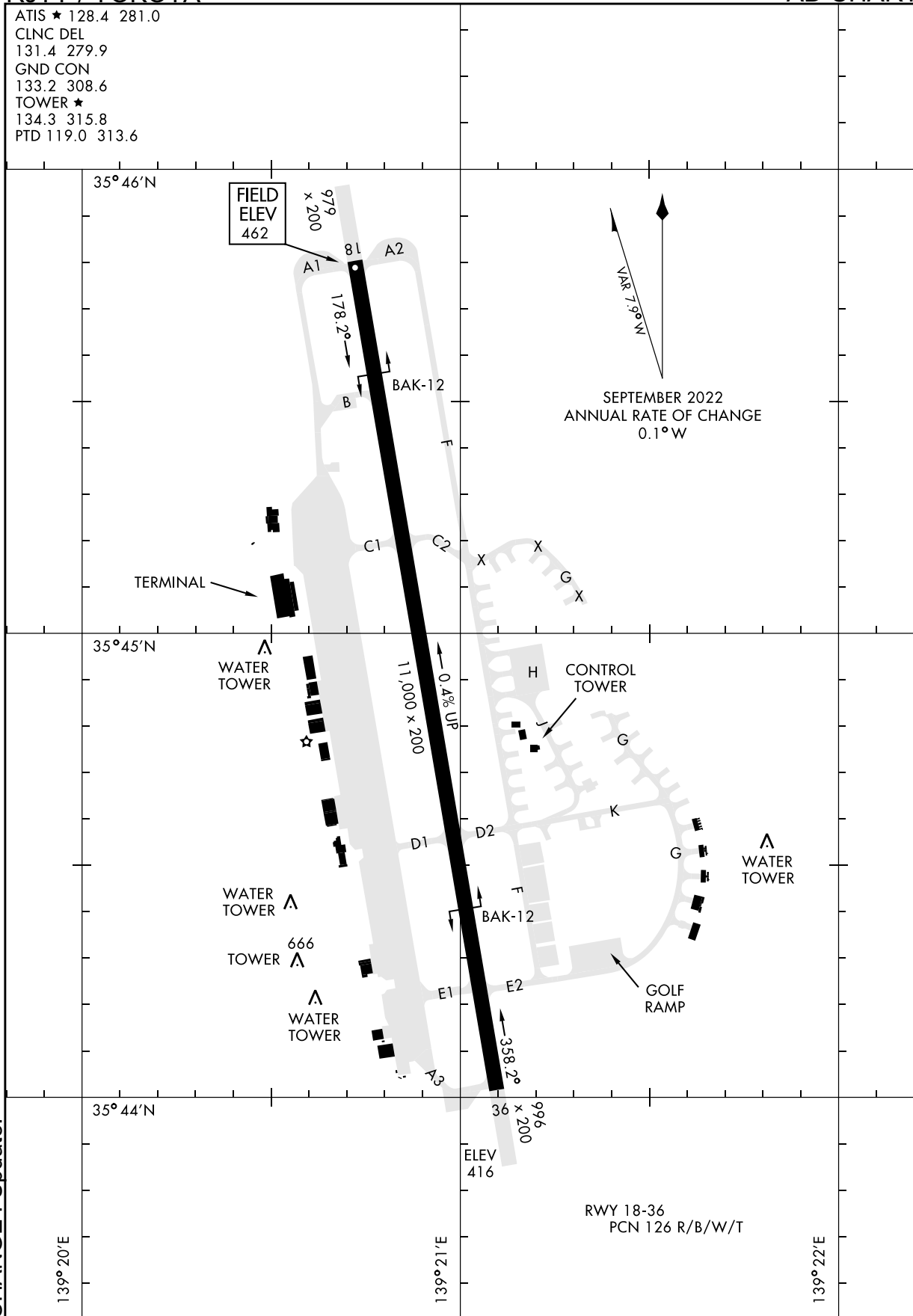


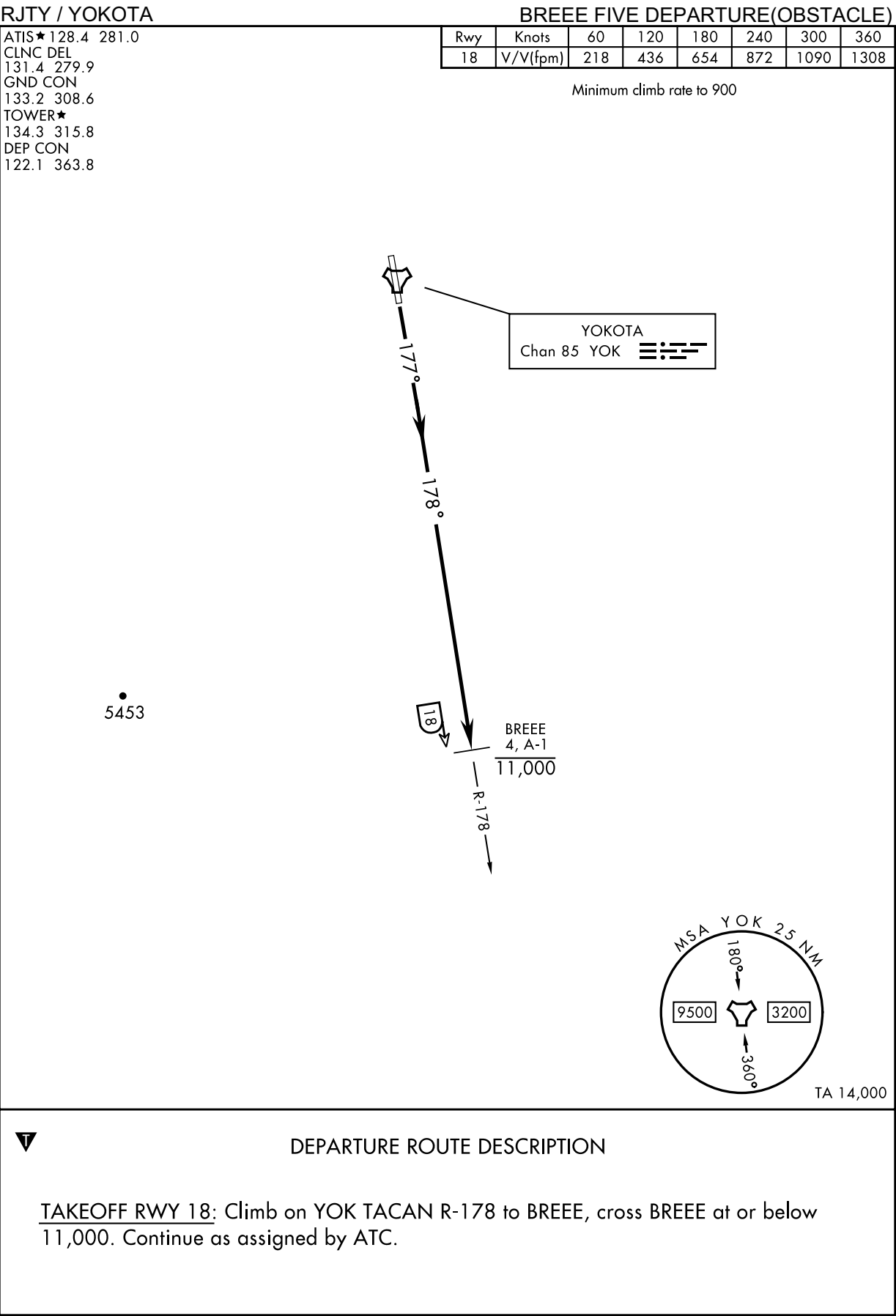
RJTY / YOKOTA

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.

