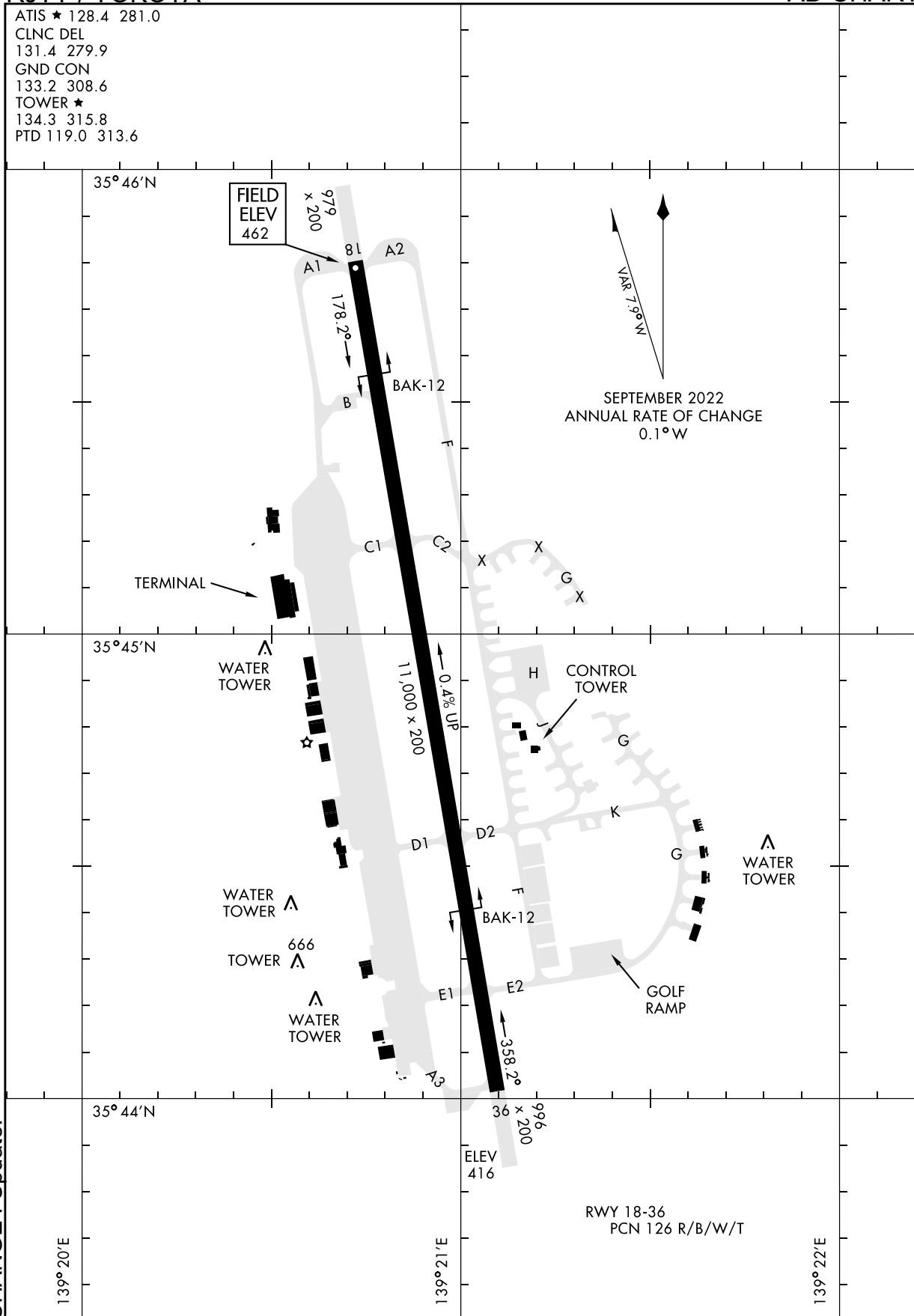


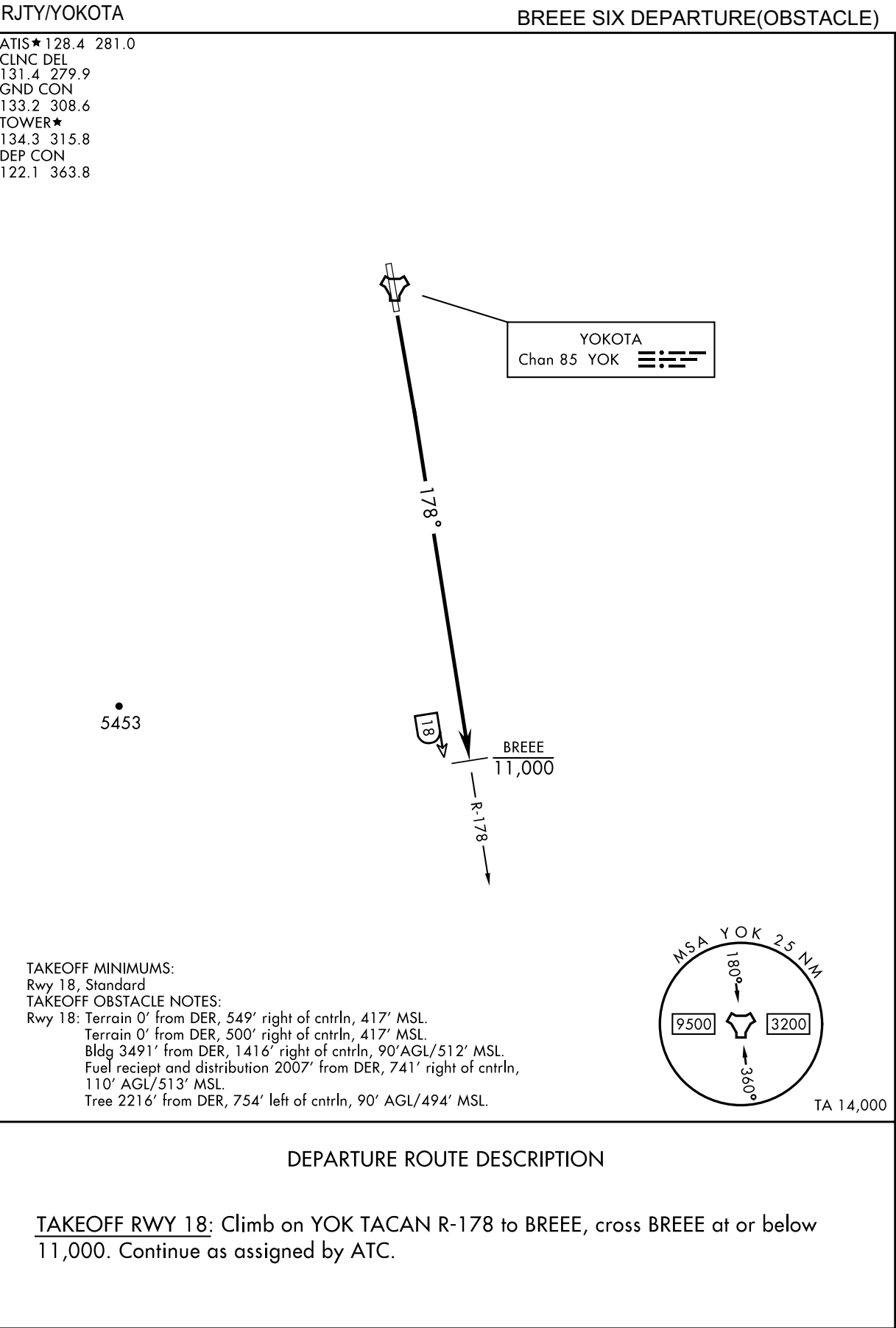
RJTY / YOKOTA

AD CHART



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



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.

