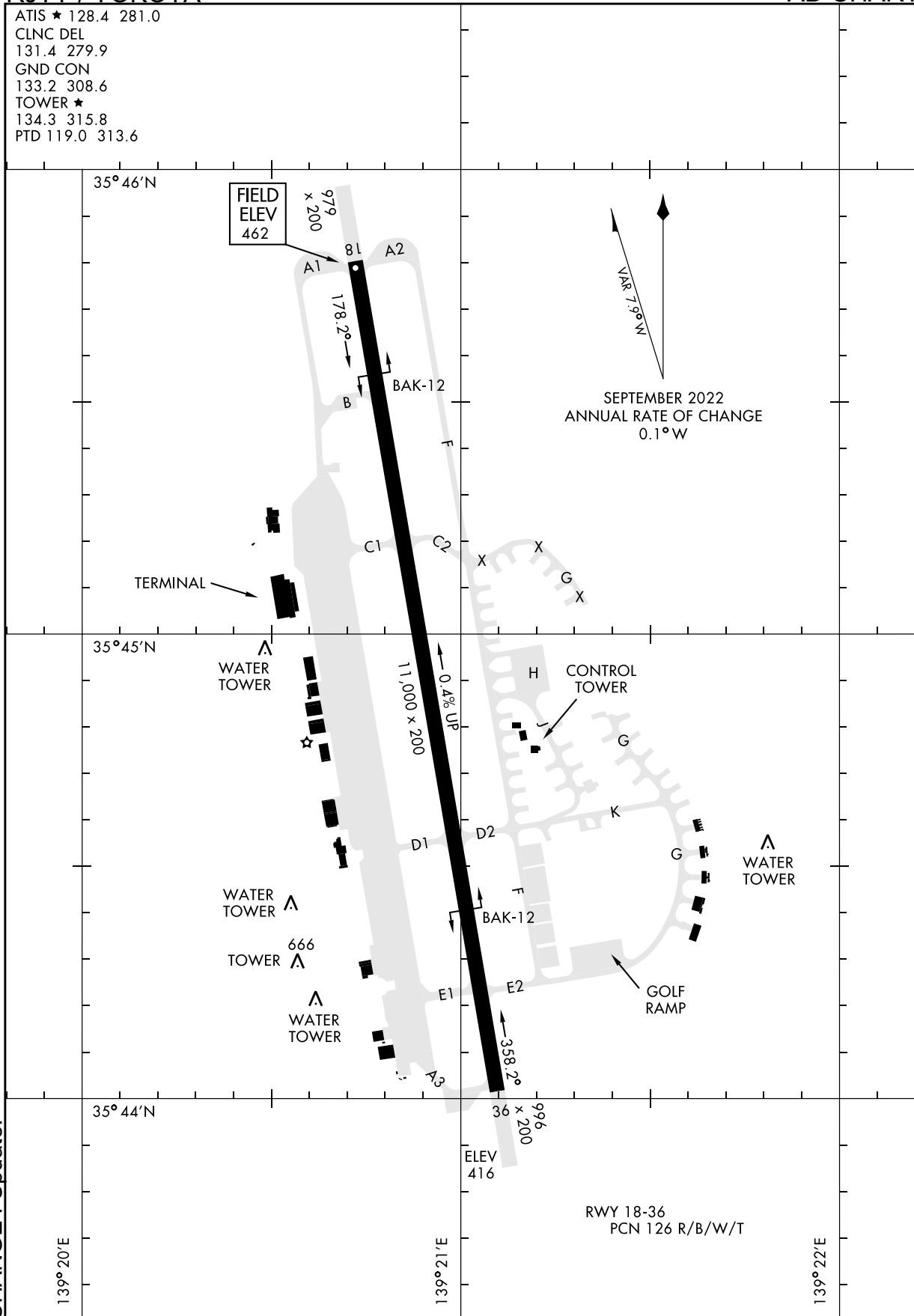


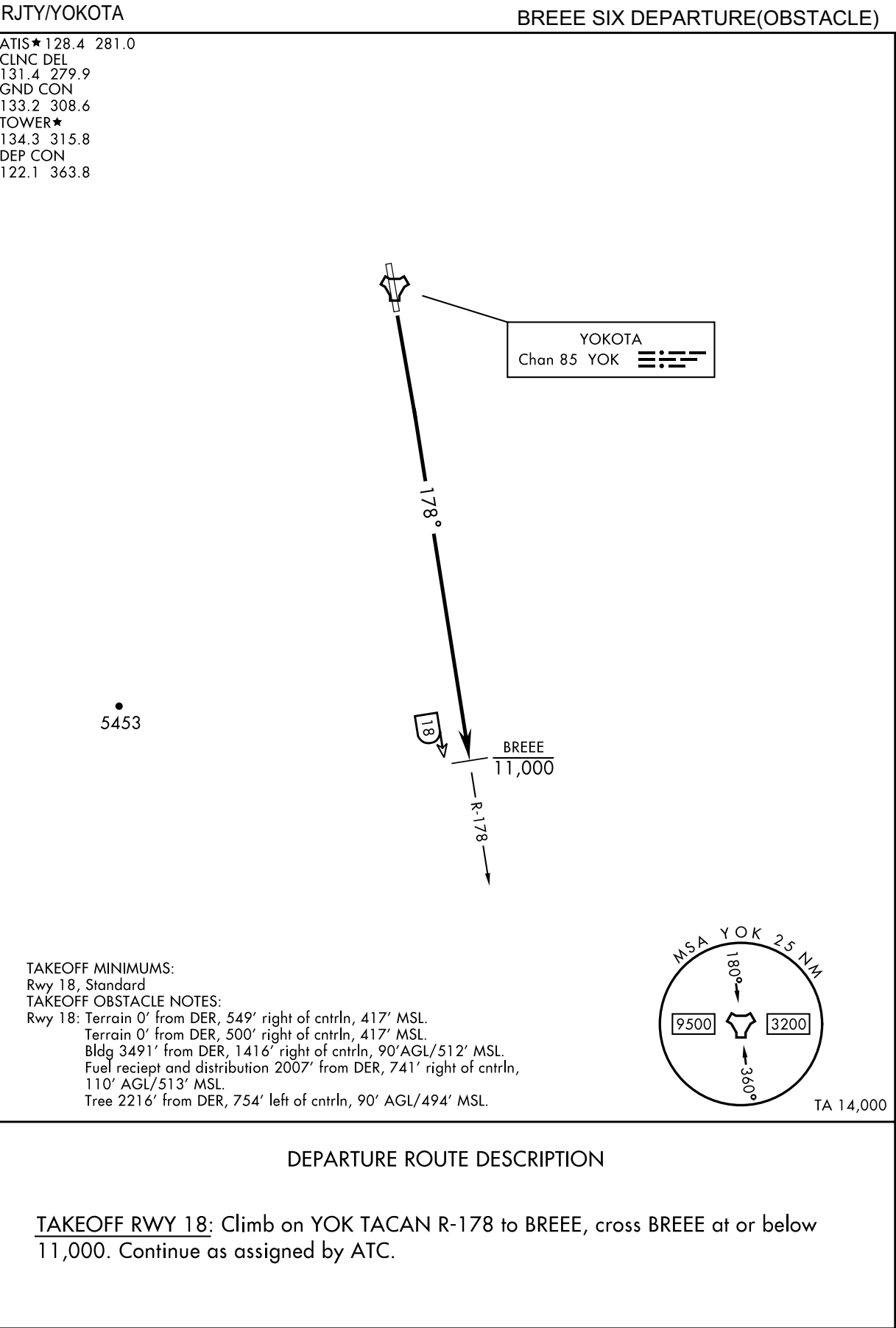
RJTY / YOKOTA

AD CHART



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



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



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.

