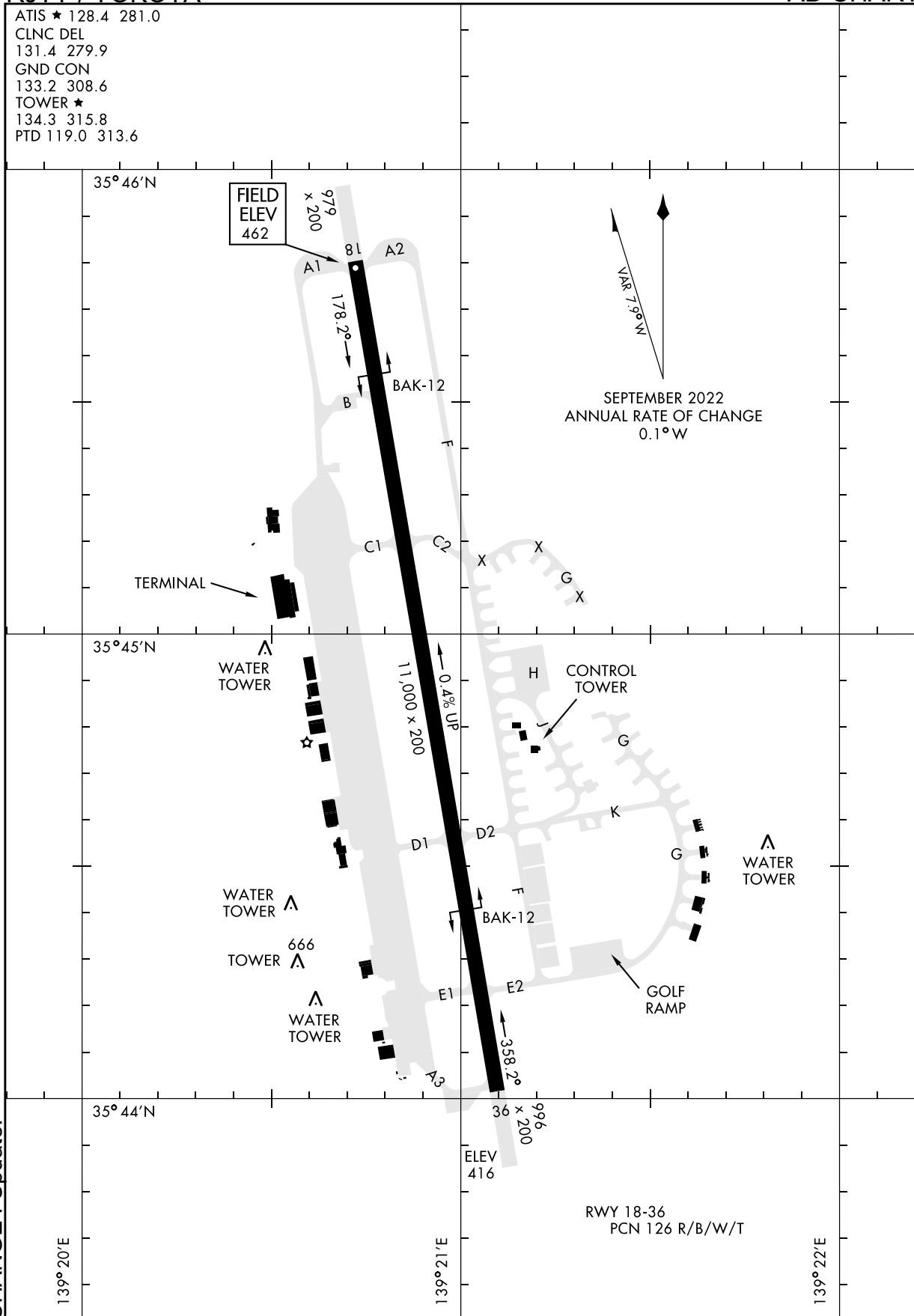


RJTY / YOKOTA

AD CHART



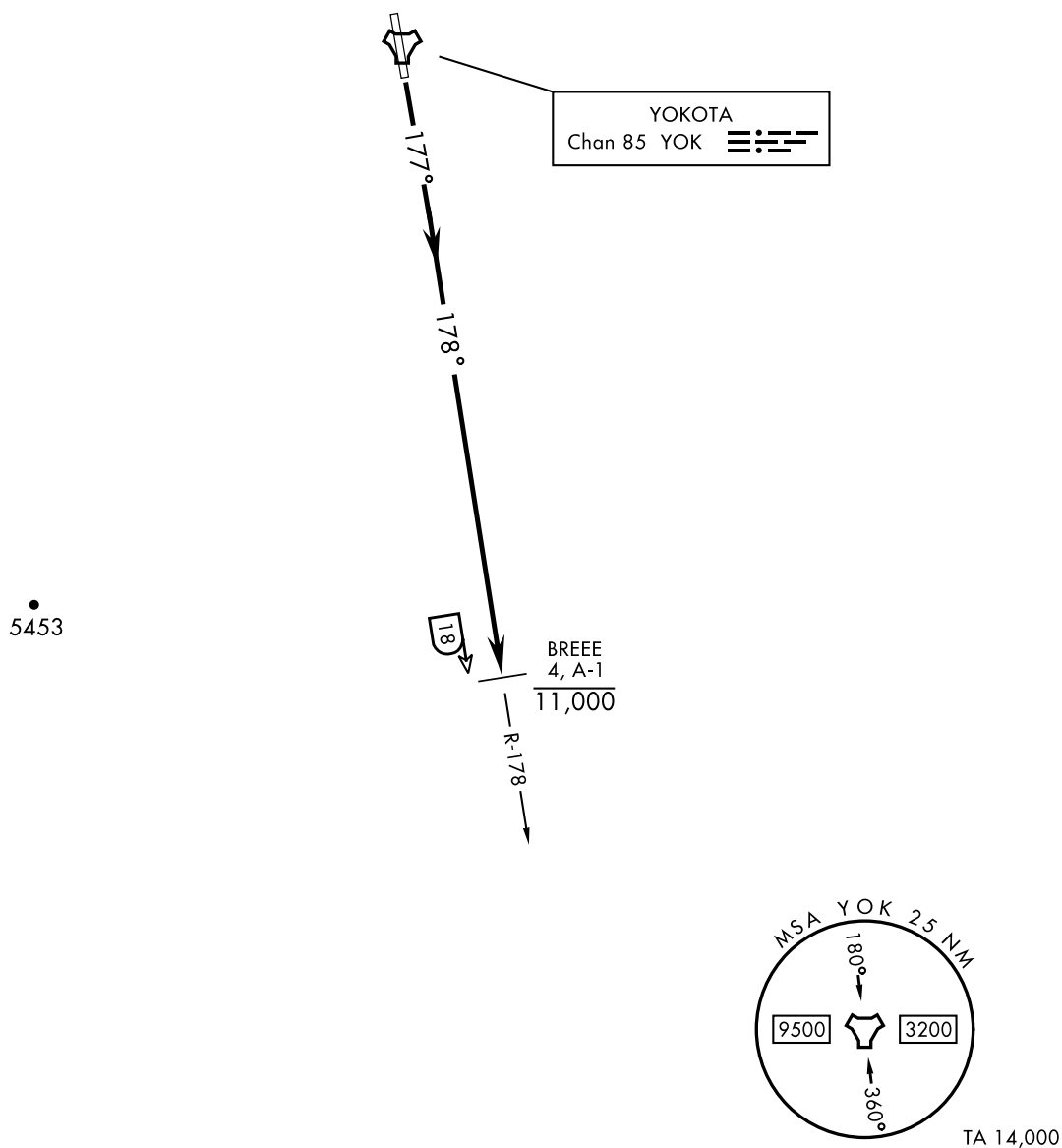
NOTE: REPRINTING DOD FLIP

