



STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

ATIS ★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
TOWER  
134.1 315.8  
NAHA DEP CON  
119.1 335.8 (NW)  
126.5 258.3 (SE)

JILEE THREE DEPARTURE

Rwy	Knots	60	120	180	240	300	360
05L	V/V(fpm)	221	442	663	884	1105	1326

Minimum Climb Rate to 2800



TLv FL140  
TA 14,000



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

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119.1 335.8 (NW)  
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TUCOF TWO DEPARTURE

Rwy	Knots	60	120	180	240	300	360
23L	V/V(fpm)	491	982	1473	1964	2455	2946
23R	V/V(fpm)	499	998	1497	1996	2495	2994

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

RODN / KADENA

EKOLU ONE DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

CUNЕК THREE DEPARTURE(RNAV1)

ATIS ★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
TOWER  
134.1 315.8  
NAHA DEP CON  
119.1 335.8 (NW)  
126.5 258.3 (SE)

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

ATC Climb Rate to 2200

The diagram illustrates the CUNЕК THREE DEPARTURE (RNAV1) route. It begins at runway 23L, where a climb is initiated. The route crosses the CUNЕК fix at an altitude of 10,000 feet and a minimum climb rate of 2200 fpm. From CUNЕК, the aircraft tracks 236° (with a 5-degree tolerance) to the TUCOF fix. At TUCOF, the altitude is again 10,000 feet with a minimum climb rate of 2200 fpm. A 757 aircraft is depicted following this path. The route is labeled as RNAV 1.

GPS REQUIRED

DME/DME RNP - 0.3 NA

RADAR REQUIRED

for Non-GPS Equipped Aircraft

TLv FL140

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 TUCOF, cross TUCOF at or above 2200 not to exceed 10,000, or altitude assigned by ATC.

CHANGE:Update

NOTE: REPRINTING DOD FLIP

## RODN / KADENA

ATIS ★ 124.2 280.5  
 CLNC DEL  
 123.3 235.0  
 GND CON  
 118.5 275.8  
 TOWER  
 134.1 315.8  
 NAHA DEP CON  
 119.1 335.8 (NW)  
 126.5 258.3 (SE)

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

MINIMUMS:

700 Å

055° (4.4)

CAMDA

10,000

072° (9.1)

## RADAR REQUIRED

TLv FL140  
TA 14,000

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.

CHANGE: Update

Civil Aviation Bureau, Japan (EFF:4 NOV 2021)

4/11/21

**INTENTIONALLY LEFT BLANK**

## RODN / KADENA

**EMERGENCY SAFE ALT 100 NM 2700**

VGSI and ILS glidepath not coincident  
(VGSI Angle 2.80/TCH 56)

TLv FL140  
TA 14,000

6000  
KAD  
R-055

IMONO  
KAD  
20

GS 3.00°  
TCH 65

ELEV 143

TDZE 93

055° 5.9 NM  
from FAF

HIRL all runws  
REIL Rwy 05R and 23L

CATEGORY	A	B	C	D	E
S-ILS 05L *		293/24	200	(200-½)	
S-LOC 05L **		380/24	287	(300-½)	

