

AD 2 AERODROMES

RJSK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJSK - AKITA

RJSK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 393656N 1401307E 278° / 1.25km from RWY28 THR. |
| 2 | Direction and distance from (city) | 334° / 13.3km(7.2NM) Akita station 310° / 16.1km(8.7NM) Omono Rivermouth in Akita City |
| 3 | Elevation/ Reference temperature | 305ft / 30°C(2004 -2008) |
| 4 | Geoid undulation at AD ELEV PSN | 127FT |
| 5 | MAG VAR/ Annual change | 8° W (2009) / 1'E |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Akita Airport Administration Office (Akita prefectural government) 49 Yuwa Tsubakigawa-aza Yamagomori, Akita City Tel:018-886-3362 Fax:018-886-3365 |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Akita Airport Radio Facility Office(Civil Aviation Bureau) 49 Yuwa Tsubakigawa-aza Yamagomori, Akita City Tel:018-886-3161 Fax:018-886-3163 |

RJSK AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2200 - 1300 |
| 2 | Customs and immigration | INTL SKED FLT hours only |
| 3 | Health and sanitation | INTL SKED FLT hours only |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24(TOKYO) |
| 7 | ATS | 2200 - 1300 |
| 8 | Fuelling | JET A-1 : 2200 - 1300 Avgas100 : 0100 - 0600 and On request (Tel : 018-886-3133) |
| 9 | Handling | 2100 - 1300 |
| 10 | Security | 2100 - 1140 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJSK AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to a Boeing 747 type passenger plane. |
| 2 | Fuel/ oil types | JET A-1 , Avgas100 |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJSK AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|----------------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Bank: ATM at airport |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJSK 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, Emergency medical equipments conveyance truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJSK AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow Removal Equipments : motor graders x 1 , rotary x 5 , dozer x 3 ,snow ploughs x 11 , snow sweeper x 7 , anti-freezing-agent spreaders x 2 |
| 2 | Clearance priorities | 1.RWY , TWY (T1, T4, T5 ,P1 ,P2 ,P3 and P4) 2.TWY (T2, T3), Apron |
| 3 | Remarks | Nil |

RJSK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | APRON Surface : Concrete, Strength : PCR 794/R/A/W/T EAST-APRON Surface: Asphalt and Concrete Strength: Asphalt: PCR 248/F/D/X/T Concrete: PCR 315/R/C/W/T |
| 2 | Taxiway width, surface and strength | TWY P1-P4 Width:30m, Surface:asphalt, Strength:PCR 977/F/A/X/T TWY T1,T5 Width:32m, Surface:asphalt, Strength:PCR 977/F/A/X/T TWY T2,T3,T4 Width:34m, Surface:asphalt, Strength:PCR 977/F/A/X/T TWY E Width:18m, Surface:asphalt, Strength:PCR 248/F/D/X/T |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot Nr 1: 393644.22N 1401316.77E 11: 393644.44N 1401318.54E 2: 393644.10N 1401314.33E 12: 393645.82N 1401318.74E 3: 393644.35N 1401311.94E 13: 393647.03N 1401318.78E 5: 393644.58N 1401309.02E 14: 393643.87N 1401320.88E 6: 393644.84N 1401306.10E 15: 393644.71N 1401321.01E 16: 393645.54N 1401321.13E 17: 393646.33N 1401321.42E |
| 6 | Remarks | Nil |

RJSK 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 | Nil |
| 2 | RWY and TWY markings and LGT | RWY:10/28 (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY28), WBAR, RWY DIST marker LGT TWY:ALL TWY (Marking) TWY CL, RWY HLDG PSN, TWY side stripe (LGT) TWY edge LGT TWY:T1-T5 (LGT) TWY CL LGT, RWY guard LGT, Taxiing guidance sign TWY:P1-P4 (LGT) TWY CL LGT TWY:P2 (LGT) Taxiing guidance sign |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area (LGT) Apron flood LGT |

RJSK AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

Other obstacles

| OBST ID/ designation | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------------|---------------|------------------|-----------|---------------|----------------------|
| RJSK1 | Tower | 393717N/1401350E | 440ft | Nil | Under horizontal SFC |
| RJSK2 | Antenna | 393727N/1401337E | 443ft | Nil | Under horizontal SFC |
| RJSK3 | Antenna | 393727N/1401334E | 442ft | Nil | Under horizontal SFC |

In Area3 To be developed

RJSK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RJSK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCR) and Surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|------------------------|----------|----------------------------|--|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 096.61° | 2500x60 | PCR 1013/F/A/X/T Asphalt Concrete | 393700.98N1401215.14E 127FT | THR ELEV: 288.5ft |
| 28 | 276.61° | 2500x60 | PCR 1013/F/A/X/T Asphalt Concrete | 393651.66N1401359.25E 127.3FT | THR ELEV: 313.6ft TDZ ELEV: 312.2ft |
| Slope of RWY | | Strip Dimensions (M) | RESA (Overrun) Dimensions(M) | | Remarks |
| 7 | | 10 | 11 | | 14 |
| See AD2.24 AD CHART | | 2620x300 | 40 x (MNM:280 MAX:300)* | | RWY Grooving:2500x60m |
| | | 2620x300 | 185 x (MNM:125 MAX:300)* *For detail, ask airport administrator | | |

RJSK AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 10 | 2500 | 2500 | 2500 | 2500 | Nil |
| TWY:T4 | 1985 | 1985 | 1985 | | Nil |
| 28 | 2500 | 2500 | 2500 | 2500 | Nil |
| TWY:T2 | 1800 | 1800 | 1800 | | Nil |

誘導路の TORA, TODA 及び ASDA は、誘導路中心線と滑走路中心線の交点から滑走路末端までの距離を示す。
(TORA, TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.)

RJSK AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|--|-------------------------------------|-----------------------|---|-------------|---|--|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | SALS (*1) 420m LIH | Green Green | PAPI 3.0°/Left 420m 74ft | Nil | 2500m 30m Coded color (White/red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| 28 | PALS (CAT I) 840m LIH | Green Green | PAPI 3.0°/Left 429m 66ft | 900m | 2500m 30m Coded color (White/red) LIH | 2500m 60m Coded color (White/Yellow) LIH | Red | Nil (*2) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon (550m and 890m FM RWY THR) (*1) Overrun area edge LGT(LEN60m color:Red) (*2) | | | | | | | | |

RJSK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 393641N/1401302E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer: RWY10:117°/350m from RWY10 THR, LGTD RWY28:263°/457m from RWY28 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1sec: REDL, RCLL, RTHL, RENL, WBAR, Overrun area edge LGT Within 15sec: Other LGT |
| 5 | Remarks | WDI LGT |

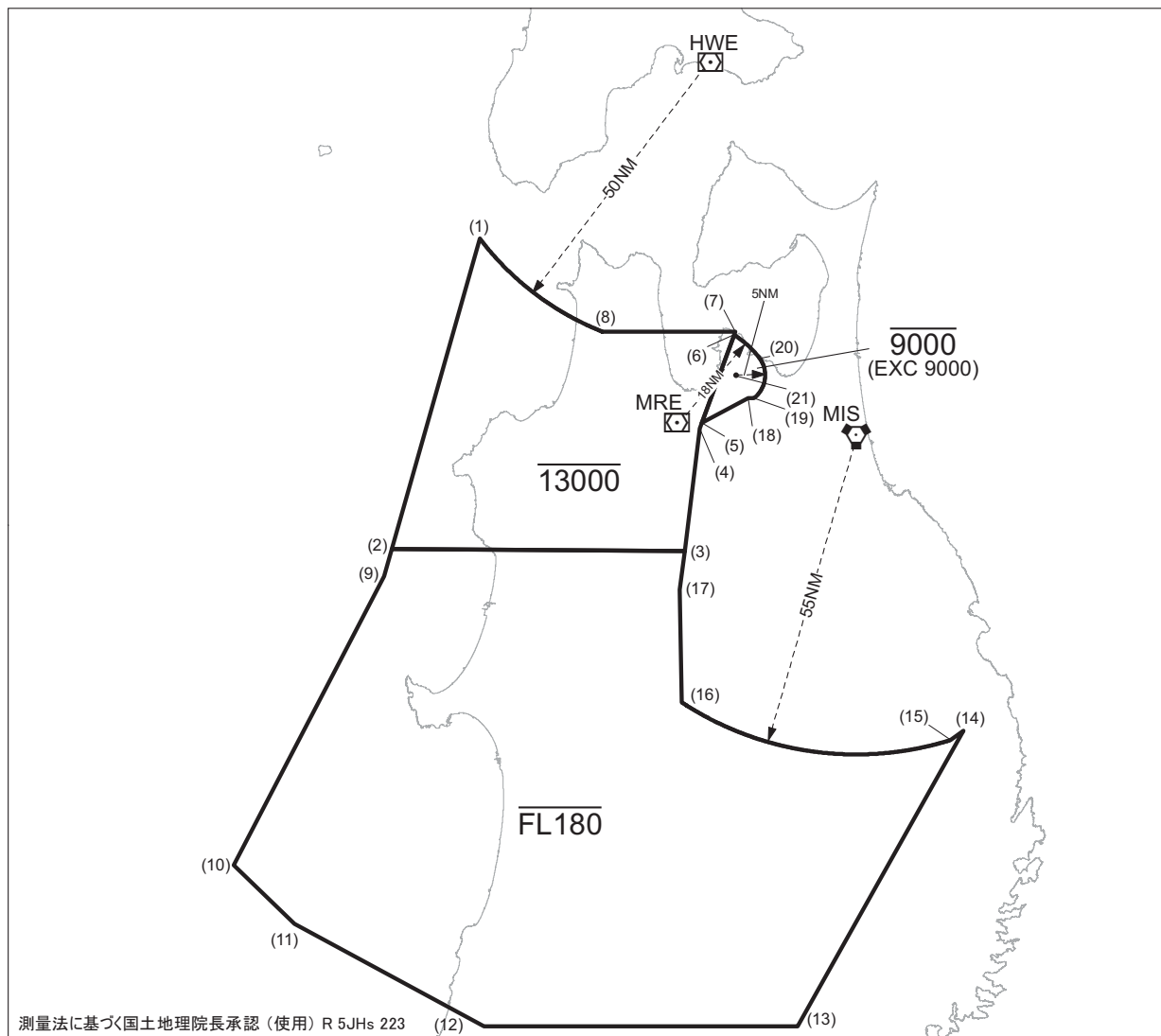
RJSK AD 2.16 HELICOPTER LANDING AREA

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

RJSK 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 |
| Akita CTR | Area within a radius of 5nm(9km) of Akita ARP (39° 37'N 140° 13'E) | 3,000 or below | D | Akita Tower En | |
| Shirakami ACA | See attached chart | | E | Shirakami APP En | |

白神進入管制区
Shirakami Approach Control Area



Point list

| | | |
|-----------------------|-----------------------|-----------------------|
| (1) 411552N 1395713E | (11) 391725N 1391738E | (21) 405230N 1405541E |
| (2) 402212N 1393805E | (12) 390010N 1395948E | |
| (3) 402212N 1404403E | (13) 390021N 1410906E | |
| (4) 404323N 1404728E | (14) 395103N 1414622E | |
| (5) 404419N 1404755E | (15) 394929N 1414329E | |
| (6) 405927N 1405513E | (16) 395611N 1404325E | |
| (7) 410000N 1405529E | (17) 401534N 1404259E | |
| (8) 410000N 1402510E | (18) 404832N 1405824E | |
| (9) 401728N 1393625E | (19) 404834N 1405945E | |
| (10) 392719N 1390356E | (20) 405524N 1410102E | |

