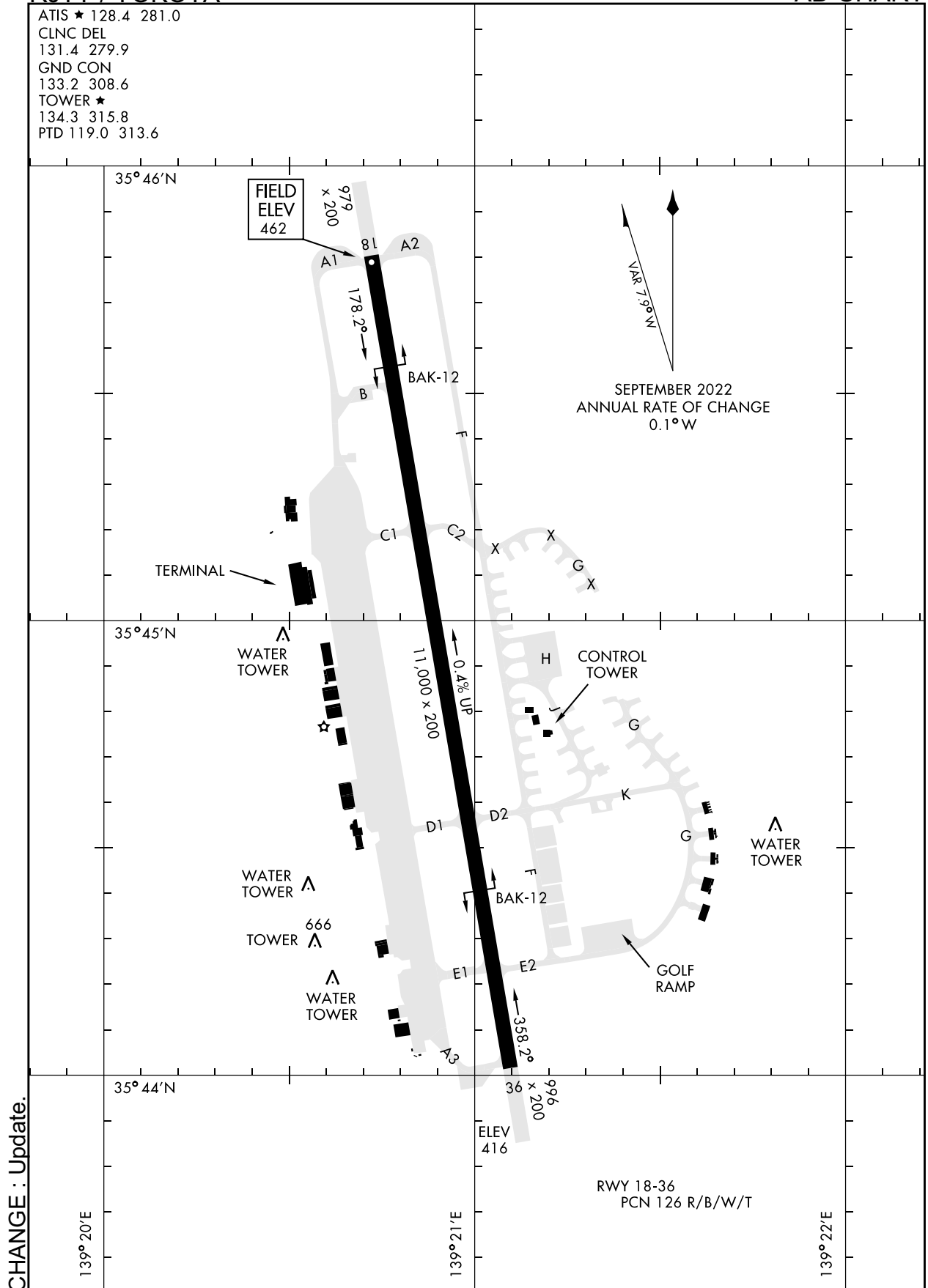


RJTY / YOKOTA

AD CHART



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

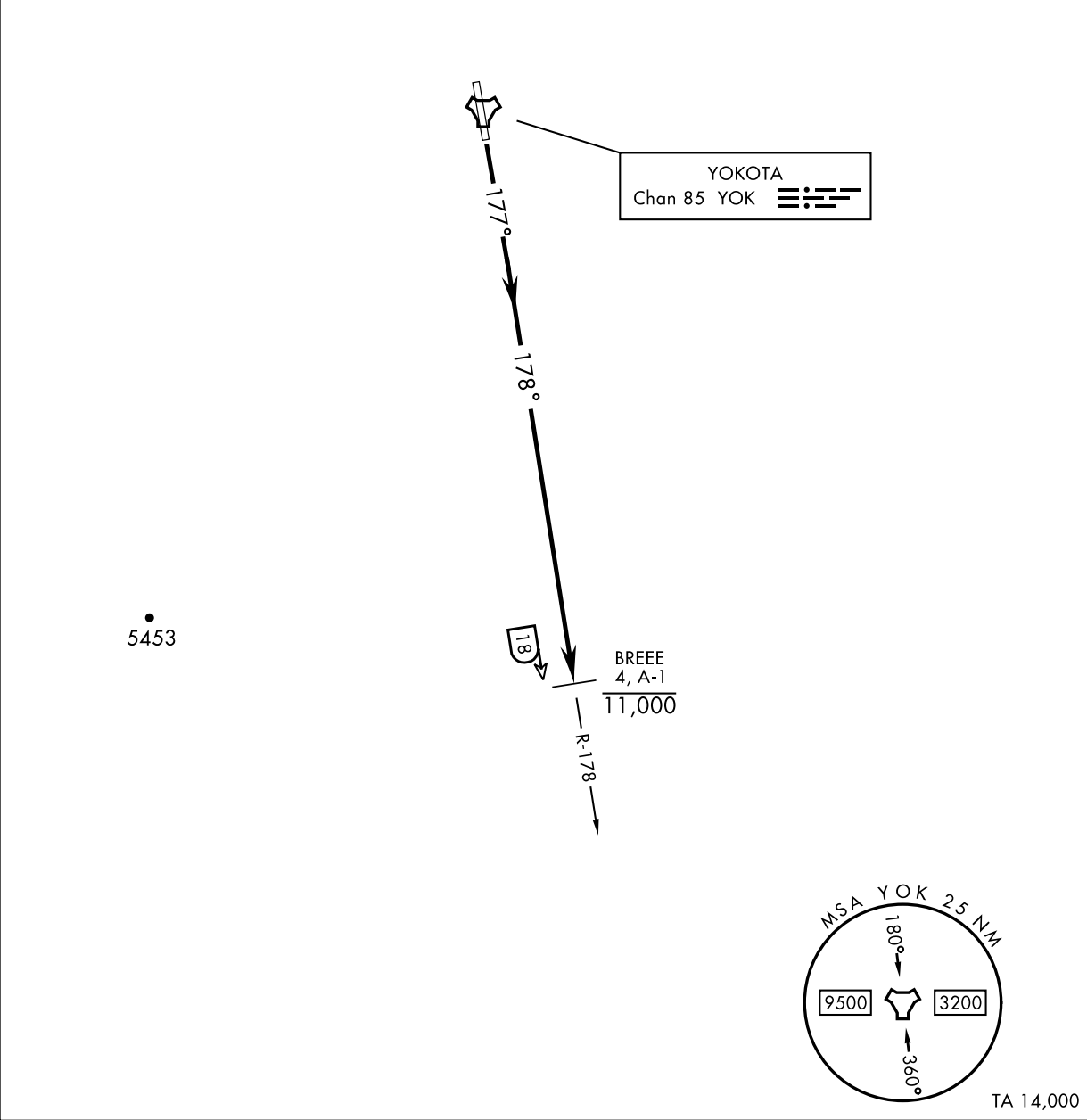
RJTY / YOKOTA

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

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.



