# AD 2 AERODROMES

## RODN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

# RODN - KADENA

## RODN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | *262120.20N/1274603.48E* |
| 2 | Direction and distance from (city) | 1.3nm SE of KADENA |
| 3 | Elevation/ Reference temperature | 143ft(43.6m) / - |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | 4.0° W(2009) / 0.0° |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | USAF<br>Airfield Operations Flight, 18th Operations Support Squadron,<br>Kadena AB, JAPAN<br>Unit 5177 Box 10, APO, AP 96368-5177<br>Tel: 098-961-3410 Fax: 098-961-3410<br>AFTN: RODNXYXY Web: http://www.kadena.af.mil |
| 7 | Types of traffic permitted (IFR/ VFR) | IFR/VFR |
| 8 | Remarks | 18th Wing Command Post, Kadena AB, JAPAN<br>Tel: 098-961-1800 |

## RODN AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD Administration | H24 |
| 2 | Customs and immigration | Nil |
| 3 | Health and sanitation | Nil |
| 4 | AIS Briefing Office | H24 |
| 5 | ATS Reporting Office(ARO) | Nil |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | H24 |
| 8 | Fuelling | H24 |
| 9 | Handling | H24 |
| 10 | Security | H24 |
| 11 | De-icing | Nil |
| 12 | Remarks | Services require prior coordination and approval or expect operational delays. |

## RODN AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Nil |
| 2 | Fuel/ oil types | Fuel grades: JET - JP8<br>Other: 80 (Aero club use only), and 115.<br>FLUID - W, SP, PRESAIR, LHOX, LOX<br>Oil grades: 0-148,156, SOAP |
| 3 | Fuelling facilities/ capacity | Fuel truck refueling./No limitation |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | H24. Requires prior coordination and approval.<br>Transient aircraft expect 30 minute delay. |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Fuel is provided by contract with the Defense Energy Supply Center (DESC) or via cash only. Credit cards or checks will not be accepted. Credit with DESC must be obtained prior to arrival and validated through a DD Form 1896, Fuels Identaplate. |

## RODN AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Off-base within local commuting area. |
| 2 | Restaurants | Off-base within local commuting area. |
| 3 | Transportation | Off-base taxis and buses. |
| 4 | Medical facilities | Off-base ambulance. Off-base hospital in Okinawa City 5 km. |
| 5 | Bank and Post Office | Off-base within local commuting area. |
| 6 | Tourist Office | Off-base within local commuting area. |
| 7 | Remarks | Nil |

## RODN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | Nil |
| 2 | Rescue equipment | Chemical fire fighting truck<br>Ambulance<br>Water supply truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

## RODN AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|---|---|
| 1 | Types of clearing equipment | Nil |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

## RODN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

<table>
<tr><td>1</td><td>Apron surface and strength</td><td>For details contact Airfield Management (refer to AD Administration section)</td></tr>
<tr><td>2</td><td>Taxiway width, surface and strength</td><td>1. Taxiways for Kadena AB include: The Northeast Connector. Running north to south intersecting the runways are taxiways Alpha, Bravo, Charlie, Delta, Echo and Foxtrot. Taxiway Hotel runs north to south between taxiways Golf and Kilo. Running west to east are taxiways Golf, Juliet, Kilo, Lima, Mike, November, and Papa.<br><br>2. TWY widths. All taxiways are 75 feet wide except as noted in the table below.
<table>
<tr><th>TWY</th><th>Between RWY05L and TWY Lima</th><th>Between RWY05L and RWY05R</th><th>Between RWY05R and TWY Kilo</th></tr>
<tr><td>Alpha</td><td>105ft</td><td>82ft</td><td>94ft</td></tr>
<tr><td>Bravo</td><td>442ft</td><td>295ft</td><td>295ft</td></tr>
<tr><td>Charlie</td><td>96ft</td><td>--</td><td>--</td></tr>
<tr><td>Delta</td><td>96ft</td><td>--</td><td>--</td></tr>
<tr><td>Echo</td><td>96ft</td><td>--</td><td>100ft</td></tr>
<tr><td>Foxtrot</td><td>442ft</td><td>--</td><td>295ft</td></tr>
</table>
3. TWY Visual Blind Spots. Taxiways November, Papa, and Kilo between Taxiways Echo and Foxtrot, Taxiway Hotel, Spots 1-50 on the Upper Fighter Ramp (UFR), and the intersection of Taxiways Juliet and Delta cannot be seen from the Tower. Tower cannot provide positive control for aircraft operating in these areas.<br><br>For surface and strength details contact Airfield Management (refer to AD Administration section)</td></tr>
<tr><td>3</td><td>ACL and elevation</td><td>Not available</td></tr>
<tr><td>4</td><td>VOR checkpoints</td><td>Ground NAVAID checkpoints are located on all TWYs associated with the end of RWYs (TWYs Alpha North, Alpha South, Foxtrot North, and Foxtrot South). VOR checkpoint not available on TWY Alpha South.</td></tr>
<tr><td>5</td><td>INS checkpoints</td><td>Not available</td></tr>
<tr><td>6</td><td>Remarks</td><td>Nil</td></tr>
</table>

## RODN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Nil |
| 2 | RWY and TWY markings and LGT | RWY 05L/23R<br>(Marking):RWY CL, RWY EDGE<br>(LGT):RCLL, RTHL, RENL, REDL, RWY DIST marker LGT<br><br>RWY 05R/23L<br>(Marking):RWY CL, RWY EDGE<br>(LGT):RTHL, RENL, REDL, RWYTIL, RWY DIST marker LGT<br><br>TWY: ALL TWY<br>(Marking):TWY CL, RWY HLDG PSN, INST HLDG PSN<br>(LGT):TWY edge LGT, RWY HLDG PSN, INST HLDG PSN |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

## RODN AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

| RWY NR/Area affected | Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---|---|---|---|---|---|
| RWY 05L | Tower | *262503.26N/1274731.59E* | 686ft | No | 2.4 nm from DER<br>1.9 nm left of centerline |
| RWY 05R | Tower | *262503.26N/1274731.59E* | 686ft | No | 2.3 nm from DER<br>2.2 nm left of centerline |

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings/LGT | Remarks |
|---|---|---|---|---|
| Power Tower 22 | *262013.20N/1274656.49E* | 420ft | Unknown | Applicable to CAT A aircraft only |
| Pylon | *262041.33N/1274758.77E* | 518ft | Unknown | Applicable to CAT B aircraft only |
| Power Tower 33 | *262030.84N/1274752.14E* | 516ft | Unknown | Applicable to CAT C aircraft only |
| Fen Tower | *261851.61N/1274701.39E* | 635ft | Unknown | Applicable to CAT D/E aircraft only |

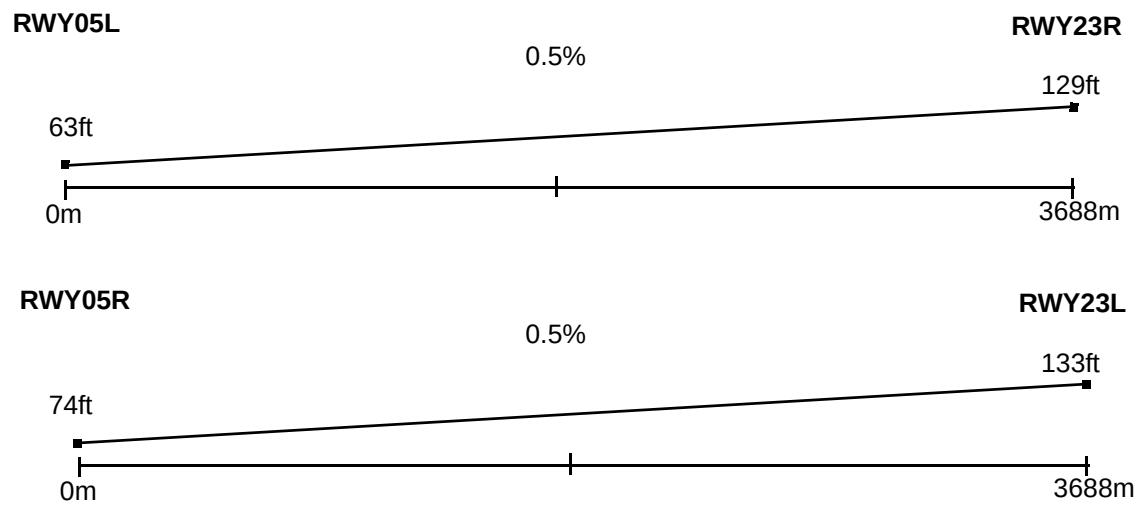
## RODN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | Weather Flight, 18th Operations Support Squadron, Kadena AB, JAPAN<br>Tel: 098-961-3140 Fax: 098-961-3140<br>Web: http://weather.kadenaservices.com/ |
| 2 | Hours of service<br>MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | Kadena AB<br>24 hours<br>(Time of issuance: 8 Hour cycle at 0100, 0900, and 1700 UTC) |
| 4 | Trend forecast<br>Interval of issuance | TREND<br>30min |
| 5 | Briefing/ consultation provided | On request, limited availability |
| 6 | Flight documentation<br>Language(s) used | C<br>En |
| 7 | Charts and other information available for briefing or consultation | Nil |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | TWR, GCA, ATIS |
| 10 | Additional information(limitation of service, etc.) | ATIS is in the METAR format. Operating hours are 2000-1400 daily and/or 30 minutes prior to the start of local scheduled flying. Weather information, field conditions, barrier information, and approach information are broadcasted on ATIS frequencies (124.2/280.5 MHz). All pilots shall attempt to receive ATIS information before initial contact with ATC. NOTAMS which are more than 24 hours old will not be broadcast on the ATIS. ATIS broadcasts may continue after published hours if ATC determines operation is necessary to support flying operations. |