\*\*\*  
CIRCLING

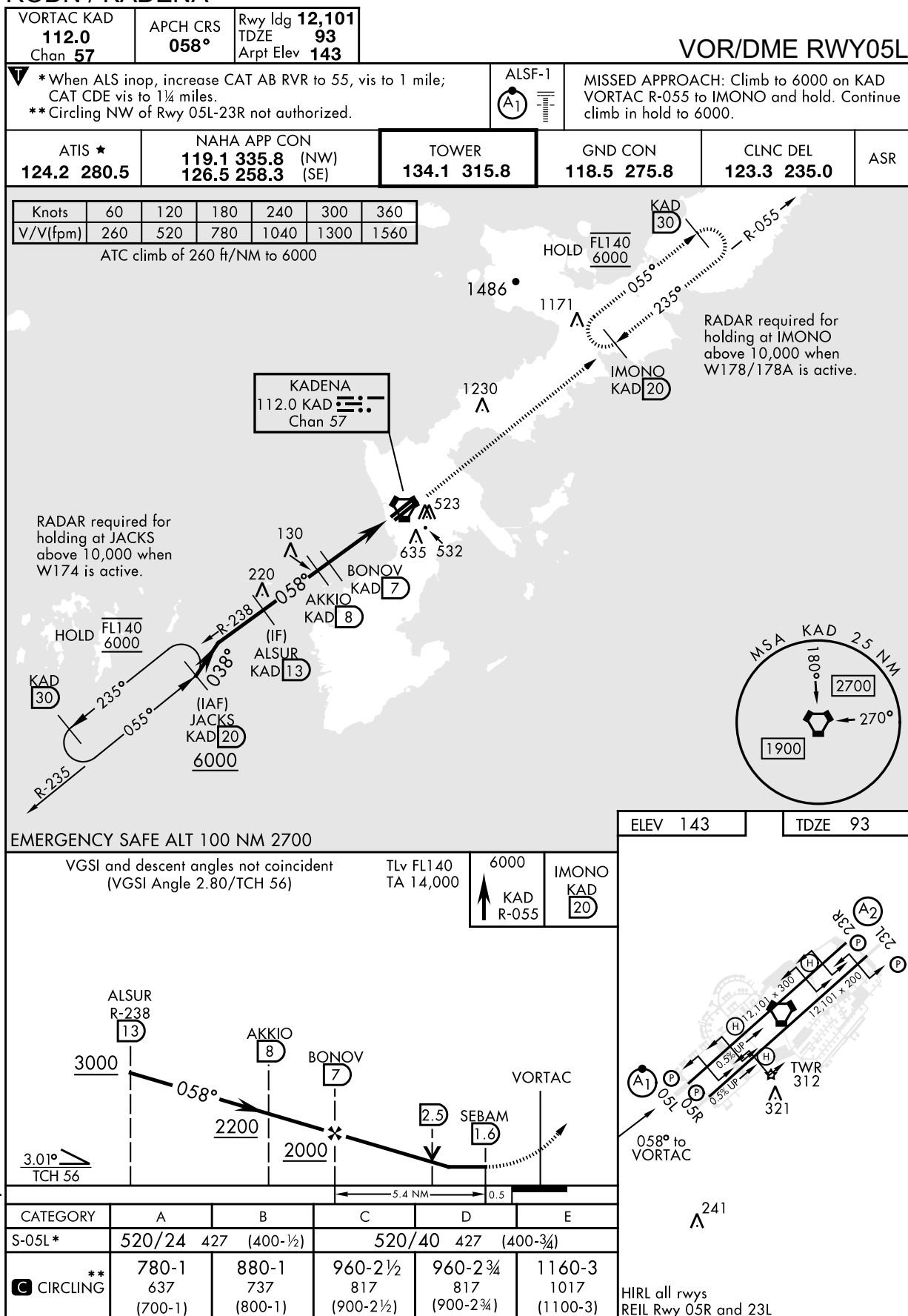
780-1 637 (700-1)	920-1 777 (800-1)	940-2¼ 797 (800-2 ¼)	940-2½ 797 (800-2½)	1160-3 1017 (1100-3)
Knots: 60	Knots: 90	Knots: 120	Knots: 150	Knots: 180
Min:Sec: 5:24	Min:Sec: 3:36	Min:Sec: 2:42	Min:Sec: 2:10	Min:Sec: 1:48

16/6/22



## INSTRUMENT APPROACH CHART

## RODN / KADENA



CHANGE: Update.

