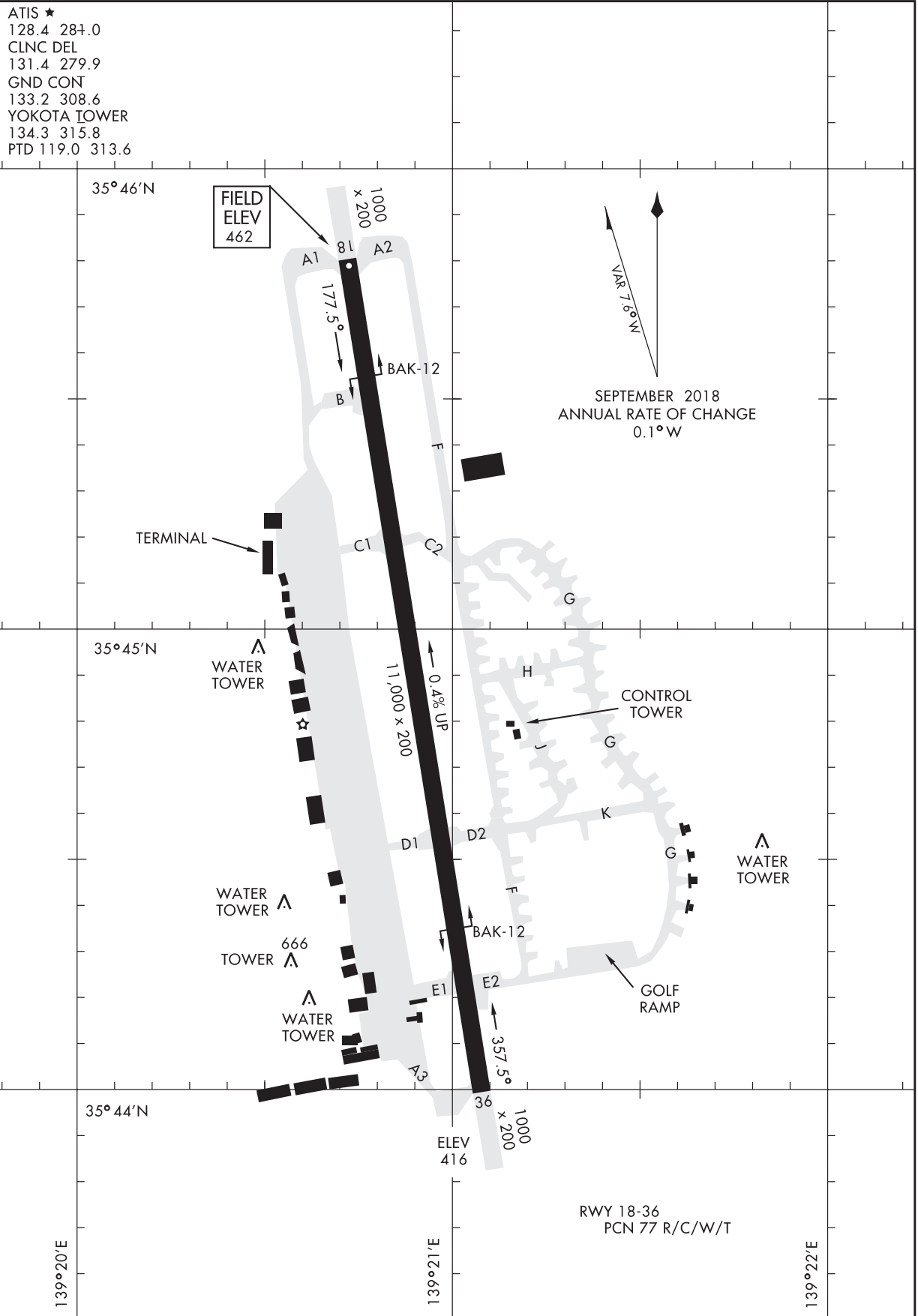


RJTY / YOKOTA

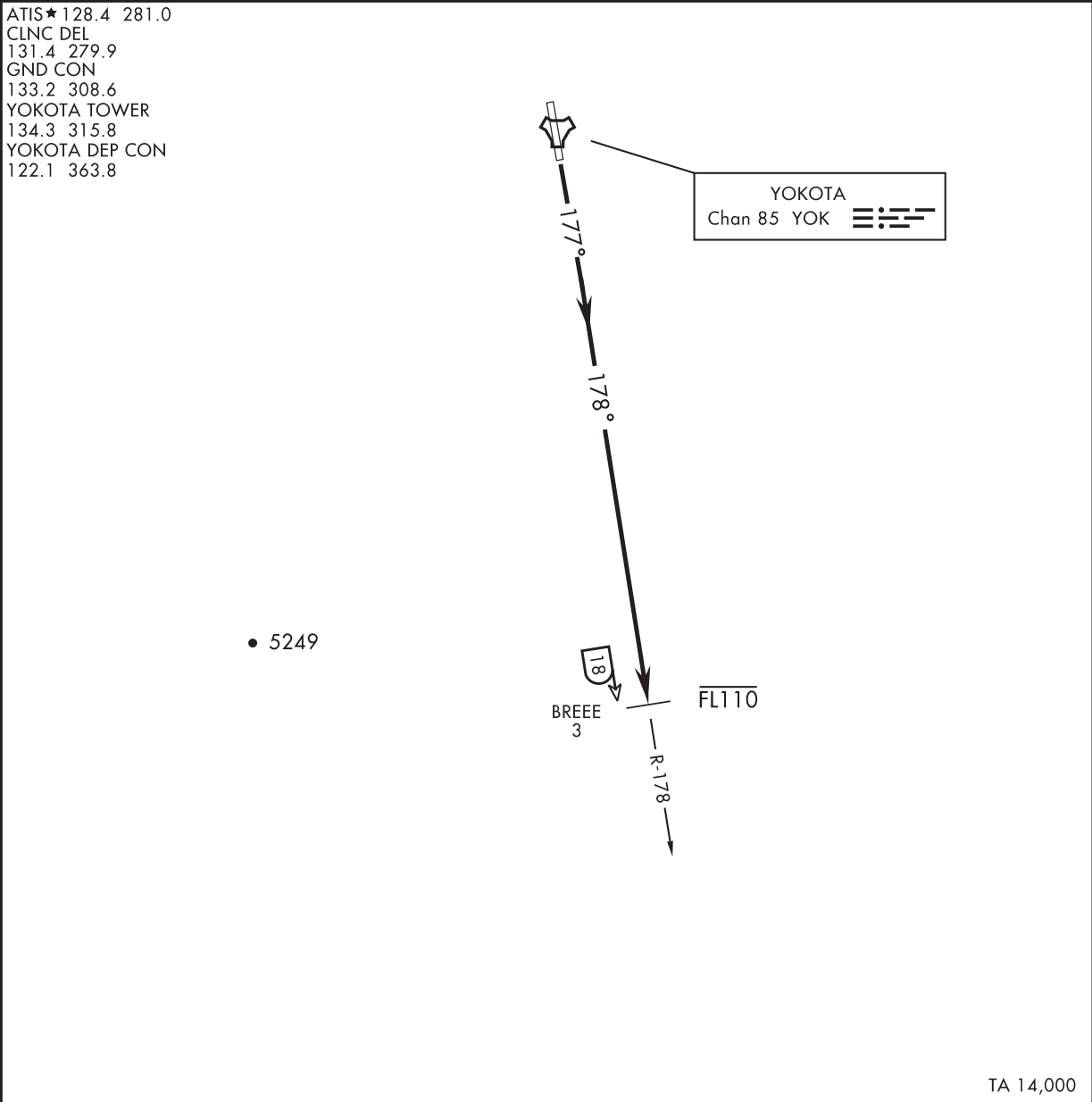
AD CHART



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA BREEE FOUR DEPARTURE (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb to 4000, turn right to intercept YOK TACAN R-178 to BREEE.
Cross BREEE at or below FL110. Continue as assigned by ATC.

