

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 |

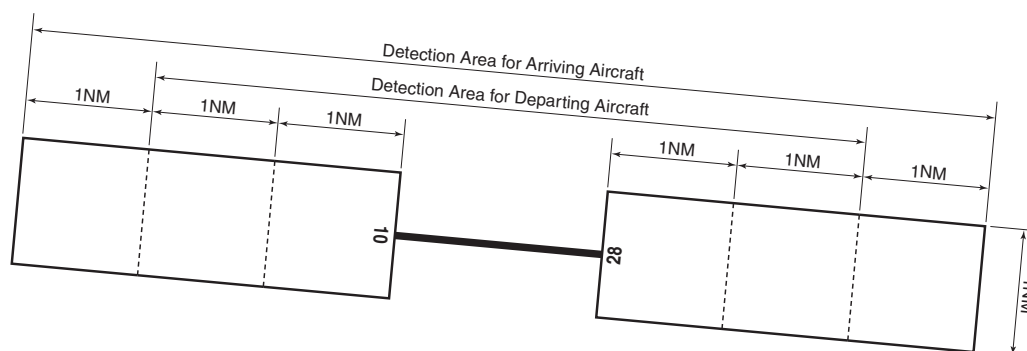
RJSM AD 2.10 AERODROME OBSTACLES

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) | UNIT PROVIDING SERVICE | REMARKS |
|--------------|--|--------------------------------|--|---|
| | | LOWER LIMIT (AMSL) M(ft) | | |
| 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 | | 札幌ACC Sapporo ACC 124.5 MHz 303.8 MHz | 当該空域を飛行しようとする VFR機は、札幌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 Sapporo 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-GP 28 | - | 333.2MHz | H24 | - | | ILS RWY 10/28 Maintenance period: 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/ MDA-VIS</u> | <u>HAT/HATH HAA</u> | <u>CEIL-VIS</u> |
|-------|------------|-------------------|------------|------------------------|-------------------------|-----------------|
| 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 1⅓ 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。 | | 1.Unmanned aircraft operations 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。 (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。) (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。 ※ 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) ※ 札幌管制部 (124.5MHz) | | 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 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.) (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. *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 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 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)

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AD CHART



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Aircraft Parking / Docking Chart



STANDARD DEPARTURE CHART - INSTRUMENT

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

ENKAI THREE DEPARTURE

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

ATC Climb Rate to 3500



DEPARTURE ROUTE DESCRIPTION

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

CHANGE : Update.

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STANDARD DEPARTURE CHART - INSTRUMENT

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KOSUI THREE DEPARTURE



▼

DEPARTURE ROUTE DESCRIPTION

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

CHANGE : Update.

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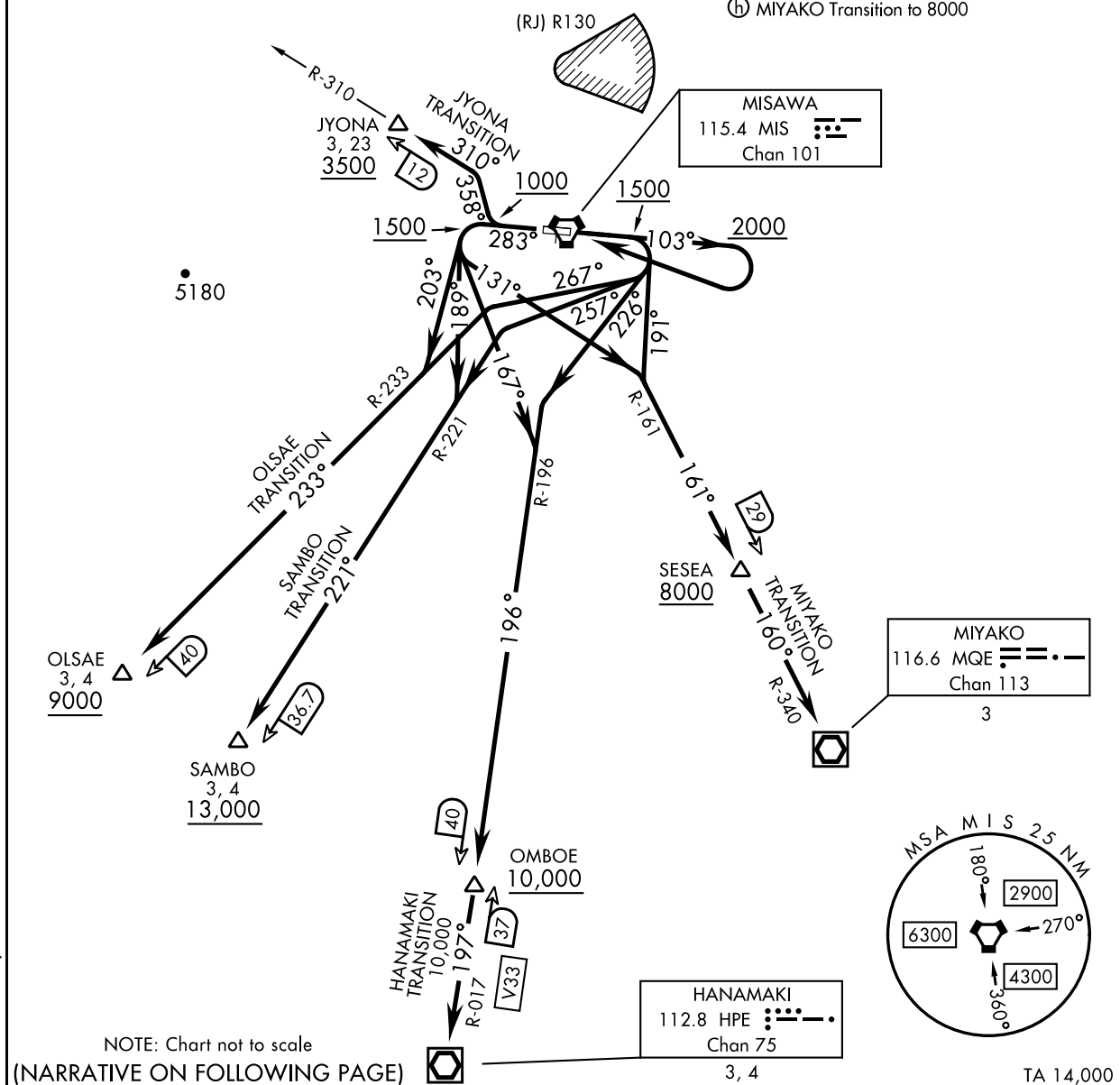
RJSM / MISAWA