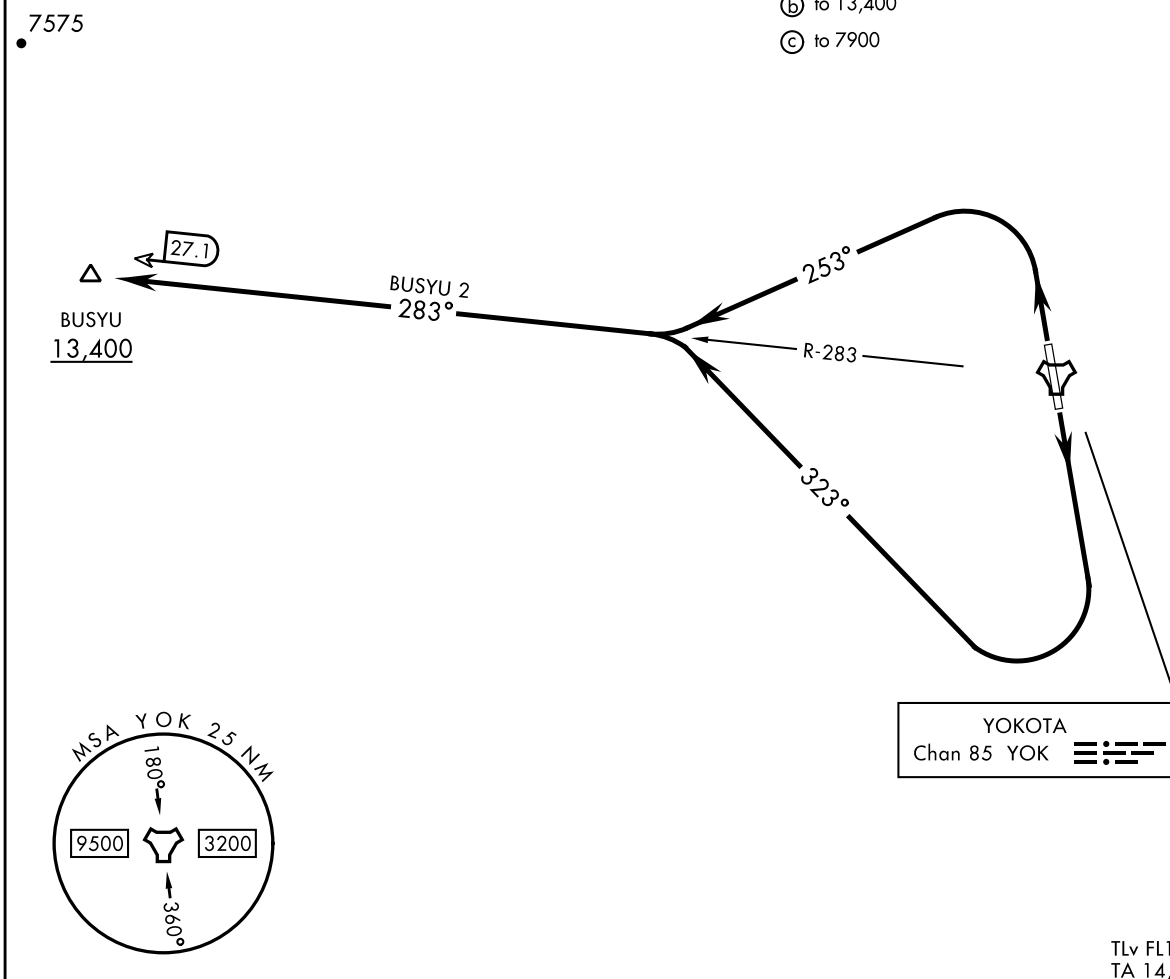
NOTE: REPRINTING DOD FLIP

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

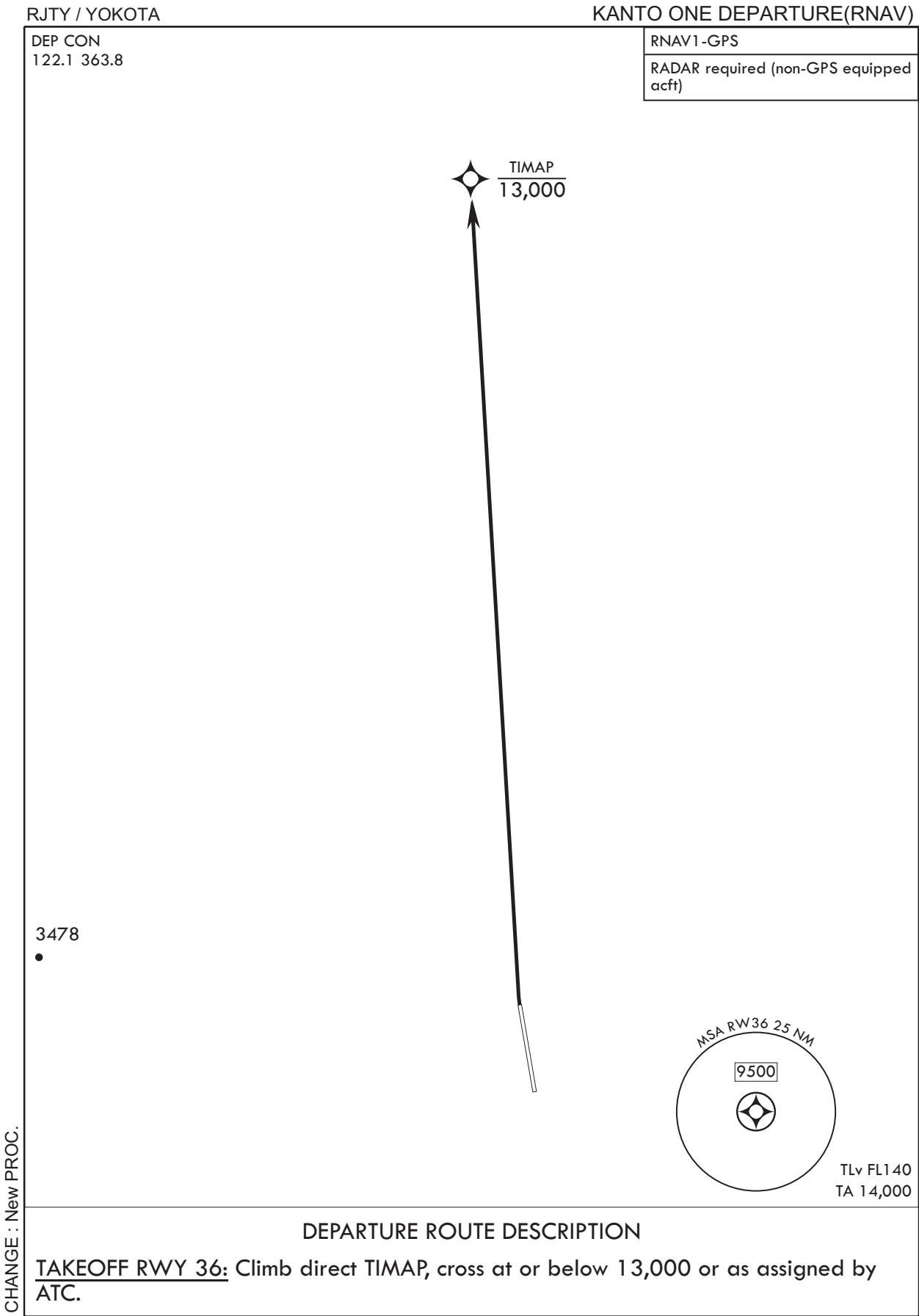
TAKEOFF RWY 18: Climbing right turn to intercept YOK TACAN R-283 to BUSYU. Cross BUSYU at or above 13,400. Maintain ATC assigned altitude.

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.

