

## AD 2 AERODROMES

## RJSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJSM - MISAWA

## RJSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |   |
|---|--|---|
| 1 | ARP coordinates and site at AD   | 404211N 1412206E  |
| 2 | Direction and distance from (city)   | 3nm NE of Misawa Railway Station  |
| 3 | Elevation/ Reference temperature   | 119ft / -   |
| 4 | Geoid undulation at AD ELEV PSN  | Nil   |
| 5 | MAG VAR/ Annual change   | 8.7°W(2016)/ 0.0°W  |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | USAF<br>35 OSS/OSAA<br>Unit 5011<br>APO AP 96319-5011<br>Tel: 0176-77-1110 ext.226.3110<br>Fax: 0176-77-1110 ext.226.9145<br>e-mail: 35oss.amops@us.af.mil<br>www.misawa.af.mil |
| 7 | Types of traffic permitted(IFR/VFR)  | IFR/VFR   |
| 8 | Remarks  | Misawa Airport Office(Civil Aviation Bureau)<br>Shimotazawa, Misawa, Aomori Prefecture<br>TEL:0176-53-2461, 53-2463   |

## RJSM AD 2.3 OPERATIONAL HOURS

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | H24   |
| 2  | Customs and immigration   | On request<br>Customs: 0178-33-0423<br>Immigration: 017-777-2939              |
| 3  | Health and sanitation     | Quarantine(human): On request(017-722-7687)<br>Quarantine(animal, plant): Nil |
| 4  | AIS Briefing Office       | Nil   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24(SENDAL)   |
| 7  | ATS                       | H24   |
| 8  | Fuelling                  | Nil   |
| 9  | Handling                  | Nil   |
| 10 | Security                  | Nil   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | HR of service at CAB OPS section 2330 - 1100                                  |

**RJSM AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |   |
|---|---|---|
| 1 | Cargo-handling facilities               | Nil   |
| 2 | Fuel/ oil types                         | JET A-1 (For CIV ACFT) , JET A-1 PLUS (For JSDF ACFT) |
| 3 | Fuelling facilities/ capacity           | Fuel truck refueling(For CIV ACFT)                    |
| 4 | De-icing facilities                     | Nil   |
| 5 | Hangar space for visiting aircraft      | Nil   |
| 6 | Repair facilities for visiting aircraft | Nil   |
| 7 | Remarks                                 | Nil   |

**RJSM AD 2.5 PASSENGER FACILITIES**

|   |                      |                                |
|---|----------------------|--------------------------------|
| 1 | Hotels               | In Misawa city                 |
| 2 | Restaurants          | At the Airport, not continuous |
| 3 | Transportation       | Buses, Taxis and Rent-a-car    |
| 4 | Medical facilities   | Hospitals in Misawa city       |
| 5 | Bank and Post Office | In Misawa city                 |
| 6 | Tourist Office       | In Misawa city                 |
| 7 | Remarks              | Nil                            |

**RJSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |   |
|---|---|---|
| 1 | AD category for fire fighting               | CAT 10  |
| 2 | Rescue equipment                            | (CAB)<br>Emergency medical equipments conveyance truck x 1<br>Lighting power supply truck x 1 |
| 3 | Capability for removal of disabled aircraft | Available via GOJ IAW Support Agreements  |
| 4 | Remarks                                     | Nil   |

**RJSM AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |  |
|---|-----------------------------|--|
| 1 | Types of clearing equipment | Snow remove equipments<br>*(CAB) : Rotary x 1, Loader x 2, Motor grader x 1,<br>Anti-freezing sprayer x 1, Dump trucks, etc. |
| 2 | Clearance priorities        | Nil  |
| 3 | Remarks                     | *For Civil apron and TWY A8  |

## RJSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | Civil apron :<br>Surface : Cement Concrete, Strength : PCN 50/R/C/X/T  |
| 2 | Taxiway width, surface and strength | A: Width 23m      Surface: Concrete      Strength: PCN 54/R/B/W/T<br>A1: Width 96m      Surface: Concrete      Strength: PCN 71/R/A/W/T<br>A2: Width 66m      Surface: Concrete      Strength: PCN 72/R/B/W/T<br>A3: Width 23m      Surface: Concrete      Strength: PCN 45/R/B/W/T<br>A4: Width 23m      Surface: Asphalt      Strength: PCN 65/F/C/W/T<br>A5: Width 55m      Surface: Concrete      Strength: PCN 42/R/B/W/T<br>B1: Width 91m      Surface: Concrete      Strength: PCN 53/R/B/W/T<br>B2: Width 23m      Surface: Asphalt      Strength: PCN 44/R/C/W/T<br>B3: Width 23m      Surface: Asphalt      Strength: PCN 38/R/C/W/T<br>B5: Width 23m      Surface: Concrete      Strength: PCN 58/R/B/W/T<br>BRAVO: Width 23m      Surface: Concrete      Strength: PCN 23/R/C/W/T<br><br>Civil TWY A8 : Width 23m<br>Surface : Cement Concrete, Strength : PCN 50/R/C/X/T<br>Surface : Asphalt Concrete, Strength : PCN 48/F/B/X/T |
| 3 | ACL and elevation                   | Not available  |
| 4 | VOR checkpoints                     | TWY A1, A2, B1   |
| 5 | INS checkpoints                     | Nil  |
| 6 | Remarks                             | Nil  |