MISAWA SEVEN DEPARTURE

| | Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|-----|------------|----------|-----|-----|------|------|------|------|
| *28 | (a) | 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) | 218 | 436 | 654 | 872 | 1090 | 1308 |
| †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 |

- (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

CHANGE : Update.



NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJSM / MISAWA

MISAWA SEVEN DEPARTURE



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 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

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

REIWA TWO DEPARTURE

| 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

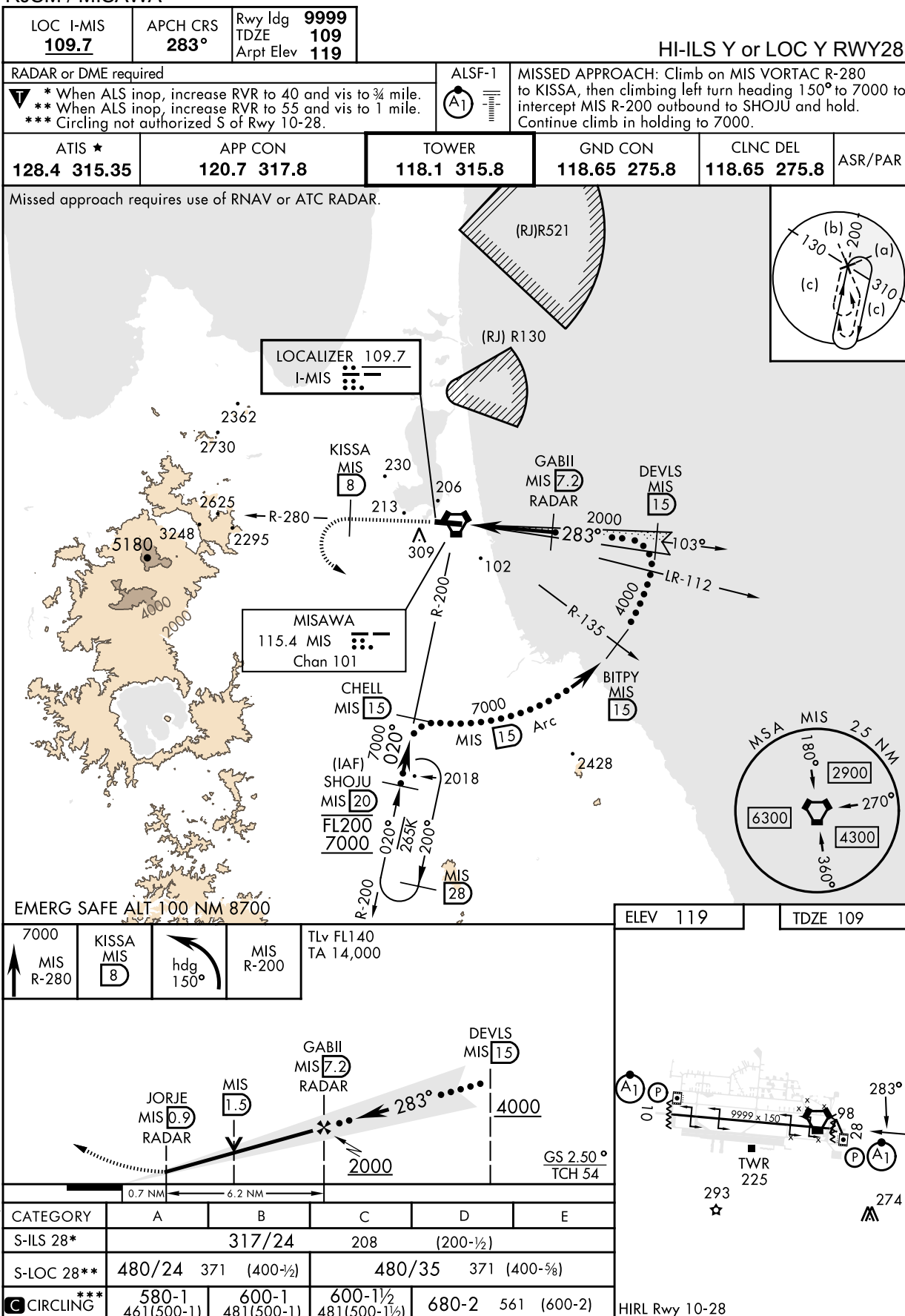


NOTE: REPRINTING DOD FLIP

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INSTRUMENT APPROACH CHART

RJSM / MISAWA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

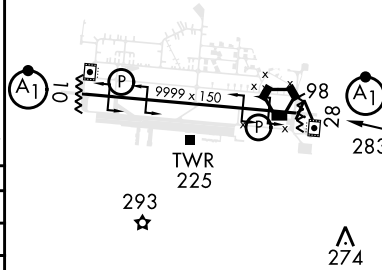
| | | | |
|---------------------------|-------------------------|--|----------------------|
| LOC I-MIS 109.7 | APCH CRS 283° | Rwy Idg 9999 TDZE 109 Arpt Elev 119 | ILS Z or LOC Z RWY28 |
|---------------------------|-------------------------|--|----------------------|

| | | |
|--|---|---|
| RADAR or DME required ▼ * 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 ★ 128.4 315.35 | APP CON 120.7 317.8 | TOWER 118.1 315.8 | GND CON 118.65 275.8 | CLNC DEL 118.65 275.8 | ASR/PAR |
|-------------------------------|-------------------------------|-----------------------------|--------------------------------|---------------------------------|---------|



