BY ORDER OF THE COMMANDER
374TH AIRLIFT WING

YOKOTA AIR BASE INSTRUCTION 13-204

24 FEBRUARY 2026

Nuclear, Space, Missile, or Command and Control Operations

AIRFIELD OPERATIONS

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This instruction implements AFMAN 13-204, volume 1, *Management of Airfield Operations,* volume 2, *Airfield Management*, volume 3, *Air Traffic Control*, and volume 4, *Radar, Airfield, and Weather Systems*. It establishes procedures and requirements for airfield operations. The procedures established in this instruction apply to host, tenant and transient agencies using airfield facilities at Yokota Air Base (AB), Japan. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records management and Information Governance Program*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, Recommendation for Change of Publication; route AF Form 847 from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This publication replaces Yokota Air Base Instruction (YABI) 13-204, *Airfield Operations* dated 30 July 2024. Major changes include added skid/slide areas, procedural changes to Runway 36 Assault Zone and Drop Zone operations, transient aircraft PPR filing procedures, updates to fighter aircraft parking, updates to coordinating agencies for aircraft towing, updates to the Northeast Helicopter Pattern and Southeast Helicopter Pattern, and a new primary Mattress Landing location. Minor changes were made throughout the document to improve organization and readability.

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Airfield Area and Location. See **Attachment 2**, *Airfield Diagram*, for visual depiction. Yokota AB is located on the island of Honshu, 25 miles northwest of downtown Tokyo and 38 miles northeast of Mt Fuji. Due to mountains in the vicinity, elevations increase to over 5,500’ 20 NM west of Yokota AB and to over 3,000’ 100 NM east of Yokota AB.Terrain and numerous obstructions rise to 800’ above airfield elevation within 5 NM of the airfield. To the northeast and south, generally flat terrain prevails with extensive urban buildup in the Kanto Plain area.

1.1.1. Runways. Yokota AB has a single grooved concrete runway, 11,000’ long and 200’ wide, designated 18/36.The magnetic bearings are 178°/358° and true bearings are 170.3°/350.3°. Coordinates are N35° 44.92' E139° 20.92'. Airfield elevation is 462’ MSL. The north and south overruns are 1,000’ long and 200’ wide, constructed of 1-1/2 inch asphalt. The south perimeter road crosses the south overrun 300’ from the threshold. The south perimeter road has a vehicle control light and warning bell operated by Tower personnel.

1.1.2. Controlled Movement Area (CMA). The CMA protects Runway 18/36 and Taxiway Foxtrot, encompassing all paved surfaces within the VFR hold lines, including the runway overruns.The CMA additionally covers all infield areas 100’ from the paved surface of the runway and Taxiway Foxtrot, aligned with the VFR hold lines.CMA Access procedures are detailed in 374 AWI 13-213, *Airfield Driving*.

1.1.3. Instrument Hold Lines.The protection of the ILS Critical Areas when Instrument (INST) Hold Line procedures are in effect (see **paragraph 3.1.1.1**).Positions are located on the north end of Taxiway Foxtrot approaching Taxiway Alpha-2 and just short of Taxiway Alpha-3 on Echo ramp.

1.1.4. Non-Controlled Movement Area. Non-CMA is defined as all parts of the airfield not contained within the CMA.

1.1.5. Airfield Lighting. Yokota Tower operates the airfield lighting system IAW FAA JO 7110.65, AFMAN 13-204v3, and the Yokota Tower Operating Instruction.

1.1.5.1. Runway Lighting. Consists of Sequenced Flashing Lights, centerline lighting system, and High Intensity Runway Lights (HIRL). Runway 36 is additionally equipped with touchdown zone lighting.

1.1.5.2. Approach Lighting. Consists of Approach Lighting System with Sequenced Flashing Lights (ALSF-1), Precision Approach Path Indicator (PAPI). **Note:** ALSF-1 is non-standard configuration lacking a 100' bar. PAPIs are not coincidental with the ILS glideslope.

1.1.5.3. Taxiway Lighting. All taxiways are equipped with standard taxiway lighting, except Taxilane Golf, north of Taxiway Kilo which is marked with reflective taxiway edge markers.

1.1.5.4. Obstruction Lighting.Obstacles affecting air navigation on Yokota AB are marked with obstruction lights. Airfield Systems Maintenance maintains the lights on the radar and airfield/weather systems, and 374 CES Operations Flight (SCO) maintains the lights on

antennas and utility poles. 374 CES Exterior Electrics (CEOIE) maintains lights on the ramp ballpark lights.

1.1.6. Arresting Systems. Both Runway 18/36 are equipped with BAK-12 arresting systems 2,400' from the departure end of Runway 18 (South Barrier) and 1,500' from the departure end of Runway 36 (North Barrier). Four tie-downs fasten the cable across the runway. Standard barrier configuration is lowered/unstrung to facilitate local flying operations but can be restrung within 45 – 60 minutes.

1.1.7. Assault Landing Zone (ALZ). Runway 18/36 is marked and lit for ALZ use between Taxiways Delta and Taxiway Charlie.The 3,500' long ALZ is illuminated by flush mounted bi-directional lighting including green approach-end and red ALZ end lights for night operations.

1.1.8. Yokota DZs are centered on the grassy infield areas of the airfield and include both the runway and Taxiway Foxtrot. Users should contact 374 OSS/OSK Wing Tactics for current DZ survey.See **Chapter 6** of this instruction for more detailed DZ procedures.

1.1.8.1. Normal airdrops conducted at Yokota include Low-Cost/Low-Altitude (LCLA), military free-fall (MFF), and standard airdrop training bundles (SATB). (See **paragraph 6.10** of this instruction and the applicable DZ survey for airdrop procedures and restrictions).

1.1.8.2. Schedule. The DZs are normally used Monday through Friday 0900L–1300L and 1600L–2100L, other times will be published via NOTAM. **Note**: Helicopter Landing Zone (HLZ) / Fast-rope / Hoist operations are not authorized on the airfield while DZ operations are ongoing.

1.1.8.3. Maximum airdrop altitude is 12,000 MSL unless coordinated in advance with Yokota Clearance Delivery. Flight Plans will be filed to reflect the altitude requested.

1.1.8.4. Notification procedures. Tenant units must email the following week's operating times and altitudes for drops to 374 OSS/OSO Current Operations (**airlift.director@us.af.mil**) by the end of the current work week. 374 OSS/OSO will email operating times and altitudes for drops to Yokota AMOPS. AMOPS publishes drop times via NOTAM when required. Additionally, when personnel airdrop (static line or MFF) operations are being conducted, the ATIS will include "Jump Operations at Yokota Air Base are in Progress."

1.1.8.5. 374 OSS/OSK maintains current DZ surveys for aircrew and ATC familiarization.

1.1.9. The DZ Protected Zones are imaginary rectangles encompassing portions of the Runway 18/36 and Taxiway Foxtrot CMAs as well as infield areas. Their function is to (1) keep non- participating aircraft and/or hazards at a safe distance while DZ operations are in progress, and (2) act as a procedurally- activated CMA to allow DZ operations and participants unhindered access while ensuring positive control. **Note:** Controllers and DZ operations personnel should consult the visual references below and the current DZ survey in use to ensure they are familiar with the Protected Zone and DZ dimensions before commencing operations.

1.1.9.1. The Surveyed DZ's width extends 400 yards east to west starting from the western edge of Taxiway Foxtrot and the length of the DZ extends 900 yards north to south starting

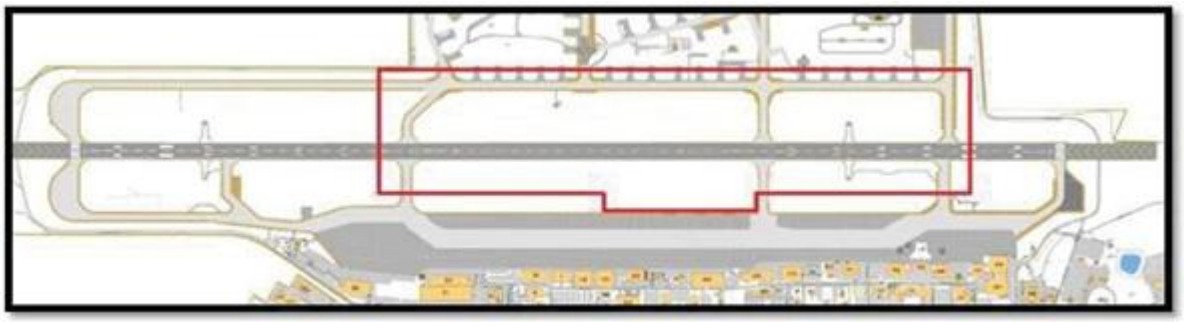
at the northern edge of Taxiway Hotel-2. For visual reference, the DZ can be viewed on talonpoint.josce.net.

1.1.9.2. Protected Zone for MFF airdrops: Extends from the western ramp areas of the airfield, including Taxilane Alpha/Taxiway Alpha, to the VFR hold lines at the eastern boundary of Taxiway Foxtrot stretching north-south from Taxiways A1/A2 to Taxiways E-1/E-2.

Figure 1.1. Protected Zone for HALO/HAHO.

1.1.9.3. Protected Zone for Personnel Static Line, CDS (LCLA) and SATB Airdrops: Extends from the VFR hold lines at the western boundary of Runway 18/36 to the VFR hold lines at the eastern boundary of Taxiway Foxtrot stretching north-south from Taxiways C1/C2 to Taxiways E-1/E-2.

Figure 1.2. Protected Zone for Static Line and Equipment Drops.



1.2. Helicopter Landing Surfaces. Yokota AB has multiple skid/slide areas. One skid/slide area is Taxiway Foxtrot north of C-2, and the other skid/slide areas are the grass infields located between Runway 18/36 and Taxiways Foxtrot. The grass skid/slide areas are named North Sod, Center Sod, and South Sod, respectively.

1.3. Taxiways. All of Yokota AB's taxiways are marked at 75' wide. Taxilane Alpha is 225' wide north of Taxiway Delta-1 and 272' wide south of Taxiway Delta-1. Wingtip Clearance criteria apply to all taxiways and taxilanes. Physical layout and designations are contained in **Attachment 2**. Intersection departure distances are listed in **Attachment 3**.

1.4. Ramps/Aprons.

1.4.1. Ramp Designations, Parking Plan and Spot Coordinates. Yokota AB airfield aprons are divided by Runway 18/36 and designated East and West Ramp respectively. They are further designated as depicted in the diagrams and tables in **Attachment 4**.

1.4.1.1. Non-Standard Airfield Markings.The West Ramp adjoining the DV Garden is marked with red/white nose wheel positioning blocks, and a rectangular, painted "red carpet." Non- standard markings do not interfere with standard airfield markings.

1.4.2. Airfield Management Operations (AMOPS) is the approval authority for deviations from the parking plan outlined in **Attachment 4**. (See **paragraph 3.3** for aircraft parking).

1.4.3. Restricted Areas. The airfield restricted areas are portions of the West Ramp and CV-22 parking area located on the east side of the airfield, depicted in **Attachment 4**. The wash rack is located at the southern end of the West Ramp, and only restricted when an aircraft is present.

1.4.3.1. Wash rack Procedures. Refer to AFI 21-101 PACAF Supplement, 374 AW Supplement, *Aircraft and Equipment Maintenance Management*, for Yokota wash rack procedures.

1.4.4. Engine Run-up Areas. Yokota AB authorizes engine runs on all apron areas except as restricted in **paragraph 3.9** and **Attachment 8.**

1.4.5. Aircraft Jacking Areas. Approved locations for aircraft jacking and gear retraction operations are depicted in **Attachment 5**.

1.4.6. Arm/De-Arm Areas. Arm/De-Arm areas are located on Taxiways A-1 and A-3 as depicted on **Attachment 2**, for procedures see **paragraphs 3.10**.

1.4.7. Armed Aircraft Parking. Designated parking locations are F-1 through F-5 for aft/forward firing weapons for HAZ cargo class 1.4. Yokota AB is not sited to support forward firing weapons with HAZ class 1.1 through 1.3. In the event of an emergency, F-1 through F-5 will be utilized for parking, only with prior coordination/concurrence with 374 AW/SEW Weapons Safety. HC-1 and HC-4 are the parking locations for other munitions. (See **paragraph 3.10** of this instruction for arm/disarm procedures). Refer to the Defense Explosives Safety Regulation (DESR) and DESR6055.09_DAFMAN 91-201for the appropriate waiver authorities WRT parking armed aircraft.

1.4.8. Hazardous Cargo Areas. Hazardous cargo handling areas for high-explosives on the airfield are depicted in **Attachment 6**. Handling areas for other explosives with applicable arcs are depicted on the installation E-12 map. Contact 374 AW/SEW at 225-7583 or **374aw.sev3@us.af.mil** for access (See **paragraph 3.13** for procedures and restrictions).

1.4.9. Cargo Deployment Function (CDF). Parking spots D-12, D-14 and D-16 are designated for temporary CDF use during exercises and contingencies. Overflow area is south of D-12 in front of the Aerospace Ground Equipment (AGE) facility. Limit space utilization to the minimum needed for requirements. All staged cargo and equipment shall remain behind taxilane wingtip clearance lines.

1.4.9.1. CDF requests to utilize above spots must be made 48 hours in advance. 374 MXG Maintenance Operations Center (MOC) will coordinate removal of aircraft parked on the

requested spots with 374 AMXS Production. Requested spots must have aircraft removed within 24 hours of the requested time.

1.4.10. Engine Running Onload/Offload Area (ERO). Contact Airfield Management to coordinate ERO operations.

1.5. Radar, Airfield, and Weather Systems (RAWS). Yokota AB maintains the following systems and equipment to provide uninterrupted service. Refer to *DOD Pacific, Australasia, and Antarctica Enroute Supplement* for current Navigational Aid (NAVAID) frequencies and limitations.

1.5.1. Digital Airport Surveillance Radar. Yokota AB has a fixed AN/GPN-30 short-range digital surveillance radar. It provides primary and secondary (Mode 3/C) surveillance out to 60 NM. Surveillance radar operates 24 hours a day except during scheduled Preventive Maintenance Inspection (PMI).

1.5.2. Tactical Air Navigation (TACAN). Yokota AB has a FRN-45 FOS TACAN, identifier YOK, located on the infield between Taxiways Delta-2 and Charlie-2, and between the runway and Taxiway Foxtrot. See **Table 1.1**.

Table 1.1. TACAN Checkpoints.

Location	Radial	Distance to TACAN
Alpha One	345	0.9
Alpha Two	356	1.0
Echo Two	178	0.8
Echo One	193	0.7

1.5.3. Instrument Landing System (ILS). Runway 18 and Runway 36 are equipped with a Category I ILS.

1.5.4. FMQ-19. Runway 18 and Runway 36 are equipped with Automatic Meteorological Stations to provide real-time airfield weather data.

1.5.5. RAWS PMI. Maintenance personnel shall not perform unscheduled PMIs or take NAVAIDs off-line without prior coordination from the AOF/CC and Radar Approach Control (RAPCON) Watch Supervisor and approval from the OG/CC. Scheduled PMI times are published in the *DOD Pacific, Australasia, and Antarctica Enroute Supplement*.

1.5.6. Generator Power. 374 CES Power Production (374 CES/CEOIP) is required to respond to emergency generator failures at NAVAID facilities within 20 minutes during normal duty hours (0730-1730L). After duty hours (1730-0730L, weekends and holidays), response time will be as soon as possible but no later than (NLT) one hour. 374 CES/CEOIP personnel will coordinate prior to transfer of power and maintain direct communication with the RAPCON/Tower Watch Supervisor and RAWS Maintenance personnel (374 OSS/OSAM).

1.5.6.1. The following systems listed in **Table 1.2** have been deemed by the 374 OG/CC as critical Radar and Airfield Weather Systems (RAWS) and must have auxiliary generator power at all times:

Table 1.2. RAWS Requiring Auxiliary Generator.

Communications Transmitter Site
Communications Receiver Site
Control Tower
FSQ-204 STARS
FRN-45 FOS TACAN Transponder
GPN-30 DASR
GRN-30 Localizer
GRN-31 Glideslope
FMQ-22 (Hardy Barracks)
GRN-29 ILS Remote Monitor
FSC-127 (ETVS) RAPCON Communications Console
South FMQ-19 Automatic Meteorological Station
North FMQ-19 Automatic Meteorological Station

1.6. Airfield Services.

1.6.1. Airfield Operating Hours. Yokota Control Tower, RAPCON, and Airfield Management services are available 24 hours a day, 7 days a week unless the Aerodrome is closed via a Notice to Airmen (NOTAM). Operations between 2200L and 0600L require Quiet Hour Waiver approval due to Host Nation constraints.

1.6.2. Weather Services. 374 OSS Weather Flight provides forecasts and observations. See **paragraph 4.5** for specific services.

1.6.3. Customs & Immigration Services.

1.6.3.1. AMOPS processes flight plans with Fuchu Flight Service Station. Notification of short- notice inbound and outbound aircraft requiring customs and immigration services should be made to 374 SFS/S3OM (DSN 225-8007).

1.6.3.2. 374 SFS/S3OM provides Customs and Immigration services for all SOFA personnel, aircraft and aircrew entering and exiting Japan at Yokota.

1.6.3.3. 374 SFS/S3OM will also ensure non-exempt passengers are correctly processed with Host Nation customs and immigration.

1.6.4. Notices to Airmen (NOTAM). Yokota AB NOTAMs are available at **https://www.daip.jcs.mil/daip/mobile/index**. Aeronautical Information Service, Japan **https://aisjapan.mlit.go.jp** also provides information for airfields in Japan. Email the Airfield Management Org Box to process NOTAMs: **374OSS.OSAA.OrgBox@us.af.mil**. Airfield Management is Yokota's NOTAM issuing facility. RAPCON is the primary NOTAM monitoring facility.

1.6.5. Flight Plans. Flight plans must be submitted at least two hours prior to departure (30 minutes for Yokota Flight Training Center). All Yokota AB (RJTY) assigned aircrew and tenant assigned units have the option of faxing, emailing, or calling DD Form 1801, Military Flight Plans, to file VFR or IFR departures to Airfield Management for sorties originating from and operating within RJTY airspace. Local units with approved Letter of Agreements (LOA) on file with Airfield Management are also able to file via phone.

1.6.5.1. Units TDY to Yokota AB may file flight plans via email/fax except upon initial arrival and final departure. If email/fax is unavailable, units may print flight plans at the Airfield Management counter. Units emailing/faxing flight plans *will confirm receipt* via phone at DSN 225-7006 option 4 to prevent flight delays.

1.6.5.2. Local and transient units must submit physical/electronic flight plans to AMOPS regardless of filing method. Original flight plans will not be accepted telephonically or over radio without an approved LOA on file with AMOPS. Amendments to original flight plans filed with Yokota AB AMOPS may be made telephonically, via Pilot-to-Dispatch Radio (UHF 313.6 or VHF 119.0), or in-person.

1.6.5.3. Yokota Flight Training Center members with an FAA Private Pilot certificate are authorized self-clearing procedures IAW the AFMC AFSVC/SVPCR approved Automated Dispatch Program (ADP).

1.6.5.4. Controlled Departure Times (CDT). Annotate CDTs in the remarks section of the DD Form 1801.

1.6.5.5. RJTY assigned and tenant units must maintain original flight plan (DD Form 1801, DoD International Flight Plan or Stereo), passenger manifest, weight and balance forms, and any other forms associated with the flight plan for 3 months IAW RDS, Table 13-07, Rule 03.00. **Note:** This is subject to be inspected by Airfield Management.

1.6.6. Automatic Terminal Information Service (ATIS). ATIS information is provided by Yokota Tower and is broadcasted during the airfield hours of operation IAW FAA JO 7110.65. The Control Tower Watch Supervisor will determine when a blanket ATIS advising aircraft to contact Yokota Ground or Yokota Approach for current field conditions will be broadcasted for rapidly changing weather conditions or low traffic.

1.6.7. All Air Traffic Control (ATC) operations in Yokota AB's controlled airspace are conducted IAW FAA JO 7110.65. Upon exiting Yokota AB's airspace, aircrew should anticipate International Civil Aviation Organization (ICAO) standards.

1.6.8. AMOPS is located in building 703, room 113 adjacent to the DV Garden. They provide flight planning services and NOTAMs, as well as manages oversight of the airfield.

1.6.9. Control Tower and RAPCON are co-located in building 1371 to the East of Runway 18/36 surrounded by Taxiways Foxtrot, Juliet, and Kilo. Surveyed Tower height is 102' AGL (565' MSL). No visual blind spots have been identified.

1.6.10. ATC Frequencies/Local Frequencies.

Table 1.3. Yokota AB ATC Frequencies.

Frequency	VHF	UHF	MHz Band

Ramp Net	N/A	N/A	1592
Crash Net	N/A	N/A	15826
ATIS	128.4	281.0	
Pilot-to-Metro	N/A	344.6	
Pilot-to-Dispatch (PTD)	119.0	313.6	
Tower (Ground Control)	133.2	308.6	
Tower (Local Control)	134.3	315.8	
Departure Control	122.1	363.8	
Approach Control	118.3	270.6	
Arrival Control	123.8	261.4	
Clearance Delivery/Flt Data	131.4	279.9	
VFR Advisory Frequency	120.7	317.8	

1.6.10.1. Ramp Net is monitored by Tower personnel during operating hours and is used to direct vehicles on the airfield.

1.6.10.2. Since Tower does not continuously monitor Crash Net, response units will notify Tower personnel when monitoring is required in order to direct emergency response vehicles.

1.7. Airspace.

1.7.1. Yokota AB Control Zone (Class D). Yokota's Class D extends from the surface up to, but not including, 3,000' MSL within a 5 NM radius centered on the aerodrome, excluding the area beyond 1 NM east of Runway 18/36 centerline.

1.7.2. Airfield Obstacles. The tallest obstacle on Yokota airfield is the long- range communications antenna that is 175' AGL (638' MSL) and located 139° 20' 33.90" E 35° 44'19.25" N.

1.7.3. Adjacent Airfields and Control Zones.

1.7.3.1. Iruma Control Zone. Iruma Airfield is a Japan Air Self Defense Force (JASDF) airfield NE of Yokota AB. Iruma hosts a mixed inventory including C-1, EC-1, C-2, T-4, U-4, YS- 11EA/EB, YS-11FC, CH-47J, and U-125.

1.7.3.2. Tachikawa Control Zone. Tachikawa Airfield is a Japan Ground Self Defense Force (JGSDF) airfield ESE of Yokota AB. Tachikawa primarily hosts rotary-wing aircraft including UH-1J, and various emergency and law enforcement aircraft.