## RJSM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |   |  |
|---|---|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking / parking guidance system of aircraft stands | Nil  |
| 2 | RWY and TWY markings and LGT  | RWY: RWY10/28<br>(Marking): RWY designation, RWY CL, RWY THR, RWY THR stripe, Fixed DIST, TDZ, RWY Side stripe, RWY lead-on/lead-off lines, RWY Shoulder (LGT): RTHL, REDL, RENL, RWY DIST marker LGT, Arresting gear marker (AGM), RWY guard LGT (elev WIG-WAG)<br><br>TWY: ALL TWY (EXC A8)<br>(Marking): TWY side stripe, TWY CL<br>(LGT): TWY edge LGT, TWY end LGT, Taxiing Guidance Sign<br><br>Civil TWY: A8<br>(Marking): TWY side stripe, TWY CL<br>(LGT): TWY edge LGT, TWY CL LGT |
| 3 | Stop bars   | Nil  |
| 4 | Remarks   | Civil apron:<br>(LGT): Apron flood LGT   |

## RJSM AD 2.10 AERODROME OBSTACLES

In circling area and at AD

| Obstacle type               | Coordinates             | Elevation | Markings/ LGT | Remarks |
|-----------------------------|-------------------------|-----------|---------------|---------|
| Airfield Beacon/Water Tower | 404115.9N<br>1412138.3E | 293FT MSL |               |         |

## RJSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |   |   |
|----|---|---|
| 1  | Associated MET Office   | SENDAI  |
| 2  | Hours of service<br>MET Office outside hours                        | H24(SENDAI)   |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | Nil   |
| 4  | Trend forecast<br>Interval of issuance                              | Nil   |
| 5  | Briefing/ consultation provided                                     | Briefing is available upon inquiry at SENDAI  |
| 6  | Flight documentation<br>Language(s) used                            | C<br>En   |
| 7  | Charts and other information available for briefing or consultation | S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2</sub> /T <sub>r</sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W <sub>N</sub> |
| 8  | Supplementary equipment available for providing information         | Doppler Radar for Airport Weather (See below figure)  |
| 9  | ATS units provided with information                                 | TWR, APP, ATIS  |
| 10 | Additional information (limitation of service, etc.)                | Observation is made by the Ministry of Defence.   |

Airspace for the advisory service concerning low level wind shear

UPPER LIMIT: 1600ft above FIELD ELEV LEVEL  
 LOWER LIMIT: FIELD ELEV LEVEL

## RJSM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR           | TRUE BRG              | Dimensions of<br>RWY(M) | Strength(PCN) and<br>surface of RWY | THR coordinates<br>THR geoid<br>undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|----------------------------------|-----------------------|-------------------------|-------------------------------------|--|---|
| 1                                | 2                     | 3                       | 4                                   | 5  | 6   |
| 10                               | to be issued<br>later | 3050×45                 | PCN 47/R/B/W/T<br>Asphalt Concrete  | 404215.991N<br>1412101.361E                | THR 114FT<br>TDZ 116FT  |
| 28                               | to be issued<br>later | 3050×45                 | PCN 47/R/B/W/T<br>Asphalt Concrete  | 404207.194N<br>1412310.850E                | THR 94FT<br>TDZ 98FT  |
| Slope of RWY                     |                       |                         | Strip<br>Dimensions(M)              | Remarks                                    |   |
| 7                                |                       |                         | 10                                  | 12   |   |
| from the crown of the RWY -0.26  |                       |                         | 3650×600                            | Nil  |   |
| from the crown of the RWY -0.148 |                       |                         | 3650×600                            |  |   |

## RJSM AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
|                |             |             |             |            |         |

## RJSM AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY<br>Designator   | APCH<br>LGT<br>type<br>LEN<br>INTST | RTHL<br>Color<br>WBAR | PAPI<br>(VASIS)<br>Angle<br>DIST FM<br>THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST | REDL<br>LEN<br>Spacing<br>Color<br>INTST           | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|---|-------------------------------------|-----------------------|--|-------------|--|--|-----------------------|----------------------|
| 1   | 2                                   | 3                     | 4  | 5           | 6  | 7  | 8                     | 9                    |
| 10  | ALSF-1<br>900m                      | Green<br>Green        | PAPI<br>3.00°/Left<br>947ft                        | Nil         | Nil                                      | 2440m<br>60m<br>coded color<br>Yellow/White<br>LIH | Red<br>Red            | Nil                  |
| 28  | ALSF-1<br>900m                      | Green<br>Green        | PAPI<br>2.37°/Left<br>1113ft                       | Nil         | Nil                                      | 2440m<br>60m<br>coded color<br>Yellow/White<br>LIH | Red<br>Red            | Nil                  |
| Remarks   |                                     |                       |  |             |  |  |                       |                      |
| 10  |                                     |                       |  |             |  |  |                       |                      |
| RWY28 PAPI and ILS GS not coincidental. PAPI for RWY28 unuse beyond 8° right of RWY CL. |                                     |                       |  |             |  |  |                       |                      |

**RJSM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 404108N/1412145E , White/Green EV10sec, HN&HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | Nil  |
| 3 | TWY edge and centerline lighting                         | TWY edge LGT for A8:AVBL<br>TWY CL LGT for A8:AVBL |
| 4 | Secondary power supply/ switch-over time                 | Nil  |
| 5 | Remarks  | Nil  |

**RJSM AD 2.16 HELICOPTER LANDING AREA**

Nil

**RJSM AD 2.17 ATS AIRSPACE**

| Designation and lateral limits |  | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|-----------------------------|---------|
| 1                              |  | 2                    | 3                       | 4                           | 6       |
| MISAWA CTR                     | Area within a radius of 5nm of MISAWA ARP (40°42'N/141°22'E) | 6000 or below        | D                       | MISAWA TOWER En             |         |
| MISAWA PCA                     | SEE ATTACHED CHART   |                      | C                       | SEE ATTACHED CHART          |         |
| MISAWA ACA                     | SEE ATTACHED CHART   |                      | E                       |                             |         |
| MISAWA TCA                     | SEE ATTACHED CHART   |                      | E                       |                             |         |

