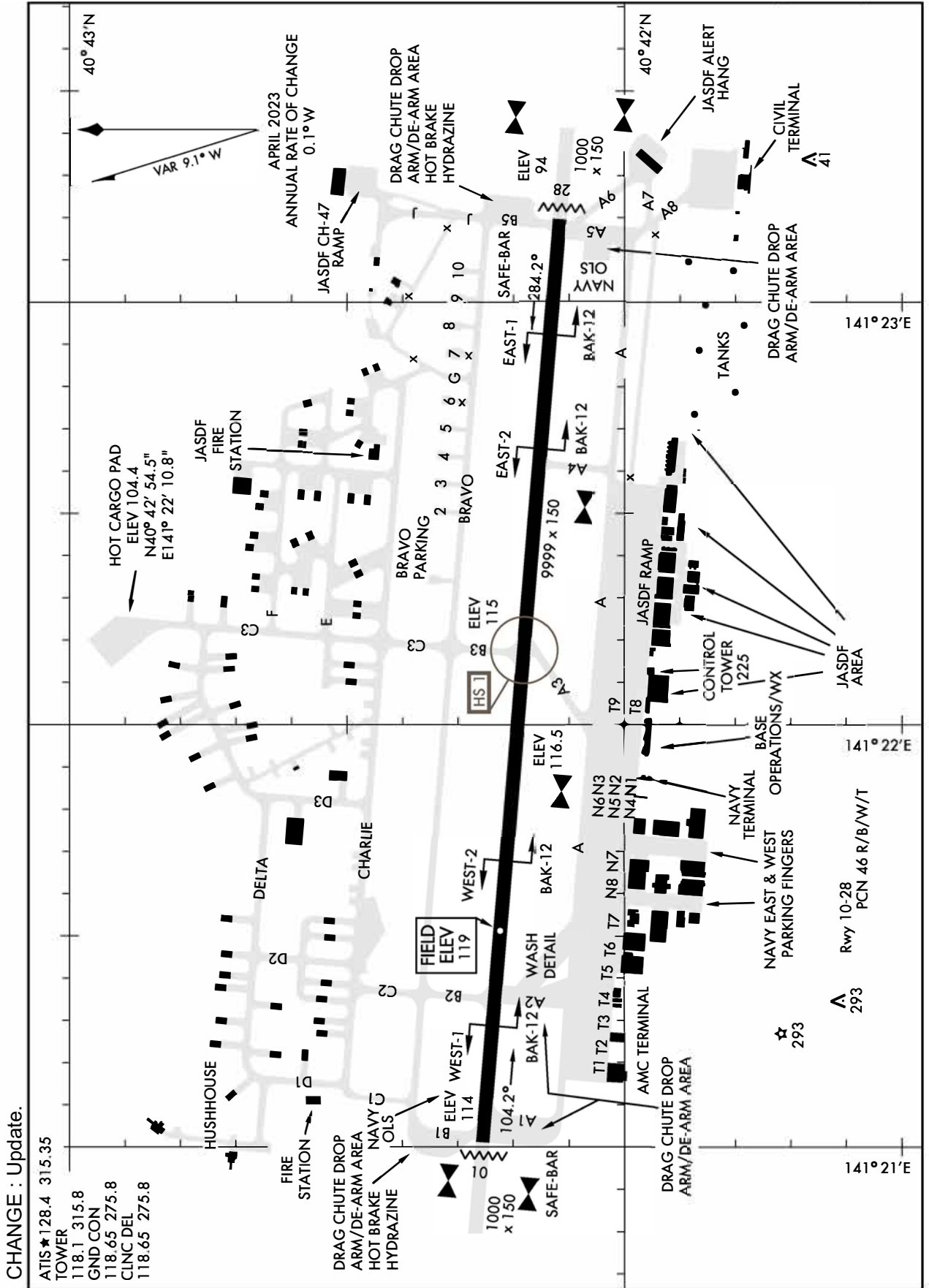


RJSM / MISAWA

AD CHART



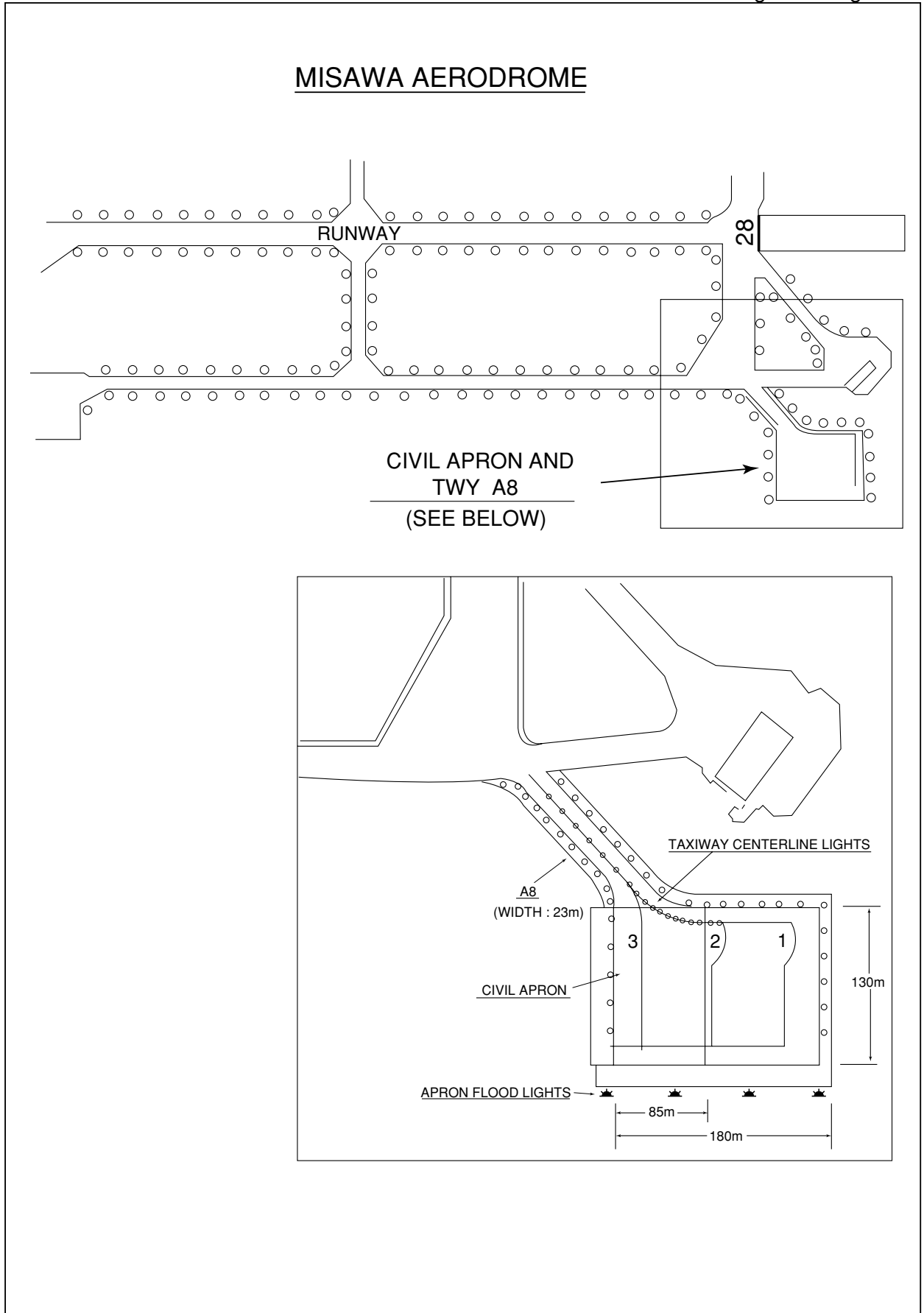
CHANGE : Update.

