

## List of pages in this Trip Kit

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Airport Information For RJAW

Terminal Charts For RJAW

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: IWOTO JPN  
ICAO/IATA: RJAW / IWO  
Lat/Long: N24° 47.05', E141° 19.37'  
Elevation: 394 ft

Airport Use: Military  
Daylight Savings: Not Observed  
UTC Conversion: -9:00 = UTC  
Magnetic Variation: 4.0° W

Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 2050 Z  
Sunset: 0748 Z

## Runway Information

Runway: 07  
Length x Width: 8694 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 369 ft  
Stopway: 550 ft

Runway: 25  
Length x Width: 8694 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 394 ft  
Stopway: 550 ft

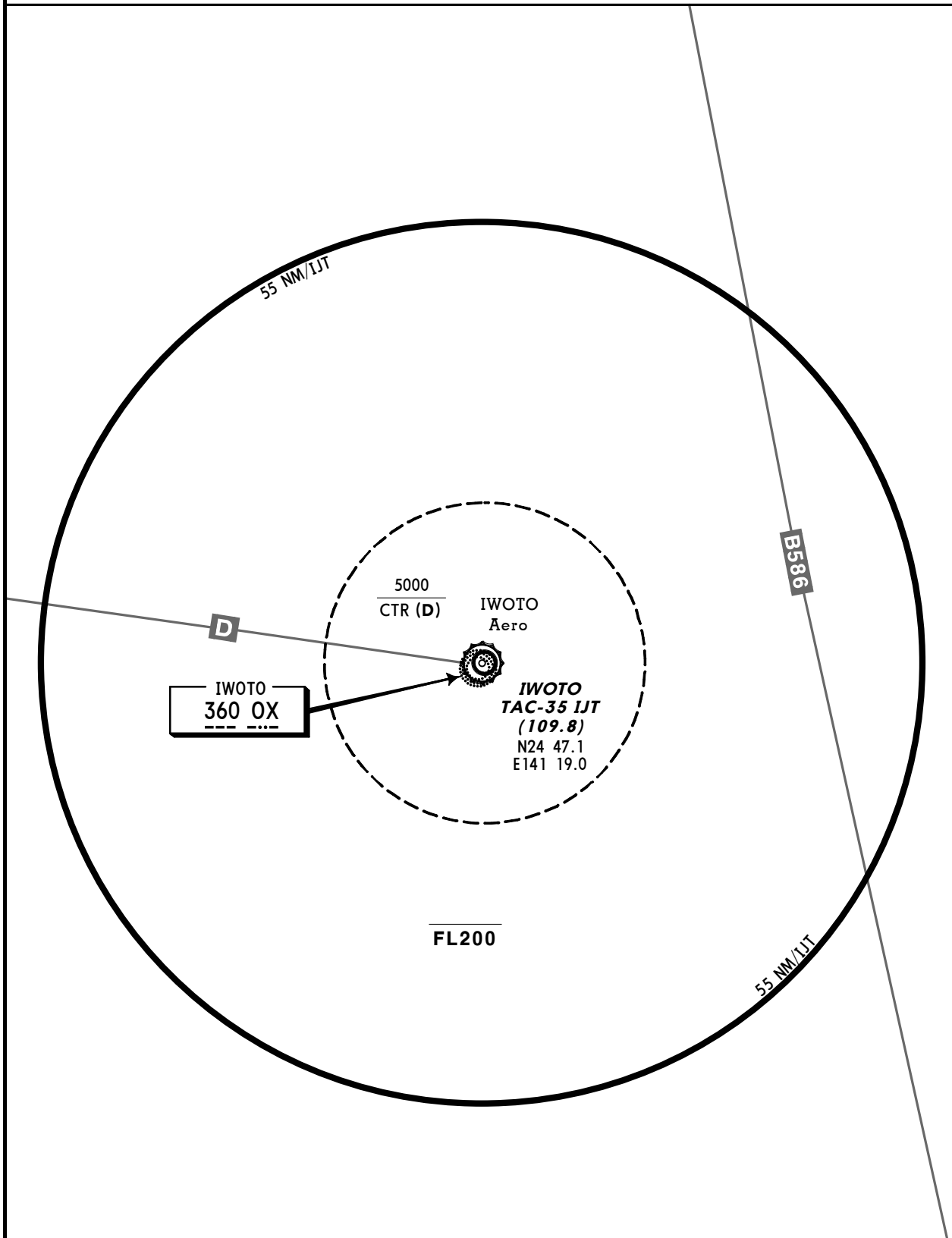
## Communication Information

Iwo Tower: 133.400  
Iwo Tower: 22.820 Military  
Iwo Tower: 25.540 Military  
Iwo Tower: 126.200  
Iwo Ground: 23.680 Military  
Iwo Ground: 31.900 Military  
Iwo Approach: 138.300 Military  
Iwo Approach: 28.460 Military  
Iwo Departure: 138.300 Military  
Iwo Departure: 28.460 Military

Iwo Radar: 25.860 Military  
Iwo Radar: 27.080 Military  
Iwo Radar: 31.720 Military  
Iwo Radar: 33.560 Military  
Iwo Radar: 28.460 Military  
Iwo Radar: 134.100  
Iwo Radar: 138.300  
Iwo Radar: 141.250  
Iwo Radar: 125.300

IWOTO APPROACH CONTROL AREA (E)

Transponder (Mode A/3 & Mode C) required in Approach Control Area and Control Zones.



**MAXIMUM SPEED (IAS)**

TMA at or below 10000' and  
Control Zone above 3000'...250Kt

Control Zone at or below  
3000' Turbine powered ...200Kt  
Reciprocating ...160Kt

**RJAW/IWO**  
IWOTO

 **JEPPESEN**  
12 MAY 23 (10-1P) Eff 17 May 1500Z

**IWOTO, JAPAN**  
**AIRPORT BRIEFING**

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## 1. GENERAL

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### 1.1 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 3000' whichever is higher, and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

### 1.2 Automated Radar Terminal System (ARTS)

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.

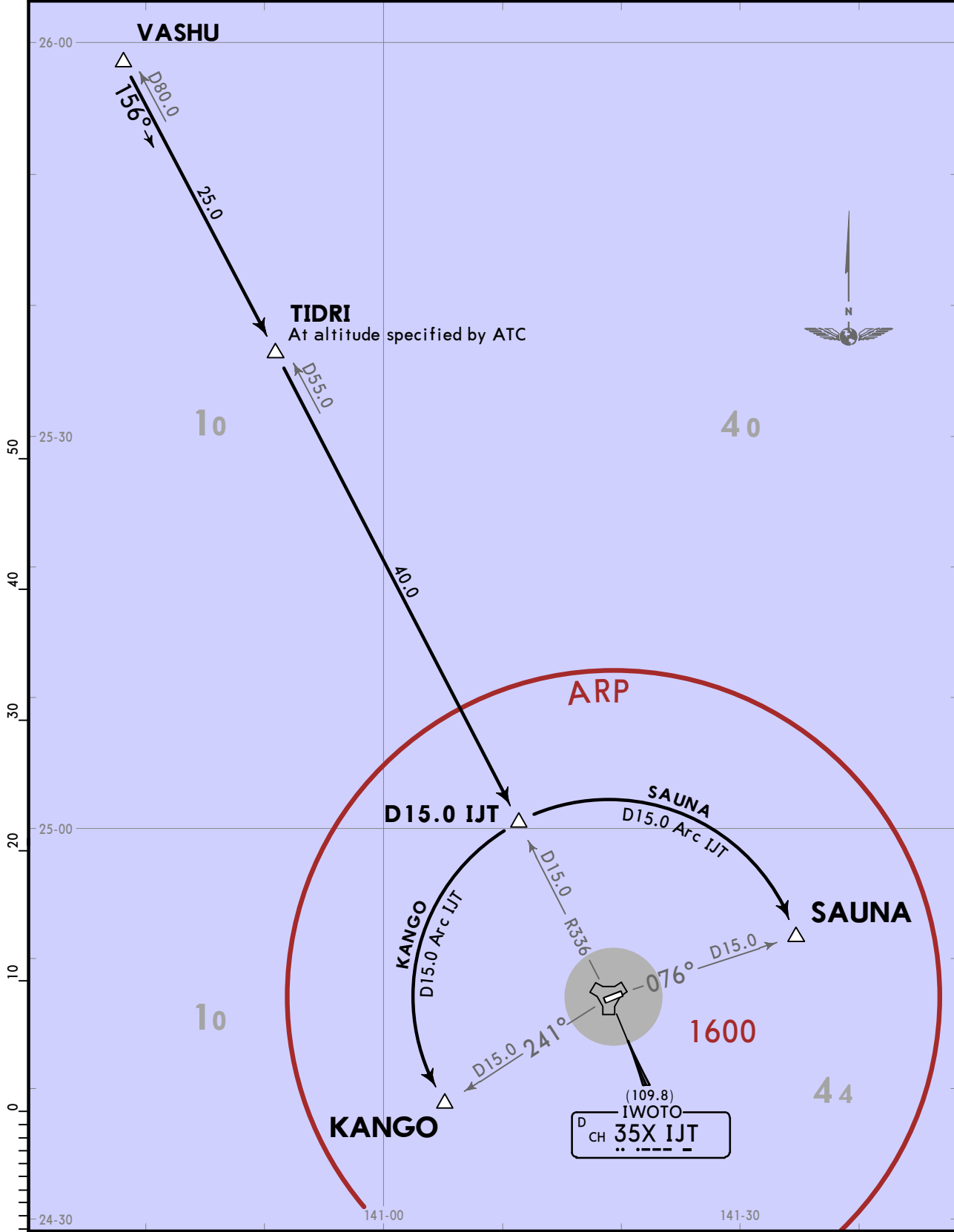
RJAW/IWO  
IWOTO

JEPPESEN  
12 MAY 23 10-2 Eff 17 May 1500Z

IWOTO, JAPAN  
STAR

Apt Elev 394	Alt Set: IN (hPa on req)    Trans level: FL140
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## KANGO [KANGO], SAUNA [SAUNA] ARRIVALS

