

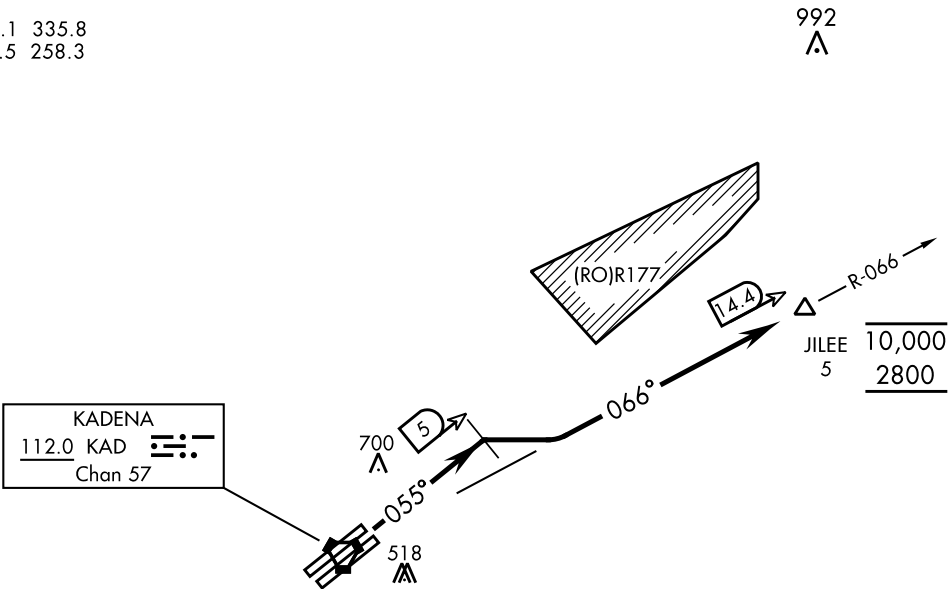


STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

JILEE THREE DEPARTURE

ATIS ★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
KADENA TOWER  
134.1 315.8  
NAHA DEP CON  
NORTHWEST 119.1 335.8  
SOUTHEAST 126.5 258.3



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 05L/05R: Climb heading 055° to KAD VORTAC 5 DME then turn right to intercept the KAD R-066 outbound to JILEE. Cross JILEE at or above 2800 not to exceed 10,000 or altitude specified by ATC.

CHANGE : Update

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

ATIS ★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
KADENA TOWER  
134.1 315.8  
NAHA DEP CON  
NORTHWEST 119.1 335.8  
SOUTHEAST 126.5 258.3

TUCOF TWO DEPARTURE

Rwy	Knots	60	120	180	240	300	360
23L	V/V(fpm)	500	990	1480	1970	2460	2950
23R	V/V(fpm)	500	1000	1500	2000	2500	3000

ATC Climb Rate to 2700 at 6.4 DME



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF Rwy 23L/23R: Climb on KAD R-235 to 10,000, cross SNUUP at or above 2700 and TUCOF at or below 10,000 or altitude specified by ATC.

CHANGE : Update

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART -INSTRUMENT



CHANGE : Update

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

CUNЕК THREE DEPARTURE (RNAV 1)

ATIS ★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
KADENA TOWER  
134.1 315.8  
NAHA DEP CON  
NORTHWEST 119.1 335.8  
SOUTHEAST 126.5 258.3

Rwy	Knots	60	120	180	240	300	360
23L	V/V(fpm)	546	1092	1638	2184	2730	3276

ATC Climb Rate to 2200



RNAV 1

**GPS REQUIRED**

DME/DME RNP - 0.3 NA

**RADAR REQUIRED**

for Non-GPS Equipped Aircraft

TA 14,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23L: Climb direct CUNЕК. Cross CUNЕК at or above 2200, not to exceed 10,000, then track 236° to TUСOF, cross TUСOF at or above 2200 not to exceed 10,000, or altitude assigned by ATC.