- ATIS ★128.4 315.35
- TOWER 118.1 315.8
- GND CON 118.65 275.8
- CLNC DEL 118.65 275.8

NOTE: REPRINTING DOD FLIP

RJSM / MISAWA

Aircraft Parking / Docking Chart



STANDARD DEPARTURE CHART - INSTRUMENT

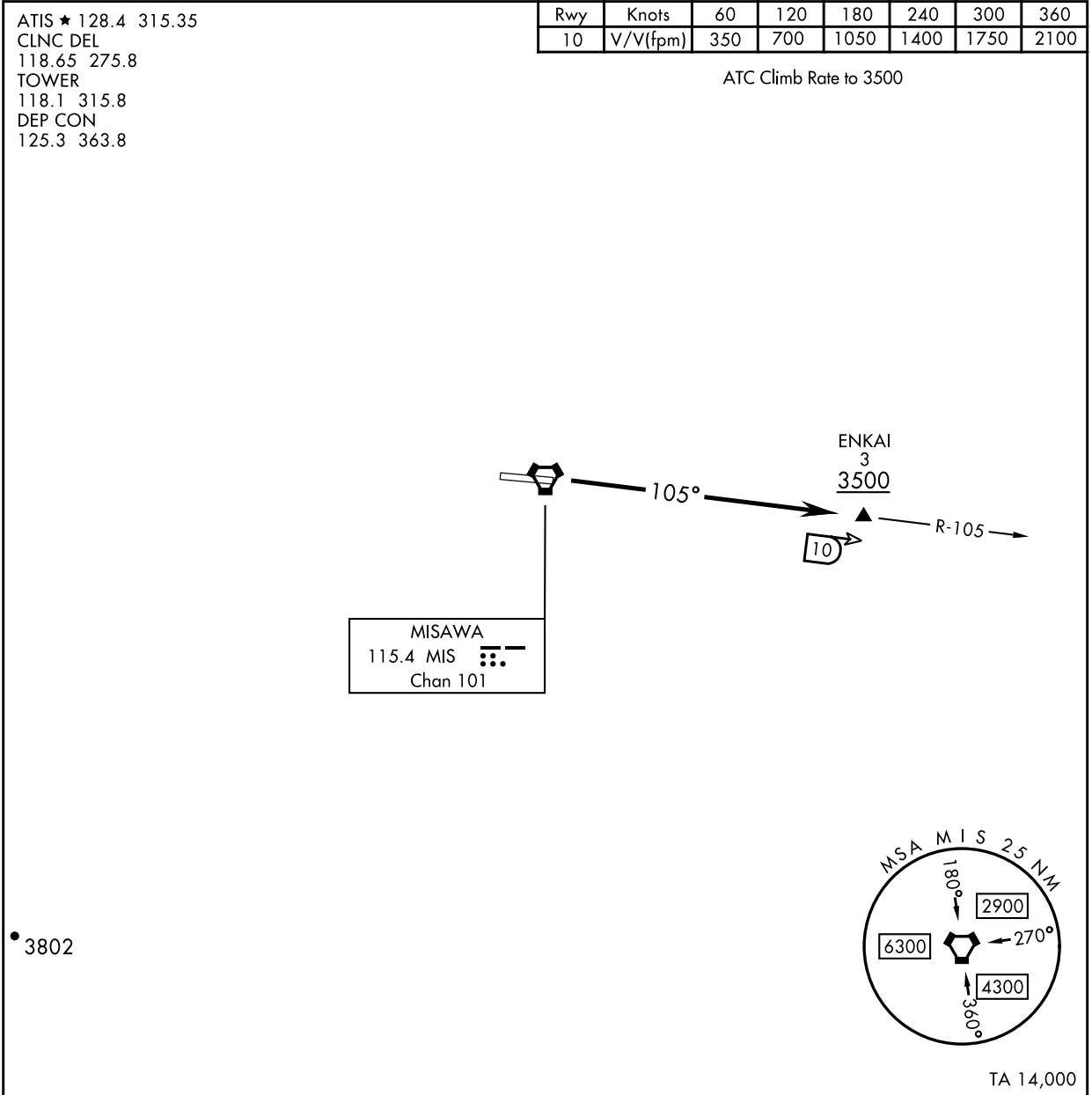
RJSM / MISAWA

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

ENKAI THREE DEPARTURE

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

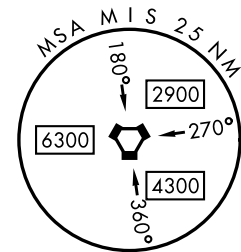
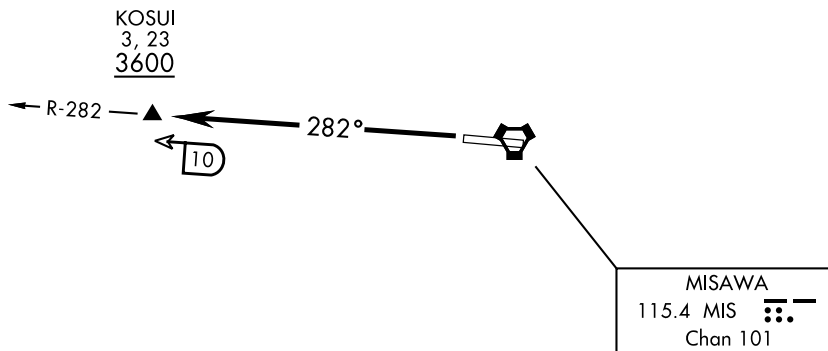
RJSM / MISAWA

KOSUI THREE DEPARTURE

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



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

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

MISAWA SEVEN DEPARTURE

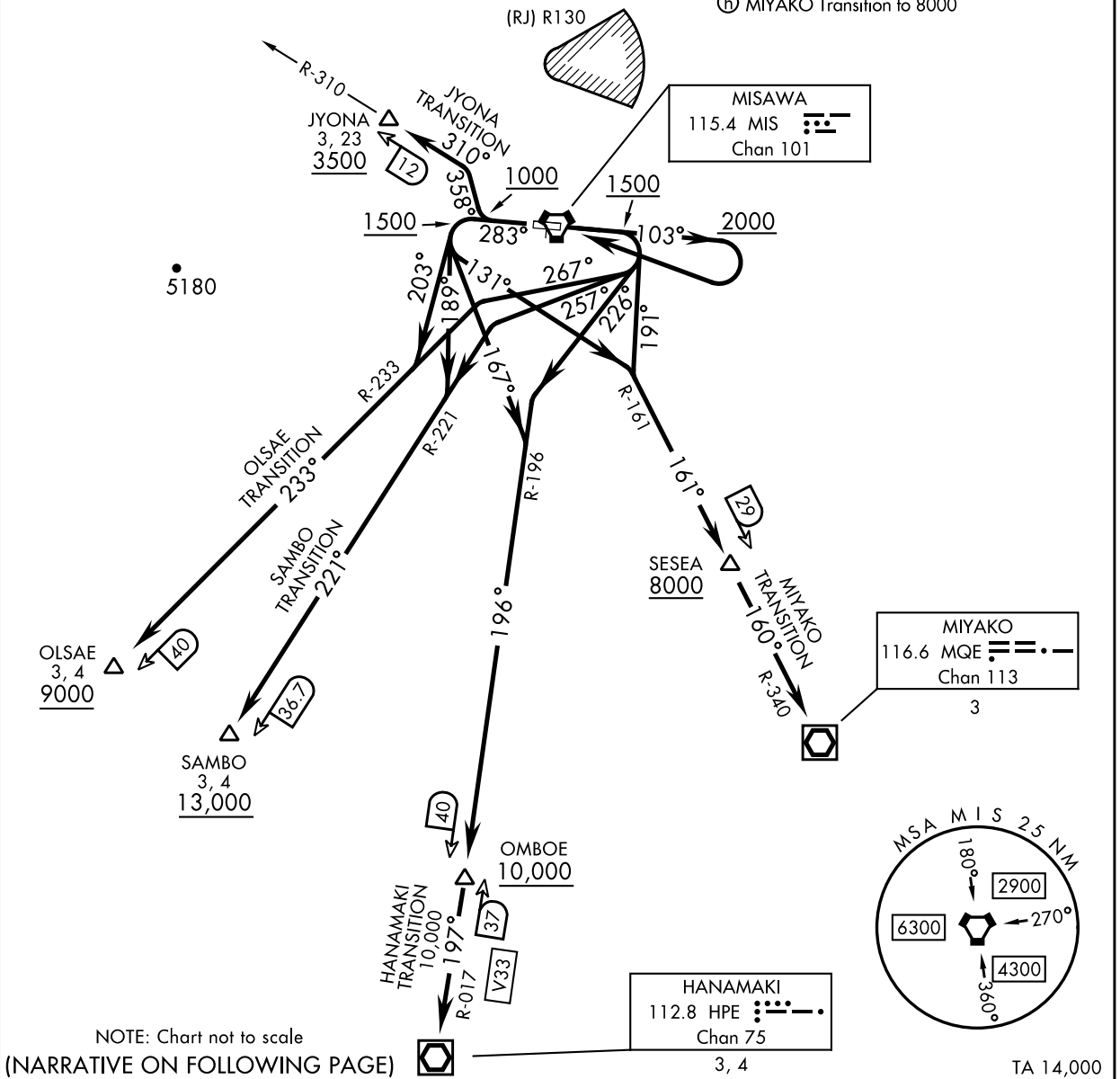
Rwy	Knots	60	120	180	240	300	360
*28 (a)	V/V(fpm)	215	430	645	860	1075	1290
*28 (b)	V/V(fpm)	251	502	753	1004	1255	1506
†28 (d)	V/V(fpm)	221	442	663	884	1105	1326
†28 (e)	V/V(fpm)	313	626	939	1252	1565	1878
†10 (f)	V/V(fpm)	299	598	897	1196	1495	1794
†28 (f)	V/V(fpm)	336	672	1008	1344	1680	2016
†10 (g)	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

* 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.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