DEPARTURE ROUTE DESCRIPTION

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

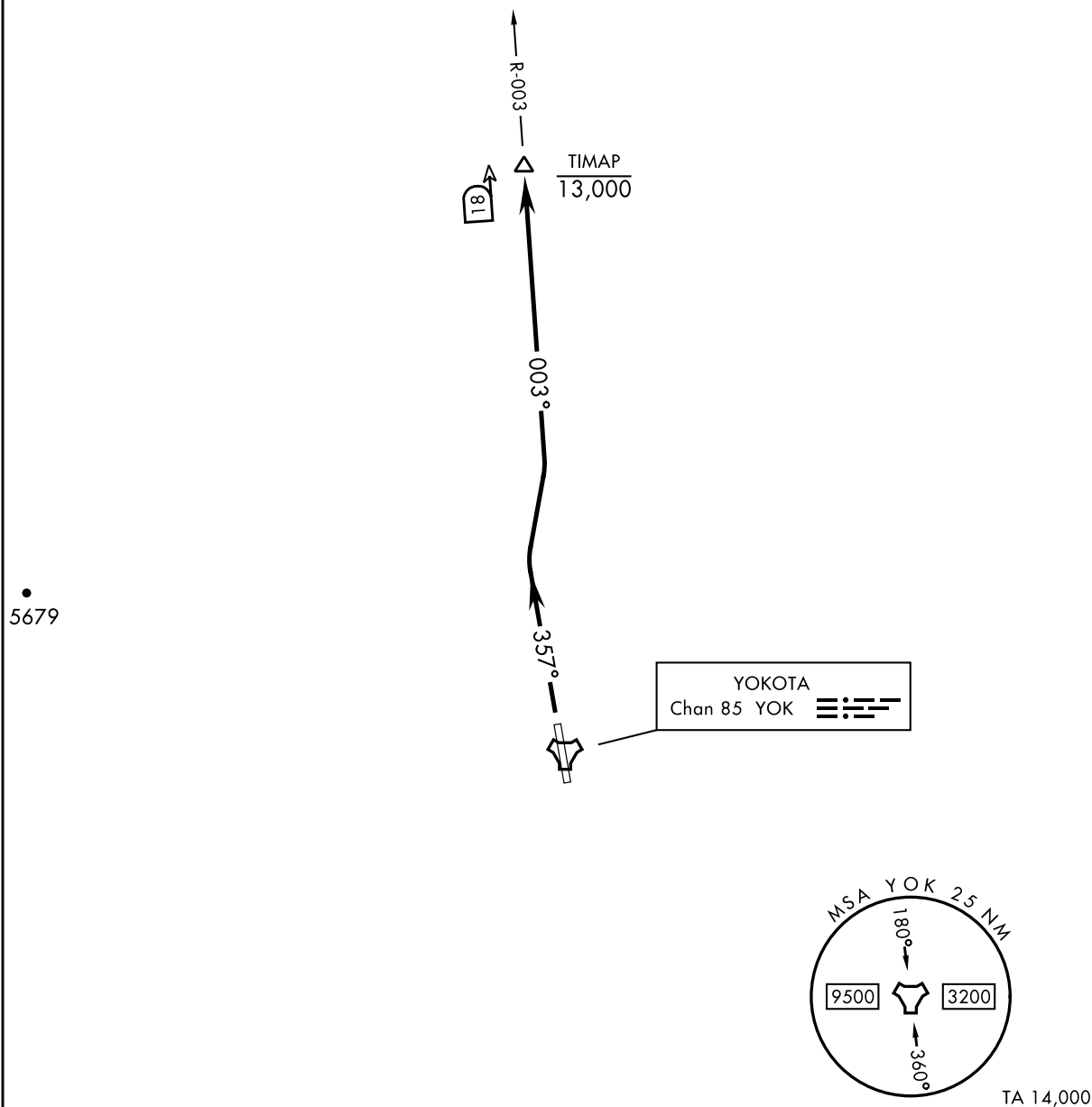
NOTE: REPRINTING DOD FLIP

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.

