# AD 2 AERODROMES

## RJOI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJOI - IWAKUNI

## RJOI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *340842N/1321449E*<br>196° / 1.2km from RWY 20 THR |
| 2 | Direction and distance from (city) | 1.3nm SE of Iwakuni Railway Station |
| 3 | Elevation/ Reference temperature | 10ft (3m) / 30.5°C (87°F) |
| 4 | Geoid undulation at AD ELEV PSN | 105ft |
| 5 | MAG VAR/ Annual change | 6.6°W(2008) / 0.0°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | U.S. Military :<br>Marine Corps Air Station (MCAS)<br>Operations Department<br>PSC 561 Box 1876<br>FPO, AP 96310-0019<br>(0827) 79-5501<br><br>Operations Department, BOX 1876<br>Iwakuni Kokukichi<br>Misumi-cho, Kanyuchi, 1-chome Iwakuni-city, Yamaguchi 740-0025<br>(0827) 79-5501 |
| 7 | Types of traffic permitted (IFR/VFR) | IFR / VFR |
| 8 | Remarks | Iwakuni Airport Office(Civil Aviation Bureau)<br>3-15-2, Asahimachi , Iwakuni, Yamaguchi Pref<br>Tel : 0827-24-8221,8224 |

## RJOI AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | 2230-0730 MON-FRI (CIV 2230-1330 MON-SUN) |
| 2 | Customs and immigration | On request<br>Customs: 0827-21-7138<br>Immigration: 0834-21-1329 |
| 3 | Health and sanitation | Quarantine(human): On request(0834-21-1091)<br>Quarantine(animal, plant): Nil |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 (FUKUOKA) |
| 7 | ATS | APPROACH CONTROL<br>2130-1400 (MON-SUN) Other time by PPR<br>TOWER<br>2130-1400 (MON-SUN) Other time by PPR |
| 8 | Fuelling | U.S. Military and U.S. DOD contracted aircraft only |
| 9 | Handling | To be issued as required |
| 10 | Security | H24 |
| 11 | De-icing | Nil |
| 12 | Remarks | 72HR PPR for all flights outside of published AD hours<br>HR of service at CAB OPS section 2230-1330 |

## RJOI AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | U.S. Military and U.S. DOD charter aircraft |
| 2 | Fuel/ oil types | JP-5 (for U.S. Military and U.S. DOD charter aircraft)<br>JET A-1(for Civil ACFT) |
| 3 | Fuelling facilities/ capacity | U.S. Military and U.S. DOD charter aircraft<br>Fuel truck refueling(for Civil ACFT) |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | For non U.S. Military aircraft handling services and facilities contact Civil Commercial Airport authorities for information. |

## RJOI AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In Iwakuni City |
| 2 | Restaurants | In Iwakuni City |
| 3 | Transportation | Bus and taxi |
| 4 | Medical facilities | In Iwakuni City |
| 5 | Bank and Post Office | In Iwakuni City |
| 6 | Tourist Office | Nil |
| 7 | Remarks | Nil |

## RJOI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | ICAO CAT 9 |
| 2 | Rescue equipment | USMC:<br>ARFF foam / Chemical fire fighting truck x 6,<br>Rescue truck w/lighting x 2,<br>Incident command vehicle x 1,<br>Water re-supply tanker x 2<br>JSDF-M:<br>ARFF foam / Chemical fire fighting truck x 2<br>CAB:<br>Emergency medical equipments conveyance truck x 1,<br>Lightning power supply truck x 1 |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | H24; Emergency ARFF(Aircraft Rescue Fire Fighting) Dispatch (0827) 79-3211 |

## RJOI AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Any contaminants on runway center lines, landing strips and lighting aids shall be removed as and when necessary so as to provide good contact with the runway. |

## RJOI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Visiting Aircraft Ramp (VAL)<br>Surface: Concrete<br>Strength: PCN 76/R/C/W/T<br><br>Civil Apron:<br>Surface: Cement Concrete,<br>Strength: PCN 56/R/C/X/T |
| 2 | Taxiway width, surface and strength | TWY: A, A1, A2, A3, A4, B, B1, B2, B3, B4, B5, E, F, G<br>Width: 23m (75ft)<br>Surface: Concrete<br>Strength: PCN 65/R/B/W/T<br><br>Civil Airport Connecting TWY H<br>Width: 23m (75ft)<br>Surface: Cement Concrete, Strength: PCN 56/R/C/X/T<br>Surface: Asphalt Concrete, Strength: PCN 52/F/B/X/U<br><br>TWY: C<br>Width: 45m (150ft)<br>Surface: Concrete<br>Strength: PCN 76/R/C/W/T<br><br>TWY: All other TWY<br>Width: 23m (75ft)<br>Surface: Concrete<br>Strength: To be issued later |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Spot NR<br>1: *340943.49N 1321358.92E* (for nose-in and push-back)<br>: *340943.38N 1321359.57E* (for power-in and power-out)<br>2: *340941.23N 1321359.71E* |
| 6 | Remarks | ARST E-28 installed on TWY A; 914m from TWY south end, in emergency situations, when the RWY is not available, VFR landings of aircraft with wing-spans of 40m or less may conducted |

## RJOI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual dock-ing/ parking guidance system of aircraft stands | Aircraft stand taxi lane : See AD2.24 |
| 2 | RWY and TWY markings and LGT | RWY: RWY02/20<br>(Marking): RWY designation, RWY CL, RWY THR, RWY THR stripe, Fixed DIST, TDZ, RWY side stripe, RWY lead-on/lead-off lines, RWY shoulder<br>Other: simulated carrier deck, RWY AG cable disks<br>(LGT): RTHL, REDL, RENL, RWY DIST marker LGT, Arresting gear marker(AGM)<br>Other LGT: Simulated carrier deck LGT(CDL)<br><br>TWY:ALL TWY<br>(Marking): TWY CL, TWY side stripe, Shoulder marking, Intermediate HLSD PSN, INST hold, RWY HLDG PSN, RWY mandatory hold surface painted sign, mandatory instruction marking<br>Other Marking: Helicopter landing spot markings<br>(LGT): TWY edge LGT, TWY end, TWY entrance, Taxiing Guidance Sign, RWY guard LGT(elev WIG-WAG)<br><br>TWY: H<br>(LGT):TWY CL LGT, TWY edge LGT, Taxiing Guidance Sign |
| 3 | Stop bars | Nil |
| 4 | Remarks | (LGT): APN flood LGT, WDI<br>inset simulated carrier deck LGT (CDL) 97.5m from THR RWY 02 LEFT of RWY CL |

## RJOI AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

| RWY/ Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|---|---|---|---|---|---|
| RWY 02 | Water Pump House | *340933.70N/1321453.12E* | 50ft | | 345°/1277ft FM DER |
| RWY 02 | Incineration Facility | *341008.40N/1321451.61E* | 90ft | | 355°/0.8NM FM DER |
| RWY 02 | Tower | *340940.61N/1321400.67E* | 168ft | Markings/ LGTD | 293°/0.85NM FM DER |
| RWY 20 | Tower | *340754.48N/1321342.17E* | 168ft | Markings/ LGTD | 262°/0.83NM FM DER |
| RWY 20 | Port Crane | *340753.40N/1321500.40E* | 198ft | | 119°/1830ft FM DER |

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|---|---|---|---|---|
| Terrain | *341324.89N/1322443.13E* | 1778ft | | 060°/9.5NM FM ARP |
| Terrain | *340935.89N/1322359.24E* | 1509ft | | 083°/7.7NM FM ARP |
| Terrain | *341134N/1321829E* | 670ft | | 047°/4.2NM FM ARP |
| Terrain | *340717.22N/1321851.08E* | 335ft | - / LGTD | 113°/3.63NM FM ARP |

## RJOI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

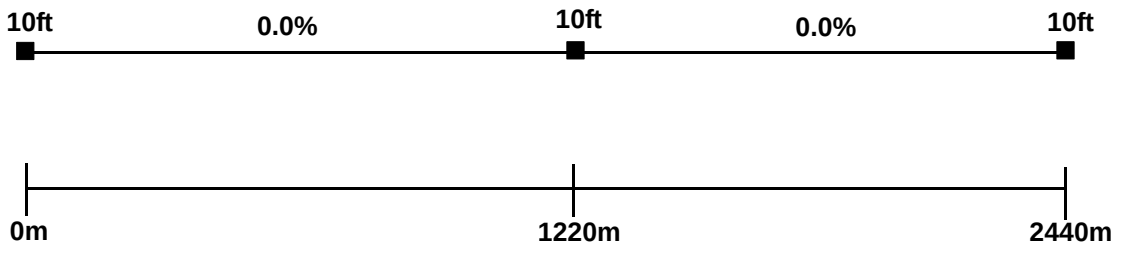
| | | |
|---|---|---|
| 1 | Associated MET Office | FUKUOKA |
| 2 | Hours of service<br>MET Office outside hours | H24 (FUKUOKA) |
| 3 | Office responsible for TAF preparation<br>Periods of validity | Nil |
| 4 | Trend forecast<br>Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at FUKUOKA |
| 6 | Flight documentation<br>Language(s) used | C<br>En |
| 7 | Charts and other information available for briefing or consultation | $S_6$, $U_{85}$, $U_7$, $U_5$, $U_3$, $U_{25}$, $U_2/T_r$, $P_S$, $P_5$, $P_3$, $P_{25}$, $P_{SWE}$, $P_{SWF}$, $P_{SWG}$, $P_{SWI}$, $P_{SWM}$, $P_{SW}$(domestic), E, C, $W_E$, $W_F$, $W_G$, $W_I$, W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | TWR, APP, ATIS |
| 10 | Additional information (limitation of service, etc.) | Observation is made by Marine Corps Air Station |