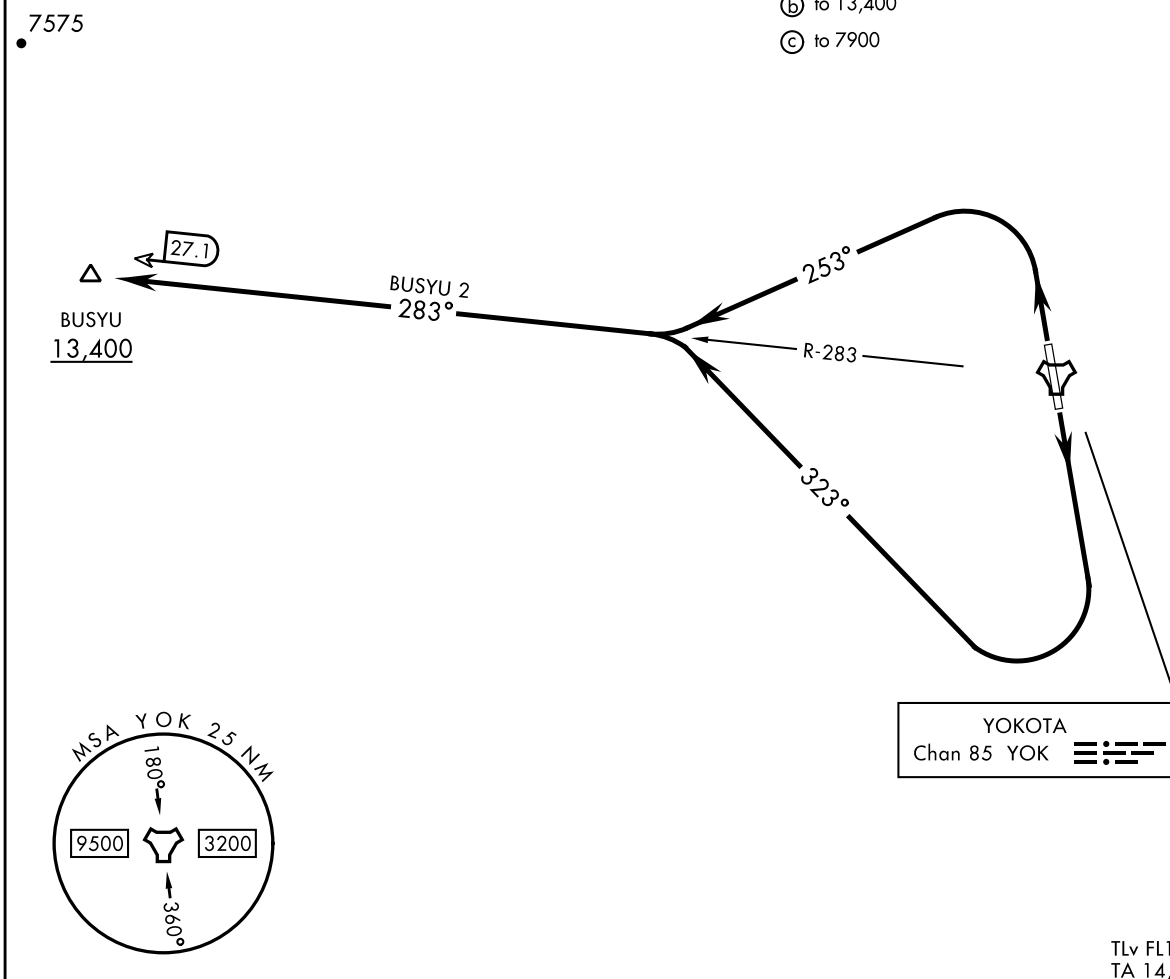
NOTE: REPRINTING DOD FLIP

## 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 |

(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

KANTO ONE DEPARTURE(RNAV)

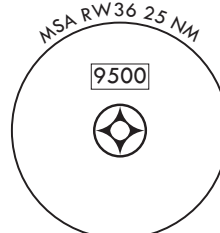
DEP CON  
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped  
acft)