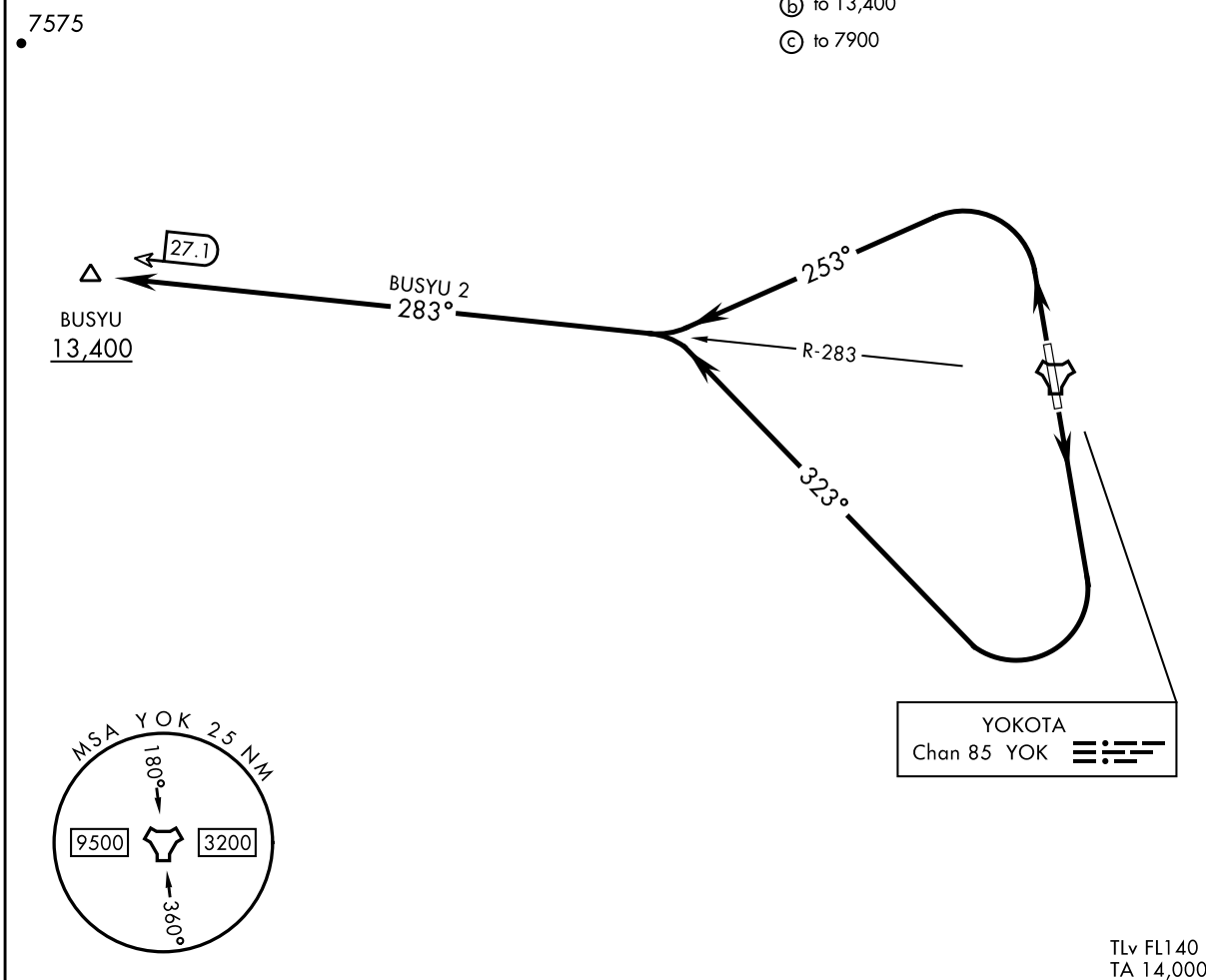
NOTE: REPRINTING DOD FLIP

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)

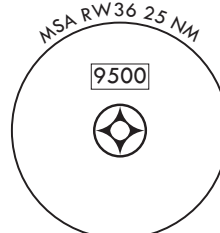
DEP CON
122.1 363.8

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.

