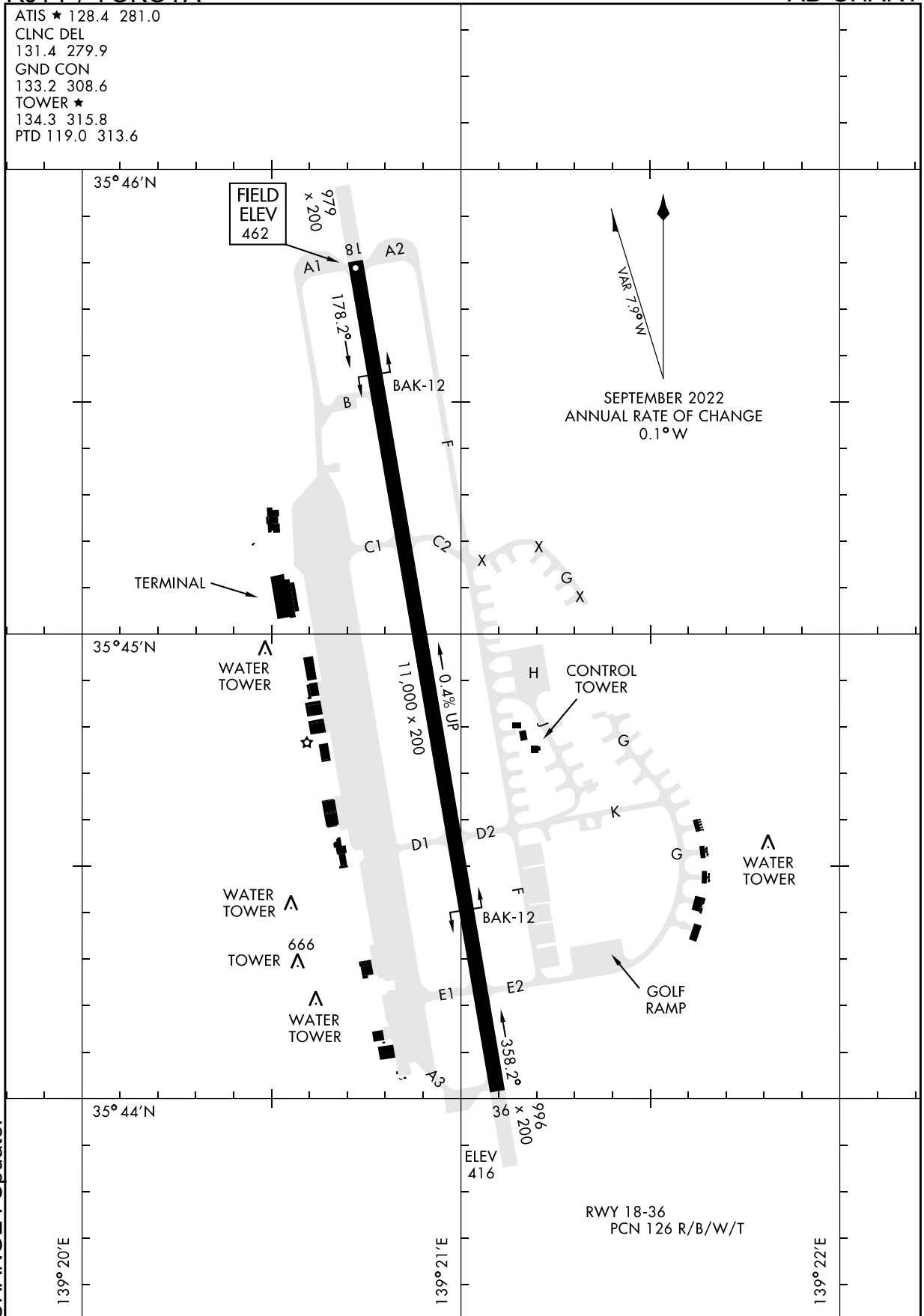


RJTY / YOKOTA

AD CHART

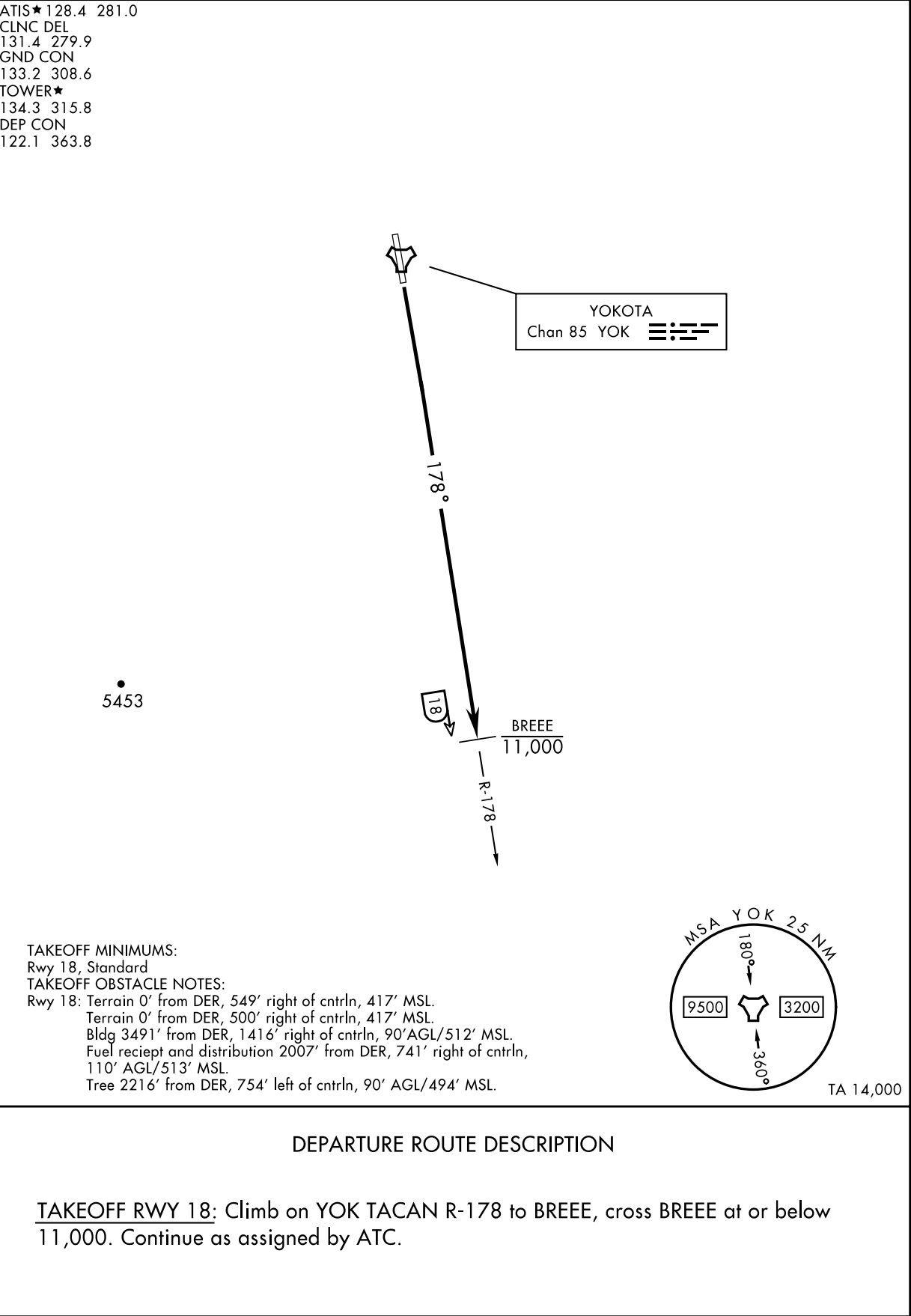


NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY/YOKOTA

BREEE SIX DEPARTURE(OBSTACLE)



