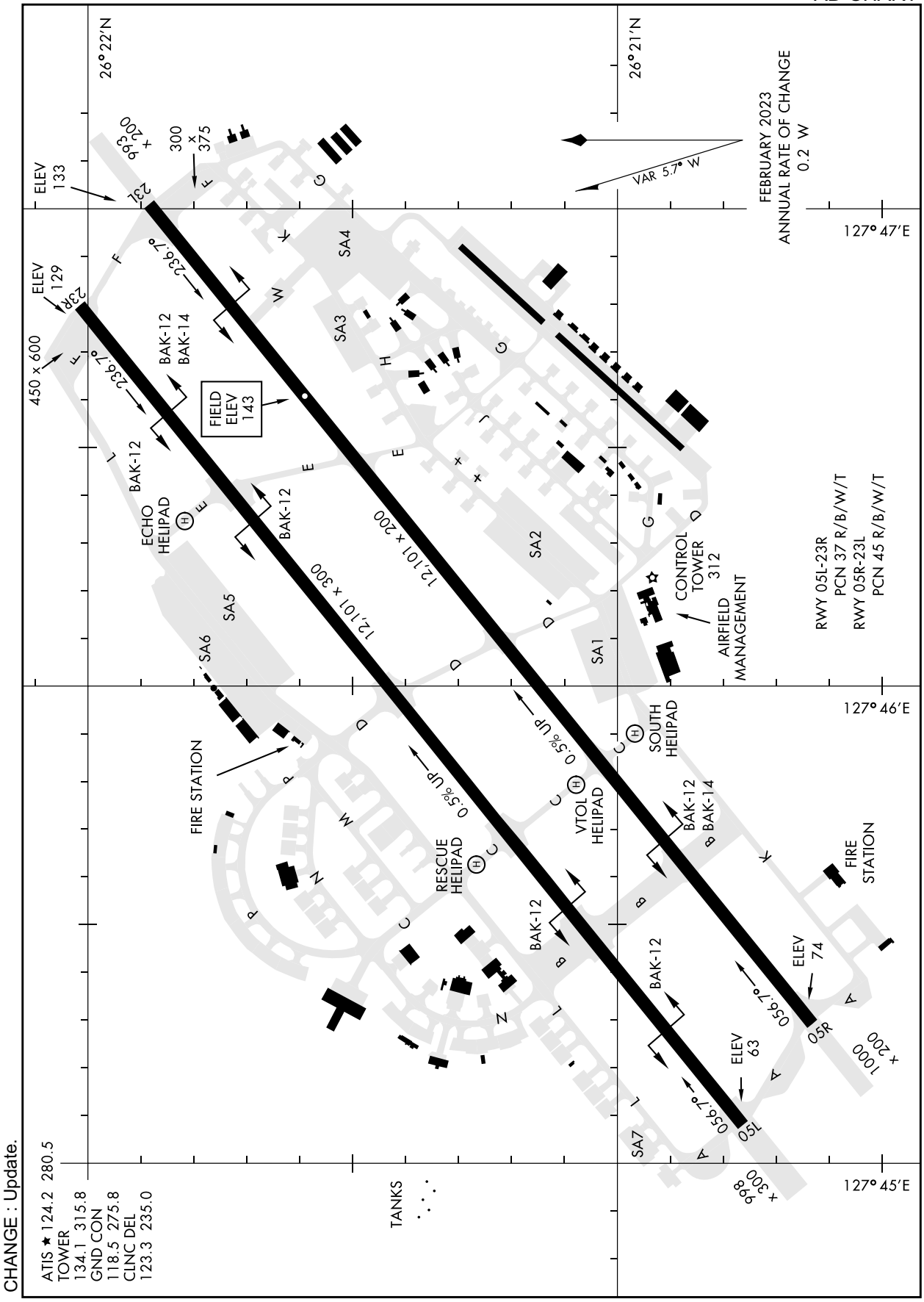
RODN / KADENA

AD CHART




**NOTE: REPRINTING DOD FLIP**

STANDARD DEPARTURE CHART -INSTRUMENT

# RODN / KADENA

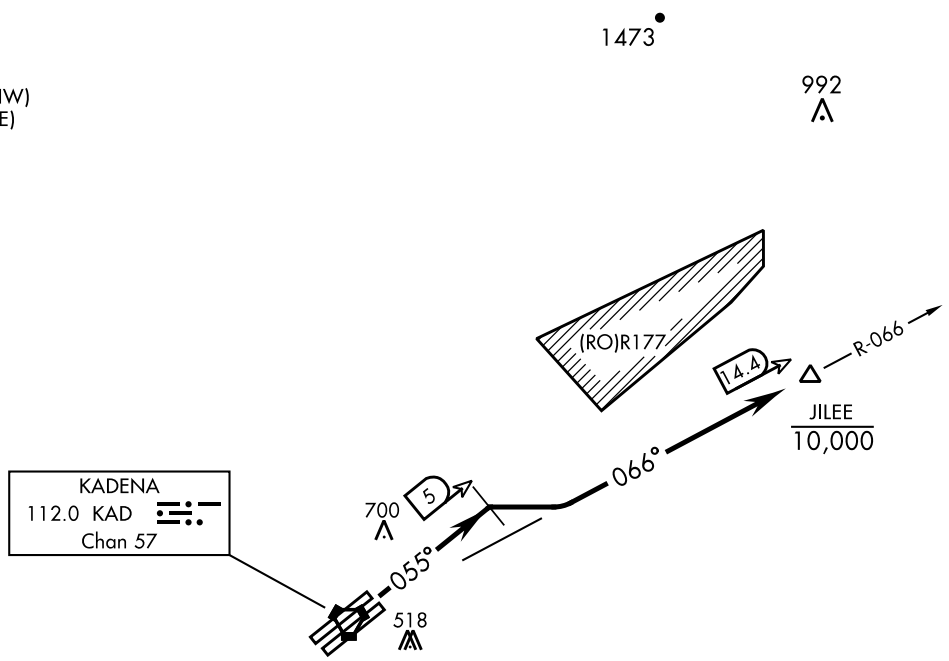
# JILEE FOUR DEPARTURE

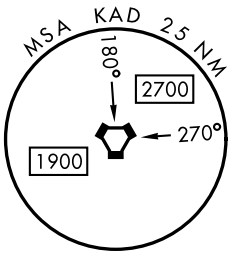
TACAN only

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

Minimum Climb Rate to 600

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)




TLv FL140
TA 14,000

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF 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 below 10,000 or altitude specified by ATC.

