

RJSM / MISAWA

AD CHART



NOTE: REPRINTING DOD FLIP

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Aircraft Parking / Docking Chart



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

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.

NOTE: REPRINTING DOD FLIP

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MISAWA SEVEN 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)	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.



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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

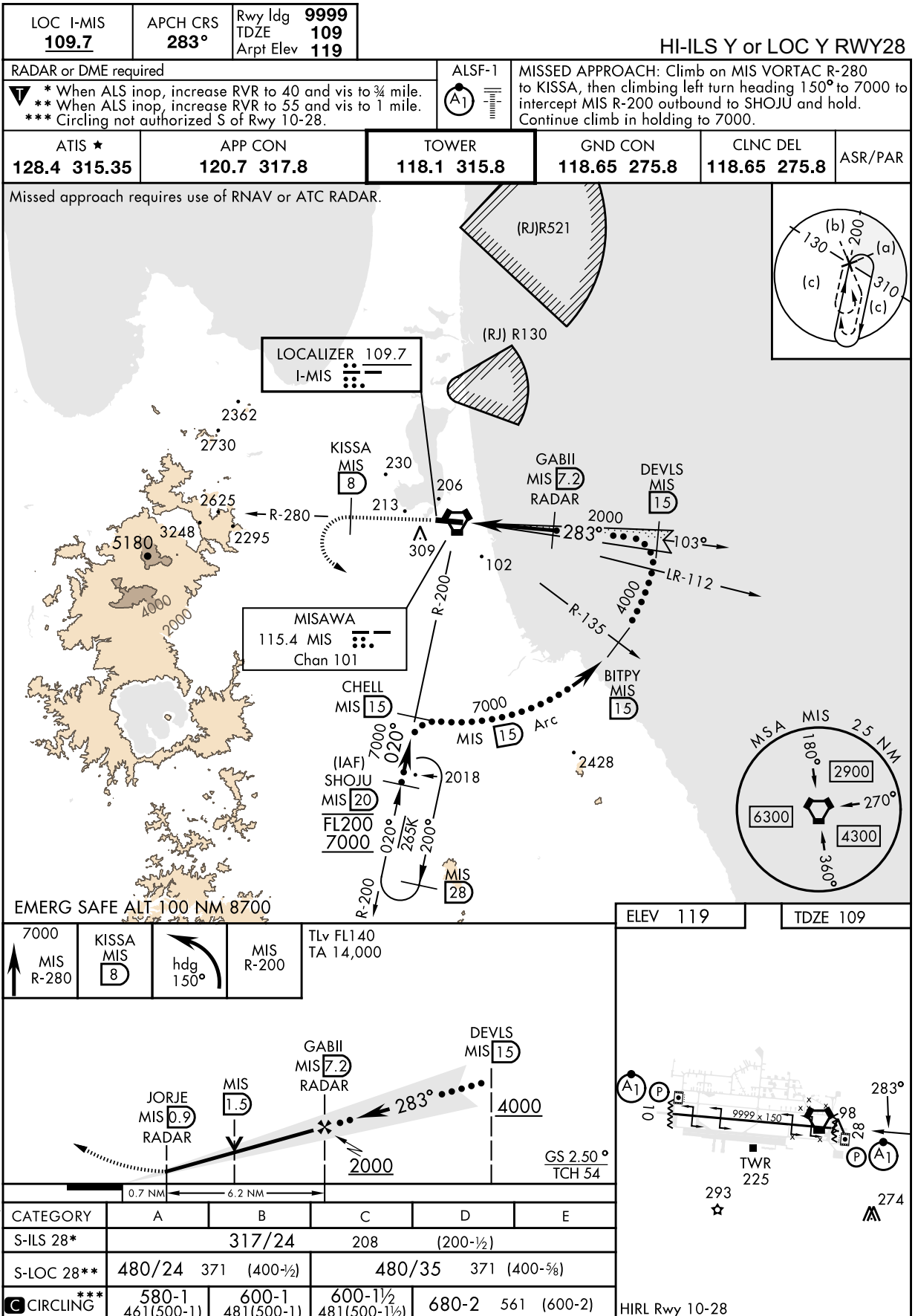


NOTE: REPRINTING DOD FLIP

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INSTRUMENT APPROACH CHART

RJSM / MISAWA



NOTE: REPRINTING DOD FLIP

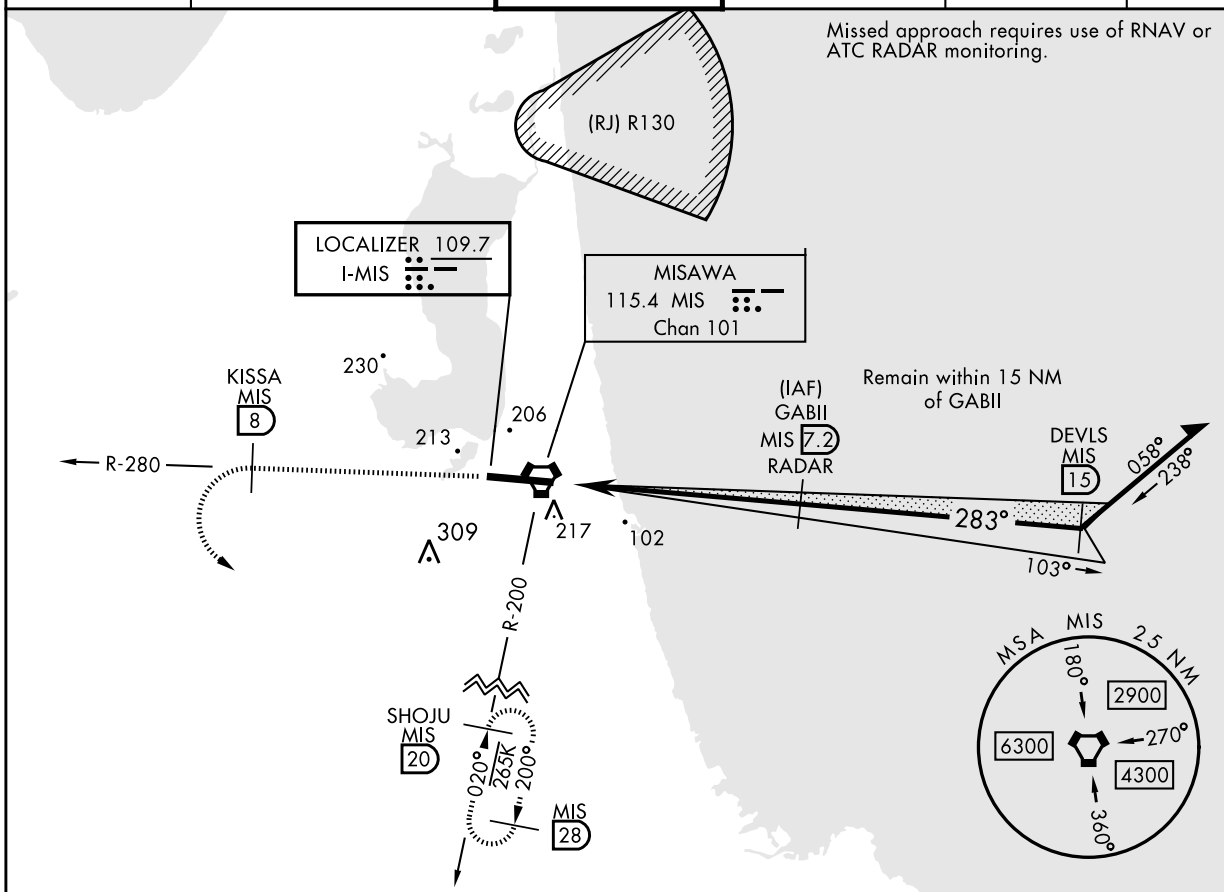
INSTRUMENT APPROACH CHART

RJSM / MISAWA

