GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Restriction: No TKOF/LDG: 1300-2100, EXC PPR.

Airport Information

RFF: CAT 0/R
Fuel: J8
PCN: RWY 05L/23R: 50/R/B/W/T
RWY 05R/23L: 49/R/B/W/T

Operation

Traffic Note: PPR earliest 3 days and latest 24HR in advance.

RWY Restriction: Do not conduct 180°-turns on asphalt portion of RWY 05L/23R.

TWY Restrictions

Wing Tip Restrictions

- TWY G (between building 3433 and TWY D and between TWY E and Service APN 4), TWY H, TWY D (south of J), TWY E (south of G) and TWY Q MAX wingspan 14m / 45ft .
- TWY G (between TWY E and building 3433 and between Service APN 4 and TWY F) MAX wingspan 41m / 135ft.
- TWY K (between TWY D and F) MAX wingspan 52m / 170ft. ACFT with wingspan above 52m / 170ft may only use this area with prior coordination with Airfield Management.
- TWY J MAX wingspan 41m / 135ft. Use TWY D or E to enter/exit TWY J.
- TWY L (between TWY A and F), TWY M, TWY N, and TWY P MAX wingspan 46m / 150ft.
- TWY F between RWY 05R/23L and Eagle (South) Trim pad located on TWY K CLSD.

Taxi/Parking

TWY G (west end), M, N, P and TWY E (from TWY K to Upper Fighter Ramp) not lighted. Use follow-me.

DC10 or larger shall not use TWY D when accessing Service APN 2 from RWY 05R/23L when ACFT is parked on Service Apron 1 due to jet blast.

Service APN 3 CLSD.

Warnings

Arresting Gear Systems

RWY 05L/23R: BAK 12; one APCH end, two DEP end.
RWY 05R/23L: BAK 12/14; one APCH end, one DEP end.

KAD VOR unusable:
R061-R224
R251-R049

KAD DME unusable:
R010-R050 beyond 20NM below 6000ft.
R085-R120 beyond 20NM below 6000ft.
R121-R160 beyond 10NM all ALT
R161-R200 beyond 20NM below 6000ft.
R225-R250 beyond 21NM below 6000ft.
R325-R345 beyond 20NM below 6000ft.

RADAR MAINT: MON-FRI 1600-2030.

KAD VOR MAINT: SUN-THU 2100-2300

GENERAL

Markings on the Upper Fighter Ramp, Service APN 5/6, TWY P and TWY Q are faded and lack reflectivity.

LDG RWY 05L/R close proximity traffic in Naha International (ROAH).

Extensive jet and low level activity within 50NM of AD between 2300-1000 SUN-FRI.

Helicopters with reduced lighting operating within 50NM of AD BTN SS-SR.

Avoid overflying of hospital (2.5NM S of AD).

Avoid overflying of Naha City and la Shimalsland below 4000ft.

Use extreme caution when taxiing on TWY K between TWY C and D due to congestion.

Use caution at ungrooved portion of TDZ after rain and when surface appears glassy. Expect reduced braking action or hydroplaning.

Use extreme caution when taxiing due to fuel hydrant pit on transition ramp.

Use caution when taxiing, extensive vehicle traffic and construction.

Arresting gear on all RWYs. Removable O/R.

Last 1300ft of RWY 23R extremely slick when wet.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT at or below 3000ft within CTR(APRX 5NM around ARP).

PROP only:
MAX IAS 160KT at or below 3000ft within CTR(APRX 5NM around ARP).

Communication

COM Failure

If unable to proceed VFR, proceed to IAF as filed at FL190. Descend/Climb to FL190 not closer than D50 KAD. On filed ETA descend to FL150 and approach the active RWY or last known RWY in use. Regardless of Wx conditions or type of FPL filed, APCH and LDG should be planned for RWY 05L or 23R.

ARRIVAL

Arrival Procedure

For planning file IMONO or NUDUS.

Traffic Note: New PPR if ATA or ETA differs more than 3HR from previous REQ.

VFR Traffic Pattern
Expect overhead pattern RWY 05R/23L in 1800ft. Do not descend on downwind.

Noise Abatement Procedures
OPS prohibited BTN MON-FRI 1300-2100, SAT 1300-SUN 2100 and HOL.

Reverse: Do not use more than idle reverse if possible.

Non-standard GP intercept position RWY 05L
GP intercepts RWY 05L at *378m / 1240ft* after landing threshold.
Remaining DIST beyond GP is *3310m / 10860ft*.

Warnings

ILS MAINT: SUN-THU 2000-2300.

DEPARTURE

Take-off Minima

RWY		23L, 23R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-

RWY		05L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 3.8% up to 1000
3+4 ENG		0 - 2400R/0.5V	

RWY		05R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 3.8% up to 1000
3+4 ENG		0 - 2400R/0.5V	
All ACFT		c300 - 2.5V	SID HIVAS

Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT at or below 3000ft within CTR(APRX 5NM around ARP).

PROP only:
MAX IAS 160KT at or below 3000ft within CTR(APRX 5NM around ARP).

Departure Procedure

Before DEP to DEST USA/Japan and territories contact custom border clearance section for PRE-DEP CLR.

Start-up: Contact GND prior ENG start.

During VMC remain below 1300ft until DEP end of RWY for separation purpose.

DEPARTURE

ATC Slot, Clearance

Contact DLV at least 5min prior starting ENG but not earlier than 30min before ETA with following items:
- Call sign
- DEST
- Proposed FL/ALT (ALTN FL/ALT, if any)
- ALTN FLT RTE, if any

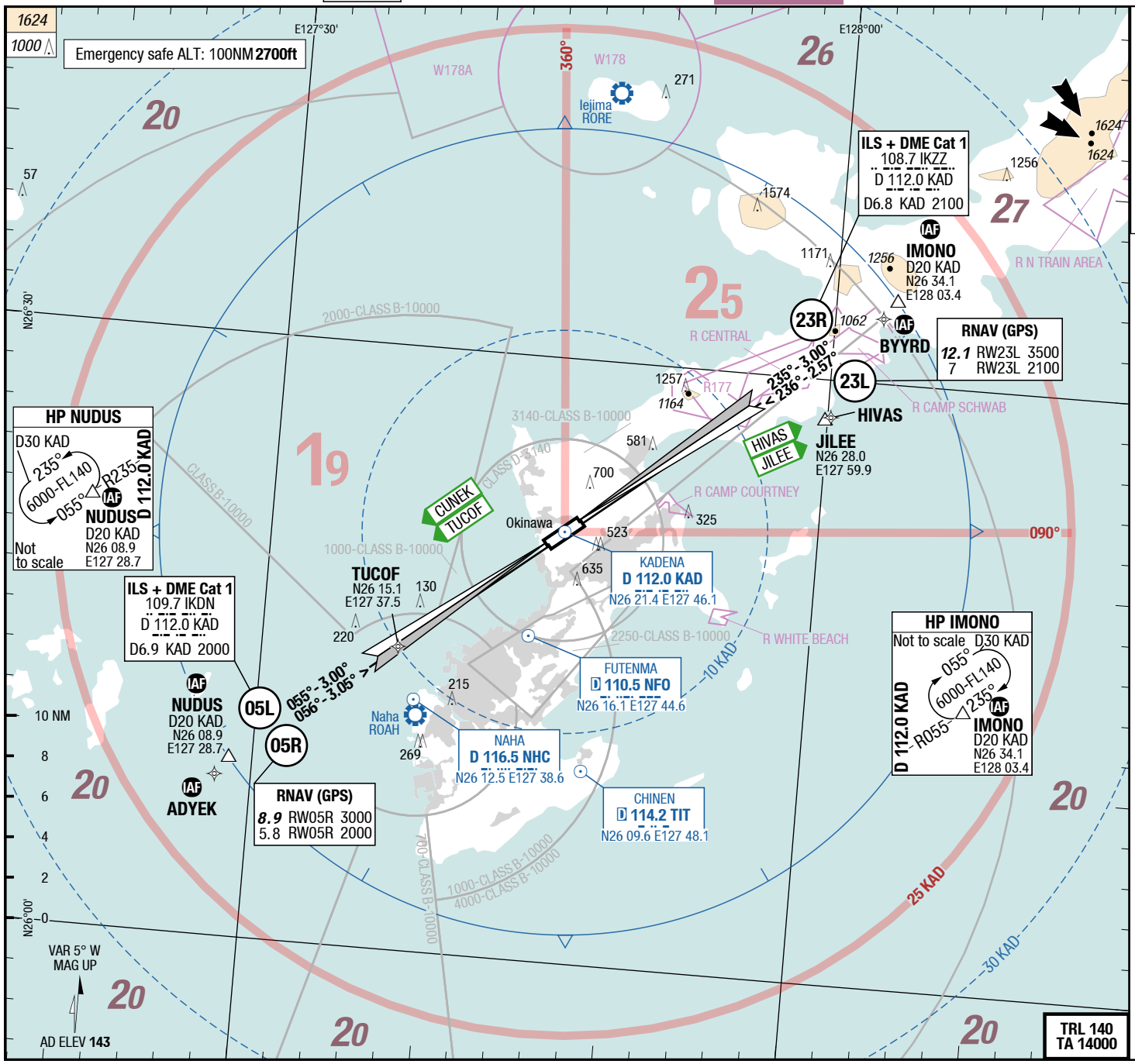
De-Icing

AVBL O/R.

