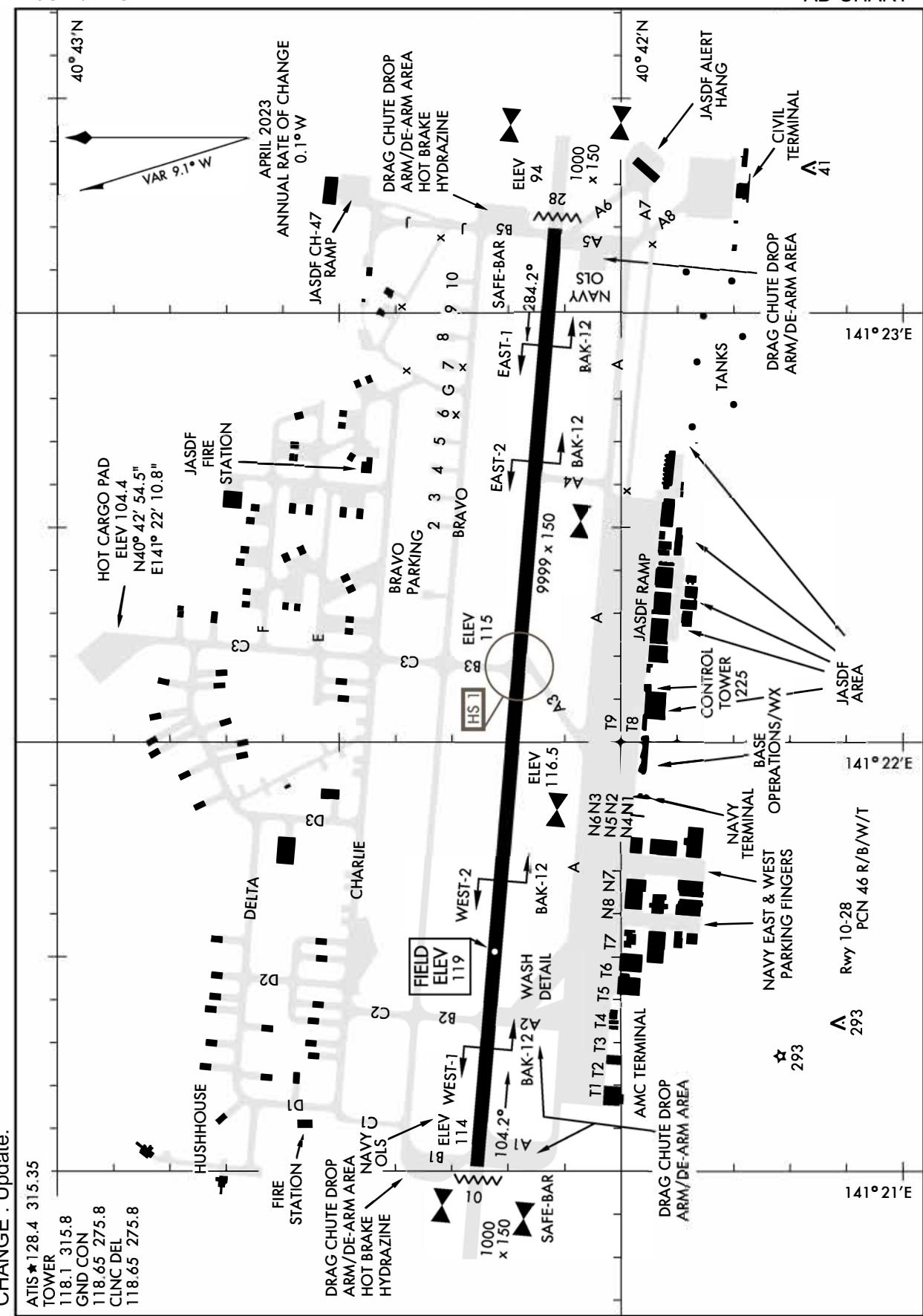


RJSM / MISAWA

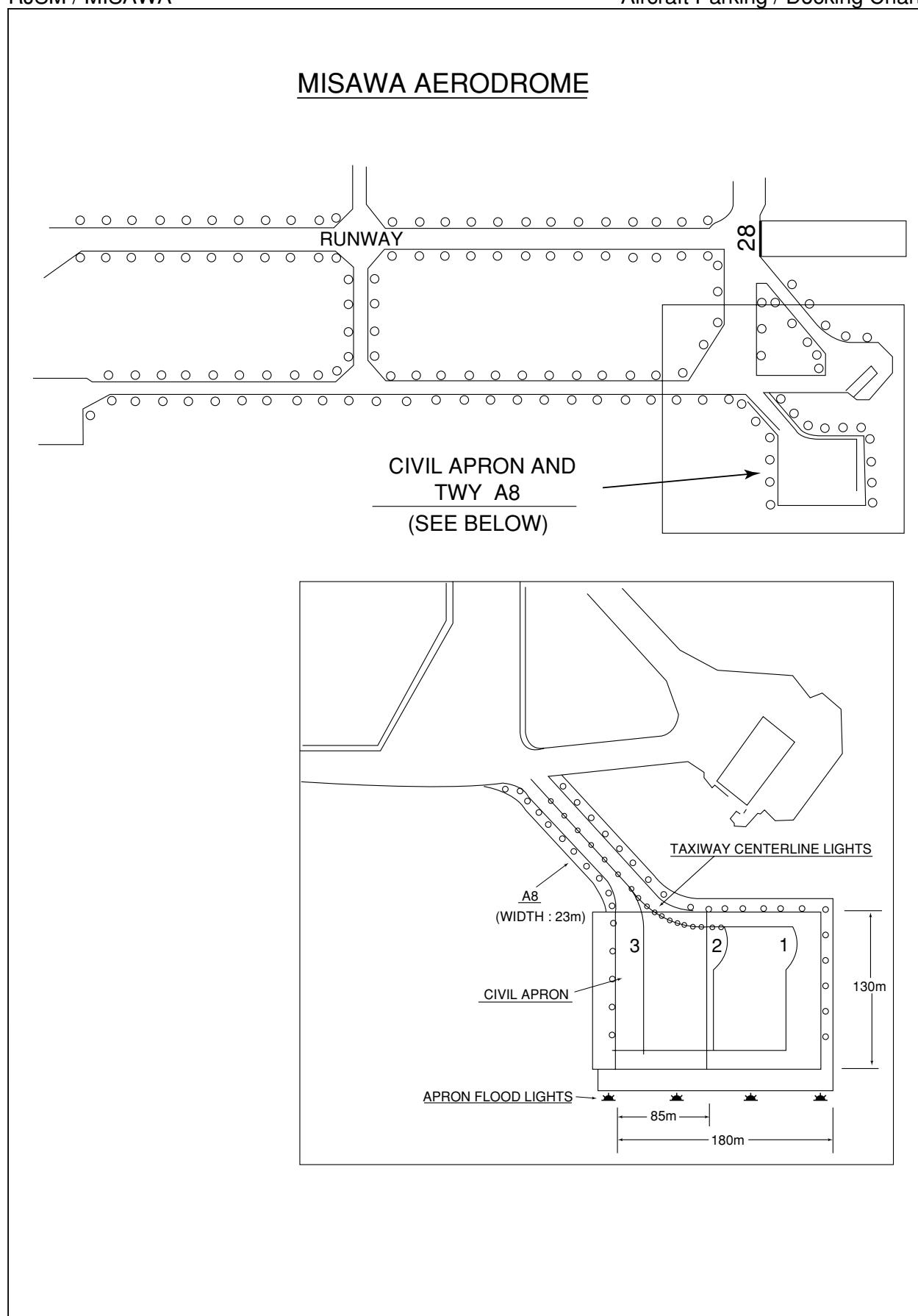
AD CHART



NOTE: REPRINTING DOD FLIP

RJSM / MISAWA

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

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

ATC Climb Rate to 3500

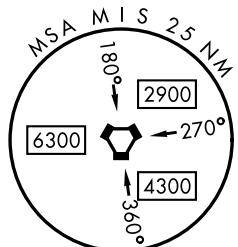
ENKAI
3
3500

10

R-105

MISAWA
115.4 MIS 
Chan 101

• 3802



TA 14,000



DEPARTURE ROUTE DESCRIPTION

TAKEOF 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

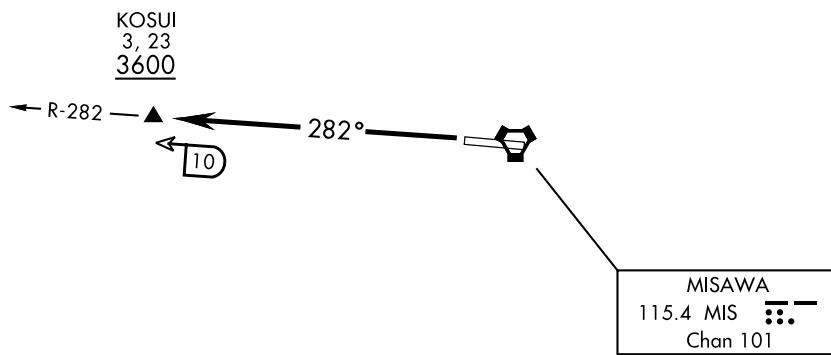
RJSM / MISAWA

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

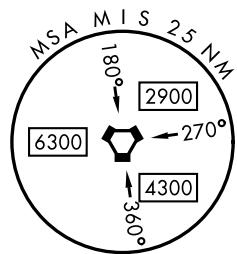
KOSUI THREE DEPARTURE

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

