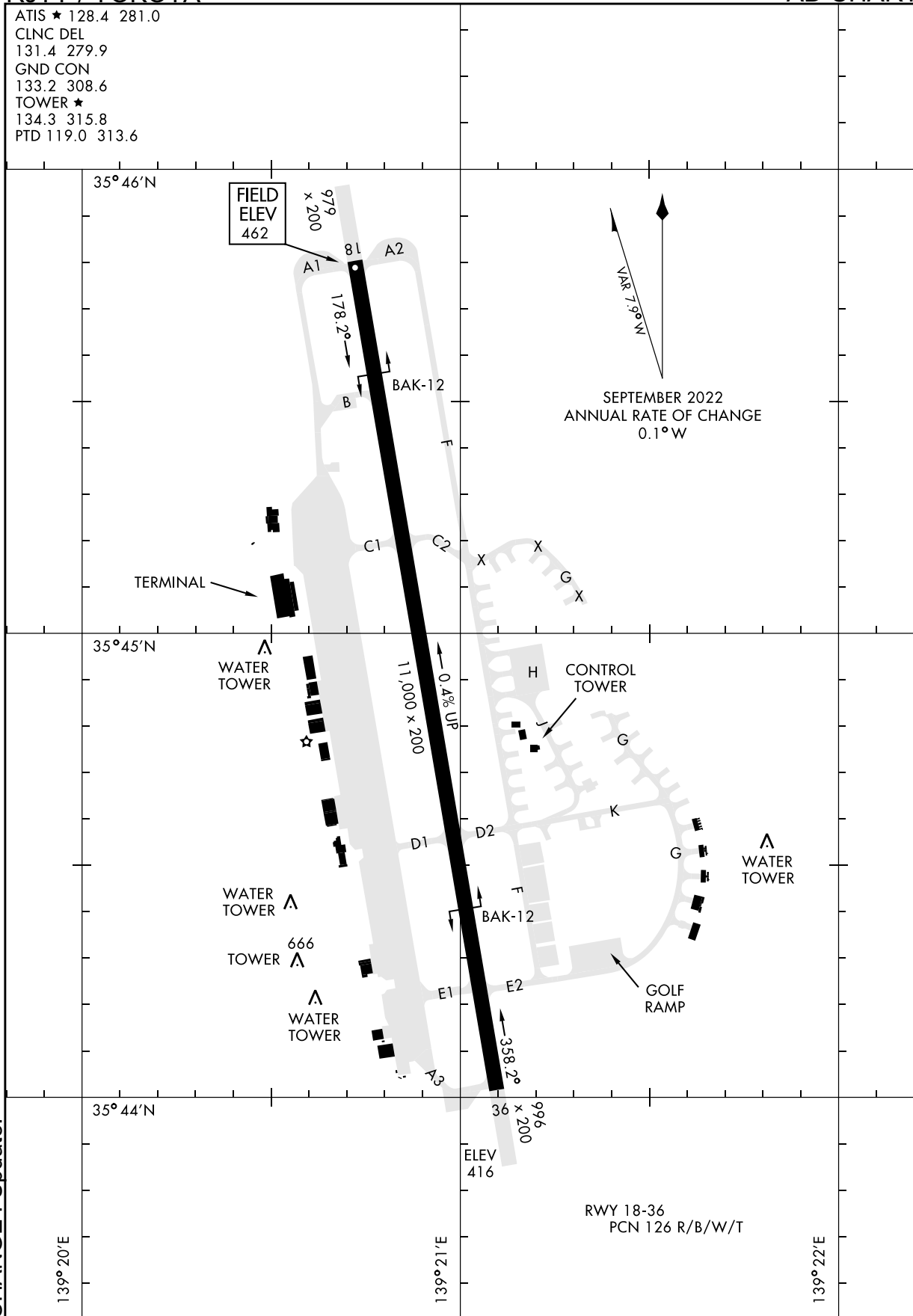


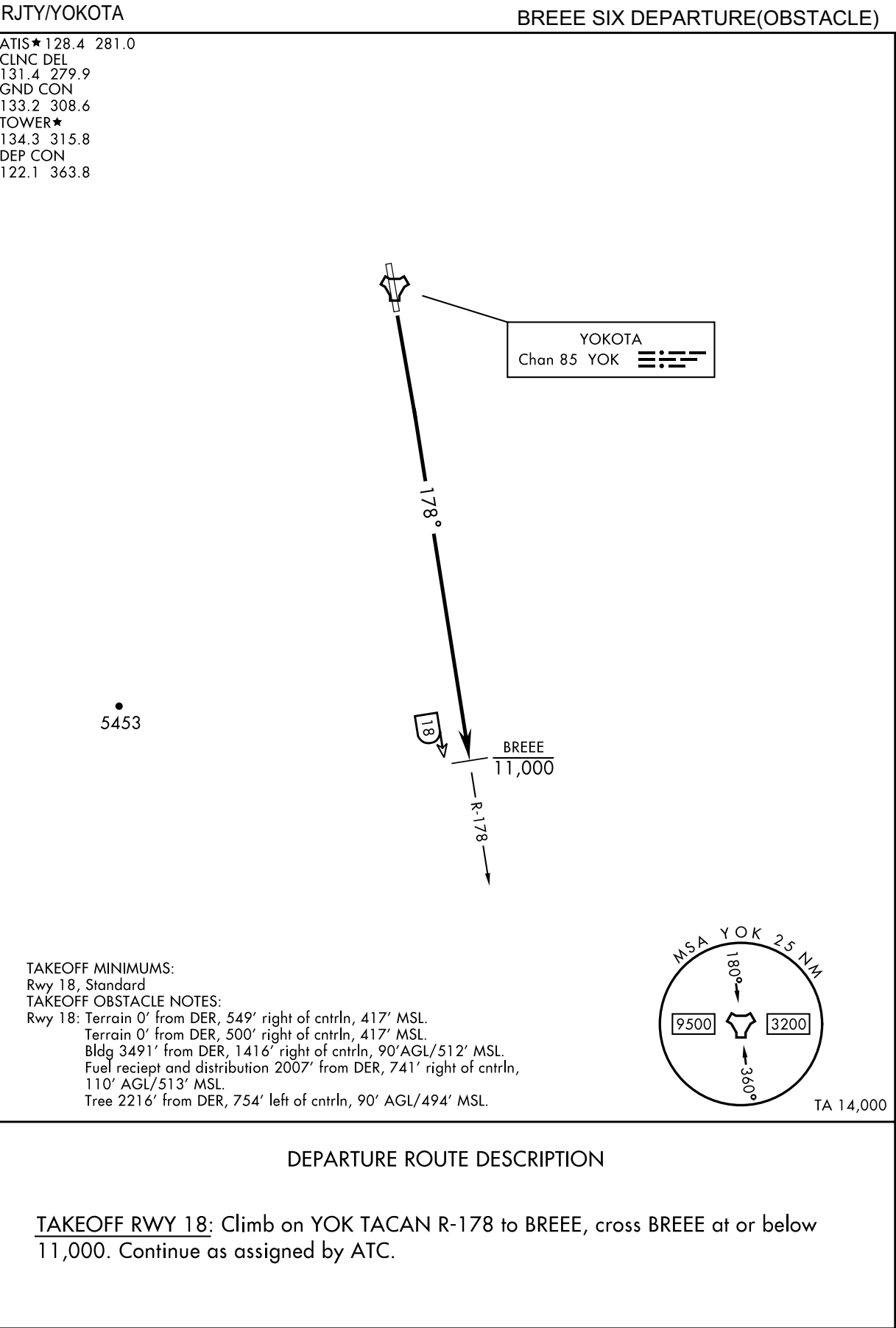
RJTY / YOKOTA

AD CHART



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



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.

