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	9°W(2021)/ 6'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	USAF 35 OSS/OSAA Unit 5011 APO AP 96319-5011 Tel: 0176-77-1110 ext.226.3110 e-mail: 35oss.amops@us.af.mil www.misawa.af.mil
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Misawa Airport Office(Civil Aviation Bureau) Shimotazawa, Misawa, Aomori Prefecture TEL:0176-53-2461, 53-2463

RJSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	On request Customs: 0178-33-0423 Immigration: 017-777-2939
3	Health and sanitation	Quarantine(human): On request(017-722-7687) Quarantine(animal, plant): Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24(TOKYO)
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) Emergency medical equipments conveyance truck x 1 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 *(CAB) : Rotary x 1, Loader x 2, Motor grader x 1, 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 : Surface : Cement Concrete, Strength : PCN 50/R/C/X/T
2	Taxiway width, surface and strength	A: Width 23m Surface: Concrete Strength: PCN 42/R/B/W/T A1: Width 96m Surface: Concrete Strength: PCN 57/R/B/W/T A2: Width 66m Surface: Concrete Strength: PCN 71/R/B/W/T A3: Width 23m Surface: Concrete Strength: PCN 35/R/B/W/T A4: Width 23m Surface: Asphalt Strength: PCN 40/F/C/W/T A5: Width 55m Surface: Concrete Strength: PCN 44/R/B/W/T B1: Width 91m Surface: Concrete Strength: PCN 44/R/C/W/T B2: Width 23m Surface: Asphalt Strength: PCN 88/R/C/W/T B3: Width 23m Surface: Asphalt Strength: PCN 46/R/B/W/T B5: Width 23m Surface: Concrete Strength: PCN 67/R/C/W/T BRAVO: Width 23m Surface: Concrete Strength: PCN 39/R/B/W/T Civil TWY A8 : Width 23m Surface : Cement Concrete, Strength : PCN 50/R/C/X/T 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 (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) TWY: ALL TWY (EXC A8) (Marking): TWY side stripe, TWY CL (LGT): TWY edge LGT, TWY end LGT, Taxiing Guidance Sign Civil TWY: A8 (Marking): TWY side stripe, TWY CL (LGT): TWY edge LGT, TWY CL LGT
3	Stop bars	Nil
4	Remarks	Civil apron: (LGT): Apron flood LGT

RJSM AD 2.10 AERODROME OBSTACLES

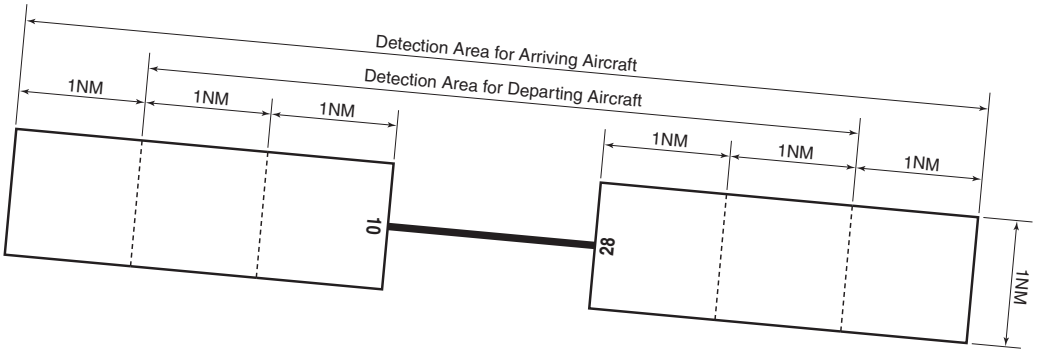
In circling area and at AD

Obstacle type	Coordinates	Elevation	Markings/ LGT	Remarks
Airfield Beacon/Water Tower	*404115.9N 1412138.3E*	293FT MSL		

RJSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	TOKYO
2	Hours of service MET Office outside hours	H24(TOKYO)
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at TOKYO
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S_6, U_{85}, U_7, U_5, U_3, U_{25}, U_2/T_r, P_S, P_5, P_3, P_{25}, P_{SWE}, P_{SWF}, P_{SWG}, P_{SWI}, P_{SWM}, P_{SW}(domestic), E, C, W_E, W_F, W_G, W_I, W,N
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 RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	to be issued later	3047×45	PCN 46/R/B/W/T Asphalt Concrete	*404215.991N 1412101.361E*	THR 114FT TDZ 116FT
28	to be issued later	3047×45	PCN 46/R/B/W/T Asphalt Concrete	*404207.194N 1412310.850E*	THR 94FT TDZ 98FT

Slope of RWY	Strip Dimensions(M)	Remarks
7	10	12
from the crown of the RWY -0.26	3650×600	RWY Grooving: 3047×42m
from the crown of the RWY -0.148	3650×600	

RJSM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6

RJSM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
10	ALSF-1 900m	Green Green	PAPI 3.00°/Left 947ft	Nil	Nil	2440m 60m coded color Yellow/White LIH	Red Red	Nil
28	ALSF-1 900m	Green Green	PAPI 2.37°/Left 1113ft	Nil	Nil	2440m 60m coded color Yellow/White LIH	Red 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 Anemometer location and LGT	Nil
3	TWY edge and centerline lighting	TWY edge LGT for A8:AVBL TWY CL LGT for A8:AVBL
4	Secondary power supply/ switch-over time	Nil
5	Remarks	Nil

RJSM AD 2.16 HELICOPTER LANDING AREA

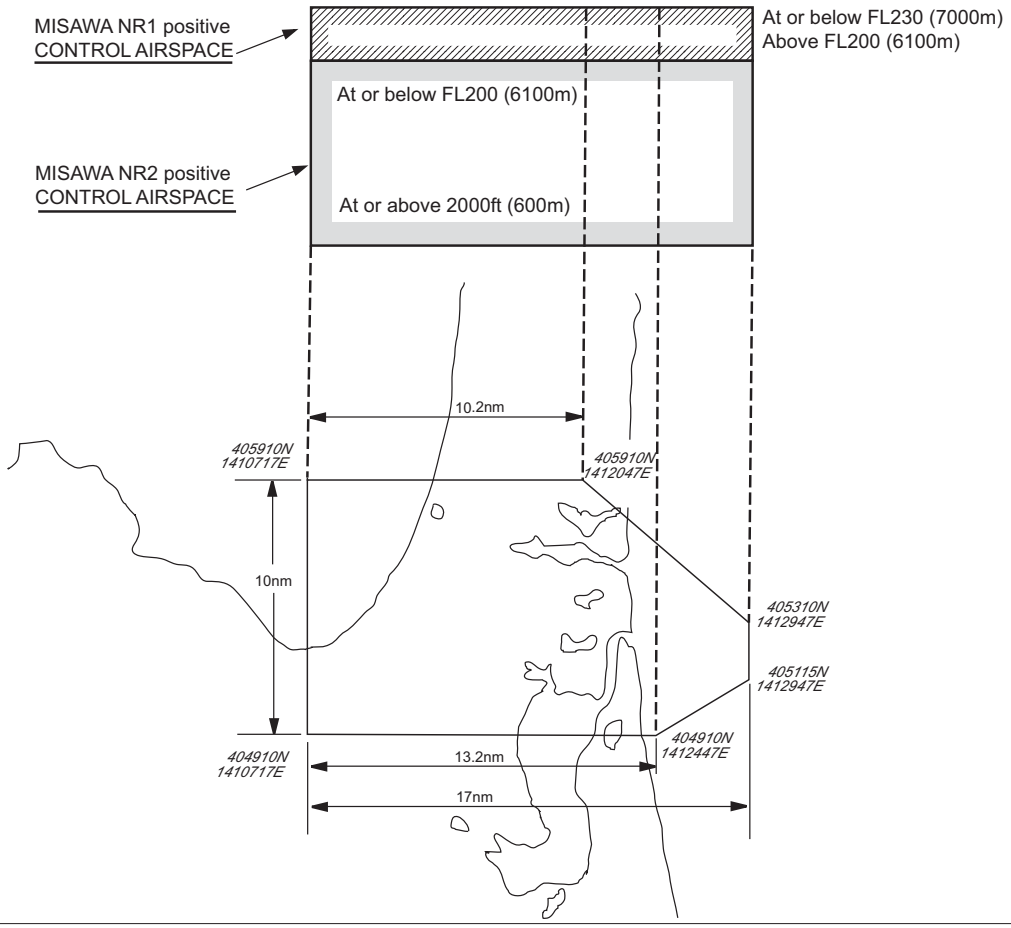
Nil

RJSM AD 2.17 ATS AIRSPACE

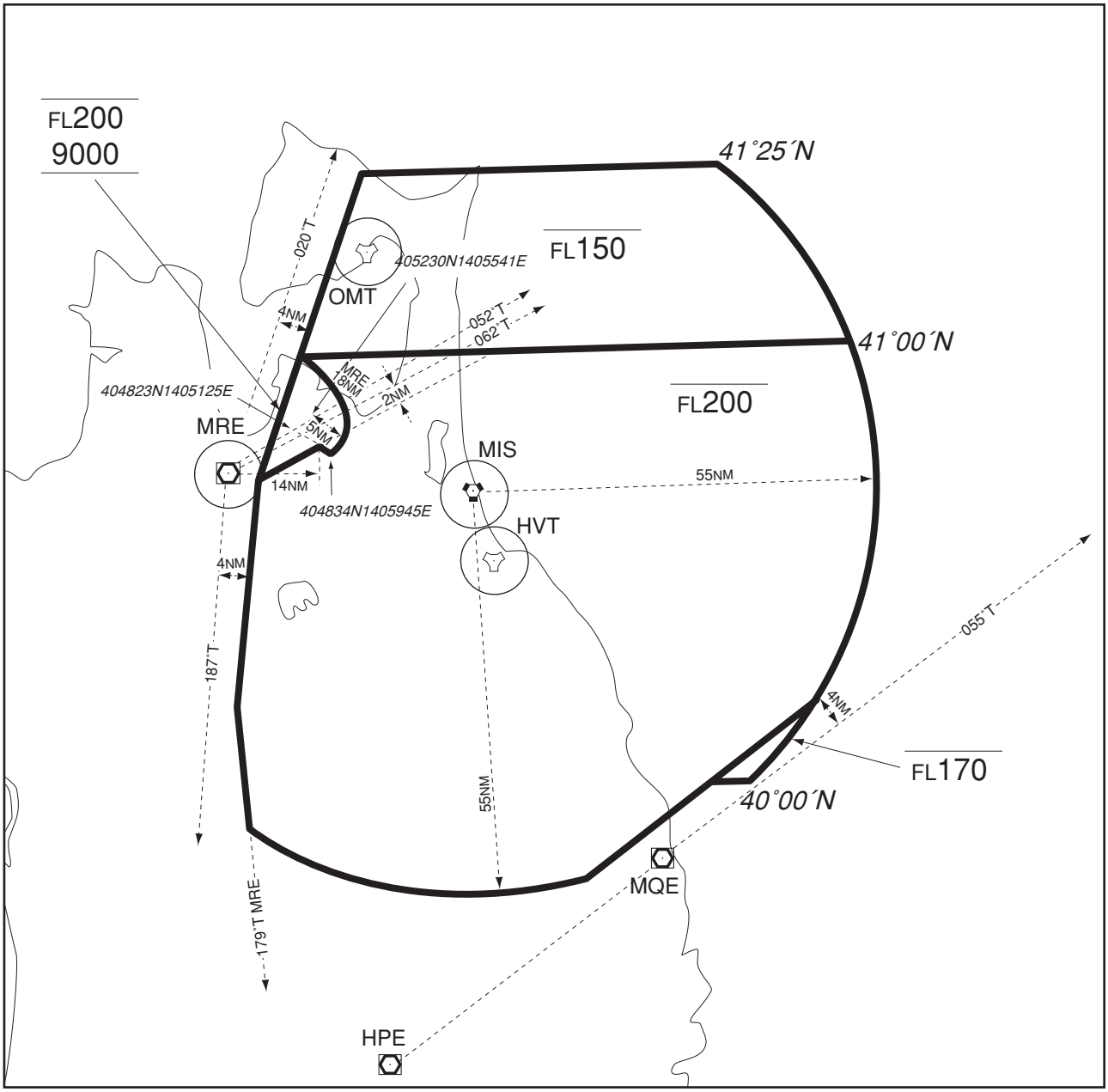
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
MISAWA CTR	Area within a radius of 5nm of MISAWA ARP (*40°42'N/141°22'E*)	6000 or below	D	MISAWA TOWER En	
MISAWA PCA	SEE ATTACHED CHART		C	SEE ATTACHED CHART	
MISAWA ACA	SEE ATTACHED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