## RODN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCN) and surface of RWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05L | 51.0° | 3688x91 | PCN 37/R/B/W/T Asphalt Concrete | *262046.48N1274505.38E* | THR ELEV: 63ft TDZ ELEV: 93ft |
| 23R | 231.0° | 3688x91 | PCN 37/R/B/W/T Asphalt Concrete | *262201.82N1274648.84E* | THR ELEV: 129ft TDZ ELEV: 126ft |
| 05R | 51.0° | 3688x61 | PCN 45/R/B/W/T Asphalt Concrete | *262038.57N1274518.13E* | THR ELEV: 74ft TDZ ELEV: 106ft |
| 23L | 231.0° | 3688x61 | PCN 45/R/B/W/T Asphalt Concrete | *262153.92N1274701.58E* | THR ELEV: 133ft TDZ ELEV: 143ft |

| Slope of RWY | SWY dimensions | CWY dimensions | Strip Dimensions(M) | OFZ | Remarks |
|---|---|---|---|---|---|
| 7 | 8 | 9 | 10 | 11 | 12 |
| See Chart below | Nil | Nil | | Nil | See below “Aircraft arresting systems (AAS)” |




Aircraft arresting systems (AAS). All arresting systems are BAK-12 supported pendant cable capable of bi-directional tail hook arrestments only. When a pilot elects to make an emergency engagement, they will advise ATC of the arresting system to be used.

1. Locations and types.
   AAS-1. BAK-12 Located 1,403ft from the approach end of Runway 05L.
   AAS-2. BAK-12 Located 3,200ft from the approach end of Runway 05L.
   AAS-3. BAK-12 Located 3,160ft from the departure end of Runway 05L.
   AAS-4. BAK-12 Located 1,591ft from the departure end of Runway 05L.
   AAS-5. BAK-12 Located 1,091ft from the departure end of Runway 05R.
   AAS-6. BAK-12 Located 2,710ft from the approach end of Runway 05R.
2. Normal Configuration. The following arresting cables shall remain in the ready position for the runway in use unless operational requirements dictate a change:
   RWY 05L; AAS-2, 3, and 4.
   RWY 23R; AAS-3, 2, and 1.
   RWY 05R; AAS-6 and 5.
   RWY 23L; AAS-5 and 6.

## RODN AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05L | 3688 | 3688 | 3688 | 3688 | Nil |
| 23R | 3688 | 3688 | 3688 | 3688 | Nil |
| 05R | 3688 | 3688 | 3688 | 3688 | Nil |
| 23L | 3688 | 3688 | 3688 | 3688 | Nil |

## RODN AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 05L | PALS (CAT I) 914m LIH | Green | PAPI 3.0°/LEFT | Nil | 3688m Coded color (White/Red) LIH | 3688m Coded color (White/Yellow) LIH | Red | Nil |
| 23R | SALS 457m LIH | Green | PAPI 3.0°/LEFT | Nil | 3688m Coded color (White/Red) LIH | 3688m Coded color (White/Yellow) LIH | Red | Nil |
| 05R | Nil | Green | PAPI 3.0°/LEFT | Nil | Nil | 3688m Coded color (White/Yellow) LIH | Red | Nil |
| 23L | Nil | Green | PAPI 3.0°/LEFT | Nil | Nil | 3688m Coded color (White/Yellow) LIH | Red | Nil |

| Remarks |
|---|
| 10 |

1. No visual reference available on night take-off beyond end of RWY 23L/23R
2. Runway Distance Markers. Standard runway distance markers are located 67 feet from the edge of pavement on Runway 05R/23L and 50 feet from the edge of pavement on Runway 05L/23R. Runway distance markers indicate runway remaining in 1,000-foot increments and are lighted for night operations.

## RODN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: *262101.20N/1274611.85E*, White/Green EV4.3sec |
| 2 | LDI location and LGT<br>Anemometer location and LGT | Nil |
| 3 | TWY edge and centerline lighting | TWY edge LGT: Blue<br>TWY CL LGT: ALTN Green/Yellow FM RWY leaving Report point, other Green<br>Taxiway lighting is available on TWY Hotel, North East Connector, Juliet, Kilo, Lima, the east end of Golf and Alpha through Foxtrot between TWYs Kilo and Lima.<br>Taxiways lighting is NOT available on TWY Golf (west end), Mike, November, Papa, and Upper Fighter Ramp (UFR). Pilots must use extreme caution in these areas at night and during instrument meteorological conditions because of reduced lighting and the numerous vehicles operating there.<br>All transient aircrews shall use transient alert Follow-Me services when taxiing in these areas. |
| 4 | Secondary power supply/switch-over time | Nil |
| 5 | Remarks | Nil |

## RODN AD 2.16 HELICOPTER LANDING AREA

1. TWY Charlie North at intersection of Echo North
2. TWY Charlie South
3. Vertical Takeoff and Landing Pad (VTOL) on TWY Charlie Center

Remarks: Helicopters will take off and land only on active runways, VTOL pad, or designated helipads.

## RODN AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical Limits (ft) | Airspace classification | ATS unit Call sign Language | Remarks |
|---|---|---|---|---|---|
| 1 | | 2 | 3 | 4 | 6 |
| KADENA CTR | Area within a radius of 5nm of ARP (*2621N12746E*), excluding Futenma CTR. (See ROTM AD2.17) | --------<br>3143<br>(exc 3143) | D | KADENA TOWER<br>En | |
| NAHA PCA | See ROAH AD2.17 | | B | NAHA APP/DEP<br>NAHA RADAR<br>NAHA ARR<br>KADENA ARR<br>En | |
| NAHA ACA | See ROAH AD2.17 | | E | NAHA APP/DEP<br>NAHA RADAR<br>NAHA ARR<br>KADENA ARR<br>En | |

## RODN AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| TWR | Kadena Tower | 315.8MHz<br>236.6MHz(1)<br>134.1MHz<br>243.0MHz(E)<br>121.5MHz(E) | H24 | APP service provided by NAHA APP<br>(1)on request |
| GND | Kadena Ground Control | 275.8MHz<br>118.5MHz | H24 | |
| DLVRY | Kadena Clearance Delivery | 235.0MHz<br>123.3MHz | H24 | |
| OPS | Kadena Dispatch | 266.0MHz<br>131.4MHz | H24 | |
| ATIS | Kadena Air base | 280.5MHz<br>124.2MHz | 2000-1400 | |
| MET | Kadena Metro | 344.6MHz | H24 | |

## RODN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (4.00°W) | KAD | 112.0MHz | H24 | *262124.16N/1274606.73E* | | VOR Maintenance Period: 2100 - 2300 SUN-THU.<br>VOR unusable:<br>050°-060° beyond 15nm BLW 4500ft.<br><br>225°-250° beyond 30nm |
| TACAN (4.00°W) | KAD | 1018MHz (CH-57X) | H24 | *262124.16N/1274606.73E* | 158ft | TACAN Maintenance Period: 2100 - 2300 SUN-THU.<br>TACAN unusable:<br>010°-030° beyond 20nm BLW 6000ft.<br>110°-190° beyond 10nm<br><br>DME unusable:<br>110°-190° beyond 10nm BLW 5000ft. |
| ILS-LOC 23R | IKZZ | 108.7MHz | H24 | *262040.17N/1274456.70E* | | LOC: 309.4m (1015ft) away FM RWY 05L THR.<br>BRG (MAG) 235° |
| ILS-GP 23R | - | 330.5MHz | H24 | *262153.11N/1274642.12E* | | GP: 313.6m (1029ft) inside FM RWY 23R THR.<br>Angle 3.0° |
| ILS-LOC 05L | IKDN | 109.7MHz | H24 | *262204.49N/1274652.50E* | | LOC: 130.5m (428ft) away FM RWY 23R THR.<br>BRG (MAG) 055° |
| ILS-GP 05L | - | 333.2MHz | H24 | *262050.13N/1274519.13E* | | GP: 367m (1204ft) inside FM RWY 05L THR.<br>Angle 3.0°<br><br>ILS Maintenance Period: 2000 - 2300 SUN-THU |

## RODN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 Aircraft operations other than scheduled flights or in an emergency.
On use of this airport, aircraft operator is required to obtain the prior permission (PPR) of the Airport Administrator. Request PPR at least 24 HR in advance.

