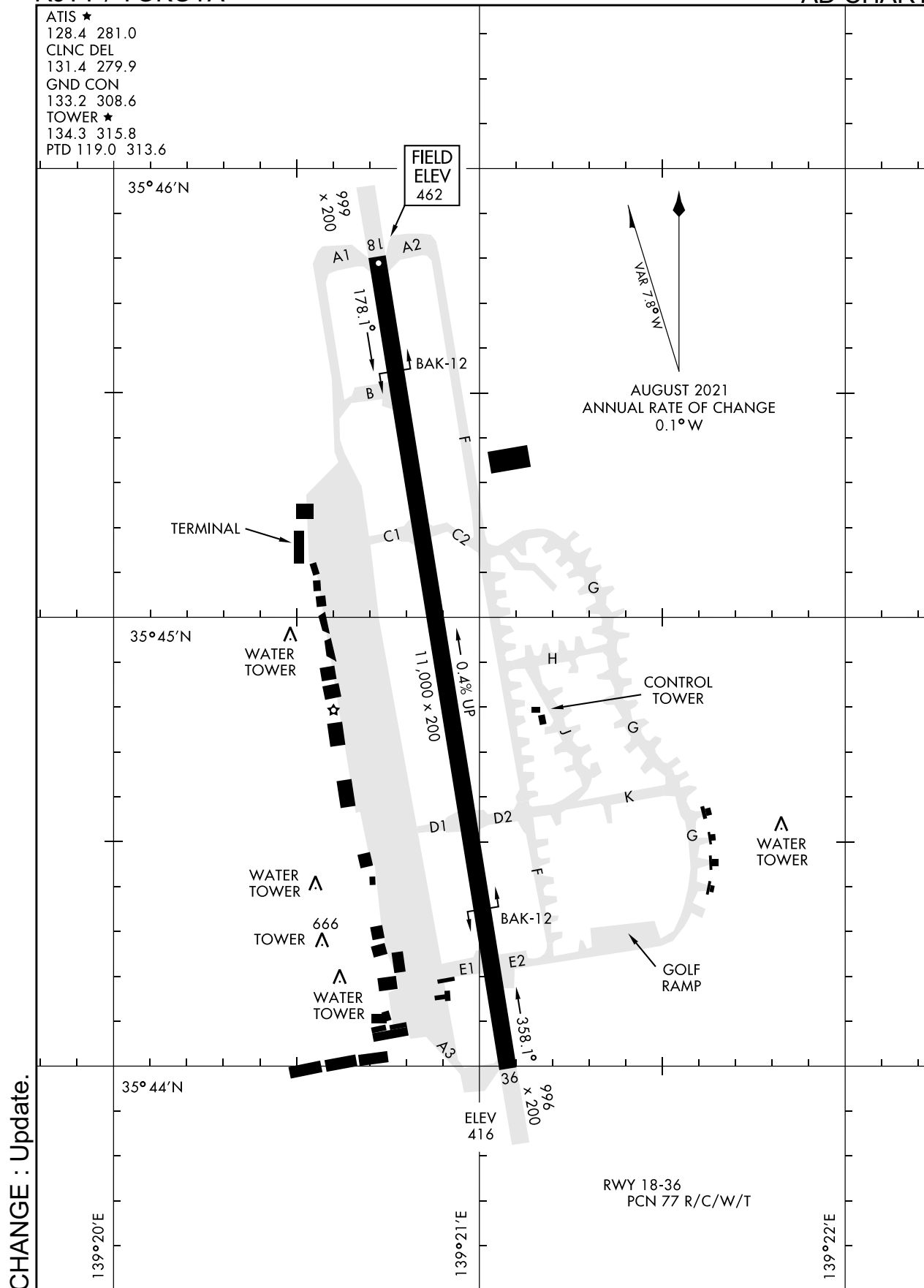


RJTY / YOKOTA

AD CHART



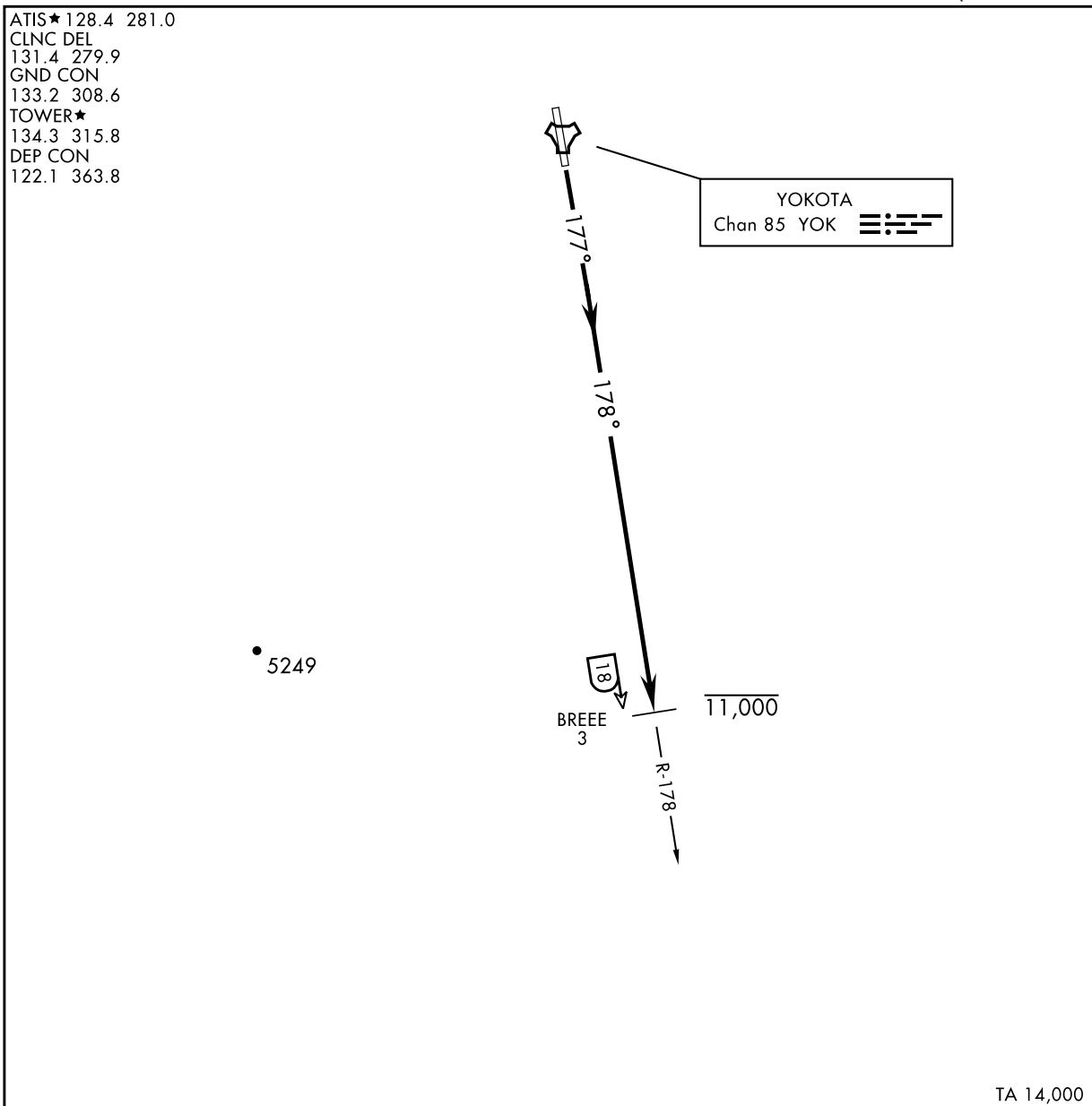
NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

BREEE FOUR 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



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb to 4000, turn right to intercept 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 FOUR 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



TA 14,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF 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.

CHANGE : Update.

