

AD 2 AERODROMES

RJTY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJTY - YOKOTA

RJTY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP coordinates and site at AD | 354455N1392055E |
| 2 | Direction and distance from (city) | 3.5nm WNW TACHIKAWA |
| 3 | Elevation/ Reference temperature | 462ft / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | 7.0°W(2003)/0.0° |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | USAF Yokota Airfield Management Tel:042-552-2510 ext.5-7006/5-9127 Fax: 042-552-9975 374 OSS/OSA Unit 5222 APO, AP 96328-5222 |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | |

RJTY AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|---|
| 1 | AD Administration | 2100 - 1300 Daily |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | Nil |
| 7 | ATS | Control Tower : 2100-1300 daily Radar Approach control : H24 |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJTY AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|-----|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | Nil |
| 3 | Fuelling facilities/ capacity | Nil |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJTY AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|-----|
| 1 | Hotels | Nil |
| 2 | Restaurants | Nil |
| 3 | Transportation | Nil |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | Nil |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

RJTY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Nil |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJTY AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJTY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--------------------|
| 1 | Apron surface and strength | To be issued later |
| 2 | Taxiway width, surface and strength | To be issued later |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Not available |
| 6 | Remarks | |

RJTY 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 : 18/36 (Marking) RWY centerline, RWY threshold, Fixed distance, TDZ, RWY side stripes, arresting gear, assault zone. (LGT) high intensity RWY, high intensity centerline, assault zone lighting. TWY: (Marking) TWY centerline, RWY hold, TWY side stripes, enhanced centerline markings, TWY designation, ILS hold signs (LGT) TWY edge LGT, RWY hold sign, ILS hold signs |
| 3 | Stop bars | Nil |
| 4 | Remarks | (LGT) Apron flood LGT |

RJTY AD 2.10 AERODROME OBSTACLES

| | | | | | |
|------------------------|---------------|-------------|-----------|---------------|---------|
| In approach/TKOF areas | | | | | |
| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
| Nil | | | | | |

| | | | | |
|----------------------------|-------------|-----------|---------------|---------|
| In circling area and at AD | | | | |
| Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
| Nil | | | | |

RJTY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--------|
| 1 | Associated MET Office | YOKOTA |
| 2 | Hours of service MET Office outside hours | Nil |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Nil |
| 6 | Flight documentation Language(s) used | Nil |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJTY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) 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 |
| 18 | To be issued later | 3353x61 | PCN 77/R/C/W/T Concrete | 354547.54N 1392043.44E | 463FT |
| 36 | | 3353x61 | PCN 77/R/C/W/T Concrete | 354401.67N 1392105.64E | 430FT |
| Slope of RWY | | Strip Dimensions(M) | Remarks | | |
| 7 | | 10 | 12 | | |
| Nil | | Nil | | | |

RJTY AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 18 | 3353 | 3353 | 3353 | 3353 | |
| 36 | 3353 | 3353 | 3353 | 3353 | |

RJTY 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 |
| 18 | | | PAPI (*1) | | | | | |
| 36 | | | PAPI | | | | | |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| High intensity approach light and sequence flashers(SFLs) available for RWY 18/36. SFLs and PAPIs are step capable (the lights have varying intensity levels depending on weather conditions). (*1)GP not coincidental with RWY18 ILS | | | | | | | | |

RJTY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 354447.9N/1392037.4E, White/Green EV10sec, HN&HO |
| 2 | LDI location and LGT Anemometer location and LGT | Nil |
| 3 | TWY edge and center line lighting | Nil |
| 4 | Secondary power supply/ switch-over time | Nil |
| 5 | Remarks | WDI LGT, OBST LGT |

RJTY AD 2.16 HELICOPTER LANDING AREA

| |
|--------------------|
| To be issued later |
|--------------------|

RJTY AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical limits (ft) | Airspace classifica- tion | ATS unit call sign Language | Remarks |
|--------------------------------|---|--|---------------------------------|---|--|
| 1 | | 2 | 3 | 4 | 6 |
| YOKOTA CTR | Area within a radius of 5nm of ARP (35°45'N/ 139°21'E), excluding Tachikawa and Iruma CTR. | Up to but not including 3000 AGL | D | YOKOTA TOWER English | |
| YOKOTA ACA | SEE below Figure | | E | YOKOTA APP YOKOTA DEP YOKOTA ARR English | *ACA: APPROACH CONTROL AREA |
| YOKOTA CLASS C AIRSPACE | SEE below Figure | | C | YOKOTA APP English | Operational Hour 0600UTC- 1000UTC |

横田進入管制空域
Yokota Approach Control Area



YOKOTA CLASS C AIRSPACE
(Operation hour : 0600UTC - 1000 UTC)



1. 空域の運用について

当該空域においては、計器飛行方式により飛行すること。
ただし、管制機関から許可された場合を除く。

2. 許可の取得方法

1. ただし書きの許可を得る場合は、当該空域に入域する前に、横田アプローチと通信を設定した上で許可を得ること。

1. Operation of airspace

ACFT should fly by IFR in this airspace except when approved by controlling facilities.

2. Procedures for obtaining the approval

When obtaining the approval as depicted 1. ,ACFT should obtain the approval upon contact with Yokota Approach Control prior to enter this airspace.

RJTY AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|-----------------------|-----------------------------|---|--------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Yokota Approach Control | 118.3MHz(1)(3) 123.8MHz(2) 261.4MHz(2)(3) 270.6MHz(1)(3) 120.7MHz(3) 373.8MHz(3) 243.0MHz(E) 121.5MHz(E) | H24 | APP ser provided for Yokota Tachikawa, Iruma ABs and Atsugi NAS RADAR monitored. (1)ABV 5000ft to upper limits of airspace. (2)SFC TO 5000ft (3)VFR advisory ser. |
| DEP | Yokota Departure Control | 122.1MHz 363.8MHz | H24 | |
| TWR | Yokota Tower | 134.3MHz 315.8MHz 121.5MHz(E) 243.0MHz(E) | 2100 - 1300 | |
| GND | Yokota Ground Control | 133.2MHz 308.6MHz | 2100 - 1300 | |
| Clearance delivery | Yokota Clearance | 131.4MHz 279.9MHz | 2100 - 1300 | |
| ATIS | Yokota Airbase | 128.4MHz 281.0MHz | 2100 - 1300 | Maintenance Period : 2245-2315 THU |
| MET | Yokota Metro | 344.6MHz | H24 | PMSV Unusable beyond 40NM BLW FL140 210°- 330°. |
| A/G | Yokota Radio | 4747KHz(1) 6738KHz(1) 8967KHz(1) 11236KHz(1) 292.1MHz(2) | H24 | (1)SSB (2)UHF |

