BY ORDER OF THE COMMANDER
35TH FIGHTER WING

35TH FIGHTER WING INSTRUCTION
13-204

2 MAY 2023

Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at **www.e-Publishing.af.mil**

RELEASABILITY: There are no releasability restrictions on this publication

---

OPR: 35 OSS/OSA

Certified by: 35 OG/CC
(Colonel Doyle A. Pompa)

Supersedes: 35 FWI13-204 22, September 2021

Pages: 101

This instruction implements AFPD 13-2, *Air Traffic, Airfield, Airspace, and Range Management*; DAFMAN 13-201, *Airspace Management;* AFMAN 13-204V1, and MOUI-3005. This instruction consolidates basic Air Traffic Control (ATC) procedures, base directives, and policies of the 35th Fighter Wing Commander for safe and effective operation of ground and air traffic at Misawa Air Base under normal and emergency conditions. It provides guidance and procedures on ATC, Airspace, Airfield Operations, and Airfield Management, and applies to all units and personnel (permanently assigned or temporary duty) operating at Misawa Air Base (MAB) airspace, airfield, and airfield facilities. Ensure that all records created because of processes prescribed in this publication are maintained IAW Air Force Manual AFMAN 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Additionally, if the publication generates a report(s), alert readers in a statement and cite all applicable Reports Control Numbers in accordance with AFI 33-324. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, Recommendation for Change of Publication; route AF Form 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This instruction has been substantially revised. Major changes include Unmanned Aircraft System (UAS) procedures, Runway Condition Reading (RCR) reporting, Small Unmanned Aircraft System (sUAS) operations, non-standard aircraft parking, barrier certification procedures, "divert

fuel" response, DANCE airspace operations, and Supervisor of Flight (SOF)/Wing Operations Center (WOC)/Flight Operations Center (FOC) "calls." Minor changes were made throughout and include reference updates and editing errors.

Chapter 1

ADMINISTRATIVE GUIDANCE

1.1. Implementation. Commanders and supervisors are responsible for implementing the procedures of this instruction as they pertain to their assigned function. Many procedures contained herein task specific agencies for specific actions.

1.2. Policy. Each partner unit or assigned organization is responsible for ensuring its personnel are familiar with this instruction.

1.2.1. Word Meanings. The following definitions apply within this instruction.

1.2.1.1. Shall, will, or must – indicate a mandatory procedure.

1.2.1.2. Should - indicates a recommended procedure.

1.2.1.3. May or need not – indicates an optional procedure.

1.2.1.4. Altitudes – all altitudes are expressed in Mean Sea Level (MSL) unless otherwise annotated.

1.3. Administration. The 35th Fighter Wing Commander (35 FW/CC) is the senior operational commander at MAB and is responsible for this instruction. The 35 FW/CC may issue waivers or immediate action changes to this instruction when necessary for accomplishment of normal or special mission requirements. All procedural changes affecting Air Traffic Control (ATC) must be forwarded to HQ PACAF A3/6TO for review and approval before implementation, IAW AFMAN 13-204v1.

1.3.1. The USAF Airfield Operations Flight Commander (AOF/CC) is responsible for administering and enforcing the provisions of this regulation. Some of the information contained herein has been extracted from other sources. There is no intent to relieve personnel of their responsibility to be familiar with or to comply with other pertinent directives. Should this publication conflict with higher headquarters' directive(s), those directives will take precedence; however, when detected, such conflicts shall be reported immediately to Airfield Operations. Send suggested changes to this instruction to the AOF/CC at the following address 35th Operations Support Squadron (35 OSS/OSA), Unit 5011, APO AP 96319.

1.3.2. The operation of the airfield is delegated to USAF AOF/CC, by the 35 FW/CC. The responsibility for Japan Air Self Defense Force (JASDF) operations is delegated to the Base Operations Squadron (BOPS) Commander from the Commander, 3rd Air Wing.

1.4. Airfield Coordination Requirements.

1.4.1. IAW MOUI 3005 the following items require coordination with the USAF AOF/CC and the JASDF BOPS Commander prior to final approval:

1.4.1.1. All proposed construction/major modification projects and change in use of facilities.

1.4.1.2. All proposed changes to the coding of Joint Use, USAF or JASDF Sole Use facilities.

1.4.1.3. All proposed agreements affecting aerodrome operations.

1.4.1.4. Provisions of air traffic control service are the responsibility of JASDF as delegated by MOUI 3005. JASDF Air Traffic Control Squadron (ATCS) provides service based on Japanese ATC regulations and this instruction.

1.4.2. Additional airfield activities, e.g., aerial demonstrations or exercises, must be coordinated through the AOF/CC and Airfield Manager (AFM) at least 72 hours in advance to ensure proper notification and coordination with flying units and other organizations on the airfield.

1.4.2.1. Crane Operations. 35 OSS/OSA must be notified at least 5 workdays in advance of any crane operation to ensure flying operations are not impacted. Sponsoring organizations must provide crane location, height, date, and time crane will be operating. Failure to coordinate may result in suspension of operations until approved for flying safety.

1.4.2.2. Airfield Construction. All construction to include security upgrades on or adjacent to the airfield, to include projects adjacent to perimeter road, shall be coordinated through the AFM prior to any phase of work. Base civil engineers shall coordinate the location, date and time of airfield construction, and any restrictions to aircraft operations with 35 OSS/OSA at least 14 days in advance. Base civil engineers will also inform Security Forces of all construction projects, prior to being finalized, which affect any PL resources or Installation boundaries on MAB. **NOTE:** Emergency airfield repairs should be coordinated ASAP through 35 OSS/OSA.

1.4.2.2.1. Air Traffic Control Tower (ATCT) shall notify Airfield Management Operations Section AMOPS of any observations not previously reported.

1.4.2.2.2. ATCT/Radar Approach Control (RAPCON). Information that has been issued in a Notice to Airmen (NOTAM) for more than 24 hours does not need to be passed to ATCT, unless it affects runway (RWY) operations.

1.4.2.3. Agencies shall contact AMOPS for authorization to begin any operation on any portion of the airfield and shall notify AMOPS when work is completed.

1.4.3. Temporary Airfield Construction Waivers. UFC 3-260-01, *Airfield and Heliport Planning and Design* is the governing document for all temporary airfield construction waivers. They are required to be signed/approved by 35 FW/CC 30 days prior to any construction on the airfield. No construction activity will be permitted without the appropriate waiver. **NOTE**: Emergency airfield construction waivers will be processed IAW UFC 3-260-01 requirements.

1.4.4. Construction Meetings. 35 OSS/OSA, AFM, 35 SFS and 35 FW/SE will be invited to all airfield pre-construction, work in-progress, and project acceptance construction meetings.

1.4.5. AMOPS will ensure all airfield construction contractors are briefed and trained on safe airfield driving procedures IAW 35 FWI 13-213, *Airfield Driving Instruction.*

1.5. General Prudential Rule. The procedures and policies set forth herein are not intended to cover every contingency or every rule of safety and good practice. All pilots are expected to exercise prudent judgment in the operation of their aircraft and to observe the general prudential rule of flying. Compliance with the procedures set forth in this instruction may be waived during emergencies or other unusual situations in which such compliance would compromise safety. Such departures from established procedures shall be based upon sound judgment and in the primary interest of safety. All such departures will be reported to AMOPS within 24 hours of occurrence with an explanation for deviation.

Chapter 2

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

2.1. Hours of Operation.

2.1.1. JASDF ATCS provides ATCT and RAPCON services 24 hours/7 days a week. AMOPS section (35 OSS/OSAA) provides airfield services 24 hours/7 days a week.

2.1.2. During holiday seasons i.e., Thanksgiving, Christmas, New Years and other times as coordinated, AMOPS personnel may be on standby beginning at 1800L on the eve of the holiday, the day of the holiday, and one to two days following the holiday.

2.1.2.1. The AOF/CC will coordinate in advance with the JASDF BOPS Commander for periods of standby operation, forward a standby roster to JASDF BOPS and Command Post, and inform all concerned agencies.

2.2. Quiet Hours (Daily and Special).

2.2.1. For noise abatement, quiet hours at Misawa AB are from 1300Z - 2100Z (2200L - 0600L) daily and apply to all aircraft except: Operational Alert Missions; Department of Defense non-fighter aircraft; In-Flight Emergencies; Medical Evacuations (MEDEVAC); military aircraft diverts (including weather diverts); local aircraft sorties previously approved through normal scheduling procedures and entered into PEX; HHQ scheduled airlift which must arrive/depart during quiet hours in order to remain on tasked schedule; and DoD aircraft scheduled to arrive/depart prior to quiet hours which are subsequently delayed for maintenance or ATC and unable to delay arrival/departure until the following day. Any arrivals/departures scheduled during quiet hours must be coordinated through AMOPS for OG/CC approval. See **paragraph 2.25** for additional Noise Abatement/Quiet Hour Procedures.

2.2.2. For special quiet hours requests for military ceremonies or other special events, reference 35FWI 11-251 Quiet Period/Airfield Closure Procedures.

2.3. Airfield Information. MAB is located on the northeast end of the island of Honshu, approximately 325 miles north of Tokyo and immediately north of Misawa City. Coordinates are 4042.19N/14122.10E. Field elevation is 119’ Mean Sea Level (MSL).

2.4. Runway and Taxiways.

2.4.1. Runway 10/28. 9,999’L by 150’W with 50’ wide asphalt shoulders. The first 1,500’ of runway 10 and the first 1,000’ of runway 28 are concrete; the center 7,500’ of runway 10/28 is asphalt. Each end of the runway has a 1,000’ stabilized, non-weight bearing overrun.

2.4.2. Overruns are not intended for use during takeoff/landing and are not to be used in any calculations as additional runway available.

2.4.3. Taxiway widths and composition are listed in **Table 2.1**.

Table 2.1. Taxiway widths (ft.) and composition.

Taxiway	Width	Composition	Taxiway	Width	Composition
A (Parallel)	75’	Concrete/asphalt *	C1/C2	75’	Asphalt
B btwn B3/G	75’	Asphalt *	C3	75’	Concrete
B btwn B1/B3	75’	Asphalt w/no shoulders	D East	75’	Concrete
A1	314’	Concrete *	D West	75’	Concrete
A2	216’	Asphalt	D1/D2	75’	Concrete
A3/A4	75’	Concrete/Asphalt	D3	75’	Concrete
A5	179’	Asphalt	E	75’	Concrete*
A6/A7	70’	Asphalt	F	75’	Concrete*
A8	90’	Misawa Airport Use Only	E1-3	75’	Concrete*
B1	299’	Concrete	G	70’	Asphalt
B2/B3	75’	Asphalt	H	75’	Closed
B5	75’	Asphalt	J	75’	Concrete
C East/West	75’	Concrete			
NOTE: All Taxiways can be opened during contingency exercises with AMOPS coordination. ***** Bordered with stabilized, non-weight-bearing shoulders.					

2.5. Runway Selection Procedures.

2.5.1. Misawa ATCT Watch Supervisor will determine the runway in use based off of predominate winds. Runway 28 is designated as the calm wind/primary instrument runway.

2.5.2. A runway change shall be considered when the steady state tail wind component equals five knots or as required by operational consideration.

2.5.2.1. During a runway change, runway operations must be suspended to expedite aircraft arresting system (AAS) reconfiguration.

2.5.2.2. During periods of fighter aircraft flight operations, ATCT shall not commence runway change procedures until 35 CES/CEO Barrier Maintenance and/or 35 CES/CEF Fire and Emergency Services personnel are on site.

2.5.3. Runway Change Procedures.

2.5.3.1. ATCT shall:

2.5.3.1.1. Notify AMOPS, RAPCON, 35 OG Supervisor of Flying (SOF), and JASDF Flight Operations Center of the proposed runway change and time the runway change shall commence. **NOTE**: ATCT watch supervisors retain the ability to perform an immediate runway change if operationally necessary. ATCT shall make every effort to give at least 30 minutes advance notification of a proposed runway change.

2.5.3.1.2. Advise aircraft under their control of runway change and proposed time.

2.5.3.1.3. Ensure all aircraft requesting landing clearance prior to runway change have landed.

2.5.3.1.4. Approve 35 CES/CEO Barrier Maintenance and/or 35 CES/CEF Fire and Emergency Services personnel on the runway as close as possible to the runway change time to commence AAS reconfiguration.

2.5.3.1.5. Ensure AAS reconfiguration is complete prior to resuming normal operations.

2.5.3.1.6. Notify RAPCON and AMOPS when the runway change is complete.

2.5.3.2. RAPCON shall:

2.5.3.2.1. Advise the ATCT of the total number of flights and call sign of the last flight that shall land prior to the runway change.

2.5.3.2.2. Sequence arriving flights to the active runway after ATCT advises the runway change is complete.

2.5.3.3. AMOPS shall:

2.5.3.3.1. When notified by ATCT of proposed runway change, notify 35 CES/CEO Barrier Maintenance during duty hours (0001–1630L) Monday – Friday. At all other times, notify 35 CES/CEO Barrier Maintenance standby personnel and 35 CES/CEF Fire and Emergency Services. Notify 35 FW Maintenance Operations Control Center (MOCC) on all changes.

2.5.3.3.2. When notified by 35 CES/CEF Fire and Emergency Services and or 35 CES/CEO Barrier Maintenance changes are complete notify MOCC, Command Post, and USAF Weather (WX), and complete a runway check.

2.5.3.3.3. Resume runway ops after 35 CES/CEO Barrier Maintenance certifies the AAS change/configuration and a runway check is completed.

2.5.3.4. JASDF BOPS shall report the result regarding runway check above to 3rd Air Wing Operation Center (WOC).

2.5.3.5. 35 CES/CEO Barrier Maintenance and/or 35 CES/CEF Fire and Emergency Services shall:

2.5.3.5.1. Immediately proceed to AAS during 35 CES/CEO Barrier Maintenance duty hours (0001-1630L). At all other times, 35 CES/CEF Fire and Emergency Services personnel will respond once 35 CES/CEO Barrier Maintenance standby personnel have arrived on the airfield.

2.5.3.5.2. Reconfigure AAS when approved by ATCT. **NOTE**: Expect a minimum of 15 minutes to derig each cable and 20 minutes to rig each cable (increase time if snow is on the runway).

2.5.3.5.3. Notify ATCT and AMOPS when AAS is reconfigured.

2.5.3.5.4. During standby hours, 35 CES/CEO Barrier Maintenance shall respond within 30 minutes of notification and immediately assume responsibility for barrier operations.

2.5.3.5.5. AMOPS will conduct a runway check prior to resuming operations.

2.6. Controlled Movement Area (CMA). The complete dimensions of the CMA are depicted on **Attachment 2** of this instruction. All personnel and vehicles shall not enter the CMA without specific permission from ATCT and must maintain direct two-way radio communication with ATCT while in the CMA. Specific procedures are outlined in AFI 13-213_35FWSUP, *Airfield Driving.*

2.7. Airfield Lighting Systems.

2.7.1. Runway: Equipped with high intensity runway lights (HIRLS). The five levels of intensity are controlled by the ATCT and may be adjusted upon request.

2.7.2. Approach Lights: US standard ALSF-1 high intensity approach lights with sequenced flashers.

2.7.3. Runway Distance Markers: Internally illuminated with white lights.

2.7.4. Precision Approach Path Indicators (PAPIs): Installed 947’ from the threshold of runway 10 and 1113’ from the threshold of runway 28.

2.7.5. Taxiways: Lighted with standard blue, elevated taxiway lights. There are no taxiway lights on TWY G.

2.7.6. Rotating Beacon: A standard military airport rotating beacon is located on top of a water tower one mile south of runway centerline. It is operated by ATCT during the time of official sunset to sunrise and during instrument meteorological conditions (IMC).

2.7.7. Obstruction Lighting: All prominent obstructions within the airfield boundary are marked with standard red obstruction lights, except for the base perimeter fence located on the east end of the airfield.

2.7.8. Optical Landing System (OLS): The OLS is used primarily for Navy training and when installed will be located 811’ from the runway 10 threshold, 150’ North of the runway centerline and 788’ from the runway 28 threshold, 150’ South of the runway centerline.

2.7.8.1. Requests to operate the OLS shall be submitted to the AOF/CC NLT 72 hours in advance for approval.

2.7.8.2. If OLS operation is approved, AMOPS shall ensure appropriate NOTAMs are issued.

2.7.9. ATCT shall advise AMOPS and BOPS of all airfield lighting malfunctions.

2.7.10. Emergency Runway Lighting. If HIRLs are not working, routine landings shall not be authorized between official sunset and sunrise. Emergency runway markers can be provided when required to recover emergency aircraft (40 minutes notification is required by JASDF to position temporary edge lights). If HIRLs are not working, the actions outlined below shall be taken immediately:

2.7.10.1. The Misawa ATCT shall:

2.7.10.1.1. Notify RAPCON, AMOPS, BOPS and Sapporo ACC.

2.7.10.1.2. Broadcast on Guard to advise all aircraft in the local flying area of the power failure, if necessary, so they may plan a diversion to an alternate airfield.

2.7.10.2. AMOPS shall:

2.7.10.2.1. Notify Command Post, AFM, transient aircrew planning for departure, and Civil Engineering service call desk (35 CES/CEF Fire and Emergency Services after duty hours).

2.7.10.2.2. JASDF personnel notify appropriate JASDF units.

2.7.10.2.3. Initiate appropriate NOTAM action.

2.7.10.3. RAPCON shall notify all aircraft under their control of the possibility of diversion to an alternate airfield. **NOTE**: HIRLS are not required for VFR helicopter operations.

2.7.11. Inoperative Approach Lights. If approach lights are inoperative, visibility minima may be increased dependent upon aircraft category, active runway, and type of approach flown. See FLIPs for specific minima. The following procedures apply:

2.7.11.1. Misawa ATCT shall:

2.7.11.1.1. Notify RAPCON and AMOPS.

2.7.11.1.2. Advise aircraft under their control and provide revised visibility minimums when requested.

2.7.11.2. AMOPS shall:

2.7.11.2.1. Notify Command Post, AFM, and Civil Engineering service call desk (35 CES/CEF Fire and Emergency Services after duty hours). JASDF personnel notify appropriate JASDF units.

2.7.11.2.2. Initiate appropriate NOTAM action.

2.8. Permanently Closed Portions of the Airfield.

2.8.1. TWY D3 and portions of TWY D (East/West) are normally closed. Activation of taxiways require coordination with the AFM. A NOTAM will be published when open for aircraft operations.

2.8.2. Old TWY A (parallel portion south of TWY A).

2.8.3. TWY G loop.

2.8.4. TWY J leading to the JASDF CH-47 ramp.

2.8.5. TWY Stubs G4 and G5.

2.9. Aircraft Arresting Systems.

2.9.1. Operations and use of the AAS shall be IAW AFMAN 32-1040, Civil Engineer Airfield Infrastructure Systems, applicable Technical Orders and/or supplements. The following arresting systems are available on RWY 10/28:

2.9.1.1. Four BAK-12 bi-directional arresting cables, with an eight-point tie-down pattern, are located approximately 1,250 and 2,500 feet from the approach end of RWY 10/28. They are designated West 1, West 2, East 2 and East 1. The West 1 barrier has a polyurethane pad underlay; all other arresting system cables have an asphalt underlay.

2.9.1.2. Safe Bar, (uni-directional) net barriers are installed approximately 120 feet into both overruns and are maintained by JASDF.

2.9.2. Standard Configuration of AAS.

2.9.2.1. Departure end of runway configuration:

2.9.2.1.1. Both BAK-12s shall be always kept in the ready position on the departure end of the active rwy, except during snow removal operations or at any other time as directed by the 35 OG/CC or SOF.

2.9.2.1.2. The JASDF SAFE-BAR barrier nets shall be in the lowered position in the overruns. It is available for JASDF T-4 operations and when requested.

2.9.2.2. Approach end of Rwy configuration:

2.9.2.2.1. Both BAK-12s shall be kept in the de-rigged position on the approach end of the active Rwy.

2.9.2.2.2. The SAFE-BAR webbing shall be laid flat in the overrun on the approach end of the RWY.

2.9.2.2.3. The approach end BAK-12s may be activated at the request of the pilot or SOF for emergency approach end cable engagements. The approach end BAK-12s can be made ready within 20 minutes during normal duty hours. After duty hours, weekends, and holidays, 45 minutes prior notification is required.

2.9.3. Expect RWY operations to be suspended for 20 minutes after an engagement of the BAK-12.

2.9.4. Inspections. 35 CES/CEO Barrier Maintenance/35 CES/CEF Fire and Emergency Services shall make a check of their AAS prior to the start of normal flight operations, but NLT 0800L daily. Periodic checks shall be made as necessary and when requested by AMOPS or ATCT.

2.9.5. Responsibilities.

2.9.5.1. USAF Base Civil Engineer shall:

2.9.5.1.1. Be responsible for inspection, maintenance, and repair of the BAK-12 IAW AFMAN 32-1040.

2.9.5.1.2. Coordinate all routine AAS maintenance with the AFM 48 hours prior to scheduled work.

2.9.5.1.3. Notify AMOPS prior to changing AAS configuration.

2.9.5.1.4. Notify ATCT and AMOPS of all changes to AAS status.

2.9.5.1.5. Notify ATCT and AMOPS when AAS reconfiguration is complete following a RWY change.

2.9.5.2. ATCT shall:

2.9.5.2.1. Notify AMOPS and RAPCON of changes in AAS status.

2.9.5.2.2. Activate the primary crash alarm system for all barrier cable engagements, except non-emergency/preplanned engagements.

2.9.5.2.3. Notify RAPCON when advised that a barrier cable engagement is imminent.

2.9.5.2.4. Transmit an advisory on Guard to advise all aircraft under their control of AAS degradation as necessary.

2.9.5.2.5. Notify AMOPS of proposed RWY changes.

2.9.5.2.6. Notify all aircraft when they are departing over or landing over a raised SAFE BAR net.

2.9.5.3. AMOPS shall:

2.9.5.3.1. Initiate a NOTAM when AAS gear is not in the standard configuration or out of service.

2.9.5.3.2. Notify 35 CES/CEO Barrier Maintenance of all proposed RWY changes or AAS configuration change requests during normal duty hours 0700 – 1630L Monday - Friday.

2.9.5.3.3. Notify 35 CES/CEF Fire and Emergency Services of proposed RWY changes or AAS configuration change requests after duty hours and on weekends and holidays.

2.9.5.3.4. Notify ATCT on all planned practice AAS engagement(s) and configuration changes as a result of scheduled or unscheduled maintenance.

2.9.5.4. JASDF is responsible for inspection, maintenance, and repair of the SAFE-BAR AAS.

2.9.6. AAS Certification Procedures.

2.9.6.1. Pre-planned barrier engagements (practice or certification) require 35 OG/CC approval. BAK-12 barriers that have not been engaged at a speed sufficient to exercise the hydraulic system within the past 12 months or have been recently installed must be certified by an aircraft engagement, which will be scheduled by Barrier Maintenance. All scheduled barrier certifications will normally be conducted Monday through Friday after the last sortie of the day. All scheduled certifications will take place during daylight hours.

2.9.6.2. Barrier Maintenance will:

2.9.6.2.1. Notify AMOPS 30 days prior to the due date to initiate coordination procedures.

2.9.6.2.2. Conduct an inspection of the cable and barrier system before and after engagements. Prior to an engagement, notify AMOPS if the system is "not operational" and if the engagement is expected to be delayed or cancelled.

2.9.6.2.3. Certify systems back into service after an aircraft arrestment. Once system has been inspected and deemed serviceable, Barrier Maintenance will then certify system back into service and inform AMOPS of system status. Only Barrier Maintenance can certify arresting systems.

2.9.6.3. AMOPS will:

2.9.6.3.1. Schedule aircraft through Current Operations (Scheduling) upon notification of certification due date from Barrier Maintenance.

2.9.6.3.2. Send NOTAMs, as applicable, and coordinate scheduled time with the following agencies: ATC (JASDF), Base Operations (JASDF), Command Post, Fire Emergency Services, Flight Safety, Power Production, SOF, Airfield Sweeper, Transient Alert, Airfield Lighting, tasked aircraft squadron, and 35 FW/IG (only for base exercises).

2.9.6.3.3. After notification from RAPCON or ATCT that the aircraft is enroute to engage the barrier, announce the impending engagement and approximate time via Ramp Net.

2.9.6.3.4. Be final authority for GO/NO-GO call based on airfield conditions and confirmation from Barrier Maintenance that the barrier is or is not operational. Inform ATCT when GO/NO-GO for engagement is determined.

2.9.6.3.5. Coordinate with on-scene Barrier Maintenance personnel prior to aircraft rollout for certification engagements ensuring personnel are clear of barrier shacks and pits.

2.9.6.3.6. Complete a FOD check of the area after the engagement and dispatch airfield sweeper to sweep, as required.

2.9.6.4. Current Operations will task a F-16 squadron to provide a POC and aircraft and inform AMOPS of the tasked squadron and POC. If an F-16 is not available, Current Operations may ask the EA-18G squadron. Ensure engagement is de-conflicted as much as practical.

2.9.6.5. Tasked squadron will: Select an aircraft and an FL/IP to perform the engagement. Aircraft will not takeoff following an engagement. The tasked squadron's Ops Sup will ensure the designated pilot is appropriately qualified and aircraft status/configuration will allow a safe engagement.

2.9.6.6. Fire Emergency Services will:

2.9.6.6.1. Pass minimum engagement speed to aircraft prior to engagement and provide Barrier Maintenance personnel the aircraft weight and actual speed after the engagement.

2.9.6.6.2. Determine fire safe condition of aircraft and take appropriate fire suppression and rescue actions, as required.

2.9.6.6.3. Assist Barrier Maintenance to return arresting gear to battery ready condition, as required.

2.9.6.7. ATCT will:

2.9.6.7.1. Suspend runway operations.

2.9.6.7.2. Notify AMOPS when the designated aircraft is entering the staging area.

2.9.6.7.3. After receiving a final "GO" from AMOPS, approve aircraft to taxi and perform engagement.

2.9.6.8. Flight Safety will monitor engagements. If a safety violation is detected, the engagement will be canceled.

2.9.6.9. Additional Personnel. All personnel, except those directly involved in the engagement, will observe from the approach side of the barrier and no closer than 100'.

2.9.6.10. The SOF will adhere to published procedures in SOF checklists.

2.9.6.11. Tasked pilot will:

2.9.6.11.1. Verify appropriate aircraft MX team will be on site for the cable certification.

2.9.6.11.2. Monitor/use SFA frequency (235.000MHz) to contact Chief 2 or MX.

2.9.6.11.3. Engage the cable in the center, perpendicularly and with the longest part of the runway remaining in front of the jet.

2.9.6.11.4. Engage the cable with 75-95 knots ground speed (slower is better), feet off brakes and control roll back with power. Engaging the cable greater than 100 knots ground speed increases the potential for damage.

2.9.6.11.5. If the first attempt is unsuccessful, stop on the runway and MX will reset the hook and check for damage and hot brakes. Absent any damage and hot brakes taxi back into position and reattempt, otherwise follow MX directions. **NOTE**: certain aircraft may reset hook automatically.

2.9.6.11.6. To disengage the cable, raise the hook when signaled by MX. Shutdown the engine when signaled by MX. Aircraft will be towed off the runway and back to parking.

2.9.6.12. Slingshot Operations. Slingshot operations are not standard and require the following additional procedures.

2.9.6.12.1. The pilot must have 35 OG/CC approval for slingshot operations and have accomplished a procedural review with MX and MSG representatives before execution.

2.9.6.12.2. The Fire Department/Barrier MX will signal the pilot to hold brakes to lock the barrier.

2.9.6.12.3. Run-up signal will be given, and the pilot will release brakes to stretch the barrier.

2.9.6.12.4. A “reduce power to idle” signal will be given (arms go from straight up to straight down). Expect to roll back 10 feet and engage the brakes before moving forward.

2.9.6.12.5. Place the hook up after signaled (thumbs up) and taxi clear of the barrier.

2.9.6.12.6. Expect MX to inspect (and, for F-16s) pin the hook when clear of the runway.

2.9.6.12.7. Taxi to EOR and park normally. F-16s - Be cautious as the hook will be pinned and not available for actuation.

2.10. Parking Plan/Restrictions.

2.10.1. Master Aircraft Parking Plan.

2.10.1.1. The AFM is responsible for the development of the Master Aircraft Parking Plan and the 35 CES Community Planner is responsible for the annual update of the Master Aircraft Parking Plan. (Tab E9.1 Map)

2.10.1.2. Coordination with the AFM is mandatory to ensure changes to the plan do not affect operations on the aerodrome. The AFM will ensure coordination with ATC and TERPS personnel are accomplished as necessary.