Misawa Positive Control Area

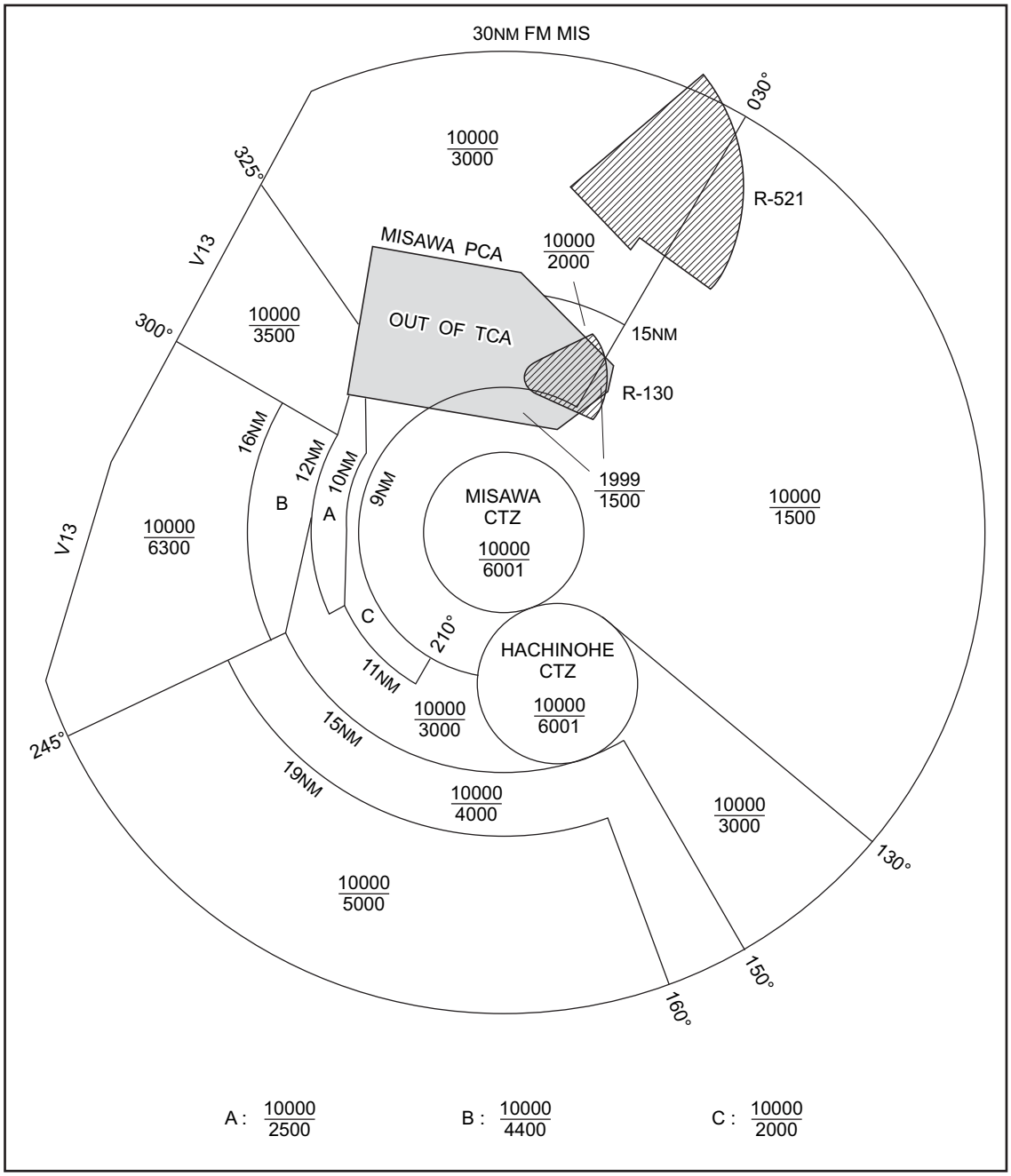
NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
三沢 Misawa	下記に示される区域 The area shown below （1）三沢第一特別管制区 Misawa NR 1 Positive Control Air Space		東京ACC Tokyo ACC 124.5 MHz 303.8 MHz	当該空域を飛行しようとするVFR機は、東京ACCに連絡し、飛行の許可を求めること。 VFR aircraft operating which will fly in the airspace above should contact Tokyo ACC and obtain the permission.
	（2）三沢第二特別管制区 Misawa NR 2 Positive Control Air Space		三沢アプローチ Misawa APP RADAR Primary 120.7 MHz 317.8 MHz Secondary 261.2MHz	当該空域を飛行しようとするVFR機は、三沢アプローチ又はレーダーに連絡し、飛行の許可を求めること。 VFR aircraft operating which will fly in the airspace above should contact Misawa APP/RADAR and obtain the 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/ Misawa Radar	317.8MHz(1) 261.2MHz(1) 362.3MHz(2) 120.7MHz(1) 120.1MHz(2) 243.0MHz(E) 121.5MHz(E)	H24	(1) VFR Radar advisory SER all ALT. (2) AVBL on request. (3) CLR delivery. (4) For rescue only.
TCA	Misawa TCA	124.05MHz 288.1MHz	2300 - 1100 SUN-THU (EXC HOL)	(5) Secondary.
DEP	Misawa Departure	363.8MHz(1) 125.3MHz(1)	H24	
TWR	Misawa Tower	315.8MHz 236.8MHz(5) 236.6MHz(2) 126.2MHz(5) 118.1MHz 138.05MHz(4) 247.0MHz(2)(4) 123.1MHz(2)(4) 121.5MHz(E) 243.0MHz(E)	H24	
GCA-ASR -PAR	Misawa Radar	258.2MHz 261.0MHz 270.8MHz 289.4MHz 335.8MHz 335.6MHz 134.1MHz 139.4MHz 125.15MHz 127.95MHz 121.5MHz(E) 243.0MHz(E)	H24	ASR, PAR RWY 10/28 Glide path 3.0° RWY10 Glide path 2.5° RWY28 if COM is lost on westerly HDG on downwind leg of radar APCH to RWY10, do not exceed 12 DME of MIS.
GND	Misawa Ground	275.8MHz(3) 126.2MHz(2) 118.65MHz(3)	H24	
ATIS	Misawa Airport	128.4MHz 315.35MHz	2200 - 1100 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 (8° 00.0′ W)	MIS	115.4MHz	H24	*404213.76N* *1412251.99E*		VOR Unusable: (1) R050-100 beyond 25nm BLW 5500ft. (2) R135-200 WI 20nm BLW 5500ft beyond 20nm BLW 15000ft. (3) R240-280 beyond 30nm BLW 9500ft. (4) R310-350 beyond 20nm all ALT. VOR Maintenance period: 1500-2200Z(SUN-THU)
TACAN (8° 00.0′ W)	MIS	Tx1188MHz (CH-101)	H24	*404213.76N* *1412251.99E*	142ft	TACAN AZM and DME Unusable: 050°-065° beyond 25nm BLW 3000ft. TACAN DME unusable: 260°-275° beyond 39nm. TACAN Maintenance period: 1500-2200Z(SUN-THU)
ILS-LOC 28	I-MIS	109.7MHz	H24	-		LOC back course unusable for course guidance. ILS RWY 10/28 Maintenance period: 1500-2200Z(SUN-THU)
ILS-GP 28	-	333.2MHz	H24	-		
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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/HATh HAA	CEIL-VIS
PAR ②	28 ④	2.5°/70/1145	ABCDE	**309/**24	200	(200-½)
	10 ⑤	3°/51/945	ABCDE	**319/**24	200	(200-½)
ASR ②	10 ⑥		AB	**620/**24	501	(600-½)
			CDE	**620/**55	501	(600-1)
	28 ⑦		AB	**540/**24	431	(500-½)
			CDE	**540/**40	431	(500-¾)
CIR ③	10-28		AB	**620-**1	501	(600-1)
			C	**620-**1½	501	(600-1½)
			DE	**680-**2	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 40, vis to ¾.
⑤ When ALS inop, increase RVR to 40, vis to ¾.
⑥ When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
⑦ When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.

NOTE:REPRINTING DOD FLIP

RJSM AD 2.23 ADDITIONAL INFORMATION

1. 無操縦者航空機の飛行について

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。

航空機	RQ-4(グローバル・ホーク) : unmanned aircraft の用語が使用される。
区域	添付図参照
飛行方式	計器飛行方式
高度	1,000ft から 29,000ft まで
期間	飛行予定時間はノータムにより通知される

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。

(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東京管制部）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。)

(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東京管制部）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。

※ 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。

※ 三沢進入管制所 （120.7MHz）
※ 東京管制部 （124.5MHz）

1.Unmanned aircraft operations

1.1 Unmanned aircraft operations will take place in the vicinity of Misawa aerodrome as follows

Aircraft	RQ-4(Global Hawk) : Term “unmanned aircraft” is used.
AREA	See attached chart
Flight Rules	IFR
Altitude	1,000ft to 29,000ft
Period	Expected date and time for the operations will be notified by NOTAM.