1.1.1 Civil Aircraft Operations.
Civil aircraft desiring to operate at Kadena Air Base must comply with procedures in applicable Air Force Instructions such as AFI 10-1001, *Civil Aircraft Landing Permits*, AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields* and AFI 10-1003, *Use of Air Force Installations for Non-Government Business by Civil Air Carriers Participating in the Civil Air Reserve Fleet (CARF) Program*.

1.1.2 A flight plan is mandatory for all aircraft arriving and departing Kadena AB.

1.2 Except for taxi, DO NOT point exhaust toward adjacent perimeter road.

1.3 Photography on Airfield is prohibited. Photographic, video, and audio recording within the flight line controlled area and Kadena Air Base restricted areas is prohibited without prior coordination.

1.4 Supersonic Flight.
Supersonic flights are only authorized during training in approved military training areas. Supersonic flight is prohibited during training over land areas in the vicinity of Kadena Air Base and Okinawa.

1.5 Acrobatic Flight. No aircraft will conduct acrobatic flight in the Kadena CTR (Class D Airspace).

1.6 ATC Procedures.
Departing aircraft shall comply with the following procedures.

(1) ATC clearance: Contact KADENA CLEARANCE DELIVERY at least 5 minutes prior to starting engines but no earlier than 30 minutes before proposed departure time with the following items.
a) call sign
b) destination
c) proposed flight level/altitude (alternative flight levels/altitudes, if any)
d) alternative flight routes, if any

(2) Taxi: Contact KADENA GROUND

(3) Intersection departure
a) Pilots may initiate request for intersection departures.
b) Pilots are responsible for determining that sufficient runway length is available to permit safe takeoff and that the intersection takeoff is authorized by unit or company operating directives.
c) The remaining runway length for intersection departures are as follows.

| TWY | RWY05L | RWY05R | RWY23L | RWY23R |
|---|---|---|---|---|
| Bravo | 9300ft | 9700ft | 2300ft | 2700ft |
| Charlie | 7800ft | 8200ft | 3800ft | 4200ft |
| Delta | 5700ft | 6400ft | 5600ft | 6300ft |
| Echo | 2600ft | 3700ft | 8300ft | 9400ft |

(4) Protection of Precision Critical Areas.
There are three critical areas associated with precision approaches at Kadena AB, which must be protected. The localizer and glide slope critical areas must be protected because of possible interference to the ILS signal. The PAR touchdown area must be protected from encroachment due to proximity to the landing runway.
a) Glideslope and Localizer Critical Areas. When the ceiling is below 800 feet or the visibility is less than 2 miles.
b) PAR Touchdown Critical Areas. When the ceiling is less than 200 feet and/or visibility is less than 1/2 mile.
c) Instrument Hold Lines. Critical areas are marked by instrument hold lines consisting of two parallel lines with vertical stripes and the letters "INST". Instrument hold lines are located on TWYs Alpha, Bravo, and Foxtrot on the north and south sides of RWYs 05L/23R and 05R/23L and on the north and south sides of RWYs 05L/23R on TWY Echo.

2. Taxiing to and from stands

2.1 Use extreme caution when taxiing on TWY Kilo between TWY Charlie and Delta due to congestion.

2.2 Jet aircraft will not use TWY Delta when accessing Service Apron 2 from RWY 05R/23L due to hill incline and jet blast to Service Apron 1.

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

6.1 WING TIP RESTRICTIONS:
(1) TWY Golf (in the vicinity of Hardstands 302, 304, and 306) is closed to all aircraft with over 45 foot wing span due to inadequate wing tip clearance near Buildings 3430, 3431, 3432 and 3433.
(2) TWY Golf, between Building 3456 and TWY Echo, is restricted to aircraft with a wing span of 135ft or less.
(3) TWY Golf, between TWY Echo and TWY Foxtrot is restricted to aircraft with a wingspan of 55ft or less.
(4) TWY Kilo between TWYs Echo and Foxtrot is restricted to aircraft with a wing span of 160ft or less. Aircraft with a wing span greater than 160ft but less than 166ft may only use this area with prior coordination with the Airport Administrator and will require wing walkers.
(5) TWY Kilo between TWYs Delta and Echo is restricted to aircraft with a wing span of 170ft or less.
(6) Hot Pit Location Restrictions: During usage of the Hot Pit Refueling Site on Service Apron 3, TWY Kilo between TWYs Echo and Foxtrot will be closed to all aircraft with wing span greater than 55ft. Aircraft with wing span greater than 55ft already parked on hardstands between TWYs Echo and Foxtrot may exit /enter via TWYs Echo or Foxtrot.
(7) TWY Juliet is authorized for aircraft with wing span of 135ft or smaller only. These aircraft may utilize TWYs Delta or Echo to enter or exit TWY Juliet.
(8) TWY Lima: When aircraft are parked on service apron 4 or 5 adjacent to TWY Lima, aircraft with wingspans greater than 160ft but less than 180ft will require wing walkers; aircraft with wingspans greater than 180ft are prohibited.
a) Coordination with the Airport Administrator for repositioning of aircraft on Service Aprons 4 and 5 must be accomplished for unrestricted taxi operations.
b) TWY Lima between TWYs Alpha and Delta is restricted to aircraft with a wing span of 185ft or less.
c) TWYs Mike, November, and Papa are restricted to aircraft with a wing span of 185ft or less.
(9) The Upper Fighter Ramp (UFR) is specifically designed and marked for fighter type aircraft with wing spans less than 45ft. Pilots will follow the yellow taxi lines while taxiing in the UFR. These taxi lines provide at least a 10ft clearance from all obstacles behind the yellow Wing Tip Clearance (WTC) line. Pilots may not taxi, without a marshaller, with less than 25ft wing tip clearance, unless on a yellow taxi line and all equipment is behind the yellow WTC lines.

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

## RODN AD 2.21 NOISE ABATEMENT PROCEDURES

1.Procedure is strictly enforced, no ARR/DEP between 1300-2100 without prior approval. Except Air Mobility Command priority missions.

2. Extremely dense population in the areas to the north, northwest and east of KADENA AB (RODN) requires all pilots minimize aircraft noise to the maximum extent possible, particularly during hours of darkness, on weekends, and holidays. Deviations from noise abatement procedures require prior approval.

3. The following specific procedures will be strictly enforced:

1) Straight-in, full stops 1300-2100 daily, 1300SAT through 2100SUN (0600 Local on MON), and during holidays as indicated by local advisory and NOTAMs, no exceptions without prior approval.
2) Use of afterburner over Okinawa and on takeoff is prohibited except for safety of flight or when operationally required. Pilots are responsible for ensuring that they have obtained prior permission.
3) Transient aircraft requesting Visual Flight Rule patterns can expect Runway 05R/23L, and will minimize requests for multiple Visual Flight Rule patterns on weekdays.
4) Multiple Radar and VFR patterns are approved 2100-1300 (2100SUN-1300FRI) and prohibited weekends/holidays. Saturday patterns between 2100FRI-1300SAT require prior approval.
5) Closed pattern traffic will delay pulling up to turn for downwind leg until passing the end of the runway unless otherwise directed by ATC.
6) Closed traffic patterns will be flown in a clean configuration until established on the downwind leg, unless an emergency or service procedure requires leaving the aircraft in the landing configuration.
7) Engine Runs above idle, other than for takeoff, are only authorized 2100-1300 (2100SUN-1300FRI) and SUN/ holidays 0300-0900.
8) During times of local Quiet Periods, all aircraft straight-in, full stop. No engine runs above idle unless hush house or test cell facility used. No departures without prior approval. Local quiet periods are issued via NOTAM.
9) No VTOL hover checks Saturday, Sunday, and holidays. VTOL landing Saturday, Sunday and holidays only if cross winds are 10 kts or greater. The use of vertical thrusters by aircraft is unauthorized on Runway 05R/23L and 05L/ 23R.
10) Minimize reverse thrust to max extent.
11) Avoid over flight of Naha city below 4000ft.
12) Avoid over flight of Ie-Shima Island below 4000ft.
13) Avoid over flight of Hospital at *2618.8N12746.3E* (KAD R-182 2.5DME)
14) Local holiday observances and school testing restrictions published by NOTAM.

## RODN AD 2.22 FLIGHT PROCEDURES

**1.Traffic Pattern Altitudes:**

Jet Tactical and/or Overhead - 1,800 MSL.

Aircraft inbound to initial shall maintain 2,500 feet unless a lower altitude is approved by ATC. Aircraft shall descend to 1,800 feet MSL (initial altitude) at 5 DME or once established on initial and inside the Kadena Delta Airspace.

Conventional Rectangular - 1,300 feet MSL.