2.10.1.3. Master aircraft parking plan updates, changes, or reviews will be routed, as required, to the following agencies:

2.10.1.3.1. 35th Maintenance Group Commander (35 MXG/CC)

2.10.1.3.1.1. Transient Alert (35 MXS/MXMM)

2.10.1.3.2. Safety (35 FW/SE)

2.10.1.3.3. Fire and Emergency Services (35 CES/CEF).

2.10.1.3.4. Pavement Engineer (35 CES/CEN)

2.10.1.3.5. Security Forces (35 SFS/S5)

2.10.1.3.6. Any wing assigned, tenant, or deployed flying unit operating at MAB.

2.10.2. Transient Alert and Navy personnel must ensure no vehicles are traveling on the vehicle access road/lane that runs parallel to the parking apron when aircraft are transitioning to/from parking spots on the South Transient and Navy Ramps due to inadequate wingtip clearances and the potential for jet blast/prop wash damage between taxiing aircraft and vehicles. Once the aircraft is parked and/or has departed, vehicles may again move freely on the vehicle access road/lane near those parking spots.

2.10.3. Parking spot wing-tip clearance or weight limitations. **NOTE**: Any deviations – e.g., non-standard parking to support larger aircraft, large scale fighter bed-downs, special functions/ceremonies configurations – to designed parking must be approved by the Airfield Manager.

2.10.3.1. Transient Spots (T) 1-7 are designed for C-17 or smaller aircraft, are equipped with in-ground fueling pits, and should be used to the max extent possible. Operational requirements/priority and Fuels Hydrant Utilization Goal will be considered. Low speed taxiing power is required to traverse T 1-7.

2.10.3.1.1. T 1-4 must have an adjacent spot to the east open to taxi into the parking spot, i.e., T-3 must be open for an aircraft to taxi freely into T-2. **NOTE**: If necessary, aircraft can park with the nose facing south but require transient alert services to push back on departure.

2.10.3.1.2. T-2 is designated for Patriot Express aircraft, i.e., the Rotator.

2.10.3.1.3. T 5-7 is designed to accommodate C-17 taxiing into spots without the restriction referenced in **para. 2.10.3.1.1**.

2.10.3.2. T 8-11 are located northwest of bldg. 1090 and are designated as the transient overflow parking area. T 8-11 are designed to accommodate C-130 or smaller aircraft. Low speed taxiing power is required to traverse these spots.

2.10.3.3. Navy Ramp (N) 1-8 is designed to accommodate P-8/P-3 or smaller aircraft. N 3 & 6 is restricted to P-3 or smaller aircraft. A marshaller and wing walkers are required if parking adjacent to a parked aircraft due to wingtip clearance limitations.

2.10.3.4. Romeo ramp is located adjacent to the Navy Ramp north of Hanger 954 and is designed to accommodate up to four RQ-4/MQ-4 aircraft during temporary detachment staging out of Hangar 954.

2.10.3.5. Hot Cargo Pad is designed to normally accommodate C-5/B-747 aircraft. Due to dynamic mission sets, the AFM determines max parking capacity based off the types of aircraft required to park on the Hot Cargo Pad.

2.10.4. Taxi lane A is located between TWY A1 and A4. It is restricted to aircraft with wingspans of 170 ft (C-17) or smaller. Exceptions require AFM approval.

2.10.5. TWY A6, A7, C, C1, C2, D, D1, D2, D3, E, E2, E3, F, G, J restricted to fighter sized or smaller aircraft only. Exception: JASDF CH-47 rotary aircraft authorized use of TWY J. P8 or P3 aircraft authorized use of C, C1, C2, D, D1, D2 and D3 in contingency situations if prior coordinated with the AFM.

2.10.6. TWY A1 and B5 restricted to aircraft with wingspans of 110 ft or less when arm/de-arm operations in progress. TWY B1 restricted to fighter sized aircraft when arm/de-arm operations in progress.

2.10.7. Weight Bearing Restrictions.

2.10.7.1. Refer to the Giant Report and Area Planning Pacific-Australia-Antarctica (AP/3) for updated listing of weight-bearing capacities. 35 OSS/CC approval is required for aircraft to exceed listed capacities. 35 OSS/OSAA will obtain a recommendation from CE prior to requesting approval from the OSS/CC.

2.10.8. Taxiway B between B2 and B5 restricted to C130, P8, CH-47 or smaller aircraft. B-737 operations authorized on full length of Taxiway B. Any other use requires coordination with the AFM and/or CES pavement engineer. **NOTE**: Intersection of Taxiway B and C3/B3 unrestricted.

2.10.9. Navy East and West finger ramps restricted to P-8/RQ-4/MQ-4 or smaller aircraft.

2.10.10. An automatic, taxi-through, wash detail system is installed adjacent to Taxiway A2. It is designed to accommodate P-8 aircraft or smaller and is activated by rolling the nose wheel over a pressure plate.

2.10.11. The wear of hats on the airfield is IAW procedures established by 35 MXG/MXQ.

2.10.12. Smoking is prohibited in aircraft maintenance facilities, the flight line areas, and weapons storage and maintenance areas except where designated by the installation fire chief in coordination with the functional manager and/or supervisor.

2.11. Air Traffic Control (ATC) Facilities.

2.11.1. Misawa ATCT, RAPCON, and radar final control (RFC) operate 24 hours/7 days per week. See **Chapter 3** for details regarding airspace designation.

2.12. Local Frequencies/Channelization.

2.12.1. Misawa ATCS, 35 OSS/OSA, and 35 OG/OGV (Flight Standards and Evaluations Office) shall coordinate local radio channelization changes with all concerned agencies. **Table 2.2** lists local channelization.

2.12.2. ATC issuance of a local channel refers to the UHF frequency.

2.12.3. Report any unauthorized frequency use to 35 OSS/OSA.

Table 2.2. Local Frequencies/Channelization.

NOTE: This table applies to 35 FW and tenant units only.

AGENCY	COM1	PRE	COM2	AGENCY
13 FSOPS	237.8	1	129.4	13 FSOPS
14 FSOPS	288.2		133.2	14 FSOPS
GROUND	275.8	2	118.65	GROUND
TOWER	315.8	3	118.1	TOWER
DEPARTURE	363.8	4	139.75	EOR (FM)
APPROACH	317.8	5	135.9	13 FS
SAPPORO	315.3	6	140.1	
CAMEL/SABRE*	233.1	7	119.7	
HEADWORK	276.3	8	140.55	
SGL FRQ	235.0	9	122.1	
DRAUGHON	365.4	10	141.6	
MADDOG	277.2	11	138.7	14 FS
13 FS	256.6	12	139.5	
	289.9	13	121.3	
14 FS	357.8	14	138.5	
	362.6	15	122.5	
CHITOSE	236.8	16	126.7	
HACH TWR	228.2	17	118.35	HAKODATE
MATSUSHIMA	236.8	18	118.3	AOMORI
CARDINAL	283.3	19	122.8	CARDINAL
ATIS	315.35	20	128.4	ATIS

*CAMEL used for training missions

2.13. Radar, Airfield, and Weather Systems (RAWS) equipment.

2.13.1. USAF VHF Omni-directional Range and Tactical Air Navigation (VORTAC); VOR: 115.4MHZ, TACAN: CH 101, Identifier "MIS". The VORTAC is located on the airfield at N40º42.43'/E141º22.87'.

2.13.2. USAF Solid State Instrument Landing System (SSILS):

2.13.2.1. Runway 10 (Category I): Localizer - 109.7 MHZ. Glide Slope - 333.2 MHZ. Identifier – "I-MAS"

2.13.2.2. Runway 28 (Category I): Localizer - 109.7 MHZ. Glide Slope - 333.2 MHZ. Identifier – "I-MIS"

2.13.3. JASDF Airport Surveillance Radar (ASR), and Precision Approach Radar.

2.13.3.1. 3rd Air Wing (3AW), JASDF, is responsible for ASR and PAR instrument approaches at Misawa Air Base.

2.13.3.2. JASDF Air Traffic Control Squadron is responsible for maintaining the PAR/ASR equipment while 3AW will establish and maintain the ASR and PAR approach procedures.

2.13.3.3. JASDF ASR, with selective identification feature (SIF) capability (FPN-3). Due to the protective dome over the antenna, the ASR is not normally required to be turned off during high winds.

2.13.3.4. JASDF Precision Approach Radar (PAR) (FPN-4).

2.13.4. Inertial Navigation System Checkpoints. Refer to **Attachment 3** for their location and position data.

2.13.5. The scheduled times for RAWS Preventive Maintenance Inspections (PMI) can be found in the DOD FLIP (Enroute) Supplement (Pacific, Australasia, and Antarctica). USAF RAWS equipment downtime outside of scheduled PMI times should be coordinated through the AOF/CC for 35 OG/CC approval.

2.13.6. Maintenance personnel must obtain approval from the ATC watch supervisor before starting any scheduled/unscheduled maintenance.

2.13.6.1. ATCT/RAPCON Watch Supervisors will not release NAVAID equipment for PMI when the current or forecasted weather for the maintenance period plus one hour is:

2.13.6.1.1. Less than 3,000' ceiling and/or 5 SM visibility for USAF NAVAID equipment (VOR, TACAN, ILS, ASOS, FMQ-19).

2.13.6.1.2. Less than 1,000' ceiling and/or 3 SM visibility for JASDF NAVAID equipment (ASR, PAR).

2.13.7. All NAVAID facilities have back-up generator power.

2.13.7.1. Maintenance personnel must obtain approval from the ATC watch supervisor before transferring NAVAID equipment from commercial to generator power.

2.14. Transient Alert (TA).

2.14.1. The AFM will coordinate with base agencies to ensure transient aircraft are properly supported.

2.14.2. The AFM, through coordination with TA, is responsible for directing the parking of all transient aircraft except those supported by the Naval Air Facility (NAF) and JASDF. NAF and JASDF aircraft requiring use of USAF ramp space will coordinate and receive approval from the AFM in advance of planned use.

2.14.3. TA is responsible for marshaling all transient aircraft to parking, except those supported by JASDF. USN/USMC aircraft marshaling will be provided by NAF.

2.14.4. Procedures.

2.14.4.1. The AFM shall develop procedures to notify all interested agencies of the ETA at Misawa AB of all transient aircraft.

2.14.4.2. AMOPS shall provide TA with the ETA, aircraft type, call sign or aircraft serial (tail) number, and any other information as required and available.

2.14.4.3. TA shall develop operating procedures to ensure transient aircraft are provided prompt handling, servicing, and high-quality maintenance. These operating procedures shall include, but are not limited to, the following:

2.14.4.3.1. Parking aircraft in a quick and safe manner per Air Force Occupational Safety and Health Standards and the master aircraft parking plan.

2.14.4.3.2. Servicing of aircraft as requested by the aircraft commander. When an inbound transient aircraft requests services or if minimum ground time is requested, the required services should be available as soon as the aircraft parks.

2.14.4.4. End of Runway (EOR) aircraft inspections shall be made by TA when requested by the aircrew. Proper EOR checklists for the aircraft shall be used.

2.14.4.5. Transient services for USN/USMC aircraft will be provided by NAF Misawa personnel. USN/USMC aircraft requiring USAF parking areas must be pre-coordinated at least 24 hours in advance (preferably earlier if possible) and approved by the AFM prior to NAF issuing a PPR number.

2.14.4.6. TA and NAF Terminal personnel will track pilot name, home station, phone number, and other pertinent information as required for all transient aircraft remaining overnight.

2.14.4.7. Services and facilities available to transient aircraft arriving at Misawa are outlined in the DOD FLIP (Enroute) Supplement (Pacific, Australasia, and Antarctica).

2.15. Automatic Terminal Information Service (ATIS) Procedures.

2.15.1. JASDF ATC RAPCON will utilize the Terminal Advisory Service (TAS) to provide ATIS. RAWS is responsible for the maintenance and repair of the TAS.

2.15.2. Operational Hours: Mon-Fri, 0700-2000L. The ATIS may be operated outside of the normal published operational hours if ATC determines its operation is necessary to support flying operations.

2.15.3. ATIS Information. ATC will provide the following information on the ATIS system:

2.15.3.1. The cloud ceiling for Misawa will be specified in hundreds of feet. Prevailing visibility will be expressed both in metric (kilometers/meters) and US customary (statute miles/fractions) measurements.

2.15.3.2. Runway in use and type of approach to expect.

2.15.3.3. Significant runway surface conditions, RCR and braking actions. The RCR will be reported as both high Touchdown and Roll-out surface.

2.15.3.4. Other necessary ATC information.

2.15.3.5. Instructions for the pilot to acknowledge receipt of the ATIS broadcast.

2.15.4. All pilots shall attempt to obtain ATIS information before initial contact with ATC. Report receipt of the current ATIS broadcast on initial contact by using the specific ATIS phonetic alphabet code.

2.16. Aircraft Special Operations Areas/Ramps.

2.16.1. Arm/De-arm Areas. Normal operations shall be conducted on TWYs B1, B5, D1, D2, D3, DELTA EAST, or C3, but A1 & A5 may be used when B1 & B5 are unavailable (see **Attachment 13.**). Live ordnance and all hung or malfunctioning forward firing ammunition and explosives shall use designated parking locations at TWYs B1 or B5 to utilize impact zones (identified on Misawa Quantity Distance Arc, Map F.11). Hung inert training munitions may be processed on TWY A2. When weather or airfield construction conditions prevent use of the normal arm/de-arm areas, TWY B may be used.

2.16.2. Engine Run-up Areas.

2.16.2.1. Engine run-ups above 85% shall be performed on HS-8 (Open Pad), HCP, TWY B1, B5, or A1 designated engine suppression facility (hush house). All other engine runs may be done in designated parking areas.

2.16.2.2. The Navy East and West finger ramps shall not be used for engine runs above 80%.

2.16.2.3. Helicopter hover checks may be performed on any taxiway when approved by Misawa Ground Control. Helicopters may run engines with rotors turning on all designated parking locations. Crews will exercise caution to minimize rotor wash and FOD.

2.16.2.4. The AFM may approve other non-standard engine run areas on a case-by-case basis.

2.16.2.5. All Navy and Marine Corps aircraft shall notify NAF Misawa prior to any engine turn.

2.16.3. Drag Chute Jettison Areas are located at TWY A1, A2, A5, B1 and B5.

2.16.4. The following sites are authorized for Hot Pit Refueling. They were evaluated for compliance and certified for use by 35 MXG/CD and 35 MXG/MXQ.

2.16.4.1. HAS C11, C14, C15, C17, C45 C47, Hot Cargo Pad, and South Transient Ramp (T 1-7) for F-16, F/A-18, and F-35 aircraft.

2.16.4.2. Hot Cargo Pad and South Transient Ramp (T 1-2) for UH-1, AH-1, CH-53, and MV-22. USAF personnel will not accomplish hot refueling on these USMC aircraft.

2.16.5. Helicopter Takeoff/Landing Areas. JASDF CH-47 helicopters routinely use TWY B for their operations under ATC control.

2.16.6. Radar Warning Receiver (RWR) Checks:

2.16.6.1. RWR checks are accomplished prior to departure. The MOCC will notify AMOPS prior to setting up the RWR pits and when complete. The MOCC will also notify AMOPS when the RWR equipment is moved for the day.

2.16.6.1.1. RWY 10 primary RWR pit is on TWY C1. When this area is in use, TWY C1 will be restricted to fighter aircraft only.

2.16.6.1.2. RWY 28 primary RWR pit is on TWY C3. When this area is in use, TWY C3 will be restricted to fighter aircraft only.

2.16.6.2. The MOCC or RWR pit supervisor will prior coordinate with the AFM when a pit location is required other than in primary areas. AMOPS will issue appropriate airfield restrictions/NOTAMs before the area is used.

2.16.6.3. When TWY C3 is used for RWR checks, the RWR supervisor will ensure all equipment is removed as soon as possible when requested by AMOPS for aircraft to transition to/from the HCP.

2.16.6.4. When RWR equipment is not in use, it must be removed from the area and stored in an area that does not violate runway lateral distance requirements (1000 feet from runway centerline), taxiway clearance requirements (200 feet from taxiway centerline), or any other airfield/airspace surfaces.

2.17. Aircraft Towing Procedures.

2.17.1. Before towing any aircraft:

2.17.1.1. Permission for towing of 35 FW aircraft shall be coordinated with Base Defense Operations Center (BDOC) through the Maintenance Operations Center (MOCC). All other requests for towing shall be coordinated through AMOPS via direct line, who in turn will relay the request to the ATCT.

2.17.1.2. If any delay is encountered, the aircraft tow team shall advise MOCC of the delay, and MOCC/BDOC coordination shall be re-accomplished.

2.17.1.3. MOCC shall notify Crash Recovery of aircraft requiring removal from runway.

2.17.1.4. Communications shall be maintained between the towing operation and the MOCC.

2.17.1.5. If towing within the CMA, two-way communications with the ATCT shall be established and maintained for movement clearance.

2.17.1.5.1. Permission shall be requested by the tow supervisor and granted by the ATCT prior to towing aircraft onto the CMA.

2.17.1.6. Towing Aircraft at Night. Aircraft being towed at night shall be illuminated to the extent the general outline is visible. Suggested methods are aircraft external lights on steady bright, or portable lights attached to the extremities of the aircraft.

2.17.1.7. Aircraft will not be towed on any closed portion of the airfield.

2.18. Aircraft Taxiing Requirements/Routes.

2.18.1. Positive Control.

2.18.1.1. All taxiing aircraft shall be always in radio contact with the ATCT and shall remain on ground control frequency until ready for takeoff. Due to visibility restrictions positive control of taxiing aircraft is not available north of TWY B.

2.18.1.2. No aircraft shall commence taxiing until taxi instructions have been received from Misawa Ground Control. Flight leaders may request taxi instructions and IFR clearances for their flight.

2.18.1.3. All landing aircraft shall contact Misawa Ground Control on frequency 275.8 or 118.65 MHZ or as directed by ATCT for taxi instructions prior to entering parallel taxiway.

2.18.1.4. Taxi Routes. Taxi routes will be directed by ATCT.

2.18.1.5. Visual Blind Spots. Portions of the east and west Navy apron fingers and hardened aircraft shelter (HAS) area are not visible from the ATCT. Positive control of taxiing aircraft is not available north of TWY B.

2.18.1.6. Radio Blind Spots. Radio blind spots may be encountered around the HAS areas.

2.18.1.7. Aircraft Taxiing Without a Flight Plan. ATCT does not permit aircraft to taxi without a flight plan.

2.18.1.7.1. For unauthorized or suspect aircraft movement, ATCT should attempt to contact aircraft on all available frequencies and advise to hold position. If contact cannot be established, ATCT controller shall activate the Primary Crash Alarm System (PCAS).

2.18.1.7.2. Base-assigned aircraft on an approved daily flight schedule, but whose flight plan has not yet been received by Misawa Ground Control may taxi while Misawa Ground Control is awaiting receipt of the flight plan. The SOF has direct access to the approved daily flight schedule for ATCT reference.

2.18.1.8. Aircraft movement under its own power - e.g., taxi checks or parking relocation - may be necessary without intent to fly (no flight plan will be filed). The taxi crew's Operations Section shall coordinate with AMOPS for authorization, in advance. AMOPS will then coordinate with ATCT.

2.18.1.9. Taxi Priority. Aircraft taxiing for takeoff should normally have priority over aircraft returning to the line or ramp.

2.18.1.10. Heavy Aircraft Jet Thrust Avoidance Procedures. No restrictions.

2.19. Airfield Maintenance (Sweeper Operations, Grass Mowing, and Snow Removal).

2.19.1. Operations are conducted jointly by 35 CES and JASDF personnel.

2.19.2. Sweeper Operations.

2.19.2.1. USAF sweeper will check/sign in at AMOPS by 0630L or two hours prior to 35 FW flying for direction on areas to be swept. In addition, the sweeper will phone in to AMOPS, as a minimum, at 1230 and 1530 (except for down days/holidays/weekends).

2.19.2.2. AMOPS and the SOF have the authority to redirect sweeper operations for immediate response to mission execution or changes in priorities to support 35 FW daily missions.

2.19.2.3. Sweeper operators will constantly monitor the ATCT frequency while on the airfield. In the case of a Japanese National operating the airfield sweeper, the ATCT will translate and relay any information accordingly.

2.19.2.4. Priorities:

2.19.2.4.1. Runway and overruns (JASDF).

2.19.2.4.2. TWY A, A1, A2, A3, A4, and A5 (USAF).

2.19.2.4.3. TWY B (West), B (East), B1, B2, B3, B5 (USAF/JASDF).

2.19.2.4.4. TWY C, C1, C2, and C3 (USAF).

2.19.2.4.5. TWY D (West), D (East), D1, D2 and D3 (USAF).

2.19.2.4.6. Navy Ramp and East/West Fingers (USAF).

2.19.2.4.7. South Transient Ramp and vehicle lanes (USAF).

2.19.2.5. Direct phone line and AMOPS radio transmissions shall be monitored throughout the winter months, 24 hours a day by the Heavy Repair section controller/dispatcher from 15 November to 31 March of each year. Non-winter months' sweeper operators shall monitor the ATCT frequency throughout the day (0600 to the end of US flying) and stand-by personnel should be contacted through 35 CES/CEF Fire and Emergency Services at 226-3218.

2.19.2.6. Personnel assigned to the 13th and 14th Fighter Squadrons/AMUs shall coordinate airfield sweeper requests through MOCC, who in turn will contact AMOPS. Other organizations who require sweeper support on the airfield shall contact AMOPS directly.

2.19.3. Grass mowing responsibilities are depicted in the Misawa Grass Cutting Responsibilities Atlas. Airfield mowing will be accomplished to maintain vegetation height IAW AFI 91-202, AFI 91-212, and the 35 FW BASH/Wildlife Hazard Reduction Plan.

2.19.4. Airfield Snow Removal Operations.

2.19.4.1. Taxiing During Snow Removal. Taxiway snow removal operations can be suspended by Misawa Ground Control to allow taxiing of aircraft. The SOF will work closely with Snow 1 and AMOPS to determine the taxiway RCR and decide when to let 35 FW assigned aircraft taxi when snow removal ops are ongoing.

2.19.4.2. Suspending Snow Removal Operations. **NOTE**: Aircraft commanders conducting operational flights may determine runway conditions are acceptable for takeoff. ATCT may suspend snow removal operations to allow: Landing of emergency aircraft; launch of hot scramble aircraft; launch of Patrol Squadron ready alert aircraft; and other operational launches (30 minutes prior notification required).

2.19.4.2.1. Procedures.

2.19.4.2.1.1. At the request of Ground Control, the snow removal operations supervisor (USAF & JASDF) shall suspend all operations and evacuate the runway immediately.

2.19.4.2.1.2. Vehicles shall hold behind the runway hold short line, at least 100 feet off the edge of the runway shoulder.

2.19.4.2.1.3. The AFM/designated representative and/or 3 AW Aerodrome Officer (AO) shall make a runway inspection after snow removal is complete or suspended.

2.19.4.2.1.4. The ATCT shall hold all aircraft until the condition of the runway is received.

2.19.4.3. Additional snow and ice removal responsibilities and priorities are outlined in the Misawa Air Base Snow and Ice Control Plan. This plan is reviewed and updated annually.

2.20. Runway Surface Condition/Runway Condition Reading (RSC/RCR) Values.

2.20.1. AMOPS and BOPS shall conduct separate RWY RSC/RCR checks. JASDF BOPS is required to conduct RWY RSC/RCR 24hours/7days a week for JASDF aircraft.

2.20.1.1. USAF RSC/RCR readings will be used by all US aircraft stationed at or transiting Misawa AB.

2.20.2. AMOPS shall conduct RSC/RCR checks of the runway, taxiways, and ramp surfaces IAW AFMAN 13-204v2, Ch. 7 and T.O. 33-1-23.

2.20.2.1. For effective snow removal operations on the runway, AMOPS shall report every RSC check and RCR to BOPS via phone call, as soon as practical.

2.20.2.2. When notified by AMOPS of new RSC/RCR values, ATC shall notify all aircraft on their frequencies by making an "*ALL AIRCRAFT*" call; and include the new USAF RCR values on the next ATIS update.

2.20.2.3. The 35 OSS Weather Flight will include RSC/RCR information in flight weather briefings, when applicable.

2.20.3. The ATCT shall pass to AMOPS, BOPS, and RAPCON any braking action reported by any arriving aircraft.

Table 2.3. RCR Values.

RCR Values			
0	6	13	19
1	7	14	20
2	8	15	21
3	9	16	22
4	10	17	23
5	11	18	24
	12		
NIL	**POOR**	**FAIR**	**GOOD**

2.20.4. If aircrew, ATCT personnel, or the SOF visually observe that a runway surface appears to be wet (pending confirmation via AMOPS), ATC (Tower & Approach) will add "runway appears wet" to inbound/outbound aircraft communications until a determination is made and disseminated via established procedures. ATCT personnel are the focal point for visual assessment inputs.

2.21. Runway Inspection/Check Procedures.

2.21.1. The purpose of airfield inspections/checks is to ensure the airfield is safe and capable of supporting the flying mission. Construction sites and pavement repair areas are of special interest.

2.21.2. During all inspections/checks, emphasis shall be placed on foreign objects, broken or burned-out lights, runway surface, ramp area pavement, or any other obstacles which might be a hazard to operations. All hazards/discrepancies found during an inspection shall be recorded

in detail, to include the type of discrepancy, location, and estimated severity of the condition. General conditions of the lighting system shall be noted. Any discrepancy found during hours of darkness which has not yet been corrected shall be made a matter of record.

2.21.3. The AFM (or designated representative) will conduct and document a quarterly joint airfield inspection IAW AFMAN 13-204v2, para. 5.4.1..

2.21.4. The AFM will conduct and document the Annual Airfield Certification/Safety Inspection IAW AFMAN 13-204v2, para. 5.4.3..

2.21.5. The AFM (or designated representative) shall perform a comprehensive daily airfield inspection IAW AFMAN 13-204v2, Ch. 5 and local operating procedures.

2.21.6. AMOPS personnel must conduct airfield checks IAW AFMAN 13-204v2, Ch. 5 and applicable supplements for FOD checks, BASH/habitat control, determining RSC/RCR, airfield lighting serviceability and marking retro-reflectivity check, and during rapidly changing weather conditions. AMOPS will also conduct airfield checks after the following events: in-flight emergencies/ground emergencies, wide body/heavy aircraft operations (C17 or larger), natural disasters (earthquake, tsunami, etc.), and aircraft arresting systems reconfiguration.

2.21.7. AMOPS will also conduct airfield checks after the following events: in-flight emergencies/ground emergencies, wide body/heavy aircraft operations (C17 or larger), natural disasters (earthquake, tsunami, etc.), and aircraft arresting systems reconfiguration.

2.21.7.1. When FOD is reported or suspected on the runway:

2.21.7.1.1. ATCT shall:

2.21.7.1.1.1. Suspend takeoffs and landings (except for emergency landings, rescues, and alert scrambles).

2.21.7.1.1.2. Immediately notify AMOPS and RAPCON.

2.21.7.1.1.3. Notify all aircraft under their control of the temporary runway operations suspension.

2.21.7.1.1.4. Notify SOF (if on duty in ATCT).

2.21.7.2. AMOPS shall:

2.21.7.2.1. Immediately dispatch personnel to investigate.

2.21.7.2.2. Contact ATCT prior to entering runway and include the words "FOD Check" in the transmission.

2.21.7.2.3. Report to ATCT when runway appears FOD-free and operations may resume. **NOTE**: A drag chute released on the runway is considered FOD.

2.21.8. All airfield inspections/checks shall be documented on a locally developed Airfield Inspection Form as well as on AF Form 3616 (Daily Record of Facility Operation) and logged in AMOPS. All outages, problems, and discrepancies found during an inspection/check, shall be documented, and reported as required. Emergency deficiencies noted on all inspections shall be handled by service call; all others shall be handled by Civil Engineer Work Request, AF Form 332.

2.21.9. When a reported discrepancy is a hazard, AMOPS shall notify the AFM, BOPS Commander, JCAB, and associated flying units (as necessary).

2.21.9.1. The AFM or designee will:

2.21.9.1.1. Evaluate the hazard.

2.21.9.1.2. Ensure proper reporting procedures are accomplished to notify the agency responsible for corrective action.

2.21.10. The ATCT shall be notified of any condition which could affect aircraft movement.

2.22. Runway Opening/Closing Procedures.

2.22.1. The AFM, or designated representative, is the primary authority for closing and reopening of the aerodrome during emergencies.

2.22.2. For Misawa AB, any person in or acting under the authority of the 35 OG/CC may close/open the aerodrome.

2.22.3. ATCT Watch Supervisor can suspend runway operations when there is a reason to believe that a hazard exists on or near the runway or in the immediate approach area.

2.23. Procedures for Suspending and Resuming Runway Operations.

2.23.1. AMOPS, SOF, and ATC are required to suspend operations or close the RWY/TWYs when an unsafe condition exists - e.g., an aircraft is disabled on the runway, an IFE has landed, or ATCT or AMOPS receives notification of observed or possible debris on the runway. Unsafe RWY/TWYs shall remain closed/operations suspended until an inspection is completed by AMOPS and they advise ATCT/on-duty SOF that operations may be resumed.

2.23.1.1. AMOPS has the authority to resume runway operations. **NOTE**: JASDF BOPS has the authority to resume RWY/TWY operations when AMOPS is not available for holidays or other times coordinated.

2.23.2. ATCT watch supervisor will determine the appropriate time or location to suspend operations to the runway to not impede crash vehicle response or delay emergency aircraft arrival.