Misawa Positive Control Area

| NAME         | LATERAL LIMITS   | UPPER LIMIT<br>(AMSL)          | UNIT<br>PROVIDING<br>SERVICE   | REMARKS   |
|--------------|--|--------------------------------|--|---|
|              |  | LOWER LIMIT<br>(AMSL)<br>M(ft) |  |   |
| 1            | 2  | 3                              | 4  | 5   |
| 三沢<br>Misawa | 下記に示される区域<br>The area shown below<br>(1) 三沢第一特別管制区<br>Misawa NR 1 Positive Control Air Space |                                | 札幌ACC<br>Sapporo ACC<br>124.5 MHz<br>303.8 MHz   | 当該空域を飛行しようとする<br>VFR機は、札幌ACCに連絡し、<br>飛行の許可を求めること。<br>VFR aircraft operating which<br>will fly in the airspace above<br>should contact Sapporo ACC<br>and obtain the permission.                     |
|              | (2) 三沢第二特別管制区<br>Misawa NR 2 Positive Control Air Space                                      |                                | 三沢アプローチ<br>Misawa APP<br>RADAR<br><br>Primary<br>120.7 MHz<br>317.8 MHz<br><br>Secondary<br>261.2MHz | 当該空域を飛行しようとする<br>VFR機は、三沢アプローチ又<br>はレーダーに連絡し、飛行の<br>許可を求めること。<br>VFR aircraft operating which<br>will fly in the airspace above<br>should contact Misawa<br>APP/RADAR and obtain the<br>permission. |



## Misawa Approach Control Area





Misawa Terminal Control Area



## RJSM AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign                        | Frequency  | Hours of operation     | Remarks  |
|---------------------|----------------------------------|--|------------------------|--|
| 1                   | 2                                | 3  | 4                      | 5  |
| APP/ASR             | Misawa Approach/<br>Misawa Radar | 317.8MHz(1)<br>261.2MHz(1)<br>362.3MHz(2)<br>120.7MHz(1)<br>120.1MHz(2)<br>243.0MHz(E)<br>121.5MHz(E)  | H24                    | (1) VFR Radar advisory SER all ALT.<br>(2) AVBL on request.<br>(3) CLR delivery.<br>(4) For rescue only.   |
| TCA                 | Misawa TCA                       | 124.05MHz<br>288.1MHz  | 2300 - 1100<br>MON-FRI | (5) Secondary.   |
| DEP                 | Misawa Departure                 | 363.8MHz(1)<br>125.3MHz(1)   | H24                    |  |
| TWR                 | Misawa Tower                     | 315.8MHz<br>236.8MHz(5)<br>236.6MHz(2)<br>126.2MHz(5)<br>118.1MHz<br>138.05MHz(4)<br>247.0MHz(2)(4)<br>123.1MHz(2)(4)<br>121.5MHz(E)<br>243.0MHz(E)      | H24                    |  |
| GCA-ASR<br>-PAR     | Misawa Radar                     | 258.2MHz<br>261.0MHz<br>270.8MHz<br>289.4MHz<br>335.8MHz<br>335.6MHz<br><br>134.1MHz<br>139.4MHz<br>125.15MHz<br>127.95MHz<br>121.5MHz(E)<br>243.0MHz(E) | H24                    | ASR, PAR RWY 10/28<br>Glide path 3.0° RWY10<br>Glide path 2.5° RWY28<br>Maintenance period: 2300-0300<br>FRI in VMC.<br><br>if COM is lost on westerly HDG<br>on downwind leg of radar APCH<br>to RWY10, do not exceed 12<br>DME of MIS. |
| GND                 | Misawa Ground                    | 275.8MHz(3)<br><br>126.2MHz(2)<br>118.65MHz(3)   | H24                    |  |
| ATIS                | Misawa Airport                   | 128.4MHz<br>315.35MHz  | 2200 - 1100<br>MON-FRI |  |
| MET                 | Misawa Metro                     | 344.6MHz   | H24                    | PFSV   |

## RJSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid           | ID    | Frequency             | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks  |
|-----------------------|-------|-----------------------|--------------------|--|---------------------------------------|--|
| 1                     | 2     | 3                     | 4                  | 5  | 6                                     | 7  |
| VOR<br>(8° 30.0' W)   | MIS   | 115.4MHz              | H24                | 404213.76N<br>1412251.99E                    |                                       | VOR Unusable:<br>(1) R050-100 beyond 25nm BLW 5500ft.<br>(2) R135-200 WI 20nm BLW 5500ft beyond 20nm BLW 15000ft.<br>(3) R240-280 beyond 30nm BLW 9500ft.<br>(4) R310-350 beyond 20nm all ALT.<br>VOR Maintenance period:<br>1500-2200Z(SUN-THU) |
| TACAN<br>(8° 30.0' W) | MIS   | Tx1188MHz<br>(CH-101) | H24                | 404213.76N<br>1412251.99E                    | 142ft                                 | TACAN AZM and DME Unusable:<br>050°-065° beyond 25nm BLW 3000ft.<br>TACAN DME unusable:<br>260°-275° beyond 39nm.<br>TACAN Maintenance period:<br>1500-2200Z(SUN-THU)  |
| ILS-LOC 28            | I-MIS | 109.7MHz              | H24                | -  |                                       | LOC back course unusable for course guidance.  |
| ILS-GP 28             | -     | 333.2MHz              | H24                | -  |                                       | ILS RWY 10/28<br>Maintenance period:<br>1500-2200Z(SUN-THU)  |
| ILS-LOC10             | I-MAS | 109.7MHz              | H24                |  |                                       |  |
| ILS-GP10              |       | 333.2MHz              | H24                |  |                                       |  |

**RJSM AD 2.20 LOCAL TRAFFIC REGULATIONS**

## 1. Airport regulations

1. Do not overfly Misawa City located S of AB below 3000FT VMC.
2. Do not overfly school building located APRX 1.5NM ESE of AB.
3. On take off all ACFT (including radar vectored ACFT) must MNTN RWY HDG at or below 1600FT until 3 DME for RWY28 or 2 DME for RWY10 unless otherwise cleared by ATC.

