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	3353×61	PCN 77/R/C/W/T Concrete	*354547.54N* *1392043.44E*	463FT
36		3353×61	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

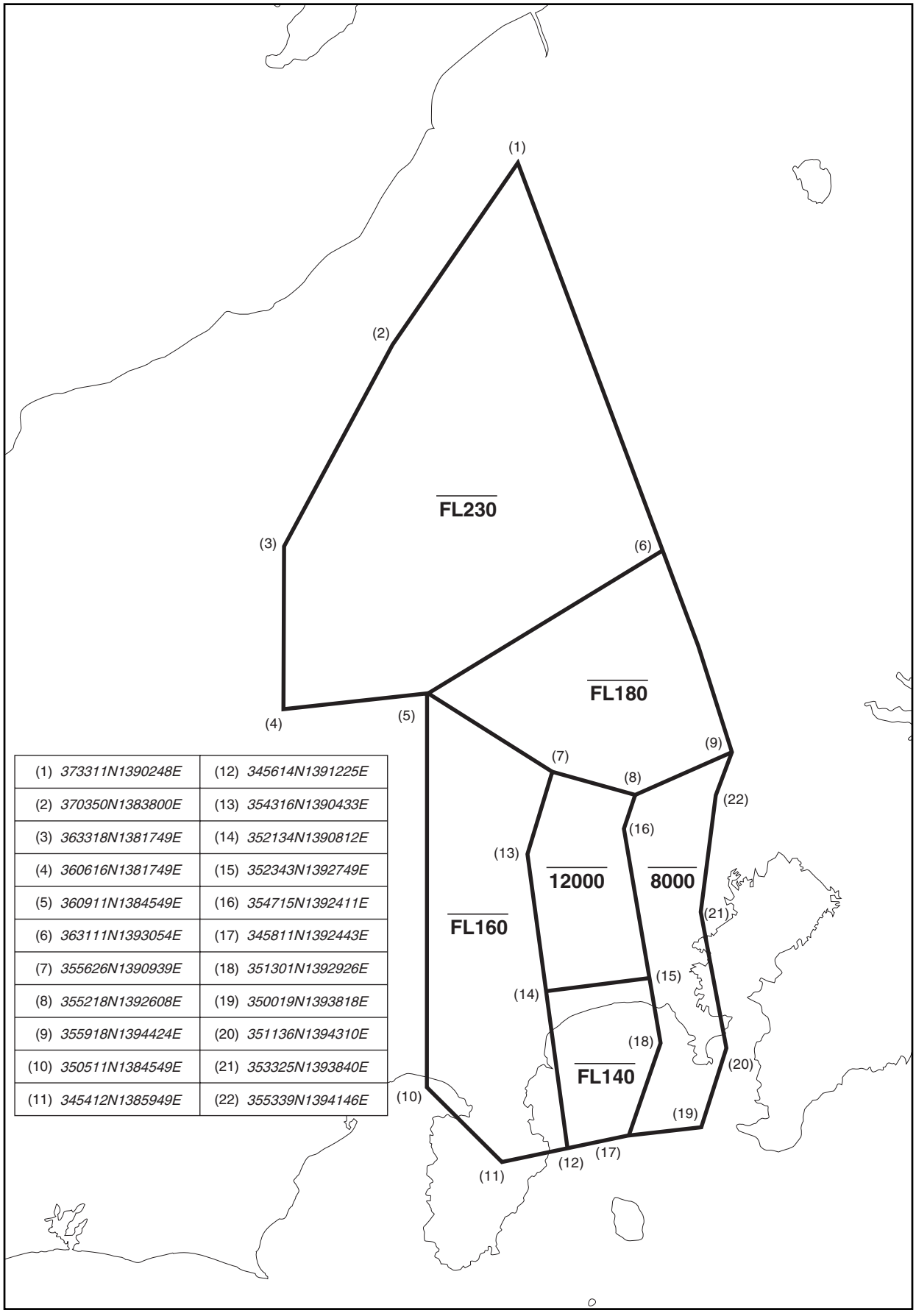
RJTY AD 2.16 HELICOPTER LANDING AREA

To be issued later

RJTY AD 2.17 ATS AIRSPACE

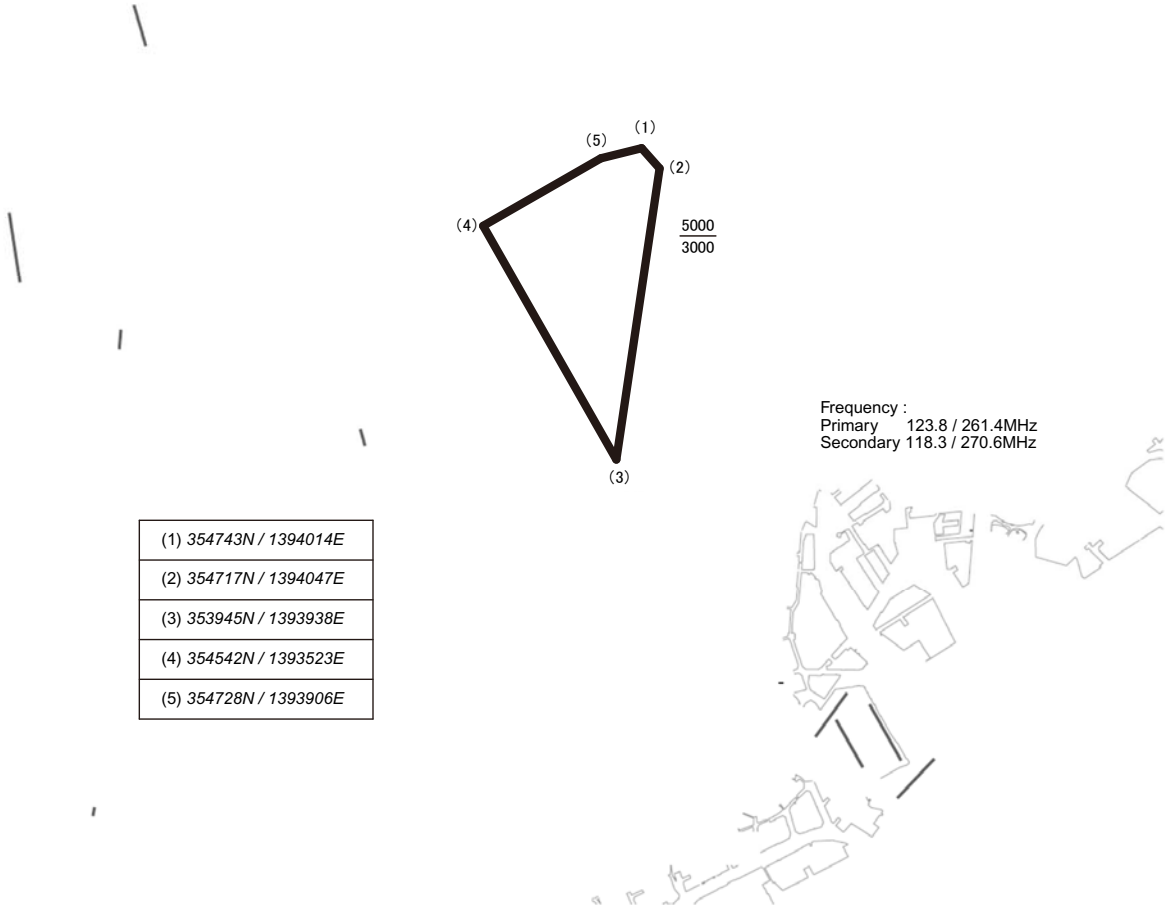
Designation and lateral limits		Vertical limits (ft)	Airspace classifica-tion	ATS unit call sign Language	Remarks
1		2	3	4	6
YOKOTA CTR	Area within a radius of 5nm of ARP (*35°45'N/ 139°21'E)*, excluding Tachikawa and Iruma CTR.	Up to but not including 3000 AGL	D	YOKOTA TOWER English	
YOKOTA ACA	SEE 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