EMERG SAFE ALT 100 NM 8700

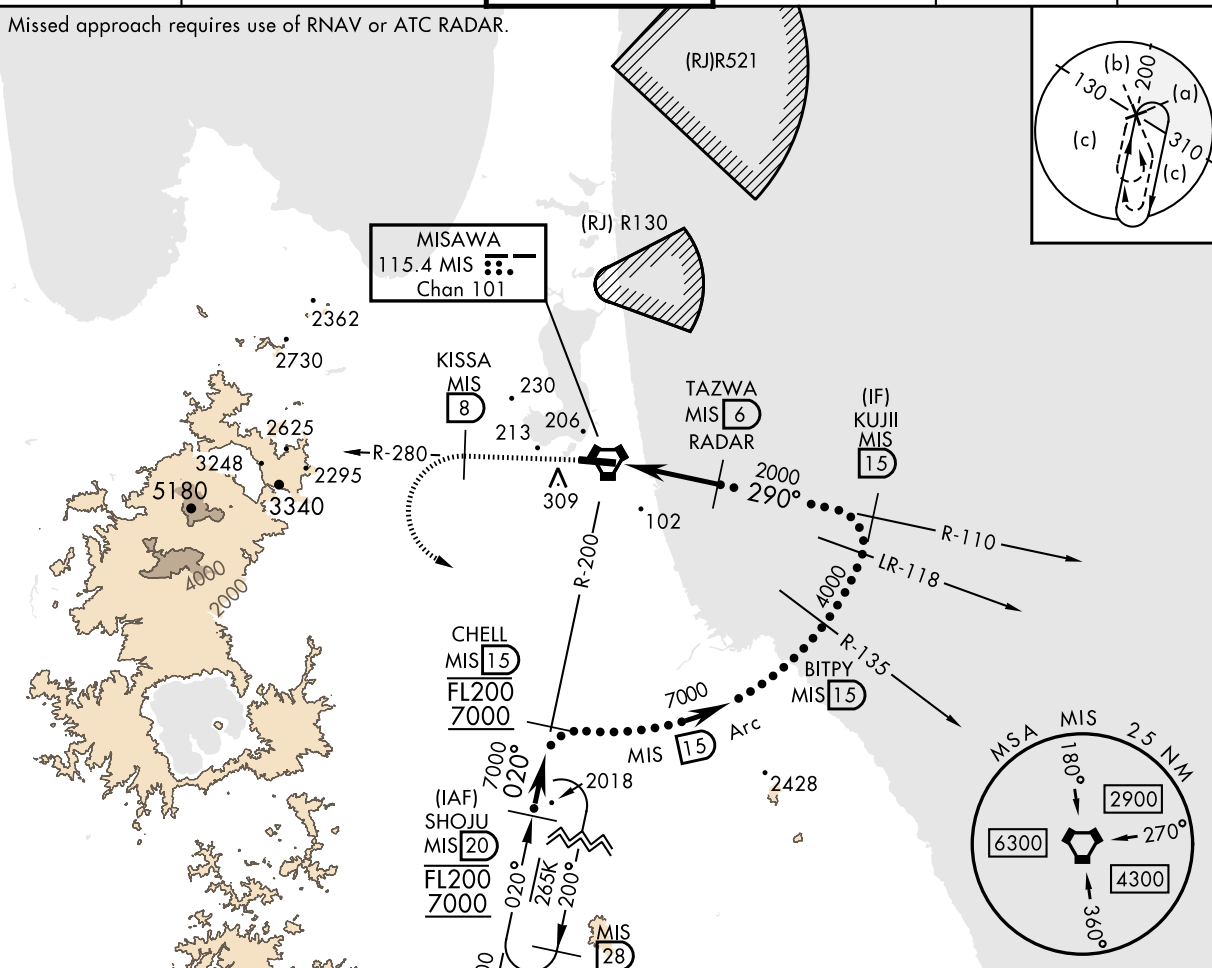
| | | | | | |
|------------------------|------------------------|---------------------|------------------------|----------------------|--|
| 7000 ↑ MIS R-280 | KISSA MIS 8 | hdg 150° | MIS R-200 | ELEV 119 | TDZE 109 |
| TLv FL140 TA 14,000 | | | | | |
| | JORJE RADAR MIS 0.9 | MIS 1.5 | GABII MIS 7.2 RADAR | DEVLS MIS 15 | |
| | | | | 4000 | |
| | | | | 2000 | |
| | 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 | (400-¾) |
| 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 | | | | |  |

NOTE: REPRINTING DOD FLIP

RJSM / MISAWA

| | | | | | | |
|--|--|-------------------------------|--|---|---|--|
| VORTAC MIS 115.4 Chan 101 | | APCH CRS 290° | Rwy Idg 9999 TDZE 109 Arpt Elev 119 | HI-VOR Y or TACAN Y RWY28 | | |
| RADAR or DME required <div><div></div><div>* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles. ** Circling S of Rwy 10-28 not authorized.</div></div> | | | | ALSF-1 <div><div>A1</div><div></div></div> | 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 ★ 128.4 315.35 | | APP CON 120.7 317.8 | | TOWER 118.1 315.8 | GND CON 118.65 275.8 | CLNC DEL 118.65 275.8 ASR/PAR |

Missed approach requires use of RNAV or ATC RADAR.



EMERG SAFE ALT 100 NM 8700

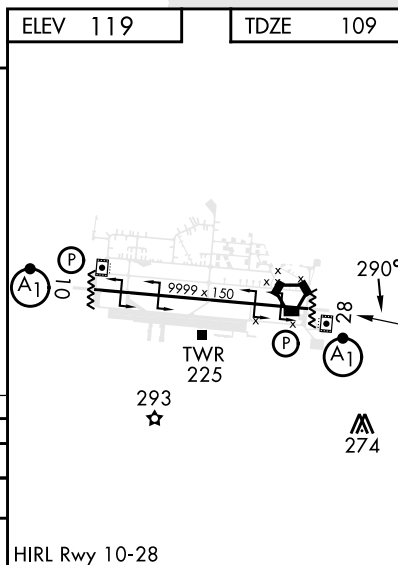
| | | | |
|----------------------------------|-------------------------------|---------------------|----------------------|
| <p>7000</p> <p>MIS R-280</p> | <p>KISSA</p> <p>MIS 8</p> | <p>hdg 150°</p> | <p>MIS R-200</p> |
|----------------------------------|-------------------------------|---------------------|----------------------|

TLv FL140
TA 14,000

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



| 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) | |



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

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

VOR Z or TACAN Z RWY28

RADAR or DME required

▼ * 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.