2.24. Engine Test/Run-Up Procedures.

2.24.1. Notify ATCT, via AMOPS, prior to all U.S. engine run-ups outside of an engine suppression facility (hush house).

2.24.2. During all engine runs outside of a hush house, two-way radio contact with the ATCT is mandatory.

2.24.2.1. The run-up operator shall call ATCT via radio and provide the aircraft's location, tail number, and type of engine run-up clearance desired (e.g., idle, takeoff-rated thrust).

2.24.2.2. The run-up operator shall monitor ground control frequency during the engine run and notify ATCT of termination.

2.24.3. For all engine runs, the run-up supervisor shall ensure the areas in front and aft of the engine(s) are clear. A spotter shall be on the ground to ensure jet/prop blast does not in any way create a hazard. The spotter shall keep visual and inter-phone contact with the cockpit/flight deck for the duration of the engine run. For takeoff rated thrust, particular attention shall be given to vehicle traffic.

2.24.4. For engine runs after major fuel repairs, MOCC shall contact the 35 CES/CEF Fire and Emergency Services Control Center and request a standby vehicle.

2.24.4.1. 35 CES/CEF, Fire and Emergency Services shall dispatch an appropriate Aircraft Rescue and Fire Fighting (ARFF) vehicle to the standby location. In the event an ARFF vehicle is not available, the 35 CES/CEF Fire and Emergency Services Control Center will request a JASDF crash vehicle to perform standby duties.

2.24.5. All run-ups in excess of the aircraft flight manual (preflight or post-flight) requirements, made by a flight crew as part of trouble shooting or operational checks, shall be considered maintenance engine runs. In these instances, the aircraft shall taxi or be towed to the appropriate engine run-up area.

2.24.6. Unauthorized engine runs shall be treated as a potential aircraft theft in accordance with 35 FW AT/FP/S OPLAN.

2.25. Noise Abatement/Quiet Hour Procedures.

2.25.1. Aircraft commanders shall minimize noise, consistent with aircraft safety and operational necessity.

2.25.2. Both flight and ground operations should be held to a minimum during daily quiet hours. Night training flights should be limited to those necessary to fulfill assigned missions and maintain aircrew proficiency, and efforts should be made to complete night flights not later than 2200L.

2.25.3. The following guidelines shall be observed to the maximum extent possible, consistent with mission requirements and aircraft performance capability:

2.25.3.1. After establishing a safe climb altitude, reduce power, and do not use afterburner or maximum climb power until 10 NM from Misawa AB or 4,000 feet.

2.25.3.2. Do not start a rejoin until 500 feet AGL. Aircraft will avoid overflight of Misawa City below 3,000 feet. If cleared for a turn, the south departure aircraft will delay turns until 3.5 Distance Measuring Equipment (DME) for RWY 28 and 2.5 DME for RWY 10.

2.25.4. High power unsuppressed (outside of a hush house) engine runs are prohibited during quiet hours. The following exceptions may be granted if delaying the engine run would result in unacceptable mission impact:

2.25.4.1. The 35 MXG/CC or Deputy may approve 13th and 14th Aircraft Maintenance Units engine run-ups above idle during quiet hours. Once approved, notify AMOPS (226-3110) who in turn will notify ATCT.

2.25.4.2. The 35 OG/CC or Deputy may approve engine run-ups above idle on the south Transient Ramp (T 1-7) during quiet hours. AMOPS will coordinate through the 35 FW Command Post.

2.25.4.3. The NAF Commanding Officer may approve USN or USMC engine run-ups above idle during quiet hours. Once approved, notify AMOPS who in turn will notify ATCT.

2.25.4.4. All JASDF engine run-ups will first be coordinated and approved through the appropriate JASDF chain of command. Then, AMOPS will request final approval with the 35 OG/CC through the 35 FW Command Post.

2.26. Protection of Precision Approach Critical Areas.

2.26.1. Instrument Hold Lines shall be used during poor weather conditions as directed by ATCT to protect precision approach critical areas from encroachment by aircraft or vehicles.

2.26.1.1. Instrument hold lines are located on TWYs A1, A2, A4, A5, A6, B, B2, C, and J, and are identified by two solid parallel stripes perpendicular to the taxiway centerline. The designation "INST" is painted on the runway side of the line.

2.26.1.2. To protect the glide slope signals, ATCT shall restrict all aircraft larger than fighter type/size from proceeding beyond the instrument hold lines when an aircraft executing an ILS approach is inside the final approach fix and the reported ceiling is less than 800 feet or visibility is less than 2 miles.

2.26.1.3. ATCT shall restrict all aircraft and vehicles from proceeding beyond the instrument hold lines when an aircraft executing an ILS approach is inside the final approach fix and the reported ceiling is less than 200 feet or visibility is less than 1/2 mile (runway visual range RVR 2,400).

2.26.1.4. Additionally, to protect the touchdown critical area, ATCT shall restrict all vehicles and aircraft from proceeding beyond the instrument hold lines when an aircraft is executing an ILS or precision approach radar (PAR) approach inside 1 NM from touchdown and the reported ceiling is less than 200 feet or visibility is less than 1/2 mile (RVR 2,400).

2.26.1.5. To protect the localizer signal, ATCT shall restrict all aircraft operations in the localizer critical area when an aircraft is executing an ILS approach and is inside the final approach fix and the reported ceiling is less than 800 feet, or the visibility is less than 2 miles. Exception: Preceding arrivals landing or exiting the runway, preceding departure or missed approach aircraft. ATCT shall not authorize vehicle or aircraft operations in or over the localizer critical area when an aircraft is on an ILS and is inside 1 NM from touchdown and the reported ceiling is less than 200 feet or visibility is less than 1/2 mile (RVR 2,400).

2.27. Airfield Restricted/Classified Areas. Restricted areas are depicted in **Attachment 2**. Misawa AB does not have any classified areas on the airfield.

2.28. Auxiliary Power for RAWS Facilities.

2.28.1. All RAWS facilities have dedicated generators equipped with auto start technology that will provide power during power outages as well as UPS and back-up batteries to facilitate a smooth transition during power transition.

2.28.2. 35 CES has responsibility for the maintenance and testing of the generators.

Chapter 3

FLYING AREAS

3.1. Local Flying Area/Designation of Airspace.

3.1.1. Local Flying Area (USFJ). The local flying area is defined as that area within 200 NM of Misawa and includes the following:

3.1.1.1. Military Airfields and Civilian Control Zones

3.1.1.1.1. Misawa Control Zone. A 5 nautical NM radius of Misawa AB extending from the surface up to and including 6,000 feet.

3.1.1.1.2. Hachinohe Airport and Control Zone located 11 NM southeast of Misawa is 5 NM radius, up to and including 6,000 feet.

3.1.1.1.3. Ominato Control Zone located 34 NM northwest of Misawa is 5 NM radius, up to and including 3,000 feet.

3.1.1.1.4. Matsushima Airport and Control Zone located 110 NM south of Misawa is 5 NM radius, up to and including 6,000 feet.

3.1.1.1.5. Chitose Airport and Control Zone located 124 NM North of Misawa is 5 NM radius, up to and including 6,000 feet. **NOTE**: Advance coordination is required to utilize the airfields and/or transition the control zones except in emergency situations

3.1.1.2. Restricted Airspace.

3.1.1.2.1. R-129 (Air-to-Air Range) located 35 NM east of Misawa. Surface up to and including 35,000 feet. Controlled by Northern Air Defense Force (JASDF).

3.1.1.2.2. R-130 (DRAUGHON Air-to-Ground Range) located 10 NM north of Misawa. Surface up to and including 23,000 feet. Controlled by the 35 OSS (USAF).

3.1.1.2.3. R-131 (Air-to-Air Range) located 85 NM northeast of Misawa. Surface to unlimited. Controlled by Northern Air Defense Force (JASDF).

3.1.1.2.4. R-521 (Ground-to-Air Range) is located 20 NM north of Misawa. Surface up to and including 23,000 feet. Controlled by Japan Ground Self Defense Force (JGSDF).

3.1.1.2.5. R-1 (Shariki Communications Site) located 50 NM northwest of Misawa. Surface up to and including 19,000 feet. Controlled by USFJ.

3.1.1.2.6. R-SHIMOKITA (Ground-to-Ground Range) located 30NM north of Misawa. Upper limit specified by NOTAM. Controlled by Technical Research and Development Institute (Japan Defense Agency).

3.1.1.3. Bravo and Charlie training areas (See **Attachment 5**).

3.1.1.4. MAGNUM Airspace (See **Attachment 6**).

3.1.2. Terminal ATC Airspace.

3.1.2.1. Misawa Approach Control Airspace. (See **Attachment 4**).

3.1.3. Airspace Classification. The following are terms used in the Japan Aeronautical Information Publication (AIP).

3.1.3.1. Class C Airspace (AIP: Positive Control Area-C (PCA-C)): Airspace adjacent to R-130 from 2000’ AGL up to and including FL200. Airspace to FL230 can be obtained after coordination with Sapporo ACC. ATC clearance is required to operate within the Misawa PCA and continuous 2-way radio communication with the control agency is required.

3.1.3.2. Class D Airspace (Class D Surface Area) (AIP: Control Zone): Airspace within 5 NM of Misawa Air Base and Hachinohe Air Base from the surface up to and including 6000’. ATC clearance is required to operate within Class D Airspace and continuous 2-way radio communication with the control agency is required.

3.1.3.3. Class E Airspace. Controlled airspace extending upward from 700/1,000/2,000’ AGL up to and including FL200 within 50 NM of Misawa AB, excluding the Misawa PCA and Misawa/Hachinohe Class D airspace.

3.1.3.4. Class G Airspace. Uncontrolled airspace extending from the surface up to but not including 700/1,000/2,000 feet AGL, excluding the Misawa PCA and Misawa/Hachinohe Class D airspace.

3.2. VFR Local Training Areas.

3.2.1. Misawa has no local VFR training areas.

Chapter 4

VFR PROCEDURES

4.1. Radar Service (Radar Advisory and Sequencing Service for VFR Aircraft).

4.1.1. VFR Departures. All VFR departures shall be given radar service within the Misawa RAPCON area (see **Attachment 4**) unless specifically declined by the pilot.

4.1.1.1. All VFR departures shall advise Ground Control of the initial heading and altitude before taxi.

4.1.1.2. VFR departures for 35 FW aircraft on the daily flying schedule are approved subject to the following criteria:

4.1.1.2.1. A delay is expected for an IFR/local flight plan.

4.1.1.2.2. The official weather (current weather observed by JASDF and the forecast for the time of flight by USAF Weather) must be 1500'/5000M or greater.

4.1.1.2.3. The SOF must approve the procedure.

4.1.1.2.4. ATCT shall relay VFR departure information to AMOPS by stating, "(call sign), VFR departure."

4.1.1.2.5. AMOPS shall enter or delete flight plans using the following procedures:

4.1.1.2.5.1. Cancel/amend the original clearance and enter a local VFR departure for aircraft which originally filed a flight plan which will enter Sapporo ACC's airspace.

4.1.1.2.5.2. File a separate local VFR flight plan for aircraft that were initially included as an element of a previously departed flight.

4.1.1.2.5.3. No action is required for aircraft, which originally filed an IFR flight plan to remain in Misawa Approach Control's airspace.

4.1.1.3. Once airborne, VFR departures may be transferred to RAPCON for flight following. Single-pilot, ultra-high frequency (UHF) equipped aircraft shall be transferred to RAPCON in the same manner as IFR departures.

4.1.2. VFR arrivals. All VFR arrivals shall be given radar service unless specifically declined by the pilot. Aircraft returning VFR should contact approach control prior to entering Misawa airspace (see **Attachment 4**). **NOTE**: Because of differences between FAA and JCAB regulations, RAPCON does not provide sequencing service to VFR aircraft entering via North or East IP. Expect traffic advisories only. Sequencing of VFR aircraft will be accomplished by the ATCT.

4.1.3. Restricted Area Procedures.

4.1.3.1. ATCT will advise all arriving and departing VFR aircraft as required whenever R-130 or R-521 is in use.

4.1.3.2. All aircraft recovering VFR from R-130 shall depart the restricted area heading west if runway 10 is in use, or east if runway 28 is in use and call the RAPCON as soon as possible. **NOTE**: When IFR handling is expected for recovery, take heading east regardless of the runway direction 10/28. Then call Misawa RAPCON.

4.2. General Instructions.

4.2.1. Obstructions south of ATCT are not charted in attachments because of the published flight restriction over Misawa City below 3,000 feet.

4.2.2. Do not overfly military family housing area located 1.5 NM north of the Runway or JASDF military family housing area located SE of field boundary.

4.2.3. Do not overfly munitions storage areas below 1,600 feet (see **Attachment 8**).

4.2.4. All aircraft shall avoid overflight of Misawa City below 3,000 feet AGL.

4.2.5. Aircraft departing on Runway 10 shall not overfly the elementary and junior high school buildings located approximately one mile east of the field.

4.2.6. Pattern direction and altitude shall be as depicted in **Attachment 8** unless otherwise coordinated by ATCT.

4.2.7. Landing Gear Checks. All aircraft shall report "gear down" and type landing to ATCT when turning to base leg.

4.2.8. Go Around. Aircraft executing a go around from final approach shall clear the runways directed by ATCT, flying parallel so as to remain between the runway and the respective parallel taxiway. Do not exceed 1,600 feet until 3 DME on Runway 28 or 2 DME on Runway 10.

4.2.9. Modification of established patterns. Straight-in approaches, direct downwind, base leg entries, or any other modifications to the traffic pattern may be initiated by ATCT or requested by the pilot.

4.2.10. Locally assigned aircraft may be authorized to conduct restricted low approaches over preceding landing or taxiing aircraft on runway at or above 500 feet AGL. Restricted low approaches are not authorized over aircraft in takeoff position or departing aircraft. Phraseology example: "*CLEARED LOW APPROACH AT OR ABOVE 700 FEET. TRAFFIC [description and location]*."

4.2.11. The clearance of Low-pass for chase aircraft. When requested by the pilot, ATCT may use the following phraseology: "*RUNWAY [number], CLEARED TO LAND WITH CHASE*."

4.3. VFR Weather Minimums.

4.3.1. The Misawa Class D Surface Area is considered VFR when the ceiling is at or above 1,500' and the visibility is 5,000 meters or greater. The ATCT watch supervisor will not allow VFR operations when the weather deteriorates below VMC, or when controllers are unable to provide visual separation between aircraft in the VFR pattern, regardless of the official weather observation.

4.3.2. SFO Pattern: 1000ft ceiling above the highest requested SFO altitude flown and 8000M visibility.

4.3.3. Overhead Pattern/VFR Pattern Breakout Weather Minimums: 3,000’ ceiling/5000M visibility.

4.3.4. Fighter Rectangular Pattern Weather Minimums: 3,000ft ceiling/5000M visibility.

4.3.5. Conventional Aircraft Rectangular Pattern Weather Minimums: 1,600ft ceiling/5000M visibility.

4.3.6. Helicopter Pattern Weather Minimums: 1,100ft ceiling/5000M visibility.

4.4. VFR Traffic Patterns.

4.4.1. Opening or closing VFR Traffic Patterns. ATCT Watch Supervisor will coordinate with the SOF during 35 FW flying. The ATCT Watch Supervisor has the final authority for opening or closing the VFR patterns, although the SOF may restrict 35 FW aircraft from using VFR patterns at any time.

4.4.2. VFR Entry. Recover to the pattern via the appropriate VFR IP (**Attachment 7**). All aircraft shall inform ATCT of the position, number of aircraft in flight and type of landing upon initial contact. VFR IPs are funnel points. Be vigilant for traffic. Cross N and E IPs at 2500’, cross S IP at 3500’, and descend to 2500’ by initial (280/4 RWY 10, 100/3 RWY 28), then descend to 2100’. If necessary, inform ATCT/RAPCON of other than intended altitude.

4.4.3. VFR Holding. Hold at 3500’MSL at designated holding points (**Attachment 7**). Subsequent flights deconflict at higher altitude.

4.4.4. Patterns. Fly all patterns to the north of the runway.

4.4.5. Pattern Altitudes. Initial - 2500’ MSL, Conventional - 1100’ MSL, Hung Ordnance - 1600’ MSL.

4.4.6. Overhead/Tactical Initial will be flown at ≤400 KCAS. Break at the approach end or as directed. ATCT must approve tactical initial. Wingman will fly 1NM line abreast. Trail element will maintain 1.5 NM spacing.

4.4.7. Protection of the Overhead Pattern.

4.4.7.1. All departures, including aircraft conducting low approach, touch and go or missed approach, shall remain at or below 1,600’ until 3 DME for runway 28 or 2 DME for runway 10. This restriction may be deleted by ATC if traffic conditions permit.

4.4.7.2. Aircraft flying in and around Misawa at night should be aware that JASDF and USN aircraft fly night overhead patterns and landings while other aircraft are on vectors to an instrument approach on separate radio frequencies. Current geographic, altitude and procedural deconfliction measures are sufficient to ensure safe separation of aircraft.

4.4.8. Closed Patterns. Initiate closed pattern at departure end unless ATCT states, “present position closed.” Include intentions (full stop, etc.) with closed pattern request.

4.4.9. Re-entry. Flights requesting/directed to re-enter will climb to outside downwind. Stay at or below 1600’ on upwind leg until clear of the overhead pattern, then climb to 2500’ MSL within 5 NM north of the field. From outside downwind, proceed to the appropriate VFR IP.

4.4.10. Go Around. When directed by ATCT, fly parallel between the runway and the taxiways.

4.4.11. Breakout. Climb to 2,500’ and re-enter at the appropriate VFR IP. If on a VFR straight in, stay at or below 1,600’ until clear of the overhead pattern, then re-enter at the appropriate VFR IP.

4.4.12. VFR Straight-Ins. Depart the IP at the 2,500’ MSL and be at 1,600’ MSL before being established on final.

4.5. Special Procedures.

4.5.1. Functional Check Flight (FCF).

4.5.1.1. Coordination.

4.5.1.1.1. When the 35 FW Command Post receives notification of a proposed F-16 FCF, they shall immediately advise AMOPS of the estimated time of departure (ETD), call sign, and estimated time enroute (ETE) of the FCF.

4.5.1.1.2. AMOPS shall file a local FCF flight plan and advise the ATCT of the ETD, aircraft call sign, and the FCF route the aircraft shall fly.

4.5.1.1.3. Misawa ATCT shall advise Misawa RAPCON and Sapporo ACC of the FCF flight plan information. **NOTE**: Sapporo ACC requires FCF notification NLT 30 minutes prior to ETD. Pilots should file their flight plan at least 1 hour before ETD to allow sufficient time for the required notifications to occur. This FCF mission cannot be accomplished while MAGNUM ALTRV **(Attachment 6)** is active.

4.5.1.1.4. FCF pilot shall:

4.5.1.1.4.1. Squawk 1155 or as assigned by ATC.

4.5.1.1.4.2. Monitor the appropriate frequency as assigned by Misawa RAPCON or Sapporo ACC.

4.5.1.1.4.3. When outside or above Misawa RAPCON's airspace, remain within the airspace bounded by 4125N latitude (west edge of V22) and 3955N latitude (east edge of V11). The pilot shall not deviate from this airspace unless approved by Sapporo ACC. Fly all FCFs in VMC.

4.5.1.1.5. Sapporo shall provide FCFs with radar traffic advisories to the maximum extent possible within the airspace defined.

4.5.1.2. FCF zoom profile.

4.5.1.2.1. Departures (see **Attachment 11**).

4.5.1.2.2. Recovery. After completion of FCF, aircraft shall make a standard recovery with Misawa RAPCON or ATCT. (Do not overfly R-521 at or below FL230 when active.)

4.5.1.3. FCF weather minima is 6,000/5.

4.5.2. Overhead and Straight-In SFOs. Fly overhead SFOs north of the runway. Report "30 seconds to High Key," or "Glider East/West" with altitude. "Report low/base key" or "report 5 mile final" is clearance to begin SFO. Hold at Glider East/West at 8500’ to the North. Subsequent aircraft will stack above in 1000’ increments.

4.5.3. Hornet Break Pattern (USN and USMC carrier-based aircraft “1,100ft Break” pattern):

4.5.3.1. Pattern altitude: North & East IP 2,500ft, (South IP 3,500ft). After passing IP descend to 1,100ft for break, maintain 1,100ft until base.

4.5.3.2. Upon pilot's request of Hornet Break, TWR issues response (*APPROVED* or *UNABLE*) before they reach North, East, or South IP.

4.5.3.3. When ATCT controller responds "*UNABLE*", they will fly normal 360 overhead pattern. they will not hold to obtain the approval of Hornet Break. **NOTE**: After crossing the landing threshold, they will return to normal pattern altitudes.

4.5.4. Dance Airspace coordinates and procedures.

4.5.4.1. Dance Airspace is not protected from VFR and IFR traffic in the same manner that the Bravo and Charlie airspaces are protected and is only used when aircraft can maintain VMC.

4.5.4.1.1. The airspace extends from 10,000' MSL- FL200; however, ATC may apply a new floor or ceiling based on commercial traffic. The airspace is split into two halves, Dance North and Dance South, separated by the N40 25 line if further deconfliction is desired.

4.5.4.1.2. The airspace is an irregular shape. See **Attachment 14** for diagram.

4.5.4.1.3. Clearance instructions: Notify the SOF and ATC of request to use Dance Airspace prior to departure. Depart via Itachi 1 or REIWA 1 departure; and, at 5 NM from the airfield or above 10,000' MSL advise ATC if able to cancel IFR and proceed VFR to Dance Airspace. If unable to cancel IFR, the flight lead will inform ATC and follow ATC instructions.

4.5.4.1.4. Communications: Once established in Dance Airspace, flight leads will request a discrete UHF frequency from Misawa Approach for traffic information and ATC instructions. Traffic information may be limited due to the aircraft's position overhead the ASR. Pilots will use a 35 FW in-flight aux frequency for tactical communications. Pilots will request exit instructions from ATC.

4.5.4.1.5. ECM, chaff, and flares are not authorized in Dance Airspace.

4.5.4.2. Pilots will maintain VFR while operating in Dance Airspace and are required to comply with ATC instructions and restrictions issued by Misawa Approach control. Pilots will at no time descend below 10,000' MSL to avoid conflicts with the SFO pattern. Due to noise abatement considerations, pilots will not use afterburner unless required for safety of flight. To the maximum extent possible, 35 FW aircraft shall remain within the confines of Dance Airspace. If they are unable to remain within the airspace, they should advise Misawa Approach, and request an alternate clearance. Advise ATC no later than five minutes prior to RTB request.

4.5.4.3. When used simultaneously, it is the responsibility of the pilots operating in Dance to remain clear of MAGNUMs and/or PCA.

4.6. Reduced Same Runway Separation Procedures.

4.6.1. JASDF ATC is authorized to apply reduced runway separation between 35 FW aircraft and Misawa-based JASDF aircraft of similar operating characteristics. The 35 OG/CC may authorize non-Misawa based USFJ aircraft to utilize the reduced separation procedures after the pilots receive a RSRS briefing and coordination has been accomplished with JASDF ATC.

4.6.2. ATCT shall not apply reduced runway separation if the watch supervisor determines that poor visibility, e.g., runway distance markers not visible from the ATCT, will preclude such an operation.

4.6.3. For the purposes of RSRS, the F-16 and the F-2 are considered the same fighter type.

4.6.4. The following RSRS apply:

Table 4.1. Required Distances (ft.).

Type Aircraft Behind	Arriving/Departing Aircraft	Distance Required
US Fighter Type	Similar Fighter	3,000’
Fighter Type	Similar Fighter	4,000’
Fighter Type	Dissimilar Fighter	6,000’
Non-Fighter/Trainer Type	Non-Fighter/Trainer Type	6,000’
Non-Fighter/Trainer Type	Fighter	6,000’
Fighter Type	Non-Fighter/Trainer Type	9,000’

4.6.4.1. 6,000 feet when one of the following conditions exists:

4.6.4.1.1. Between sunset and sunrise.

4.6.4.1.2. Reported wet runway.

4.6.4.1.3. The RCR is reported to be 16 or less.

4.6.4.1.4. When RCR is not available, and RSC is reported as ice or snow on runway.

4.6.5. Restrictions: All other operations shall be in accordance with applicable United States Government and Japanese Government policies and regulations. Less than standard separation shall not be authorized when one or more aircraft involved is:

4.6.5.1. Emergency aircraft.

4.6.5.2. Heavy jet.

4.6.5.3. Civil aircraft.

4.6.5.4. Military contract carrier.

4.6.5.5. Air evacuation aircraft.

4.6.6. RSRS criteria contained in this provision will normally be applied as a courtesy to USFJ aircraft. However, JASDF ATC retains the prerogative to apply standard runway separation when operationally necessary or as directed by their higher headquarters.

4.7. Intersection Departures.

4.7.1. Intersection Departure. The aircraft commander or ATCT controller may initiate a request for an intersection departure. Intersection departures by fixed-wing aircraft may be performed at the pilot's discretion and are authorized from the following points:

Table 4.2. Intersection Departures by fixed-wing aircraft.

From Taxiway	Rwy 28 Distance Available	Rwy 10 Distance Available
A2 or B2	N/A	8,400 feet
A3 or B3	5,300 feet	4,700 feet
A4	7,325 feet	N/A

4.8. Helicopter Operations.

4.8.1. Clearance to takeoff/land at a location other than a designated helicopter landing area may be granted by ATCT. However, the pilot shall ensure that a safe takeoff/landing can be made within the operating limitations of the aircraft. If an aircraft is taxiing near the takeoff/landing area, the ATCT shall give instructions to the aircraft to hold or terminate helicopter operations until taxiing aircraft are no longer a factor. Helicopters taking off or landing will avoid overflying taxiing/parked aircraft.

4.8.1.1. Helicopters operating from/to any airport surface (hovering/takeoff/landing) will ensure no debris is blown onto airport surfaces. The crew will notify ATCT if any debris is noticed.

4.8.1.2. Clearance to land on TWY B will be interpreted as clearance to land anywhere on TWY B unless otherwise specified by ATCT. When aircraft or vehicles are using a portion of TWY B, ATCT shall provide traffic advisories to the helicopter pilots, then issue takeoff/landing clearance from specified areas on TWY B.

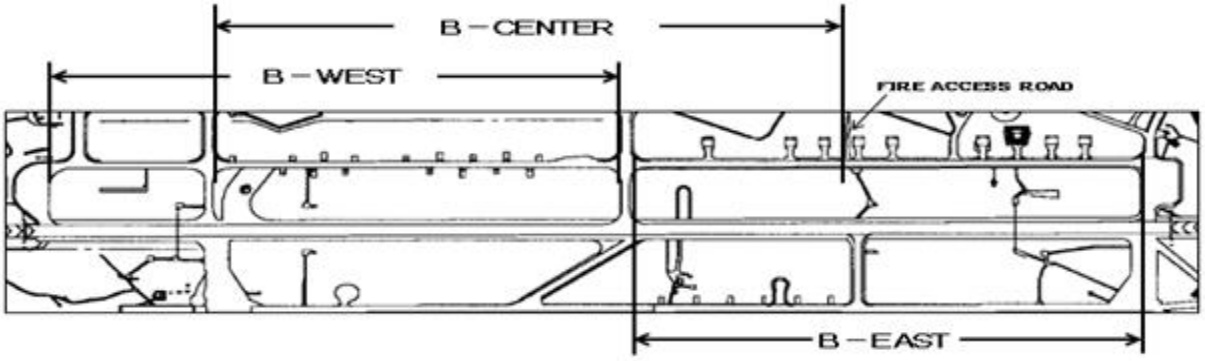
4.8.1.3. Helicopters taking off or landing shall overfly, off set to the north, taxiing/parked aircraft or vehicles on TWY B as a general rule.

4.8.1.4. ATCT shall protect TWY B when issuing special clearances to helicopters conducting auto-rotations, running landings, or rolling departure.

4.8.1.5. For helicopters cleared for closed patterns to TWY B, early turnouts on upwind and early turns to base will be assumed unless otherwise directed by ATC. In situations where helicopters are operating on TWY B with locally assigned aircraft operating from/to the runway simultaneously, ATCT shall provide traffic advisories to both aircraft and may issue takeoff/landing clearance, when appropriate.

4.8.1.6. B-West is the area between B1 and B3. B-Center is the area between B2 and the JASDF fire station access road. B-East is the area between B3 and B5. See **Figure 4.1**.

Figure 4.1. B-West, B-Center, B-East Locations.



4.8.2. Traffic, Transition, and Training Areas. The helicopter traffic and transition areas are located north of the runway. The pattern is rectangular and parallels the runway. Pattern altitudes are downwind 600 feet and crosswind 400 feet. Helicopters may conduct hover training with prior coordination with the AFM and ATCT approval. Due to the increased chance of foreign object damage (FOD), such operation shall take place only above the taxiway surface and not in the grassy areas surrounding the taxiway.

4.8.3. Departures. Helicopters may depart in any direction as approved by Misawa ATCT. Pilots shall avoid flying over parked aircraft or passing within 500 feet of buildings or other fixed obstacles.