1.7.3.3. Atsugi Control Zone. Atsugi is a Japan Maritime Self Defense Force (JMSDF) airfield SSE of Yokota AB. JMSDF Fleet Air Force operates C-130H, P-1, P-3C, P-8, UP-3C, UP-3D, OP-3C, SH-60J, UH-60J, and the U.S. Navy operates MH-60R and numerous transient types.

1.7.3.4. Kastner Control Zone. Zama/Kastner Heliport (Kastner Army Airfield) located near Camp Zama, south of Yokota AB. UH-60s are primarily operated in the local vicinity.

1.7.3.5. Chofu Airport. Chofu airport is an uncontrolled airport and has no controlled airspace. Operations are primarily civilian private and commercial operators.

1.7.3.6. Honda Airport. Honda Airport is a non-public airfield dedicated to light aircraft, located in Kawajima Town, Saitama Prefecture and the Arakawa Riverbed in Okegawa City. Majority of aircraft: C172, C208, Quest Kodiak, Sokata TBM, SR22, Helicopters. Operations include sightseeing flights, aerial photography and surveys, firefighting and disaster prevention helicopters, Tokyo Sky Diving Club, training of private and commercial pilots.

1.7.4. Yokota RAPCON Airspace (Class E). RAPCON controls 8,557 square miles of airspace north and west of downtown Tokyo, including a large portion of the Tokyo Metropolitan area. Yokota RAPCON airspace adjoins both Tokyo Terminal Control, Kobe Area Control Center (KACC), and Tokyo Area Control Center (TACC) control zones. RAPCON is open 24 hours a day, 7 days a week. (See **Attachment 7** for airspace dimensions, sectors, and altitudes).

1.7.5. RAPCON Airspace/Airways.

1.7.5.1. Transiting Air Routes. Japanese RNAV Route Y-88 transits Yokota RAPCON controlled airspace. Y-88 begins at GOC (Daigo VORTAC) and terminates at KCC (Nagoya VORTAC). Segment within Yokota airspace are AKAGI to GYODA (Minimum Enroute Altitude [MEA] 10,000' MSL) and GYODA to KINPU (MEA FL150).

1.7.5.2. Delegated Airspace: For Iruma and Atsugi GCA airspace see **Attachment 7**.

1.7.5.3. Yokota RAPCON Preferred Arrival/Departure Routes. See most current DoD Flight Information Publication *(Enroute), Pacific, Australasia and Antarctica* Supplement.

1.7.5.4. Mid-Air Collision Avoidance (MACA). Yokota RAPCON airspace is saturated and highly complex encompassing multiple US and Japanese military and civil airports. Risk of conflict with other aircraft is high, especially due to extensive civil-VFR traffic. Aircrew should be particularly vigilant when departing/recovering at Yokota. Request a current MACA pamphlet via e-mail from **374aw.sev3@us.af.mil**. See **Attachment 7** for visual depiction of high traffic areas.

1.7.5.4.1. RAPCON controls a high volume VFR traffic between 2,000' and 4,000' in the area between Yokota, Iruma, Atsugi, Tachikawa, and Chofu airports. Chofu airport is a particularly dense VFR area. VFR aircraft frequently conflict with Yokota, Iruma, and Atsugi IFR traffic patterns and approach/departure corridors. VFR aircraft are not always RAPCON controlled/observed and pilots are urged to maintain increased vigilance operating in these areas.

1.7.6. Local Flying/Training Areas. Refer to most current DoD FLIP AP/3A *Area Planning, Special Use Airspace,* for detailed procedures and restrictions.

1.7.6.1. Hotel Training Area (RJR-119 and RJA-589). Controlling agency for R-119/589 is Air Defense Command, Headquarters Flight Squadron, Iruma AB, Japan. Schedule use of R- 119/589 through 374 OSS/OSO no later than 24 hours prior (48 hours prior recommended). Refer to 374 OSS *LOA On "H" Training/testing area between 2nd Tactical*

Airlift Group Central Aircraft Control and Warning (AC&W) Wing; and 374 Operations Group Yokota Approach Control for stipulations on use.

1.7.6.2. Fuji Firing Range (RJR-114). Controlling and scheduling agency for R-114 is HQ Battalion, Camp Fuji, Japan.

1.7.6.3. Sagamihara Restricted Area (RJR-119). Surface to 6,000’ within the confines of 362511N/1385608E, 362626N/1385708E, 362726N/1385518E, and 362641N/1385458E. (See FLIP AP/3A for specific dimensions).

Chapter 2

POLICIES AND GUIDANCE

2.1. General Policies. The procedures and policies set forth herein are not expected to address all situations or define every matter of safety and good practice. All personnel are expected to exercise prudent judgment in executing their mission. Deviation or waiver requests must be approved by the 374 OG/CC, or designated representative, before flight operations begin. Coordinate non-standard operations through OGV and the Airfield Operations Flight Commander (AOF/CC) for approval at least 72 hours in advance. Recommended changes should be forwarded to the AOF/CC or OGV. All Local Operating Procedures (LOPs) and airfield/airspace guidance are located on the SharePoint official AOF Library.

2.1.1. Wear of Hats. Hats will not be worn while on the airfield except during official ceremonies or special events. Protective/cold weather headgear may be worn when required in performance of duties.

2.1.2. Airfield Photography. Public Affairs (374 AW/PA) is the designated approval authority for airfield photography. All airfield tours and photography must be approved in advance. Upon approval, requesters will coordinate with AMOPS and BDOC at 225-7227 and provide photography location, date, and time. Personnel assigned to Airfield Operations Flight (AOF) are required to take photos of the airfield in the performance of their duties and therefore are exempt from this prohibition.

2.1.3. Command and Control. The OG/CC supervises all on-station flying activities and is the approval authority for all quiet-hours arrival/departures. The Command Post, callsign "Fuji Control," works with the OG/CC to assist transient aircraft when local flying is not scheduled.

2.1.4. TDY Operations. Aircrews flying in support of a host unit are considered local aircrews. Local host units are responsible for providing a local area brief covering Yokota AB procedures. Aircrews desiring to execute training within Yokota’s local area must receive OG/CC approval prior to execution IAW the IFR supplement.

2.2. Airfield Operations Board (AOB). The AOB provides a forum for discussing, updating and tracking various activities in support of the flying mission as mandated in AFMAN 13-204v1. The AOB will convene quarterly.

2.2.1. Board Membership. Membership is listed per AFMAN 13- 204v1, and representatives from non-listed parties with a stake in the flying mission are welcome to attend, space permitting.

2.2.1.1. The 374 AW/CD or designated representative, not to be delegated lower than the 374 OG/CC, will chair the AOB.

2.2.1.2. 374 OG/CC.

2.2.1.3. 374 MSG/CC.

2.2.1.4. Squadron CC (or representative) from each flying unit (including tenant units).

2.2.1.5. 374 OG/OGV (Operations Group Stan/Eval).

2.2.1.6. 374 AW/SEF (Flight Safety).

2.2.1.7. 374 OSS/CC (Operations Support Squadron Commander).

2.2.1.8. 374 OSS/OSA (Airfield Operations Flight Commander or Representative).

2.2.1.8.1. 374 OSS/OSAA (Airfield Manager or Representative).

2.2.1.8.2. 374 OSS/OSAR (RAPCON Chief Controller or Representative).

2.2.1.8.3. 374 OSS/OSAT (Tower Chief Controller or Representative).

2.2.1.8.4. 374 OSS/OSAG (NCOIC, ATC Training).

2.2.1.8.5. 374 OSS/OSAV (NCOIC, ATC Stan/Eval).

2.2.1.8.6. 374 OSS/OSAM (RAWS Superintendent or Representative).

2.2.1.8.7. 374 OSS/OSAD (Airfield Automation Manager).

2.2.1.9. 374 OSS/OSW (Weather Flight Commander or Representative).

2.2.1.10. PACAF/A319 (TERPS or unit TERPS liaison).

2.2.1.11. 374 CES/CEN (Community Planner or Representative).

2.2.1.12. 374 CES/CEOIE (Airfield Lighting).

2.2.1.13. 374 FSS/FSBA (Yokota Flight Training Center (YFTC) Manager).

2.2.1.14. 374 CS Designated Representative (Communications Squadron).

2.2.1.15. 374 CP Designated Representative (Command Post).

2.2.2. One week prior to an AOB, OSS/OSA (AOF) will distribute the agenda, to include date, time, place, mandatory items identified in AFMAN 13-204v1, any pertinent issues, and will indicate the base level OPR for each discussion item on the agenda. Board members will send additional topics for discussion to OSS/OSA (AOF) for inclusion in the agenda.

2.2.3. OPRs shall provide AOF/CC with an update on their assigned agenda item prior to the AOB in a timely manner.

2.2.4. OSS/OSA will distribute minutes to affected base agencies and HQ PACAF/A313.

2.2.5. Annual review will be accomplished IAW AFMAN 13-204v1 and briefed at the next quarter's AOB. Recommended/preferred timeframes for annual review items are below:

2.2.5.1. Letters of Procedures (LOP) Review – 4th quarter (Briefed 1st quarter AOB).

2.2.5.2. TERPS procedures – 1st quarter (Briefed 2nd quarter AOB).

2.2.5.3. Results of Self Inspection Results – 3rd quarter (Briefed 4th quarter AOB).

2.2.5.4. Airfield Certification/Safety Inspection – 3rd quarter (Briefed 4th quarter AOB).

2.2.5.5. Aircraft Parking Plan – 2nd quarter (Briefed 3rd quarter AOB).

2.2.5.6. Status of existing airfield waivers with emphasis on temporary waivers and associated correction plans in accordance with UFC 3-260-1, Sections B1-2.1.3 and B1-2.4 – 3rd quarter (Briefed 4th quarter AOB).

2.2.5.7. Special Interest Items (SII). Report the results of new Air Force and/or MAJCOM SII checklists, including SIIs carried over from the previous year, at the first AOB following the official release of the SII checklist.

2.3. Pilot-Airfield Operations Flight Liaison (PAOL) Program. This program enhances open lines of communication between flying units, ATC, and AMOPS personnel. Meetings are open to all Yokota AB and TDY flying units. Contact AOF/CC at DSN: 225-7170 for agenda requests and meeting information.

2.4. Flight Information Publications (FLIP). AMOPS' FLIP account only provides hard- copy products for AMOPS, Tower, Weather, and RAPCON. Local flying units should obtain FLIPs from their unit account managers. TDY/deployed units will have access to electronic FLIPS or must use home station FLIP accounts. FLIPS may also be accessed online at **https://aernonautical.nga.mil/flip**

2.4.1. FLIP queries/change requests. Contact the Airfield Manager to request a FLIP change/correction. If approved, AMOPs will publish an interim NOTAM until updates are published in the FLIPS. **Note:** FLIP changes may take up to 60 days, depending on the revision schedule.

2.5. Prior Permission Required (PPR) Procedures. All transient aircrews require prior permission to land at Yokota. A PPR does not preclude the use of Yokota as an alternate or divert. 374 OSS/OSAA is the OPR for tracking and relaying approval and/or denial of all PPR requests. Approved transient aircraft will be prioritized IAW **paragraph 4.7** of this instruction. **Note:** All transient aircraft at Yokota require a PPR, to include those limited to practice approaches, touch-and-go's or local pattern work. Airfield Management will require at least 24 hours prior notification upon receiving a request for a practice approach.

2.5.1. **Gatekeeper Requests.** Any units staying at Yokota Air Base for more than 2 days or requesting reception services will need to make requests through the Gatekeeper Event request form found at **www.yokota.af.mil/Resources/**.

2.6. Quiet Hours and Noise Abatement. Quiet Hours are in effect every day from 2200L-0600L. Engine starts in preparation for early morning departures will not commence until 0600L. Aircraft without an approved quiet hours waiver must land, park and shut down by 2200L. Taxiing and engine runs taking place after 2200L require MXG/CC approval.

2.6.1. Flight Operations during Quiet Hours. 374 OG/CC approval is required for flight operations during designated quiet hours. 374 AW/CP will process quiet hour requests, coordinate for OG/CC approval, and advise the 374 AW/CV of approved waivers. CP will provide AMOPS the approval authority, aircraft call sign, type aircraft, and estimated time of arrival and departure (ETA/ETD) for missions approved to operate during quiet hours. AMOPS will issue a PPR number, notify RAPCON, Tower, and TA.

2.6.2. The OG/CC has issued blanket approval for all weather diverts/emergency arrivals occurring during local quiet hours (2200-0600L), and aircraft will not be delayed for a waiver.

2.6.3. Quiet hours engine runs should be minimized and require MXG/CC approval.

2.6.4. Helicopter Restrictions. Arriving helicopters shall use a Southeast transition to the maximum extent possible to avoid overflying Mizuho town. Helicopters are restricted to 1,500' MSL and below in the east patterns. See **paragraph 4.17** for Transition Areas.

2.6.5. Japanese Cultural Restrictions. The AW/CC is the final approval authority for host-nation airspace/noise restrictions affecting Yokota-assigned aircraft and airspace. Requests should be routed through 5 AF/A3A and 374 AW/PA, and coordinated through OG/CC, OSS/CC and OSS/OSA. If the request is approved, 374 OG and 374 MXG will disseminate the information as required for mission planning purposes.

2.7. Civil Aircraft Operations. Civil aircraft may conduct low approaches to Runway 18/36 and utilize Yokota NAVAIDs only if they do not interfere with military traffic.

2.8. Guard Frequency Use/Emergency Locator Transmitter (ELT) Testing. Aircrew/Maintenance shall advise AMOPS before testing any equipment transmitting on Guard Frequency (121.5 VHF/243.0 UHF). Operators will provide AMOPS the location/time/duration of any Guard radio checks. AMOPS will notify Tower of all ELT coordinations. ELTs and survival radios may only be tested during the first 5 minutes of the hour, for no more than three audible sweeps.

2.9. Unmanned Aerial System (UAS)/Remotely-Piloted Aircraft (RPA) Operations.

2.9.1. Yokota AB regularly supports RQ-4 Global Hawk staging operations. Procedures covering RQ-4 operations are in the following two documents: "RQ-4 Global Hawk Ops Letter" and the "RQ-4 Letter of Agreement Amongst 319 OG, 374 OG and Tokyo Area Control Center." Refer to **paragraph 5.21** of this instruction for Emergency RQ-4 procedures. The following paragraphs in section 2.9 do not apply to RQ-4 operations.

2.9.2. On-Base small UAS (sUAS) use (within the lateral boundary of Yokota AB). All training/operations will be conducted in accordance with DAFMAN 11-502 to include an Installation Commander-approved Concept of Employment (CONEMP). Additionally, units will need to create operational procedures outlined in a LOA with 374 OSS/OSA (DSN: 315-225- 7170). The use of personal drones for official or recreational purposes is not authorized. Manned/full-sized aircraft take priority over sUAS operations.

2.9.2.1. Rapid Airfield Damage Assessment System (RADAS). RADAS is a sUAS system employed to quickly conduct post-attack/post-disaster survey of the airfield. RADAS operations are authorized at Yokota AB. Detailed RADAS procedures are contained in the "*RADAS Operations Letter between 374 CES and 374 OSS*."

2.9.3. Off-base sUAS use (outside the lateral bounds of Yokota AB, but in Yokota Class D Airspace).For the most up-to-date off-base UAS policy, please refer to "*374 AW Off-Base UAS request Policy*."

2.10. Annual Certification & Safety Inspection (ACSI).

2.10.1. The Airfield Manager (AFM), in conjunction with Civil Engineering (CE) and Safety (SE), will conduct the ACSI to evaluate the airfield's condition and compliance with USAF airfield infrastructure and safety requirements. The results of the inspection are briefed at the AOB IAW AFMAN 13-204v1.

2.10.2. The ACSI Checklist will be used to document violations and unsatisfactory conditions on the airfield.

2.10.3. The AFM, in conjunction with CE, will determine appropriate airfield maintenance/construction projects needed to correct deficiencies and the prioritization. The AFM will provide CE with the inspection results. Work orders or projects will be created.

2.10.4. The OG/CC, MSG/CC, AFM, CES, and Wing Safety shall review and coordinate on the staff package prior to AW/CC's coordination/endorsement.

2.10.5. Airfield painting, rubber removal, and pavement repairs will require a work order input through TRIRIGA for funding through IDIQ contract for execution the next fiscal year as required.

Chapter 3

AIRFIELD OPERATIONS

3.1. Control of Ground Traffic in the Controlled Movement Area (CMA). Tower is responsible for controlling the CMA. The CMA protects Runway 18/36 and Taxiway Foxtrot, encompassing all paved surfaces within the VFR hold lines, including the runway overruns. The CMA additionally covers all infield areas 100' from the paved surface of the runway and Taxiway Foxtrot, aligned with the VFR hold lines. All vehicles and personnel must use approved callsigns. Reference 374 AWI 13-213, *Airfield Driving,* for detailed procedures.

3.1.1. CMA Entry Procedures. All vehicles/personnel must receive Tower permission BEFORE crossing the applicable VFR or INST hold line and entering the CMA. All vehicles/personnel/aircraft must establish and maintain two-way radio contact with Tower while operating in the CMA.

3.1.1.1. When INST Hold Line procedures are in effect, vehicles, personnel, and aircraft must obtain tower approval prior to proceeding beyond the INST Hold Line.

3.1.2. CMA Exit Procedures. All personnel and vehicles must report leaving the CMA and receive acknowledgment from Tower.

3.1.3. CMA Recall. In the event of an emergency recall, all pedestrians and vehicles shall exit the CMA as expeditiously as possible. Tower will direct units via light gun signal in the event of radio failure. If light guns signals are ineffective, Tower will flash the airfield lights on and off to direct units to immediately exit the CMA (this does not replace requirements for operators to monitor radios at all times).

3.1.3.1. If radio contact is lost or suspected lost while operating in the CMA, operators will monitor the Control Tower for light gun signals and immediately exit the CMA. While exiting, do not enter another CMA (e.g., Taxiway Foxtrot while exiting the runway) unless previously authorized by Tower.

3.1.3.2. Contact Tower or AMOPS as soon as possible via other means of communication (e.g., mobile phone) to report outside the CMA and include any pertinent information potentially affecting safe runway operations.

3.1.3.3. If radio failure is known or suspected and Tower is unable to contact the vehicle/personnel, Tower will request AMOPS personnel assistance. AMOPS personnel will contact and escort units outside of the CMA. Personnel must remain with their vehicles until escorted outside the CMA.

3.1.4. Perimeter Road crossing the CMA. Personnel and vehicles transiting the runway overrun must not stop between the perimeter road traffic lights without Tower approval and two-way radio contact. Vehicles apprehended by Security Forces must proceed past the vehicle control lights before stopping. Personnel and vehicles will not stop between the perimeter road traffic lights during the national anthem.

3.1.4.1. In the event of an airfield closure, vehicles and personnel will make an initial call on the Ramp Net before entering the CMA for the first time to verify Tower is closed. If no response is received no additional approval is required to access the CMA. Personnel must continue to monitor ramp net, and Tower will broadcast notification if/when they

resume control of the CMA. **Note**: CMA may be active during quiet hours for specific operations.

3.2. Airfield Maintenance Activities Procedures.

3.2.1. Sweeper Operations. The CES Pavements and Equipment Shop provides airfield sweeper operations on all airfield surfaces to control FOD IAW the AMOPS Airfield Sweeper LOA. The pavements shop will send an operator to AMOPS for instruction and priority areas for each day's operations. For emergencies, contact the CE pavement shop DSN 225-5336 or Customer Service at 225-5282.

3.2.2. Mowing Operations. The Pavements and Equipment Shop will conduct daily mowing operations starting the 1 April through the 31 October. These dates are subject to adjustment depending on yearly weather conditions. Vegetation shall be maintained IAW 374 AW OPLAN 91-212, *Bird Aircraft Strike Hazard (BASH) Plan*, and UFC 3-260-01. If only one tractor is available, 24-hour operations are justified as needed until LRS meets minimum equipment availability. For questions contact CES/CEOHP at DSN 225-5336 or 374 CES/Customer Service at DSN 225-5282.

3.2.3. Airfield Construction. CES maintains continuity of all airfield permanent and temporary waivers. UFC 3-260-01, *Airfield and Heliport Planning and Design* B1-2.4 governs required airfield/airspace waiver review. The AW/CC is the approval authority for temporary airfield waivers for construction activities, air shows, or temporary installation of an aircraft arresting system. All airfield waivers are required to be reviewed annually. CES maintains continuity of all airfield waivers.

3.2.3.1. CES or any other agency conducting work or controlling workers on the airfield will:

3.2.3.1.1. Ensure all workers operating on the airfield are thoroughly trained and that all non- government vehicles are properly marked IAW 374 AWI 13-213 and authorized.

3.2.3.1.2. Contact AMOPS before starting work (construction, repair, mowing, etc.,) on any airfield surface, or conducting crane operations on or in the vicinity of the airfield.

3.2.3.1.3. CES will conduct runway maintenance and repair during the monthly, scheduled airfield closure to the maximum extent possible. CES will notify AMOPS as soon as the runway can return to normal operations. Changes to the published airfield maintenance closure (temporary or permanent) require OG/CC approval. Scheduled closures are published in the *DOD Flight Information Publication (Enroute), Pacific, Australasia and Antarctica Supplement.*

3.2.4. Airfield Lighting Maintenance. Airfield Lighting (CES/CEOFE) shall acquire current outages from AMOPS prior to conducting daily maintenance, and report when outages are open/closed to AMOPS. Airfield lighting crews will inspect off-base approach lighting twice a week and report status to AMOPS. Airfield Lighting will also report the status of outages lasting longer than 24 hours and include the reason, fix action, and estimated completion date/time. Airfield Lighting (CES/CEOFE) will contact AMOPS after conducting lighting maintenance to provide an overview of the actions completed.

3.3. Aircraft Parking.

3.3.1. General. MXG MOC or 730 AMS MOC direct parking of aircraft for routine operations per the current parking plan (**Attachment 4**). AMOPS is the final approval authority for all parking plans and all non-standard parking requires AMOPS approval. MOCs will coordinate any deviation from established parking plan with AMOPS and all affected agencies in advance.

3.3.2. Parking in Front of 1500 Series Hangars. 730 AMS MOC will coordinate with MXG MOC and notify AMOPS prior to parking large aircraft in front of Hangars 1502-1505. AMOPS is required to post an airfield NOTAM to restrict/close Taxilane Golf, south of Taxiway Kilo, to Golf Ramp.

3.3.3. Parking in front of Charlie Ramp hangars. Coordination is required with users of the adjacent hangars before any aircraft can park in front of a hangar on Charlie Ramp. Aircraft parked in hangars must have clearances for egress. Coordination must be completed through 730 AMS MOC and MXG MOC and approved by AMOPS.

