIL                         | Red                   | Nil<br>(*1)          |
| 22   | -                                   | Green<br>Nil          | PAPI<br>3.0°/Left<br>361m<br>61ft               | -           | -   | 1314m<br>60m<br>White<br>LIL                         | Red                   | Nil<br>(*1)          |
| 10   | SALS<br>420m<br>LIH                 | Green<br>Nil          | PAPI<br>3.0°/Left<br>541m<br>74ft               | -           | 2500m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2500m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil<br>(*1)          |
| 28   | PALS<br>(CAT I)<br>600m<br>LIH      | Green<br>Green        | PAPI<br>3.0°/Left<br>482m<br>69ft               | 900m        | 2500m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2500m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil<br>(*1)          |
| Remarks  |                                     |                       |   |             |   |  |                       |                      |
| 10   |                                     |                       |   |             |   |  |                       |                      |
| Overrun area edge LGT(LEN60m color:Red) (*1)<br>RWY THR ID LGT for RWY04/22 THR(Color:White) |                                     |                       |   |             |   |  |                       |                      |



**RJSN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |  |   |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 375701N/1390640E, White/Green EV4.3sec, HO   |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI:Nil<br>Anemometer:<br>RWY28: 450m from RWY28 THR. LGTD<br>RWY10: 330m from RWY10 THR, LGTD  |
| 3 | TWY edge and center line lighting                        | TWY edge LGT:Blue<br>TWY center line LGT:ALTN Green/Yellow FM RWY leaving report point,other Green  |
| 4 | Secondary power supply/<br>switch-over time              | Within 1sec : REDL(RWY 10/28), RENL(RWY 10/28), RTHL(RWY 10/28),<br>WBAR, RCLL, Overrun area edge LGT(RWY 10/28)<br>and Stop bar LGT(RWY 10/28)<br>Within 15sec: Other lights |
| 5 | Remarks  | WDI LGT   |

**RJSN AD 2.16 HELICOPTER LANDING AREA**

|     |
|-----|
| Nil |
|-----|

**RJSN 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       |
| NIIGATA CTR                    | Area within a radius of 5NM of NIIGATA ARP (37 °57'N 139 °07'E). | 3,000 or below       | D                       | NIIGATA TWR En                                 | Nil     |
| NIIGATA ACA                    | SEE ATTACHED CHART   |                      | E                       | NIIGATA APP<br>NIIGATA DEP<br>NIIGATA Radar En | Nil     |

新潟進入管制区  
Niigata Approach Control Area

## RJSN AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                | Frequency   | Hours of operation | Remarks     |
|---------------------|--------------------------|---|--------------------|-------------|
| 1                   | 2                        | 3   | 4                  | 5           |
| APP/ASR             | Niigata Approach / Radar | 121.4MHz<br>121.5MHz(E)<br>243.0MHz(E)                | 2230 - 1230        | (1) Primary |
| DEP                 | Niigata Departure        | 119.05MHz<br>121.5MHz(E)<br>243.0MHz(E)               | 2230 - 1230        |             |
| TWR                 | Niigata Tower            | 118.0MHz(1)<br>126.2MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2230 - 1230        |             |
| ATIS                | Niigata Airport          | 128.45MHz   | 2230 - 1230        |             |

## RJSN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID  | Frequency         | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks  |
|-------------------------------|-----|-------------------|--------------------|--|---------------------------------------|--|
| 1                             | 2   | 3                 | 4                  | 5  | 6                                     | 7  |
| VOR (8°W/2008)                | GTC | 115.5MHz          | H24                | 375729.86N<br>1390653.59E                    |                                       |  |
| TACAN                         | GTC | 1189MHz (CH-102X) | H24                | 375729.71N<br>1390656.04E                    | 39ft                                  | TACAN Unusable:<br>095°-120° beyond 35nm BLW 9,000ft.  |
| ILS-LOC 28                    | INC | 109.3MHz          | 2230 - 1230        | 375724.98N<br>1390534.58E                    |                                       | LOC Unusable beyond 14NM FM antenna.<br>LOC: 235m away FM RWY10 THR.<br>BRG (MAG) 281°                             |
| ILS-GP 28                     | -   | 332.0MHz          | 2230 - 1230        | 375725.83N<br>1390711.34E                    |                                       | GP: 377m(1237ft) inside FM RWY28 THR, 137m(449ft) N of RCL.<br>GP angle 3.0°.<br>HGT of ILS Ref datum 17.7m(58ft). |
| ILS-DME 28                    | INC | 991.0MHz (CH-30X) | 2230 - 1230        | 375725.97N<br>1390710.89E                    | 18ft                                  | DME: 388m(1273ft) inside FM RWY28 THR, 141m(463ft) N of RCL.   |
| MSAS                          |     | 1575.42MHz        | H24                |  |                                       | Transmitting antennas are satellite based  |

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REMARKS : 1. LOC beam BRG (MAG) 281°  
 2. HGT of ILS REF datum 17.7m ( 58 ft )  
 3. GP Angle 3.0°



LOC Unusable beyond 14NM from antenna.

## RJSN AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1. Airport regulations

1.1 Transient ACFT operator is required to obtain the prior permission of the airport administrator.

## 1.2 Special notice to Boeing 747-8 operators

## 1) 滑走路

滑走路 10/28 は幅 45m であり、両側に 10m の舗装ショルダーを設置している。

滑走路と平行誘導路の間隔は 184m である。

滑走路 10/28 の停止位置標識は滑走路中心より 75m の位置にある。

滑走路 10/28 に着陸する B748 は、正確な進路を維持するため、デジタル・アビオニクスを備えかつ作動させること。

## 2) 誘導路

誘導路 C1-C6 は 23m 幅であるので、走行に注意を要する。

誘導路 B2、B3、B4、P3 の走行においてオーバーステアリングが要求される。

## 3) 駐機場

駐機可能なスポットは、NR 9 である。

## 1) Runway

The width of RWY10/28 is 45m and paved 10m shoulders are installed on each side of the runway. Separation distance between RWY10/28 center line and parallel taxiway center line is 184m.

Runway-holding position markings for RWY10/28 are located at 75m from the runway center line.

B748 which land on RWY10/28 should equip and activate Digital Avionics to maintain the precise path during approach.

## 2) Taxiways

The width of taxiway C1-C6 is 23m. Pilots are requested to pay attention when taxiing at those taxiways.

Pilots are requested to oversteer when turning into/out of taxiway B2,B3,B4 and P3.

## 3) Parking stand

Available Parking stand for B748 is NR9.

