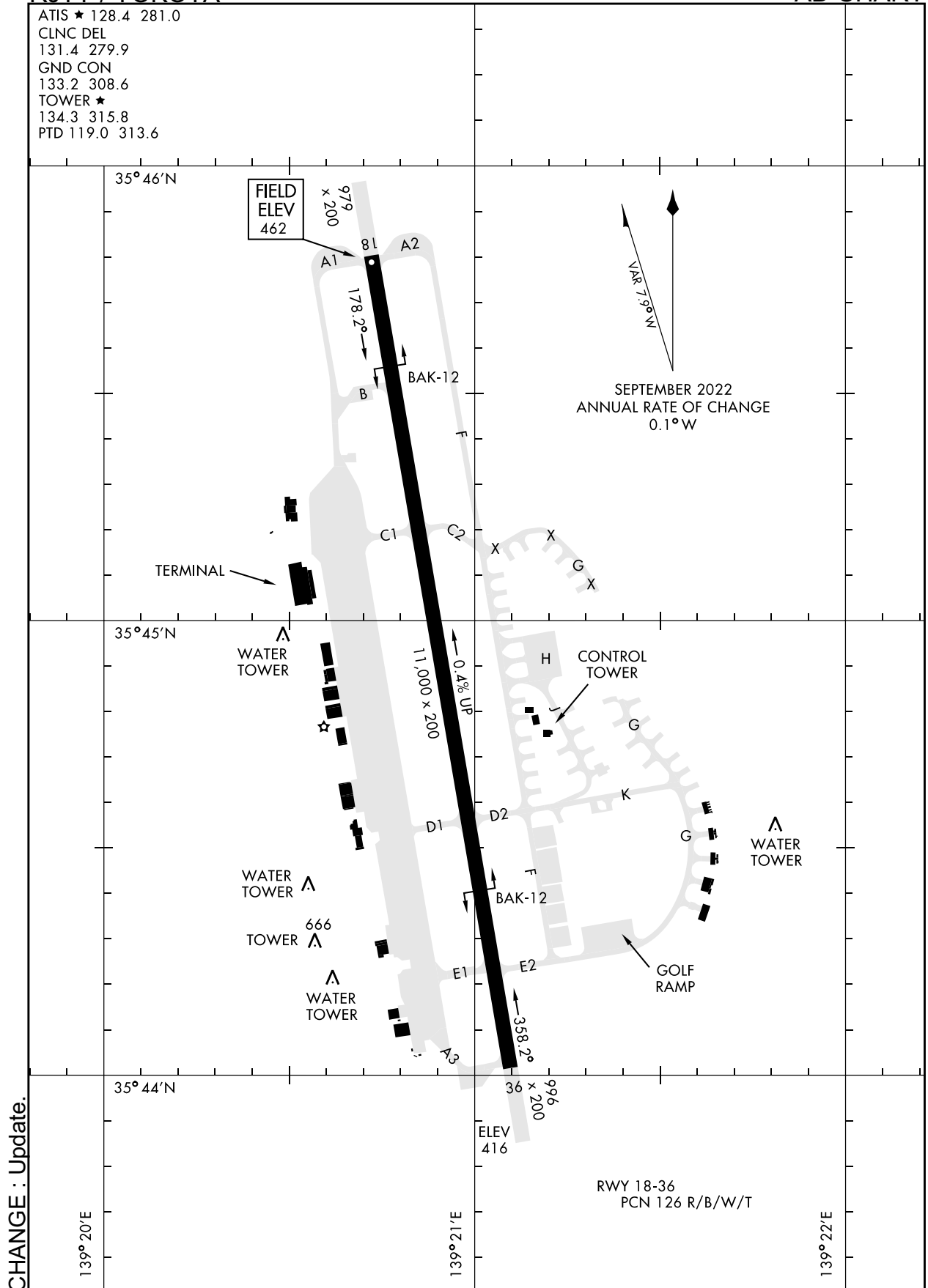


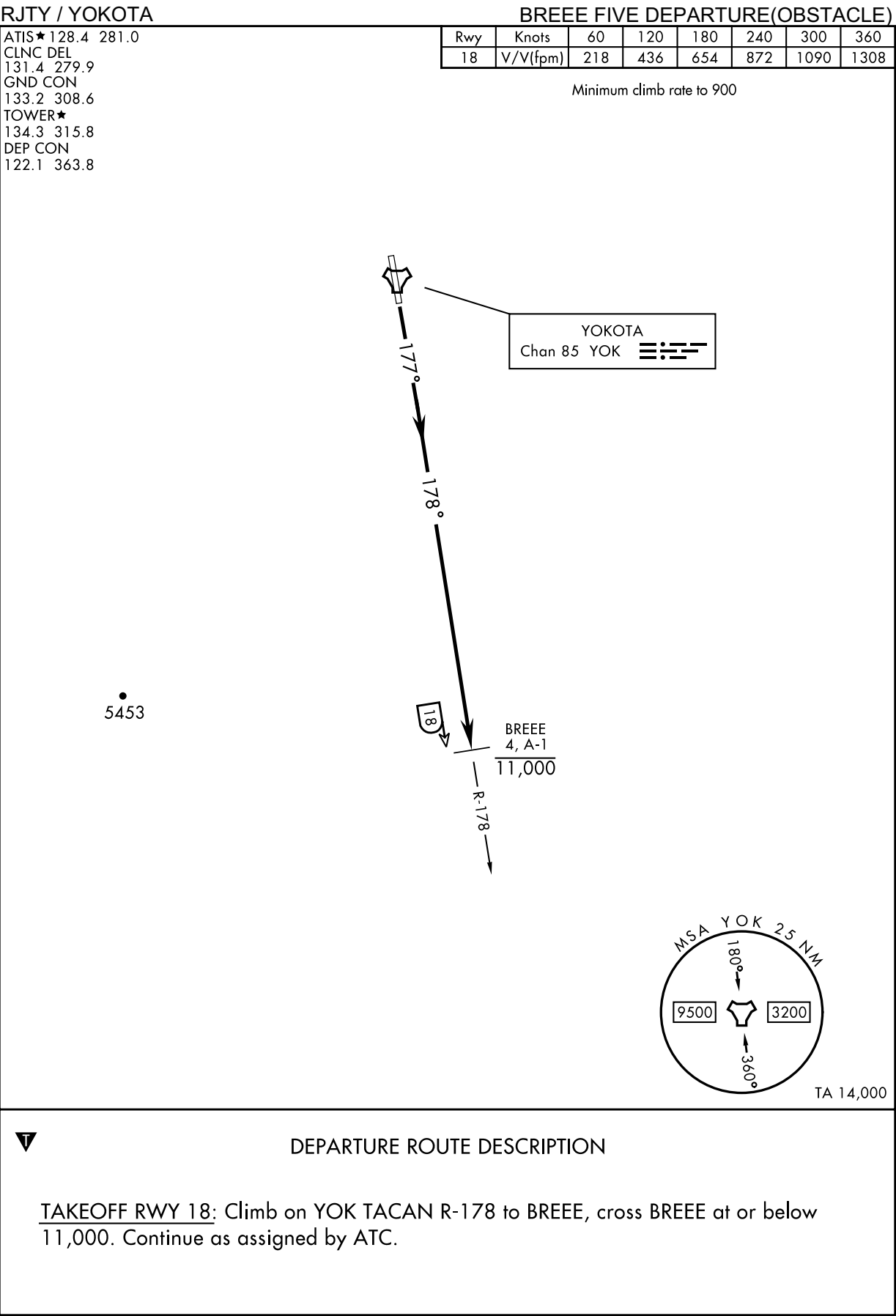
RJTY / YOKOTA

AD CHART



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



CHANGE : Update.

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.