LOC I-MIS 109.7	APCH CRS 283°	Rwy Idg 9999 TDZE 109 Arpt Elev 119	ILS Z or LOC Z RWY28
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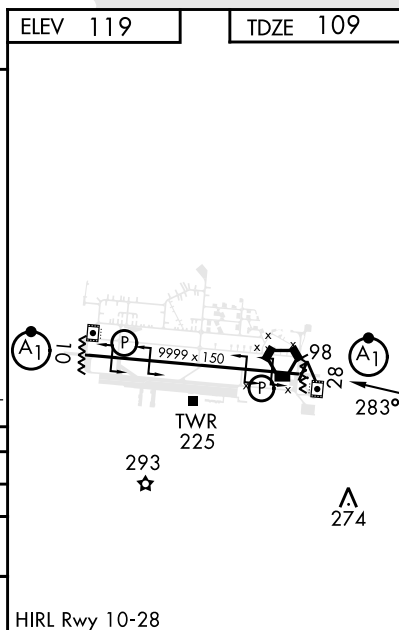
RADAR or DME required ▼ * When ALS inop, increase RVR to 40, vis to ¾ mile. ** When ALS inop, increase RVR to 55, vis to 1 mile. *** Circling not authorized S of Rwy 10-28.	ALSF-1 	MISSED APPROACH: Climb on MIS VORTAC R-280 to KISSA, then climbing left turn heading 150° to 7000 to intercept MIS R-200 outbound to SHOJU and hold. Continue climb in holding to 7000.
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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
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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	
					Remain within 15 NM of GABII
					10,000 4000
					103°
					283°
					4000
					GS 2.50° TCH 54
					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)	



