

## AD 2 AERODROMES

## RJA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJA - HYAKURI

## RJA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD   | 361054N / 1402453E   |
| 2 | Direction and distance from (city)   | 12NM NE TSUCHIURA  |
| 3 | Elevation/ Reference temperature   | 107ft / -  |
| 4 | Geoid undulation at AD ELEV PSN  | Nil  |
| 5 | MAG VAR/ Annual change   | 7°W(2007)  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JSDF-A   |
| 7 | Types of traffic permitted (IFR/VFR)   | IFR/VFR  |
| 8 | Remarks  | Hyakuri Airport Office(CAB)<br>1601-21, Yozawa, Omitama-City, Ibaraki Prefecture, 311-3416 JAPAN<br>TEL:0299-54-0600, FAX:0299-54-0690 |

## RJA AD 2.3 OPERATIONAL HOURS

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | H24   |
| 2  | Customs and immigration   | Customs: (except WED)2330-0815<br>(WED)Nil<br>Immigration: INTL SKED FLT hours only |
| 3  | Health and sanitation     | Quarantine(human): 2330-0815<br>Quarantine(animal, plant): INTL SKED FLT hours only |
| 4  | AIS Briefing Office       | H24 (CAB:Nil)   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24(TOKYO)  |
| 7  | ATS                       | H24   |
| 8  | Fuelling                  | To be issued later  |
| 9  | Handling                  | To be issued later  |
| 10 | Security                  | Scheduled flight only   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | HR of service at CAB OPS section 2230-1200(Daily)                                   |

**RJAH AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |  |
|---|---|--|
| 1 | Cargo-handling facilities               | All the modern institutions that deal with the weight thing to Airbus A320 type. |
| 2 | Fuel/ oil types                         | JET A-1<br>JP-4 JP-4A for JSDF   |
| 3 | Fuelling facilities/ capacity           | To be issued later   |
| 4 | De-icing facilities                     | Nil  |
| 5 | Hangar space for visiting aircraft      | Nil  |
| 6 | Repair facilities for visiting aircraft | Nil  |
| 7 | Remarks                                 | Nil  |

**RJAH AD 2.5 PASSENGER FACILITIES**

|   |                      |                   |
|---|----------------------|-------------------|
| 1 | Hotels               | At Tsuchiura City |
| 2 | Restaurants          | At Tsuchiura City |
| 3 | Transportation       | Bus and taxi      |
| 4 | Medical facilities   | At Omitama City   |
| 5 | Bank and Post Office | At Omitama City   |
| 6 | Tourist Office       | Nil               |
| 7 | Remarks              | Nil               |

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

|   |   |   |
|---|---|---|
| 1 | AD category for fire fighting               | To be issued later  |
| 2 | Rescue equipment                            | (CAB)<br>Emergency medical equipments conveyance truck x 1<br>Lighting power supply truck x 1 |
| 3 | Capability for removal of disabled aircraft | Nil   |
| 4 | Remarks                                     | Nil   |

**RJAH AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |                                  |
|---|-----------------------------|----------------------------------|
| 1 | Types of clearing equipment | Ask Hyakuri Airport Office(CAB)* |
| 2 | Clearance priorities        | Nil                              |
| 3 | Remarks                     | *For Civil Apron and TWY W       |

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

|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | CIVIL APRON<br>Surface: cement-concrete<br>Strength: PCN 54/R/B/X/T  |
| 2 | Taxiway width, surface and strength | C1, C5<br>Width: 28.5m<br>C2, C4<br>Width: 34m<br>C3<br>Width: 23m<br>W<br>Width: 34m<br>Surface: Asphalt-concrete<br>Strength: PCN 61/F/C/X/T |
| 3 | ACL and elevation                   | Not available  |
| 4 | VOR checkpoints                     | Nil  |
| 5 | INS checkpoints                     | Spot NR<br>1: 361042.72N/1402431.73E<br>2: 361040.89N/1402430.91E<br>3: 361039.06N/1402430.10E<br>4: 361037.23N/1402429.28E                    |
| 6 | Remarks                             | Nil  |

## RJAH 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:03L/21R<br>(Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe, RWY turn pad CL, RWY turn pad edge<br>(LGT) RCLL, REDL, RTHL, RENL, RWY DIST marker LGT, TKOF aiming LGT, TPIL<br>RWY:03R/21L<br>(Marking) RWY designation, RWY CL, RWY THR, TDZ, RWY side stripe<br>(LGT) REDL, RTHL, RENL, RWY DIST marker LGT, TKOF aiming LGT, WBAR<br><br>TWY:<br>C1, C2, C4, C5<br>(Marking) TWY CL, TWY side stripe<br>(LGT) TWY edge LGT, TWY CL LGT<br>C3<br>(Marking) TWY CL<br>(LGT) TWY edge LGT<br>W<br>(Marking) TWY CL, TWY side stripe, Mandatory instruction<br>(LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign |
| 3 | Stop bars  | Nil   |
| 4 | Remarks  | (Marking) Overrun area<br>(LGT) Apron flood LGT   |

**RJA AD 2.10 AERODROME OBSTACLES**

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

**RJA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

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

# Airspace for the advisory service concerning low level wind shear



UPPER LIMIT : 1600ft above FIELD ELEV LEVEL

LOWER LIMIT : FIELD ELEV LEVEL

\* ONLY FOR DEPARTING AIRCRAFT FROM RWY 21L AND RWY 21R

## RJAH 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   |
| 03L   | 019°     | 2700×45                 | PCN 50/F/A/X/T<br>SW67000kg<br>(147700lbs)                                 | To be issued<br>later                   | THR ELEV:107ft  |
| 21R   | 199°     | 2700×45                 | DW89000kg<br>(196200lbs)<br>DTW137000kg<br>(302000lbs)<br>Asphalt-concrete |   | THR ELEV:107ft  |
| 03R   | 019°     | 2700×45                 | PCN 45/R/A/X/T<br>SW38000kg<br>(83700lbs)                                  | To be issued<br>later                   | THR ELEV:106.9ft<br>TDZ ELEV:107.1ft                                  |
| 21L   | 199°     | 2700×45                 | DW61000kg<br>(134400lbs)<br>DTW136000kg<br>(299800lbs)<br>Concrete         |   | THR ELEV:106.8ft<br>TDZ ELEV:107.7ft                                  |
| Slope of RWY  |          | Strip<br>Dimensions(M)  | Remarks  |   |   |
| 7   |          | 10                      | 12   |   |   |
| See below figure  |          | 2820×150<br>2820×150    | RWY grooving:<br>RWY 03L/21R 2700mx30m                                     |   |   |
| See below figure  |          | 3300×300<br>3300×300    |  |   |   |
| <div><div><div><div>RWY 03L</div><div>107.0ft</div><div><div></div><div></div></div><div>0m</div></div><div><div></div><div></div></div><div><div></div><div></div></div><div>2700m</div></div><div><div></div><div>0%</div><div></div></div></div> <div><div><div>RWY 03R</div><div>106.9ft</div><div><div></div><div></div></div><div>0m</div></div><div><div></div><div></div></div><div><div></div><div></div></div><div>675m</div><div><div></div><div></div></div><div>860m</div><div><div></div><div></div></div><div>1410m</div><div><div></div><div></div></div><div>1650m</div><div><div></div><div></div></div><div>2025m</div><div><div></div><div></div></div><div>2700m</div></div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div>107.1ft</div> <div><div></div><div></div></div> <div>106.9ft</div> <div><div></div><div></div></div> <div>107.8ft</div> <div><div></div><div></div></div> <div>107.7ft</div> <div><div></div><div></div></div> <div>107.6ft</div> <div><div></div><div></div></div> <div>106.8ft</div> <div><div></div><div></div></div> <div><div></div><div></div></div> <div>0.0074%</div> <div><div></div><div></div></div> <div>-0.023%</div> <div><div></div><div></div></div> <div>0.048%</div> <div><div></div><div></div></div> <div>-0.015%</div> <div><div></div><div></div></div> <div>-0.0021%</div> <div><div></div><div></div></div> <div>-0.035%</div> |          |                         |  |   |   |

## RJAH 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       |
| 03L            | 2700        | 2700        | 2700        | 2700       | Nil     |
| 21R            | 2700        | 2700        | 2700        | 2700       | Nil     |
| 03R            | 2700        | 2700        | 2700        | 2700       | Nil     |
| 21L            | 2700        | 2700        | 2700        | 2700       | Nil     |