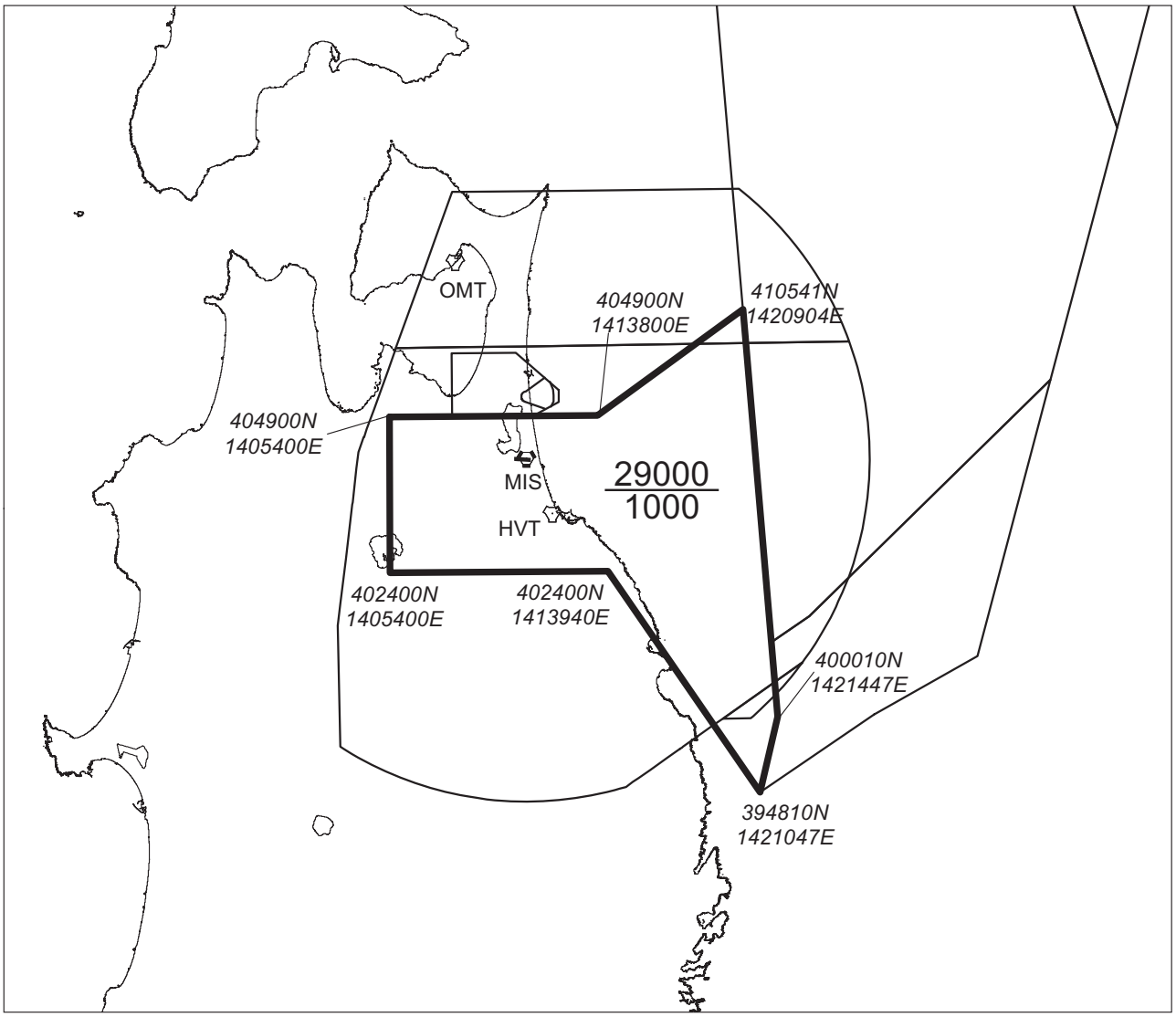
1.2 The aircraft flying in the vicinity of Misawa aerodrome will be required following action.

(1)A VFR aircraft should monitor Misawa ATIS or contact Misawa APP/ASR at or below 20,000 feet or TOKYO-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.)

(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 TOKYO-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.

*Misawa ATIS temporarily opens and broadcasts the above information when the unmanned aircraft operations take place beyond Misawa ATIS service hours.

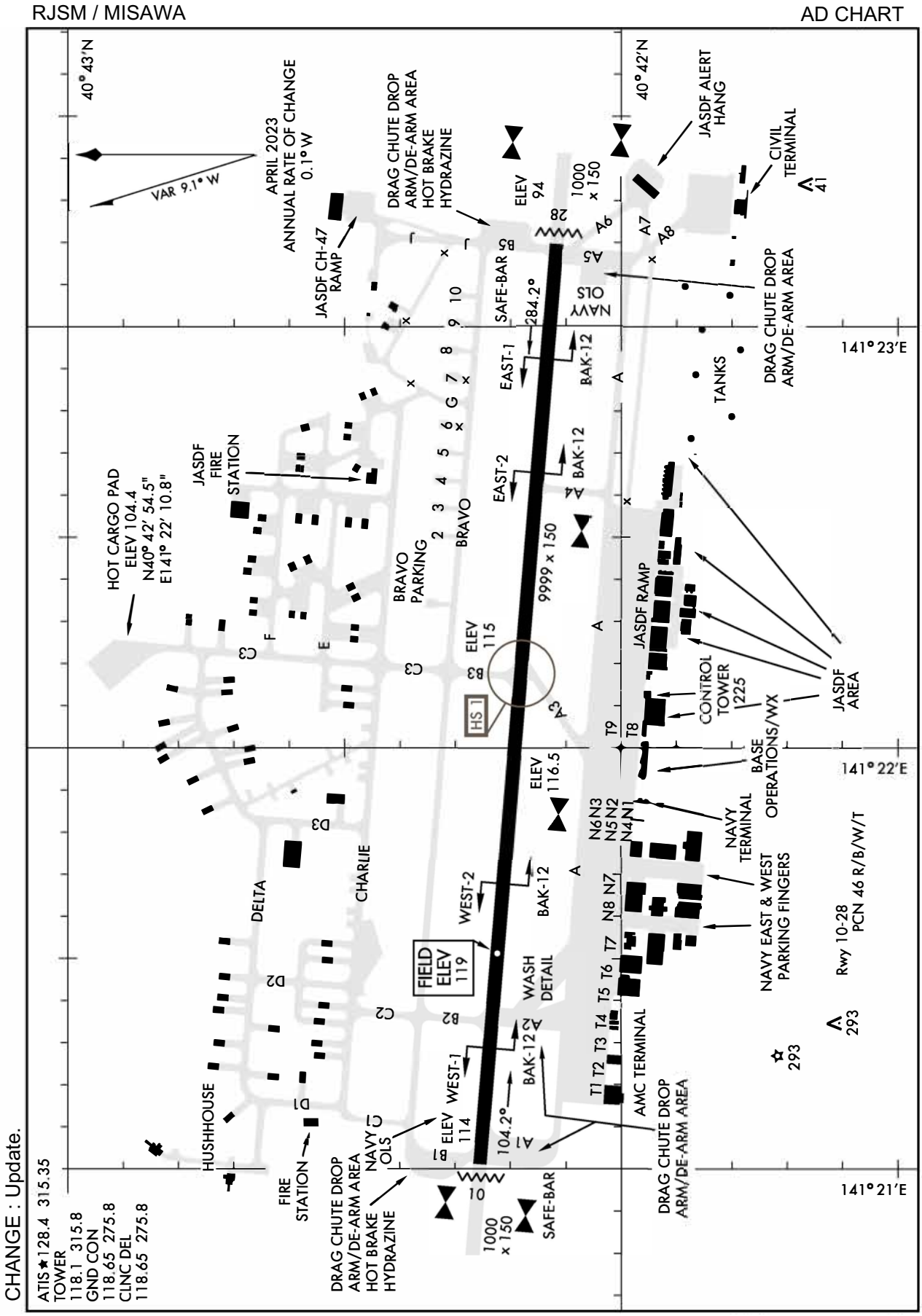
*Frequency for Misawa APP/ASR is 120.7MHz
*Frequency for TOKYO-ACC is 124.5MHz



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 Y or LOC Y RWY28)
Instrument Approach Chart (ILS Z or LOC Z RWY28)
Instrument Approach Chart (HI-VOR Y or TACAN Y RWY28)
Instrument Approach Chart (VOR Z or TACAN Z RWY28)
Instrument Approach Chart (HI-ILS Y or LOC Y RWY10)
Instrument Approach Chart (HI-ILS Z or LOC Z RWY10)
Instrument Approach Chart (HI-VOR Y or TACAN Y RWY10)
Instrument Approach Chart (RNAV(GPS) RWY28)
Instrument Approach Chart (RNAV(GPS) RWY10)
Other Chart (MVA CHART)