## RODN / KADENA

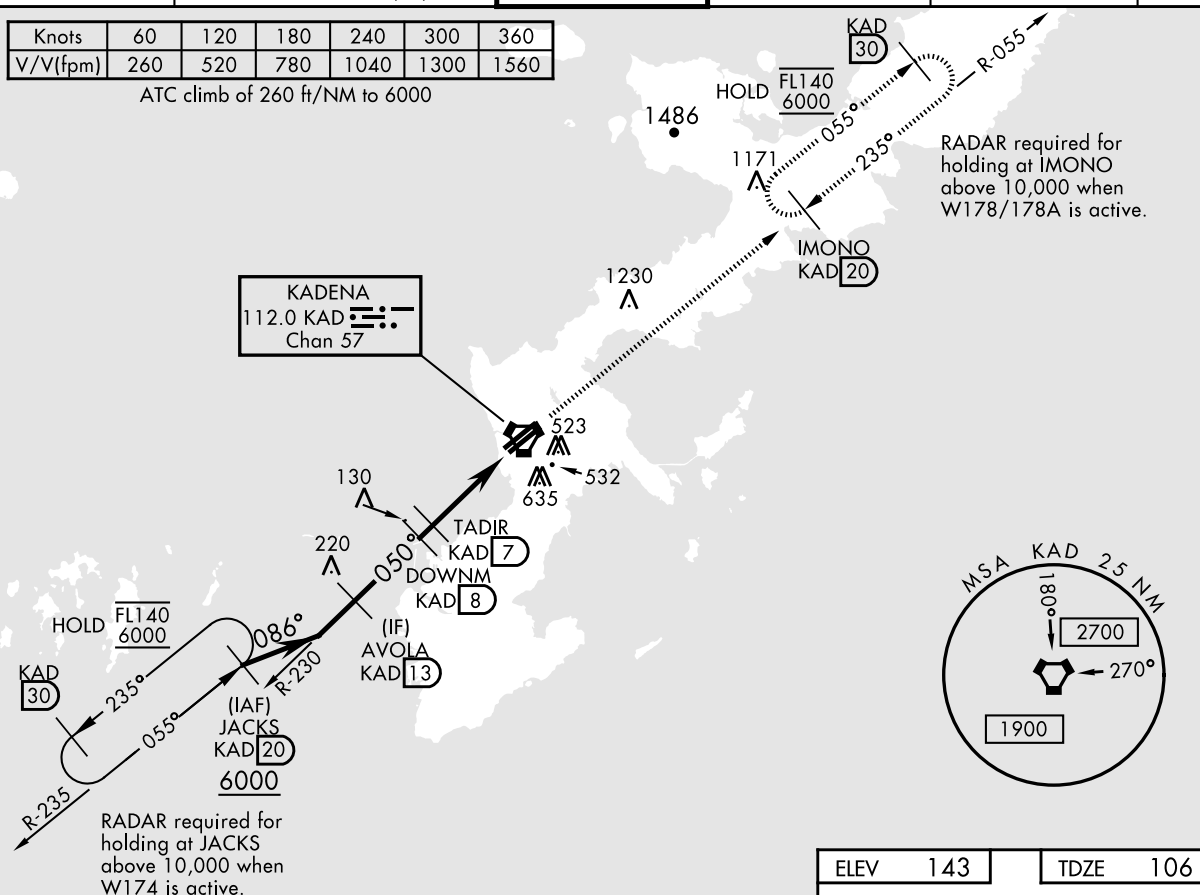
VOR/DME RWY05R

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

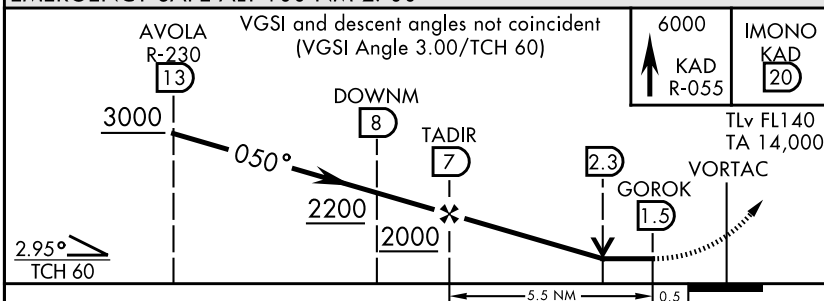
**MISSED APPROACH:** Climb to 6000 on KAD VORTAC R-055 to IMONO and hold. Continue climb in hold to 6000.


Knots	60	120	180	240	300	360
V/V(fpm)	260	520	780	1040	1300	1560

ATC climb of 260 ft/NM to 6000



EMERGENCY SAFE ALT 100 NM 2700



CATEGORY	A	B	C	D	E
S-05R	520/55 414 (400-1)		520/60 414 (400-1½)		
 CIRCLING *	780-1 637 (700-1)	880-1 737 (800-1)	960-2½ 817 (900-2½)	960-2¾ 817 (900-2¾)	1160-3 1017 (1100-3)