## 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.

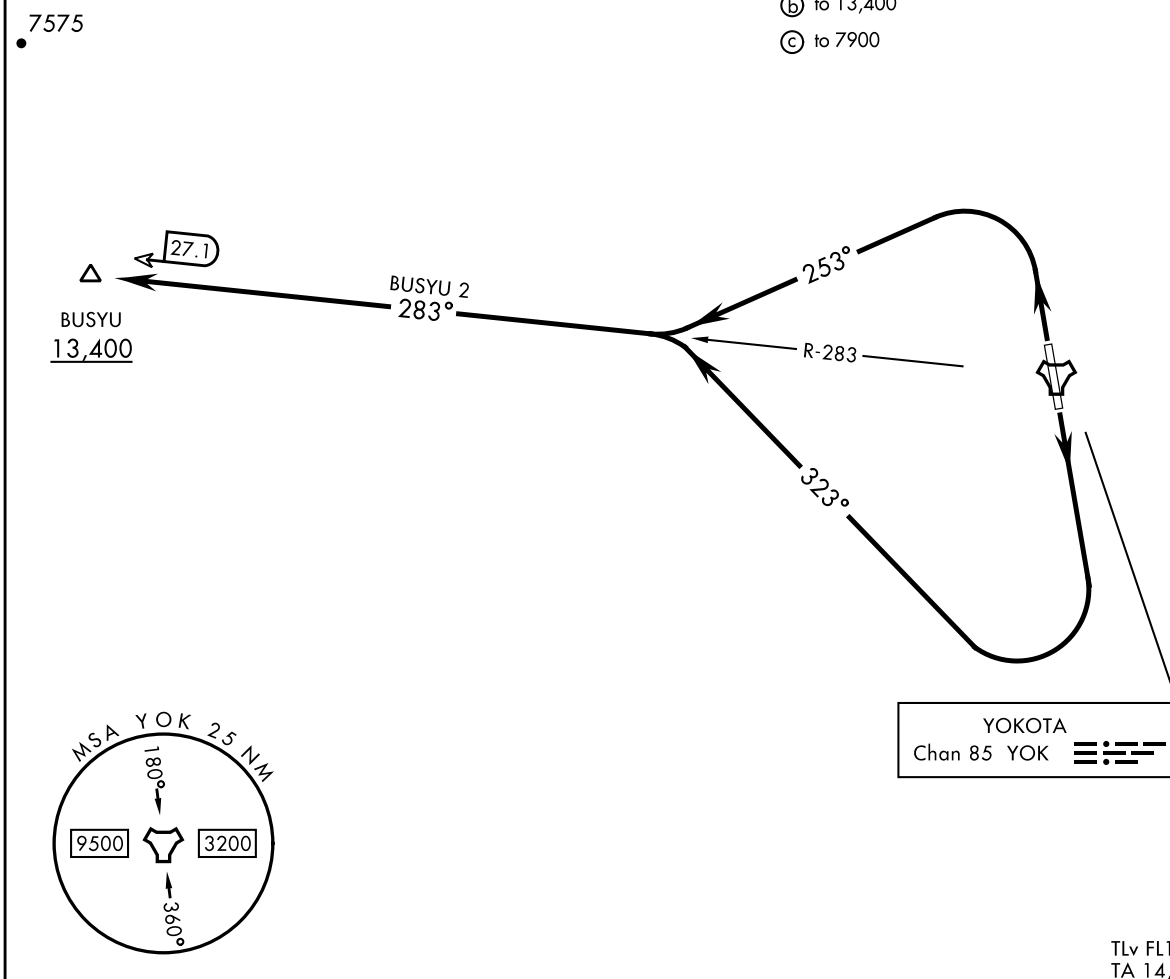
NOTE: REPRINTING DOD FLIP

## 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)

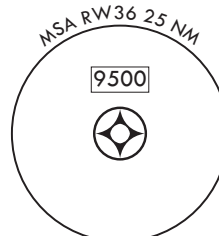
DEP CON  
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped  
acft)