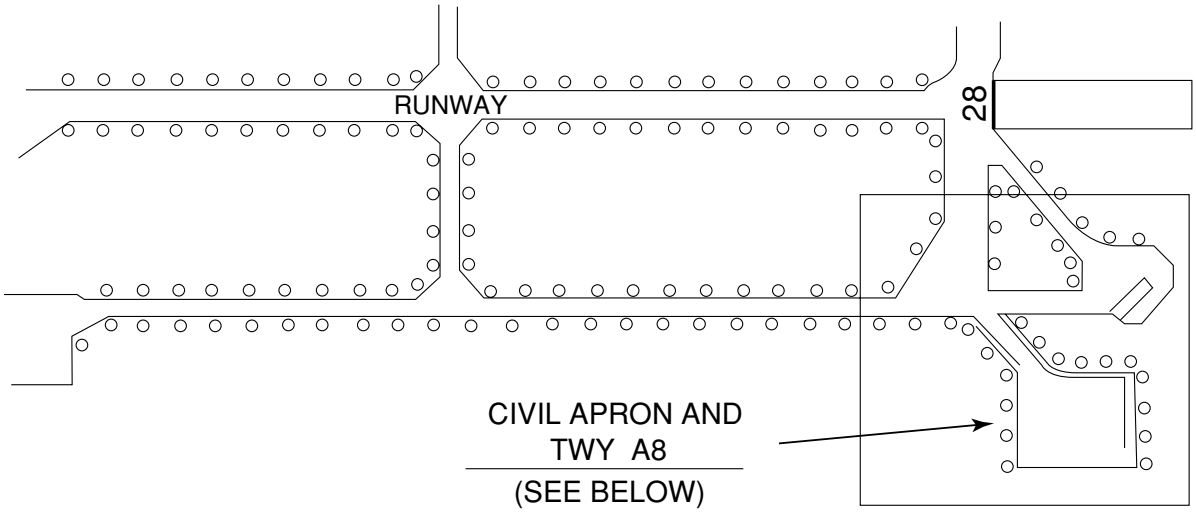
INTENTIONALLY LEFT BLANK

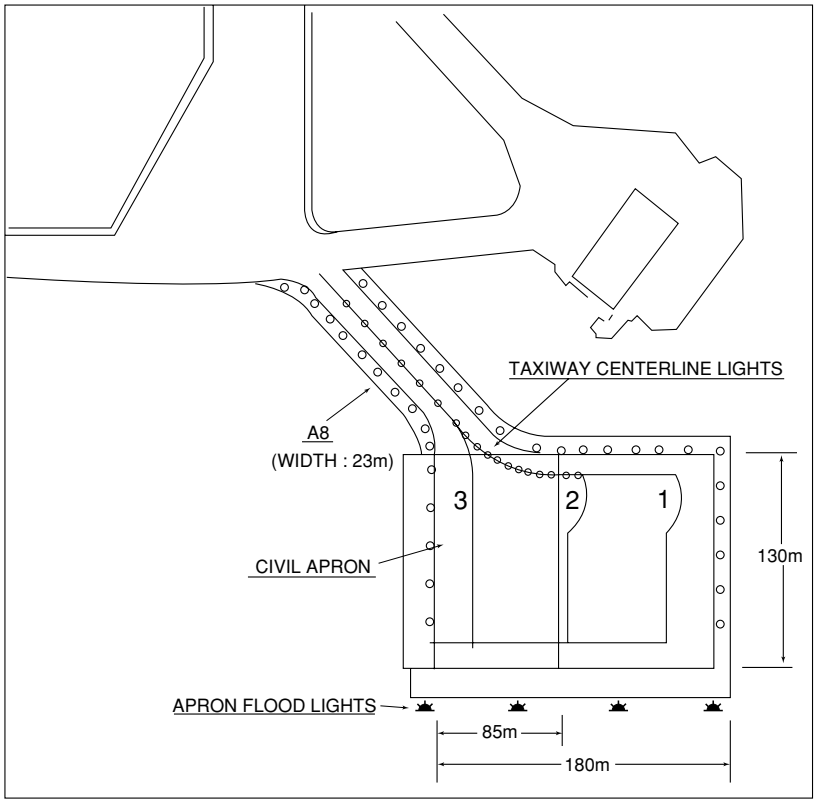


NOTE: REPRINTING DOD FLIP

RJSM / MISAWA Aircraft Parking / Docking Chart

MISAWA AERODROME





STANDARD DEPARTURE CHART - INSTRUMENT

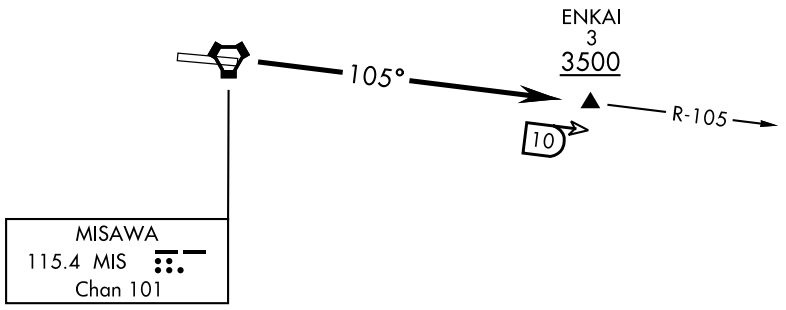
RJSM / MISAWA

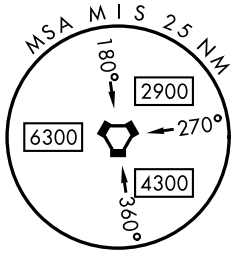
ENKAI THREE DEPARTURE

ATIS ★ 128.4 315.35
CLNC DEL
118.65 275.8
TOWER
118.1 315.8
DEP CON
125.3 363.8

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

DEPARTURE ROUTE DESCRIPTION

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

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

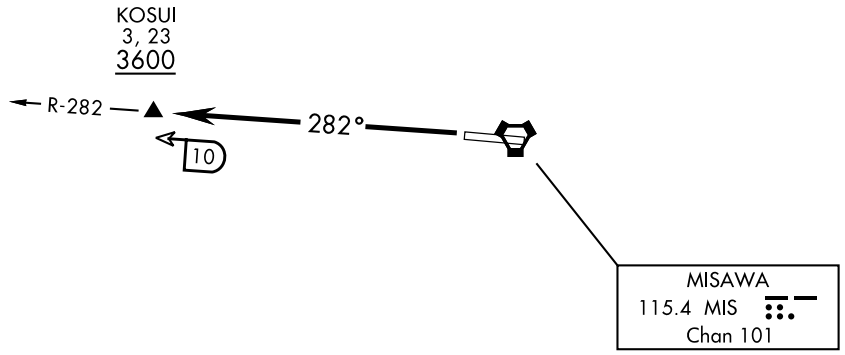
RJSM / MISAWA

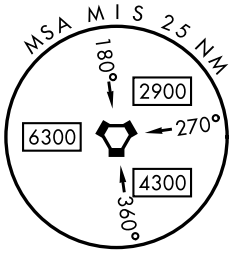
KOSUI THREE DEPARTURE

ATIS ★128.4 315.35
CLNC DEL
118.65 275.8
TOWER
118.1 315.8
DEP CON
125.3 363.8

Rwy	Knots	60	120	180	240	300	360
28	V/V(fpm)	406	812	1218	1624	2030	2436

ATC Climb Rate to 3600





3734

TA 14,000

DEPARTURE ROUTE DESCRIPTION

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

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJSM / MISAWA

MISAWA SEVEN DEPARTURE

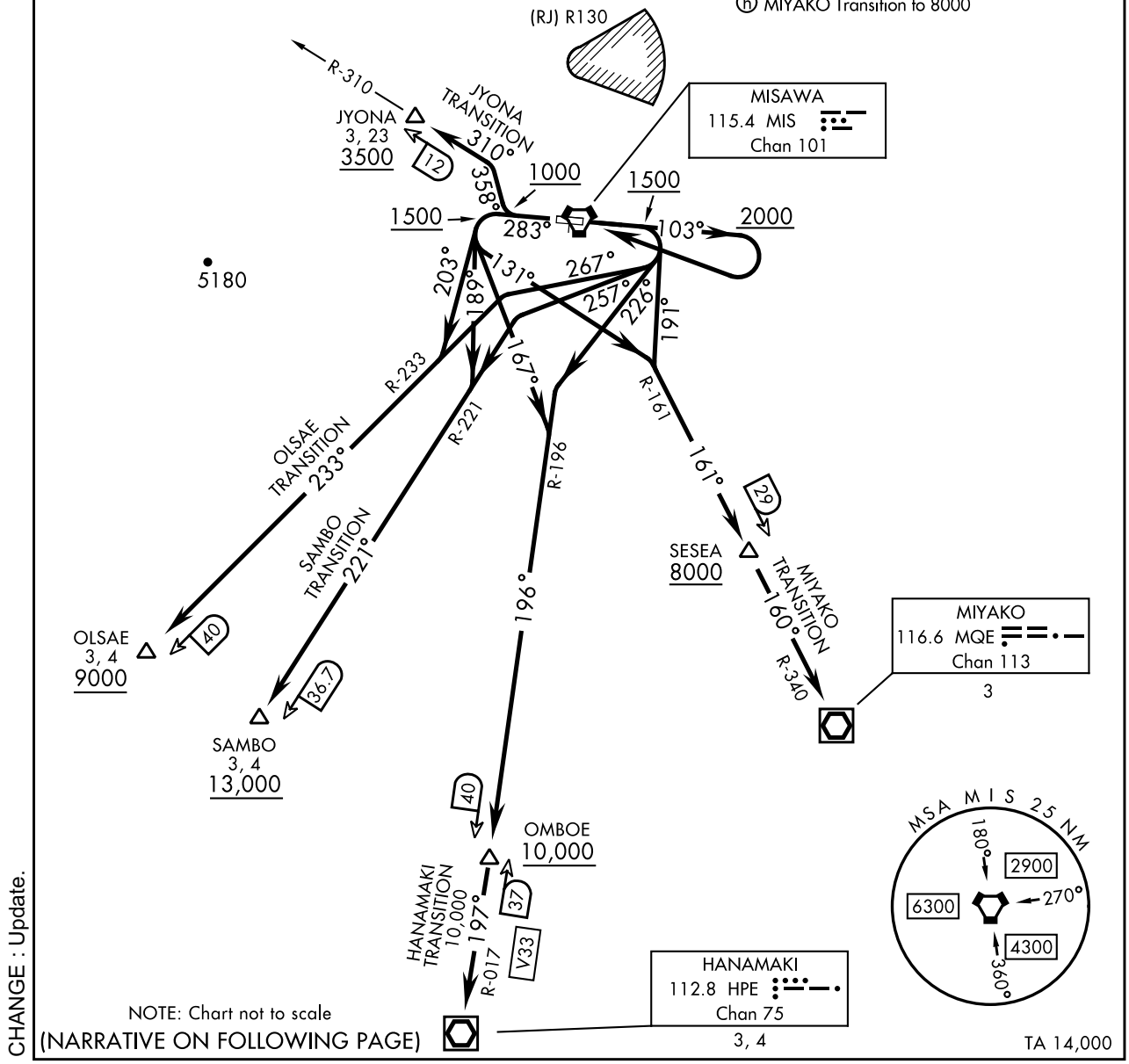
ATIS ★128.4 315.35
CLNC DEL
118.65 275.8
TOWER
118.1 315.8
DEP CON
125.3 363.8

Rwy	Knots	60	120	180	240	300	360
*28 ⓐⓒ	V/V(fpm)	215	430	645	860	1075	1290
*28 ⓑ	V/V(fpm)	251	502	753	1004	1255	1506
†28 ⓓ	V/V(fpm)	221	442	663	884	1105	1326
†28 ⓔ	V/V(fpm)	313	626	939	1252	1565	1878
†10 ⓕ	V/V(fpm)	299	598	897	1196	1495	1794
†28 ⓕ	V/V(fpm)	336	672	1008	1344	1680	2016
†10 ⓖ	V/V(fpm)	218	436	654	872	1090	1308
†28 ⓖ	V/V(fpm)	218	436	645	872	1090	1308
†10 ⓗ	V/V(fpm)	256	512	768	1024	1280	1536
†28 ⓗ	V/V(fpm)	220	440	660	880	1100	1320

* Minimum Climb Rate † ATC Climb Rate

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

JYONA TRANSITION TAKEOFF RWY 10 is limited to 270 KIAS until established on the MIS R-310.



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJSM / MISAWA

MISAWA SEVEN DEPARTURE

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb heading 103° to 1500 (2000 for JYONA TRANSITION), thence ....

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

HANAMAKI TRANSITION:
TAKEOFF RWY 10: ...turn right heading 226° to intercept MIS VORTAC R-196 (HPE VOR/DME R-017) to HANAMAKI VOR/DME. Cross OMBOE at or above 10,000. Maintain ATC assigned altitude.
TAKEOFF RWY 28: ...turn left left heading 167° to intercept MIS VORTAC R-196 (HPE VOR/DME R-017) to HANAMAKI VOR/DME. Cross OMBOE at or above 10,000. Maintain ATC assigned altitude.

JYONA TRANSITION:
TAKEOFF RWY 10: ...turn right, climb via MIS VORTAC to intercept MIS R-310 direct JYONA. Cross JYONA at or above 3500. Maintain ATC assigned altitude.
TAKEOFF RWY 28: ...turn right heading 358° to intercept MIS VORTAC R-310 to JYONA. Cross JYONA at or above 3500. Maintain ATC assigned altitude.

