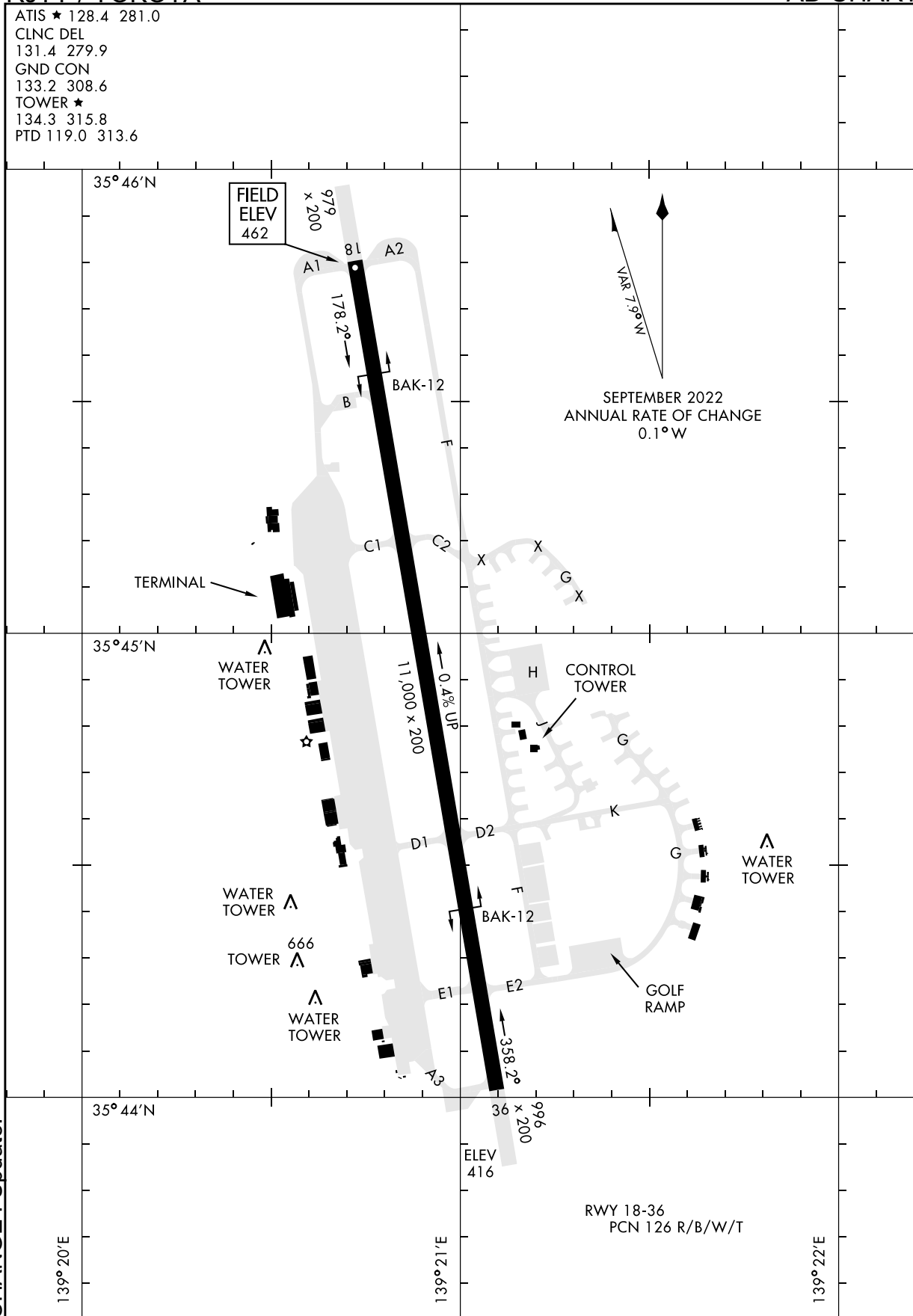


RJTY / YOKOTA

AD CHART

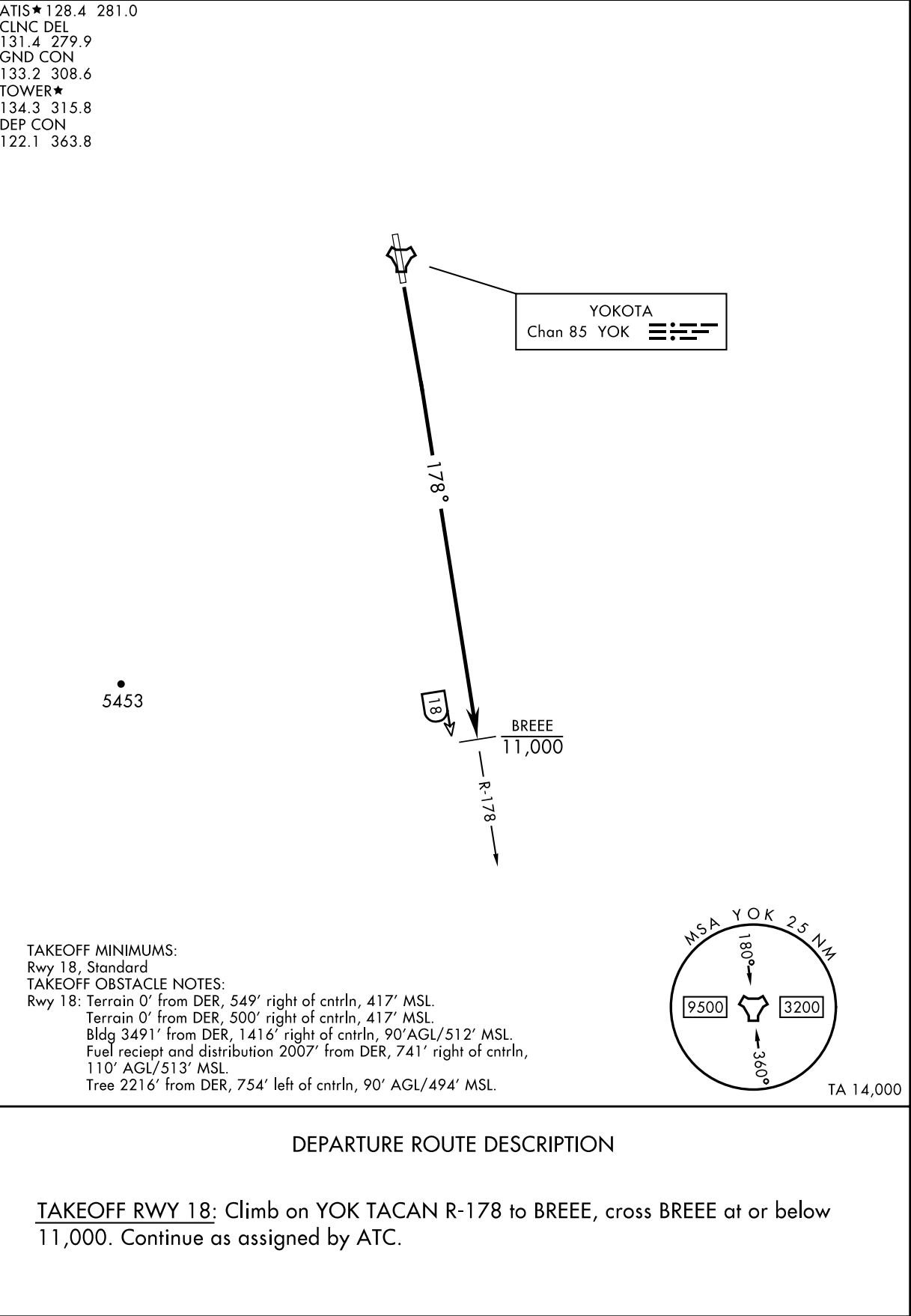


NOTE: REPRINTING DOD FLIP

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.