## 2. Taxiing to and from stands

TKOF restriction:  
To prevent jet blast damage to over run, all TKOF and ENG run by jet ACFT shall be performed at least 200ft FM RWY THR.

## 3. Parking area for small aircraft(General aviation)

Nil

## 4. Parking area for helicopters

Nil

## 5. Apron - taxiing during winter conditions

Nil

## 6. Taxiing - limitations

1. Alpha Taxilane is located between TWY A1 and A4 and is restricted to aircraft with wingspans of 170ft (C-17) or smaller. Aircraft with wingspans larger than 170ft requiring the use of Alpha Taxilane must receive approval from the AFM prior to use.
  2. TWY B between B2 and B5 restricted to C130, P8, CH-47 or smaller aircraft. B-737 operations authorized on full length of TWY B. Any other use requires coordination with the AFM and/or CES pavement engineer.
- NOTE: Intersection of TWY B and C3/B3 unrestricted.

## 7. School and training flights - technical test flights - use of runways

Nil

## 8. Helicopter traffic - limitation

Nil

## 9. Removal of disabled aircraft from runways

Nil

## RJSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. Local established ACFT quiet HR at Misawa 1300-2100Z DLY. No ENG runs, ARR or DEP WO prior COOR approval; policy strictly enforced.
2. The south departure ACFT will delay turns until 3.5 DME for RWY28 and 2.5 DME for RWY10.

## RJSM AD 2.22 FLIGHT PROCEDURES

## 1. Automated Radar Terminal System (ARTS)

三沢進入管制所の指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。  
二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対し、その旨通報すること。

Aircraft flying within the approach control area under the control of Misawa approach control will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

## 2. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

|       | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/<br/>MDA-VIS</u> | <u>HAT/HATh<br/>HAA</u> | <u>CEIL-VIS</u> |
|-------|------------|-------------------|------------|------------------------|-------------------------|-----------------|
| PAR ② | 28 ④       | 3°/-/-            | ABCDE      | <b>209/18</b>          | 100                     | (100-¼)         |
|       | 10 ⑤       | 3°/-/-            | ABCDE      | <b>219/24</b>          | 100                     | (100-¼)         |
| ASR ② | 10 ⑥       |                   | ABCDE      | <b>480/40</b>          | 371                     | (400-¾)         |
|       | 28 ⑦       |                   | ABC        | <b>540/40</b>          | 431                     | (500-¾)         |
|       |            |                   | DE         | <b>540/50</b>          | 431                     | (500-1)         |
| CIR ③ | 10-28      |                   | A          | <b>540-1¼</b>          | 421                     | (500-1¼)        |
|       |            |                   | B          | <b>580-1¼</b>          | 461                     | (500-1¼)        |
|       |            |                   | C          | <b>580-1½</b>          | 461                     | (500-1½)        |
|       |            |                   | DE         | <b>680-2</b>           | 561                     | (600-2)         |

① a. LOST COMMUNICATIONS: If no transmissions are received for more than 30 seconds for Rwy 10 (1 minute for Rwy 28) during radar vectors to final, or for more than 5 seconds/15 seconds once established on PAR/ASR final approach, the pilot shall maintain VMC and attempt to contact Misawa Tower. If unable to maintain VMC, the pilot shall proceed to SHOJU IAF for the runway of departure, at last assigned alt or 9000, whichever is higher, and execute instrument approach or previously coordinated instruction.

① b. If com is lost on westerly hdg on downwind leg of radar apch to Rwy 10, do not exceed 10.7 mile fix of MISAWA VORTAC. CAUTION: Possible interference on freq 270.8 from Chitose. ② MP 2300-0300Z Fri.

③ Cir not auth S of Rwy 10-28. ④ When ALS inop, increase RVR to 24, vis to ½. ⑤ When ALS inop, increase RVR to 40, vis to ¾. ⑥ When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼. ⑦ When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼, CAT DE vis to 1½.

NOTE: REPRINTING DOD FLIP

## RJSM AD 2.23 ADDITIONAL INFORMATION

|   |  |   |  |
|---|--|---|--|
| <b>1. 無操縦者航空機の飛行について</b><br>1.1 三沢飛行場周辺の空域において、無操縦者航空機の飛行が次のとおり実施される。   |  | <b>1.Unmanned aircraft operations</b><br>1.1 Unmanned aircraft operations will take place in the vicinity of Misawa aerodrome as follows  |  |
| 航空機   | RQ-4( グローバル・ホーク ) : unmanned aircraft の用語が使用される。 | Aircraft  | RQ-4(Global Hawk) : Term "unmanned aircraft" is used.                |
| 区域  | 添付図参照  | AREA  | See attached chart   |
| 飛行方式  | 計器飛行方式   | Flight Rules  | IFR  |
| 高度  | 1,000ft から 29,000ft まで                           | Altitude  | 1,000ft to 29,000ft  |
| 期間  | 飛行予定時間はノータムにより通知される                              | Period  | Expected date and time for the operations will be notified by NOTAM. |
| 1.2 三沢飛行場周辺の空域において飛行する航空機は次の対応が求められる。<br>(1) 有視界飛行方式により当該空域に入域する際は、事前に ATIS の聴取又は管制機関 (20,000 フィート以下の場合は三沢進入管制所、20,000 フィートを超える場合は札幌管制部) との通信設定を行い、無操縦者航空機の運航の有無を確認すること。(“unmanned aircraft operations are in progress” の用語が三沢 ATIS の備考に追加される。)<br>(2) 無操縦者航空機が運航される場合、有視界飛行方式により当該空域に入域する際は、ATC トランスポンダーの VFR コード (飛行高度 10,000 フィート未満は 1200、10,000 フィート以上は 1400) を発信するとともに、管制機関 (20,000 フィート以下の場合は三沢進入管制所、20,000 フィートを超える場合は札幌管制部) と無線電話により通信設定を行い、積極的に、自機の位置等運航情報を連絡し、また、管制機関によるレーダー業務 (レーダー・サービス) の提供を求める等により、無操縦者航空機の動向についてモニターを実施すること。<br>※ 三沢 ATIS 運用時間外に無操縦者航空機が運用される場合、臨時に ATIS 放送が実施される。<br>※ 三沢進入管制所 (120.7MHz)<br>※ 札幌管制部 (124.5MHz) |  | 1.2 The aircraft flying in the vicinity of Misawa aerodrome will be required following action.<br>(1) A VFR aircraft should monitor Misawa ATIS or contact Misawa APP/ASR at or below 20,000 feet or SAPPORO-ACC above 20,000 feet before entering the area and check the unmanned aircraft operations.(Misawa ATIS will broadcast "unmanned aircraft operations are in progress" in the remark section.)<br>(2) During the unmanned aircraft operations, an aircraft mentioned above should squawk SSR code 1200 below 10,000 feet or 1400 at or above 10,000 feet, contact Misawa APP/ASR at or below 20,000 feet or SAPPORO-ACC above 20,000 feet, make position report proactively, and request radar services or take other suitable measures to monitor the movement of the unmanned aircraft.<br>*Misawa ATIS temporarily opens and broadcasts the above information when the unmanned aircraft operations take place beyond Misawa ATIS service hours.<br>*Frequency for Misawa APP/ASR is 120.7MHz<br>*Frequency for SAPPORO-ACC is 124.5MHz |  |