## 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

**Wing tip clearance at the TWY intersection (REF AD1.1.6.8)**

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

When A306 holding at the stop marking on TWY B4

| wing span (WS) of acft taxiing on TWY C5-C6 | WS ≤ 52.2m | 52.2m < WS ≤ 69.2m | WS > 69.2m | Legend<br>*A : wing tip clearance ≥ 15m<br>*B : 6.5m ≤ wing tip clearance < 15m<br>*C : wing tip clearance < 6.5m |
|---|------------|--------------------|------------|---|
| wing tip clearance                          | *A         | *B                 | *C         |   |

## 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

## RJSN AD 2.21 NOISE ABATEMENT PROCEDURES

## 1. 騒音軽減運航方式

すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。

- 1) 離陸について（滑走路 10）  
急上昇方式
- 2) 着陸について（滑走路 28）  
ディレイド・フラップ進入方式 及び  
低フラップ角着陸方式
- 3) リバース・スラストについて  
なし

## 2. 優先滑走路方式

なし

## 3. 優先飛行経路

最大離陸重量7,000kg(15,500lbs)を超えるすべての固定翼機に対して、航行の安全確保及び飛行の目的に支障がない範囲において適用される。  
滑走路 10 から離陸する場合、新潟 VORTAC から 2 海里の地点を通過するまで直線飛行する。

## 1. 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 RWY 10  
Steepest Climb Procedure
- 2) For landing to RWY 28  
Delayed Flap Approach Procedure and  
Reduced Flap Setting Procedure
- 3) Reverse Thrust  
Nil

## 2. Preferential Runways Procedures

Nil

## 3. Noise Preferential Routes

For all fixed wing aircraft over 7,000kg(15,500lbs) maximum take-off weight, the following noise preferential routes are adopted, as long as flight safety is not jeopardized or purpose of flight is not hindered.  
Take-off from RWY10, pilots are requested to strictly follow extended runway centerline until passing 2NM from Niigata VORTAC.

## RJSN AD 2.22 FLIGHT PROCEDURES

## 1. TAKE OFF MINIMA

|  | RWY      | ACFT<br>CAT | REDL & RCLL     |          | REDL or RCLL<br>or RCL Marking |           | NIL<br>(DAYTIME ONLY) |           |
|--|----------|-------------|-----------------|----------|--------------------------------|-----------|-----------------------|-----------|
|  |          |             | CEIL-RVR        | CEIL-VIS | CEIL-RVR                       | CEIL-VIS  | CEIL-RVR              | CEIL-VIS  |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP FILED | 10       | A,B,C,D     | -               | 0'400m   | -                              | 0'400m    | -                     | 0'500m    |
|  | 28       | A,B,C,D     | 0'400m          | 0'400m   | 0'400m                         | 0'400m    | -                     | 0'500m    |
|  | 04       | A,B,C       | -               | -        | -                              | 0'400m    | -                     | 0'500m    |
|  | 22       | A,B,C       | -               | -        | -                              | 200'2400m | -                     | 200'2400m |
| OTHER  | 10<br>28 | A,B,C,D     | AVBL LDG MINIMA |          |                                |           |                       |           |
|  | 04<br>22 | A,B,C       |                 |          |                                |           |                       |           |

## 2. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with Niigata Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7600 and;

- (I) 1. Contact Niigata Tower.  
 2. If unable, proceed in accordance with visual flight rules,  
 3. If unable, proceed to Niigata VORTAC at last assigned altitude or 4,000 feet whichever is higher, and execute instrument approach.

(II) Procedures other than above will be issued when situation required.

## 3. Terminal Radar Alphanumeric Display System (TRAD)

Aircraft flying in Niigata approach control area under its control will be instructed to reply with discrete code on Mode A/3 and Mode C. If an aircraft has no capability of replying with discrete code, the pilot shall report ATC if so instructed.

新潟アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対しその旨通報すること。

## 4. Flying restrictions:

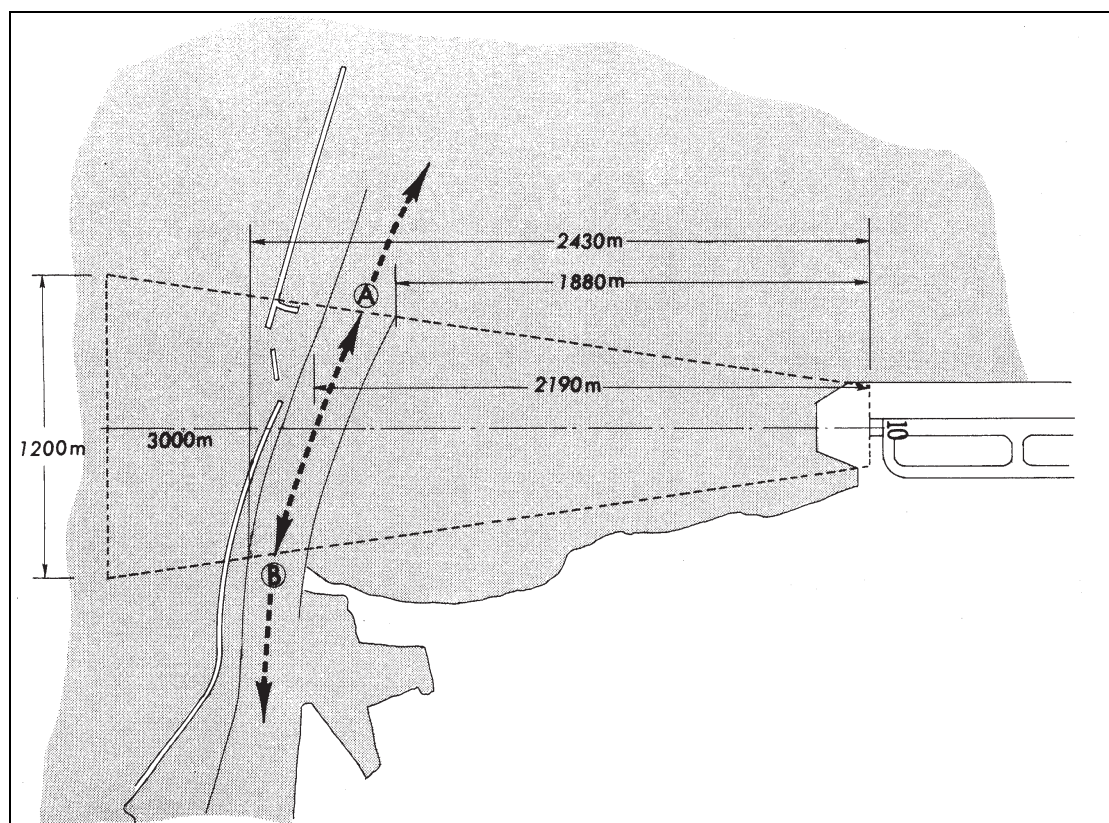
No flight shall be permitted below minimum safe altitude over the petroleum complex area.

