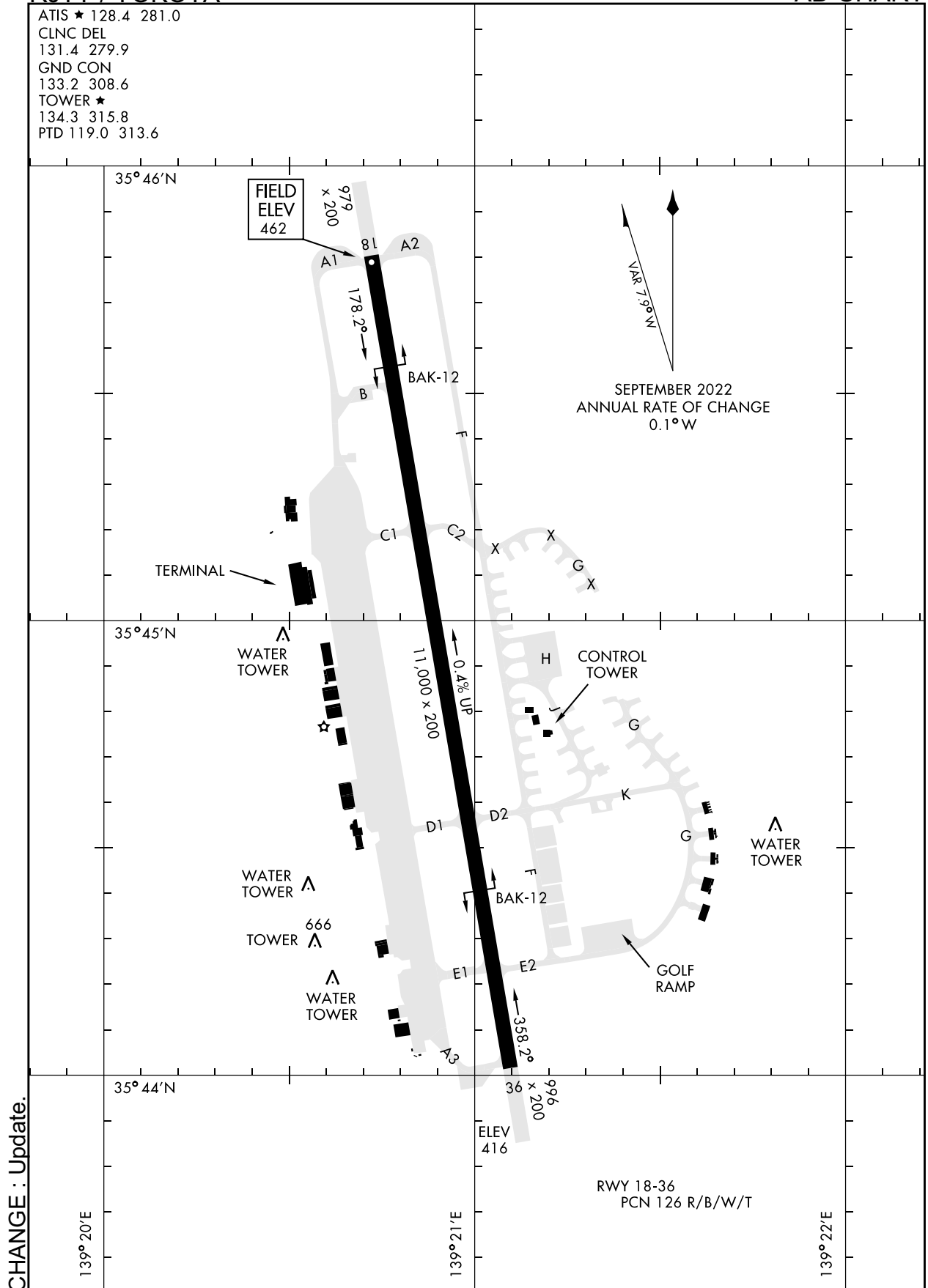


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AD CHART