4.8.4. Optional Helicopter Departures/Arrivals. Helicopter arrivals are flown at a maximum of 600 feet unless ATCT approves a higher altitude. ATCT will handle hover-taxiing and air-taxiing (less than 25 feet) helicopters as ground traffic and other maneuvers above 25 feet as air traffic.

4.8.5. Helicopter Emergency Procedure Training. Helicopter emergency procedure training will normally be performed on the active runway or to the takeoff/landing area. If TWY B is clear and after coordination with AM, emergency procedures and landings/approaches may be made to TWY B to minimize congestion on the active runway (Pilots will make their request on downwind).

4.8.6. Autorotations/Running Landings. ATCT clearance shall be received prior to conducting autorotations/running landings and shall be conducted on the active runway, or TWY B.

4.8.6.1. Autorotations will be flown to either the active runway or to TWY B. Pilots will request "1,000 foot downwind for 180-degree autorotation" before climbing above 600 feet. Downwind/ initial for 180-degree autorotations may be flown over TWY B. Base for 90-degree autorotations may be turned "inside" TWY B2 or B5 to ensure the approach doesn't terminate over the barrier. **NOTES: 1.** Once autorotation has begun, the pilot will not be asked to go around, except for safety of flight requirements or emergency aircraft. **NOTE 2.** ATCT will consider helicopters reporting "base for 90-degree" and/or "initial for 180-degree auto" as on short final. ATCT can expect the autorotation to begin immediately after landing clearance is granted. **NOTE 3.** When airfield is VMC and the helicopter approaches to the runway for landing, ATCT may instruct the helicopter pilot to side-step

maneuver to TWY B after runway in sight due to handling other landing or departure traffic.

4.8.7. Traffic Avoidance: Helicopters are uniquely capable of avoiding traffic due to excellent visibility, low altitudes, slow airspeed, and maneuverability. Helicopters will normally monitor Misawa Approach when within radio reception range for flight following. Traffic is normally a concern only if it will pass within 500 feet (altitude) and 3 miles (laterally). Once a helicopter has called the traffic in sight, it will be responsible for separation, and won't need an ATC vector to avoid the traffic.

4.8.8. Water Operations: Helicopters will notify ATC when they will be performing water operations. When a helicopter is performing water operations, it will not normally monitor Misawa Approach due to the intensive amount of radio calls. ATC will call the helicopter on Guard if any traffic approaches within the ranges given above; the helicopter will acknowledge the call on Approach frequency.

Chapter 5

IFR PROCEDURES

5.1. NOTE: US Navy Tenant VAQ Squadrons may to utilize '35 FW Only' Approach/Departure procedures upon completion of LAO academics with 35 OG/OGV. OGV will maintain records of authorizations (pilots or squadrons).

5.1.1. **Radar Traffic Patterns.**

5.1.1.1. Normal and minimum fuel radar traffic patterns are shown in **Attachment 9**.

5.1.2. Due to high terrain west of the airfield, do not exceed 13 DME below 3,100 feet on downwind for Runway 10.

5.1.3. Formations are considered "standard" unless stated by flight lead that they are in a "non-standard formation." All Flight members should squawk 5400. The flight leader shall inform the RAPCON of their order of recovery and the wingman's call sign when split-ups are required. Prior to final approach, all pilots shall inform the RAPCON of their intentions after completing a low approach or touch and go.

5.2. Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar Approaches (PAR) Approaches/Monitoring.

5.2.1. PAR and ASR approaches are available during periods of scheduled wing flying.

5.2.2. A maximum of 3 PAR or ASR approaches can be conducted simultaneously.

5.2.3. When available, Radar Final Control (RFC) will monitor USAF single-piloted turbojet aircraft conducting an ILS approach when weather conditions are below 1,000’ ceiling or less than 3 NM visibility, at night, or upon pilot request. **NOTE**: When ASR is out of service, PAR is not available.

5.3. Local Departure Procedures.

5.3.1. ATCT Clearance. No aircraft shall proceed on the runway, or takeoff, without specific clearance from ATCT. Takeoff clearance shall not be issued without two-way radio communications between the ATCT and the aircraft. Exception: Pre-coordinated comm-out exercise/contingency launches.

5.3.2. Formation Takeoffs: Formation takeoffs are authorized provided the weather conditions are at or above minimums consistent with pilot qualifications.

5.3.3. Departure procedures.

5.3.3.1. Radar service will be provided to all departures.

5.3.3.2. Misawa Ground shall issue the assigned radar beacon code and climb out instructions.

5.3.3.3. Misawa ATCT will normally instruct departing IFR military transient turboprop/turbojet aircraft (except transport and cargo types) to change to departure control frequency when the takeoff clearance is issued.

5.3.3.4. Misawa ATCT should instruct departing civil aircraft and military transport and cargo types to change to departure control frequency 1/2 mile after takeoff, if traffic conditions permit.

5.3.4. Itachi 1 Departure Procedures.

5.3.4.1. All local 35 FW aircraft are automatically filed for an Itachi 1 Departure. Itachi 1 is a local stereo departure procedure for Misawa AB. The Itachi 1 stereo departure procedure, if flown in conjunction with the Diverse Departure procedure climb gradient as listed below, is a pre-coordinated IFR clearance. **NOTE:** U.S. Navy tenant VAQ aircraft (EA-18) are authorized to utilize Itachi 1 Departure in support of the 35 FW mission/training. Pilots must complete LAO academics (provided by 35 OG/OGV) prior to utilization of Itachi 1 Departure procedures.

5.3.4.2. Pilots flying the Itachi 1 Departure are expected to execute the following:

5.3.4.2.1. Runway l0 - Climb on MIS R-100 until 2.5 DME then execute requested transition. Complete all turns within 7 DME. Minimum climb gradient is 270'/NM until 6300 MSL. For the Lima or Mike transition, cross 35 DME at or above l 4,500 MSL. All other transitions, cross 40 DME at or above 14,500 MSL.

5.3.4.2.2. Runway 28 - Climb on MIS R-280 until 3.5 DME then execute requested transition. Complete all turns within 7 DME. Minimum climb gradient is 300'/NM until 6300 MSL. For the Lima or Mike transition, cross 35 DME at or above 14500 MSL. All other transitions, cross 40 DME at or above l 4500 MSL.

5.3.4.3. JASDF pilots will comply with JASDF instructions and publications.

5.3.4.4. The Itachi 1 Departure cannot be used if Airport Surveillance Radar is out of service or unusable.

5.3.4.5. Complete all turns within 7 DME of MIS VORTAC.

5.3.4.6. Aircraft will contact Misawa Ground for IFR clearances other than the Itachi 1 Departure procedure. Pilots requesting an alternate departure shall inform ATC when requesting taxi instructions.

5.3.4.7. Phraseology Examples:

5.3.4.7.1. "*GROUND, BANDIT 11, FLIGHT OF 4, PANTHER RAMP READY TO TAXI, ITACHI 1 SNOOP*."

5.3.4.7.2. "*GROUND, LUGGER 11, REQUEST TAXI, IFR (OR VFR), KILO, 8000' (OR OTHER REQUESTED ALTITUDE)."*

5.4. Radar Vector to Initial Procedures. Radar vectors to initial are available when pilot requested and is based on other traffic.

5.5. Radar Trail Recoveries.

5.5.1. Radar trail recoveries are authorized for recovery into Misawa AB. Use of these procedures is authorized by all locally stationed aircraft. Transient and temporary duty personnel may use these procedures if fully briefed by 35 OG/OGV and approved by the 35 OG/CC.

5.5.2. Trail recoveries will be flown IAW AFMAN11-2F-16-v3, *F-16--Operations Procedures*. Trail recoveries may only be initiated by pilot request. ATC will treat trail recovery formations as single flights and provide vectors/service to the lead aircraft in the flight. Aircraft within the flight are responsible for maintaining separation within the flight.

5.5.3. Pilot Procedures:

5.5.3.1. Inform Misawa radar of the number of aircraft in flight and request upon initial contact. Flights should normally be established in trail formation prior to contacting Misawa RAPCON. If not previously established in trail, inform ATC when dragging wingmen.

5.5.3.2. Formation break-up should not be accomplished in instrument meteorological conditions (IMC); however, if unavoidable, break-up will be accomplished in straight and level flight. Drags should be accomplished to quickly arrive at the desired spacing. If RCR is less than (18/FAIR), use 3 NM spacing. The last aircraft in the formation will squawk Mode III/C 5400.

5.5.3.3. Aircraft in trail will comply with altitude and heading instructions given to the lead aircraft. Airspeed will be 300 KIAS until slowing for the approach or radar vectors. Flight leads will maintain a minimum of 180 KIAS until the final approach fix (FAF) and will pass unbriefed airspeed changes to flight members over the radio. Airspeed changes will be accomplished by all flight members at the same time. Altitude and heading changes will be made at the same place, not time, for all aircraft.

5.5.3.4. All aircraft will fly the same type of final approach (TACAN, ILS, or VFR straight-in) and report the FAF or Glideslope intercept. Recoveries will normally terminate in a full stop landing. Low approaches for pilot proficiency may be requested but will be approved by ATC on a workload/traffic-permitting basis.

5.5.3.5. Inform ATC when recovery order is different from numbering in flight, e.g., number 2 is landing first. In this case, ensure aircraft in the lead position squawks Mode III/C assigned and the trail aircraft squawks Mode III/C 5400.

5.5.4. ATC Procedures: Upon approving trail recovery, ATC will provide IFR separation between the first aircraft in the flight and any preceding aircraft, and between the last aircraft in the flight and any trailing aircraft. Instructions will be given for the entire flight. Landing clearance given for the lead aircraft will be landing clearance for trailing aircraft in the formation. Trail recovery clearance terminates at the landing threshold.

5.5.5. Abnormal Procedures: Trail aircraft losing radar contact on preceding aircraft prior to a segment of the published approach will inform lead, climb 500 feet above last assigned altitude, and obtain a separate clearance from ATC. If contact is lost after established on a segment of the published approach, the approach may be continued if minimum separation can be confirmed by navigation aids. In the event of a breakout/go-around each flight will comply with specific instructions issued by ATC. Aircraft executing missed approach will assume the preceding aircraft has also gone missed approach.

Chapter 6

EMERGENCY PROCEDURES

6.1. Operation of the Primary Crash Alarm System (PCAS) and Secondary Crash Network (SCN).

6.1.1. Operation of the PCAS. The PCAS is for dissemination of emergency information affecting flight safety only; where immediate and widespread dissemination to protect or preserve life, limb, and/or property is required.

6.1.1.1. ATCT operates the PCAS. The PCAS will be tested daily at 0805L (if an actual emergency/incident or exercise is in progress and the primary/secondary alarm systems are activated, this shall satisfy the daily crash phone check). All agencies shall report line clarity and operating initials, when called upon, then hang up. Agencies experiencing circuit malfunctions shall inform telephone maintenance. Exercise information may be passed over the PCAS and the SCN when authorized by 35 OSS/CC.

6.1.1.2. PCAS Agencies. The following agencies have two-way communications on the PCAS: AMOPS, FD (USAF & JASDF), Hospital (USAF & JASDF), RAPCON, and Command Post. AMOPS shall maintain a record copy of the information passed.

6.1.1.3. Phone Discipline. All Parties responsible for answering the crash alarm system will pick up the phone receiver and listen. HOLD ALL QUESTIONS UNTIL MESSAGE IS COMPLETE AND QUESTIONS ARE SOLICITED. If all information is understood, give initials to acknowledge receipt of information when asked.

6.1.1.4. Reasons for PCAS activation:

6.1.1.4.1. Aircraft mishap, In-Flight, or Ground Emergencies (IFEs or GEs) on or off base.

6.1.1.4.2. Unauthorized Taxi/Movement or suspected hijack.

6.1.1.4.3. Barrier engagement/cable arrestment.

6.1.1.4.4. Hot brakes.

6.1.1.4.5. Aircraft landing with dragging tow cable.

6.1.1.4.6. Major fuel spills.

6.1.1.4.7. EPU activation, Hydrazine leaks or spills.

6.1.1.4.8. Aircraft landing with hung ordnance (except aircraft landing with hung light weight training ordinance or hung-secure heavy weight inert ordinance, e.g., BDU-33, MK-106).

6.1.1.4.9. Any other situation which, in the controller's judgment, requires the immediate alerting of the emergency response agencies or could result in closure of the runway.

6.1.1.5. Alternate Notification Procedures: If PCAS is inoperative, ATCT shall make one call to AMOPS via direct line. AMOPS will notify BOPS via direct line and activate USAF SCN.

6.1.1.6. Query SOF for 35 FW aircraft IFE information following PCAS notification that lacks information.

6.1.2. Operation of the SCN. Two SCN systems are operable (USAF & JASDF). The SCN is for dissemination of emergency information affecting flight safety only; where immediate and widespread dissemination to protect or preserve life, limb, and/or property is required.

6.1.2.1. AMOPS shall relay the information received from the PCAS to the following USAF agencies on the SCN: Fire and Emergency Services, Hospital, 35 FW/CP, 35 MSG/CC, 35 MXG/MXOC, 35 FW/SE, 35 OSS/OSW, Base Defense Operations Center (BDOC), 35 CES/CEX, Wheel and Tire (Crash Recovery), Naval Air Facility (NAF) Operations Duty Officer, Barrier Maintenance, Public Affairs (Listen Only), and Hydrazine Response Team (Listen Only). AMOPS shall check the SCN immediately after the PCAS check. Rules are the same as those for the PCAS check.

6.1.2.2. BOPS shall relay the information received from the PCAS to the following JASDF agencies on the SCN: Flight Group Operations Center, Wing Operations Center, Weather, Base Duty Officer, FD, Hospital, Civil Engineering, Safety, Misawa Sector Operation Center/Direction Center (SOC/DC), Security, 3 AW Maintenance Control, E-2C Maintenance Control/E-2C Group Control, and Air Lift Squadron (CH-47) Operations Center.

6.1.2.3. For SCN activation from sources other than the PCAS or ATCT, AMOPS will notify ATCT.

6.2. Emergency Response Procedures (On/Off-Base). Aircrew, SOF/WOC/FOC, or ATC may declare an aircraft emergency. The following covers responses during IFEs/GEs.

6.2.1. ATC Responsibilities:

6.2.1.1. Misawa Approach Control shall:

6.2.1.1.1. Obtain the information on the emergency aircraft under their control as soon as possible and relay it to ATCT.

6.2.1.1.2. Advise all aircraft under their control that an emergency exists.

6.2.1.1.3. Transfer emergency aircraft to the Single Frequency Approach (SFA) frequency 235.0 MHz, unless the pilot indicates otherwise. **NOTE**: JASDF aircraft normally do not use the SFA frequency. **NOTE**: Non-controlling agencies, e.g., CRASH, monitoring the SFA frequency must not transmit on this frequency while the aircraft is in flight. However, the SOF may make essential emergency transmissions. CRASH may talk to the pilot on the SFA frequency after the aircraft has come to a complete stop.

6.2.1.1.4. Plot the flight path of the emergency aircraft on the ASR scope. Include time, altitude, and other pertinent information as necessary.

6.2.1.1.5. Contact the range officer at Draughon (R-130) to suspend operations if the emergency aircraft cannot avoid transiting the range.

6.2.1.1.6. Monitor the emergency aircraft's frequency when it is controlled by ATCT.

6.2.1.1.7. Coordinate with other ATC agencies if other than the emergency aircraft intends to divert.

6.2.1.2. Misawa ATCT shall:

6.2.1.2.1. Activate the PCAS when required and relay the following information, if available: Type of emergency information (in-flight or ground, time declared), aircraft identification and type, nature of emergency, pilot's intentions, location and altitude, ETA, landing runway, fuel remaining, personnel on board/position (how many forward/aft), wind, hazardous cargo/explosives/weapons aboard (if applicable), and any anticipated runway closure/suspension time. **NOTE**: Once activated, the PCAS shall not be reactivated for the same situation unless there has been a change in status.

6.2.1.2.2. Expedite emergency response vehicles into the CMA and runway as required.

6.2.1.2.2.1. Phraseology: "*RUNWAY OPERATIONS SUSPENDED. CHIEF 1/2 AND AIRFIELD 1/2 PROCEED ON ACTIVE RUNWAY."*

6.2.1.2.3. Broadcast on all applicable frequencies to notify vehicles and aircraft under their control of the emergency situation.

6.2.1.2.3.1. Phraseology. To aircraft: *"ATTENTION ALL AIRCRAFT, EMERGENCY IN PROGRESS, EXPECT (length of delay, if known) RUNWAY OPS SUSPENSION. MINIMIZE TRANSMISSIONS UNTIL FURTHER NOTICE."*

6.2.1.2.3.2. To vehicles: *"ATTENTION ALL STATIONS, MISAWA GROUND, EMERGENCY IN PROGRESS, MINIMIZE TRANSMISSIONS UNTIL FURTHER NOTICE."*

6.2.1.2.4. Request RAPCON to radar monitor the emergency aircraft.

6.2.1.2.5. Inform AMOPS and other concerned agencies when there is a change in status of the emergency aircraft or if a runway closure is expected.

6.2.1.2.6. Suspend runway operations when the emergency aircraft lands until the emergency aircraft and response vehicles/personnel have exited the runway and AMOPS has completed a visual inspection of the surface and FOD check. Should runway operations be suspended due to an aircraft accident, ATCT shall:

6.2.1.2.6.1. Advise the RAPCON and broadcast to all aircraft that normal operations have been suspended, the runway is closed, and whenever normal operations are resumed.

6.2.1.2.6.2. Coordinate with AMOPS to determine the anticipated delay before resuming normal operations.

6.2.1.2.6.3. Advise all aircraft in the local area of the estimated landing times.

6.2.1.2.7. Broadcast on all available frequencies that the emergency has terminated, and the airfield has returned to normal operations.

6.2.2. AMOPS shall:

6.2.2.1. Respond to all emergencies on the airfield.

6.2.2.2. Perform a FOD check of any emergency aircraft that lands.

6.2.2.3. Submit a NOTAM immediately if the runway/airfield is closed.

6.2.2.4. Coordinate and submit other NOTAMs as required.

6.2.2.5. Determine the status of the runway after coordinating with BOPS personnel.

6.2.2.6. The AFM, or designated representative, is the primary authority for closing and reopening of the aerodrome during emergencies. For Misawa AB, any person in or acting under the authority of the 35th OG/CC may close/open the aerodrome. Additionally, ATCT Watch Supervisor can suspend runway operations when there is a reason to believe that a hazard exists on or near the runway or in the immediate approach area.

6.2.3. Incident Commander and emergency response vehicles. **NOTE**: JASDF FD has primary response for JASDF aircraft, and aircraft of Japanese registry. 35 CES/CEF Fire and Emergency Services have primary response for USFJ aircraft.

6.2.3.1. The senior FD representative/Incident Commander, with the concurrence of the Aircraft Commander (AC), may terminate an emergency and advise ATCT.

6.2.3.2. Emergency response vehicles have priority in the vicinity of the emergency location, i.e., all response vehicles shall yield to FD vehicles.

6.2.3.3. Emergency response vehicles shall be positioned in an area that will not impede aircraft movement.

6.2.4. The Base Fire Chief shall:

6.2.4.1. Act as the initial Incident Commander until arrival of primary (or appointed alternate) Incident Commander. Upon taking control of the situation, the Incident Commander will advise Misawa ATCT.

6.2.4.2. Maintain fire protection responsibility for the crashed or distressed aircraft and release the aircraft to the Incident Commander as appropriate.

6.2.4.3. During emergency operations, position fire apparatus at designated locations.

6.2.4.4. Keep all fire-fighting apparatus not required to support the distressed aircraft positioned so as not to impede aircraft movement.

6.2.4.5. Inform ATCT of emergency response termination time.

6.2.5. Crash Recovery/Transient Alert shall respond to the airfield/runway expeditiously to remove disabled aircraft at the direction of the Incident Commander.

6.2.6. A reaction by unauthorized personnel and vehicles to aircraft emergencies hampers the initial response agencies, leads to confusion, and could result in injury. USFJ personnel/vehicles authorized to respond to USFJ in-flight emergencies are limited to the following:

6.2.6.1. 35th Operations Group Commander/Deputy and/or SOF.

6.2.6.2. 35th Maintenance Group Commander/Deputy

6.2.6.3. Fire Protection/Rescue

6.2.6.4. 35 CES/CEO Barrier Maintenance

6.2.6.5. AMOPS

6.2.6.6. Transient Alert/Crash Recovery

6.2.6.7. Security Forces

6.2.6.8. Hospital

6.2.6.9. Disaster Preparedness/Mobile Command Post

6.2.6.10. Explosive Ordnance Disposal

6.2.6.11. 35 FW Flight Safety

6.2.6.12. Hydrazine Response Team

6.2.7. Upon notification of an in-flight emergency, USAF/JASDF FDs, and AMOPS shall position their vehicles on the airfield as required. Minimum safe distance for other than FD vehicles is 300 feet from the aircraft. All other emergency response vehicles shall be positioned on the parking ramp in front of AMOPS (Bldg. 1090) until requested by the Incident Commander or until the emergency is terminated.

6.2.8. Prior to termination of an in-flight emergency, AMOPS shall visually ascertain that there is no fuel or hydraulic fluid on the runway or taxiways. The agency of primary response (Incident Commander or JASDF FD) will terminate the emergency with all responding agencies.

6.2.9. Other considerations to on/off base aircraft accidents.

6.2.9.1. Diversion of inbound traffic if runway is closed.

6.2.9.2. Clearing of wreckage and foreign objects from the runway for scrambles or inbound emergency aircraft.

6.2.9.3. Repair to airfield facilities.

6.2.9.4. Securing/safeguarding classified material.

6.2.10. The SOF (and WOC or Flight Operation Center (FOC) when SOF is off duty) may waive a FOD check following emergencies that do not involve the likelihood of fluid, parts, or debris release hazards when necessary to safely recover aircraft. The ATCT will notify AMOPS whenever the SOF waives a FOD check. AMOPS will document all "Supervisor of flying calls", SOF/WOC/FOC decisions, and pertinent information (name of SOF/WOC/FOC on duty, time, location, justification, etc.) on the AF Form 3616.

6.3. Ordnance/External Stores Jettison Area Procedures.

6.3.1. Ordnance/Emergency Jettison locations:

6.3.1.1. Heavy Weight Inerts/Empty Fuel Tanks:

6.3.1.1.1. On the Draughon Range target.

6.3.1.1.2. International waters 12 NM or greater.

6.3.1.1.3. R-130 in the water 5 NM or less.

6.3.1.1.4. Clear area over land or water if any of the above options are not appropriate and if required to recover the aircraft.

6.3.1.2. BDUs:

6.3.1.2.1. On the Draughon Range target.

6.3.1.2.2. R-130 in the water 5 NM or less.

6.3.1.2.3. International waters 12 NM or greater.

6.3.1.3. Live Ordnance/Tanks with Fuel:

6.3.1.3.1. On an authorized live ordnance range.

6.3.1.3.2. International waters 12 NM or greater.

6.3.1.3.3. R-130 in the water 5 NM or less.

6.3.1.3.4. Clear area over land or water if any of the above options are not appropriate, and if required to recover the aircraft.

6.3.2. Notification Procedures. The pilot shall inform RAPCON of the intent to use the jettison area. Radar vectors or flight-following to the area shall be provided by RAPCON on request. RAPCON shall not tell the pilot when to jettison.

6.3.3. Procedures. Aircrews shall depart MIS TACAN 360 radial at 10 DME, at 2,000 feet (or as assigned) on a heading of 090. Maintain heading and jettison ordnance not earlier than 16 DME from MIS TACAN. **NOTE**: Time and conditions permitting, aircrews shall overfly the jettison area to ensure the area is clear of surface vessels.

6.4. Fuel Dumping.

6.4.1. Whenever practicable, fuel shall not be jettisoned (dumped) below an altitude of 6,000 feet above the terrain. Should weather or emergency conditions dictate jettisoning at a lower altitude, every effort shall be made to avoid populated areas. When under positive control, the pilot in command should advise the air traffic control facility that fuel will be jettisoned.

6.4.2. Notify the 35 CES Environmental Office (226-4443) immediately of any fuel jettison.

6.5. Emergency Aircraft Arresting System Procedures.

6.5.1. Emergency engagements shall be handled IAW the AMOPS In-Flight and Ground Emergency Quick Reaction Checklist (QRC).

6.5.2. If able, aircrew shall notify ATC as soon as possible if they plan on engaging the barrier on landing. *Example: "cable, cable, cable or barrier, barrier, barrier."*

6.6. Hot Brake Areas and Procedures.

6.6.1. Hot Brake Procedures.

6.6.1.1. Aircraft that anticipate, suspect, or experience overheated "HOT" brakes shall notify Misawa ATCT, who shall activate the PCAS.

6.6.1.2. Aircraft with hot brakes shall immediately advise ATCT and taxi to the closest hot brake area (TWY B1 or B5). In all cases, the pilot shall utilize the full length of the runway for rollout after landing. Park facing into the wind and delay engine shutdown until cleared by the fire chief unless an actual fire breaks out. Hot brakes shall be allowed to cool, and the aircraft shall be de-armed in this area.

6.6.1.3. Fire-fighting personnel shall stand by on the site with proper equipment during cooling and/or de-arming operations. The maintenance supervisor shall advise the fire chief when it is safe to terminate a hot brake emergency.

6.6.1.4. Explosives Ordnance Disposal personnel shall respond only if their assistance is required.

6.6.1.5. When an aircraft with hot brakes is identified in a parking area, ATCT shall, if feasible, direct the aircraft to the nearest clear area. Every effort shall be made to taxi the aircraft to an area which shall afford protection to personnel and aircraft in the event the wheel assembly explodes. All nonessential personnel and, if practical, parked aircraft within a 300-foot radius of the hot brake aircraft shall be evacuated.

6.6.1.6. The USAF or JASDF (as appropriate) Incident Commander shall terminate the emergency.

6.7. Abandonment of Aircraft.

6.7.1. The controlled bailout area is R-130, a land/sea semi-circular area located 10 NM north of Misawa AB (MIS 360 degrees R/10 DME). See **Attachment 10.**

6.7.2. Procedures.

6.7.2.1. Radar vectors or flight-following to the area shall be provided by RAPCON on request.

6.7.2.2. When requested during IMC, RAPCON may advise when the aircraft is near the bailout point (RAPCON shall not advise aircrews when to bailout).

6.7.2.3. Aircrews shall attempt to egress over land at a point which shall allow the aircraft to impact in water.

6.7.2.4. Fly heading of 90 degrees from the Misawa TACAN 360-degree radial at 10 DME at a minimum altitude of 3,000 feet AGL.

6.7.3. Notification.

6.7.3.1. The pilot shall attempt to contact RAPCON or ATCT, squawk emergency, and transmit the following information:

6.7.3.1.1. Call sign and type of aircraft.

6.7.3.1.2. Nature of emergency.

6.7.3.1.3. Number of persons on board.

6.7.3.1.4. ETA over bailout area.

6.7.4. ATC shall activate the PCAS and pass all available information and plot last observed location on the ASR scope. **NOTE**: Pilots shall attempt to loiter if possible to provide Search and Rescue (SAR) forces time to launch and reach the recovery area.

6.8. Personnel/Crash Locator Beacon Signal/ELT Response Procedures.

6.8.1. When an emergency locator transmitter signal is received, RAPCON shall notify ATCT. ATCT shall notify AMOPS, who shall notify MOCC.

6.8.2. Planned Test on Guard Frequency.

6.8.2.1. Before keying survival radios on UHF Guard frequency (243.0) for a test, lecture, or a demonstration, the personnel conducting the operation shall advise AMOPS when the event shall start and end, and where it shall be held.

6.8.2.2. The device shall not be keyed for more than three sweeps. Emergency locator transmitter testing is only authorized during the first 5 minutes of each hour. **NOTE**: Several types of aircraft at Misawa have the capability to direction find (DF) on UHF signals.

6.9. Hung Ordnance Procedures.

6.9.1. Hung ordnance pattern (See **Attachment 10**).

6.9.2. All aircraft landing with hung ordnance shall fly a straight-in approach avoiding populated areas and advise ATCT on initial contact of the following:

6.9.2.1. Number and type of aircraft.

6.9.2.2. Type ordnance (training/live and nomenclature).

6.9.2.3. Assistance required.

6.9.2.4. Other information.

6.9.3. ATCT shall provide AMOPS with the above information.

6.9.4. After landing, during hung gun emergencies, pilots will clear the runway onto TWY B1/B5 and park at the red painted EOR spot pointing towards the infield. The hung gun aircraft will be shut down immediately so that follow on aircraft may continue to taxi behind the hung gun aircraft and de-arm normally. With a hung gun emergency, the adjacent parking spots will not be utilized, leaving the four northern most spots available to de-arm. (See **Attachment 13.**)

6.9.5. Landing with hung live ordnance is considered an emergency and AMOPS must perform an after-landing runway check.

6.9.6. Landing with hung training ordnance is **not** an emergency; however, ATCT shall still advise AMOPS. AMOPS will perform an after-landing runway check, if requested by ATCT or SOF. **NOTE**: If primary Hung Gun Parking spots are unavailable, ATCT may switch the traffic signal to red on Falcon drive to hold all the vehicles out of the hazardous area only when the order from SOF, WOC and/or the other concerned unit for hung gun response is obtained.