RJTY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------------|-------|---------------------|--------------------|--|---------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TACAN (7.00°W) | YOK | 1172MHz (CH-85X) | H24 | 354456.35N 1392100.94E | 438FT | Maintenance Period: 1500 - 2100 MON-SUN Unusable: 005°-061° beyond 30NM BLW 10000FT 062°-108° beyond 30NM all ALT 271°-342° beyond 35NM BLW 15000FT |
| ILS-LOC36 | I-YOK | 109.7MHz | H24 | 354601.03N 1392040.62E | | for RWY36 BRG 357°(MAG) Maintenance Period 1900-2100 MON-THU LOC Restricted beyond 20° left of course for terrain. |
| ILS-GP36 | | 109.7MHz | H24 | 354410.78N 1392057.60E | | Maintenance Period: 1900 - 2100 TUE-FRI |
| ILS-LOC18 | I-YAS | 108.7MHz | H24 | 354348.72N 1392108.38E | | BRG 17(MAG) Maintenance Period 1900-2100 MON-THU |
| ILS-GP18 | | 108.7MHz | H24 | 354537.17N 1392051.67E | | Maintenance Period 1900-2100 TUE-FRI |

RJTY AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Prior Permission Required
Non TACAN equipped ACFT, radar required for departure procedure.
Advise ATC when making AUTOLAND/COUPLED ILS approach
Terrain rises rapidly W of final approach course. If on vectors to final, DO NOT CROSS W of YOK R-185 or R-355.

2. Taxiing to and from stands

All aircraft contact ground control prior to engine start.

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

Copter avoid overflight of grass area between RWY end and ramp S of Delta TWY ACFT will maintain TWY CL during taxi
OPR(300ft minimum BTN ACFT in trail)

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

RJTY AD 2.21 NOISE ABATEMENT PROCEDURES

Nationally established quiet hour in effect at YOKOTA 1300-2100 daily, program strictly enforced.

RJTY AD 2.22 FLIGHT PROCEDURES

I. 横田 VFR レーダー・アドバイザリー・サービス

1. VFR レーダー・アドバイザリー・サービス（パイロットに対する飛行の安全と航空機の動向に関する情報の提供）は付図に示す横田ターミナル・エリアにおいて終日利用可能である。横田ターミナル・エリアは大変混雑した空域である。レーダー・アドバイザリー・サービスの提供を受けている場合でも、他の航空機との安全な間隔の維持に関するパイロットの責任は軽減されない。また交通が輻輳する場合、VFR 機について異常な接近の可能性をすべて把握できない場合がある。パイロットは常時注意して航行すべきである。特に別図中の "High Traffic Area" においては高い警戒をすべきである。

注：横田 VFR レーダー・アドバイザリー・サービスを受けない航空機は High Traffic Area を 1, 500 ft 以下で通過することを推奨する。

2. VFR レーダー・アドバイザリー・サービスは下記の点を考慮し、可能な限り実施される。

- a) 管制官の業務量に余裕があること
- b) 通信設定ができること
- c) トランスポンダーを装備していること
- d) レーダー監視ができること（低高度を航行中の小型機は監視困難な場合がある。）

3. VFR 機は付図空域内の全域で横田アプローチ・コントロールと交信することが可能である。ただし、High Traffic Area の航行を予定する場合は、入域前に横田アプローチ・コントロールと通信設定し、下記の事項を伝えること。

- a) 航空機無線呼出符号
- b) レーダー・アドバイザリー・サービスを要求すること

(例)
YOKOTA APPROACH CONTROL, JA1234 REQUEST RADAR TRAFFIC ADVISORIES.

注：横田アプローチ・コントロールがレーダー・トラフィック・アドバイザリーを提供できない場合は次の用語で伝えられる。交通の輻輳によりレーダー・トラフィック・アドバイザリーを提供できない場合には、パイロットは注意して航行し、可能な限り、High Traffic Area の航行は避けること。

(例)
JA1234, YOKOTA APPROACH CONTROL, UNABLE RADAR TRAFFIC ADVISORIES.

4. 横田アプローチ・コントロールから要求があった場合、次の事項を伝えること。ただし、必要でない事項もあるので、横田アプローチ・コントロールからの要求が無い事項は伝えないこと。

- a) 航空機の型式
- b) 巡航高度及び離脱高度
- c) 飛行の方向または目的地（ただし、「目的地」については、付図空域内の空港等が目的地の場合に限る）
- d) 航空保安無線施設または空港等からの位置

I. Yokota VFR Radar Advisory Service

1. VFR Radar Advisory Service is available 24-hours a day in the Yokota Terminal Area as depicted in the attached chart. Yokota is an extremely congested airspace. Receiving VFR Radar Advisories does not relieve the pilot of any responsibility to "see and avoid" other traffic. Yokota controllers may be too busy to see all possible conflicts for VFR traffic. Pilots should maintain high vigilance at all times, especially in the "High Traffic Area" depicted.

Note: It is recommended aircraft that choose not to call Yokota for VFR Radar Advisory Service maintain an altitude at or below 1,500ft (MSL) when transitioning the High Traffic Area.

2. VFR Radar Advisory Service (advice and information from the radar facility to assist pilots with information on radar observed traffic) will be provided to the maximum extent possible consistent with:

- a) ATC workload
- b) Two-way radio communication
- c) Aircraft Transponder equipment
- d) Radar reception (small aircraft at low altitudes may be difficult to see)

3. VFR aircraft may call Yokota anywhere in the attached area, but aircraft planning to fly through the High Traffic Area should contact Yokota Approach prior to entering that area. Provide only the following information on initial call-up:

- a) Call sign.
- b) A request for Radar Traffic Advisories.

(Example)
YOKOTA APPROACH CONTROL, JULIET ALFA
1-2-3-4 REQUEST RADAR TRAFFIC ADVISORIES.

Note: If Yokota is unable to provide Radar Traffic Advisories, they shall inform the aircraft. If Yokota is too busy to provide Radar Traffic Advisories, aircraft should maintain high vigilance and, if possible, avoid the High Traffic Area.

(Example)
JULIET ALFA 1-2-3-4, YOKOTA APPROACH CONTROL,
UNABLE RADAR TRAFFIC ADVISORIES.

4. When requested by Yokota, provide the following information. Yokota may not need all of this information immediately. Do not provide unless requested by the controller.

- a) Aircraft type
- b) Altitude leaving and Altitude to maintain.
- c) Direction of flight or destination airport (if within the Yokota VFR Advisory Service Area)
- d) Position reference a NAVAID or airport.