Warnings

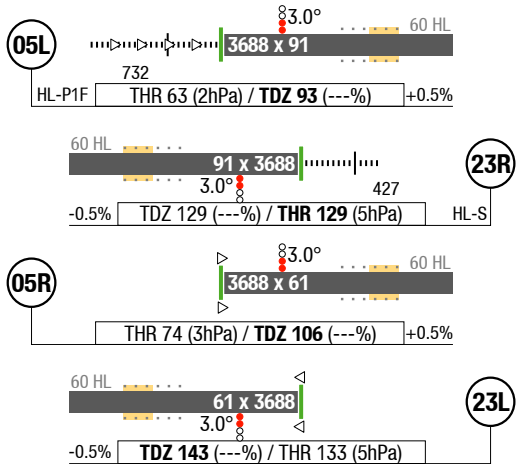
No visual reference AVBL on night TKOF beyond end of RWY 23L/R.

DNA-RODN

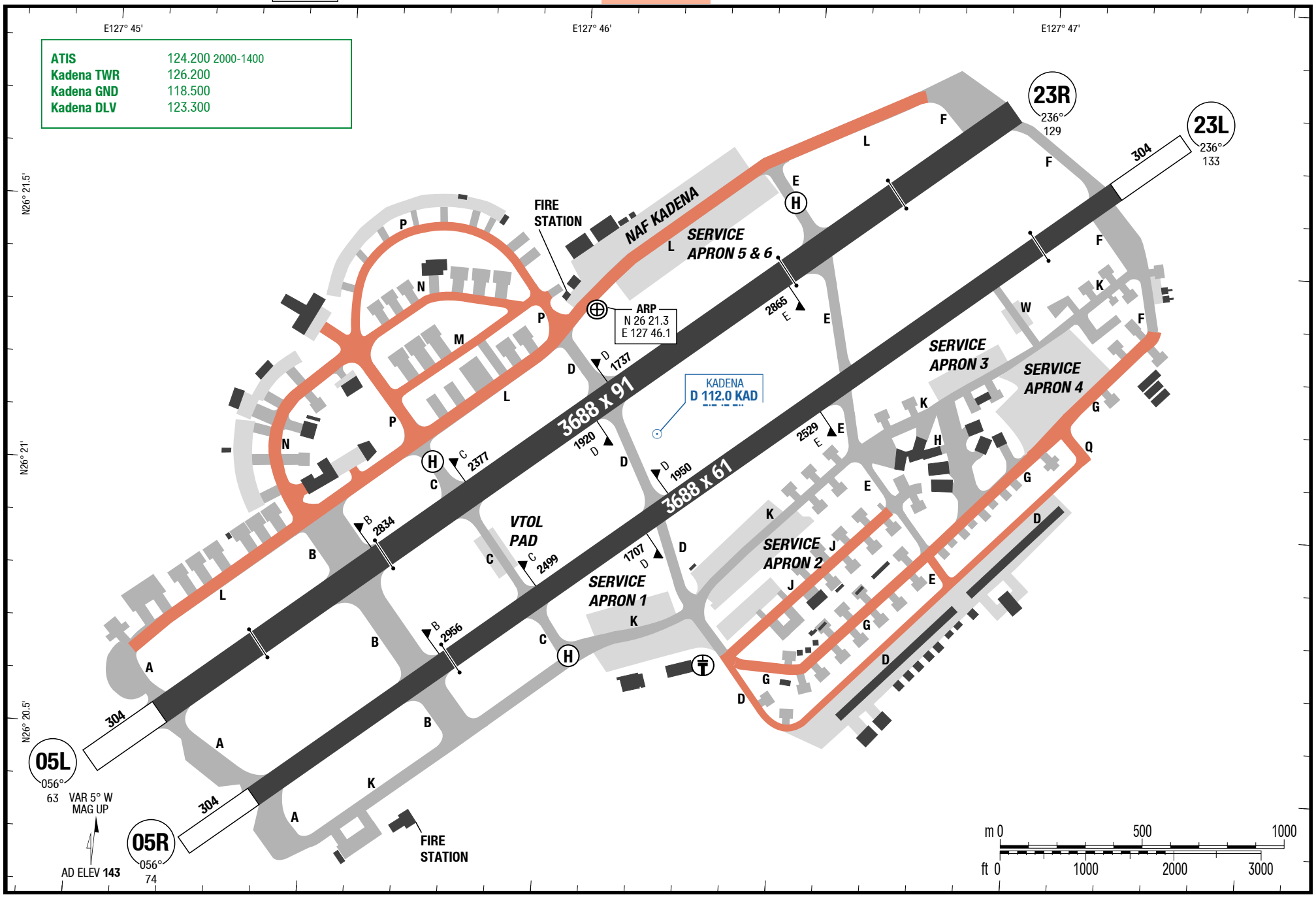


ATIS	124.200	2000-1400
Naha APP/DEP	119.100	NW
	126.500	SE
Kadena GCA	134.100	MON-FRI 2300-1300
	132.800	MON-FRI 2300-1300
	121.100	MON-FRI 2300-1300
PAR	135.900	
Kadena TWR	126.200	
Kadena GND	118.500	
Kadena DLV	123.300	

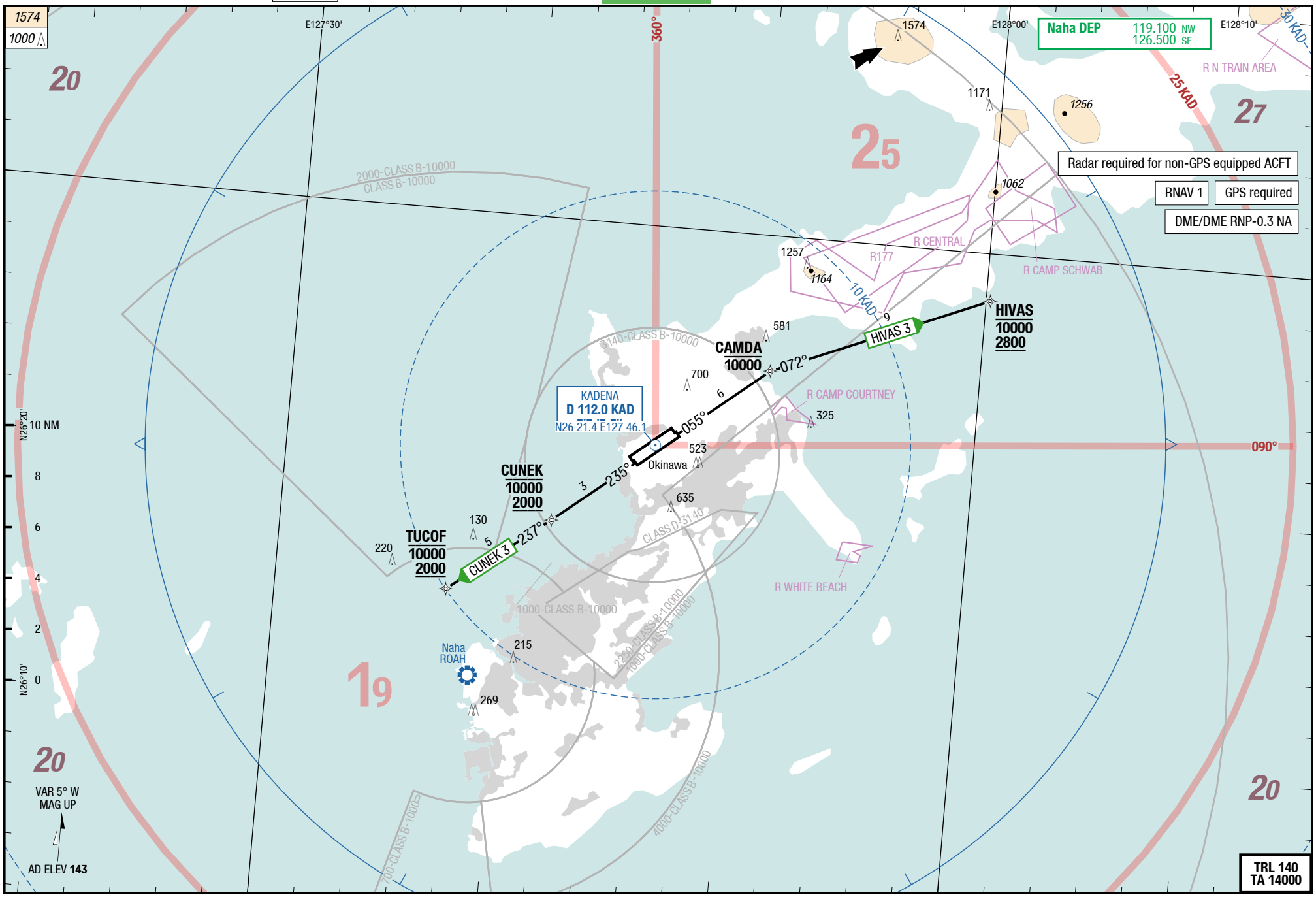
Landing RWY system:



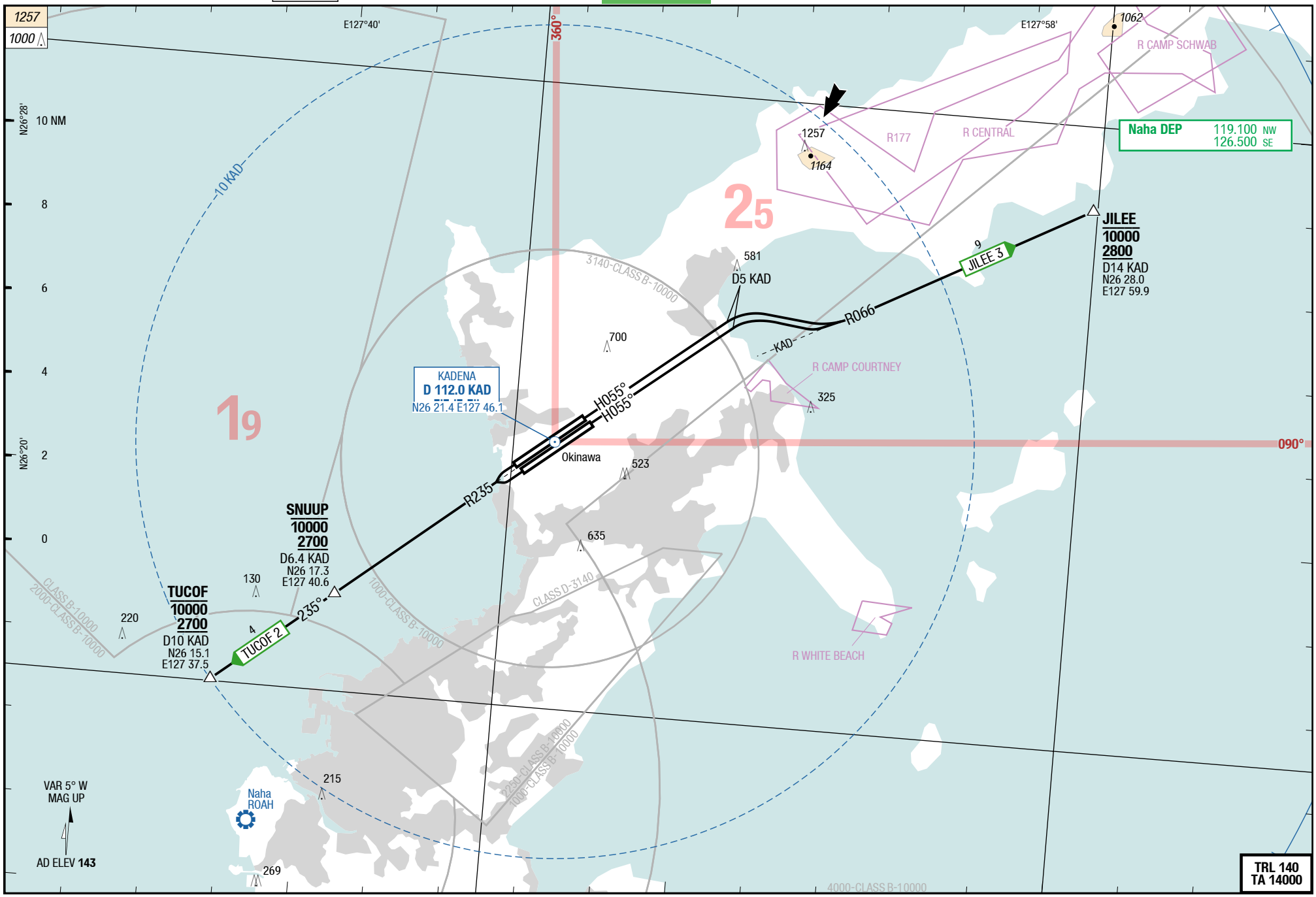
Changes: ASP, MGA, APL, OBST, APCH boxes



Changes: Nil



Changes: Track, ASP, OBST, PROC renumbered, Editorial



Changes: ASP, OBST

CUNEK 3 / HIVAS 3

RWYs 05R (056°) / 23L (236°)

	GS	120	150	180	210	240	270
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
HIVAS 3 **119.100** (NW) **126.500** (SE)	DCT CAMDA - HIVAS	CAMDA MAX **10000** HIVAS between **2800** and **10000**
	Runway 23L	
CUNEK 3 7.9% to 2000 **119.100** (NW) **126.500** (SE)	DCT CUNEK - TUCOF	CUNEK between **2000** and **10000** TUCOF between **2000** and **10000**

JILEE 3 / TUCOF 2

RWYs 05L/R (056°) / 23L/R (236°)

	GS	120	150	180	210	240	270
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

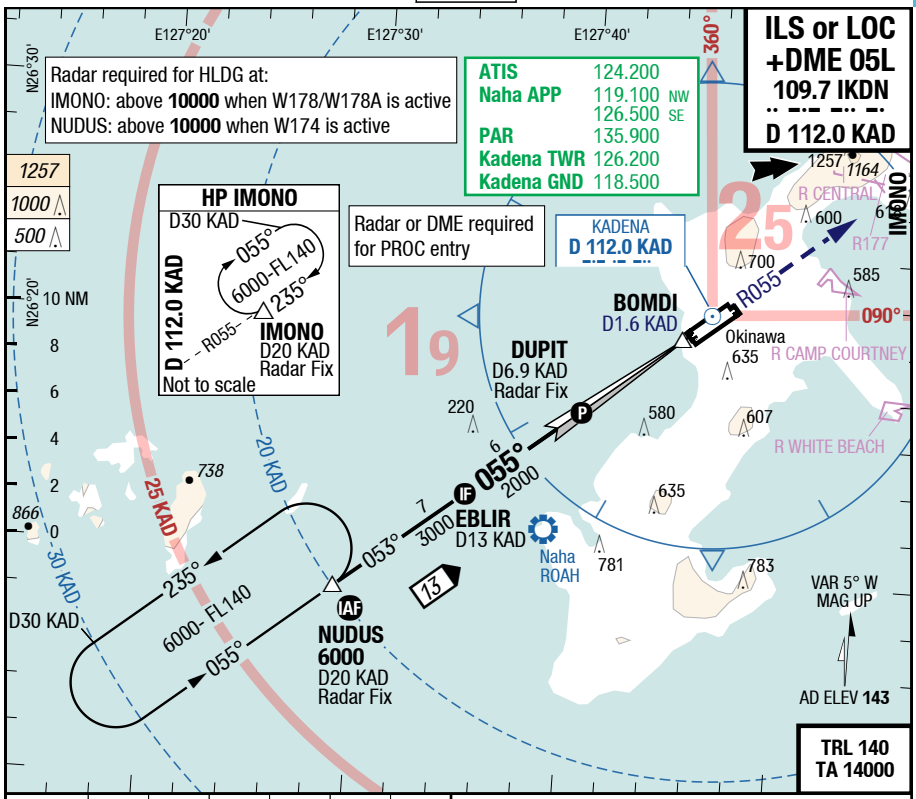
DESIGNATOR	ROUTING	ALTITUDES
	Runway 05L/05R	
JILEE 3 **119.100** (NW) **126.500** (SE)	HDG 055° - at D5 **KAD RT** intercept R066 **KAD** to JILEE	JILEE between **2800** and **10000**
	Runway 23L/23R	
TUCOF 2 8.2% to **2700** **119.100** (NW) **126.500** (SE)	intercept R235 **KAD** to SNUUP - TUCOF	SNUUP between **2700** and **10000** TUCOF between **2700** and **10000**

22-FEB-2018

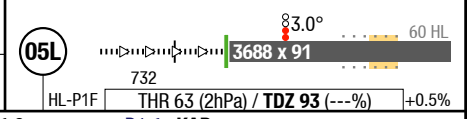
DNA-RODN

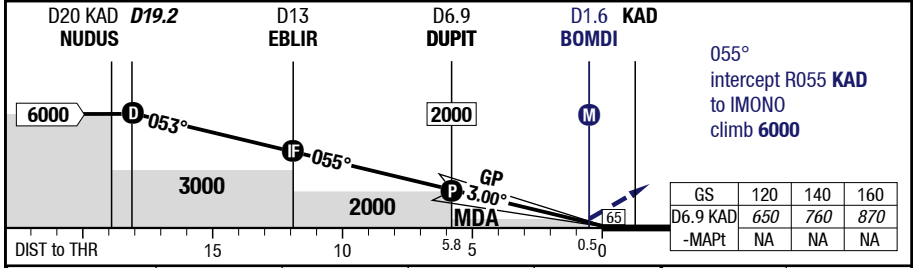
7-10

ILS or LOC + DME 05L



LOC 3.00° D KAD 055° RWY 056°	19.2	15	12	9	6	3
	6000	*4650*	*3670*	*2690*	*1710*	*740*





GS	120	140	160
D6.9 KAD -MAPt	*650* NA	*760* NA	*870* NA

05L		Cat 1 GA 4.6% 1) 2) 3)	LOC DME KAD GA 4.6% 2) 3)	SRA		Circling 4) New TERPS	Circling 4) 5) TERPS
C	ft - ft/SM ft	200 - 2400R/0.5V **300**	310 - 2400R/0.5V **400**	430 - 4300R/0.75V **520**		820 - 2.5V **960**	820 - 2.5V **960**
D	ft - ft/SM ft	200 - 2400R/0.5V **300**	310 - 2400R/0.5V **400**	430 - 4300R/0.75V **520**		820 - 2.75V **960**	820 - 2.75V **960**