(1) *373311N1390248E*	(12) *345614N1391225E*
(2) *370350N1383800E*	(13) *354316N1390433E*
(3) *363318N1381749E*	(14) *352134N1390812E*
(4) *360616N1381749E*	(15) *352343N1392749E*
(5) *360911N1384549E*	(16) *354715N1392411E*
(6) *363111N1393054E*	(17) *345811N1392443E*
(7) *355626N1390939E*	(18) *351301N1392926E*
(8) *355218N1392608E*	(19) *350019N1393818E*
(9) *355918N1394424E*	(20) *351136N1394310E*
(10) *350511N1384549E*	(21) *353325N1393840E*
(11) *345412N1385949E*	(22) *355339N1394146E*

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



(1) *354743N / 1394014E*
(2) *354717N / 1394047E*
(3) *353945N / 1393938E*
(4) *354542N / 1393523E*
(5) *354728N / 1393906E*

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 trans-mitting 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１，５００ｆｔ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 conflictions 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

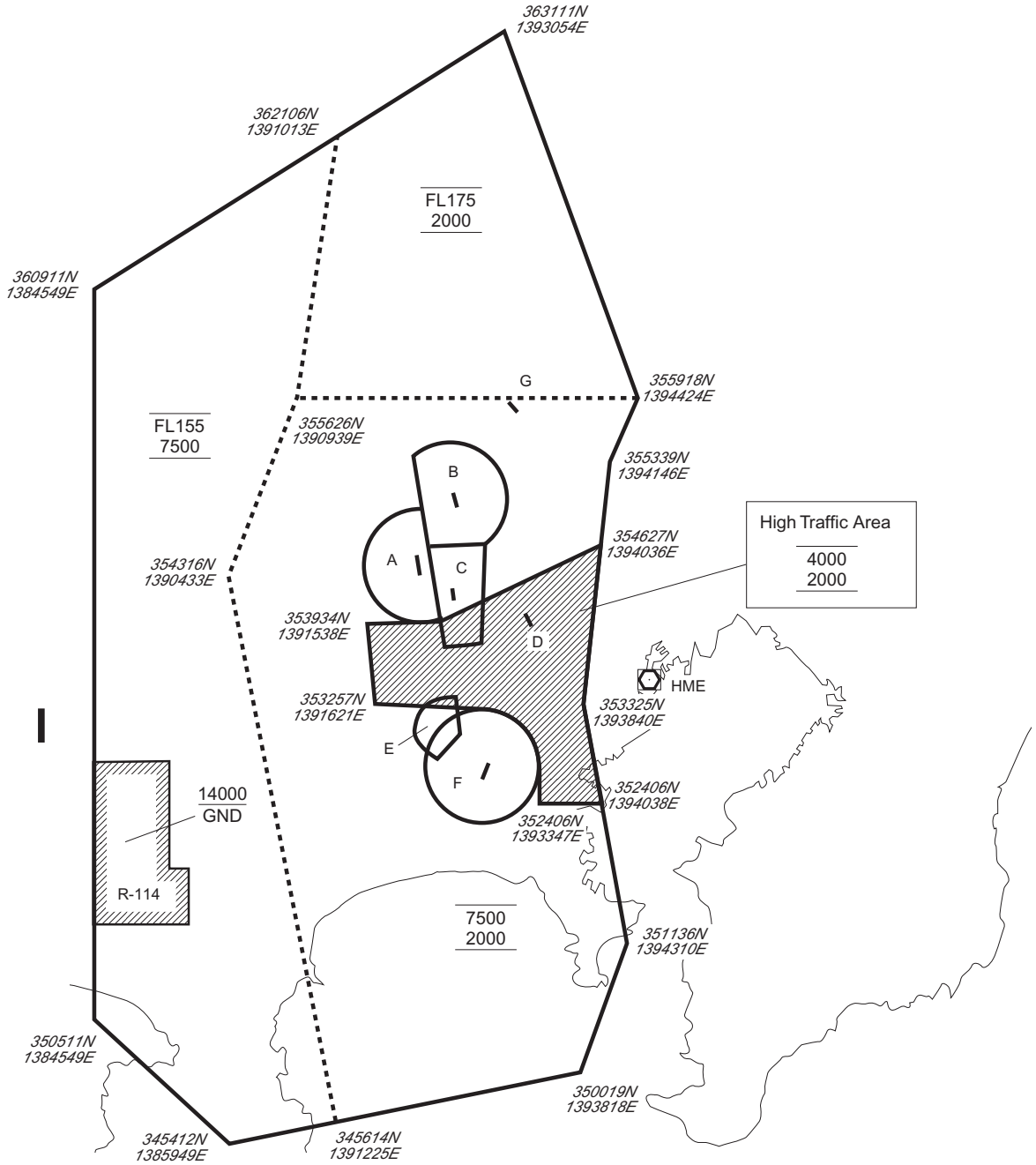
５． レーダー・アドバイザリー・サービスを受けて付図に示す管制圏を飛行しようとする場合、その意思を当該管制圏に入域する前に横田アプローチ・コントロールに通報しなければならない。横田アプローチ・コントロールは当該要求を承認するか、適切な飛行場管制所との通信設定を指示するか、又は、交通の状況により要求を承認しないことがある。