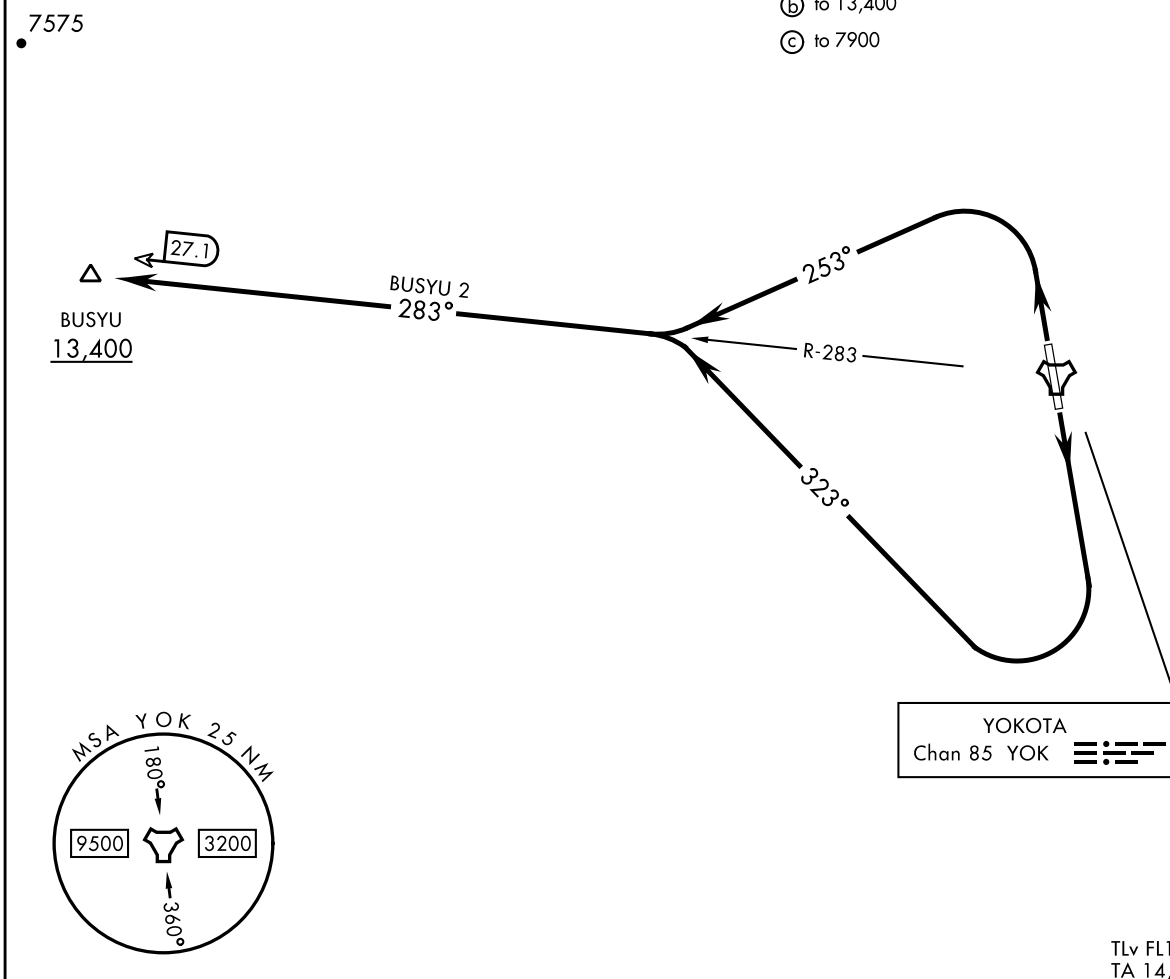
NOTE: REPRINTING DOD FLIP

## 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)

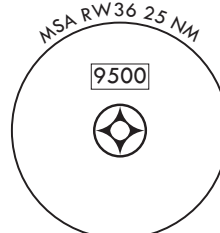
DEP CON  
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped  
acft)