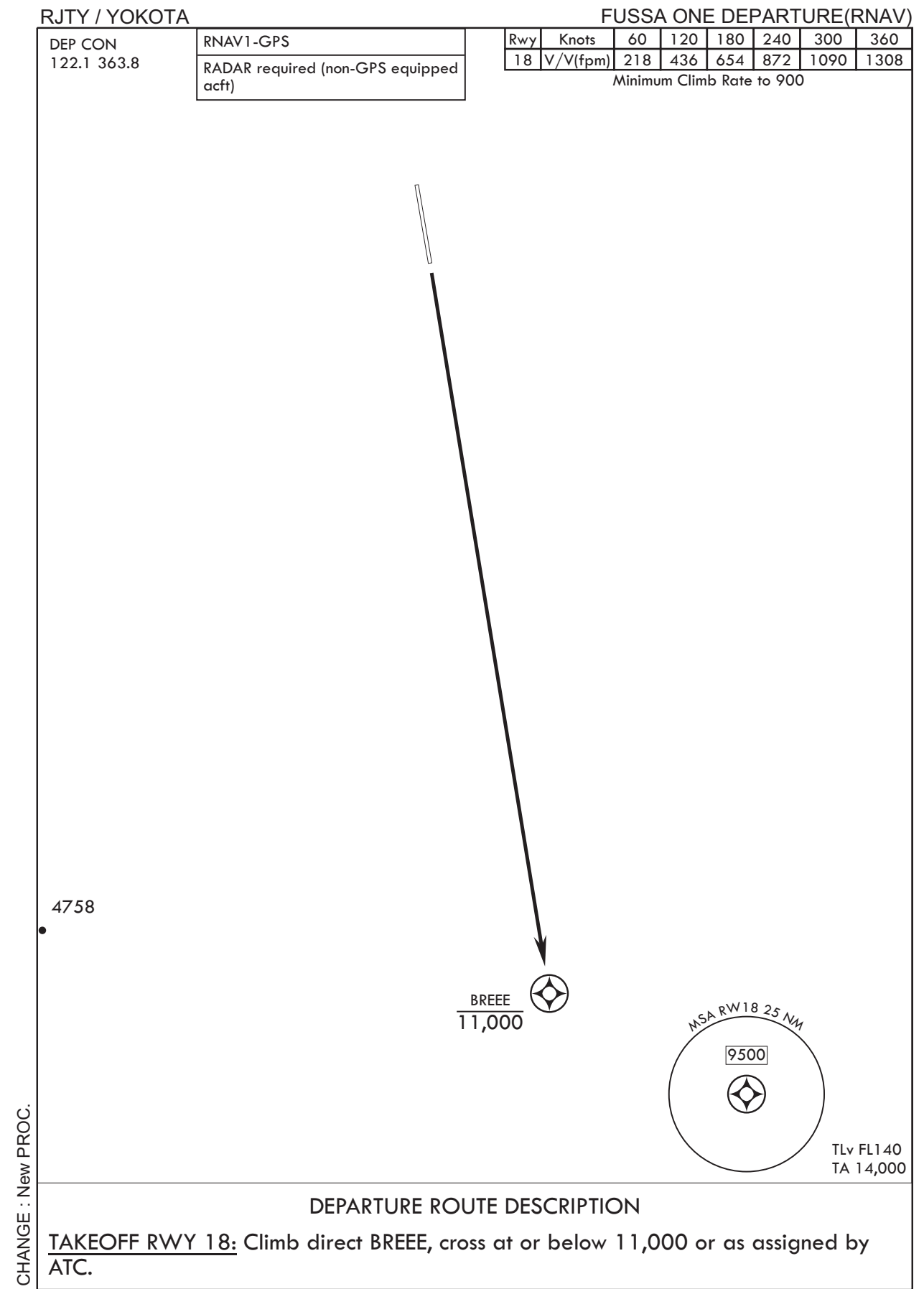
NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

RJTY / YOKOTA


HI-ILS Y or LOC Y RWY18

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.

Diagram of HIRL Rwy 18-36. The diagram shows a runway layout with a 0.4% DOWN slope. Key features include:

