

## AD 2 AERODROMES

## RJTH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJTH - HACHIOJIMA

## RJTH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD   | 330654N/1394709E<br>1.0km from RWY08 THR  |
| 2 | Direction and distance from (city)   | 1.0km NW from Hachijo town office   |
| 3 | Elevation/ Reference temperature   | 301ft / 30°C(2004-2008)   |
| 4 | Geoid undulation at AD ELEV PSN  | 144FT   |
| 5 | MAG VAR/ Annual change   | 6°W(2007) / -   |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Tokyo Municipal Govt.<br>2839-2, Ookago, Hachijo-machi, Hachijo-jima(Is.), Tokyo.<br>TEL:04996-2-0163<br>FAX:04996-2-3173 |
| 7 | Types of traffic permitted(IFR/VFR)  | IFR/VFR   |
| 8 | Remarks  | Nil   |

## RJTH AD 2.3 OPERATIONAL HOURS

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | 2300 - 0900   |
| 2  | Customs and immigration   | On request<br>Customs: 03-3599-6214<br>Immigration: 0570-034259 (Department Number 210) |
| 3  | Health and sanitation     | Quarantine(human): On request(03-3599-1515)<br>Quarantine(animal, plant): Nil           |
| 4  | AIS Briefing Office       | Nil   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24 (TOKYO)   |
| 7  | ATS                       | 2300 - 0900<br>Remarks: AFIS provided by New Chitose Airport Office.                    |
| 8  | Fuelling                  | 2300 - 0900(On Request)   |
| 9  | Handling                  | 2300 - 0900   |
| 10 | Security                  | 2300 - 0900   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | Nil   |

**RJTH AD 2.4 HANDLING SERVICES AND FACILITIES**

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

**RJTH 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 |

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

|   |   |                                  |
|---|---|----------------------------------|
| 1 | AD category for fire fighting               | CAT 7                            |
| 2 | Rescue equipment                            | Chemical fire fighting truck x 2 |
| 3 | Capability for removal of disabled aircraft | Nil                              |
| 4 | Remarks                                     | Nil                              |

**RJTH AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |                |
|---|-----------------------------|----------------|
| 1 | Types of clearing equipment | Not Applicable |
| 2 | Clearance priorities        | Nil            |
| 3 | Remarks                     | Nil            |

**RJTH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | Surface:Asphalt Concrete, Strength:PCN 41/R/B/X/T  |
| 2 | Taxiway width, surface and strength | Width : 23m<br>Surface : Asphalt Concrete, Strength:PCN 42/F/A/X/T                             |
| 3 | ACL and elevation                   | Not available  |
| 4 | VOR checkpoints                     | Not available  |
| 5 | INS checkpoints                     | Spot NR<br>1 330656.14N ,1394657.15E<br>2 330657.40N ,1394658.03E<br>3 330657.86N ,1394659.68E |
| 6 | Remarks                             | Nil  |

**RJTH 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:08/26<br>(Marking):RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe<br>(LGT): RCLL, REDL, RTHL, RENL<br>TWY:<br>(Marking):TWY CL, RWY HLDG PSN, TWY side stripe<br>(LGT):TWY edge LGT, TWY CL LGT |
| 3 | Stop bars  | Nil   |
| 4 | Remarks  | (Marking):Overrun area<br>(LGT):Apron flood LGT   |

**RJTH AD 2.10 AERODROME OBSTACLES**

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

## RJTH 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          | Nil   |
| 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> , 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                                    | RADIO   |
| 10 | Additional information(limitation of<br>service, etc.)                 | Nil   |

## RJTH 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   |
| 08   | 069.56°  | 2000x45                 | PCN 42/F/A/X/T<br>Asphalt Concrete  | 330643.03N<br>1394633.07E               | THR ELEV : 282ft  |
| 26   | 249.56°  | 2000x45                 | PCN 42/F/A/X/T<br>Asphalt Concrete  | 330705.72N<br>1394745.36E               | THR ELEV : 284ft  |
| Slope of RWY   |          | Strip<br>Dimensions(M)  | RESA(Overrun)<br>Dimensions(M)      | Remarks                                 |   |
| 7  |          | 10                      | 11                                  | 14                                      |   |
| See Below Figure   |          | 2120x150                | 40x150                              | RWY Grooving: 2000x30m                  |   |
|  |          | 2120x150                | 40x150                              |   |   |
| Slope of RWY   |          |                         |                                     |   |   |
| <div><div>RWY08</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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|          |                         |                                     |   |   |

## RJTH 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       |
| 08             | 2000        | 2000        | 2000        | 2000       | Nil     |
| 26             | 2000        | 2000        | 2000        | 2000       | Nil     |

## RJTH AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator  | APCH LGT type<br>LEN INTST  | RTHL Color<br>WBAR | PAPI (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                    |
| 08  | Nil<br>(*1)                 | Green<br>Nil       | PAPI<br>3.0°/LEFT<br>324.3m<br>61ft          |             | 2000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*3)              |
| 26  | SALS<br>420m<br>(*2)<br>LIH | Green<br>Nil       | PAPI<br>3.0°/LEFT<br>322.6m<br>61ft          |             | 2000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*3)              |
| Remarks   |                             |                    |  |             |   |  |                       |                      |
| 10  |                             |                    |  |             |   |  |                       |                      |
| APCH Guidance LGT for RWY 08(LEN:2013m)(*1)<br>SALS with APCH Guidance LGT for RWY 26(LEN:1579m)(*2)<br>Overrun area edge LGT(LEN:30m Color:Red)(*3)<br>RWY THR ID LGT for RWY08 THR(Color:White) |                             |                    |  |             |   |  |                       |                      |

## RJTH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |  |   |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 330703N/1394703E, White/Green EV4.3sec, HO   |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI:Nil<br>Anemometer:<br>RWY08:250m FM RWY08 THR, LGTD<br>Mid:300m FM ARP, LGTD<br>RWY26:150m FM RWY26 THR, LGTD   |
| 3 | TWY edge and center line lighting                        | TWY edge LGT: Blue<br>TWY CL LGT: ALTN Green/Yellow FM RWY leaving Report point, other Green  |
| 4 | Secondary power supply / switch-over time                | Within 15 sec: SALS, RTHL, PAPI, RCLL, REDL, RENL, Overrun area edge LGT, RWY THR ID LGT for RWY08 THR, ABN, TWY edge LGT, TWY CL LGT, WDI LGT, Apron flood LGT |
| 5 | Remarks  | WDI LGT   |

**RJTH AD 2.16 HELICOPTER LANDING AREA**

Nil

**RJTH 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       |
| Hachijojima Information zone   | Area within a radius of 5nm(9km) of HACHIJOJIMA ARP | 3000 or below        | E                       | Hachijo Radio En            |         |

**RJTH AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign     | Frequency | Hours of operation | Remarks                                |
|---------------------|---------------|-----------|--------------------|--|
| 1                   | 2             | 3         | 4                  | 5                                      |
| AFIS                | Hachijo Radio | 118.7MHz  | 2300 - 0900        | Operated by New Chitose Airport Office |