TIMAP  
13,000

3478



TLv FL140  
TA 14,000

DEPARTURE ROUTE DESCRIPTION

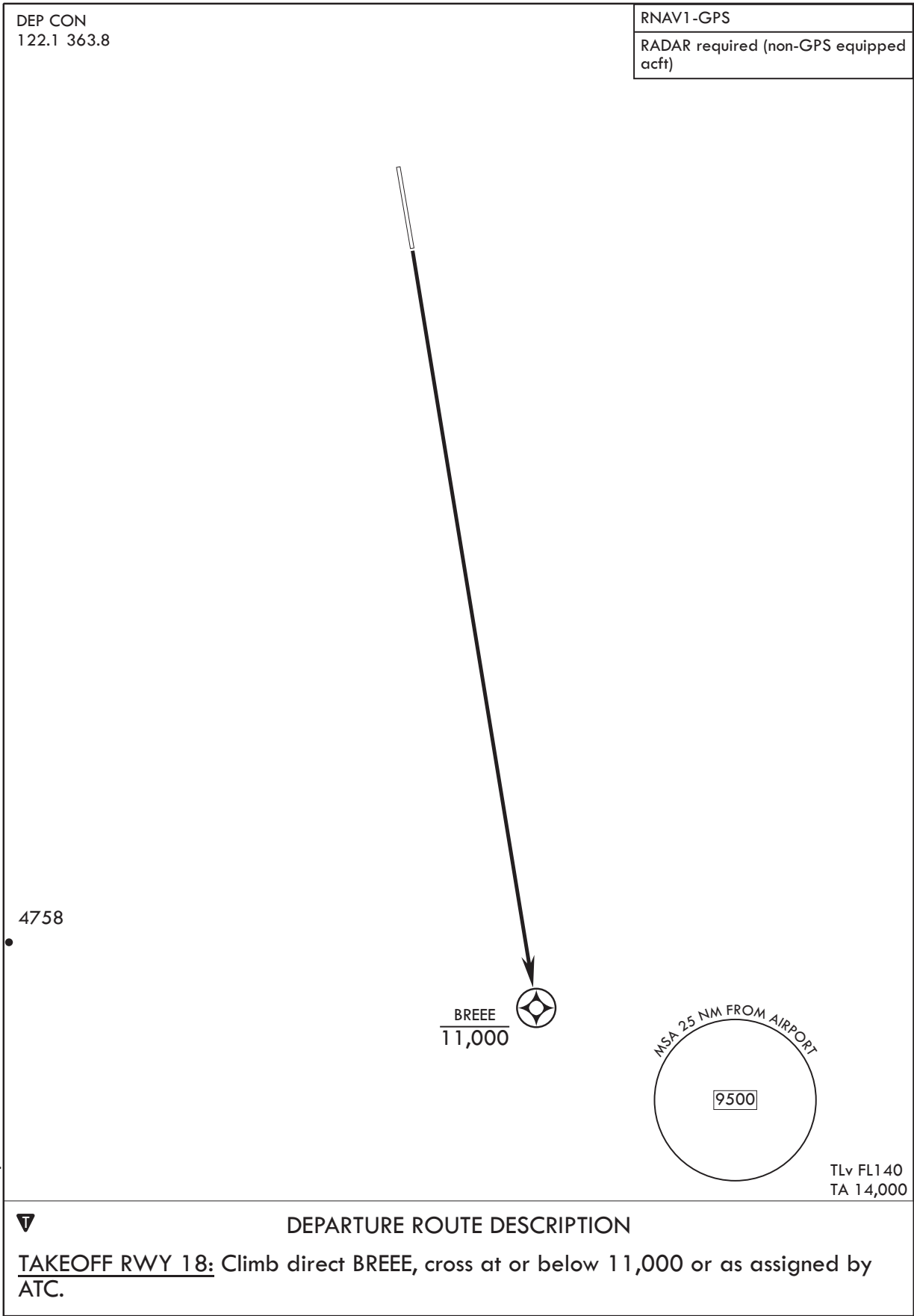
TAKEOFF RWY 36: Climb direct TIMAP, cross at or below 13,000 or as assigned by ATC.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