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

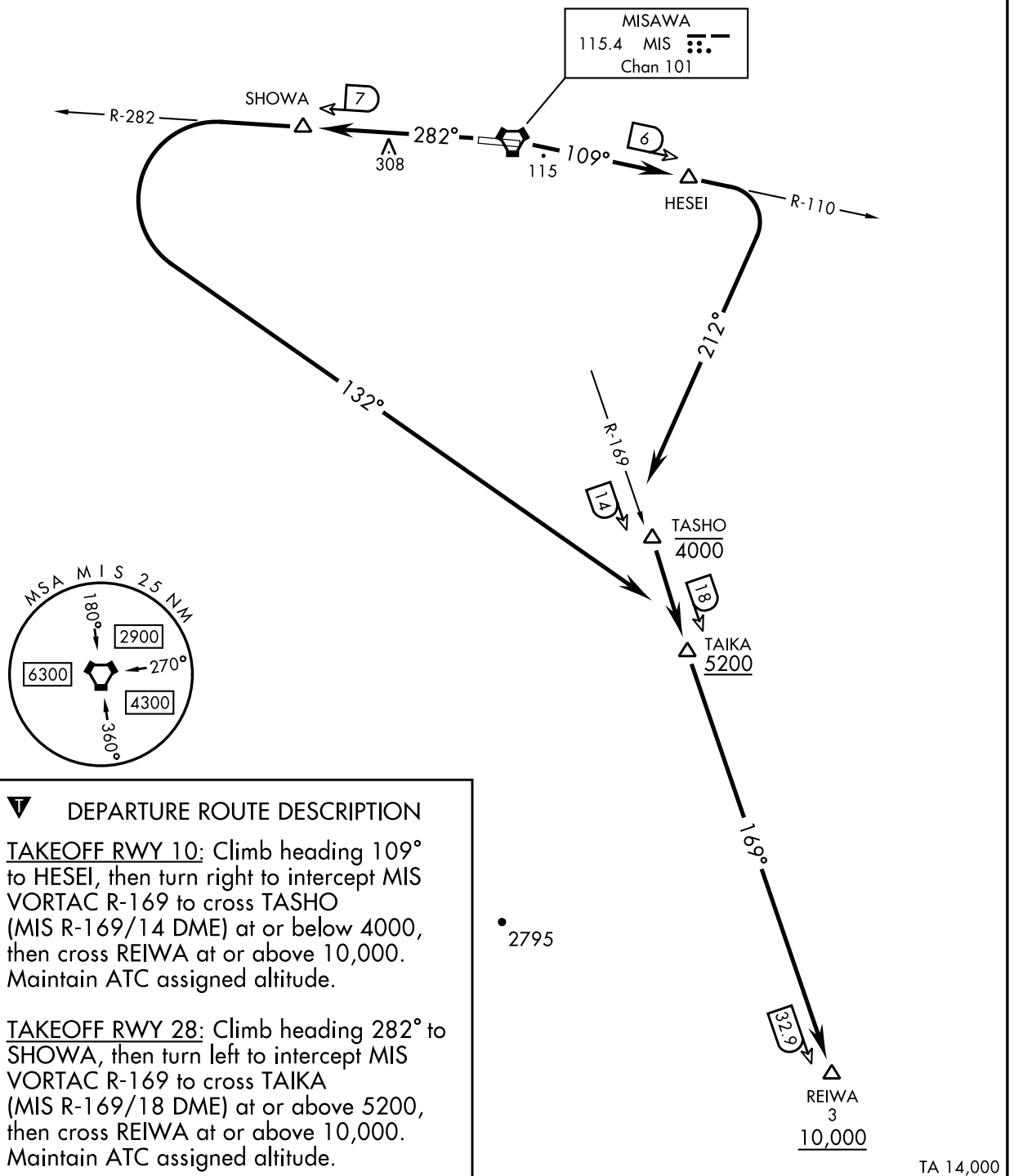
RJSM / MISAWA

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



NOTE: REPRINTING DOD FLIP

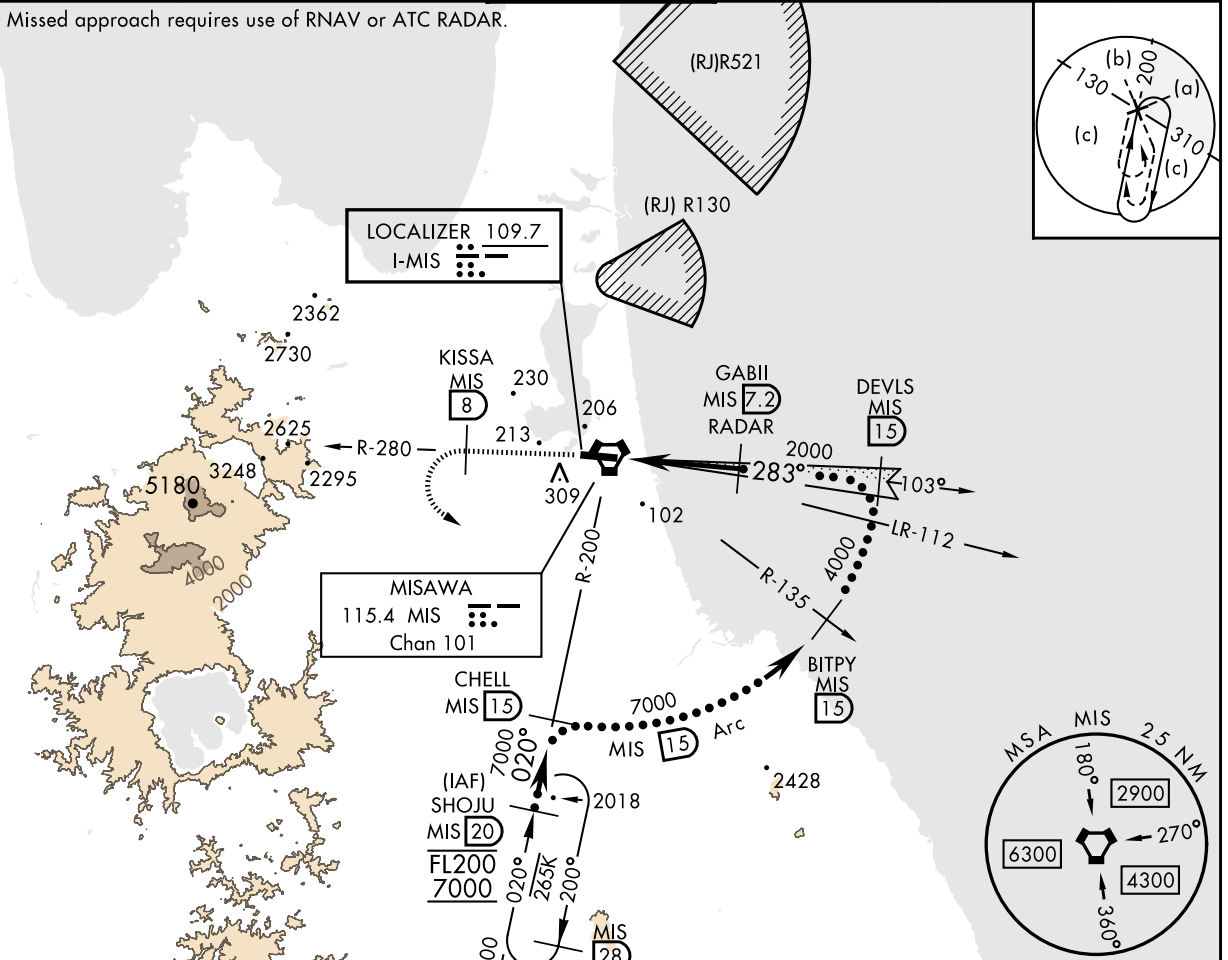
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INSTRUMENT APPROACH CHART

RJSM / MISAWA

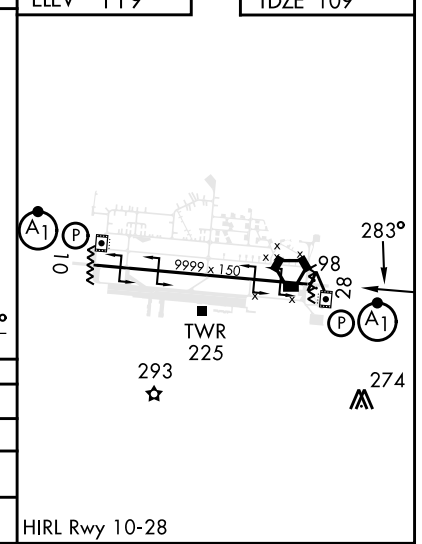
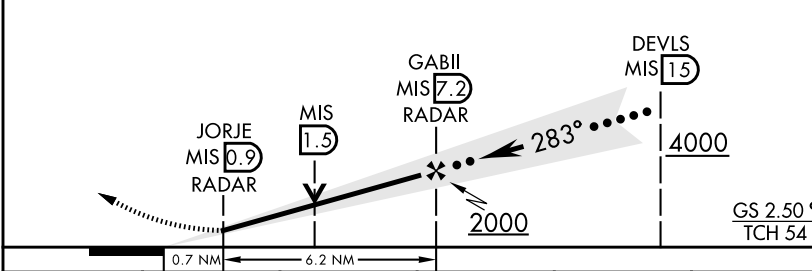
LOC I-MIS 109.7	APCH CRS 283°	Rwy Idg 9999 TDZE 109 Arprt Elev 119	HI-ILS Y or LOC Y RWY28		
RADAR or DME required		ALSIF-1 	MISSED APPROACH: Climb on MIS VORTAC R-280 to KISSA, then climbing left turn heading 150° to 7000 to intercept MIS R-200 outbound to SHOJU and hold. Continue climb in holding to 7000.		
* When ALS inop, increase RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase RVR to 55 and vis to 1 mile. *** Circling not authorized S of Rwy 10-28.					
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	TLv FL140 TA 14,000	ELEV 119	TDZE 109
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CHANGE : Update.

