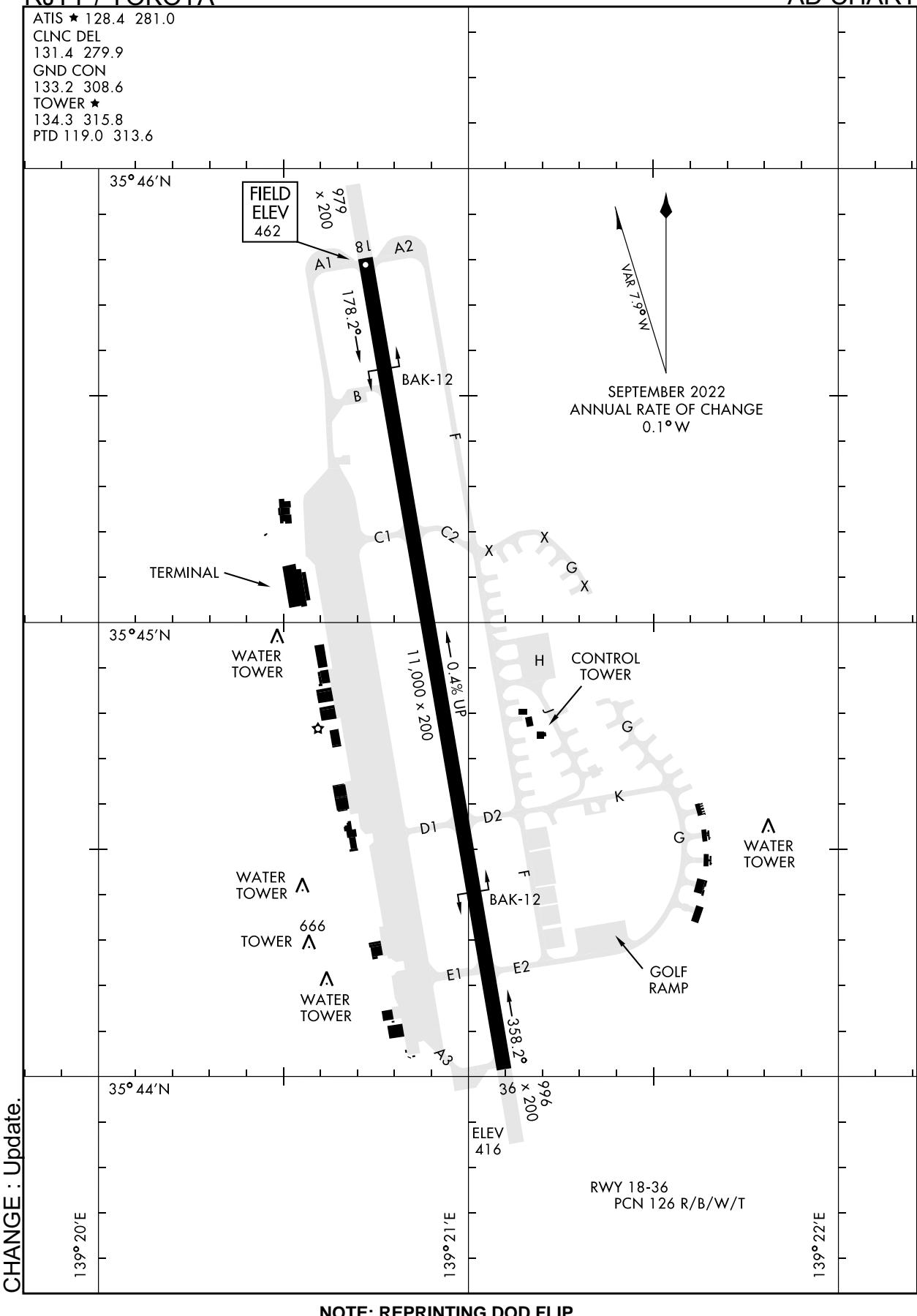


RJTY / YOKOTA

AD CHART

ATIS ★ 128.4 281.0
CLNC DEL
131.4 279.9
GND CON
133.2 308.6
TOWER ★
134.3 315.8
PTD 119.0 313.6

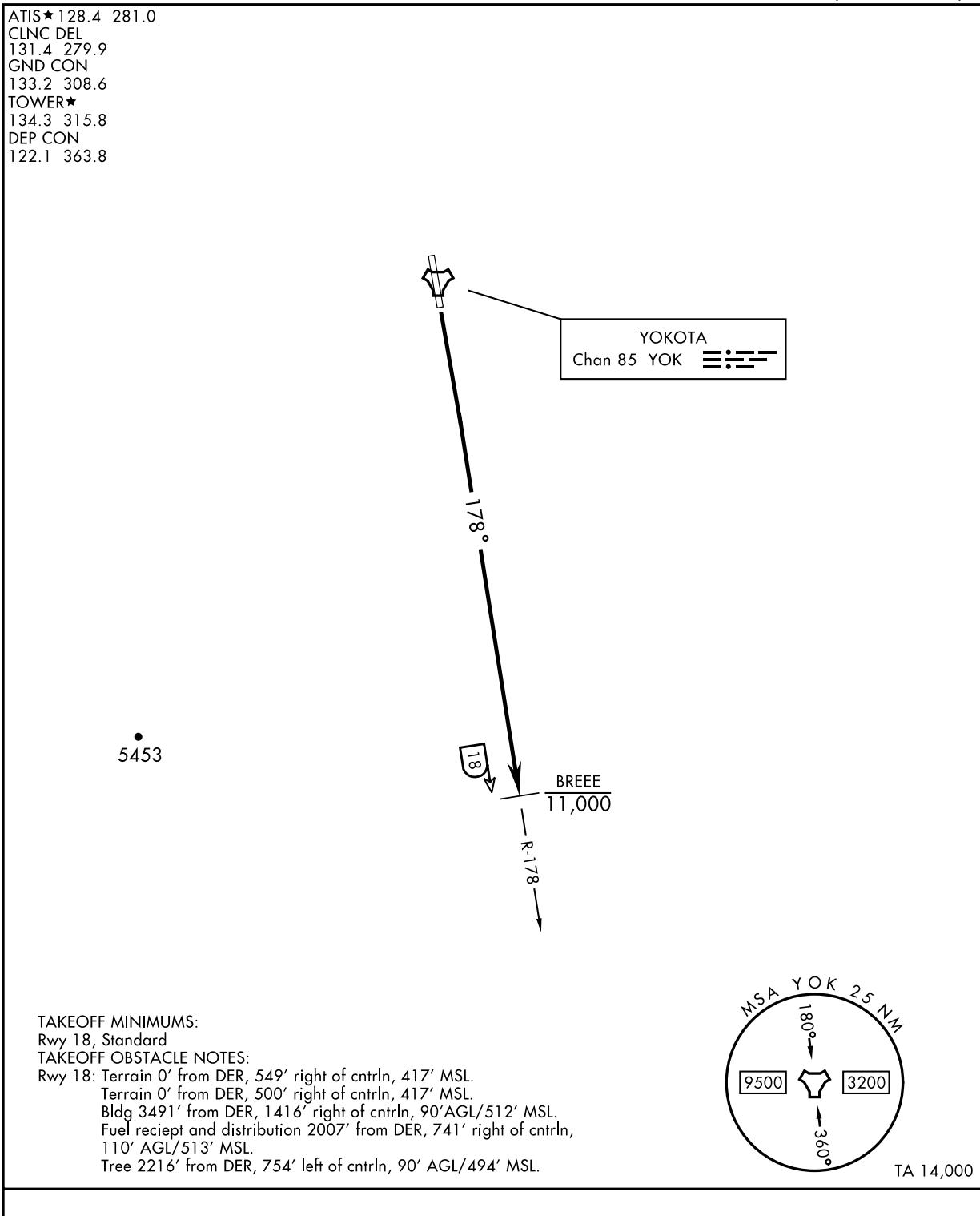


NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY/YOKOTA

BREEE SIX DEPARTURE(OBSTACLE)



CHANGE: Update

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18: Climb on YOK TACAN R-178 to BREEE, cross BREEE at or below 11,000. Continue as assigned by ATC.

NOTE: REPRINTING DOD FLIP

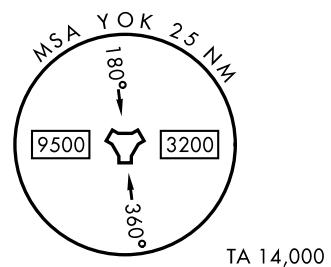
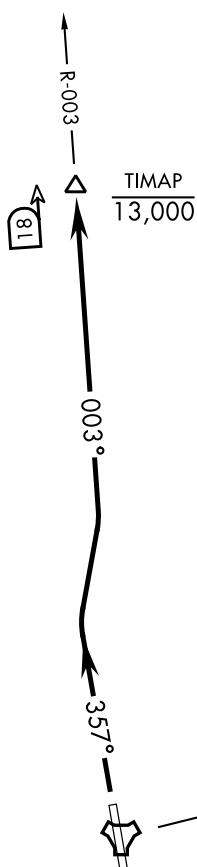
STANDARD DEPARTURE CHART - INSTRUMENT

