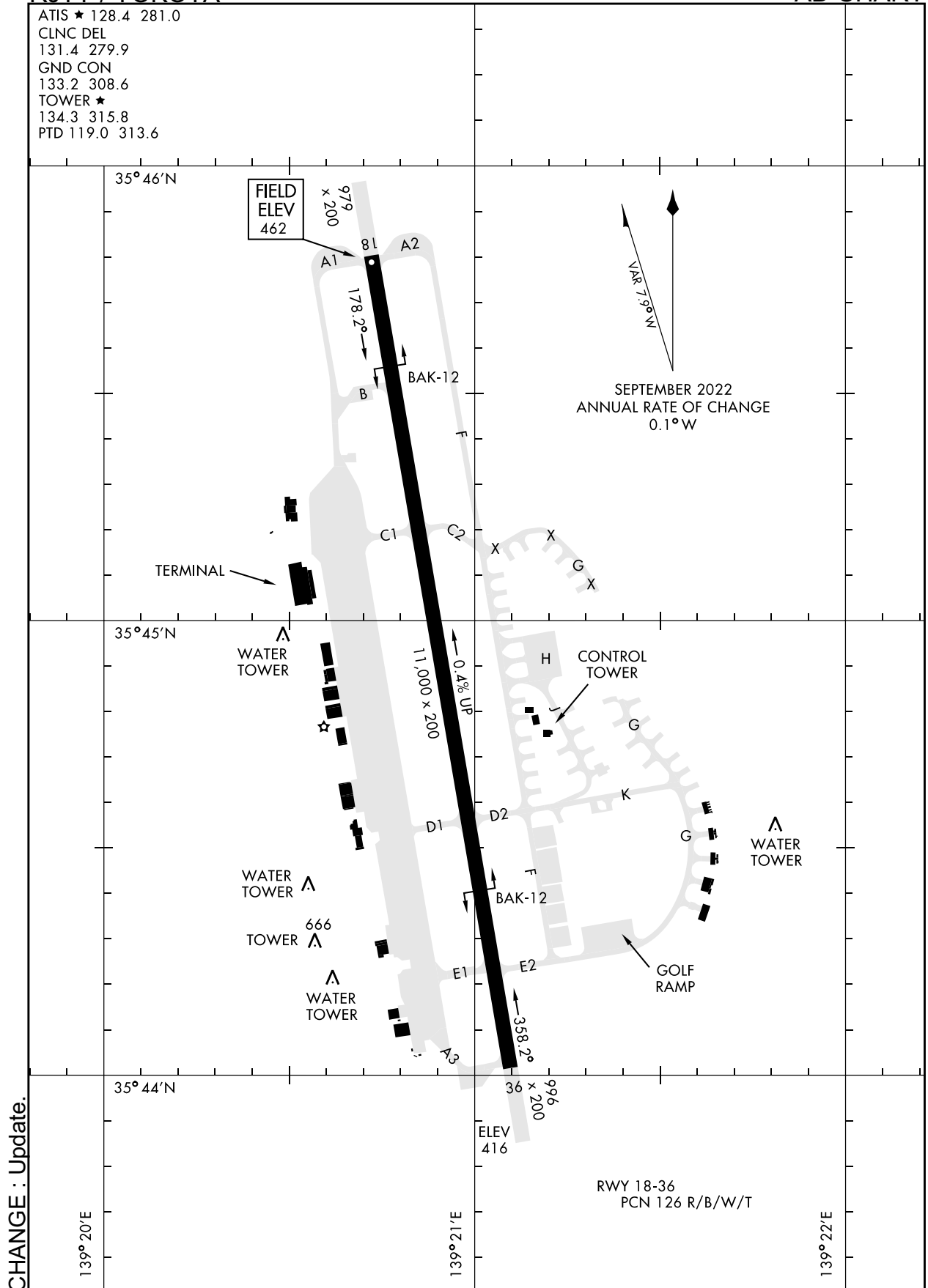


RJTY / YOKOTA

AD CHART



NOTE: REPRINTING DOD FLIP

## RJTY/YOKOTA

BREEE SIX DEPARTURE(OBSTACLE)

YOKOTA  
Chan 85 YOK

178°

18

BREE  
11,000

R-178

A circular dial with a central figure of a person in a dynamic pose. The dial is divided into four quadrants by a vertical line and a horizontal line. The top-left quadrant is labeled '9500', the top-right '3200', the bottom-left '180°', and the bottom-right '360°'. The dial is surrounded by a circular border with the text 'MSA YOK 25 NW'.

TA 14,000

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

CHANGE : Update.