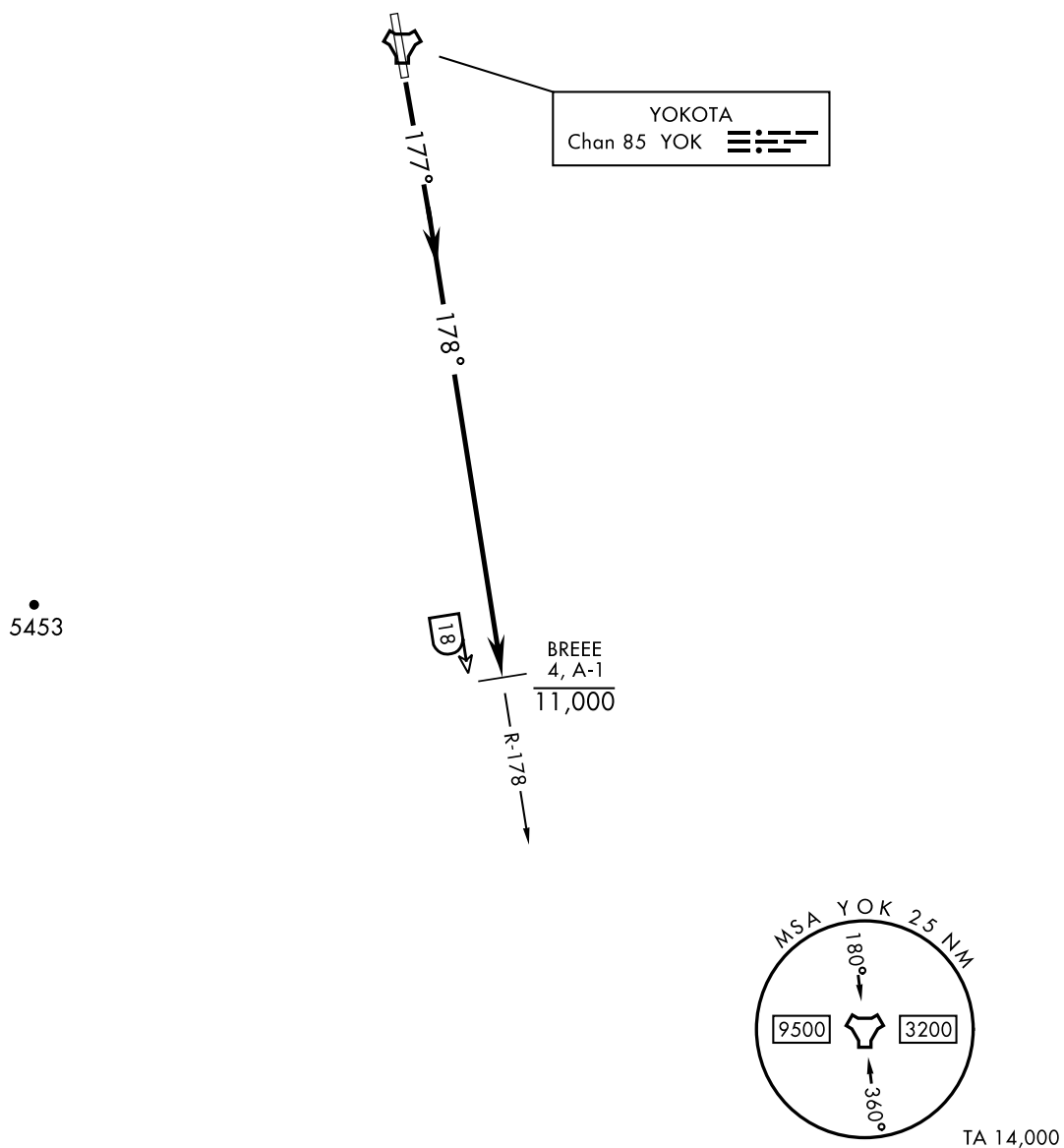
NOTE: REPRINTING DOD FLIP

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.