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

5679



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

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

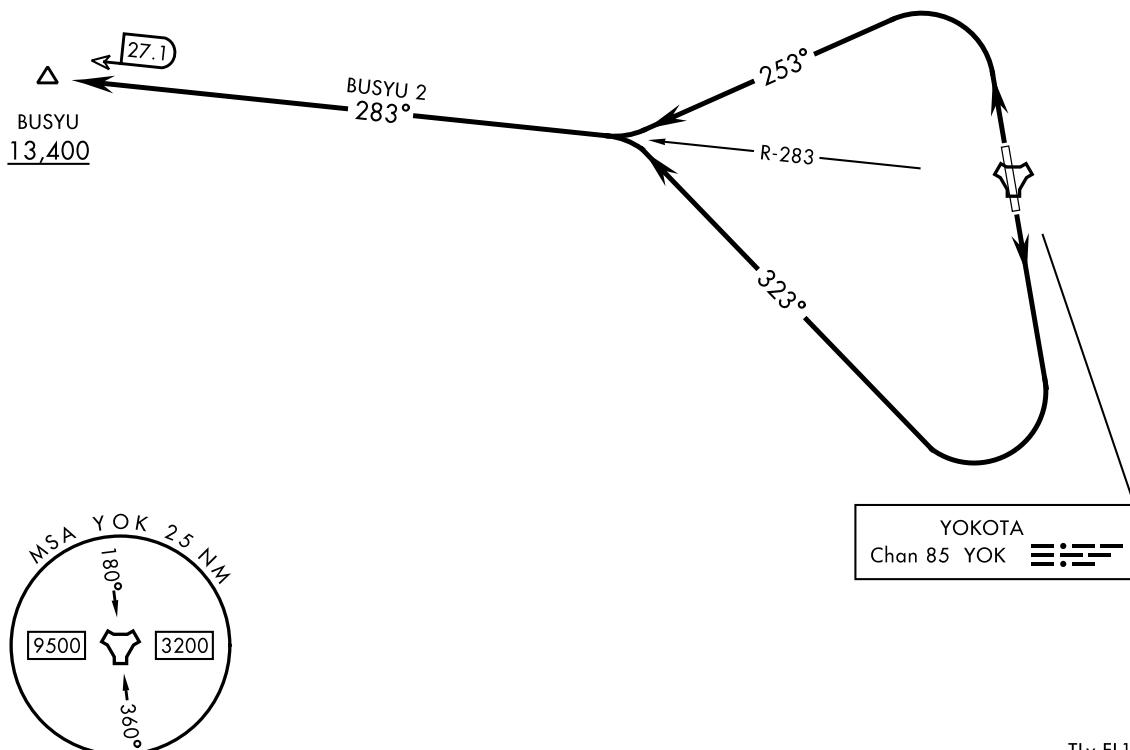
ATIS★ 128.4 281.0
CLNC DEL
131.4 279.9
GND CON
133.2 308.6
TOWER★
134.3 315.8
DEP CON
122.1 363.8

7575
•

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

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

DEP CON
122.1 363.8

KANTO ONE DEPARTURE(RNAV)

RNAV1-GPS

RADAR required (non-GPS equipped acft)

3478

1

 TIMAP
13,000

MSA RW36 25 NM

9500

TLv FL140
TA 14,000

CHANGE : New PROC.

DEPARTURE ROUTE DESCRIPTION

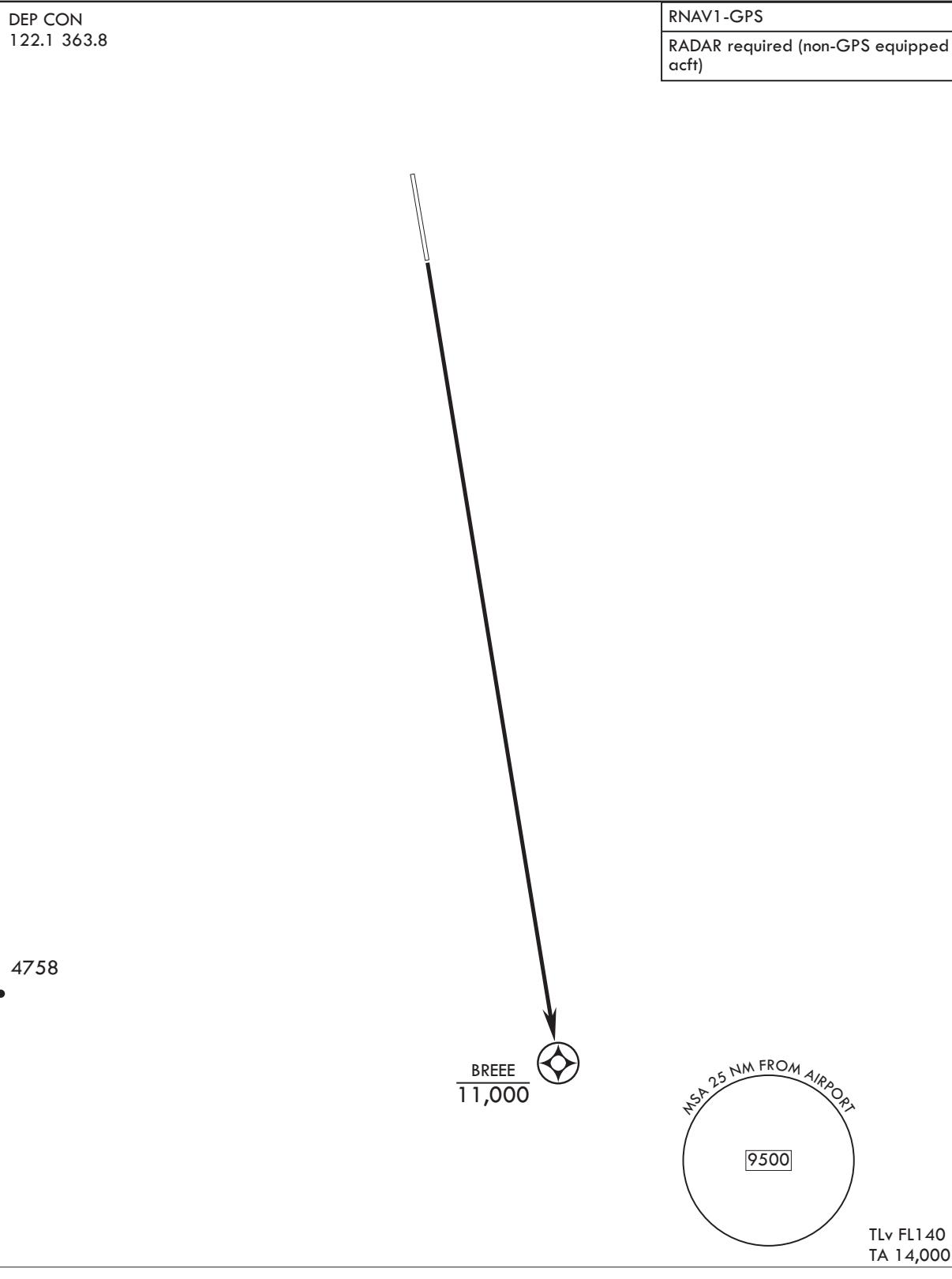
TAKEOFF RWY 36: Climb direct TIMAP, cross at or below 13,000 or as assigned by ATC.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