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

**STANDARD DEPARTURE CHART -INSTRUMENT**

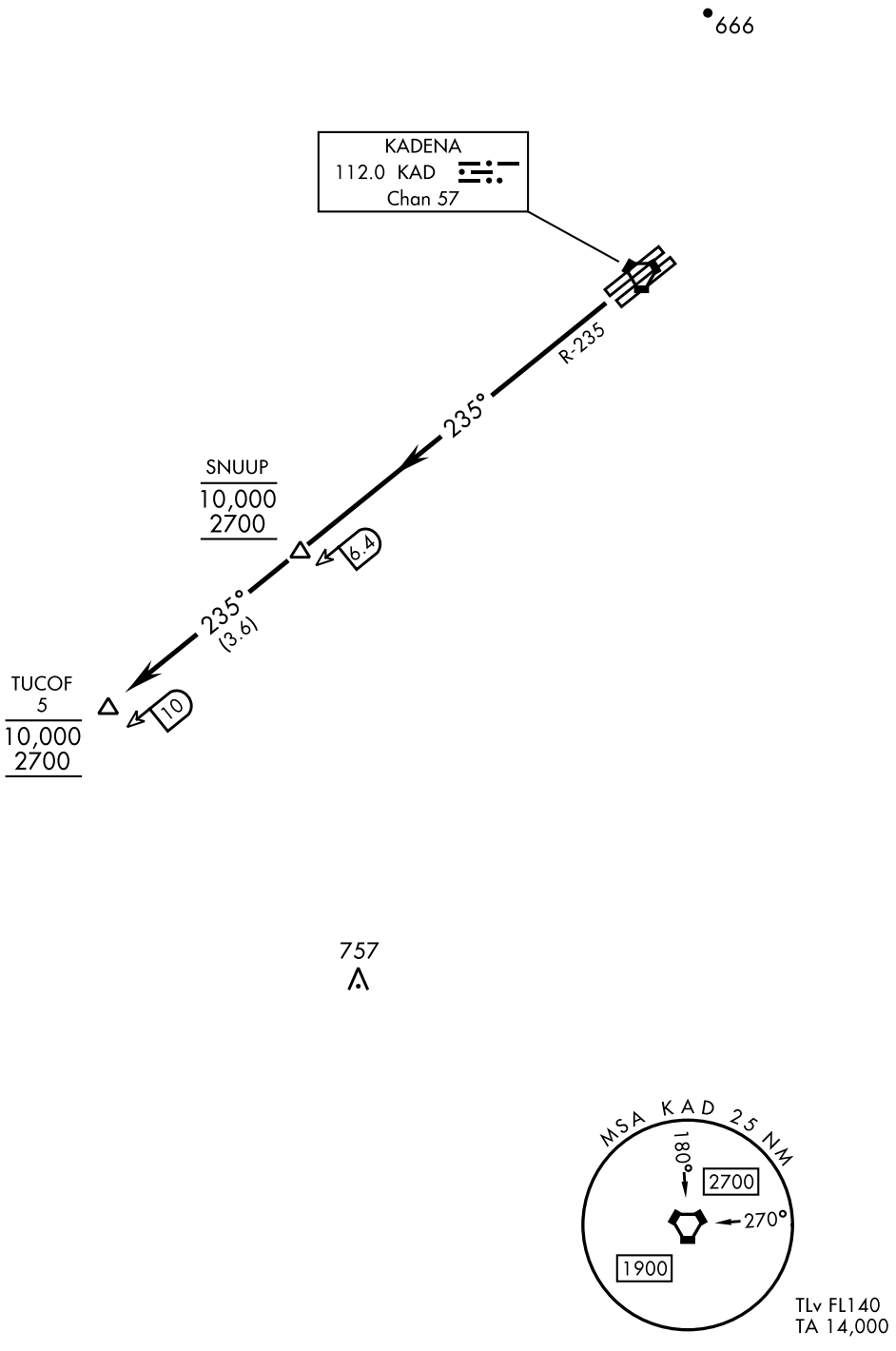
RODN / KADENA

TUCOF THREE DEPARTURE

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) | 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




CHANGE : Update.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF 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.

**NOTE: REPRINTING DOD FLIP**

**STANDARD DEPARTURE CHART -INSTRUMENT**

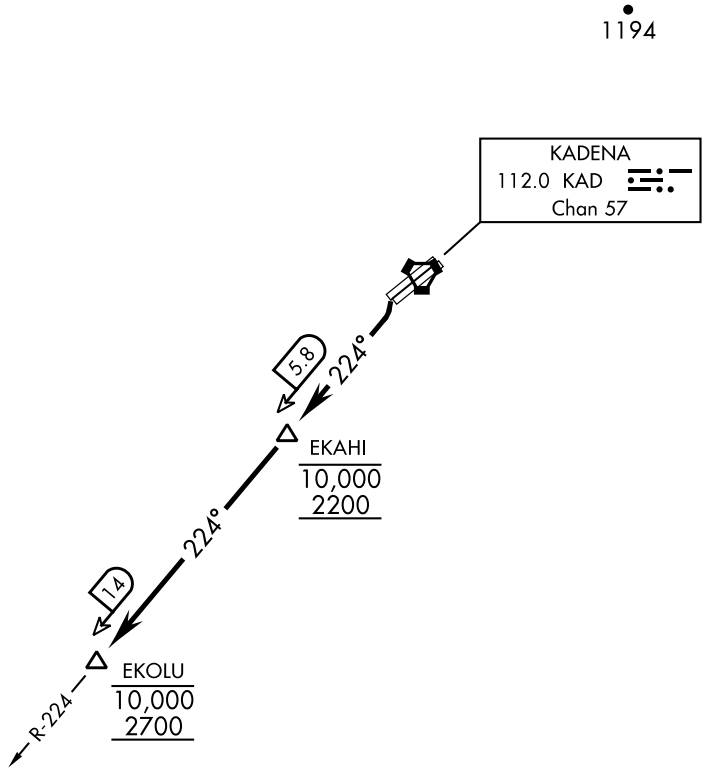
RODN/KADENA

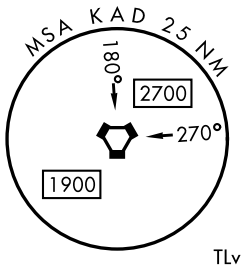
EKOLU THREE DEPARTURE

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 (SW)

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 23L ⓐ | V/V(fpm) | 205 | 410 | 615 | 820 | 1025 | 1230 |
| 23L ⓑ | V/V(fpm) | 455 | 910 | 1365 | 1820 | 2275 | 2730 |
| 23R ⓐ | V/V(fpm) | 206 | 412 | 618 | 824 | 1030 | 1236 |
| 23R ⓑ | V/V(fpm) | 460 | 920 | 1380 | 1840 | 2300 | 2760 |

ATC Climb Rate
ⓐ to EKOLU to 2700
ⓑ to EKAHI to 2200




TLv FL140
TA 14,000

CHANGE : Update

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 23L/23R: Climb left turn to intercept KAD VORTAC R-224 to EKOLU. Cross EKAHI at or above 2200 not to exceed 10,000, cross EKOLU at or above 2700 not to exceed 10,000, or altitude specified by ATC.

**NOTE: REPRINTING DOD FLIP**

**STANDARD DEPARTURE CHART -INSTRUMENT**

RODN / KADENA

CUNEK FOUR DEPARTURE(RNAV1)

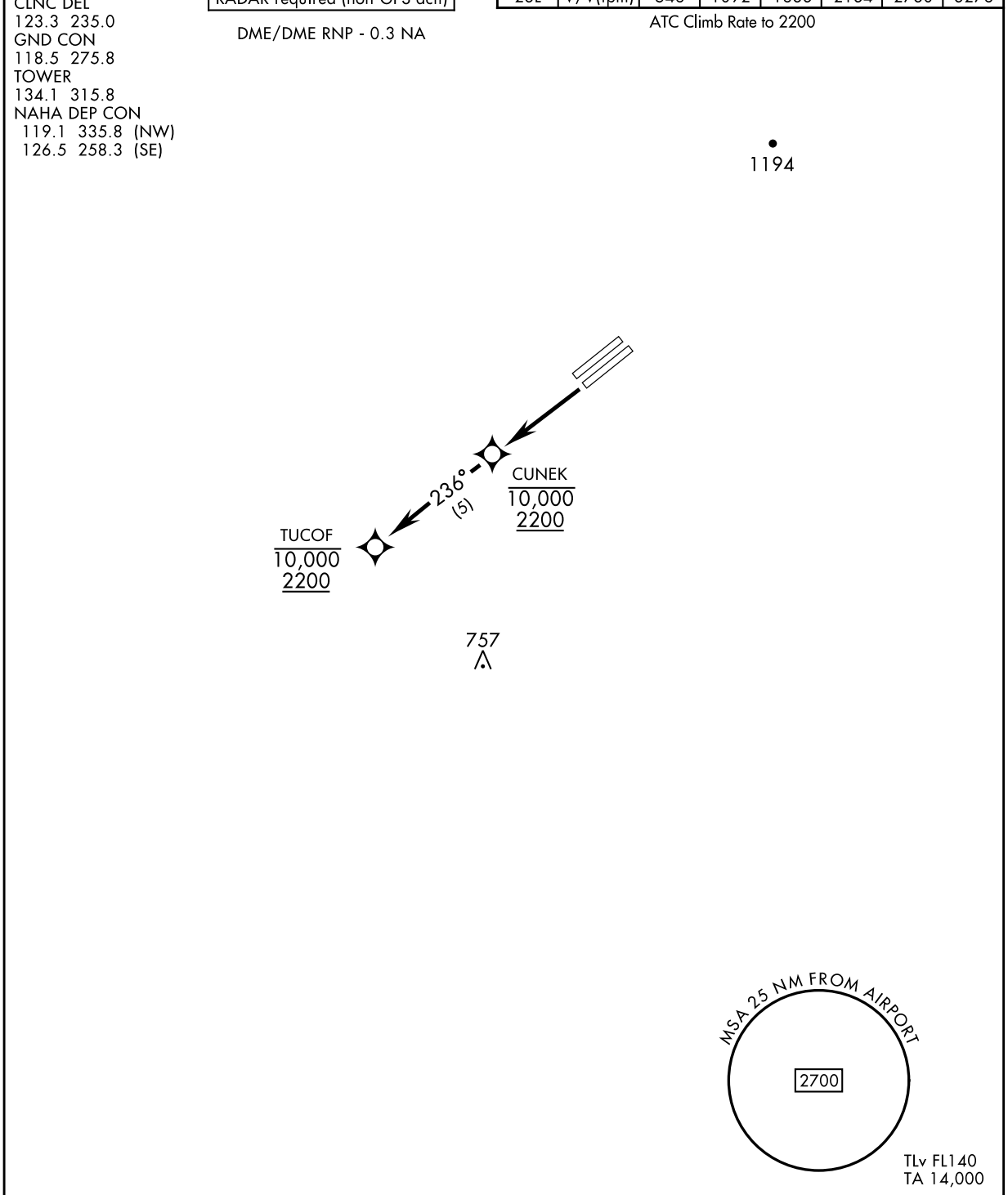
ATIS ★ 124.2 280.5
CLNC DEL
123.3 235.0
GND CON
118.5 275.8
TOWER
134.1 315.8
NAHA DEP CON
119.1 335.8 (NW)
126.5 258.3 (SE)

| RNAV1 - GPS |
|---|
| RADAR required (non-GPS acft) |

DME/DME RNP - 0.3 NA

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

ATC Climb Rate to 2200




CHANGE : Update.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 23L: Climb direct CUNEK. Cross CUNEK 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.