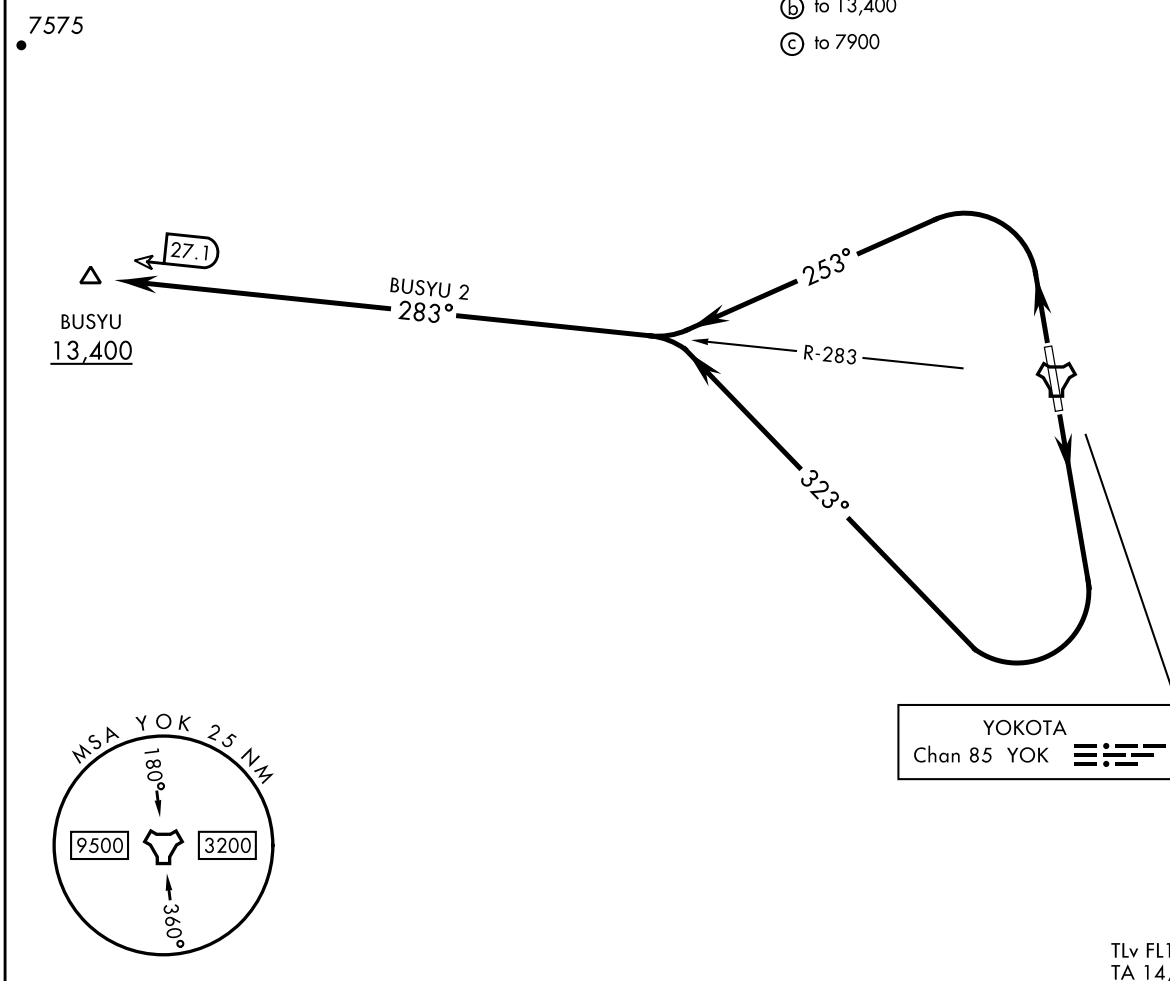
NOTE: REPRINTING DOD FLIP

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

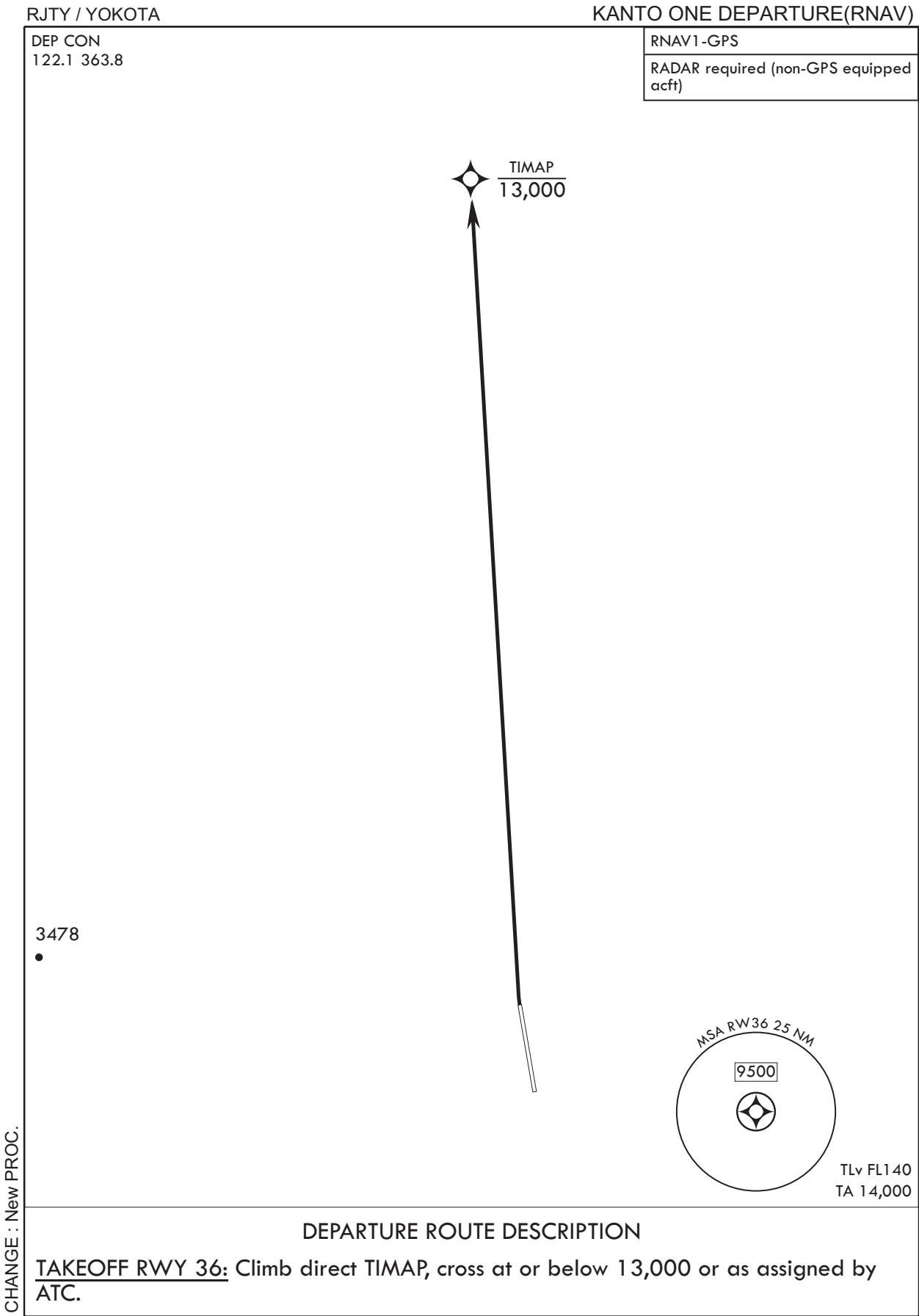
TAKEOFF RWY 18: Climbing right turn to intercept YOK TACAN R-283 to BUSYU. Cross BUSYU at or above 13,400. Maintain ATC assigned altitude.

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.