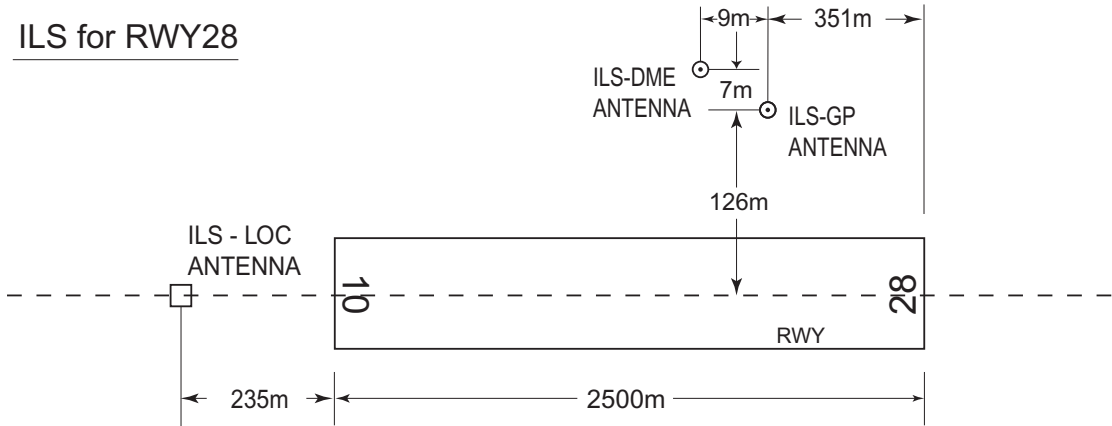
RJSK AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--------------------|--|--------------------|-------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Shirakami Approach | 119.25MHz 315.3MHz 120.65MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1300 | |
| TWR | Akita Tower | 118.6MHz(1) 126.2MHz 243.0MHz(E) | 2200 - 1300 | (1) Primary |

RJSK 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/2013) | UWE | 110.65MHz | H24 | 393701.66N 1401112.97E | | |
| DME | UWE | 1130MHz (CH-43Y) | H24 | 393701.66N 1401112.97E | 286ft | |
| ILS-LOC 28 | IUW | 108.9MHZ | 2200-1300 | 393701.85N 1401205.32E | | LOC: 235m(771ft) away FM RWY 10 THR. BRG (MAG) 285.60° |
| ILS-GP 28 | | 329.3MHZ | 2200-1300 | 393656.99N 1401345.24E | | GP: 351m(1152ft) inside FM RWY 28 THR, 126m(413ft) N of RCL. GP angle 3.0° HGT of ILS Ref datum 16.5m(54ft). |
| ILS-DME 28 | IUW | 987MHz (CH-26X) | 2200-1300 | 393657.33N 1401344.53E | 324ft | DME: 360m(1181ft) inside FM RWY 28 THR, 133m(436ft) N of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

AKITA AP



REMARKS : 1 LOC beam BRG(MAG) 285.60°
2 HGT of ILS REF datum 16.5m(54ft)
3 GP Angle 3.0°
4 ELEV of ILS-DME 98.8m(324ft)

RJSK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations
- Nil
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
- Nil
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

RJSK AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJSK AD 2.22 FLIGHT PROCEDURES**1. TAKE OFF MINIMA**

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 10 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 28 | A,B,C,D | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 10 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 28 | A,B,C,D | | | | | | |

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

If radio communications with Shirakami Approach are lost for 1 minute, squawk Mode A/3 Code 7600 and;

- (I) 1. Contact Akita Tower.
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable, proceed to YUWA VOR/DME 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 requires.

RJSK AD 2.23 ADDITIONAL INFORMATION

HELIPAD Location: On PARL TWY
 HELIPAD P2 at the intersection with TWY T2
 HELIPAD P3 on TWY P3 at the intersection with AK TWY
 HELIPAD P4 on TWY P4 at the point of intersection with JSDF-A TWY

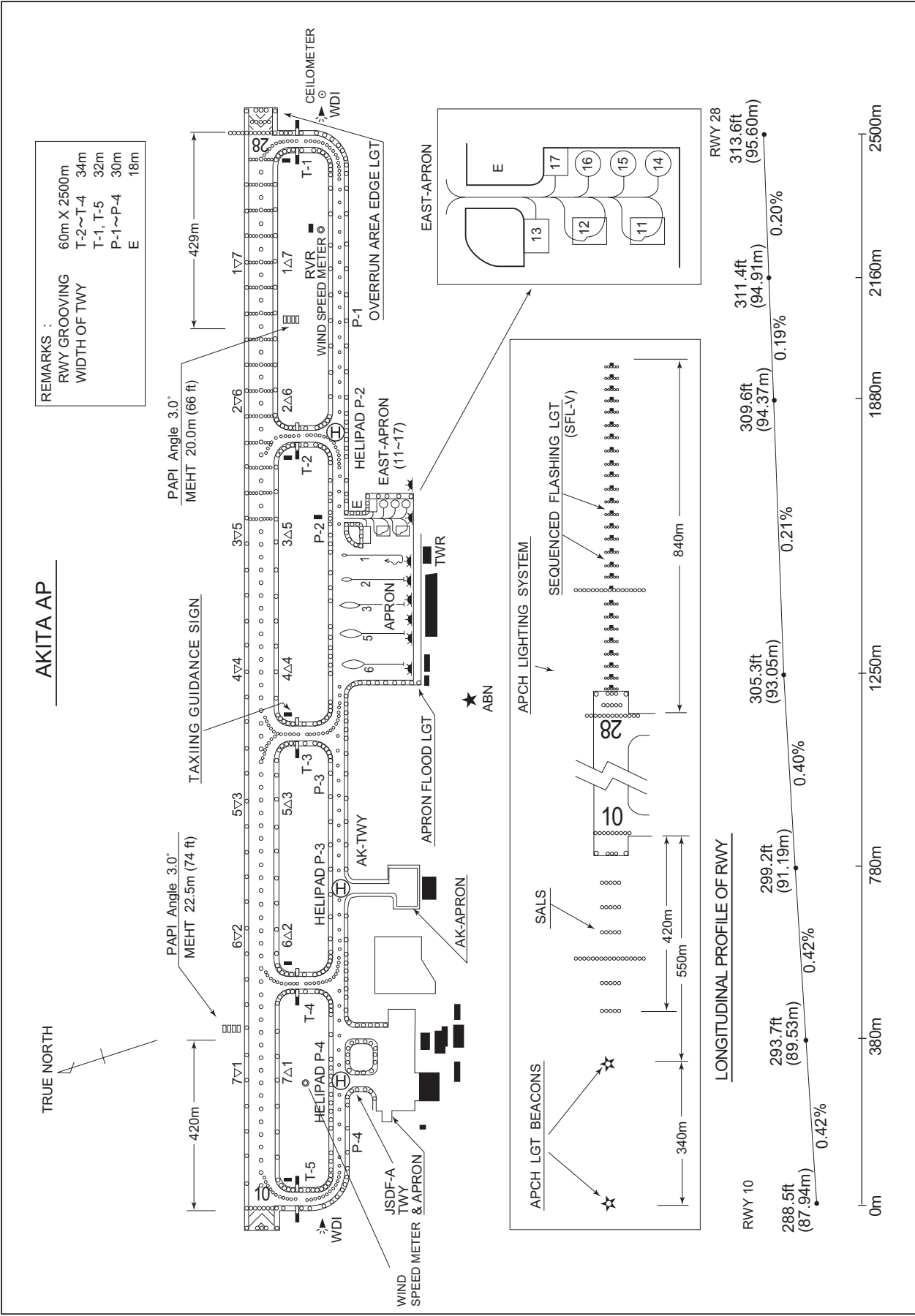
RJSK AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
 Standard Departure Chart - Instrument (YUWA REVERSAL)
 Standard Departure Chart - Instrument (MUTSU-RNAV)
 Standard Departure Chart - Instrument (USYU-RNAV)
 Standard Departure Chart - Instrument (NIIGATA-RNAV)
 Standard Arrival Chart - Instrument (MAGGY,YAYOI,CHOKA WEST-RNAV)
 Standard Arrival Chart - Instrument (MAGGY,YAYOI,CHOKA EAST-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 (VOR Z RWY10)
 Instrument Approach Chart (RNP Z RWY10)
 Instrument Approach Chart (RNP Y RWY10 (AR))
 Instrument Approach Chart (RNP Z RWY28)
 Instrument Approach Chart (RNP Y RWY28 (AR))
 Other Chart (Visual REP)
 Other Chart (MVA CHART)

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AD CHART

CHANGE : WIND SPEED METER, CEILOMETER added.



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STANDARD DEPARTURE CHART -INSTRUMENT

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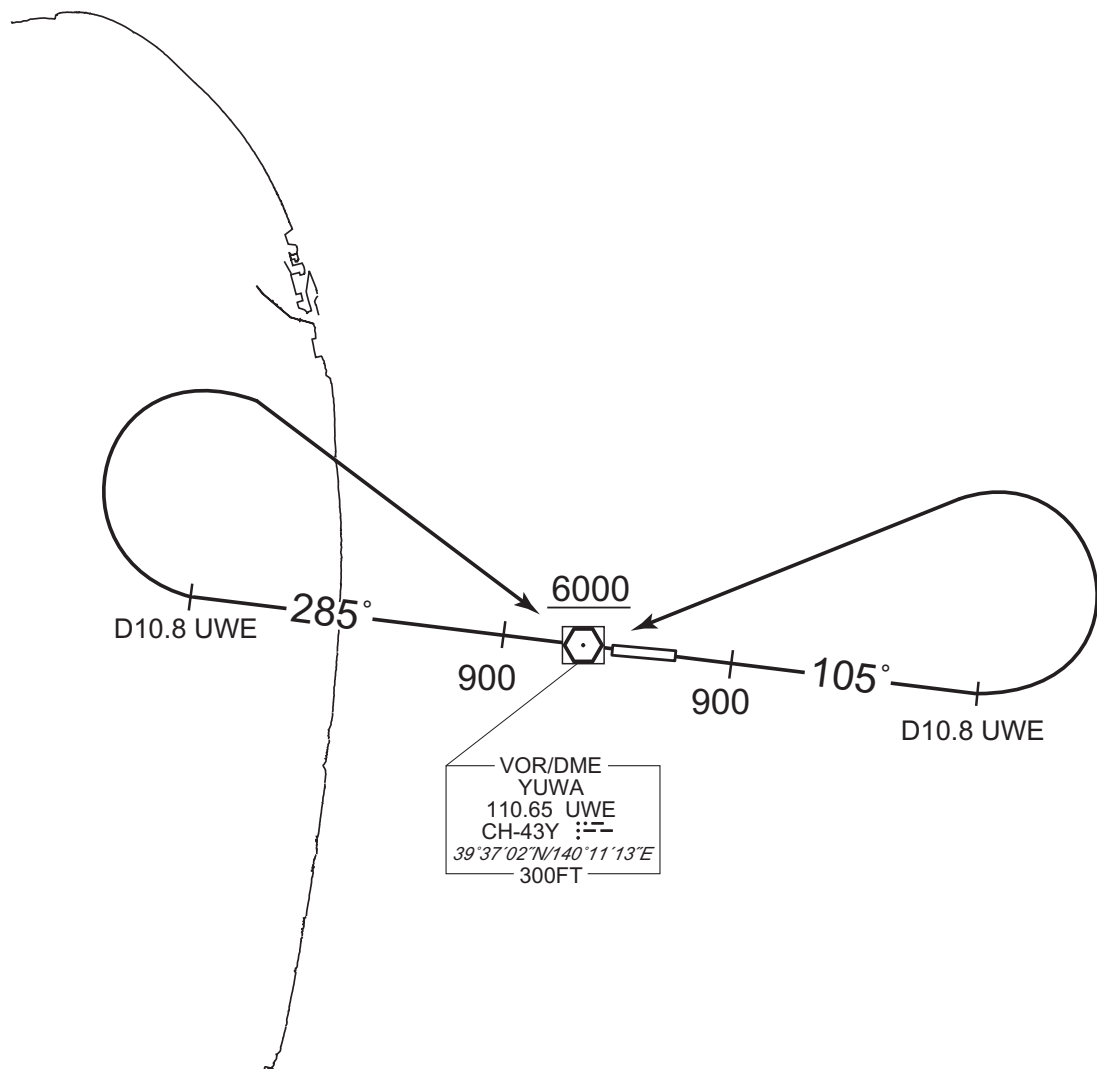
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YUWA REVERSAL SEVEN DEPARTURE