**NOTE: REPRINTING DOD FLIP**

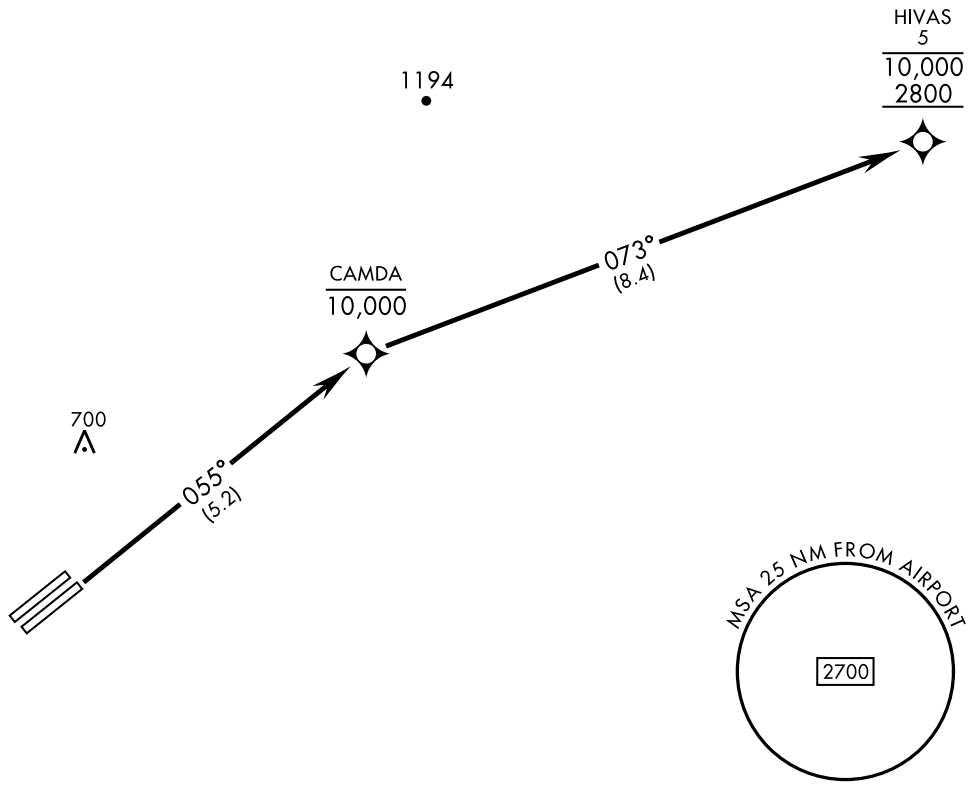
**STANDARD DEPARTURE CHART -INSTRUMENT**

RODN / KADENA

HIVAS FOUR DEPARTURE (RNAV1)

RNAV1 - GPS
RADAR required (for non-GPS acft)

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)




TLv FL140
TA 14,000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 05R: Climb direct CAMDA, then track 073° to HIVAS. Cross HIVAS at or above 2800 not to exceed 10,000, or altitude assigned by ATC.

CHANGE : Update.

**NOTE: REPRINTING DOD FLIP**

**INTENTIONALLY LEFT BLANK**

**INSTRUMENT APPROACH CHART**

RODN / KADENA

# ILS or LOC RWY05L

| LOC I-KDN | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 109.7 | 055° | 12,101 / 93 / 143 |

DME or RADAR required

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

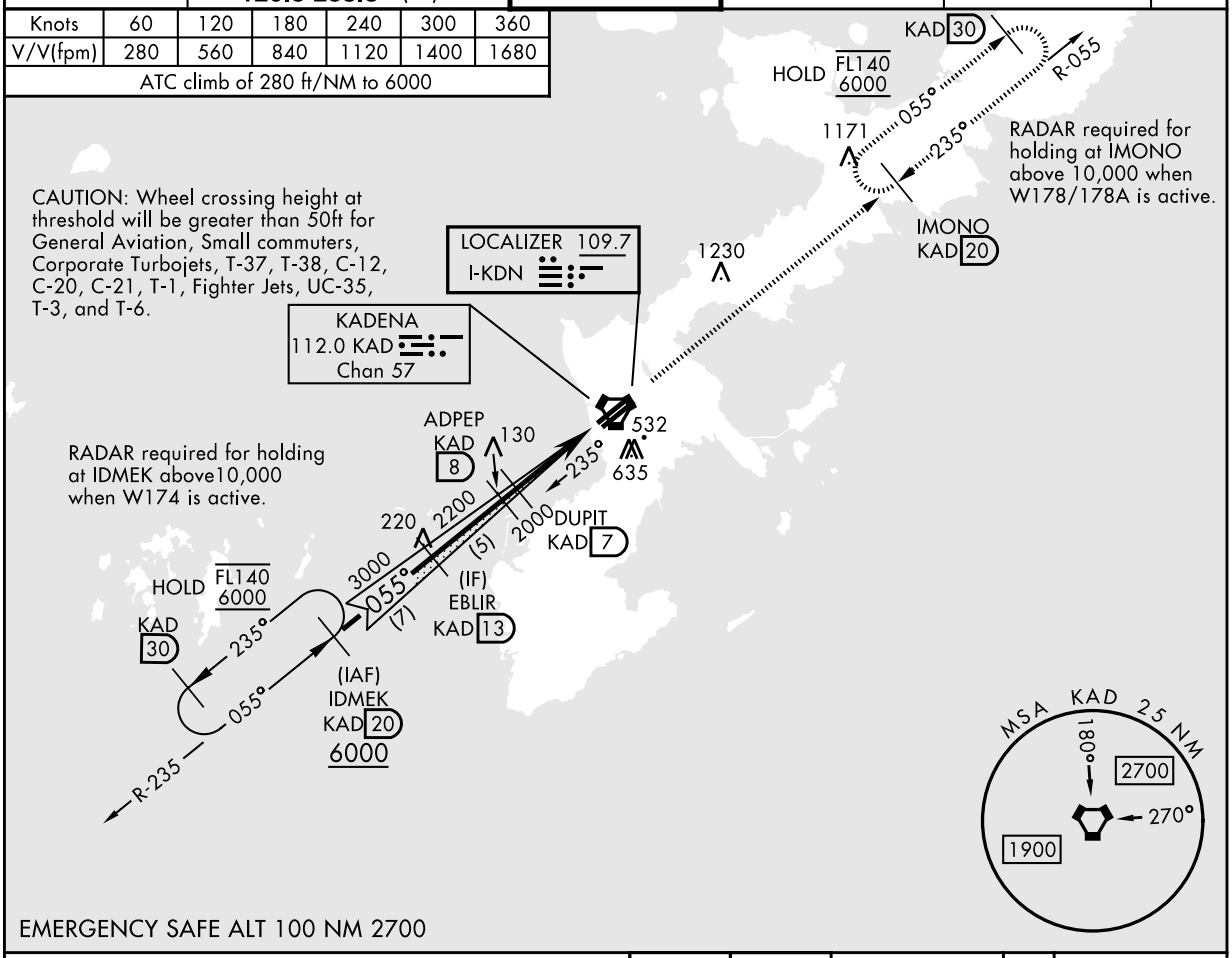
SSALR A3

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

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

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

ATC climb of 280 ft/NM to 6000




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

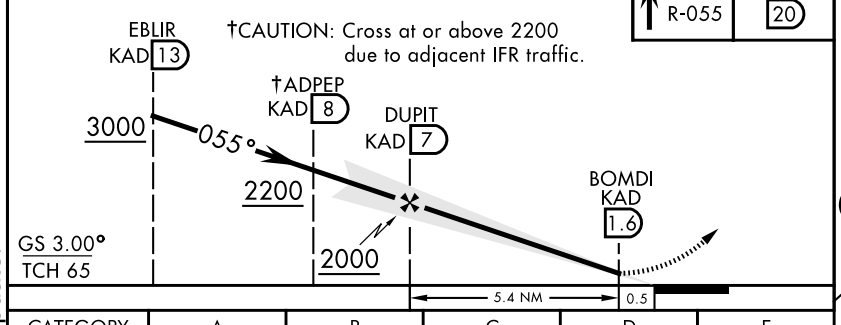
TLv FL140
TA 14,000

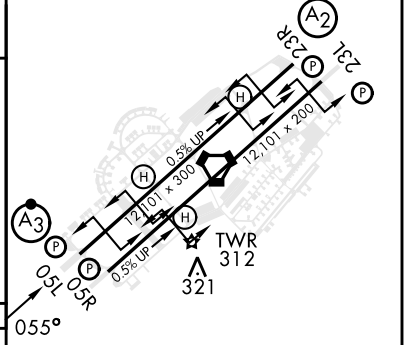
6000 KAD R-055

IMONO KAD 20

ELEV 143

TDZE 93




HIRL all rwys
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) | |
| *** C CIRCLING | 780-1<br>637<br>(700-1) | 920-1<br>777<br>(800-1) | 940-2¼<br>797<br>(800-2¼) | 940-2½<br>797<br>(800-2½) | 1160-3<br>1017<br>(1100-3) |

FAF to MAP 5.4 NM

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

CHANGE : Update.