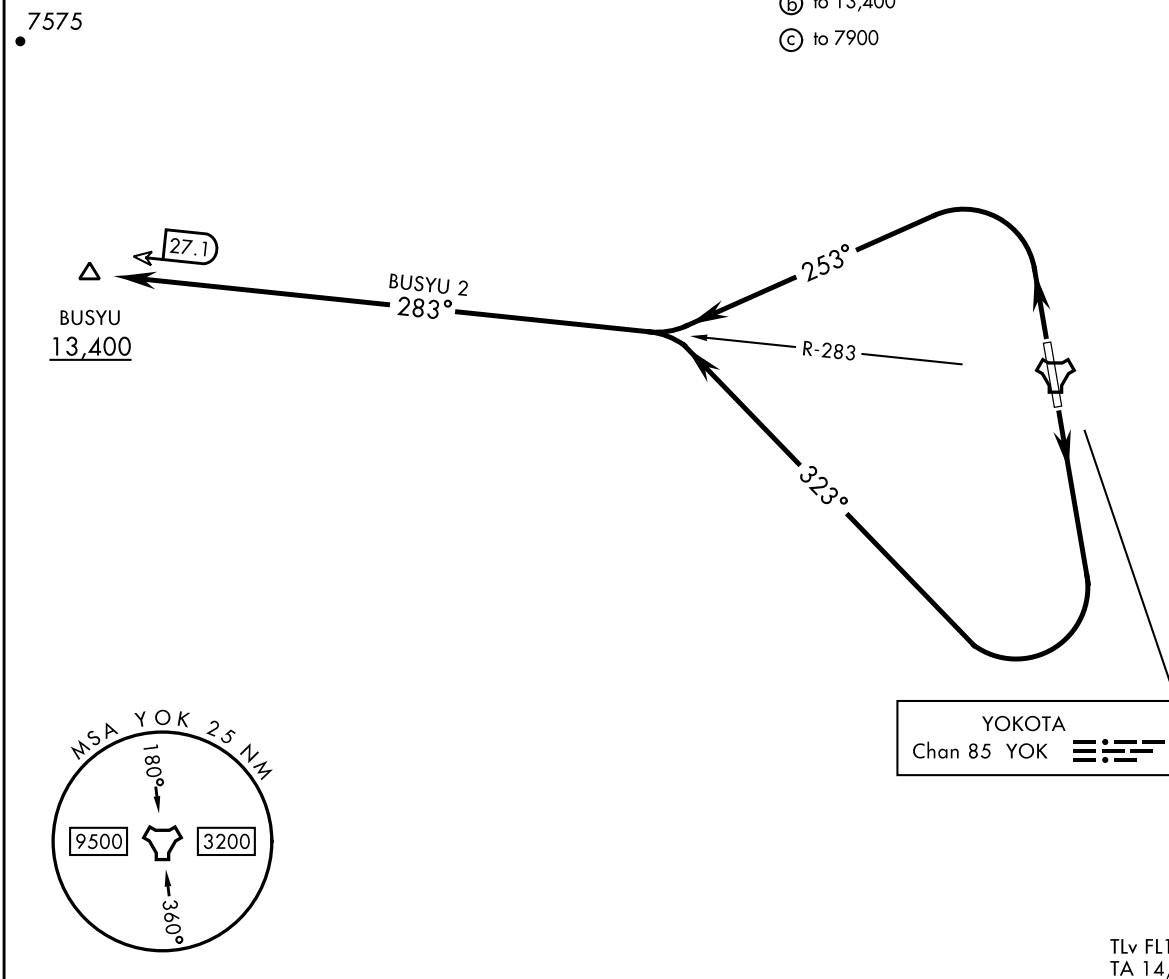
NOTE: REPRINTING DOD FLIP

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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 (d)	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)

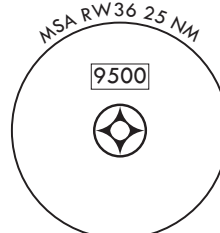
DEP CON
122.1 363.8

RNAV1-GPS

RADAR required (non-GPS equipped
acft)