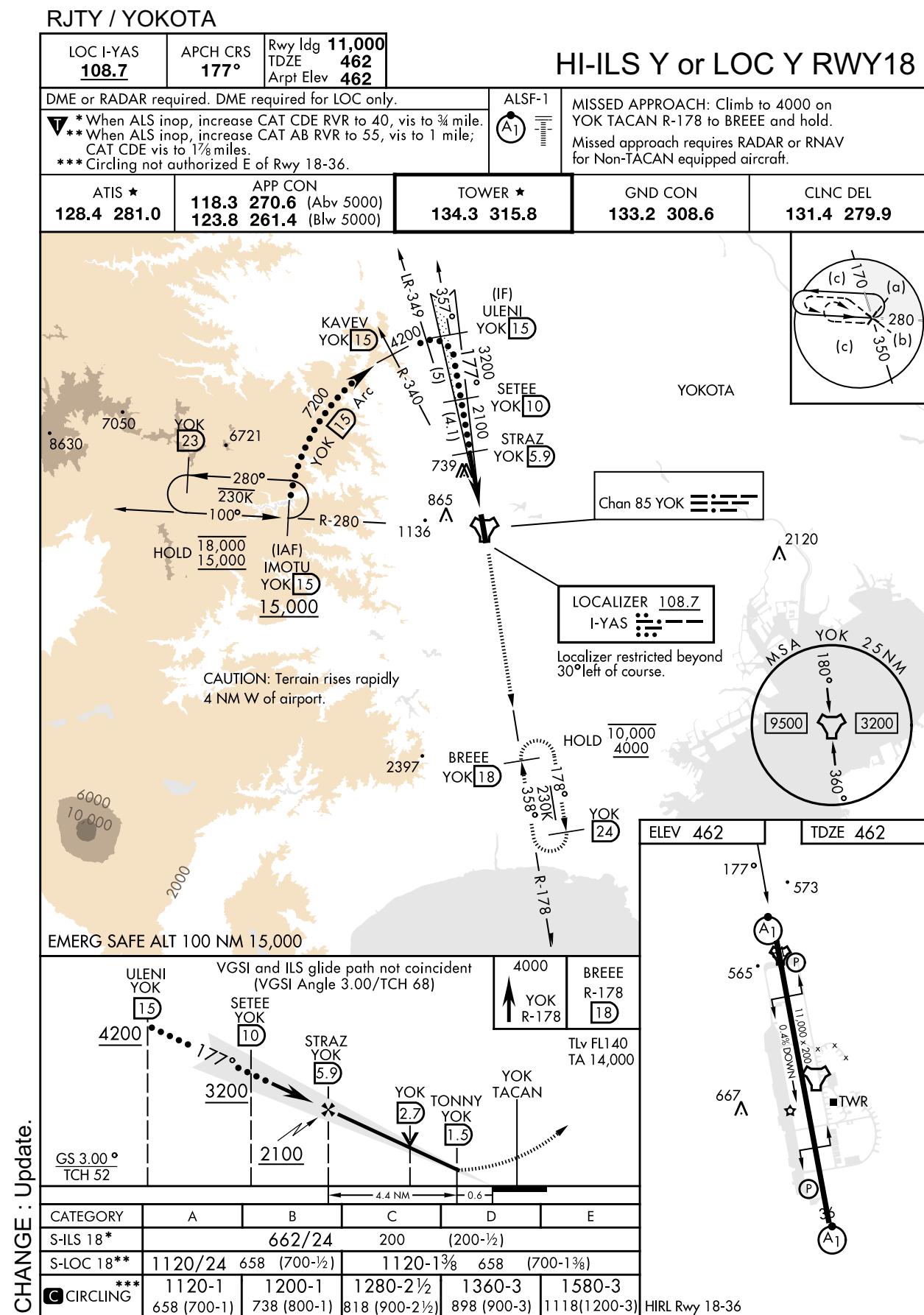
FUSSA TWO DEPARTURE(RNAV)



NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJTY/YOKOTA

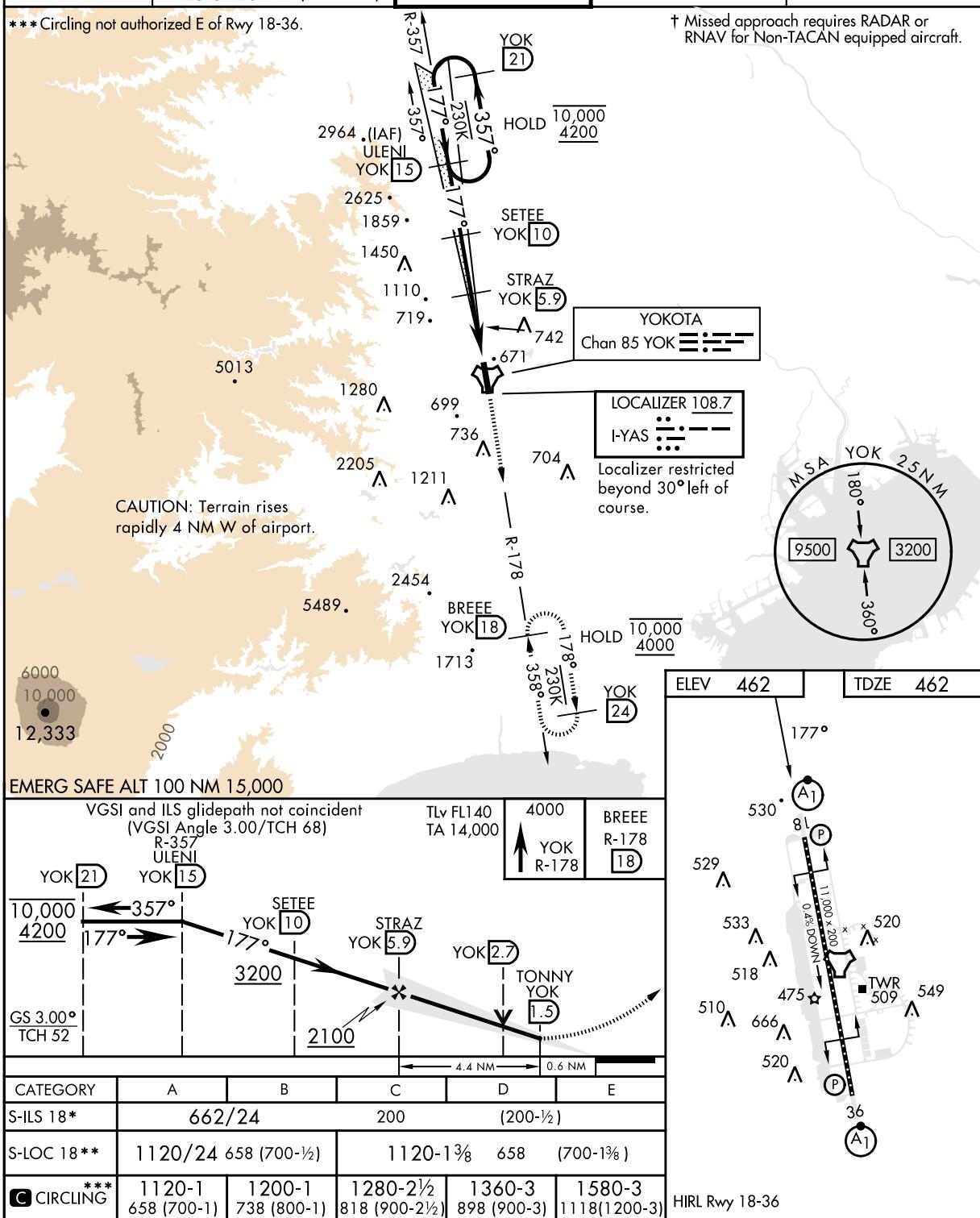
LOC I-YAS <u>108.7</u>	APCH CRS <u>177°</u>	Rwy Idg 11,000 TDZE 462 Arpt Elev 462
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ILS Z or LOC Z RWY18

RADAR or DME required	ALSF-1 	† MISSED APPROACH: Climb to 4000 on YOK TACAN R-178 to BREEE and hold.
<p>▼ * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile. ** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to $1\frac{7}{8}$ miles.</p>		

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

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



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

LOC I-YOK <u>109.7</u>	APCH CRS <u>357°</u>	Rwy Idg <u>11,000</u> TDZE <u>430</u> Arpt Elev <u>462</u>
----------------------------------	--------------------------------	---

DME or RADAR required. DME required for LOC only.

T * When TDZL/CL lights inop, increase RVR to 24.

When VDEE, GE lights inop, increase RVR to 24. When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/4 miles.