TIMAP  
13,000

3478



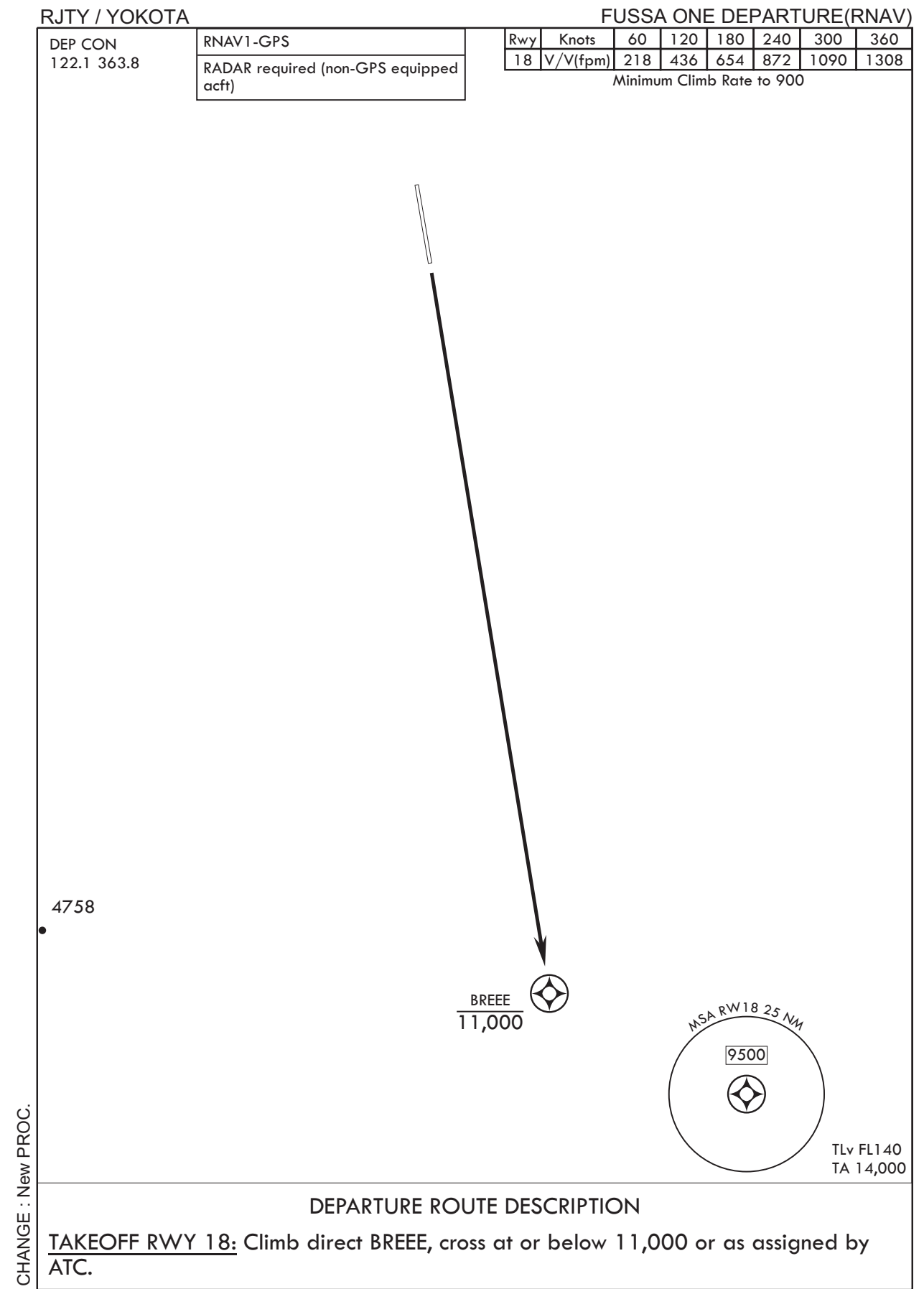
TLv FL140  
TA 14,000

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

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## RJTY / YOKOTA

HI-ILS Y or LOC Y RWY18

DME or RADAR required
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**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 BREE 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.

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 a 0.4% DOWN slope. Key features include:

- Runway dimensions: 11,000 x 200.
- Markers: A1, P, TWB, 573, 36, and 667.
- Angles: 177° and 565°.
- Other labels: ELEV 462, TDZE 462, and HIRL Rwy 18-36.

			← 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

LOC I-YAS  
**108.7**

APCH CRS  
**177°**

Rwy Idg **11,000**  
TDZE **462**  
Arpt Elev **462**

ILS Z or LOC Z RWY18

\* When ALS inop, increase RVR to 40, vis to ¾ mile.  
\*\* When ALS inop increase CAT AB RVR to 55, vis to 1 mile;  
CAT CDE vis to 1 ½ miles.  
\*\*\* Circling not authorized E of Rwy 18-36.

ALSIF-1

† MISSED APPROACH: Climb to 4000 on  
YOK TACAN R-178 to BREEE 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**

CAUTION: Terrain rises rapidly 4 NM W of airport.

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  
SETEE YOK 10  
STRAZ YOK 5.9  
YOK 2.7  
TONNY YOK 1.5

10,000  
4200  
3200  
2100

GS 3.00°  
TCH 52

4.4 NM  
0.6 NM

ELEV 462  
TDZE 462

177°  
A1  
P  
529  
533  
518  
510  
475  
666  
520  
520  
36  
A1

11,000 x 200  
0.4% DOWN

TWR 509  
549

CIRCLING \*\*\*

1120-1  
658 (700-1)

1280-2½  
818 (900-2½)

1360-3  
898 (900-3)

1580-3  
1118 (1200-3)

S-ILS 18\*

699/24 237 (300-½)

S-LOC 18\*\*

1120/24 658 (700-½)

1120-1 ¾ 658 (700-1 ¾)