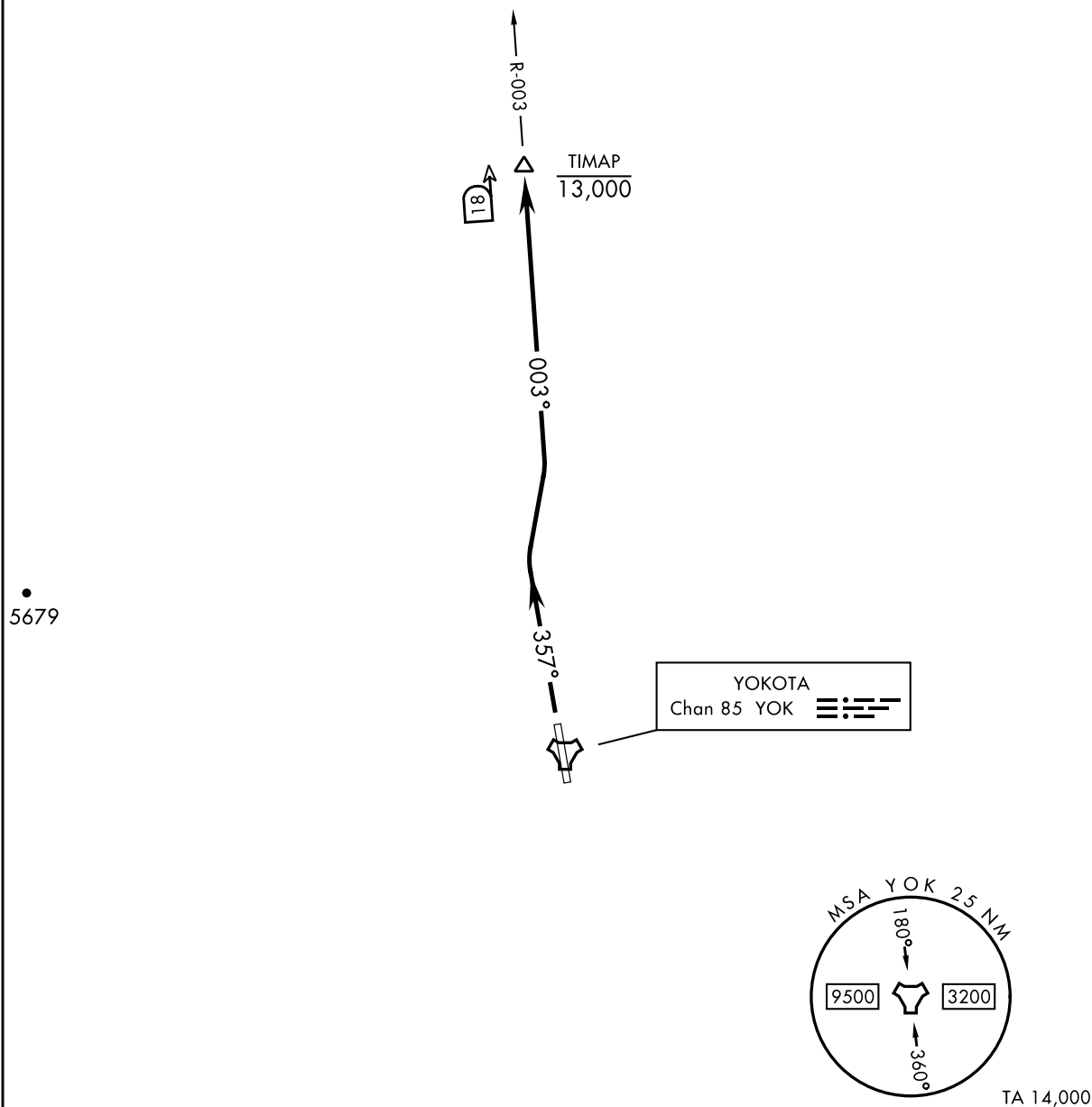
**NOTE: REPRINTING DOD FLIP**

## 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.

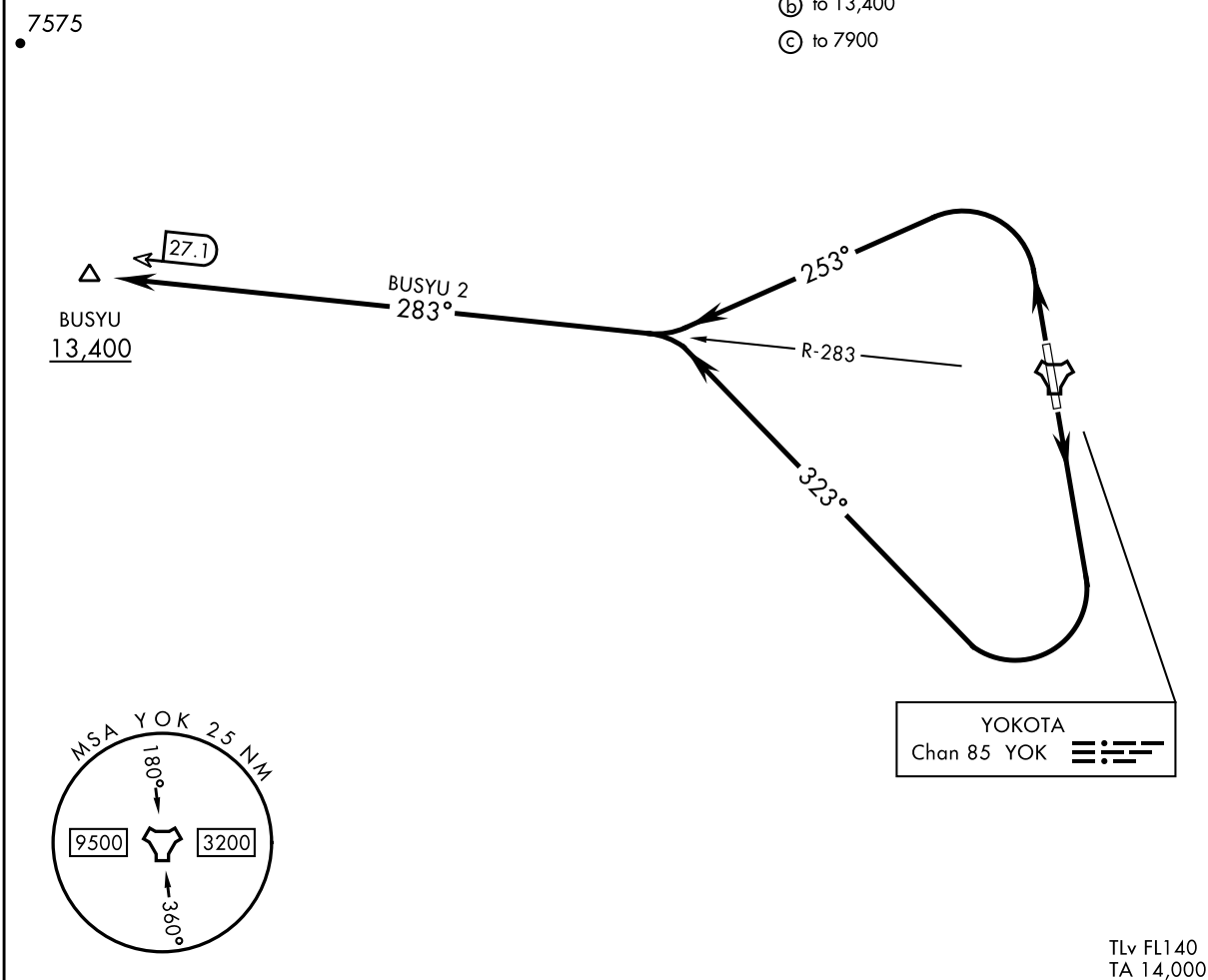
NOTE: REPRINTING DOD FLIP

## 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)

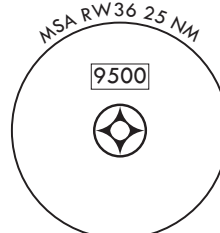
DEP CON  