## RJAH AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator                           | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR | PAPI<br>(VASIS)<br>Angle<br>DIST FM<br>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                    |
| 03L   | SALS<br>420m<br>LIH                 | Green<br>-            | PAPI<br>2.75°/LEFT<br>413.9m<br>61FT               | Nil         | 2700m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2700m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil                  |
| 21R   |                                     | Green<br>-            | PAPI<br>2.75°/LEFT<br>413.9m<br>61FT               | Nil         | 2700m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2700m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil                  |
| 03R   | PALS<br>(CAT I)<br>840m<br>LIH      | Green<br>Green        | PAPI<br>2.75°/LEFT<br>420.9m<br>60.7FT             | Nil         | Nil   | 2700m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil                  |
| 21L   | PALS<br>(CAT I)<br>748m<br>LIH      | Green<br>Green        | PAPI<br>2.75°/LEFT<br>424.5m<br>60.7FT             | Nil         | Nil   | 2700m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil                  |
| Remarks                                     |                                     |                       |  |             |   |  |                       |                      |
| 10  |                                     |                       |  |             |   |  |                       |                      |
| RWY THR ID LGT for RWY21R THR(Color: White) |                                     |                       |  |             |   |  |                       |                      |

## RJA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 361104N1402533E, White/Green EV4sec, HO                     |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI : LGTD   |
| 3 | TWY edge and center line lighting                        | TWY edge LGT : Blue<br>TWY CL LGT (C1, C2, C4, C5 and W) : Green |
| 4 | Secondary power supply/<br>switch-over time              | Within 15 SEC : TWY edge LGT(TWY W), TWY CL LGT (TWY W)          |
| 5 | Remarks  | WDI LGT, OBST LGT  |

## RJA AD 2.16 HELICOPTER LANDING AREA

To be issued later

## RJA 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       |
| HYAKURI CTR                    | (1)Area within a radius 5nm of HYAKURI ARP (3611N14025E), in the west side of a line connecting 361553N/1402433E and 360600N/1402339E<br><br>(2)Area within a radius 5nm of HYAKURI ARP, in the east side of a line connecting 361553N/1402433E and 360600N/1402339E, and in the south side of a line connecting 360957N/1402401E and 360739N/1402935E<br><br>(3)Area within a radius of 5nm HYAKURI ARP, in the east side of a line connecting 361553N/1402433E and 360600N/1402339E, and in the north side of a line connecting 360957N/1402401E and 360739N/1402935E | 3,000 or below<br><br>6,000 or below (exc 6,000)<br><br>6,000 or below | D                       | Hyakuri Tower En                         |         |
| HYAKURI ACA                    | SEE RJA AD ATTACHED CHART   |  | E                       | Hyakuri Approach<br>Hyakuri Departure En |         |
| HYAKURI TCA                    | SEE RJA AD ATTACHED CHART   |  | E                       | Hyakuri TCA En                           |         |



百里進入管制区  
Hyakuri Approach Control Area



百里ターミナルコントロールエリア  
Hyakuri Terminal Control Area



## RJAHA AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                          | Frequency  | Hours of operation                    | Remarks   |
|---------------------|------------------------------------|--|---------------------------------------|---|
| 1                   | 2                                  | 3  | 4                                     | 5   |
| APP/ASR             | Hyakuri Approach/<br>Hyakuri Radar | 362.3MHz<br>305.7MHz(1)<br>261.2MHz<br>120.1MHz<br>123.875MHz<br>243.0MHz(E)<br>121.5MHz(E)  | H24                                   | (1) Primary<br>(2) For rescue only<br>*AVBL on request  |
| DEP                 | Hyakuri Departure                  | 362.3MHz<br>120.1MHz   | H24                                   |   |
| TWR                 | Hyakuri Tower                      | 323.8MHz(1)<br>236.8MHz<br>118.025MHz(1)<br>126.2MHz<br>138.05MHz(2)<br>247.0MHz(2)*<br>123.1MHz(2)*<br>243.0MHz(E)<br>121.5MHz(E) | H24                                   |   |
| GCA-ASR<br>-PAR     | Hyakuri Radar                      | 270.8MHz<br>335.6MHz<br>289.9MHz<br>300.4MHz<br>306.2MHz<br>310.8MHz<br>321.2MHz<br>125.3MHz<br>127.975MHz<br>134.1MHz             | H24                                   | ASR RWY 03L/21R, 03R/21L<br>PAR RWY 03R/21L<br>Glide path RWY03R 2.75°<br>Glide path RWY21L 2.75° |
| GND                 | Hyakuri Ground                     | 275.8MHz(1)<br>247.8MHz<br>119.5MHz(1)<br>126.2MHz   | H24                                   |   |
| TCA                 | Hyakuri TCA                        | 124.8MHz   | 2300 - 1100<br>SUN - THU<br>(EXC HOL) |   |

## RJAHA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>(VOR 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>(7°W/2009)                | HUC | 113.3MHz             | H24                   | 361113.22N/<br>1402449.42E                            |  | VOR Unusable:<br>R030-040 beyond 35NM BLW 2000ft.<br>R070-080 beyond 35NM BLW 2000ft.<br>R080-130 beyond 37NM BLW 2000ft.<br>R130-140 beyond 32NM BLW 2000ft.<br>R140-150 beyond 38NM BLW 2000ft.<br>R270-280 beyond 38NM BLW 5000ft.<br>R280-310 beyond 28NM BLW 5000ft.<br>R310-320 beyond 30NM BLW 4000ft.<br>R320-330 beyond 35NM BLW 4000ft. |
| TACAN                            | HUC | 1167MHz<br>(CH-80X)  | H24                   | 361114.81N/<br>1402447.53E                            | 162FT  | TACAN Unusable:<br>R100-110 beyond 37NM BLW 2000ft.<br>R120-130 beyond 25NM BLW 2000ft.<br>R130-140 beyond 38NM BLW 2000ft.<br>R270-280 beyond 30NM BLW 5000ft.<br>R280-290 beyond 25NM BLW 5000ft.<br>R290-300 beyond 34NM BLW 5000ft.<br>R300-310 beyond 27NM BLW 5000ft.<br>R310-320 beyond 30NM BLW 5000ft.                                   |
| ILS-LOC 03R                      | IHY | 109.3MHz             | H24                   | 361147N/<br>1402520E                                  |  | LOC : 475m away FM RWY 21L THR,<br>BRG (MAG) 027°   |
| ILS-GP 03R                       | -   | 332.0MHz             | H24                   | 361022.8N/<br>1402439.3E                              |  | GP : 349.4m inside FM RWY 03R THR,<br>105m W of RCL.<br>Angle 2.75°<br>HGT of ILS reference datum<br>16.5m(54FT)  |
| ILS-DME 03R                      | IHY | 991.0MHz<br>(CH-30X) | H24                   | 361022.9N/<br>1402438.0E                              | 128FT  | DME : 349.4m inside of RWY03R THR,<br>115m W of RCL.  |



REMARKS : 1 LOC Beam BRG(MAG) 027°  
 2 HGT of ILS REF datum 16.5m(54ft)  
 3 GP angle 2.75°

## RJAH AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Airport regulations

Civil transient aircraft:  
PPR to CAB Hyakuri Airport Office(0299-54-0600) for parking

### 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

## RJAH AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

## RJAHA AD 2.22 FLIGHT PROCEDURES

## 1. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

## PAR RWY03R

| MINIMA |          | THR elev. 107 | AD elev. 107 |      |
|--------|----------|---------------|--------------|------|
| CAT    |          |               | CIRCLING     |      |
|        | DA(H)    | RVR/<br>CMV   | MDA(H)       | VIS  |
| A      | 307(200) | 750           | 580(473)     | 1600 |
| B      |          |               | 660(553)     | 2400 |
| C      |          |               |              | 3200 |
| D      |          |               |              |      |

## PAR RWY21L

| MINIMA |          | THR elev. 107 | AD elev. 107 |      |
|--------|----------|---------------|--------------|------|
| CAT    |          |               | CIRCLING     |      |
|        | DA(H)    | RVR/<br>CMV   | MDA(H)       | VIS  |
| A      | 307(200) | 750           | 580(473)     | 1600 |
| B      |          |               | 660(553)     | 2400 |
| C      |          |               |              | 3200 |
| D      |          |               |              |      |

## ASR RWY03R

| MINIMA |          | THR elev. 107 | AD elev. 107 |      |
|--------|----------|---------------|--------------|------|
| CAT    |          |               | CIRCLING     |      |
|        | MDA(H)   | RVR/<br>CMV   | MDA(H)       | VIS  |
| A      | 520(413) | 900           | 580 (473)    | 1600 |
| B      |          | 1000          | 660(553)     | 2400 |
| C      |          |               |              | 3200 |
| D      |          |               |              |      |