## RJOI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 009.2° | 2440×60 | PCN 65/R/B/W/T<br>Concrete | *340802.616N*<br>*1321441.524E*<br>32m | THR ELEV: 10.4ft (3m)<br>TDZ ELEV: 10.41ft (3m) |
| 20 | 189.2° | 2440×60 | PCN 65/R/B/W/T<br>Concrete | *340920.798N*<br>*1321456.697E*<br>32m | THR ELEV: 10.2ft (3m) |

| Slope of RWY and SWY | SWY dimensions | CWY dimensions | Strip Dimensions (M) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| RWY02<br>0.00%<br>SWY<br>0.542% | 300×60 | Nil | 3040×450 | Nil | RWY crowned 1% side slope<br>SWY slope upwards towards seawall<br>ARST E-28 installed 550m from RWY 02 THR<br>ARST E-28 installed 15m into SWY<br>ARST M-31 installed 1263m from RWY 02 THR |
| RWY20<br>0.00%<br>SWY<br>1.48% | 300×60 | Nil | 3040×450 | Nil | RWY crowned 1% side slope<br>SWY slopes upwards towards seawall<br>ARST E-28 installed 550m from RWY 20 THR<br>ARST E-28 installed 15m into SWY |

**RWY02** **LONGITUDINAL PROFILE OF RWY** **RWY20**




## RJOI AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 02 | 2440 | 2440 | 2740 | 2440 | |
| 20 | 2440 | 2440 | 2740 | 2440 | |

## RJOI AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 02 | ALSF-1<br>(CAT-I)<br>900m<br>LIH | Green<br>Green | PAPI<br>3.00° / LEFT<br>393m<br>62ft | Nil | Nil | 2440m<br>60m<br>Coded color<br>Yellow/White<br>LIH | Red | Nil |
| 20 | Nil | Green<br>- | PAPI<br>3.00° / LEFT<br>372m<br>60ft | Nil | Nil | 2440m<br>60m<br>Coded color<br>Yellow/White<br>LIH | Red | Nil |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| RWY THR ID LGT for RWY20<br>RWY 02 / 20 PAPI are designed and certified to provide adequate THR crossing height for FAA Height Group IV Aircraft (ICAO Code E) | | | | | | | | |

## RJOI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *340838N/1321354E*, U.S. Military Dual Peak White/Green, 6 RPM, 18 FPM, HN&HO |
| 2 | LDI location and LGT<br>Anemometer location and LGT | Nil |
| 3 | TWY edge and center line lighting | TWY edge light for H: AVBL<br>TWY CL LGT for H: AVBL |
| 4 | Secondary power supply/ switch-over time | ALL LGT 100% generator back-up within 15 second |
| 5 | Remarks | WDI LGT x 3<br>SEAPLANE TRANS-SHOT LGT<br>Yellow Helipad perimeter LGT |

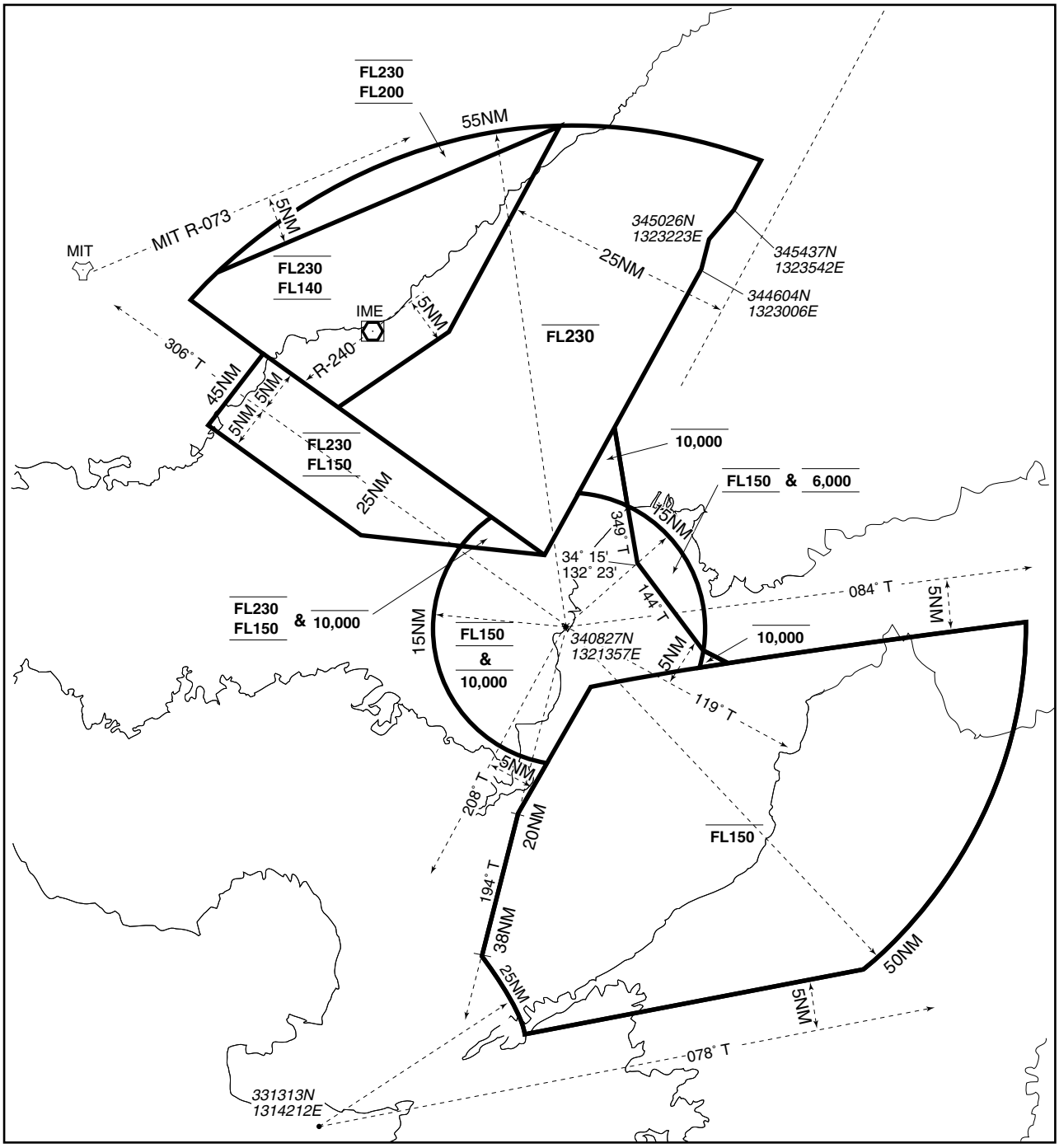
## RJOI AD 2.16 HELICOPTER LANDING AREA

Primary Helipads: “N”, “7” and “R”
206m east of RWY 02 CL
Concrete
PCN 23/R/B/W/T
Simultaneous VFR operations between RWY 02 / 20 and Helipads “N”, “7” and “R” are authorized, contact base operations department for scheduling and procedures.