CATEGORY	A	B	C	D	E
S-ILS 28*	317/24		208	(200-1/2)	
S-LOC 28**	480/24	371 (400-1/2)	480/35	371 (400-5/8)	
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

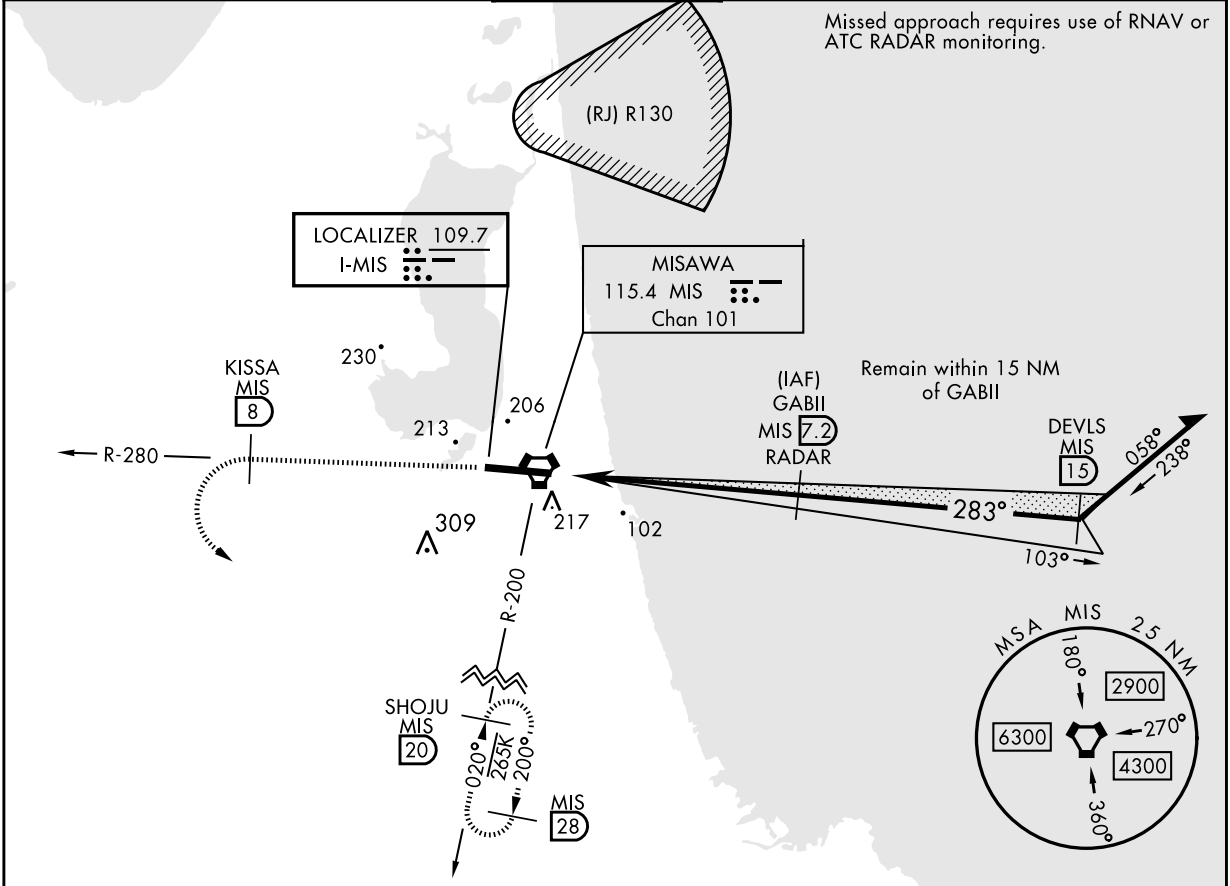
INSTRUMENT APPROACH CHART

RJSM / MISAWA

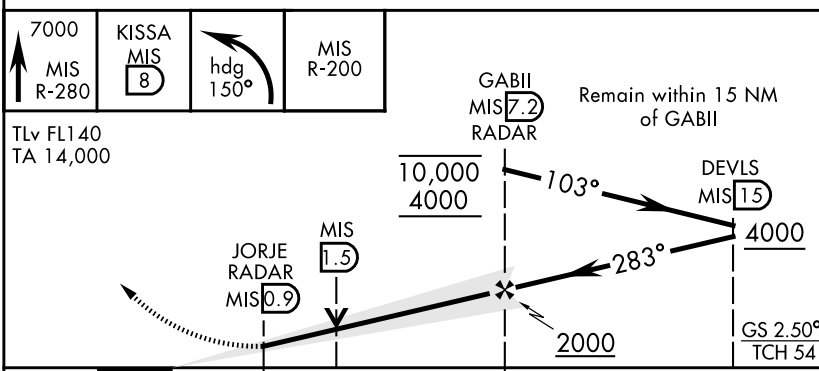
LOC I-MIS 109.7	APCH CRS 283°	Rwy Idg 9999 TDZE 109 Arpt Elev 119	ILS Z or LOC Z RWY28
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RADAR or DME required	ALSF-1	MISSED APPROACH: Climb on MIS VORTAC R-280 to KISSA, then climbing left turn heading 150° to 7000 to intercept MIS R-200 outbound to SHOJU and hold. Continue climb in holding to 7000.
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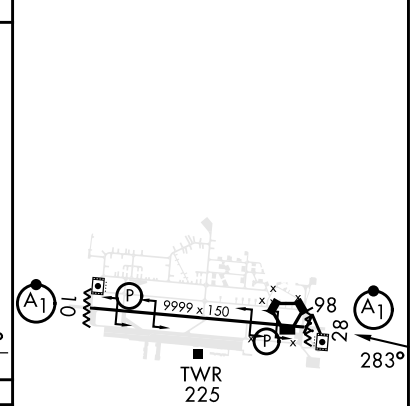
ATIS ★ 128.4 315.35	APP CON 120.7 317.8	TOWER 118.1 315.8	GND CON 118.65 275.8	CLNC DEL 118.65 275.8	ASR/PAR
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EMERG SAFE ALT 100 NM 8700



ELEV 119	TDZE 109
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CHANGE : Update.

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)	



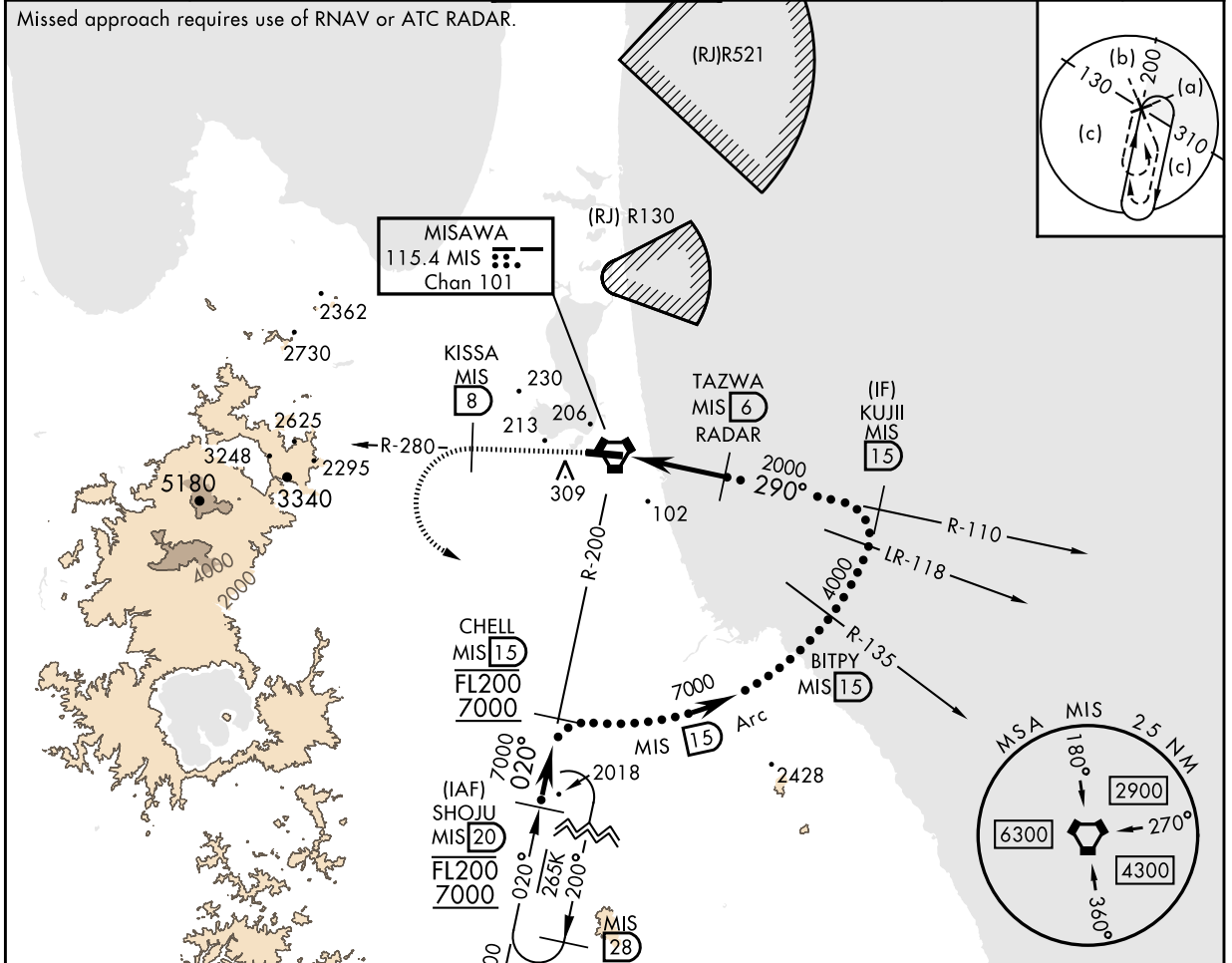
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

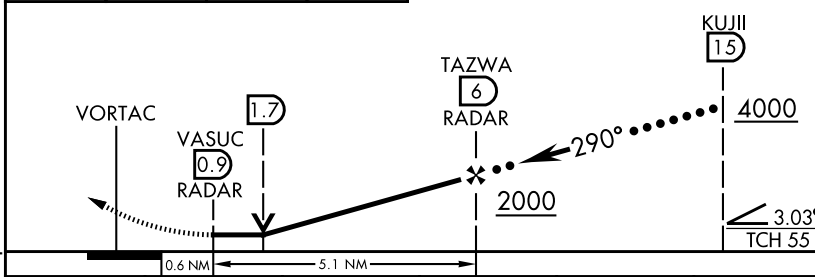
VORTAC MIS 115.4 Chan 101	APCH CRS 290°	Rwy ldg 9999 TDZE 109 Arprt Elev 119	HI-VOR Y or TACAN Y RWY28		
RADAR or DME required ▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles. **Circling S of Rwy 10-28 not authorized.		ALSF-1 (A1)	MISSED APPROACH: Climb on MIS VORTAC 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

Misssed approach requires use of RNAV or ATC RADAR.