(例)

Yokota: JA1234, YOKOTA ARRIVAL, SQUAWK 5-4-2-2.

JA1234: JA1234 SQUAWK 5-4-2-2.

Yokota: JA1234, RADAR CONTACT 5 MILES NORTH OF EDA
RADIO BEACON. SAY TYPE AIRCRAFT,
ALTITUDE LEAVING AND ALTITUDE TO MAINTAIN.JA1234: JA1234, CESSNA ONE SEVEN TWO, LEAVING TWO
THOUSAND FIVE HUNDRED, CLIMBING TO FOUR
THOUSAND FIVE HUNDRED.

Yokota: JA1234 SAY DESTINATION OR ROUTE OF FLIGHT.

JA1234: JA1234 INBOUND CHOFU.

または

JA1234: JA1234 SOUTH BOUND

5. レーダー・アドバイザリー・サービスを受けて付図に
示す管制圏を飛行しようとする場合、その意思を当該管
制圏に入域する前に横田アプローチ・コントロールに通
報しなければならない。横田アプローチ・コントロール
は当該要求を承認するか、適切な飛行場管制所との通信
設定を指示するか、又は、交通の状況により要求を承認
しないことがある。

(Example)

Yokota: JULIET ALFA 1-2-3-4, YOKOTA ARRIVAL,
SQUAWK 5-4-2-2.

JA 1234: JULIET ALFA 1-2-3-4 SQUAWK 5-4-2-2.

Yokota: JULIET ALFA 1-2-3-4, RADAR CONTACT
5 MILES NORTH OF EDA RADIO BEACON.
SAY TYPE AIRCRAFT, ALTITUDE LEAVING
AND ALTITUDE TO MAINTAIN.JA 1234: JULIET ALFA 1-2-3-4, CESSNA ONE SEVEN
TWO, LEAVING TWO THOUSAND FIVE
HUNDRED, CLIMBING TO FOUR THOUSAND
FIVE HUNDRED.Yokota: JULIET ALFA 1-2-3-4 SAY DESTINATION OR
ROUTE OF FLIGHT.

JA 1234: JULIET ALFA 1-2-3-4 INBOUND CHOFU.

Or

JA 1234: JULIET ALFA 1-2-3-4 SOUTH BOUND

5. Aircraft receiving VFR Radar Advisory Service who wish
to fly through one of the control zones depicted in the
attachment shall inform Yokota Approach of this intention
prior to entering the control zone. Yokota may approve the
request, or give a frequency change to the appropriate
tower, or disapprove the request (as determined by traffic).

YOKOTA VFR RADAR ADVISORY SERVICE AREA

CALL YOKOTA APPROACH CONTROL ON:

- (1) SFC to 5500: 120.7MHz
- (2) 6000 to FL175: 118.3MHz



| Control Zone | COM(MHz) |
|--------------|-----------------|
| A. RJTY | SFC-3000 134.3 |
| B. RJTJ | SFC-6000 122.05 |
| C. RJTC | SFC-3000 118.85 |
| D. RJTF | none 130.8 |
| E. RJTR | SFC-1700 122.5 |
| F. RJTA | SFC-6000 126.2 |
| G. Honda | none 130.75 |

RJTY AD 2.23 ADDITIONAL INFORMATION

RWY CLSD every 3rd FRI monthly 0330-0830.
Do not mistake IRUMA AD 7NM NNE or TACHIKAWA AD 4NM ESE for YOKOTA.
Hawks frequently circle over the field, crows fly across RWY, advise ATC of hazardous bird act. Peak bird act APR-OCT
Change Control Zone A. RJTY. SFC 2999
Numerous OBST on/off-base at both end of RWY are not lit.

RJTY AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart- Instrument (BREEE)
Standard Departure Chart- Instrument (TIMAP)
Standard Departure Chart- Instrument (BUSYU)

Standard Departure Chart- Instrument (KANTO - RNAV)
Standard Departure Chart- Instrument (FUSSA - RNAV)
Instrument Approach Chart (HI-ILS Y or LOC Y RWY18)
Instrument Approach Chart (ILS Z or LOC Z RWY18)
Instrument Approach Chart (HI-ILS Y or LOC Y RWY36)
Instrument Approach Chart (ILS Z or LOC Z RWY36)
Instrument Approach Chart (RNAV(GPS) RWY18)
Instrument Approach Chart (RNAV(GPS) RWY36)