6.10. Wind Limitations on Misawa ATCT. The ATCT is rated to maximum surface winds up to 72 knots.

6.11. Evacuation of Airfield Operations Facilities.

6.11.1. ATCT Evacuation. In the interest of safety, ATCT shall be evacuated at the discretion of the watch supervisor/senior controller whenever a situation may dictate (fire, bomb threat, severe earthquakes/tremors occur, etc.), whenever sustained surface winds exceed 72 knots, or as directed by the JASDF ATCS Commander or Deputy Commander.

6.11.1.1. ATCT personnel should evacuate to the RAPCON.

6.11.1.2. The RAPCON shall monitor all ATCT frequencies and advise AMOPS (request to send a NOTAM), SOC/DC, Hachinohe Tower, and other concerned agencies.

6.11.1.3. ATCT controllers shall remain in the RAPCON facility until winds fall below 72 knots or earthquakes have subsided and no major structural damage is evident.

6.11.2. RAPCON Evacuation. In the interest of safety, the Misawa RAPCON may be evacuated at the discretion of the watch supervisor/senior controller whenever a situation may dictate (fire, bomb threat, severe earthquakes/tremors occur, etc.), or as directed by the JASDF ATCS Commander or Deputy Commander. The RAPCON will evacuate to the tower and apply non-radar procedures. If the tower is unavailable, they will evacuate to the 3 AW flying operations center with brick.

6.11.2.1. Aircraft will be directed what actions to take prior to the facility going off the air. These decisions and actions rest solely with JASDF ATC.

6.11.3. Evacuation of AMOPS. AMOPS will relay over the SCN when they are evacuating and will then proceed to building 918 to continue operations.

6.11.3.1. Specific procedures for the evacuation of AMOPS are located into the QRC labeled Building Evacuation.

6.12. Other Emergency Procedures.

6.12.1. Weather/Emergency Divert Procedures for Armed Aircraft. Weather/emergency divert airfields for USFJ aircraft transiting to/from Misawa with ordnance aboard are (in order of priority) as follows: Primary: Misawa, Iwakuni, Kadena. Secondary: Atsugi, Yokota, Hachinohe, Chitose, and Naha.

6.12.2. Drag Chute Failure. Misawa ATCT shall advise a landing aircraft when a drag chute failure is observed. Prior to landing, pilots shall advise ATCT when an intentional drag-chute landing shall be made.

6.12.3. Aircraft Malfunction Procedures. If an aircraft has a malfunction that requires technical assistance from ground personnel and the pilot cannot communicate directly with qualified personnel, the SOF, or in the SOF's absence, Misawa ATCT shall coordinate necessary information with AMOPS.

6.12.4. Contaminated Aircraft Arrivals. Aircraft suspected of contamination by radiological, chemical, or biological agents shall be managed as outlined in MAB OPLAN 32-1. Parking shall be in the Hot Cargo Pad.

6.12.5. Hydrazine (H-70) Procedures.

6.12.5.1. General. F-16 aircraft are equipped with emergency power units (EPU), which are fueled with H-70 (hydrazine). The EPU fuel tank (6 to 7-gallon capacity) is located on the right side just behind the canopy. Every effort must be made to minimize the hazards and number of personnel involved in hydrazine operations. Notify MOCC through the most expeditious means possible of suspected/potential leaks. The senior fire official shall establish a 300-foot cordon from the suspected leak upon arrival.

6.12.5.2. Procedures. Response to F-16 EPU activation or hydrazine leaks (suspected or confirmed) shall be determined by the location of the incident.

6.12.5.2.1. In-flight Emergencies Involving EPU Activation. The pilot experiencing an in-flight emergency (IFE) with EPU involvement shall notify ATCT.

6.12.5.2.1.1. ATCT shall:

6.12.5.2.1.1.1. Activate the PCAS.

6.12.5.2.1.1.2. Direct the pilot to park in the appropriate hydrazine response area (TWY B1 if landing Rwy 28 or TWY B5 if landing Rwy 10).

6.12.5.2.1.2. AMOPS shall activate the SCN.

6.12.5.2.1.3. MOCC shall dispatch a hydrazine response team to the aircraft location.

6.12.5.2.1.4. The pilot shall park the aircraft in the designated area, facing into the wind, and establish contact with the senior fire officer (call sign; Fire Command) on the UHF single frequency 235.0; all non-essential personnel shall remain outside the 300-foot cordon.

6.12.5.2.1.5. The hydrazine response team must report to the senior fire official on scene before starting any recovery actions.

6.12.5.2.2. Ground EPU activation shall be handled like an in-flight EPU activation; however, the aircraft may not be parked in a hydrazine response area.

6.12.5.2.2.1. The pilot shall:

6.12.5.2.2.1.1. Notify ATCT.

6.12.5.2.2.1.2. Taxi clear of runway, if possible.

6.12.5.2.2.1.3. After parking, establish contact with the senior fire officer (call sign; Fire Command) on the UHF single frequency 235.0.

6.12.5.2.2.2. 35 CES/CEF Fire and Emergency Services and the hydrazine response team shall respond to in-flight emergencies involving EPU activation.

6.12.6. Landing Gear Malfunction or "UNSAFE INDICATION." Aircraft experiencing or suspecting gear malfunctions shall comply with aircraft specific checklists and inform ATCT. In the event the pilot decides a gear up landing is necessary, ATCT shall activate the PCAS. The pilot shall notify ATCT if the aircraft is anticipating engaging the arresting cable. When the appropriate arresting system is ready and crash crews are positioned, ATCT shall clear the aircraft for landing.

6.13. Alternate Facility Procedures.

6.13.1. Upon arrival at the alternate location and completion of the Building Evacuation QRC, operations shall resume as close to normal as feasible.

6.13.2. The alternate facility shall be checked at least once per month IAW the Appointment of Evacuation Facility Managers appointment letter.

6.14. Airfield Fuel Spill Classifications/Procedures. AMOPS will ring out the SCN for all fuel spills classes when notified through a reliable source, e.g., ATCT, CP, MOCC, etc.

6.14.1. Class I spills involve an area less than 2 feet in any plane dimension. The using agency fire guards determine if the spill creates a fire hazard to aircraft or equipment. As a rule, Class I spills need only to be monitored until the aircraft is dispatched.

6.14.2. Class II spills involve an area not over 10 feet in any plane dimension, or not over 50 square feet in area, and not of a continuing spillage. Class II spills require using agency to post a fire guard and immediately notify the 35 CES/CEF Fire and Emergency Services through MOCC or AMOPS.

6.14.3. Class III spills involve an area over 10 feet in any plane dimension, or over 50 square feet in area or of a continuing spillage. Post using agency fire guards and immediately notify the 35 CES/CEF Fire and Emergency Services through MOCC or AMOPS.

6.14.4. Oil and hydraulic fluid spills shall be removed by the agency responsible for the spill and the responsible agency shall execute procedures IAW its site-specific spill response plan.

6.15. SOF Use of Guard Frequency. The SOF may use UHF Guard (243.000) when an immediate emergency exists. All other uses for Guard, e.g., weather recalls, shall be coordinated through the ATCT watch supervisor.

6.16. Mishap Response. Units will not release names of individuals allegedly involved in an aircraft incident or accident to agencies outside US Air Force channels unless directed by their commander. Do not discuss the accident/incident beyond what is necessary to accomplish duties. Direct all inquiries from non-mishap response personnel to 35 FW Public Affairs.

6.16.1. AMOPS will initiate Mishap QRCs.

6.16.2. AOF/CC will:

6.16.2.1. Request an aircraft mishap local (special) weather observation.

6.16.2.2. Notify Airfield Systems Flight if a NAVAID is suspected of being involved in mishap.

6.16.2.3. Notify PACAF/A3TO as soon as feasible.

6.16.2.4. File and retain all mishap/accident records for 2 years.

6.16.2.5. Act as custodian for AM recordings and any other tapes forwarded to Airfield Ops from an outside agency.

6.16.3. Airfield Systems will:

6.16.3.1. Perform an immediate and comprehensive ground check of equipment if suspected of being involved in mishap.

6.16.3.2. Take the facility out of service if it remains suspect.

6.16.3.3. Coordinate with FAA for a flight check.

6.16.3.4. Return facility to status once FAA flight check is successful.

6.17. Overdue/Missing Aircraft.

6.17.1. Terms Explained.

6.17.1.1. Overdue. Aircraft shall be considered overdue when it fails to arrive within 30 minutes of its ETA and a preliminary communications search fails to locate it.

6.17.1.2. Missing:

6.17.1.2.1. Any overdue aircraft declared "missing" by the Rescue Coordination Center (RCC).

6.17.1.2.2. When an aircraft has been cleared to land and fails to do so within 5 minutes of its estimated landing time and communications have not been reestablished.

6.17.1.2.3. When radio or radar contact cannot be established with an aircraft immediately after takeoff.

6.17.1.2.4. When RAPCON reports it has lost radar and radio contact with an aircraft.

6.17.2. Procedures.

6.17.2.1. AMOPS shall start a preliminary communications search when an inbound aircraft has not landed or informed ATCT/RAPCON of its intentions 30 minutes after its ETA. The search shall include contacting the following agencies to gain information as to the status/location/intentions of the subject aircraft, whether local or transient:

6.17.2.1.1. ATCT (and SOF when applicable).

6.17.2.1.2. RAPCON.

6.17.2.1.3. 35th Fighter Wing Command Post.

6.17.2.1.4. 35th Maintenance Group Maintenance Operations Control Center and Transient Alert.

6.17.2.1.5. NAF OPS.

6.17.2.1.6. Chitose Flight Service Center.

6.17.2.1.7. Sapporo ACC.

6.17.2.1.8. Aircraft last departure base.

6.17.2.1.9. Aircraft home station (if known).

6.17.3. Search and Rescue (SAR) Activation. Commander, 35th Fighter Wing shall activate any SAR actions as deemed necessary on missing or confirmed lost aircraft. Local aircraft may be used to take selected members of the initial response force to the scene of a mishap. SAR may require use of Japan Self Defense Force SAR aircraft.

6.17.3.1. During 35 FW flying operations contact the SOF immediately. The SOF possesses all required information to activate and coordinate SAR assets. Expeditious notification is critical for the safe recovery of pilots/aircrew.

6.18. Anti-hijack/Unauthorized Aircraft Movement. ATCT will activate the PCAS and relay all available information in the event of an unscheduled aircraft engine start that cannot be verified, an aircraft taxiing without prior permission, or notification that a hijacked aircraft has or is expected to land at Misawa AB.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Planning Procedures.

7.1.1. Flight Plan Forms. All flights that depart Misawa must file a DD Form 1801, DoD International Flight Plan. The DD Form 1801 is filed by the pilot, copilot, or navigator as early as possible.

7.1.1.1. Flight plans must be filed at least 1 hour before proposed departure time for flights remaining within Japan. Overseas/international and UAS flight plans must be filed at least 2 hours in advance.

7.1.1.2. DD Form 1801 may be filed by base assigned aircraft (13 FS, 14 FS, or NAF Misawa) on or off station via email, provided:

7.1.1.2.1. All required information, including signature, is contained on the form.

7.1.1.2.2. AMOPS receives the email at least 1 hour (preferably 2 hours) prior to departure time. The 2-hour lead time is to work out any potential routing errors and/or airspace restrictions with the affected unit, and to prevent any aircraft departure delays.

7.1.1.2.3. AMOPS is notified by phone (follow-up) of the flight plan.

7.1.1.2.4. The original flight plan is maintained IAW Air Force WEB-RIMS Records Disposition Schedule (RDS) located at: **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

7.1.1.2.5. Locally filed flight plans may be amended by any means provided the original flight plan is on file at the departure AMOPS.

7.1.1.3. Stereo flight plans may be filed by base assigned aircraft (13 FS, 14 FS, 69 RG Det 1 or NAF Misawa) or a Misawa Air Base assigned tenant unit provided there is a 35 OG/CC approved and signed document (MFR, LOA, etc.) stating that this unit may use stereo flight plans for the duration of their tour.

7.1.1.3.1. Stereo flight plans may be filed over the phone at 226-3110. The following information is required to process a stereo flight plan.

7.1.1.3.1.1. Aircraft call sign

7.1.1.3.1.2. Number/type of Aircraft

7.1.1.3.1.3. Estimated time of departure in Zulu time (ETD)

7.1.1.3.1.4. Estimated time en route (ETE)

7.1.1.3.1.5. Fuel in hours/minutes

7.1.1.3.1.6. Number of personnel on board (POB). **NOTE**: The above information may be provided through a unit developed schedule emailed to the AMOPS Organization box (**35oss.osam@us.af.mil**).

7.1.1.4. Form 7540-010-0022-H can be used for local sorties by JASDF transient or JASDF locally assigned aircraft.

7.1.2. Patriot Excalibur (PEX) is a U.S. Air force software application that coordinates the scheduling, training, standards evaluation, and aircraft status activities of unit-level operational military aerospace units. It may be used for USFJ base assigned IFR/VFR flights within the established local flying area. TDY/transient units not filing in AMOPS shall contact the AFM or AOF/CC at least 48 hours prior to setup flight plan filing procedures IAW AFMAN 13-204v2. Flight plans for local sorties will be automatically filed by AMOPS, provided:

7.1.2.1. Individual pilots obtain an adequate weather briefing and checks current NOTAMs.

7.1.2.2. Sufficient information relative to the flight is included to adequately guard the flight.

7.1.2.3. Each unit operations center/duty desk will advise AMOPS of any additions, changes, or deletions to their respective daily flight schedules NLT 2 hours prior to the proposed departure time. This will ensure enough lead time to amend/retransmit flight plans and prevent potential departure delays.

7.1.2.4. Flying squadrons ensure the local flying schedule is loaded in PEX by 1300L for the day flight weeks, and by 1600L for the night flying weeks on the day preceding the proposed flights. Wing agencies to include the 35 FW Executive Secretary, 35 FW Wing Operations Center (WOC), Weather, Maintenance Operations Control Center (MOCC), and AMOPS pull the schedule from PEX. JASDF is provided a copy by AMOPS.

7.1.2.5. When the Misawa Automated Radar Terminal System or Flight Services and Aircraft Movement Information Service Data Processing (FADP) equipment is not operational AMOPS shall relay the following items to JASDF personnel who will in turn forward the information to ATCT and the Chitose Flight Service Center:

7.1.2.5.1. Aircraft call sign.

7.1.2.5.2. Aircraft type and number in flight.

7.1.2.5.3. IFR or VFR

7.1.2.5.4. Destination/departure location.

7.1.2.5.5. ETD/ETA.

7.1.2.5.6. Other necessary information.

7.1.3. Navy P-8 Aircraft Alert Launch. Navy Duty desk shall contact AMOPS and provide call sign, ETD, ETE, and which specific flight plan to file. AMOPS will process the flight plan promptly, inform ATCT, BOPS, and enter the flight plan into the ATC system.

7.2. Weather Services.

7.2.1. Weather services are available 0700L-1700L, Mon-Fri, closed on weekends, holidays, and 35 FW down days. Weather services are located in Bldg1090.

7.2.2. Weather forecasting services are provided by both USAF and JASDF personnel to their respective aircraft. Only USAF weather forecasting will be used by USAF aircraft stationed at or transiting Misawa AB.

7.2.3. JASDF personnel take observations, which are, in turn, used by USAF and JASDF aircraft. USAF and JASDF weather officers shall pass all weather warnings and advisories to ATC. ATC shall, in turn, pass USAF warnings and advisories to US aircraft, and JASDF warnings and advisories to Japanese aircraft.

7.2.4. USAF aircrews can access Pilot-to-Metro services on 344.6 MHz/

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB).

8.1.1. Purpose. The AOB will convene at least once per quarter in accordance with AFMAN 13-204V1 para 4.2, *Management of Airfield Operations*, to provide a forum for discussing, updating, and tracking various activities in support of flying missions at Misawa AB.

8.1.2. AOB Membership. The AOB is chaired by the 35 OG/CC, as delegated by the WG/CV IAW AFMAN 13-204V1 para 4.2.1.

8.1.2.1. Commanding Officer, Naval Air Facility, or representative.

8.1.2.2. Commander, 35th Mission Support Group

8.1.2.3. Commander, 35th Maintenance Group

8.1.2.4. Commander, 35th Operations Support Squadron.

8.1.2.5. Commander, 35th Civil Engineer Squadron or representative.

8.1.2.6. Commander, 35th Communication Squadron or representative.

8.1.2.7. Commander, 13th Fighter Squadron or representative.

8.1.2.8. Commander, 14th Fighter Squadron or representative.

8.1.2.9. 35th Fighter Wing Safety.

8.1.2.10. 35th Fighter Wing Command Post representative.

8.1.2.11. 35th Operations Group Standardization and Evaluation.

8.1.2.12. JASDF 3rd Air Wing Chief of Defense and Operations representative (Observer).

8.1.2.13. JASDF 3rd Air Wing Chief of Logistics representative (Observer).

8.1.2.14. JASDF Air Traffic Control Squadron representative.

8.1.2.15. JASDF 3rd Air Wing Base Operations Squadron representative.

8.1.2.16. JASDF CH47 Squadron representative (Observer).

8.1.2.17. JASDF E2C Squadron representative (Observer). **NOTE**: On occasion, a single 3 AW representative will represent all JASDF Flying Units.

8.1.2.18. Japan Civil Aviation Bureau representative.

8.1.2.19. 35th Civil Engineer Squadron, Fire Protection representative.

8.1.2.20. 35th Operations Support Squadron, Airfield Operations Flight Commander, ATC Liaison, Airfield Manager, and Radar, Airfield, and Weather Systems representative.

8.1.3. Agenda. The agenda shall include the mandatory items listed in AFMAN 13-204v1, attachment 3, Airfield Operations procedures and programs, and any other pertinent issues the wing deems necessary.

8.1.3.1. The following items shall be briefed once annually:

8.1.3.1.1. TERPS (reviewed each AOB)

8.1.3.1.2. Special Interest Items (SII) (1st quarter)

8.1.3.1.3. Aircraft Parking Plan (2nd quarter)

8.1.3.1.4. Results of annual self-inspection (3rd quarter)

8.1.3.1.5. LOP Review (3rd quarter)

8.1.3.1.6. Air Installation Compatible Use Zone (4th quarter)

8.1.3.1.7. Results of the Annual Airfield Certification/Safety Inspection (4th quarter)

8.1.3.1.8. Status of existing airfield waivers (reviewed each AOB)

8.1.4. Minutes of the board. Minutes are published and distributed to board attendees, AFFSA and MAJCOM within 20 workdays from the time the AOB convenes.

8.2. NOTAM Procedures.

8.2.1. AMOPS is the USAF NOTAM monitoring and submitting facility. JASDF BOPS is the Japanese NOTAM monitoring and submitting facility.

8.2.2. USAF NOTAMs shall be processed IAW AFI 11-208 and the Airfield Management Operations Instruction.

8.2.3. AMOPS shall notify JASDF BOPS representative when submitting or changing NOTAM.

8.2.4. Publish NOTAM outlining the restrictions and firefighting capabilities when ARFF status is reduced or degraded below the mission parameters set for MAB. Notify the Airfield Operations Flight Commander, Command Post, Supervisor of Flying (if available), JASDF ATCT JASDF Radar Approach Control, JASDF Base Ops and Navy Base Ops when the ARFF status is reduced or degraded stating the required restriction(s).

8.2.4.1. 35 CES/CEF (Fire Department) will report the current ARFF status to 35 OSS/OSAA daily and whenever the ARFF status is reduced or degraded below the capabilities to support MAB local or transient mission.

8.3. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes.

8.3.1. AMOPS shall maintain a FLIP account with the National Geospatial Intelligence Agency (NGA) for transient aircraft support. The NCOIC, AMOPS or designated representative shall manage the FLIP account (change annual requirements, one-time orders, etc.) directly with NGA through the NGA website.

8.3.2. The AM FLIP custodian shall order FLIP products for base units according to established distribution procedures if required. (See AFI 11-201, *Flight Information Publications*, AFMAN 14-405, *Multiple sources, Discipline, and Domain Intelligence, Surveillance, and Reconnaissance (ISR)*, and National Geospatial-Intelligence Agency (NGA) Catalog of Maps, Charts, and Related Products.)

8.3.2.1. Each base assigned unit with a requirement for FLIP products must maintain an NGA FLIP account and order the appropriate FLIPs. **NOTE**: FLIPs may be ordered by AMOPS for local units with at least 30 days prior notification.

8.3.3. The AM FLIP custodian shall prepare and coordinate non-procedural FLIP changes with appropriate local agencies before requesting changes. The AFM shall approve and submit non-procedural FLIP change requests to HQ Air Force Flight Standards Agency (AFFSA).

8.4. Prior Permission Required (PPR) Procedures.

8.4.1. All transient aircraft operations require prior permission. PPRs are generally issued by AMOPS no earlier than 7 days and no later than 24 hours prior to the aircraft's estimated arrival.

8.4.1.1. The AFM may approve PPRs outside these windows to support contingencies or long-range planning of exercises.

8.4.2. PPR services for USN/USMC aircraft shall be provided by NAF Misawa personnel.

8.4.3. PPR services for USAF and all other aircraft shall be provided by AMOPS personnel.

8.4.4. Consult the current IFR Supplement for further information on Misawa AB PPR procedures.

8.5. Air Evac Notification and Response Procedures.

8.5.1. Arriving/departing aeromedical evacuation aircraft require fire/rescue equipment in place for landing, unloading, and takeoff. Normal parking is on the transient ramp.

8.5.2. AMOPS shall:

8.5.2.1. Notify the USAF Hospital of inbound Aeromedical evacuation flights.

8.5.2.2. Notify 35 CES/CEF Fire and Emergency Services of ETA changes of 15 minutes or more.

8.5.3. USAF Hospital shall coordinate with 35 CES/CEF Fire and Emergency Services when fire/rescue equipment for Aeromedical flights is required.

8.5.4. The 35 CES/CEF Fire and Emergency Services shall ensure proper fire/rescue equipment is in place when necessary for these flights.

8.5.5. ATCT shall notify AMOPS when an Aeromedical evacuation flight is 15 miles from the runway and AMOPS shall in turn notify 35 CES/CEF Fire and Emergency Services.

8.6. Unscheduled/Unauthorized Aircraft Arrivals.

8.6.1. Unscheduled aircraft arrivals are aircraft that land at Misawa AB without pre-coordination and prior approval.

8.6.1.1. After receiving airborne coordination/permission to land from AMOPS, the aircraft commander shall be required to process a written explanation of the incident through the 35 OG/CC to the 35 FW/CC of the aircrew violating the restriction. Information copies will be provided to MAJCOM.

8.6.2. If an aircraft arrives after being denied permission to land, the situation will be treated as an unauthorized landing.

8.7. Distinguished Visitor Arrival/Parking Procedures.

8.7.1. ATCT shall inform AMOPS when an aircraft carrying a DV is 15 miles from Misawa. ATC shall not accept, nor honor, requests for such information from any other agency.

8.7.2. AMOPS personnel shall notify the following agencies of all DVs inbound to Misawa AB. This notification will include the appropriate VIP code and name of DV, call sign and type aircraft, aircraft parking location, estimated time of arrival, and actual time of arrival.

8.7.2.1. Command Post

8.7.2.2. ATCT (inbound and outbound)

8.7.2.3. Transient Alert

8.7.2.4. Protocol

8.7.2.5. SOF

8.7.2.6. Air Terminal Operations Center/AMC Terminal

8.7.2.7. Navy Operations (as required, for Navy DVs)

8.7.3. USAF, NAF, and BOPS personnel will coordinate to determine specific DV parking assignments.

8.7.3.1. Non-standard parking near the Base Operations (Building 1090) Red Carpet may be arranged using the following procedures:

8.7.3.1.1. In support of non-standard aircraft parking and USAF parking spot wing-tip clearance limitations near the JASDF Aircraft Parking Ramp, JASDF Base Operations (BOPS) will ensure the last 18m of the west end of BOPS Parking remains vacant for the duration of the request.

8.7.3.1.2. Requests for non-standard parking reservations near the Red Carpet will be submitted, in writing, and will include aircraft type, date and time(s) of requested parking reservation, and, if applicable, Distinguished Visitor (DV) Code.

8.7.3.1.3. Requests will be submitted at least 72 hours prior to requested parking reservation date/time.

8.8. Dangerous/Hazardous Cargo.

8.8.1. All agencies at MAB that submit hazardous cargo for air shipment, or anticipate reception of such cargo, shall provide AMOPS with the net explosive weight (NEW), DoD classification, withdrawal distance, and firefighting time. AMOPS shall relay this information to all appropriate agencies.

8.8.2. Explosive Cargo Aircraft Parking. Designated explosive parking areas are the hot cargo area and the south transient ramp, parking spots 1 and 2.

8.8.2.1. The south transient ramp is defined as the aircraft parking areas adjacent to TWY A from Building 918 to Building 949, the areas are shown in **Attachment 2** and are subject to the limitations/restrictions shown in **Table 8.1** Explosive material must be under constant observation until downloaded/or uploaded. **NOTE**: During contingency operations, additional hazardous cargo parking spots are available. Refer to Misawa Base Map D-8 for a detailed description of locations and limitations.

8.8.3. Hot Cargo Area. The primary Hot Cargo Pad (HCP) is located at the north end of TWY C3. Alternate HCPs have been sited on the AMC Ramp and 949 Ramp.

8.8.3.1. AMOPS is the central point of contact for scheduling use of the HCP.

8.8.3.1.1. Any agency (including Navy) having a requirement to use these areas must contact AMOPS at least 24 hours in advance.

8.8.3.1.2. JASDF requests must be in writing and pre-coordinated with 35 FW/SE.

8.8.3.1.3. AMOPS and BOPS personnel shall keep each other informed of their respective aircraft operations on the HCP.

Table 8.1. Explosive Cargo Parking Area Limitations.

Net Explosive Weight (NEW in pounds)			
Class/Division	**Hot Cargo Pad**	**South Transient Ramp**	
		Parking Spot 1 (949)	**Parking Spot 2 (943/AMC)**
1.1	40,000	Not Authorized	Not Authorized
1.2.1	62,900	Not Authorized	Not Authorized
1.2.2	500,000	224	178
1.2.3	500,000	Not Authorized	Not Authorized
1.3	500,000	14,000	13,000
1.4	Capacity	Capacity	Capacity

8.8.4. Procedures. Transient aircraft transporting hazardous cargo to the primary HCP shall proceed to TWY B3 where a "Follow Me" vehicle will escort the aircraft to the HCP via TWY C3. **NOTE**: Transient Alert will ensure adequate wingtip clearance of aircraft transitioning to/from the HCP if there are aircraft parked in front of D54 and/or D58 and contact AMOPS for assistance/coordination in moving these aircraft (as required).

8.8.5. All other use of the HCP must be coordinated through AMOPS.

8.9. Night Vision Device (NVD) Operations. NVD operations are not permitted in Misawa AB's local pattern.

8.10. Local Aircraft Priorities.

8.10.1. Normally, a "first come, first served" basis of priority is used by ATCT and RAPCON facilities. Due to the special mission requirements of the traffic listed below, inbound or outbound traffic shall be re-sequenced when necessary to allow for quick takeoff or landing of these aircraft. Low approach and touch and go (except flight check) may be limited when the traffic pattern is congested. Traffic complexity and density shall be the final determining factor for compliance with this paragraph.

8.10.2. ATCT shall not deny takeoff clearance but shall sequence aircraft arrivals/departures in accordance with established traffic priorities listed below. L=Landing Priority; T=Takeoff Priority.

8.10.2.1. Emergencies (L)

8.10.2.2. Actual Air Defense Scramble (T)

8.10.2.3. SAR Scramble (L/T)

8.10.2.4. P-8/E-2/RQ-4 Ready Alert (T)

8.10.2.5. MEDEVAC A/C (L/T)

8.10.2.6. Simulated Air Defense Scramble (T)

8.10.2.7. DV Aircraft, Code 7 or Higher (L/T)

8.10.2.8. Anti-Submarine Warfare A/C Returning/Arriving from Operational Mission of Long Duration (L)

8.10.2.9. RQ-4/MQ-4 Operational Mission at the discretion of the Senior Airfield Authority (T)

8.10.2.10. NAVAID Flight Check Missions

8.10.2.11. Other Military A/C (L/T)

8.10.2.12. Other RQ-4/MQ-4 (L/T)

8.10.2.13. Scheduled Civil Aircraft (L/T)

8.10.2.14. Civil Air Training Flight (L/T)

8.10.3. Use the term "approaching divert fuel" when within five minutes of making a divert decision. Do not use "minimum fuel" for this purpose. "Available holding time" can be used to communicate fuel state to ATC when still above divert fuel. ATC will prioritize sequencing to aircraft that have stated "approaching divert fuel."

8.11. Lost Communications Instructions.

8.11.1. Pilots who experience lost communications shall squawk 7600 (7700 w/Emergency) and continue to make calls in the "blind".