TAKEOF 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

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 (a)	V/V(fpm)	215	430	645	860	1075	1290
*28 (b)	V/V(fpm)	251	502	753	1004	1255	1506
t28 (d)	V/V(fpm)	221	442	663	884	1105	1326
t28 (e)	V/V(fpm)	313	626	939	1252	1565	1878
t10 (f)	V/V(fpm)	299	598	897	1196	1495	1794
t28 (f)	V/V(fpm)	336	672	1008	1344	1680	2016
t10 (g)	V/V(fpm)	218	436	654	872	1090	1308
t28 (g)	V/V(fpm)	218	436	645	872	1090	1308
t10 (h)	V/V(fpm)	256	512	768	1024	1280	1536
t28 (h)	V/V(fpm)	220	440	660	880	1100	1320

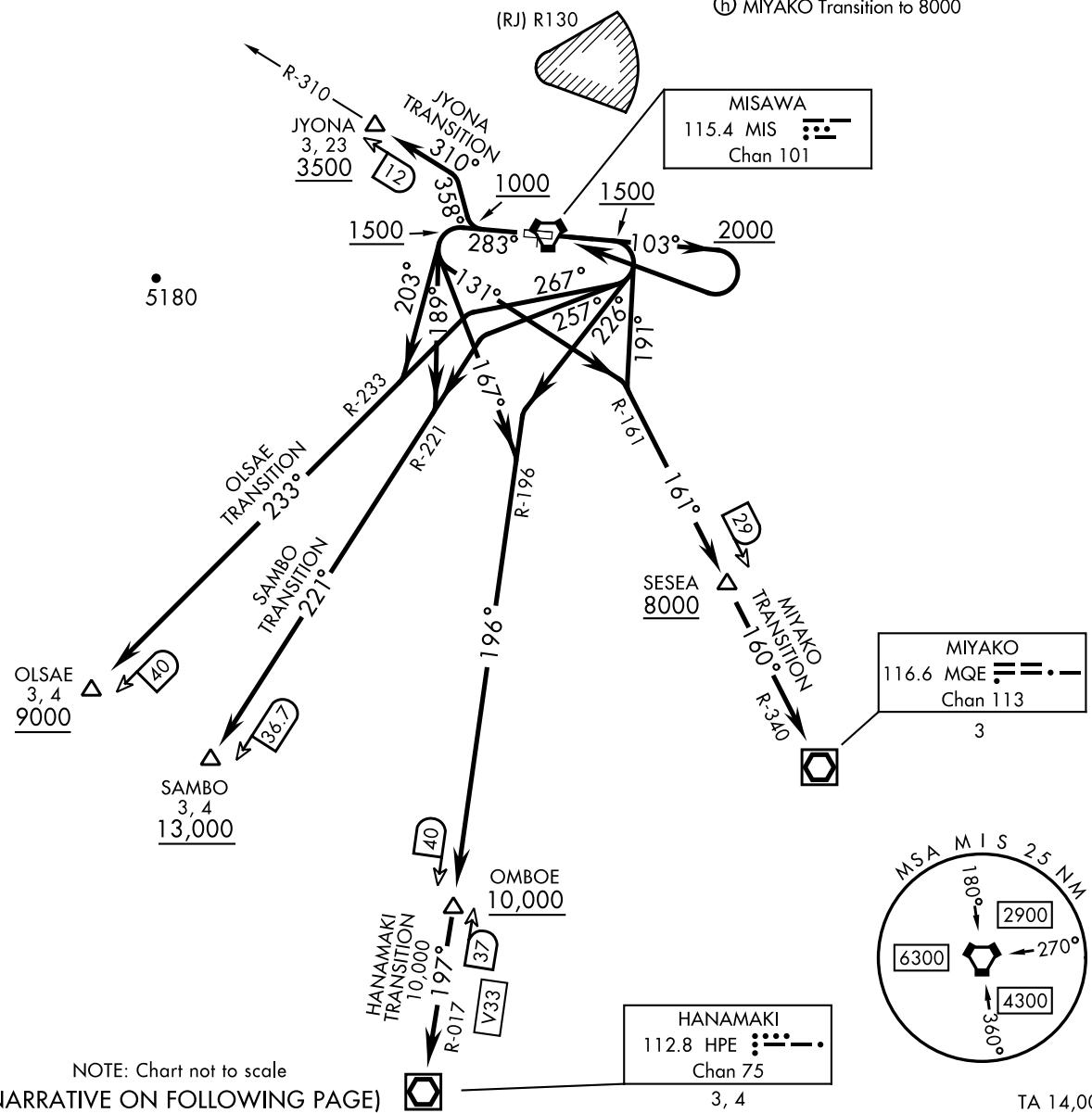
* Minimum Climb Rate † ATC Climb Rate

- (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

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

CHANGE : Update.