AD CHART

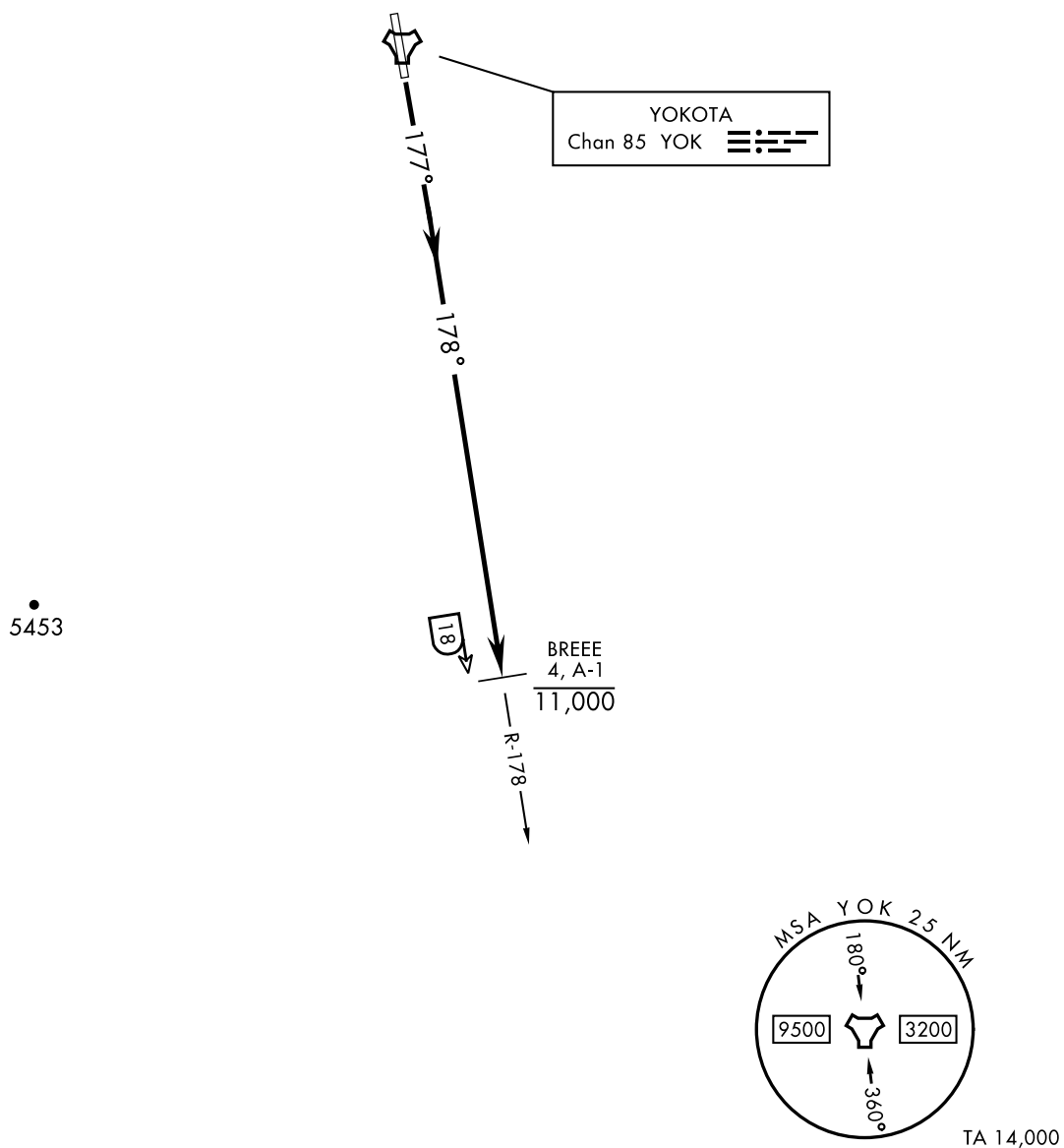


RJTY / YOKOTA

BREEE FIVE DEPARTURE(OBSTACLE)

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|-----|----------|-----|-----|-----|-----|------|------|
| 18 | V/V(fpm) | 218 | 436 | 654 | 872 | 1090 | 1308 |

Minimum climb rate to 900



CHANGE : Update.

TAKEOFF RWY 18: Climb on YOK TACAN R-178 to BREEE, cross BREEE at or below 11,000. Continue as assigned by ATC.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

TIMAP FIVE DEPARTURE(OBSTACLE)

ATIS★128.4 281.0
 CLNC DEL
 131.4 279.9
 GND CON
 133.2 308.6
 TOWER★
 134.3 315.8
 DEP CON
 122.1 363.8



CHANGE : Update.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 36: Climb to 4000, turn right to intercept YOK TACAN R-003 to TIMAP.
 Cross TIMAP at or below 13,000. Continue as assigned by ATC.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

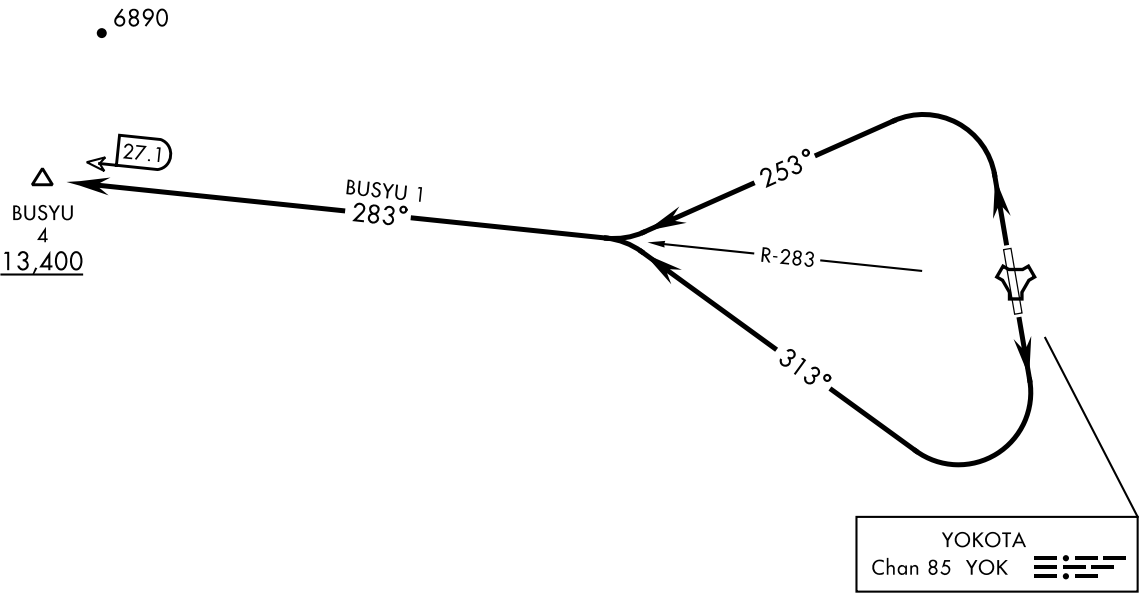
RJTY / YOKOTA

ATIS★128.4 281.0
CLNC DEL
131.4 279.9
GND CON
133.2 308.6
TOWER★
134.3 315.8
DEP CON
122.1 363.8

BUSYU ONE DEPARTURE

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|--------|----------|-----|-----|------|------|------|------|
| * 18 Ⓐ | V/V(fpm) | 360 | 720 | 1080 | 1440 | 1800 | 2160 |
| † 18 Ⓑ | V/V(fpm) | 465 | 930 | 1395 | 1860 | 2325 | 2790 |
| * 36 Ⓒ | V/V(fpm) | 383 | 766 | 1149 | 1532 | 1915 | 2298 |
| † 36 Ⓑ | V/V(fpm) | 476 | 952 | 1428 | 1904 | 2380 | 2856 |

* Minimum † ATC Climb Rate
Ⓐ to 8000
Ⓑ to 13,400
Ⓒ to 7900



TLv FL140
TA 14,000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18: Climbing right turn to intercept YOK TACAN R-283 to BUSYU.
Cross BUSYU at or above 13,400. Maintain ATC assigned altitude.

