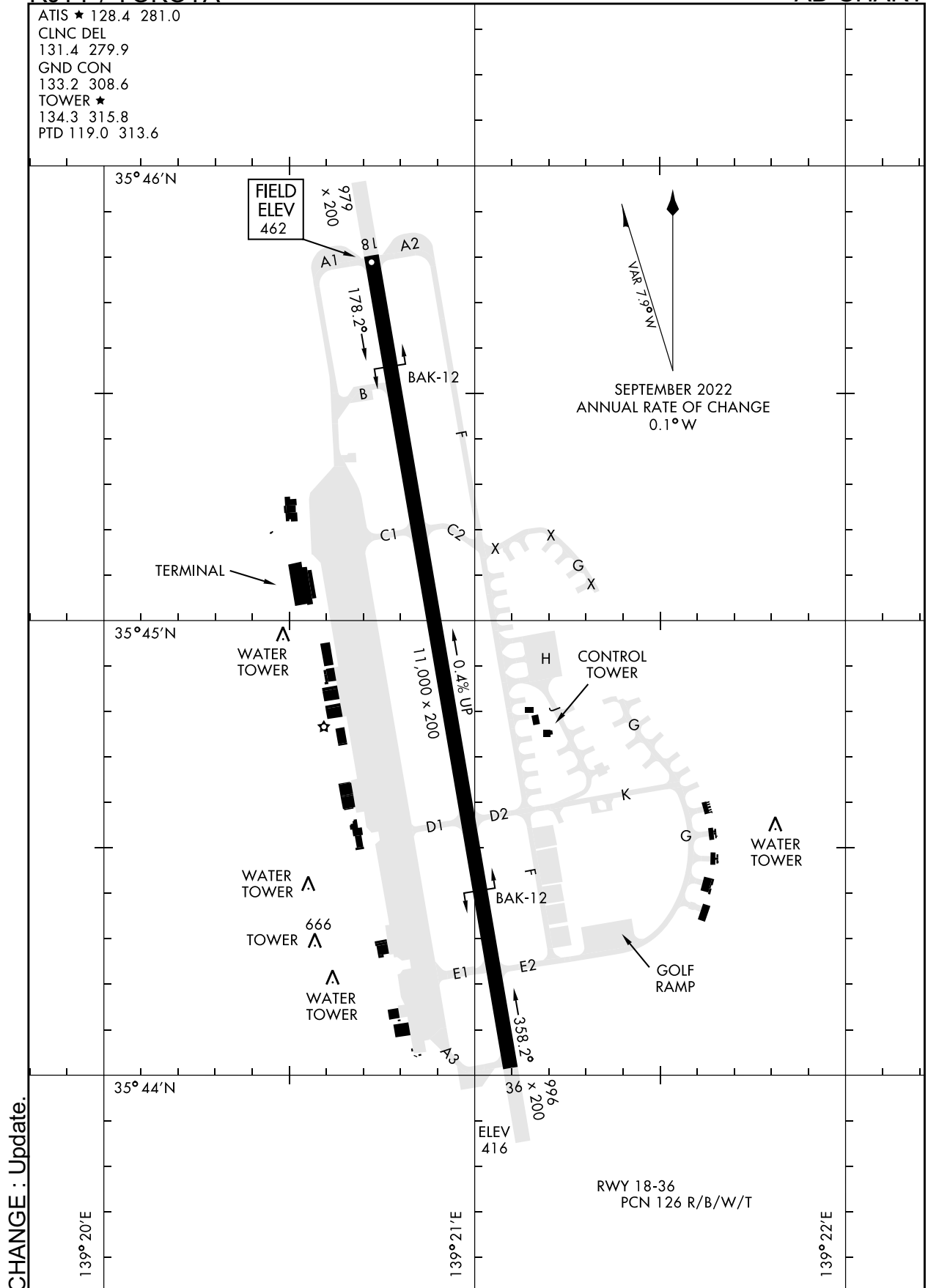


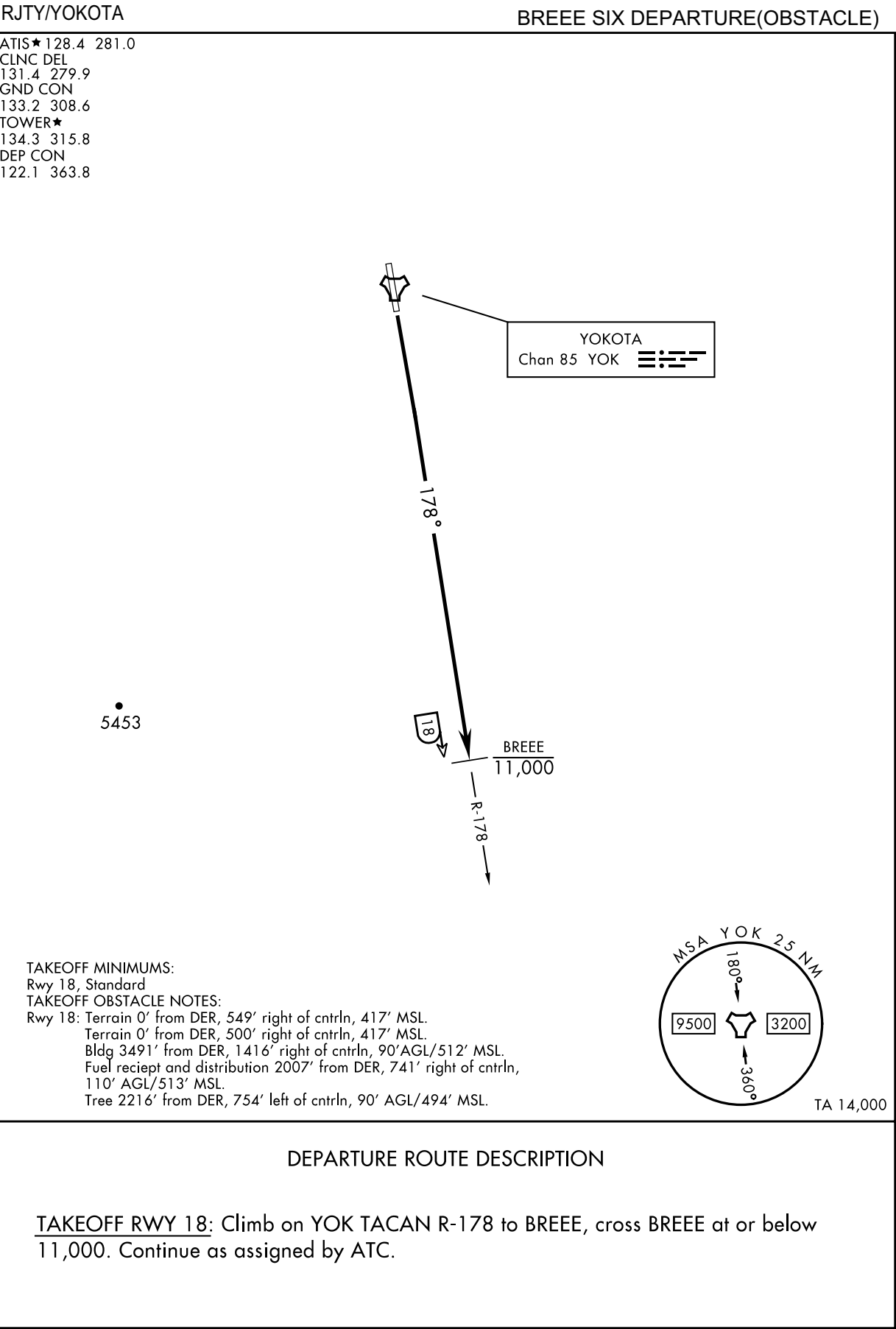
RJTY / YOKOTA

AD CHART



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

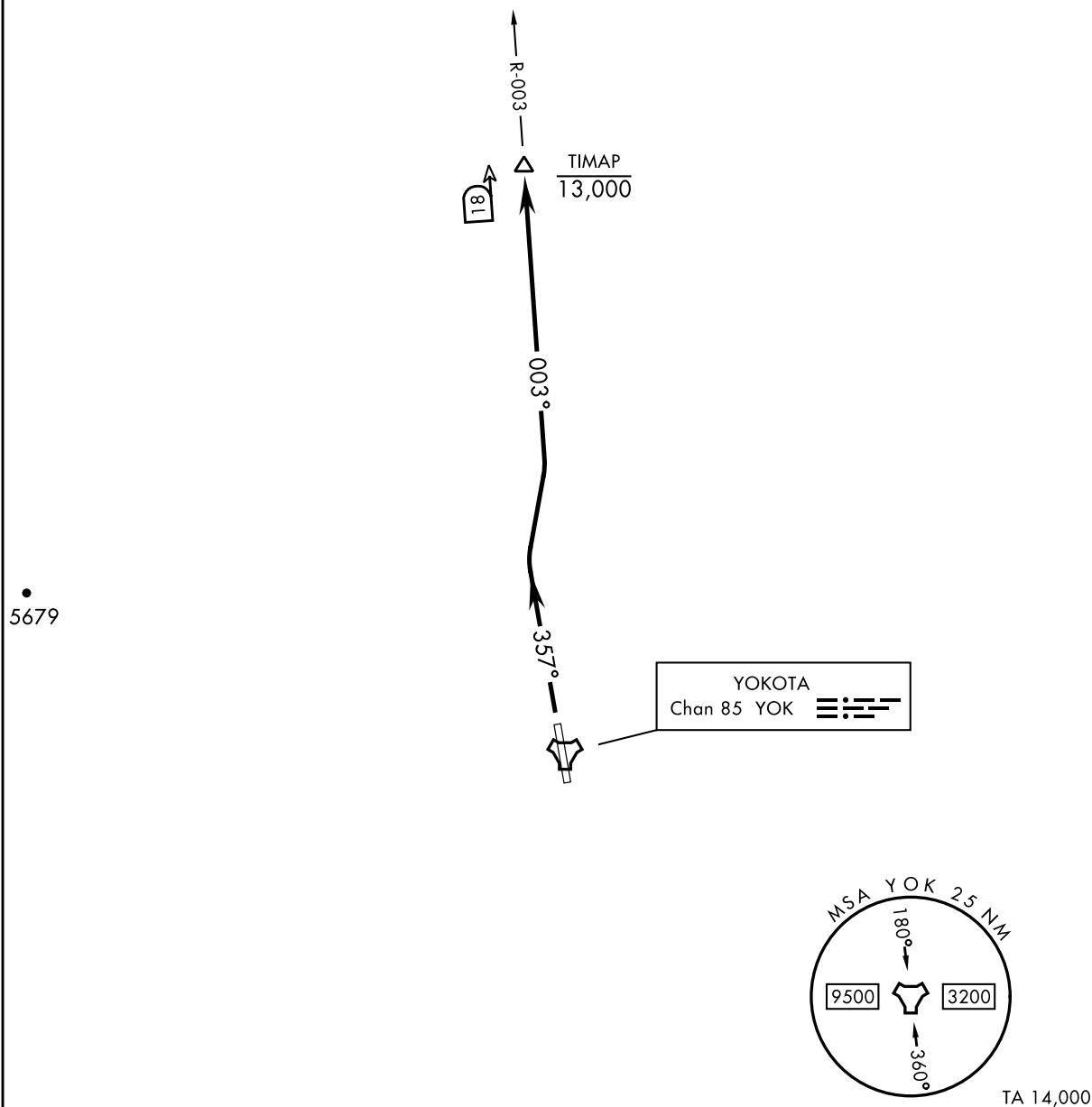


STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

TIMAP FIVE DEPARTURE(OBSTACLE)

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



CHANGE : Update.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 36: Climb to 4000, turn right to intercept YOK TACAN R-003 to TIMAP.
 Cross TIMAP at or below 13,000. Continue as assigned by ATC.

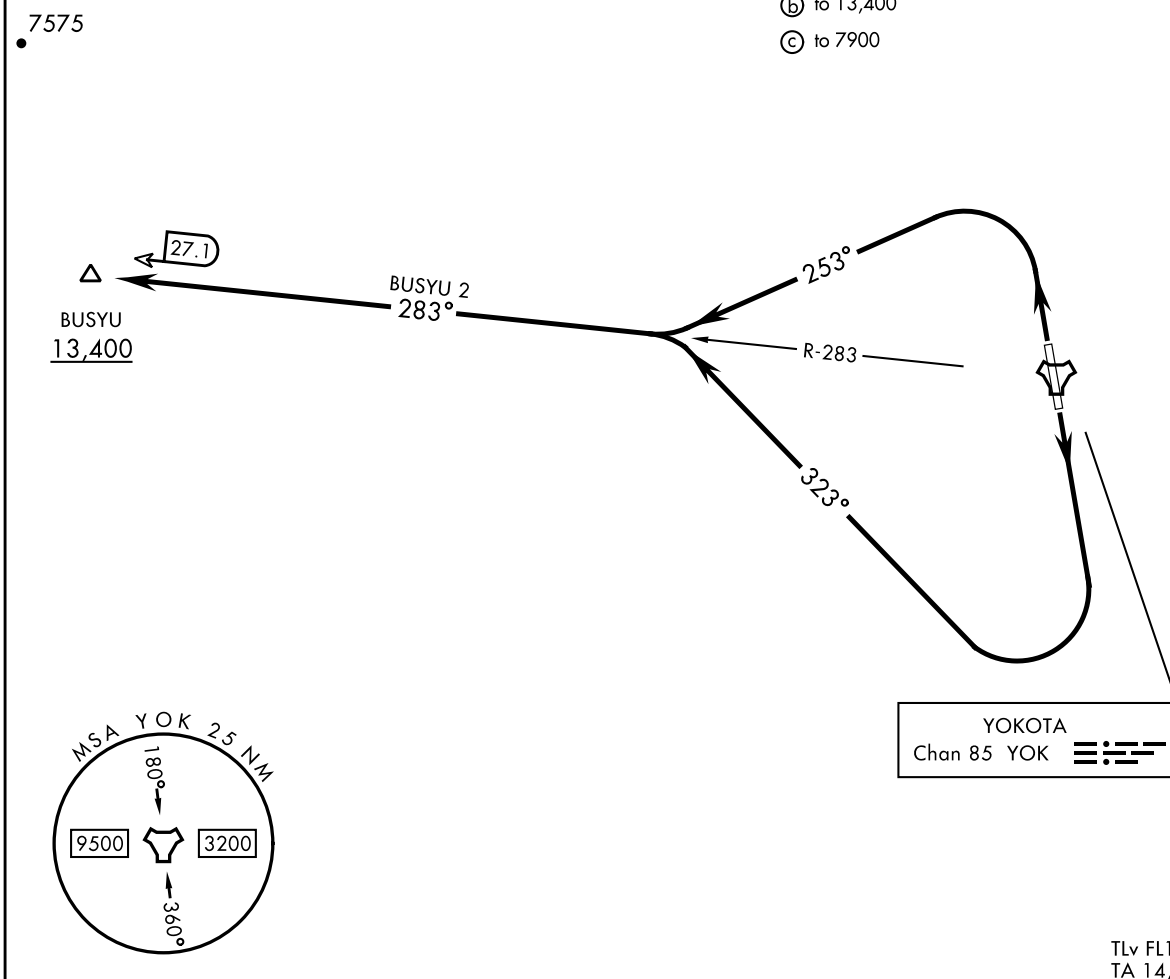
NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