## RJSN AD 2.23 ADDITIONAL INFORMATION

1. A red-roofed house approx 10M AGL (15M MSL)  
located at position 290M outward on 218 deg. mag. from RWY 04 THR.
2. RWY10 進入区域の船舶の通過  
航空機の運航に影響がある高さの船舶が RWY10 進入区域を通過する場合、以下の対応が取られる。
  - (1) NOTAM RJSN 又は ATC により船舶の情報提供が行われる。
  - (2) 以下の場合において、船舶が A 点～B 点を通過する間、待機が指示されることがある。船舶高は水面上の高さとする。
    - a) RWY10 着陸時  
船舶高が 55m(181ft) 超の場合、全ての到着機
    - b) RWY28 出発時及び着陸時  
船舶高が 59m(194ft) 超の場合、IFR 出発機  
  
船舶高が 93m(306ft) 超の場合、IFR 到着機
2. Passage of vessel across RWY10 approach area  
While vessel with height that affects ACFT operations is passing across RWY10 approach area, the following action will be taken.
  - (1) The information of vessel will be provided by NOTAM RJSN or ATC.
  - (2) While vessel is crossing between point A and point B, holding instruction may be issued in the following situations. Vessel height shall be the height above the water surface.
    - a) ACFT for landing RWY10  
When vessel height is above 55m(181ft): all arrival ACFT
    - b) ACFT for take-off/landing RWY28  
When vessel height is above 59m(194ft): IFR departure ACFT  
When vessel height is above 93m(306ft): IFR arrival ACFT

船舶経路

VESSEL COURSE





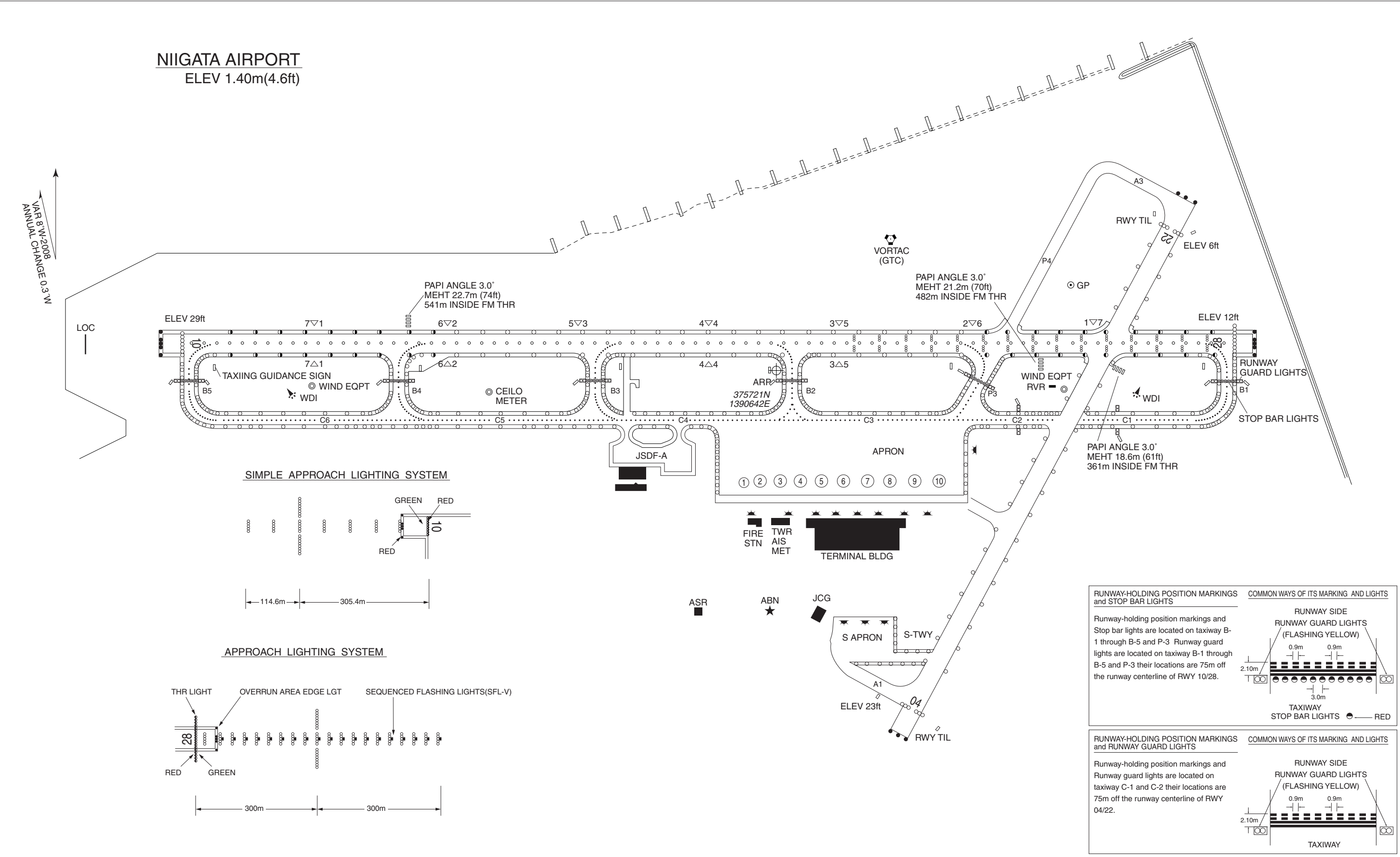
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**RJSN AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome/Heliport Chart-1  
Aerodrome/Heliport Chart-2  
Aerodrome Obstacle Chart type A (RWY10/28)  
Aerodrome Obstacle Chart type B  
Standard Departure Chart - Instrument (OKESA)  
Standard Departure Chart - Instrument (KENSI)  
Standard Departure Chart - Instrument (KADBO, NIIGATA)  
Standard Departure Chart - Instrument (SASAGA-RNAV)  
Standard Departure Chart - Instrument (MOKBA-RNAV)  
Standard Arrival Chart - Instrument (NIIGATA)  
Standard Arrival Chart - Instrument (INAHO, GOSEN, MAGNA, TERAD-RNAV)  
Instrument Approach Chart (ILS Z or LOC Z RWY28)  
Instrument Approach Chart (ILS Y or LOC Y RWY28)  
Instrument Approach Chart (VOR RWY28)  
Instrument Approach Chart (RNAV(GNSS) RWY10)  
Instrument Approach Chart (VOR RWY10)  
Other Chart (Visual REP)  
Other Chart (TFC PATTERN)  
Other Chart (LDG CHART)  
Other Chart (MVA CHART)

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AERODROME CHART



RJSN / NIIGATA

AD CHART



AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

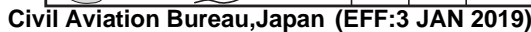
MAGNETIC VARIATION 8°09' W-APR 2015



| LEGEND |                                     | AMENDMENT RECORD |      |            |
|--------|-------------------------------------|------------------|------|------------|
| ①      | IDENTIFICATION NUMBER               | Nr               | DATE | ENTERED BY |
| ●      | POLE, TOWER, SPIRE, ANTENNA, ETC    |                  |      |            |
| ✱      | TREE                                |                  |      |            |
| ———    | RAILROAD                            |                  |      |            |
| ———    | TRANSMISSION LINE OR OVERHEAD CABLE |                  |      |            |
|        | LEVEE                               |                  |      |            |
| ———    | RIVER                               |                  |      |            |