TAKEOFF RWY 36: Climbing left turn to intercept YOK TACAN R-283 to BUSYU.
Cross BUSYU at or above 13,400. Maintain ATC assigned altitude.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

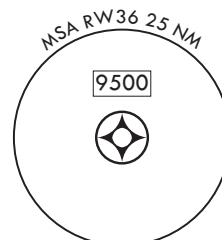
KANTO ONE DEPARTURE(RNAV)

DEP CON
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped
acft)TIMAP
13,000

3478

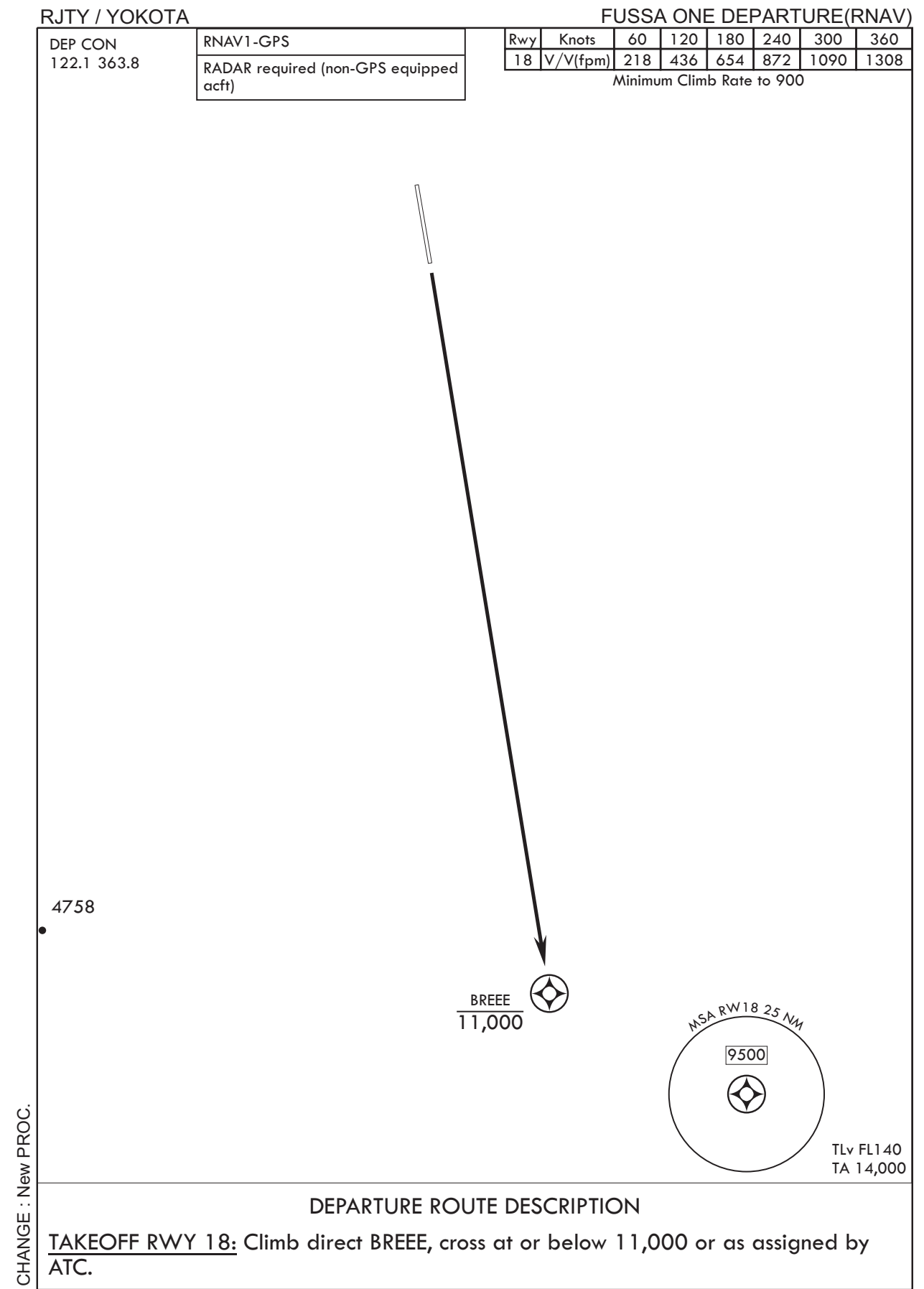
TLv FL140
TA 14,000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 36: Climb direct TIMAP, cross at or below 13,000 or as assigned by ATC.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



NOTE: REPRINTING DOD FLIP

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RJTY / YOKOTA

HI-ILS Y or LOC Y RWY18

| |
|------------------------|
| DME or RADAR required. |
|------------------------|

T * When ALS inop, increase CAT CDE RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;
 CAT CDE vis to $1\frac{7}{8}$ miles.
 *** Circling not authorized E of Rwy 18-36.

ALSF-1

MISSED APPROACH: Climb to 4000 on YOK TACAN R-178 to BREEE and hold.
Missed approach requires RADAR or RNAV for Non-TACAN equipped aircraft.

Diagram illustrating the layout of HIRI Rwy 18-36, showing elevation, azimuth, and distance data:

- ELEV 462** (Top Left)
- TDZE 462** (Top Right)
- 177°** (Azimuth angle)
- 573** (Elevation point)
- A₁** (Point A1)
- 81** (Distance/Point)
- P** (Point P)
- 565** (Elevation point)
- 11,000 × 200** (Dimensions)
- 0.4% DOWN** (Slope)
- 667** (Elevation point)
- A** (Point A)
- TWR** (Tower)
- P** (Point P)
- 36** (Distance/Point)
- A₁** (Point A1)

| | | | | | | | | |
|--------------|-----------------------|--|---|--|-------------------------|--|-------------------------|--|
| | | | | | ← 4.4 NM → | | 0.6 | |
| CATEGORY | A | | B | | C | | D | |
| S-ILS 18* | 662/24 | | | | 200 | | (200-½) | |
| S-LOC 18** | 1120/24 658 (700-½) | | | | 1120-1¾ | | 658 (700-1¾) | |
| CIRCLING *** | 1120-1 658 (700-1) | | | | 1280-2½ 818 (900-2½) | | 1360-3 898 (900-3) | |
| | | | | | | | 1580-3 1118 (1200-3) | |

