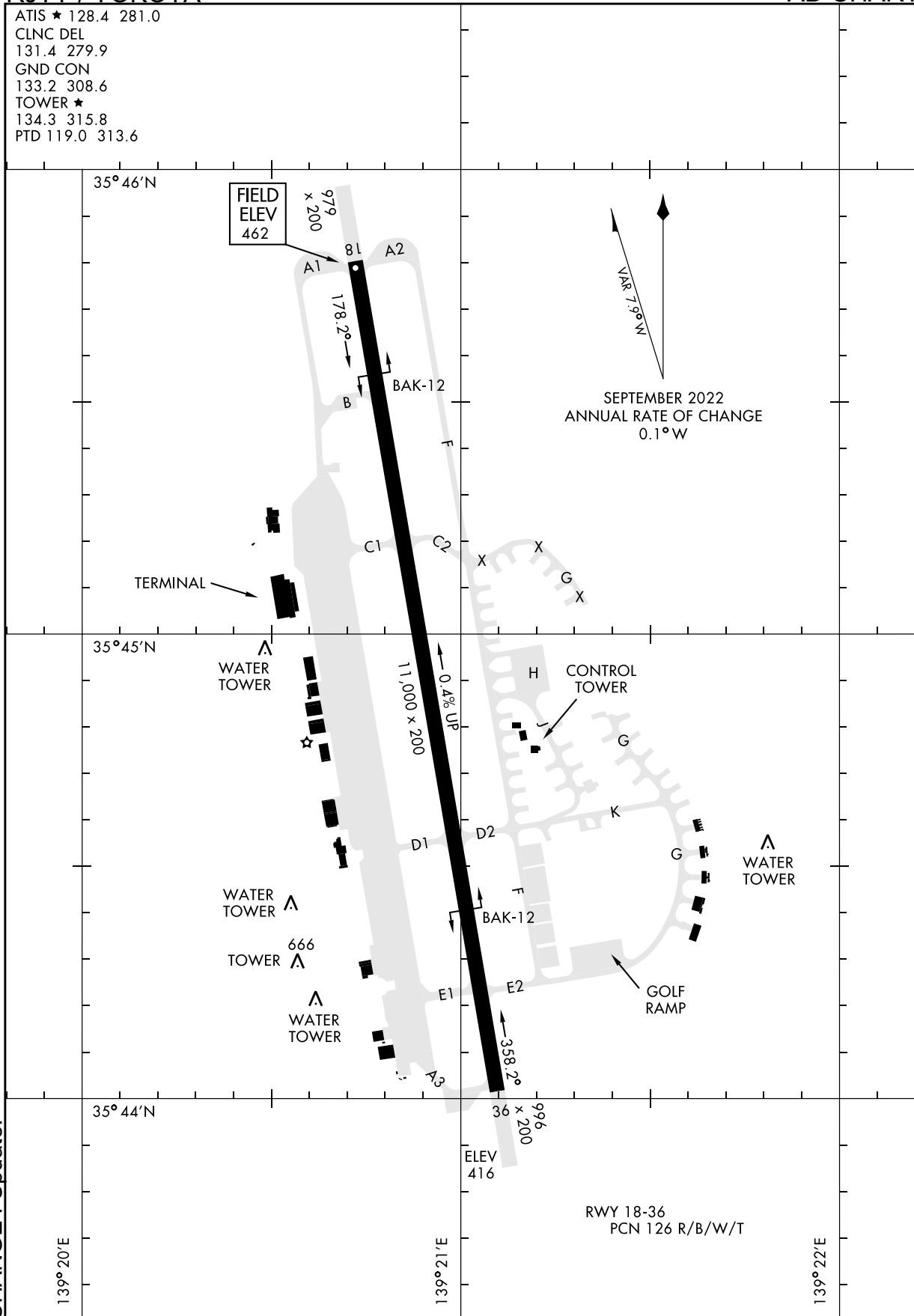


RJTY / YOKOTA

AD CHART



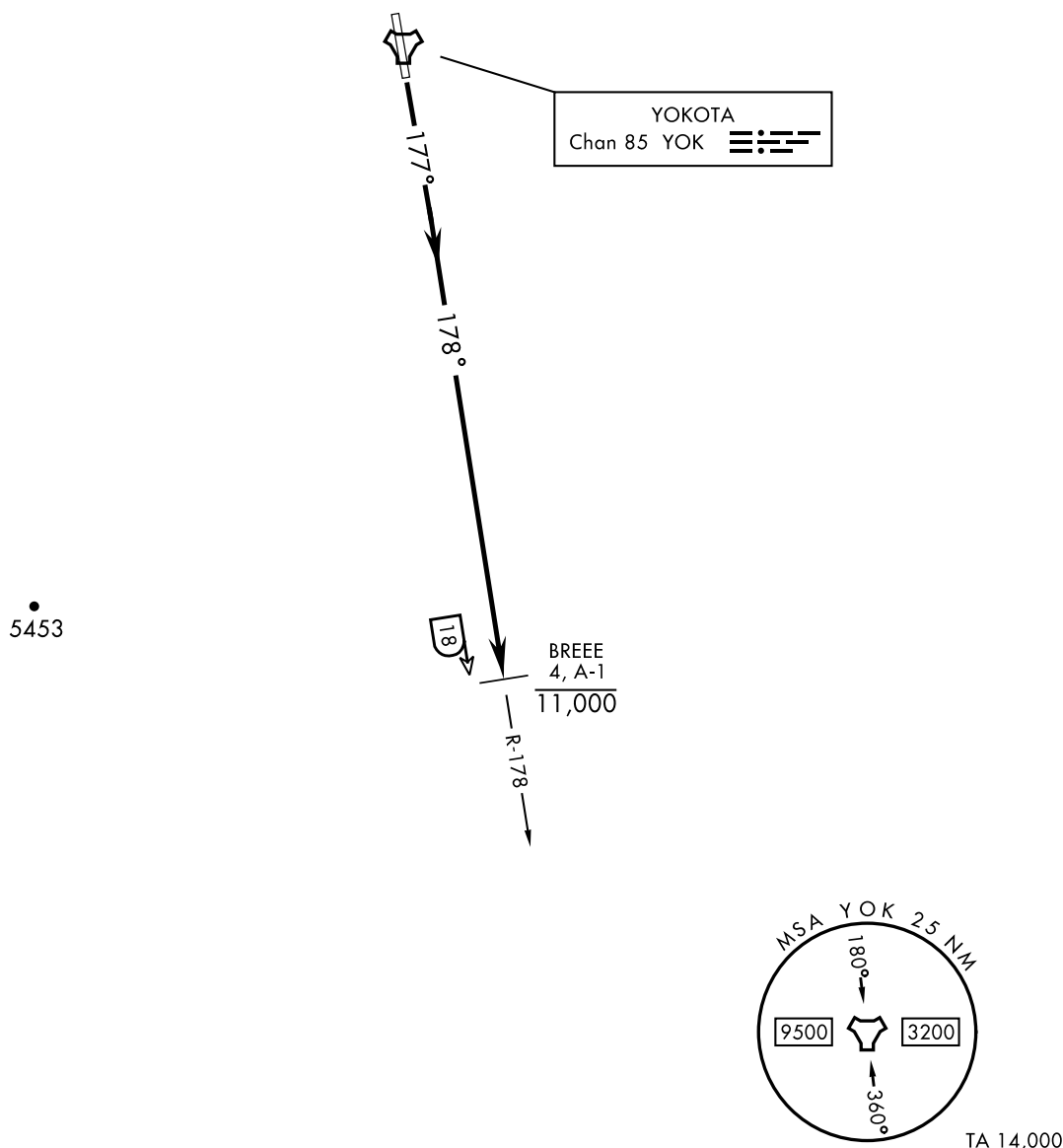
NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

BREEE FIVE DEPARTURE(OBSTACLE)

Rwy	Knots	60	120	180	240	300	360
18	V/V(fpm)	218	436	654	872	1090	1308

Minimum climb rate to 900



CHANGE : Update.