MIYAKO TRANSITION:
TAKEOFF RWY 10: ...turn right heading 191° to intercept MIS VORTAC R-161 (MQE VOR/DME R-340) to MIYAKO VOR/DME. Cross SESEA at or above 8000. Maintain ATC assigned altitude.
TAKEOFF RWY 28: ...turn left heading 131° to intercept MIS VORTAC R-161 (MQE VOR/DME R-340) to MIYAKO VOR/DME. Cross SESEA at or above 8000. Maintain ATC assigned altitude.

OLSAE TRANSITION:
TAKEOFF RWY 10: ...turn right heading 267° to intercept MIS VORTAC R-233 to OLSAE (MIS R-233/40 DME). Cross OLSAE at or above 9000. Maintain ATC assigned altitude.
TAKEOFF RWY 28: ...turn left heading 203° to intercept MIS VORTAC R-233 to OLSAE (MIS R-233/40 DME). Cross OLSAE at or above 9000. Maintain ATC assigned altitude.

SAMBO TRANSITION:
TAKEOFF RWY 10: ...turn right heading 257° to intercept MIS VORTAC R-221 to SAMBO (MIS R-221/36.7 DME). Cross SAMBO at or above 13,000. Maintain ATC assigned altitude.
TAKEOFF RWY 28: ...turn left heading 189° to intercept MIS VORTAC R-221 to SAMBO (MIS R-221/36.7 DME). Cross SAMBO at or above 13,000. Maintain ATC assigned altitude.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

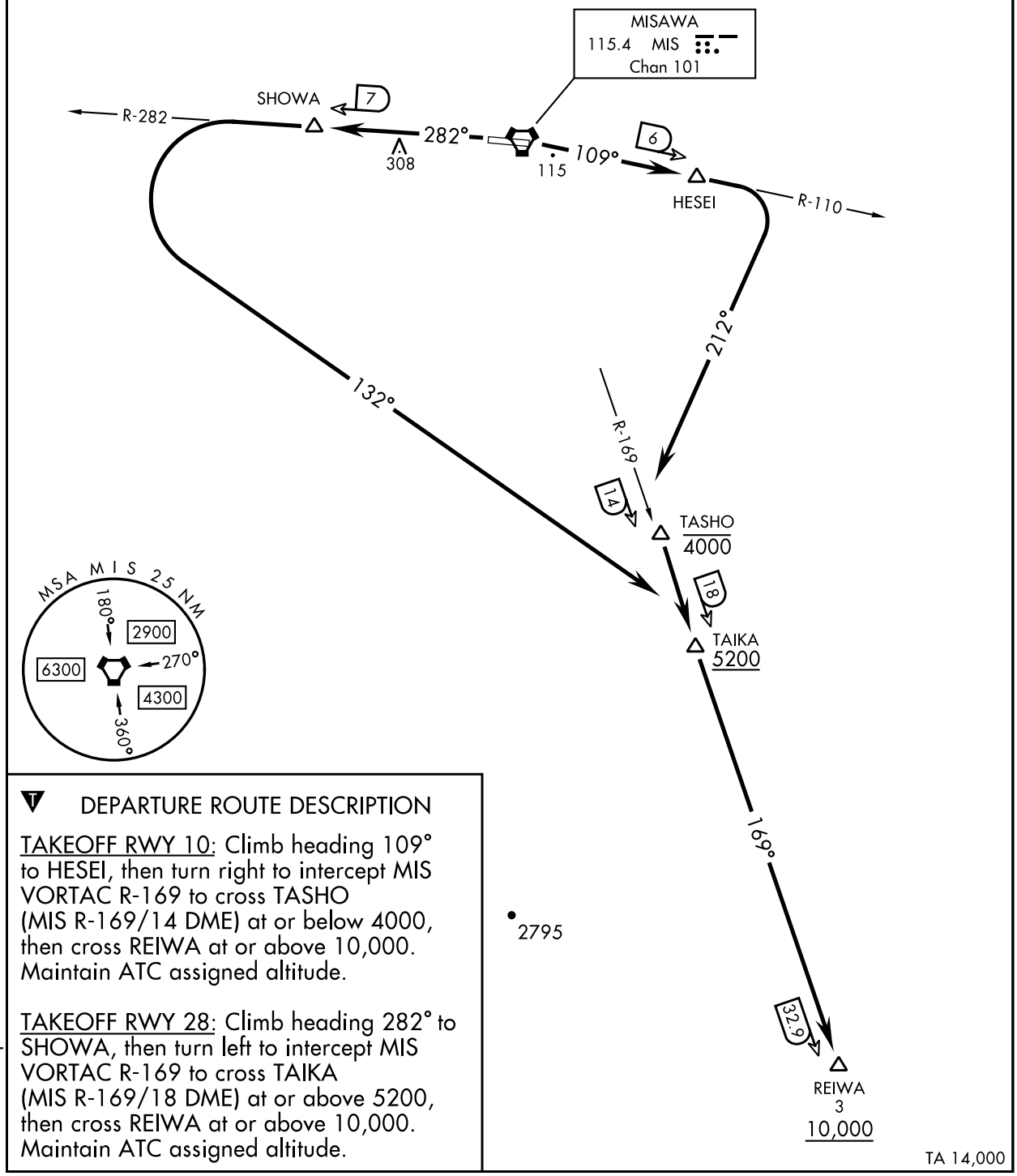
RJSM / MISAWA

REIWA TWO DEPARTURE

ATIS★128.4 315.35
CLNC DEL
118.65 275.8
TOWER
118.1 315.8
DEP CON
125.3 363.8

Rwy	Knots	60	120	180	240	300	360
10	V/V(fpm)	289	578	867	1156	1445	1734
28	V/V(fpm)	249	498	747	996	1245	1494

ATC Climb Rate to 10,000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb heading 109° to HESEI, then turn right to intercept MIS VORTAC R-169 to cross TASHO (MIS R-169/14 DME) at or below 4000, then cross REIWA at or above 10,000. Maintain ATC assigned altitude.

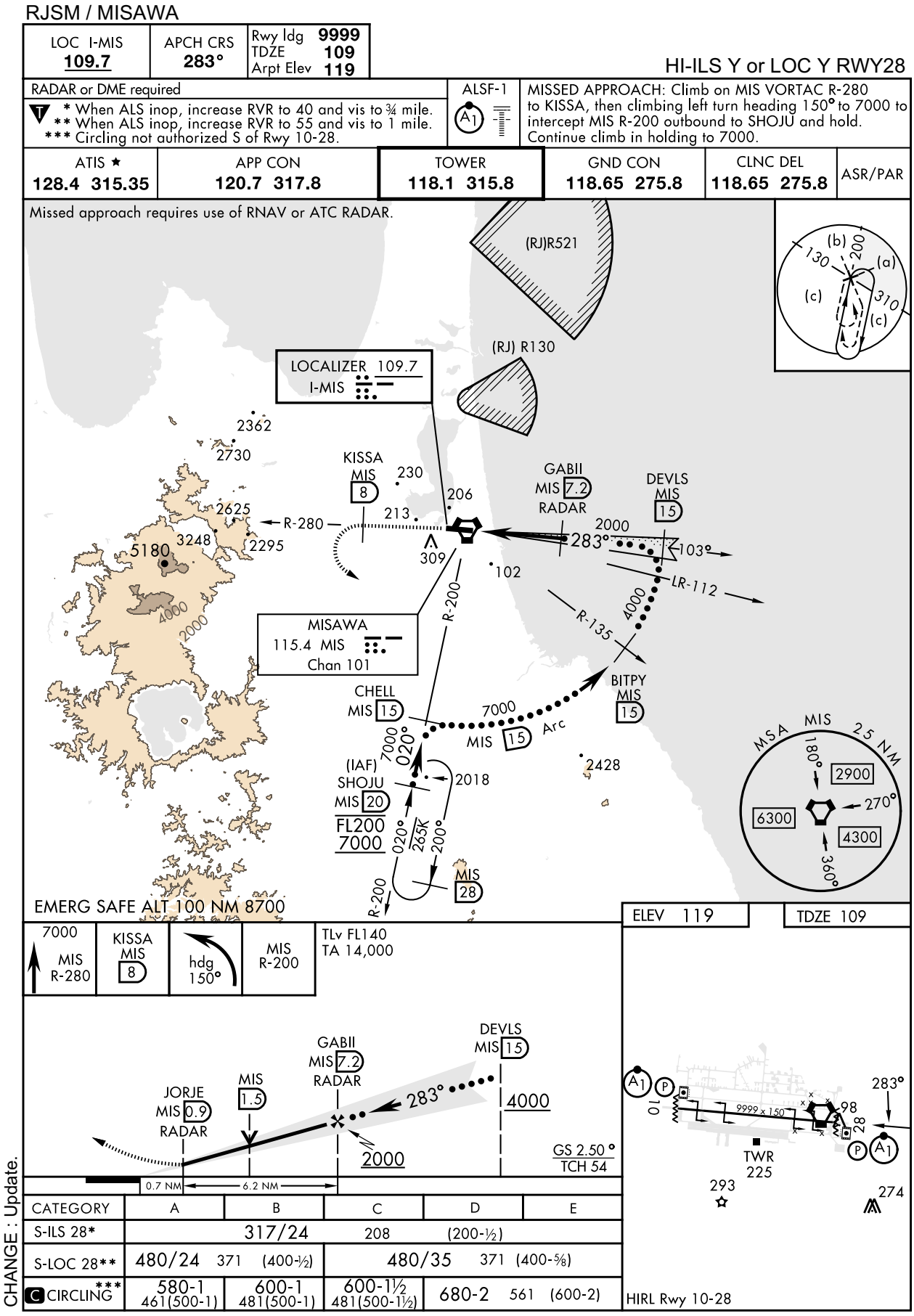
TAKEOFF RWY 28: Climb heading 282° to SHOWA, then turn left to intercept MIS VORTAC R-169 to cross TAIKA (MIS R-169/18 DME) at or above 5200, then cross REIWA at or above 10,000. Maintain ATC assigned altitude.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART



CATEGORY	A	B	C	D	E
S-ILS 28*	317/24		208	(200-½)	
S-LOC 28**	480/24 371 (400-½)		480/35 371 (400-⅝)		
C CIRCLING***	580-1 461(500-1)	600-1 481(500-1)	600-1½ 481(500-1½)	680-2 561 (600-2)	

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

LOC I-MIS	APCH CRS	Rwy Idg / TDZE / Arpt Elev
109.7	283°	9999 / 109 / 119

ILS Z or LOC Z RWY28

RADAR or DME required

T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.
*** Circling not authorized S of Rwy 10-28.

ALSF-1

MISSED APPROACH: Climb on MIS VORTAC R-280 to KISSA, then climbing left turn heading 150° to 7000 to intercept MIS R-200 outbound to SHOJU and hold. Continue climb in holding to 7000.

ATIS ★	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
128.4 315.35	120.7 317.8	118.1 315.8	118.65 275.8	118.65 275.8	

Missed approach requires use of RNAV or ATC RADAR monitoring.