## ASR RWY21L

| MINIMA |          | THR elev. 107 | AD elev. 107 |      |
|--------|----------|---------------|--------------|------|
| CAT    |          |               | CIRCLING     |      |
|        | MDA(H)   | RVR/<br>CMV   | MDA(H)       | VIS  |
| A      | 500(393) | 900           | 580(473)     | 1600 |
| B      |          | 1000          | 660(553)     | 2400 |
| C      |          |               |              | 3200 |
| D      |          |               |              |      |

## ASR RWY03L

| MINIMA |          | THR elev. 107 | AD elev. 107 |      |
|--------|----------|---------------|--------------|------|
| CAT    |          |               | CIRCLING     |      |
|        | MDA(H)   | RVR/<br>CMV   | MDA(H)       | VIS  |
| A      | 520(413) | 1200          | 580(473)     | 1600 |
| B      |          | 1300          | 660(553)     | 2400 |
| C      |          | 1400          |              | 3200 |
| D      |          | 1600          |              |      |

## ASR RWY21R

| MINIMA |          | THR elev. 107 | AD elev. 107 |      |
|--------|----------|---------------|--------------|------|
| CAT    |          |               | CIRCLING     |      |
|        | MDA(H)   | RVR/<br>CMV   | MDA(H)       | VIS  |
| A      | 500(393) | 1500          | 580(473)     | 1600 |
| B      |          | 1800          | 660(553)     | 2400 |
| C      |          |               |              | 3200 |
| D      |          |               |              |      |

| 2. TKOF WX MINIMA     |     |                 |            |          |            |
|-----------------------|-----|-----------------|------------|----------|------------|
|                       | RWY | REDL AVBL       |            | REDL OUT |            |
|                       |     | CEIL-RVR        | CEIL-VIS   | CEIL-RVR | CEIL-VIS   |
| TKOF ALTN<br>AP FILED | 03R | 200 - 800m      | 200 - 800m | -        | 200 - 800m |
|                       | 03L |                 |            |          |            |
|                       | 21R |                 |            |          |            |
|                       | 21L |                 |            |          |            |
| OTHER                 | 03R | AVBL LDG MINIMA |            |          |            |
|                       | 03L |                 |            |          |            |
|                       | 21R |                 |            |          |            |
|                       | 21L |                 |            |          |            |

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

| TKOF WX MINIMA for OGITU DEPARTURE only            |     |             |                 |     |                                 |     |                       |     |
|--|-----|-------------|-----------------|-----|---------------------------------|-----|-----------------------|-----|
|  | 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 | 03R | A,B,C,D     | -               | -   | 400                             | 400 | -                     | 500 |
|  | 03L |             | 400             | 400 | -                               | 400 | -                     | 500 |
|  | 21R |             | 400             | 400 | -                               | 400 | -                     | 500 |
|  | 21L |             | -               | -   | 400                             | 400 | -                     | 500 |
| OTHER  | 03R | A,B,C,D     | AVBL LDG MINIMA |     |                                 |     |                       |     |
|  | 03L |             |                 |     |                                 |     |                       |     |
|  | 21R |             |                 |     |                                 |     |                       |     |
|  | 21L |             |                 |     |                                 |     |                       |     |

Note : RWY03R/21L RCLL not installed.

### 3. Automated Radar Terminal System (ARTS)

百里進入管制区を航行する航空機は、管制機関の指示があった場合原則として自動高度通報機能を有する 4096 コードによる応答装置を作動させること。  
上記指示を受けた当該応答装置を有しない航空機は、管制機関に対しその旨を通報すること。

When instructed by ATC, aircraft flying in and out of Hyakuri Approach control area in principle will reply on 4096 Code (Mode A/3) with automatic altitude reporting capability (Mode C); Aircraft not equipped with the said transponder shall report ATC to that effect.

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

If radio communications with HYAKURI Radar are lost for 1 minute in the pattern or 5 seconds (PAR)/15 seconds (ASR) on final approach, squawk Mode A/3 Code 7600 and;

- (I)
1. Contact HYAKURI Radar/Tower.
  2. If unable, proceed in accordance with visual flight rules.
  3. If unable, proceed to TACAN IAF or NAKAH IAF at last assigned altitude or 4,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

## RJAH AD 2.23 ADDITIONAL INFORMATION

Nil

## RJA-H AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart -1  
Aerodrome/Heliport Chart -2  
Standard Departure Chart - Instrument (OGITU)  
Standard Departure Chart - Instrument (NAKAH)\*  
Standard Departure Chart - Instrument (HOKTA, HOKTA EAST)\*  
Standard Departure Chart - Instrument (DAPPE)\*  
Standard Arrival Chart - Instrument (DAIGO)\*  
Instrument Approach Chart (ILS Z or LOC Z RWY03R)\*  
Instrument Approach Chart (ILS Y or LOC Y RWY03R)\*  
Instrument Approach Chart (ILS X or LOC X RWY03R)  
Instrument Approach Chart (ILS W or LOC W RWY03R)\*  
Instrument Approach Chart (VOR RWY03R)  
Instrument Approach Chart (VOR RWY03L)  
Instrument Approach Chart (VOR RWY21L)  
Instrument Approach Chart (VOR RWY21R)  
Instrument Approach Chart (VOR B)  
Instrument Approach Chart (TACAN Z RWY03R)\*  
Instrument Approach Chart (TACAN Y RWY03R)\*  
Instrument Approach Chart (TACAN Z RWY03L)\*  
Instrument Approach Chart (TACAN Y RWY03L)\*  
Instrument Approach Chart (TACAN Z RWY21L)\*  
Instrument Approach Chart (TACAN Y RWY21L)\*  
Instrument Approach Chart (TACAN Z RWY21R)\*  
Instrument Approach Chart (TACAN Y RWY21R)\*  
Instrument Approach Chart (TACAN A)\*  
Other Chart (MVA CHART)