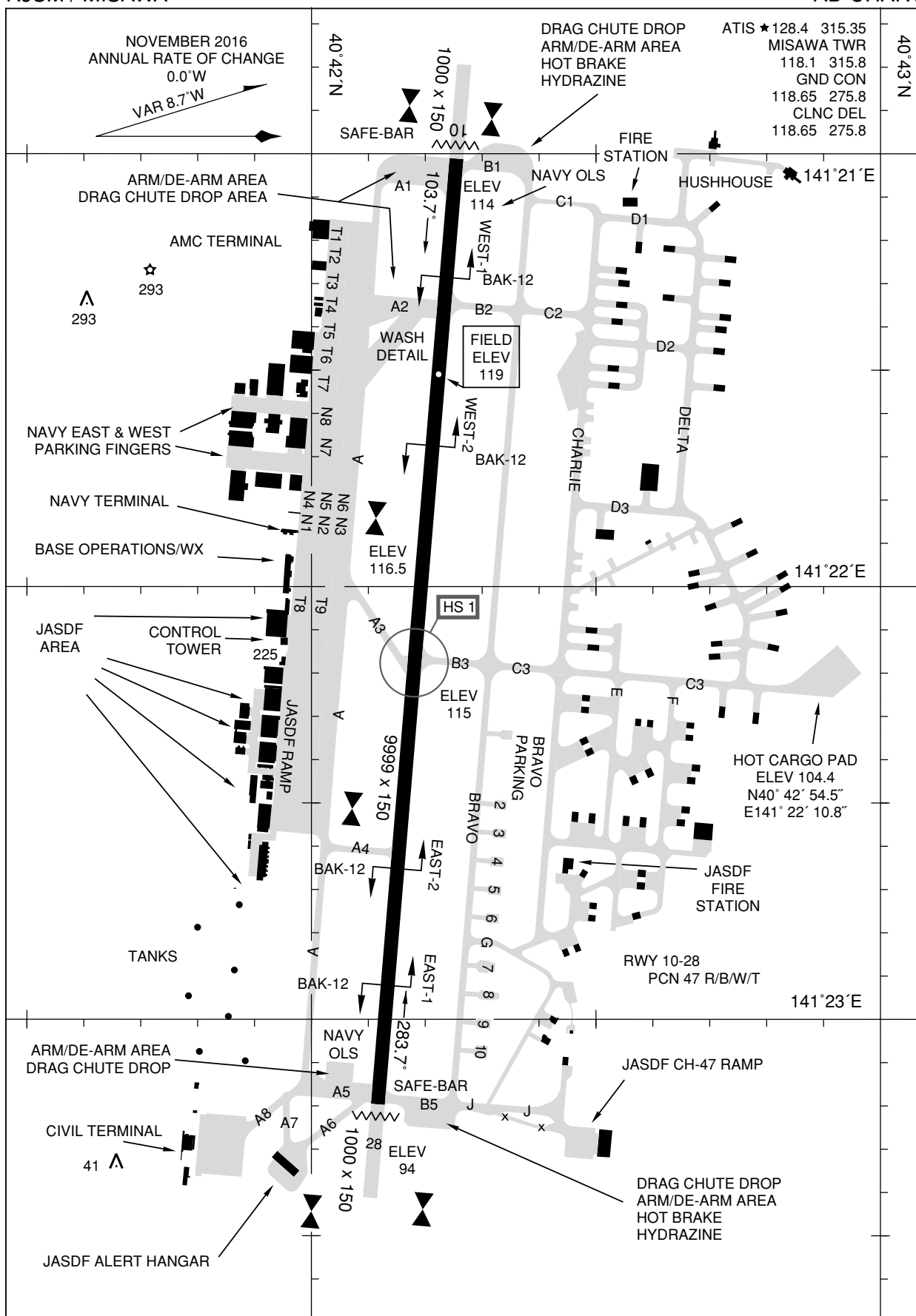
### RJSM AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart  
Aircraft Parking/Docking Chart (for civil)  
Standard Departure Chart - Instrument  
Instrument Approach Chart (HI-ILS or LOC RWY28)  
Instrument Approach Chart (ILS or LOC RWY28)  
Instrument Approach Chart (HI-TACAN or VOR RWY28)  
Instrument Approach Chart (TACAN or VOR RWY28)  
Instrument Approach Chart (HI-ILS or LOC Z RWY10)  
Instrument Approach Chart (HI-TACAN or VOR RWY10)  
Other Chart (MVA CHART)

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## AD CHART



**NOTE: REPRINTING DOD FLIP**

RJSM / MISAWA

Aircraft Parking / Docking Chart



## RJSM / MISAWA

| Rwy | Knots    | 60  | 120 | 180  | 240  | 300  | 360  |
|-----|----------|-----|-----|------|------|------|------|
| 10  | V/V(fpm) | 350 | 700 | 1050 | 1400 | 1750 | 2100 |

### ATC Climb Rate to 3500



3802

TA 14,000

**T**

TAKE-OFF RWY 10: Climb on MIS VORTAC R-105 to ENKAI.  
Cross ENKAI at or above 3500.