3.3.4. Priority for AMC Contract Civil Aircraft. AMC Contract Civil Aircraft have priority on C-5-1 through C-5-4, C-8, and C-10 (AMC Civilian Aircraft cannot normally park within the confines of the restricted area).

3.3.5. Aircraft Parking on Active Taxiways. Aircraft will not stop on any taxiway to load or unload passengers or crew members without prior approval from Tower. Obtain approval from AMOPS before any aircraft is parked on any active taxiway or in any other location which prevents or restricts the use of a taxiway.

3.3.6. Aircraft Parking within Quantitative Distance (QD) Arcs. Do not assign parking to aircraft in active QD Arcs for building 1308 (Munitions Shop), building 1310 (Munitions Berm), Flight line Munitions Holding Area (FMHA), HC-1 or HC-4 (when occupied w/munitions laden aircraft) without coordination with 374 AW/SEW.

3.3.7. Overflow Parking Priorities on East Ramp. The following parking spots are within TRT QD Arc: F-15 thru F-17.

3.3.8. Transient Parking on Charlie/Delta Ramp. AMOPS will coordinate with 374 MXG/MOC and/or 730 AMS/MOC for transient aircraft parking on Charlie or Delta ramp.

3.3.9. Parking Spot G-1 is limited to Aero Club aircraft only. No other aircraft, AGE, or vehicle is permitted, with the exception of contingency situations.

3.3.10. Specific Fighter Aircraft Parking. Spots F-1 through F-10 can accommodate parking of F-15, F-16, F-22, and F-35 aircraft loaded with specific AIM-9 and AIM-120 missile loadouts. Refer to Explosive Site Plan PACAF-Yokota-22-S24, maintained by 374 AW/SEW.

3.4. Aerospace Ground Equipment (AGE) Storage. AGE will be stored at designated locations unless contingency requirements dictate relocation. Support equipment can only be pre- positioned three hours prior to aircraft arrival and must be removed NLT three hours after aircraft departure.

3.5. Taxi Routes/Restrictions.

3.5.1. General Procedures. Contact Ground Control for engine start approval and taxi instructions. All inbound transient aircraft require follow-me service. All aircraft parked on the C-5 ramp require follow-me service on departure. Follow-me service is available to any aircraft upon request. Coordinate any non-standard taxi operations with AMOPS.

3.5.2. Preferred Taxi Routes. Helicopters repositioning on the West Ramp should follow the most direct route between designated parking to/from DV parking, to/from the intersection of Taxiway Echo-1 on the West Ramp, to/from Runway 18/36 for arrival/departure. Helicopters holding on the West Ramp shall remain outside the wingtip clearance line, permitting unobstructed use of Taxilane Alpha.

3.5.2.1. Transient Inert Munitions/Live Chaff/Flares. Aircraft should be taxied from the de-arm area to Echo Ramp via the most direct route that avoids passing parked aircraft to the maximum extent possible (See **paragraph 3.10.3**.).

3.5.2.1.1. Aircraft with hung flares/suspected hung flares should land and taxi to the designated hung-flare check locations (HC-1 or Twy E-1) via the least congested route that minimizes exposure.

3.5.3. Taxiing Restrictions.

3.5.3.1. For all taxiing restrictions, please refer to the Pacific-Australasia-Antarctica Area Planning Guide (AP/3), Yokota AB (RJTY), or contact Yokota Airfield Management.

3.6. Aircraft Towing. MOCs will coordinate all aircraft tows in advance with AMOPS, Tower and BDOC, including aircraft location, tail number, and intended destination. The tow supervisor shall contact Ground Control to request tow approval. The tow supervisor shall promptly comply with Ground Control instructions and maintain two-way radio contact with Ground Control until reporting that the tow is complete.3.6.1. Tow Routes/Restrictions. All taxi restrictions (**paragraph 3.5**) apply to aircraft tows unless wing walkers ensure wingtip clearance. Tows crossing Runway 18/36 will utilize Taxiways Charlie and Delta, unless directed otherwise by Ground Control.

3.7. Transient Alert Services. Services and limitations are as follows:

3.7.1. Transient Alert has tow bars for the following aircraft: C-130H/J, KC-135, F-16, F-15, C- 5, C-17, and KC-46.

3.7.2. Transient Alert does not possess tow bars for C-37, F-18, F-22, or F-35 aircraft. Aircrew must bring: maintenance team and tow bar with their flyaway kit. *See DOD Flight Information Publication *(Enroute), Pacific, Australasia, and Antarctica* Supplement for services and limitations.

3.8. Wet Wing Defuel.

3.8.1. The primary wet-wing de-fueling spot is golf ramp. All wet wing defuel operations require prior coordination (at least 24 hours) with 374 OSS/OSO and AMOPS.

3.9. Engine Run-up Procedures. MOCs will coordinate all engine runs in advance with Tower, AMOPS and BDOC, including aircraft location, tail number, type of engine run (power settings) and duration. Engine run supervisor shall contact Ground Control to request engine start approval and confirm the power settings. Maintenance personnel shall promptly comply with Ground Control instructions and maintain two-way radio contact with Ground Control until reporting that the engine run is terminated. (See **Attachment 8** for detailed restrictions).

3.9.1. West Ramp Engine Run Restrictions. Engines runs directing jet/prop-wash toward the runway are not authorized while aircraft are conducting operations on the runway except in parking spots equipped with blast deflectors. Max-power runs directed toward the runway are only authorized with blast deflectors or during non-flying periods, at Tower discretion.

3.9.2. C-12 Engine Run Locations. C-12s will conduct engine runs on spots C-12-1 through C-12-3 facing west to direct prop-wash away from the hangars.

3.9.3. Transient Aircraft. All engine runs follow the same type-restrictions listed in **Attachment 8** (see **paragraph 2.6** for noise restrictions) and must be coordinated in advance with Tower, AMOPS, and BDOC (see **paragraph 3.9**) regardless of location.

3.9.4. Reverse Engine Runs are authorized on all parking locations approved for multiple engines to idol with the following restriction:

3.9.4.1. C-17 aircraft can operate two symmetric engines above idle in reverse no higher than 1.18 Engine Pressure Ratio IAW applicable C-17 technical data.

3.9.4.1.1. Parking locations C-8, C-10, C-12, C-14 are limited to Idle operations due to the vicinity of the access road.

3.10. Arm/De-Arm Procedures. Tower will notify Transient Alert (TA) of any inbound/outbound fighter aircraft with live weapons/hot guns requiring arm/disarm via DSN 225-9385. TA will contact appropriate specialists to arm/de-arm aircraft immediately after landing and/or prior to departure. Weapons will be pinned/safed at A-1 or A-3 (see **Attachment 2**). See **paragraph 5.8** for hot/hung armament response. **Note**: Yokota AB does not have personnel certified for arming/de-arming aircraft. The closest certified personnel are located at Misawa AB or Yokosuka.

3.10.1. Fighter Aircraft. Yokota has parking locations for up to 20 aircraft with live explosives at a time. Parking spots F-1 through F-10 can accommodate live missiles and hot guns. Parking spots HC-1 and HC-4 can accommodate live ordnance (e.g. bombs).

3.10.2. Forward/Aft Firing Weapons. Aircraft will be parked on spots F-1 through F-10. Forward-firing aircraft will face east and aft-firing aircraft (e.g. CV-22) will face west. For the most up-to-date listing of Net Explosive Weight (NEW) capacity, refer to the Yokota E-12 Map.

3.10.2.1. The designated hot gun locations for CV-22 aircraft are the F-1 through F-10. Hot weapons removed from the CV-22 aircraft shall also point east toward the protective berm and will be relocated 300’ to the opposite keyhole as the aircraft (F3 or F4).

3.10.3. Ordnance Loaded Aircraft. Aircraft with non-firing ordnance (e.g., bombs) will be parked on HC-1 or HC-4. For the most up-to-date listing of Net Explosive Weight (NEW) capacity, refer to the Yokota E-12 Map, *Explosive Safety Quantity and Distance*.

3.10.4. Chaff/Flares and Inert Munitions. Tower will contact TA to coordinate securing transient aircraft loaded with inert/captive munitions, impulse carts, chaff, or flares. Yokota TA does not have the capability to secure chaff or flares. See **paragraph 3.5** for taxi restrictions. Chaff/Flares handling will be IAW AFMAN 91-201 Yokota Air Base Supplement, *Explosive Safety Standards*.

3.10.4.1. Taxiway Echo-1 is the designated primary location for post-mission hung-flare checks. Aircrew will request taxi to Echo-1 and ensure the aircraft is sufficiently behind the VFR hold line to permit walk-around inspection before offloading crewmembers.

3.10.4.1.1. HC-1 is the secondary designated parking/crew evacuation locations for aircraft with known/suspected hung flares if Taxiway Echo-1 is unavailable. CV-22s should ensure weapons have no chambered rounds prior to landing.

3.10.4.1.2. Aircrews should attempt to land on whichever runway minimizes taxiing through congested areas enroute to the hung-flare check location per **para 3.5.2.1.1**.

3.10.4.1.3. When a hung flare is identified, aircrew should immediately notify ATC/Command Post and follow MDS-specific procedures/checklists for hung flares. Emergency responders will establish a 600' cordon around the aircraft until the hung flare can be properly secured/disposed of.

3.10.4.2. Base assigned aircraft shall be loaded with chaff/flares only in approved parking spots (reference Yokota *E-12* map available from Geobase for approved locations, explosive limits, and compensatory measures).

3.10.4.3. Upload/download is permitted in the parking area, provided that the quantity of chaff/flare is limited to a single aircraft load. This limitation does not apply to material carried as aircraft cargo.

3.11. Aircraft Jacking and Landing Gear Retraction. See **Attachment 5** for approved locations.

3.12. Fuel System Repair Locations. Building 1587 is the primary fuel system maintenance facility and Building 1503 is the alternate location. Maintenance on Golf Ramp, Foxtrot Keyholes, and assigned Delta spots requires 24-hr prior AMOPS approval. **Note:** Emergency communications and a minimum of two airfield halon fire extinguishers are required during all fuels maintenance.

3.13. Dangerous/Hazardous Cargo. For explosive storage limits, compensatory measures, explosive transport routes, and sited parking locations see Yokota Air Base Map *E-12* and AFMAN 91-201 Yokota Air Base Supplement. Deviations from sited parking must be risk-assessed and prior approved by 374 AW SE/SEW.

3.13.1. Hazardous Cargo Procedures. 730 AMS/CAPES (Special Handling) will alert AMOPS, SE/SEW, and CES/CEF of all hazardous cargo cleared into or out of Yokota. CAPES will include type aircraft, tail/mission number, NEW, Hazard Class/Division, and ETA/ETD.

3.13.1.1. If an approved HC spot is not available upon arrival, aircraft will not be accepted on station. No explosive handling is permitted outside approved HC areas. AMOPS will immediately report any incident to SE/SEF.

3.13.1.2. HC-1 is located on Taxiway Kilo. When spots are in use, AMOPS will close the affected taxiway to all aircraft EXCEPT the specified hazardous cargo mission. Agencies will notify AMOPS when equipment is removed and AMOPS will inspect and reopen the taxiway.

3.13.1.3. HC-4 is located on Taxiway Foxtrot. Due to the long-term AFSOC complex construction project, HC-4 is closed to large aircraft. Additionally, HC-4 can only be accessed by aircraft that have the ability to back into the spot or are small enough to turn into the keyhole. When this spot is in use, AMOPS will close Taxiway Foxtrot between Taxiway C-2 and Taxiway D-2 to all aircraft. Agencies will notify AMOPS when equipment is removed and AMOPS will inspect and reopen F-6 and F-7.

3.13.1.4. Prior to double-blocking (towing) aircraft from the West Ramp to a hazardous cargo spot, supporting agencies will coordinate with AMOPS and Tower.

3.14. Limiting Hazardous Cargo. Curtail hazardous cargo flow and handling for aircraft parking within explosive cordon for typhoon evacuations, deployments, exercises or special events. HC-1 is limited to aircraft actively conducting upload or download of cargo. Aircraft requesting to remain on HC-1 outside of active upload or download of cargo require Airfield Manager approval. Aircraft must download and double block to the West parking area if remaining longer than 24 hours.

3.15. Protecting Precision Approach Critical Areas. Control Tower protects precision approach critical areas when the weather is less than reported ceiling of 800' and/or visibility of less than 2 statute miles. All vehicles and pedestrian traffic must be in two-way radio contact with the Control Tower before entering the ILS critical area as depicted in the airfield diagram (**Attachment 2**). Tower approval to proceed into the ILS critical area does not constitute authorization to proceed on the runway or overrun.

3.16. Vehicle Control Lights. Vehicle control lights ensure positive control of the overrun portions of the CMA. If vehicle control lights malfunction, AMOPS will notify BDOC to post SFS patrols at the affected light(s) or close access to the overrun road until the lights are repaired. SFS will establish/maintain two-way radio contact with Tower and stop perimeter-road traffic as directed to protect the CMA. CES will initiate an emergency work order to repair the light(s) or bell. Lights will be operated in accordance with OSAT OI 13-1, *Tower Operations*.

3.17. On-Airfield Activities. Unusual activities, including exercise scenarios occurring on the airfield that are not listed below must be coordinated with the AOF/CC at least 72 hours in advance.

3.17.1. Fire Training Area. Crash Control will coordinate with AMOPS, Weather and the Control Tower before using the fire training area. Fire training is not authorized when ceiling is less than 1,000' AGL, visibility is less than 3 statute miles or both. Training area use is also not authorized when current or forecast winds exceed 4 knots between 010 and 170 degrees magnetic. Tower is the final approving authority in judging weather conditions. AMOPS will issue a NOTAM for live smoke.

3.17.2. Grenade Launcher Range. The M203 training range is located between Runway 18/36 and Taxiway Foxtrot, in between the TACAN and Taxiway Delta-2. SFS Combat Arms (SFS/S4C) will email range requests to AMOPS at least two weeks prior at **374OSS.OSAA.OrgBox@us.af.mil**, including requested date and time. Requests must also include acknowledgement of CMA procedures and state that only 40mm practice grenades will be used (no explosive rounds). AMOPS will issue a written response within a week of receiving the request and deconflict with DZ ops and construction activities. **Note:** Coordinate access through AMOPS. Range users must be escorted by a CMA-trained airfield driver.

3.18. Quiet Hour/Ramp Freeze Requests.

3.18.1. Quiet hours and ramp freezes require 374 OG/CC approval. Quiet hours and ramp freezes may be requested for ceremonies and events taking place on Yokota's airfield when noise reduction from aircraft operations, flight line ground support equipment, and flight line vehicles is required.

3.18.2. Airfield quiet hours restrict aircraft movement and noise for short periods of time on specific ramps and/or taxiways. These quiet hour periods have the same restrictions/stipulations as Yokota's daily quiet hours as outlined in **paragraph 2.6**.

3.18.3. To submit a quiet hour/ramp freeze request, the requesting project officer will do the following:

3.18.3.1. Schedule the event around any DV and AMC arrivals and departures to the maximum extent possible. Contact 374 OSS/OSO for local aircraft movements and 374 OSS/OSAA for transient non-AMC aircraft movements.

3.18.3.2. Coordination for 374 OG/CC approval of the quiet period or ramp freeze will be via Electronic Staff Summary Sheet (eSSS).

3.18.3.3. Include the location on the airfield, date, and times within the eSSS.

3.18.4. Upon receipt of approval from the 374 OG/CC, 374 OSS/OSAA will issue a NOTAM no earlier than 7 days prior to the event.

3.19. Specialized Fueling Operations (SFO).

3.19.1. All SFO operations must be coordinated through Airfield Management and requested at least 24 hours prior to the event.

3.19.2. All SFO operations will be executed IAW AFI 11-235, *Specialized Fueling Operations.*

3.19.3. The primary SFO location at Yokota Airfield is Golf Ramp and the alternate is the CV-22 parking area located on the east side of the airfield. At the time of publication of this instruction, Golf Ramp is sited/surveyed for Forward Area Refueling Point (FARP) operations as well as Wet-Wing Defuel.

3.19.4. FARP operations will be executed IAW the Yokota AB FARP survey and the FARP MOU between 374 OG and 353 SOW.

Chapter 4

AIR OPERATIONS

4.1. Runway and Taxiway Opening/Closure. The Airfield Manager is the designated OG authority to close the runway or taxiways for unsafe conditions. AMOPS/ATC personnel may "suspend" operations if an unsafe or hazardous condition is observed on the movement area (FOD, etc.). AMOPS is the only authority to report the condition of the movement area and resume operations after a suspension or closure. NOTAM(s) will be issued for extended closures. Airfield opening procedures are contained in OSAA OI 13-1, *Airfield Management Operations*.

4.2. Airfield Inspections and Lighting Checks.

4.2.1. Airfield Inspections and Checks. AMOPS shall ensure airfield inspections and checks are conducted IAW DAFMAN 13-204v2.

4.2.2. Airfield Lighting Checks. AMOPS shall conduct nightly airfield lighting checks and document all outages/malfunctions.

4.2.3. Inoperative Airfield Lighting. Operations will not be authorized 30 minutes after sunset until 30 minutes prior to sunrise when HIRLs are inoperative, except for NVD aided rotary-wing aircraft operations, which will be at the user's own risk. The Installation Commander is the waiver authority for leaving the airfield lighting system on for a period not to exceed 24 hours. Note: TACC Waiver is required for AMC missions. PACAF/A3 is the waiver authority for periods greater than 24 hours. Wavier authority may not be delegated. Waiver only extends to those flying units which fall under PACAF/A3's authority. Civil aircraft operations are prohibited; flying units which do not fall under the purview of the Installation Commander and/or PACAF/A3 are prohibited; other DoD components are prohibited unless approved by their respective waiver authority.

4.3. Runway Selection Procedures. Tower shall initiate runway changes based on current and forecasted winds. Tower shall coordinate with RAPCON prior to initiating a runway change. After a change is complete, Tower will notify RAPCON, AMOPS, fire department, Tachikawa Tower and WX.

4.3.1. Calm Wind Runway. Runway 36 is the designated calm wind runway between 0600L-2159L (2100Z-1259Z) daily. Runway 18 is the designated calm wind runway between 2200L-0559L (1300Z-2059Z) daily. Calm wind runways should be used when the tailwind component is less than 5 knots (KT).

4.3.2. The Primary Instrument Runway is Runway 36.

4.4. Arresting System Procedures. Standard BAK-12 configuration is lowered/unstrung to accommodate non-fighter operations. Barrier cables remain stowed until notification of a scheduled or emergency aircraft requiring the cable.

4.4.1. Arresting System Checks. Barrier Maintenance shall check BAK-12s prior to 0900L daily.

4.4.1.1. Monthly barrier maintenance will occur during approved 3rd Friday closures, following coordination with AMOPS.

4.4.2. Emergency Rigging. Tower will contact Barrier Maintenance to raise the required BAK- 12 immediately (response time should be 30 minutes or less). Barrier Maintenance will raise/certify the system prior to the emergency aircraft's arrival.

4.4.3. Routine Arresting System Engagement. Aircraft requiring either approach or departure end BAK-12 must request the system more than 60 minutes prior to intended use. Multiple engagements require 30 minutes in between for re-rigging.

4.4.4. Certification after Engagement. After an aircraft is released and cleared from the area, Barrier Maintenance will certify the integrity of the arresting system and return it to the standard (or required) configuration.

4.5. Operational Weather Procedures.

4.5.1. Runway Visual Range (RVR) Equipment and Use. Yokota is equipped for touchdown RVR on Runway 18 and Runway 36. Weather observers will report RVR when prevailing visibility is 1 mile or less. Weather services are available 24/7. Contact 374 OSS/OSW at 225-7213 or **374oss.weather@us.af.mil**.

4.5.2. VFR Weather Minimums.

4.5.2.1. For VFR Holding Points (November, Sierra, and Shogun) Ceiling 2,500' MSL (2,000' AGL) and 5 SM Visibility.

4.5.2.2. Yokota Control Zone. Ceiling1,500' MSL (1,000 AGL) and 3 SM visibility.

4.5.2.3. Overhead Pattern. Ceiling 3,000' MSL (2,500' AGL) and 3 SM visibility.

4.5.2.4. Rectangular Pattern. Ceiling 2,500' MSL (2,000' AGL) and 3 SM visibility.

4.5.2.5. Light Aircraft Rectangular Pattern. Ceiling 2,000' MSL (1,500' AGL) and 3 SM visibility.

4.5.2.6. East Helicopter Pattern. Ceiling 1,500' MSL (1,000' AGL) and 3 SM visibility. **Note:** Control Tower visibility may be lower than what is shown on the official weather observation. The Control Tower Watch Supervisor has the authority to close VFR patterns in interest of flight safety.

4.5.3. Runway Surface Condition (RSC) and Runway Condition Reading (RCR) Determination. AMOPS notifies the Control Tower, RAPCON, CP, and Weather of current RCR/RSC. Current status information will be available at AMOPS.

4.5.4. Severe/Hazardous Weather. ATC personnel will notify weather forecasters when any of the following are observed and disseminate per facility operating instructions:

4.5.4.1. Tornadoes or funnel clouds.

4.5.4.2. Lightning is observed.

4.5.4.3. Precipitation begins or ends.

4.5.4.4. Any other meteorological condition that could have significant impact to the airfield (hail, wind damage, etc.).

4.5.4.5. Any weather information received from pilots for inclusion into a PIREP and/or surface observation.

4.5.5. Airfield Snow Removal Operations. Reference 374 AW *Snow and Ice Control Plan* for procedures.

4.5.6. Catastrophic Events. Reference Yokota AB Installation Emergency Manage Plan (IEMP) 10-2 and Yokota AB 10-03, *Tropical Cyclone and Severe Weather Plan,* for natural disaster, severe weather, and incident response.

4.6. Bird/Wildlife Control. Refer to 374 AW OPLAN 91-212, *Bird Aircraft Strike Hazard Plan,* for locally established Bird Watch Conditions, operational restrictions, and procedures.

4.7. Local Aircraft Priorities. Yokota Tower and RAPCON conform to FAA operational priorities listed in FAA JO 7110.65 2-1-4 Operational Priorities with the below additions directed by OG/CC within Yokota's control zone. Local priorities support Yokota-based aircraft and recurring transient missions. ATC will take into consideration aircraft characteristics when prioritizing routine traffic. ATC shall not compromise flight safety to afford priority to any aircraft.

4.7.1. DV aircraft, codes 1 through 7.

4.7.2. Controlled Departure Times (CDT) to the active runway.

4.7.3. Full Stop IFR arrival/IFR departures.

4.7.4. Weather Divert Aircraft.

4.7.5. Base assigned aircraft conducting certification/check flights (upon pilot request).

4.7.6. Base assigned aircraft conducting training missions.

4.7.7. Aircraft conducting practice and multiple approaches.

4.7.8. Opposite direction traffic.

4.8. Supervisor of Flying (SOF). Not applicable for Yokota flying missions.

4.9. Flight Following. 374 AW/CP is responsible for tracking all military departures and arrivals. AMOPS will send flight plan information, arrival, departure, and all other applicable data to Fuchu Flight Service station for aircraft exiting U.S. DoD Airspace. Aircrews are responsible for informing 374 AW/CP of their arrival/departure time.