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

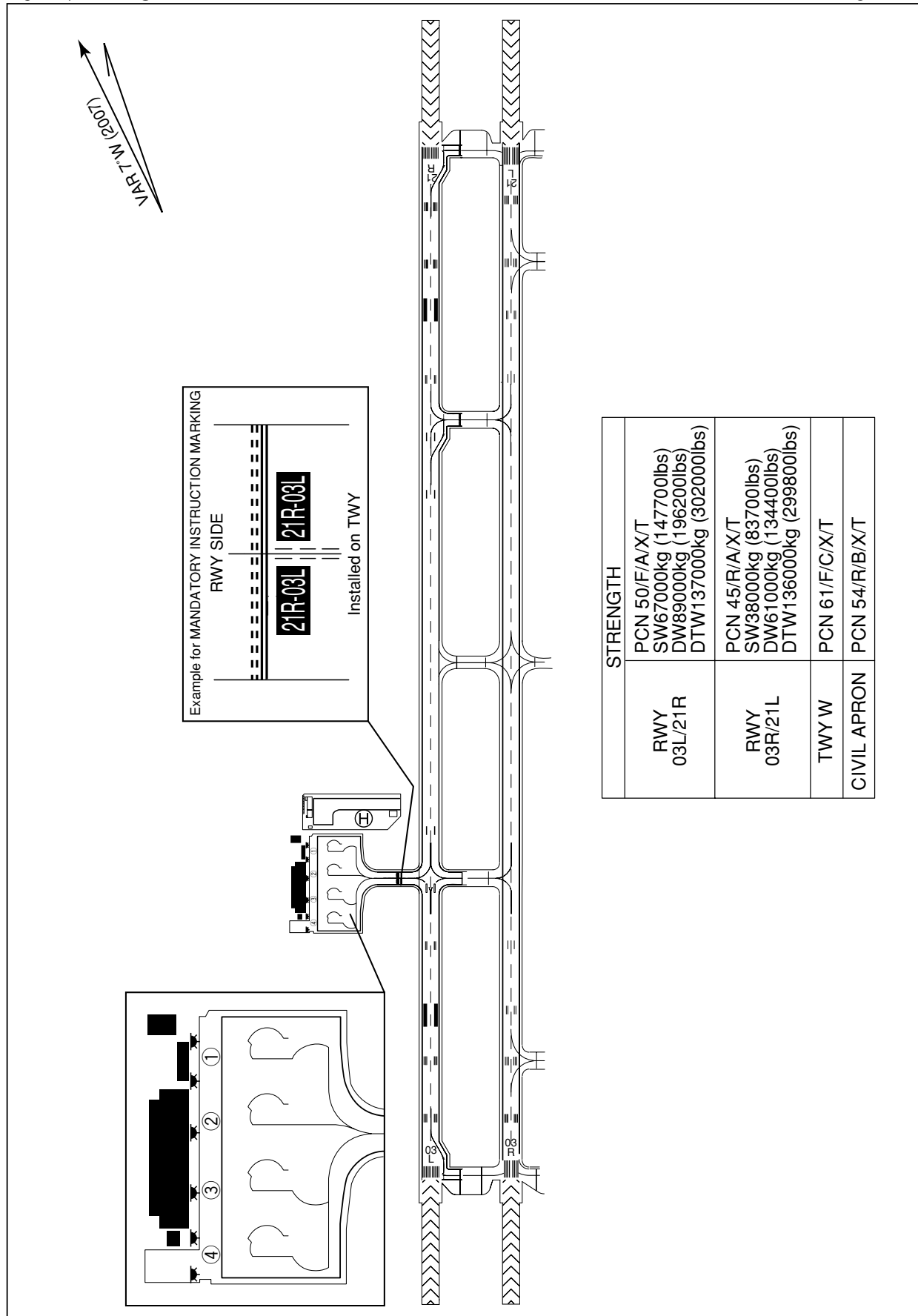


RJAH / HYAKURI

AD CHART



RJAH / HYAKURI



STANDARD DEPARTURE CHART - INSTRUMENT

RJAH / HYAKURI

SID and TRANSITION

OGITU ONE DEPARTURE

RWY 03R/03L : Climb RWY HDG to 600FT,....

RWY 21R/21L : Climb RWY HDG to 600FT, turn right HDG 062° to intercept and proceed....

....via HUC R032 to OGITU.

Cross HUC R032/5.5DME at or below 7000FT, cross OGITU at or below 10000FT.

Note : This SID for VOR equipped aircraft only.

IWAKI TRANSITION

From over OGITU, proceed via IXE R213 to IXE VOR/DME.

OKUJI TRANSITION

From over OGITU, via HUC R032 to 32.5DME, turn left to intercept and proceed via HUC 35.2DME counterclockwise ARC to OKUJI.

Cross OKUJI at or above 9000FT.



## STANDARD DEPARTURE CHART - INSTRUMENT

RJAHH / HYAKURI

SID and TRANSITION

NAKAH FOUR DEPARTURE

RWY 03R/03L : Turn left within 5.0NM....

RWY 21R/21L : Turn right or left within 6.0NM....

....climb via HUC R002(R001 for using VOR) to NAKAH.

Cross HUC R002(R001 for using VOR) /6.0DME at or below 7000FT.

NIKKO TRANSITION

From over NAKAH, via CVT R342 to 60.9DME, via JD 072° to JD NDB.



CHANGE : Editorial

STANDARD DEPARTURE CHART - INSTRUMENT

RJAH / HYAKURI

SID and TRANSITION

HOKTA FIVE DEPARTURE

RWY 03R/03L : Climb via RWY HDG until 1.0NM from RWY end/HUC 1.4DME,  
turn right within 5.0NM....

RWY 21R/21L : Turn left within 6.0NM....

....climb via HUC R071 to HOKTA.

Cross HUC R071/19.3DME at or below 8000FT, cross HOKTA at or  
above 11000FT.

Note1 : Take off RWY 21R/21L, cross HUC R130 at or below 5000FT.

Note2 : This SID for TACAN equipped aircraft only.

HOKTA EAST FIVE DEPARTURE

RWY 03R/03L : Climb via RWY HDG until 1.0NM from RWY end/HUC 1.4DME,  
turn right within 5.0NM....

RWY 21R/21L : Turn left within 6.0NM....

....climb via HUC R091 to HUC 27.0DME, turn left via HUC 27.0DME  
counterclockwise ARC to HOKTA.

Cross HUC R091/23.0DME at or below 8000FT, cross HOKTA at or  
above 11000FT.

Note1 : Take off RWY 21R/21L, cross HUC R130 at or below 5000FT.

Note2 : This SID for TACAN equipped aircraft only.

MATSUSHIMA TRANSITION

From over HOKTA, via CVT R015 to CVT 59.0DME, MXT R195 to MXT TACAN.

Cross CVT R015/59.0DME (MXT R195/103.0DME) at assigned altitude.

Note CVT R015/59.0DME (MXT R195/103.0DME) : MXT MRA 12000FT.

DAIGO TRANSITION

From over HOKTA, via CVT R015 to DAPPE, via GOT R116 to GOT TACAN.

CHANGE : Update

STANDARD DEPARTURE CHART - INSTRUMENT

RJAH / HYAKURI

SID and TRANSITION



CHANGE : Editorial

STANDARD DEPARTURE CHART - INSTRUMENT

RJAH / HYAKURI

SID and TRANSITION

DAPPE ONE DEPARTURE

RWY 03R/03L : Climb via RWY HDG until 1.0NM from RWY end/HUC 1.4DME,  
turn right within 5.0NM....

RWY 21R/21L : Turn left within 6.0NM....

....climb via HUC R055 to DAPPE.

Cross HUC R055/31.0DME at or below 10000FT.

Note1 : Take off RWY 21R/21L, cross HUC R130 at or below 5000FT.

Note2 : This SID for TACAN equipped aircraft only.

CHOSHI TRANSITION

From over DAPPE, via CVT R015 to CVT TACAN via ANKOH.

Cross ANKOH at or above FL170.

HYAKURI TRANSITION

From over DAPPE, via CVT R015 to ANKOH, via HUC R089 to HUC VORTAC.

Cross ANKOH at or above FL170.

CHANGE: ANKOH established

STANDARD DEPARTURE CHART - INSTRUMENT

RJAH / HYAKURI

SID and TRANSITION

※For TACAN equipped ACFT only.  
DAPPE ONE DEPARTURE

1.0NM FM RWY end/  
D1.4 HUC

VORTAC  
HYAKURI  
113.3 HUC  
CH-80X  
36°11'13"N/140°24'49"E  
200 FT

DAPPE ONE DEPARTURE

10000  
D31.0 HUC

055°

DAPPE  
R055/D34.7 HUC  
R015/D51.6 CVT

5.0NM

5000

6.0NM

HYAKURI TRANSITION

R130

269°

CHOSHI TRANSITION

ANKOH  
FL170  
R015/D31.3 CVT  
R089/D23.2 HUC

195°

TACAN  
CHOSHI  
1170 CVT  
CH-83X  
35°43'36"N/140°48'00"E  
200FT

CHANGE: ANKOH established



STANDARD ARRIVAL CHART -INSTRUMENT

RJAH / HYAKURI

STAR

DAIGO ARRIVAL

From over GOT TACAN, proceed via GOT R120 to JYUOH,  
turn right via HUC 30.0DME clockwise ARC to intercept and  
proceed via HUC R080 to TAIYO.

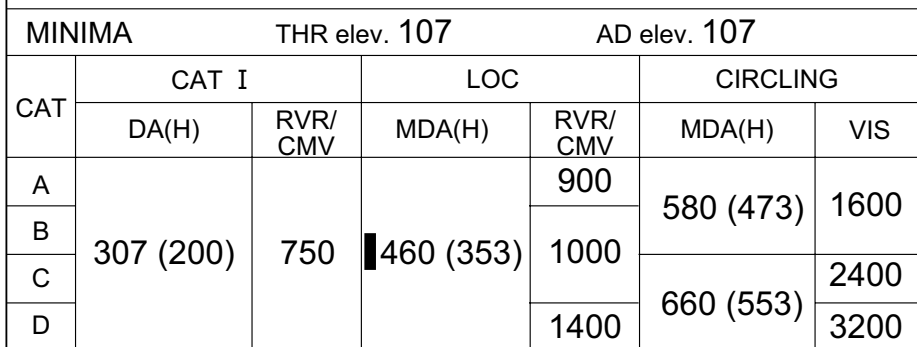
Cross JYUOH at or above 6000FT.