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



STANDARD DEPARTURE CHART-INSTRUMENT

RJSN / NIIGATA

SID

OKESA FIVE DEPARTURE

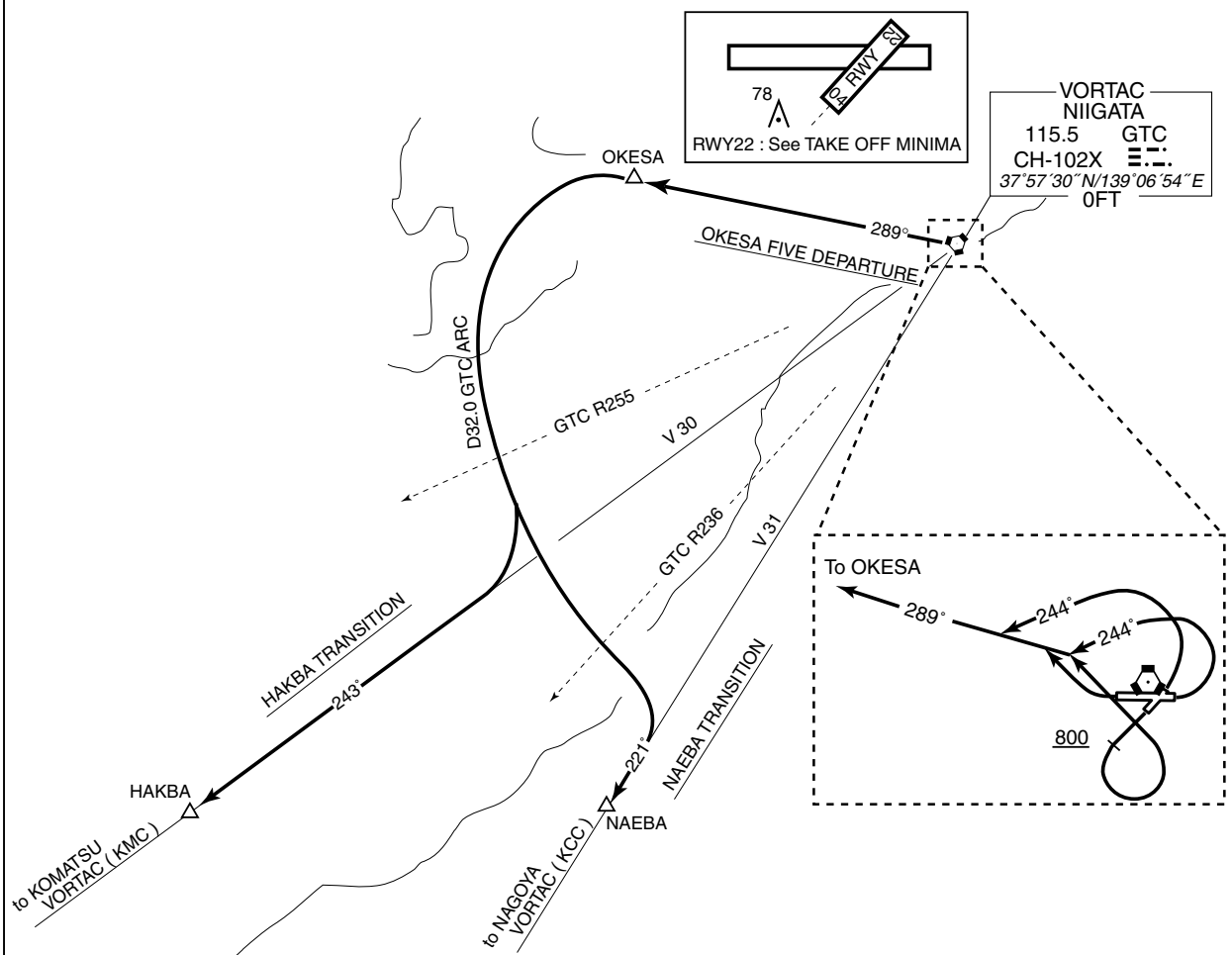
RWY 04/10 : Turn left HDG 244°,...  
 RWY 22 : Climb RWY HDG to 800FT, turn left,...  
 RWY 28 : Turn right,....  
 .... climb via GTC R289 to OKESA.

NAEBA TRANSITION

From over OKESA, turn left to intercept and proceed via GTC 32.0DME  
 counterclockwise ARC, turn right to intercept and proceed via GTC R221 to NAEBA.

HAKBA TRANSITION

From over OKESA, turn left to intercept and proceed via GTC 32.0DME  
 counterclockwise ARC, turn right to intercept and proceed via GTC R243 to HAKBA.





## STANDARD DEPARTURE CHART-INSTRUMENT

RJSN / NIIGATA

SID

KENSI SIX DEPARTURE

RWY 04/10 : Turn left HDG 283°,...

RWY 22 : Climb RWY HDG to 800FT, turn left,...

RWY 28 : Turn right HDG 013°,...

... climb via GTC R328 to GTC 18.0DME, turn right to intercept and proceed via YSE R244 to KENSI.





STANDARD DEPARTURE CHART-INSTRUMENT

RJSN / NIIGATA

SID

KADBO SIX DEPARTURE

RWY 04/10 : Turn left HDG 283°,...  
RWY 22 : Climb RWY HDG to 800FT, turn left,...  
RWY 28 : Turn right HDG 013°,....  
.... climb via GTC R328 to KADBO.  
Cross KADBO at assigned altitude.

Cross KADBO at  
assigned

KADBO SIX DEPARTURE



VORTAC  
NIIGATA  
115.5 GTC  
CH-102X  
37°57'30"N/139°06'54"E  
0FT



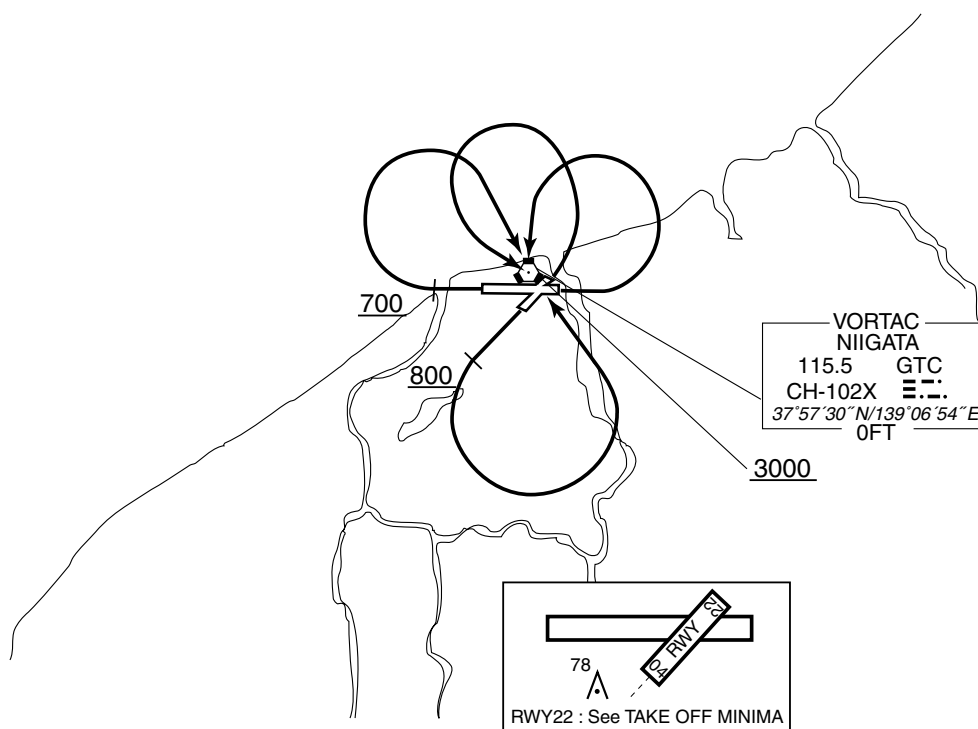
## STANDARD DEPARTURE CHART-INSTRUMENT

RJSN / NIIGATA

SID

NIIGATA REVERSAL SIX DEPARTURE

RWY 04/10 : Turn left...  
RWY 22 : Climb RWY HDG to 800FT, turn left...  
RWY 28 : Climb RWY HDG to 700FT, turn right...  
....direct to GTC VORTAC.  
Cross GTC VORTAC at or above 3000FT.