CHANGE : Update

NOTE: REPRINTING DOD FLIP

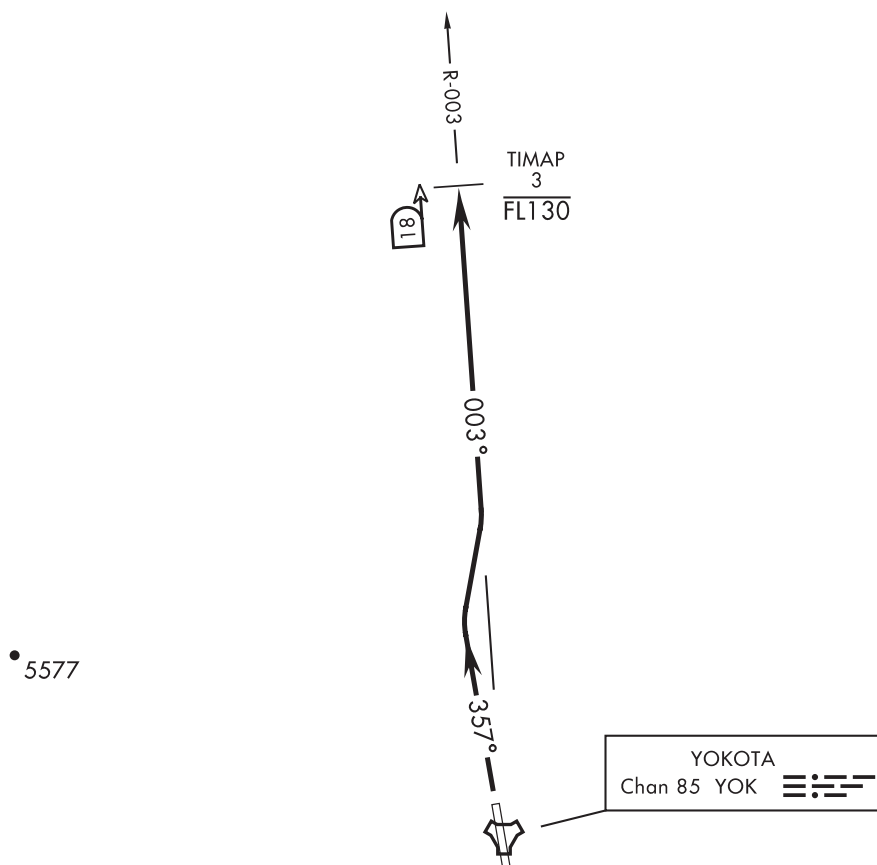
STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

TIMAP FOUR DEPARTURE (OBSTACLE)

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

SL-1458 [USAF]



TA 14,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 36: Climb to 4000, turn right to intercept YOK TACAN R-003 to TIMAP. Cross TIMAP at or below FL130. Continue as assigned by ATC.

CHANGE : Update

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

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

BUSYU ONE DEPARTURE

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

* Minimum † ATC Climb Rate
(a) to 8000
(b) to 13,400
(c) to 7900



DEPARTURE ROUTE DESCRIPTION

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

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

CHANGE : New PROC

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

FISAB TWO DEPARTURE (RNAV)

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

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

The diagram illustrates the FISAB TWO DEPARTURE (RNAV) route. It begins at FISAB (2.2), marked with a diamond symbol. A track of 005° (1.5) leads north to TIMAP 13,000, also marked with a diamond symbol. To the left of the route, a radar point is labeled 5577. The route is shown as a solid line with arrows indicating the direction of flight.

RNAV 1
DME/DME RNP-0.3 NA

RADAR REQUIRED

(for non-GPS Equipped Aircraft)