CHANGE : Update

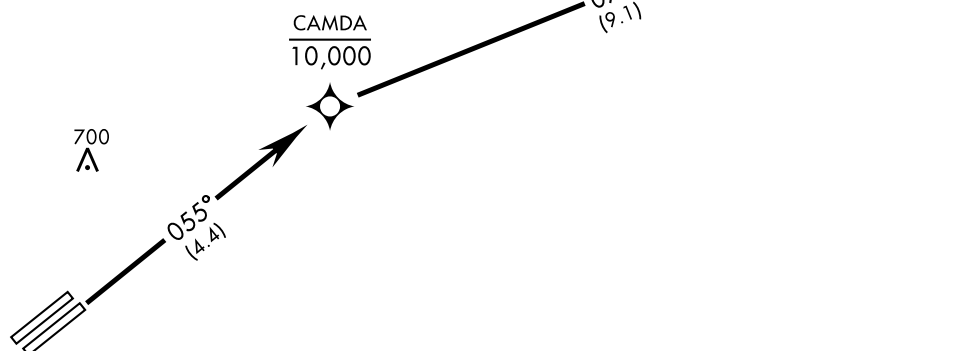
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## RODN / KADENA

ATIS ★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
KADENA TOWER  
134.1 315.8  
NAHA DEP CON  
NORTHWEST 119.1 335.8  
SOUTHEAST 126.5 258.3

RNAV 1

Rwy 05R: 300 - 2½

$$\begin{array}{r} \text{HIVAS} \\ 5 \\ \hline 10,000 \\ 2800 \end{array}$$


## RADAR REQUIRED

(for Non-GPS Equipped Aircraft)

TA 14,000

**T**

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 05R:** Climb direct CAMDA, then track 072° to HIVAS. Cross HIVAS at or above 2800 not to exceed 10,000, or altitude assigned by ATC.

**Civil Aviation Bureau, Japan (EFF:23 APR 2020)**

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## RODN / KADENA

**LOC I-KDN**  
**109.7**

**APCH CRS**  
**055°**

Rwy Idg **12,101**  
TDZE **93**  
Arpt Elev **143**

**ILS or LOC RWY05L**

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**\* When ALS inop, increase RVR to 40 vis to ¾ mile.**  
**\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 45, vis to ⅞ mile.**  
**\*\*\* Circling NW of Rwy 05L-23R not authorized.**

**ALS-F1**

† MISSED APPROACH: Climb to 6000 on KAD VORTAC  
R-055 to IMONO and hold.

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<b>ATIS ★</b> <b>124.2 280.5</b>	<b>NAHA APP CON</b> <b>119.1 335.8</b> <b>126.5 258.3</b>	<b>NORTHWEST</b> <b>SOUTHEAST</b>	<b>KADENA TOWER</b> <b>134.1 315.8</b>	<b>GND CON</b> <b>118.5 275.8</b>	<b>CLNC DEL</b> <b>123.3 235.0</b>	<b>ASR</b>
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**CAUTION:** Wheel crossing height at threshold will be greater than 50ft for General Aviation, Small commuters, Corporate Turbojets, T-37, T-38, C-12, C-20, C-21, T-1, Fighter Jets, UC-35, T-3, and T-6.

**LOCALIZER 109.7**  
I-KDN

**KADENA**  
112.0 KAD  
Chan 57

**JACKS**  
KAD 20  
6000

**JIMMY**  
KAD 8

**DUPIT**  
KAD 7

**EBLIR**  
KAD 13

**Max holding alt FL140**  
**Min holding alt 6000**

**RAIDAR required for holding at JACKS above 10,000 when W174 is active.**

**RAIDAR required for holding at IMONO above 10,000 when W178/178A is active.**

† **CAUTION: Missed Approach**  
Minimum Climb Rate to 6000

Knots	60	120	180	240	300	360
V/V(fpm)	280	560	840	1120	1400	1680

ATC Minimum Climb Rate

**MSA KAD 2.5 NM**  
1800  
2700  
1900

## RADAR or DME REQUIRED

**EMERGENCY SAFE ALT 100 NM 2700**

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<b>ELEV</b> 143	<b>TDZE</b> 93
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**VGSI and ILS glidepath not coincident (VGSI Angle 2.80/TCH 56)**