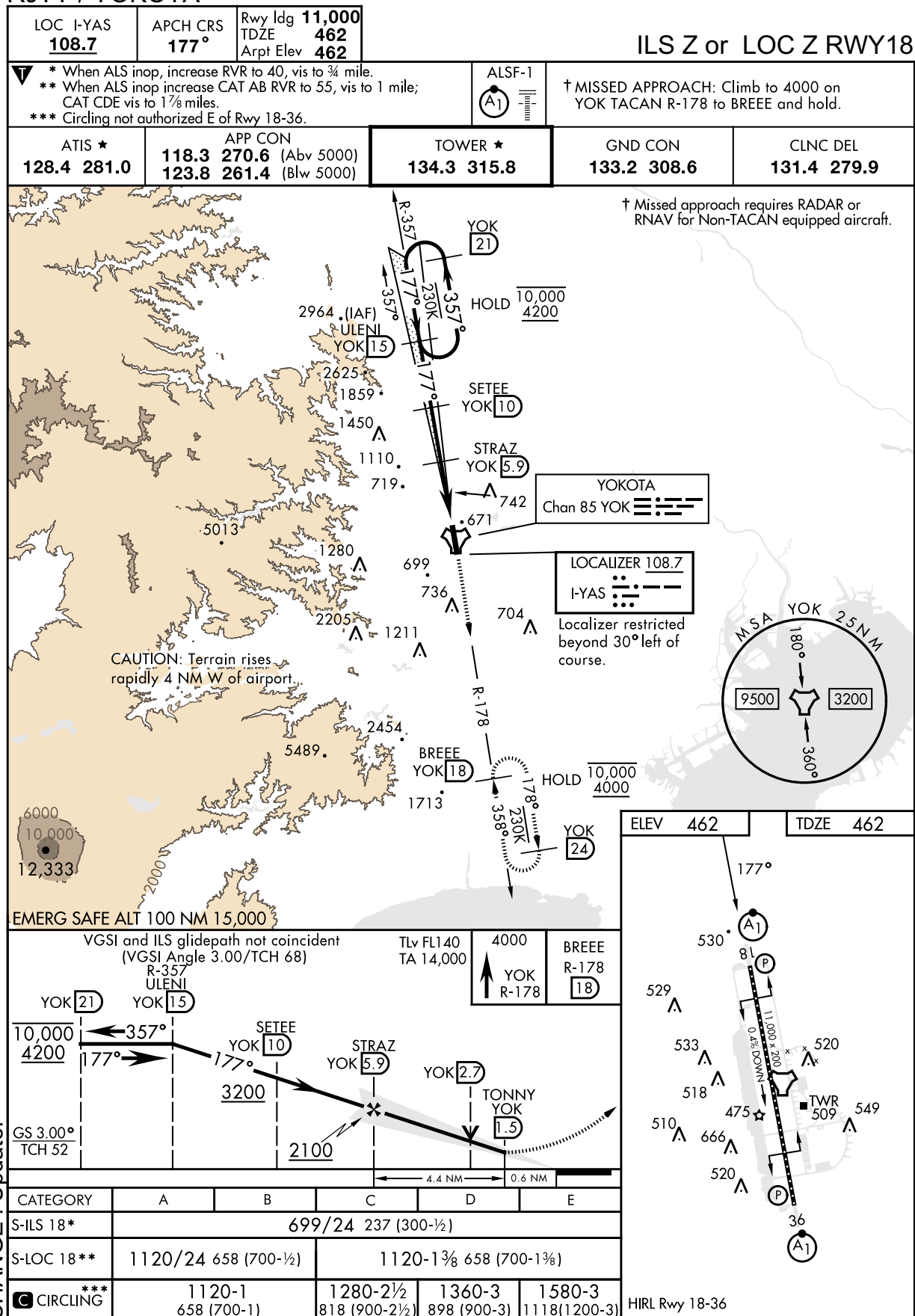
- Runway dimensions: 11,000 x 200.
- Slope: 0.4% DOWN.
- Markers: A1, P, TWR, 573, 81, 565, 667, 36.
- Angle: 177°.
- Runway designation: HIRL Rwy 18-36.

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



CHANGE: Update.