## RJAH / HYAKURI

ILS Z or LOC Z RWY03R

EMERG SAFE ALT 100NM 14400



## INSTRUMENT APPROACH CHART

RJAH / HYAKURI

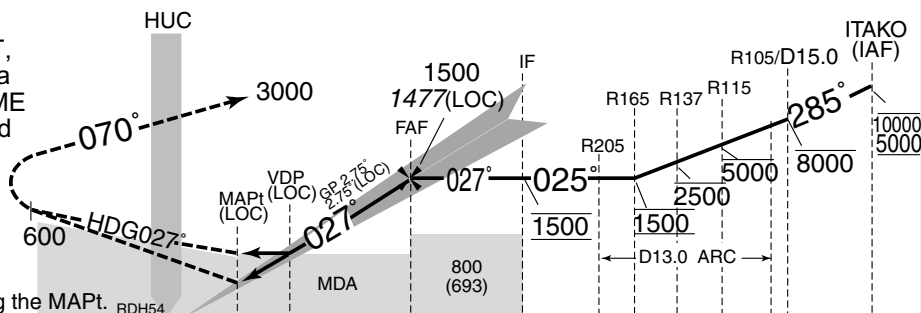
ILS Y or LOC Y RWY03R



## MISSED APPROACH

Climb on HDG027° to 600FT, turn right climb to 3000FT via HUC R070, via HUC 26.0DME clockwise ARC to TAIYO and hold.

Contact HYAKURI APP.



|            |     |     |     |     |     |
|------------|-----|-----|-----|-----|-----|
| DME to IHY | 0.7 | 1.4 | 4.7 | 7.7 |     |
| NM to THR  | 0   | 0.5 | 1.2 | 4.5 | 7.5 |

| MINIMA |           | THR elev. 107 |           | AD elev. 107 |           |      |
|--------|-----------|---------------|-----------|--------------|-----------|------|
| CAT    | CAT I     |               | LOC       |              | CIRCLING  |      |
|        | DA(H)     | RVR/<br>CMV   | MDA(H)    | RVR/<br>CMV  | MDA(H)    | VIS  |
| A      | 307 (200) | 750           | 460 (353) | 900          | 580 (473) | 1600 |
| B      |           |               |           | 1000         |           |      |
| C      |           |               |           |              | 660 (553) | 2400 |
| D      |           |               |           |              |           | 1400 |

## INSTRUMENT APPROACH CHART

RJAH / HYAKURI

ILS X or LOC X RWY03R



## INSTRUMENT APPROACH CHART

RJAHA / HYAKURI

ILS W or LOC W RWY03R



**MISSED APPROACH**  
 Climb on HDG027° to 600FT,  
 turn right climb to 3000FT  
 via HUC R070, via HUC 26.0DME  
 clockwise ARC to TAIYO and hold.  
 Contact HYAKURI APP.



Timing not authorized for defining the MAPt.

|            |     |     |     |     |     |
|------------|-----|-----|-----|-----|-----|
| DME to IHY | 0.7 | 1.4 | 4.7 | 7.7 |     |
| NM to THR  | 0   | 0.5 | 1.2 | 4.5 | 7.5 |

| MINIMA |           | THR elev. 107 |           | AD elev. 107 |           |      |
|--------|-----------|---------------|-----------|--------------|-----------|------|
| CAT    | CAT I     |               | LOC       |              | CIRCLING  |      |
|        | DA(H)     | RVR/<br>CMV   | MDA(H)    | RVR/<br>CMV  | MDA(H)    | VIS  |
| A      | 307 (200) | 750           | 460 (353) | 900          | 580 (473) | 1600 |
| B      |           |               |           | 1000         |           |      |
| C      |           |               |           |              | 660 (553) | 2400 |
| D      |           |               |           |              |           | 1400 |