TIMAP  
13,000

3478



TLv FL140  
TA 14,000

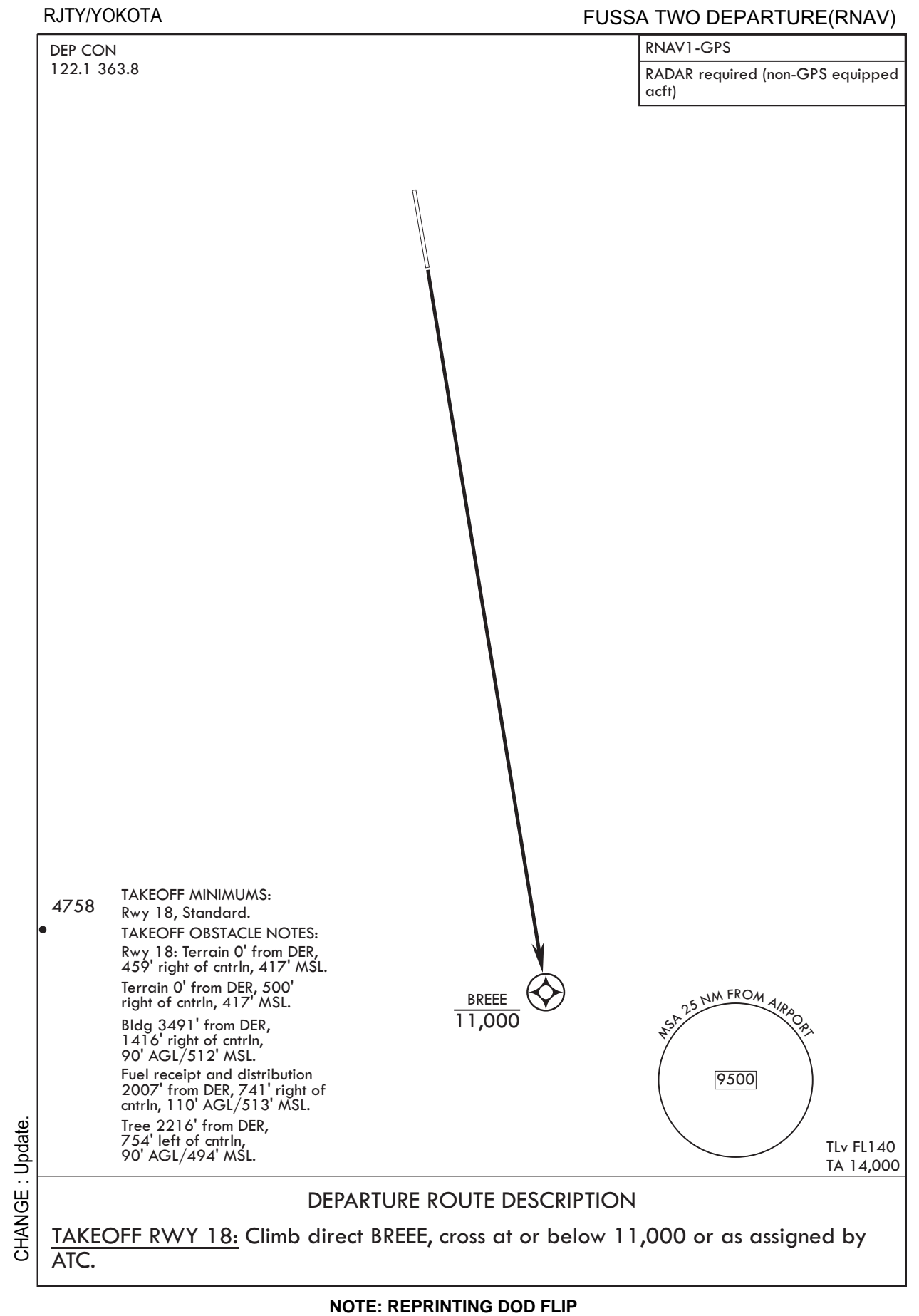
DEPARTURE ROUTE DESCRIPTION

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

NOTE: REPRINTING DOD FLIP

CHANGE : New PROC.

