BY ORDER OF THE COMMANDER, 35TH FIGHTER WING

35 FIGHTER WING INSTRUCTION 13-201

18 OCTOBER 2004

Space, Missile, Command and Control

AIR TRAFFIC CONTROL AND AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 13-2, Air Traffic Control, Airspace, Airfield, and Range Management, applicable Federal Aviation Administration (FAA) handbooks and orders, and FB5205-MOUI-3005. It consolidates basic air traffic control (ATC) procedures, base directives, and 35th Fighter Wing (FW) Commander's policies for safe and effective operation of ground and air traffic at Misawa Air Base. This instruction applies to all units assigned to Misawa Air Base and to transient aircraft utilizing the airfield or the airspace controlled by the Misawa Radar Approach Control (RAPCON).

SUMMARY OF REVISIONS

Flightline driving program was separated from this instruction; *35 FWI 13-202, Flightline Driving*. Revised flightline photo pass procedures and pre-planned barrier practice engagement coordination, updated foreign object damage (FOD) prevention, included procedures to request quiet hours, and numerous editorial changes.

1. General

1.1. Administration.

1.1.1. The 35th Fighter Wing Commander is the Senior Operational Commander.

1.1.2. 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.

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

1.1.4. Airfield Management Operations is normally 24-hours operations. However, during the holiday of Thanksgiving, Christmas, and New Years, Airfield Management Operations personnel will normally be on standby (usually starting 1800L on the eve of the holiday, the day of the holiday, and lasting one or two days after the holiday).

1.1.5. IAW MOUI 3005 the following items require coordination with the USAF Airfield Operations Flight Commander and the Commander, Base Operations Squadron, JASDF prior to final approval:

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

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

1.1.5.3. All proposed agreements affecting aerodrome operations.

1.1.5.4. Provision of air traffic control service is the responsibility of JASDF Air Traffic Control (ATC) Squadron personnel as delegated by MOUI 3005. They provide service based on JASDF air traffic control regulations and this instruction.

1.2. 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 Airfield Operations within 24 hours of occurrence with an explanation for deviation.

1.3. Terms Explained.

1.3.1. Airfield. Includes the controlled movement area (CMA), flightline areas, and the final approach clear zones.

1.3.2. Airfield Clear Zones. A 3000 feet by 3000 feet area at the approach ends of both runways. The area begins at the landing threshold and extends outward to include the approach lights.

1.3.3. Airfield Maintenance, Sweeper Operations, Mower and Snow Removal operations are conducted jointly by 35 CES/CEORH and JASDF personnel. Responsibilities are outlined in 35 FW Snow & Ice Removal Plan.

1.3.4. Arriving Air Evac Notification and Response Procedures. Aeromedical evacuation aircraft arriving and/or departing require fire/rescue equipment in place for landing, unloading, and/or takeoff. Normal parking is on AMC/Hangar 949 ramp. Mobile Evac loading ramp is positioned on east side of hanger 949. Airfield Operations will relay proposed arrival times to TA and ATOC. 35 FW Command Post attains and relays information (per their checklist) to the hospital and others as required including; litters, ambulatory, passenger and custom requirements. Evac support vehicle will preposition on the west side of hanger 949.

1.3.5. Bird/Wildlife Control – Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines. The BASH program is outlined in the 35 FW 91-2 BASH Plan for activation of Bird Abatement Team (BAT) team and scare/removal of birds from the airfield. Airfield management has capability of initially responding with limited capabilities and contacts the BAT as necessary.

1.3.6. Bird Watch Conditions – Locally established Bird Watch Conditions BWC. The Supervisor of Flying (SOF) is responsible for calling the bird watch conditions during 35 FW periods of flying. Airfield Management is responsible for non 35 FW periods of flying. 35 FW 91-2 BASH plan outlines Bird Watch Conditions.

1.3.7. Chief, Airfield Management (CAM). Also includes any designated representative where approval authority of the CAM is required in this instruction.

1.3.8. Controlled Movement Area (CMA). All areas on the flightline where two way radio contact with the control tower is required. This area includes the runway, infield, overruns, and clear zones. (see **Attachment 3**).

1.3.9. Control Zone. A 5 nautical mile radius of Misawa Air Base extending from the surface up to and including 6,000 feet mean sea level (MSL).

1.3.10. Flight Information Publications (FLIP) Accounts, Procedures for requesting changes. Airfield Management is the 35 FW point of contact for FLIP products, procedures and changes.

1.3.11. Flightline. Includes the runway, taxiways, aircraft parking ramps, hangars, hardened aircraft shelters (HAS), and associated maintenance servicing areas where aircraft may be encountered.

1.3.12. Prior Permission Requested (PPR) Procedures. PPR requirements are provided in the IFR supplement for visiting aircrews. PPR services for USN/USMC aircraft shall be provided by NAF Misawa personnel. PPR services for USAF/USA aircraft shall be provided by Airfield Operations Personnel.

1.3.13. Quiet Hours. The airfield is available for use on a 24-hour basis. However, for noise abatement, quiet hours at Misawa Air Base are from 1300Z (2200L) to 2100Z (0600L) daily and apply to all aircraft except operational alert missions. Exceptions shall be coordinated through USAF Airfield Management Operations and JASDF Base Operations. Noise Abatement/Quiet Hour procedures are fully defined in para. **4.21.**

1.3.14. South Transient Ramp. All aircraft parking areas adjacent to Alpha taxiway from Building 918 to Building 949.

1.3.15. Supervisor of Flying (SOF). A rated officer authorized by the 35th Operations Group Commander to monitor and supervise USAF flight operations. SOF duties are normally performed from the control tower.

1.3.16. Unscheduled Aircraft Arrivals are aircraft that land at Misawa AB without an approved PPR notification. After receiving permission to land from Airfield Management, the aircraft commander will be required to fill out local form as to why he didn't acquire a PPR. If not approved for landing, the aircraft will be treated as an unauthorized landing.

1.3.17. Waivers to Airfield/Airspace Criteria. All waivers are coordinated through Airfield Management, reviewed annually and then processed and maintained by the 35 CES and Airfield Management.

1.4. Word Meanings.

1.4.1. "Shall," an action verb in the imperative sense, means a procedure is mandatory.

1.4.2. "NOTE:" Statements of fact of an explanatory nature and relating to the use of directive material.

1.4.3. "Altitude" – All altitudes contained in this instruction will be mean sea level (MSL) unless otherwise stated.

1.5. Recommending Changes to This Instruction**.** Send recommendations for changes to this instruction to the 35th Operations Support Squadron, Airfield Operations Flight (35 OSS/OSA) for consolidation and coordination with interested agencies.

2. Airfield General Description

2.1. Location of Misawa Air Base. Misawa AB 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 40 degrees 42 minutes North and 141 degrees 22 minutes East.

2.2. Runway. The airfield consists of a single asphalt/concrete surfaced runway oriented 103 degrees/283 degrees magnetic and designated as Runways 10 and 28, respectively. Field elevation is 119 feet above sea level. The runway is 10,000 feet long and 150 feet wide with 50-foot wide asphalt shoulders. The first 1,500 feet of Runway 10 and the first 1,000 feet of Runway 28 are concrete, while the center portion (7,500 feet of the runway) is asphalt. Each end of the runway has a 1,000-foot stabilized, non-weight bearing overrun. (see **Attachment 2**). Runway 28 is designated as the calm wind runway.

2.3. Taxiways.

Taxiways	Width	Remarks
Alpha Parallel	75’	Bordered with a stabilized, non-weight bearing, shoulder
Bravo Parallel between B3 and Golf	75’	Bordered with a stabilized, non-weight bearing, shoulder
Bravo Parallel between Bravo 3 and Bravo 1	75’	No shoulders, grass border
Alpha 2	216’	
Alpha 3 & 4	75’	
Alpha 5	179’	
Alpha 6 & 7	70’	
Alpha 8	90’	Misawa Airport access only
Bravo 1	299’	
Bravo 2 & 3	75’	
Bravo 5	75’	
Charlie & Charlie East	75’	
Charlie 1, 2 & 3	75’	
Delta East	75’	
Delta West	75’	
Delta 1 & 2	75’	
Delta 3	75’	Non-active taxiway
Golf	70’	
Hotel	75’	

2.4. Arresting Systems. The following arresting systems are available on the Misawa Runway 10/28 environment:

2.4.1. Four BAK-12 bi-directional arresting cables, with an eight point tie-down patterns, are located approximately 1,250 and 2,500 feet from the approach end of Runways 10 and 28. They are designated west 1, west 2, east 2, east 1. The west 1 barrier has a concrete underlay.

2.4.2. Safe Bar, (uni-directional) net barriers are installed approximately 131 feet into both over-runs and are maintained by Japan Air Self Defense Force personnel.

NOTE: See Aircraft Arresting Systems, Chapter 7, for configuration.

2.5. Wind Direction Indicators. Two windsocks are located between Taxiway A and the runway. They are located at Taxiway A2 (lighted), and Taxiway A5 (lighted).

2.6. NAVAIDS. Misawa Air Base is serviced by the following NAVAIDS:

2.6.1. VORTAC: 115.4 Megahertz (MHZ) (Channel 101), identifier "MIS" located on the airfield.

2.6.2. RWY 28 Instrument Landing System (ILS): CAT 1

2.6.2.1. Localizer - 109.7 MHZ

2.6.2.2. Glide Slope - 333.2 MHZ

2.6.2.3. Identifier - "I-MIS"

2.6.3. RWY 10 ILS: CAT 1

2.6.3.1. Localizer – 109.7 MHZ

2.6.3.2. Glide Slope – 333.2 MHZ

2.6.3.3. Identifier –“I-MAS”

2.6.4. Airport Surveillance Radar, with identification friend or foe/selective identification feature (IFF/SIF) capability (JASDF/FPN-20A).

2.6.5. Precision Approach Radar (JASDF/FPN-30A).

2.7. Inertial Navigation System Checkpoints. Nine checkpoints have been surveyed for use by those aircraft requiring this data. Refer to **Attachment 5** for their location and position data.

2.8. Instrument Hold Lines. Used during poor weather conditions to protect precision approach critical areas from encroachment by aircraft or vehicles. Instrument hold lines are located on Taxiways A2, A5, A6, B, B2, and H, 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. See paragraph. **4.6.2.** for procedures, see **Attachment 4**.

2.9. Airfield Lighting Facilities.

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

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

(Station 1 one each end not installed).

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

2.9.4. Precision Approach Path Indicators (PAPIs): Installed on the approach end of Runway 10 and Runway 28. (Glide slope 2.5 degrees)

2.9.5. Taxiways: The taxiways are lighted with standard blue taxiway lights. There are no lights on Charlie East and Golf taxiways.

2.9.6. Rotating Beacon: A standard military airport rotating beacon is located on top of a water tower 1 mile south of runway centerline. It will be operated by the control tower during time from official sunset to sunrise and during IMC.

2.9.7. Obstruction Lighting: All prominent obstructions within the airfield boundary are marked with standard red obstruction lights.

2.9.8. The control tower shall advise USAF Airfield Management Operations and JASDF Base Operations of all airfield lighting malfunctions.

2.9.9. Optical Landing System (OLS): OLS installed and activated by NOTAM. OLS located approximately 200 ft at the approach end of each runway on left-hand side.

2.10. Hot Brake/USAF Hydrazine Areas. These areas are designated, as shown in **Attachment 4**, at the third/red painted mushrooms located on Bravo 1 and Bravo 5 taxiways. This, however, does not prohibit the use of any clear area for the same purpose.

2.11. Explosive Cargo Aircraft Parking.

2.11.1. Designated explosive parking area (hot cargo area) is shown on **Attachment 2** and is subject to the limitations/restrictions shown in **Table 1.**. Explosive material must be under constant observation until downloaded/or uploaded.

2.11.2. Airfield Management Operations is the central point of contact for scheduling use of the Hot Cargo Pad (HCP). Any agency (including Navy) having a requirement to use these areas must contact USAF Airfield Management or USAF Airfield Management Operations at least 24 hours in advance. JASDF requests must be in writing and pre-coordinated with 35 FW/SE. USAF and JASDF Base Operations personnel shall keep each other informed of their respective aircraft operations on the HCP.

EXCEPTIONS: Urgent request will be coordinated between USAF Airfield Management Operations and JASDF Base Operations

Table 1.

EXPLOSIVE CARGO PARKING AREA LIMITATIONS		
Net Explosive Weight (NEW in pounds)		
Class/Division	Hot Cargo Pad	South Transient Ramp
1.1	42,875	Not Authorized
1.2	42,875	Not Authorized
1.3	42,875	Not Authorized
1.4	42,875	Not Authorized

2.12. Arm/De-arm Areas. Normal operations shall be conducted on Taxiways B-1, A-2, A-5, and B-5. In case of hung/malfunctioning forward firing or live ordnance, Taxiways B-1 or B-5 shall be used (see **Attachment 2**). Training/inert hung ordnance may also be processed on Taxiway A-2 or A-5. When weather conditions prevent use of EOR, Bravo taxiway can be used.

2.13. Engine Maintenance Run-up Areas. Engine run-ups above 80% shall be performed on the HCP, taxiway B-1 and Taxiway B-5. All other engine runs may be done in designated parking areas. The Navy East and West finger ramps shall not be used for engine runs above 80%. 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 blowing FOD.

2.14. Helicopter Takeoff/Landing Areas. JASDF CH-47 helicopters routinely use Taxiway Bravo for their operations under ATC control.

2.15. Fresh Water Aircraft Wash Down. An automatic, taxi-through, wash down system is installed adjacent to Taxiway A-2 (see **Attachment 2**). It is designed to accommodate aircraft up to P-3 size and is activated by rolling the nose wheel over a pressure plate. Closed from November to April, annually, due to winter conditions.

2.16. RCR/RSC Information. USAF Airfield Management Operations and JASDF Base Operations shall notify their respective agencies and the Command Post, Base Weather, flying units, and pilots filing flight plans of current Runway Condition Reading/Runway Surface Condition (RCR/RSC) braking action results. USAF Airfield Management Operations will post RSC/RCR information on the airfield status board in the flight planning room. The JASDF Weather Squadron shall transmit the latest RCR/RSC via their local weather dissemination system. The 35 OSS Weather Flight shall include RCR/RSC information in flight weather briefings, when applicable. The Tower shall pass to USAF Airfield Management Operations, JASDF Base Operations and Radar Approach Control (RAPCON) any braking action reported by any arriving aircraft.

2.17. Weight Bearing Restrictions. Taxiway Bravo from Bravo-3 to Bravo-5 is restricted to fighter type aircraft, C-12, and helicopter traffic only. Any other use requires coordination with the USAF Airfield Manager.

2.18. Wing Tip Clearance Restrictions. Due to the close proximity of the south transient ramp to Alpha Taxiway all aircraft with wingspans equal to or greater than 150 feet are not allowed to transit on Alpha Taxiway.

2.18.1. Exceptions:

2.18.1.1. Aircraft transiting to and from the transient ramp (west of the Navy ramp) from Taxiway A-2.

2.18.1.2. Aircraft transiting to and from 1078 and DV ramp from Taxiway A-3.

2.18.1.3. The CAM, in coordination with the aircrew, and if necessary the Commander, Base Operations Squadron, JASDF, determines if adequate wing tip clearance exists.

2.18.2. Aircraft use of the Navy, east and west finger ramps are limited to P-3s or smaller aircraft. All aircraft will be towed with wing walkers to ensure safe movement of the aircraft.

2.18.3. HAS restricted area (including C-1 and C-2 but excluding C-3) is restricted to fighter operations. Exceptions must be approved by CAM.

3. Flight Clearance

3.1. Flight Clearance Authority.

3.1.1. USFJ. The pilot in command, formation leader, or aircraft commander is authorized to approve the flight plan for proposed flight or modification thereof.

3.1.2. JASDF. Commanding Officer, 3rd Air Wing is the approving authority for all JASDF aircraft. This authority is delegated to the Base Operations Squadron Commander, JASDF and designated Aerodrome Officer.

3.1.3. Civil Aircraft. 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 Aeronautics Organization (ICAO) documents.

3.2. Airfield Management Operations.

3.2.1. Flight planning room is located in Airfield Management Operations (Building 998).

3.2.2. Weather services are available 24-hours a day. Weather services are located in Airfield Management Operations (Bldg 998). Weather forecasting services are provided by both USAF and JASDF personnel to their respective aircraft. 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 JASDF aircraft. USAF aircrews can access Pilot-to-Forecaster services by contacting USAF Weather (METRO) on 344.6 MHZ. JASDF Weather has no radio, and cannot provide direct Pilot-to-Forecaster service.

3.2.3. Airfield Management Operations Flight Service Section is located in Building 998. The Dispatch Section is staffed by USAF and JASDF personnel jointly on a 24-hour basis. Pilot-to-Dispatch (PTD) is available on 313.6 or 131.4 MHZ.

3.3. Flight Planning Form Requirements. For flights originating at Misawa Air Base, the pilot in command, aircraft commander, or formation leader shall prepare and submit a flight plan to Airfield Management Operations at least 60 minutes prior to the estimated time of departure (ETD) for a local flight and 2 hours prior for a cross country. Airfield Management Operations will transmit all flight plans as soon as possible.

3.4. Filing of Flight Plans.

3.4.1. 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.

3.4.1.1. Out of country flight plans must be filed at least 2 hours before the proposed departure time.

3.4.1.2. DD Form 1801 may be filed by base assigned aircraft (13 FS, 14 FS, or Navy)—on or off station—via fax, provided:

3.4.1.2.1. All required information is contained on the form.

3.4.1.2.2. Airfield Management Operations receives the fax at least 3 hours prior to departure time.

3.4.1.2.3. Airfield Management is notified by phone (follow-up) of the flight plan.

3.4.1.2.4. The original is maintained IAW AFMAN 37-139, *Records Disposition Schedule.*

3.4.1.2.5. Locally filed flight plans may be amended by any means provided the original flight plan is on file at the departure Airfield Management Operations.

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

3.4.2. TASAMS (Tactical Aircrew Scheduling Airspace Management System) may be used for all USFJ base assigned IFR/VFR flights within the established local flying area. TDY/transient units not filing in Airfield Management Operations shall contact the CAM 48 hours prior to setup flight

plan filing procedures IAW AFI 13-213. Flight plans for local sorties shall be automatically filed by Airfield Management Operations provided:

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

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

3.4.2.3. Each unit operations center/duty desk will advise Airfield Management Operations of any additions, changes, or deletions to their respective daily flight schedules 2 hours prior to the proposed departure time.

3.4.2.4. Squadrons/detachments ensure the following agencies are provided authorized flight schedules, prior to 1550L, the day preceding the proposed flight:

35 FW/Wing Operations Center (WOC)1 copy

35 FW/Executive Officer/Secretary (CCE/S)1 copy

USAF Airfield Management Operations1 copy

JASDF Base Operations1 copy

JASDF WOC1 copy

Weather1 copy

Maintenance Control1 copy

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

3.4.2.5.1. Aircraft call sign.

3.4.2.5.2. Aircraft type and number in flight.

3.4.2.5.3. IFR or VFR.

3.4.2.5.4. Destination/departure location.

3.4.2.5.5. ETD/ETA.

3.4.2.5.6. Other necessary information.

3.4.3. Navy P-3 Aircraft Alert Launch. Navy Duty desk shall contact Airfield Management Operations and provide call sign, ETD, ETE, and which specific flight plan to file. Airfield Management Operations will process the flight plan promptly, inform ATC control tower, JASDF Base Operations, and enter the flight plan into the ATC system.

4. Aircraft Operations

4.1. Traffic Priorities.

4.1.1. Normally a "first come, first served" basis of priority is used by the Tower 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.

4.1.2. Tower 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.

4.1.2.1. Emergencies (L)

4.1.2.2. Actual Air Defense Scramble (T)

4.1.2.3. SAR Scramble (T/L)

4.1.2.4. P-3/E-2C Ready Alert (T)

4.1.2.5. MEDEVAC A/C (T/L)

4.1.2.6. Simulated Air Defense Scramble (T)

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

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

4.1.2.9. NAVAID Flight Check Missions

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

4.1.2.11. Scheduled Civil Aircraft (T/L)

4.1.2.12. Civil Air Training Flight (T/L)

4.2. Runway Change Procedures.

4.2.1. General.

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

4.2.1.2. During a runway change, runway operations must be suspended to expedite aircraft arresting system (AAS) reconfiguration. See paragraph **7.7.** for AAS reconfiguration sequence during a runway change (Exception: Helicopters may still use the runway if they remain at least 500 feet from the barriers).

4.2.1.3. Tower shall normally initiate a runway change.

4.2.1.4. During periods of fighter aircraft flight operations, Tower shall not commence runway change procedures until barrier maintenance and/or USAF Fire Department personnel are on site.

4.2.2. Procedures.

4.2.2.1. Tower shall:

4.2.2.1.1. Notify Airfield Management Operations, RAPCON, 35th Fighter Wing SOF, and JASDF Flight Operations Center of proposed runway change and time the runway change shall commence.

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

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

landed.

4.2.2.1.4. Approve Barrier Maintenance and or Fire Department personnel on runway via radio to commence AAS reconfiguration.

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

4.2.2.1.6. Notify RAPCON and Airfield Management Operations when runway change is complete.

4.2.2.2. The RAPCON shall:

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

4.2.2.2.2. Sequence arriving flights to the active runway after Tower advises the runway change is complete.

4.2.2.3. USAF Airfield Management Operations shall:

4.2.2.3.1. When notified by Tower of proposed runway change, notify USAF barrier maintenance during duty hours (0700–1600). Monday – Friday. All other times notify Fire Department. Notify 35th Fighter Wing Maintenance Management Center (MMC) on all changes.

4.2.2.3.2. When notified by Fire Department and or Barrier Maintenance changes are complete notify MMC, Command Post, and USAF Weather and complete a runway check. Resume runway ops after barrier change and runway check is completed.

4.2.2.4. Barrier Maintenance and USAF Fire Department, when notified by Airfield Management Operations, shall:

4.2.2.4.1. Immediately proceed to AAS.

4.2.2.4.2. Reconfigure AAS when advised by Tower.

4.2.2.4.3. Notify Tower and Airfield Management Operations when AAS is reconfigured.

4.3. Opposite Direction Traffic. The Tower 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 is as follows:

4.3.1. 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.

4.3.2. 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.

4.3.3. 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.