(RJ) R130

LOCALIZER 109.7
I-MIS

MISAWA
115.4 MIS
Chan 101

KISSA
MIS
8

230°
213
206
217
102
309

R-280

(IAF)
GABII
MIS 7.2
RADAR

Remain within 15 NM of GABII

DEVLS
MIS
15

058°
238°
283°
103°

R-200

SHOJU
MIS
20

020°
265K
200°

MIS
28

MSA MIS 25 NM
180°
2900
6300
270°
4300
360°

EMERG SAFE ALT 100 NM 8700

ELEV 119 | TDZE 109

7000
MIS
R-280

KISSA
MIS
8

hdg
150°

MIS
R-200

TLv FL140
TA 14,000

GABII
MIS 7.2
RADAR

Remain within 15 NM of GABII

10,000
4000

103°

DEVLS
MIS 15

4000

283°

JORJE
RADAR
MIS 0.9

MIS
1.5

2000

GS 2.50°
TCH 54

0.7 NM | 6.3 NM

CATEGORY	A	B	C	D	E
S-ILS 28 *	317/24		208	(200-½)	
S-LOC 28 **	480/24 371 (400-½)		480/35	371 (400-⅝)	
C CIRCLING ***	580-1 461(500-1)	600-1 481(500-1)	600-1½ 481(500-1½)	680-2 561 (600-2)	

HIRL Rwy 10-28

TWR
225

293

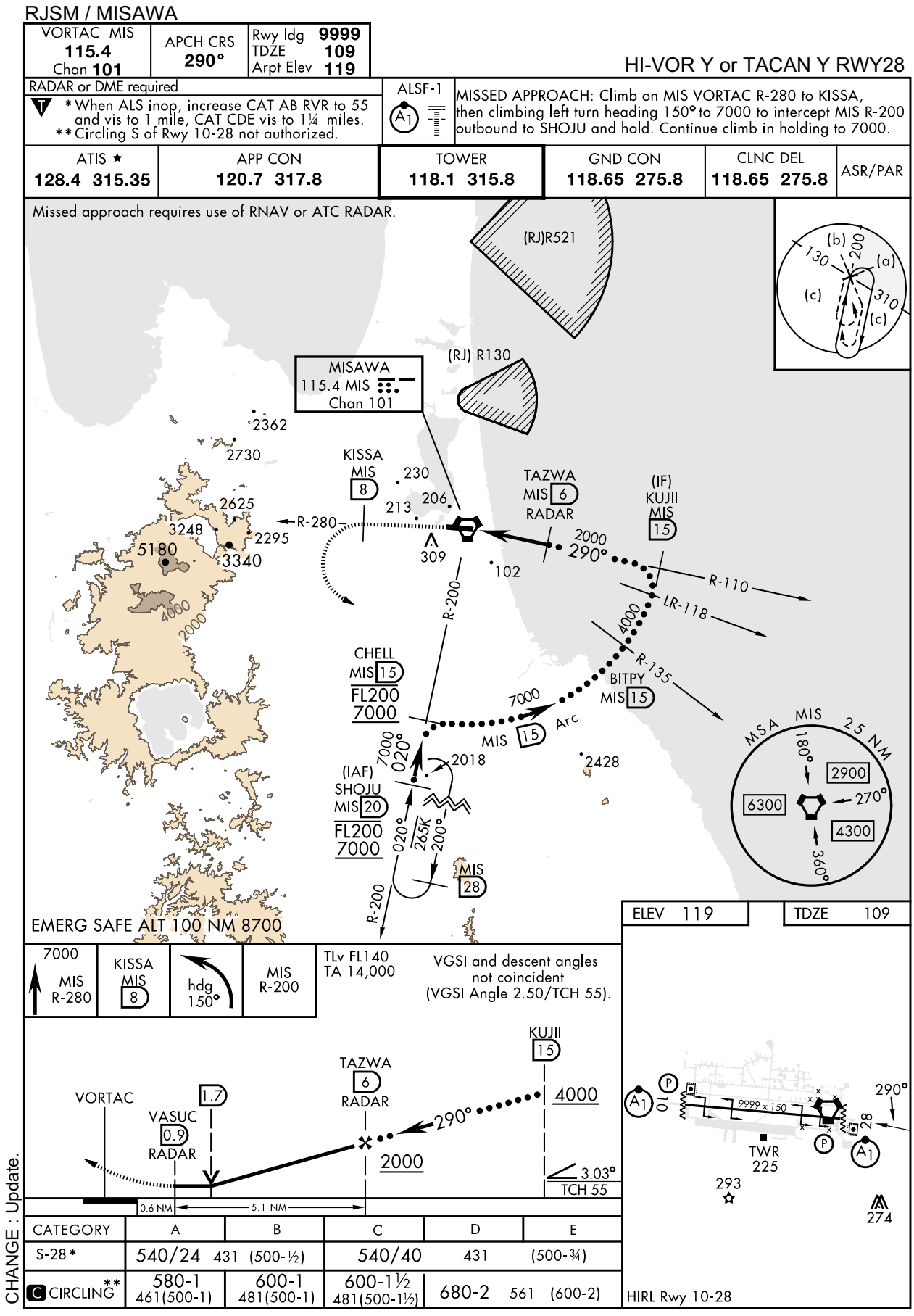
274

283°

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

VORTAC MIS	APCH CRS	Rwy ldg 9999
115.4	290°	TDZE 109
Chan 101		Arpt Elev 119

VOR Z or TACAN Z RWY28

RADAR or DME required

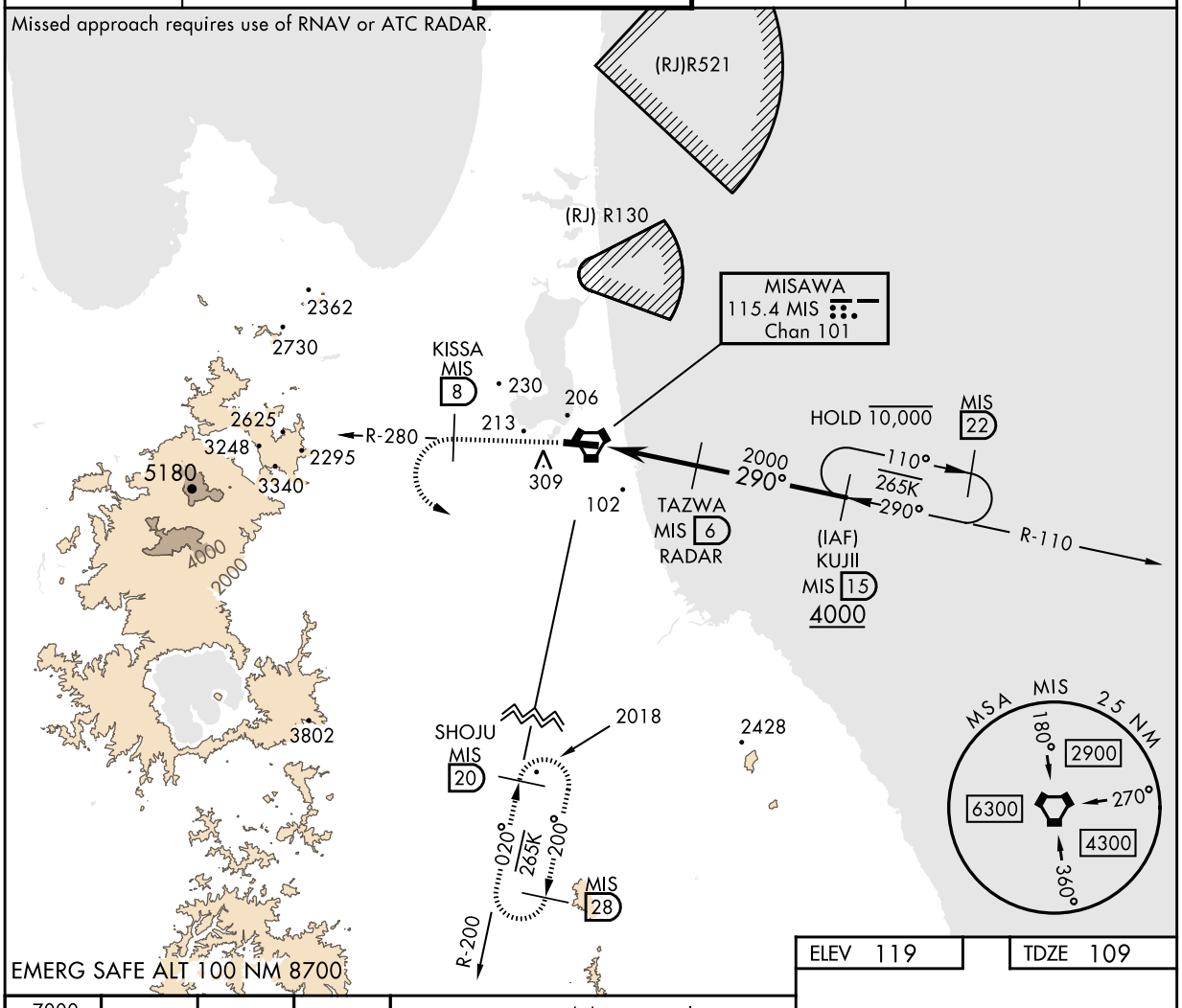
T * When ALS inop, increase CAT AB RVR to 55 vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling S of Rwy 10-28 not authorized.

ALSF-1

MISSED APPROACH: Climb on MIS VORTAC R-280 to KISSA, then climbing left turn heading 150° to 7000 to intercept MIS R-200 outbound to SHOJU and hold. Continue climb in holding to 7000.

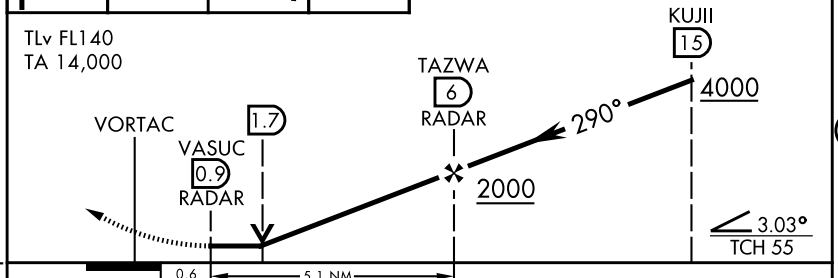
ATIS ★	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
128.4 315.35	120.7 317.8	118.1 315.8	118.65 275.8	118.65 275.8	

Missed approach requires use of RNAV or ATC RADAR.

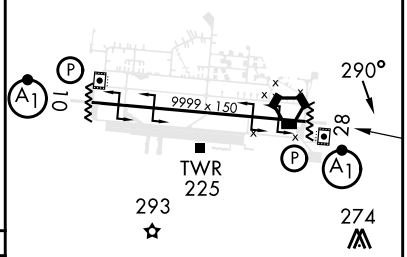


7000	KISSA		MIS
MIS R-280	MIS 8	hdg 150°	R-200

VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 55).