BUSYU TWO 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 |

© to 7900



DEPARTURE ROUTE DESCRIPTION

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

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

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

KANTO ONE DEPARTURE(RNAV)

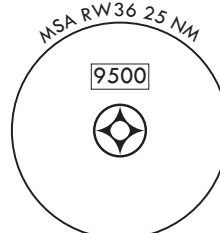
DEP CON
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped
acft)

TIMAP
13,000

3478



TLv FL140
TA 14,000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 36: Climb direct TIMAP, cross at or below 13,000 or as assigned by ATC.

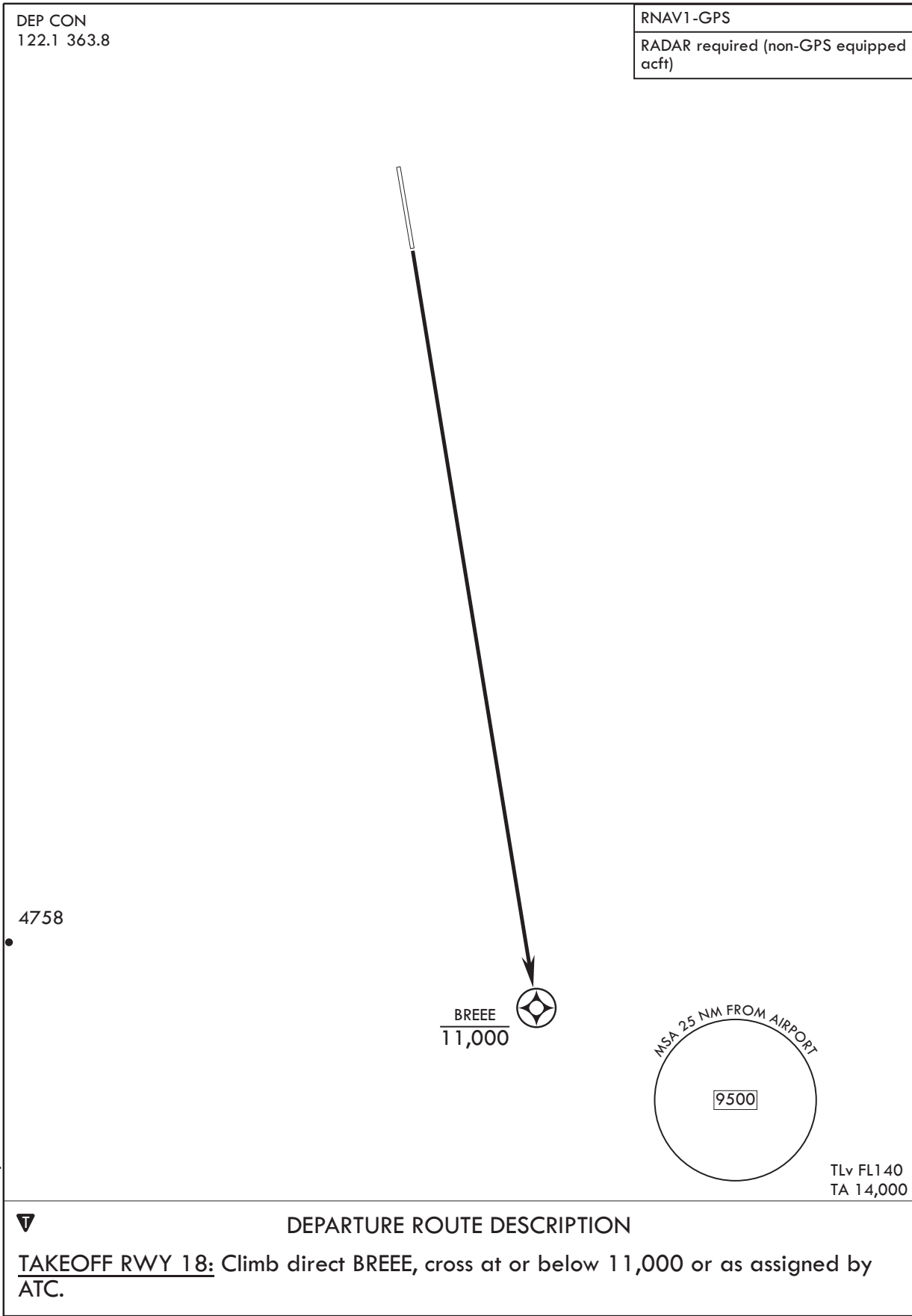
NOTE: REPRINTING DOD FLIP

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

FUSSA TWO DEPARTURE(RNAV)