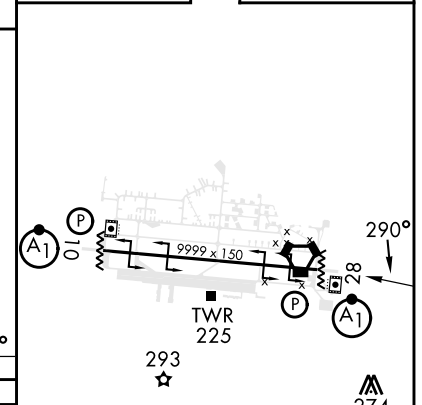


EMERG SAFE ALT 100 NM 8700

7000 ↑ MIS R-280	KISSA MIS 8	hdg 150°	MIS R-200	TLv FL140 TA 14,000	VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 55).
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ELEV 119	TDZE 109
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CHANGE : Update.

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)

HIRL Rwy 10-28

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

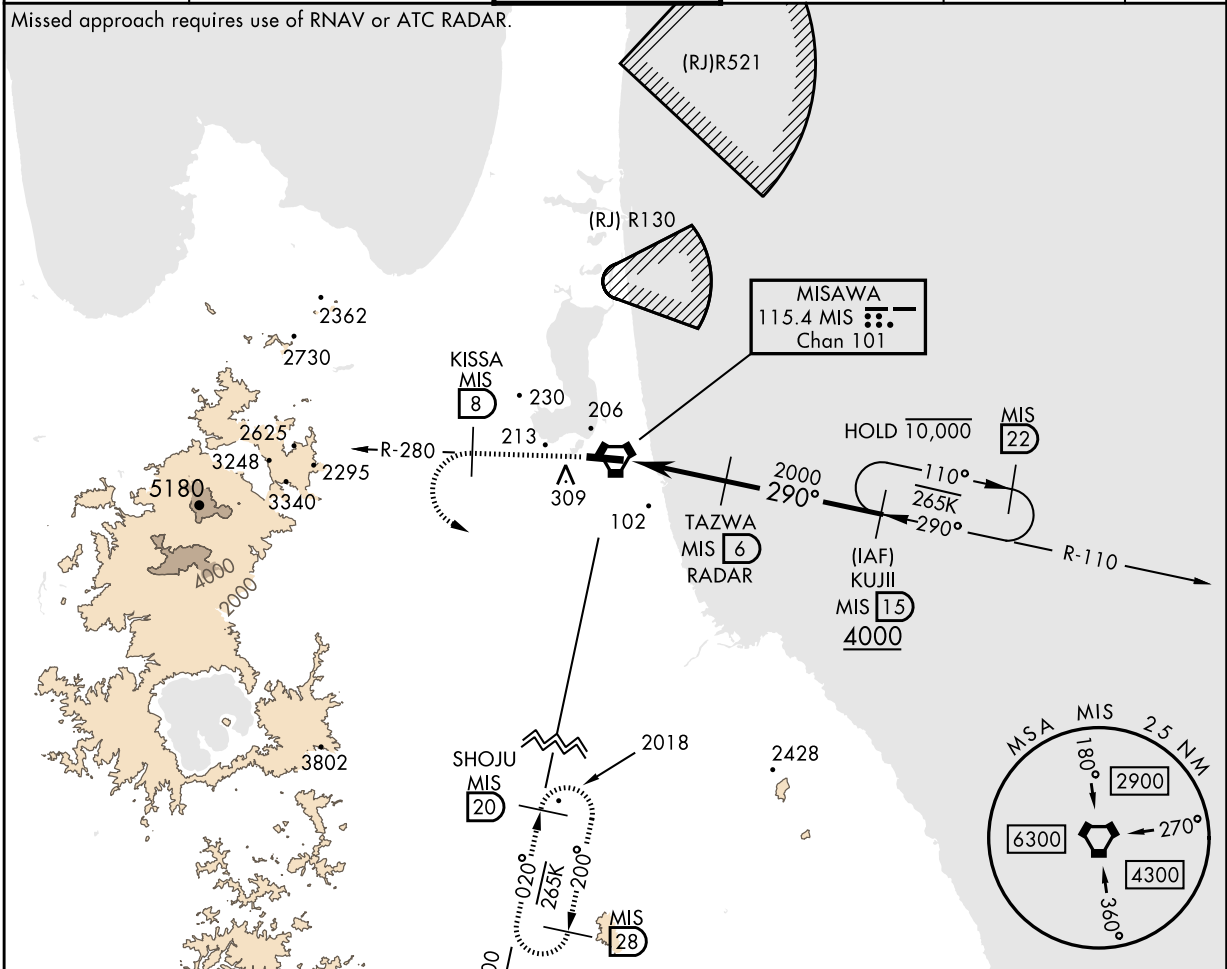
RJSM / MISAWA

VORTAC MIS 115.4 Chan 101	APCH CRS 290°	Rwy ldg 9999 TDZE 109 Arprt Elev 119
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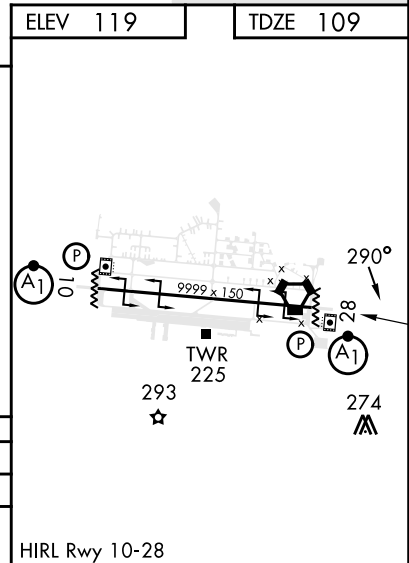
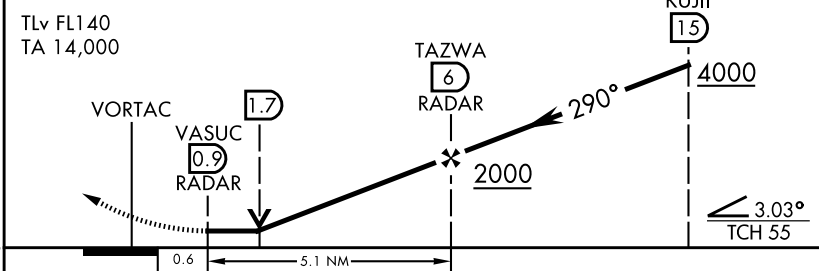
VOR Z or TACAN Z RWY28

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 A1	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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ELEV 119	TDZE 109
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CHANGE : Update.	7000 MIS R-280	KISSA MIS 8	hdg 150°	MIS R-200	VGS and descent angles not coincident (VGS Angle 2.50/TCH 55).
	TLv FL140 TA 14,000			KUJII 15	
	VORTAC	VASUC 0.9 RADAR		TAZWA 6 RADAR	
	0.6	5.1 NM			
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)