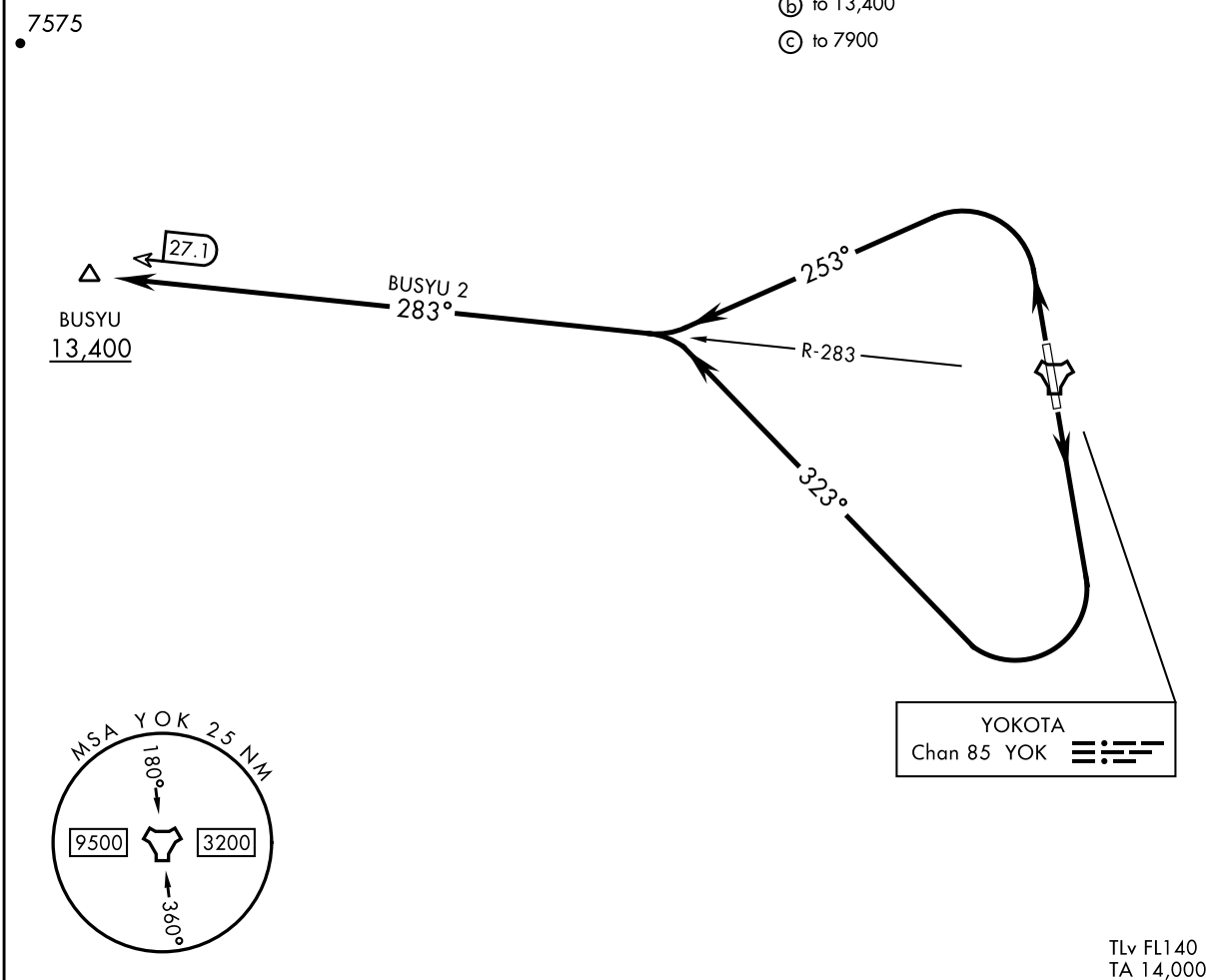
NOTE: REPRINTING DOD FLIP

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

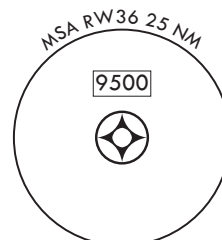
KANTO ONE DEPARTURE(RNAV)

DEP CON
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped
acft)TIMAP
13,000