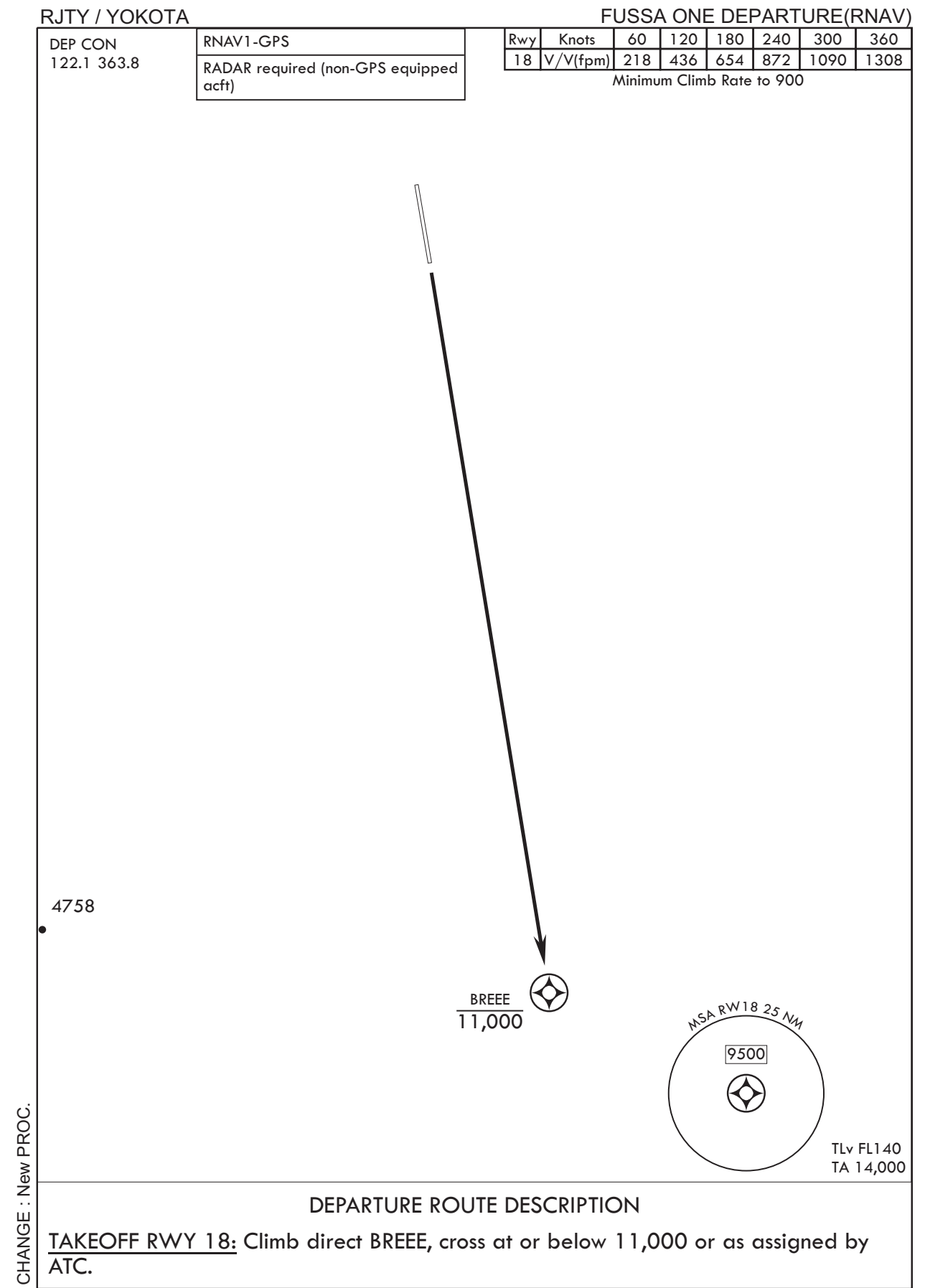
NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

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

A diagram showing a circular molecule with a single node labeled A_1 at the top.

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.

YOKOTA
Chan 85 YOK

LOCALIZER 108.7
I-YAS

Localizer restricted beyond 30° left of course.

HOLD 10,000
4000

YOK 24

ELEV 462

TDZE 462

177°

• 573

A₁

81

MSA YOK 2.5NM

180°

9500

3200

360°

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 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.

ALSF-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.

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

EMERG SAFE ALT 100 NM 15,000

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

ELEV 462	TDZE 462
----------	----------

CATEGORY	A	B	C	D	E
S-ILS 18*	699/24 237 (300-½)				
S-LOC 18**	1120/24 658 (700-½)		1120-1 ¾ 658 (700-1 ¾)		
CIRCLING ***	1120-1 658 (700-1)		1280-2 ½ 818 (900-2 ½)		1360-3 898 (900-3)
					1580-3 1118 (1200-3)

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 109.7	APCH CRS 357°	Rwy ldg 11,000 TDZE 430 Arpt Elev 462
---------------------------	-------------------------	--