**NOTE: REPRINTING DOD FLIP**

INSTRUMENT APPROACH CHART

# RODN / KADENA

| VORTAC KAD | APCH CRS | Rwy ldg 12,101 |
|---|---|---|
| 112.0 | 058° | TDZE 93 |
| Chan 57 | | Arpt Elev 143 |

## VOR or TACAN RWY05L

DME required

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
** Circling NW of Rwy 05L-23R not authorized.

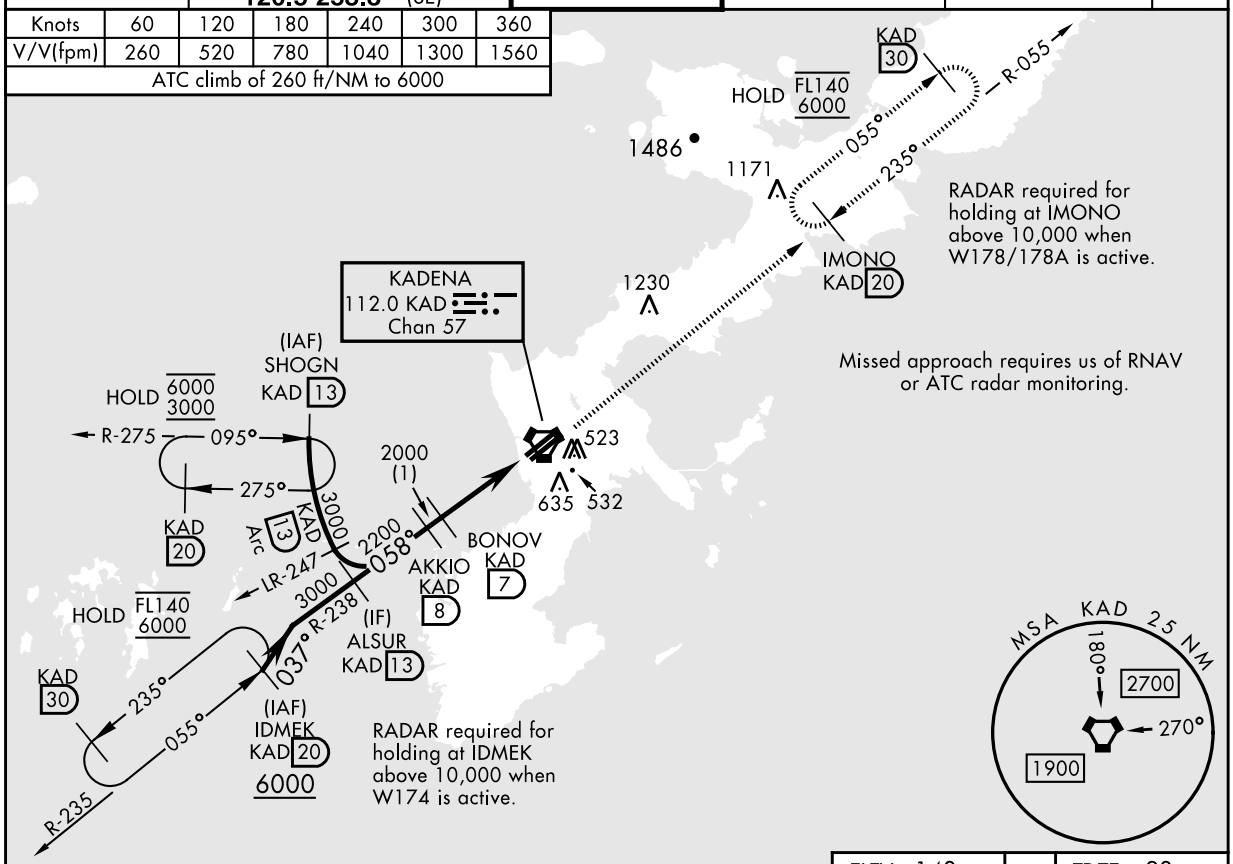
SSALR A3

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

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

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

ATC climb of 260 ft/NM to 6000



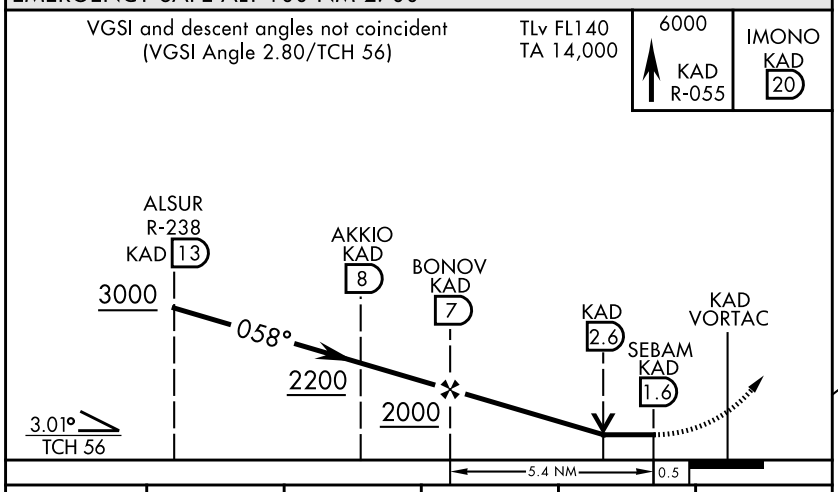

EMERGENCY SAFE ALT 100 NM 2700

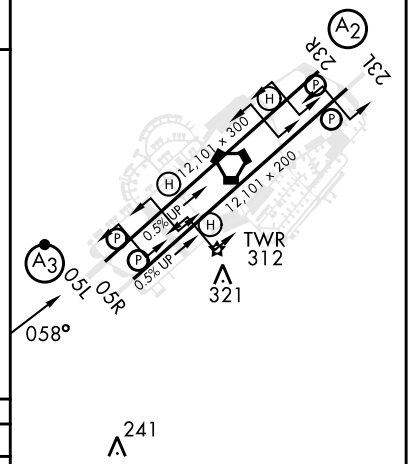
ELEV 143 | TDZE 93

VGSI and descent angles not coincident
(VGSI Angle 2.80/TCH 56)

TLv FL140
TA 14,000

6000 KAD R-055 | IMONO KAD 20




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-05L* | 560/24 467 (500-½) | | 560/50 467 (500-1) | | |
| ** C CIRCLING | 780-1<br>637<br>(700-1) | 920-1<br>777<br>(800-1) | 940-2¼<br>797<br>(800-2¼) | 940-2½<br>797<br>(800-2½) | 1160-3<br>1017<br>(1100-3) |

HIRL all rwys
REIL Rwy 05R and 23L

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

**INSTRUMENT APPROACH CHART**

# RODN / KADENA

| VORTAC KAD | APCH CRS | Rwy ldg 12,101 |
|---|---|---|
| 112.0 | 050° | TDZE 106 |
| Chan 57 | | Arpt Elev 143 |

