

AD 2 AERODROMES

RJAW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJAW - IWOTO

RJAW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|------------------|
| 1 | ARP coordinates and site at AD | 244703N 1411922E |
| 2 | Direction and distance from (city) | Nil |
| 3 | Elevation/ Reference temperature | 419ft / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | Nil |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | JSDF-M |
| 7 | Types of traffic permitted(IFR/ VFR) | IFR/VFR |
| 8 | Remarks | Nil |

RJAW AD 2.3 OPERATIONAL HOURS

| | | |
|----|---------------------------|--|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | 2100-0900 MON-FRI Except HOL, Other time 1HR PN |
| 7 | ATS | 2200-1400 MON-FRI Except HOL, Other time 1HR PN |
| 8 | Fuelling | Nil |
| 9 | Handling | Nil |
| 10 | Security | Nil |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJAW AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|-----------------------|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | JET A-1 PLUS |
| 3 | Fuelling facilities/ capacity | Fuel truck refuelling |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJAW AD 2.5 PASSENGER FACILITIES

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

RJAW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Nil |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJAW AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJA W AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | To be issued later |
| 2 | Taxiway width, surface and strength | WIDTH: N-TWY 30m, other 23m SURFACE: concrete |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Nil |
| 5 | INS checkpoints | Nil |
| 6 | Remarks | Nil |

RJA W AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Nil |
| 2 | RWY and TWY markings and LGT | RWY:07/25 (Marking):RWY designation, RWY CL, RWY THR, Fixed DIST, RWY side stripe, TDZ (LGT):RTHL, TKOF aiming LGT TWY: (Marking):TWY CL, TAX HLDG line (LGT):TWY edge LGT |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking): Overrun area |

RJA W AD 2.10 AERODROME OBSTACLES

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|-------------------|---------------|-------------|-----------|--------------|---------|
| Nil | | | | | |

RJAW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | IWOTO |
| 2 | Hours of service MET Office outside hours | 2100-0900 MON-FRI Except HOL, Other time 1HR PN |
| 3 | Office responsible for TAF preparation Periods of validity | Nil |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | P Ja, En |
| 6 | Flight documentation Language(s) used | C Ja, En |
| 7 | Charts and other information available for briefing or consultation | S, U |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | Nil |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJAW 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 |
| 07 | 67.88° | 2650×60 | SW26000kg (57300lbs) | 244646.72N 1411837.88E | THR ELEV: 395ft |
| 25 | 247.88° | 2650×60 | DW70000kg (154300lbs) DTW125000kg (275600lbs) Asphalt | 244719.12N 1412005.19E | THR ELEV: 419ft |
| Slope of RWY | | Strip Dimensions(M) | Remarks | | |
| 7 | | 10 | 12 | | |
| To be issued later | | 3000×150 3000×150 | Nil | | |

RJAW AD 2.13 DECLARED DISTANCES

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

RJAW 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 |
| 07 | | | PAPI 2.5°/Left 396m 49ft | | | | | |
| 25 | | | PAPI 2.5°/Right 428m 45ft | | | | | |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| Nil | | | | | | | | |

RJAW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 244648N/1411934E, White/Green EV2sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | Nil |
| 3 | TWY edge and center line lighting | TWY edge LGT: AVBL |
| 4 | Secondary power supply/ switch-over time | Nil |
| 5 | Remarks | WDI LGT |