8.11.2. VFR/Day Procedures:

8.11.2.1. Maintain VMC

8.11.2.2. Enter initial at 1100 MSL for the last know active runway

8.11.2.3. Fly alongside the runway at 1100 MSL rocking wings

8.11.2.4. At departure end, fly to closed downwind at 2100 MSL

8.11.2.5. Observe the tower for a light gun signal

8.11.2.5.1. A green light gun signal from the tower is a clearance to land

8.11.3. IMC/Night Procedures:

8.11.3.1. Proceed to SHOJU IAF

8.11.3.2. Execute the instrument approach for the last known active runway

8.11.3.3. If the recovery can be flown VMC, comply with **para. 8.11.2**

8.11.3.4. Observe the tower for a light gun signal

8.11.3.4.1. A green light gun signal from the tower is a clearance to land

8.11.4. IMC/Night Procedures During VORTAC Outage.

8.11.4.1. If the recovery can be flown VMC, comply with **para. 8.11.2**.

8.11.4.2. Divert to alternate airport.

8.11.5. Helicopter Lost Communications Procedures.

8.11.5.1. In the event of lost communications with the controlling agency, pilots will squawk the appropriate codes and attempt to maintain VMC if able.

8.11.5.2. If able to maintain VMC, pilots will navigate to the north side of the airfield, avoiding the local no-fly areas and entering a normal downwind for the active runway at 600 feet, looking for a green light from ATCT. Pilots will turn downwind and fly a normal pattern landing on the runway, if no red light is observed.

8.11.5.3. If unable to maintain VMC, pilots will climb or descend to 4,000 feet and proceed to the IAF (DEVLS) for the ILS or TACAN RWY 28 regardless of the current active runway. Begin the approach immediately upon arrival. If the pilot determines the situation dictates a shorter approach, he/she may intercept the approach inside the IAF. Pilots will continue the published approach once started, even if VMC conditions are encountered. Pilots may fly a straight-in or a modified (tight) circling approach to land in either direction and should plan to touch down at the midfield marker. The approach should terminate to the ground via a run-on or other type landing as required.

8.12. Local Climb-Out Instructions.

8.12.1. Runway 28. Continue Runway heading until 3 DME, then turn right heading 060 Climb and maintain 1,600 feet.

8.12.2. Runway 10. Continue Runway heading until 2 DME, then turn left heading 320 Climb and maintain 1,600 feet.

8.12.3. When a pilot requests multiple approaches, ATC may issue "execute local climb-out," and the pilot is expected to comply with the local climb-out appropriate for the runway in use. If the pilot is unfamiliar with local climb-out, specific instructions must be issued.

8.13. Opposite Direction Take-Offs and Landings.

8.13.1. Opposite Direction Take-offs and Landings. ATCT is the final authority for opposite direction operations. All facilities shall use the phrase *"OPPOSITE DIRECTION ARRIVAL/DEPARTURE RUNWAY [numerical designator]"* for all inter/intra-facility coordination. Opposite direction criteria for all situations are as follows:

8.13.1.1. An arrival shall not be allowed to proceed closer than 15 miles from the runway until an arrival to the opposite runway has crossed the landing threshold.

8.13.1.2. An arrival shall not be allowed to proceed closer than 15 miles from the runway until a departure/low approach/touch and go from the opposite runway is airborne and lateral or vertical separation is assured.

8.13.1.3. A departing aircraft shall not be placed in position for takeoff when an arrival to the opposite runway is within 15 miles of the runway.

8.14. Breakout/Go Around/Missed Approach Procedures.

8.14.1. Aircraft on final approach shall be issued go around or missed approach instructions as specified. Local Climb-Out procedures shall apply unless stipulated by ATC.

8.14.2. When an aircraft is 4 miles or more on final approach, ATCT shall issue instructions to break the aircraft to the north: "Turn/Fly (left/right) (heading), Climb and Maintain (altitude)."

8.14.3. When an aircraft is less than 4 miles on final, ATCT shall issue instructions to maintain runway heading at or below 1,600 feet.

8.14.4. ATCT may break an arriving aircraft to the south if traffic conditions permit.

8.14.5. Aircraft on an instrument approach or visual straight-in approach should be cleared for a landing maneuver or issued missed approach instructions no later than 2 miles from runway.

8.14.6. Aircraft in the VFR pattern shall be issued go around instructions far enough from the runway to allow the pilot time to execute a go around safely.

8.14.6.1. Aircraft in a 360-degree overhead pattern should be cleared for a landing maneuver or issued go around instructions prior to the aircraft turning final.

8.14.6.2. Aircraft flying in the VFR pattern should be cleared for a landing maneuver or issued go around instructions prior to the aircraft turning final.

8.14.7. ATC shall issue go around instructions to an aircraft on final if it reaches a point within 2 NM of the runway and there is an aircraft in takeoff position on the runway. The aircraft on the runway shall be told to hold position until the other aircraft is clear. **NOTE**: Aircraft under RAPCON control shall not proceed beyond 3-mile final without ATCT clearance.

8.15. Civilian Aircraft Operations.

8.15.1. Flight plan approval procedures for civil aircraft are not a function of Air Force approval authorities. Operators of civil aircraft shall comply with all applicable air regulations and International Civil Aviation Organization (ICAO) documents.

8.15.1.1. Misawa City Airport. Misawa is a joint-use airfield, and the runway and taxiways are shared with the Japan Civil Aviation Bureau (JCAB) and Misawa City Airport. Civilian airline aircraft are authorized to operate up to seven times daily to/from the Misawa City Airport. **NOTE**: All Misawa City Airport flight requests must be routed through the AFM and/or AOF/CC for approval.

8.15.1.1.1. Each month, JCAB will provide AM with a copy of the Misawa City Airport monthly flying schedule. If there are any changes to the schedule, the AFM will be notified immediately, and will in turn provide an updated schedule to AMOPS.

8.15.1.1.2. All civil flight plans originating from the Misawa City Airport will be handled by BOPS. Any coordination with Misawa City Airport flights will be accomplished between the AFM and JCAB.

8.15.1.2. AMC Contract Aircraft. Misawa has AMC contract aircraft that arrive on specified days in support of personnel/cargo movement, U.S. mail shipments, TMO shipments, etc.

8.15.1.3. Federal Aviation Administration (FAA) Aircraft—Flight Check. Periodically, the FAA will flight check the instrument landing system and procedures for compliance and status. These flight checks will be prior coordinated between the FAA, ATC Liaison, and the AFM.

8.15.1.4. Foreign Aircraft (Government/Civil). The AFM must be notified for all foreign aircraft (government or civil) requests that want to use Misawa. In turn, the AFM will contact 5 AF for coordination and approval.

8.16. Civil Use of Military RAWS equipment. Civil aircraft are authorized to use Misawa AB NAVAIDS.

8.17. Aero Club Operations. Misawa AB does not have an aero club.

8.18. Weather Dissemination and Coordination Procedures. AMOPS shall activate the SCN for all weather warnings IAW the Weather Warning QRC.

8.19. Large Force Employment (LFE) Procedures. LFEs will be coordinated and flown IAW the Local Operating Procedure between the 35 FW and Sapporo ACC.

8.20. Bird/Wildlife Control. Local Bird/Wildlife control procedures will be IAW the 35 FWI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Program.*

8.21. Bird Watch Conditions (BWC).

8.21.1. Declaring Authority. During normal 35 FW flying operations, the SOF declares the BWC. The AFM or designated representative declares BWC during all other periods.

8.21.2. BWC LOW: Bird activity on and around the airfield is such that there is low potential for strikes.

8.21.2.1. No flight restrictions.

8.21.3. BWC MODERATE: Bird activity in locations representing increased potential for strikes. Increased vigilance by all agencies, supervisors, and pilots is required.

8.21.3.1. No formation takeoffs or landings. Aircraft limited to full stop landing or restricted low approaches at or above 500’ AGL.

8.21.4. BWC SEVERE: Bird/wildlife activity on or immediately above the active runway or other specific locations representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under BWC Severe.

8.21.4.1. Takeoffs and landings by 35 FW aircraft must be approved by 35 OG/CC or higher authority.

8.21.5. Additional procedures and program guidelines are identified in 35 FWI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Program.*

8.22. Supervisor of Flying (SOF) Operating in the ATCT.

8.22.1. A SOF will be in the ATCT during all 35 FW flying operations.

8.22.2. The SOF shall discuss operations issues only with ATCT Watch Supervisor or RAPCON Watch Supervisor. The SOF may make recommendations/suggestions to ATC based on unique requirements of individual missions or knowledge of the flying schedule.

8.22.3. The SOF may use ATC frequencies only with ATCT Watch Supervisor approval. Once approved, transmissions will only be for safety of aircraft operation or preserving life or property. IAW AFMAN 13-204v3, SOFs are prohibited from performing ATC functions or transmitting ATC instructions or clearances to an aircraft.

8.22.4. Additional guidelines for SOF operations are in AFI 11-418 and MOUI 3005.

8.23. Airfield Photography.

8.23.1. Photography within the permanent flight line and restricted areas is prohibited unless the photographer has explicit written permission from the designated owning unit commander with coordination through 35 FW Public Affairs (PA) and authenticated by 35 SFS/S5. **NOTE**: The AFM or designated representatives are exempt from approvals to take pictures of pavements, airfield violations, and/or potential problems associated with the airfield, in-flight and ground emergencies. Visual Information personnel in possession of a Photography Badge are authorized to take photos of the flight line and restricted areas. Additional procedures are outlined in AFI31-101_PACAFSUP-O, *Integrated Defense Plan.*

8.24. Unmanned Aerial System (UAS) Procedures. The following general procedures apply to UAS operations. If a separate Local Operating Procedure (LOP) is established between the UAS unit, 35 FW (signed by 35 FW/CC), and JASDF ATCS, the procedures described in the LOP shall be applied.

8.24.1. UAS operations will be conducted within Misawa's "Local Flying Areas" (**Chapter 3**) with full aircraft lighting and an operational transponder.

8.24.2. UAS pilots/operators will pre-coordinate all Misawa airspace use with 35 FW, JASDF 3AW, JASDF ATCS, Naval Air Facility (NAF) Misawa, and CTF-72. UAS unit must send one representative to the Misawa AB "Deconfliction Meeting" every Wednesday at 1230L. The meeting equitably determines airspace (Bravo, Charlie, and MAGNUM) use two weeks in advance. Post-meeting changes will be disseminated by 35 OSS/OSOS (Wing Scheduling Office, 226-3841) via email or phone call.

8.24.2.1. UAS unit must provide monthly and other schedule updates, i.e., weekly updates or 48-hour schedule, to 35 OSS/OSOS and 35 OSS/OSA (Airfield Operations Flight Staff, 226-3728/3110, **35oss.osam@us.af.mil**) for airfield operations purposes.

8.24.2.2. UAS unit must provide important phone numbers, email addresses, and locations of primary operations on Misawa AB to 35 OSS/OSA.

8.24.2.3. Special consideration of the status of MAGNUM Airspace is vital. Failure to properly coordinate could result in cancellation or significant delay to UAS operations. See **Attachment 6** for MAGNUM airspace diagram. Additional procedures are outlined in MAGNUM Letter of Procedure.

8.24.2.4. UAS unit will request submission of NOTAM to include area of operation and timeframe. Email NOTAM verbiage to appropriate operations support office (AMOPS, **35oss.osam@us.af.mil** or BOPS, **3wg-bops004@inet.asdf.mod.go.jp**).

8.24.3. The use of Special VFR by UAS flights is prohibited.

8.24.4. Overflight Restriction. Aircraft under ATCT control shall not be permitted to overfly UAS aircraft at any time. This procedure ensures separation in the event the UAS executes an unplanned/emergency climb.

8.24.5. AMOPS Procedures:

8.24.5.1. Coordinate with Civil Engineering, Safety, and Terminal Instrument Procedures (TERPS) to ensure that UAS bed down locations, including shelters/hangars and

communication towers, are sited IAW with UFC 03-260-01 and TERPS criteria, pursuing waivers as required.

8.24.5.2. Coordinate to include established UAS taxi routes to the daily sweeping requirements.

8.24.5.3. Provide Airfield Drivers Training to UAS units IAW AFI13-213_35FWSUP. For short term/temporary operations, the Deputy Airfield Manager (DAFM) will publish and provide additional familiarization training for all units that operate vehicles on the airfield. UAS familiarization will include special launch and recovery operations.

8.24.5.4. Pass all airfield status changes to UAS operator or operations team in a timely manner.

8.24.5.5. Coordinate all changes to airfield signage/markings along established UAS taxi routes with UAS Ops prior to changes being made.

8.24.5.6. Coordinate FLIP entries for UAS operations.

8.24.5.7. Coordinate with Civil Engineering, Safety, Security Forces, Transient Alert, Maintenance Operations Control Center, and flying units to designate areas for loading, unloading, arming and de-arming UAS.

8.24.5.8. Publish NOTAMs for UAS operations.

8.24.5.9. Include the UAS designation, e.g., RQ-4 or MQ-4C, in the remarks section of all IFR flight plans.

8.24.6. ATC Procedures:

8.24.6.1. Aircrew will advise ATCT via radio or recorded landline (DSN 226-3515) the initiation and completion of flight activities. All communication between aircrew and ATC will be over primary ATC frequencies, unless the use of recorded landline communications is deemed necessary.

8.24.6.2. Describe UAS to other aircraft by stating “unmanned aircraft”.

8.24.6.3. UAS aircrew will not be instructed to follow other aircraft. Visual separation between UAS and manned aircraft or UAS and UAS is not authorized. This does not restrict ATCT controller’s ability to visually separate aircraft.

8.24.6.4. For the purposes of ATC separation and sequencing, classify the UAS as “Category III”, subject to change dependent on appropriate guidance.

8.24.6.5. Advise adjacent approach control facilities that UAS operations are being conducted or terminated.

8.24.6.6. Removal of departure end barrier cables will be coordinated using the following procedure (During 35 FW local flying, ATCT must coordinate with 35 OG SOF and JASDF Flight Operation Center (FOC)) to support UAS operations.

8.24.6.6.1. 45 minutes prior to the anticipated departure or arrival time, UAS operator will contact Misawa ATCT on the Ground Control (GC) frequency and request barrier removal.

8.24.6.6.2. ATCT request barrier removal from AMOPS.

8.24.6.6.3. Barrier removal may be suspended or delayed by ATCT according to operational necessity.

8.24.6.7. ATC will advise aircrew of any transient aircraft which may impact operations.

8.24.6.8. The safety of all manned aircraft will take precedence over unmanned aircraft in the event of an emergency. In the event of an emergency involving the UAS, ATC will apply local procedures (JASDF ATCS Operations Instruction) or procedures in an established MOUI between the UAS unit, 35 FW, and JASDF ATCS, at minimum.

8.24.6.9. ATC shall notify aircrew of any No Radio (NORDO) aircraft which may impact UAS operations. If unable to contact NORDO aircraft, ATC will coordinate with the UAS aircrew to determine the course of action method to ensure safe operations of all aircraft.

8.24.6.10. RAPCON shall make a broadcast on the ATIS when UAS operations are in effect. Example: “unmanned aircraft operations are in progress.”

8.24.7. Lost Link/Lost Communication Procedures:

8.24.7.1. Aircrew will use a separate land-based radio or telephone to ensure continued communication with ATC or range control during any lost link events.

8.24.7.2. Code 7400 or 7600 may be displayed by UAS when the control link between the aircraft and the pilot is lost. Lost link procedures are programmed into the flight management system and associated with the flight plan being flown.

8.24.7.3. If lost link occurs, UAS pilot/operator will immediately notify ATC with the following information, if applicable:

8.24.7.3.1. Time of lost link.

8.24.7.3.2. Last known position.

8.24.7.3.3. Altitude.

8.24.7.3.4. Direction of flight.

8.24.7.3.5. Confirmation of lost link procedures.

8.24.7.3.6. Confirmation pilot/Mobile has visual contact with UAS.

8.24.7.3.7. In the event of lost link, lost communication between UAS pilot/operator and ATC or lost communication between UAS pilot/operator and MOBILE, ATC will do the following:

8.24.7.3.7.1. Determine the lost link procedure, as outlined in the Special Airworthiness Certificate or Certificate of Waiver or Authorization (COA) or a MOUI.

8.24.7.3.7.2. Coordinate, as required, to allow UAS to execute the lost link procedure.

8.24.7.3.7.3. Issue advisories and ATC instructions as appropriate to ensure safe operations for all aircraft.

8.24.7.3.7.4. Recover other MQ-4/RQ-4 aircraft as appropriate. **NOTE**: Lost link procedures are dependent upon airframe and operations and may require additional

procedures to be established in a MOUI between the UAS unit, 35 FW, and JASDF ATCS, at minimum. (For example, specification of required rescue services for UAS lost link emergencies, taxi routes, and system checks/tests.)

8.24.8. Mobile Operations:

8.24.8.1. Responsibility. The RQ-4/MQ-4 will be "shadowed" (accompanied) by a safety observer vehicle, e.g., MOBILE or PHOENIX MOBILE during taxi, takeoff, and landing. MOBILEs shall coordinate with the ATCT if additional vehicles are required on the runway. MOBILEs are responsible to visually clear for the pilot-in-control during all vehicle ground operations from engine start through aircraft departure and from landing until the engine is shut down at parking. The MOBILE crew is responsible for all RQ-4/MQ-4 related vehicle operations on the runway during launch and recovery operations.

8.24.8.2. MOBILEs are automatically cleared onto the runway when the RQ-4/MQ-4 is cleared onto the runway. MOBILEs shall coordinate with the ATCT if additional vehicles are required on the runway. After aircraft departure, MOBILEs will depart the runway at the next available taxiway and notify the ATCT when off the active runway.

8.24.8.3. MOBILEs are automatically cleared onto the runway behind the RQ-4/MQ-4 when the aircraft crosses the landing threshold. When the RQ-4/MQ-4 and MOBILE are clear of the runway, the Pilot shall report off to the ATCT and then request taxi to park.

8.24.9. Public Drone (Small Unmanned Aircraft) Request Procedure: IAW USFJ Commander's memorandum for "Implementation of Procedures and Processes for Public Drone Requests," 35 FW, 3 AW, and Air Traffic Control Squadron require requests to fly drones on or within 300m of Misawa AB to come from the Tohoku Defense Bureau to 35 SFS (**35SFS.ID.PublicDroneRequest@us.af.mil**). Submit requests at least 30 days before date of flight.

8.24.10. Rapid Airfield Damage Assessment System (RADAS) procedures. Refer to current RADAS Operations Letter which establishes standard operating procedures and coordination for RADAS and small UAS (sUAS) operations between 35 OSS, 35 CES, and MIS-ATCS.

8.25. Misawa AB Joint Airfields Advisory Committee (JAAC).

8.25.1. In accordance with MOUI 3005, the 35 FW or the 3 AW Commander can convene a JAAC meeting to resolve host nation airfield issues. This meeting is not intended to replace the AOB and may include but is not limited to the following members:

8.25.1.1. 35 FW Commander/Vice-Commander.

8.25.1.2. 3 AW Commander.

8.25.1.3. Commander, 35th Operations Group.

8.25.1.4. Commander, 35th Mission Support Group.

8.25.1.5. Commanding Officer, Naval Air Facility.

8.25.1.6. Commander, 35th Operations Support Squadron.

8.25.1.7. Commander, 35th Civil Engineer Squadron.

8.25.1.8. Commander, 35th Communication Squadron.

8.25.1.9. Commander, 13th Fighter Squadron.

8.25.1.10. Commander, 14th Fighter Squadron.

8.25.1.11. 35th Fighter Wing Safety Officer.

8.25.1.12. 35th Operations Group Chief, Standardization and Evaluation.

8.25.1.13. JASDF 3rd Air Wing Chief of Defense and Operations Representative.

8.25.1.14. JASDF 3rd Air Wing Chief of Logistics Representative.

8.25.1.15. JASDF Air Traffic Control Squadron Representative.

8.25.1.16. JASDF 3rd Air Wing Base Operations Squadron Representative.

8.25.1.17. JASDF CH47 Squadron Representative.

8.25.1.18. JASDF E2C Squadron Representative.

8.25.1.19. JASDF Misawa Weather Squadron Representative.

8.25.1.20. Japan Civil Aviation Bureau Representative.

8.25.1.21. Navy Operations Officer.

8.25.1.22. 35th Operations Support Squadron, Weather Flight Commander.

8.25.1.23. 35th Civil Engineer Squadron, Chief, USAF Fire Protection.

8.25.1.24. 35th Communications Squadron (35 CS/SCM).

8.25.1.25. 35th Operations Support Squadron, Commander, Airfield Operations Flight Commander, ATC Liaison and Airfield Manager.

8.26. VORTAC Outage Procedures. NOTE: The Japan Civil Aviation Bureau (JCAB) ATC regulation, equivalent to FAAO JO 7110.65, does not specifically address or authorize such "in lieu of" procedures for ILS approaches. Therefore, JASDF ATC is not authorized to clear aircraft for ILS approaches during a VORTAC outage except with the use of the below procedures.

8.26.1. The following procedures are established for JASDF ATC to allow US Armed Forces aircraft, and commercial aircraft requiring Distance Measuring Equipment (DME) to conduct ILS approaches during a Misawa AB VORTAC outage.

8.26.1.1. The number of radar trail ILS approach is limited to 2-ship.

8.26.1.2. RAPCON shall:

8.26.1.2.1. Use a PAR scope to radar monitor the aircraft for ILS approach in final approach segment.

8.26.1.2.2. Report when each aircraft passing 5NM from touchdown in lieu of FAF. **NOTE**: FAF & MAP are not depicted on the PAR scope. ATC is unable to advise aircraft when they are passing the MAP.

8.26.1.3. JASDF ATC shall provide ILS approach clearances during all VORTAC outages using the following phraseology: "*CLEARED ILS RWY 10/28 APPROACH, DME NOT AVAILABLE, WILL CALL 5 MILES FROM TOUCHDOWN.*" **NOTE**: The above phraseology shall be issued to non-Misawa-based US Armed Forces aircraft and

commercial aircraft, e.g., Patriot Express. ATC may omit the distance advisory for locally assigned aircraft.

8.26.1.4. ATC shall not provide LOC/DME approach clearances during VORTAC outages.

8.27. Drop Zone Procedures.

8.27.1. Two drop zones (DZ) are available at Misawa AB; Misawa West DZ and Misawa East DZ (see **Attachment 12.**)

8.27.2. Process Management:

8.27.2.1. The 35 OSS/OSK, Weapons Standardization, maintains the DZ survey.

8.27.2.2. The 35 OSS/OSKP, Survival Evasion Resistance Escape (SERE) manages DZ operations.

8.27.2.3. The 35 OSS/OSO, Wing Scheduling, schedules DZ operations.

8.27.3. Approval Requests:

8.27.3.1. Parachute jump and drop operations at Misawa AB require approval of the 35 FW/CC or designated representative.

8.27.3.2. Requests shall normally be coordinated at least two weeks in advance.

8.27.3.3. Requests for DZ Operations other than personnel jumps will be approved on a case-by-case basis.

8.27.4. Responsibilities:

8.27.4.1. 35 OSS/OSKP shall:

8.27.4.1.1. Coordinate use of Misawa Drop Zone with requesting agency.

8.27.4.1.2. Complete 35 OSS/OSKP Drop Zone checklist.

8.27.4.1.3. Coordinate with 35 OSS/OSO to schedule jumps/drops and add event to the flying de-confliction schedule for dissemination to 35 FW and 3 AW.

8.27.4.1.4. Notify AMOPS and ATC Liaison, at least 5 days prior to requested drop zone use.

8.27.4.2. The ATC Liaison or AOF/CC shall notify JASDF ATC of drop zone request at least 48 hours prior to drop.

8.27.4.3. AMOPS shall:

8.27.4.3.1. Formulate a NOTAM for Jump/Drop Operations based on the following example: “Airdrome closed for parachute jump/drop operations except for fixed wing engine runs and starts North of Taxiway C and C-2 aircraft South of Taxiway A.”

8.27.4.3.2. Publish the NOTAM, four days, but no later than 48 hours prior to requested drop zone use.

8.27.4.3.3. Notify Command Post at least two hours prior to drop zone activation.

8.27.4.4. BOPS shall:

8.27.4.4.1. Formulate a NOTAM for Jump/Drop Operations based on the following example: “Aerodrome closed for parachute jump/drop operations except for fixed wing engine runs and starts North of TWY C and C-2 aircraft South of TWY/Taxilane A.”

8.27.4.4.2. Publish the NOTAM, four days, but no later than 48 hours prior to requested drop zone use.

8.27.4.5. Aircrews shall:

8.27.4.5.1. Comply with all respective parachute jump/airdrop regulations and guidance outside the scope of this letter.

8.27.4.5.2. Establish two-way communication with JASDF ATC prior to commencing operations in the Control Zone and prior to receiving DZCO approval to drop.

8.27.4.5.3. Request drop zone altitudes upon initial contact with the JASDF ATC.

8.27.4.5.4. Notify AMOPS, JASDF ATC and DZCO of drop cancellations, Time on Target (TOT) changes, or malfunctions.

8.27.4.6. JASDF ATC shall:

8.27.4.6.1. Comply with all respective parachute jump/airdrop regulations and guidance outside the scope of this letter.

8.27.4.6.2. Monitor drop zone operations on the ATC Net.

8.27.4.6.3. Broadcast the drop zone clearance (normally when the drop aircraft is approximately 20 miles out): *"WIND, DROP ZONE OPERATIONS APPROVED.”*

8.27.4.6.4. If controlling the drop, broadcast "NO DROP" three times on the frequency to terminate an approved drop: *“NO DROP, NO DROP, NO DROP.”*

8.27.4.6.5. To the extent possible, make the “NO DROP” call prior to the aircraft crossing the airfield boundary; however, it may be made at any time.

8.27.4.7. The DZCO shall:

8.27.4.7.1. Comply with all respective parachute jump/airdrop regulations and guidance outside the scope of this letter.

8.27.4.7.2. Inform JASDF ATC when the drop zone is ready for parachute operations/ drops.

8.27.4.7.3. Monitor the ATC Net during DZ operations unless otherwise coordinated.

8.27.4.7.4. Establish and maintain two-way communication with drop aircraft on the frequency agreed upon in the aircrew pre-brief, normally V20, 127.9.

8.27.4.7.5. If controlling the drop, broadcast "NO DROP" three times on the frequency to terminate an approved drop: *“NO DROP, NO DROP, NO DROP.”*

8.27.4.7.6. To the extent possible, make the “NO DROP” call prior to the aircraft crossing the airfield boundary; however, it may be made at any time.

8.27.4.7.7. In the event of lost communications, remove or scramble the drop zone target marking, and if available deploy red smoke. An example of removing the target is to roll-up or physically remove the pink/orange visual target.

8.27.5. Recoveries:

8.27.5.1. VFR. VFR aircraft 20 minutes inbound to Misawa drop zones shall:

8.27.5.1.1. Contact the JASDF ATC; state call sign, position (DME south or north of Misawa); request clearance for the run-in, state type drop, TOT and requested routing/recovery.

8.27.5.1.2. If circumstances arise at the airfield temporarily preventing drop zone operations, be directed by JASDF ATC to hold VFR until operations can be approved.

8.27.5.1.3. If no higher priority traffic conflicts exist, be approved by JASDF ATC for the run-in.

8.27.5.1.4. Maneuver to the ATC assigned point for sequencing.

8.27.5.1.5. After reaching assigned point, enter downwind or initial/overhead to the desired landing runway as approved by JASDF ATC.

8.27.5.1.6. Make additional calls at 10 minutes and 3 minutes to TOT.

8.27.5.1.7. Not drop if JASDF ATC or DZCO directs a no-drop.

8.27.5.2. IFR.

8.27.5.2.1. The aircraft will be handed off to Misawa Approach control for radar vectoring to active runway.

8.27.5.2.2. When IFR aircraft are under RAPCON control and the situation prevents drop zone operations, RAPCON shall inform the aircrew of the "NO DROP" situation and direct them to climb to an approved IFR altitude.

8.27.5.2.3. The aircrew will need clearance to proceed on the previously issued routing.

8.27.6. Altitudes:

8.27.6.1. Static line jumps shall be conducted at or below 1250 ft AGL.

8.27.6.2. High Altitude Low Opening (HALO) jumps shall be as coordinated and approved by 35 FW/CC or designated representative.

8.27.7. Ground Operations

8.27.7.1. Multiple Jumps/Ground Crew Recovery:

8.27.7.1.1. Runway 10: Recovering aircraft will land then continue via B3 or B5 for taxi on TWY B to a location abeam Misawa Drop Zone to recover/reload ground crew and equipment.

8.27.7.1.2. Runway 28: Recovering aircraft will land then continue via B2 or B1 for taxi on TWY B to a location abeam Misawa Drop Zone to recover/reload ground crew and equipment.

8.27.7.1.3. All ground operations will be conducted on Ground Control frequencies as directed by the Ground Controller.

8.27.7.1.4. Aircraft may proceed via TWY B and upload/download on taxiway with ATC approval.

8.27.7.1.5. Aircraft requesting to taxi on TWY B will be instructed to hold short of TWY B once the drop aircraft has reported 10 miles/5 minutes from the drop zone or JASDF ATC has visually observed (visual or on radar) the aircraft has reached 10 miles from the drop zone.