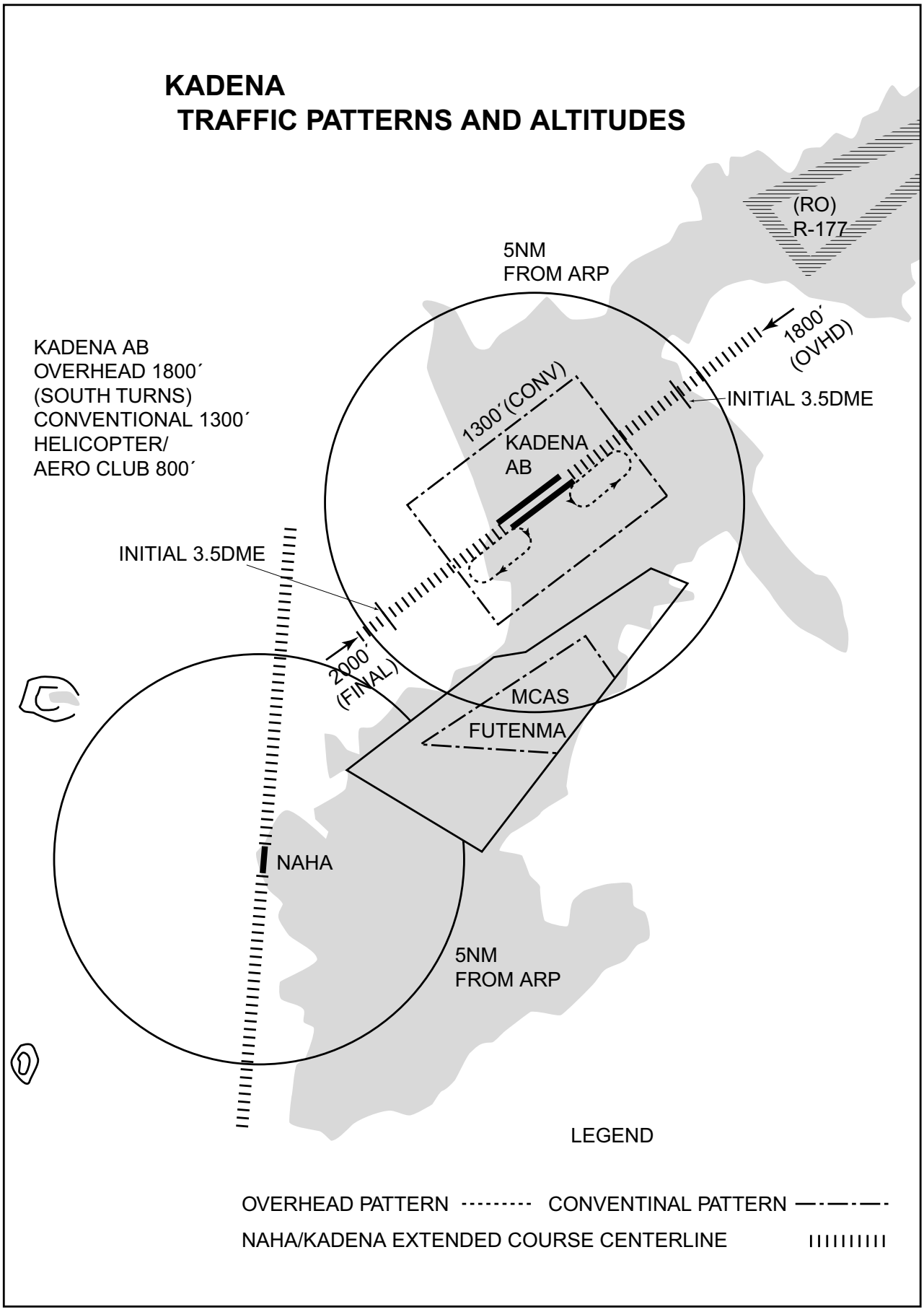
Aircraft shall enter the pattern at 1,300 feet MSL, or as directed by Tower. Unless directed by Tower, aircraft shall fly a left hand pattern to Runway 05L and 23L and right pattern to Runway 05R and 23R. When flying right pattern to Runway 05L/R, extend downwind until over the water prior to turning base, avoid angling final, and be aligned with the runway centerline prior to reaching the land area.

Helicopter and Aero Club - 800 feet MSL.

Helicopters will conform to the established rectangular pattern, except pattern altitude will be 800 feet MSL. Approaches to/departures from helipads will be in the direction of the designated runway in use, unless otherwise authorized by Tower.

The Overhead pattern (1,800ft) is only open from sunrise to civil twilight. This restriction does not apply to the Conventional Rectangular pattern (1,300ft) or the Helicopter and Aero Club pattern (800ft).

During VMC, all aircraft must remain below 1,300ft until departure end of RWY to ensure separation of overhead traffic pattern, unless otherwise cleared by ATC. All aircraft contact GND prior to engine start.


KADENA
TRAFFIC PATTERNS AND ALTITUDES
(RO)
R-177
5NM
FROM ARP
1800´
(OVHD)
KADENA AB
OVERHEAD 1800´
(SOUTH TURNS)
CONVENTIONAL 1300´
HELICOPTER/
AERO CLUB 800´
1300´(CONV)
KADENA
AB
INITIAL 3.5DME
INITIAL 3.5DME
2000´
(FINAL)
MCAS
FUTENMA
NAHA
5NM
FROM ARP
LEGEND
OVERHEAD PATTERN
CONVENTINAL PATTERN
NAHA/KADENA EXTENDED COURSE CENTERLINE

**2. Lost communication procedures for arrival aircraft under radar navigational guidance**

If radio communications with Naha Approach/Kadena Arrival are lost for 1 minute, squawk Mode A/3 Code 7600 and;

(1)

a) Contact Kadena Tower.

b) If unable, proceed in accordance with Visual Flight Rules, proceed to IAF as filed in flight plan at FL190. Normally descend or climb to maintain FL190, no closer than 50 DME from KAD. On a filed ETA or EFC (if received), descend to FL150 and execute the penetration and approach to the active runway or the last known runway in use. If VMC is encountered proceed under VFR rules.

(2)Regardless of weather conditions or type of flight plan filed, the approach or landing should be planned for Runway 05L or 23R. On final approach, check PAPI lights to verify direction of traffic.

(3) Procedures other than above will be issued when situation required.

**3. ATC Radar Beacon Program.**

Aircraft flying under control of Naha approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C. If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

**4.Kadena Air Base VFR Aero Club/Helicopter Arrival/Departure Routes**

(1) FUTENMA ONE :

Via Point Sierra (KAD R-194, 3.6 NM) direct Kadena Gate One, then as directed by Kadena Tower to requested landing area. Maintain 800 feet MSL. Reverse route is flown for departures.

(2) MOON BEACH :

Via Moon Beach direct Water Tower (KAD R-013, 1.2 NM), then as directed by Kadena Tower to requested landing area. Maintain 800 feet MSL. Reverse route is flown for departures. Departures additionally will maintain 800 feet MSL until clear of the CTR. Aircraft will remain clear of the Naha PCA unless they are in radio contact with Naha Approach Control and have received a PCA clearance.

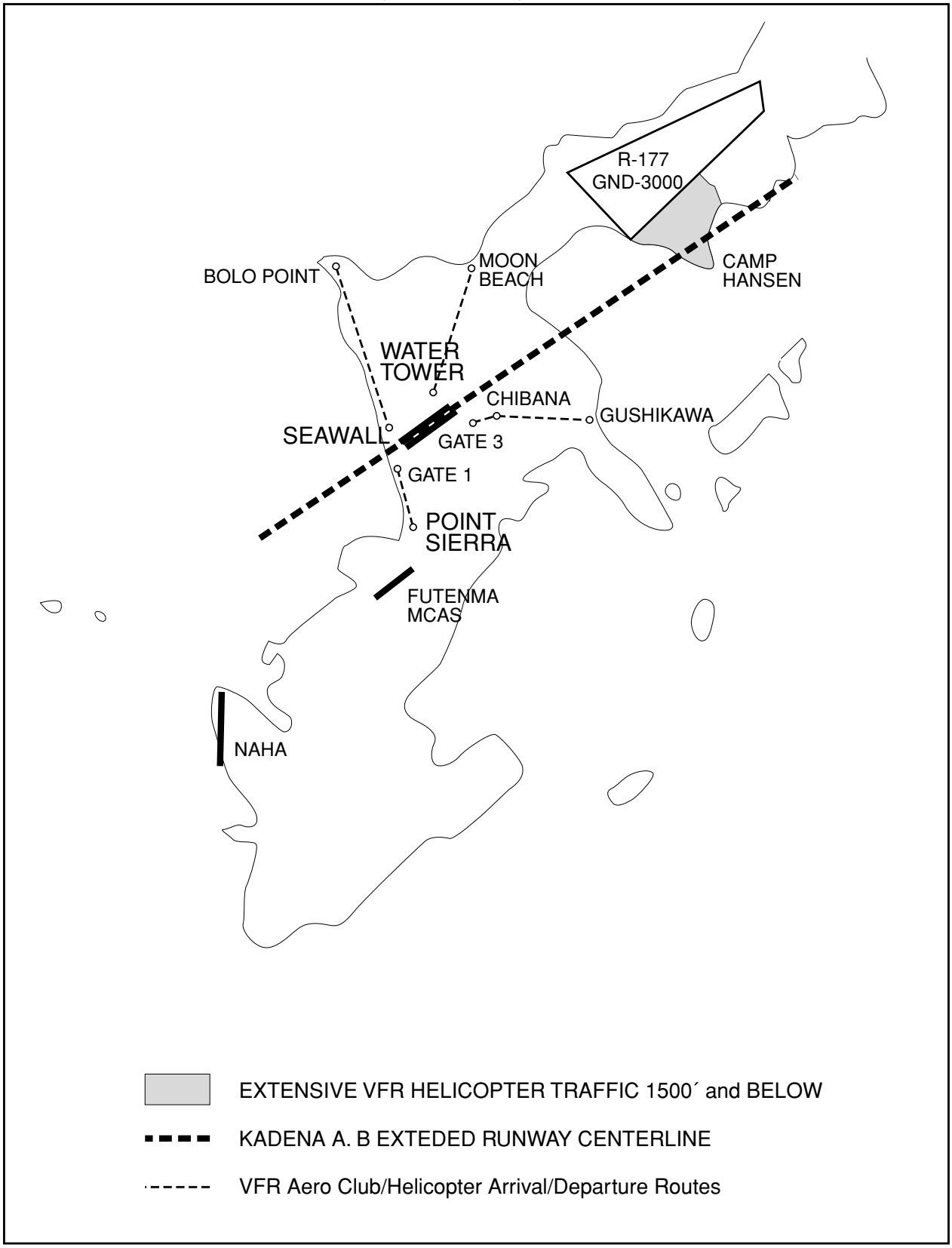
(3) GUSHIKAWA THREE :

