

STANDARD DEPARTURE CHART-INSTRUMENT

RJTA / ATSUGI

SID

ZUSHI ONE DEPARTURE

RWY01 : Climb RWY HDG to NJA 6.0DME, via NJA R352 to 13.0DME, turn right, direct to NJA TACAN, via NJA R179 to ZUSHI.

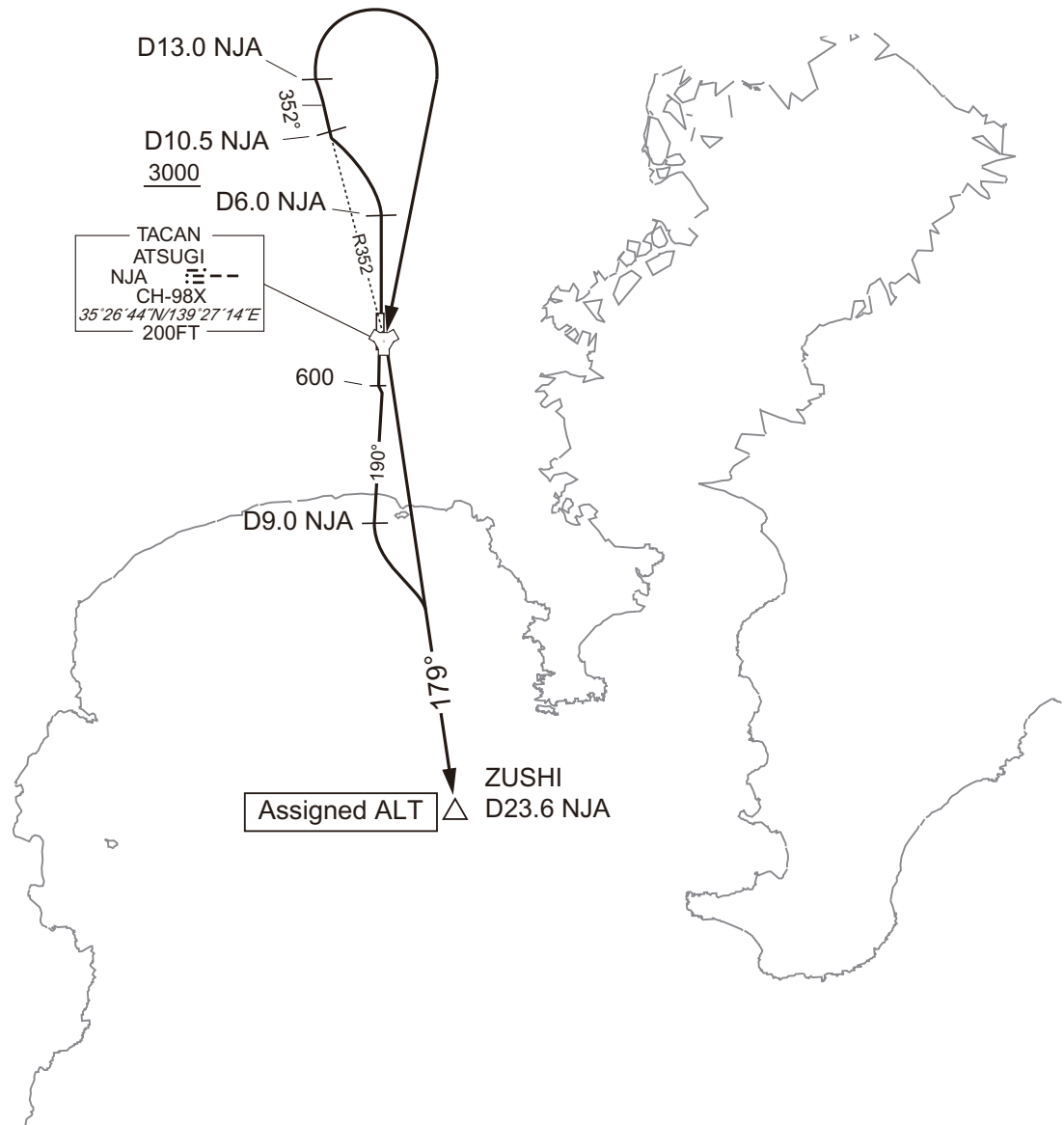
Cross NJA R352/10.5DME at or above 3000FT, cross ZUSHI at assigned altitude.