3478

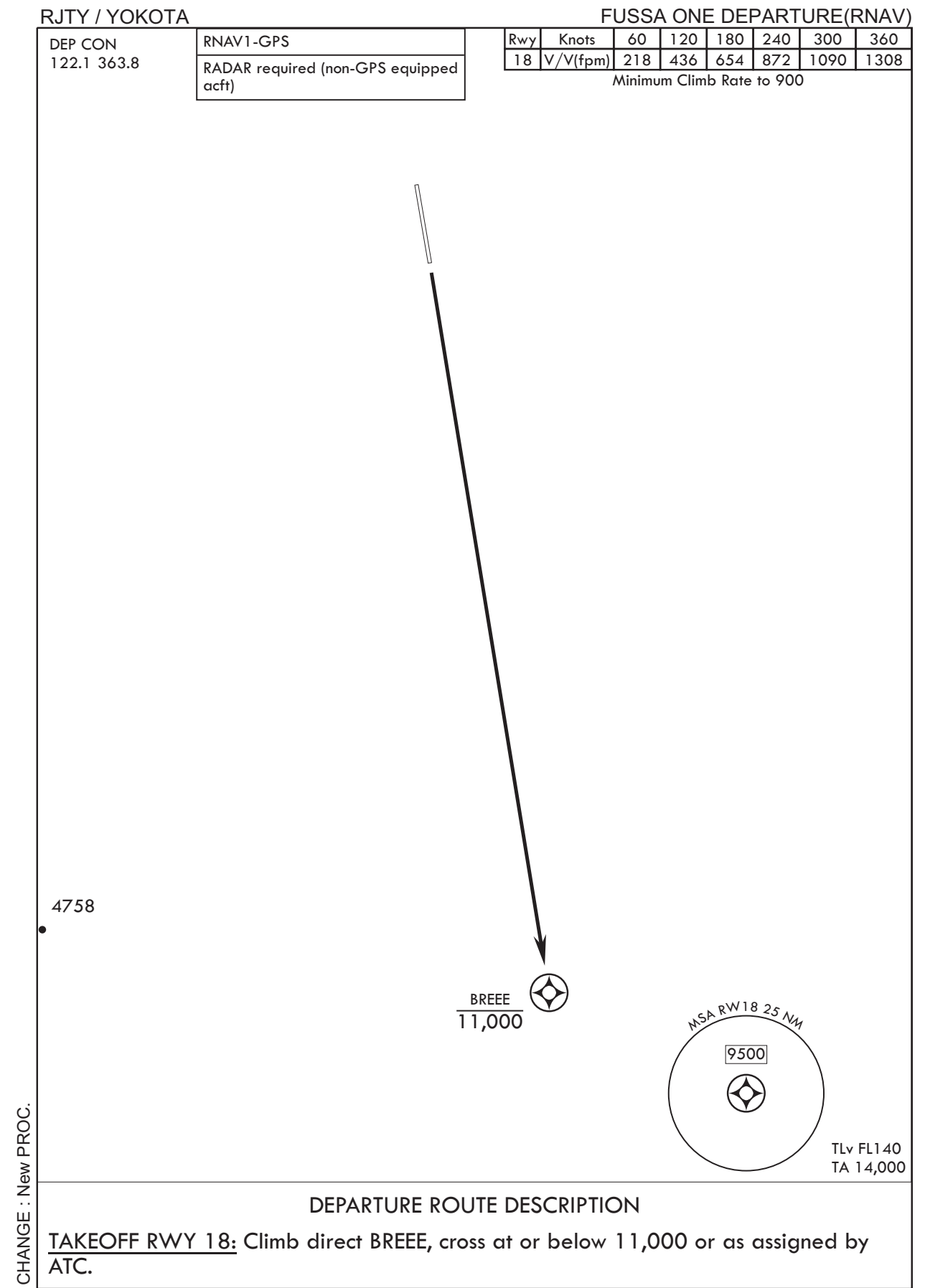
TLv FL140
TA 14,000

DEPARTURE ROUTE DESCRIPTION

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

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

RJTY / YOKOTA

HI-ILS Y or LOC Y RWY18

DME or RADAR required

1 * When ALS inop, increase CAT CDE RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;
 CAT CDE vis to $1\frac{7}{8}$ miles.
 *** Circling not authorized E of Rwy 18-36.

ALSF-1

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.

YOKOTA
Chan 85 YOK

LOCALIZER 108.7
I-YAS

Localizer restricted beyond 30° left of course.

HOLD 10,000
4000

CAUTION: Terrain rises rapidly 4 NM W of airport.

EMERG SAFE ALT 100 NM 15,000

YOKOTA
Chan 85 YOK

LOCALIZER 108.7
I-YAS

Localizer restricted beyond 30° left of course.

HOLD 10,000
4000

CAUTION: Terrain rises rapidly 4 NM W of airport.

EMERG SAFE ALT 100 NM 15,000

Diagram of HIRL Rwy 18-36. The diagram shows a runway layout with various navigational markers and elevation data. Key features include:

- ELEV 462** (Elevation) and **TDZE 462** (Threshold Decision Height Elevation).
- 177°** (Heading) and **573** (Distance).
- 81** (Distance) and **565** (Distance).
- 11,000 x 200** (Runway Dimensions).
- 0.4% DOWN** (Runway Slope).
- 667** (Distance) and **A** (Marker).
- TWR** (Tower) and **36** (Distance).
- A₁** (Marker) and **P** (Marker).