MISAWA SEVEN DEPARTURE



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

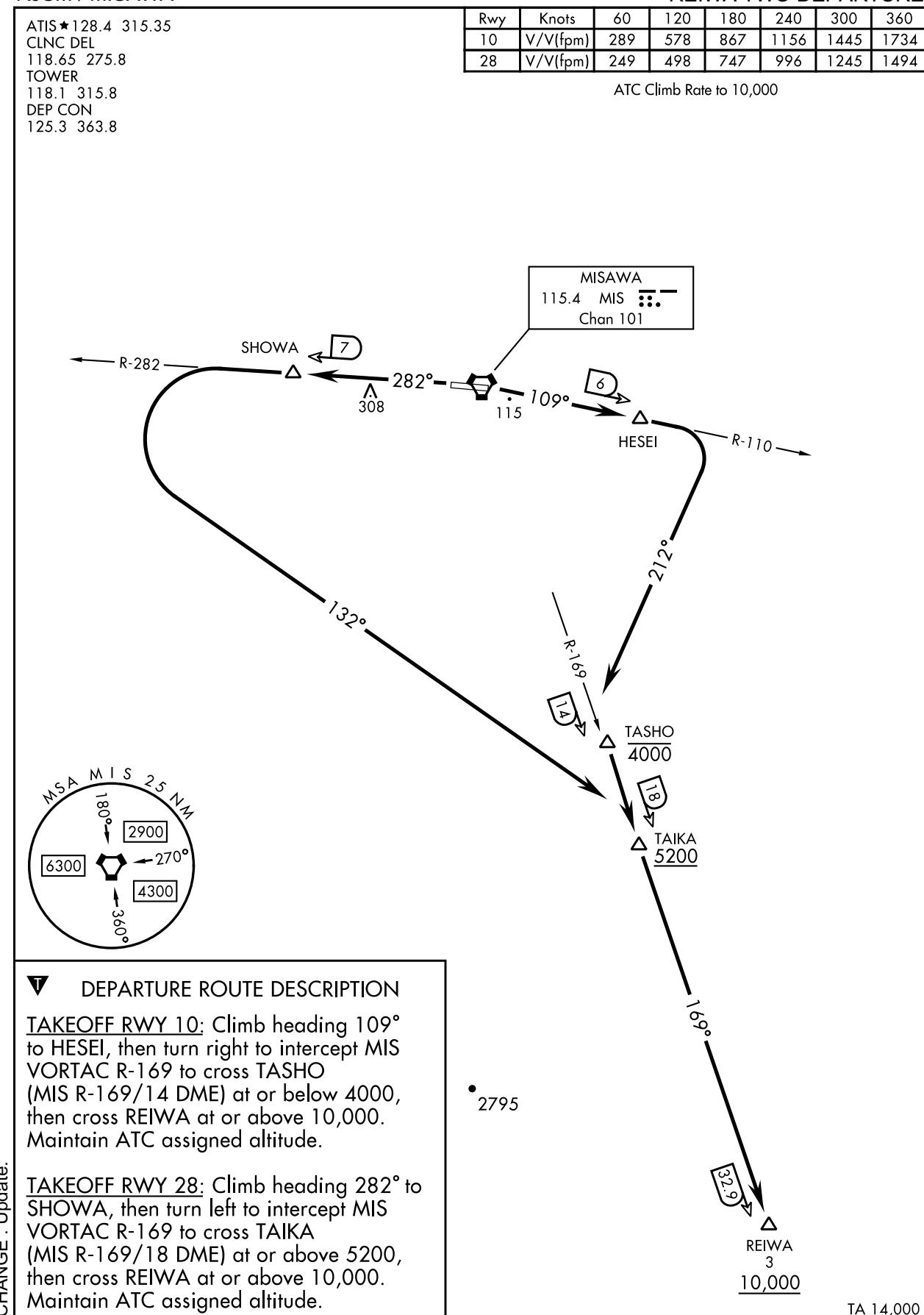
STANDARD DEPARTURE CHART - INSTRUMENT

RJSM / MISAWA

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

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

INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART

RJSM / MISAWA

LOC I-MIS 109.7	APCH CRS 283°	Rwy Idg 9999 TDZE 109 Arpt Elev 119
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RADAR or DME required

▼ * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase RVR to 55 and vis to 1 mile.
*** Circling not authorized S of Rwy 10-28.