## RJOI AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|---|---|---|---|---|---|
| 1 | | 2 | 3 | 4 | 6 |
| IWAKUNI CTR | Area within a radius of 5nm of ARP (*340842N/1321449E*) | Up to but not including 3000 AGL | D | IWAKUNI TOWER | |
| IWAKUNI ACA* | SEE RJOI ATTACHED CHART | | E | | *ACA: APPROACH CONTROL AREA |

**岩国進入管制空域**
Iwakuni Approach Control Area



## RJOI AD 2.18 ATS COMMUNICATION FACILITIES

| Service designa-tion | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Iwakuni Approach Control | 236.2MHz<br>250.6MHz<br>131.4MHz<br>128.0MHz<br>243.0MHz(E)<br>121.5MHz(E) | 2130-1400 MON-SUN<br>72HR PN | |
| DEP | Iwakuni Departure Control | 363.8MHz<br>131.4MHz<br>121.5MHz(E)<br>243.0MHz(E) | 2130-1400 MON-SUN<br>72HR PN | |
| TWR | Iwakuni Tower | 340.2MHz<br>123.8MHz<br>243.0MHz(E)<br>121.5MHz(E) | 2130-1400 MON-SUN<br>72HR PN | |
| GND | Iwakuni Ground Control | 360.2MHz<br>121.3MHz | 2130-1400 MON-SUN<br>72HR PN | |
| Clearance delivery | Iwakuni Clearance Delivery | 135.7MHz<br>310.6MHz | 2130-1400 MON-SUN<br>72HR PN | |
| ATIS | Marine Corps Air Station Iwakuni | 283.0MHz<br>128.4MHz | 2130-1400 MON-SUN<br>72HR PN | |
| Dispatch | Iwakuni Dispatch | 258.6MHz<br>134.1MHz | 2030-1400 MON-SUN<br>72HR PN | |
| MET | Iwakuni Metro | 344.6MHz | 24H | Pilot forecaster service (Military) |
| GCA-ASR<br>PAR | Iwakuni Approach Control<br>and<br>Iwakuni Radar Final Control | 343.4MHz<br>289.4MHz<br>270.6MHz<br>119.45MHz<br>260.6MHz<br>323.4MHz<br>255.8MHz<br>305.0MHz | 2130-1400 MON-SUN<br>72HR PN | ASR RWY 02<br>PAR RWY 02<br>Glide path 3.00° |

## RJOI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TACAN (VAR:6°W) | NEU | 996MHz (CH-35X) | H24 | *340930.27N/ 1321443.81E* | 38ft | TACAN unusable: 201°-359° beyond 19nm BLW 14000ft. |
| ILS-LOC RWY02 | IIJO | 110.15MHz | H24 | *340931.15N/ 1321455.02E* | 14.79ft | LOC:308m(1011ft) outside FM RWY20, 92.955m(305ft) W of RCL, LOC off-set angle 1.5° BRG (MAG) 014° Unusable:LOC beyond 22nm |
| ILS-GS RWY02 | | 334.25MHz | H24 | *340812.80N/ 1321439.40E* | 8.45ft | GP: 301.5m (989ft) inside FM RWY 02 THR, 103m (338ft) W of RCL GP angle 3.0° |
| ILS-DME RWY02 | IIJO | 1125MHz (CH-38Y) | H24 | *340812.74N/ 1321439.86E* | 7.60ft | DME: 301m (987ft) inside FM RWY 02 THR, 91m (300ft) W of RCL |

## RJOI AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Will be provided as required, contact AD administration for details.

2. Taxiing to and from stands

2.1 Standard taxi route for Civil Commercial aviation aircraft. Arrival and Departure Route is as follows:
RWY 02
- Departure H-G-B-B5-A4-A-A1
- Arrival B5-B-G-H

RWY 20
- Departure H-G-B-B5
- Arrival A1-A-A4-B5-B-G-H

2.2 DoD Visiting aircraft will be escorted by ground guide vehicle as required, otherwise taxiing instruction will be issued by ATC ground control.

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

6.1. Restricted Taxiways. Commercial aircraft shall not taxi on any portion of TWY B south of TWY F.

6.2. Aircraft commanders shall exercise caution at the midpoint of TWY F overpass location. Aircraft shall avoid any sudden braking movement or stopping while on the overpass

6.3. Do not enter TWY A2 east of TWY A; Seadrome entrance only.

6.4. Civil aircraft B777 shall execute judgmental over-steering at all turns due to turn radius limitations.

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

To be issued as required.

## RJOI AD 2.21 NOISE ABATEMENT PROCEDURES

(1) Flight west of the RWY is prohibited within 12nm at below 4000 feet MSL.

(2) The industrial area north-west of the RWY is a noise sensitive area. Aircraft should minimize their noise impact on the area. Transport and heavy aircraft requesting an off-duty RWY 20 departure to avoid the area will be afforded the same priority as aircraft using the duty RWY

(3) The city of Hiroshima shall not be over flown at an altitude less than 6,500 ft and should be avoided if at all possible. Kure, Matsuyama, and the peninsula at 33°28'N, 132°18'E shall not be over flown at altitudes less than 6,500 ft.

(4) Noise abatement hours are also in effect for multiple U.S. and Japanese holidays. Contact AD administration office for further details.

(5) Departures and arrivals should maneuver in visual flight conditions to avoid direct overflight of Atada Island below 4,000ft.

## RJOI AD 2.22 FLIGHT PROCEDURES

1. WX MINIMA CONCERNING PAR AND ASR APCH PROCEDURES

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/HATh HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR ①④⑥ | 02 | 3.00°/55/1055 | ABCDE | **230**-½ | 220 | (300-½) |
| ASR ②⑤⑦ | 02 | | AB | **420**-⅝ | 410 | (500-⅝) |
| | | | CDE | **420**-¾ | 410 | (500-¾) |
| CIR ③ | | | AB | **460**-1 | 450 | (500-1) |
| | | | C | **460**-1½ | 450 | (500-1½) |
| | | | D | **560**-2 | 550 | (600-2) |
| | | | E | **980**-3 | 970 | (1000-3) |

① When ALS inop, increase vis CAT ABCDE to ¾ mile. ② When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles. ③ Circling not authorized west of Rwy 02-20. ④ VGSI not coincident (VGSI TCH 67'). ⑦ SDF at 3 NM from thld 1040 min.

⑤ CAUTION: ASR Missed Approach Minimum Climb Rate to 2100, terrain 1457' MSL 34 09 22.00N 132 23 46.00E. ⑥ CAUTION: PAR Missed Approach Minimum Climb Rate to 2100, terrain 1457' MSL 34 09 22.00N 132 23 46.00E.

| | | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|---|
| PAR ⑥ | Rwy 02 | FPM | 210 | 420 | 630 | 840 | 1050 | 1260 |
| ASR ⑤ | Rwy 02 | FPM | 240 | 480 | 720 | 960 | 1200 | 1440 |

NOTE:REPRINTING DOD FLIP

2. PAR AND ASR MISSED APPROACH PROCEDURE

Unless otherwise instructed by ATC, execute each missed approach procedure as follows.
Runway 02: Fly heading 015 and climb and maintain 3,300 ft. Leaving 500 ft, turn right heading 125.

Note: Aircraft can expect radar vectors from ATC upon reaching 3,300 ft.

3. LOST COMMUNICATIONS PROCEDURE FOR ARRIVAL AIRCRAFT UNDER RADAR NAVIGATIONAL GUIDANCE

If no transmissions are received for one minute in the pattern or five (fifteen) seconds on final, attempt contact tower on 340.2/123.8 and proceed VFR. If unable, proceed with ILS runway 02 approach (circle to runway two-zero, if appropriate), maintain (appropriate altitude but not lower than 3,300), until MUTHA.

Note : Procedures other than above will be issued when required.

4. DIVERSE DEPARTURE PROCEDURE

(1) RWY 02: Diverse departures only authorized within 25 NM between 044 DEG through 165 DEG clockwise, standard with minimum climb rate of 300ft/NM to 2300.

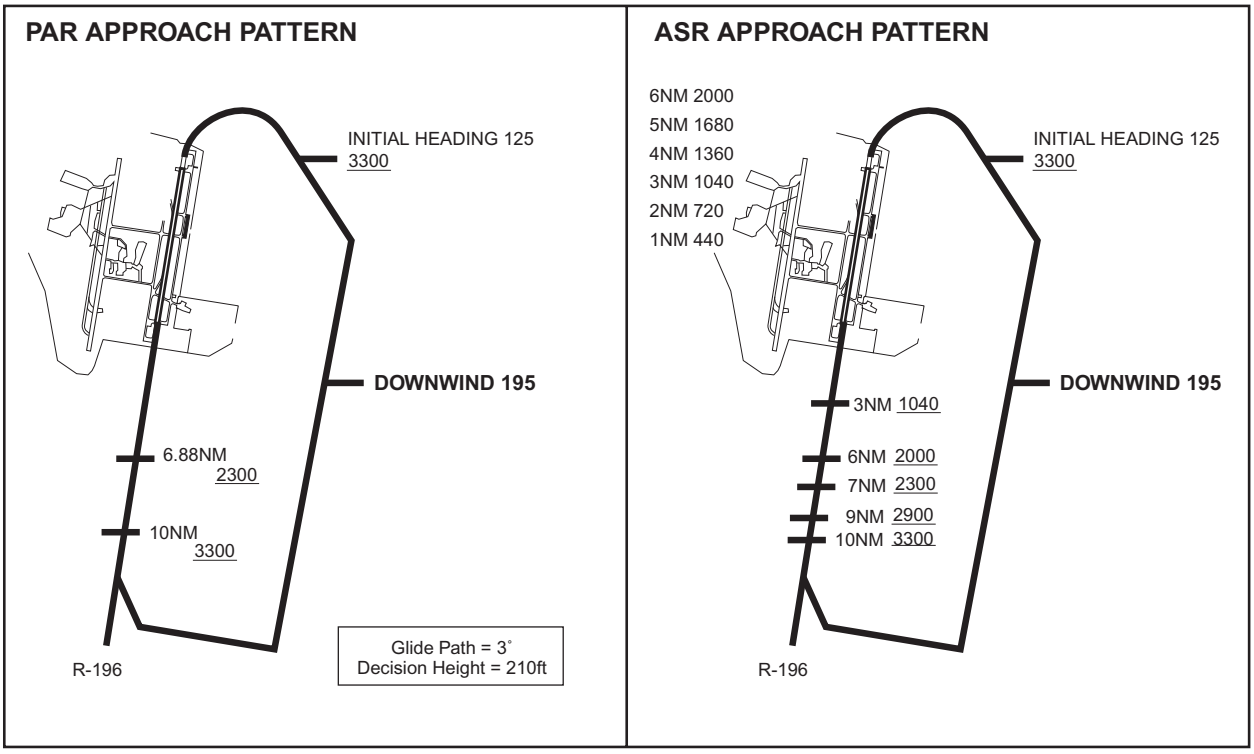
(2) RWY 20: Diverse departures only authorized within 25 NM between 155 DEG through 042 DEG counterclockwise, standard with minimum climb rate of 240ft/NM to 2300.