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INSTRUMENT APPROACH CHART

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VORTAC MIS 115.4 Chan 101	APCH CRS 290°	Rwy ldg TDZE Arpt Elev 119
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HI-VOR Y or TACAN Y RWY28

RADAR or DME required

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

ALSF-1

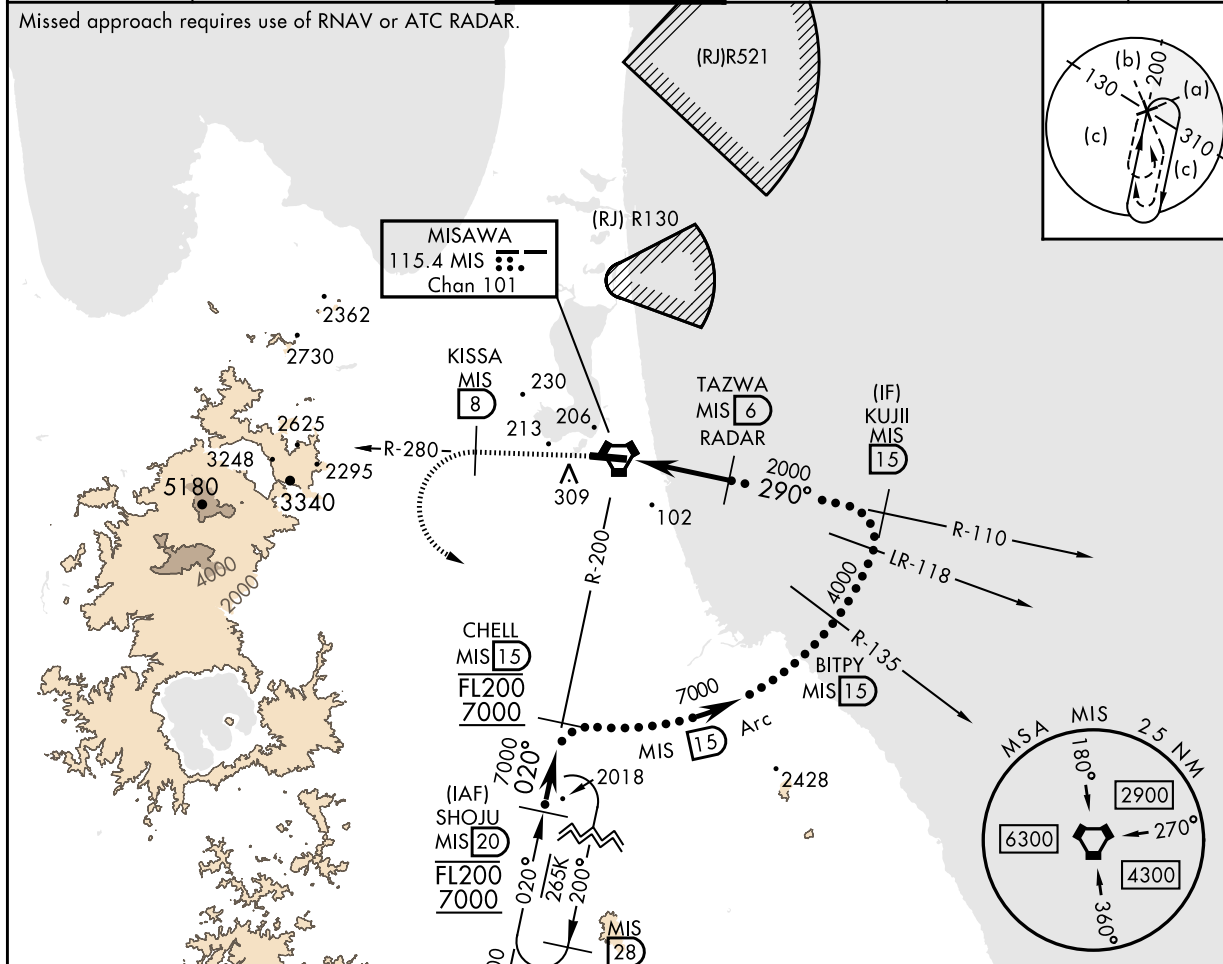


MISSED APPROACH: Climb on MIS VORTAC R-280 to KISSA, then climbing left turn heading 150° to 7000 to intercept MIS R-200 outbound to SHOJU and hold. Continue climb in holding to 7000.

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

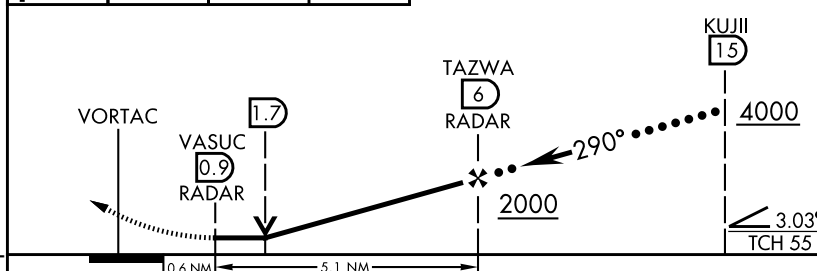
ASR/PAR

Missed approach requires use of RNAV or ATC RADAR.



EMERG SAFE ALT 100 NM 8700

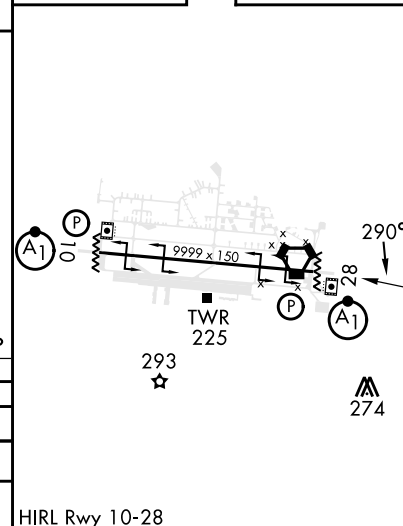
7000 MIS R-280	KISSA MIS 8	hdg 150°	MIS R-200
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TLv FL140
TA 14,000VGSIs and descent angles
not coincident
(VGSIs Angle 2.50/TCH 55).

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

ELEV 119

TDZE 109



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
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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
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Missed approach requires use of RNAV or ATC RADAR.