HI-ILS Y or LOC Y RWY36

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

EMERG SAFE ALT 100 NM 15,000

4200	TIM.
YOK	R-0
R-003	18

VGSI and ILS glide path not coincident
(VGSI angle 2.50/TCH 96)

YOK
TACAN

14

10 of 10

CATEGORY

S-ILS 36 *

S-LOC 36**

C CIRCLING

FIFV 462

TDZF 430

696

HIRL Rwy 18-36

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

LOC I-YOK <u>109.7</u>	APCH CRS <u>357°</u>	Rwy 1dg <u>11,000</u> TDZE <u>430</u> Arpt Elev <u>462</u>
----------------------------------	--------------------------------	---

RADAR or DME required. DME required for LOC only.

T * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.

When TDZL/CL lights inop increase RVR to 24.

ILS Z or LOC Z RWY36

ALSF-1

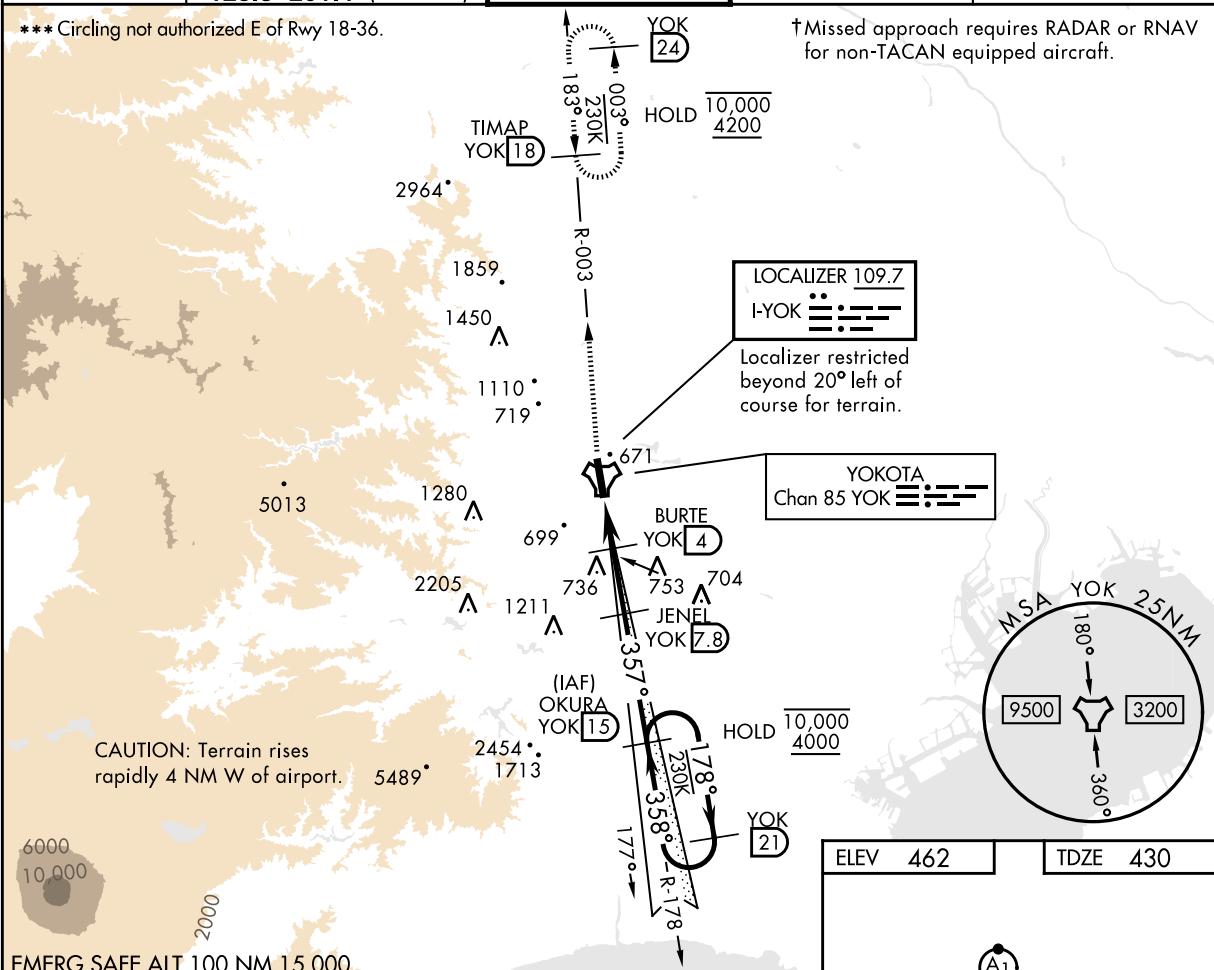
1

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

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.				
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.