(3) Contact AD administration, reference DoD Flight Information Publication series.

5. STANDARD TERMINAL AUTOMATION REPLACEMENT SYSTEM (STARS)

Aircraft flying under control of Iwakuni Approach in the Approach Control Area will be instructed to reply with discrete beacon code on Mode A/3 and Mode C.
If an aircraft with non-discrete beacon code capability is instructed to reply with discrete beacon code, it shall advise ATC accordingly.

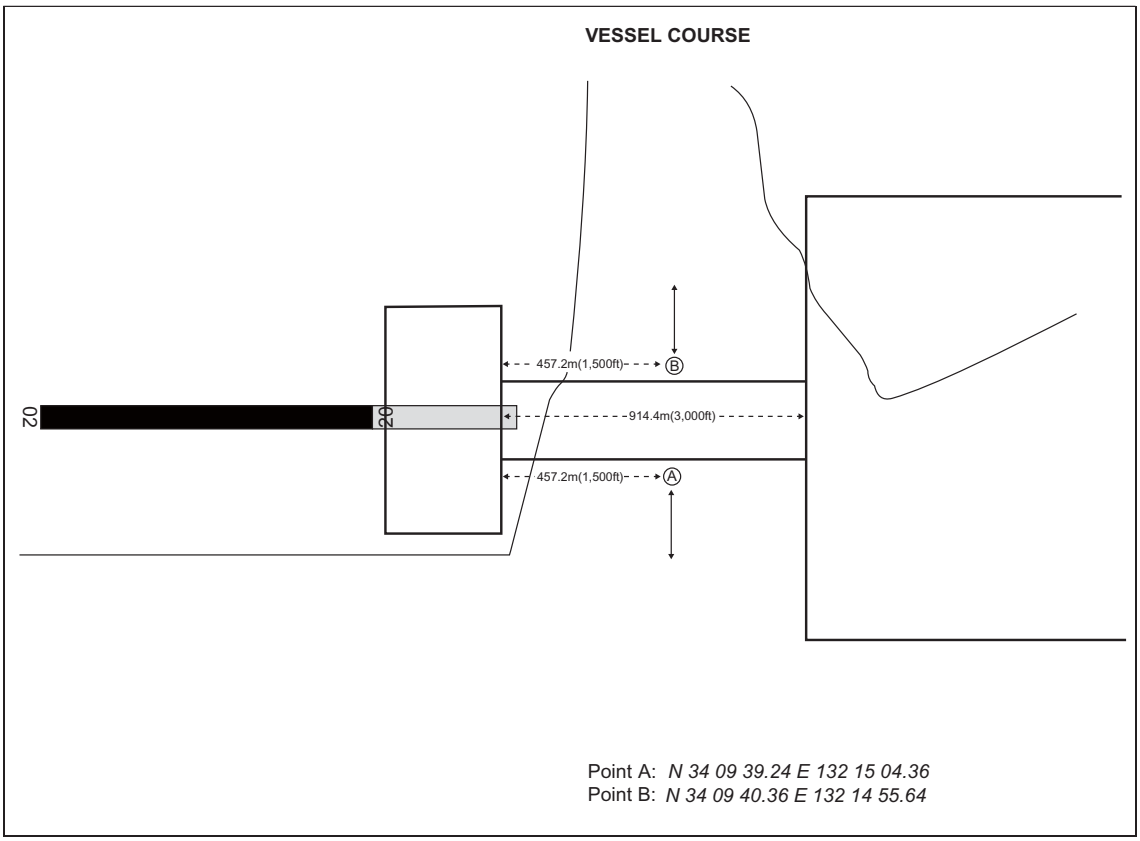
6. APPROACH PATTERN



## RJOI AD 2.23 ADDITIONAL INFORMATION

1. Bird hazard on approach to RWY 02/20.
2. Mt terrain W of airfield, Oshima Island(NEU R-189/13DME) at 2280ft may cause Ground Avoidance Proximity Warning alert for aircraft at 3300ft.
3. Hang Glider/Parasailing in vicinity of IAFs for all instrument approaches(STADK/PPOPS/MUTHA/SHIMN) NEU R-189/13DME (Oshima Island) at or below 2500ft AGL. OPR daily spring/summer months.
4. Passage of vessel across RWY02 departure area or RWY20 approach area

   While vessel with height that affects ACFT operations is passing across RWY02 departure area or RWY20 approach area Obstacle Free Zone (OFZ), the following action will be taken.
   1) The information of vessel will be provided by NOTAM RJOI or ATC.
   2) While vessel is crossing between point A and point B, holding instruction may be issued in the following situations.
      a) ACFT for landing RWY02
         When vessel height is above 3m/MSL : all arrival ACFT
      b) ACFT for take-off/landing RWY02
         When vessel height is above 3m/MSL : all departure ACFT
      c) ACFT for landing RWY20
         When vessel height is above 3m/MSL : all arrival ACFT




5. Schedule maintenance on the RWY

   Scheduled RWY unserviceability due to RWY and facilities maintenance.
   (See NOTAM RJOI)

6. Port of Iwakuni mooring (anchorage) points

Vessels with varying heights up to 236ft can be anchored at the points described below ACFT should use caution on departure, arrival and during airport traffic pattern operations.

| Iwakuni Port | |
|---|---|
| Mooring Point | Coordinates |
| Iwakuni Anchor | *34 11 38.3N / 132 14 47.57E* |
| A | *34 11 30.7N / 132 15 49.7E* |
| B | *34 11 06.8N / 132 16 09.0E* |
| C | *34 10 59.0N / 132 15 41.9E* |
| D | *34 10 17.6N / 132 16 06.9E* |
| E | *34 09 58.9N / 132 16 29.9E* |
| F | *34 09 54.1N / 132 17 03.8E* |