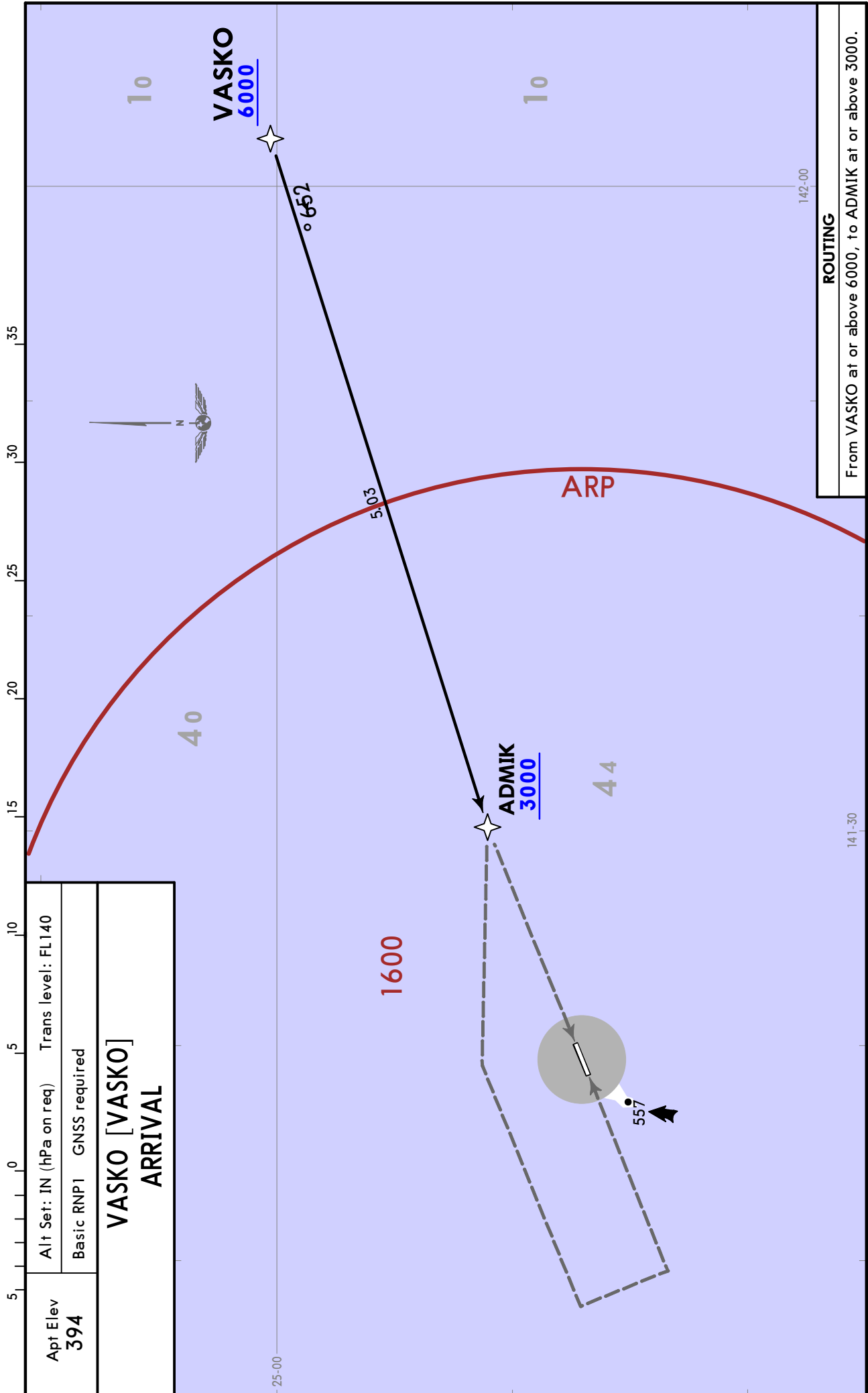


STAR	ROUTING
<b>KANGO</b>	From over VASHU, proceed via IJT R336 to D15.0 IJT, then turn RIGHT via D15.0 Arc IJT counterclockwise to KANGO. Cross TIDRI at altitude specified by ATC.
<b>SAUNA</b>	From over VASHU, proceed via IJT R336 to D15.0 IJT, then turn LEFT via D15.0 Arc IJT clockwise to SAUNA. Cross TIDRI at altitude specified by ATC.

RJAW/IWO  
IWOTO

12 MAY 23 **JEPPESEN** 10-2A Eff 17 May 1500Z

IWOTO, JAPAN  
**RNAV STAR**



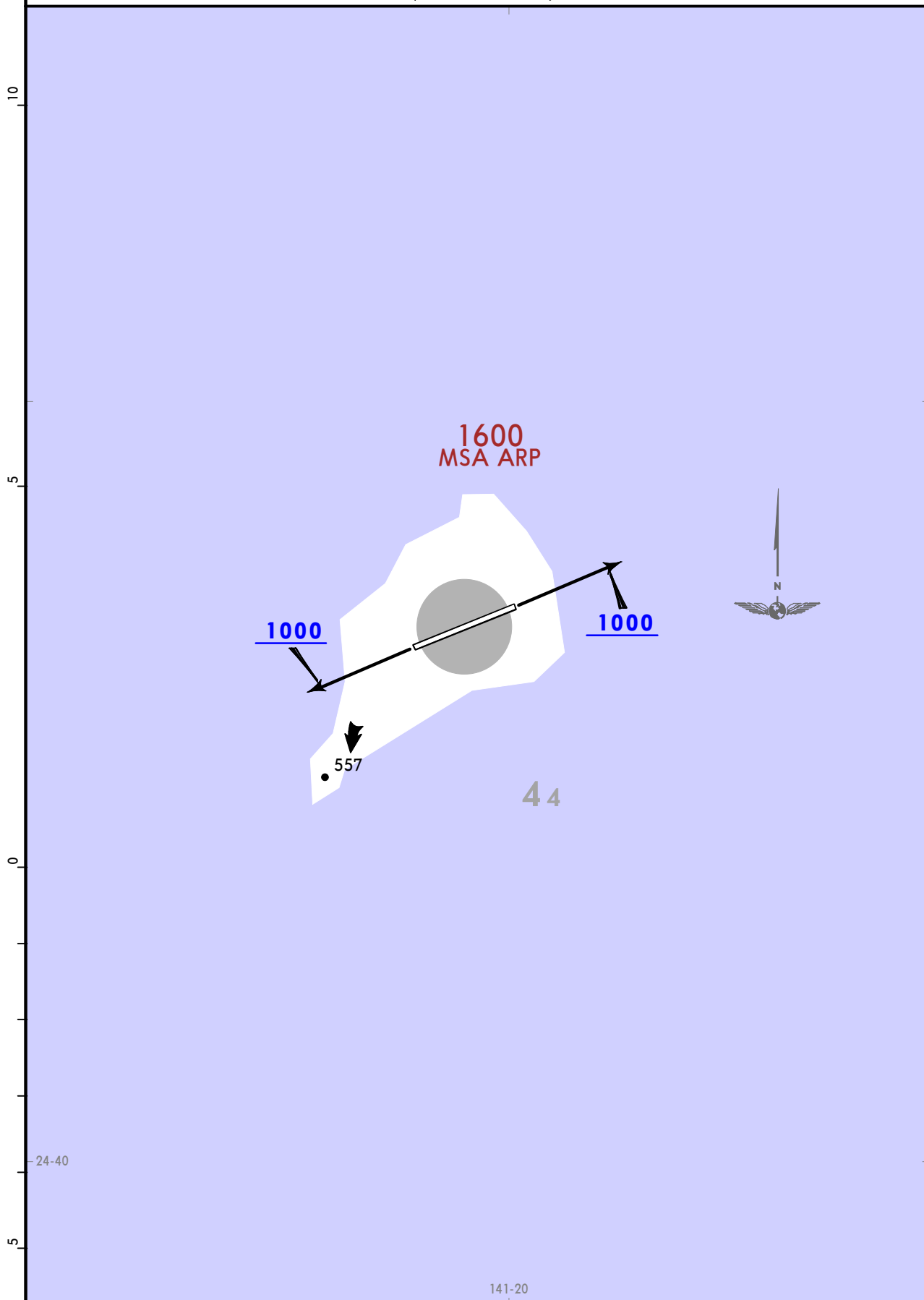
RJAW/IWO  
IWOTO

**JEPPESEN**  
12 MAY 23 **10-3** Eff 17 May 1500Z

IWOTO, JAPAN  
**SID**

*IWO Departure (R) <b>138.3</b>	Apt Elev <b>394</b>	Trans alt: 14000
---------------------------------------	------------------------	------------------

**IWO 2 DEPARTURE [IWO2]  
(ALL RWYS)**



**INITIAL CLIMB**

Climb runway heading to 1000 or above, then proceed as directed by ATC.

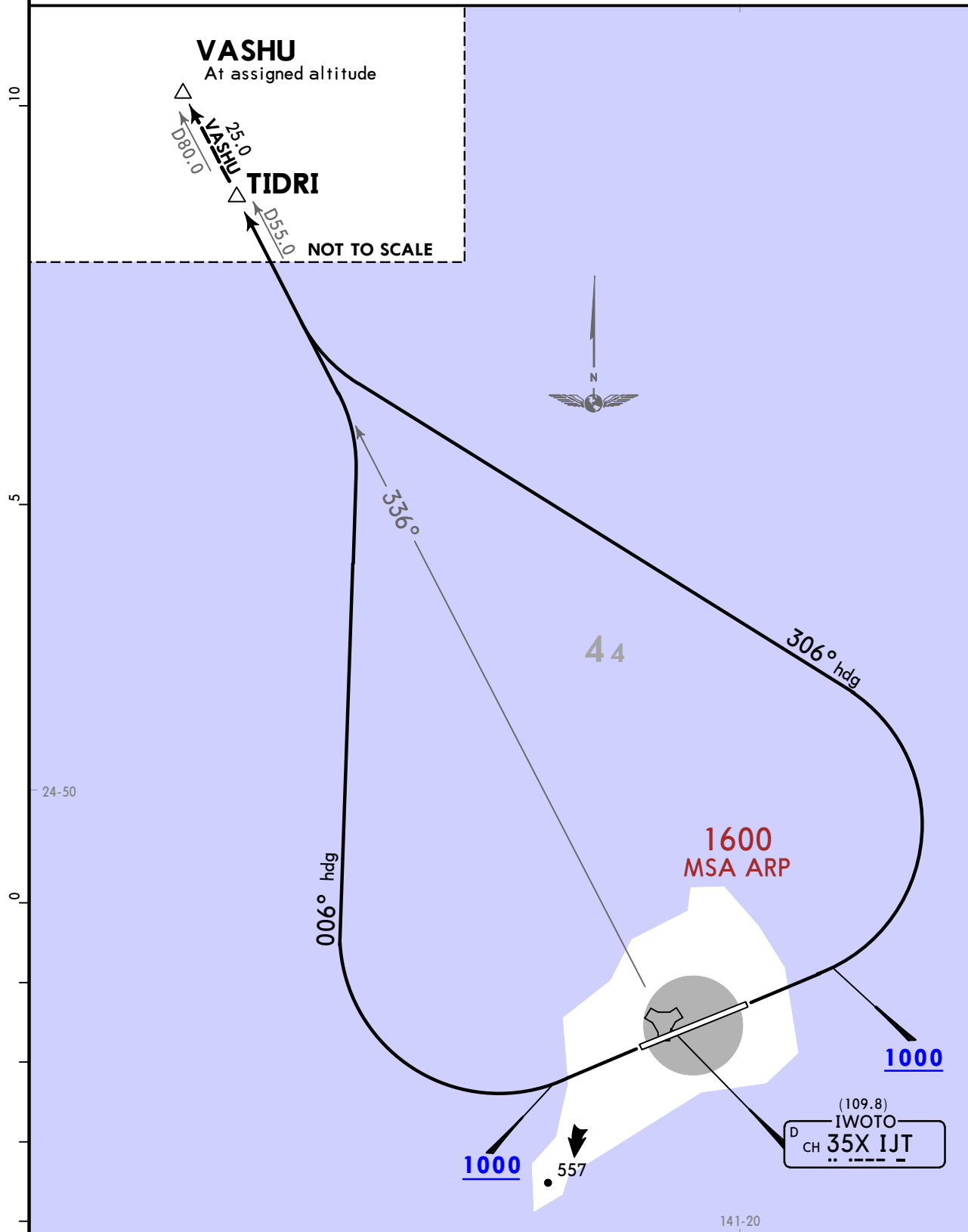
**RJAW/IWO**  
IWOTO

**JEPPESEN**  
12 MAY 23 **10-3A** Eff 17 May 1500Z

**IWOTO, JAPAN**  
**SID**

*IWO Departure (R) <b>138.3</b>	Apt Elev <b>394</b>	Trans alt: 14000
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**TIDRI 2 DEPARTURE [TIDRI2]**  
(ALL RWYS)