FUSSA TWO DEPARTURE(RNAV)



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

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## 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)

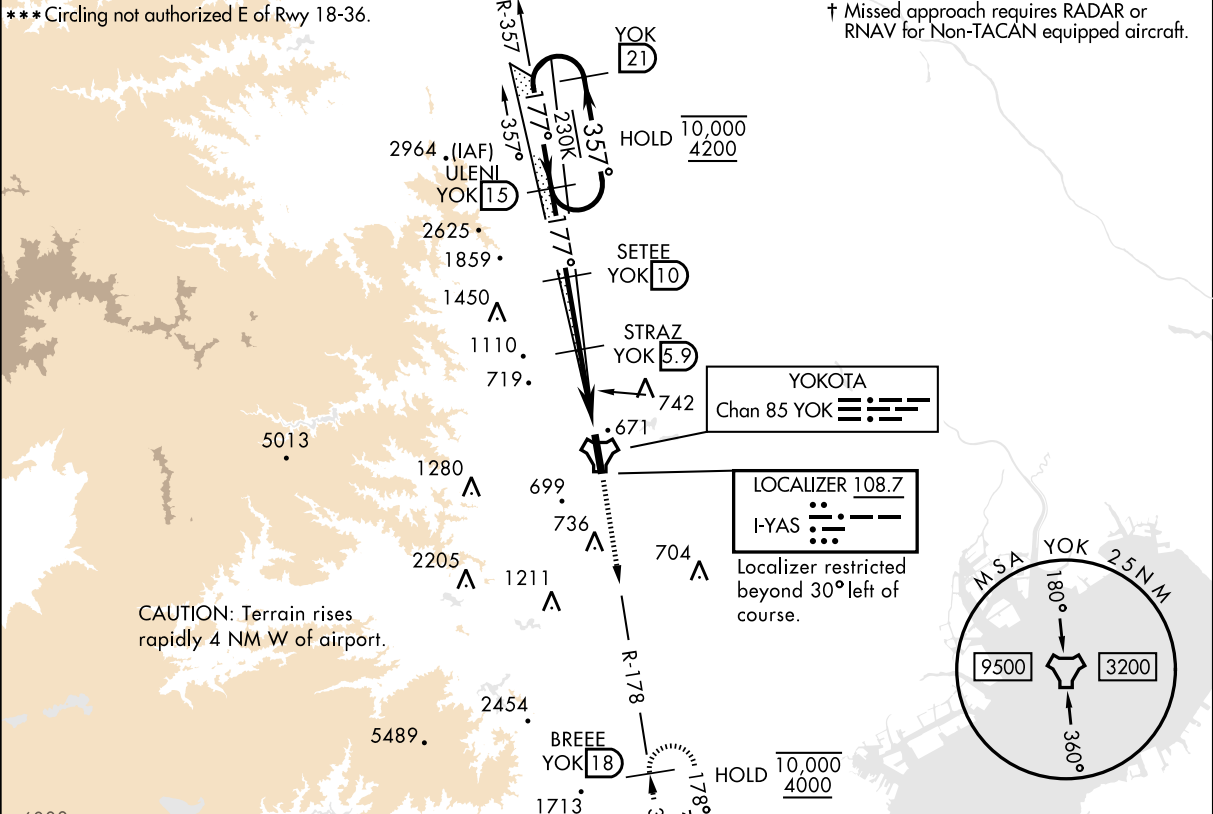
**NOTE: REPRINTING DOD FLIP**



INSTRUMENT APPROACH CHART

RJTY/YOKOTA

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

EMERG SAFE ALT 100 NM 15,000

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 68)