1) With EVS RVR 1800ft/ VIS 0.5SM
2) ATC Minimum Climb Rate
3) Up to 6000ft
4) SE of RWY 05L/23R only
5) SRA

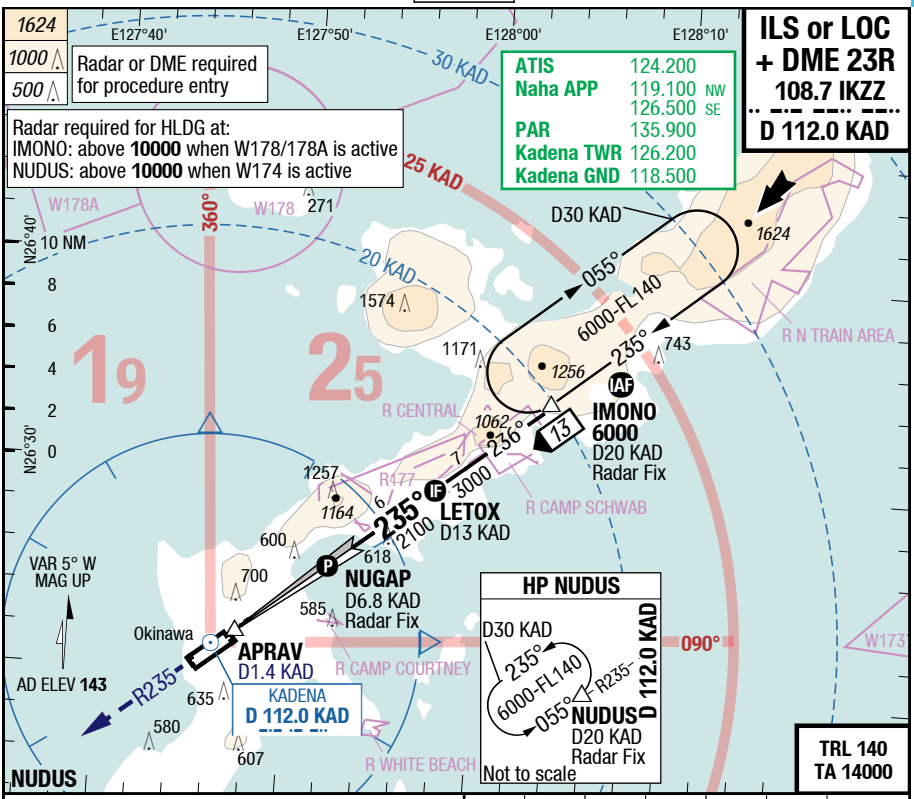
Changes: APL, OBST

22-FEB-2018

DNA-RODN

7-20

ILS or LOC + DME 23R



TERPS 23R		Cat 1 GA 4.6% 1) 2) 3)	LOC DME KAD GA 4.6% 2) 3)	LOC DME KAD GA 4.6% APL U/S 2) 3)	SRA	Circling 4) New TERPS	Circling 4) 5) TERPS
C	ft - ft/SM ft	200 - 4000R/0.75V **330**	580 - 1.38V **700**	580 - 1.75V **700**	600 - 1.38V **720**	820 - 2.5V **960**	820 - 2.5V **960**
D	ft - ft/SM ft	200 - 4000R/0.75V **330**	580 - 1.38V **700**	580 - 1.75V **700**	600 - 1.38V **720**	820 - 2.75V **960**	820 - 2.75V **960**

1) With EVS RVR 2600ft/ VIS 0.5SM
2) ATC Minimum Climb Rate
3) Up to 6000ft
4) SE of RWY 05L/23R only
5) SRA

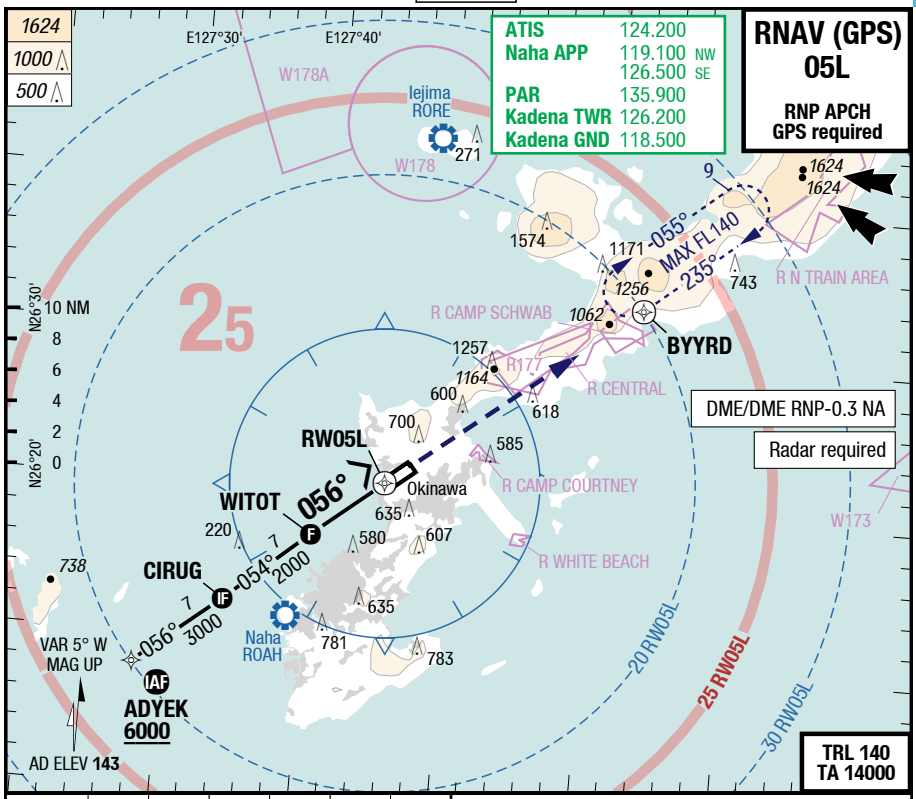
Changes: APL, OBST

22-FEB-2018

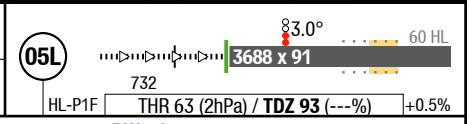
DNA-RODN

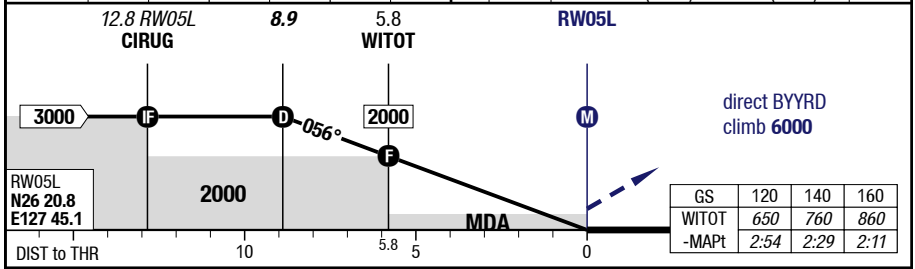
7-30

RNAV (GPS) 05L



3.05° RW05L	8.9	8	6	4	3	2
	3000	2720	2070	1420	1100	770





GS	120	140	160
WITOT	*650*	*760*	*860*
-MAPt	*2:54*	*2:29*	*2:11*

TERPS 05L		RNAV GPS LNAV					Circling 1) New TERPS
C	ft - ft/SM ft	450 - 4500R/0.88V **540**					820 - 2.5V **960**
D	ft - ft/SM ft	450 - 4500R/0.88V **540**					820 - 2.75V **960**