ELEV 119 TDZE 109



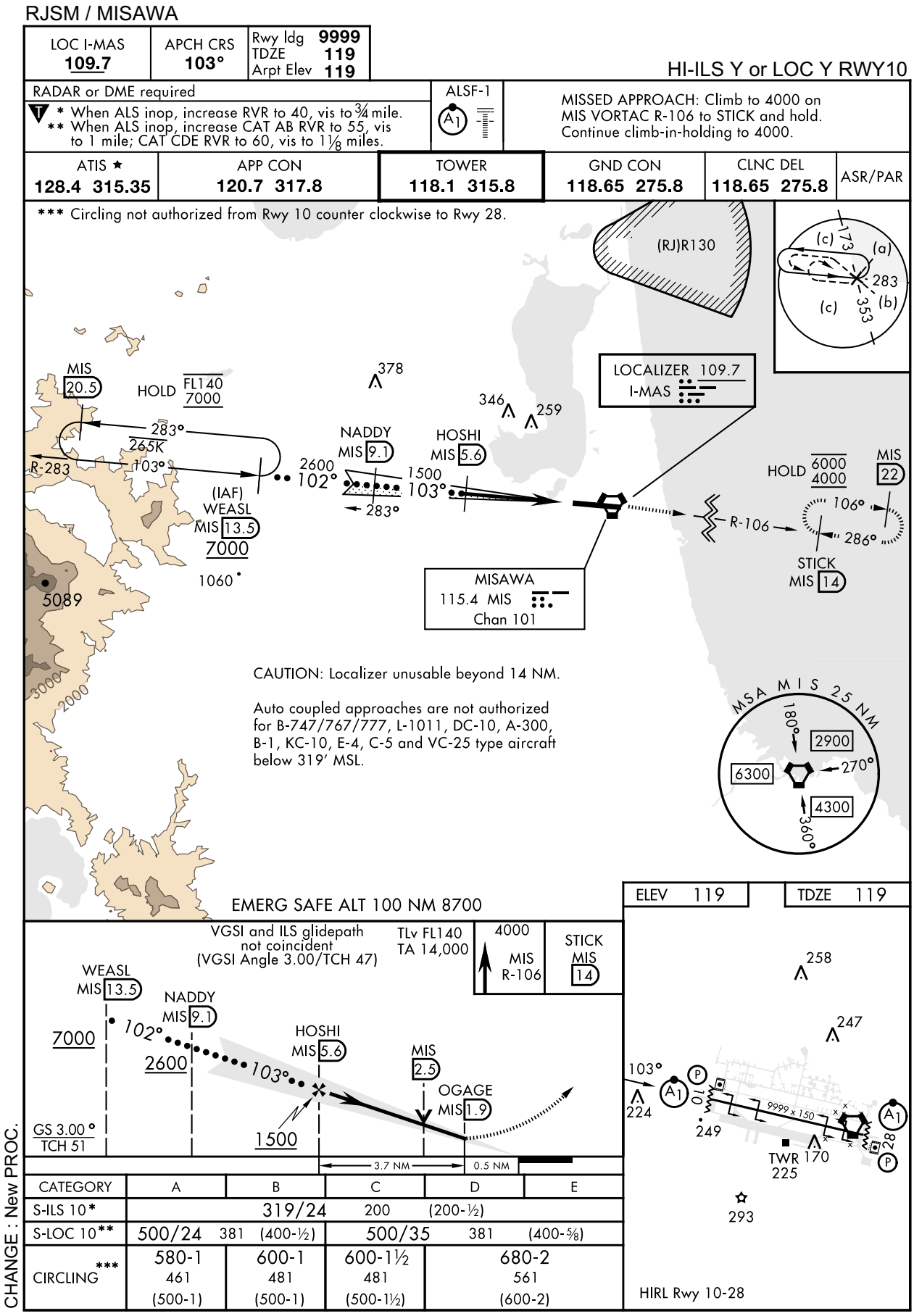
CATEGORY	A	B	C	D	E
S-28*	540/24 431 (500-½)		540/40 431 (500-¾)		
C CIRCLING**	580-1 461(500-1)	600-1 481(500-1)	600-1½ 481(500-1½)	680-2 561 (600-2)	

HIRL Rwy 10-28

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

LOC I-MAS	APCH CRS	Rwy Idg / TDZE / Arpt Elev
109.7	103°	9999 / 119 / 119

HI-ILS Z or LOC Z RWY10

RADAR or DME required

▼ *When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 on MIS VORTAC R-106 to STICK and hold. Continue climb-in-holding to 4000.

ATIS ★	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
128.4 315.35	120.7 317.8	118.1 315.8	118.65 275.8	118.65 275.8	

*** Circling not authorized south of Rwy 10-28.

CAUTION: Localizer unusable beyond 14 NM.

Auto coupled approaches are not authorized for B-747/767/777, L-1011, DC-10, A-300, B-1, KC-10, E-4, C-5, and VC-25 type aircraft below 319' MSL.

(RJ)R521

(RJ) R130

(b) 130 200 (a) (c) 310 (c)

2362 2730

UBESE MIS 15 RADAR R-283 LR-275

LIFTY MIS 13

(IF) KASHH MIS 11

1300 103° 3200

230 213 206

LOCALIZER 109.7 I-MAS

KLYBR MIS 5

309 102 217

MISAWA 115.4 MIS Chan 101

MIS 22 106° 286° R-106

STICK MIS 14 HOLD 6000 4000

5200

9000 10000

MIS 15 4700 Arc

R-200

CHELL MIS 15

(IAF) SHOJU MIS 20 FL200 7000

020° 7000 26.5K 200°

2428 2018

MIS 28

EMERG SAFE ALT 100 NM 8700

M.S.A MIS 25 NM 180° 2900 6300 270° 4300 360°

TLv FL140 TA 14,000

4000 MIS R-106

STICK MIS 14

ELEV 119 TDZE 119

SHOJU R-200 MIS 20 FL200 7000

CHELL R-200 MIS 15 020° 7000

UBESE R-283 MIS 15 RADAR 4700

LIFTY MIS 13 3200

KASHH MIS 11 103°

KLYBR MIS 5 1300

MIS 2.5 OGAGE MIS 1.9 RADAR

MIS 15 Arc

GS 3.00° TCH 51

3.1 NM 0.5 NM

103° 111 10 9999 x 150 28 TWR 225 293 274

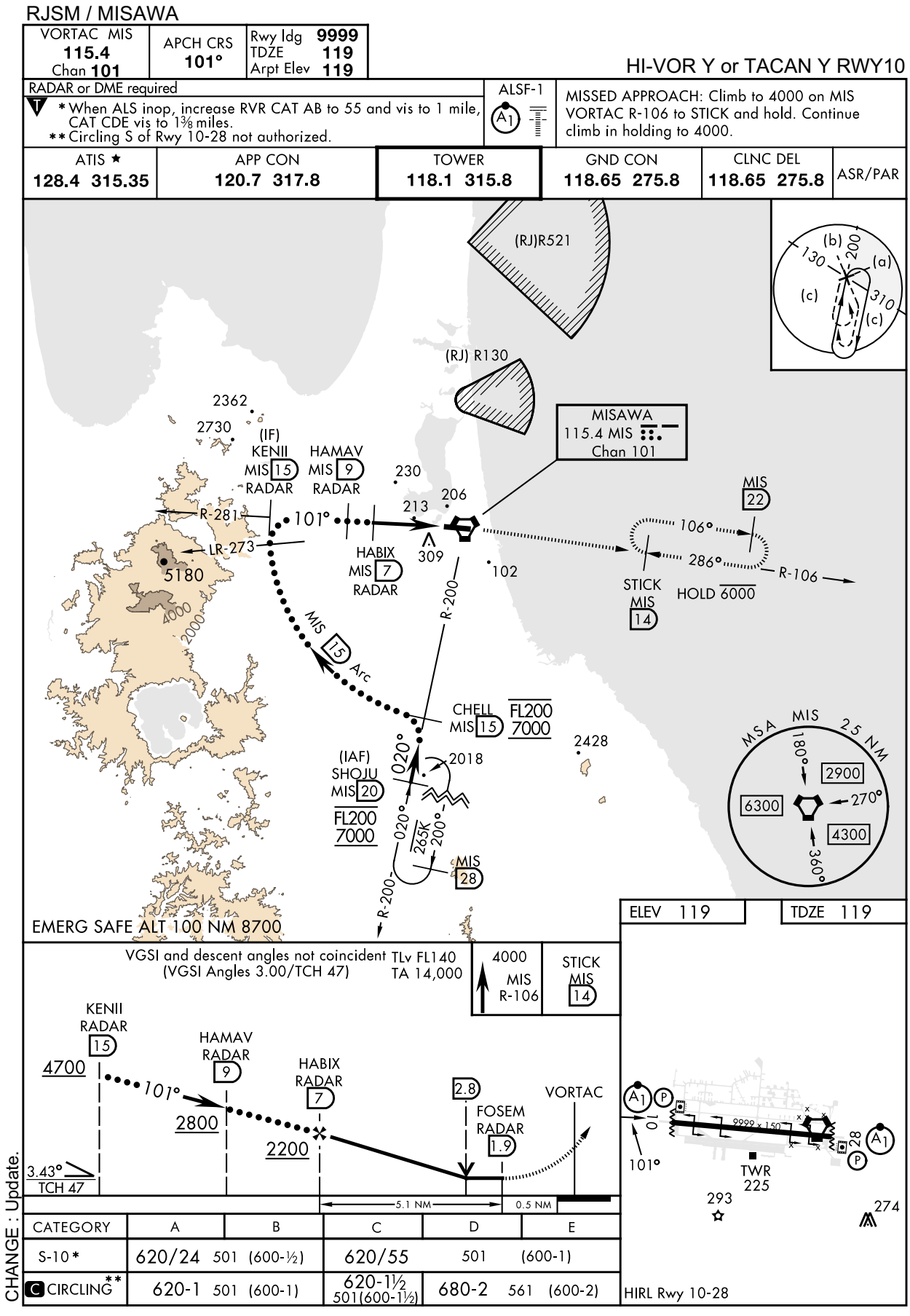
HIRL Rwy 10-28

CATEGORY	A	B	C	D	E
S-ILS 10 *	319/24		200	(200-½)	
S-LOC 10 **	500/24	381 (400-½)	500/35	381 (400-⅝)	
C CIRCLING ***	580-1 461 (500-1)	600-1 481 (500-1)	600-1½ 481 (500-1½)	680-2 561 (600-2)	

CHANGE : Update.