**RJTH AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type of aid<br>(VOR<br>declination) | ID  | Frequency            | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Remarks  |
|-------------------------------------|-----|----------------------|-----------------------|---|--|--|
| 1                                   | 2   | 3                    | 4                     | 5   | 6  | 7  |
| VOR<br>(6°W/2009)                   | HCE | 116.65MHz            | H24                   | 330651.66N/<br>1394718.54E                            |  | VOR/DME Unusable:<br>090°-200° beyond 5NM below 5000ft.<br>300°-360° beyond 5NM below 5000ft.  |
| DME                                 | HCE | 1074MHz<br>(CH-113Y) | H24                   | 330651.66N/<br>1394718.54E                            | 339ft  |  |
| LOC 26                              | IHC | 110.1MHz             | 2300 - 0900           | 330647.86N/<br>1394700.58E                            |  | LOC: 720m (2362ft) inside FM RWY 08<br>THR, 110m (361ft) S of RCL.<br>OFFSET 3.0°, BRG (MAG) 252°<br>Unusable:<br>beyond 30° North side and 20° South side<br>of LOC course. |
| LOC-DME 26                          | IHC | 999MHz               | 2300 - 0900           | 330647.19N/<br>1394700.47E                            |  | LOC-DME: 710m (2329ft) inside FM RWY<br>08 THR, 128m (420ft) S of RCL.   |
| MSAS                                |     | 1575.42MHz           | H24                   |   |  | Transmitting antennas are satellite based.   |

HACHIJOJIMA AP

REMARKS : 1. LOC offset Angle 3.0°  
2. LOC beam BRG(MAG) 252°





## RJTH 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

In principle, no flight training is permitted.  
To apply for an exception, the administrator's prior permission is required.

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

## RJTH AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

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

|                       | RWY | REDL & RCLL<br>AVBL |            | REDL or RCLL<br>AVBL |            | REDL & RCLL<br>OUT |            |
|-----------------------|-----|---------------------|------------|----------------------|------------|--------------------|------------|
|                       |     | CEIL - RVR          | CEIL - VIS | CEIL - RVR           | CEIL - VIS | CEIL - RVR         | CEIL - VIS |
| TKOF ALTN<br>AP FILED | 08  | -                   | 300'-800m  | -                    | 300'-1000m | -                  | 300'-1200m |
|                       | 26  |                     |            |                      |            |                    |            |
| OTHER                 | 08  | AVBL LDG MINIMA     |            |                      |            |                    |            |
|                       | 26  |                     |            |                      |            |                    |            |

NOTE: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

**2.TAKE OFF MINIMA for RNAV DEPARTURE**

|  | RWY | ACFT<br>CAT | REDL & RCLL     |      | REDL or RCLL<br>or RCL Marking |      | NIL<br>(DAYTIME ONLY) |      |
|--|-----|-------------|-----------------|------|--------------------------------|------|-----------------------|------|
|  |     |             | RVR             | VIS  | RVR                            | VIS  | RVR                   | VIS  |
| Multi-Engine<br>ACFT with<br>TKOF ALTN<br>AP FILED | 08  | A,B,C,D     | -               | 400m | -                              | 400m | -                     | 500m |
|  | 26  |             |                 |      |                                |      |                       |      |
| OTHER  | 08  | A,B,C,D     | AVBL LDG MINIMA |      |                                |      |                       |      |
|  | 26  |             |                 |      |                                |      |                       |      |

**RJTH AD 2.23 ADDITIONAL INFORMATION**

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

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

Aerodrome/Heliport Chart  
 Standard Departure Chart-Instrument (TEMAR, HACHIJO REVERSAL)\*  
 Standard Departure Chart-Instrument (MIYAKE)\*  
 Standard Departure Chart-Instrument (TOPIT-RNAV)  
 Standard Arrival Chart-Instrument\*  
 Instrument Approach Chart (LOC Z RWY26)\*  
 Instrument Approach Chart (LOC Y RWY26) \*  
 Instrument Approach Chart (VOR A For RWY26)\*  
 Instrument Approach Chart (VOR B For RWY26)\*  
 Instrument Approach Chart (VOR C For RWY26)\*  
 Instrument Approach Chart (VOR D For RWY08)\*  
 Instrument Approach Chart (RNP RWY08(AR))  
 Instrument Approach Chart (RNP RWY26(AR))  
 Other Chart (Visual REP)  
 Other Chart (LDG Chart)  
 Other Chart (MVA Chart)

\*: Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

## RJTH / HACHIOJIMA

## AD CHART



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STANDARD DEPARTURE CHART-INSTRUMENT

RJTH / HACHIOJIMA

SID

TEMAR FIVE DEPARTURE

RWY 08 : Climb RWY HDG to 1000FT or above, turn left,....  
RWY 26 : Turn left, climb via HCE R240 to 4000FT or above,  
turn right proceed to HCE VOR/DME, ....  
....climb via HCE R056 to TEMAR.

HACHIO REVERSAL FOUR DEPARTURE

RWY 08 : Climb RWY HDG to 1000FT or above, turn left, climb via HCE R056  
to 4000FT or above, turn left,....  
RWY 26 : Turn left, climb via HCE R240 to 4000FT or above,  
turn right,....  
....proceed to HCE VOR/DME.  
Cross HCE VOR/DME at or above 5000FT.

CHANGE : Correction of misdescription (TEMAR)



## STANDARD DEPARTURE CHART-INSTRUMENT

RJTH / HACHIJOJIMA

SID

MIYAKE THREE DEPARTURE

RWY 08 : Climb RWY HDG to 1000FT or above, turn left, climb via HCE R055 to 15.0DME, turn left to intercept and proceed via MOE R158 to MOE VOR/DME.

Cross HCE R055/15.0DME at or above 4000FT.

RWY 26 : Turn left, climb via HCE R240 to 18.0DME, turn right to intercept and proceed via MOE R194 to MOE VOR/DME.