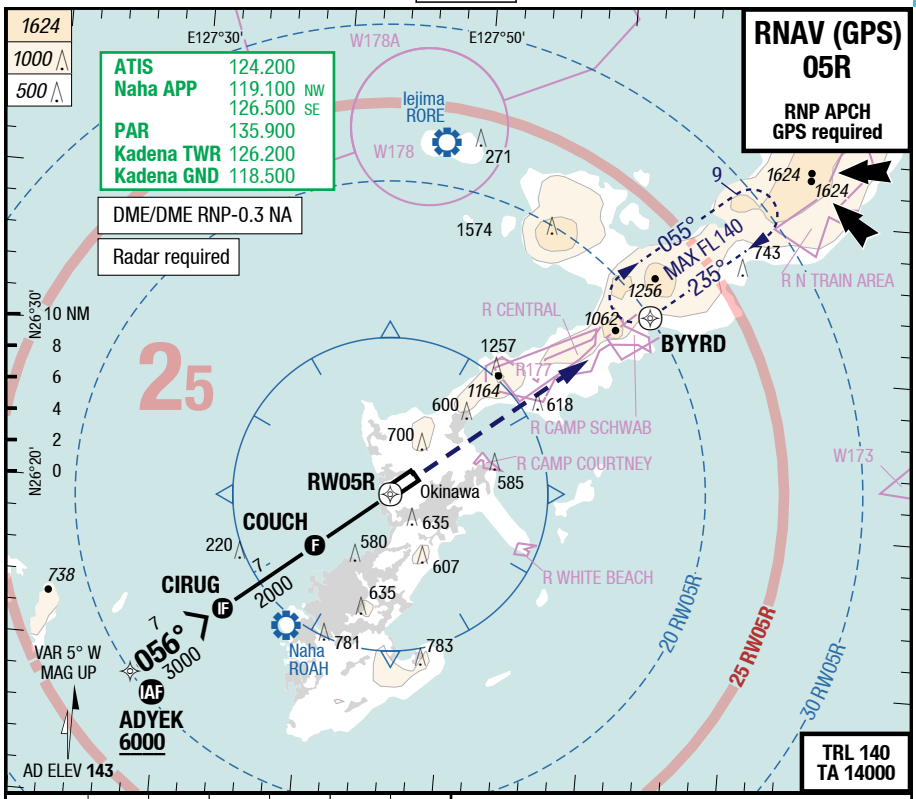
1) SE of RWY 05L/23R only

22-FEB-2018

DNA-RODN

7-40

RNAV (GPS) 05R



3.05° RW05R	8.9	6	5	4	3	2
	3000	2070	1750	1420	1100	770

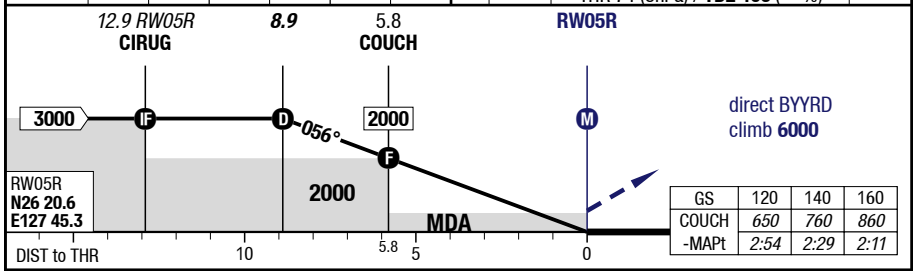
05R

3.0°

60 HL

3688 x 61

THR 74 (3hPa) / **TDZ 106** (---%) +0.5%



GS	120	140	160
COUCH	*650*	*760*	*860*
-MAPt	*2:54*	*2:29*	*2:11*

05R		RNAV GPS LNAV					Circling 1) New TERPS
C	ft - ft/SM ft	500 - 1.38V **600**					820 - 2.5V **960**
D	ft - ft/SM ft	500 - 1.38V **600**					820 - 2.75V **960**

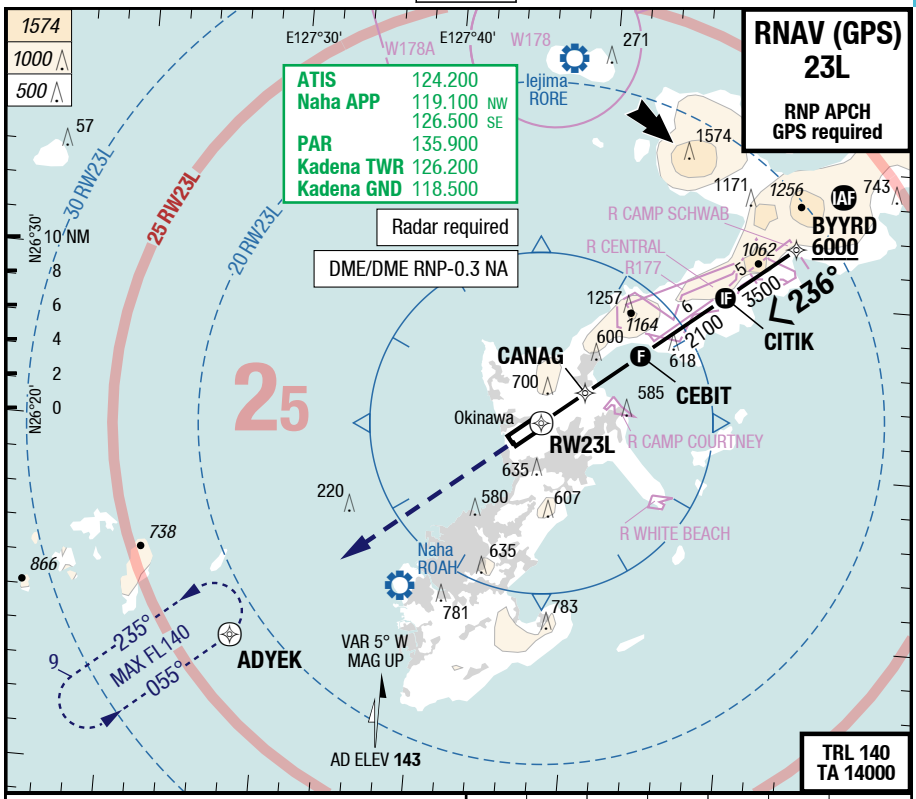
1) SE of RWY 05L/23R only

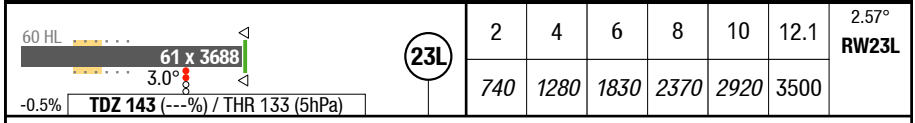
22-FEB-2018

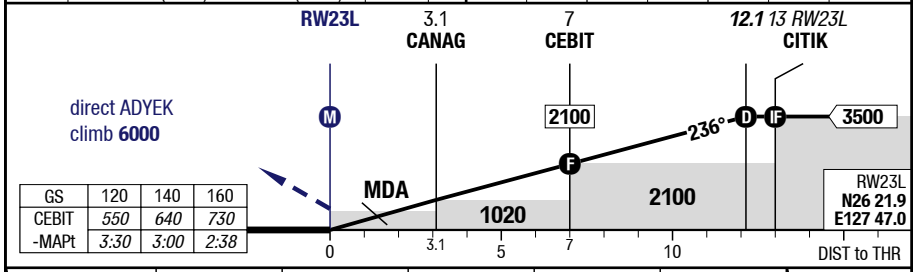
DNA-RODN

7-50

RNAV (GPS) 23L







23L		RNAV GPS LNAV					Circling 1) New TERPS
C	ft - ft/SM ft	560 - 1.75V **700**					820 - 2.5V **960**
D	ft - ft/SM ft	560 - 1.75V **700**					820 - 2.75V **960**