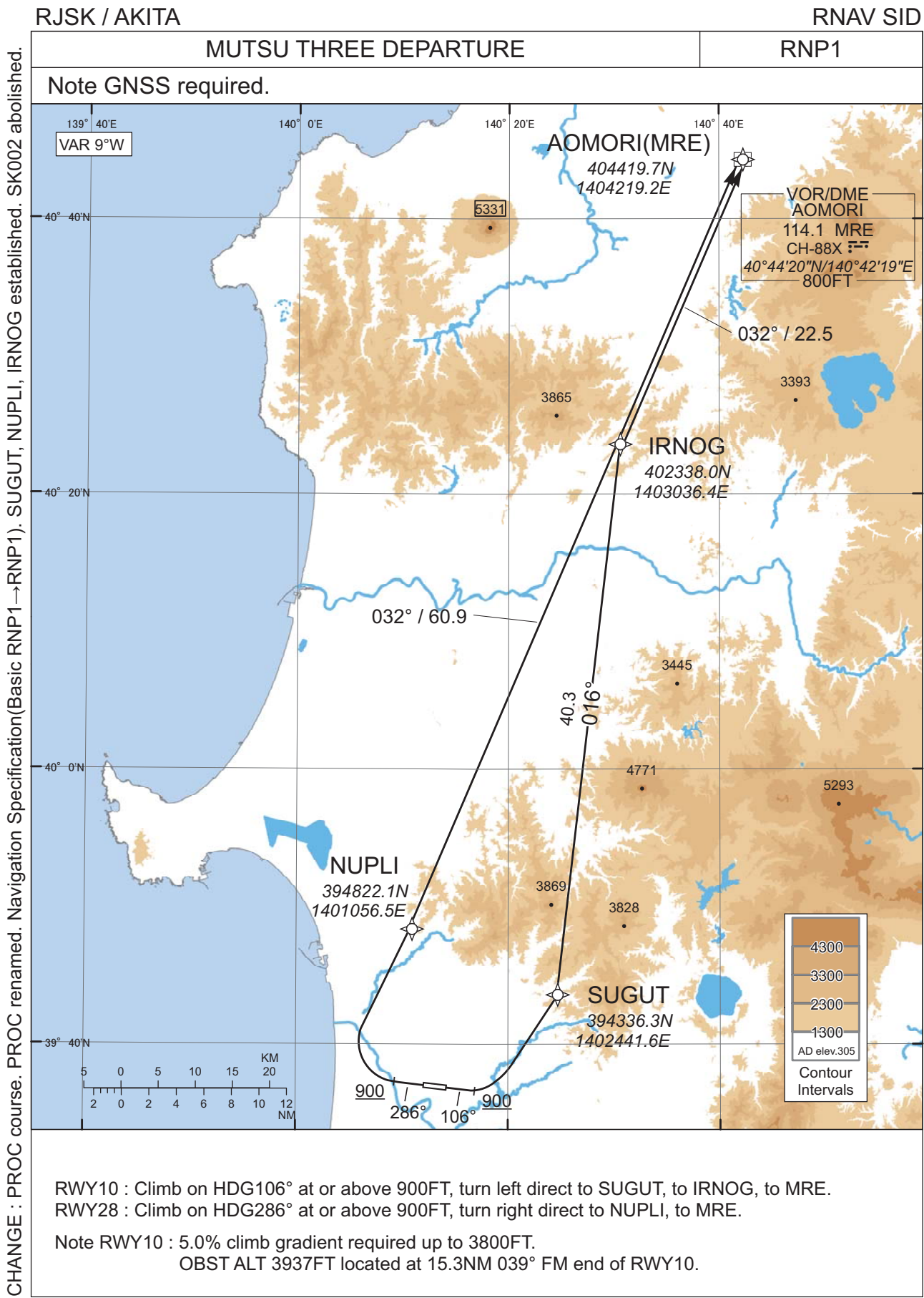
RWY 10 : Climb RWY HDG to 900FT, via UWE R105 to 10.8DME, turn left,...
 RWY 28 : Climb RWY HDG to 900FT, via UWE R285 to 10.8DME turn right,...
 ...direct to UWE VOR/DME.
 Cross UWE VOR/DME at or above 6000FT.

Note RWY10 : 5.0% climb gradient required up to 3300FT.
 OBST ALT 3543FT located at 13.8NM 071° FM end of RWY10.

CHANGE : PROC course. PROC renamed. Note added.



STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD DEPARTURE CHART -INSTRUMENT

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RNAV SID

MUTSU THREE DEPARTURE

RWY10

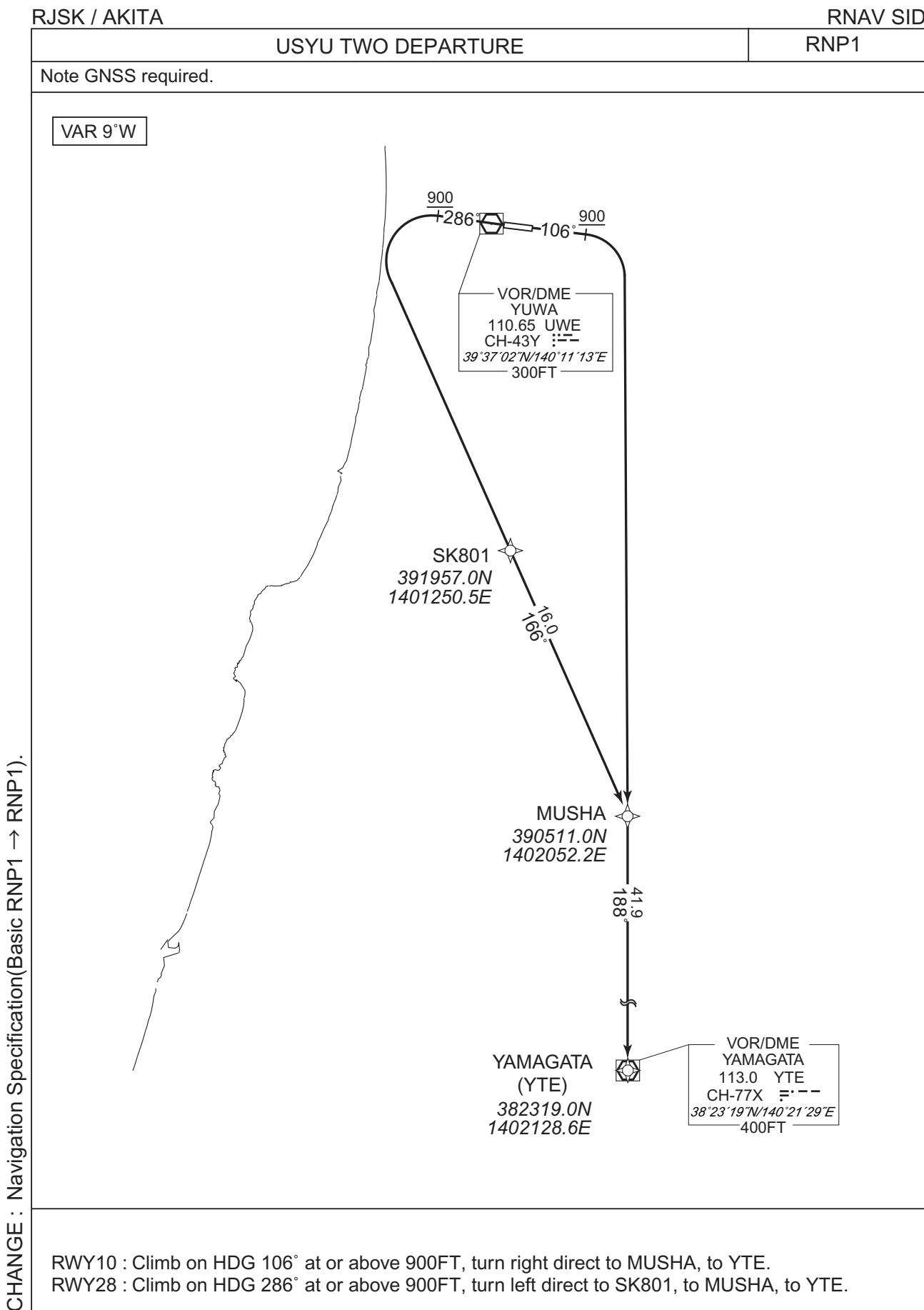
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | - | - | 106 (096.6) | -9.1 | - | - | +900 | - | - | RNP1 |
| 002 | DF | SUGUT | - | - | -9.1 | - | L | - | - | - | RNP1 |
| 003 | TF | IRNOG | - | 016 (006.4) | -9.1 | 40.3 | - | - | - | - | RNP1 |
| 004 | TF | MRE | - | 032 (023.2) | -9.1 | 22.5 | - | - | - | - | RNP1 |

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 | - | - | 286 (276.6) | -9.1 | - | - | +900 | - | - | RNP1 |
| 002 | DF | NUPLI | - | - | -9.1 | - | R | - | - | - | RNP1 |
| 003 | TF | MRE | - | 032 (023.0) | -9.1 | 60.9 | - | - | - | - | RNP1 |

CHANGE : PROC course. PROC renamed. Navigation Specification(Basic RNP1 → RNP1). SUGUT, NUPLI, IRNOG established. SK002 abolished.