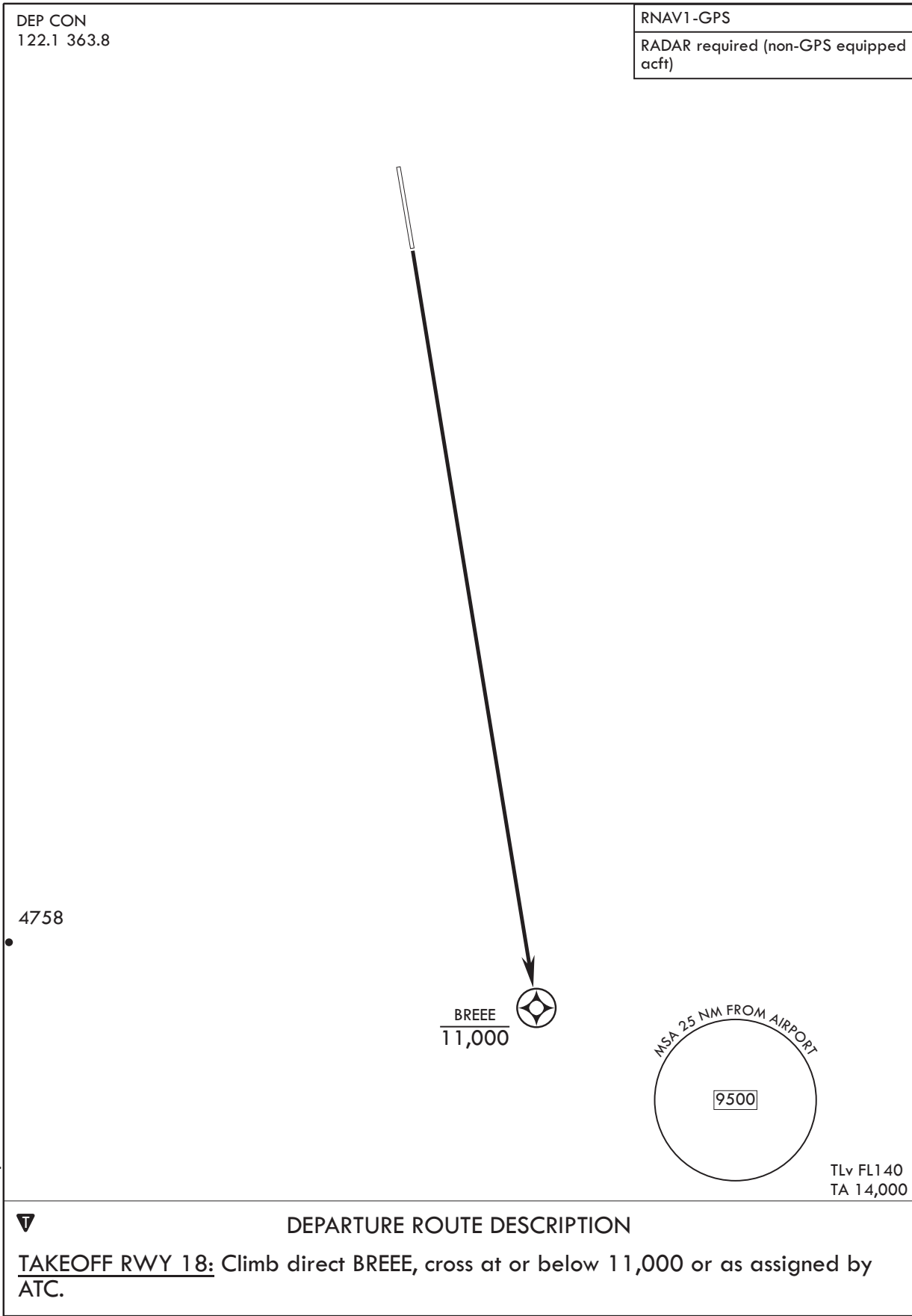
NOTE: REPRINTING DOD FLIP

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJTY / YOKOTA

FUSSA TWO DEPARTURE(RNAV)



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

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.

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.

YOKOTA
Chan 85 YOK

LOCALIZER 108.7
I-YAS
Localizer restricted beyond 30° left of course.

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.
- Slope:** 0.4% DOWN.
- Markers:** A1, P, TWB, 573, 36, 667, 177°.
- Other Labels:** ELEV 462, TDZE 462.


			← 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)	