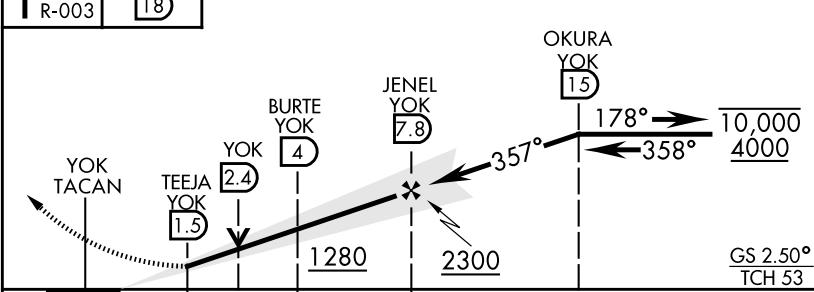
EMERG SAFF ALT 100 NM 15 000

4200	TIMAP
YOK R-003	R-003 18

TLv FL140
TA 14.000

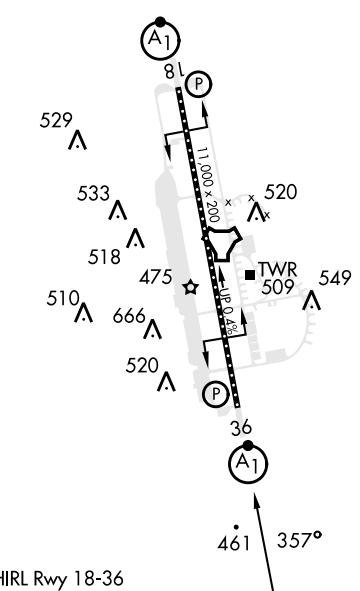
TA 14,000

VGSI and ILS glidepath not coincident
(VGSI angle 2.50/TCH 96)