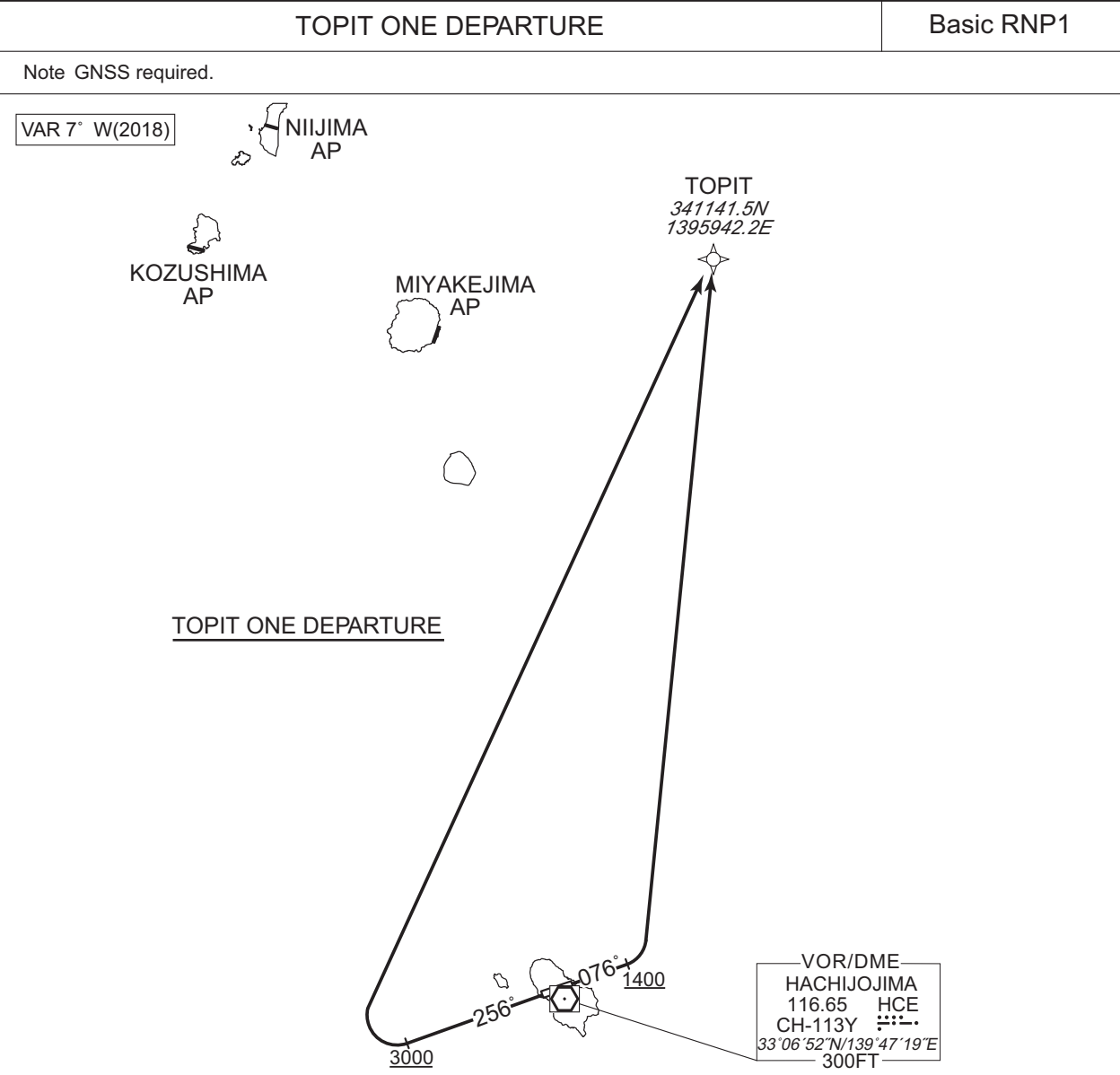
Cross HCE R240/18.0DME at or above 6000FT.



STANDARD DEPARTURE CHART-INSTRUMENT

RJTH / HACHIOJIMA

RNAV SID



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STANDARD ARRIVAL CHART-INSTRUMENT

RJTH / HACHIOJIMA

STAR

HACHIOJO ARRIVAL

From over SANGO, proceed via HCE R009 to intercept and proceed via HCE 14.0DME clockwise ARC, via IHC-LOC to SHELL or HCE R075 to RURII.

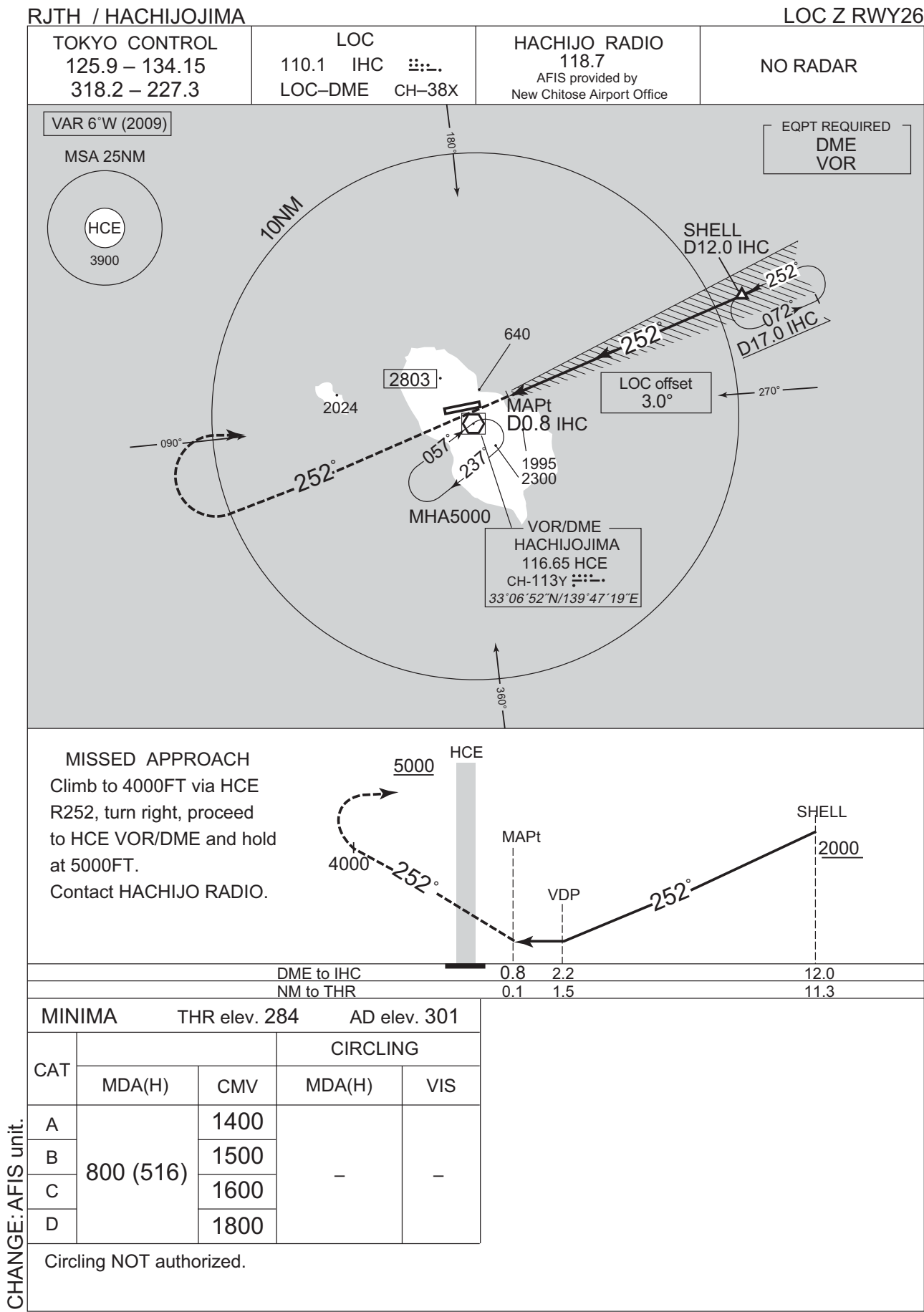
Cross SANGO at or above 5000FT, cross SHELL or RURII at or above 2000FT.