(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



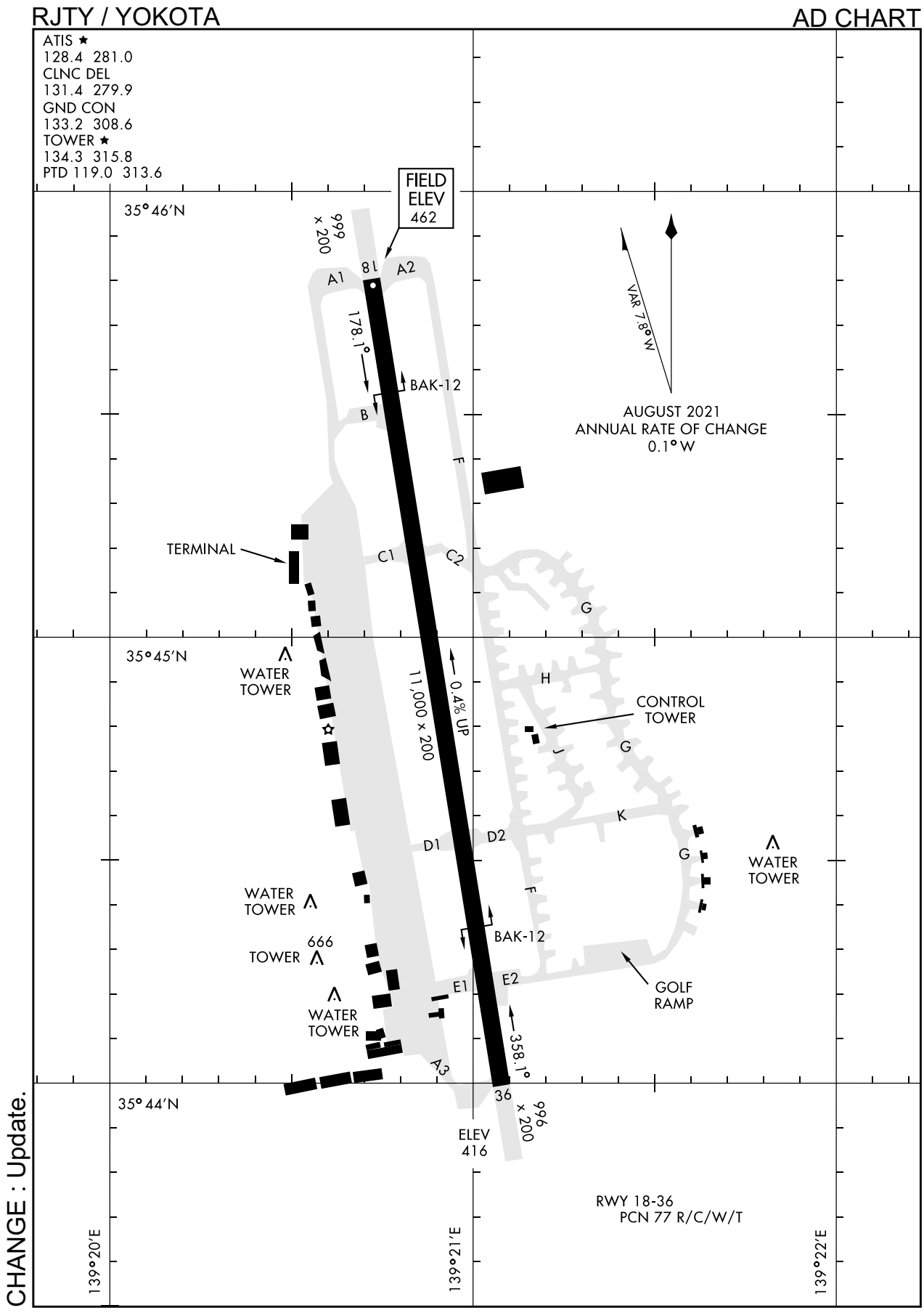
Control Zone		COM(MHz)
A. RJTY	SFC-3000	134.3
B. RJTJ	SFC-6000	122.05
C. RJTC	SFC-3000	118.85
D. RJTF	none	130.8
E. RJTR	SFC-1700	122.5
F. RJTA	SFC-6000	126.2
G. Honda	none	130.75

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 (FISAB - RNAV)
Standard Departure Chart- Instrument (GERGE - RNAV)
Instrument Approach Chart (HI-ILS or LOC RWY18)
Instrument Approach Chart (ILS or LOC/DME RWY18)
Instrument Approach Chart (HI-ILS or LOC RWY36)
Instrument Approach Chart (ILS or LOC/DME RWY36)
Instrument Approach Chart (RNAV(GPS) RWY18)
Instrument Approach Chart (RNAV(GPS) RWY36)



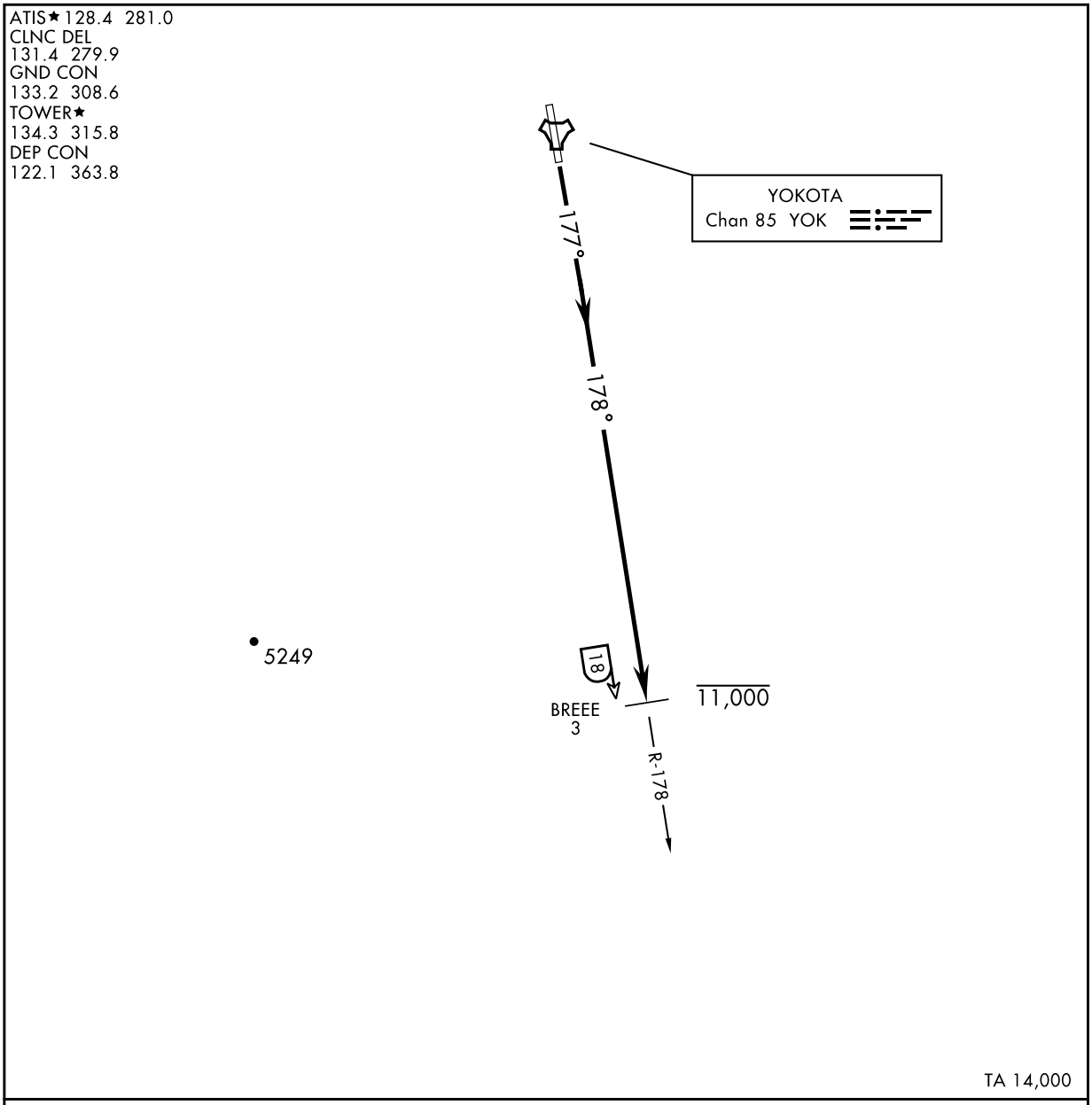
NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