ELEV 143 TDZE 106

050° to VORTAC

241

05L 05R 23L 23R

12,101 × 300 12,101 × 200

0.5% UP 0.5% UP

321 312

TWR

2238 1621

241

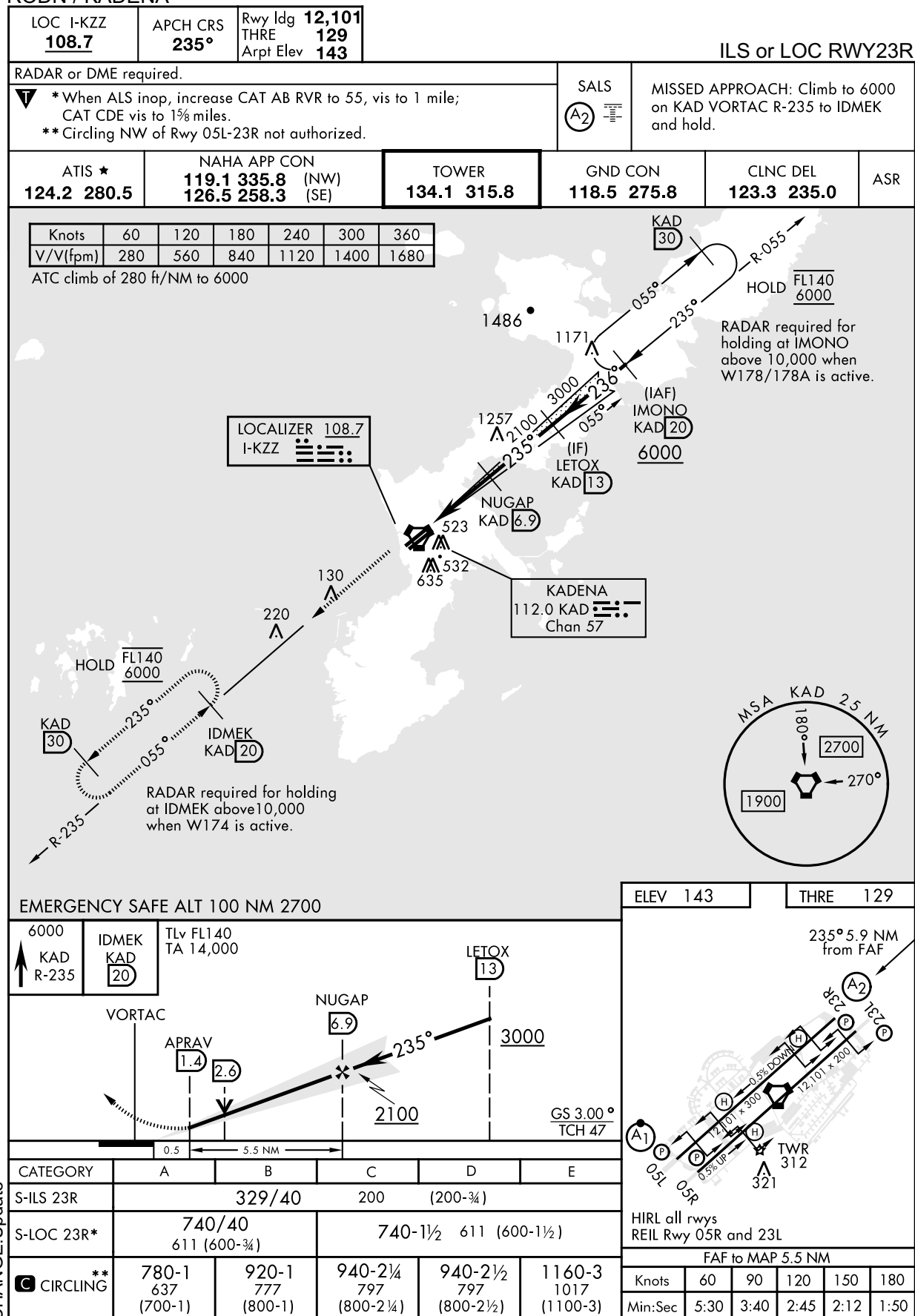
HIRL all runways  
REIL Rwy 05R and 23L

CHANGE:Update

**NOTE: REPRINTING DOD FLIP**

## INSTRUMENT APPROACH