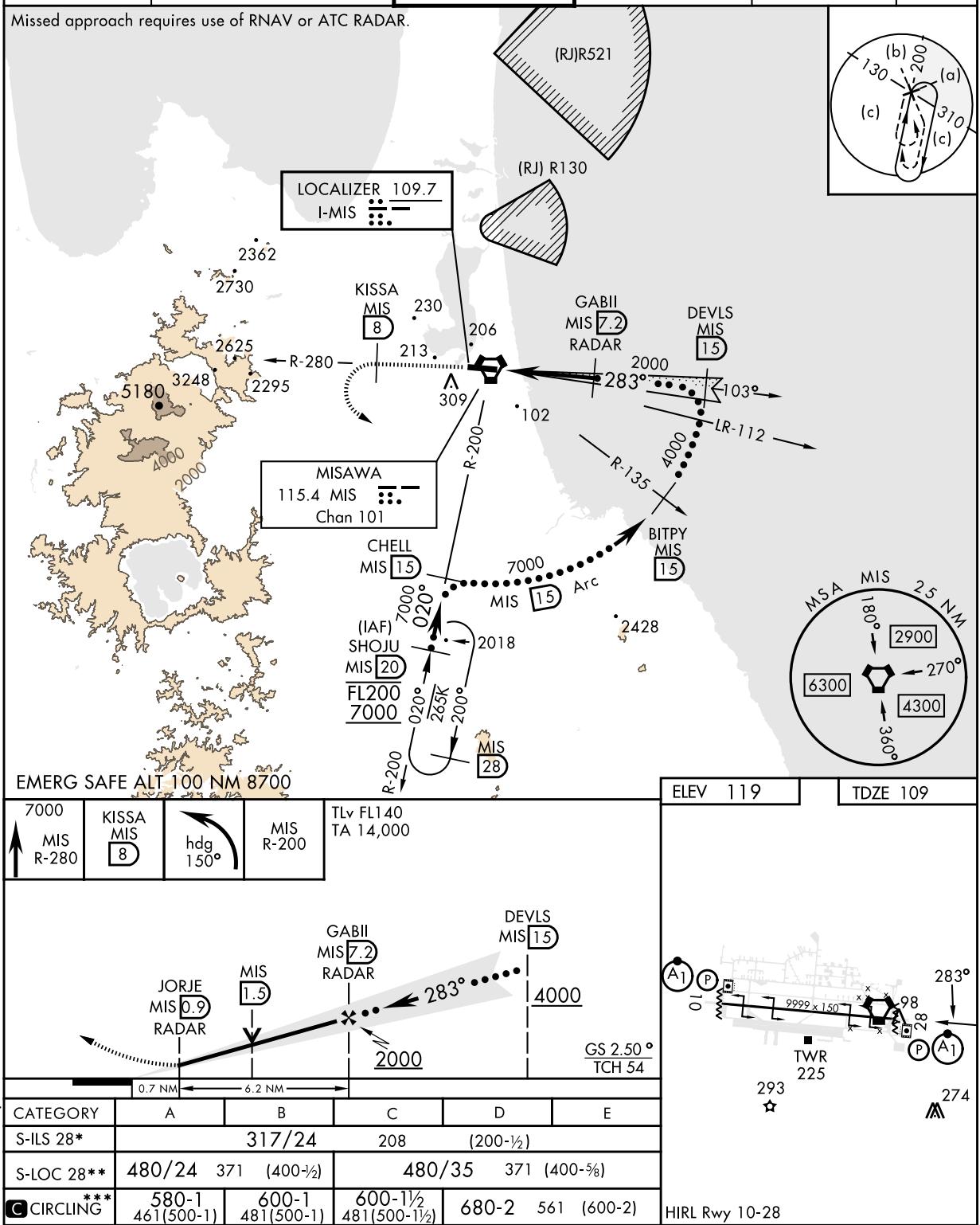


HI-ILS Y or LOC Y RWY28

MISSSED 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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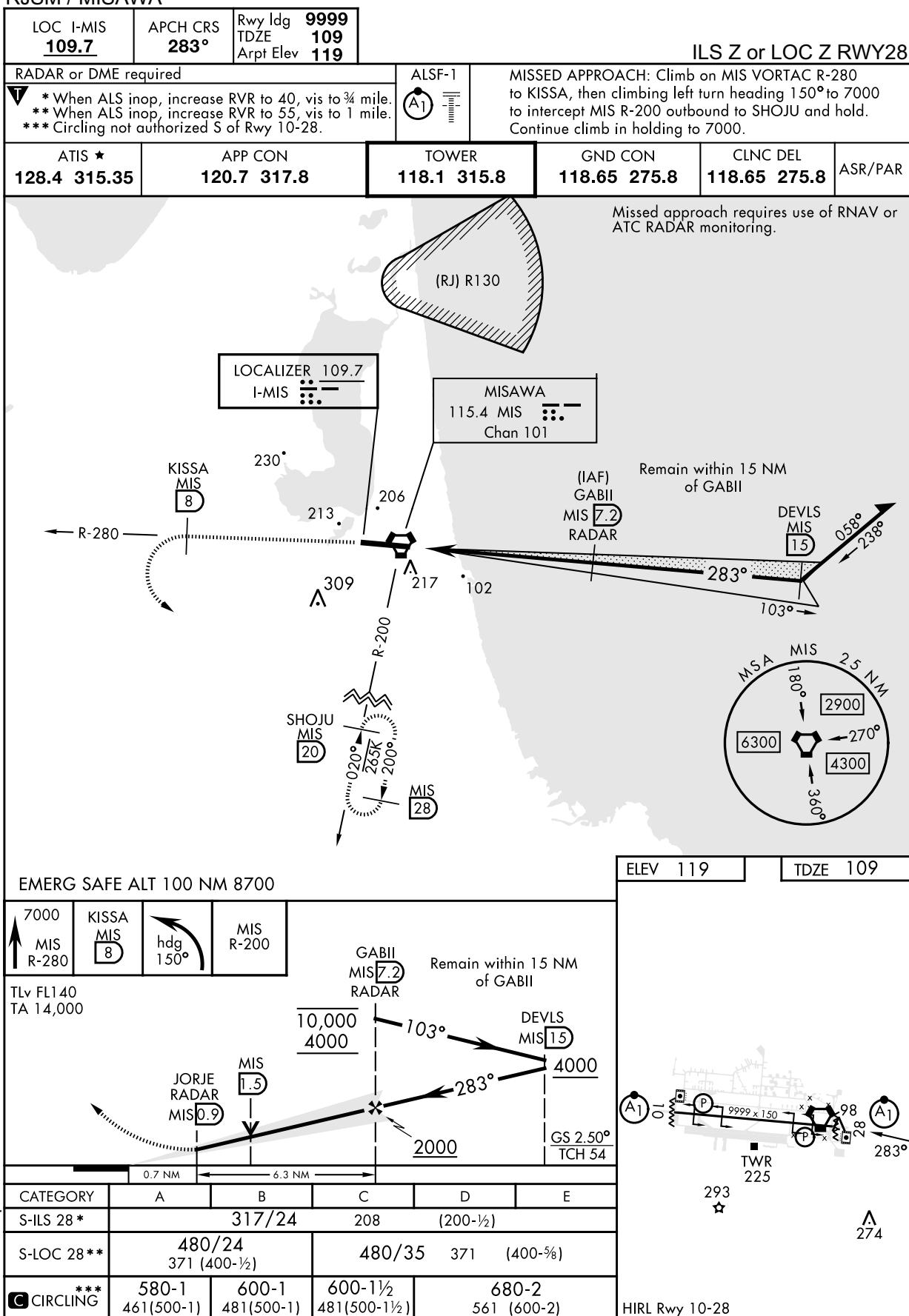
Missed approach requires use of RNAV or ATC RADAR.



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

VORTAC MIS 115.4 Chan 101	APCH CRS 290°	Rwy Idg 9999 TDZE 109 Arpt Elev 119
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RADAR or DME required

▼ * 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.



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

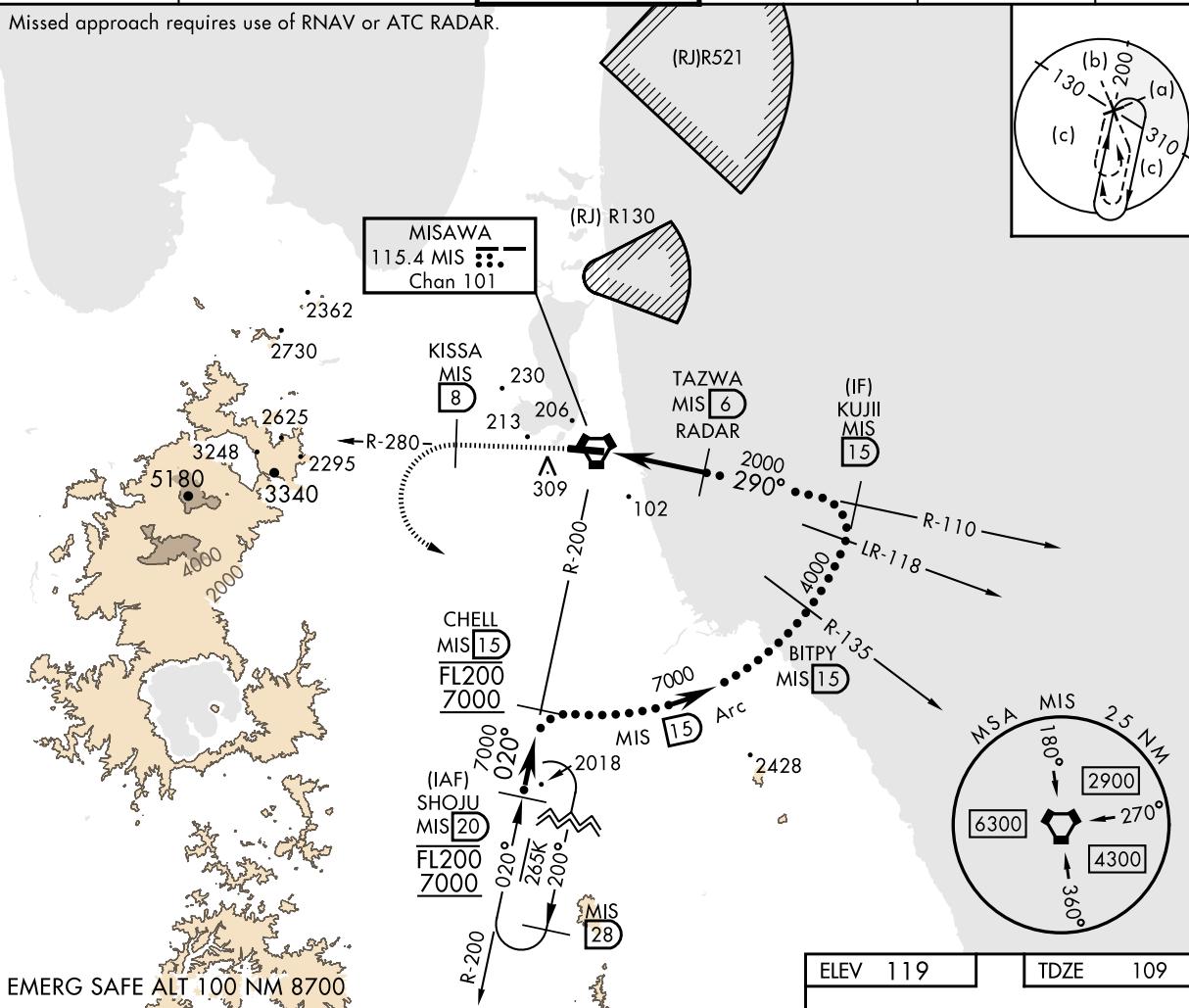
TOWER
118.1 315.8

GND CON
118.65 275.8

CLNC DEL
118.65 275.8

ASR/PAR

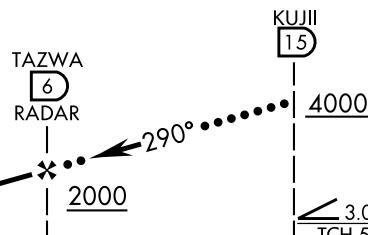
Missed approach requires use of RNAV or ATC RADAR.



ELEV 119 TDZE 109

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).