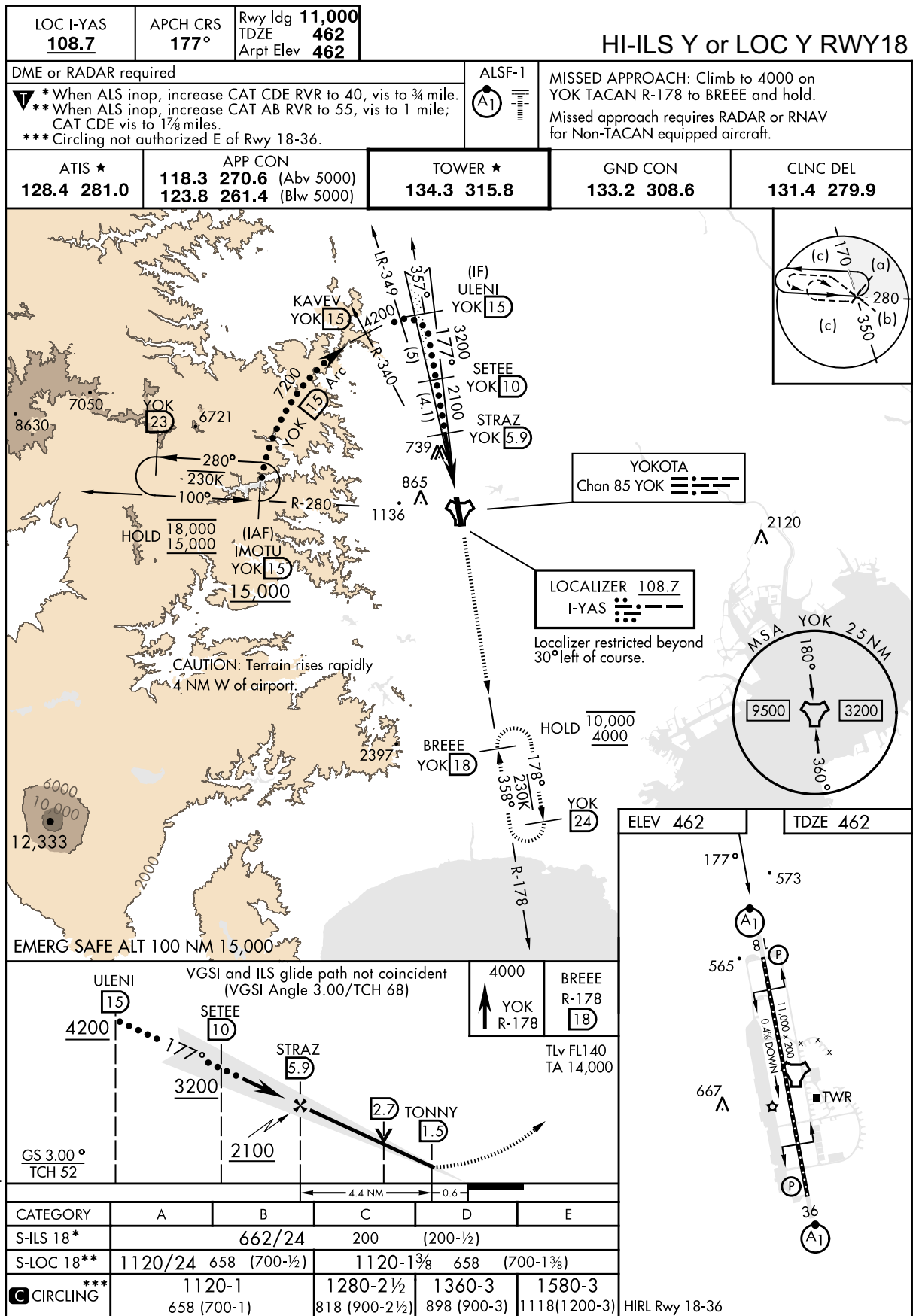
STANDARD DEPARTURE CHART - INSTRUMENT



**INTENTIONALLY LEFT BLANK**

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA




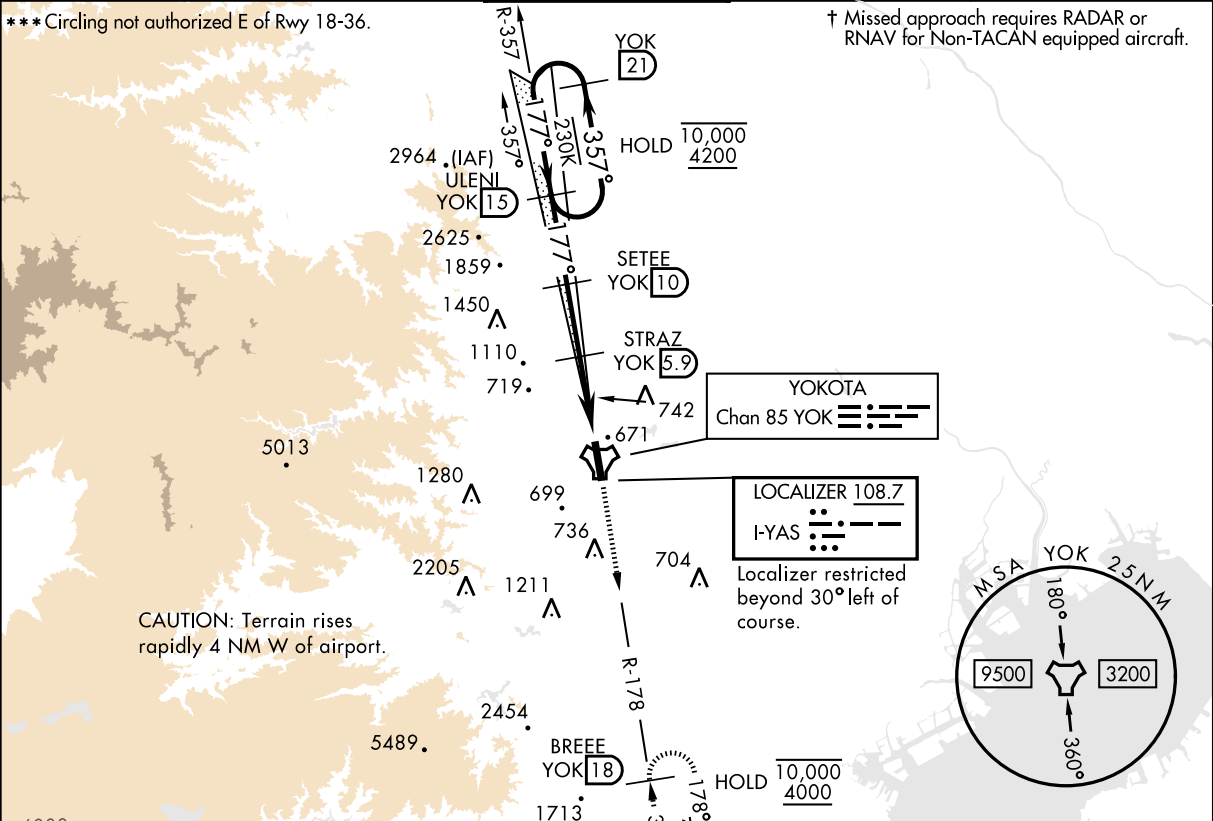
NOTE: REPRINTING DOD FLIP



INSTRUMENT APPROACH CHART

RJTY/YOKOTA

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



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

STRAZ  
YOK 5.9