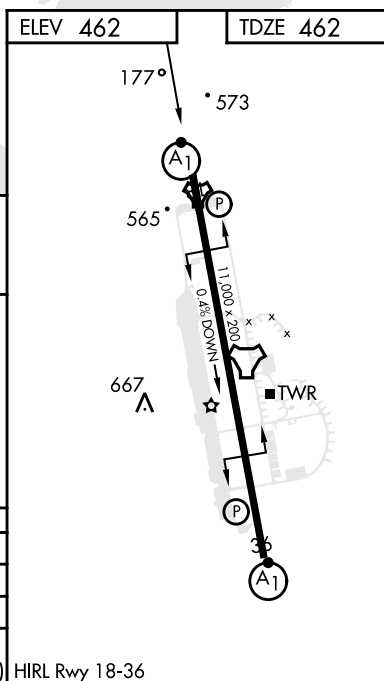


CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK


RJTY / YOKOTA

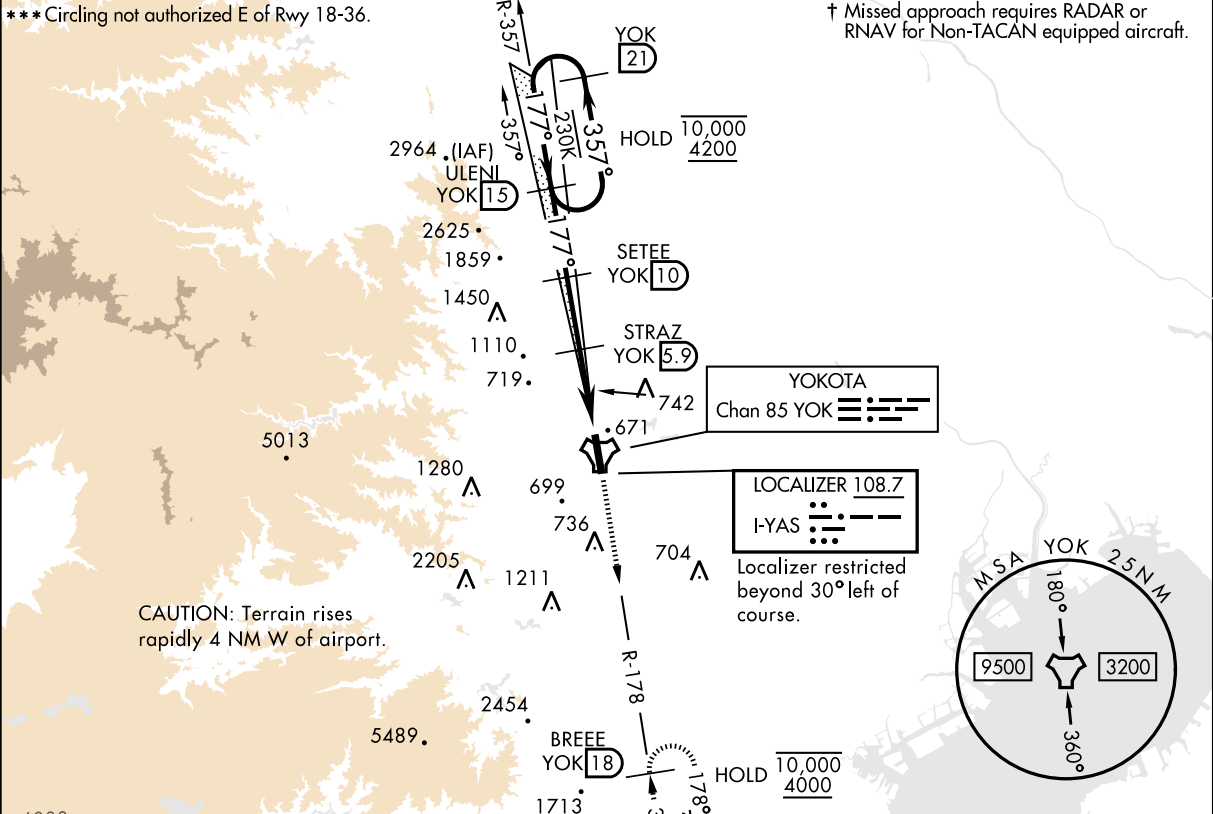
HI-ILS Y or LOC Y RWY18HIRL Rwy 18-36

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY/YOKOTA

| | | | | |
|------------------------------|---------------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| LOC I-YAS 108.7 | APCH CRS 177° | Rwy ldg 11,000 TDZE 462 Arpt Elev 462 | ILS Z or LOC Z RWY18 | |
| RADAR or DME required | | | ALSIF-1  | † MISSED APPROACH: Climb to 4000 on YOK TACAN R-178 to BREEE and hold. |
| ATIS ★ 128.4 281.0 | APP CON 118.3 270.6 (Abv 5000) 123.8 261.4 (Blw 5000) | TOWER ★ 134.3 315.8 | GND CON 133.2 308.6 | CLNC DEL 131.4 279.9 |



EMERG SAFE ALT 100 NM 15,000

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 68)