BREEE FOUR 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



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb to 4000, turn right to intercept YOK TACAN R-178 to BREEE. Cross BREEE at or below 11,000. Continue as assigned by ATC.

CHANGE : Update.

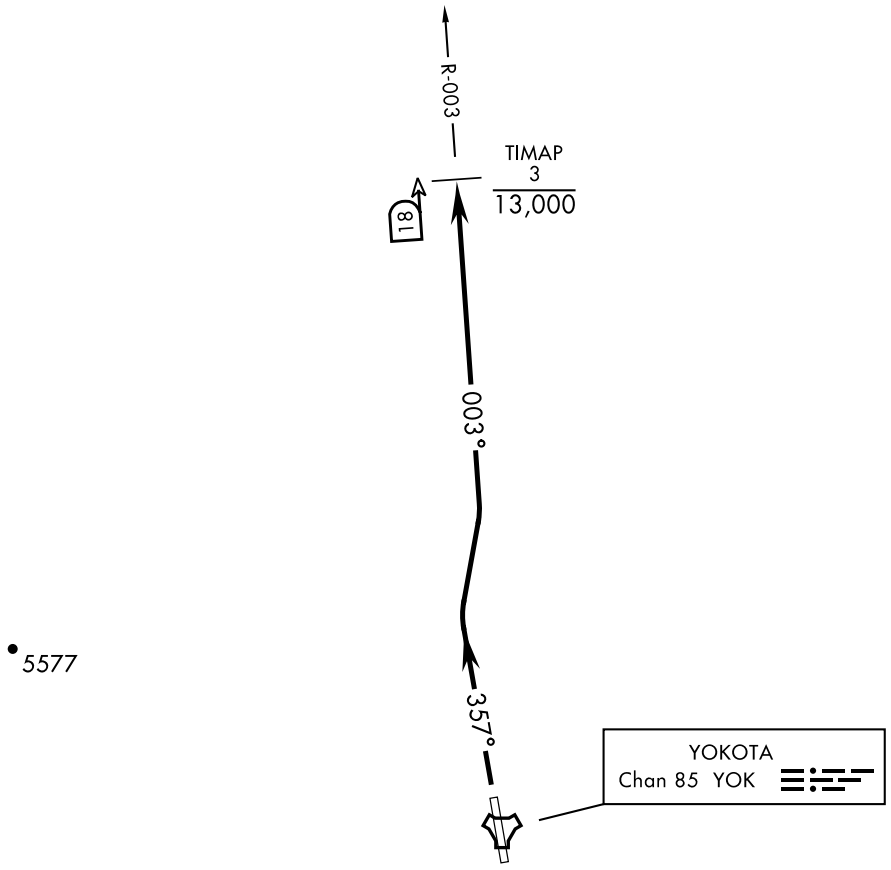
NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY /YOKOTA

TIMAP FOUR 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



TA 14,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF 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.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

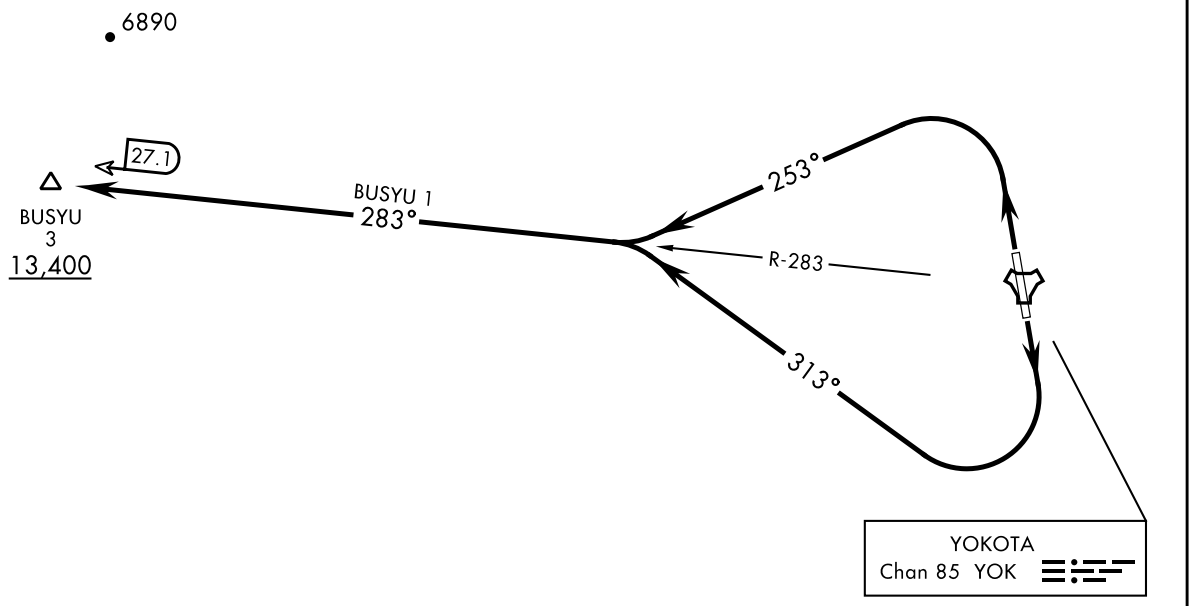
BUSYU ONE DEPARTURE

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

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

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

TAKE-OFF 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

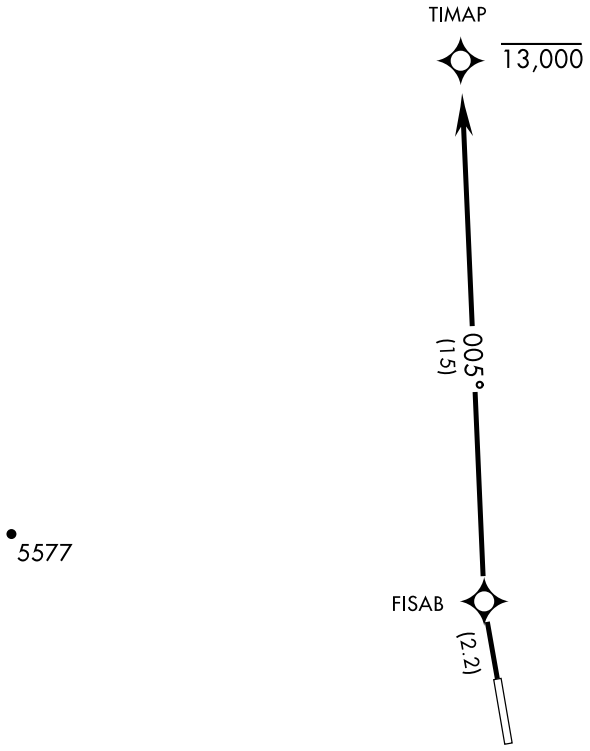
STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