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

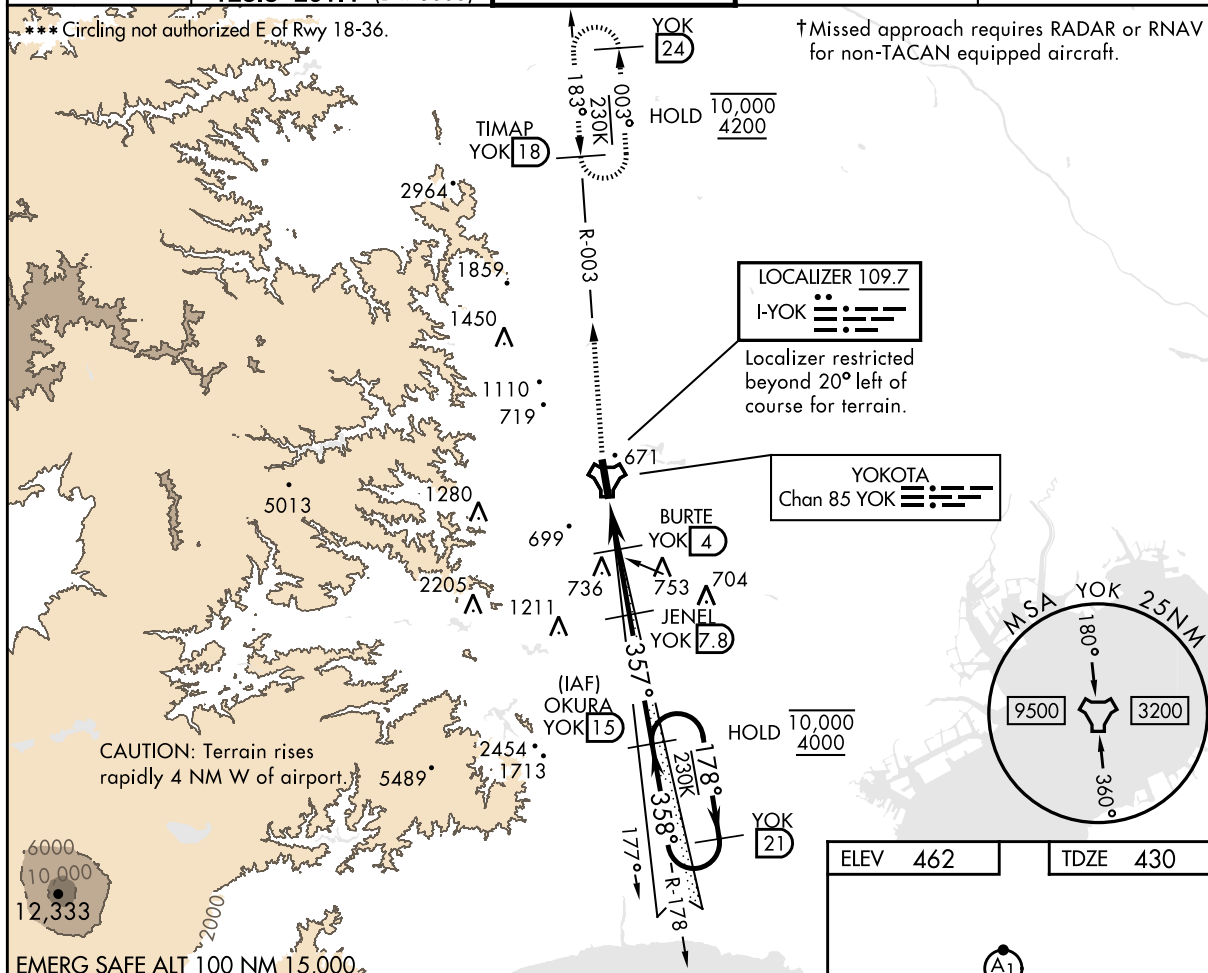
RADAR or DME required.

▼ * 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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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

BURTE

4

JENEL

7.8

TACAN

TEEJA

1.5

2.4

1280

2300

178°

357°

358°

10,000

4000

GS 2.50°

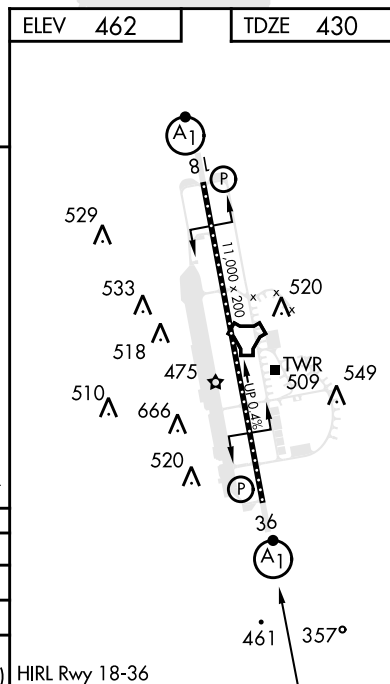
TCH 53

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)