TIMAP
13,000

3478



TLv FL140
TA 14,000

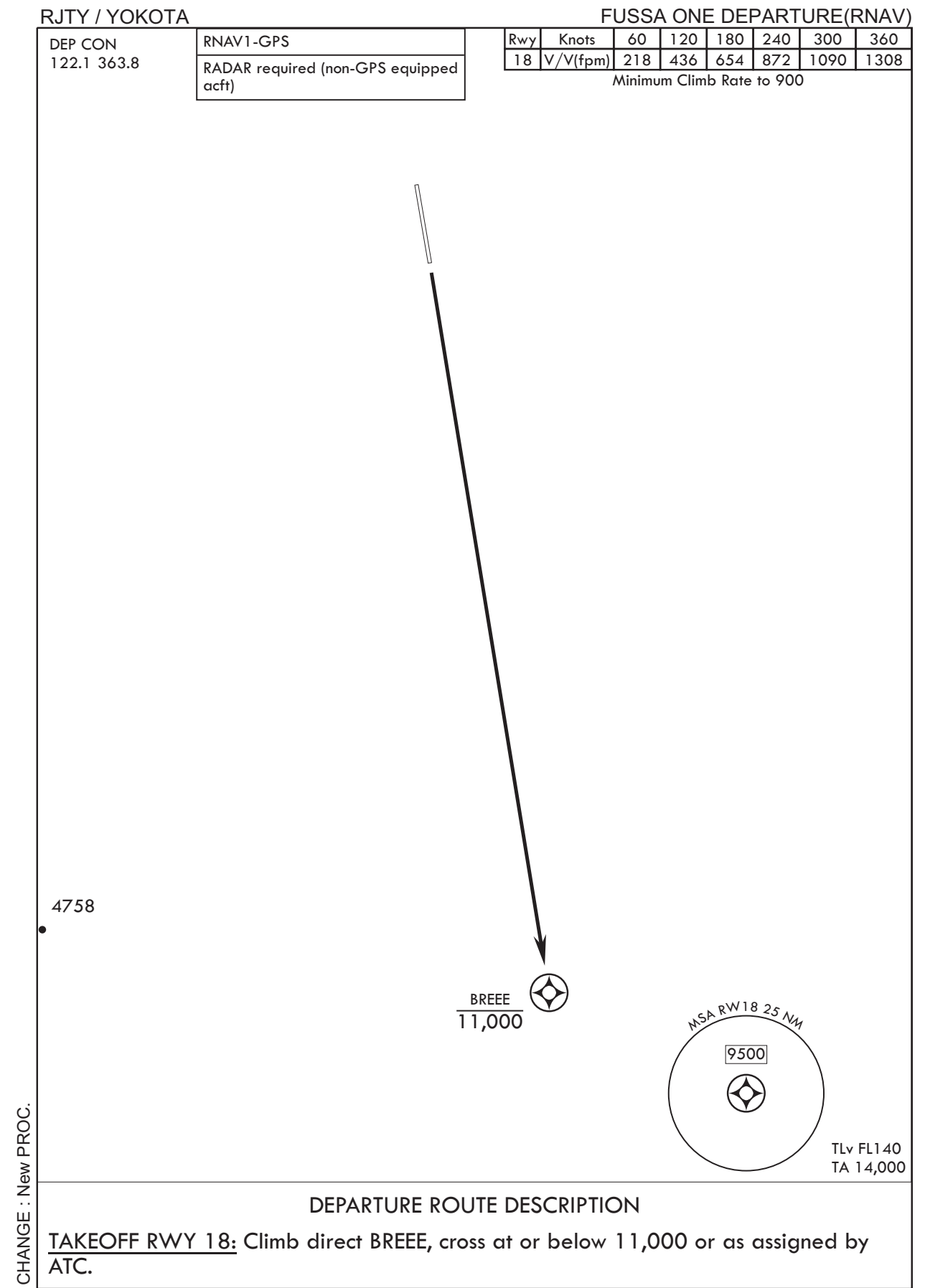
DEPARTURE ROUTE DESCRIPTION

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

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.