ILS Z or LOC Z RWY36

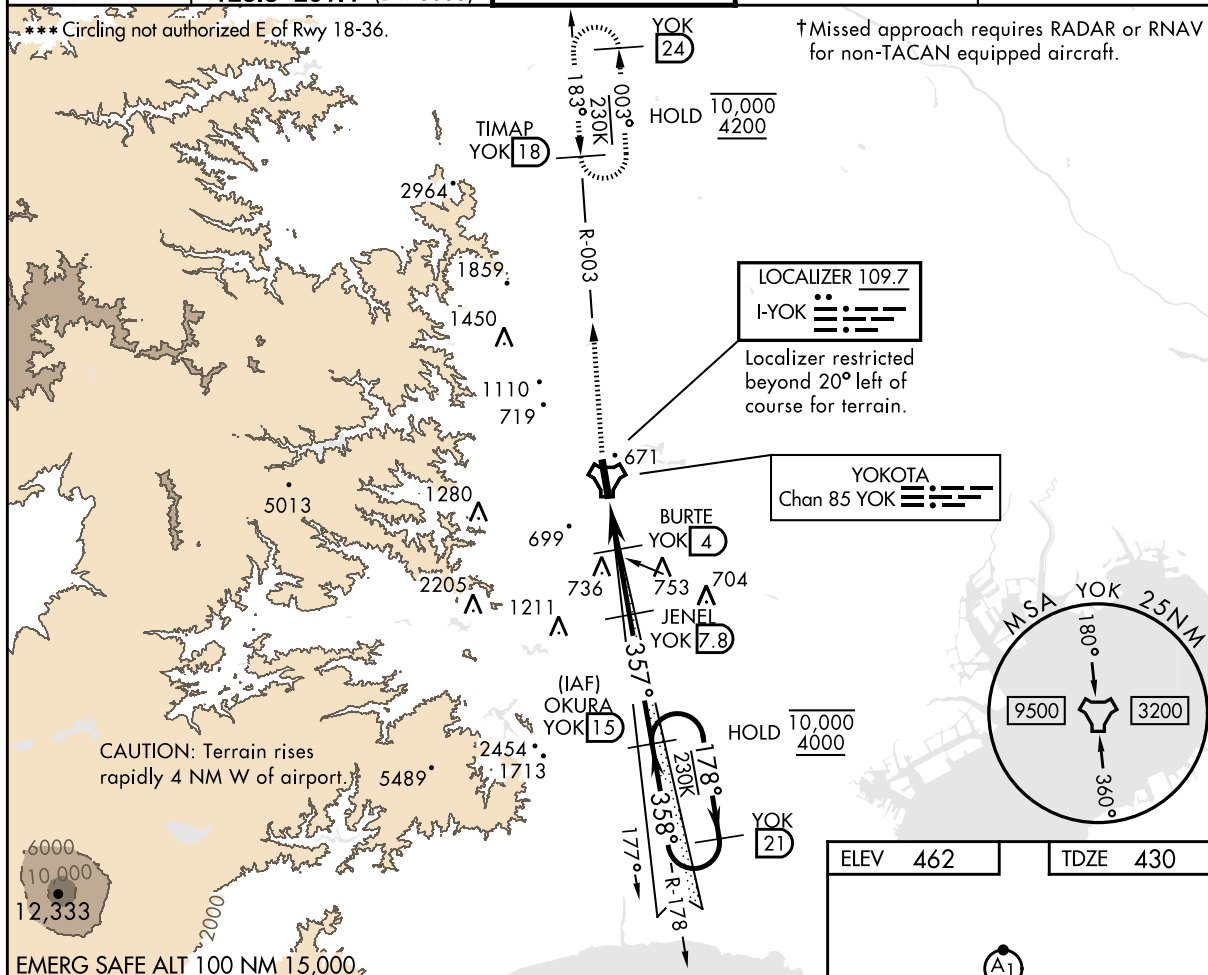
RADAR or DME required.

