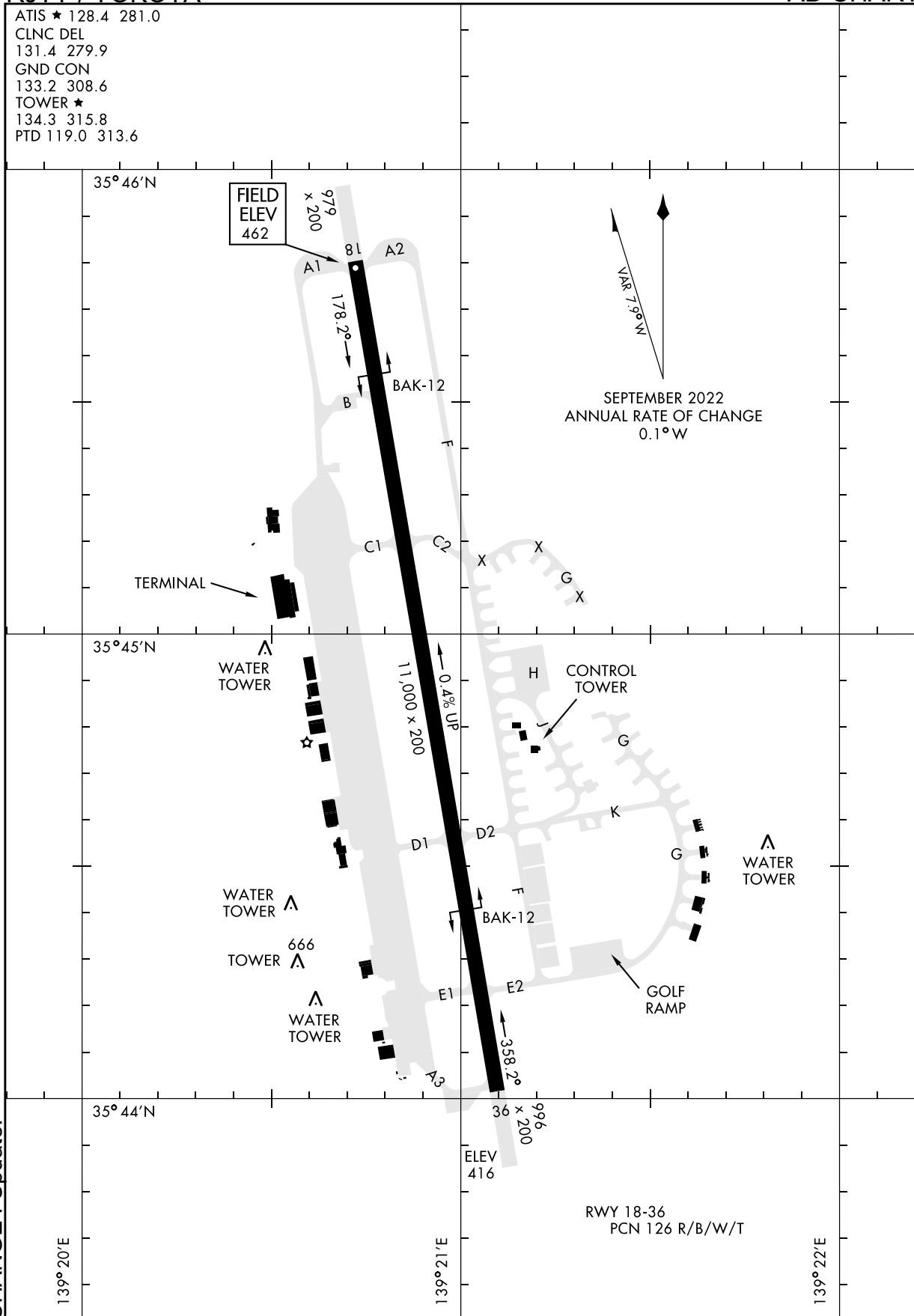


RJTY / YOKOTA

AD CHART



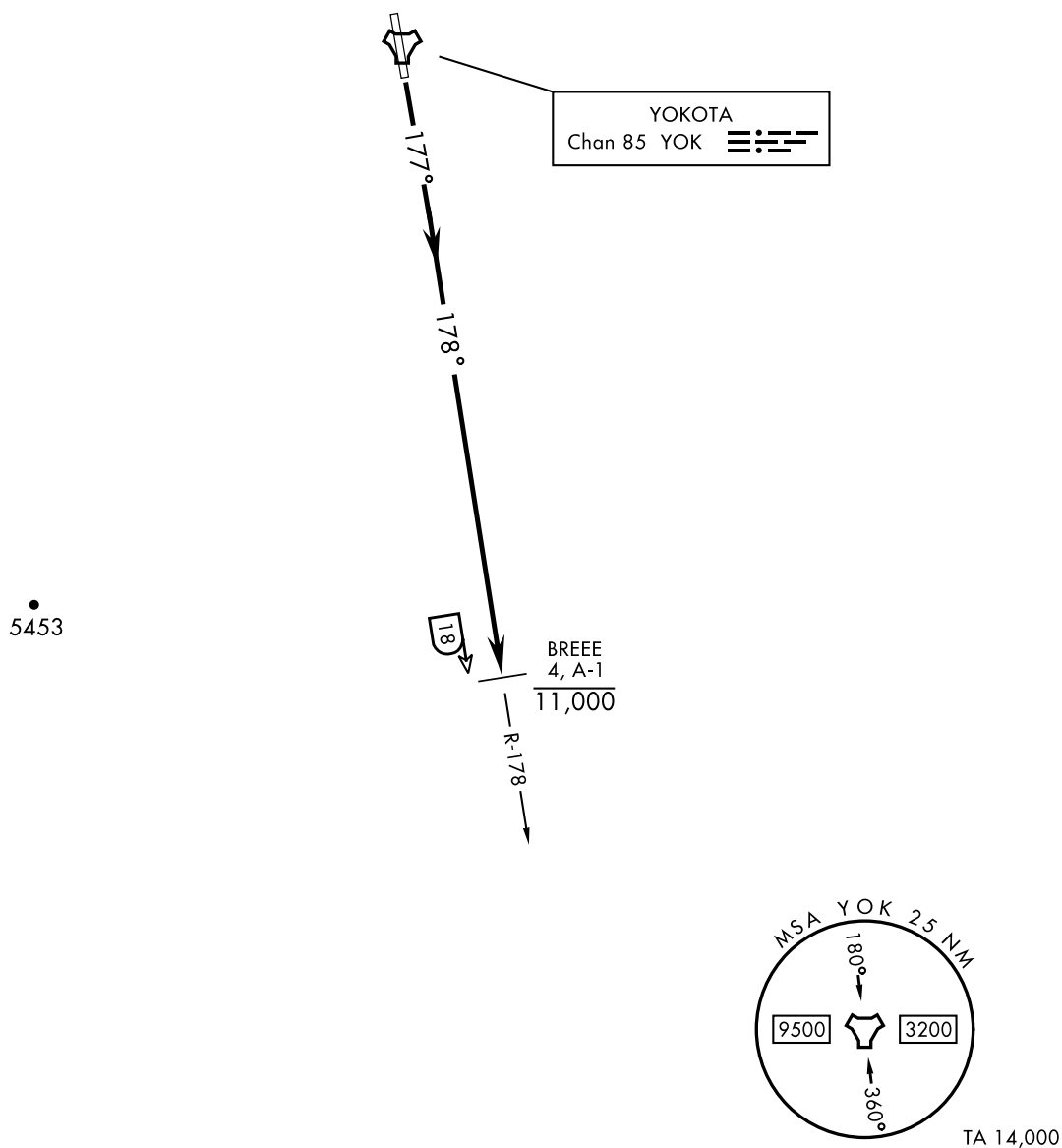
NOTE: REPRINTING DOD FLIP