STANDARD DEPARTURE CHART -INSTRUMENT



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

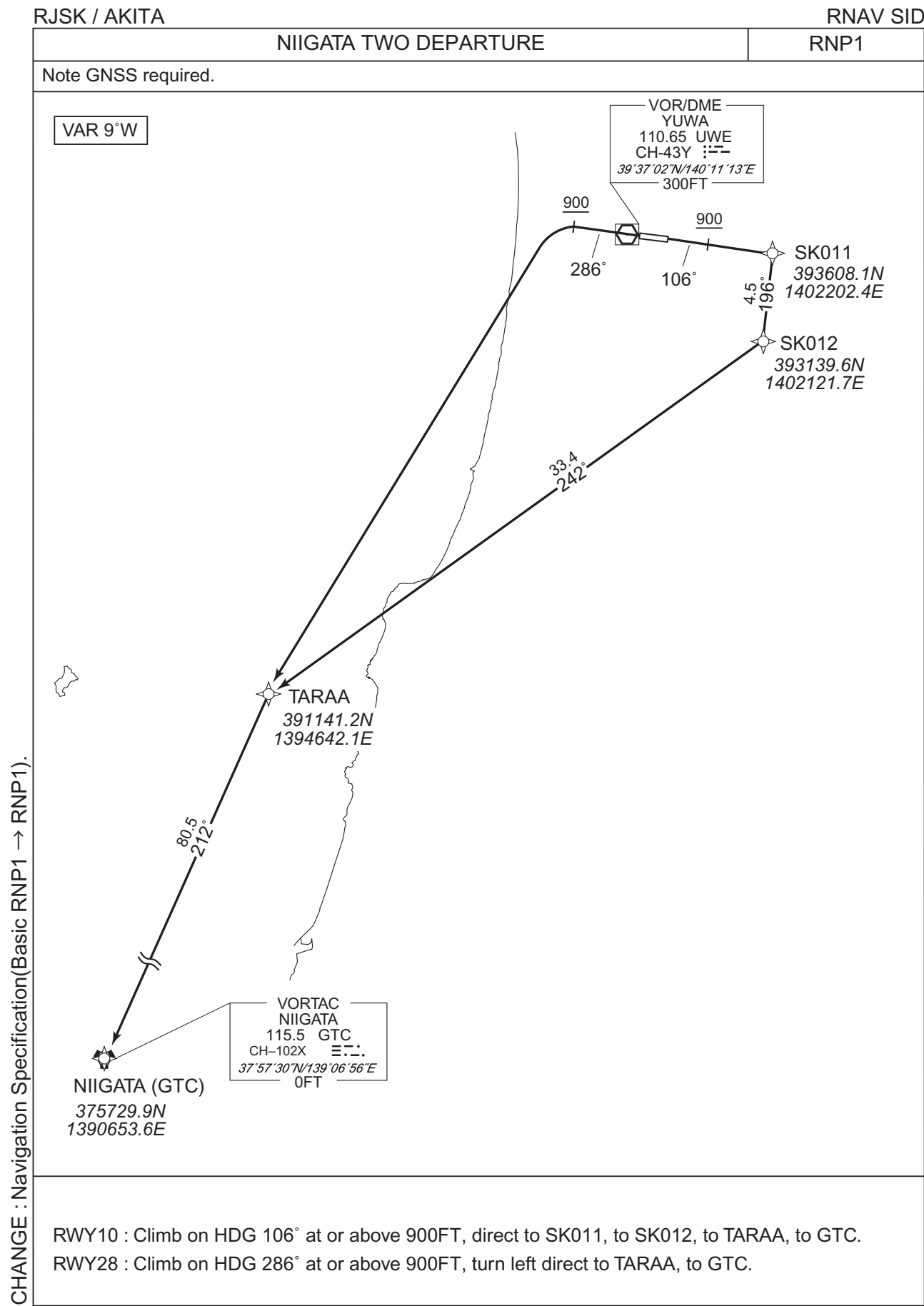
STANDARD DEPARTURE CHART -INSTRUMENT

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| USYU 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 | - | - | 106 (096.6) | -8.9 | - | - | +900 | - | - | RNP1 |
| 002 | DF | MUSHA | - | - | -8.9 | - | R | - | - | - | RNP1 |
| 003 | TF | YTE | - | 188 (179.3) | -8.9 | 41.9 | - | - | - | - | RNP1 |
| 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 | - | - | 286 (276.6) | -8.9 | - | - | +900 | - | - | RNP1 |
| 002 | DF | SK801 | - | - | -8.9 | - | L | - | - | - | RNP1 |
| 003 | TF | MUSHA | - | 166 (157.1) | -8.9 | 16.0 | - | - | - | - | RNP1 |
| 004 | TF | YTE | - | 188 (179.3) | -8.9 | 41.9 | - | - | - | - | RNP1 |
| CHANGE : Navigation Specification(Basic RNP1 → RNP1). | | | | | | | | | | | |

STANDARD DEPARTURE CHART -INSTRUMENT



STANDARD DEPARTURE CHART -INSTRUMENT

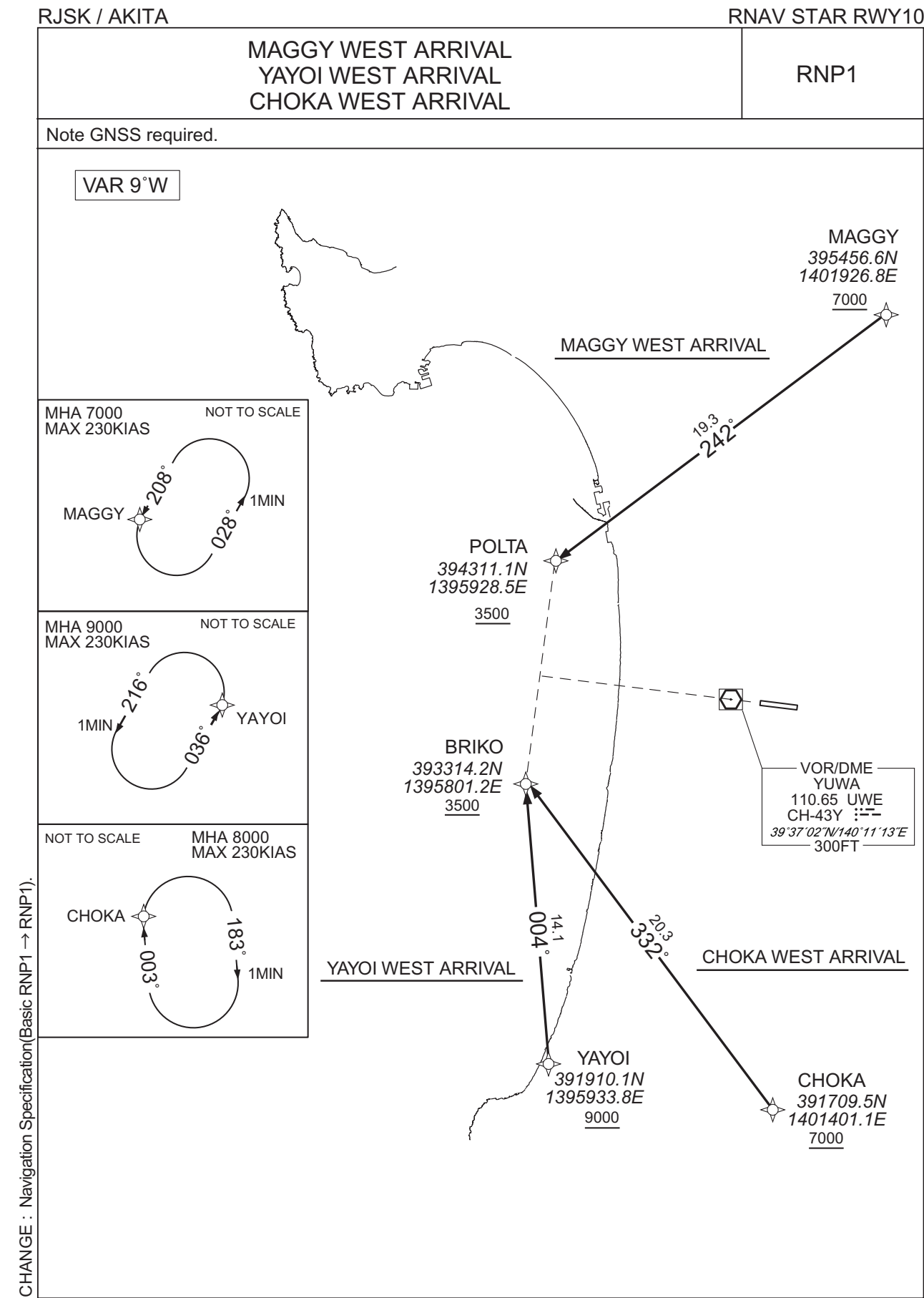
RJSK / AKITA

RNAV SID

| NIIGATA 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 | - | - | 106 (096.6) | -8.9 | - | - | +900 | - | - | RNP1 |
| 002 | DF | SK011 | - | - | -8.9 | - | - | - | - | - | RNP1 |
| 003 | TF | SK012 | - | 196 (186.7) | -8.9 | 4.5 | - | - | - | - | RNP1 |
| 004 | TF | TARAA | - | 242 (233.5) | -8.9 | 33.4 | - | - | - | - | RNP1 |
| 005 | TF | GTC | - | 212 (203.0) | -8.9 | 80.5 | - | - | - | - | RNP1 |
| 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 | - | - | 286 (276.6) | -8.9 | - | - | +900 | - | - | RNP1 |
| 002 | DF | TARAA | - | - | -8.9 | - | - | - | - | - | RNP1 |
| 003 | TF | GTC | - | 212 (203.0) | -8.9 | 80.5 | - | - | - | - | RNP1 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART-INSTRUMENT



STANDARD ARRIVAL CHART-INSTRUMENT

RJSK / AKITA

RNAV STAR RWY10

MAGGY WEST ARRIVAL

From MAGGY at or above 7000FT, to POLTA at or above 3500FT.

| 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 | MAGGY | - | - | -9.0 | - | - | +7000 | - | - | RNP1 |
| 002 | TF | POLTA | - | 242 (232.6) | -9.0 | 19.3 | - | +3500 | - | - | RNP1 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | MAGGY | 208 (199.5) | -9.0 | 1.0(-14000) | L | 7000 | FL140 | -230(-14000) | RNP1 |

YAYOI WEST ARRIVAL

From YAYOI at or above 9000FT, to BRIKO at or above 3500FT.

| 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 | YAYOI | - | - | -9.0 | - | - | +9000 | - | - | RNP1 |
| 002 | TF | BRIKO | - | 004 (355.2) | -9.0 | 14.1 | - | +3500 | - | - | RNP1 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | YAYOI | 036 (026.6) | -9.0 | 1.0(-14000) | L | 9000 | FL140 | -230(-14000) | RNP1 |

CHOKA WEST ARRIVAL

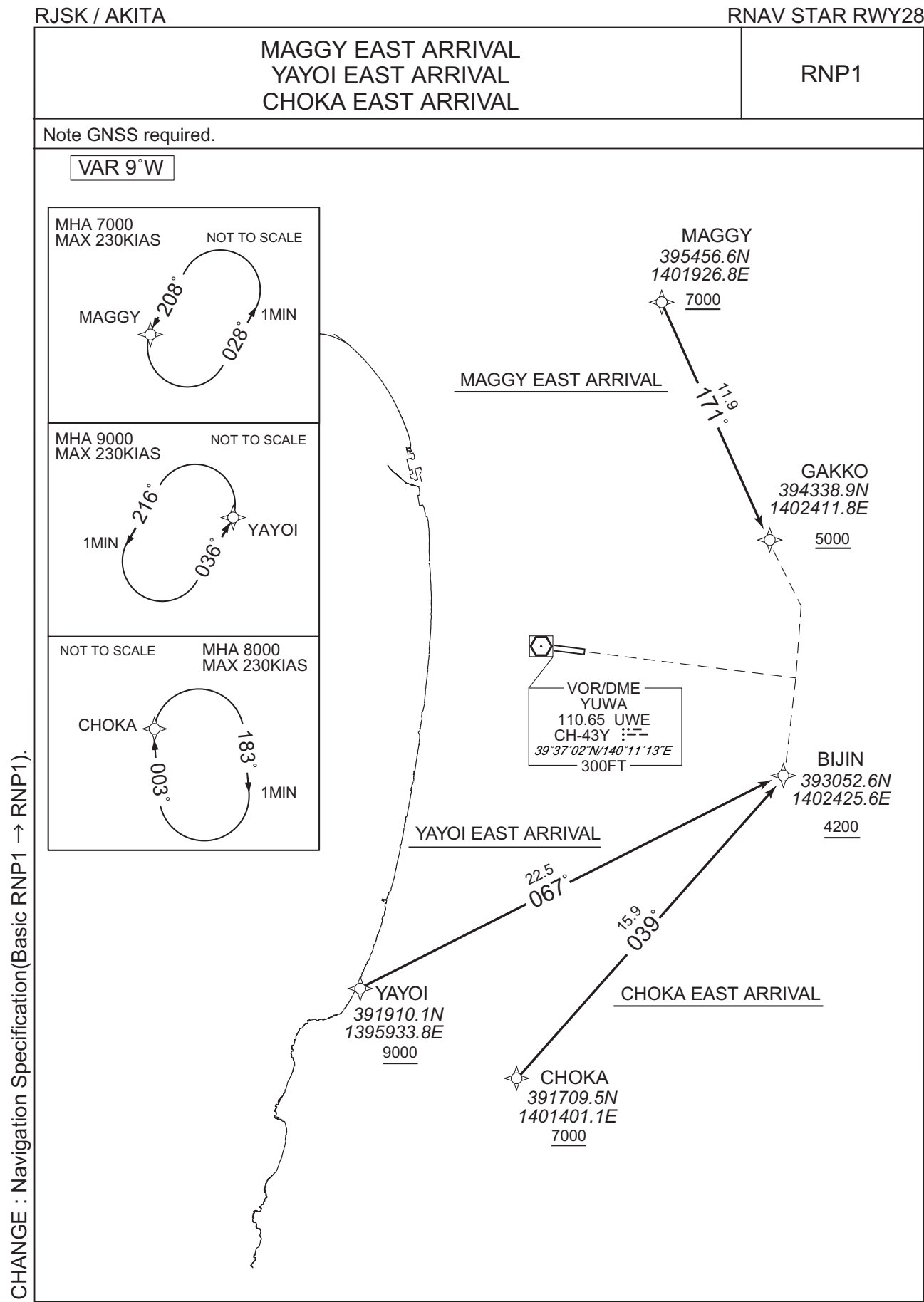
From CHOKA at or above 7000FT, to BRIKO at or above 3500FT.