FISAB TWO DEPARTURE(RNAV)

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

TAKE-OFF OBSTACLES:
(1) RWY 36, building 3043′ from DER, 1311′ left of centerline, 53′ AGL/527′ MSL.
(2) RWY 36, building with antenna 2153′ from DER, 1095′ right of centerline, 76′ AGL/532′ MSL.
(3) RWY 36, misc natural 1583′ from DER, 640′ left of centerline, 53′ AGL/522′ MSL.



RNAV 1
DME/DME RNP-0.3 NA

RADAR REQUIRED
(for non-GPS Equipped Aircraft)

GPS REQUIRED

TA 14,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 36: Climb direct FISAB, then track 005° to TIMAP. Cross TIMAP at or below 13,000 or as assigned by ATC.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

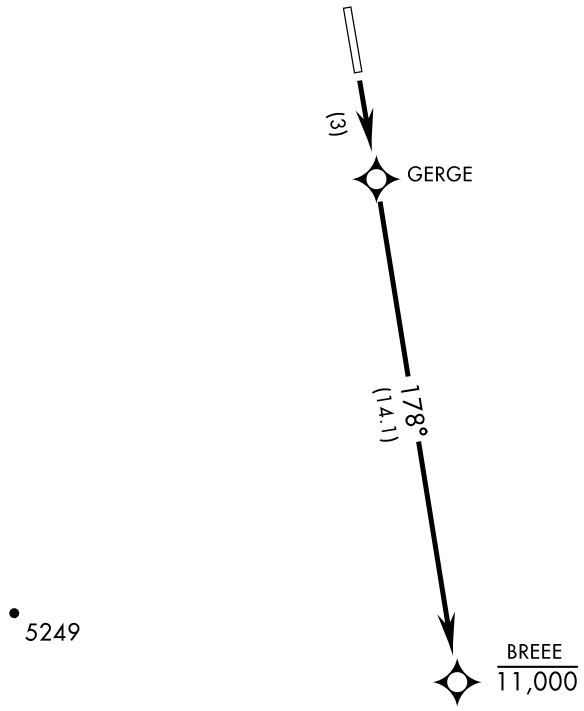
STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

GERGE TWO DEPARTURE(RNAV)

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

TAKE-OFF OSBTACLES:
(1) RWY 18, terrain within 15′ from DER, 500′ right of centerline, up to 417′MSL.
(2) RWY 18, building 3492′ from DER, 1415′ right of centerline, 90′ AGL/512′ MSL.
(3) RWY 18, building 6006′ from DER, 1744′ right of centerline, 145′ AGL/529′ MSL.
(4) RWY 18, pylon 4436′ from DER 1410′ right of centerline, 100′ AGL/492′ MSL.
(5) RWY 18, pylon 4870′ from DER 1312′ right of centerline, 100′ AGL/502′ MSL.
(6) RWY 18, MSL tree 2217′ from DER 755′ left of centerline, 90′ AGL/494′ MSL.



RNAV 1
DME/DME RNP-0.3 NA

RADAR REQUIRED
(for non-GPS Equipped Aircraft)

GPS REQUIRED

TA 14,000

DEPARTURE ROUTE DESCRIPTION

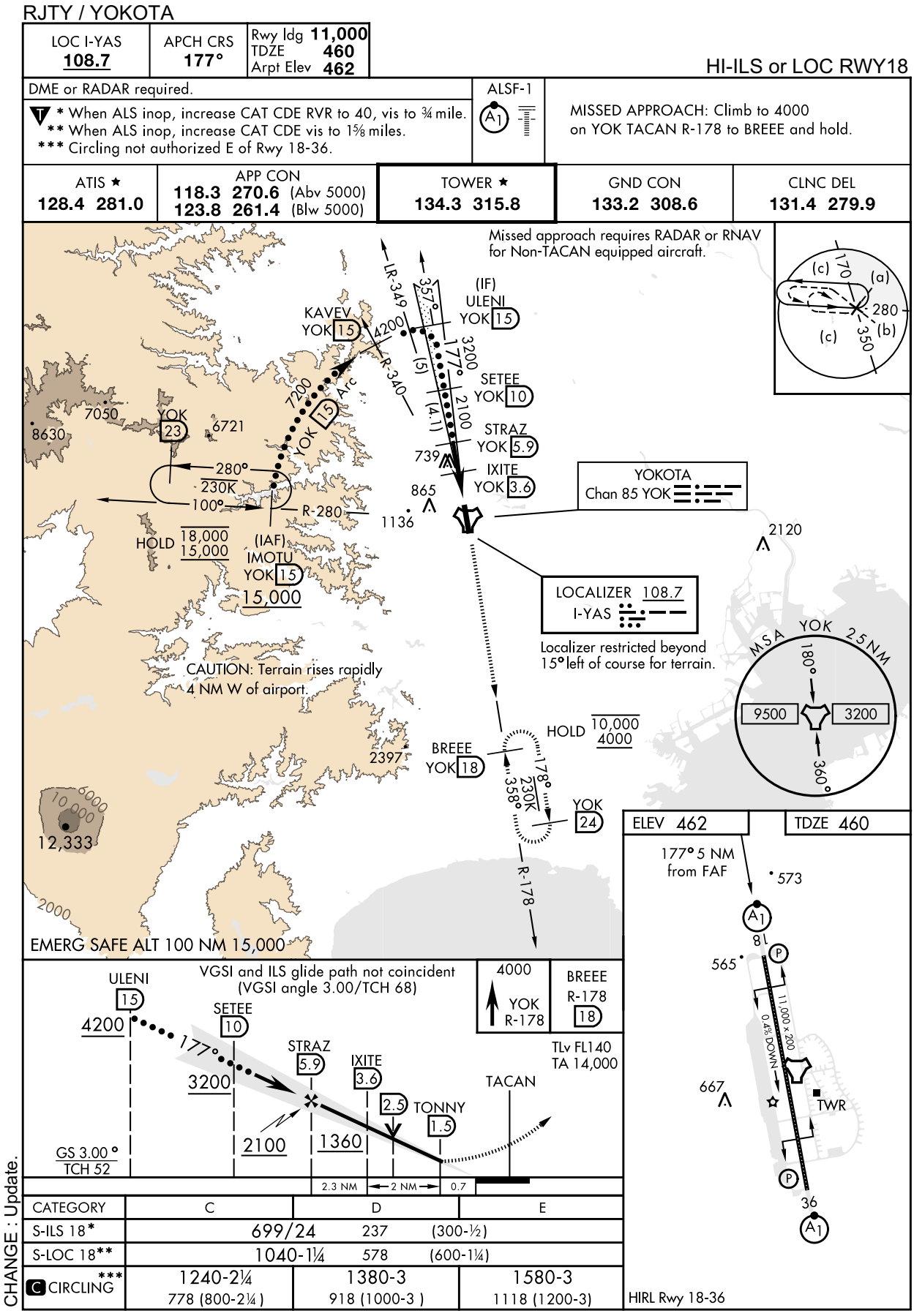
TAKE-OFF RWY 18: Climb direct GERGE, then track 178° to BREEE. Cross BREEE at or below 11,000.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