EMERG SAFE ALT 100 NM 8700

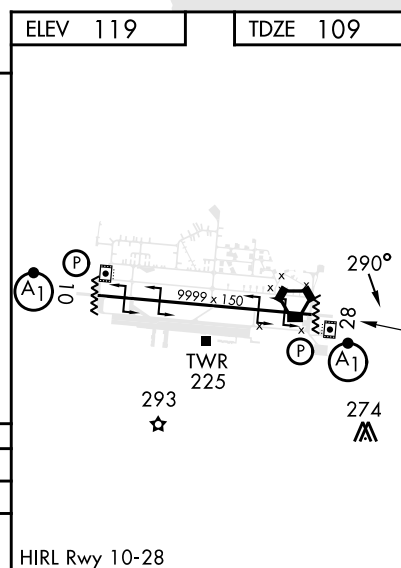
7000 MIS R-280	KISSA MIS 8	hdg 150°	MIS R-200
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VGSI and descent angles
not coincident
(VGSI Angle 2.50/TCH 55).

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.

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INSTRUMENT APPROACH CHART

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INSTRUMENT APPROACH CHART

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The diagram illustrates the tactical movements of the Argentine fleet during the 1982 Falkland Islands conflict. The main map shows the South Atlantic Ocean, with the Falkland Islands and surrounding waters. The Argentine fleet's path is indicated by a solid line, starting from the south and moving northwards. Key locations and events are marked, including the sinking of the Argentine ship 5180, the capture of the ship 206, and the sinking of the ship 2428. The British task force's movements are also shown, including the deployment of the ship 2900 and the ship 4300. The circular diagrams provide a closer look at specific tactical decisions, such as the Argentine fleet's maneuvering around the British ship 2900 and the British ship 4300's maneuvering around the Argentine ship 2428.