HACHIOJO ARRIVAL



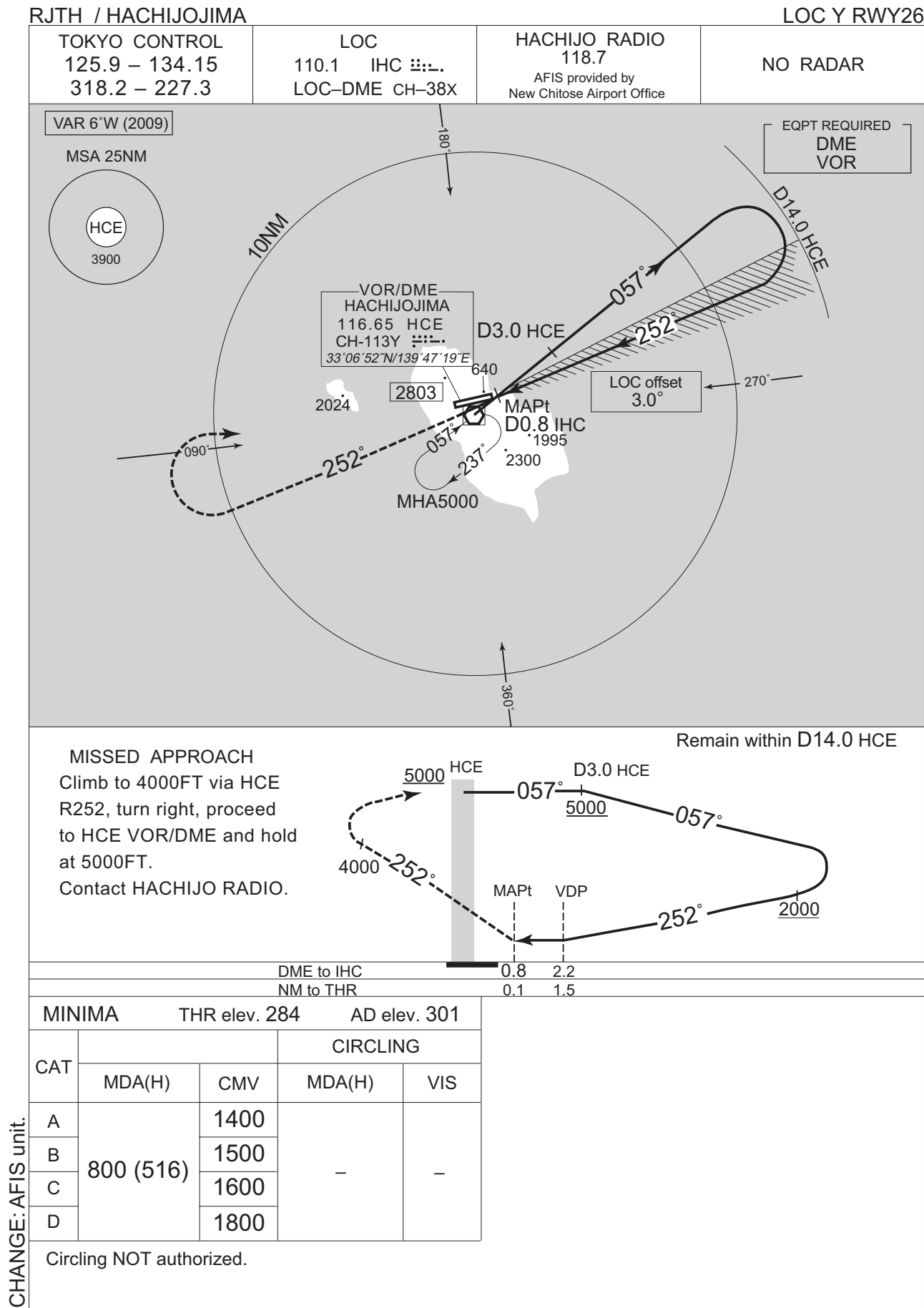
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INSTRUMENT APPROACH CHART



CHANGE:AFIS unit.