## 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.

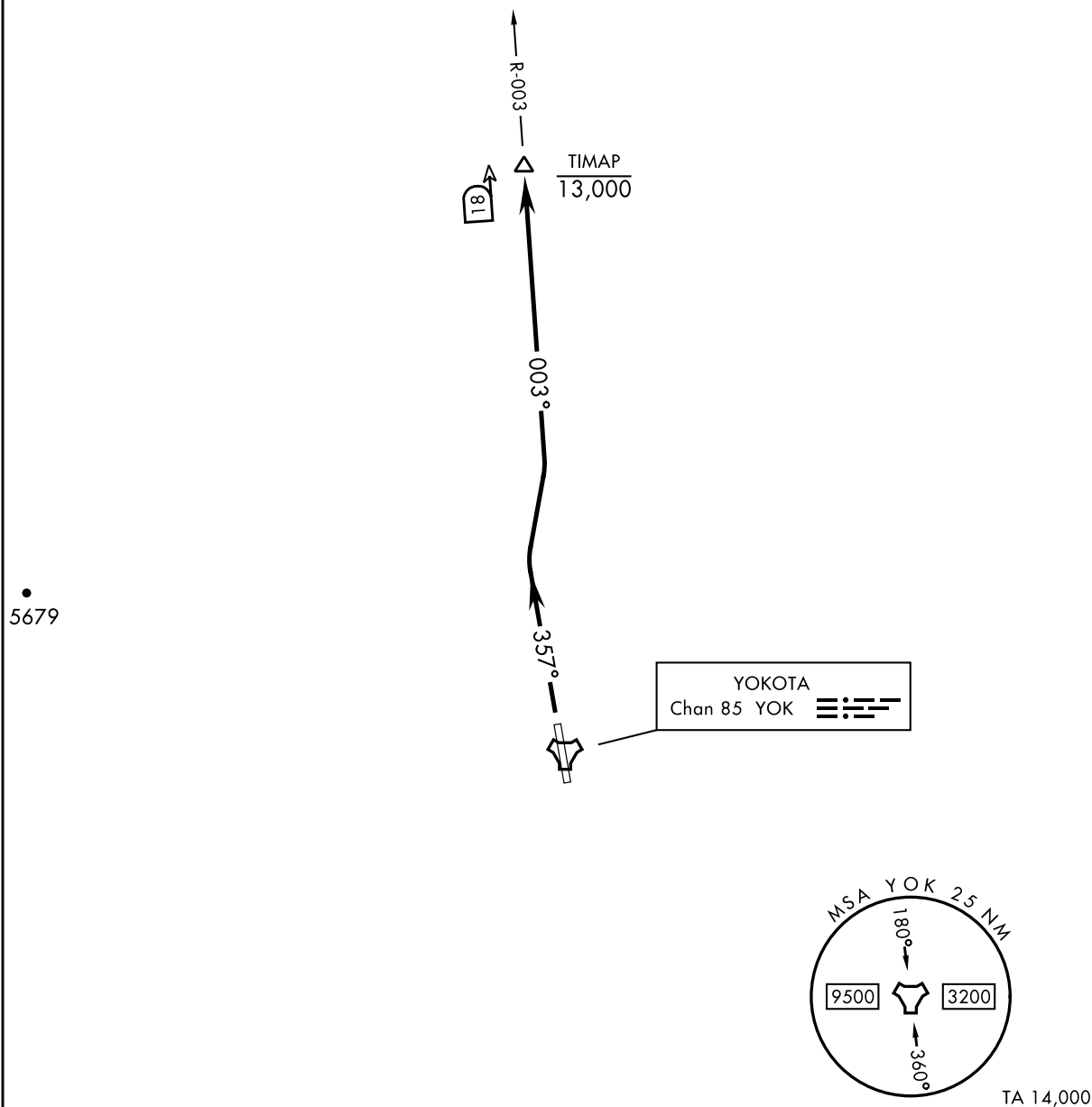
**NOTE: REPRINTING DOD FLIP**

## 