NIIGATA REVERSAL SIX DEPARTURE

STANDARD DEPARTURE CHART-INSTRUMENT

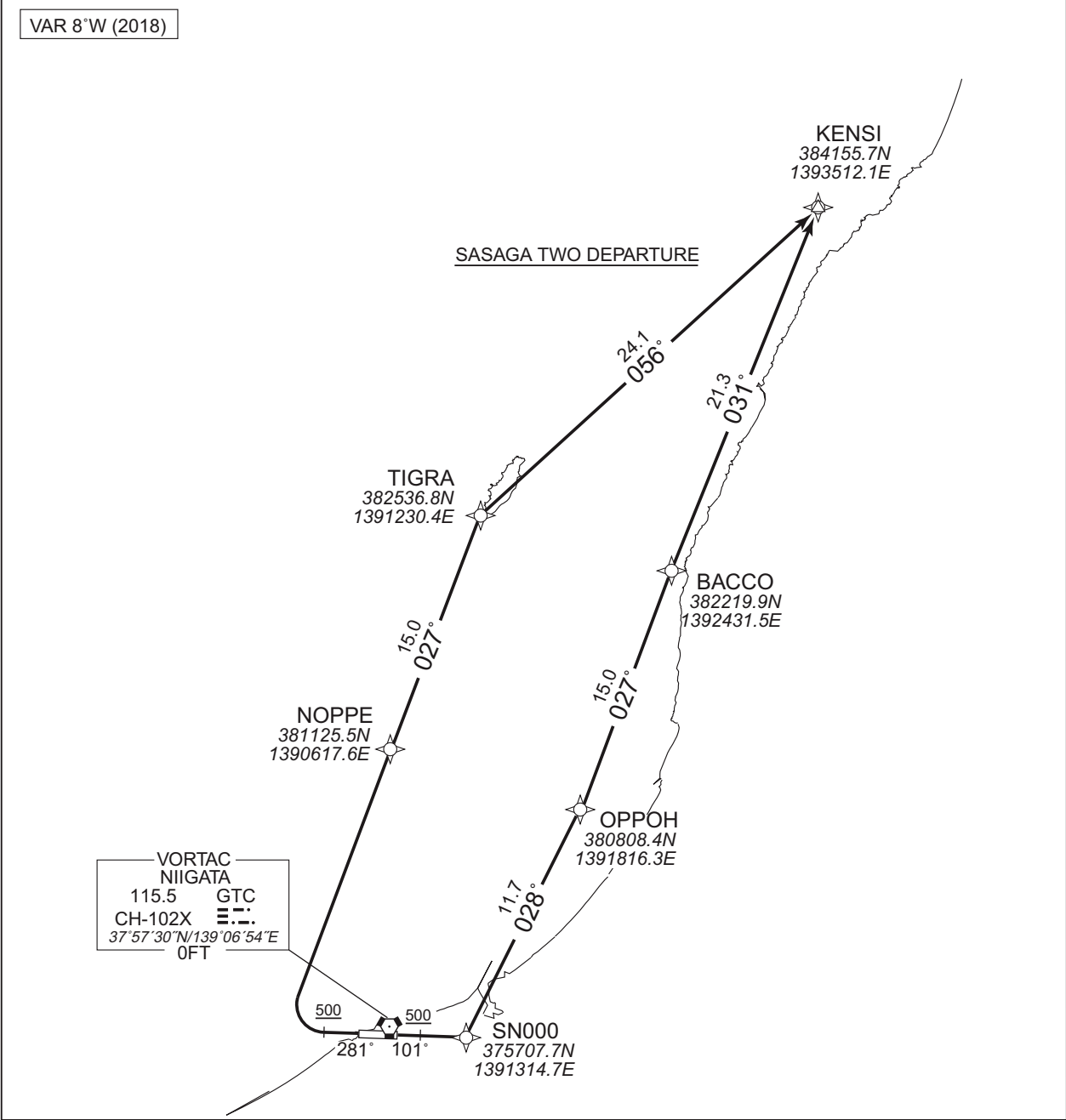
RJSN / NIIGATA

RNAV SID

| SASAGA TWO DEPARTURE  |                       | RNAV1  |
|---|-----------------------|--|
| NOTE 1) DME/DME/IRU or GNSS required.<br>※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.<br>2) RADAR service required. | Critical DME          | RWY10 : GTC : 11.0NM to KENSI – 5.0NM to KENSI<br>YTE : 11.0NM to KENSI – 5.0NM to KENSI<br>RWY28 : GTC : 5.0NM to TIGRA – 9.0NM to KENSI<br>YSE : 5.0NM to TIGRA – 9.0NM to KENSI |
|   | DME GAP               | RWY10 : DER – 11.0NM to KENSI<br>5.0NM to KENSI – KENSI<br>RWY28 : DER – 5.0NM to TIGRA<br>9.0NM to KENSI – KENSI  |
|   | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.   |

VAR 8°W (2018)

CHANGE : VAR



|   |
|---|
| <b>SASAGA TWO DEPARTURE</b><br>RWY10 : Climb on HDG101° at or above 500FT, direct to SN000, to OPPOH, to BACCO, to KENSI.<br>RWY28 : Climb on HDG281° at or above 500FT, turn right direct to NOPPE, to TIGRA, to KENSI.<br>NOTE RWY10 : 5.0% climb gradient required up to 500FT.<br>OBST ALT 197FT located at 0.9NM 115° FM end of RWY10. |
|---|

## STANDARD DEPARTURE CHART-INSTRUMENT

RJSN / NIIGATA

RNAV SID

SASAGA TWO DEPARTURE

## RWY10

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 101<br>(092.7) | -8.3               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | SN000               | —        | —              | -8.3               | —             | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | OPPOH               | —        | 028<br>(019.7) | -8.3               | 11.7          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | BACCO               | —        | 027<br>(019.1) | -8.3               | 15.0          | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | KENSI               | —        | 031<br>(023.0) | -8.3               | 21.3          | —              | —             | —            | —              | RNAV1                    |

## RWY28

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 281<br>(272.7) | -8.3               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | NOPPE               | —        | —              | -8.3               | —             | R              | —             | —            | —              | RNAV1                    |
| 003           | TF              | TIGRA               | —        | 027<br>(018.9) | -8.3               | 15.0          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | KENSI               | —        | 056<br>(047.3) | -8.3               | 24.1          | —              | —             | —            | —              | RNAV1                    |