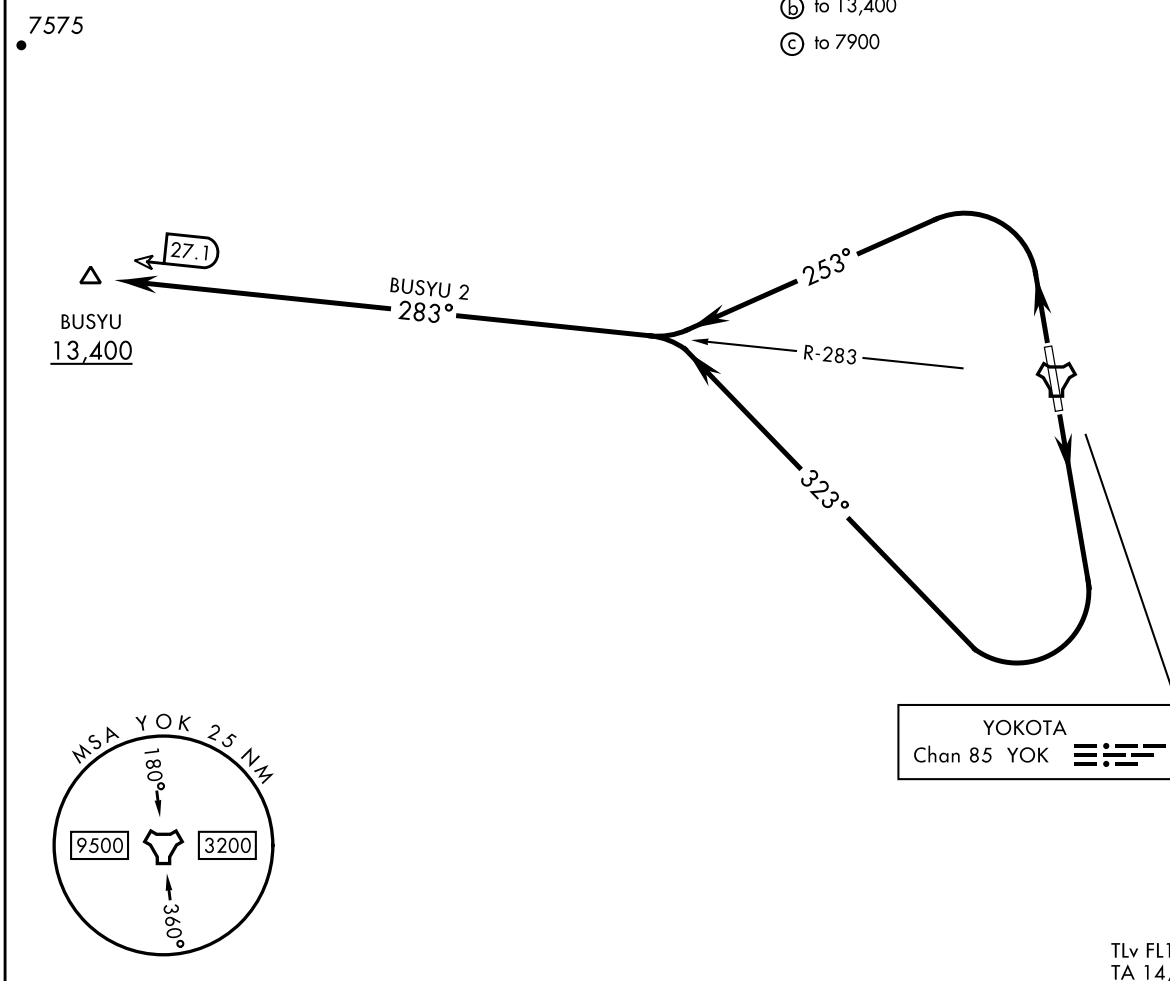
NOTE: REPRINTING DOD FLIP

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)

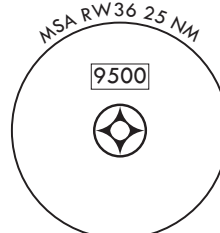
DEP CON
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped
acft)