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

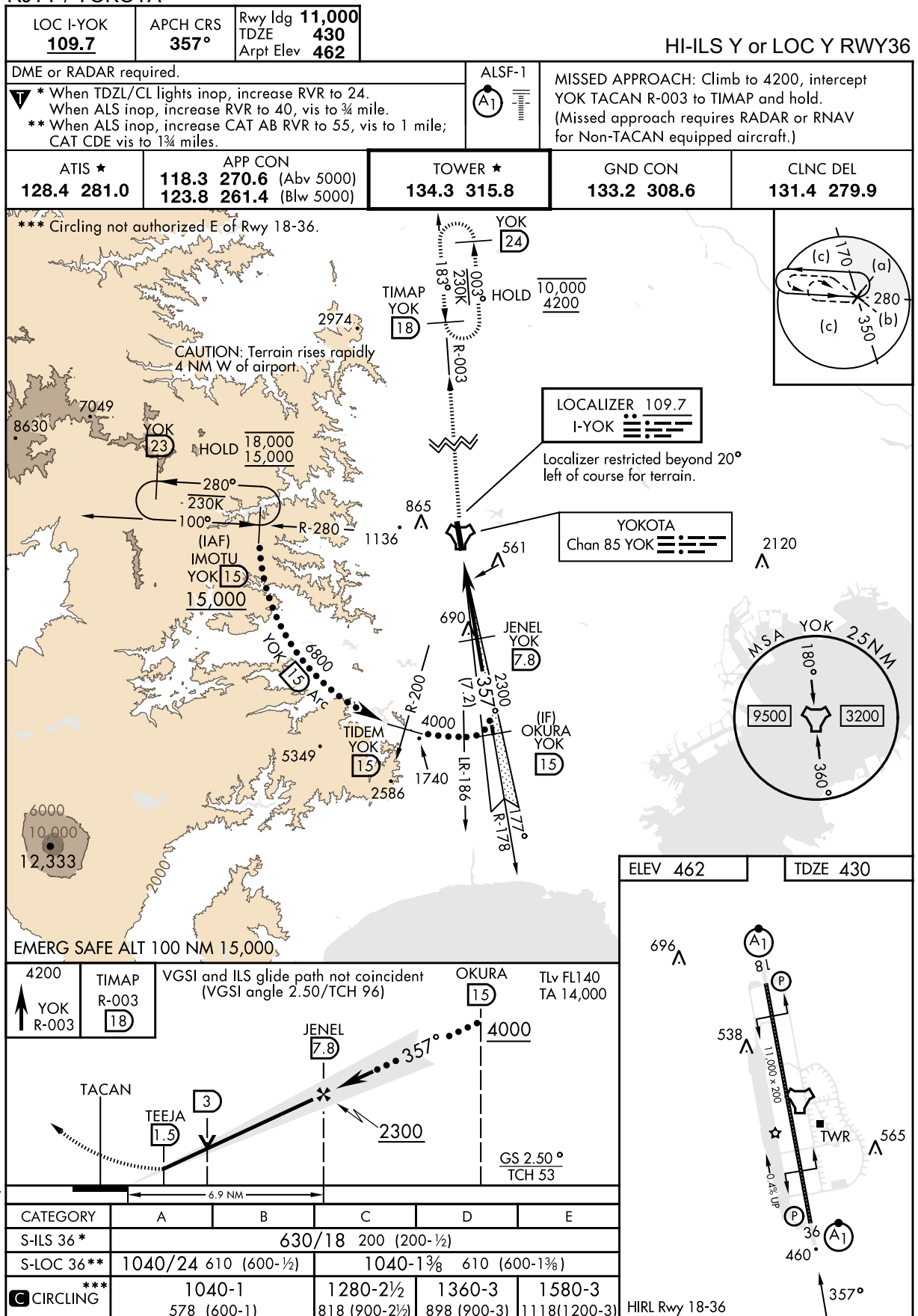
RJTY / YOKOTA

CHANGE : New PROC.