YOK 2.7

TONNY  
YOK 1.5

2100

4.4 NM

0.6 NM

YOK 24

250K

58K

177°

11,000 x 200

0.4% DOWN

529 A

533 A

518 A

510 A

666 A

520 A

549 A

TWR 509

36

A1

P

81

530

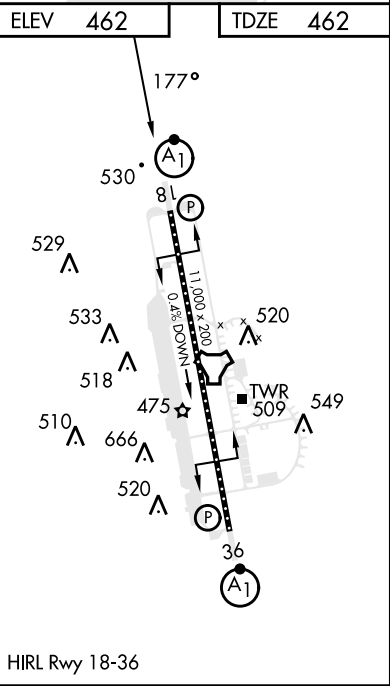
177°

ELEV 462

TDZE 462

| 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<br>658 (700-1) | 1200-1<br>738 (800-1) | 1280-2½<br>818 (900-2½) | 1360-3<br>898 (900-3) | 1580-3<br>1118 (1200-3) |

HIRL Rwy 18-36



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA



## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA

|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-YOK<br><b>109.7</b> | APCH CRS<br><b>357°</b> | Rwy ldg <b>11,000</b><br>TDZE <b>430</b><br>Arpt Elev <b>462</b> |
|---------------------------|-------------------------|--|

## ILS Z or LOC Z RWY36

RADAR or DME required.

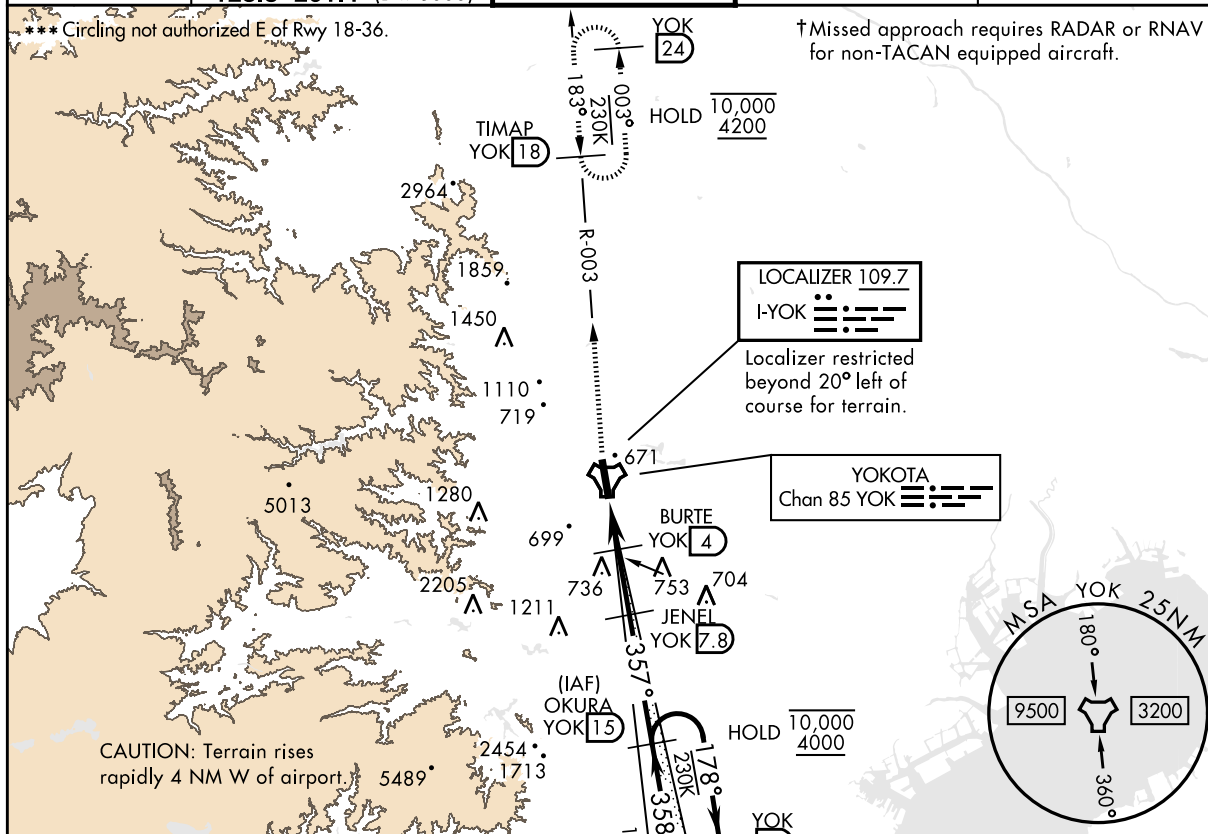
▼ \* When ALS inop, increase RVR to 40, vis to ¾ mile.  
When TDZL/CL lights inop increase RVR to 24.

\*\* 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 ★<br><b>128.4 281.0</b> | APP CON<br><b>118.3 270.6</b> (Abv 5000)<br><b>123.8 261.4</b> (Blw 5000) | TOWER ★<br><b>134.3 315.8</b> | GND CON<br><b>133.2 308.6</b> | CLNC DEL<br><b>131.4 279.9</b> |
|------------------------------|---|-------------------------------|-------------------------------|--------------------------------|



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

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)                 |
| ***<br>CIRCLING | 1060-1<br>598 (600-1) |             | 1280-2½<br>818 (900-2½) | 1360-3<br>898 (900-3) | 1580-3<br>1118 (1200-3) |

529 A

533 A

518 A

510 A

475 A

666 A

520 A

549 A

509 TWR

36

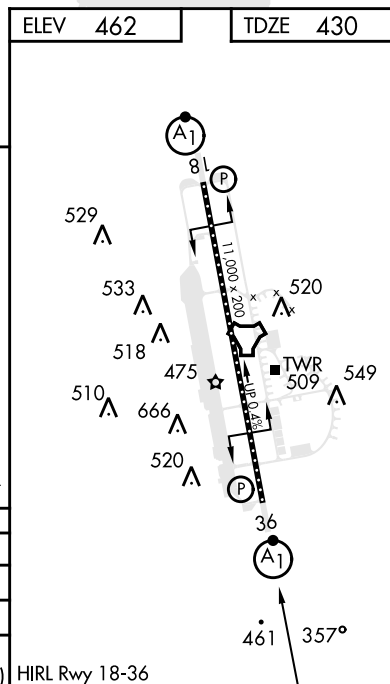
461

357°

11,000 x 000

81

81




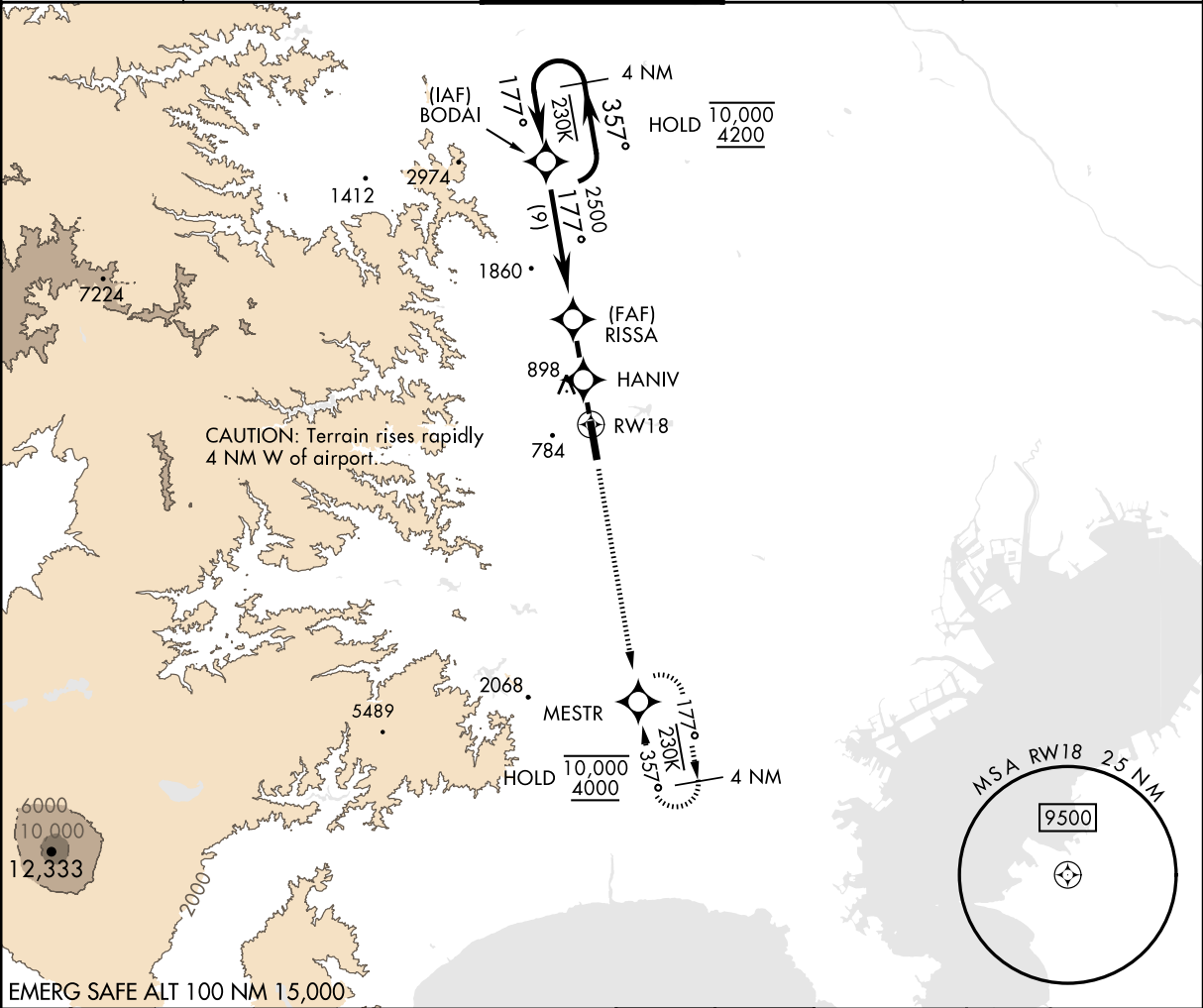
CHANGE : Update.