CHART

## RODN / KADENA



NOTE: REPRINTING DOD FLIP

## RODN / KADENA

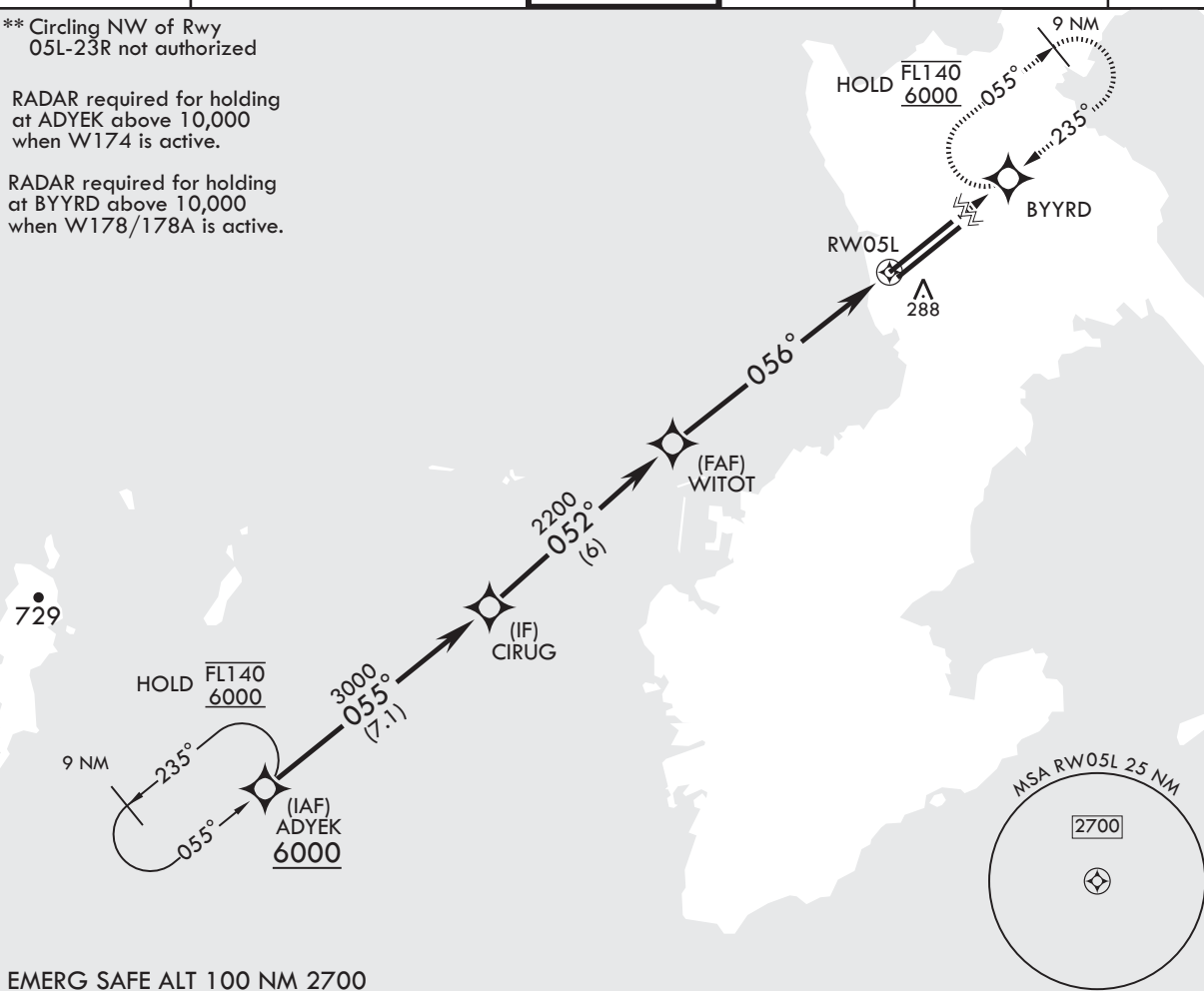
RNAV(GPS) RWY05L

ALSF-1

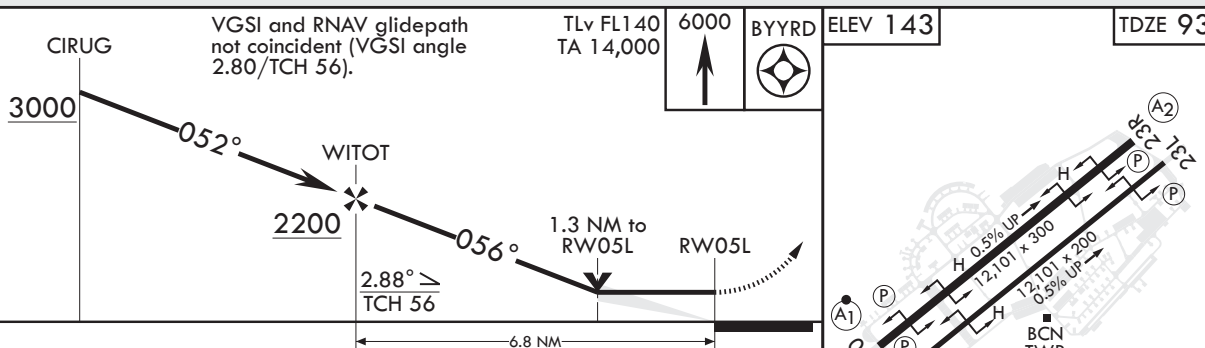
\*\* Circling NW of Rwy  
05L-23R not authorized


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.