CHANGE : VAR

## STANDARD DEPARTURE CHART-INSTRUMENT

RJSN / NIIGATA

RNAV SID and TRANSITION



CHANGE : New PROC ( VIKET TRANSITION ), Abolition PROC ( KAMOH TRANSITION ), VAR

## STANDARD DEPARTURE CHART-INSTRUMENT

RJSN / NIIGATA

RNAV SID and TRANSITION

MOKBA ONE DEPARTURE

## RWY10

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 101<br>(092.7) | -8.3               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | SN000               | —        | —              | -8.3               | —             | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | SN001               | —        | 011<br>(002.7) | -8.3               | 5.0           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | SN002               | —        | 281<br>(272.8) | -8.3               | 5.9           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | MOKBA               | —        | 233<br>(224.9) | -8.3               | 14.9          | —              | —             | —            | —              | RNAV1                    |

## RWY28

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | —                   | —        | 281<br>(272.7) | -8.3               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | SN800               | —        | —              | -8.3               | —             | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | MOKBA               | —        | 214<br>(205.6) | -8.3               | 6.5           | —              | —             | —            | —              | RNAV1                    |

KARIWA TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | MOKBA               | —        | —              | -8.3               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | NAEBA               | —        | 212<br>(204.2) | -8.3               | 40.1          | —              | +FL200        | —            | —              | RNAV1                    |

TERAD TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | MOKBA               | —        | —              | -8.3               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | TERAD               | —        | 239<br>(230.5) | -8.3               | 24.6          | —              | —             | —            | —              | RNAV1                    |

VIKET TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | MOKBA               | —        | —              | -8.3               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | TAMBO               | —        | 124<br>(115.8) | -8.3               | 10.0          | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | VIKET               | —        | 111<br>(102.7) | -8.3               | 24.4          | —              | +FL140        | —            | —              | RNAV1                    |

CHANGE : New PROC ( VIKET TRANSITION ), Abolition PROC ( KAMOH TRANSITION ), VAR

STANDARD ARRIVAL CHART-INSTRUMENT

RJSN / NIIGATA

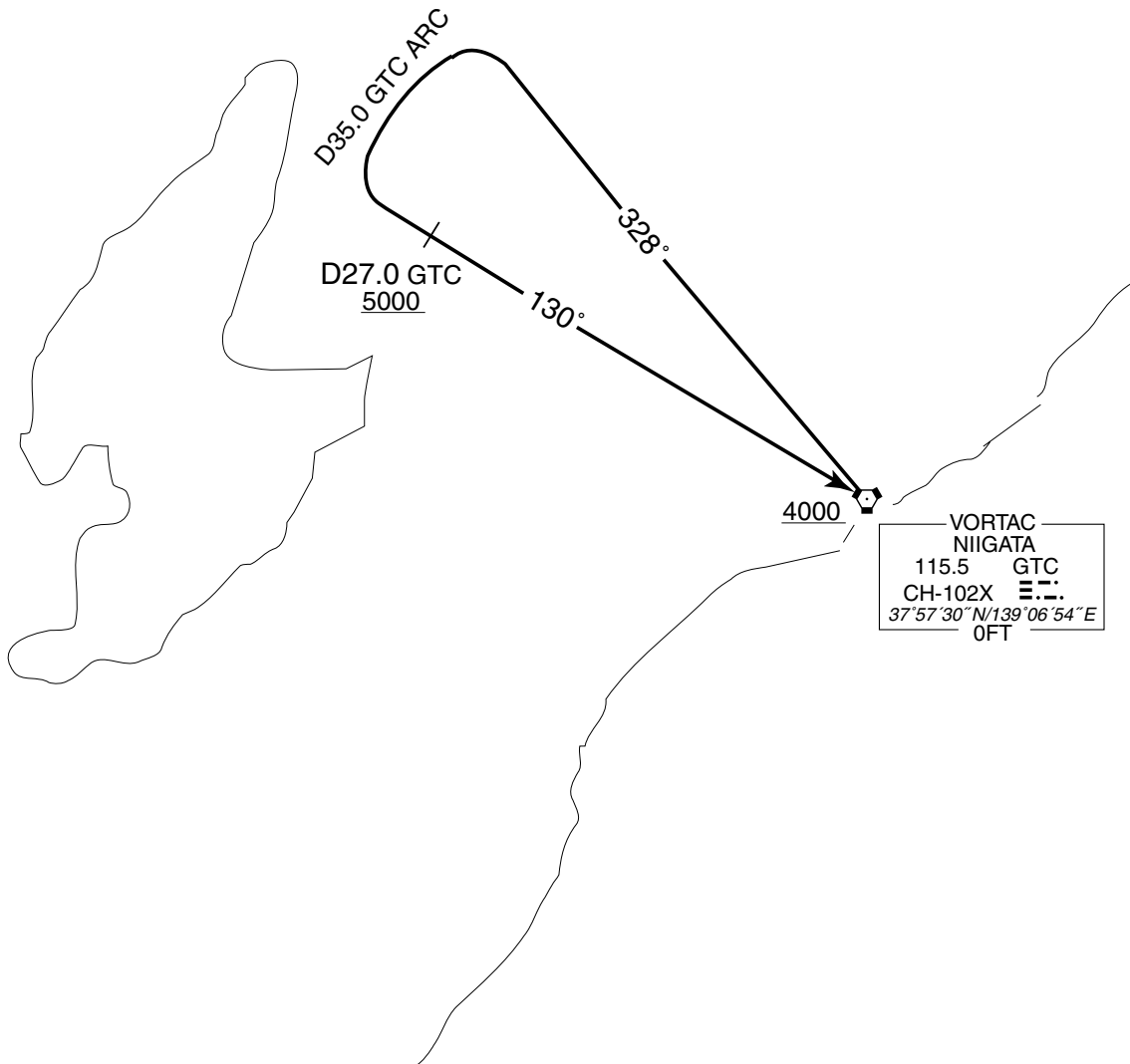
STAR

NIIGATA ARRIVAL

From over GTC VORTAC, proceed via GTC R328, turn left to intercept and proceed via GTC 35.0DME counterclockwise ARC, turn left, proceed via GTC R310 to GTC VORTAC.

Cross GTC R310/27.0DME at or above 5000FT, cross GTC VORTAC at or above 4000FT.