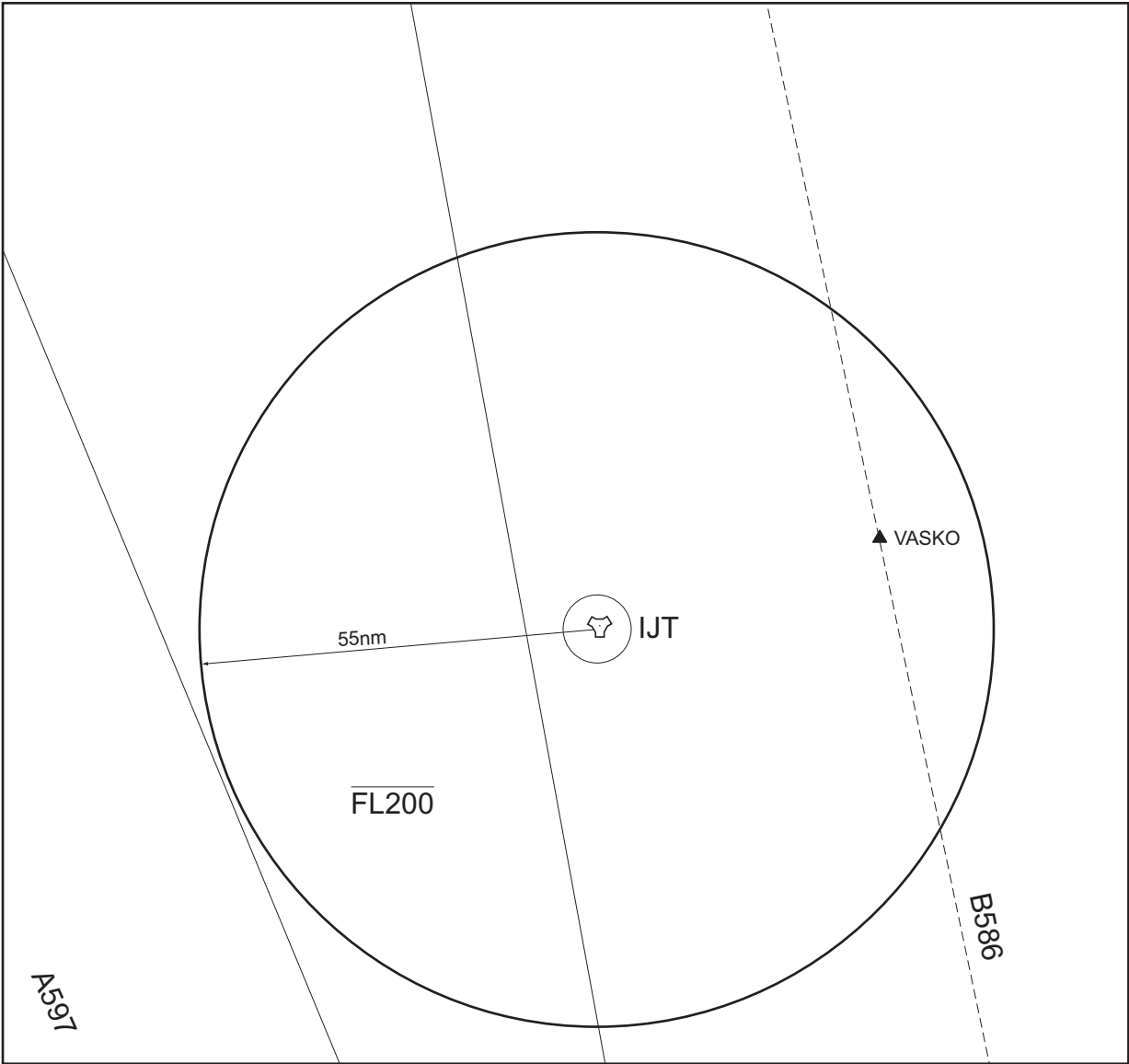
RJAW AD 2.16 HELICOPTER LANDING AREA

| |
|--------------------|
| To be issued later |
|--------------------|

RJAW 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 |
| IWOTO CTR | Area within a radius of 5nm of IWOTO ARP (24°47'N/141°19'E). | 5000 or below | D | IWO TOWER En | |
| IWOTO ACA | SEE RJAW ATTACHED CHART | | E | | |

Iwoto Approach Control Area



RJAW AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|--------------------------------|--|--|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Iwo Tower | 228.2MHz(1) 126.2MHz(1) 255.4MHz 133.4MHz 243.0MHz(E) 121.5MHz(E) | 2200 - 1400 Except FRI1401- SUN2159 and HOL Other time 1HR PN | (1)Primary |
| GND | Iwo Ground | 236.8MHz(1) 319.0MHz | 2200 - 1400 Except FRI1401- SUN2159 and HOL Other time 1HR PN | |
| DEP/APP | Iwo Departure/ Iwo Approach | 284.6MHz 138.3MHz 243.0MHz(E) 121.5MHz(E) | 2200 - 1400 Except FRI1401- SUN2159 and HOL Other time 1HR PN | |
| ASR | Iwo Radar | 284.6MHz(1) 138.3MHz(1) 335.6MHz 125.3MHz | 2200 - 1400 Except FRI1401- SUN2159 and HOL Other time 1HR PN | Maintenance period: 2200-0200 FRI in VMC. |
| GCA-ASR -PAR | Iwo Radar/ Iwo GCA | 270.8 MHz(1) 134.1 MHz(1) 258.6MHz 317.2MHz 141.25MHz | 2200 - 1400 Except FRI1401- SUN2159 and HOL Other time 1HR PN | Maintenance period: 2200-0200 FRI in VMC. ASR, PAR RWY 07/25 Glide path 2.5° |

RJAW 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 | IJT | 996MHz (CH-35X) | H24 | 244704N 1411857E | 409ft | TACAN Unusable: 030°-050° beyond 34nm BLW 2000ft. 100°-110° beyond 26nm BLW 2000ft. 110°-120° beyond 22nm BLW 2000ft. 120°-130° beyond 30nm BLW 2000ft. 130°-140° beyond 36nm BLW 2000ft. |

RJAW AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

24 HR PPR fm commander Fleet Air Wing 4th, JSDF-M, Ayase-shi, Kanagawa Pref, (Phone 0467-78-8611 ext 2222)

2. Taxiing to and from stands

Nil

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

Nil

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

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJAW AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJAW AD 2.22 FLIGHT PROCEDURES

1-1. TAKE OFF MINIMA

| | RWY | REDL AVBL | | REDL OUT | |
|-----------------------|-----|-----------------|----------|----------|----------|
| | | CEIL-RVR | CEIL-VIS | CEIL-RVR | CEIL-VIS |
| TKOF ALTN AP FILED | 07 | 0'600m | 0'600m | - | 0'800m |
| | 25 | 0'600m | 0'600m | - | 0'800m |
| OTHER | 07 | AVBL LDG MINIMA | | | |
| | 25 | | | | |

Notes: SIDs are designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.

1-2. TAKE OFF MINIMA for RNAV DEPARTURE

| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
|--|-----|-------------|-----------------|-----|--------------------------------|------|-----------------------|------|
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 07 | A,B,C,D | - | - | 400m | 400m | - | 500m |
| | 25 | A,B,C,D | - | - | 400m | 400m | - | 500m |
| OTHER | 07 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 25 | A,B,C,D | | | | | | |

2. MISSED APCH PROCEDURE FOR PAR/ASR APCH

| |
|--|
| 2.1 PAR/ASR RWY25 APCH MISSED APPROACH At guidance limit, Turn left climb via IJT R-150 to 3000' until 15DME, then hold IJT R-150 15DME fix, 5NM leg left turn. |
| 2.2 PAR/ASR RWY07 APCH MISSED APPROACH At guidance limit, Turn right climb via IJT R-150 to 3000' until 15DME, then hold IJT R-150 15DME fix, 5NM leg left turn. |

3. WX MINIMA CONCERNING PAR/ASR APCH PROCEDURE

| PAR RWY07 | | | | | PAR RWY25 | | | | | | |
|-----------|----------|---------------|----------|--------------|-----------|----------|----------|---------------|----------|--------------|--|
| MINIMA | | THR elev. 395 | | AD elev. 419 | | MINIMA | | THR elev. 419 | | AD elev. 419 | |
| CAT | | | CIRCLING | | | CAT | | | CIRCLING | | |
| | DA(H) | RVR/ CMV | MDA(H) | VIS | | | DA(H) | RVR/ CMV | MDA(H) | VIS | |
| A | 595(200) | 1000 | 820(401) | 1600 | | A | 619(200) | 1000 | 820(401) | 1600 | |
| B | | | 870(451) | | | 870(451) | | | | | |
| C | | | 2400 | | C | 2400 | | | | | |
| D | | | 970(551) | 3200 | D | 970(551) | | | 3200 | | |

ASR RWY07

| MINIMA | | THR elev. 395 | AD elev. 419 | |
|--------|----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 740(345) | 1500 | 820(401) | 1600 |
| B | | | 870(451) | |
| C | | 1800 | | 2400 |
| D | | 2000 | 970(551) | 3200 |