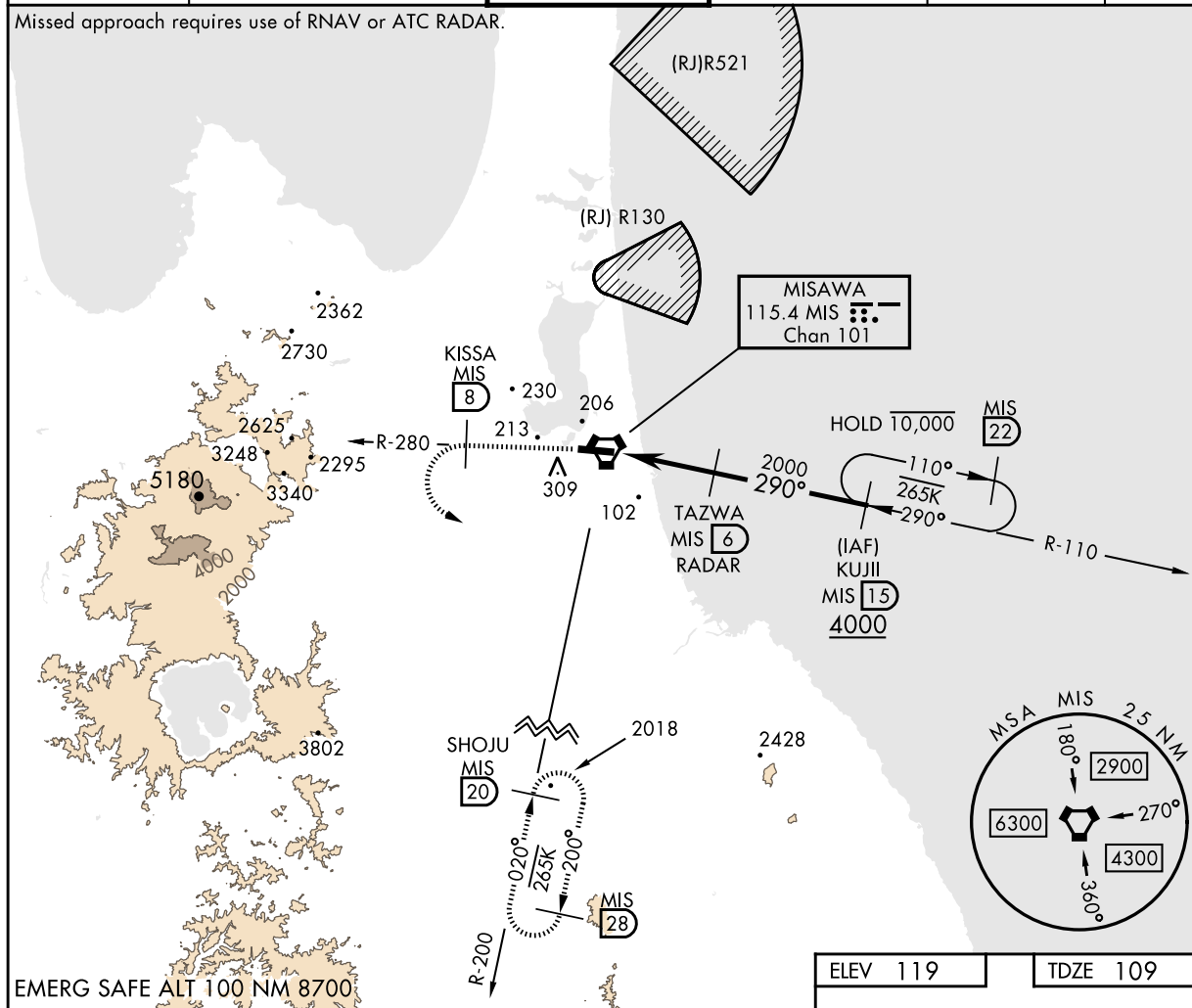
ALSF-1



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

Missed approach requires use of RNAV or ATC RADAR.