| 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 | CHOKA | - | - | -9.0 | - | - | +7000 | - | - | RNP1 |
| 002 | TF | BRIKO | - | 332 (322.5) | -9.0 | 20.3 | - | +3500 | - | - | RNP1 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | CHOKA | 003 (353.8) | -9.0 | 1.0(-14000) | R | 8000 | FL140 | -230(-14000) | RNP1 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART-INSTRUMENT



STANDARD ARRIVAL CHART-INSTRUMENT

RJSK / AKITA

RNAV STAR RWY28

MAGGY EAST ARRIVAL

From MAGGY at or above 7000FT, to GAKKO at or above 5000FT.

| 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 | MAGGY | - | - | -9.0 | - | - | +7000 | - | - | RNP1 |
| 002 | TF | GAKKO | - | 171 (162.1) | -9.0 | 11.9 | - | +5000 | - | - | RNP1 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | MAGGY | 208 (199.5) | -9.0 | 1.0(-14000) | L | 7000 | FL140 | -230(-14000) | RNP1 |

YAYOI EAST ARRIVAL

From YAYOI at or above 9000FT, to BIJIN at or above 4200FT.

| 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 | YAYOI | - | - | -9.0 | - | - | +9000 | - | - | RNP1 |
| 002 | TF | BIJIN | - | 067 (058.5) | -9.0 | 22.5 | - | +4200 | - | - | RNP1 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | YAYOI | 036 (026.6) | -9.0 | 1.0(-14000) | L | 9000 | FL140 | -230(-14000) | RNP1 |

CHOKA EAST ARRIVAL

From CHOKA at or above 7000FT, to BIJIN at or above 4200FT.

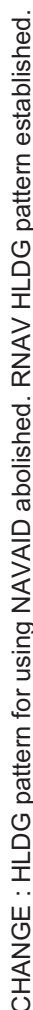
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | CHOKA | - | - | -9.0 | - | - | +7000 | - | - | RNP1 |
| 002 | TF | BIJIN | - | 039 (030.3) | -9.0 | 15.9 | - | +4200 | - | - | RNP1 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | Navigation Specification |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|--------------|--------------------------|
| Hold | CHOKA | 003 (353.8) | -9.0 | 1.0(-14000) | R | 8000 | FL140 | -230(-14000) | RNP1 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

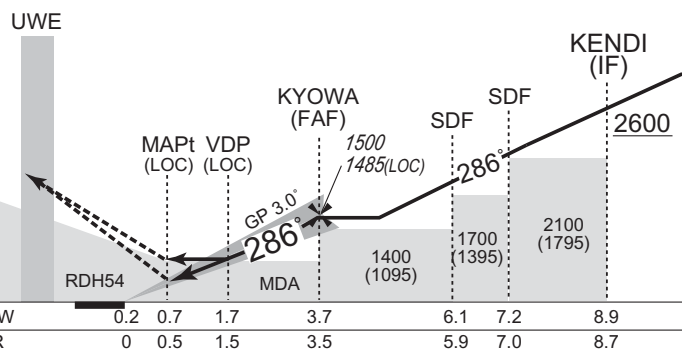
RJSK / AKITA

ILS Z or LOC Z RWY28



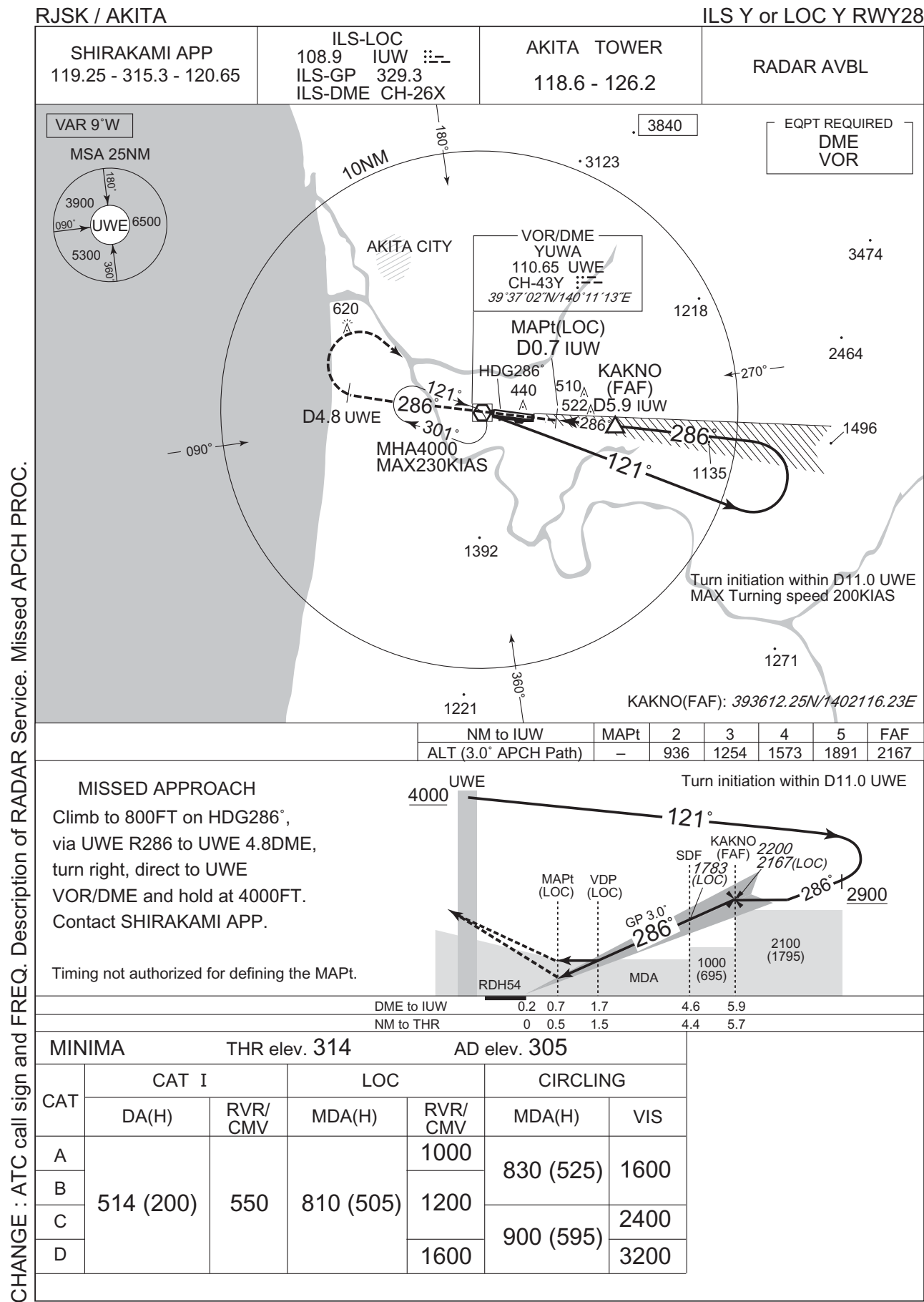
Climb to 800FT on HDG286°,
via UWE R286 to UWE 4.8DME,
turn right, direct to UWE
VOR/DME and hold at 4000FT.
Contact SHIRAKAMI APP.

Timing not authorized for defining the MAPt.

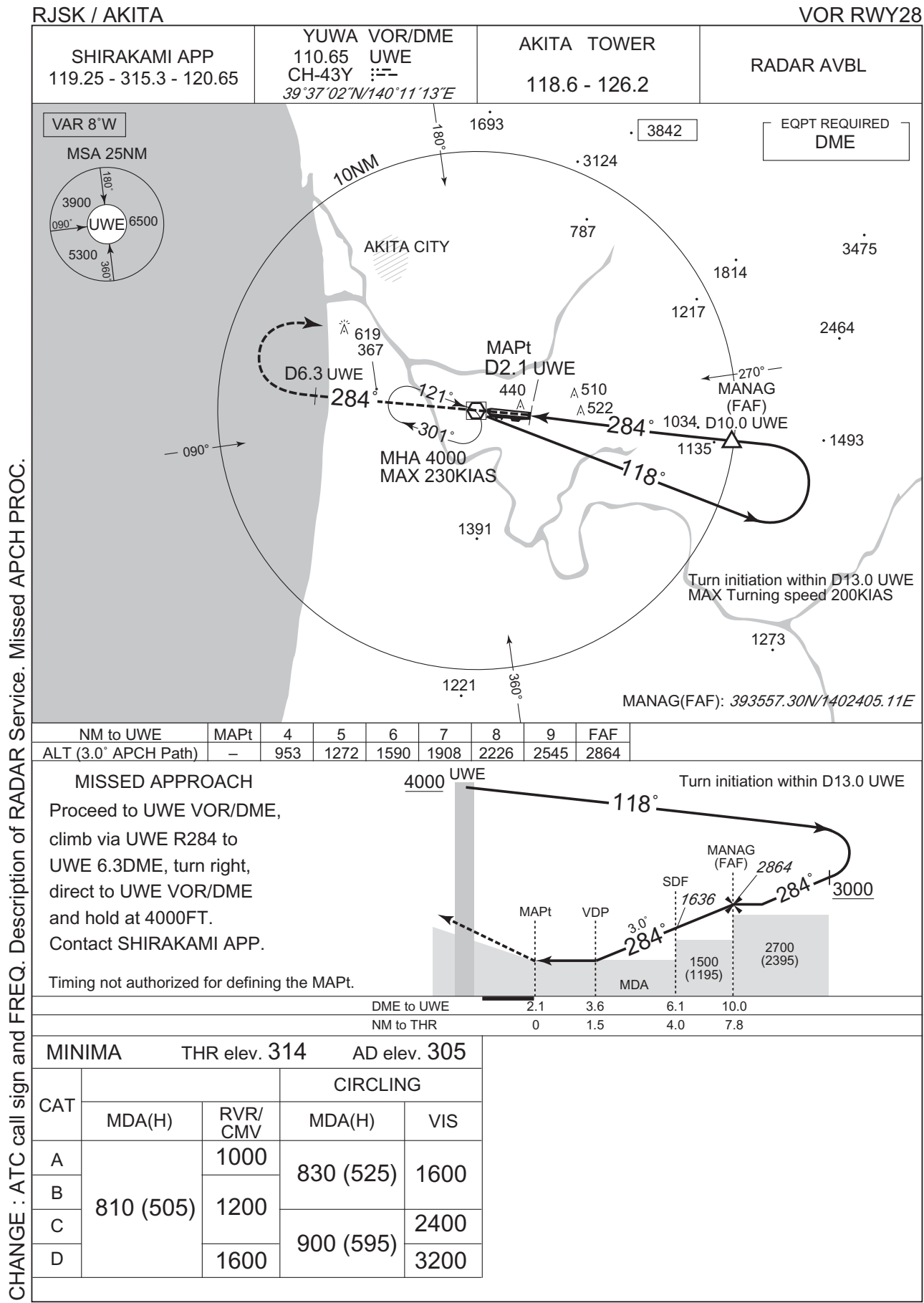


| MINIMA | | THR elev. 314 | | AD elev. 305 | | |
|--------|-----------|---------------|-----------|--------------|-----------|-----------|
| CAT | CAT I | | LOC | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 514 (200) | 550 | 810 (505) | 1000 | 830 (525) | 1600 |
| B | | | | 1200 | | |
| C | | | | | 1600 | 900 (595) |
| D | | | | | | |

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



CHANGE : ATC call sign and FREQ. Description of RADAR Service. Missed APCH PROC.