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.

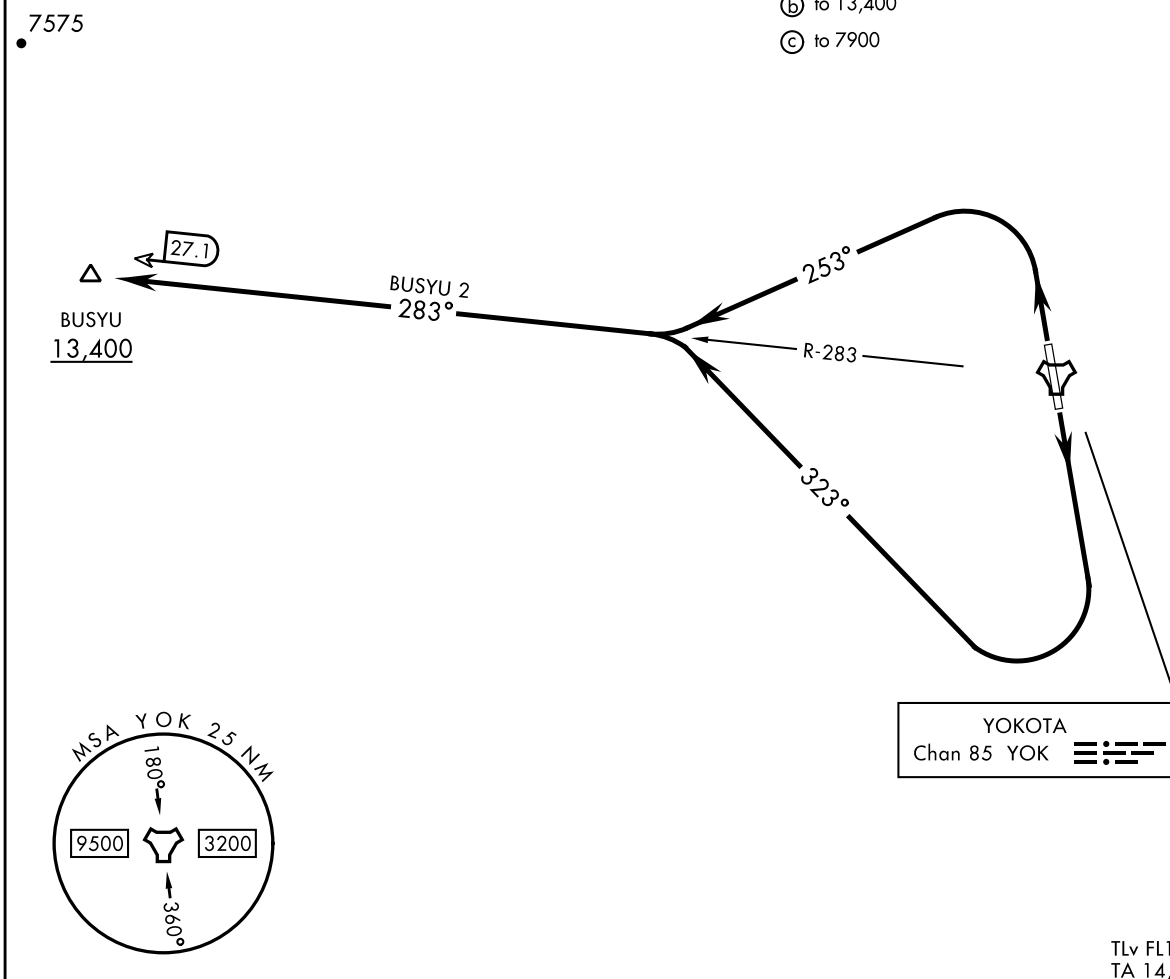
NOTE: REPRINTING DOD FLIP

## 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)

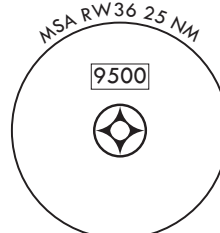
DEP CON  
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped  
acft)