4.10. General Procedures.

4.10.1. Intersection Departures. Intersection departures are authorized as depicted in Table **A3.1** and **A3.2** except where noted (see **Attachment 3**). Runway distance remaining will be issued to all transient aircraft conducting intersection departures, or upon pilot request.

4.10.2. Protection of the 360 Degree Overhead Pattern. When the overhead pattern is in use, all departures will be restricted to 1,500' MSL until crossing the departure end of the runway.

4.10.3. Local Climb-out. When aircraft are directed to execute local climb out (base-assigned aircraft only):

4.10.3.1. Runway 18. Fly runway heading , cross departure end of runway at or below 1,500' MSL, climb and maintain 5,000' MSL.

4.10.3.2. Runway 36. Fly runway heading, cross departure end of runway at or below 1,500' MSL, climb and maintain 5,000' MSL.

4.10.3.3. Breakout/Go Around Procedures. Aircraft on final approach 6 mile or less from the runway threshold will execute local climb out unless otherwise directed by ATC. If instructed by ATC to execute missed approach, fly published procedures.

4.10.4. Opposite Direction Operations. Tower is the approval authority for opposite direction arrivals. RAPCON is the approval authority for opposite direction departures.

4.10.5. Unusual Maneuvers within Control Zone. All non-standard air operations/maneuvers or parachute/equipment airdrops within Yokota controlled airspace require prior OG/CC approval, coordinated through the AOF/CC.

4.11. Terminal Traffic Patterns.

4.11.1. VFR Rectangular Pattern. Rectangular patterns to the west at 2,000' MSL for large aircraft; rectangular pattern 1,500' MSL for light aircraft. West patterns only. East patterns by exception between sunrise and sunset, and with Tower approval.

4.11.2. VFR Overhead Pattern. Yokota overhead patterns to the west at 2,500' MSL. Initial is 3-5 miles from approach end of runway.

4.11.3. Radar Rectangular Pattern for Runway 18 and 36. Yokota radar traffic pattern is normally flown to the east at 4,000-5,000' MSL.

4.11.4. Helicopter Traffic Patterns. All VFR helicopter traffic patterns to Taxiway Foxtrot will be flown east of Yokota. North and South patterns enable separation for multiple, simultaneous operations to Taxiway Foxtrot. See **paragraph 4.17.4** for additional information.

4.11.4.1. Northeast Helicopter Pattern. Pattern to the east at 1,000 MSL, approaching Taxiway Foxtrot from the north/south and enabling separation for multiple, simultaneous rotary-wing operations. North pattern utilizes Taxiway Foxtrot between Charlie-2 and Alpha-2.

4.11.4.2. Southeast Helicopter Pattern. Pattern to the east at 1,000 MSL, approaching Taxiway Foxtrot from the north/south and enabling separation for multiple, simultaneous rotary-wing operations. South pattern utilizes Taxiway Foxtrot between the Delta-2 and Echo-2.

4.11.5. Peak Traffic Hour Restrictions. Yokota's peak traffic hour periods are defined as follows: 0645L-0745L, 1145L-1245L and 1630L-1730L, Monday through Friday, excluding holidays. The intent of peak traffic hour periods is to minimize the duration of time that vehicles are stopped at the overrun stoplight. VFR pattern work for fixed-wing aircraft is not authorized during peak traffic hours with the following exceptions.

4.11.5.1. Restricted low approaches at or above 1,000' MSL.

4.11.5.2. Locally stationed CV-22 and YFTC aircraft not executing instrument approaches crossing the threshold and departure end-of-runway at or above 800' MSL unless coordinated with ATC.

4.11.5.3. Local assigned aircraft utilizing the Runway 36 painted ALZ. The overrun stoplight does not need to be activated when locally assigned aircraft utilize the Runway 36 ALZ.

4.11.5.3.1. Pilots and Tower controllers will utilize the verbiage "*RUNWAY 36 ASSAULT ZONE*" to distinguish from the full-length runway.

4.11.5.3.2. Pilots must request "*RUNWAY 36 ASSAULT ZONE*" prior to midfield downwind or upon initial contact with Tower. Pilots will maintain a 3 degree or greater glide slope to the painted assault zone.

4.11.5.4. Any exceptions/deviations/questions to this policy not covered in the above should be directed to 374 OSS/DO (225-7501).

4.12. Visual Reporting Points.

4.12.1. NOVEMBER. YOK R-316/5 DME.

4.12.2. SIERRA. YOK R-228/5 DME.

4.12.3. VFR Tactical Reporting Points. (See **Chapter 6** for procedures and use).

4.12.3.1. NINJA. YOK 357/20 DME.

4.12.3.2. RONIN. YOK 178/20 DME.

4.12.3.3. SAMURAI. YOK 270/20-25 DME.

4.12.3.4. SHOGUN. YOK 270/5 DME.

4.12.3.5. KATANA. YOK 357/5 DME.

4.12.3.6. YUMI. YOK 178/5 DME.

4.13. VFR Procedures.

4.13.1. Yokota Control Zone Entry. Contact Tower and establish two-way radio communication prior to entering Yokota Control Zone.

4.13.2. VFR Fixed-wing Departures. Contact Ground Control for approval prior to taxi and provide direction of departure turn and advice of any special requests when departing VFR/requesting basic radar service. Remain at or below 1,500' MSL until crossing the departure end of the runway, or as instructed by Tower.

4.13.3. VFR Rotary-wing Arrivals and Departures. Helicopters will maintain at or below 1,500' MSL within Yokota Control Zone unless otherwise instructed by ATC.

4.13.4. Visual Transition to Radar. Advise Tower of intentions prior to conducting last VFR approach to enable IFR departure clearance coordination.

4.13.5. Visual Reporting Point Restrictions. Aircrews may request, and ATC may approve different crossing/holding altitudes consistent with flight safety.

4.13.5.1. NOVEMBER/SIERRA/SHOGUN. Enter VFR entry points at 2000'MSL unless otherwise directed by ATC.

4.13.6. Reduced Same Runway Separation (RSRS). Reference HQ PACAF *Joint Letter of Agreement with Marine Forces Pacific and Pacific Fleet* for RSRS procedures located in the SharePoint official AOF Library.

4.14. Instrument Procedures.

4.14.1. Basic Radar Advisory Services. All base-assigned aircraft shall use radar services to the maximum extent possible. Contact RAPCON with callsign, type aircraft, location, altitude, and direction of flight/intended route.

4.14.2. Non-Radar Procedures. Aircraft operating in Yokota Approach Control airspace are normally afforded IFR services, VFR flight following and basic radar advisory services contingent on the functionality of the Digital Airport Surveillance Radar (DASR). When the DASR is out of service, RAPCON provides non-radar services. Due to the hazards to flying safety when providing non-radar routing, IFR practice approaches should not normally be requested during Non-Radar. Non-Radar is an emergent operation and the least expeditious form of ATC. Aircraft can expect the following during non-radar procedures:

4.14.2.1. Increased separation from other aircraft and airspace.

4.14.2.2. “Radar Required” approaches/departures as indicated on the approach plate are not authorized.

4.14.2.3. Departure delays.

4.14.2.4. Decreased traffic advisory information to alert pilots of air traffic in their proximity.

4.14.3. Controlled Departure Times (CDT). IFR departures should advise Clearance Delivery of controlled departure times as soon as possible.

4.14.3.1. Pilots may request a departure time due to operational reasons, however, pilot-requested CDT’s are not a priority in the ATC system. ATC will attempt to meet the request traffic pending.

4.14.4. Radar Vectors to Initial Procedures. VFR and IFR aircraft may be provided radar vectors to initial under basic radar service. IFR clearance will automatically be terminated upon reaching initial.

4.14.5. IFR Clearances. IFR departures must contact Yokota Clearance Delivery prior to departure. **Note:** Tower may issue local IFR clearances.

4.14.6. C-130J Integrated Precision Radar Approach (IPRA) Procedures. Rwy 18/36 IPRA procedures are authorized, provided weather is at or above minimums published in the applicable Approach Charts. IPRA will be conducted via the IAF when radar service is degraded/unavailable (“feeder fix” will be unavailable).

4.14.6.1. When requesting own navigation to an IPRA from the local radar pattern, aircrew will request "Own navigation, IPRA XX, via feeder fix" (use feeder fix instead of GYOZA/SHIBA for clarity). Crews should not expect own navigation until established on radar crosswind or downwind and ATC has deconflicted the airspace. Once cleared, aircrew should proceed to feeder fixes "GYOZA" or "SHIBA" (as appropriate) before proceeding to the IAF.

4.14.6.2. RAPCON will provide extended radar vectors to permit transition to the IAF for sequencing if/when traffic saturation prevents own navigation.

4.14.6.3. Aircrew may request "*DIRECT [IAF] for IPRA XX*" if recovering from non-standard profiles or off-station missions.

4.15. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA). The intent of this section is to cover coordination and operation procedures for the control of military aircraft.

4.15.1. The RAPCON shall:

4.15.1.1. On the basis of safety and traffic flow, may delay the approval for the use of MARSA.

4.15.1.2. Not deny or invoke MARSA procedures.

4.15.1.3. Establish radar identification with the aircraft requesting rejoin and issue an altitude to maintain.

4.15.1.4. Traffic permitting, allow the aircraft maneuver to rejoin the formation.

4.15.1.5. Maintain appropriate IFR separation between the rejoining aircraft and all other aircraft within RAPCON's airspace.

4.15.2. Aircrews request MARSA by using phraseology "REQUEST MARSA WITH (callsign). ATC will verify with the requested aircraft if they accept MARSA. Phraseology *"(Callsign) DO YOU ACCEPT MARSA WITH (initiating callsign)?"*

4.15.3. If necessary, request vectors from Yokota Approach. (**Note:** ATC must provide a minimum of 1000' vertical and/or 3 NM horizontal separation between aircraft until MARSA is accepted).

4.15.4. Once approved, the aircraft will maintain the altitude assigned by RAPCON, position the aircraft in formation, positively identify all members in the formation, and notify RAPCON that the aircraft have rejoined. Once MARSA formation is complete, advise Yokota Approach "Flight rejoin complete".

4.15.5. Request MARSA termination/flight split with ATC.

4.16. Aeromedical Evacuation (AE) Operations. Golf Ramp is the primary and Charlie Ramp is the secondary AE staging area. AE priority aircraft must notify AMOPS of intent to park on Golf Ramp for coordination to expedite patient handling. Aircraft must also coordinate with AMOPS via Tower for parking due to mission changes. The 374 MDG AE team can be reached at the following: Comm On-Call Cell Phone +81 80 6725-5384 or email **usaf.yokota.374-mdg.mbx.ae-patient-travel@mail.mil**.

4.16.1. Upon issuing a transient AE PPR, Airfield Management will contact 374 OSS Current Operations to de-conflict combat offload training if applicable and notify AE Passenger Handling of in-bound or out-bound patient movement.

4.17. Rotary-Wing Operations. Taxiways Golf and Foxtrot are used for helicopter training operations. Areas outside of the CMA will be by request and at the operator's own risk.

4.17.1. Northeast/Southeast Transition Area Procedures. Helicopters will remain within one mile east of the runway centerline. Single helicopters utilizing the east pattern (approaching from the north or south) are authorized to use the full dimensions of both transitions areas to

include two miles north and two miles south while remaining within one mile east of the runway centerline. Apply noise abatement restrictions in **paragraph 2.6**.

4.17.2. CV-22 Operations. The CV-22 Osprey aircraft normally fly at a speed of 200 KIAS while in the VFR Tower pattern. On base turn, aircraft normally reconfigure and slow to 110 KIAS. When CV-22 aircraft are flying an instrument approach expect their final approach speed to be 170 KIAS until 2 miles outside of the Final Approach Fix when reconfigured and slow to 110 KIAS (All airspeeds above are approximate and condition-dependent).

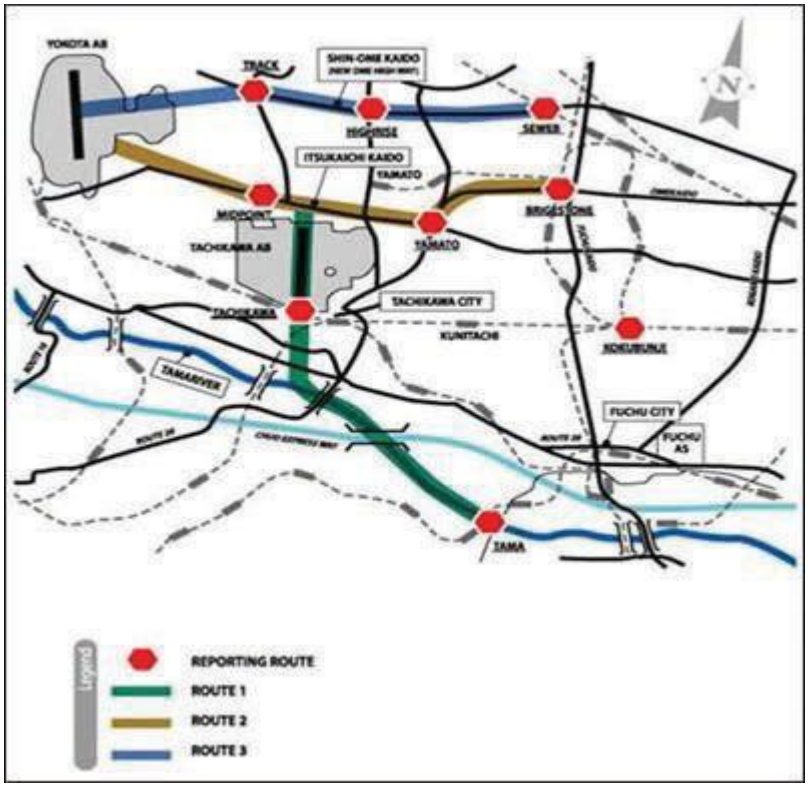
4.17.2.1. CV-22 operations are prohibited in the East VFR pattern during hours of darkness.

4.17.3. Special VFR. The following procedures are established for the control of SVFR helicopters transiting between the Yokota and Tachikawa Control Zones.

4.17.3.1. Helicopter pilots will ensure they are knowledgeable of SVFR routes into and out of Yokota AB and Tachikawa AB. The SVFR routes and reporting points depicted in **Figure 4.1** should be used.

4.17.3.2. All aircraft requiring radar advisory service or IFR service will be requested to contact Yokota Arrival on frequency 261.4 or 123.8.

Figure 4.1. Helicopter SVFR Routes.



4.17.4. Helicopter Operations in Non-Controlled Movement Areas. The following guidance/restrictions apply to locally assigned rotary-wing arrival and departure operations on non-controlled movement areas at Yokota AB:

4.17.4.1. Rotary-wing arrivals and departures are authorized for West Ramp parking spots D-1, D-2, DV-1 and DV-2 for locally assigned aircraft. Tiltrotors may depart from the CV-22 parking spots, Taxilane Alpha, and the taxiways, provided there is at least 75 ft. clearance from any other stationary aircraft (including other helicopters/tilt rotors). Helicopters/tiltrotors will not fly over any vehicles, personnel, aircraft or populated portions of the base; Tower must have the helicopter/tiltrotor in sight.

4.17.4.2. Conduct rotary-wing/tilt-rotor departures and arrivals during day or night VFR or SVFR conditions. The landing light and/or searchlight shall be used during night operations.

4.17.4.3. Rotary-wing pilots will provide direction of flight and/or intent prior to takeoff or landing at non-controlled movement areas.

4.18. Distinguished Visitor (DV) Procedures. All DV arrivals/departures shall be coordinated among the following agencies: AMOPS, 374 AW Protocol, USFJ Protocol, CP, TA, and SFS.

4.18.1. AMOPS will issue a NOTAM/advisory if aircraft parked on DV-1 violate wingtip clearances for Taxilane Alpha.

4.18.2. Inbound Aircraft Calls. RAPCON will notify AMOPS of inbound DV aircraft position 40 NM out from Yokota AB upon request (ATC workload permitting). Tower will notify AMOPS of inbound DV 10 NM out from Yokota AB.

4.19. Yokota Flight Training Center (YFTC)/Aero Club Operations. YFTC aircraft will confine normal ground operations to the east side of the airfield. Tower may direct YFTC aircraft to taxi as required to expedite the flow of traffic. Staging operations from the west side require prior coordination through AMOPS.

Chapter 5

EMERGENCY PROCEDURES

5.1. Emergency Notification Procedures. In-flight and ground emergency response is initiated through the Primary Crash Alert System (PCAS) and Secondary Crash Net (SCN) for emergencies occurring on the airfield or aircraft terminating at Yokota.

5.1.1. General Responsibilities. Copy all information first; then request clarification or inquiries when prompted by initiating agency.

5.1.2. Primary Crash Alert System (PCAS). Control Tower initiates PCAS activation. RAPCON provides emergency information to Tower when emergencies are occurring in Yokota airspace and will recover at Yokota. **Note**: A daily functionality check of the PCAS will be conducted by the Control Tower between 0800L-0815L.

5.1.2.1. The following agencies are on the PCAS:

5.1.2.1.1. 374 OSS/OSAT (Control Tower).

5.1.2.1.2. 374 CES/CEF (Crash Control).

5.1.2.1.3. 374 AMDS/SGPF (Flight Medicine) during duty hours. 374 MDOS/SGOME (Urgent Care) outside normal duty hours.

5.1.2.1.4. 374 OSS/OSAA (AMOPS).

5.1.2.2. PCAS Alternate Notification Procedures. Yokota Tower will notify AMOPS/Crash Control via direct line or ramp net radio. AMOPS will then complete the notifications by using the SCN.

5.1.2.3. The AMOPS alternate facility location is not equipped with backup PCAS capability. In the event that AMOPS evacuates their primary facility, Tower must contact AMOPS via DSN landline.

5.1.3. Secondary Crash Net (SCN). AMOPS initiates activation of the SCN and relays PCAS derived information.

5.1.3.1. The following agencies are on the SCN:

5.1.3.1.1. 374 AW/CC (Commander).

5.1.3.1.2. 374 SFS Base Defense Operations Center (BDOC).

5.1.3.1.3. 374 MDG Urgent Care.

5.1.3.1.4. 374 MDG Flight Medicine.

5.1.3.1.5. 374 CES/CEF (Fire Protection).

5.1.3.1.6. 374 AW/CP (Wing Command Post).

5.1.3.1.7. 730 AMS/MOC (AMC Maintenance Operations Center).

5.1.3.1.8. 374 MXG/MOC.

5.1.3.1.9. 374 AW/SE (Wing Safety).

5.1.3.1.10. 374 OSS/OSW (Weather Flight).

5.1.3.1.11. 374 LRS/LGRF (Fuels Management Flight).

5.1.3.1.12. 374 CES (Civil Engineer).

5.1.3.1.13. 374 CES/CEX (Readiness and Emergency Management).

5.1.3.1.14. 753 SOAMXS MOCC

5.1.3.2. SCN Alternate Notification Procedures. When AMOPS personnel are unavailable and PCAS is activated, Yokota Tower will recall AMOPS personnel from the airfield to activate SCN. Yokota Tower will relay emergency information to AMOPS in the AMOPS alternate facility (ATC Tower, 3rd Floor) for SCN notifications to support agencies via landline.

5.1.3.3. Functionality Checks. AMOPS will perform a functionality test of the SCN shortly after the PCAS is tested and will log malfunctions. AMOPS will contact each SCN agency, record the initials of the person responding and report any circuit malfunctions to Forum Communications (**greg@forum-com.com** / Comm: 972-619- 8571 / 214-274-1138).

5.1.4. PCAS/SCN Notification during Airfield Closures. SCN will be the primary means for notification when the airfield is closed.

5.1.5. Situations Requiring PCAS/SCN Activation.

5.1.5.1. Aircraft Emergencies.

5.1.5.2. Aircraft accidents/crashes occurring on or off Yokota.

5.1.5.3. Proposed or actual emergency use of aircraft arresting systems.

5.1.5.4. Aircraft recovering with hung ordnance or hot armament.

5.1.5.5. Observed/reported fuel spills.

5.1.5.6. Unauthorized aircraft landing/movement.

5.1.5.7. Any other situation ATC determines to be an emergency.

5.1.5.8. Weather Warnings

5.1.5.9. Anti-hijacking

5.1.5.10. Bomb Threat

5.1.5.11. Typhoon procedures

5.1.5.12. Disaster response

5.1.6. Information for PCAS/SCN Activation. Provide as much of the following information available at time of PCAS/SCN activation. Initiating agencies shall not delay PCAS/SCN activation when one or more of the following is not provided.

5.1.6.1. Type of emergency (in-flight/ground).

5.1.6.2. Aircraft call sign.

5.1.6.3. Aircraft type.

5.1.6.4. Nature of emergency.

5.1.6.5. Location.

5.1.6.6. Landing runway.

5.1.6.7. ETA.

5.1.6.8. Fuel remaining in minutes.

5.1.6.9. Total personnel on aircraft (crew & passengers).

5.1.6.10. Wind.

5.1.6.11. Hazardous cargo, explosives, and/or weapons aboard (if applicable).

5.1.6.12. Whether aircraft will or will not engage approach or departure-end cable (if applicable).

5.1.6.13. Other pertinent information for emergency response.

5.1.7. Airfield RAWS Facility Evacuation. Personnel must maintain radio contact with Tower while working inside or outside airfield facilities to ensure all personnel and equipment can be evacuated in case of emergency.

5.1.7.1. Tower will broadcast a warning and evacuation alert when an emergency aircraft reaches 15 flying miles from the airfield.

5.2. Emergency Response Procedures.

5.2.1. Responsibilities. The Senior Fire Official is the Incident Commander (Callsign "Chief 2") for aircraft emergencies once on the ground at Yokota. Tower may suspend runway operations for an immediate unsafe condition, and AMOPS resumes runway operations after conducting a runway check. The AFM or OSS/CC may approve continued operations in the interest of safety.

5.2.2. Runway Operation Suspension. Tower shall suspend runway operations when an emergency aircraft lands, runway conditions are unsafe, or notified of a gate runner.

5.2.3. Ground Emergencies. 374 CES/CEF personnel will provide the exact location promptly after arriving on the scene to Yokota Tower on the crash net. All agencies will provide assistance as necessary to resolve the situation and minimize impact to operations on the airfield.