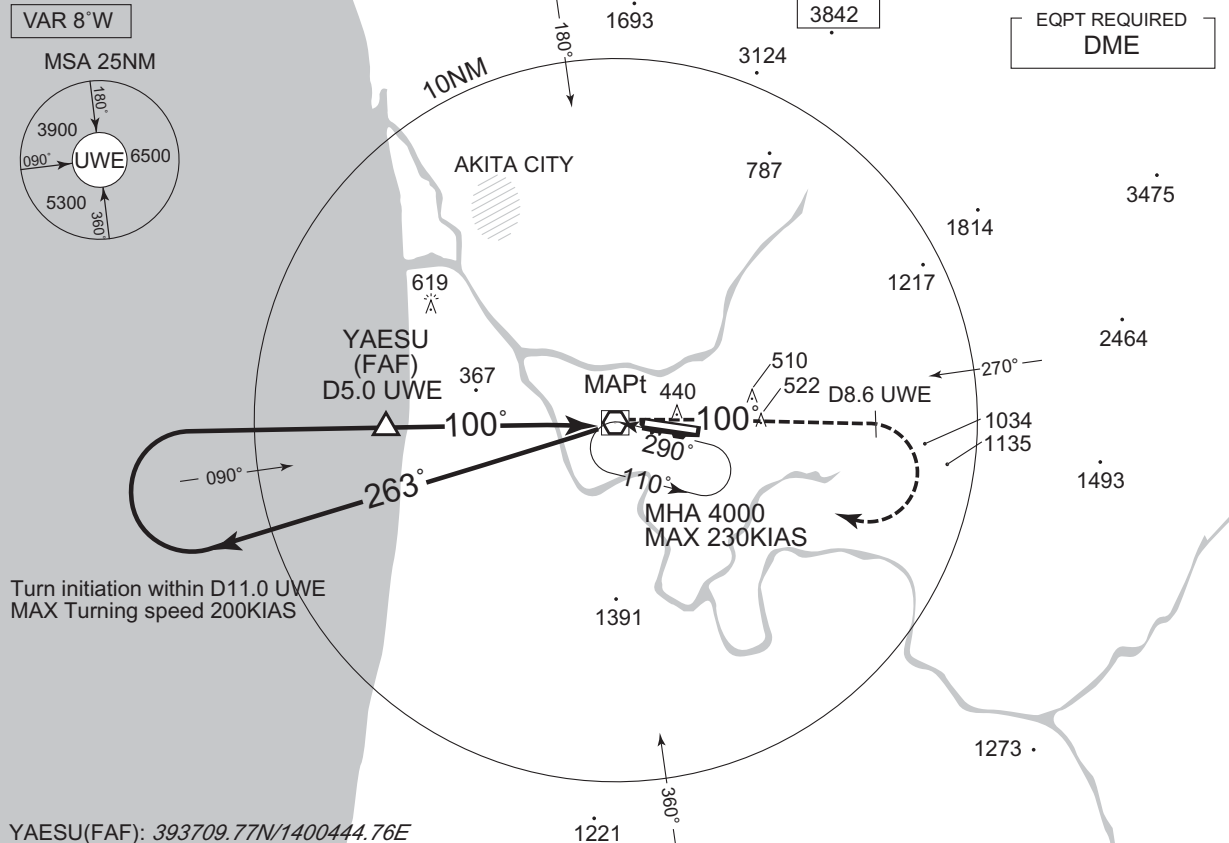
RJSK / AKITA

SHIRAKAMI APP
119.25 - 315.3 - 120.65

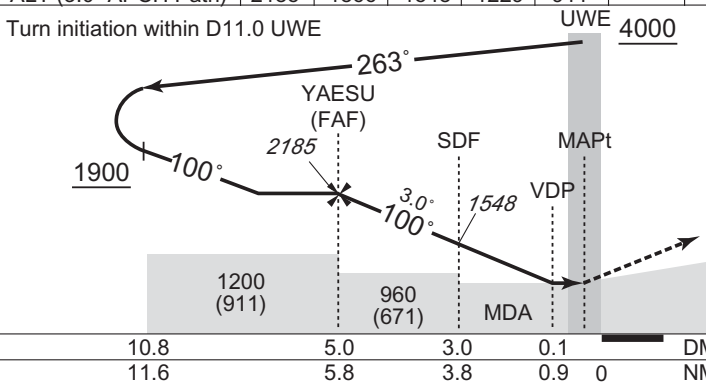
YUWA VOR/DME
110.65 UWE
CH-43Y ::--
39°37'02"N/140°11'13"E

AKITA TOWER
118.6 - 126.2

RADAR AVBL



| NM to UWE | FAF | 4 | 3 | 2 | 1 | MAPt |
|----------------------|------|------|------|------|-----|------|
| ALT (3.0° APCH Path) | 2185 | 1866 | 1548 | 1229 | 911 | – |



MISSED APPROACH
Climb via UWE R100 to
UWE 8.6DME, turn right,
direct to UWE VOR/DME
and hold at 4000FT.
Contact SHIRAKAMI APP.

Timing not authorized for defining the MAPt.

| | | |
|--------|---------------|--------------|
| MINIMA | THR elev. 289 | AD elev. 305 |
|--------|---------------|--------------|

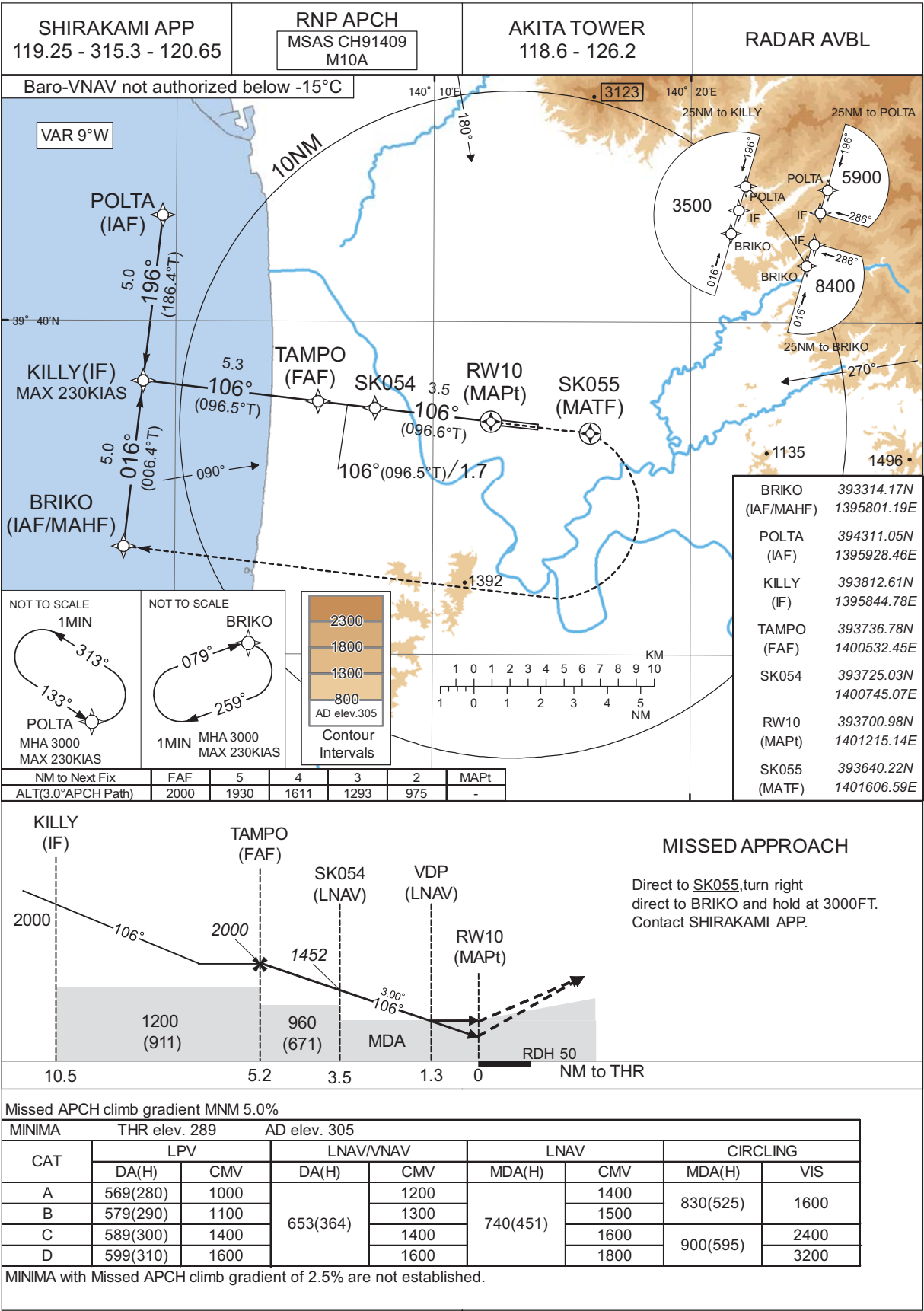
| CAT | | | CIRCLING | |
|-----|-----------|------|-----------|------|
| | MDA(H) | CMV | MDA(H) | VIS |
| A | 680 (391) | 1200 | 830 (525) | 1600 |
| B | | 1300 | | |
| C | | 1400 | 900 (595) | 2400 |
| D | | 1600 | | 3200 |

CHANGE : PROC renamed. ATC call sign and FREQ. Description of RADAR Service. Missed APCH PROC.

INSTRUMENT APPROACH CHART

RJSK / AKITA

RNP Z RWY10



INSTRUMENT APPROACH CHART

RJSK / AKITA

RNP Z RWY10

FAS DATA BLOCK

| | | | |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type | 0 | LTP/FTP ellipsoidal height | +01268 |
| SBAS service provider identifier | 2 | FPAP latitude | 393651.6070N |
| Airport identifier | RJSK | FPAP longitude | 1401359.3150E |
| Runway | 10 | Threshold crossing height | 00015.0 |
| Approach performance designator | 0 | TCH units selector | 1 |
| Route indicator | Z | Glide path angle | 03.00 |
| Reference path data selector | 0 | Course width at threshold | 105.00 |
| Reference path ID | M10A | ∠ length offset | 0000 |
| LTP/FTP latitude | 393700.9295N | HAL | 40.0 |
| LTP/FTP longitude | 1401215.1950E | VAL | 50.0 |
| CRC remainder | 884983FD | | |

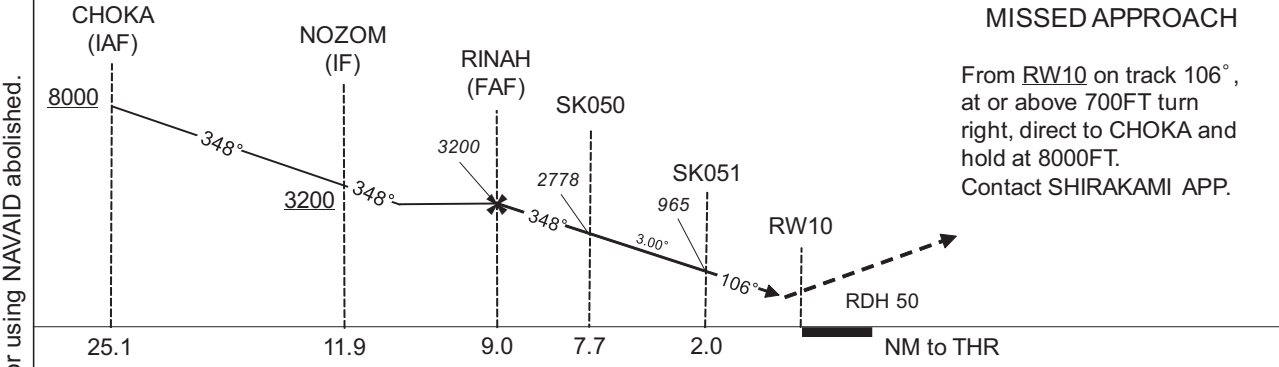
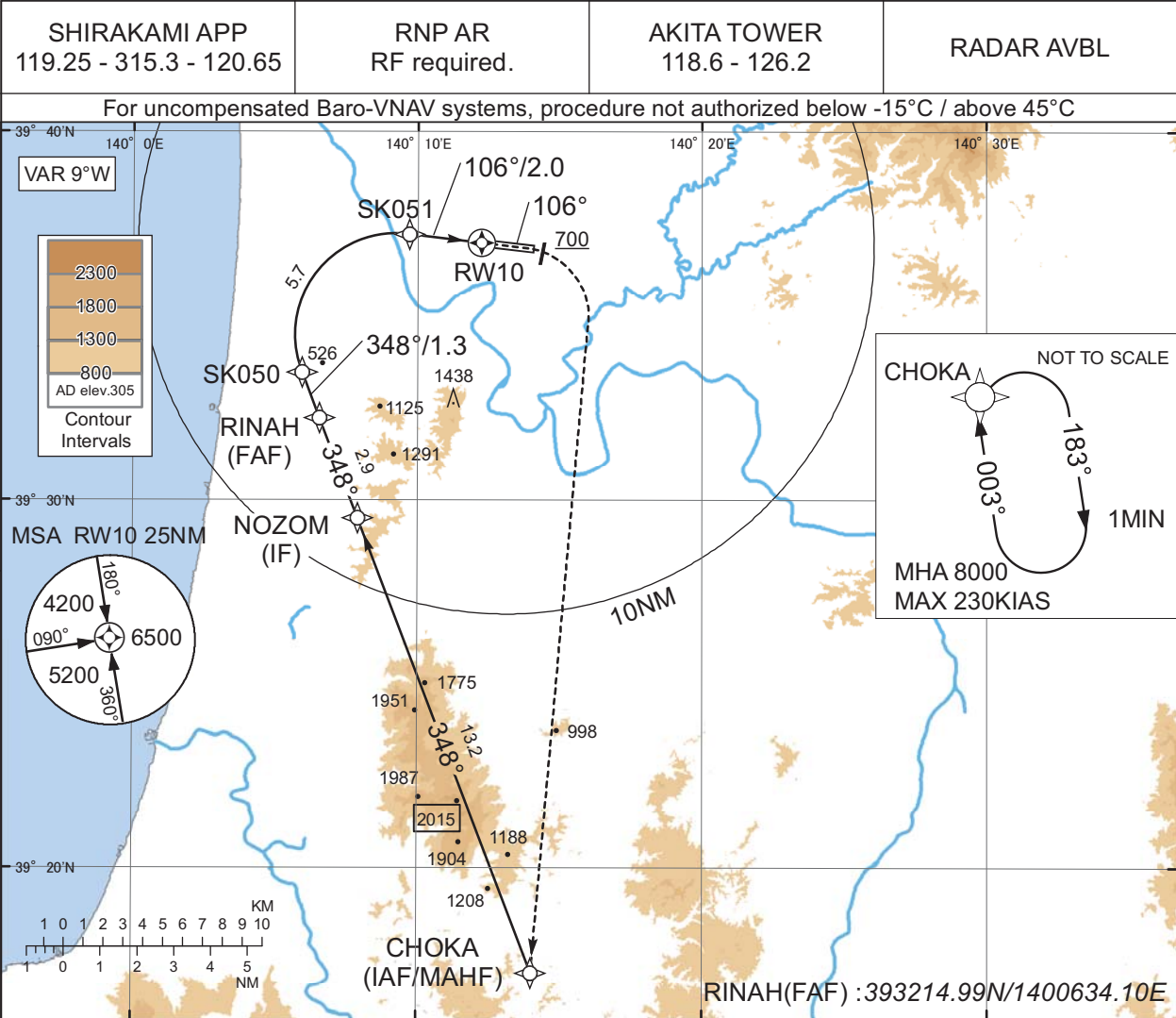
Required additional data

| | |
|----------------------------|------|
| LTP/FTP orthometric height | 87.9 |
|----------------------------|------|

CHANGE : FAS DATA BLOCK; Required additional data established.

INSTRUMENT APPROACH CHART

RJSK / AKITA RNP Y RWY10(AR)



Missed APCH climb gradient MNM 5.0%

| | | |
|--------|---------------|--------------|
| MINIMA | THR elev. 289 | AD elev. 305 |
| CAT | RNP 0.30 | |
| | DA(H) | CMV |
| A | - | - |
| B | - | - |
| C | 686(397) | 1400 |
| D | | 1600 |

Authorization Required

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

INSTRUMENT APPROACH CHART

RJSK / AKITA

RNP Y RWY10(AR)

Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 001 | IF | CHOKA | - | - | -9.0 | - | - | +8000 | - | - | - |
| 002 | TF | NOZOM | - | 348 (339.2) | -9.0 | 13.2 | - | +3200 | - | - | 1.0 |
| 003 | TF | RINAH | - | 348 (339.1) | -9.0 | 2.9 | - | 3200 | - | - | 1.0 |
| 004 | TF | SK050 | - | 348 (339.1) | -9.0 | 1.3 | - | 2778 | - | -3.00 | 0.3 |
| 005 | RF Center: SKRF1 r=2.78NM | SK051 | - | - | -9.0 | 5.7 | R | 965 | - | -3.00 | 0.3 |
| 006 | TF | RW10 | Y | 106 (096.6) | -9.0 | 2.0 | - | 339 | - | -3.00/50 | 0.3 |
| 007 | FA | - | - | 106 (096.6) | -9.0 | - | - | +700 | - | - | 1.0 |
| 008 | DF | CHOKA | - | - | -9.0 | - | R | 8000 | - | - | 1.0 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|------------------|-----------|
| Hold | CHOKA | 003 (353.8) | -9.0 | 1.0 (-14000) | R | 8000 | FL140 | -230 (-14000) | 1.0 |

Waypoint Coordinates

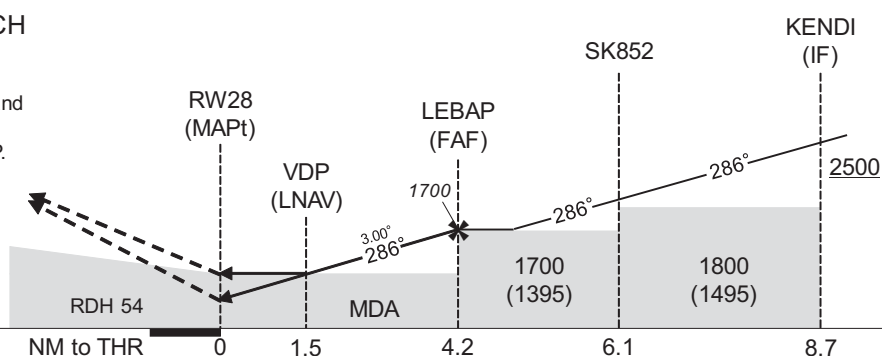
| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| CHOKA | 391709.51N / 1401401.06E | SKRF1 | 393428.91N / 1400918.43E |
| NOZOM | 392931.83N / 1400754.90E | | |
| RINAH | 393214.99N / 1400634.10E | | |
| SK050 | 393329.21N / 1400557.30E | | |
| SK051 | 393714.55N / 1400943.07E | | |
| RW10 | 393700.98N / 1401215.14E | | |

RJSK / AKITA

RNP Z RWY28



Direct to SK853,
turn right direct to UWE and
hold at 4000FT.
Contact SHIRAKAMI APP.



Missed APCH climb gradient MNM 5.0%

| MINIMA | | THR elev. 314 | AD elev. 305 | | | | | |
|--------|----------|---------------|--------------|---------|----------|---------|----------|------|
| CAT | LPV | | LNAV/VNAV | | LNAV | | CIRCLING | |
| | DA(H) | RVR/CMV | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 591(277) | 800 | 810(496) | 1000 | 810(505) | 1000 | 830(525) | 1600 |
| B | 601(287) | | | 1200 | | 1200 | | |
| C | 644(330) | 1000 | | 1600 | | 1600 | 900(595) | 2400 |
| D | 653(339) | 1400 | | 3200 | | | | |

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

INSTRUMENT APPROACH CHART

RJSK / AKITA

RNP Z RWY28

FAS DATA BLOCK

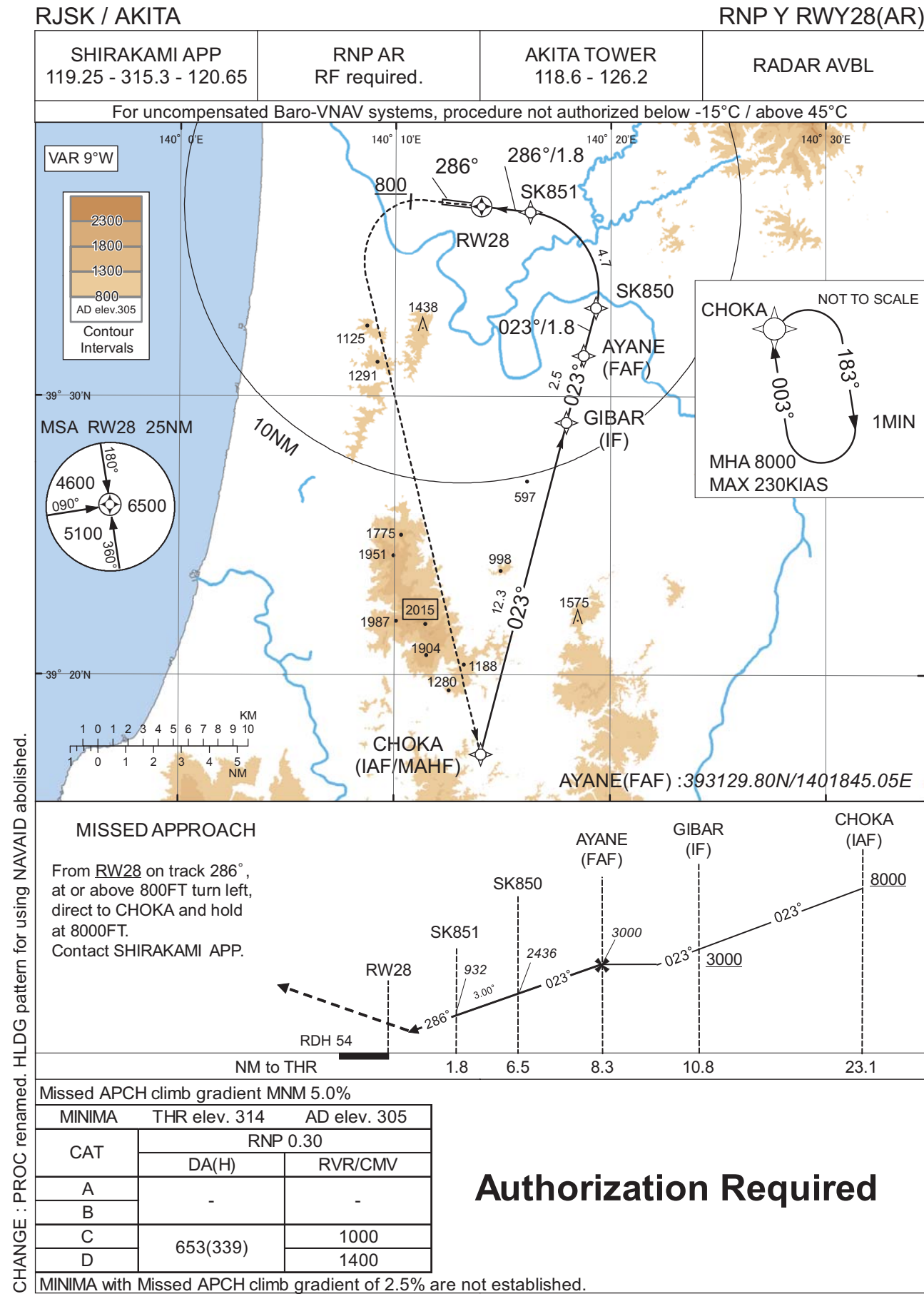
| | | | |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type | 0 | LTP/FTP ellipsoidal height | +01346 |
| SBAS service provider identifier | 2 | FPAP latitude | 393700.9295N |
| Airport identifier | RJSK | FPAP longitude | 1401215.1950E |
| Runway | 28 | Threshold crossing height | 00016.5 |
| Approach performance designator | 0 | TCH units selector | 1 |
| Route indicator | Z | Glide path angle | 03.00 |
| Reference path data selector | 0 | Course width at threshold | 105.00 |
| Reference path ID | M28A | ∟ length offset | 0000 |
| LTP/FTP latitude | 393651.6070N | HAL | 40.0 |
| LTP/FTP longitude | 1401359.3150E | VAL | 50.0 |
| CRC remainder | CA86C5B4 | | |

Required additional data

| | |
|----------------------------|------|
| LTP/FTP orthometric height | 95.6 |
|----------------------------|------|

CHANGE : New PROC.