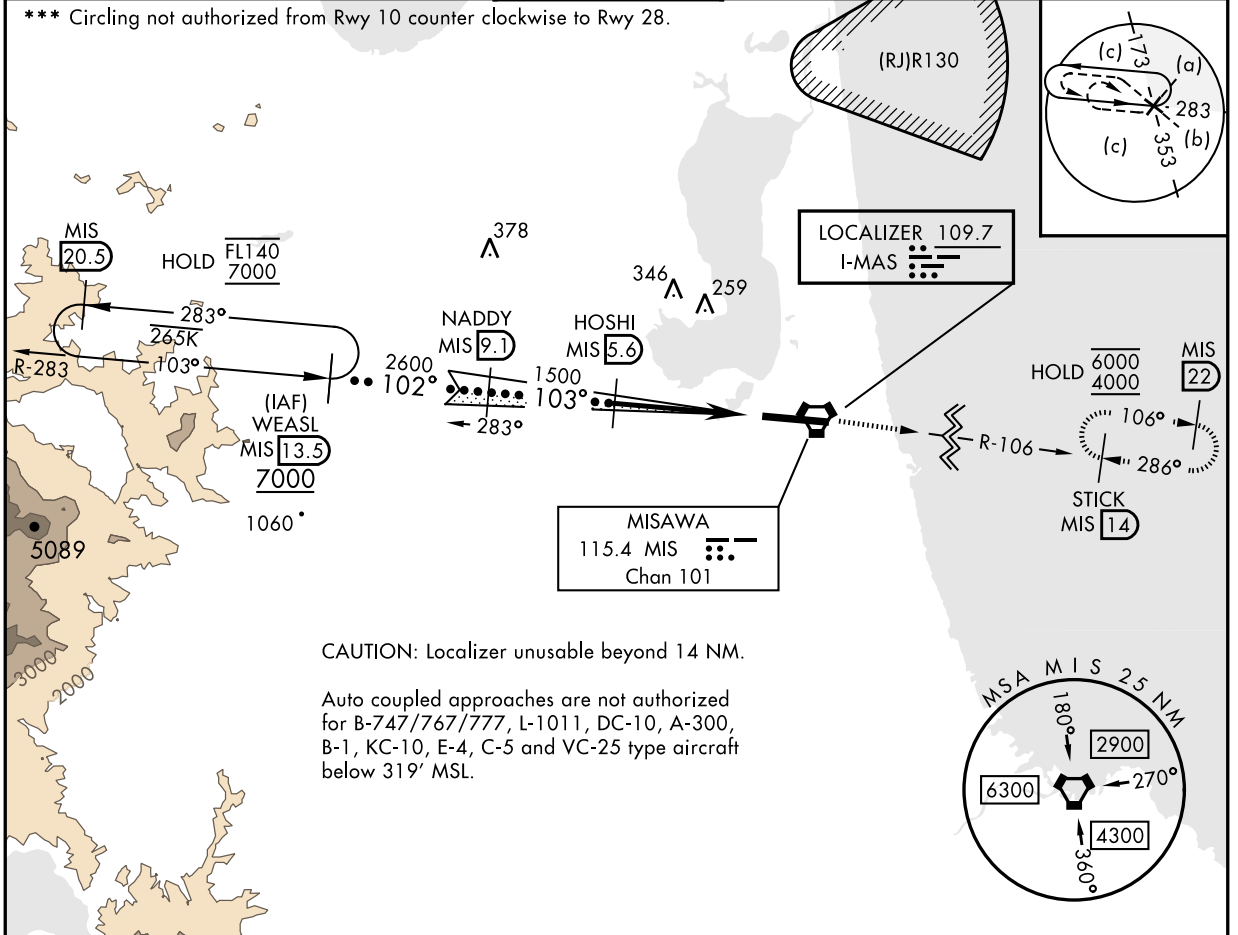
HIRL Rwy 10-28

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM / MISAWA

LOC I-MAS 109.7	APCH CRS 103°	Rwy Idg 9999 TDZE 119 Arpt Elev 119	HI-ILS Y or LOC Y RWY10		
RADAR or DME required * When ALS inop, increase RVR to 40, vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.		ALSF-1 	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



EMERG SAFE ALT 100 NM 8700

CHANGE : New PROC.	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 47)		TLv FL140 TA 14,000	4000 MIS R-106	STICK MIS 14
	WEASL MIS 13.5		NADY MIS 9.1	HOSHI MIS 5.6	MIS 2.5
	7000		2600	1500	3.7 NM
	GS 3.00° TCH 51				0.5 NM
	CATEGORY	A	B	C	D
S-ILS 10*	319/24		200	(200-1/2)	
S-LOC 10**	500/24	381 (400-1/2)	500/35	381	(400-5/8)
CIRCLING ***	580-1	600-1	600-1 1/2	680-2	
	461 (500-1)	481 (500-1)	481 (500-1 1/2)	561 (600-2)	

ELEV 119

TDZE 119

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

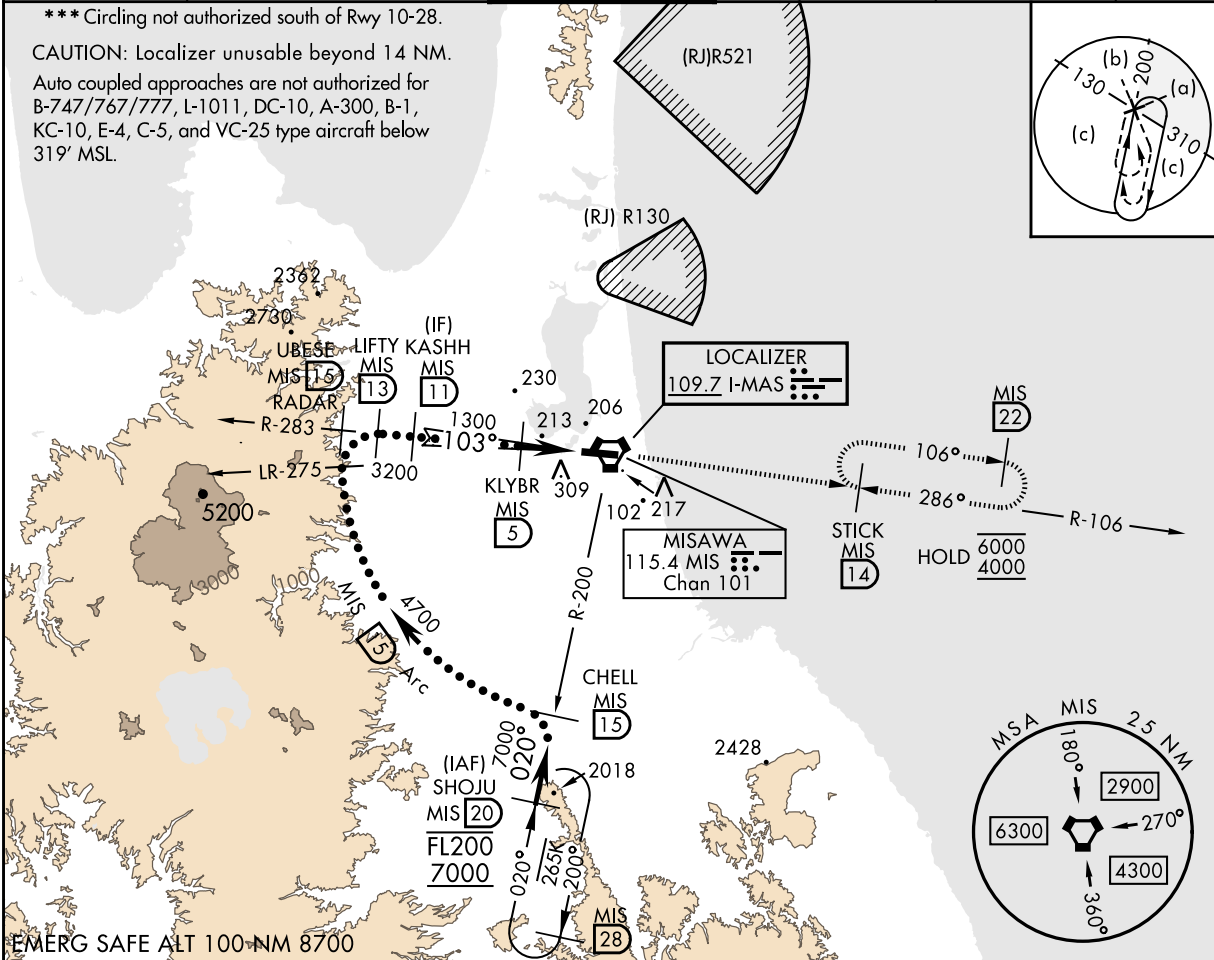
RJSM / MISAWA

LOC I-MAS 109.7	APCH CRS 103°	Rwy ldg 9999 TDZE 119 Arprt Elev 119	HI-ILS Z or LOC Z RWY10
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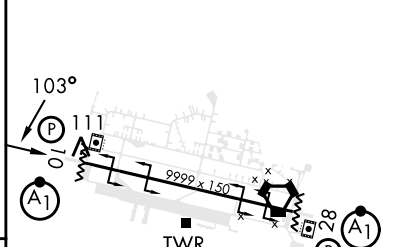
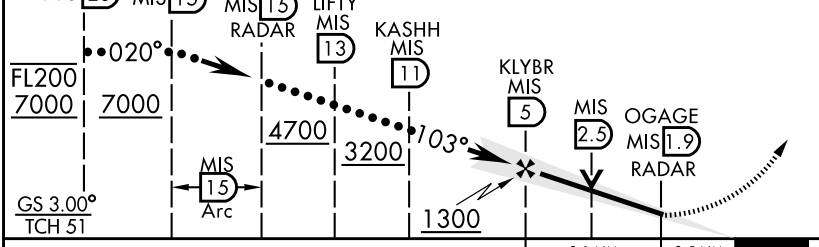
RADAR or DME required		ALSIF-1 	MISSED APPROACH: Climb to 4000 on MIS VORTAC R-106 to STICK and hold. Continue climb-in-holding to 4000.
*When ALS inop, increase RVR to 40 and vis to 3/4 mile. **When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.			

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 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.