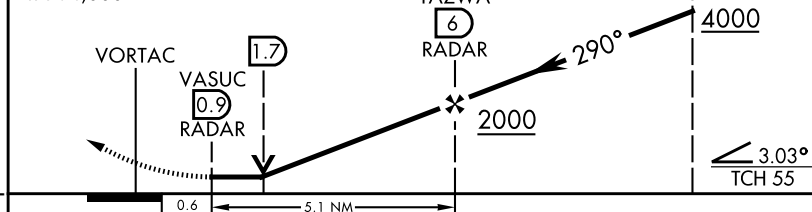


EMERG SAFE ALT 100 NM 8700

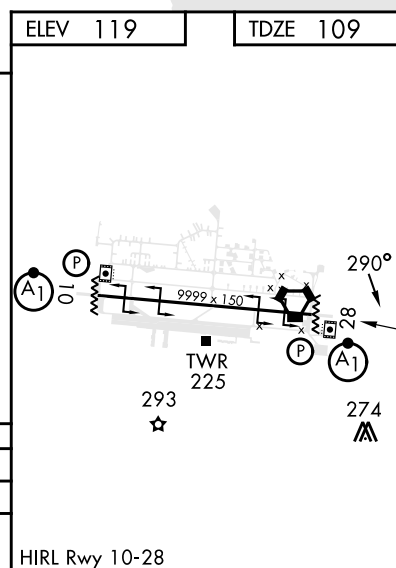
| | | | |
|----------------------|-------------------|-------------|--------------|
| 7000 MIS R-280 | KISSA MIS 8 | hdg 150° | MIS R-200 |
|----------------------|-------------------|-------------|--------------|

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

TLv FL140
TA 14,000



| CATEGORY | A | B | C | D | E |
|-------------|--------------------|--------------------|--------------------|-------------------|---|
| S-28 * | 540/24 431 (500-½) | 540/40 431 (500-¾) | | | |
| 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