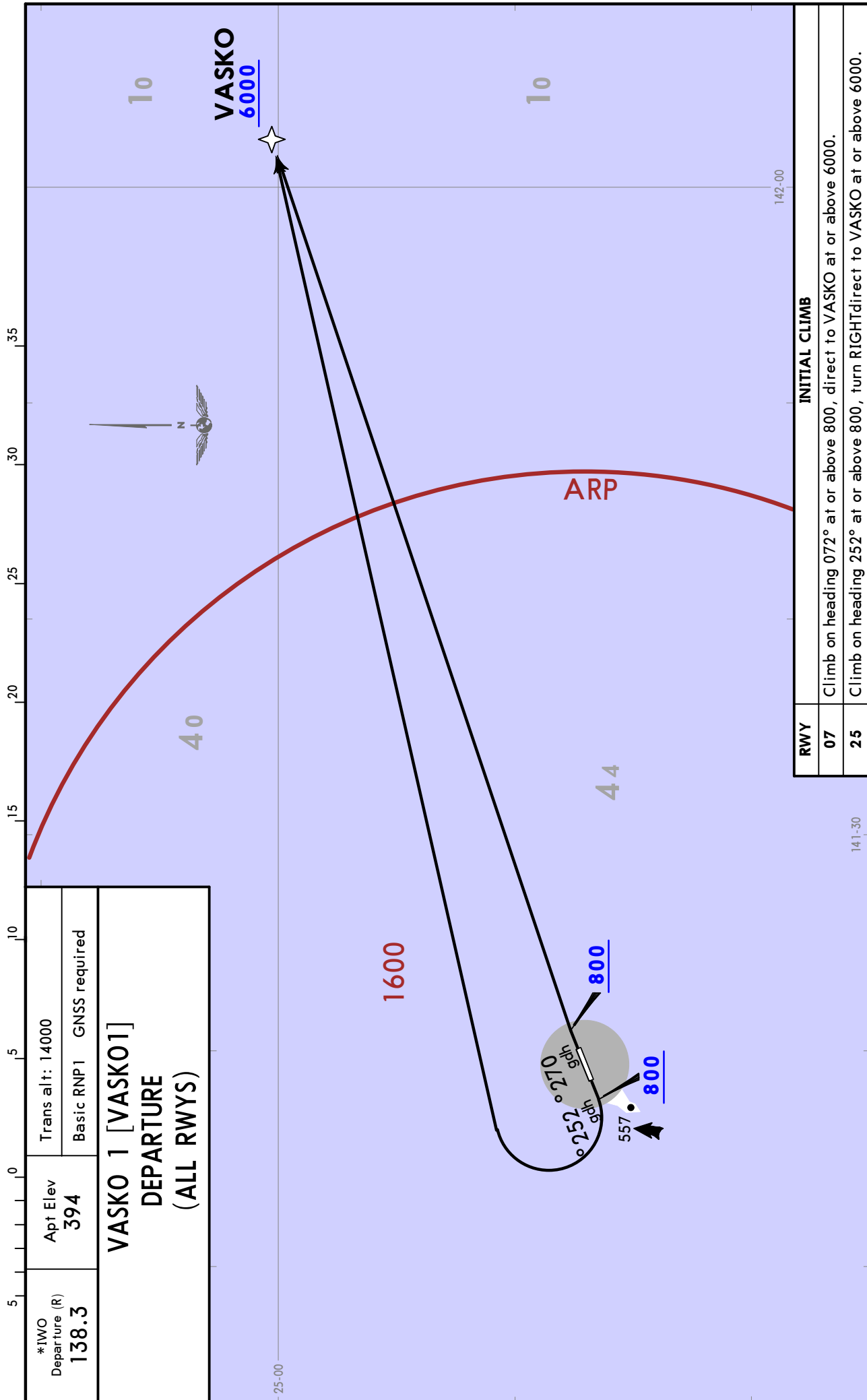


RWY	INITIAL CLIMB
07	Climb runway heading to 1000 or above, turn LEFT heading 306° to intercept and proceed via IJT R336 to TIDRI.
25	Climb runway heading to 1000 or above, turn RIGHT heading 006° to intercept and proceed via IJT R336 to TIDRI.
TRANSITION	
<b>VASHU</b>	From over TIDRI, proceed via IJT R336 to VASHU. Cross VASHU at assigned altitude.

RJAW/IWO  
IWOTO

17 MAR 23 **JEPPESEN** 10-3B Eff 22 Mar 1500Z

IWOTO, JAPAN  
**RNAV SID**



CHANGES: New procedure at this airport.

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**RJAW/IWO**

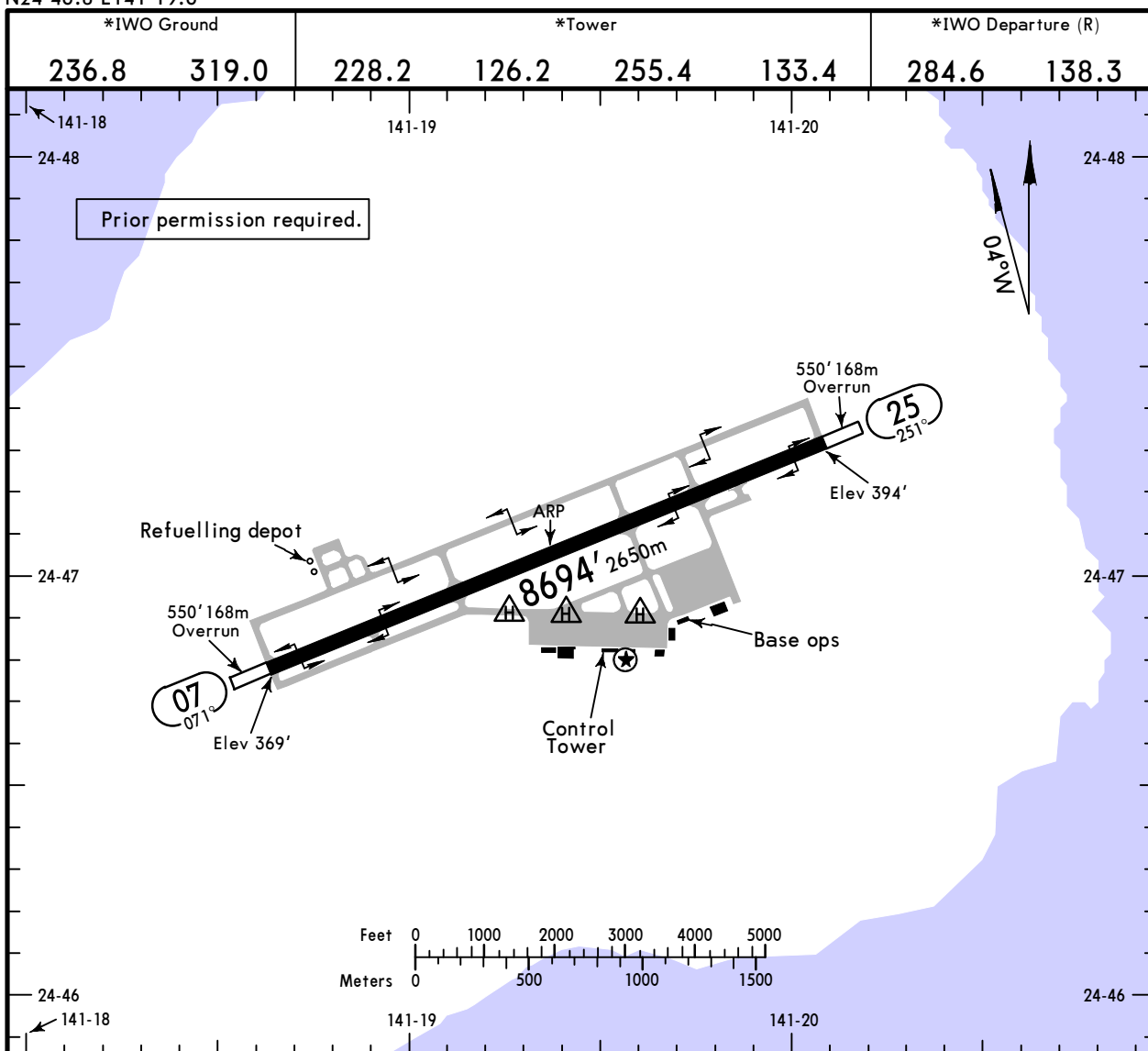
Apt Elev **394'**  
N24 46.8 E141 19.6

**JEPPESSEN**

12 MAY 23 **(10-9)** Eff 17 May 1500Z

**IWOTO, JAPAN**

**IWOTO**



**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL	REIL	PAPI-L (angle 2.5°)	RVR	Threshold	Glide Slope		
07	HIRL	REIL	PAPI-L (angle 2.5°)	RVR				197'
25	HIRL	REIL	PAPI-R (angle 2.5°)					60m

<b>State</b>			<b>TAKE-OFF</b>	
Take-off Altn Apt. Filed			Without Take-off Altn Apt. Field	
<b>1</b> HIRL	HIRL out		Available Landing Minimums	
R/V600m	V800m			