EMERG SAFE ALT 100-NM 8700	TLv FL140 TA 14,000	4000 MIS R-106	STICK MIS 14	ELEV 119	TDZE 119
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CATEGORY	A	B	C	D	E
S-ILS 10*	319/24				
S-LOC 10**	500/24	381 (400-1/2)	500/35	381	(400-5/8)
CIRCLING ***	580-1	600-1	600-1 1/2	680-2	
	461 (500-1)	481 (500-1)	481 (500-1 1/2)	561 (600-2)	

HIRL Rwy 10-28	293	274
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CHANGE : Update.

NOTE: REPRINTING DOD FLIP

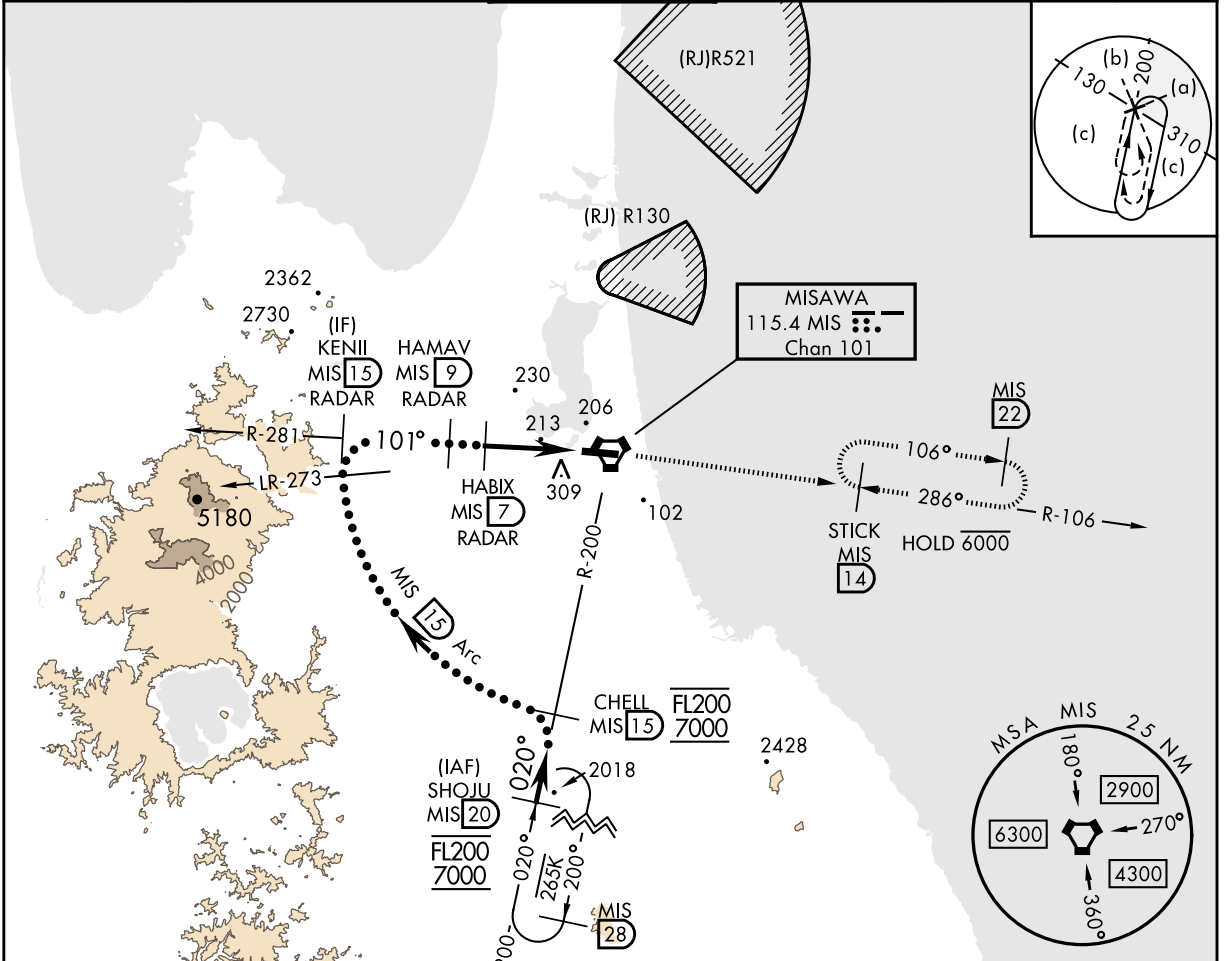
INSTRUMENT APPROACH CHART

RJSM / MISAWA

VORTAC MIS 115.4 Chan 101	APCH CRS 101°	Rwy ldg TDZE 119 Arpt Elev 119
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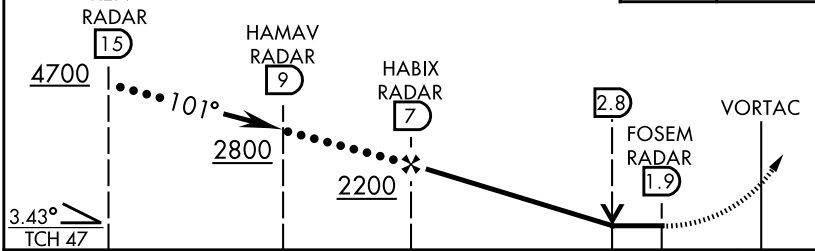
HI-VOR Y or TACAN Y RWY10

RADAR or DME required * When ALS inop, increase RVR CAT AB to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling S of Rwy 10-28 not authorized.		ALSF-1 	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



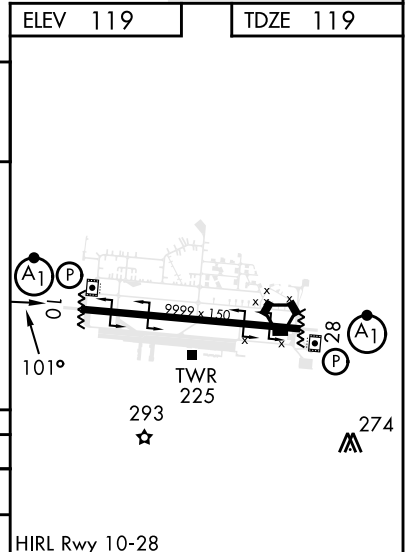
EMERG SAFE ALT 100 NM 8700

VGSI and descent angles not coincident (VGSI Angles 3.00/TCH 47)	TLv FL140 TA 14,000	4000 MIS R-106	STICK MIS 14
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CHANGE: Update.

CATEGORY	A	B	C	D	E
S-10 *	620/24	501 (600-1/2)	620/55	501	(600-1)
CIRCLING **	620-1	501 (600-1)	620-1 1/2 501 (600-1 1/2)	680-2	561 (600-2)