## INSTRUMENT APPROACH CHART

RJAHA / HYAKURI

VOR RWY03R



## INSTRUMENT APPROACH CHART

RJAH / HYAKURI

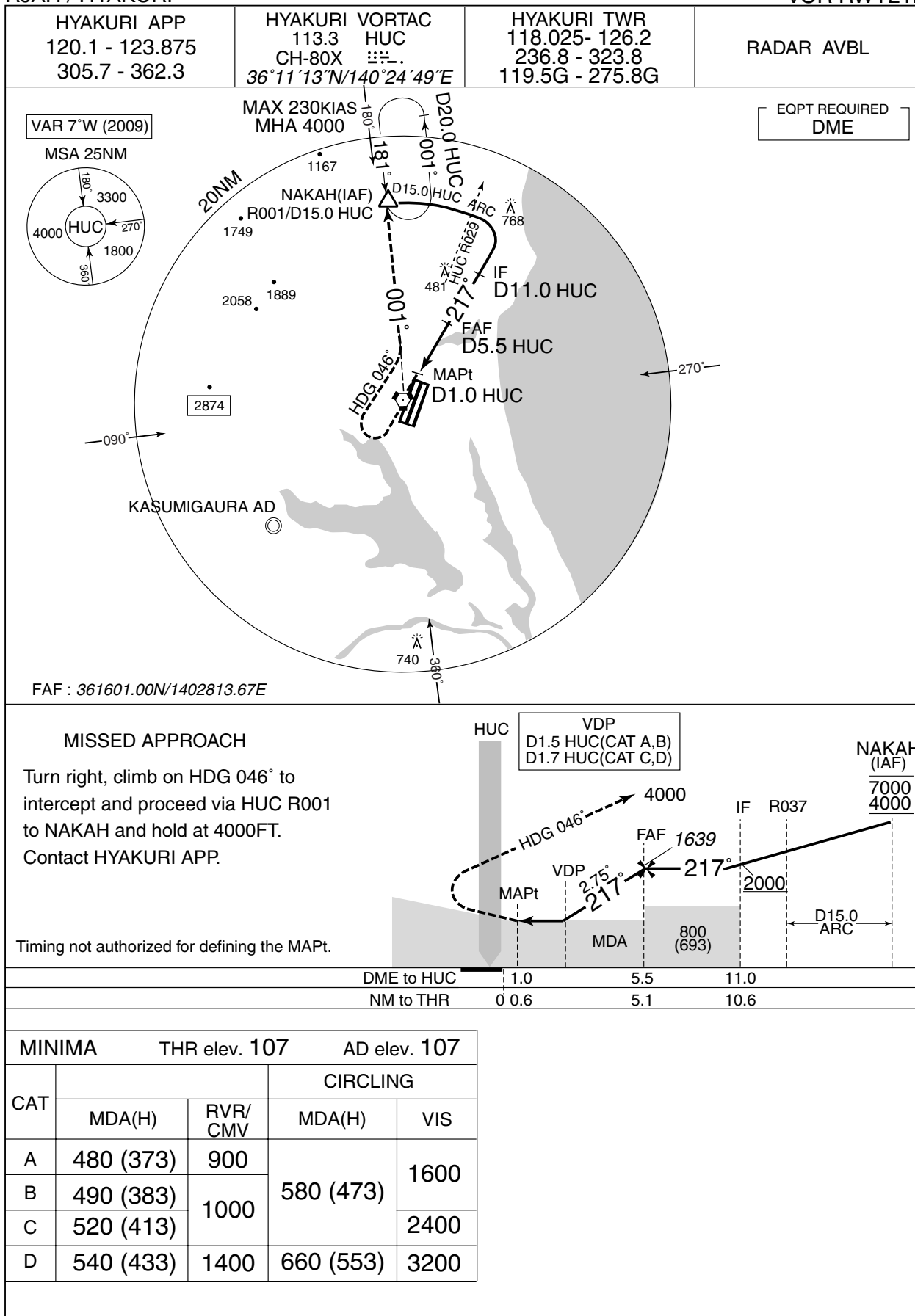
VOR RWY03L



INSTRUMENT APPROACH CHART

RJAHA / HYAKURI

VOR RWY21L

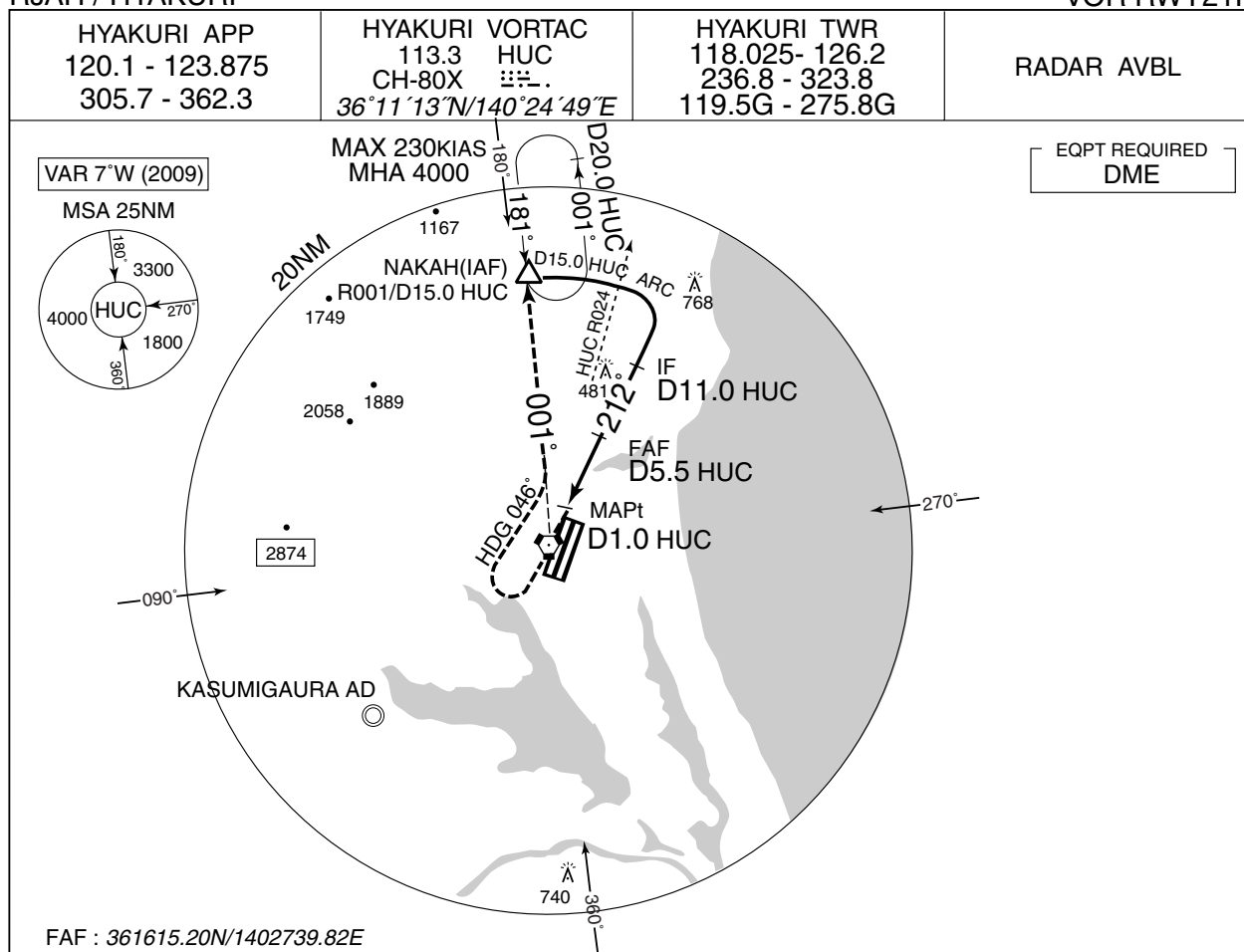




INSTRUMENT APPROACH CHART

RJAH / HYAKURI

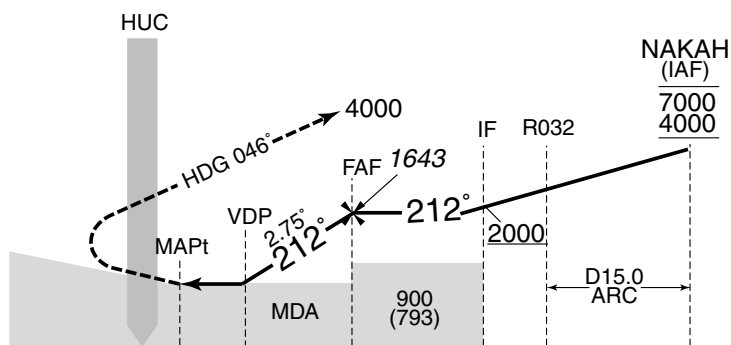
VOR RWY21R



MISSED APPROACH

Turn right, climb on HDG 046° to intercept and proceed via HUC R001 to NAKAH and hold at 4000FT.  
Contact HYAKURI APP.

Timing not authorized for defining the MAPt.



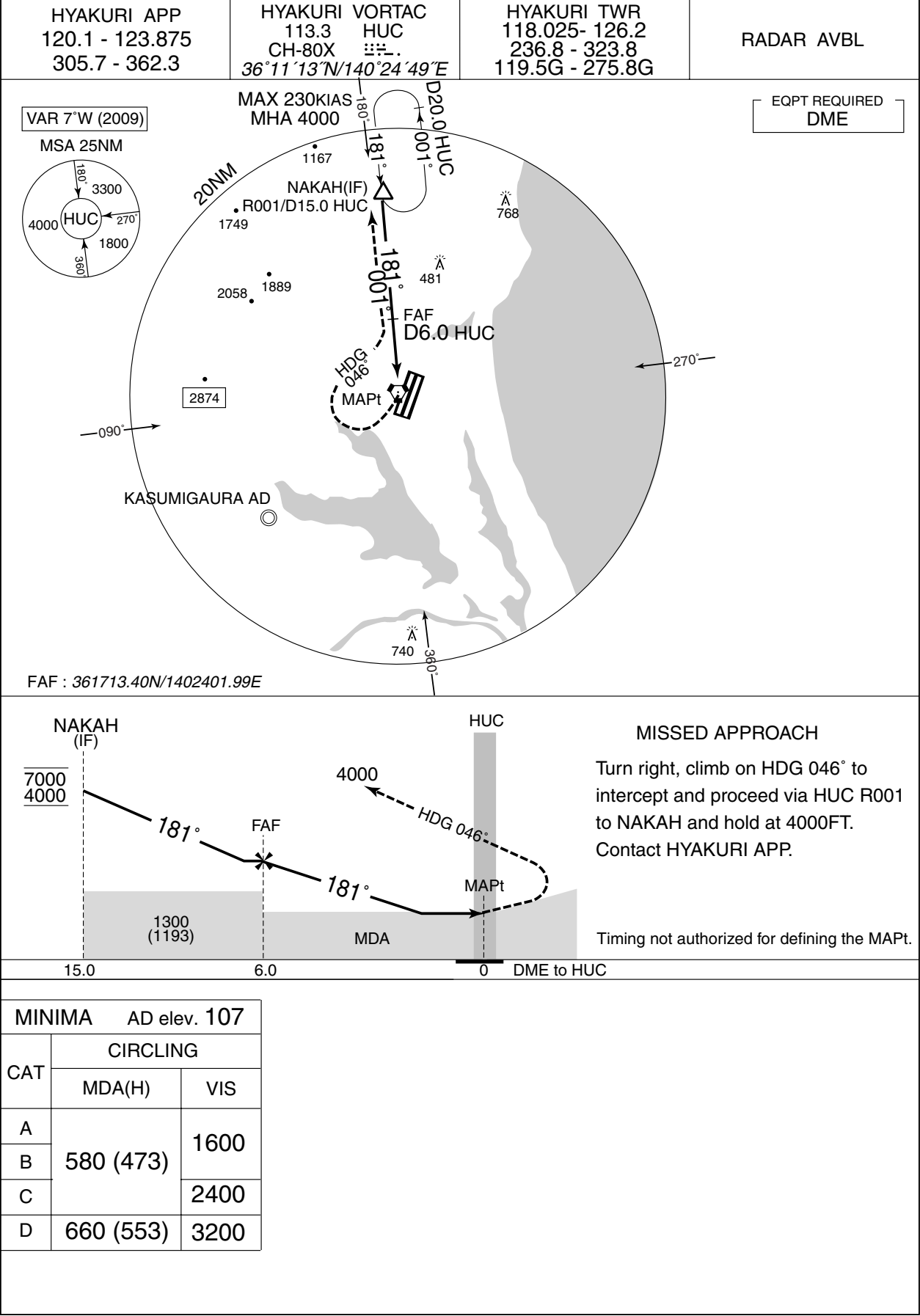
|            |     |     |     |      |
|------------|-----|-----|-----|------|
| DME to HUC | 1.0 | 1.5 | 5.5 | 11.0 |
| NM to THR  | 0.6 | 1.1 | 5.1 | 10.6 |

| MINIMA |           | THR elev. 107 | AD elev. 107 |      |
|--------|-----------|---------------|--------------|------|
| CAT    |           |               | CIRCLING     |      |
|        | MDA(H)    | RVR/<br>CMV   | MDA(H)       | VIS  |
| A      | 470 (363) | 1500          | 580 (473)    | 1600 |
| B      |           |               |              |      |
| C      |           | 1800          |              | 2400 |
| D      |           | 2000          | 660 (553)    | 3200 |