4.4. Airspace. (See **Attachment 7**).

4.4.1. Local Flying Area (USFJ). The local flying area is defined as that area within 200 nautical miles of Misawa and includes the following military airfields, civilian control zones, and training or restricted airspace:

4.4.1.1. Hachinohe Airport and Hachinohe Control Zone located 11 nautical miles (NM) south of Misawa is a 5 NM radius, up to and including 6,000 feet.

4.4.1.2. Chitose.

4.4.1.3. Matsushima.

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

4.4.1.5. Bravo and Charlie training areas.

4.4.1.6. R-130 (DRAUGHON Air-to-Ground Range). Located in Misawa RAPCON airspace. Range times are scheduled and controlled by the 35 OSS Scheduling Office.

4.4.2. Advance coordination is required to utilize the airfields and/or transition the control zones except in emergency situations.

4.4.3. VFR Local Training Areas. Misawa has no local VFR training areas.

4.5. Weather Minimums.

4.5.1. Published landing/circling minima are contained in current Department of Defense (DoD) FLIP enroute supplements and terminal instrument approach procedures.

4.5.2. Tower patterns will normally be open when the weather is 1500/3. However, JASDF ATC deem patterns unusable if continuous sight with aircraft can not be made, or weather is deteriorating in any sector.

4.6. Taxi Instructions.

4.6.1. Positive Control.

4.6.1.1. All taxiing aircraft shall be in radio contact with the Misawa Air Base Control Tower at all times 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 Bravo taxiway. Tower does not control vehicles operating on taxiways north of Bravo.

4.6.1.2. 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.

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

4.6.1.4. Taxi Routes. All aircraft shall normally use the most direct taxi route from the chocks to takeoff point, unless otherwise directed by Ground Control.

4.6.2. Instrument Hold Line Procedures. (See **Attachment 4**).

4.6.2.1. To protect the glide slope signals, Tower 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.

4.6.2.1.1. Tower shall restrict all aircraft and vehicles from proceeding beyond the instru-

ment 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).

4.6.2.1.2. Additionally, to protect the touchdown critical area, Tower 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).

4.6.2.2. To protect the localizer signal, Tower 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. Exceptions: Preceding arrivals landing or exiting the runway, preceding departure or missed approach aircraft. Tower 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).

4.6.3. Taxi Speed. All aircraft shall be taxied at a safe rate of speed and under the positive control of the pilot.

4.6.4. Visual Blind Spots. Portions of the east and west Navy apron fingers and hardened aircraft shelter (HAS) area are not visible from the Tower.

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

4.6.6. Emergencies. When ATC is controlling an aircraft emergency, aircraft operating on the airfield can expect delays and/or re-routings to avoid interference with the emergency. All aircraft and vehicles shall exercise radio discipline for the duration of the emergency.

4.6.7. Aircraft Taxiing Without Clearance. Misawa Ground Control shall not clear any aircraft to taxi without a flight plan or approved daily flight schedule on file, except in accordance with paragraph **4.6.8.** below. If an aircraft attempts to taxi without a filed flight plan or is not on the daily flying schedule, the pilot shall be advised to hold position. Should the subject aircraft attempt to taxi, the Tower controller shall activate the primary crash alarm system initiating *35 FW Antiterrorism/Force Protection/Security Operations Plan* (AT/FP/S OPLAN). The Tower shall advise Airfield Management Operations of the no flight plan aircraft. Airfield Management Operations shall attempt to obtain a flight plan from the appropriate unit operations officer. If no flight plan can be obtained, the aircraft will be advised to shut down.

4.6.8. Taxi Checks: In the event it is necessary to perform a taxi check, the taxi crew's Operations Section shall coordinate with the Airfield Management Operations, via hotline only, for authorization. Airfield Management Operations shall forward the information to Misawa Tower prior to any aircraft movement under its own power.

4.6.9. Taxi Priority: Aircraft taxiing for takeoff shall normally have priority over aircraft returning to the line or ramp.

4.7. Take off Procedures.

4.7.1. Tower Clearance. No aircraft shall proceed on the runway, or takeoff, without specific clearance from Misawa Tower. Takeoff clearance shall not be issued without two-way radio com-

munications between the control tower and the aircraft. Exception: Precoordinated comm-out exercise/contingency launches.

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

From Taxiway	Runway 28 Distance Available	Runway 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

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

4.7.4. General Takeoff Instructions: Aircraft departing on either Runway 10 or 28 shall normally fly runway heading for 3 distance measuring equipment (DME) on RWY 28 or 2 DME on RWY 10 prior to executing the turn to the north or south. The turn shall be made at or below 1,600 feet. Caution must be exercised to prevent entering the DRAUGHON positive control area and air-to-ground gunnery range north of the field. Turns to the south after takeoff shall be no earlier than DMEs described above due to noise abatement.

NOTE: Helicopters may fly standard routes depicted in **Attachment 16**, or as otherwise coordinated with ATC.

4.7.5. Departure procedures.

4.7.5.1. Radar service will be provided to all departures.

4.7.5.2. Misawa Ground shall issue the assigned radar beacon code and departure control frequency with climb out instructions.

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

4.7.5.4. Misawa Tower should instruct departing civil aircraft and military transport and cargo types to change to departure control frequency ½ mile after takeoff, if traffic conditions permit.

4.8. VFR Procedures.

4.8.1. Radar Service (Radar Advisory and Sequencing Service for Visual Flight Rules (VFR) Aircraft).

4.8.1.1. VFR Departures. All VFR departures shall be given Radar Service within the Misawa radar approach control (RAPCON) area (see **Attachment 6**) unless specifically declined. Once airborne, they may be transferred to RAPCON for flight following. Single-pilot, ultra high frequency (UHF) equipped aircraft shall be transferred to radar approach control (RAPCON) in the same manner as instrument flight rules (IFR) departures.

4.8.1.2. VFR arrivals. All VFR arrivals shall be given Radar Service, radar vectors and traffic pattern sequencing when available from Misawa Approach. Aircraft returning VFR should

contact approach control prior to entering Misawa airspace (see **Attachment 6**). Aircraft recovering to Misawa Air Base from the West shall contact Sapporo Center for clearance.

4.8.1.3. VFR Departures and Recoveries to/from R-130. VFR departure and recovery routes are depicted in **Attachment 10**. VFR departure aircraft shall maintain an altitude of 1,600 feet until clear of Misawa traffic patterns. VFR recovery aircraft shall maintain 2,500 feet until initial. If unable, they will notify the Tower or RAPCON of the altitude they intend to fly. All VFR recovering aircraft shall depart R-130 with west (Rwy 10 in use) or east (Rwy 28 in use) heading and call the RAPCON as soon as possible.

4.8.2. General Instructions. Obstructions south of control tower are not charted in attachments because of the published flight restriction over Misawa City below 3,000 feet.

4.8.2.1. Aircraft shall not overfly the large circular antenna field 1.5 NM northwest of Runway 10 below 2,000 feet above ground level (AGL).

4.8.2.2. 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.

4.8.2.3. Do not overfly munitions storage areas below 1,600 feet (see **Attachment 9**).

4.8.2.4. All aircraft shall avoid overflight of Misawa City at less than 3,000 feet AGL.

4.8.2.5. Aircraft departing on Runway 10 shall not overfly the elementary and junior high school buildings located approximately one mile east of the field (see **Attachment 14**).

4.8.2.6. Pattern direction and altitude shall be as depicted in **Attachment 9** unless otherwise coordinated by Misawa Tower.

4.8.2.7. Landing Gear Checks. All aircraft shall report "gear down" and type landing to the Tower when turning to base leg.

4.8.2.8. Go Around. Aircraft executing a go around from final approach shall clear the runway as directed by the Tower, 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.

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

NOTE: The Tower shall close the VFR traffic pattern during visual meteorological conditions (VMC) if the watch supervisor determines the Tower cannot provide visual separation or pilot reports indicate they are unable to fly the published VFR traffic pattern.

4.8.2.10. Field Carrier Landing Practice (FCLP) aircraft (see Chapter 13).

4.8.2.11. (VFR) Departures. All VFR departures shall advise Ground Control of the initial heading and altitude before they taxi out.

4.8.2.12. VFR departures for 35 FW aircraft on the daily schedule are approved with the following criteria/procedures:

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

4.8.2.12.2. The official weather (current weather observed by JASDF, and the forecast for

the time of the flight by USAF Weather) must be 1500/3 or greater.

4.8.2.12.3. The SOF must approve the procedure.

4.8.2.12.4. The Tower shall relay VFR departures to Airfield Management Operations by stating: "(call sign), VFR DEPARTURE."

4.8.2.12.5. Airfield Management Operations will enter or delete flight plans as follows:

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

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

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

4.8.2.13. The Tower will advise all VFR arriving and departing aircraft whenever R-130 or R-521 is in use.

4.8.3. Reduced Same Runway Separation (RSRS).

4.8.3.1. 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. The control tower shall not apply reduced runway separation if the watch supervisor determines that poor visibility (e.g., runway distance markers not visible from the Tower) will preclude such an operation. The following RSRS apply:

Type Aircraft Behind	Arriving/Departing Aircraft	Distance Required
Fighter Type	Same Fighter Type	4000
Fighter Type	Dissimiliar Fighter Type	6000
C-130; C-12; C-21; or T-39	C-130; C-12; C-21; or T-39	6000
Fighter	Non-Fighter Type	9000

4.8.3.1.1. 6,000 feet when one of the following conditions exists:

4.8.3.1.1.1. Between sunset and sunrise.

4.8.3.1.1.2. Reported wet runway.

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

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

4.8.3.1.2. RSRS criteria contained in this provision will normally be applied at Misawa Air Base, Japan, by JASDF controllers as a courtesy to US forces’ aircraft. However, JASDF controllers retain the prerogative to apply standard runway separation when deemed necessary or as directed by their higher headquarters.

4.8.3.2. Aircraft arriving behind a departing aircraft: The preceding aircraft must be airborne

and at least 4,000/6,000/9,000 feet (as appropriate) down the runway as specified in paragraph **4.8.3.1.** when the second aircraft crosses the landing threshold.

4.8.3.3. 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:

4.8.3.3.1. Emergency aircraft.

4.8.3.3.2. Heavy jet.

4.8.3.3.3. Civil aircraft.

4.8.3.3.4. Military contract carrier.

4.8.3.3.5. Air evacuation aircraft.

4.8.3.3.6. To any situation involving an aircraft cleared for the option or a stop and go (SG), a low approach (LA) behind a touch and go, or a TG behind a full stop (FS).

4.8.4. Overhead Traffic Pattern.

4.8.4.1. VFR arrivals. Proceed to the appropriate initial point (IP) as depicted in **Attachment 8**. Aircraft shall report appropriate "IP" at 2,500 feet (3,500 for South IP), or as instructed by Misawa Tower, maintaining 2,500 feet until initial and then descending to 2,100 feet. Aircraft shall normally break at the approach end of the landing runway. If traffic does not allow aircraft on initial to continue the overhead pattern, Tower shall provide positive control or advise the aircraft to "Report outside downwind." Outside downwind is 5 NM north and parallel to the runway; altitude for outside downwind is 2,500 feet. From outside downwind, proceed to the appropriate pattern IP.

NOTE: When reaching IP or requesting closed patterns, pilots shall inform Tower of landing intentions (i.e., low approach, touch and go, or full stop).

4.8.4.2. Do not descend below 2,500 feet until initial, and maintain 2,100 feet until starting turn to base leg.

4.8.4.3. Formation Breaks and Landings. Formation flights shall take intervals in the break for landings as specified in the appropriate operating training manuals. Formation flights shall take spacing in the break so as to ensure aircraft touch down with spacing IAW paragraph **4.8.3.** Pilots desiring formation landings must notify the Tower prior to aircraft entering the pattern. Helicopters will maintain landing spacing in accordance with flight manuals.

4.8.4.4. Jet closed traffic pattern shall be flown at 2,100 feet. Aircraft shall normally pulled closed traffic at the departure end of runway unless otherwise directed.

4.8.4.5. If required to hold for the VFR overhead, hold as depicted in **Attachment 8**. Hold on the radial that defines the North Holding Point (300 degrees, 12-15 DME), East Holding Point (080 degrees, 12-15 DME) or South Holding Point (240 degrees, 12-15 DME), outbound turns toward the north, at 3,500 feet. If necessary, longer leg lengths may be requested from the Tower. Subsequent aircraft will hold at 1,000 foot increments above 3,500 feet.

4.8.5. Rectangular (Conventional) Traffic Pattern.

4.8.5.1. Aircraft on VFR flight plan utilizing the conventional pattern shall descend to 1,100

feet outside the control zone and make a 45-degree entry onto downwind leg as depicted in **Attachment 9**, or as directed by Misawa Tower.

4.8.5.2. Downwind leg shall be flown north of the north area military family housing and elementary school.

4.8.5.3. Base leg shall not be further than 3 NM from end of runway to provide separation from aircraft on IFR approach, or as directed by Tower.

4.8.5.4. Missed approach and go around. Crosswind leg begins after passing airfield boundary or as directed by Tower.

4.8.6. Light Aircraft and Helicopter Pattern.

4.8.6.1. Light conventional aircraft on a VFR flight plan shall descend to 600 feet outside the control zone and make a 45-degree entry onto downwind as depicted in **Attachment 9**, or as directed by Misawa Tower.

4.8.6.2. Downwind leg shall be flown south of north area military family housing.

4.8.6.3. Base leg shall not be further than 1 NM from end of runway unless otherwise directed by the Tower.

4.8.6.4. Crosswind begins after passing airfield boundary or as directed by Tower.

NOTE: Helicopters inbound on standard helicopter arrivals will proceed no further than the inbound holding points (see **Attachment 16**) until cleared to land or to enter base/downwind.

4.8.7. Simulated Flame-Out (SFO) Procedures.

4.8.7.1. Pilots shall request the SFO from Misawa Tower or Misawa RAPCON prior to climbing to high key.

4.8.7.2. High and/or low key shall be in accordance with applicable aircraft flight manual.

4.8.7.3. All overhead SFOs will be flown north of the field; left traffic for Runway 10 and right traffic for Runway 28.

4.8.7.4. Straight-in SFOs will report Glider West R-280/10 DME or Glider East R-100/10 DME at 8,500 feet. Additionally, they will report 5 NM straight-in.

4.8.7.5. SFOs shall only be flown during day VMC conditions. Ceiling must be a minimum of 500 feet above low or high key, as appropriate. Visibility must be at least 5 miles. Entries from other than a high key over the field may be made from various directions with Tower approval.

4.8.7.6. RAPCON may approve/disapprove the SFO based on RAPCON traffic and Tower approval/disapproval.

4.8.7.7. The Tower shall be responsible for issuing traffic advisories to aircraft executing an SFO.

4.8.7.8. Tower shall sequence SFOs with all known traffic and if necessary hold SFO aircraft at high key to resolve any conflicts.

4.8.7.9. The Tower may discontinue an SFO anytime they deem necessary. Normal breakout shall be: climb above initial at 3,000 feet.

4.8.8. Tactical Straight-In (TSI): F-16 tactical straight-ins may be flown at flight lead discretion for training with Tower approval. Exercise scenarios involving simulated threats near the airfield or "overhead pattern closed" conditions are examples of when a tactical straight-in recovery might be appropriate. Procedures are as follows:

4.8.8.1. Required Weather - 1500/3.

4.8.8.2. Maximum flight size - 4 aircraft (large package recoveries may use this option, but should coordinate with Tower prior to takeoff).

4.8.8.3. When TSIs are in effect (fragged in an ATO or at SOF direction) or if a flight wants to practice the procedure, contact Tower as early as possible (contact Misawa RAPCON first IAW normal procedures). Aircraft recovering from the southeast shall avoid Hachinohe's control zone and perform the "in-place 90" maneuver from "STICK" (Misawa 106/11), or proceed VFR to the east IP and perform the maneuver from there. Aircraft recovering from the southwest (South IP) shall avoid direct overflight of Towada City below 1,000' AGL.

4.9. Draughon Range VFR Routes. VFR departures proceeding direct to Draughon Range or recoveries directly from Draughon to a VFR initial point (IP) should follow the routings and altitudes described in **Attachment 10**.

4.10. Radar Vectoring of Aircraft

4.10.1. The RAPCON Minimum Vectoring Altitude (MVA) chart is shown in **Attachment 11**.

4.11. Recovery Routes. Recovering aircraft from air work areas that intend to recover IFR shall request an IFR recovery clearance from Sapporo Area Control Center (ACC) or directly from the RAPCON at least 5 minutes prior to exiting the training area. ACC or RAPCON shall issue an IFR clearance if traffic conditions permit. Recoveries should follow routings described in **Attachment 12** unless otherwise cleared by the controlling agency.

4.12. Radar Trail Recoveries.

4.12.1. General. Radar assisted 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.

4.12.1.1. Trail recoveries will be flown IAW AFI 11-2F16-V3, and 35 FW Supplement 1. 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.

4.12.2. Pilot Procedures: 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. 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 with the power in idle, speedbrakes open, until obtaining spacing. Maintain 1.5 to 2 NM spacing throughout recovery and final approach. If RCR is less than (18 / FAIR), use 3 NM spacing. The last aircraft in the formation will squawk ModeIII/C 5400.

4.12.2.1. 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. All aircraft will fly the same type of final approach (TACAN, ILS, or VFR straight-in) and report the FAF. 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.

4.12.3. 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. Inform ATC when recovery order is different from numbering in flight (i.e. number 2 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.

4.12.4. Abnormal Procedures: Trail aircraft losing radar contact on preceding aircraft prior to a segment of the published approach will inform lead, climb 500' 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. If radar contact is lost with the preceding aircraft during a missed approach, execute the following instructions until receiving vectors from ATC:

Table 2. Missed Approach Instruction

RWY 28: Climb runway heading to 1600 feet, turn right at 3 DME to:

#1 - 060°	#2 - 030°	#3 - 360°	#4 - 330°

RWY 10: Climb runway heading to 1600 feet, turn left at 2 DME to:

#1 - 320°	#2 - 350°	#3 - 020°	#4 - 050°

4.13. Functional Check Flight (FCF).

4.13.1. Coordination.

4.13.1.1. When the 35 FW command post receives notification of a proposed F-16 FCF, they shall immediately advise Airfield Management Operations of the estimated time of departure (ETD), call sign, and estimated time enroute (ETE) of the FCF.

4.13.1.2. Airfield Management Operations shall file a local FCF flight plan and advise the Tower of the ETD, aircraft call sign, and the FCF route the aircraft shall fly.

4.13.1.3. Misawa Tower shall advise Misawa RAPCON of the FCF flight plan information. RAPCON shall advise Sapporo ACC.

4.13.1.4. FCF pilot shall:

4.13.1.4.1. Squawk as assigned by ATC.

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

4.13.1.4.3. 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.

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

4.13.2. FCF zoom profile.

4.13.2.1. Departures (see **Attachment 13**).

4.13.2.2. Recovery. After completion of FCF, aircraft shall make a standard recovery with Misawa RAPCON or Tower.

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

4.14. Radar Traffic Patterns.

4.14.1. Normal and minimum fuel radar traffic patterns are shown in **Attachment 14**.

4.14.2. Due to high terrain west of the airfield, do not exceed 10.7 DME below 3,100 feet on downwind for Runway 10.

NOTE: Do not overfly the large circular antenna field 1.5 NM northwest of Runway 10 below 2,000 feet AGL.

4.14.3. Formations are considered "standard" unless stated by flight lead that they are in a "non-standard formation." The last wingman 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.

4.14.4. PAR procedures when airport surveillance radar (ASR) is inoperative:

4.14.4.1. Approach Control shall transfer radio communications to the PAR final controller when an aircraft is approaching 17 DME fix on a TACAN (VOR/DME) final approach.

4.14.4.2. Radar identification fixes and altitudes:

DME FIX	DISTANCE FROM TOUCHDOWN		ALTITUDE
MIS107/9	(Rwy 28)	8.7 NM	2000-3000
MIS281/10	(Rwy 10)	8.8 NM	2200-3000

4.14.4.3. Pilot procedures:

4.14.4.3.1. The pilot shall execute the TACAN/VOR DME Approach and report heading and altitude to approach control at the radar identification fix.

4.14.4.3.2. If radar contact is not established by 7 miles from touchdown and the weather

is above the TACAN minimums, the pilot shall continue with the TACAN/VOR approach.

4.14.4.3.3. If radar contact is not established by 7 miles from touchdown and the weather is below the TACAN minimums, the final controller shall inform the pilot that radar service is not available and request pilot's intentions.

4.15. Missed Approach and Go Around Procedures.

4.15.1. Aircraft on final approach shall be issued go around or missed approach instructions as specified. Standard climbout procedures shall apply unless stipulated by ATC.

4.15.2. When an aircraft is 4 miles or more on final approach, the control tower shall issue instructions to break the aircraft to the north, i.e. “Turn/Fly (left/right) (heading), Climb and maintain (altitude).”

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

4.15.4. The control tower may break an arriving aircraft to the south if traffic conditions permit.

4.15.5. 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.

4.15.6. 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.

4.15.6.1. 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.

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

4.15.7. 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 tower clearance.

4.16. Multiple Approach Procedures.

4.16.1. When pilot requests multiple practice approaches, RAPCON may issue "climb-out as published." If the pilot is unfamiliar, Misawa climb-out procedures shall be issued.

4.16.2. Standard Climb-out Procedures:

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

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

4.17. Landing Instructions.

4.17.1. Aircraft Procedures. All aircraft returning to Misawa VFR should contact Misawa RAPCON prior to entering Misawa Approach Control airspace. If radar service is not desired, the pilot shall be told to contact Misawa Tower for pattern entry and landing instructions after he/she reports the field in sight.

4.17.2. Approach Control Procedures. Misawa RAPCON shall issue traffic pattern entry instructions. Except when contained in the ATIS broadcast and the pilot states the appropriate ATIS broadcast code, these instructions shall include, but are not limited to:

4.17.2.1. Runway in use.

4.17.2.2. Surface winds.

4.17.2.3. QNH (Altimeter).

4.17.2.4. Instructions to enter a point in the traffic pattern.

4.17.2.5. Request for additional position reports.

4.17.2.6. Any additional information deemed necessary by ATC.

4.18. Lost Communications Instructions**.**

4.18.1. The phrase, "Lost comm as published" may be issued to pilots to reduce frequency congestion. If the pilot is unfamiliar, standard lost communications shall be issued.