6/10/22

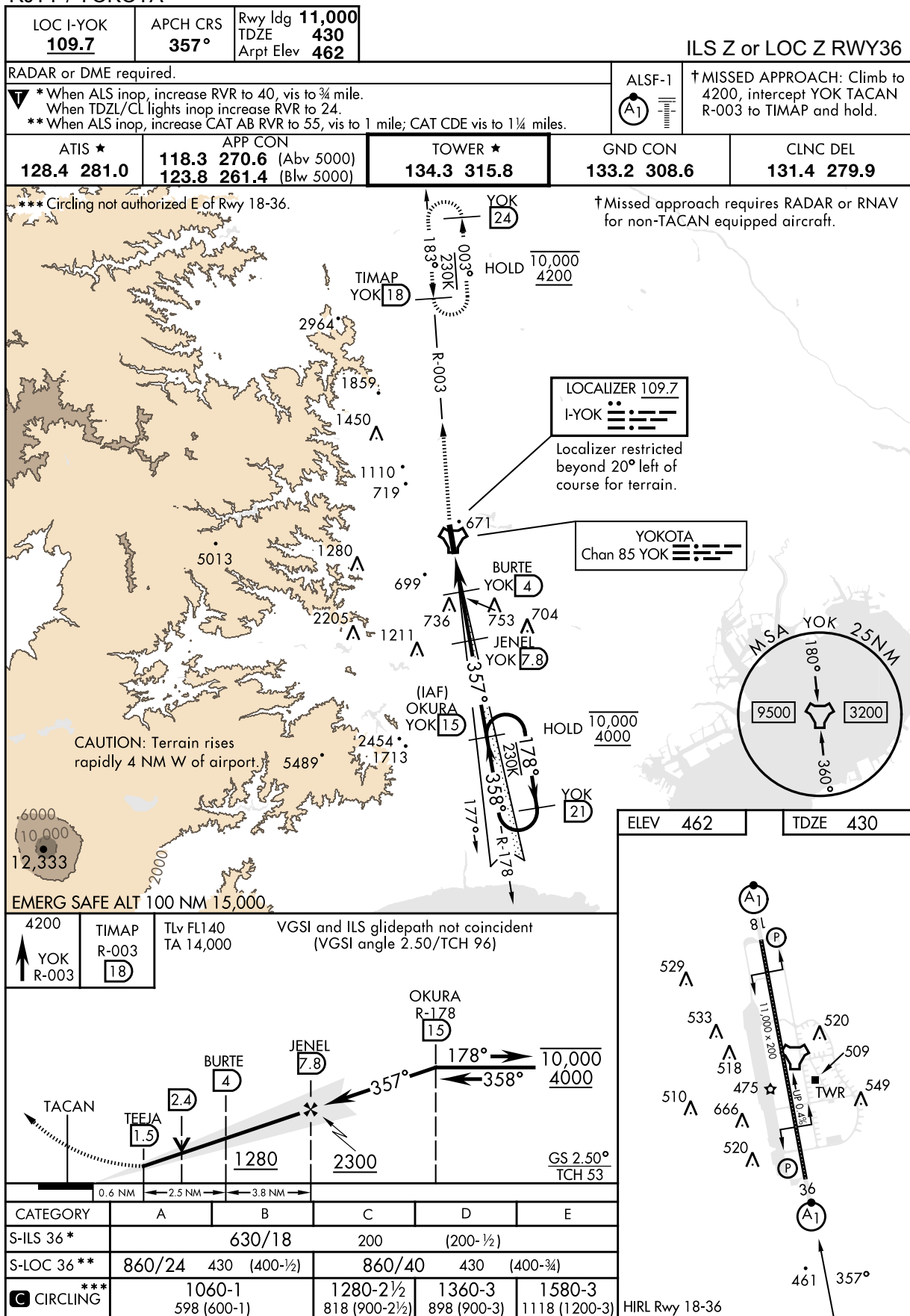
INSTRUMENT APPROACH CHART

RJTY / YOKOTA



INSTRUMENT APPROACH CHART


RJTY / YOKOTA

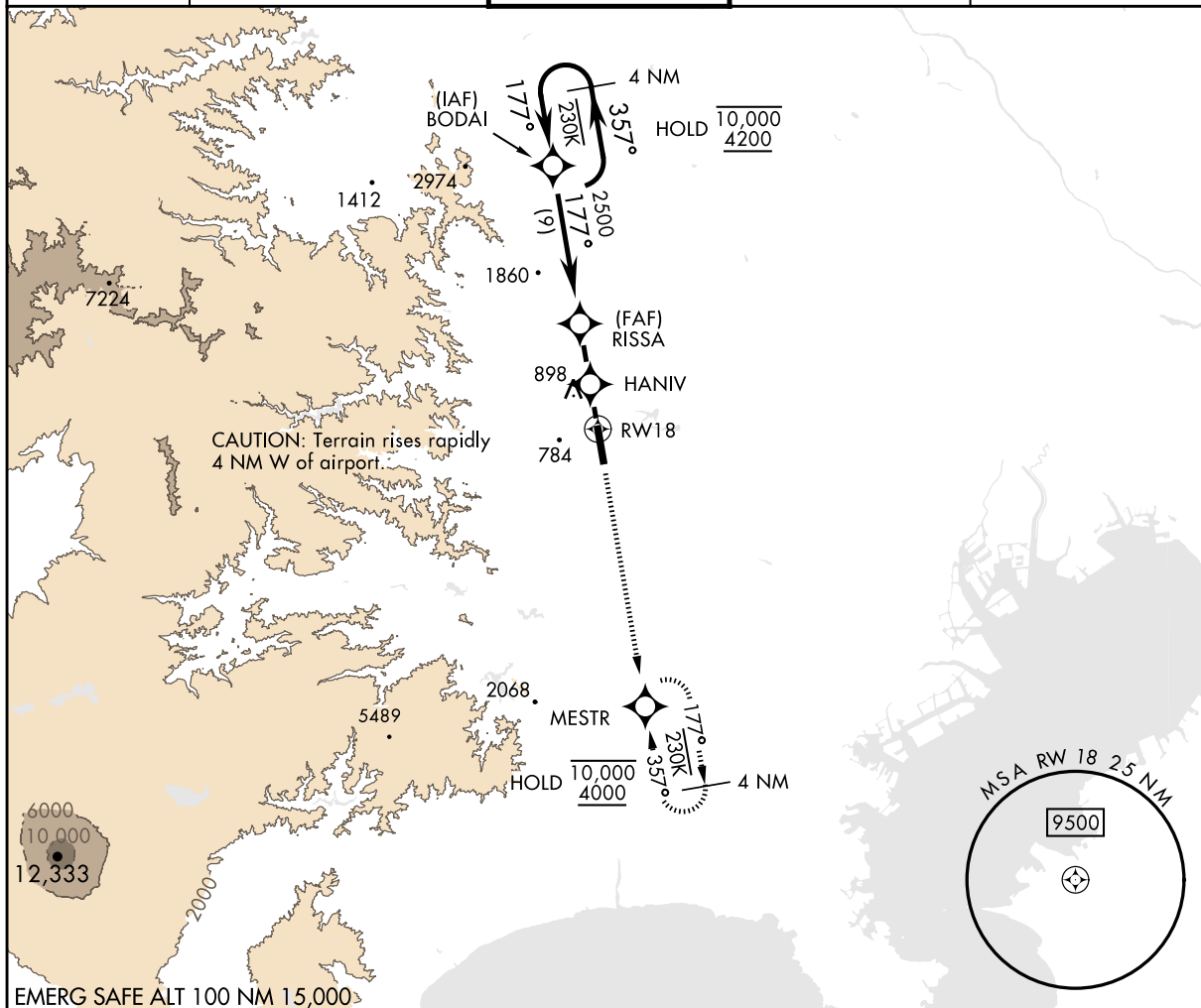


NOTE: REPRINTING DOD FLIP

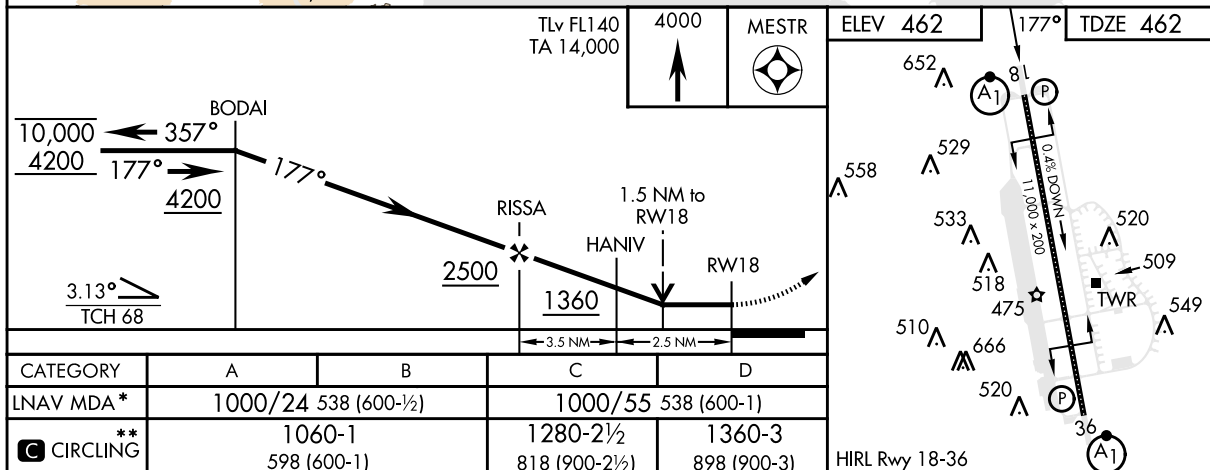
INSTRUMENT APPROACH CHART

RJTY / YOKOTA

| | | | | |
|------------------------------|---|--|---|--------------------------------|
| APCH CRS 177° | Rwy ldg 11,000 TDZE 462 Arpt Elev 462 | RNAV(GPS) RWY18 | | |
| DME/DME RNP - 0.3 NA | | ALSIF-1  | MISSED APPROACH: Climb to 4000 direct MESTR WPT and hold. | |
| ATIS ★ 128.4 281.0 | APP CON 118.3 270.6 Abv 5000 123.8 261.4 Blw 5000 | TOWER ★ 134.3 315.8 | GND CON 133.2 308.6 | CLNC DEL 131.4 279.9 |



CHANGE : Update.