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

**1** HIRL and Runway Threshold Lights (which indicates DER) required for night operations

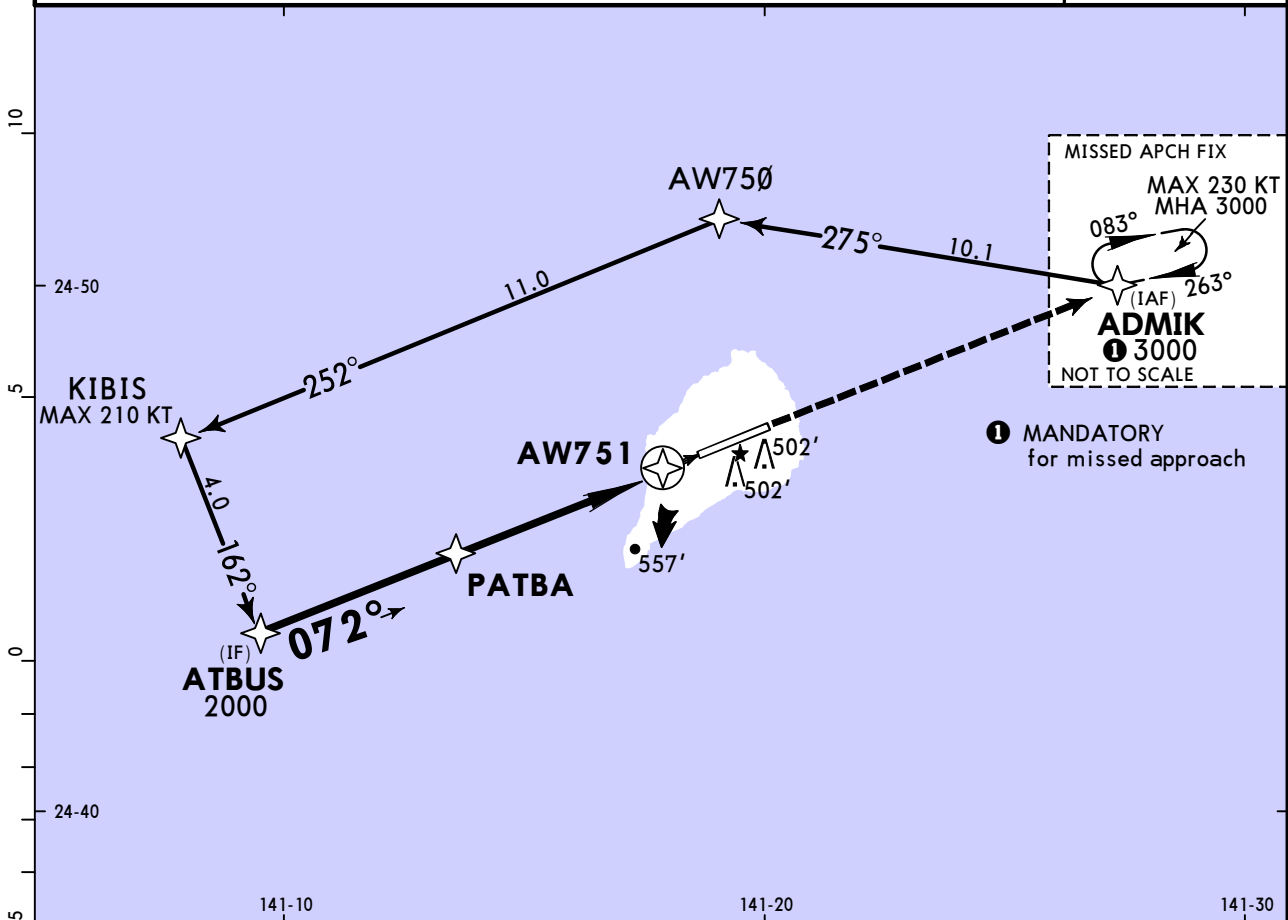
<b>TAKE-OFF FOR RNAV DEPARTURE</b>			
Multi Engine Aircraft			Single Engine Aircraft
With Take-Off Alternate Airport Filed		Without Take-Off Altn Apt. Filed	
HIRL or CL or RCLM	NIL (DAY ONLY)	Available Landing Minimums	Available Landing Minimums
R/V400m	V500m		

RJAW/IWO  
IWOTO

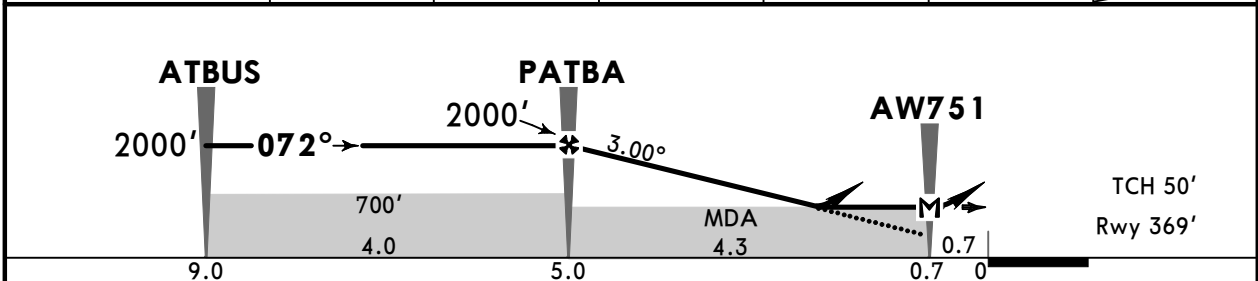
JEPPESEN  
17 MAR 23 (12-1) Eff 22 Mar 1500Z

IWOTO, JAPAN  
RNP Rwy 07

*IWO Approach (R)				*IWO Tower		
138.3		284.6		126.2		228.2
RNAV	Final Apch Crs <b>072°</b>	PATBA <b>2000'</b> (1631')	LNAV/VNAV DA(H) <b>670'</b> (301')	Apt Elev 394' Rwy 369'		1600  MSA ARP
MISSED APCH: Direct to ADMIK and hold at MANDATORY 3000'.						
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'		
RNP Apch						
1. Baro-VNAV not authorized below 10°C. 2. PAPI and descent angles not coincident.						



DIST to AW751	PATBA	4.0	3.0	2.0	1.0	AW751
ALTITUDE	2000'	1915'	1596'	1278'	960'	



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849	REIL	PAPI-L	D → ADMIK MANDATORY 3000'
MAP at AW751										

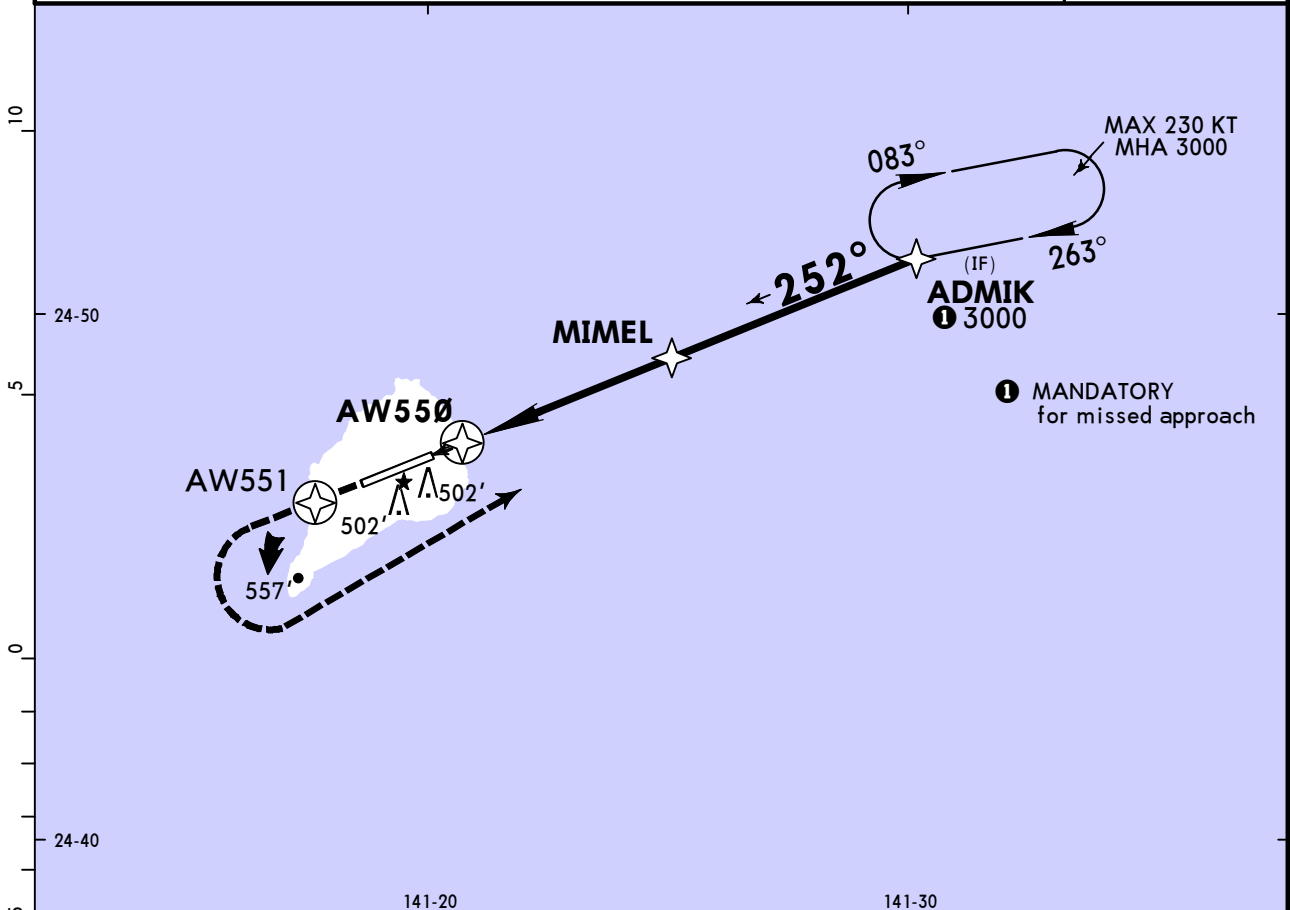
NATL	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	LNAV/VNAV		LNAV		Max Kts	MDA(H)			
	DA(H) <b>670'</b> (301')		MDA(H) <b>670'</b> (301')						
	A	R1500m		R1500m		90	820' (426') V1600m		
	B	R1500m		R1500m		120	860' (466') V1600m		
C	R1800m		R1800m		140	860' (466') V2400m			
D	C2000m		C2000m		165	960' (566') V3200m			

RJAW/IWO  
IWOTO

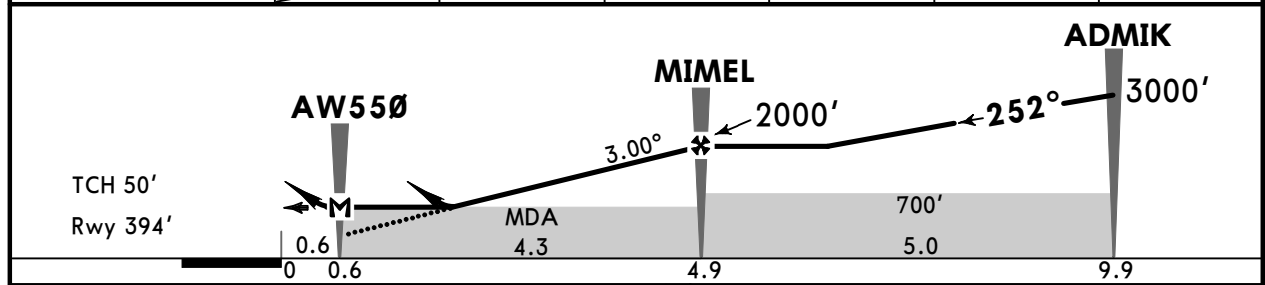
JEPPESEN  
17 MAR 23 (12-2) Eff 22 Mar 1500Z

IWOTO, JAPAN  
RNP Rwy 25

*IWO Approach (R)				*IWO Tower		
138.3		284.6		126.2		228.2
RNAV	Final Apch Crs <b>252°</b>	MIMEL <b>2000'</b> (1606')	LNAV MDA(H) <b>660'</b> (266')	Apt Elev 394' Rwy 394'		1600  MSA ARP
<b>MISSED APCH:</b> Direct to AW551, turn LEFT direct to ADMIK and hold at MANDATORY 3000'. Contact IWO APP.						
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'		
RNP Apch						
1. Baro-VNAV not authorized below 10°C. 2. PAPI and descent angles not coincident.						