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

Civil Aviation Bureau, Japan (EFF:13 JUL 2023)

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.

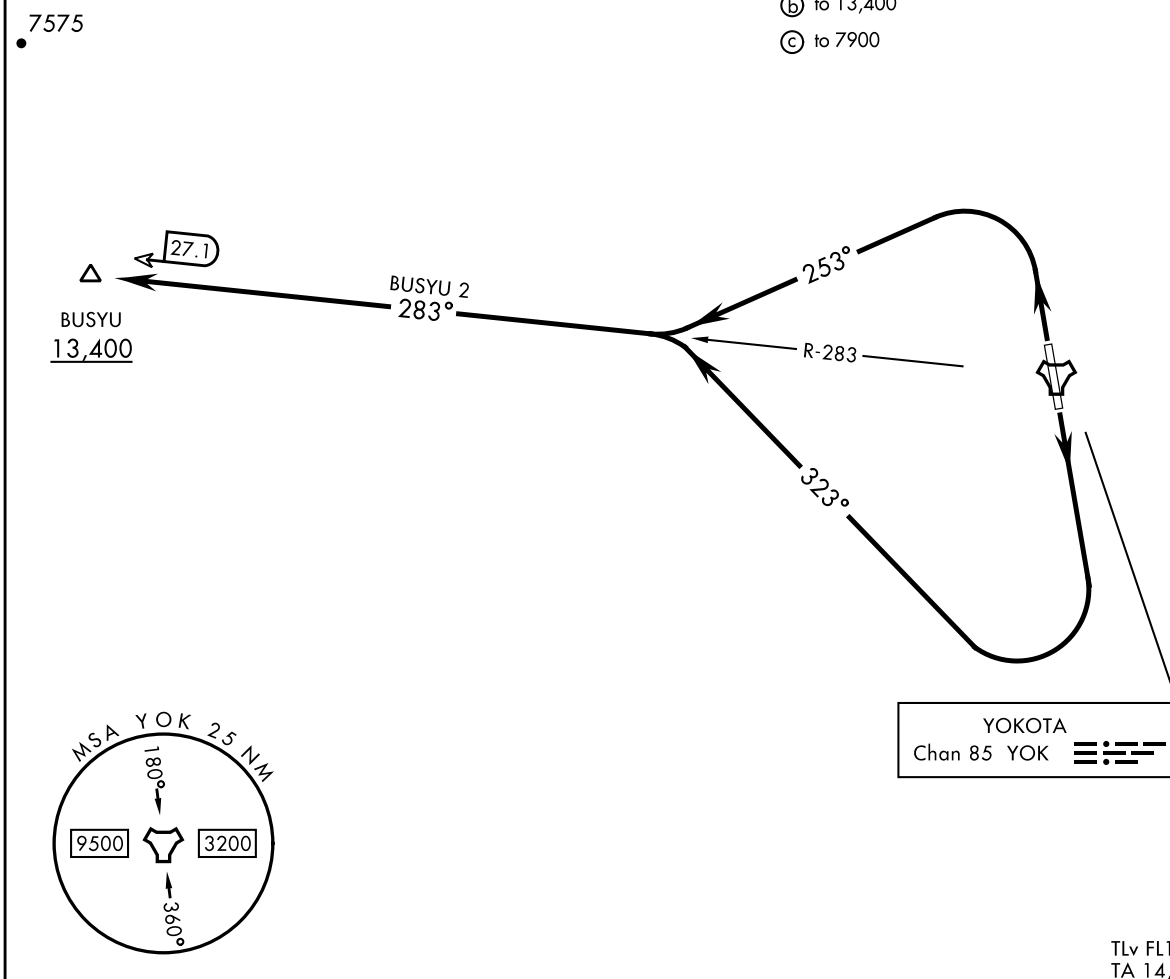
NOTE: REPRINTING DOD FLIP

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)

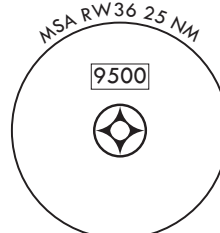
DEP CON
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped
acft)