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped  
acft)

TIMAP  
13,000

3478



TLv FL140  
TA 14,000

DEPARTURE ROUTE DESCRIPTION

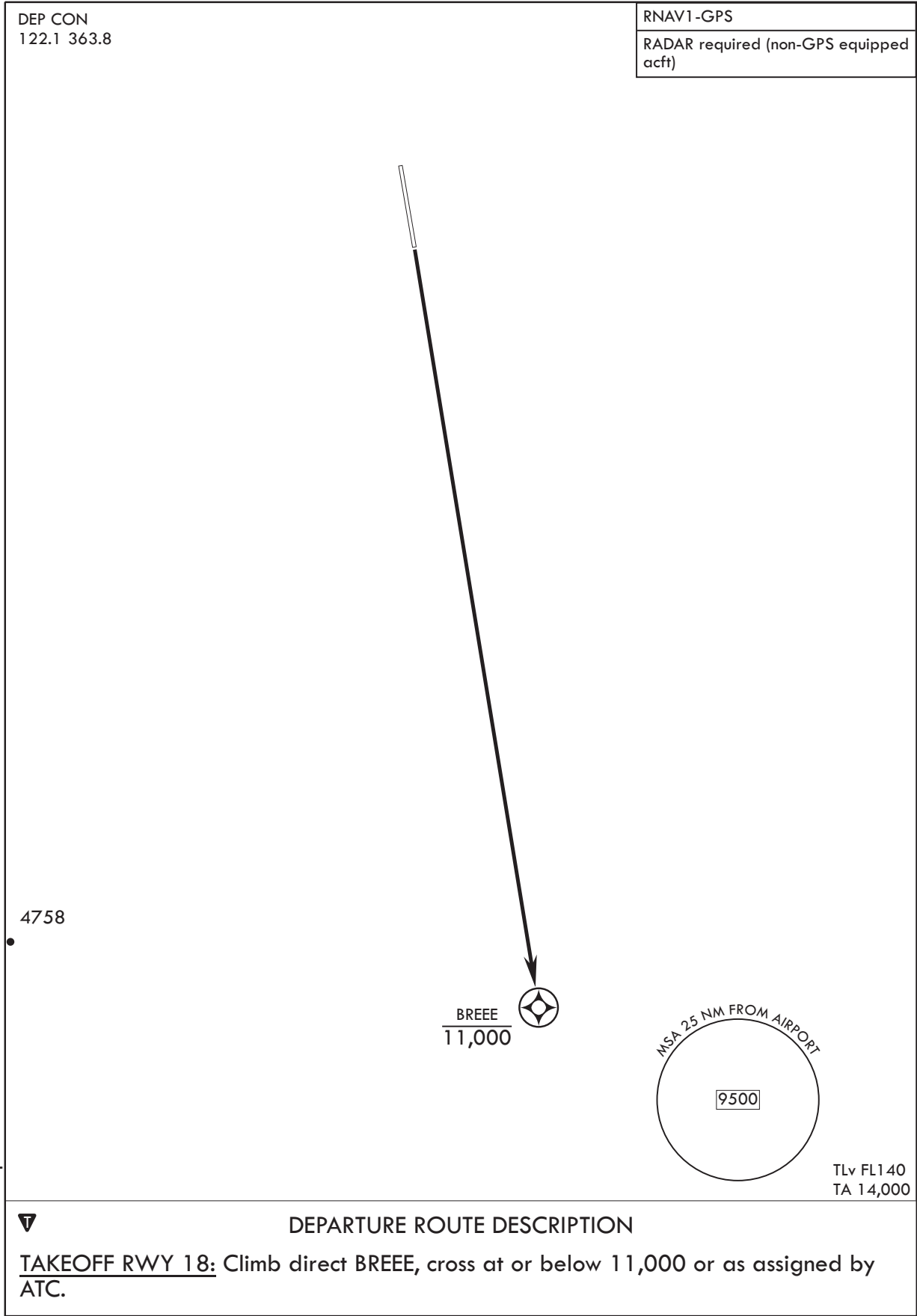
TAKEOFF RWY 36: Climb direct TIMAP, cross at or below 13,000 or as assigned by  
ATC.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