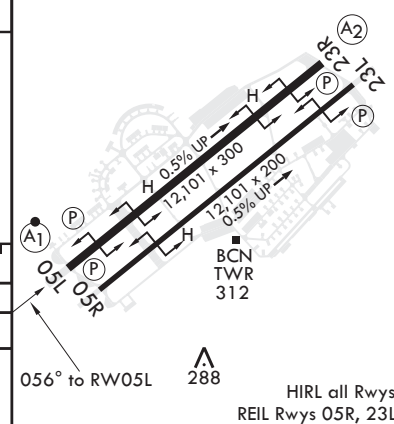


EMERG SAFE ALT 100 NM 2700



CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 407 (400-½)		500/40 407		(400-¾)
 CIRCLING**	780-1 637 (700-1)	920-1 777 (800-1)	940-2¼ 797 (800-2¼)	940-2½ 797 (800-2½)	1160-3 1017 (1100-3)

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

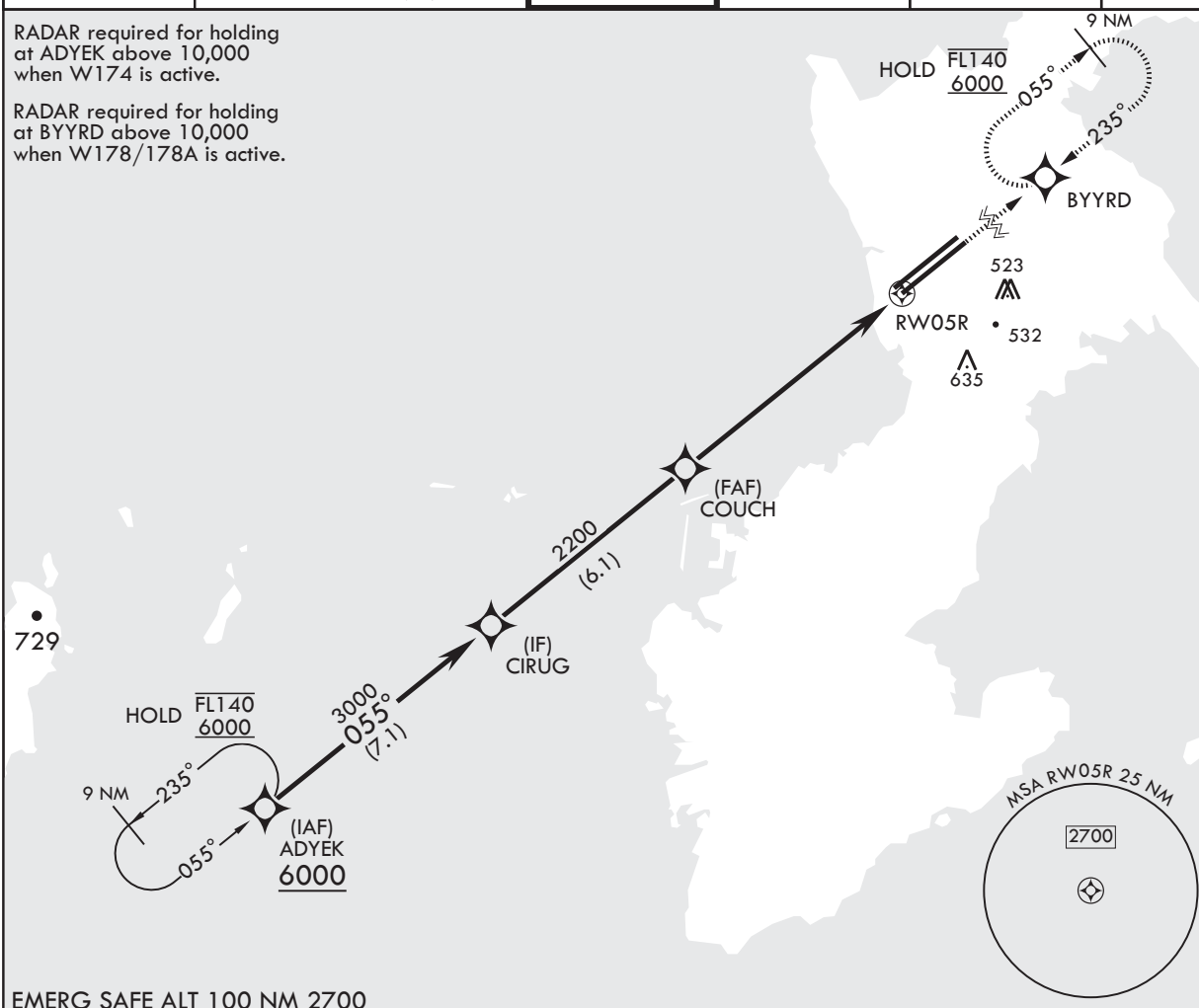
RNP APCH - GPS

RADAR required. DME/DME RNP - 0.3 NA.