1) SE of RWY 05L/23R only

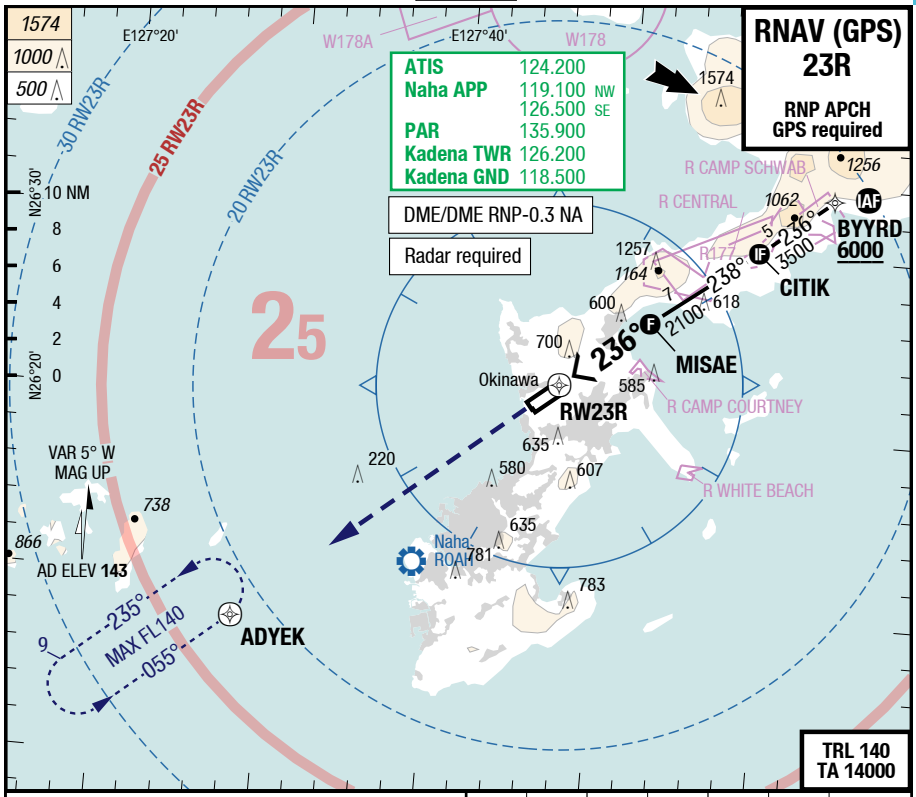
Changes: APL, OBST, AMDT No, Editorial

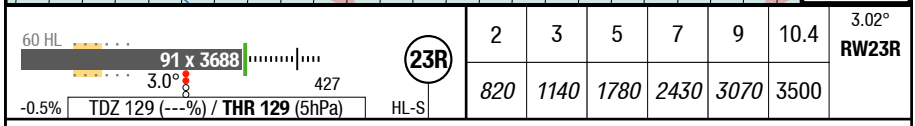
22-FEB-2018

DNA-RODN

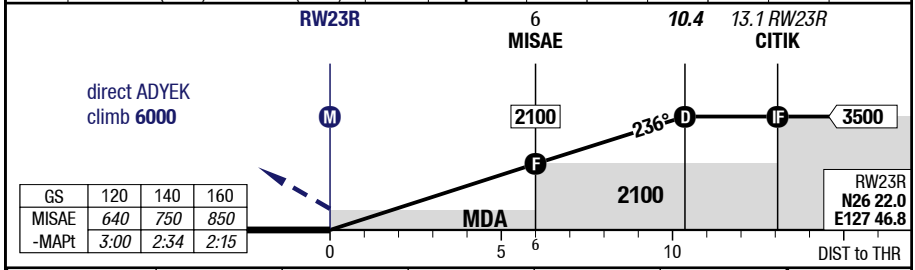
7-60

RNAV (GPS) 23R





2	3	5	7	9	10.4	3.02° RW23R
820	1140	1780	2430	3070	3500	

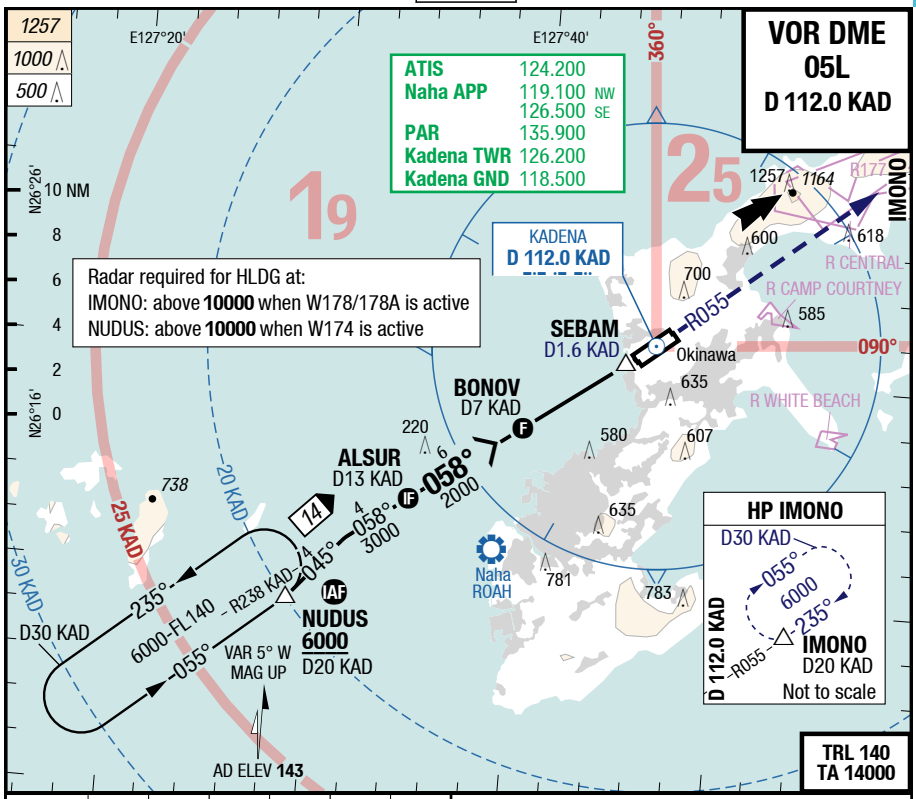


GS	120	140	160
MISAE	640	750	850
-MAPt	3:00	2:34	2:15

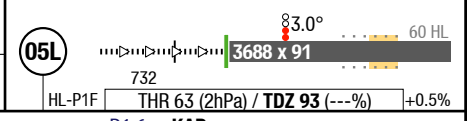
TERPS 23R		RNAV GPS LNAV	RNAV GPS LNAV APL U/S				Circling 1) New TERPS
C	ft - ft/SM ft	600 - 1.38V **720**	600 - 1.75V **720**				820 - 2.5V **960**
D	ft - ft/SM ft	600 - 1.38V **720**	600 - 1.75V **720**				820 - 2.75V **960**

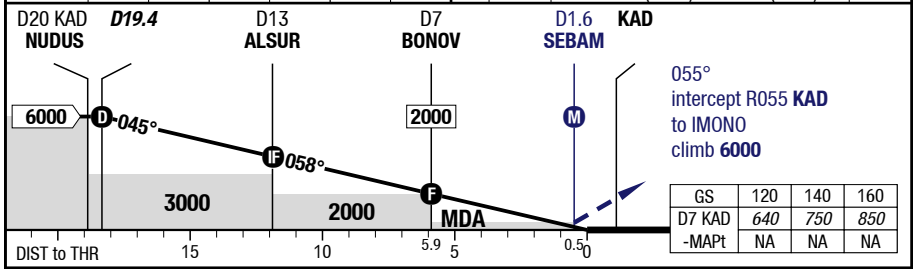
1) SE of RWY 05L/23R only

Changes: New



3.02° D KAD 058° RWY 056°	19.4	15	12	9	6	3
	6000	*4580*	*3620*	*2660*	*1700*	*730*





GS	120	140	160
D7 KAD -MAPt	*640* NA	*750* NA	*850* NA

TERPS 05L		VOR DME GA 4.3% 1) 2)					Circling 3) New TERPS
C	ft - ft/SM ft	430 - 4300R/0.75V **520**					820 - 2.5V **960**
D	ft - ft/SM ft	430 - 4300R/0.75V **520**					820 - 2.75V **960**

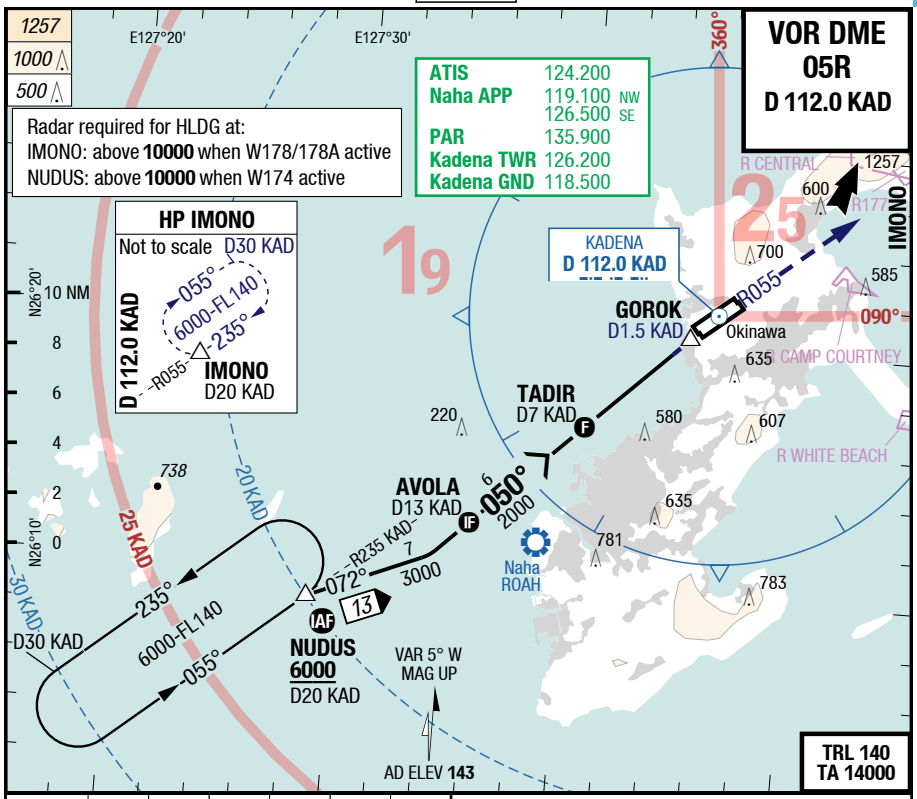
1) ATC Minimum Climb Rate
2) Up to 6000ft
3) SE of RWY 05L/23R only