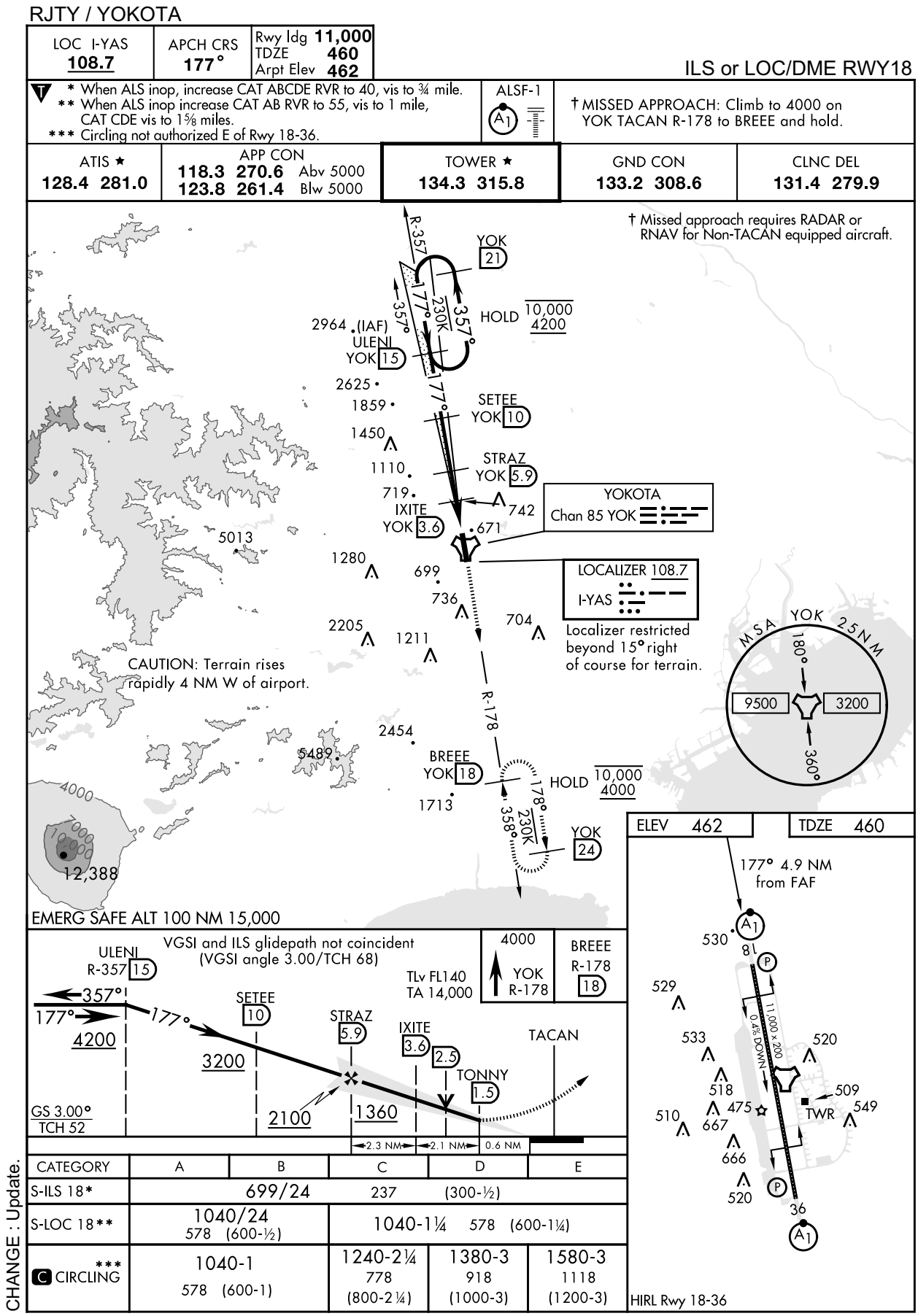
INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART



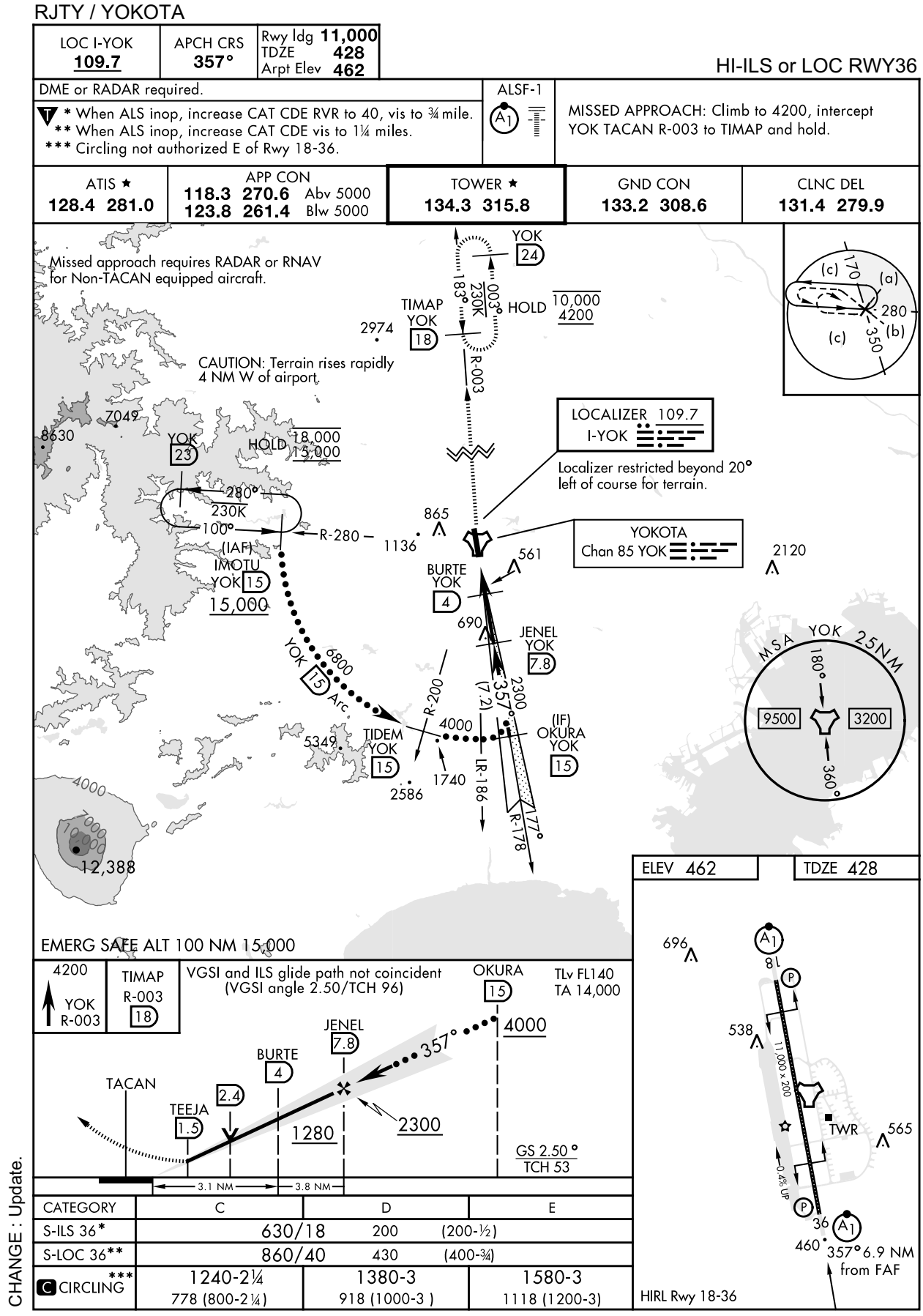
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



