

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

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.

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART - INSTRUMENT

RJSM / MISAWA

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

RJSM / MISAWA

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.



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

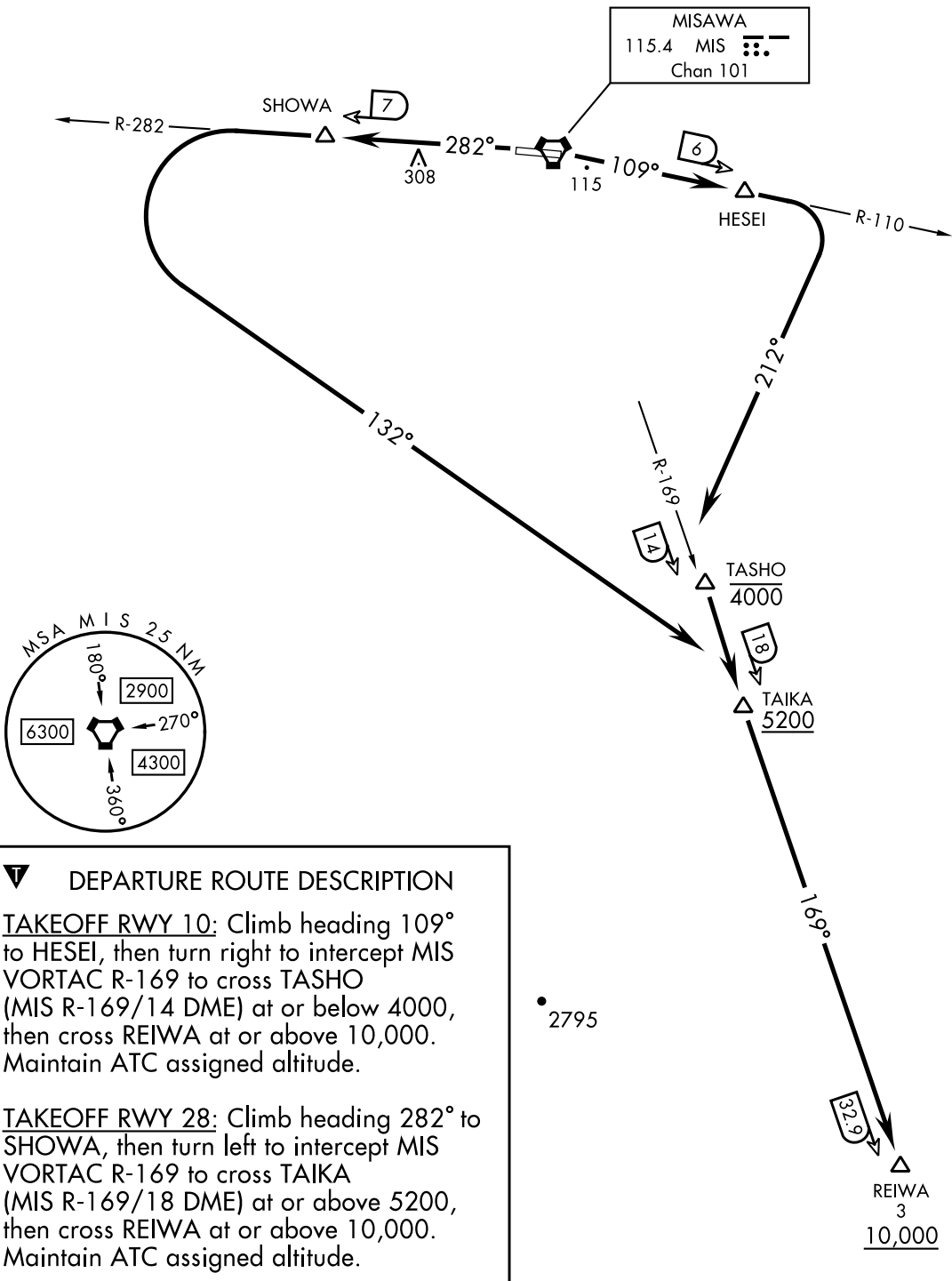
RJSM / MISAWA

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

INTENTIONALLY LEFT BLANK

RJSM / MISAWA

CHANGE : Update.

5/10/23

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 |
|---------------------------|-------------------------|--|----------------------|

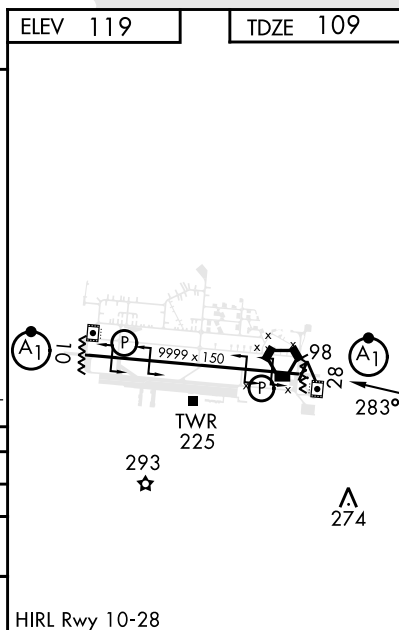
| | | |
|---|--|---|
| RADAR or DME required * When ALS inop, increase RVR to 40, vis to ¾ mile. ** When ALS inop, increase RVR to 55, vis to 1 mile. *** Circling not authorized S of Rwy 10-28. | ALS F-1  | MISSED APPROACH: Climb on MIS VORTAC R-280 to KISSA, then climbing left turn heading 150° to 7000 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 | |
| | 0.7 NM | 6.3 NM | 10,000 4000 | 103° | 283° |
| | | | 2000 | 283° | 4000 |
| | | | GS 2.50° TCH 54 | | |
| 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) | |