HIRL Rwy 10-28

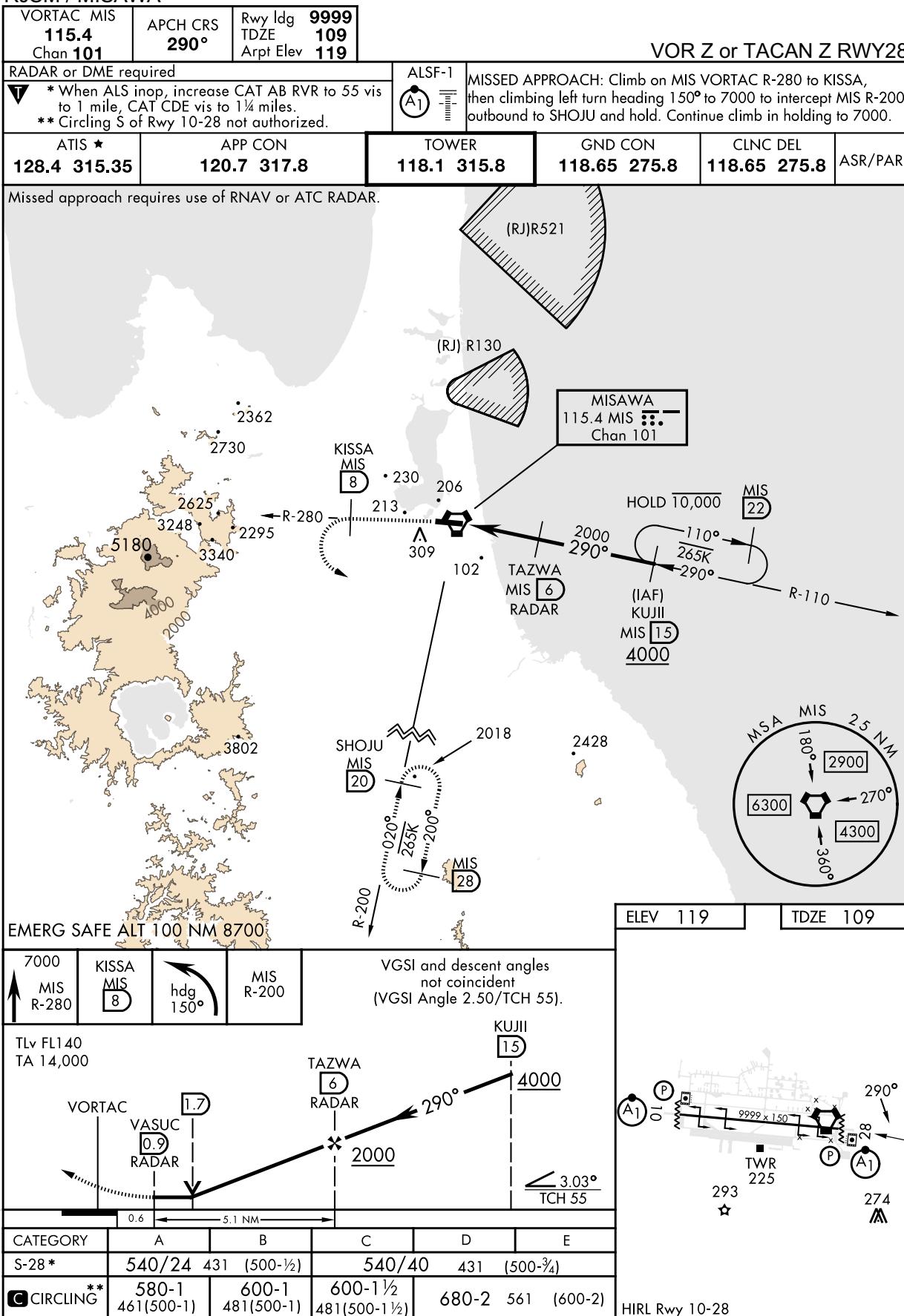
CHANGE : Update.

CATEGORY	A	B	C	D	E
S-28 *	540/24	431 (500-1/2)	540/40	431 (500-3/4)	
C 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)

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

LOC I-MAS 109.7	APCH CRS 103°	Rwy 1dg TDZE Arpt Elev	9999 119 119
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RADAR or DME required

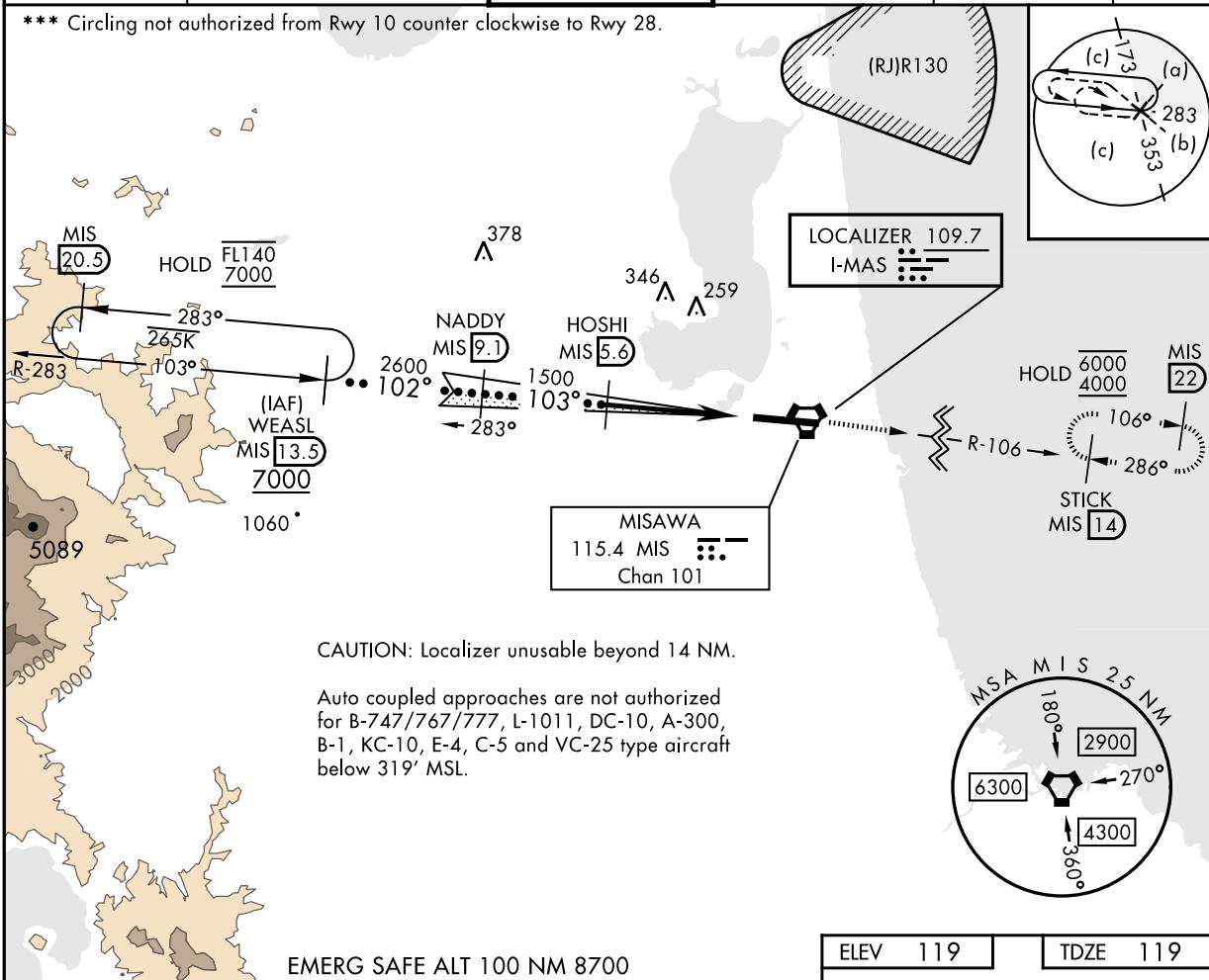
T * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to $1\frac{1}{8}$ miles.