**Civil Aviation Bureau, Japan (EFF:6 DEC 2018)**

STANDARD DEPARTURE CHART - INSTRUMENT

RJSM / MISAWA

KOSUI TWO DEPARTURE



▼

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28: Climb on MIS VORTAC R-282 to KOSUI.  
Cross KOSUI at or above 3600.

NOTE: REPRINTING DOD FLIP

## STANDARD DEPARTURE CHART - INSTRUMENT

## RJSM / MISAWA

ATIS ★ 128.4 315.35  
CLNC DEL  
118.65 275.8  
MISAWA TOWER  
118.1 315.8  
DEP CON  
125.3 363.8  
MISAWA APP CON  
120.7 317.8

## MISAWA SIX DEPARTURE

| Rwy         | Knots    | 60  | 120 | 180  | 240  | 300  | 360  |
|-------------|----------|-----|-----|------|------|------|------|
| *28 (a) (c) | V/V(fpm) | 215 | 430 | 645  | 860  | 1075 | 1290 |
| *28 (b)     | V/V(fpm) | 251 | 502 | 753  | 1004 | 1255 | 1506 |
| †28 (d)     | V/V(fpm) | 221 | 442 | 663  | 884  | 1105 | 1326 |
| †28 (e)     | V/V(fpm) | 313 | 626 | 939  | 1252 | 1565 | 1878 |
| †10 (f)     | V/V(fpm) | 299 | 598 | 897  | 1196 | 1495 | 1794 |
| †28 (f)     | V/V(fpm) | 336 | 672 | 1008 | 1344 | 1680 | 2016 |
| †10 (g)     | V/V(fpm) | 216 | 432 | 648  | 864  | 1080 | 1296 |
| †28 (g)     | V/V(fpm) | 218 | 436 | 645  | 872  | 1090 | 1308 |
| †10 (h)     | V/V(fpm) | 256 | 512 | 768  | 1024 | 1280 | 1536 |
| †28 (h)     | V/V(fpm) | 220 | 440 | 660  | 880  | 1100 | 1320 |

\* Minimum Climb Rate † ATC Climb Rate

- (a) OLSAE Transition to 5000  
(b) JYONA Transition to 600  
(c) SAMBO Transition to 4900  
(d) OLSAE Transition to 9000  
(e) JYONA Transition to 3500  
(f) SAMBO Transition to 13,000  
(g) HANAMAKI Transition to 10,000  
(h) MIYAKO Transition to 8000



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 10: Climb heading 103° to 1500, thence ....

TAKE-OFF RWY 28: Climb heading 283° to 1500 (1000 for JYONA TRANSITION), thence ....

(Continued on next page)

NOTE: REPRINTING DOD FLIP

## STANDARD DEPARTURE CHART - INSTRUMENT

RJSM / MISAWA

MISAWA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION  
(Continued)HANAMAKI TRANSITION:

TAKE-OFF RWY 10: ...turn right to intercept MIS TACAN R-196 (HPE VOR/DME R-017) to HANAMAKI VOR/DME. Cross OMBOE at or above 10,000. Maintain ATC assigned altitude.

TAKE-OFF RWY 28: ...turn left to intercept MIS R-196 (HPE R-017) to HANAMAKI VOR/DME. Cross OMBOE at or above 10,000. Maintain ATC assigned altitude.

JYONA TRANSITION:

TAKE-OFF RWY 10: ...continue climb to 2000, then turn right and climb via MIS VORTAC to intercept MIS R-310 direct to JYONA. Cross JYONA at or above 3500. Maintain ATC assigned altitude.

TAKE-OFF RWY 28: ...then turn right to intercept MIS R-310 to JYONA. Cross JYONA at or above 3500. Maintain ATC assigned altitude.

MIYAKO TRANSITION:

TAKE-OFF RWY 10: ...turn right to intercept MIS R-161 (MQE VOR/DME R-340) to MIYAKO VOR/DME. Cross the SESEA at or above 8000. Maintain ATC assigned altitude.

TAKE-OFF RWY 28: ...turn left to intercept MIS R-161 (MQE R-340) to MIYAKO VOR/DME. Cross the SESEA at or above 8000. Maintain ATC assigned altitude.

OLSAE TRANSITION:

TAKE-OFF RWY 10: ...turn right to intercept MIS R-233 to OLSAE (MIS R-233/40 DME). Cross OLSAE at or above 9000. Maintain ATC assigned altitude.

TAKE-OFF RWY 28: ...turn left to intercept MIS R-233 to OLSAE (MIS R-233/40 DME). Cross OLSAE at or above 9000. Maintain ATC assigned altitude.