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

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

ATIS★	NAHA APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR
<b>124.2 280.5</b>	<b>119.1 335.8 (NW)</b> <b>126.5 258.3 (SE)</b>	<b>134.1 315.8</b>	<b>118.5 275.8</b>	<b>123.3 235.0</b>	

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.

EMERG SAFE ALT 100 NM 2700



CHANGE: Update

## RODN / KADENA

RNAV(GPS) RWY23L

ATIS★ 124.2 280.5	NAHA APP CON/DEP CON 119.1 335.8 (NW) 126.5 258.3 (SE)	TOWER 134.1 315.8	GND CON 118.5 275.8	CLNC DEL 123.3 235.0	ASR
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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.

1405

HOLD FL140 6000

9 NM

055°

235°

3500

235° (5.2)

(IAF) BYYRD 6000

(IF) CITIK

2200 (6)

(FAF) CEBIT

598

CANAG

RW23L

532

HOLD FL140 6000

9 NM

235°

055°

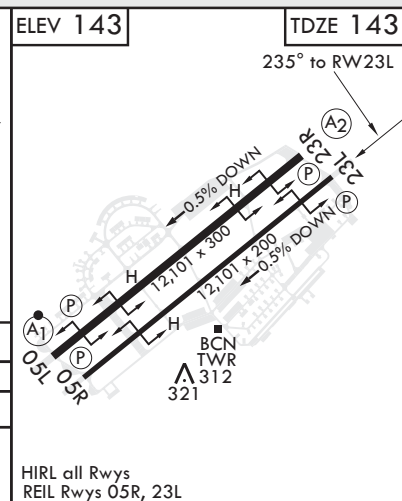
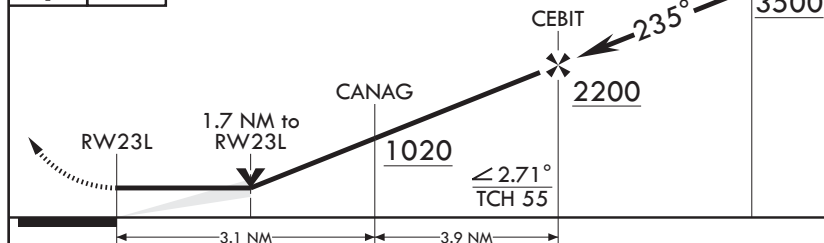
ADYEK

EMERG SAFE ALT 100 NM 2700

MSA RW23L 25 NM

2700

6000 ADYEK TLv FL140 VGSI and Descent CITIK ELEV 143 TDZE 143  
 TA 14,000 angles not coincident.  
 235° to RW23L



CATEGORY	A	B	C	D	E
LNAV MDA	740/55 597 (600-1)		740-1¾ 597 (600-1¾)		
<b>C</b> CIRCLING*	780-1 637 (700-1)	920-1 777 (800-1)	940-2¼ 797 (800-2¼)	940-2½ 797 (800-2½)	1160-3 1017 (1100-3)

CHANGE: Update

**NOTE: REPRINTING DOD FLIP**

## RODN / KADENA

APCH CRS <b>235°</b>	Rwy Idg TDZE Arprt Elev	<b>12,101</b> <b>129</b> <b>143</b>
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RNAV(GPS) RWY23R

RNP APCH - GPS
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RADAR required. DME/DME RNP - 0.3 NA.