5.2.4. In-Flight Emergencies (IFEs).

5.2.4.1. Time and frequency permitting, RAPCON will put emergency aircraft on a discrete frequency (129.4 VHF/227.0 UHF) and will control emergency aircraft until transferring control to Yokota Tower. Tower may transfer control of the frequency to the Senior Fire Official on scene after landing. ATC will assume control over that frequency for ATC purposes once emergency is terminated. Yokota Tower will relay instructions between the Incident Commander and emergency aircraft if communications cannot be established or maintained.

5.2.4.2. Eight flying miles from the runway, all operations (arrival, departure, and taxi) will cease. Suspend runway operations when the emergency aircraft touches down. Tower

will notify RAPCON and AMOPS. Tower will ensure all aircraft yield to emergency responders.

5.2.4.3. All response vehicles requiring runway access must coordinate with and be approved by Tower.

5.2.4.4. AMOPS will conduct a runway check and will notify Tower when runway operations are resumed. Yokota Tower will notify RAPCON when runway operations are resumed.

5.2.5. Fire Response Capabilities. The Fire Chief will forward rescue and fire response capability status on a daily basis to CP and AMOPS. CP will notify OG and MXG CCs, SE, and 730 AMS/CC. Fire Chief will advise both AW/CC and 730 AMS/CC on adverse effects to flying mission or safety if capabilities are reduced. Fire Chief will notify AMOPS of required actions. AMOPS will issue a NOTAM if required.

5.2.6. Off-Installation Emergencies. First responders/support agencies shall use best judgment in responding in the interest of preserving life and minimizing community impact. Responders will coordinate with the Emergency Operations Center as appropriate.

5.2.7. Aircraft with onboard medical emergencies in need of timely urgent care will notify AMOPS and Ground Control of intent to park on Golf Ramp and may coordinate requirements with Ground Control. Urgent care vehicles can be given access to the airfield and be allowed to park near the aircraft to facilitate the timely transport of patients to the Urgent Care Clinic.

5.2.7.1. Arrival. Tower will notify AMOPS when aircraft with known onboard medical emergencies are 15 miles from the airfield.

5.3. Unlawful Seizure of Aircraft. Refer to Integrated Defense Plan (IDP) 31-1, *Installation Defense Antiterrorism (IDATP) Plan*, for procedures.

5.4. Unscheduled/Unauthorized Aircraft Arrivals. Apply the following in addition to the procedures specified in Yokota *Installation Emergency Management Plan* (IEMP 10-2).

5.4.1. Tower. If in contact with aircraft and after landing, direct aircraft to hold on Taxiway Alpha-3 (Runway 18 arrival) or Taxiway Alpha-2 (Runway 36 arrival). Hold helicopters on the landing area. Assist TA in relocating aircraft to the location(s) specified in IEMP 10-2.

5.5. Fuel Dumping. If able, pilots requesting to dump fuel will be radar-vectored or request own navigation to hold south of YOK R-190/32 DME fix on the R-190, 10 mile legs, at a block altitude of 5,000-7,000’ MSL.

5.6. External Stores Jettison. Sagami-Wan Jettison Area. Designated jettison zone encompassing the water area within a 5 NM radius of the YOK R-180/31 DME fix. The area is approved for all-weather use.

5.6.1. Aircraft commanders shall inform RAPCON of their intent to use the jettison area. RAPCON shall provide radar vectors and/or traffic advisories upon request. RAPCON shall also advise the aircraft when entering and departing the area. Aircrew shall overfly the area to ensure surface vessels are clear of the jettison area before dropping stores/cargo (weather permitting).

5.7. Drop Zone Salvo. The salvo area for all airdrop malfunctions at Yokota is the DZ. Avoid overflight of populated areas. As soon as practical, aircraft will notify ATC and request priority to the salvo area.

5.7.1. Equipment and Training Bundles. On departure, turn west, climb to 2,000' MSL and fly down the Tama River. Avoid overflying populated areas to the maximum extent possible. Notify ATC and request priority back to salvo Area.

5.7.2. Personnel. Aircraft towing a hung parachutist shall turn in the direction that affords the greatest safety margin to the jumper and climb to 2,000' MSL minimum. Avoid overflying densely built-up areas to the maximum extent possible. Notify ATC and advise when turning inbound to the DZ to attempt hung-parachutist procedures. Remain within 1 NM east of runway centerline when on the east downwind.

5.7.3. Airdrops that land off the DZ and/or Yokota military reservation will be handled IAW AFJI 13-210, *Joint Airdrop Inspection Records, Malfunction/Incident Investigations, and Activity Reporting*, and DAFMAN 13-217*, Drop Zone, Landing Zone, and Helicopter Landing Zone Operations.*

5.8. Hung Ordnance/Hot Armament. Aircraft intending to land at Yokota with hung ordnance/hot armament will be told to contact CP "Fuji Control" 128.0 VHF/325.8 UHF. Contact AMOPS Pilot-to-Dispatch (119.0 VHF/313.6 UHF) if unable to contact Fuji Control.

5.8.1. AMOPS will obtain the following:

5.8.1.1. Type of aircraft.

5.8.1.2. Type of armament.

5.8.1.3. Department of Transportation classification.

5.8.1.4. Net Explosive Weight of munitions/armament.

5.8.2. Preferred Routing. Runway 18 is the primary for VFR aircraft landing with hung ordnance/hot armament unless tailwind component is unacceptable to the pilot. VFR aircraft should fly a straight-in approach and avoid over-flying populated areas. IFR aircraft will be vectored west of the field to the runway in use to avoid heavily populated areas.

5.8.3. Armament Securing. Tower will direct aircraft with hung ordnance/hot armament to taxi to designated arm/de-arm area at the end of runway (or pre-coordinated response area). Aircraft with forward/aft firing munitions will orient parallel to the runway centerline.

5.9. Landing Gear Malfunctions. Tower may approve fly-by (low approach) to allow controllers to visually inspect the landing gear. Aircraft shall stop straight ahead on the runway and have landing gear lock pins installed prior to taxiing off the runway (or follow aircraft-specific procedures). AMOPS shall suspend runway operations until a runway check is complete.

5.9.1. **CV-22 Gear-Up Landing ("Mattress Landing") Procedures.**

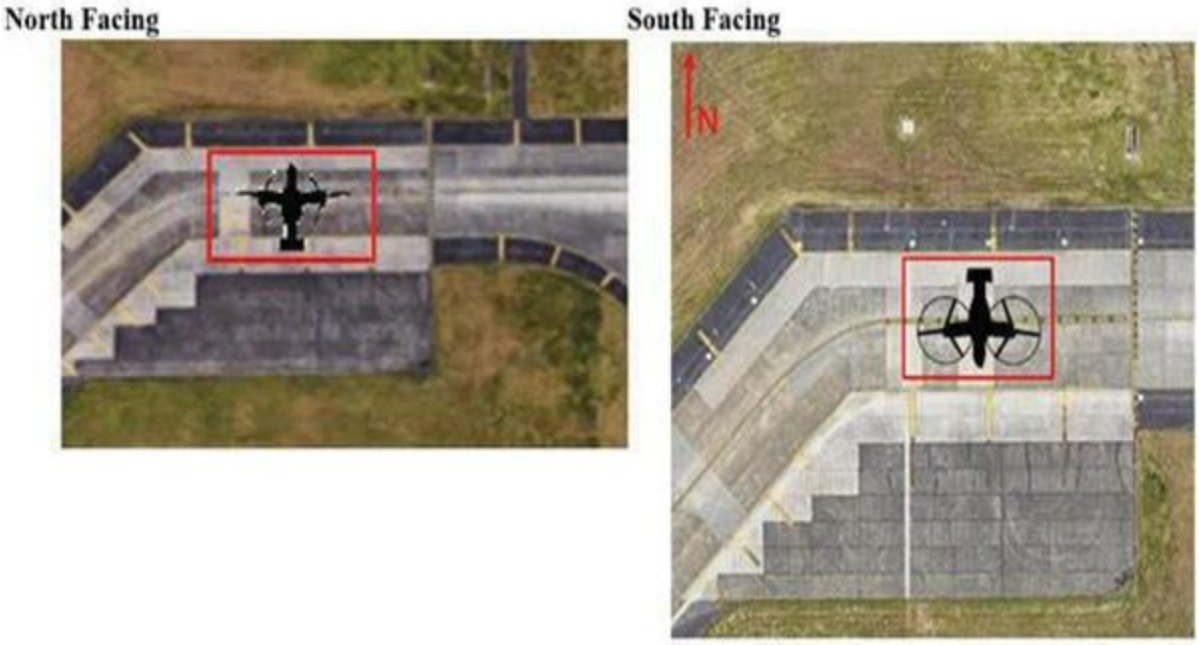
5.9.1.1. In the event of an in-flight emergency requiring a CV-22 gear-up landing, landing mattresses will be deployed to the designated primary location on F-17, or the alternate location on Taxiway Bravo. Maintenance personnel and egressing aircrew will remain west of the hold- line protecting the Runway 18/36 Controlled Movement Area (CMA) at all times.

5.9.1.2. CV-22s will make a standard approach to RWY 18/36 and hover/air taxi to position on F-17 or the alternate location of Taxiway Bravo to avoid potential obstacles located in the infield.

5.9.1.3. Maintenance will coordinate with Tower prior to positioning mattresses or equipment on F-17 or Taxiway Bravo.

5.9.1.3.1. Training deployment of mattresses (no aircraft involved) on F-17 or Taxiway Bravo must be coordinated and approved in advance by the Airfield Manager. AMOPS will issue a NOTAM, if required.

Figure 5.1. Cv-22 Gear-Up / Emergency Landing Location.



5.10. Hot Brake Procedures. Hot-brake areas are located on the hammerheads at either end of Runway 18/36.

5.10.1. The Senior Fire Official is responsible for hot brake response. Airfield Operations personnel will follow the Senior Fire Official's guidance IAW the Installation Emergency Management Plan 10-2.

5.10.2. If requested, Tower will activate perimeter road light(s) to protect any cordons established.

5.11. Drag Chute Jettison Procedures. Drag chute equipped aircraft shall inform ATC prior to landing when intending on jettisoning drag chutes on Runway 18/36. ATC will notify AMOPS prior to aircraft arrival to coordinate for drag chute retrieval. AMOPS will notify Transient Alert to retrieve drag chute from runway. Tower shall suspend runway operations after a drag chute is jettisoned. AMOPS shall perform a runway check prior to resumption of operations.

5.12. Hydrazine Procedures. F-16 and Mitsubishi F-2 aircraft are equipped with Emergency Power Unit (EPU) that use hydrazine fuel. Hydrazine is highly flammable and toxic to personnel.

5.12.1. Pilots are responsible to notify ATC of an Emergency Power Unit (EPU) activation or suspected hydrazine leak.

5.12.2. ATC will activate the PCAS upon report of an EPU activation or hydrazine leak.

5.12.3. Yokota Tower will direct aircraft to the closest hydrazine response area. Hydrazine areas are the south side of both Taxiway Alpha-1 and Taxiway Alpha-3. If aircraft cannot safely reach the designated areas, direct the aircraft to an isolated area away from personnel. The Senior Fire Official responsible for hydrazine spill response will establish a cordon IAW the Installation Emergency Management Plan 10-2.

5.12.4. Tower will activate perimeter road lights if requested to ensure the cordon is protected.

5.13. 374 AW/CP or 374 MXG MOC will request a home base hydrazine team to confirm hydrazine leak. The Fire Alarm Comm. Center (FACC) will only be dispatched for initial response IAW T.O. 00-125-72.

5.14. Explosive Detection Military Working Dog (K9) Team. RAPCON or Tower will notify CP and BDOC when a K-9 Military Working Dog team is requested by an aircraft.

5.15. Aircraft Abandonment. RAPCON will provide radar vectors to Sagami-Wan Egress Area (35° 13' N 139° 25' E 5 NM radius/YOK R-180/31 DME fix) when requested for a controlled bailout or ejection. Pilots will place aircraft on a heading which minimizes distance to impact and will not affect persons/property. RAPCON will note radial and DME when aircraft is abandoned to aid SAR teams.

5.15.1. Aircrew will:

5.15.1.1. Squawk 7700.

5.15.1.2. Contact ATC with the following:

5.15.1.2.1. Call sign and type of aircraft.

5.15.1.2.2. Nature of emergency.

5.15.1.2.3. Number of personnel on board.

5.15.1.2.4. ETA over Sagami-Wan.

5.15.1.2.5. Bailout starting time.

5.15.1.3. SAR will be coordinated through ATC.

5.15.2. ATC shall relay all relevant information to CP or EOC (if available).

5.16. Plotting aircraft coordinates. In the event of a crash on Yokota, Tower will utilize the standardized Emergency Management Map to plot the location of the accident. The ranking fire department official IC will provide coordinates for all emergencies on Yokota Air Base. Coordinates will be passed via PCAS. In the event of off-base crash where precise location is not immediately known, controllers will state location is “ESTIMATED,” or “REPORTED BY” [original source] to prevent confusion. Fire Department will pass updated coordinates to AMOPS via landline when they become available. AMOPS will disseminate updated coordinates via SCN.

5.17. Lost Communication Procedures. All communication-out aircraft squawk 7600. If all means to reestablish communication with ATC are exhausted, apply the procedures below for recovery to Yokota AB.

5.17.1. Fixed-Wing Aircraft VFR Recovery: The following procedures apply to fixed-wing aircraft with communications failure when VFR can safely be maintained:

5.17.1.1. Orbit within the lateral confines of Yokota Class D control zone at 3,000’ MSL to determine the landing direction and spacing of the other aircraft in the pattern.

5.17.1.2. Enter the overhead traffic pattern from the west at 3,000’ MSL and, when able, enter initial at 2,500’ MSL. Fly the overhead pattern to full-stop landing. Look for light gun signals on base/final.

5.17.1.3. If landing clearance is denied or a go-around initiated, pilots will continue to the departure end of the runway and enter a west closed traffic pattern at 2,000’ MSL.

5.17.2. Helicopter Recovery. Helicopters will enter the Control Zone from the southeast and fly to the south end of the Taxiway Foxtrot; turn north and fly over Taxiway Foxtrot flashing search light. Once over the intersection of Taxiways Foxtrot and Charlie-2, hold/hover and wait for light gun signal. Once green light is received, proceed to land at the intersection of the runway and Taxiway Charlie-2.

5.17.3. IFR Recovery. Locally assigned aircraft shall execute full ILS procedure to the appropriate runway with one turn in holding at the Initial Approach Fix. ATC shall provide support and sequencing as appropriate through missed approach, if executed, until landing.

5.18. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures. ATC shall notify AMOPS immediately when a continuous ELT signal is received outside designated test times. AMOPS shall contact 21 SOAMXS MOC, 374 OSL, 374 MOC, 730 MOC, and TA to have maintenance personnel locate the transmitter and notify Fuchu Flight Service Center. ATC will advise AMOPS upon completion of search of airfield for signal source. AMOPS will notify the Tower, RAPCON, and Fuchu with status of search and upon termination.

5.19. Alternate ATC/AMOPS Facilities and Evacuation. Detailed evacuation/alternate facility procedures shall be maintained in each facility's OI. Coordination procedures shall be maintained in the RAPCON/TOWER/AMOPS operations letter. On-duty facility supervisors will determine whether to relocate. If more than one facility must be evacuated, the AOF/CC shall determine whether to continue operations.

5.19.1. Tower's alternate facility is the 2nd floor briefing room in bldg. 703. Tower/RAPCON bldg. 1371 structural wind limit is 110 KT. Personnel will evacuate at or before 80 KT gusting/sustained winds.

5.19.2. RAPCON's alternate facility is on the first floor of bldg. 703.

5.19.3. AMOPS alternate facility is bldg1371, ATC facility, 3rd floor.

5.20. Dropped Objects. Immediately notify ATC of any objects unintentionally dropped from aircraft, or at risk of dropping from aircraft. Notify CP as soon as possible. MOCs will notify AMOPS within 30 minutes of becoming aware of the dropped object.

5.20.1. Aircraft should take every precaution to avoid overflying populated areas and will land Runway 18 regardless of the active runway as long as conditions do not preclude a safe approach and landing.

5.20.2. Tower will suspend runway operations and AMOPS will conduct a FOD check of the runway and the taxi path of the dropped object aircraft prior to resuming operations.

5.20.3. AMOPS will notify the reporting agency and MOC of any findings.

5.21. Gate Runner Procedures. Implement the following in addition to procedures outlined in IEMP 10-2, *Installation Emergency Management Plan*. 374 AW/IG or SFS will notify the AOF/CC of planned gate runner exercises that will involve notifications to Tower or AMOPS or that will impact airfield operations.

5.21.1. BDOC will notify AMOPS of any gate runner incidents and AMOPS will immediately suspend runway operations.

5.21.2. AMOPS will notify Tower/RAPCON and advise them to hold or transfer aircraft to adjacent facilities, and limit non-essential ground movement as required.

5.21.3. Tower will activate overrun vehicle control lights upon notification.

5.22. Global Hawk (RPA) Emergency Divert Procedures. Yokota AB is designated as an approved Emergency Divert Base for the RQ-4 Global Hawk. RQ-4 Global Hawks will fly a pre-programmed straight-in GPS approach to Runway 18/36. Engines will shut down and brakes will be engaged after landing. Emergency aircrew will contact Yokota agencies and provide detailed technical assistance as required, until the emergency is terminated. If the aircrew loses radio contact with ATC, aircrew will contact applicable facility via telephone.Yokota agencies can contact the Global Hawk Operations Center (GHOC) at Beale AFB.

5.22.1. RQ-4 Global Hawk is programmed to shut down engines on runway after landing. Ground personnel should remain outside a 50’ cordon until aircrew notify ATC when it is safe to approach the aircraft. Max Fuel load is 17,000 lbs of JP8.

5.22.2. Towing Procedures. Aircraft are equipped with a fly-away kit stored in the left main landing gear pod containing a tow bar adapter, landing gear lock-pins, and handling instruction manual.

5.22.3. BAK-12 Barriers. The RQ-4 should not taxi or takeoff over a raised barrier cable. Cable should be removed prior to an emergency landing if time permits. **Note:** Aircraft is programmed to land 1500 feet beyond the approach end of the runway.

Chapter 6

SPECIAL AIR OPERATIONS

6.1. Formation Flights. Non-standard formations require prior ATC approval. Aircrew must notify Tower of non-standard formation flight departures.

6.1.1. VFR Formation Recoveries must be requested with Tower. Aircraft will fly to point November/Sierra. Aircrew will report reaching November/Sierra. Traffic pending, tower will approve a downwind/initial to landing.

6.1.2. IFR SKE Recoveries will be flown as published (contact 374 OSS/OSK for depiction). RAPCON will provide radar vectors if conditions prevent published procedures.

6.1.3. Formations should contact AMOPS if they have to deviate from what was filed in the flight plan.

6.2. Silent Launch Operations. Aircraft will start, taxi, and takeoff without radio calls between aircraft/ATC. Aircrew shall monitor Ground Control and Guard frequencies for safety and weather information broadcast "in the clear." Silent launches will only be conducted on an IFR flight plan, using IFR departure procedures.

6.2.1. Coordinate silent launch training with the AOF/CC at least 12 hours in advance. Provide aircraft call sign(s), number of aircraft, parking spot(s), lead aircraft call sign, engine start time, estimated taxi and departure times, and taxi route.

6.2.2. Aircraft Taxi and Departure Procedures. Engine start is authorized within 15 minutes of the coordinated engine start time. Taxi clearance is approved 5 minutes prior until 5 minutes after the estimated taxi time without communication. If required, contact Clearance Delivery 131.4 or 279.9 for clearance and departure instructions. "In the clear" radio communications shall be used if aircraft do not taxi within this time period.

6.2.3. Aircraft shall hold position until the lead aircraft begins taxiing and visually monitor Tower for light gun signals. Aircraft shall hold short of the runway until light gun clearance (steady green) is received.

6.3. Spiral Up Departure. Upon reaching 400’ AGL, aircraft will begin spiraling west until reaching 5,000’ MSL. Aircraft will resume runway heading after reaching 5,000’ MSL.

6.4. Tactical Recovery Operations. Tower is the final approving authority and may terminate any tactical recovery operation in the interest of safety or higher mission priority. The altitudes and phraseology below are considered the standard and are what ATC will expect when the phraseology is used. Therefore, any deviation (example: initiating from a different altitude) from what is outlined below will need to be stated in the request to ATC who will approve/deny on a case-by-case basis.

6.4.1. High-Speed Downwind. Request high speed downwind prior to entering the VFR pattern, using the following Phraseology: *"YOKOTA TOWER, (aircraft call sign), REQUEST HIGH-SPEED DOWNWIND, RUNWAY 18/36."* Enter the rectangular pattern, limit airspeed on downwind to 250 KIAS or below. Max Airspeed in Yokota Control Zone is 250 KIAS.

6.4.2. Random Steep Approach. Standard Random Steep Approach is performed by initiating a climb to 4,000’-5,000’ MSL, reporting a 3 - 5 NM initial, and breaking west over the

threshold to make a 360° descending turn to the landing runway. Make turns west of Runway 18/36. Report turning base for landing. Control Tower may approve other altitudes/entry points if traffic permits. Advise ATC if performing a non-standard Random Steep Approach. Minimum ceiling for Random Steep Approach is 5000’ and visibility of 5 SM.

6.4.3. Random Shallow Approach. Request random shallow approach prior to entering the VFR pattern. *"YOKOTA TOWER, (aircraft call sign), REQUEST RANDOM SHALLOW (STRAIGHT-IN, OVERHEAD, TEARDROP or BEAM), RUNWAY 18/36."* Maintain a minimum altitude of 1500’ MSL while maneuvering. During Daytime operations, the maneuvering altitude is 1000’ AGL outside of 5NM from the field and 1000’ MSL within 5 NM from the field. During Nighttime operations, the maneuvering altitude is 1,400’ MSL within 5 NM of Yokota and 1,200’ MSL within 3 NM of Yokota. Nighttime weather minimums are 1500’ AGL and 5 SM visibility. Step down altitudes at night are due to unlit obstructions.

6.4.3.1. Straight-in. Report 5 NM final, *"(call sign), 5 MILE FINAL, RANDOM SHALLOW STRAIGHT IN."* Minimum altitude is 1,000’ MSL (day) or 1,500’ MSL (night).

6.4.3.2. Overhead. Report 3 NM initial, *"(call sign), 3 MILE INITIAL RANDOM SHALLOW OVERHEAD."* Break west over the approach end of runway. Minimum altitude is 1,000’ MSL (day) or 1,200’ MSL (night).

6.4.3.3. Teardrop. Report 3 NM final, *"(call sign), 3 MILE FINAL RUNWAY (36/18), RANDOM SHALLOW TEARDROP RUNWAY (36/18)."* Offset to the west, configure, and report base turn. Minimum altitude is 1,000’ MSL (day) or 1,200’ MSL (night).