TLv FL140
TA 14,000

4000
YOK R-178

BREEE
R-178

YOK 21 YOK 15

10,000
4200

357°

177°

SETEE

YOK 10

3200

177°

STRAZ
YOK 5.9

YOK 2.7

TONNY
YOK 1.5

2100

4.4 NM

0.6 NM

GS 3.00°
TCH 52

| CATEGORY | A | B | C | D | E |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| S-ILS 18* | 662/24 | | 200 | (200-½) | |
| S-LOC 18** | 1120/24 658 (700-½) | | 1120-1¾ | 658 | (700-1¾) |
| CIRCLING *** | 1120-1 658 (700-1) | 1200-1 738 (800-1) | 1280-2½ 818 (900-2½) | 1360-3 898 (900-3) | 1580-3 1118 (1200-3) |

ELEV 462

TDZE 462

177°

530

81

529

533

518

510

475

666

520

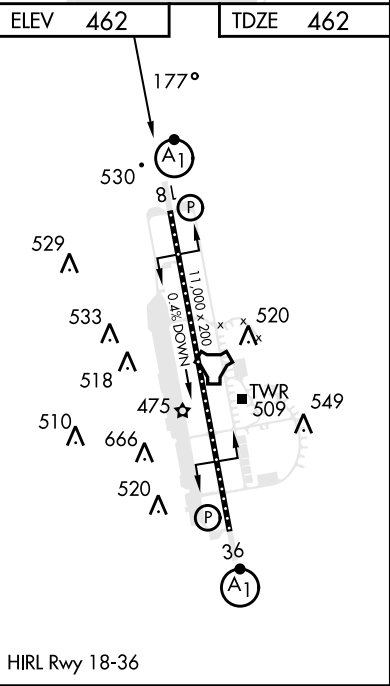
520

549

TWR 509

36

HIRL Rwy 18-36



NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

| | | |
|---------------------------|-------------------------|------------------------------------------------------------------|
| LOC I-YOK 109.7 | APCH CRS 357° | Rwy Idg 11,000 TDZE 430 Arpt Elev 462 |
|---------------------------|-------------------------|------------------------------------------------------------------|

ILS Z or LOC Z RWY36

RADAR or DME required. DME required for LOC only.

* When ALS inop, increase RVR to 40, vis to ¾ mile.

When TDZL/CL lights inop increase RVR to 24.

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.

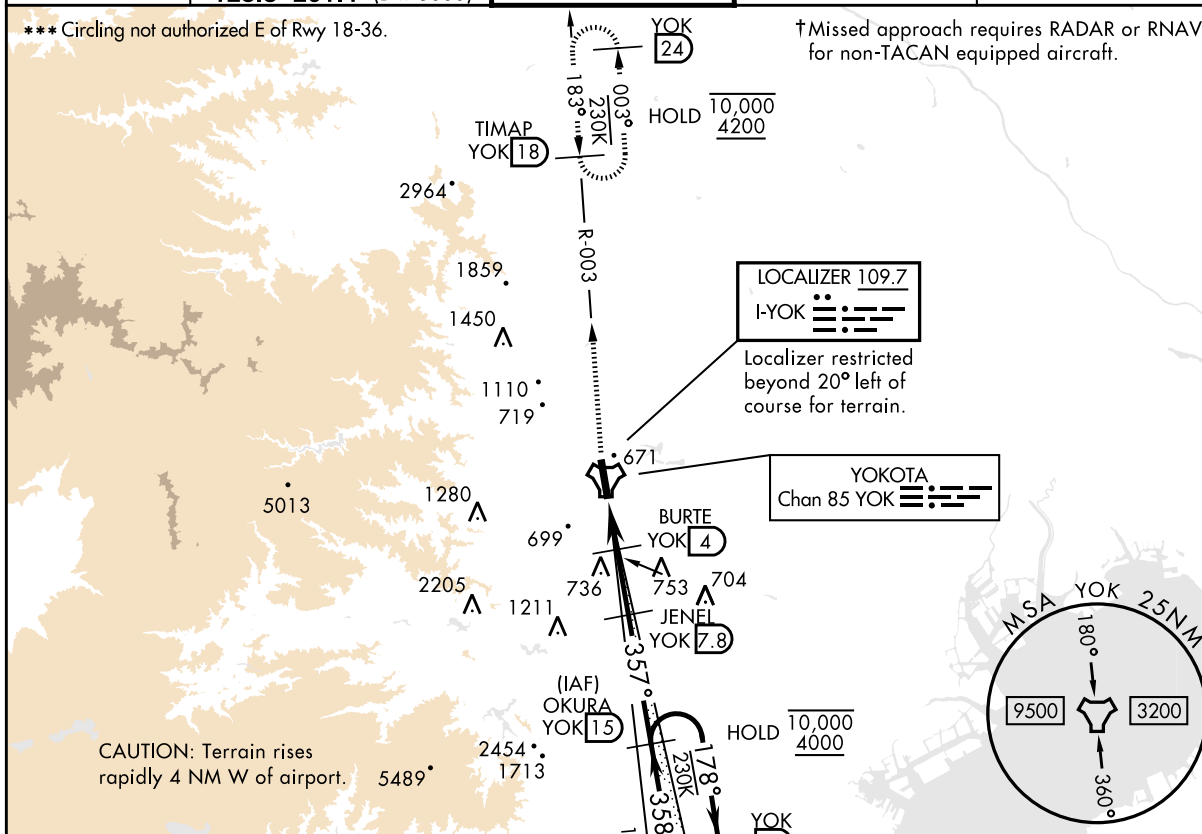


† MISSED APPROACH: Climb to 4200, intercept YOK TACAN R-003 to TIMAP and hold.