Via Gushikawa, direct Chibana, direct Kadena Gate Three, then as directed by Kadena Tower to requested landing area. Cross Chibana at and maintain 800 feet MSL. Reverse route is flown for departures. Departures additionally will maintain 800 feet MSL until clear of the CTR. Aircraft will remain clear of the Naha PCA unless they are in radio contact with Naha Approach Control and have received a PCA clearance.

(4). BOLO FIVE :

Via Bolo Point, direct Seawall, then as directed by Kadena Tower to requested landing area. Maintain 800 feet MSL. Reverse route is flown for departures. Departures additionally will maintain 800 feet MSL until clear of the CTR. Aircraft will remain clear of the Naha PCA unless they are in radio contact with Naha Approach Control and have received a PCA clearance.

Kadena Air Base VFR Aero Club/Helicopter Arrival/Departure Routes



**5. WX MINIMA CONCERNING ASR APCH PROCEDURE**

**RADAR -** Call: OKINAWA APP CON **(E)** Primary-North 119.1 335.8 South 126.5 258.3 Secondary 121.1x 132.8x 134.1 135.9x 238.3x 255.8x 257.5x 261.4x 270.6x 287.8x 289.4x 290.3 297.2 317.8x

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/HATh HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR ④ | 05L ①⑧ | | AB | **520/**24 | 427 | (400-½) |
| | | | CDE | **520/**40 | 427 | (400-¾) |
| | 05R ⑤⑧ | | AB | **540/**55 | 434 | (400-1) |
| | | | CDE | **540-**1¼ | 434 | (400-1¼) |
| | 23R ②⑥ | | AB | **740/**40 | 611 | (600-¾) |
| | | | CDE | **740-**1½ | 611 | (600-1½) |
| | 23L ⑦ | | AB | **740/**55 | 597 | (600-1) |
| | | | CDE | **740-**1¾ | 597 | (600-1¾) |
| CIR ③⑥ | All Rwy | | A | **780-**1 | 637 | (700-1) |
| | | | B | **920-**1 | 777 | (800-1) |
| | | | C | **940-**2¼ | 797 | (800-2¼) |
| | | | D | **940-**2½ | 797 | (800-2½) |
| | | | E | **1180-**3 | 1037 | (1100-3) |

① When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
② When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¾ miles.
③ Circling NW of Rwy 05L-23R not authorized.
④ ASR MP 1600-1900Z Sun-Thurs.
⑤ VGSI and descent angle not coincident (VGSI Angle 3.00 TCH 60).
⑥ Amdt 3 19MAY22.
⑦ Amdt 4 19MAY22.
⑧ Amdt 5 19MAY22.

NOTE:REPRINTING DOD FLIP

## RODN AD 2.23 ADDITIONAL INFORMATION

RWY 05L/23R closed every 4th FRI2230-SAT0230
RWY 05R/23L closed every 4th SAT0330-0730
Extensive jet and low level act WI 50NM of Kadena 2300-1000 (2300SUN-1000FRI)

**BIRD CONCENTRATIONS/AREAS.**
Bird activity at Kadena AB (RODN) increases during the months of September through December. Much of this increase is due to plovers wintering in the area. Egrets frequent airfield grassy areas in APR, MAY, SEP, and OCT, particularly during mowing operation. Use caution for large flocks of small shorebirds, especially when heavy rains produce standing water. Bird activity in the local ranges and low-level areas does not present a significant strike hazard to Kadena's aircraft.

a) Phase Designations: Phase I and Phase II designations are based on historical bird activity. Should conditions warrant, the Operations Group Commander can elevate Phase I to Phase II based on sustained, out of season increased bird activity.
   1) Phase I represents residential bird activity, and will normally be from January 1st through March 31st, and from June 1st through August 31st.
   2) Phase II represents heavy/migratory bird activity, and will normally be designated from April 1st through May 31st, and September 1st through December 31st.
b) Bird Condition Codes:
   1) Bird Watch Condition **SEVERE**: Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under Bird Watch Condition (BWC) SEVERE.
   2) Bird Watch Condition **MODERATE**: Bird activity near the active runway or other specific location representing increased potential for strikes. BWC MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.
   3) Bird Watch Condition **LOW**: Bird activity on and around the airfield representing low potential for strikes.

## RODN AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart-Instrument (JILEE)
Standard Departure Chart-Instrument (TUCOF)
Standard Departure Chart-Instrument (EKOLU)
Standard Departure Chart-Instrument (CUNEK (RNAV))
Standard Departure Chart-Instrument (HIVAS (RNAV))
Instrument Approach Chart (ILS or LOC RWY05L)
Instrument Approach Chart (VOR or TACAN RWY05L)
Instrument Approach Chart (VOR or TACAN RWY05R)
Instrument Approach Chart (ILS or LOC RWY23R)
Instrument Approach Chart (RNAV (GPS) RWY05L)
Instrument Approach Chart (RNAV (GPS) RWY05R)
Instrument Approach Chart (RNAV (GPS) RWY23L)
Instrument Approach Chart (RNAV (GPS) RWY23R)

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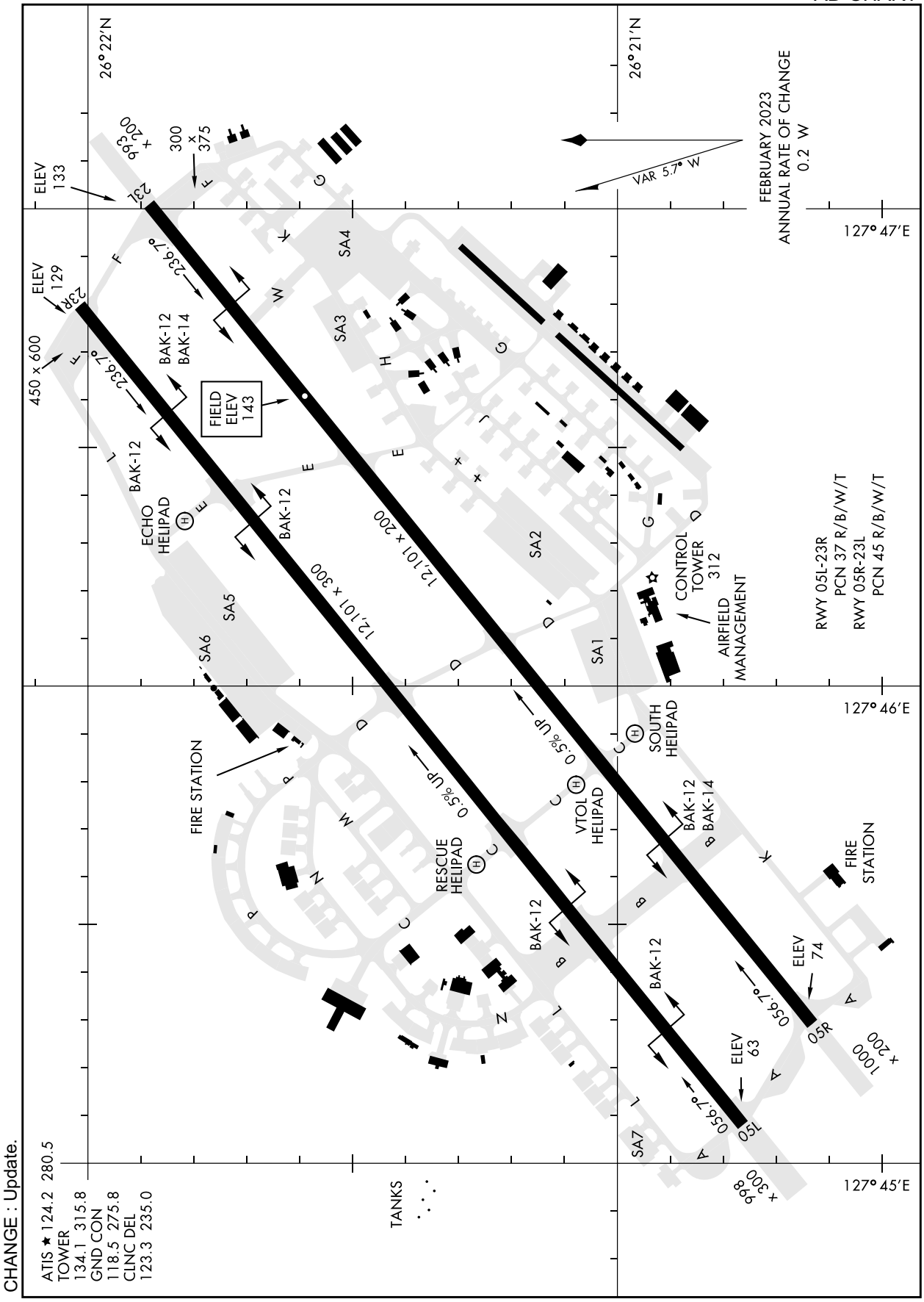
RODN / KADENA