## VOR or TACAN RWY05R

DME required

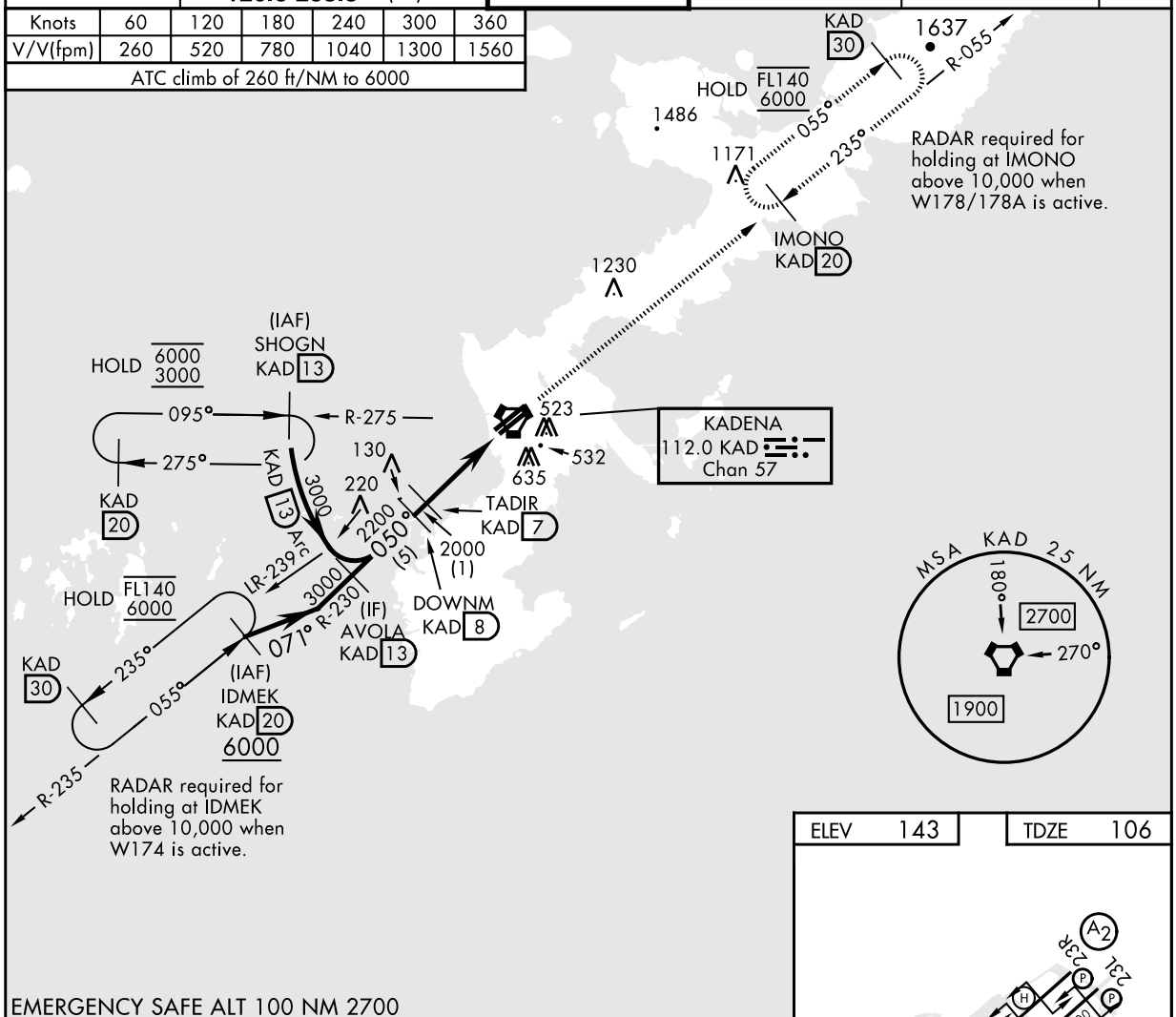
*Circling NW of Rwy 05L-23R not authorized.

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

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

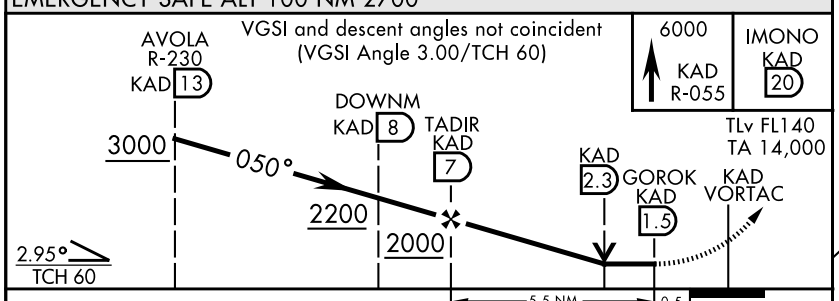
| Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|
| V/V(fpm) | 260 | 520 | 780 | 1040 | 1300 | 1560 |

ATC climb of 260 ft/NM to 6000



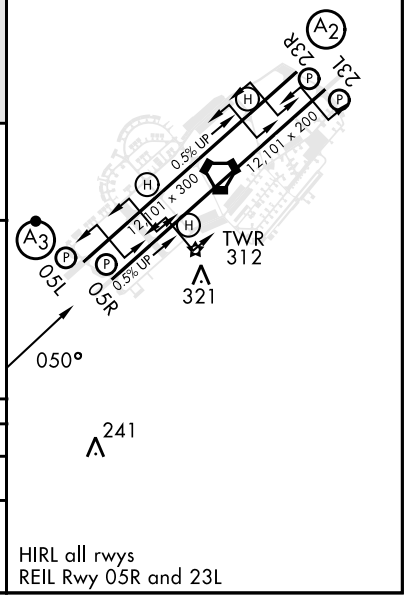

EMERGENCY SAFE ALT 100 NM 2700

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 60)




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-05R | 520/55 414 (400-1) | | 520/60 414 (400-1⅛) | | |
| C CIRCLING* | 780-1<br>637<br>(700-1) | 920-1<br>777<br>(800-1) | 940-2¼<br>797<br>(800-2¼) | 940-2½<br>797<br>(800-2½) | 1160-3<br>1017<br>(1100-3) |

ELEV 143 TDZE 106




HIRL all rwys
REIL Rwy 05R and 23L

CHANGE : Update.

**NOTE: REPRINTING DOD FLIP**

INSTRUMENT APPROACH CHART

# RODN / KADENA

| LOC I-KZZ | APCH CRS | Rwy ldg / THRE / Arpt Elev |
|---|---|---|
| 108.7 | 235° | 12,101 / 129 / 143 |

## ILS or LOC RWY23R

RADAR or DME required

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¾ miles.
** Circling not authorized NW of Rwy 05L-23R.

SALS A2

MISSED APPROACH: Climb to 6000 on KAD VORTAC R-236 to OSREG/KAD 4.9 DME, cross OSREG at or above 2200, and left turn to intercept KAD R-235 to IDMEK/KAD 20 DME and hold. Continue climb-in-hold to 6000.

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

Missed approach requires use of RNAV or ATC RADAR monitoring.

KAD 30
1637
R-055
HOLD FL140 6000
055°
235°
RADAR required for holding at IMONO above 10,000 when W178/178A is active.
1171
236°
3000
(IAF) IMONO KAD 20
6000
1257
2100
055°
235°
(IF) LETOX KAD 13
NUGAP KAD 6.9
LOCALIZER 108.7 I-KZZ
523
532
635
130
OSREG KAD 4.9
220
R-236
KADENA 112.0 KAD Chan 57
HOLD FL140 6000
KAD 30
235°
055°
IDMEK KAD 20
RADAR required for holding at IDMEK above10,000 when W174 is active.
R-235
MSA KAD 25 NM
180°
2700
270°
1900

EMERGENCY SAFE ALT 100 NM 2700

| 6000 KAD R-236 | OSREG KAD 4.9 | KAD R-235 | IDMEK KAD 20 | TLv FL140 TA 14,000 |
|---|---|---|---|---|

LETOX KAD 13
3000
NUGAP KAD 6.9
235°
APRAV KAD 1.4
KAD 2.6
2100
GS 3.00°
TCH 47
0.5
5.5 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23R | 329/40 200 (200-¾) | | | | |
| S-LOC 23R* | 740/40 611 (600-¾) | | 740-1½ 611 (600-1½) | | |
| C CIRCLING** | 780-1 637 (700-1) | 920-1 777 (800-1) | 940-2¼ 797 (800-2¼) | 940-2½ 797 (800-2½) | 1000-3 857 (900-3) |

ELEV 143 THRE 129

235°
A2
23R
23L
P
H
0.5% DOWN
12,101 x 200
12,101 x 300
0.5% UP
A3
05L
05R
TWR 312
321

HIRL all rwys
REIL Rwy 05R and 23L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

**INSTRUMENT APPROACH CHART**

# RODN / KADENA

| APCH CRS | Rwy ldg | 12,101 |
|---|---|---|
| 056° | TDZE | 93 |
| | Arpt Elev | 143 |

## RNAV(GPS) RWY05L

RNP APCH - GPS

RADAR required

T * When ALS inop increase CAT A RVR to 40, vis to 3/4 mile; CAT B RVR to 45, vis to 7/8 mile; CAT C RVR to 50, vis to 1 mile; CAT D RVR to 55, vis to 1 mile; CAT E RVR to 60, vis to 1 1/8 miles.