Changes: APL, OBST

22-FEB-2018

DNA-RODN

VOR DME 05R



2.97° D KAD 050° RWY 056°	19.7	15	12	9	6	3
	6000	*4550*	*3580*	*2640*	*1690*	*740*

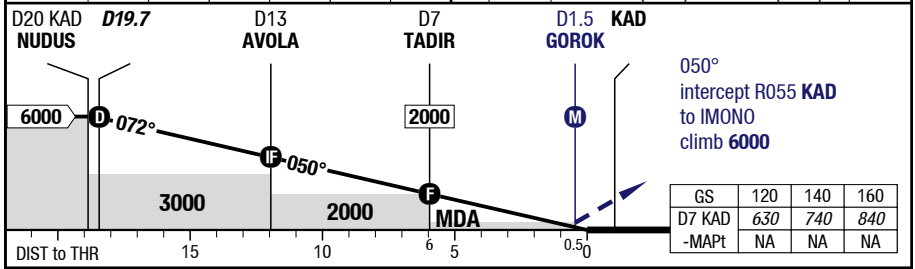
05R

3.0°

60 HL

3688 x 61

THR 74 (3hPa) / **TDZ 106** (---%) +0.5%



GS	120	140	160
D7 KAD -MAPt	*630* NA	*740* NA	*840* NA

05R		VOR DME GA 4.3% 1) 2)	SRA			Circling 3) New TERPS	Circling 3) 4) TERPS
C	ft - ft/SM ft	440 - 1.25V **540**	440 - 1.25V **540**			820 - 2.5V **960**	820 - 2.5V **960**
D	ft - ft/SM ft	440 - 1.25V **540**	440 - 1.25V **540**			820 - 2.75V **960**	820 - 2.75V **960**

1) ATC Minimum Climb Rate
2) Up to 6000ft
3) SE of RWY 05L/23R only
4) SRA

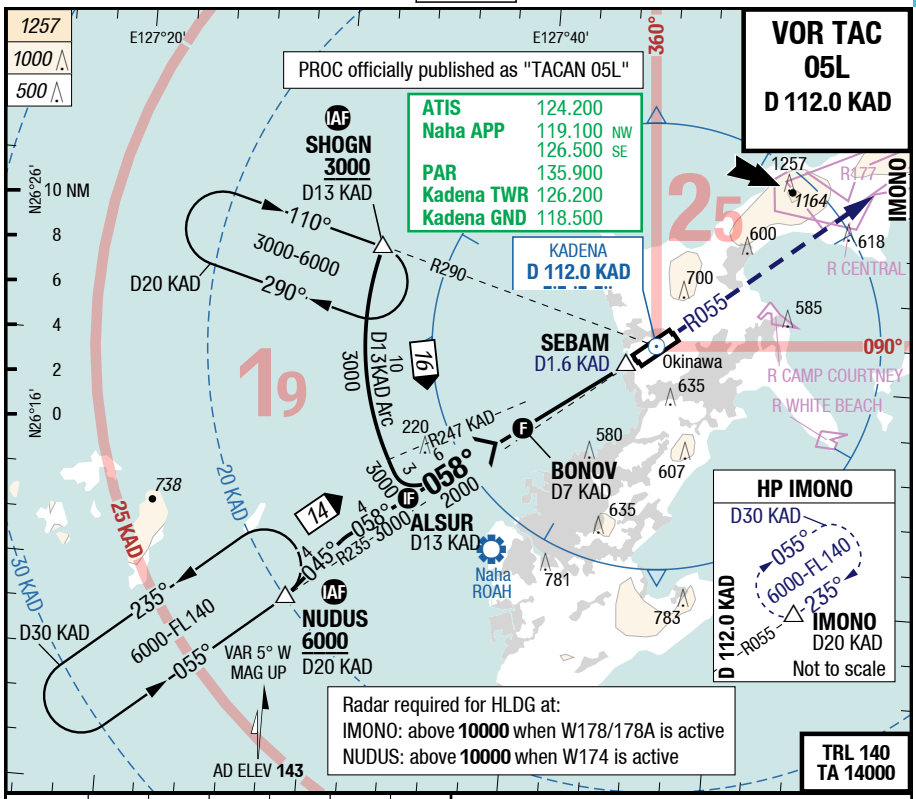
Changes: APL, OBST

22-FEB-2018

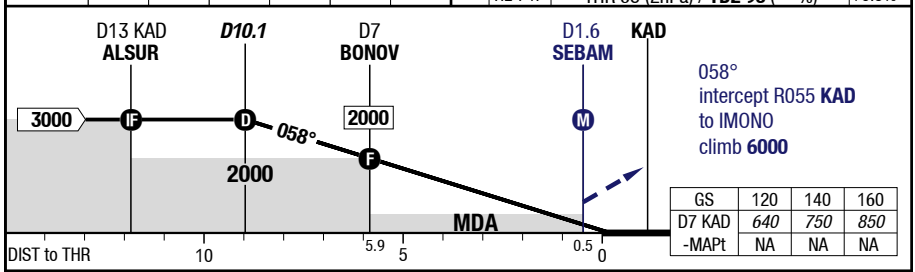
DNA-RODN

7-90

VOR TAC 05L



3.00° D KAD 058° RWY 056°	10.1	8	6	5	4	3
	3000	2330	1690	1370	1050	730



GS	120	140	160
D7 KAD	*640*	*750*	*850*
-MAPt	NA	NA	NA

05L		VOR TAC GA 4.3% 1) 2)					Circling 3)
C	ft - ft/SM ft	430 - 4300R/0.75V **520**					820 - 2.5V **960**
D	ft - ft/SM ft	430 - 4300R/0.75V **520**					820 - 2.75V **960**

1) ATC Minimum Climb Rate
2) Up to 6000ft
3) SE of RWY 05L/23R only

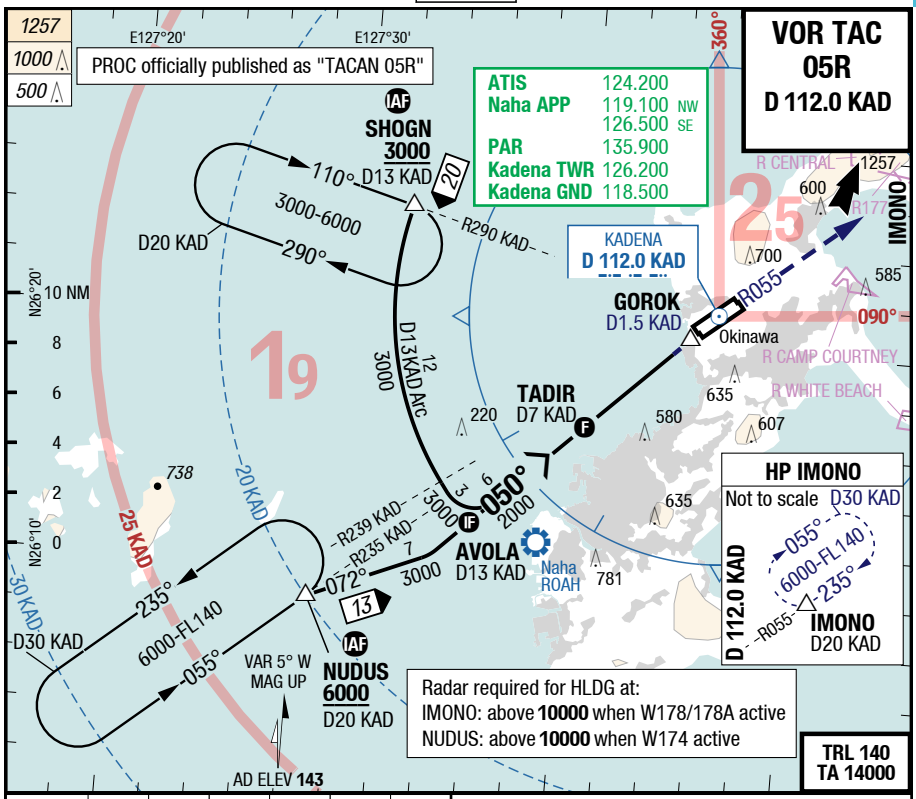
Changes: APL, OBST

22-FEB-2018

DNA-RODN

7-100

VOR TAC 05R



2.95° D KAD 050° RWY 056°	10.2	8	6	5	4	3
	3000	2320	1690	1380	1070	750

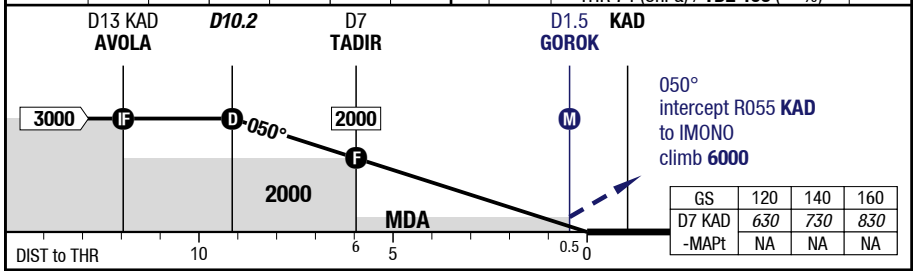
05R

3.0°

60 HL

3688 x 61

THR 74 (3hPa) / **TDZ 106** (---%) +0.5%



GS	120	140	160
D7 KAD -MAPt	*630* NA	*730* NA	*830* NA

TERPS 05R		VOR TAC GA 4.3% 1) 2)	SRA			New Circling 3) TERPS	Circling 3) 4) TERPS
C	ft - ft/SM ft	440 - 1.25V **540**	440 - 1.25V **540**			820 - 2.5V **960**	820 - 2.5V **960**
D	ft - ft/SM ft	440 - 1.25V **540**	440 - 1.25V **540**			820 - 2.75V **960**	820 - 2.75V **960**