INSTRUMENT APPROACH CHART

RJAHA / HYAKURI

VOR B



INSTRUMENT APPROACH CHART

RJAH / HYAKURI

TACAN Z RWY03R

|   |   |   |            |
|---|---|---|------------|
| HYAKURI APP<br>120.1 - 123.875<br>305.7 - 362.3 | HYAKURI VORTAC<br>113.3 HUC<br>CH-80X<br>36°11'13"N/140°24'49"E | HYAKURI TWR<br>118.025- 126.2<br>236.8 - 323.8<br>119.5G - 275.8G | RADAR AVBL |
|---|---|---|------------|



|        |           |               |           |              |  |
|--------|-----------|---------------|-----------|--------------|--|
| MINIMA |           | THR elev. 107 |           | AD elev. 107 |  |
| CAT    |           |               | CIRCLING  |              |  |
|        | MDA(H)    | RVR/<br>CMV   | MDA(H)    | VIS          |  |
| A      | 540 (433) | 1000          | 580 (473) | 1600         |  |
| B      |           | 1200          |           |              |  |
| C      |           |               | 660 (553) | 2400         |  |
| D      |           | 1600          |           | 3200         |  |
|        |           |               |           |              |  |

## INSTRUMENT APPROACH CHART

RJAH / HYAKURI

TACAN Y RWY03R



## INSTRUMENT APPROACH CHART

RJAHH / HYAKURI

TACAN Z RWY03L

HYAKURI APP  
120.1 - 123.875  
305.7 - 362.3HYAKURI VORTAC  
113.3 HUC  
CH-80X  
36°11'13"N/140°24'49"EHYAKURI TWR  
118.025- 126.2  
236.8 - 323.8  
119.5G - 275.8G

RADAR AVBL

VAR 8°W (2018)

EQPT REQUIRED

MSA 25NM



## MISSED APPROACH

2.1DME prior to HUC TACAN, right climbing turn to 3000FT via HUC R070, via HUC 26.0DME clockwise ARC to TAIYO and hold. Contact HYAKURI APP.



MINIMA THR elev. 107 AD elev. 107

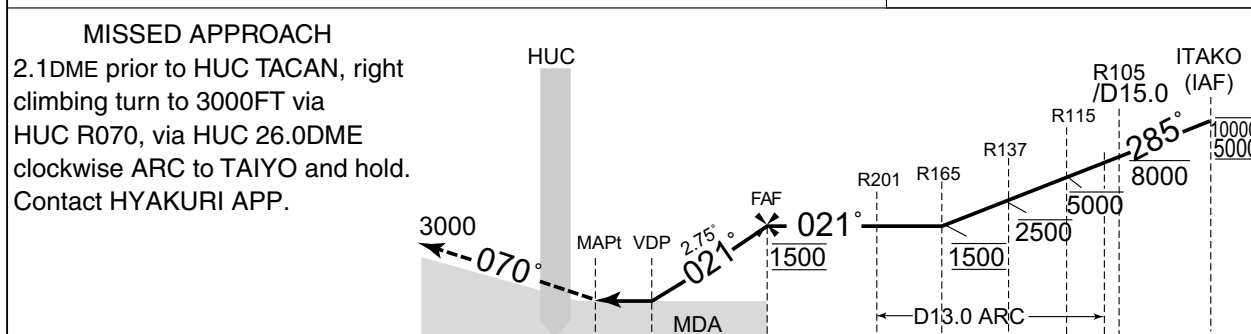
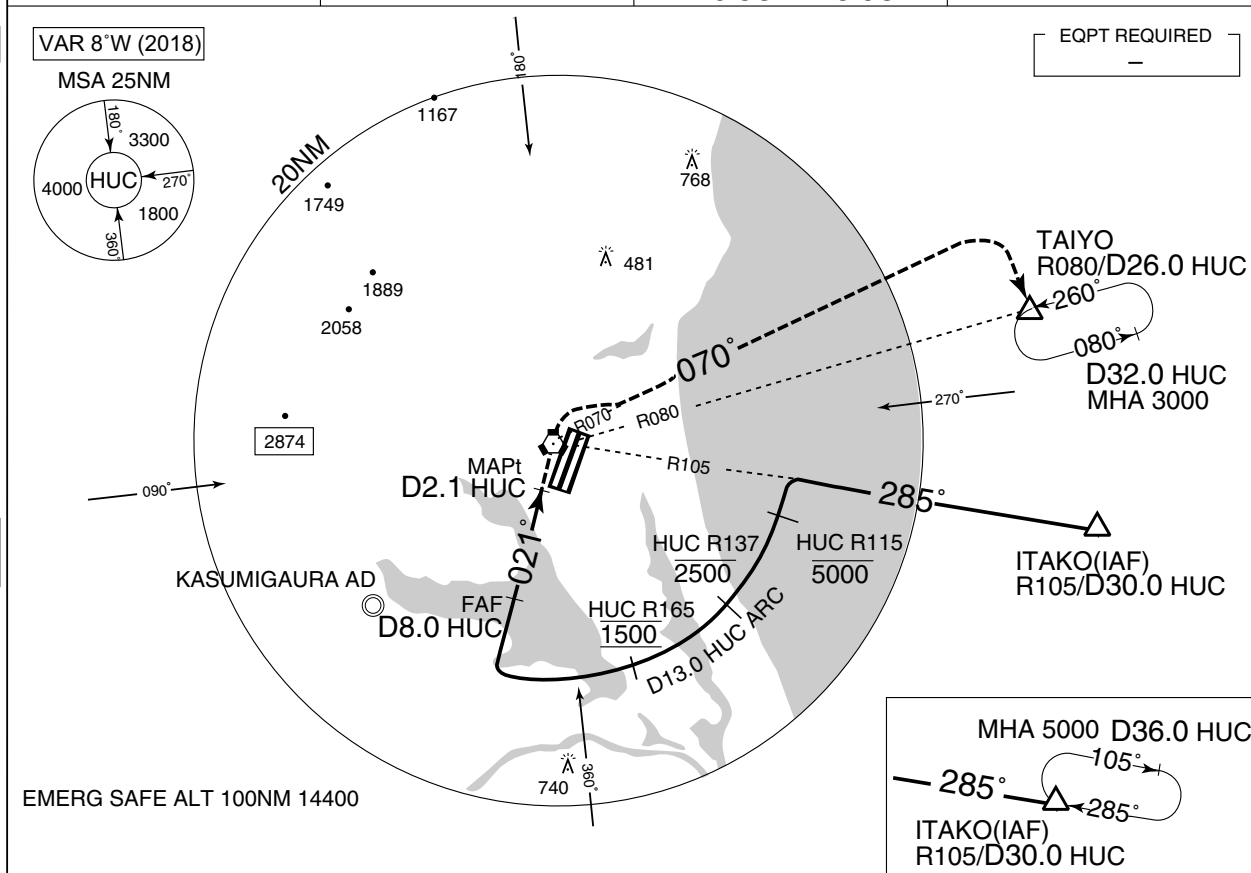
| CAT | CIRCLING  |         |           |      |
|-----|-----------|---------|-----------|------|
|     | MDA(H)    | RVR/CMV | MDA(H)    | VIS  |
| A   | 540 (433) | 1400    | 580 (473) | 1600 |
| B   |           | 1500    |           |      |
| C   |           | 1600    | 660 (553) | 2400 |
| D   |           | 1800    |           |      |

INSTRUMENT APPROACH CHART

RJAH / HYAKURI

TACAN Y RWY03L

|   |  |   |            |
|---|--|---|------------|
| HYAKURI APP<br>120.1 - 123.875<br>305.7 - 362.3 | HYAKURI VORTAC<br>113.3 HUC $\nabla$<br>CH-80X<br>36°11'13"N/140°24'49"E | HYAKURI TWR<br>118.025- 126.2<br>236.8 - 323.8<br>119.5G - 275.8G | RADAR AVBL |
|---|--|---|------------|



|        |           |               |              |      |     |      |
|--------|-----------|---------------|--------------|------|-----|------|
|        |           | DME to HUC    | 2.1          | 2.6  | 8.0 | 13.0 |
|        |           | NM to THR     | 1.0          | 1.5  | 6.9 | 11.9 |
| MINIMA |           | THR elev. 107 | AD elev. 107 |      |     |      |
| CAT    |           |               | CIRCLING     |      |     |      |
|        | MDA(H)    | RVR/<br>CMV   | MDA(H)       | VIS  |     |      |
| A      | 540 (433) | 1400          | 580 (473)    | 1600 |     |      |
| B      |           | 1500          |              |      |     |      |
| C      |           | 1600          | 660 (553)    | 2400 |     |      |
| D      |           | 1800          |              |      |     |      |

## INSTRUMENT APPROACH CHART

RJA-H / HYAKURI

TACAN Z RWY21L

|   |   |   |            |
|---|---|---|------------|
| HYAKURI APP<br>120.1 - 123.875<br>305.7 - 362.3 | HYAKURI VORTAC<br>113.3 HUC<br>CH-80X<br>36°11'13"N/140°24'49"E | HYAKURI TWR<br>118.025- 126.2<br>236.8 - 323.8<br>119.5G - 275.8G | RADAR AVBL |
|---|---|---|------------|



## MISSED APPROACH

1.0DME prior to HUC TACAN, left climbing turn to 3000FT via HUC R070, via HUC 26.0DME clockwise ARC to TAIYO and hold.