▼ * 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
------------------------------	---	-------------------------------	-------------------------------	--------------------------------



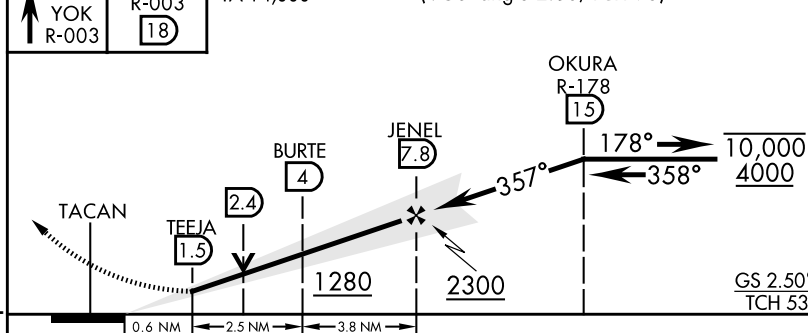
EMERG SAFE ALT 100 NM 15,000.

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)



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

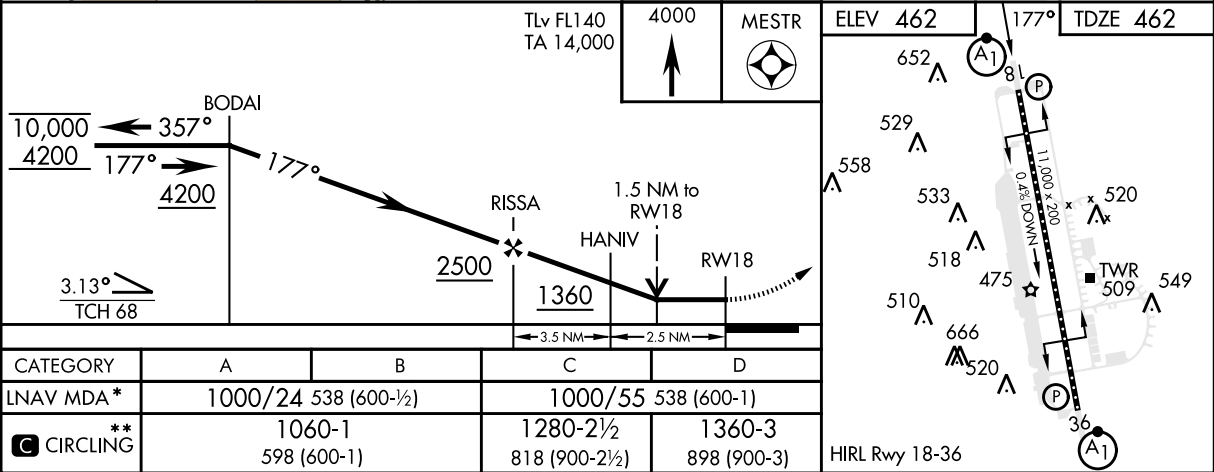
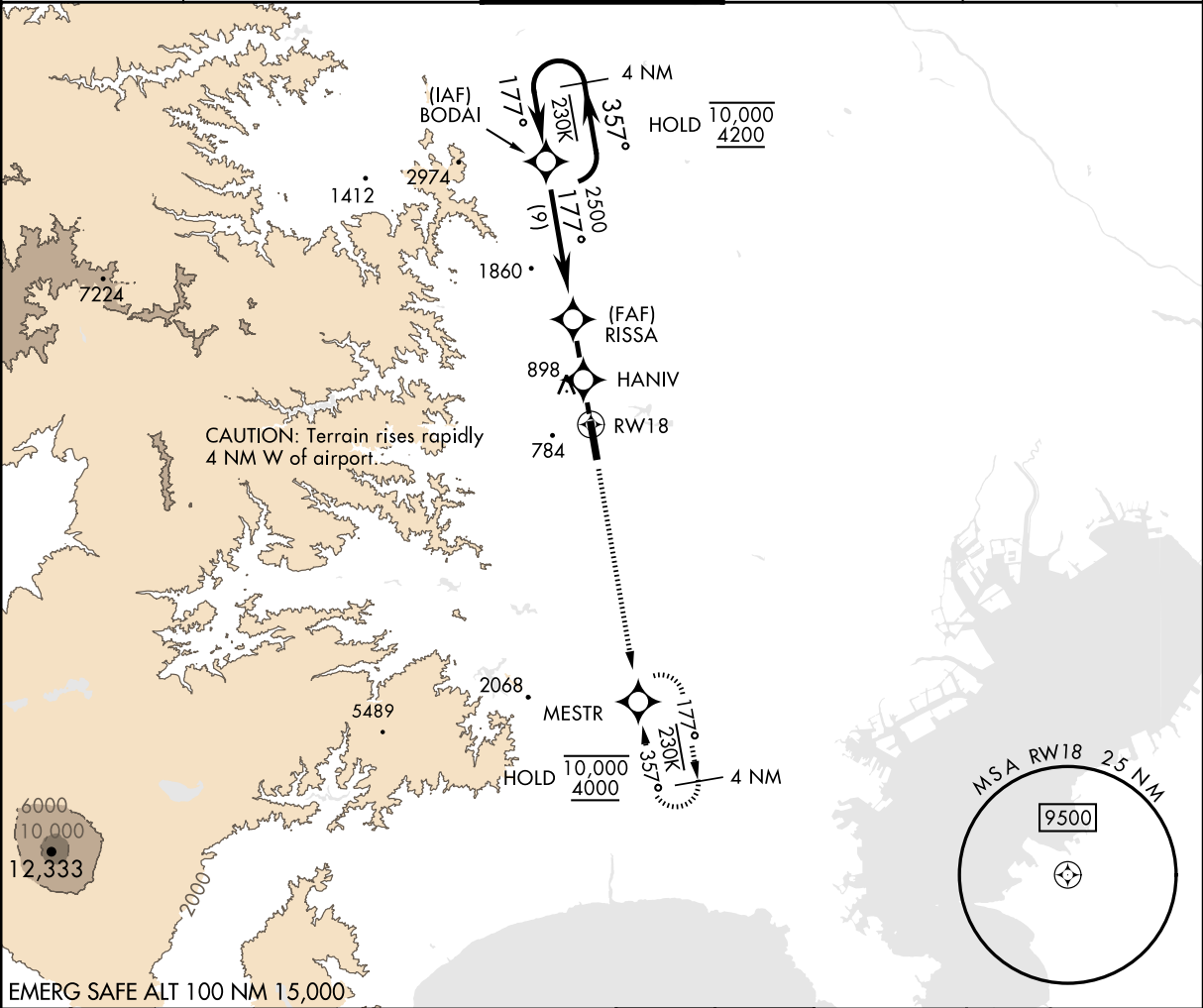
CHANGE : Update.