AD CHART




**NOTE: REPRINTING DOD FLIP**

STANDARD DEPARTURE CHART -INSTRUMENT

# RODN / KADENA

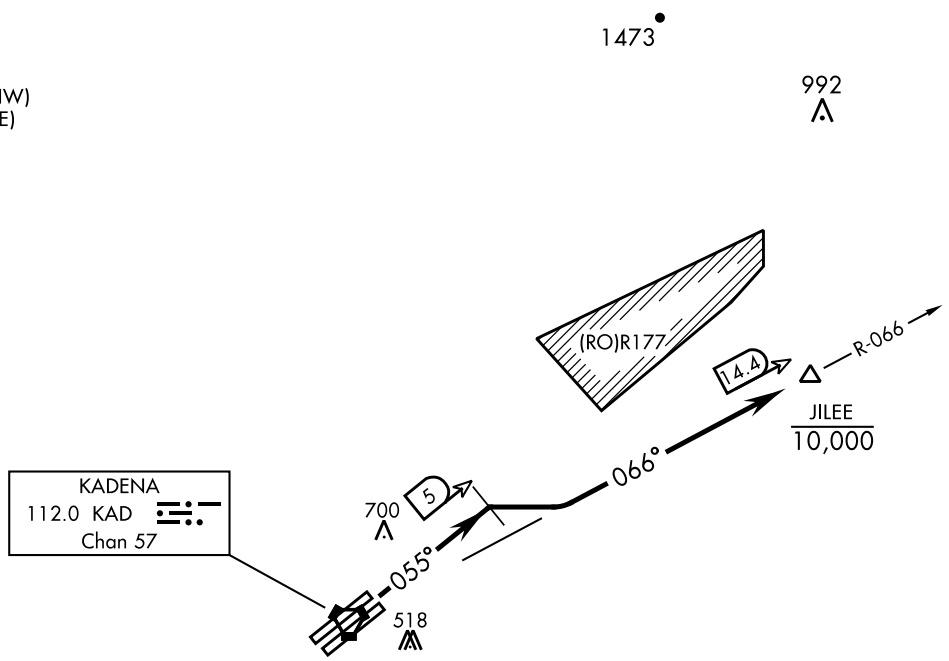
# JILEE FOUR DEPARTURE

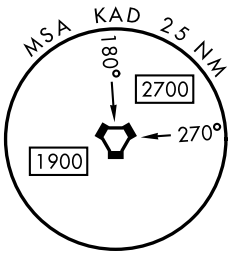
TACAN only

| 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**

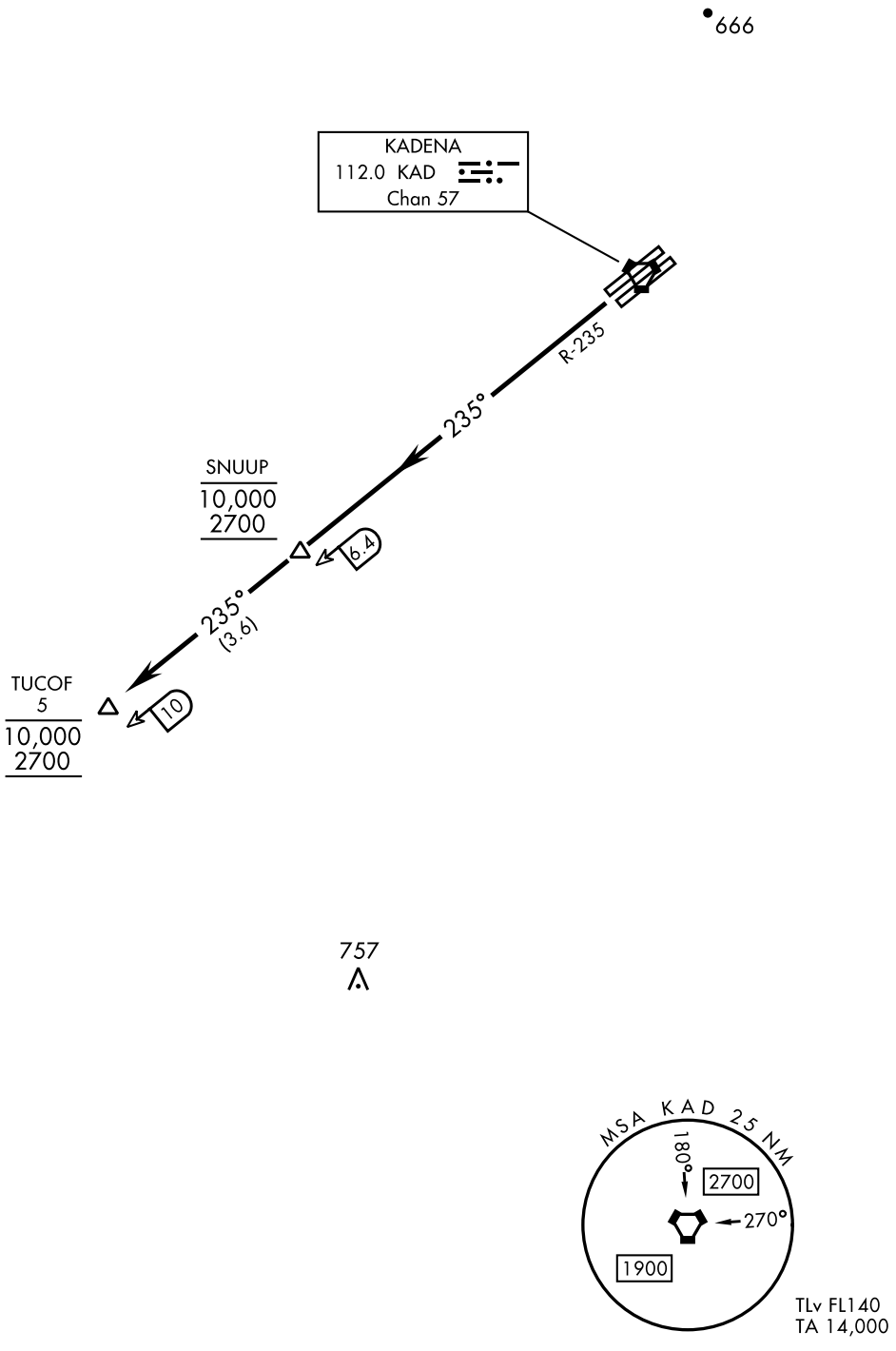
RODN / KADENA

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**

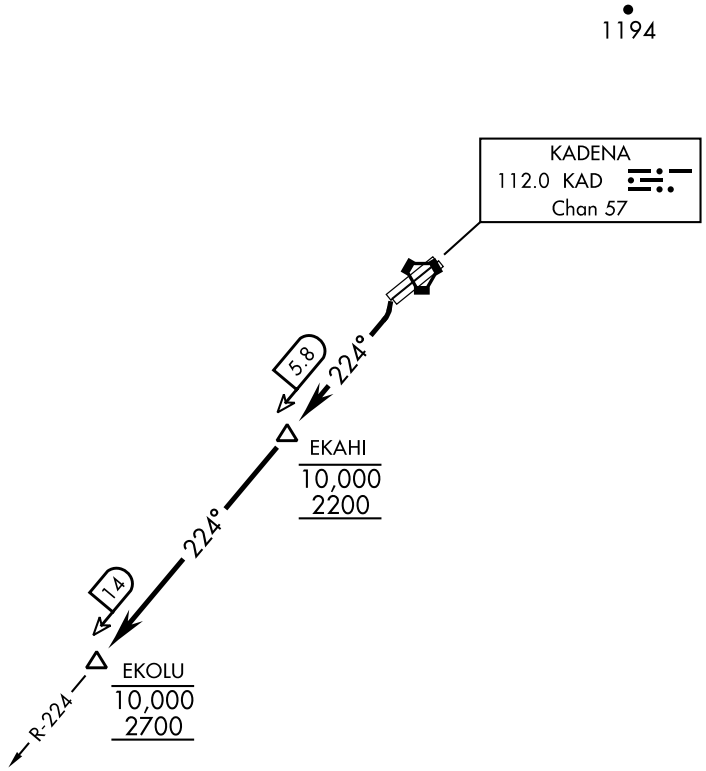
RODN/KADENA

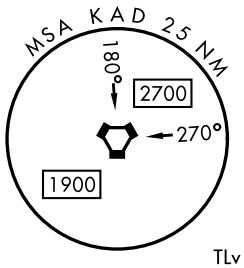
EKOLU THREE DEPARTURE

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)