TLv FL140  
TA 14,000

4000  
YOK R-178

BREEE  
R-178

YOK 21 YOK 15

10,000  
4200

357°

177°

SETEE  
YOK 10

3200

STRAZ  
YOK 5.9

YOK 2.7

TONNY  
YOK 1.5

2100

GS 3.00°  
TCH 52

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

529

533

518

510

666

520

36

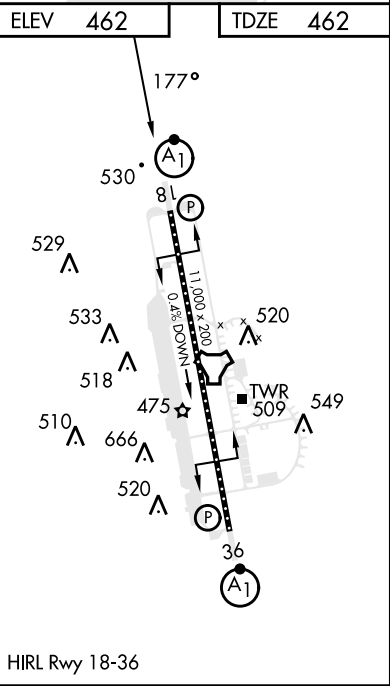
11,000 x 200

0.4% DOWN

TWR 509

549

HIRL Rwy 18-36



HIRL Rwy 18-36

NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RJTY / YOKOTA



NOTE: REPRINTING DOD FLIP

## 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.

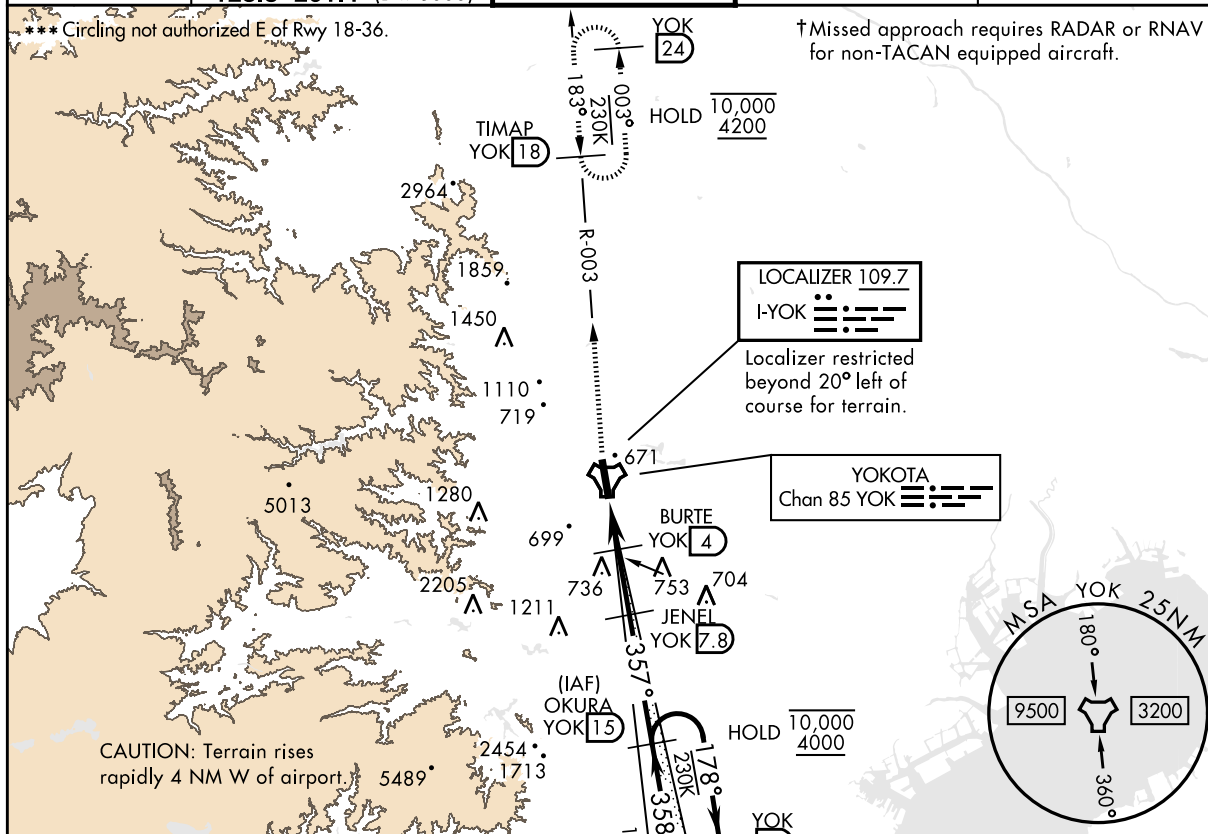
▼ \* When ALS inop, increase RVR to 40, vis to ¾ mile.  
When TDZL/CL lights inop increase RVR to 24.