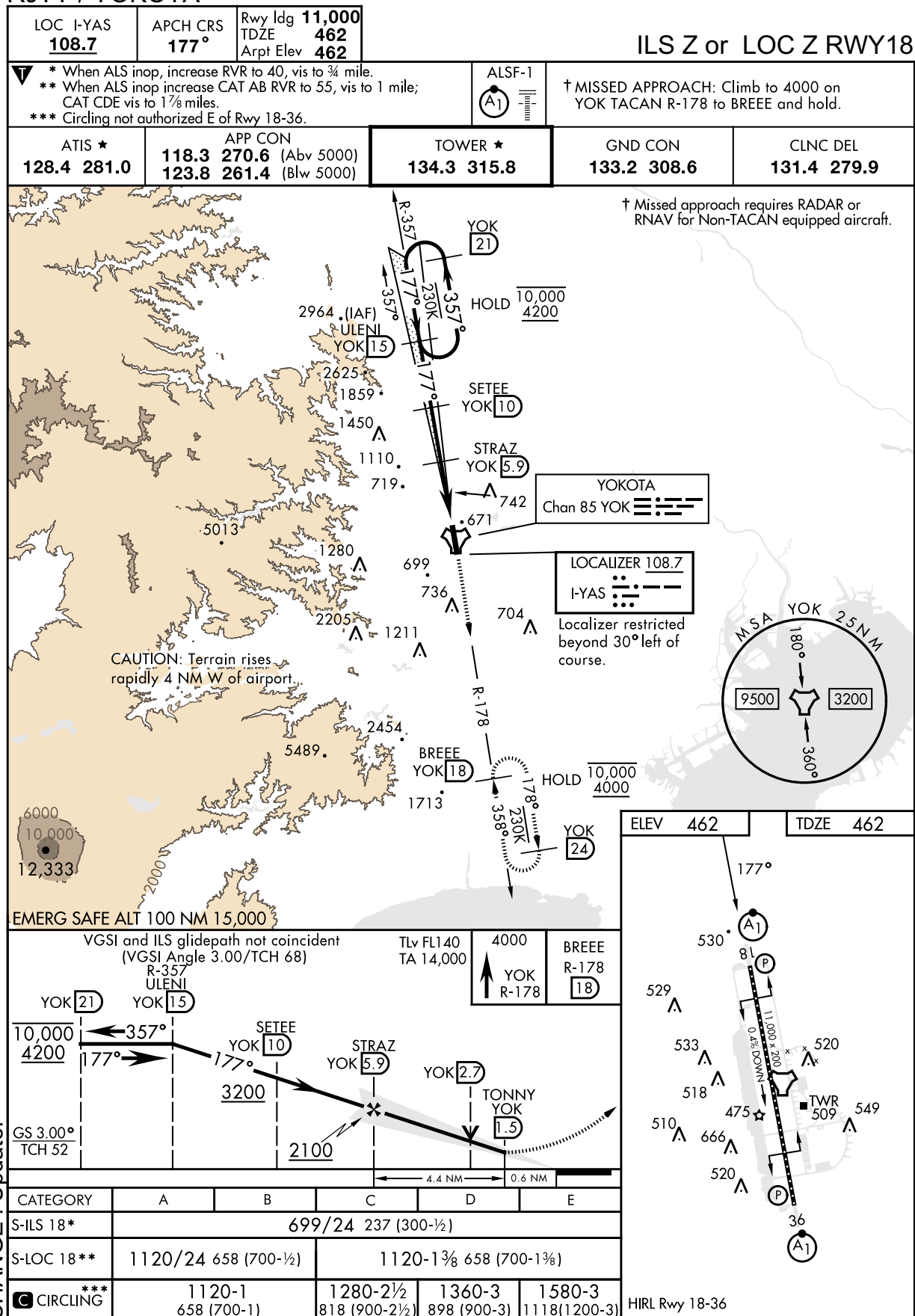
Diagram of HIRL Rwy 18-36. The diagram shows a runway layout with various markers and elevations. At the top, a box contains 'ELEV 462' and another box contains 'TDZE 462'. A vertical line with an arrow points down from the 'ELEV 462' box to a circle labeled 'A1'. To the right of this circle is the number '573'. Below the 'A1' circle is the number '81'. Further down the runway is a circle labeled 'P'. To the left of this 'P' circle is the number '565'. Below the 'P' circle is a dashed line with arrows pointing in both directions, labeled '11,000 x 200' and '0.4% DOWN'. To the left of this dashed line is the number '667' and a large letter 'A'. To the right of the dashed line is a small square labeled 'TWR'. Below the dashed line is another circle labeled 'P'. At the bottom of the runway is a circle labeled 'A1' with the number '36' next to it. The runway is shown as a shaded area with a dashed centerline and arrows indicating the direction of travel.

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



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
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ILS Z or LOC Z RWY36

RADAR or DME required.