DIST to AW550	AW550	1.0	2.0	3.0	4.0	MIMEL
ALTITUDE		953'	1271'	1590'	1908'	2000'



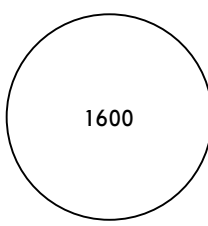
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R D → AW551 ← LT → ADMIK
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at AW550							

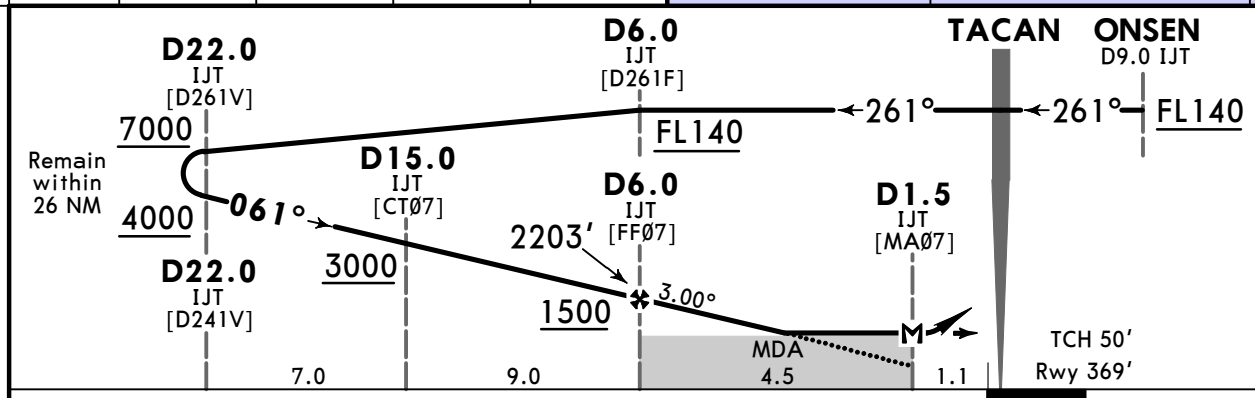
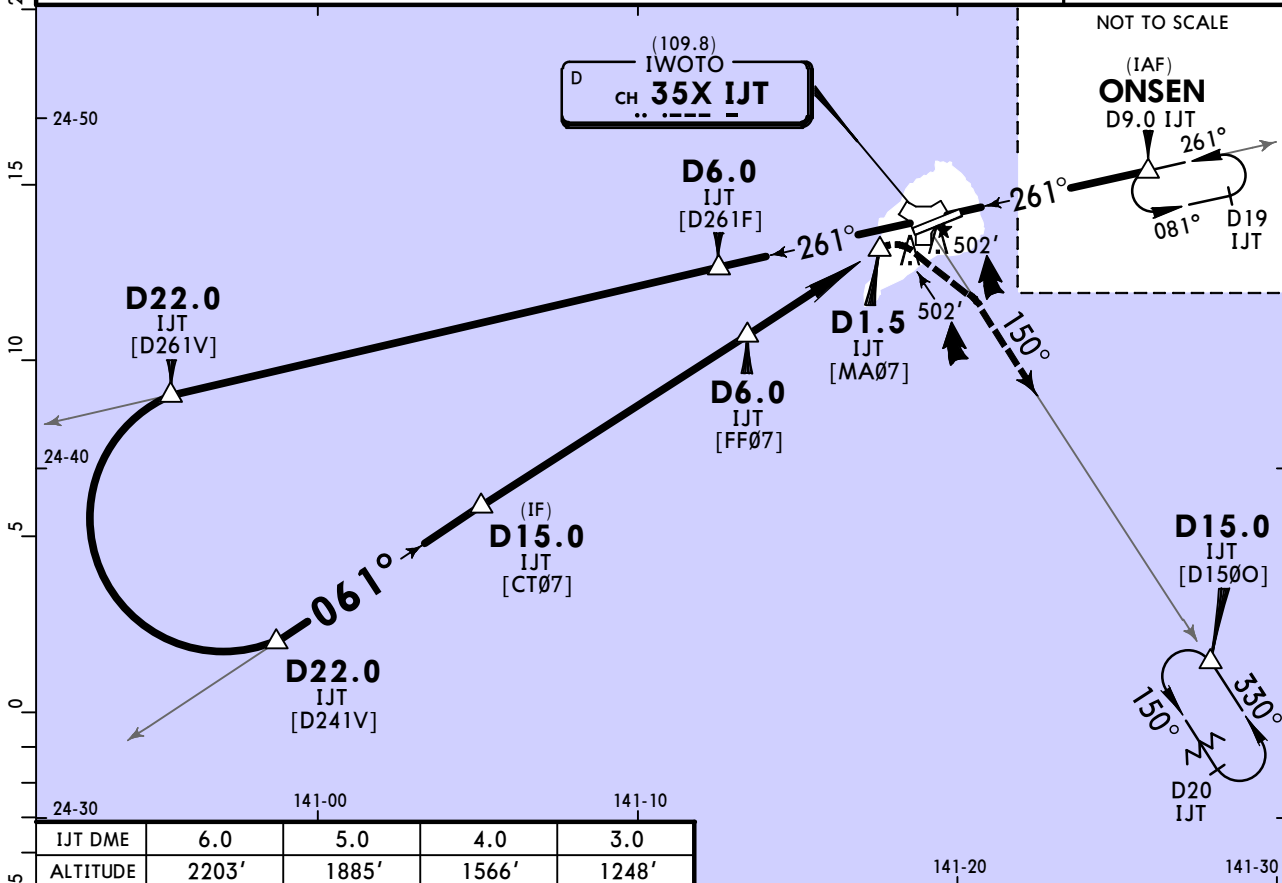
NATL	State			STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV		Max Kts	MDA(H)		
	DA(H) <b>669'</b> (275')		MDA(H) <b>660'</b> (266')			90	<b>820'</b> (426') V1600m	
	A	R1500m		R1500m		120	<b>860'</b> (466') V1600m	
	B	R1600m		R1600m		140	<b>860'</b> (466') V2400m	
C	R1800m		R1800m		165	<b>960'</b> (566') V3200m		
D	R1800m		R1800m					


RJAW/IWO  
IWOTO

**JEPPESEN**  
4 MAR 22 (14-1)

IWOTO, JAPAN  
TACAN X Rwy 07

*IWO Approach (R)			*IWO Tower				
138.3		284.6		126.2		228.2	
TACAN IJT CH <b>35X</b> (109.8)	Final Apch Crs <b>061°</b>	Minimum Alt Refer to Profile	MDA(H) <b>820'</b> (451')	Apt Elev 394' Rwy 369'			
<b>MISSED APCH: D1.5 IJT prior to IJT TACAN, turn RIGHT climb via IJT TACAN R-150 to D15.0 IJT fix and hold at 3000'. Contact IWO Approach.</b>							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
PAPI and descent angles not coincident.						MSA IJT TACAN	



Gnd speed-Kts	70	90	100	120	140	160	REIL		IJT CH <b>35X</b> via (109.8) <b>R-150</b>	<b>D15.0</b> IJT	
Descent Angle	3.00°	372	478	531	637	743					PAPI-L
MAP at D1.5 IJT											

Timing not authorized for defining the MAP.

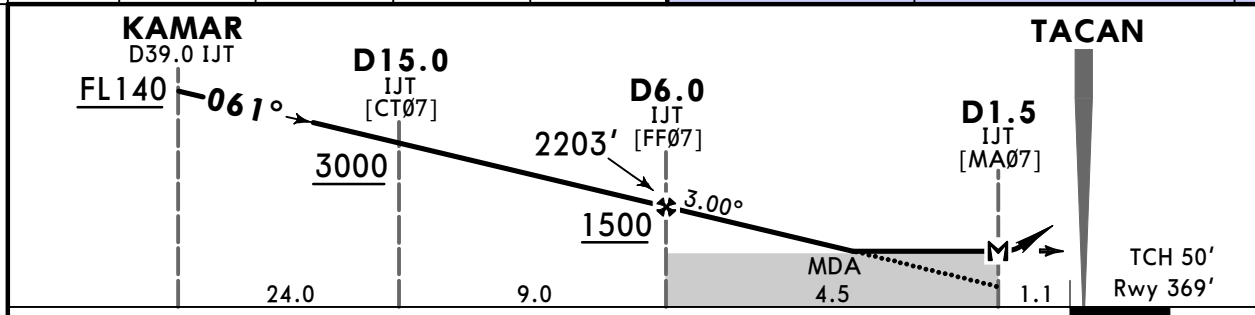
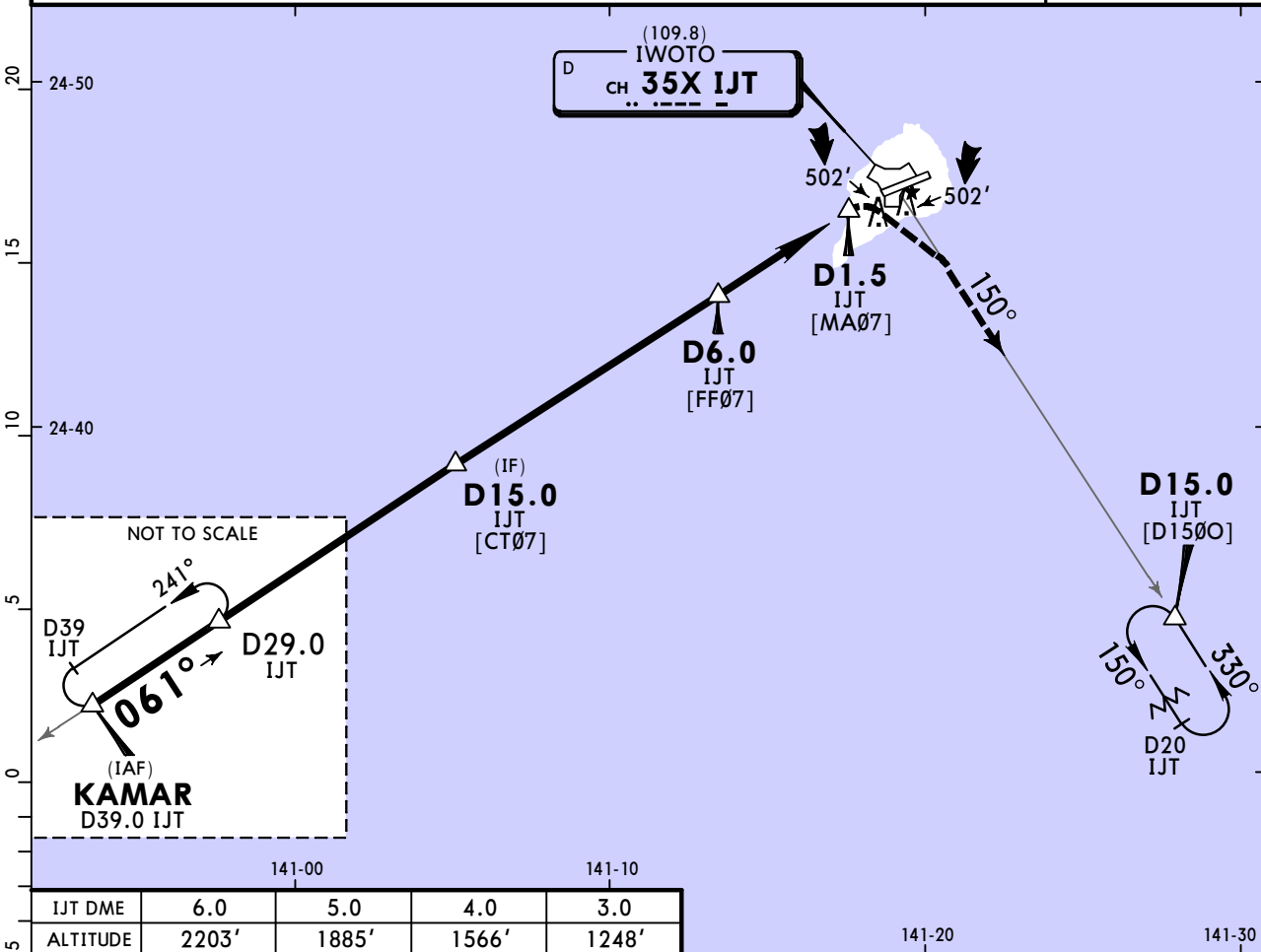
<b>State</b>	STRAIGHT-IN LANDING	CIRCLE-TO-LAND	
	MDA(H) <b>820'</b> (451')	Max Kts	MDA(H)
A	R1500m	90	820' (426') V1600m
B		120	860' (466') V1600m
C	C2000m	140	860' (466') V2400m
D		165	960' (566') V3200m