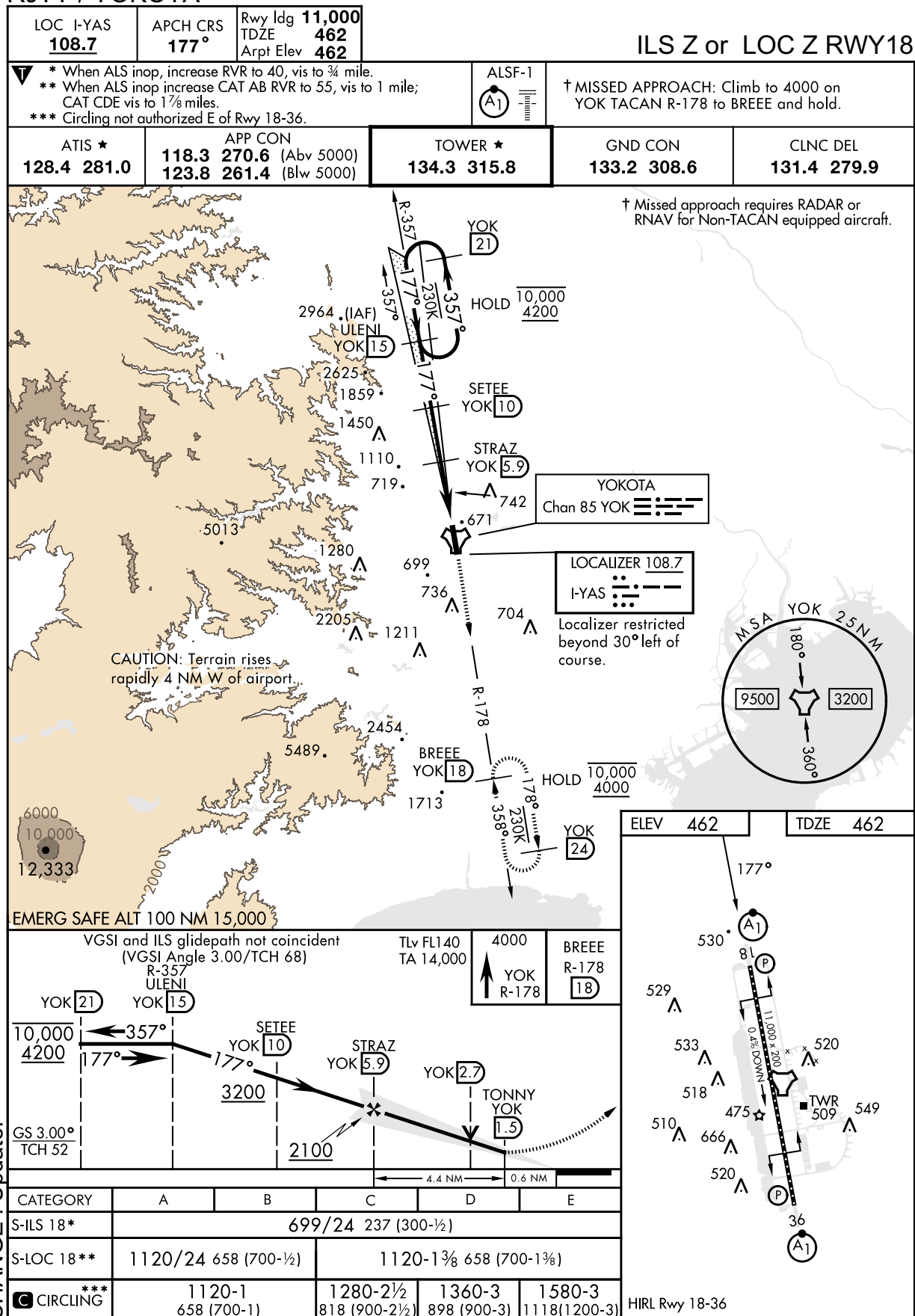
			← 4.4 NM →		0.6	
CATEGORY	A	B	C	D	E	
S-ILS 18*	662/24		200	(200-½)		
S-LOC 18**	1120/24 658 (700-½)		1120-1¾ 658 (700-1¾)			
*** CIRCLING	1120-1 658 (700-1)		1280-2½ 818 (900-2½)	1360-3 898 (900-3)	1580-3 1118 (1200-3)	