TIMAP
13,000

3478



TLv FL140
TA 14,000

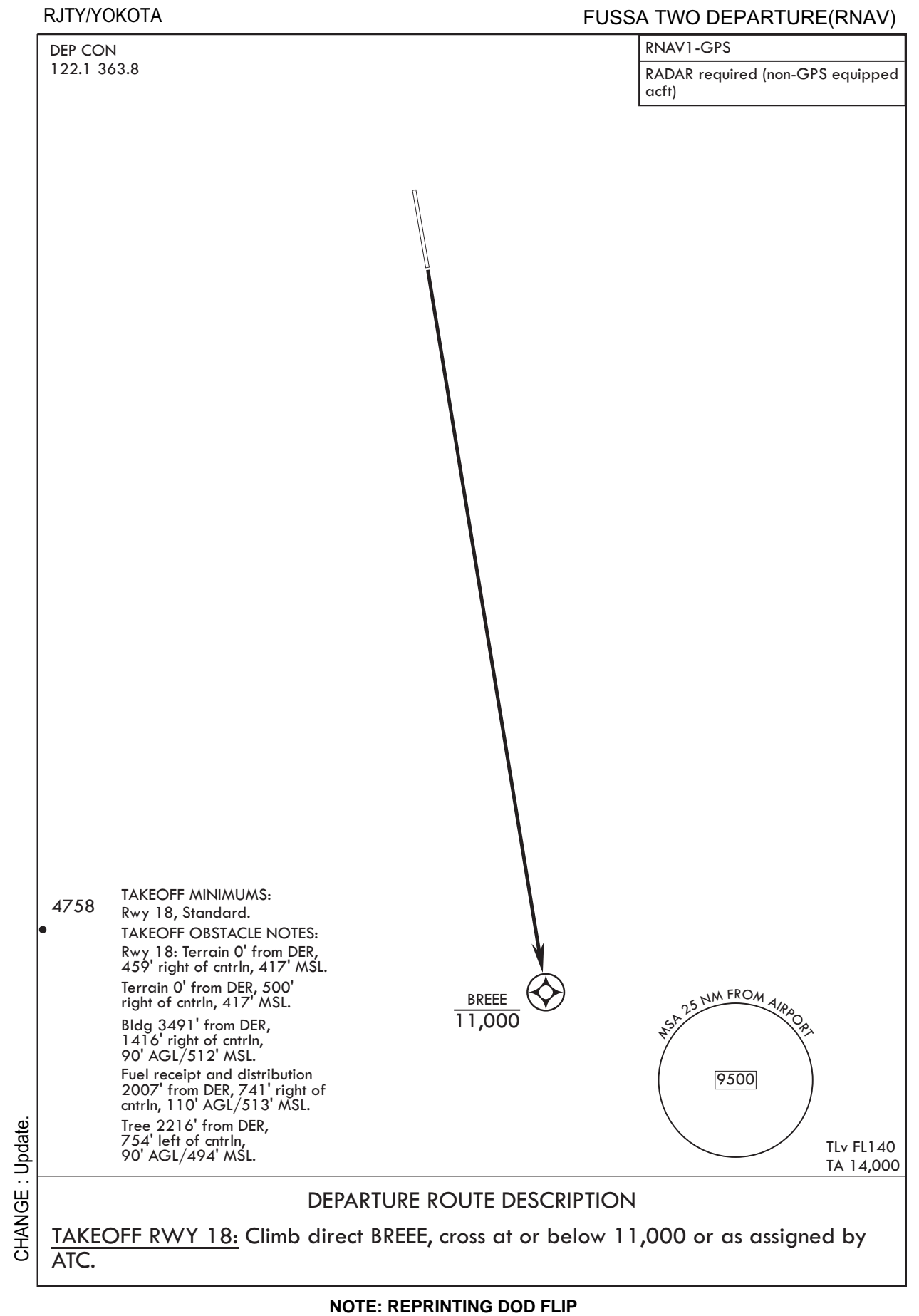
DEPARTURE ROUTE DESCRIPTION

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

NOTE: REPRINTING DOD FLIP

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT



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RJTY / YOKOTA

HI-ILS Y or LOC Y RWY18

DME or RADAR required

T * 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 $1\frac{1}{8}$ 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.

[illegible]

Diagram illustrating a non-precision approach for Runway 18 at YOK. The diagram shows the glide path (GS 3.00°) and the ILS glide path (3.00°/TCH 68) not coinciding. Key points include ULENI (15) at 4200, SETEE (10) at 3200, STRAZ (5.9) at 2100, and TONNY (1.5) at 2700. The diagram also shows the VASI and PAPI lights at the runway end. The diagram is labeled "VGSI and ILS glide path not coincident (VGSI Angle 3.00/TCH 68)".