| | | | | |
|------------------------------|---------------------------------------------------------------------------|-------------------------------|-------------------------------|--------------------------------|
| ATIS ★ 128.4 281.0 | APP CON 118.3 270.6 (Abv 5000) 123.8 261.4 (Blw 5000) | TOWER ★ 134.3 315.8 | GND CON 133.2 308.6 | CLNC DEL 131.4 279.9 |
|------------------------------|---------------------------------------------------------------------------|-------------------------------|-------------------------------|--------------------------------|

*** Circling not authorized E of Rwy 18-36.

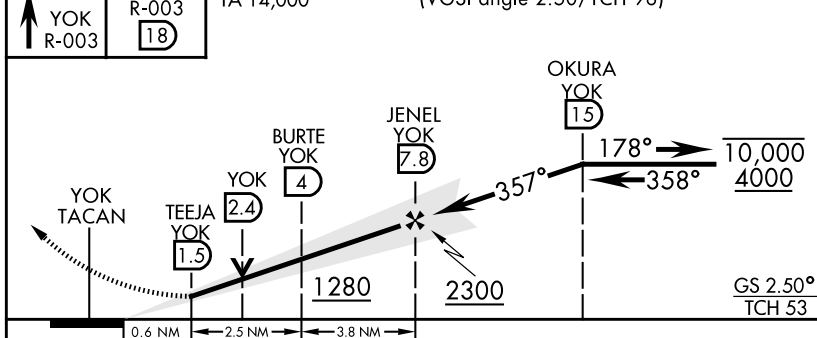
† Missed approach requires RADAR or RNAV for non-TACAN equipped aircraft.



CAUTION: Terrain rises rapidly 4 NM W of airport.

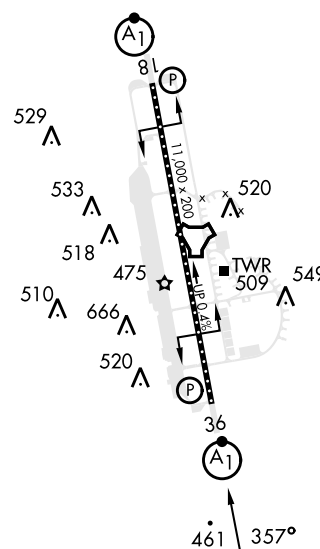
EMERG SAFE ALT 100 NM 15,000.

| | | | |
|---------------------------|----------------------|------------------------|-------------------------------------------------------------------|
| 4200 ↑ YOK R-003 | TIMAP R-003 18 | TLv FL140 TA 14,000 | VGSI and ILS glidepath not coincident (VGSI angle 2.50/TCH 96) |
|---------------------------|----------------------|------------------------|-------------------------------------------------------------------|



| CATEGORY | A | B | C | D | E |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|-------------------------|
| S-ILS 36 * | 630/18 | | 200 | (200-½) | |
| S-LOC 36 ** | 860/24 | 430 (400-½) | 860/40 | 430 | (400-¾) |
| *** CIRCLING | 1020-1 558 (600-1) | 1200-1 738 (800-1) | 1280-2½ 818 (900-2½) | 1360-3 898 (900-3) | 1580-3 1118 (1200-3) |

| | |
|----------|----------|
| ELEV 462 | TDZE 430 |
|----------|----------|



NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

RNAV(GPS)RWY18

CHANGE: Update.