INSTRUMENT APPROACH CHART

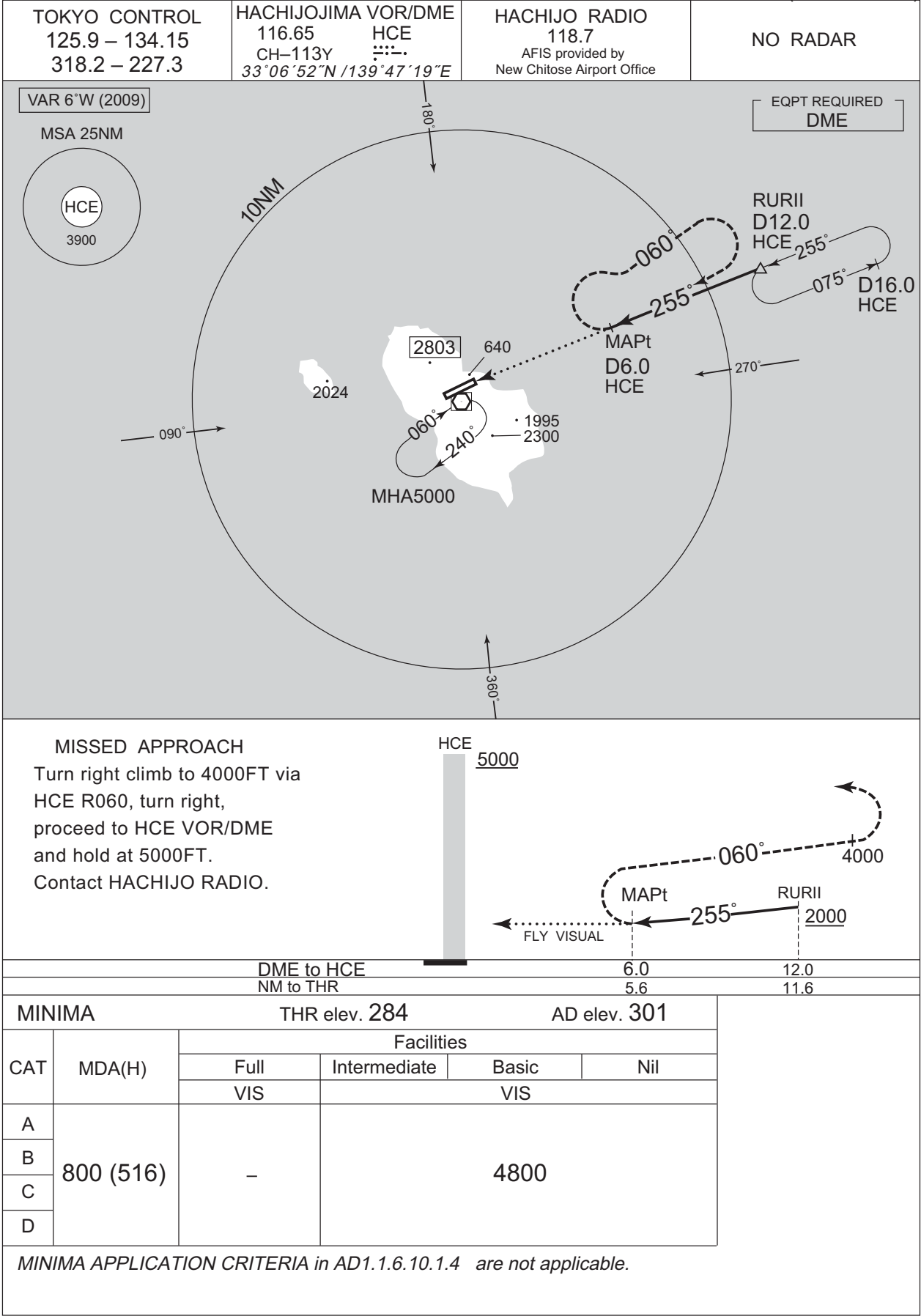


CHANGE: AFIS unit.

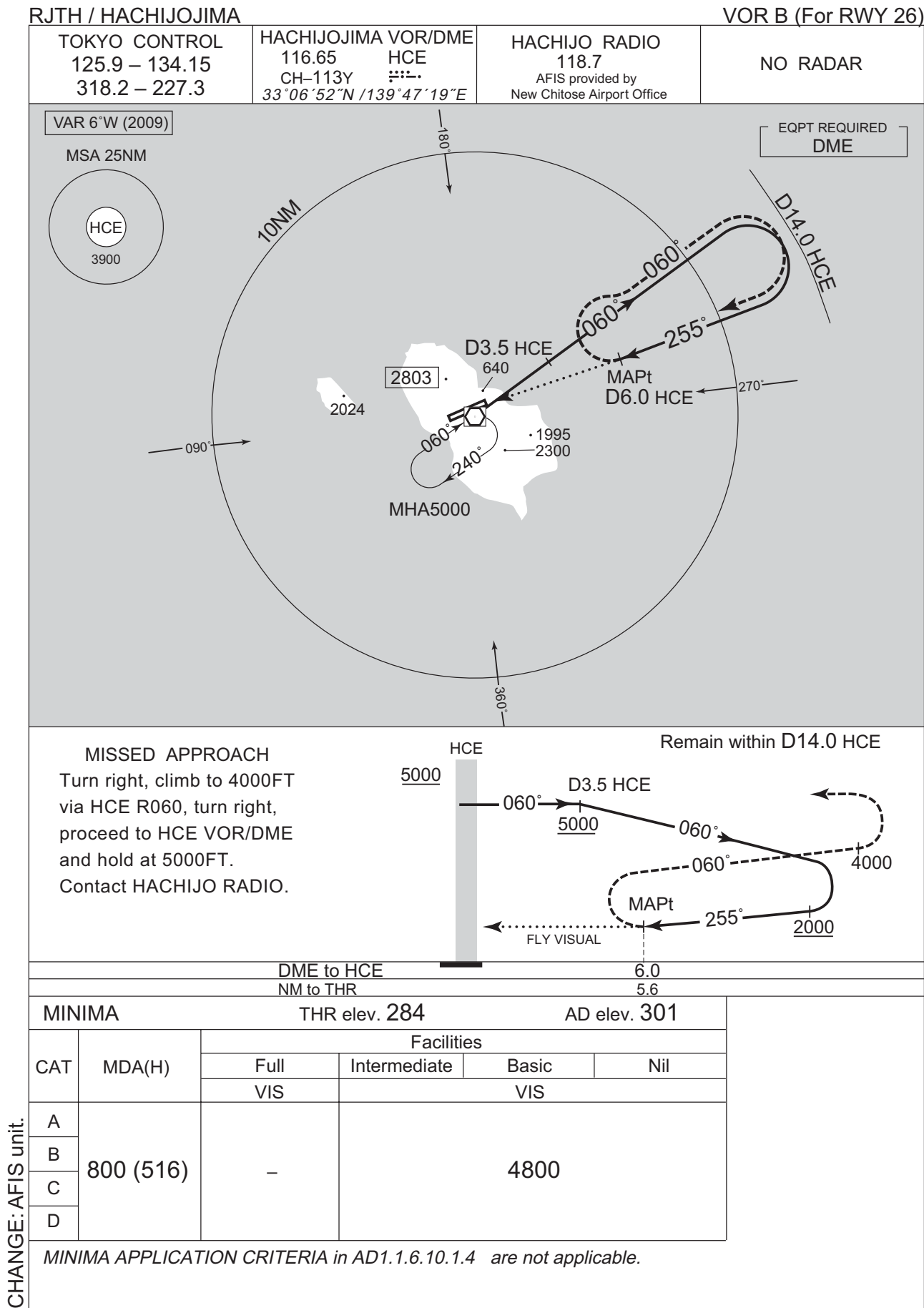
INSTRUMENT APPROACH CHART

RJTH / HACHIOJIMA

VOR A (For RWY 26)



INSTRUMENT APPROACH CHART



## RJTH / HACHIOJIMA

VOR C (For RWY 26)

---



| CAT | MDA(H)    | Facilities |              |       |     |
|-----|-----------|------------|--------------|-------|-----|
|     |           | Full       | Intermediate | Basic | Nil |
|     |           | VIS        | VIS          |       |     |
| A   | 800 (516) | –          | 4800         |       |     |
| B   |           |            |              |       |     |
| C   |           |            |              |       |     |
| D   |           |            |              |       |     |

CHANGE: AFIS unit.