		← 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)

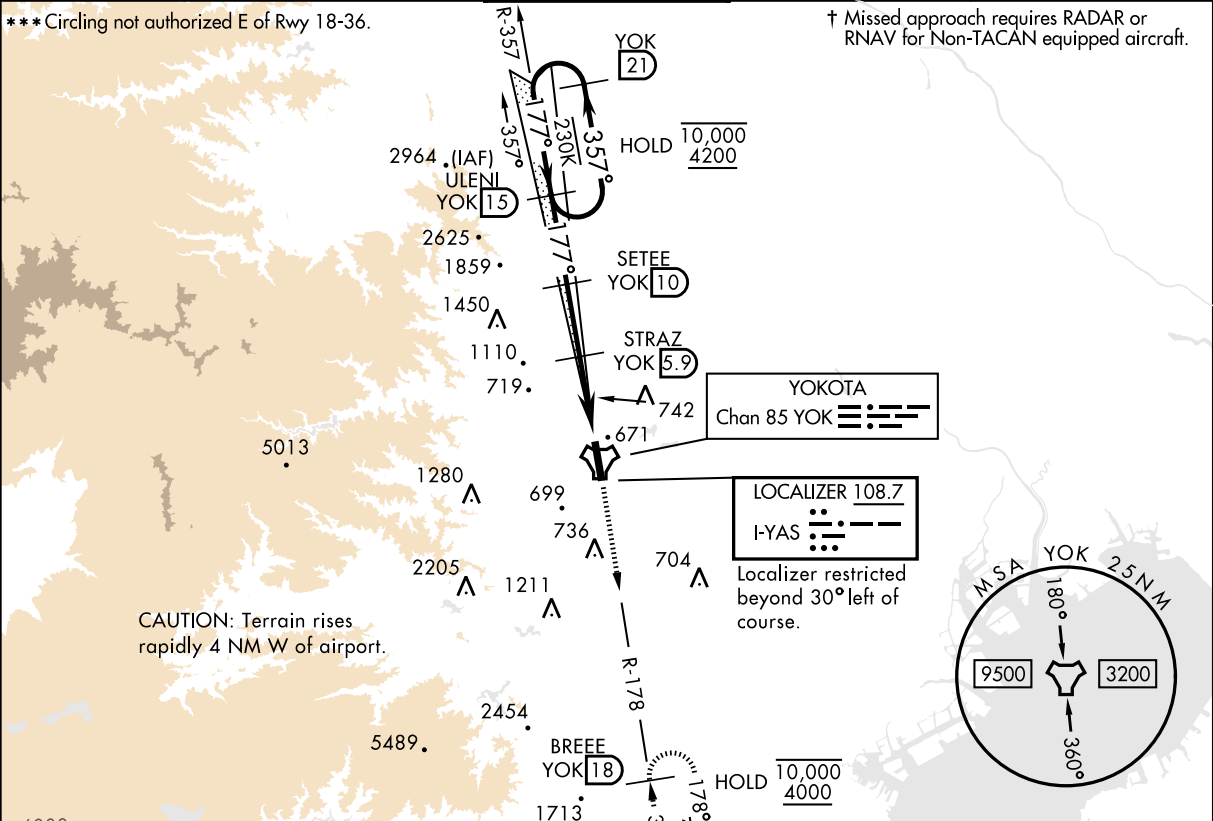
CHANGE : Update.

NOTE: REPRINTING DOD FLIP

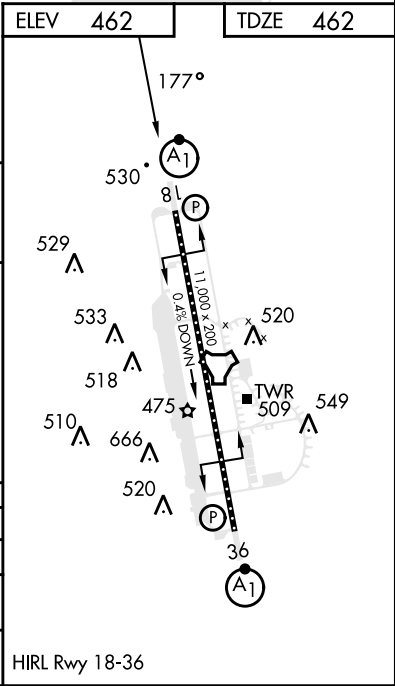
INSTRUMENT APPROACH CHART

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



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)