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



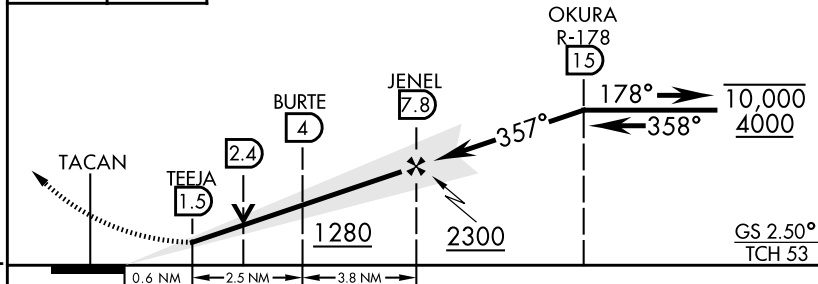
† MISSED APPROACH: Climb to 4200, intercept YOK TACAN R-003 to TIMAP and hold.

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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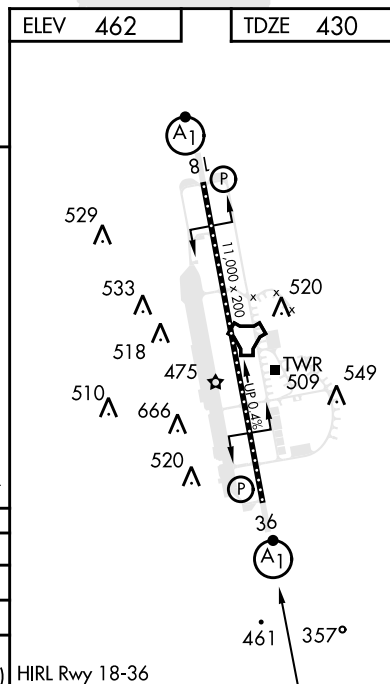