RJAW/IWO  
IWOTO

**JEPPESEN**  
4 MAR 22 (14-2)

IWOTO, JAPAN  
TACAN Y Rwy 07

*IWO Approach (R)			*IWO Tower				
138.3		284.6		126.2		228.2	
TACAN IJT CH <b>35X</b> (109.8)	Final Apch Crs <b>061°</b>	Minimum Alt Refer to Profile	MDA(H) <b>820'</b> (451')	Apt Elev 394'	1600		
MISSED APCH: D1.5 IJT prior to IJT TACAN, turn RIGHT climb via IJT TACAN R-150 to D15.0 IJT fix and hold at 3000'. Contact IWO Approach.							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'		MSA IJT TACAN	
PAPI and descent angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	IJT CH <b>35X</b> via (109.8) <b>R-150</b>	<b>D15.0</b> IJT	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at D1.5 IJT										

Timing not authorized for defining the MAP.

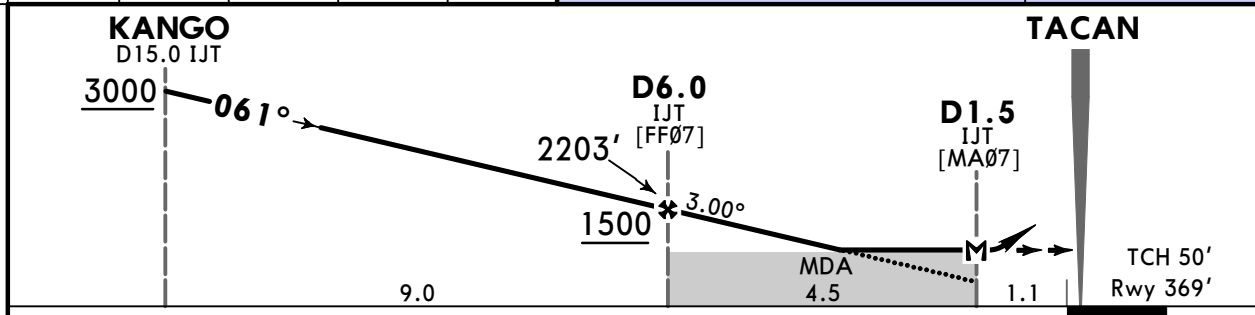
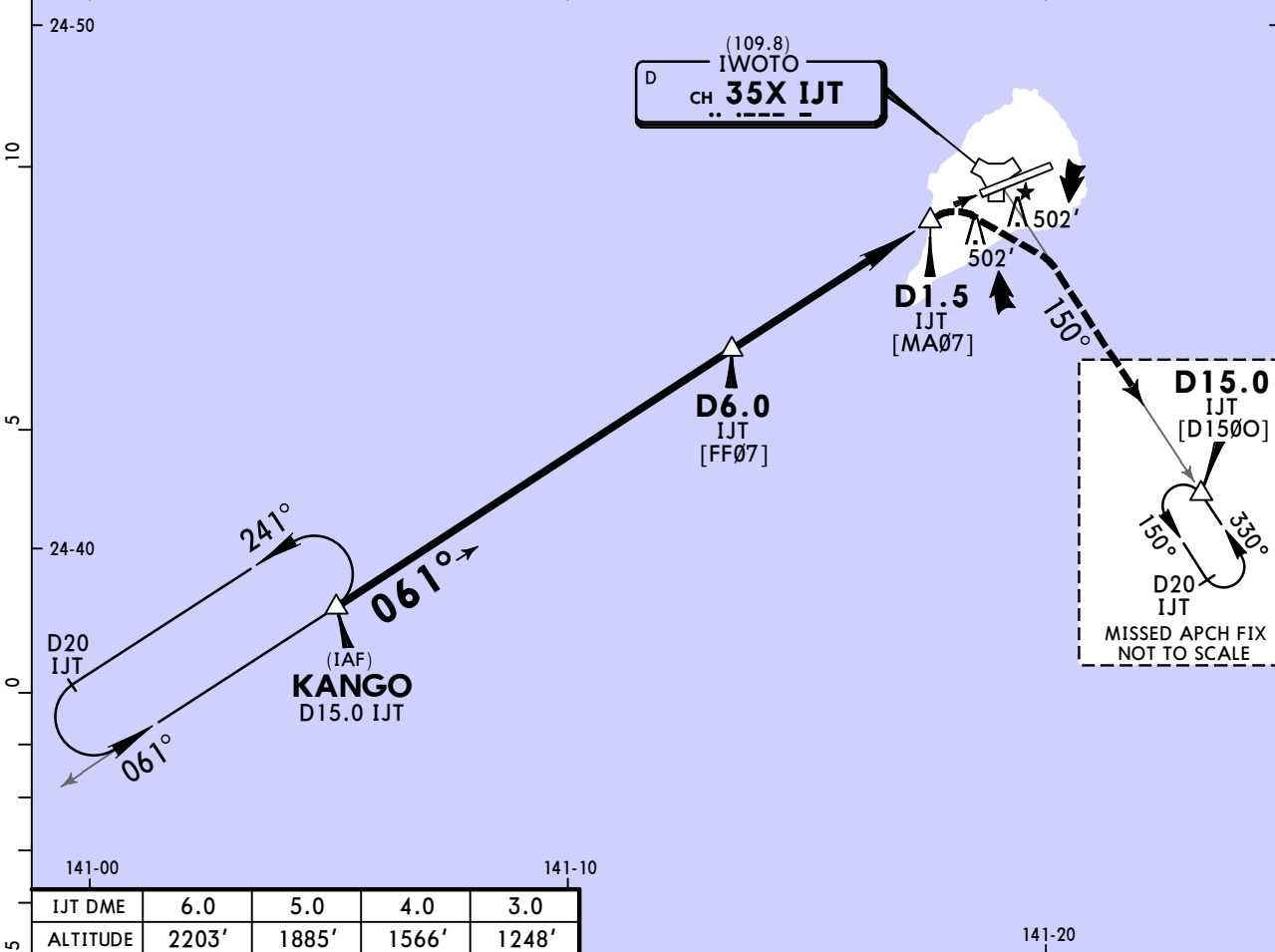
<b>State</b> STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
MDA(H) <b>820'</b> (451')			Max Kts	MDA(H)	
A	R1500m		90	820' (426')	V1600m
B			120	860' (466')	V1600m
C	C2000m		140	860' (466')	V2400m
D			165	960' (566')	V3200m

RJAW/IWO  
IWOTO

**JEPPESEN**  
4 MAR 22 (14-3)

IWOTO, JAPAN  
TACAN Z Rwy 07

*IWO Approach (R)			*IWO Tower				
138.3		284.6		126.2		228.2	
TACAN IJT CH <b>35X</b> (109.8)	Final Apch Crs <b>061°</b>	Minimum Alt Refer to Profile	MDA(H) <b>820'</b> (451')	Apt Elev 394'	1600		
MISSED APCH: D1.5 IJT prior to IJT TACAN, turn RIGHT climb via IJT TACAN R-150 to D15.0 IJT fix and hold at 3000'. Contact IWO Approach.							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'		MSA IJT TACAN	
PAPI and descent angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	IJT via CH <b>35X</b> (109.8) <b>R-150</b>	D15.0 IJT	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at D1.5 IJT										

Timing not authorized for defining the MAP.