RWY19 : Climb RWY HDG to 600FT, via NJA R190 to 9.0DME, via NJA R179 to ZUSHI.

Cross ZUSHI at assigned altitude.

NOTE RWY01 : 4.0% climb gradient required up to 500FT.

OBST ALT 321FT locate at 0.5NM 357° FM end of RWY01.



CHANGE : New PROC.

STANDARD DEPARTURE CHART-INSTRUMENT

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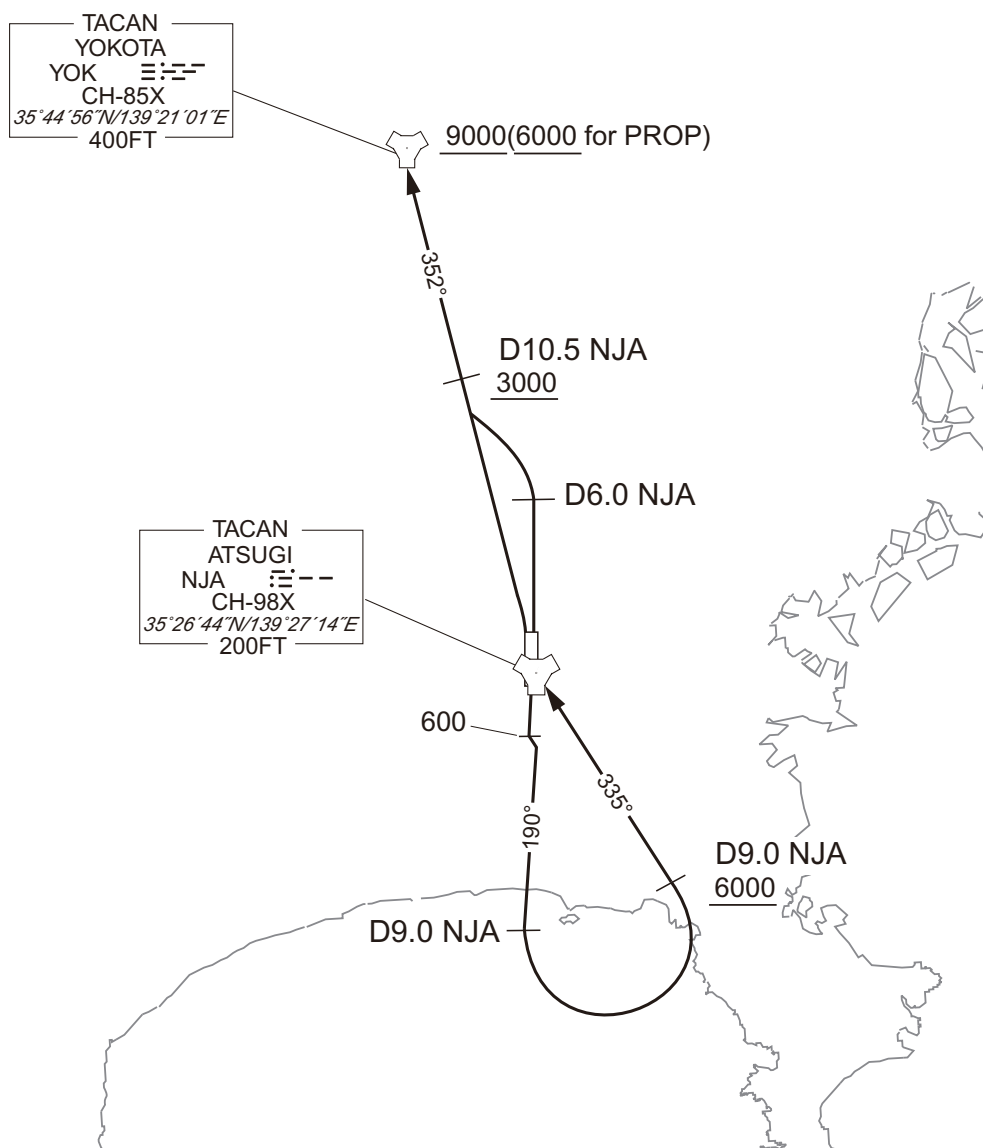
SID

