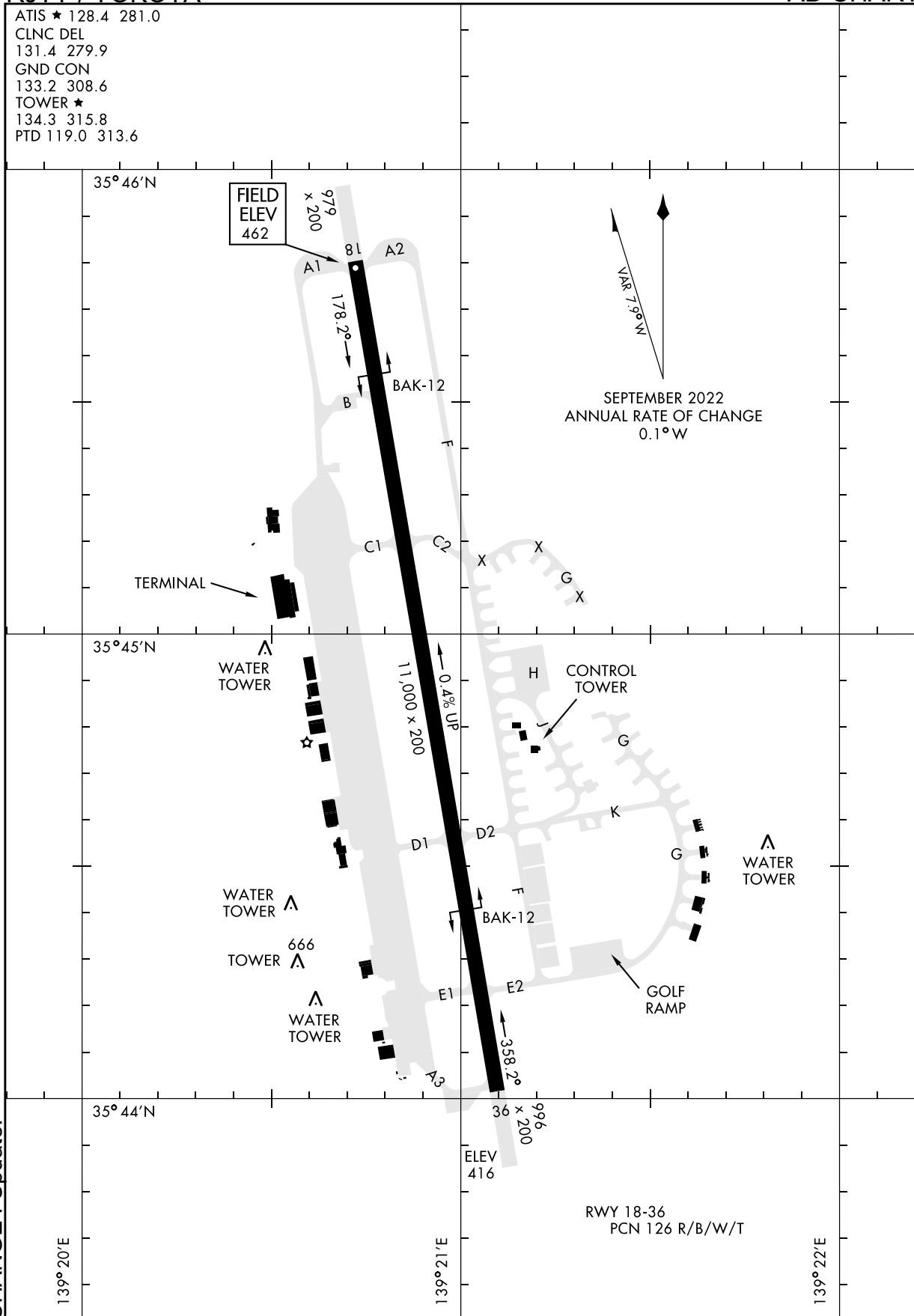


RJTY / YOKOTA

AD CHART



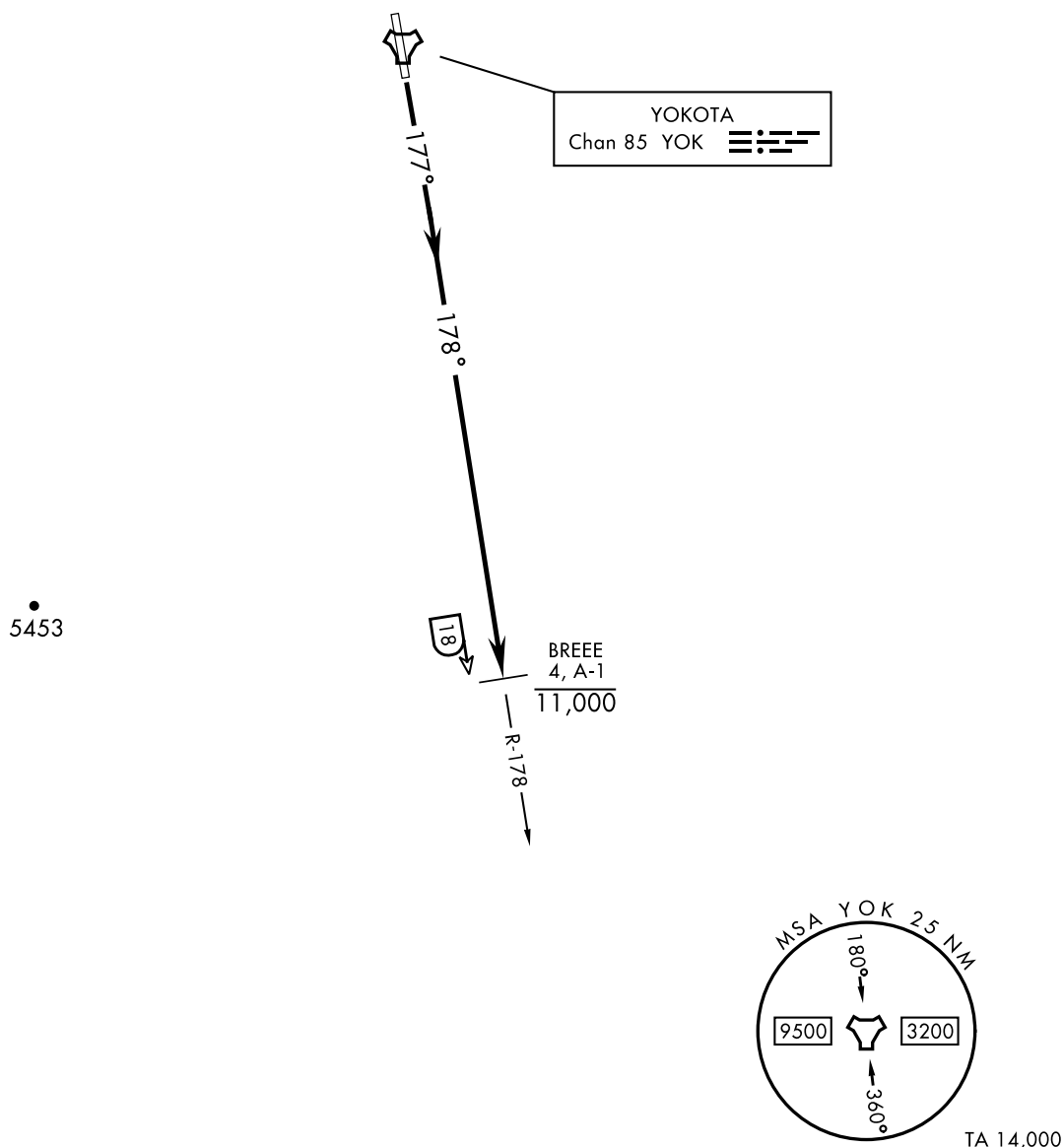
NOTE: REPRINTING DOD FLIP

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.

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.