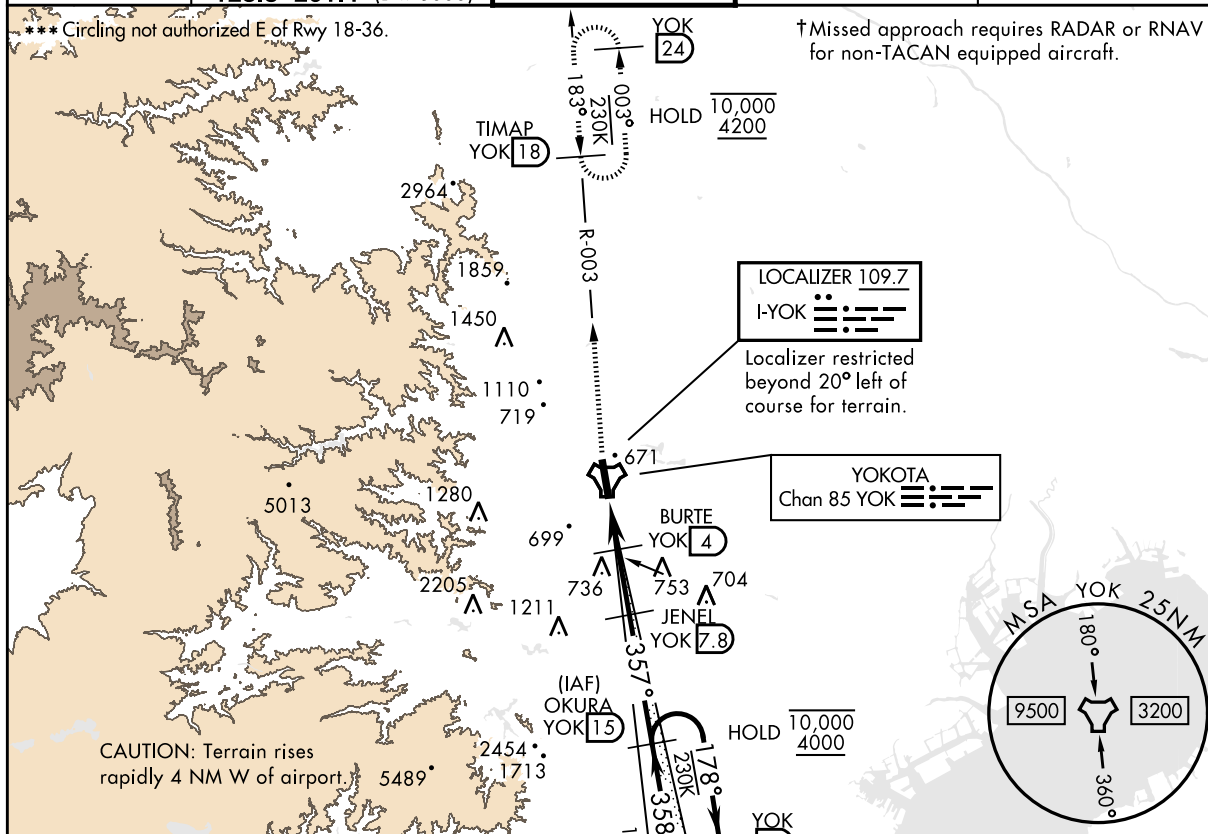
▼ * When ALS inop, increase RVR to 40, vis to ¾ mile.
When TDZL/CL lights inop increase RVR to 24.

** 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

10,000
4000

GS 2.50°
TCH 53

0.6 NM

2.5 NM

3.8 NM

1280

2300

178°

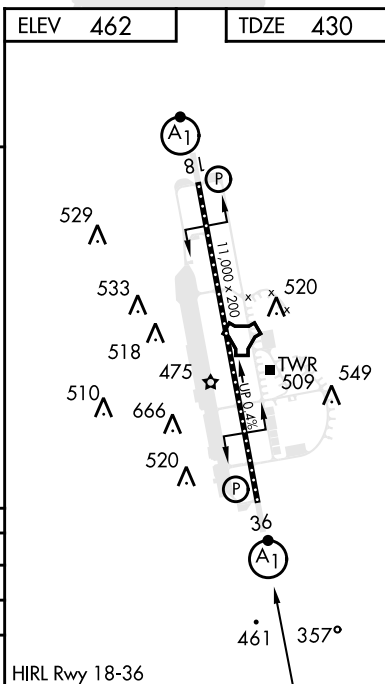
357°

358°

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 approach path and associated data for the ILS 36 approach. The path starts at the TACAN, passes through TEEJA (1.5 NM), BURTE (4 NM), JENEL (7.8 NM), and OKURA (15 NM). The glidepath is 2.50° and the TCH is 53. The diagram also shows the emergency safe altitude 100 NM 15,000. The diagram includes a table with ELEV 462 and TDZE 430. The diagram also shows a missed approach procedure: Climb to 4200, intercept YOK TACAN R-003 to TIMAP and hold.