ASR RWY25

| MINIMA | | THR elev. 419 | AD elev. 419 | |
|--------|----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 780(361) | 1500 | 820(401) | 1600 |
| B | | | 870(451) | |
| C | | 1800 | | 2400 |
| D | | 2000 | 970(551) | 3200 |

4. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with IWO Radar/Approach/GCA are lost for 1 minute in the pattern or 5 seconds(PAR)/15 seconds(ASR) on final approach, squawk Mode A/3 Code 7600 and;

- (I) 1. Contact IWO Tower
 2. If unable, proceed in accordance with visual flight rules.
 3. If unable, proceed TACAN IAF at last assigned altitude or 3,000 feet whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

5. Automated Radar Terminal System (ARTS)

硫黄進入管制所の指示のもとに、硫黄島進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官にその旨を通報すること。

Aircraft flying under control of Iwo approach control in the approach area will be instructed to reply with discrete code Mode A/3 and Mode C.

If an aircraft with non-discrete code capability be instructed to reply with such code, it shall report a controller accordingly.

RJAW AD 2.23 ADDITIONAL INFORMATION

Nil

RJAW AD 2.24 CHARTS RELATED TO AN AERODROME

Standard Departure Chart - Instrument (IWO, TIDRI)
 Standard Departure Chart - Instrument (VASKO-RNAV)
 Standard Arrival Chart - Instrument (KANGO, SAUNA)
 Standard Arrival Chart - Instrument (VASKO-RNAV)
 Instrument Approach Chart (TACAN Z RWY07)
 Instrument Approach Chart (TACAN Y RWY07)
 Instrument Approach Chart (TACAN X RWY07)
 Instrument Approach Chart (TACAN Z RWY25)
 Instrument Approach Chart (TACAN Y RWY25)
 Instrument Approach Chart (TACAN X RWY25)
 Instrument Approach Chart (RNP RWY07)
 Instrument Approach Chart (RNP RWY25)

STANDARD DEPARTURE CHART - INSTRUMENT

RJAW / IWOTO

SID and TRANSITION

IWO TWO DEPARTURE

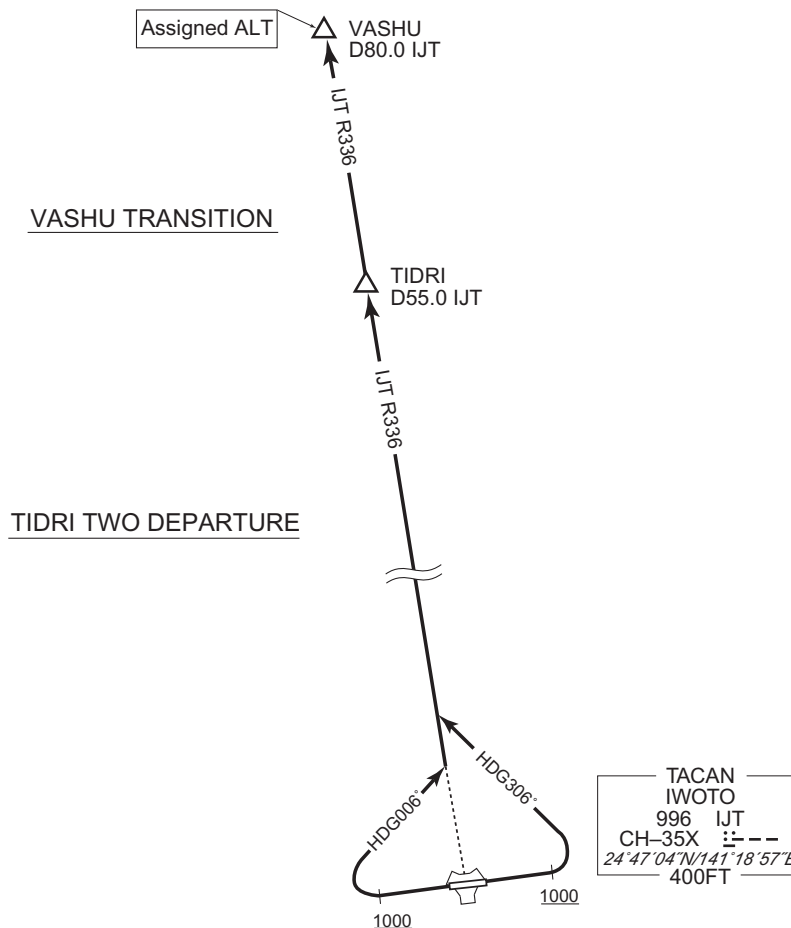
RWY 07/25 : Climb RWY HDG to 1000FT or above, then proceed as directed by ATC.
Remarks: IWO TWO DEPARTURE is not illustrated.

TIDRI TWO DEPARTURE

RWY 07 : Climb RWY HDG to 1000FT or above, turn left HDG306° to intercept and proceed via IJT R336 to TIDRI.
RWY 25 : Climb RWY HDG to 1000FT or above, turn right HDG006° to intercept and proceed via IJT R336 to TIDRI.

VASHU TRANSITION

From over TIDRI, proceed via IJT R336 to VASHU.
Cross VASHU at assigned altitude.



CHANGE : PROC renamed. IWOTO NDB(OX) abolished.

STANDARD DEPARTURE CHART - INSTRUMENT

RJAW /IWOTO

RNAV SID

VASKO TWO DEPARTURE

RNP1

Note GNSS required.

VAR 4°W

VASKO
250015.8N
1420213.0E
6000

800 252° 900 072°

RWY07 : Climb on HDG072° at or above 900FT, direct to VASKO at or above 6000FT.
RWY25 : Climb on HDG252° at or above 800FT, turn right direct to VASKO at or above 6000FT.

RWY07

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 072 (067.8) | -3.9 | — | — | +900 | — | — | RNP1 |
| 002 | DF | VASKO | — | — | -3.9 | — | — | +6000 | — | — | RNP1 |

RWY25

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 252 (247.8) | -3.9 | — | — | +800 | — | — | RNP1 |
| 002 | DF | VASKO | — | — | -3.9 | — | R | +6000 | — | — | RNP1 |

CHANGE : PROC renamed. ALT restriction after DEP FM RWY07.