SSALR A3

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

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

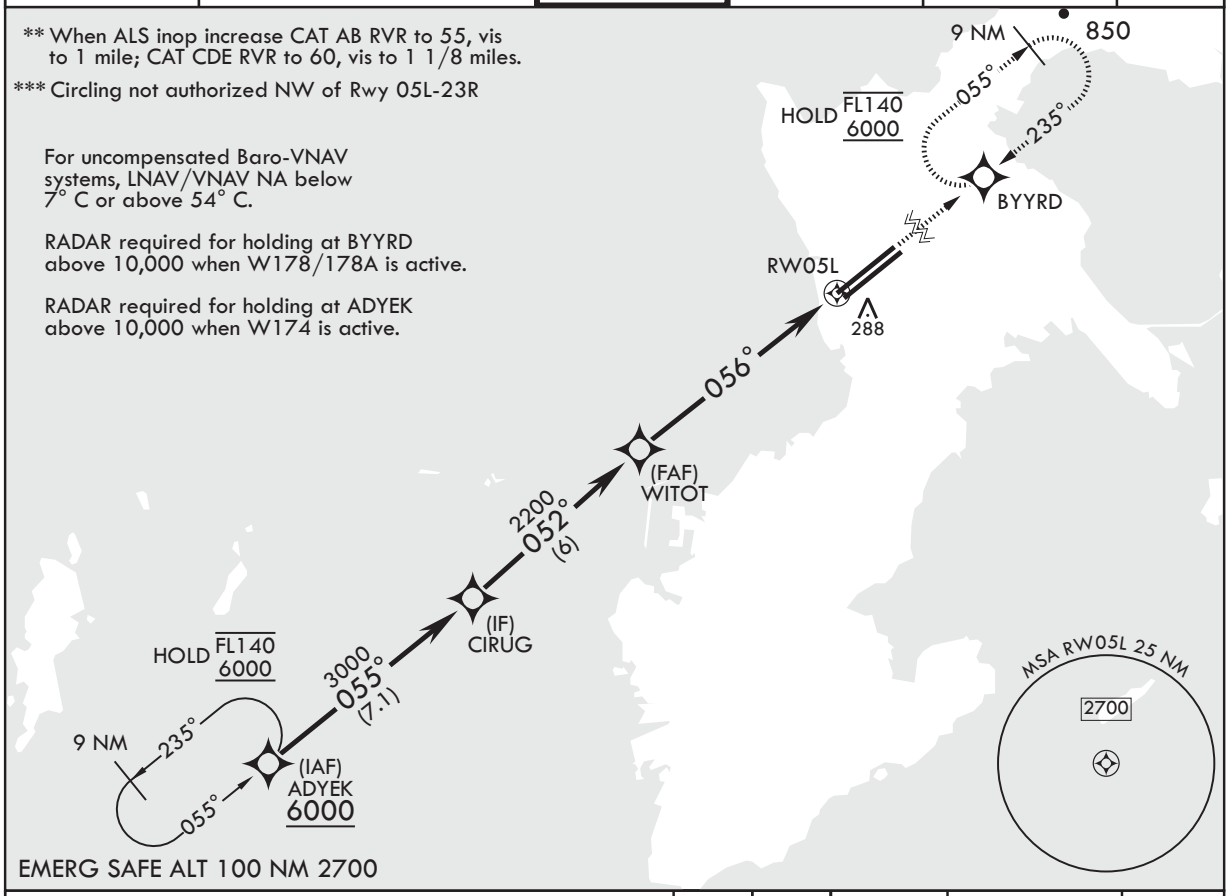
** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

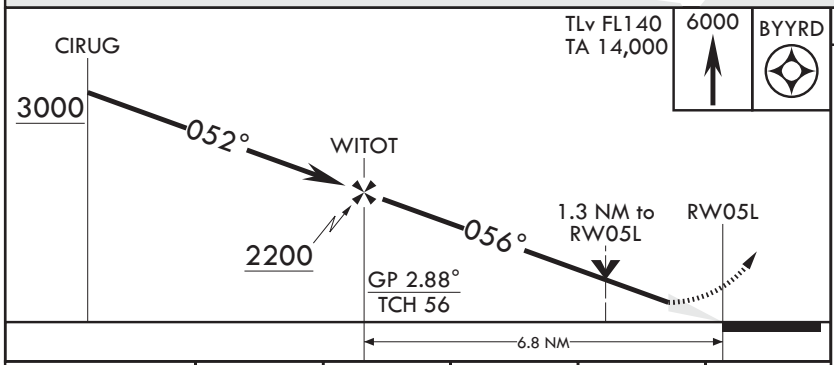
*** Circling not authorized NW of Rwy 05L-23R

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 7° C or above 54° C.

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

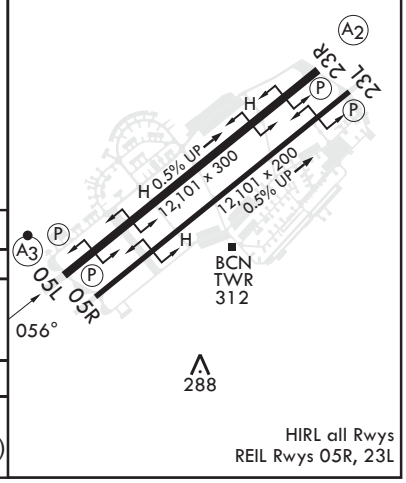
RADAR required for holding at ADYEK above 10,000 when W174 is active.




ELEV 143

TDZE 93




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 353/24<br>260<br>(300-½) | 384/24<br>291<br>(300-½) | 421/26<br>328<br>(300-½) | 439/30<br>346<br>(300-⅝) | 476/35<br>383<br>(400-⅝) |
| LNAV MDA** | 500/24 407 (400-½) | | 500/40 407 (400-¾) | | |
| C CIRCLING*** | 780-1<br>637 (700-1) | 920-1<br>777 (800-1) | 940-2¼<br>797<br>(800-2¼) | 940-2½<br>797<br>(800-2½) | 1000-3<br>857 (900-3) |

HIRL all Rwys
REIL Rwys 05R, 23L

CHANGE : Update.

**NOTE: REPRINTING DOD FLIP**

INSTRUMENT APPROACH CHART

# RODN / KADENA

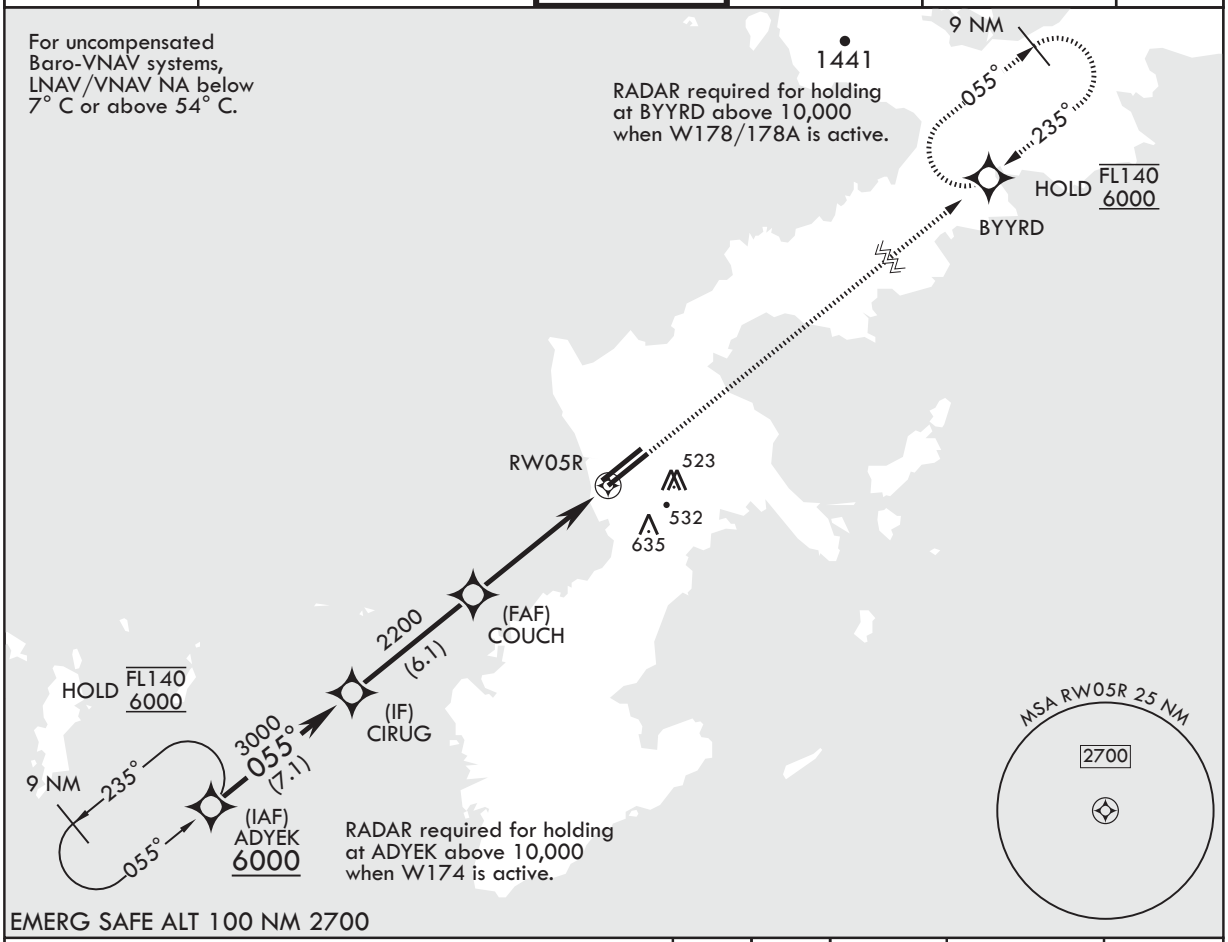
| APCH CRS 055° | Rwy ldg 12,101<br>TDZE 106<br>Arpt Elev 143 |
|---|---|