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

| | | |
|----------|-----------|--------|
| APCH CRS | Rwy Idg | 11,000 |
| 357° | TDZE | 430 |
| | Arpt Elev | 462 |

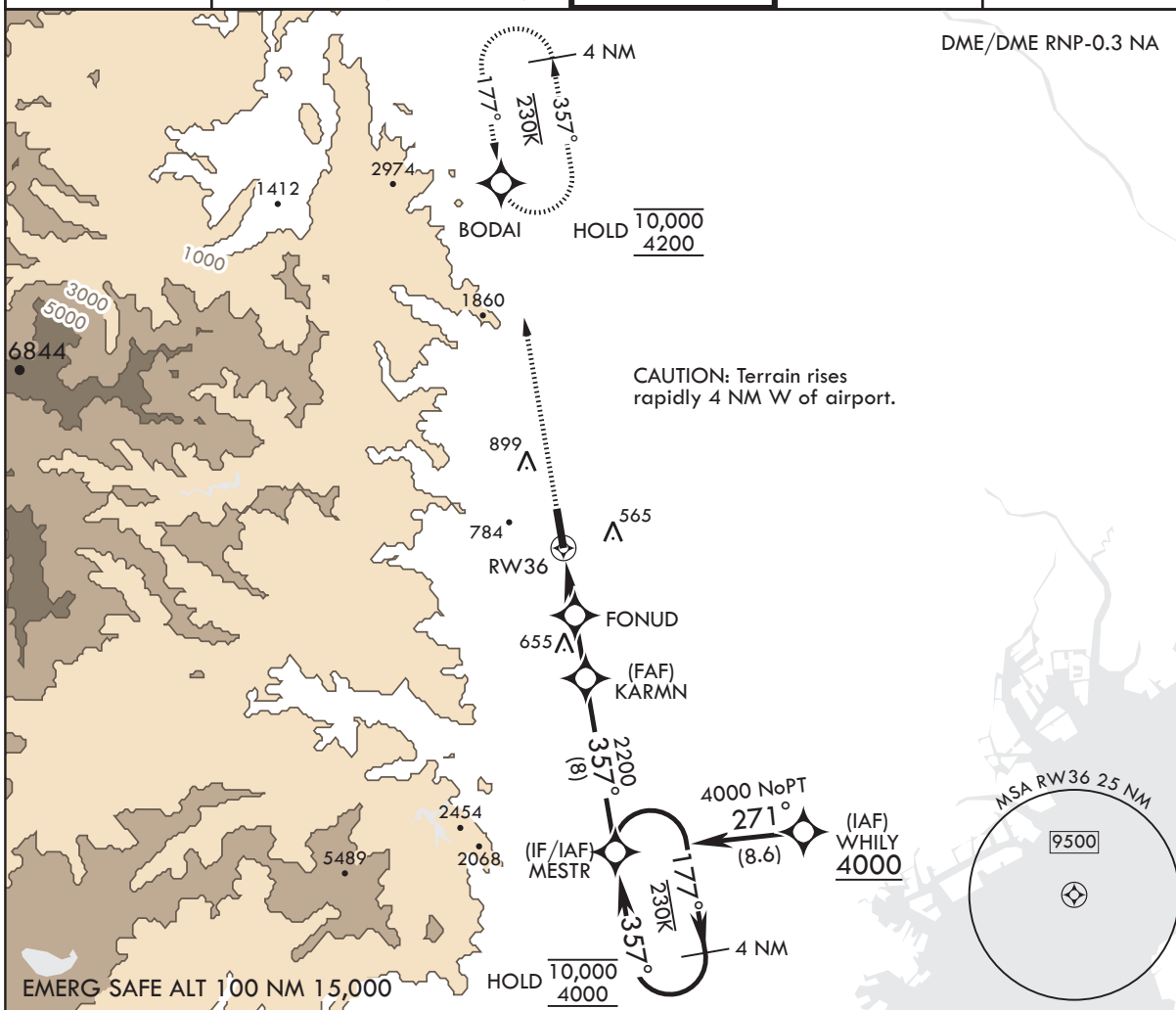
RNAV(GPS) RWY36

▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/8 miles.
** Circling not authorized East of Rwy 18-36.

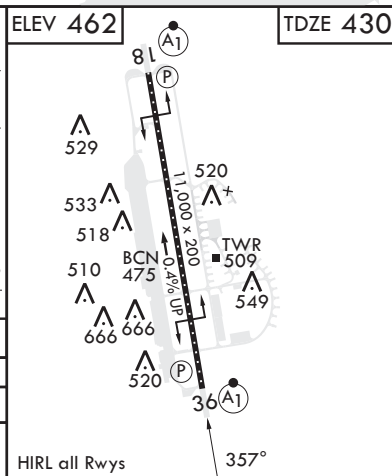
ALSF-1
(A1)

MISSED APPROACH: Climb to 4200 direct BODAI and hold.

| | | | | |
|----------------------|---|-----------------------|------------------------|-------------------------|
| ATIS★ 128.4 281.0 | APP CON 118.3 270.6 (ABV 5000MSL) 123.8 261.4 (BLW 5000MSL) | TOWER★ 134.3 315.8 | GND CON 133.2 308.6 | CLNC DEL 131.4 279.9 |
|----------------------|---|-----------------------|------------------------|-------------------------|



| | | | | |
|------------------------|--|--------------------------|-------------------------------|-----------------------|
| 4200 BODAI | VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 96). | 4 NM Holding Pattern | ELEV 462 | TDZE 430 |
| TLv FL140 TA 14,000 | MESTR | 177° 10,000 357° 4000 | 81 (A1) | |
| RW36 | FONUD | KARMN 2200 | 529 | |
| 1.5 NM to RW36 | | 1360 | 533 | |
| 3.1 NM | | | 518 | |
| 2.9 NM | | | 510 | |
| | | | 475 | |
| | | | 666 | |
| | | | 520 | |
| | | | 36 (A1) | |
| CATEGORY | A | B | C | D |
| LNAV MDA* | 900/24 | 470 (500-1/2) | 900/50 | 470 (500-1) |
| CIRCLING** | 1020-1 | 558 (600-1) | 1280-2 1/2 818 (900-2 1/2) | 1360-3 898 (900-3) |



CHANGE : Update.

NOTE: REPRINTING DOD FLIP