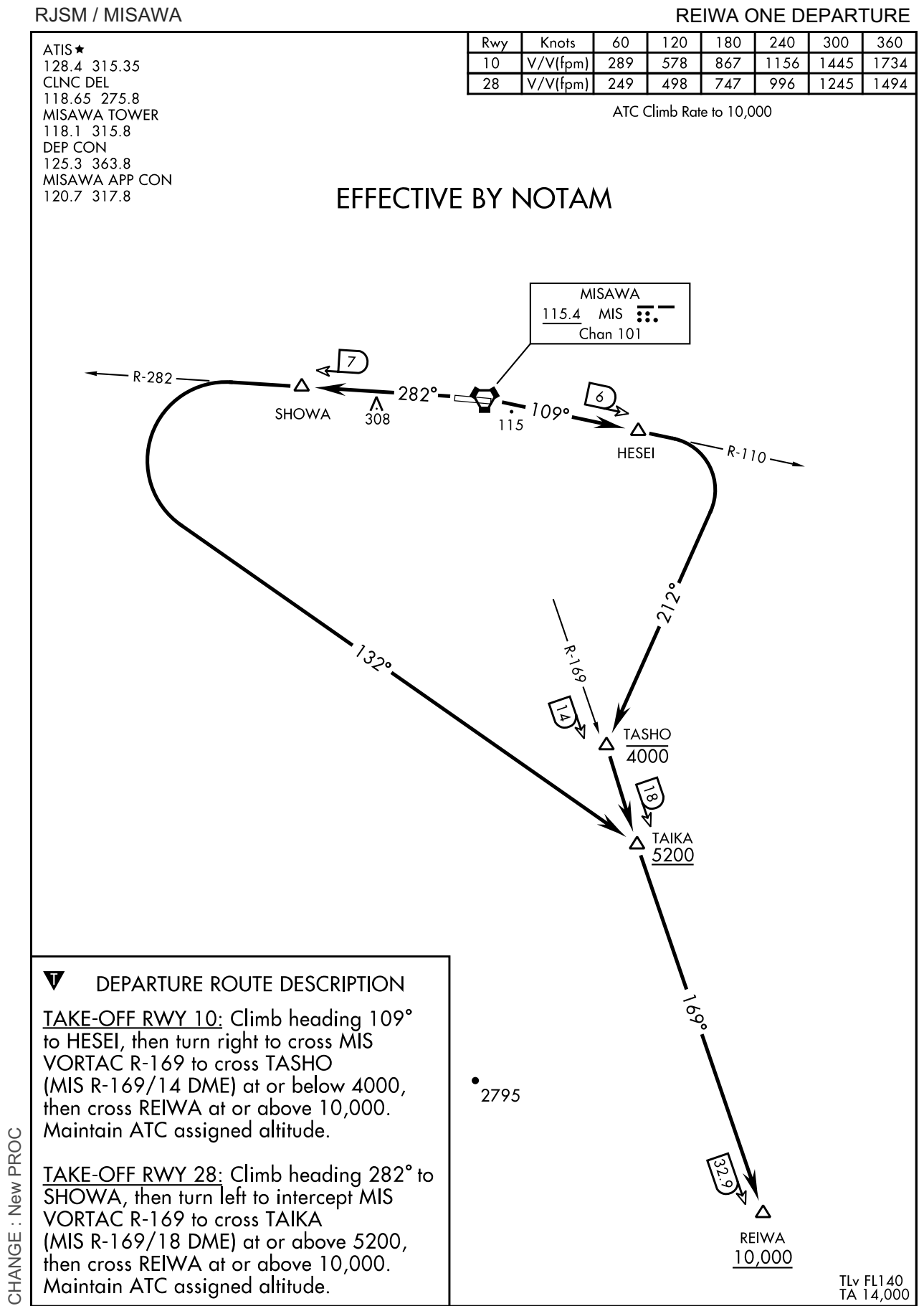
SAMBO TRANSITION:

TAKE-OFF RWY 10: ...turn right to intercept MIS R-221 to SAMBO (MIS R-221/36.7 DME). Cross SAMBO at or above 13,000. Maintain ATC assigned altitude.

TAKE-OFF RWY 28: ...turn left to intercept MIS R-221 to SAMBO (MIS R-221/36.7 DME). Cross SAMBO at or above 13,000. Maintain ATC assigned altitude.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT



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INSTRUMENT APPROACH CHART

RJSM / MISAWA



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

RJSM / MISAWA



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RJSM / MISAWA



## INSTRUMENT APPROACH CHART

RJSM / MISAWA

|   |                         |  |
|---|-------------------------|--|
| VORTAC MIS<br><b>115.4</b><br>Chan <b>101</b> | APCH CRS<br><b>290°</b> | Rwy ldg <b>9999</b><br>TDZE <b>109</b><br>Arpt Elev <b>119</b> |
|---|-------------------------|--|