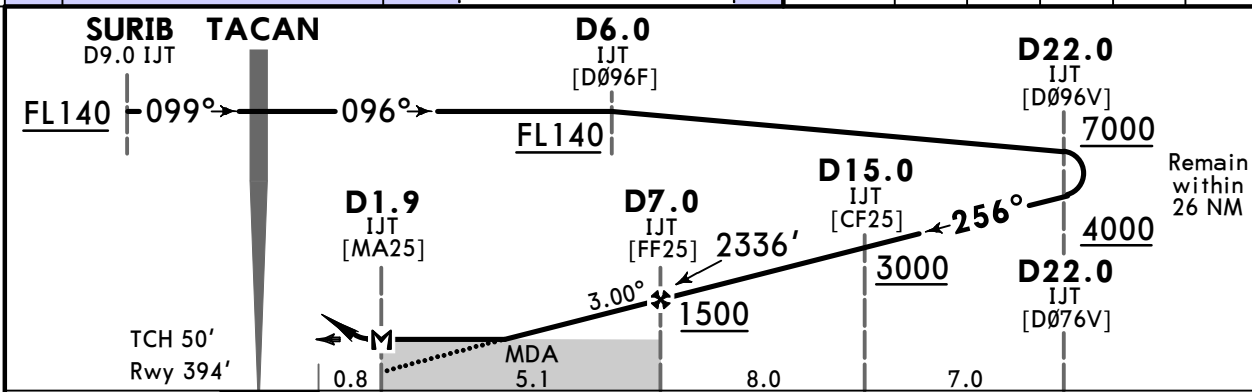
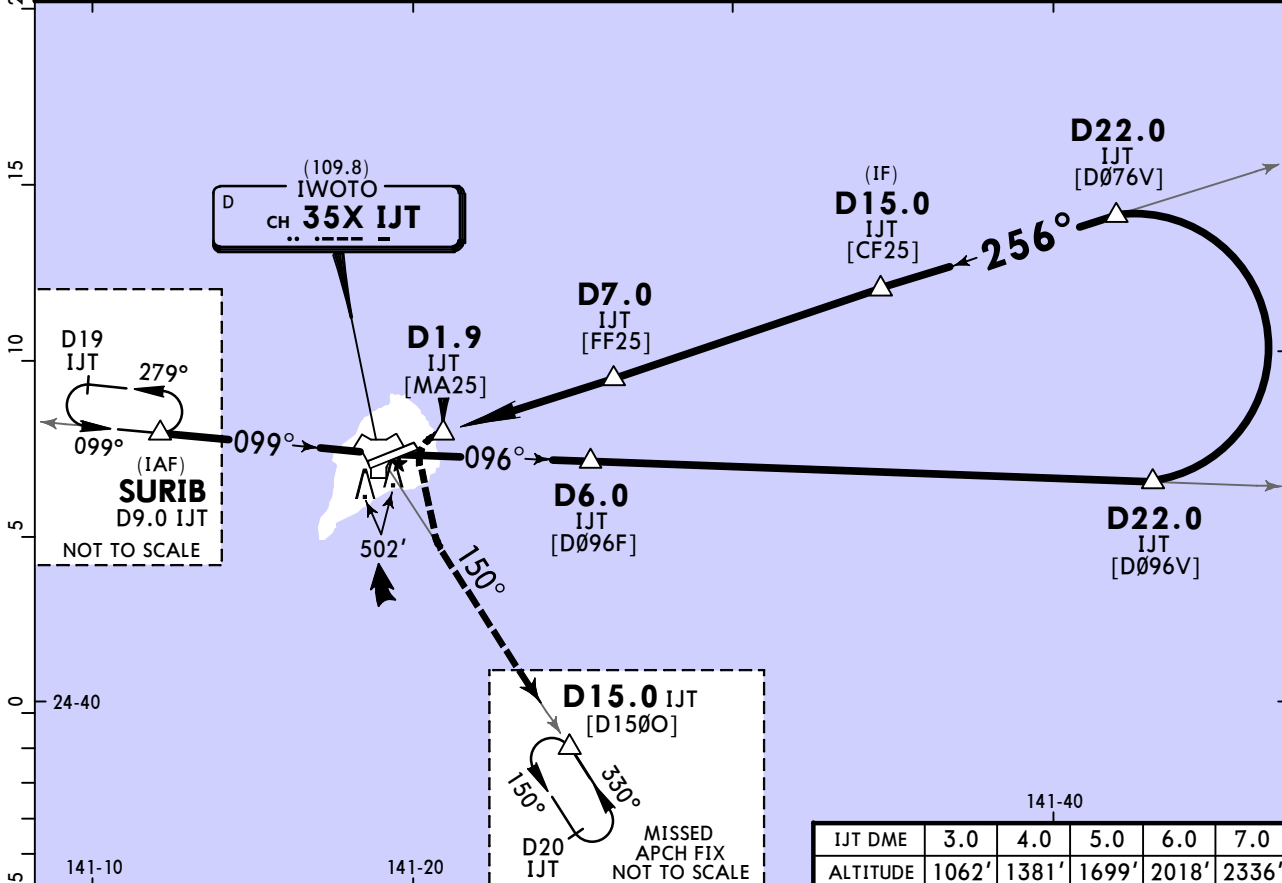
<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) <b>820'</b> (451')		Max Kts	
A		R1500m	90	820' (426')	V1600m
B			120	860' (466')	V1600m
C			140	860' (466')	V2400m
D		C2000m	165	960' (566')	V3200m

RJAW/IWO  
IWOTO

**JEPPESSEN**  
4 MAR 22 **14-4**

IWOTO, JAPAN  
TACAN X Rwy 25

*IWO Approach (R)			*IWO Tower				
138.3		284.6		126.2		228.2	
TACAN IJT CH <b>35X</b> (109.8)	Final Apch Crs <b>256°</b>	Minimum Alt Refer to Profile	MDA(H) <b>660'</b> (266')	Apt Elev 394'	1600		
MISSED APCH: D1.9 IJT prior to IJT TACAN, turn LEFT climb via IJT TACAN R-150 to D15.0 IJT fix and hold at 3000'. Contact IWO Approach.							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'		MSA IJT TACAN	
PAPI and descent angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	← IJT via CH <b>35X</b> (109.8) <b>R-150</b>	D15.0 IJT
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.9 IJT									

Timing not authorized for defining the MAP.

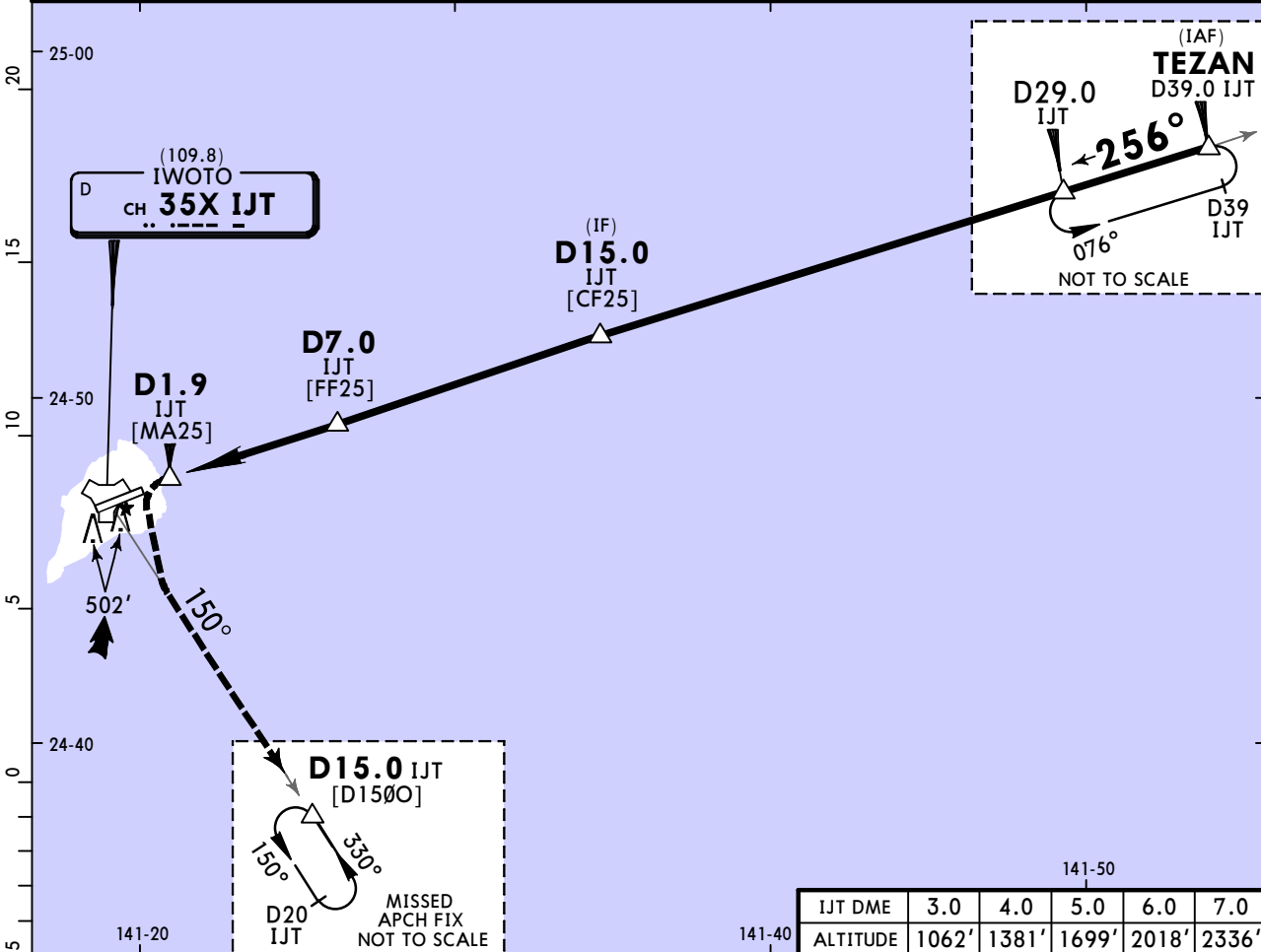
<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) <b>660'</b> (266')		Max Kts	MDA(H)
A		R1500m		90	820' (426') V1600m
B		R1500m		120	860' (466') V1600m
C		R1600m		140	860' (466') V2400m
D		R1800m		165	960' (566') V3200m

RJAW/IWO  
IWOTO

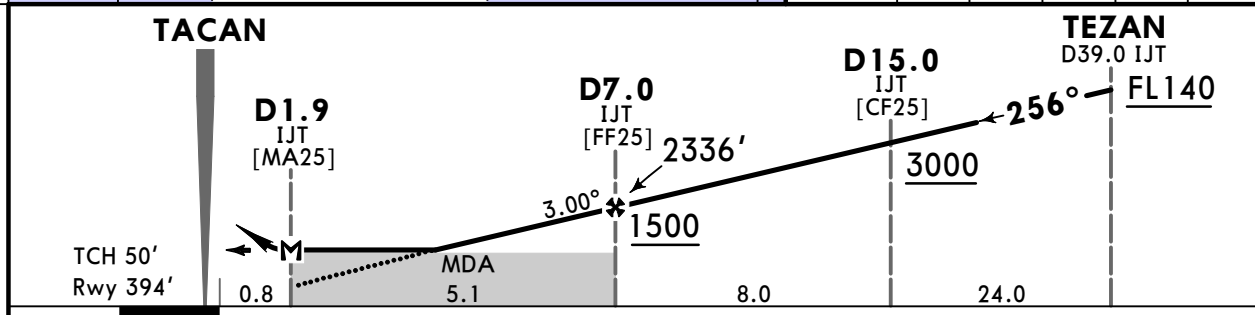
**JEPPESEN**  
4 MAR 22 (14-5)

IWOTO, JAPAN  
TACAN Y Rwy 25

*IWO Approach (R)			*IWO Tower				
138.3		284.6		126.2		228.2	
TACAN IJT CH <b>35X</b> (109.8)	Final Apch Crs <b>256°</b>	Minimum Alt Refer to Profile		MDA(H) <b>660'</b> (266')	Apt Elev 394'		1600  MSA IJT TACAN
MISSED APCH: D1.9 IJT prior to IJT TACAN, turn LEFT climb via IJT TACAN R-150 to D15.0 IJT fix and hold at 3000'. Contact IWO Approach.							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
PAPI and descent angles not coincident.							