4.18.2. Standard Lost Communications.

4.18.2.1. No Radios (NORDO) in the pattern. If no transmissions are received for more than 30 seconds for RWY 10 (1 minute for RWY 28) during radar vectors to final, or for more than 5 seconds/15 seconds once established on PAR/ASR final approach, the pilot shall maintain VMC and attempt to contact Misawa Tower. If unable to maintain VMC, the pilot shall proceed with a published instrument approach or previously coordinated instructions.

4.18.2.2. IMC NORDO Recovery. Proceed to Shoju initial approach fix (IAF) for the runway of departure, at or above the minimum safe altitude and execute an instrument approach or previously coordinated instruction.

4.18.2.3. VMC NORDO Recovery. Enter initial for the last know active runway at 1100 feet rocking wings. Break at midfield, climb to 2,100 feet for a normal downwind and look for a green light from the tower on base to final turn.

4.18.3. Helicopter Lost Communications Procedures.

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

4.18.3.2. 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 the Tower. Pilots will turn downwind and fly a normal pattern landing on the runway, if no red light is observed.

4.18.3.3. If unable to maintain VMC, pilots will climb or descend to 4,000 feet and proceed to the IAF (CUTTY) for the ILS/DME 2 Runway 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.

4.19. Helicopter Operating Procedures.

4.19.1. Clearance to takeoff/land at a location other than a designated helicopter landing area may be granted by the Tower. 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 helipad, the Tower 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.

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

4.19.3. Clearance to land on Bravo Taxiway will be interpreted as clearance to land anywhere on Bravo unless otherwise specified. For helicopters cleared for closed patterns to Bravo, early turnouts on upwind and early turns to base will be assumed unless otherwise directed by ATC. ATC will call traffic advisories (i.e., aircraft on final). Once a helicopter has called traffic in sight, the helicopter may be cleared to land and will avoid that traffic.

4.19.4. 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 CAM and Tower 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.

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

4.19.6. Autorotations/Running Landings. Tower clearance shall be received prior to conducting autorotations/running landings and shall be conducted on the active runway, or Taxiway Bravo.

4.19.7. Optional Helicopter Departures/Arrivals. Helicopter arrivals are flown at a maximum of 600 feet unless Tower approves a higher altitude.

4.19.8. Helicopter Emergency Procedure Training.

4.19.8.1. Helicopter emergency procedure training will normally be performed on the active runway or to the approved helipad. If Taxiway Bravo is clear and after coordination with Airfield Management, emergency procedures and landings/approaches may be made to Taxiway Bravo to minimize congestion on the active runway (Pilots will make their request on downwind).

4.19.9. Autorotations will be flown to either the active runway or to Bravo Taxiway. 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 Bravo Taxiway. Base for 90-degree autorotations may be turned "inside" Taxiway B2 or B5 to ensure the approach doesn't terminate over the barrier.

NOTE 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: Tower will consider helicopters reporting "base for 90-degree" and/or "initial for 180-degree auto" as on short final. Tower can expect the autorotation to begin immediately after landing clearance is granted.

4.19.10. Helicopter Local Area Operations.

4.19.10.1. 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.

4.19.10.2. 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.

4.20. Hazardous Cargo. When Misawa Tower is advised an inbound aircraft is carrying hazardous cargo, Tower shall advise the aircraft on first contact to call Airfield Management Operations on pilot-to-dispatch frequency (313.6 or 131.4 MHz) to verify load information. Airfield Management Operations shall pass the information to appropriate agencies. See Aircraft Carrying Hazardous Cargo/Ordnance Weapons, Chapter 10.

4.21. Daily Noise Abatement/Quiet Hours. Current directives require noise from aircraft operations be controlled as much as possible with flight patterns and/or operating hours. Flight safety and mission accomplishment are paramount; however, the following guidelines shall be observed to the maximum extent possible, consistent with mission requirements and aircraft performance capability.

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

4.21.2. 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 DME for Runway 28 and 2 DME for Runway 10.

4.21.3. Low altitude flight (below flight pattern altitude) should be avoided except when the mission so requires.

4.21.4. Supersonic flight over Japan is prohibited over land.

4.21.5. Use of afterburner should be limited to that required for mission accomplishment and/or operational necessity. Afterburner use for takeoff should be discontinued as soon as safe altitude and speed permit.

4.21.6. Training flights are discouraged on Sundays.

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

4.21.8. High power unsuppressed engine runs are prohibited during quiet hours, 2200-0600L daily.

4.21.8.1. The 35 MXG/CC is the waiver authority for the 13th and 14th Aircraft Maintenance Units engine run-ups above idle during quiet hours. Engine run requests will be coordinated with the appropriate maintenance commander. Once approved, notify Airfield Management Operations (226-3110) who in turn will notify ATC.

4.21.8.2. The 35 OG/CC is the waiver authority for all engine run-ups above idle on the south Transient Ramp during quiet hours. Airfield Management Operations will coordinate approval with the 35 OG/CC through the Wing Command Post.

4.21.8.3. Navy P-3 Squadron engine run-ups above idle will first be coordinated and approved through the NAF/CC via the maintenance commander. Once approved through NAF/CC, Airfield Management Operations will coordinate and request final approval with the 35 OG/CC through the Wing Command Post.

NOTE: All engine runs must contact Misawa Ground for notification prior to engine start. See paragraph **9.5.** for additional information on maintenance engine runs.

4.21.9. 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.

4.22. Practice Instrument Approaches. Pilots requesting practice approaches should annotate their request on their flight plan and advise RAPCON of the following information:

4.22.1. Type and number of aircraft.

4.22.2. Type of approach.

4.22.3. Intentions after the approach.

4.23. ATIS Operating Procedures Operational Hours: Mon-Fri, 0700-2000L. When deemed necessary by the RAPCON, the ATIS may be operated other than the normal published operational hours due to local night or weekend flying.

4.23.1. ATIS Information. The RAPCON will provide the following information using the ATIS system:

4.23.1.1. Weather information including advisories and warnings. The cloud ceiling for Misawa will be specified in hundreds of feet. Prevailing visibility will be expressed in both kilometers and meters and statute miles and fractions thereof.

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

4.23.1.3. Significant runway surface conditions and braking actions.

4.23.1.4. Other necessary ATC information.

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

4.23.2. Flight leaders or aircraft commanders shall report receipt of the current ATIS broadcast on initial contact with the RAPCON or Tower with the specific ATIS phonetic alphabet code.

4.24. Monitored Frequencies. ATC shall monitor the following frequencies:

Frequency Band	Frequency (MHz)	Facility
UHF	363.8	Departure
	317.8	Arrival
	261.2	Arrival
	243.0	Guard
	315.8	Tower
	236.8	Tower
	275.8	Ground
VHF	120.7	Arrival
	125.3	Departure
	121.5	Guard
	118.1	Tower
	118.65	Ground
	126.2	Tower
FM	140.675	ATC Net
	139.300	Crash Net

4.25. BWC and Wildlife Dispersal.

4.25.1. Declaring Authority: During 35 FW flight operations, the authority to declare a BWC is solely vested with the SOF. When a SOF is not on duty, Airfield Managment Operations shift supervisor will be the declaring agency for upgrades to MODERATE or SEVERE in time critical situations. The declaring authority must use good judgment and often subjective means for determining the BWC. Initial response should be to take the most conservative action until a better determination of the BWC can be made. Once a BWC other than LOW has been declared, the SOF or Airfield Managment Operations (when the SOF is not on duty) may change the condition with updated information.

4.25.1.1. Low: Normal bird activity on and above the airfield with a low probability of hazard.

4.25.1.2. Moderate: Concentrations of bird's observable in locations which represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews. If possible, departure paths should be planned to avoid bird concentration areas and the necessity to conduct multiple approaches should be thoroughly evaluated before conducting such operations. F-16 formation takeoffs and landings are not authorized.

4.25.1.3. Severe: Heavy concentration of birds on or immediately above the active runway or

other specific location that represents an immediate hazard to safe flying operations. The area declared SEVERE shall be open only by specific pilot request and after thorough evaluation of mission requirements. All aircraft should delay departure until the BWC is downgraded and conduct one approach to a full stop upon arrival. If F-16 landings are directed, plan on full stop single ship landings.

4.25.2. Wildlife Dispersal Operations.

4.25.2.1. When notified of BWC MODERATE or SEVERE, Airfield Management personnel will immediately respond to the airfield to conduct bird dispersal operations using bioacoustic equipment, pyrotechnics, or other available measures. BWC increases are considered an airfield emergency and you will respond with light bar and siren on as required.

4.25.2.2. Airfield Management will provide the SOF and tower with an initial evaluation of the situation. Provide an estimate of the time needed to disperse the birds or if circumstances will not allow for dispersing the birds in order to downgrade the condition. Keep the SOF and tower updated on results of bird dispersal operations.

4.25.2.3. BAT Dispersal Operations: The BAT is comprised of Airfield Management and Wing Safety. The BAT will utilize any method of bird dispersal, excluding depredation, to eliminate bird/wildlife hazards around the airfield. The BAT may be activated by the SOF or Airfield Management personnel when bird scare techniques are not successful by contacting the Wing Command Post.

4.26. Operations During Snow Removal.

4.26.1. Taxiing During Snow Removal. Taxiway snow removal operations can be suspended by Misawa Ground Control to allow taxiing of aircraft.

4.26.2. Runway snow removal operations shall be suspended at the request of Misawa Ground Control to allow:

4.26.2.1. Landing of emergency aircraft.

4.26.2.2. Launch of hot scramble aircraft.

4.26.2.3. Launch of Patrol Squadron ready alert aircraft.

4.26.2.4. Other operational launches (30 minutes prior notification required). Aircraft commanders conducting operational (vice training) flights may determine runway conditions are acceptable for takeoff.

4.26.3. Snow removal operations may be delayed via coordination with the CAM, USAF/JASDF Base Operations or Misawa Ground Control. At the request of Misawa Ground Control, the snow removal operations supervisor (USAF & JASDF) shall suspend all operations and evacuate the runway immediately. Vehicles shall hold behind the hold short line 100 feet off the edge of the runway shoulder. The CAM or 3 AW Aerodrome Officer (AO) shall make a runway inspection after snow removal is complete or suspended. The Tower shall hold all aircraft until the condition of the runway is received.

4.26.4. Snow removal priorities will be IAW 35 FW Snow & Ice Removal Plan unless otherwise coordinated through the CAM.

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

5. Aircraft Emergencies/Accidents/Incidents

5.1. Primary and Secondary Crash Net Procedures.

5.1.1. Assignment of Secondary Crash Net (SCN**)** Station Number**.** Authority to determine which USFJ agencies shall be assigned a crash net station number shall be IAW AFI 13-203, *Air Traffic Control*, and AFI 13-213, *Airfield Management.* Any agency requiring assignment of a secondary crash net station shall fill out AF Form 3215, Communications-Computer Systems Requirements Document, and send it to 35th Communications Squadron/Customer Service Center through the CAM. The CAM will make a recommendation to the 35 OSS/CC, IAW AFI 13-213, for approval/disapproval of all additions and deletions. All stations must be equipped with noise reduction feature that filters out background noise.

5.1.2. Need for Early Warning. Early warning of possible emergency situations must be given to all appropriate base agencies. This precautionary action shall enable agencies to prepare and respond in a timely manner to actual emergency declaration, cable arrestment, and/or runway closure. Only use the Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN) to relay information critical to aircraft and airfield operations. Exercise information may be passed over the PCAS and the SCN when authorized by 35 OSS/CC.

5.1.3. PCAS. This system is activated by the Tower and consists of the following agencies:

5.1.3.1. Airfield Management Operations

5.1.3.2. Fire Department (JASDF)

5.1.3.3. Fire Department (USAF)

5.1.3.4. Hospital (USAF)

5.1.3.5. Hospital (JASDF)

5.1.3.6. RAPCON (listen only)

5.1.4. Alternate Notification Procedures. In the event the PCAS is inoperative, the Tower shall make one call to Airfield Management Operations via the direct line. Airfield Management Operations shall notify the USAF/JASDF fire departments and the USAF/JASDF hospital via the SCN. If the SCN is inoperative, individual notifications shall be made via telephone or by Airfield Management Operations radio.

5.1.4.1. Fire Department (JASDF) - Direct line or JASDF fire/crash radio net.

5.1.4.2. Fire Department (USAF) - Phone 911 on USAF phone or fire/crash radio net.

5.1.4.3. Hospital Emergency Room (USAF) - Fire/crash radio net or phone 911 on USAF phone.

5.1.4.4. Hospital (JASDF) - Commercial line or a JASDF fire/crash radio net.

5.1.5. Secondary Crash Net. Two SCN systems are operable, one for USAF and one for JASDF, in which the respective languages shall be spoken. Airfield Management Operations shall relay the information received from the PCAS on the SCN to the following agencies:

5.1.5.1. USAF:

5.1.5.1.1. Fire Department (USAF)

5.1.5.1.2. Hospital (USAF)

5.1.5.1.3. Wing Command Post

5.1.5.1.4. MSG Commander

5.1.5.1.5. Maintenance Management Center (MMC)

5.1.5.1.6. Safety

5.1.5.1.7. Weather

5.1.5.1.8. Central Security Control

5.1.5.1.9. Disaster Preparedness

5.1.5.1.10. Wheel and Tire (Crash Recovery)

5.1.5.1.11. Naval Air Facility (NAF) Misawa Quarterdeck

5.1.5.1.12. Barrier Maintenance

5.1.5.1.13. Public Affairs (Listen Only)

5.1.5.1.14. Transportation (Listen Only)

NOTE 1: Hospital notifies bio-environmental engineering.

NOTE 2: Command Post notifies the following agencies:

35th Fighter Wing Commander

35th Fighter Wing Vice Commander

35th Operations Group Commander

Mortuary Affairs

JA (Legal office)

Comptroller (Finance)

NOTE 3: MMC notifies Hydrazine Response Team (as necessary).

NOTE 4: Central Security Control (CSC) notifies Photo Lab.

5.1.5.2. JASDF:

5.1.5.2.1. Flight Group Operations Center

5.1.5.2.2. Wing Operations Center

5.1.5.2.3. Weather

5.1.5.2.4. Base Duty Officer

5.1.5.2.5. Fire Department

5.1.5.2.6. Hospital

5.1.5.2.7. Civil Engineering

5.1.5.2.8. Safety

5.1.5.2.9. Misawa Sector Operation Center/Direction Center (SOC/DC)

5.1.5.2.10. Security

5.1.5.2.11. 3 AW Maintenance Control

5.1.5.2.12. E-2C Maintenance Control/E-2C Group Control

5.1.5.2.13. Air Lift Squadron (CH-47) Operations Center

5.1.5.3. For SCN activation from sources other than the PCAS or Tower, Airfield Management Operations will notify the Tower.

5.1.6. PCAS CHECKS. The Tower shall make a daily circuit check at approximately 0805L. The Tower shall repeat three times "This is Misawa Tower for the daily crash phone check," and then "Answer with your initials as I call your station." followed by a roll call of each agency. The individual answering the phone at each location shall be cognizant of crash alarm system procedures and shall reply with his international phonetic alphabet initials. As soon as the initials are given, the individual shall hang up. Agencies experiencing circuit malfunctions shall immediately inform telephone maintenance and Airfield Management Operations.

5.1.7. Secondary Crash Net. Airfield Management Operations shall check the SCN immediately after the PCAS check. Rules are the same as those for the PCAS check.

5.1.8. If an actual emergency/incident or exercise is in progress during the period of 0800-0815 local and the primary/secondary alarm systems were activated, this shall satisfy the daily crash phone check. If not, the alarm system shall be tested as soon as practical upon termination of event.

5.2. Crash Alarm System Answering Procedures. Personnel responsible for answering the crash alarm system shall be briefed and follow these rules:

5.2.1. Pick up the phone receiver and listen. HOLD ALL QUESTIONS UNTIL YOUR STATION IS CALLED.

5.2.2. Airfield Management Operations shall maintain a record copy of the information passed.

5.2.3. If all information is understood, give initials to acknowledge receipt of information when asked.

5.3. Accident/Emergency Procedures.

5.3.1. The Tower shall activate the PCAS when notified of an emergency or accident. Airfield Management Operations shall activate the SCN on receipt of information over the primary crash alarm system or from any other reliable source. The primary and secondary crash nets are for dissemination of emergency information affecting flight safety only. Emergency information is defined as information requiring immediate and widespread dissemination to protect or preserve life, limb, and/or property.

5.3.2. The primary and secondary crash nets shall be activated whenever any of the following listed conditions are known, reported, suspected, or impending:

5.3.2.1. Aircraft accident on or off base.

5.3.2.2. Emergencies or suspected hijack.

5.3.2.3. Barrier engagement/cable arrestment.

5.3.2.4. Hot brakes.

5.3.2.5. Aircraft landing with dragging tow cable.

5.3.2.6. Major fuel spills.

5.3.2.7. EPU activation, Hydrazine leaks or spills.

5.3.2.8. Aircraft landing with hung ordnance (except aircraft landing with hung BDU-33 and/or MK-106 training ordnance).

5.3.2.9. 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.

5.3.3. Tower shall activate the PCAS when required and relay the following information as appropriate:

5.3.3.1. Type of emergency information (in-flight or ground).

5.3.3.2. Aircraft call sign.

5.3.3.3. Aircraft type.

5.3.3.4. Nature of emergency.

5.3.3.5. Location.

5.3.3.6. Landing runway.

5.3.3.7. ETA.

5.3.3.8. Fuel remaining.

5.3.3.9. Person aboard/position (how many forward/aft).

5.3.3.10. Winds.

5.3.3.11. Hazardous cargo/explosives/weapons aboard (if applicable).

5.3.3.12. Pilots intentions.

NOTE: It is not necessary to delay activation of the PCAS until all the information has been obtained.

5.3.4. Once activated, the PCAS shall not be reactivated for the same situation unless there has been a change in status.

5.3.5. Misawa Approach Control shall:

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

5.3.5.2. Advise all aircraft under their control that an emergency situation exists.

5.3.5.3. Transfer the emergency aircraft to the Single Frequency Approach (SFA) frequency 235.5 MHz, unless the pilot indicates otherwise.

NOTE: Non-controlling agencies (e.g., crash) monitoring the SFA frequency shall not transmit on this frequency while the aircraft is in flight. However, the SOF may make emergency-essential transmissions. Crash may talk to the pilot on the SFA frequency after the aircraft has come to a complete stop.

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

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

5.3.5.6. Monitor the emergency aircraft's frequency when it is controlled by the Tower.

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

5.3.6. Misawa Tower shall:

5.3.6.1. Obtain the emergency aircraft's information as soon as possible and broadcast over the PCAS.

5.3.6.2. Obtain the runway and type of approach requested by the pilot.

5.3.6.3. Broadcast on all frequencies to vehicles and aircraft under their control of the emergency situation. They may instruct all aircraft to depart the VFR pattern and to maintain radio silence.

5.3.6.4. Request RAPCON to radar monitor the emergency aircraft.

5.3.6.5. Monitor the emergency aircraft's frequency when it is controlled by the RAPCON.

5.3.6.6. Inform Airfield Management Operations and other concerned agencies when there is a change in status of the emergency aircraft or if a runway closure is expected.

5.3.6.7. Suspend runway operations and advise USAF/JASDF Base Operations of the unsafe runway condition/situation. Should runway operations be suspended due to an aircraft accident, the Tower shall:

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

5.3.6.7.2. Coordinate with Airfield Management Operations to determine the anticipated delay before resuming normal operations.

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

5.3.7. The senior fire department representative, with the concurrence of the aircraft commander, may terminate an emergency and advise Tower. The pilot in command of the emergency aircraft shall keep the senior fire department official up to date on the status of the emergency through the Tower.

5.3.7.1. USAF Airfield Management Operations will determine the status of the runway after coordinating with JASDF Base Operations personnel.

5.4. Response to In-Flight Emergencies**.**

5.4.1. JASDF Fire Department has primary response for Japan Self Defense Force aircraft, and aircraft of Japanese registry. USAF Fire Department has primary response for USFJ aircraft.

5.4.2. 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:

5.4.2.1. 35th Fighter Wing Commander/Vice Commander and Operations Group Commander (and/or SOF).

5.4.2.2. 35th Mission Support Group Commander or Deputy.

5.4.2.3. Fire Protection/Rescue

5.4.2.4. Barrier Maintenance

5.4.2.5. Airfield Management Operations

5.4.2.6. Transient Alert/Crash Recovery

5.4.2.7. Security Police

5.4.2.8. Hospital

5.4.2.9. Disaster Preparedness/Mobile Command Post

5.4.2.10. Explosive Ordnance Disposal

5.4.2.11. Flying Safety

5.4.2.12. Hydrazine Response Team

5.4.3. Upon notification of an in-flight emergency, USAF/JASDF Fire Departments, and Airfield Management Operations shall position their vehicles on the airfield as required. Minimum safe distance for other than fire department vehicles is 300 feet from the aircraft. All other emergency response vehicles shall be positioned on the parking ramp in front of Airfield Management Operations until requested by the on-scene commander or until the emergency is terminated.

5.4.4. Prior to termination of an in-flight emergency, Airfield Management shall visually ascertain that there are no fuel or hydraulic fluid on the runway or taxiways. The Fire Chief or commander, JASDF Rescue Squadron having primary response for their respective aircraft will terminate the emergency with all responding agencies.

5.5. On–Base Aircraft Accidents.

5.5.1. JASDF Fire Department has primary response for Japan Self Defense Force aircraft, and aircraft of Japanese registry. USAF Fire Department has primary response for USFJ aircraft

5.5.2. Only fire fighting, special fuels team (if required), and rescue personnel and equipment are authorized in the immediate area of an aircraft accident until the Fire Chief has completed all duties.

5.5.3. Upon the Fire Chief's withdrawal, on-scene control shall be in accordance with MAB O-Plan 32-1.

5.5.4. Other considerations to on-base accidents by the responsible agencies are:

5.5.4.1. Diversion of inbound traffic, if runway is closed.

5.5.4.2. Clearance of wreckage and foreign objects from the runway for scrambles or inbound emergency aircraft.

5.5.4.3. Repair to airfield facilities.

5.5.4.4. Securing/safeguarding classified material.

5.6. 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 Supervisor of Flying (SOF), or in the SOF's absence, Misawa Control Tower shall coordinate necessary information with Airfield Management Operations.

5.7. Drag Chute Failure. Misawa Control Tower shall advise a landing aircraft when a drag chute failure is observed. Prior to landing, pilots shall advise the Tower when an intentional no-drag-chute landing shall be made.