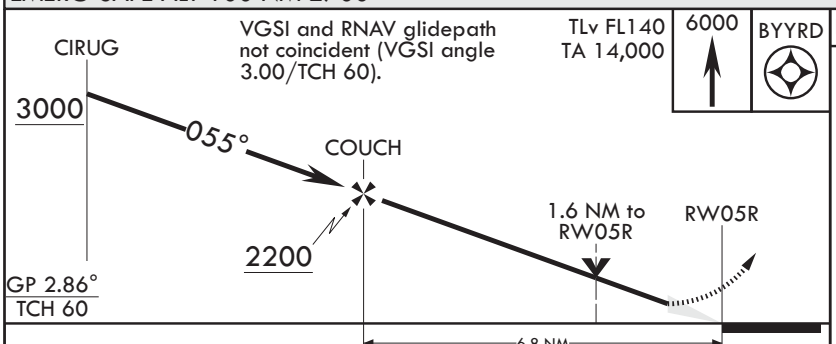
## RNAV (GPS) RWY05R

RNP APCH - GPS
RADAR required
* Circling not authorized NW of RWY 05L-23R.

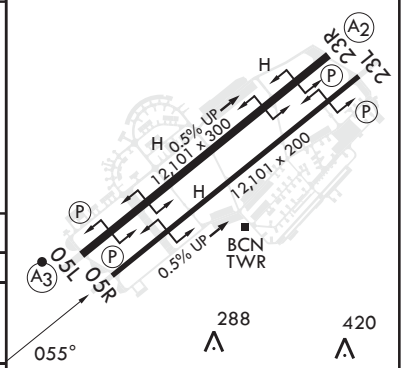
MISSED APPROACH: Climb to 6000 direct BYYRD and hold. Continue climb-in-hold to 6000.

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




ELEV 143 TDZE 106




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 479/55 373 (400-1) | 490/60 384 (400-1⅛) | 498/60 392 (400-1⅛) | 509/60 403 (400-1⅛) | |
| LNAV MDA | 640/55 534 (500-1) | | 640-1½ 534 (500-1½) | | |
| C CIRCLING* | 780-1 637 (700-1) | 920-1 777 (800-1) | 940-2¼ 797 (800-2¼) | 940-2½ 797 (800-2½) | 1000-3 857 (900-3) |

HIRL all Rwys
REIL Rwys 05R, 23L

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

**INSTRUMENT APPROACH CHART**

# RODN / KADENA

| APCH CRS | Rwy ldg | 12,101 |
|---|---|---|
| 235° | TDZE | 143 |
| | Arpt Elev | 143 |

## RNAV (GPS) RWY23L

RNP APCH - GPS

RADAR required. DME/DME RNP - 0.3 NA.

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

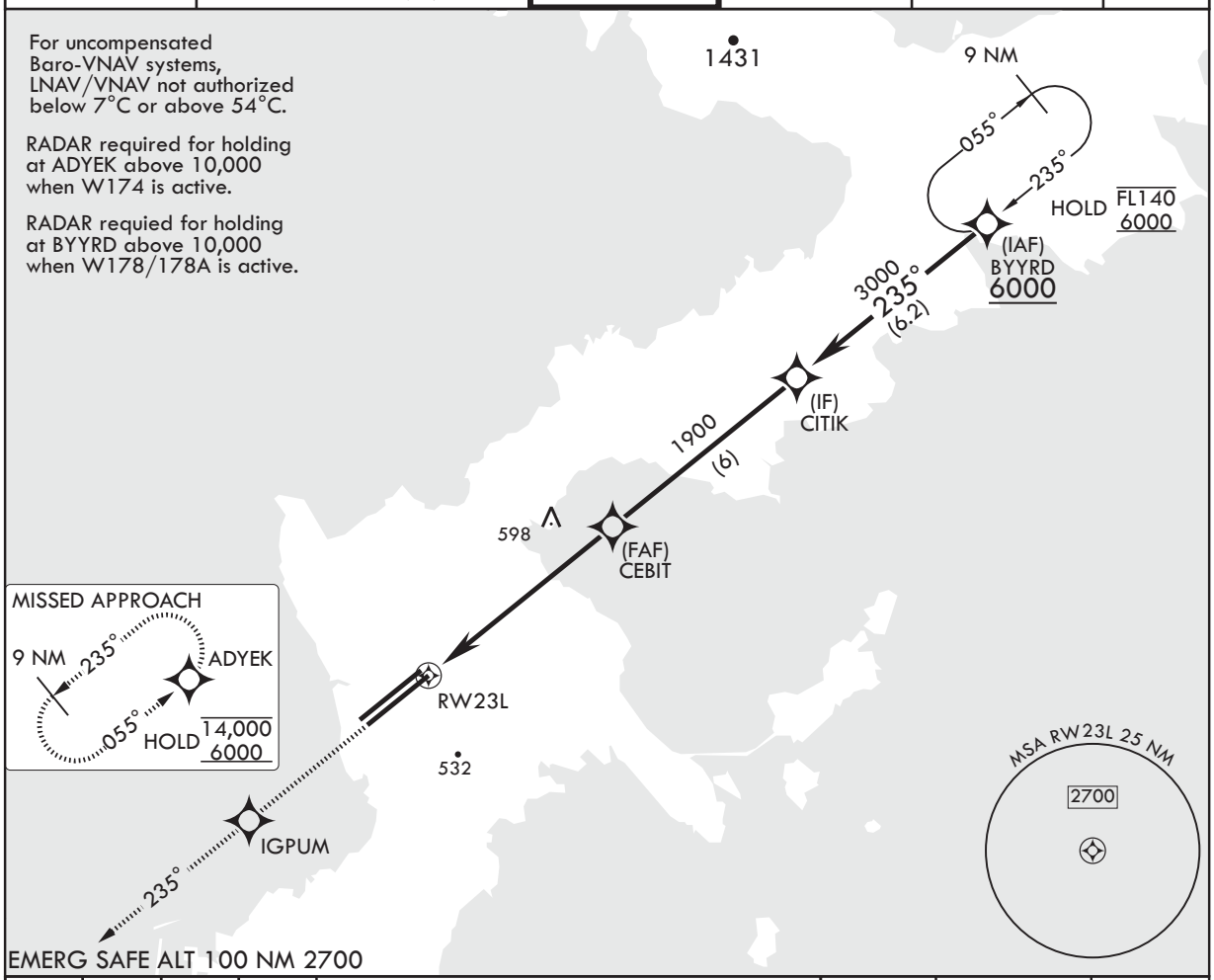
MISSED APPROACH: Climb to 6000 direct IGPUM, cross IGPUM at or above 2200, track 235° to ADYEK and hold, continue climb-in-hold to 6000.