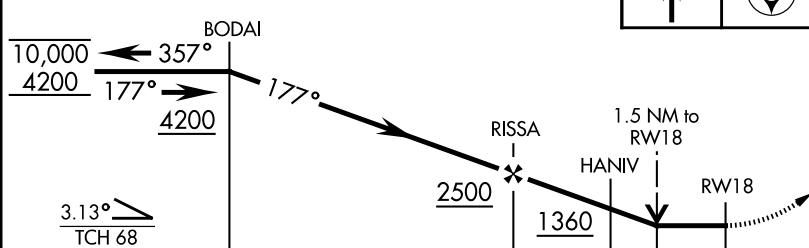
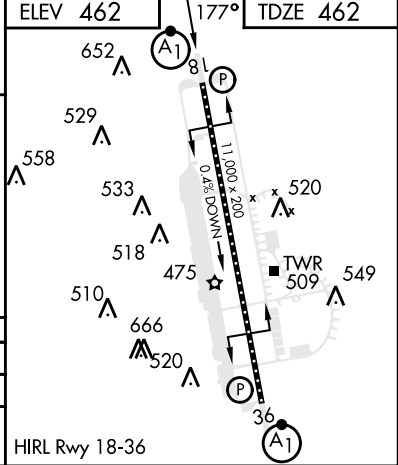
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

|                              |   |  |   |                                |
|------------------------------|---|--|---|--------------------------------|
| APCH CRS<br><b>177°</b>      | Rwy ldg <b>11,000</b><br>TDZE <b>462</b><br>Arpt Elev <b>462</b>          | RNAV(GPS) RWY18  |   |                                |
| DME/DME RNP - 0.3 NA         |   | ALSIF-1<br> | MISSED APPROACH: Climb to 4000 direct MESTR WPT and hold. |                                |
| ATIS ★<br><b>128.4 281.0</b> | APP CON<br><b>118.3 270.6</b> (Abv 5000)<br><b>123.8 261.4</b> (Blw 5000) | TOWER ★<br><b>134.3 315.8</b>  | GND CON<br><b>133.2 308.6</b>                             | CLNC DEL<br><b>131.4 279.9</b> |



|  |                       |   |                         |          |                       |          |
|--|-----------------------|---|-------------------------|----------|-----------------------|----------|
| TLv FL140<br>TA 14,000   |                       | 4000  | MESTR                   | ELEV 462 | 177°                  | TDZE 462 |
|  |                       |  |                         |          |                       |          |
| CATEGORY   | A                     | B   | C                       | D        |                       |          |
| LNAV MDA *   | 1000/24 538 (600-½)   |   | 1000/55 538 (600-1)     |          |                       |          |
| ** CIRCLING  | 1060-1<br>598 (600-1) |   | 1280-2½<br>818 (900-2½) |          | 1360-3<br>898 (900-3) |          |

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA

|                  |                   |
|------------------|-------------------|
| APCH CRS<br>357° | Rwy Idg<br>11,000 |
|                  | TDZE<br>430       |
|                  | Arpt Elev<br>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.</p> <p>** Circling not authorized East of Rwy 18-36.</p> | <p>ALSIF-1</p> <p>(A1)</p> | <p>MISSED APPROACH: Climb to 4200 direct BODAI and hold.</p> |
|---|----------------------------|--|

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



4200

↑

BODAI

TLv FL140

TA 14,000

VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).

4 NM Holding Pattern

MESTR

177°

10,000

4000

357°

357°

≤ 2.68°

TCH 75

KARMN

2200

FONUD

1360

1.5 NM to RW36

3.1 NM

2.9 NM

81

(A1)

529

533

518

510

666

520

1,000 x 200

0.4% Up

BCN 475

TWR 509

549

36

(A1)

357°

HIRL all Rwy

ELEV 462

TDZE 430

|            |        |     |          |  |              |             |         |  |
|------------|--------|-----|----------|--|--------------|-------------|---------|--|
| CATEGORY   | A      |     | B        |  | C            |             | D       |  |
| LNAV MDA*  | 900/24 | 470 | (500-1½) |  | 900/50       | 470         | (500-1) |  |
| CIRCLING** | 1020-1 | 558 | (600-1)  |  | 1280-2½      | 1360-3      |         |  |
|            |        |     |          |  | 818 (900-2½) | 898 (900-3) |         |  |

NOTE: REPRINTING DOD FLIP