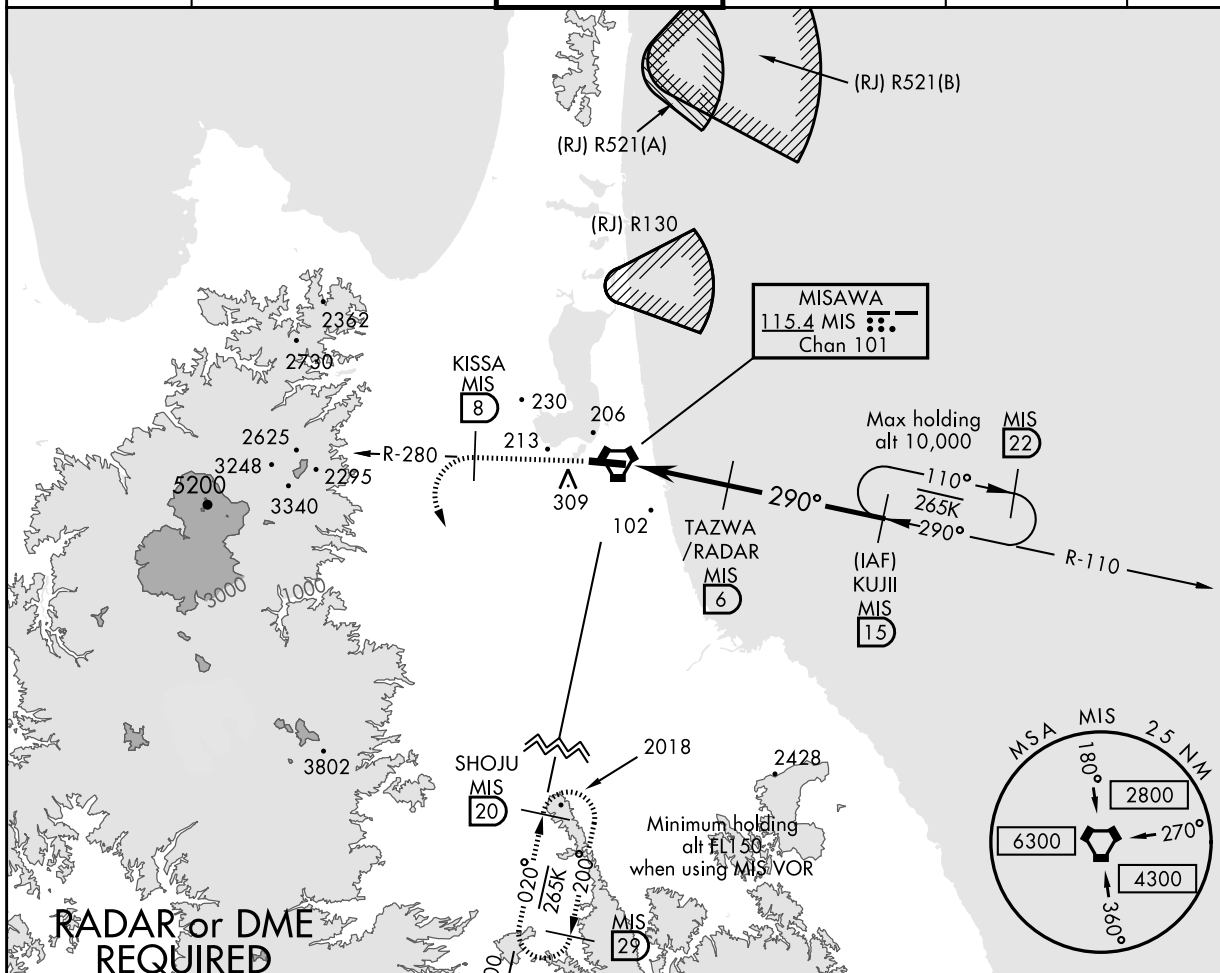
TACAN or VOR RWY28

**▼** \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
\*\* Circling S of Rwy 10-28 not authorized.

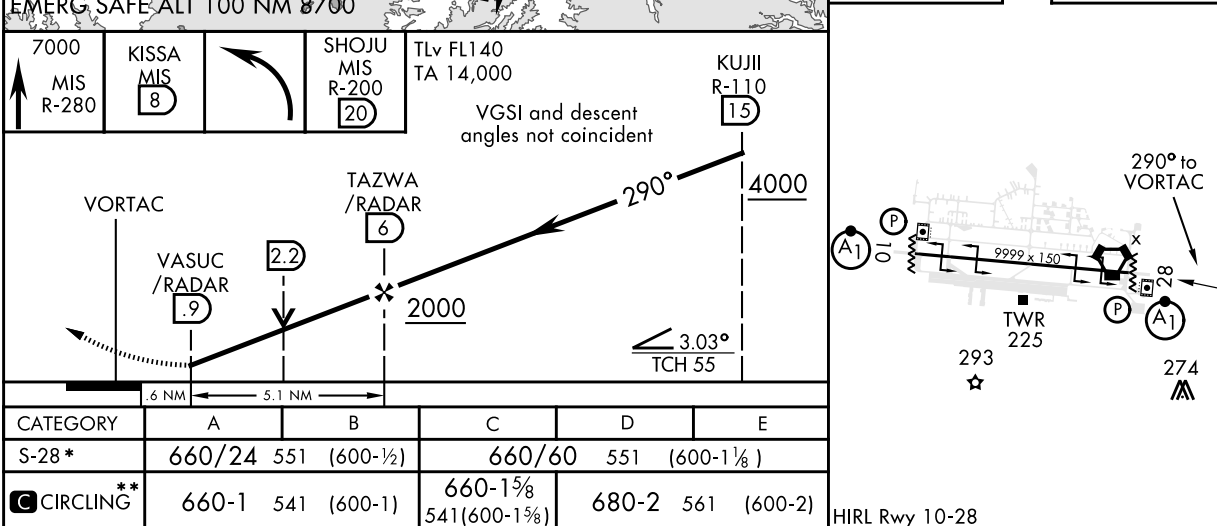


MISSED APPROACH: Climb to 7000 on MIS VORTAC R-280 to KISSA, then climbing left direct SHOJU and hold. Continue climb in holding to 7000.

|                               |                                      |                                    |                                |                                 |         |
|-------------------------------|--------------------------------------|------------------------------------|--------------------------------|---------------------------------|---------|
| ATIS ★<br><b>128.4 315.35</b> | MISAWA APP CON<br><b>120.7 317.8</b> | MISAWA TOWER<br><b>118.1 315.8</b> | GND CON<br><b>118.65 275.8</b> | CLNC DEL<br><b>118.65 275.8</b> | ASR/PAR |
|-------------------------------|--------------------------------------|------------------------------------|--------------------------------|---------------------------------|---------|



|          |          |
|----------|----------|
| ELEV 119 | TDZE 109 |
|----------|----------|



CHANGE : Update

NOTE: REPRINTING DOD FLIP

## RJSM / MISAWA

CHANGE : Update

**23/4/20**

## INSTRUMENT APPROACH CHART

## RJSM / MISAWA



CHANGE : Update

NOTE: REPRINTING DOD FLIP

RJSM / MISAWA

Minimum Vectoring Altitude CHART