TIMAP  
13,000

3478



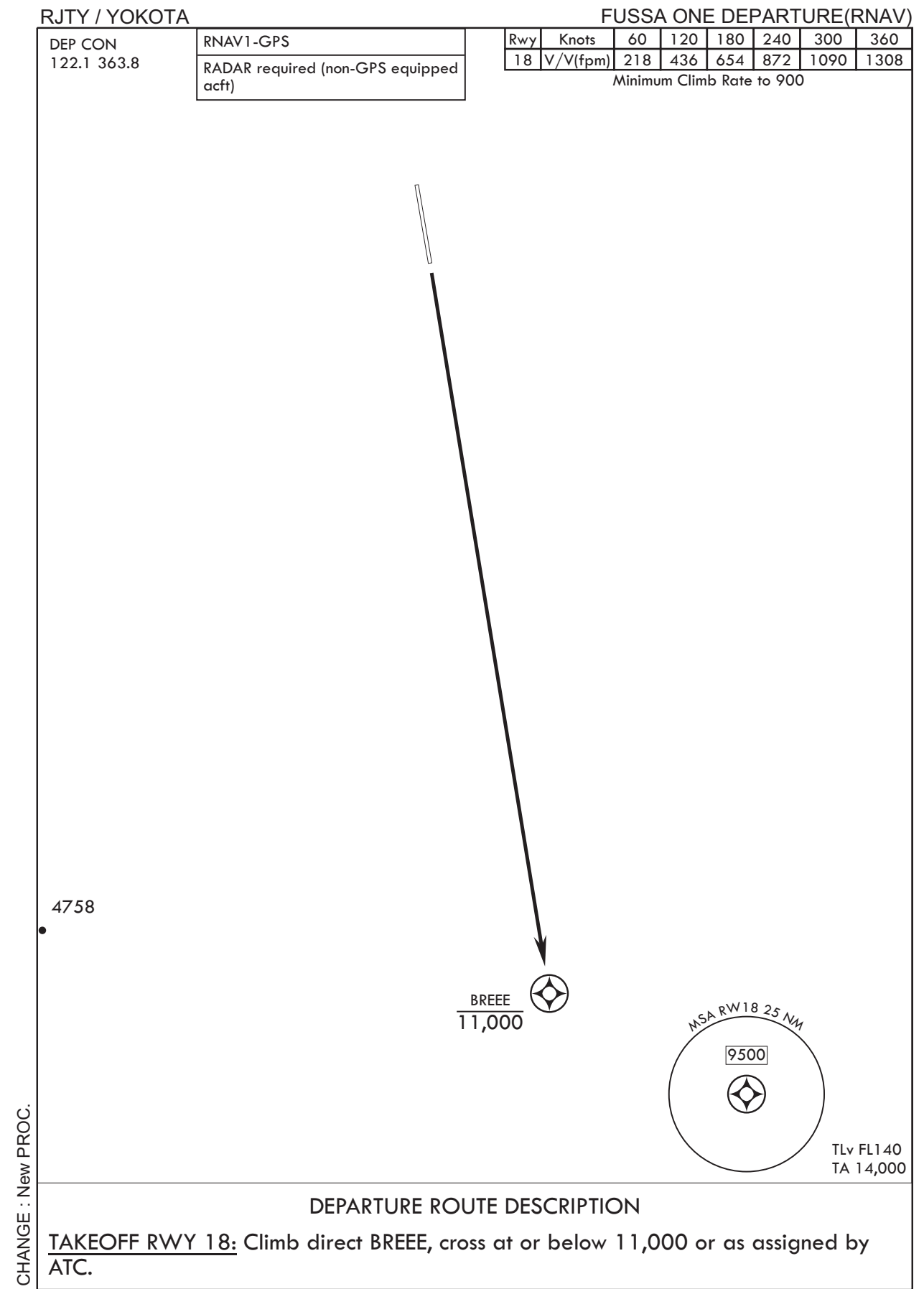
TLv FL140  
TA 14,000

DEPARTURE ROUTE DESCRIPTION

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

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

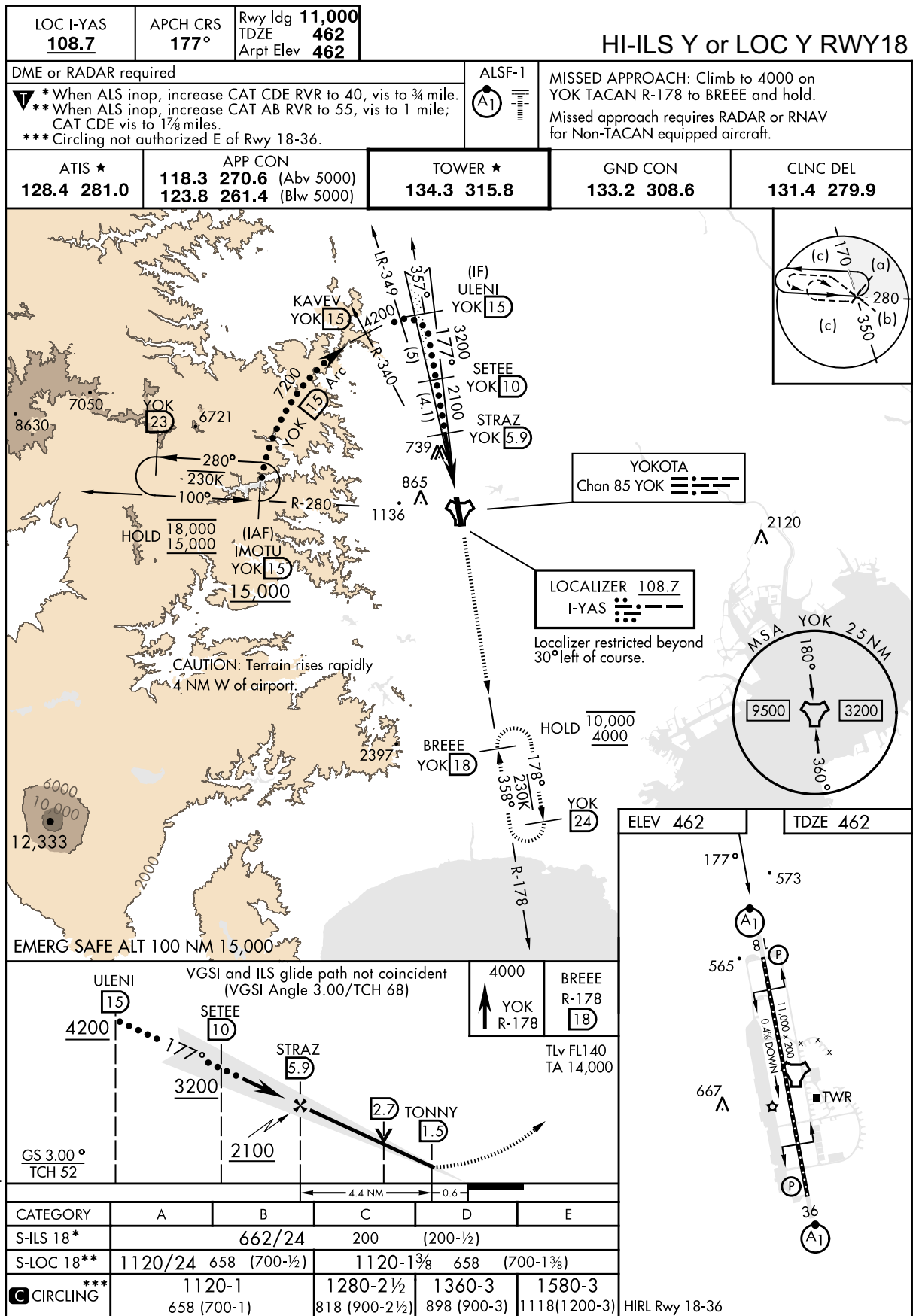