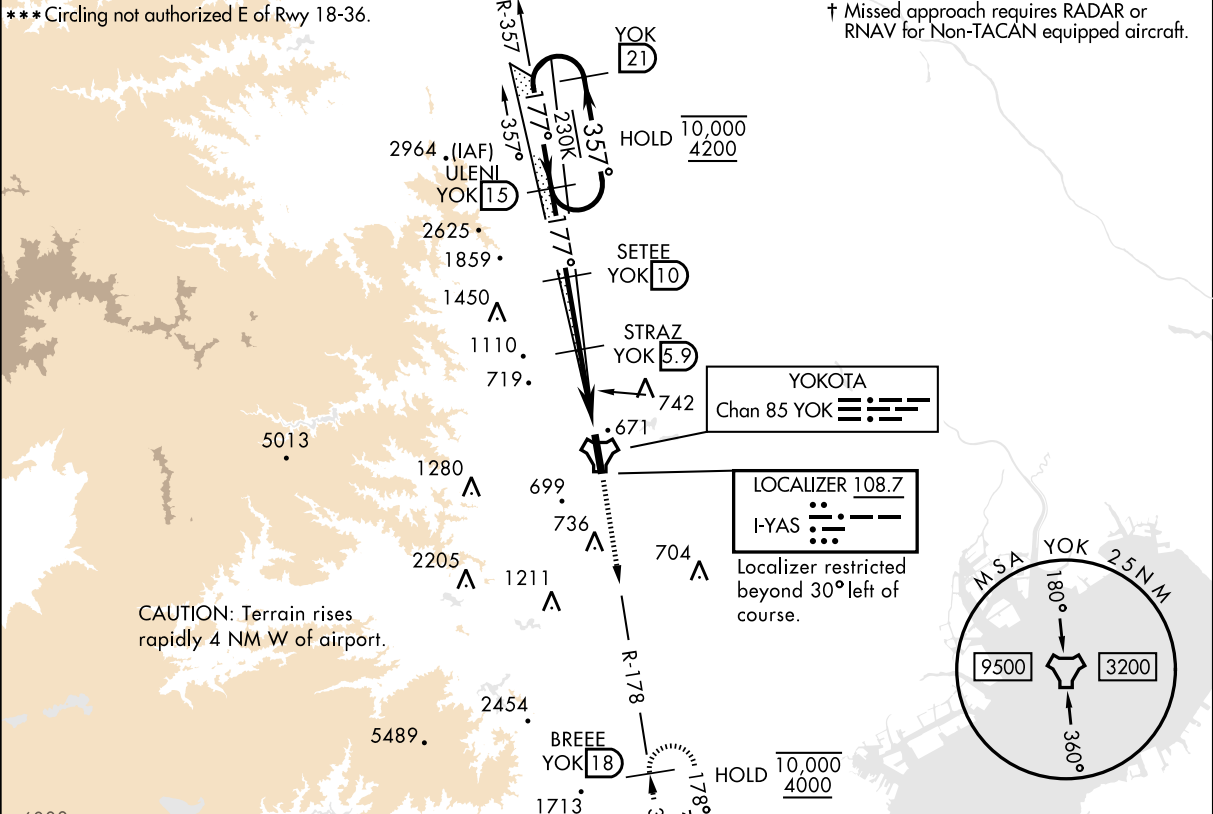
CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY/YOKOTA

LOC I-YAS 108.7	APCH CRS 177°	Rwy ldg 11,000 TDZE 462 Arpt Elev 462	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 ★ 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



10000
12,333

2000

2500

5800

YOK 24

EMERG SAFE ALT 100 NM 15,000

10,000
4200

← 357°

177° →

3200

2100

4.4 NM

0.6 NM

YOK 21

YOK 15

YOK 10

YOK 5.9

YOK 2.7

YOK 1.5

GS 3.00°
TCH 52

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

TLv FL140
TA 14,000

4000
YOK R-178

BREEE
R-178

18

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)

177°

530

81

529

533

518

510

475

666

520

549

509

36

11,000 x 200

0.4% DOWN

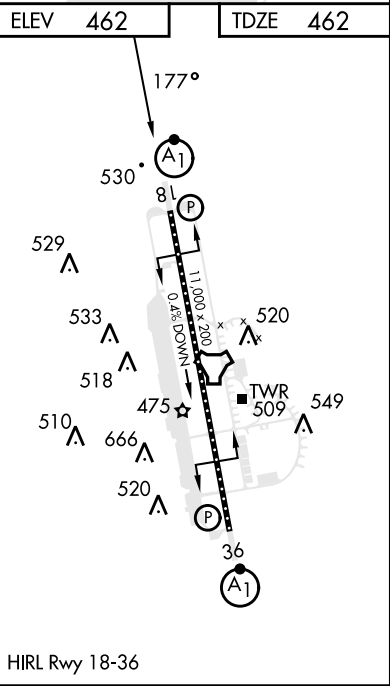
TWR

YOK 24

ELEV 462

TDZE 462

HIRL Rwy 18-36



HIRL Rwy 18-36

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.