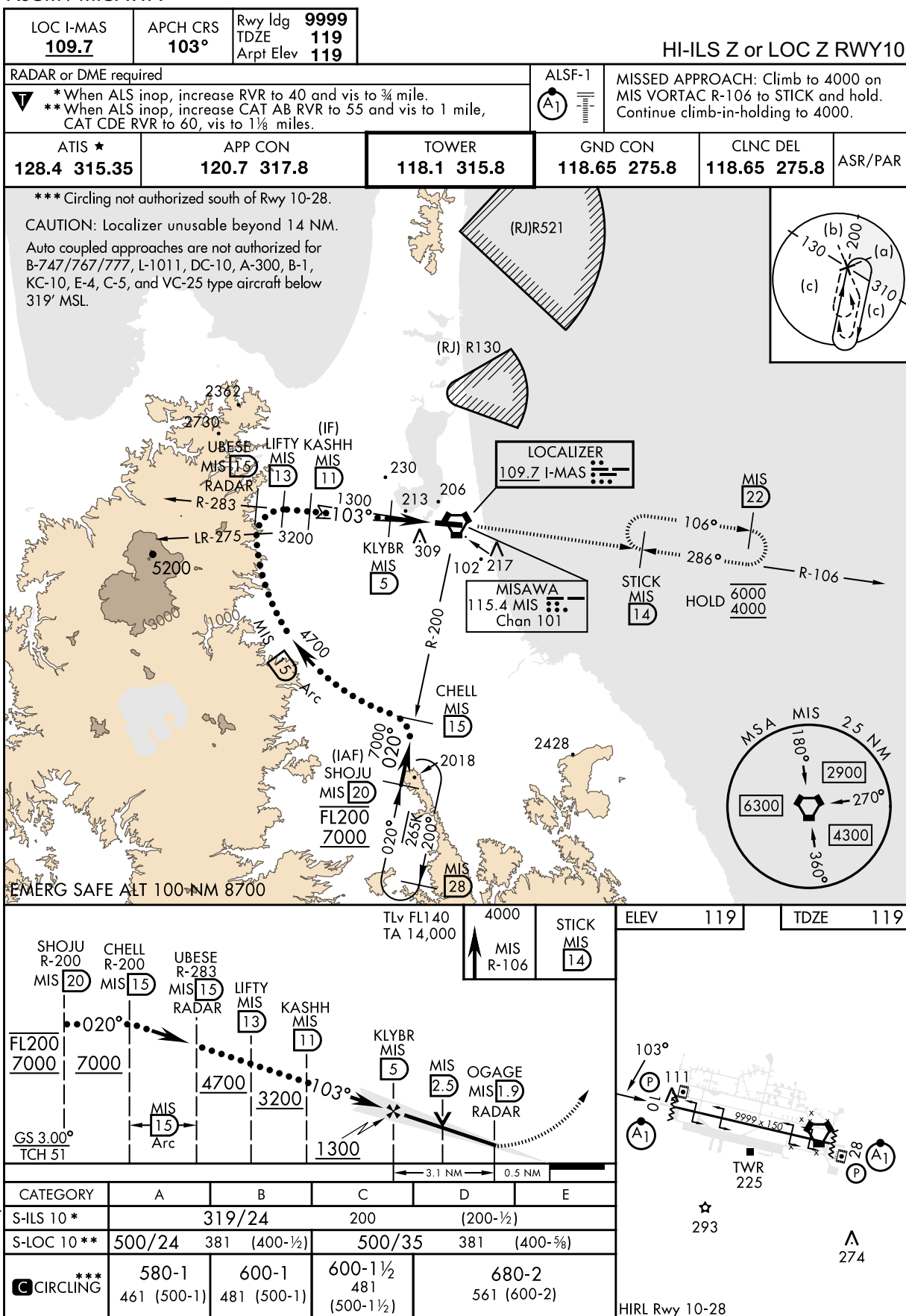
RJSM / MISAWA



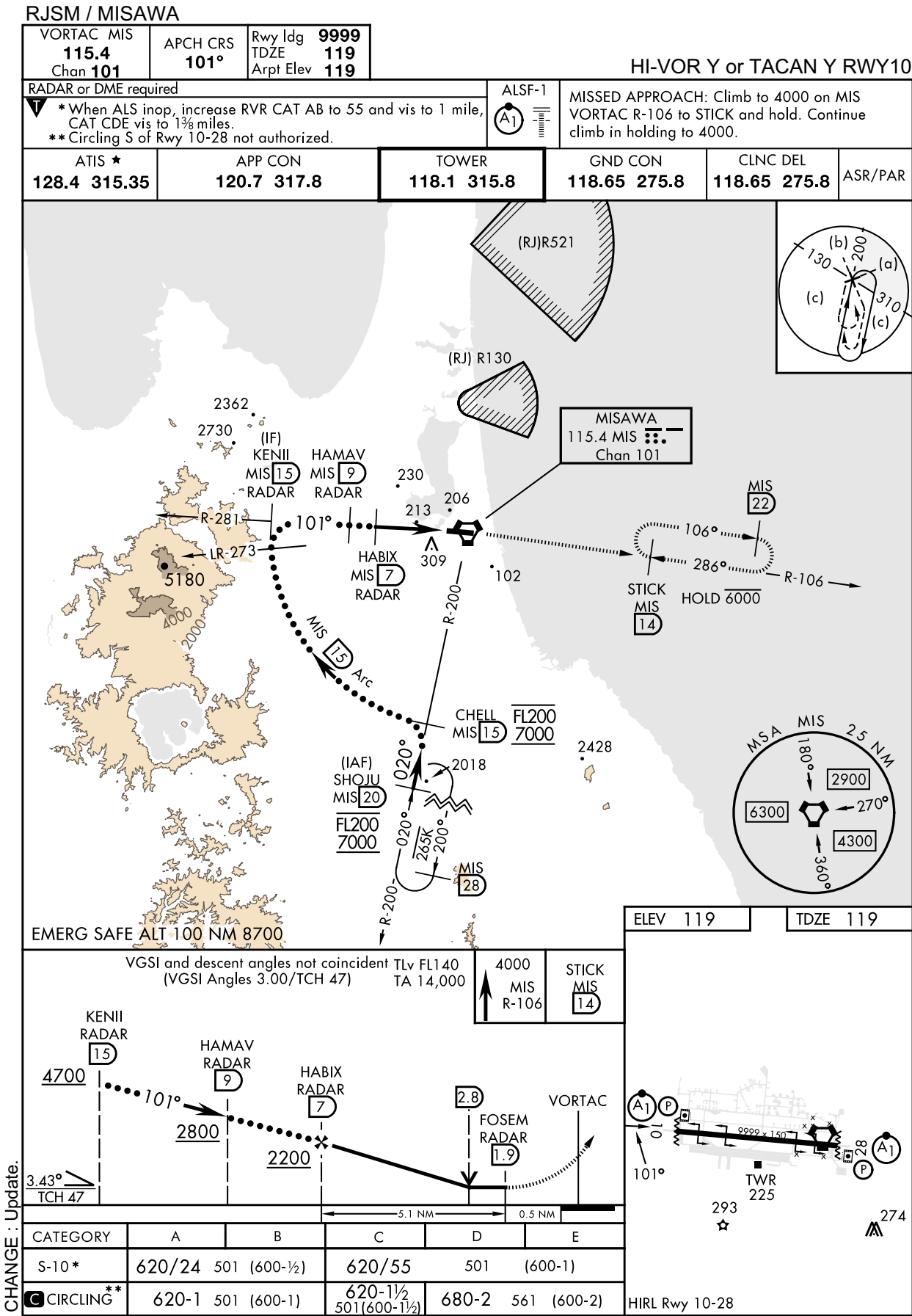
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJSN /MISAWA

| | | |
|----------|-----------|------|
| APCH CRS | Rwy Idg | 9999 |
| 283° | TDZE | 109 |
| | Arpt Elev | 119 |

RNAV(GPS) RWY28

RNP APCH-GPS

▼ * When ALS inop increase CAT ABC RVR to 45, vis to 7/8 mile; CAT DE RVR to 50, vis to 1 mile.
 ** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.