## INSTRUMENT APPROACH CHART

RJTH / HACHIOJIMA

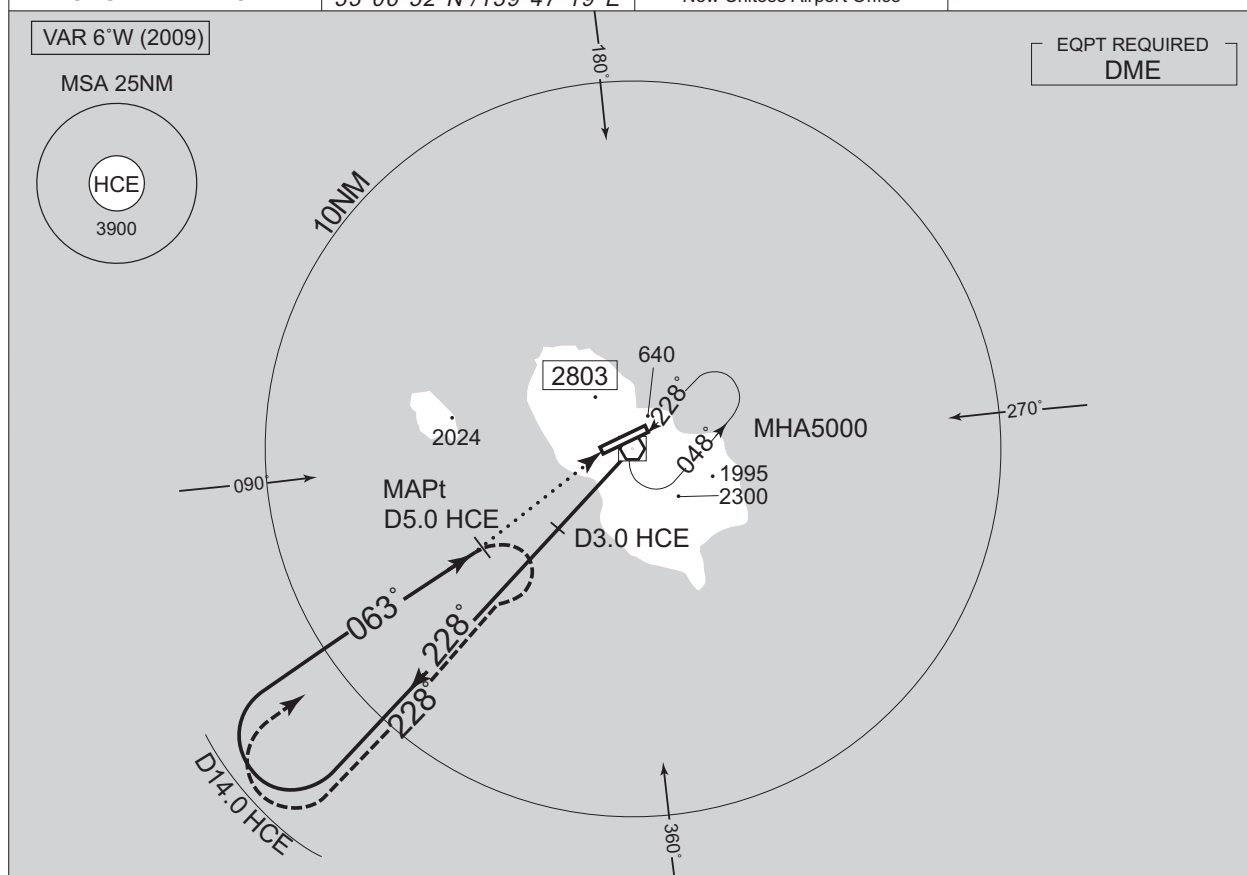
VOR D (For RWY 08)

TOKYO CONTROL  
125.9 – 134.15  
318.2 – 227.3HACHIOJIMA VOR/DME  
116.65 HCE  
CH-113Y  
33°06'52"N / 139°47'19"EHACHIO RADIO  
118.7  
AFIS provided by  
New Chitose Airport Office

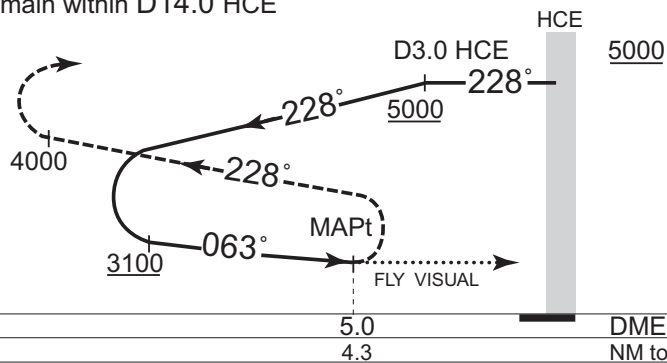
NO RADAR

VAR 6°W (2009)

MSA 25NM

EQPT REQUIRED  
DME

Remain within D14.0 HCE



**MISSED APPROACH**  
Turn right, climb to 4000FT via  
HCE R228, turn right,  
proceed to HCE VOR/DME  
and hold at 5000FT.  
Contact HACHIO RADIO.

5.0 DME to HCE  
4.3 NM to THR

MINIMA

THR elev. 282

AD elev. 301

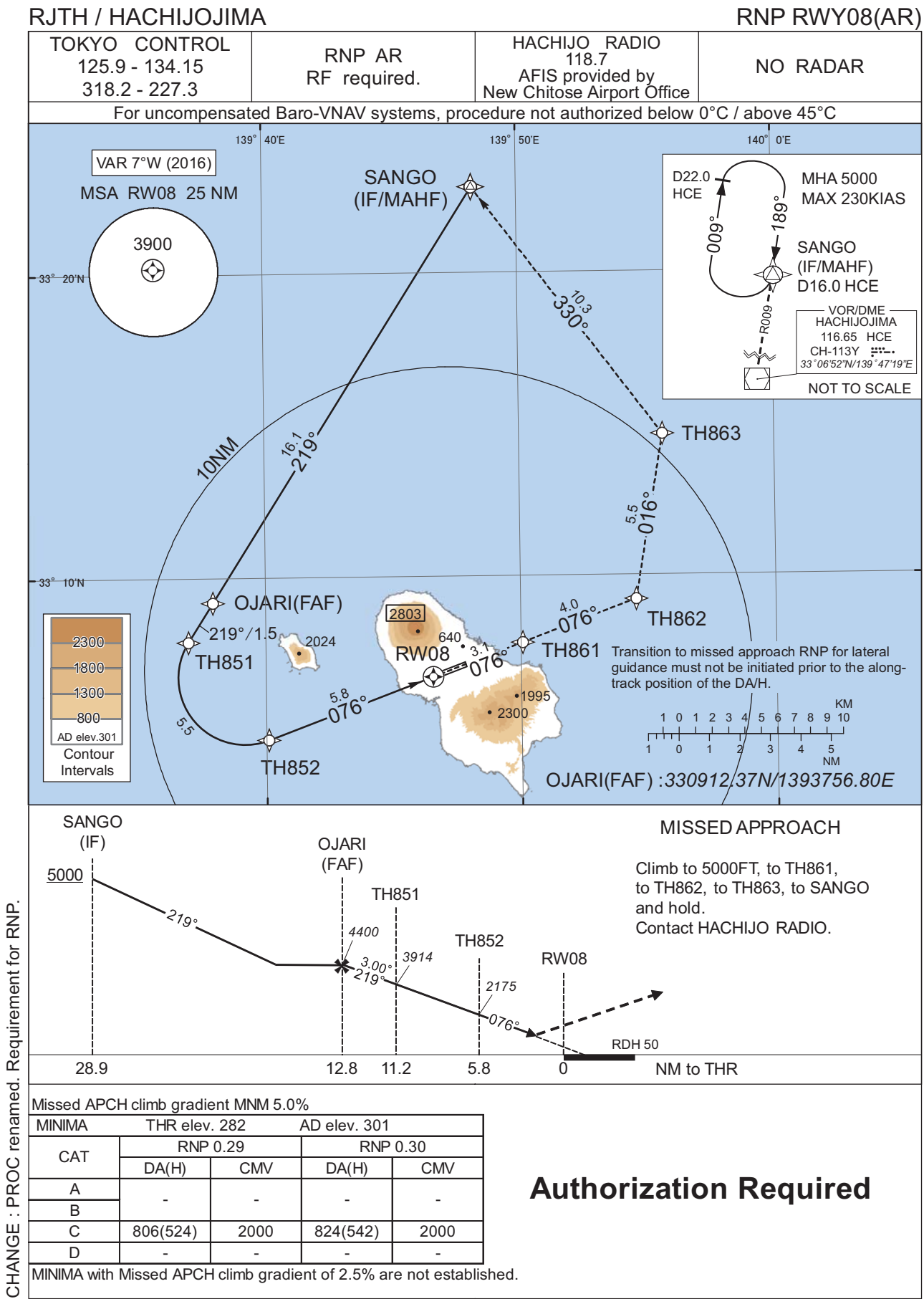
| CAT | MDA(H)    | Facilities |              |       |      |
|-----|-----------|------------|--------------|-------|------|
|     |           | Full       | Intermediate | Basic | Nil  |
|     |           | VIS        |              |       | VIS  |
| A   | 800 (518) | -          |              |       | 4800 |
| B   |           |            |              |       |      |
| C   |           |            |              |       |      |
| D   |           |            |              |       |      |