FUSSA TWO DEPARTURE(RNAV)

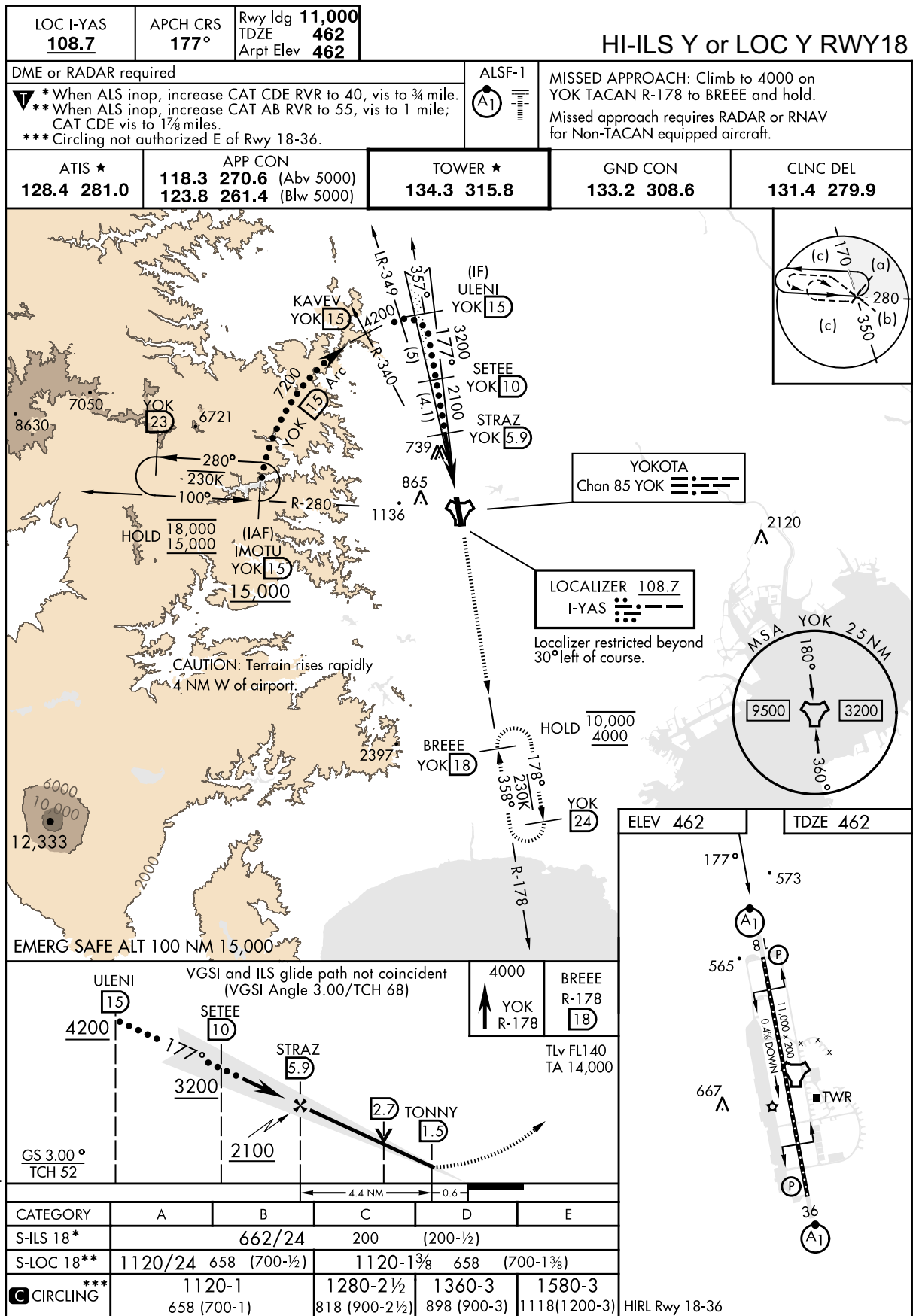


NOTE: REPRINTING DOD FLIP

**INTENTIONALLY LEFT BLANK**

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA




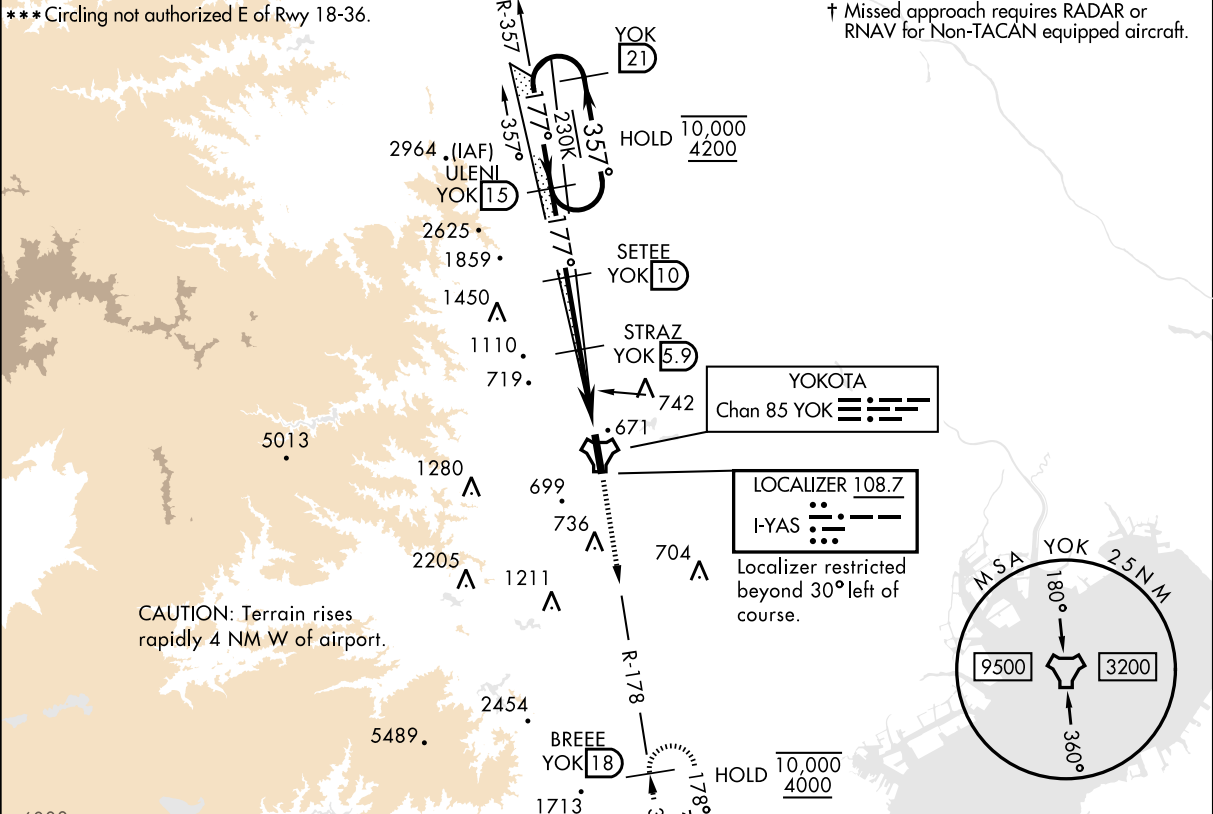
NOTE: REPRINTING DOD FLIP



INSTRUMENT APPROACH CHART

RJTY/YOKOTA

LOC I-YAS <b>108.7</b>	APCH CRS <b>177°</b>	Rwy ldg <b>11,000</b> TDZE <b>462</b> Arpt Elev <b>462</b>	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 ★ <b>128.4 281.0</b>	APP CON <b>118.3 270.6</b> (Abv 5000) <b>123.8 261.4</b> (Blw 5000)	TOWER ★ <b>134.3 315.8</b>	GND CON <b>133.2 308.6</b>	CLNC DEL <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

GS 3.00°  
TCH 52

4.4 NM 0.6 NM

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

0.4% DOWN

11,000 x 200

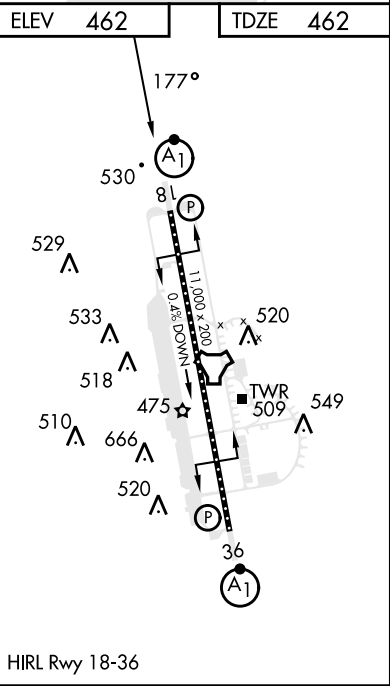
520

TWR 509

549

36

HIRL Rwy 18-36



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA

LOC I-YOK <b>109.7</b>	APCH CRS <b>357°</b>	Rwy ldg <b>11,000</b> TDZE <b>430</b> Arpt Elev <b>462</b>
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## ILS Z or LOC Z RWY36