STANDARD ARRIVAL CHART - INSTRUMENT

RJAW / IWOTO

STAR

KANGO ARRIVAL

From over VASHU, proceed via IJT R336 to IJT R336/15.0DME, then turn right via IJT 15.0DME counterclockwise ARC to KANGO.

Cross TIDRI at altitude specified by ATC.

SAUNA ARRIVAL

From over VASHU, proceed via IJT R336 to IJT R336/15.0DME, then turn left via IJT 15.0DME clockwise ARC to SAUNA.

Cross TIDRI at altitude specified by ATC.

CHANGE : CHIDORI ARRIVAL abolished. KANGO ARRIVAL SAUNA ARRIVAL established.



STANDARD ARRIVAL CHART - INSTRUMENT

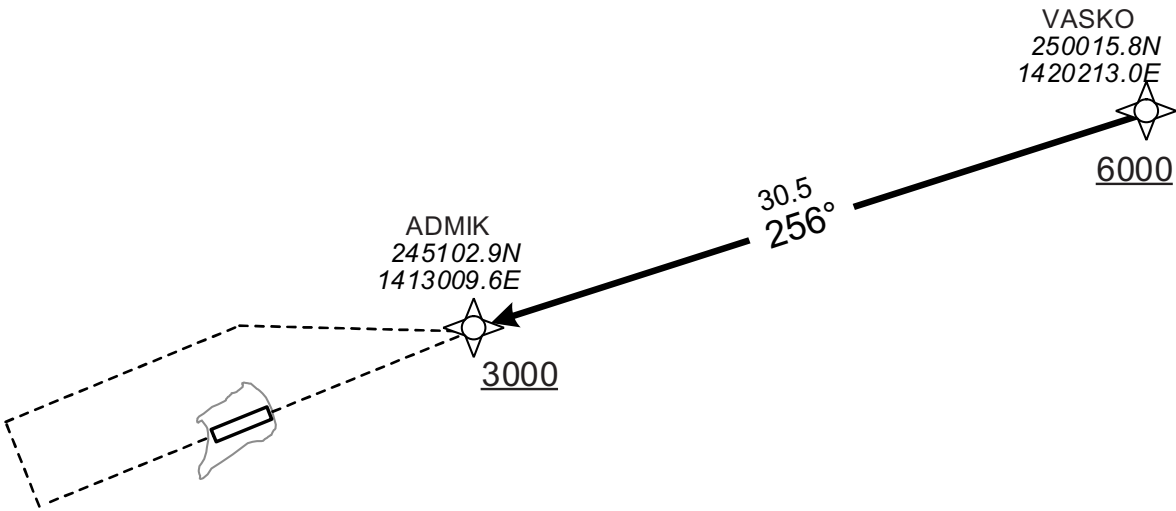
RJAW /IWOTO

RNAV STAR

| | |
|---------------|------|
| VASKO ARRIVAL | RNP1 |
|---------------|------|

Note GNSS required.

VAR 4°W

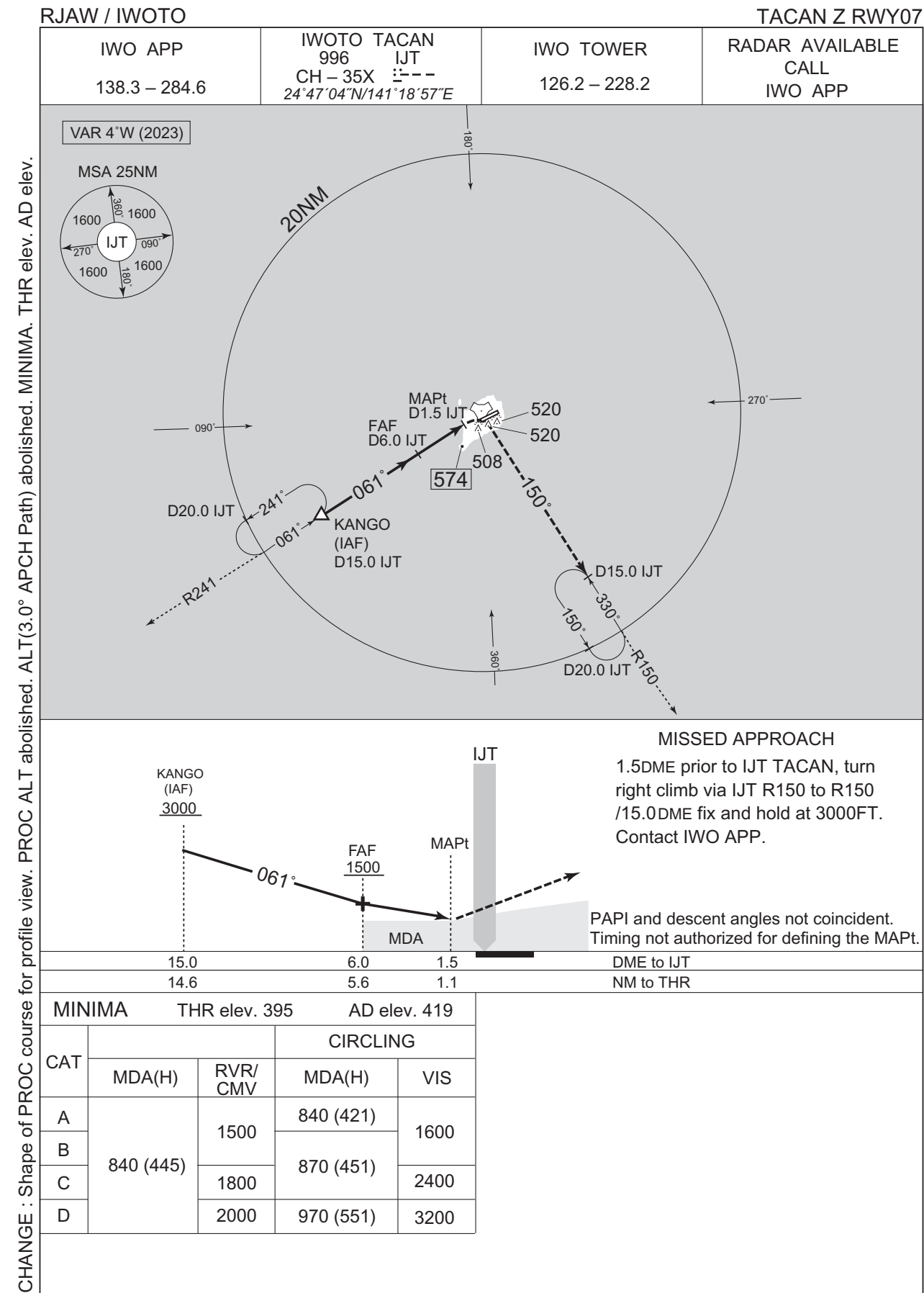


From VASKO at or above 6000FT, to ADMIK at or above 3000FT.