ALSF-
A1 -

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

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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*** Circling not authorized from Rwy 10 counter clockwise to Rwy 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.

CHANGE : New PROC.

EMERG SAFE ALT 100 NM 8700

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	(400-½)
CIRCLING ***	580-1	600-1	600-1½	680-2	
	461	481	481	561	
	(500-1)	(500-1)	(500-1½)	(600-2)	

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

LOC I-MAS <u>109.7</u>	APCH CRS <u>103°</u>	Rwy 1dg <u>9999</u>
		TDZE <u>119</u>
		Arpt Elev <u>119</u>

RADAR or DME required

T * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE RVR to 60, vis to $1\frac{1}{8}$ miles.

ALSF-1
A1

HI-ILS Z or LOC Z RWY10

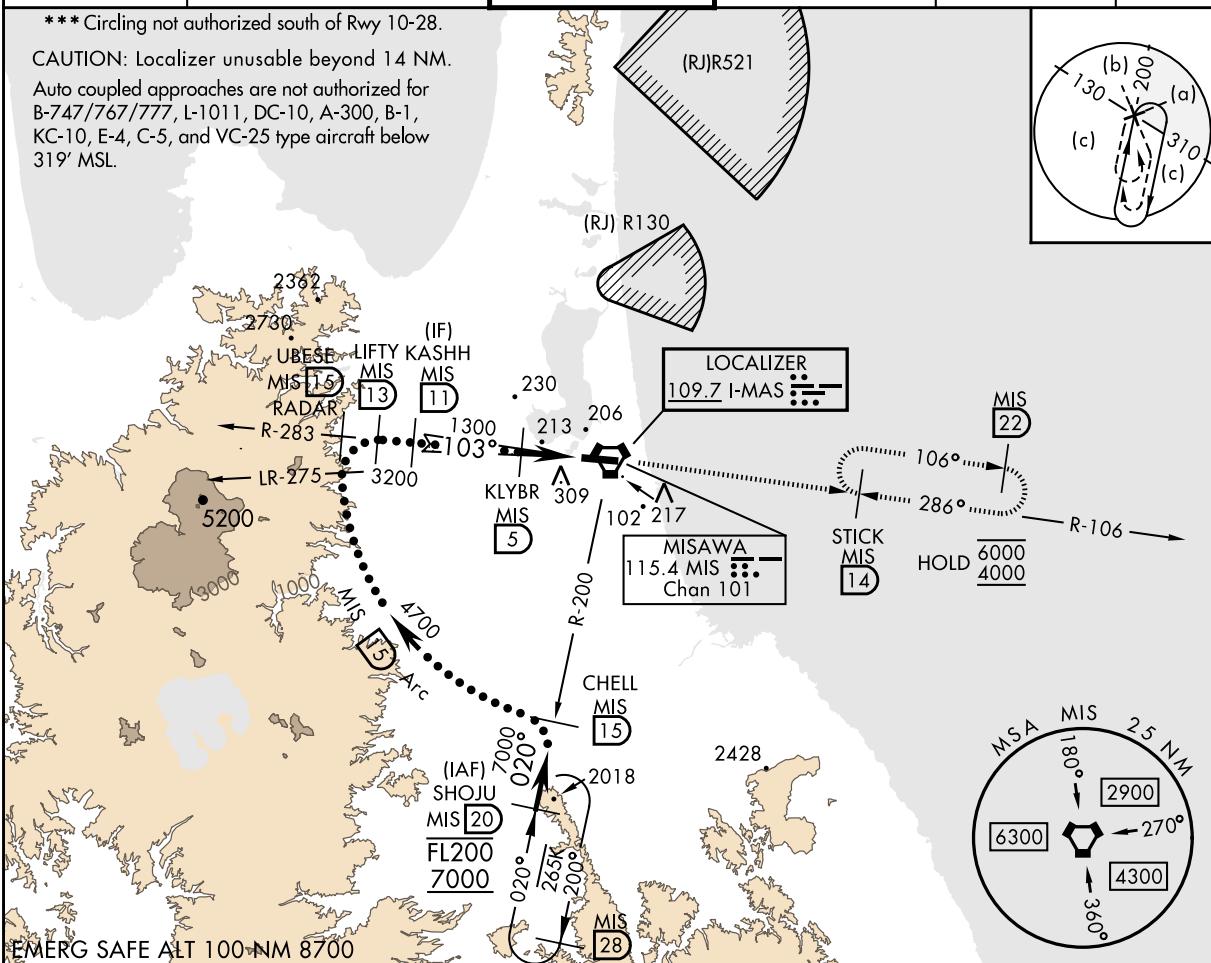
MISSED APPROACH: Climb to 4000 on MIS VORTAC R-106 to STICK and hold. Continue climb-in-holding to 4000.

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: Do not use heat to clean.

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
31° MSL



TLv FL140 4000 STICK ELEV 119 TDZE 119

SHOJU CHELL UBESE TA 14,000 MIS R-106 STICK MIS
R-200 R-200 R-283 MIS 20 MIS 15 MIS 14

020° MIS 15 MIS 13 LIFTY MIS 13 KASHH MIS 11 KLYBR

FL200 7000 7000 - 4700 3200 103° MIS 5 MIS 2.5 OGAGE MIS 1.9 103° P 111

Diagram illustrating a radar system. A target is located at 1300, and a missile is at 1500. The radar is positioned at 3200. The diagram shows the relative positions of the target, missile, and radar.

CATEGORY	A	B	C	D	E
S-155 10 *	210/24	200	(200 1/4)		

S-ILS 10+	319/24	200	(200-½)	293	A
S-LOC 10**	500/24	381 (400-½)	500/35	381 (400-½)	
***	580-1	600-1	600-1½	680-2	274

CHANGE : Update

NOTE: REPRINTING DOD EIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

VORTAC MIS 115.4 Chan 101	APCH CRS 101°	Rwy Idg 9999 TDZE 119 Arpt Elev 119
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RADAR or DME required

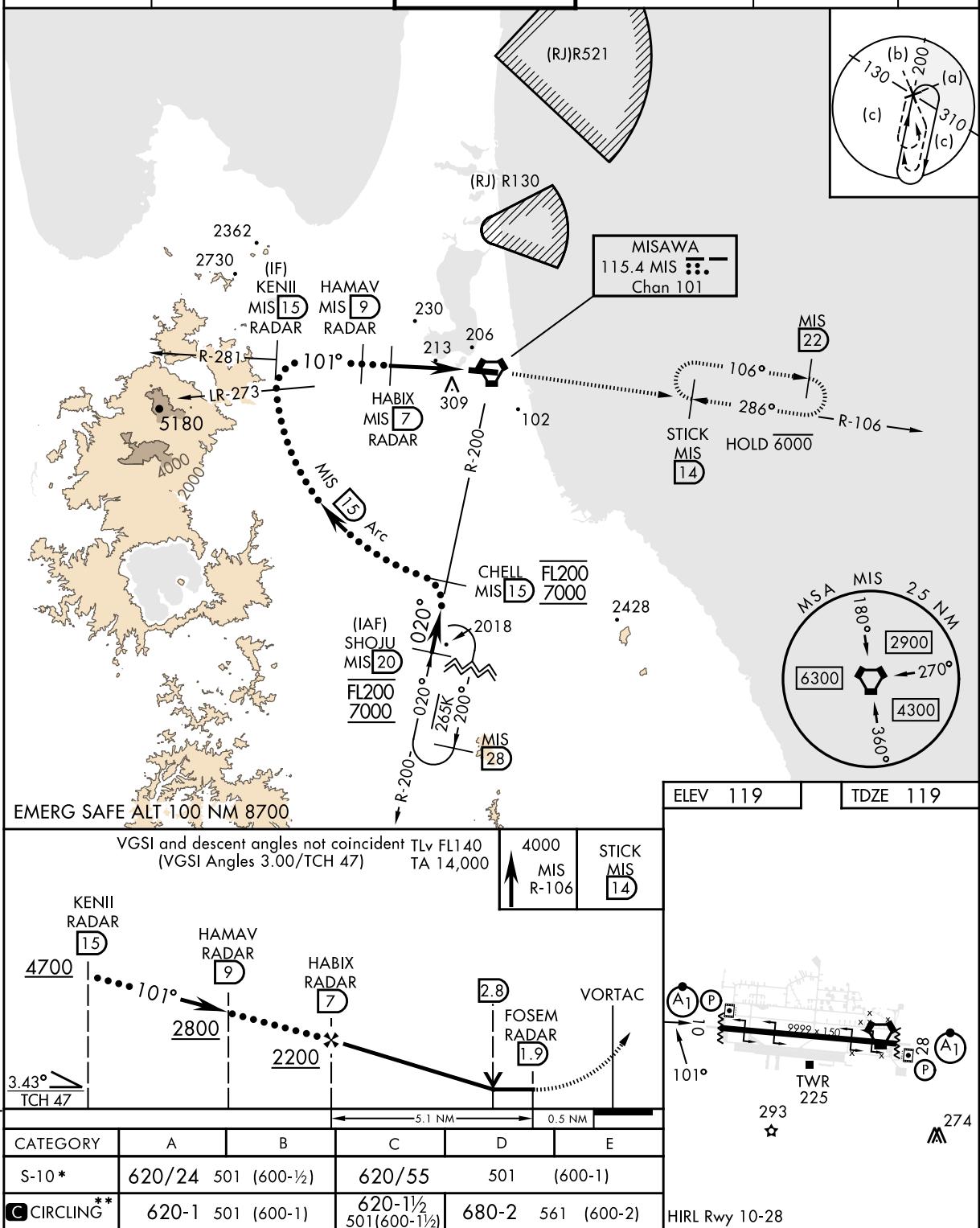
▼ * When ALS inop, increase RVR CAT AB to 55 and vis to 1 mile, CAT CDE vis to 1 1/2 miles.
** Circling S of Rwy 10-28 not authorized.



HI-VOR Y or TACAN Y RWY10

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

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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INSTRUMENT APPROACH CHART

RJSM /MISAWA

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

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.

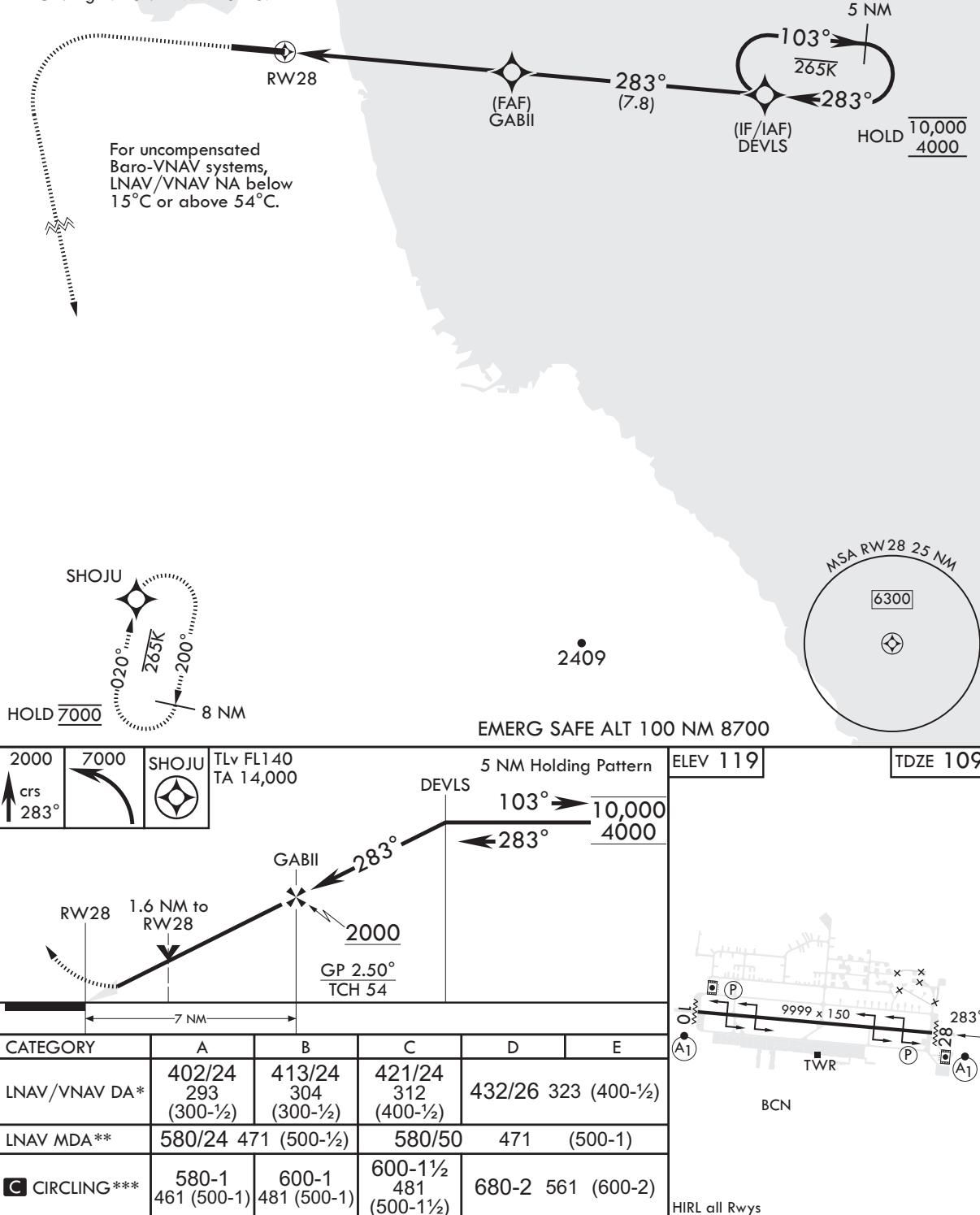
RNAV(GPS) RWY28



MISSIED APPROACH: Climb to 2000 then climbing left turn to 7000 direct SHOJU and hold, continue climb-in-hold 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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*** Circling NA S of RWY 10-28.



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

APCH CRS 103°	Rwy Idg TDZE Arpt Elev	9999 119 119
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RNP APCH – GPS

T * When ALS inop increase CAT ABCD RVR to 45, vis to 7/8 mile; CAT E RVR to 55, 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.