1) ATC Minimum Climb Rate
2) Up to 6000ft
3) SE of RWY 05L/23R only
4) SRA

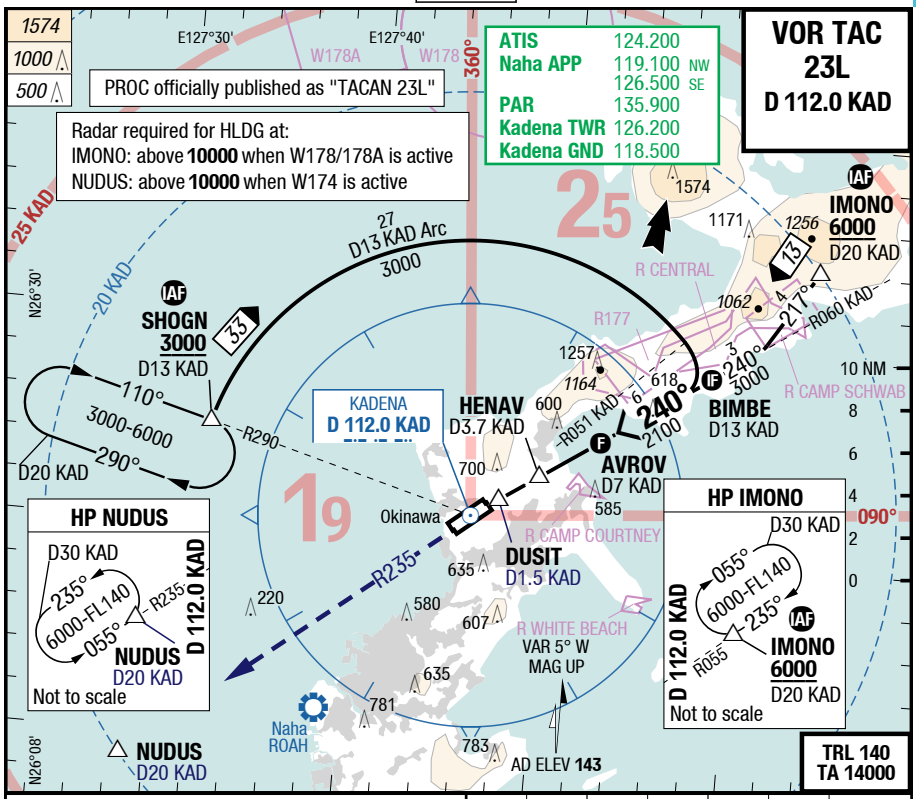
Changes: APL, OBST

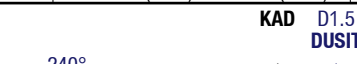
22-FEB-2018

DNA-RODN

7-110

VOR TAC 23L





23L

3	4	5	6	8	9.8
830	1150	1470	1790	2420	3000

2.99°
D KAD
240°
RWY 236°

GS	120	140	160
D7 KAD	630	740	850
-MAPt	NA	NA	NA

TERPS 23L		VOR TAC GA 4.2% 1) 2)	SRA			New TERPS Circling 3)	Circling 3) 4) TERPS
C	ft - ft/SM ft	560 - 1.75V **700**	580 - 1.75V **720**			820 - 2.5V **960**	820 - 2.5V **960**
D	ft - ft/SM ft	560 - 1.75V **700**	580 - 1.75V **720**			820 - 2.75V **960**	820 - 2.75V **960**

1) ATC Minimum Climb Rate
2) Up to 6000ft
3) SE of RWY 05L/23R only
4) SRA

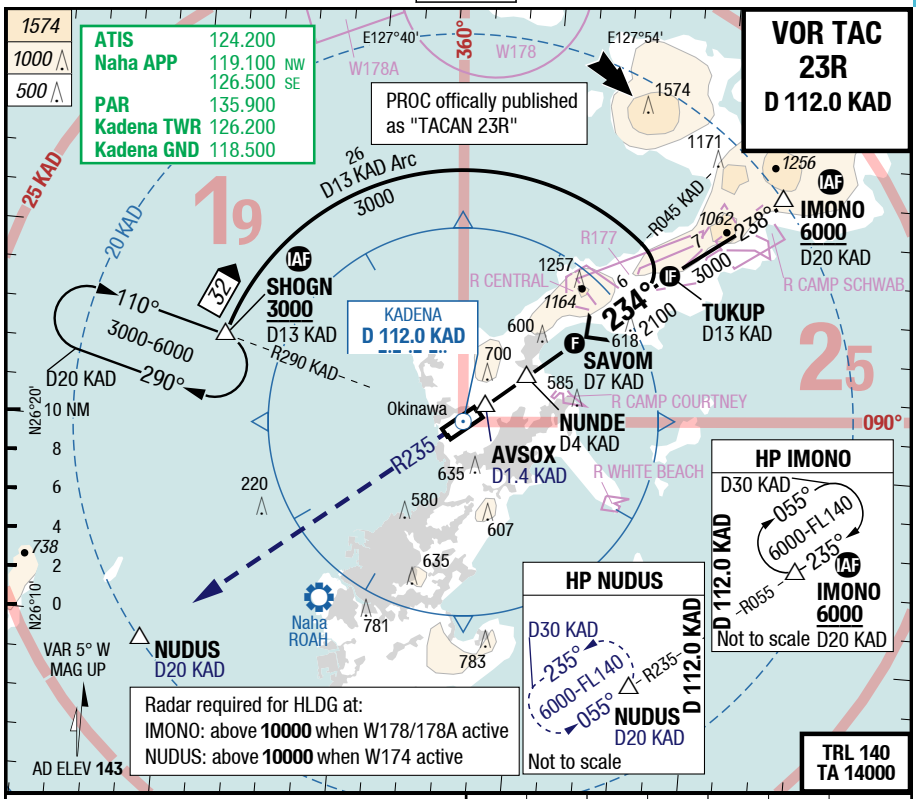
Changes: APL, OBST

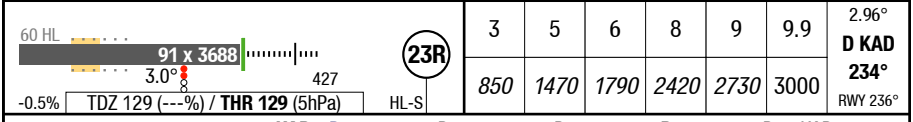
22-FEB-2018

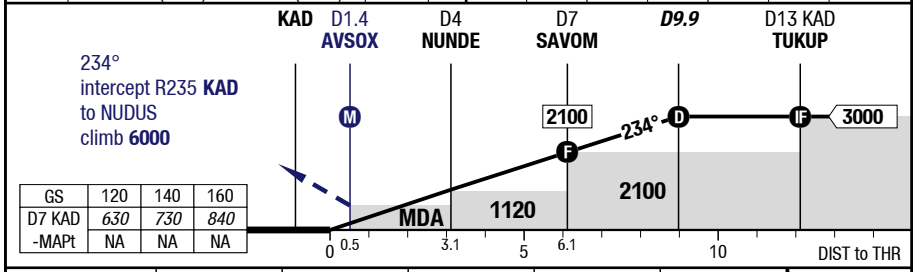
DNA-RODN

7-120

VOR TAC 23R







23R		VOR TAC GA 4.2% 1) 2)	VOR TAC GA 4.2% APL U/S 1) 2)				Circling 3) New TERPS
C	ft - ft/SM ft	640 - 1.5V **760**	640 - 1.75V **760**				820 - 2.5V **960**
D	ft - ft/SM ft	640 - 1.5V **760**	640 - 1.75V **760**				820 - 2.75V **960**

1) ATC Minimum Climb Rate
2) Up to 6000ft
3) SE of RWY 05L/23R only

Changes: APL, OBST

22-FEB-2018

DNA-RODN

7-130

WxMinima Overflow

TERPS 23R		SRA APL U/S					
C	ft - ft/SM ft	600 - 1.75V **720**					
D	ft - ft/SM ft	600 - 1.75V **720**					