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



CHANGE: Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

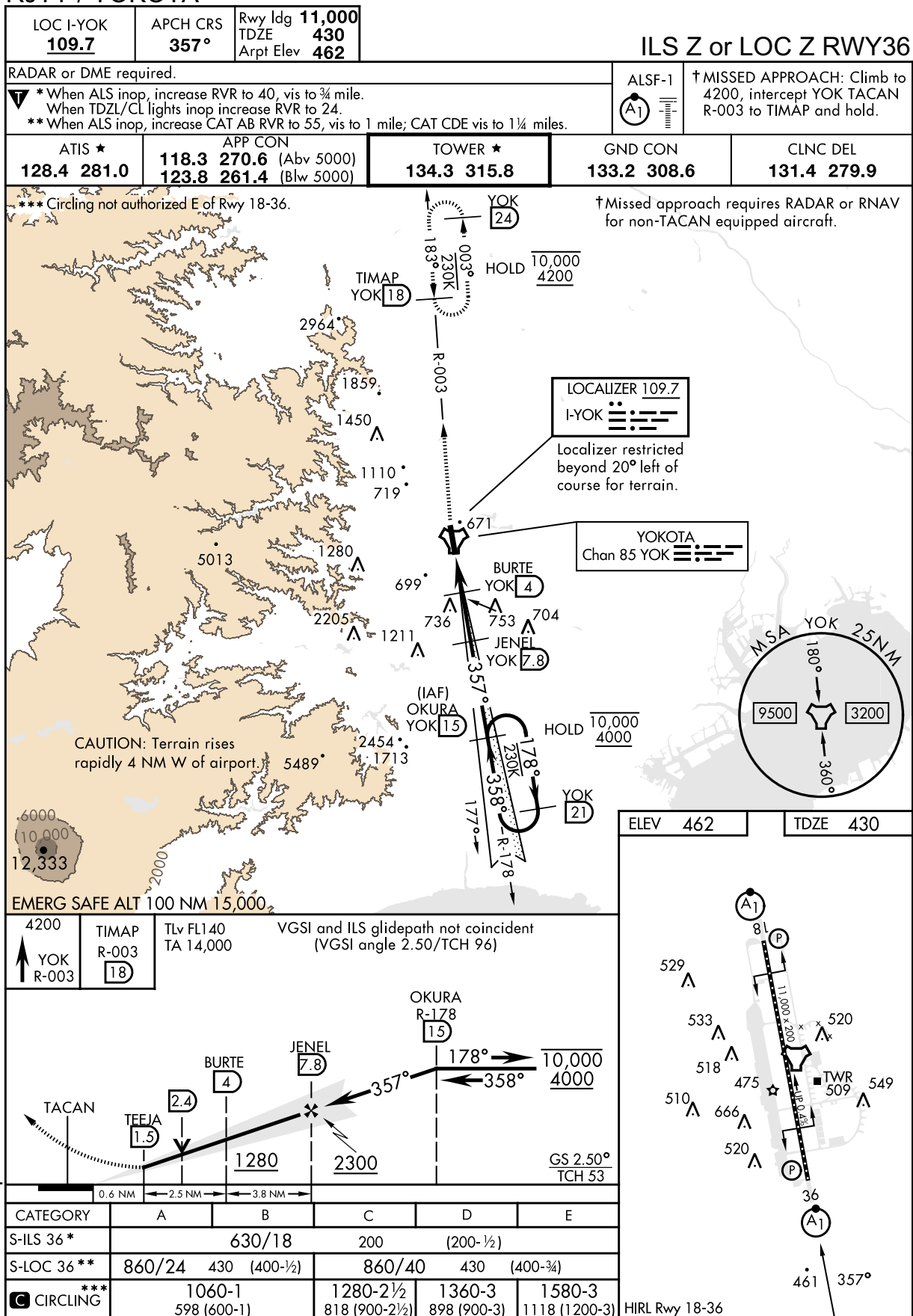
RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP


INSTRUMENT APPROACH CHART

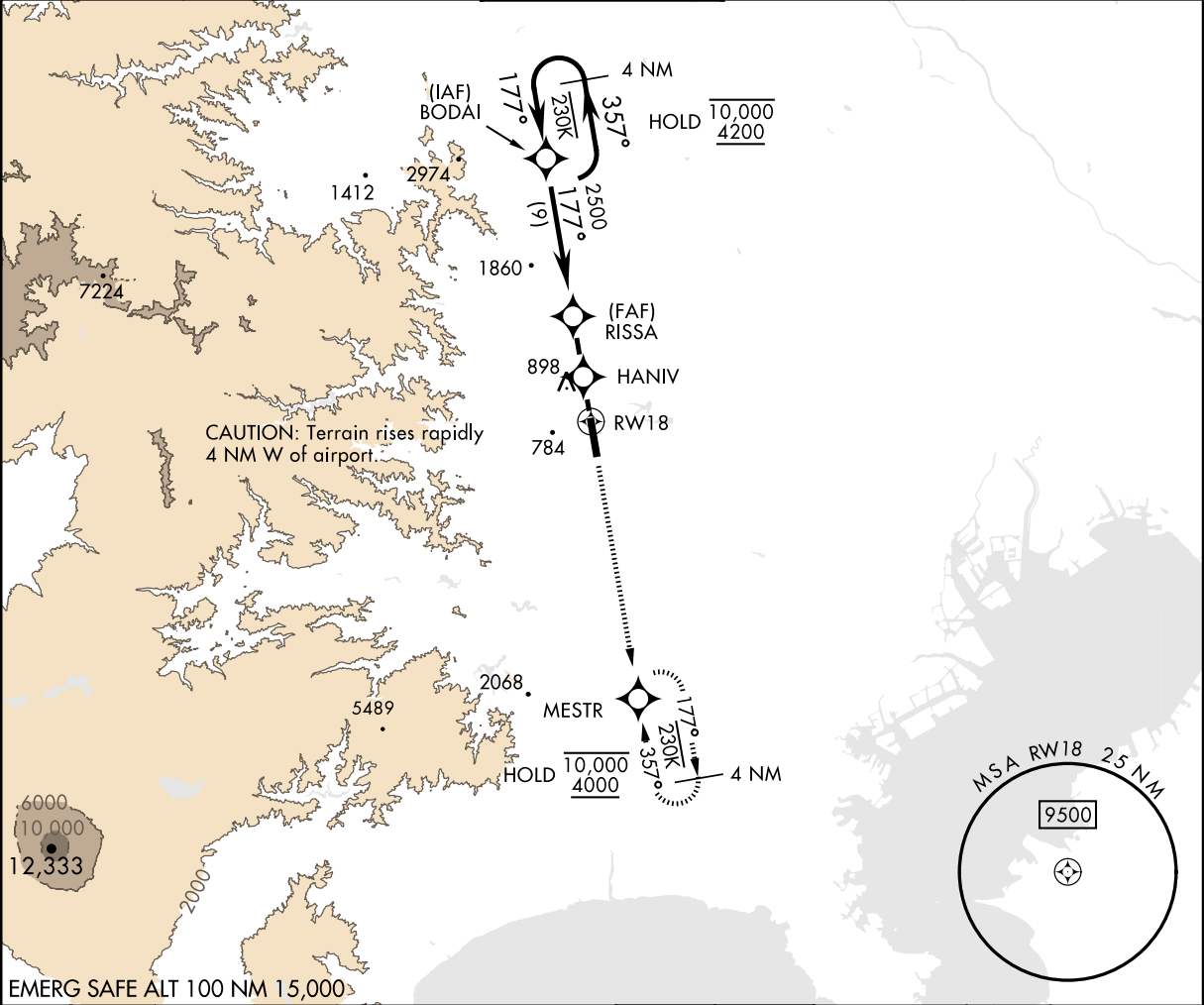
RJTY / YOKOTA

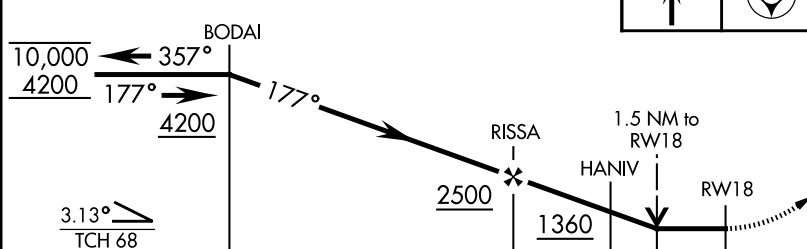


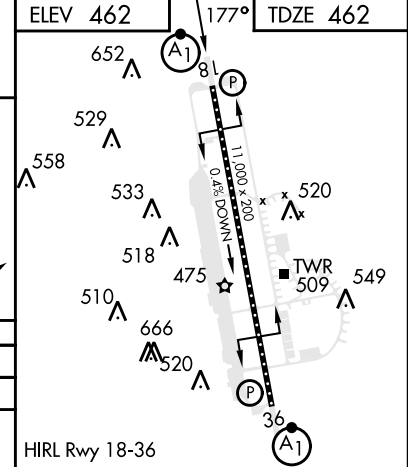
INSTRUMENT APPROACH CHART

RJTY / YOKOTA

APCH CRS 177°	Rwy ldg 11,000 TDZE 462 Arpt Elev 462	RNAV(GPS) RWY18		
DME/DME RNP - 0.3 NA		ALSIF-1 	MISSED APPROACH: Climb to 4000 direct MESTR WPT and hold.	
*When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles. **Circling not authorized E of Rwy 18-36.				
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



TLv FL140 TA 14,000		4000		MESTR		ELEV 462		177°		TDZE 462	
											
CATEGORY		A		B		C		D			
LNAV MDA *		1000/24 538 (600-½)				1000/55 538 (600-1)					
** CIRCLING		1060-1 598 (600-1)				1280-2½ 818 (900-2½)		1360-3 898 (900-3)			



HIRL Rwy 18-36

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

RNAV(GPS) RWY36

MISSED APPROACH: Climb to 4200 direct BODAI and hold.

DME/DME RNP-0.3 NA

BODAI HOLD 10,000
4200

CAUTION: Terrain rises rapidly 4 NM W of airport.

RW36

FONUD (FAF) KARMN

(IF / IAF) MESTR

(IAF) WHILY 4000

MSA RW36 25 NM

EMERG SAFE ALT 100 NM 15,000

HOLD 10,000
4000

BODAI

VGSI and descent angles
not coincident (VGSI
Angle 2.50/TCH 96).

TLV FL140
TA 14,000

RW36

1.5 NM to
RW36

FONUD

KARMN

MESTR

4 NM Holding Pattern

177° → 10,000
← 357° 4000

357°

2200

1360

≤ 2.68°
TCH 75

CATEGORY	A	B	C	D
LNAV MDA*	900/24 470 (500-½)		900/50 470 (500-1)	
C CIRCLING**	1020-1 558 (600-1)		1280-2½ 818 (900-2½)	1360-3 898 (900-3)

28/12/23