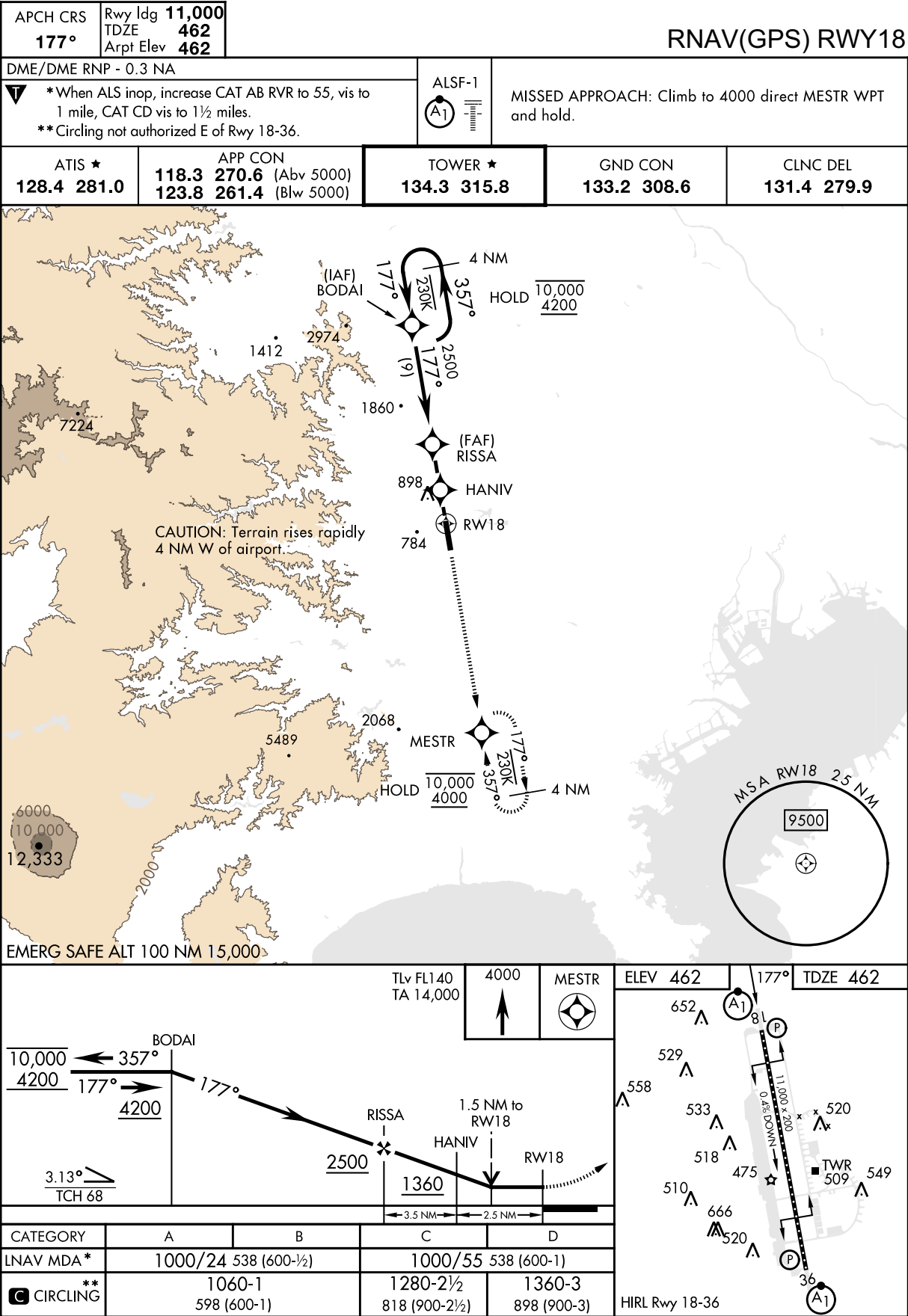


CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJTY / YOKOTA



INSTRUMENT APPROACH CHART

RJTY / YOKOTA

APCH CRS	Rwy Idg	11,000
357°	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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<p>4200 BODAI</p> <p>↑</p> <p>TLv FL140</p> <p>TA 14,000</p>	<p>VGSI and descent angles 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>3.1 NM</p> <p>2.9 NM</p> <p>1.5 NM to RW36</p> <p>1360</p> <p>2200</p> <p>357°</p> <p>≤ 2.68° TCH 75</p>	<p>ELEV 462</p> <p>TDZE 430</p>
<p>CHANGE : Update.</p>	<p>CATEGORY</p> <p>A B C D</p>	<p>LNAV MDA*</p> <p>900/24 470 (500-1/2) 900/50 470 (500-1)</p>	<p>HIRL all Rws</p>
<p>CIRCLING**</p>	<p>1020-1 558 (600-1)</p>	<p>1280-2 1/2 818 (900-2 1/2) 1360-3 898 (900-3)</p>	

NOTE: REPRINTING DOD FLIP