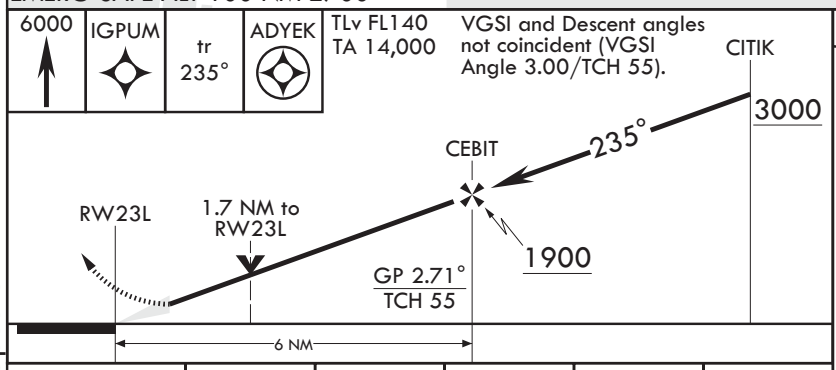
| ATIS★ | NAHA APP CON/DEP CON | TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 124.2 280.5 | 119.1 335.8 (NW)<br>126.5 258.3 (SE) | 134.1 315.8 | 118.5 275.8 | 123.3 235.0 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 7°C or above 54°C.

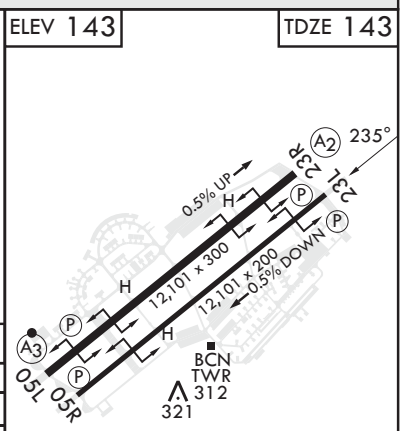
RADAR required for holding at ADYEK above 10,000 when W174 is active.

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




ELEV 143 TDZE 143




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 669-1½ | | 526 | (600-1½) | |
| LNAV MDA | 740/55 597 (600-1) | | 740-1¾ 597 (600-1¾) | | |
| C CIRCLING* | 780-1<br>637 (700-1) | 920-1<br>777 (800-1) | 940-2¼<br>797<br>(800-2¼) | 940-2½<br>797<br>(800-2½) | 1000-3<br>857 (900-3) |

HIRL all Rwys
REIL Rwys 05R, 23L

CHANGE : Update.

**NOTE: REPRINTING DOD FLIP**

INSTRUMENT APPROACH CHART

# RODN / KADENA

| APCH CRS | Rwy ldg | 12,101 |
|---|---|---|
| 235° | TDZE | 129 |
| | Arpt Elev | 143 |

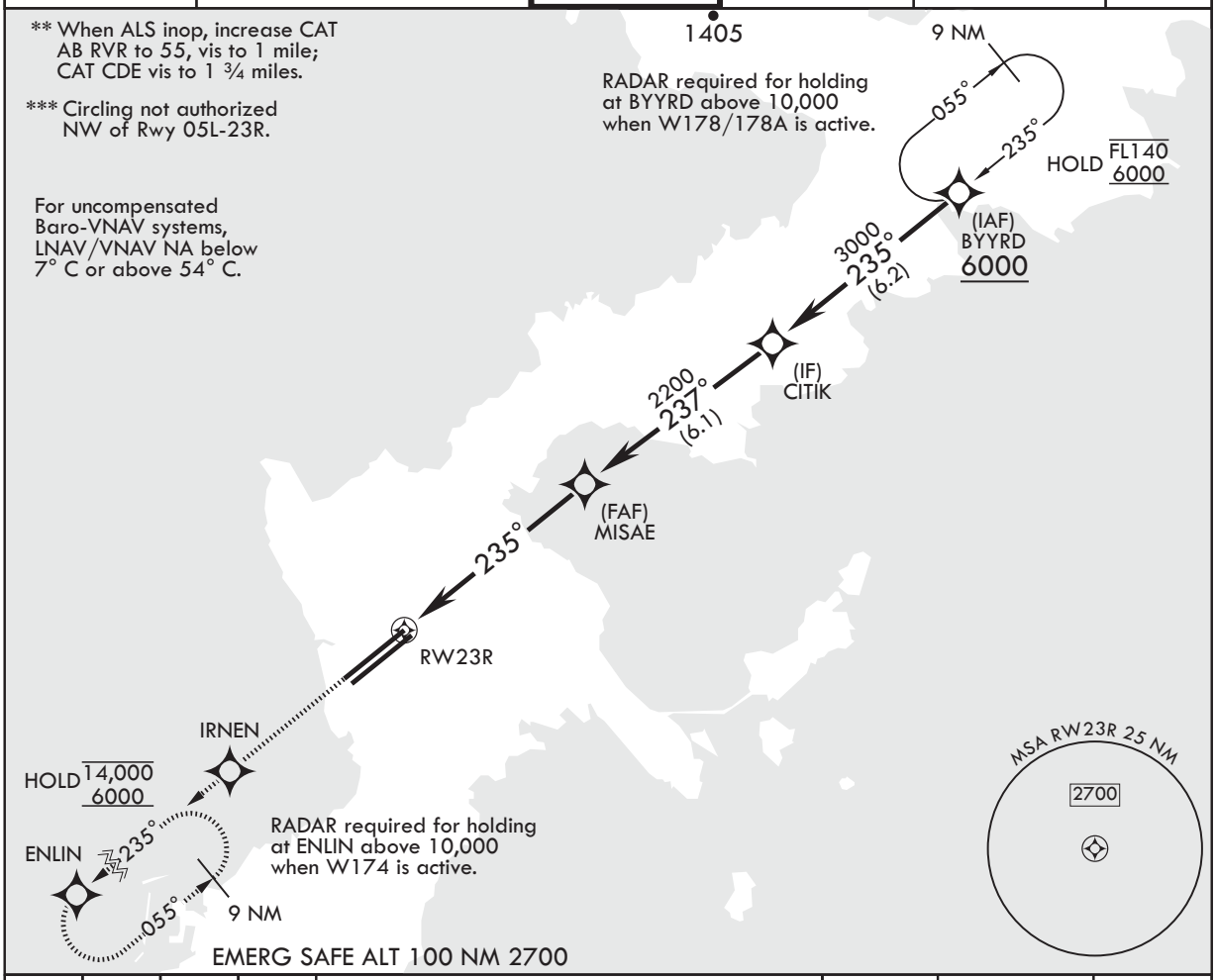
## RNAV (GPS) RWY23R

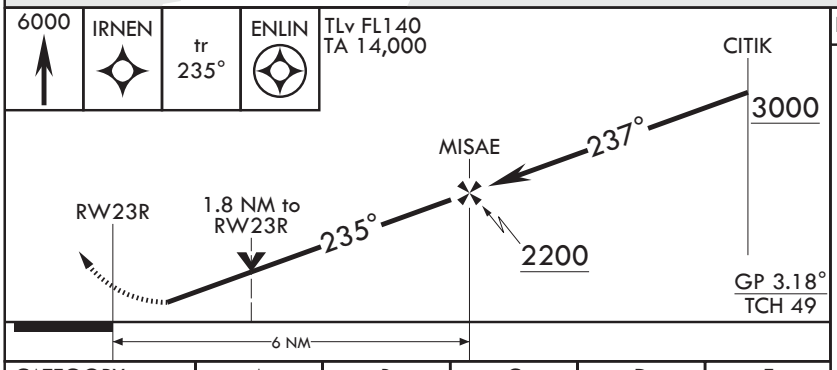
RNP APCH - GPS
RADAR required
* When ALS inop, increase RVR to 55, vis to 1 mile.

SALS A2

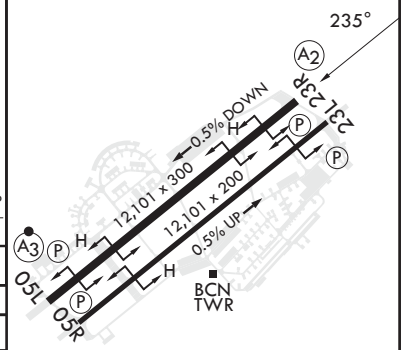
MISSED APPROACH: Climb to 6000 direct IRNEN, cross IRNEN at or above 2200, track 235° to ENLIN and hold, continue climb-in-hold to 6000.

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




ELEV 143 TDZE 129




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 482/40 | | 353 | (400-¾) | |
| LNAV MDA** | 740/40 611 (600-¾) | | 740-1½ 611 (600-1½) | | |
| C CIRCLING*** | 780-1 637 (700-1) | 920-1 777 (800-1) | 940-2¼ 797 (800-2¼) | 940-2½ 797 (800-2½) | 1000-3 857 (900-3) |

HIRL all Rwys
REIL Rwys 05R, 23L

CHANGE : Update.

NOTE: REPRINTING DOD FLIP