8.27.7.1.6. Aircraft requesting to taxi on TWY A will be instructed to hold short of A2 (west of A2) or A5 (abeam A5 on A) taxiway once the drop aircraft has reported 10 miles/5 minutes from the drop zone or JASDF ATC has visually observed (visual or on radar) the aircraft has reached 10 miles from the drop zone.

8.27.7.1.7. Aircrews desiring to shut down engines to recover equipment and/or personnel should make this request with Ground Control, who will assign the location.

8.27.8. Air/Ground Traffic on Misawa airfield during DZ operations:

8.27.8.1. JASDF ATC shall:

8.27.8.1.1. Sterilize Misawa airfield/airspace of all non-participating aircraft for drops from the time of the DZCO's *"10 minute out"* call until the *"All jumpers are on the ground and safe"* call.

8.27.8.2. JASDF ATC shall NOT:

8.27.8.2.1. Authorize simultaneous fixed-wing aircraft operations on Misawa airfield between non-participating aircraft and airdrop aircraft starting from the DZCO's *"2 minutes out"* call until the DZCO's *"All jumpers are on the ground and safe"* call. Exception: Engine runs and engine starts for fixed-wing aircraft north of TWY C and C-2 aircraft parked south of TWY A are authorized.

8.27.8.2.2. Authorize helicopter or turbo-prop aircraft operations on Misawa airfield, to include engine run and engine start, starting from the DZCO's *"2 minutes out"* call until the DZCO's *"All jumpers are on the ground and safe"* call.

8.27.8.2.3. Authorize vehicles on the DZ for the duration of the DZ NOTAM. Exception 1: Vehicles and personnel in support of DZ operations: DZCOs, AMOPS, and medical support. Exception 2: If the DZ NOTAM is cancelled, normal operations may be resumed.

8.27.8.3. Aircrews shall:

8.27.8.3.1. Advise JASDF ATC when all equipment is secure.

8.27.8.3.2. Request further clearance, as necessary.

8.27.9. Resume Normal Operations:

8.27.9.1. DZCO shall:

8.27.9.1.1. Ensure all jumpers and equipment are accounted for; either observed or known to be at least 100 feet from edge of the runway.

8.27.9.1.2. Ensure movement on the runway and taxiways is not impaired.

8.27.9.1.3. Notify JASDF ATC, "Drop zone secure, operations terminated."

8.27.9.2. JASDF ATC shall:

8.27.9.2.1. Upon receipt of DZCO's "Drop zone secure, operations terminated," call request a post-airdrop runway check by AMOPS.

8.27.9.2.2. Suspend runway operations until AMOPS completes the runway check and advises ATC to "Resume normal operations."

8.27.9.2.3. Resume only ground movement and/or operations of aircraft and vehicles previously restricted by DZ operations. **NOTE**: See **paragraph 8.27.14.2**.

8.27.9.2.4. Upon receipt of AMOPS' "Resume normal operations" call, resume normal runway operations.

8.27.9.3. AMOPS shall:

8.27.9.3.1. Upon notification from JASDF ATC that "Drop zone operations are terminated," conduct a runway check for FOD.

8.27.9.3.2. Upon completion of a FOD free runway check, notify JASDF ATC to "Resume normal operations."

MICHAEL P. RICHARD, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-201, *Flight Information Publications, 30 Nov 2018*

AFMAN 11-2F-16V3_35FWSUP, *F-16--Operations Procedures,* 16 Apr 2020

AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System, 13 Feb 2018*

AFI 11-418, *Operations Supervision, 22 Dec 2021*

DAFMAN 13-201, *Airspace Management, 10 Dec 2020*

AFMAN 13-204v1, *Management of Airfield Operations, 22 Jul 2020*

AFMAN 13-204v2, *Airfield Management, 22 Jul 2020*

AFMAN 13-204v3, *Air Traffic Control, 22 Jul 2020*

AFI 13-213_35FWSUP, *Airfield Driving, 13 Aug 2019*

AFI 91-202, *The US Air Force Mishap Prevention Program, 12 Mar 2020*

AFI 33-322, *Records Management and Information Governance Program, 28 Jul 2021*

AFPD 13-2, *Air Traffic, Airfield, Airspace, and Range Management, 3 Jan 2019*

FAAO JO 7110.65, *Air Traffic Control*

AFI31-101_PACAFSUP-O, *Integrated Defense (ID), 31 Oct 2020*

Misawa AB *Emergency Management Plan* **10-2**

MOUI-3005, *Airfield Operations, 6 Dec 1988*

TO 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings,* 30 Nov 2006

UFC 3-260-01, *Airfield and Heliport Planning and Design, 4 Feb 2019*

35 FWI 11-251, *Quiet Period/Airfield Closure Procedures, 4 Nov 2010*

35 FWI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Program, 15 Dec 2021*

Adopted Forms

DAF Form 673, *Air Force Publication/Form Action Request*

AF Form 3616, *Daily Record of Facility Operation*

AF Form 332, *Base Civil Engineer Work Order*

DD Form 1801, *International Flight Plan*

Abbreviations and Acronyms

AAS—Aircraft Arresting System

AFM—Airfield Manager

AFMAN—Air Force Manual

AGL—Above Ground Level

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ARFF—Aircraft Rescue and Fire Fighting

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

ATIS—Automatic Terminal Information

BASH—Bird Aircraft Strike Hazard

BOPS—Base Operations Squadron

BDOC—Base Defense Operations Center

BWC—Bird Watch Condition

CMA—Controlled Movement Area

CP—Command Post

DME—Distance Measuring Equipment

DoD—Department of Defense

DV—Distinguished Visitor

DZ—Drop Zone

ELT—Emergency Locator Transmitter

EOR—End of Runway

EPU—Emergency Power Unit

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAAO—FAA Order

FAF—Final Approach Fix

FCF—Functional Check Flight

FD—Fire Department

FLIP—Flight Information Publication

FOD—Foreign Object Damage

HCP—Hot Cargo Pad

HIRLS—High Intensity Runway Lights

IAF—Initial Approach Fix

IFF—Identification Friend or Foe

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

JASDF—Japan Air Self Defense Force

JCAB—Japan Civil Aviation Bureau

LFE—Large Force Employment

MOCC—Maintenance Operation Control Center

MSL—Mean Sea Level

NAF—Naval Air Facility

NAVAID—Navigational Aid

NGA—National Geospatial Intelligence Agency

NOTAM—Notice to Airmen

NVD—Night Vision Device

OSS—Operations Support Squadron

OI—Operating Instruction

OLS—Optical Landing System

OPR—Office of Primary Responsibility

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PEX—Patriot Excalibur

PMI—Preventative Maintenance Inspection

POC—Point of Contact

PPR—Prior Permission Required

QRC—Quick Reaction Checklist

RAPCON—Radar Approach Control

RAWS—Radar, Airfield, and Weather Systems

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

RMC—Regionalized Maintenance Center

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RVR—Runway Visual Range

RWY—Runway (Rwy)

SCN—Secondary Crash Net

SERE—Survival Evasion Resistance Escape

SFA—Single Frequency Approach

SFO—Simulated Flame Out

SIF—Selective Identification Feature

SOF—Supervisor of Flying

TA—Transient Alert

TACAN—Tactical Air Navigation

TAFB—Tinker Air Force Base

TERPS—Terminal Instrument Procedures

TWY—Taxiway (Twy)

UAS—Unmanned Aircraft System

UHF—Ultra High Frequency

VFR—Visual Flight Rules

VHF—Very High Frequency

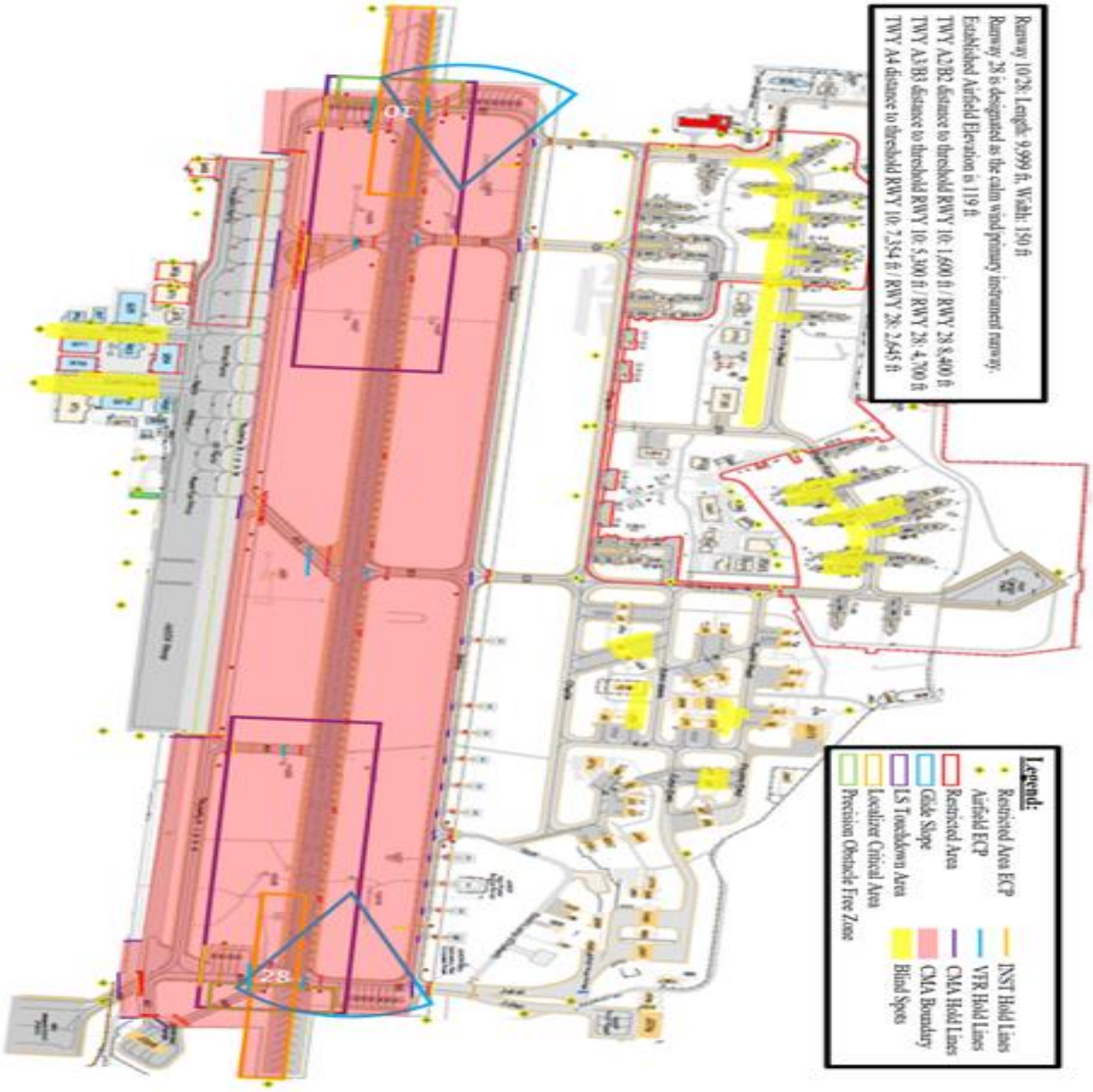
VOR—VHF Omni—directional Range

WX—Weather

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. CMA Layout/Location of Runway, Taxiways, Ramps/Aprons, and VFR/IFR Holding Positions, Airfield Access Points, Restricted Area Boundaries/ECPs, and Critical Area Boundaries for Precision Navigational Aids.



Attachment 3

INS CHECKPOINTS

Figure A3.1. INS Checkpoints.

WARMUP HOLDING PADS

Parking Spot	Latitude	Longitude
A1-1	141° 21' 02.58" E	40° 42' 13.71" N
A1-2	141° 21' 02.51" E	40° 42' 13.19" N
A1-3	141° 21' 02.46" E	40° 42' 12.69" N
A1-4	141° 21' 02.40" E	40° 42' 12.17" N
A1-5	141° 21' 02.35" E	40° 42' 11.65" N
A1-6	141° 21' 02.29" E	40° 42' 11.15" N
A1-7	141° 21' 02.22" E	40° 42' 10.64" N
A1-8	141° 21' 02.17" E	40° 42' 10.12" N
B1-1	141° 21' 01.79" E	40° 42' 22.43" N
B1-2	141° 21' 01.74" E	40° 42' 21.91" N
B1-3	141° 21' 01.67" E	40° 42' 21.41" N
B1-4	141° 21' 01.61" E	40° 42' 20.89" N
B1-5	141° 21' 01.55" E	40° 42' 20.36" N
B1-6	141° 21' 01.49" E	40° 42' 19.86" N
B1-7	141° 21' 01.43" E	40° 42' 19.35" N
B5-1	141° 23' 12.95" E	40° 42' 13.89" N
B5-2	141° 23' 12.89" E	40° 42' 13.37" N
B5-3	141° 23' 12.85" E	40° 42' 12.86" N
B5-4	141° 23' 12.79" E	40° 42' 12.34" N
B5-5	141° 23' 12.71" E	40° 42' 11.84" N
B5-6	141° 23' 12.66" E	40° 42' 11.33" N
B5-7	141° 23' 12.59" E	40° 42' 10.81" N

AIRCRAFT PARKING SPOTS

Parking Spot	Latitude	Longitude
C-11A	141° 21' 21.16" E	40° 42' 30.48" N
C-11B	141° 21' 21.26" E	40° 42' 31.38" N
C-13A	141° 21' 23.79" E	40° 42' 30.34" N
C-15A	141° 21' 29.94" E	40° 42' 29.92" N
C-17A	141° 21' 32.58" E	40° 42' 29.80" N
C-17B	141° 21' 32.68" E	40° 42' 30.67" N
C-2	141° 21' 36.79" E	40° 42' 29.72" N
C-3A	141° 21' 10.93" E	40° 42' 34.98" N
C-4	141° 21' 41.54" E	40° 42' 29.38" N
C-45A	141° 22' 05.84" E	40° 42' 27.62" N
C-47A	141° 22' 08.44" E	40° 42' 27.36" N
C-47B	141° 22' 08.54" E	40° 42' 28.26" N
C-54	141° 22' 15.01" E	40° 42' 46.89" N
C-58	141° 22' 14.58" E	40° 42' 43.33" N
C-7	141° 22' 00.45" E	40° 42' 27.80" N
C-7A	141° 21' 16.56" E	40° 42' 30.87" N
C-8	141° 22' 03.15" E	40° 42' 27.60" N
C-9A	141° 21' 18.55" E	40° 42' 30.66" N
C-9B	141° 21' 18.65" E	40° 42' 31.56" N
CT-1	141° 21' 55.74" E	40° 42' 28.10" N
CT-2	141° 21' 57.86" E	40° 42' 27.96" N
CT-3	141° 22' 00.42" E	40° 42' 27.79" N

AIRCRAFT PARKING SPOTS (CONT.)

Parking Spot	Latitude	Longitude
CT-4	141° 22' 03.17" E	40° 42' 27.59" N
D-13A	141° 21' 14.44" E	40° 42' 40.30" N
D-13B	141° 21' 14.37" E	40° 42' 39.68" N
D-15A	141° 21' 25.01" E	40° 42' 41.17" N
D-17A	141° 21' 27.10" E	40° 42' 41.02" N
D-19B	141° 21' 32.78" E	40° 42' 41.57" N
D-1A	141° 21' 10.26" E	40° 42' 40.76" N
D-1B	141° 21' 09.49" E	40° 42' 41.45" N
D-2A	141° 21' 23.02" E	40° 42' 41.33" N
D-2B	141° 21' 23.11" E	40° 42' 42.17" N
D-37A	141° 21' 53.06" E	40° 42' 42.60" N
D-41A	141° 21' 56.91" E	40° 42' 44.43" N
D-42A	141° 21' 57.73" E	40° 42' 42.74" N
D-44A	141° 21' 59.70" E	40° 42' 43.08" N
D-44B	141° 21' 59.90" E	40° 42' 42.22" N
D-45A	141° 22' 00.39" E	40° 42' 47.17" N
D-45B	141° 21' 59.73" E	40° 42' 48.08" N
D-46A	141° 22' 02.27" E	40° 42' 44.41" N
D-47A	141° 22' 02.61" E	40° 42' 47.28" N
D-47B	141° 22' 01.89" E	40° 42' 48.29" N
D-49A	141° 22' 04.64" E	40° 42' 46.99" N
D-49B	141° 22' 04.49" E	40° 42' 47.64" N

AIRCRAFT PARKING SPOTS (CONT.)

Parking Spot	Latitude	Longitude
D-50A	141° 22' 7.79" E	40° 42' 45.09" N
D-52A	141° 22' 9.82" E	40° 42' 44.85" N
D-7A	141° 21' 15.38" E	40° 42' 42.11" N
D-8A	141° 21' 20.86" E	40° 42' 40.19" N
D-9A	141° 21' 18.63" E	40° 42' 41.60" N
DV1	141° 21' 52.77" E	40° 42' 00.17" N
DV-2	141° 21' 52.90" E	40° 42' 01.34" N
DV3	141° 21' 57.18" E	40° 41' 59.73" N
HCP	141° 22' 10.48" E	40° 42' 54.45" N
HS-1	141° 22' 20.43" E	40° 42' 21.02" N
HS-10	141° 23' 3.78" E	40° 42' 17.98" N
HS-2	141° 22' 30.00" E	40° 42' 20.29" N
HS-3	141° 22' 33.87" E	40° 42' 20.03" N
HS-4	141° 22' 37.74" E	40° 42' 19.81" N
HS-5	141° 22' 41.66" E	40° 42' 19.51" N
HS-6	141° 22' 45.53" E	40° 42' 19.25" N
HS-7	141° 22' 52.13" E	40° 42' 18.80" N
HS-8	141° 22' 56.08" E	40° 42' 18.74" N
HS-9	141° 22' 59.89" E	40° 42' 18.28" N
N-1	141° 21' 37.58" E	40° 42' 02.38" N
N-2	141° 21' 37.38" E	40° 42' 01.10" N
N-3	141° 21' 40.93" E	40° 42' 02.16" N

AIRCRAFT PARKING SPOTS (CONT.)

Parking Spot	Latitude	Longitude
N-4	141° 21' 40.70" E	40° 42' 00.87" N
N-5	141° 21' 45.19" E	40° 42' 01.87" N
N-6	141° 21' 45.09" E	40° 42' 00.59" N
NDV1	141° 21' 49.71" E	40° 42' 01.57" N
NDV2	141° 21' 49.59" E	40° 42' 00.32" N
TR-1	141° 21' 12.36" E	40° 42' 04.22" N
TR-2	141° 21' 18.05" E	40° 42' 03.83" N
TR-3	141° 21' 28.72" E	40° 42' 02.42" N
TR-4	141° 21' 32.58" E	40° 42' 02.15" N

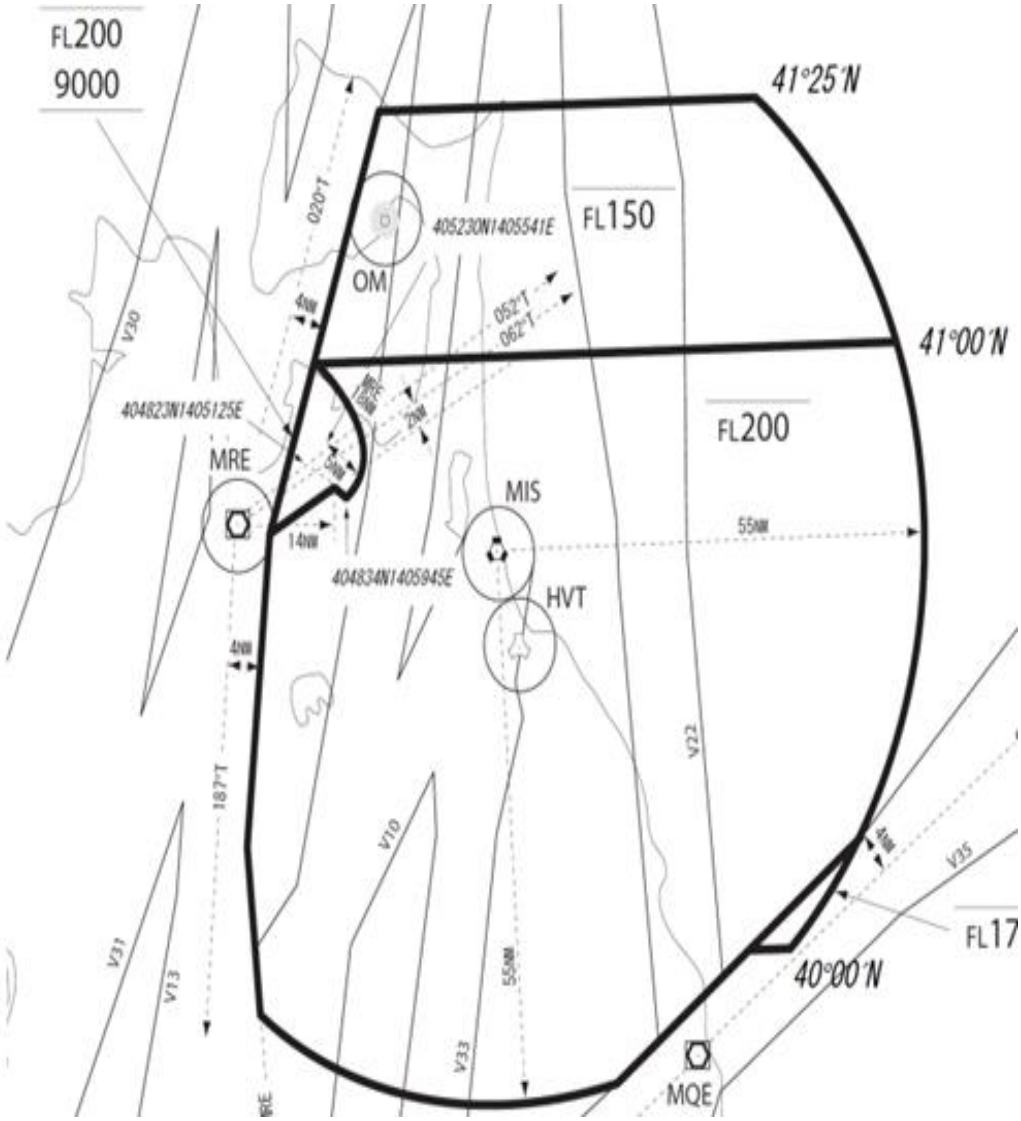
HOLD POINTS

TAXIWAY/TAXILANE	HOLD POINT	LONGITUDE	LATITUDE
A1	INST	141° 21' 04.45" E	40° 42' 10.77" N
A1	VFR	141° 21' 04.83" E	40° 42' 13.98" N
A2	INST	141° 21' 21.61" E	40° 42' 09.62" N
A2	VFR	141° 21' 21.97" E	40° 42' 12.85" N
A3	VFR	141° 22' 08.79" E	40° 42' 09.68" N
A4	VFR	141° 22' 36.30" E	40° 42' 07.78" N
A5	INST	141° 23' 09.13" E	40° 42' 02.31" N
A5	VFR	141° 23' 09.52" E	40° 42' 05.54" N
A6	INST	141° 23' 13.92" E	40° 42' 01.98" N
B1	VFR	141° 21' 02.32" E	40° 42' 17.62" N
B2	INST	141° 21' 21.96" E	40° 42' 19.48" N
B2	VFR	141° 21' 21.53" E	40° 42' 16.32" N
B3	VFR	141° 22' 10.15" E	40° 42' 13.03" N
B5	VFR	141° 23' 10.17" E	40° 42' 08.95" N

Attachment 4

MISAWA APPROACH CONTROL AREA

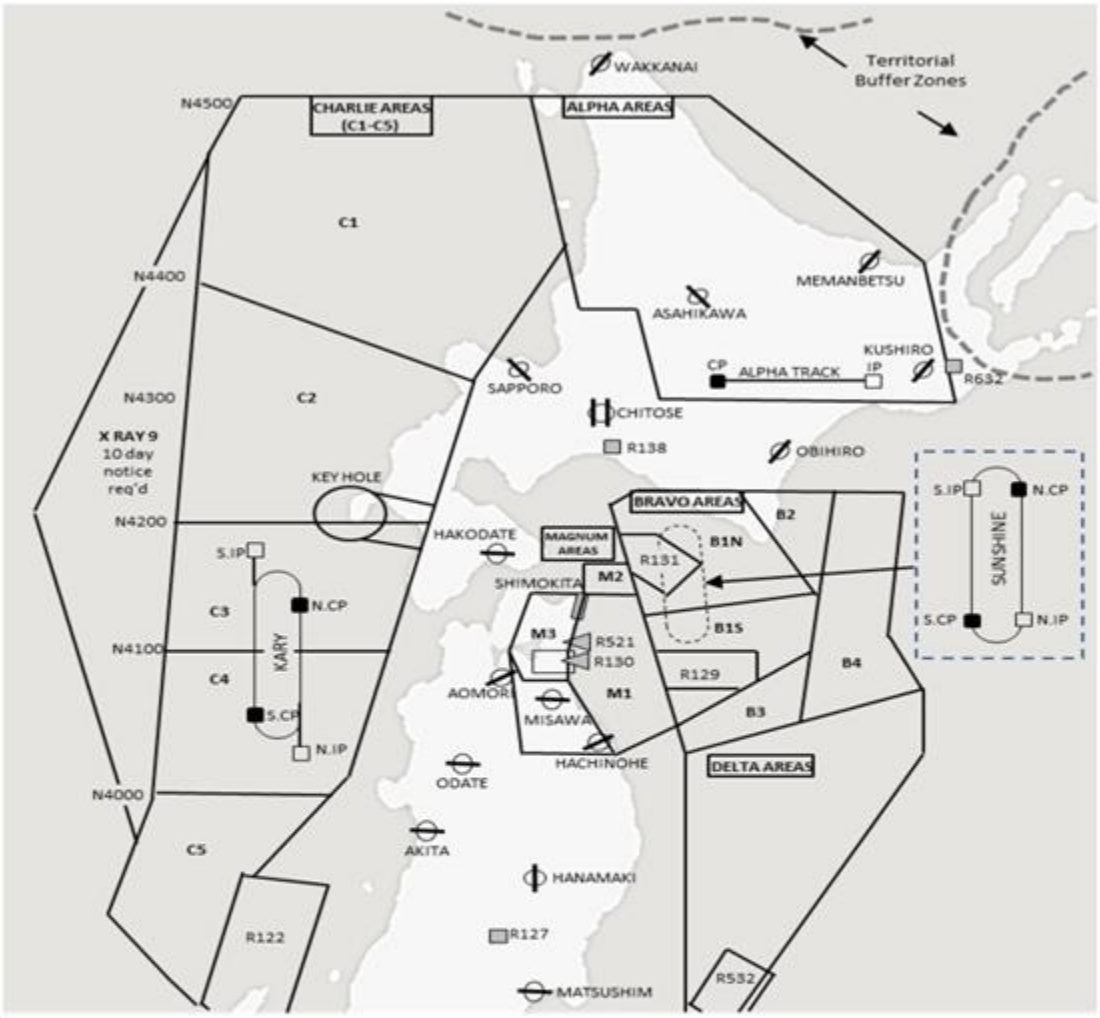
Figure A4.1. Misawa Approach Control Area.



Attachment 5

TRAINING AND RESTRICTED AREAS.

Figure A5.1. Training and Restricted Areas.