NOTE: REPRINTING DOD FLIP

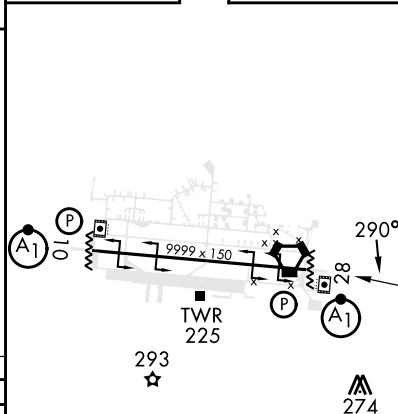
RJSM / MISAWA

Missed approach requires use of RNAV or ATC RADAR.



TLv FL140
TA 14,000

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

HIRL Rwy 10-28

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.

ALS F-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 |
|----------------------|-------------------|-------------|--------------|

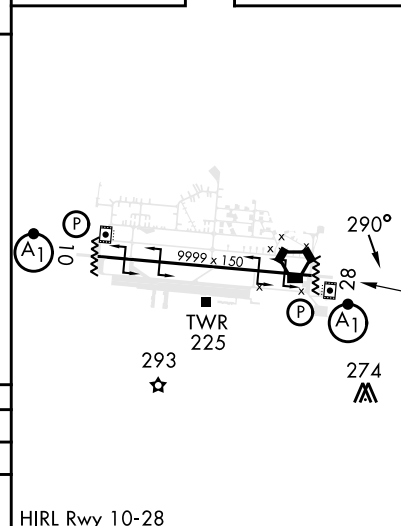
VGSI and descent angles
not coincident
(VGSI Angle 2.50/TCH 55).

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) | |

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



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

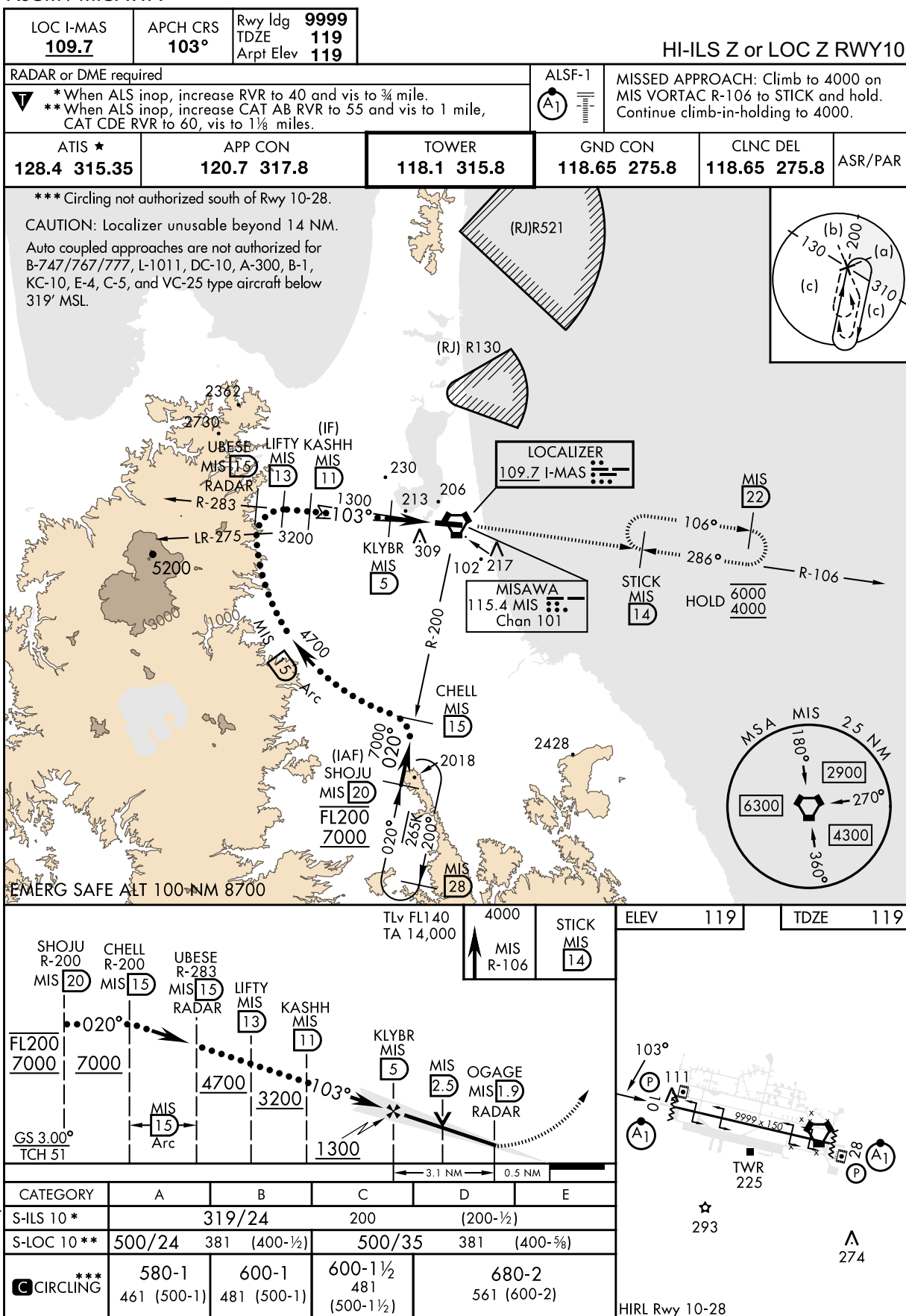
RJSM / MISAWA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA



RJSM / MISAWA

CHANGE : Update.

5/10/23

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.

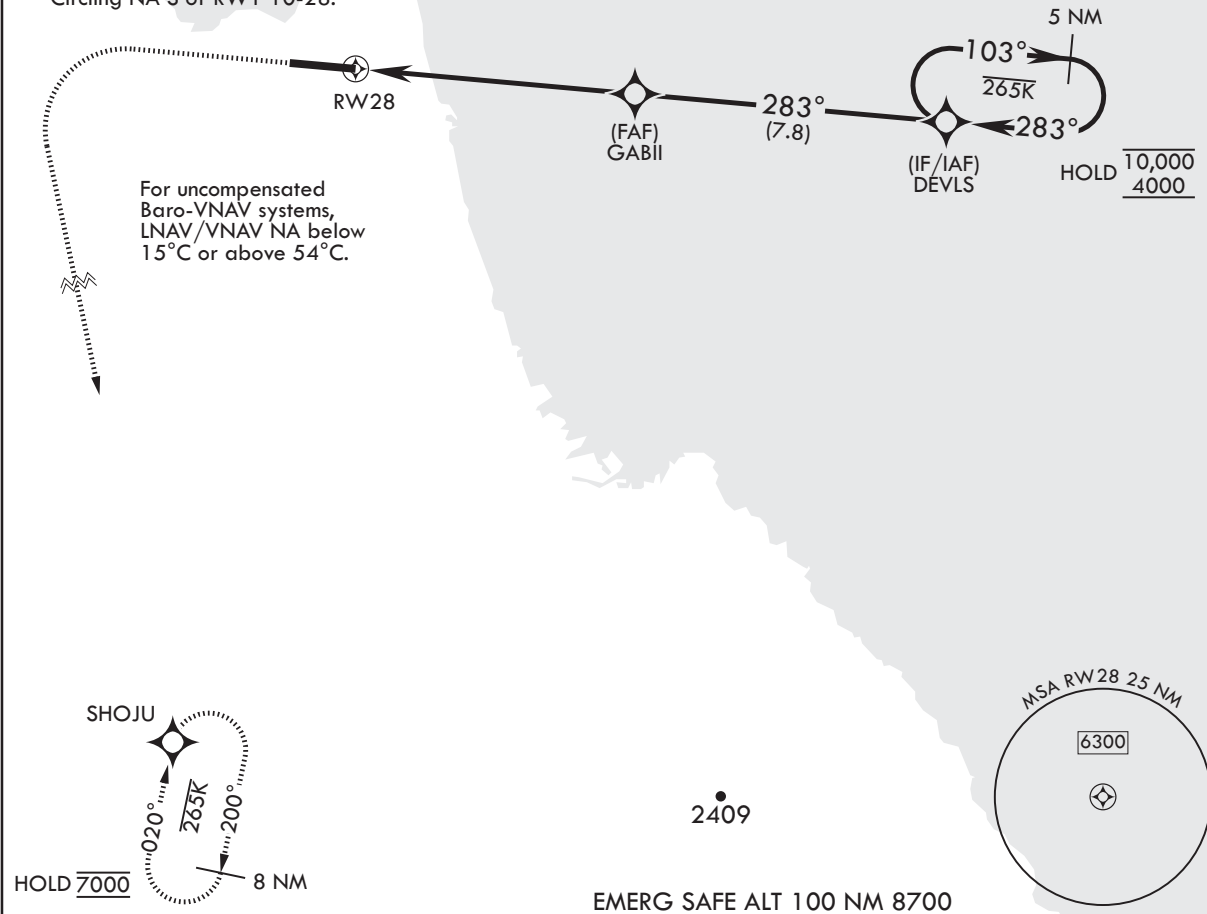
ALSF-1



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

INTENTIONALLY LEFT BLANK

Minimum Vectoring Altitude CHART