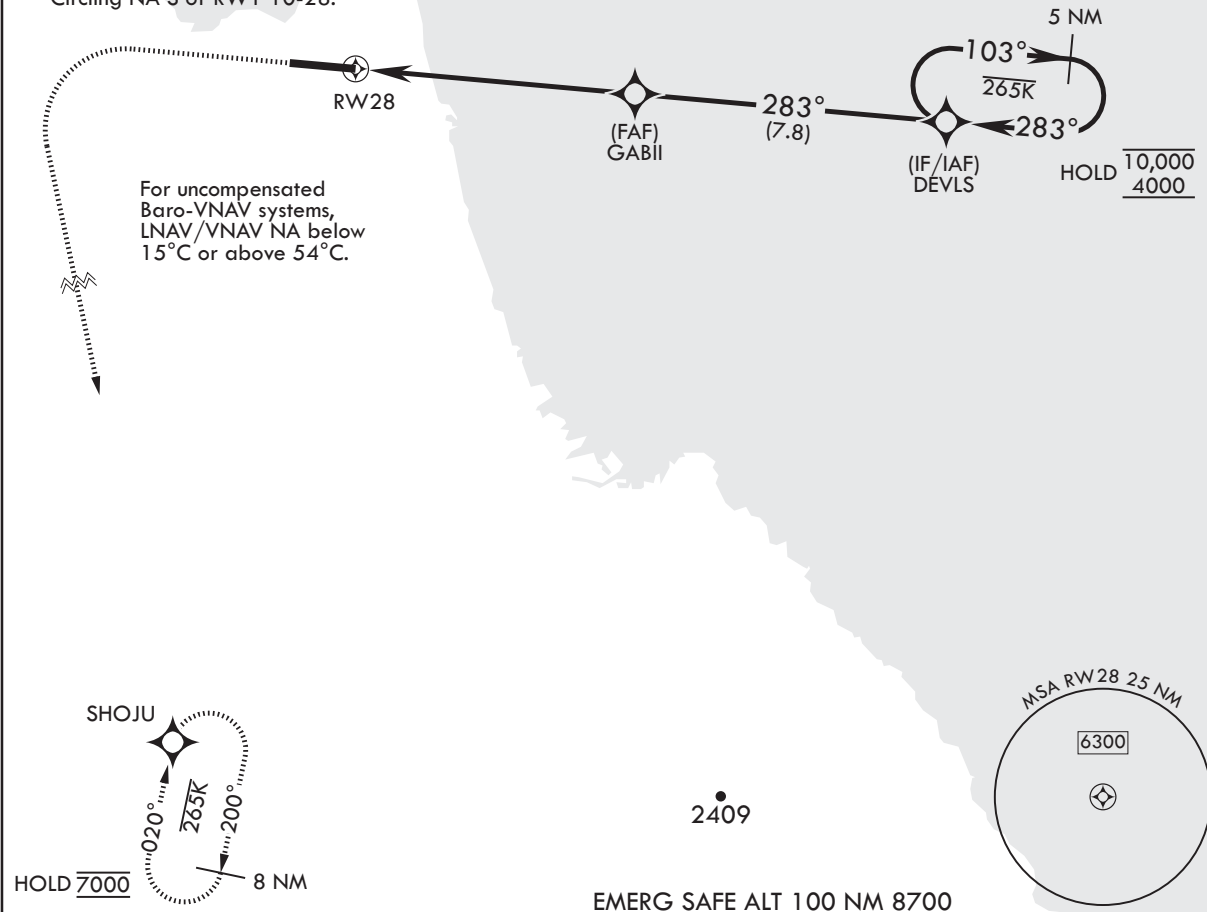
ALSF-1



MISSED APPROACH: Climb to 2000 then climbing left turn to 7000 direct SHOJU and hold, continue climb-in-hold 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 | |

*** Circling NA S of RWY 10-28.



| | | | | | | |
|----------|------|-------|------------------------|----------------------|----------|----------|
| 2000 | 7000 | SHOJU | TLv FL140 TA 14,000 | 5 NM Holding Pattern | ELEV 119 | TDZE 109 |
| crs 283° | | | | DEVL | | |



| CATEGORY | A | B | C | D | E |
|---------------|----------------------------|----------------------------|---------------------------------|----------------------|---|
| LNAV/VNAV DA* | 402/24 293 (300-1/2) | 413/24 304 (300-1/2) | 421/24 312 (400-1/2) | 432/26 323 (400-1/2) | |
| LNAV MDA** | 580/24 471 (500-1/2) | 580/50 471 (500-1) | | | |
| CIRCLING*** | 580-1 461 (500-1) | 600-1 481 (500-1) | 600-1 1/2 481 (500-1 1/2) | 680-2 561 (600-2) | |



CHANGE : New PROC.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



NOTE: REPRINTING DOD FLIP

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RJSM / MISAWA

Minimum Vectoring Altitude CHART