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

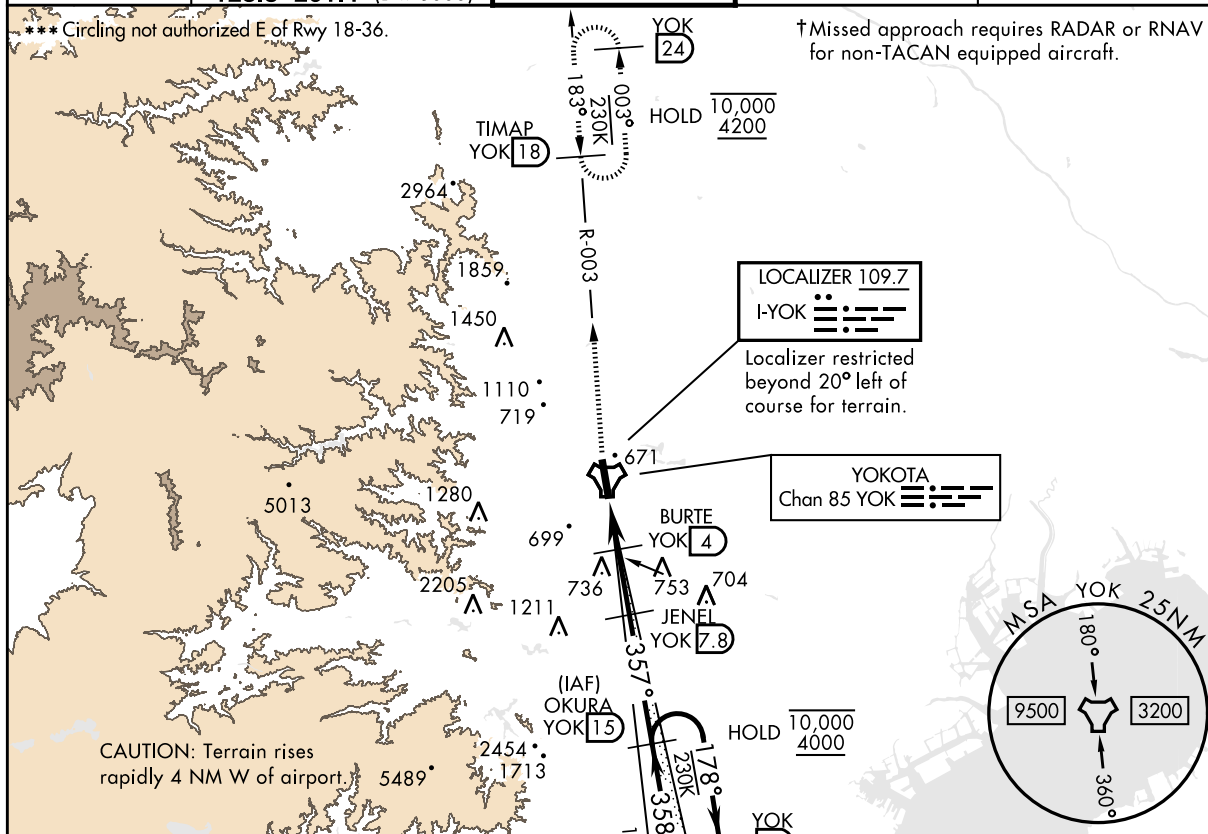
RADAR or DME required.

▼ * 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 1¼ 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

↑ 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

1280

2300

10,000
4000

GS 2.50°
TCH 53

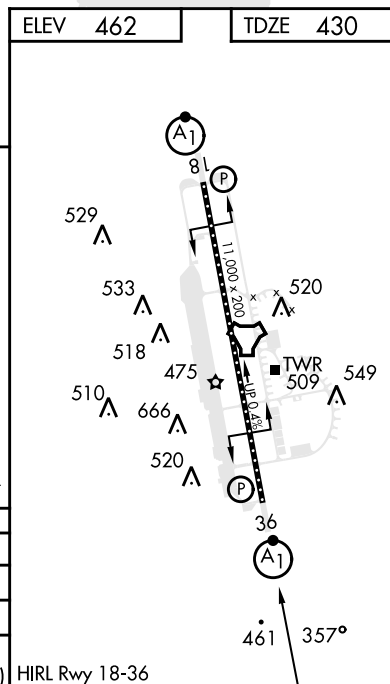
0.6 NM

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)