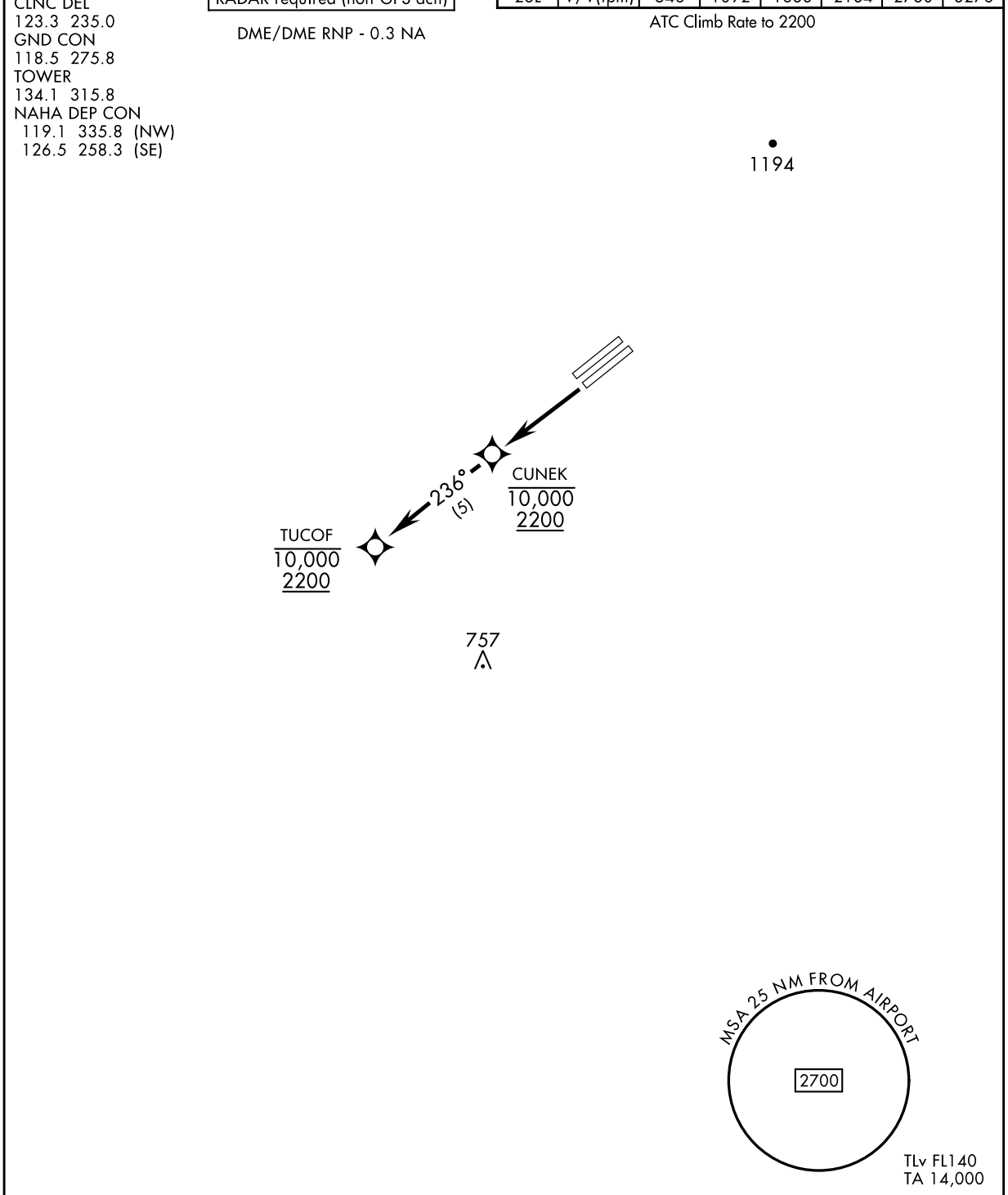
ATIS ★ 124.2 280.5
CLNC DEL
123.3 235.0
GND CON
118.5 275.8
TOWER
134.1 315.8
NAHA DEP CON
119.1 335.8 (NW)
126.5 258.3 (SE)

| 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**

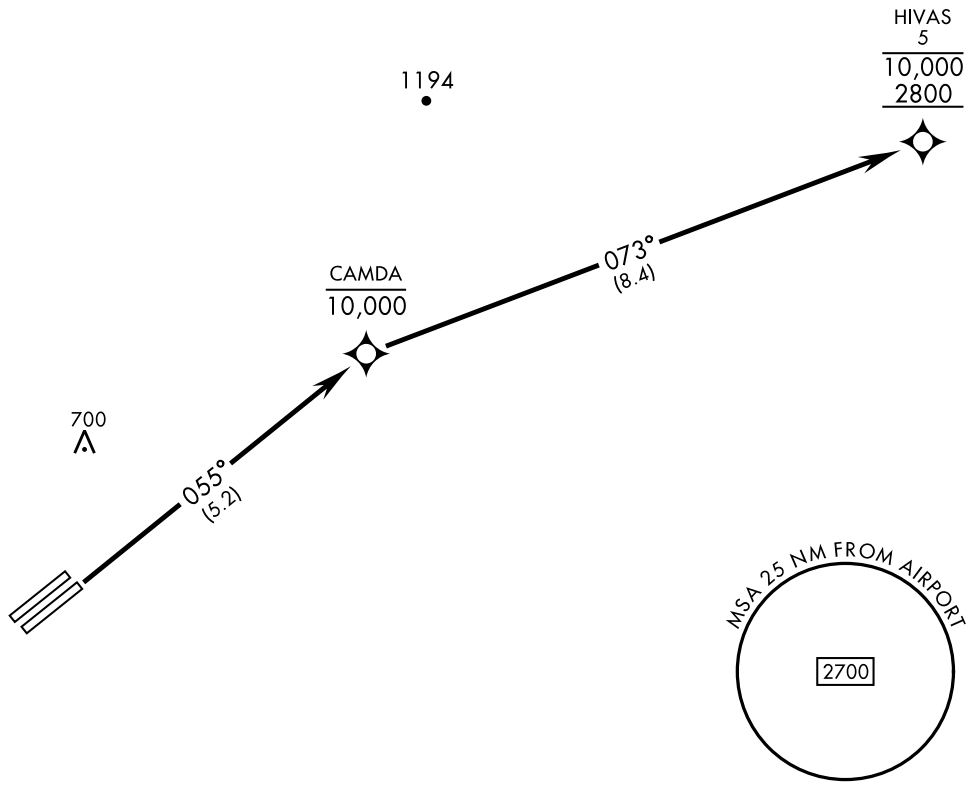
**STANDARD DEPARTURE CHART -INSTRUMENT**

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**

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**INSTRUMENT APPROACH CHART**