GPS REQUIRED

TA 14,000

▼

DEPARTURE ROUTE DESCRIPTION

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

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

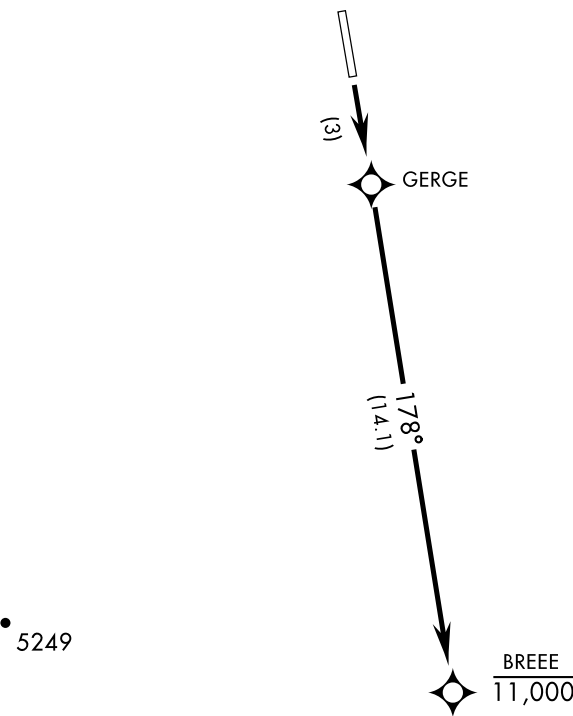
RJTY /YOKOTA

GERGE TWO DEPARTURE (RNAV)

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

TAKE-OFF OSBTACLES:

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



RNAV 1
DME/DME RNP-0.3 NA

RADAR REQUIRED
(for non-GPS Equipped Aircraft)

GPS REQUIRED

TA 14,000



DEPARTURE ROUTE DESCRIPTION

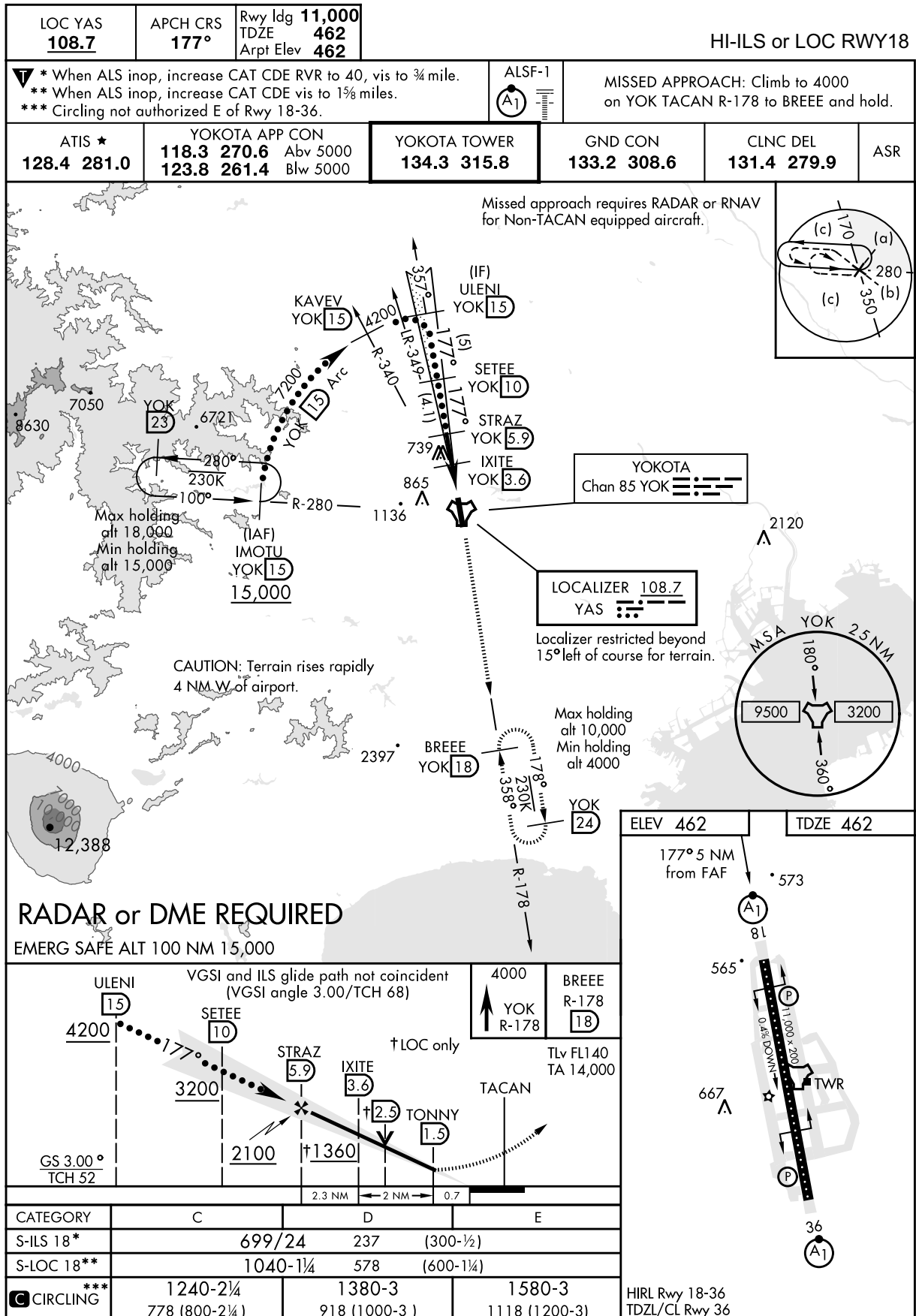
TAKE-OFF RWY 18: Climb direct GERGE, then track 178° to BREEE. Cross BREEE at or below 11,000.

NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART

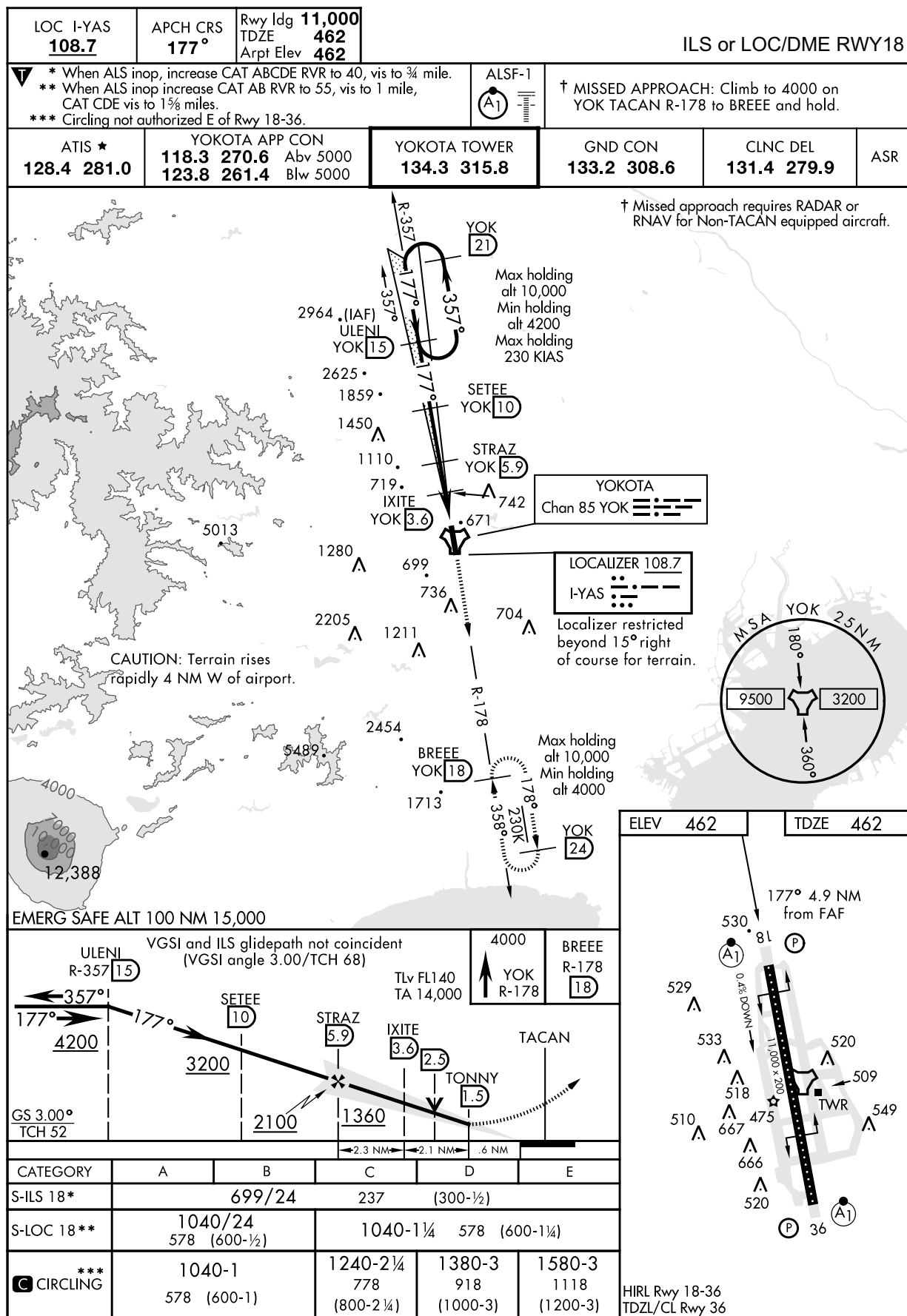
RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