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

BUSYU ONE 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

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

TAKE-OFF 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

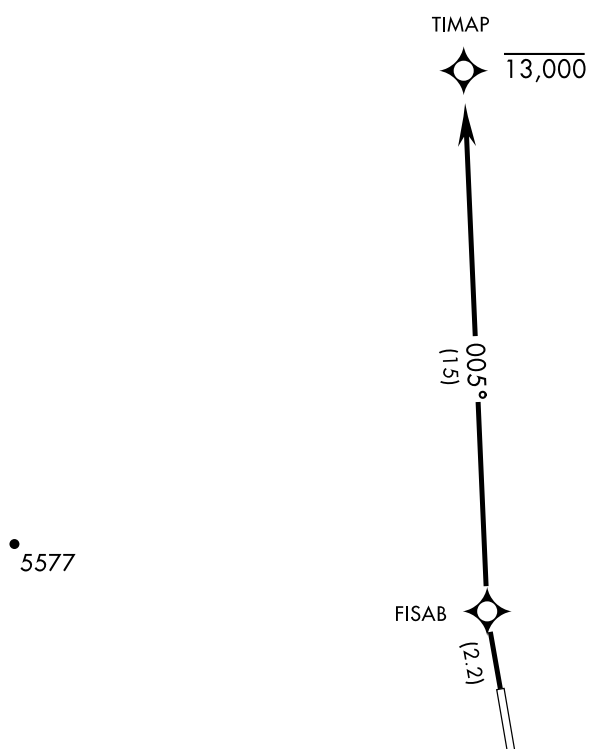
RJTY / YOKOTA

FISAB TWO DEPARTURE(RNAV)

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

TAKE-OFF OBSTACLES:

- (1) RWY 36, building 3043' from DER, 1311' left of centerline, 53' AGL/527' MSL.
 (2) RWY 36, building with antenna 2153' from DER, 1095' right of centerline, 76' AGL/532' MSL.
 (3) RWY 36, misc natural 1583' from DER, 640' left of centerline, 53' AGL/522' MSL.



RNAV 1
 DME/DME RNP-0.3 NA

RADAR REQUIRED
 (for non-GPS Equipped Aircraft)

GPS REQUIRED

TA 14,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 36: Climb direct FISAB, then track 005° to TIMAP. Cross TIMAP at or below 13,000 or as assigned by ATC.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

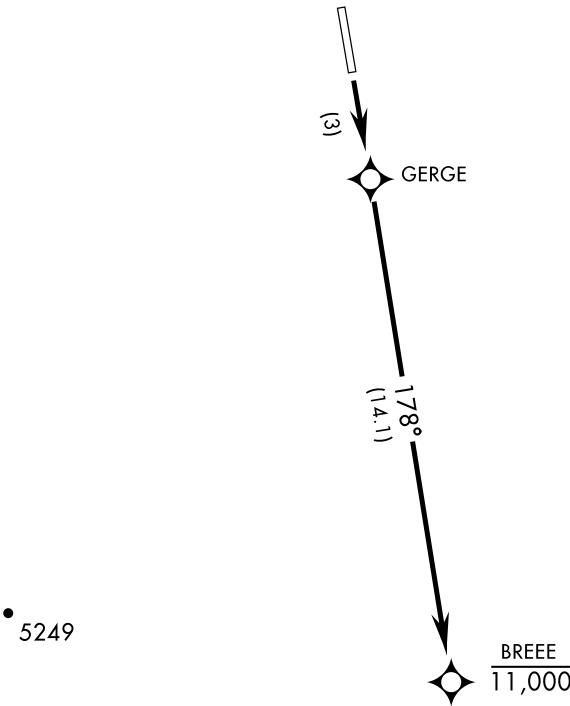
STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

GERGE TWO DEPARTURE(RNAV)

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

- TAKE-OFF OSBTACLES:
- (1) RWY 18, terrain within 15' from DER, 500' right of centerline, up to 417' MSL.
 - (2) RWY 18, building 3492' from DER, 1415' right of centerline, 90' AGL/512' MSL.
 - (3) RWY 18, building 6006' from DER, 1744' right of centerline, 145' AGL/529' MSL.
 - (4) RWY 18, pylon 4436' from DER 1410' right of centerline, 100' AGL/492' MSL.
 - (5) RWY 18, pylon 4870' from DER 1312' right of centerline, 100' AGL/502' MSL.
 - (6) RWY 18, MSL tree 2217' from DER 755' left of centerline, 90' AGL/494' MSL.



RNAV 1
DME/DME RNP-0.3 NA

RADAR REQUIRED
(for non-GPS Equipped Aircraft)

GPS REQUIRED

TA 14,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Climb direct GERGE, then track 178° to BREEE. Cross BREEE at or below 11,000.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

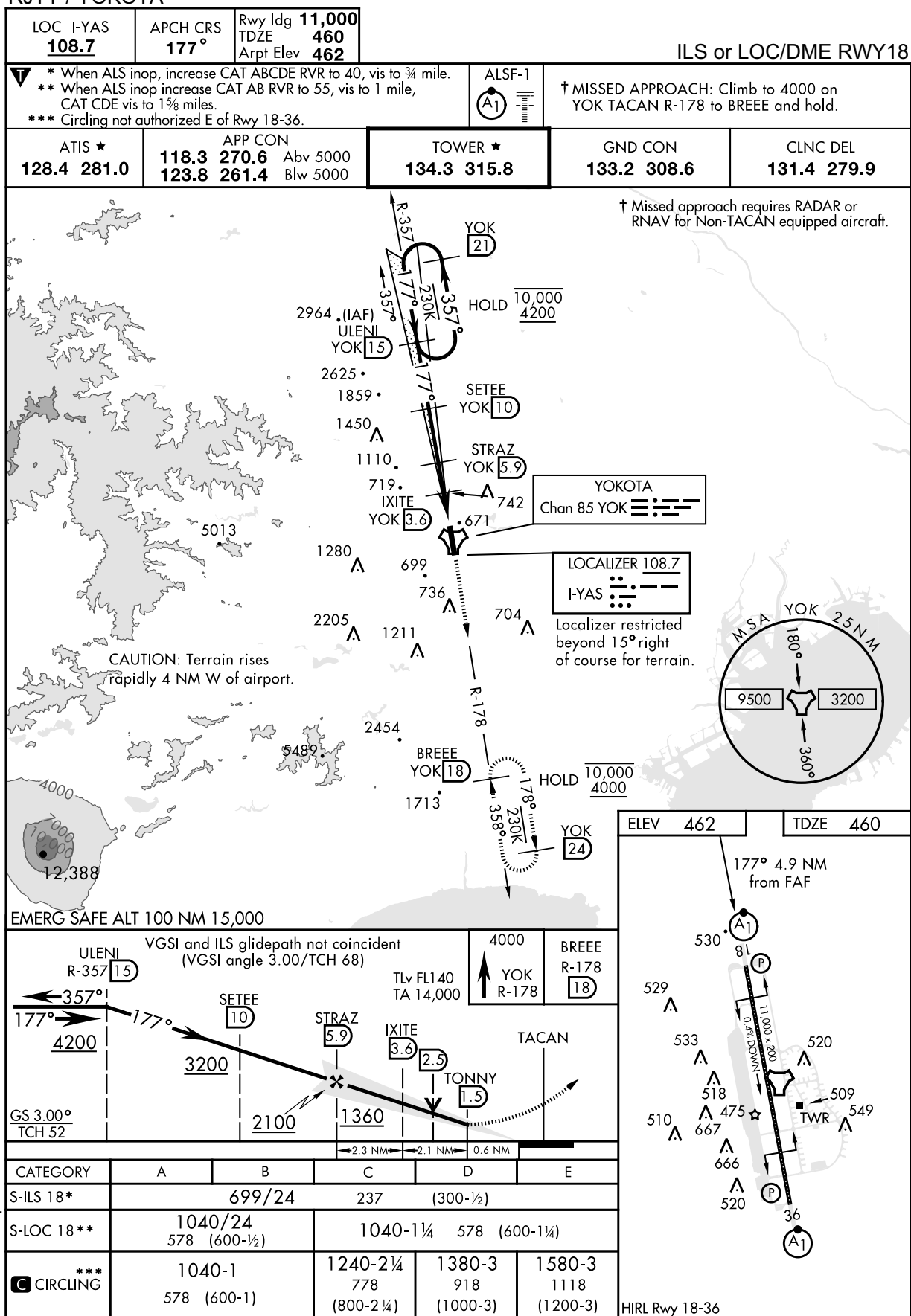
RJTY / YOKOTA

CHANGE : Update.

30/12/21

INSTRUMENT APPROACH CHART

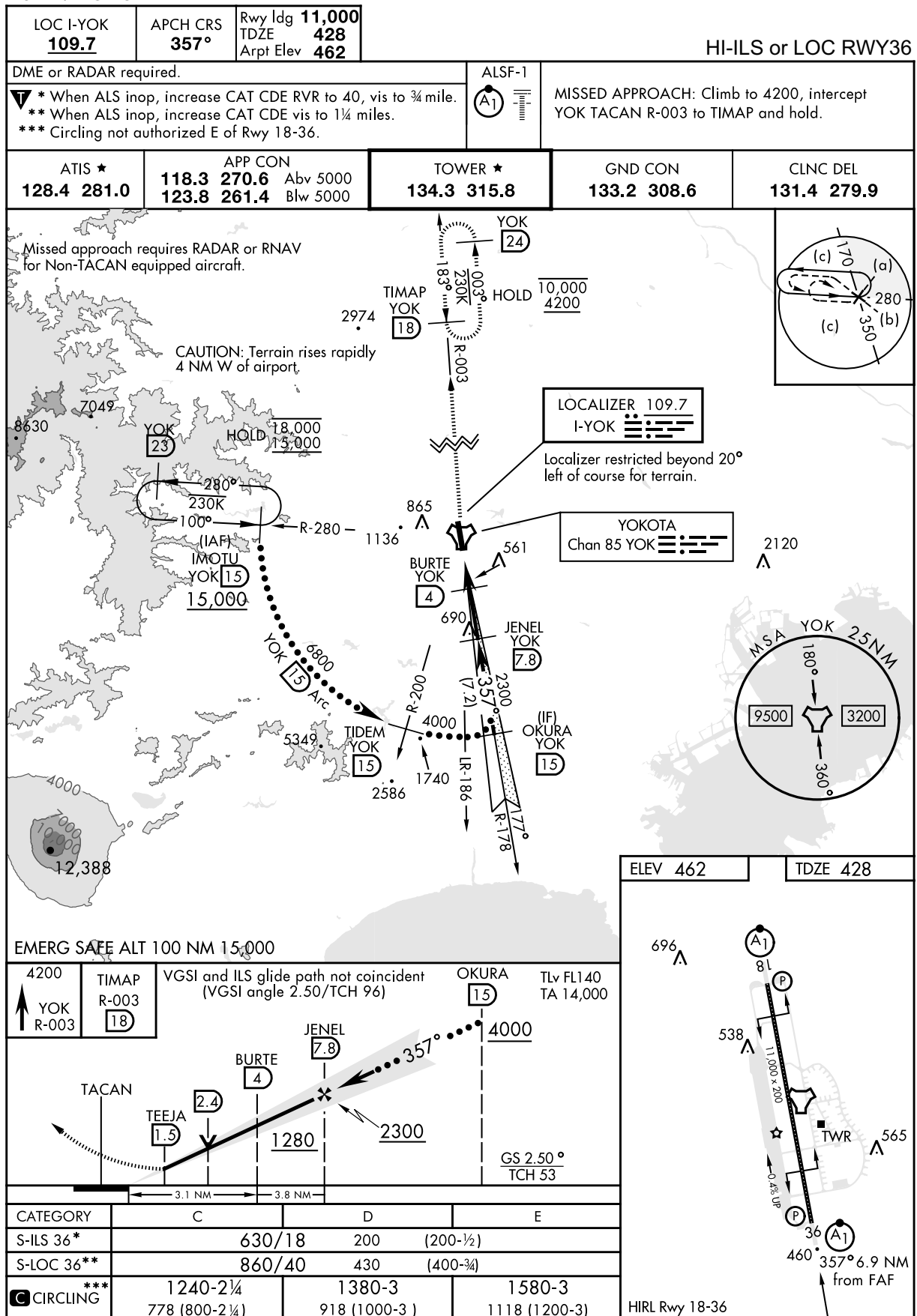
RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

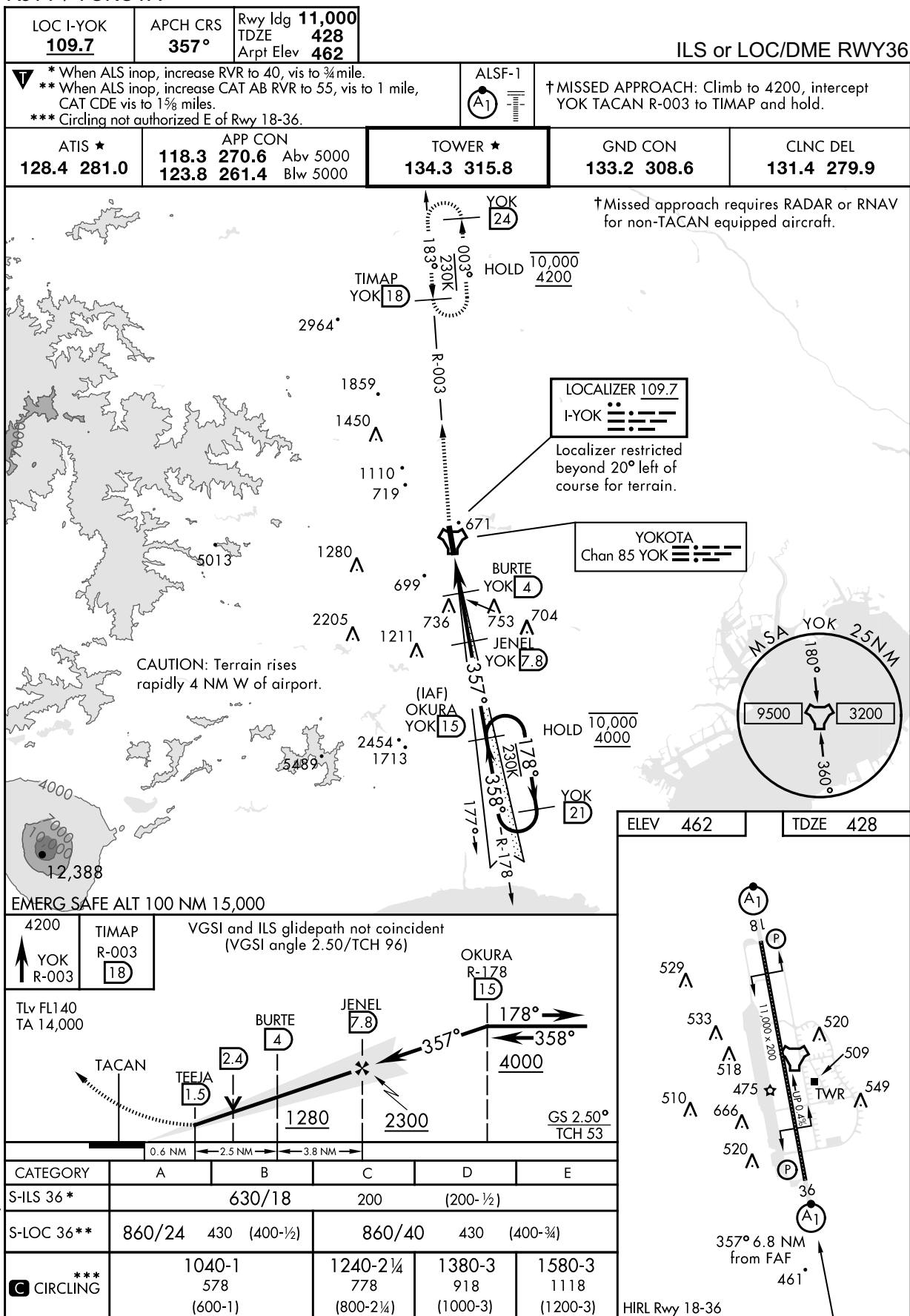
INSTRUMENT APPROACH CHART

RJTY / YOKOTA



INSTRUMENT APPROACH CHART

RJTY / YOKOTA



INSTRUMENT APPROACH CHART

RJTY / YOKOTA

| | | |
|-------------|-----------|---------------|
| APCH CRS | Rwy ldg | 11,000 |
| 177° | TDZE | 460 |
| | Arpt Elev | 462 |

RNAV(GPS) RWY18

| | | |
|---|----------------------------|--|
| <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 E of Rwy 18-36.</p> | <p>ALSIF-1</p> <p>(A1)</p> | <p>MISSED APPROACH: Climb to 4000 direct MESTR WPT and hold.</p> |
|---|----------------------------|--|

| | | | | |
|---|--|--|--|---|
| <p>ATIS ★</p> <p>128.4 281.0</p> | <p>APP CON</p> <p>118.3 270.6 Abv 5000</p> <p>123.8 261.4 Blw 5000</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> |
|---|--|--|--|---|



| | | | | | |
|--|--|--|--|--|----------|
| <p>TLv FL140 TA 14,000</p> <p>4000</p> <p>MESTR</p> | | | | ELEV 462 | TDZE 460 |
| <p>10,000 4200</p> <p>357°</p> <p>177°</p> <p>177°</p> <p>3.09° TCH 68</p> | | | | <p>652</p> <p>529</p> <p>533</p> <p>518</p> <p>510</p> <p>666</p> <p>520</p> <p>510</p> <p>520</p> <p>509</p> <p>549</p> <p>36</p> | |
| <p>CATEGORY</p> <p>A B C D</p> | | | | <p>1.4 NM to RW18</p> <p>3.5 NM 2.5 NM</p> | |
| <p>LNAV MDA *</p> <p>960/24 498 (500-1/2) 960/50 498 (500-1)</p> | | | | <p>0.45° DOWN</p> <p>11,000 x 200</p> | |
| <p>CIRCLING **</p> <p>1020-1 558 (600 1) 1040-1 578 (600 1) 1240-2 778 (800 2 1/2) 1380-3 918 (1000 3)</p> | | | | <p>HIRL Rwy 18-36</p> | |

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

RNAV(GPS) RWY36

MISSED APPROACH: Climb to 5300 direct BODAI WPT and hold, continue climb-in-hold to 5300.

DME/DME RNP-0.3 NA

1412

2974

BODAI

1860

899

784

RW36

565

FONUD

655

(FAF) KARMN

2200

357°

(8)

4000 NoPT

271°

(8.6)

(IAF) WHILY

4000

MSA RW36 25 NM

9500

EMERG SAFE ALT 100 NM 15,000

HOLD 10,000 4000

4 NM

357°

230K

177°

4 NM

HOLD 10,000

5300
↑
BODAI

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

TLV FL 140
TA 14,000

RW36

1.6 NM to RW36

FONUD

KARMN

MESTR

177°

357°

357°

4000

2200

1100

3 NM

3 NM

≤ 2.68°
TCH 75

| CATEGORY | A | | B | | C | | D | |
|------------|--------|-----|---------|--|-------------------------|-----|------------------------|--|
| RNAV MDA* | 940/24 | 510 | (500-½) | | 940/55 | 510 | (500-1) | |
| CIRCLING** | 1040-1 | 578 | (600-1) | | 1240-2¼ 778 (800-2¼) | | 1380-3 918 (1000-3) | |

Diagram of runway layout showing runway 36, taxiway 36, and various navigational aids (A1, P, 520, 529, 533, 518, 510, 666, 666, 520, 36, 549, 509, 475, 200, 11,000 x 200, 0.4% UP, 81, 357° to RW36).

30/12/21