Diagram illustrating the HIRL Rwy 18-36 approach. The diagram shows a vertical runway with a dashed centerline. A solid line represents the glidepath, starting from a point labeled '36' and ending at a point labeled 'A1'. The glidepath is labeled '357°'. A dashed line represents the missed approach path, starting from a point labeled '36' and ending at a point labeled 'A1'. The missed approach path is labeled '461°'. The diagram also shows various navigational aids and terrain features, including TACAN, TEEJA, BURTE, JENEL, OKURA, and TWR 509. The diagram is labeled 'HIRL Rwy 18-36'.




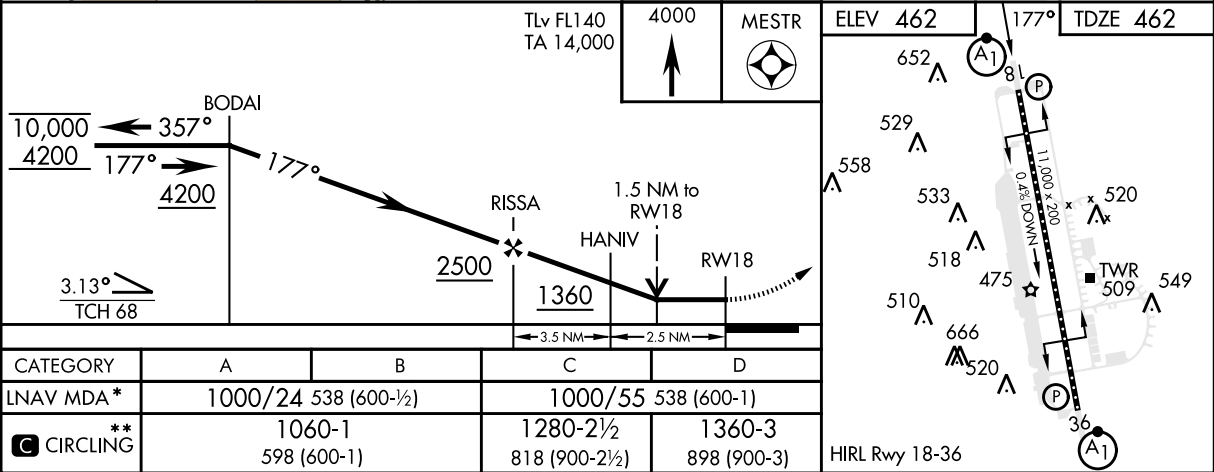
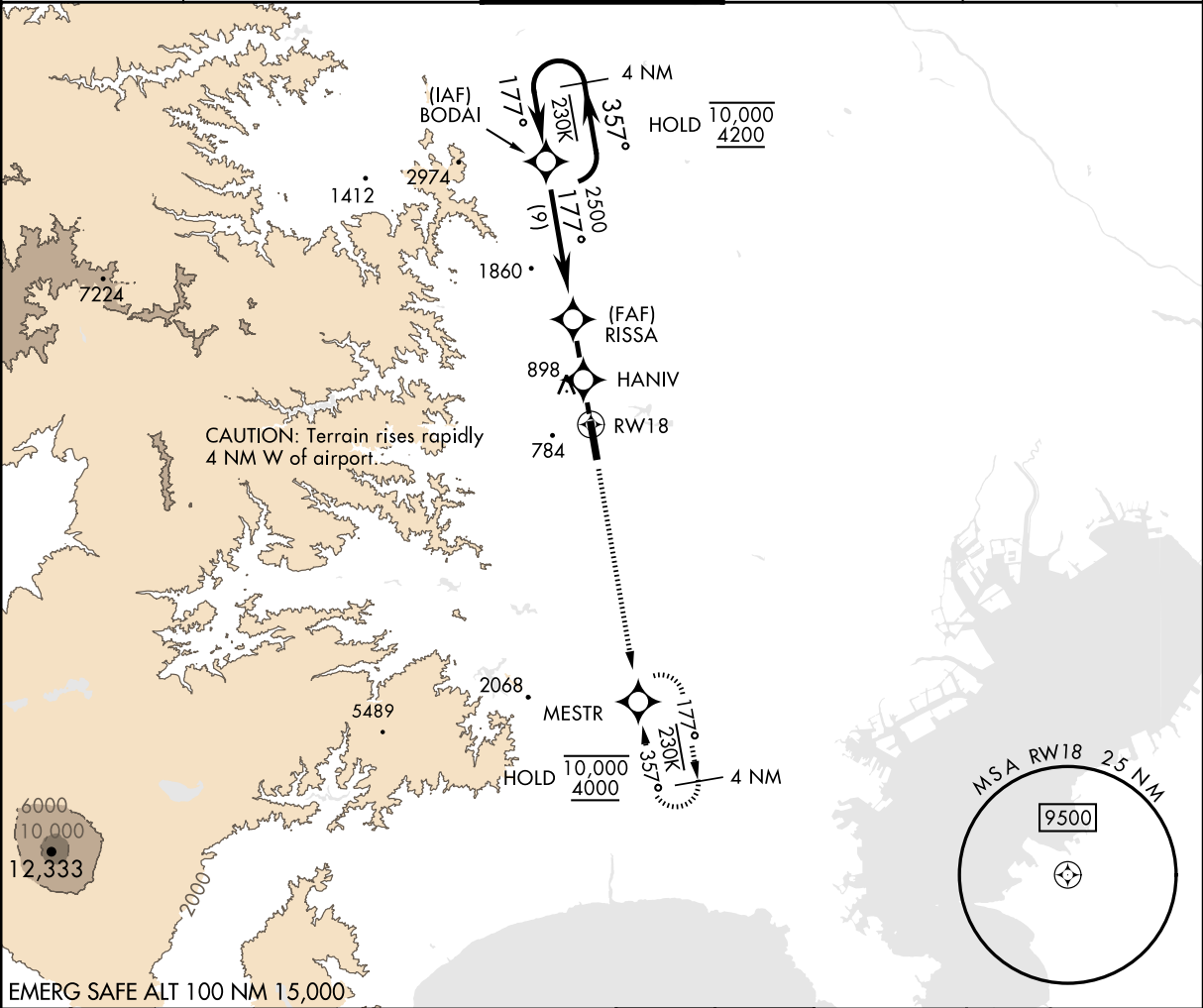
CHANGE : Update.