NIIGATA ARRIVAL



## STANDARD ARRIVAL CHART-INSTRUMENT





## STANDARD ARRIVAL CHART-INSTRUMENT

RJSN / NIIGATA

RNAV STAR RWY28

INAHO EAST ARRIVAL

From INAHO at or above 5000FT, to SHIUN at or above 4000FT.

|                        |   |
|------------------------|---|
| Critical DME           | —   |
| DME GAP                | INAHO - SHIUN                                     |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | INAHO               | —        | —              | -8.5               | —             | —              | +5000         | —            | —              | RNAV1                    |
| 002           | TF              | SHIUN               | —        | 150<br>(141.9) | -8.5               | 8.7           | —              | +4000         | —            | —              | RNAV1                    |

GOSEN EAST ARRIVAL

From GOSEN at or above 9000FT, to KYOGA at or above 6000FT.

|                        |   |
|------------------------|---|
| Critical DME           | —   |
| DME GAP                | GOSEN - KYOGA                                     |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | GOSEN               | —        | —              | -8.5               | —             | —              | +9000         | —            | —              | RNAV1                    |
| 002           | TF              | KYOGA               | —        | 009<br>(000.9) | -8.5               | 19.2          | —              | +6000         | —            | —              | RNAV1                    |

MAGNA EAST ARRIVAL

From MAGNA at or above 12000FT, to KYOGA at or above 6000FT.

|                        |  |
|------------------------|--|
| Critical DME           | GTC:MAGNA - 10.0NM to KYOGA<br>NTE:MAGNA - 10.0NM to KYOGA |
| DME GAP                | 10.0NM to KYOGA - KYOGA                                    |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1          |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | MAGNA               | —        | —              | -8.5               | —             | —              | +12000        | —            | —              | RNAV1                    |
| 002           | TF              | KYOGA               | —        | 061<br>(052.0) | -8.5               | 39.0          | —              | +6000         | —            | —              | RNAV1                    |

TERAD EAST ARRIVAL

From TERAD at or above 10000FT, to KYOGA at or above 6000FT.

|                        |   |
|------------------------|---|
| Critical DME           | —   |
| DME GAP                | TERAD - KYOGA                                     |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | TERAD               | —        | —              | -8.5               | —             | —              | +10000        | —            | —              | RNAV1                    |
| 002           | TF              | KYOGA               | —        | 082<br>(073.1) | -8.5               | 40.8          | —              | +6000         | —            | —              | RNAV1                    |

 CHANGE : MAG VAR. Course FM TERAD to KYOGA, FM MAGNA to KYOGA. ALT restriction at MAGNA.  
 Critical DME, DME GAP (MAGNA EAST ARRIVAL).

## STANDARD ARRIVAL CHART-INSTRUMENT

RJSN / NIIGATA

RNAV STAR RWY10

INAHO WEST ARRIVAL  
GOSEN WEST ARRIVAL  
MAGNA WEST ARRIVAL  
TERAD WEST ARRIVAL

RNAV1

Note 1 ) GNSS required.

2 ) RADAR service required.

VAR 9°W (2020)

CHANGE : VAR. Course FM INAHO to TOKKY, FM SWALO to MOKBA. ALT restriction at MAGNA.



## STANDARD ARRIVAL CHART-INSTRUMENT

RJSN / NIIGATA

RNAV STAR RWY10

INAHO WEST ARRIVAL

From INAHO at or above 5000FT, to TOKKY at or above 3000FT.

|                       |   |
|-----------------------|---|
| Critical DME          | —   |
| DME GAP               | INAHO - TOKKY                                     |
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | INAHO               | —        | —              | -8.5               | —             | —              | +5000         | —            | —              | RNAV1                    |
| 002           | TF              | TOKKY               | —        | 257<br>(248.3) | -8.5               | 16.0          | —              | +3000         | —            | —              | RNAV1                    |

GOSEN WEST ARRIVAL

From GOSEN at or above 9000FT, to SWALO at or above 6000FT, to MOKBA at or above 4000FT.

|                       |   |
|-----------------------|---|
| Critical DME          | —   |
| DME GAP               | GOSEN - MOKBA                                     |
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | GOSEN               | —        | —              | -8.5               | —             | —              | +9000         | —            | —              | RNAV1                    |
| 002           | TF              | SWALO               | —        | 328<br>(319.5) | -8.5               | 14.6          | —              | +6000         | —            | —              | RNAV1                    |
| 003           | TF              | MOKBA               | —        | 328<br>(319.4) | -8.5               | 15.9          | —              | +4000         | —            | —              | RNAV1                    |

MAGNA WEST ARRIVAL

From MAGNA at or above 12000FT, to RYUTO at or above 4000FT.

|                       |  |
|-----------------------|--|
| Critical DME          | GTC:MAGNA - 15.0NM to RYUTO<br>NTE:MAGNA - 15.0NM to RYUTO |
| DME GAP               | 15.0NM to RYUTO - RYUTO                                    |
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1          |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | MAGNA               | —        | —              | -8.5               | —             | —              | +12000        | —            | —              | RNAV1                    |
| 002           | TF              | RYUTO               | —        | 022<br>(013.6) | -8.5               | 30.1          | —              | +4000         | —            | —              | RNAV1                    |

TERAD WEST ARRIVAL

From TERAD at or above 10000FT, to RYUTO at or above 4000FT.

|                       |   |
|-----------------------|---|
| Critical DME          | —   |
| DME GAP               | TERAD - RYUTO                                     |
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | TERAD               | —        | —              | -8.5               | —             | —              | +10000        | —            | —              | RNAV1                    |
| 002           | TF              | RYUTO               | —        | 050<br>(041.9) | -8.5               | 23.0          | —              | +4000         | —            | —              | RNAV1                    |

 CHANGE : MAG VAR. Course FM INAHO to TOKKY, FM SWALO to MOKBA. ALT restriction at MAGNA.  
 Critical DME, DME GAP (MAGNA WEST ARRIVAL).

## INSTRUMENT APPROACH CHART

RJSN / NIIGATA

ILS Z or LOC Z RWY28



## MISSED APPROACH

Climb to 2000FT via GTC R287,  
turn right, direct to GTC VORTAC  
and hold at 3000FT.  
Contact NIIGATA APP.

Timing not authorized for defining the MAPt.

|            |     |     |     |     |     |
|------------|-----|-----|-----|-----|-----|
| DME to INC | 0.2 | 0.7 | 1.5 | 5.2 | 9.1 |
| NM to THR  | 0   | 0.5 | 1.3 | 5.0 | 8.9 |

Missed APCH climb gradient MNM 3.0%

| MINIMA |           | THR elev. 12 |           | AD elev. 5  |           |      |
|--------|-----------|--------------|-----------|-------------|-----------|------|
| CAT    | CAT I     |              | LOC       |             | CIRCLING  |      |
|        | DA(H)     | RVR/<br>CMV  | MDA(H)    | RVR/<br>CMV | MDA(H)    | VIS  |
| A      | 212 (200) | 700          | 470 (465) | 1400        | 720 (715) | 1600 |
| B      |           |              |           | 1500        |           |      |
| C      |           |              |           | 1600        | 790 (785) | 2400 |
| D      |           |              |           | 1800        |           |      |

MINIMA with Missed APCH climb gradient of 2.5% are not established.

## INSTRUMENT APPROACH CHART

RJSN / NIIGATA

ILS Y or LOC Y RWY28



## MISSED APPROACH

Climb to 2000FT via GTC R287,  
turn right, direct to GTC  
VORTAC and hold at 3000FT.  
Contact NIIGATA APP.

Timing not authorized for defining the MAPt.



DME to INC

NM to THR

|     |     |     |     |
|-----|-----|-----|-----|
| 0.2 | 0.7 | 1.5 | 5.2 |
| 0   | 0.5 | 1.3 | 5.0 |

Missed APCH climb gradient MNM 3.0%

| MINIMA |           | THR elev. 12 |           | AD elev. 5  |           |      |
|--------|-----------|--------------|-----------|-------------|-----------|------|
| CAT    | CAT I     |              | LOC       |             | CIRCLING  |      |
|        | DA(H)     | RVR/<br>CMV  | MDA(H)    | RVR/<br>CMV | MDA(H)    | VIS  |
| A      | 212 (200) | 700          | 470 (465) | 1400        | 720 (715) | 1600 |
| B      |           |              |           | 1500        |           |      |
| C      |           |              |           | 1600        | 790 (785) | 2400 |
| D      |           |              |           | 1800        |           | 3200 |

MINIMA with Missed APCH climb gradient of 2.5% are not established.

INSTRUMENT APPROACH CHART

RJSN / NIIGATA

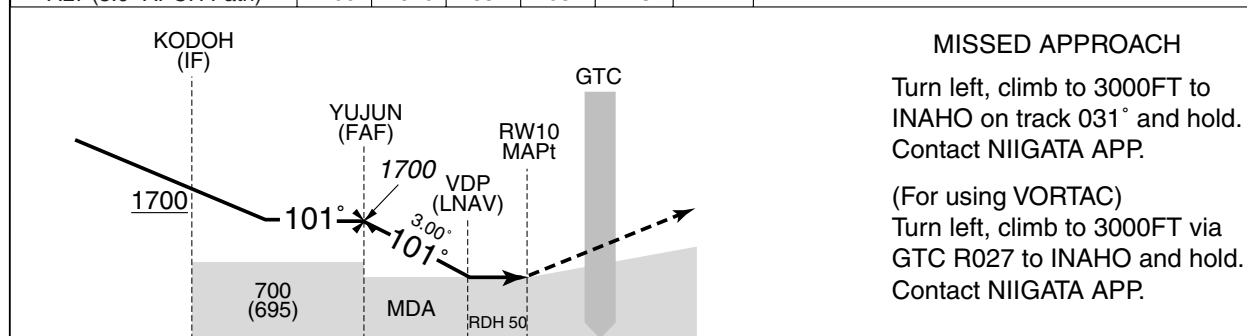
VOR RWY28



## INSTRUMENT APPROACH CHART

RJSN / NIIGATA

RNAV(GNSS) RWY10



|        |           |      |              |      |           |            |  |           |  |
|--------|-----------|------|--------------|------|-----------|------------|--|-----------|--|
| 10.0   |           | 5.1  |              | 1.6  |           | 0          |  | NM to THR |  |
| MINIMA |           |      | THR elev. 29 |      |           | AD elev. 5 |  |           |  |
| CAT    | LNAV/VNAV |      | LNAV         |      | CIRCLING  |            |  |           |  |
|        | DA(H)     | CMV  | MDA(H)       | CMV  | MDA(H)    | VIS        |  |           |  |
| A      | 580 (551) | 1400 | 580 (575)    | 1400 | 710 (705) | 1600       |  |           |  |
| B      |           | 1500 |              | 1500 |           |            |  |           |  |
| C      |           | 1600 |              | 1600 | 790 (785) | 2400       |  |           |  |
| D      |           | 1800 |              | 1800 |           | 3200       |  |           |  |

INSTRUMENT APPROACH CHART

RJSN / NIIGATA

VOR RWY10



**MISSED APPROACH**

Turn left, climb to 2000FT via GTC R027, turn left, direct to GTC VORTAC and hold at 4000FT.  
Contact NIIGATA APP.

Timing not authorized for defining the MAPt.



|     |     |     |            |
|-----|-----|-----|------------|
| 5.9 | 2.7 | 0.9 | DME to GTC |
| 5.0 | 1.8 | 0   | NM to THR  |

| MINIMA |           | THR elev. 29 | AD elev. 5     |
|--------|-----------|--------------|----------------|
| CAT    |           |              | CIRCLING       |
|        | MDA(H)    | CMV          | MDA(H) VIS     |
| A      | 630 (625) | 1400         | 720 (715) 1600 |
| B      |           | 1500         |                |
| C      |           | 1600         | 790 (785) 2400 |
| D      |           | 1800         |                |



RJSN / NIIGATA

Visual REP



| Call sign                 | BRG(MAG) / DIST from ARP | Remarks  |
|---------------------------|--------------------------|--|
| 胎内<br>Tainai              | 062°/15NM                | 胎内川河口<br>River-mouth   |
| 月岡<br>Tsukioka            | 126°/ 8.6NM              | JR駅<br>Station   |
| 新津<br>Niitsu              | 185°/ 9NM                | JR駅<br>Station   |
| 大阿賀<br>Ooaga              | 159°/ 5.2NM              | 橋<br>Bridge  |
| 亀田<br>Kameda              | 190°/ 4.7NM              | JR駅<br>Station   |
| 関屋<br>Sekiya              | 240°/ 6NM                | 分水路への分岐点<br>Diverging-point for Flood-control channel  |
| * 泰平<br>Taihei            | 149°/ 2.6NM              | 橋<br>Bridge  |
| * 万代<br>Bandai            | 240°/ 3.5NM              | 橋<br>Bridge  |
| * フェリーポイント<br>Ferry point | 251°/ 2.6NM              | 万代橋より信濃川下流2kmの地点(1,500ft以下で通過すること)<br>The point 2km down the Shinano from the Bandai Bridge<br>(Fly with ALT at or below 1500FT) |
| 6NM N                     | 360°/ 6NM                | 海上<br>Over the sea   |
| 網代<br>Ajiro               | 065°/ 7NM                | 防波堤突端の赤色灯台<br>Red lighthouse at the tip of breakwater  |

\* ヘリコプター Use for helicopter

## RJSN / NIIGATA

## TFC PATTERN



阿賀野ルート：大阿賀～泰平間の阿賀野川に沿う飛行経路（回転翼航空機用）

AGANO ROUTE : The route along Agano river between OOAGA and TAIHEI (Use for Rotor Craft)

信濃ルート：関屋～万代～フェリーポイント間の信濃川に沿う飛行経路（回転翼航空機用）

SHINANO ROUTE : The route along Shinano river between SEKIYA, BANDAI and FERRY POINT  
(Use for Rotor Craft)

※新潟タワーから上記ルートによる飛行の指示があった場合、VFR回転翼航空機は空港周辺における航空機騒音軽減のためVMCを維持できない場合を除き可能な限り当該ルートに沿って飛行することが望ましい。

※In order to reduce aircraft noise in the vicinity of airport, VFR Rotor Craft is expected to follow the above mentioned route when insrtucted by Niigata tower. (except the case of IMC)



- |                    |                    |                    |
|--------------------|--------------------|--------------------|
| ① RWY10:           | ② RWY28:           | ③ RWY22:           |
| Angle 3.0°         | Angle 3.0°         | Angle 3.0°         |
| MEHT 22.6m (74ft)  | MEHT 21.0m (69ft)  | MEHT 18.6m (61ft)  |
| 541m inside fm THR | 482m inside fm THR | 361m inside fm THR |

RJSN / NIIGATA

Minimum Vectoring Altitude CHART