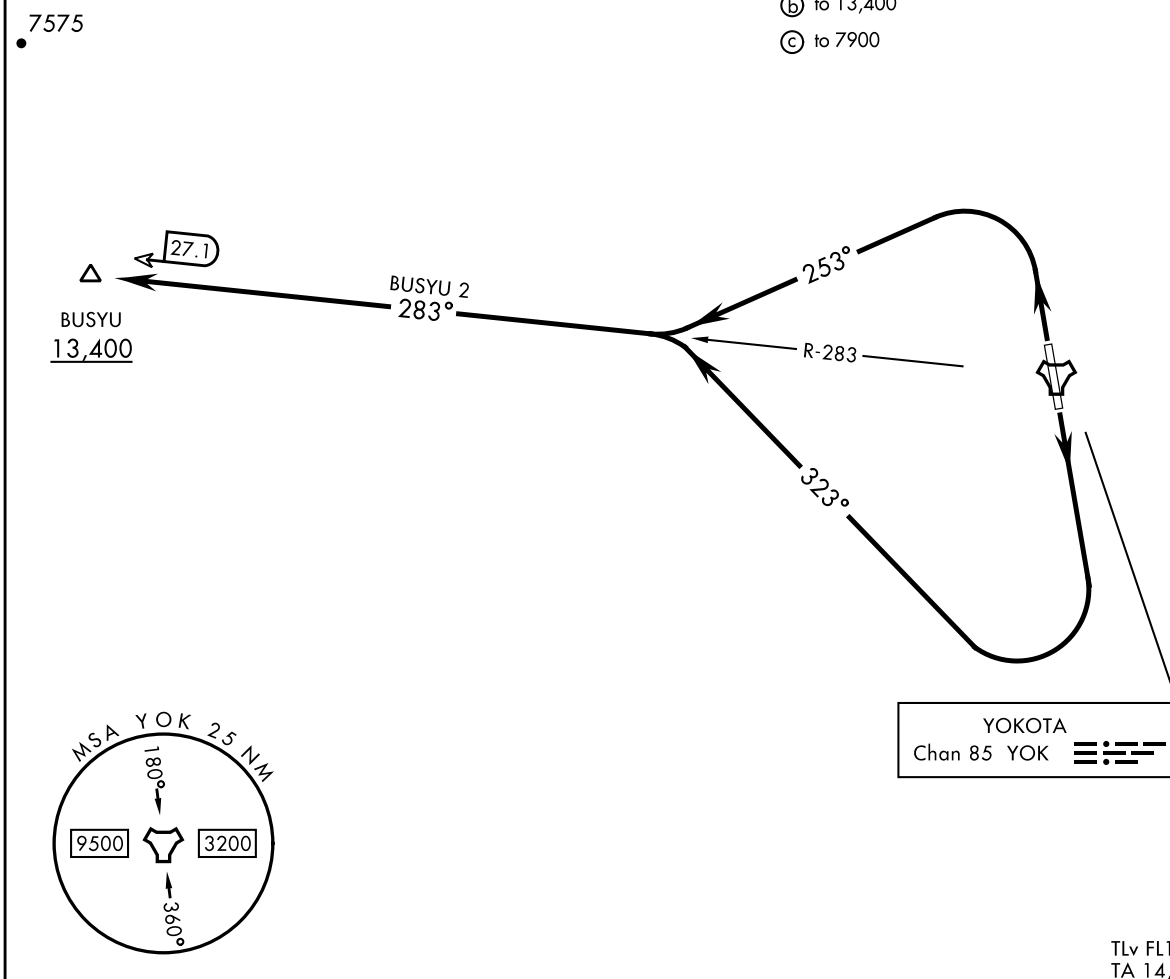
NOTE: REPRINTING DOD FLIP

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)

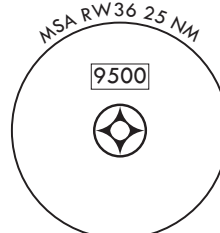
DEP CON
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped
acft)