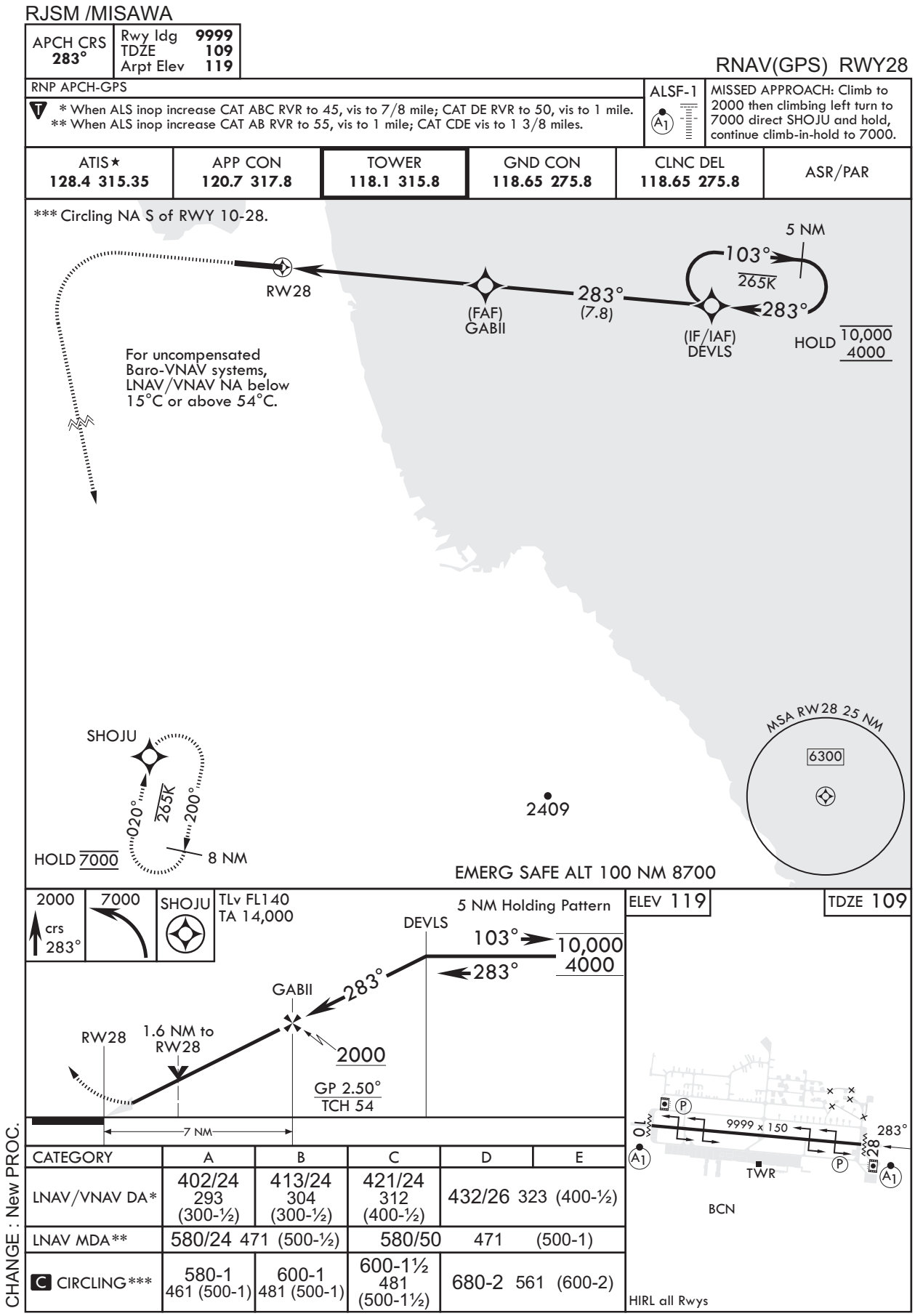
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



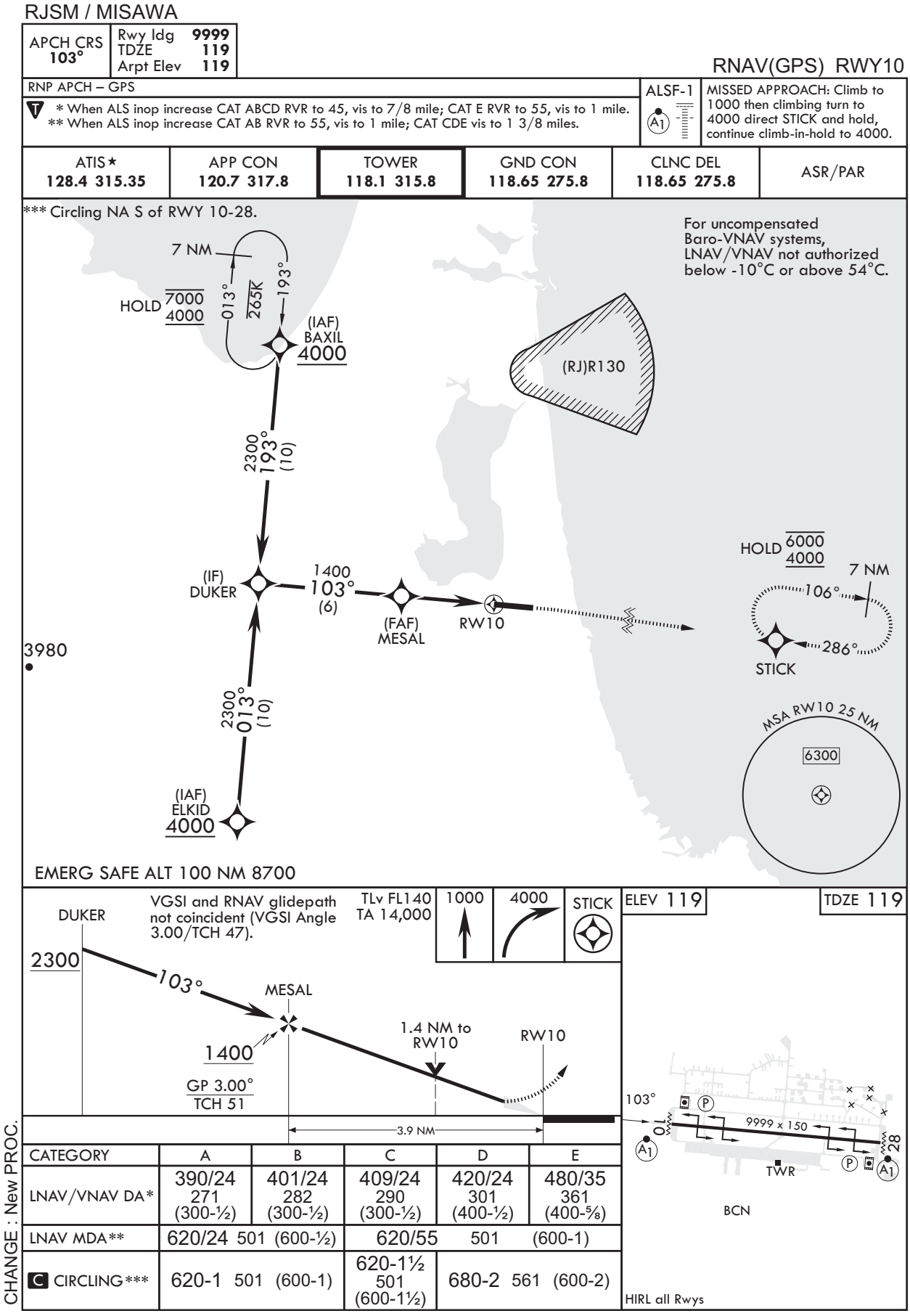
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

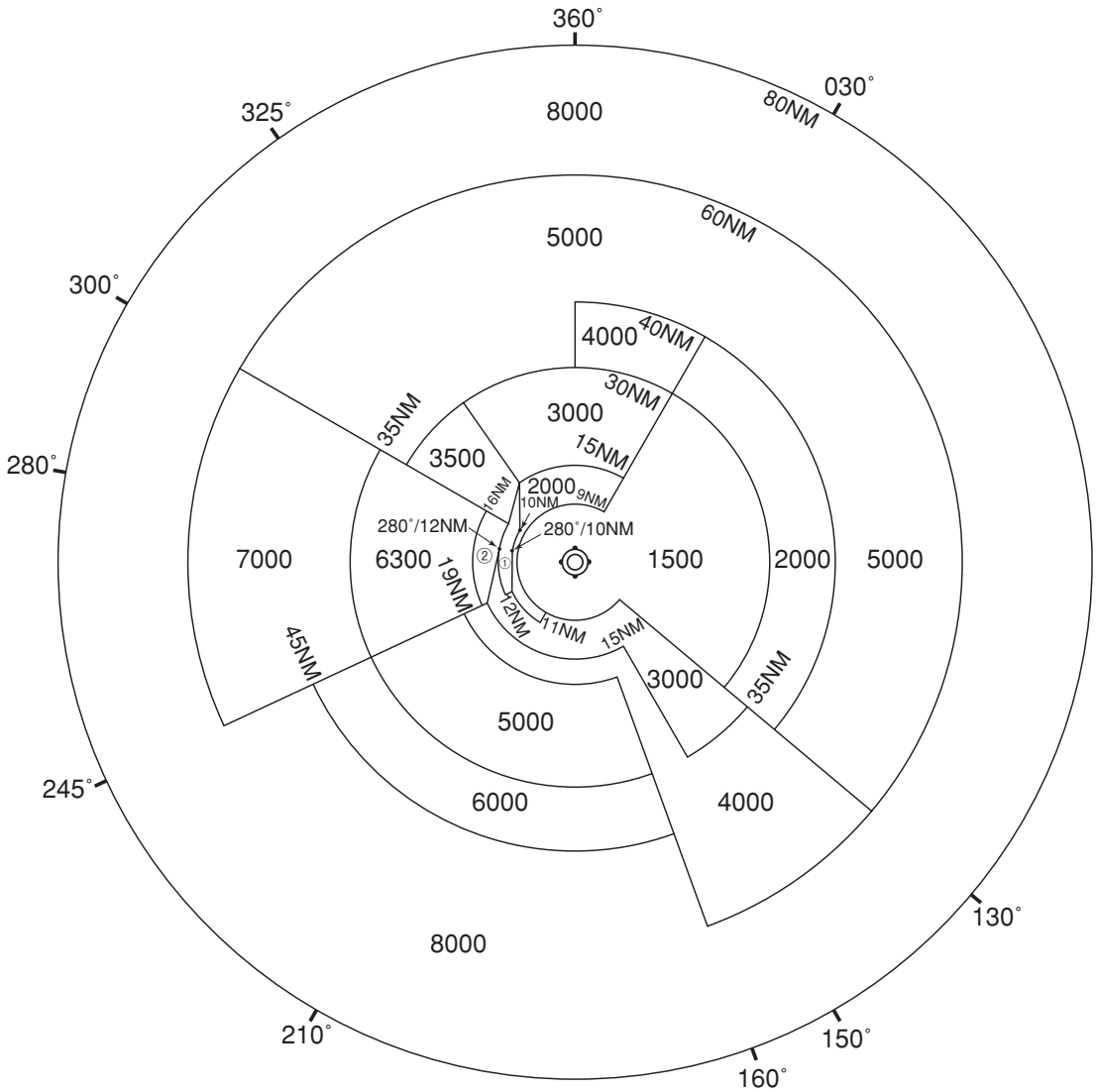


NOTE: REPRINTING DOD FLIP

INTENTIONALLY LEFT BLANK

RJSM / MISAWA Minimum Vectoring Altitude CHART

VAR 9˚W (2014)



① 2500
② 4400

CENTER : *404247N/1412229E* (RADAR SITE)