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

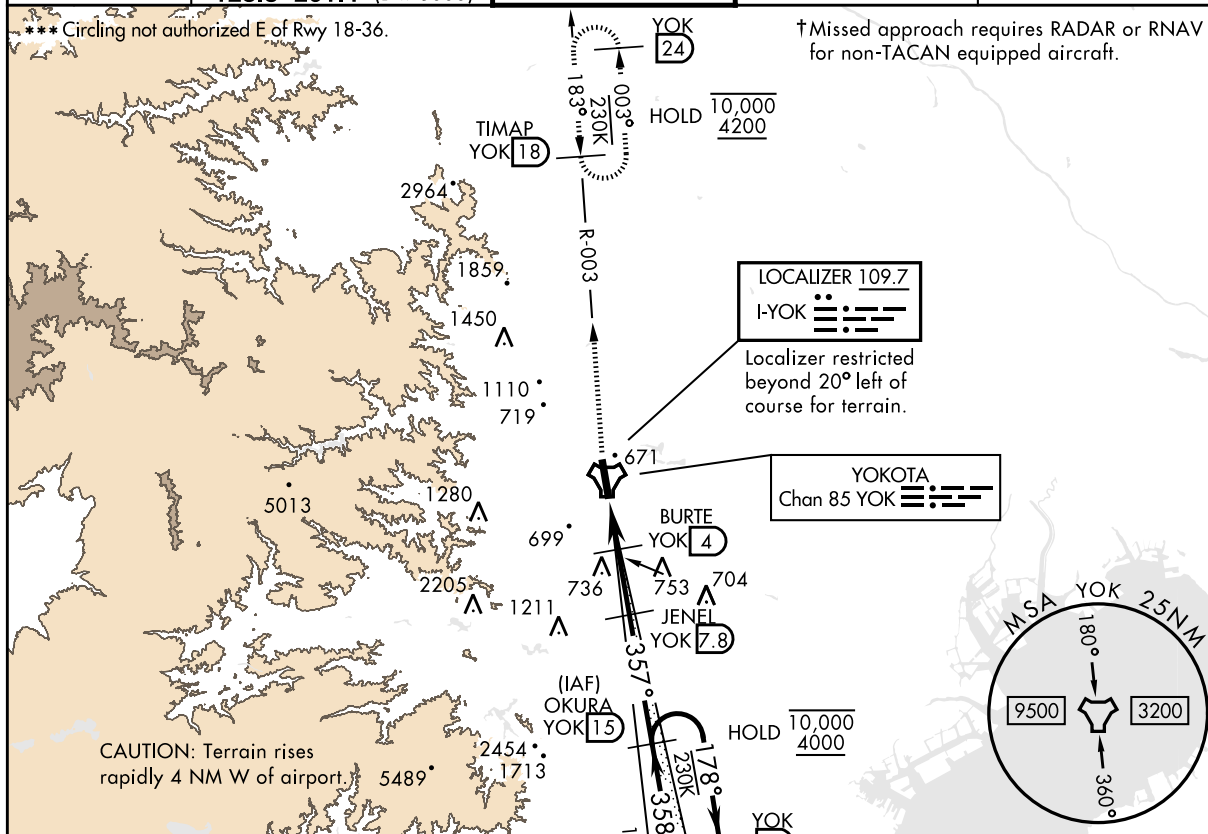
RADAR or DME required.

▼ \* 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.

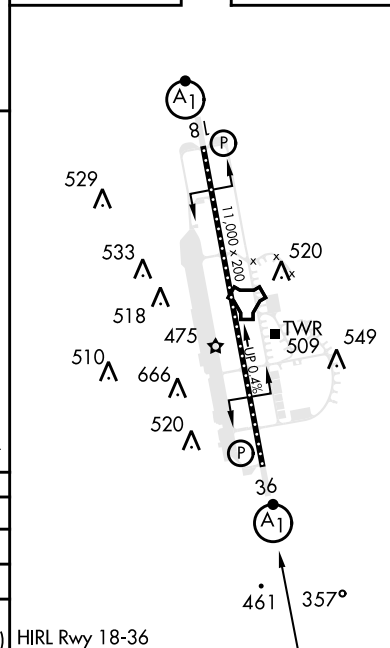


† MISSED APPROACH: Climb to 4200, intercept YOK TACAN R-003 to TIMAP and hold.

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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CHANGE : Update.

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

178°

358°

10,000

4000

GS 2.50°  
TCH 53

TACAN

TEEJA  
1.5

2.4

BURTE  
4

JENEL  
7.8

1280

2300

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)	

HIRL Rwy 18-36

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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CHANGE : Update.

4200 ↑ BODAI		VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).		MESTR 4 NM Holding Pattern		ELEV 462		TDZE 430	
TLv FL140 TA 14,000		RW36 1.5 NM to RW36		FONUD KARMN 2200		177° → 10,000 ← 357° 4000			
3.1 NM		2.9 NM		≤ 2.68° TCH 75				HIRL all Rws	
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)			

NOTE: REPRINTING DOD FLIP