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>ALSIF-1</p> <p>(A1)</p>	<p>MISSED APPROACH: Climb to 4200 direct BODAI and hold.</p>
---	----------------------------	--

<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>
---------------------------------	--	----------------------------------	-----------------------------------	------------------------------------



<p>4200 BODAI</p> <p>↑</p> <p>TLv FL140</p> <p>TA 14,000</p>	<p>VGSI and descent angles not not coincident (VGSI Angle 2.50/TCH 96).</p>	<p>4 NM Holding Pattern</p> <p>MESTR</p> <p>177° 10,000</p> <p>357° 4000</p>	<p>ELEV 462</p> <p>TDZE 430</p>
<p>RW36</p> <p>1.5 NM to RW36</p> <p>3.1 NM</p> <p>2.9 NM</p>	<p>FONUD</p> <p>2200</p> <p>1360</p>	<p>KARMN</p> <p>2200</p> <p>177°</p> <p>357°</p> <p>≤ 2.68° TCH 75</p>	<p>81 (A1)</p> <p>529</p> <p>533</p> <p>518</p> <p>510</p> <p>666</p> <p>520</p> <p>520</p> <p>520</p> <p>509</p> <p>549</p> <p>36 (A1)</p> <p>357°</p>
<p>CATEGORY</p> <p>A</p> <p>B</p> <p>C</p> <p>D</p>	<p>900/24</p> <p>470</p> <p>(500-1/2)</p> <p>900/50</p> <p>470</p> <p>(500-1)</p>	<p>1280-2 1/2</p> <p>818 (900-2 1/2)</p> <p>1360-3</p> <p>898 (900-3)</p>	<p>HIRL all Rws</p>
<p>CIRCLING**</p>	<p>1020-1</p> <p>558</p> <p>(600-1)</p>	<p>1020-1</p> <p>558</p> <p>(600-1)</p>	<p>1020-1</p> <p>558</p> <p>(600-1)</p>

CHANGE : Update.

NOTE: REPRINTING DOD FLIP