Contact HYAKURI APP.



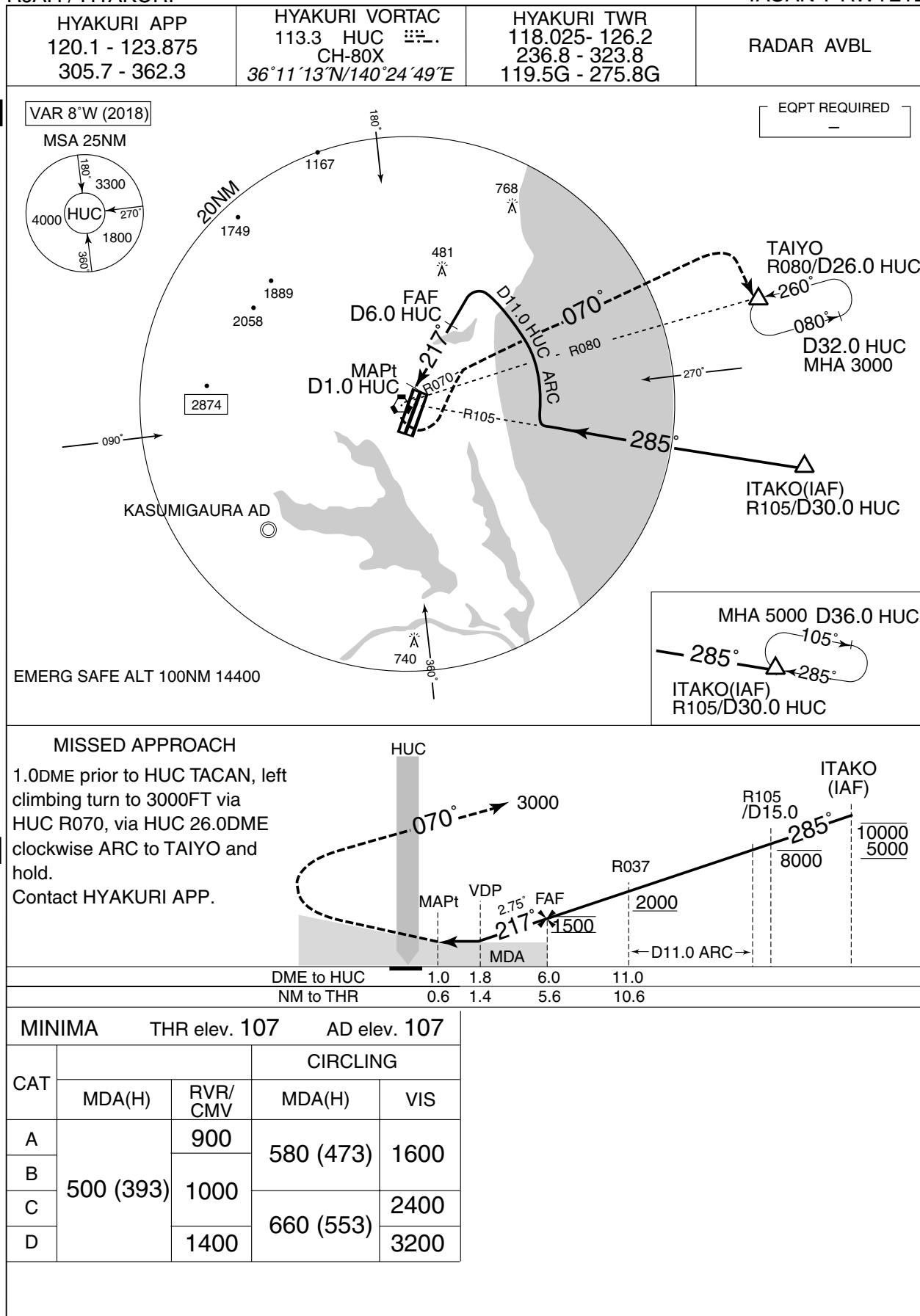
MINIMA THR elev. 107 AD elev. 107

| CAT |           |             | CIRCLING  |           |
|-----|-----------|-------------|-----------|-----------|
|     | MDA(H)    | RVR/<br>CMV | MDA(H)    | VIS       |
| A   | 500 (393) | 900         | 580 (473) | 1600      |
| B   |           | 1000        |           | 660 (553) |
| C   |           |             | 1400      |           |
| D   |           |             |           |           |

## INSTRUMENT APPROACH CHART

RJAHA / HYAKURI

TACAN Y RWY21L





INSTRUMENT APPROACH CHART

RJAH / HYAKURI

TACAN Z RWY21R

|   |  |   |            |
|---|--|---|------------|
| HYAKURI APP<br>120.1 - 123.875<br>305.7 - 362.3 | HYAKURI VORTAC<br>113.3 HUC 36°11'13"N/140°24'49"E<br>CH-80X | HYAKURI TWR<br>118.025- 126.2<br>236.8 - 323.8<br>119.5G - 275.8G | RADAR AVBL |
|---|--|---|------------|



MISSED APPROACH

1.0DME prior to HUC TACAN, left climbing turn to 3000FT via HUC R070, via HUC 26.0DME clockwise ARC to TAIYO and hold.  
Contact HYAKURI APP.



MINIMA THR elev. 107 AD elev. 107

| CAT | CIRCLING  |         |           |      |
|-----|-----------|---------|-----------|------|
|     | MDA(H)    | RVR/CMV | MDA(H)    | VIS  |
| A   | 500 (393) | 1500    | 580 (473) | 1600 |
| B   |           | 1800    | 660 (553) | 2400 |
| C   |           | 2000    |           | 3200 |
| D   |           |         |           |      |

## INSTRUMENT APPROACH CHART

RJAH / HYAKURI

TACAN Y RWY21R



INSTRUMENT APPROACH CHART

RJAH / HYAKURI

TACAN A

HYAKURI APP  
120.1 - 123.875  
305.7 - 362.3

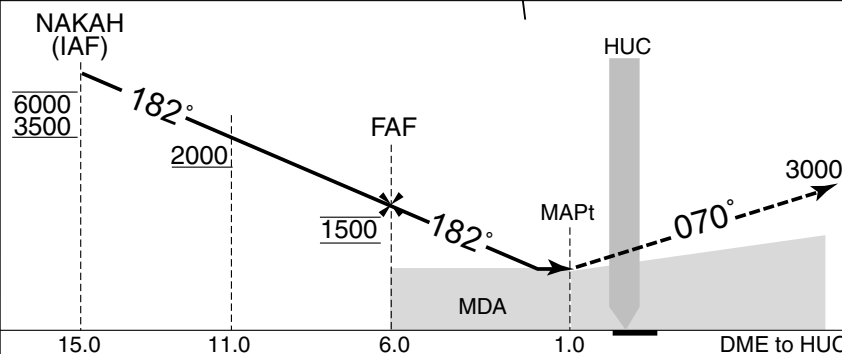
HYAKURI VORTAC  
113.3 HUC  
CH-80X  
36°11'13"N/140°24'49"E

HYAKURI TWR  
118.025- 126.2  
236.8 - 323.8  
119.5G - 275.8G

RADAR AVBL

VAR 8°W (2018)

EQPT REQUIRED  
—



**MISSED APPROACH**  
1.0DME prior to HUC TACAN, left climbing turn to 3000FT via HUC R070, via HUC 26.0DME clockwise ARC to TAIYO and hold.  
Contact HYAKURI APP.

MINIMA

AD elev. 107

| CAT | CIRCLING  |      |
|-----|-----------|------|
|     | MDA(H)    | VIS  |
| A   | 580 (473) | 1600 |
| B   |           |      |
| C   | 660 (553) | 2400 |
| D   |           | 3200 |

RJAH / HYAKURI

Minimum Vectoring Altitude CHART

VAR 7°W (2010)



- ① 2500
- ② 1500
- ③ 2200
- ④ 3000
- ⑤ 3500

CENTER : 361108N/1402547E (RADAR SITE)