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RJSM /MISAWA

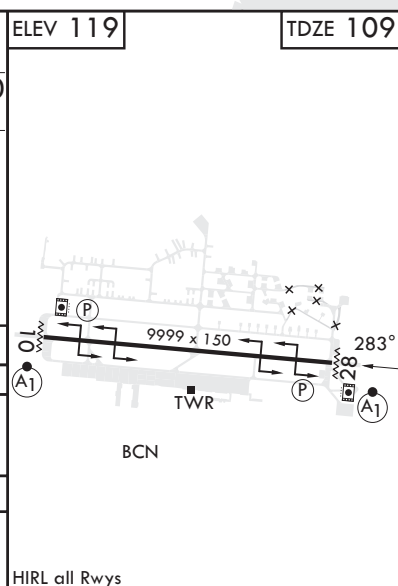
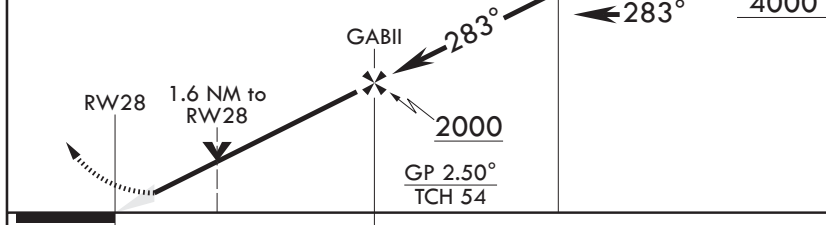
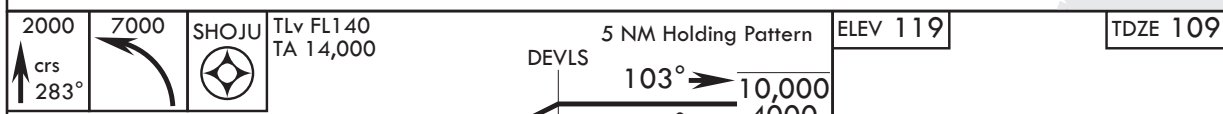
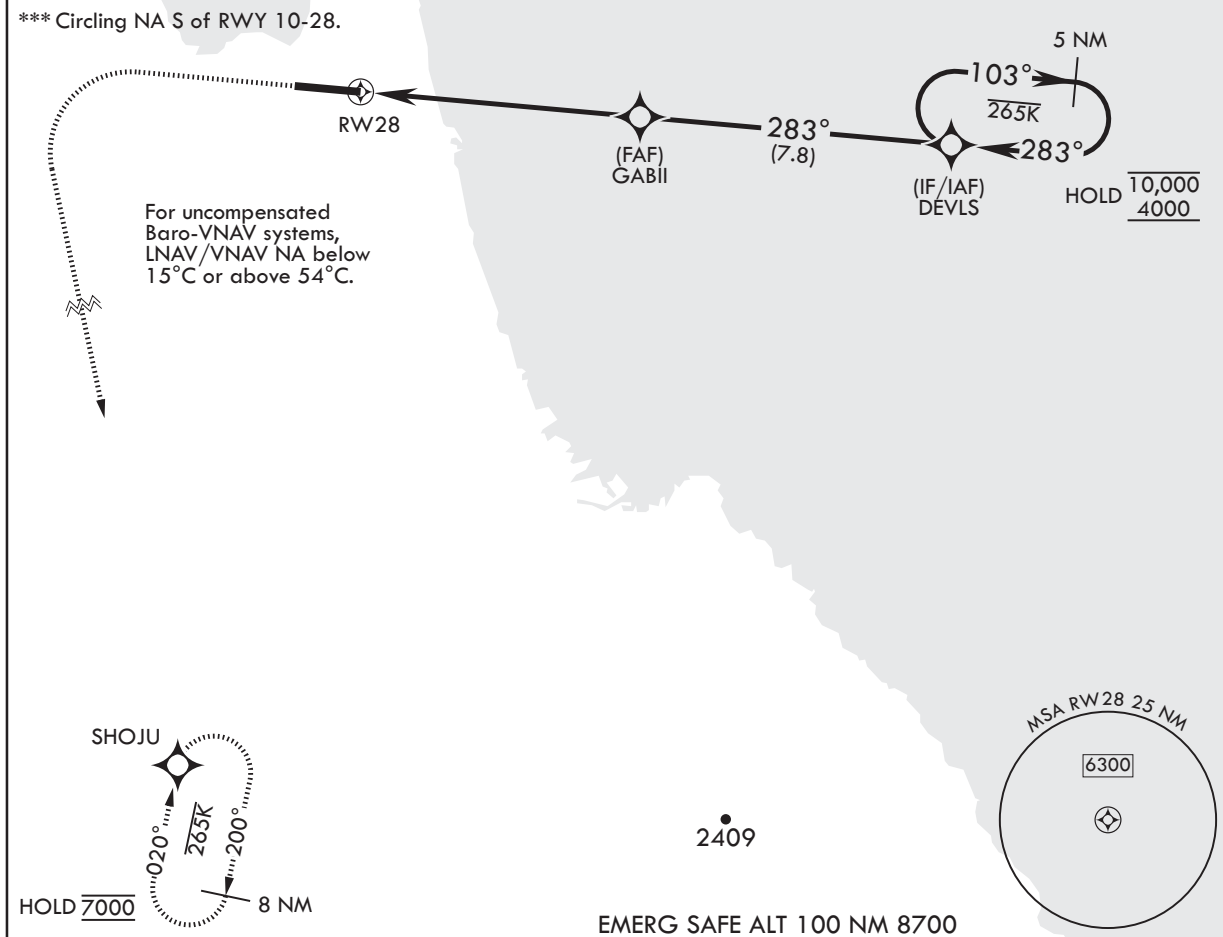
APCH CRS 283°	Rwy Idg 9999
	TDZE 109
	Arpt Elev 119

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* 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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CHANGE : New PROC.

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)
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)

HIRL all Rwys

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

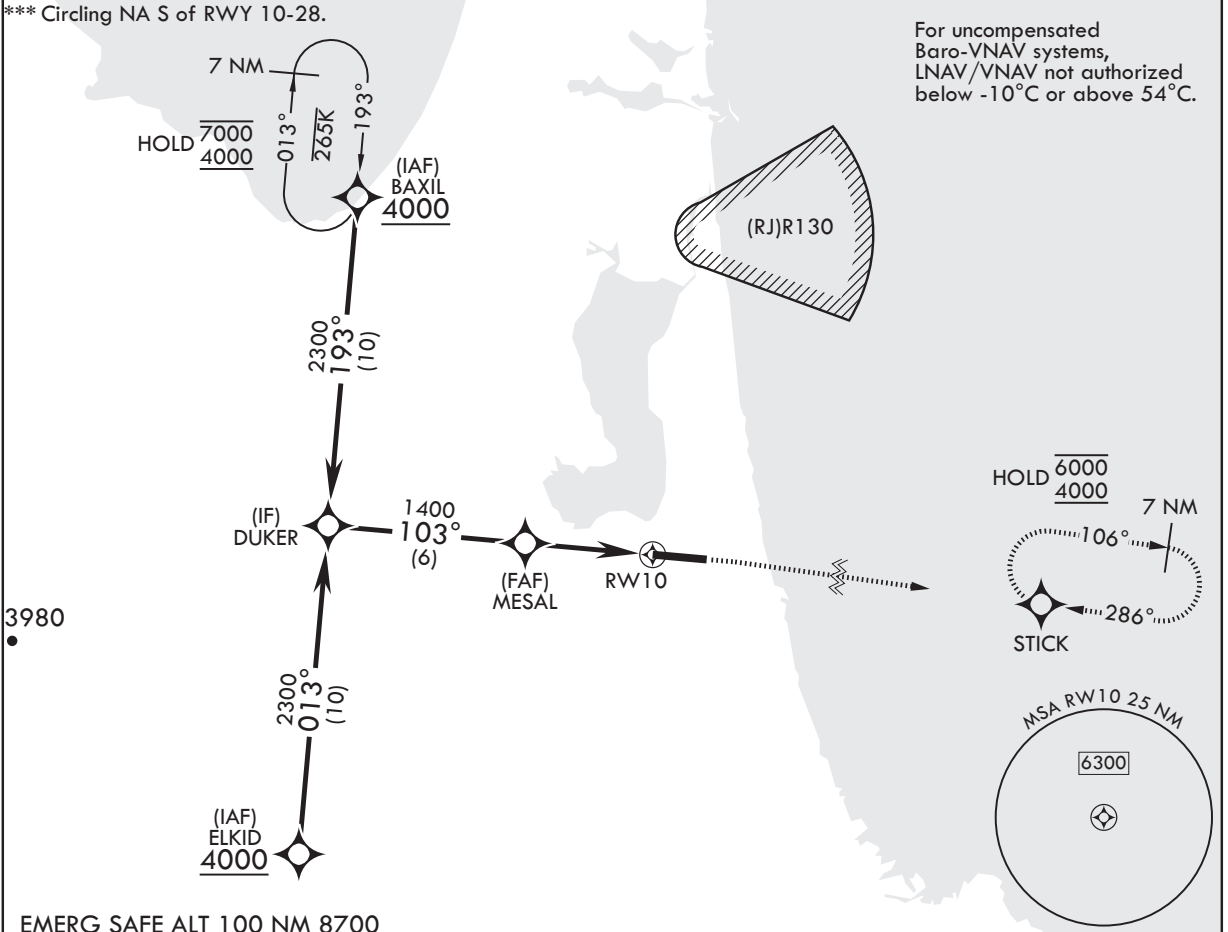
RJSM / MISAWA

APCH CRS 103°	Rwy Idg 9999
	TDZE 119
	Arprt Elev 119

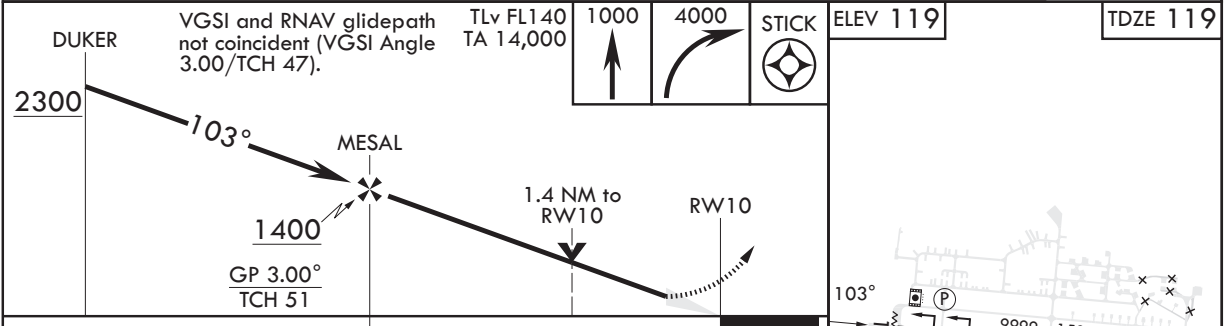
RNAV(GPS) RWY10

RNP APCH – GPS	ALSIF-1 A1	MISSED APPROACH: Climb to 1000 then climbing turn to 4000 direct STICK and hold, continue climb-in-hold to 4000.
* 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.		

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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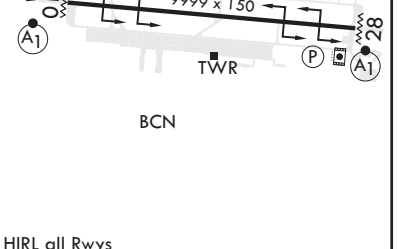


EMERG SAFE ALT 100 NM 8700



CHANGE : New PROC.

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	390/24 271 (300-1/2)	401/24 282 (300-1/2)	409/24 290 (300-1/2)	420/24 301 (400-1/2)	480/35 361 (400-5/8)
LNAV MDA**	620/24	501 (600-1/2)	620/55	501	(600-1)
C CIRCLING***	620-1	501 (600-1)	620-1 1/2 501 (600-1 1/2)	680-2	561 (600-2)



NOTE: REPRINTING DOD FLIP

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RJSM / MISAWA

Minimum Vectoring Altitude CHART