**TLv FL140 TA 14,000**

**GS 3.00° TCH 65**

**EBLIR 13**, **JIMMY 8**, **DUPIT 7**, **BOMDI 1.6**, **IMONO KAD 20**

**VORTAC**

**5.4 NM**, **.5**

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CATEGORY	A	B	C	D	E
<b>S-ILS 05L*</b>	293/24		200	(200-½)	
<b>S-LOC 05L**</b>	400/24		307	(300-½)	

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**\*\*\* CIRCLING**

<b>780-1</b> 637 (700-1)	<b>880-1</b> 737 (800-1)	<b>960-2½</b> 817 (900-2½)	<b>960-2¾</b> 817 (900-2¾)	<b>1160-3</b> 1017 (1100-3)
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**FAF to MAP 5.4 NM**

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

**HIRL all Rwy REIL Rwy 05R-23L**

**NOTE: REPRINTING DOD FLIP**



## INSTRUMENT APPROACH CHART

RODN / KADENA



NOTE: REPRINTING DOD FLIP

## RODN / KADENA

VOR/DME RWY05R

† MISSED APPROACH: Climb to 6000 on KAD VORTAC R-055 to IMONO and hold. Continue climb in hold to 6000.

† CAUTION: Missed Approach  
Minimum Climb Rate to 6000

ATC Minimum Climb Rate

ELEV 143

TDZE 106

050° to VORTAC

HIRL all Rwy

RWY 05R-23L

Diagram details: The diagram shows a runway layout with two parallel runways, 05R and 23R, separated by taxiway 23L. Runway 05R is 12,101 x 300 feet, and Runway 23R is 12,101 x 200 feet. The runways are oriented 050° to VORTAC. The diagram includes markings for taxiway A1, taxiway 05L, and taxiway 23L. The diagram also shows the HIRL (High Intensity Runway Lighting) and RWY (Runway) markings. The diagram is labeled with 'ELEV 143' and 'TDZE 106'. The diagram is titled 'HIRL all Rwy' and 'RWY 05R-23L'.

**NOTE: REPRINTING DOD FLIP**



## INSTRUMENT APPROACH CHART

RODN / KADENA

APCH CRS	Rwy Idg	12,101
056°	TDZE	93
	Arpt Elev	143

RNAV(GPS) RWY05L

**T** \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,  
CAT CDE vis to 1 3/8 miles.  
\*\* Circling NW of Rwy 05L-23R not authorized

ALSF-1



MISSED APPROACH: Climbing right turn to 6000 direct BYYRD  
and hold. Continue climb-in-hold to 6000.

ATIS★ 124.2 280.5	NAHA APP CON/DEP CON 119.1 335.8 NORTHWEST 126.5 258.3 SOUTHEAST	TOWER 134.1 315.8	GND CON CTL 118.5 275.8	CLNC DEL 123.3 235.0	ASR
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DME/DME RNP - 0.3 NA

RNP APCH

RADAR required for holding  
at ADYEK above 10,000  
when W174 is active.

RADAR required for holding  
at BYYRD above 10,000  
when W178/178A is active.

**GPS REQUIRED**  
**RADAR REQUIRED**

EMERG SAFE ALT 100 NM 2700



CHANGE : Update

NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

RODN / KADENA

APCH CRS <b>055°</b>	Rwy Idg <b>12,101</b>
	TDZE <b>106</b>
	Arpt Elev <b>143</b>

RNAV(GPS) RWY05R

\* Circling not authorized NW of Rwy 05L-23R.

MISSED APPROACH: Climb to 6000 direct BYYRD and hold. Continue climb in hold to 6000.