TIMAP
13,000

3478



TLv FL140
TA 14,000

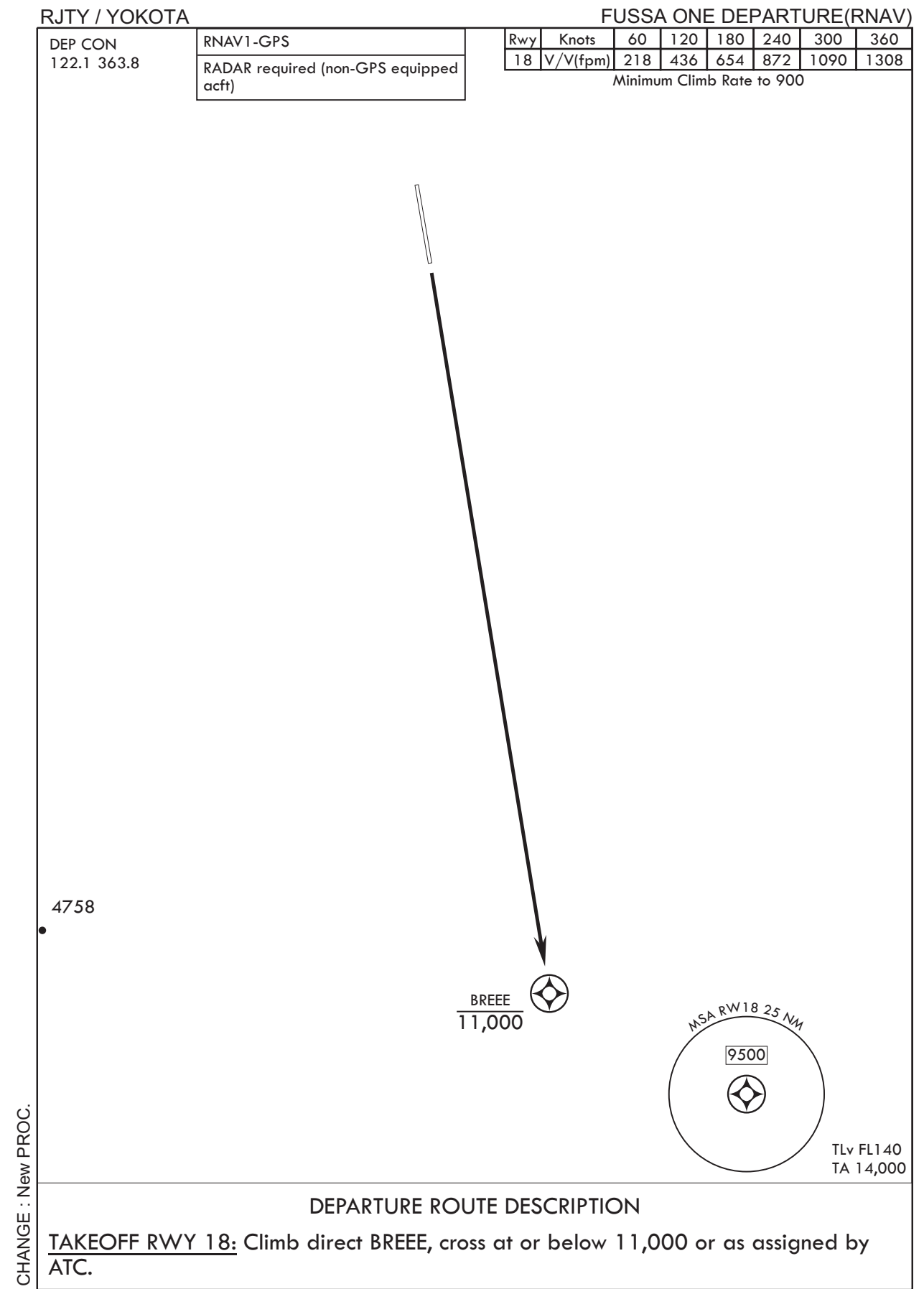
DEPARTURE ROUTE DESCRIPTION

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

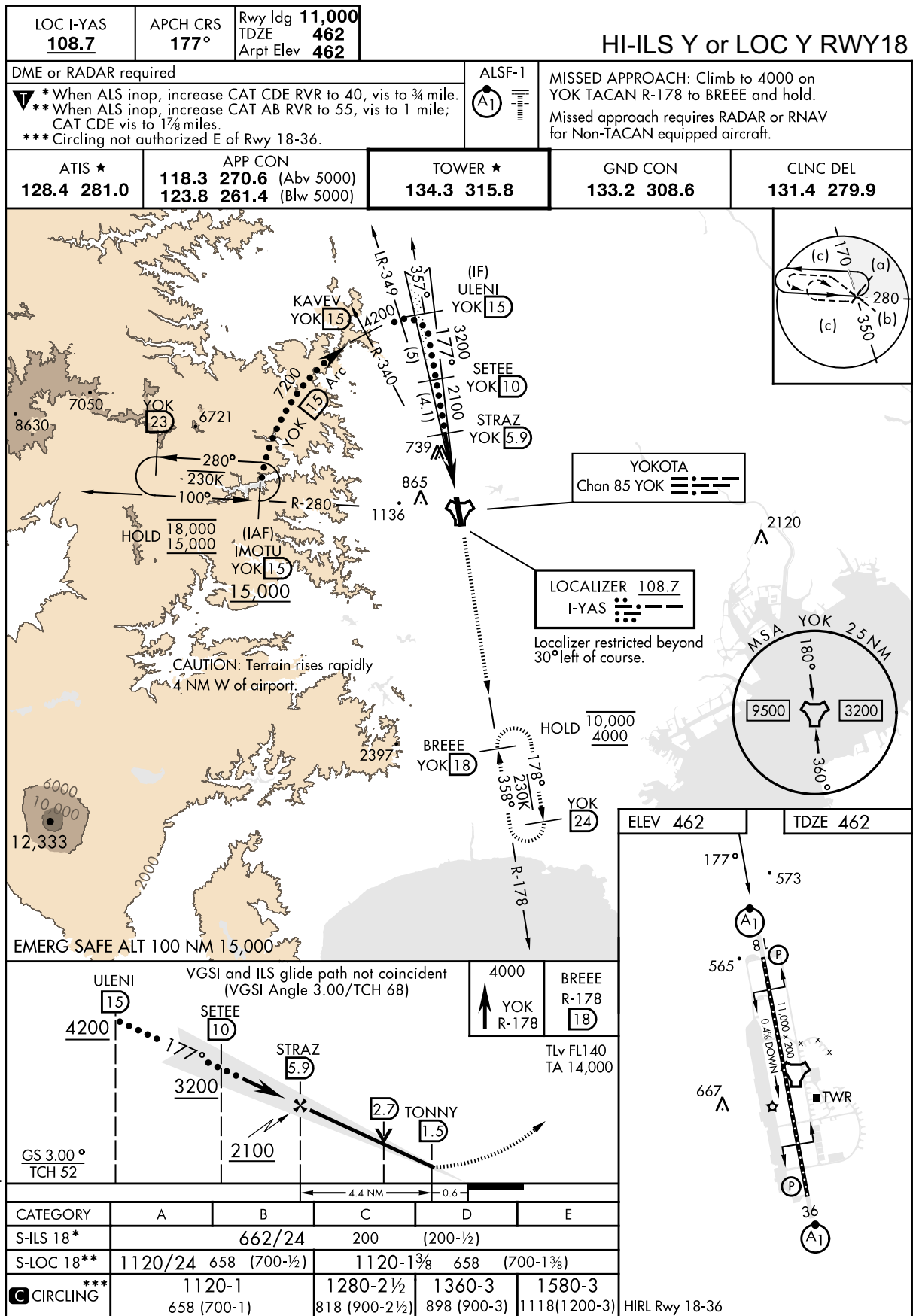


NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART

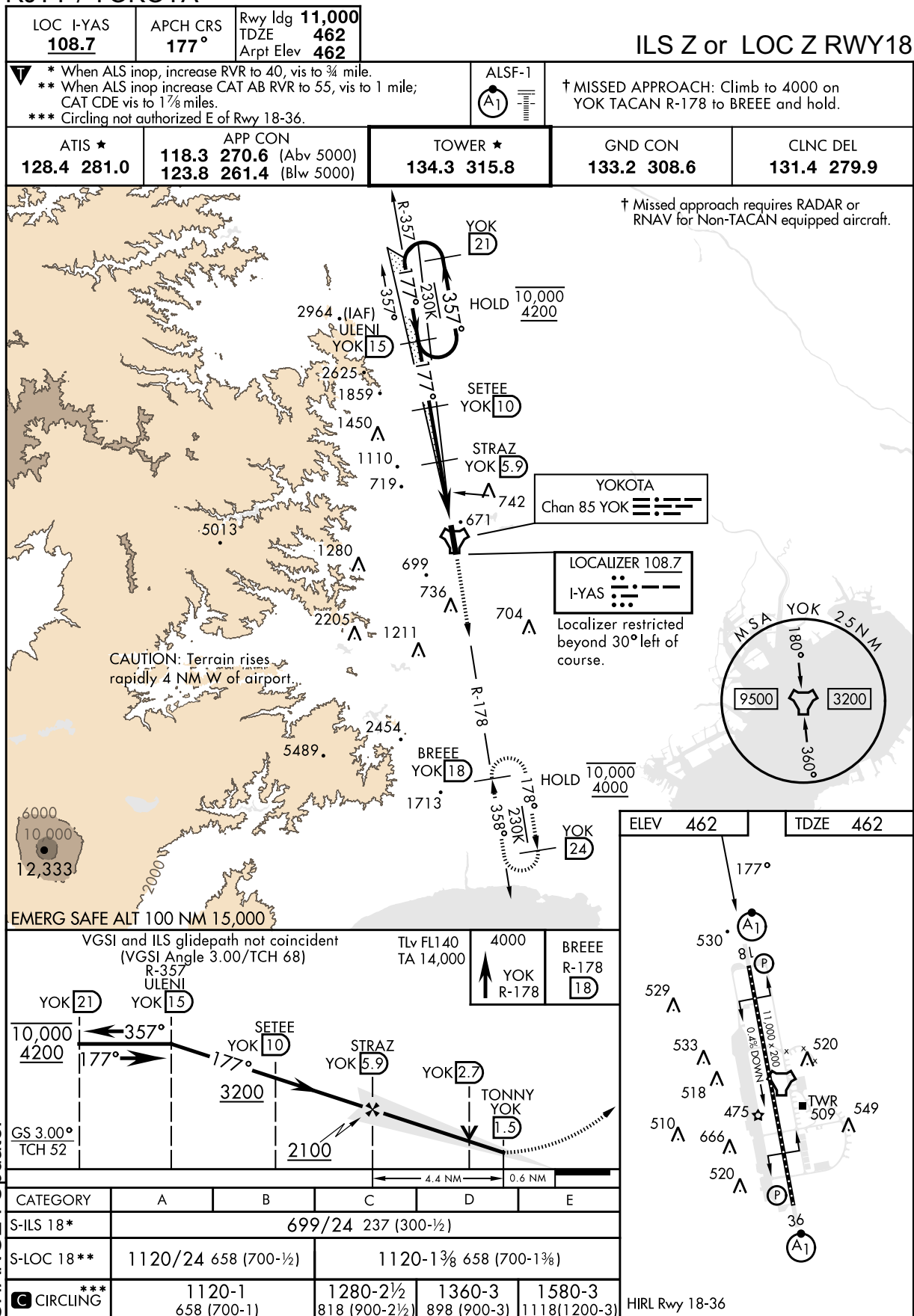
RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



INSTRUMENT APPROACH CHART

RJTY / YOKOTA