ELEV 163 | TDZE 130

EELEV 482

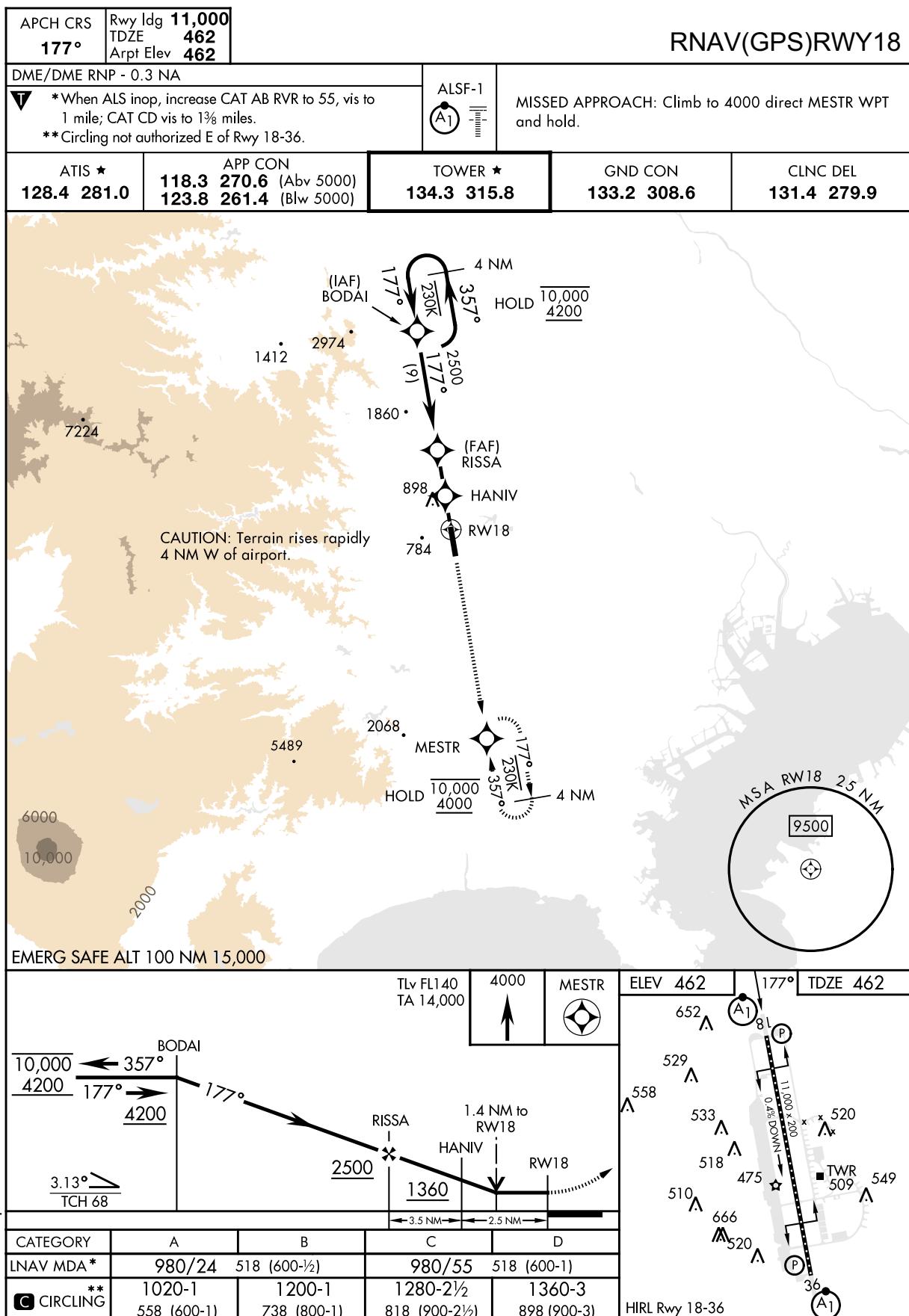


CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



CHANGE: Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

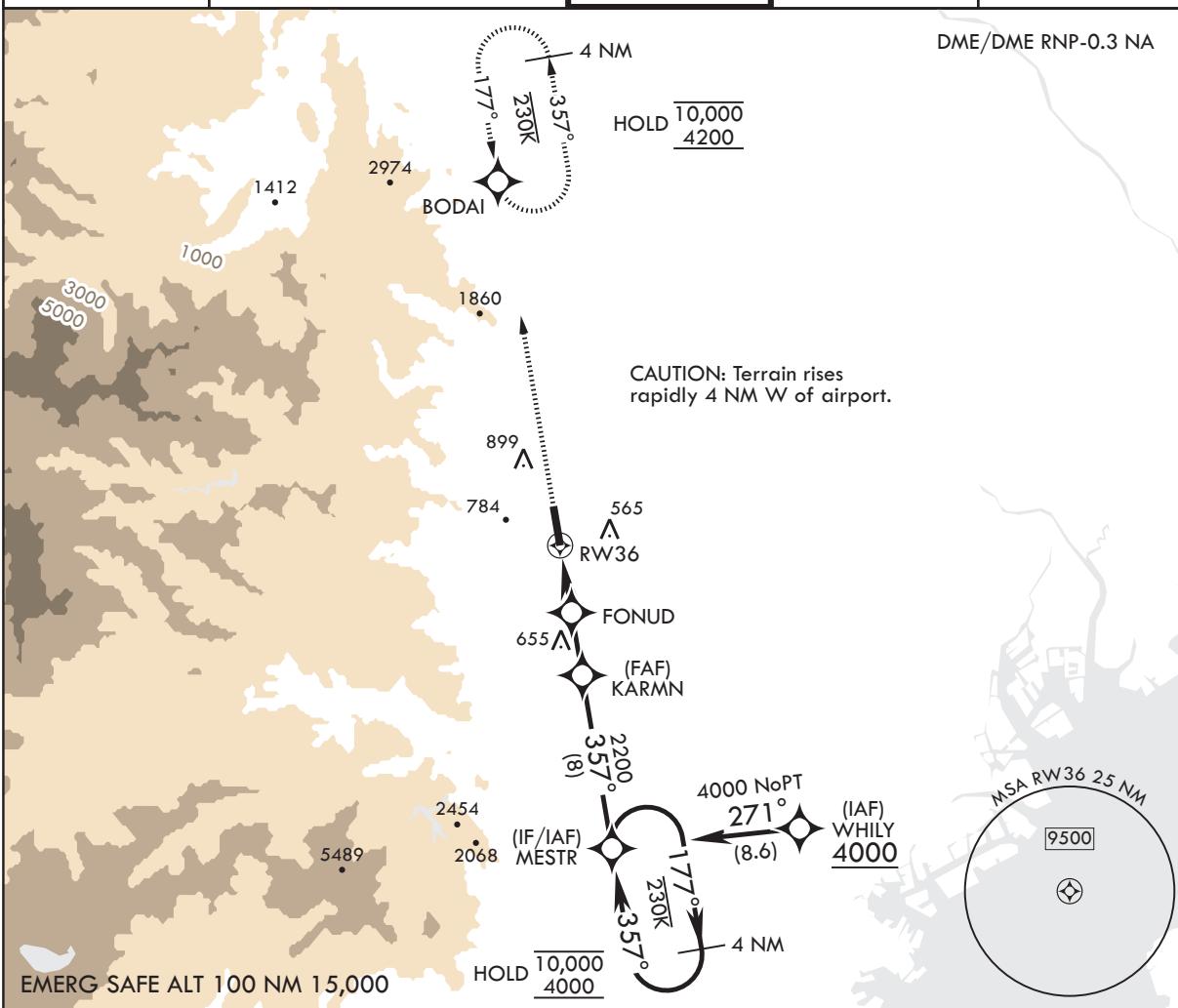
APCH CRS 357°	Rwy Idg 11,000
TDZE	430
Arpt Elev	462

RNAV(GPS)RWY36

▼ * 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.



MISSIED APPROACH: Climb to 4200 direct BODAI and hold.

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

4200	BODAI	VGSi and descent angles not coincident (VGSi Angle 2.50/TCH 96).	ELEV 462	TDZE 430
TLv FL140 TA 14,000			(A1)	
		MESTR 4 NM Holding Pattern		
		177° → 10,000 357° ← 4000		
		≤ 2.68° TCH 75		
RW36	1.5 NM to RW36	KARMN 357° FONUD 2200 1360	81 529 533 518 510 BCN 475 666 520 520 (P) 520 549 36 A1	11,000 x 200 0.4% UP HIRL all runways
3.1 NM	2.9 NM			
CATEGORY	A	B	C	D
LNAV MDA*	900/24	470 (500-1/2)	900/50	470 (500-1)
C CIRCLING**	1020-1 558 (600-1)	1200-1 738 (800-1)	1280-2 1/2 818 (900-2 1/2)	1360-3 898 (900-3)

CHANGE : Update.

NOTE: REPRINTING DOD FLIP