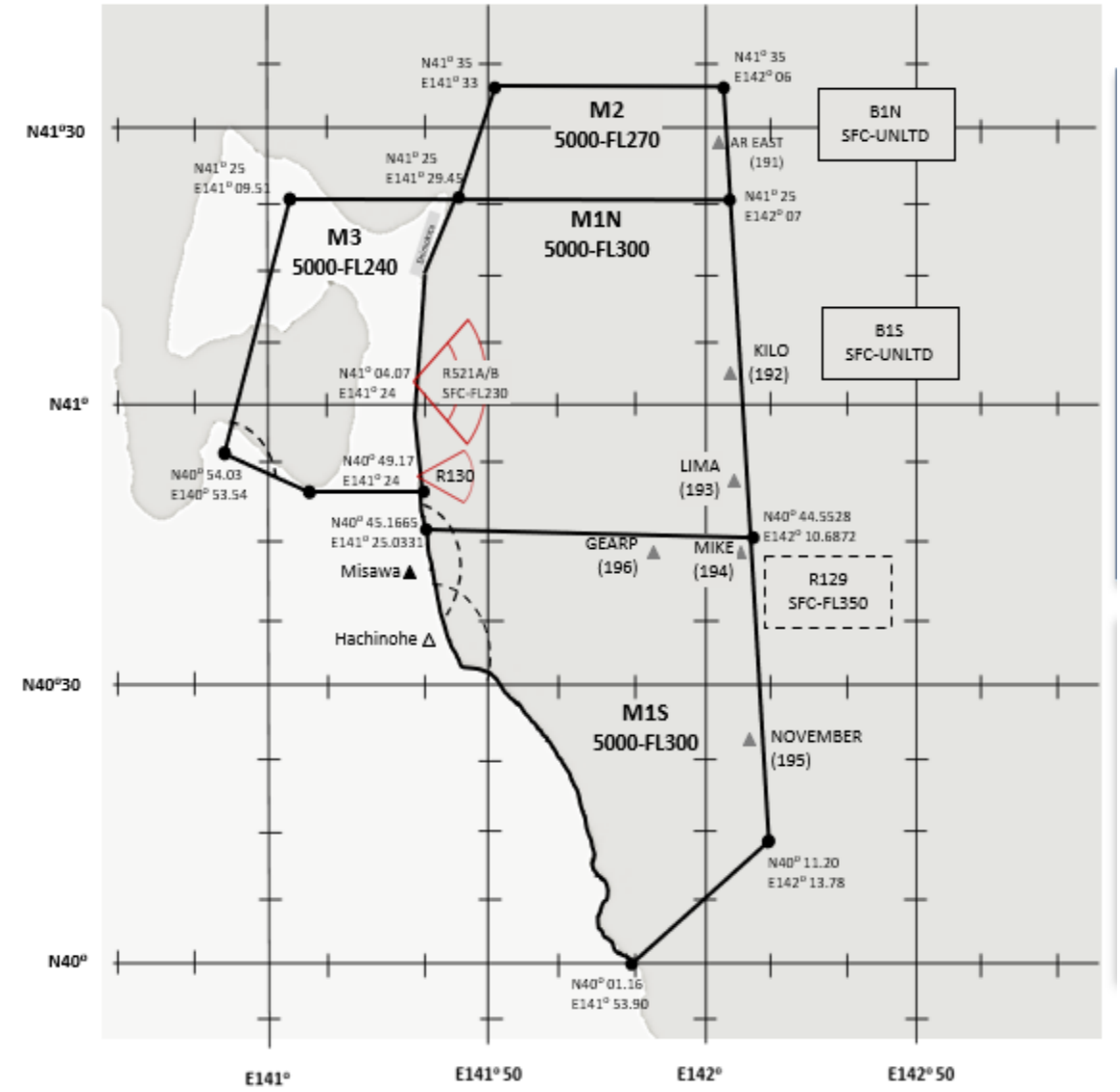


HAZARD AREAS (ACTIVATED BY JAPANESE CLASS 2 NOTAMS)			
R1 (SHARIKI)	SFC to FL190	R632	SFC to 36,000'
R521A/B	SFC to 23,000'	R127	SFC to 25,000'
R532	SFC to 39,370'	R138	SFC to 8,000'

Attachment 6

MAGNUM AIRSPACE

Figure A6.1. MAGNUM Airspace.

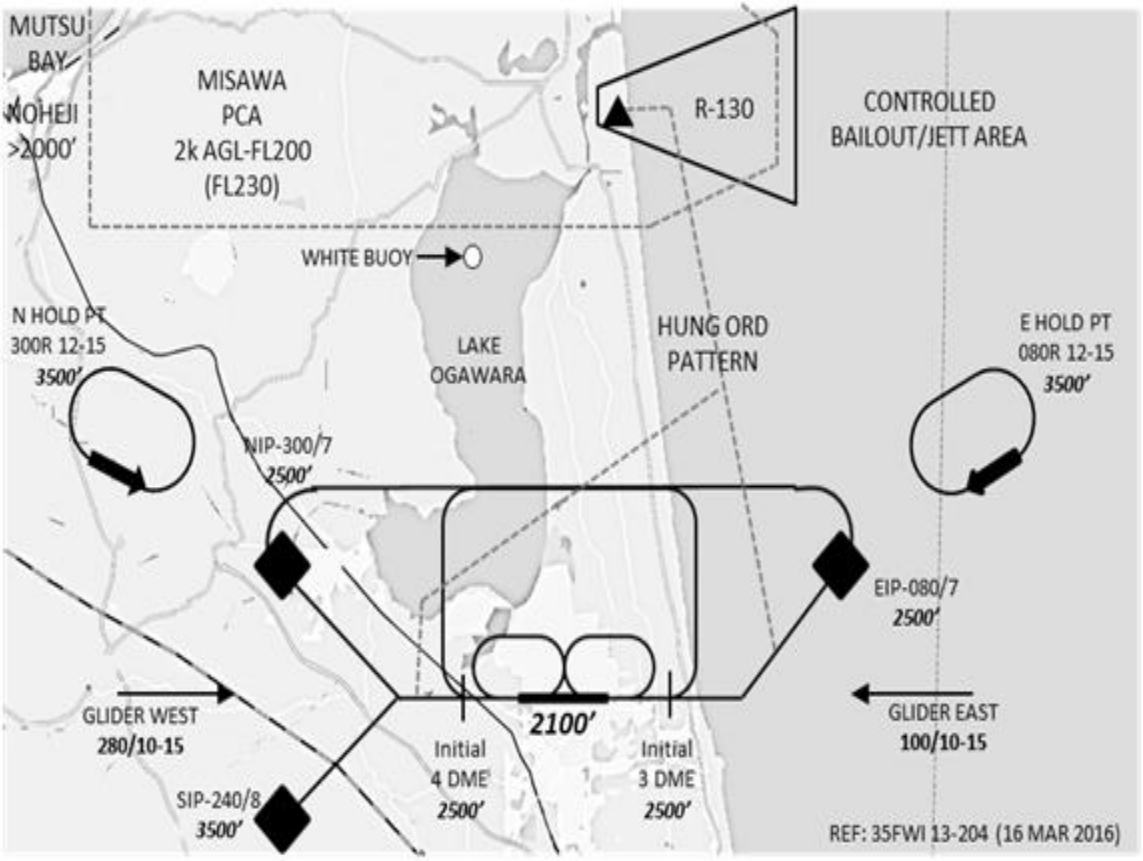


NOTE: West border of MAGNUM 1 depicted via mapping points. Actual border follows coastline.

Attachment 7

LOCAL PATTERNS

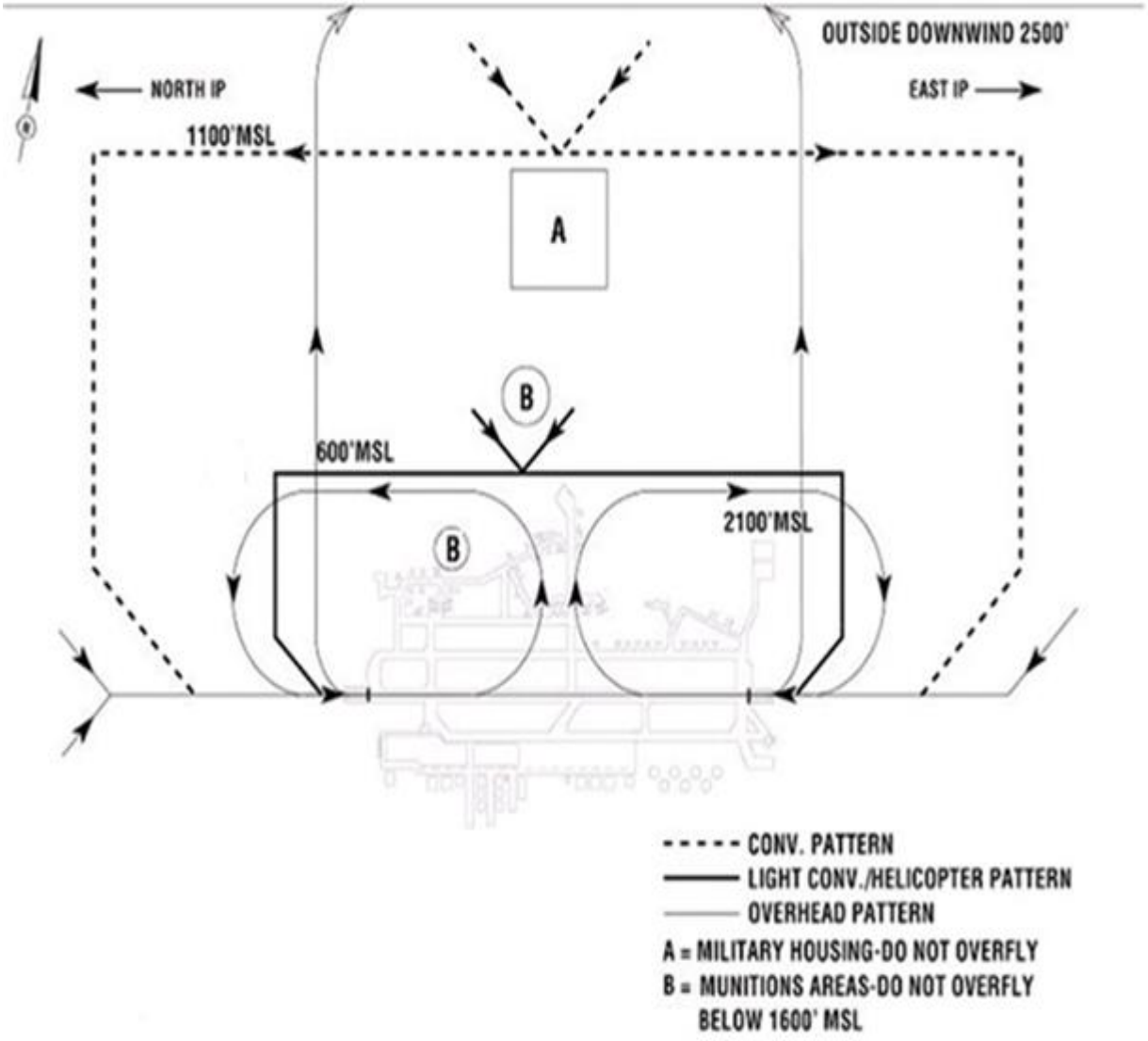
Figure A7.1. Local Patterns.



Attachment 8

VFR TRAFFIC PATTERNS

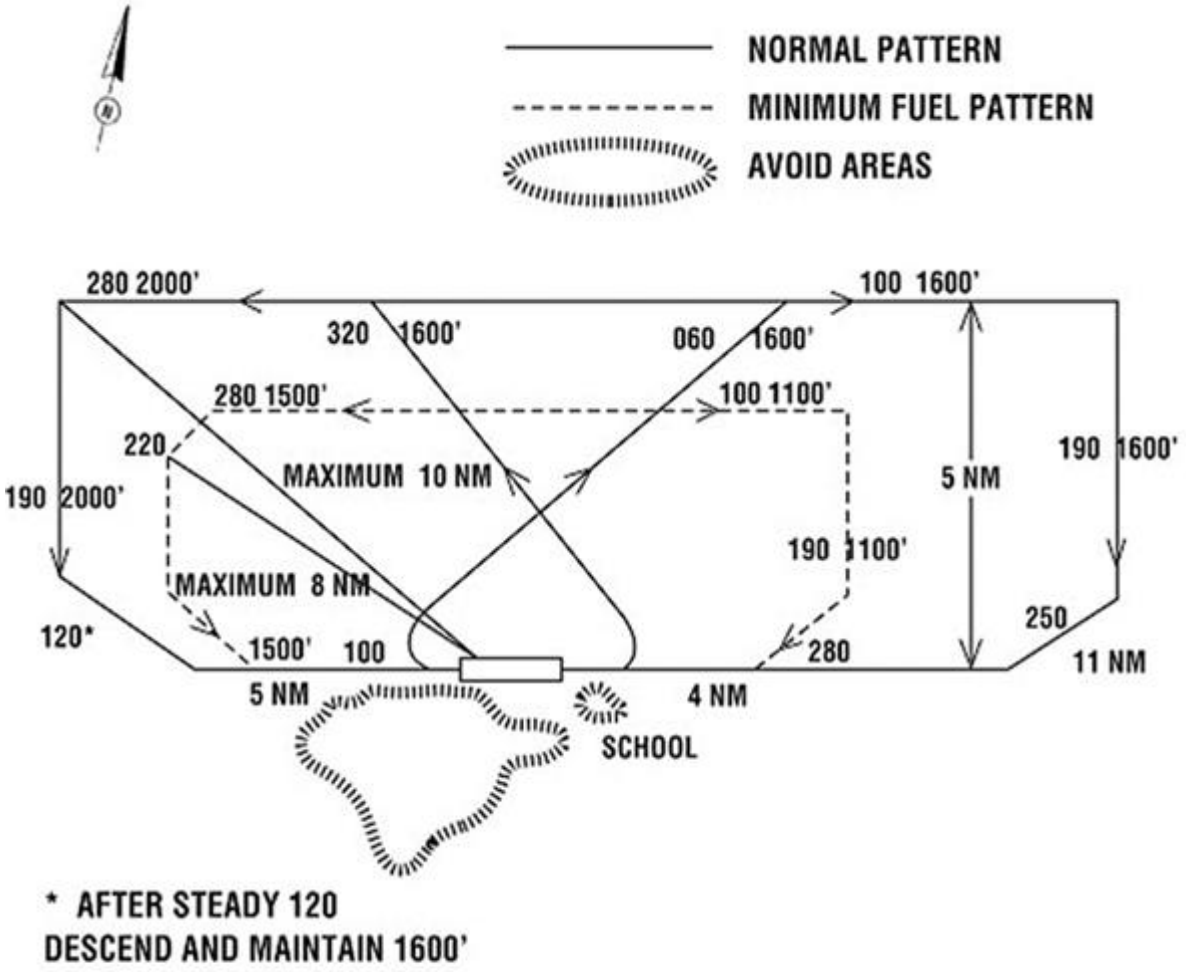
Figure A8.1. VFR Traffic Patterns.



Attachment 9

RADER TRAFFIC PATTERN

Figure A9.1. Radar Traffic Pattern.



FOR CONSECUTIVE APPROACHES

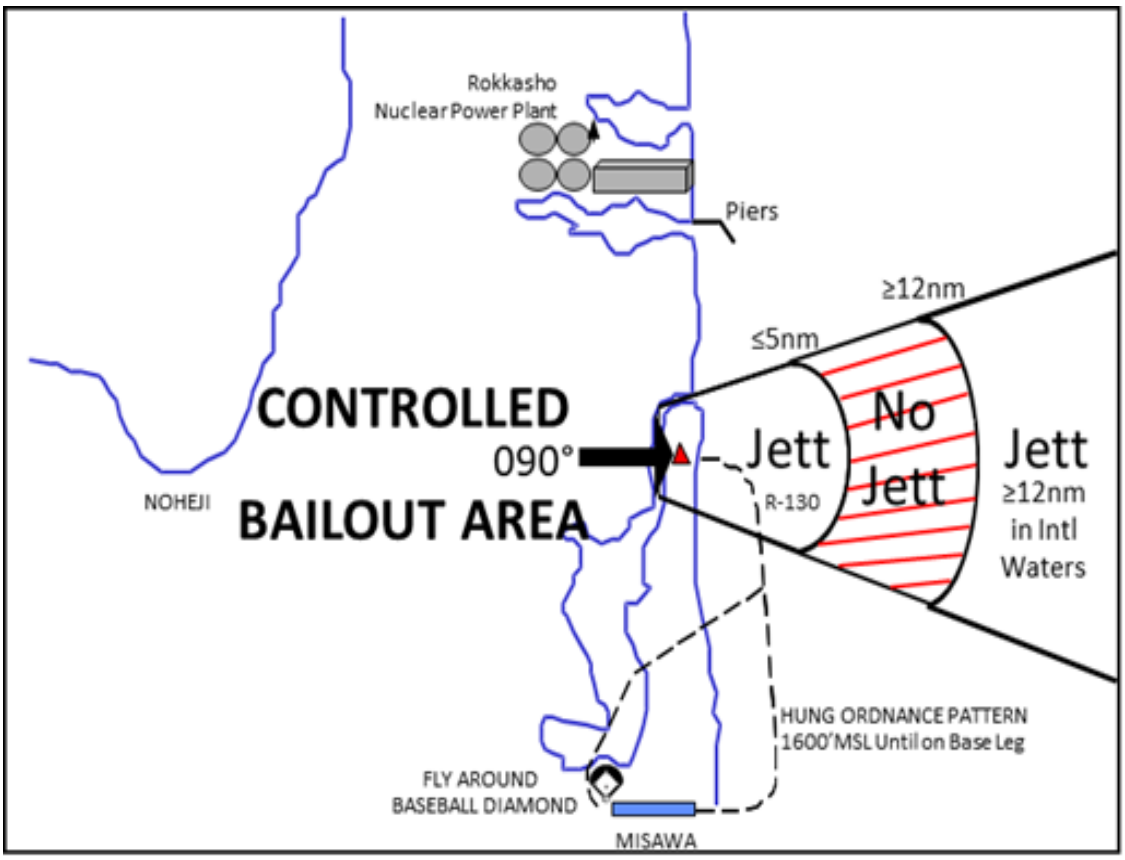
RWY 10: CLIMB AND MAINTAIN 1600 FEET MSL, THEN TURN LEFT HEADING 320

RWY 28: CLIMB AND MAINTAIN 1600 FEET MSL, THEN TURN RIGHT HEADING 060

Attachment 10

CONTROLLED BAILOUT/JETTISON AREA

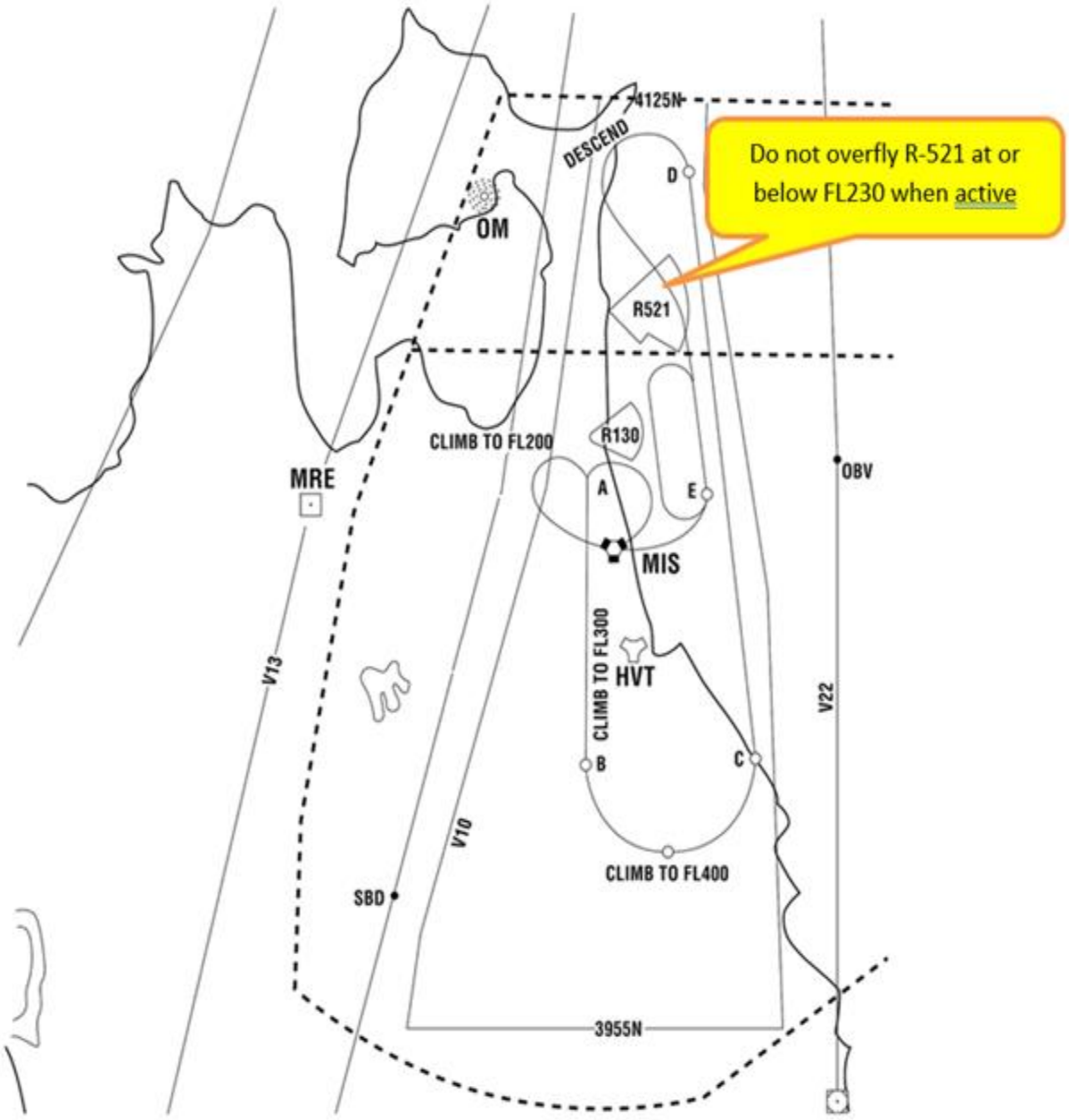
Figure A10.1. Controlled Bailout/Jettison Area.



Attachment 11

TYPICAL ZOOM PROFILE

Figure A11.1. Typical Zoom Profile.



Attachment 12

MISAWA WEST DZ

Figure A12.1. Misawa West DZ.

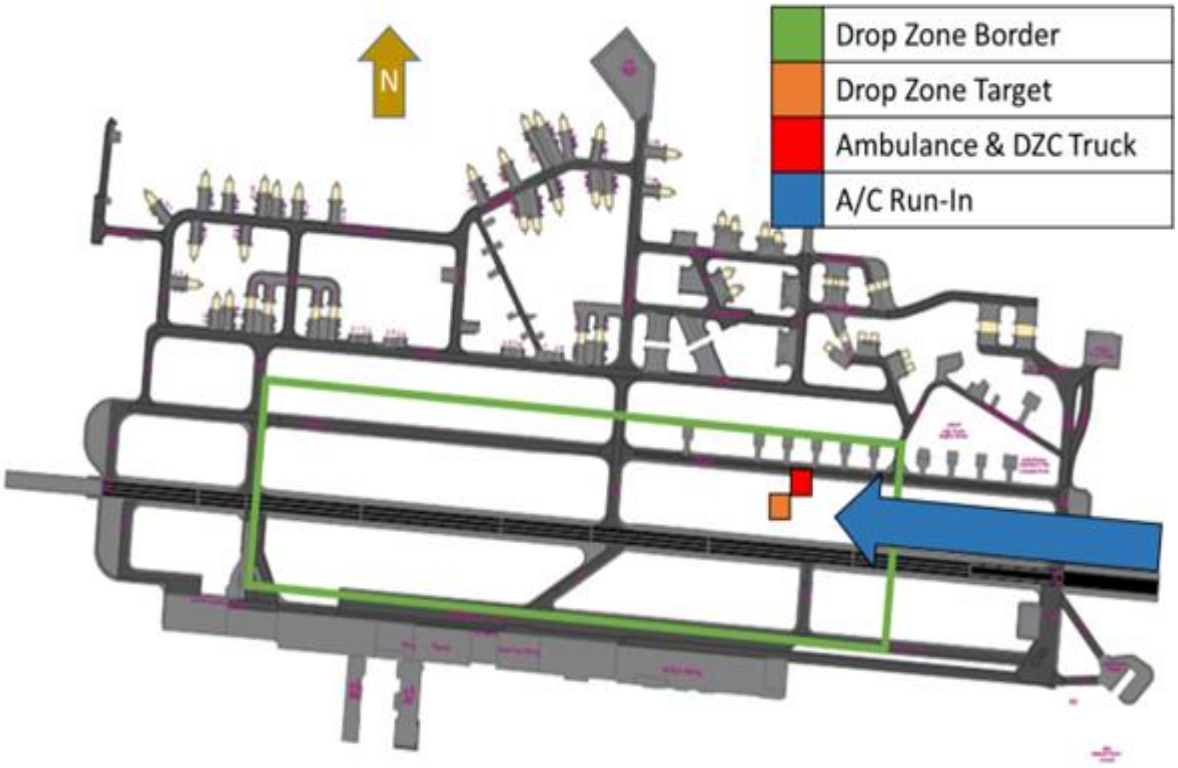
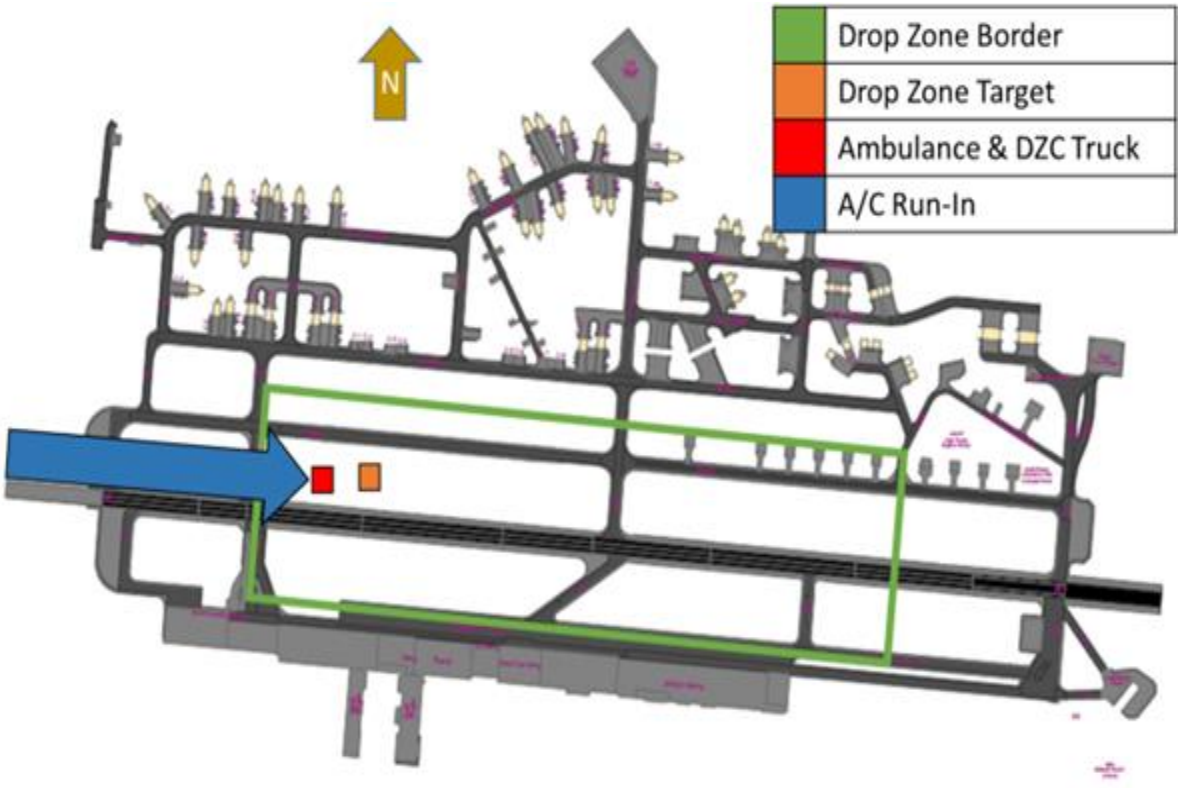


Figure A12.2. Misawa East DZ.



Attachment 13

ARM/DEARM & HUNG GUN PARKING LOCATIONS AND PROCEDURES

Figure A13.1. ARM/DEARM & HUNG Gun Parking Locations and Procedures.

Runway 10

SPOT	Bravo 1 Coordinates (ELEV 114')
1	N40 42.374 / E141 21.029
2	N40 42.366 / E141 21.028
3	N40 42.358 / E141 21.027
4	N40 42.350 / E141 21.026
5	N40 42.342 / E141 21.026
6	N40 42.334 / E141 21.025
7	N40 42.326 / E141 21.024
8	N40 42.318 / E141 21.023

- Taxi to Southern-most spot and point towards the infield.
- Subsequent aircraft fill in to the North. Hold on TWY B if EOR full or unusable when arming.
- If arming/quick check on taxiway bravo, once armed, wait for rest of flight in EOR spots 1-8
- **Ice FOD Procedures**:
  - -Contact SOF prior to taxi. Do not delay the decision to takeoff
  - -Once de-armed - Do not delay taxi back to parking
  - -Hold in the EOR until cleared for takeoff to maximize use of intake monitors.
- **Activated EPU / Hot Brakes**—take the third slot from runway (EOR spot painted red) on B1/B5 pointing into the wind.
- **Hung Gun**—taxi to the third spot from the runway (painted red) on B1/B5 pointing towards the infield.
  - -Subsequent aircraft may taxi behind and de-arm normally only in spots 1-4 once aircraft is shut down. Initially hold south on A1/A5 until SOF verifies normal de-arm can continue.
- If third slot from runway is used for an EP and B1/B5 is closed, subsequent aircraft should hold south on A1/A5, and taxi via an alternate route (i.e., B-2, A-1 or A-5 to Alpha). Contact the SOF and Misawa Ground prior to taxi back for alternate de-arm location.

Runway 28

SPOT	Bravo 5 Coordinates (ELEV 94')
1	N40 42.236 / E 141 23.215
2	N40 42.228 / E141 23.214
3	N40 42.221 / E141 23.213
4	N40 42.213 / E141 23.212
5	N40 42.205 / E141 23.211
6	N40 42.197 / E141 23.210
7	N40 42.189 / E141 23.209
8	N40 42.181 / E141 23.209

Attachment 14

DANCE AIRSPACE

Figure A14.1. DANCE Airspace Map.