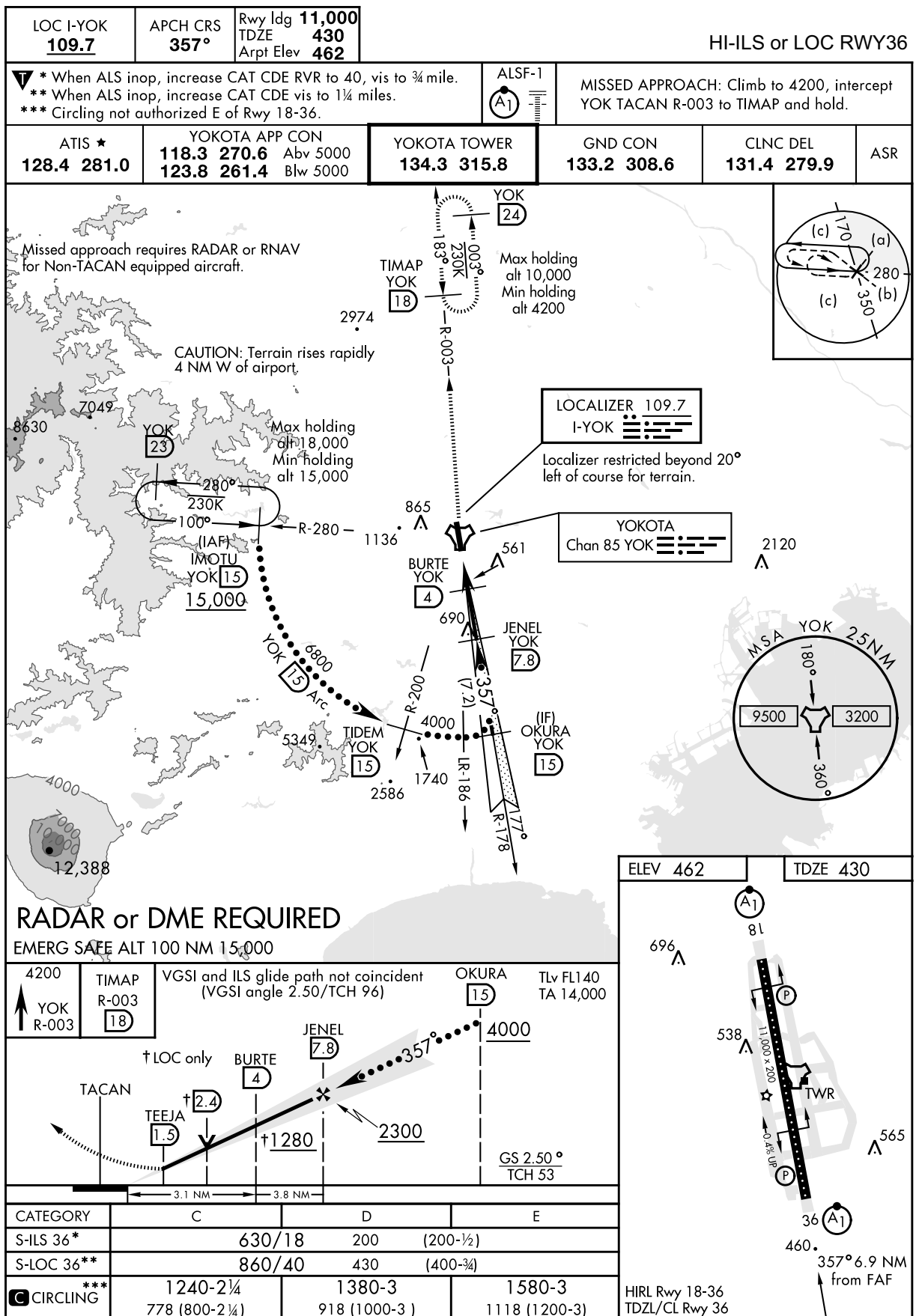
RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