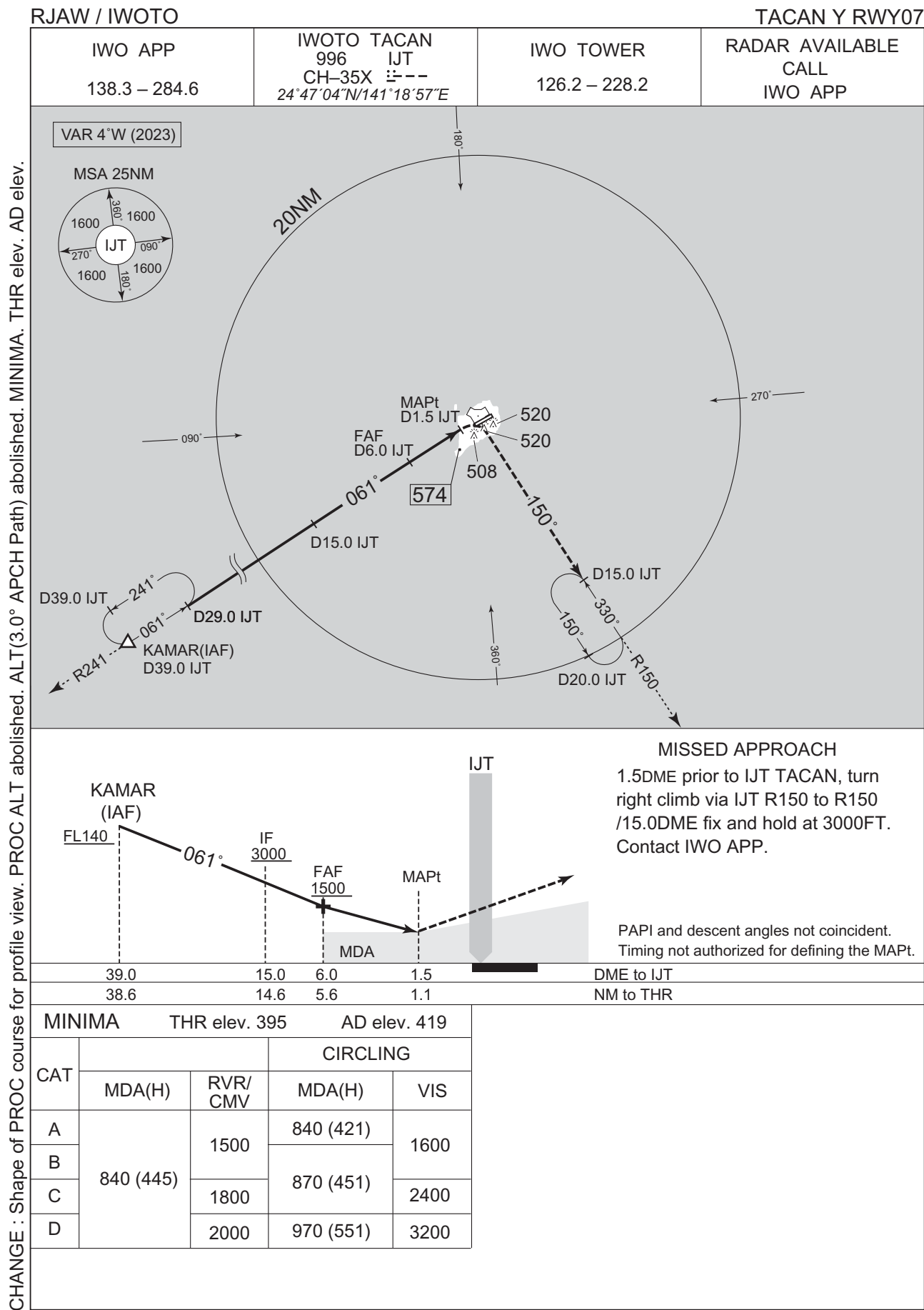
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | VASKO | — | — | -3.9 | — | — | +6000 | — | — | RNP1 |
| 002 | TF | ADMIK | — | 256 (252.5) | -3.9 | 30.5 | — | +3000 | — | — | RNP1 |