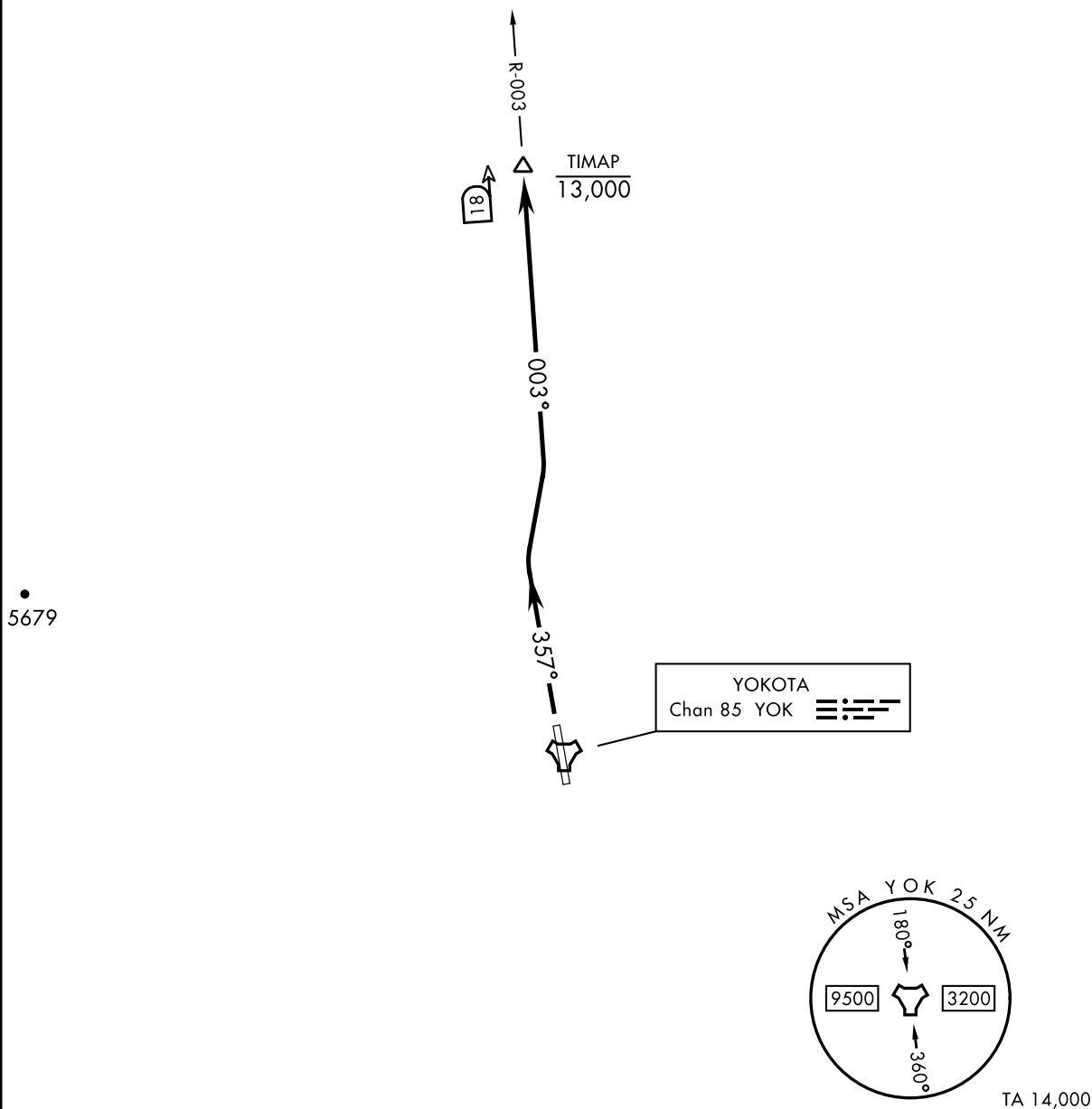
NOTE: REPRINTING DOD FLIP

## 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.

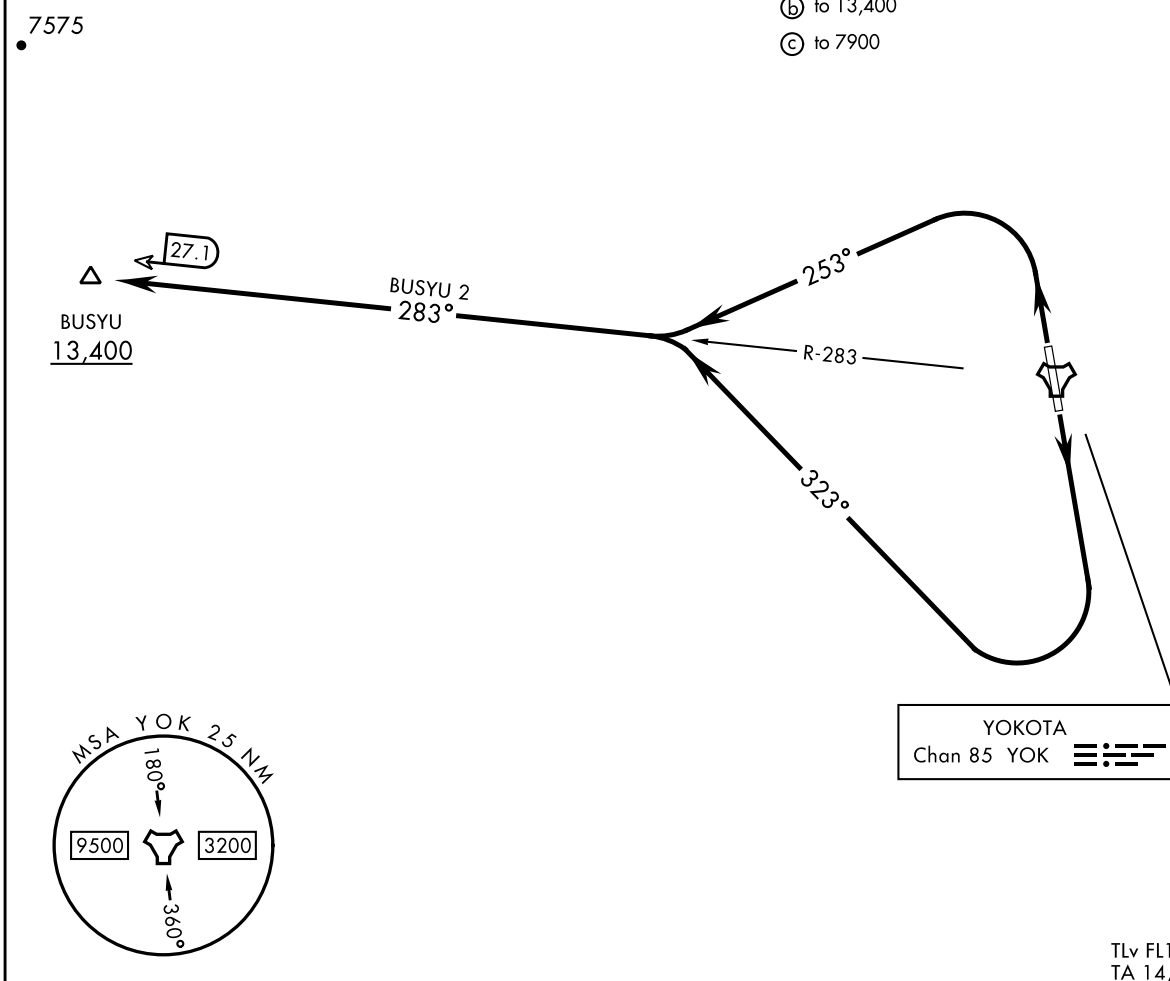
NOTE: REPRINTING DOD FLIP

## 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)

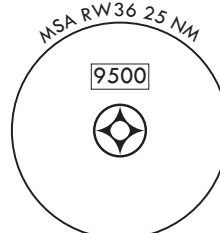
DEP CON  
122.1 363.8

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.