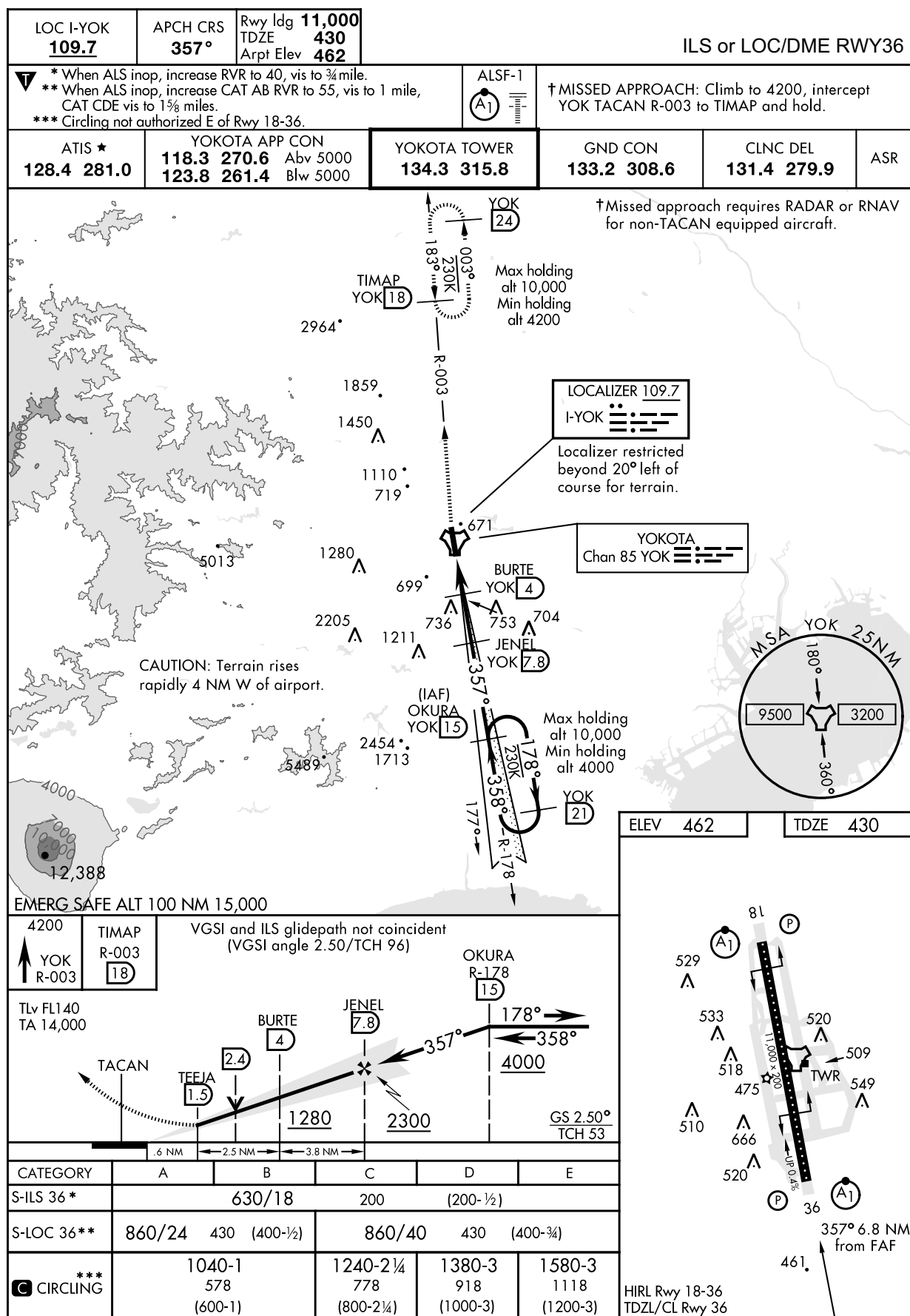
INSTRUMENT APPROACH CHART

RJTY / YOKOTA



INSTRUMENT APPROACH CHART

RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

APCH CRS 177°	Rwy ldg 11,000 TDZE 462 Arpt Elev 462
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RNAV (GPS) RWY18

<p>▽ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/4 miles. ** Circling not authorized E of Rwy 18-36.</p>		<p>ALSIF-1 </p>	<p>MISSED APPROACH: Climb to 4000 direct MESTR WPT and hold.</p>		
<p>ATIS ★ 128.4 281.0</p>	<p>YOKOTA APP CON 118.3 270.6 Abv 5000 123.8 261.4 Blw 5000</p>	<p>YOKOTA TOWER 134.3 315.8</p>	<p>GND CON 133.2 308.6</p>	<p>CLNC DEL 131.4 279.9</p>	<p>ASR</p>

DME/DME RNR - 0.3 NA



EMERG SAFE ALT 100 NM 15,000

<p>TLV FL 140 TA 14,000</p>		<p>4000</p>	<p>MESTR</p>	<p>ELEV 462</p>	<p>TDZE 462</p>
<p>BODAI</p>		<p>RISSA</p>	<p>HANIV</p>	<p>177° to RWY18</p>	
<p>357°</p>		<p>177°</p>	<p>1.4 NM to RWY18</p>	<p>0.48 DOWN</p>	
<p>177°</p>		<p>2500</p>	<p>1340</p>	<p>11,000 x 200</p>	
<p>3.09°</p>		<p>3.5 NM</p>	<p>2.5 NM</p>	<p>TWR</p>	
<p>TCH 68</p>		<p>36</p>	<p>36</p>	<p>36</p>	
<p>CATEGORY</p>	<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>	<p></p>