4.4. When AEs input increase CAT AB RVR to 33, VIS to 1 mile; CAT CDE VIS to 1 3/8 miles.

RNAV(GPS) RWY10

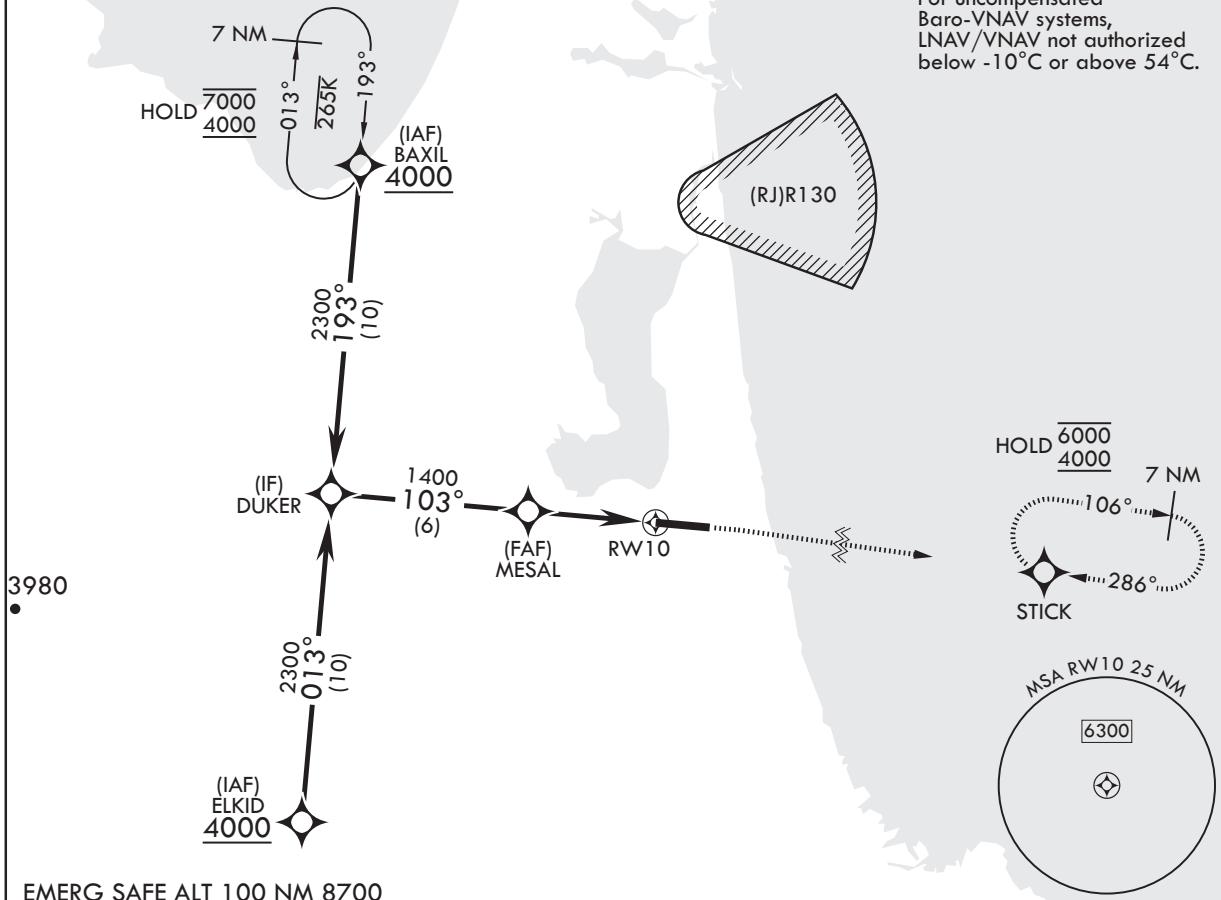


MISSED APPROACH: Climb to 1000 then climbing turn to 4000 direct STICK and hold, continue climb-in-hold to 4000.

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

For uncompensated
Baro-VNAV systems,
LNAV/VNAV not authorized
below -10°C or above 54°C .



EMERG SAFE ALT 100 NM 8700

DUKER

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 47).

TLv FL140 TA 14,000

1000 4000 STICK

ELEV 119

TDZE 119

2300

103°

MESAL

1400

GP 3.00° TCH 51

1.4 NM to RW10

RW10

3.9 NM

CATEGORY A B C D E

LNAV/VNAV DA* 390/24 401/24 409/24 420/24 480/35
271 (300-1/2) 282 (300-1/2) 290 (300-1/2) 301 (400-1/2) 361 (400-5/8)

LNAV MDA** 620/24 501 (600-1/2) 620/55 501 (600-1)

C CIRCLING*** 620-1 501 (600-1) 620-1½ 501 (600-1½) 680-2 561 (600-2)

HIRL all Rwy's

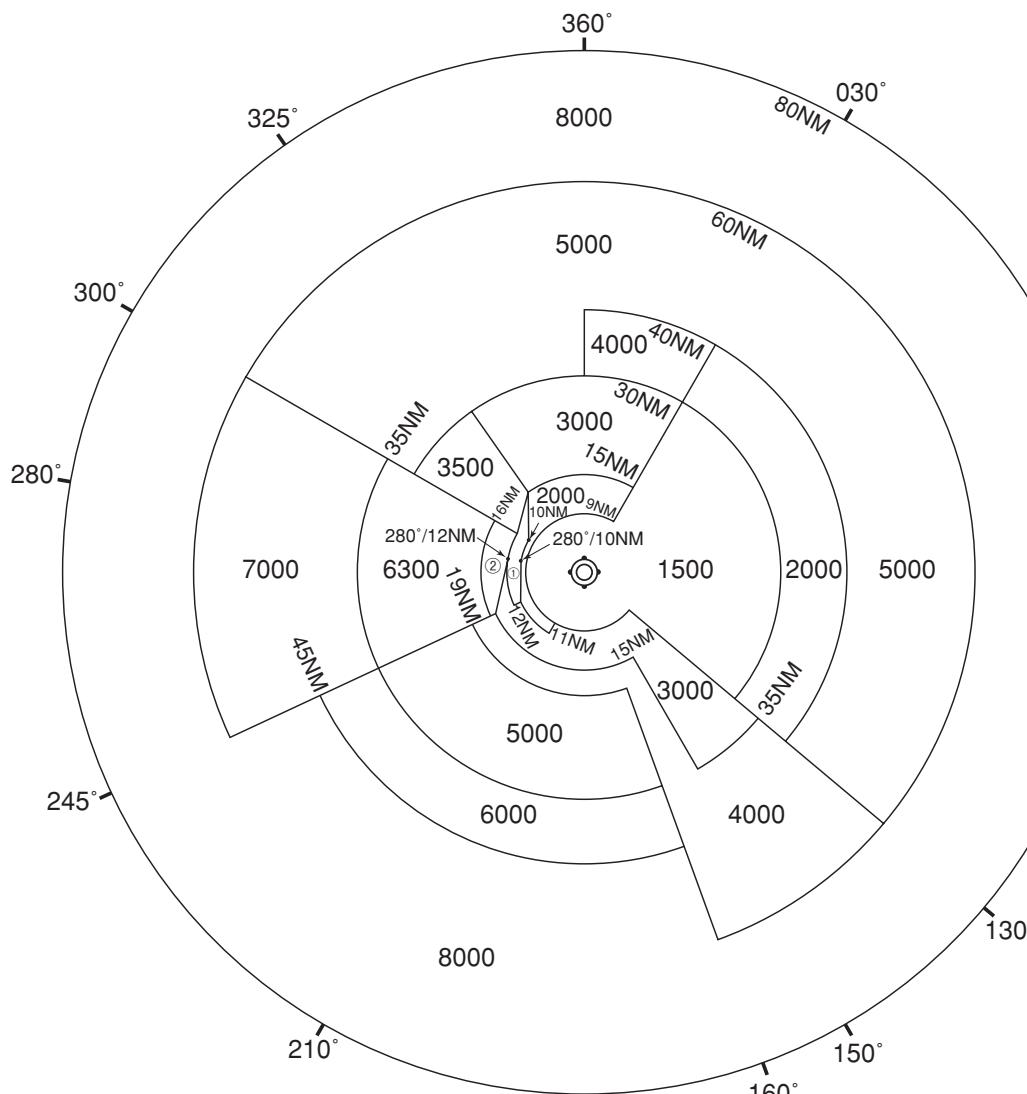
NOTE: REPRINTING DOD FLIP

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RJSM / MISAWA

Minimum Vectoring Altitude CHART

VAR 9°W (2014)



- ① 2500
- ② 4400

CENTER : 404247N/1412229E (RADAR SITE)