NOTE: REPRINTING DOD FLIP

**INTENTIONALLY LEFT BLANK**

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA

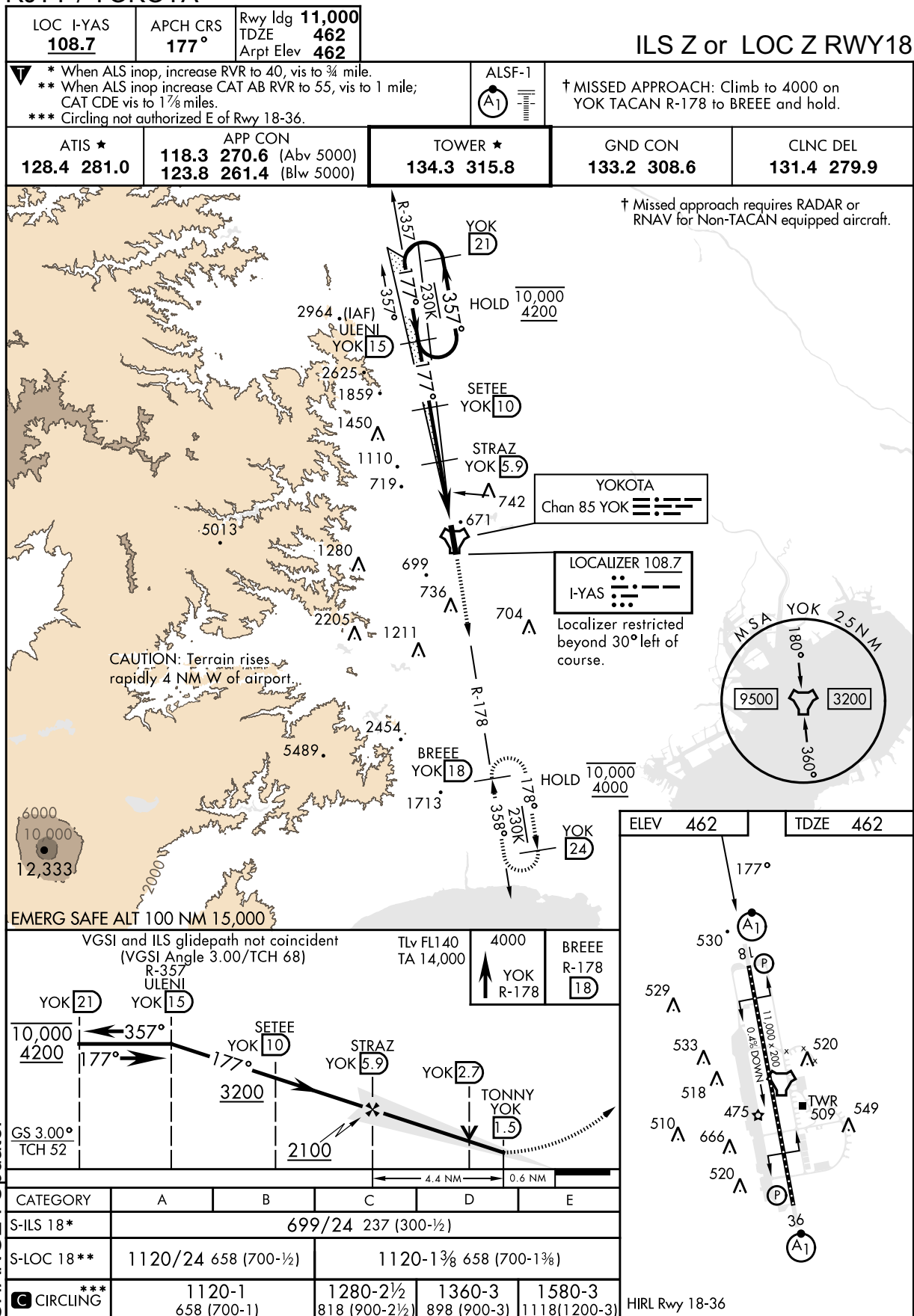


NOTE: REPRINTING DOD FLIP



## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA



## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA

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

RADAR or DME required.

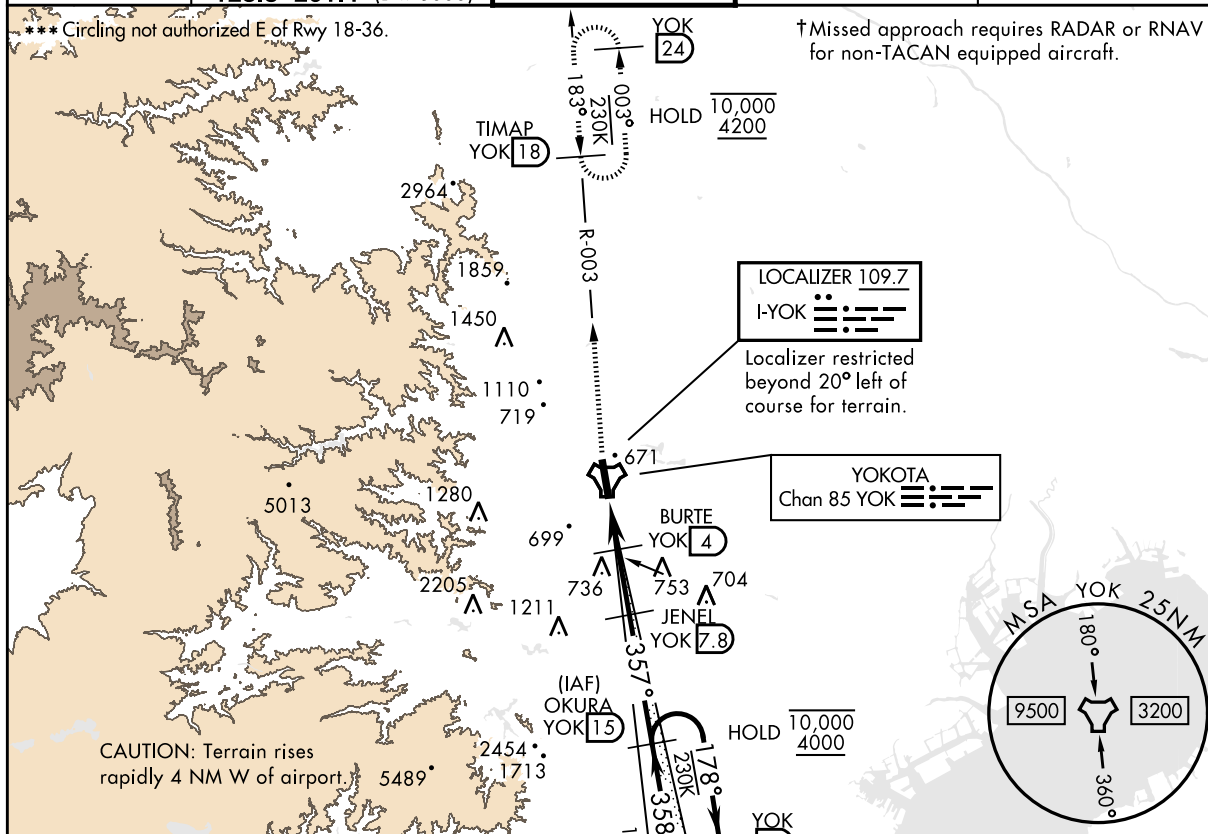
▼ \* When ALS inop, increase RVR to 40, vis to ¾ mile.  
When TDZL/CL lights inop increase RVR to 24.