TIMAP
13,000

3478



TLv FL140
TA 14,000

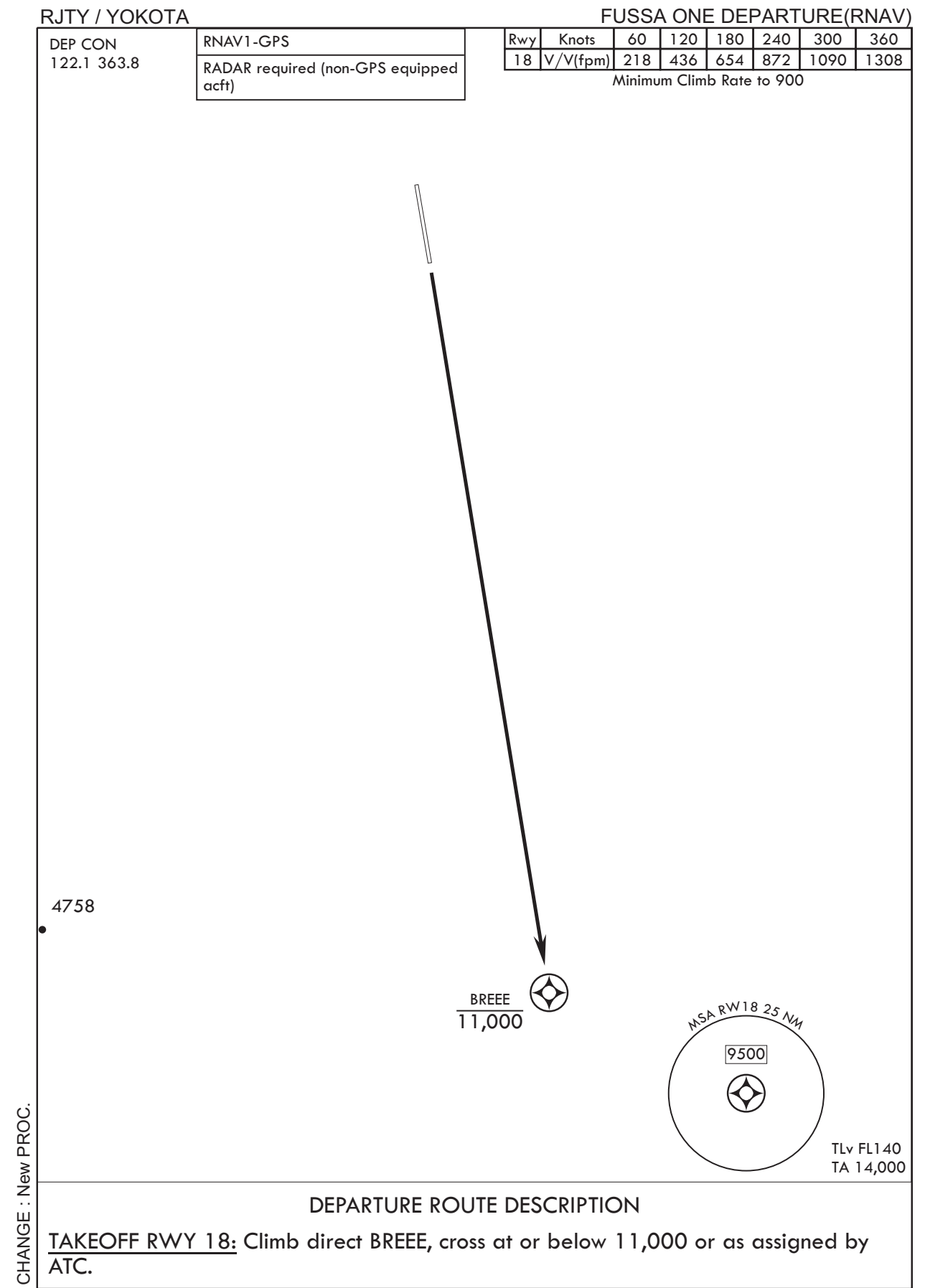
DEPARTURE ROUTE DESCRIPTION

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


RJTY / YOKOTA

HI-ILS Y or LOC Y RWY18

MISSED APPROACH: Climb to 4000 on YOK TACAN R-178 to BREEE and hold.
Missed approach requires RADAR or RNAV for Non-TACAN equipped aircraft.



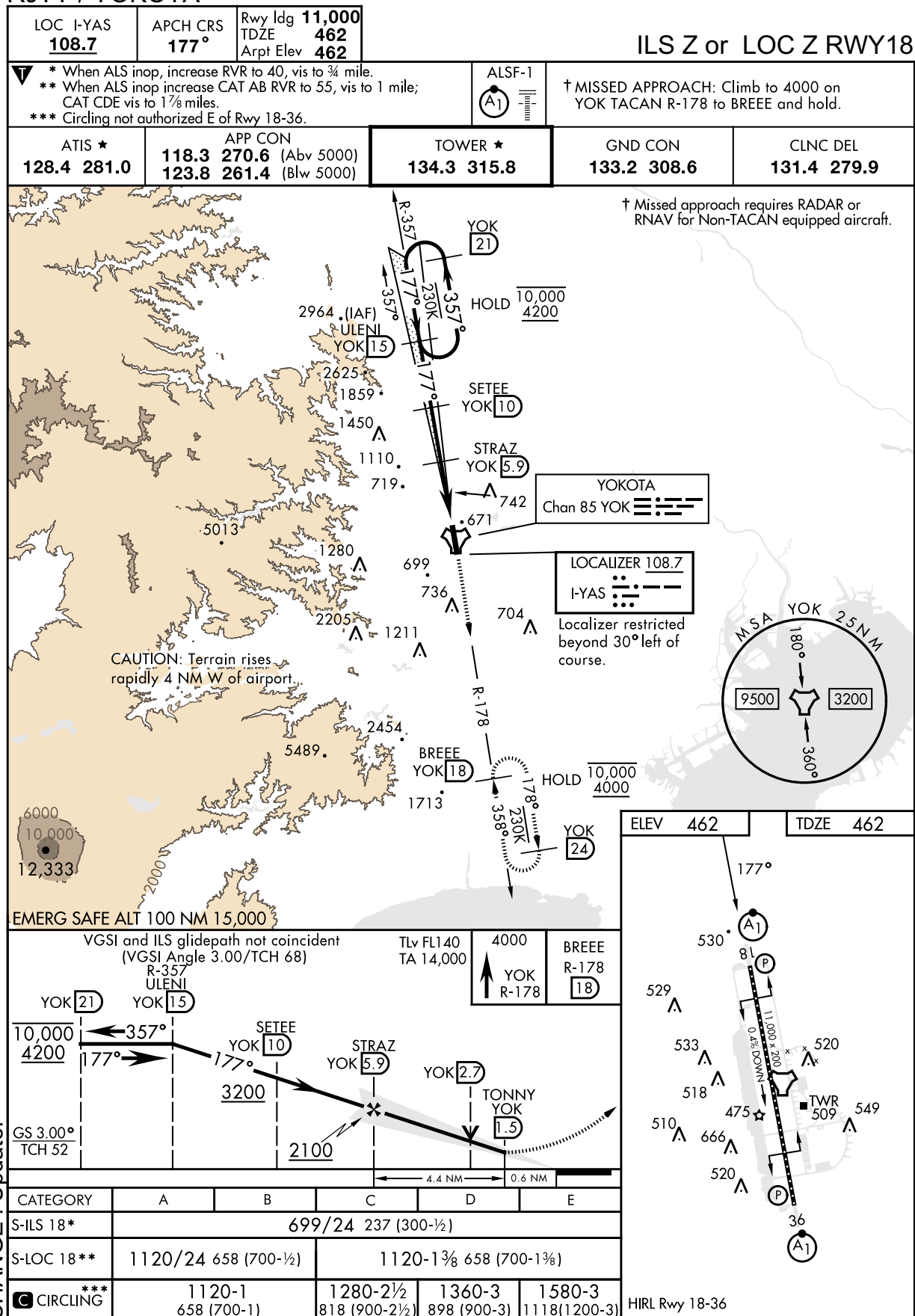
Diagram of HIRL Rwy 18-36. The diagram shows a runway layout with various markers and elevations. At the top, a box contains 'ELEV 462' and another box contains 'TDZE 462'. A vertical line with an arrow points down from the 'ELEV 462' box to a circle labeled 'A1'. To the right of this circle is the number '573'. Below the 'A1' circle is the number '81'. Further down the runway is a circle labeled 'P'. To the left of this 'P' circle is the number '565'. Below the 'P' circle is a dashed line with arrows pointing in both directions, labeled '11,000 x 200' and '0.4% DOWN'. To the left of this dashed line is the number '667' and a large letter 'A'. To the right of the dashed line is a small square labeled 'TWR'. Below the dashed line is another circle labeled 'P'. At the bottom of the runway is a circle labeled 'A1' with the number '36' next to it. The runway is shown as a shaded area with a dashed centerline and arrows indicating the direction of travel.

CATEGORY	A	B	C	D	E
S-ILS 18*	662/24		200	(200-½)	
S-LOC 18**	1120/24 658 (700-½)		1120-1⅓ 658 (700-1⅓)		
 CIRCLING ***	1120-1 658 (700-1)		1280-2½ 818 (900-2½)	1360-3 898 (900-3)	1580-3 1118(1200-3)

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

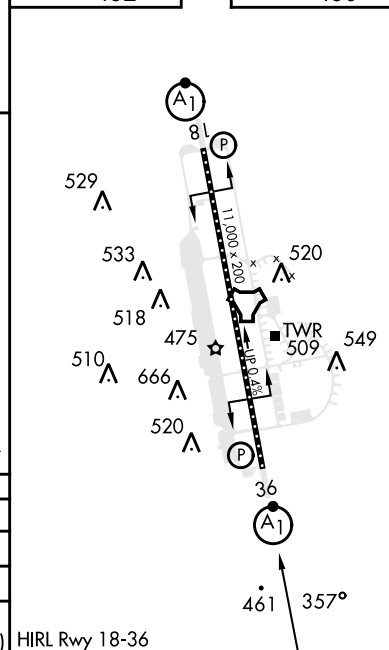
RJTY / YOKOTA

ILS Z or LOC Z RWY36

ALSF-1

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

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



CHANGE : Update.

28/12/23

RJTY / YOKOTA

RNAV(GPS) RWY18

CHANGE : Update.

28/12/23

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>ALSF-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>
---------------------------------	--	----------------------------------	-----------------------------------	------------------------------------



<p>4200 BODAI</p> <p>↑</p> <p>TLv FL140</p> <p>TA 14,000</p>	<p>VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).</p>	<p>4 NM Holding Pattern</p> <p>MESTR</p> <p>177° 10,000</p> <p>357° 4000</p>	<p>ELEV 462</p> <p>TDZE 430</p>
<p>RW36</p> <p>1.5 NM to RW36</p> <p>3.1 NM</p> <p>2.9 NM</p>	<p>FONUD</p> <p>2200</p> <p>1360</p>	<p>KARMN</p> <p>2200</p> <p>≤ 2.68° TCH 75</p>	<p>81 (A1)</p> <p>529</p> <p>533</p> <p>518</p> <p>510</p> <p>666</p> <p>520</p> <p>36 (A1)</p> <p>357°</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>1280-2 1/2</p> <p>818 (900-2 1/2)</p> <p>1360-3</p> <p>898 (900-3)</p>	<p>HIRL all Rws</p>
<p>CIRCLING**</p>	<p>1020-1</p> <p>558</p> <p>(600-1)</p>	<p>1020-1</p> <p>558</p> <p>(600-1)</p>	<p>1020-1</p> <p>558</p> <p>(600-1)</p>

CHANGE : Update.

NOTE: REPRINTING DOD FLIP