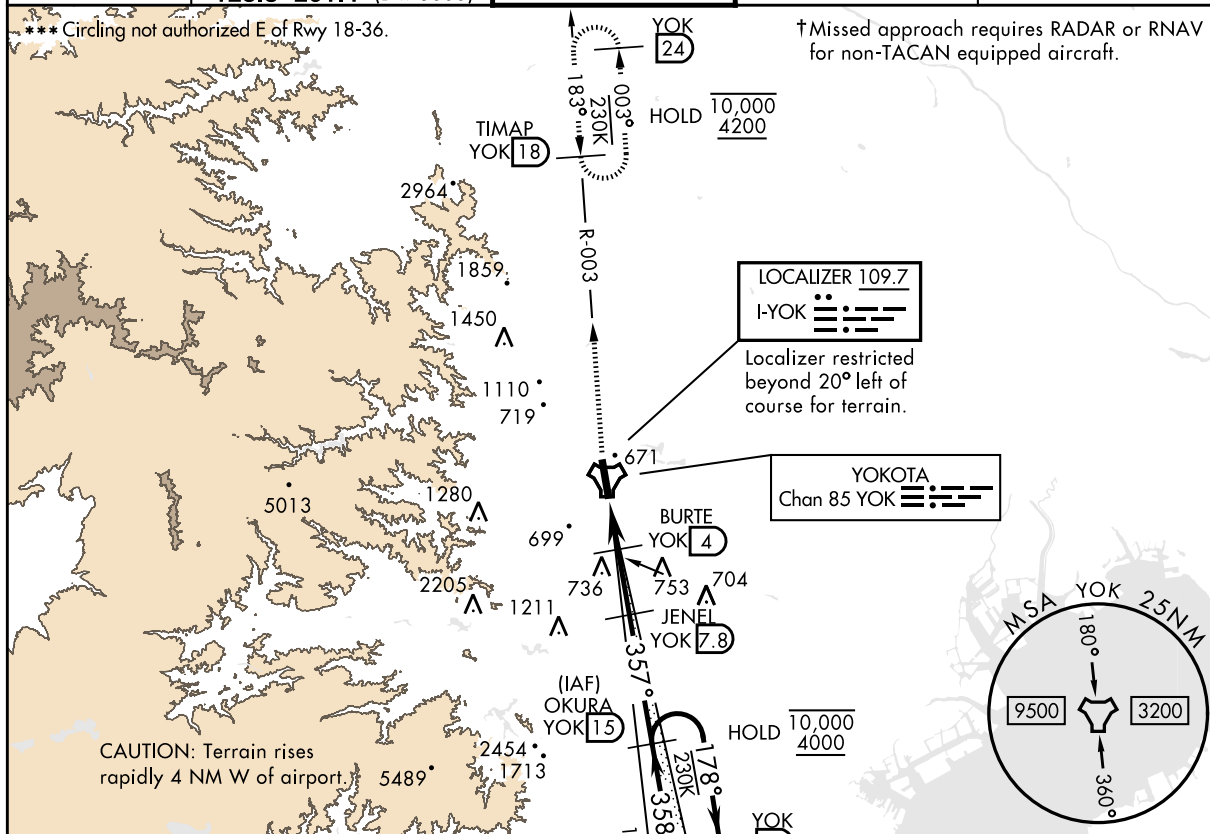
RADAR or DME required.

▼ \* 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 1 ¼ miles.



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

ATIS ★ <b>128.4 281.0</b>	APP CON <b>118.3 270.6</b> (Abv 5000) <b>123.8 261.4</b> (Blw 5000)	TOWER ★ <b>134.3 315.8</b>	GND CON <b>133.2 308.6</b>	CLNC DEL <b>131.4 279.9</b>
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ELEV 462	TDZE 430
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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)

TACAN

TEEJA

1.5

2.4

BURTE

4

JENEL

7.8

OKURA

R-178

15

1280

2300

10,000

4000

GS 2.50°

TCH 53

0.6 NM

2.5 NM

3.8 NM

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	1060-1 598 (600-1)	1280-2½ 818 (900-2½)	1360-3 898 (900-3)	1580-3	1118 (1200-3)