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

RADAR or DME required.

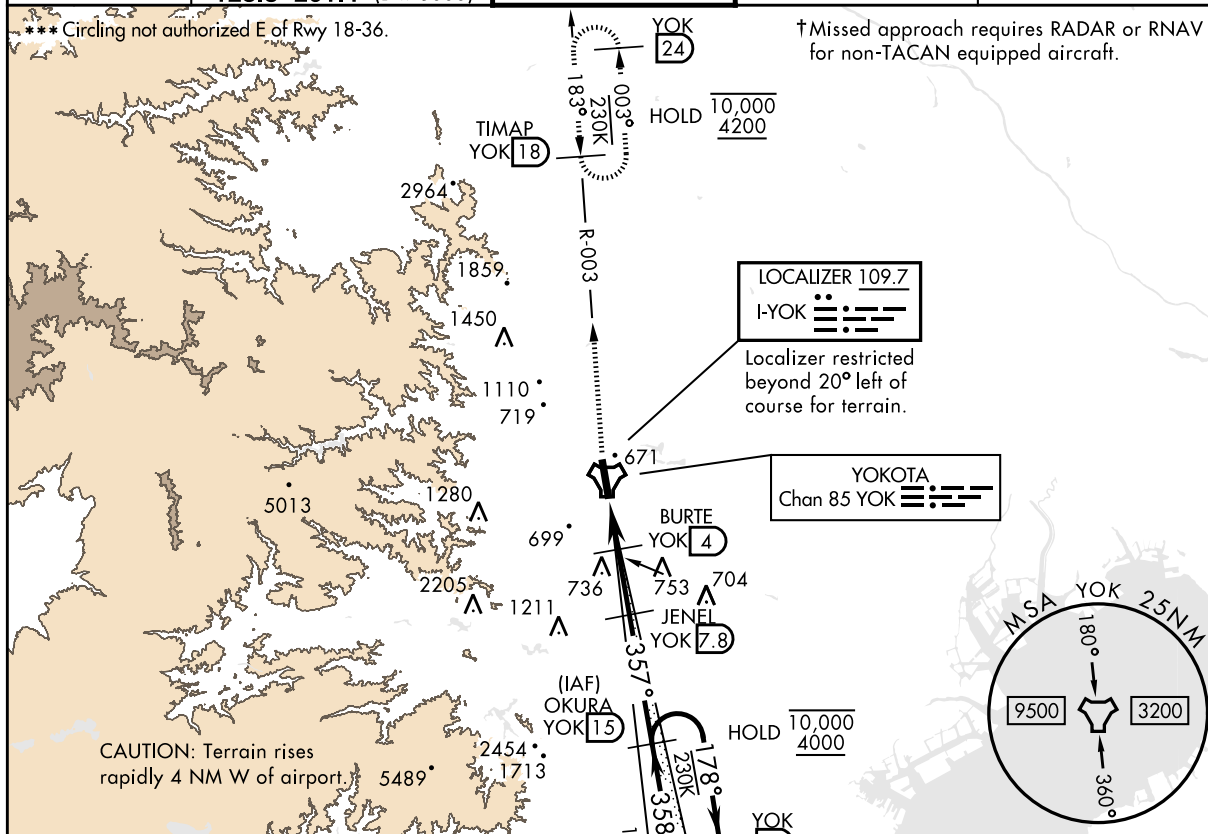
▼ * When ALS inop, increase RVR to 40, vis to ¾ mile.
When TDZL/CL lights inop increase RVR to 24.