MINIMA APPLICATION CRITERIA in AD1.1.6.10.1.4 are not applicable.

CHANGE: AFIS unit.



INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJTH / HACHIJOJIMA

RNP RWY08(AR)

Coding Table

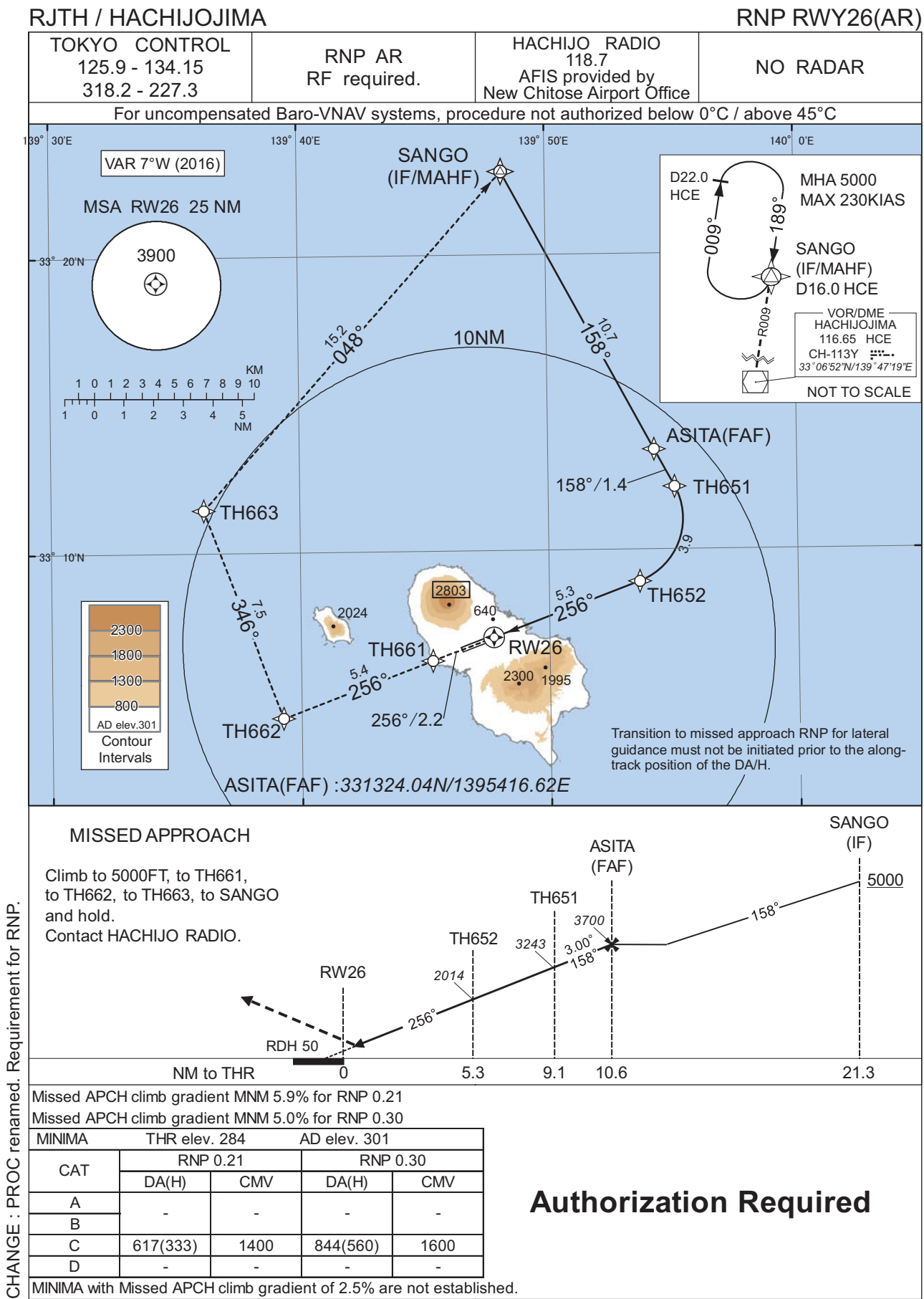
| Serial Number | Path Descriptor                    | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value    |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|-----------------|--------------|
| 001           | IF                                 | SANGO               | -        | -              | -6.5               | -             | -              | +5000         | -            | -               | -            |
| 002           | TF                                 | OJARI               | -        | 219<br>(212.3) | -6.5               | 16.1          | -              | 4400          | -            | -               | 1.0          |
| 003           | TF                                 | TH851               | -        | 219<br>(212.2) | -6.5               | 1.5           | -              | 3914          | -            | -3.00           | 0.29<br>0.30 |
| 004           | RF<br>Center:<br>THRF1<br>r=2.19NM | TH852               | -        | -              | -6.5               | 5.5           | L              | 2175          | -            | -3.00           | 0.29<br>0.30 |
| 005           | TF                                 | RW08                | Y        | 076<br>(069.4) | -6.5               | 5.8           | -              | 332           | -            | -3.00/50        | 0.29<br>0.30 |
| 006           | TF                                 | TH861               | -        | 076<br>(069.5) | -6.5               | 3.1           | -              | -             | -            | -               | 0.29<br>0.30 |
| 007           | TF                                 | TH862               | -        | 076<br>(069.5) | -6.5               | 4.0           | -              | -             | -            | -               | 1.0          |
| 008           | TF                                 | TH863               | -        | 016<br>(009.6) | -6.5               | 5.5           | -              | -             | -            | -               | 1.0          |
| 009           | TF                                 | SANGO               | -        | 330<br>(323.0) | -6.5               | 10.3          | -              | 5000          | -            | -               | 1.0          |

Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| SANGO               | 332250.44N / 1394814.02E | THRF1                    | 330644.49N / 1393910.78E |
| OJARI               | 330912.37N / 1393756.80E |                          |                          |
| TH851               | 330754.90N / 1393658.54E |                          |                          |
| TH852               | 330441.17N / 1394005.63E |                          |                          |
| RW08                | 330643.03N / 1394633.07E |                          |                          |
| TH861               | 330749.27N / 1395004.24E |                          |                          |
| TH862               | 330913.15N / 1395432.21E |                          |                          |
| TH863               | 331439.22N / 1395537.92E |                          |                          |

CHANGE : PROC renamed.

INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJTH / HACHIJOJIMA

RNP RWY26(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                                 | SANGO               | -        | -              | -6.5               | -             | -              | +5000         | -            | -               | -            |
| 002           | TF                                 | ASITA               | -        | 158<br>(151.8) | -6.5               | 10.7          | -              | 3700          | -            | -               | 1.0          |
| 003           | TF                                 | TH651               | -        | 158<br>(151.9) | -6.5               | 1.4           | -              | 3243          | -            | -3.00           | 0.21<br>0.30 |
| 004           | RF<br>Center:<br>THRF2<br>r=2.26NM | TH652               | -        | -              | -6.5               | 3.9           | R              | 2014          | -            | -3.00           | 0.21<br>0.30 |
| 005           | TF                                 | RW26                | Y        | 256<br>(249.5) | -6.5               | 5.3           | -              | 334           | -            | -3.00/50        | 0.21<br>0.30 |
| 006           | TF                                 | TH661               | -        | 256<br>(249.5) | -6.5               | 2.2           | -              | -             | -            | -               | 0.21<br>0.30 |
| 007           | TF                                 | TH662               | -        | 256<br>(249.4) | -6.5               | 5.4           | -              | -             | -            | -               | 1.0          |
| 008           | TF                                 | TH663               | -        | 346<br>(339.6) | -6.5               | 7.5           | -              | -             | -            | -               | 1.0          |
| 009           | TF                                 | SANGO               | -        | 048<br>(041.6) | -6.5               | 15.2          | -              | 5000          | -            | -               | 1.0          |

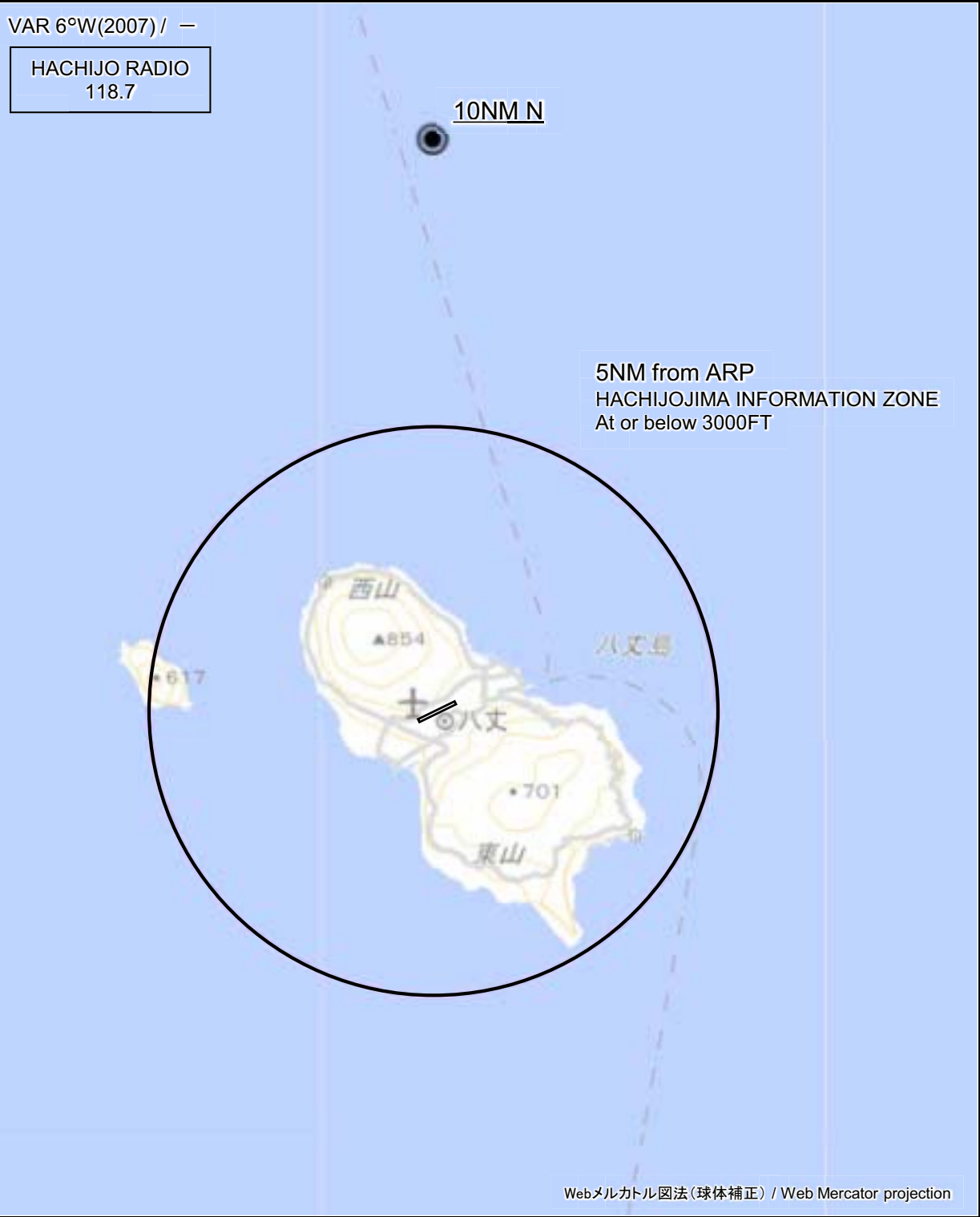
Waypoint Coordinates

| Waypoint Identifier | Coordinates              | RF Arc Center Identifier | Coordinates              |
|---------------------|--------------------------|--------------------------|--------------------------|
| SANGO               | 332250.44N / 1394814.02E | THRF2                    | 331103.88N / 1395242.68E |
| ASITA               | 331324.04N / 1395416.62E |                          |                          |
| TH651               | 331208.17N / 1395505.07E |                          |                          |
| TH652               | 330856.50N / 1395339.00E |                          |                          |
| RW26                | 330705.72N / 1394745.36E |                          |                          |
| TH661               | 330619.39N / 1394517.79E |                          |                          |
| TH662               | 330425.68N / 1393916.49E |                          |                          |
| TH663               | 331127.97N / 1393608.44E |                          |                          |

CHANGE : PROC renamed.

RJTH / HACHIOJIMA

Visual REP



CHANGE : Map updated.

※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).

| Call sign | BRG / DIST from ARP | Remarks            |
|-----------|---------------------|--------------------|
| 10NM N    | 360°T / 10.0NM      | 海上<br>Over the sea |

RJTH / HACHIOJIMA

LDG CHART



RJTH / HACHIOJIMA

Minimum Vectoring Altitude CHART



CENTER : 330654N/1394709E (ARP)

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