NOTE: REPRINTING DOD FLIP

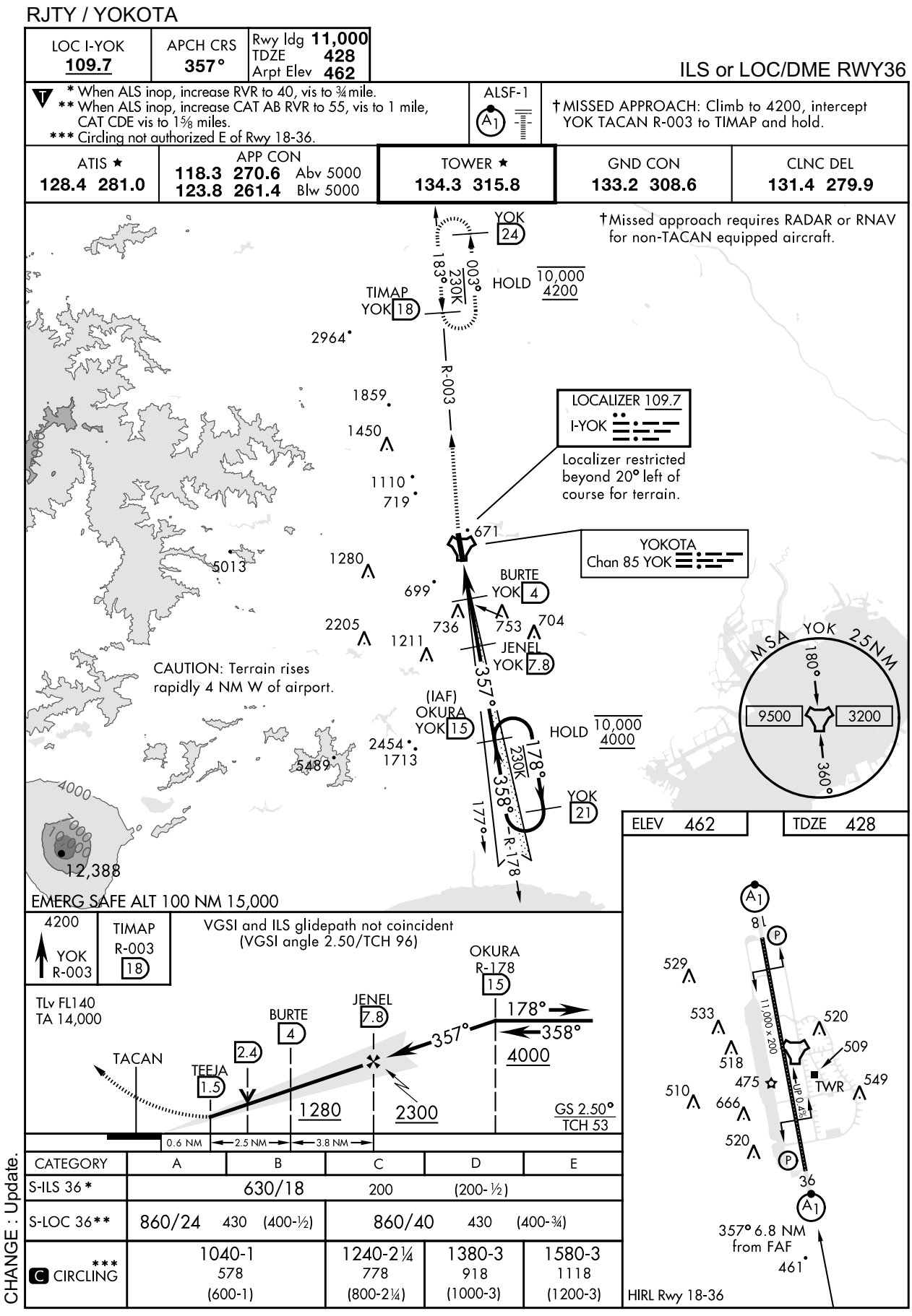
INSTRUMENT APPROACH CHART



CATEGORY	C	D	E
S-ILS 36*	630/18	200	(200-½)
S-LOC 36**	860/40	430	(400-¾)
C CIRCLING ***	1240-2¼ 778 (800-2¼)	1380-3 918 (1000-3)	1580-3 1118 (1200-3)