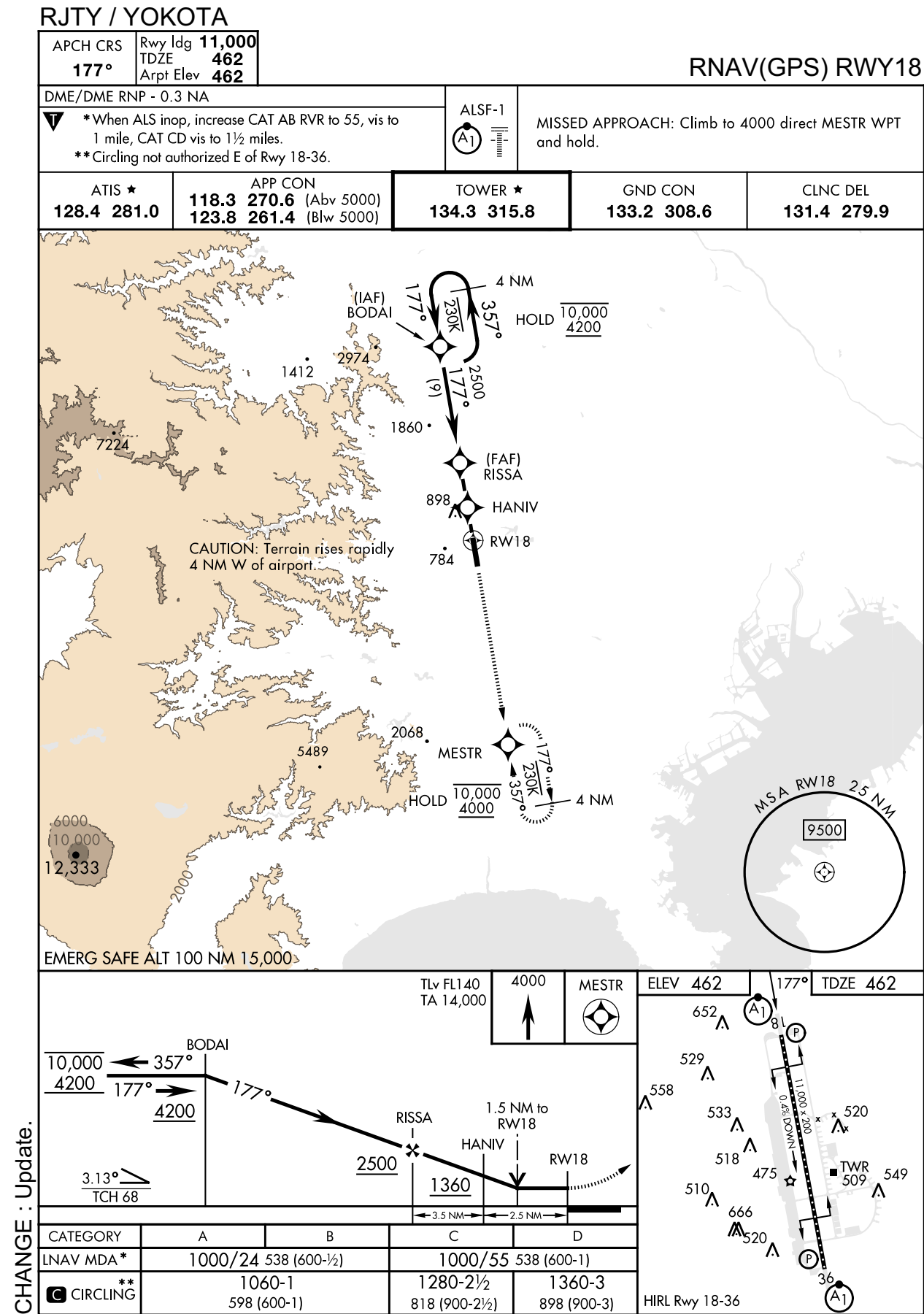
Diagram illustrating the approach path and associated data for the ILS 36 approach. The path starts at the TACAN, passes through TEEJA (1.5 NM), BURTE (4 NM), JENEL (7.8 NM), and OKURA (15 NM). The glidepath is 2.50° and the TCH is 53. The diagram also shows the emergency safe altitude 100 NM 15,000. The diagram includes a table with ELEV 462 and TDZE 430. The diagram also shows a missed approach procedure: Climb to 4200, intercept YOK TACAN R-003 to TIMAP and hold.



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



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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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	
		3.1 NM		2.9 NM		1360		2200	
						177° → 10,000 ← 357° 4000			
						≤ 2.68° TCH 75			
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)	

HIRL all Rws

NOTE: REPRINTING DOD FLIP