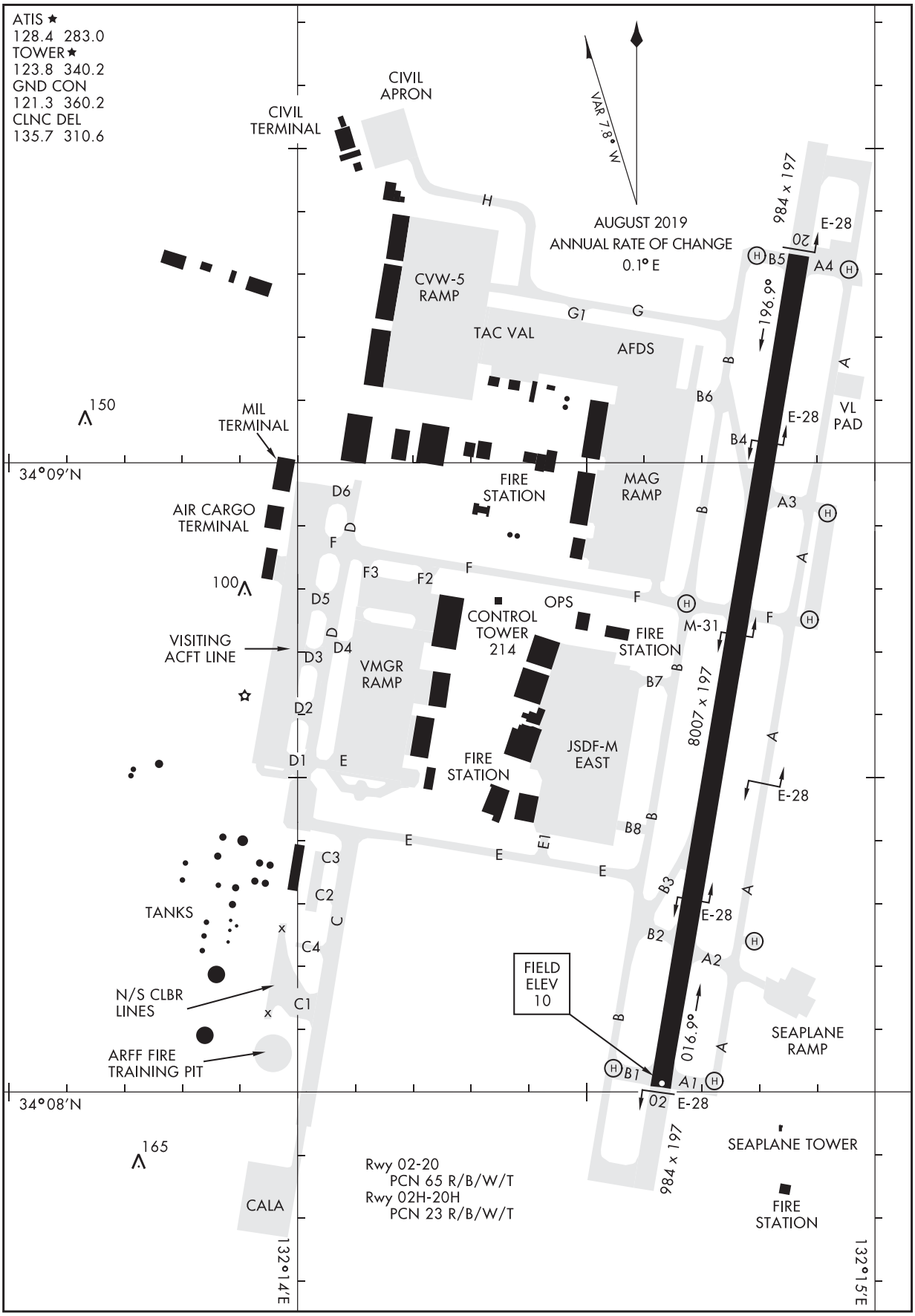
## RJOI AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Aircraft Parking/Docking Chart (for civil)
Standard Departure Chart - Instrument (MATSUYAMA SOUTHEAST)
Instrument Approach Chart (ILS RWY02)
Instrument Approach Chart (RNAV (GPS) RWY02)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

**INTENTIONALLY LEFT BLANK**

RJOI / IWAKUNI

AD CHART



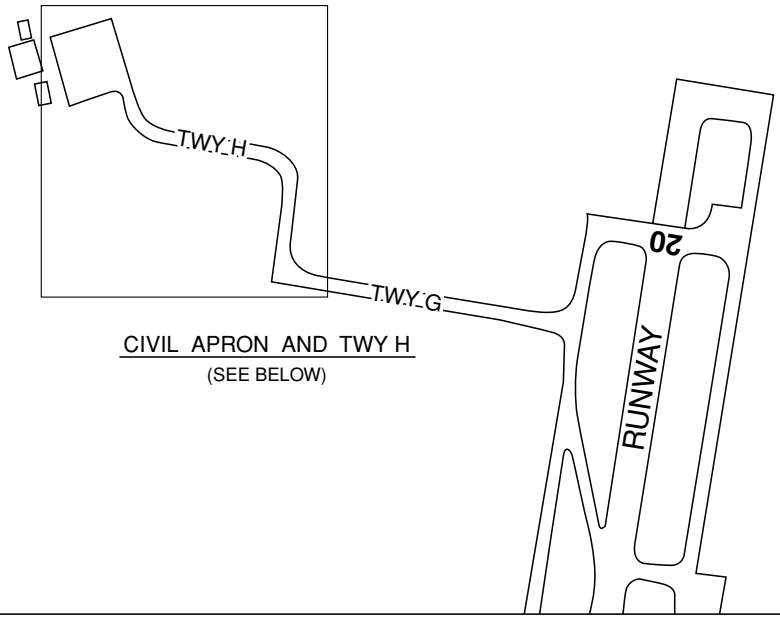

CHANGE : Update

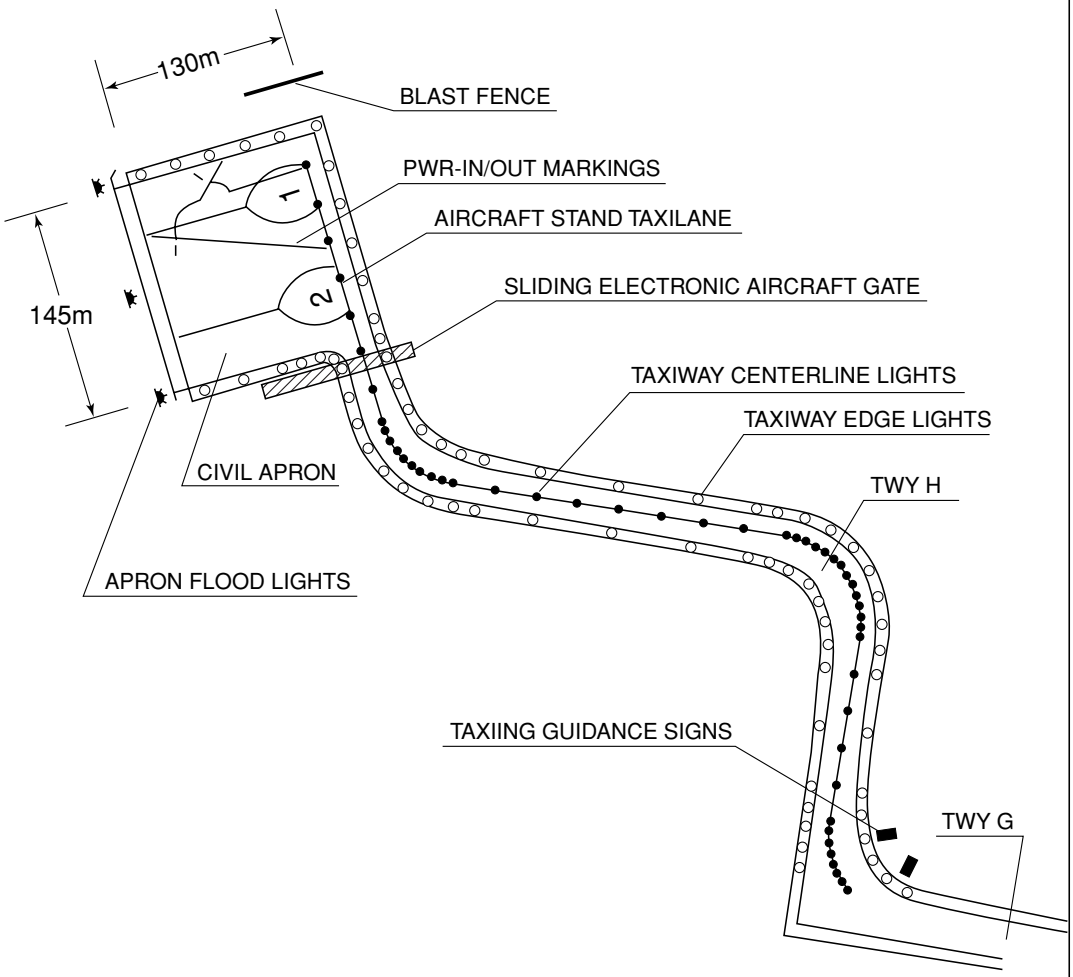
NOTE: REPRINTING DOD FLIP

RJOI / IWAKUNI

Aircraft Parking / Docking Chart

IWAKUNI AERODROME



**STANDARD DEPARTURE CHART - INSTRUMENT**

RJOI / IWAKUNI

MATSUYAMA SE THREE DEPARTURE (OBSTACLE) (RNAV)

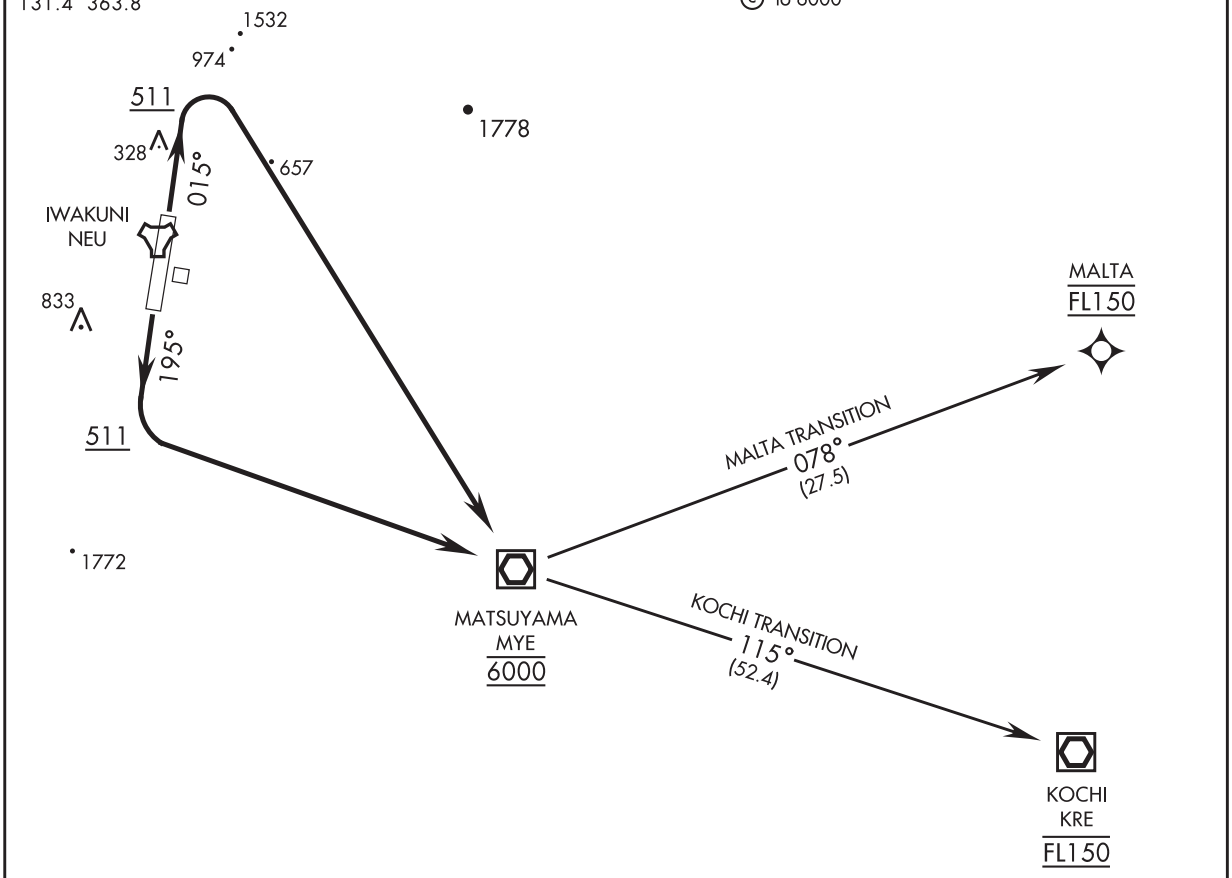
ATIS ★
128.4 283.0
CLNC DEL
135.7 310.6
GND CON
121.3 360.2
TOWER ★
123.8 340.2
DEP CON
131.4 363.8

SHL-2149 [USN]

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| * 02 ⓐ | V/V(fpm) | 230 | 460 | 690 | 920 | 1150 | 1650 |
| †02/20 ⓑ | V/V(fpm) | 330 | 660 | 990 | 1320 | 1650 | 1980 |
| † 20 ⓒ | V/V(fpm) | 204 | 408 | 612 | 816 | 1020 | 1224 |

* Minimum † ATC Climb Rate

ⓐ to 2300
ⓑ MALTA transtion to 15,000 from MYE to MALTA
ⓒ to 6000




RNAV-1
DME/DME/IRU, DME/DME, GNSS, or RNP 2.0 REQUIRED

NOTE: Chart not to scale

TA 14,000

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 02: Climb heading 015° to 511, then on depicted route. Cross MATSUYAMA VOR/DME (MYE) at 6000 thence...

TAKE-OFF RWY 20: Climb heading 195° to 511, then on depicted route. Cross MATSUYAMA VOR/DME (MYE) at 6000 thence...

KOCHI TRANSITION: As depicted. Cross KOCHI (KRE) at FL150. Maintain FL150 or higher as assigned.

MALTA TRANSITION: As depicted. Cross MALTA at FL150, maintain FL150 or higher as assigned.

CHANGE : Update

NOTE: REPRINTING DOD FLIP

**INSTRUMENT APPROACH CHART**

RJOI / IWAKUNI

| LOC/DME I-IJO | APCH CRS | Rwy ldg 8007 |
|---|---|---|
| 110.15 | 014° | TDZE 10 |
| Chan 38(Y) | | Arpt Elev 10 |

ILS RWY02

* When ALS inop, increase CAT ABCD vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.

ALSF-1

†MISSED APPROACH: Climb on heading 014° to 700, then climbing right turn to 6000 heading 144° direct MYE VOR/DME and hold.

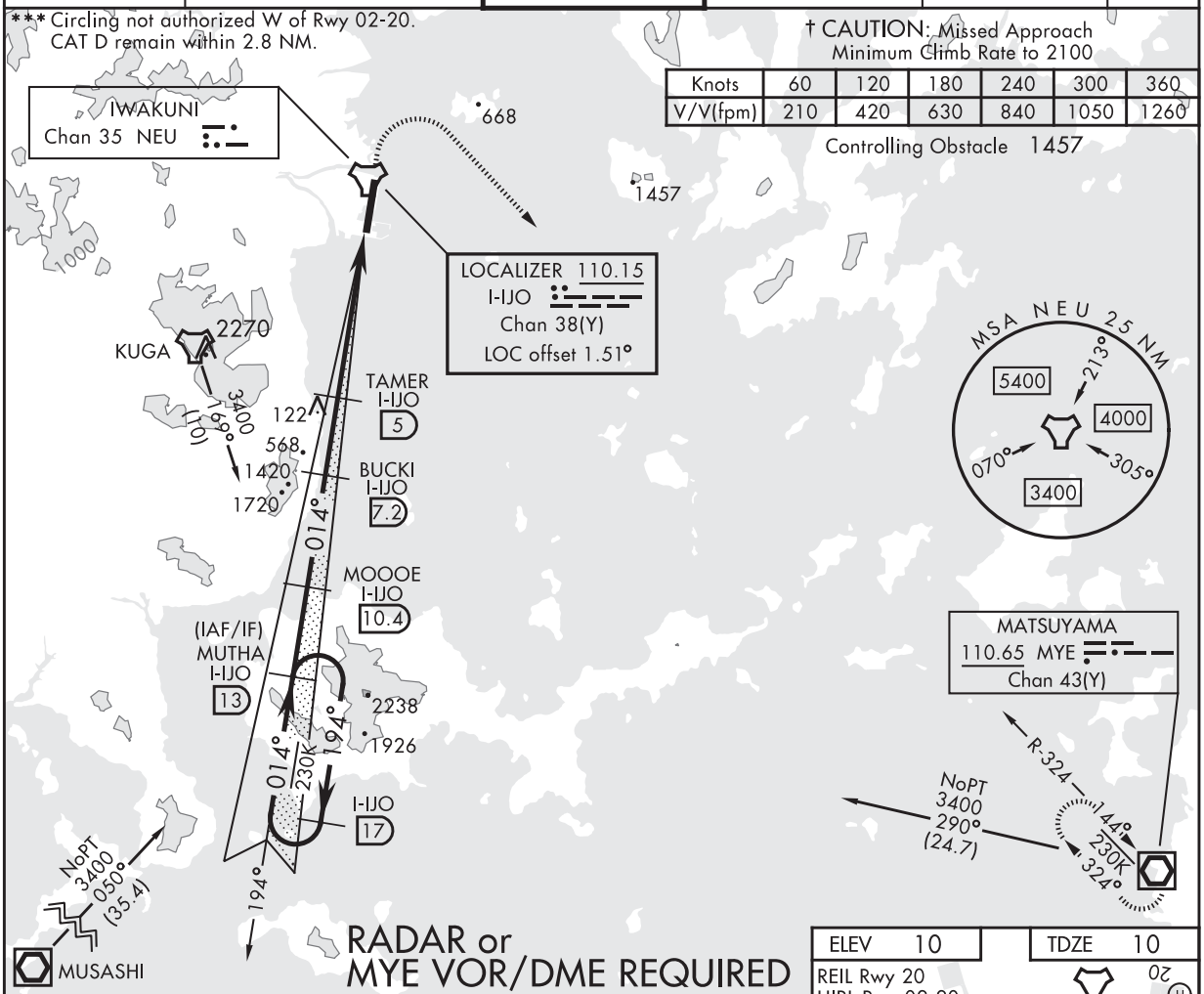
| ATIS★ | APP CON | TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 128.4 283.0 | 131.4 236.2 | 123.8 340.2 | 121.3 360.2 | 135.7 310.6 | |

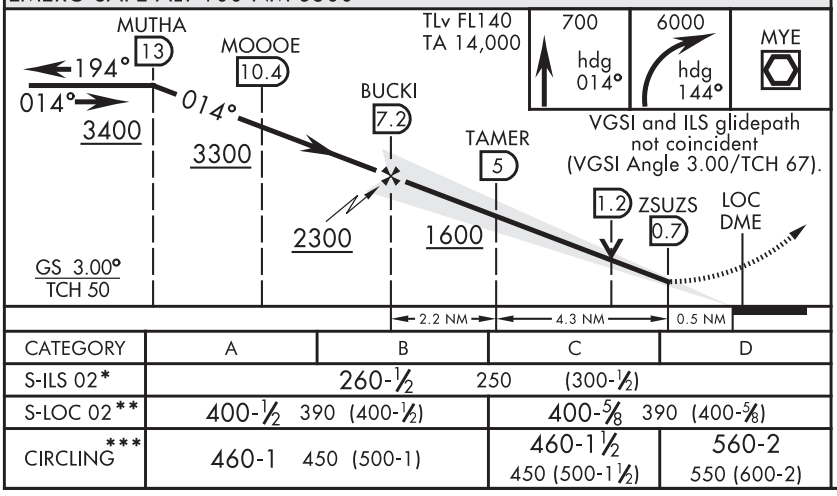
*** Circling not authorized W of Rwy 02-20. CAT D remain within 2.8 NM.

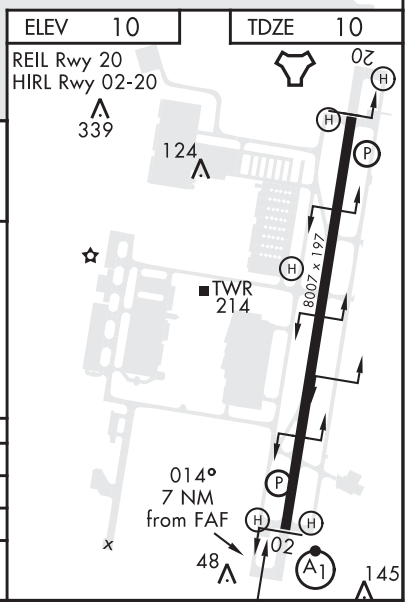
† CAUTION: Missed Approach Minimum Climb Rate to 2100

| Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|
| V/V(fpm) | 210 | 420 | 630 | 840 | 1050 | 1260 |

Controlling Obstacle 1457




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 02* | 260-½ 250 (300-½) | | | |
| S-LOC 02** | 400-½ 390 (400-½) | | 400-⅝ 390 (400-⅝) | |
| CIRCLING*** | 460-1 450 (500-1) | | 460-1½ 450 (500-1½) | 560-2 550 (600-2) |

CHANGE : Update

NOTE: REPRINTING DOD FLIP

**INSTRUMENT APPROACH CHART**

RJOI / IWAKUNI

| APCH CRS 015° | Rwy ldg 8007<br>TDZE 10<br>Arpt Elev 10 |
|---|---|

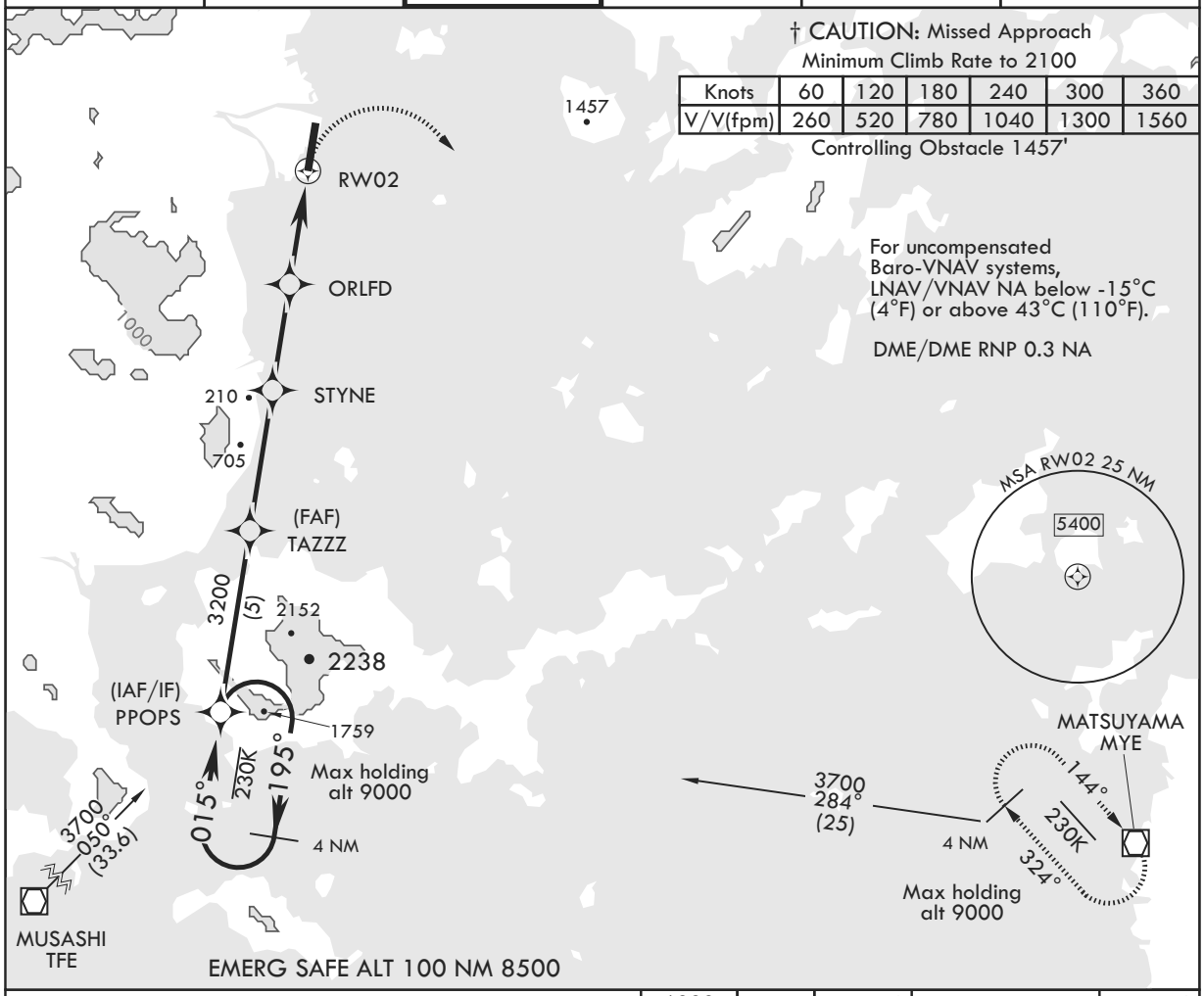
RNAV(GPS) RWY02

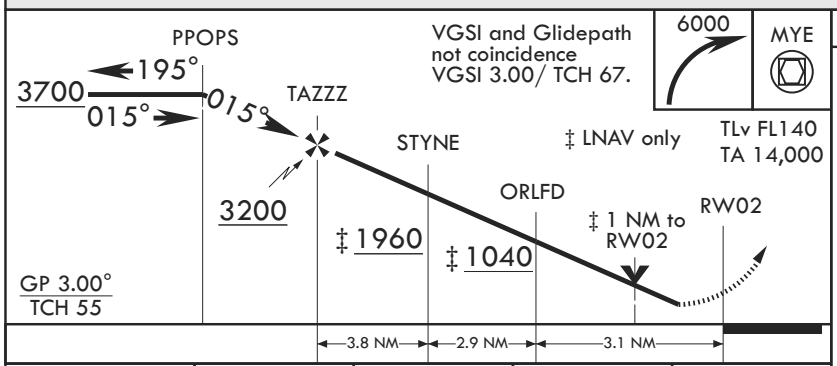
* When ALS inop, increase CAT ABC vis to 7/8 mile. CAT D vis to 1 mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.
*** Circling not authorized W of Rwy 02-20. CAT D cir remain within 2.8 NM.

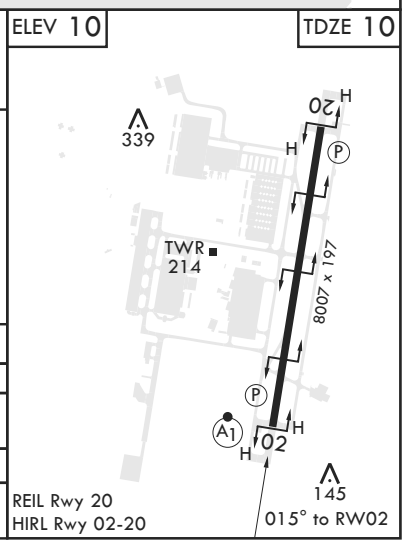
ALSF-1

† MISSED APPROACH: Climbing right turn to 6000 direct MYE VOR/DME and hold, continue climb-in-hold to 6000.

| ATIS★ | APP CON | TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 128.4 283.0 | 131.4 236.2 | 123.8 340.2 | 121.3 360.2 | 135.7 310.6 | |



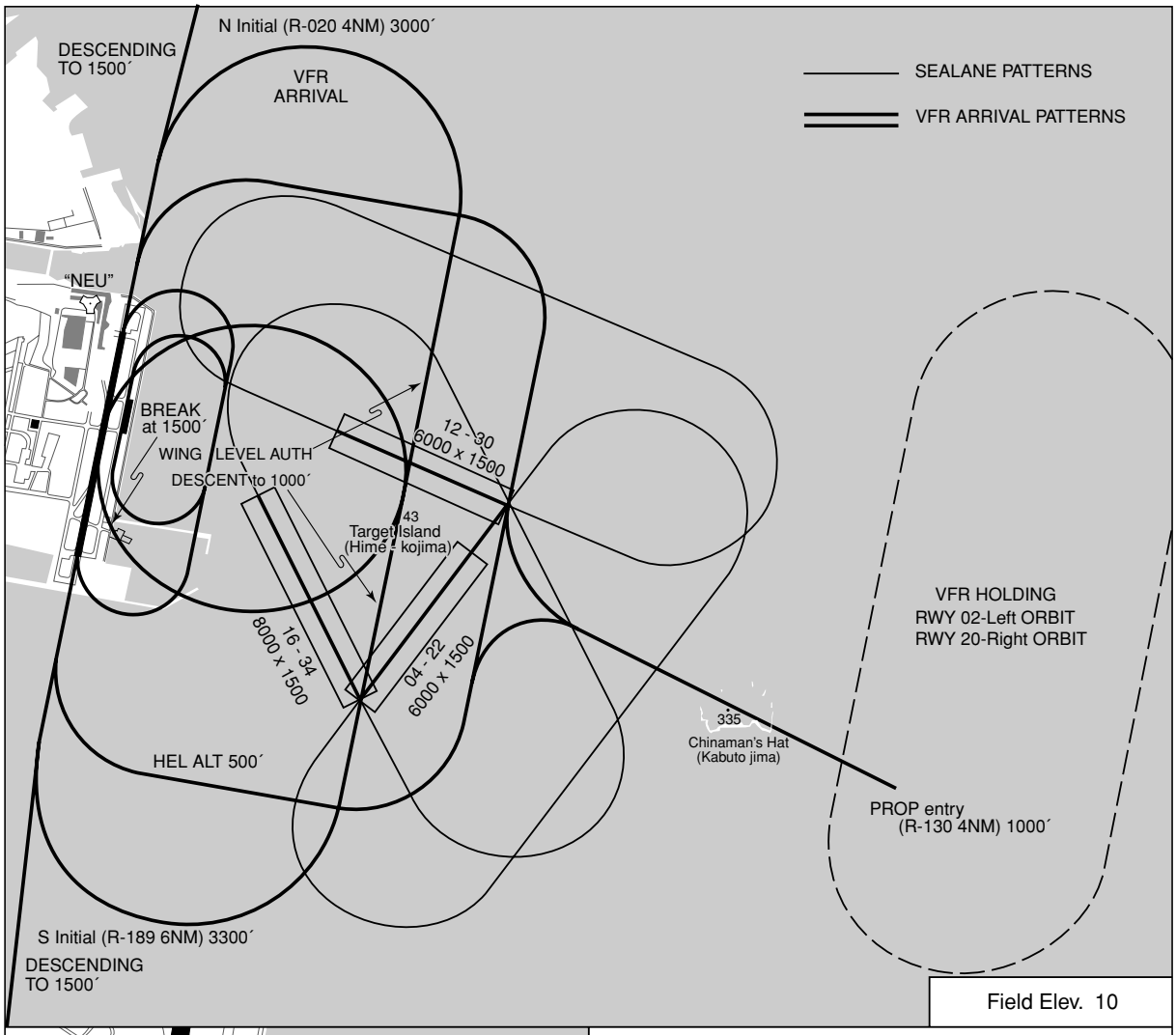

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA* | 279-½<br>269 (300-½) | 290-½<br>280 (300-½) | 298-½<br>288 (300-½) | 309-½<br>299 (300-½) |
| LNAV MDA** | 400-½ 390 (400-½) | | 400-⅝ 390 (400-⅝) | |
| CIRCLING*** | 460-1 450 (500-1) | | 460-1½<br>450 (500-1½) | 560-2<br>550 (600-2) |

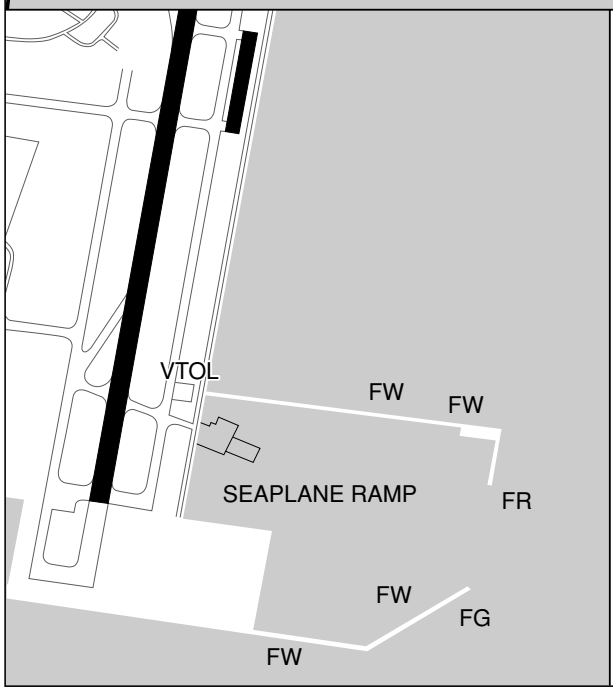
CHANGE : Update

NOTE: REPRINTING DOD FLIP

RJOI / IWAKUNI LDG CHART

# SEALANE PATTERNS & VFR ARR PATTERNS



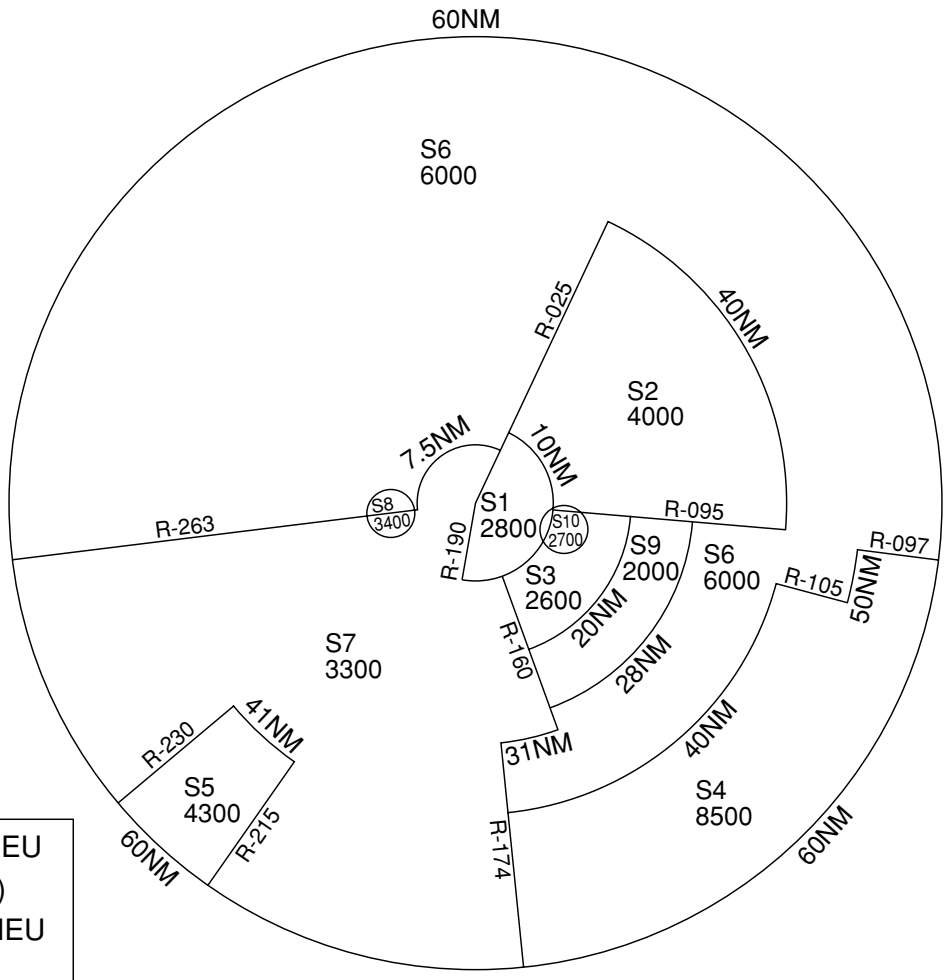

IWAKUNI SEALANE(TOWER) :
122.0 - 123.1x - 228.2 - 319.0

IWAKUNI APP : WEST
131.4 - 236.2
EAST 128.0 - 250.6

IWAKUNI TWR :
123.8 - 340.2

RJOI / IWAKUNI

Minimum Vectoring Altitude CHART




Altitude MSL
S1 – 2800 ft
S2 – 4000 ft
S3 – 2600 ft
S4 – 8500 ft
S5 – 4300 ft
S6 – 6000 ft
S7 – 3300 ft
S8 – 3400 ft
S9 – 2000 ft
S10 – 2700 ft

– Centered on NEU (Iwakuni TACAN)
– Radials from NEU