10/7/25

INSTRUMENT APPROACH CHART

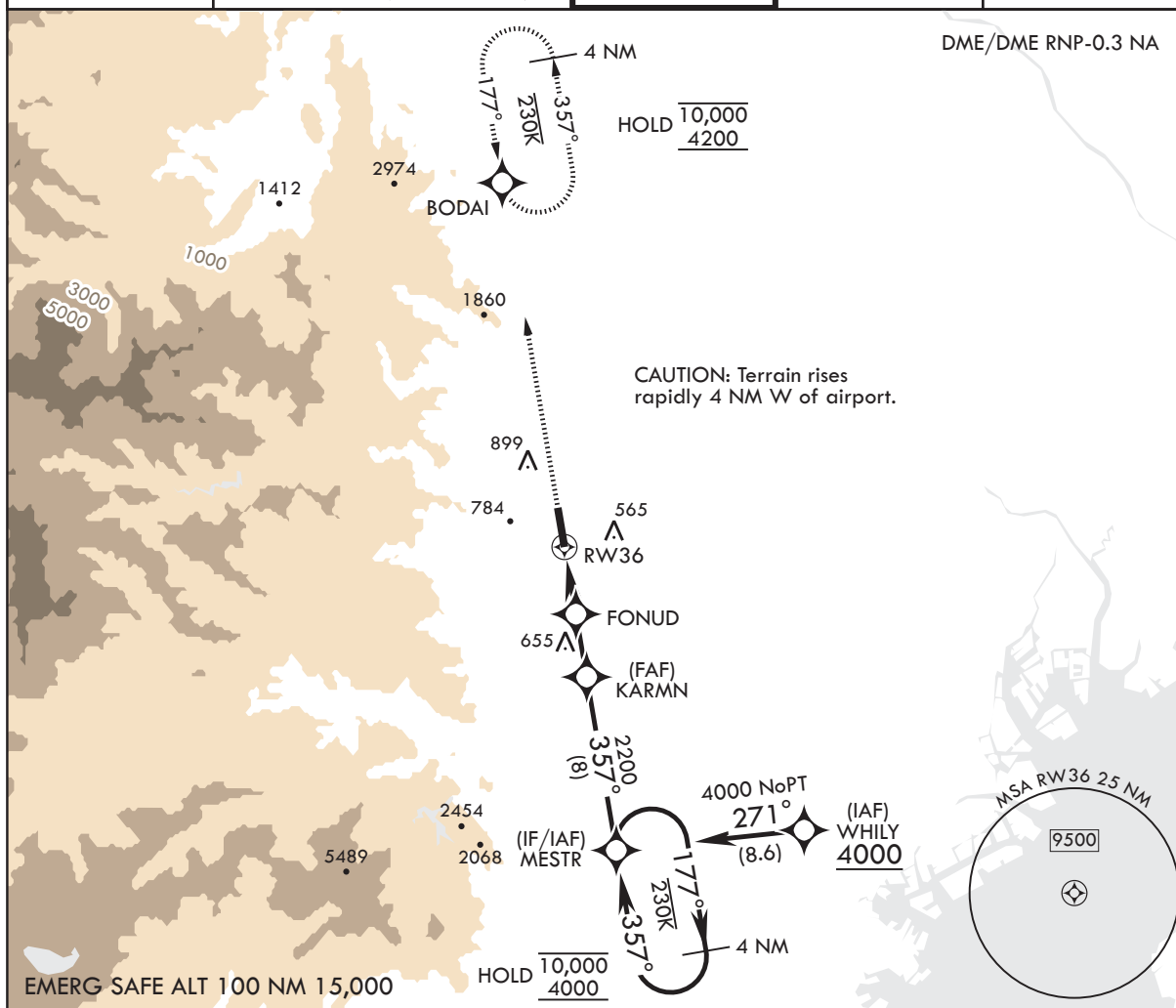
RJTY / YOKOTA

| | |
|------------------|-------------------|
| APCH CRS 357° | Rwy Idg 11,000 |
| | TDZE 430 |
| | Arpt Elev 462 |

RNAV(GPS)RWY36

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------|
| <p>▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/8 miles. ** Circling not authorized East of Rwy 18-36.</p> | <p>ALSF-1 (A1)</p> | <p>MISSED APPROACH: Climb to 4200 direct BODAI and hold.</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------|

| | | | | |
|------------------------------|----------------------------------------------------------------------------|-------------------------------|--------------------------------|---------------------------------|
| <p>ATIS★ 128.4 281.0</p> | <p>APP CON 118.3 270.6 (ABV 5000MSL) 123.8 261.4 (BLW 5000MSL)</p> | <p>TOWER★ 134.3 315.8</p> | <p>GND CON 133.2 308.6</p> | <p>CLNC DEL 131.4 279.9</p> |
|------------------------------|----------------------------------------------------------------------------|-------------------------------|--------------------------------|---------------------------------|



| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>4200 BODAI</p> <p>TLv FL140 TA 14,000</p> <p>RW36</p> <p>1.5 NM to RW36</p> <p>3.1 NM</p> <p>2.9 NM</p> <p>FONUD</p> <p>KARMN</p> <p>MESTR</p> <p>4 NM Holding Pattern</p> <p>177°</p> <p>357°</p> <p>10,000</p> <p>4000</p> <p>≤ 2.68° TCH 75</p> | <p>VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).</p> | <p>ELEV 462</p> <p>TDZE 430</p> <p>81</p> <p>529</p> <p>533</p> <p>518</p> <p>510</p> <p>666</p> <p>520</p> <p>36</p> <p>11,000 x 200</p> <p>0.4% Up</p> <p>TWR</p> <p>509</p> <p>549</p> <p>BCN</p> <p>475</p> <p>666</p> <p>520</p> <p>357°</p> <p>HIRL all rwys</p> |
| <p>CATEGORY</p> <p>A</p> <p>B</p> <p>C</p> <p>D</p> | <p>900/24</p> <p>470</p> <p>(500-1/2)</p> <p>900/50</p> <p>470</p> <p>(500-1)</p> | |
| <p>LNAV MDA*</p> <p>1020-1</p> <p>558 (600-1)</p> <p>1200-1</p> <p>738 (800-1)</p> <p>1280-2 1/2</p> <p>818 (900-2 1/2)</p> <p>1360-3</p> <p>898 (900-3)</p> | | |
| <p>CIRCLING**</p> | | |

CHANGE : Update.

NOTE: REPRINTING DOD FLIP