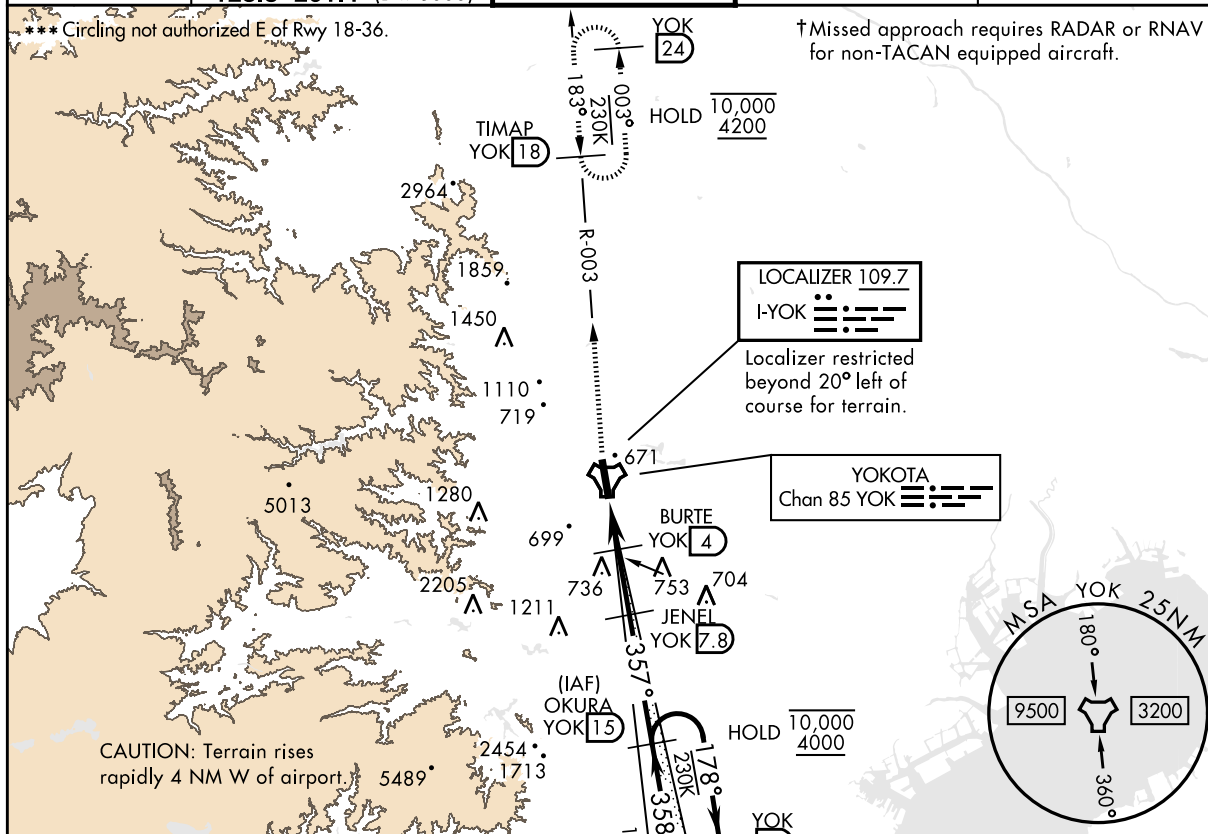
▼ * When ALS inop, increase RVR to 40, vis to ¾ mile.
When TDZL/CL lights inop increase RVR to 24.

** 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	TIMAP R-003 18	TLv FL140 TA 14,000	VGSI and ILS glidepath not coincident (VGSI angle 2.50/TCH 96)			
↑ YOK R-003						
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		1280-2½	1360-3	1580-3	
	598 (600-1)		818 (900-2½)	898 (900-3)	1118 (1200-3)	

Diagram illustrating the approach path for Runway 36, showing distances (NM) and altitudes (ft) from the start of the runway:

- 0.6 NM: 1280 ft
- 2.5 NM: 2300 ft
- 3.8 NM: 10,000 ft
- 15 NM: 4000 ft

Diagram illustrating the approach path for Runway 36, showing distances (NM) and altitudes (ft) from the start of the runway:

- 0.6 NM: 1280 ft
- 2.5 NM: 2300 ft
- 3.8 NM: 10,000 ft
- 15 NM: 4000 ft

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

RJTY / YOKOTA

RNAV(GPS) RWY18

CHANGE : Update.

28/12/23

RJTY / YOKOTA

RNAV(GPS) RWY36

MISSED APPROACH: Climb to 4200 direct BODAI and hold.

DME/DME RNP-0.3 NA

4 NM

357°

230K

177°

BODAI

HOLD 10,000
4200

1412

2974

1860

899

784

RW36

565

FONUD

(FAF) KARMN

655

357°

2200

(8)

4000 NoPT

271°

(8.6)

(IAF) WHILY

4000

177°

230K

357°

4 NM

(IF/IAF) MESTR

HOLD 10,000
4000

2454

2068

5489

EMERG SAFE ALT 100 NM 15,000

CAUTION: Terrain rises rapidly 4 NM W of airport.

MSA RW36 25 NM

9500

[illegible]

28/12/23