6.4.3.4. Abeam. Crews will report proceeding inbound from point Shogun and coordinate with Control tower a north or southbound break from the tower. Aircraft will remain within 1 NM east of YOK to avoid Tachikawa airspace.

6.5. Penetration Descent. All Penetration Descents (PEN-D) will be flown in accordance with VFR at or below 12,000' MSL within 25 NM of Yokota. Aircrew may request radar vectors, SKE recovery, or VFR flight following to the initial reporting fix (NINJA, RONIN, or SAMURAI). (See diagram in **Attachment 9**).

6.5.1. Prior to penetration descent, report NINJA/RONIN/SAMURAI with altitude and type approach. **Example:** *"KANTO47, NINJA INBOUND STRAIGHT-IN."* Advise RAPCON or Tower of any changes/deviations to initial request as soon as possible.

6.5.2. Restrictions. Ceiling must be at least 500’ above requested pattern altitude. Aircraft will remain on or west of YOK R-178/358. Aircraft holding at RONIN should remain on or west of the 178 YOK radial at all times. PEN-D recovery maximum altitude is 12,000’ MSL and minimum is 9,000’ MSL.

6.5.2.1. Straight-In. Straight-in Approach. Proceed inbound from NINJA or RONIN (preferably at 9,000 MSL for traffic deconfliction).

6.5.2.2. Overhead. Approach Yokota from NINJA, RONIN, or SAMURAI. Overhead pattern is west of Rwy 18/36 centerline.

6.5.2.3. High-speed Downwind. West downwind for Runway 18/36 from SAMURAI. If approaching from NINJA/RONIN begin offset to the west no later than 5 DME from YOK.

6.6. Night ALZ Operations. Notify Tower when performing an approach to the ALZ. **Note:** Non-participating aircraft are permitted VFR-pattern approaches while the ALZ is in use at Tower discretion.

6.6.1. Terminate ALZ lighting when inbound IFR traffic is within 10 miles.

6.6.2. Tower will advise that non-standard lighting is in use. Tower will activate all appropriate airfield lighting prior to non-participating aircraft in the VFR pattern turning base leg.

6.6.3. ALZ operations may resume when non-participating aircraft have taxied to parking and no longer require airfield lighting.

6.7. Aircraft Night Vision Device (NVD) Procedures. Conduct NVD operations IAW local flying units' In-Flight Guides and AFMAN 13-204v1, **paragraph 4.8**. ATC shall provide preventive control IAW FAA 7110.65. All NVD operations are conducted at pilot's own risk.

6.8. DZ Run-in.

6.8.1. Aircraft/formations shall contact RAPCON prior to IP requesting approval to proceed inbound. Aircrew shall state desired recovery (remain with Tower/return to RAPCON). If RAPCON approval is not received prior to the IP, aircraft will complete a standard holding pattern until approved to proceed inbound.

6.8.1.1. Standard holding pattern is defined as right turns, 1 minute outbound.

6.8.2. When approved, RAPCON shall state, *"(CALLSIGN), DZ RUN-IN APPROVED."*

6.8.3. RAPCON should normally direct aircraft to change to Tower no later than 10 NM from Yokota to request DZ run-in approval. Aircrew shall relay position (DME from Yokota), type recovery requested, number of parachutes, and type drop.

6.8.4. DZ Ops (designated personnel responsible for the safe operation of the drop zone) will ensure the DZ is secure and notify ground prior to aircraft being approved for DZ run-in. *"GROUND, DZ OPS, DZ SECURE."*

6.8.5. Tower will verify the DZ is secure before approving DZ run-in.

6.8.6. When approving DZ run-in, Tower shall suspend runway operations and state: *"(CALLSIGN), DZ RUN-IN APPROVED, RUNWAY OPS SUSPENDED AT (time)."*

6.8.7. Aircraft must have Tower approval before entering the Control Zone, and Tower and DZCO approval before dropping.

6.9. IFR DZ Run-in (SKE).

6.9.1. For SKE or visual routes advise upon initial contact with Yokota departure. Aircrew shall include the initial point (IP) time, type of run-in, and type of recovery Aircraft should terminate IFR before conducting personnel airdrops.

6.9.2. SKE East/West routes must be flown with ATC radar monitoring in accordance with the published profiles unless otherwise approved by RAPCON (See the in-flight guide or 374 OSS/OSK's SharePoint for SKE profiles). SKE procedures are evaluated by OG/OGV. PACAF TERPS does not evaluate these procedures. OSS/OSK is responsible for maintaining and updating SKE procedures in coordination with OSA.

6.9.3. After RAPCON approves DZ-run in, aircrew assume full responsibility for terrain avoidance and navigation. Aircraft unable to continue the run-in shall contact RAPCON to coordinate a climb back above MVA.

6.9.4. After completion of the run-in, the aircraft shall fly runway heading and climb to 5000' MSL, unless otherwise coordinated with ATC. See **paragraph 6.1.2** for IFR SKE recovery procedures.

6.10. Airdrop Procedures. Airdrop types include the following: equipment drops, personnel drops, "training bundle" drops using 15-pound sandbags, and "dry-pass" simulated drops usually flown with ramp/doors closed (See **paragraph 5.7** for salvo/hung parachute procedures).

6.10.1. Notification.

6.10.1.1. DZ users shall coordinate use of DZs through 374 OSS/OSO 1 week prior to planned airdrops. Requestor must include type of drop, type of aircraft, planned altitude, and requested period of use. 374 OSS/OSO shall coordinate with AMOPS and 374 AW flying organizations to deconflict flying operations.

6.10.1.2. Mission commanders (MC) will ensure NOTAMS are in effect at least 6 hours prior to operations.

6.10.1.3. Non-base-assigned units requesting to use Yokota DZs require 374 OG/CC approval.

6.10.1.4. DZ ops party should be familiar with current airfield status, equipment, and construction on the airfield and/or within the DZ prior to approving drops.

6.10.2. Drop Zone Control.

6.10.2.1. Aircraft, tower, and ground personnel (callsign "DZ Ops") will use the following procedures when conducting Air Drops to the DZs located on Yokota's airfield. DZ Ops personnel shall comply with 374 AWI 13-213, *Airfield Driving*, and DAFMAN 13-217 *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*. Note: Airfield Management is not considered part of the DZ Team. The DZ Protected Zone (**Figure 1.2**) and the Surveyed DZ (available on talonpoint) cover two different areas.

6.10.2.2. DZ Ops will request CMA access from Tower and will maintain two-way radio contact during DZ preparation, operations, and tear-down. All participating vehicles will utilize and monitor the FM Ramp Net while on the airfield (even if escorted by another airfield driver) to maintain situational awareness.

6.10.2.3. Tower is responsible for maintaining control of the DZ Protected Zone outside the confines of the Surveyed DZ.

6.10.2.4. DZ Ops will prepare the DZ by setting up the equipment and will notify Yokota Ground when complete "*YOKOTA GROUND, DZ OPS, DZ PREPARED."*

6.10.2.5. Tower will ensure no aircraft, uncontrolled vehicles, or non-participating personnel are within the confines of the surveyed DZ, and that runway/taxiway access is not impeded by vehicles, personnel, or equipment before activating the DZ Protected Zone "*DZ OPS, YOKOTA GROUND, DZ PROTECTED ZONE ACTIVE."*

6.10.2.6. Tower will suspend runway operations when participating aircraft are approved for DZ Run-In. Yokota Ground will notify DZ Ops and will release control of the surveyed DZ "*DZ OPS, YOKOTA GROUND, DZ IS SECURE AND YOUR CONTROL.*"

6.10.2.6.1. After Tower releases control of the Surveyed DZ to DZ Ops, DZ Ops assumes the safety responsibilities of the Surveyed DZ. Note: DZ Ops may operate freely within the Surveyed DZ once Yokota Ground gives DZ Ops control. Yokota Ground must coordinate with DZ Ops before vehicles or personnel enter the Surveyed DZ. During daytime operations, Tower or DZ Ops will verify and/or confirm that all bundles/jumpers are on the ground and off the runway. Tower may direct DZ Ops to exit the CMA at any time for operational or safety reasons.

6.10.2.7. DZ Ops shall notify Tower of drop cancellations, malfunctions, or time over target (TOT) changes as soon as the information is known. If NVG airdrops are being conducted, DZ Ops will inform Tower when complete.

6.10.2.8. DZ Ops will immediately notify Tower if personnel or objects have landed outside of the DZ Protected Zone.

6.10.2.9. DZ Ops will notify Yokota Ground when the last drop or jumper is removed or recovered "*YOKOTA GROUND, DZ OPS, LAST JUMPER/BUNDLE RECOVERED/REMOVED."*

6.10.2.10. Yokota Ground will deactivate the DZ Protected Zone and notify DZ Ops "*DZ OPS, YOKOTA GROUND, DZ PROTECTED ZONE INACTIVE AT THIS TIME, ADVISE WHEN ALL VEHICLES AND EQUIPMENT OFF CMA."*

6.10.2.11. DZ Ops will collect all DZ equipment, then notify Yokota Ground once they have exited the CMA "*YOKOTA GROUND, DZ OPS, ALL VEHICLES AND EQUIPMENT OFF THE CMA, DZ YOUR CONTROL."* Note: Yokota Ground assumes control of the CMA after DZ Ops hands control back to Tower. DZ Ops must coordinate to enter/cross the CMA if they are still located on the airfield but outside of the CMA boundaries.

6.10.2.12. After DZ operations are complete, Airfield Management shall conduct a FOD check of the runway to verify landing surfaces are suitable for aircraft operations before declaring runway operations resumed. Note: FOD checks will be completed in a timely manner to avoid unnecessary operational delays.

6.10.3. High Altitude/Low Opening and High Altitude/High Opening (HALO/HAHO) Drops.

6.10.3.1. Due to the unique nature of HALO/HAHO operations and the added safety considerations that are involved when personnel are airborne for extended lengths of time at possibly large radius' within Yokota's class delta, the following stipulations apply:

6.10.3.2. 374 OSS/OSO shall coordinate all HALO/HAHO operations with AMOPS at least 48 hours prior to the operation.

6.10.3.3. Non-participating flying operations are not authorized within the Yokota Class Delta during HAHO/HALO drops. All non-participating aircraft must be outside the Class Delta before the DZ run-in is approved and remain outside until the DZCO advises Tower that all jumpers are on the ground and accounted for. **Note:** Full Stop IFR arrival/IFR departures missions take priority over local training missions, which means that a HALO/HAHO drop could potentially be put on hold due to an aircraft requiring taxi on

Taxilane Alpha (Taxilane Alpha is within the Protected Zone for HALO/HAHO (see **Figure 1.1**.). For exercises, and with AW/CC approval, the priorities can be adjusted.

6.10.3.4. A stop-movement will be in effect for all aircraft within the HALO/HAHO protected zone, starting when the DZCO advises ground of the number of chutes away until the DZCO advises Tower that all jumpers are on the ground and accounted for.

6.10.3.5. AMOPS will issue NOTAMS as applicable, specifying the vicinity/planned radius from the airfield.

6.10.3.6. Notify Clearance Delivery prior to departure of HALO/HAHO mission details to include:

6.10.3.6.1. Type drop (HALO or HAHO).

6.10.3.6.2. Scheduled TOT.

6.10.3.6.3. Estimated duration jumper will be aloft and estimated time of fall.

6.10.3.6.4. Radial/DME or intended release point.

6.10.3.7. For HALO / HAHO drops, advise ATC of the following: 5 minutes prior to TOT, 1 minute prior to TOT, jumpers away, jumpers on deck and terminating.

6.10.3.8. RAPCON will notify Iruma AB and Tachikawa AB of HALO/HAHO drop time, altitude, and location.

6.10.3.9. Pilots shall pass an updated TOT and obtain run-in approval from RAPCON prior to beginning the run-in. ATC will authorize parachute jumps with respect to known or observed traffic and issue advisory information to jump aircraft and to non-participating aircraft as necessary for the safe conduct of the jump operation.

6.10.3.9.1. During HALO/HAHO drops DZCO will advise Ground: when parachutists begin departing the aircraft with *"(number of) CHUTES AWAY"* call, and when all have landed.

6.10.3.9.2. Tower will advise RAPCON: when parachutists begin departing the aircraft, and when all have landed.

6.11. Combat Offloads. Combat Offloads will be conducted on Taxilane Golf and Golf Ramp. The alternate location is Taxiway Kilo. Other locations require OG/CC approval. Mission Commanders must coordinate time/location with AMOPS and Combat Mobility Flight (CMF) no later than 1400L the day prior. AMOPS will deconflict operations with other airfield activities and specify an alternate offload location(s) if required. **Note:** Golf Ramp is the primary location for MEDEVAC missions, which take priority over Combat Offload training and can result in last-minute cancellations and/or scheduling changes.

6.11.1. CMF should recover loads immediately after the training event.

RICHARD F. McELHANEY, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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Adopted Forms

AF Form 847, *Recommendation for Change of Publication* DD Form 1801, *DoD International Flight Plan* ***Abbreviations and Acronyms***

AAWWG—Airfield/Airspace Waiver Working Group

ACSI—Airfield Certification/Safety Inspection

ADP—Automated Dispatch Program

ADR—Airfield Damage Repair

AE—Aeromedical Evacuation

AF—Air Force

AFM—Airfield Manager

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

AIP—Aeronautical Information Publication

AIREVAC—Aeromedical Evacuation

ALS—Approach Light Systems

ALZ—Assault Landing Zone

AMC—Air Mobility Command

AMOPS—Airfield Management Operations (i.e., Airfield Management, Base Operations)

AOB—Airfield Operations Board

AOF—Airfield Operations Flight (Airfield Systems, Airfield Management, Traffic Control)

AOF/CC—Airfield Operations Flight Commander

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATIS—Automatic Terminal Information System

BDOC—Base Defense Operations Center

CDF—Cargo Deployment Function

CDS—Container Delivery System

CDT—Controlled Departure Time

CES—Civil Engineering Squadron

CMA—Controlled Movement Area

CMF—Combat Mobility Flight

CP—Command Post

DASR—Digital Airport Surveillance Radar

DME—Distance Measuring Equipment

DV—Distinguished Visitor

DZ—Drop Zone

DZCO—Drop Zone Control Officer

ECP—Entry Control Point

ELT—Emergency Locator Transmitter

EOD—Explosive Ordinance Disposal
ERO—Engine Running Offload
EPU—Emergency Power Unit
ETA—Estimated Time of Arrival
ETD—Estimated Time of Departure
ECD—Estimated Completion Date
FACC—Fire Alarm Communication Center
FARP—Forward Area and Refueling Point
FLIP—Flight Information Publications
FM—Frequency Modulation
FMHA—Flightline Munitions Holding Area
FOD—Foreign Object Damage
FTC—Flight Training Center
GCA—Ground Control Approach
GOJ—Government of Japan
HAHO—High Altitude/High Opening
HALO—High Altitude/Low Opening Handbook
HE—Heavy Equipment
HIRL—High Intensity Runway Lights
IAF—Initial Approach Fix
IAW—In Accordance With
ICAO—International Civil Aviation Organization
IFE—In-Flight Emergency
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IMC—Instrument Meteorological Condition
IPRA—Integrated Precision Radar Approach
IP—Initial Point
KIAS—Knots Indicted Airspeed
KT—Knots
LCLA—Low-Cost/Low-Altitude
LOA—Letter of Agreement

LOP—Letters of Procedure

LMR—Land Mobile Radio

LZ—Landing Zone

LZCO—Landing Zone Control Officer

MACA—Midair Collision Avoidance

MARSA—Military Authority Assumes Responsibility for Separation of Aircraft

MEA—Minimum Enroute Altitude

MGRS—Military Grid Reference System

MOC—Maintenance Operations Center

MOU—Memorandum of Understanding

MSL—Mean Sea Level

NAVAIDS—Navigational Aids

NEW—Net Explosives Weight

NLT—No Later Than

NM—Nautical Miles

NOTAM—Notice to Airmen

NVG—Night Vision Goggle

OTS—Out of Service

OPR—Office of Primary Responsibility

PAOL—Pilot-Airfield Operations Flight Liaison

PAPI—Precision Approach Path Indicator

PCAS—Primary Crash Alarm System

PEN-D—Penetration Descent

PMI—Preventive Maintenance Inspection

PPR—Prior Permission Request

PTD—Pilot to Dispatch

QD—Quantity-Distance

RAPCON—Radar Approach Control

RAWS—Radar, Airfield, and Weather Systems

RADAS—Rapid Airfield and Damage Assessment System

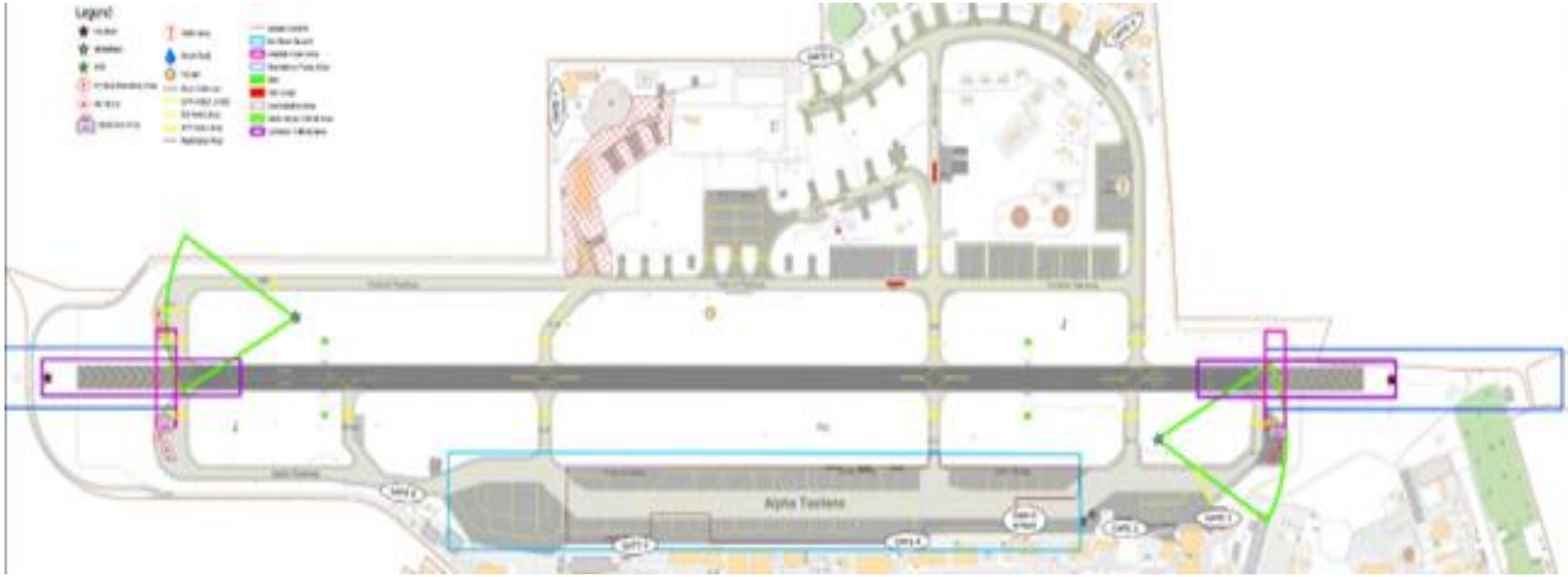
RCR—Runway Condition Reading

RSC—Runway Surface Condition

RSI—Remote Status Indicator
RSRS—Reduce Same Runway Separation
RVR—Runway Visual Range
SAA—Senior Airfield Authority
SATB—Simulated Airdrop Training Bundle
SCN—Secondary Crash Net
SE—Safety
SFL—Sequenced Flashing Light
SFO—Specialized Fueling Operations
SKE—Station Keeping Equipment
SM—Statute Miles
SOC—Senior Operations Commander
SOF—Supervisor of Flying
SOFA—Status of Forces Agreement
sUAS—Small Unmanned Aerial Systems
SVFR—Special VFR
TA—Transient Alert
TACAN—Tactical Air Navigation
TERPS—Terminal Instrument Procedures
TO—Technical Order
TOT—Time Over Target
UAS—Unmanned Aerial Systems
UFC—Unified Facilities Criteria
UHF—Ultra High Frequency
VFR—Visual Flight Rules
VHF—Very High Frequency
VMC—Visual Meteorological Condition
WS—Watch Supervisor
WTC—Wing Tip Clearance
YFTC—Yokota Flight Training Center
YOK—Yokota

Attachment 2

AIRFIELD DIAGRAM



Attachment 3

RUNWAY DISTANCE REMAINING INFORMATION

Table A3.1. Runway Intersection Distance Remaining (for Pilot Use).

Runway	Taxiway Alpha One/Two	Taxiway Bravo	Taxiway Charlie One/Two	TaxiwayDelta One/Two	Taxiway Echo One/Two	Taxiway Alpha Three	Runway
18	11,000'	9,250'	7,300'	3,350'	Not Authorized for Fixed- wing		
	Not Authorized for Fixed- wing		3,700'	7,650'	9,650'	11,000'	36

Figure A3.1. Runway Distance Remaining Diagram (for Pilot Use)

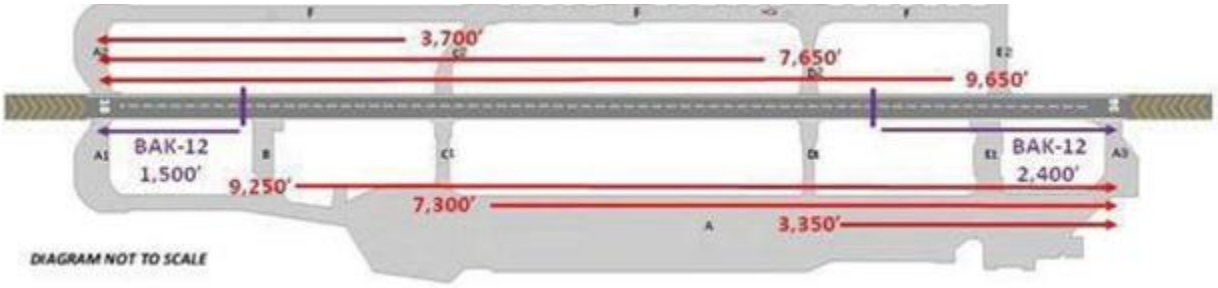
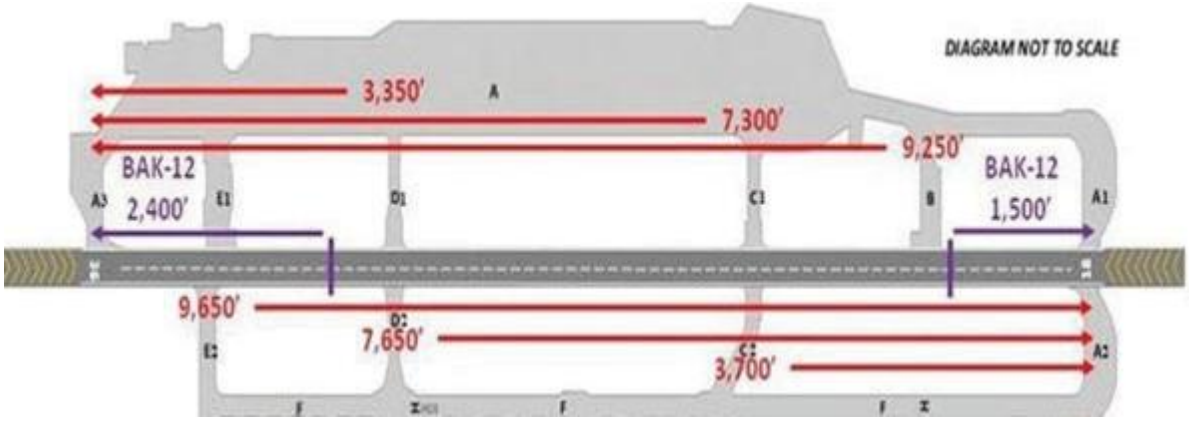


Table A3.2. Runway Intersection Distance Remaining (for ATC Use Only).

Runway	Taxiway Alpha Three	Taxiway Echo One/Two	Taxiway Delta One/Two	Taxiway Charlie One/Two	Taxiway Bravo	Taxiway Alpha One/Two	Runway
	Not Authorized for Fixed- wing		3,350'	7,300'	9,250'	11,000'	18
36	11,000'	9,650'	7,650'	3,700'	Not Authorized for Fixed-wing		

Figure A3.2. Runway Intersection Distance Remaining (for ATC Use Only).



Attachment 4

PARKING PLAN

Figure A4.1. North Charlie Ramp Parking Diagram.

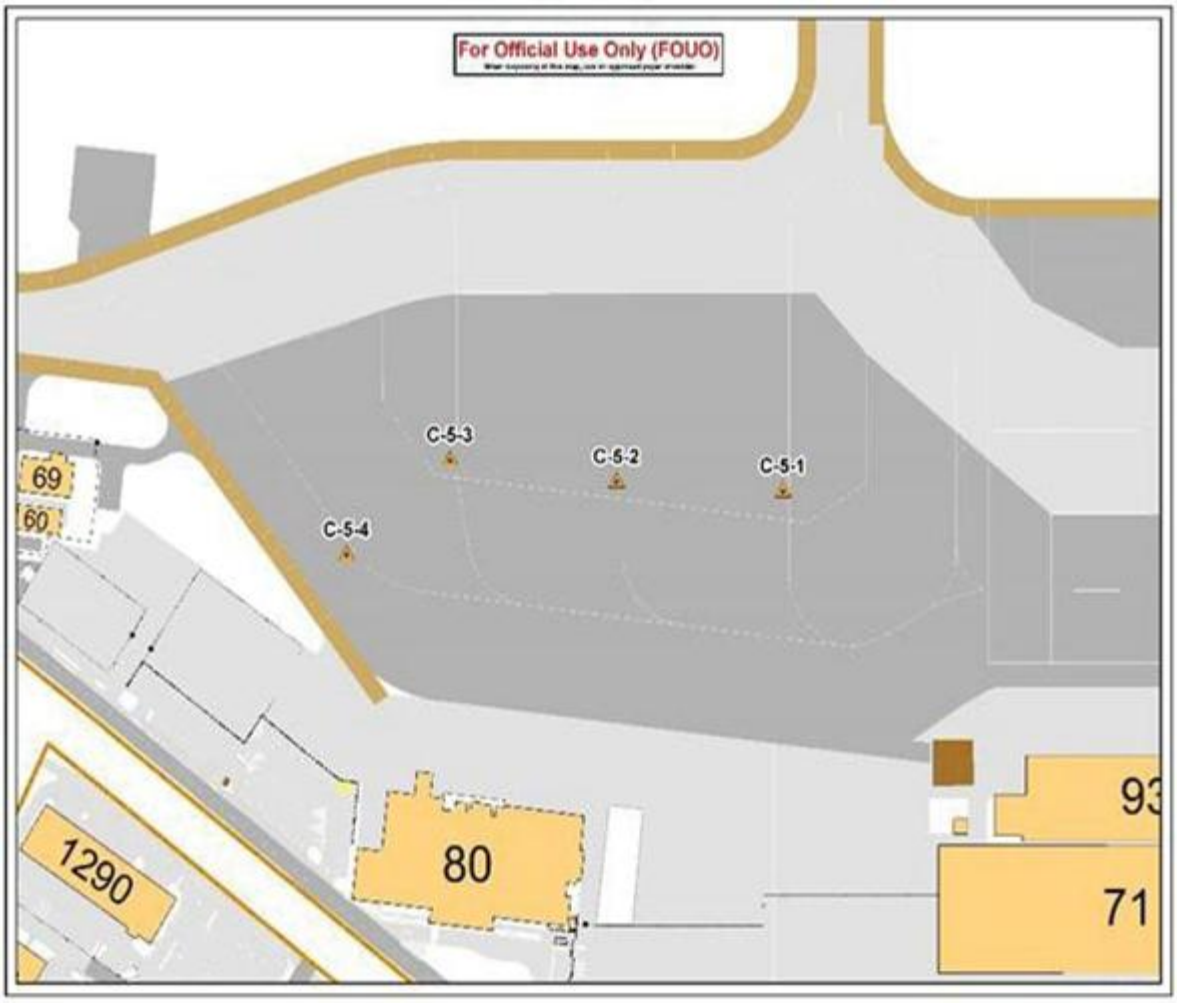


Figure A4.2. South Charlie Ramp Parking Diagram.

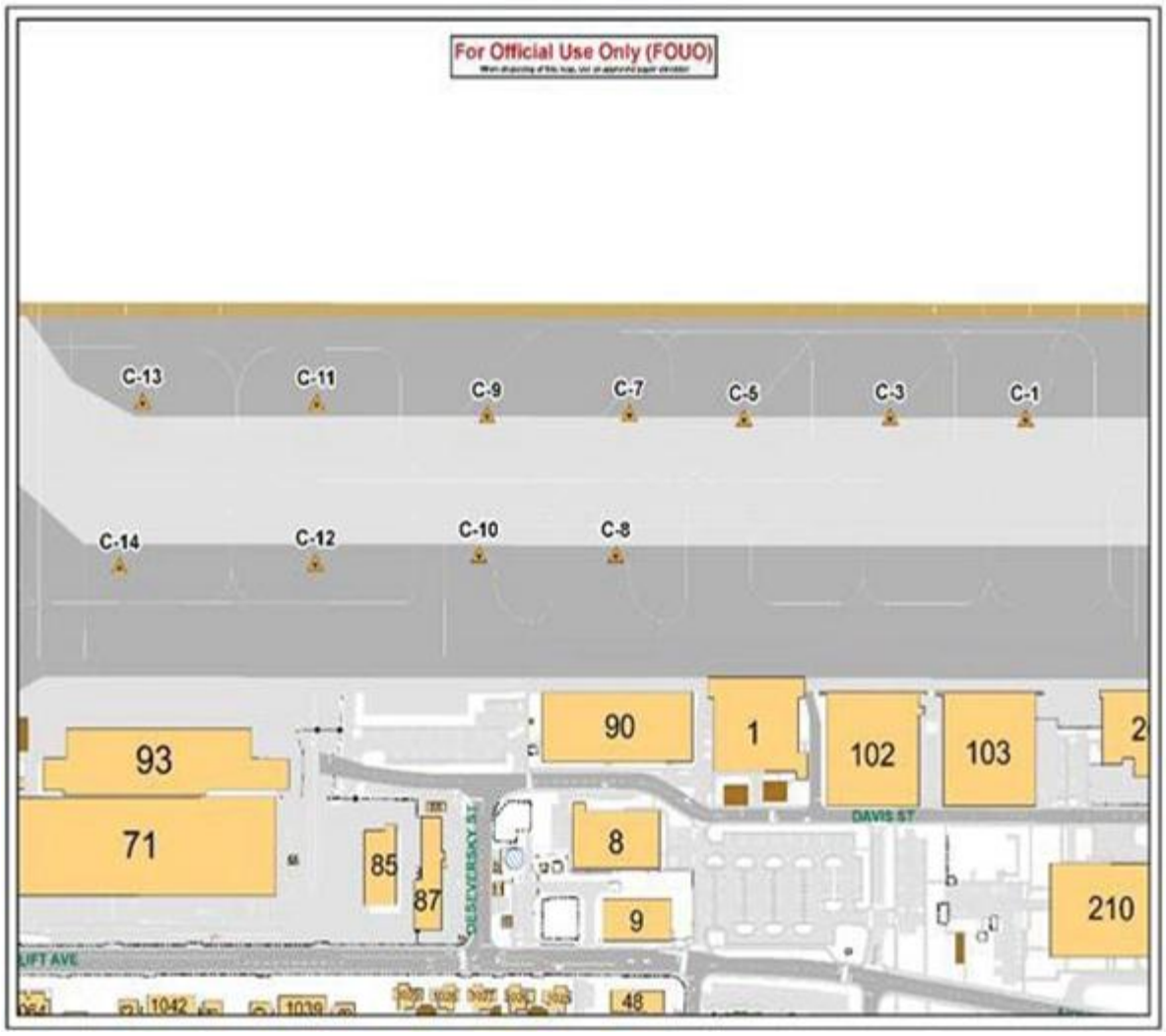


Figure A4.3. CV-22 Spots Parking Diagram.

Figure A4.4. Delta Ramp, Spots 6 – 23, Parking Diagram.

Figure A4.5. Echo, DV, and Delta Ramp Parking Diagram.

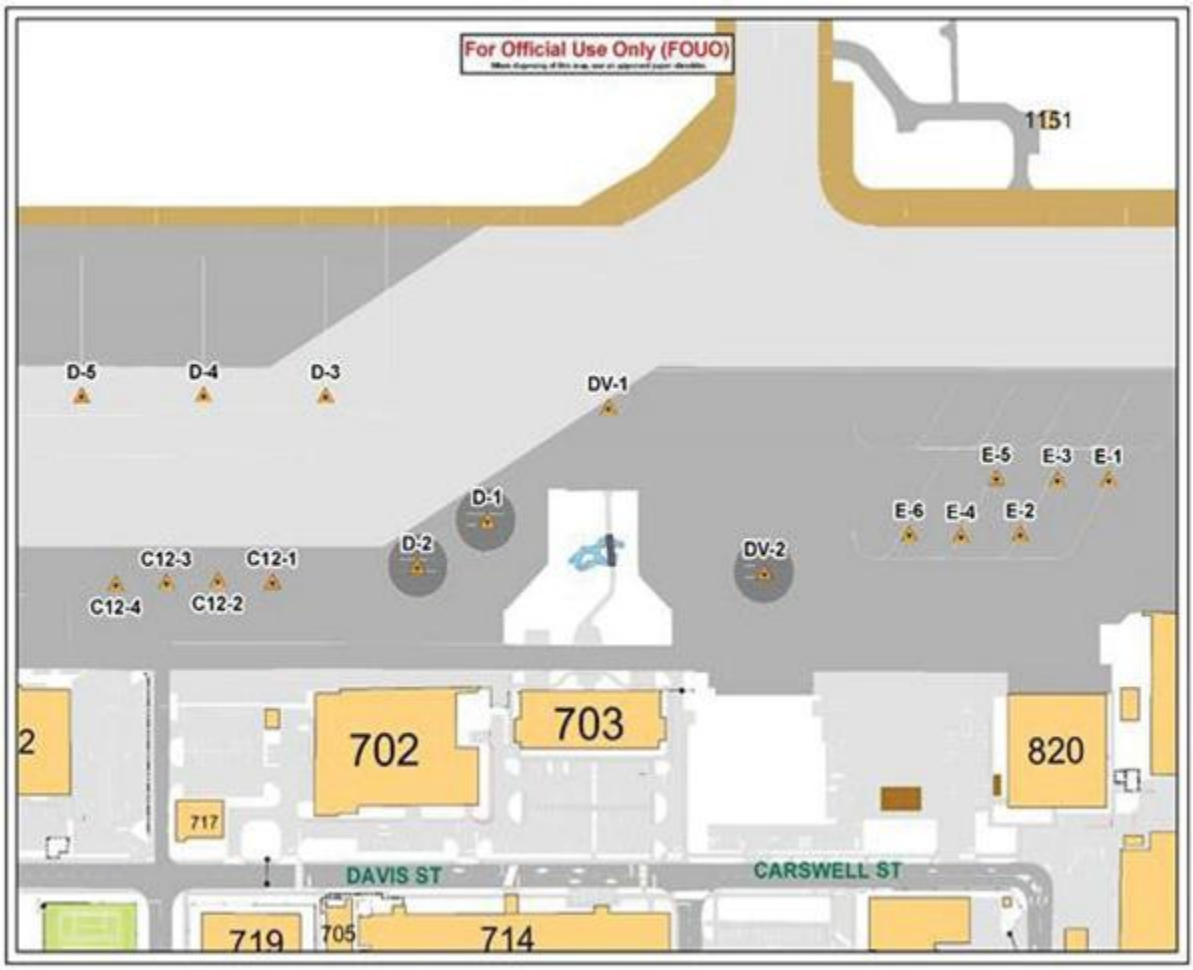


Figure A4.6. East Airfield Parking Diagram.

Table A4.1. West Ramp Parking Spots.

Name	Latitude	Longitude	Largest Aircraft Allowed	Managing Agency
Charlie Ramp				
C-1	35 44' 81"	139 20' 74"	C-17	730 AMS MOC
C-3	35 44' 85"	139 20' 73"	C-17	730 AMS MOC
C-5	35 44' 90"	139 20' 72"	C-17	730 AMS MOC
C-7	35 44' 94"	139 20' 71"	C-17	730 AMS MOC
C-8	35 44' 94"	139 20' 66"	C-17	730 AMS MOC
C-9	35 44' 94"	139 20' 70"	C-17	730 AMS MOC
C-10	35 44' 98"	139 20' 65"	C-17	730 AMS MOC
C-11	35 45' 04"	139 20' 70"	C-5	730 AMS MOC

C-12	35 45' 04"	139 20' 64"	C-17	730 AMS MOC
C-13	35 45' 10"	139 20' 68"	C-5	730 AMS MOC
C-14	35 45' 10"	139 20' 62"	C-17	730 AMS MOC
C-5-1	35 45 10.91	139 20' 37.31	C-5	730 AMS MOC
C-5-2	35 45' 13.31"	139 20' 36.91"	C-5	730 AMS MOC
C-5-3	35 45' 15.81	139 20' 36.81"	C-5	730 AMS MOC
C-5-4	35 45' 17.21"	139 20' 34.91"	C-5	730 AMS MOC
C-5-5	35 45' 30.11"	139 20'37.31	C-5	730 AMS MOC
Delta Ramp				
D-1	35 44' 16.11"	139 20' 48.81"	UH-1	374 AW MOC
D-2	35 44' 16.91"	139 20' 47.91"	UH-1	374 AW MOC
D-3	35 44' 31"	139 20' 84"	C-130	374 AW MOC
D-4	35 44' 34"	139 20' 83"	C-130	374 AW MOC
D-5	35 44' 36"	139 20' 83"	C-130	374 AW MOC
D-6	35 44' 39"	139 20' 82"	C-130	374 AW MOC
D-7	35 44' 42"	139 20' 83"	C-130	374 AW MOC
D-8	35 44' 45"	139 20' 82"	C-130	374 AW MOC
D-9	35 44' 47"	139 20' 82"	C-130	374 AW MOC
D-10	35 44' 50"	139 20' 81"	C-130	374 AW MOC
D-11	35 44' 57"	139 20' 80"	C-130	374 AW MOC
D-12	35 44' 56"	139 20' 74"	C-130	374 AW MOC
D-13	35 44' 60"	139 20' 79"	C-130	374 AW MOC
D-14	35 44' 59"	139 20' 73"	C-130	374 AW MOC
D-15	35 44' 62"	139 20' 79"	C-130	374 AW MOC
D-16	35 44' 63"	139 20' 69"	C-130	374 AW MOC
D-17	35 44' 65"	139 20' 78"	C-130	374 AW MOC
D-19	35 44' 68"	139 20' 78"	C-130	374 AW MOC
D-21	35 44' 70"	139 20' 77"	C-130	374 AW MOC
D-23	35 44' 73"	139 20' 77"	C-130	374 AW MOC
D-24	35 44' 74.1"	139 20' 38.4"	C-130	374 AW MOC
Echo Ramp				
E-1	35 44' 8.01"	139 20' 51.11"	Transient	374 OSS/OSAA
E-2	35 44' 9.11"	139 20' 50.11"	Transient	374 OSS/OSAA
E-3	35 44' 8.71"	139 20' 51.01"	Transient	374 OSS/OSAA
E-4	35 44' 9.81"	139 20' 49.91"	Transient	374 OSS/OSAA

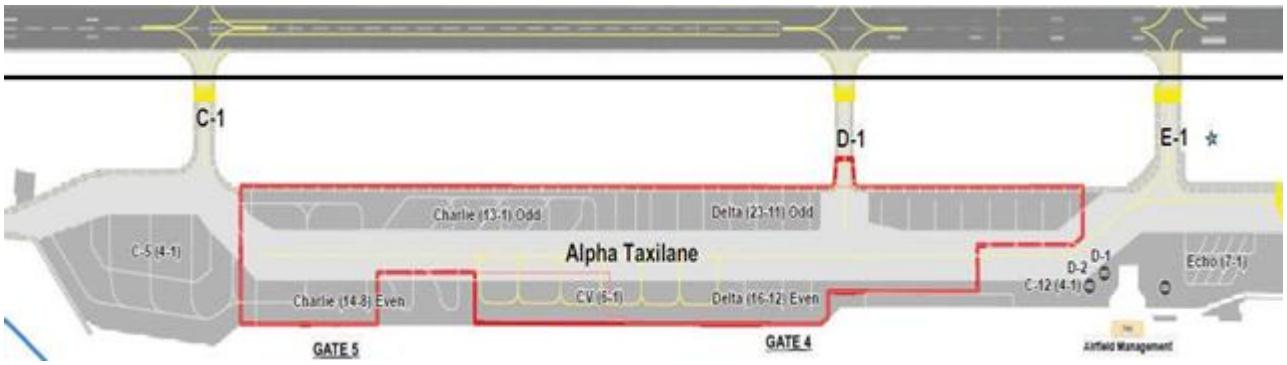
E-5	35 44' 9.51"	139 20' 50.91"	Transient	374 OSS/OSAA
E-6	35 44' 10.51"	139 20' 49.81"	Transient	374 OSS/OSAA
E-7	35 44' 10.31"	139 20' 50.71"	Transient	374 OSS/OSAA
DV-1	35 44' 13.71"	139 20' 50.61"	Transient	374 OSS/OSAA
DV-2	35 44' 12.31"	139 20' 48.81"	Transient	374 OSS/OSAA

Table A4.2. East Ramp Parking Spots.

Name	Latitude	Longitude	Largest Aircraft Allowed	Managing Agency
Taxilane Golf				
G-1	35 44' 37.91"	139 21' 35.11"	C-130	AMOPS
G-2	35 44' 40.01"	139 21' 34.01"	C-130	AMOPS
G-3	35 44' 41.81"	139 21' 32.11"	C-130	AMOPS
G-4	35 44' 41.11"	139 21' 28.01"	C-130	AMOPS
G-5	35 44' 44.41"	139 21' 29.41"	C-130	AMOPS
G-6	35 44' 43.71"	139 21' 25.51"	C-130	AMOPS
G-7	35 44' 46.61"	139 21' 27.31"	C-130	AMOPS
G-8	35 44' 46.51"	139 21' 23.51"	C-130	AMOPS
G-9	35 44' 49.11"	139 21' 25.71"	C-130	AMOPS
G-10	35 44' 49.51"	139 21' 21.81"	C-130	AMOPS
G-11	35 44' 59.91"	139 21' 24.51"	C-130	AMOPS
G-12	35 44' 54.51"	139 21' 23.91"	C-130	AMOPS
G-13	35 44' 58.01"	139 21' 23.41"	C-130	AMOPS
G-14	35 44' 59.01"	139 21' 19.91"	C-130	AMOPS
G-15	35 45' 1.81"	139 21' 18.91"	C-130	AMOPS
G-16	35 45' 4.31"	139 21' 17.51"	C-130	AMOPS
G-17	35 45' 6.41"	139 21' 16.01"	C-130	AMOPS
G-18	35 45' 8.21"	139 21' 14.01"	C-130	AMOPS
G-19	35 45' 9.91"	139 21' 11.91"	C-130	AMOPS
G-20	35 45' 10.01"	139 21' 7.91"	C-130	AMOPS
G-21	35 45' 8.81"	139 21' 5.41"	C-130	AMOPS
Taxiway Hotel				
H-1	35 44' 56.11"	139 21' 9.11"	C-130	AMOPS
H-2	35 44' 56.51"	139 21' 11.61"	C-130	AMOPS
H-3	35 44' 56.81"	139 21' 14.21"	C-130	AMOPS

H-4	35 44' 57.21"	139 21' 16.81"	C-130	AMOPS
Taxiway Juliet				
J-1	35 44' 40.11"	139 21' 19.91"	C-130	AMOPS
J-2	35 44' 40.21"	139 21' 16.01"	C-130	AMOPS
J-3	35 44' 42.71"	139 21' 18.21"	C-130	AMOPS
J-4	35 44' 42.81"	139 21' 14.41"	C-130	AMOPS
J-5	35 44' 45.31"	139 21' 16.61"	C-130	AMOPS
J-6	35 44' 45.5"	139 21' 12.10"	C-130	AMOPS
J-7	35 44' 48.01"	139 21' 15.01"	C-130	AMOPS
Taxiway Foxtrot				
F-1	35 44' 18.71"	139 21' 13.51"	C-130	AMOPS
F-2	35 44' 21.11"	139 21' 13.01"	C-130	AMOPS
F-3	35 44' 23.51"	139 21' 12.51"	C-130	AMOPS
F-4	35 44' 26.01"	139 21' 12.01"	C-130	AMOPS
F-5	35 44' 28.41"	139 21' 11.41"	C-130	AMOPS
F-6	35 44' 37.31"	139 21' 9.61"	C-130	AMOPS
F-7	35 44' 39.61"	139 21' 9.11"	C-130	AMOPS
F-8	35 44' 41.91"	139 21' 8.61"	C-130	AMOPS
F-9	35 44' 44.21"	139 21' 8.11"	C-130	AMOPS
F-10	35 44' 46.9"	139 21' 7.9"	C-130	AMOPS
F-11	35 44' 49.7"	139 21' 6.4"	C-130	AMOPS
F-12	35 44' 51.14"	139 21' 6.1"	C-130	AMOPS
F-13	35 44' 56.13"	139 21' 5.3"	C-130	AMOPS
F-14	35 44' 58.10"	139 21' 4.9"	C-130	AMOPS
F-15	35 45' 1.5"	139 21' 4.5"	C-130	AMOPS
F-16	35 45' 3.8"	139 21' 3.1"	C-130	AMOPS
F-17	35 45' 5.3"	139 21' 3.9"	C-130	AMOPS
HC-4	35 44' 36.946"	139 21' 7.925"	C-5	AMOPS
Taxiway Kilo				
HC-1	35 44' 19.10"	139 21' 26.	33"	C-5	AMOPS

Figure A4.7. Restricted Area.