529

533

518

510

520

36

461

357°

81

11,000-2,000

520

TWR 509

549

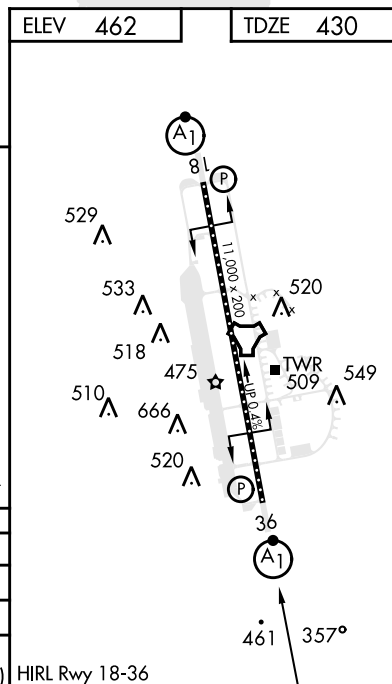
475

666

36

A1

HIRL Rwy 18-36




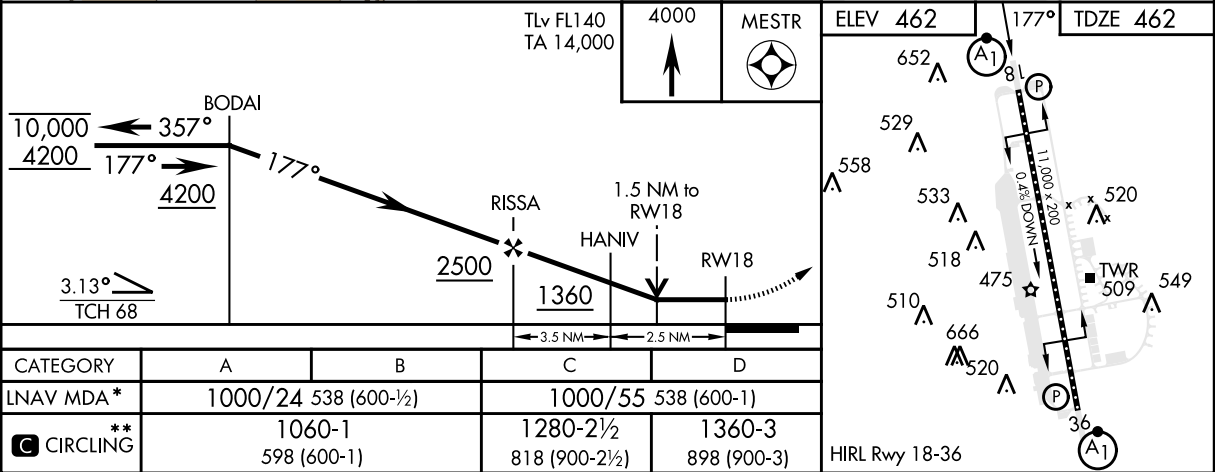
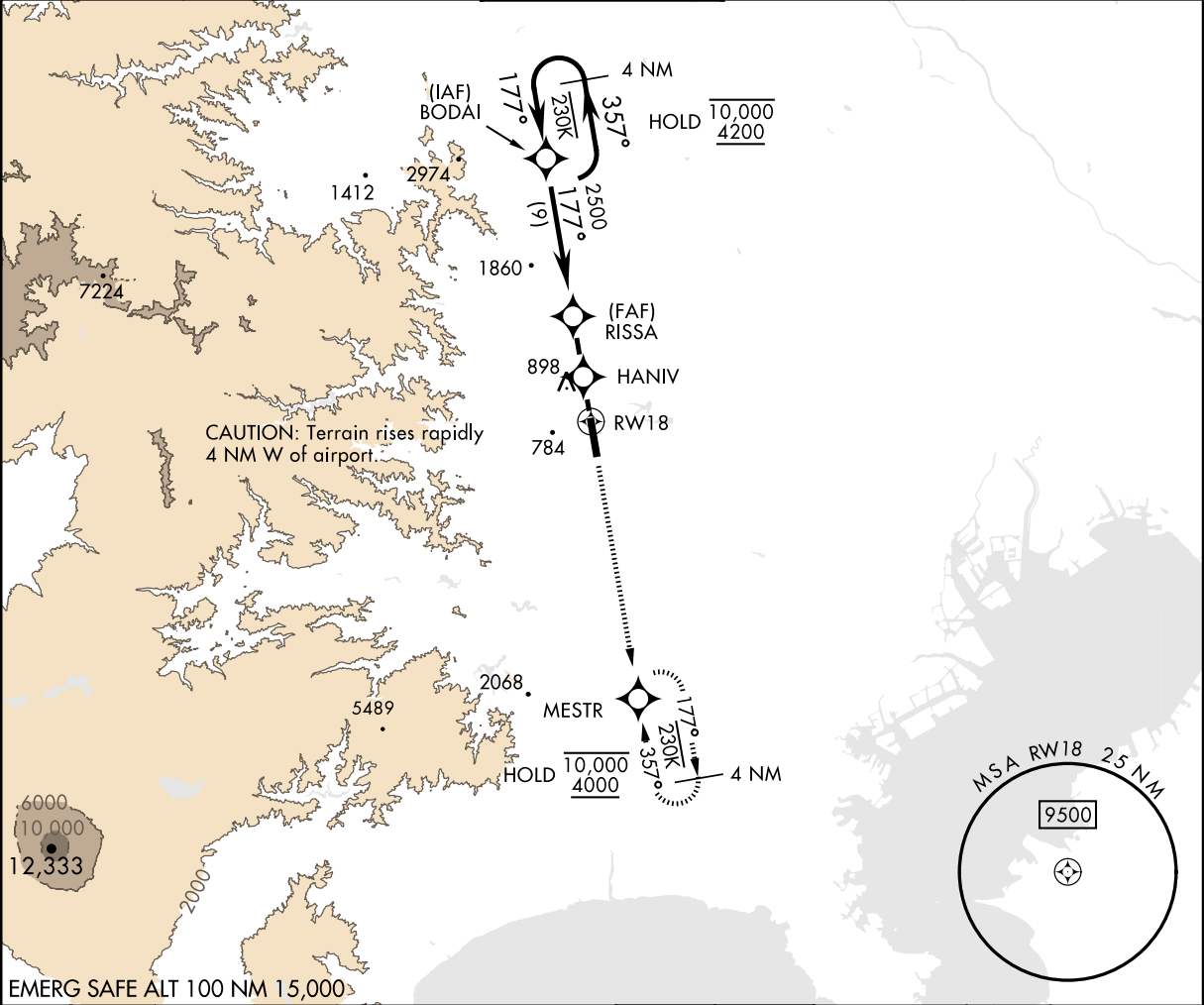
CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA

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



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

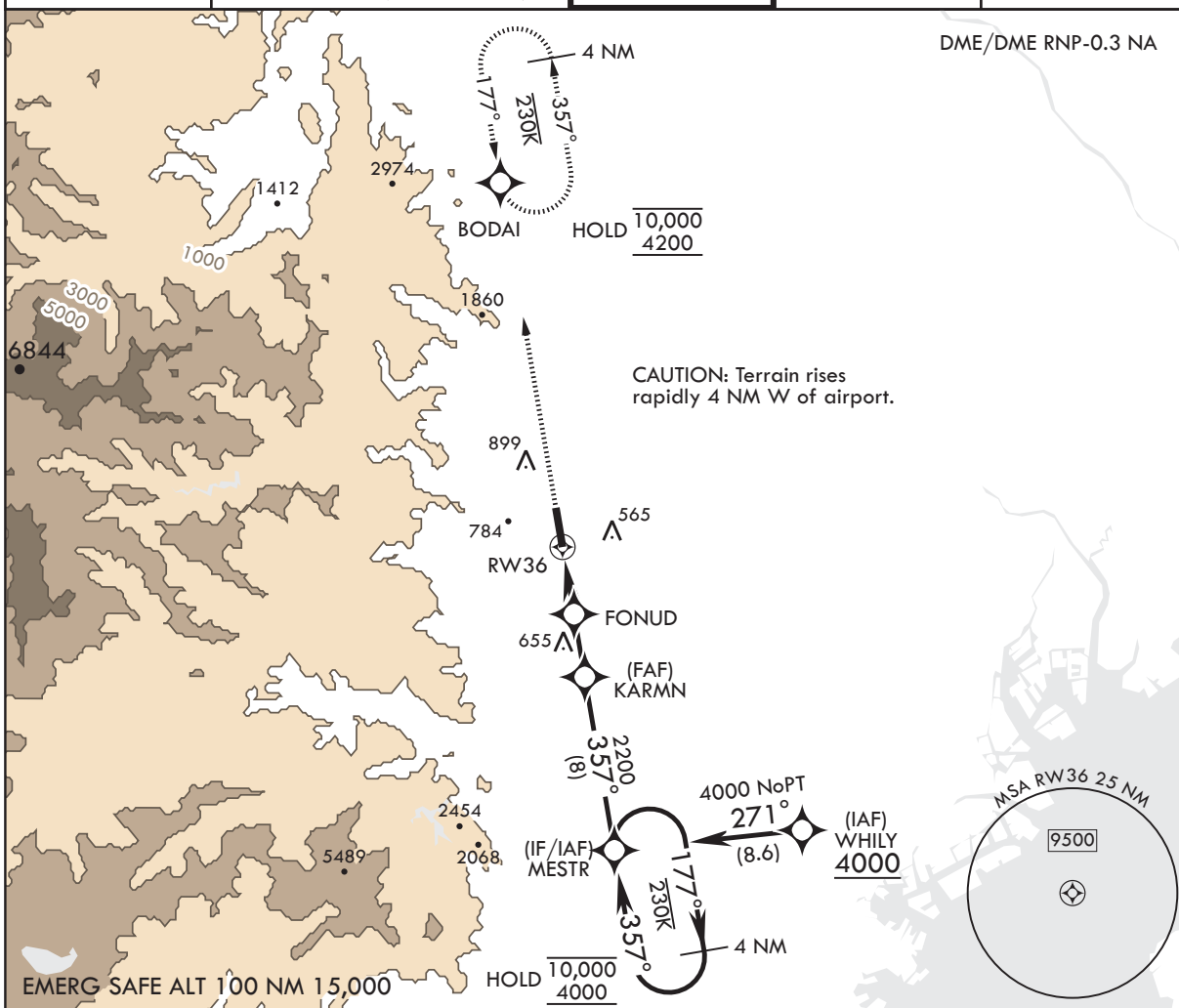
## RJTY / YOKOTA

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.</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>
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<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>
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<div><div>4200</div><div><div>↑</div></div></div> <div><div>BODAI</div><div></div></div> <div>VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).</div>		<div><div>MESTR</div><div>4 NM Holding Pattern</div></div> <div><div>177°</div><div>10,000</div><div>357°</div><div>4000</div></div>		<div><div>ELEV 462</div><div>TDZE 430</div></div>	
<div><div>TLv FL140</div><div>TA 14,000</div></div>		<div><div><div>RW36</div><div>1.5 NM to RW36</div><div>3.1 NM</div><div>2.9 NM</div></div><div><div>FONUD</div><div>2200</div><div>1360</div></div><div><div>KARMN</div><div>357°</div><div>≤ 2.68°</div><div>TCH 75</div></div></div>			
CATEGORY	A	B	C	D	
LNAV MDA*	900/24 470 (500-½)	900/50 470 (500-1)	1280-2½ 818 (900-2½)	1360-3 898 (900-3)	
CIRCLING**	1020-1 558 (600-1)	1280-2½ 818 (900-2½)	1360-3 898 (900-3)		

81 (A1)

(P)

529

533

518

510

475

666

520

36 (A1)

11,000 x 200

0.4% UP

TWR 509

549

357°

HIRL All Rwy's

CHANGE : Update.

NOTE: REPRINTING DOD FLIP