ELEV 462	TDZE 430
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4200 ↑ YOK R-003	TIMAP R-003 18	TLv FL140 TA 14,000	VGSI and ILS glidepath not coincident (VGSI angle 2.50/TCH 96)
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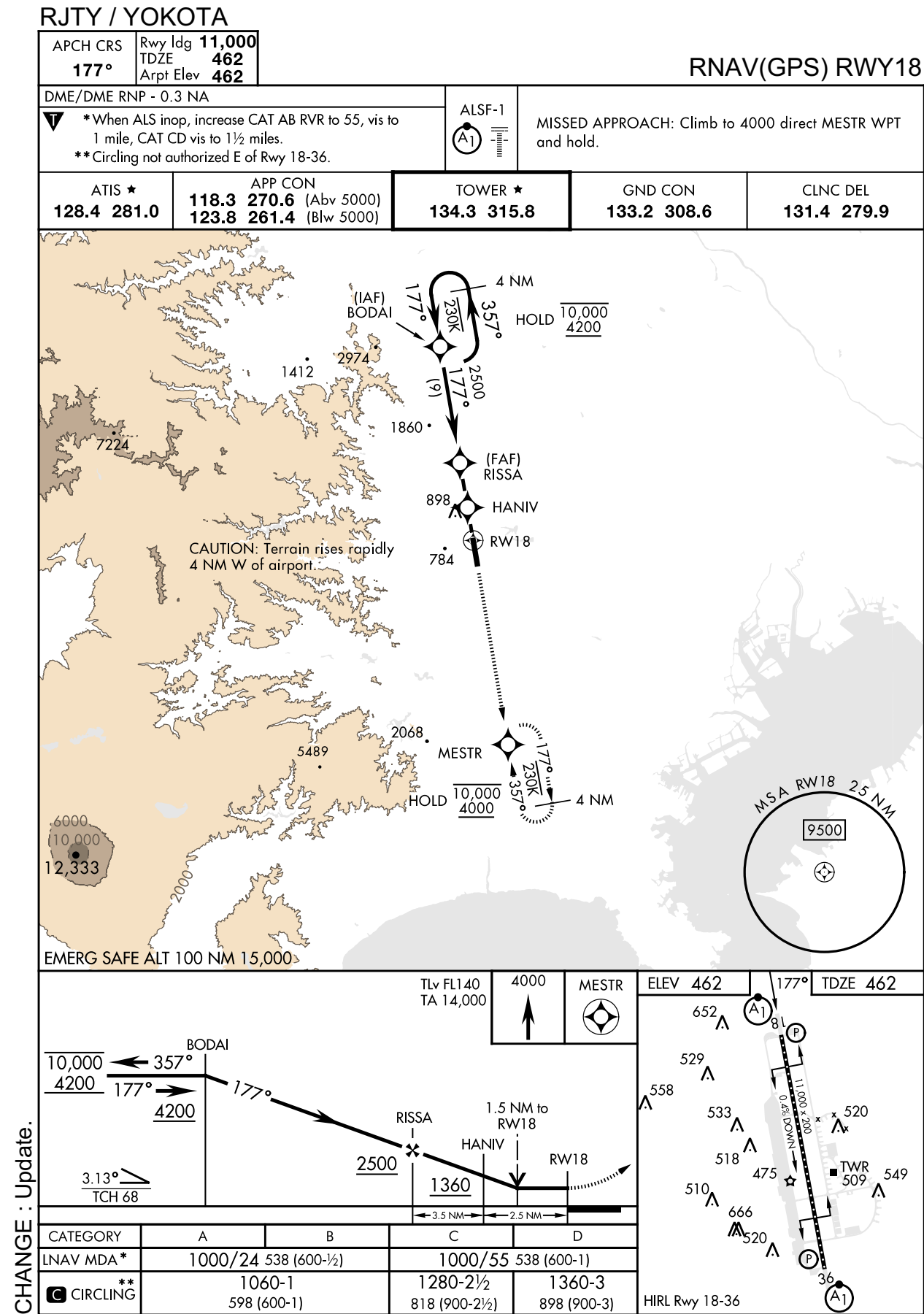
CATEGORY	A	B	C	D	E
S-ILS 36 *	630/18		200	(200-½)	
S-LOC 36 **	860/24	430 (400-½)	860/40	430	(400-¾)
*** CIRCLING	1060-1 598 (600-1)	1280-2½ 818 (900-2½)	1360-3 898 (900-3)	1580-3	1118 (1200-3)



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



## 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><div>4200</div><div></div></div>		<div><div>BODAI</div><div></div></div>		VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).		4 NM Holding Pattern		ELEV 462		TDZE 430	
TLv FL140 TA 14,000						MESTR		177° 10,000 ← 357° 4000			
		RW36		1.5 NM to RW36		FONUD		KARMN		357°	
						1360		2200			
								≤ 2.68° TCH 75			
		3.1 NM		2.9 NM							
CATEGORY		A		B		C		D			
LNAV MDA*		900/24 470 (500-½)		900/50 470 (500-1)		900/50 470 (500-1)		900/50 470 (500-1)			
C CIRCLING**		1020-1 558 (600-1)		1280-2½ 818 (900-2½)		1360-3 898 (900-3)		1360-3 898 (900-3)			

81 (A1)

P

529

533

518

510

666

520

36 (A1)

11,000 x 200

0.4% UN

BCN 475

TWR 509

549

357°

HIRL all Rwy

HIRL all Rws

NOTE: REPRINTING DOD FLIP