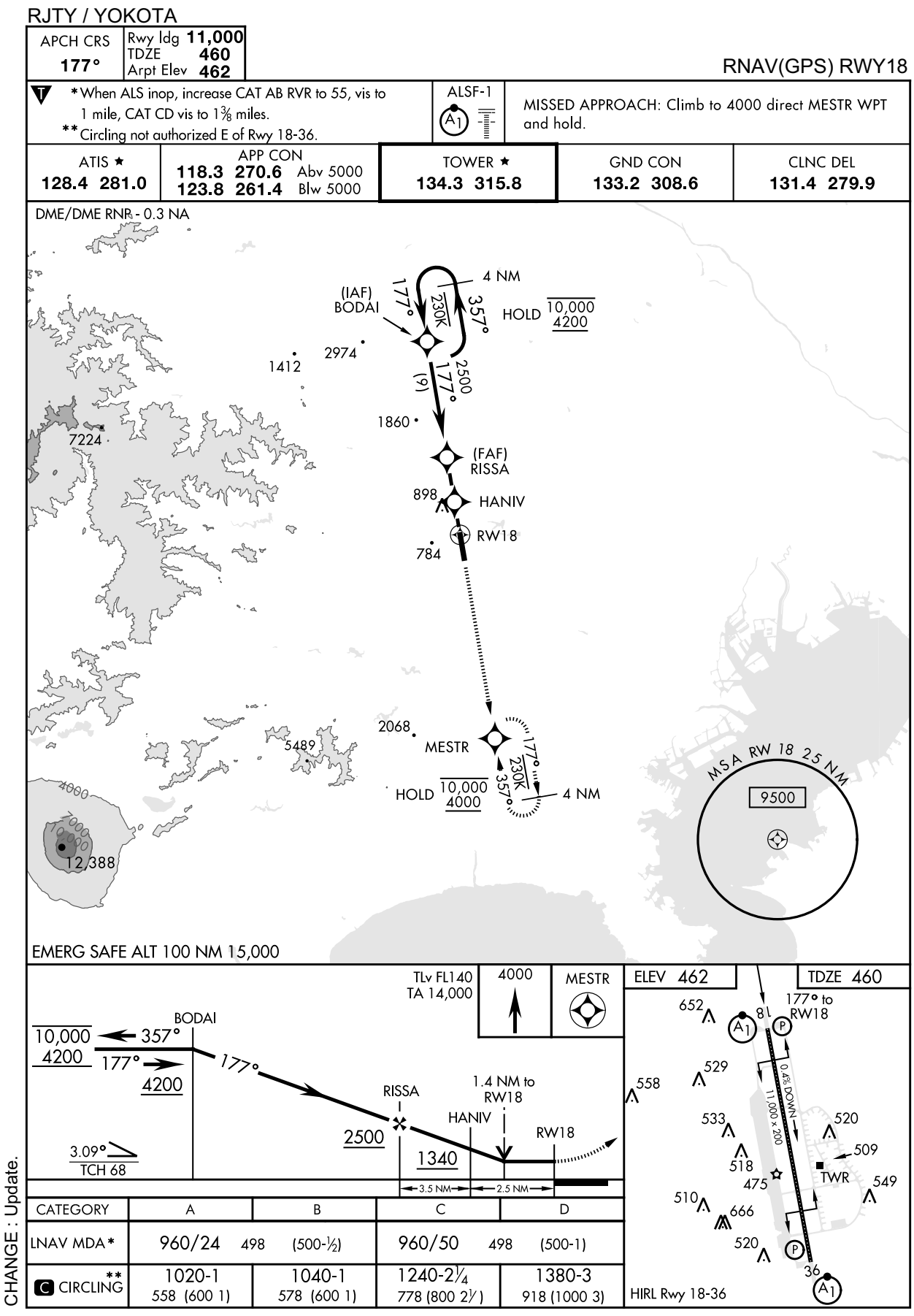
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



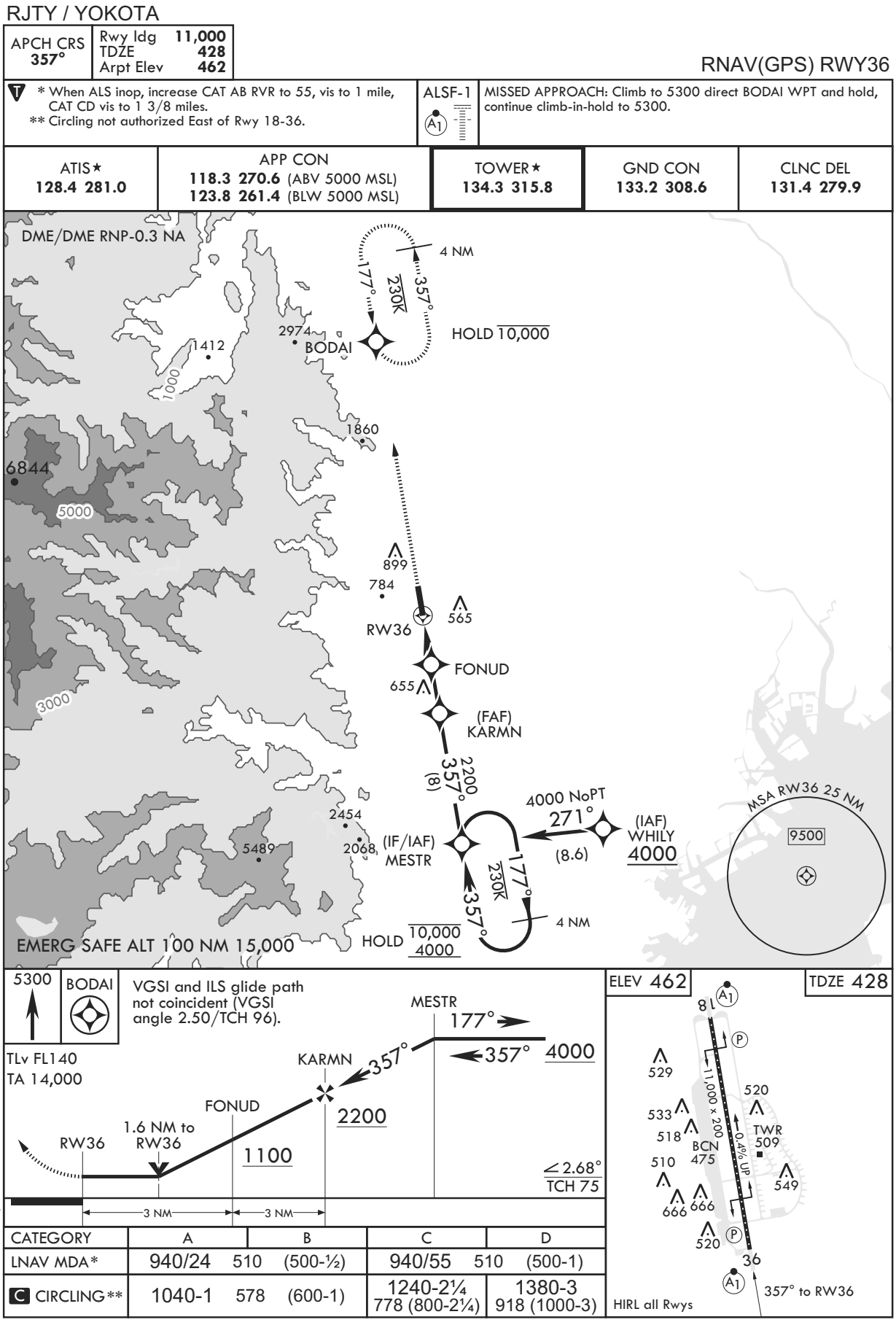
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



NOTE: REPRINTING DOD FLIP