Top Circular Diagram: This diagram shows a tactical maneuver involving three ships labeled (a), (b), and (c). Ship (a) is at the top, ship (b) is to the left, and ship (c) is to the right. The diagram includes a scale bar from 130 to 310 and a dashed line indicating a path or maneuver.

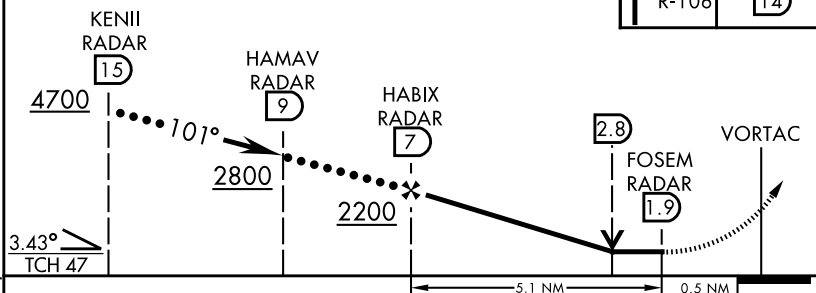
Bottom Circular Diagram: This diagram shows a tactical maneuver involving three ships labeled MSA, MIS, and 25 NM. Ship MSA is at the top, ship MIS is to the left, and ship 25 NM is to the right. The diagram includes a scale bar from 180 to 360 and a dashed line indicating a path or maneuver.

EMERG SAFE ALT 100 NM 8700

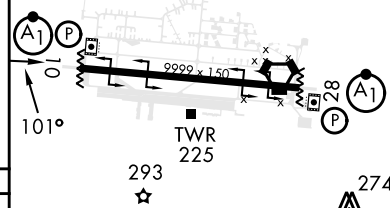
VGSI and descent angles not coincident TLv FL140
(VGSI Angles 3.00/TCH 47) TA 14.000

4000 MIS R-106	STICK MIS 14
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ELEV 119		TDZE 119
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CATEGORY	A	B	C	D	E
S-10 *	620/24	501 (600-½)	620/55	501	(600-1)
C CIRCLING**	620-1	501 (600-1)	620-1½ 501(600-1½)	680-2	561 (600-2)



CHANGE : Update.

HIRL Rwy 10-28

5/10/23

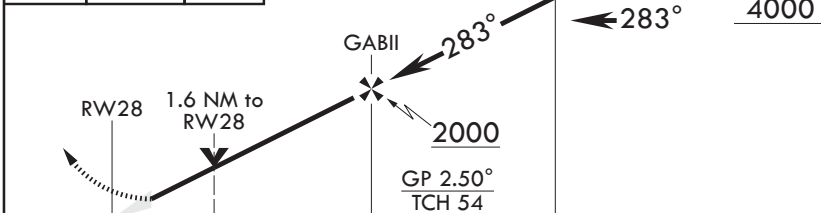
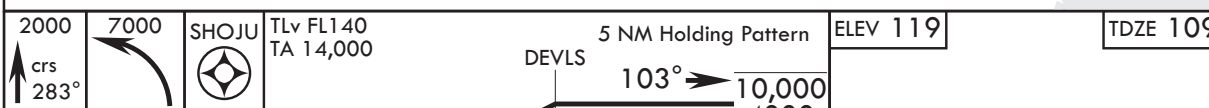
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RNAV(GPS) RWY28

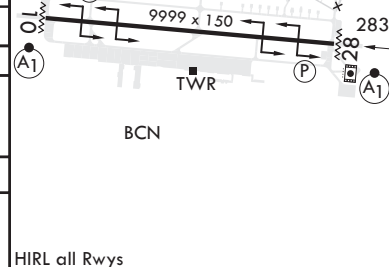
ALSF-1

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

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



	7 NM				
CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	402/24 293 (300-½)	413/24 304 (300-½)	421/24 312 (400-½)	432/26 323 (400-½)	
LNAV MDA**	580/24 471 (500-½)		580/50 471 (500-1)		
 CIRCLING***	580-1 461 (500-1)	600-1 481 (500-1)	600-1½ 481 (500-1½)	680-2 561 (600-2)	



CHANGE : New PROC.

5/10/23

INSTRUMENT APPROACH CHART



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Minimum Vectoring Altitude CHART