NOTE: REPRINTING DOD FLIP

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.	
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



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA


APCH CRS 357°	Rwy Idg 11,000
	TDZE 430
	Arpt Elev 462


RNAV(GPS) RWY36

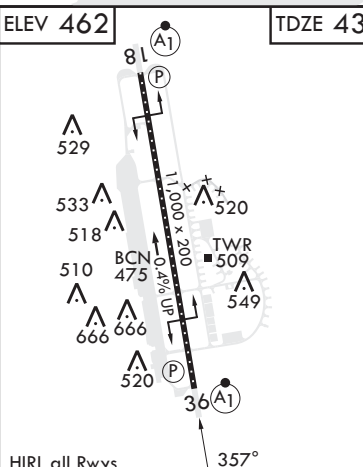
<p>▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/8 miles.</p> <p>** Circling not authorized East of Rwy 18-36.</p>	<p>ALSF-1</p> <p>(A1)</p>	<p>MISSED APPROACH: Climb to 4200 direct BODAI and hold.</p>
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<p>ATIS★</p> <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>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>		<div> <div>ELEV 462</div> <div>TDZE 430</div> </div>		
<div> <div>TLv FL140</div> <div>TA 14,000</div> </div>		<div> <div>MESTR</div> <div>177° → 10,000</div> <div>← 357° 4000</div> </div>				
<div> <div>RW36</div> <div>1.5 NM to RW36</div> </div>		<div> <div>FONUD</div> <div>KARMN</div> <div>2200</div> <div>1360</div> <div>357°</div> <div>≤ 2.68° TCH 75</div> </div>				
<div> <div>3.1 NM</div> <div>2.9 NM</div> </div>						
CATEGORY	A		B		C	
LNAV MDA*	900/24 470 (500-1/2)		900/50 470 (500-1)		900/50 470 (500-1)	
CIRCLING**	1020-1 558 (600-1)		1280-2 818 (900-2 1/2)		1360-3 898 (900-3)	





CHANGE : Update.

NOTE: REPRINTING DOD FLIP