<p>LNAV MDA *</p>	<p>960/24 498 (500-1/2)</p>	<p>960/50 498 (500-1)</p>	<p>960/50 498 (500-1)</p>	<p>960/50 498 (500-1)</p>	<p></p>
<p>CIRCLING **</p>	<p>1020-1 558 (600-1)</p>	<p>1040-1 578 (600-1)</p>	<p>1240-2 778 (800-2 1/4)</p>	<p>1380-3 918 (1000-3)</p>	<p></p>

NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

RNAV (GPS) RWY36

ALSF-1

MISSED APPROACH: Climb to 5300 direct BODAI WPT and hold, continue climb-in-hold to 5300.

DME/DME RNP-0.3 NA

899

784

RW36

565

FONUD

655

(FAF) KARMN

2200

357°

(8)

(IAF/IF) MESTR

4000 NoPT

271°

(8.6)

(IAF) WHILY

4000

MSA RW36 25 NM

9500

4 NM

177°

230K

357°

4 NM

Max holding alt 10,000

Min holding alt 4000

Max holding alt 10,000

BODAI

MISSED APPROACH

4 NM

357°

230K

177°

EMERG SAFE ALT 100 NM 15,000

Diagram illustrating the VGS and ILS glide paths. The diagram shows a horizontal segment from RW36 to FONDUD (1.6 NM) and a vertical segment from FONDUD to KARMIN (1.1 NM). The glide path from KARMIN to MESTR is at 357° with a 2.68° angle to the horizontal. The MESTR segment is at 177° with a 357° angle to the horizontal. The diagram also shows the VGS and ILS glide paths not coincident (VGS angle 2.50/TCH 96).

Civil Aviation Bureau, Japan (EFF:23 APR 2020)