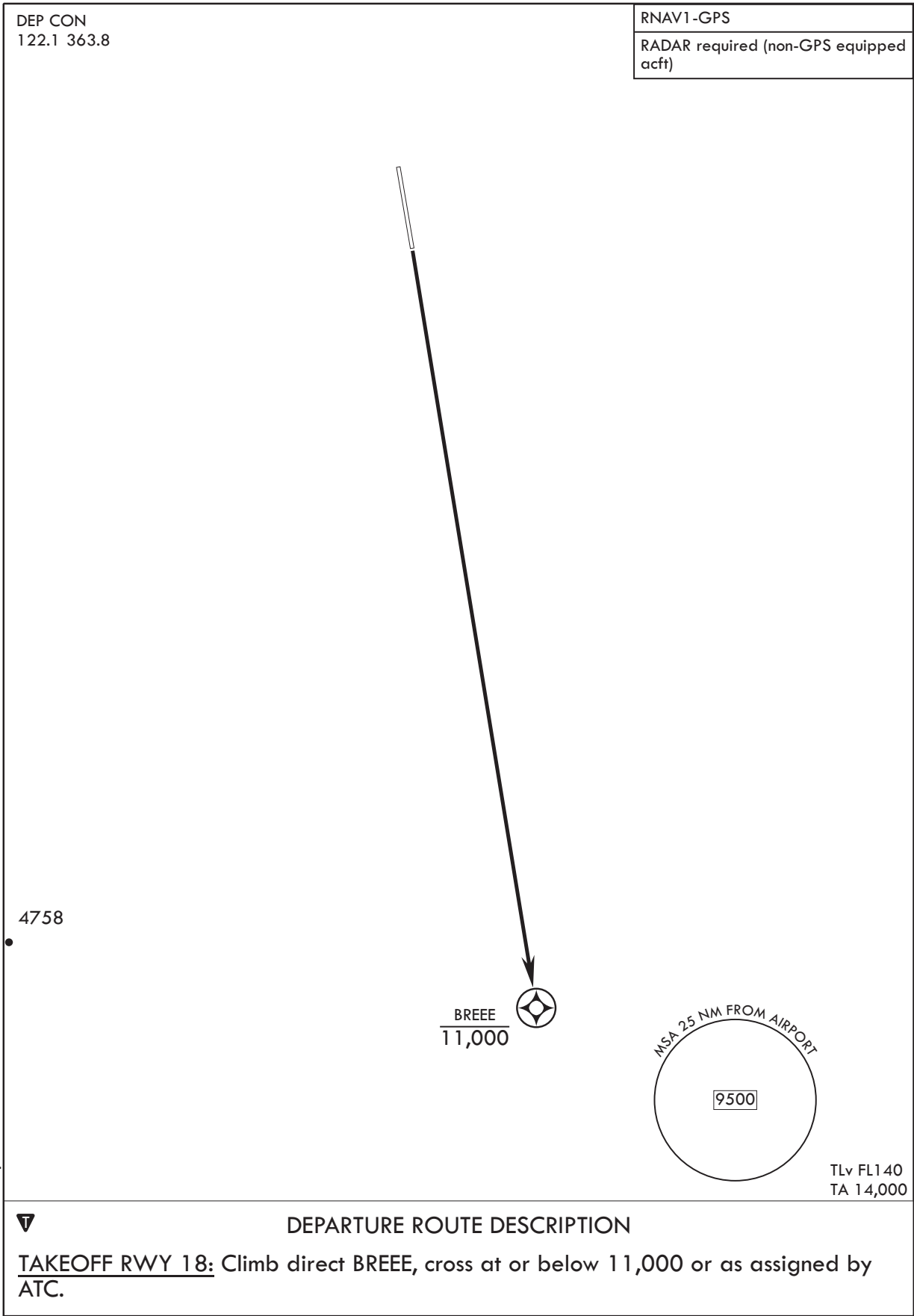
NOTE: REPRINTING DOD FLIP

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

FUSSA TWO DEPARTURE(RNAV)



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

**INTENTIONALLY LEFT BLANK**

## RJTY / YOKOTA


CHANGE : Update.

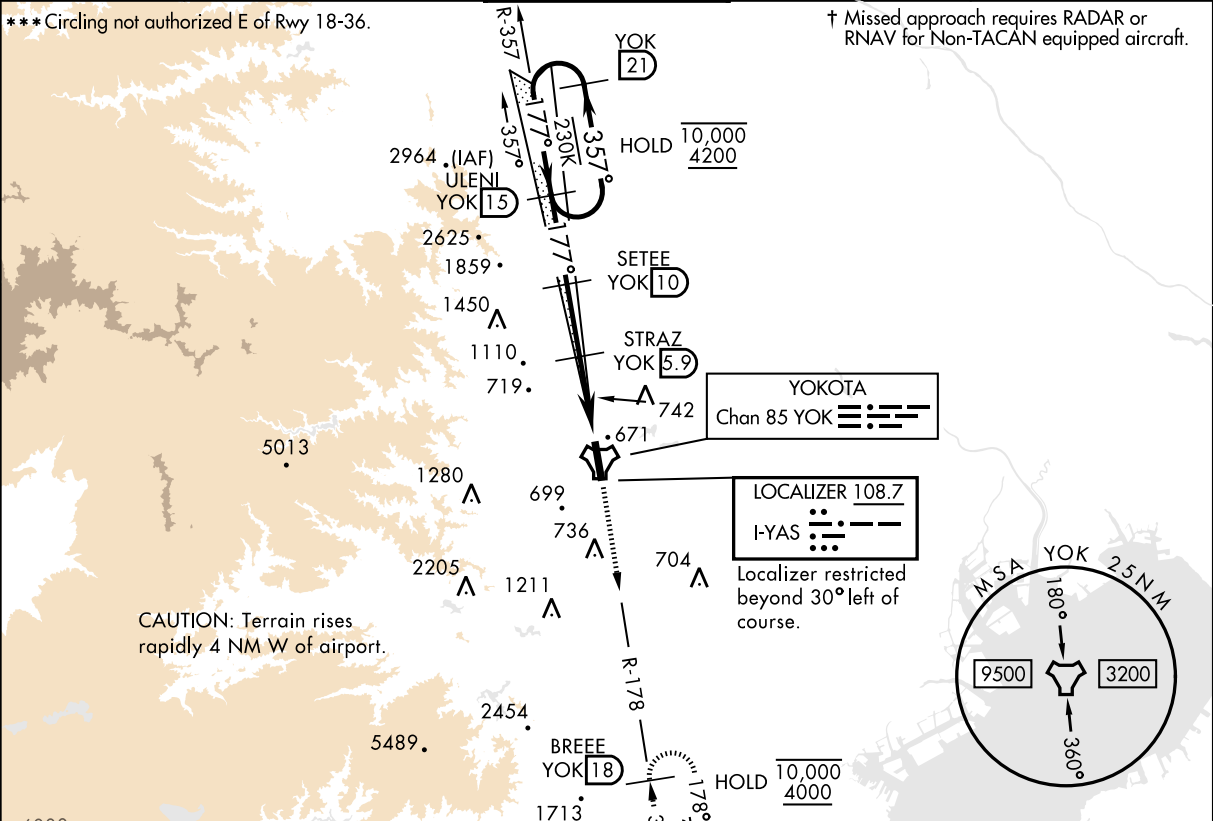
**4/9/25**



INSTRUMENT APPROACH CHART

RJTY/YOKOTA

LOC I-YAS <b>108.7</b>	APCH CRS <b>177°</b>	Rwy Idg <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>



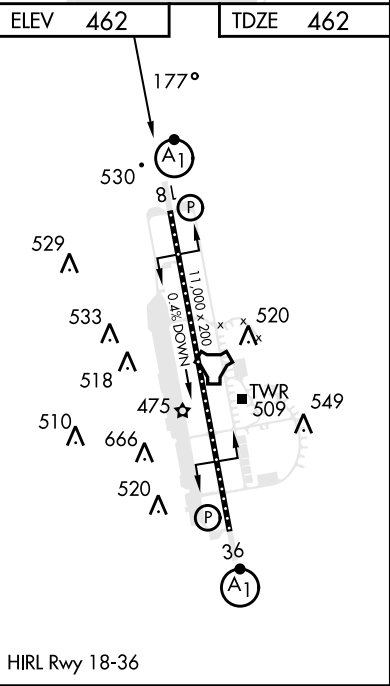
10,000  
12,333  
2000  
250K  
58K  
YOK 24  
EMERG SAFE ALT 100 NM 15,000

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 68)  
R-357  
ULENI  
YOK 21 YOK 15  
10,000  
4200  
357°  
177°  
3200  
2100  
GS 3.00°  
TCH 52  
SETEE  
YOK 10  
STRAZ  
YOK 5.9  
YOK 2.7  
TONNY  
YOK 1.5  
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  
P  
529  
533  
518  
510  
475  
666  
520  
549  
509  
TWR  
36  
A1  
11,000 x 200  
0.4% DOWN

HIRL Rwy 18-36



NOTE: REPRINTING DOD FLIP

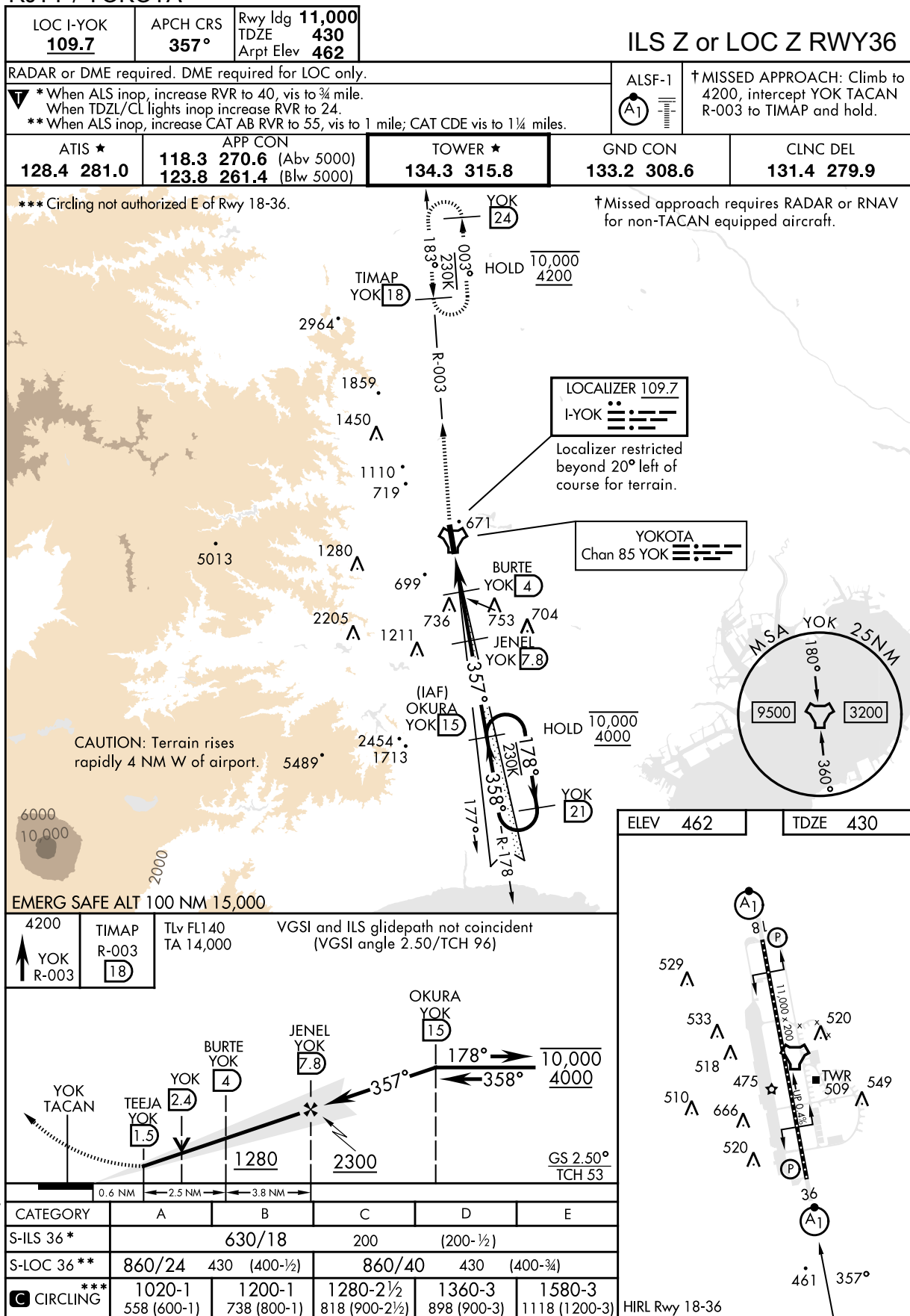
## RJTY / YOKOTA

CHANGE : Update.

**NOTE: REPRINTING DOD FLIP**

## INSTRUMENT APPROACH CHART

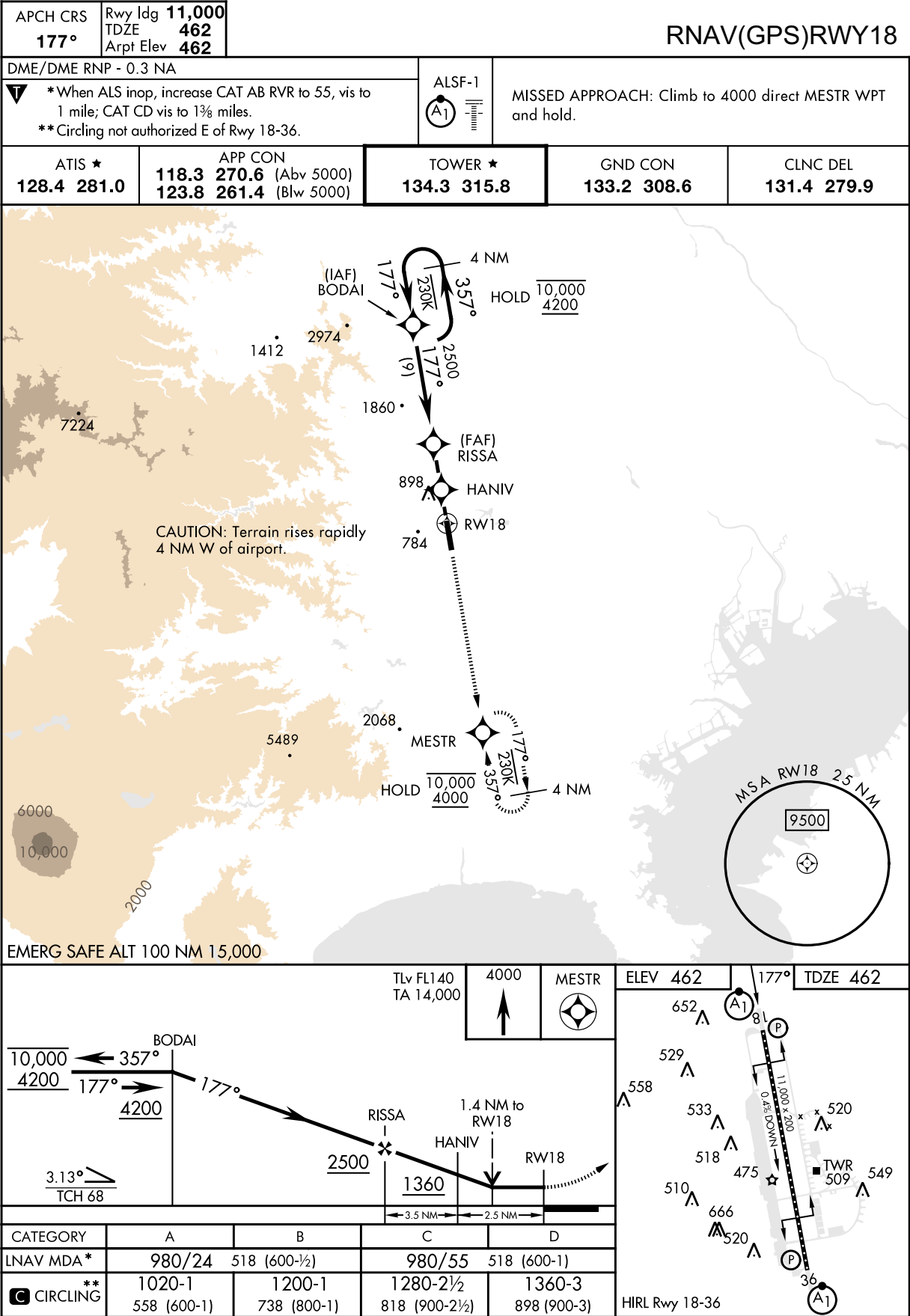
## RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



## INSTRUMENT APPROACH CHART

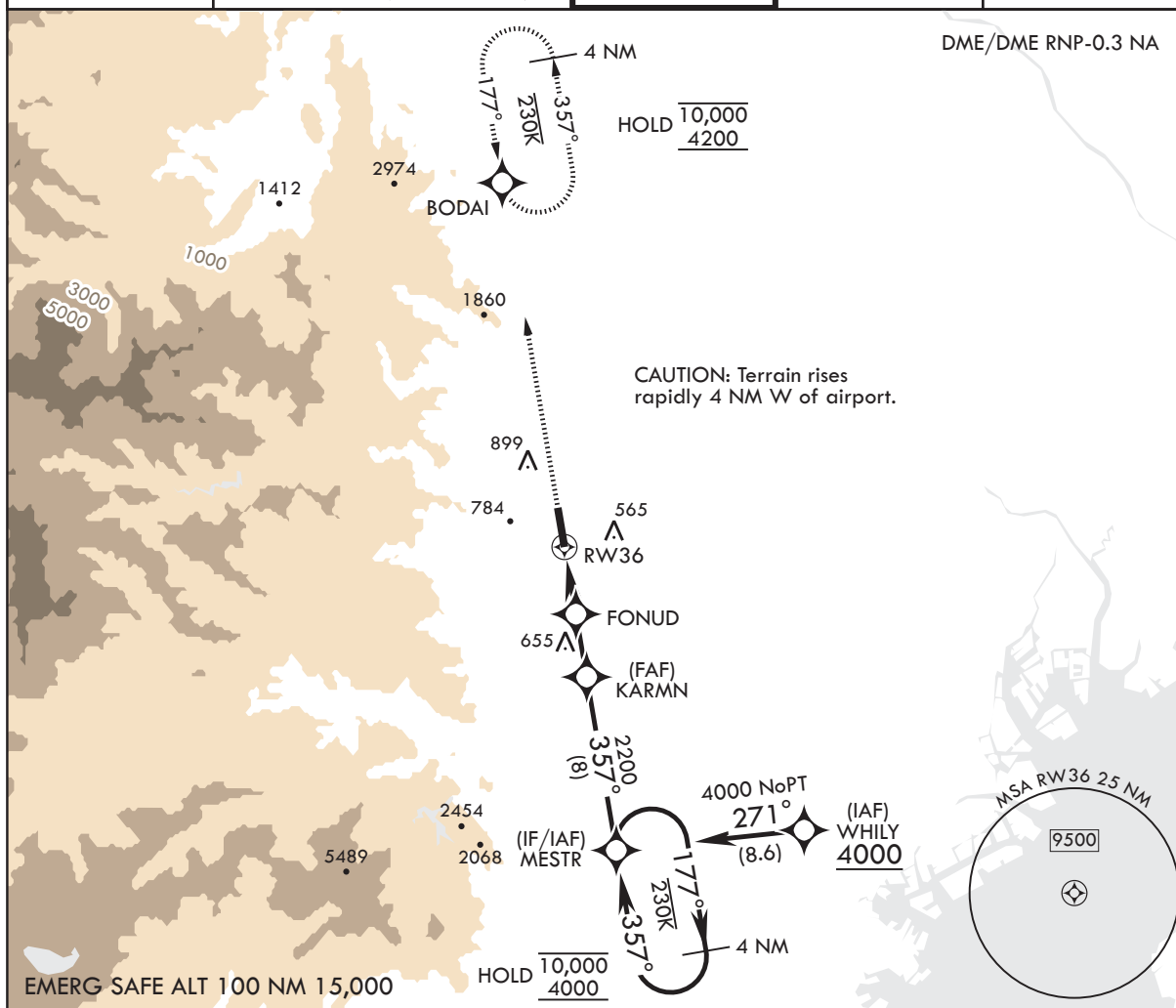
RJTY / YOKOTA

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>
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<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>
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<p>4200 BODAI</p> <p>TLv FL140 TA 14,000</p> <p>1.5 NM to RWY36</p> <p>3.1 NM</p> <p>2.9 NM</p> <p>1360</p> <p>2200</p> <p>177°</p> <p>357°</p> <p>4000 NoPT 271° (8.6)</p> <p>(IAF) WHILY 4000</p> <p>MSA RWY36 25 NM 9500</p>	<p>VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).</p> <p>MESTR Holding Pattern</p> <p>4 NM</p> <p>10,000</p> <p>4000</p> <p>≤ 2.68° TCH 75</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>666</p> <p>520</p> <p>1,000 x 200</p> <p>0.4% Up</p> <p>TWR 509</p> <p>549</p> <p>36</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