\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.



† MISSED APPROACH: Climb to 4200, intercept YOK TACAN R-003 to TIMAP 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>
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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)

TACAN

TEEJA 1.5

BURTE 4

JENEL 7.8

OKURA R-178 15

10,000  
4000

GS 2.50°  
TCH 53

0.6 NM

2.5 NM

3.8 NM

1280

2300

178°

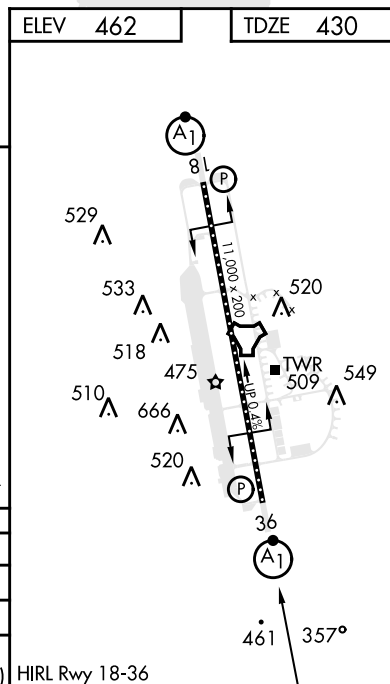
357°

358°

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)

Diagram illustrating the HIRL Rwy 18-36 approach. Key features include:

- Altitudes: 529 A, 533 A, 518 A, 510 A, 475 A, 666 A, 520 A, 81 P, 11,000 x 000 x, 520 A, TWR 509, 549 A, 36 P, 461, 357°.
- Distances: 0.6 NM, 2.5 NM, 3.8 NM.
- Angles: 178°, 357°, 358°.
- Speeds: 10,000, 4000.
- Gradients: GS 2.50°, TCH 53.



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.</p> <p>** Circling not authorized East of Rwy 18-36.</p>	<p>ALSIF-1</p> <p>(A1)</p>	<p>MISSED APPROACH: Climb to 4200 direct BODAI and hold.</p>
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<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>
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<div>4200</div> <div>↑</div>		<div>BODAI</div> <div></div>		<div>VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).</div>		<div>4 NM Holding Pattern</div> <div>MESTR</div> <div>177° → 10,000</div> <div>← 357° 4000</div>		<div>ELEV 462</div> <div>TDZE 430</div>	
<div>TLv FL140</div> <div>TA 14,000</div>		<div>RW36</div> <div>1.5 NM to RW36</div> <div>3.1 NM</div>		<div>FONUD</div> <div>2200</div> <div>1360</div>		<div>KARMN</div> <div>357°</div> <div>≤ 2.68° TCH 75</div>		<div>81 (A1)</div> <div>529</div> <div>533</div> <div>518</div> <div>510</div> <div>475</div> <div>666</div> <div>520</div> <div>36 (A1)</div> <div>357°</div>	
<div>CATEGORY</div>		<div>A</div>		<div>B</div>		<div>C</div>		<div>D</div>	
<div>LNAV MDA*</div>		<div>900/24 470 (500-1/2)</div>		<div>900/50 470 (500-1)</div>		<div>900/50 470 (500-1)</div>		<div>900/50 470 (500-1)</div>	
<div>CIRCLING**</div>		<div>1020-1 558 (600-1)</div>		<div>1280-2 1/2 818 (900-2 1/2)</div>		<div>1360-3 898 (900-3)</div>		<div>1360-3 898 (900-3)</div>	

81 (A1)

529

533

518

510

475

666

520

36 (A1)

357°

11,000 x 200

0.4% UN

TWR 509

549

HIRL all Rwy

CHANGE : Update.

NOTE: REPRINTING DOD FLIP