** 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 ★ 128.4 281.0	APP CON 118.3 270.6 (Abv 5000) 123.8 261.4 (Blw 5000)	TOWER ★ 134.3 315.8	GND CON 133.2 308.6	CLNC DEL 131.4 279.9
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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)

OKURA R-178
15

JENEL 7.8

BURTE 4

TEEJA 1.5

TACAN

1280

2300

178° → 10,000
← 358° 4000

357°

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 A

533 A

518 A

510 A

475 A

666 A

520 A

81 P

11,000 x

520 A

TWR 509

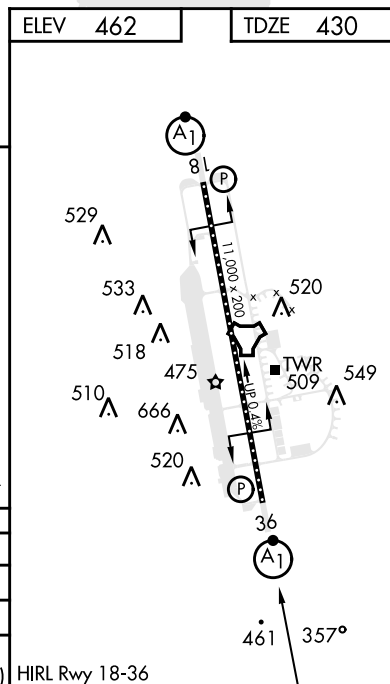
549 A

36 P

A1

461 357°

HIRL Rwy 18-36



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

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. ** 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>↑</p> <p>TLv FL140 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 177° 10,000 357° 4000</p>	<p>ELEV 462</p>	<p>TDZE 430</p>
<p>RW36 1.5 NM to RW36</p> <p>3.1 NM</p> <p>2.9 NM</p>	<p>FONUD 2200</p> <p>KARMN 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>BCN 475</p> <p>1,000 x 200</p> <p>0.4% Up</p> <p>TWR 509</p> <p>549</p> <p>36 (A1)</p> <p>357°</p>	
<p>CATEGORY</p>	<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>
<p>LNAV MDA*</p>	<p>900/24 470 (500-1/2)</p>	<p>900/50 470 (500-1)</p>	<p>900/50 470 (500-1)</p>	<p>900/50 470 (500-1)</p>
<p>CIRCLING**</p>	<p>1020-1 558 (600-1)</p>	<p>1280-2 818 (900-2 1/2)</p>	<p>1360-3 898 (900-3)</p>	<p>1360-3 898 (900-3)</p>

CHANGE : Update.

NOTE: REPRINTING DOD FLIP