YOKOTA TWO DEPARTURE

RWY01 : Climb RWY HDG to NJA 6.0DME, via NJA R352 to YOK TACAN.
Cross NJA R352/10.5DME at or above 3000FT, cross YOK TACAN at or above 9000FT(at or above 6000FT for PROP).

RWY19 : Climb RWY HDG to 600FT, via NJA R190 to 9.0DME, turn left,
via NJA R155 to NJA TACAN, via NJA R352 to YOK TACAN.
Cross NJA R155/9.0DME at or above 6000FT, cross YOK TACAN at or above 9000FT(at or above 6000FT for PROP).

NOTE RWY01 : 4.0% climb gradient required up to 500FT.
OBST ALT 321FT locate at 0.5NM 357° FM end of RWY01.



CHANGE : PROC abolished(HATSU TWO DEPARTURE). PROC renamed(YOKOTA TWO DEPARTURE).
PROC course. Note added. ALT restriction established.

RJTA / ATSUGI

ILS Z or LOC Z RWY01

TACAN
ATSUGI
NJA
CH-98X
35°26'44"N/139°27'14"E

VAR8°W(2024)
MSA 25NM

NJA
3100
270°
2400
360°
6600
180°

EQPT REQUIRED TACAN

MAPt(LOC)
D0.6 NJA

PUKUK(FAF)
D4.1 NJA

SYONA
D11.0 NJA

MHA3600
MAX230KIAS

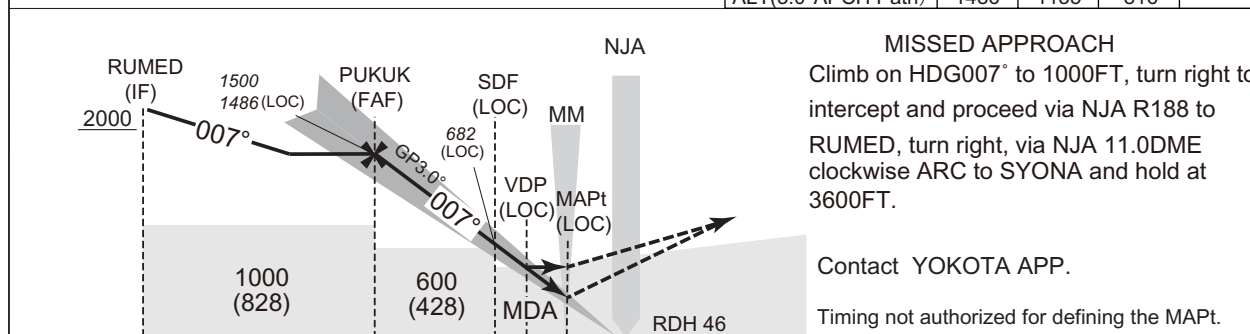
RUMED(IF)
R188/D11.0 NJA

D11.0 NJA ARC

D16.0 NJA

PUKUK(FAF) : 352237.90N/1392705.48E

NM to NJA	FAF	3	2	MAPt
Alt T(3.0°APCH Path)	1486	1135	816	-

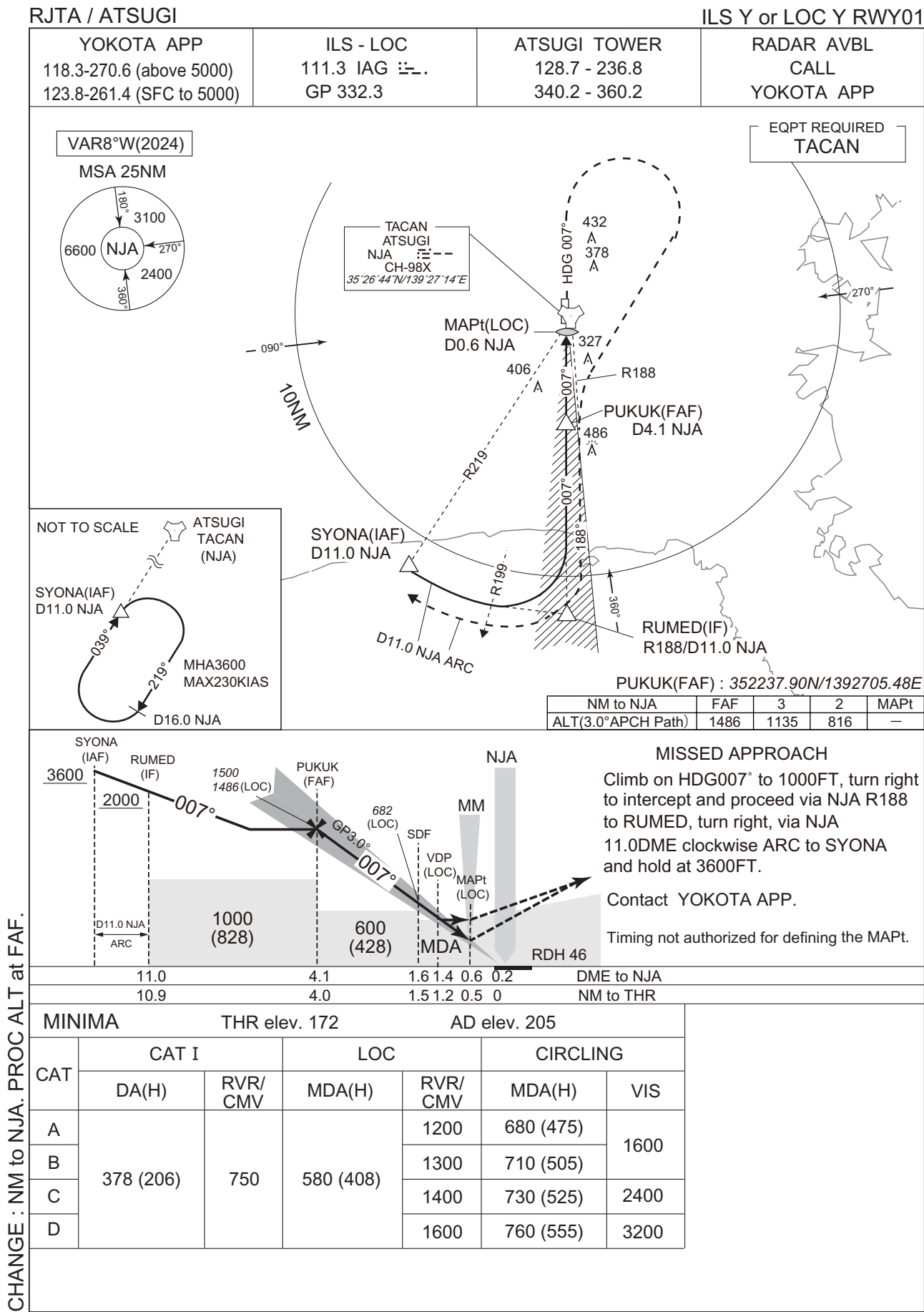


11.0	4.1	1.6	1.4	0.6	0.2	DME to NJA
10.9	4.0	1.5	1.2	0.5	0	NM to THR

MINIMA		THR elev. 172		AD elev. 205		
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	378 (206)	750	580 (408)	1200	680 (475)	1600
B				1300	710 (505)	
C				1400	730 (525)	2400
D				1600	760 (555)	3200

CHANGE : NM to NJA. NM to THR.

INSTRUMENT APPROACH CHART



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