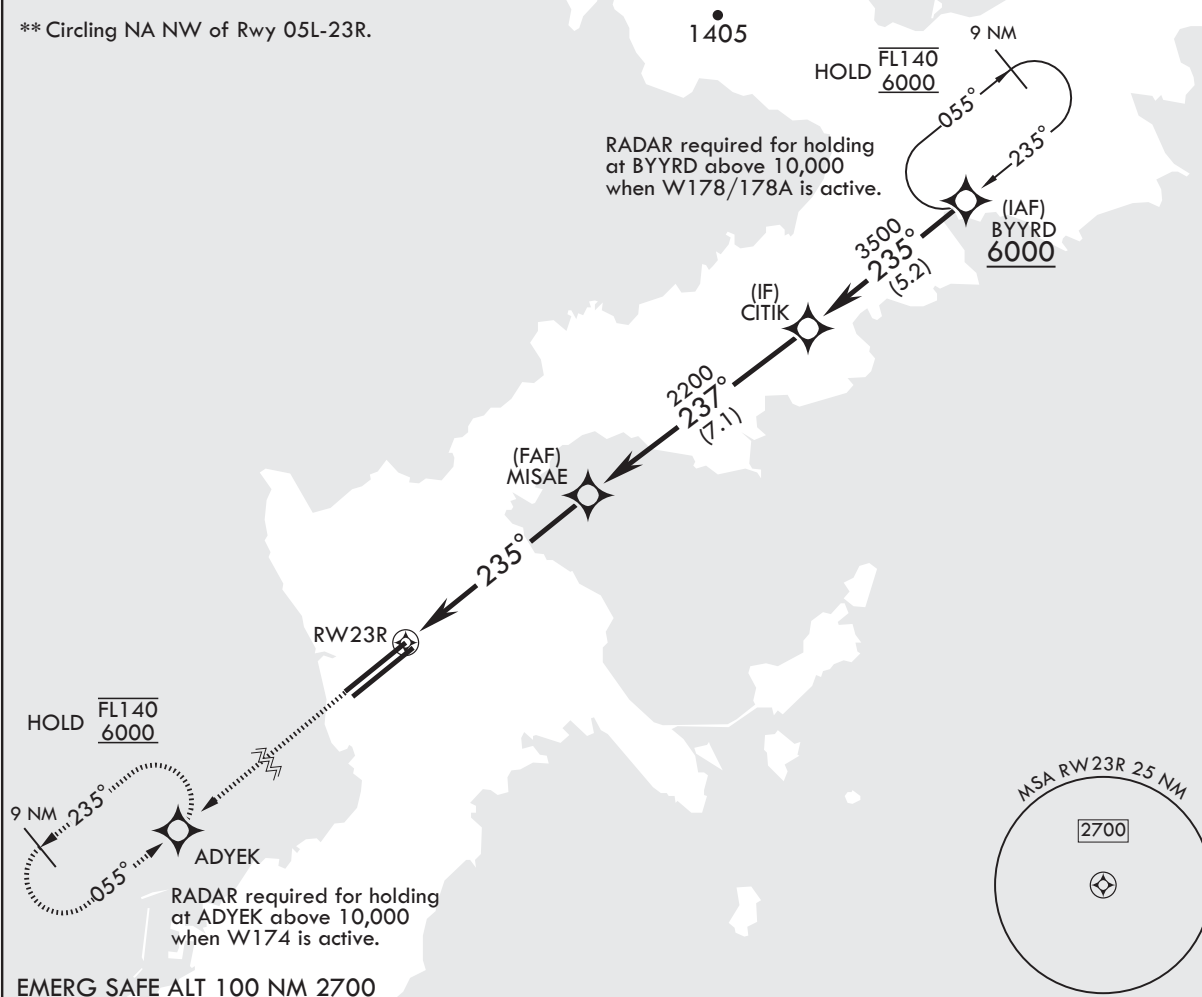
**T** \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/4 miles.

SALS

**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 (NW) 126.5 258.3 (SE)	TOWER 134.1 315.8	GND CON 118.5 275.8	CLNC DEL 123.3 235.0	ASR
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\*\* Circling NA NW of Rwy 05L-23R.



EMERG SAFE ALT 100 NM 2700

6000  
↑  
ADYK  
TLv FL140  
TA 14,000

RWY 23R

1.8 NM to RWY 23R

235°

237°

MISAE

2200

≤ 3.18°  
TCH 49

6 NM

CITIK

3500

CATEGORY	A	B	C	D	E
LNAV MDA*	740/40	611 (600-¾)	740-1½	611	(600-1½)
CIRCLING**	780-1 637 (700-1)	920-1 777 (800-1)	940-2¼ 797 (800-2¼)	940-2½ 797 (800-2½)	1160-3 1017 (1100-3)

ELEV 143

TDZE 129

235° to RWY 23R

237°

0.5% DOWN

12,101 x 300

12,101 x 200

0.5% DOWN

BCN TWR 312

HIRL all Rwy's  
REIL Rwy's 05R, 23L

HIRL all Rwy's  
REIL Rwy's 05R, 23L

Civil Aviation Bureau, Japan (EFF:16 JUN 2022)