ATIS★ <b>124.2 280.5</b>	NAHA APP CON/DEP CON <b>119.1 335.8</b> NORTHWEST <b>126.5 258.3</b> SOUTHEAST	TOWER <b>134.1 315.8</b>	GND CON CTL <b>118.5 275.8</b>	CLNC DEL <b>123.3 235.0</b>	ASR
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DME/DME RNP - 0.3 NA

RNP APCH

RADAR required for holding  
at ADYEK above 10,000  
when W174 is active.RADAR required for holding  
at BYYRD above 10,000  
when W178/178A is active.**GPS REQUIRED  
RADAR REQUIRED**

EMERG SAFE ALT 100 NM 2700



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RODN / KADENA



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

RODN / KADENA

APCH CRS 235°	Rwy Idg 12,101
	TDZE 129
	Arpt Elev 143

RNAV(GPS) RWY23R

▼ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/4 miles.  
 \*\* Circling NA NW of Rwy 05L-23R.

SALS  
A2

MISSED APPROACH: Climbing left turn  
to 6000 direct ADYEK and hold.  
Continue climb-in-hold to 6000.

ATIS★ 124.2 280.5	NAHA APP CON/DEP CON 119.1 335.8 NORTHWEST 126.5 258.3 SOUTHEAST	TOWER 134.1 315.8	GND CON CTL 118.5 275.8	CLNC DEL 123.3 235.0	ASR
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DME/DME RNP - 0.3 NA

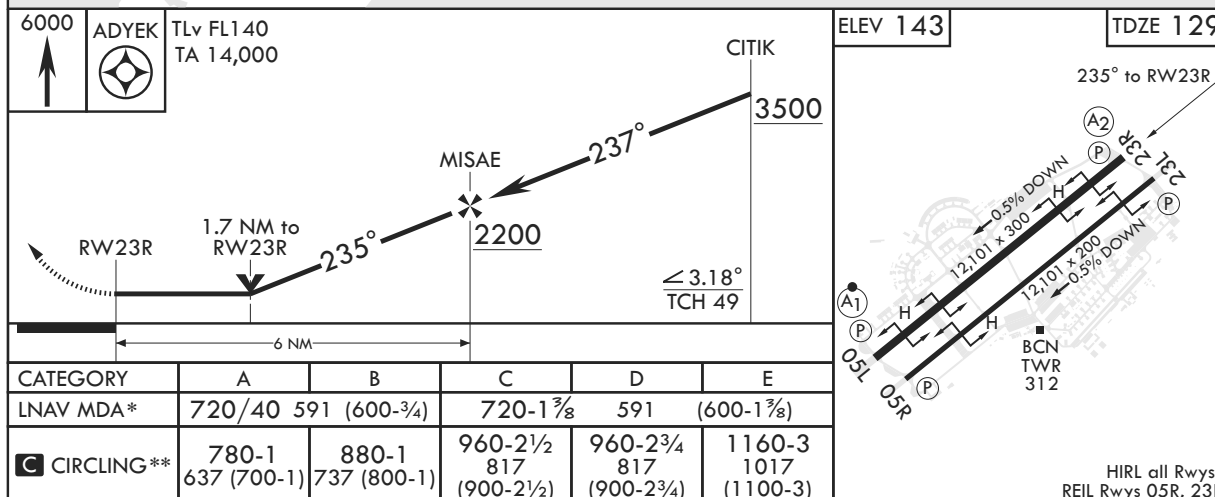
RNP APCH

RADAR required for holding  
at ADYEK above 10,000  
when W174 is active.

RADAR required for holding  
at BYYRD above 10,000  
when W178/178A is active.

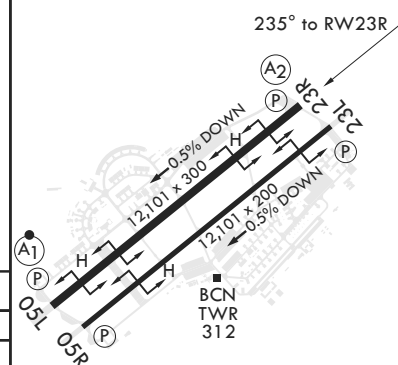
GPS REQUIRED  
RADAR REQUIRED

EMERG SAFE ALT 100 NM 2700



ELEV 143

TDZE 129



HIRL all Rws  
REIL Rws 05R, 23L

CHANGE : Update

NOTE: REPRINTING DOD FLIP