IJT DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1062'	1381'	1699'	2018'	2336'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.9 IJT						

REIL	← IJT via CH <b>35X</b> (109.8) <b>R-150</b>	D15.0 IJT
PAPI-R		

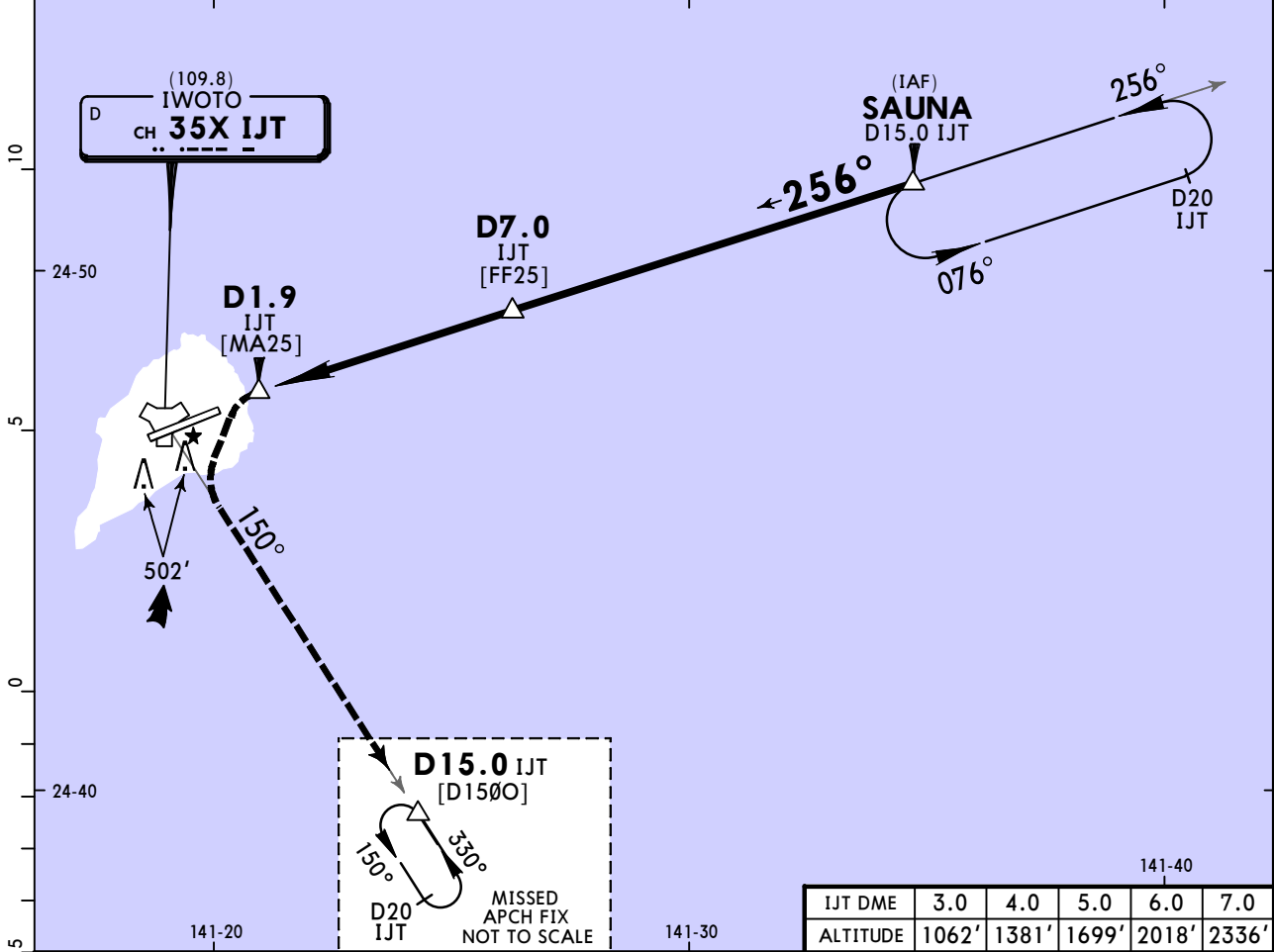
<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) <b>660'</b> (266')		Max Kts	MDA(H)
A	R1500m	90	820' (426')	V1600m	
B	R1600m	120	860' (466')	V1600m	
C	R1600m	140	860' (466')	V2400m	
D	R1800m	165	960' (566')	V3200m	

RJAW/IWO  
IWOTO

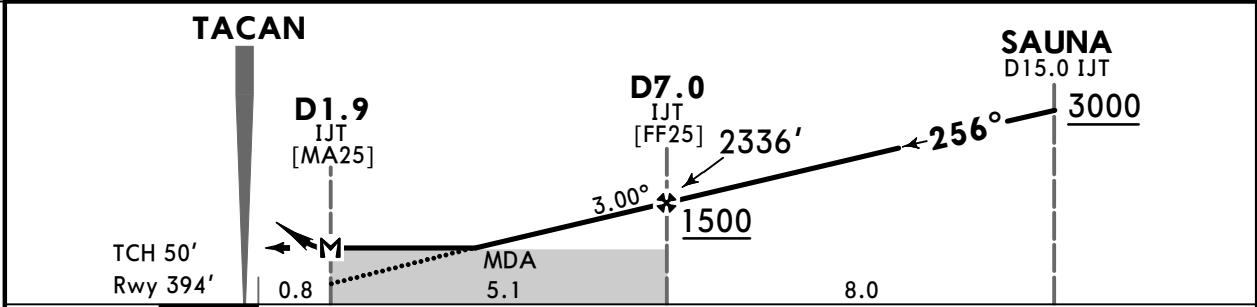
**JEPPESEN**  
4 MAR 22 **14-6**

IWOTO, JAPAN  
TACAN Z Rwy 25

*IWO Approach (R)			*IWO Tower				
138.3		284.6		126.2		228.2	
TACAN IJT CH <b>35X</b> (109.8)	Final Apch Crs <b>256°</b>	Minimum Alt Refer to Profile		MDA(H) <b>660'</b> (266')	Apt Elev 394' Rwy 394'		1600  MSA IJT TACAN
<b>MISSED APCH: D1.9 IJT prior to IJT TACAN, turn LEFT climb via IJT TACAN R-150 to D15.0 IJT fix and hold at 3000'. Contact IWO Approach.</b>							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
PAPI and descent angles not coincident.							



IJT DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1062'	1381'	1699'	2018'	2336'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	IJT CH <b>35X</b> via (109.8) <b>R-150</b>	D15.0 IJT
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.9 IJT									

Timing not authorized for defining the MAP.

<b>State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) <b>660'</b> (266')		Max Kts	
A		R1500m	90	820' (426')	V1600m
B		R1600m	120	860' (466')	V1600m
C		R1600m	140	860' (466')	V2400m
D		R1800m	165	960' (566')	V3200m

RJAW/IWO



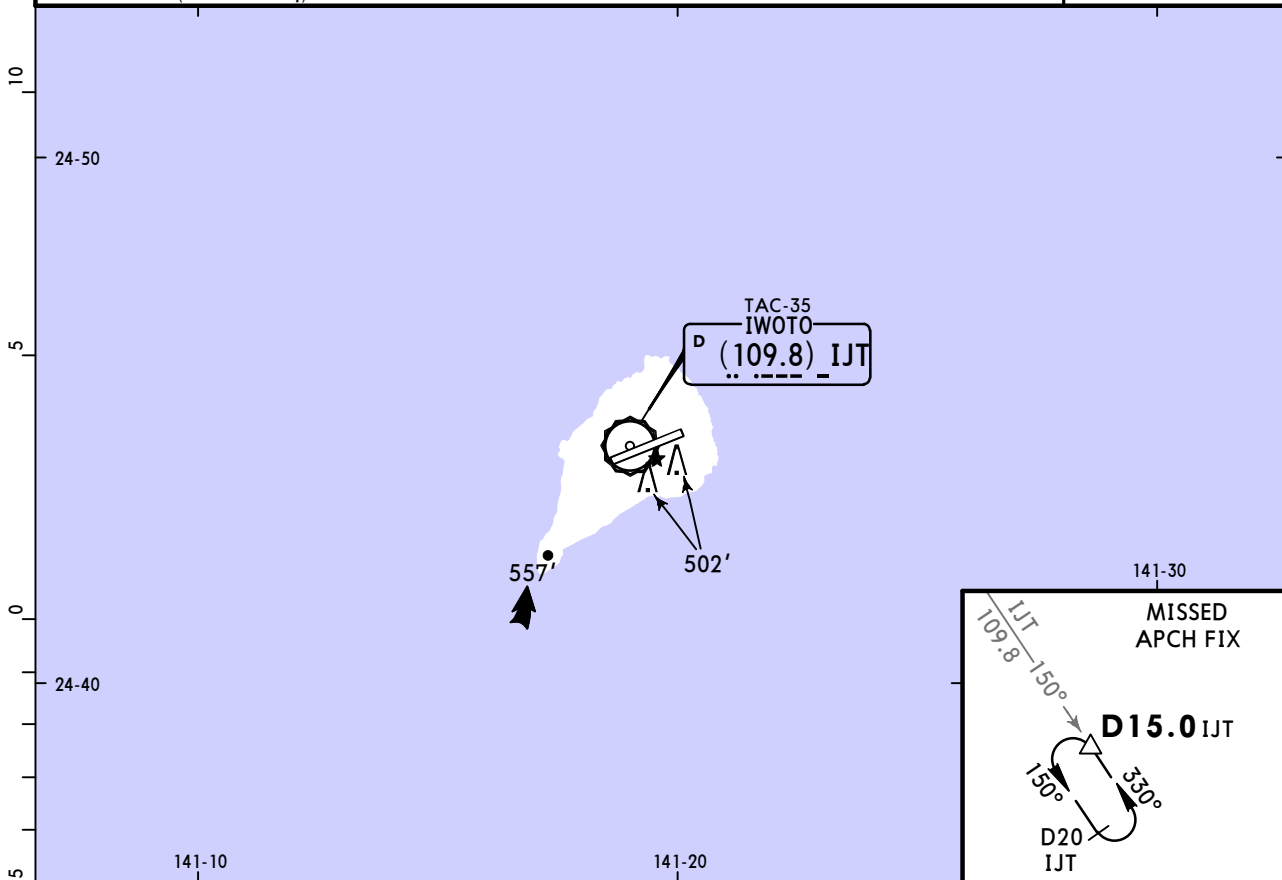
IWOTO, JAPAN

IWOTO

12 MAY 23 (18-1) Eff 17 May 1500Z

PAR All Rws  
ASR All Rws

BRIEFING STRIP™	*IWO Approach (R)		*IWO Radar (GCA PAR ASR)				*IWO Radar (ASR)				
	284.6	138.3	270.8	134.1	258.6	317.2	141.25	284.6	138.3	335.6	125.3
	*IWO Tower						*Ground				
	228.2		126.2		255.4		133.4		236.8		319.0
RADAR		Final Apch Crs By ATC		No FAF		DA(H)/MDA(H) Refer to Minimums		Apt Elev 394' Rwy 07 369' Rwy 25 394'		No MSA published	
<p><b>MISSED APCH: PAR/ASR Runway 07: 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.</b></p> <p><b>PAR/ASR Runway 25: 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.</b></p>											
Alt Set: IN (hPa on req)			Trans level: FL140				Trans alt: 14000'				



RWY 07 369'		RWY 25 394'	
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				Lighting - Refer to Airport Chart		Refer to Missed Apch above	
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State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		PAR 07	PAR 25	ASR 07	ASR 25	Max Kts	MDA(H)
		DA(H) 570'(201')	DA(H) 595'(201')	MDA(H) 700'(331')	MDA(H) 760'(366')	90	820'(426') V1600m
A				R1500m	R1500m	120	860'(466') V1600m
B				R1800m	R1800m	140	860'(466') V2400m
C	R1000m	R1000m		C2000m	C2000m	165	960'(566') V3200m
D							

## Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>IWOTO, (IWOTO - RJAW)</b>				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJAW