

01-MAR-2018

OKO-RJTY

1-10

AOI

AOI

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** TWR 2100-1300 with 4HR PN**Airport Information****RFF:** O/R**Fuel:** J8**PCN:** RWY 18/36: 77/R/C/W/T**Customs:** 1300-2000, 4HRS PN required**Operation****Traffic Note**

AD with PPR at least 24HR in advance but not earlier than 3 days prior.

Preferential RWY

TKOF: RWY 36

2100-1259 LDG: RWY 36

1300-2059 LDG: RWY 18

RWY Restriction

RWY 18/36 CLSD 3rd FRI every month 0330-0830.

TWY Restriction

TWY B only usable SR-SS, limited C130 ACFT or smaller.

TWY G (north of TWY K), TWYs H and J AVBL during daytime/VMC only.

TWY D west MAX wingspan 51m / 170ft.

TWY D1 MAX wingspan 51m / 170ft.

Inadequate wingtip CLR at intersection of taxilane A and TWY D1.

Taxi

Follow-me mandatory after ARR; AVBL O/R for DEP.

Follow-me required during night and in IMC conditions.

Widebody ACFT traveling south on TWY F shall not turn onto TWY C east to prevent jet blast.

Widebody ACFT (e.g. 747) do not stop when turning onto TWY C east to prevent jet blast.

Taxiing on APN, between TWY C and D, and on TWY D, W of RWY, restricted for MAX wingspan 52m / 172ft.

TWY F and most of TWYs A, G, H and J unlighted. Follow-me O/R during night HRs.

4 ENG ACFT with wingspan above 55m / 180ft on TWY F use idle PWR for outboard ENGs

Warnings

Do not mistake IRUMA AD located 7NM NNE or TACHIKAWA AD located 4NM ESE for YOKOTA AD.

Non standard lighting on first 1158m / 3800ft on RWY 18 and first 2225m / 7300ft on RWY 36.

Numerous uncontrolled VFR TFC operates at non-standard altitudes around AD, up to 15NM around YOK VOR/DME.

TWY G and A partly not visible from TWR.

PAPI and ILS not coincident.

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GENERAL**LOC RWY 18/36 MAINT:** MON-THU 1800-2100**GP RWY 18/36 MAINT:** MON, TUE, THU, FRI 1600-2100.**SRA RWY 18/36 MAINT:** MON-FRI 1700-1900, SAT+SUN 2300-0100.**ASR MAINT:** 1800-2000 daily.**YOK DME MAINT:** WED 1600-2100.**YOK DME** unusable: R116-R119 beyond 18NM.

Terrain rises rapidly 4NM W of AD. Do not fly below 8000ft W of AD within 25NM.

Laser beam reported within 10NM of AD. Report any sightings to ATC.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP).

Arrival Procedure

Advise ATC when making autoland/coupled ILS APCH.

Noise Abatement Procedure: See CRAR and in addition;

Use reverse above idle only for safety reasons.

VFR Traffic Pattern

Overhead: 2500ft.

Rectangular: 2000ft.

Reciprocal: 1500ft.

EMERG:

- during closure: 2000ft.
- pattern not authorized, daily BTN: 2145-2245, 0245-0345 and 0730-0830.

Non-standard GP Intercept Position on RWY 36

GP intercept RWY 36 at 370m / 1214ft after landing threshold.

Remaining LDG DIST beyond GP is 2983m / 9786ft.

DEPARTURE**Take-off Minima**

RWY		18/36	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-

Speed

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP).

DEPARTURE**Departure Procedure**

Noise Abatement Procedure: See CRAR.

Departure Notes

RWY 18: Maintain RWY HDG up to ATC assigned ALT. DEP HDG not authorized clockwise 188°-346°.

RWY 36: Maintain RWY HDG up to ATC assigned ALT. DEP HDG not authorized counter clockwise 346°-188°.

ATC Slot, Clearance

Contact GND before start-up.

15-FEB-2018

OKO-RJTY

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AFC

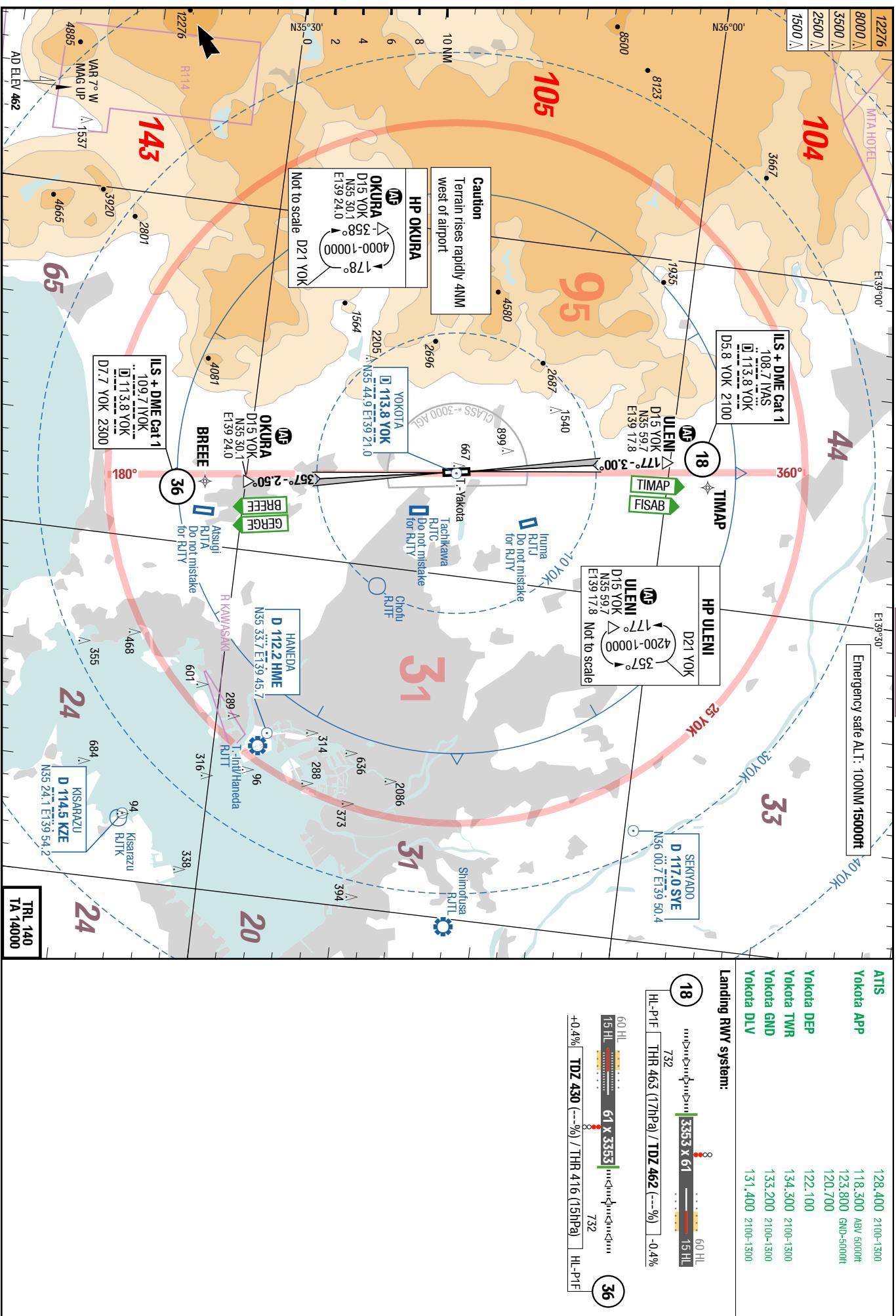
AFC

AFC

Yokota AB Tokyo Japan

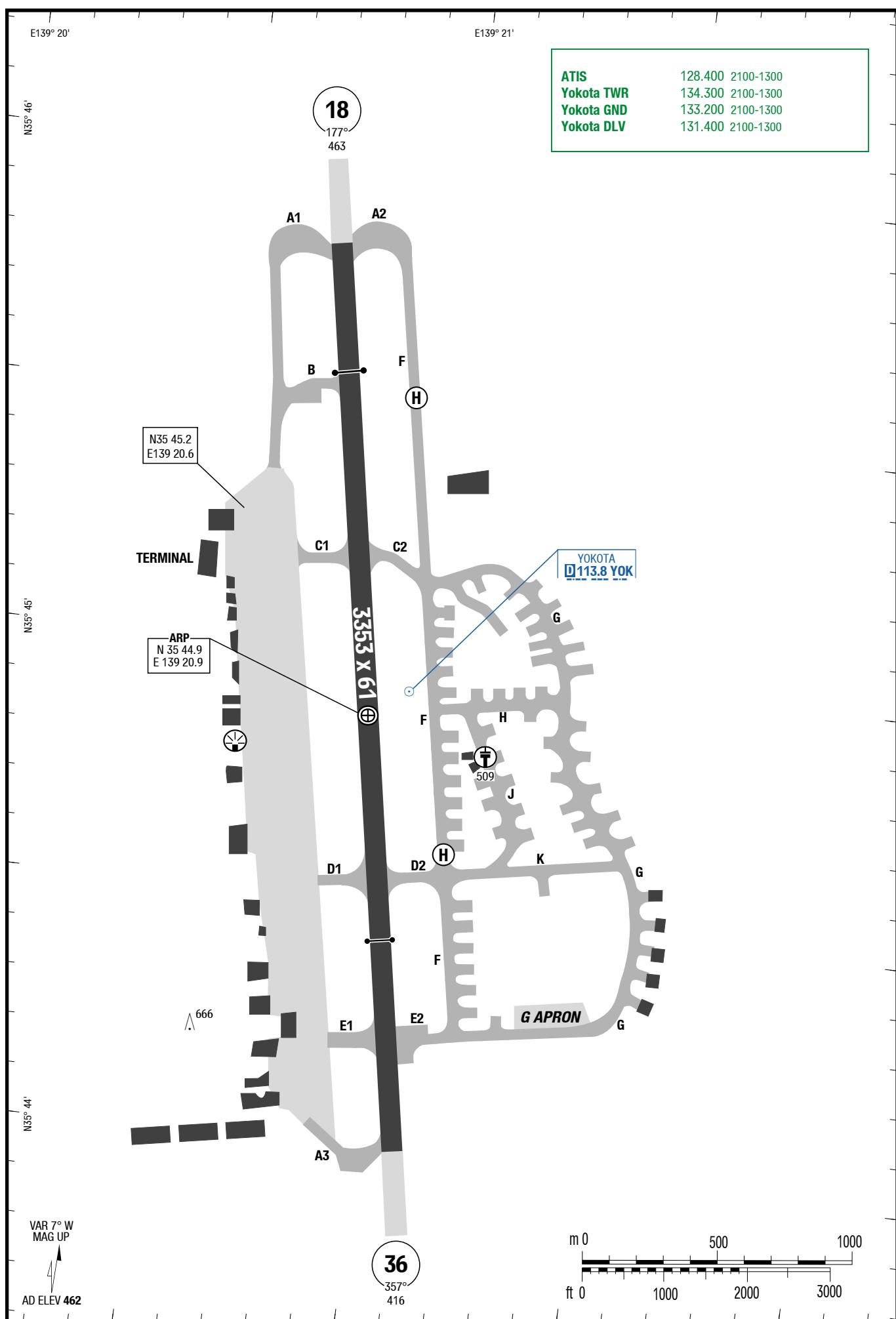
AFC

ATIS	128.400 2100-1300
Yokota APP	118.300 ABV 5000ft
	123.800 GND-5000ft
	120.700
Vokota DEP	122.100
Vokota TWR	134.300 2100-1300
Vokota GND	133.200 2100-1300
Vokota DLV	131.400 2100-1300



ATIS 128.400 2100-1300
 Yokota TWR 134.300 2100-1300
 Yokota GND 133.200 2100-1300
 Yokota DLV 131.400 2100-1300

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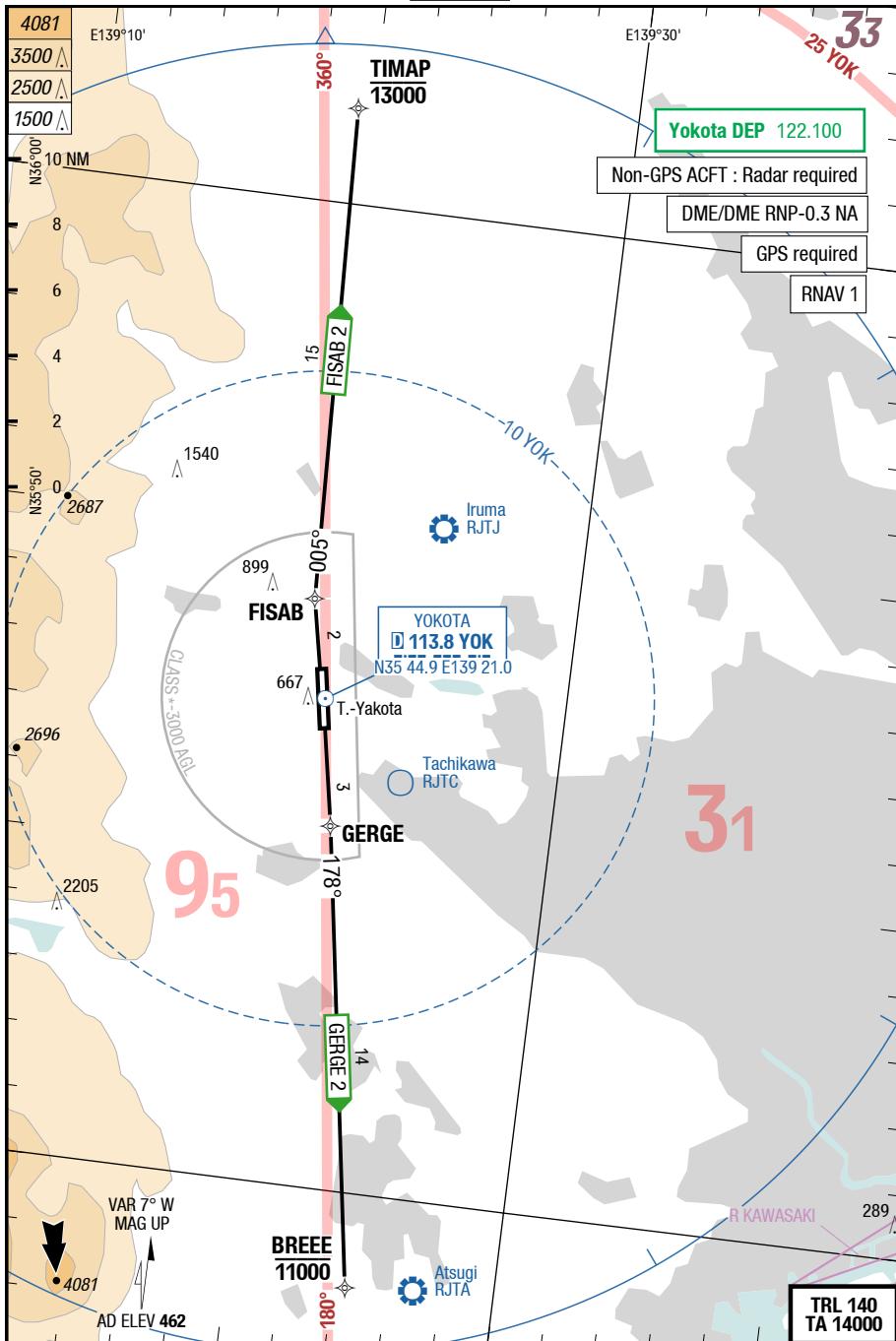
Japan Tokyo Yokota AB

OKO-RJTY

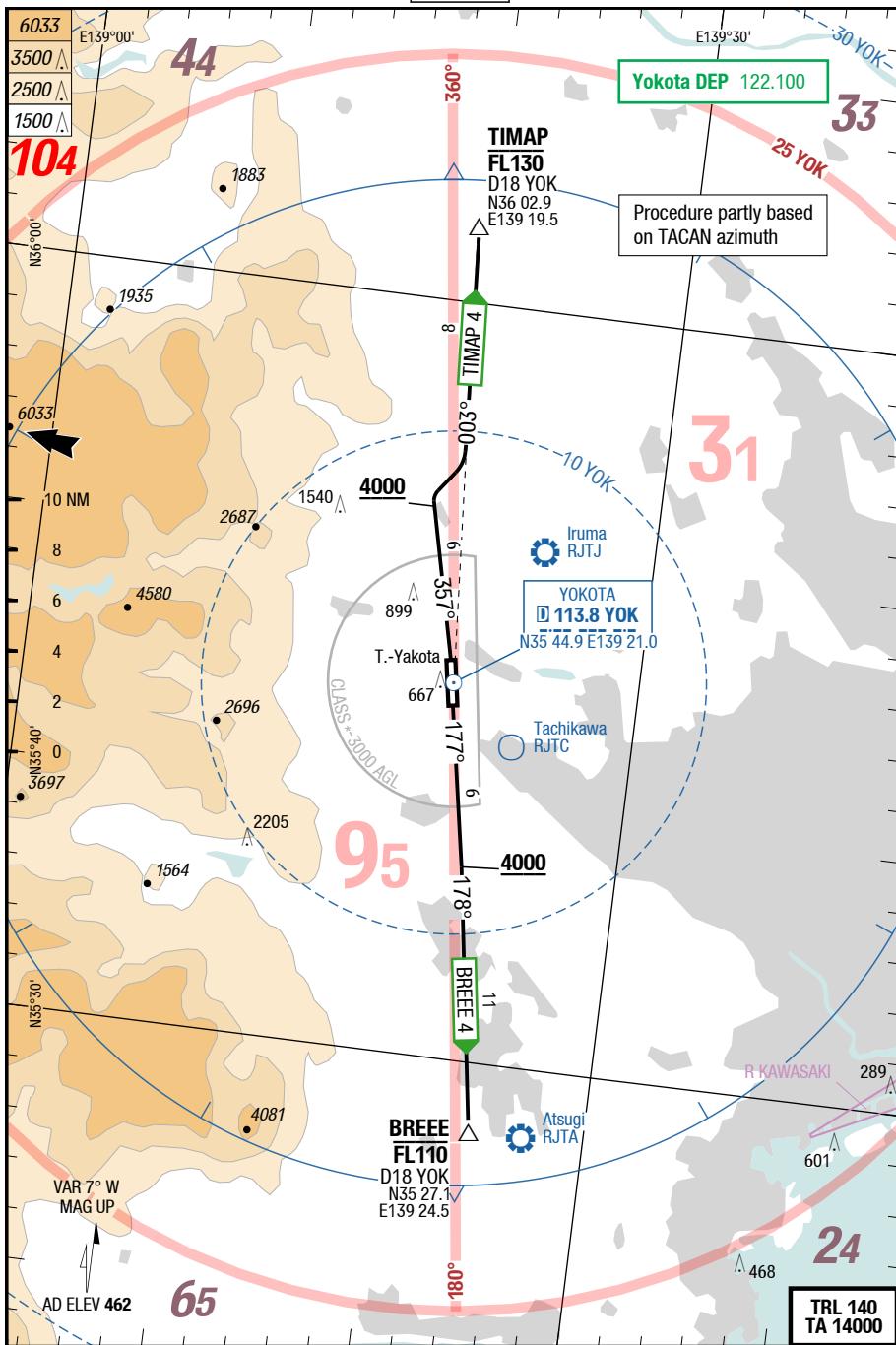
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SID

RNAV SIDs



Changes: ALT, OBST, SUAs, PROC renumbered



15-FEB-2018

OKO-RJTY

5-10

RNAV SIDs

FISAB 2 / GERGE 2

RWYs 18 (177°) / 36 (357°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
GERGE 2 122.100	direct GERGE - 178° to BREEE	BREEE MAX 11000
	Runway 36	
FISAB 2 122.100 ①	direct FISAB - 005° to TIMAP	TIMAP MAX 13000

- ① Tree 1386ft from DER, 996ft right of centerline, 50ft AGL/517ft MSL. Misc natural 1584ft from DER, 638ft left of centerline, 53ft AGL/522ft MSL. Tower 2121ft from DER, 1112ft right of centerline, 70ft AGL/531ft MSL. Building with antenna 2153ft from DER, 1097ft right of centerline, 76ft AGL/532ft MSL. Building 3043ft from DER, 1310ft left of centerline, 53ft AGL/527ft MSL. Tree 3223ft from DER, 1418ft right of centerline, 50ft AGL/547ft MSL.

03-NOV-2016

OKO-RJTY

5-30

SIDs

BREEE 4 / TIMAP 4

RWYs 18 (177°) / 36 (357°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
BREEE 4 122.100	at MNM 4000 RT intercept 178° YOK to BREEE - continue as assigned by ATC	BREEE MAX FL110
	Runway 36	
TIMAP 4 122.100	at MNM 4000 RT intercept 003° YOK to TIMAP - continue as assigned by ATC	TIMAP MAX FL130

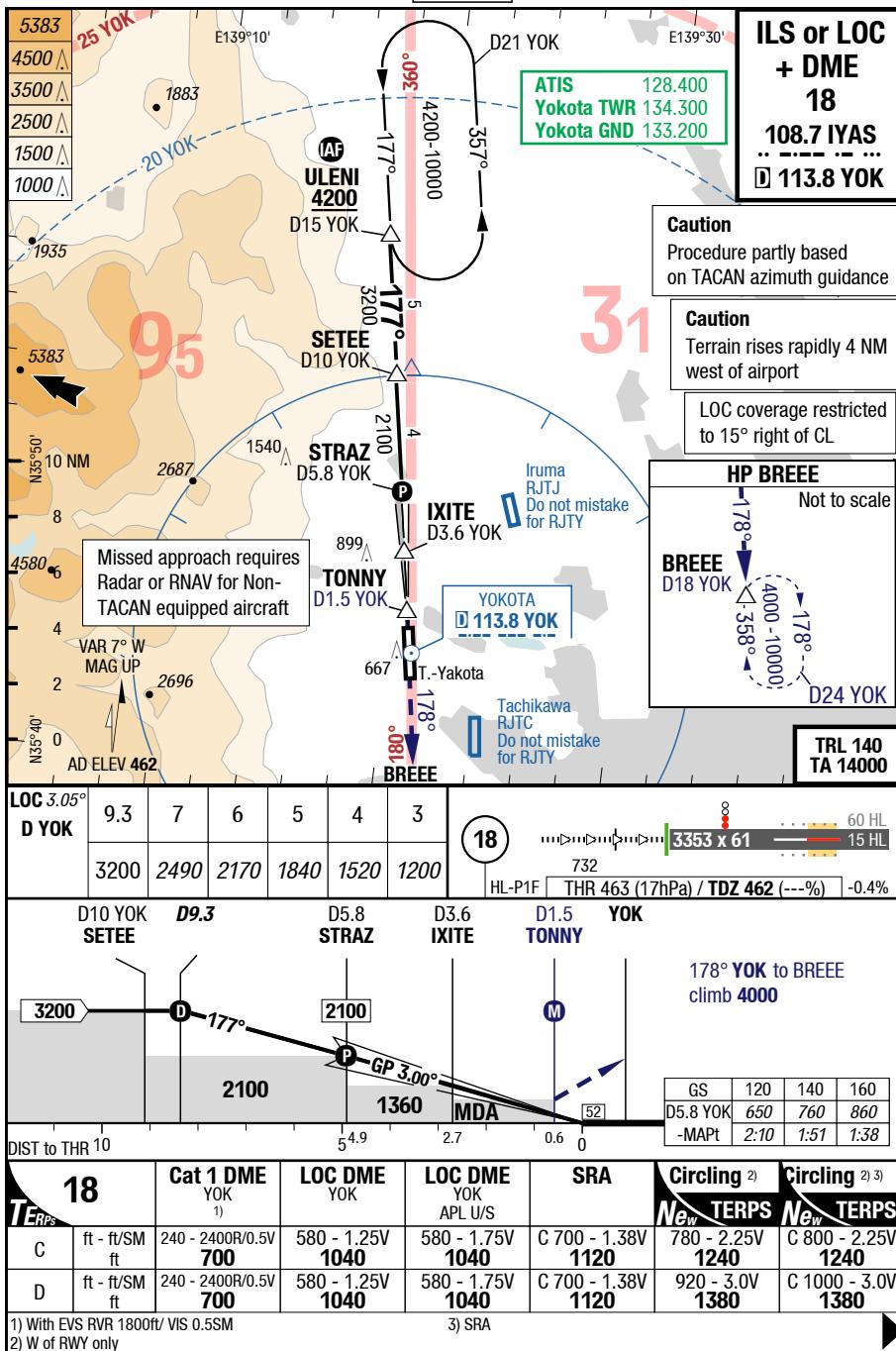
Obstacle Departure

RWY	Notes
18	Building 3492ft from DER, 1414ft right of centerline, 90ft AGL/512ft MSL. Terrain beginning at DER to 85ft from DER, 427ft to 500ft right of centerline, up to 417ft MSL. Pylon 4860ft from DER, 1314ft right of centerline, 100ft AGL/501ft MSL. Pylon 4430ft from DER, 1411ft right of centerline, 100ft AGL/491ft MSL. Tree 2217ft from DER, 755ft left of centerline, 90ft AGL/494ft MSL.
36	Building 3043ft from DER, 1310ft left of centerline, 53ft AGL/527ft MSL. Misc natural 1584ft from DER, 638ft left of centerline, 53ft AGL/522ft MSL. Building with antenna 2153ft from DER, 1097ft right of centerline, 76ft AGL/532ft MSL.

OKO-RJTY

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ILS or LOC + DME 18



1) With EVS RVR 1800ft/ VIS 0.5SM
 2) W of RWY only

10-40

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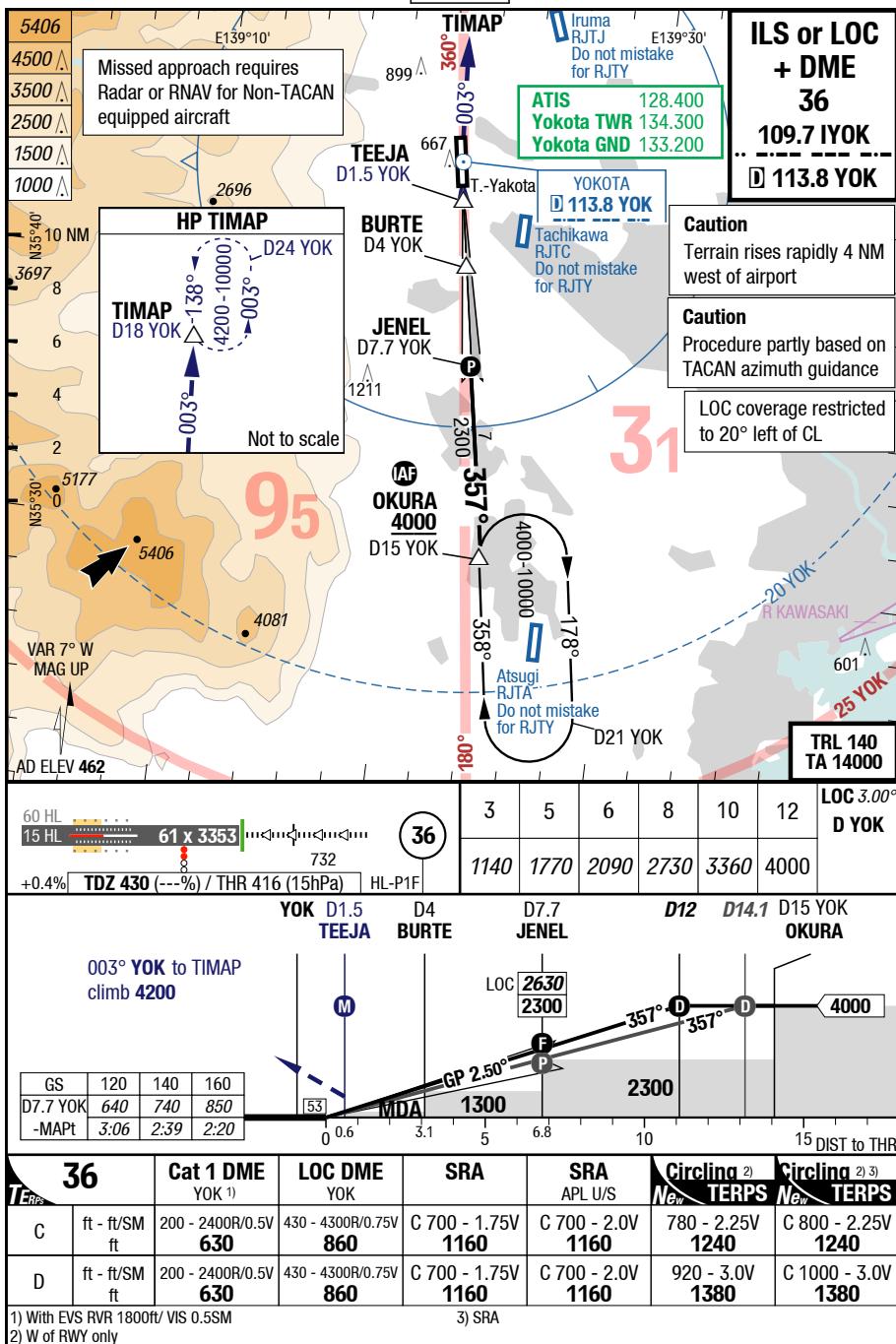
Japan Tokyo Yokota AB

IAC

OKO-RJTY

7-20

ILS or LOC + DME 36



7-30

RNAV (GPS) 18

IAC

RNAV (GPS)

18

RNP APCH
GPS required

Caution

Terrain rises rapidly 4 NM west of airport

DMF/DMF RNP-0.3 NA

95

RNAV (GPS) 18

RNP APCH GPS required

Caution
Terrain rises rapidly 4 NM west of airport

DME/DME RNP-0.3 NA

HP MESTR Not to scale

MESTR

TBL 140

Flight profile diagram for RW18 showing altitude, distance, and climb segments.

Key points and segments:

- Point D:** Altitude 4200, Distance 11.2, Angle 178°.
- Point F:** Altitude 2500, Distance 6.
- Point M:** Altitude 2500, Distance 0.
- Point A:** Altitude 1340, Distance 0 (MDA).

Altitude segments:

- 4200 to D: RW18 N35 45.8 E139 20.7
- D to F: 2500
- F to M: 1340

Distance segments:

- 0 to D: 11.2
- D to F: 6
- F to M: 0

Other labels:

- 15 RW18 BODAI
- 6 RISSA
- 2.5 HANIV
- 2.5 RW18
- direct MESTR climb 4000

DIST to THR 15		10	5	0		
18	RNAV GPS					Circling 1) New TERPS
<i>TERPS</i>	LNAV					
C	ft - ft/SM ft	500 - 5000R/1.0V 960				780 - 2.25V 1240
D	ft - ft/SM *	500 - 5000R/1.0V 960				920 - 3.0V 1380

1) W of BWY only

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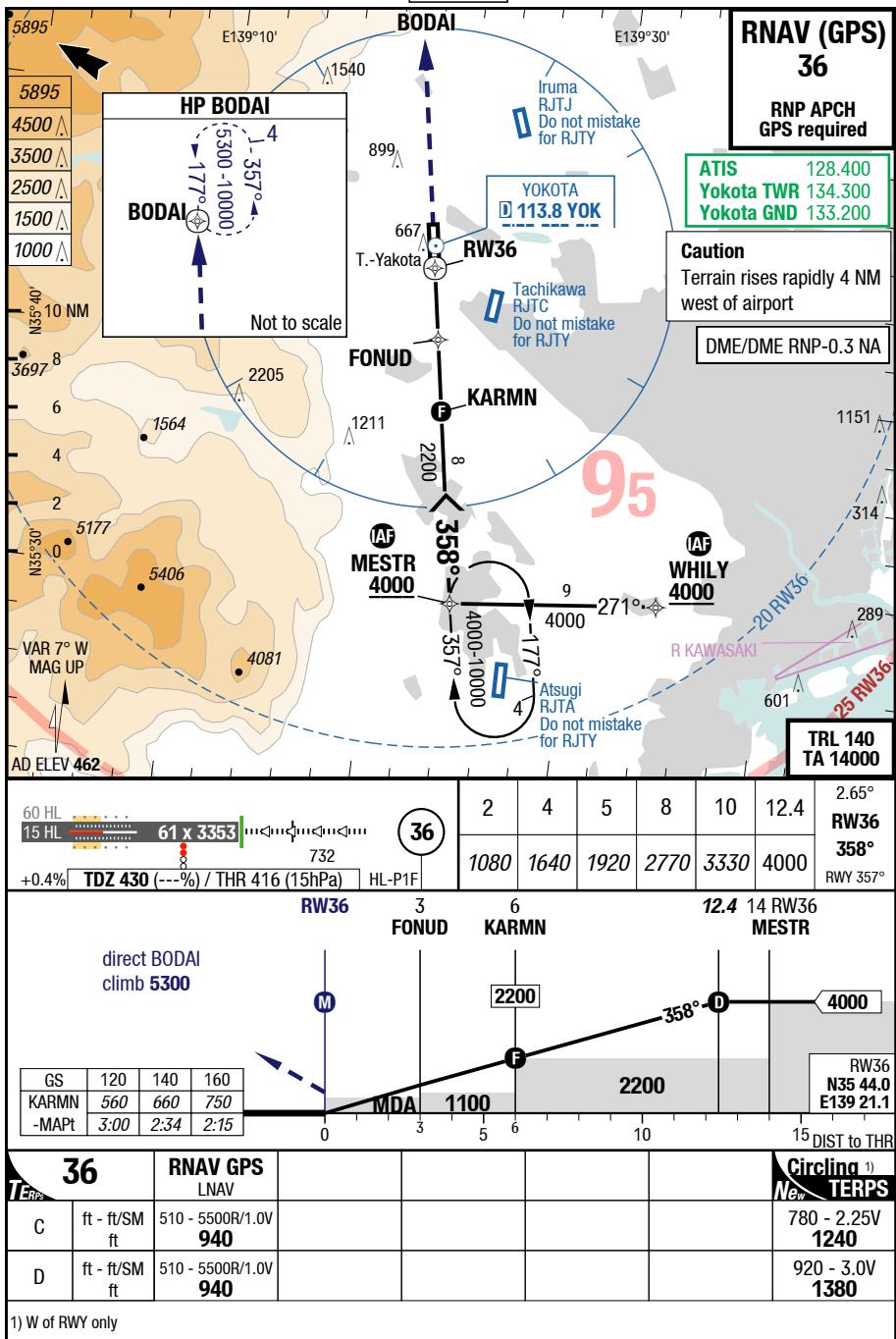
Japan **Tokyo** Yokota AB

OKO-RJTY

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RNAV (GPS) 36

14



1) W of RWY only

Changes: PROC, OBST, SUAs

AMDT 8

15-FEB-2018

OKO-RJTY

7-50

WxMinima Overflow

18		SRA APL U/S					
T	E _{RP}	C 700 - 2.0V 1120					
C	ft - ft/SM ft	C 700 - 2.0V 1120					