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

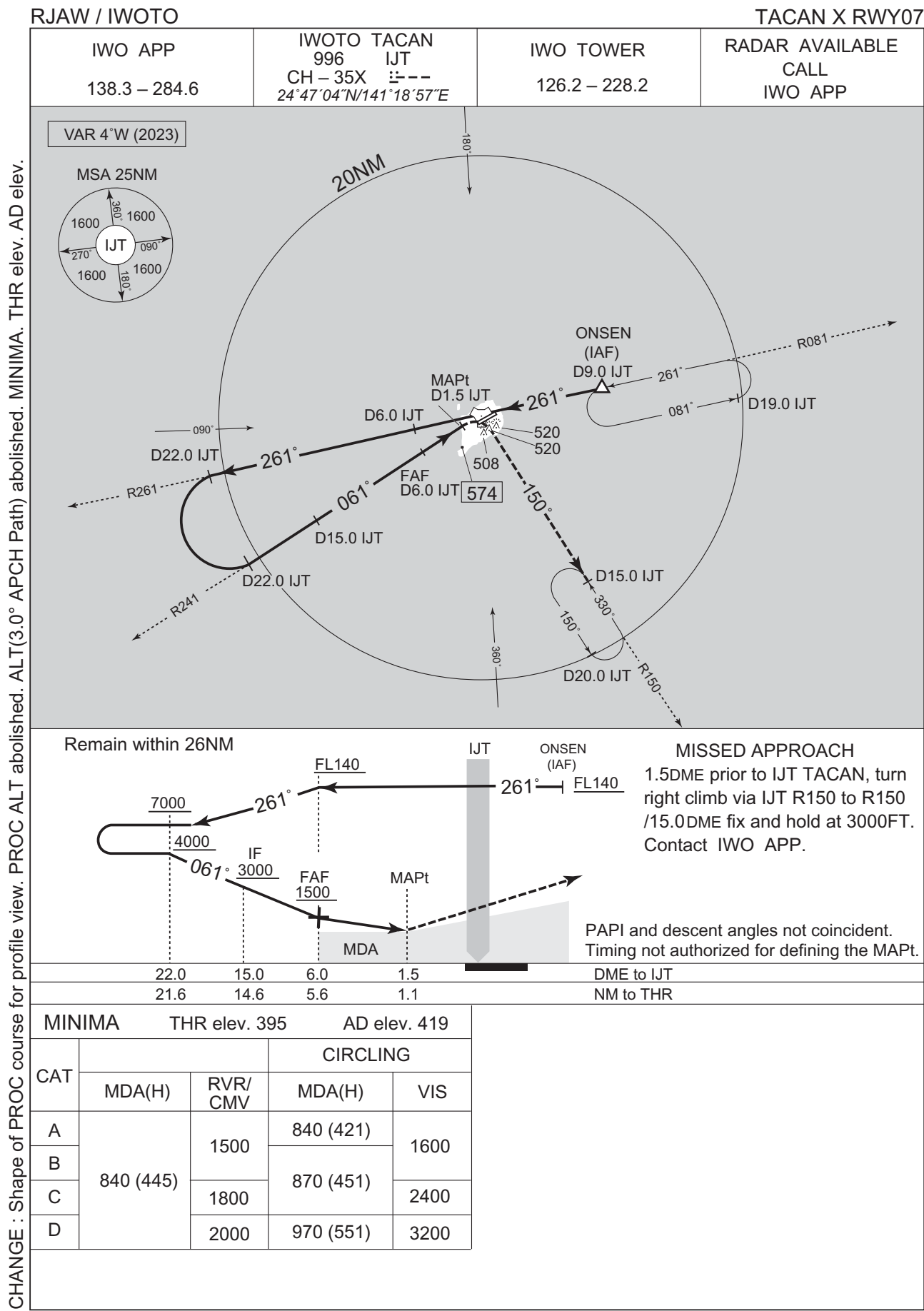
INSTRUMENT APPROACH CHART



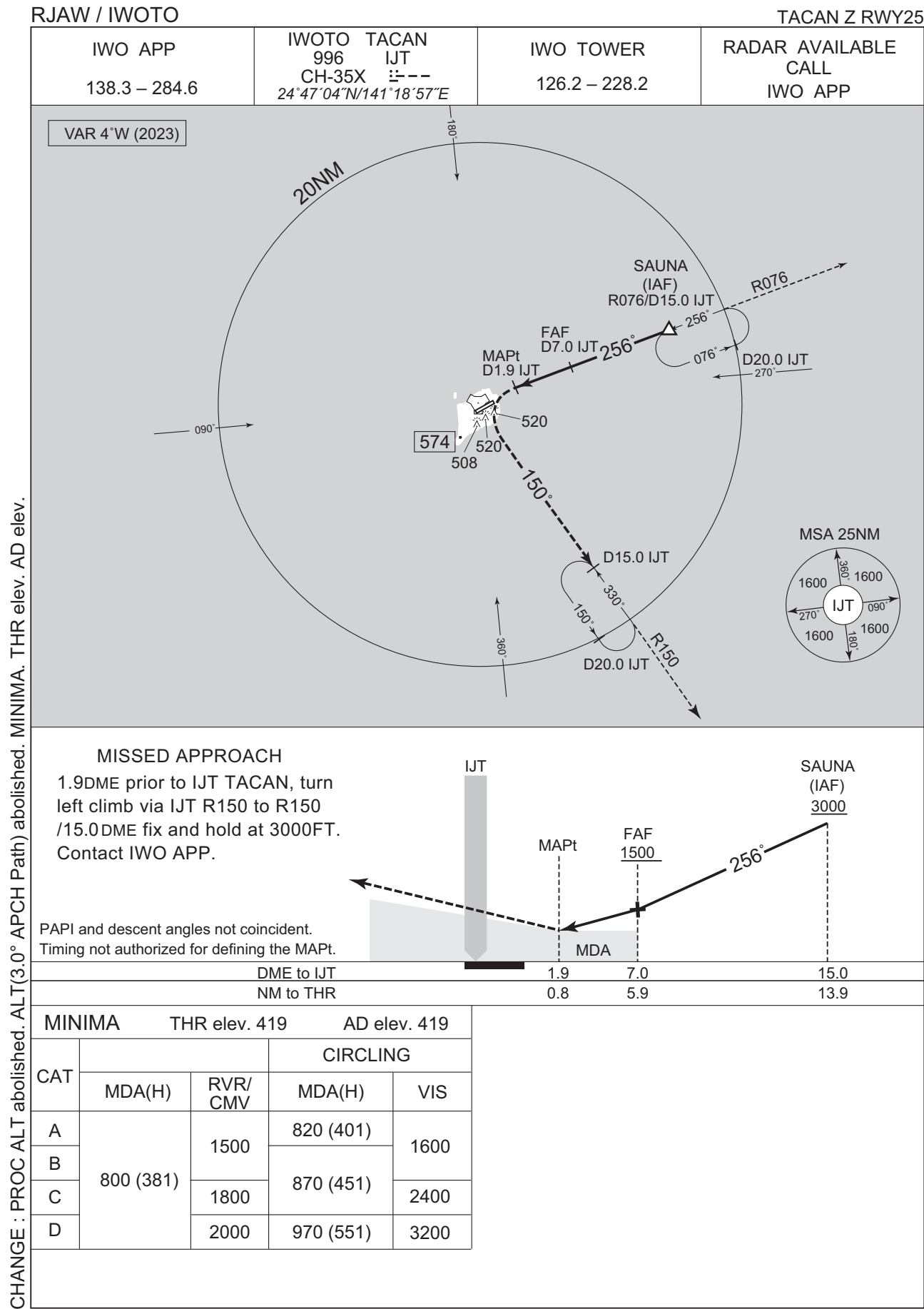
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



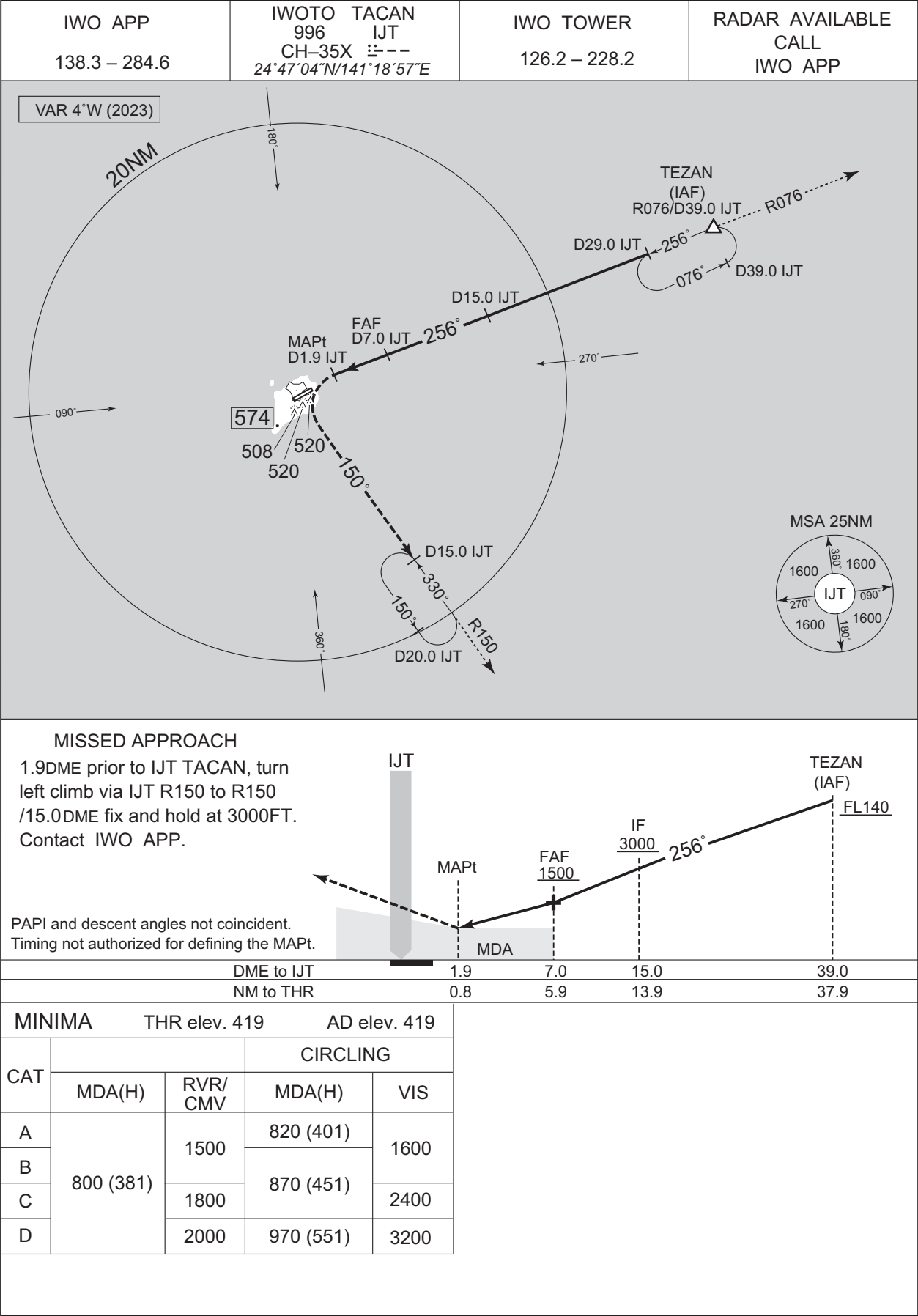
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

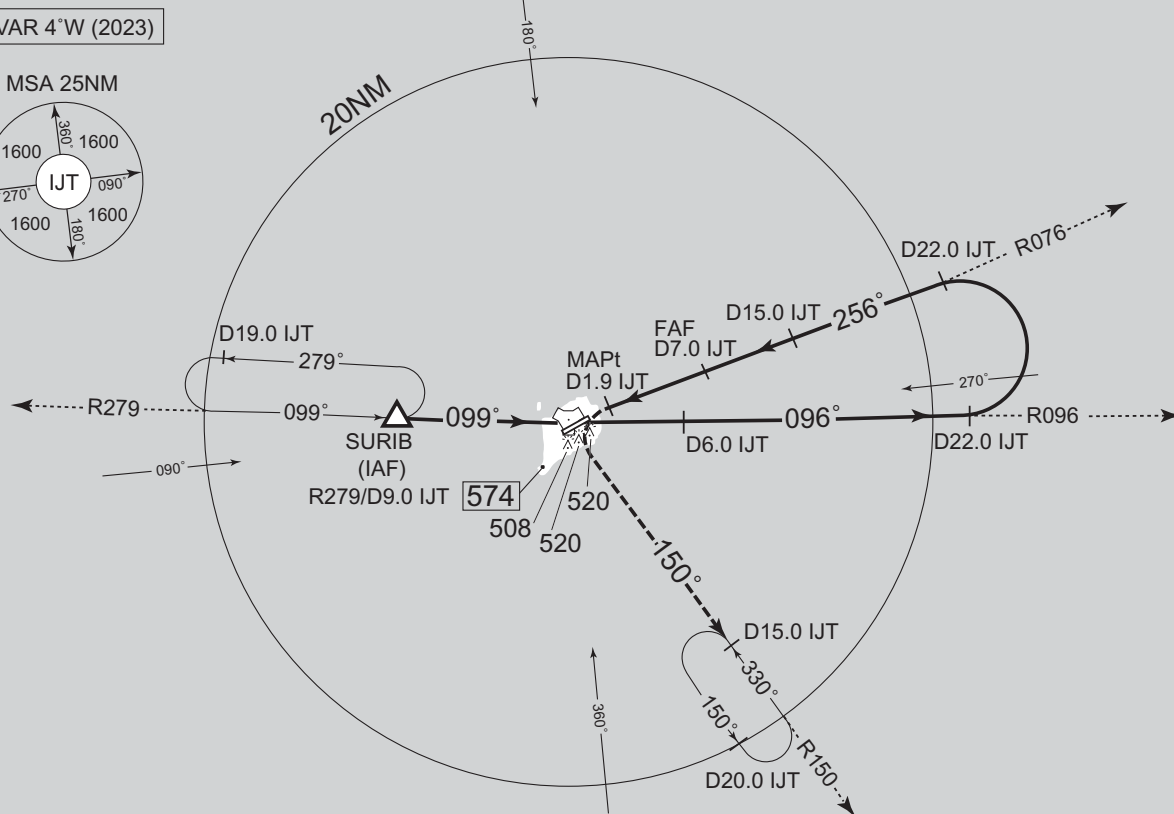
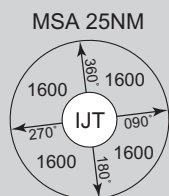
RJAW / IWOTO

TACAN Y RWY25



RJAW / IWOTO

| | | | |
|--------------------------|--|----------------------------|------------------------------------|
| IWO APP 138.3 – 284.6 | IWOTO TACAN 996 IJT CH – 35X --- 24°47'04"N/141°18'57"E | IWO TOWER 126.2 – 228.2 | RADAR AVAILABLE CALL IWO APP |
|--------------------------|--|----------------------------|------------------------------------|



Remain within 26NM

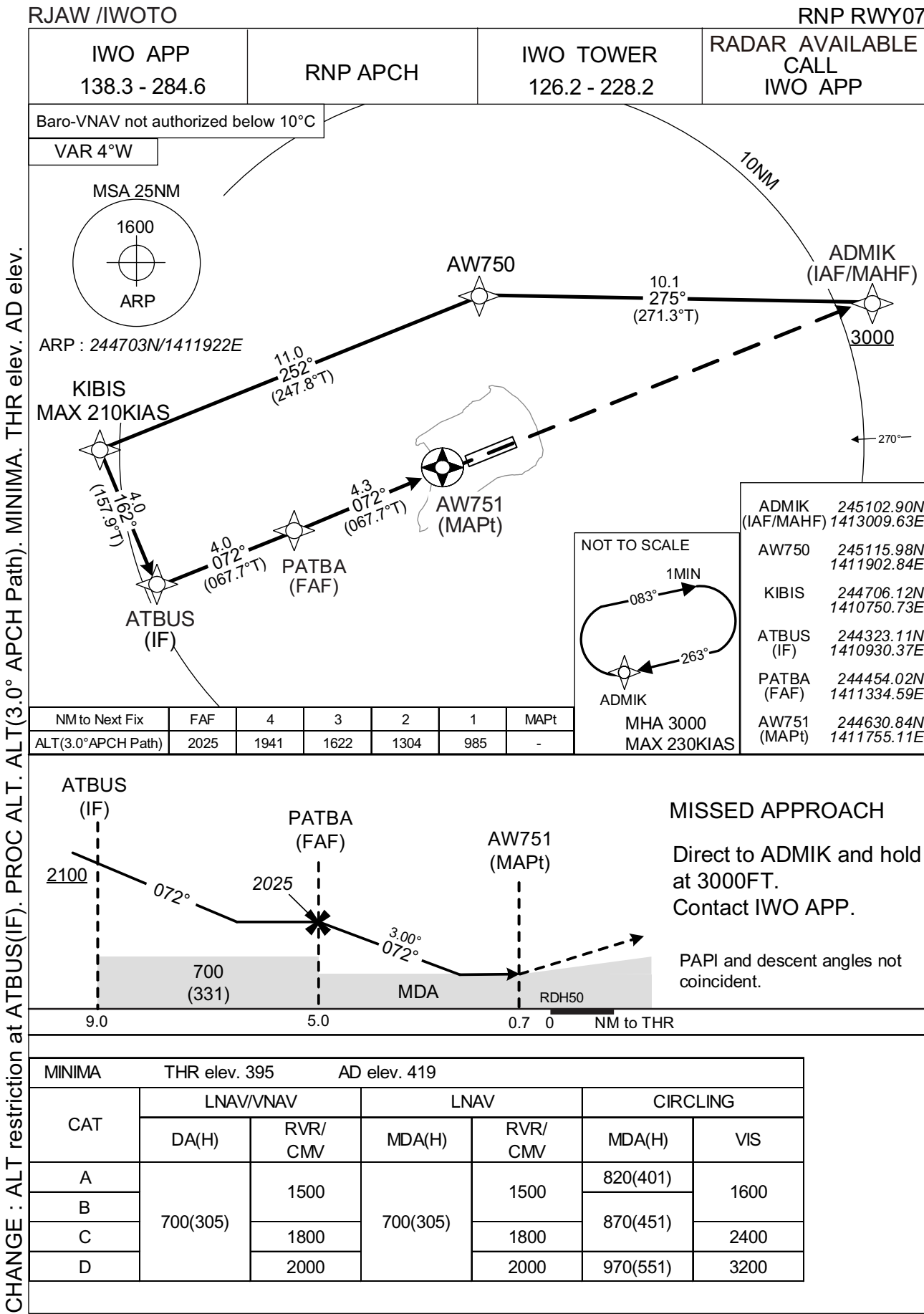
PAPI and descent angles not coincident.
Timing not authorized for defining the MAPt.

| | | | | |
|------------|-----|-----|------|------|
| DME to IJT | 1.9 | 7.0 | 15.0 | 22.0 |
| NM to THR | 0.8 | 5.9 | 13.9 | 20.9 |

| MINIMA | | THR elev. 419 | AD elev. 419 | |
|--------|-----------|---------------|--------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 800 (381) | 1500 | 820 (401) | 1600 |
| B | | | 870 (451) | |
| C | | 1800 | | 2400 |
| D | | 2000 | 970 (551) | 3200 |

21/3/24

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