5.8. 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 (25 minutes notification is required by JASDF to position flare pots). If HIRLs are not working, the actions outlined below shall be taken at once:

5.8.1. The Misawa Control Tower shall:

5.8.1.1. Notify RAPCON, Airfield Management Operations, and Sapporo Area Control Center.

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

5.8.2. Airfield Management Operations shall:

5.8.2.1. USAF personnel notify Command Post, CAM, transient aircraft commanders planning for departure, and Civil Engineering service call desk (fire department after duty hours).

5.8.2.2. JASDF personnel notify appropriate JASDF units.

5.8.2.3. Initiate appropriate NOTAM action.

5.8.3. 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.

5.9. Inoperative Approach Lights. If runway approach lights are inoperative, visibility minima may be increased dependent upon aircraft category, active runway, and type of approach flown.

5.9.1. See FLIPs for specific minima. The following procedures apply:

Misawa Tower shall:

5.9.1.1. Notify RAPCON and Airfield Management Operations.

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

5.9.2. Airfield Management Operations shall:

5.9.2.1. USAF personnel notify 35th Fighter Wing Command Post, CAM, and Civil Engineering service call desk. JASDF personnel notify appropriate JASDF units.

5.9.2.2. Initiate appropriate NOTAM action.

5.10. Control of Aircraft with Overheated Brakes.

5.10.1. Aircraft that anticipate, suspect, or experience overheated (HOT) brakes shall notify Misawa Control Tower, who shall activate the PCAS.

5.10.2. Aircraft with hot brakes shall immediately advise the Tower and taxi to the hot brake area (**Attachment 4**). 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 actual fire breaks out. Hot brakes shall be allowed to cool and the aircraft shall be de-armed in this area.

5.10.3. 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.

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

5.10.5. When an aircraft with hot brakes is identified in a parking area, the Tower 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.

5.10.6. The USAF or JASDF (as appropriate) on-scene Commander shall terminate the emergency.

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

5.12. Controlled Bailout Procedures.

5.12.1. The controlled bailout area is R-130, a land/sea semi-circular area located 10 NM north of Misawa Air Base (MIS 360 degrees R/10 DME).

5.12.2. Procedures. Radar vectors or flight-following to the area shall be provided by RAPCON on request. When requested during IMC, RAPCON may advise when the aircraft is near the bailout point (RAPCON shall not advise aircrews when to bailout). Aircrews shall attempt to egress over land at a point which shall allow the aircraft to impact in water. Fly heading of 90 degrees from the Misawa TACAN 360 degree radial at 10 DME at a minimum altitude of 2,000 feet.

5.12.3. Notification. The pilot shall attempt to contact RAPCON or Tower, squawk emergency, and transmit the following information:

5.12.3.1. Call sign and type of aircraft.

5.12.3.2. Nature of emergency.

5.12.3.3. Number of persons on board.

5.12.3.4. ETA over bailout area.

NOTE: Pilots shall attempt to loiter as long as possible to provide Search and Rescue (SAR) forces time to launch and reach the recovery area.

5.13. Contaminated Aircraft Arrivals. Aircraft suspected of contamination by radiological, chemical, or biological agents shall be managed as outlined in MAB O-Plan 32-1. Parking shall be in the hot cargo pad (**Attachment 4**).

5.14. Hung Ordnance Procedures. See Chapter 10.

5.15. Radio Failure

5.15.1. Basic procedures. Pilots experiencing radio failure shall squawk code 7600.

5.15.2. Recovery Procedures.

5.15.2.1. VMC Conditions.

5.15.2.1.1. Sunrise to sunset.

5.15.2.1.1.1. Jet aircraft experiencing radio failure shall fly initial approach at 1,100 feet rocking the wings, then break at midfield for a normal downwind. Look for a light signal from the Tower on base to final turn.

5.15.2.1.1.2. Conventional aircraft shall fly initial approach at 1,100 feet (helicopter 600 feet), down the runway, rocking the wings, then break at midfield, climb to 1,100 feet for a normal downwind. Look for a light signal from the Tower on base on final turn.

5.15.2.1.2. Sunset to sunrise.

5.15.2.1.2.1. Jet aircraft shall fly a normal 2,100 feet pattern with navigational lights bright and steady. On base to final turn, flash the landing lights and look for a light signal from the Tower.

5.15.2.1.2.2. Conventional aircraft shall fly at 1,100 feet (helicopter 600 feet), down the runway, with navigation lights bright and flashing, then break at midfield for a normal downwind. On base to final turn, flash the landing lights and look for Tower's light signal.

5.15.2.2. IMC Conditions. Proceed to the SHOJU IAF for the runway of departure, at or above the minimum safe altitude and execute an instrument approach. If at any point prior to initial the recovery can be flown VMC, comply with the procedures in **5.15.2.1.2.1.** above.

5.15.2.3. Emergencies/Hung Ordnance:

5.15.2.3.1. Pilots experiencing other emergency conditions, in conjunction with radio failure, squawk code 7700 continuously and comply with the procedures in **5.15.2.1.2.1.** or **5.15.2.2.** above as appropriate.

5.15.2.3.2. Pilots experiencing radio failure with hung/unexpended live/inert ordnance, squawk code 7700 and fly the VMC or IMC recovery, as appropriate, to a straight-in landing.

5.15.2.4. Formations. Pilots experiencing radio failure shall be led back for a straight-in, full stop landing. NORDO aircraft shall be dropped off on final once landing clearance has been received from Tower and the pilot of the NORDO aircraft has the field in sight.

5.16. Facility Evacuations

5.16.1. Control Tower Evacuation. In the interest of safety, the Misawa Control Tower shall be evacuated at the discretion of the Tower supervisor/senior controller whenever sustained surface winds exceed 72 knots, when severe earthquakes/tremors occur, or as directed by the JASDF ATCS Commander or Deputy Commander. The Control Tower will evacuate to the RAPCON.

5.16.2. The RAPCON shall monitor all control tower frequencies and advise Airfield Management Operations (request to send a NOTAM), SOC/DC, Hachinohe Tower, and other concerned agencies.

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

5.16.4. Radar Approach Control (RAPCON) Evacuation. In the interest of safety, the Misawa RAPCON may be evacuated at the discretion of the RAPCON 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 tower and apply non-radar procedures. If tower is unavailable, they will evacuate to the 3 AW flying operations center with brick.

5.16.5. 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.

5.16.6. Airfield Management Operations will relay over the SCN when they are required to evacuate and then will proceed to building 1078 (primary) or 998 (alternate).

5.17. Hydrazine (H-70) Procedures.

5.17.1. 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. Hydrazine is a clear, oily liquid with an odor similar to ammonia and is very toxic and volatile. Every effort must be made to minimize the hazards and number of personnel involved in hydrazine operations. If a clear liquid is seen running from the EPU bay or at the first indication of an ammonia odor, however slight, self-contained breathing apparatus must be worn into the area. Notify MMC through the most expeditious means possible. Personnel shall establish a 300-foot cordon from the suspected leak upon arrival. Senior fire official shall determine changes to initial cordon.

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

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

5.17.2.1.1. The Tower shall:

5.17.2.1.1.1. Activate the PCAS.

5.17.2.1.1.2. Direct the pilot to park in the appropriate hydrazine response area (see **Attachment 4**).

5.17.2.1.1.2.1. Landing Runway 28: Taxiway B1.

5.17.2.1.1.2.2. Landing Runway 10: Taxiway B5.

5.17.2.2. Airfield Management Operations shall activate the SCN.

5.17.2.3. MMC shall dispatch a hydrazine response team to the aircraft location.

5.17.2.4. The F-16 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.

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

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

5.17.2.6.1. The pilot shall:

5.17.2.6.1.1. Notify Tower.

5.17.2.6.1.2. Taxi clear of runway, if possible.

5.17.2.6.1.3. After parking, the F-16 pilot shall establish contact with the senior fire officer (call sign; Fire Command) on the UHF single frequency 235.0.

5.17.2.6.2. Fire Department, Airfield Management Operations, and the hydrazine response team shall respond to in-flight emergencies involving EPU activation.

5.18. Airfield Fuel Spill Classifications/Procedures. Airfield Management Operations will ring out the SCN for all fuel spills classes when notified through a reliable source (e.g., Tower, CP, MOC, etc.).

5.18.1. 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.

5.18.2. 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 Fire Department through MMC or Airfield Management Operations.

5.18.3. 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 Fire Department through MMC or Airfield Management Operations.

5.18.4. Oil and hydraulic fluid spills shall be removed by the agency responsible for the spill.

5.19. Investigating Emergency Locator Transmitter (ELT) Signals.

5.19.1. Procedures. When an emergency locator transmitter signal is received, RAPCON shall notify the Tower. The Tower shall notify Airfield Management Operations, who shall notify MMC.

5.19.2. Planned Test on Guard Frequency. Before keying survival radios on UHF Guard frequency (243.0) for a test, lecture, or a demonstration, the Life Support Section shall advise Airfield Management Operations when the event shall start and end, and where it shall be held. 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.

5.20. Supervisor of Flying (SOF) Use of Guard Frequency. The SOF may use UHF guard (243.0) when an immediate emergency situation exists. All other uses for Guard (i.e., weather recalls) shall be coordinated through the Tower watch supervisor.

6. Overdue/Missing Aircraft

6.1. Terms Explained.

6.1.1. 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.

6.1.2. Missing:

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

6.1.2.2. 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.

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

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

6.2. Procedures.

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

6.2.1.1. Tower (and SOF when applicable).

6.2.1.2. RAPCON.

6.2.1.3. 35th Fighter Wing Command Post.

6.2.1.4. 35th Fighter Wing Maintenance Management Center and Transient Alert.

6.2.1.5. NAF OPS.

6.2.1.6. Chitose Flight Service Center.

6.2.1.7. Sapporo ACC.

6.2.1.8. Aircraft last departure base.

6.2.1.9. Aircraft home station (if known).

6.3. 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.

6.3.1. 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 members that may eject over water.

7. Aircraft Arresting Systems

7.1. General. Operations and use of aircraft arresting systems shall be IAW AFI 32-1043, *Managing Aircraft Arresting Systems*, and applicable supplements.

7.2. Arresting Systems.

7.2.1. Standard configuration.

7.2.1.1. Departure end of runway configuration:

7.2.1.1.1. Both BAK-12s shall be kept in the ready position on the departure end of the active runway at all times, except during snow removal operations.

7.2.1.1.2. The SAFE-BAR barrier nets shall be in the lowered position in the overruns. It is available on request by stating “Barrier, Barrier, Barrier.”

7.2.1.2. Approach end of runway configuration:

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

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

7.2.2. 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.

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

7.3. Responsibilities

7.3.1. The USAF Base Civil Engineer is responsible for inspection, maintenance, and repair of aircraft arresting systems (except SAFE-BAR) in accordance with AFI 32-1043.

7.3.2. JASDF is responsible for inspection, maintenance and repair of the SAFE-BAR aircraft arresting system.

7.3.3. All routine maintenance shall be coordinated with the CAM 48 hours prior to scheduled work.

7.4. Inspections. Barrier maintenance/fire department shall make a check of their arresting system prior to the start of normal flight operations, but NLT 0800L daily. Periodic checks shall be made as necessary and when requested by Airfield Management or Tower.

7.5. Notification Procedures.

7.5.1. Misawa Control Tower shall:

7.5.1.1. Notify Airfield Management Operations and RAPCON of changes in arresting system status.

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

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

7.5.1.4. Transmit an advisory on 243.0 MHZ to advise all aircraft under their control of arresting systems degradation.

7.5.1.5. Notify Airfield Management Operations of proposed runway changes.

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

7.5.2. Airfield Management Operations shall:

7.5.2.1. Initiate a NOTAM when arresting gear is configured differently from the standard configuration or out of service.

7.5.2.2. Notify barrier maintenance of all proposed runway changes during normal duty hours 0700 – 1600L Monday - Friday.

7.5.2.3. Notify Fire Department of proposed runway changes after duty hours and on weekends and Holidays.

7.5.2.4. Notify Barrier maintenance of any configuration change requests during normal duty hours 0700 – 1600L Monday - Friday.

7.5.2.5. Notify Fire Department of any configuration change requests after duty hours, on weekends and Holidays.

7.5.2.6. Notify Tower on all planned practice arresting system engagement(s).

7.5.2.7. Notify the appropriate agency of all remote control malfunctions and request manual operation of the cable/barrier system.

7.5.3. Barrier Maintenance/Fire Department shall:

7.5.3.1. Notify Airfield Management Operations prior to changing arresting system configuration.

7.5.3.2. Notify Tower and Airfield Management Operations of all changes to arresting system status.

7.5.3.3. Notify Tower and Airfield Management Operations when arresting system reconfiguration is complete following a runway change.

7.6. Pre-Planned Barrier Engagements.

7.6.1. USAF Airfield Management (35 OSS/OSA) will be the focal point for coordination of pre-planned barrier practice engagements. All requests must go through this office.

7.6.2. Upon notification of request, USAF Airfield Management will provide Barrier Maintenance, JASDF Base Ops and 35 FW Scheduling the date, time and type of aircraft to be used.

7.7. Runway/Landing Traffic Changes. The arresting systems configuration shall be jointly coordinated between the Control Tower, Supervisor of Flying, Airfield Management Operations, Barrier Maintenance (action agency), and Fire Department. AAS changeover sequence is as follows:

7.7.1. Barrier Maintenance/Fire Department rig proposed departure end BAK-12.

7.7.2. Barrier Maintenance/Fire Department de-rig current departure end BAK-12.

NOTE: When Barrier Maintenance and Fire Department are available to perform AAS reconfiguration, rigging and de-rigging of BAK-12 AAS shall be done simultaneously.

8. Support of US Forces Transient Aircraft

8.1. Responsibilities.

8.1.1. The CAM is responsible for coordination with base agencies and activities to ensure transient aircraft are properly supported.

8.1.2. The CAM, through coordination with Transient Alert, is responsible for directing the parking of all transient aircraft except those supported by NAF and JASDF.

8.1.3. Transient Alert is responsible for parking all transient aircraft to parking, except those supported by NAF and JASDF.

8.2. Procedures.

8.2.1. The CAM shall develop procedures to notify all interested agencies of the ETA at Misawa Air Base of all transient aircraft.

8.2.1.1. Airfield Management Operations shall provide Transient Alert with the ETA, aircraft type, and call sign or aircraft serial (tail) number of US transient aircraft.

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

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

8.2.2.2. 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 when the aircraft parks.

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

8.2.3. Transient services for USN/USMC aircraft shall be provided by NAF Misawa personnel.

8.2.4. Transient alert will log pilot name, home station, and phone number for all transient aircraft remaining over night.

8.3. Aeromedical Evacuation Flights.

8.3.1. Aeromedical evacuation aircraft arriving and/or departing require fire/rescue equipment in place for landing, unloading, and/or takeoff. Normal parking is on Hangar 949 ramp.

8.3.2. Airfield Management Operations shall notify the USAF Hospital of inbound aeromedical evacuation flights. USAF Hospital will coordinate with Fire Department when fire/rescue equipment for inbound/outbound aeromedical flights is required. The fire department shall ensure proper fire/rescue equipment is in place when necessary for these flights. Airfield Management Operations shall notify Fire Department of ETA changes of 15 minutes or more. Tower shall notify Airfield Management Operations when an aero medical evacuation flight is 15 miles from the runway and Airfield Management Operations shall in turn notify Fire Department.

8.4. Aircraft with Distinguished Visitors (DVs).

8.4.1. USAF and JASDF Base Operations personnel will coordinate to determine specific DV parking assignments. Normal DV parking locations are in front of Airfield Management Operations, Bldg 998. Only small aircraft (C-12, C-21, etc.) can be parked on the spot nearest to the road/buildings, all others shall be parked on the spot furthest from the building/road.

8.4.2. ATC shall inform Airfield Management Operations 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.

9. Control of Airfield Area

9.1. Control of Airfield (Runway, taxiways, joint use parking ramps, USAF sole use parking areas, etc.) and NOTAMS. USAF CAM is the sole authority for opening and closing airfield areas. Coordination with JASDF will be IAW MOUI 3005.

9.1.1. USAF NOTAMS and airfield advisories detail the official status of the ATC airspace, the airfield, and associated airfield equipment. JASDF NOTAMS may be more restrictive for Japanese aircraft only.

9.1.2. All planned activities (exercises, deployments, etc.) affecting the use of the airfield environment and facilities (runways, taxiways, parking aprons, navigational aids etc.) must be coordinated with and/or approved by the USAF CAM at least 48 hours prior to the activity. All construction projects affecting the airfield environment and facilities (runways, taxiways, parking aprons, navigational aids etc.) must be coordinated with and/or approved by the USAF CAM at least 14 days prior to the activity. An AF Form 332 or 103 are required for coordination.

9.1.3. Agencies shall contact Airfield Management Operations for authorization to start any operation (construction, repair, mowing, snow removal, exercises, etc.) on any portion of the airfield.

9.1.3.1. Agencies shall ensure workers have been trained and licensed to operate on the airfield. Additionally, agencies requiring access to the controlled movement area must have continuous 2-way radio contact with the Tower. Workers are subject to recall from the movement area by either the Tower, CAM, or the JASDF Base Operations Commander when situations dictate.

9.1.3.2. Agencies shall contact Airfield Management Operations and advise when off the airfield, once work is completed for the day.

9.1.3.3. Personnel assigned to the 13th and 14th Fighter Squadrons/AMUs shall coordinate sweeper requests through Maintenance Operations Center. Maintenance Operations Center shall then contact Sweeper Control. All other organizations shall request sweeper support through Airfield Management Operations.

9.2. Runway Status During Emergencies. JASDF ATC shall suspend normal operations when an aircraft crash occurs on the airfield or when an aircraft is disabled on the runway. When an emergency aircraft is within 4 flying miles from the runway, no other aircraft shall be allowed to land or depart.

9.3. Towing of Aircraft.

9.3.1. Before towing any aircraft:

9.3.1.1. Permission for towing of 35 FW aircraft shall be coordinated with Central Security Control through the Maintenance Operations Center. All other requests for towing shall be coordinated through Airfield Management Operations via direct line.

9.3.1.2. If any delay is encountered, the aircraft tow team shall advise Maintenance Operations Center of the delay, and Maintenance Operations Center/Central Security Control coordination shall be re-accomplished.

9.3.2. Maintenance Operations Center shall notify Crash Recovery of aircraft requiring removal from runway.

9.3.3. Communications shall be maintained between the towing operation and the Maintenance Operations Center. If towing within the controlled movement area (CMA), two-way communications with the Tower shall be established and maintained for movement clearance. Permission shall be requested by the tow supervisor and granted by the Tower prior to towing aircraft on the CMA.

9.3.4. 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.

9.4. Hazardous Airfield Conditions.

9.4.1. Airfield Management Operations shall notify the Tower, JASDF Base Operations Officer, Japan Civil Aviation Bureau (JCAB), 35 FW Safety, and all associated flying units of hazardous airfield conditions. These hazards and any other changes in airfield conditions shall be noted on the airfield status board in Airfield Management Operations and updated as required.

9.4.2. USAF CAM and JASDF Base Operations Commander will coordinate to evaluate hazardous conditions and determine pertinent restrictions.

9.5. Engine Maintenance Runs.

9.5.1. All engine run-ups must be coordinated with Airfield Management Operations and Tower. To preclude unauthorized engine runs, each maintenance control center shall inform Airfield Management Operations of a pending engine run-up. Airfield Management Operations shall notify the Tower prior to the start of the engine run-up. The run-up operator shall call Tower via radio and provide the aircraft's location, tail number, and type of engine run-up clearance desired (idle, takeoff rated thrust, and so forth). The run-up operator shall monitor ground control frequency during the engine run and notify the Tower of termination. Tower shall in turn notify Airfield Management Operations of termination time.

9.5.2. During all engine runs, two-way radio contact with the Tower is mandatory. 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 station for the duration of the engine run.

9.5.3. For all engine runs, the run-up supervisor shall ensure the areas in front and aft of the engine(s) are clear. For takeoff rated thrust, particular attention shall be given to vehicle traffic.

9.5.4. For engine runs after major fuel repairs, Maintenance Management Center shall contact the Fire Department Control Center and request a standby vehicle. The fire department shall dispatch

a P-13 ramp patrol vehicle to the standby location. In the event the P-13 is not available, a JASDF crash vehicle shall perform standby duties.

9.5.5. 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 proper spot.

9.5.6. During quiet hours, (2200L to 0600L daily), wing assigned (F-16) aircraft engine run-ups above idle will be coordinated with the appropriate maintenance commander. NAF Misawa engine runs during quiet hours will be coordinated and approved through the NAF Commanding Officer (CO) first prior to requesting final permission and approval through Airfield Management Operations. See also paragraph **4.21.8.** for additional information.

EXCEPTION: Hush house engine runs, F-16 idle engine runs, and low power P-3 engine runs do not require waiver authority but must still be approved through Airfield Management Operations.

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

9.6. Airfield Inspections and Airfield Checks.

9.6.1. Definition of terms.

9.6.1.1. Airfield Inspection - Conducted and documented by the CAM or trained representative to:

9.6.1.1.1. Identify violations of established obstacle clearance criteria.

9.6.1.1.2. Identify lighting, marking, and sign discrepancies to include the distance remaining markers.

9.6.1.1.3. Inspect construction areas to ensure they do not present a hazard to aircraft operations.

9.6.1.1.4. Inspect all pavement conditions (runways, taxiways, aprons, and overruns) to include rubber deposits.

9.6.1.1.5. Perform a daily visual check of aircraft arresting systems, observing the general condition and operational status.

9.6.1.2. Airfield Checks - Conducted and documented by the CAM or trained representative to examine the primary takeoff, landing, and taxi surfaces in support of:

9.6.1.2.1. In-flight or ground emergencies.

9.6.1.2.2. RSC and RCR determinations.

9.6.1.2.3. FOD/BASH/habitat control and ponding. This check will be conducted prior to the start of flying activities each day and as required throughout the day.

9.6.1.2.4. Nighttime airfield lighting check. Check serviceability of all runway, taxiway, and obstruction lights and the rotating beacon.

9.6.1.2.5. Wide body/heavy aircraft (C-5, C-17, B-747, etc.) as required or requested.

9.6.1.2.6. Barriers.

9.6.2. Responsibilities.

9.6.2.1. The CAM shall ensure:

9.6.2.1.1. As a minimum, one airfield inspection is accomplished each day and a FOD/BASH check shall be made before the start of normal flying activity.

9.6.2.1.2. As a minimum, one airfield check is accomplished each day to check nighttime airfield lighting serviceability.

9.6.2.1.3. During periods of peak bird migration through the Misawa airfield, additional bird checks are accomplished at mid-day and just prior to sunset. During this period, bird siting surveys will be accomplished and forwarded to wing safety (35FW/SEF).

9.6.2.1.4. Additional inspections/checks are made following high winds, heavy rains, aircraft arresting system engagements, reported/suspected blown tires, completion of grass mowing operations, or natural/manmade disaster involving the airfield.

9.6.2.1.5. A quarterly joint airfield inspection comprised of representatives from airfield management, ATC, Safety, and CE (waivers and pavements), will be accomplished and documented.

9.6.2.1.5.1. When deemed necessary, additional joint inspections may be accomplished. This inspection will normally be made just before, during, and at the end of each major construction, repair projects, or any other activity affecting the airfield environment.

9.6.3. 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.

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

9.6.4.1. Tower shall:

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

9.6.4.1.2. Immediately notify Airfield Management Operations and RAPCON.

9.6.4.1.3. Notify all aircraft under their control of the temporary runway closure.

9.6.4.1.4. Notify SOF (if on duty in Tower).

9.6.4.2. Airfield Management Operations shall:

9.6.4.2.1. Immediately dispatch personnel to investigate.

9.6.4.2.2. Contact Tower prior to entering runway and include the words "FOD Check" in the transmission.

9.6.4.2.3. Report to Tower when runway is clear and operations may resume.

NOTE: SOF has OG authority to waive an airfield inspection for FOD and emergencies. JASDF Wing Operations Center (WOC) or Aerodrome Officer (AO) has the authority to waive airfield inspection after an emergency if the 35 FW is not flying and the SOF is not in the tower/on duty. A drag chute released on the runway is considered FOD.

9.6.5. All airfield inspections/checks shall be documented on the 35 OSS/OSAM Form 2 and on AF Form 3616, Daily Record of Facility Operation, log in Airfield Management Operations. 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.

9.6.6. When a reported discrepancy is a hazard, Airfield Management Operations shall notify the CAM, JASDF Base Operations Commander, JCAB, and associated flying units.

9.6.6.1. The CAM or designee will:

9.6.6.1.1. Evaluate the hazard.

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

9.6.7. The Tower shall be notified of any condition which could affect aircraft movement.

9.6.8. When you respond to an IFE and the SOF/WOC does not require an inspection, document the information into the event's log. Include name of SOF on duty or WOC for JASDF and time. (Be sure to have SOF repeat information) i.e., Misawa Ground Ops 5, please repeat SOF does not require a runway inspection at this time.

9.7. Flightline Photo Pass Procedures.

9.7.1. Public Affairs (35 FW/PA) is the focal point for all photo passes.

9.8. Quiet Hour Procedures.

9.8.1. Procedures. The 35 FW/CC delegates authority to the 35 OG/CC for implementation and execution of all quiet periods/field closures in accordance with this instruction.

9.8.1.1. Request, Coordination, and Approval. All requests will be submitted by the respective OPR to the 35 OG/CC through 35 OSS/OSC at least 30 days in advance of the event. The OPR for the ceremony should contact 35 OSS/OSC via phone (226-9134/3841), Fax (226-9146), or e-mail (35 OSS/OSC All Personnel) to provide all required information. Events for which HQ PACAF Public Affairs or Protocol are the OPR, should first be coordinated with the respective offices in the 35 FW prior to being submitted to 35 OSS/OSC. Once approved by the 35 OG/CC, 35 OSS/OSCS will be responsible for notifying the OPR and the Chief, Airfield Management (Airfield Management Operations). Misawa Airfield Management will then notify the following agencies of any field closures and/or quiet periods, giving as much advance notice as possible:

9.8.1.1.1. Air Traffic Control Tower.

9.8.1.1.2. Command Post.

9.8.1.1.3. Security Forces.

9.8.1.1.4. Fire Department.

9.8.1.1.5. Transient Alert.

9.8.1.1.6. U.S. Navy tenant units

9.8.1.1.7. JASDF 3 AW HQ

9.8.1.1.8. 13 FS

9.8.1.1.9. 14 FS

9.8.1.1.10. 610th Air Control Flight

9.8.1.1.11. 35 FW Public Affairs

9.8.1.1.12. 35 FW Protocol.

9.8.1.1.13. HQ PACAF Protocol (as required).

9.8.1.1.14. PACAF (as required).

9.8.1.2. Execution. During field closures, all aircraft activity within Misawa's airspace will cease. If required, the SOF will coordinate with the 35 OG/CC or his designated representative to delay the start of field closures/quiet periods to allow for DV arrivals/departures, to allow aircraft that have already taxied to takeoff, or to account for any other unanticipated occurrence. When quiet periods are imposed on only part of the airfield (i.e.; north or south ramp only), ATC will route aircraft so as to avoid the quiet area. If any event is concluded in less than the allotted time, the senior officer responsible for the event should contact Airfield Management Operations (226-3110) and/or Command Post personnel (226-9899) to allow the field to be reopened.

9.8.2. Quiet Hour Categories.

9.8.2.1. A quiet period will be classified as a Category One through Four event and should be associated with either the north or the south ramp where applicable. If in doubt, personnel should follow the most restrictive definition and obtain further guidance from 35 OSS/OSA at 226-3110/3111.

9.8.2.1.1. Category One: Field closed and all quiet for the entire field. All aircraft engines, AGE, and similar noisy equipment must be shut down for the designated time period. Vehicles that produce a low noise level may continue to operate on ramps and taxiways, but not in the immediate vicinity of the event (except for emergency vehicles and those vehicles required to transport passengers and participants to and from the area). This category will mainly be used for high-visibility events such as Wing Change of Command, concerts, etc.

9.8.2.1.2. Category Two: Field closed. Vehicles that produce a low noise level may continue to operate on ramps and taxiways, but not in the immediate vicinity of the ceremony (except for emergency vehicles and those vehicles required to transport passengers and participants to and from the area). This category will be used during most aerial demonstrations.

9.8.2.1.2.1. North Ramp Event: No restrictions on south ramp.

9.8.2.1.2.2. South Ramp Event: No restrictions on north ramp.

9.8.2.1.3. Category Three: Straight-in landings will be allowed, after coordination/

approval. No multiple approaches. Vehicles that produce a low noise level may continue to operate on ramps and taxiways, but not in the immediate vicinity of the event (except for emergency vehicles and those vehicles required to transport passengers and participants to and from the area).

9.8.2.1.3.1. North Ramp Event: No taxi operations or engine/equipment runs except for EOR operations. Taxi from Runway 10/28 to squadron/transient parking is allowed provided the desired parking area or route to parking is not located near the event site. No restrictions on south ramp.

9.8.2.1.3.2. South Ramp Event: Taxi operations to Runway 10/28 from the north ramp are allowed. Engine/equipment runs are not allowed on the south ramp. This category will be used for most events inside the static display hangar. No restrictions on north ramp.

9.8.2.1.4. Category Four: Field closed, but straight-in landings will be allowed. No multiple approaches. Taxi operations and idle engine runs are allowed on either ramp. Vehicles may continue to operate on ramps and taxiways. This category will mainly be used for events taking place at Risner Circle.

9.8.3. Definitions.

9.8.3.1. Field Closed. The entire airfield will be closed. No takeoffs or landings are permitted, except for aircraft involved in aerial demonstrations, or if the quiet period category modifies the closure as shown in paragraph **9.8.2.**

NOTE: An aircraft with an in-flight emergency will always be permitted to land. In this case, the SOF and or ATC will follow standard procedures regarding landing, taxiing, parking, etc., commensurate with the emergency.

9.8.3.2. Straight-in, Full Stop Landing. Aircraft will land via a straight-in approach and must hold at the End of Runway (EOR) until cleared to taxi to parking by the SOF or the 35 OG/CC.

9.8.4. Safety. No procedure in this instruction will limit the exercise of good judgment on situations involving flying or ground safety.

10. Aircraft Carrying Hazardous Cargo/OrdinanceWeapons

10.1. Hazardous Cargo.

10.1.1. All agencies at Misawa Air Base that submit hazardous cargo for air shipment, or anticipate reception of such cargo, shall provide Airfield Management Operations with the net explosive weight (NEW), Department of Defense classification, withdrawal distance, and fire fighting time. Airfield Management Operations shall relay this information to all appropriate agencies.

10.1.2. Hot Cargo Area. The Hot Cargo Pad is located at the north end of taxiway C3, as depicted in **Attachment 2**.

10.1.3. Procedures. Transient aircraft transporting hazardous cargo shall proceed to either Taxiway B1/B2 (Rwy 28) or taxiway B5 (Rwy 10) where a "Follow Me" vehicle will escort the aircraft to Taxiway C3 and then north to the hot cargo pad.

10.1.4. All other use of the Hot Cargo Pad must be coordinated through Airfield Management Operations (35 OSS/OSA).

10.2. Ordnance/Weapons Procedures.

10.2.1. Glossary of Terms.

10.2.1.1. Loading is the physical positioning of the ordnance item on the aircraft and does not involve fusing and/or arming.

10.2.1.2. Fusing is the physical positioning of a fusing device in the ordnance.

10.2.1.3. Arming is the procedure which connects (electrically) the explosive unit to the aircraft, removal of safety pins, and plugging in the pig tail, or other procedures which render the unit ready to use, except that which is required to be activated by the pilot after becoming airborne. In some cases, an electrical connection is a part of the loading procedure, but in each of these cases, there is a safety device or a similar action required to complete the arming or render the unit operationally effective.

10.2.1.4. De-arming is the procedure which renders the fusing device safe; disconnection of electrical circuit to the explosive unit, or any other means to ensure the explosive does not activate.

10.2.1.5. Downloading is the physical removal of the ordnance item from the aircraft and is preceded by de-arming.

10.2.1.6. Hung ordnance is ordnance which cannot be fired or dropped because of weapon, rack, or circuit malfunction.

10.2.2. Ordnance Handling/Loading Procedures. Loading and downloading of live ordnance shall be performed only in the designated area.

10.2.3. Arming/De-arming Procedures. All aircraft carrying ordnance shall arm/de-arm in the appropriate area (see **Attachment 4**).

10.2.3.1. Southside Arming Procedures.

10.2.3.1.1. For takeoff on Runway 28, aircraft shall arm, heading west on Taxiway A5.

10.2.3.1.2. For takeoff on Runway 10, aircraft shall arm, heading Northeast on Taxiway A2.

10.2.3.2. Southside De-arming Procedures.

10.2.3.2.1. For landing on Runway 28, aircraft shall de-arm, heading east on Taxiway A2.

10.2.3.2.2. For landing on Runway 10, aircraft shall de-arm, heading west on Taxiway A5.

10.2.3.3. Northside Arming Procedures.

10.2.3.3.1. For takeoff on Runway 28, aircraft shall arm, heading west on Taxiway B5.

10.2.3.3.2. For takeoff on Runway 10, aircraft shall arm, heading southeast on Taxiway B1.

10.2.3.4. Northside De-arming Procedures.

10.2.3.4.1. For landing on Runway 28, aircraft shall de-arm, heading northwest on Taxi-

way B1.

10.2.3.4.2. For landing on Runway 10, aircraft shall de-arm, heading east on Taxiway B5.

10.2.3.5. Emergency arming, de-arming, and downloading of MK-76, BDU-48 and LGTR practice ordnance are available from NAF Weapons for the following naval airborne weapons system/platforms: F-14, F/A-18, and P-3.

10.2.4. Hung Ordnance Landing Procedures.

10.2.4.1. Hung ordnance pattern (see **Attachment 15**).

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

10.2.4.2.1. Number and type of aircraft.

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

10.2.4.2.3. Assistance required.

10.2.4.2.4. Other information.

10.2.4.3. Tower shall provide Airfield Management Operations with the above information.

10.2.4.4. After landing, aircraft shall be de-armed in the designated areas (see **Attachment 2**).

10.2.4.5. Landing with hung live ordnance is considered an emergency and Airfield Management Operations shall perform an after landing runway check. Landing with hung training ordnance is not an emergency however tower shall advise Airfield Management Operations who will respond to standby if a runway check is needed (e.g., dropped object, SOF requests).

10.2.5. Ordnance/Emergency jettison procedures: **Attachment 15**.

10.2.5.1. Ordnance/Emergency jettison locations: **Attachment 15**.

10.2.5.1.1. Heavy Weight Inerts/Empty Fuel Tanks:

10.2.5.1.1.1. On the Draughon Range target.

10.2.5.1.1.2. International waters 12 NM or greater.

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

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

10.2.5.1.2. BDUs:

10.2.5.1.2.1. On the Draughon Range target.

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

10.2.5.1.2.3. International waters 12 NM or greater.

10.2.5.1.3. Live Ordnance/Tanks with Fuel:

10.2.5.1.3.1. On an authorized live ordnance range.

10.2.5.1.3.2. International waters 12 NM or greater.

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

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

10.2.5.2. 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.

10.2.5.3. 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.

10.2.6. 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.

11. Customs and Immigration

11.1. Procedures**.**

11.1.1. Customs documents are required on all aircraft arriving and/or departing Japan IAW USFJ Status of Forces Agreement (SOFA).

11.1.2. The aircraft commander will ensure all customs forms are complete when submitting their DD Form 1801, *International Flight Plan,* to Airfield Management Operations.

11.1.3. Airfield Management Operations will:

11.1.3.1. Not accept International Flight Plans without completed customs documents.

11.1.3.2. Accept custom documents from required transient aircraft.

11.1.3.3. Advise the Security Force Control Center (SFCC), via direct-line, of all inbound aircraft requiring customs.

11.1.3.4. Include aircraft scheduled arrival/departure time, location aircraft is arriving from or departing to, location aircraft is parked at or will be parked at, and the aircraft type and/or tail number.

11.1.3.5. Notify the Tower when an aircraft has cleared customs.

11.1.3.6. Maintain a collection point for all completed customs documents.

11.1.4. Assigned fighter units will:

11.1.4.1. Turn-in the required customs documents to their respective operations desks, who will in-turn give the forms to the Military Customs Inspector (MCI).

11.1.5. MCI will:

11.1.5.1. Advise Airfield Management Operations when base assigned fighter aircraft have cleared customs.

11.1.5.2. Provide Airfield Management Operations with required customs documents.

11.1.5.3. Collect completed customs documentation at Airfield Management Operations as required.

11.1.6. JASDF Tower will:

11.1.6.1. Not approve departure or taxi clearance until customs clearance is received from USAF Airfield Management Operations.

11.1.6.2. Tower shall activate the primary crash alarm system for all unauthorized aircraft movement.

12. Preventing and Resisting Aircraft Piracy (Hijacking)

12.1. General.

12.1.1. This chapter provides procedures to prevent the hijacking of United States Forces (USF) or Air Mobility Command (AMC) civil contract aircraft by overcoming the threat prior to taxi or takeoff.

12.1.2. The hijacking threat posed to military aircraft requires continuing attention by commanders at all levels to ensure safe and effective conduct of the USF mission. The hijacking of a USF aircraft could create a serious international incident and cause concern for the return of personnel and aircraft. Any attempt to hijack a USF aircraft shall be resisted. Resistance may vary from dissuasion to direct physical confrontation. The decision on the course of action to be taken may have to be made on the spot by those faced with the actual situation, based on their best judgment of available factors and alternatives. Air Force policy emphasizes prevention and directs resistance.

12.1.3. Aid to hijacked AMC civil contract aircraft and Japanese civil aircraft shall only be given as requested by the aircraft commander, contract administrator, or the Japanese Civil Aviation Bureau.

12.2. Responsibility and Procedures. The action to be taken in instances of attempted, threatened, suspected, or actual hijacking rests with the nature of the incident. Specific tasks within the area of responsibilities are as follows:

12.2.1. The DCAM shall develop and coordinate procedures to resist unauthorized flight (35 FW AT/FP/S OPLAN).

12.2.2. All personnel having knowledge of a suspected threat, actual hijacking, or theft of an aircraft shall immediately report the incident to Airfield Management Operations, Command Post, Security Police, or the Maintenance Management Center. The Security Police, Command Post, or Maintenance Management Center shall, in turn, notify Airfield Management Operations.

12.2.3. Airfield Management Operations shall:

12.2.3.1. Activate the secondary crash alarm system and pass all known information.

12.2.3.2. If notification to Airfield Management Operations of suspected unauthorized aircraft movement is received by a source other than over the primary crash alarm system, Airfield Management Operations dispatcher shall contact Tower via hot line to confirm unauthorized movement prior to activation of the secondary crash alarm system.

12.2.3.3. Airfield Management Operations is the only agency authorized to direct Initial

Response Force actions against unauthorized aircraft movement.

12.2.3.4. Notification over the secondary crash alarm system shall be made as follows: "AN UNAUTHORIZED AIRCRAFT MOVEMENT IS IN PROGRESS. THE AIRCRAFT IS A (type), (tail number), (location), (heading), INITIAL RESPONSE FORCE - TAKE BLOCKING ACTION."

12.2.3.5. In the event of failure of the secondary crash alarm system, 35th Security Forces Squadron Security Force Control Center (SFCC) may receive notification from Airfield Management Operations via hot line or land line, in that order.

12.2.4. Tower personnel must take part in host base security by following directives covering the subject of unauthorized movements of aircraft. The Tower shall deny taxi clearance to any aircraft until a flight plan or other coordination has been accomplished with Airfield Management Operations. In the event of a known/suspected unauthorized aircraft movement, Tower shall notify Airfield Management Operations. Upon confirmation of unauthorized aircraft movement, Tower shall:

12.2.4.1. Attempt to contact suspect aircraft.

12.2.4.2. Direct all aircraft under Misawa Ground Control to "Hold Position" until termination of operation.

12.2.4.3. Activate the primary crash alarm system when an unauthorized aircraft movement is determined or an attempt to contact the suspect aircraft is unsuccessful.

NOTE: If in the judgment of Tower personnel, a delay would result in the aircraft reaching the runway prior to the Initial Response Force, earlier activation is authorized.

12.2.4.4. When activating the primary crash alarm system, state:

12.2.4.4.1. "Unauthorized aircraft movement in progress."

12.2.4.4.2. Type of aircraft.

12.2.4.4.3. Location.

12.2.4.4.4. Direction of travel.

12.2.4.4.5. Any other applicable information.

12.2.4.5. Direct the Initial Response Force to the suspect aircraft as deemed necessary.

12.3. Landing of Hijacked Aircraft. Requests for permission to land by hijacked non-US military and non-US civil aircraft shall be denied. US aircraft shall be allowed to land.

12.4. No Flight Plan Arrivals. All aircraft with the intention of landing "full stop, ops stop, or taxi-back" operations at Misawa Air Base must have a flight plan on file with Airfield Management Operations.

12.4.1. On notification of an inbound aircraft, to include helicopters without flight plan information on file, the Tower shall:

12.4.1.1. Immediately notify Airfield Management Operations of the call sign, type aircraft, and any other known information.

12.4.1.2. Time permitting; have the aircrew contact Airfield Management Operations via

PTD.

12.4.1.3. Request Airfield Management Operations to attempt to obtain a flight plan prior to Tower approving the landing of the no flight plan arrival.

12.4.2. For confirmed or unconfirmed no flight plan arrivals, the Tower shall direct the aircraft to the hot cargo area after landing. Helicopters shall be held on the landing helipad. The aircrew shall be advised to contact Airfield Management Operations on PTD frequency (313.6).

12.4.2.1. Airfield Management Operations shall notify Central Security Control (CSC) via hotline to implement 35 FW AT/FP/S OPLAN.

12.4.2.2. The CAM shall act as on-scene commander.

12.4.2.3. 35 SFS shall:

12.4.2.3.1. Provide precautionary protection for priority resources.

12.4.2.3.2. Cordon off the aircraft and set up an entry control point.

12.4.2.3.3. Isolate and control crew members/passengers at the direction of the on-scene commander.

12.5. Landing of third Country Aircraft**.**

12.5.1. Because of the location of Misawa Air Base, the possibility of a third country aircraft landing here is very real. JASDF at Misawa Air Base and Chitose Air Base fulfill air defense requirements for the Northern Air Defense Force Sector and therefore shall respond accordingly should a third country aircraft attempt to land at Misawa Air Base.

12.5.2. Airfield Management Operations will pass all pertinent information to the Command Post. Command Post will execute appropriate checklist(s).

12.5.3. Any agency receiving information about a third country aircraft attempting to land at Misawa Air Base should contact Airfield Management Operations.

12.5.4. The Tower shall not activate the primary crash alarm system, but shall relay all known information via the hot line to Airfield Management Operations.

13. Field Carrier Landing Practice (FCLP)

13.1. General. The Commander, Naval Forces Japan will transmit an intent message to U.S. Forces Japan concurrently informing Misawa Air Base. U.S. Forces Japan will transmit the final plan to the 35 FW Commander.

13.2. Jet Patterns.

13.2.1. Rwy 28. Maintain 280 degrees until attaining 1,600 feet. At 1,600 feet, initiate turn to crosswind. Maintain 1,600 feet until past base housing area, descend to base leg altitude (1,100 feet), then turn for base leg to initiate approach. On the first pass during a FCLP period, pilots shall call abeam with gear down, and fly the remainder of the pattern dirty. Aircraft shall then proceed down and commence a descending turn to roll out with 3/4 mile straight-away. The ball call shall be made, upon acquisition, to the landing system officer (LSO). After touch and go or low approach, aircraft shall continue on runway heading until reaching 1,600 feet and commence turn downwind to take proper spacing.

13.2.2. Rwy 10. Altitudes are the same as above and the pattern is left traffic.

13.2.3. Propeller Type Aircraft. Procedures are the same as paragraphs **13.2.1.** and **13.2.2.** above, except the pattern altitude is 1,100 feet and the 180^{o} position is at 3/4 of a mile abeam.

13.2.4. DELTA Pattern. The "DELTA" or overhead holding pattern shall be used to clear the pattern. The DELTA pattern is basically the same shape as the FCLP pattern at an altitude of 2,500 feet or as assigned by the Tower according to weather conditions.

13.3. Pattern Entry. The FCLP pattern shall be entered from either an instrument approach, a VFR entry, or a direct entry after takeoff as explained below.

13.3.1. Instrument Approach Entry. On initial contact, aircraft shall inform Approach Control that entry into the FCLP pattern is desired. Approach Control shall coordinate with the Tower to sequence VFR and IFR aircraft. After a touch and go or low approach, aircraft shall be directed to switch to Tower frequency (as assigned). Pilots shall contact the Tower after switching frequencies and request downwind turn and FCLP entry. Pattern procedures and altitudes outlined in paragraph **13.2.** apply.

13.3.2. VFR Entry. Aircraft shall contact the Tower on assigned frequency when approaching the funnel IP for the break. Break altitude is 2,100 feet for jets (1,100 for props) descending to 1,100 feet (800 for props) as indicated in paragraphs **13.2.1.** and **13.2.2.** above.

13.3.3. Direct Entry. Aircraft shall hold short of the active runway and contact Tower on assigned frequency with number and type of aircraft, and request for direct entry into the FCLP pattern. Procedures in paragraph **13.2.** above apply.

13.4. Pattern Exit. Normal pattern exit shall be through final landing after an FCLP pass. Pilots shall call abeam for full stop landing on the last pass and shall receive clearance to land from the Tower. The pattern may also be exited via normal VFR departure, when requested from the Tower.

13.5. Maximum Number of Aircraft.

13.5.1. VFR Pattern. A maximum number of six aircraft are authorized in the pattern.

13.5.2. Special VFR Pattern (SVFR). A maximum number of four aircraft are authorized in the pattern.

NOTE: The Tower may limit the number of aircraft in the FCLP pattern due to congestion or anticipated inbound traffic.

13.6. Weather Criteria. Day or night visual FCLP patterns may be conducted as long as Misawa is operating under VMC. If IMC, FCLP aircraft may request Special VFR from Approach Control, and when Special VFR is approved, may conduct FCLP subject to the following restrictions:

13.6.1. FCLP aircraft are required to have a ceiling of at least 2,100 feet and visibility of at least 2 miles for SVFR approval.

13.6.2. FCLP aircraft operating SVFR within the Control Zone shall maintain radio contact with Misawa Tower. In the event of radio failure, the pilot shall make a full-stop landing on the next approach.

13.6.3. SVFR operations shall be suspended:

13.6.3.1. 10 minutes prior to the ETA of an IFR flight, until it has landed, or has departed the

control zone after a touch and go or low approach.

13.6.3.2. 5 minutes prior to the takeoff of an IFR departure until it has left the control zone.

13.7. Control.

13.7.1. Misawa Control Zone is five NM radius of the airport extending from the surface up to and including 6,000 feet.

13.7.2. Non-FCLP aircraft entering VFR shall take interval on FCLP pattern aircraft, as assigned by the Tower, and land in sequence.

13.7.3. All FCLP aircraft shall have Tower clearance prior to entering the FCLP pattern. The Tower shall establish the pattern and coordinate the entry/departure of all aircraft. When established, the Tower may turn the FCLP pattern over to the LSO using the terminology, "Paddles, Tower, FCLP pattern released to your control."

13.7.4. Misawa Tower shall have overall control and responsibility, and may take control of all aircraft whenever an emergency or inbound traffic requires. The Tower may resume full pattern control, using the terminology, "Paddles, Tower, Tower has control of the FCLP pattern."

13.7.5. The LSO shall acknowledge receipt and termination of LSO control of the FCLP pattern.

13.7.6. The Tower shall give initial clearance for touch and go's to each aircraft. Thereafter, no further permission for touch and go's is required from the Tower until the aircraft is ready for full stop at the completion of the FCLP period.

NOTE: As specified in OPNAVINST 3721.1H, LSOs are not classified as ATC personnel and shall not be used to provide ATC services. Separation between FCLP aircraft, only within the FCLP pattern and maintenance of pattern discipline, is the responsibility of the LSO. Misawa Tower retains final responsibility and authority for the separation and control of aircraft in the airport traffic area, including the FCLP pattern.

13.7.7. All aircraft in the FCLP pattern shall have an operational two-way radio. Additionally, the LSO shall have an operational two-way radio in the LSO cart, and in the event of failure of the LSOs radio, the FCLP pattern shall be terminated.

13.8. Special VFR Procedures.

13.8.1. An ATC clearance shall be issued to all aircraft entering the special VFR FCLP pattern. The clearance shall be issued using the terminology, "Cleared to enter the FCLP pattern, maintain special VFR conditions while in control zone."

13.8.2. All aircraft in the special VFR FCLP pattern shall have an operational two-way radio. In the event of radio failure, the pilot shall maintain the interval and make a full stop landing on the next approach.

13.8.3. The Tower shall establish the pattern and shall coordinate the entry and departure of all aircraft. When established, the Tower may turn the FCLP pattern over to the LSO.

13.8.4. All aircraft shall comply with the provisions of paragraph **13.6.**

13.8.5. All external lights on bright with top anti-collision lights on (if selection is available) for all aircraft performing FCLP.

13.8.6. Lights on bright and flash for all aircraft making landings or aircraft with radio failure desiring a final landing. In addition, aircraft with radio failure shall display taxi/landing lights on final.

13.9. LSO Cart and Optical Landing System (OLS) Coordination. Navy must coordinate with the ATC Liaison who will notify the CAM and pertinent JASDF officials before placing the LSO cart or the OLS on the airfield.

13.9.1. Navy assumes responsibility for safety of individuals in close proximity of the runway during OLS operations. Personal will not enter the runway surface and remain in constant radio communications with the ground controller and shall notify the ground controller of their final destination (FLOLS East or West) prior to towing OLS onto the taxiway.

13.9.2. ATC shall advise of C-5 aircraft activities (i.e. taxing on the airfield and/or in flight within 20 miles from the airport).

13.10. Emergencies.

13.10.1. Pilots experiencing emergencies away from the field while FCLP is in progress should inform Misawa Tower as soon as possible to allow low fuel state airborne aircraft to land prior to the emergency landing. When the emergency aircraft is within 5 miles straight in, the LSO, or Misawa Tower, shall inform all other aircraft to take interval, wave-off, or Delta if a fouled runway is anticipated.

13.10.2. Pilots declaring an emergency while in the FCLP pattern shall inform the LSO and Tower of the nature of the emergency and intended action. Pilots shall attempt to allow other pattern aircraft to make full stop landings prior to the emergency landing if an extended fouled runway period is anticipated. Pilots requiring immediate landings shall be given priority.

13.11. Night Operations. FCLP flights shall terminate not later than 2200L to comply with established quiet hours.

14. Misawa Air Base Airfield Operations Board (AOB)

14.1. Purpose. The AOB will convene at least once per quarter in accordance with AFI 13-203 to provide a forum for discussing, updating, and tracking various activities in support of flying missions at Misawa AB.

14.2. Membership. The AOB is chaired by the 35th Operations Group Commander.

14.2.1. Commander, 35th Mission Support Group.

14.2.2. Commanding Officer, Naval Air Facility.

14.2.3. Commander, 35th Operations Support Squadron.

14.2.4. Commander, 35th Civil Engineer Squadron.

14.2.5. Commander, 35th Communication Squadron.

14.2.6. Commander, 13th Fighter Squadron.

14.2.7. Commander, 14th Fighter Squadron.

14.2.8. 35th Fighter Wing Safety Officer.

14.2.9. 35th Operations Group Chief, Standardization and Evaluation.

14.2.10. JASDF 3rd Air Wing Chief of Defense and Operations Representative (Observer).

14.2.11. JASDF 3rd Air Wing Chief of Logistics Representative (Observer).

14.2.12. JASDF 3rd Air Wing Liaison Officer (Observer).

14.2.13. JASDF Air Traffic Control Squadron Representative.

14.2.14. JASDF 3rd Air Wing Base Operations Squadron Representative.

14.2.15. JASDF CH47 Squadron Representative.

14.2.16. JASDF E2C Squadron Representative.

14.2.17. Japan Civil Aviation Bureau Representative.

14.2.18. Navy Operations Officer.

14.2.19. 35th Operations Support Squadron, Weather Flight Commander.

14.2.20. 35th Civil Engineer Squadron, Chief, USAF Fire Protection.

14.2.21. 35th Communications Squadron (35 CS/SCM).

14.2.22. 35th Operations Support Squadron, Airfield Operations Flight Commander, Chief of ATC Liaison, TERPS Specialist, and Chief of Airfield Management.

14.3. Agenda. The agenda shall include the following mandatory items and any other pertinent issues the wing deems necessary. Topics discussed only annually show the month they will be reviewed:

14.3.1. Airspace (terminal, enroute, special use) in January.

14.3.2. ATC procedures, letters of agreements, local aircraft priority Air Installation Compatible Use Zone (AICUZ) and Mid-Air Collision Avoidance (MACA) in October.

14.3.3. Instrument procedures to ensure they are valid, needed, and meet user requirements in July.

14.3.4. Hazardous Air Traffic Reports.

14.3.5. ATCALS status, pending maintenance or flight checks, and flight delays/diverts resulting from ATC/ATCALS systems.

14.3.6. Airfield construction, flightline driving program, NOTAM circuit reliability, and airfield/airspace waivers.

14.3.7. Status of corrective actions to close out Air Traffic System Evaluation Program (ATSEP) observations.

14.3.8. Airfield Operations Flight staffing.

14.3.9. Military or host nation concerns.

14.4. Minutes of Meetings. Minutes are published and distributed to board attendees and MAJCOM.

14.5. Misawa Air Base Joint Airfields Advisory Committee (JAAC). 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:

14.5.1. 35 FW Commander/Vice-Commander.

14.5.2. 3 AW Commander.

14.5.3. Commander, 35th Operations Group.

14.5.4. Commander, 35th Mission Support Group.

14.5.5. Commanding Officer, Naval Air Facility.

14.5.6. Commander, 35th Operations Support Squadron.

14.5.7. Commander, 35th Civil Engineer Squadron.

14.5.8. Commander, 35th Communication Squadron.

14.5.9. Commander, 13th Fighter Squadron.

14.5.10. Commander, 14th Fighter Squadron.

14.5.11. 35th Fighter Wing Safety Officer.

14.5.12. 35th Operations Group Chief, Standardization and Evaluation.

14.5.13. JASDF 3rd Air Wing Chief of Defense and Operations Representative.

14.5.14. JASDF 3rd Air Wing Chief of Logistics Representative.

14.5.15. JASDF 3rd Air Wing Liaison Officer.

14.5.16. JASDF Air Traffic Control Squadron Representative.

14.5.17. JASDF 3rd Air Wing Base Operations Squadron Representative.

14.5.18. JASDF CH47 Squadron Representative.

14.5.19. JASDF E2C Squadron Representative.

14.5.20. Japan Civil Aviation Bureau Representative.

14.5.21. Navy Operations Officer.

14.5.22. 35th Operations Support Squadron, Weather Flight Commander.

14.5.23. 35th Civil Engineer Squadron, Chief, USAF Fire Protection.

14.5.24. 35th Communications Squadron (35 CS/SCM).

14.5.25. 35th Operations Support Squadron, Commander, Airfield Operations Flight, Chief, Airfield Management, Chief, Air Traffic Control Liaison, and the Chief, Terminal Instrument Procedures.

WILLIAM J. REW, Brigadier General, USAF
Commander

Attachment 1

GLOSARRY OF REFERENCES AND SUPPORTING INFORMATION

Abbreviations & Acronyms

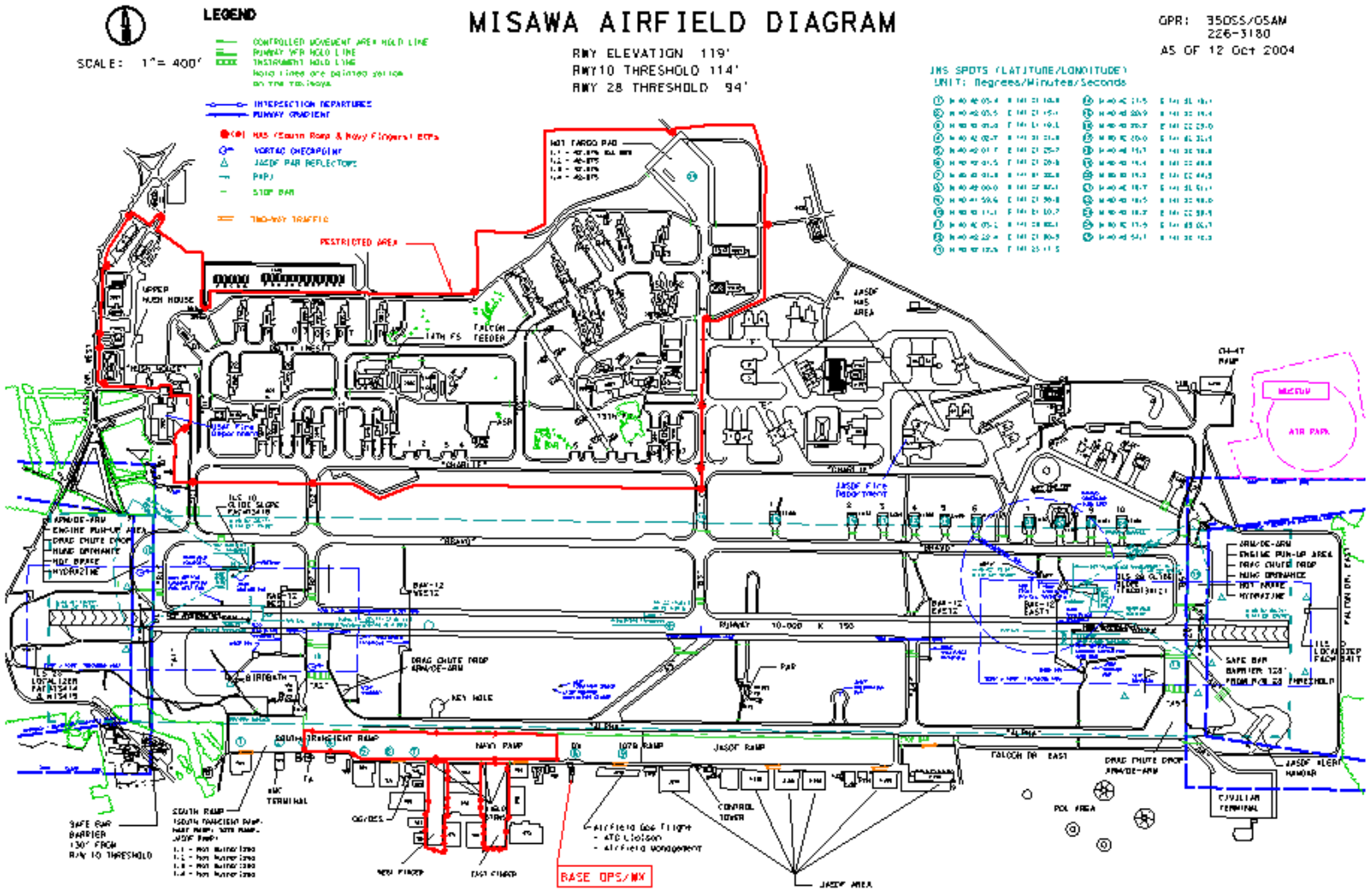
AAS	Aircraft Arresting System
AB	Air Base
AGL	Above Ground Level
AMC	Air Mobility Command
ASR	Airport Surveillance Radar
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
CAM	Chief, Airfield Management
CG	Communications Group
CMA	Controlled Movement Area
CSC	Central Security Control
DCAM	Deputy, Chief Airfield Management
DME	Distance Measuring Equipment
DOD	Department of Defense
DV	Distinguished Visitor
ECD	Estimated Completion Date
ETA	Estimated Time of Arrival
EPU	Emergency Power Unit
ETD	Estimated Time of Departure
FAA	Federal Aviation Administration
FAF	Final Approach Fix
FCF	Functional Check Flight
FCLP	Field Carrier Landing Practice
FDPM	Flightline Driving Program Manager
FLIP	Flight Information Publication
FM	Frequency Modulation
FS	Fighter Squadron
FW	Fighter Wing
HAS	Hardened Aircraft Shelter
HIRLS	High Intensity Runway Lights
IAF	Initial Approach Fix

ICAO	International Civil Aeronautics Organization
IFE	In-Flight Emergency
IFF	Identification, Friend or Foe
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IP	Initial Point
JAAC	Joint Airfield Advisory Committee
JASDF	Japan Air Self Defense Force
JCAB	Japan Civil Aviation Bureau
KHZ	Kilohertz
KIAS	Knots Indicated Air Speed
L	Local (as in local time)
LSO	Landing Systems Officer
MARSA	Military Assumes Responsibility for Separation of Aircraft
MHZ	Megahertz
MMC	35th Fighter Wing Maintenance Management Center
MSL	Mean Sea Level
MVA	Minimum Vectoring Altitude
NAVAIDS	Navigational Aids
NEW	Net Explosive Weight
NM	Nautical Mile
NORDO	No Radio
NOTAM	Notice to Airmen
OSS	Operations Support Squadron
PACAF	Pacific Air Forces
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PCAS	Primary crash alarm system
PTD	Pilot-to-Dispatch
RAPCON	Radar Approach Control
RCC	Rescue Coordination Center
RCR	Runway Condition Reading
RSC	Runway Surface Condition
RVR	Runway Visual Range
SAR	Search and Rescue

SCN	Secondary Crash Alarm System
SFO	Simulated Flameout
SIF	Selective Identification Feature
SOF	Supervisor of Flying
SVFR	Special VFR
TA	Transient Alert
TACAN	Tactical Air Navigation
TRT	Takeoff Rated Thrust
UHF	Ultra High Frequency
USF	United States Forces
USFJ	United States Forces Japan
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VOR	VHF Omnidirectional Range
VORTAC	Combination of VOR and TACAN
WESTPAC	Western Pacific
WOC	Wing Operations Center
Z	"Zulu" or UTC time

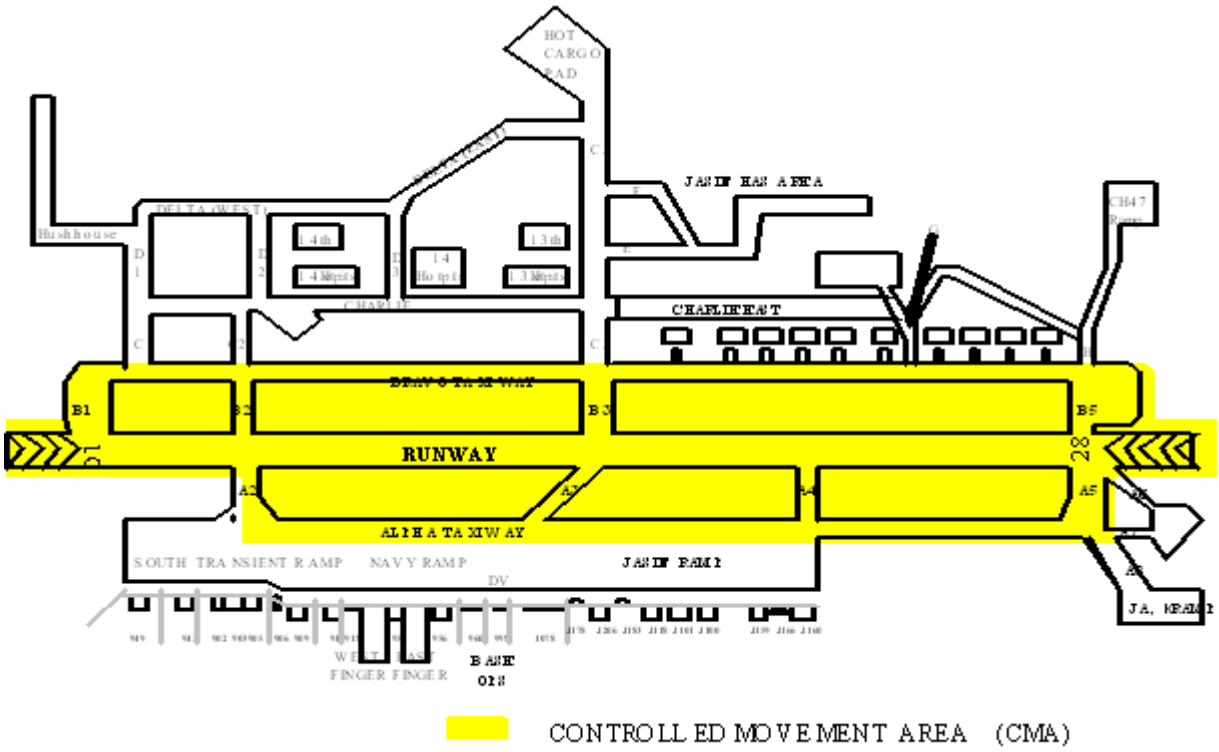
Attachment 2

MISAWA AIRFIELD DIAGRAM



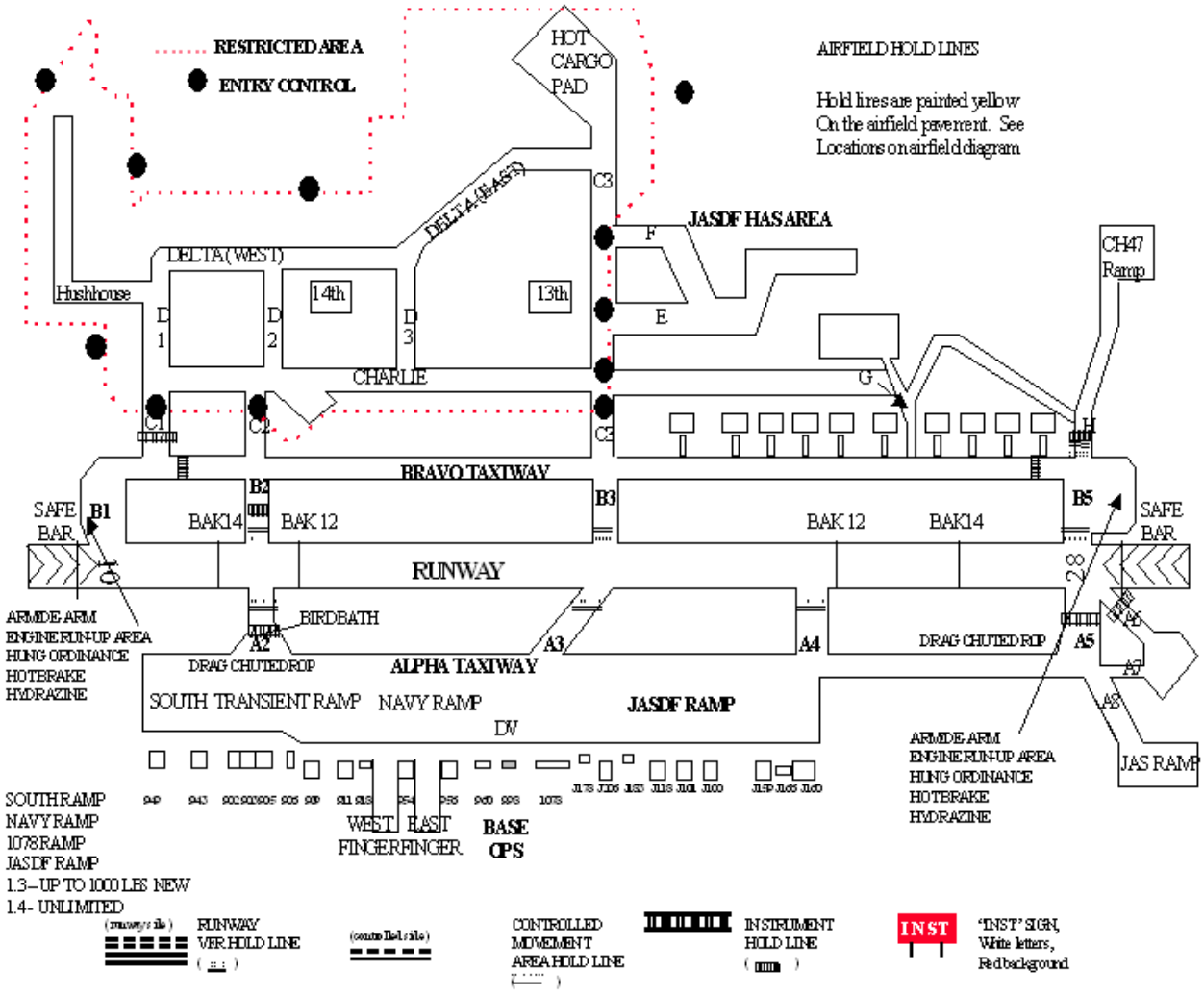
Attachment 3

CONTROLLED MOVEMENT AREA (CMA)



Attachment 4

AIRFIELD BRIEFING GUIDE MAP

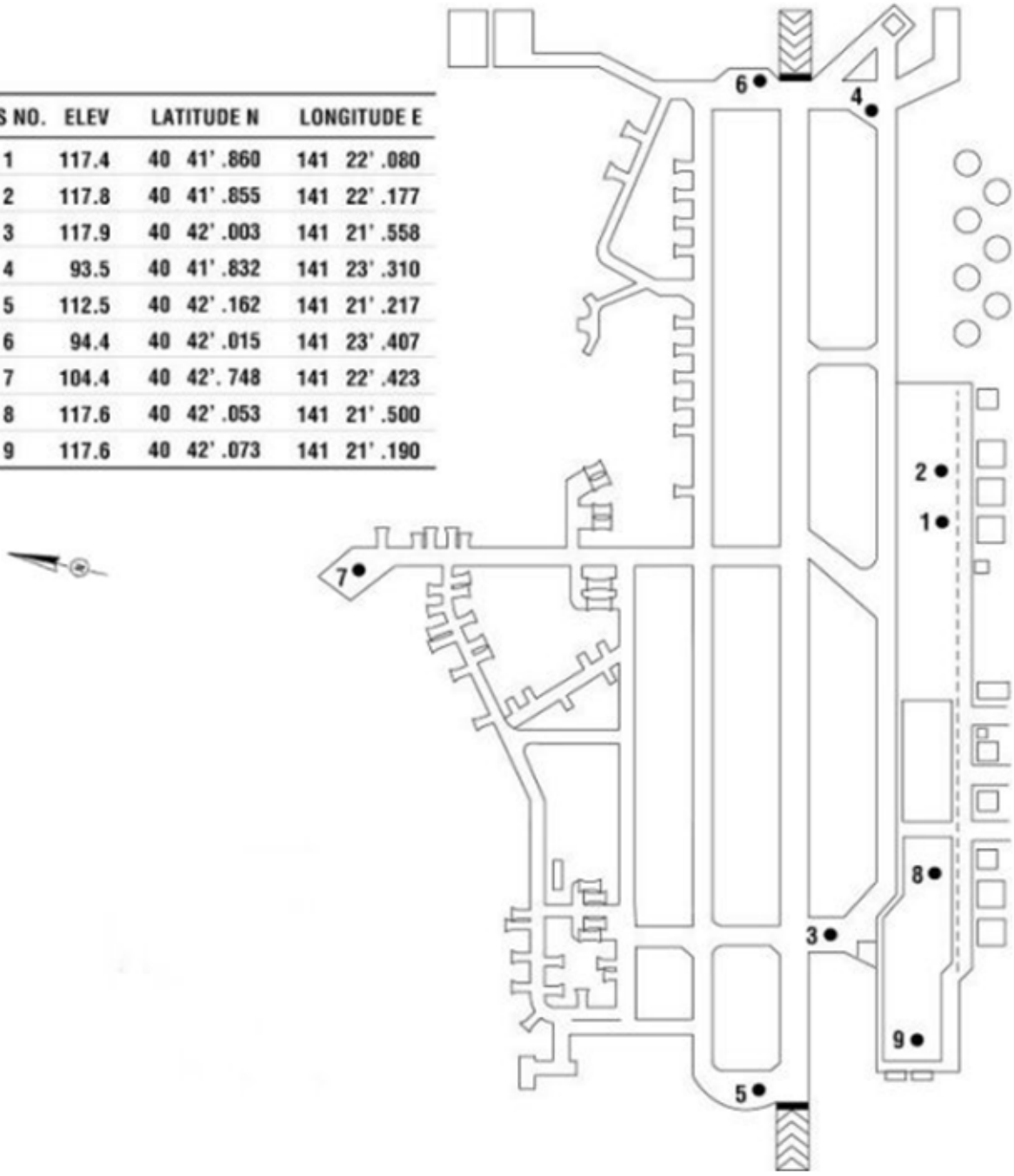


Attachment 5

INTERNAL NAVIGATIONAL SYSTEM (INS) POINTS

INERTIAL NAVIGATIONAL SYSTEM (INS) POINTS

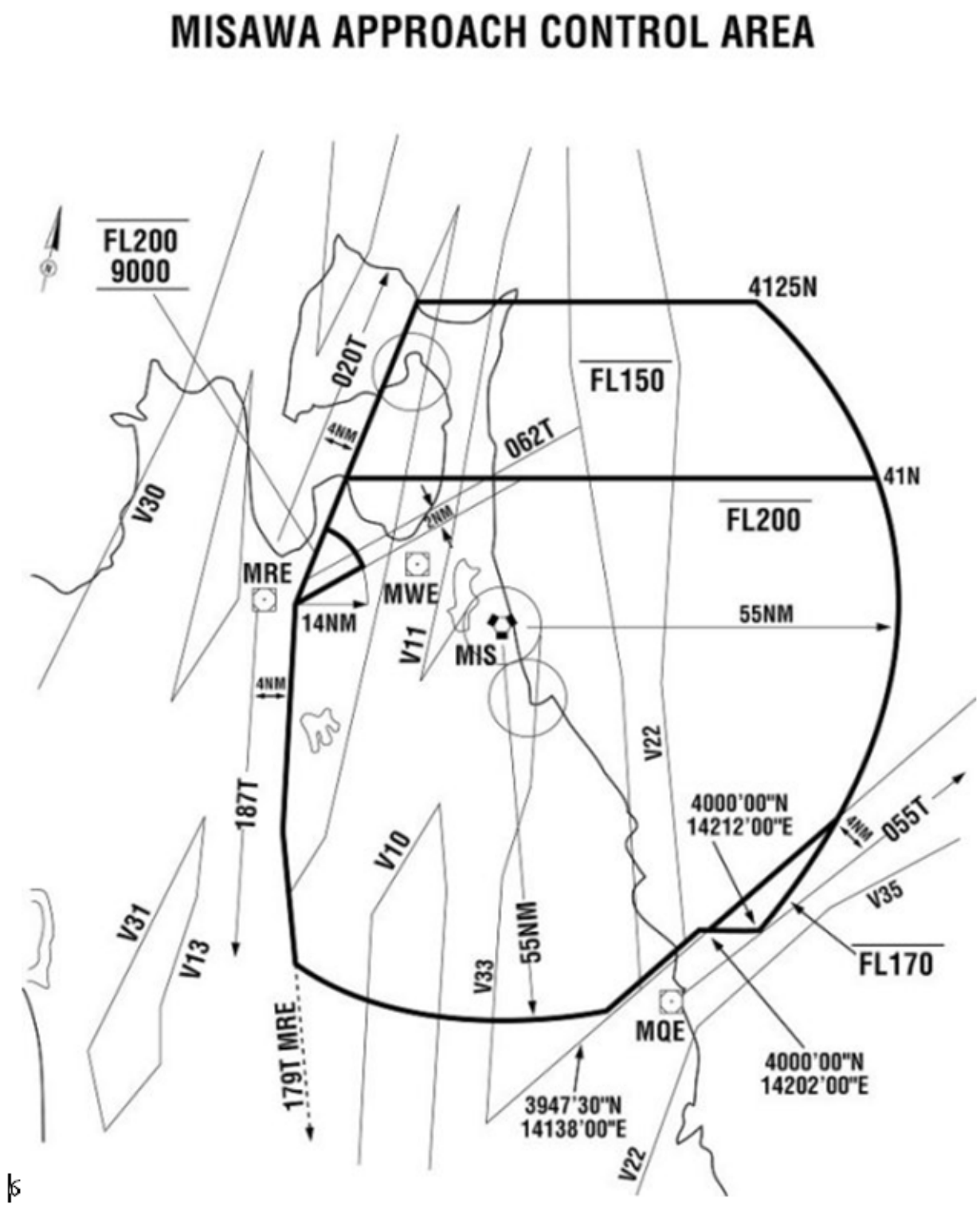
INS NO.	ELEV	LATITUDE N	LONGITUDE E
1	117.4	40 41' .860	141 22' .080
2	117.8	40 41' .855	141 22' .177
3	117.9	40 42' .003	141 21' .558
4	93.5	40 41' .832	141 23' .310
5	112.5	40 42' .162	141 21' .217
6	94.4	40 42' .015	141 23' .407
7	104.4	40 42'. 748	141 22' .423
8	117.6	40 42' .053	141 21' .500
9	117.6	40 42' .073	141 21' .190



Attachment 6

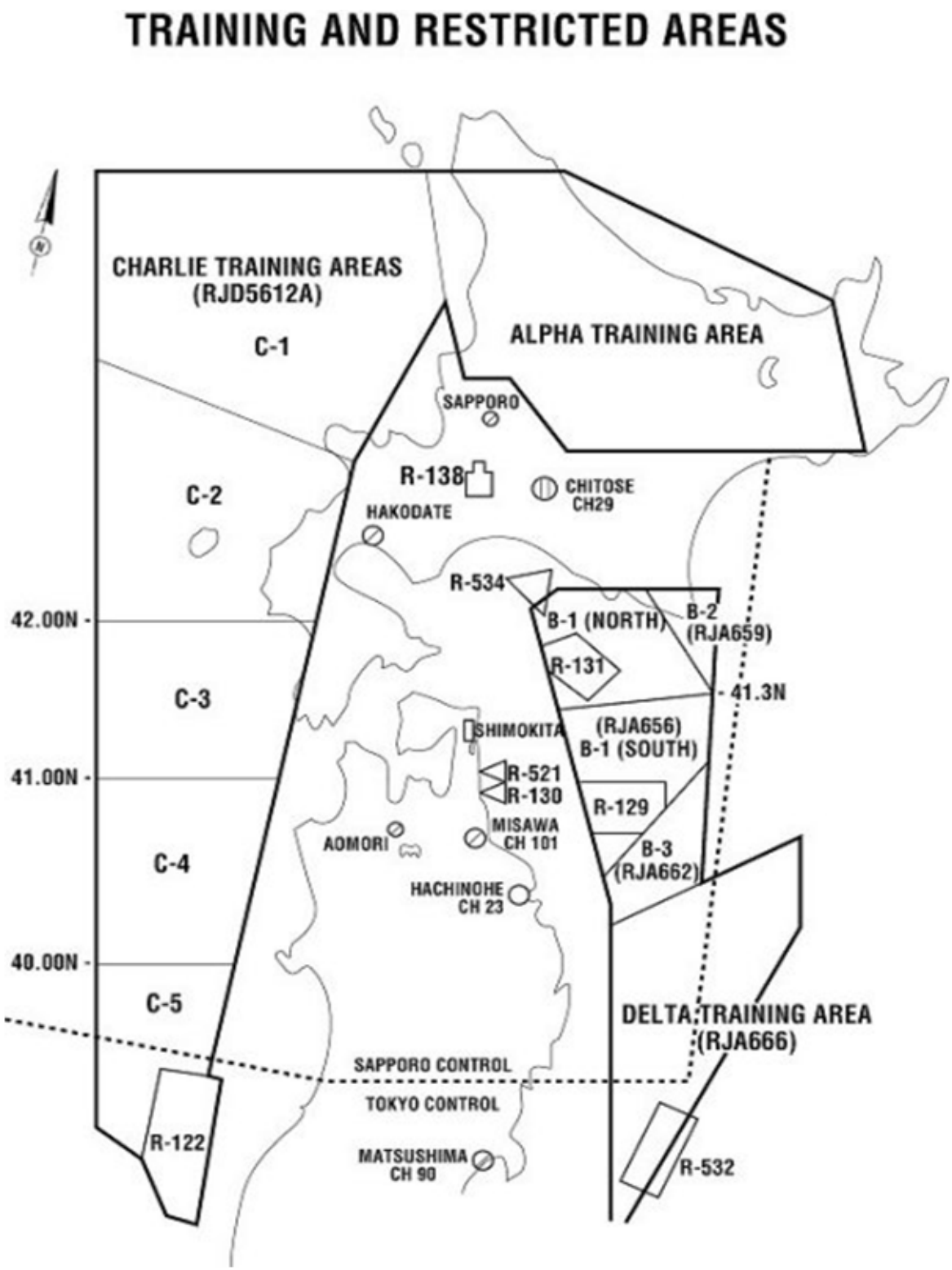
MISAWA APPROACH CONTROL AREA

6



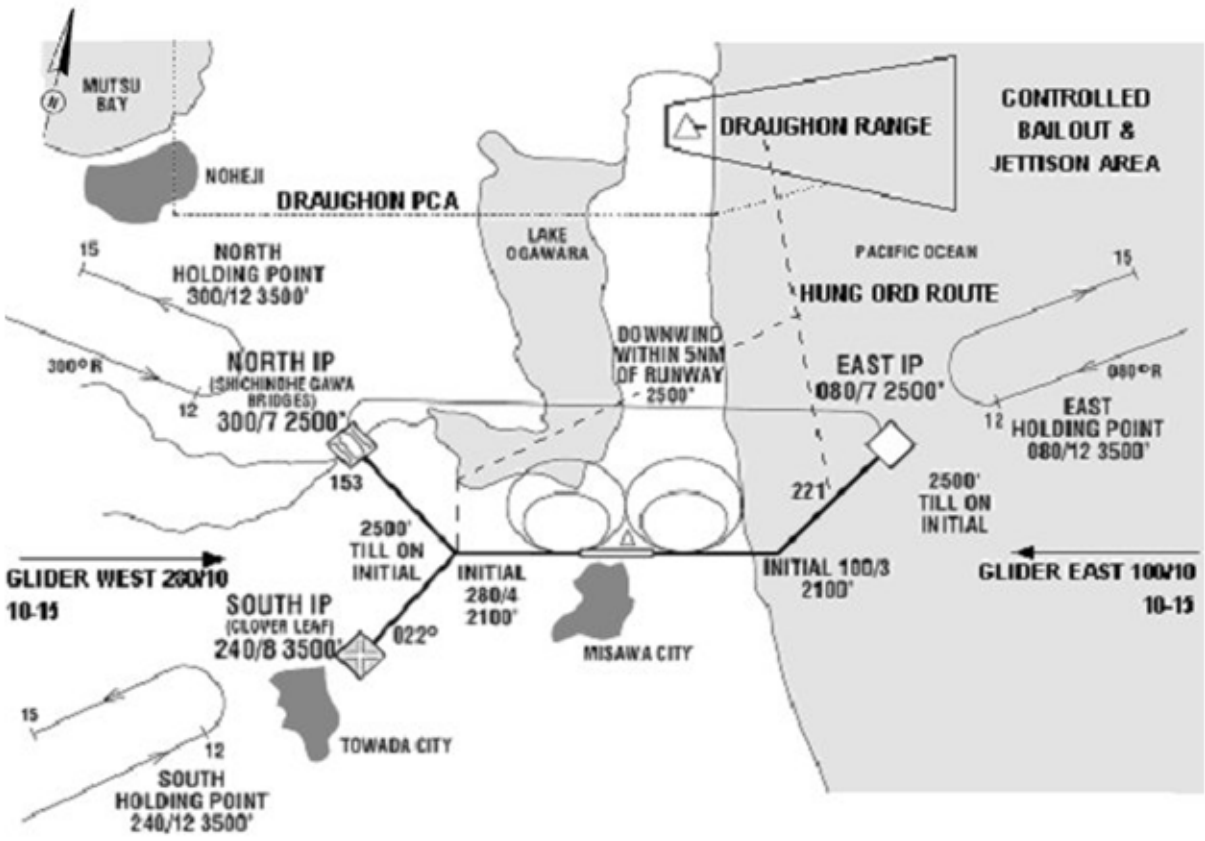
Attachment 7

TRAINING AND RESTRICTED AREAS



Attachment 8

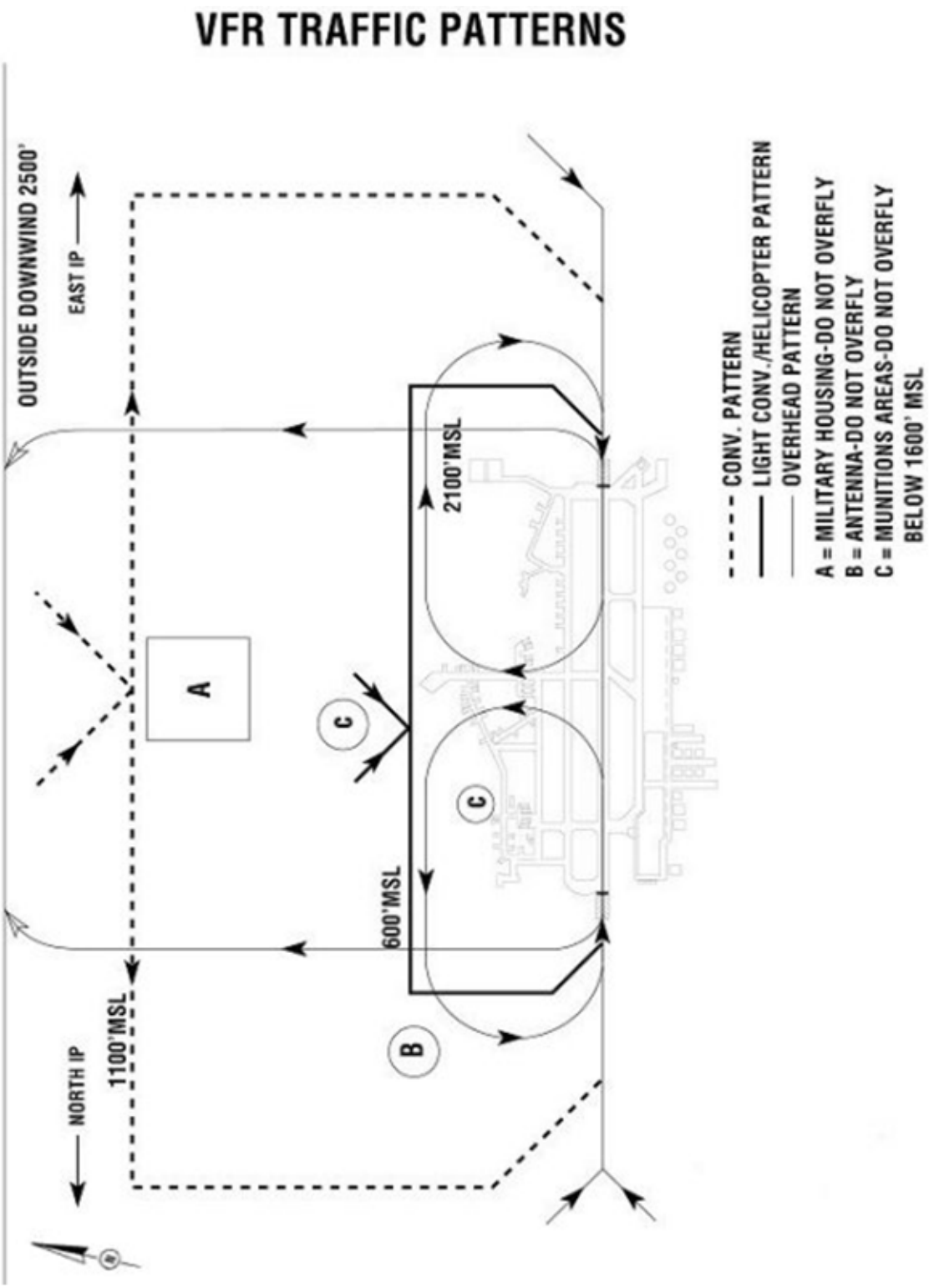
MISAWA VFR IPS & OVERHEAD/SFO PATTERNS



- CONTACT MISAWA RAPCON PRIOR TO REACHING THE IPS FOR SEQUENCING, ADVISORIES AND HANDOFF TO TOWER FREQUENCY.
- 360° OVERHEAD PATTERNS AND SFOS WILL BE FLOWN TO THE NORTH OF RUNWAY 10-28. DO NOT OVERFLY MISAWA CITY.
- AVOID OVERFLIGHT OF ELEPHANT CAGE BELOW 2000'.
- DECLARE INTENT FOR TACTICAL INITIAL OR DEPARTURE UPON INITIAL CONTACT WITH TOWER.

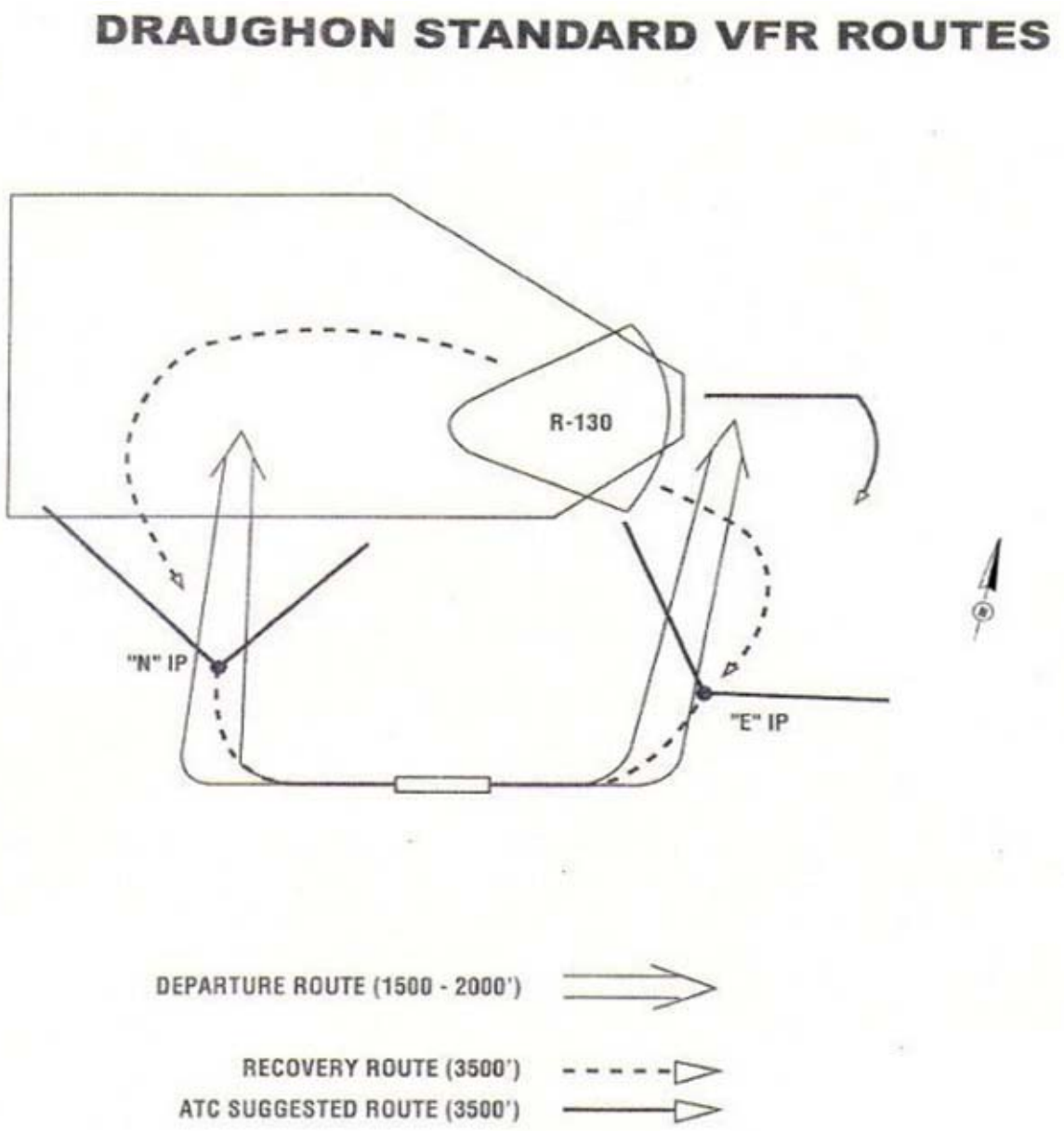
Attachment 9

VFR TRAFFIC PATTERNS

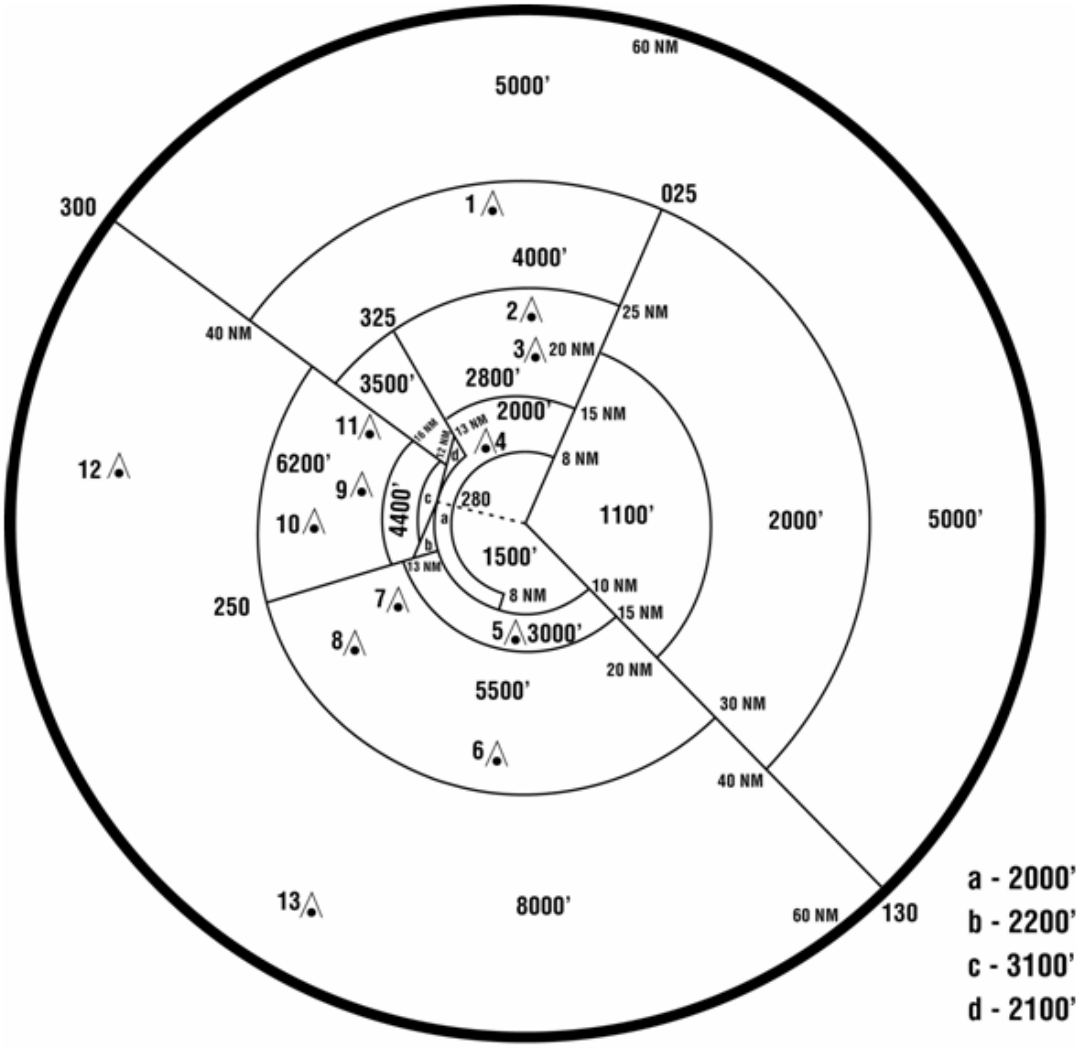


Attachment 10

DRAUGHTON STANDARD VFR ROUTES



Attachment 11

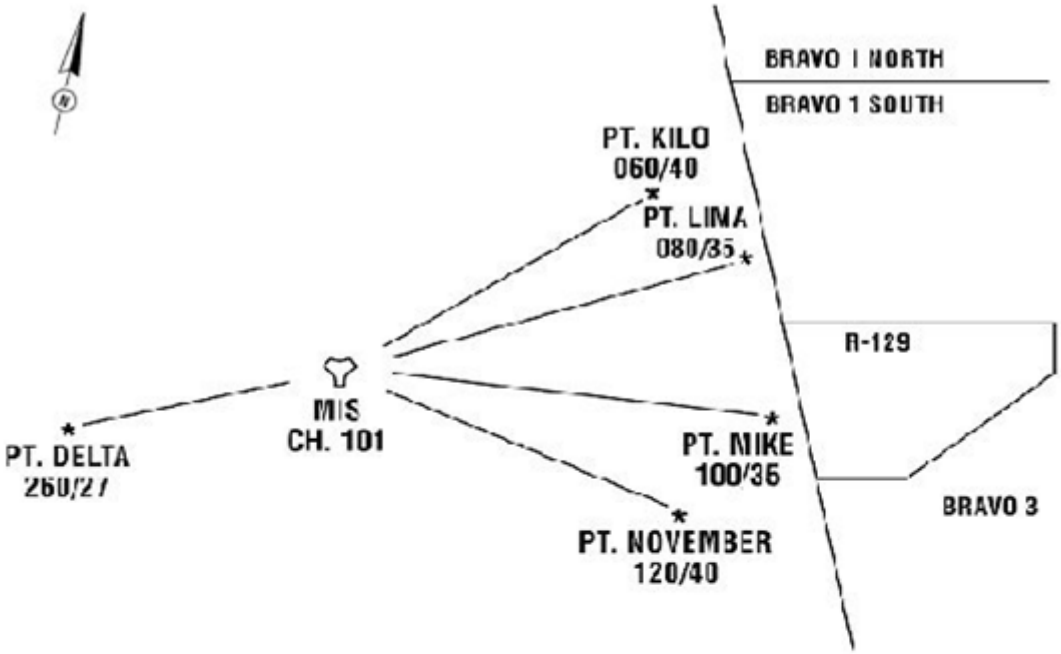


NOTE: The minimum altitude beyond 60NM is 10000'

1 - Mt. KAMABUSE	2984' 350 / 36NM	8 - Mt. HERAI	3803' 235 / 22NM
2 - Mt. KANATSU	1707' 004 / 23NM	9 - Mt. HACHIMAN	3354' 277 / 17NM
3 - A CONTROL LINE OF FUKKOSHI EBOSHI	787' 005 / 19NM	10 - Mt. HAKKODA	5200' 271 / 22NM
4 - NTT MICROWAVE ANT	727' 333 / 12NM	11 - Mt. SANKAKU	2486' 297 / 18NM
5 - KURAISHI TOWER	1057' 188 / 13NM	12 - Mt. IWAKI	5332' 275 / 48NM
6 - Mt. ORIZUME	3088' 187 / 26NM	13 - Mt. IWATE	6700' 206 / 54NM
7 - Mt. TSUKIHI	1802' 235 / 17NM		

Attachment 12

RECOVERY PROCEDURES



RECOVERIES FROM K, L, M, N & D POINTS:
NOTIFY GCI/RAPCON OF ETA TO APPROPRIATE RECOVERY POINT AND REQUESTED ALTITUDE. IFF CLEARANCE WILL BE ISSUED PRIOR TO OR UPON ARRIVAL AT THE RECOVERY POINT.

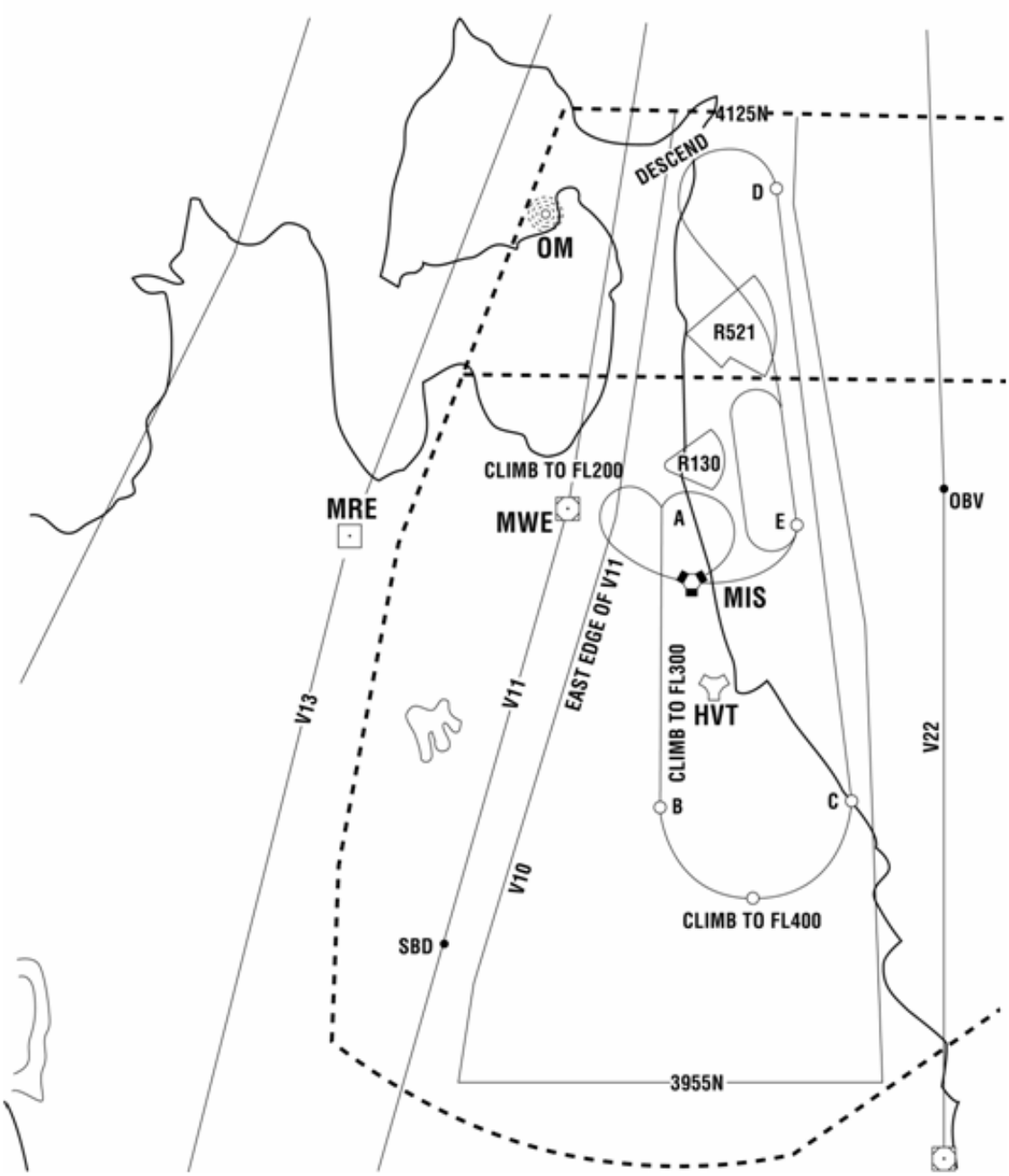
NORDO RECOVERY:
RECOVER VMC IF ABLE. IF IMC SQUAWK 7700, 7600 AND PROCEED TO APPROPRIATE IAF. CLIMB TO FL190 OR VFR ON TOP. PENETRATE AT EAC OF TAKEOFF PLUS 30 MINUTES OR AS INSTRUCTED BY CONTROLLING AGENCY IF TRANSMITTER FAILURE ONLY.

CLIMBOUT FOR INSTRUMENT RERUNS:
CLIMB AND MAINTAIN 1600', THEN TURN LEFT HEADING 320°.
CLIMB AND MAINTAIN 1600', THEN TURN RIGHT HEADING 060°.

ASSIGNED ALTITUDES:	
POINTS	RECOVERY
K	FL140 11,000
L, M, N	FL 140 11,000
D	FL 200 FL 180

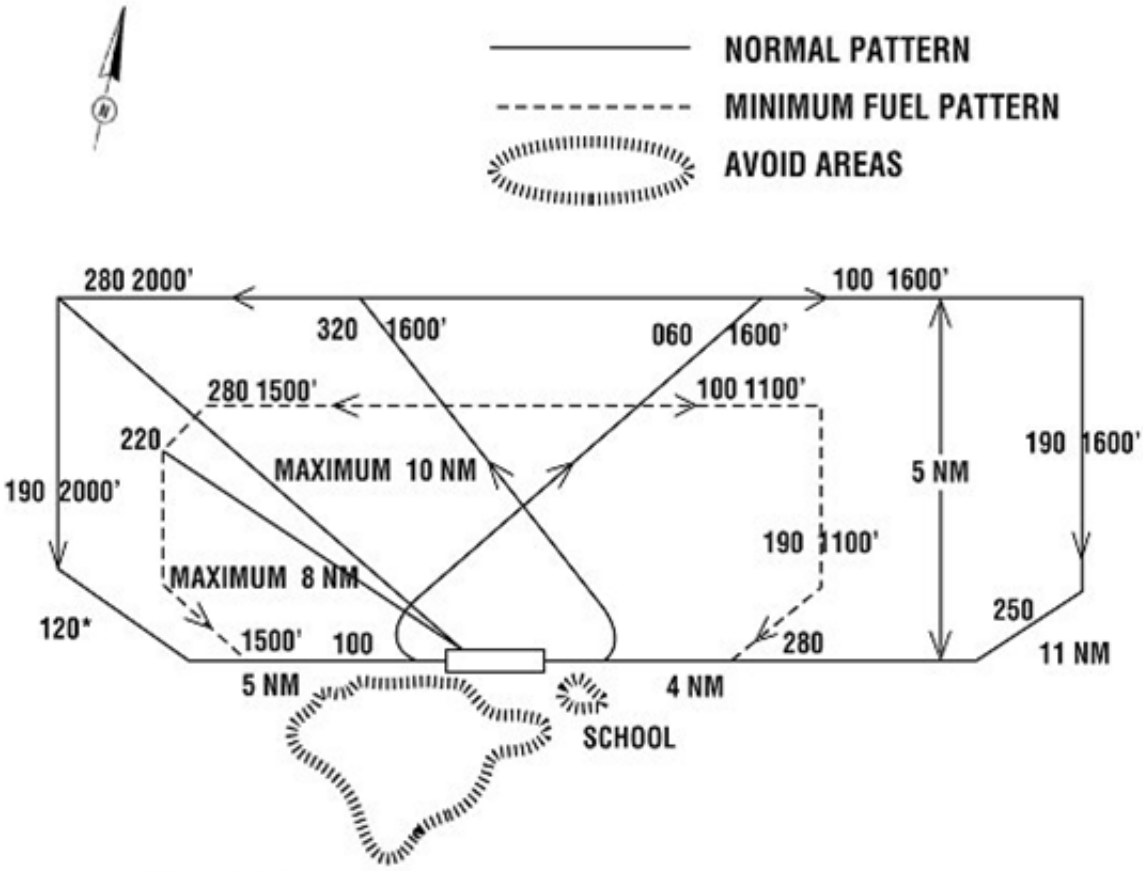
Attachment 13

TYPICAL ZOOM PROFILE



Attachment 14

RADAR TRAFFIC PATTERN



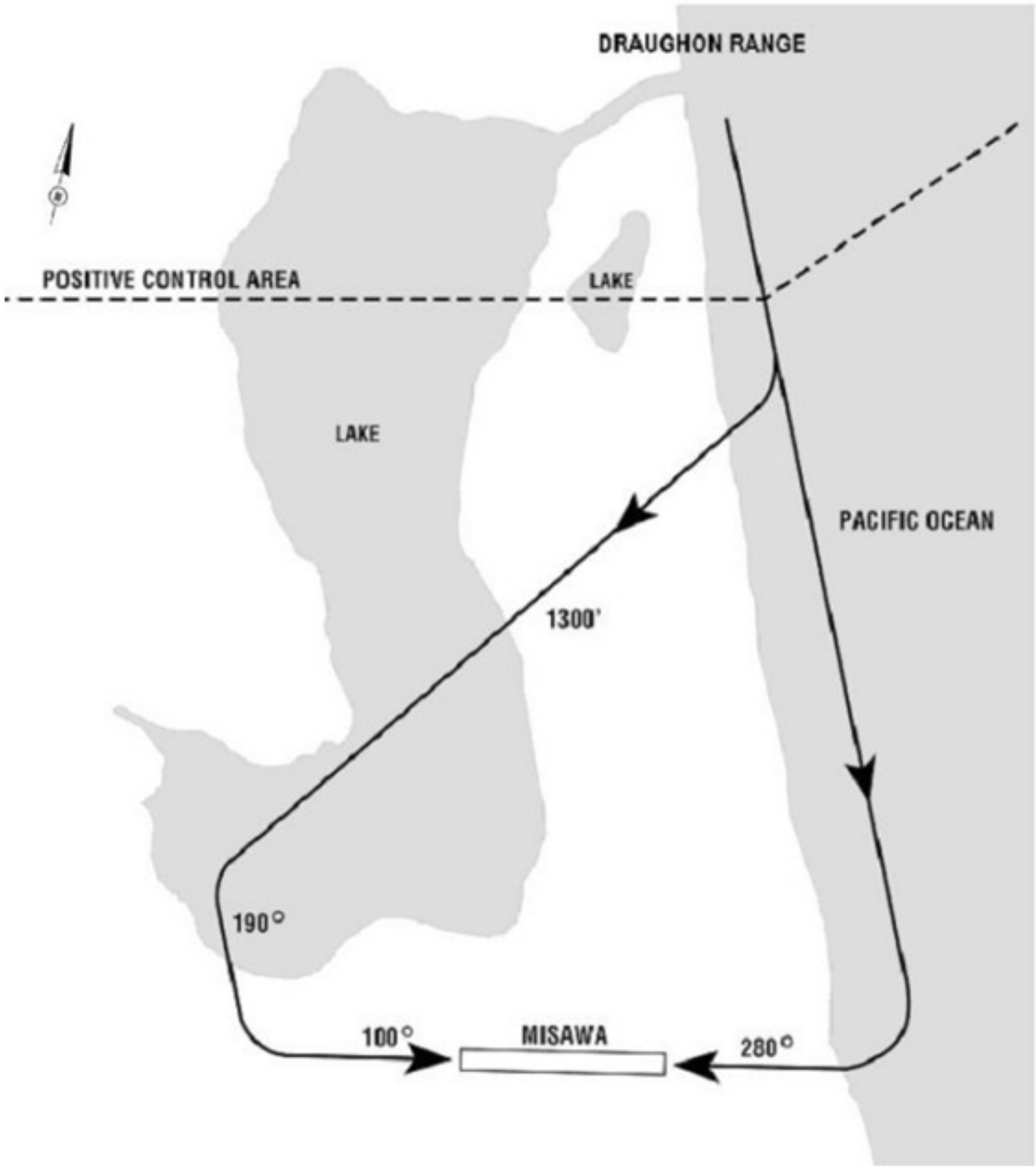
FOR CONSECUTIVE APPROACHES

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 15

HUNG ORDNANCE PATTERN



Attachment 16

HELICOPTER APPROACH AND DEPARTURE ROUTES