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJSK / AKITA

RNP Y RWY28(AR)

Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|---------------------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 001 | IF | CHOKA | - | - | -9.0 | - | - | +8000 | - | - | - |
| 002 | TF | GIBAR | - | 023 (014.3) | -9.0 | 12.3 | - | +3000 | - | - | 1.0 |
| 003 | TF | AYANE | - | 023 (014.3) | -9.0 | 2.5 | - | 3000 | - | - | 1.0 |
| 004 | TF | SK850 | - | 023 (014.3) | -9.0 | 1.8 | - | 2436 | - | -3.00 | 0.3 |
| 005 | RF Center: SKRF2 r=2.77NM | SK851 | - | - | -9.0 | 4.7 | L | 932 | - | -3.00 | 0.3 |
| 006 | TF | RW28 | Y | 286 (276.7) | -9.0 | 1.8 | - | 368 | - | -3.00/54 | 0.3 |
| 007 | FA | - | - | 286 (276.7) | -9.0 | - | - | +800 | - | - | 1.0 |
| 008 | DF | CHOKA | - | - | -9.0 | - | L | 8000 | - | - | 1.0 |

| Path | Waypoint Identifier | Inbound Course °M(°T) | Magnetic Variation | Outbound Time (MIN) | Turn Direction | Minimum Altitude (FT) | Maximum Altitude (FT) | Speed (KIAS) | RNP Value |
|------|---------------------|-----------------------|--------------------|---------------------|----------------|-----------------------|-----------------------|---------------|-----------|
| Hold | CHOKA | 003 (353.8) | -9.0 | 1.0 (-14000) | R | 8000 | FL140 | -230 (-14000) | 1.0 |

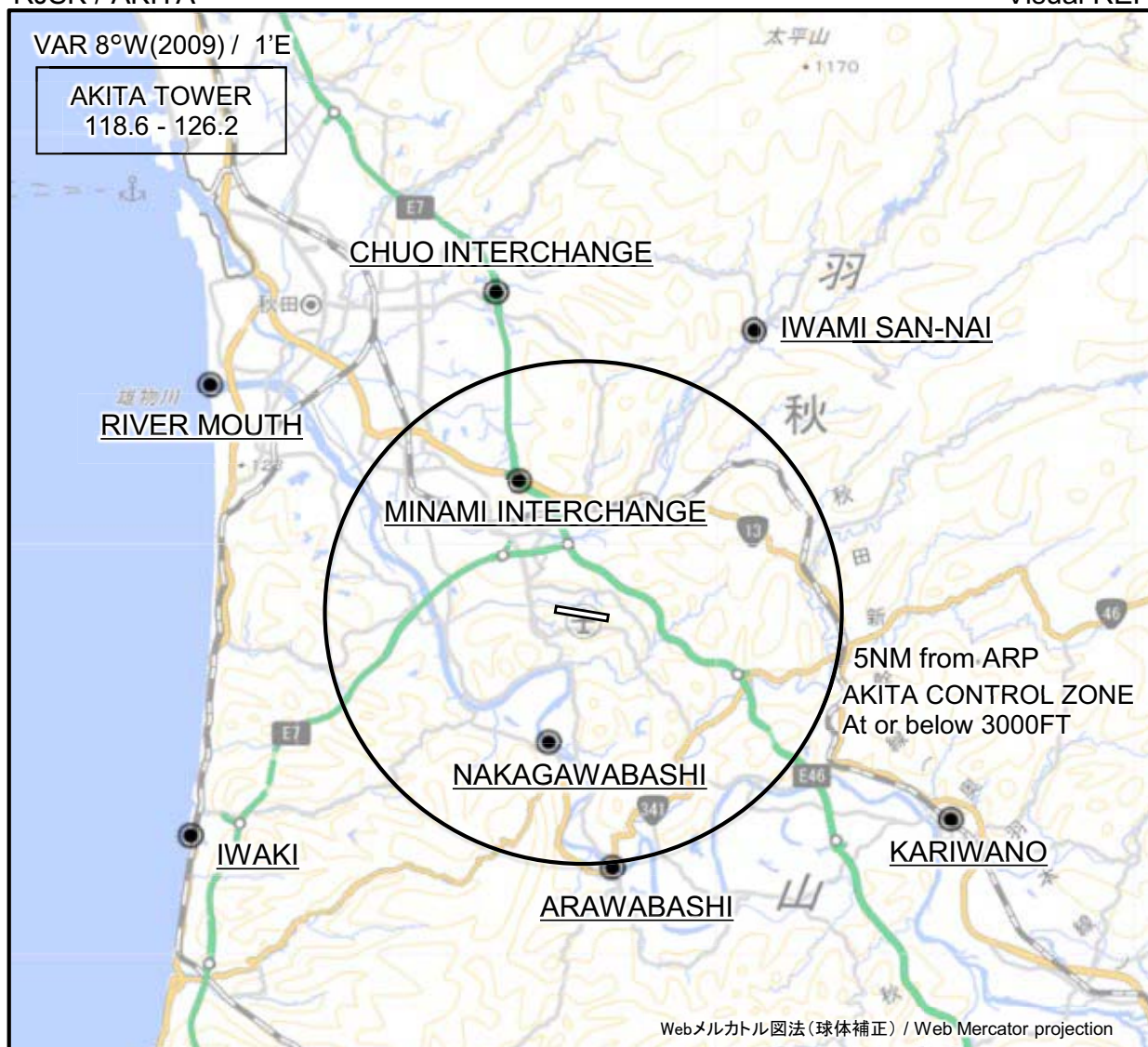
Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| CHOKA | 391709.51N / 1401401.06E | SKRF2 | 393354.17N / 1401551.05E |
| GIBAR | 392905.47N / 1401757.27E | | |
| AYANE | 393129.80N / 1401845.05E | | |
| SK850 | 393312.87N / 1401919.21E | | |
| SK851 | 393639.39N / 1401615.88E | | |
| RW28 | 393651.66N / 1401359.25E | | |

CHANGE : PROC renamed.

RJSK / AKITA

Visual REP



※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

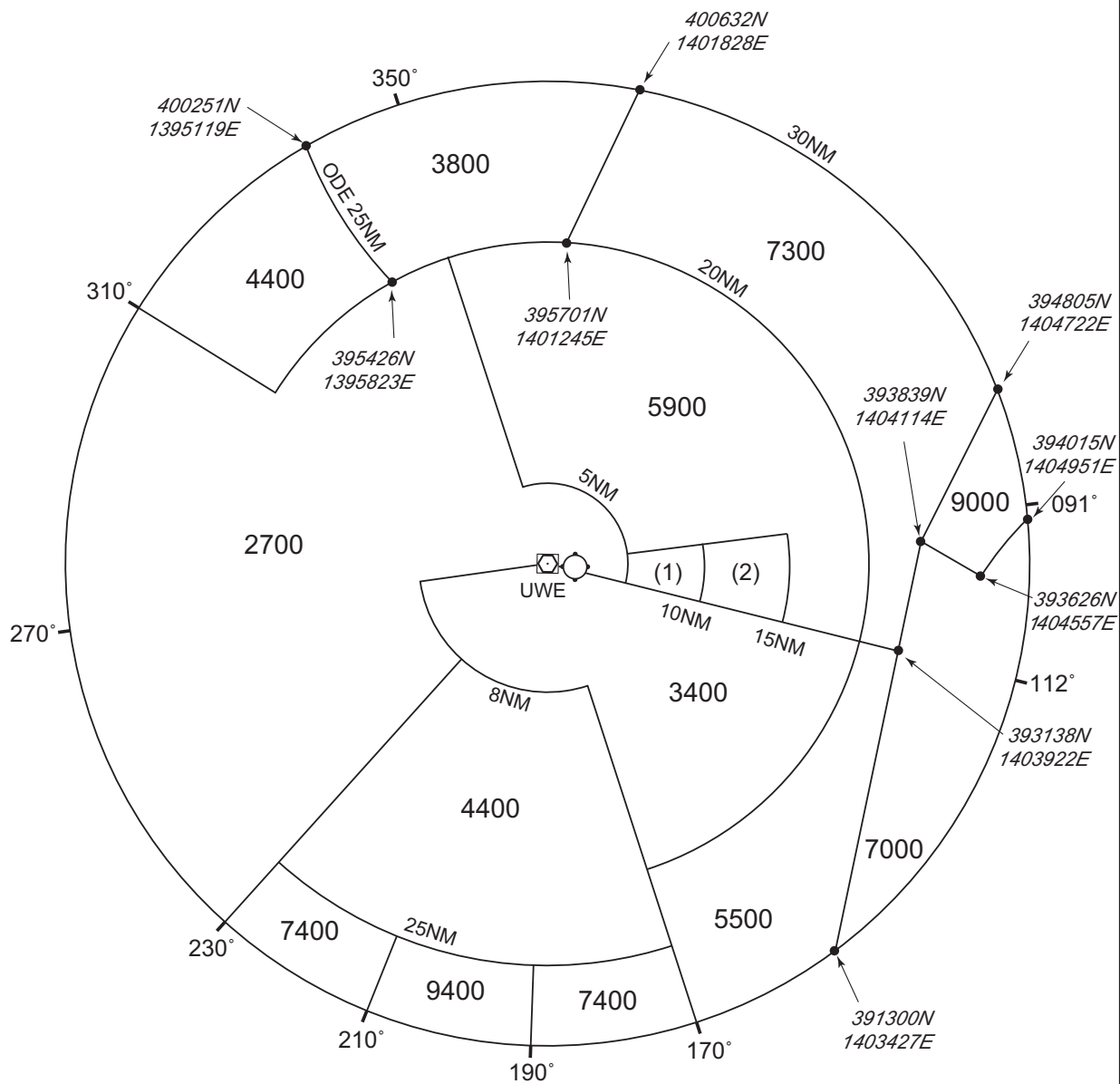
CHANGE : Map updated. BRG/DIST from ARP.

| Call sign | BRG / DIST from ARP | Remarks |
|---------------------------------|---------------------|---|
| 中央インターチェンジ Chuo Interchange | 345°T / 6.6NM | 秋田中央インターチェンジ(秋田自動車道) Akita Chuo Interchange |
| 岩見三内 Iwami San-nai | 030°T / 6.5NM | 岩見川と三内川の合流点 Merging point of Iwamigawa River and San-naigawa River |
| リバーマウス River Mouth | 302°T / 8.6NM | 雄物川河口 Omonogawa River Mouth |
| 南インターチェンジ Minami Interchange | 334°T / 3.0NM | 秋田南インターチェンジ(秋田自動車道) Akita Minami Interchange |
| 中川橋 Nakagawabashi | 196°T / 2.6NM | 中川橋(雄物川) Nakagawabashi |
| 刈和野 Kariwano | 120°T / 8.2NM | JR刈和野駅 JR Kariwano Station |
| 岩城 Iwaki | 240°T / 8.8NM | 道の駅岩城 Michinoeki (Road Station) Iwaki |
| 新波橋 Arawabashi | 174°T / 5.0NM | 新波橋(雄物川) Arawabashi |

RJSK / AKITA

Minimum Vectoring Altitude CHART

VAR 9°W (2024)



(1) : 4500
(2) : 5500

CENTER : 393702N/1401113E (UWE VOR/DME)

CHANGE : Update.