Attachment 5

AUTHORIZED AIRCRAFT JACKING MATRIX

Table A5.1. Authorized Aircraft Jacking Matrix.

Legend J = Aircraft Jacking Authorized N = Aircraft Nose Jacking Authorized Only									
West Ramp Jacking					**East Ramp Jacking**				
Name	**C-130**	**KC-135, KC-10, C-17**	**C-5**	**Managing Agency**	**Name**	**C-130**	**KC-135, KC-10, C-17**	**C-5**	**Managing Agency**
Charlie Ramp					**Golf Ramp**				
C-1		**J**		**730 AMS MOC**	**G-1**	**J**			**374 MXG/MOC**
C-3		**J**		**730 AMS MOC**	**G-2**	**J**			**374 MXG/MOC**
C-5		**J**		**730 AMS MOC**	**G-9**	**J**			**374 MXG/MOC**
C-7	**J**	**J**		**730 AMS MOC**	**G-11**	**J**			**374 MXG/MOC**
C-8	**J**			**730 AMS MOC**	**G-12**	**J**			**374 MXG/MOC**
C-9	**J**	**J**		**730 AMS MOC**	**G-13**	**J**			**374 MXG/MOC**
C-10	**J**			**730 AMS MOC**	**G-14**	**J**			**374 MXG/MOC**

C-11		J	J	730 AMS MOC	G-15	J			374 MXG/MOC

Name	C-130	KC-135, KC-10, C-17	C-5	Managing Agency	Name	C-130	KC-135, KC-10, C-17	C-5	Managing Agency
C-12	J	N		730 AMS MOC	G-16	J			374 MXG/MOC
C-13		J	J	730 AMS MOC	G-17	J			374 MXG/MOC
C-14	J	N		730 AMS MOC	G-18	J			374 MXG/MOC
C-5-1			N	730 AMS MOC	G-19	J			374 MXG/MOC
C-5-2			N	730 AMS MOC	G-20	J			374 MXG/MOC
C-5-3			N	730 AMS MOC	G-21	J			374 MXG/MOC
C-5-4			N	730 AMS MOC	Juliet Ramp				
C-5-5			N	730 AMS MOC	J-8	J			374 MXG/MOC

Name	C-130, CV-22	KC-135, KC-10, C-17	C-5	Managing Agency
CV-1	J			21 SOAMXS
CV-2	J			21 SOAMXS

CV-3	J			21 SOAMXS
CV-4	J			21 SOAMXS
CV-5	J			21 SOAMXS
CV-6	J			21 SOAMXS

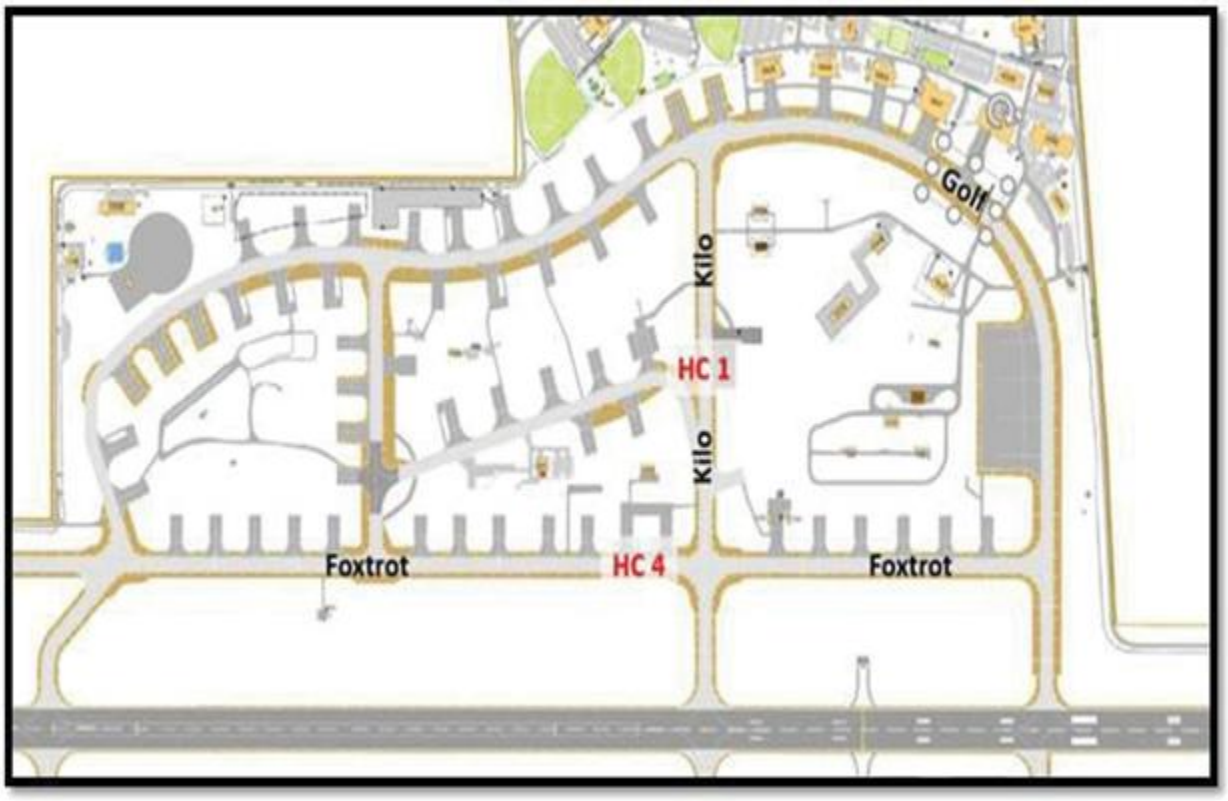
Delta Ramp					Foxtrot Ramp				
D-3	J			374 MXG/MOC	F-16	J			374 MXG/MOC
D-4	J			374 MXG/MOC	F-17	J			374 MXG/MOC
D-5	J			374 MXG/MOC	TRT			J	374 MXG/MOC
D-6	J			374 MXG/MOC	Bldg 1503	J			374 MXG/MOC
D-7	J			374 MXG/MOC	Bldg 1505	J			374 MXG/MOC
D-8	J			374 MXG/MOC	Bldg 1586	J			374 MXG/MOC
D-9	J			374 MXG/MOC					
D-10	J			374 MXG/MOC					
D-11	J			374 MXG/MOC					

D-13	J			374 MXG/MOC	
Name	C-130	KC-135, KC-10, C-17	C-5	Managing Agency	
D-15	J			374 MXG/MOC	
D-17	J			374 MXG/MOC	
D-19	J			374 MXG/MOC	
D-20	J			374 MXG/MOC	
D-21	J			374 MXG/MOC	J = Aircraft Jacking Authorized N = Aircraft Nose Jacking Authorized Only
D-23	J			374 MXG/MOC	
Echo Ramp					
Hangar 1	J			374 MXG/MOC	
Hangar 7	J			374 MXG/MOC	
Hangar 8	J			374 MXG/MOC	
Hangar 15	J			374 MXG/MOC	

Attachment 6

HAZARDOUS CARGO

Figure A6.1. Hazardous Cargo Areas.



Attachment 7

YOKOTA APPROACH CONTROL AIRSPACE

Figure A7.1. Yokota Airspace Overview.

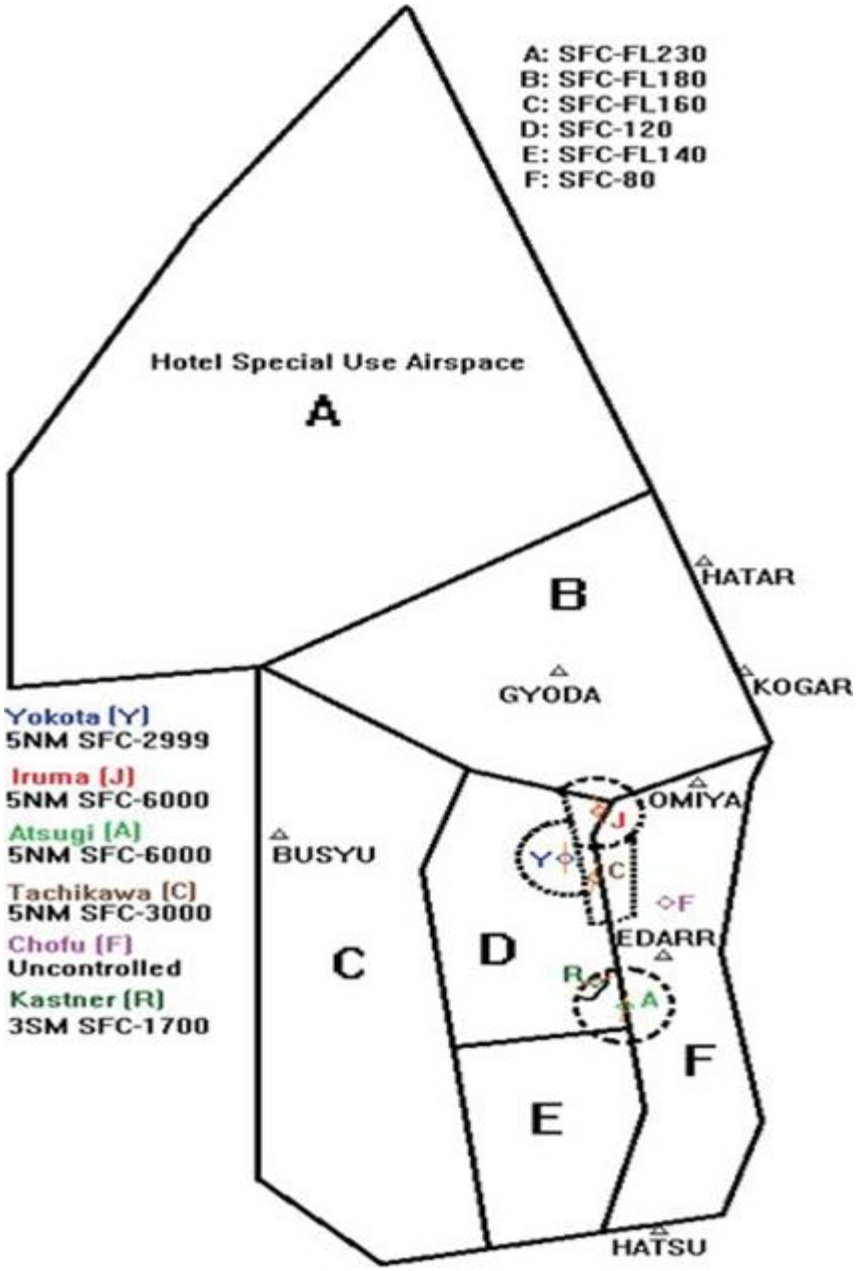


Figure A7.2. Local Airfields and GCA Airspace.

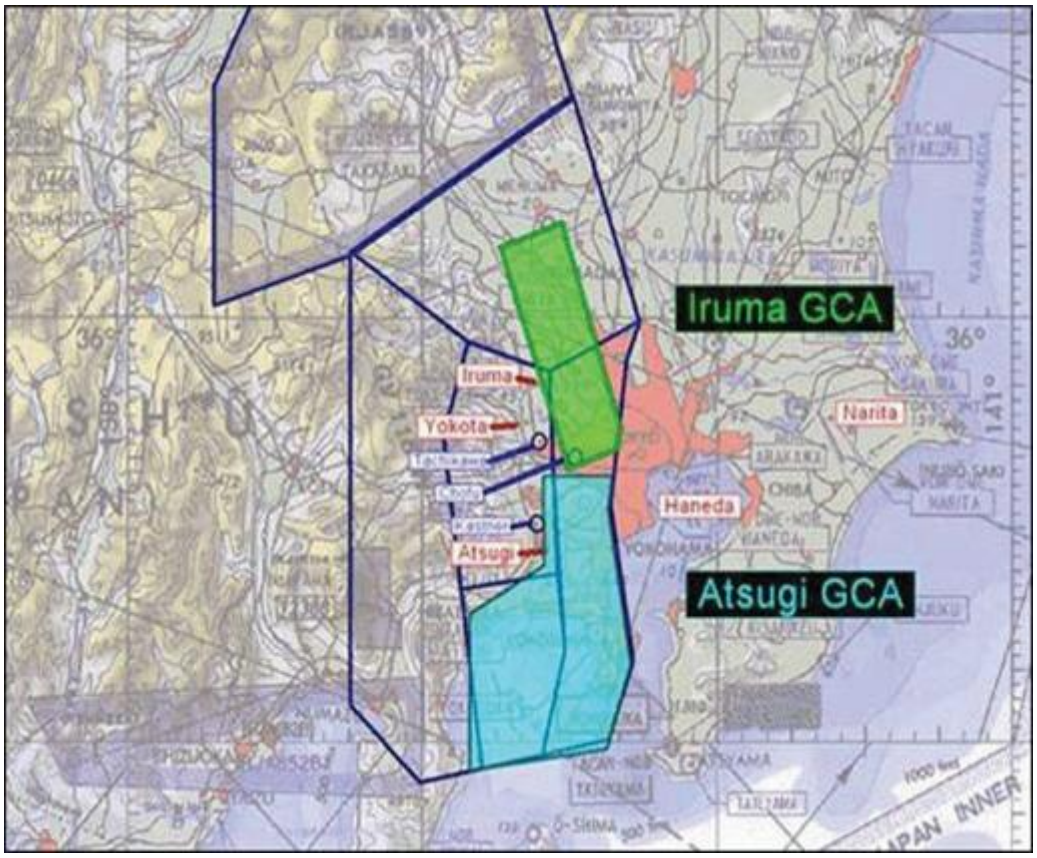
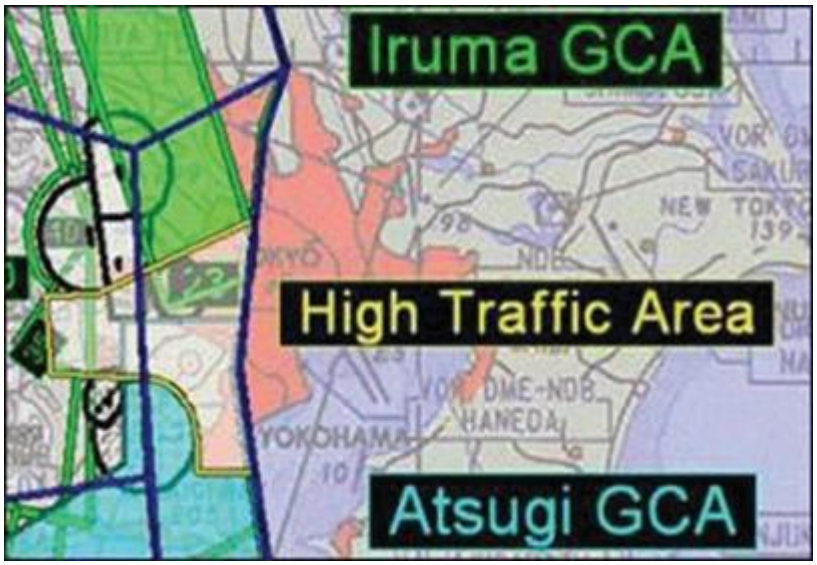


Figure A7.3. Yokota High Traffic Area.



Attachment 8

ENGINE RUNS

Table A8.1. Restriction Key.

X - Indicates type engine runs are approved for the parking spot indicated (No "X" indicates engine run not approved on spot)	
* - Engines will not be operated during quiet hour periods (2200-0600L) without MXG/CC or MXG/CD approval. † - Engine run-ups are blanket approved during airfield operating hours. Engine run-up notifications to the OG/CC or OG/CD will be made via email.	
N - Aircraft Nose Direction North	A – ATC Approval/AMOPS notification required during airfield operating hours
S - Aircraft Nose Direction South	Q - Can be used during quiet hours without MXG approval
E - Aircraft Nose Direction East	C - No aircraft behind engine run aircraft (parked or taxiing)
W - Aircraft Nose Direction West	I - Inboard Engines Only
@ - No hot cargo at FMHA	R - No aircraft taxi, takeoff, landings behind aircraft engine run
8 - DC-8 Prohibited	U – No tilt for rotors while engine running

Table A8.2. C-130 Engine Run-up Approved Areas & Restrictions.

	C-130J Engine Run Settings			
	Single-Engine **IDLE** LSGI & HSGI "ON SPEED"	Multi-Engine **IDLE** LSGI & HSGI "ON SPEED"	Multi-Engine **FLIGHT IDLE** "Over The Gate"	Multi-Engine **Above Flight Idle** to **Take-Off Power** "Max Power"
Parking Location				
Delta 3	**X** (*,W,E,A)	**X** (*,W,A)	**X** (*,W,A)	**X** (†,*,W,A,R)
Delta 4	**X** (*,W,E,A)	**X** (*,W,A)	**X** (*,W,A)	**X** (†,*,W,A,R)
Delta 5	**X** (*,W,E,A)	**X** (*,W,A)	**X** (*,W,A)	**X** (†,*,W,A,R)

Delta 6	X (*,W,E,A)	X (*,W,A)	X (*,W,A)	X (†,*,W,A,R)
Delta 7	X (*,W,E,A)	X (*,W,A)	X (*,W,A)	X (†,*,W,A,R)
Delta 8	X (*,W,E,A)	X (*,W,A)	X (*,W,A)	X (†,*,W,A,R)
Delta 9	X (*,W,E,A)	X (*,W,A)	X (*,W,A)	X (†,*,W,A,R)
Delta 10	X (*,W,E,A)	X (*,W,A)	X (*,W,A)	X (†,*,W,A,R)
Delta 11	X (*,W,E,A)	X (*,W,A)	X (*,W,A)	X (†,*,W,A,R)
Delta 12	X (W,A,Q)			
Delta 13 (Blast Deflector)	X (W,A,Q)	X (W,A,Q)	X (W,A,Q)	X (W,A,Q)
Delta 14	X (W,A,Q)			
Delta 15	X (W,E,A,Q)	X (W,A,Q)	X (W,A,Q)	X (†,W,A,R,Q)
Delta 16	X (W,A,Q)			
Delta 17 (Blast Deflector)	X (W,A,Q)	X (W,A,Q)	X (W,A,Q)	X (W,A,Q)
Delta 19	X (W,E,A,Q)	X (W,A,Q)	X (W,A,Q)	X (†,W,A,R,Q)
Delta 21 (Blast Deflector)	X (W,A,Q)	X (W,A,Q)	X (W,A,Q)	X (W,A,Q)
Delta 23	X (W,E,A,Q)	X (W,A,Q)	X (W,A,Q)	X (†,W,A,R,Q)

Table A8.3. Transient Aircraft/Tennant Unit Engine Run-up Approved Areas & Restrictions.

	C-5, B747, B757, B767, CV-22				C-17, KC-135, KC-10, RQ-4, P-8			
	Idle, Single-Engine	Idle, Multi-Engine	High Powered, Single-Engine	High Powered, Multi-Engine	Idle, Single-Engine	Idle, Multi-Engine	High Powered, Single-Engine	High Powered, Multi-Engine
West Parallel, East Side								
C-1					X (W,Q,R)	X (W,Q,R)	X (W,Q,R)	X (W,Q,R)
C-3					X (W,Q,R)	X (W,Q,R)	X (W,Q,R)	X (W,Q,R)
C-5					X (W,Q,R)	X (W,Q,R)	X (W,Q,R)	X (W,Q,R)
C-7					X (W,Q,R)	X (W,Q,R)	X (W,Q,R)	X (W,Q,R)
C-9	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)
C-11	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)
C-13	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)	X (S,C,Q)
West Parallel, West Side								
CV-1	X (N, U)	X (N, U)						
CV-2	X (N, U)	X (N, U)						
CV-3	X (N, U)	X (N, U)						
CV-4	X (N, U)	X (N, U)						
CV-5	X (N, U)	X (N, U)						
CV-6	X (N, U)	X (N, U)						
C-4					X (E, Q) or X (N,Q)	X(E, Q) or X (N,Q)		
C-8					X (N, Q) or X (N,Q)	X (N, Q) or X (N,Q)		
C-10					X (N, Q) or X (N,Q)	X (N, Q) or X (N,Q)		
C-12					X (N, Q) or X (N,Q)	X (N, Q) or X (N,Q)		

C-14					X (N, Q) or X (N,Q)	X (N, Q) or X (N,Q)		
D-12					X (E, Q) or X (N,Q)	X (E, Q) or X (N,Q)		
D-14					X (E, Q) or X (N,Q)	X (E, Q) or X (N,Q)		
D-16					X (E, Q) or X (N,Q)	X (E, Q) or X (N,Q)		
D-18					X (E, Q) or X (N,Q)	X (E, Q) or X (N,Q)		
D-20					X (E, Q) or X (N,Q)	X (E, Q) or X (N,Q)		
D-22					X (E, Q) or X (N,Q)	X (E, Q) or X (N,Q)		
C-5-1	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)
C-5-2	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)
C-5-3	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)	X (W,Q)
C-5-4	X	X			X (W,Q)	X (W,Q)		
C-5-5	X (A)							
East Ramp								
G-3					X (W)	X (W)		
G-4					X (E)	X (E)	X (E)	
G-5					X (W)	X (W)		
G-6					X (E)	X (E)		
G-7					X (W)	X (W)		
G-8					X (E)	X (E)		
HC-1	X (W,I,@)	X (W,I,@)	X (W,I,@)	X (W,I,@)	X (W,I,@)	X (W,I,@)	X (W,I,@)	X (W,I,@)
Golf Ramp					X (W,C)	X (W,C)	X (W,C)	X (W,C)

Attachment 9

PENETRATION DESCENT/HIGH PENETRATION DESCENT DIAGRAM

Figure A9.1. Penetration Descent/High Penetration Descent Diagram.