# RODN / KADENA

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

ILS or LOC RWY 05L

DME or RADAR required

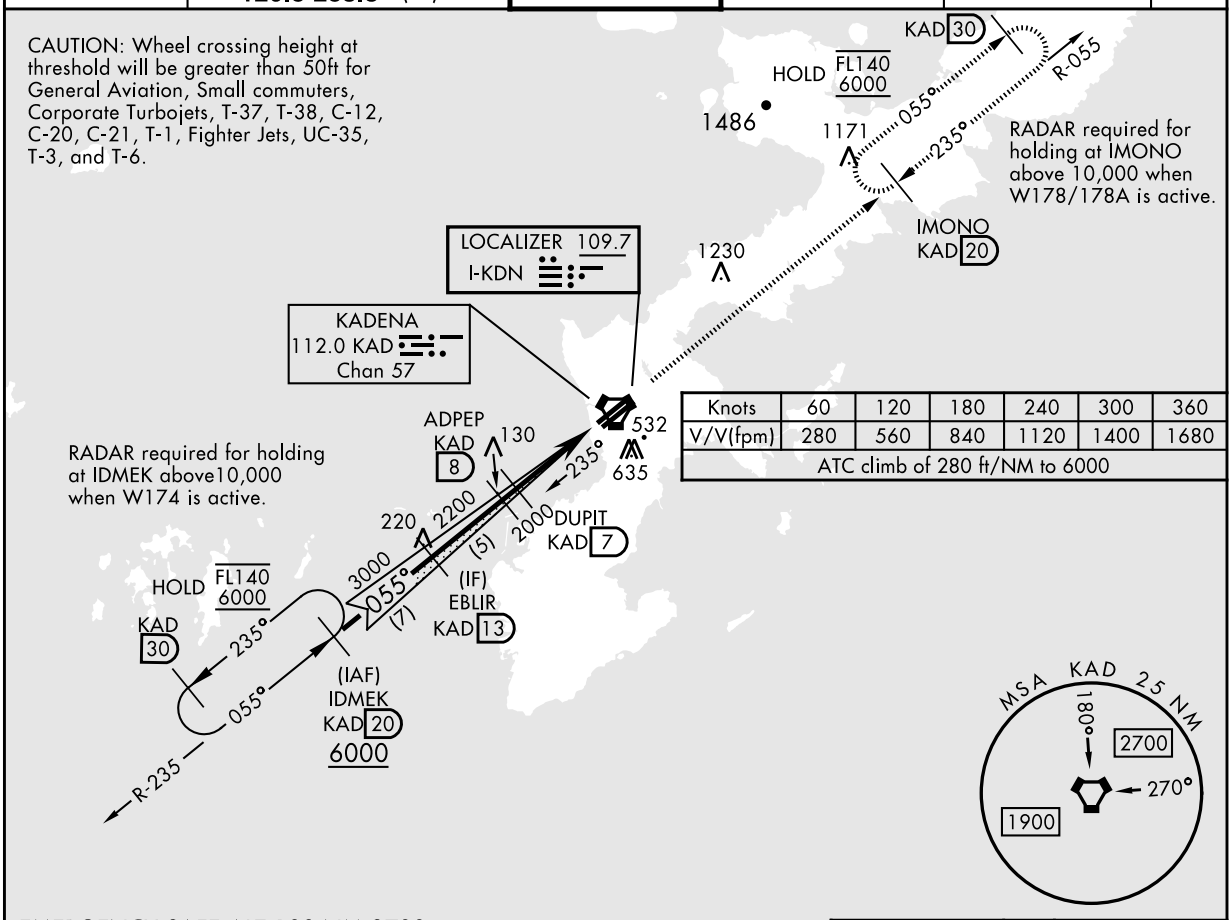
T * When ALS inop, increase RVR to 40 vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 45, vis to ⅞ mile.
*** Circling not authorized NW of Rwy 05L-23R.

ALSF-1

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 | |

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.




| Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|
| V/V(fpm) | 280 | 560 | 840 | 1120 | 1400 | 1680 |
| ATC climb of 280 ft/NM to 6000 | | | | | | |

EMERGENCY SAFE ALT 100 NM 2700

ELEV 143 TDZE 93

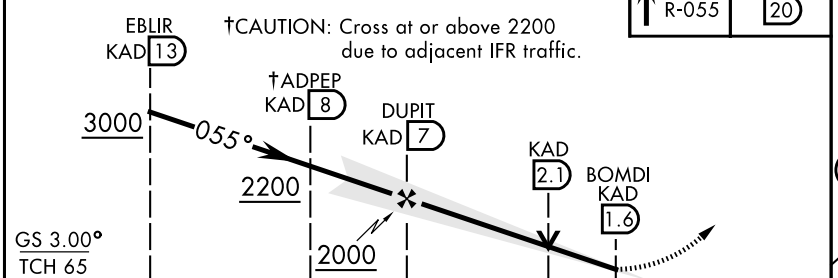
VGSI and ILS glidepath not coincident
(VGSI Angle 2.80/TCH 56)

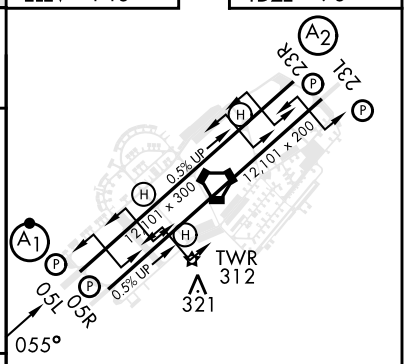
TLv FL140
TA 14,000

6000
KAD
R-055

IMONO
KAD
20

†CAUTION: Cross at or above 2200 due to adjacent IFR traffic.




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.

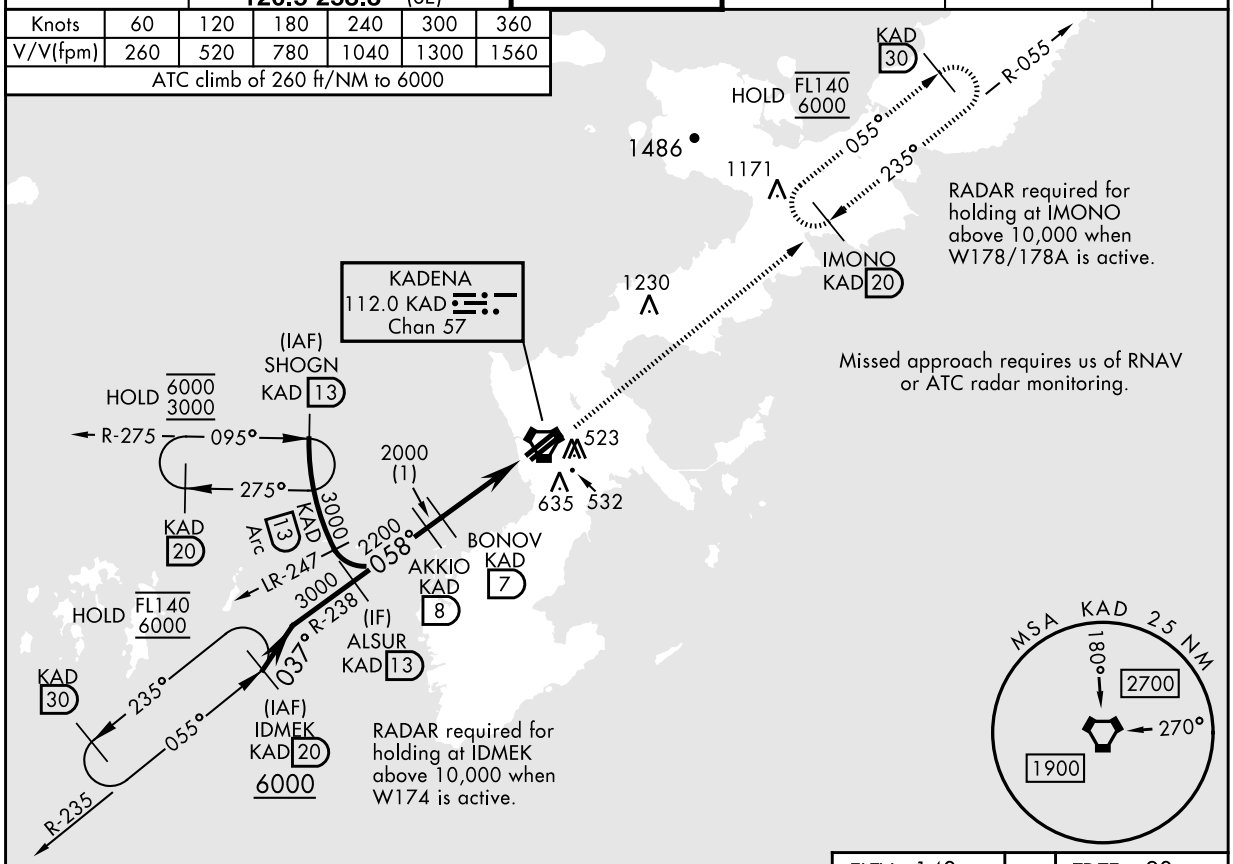
ALSF-1

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

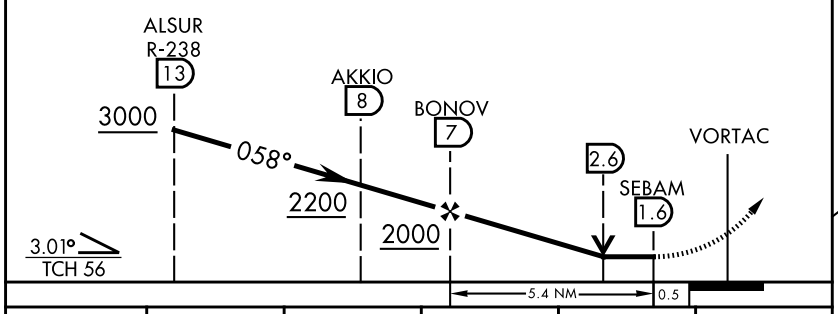
| ELEV 143 | TDZE 93 |
|---|---|

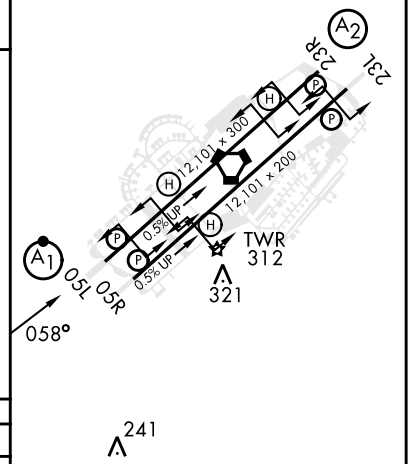
VGSI and descent angles not coincident
(VGSI Angle 2.80/TCH 56)

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

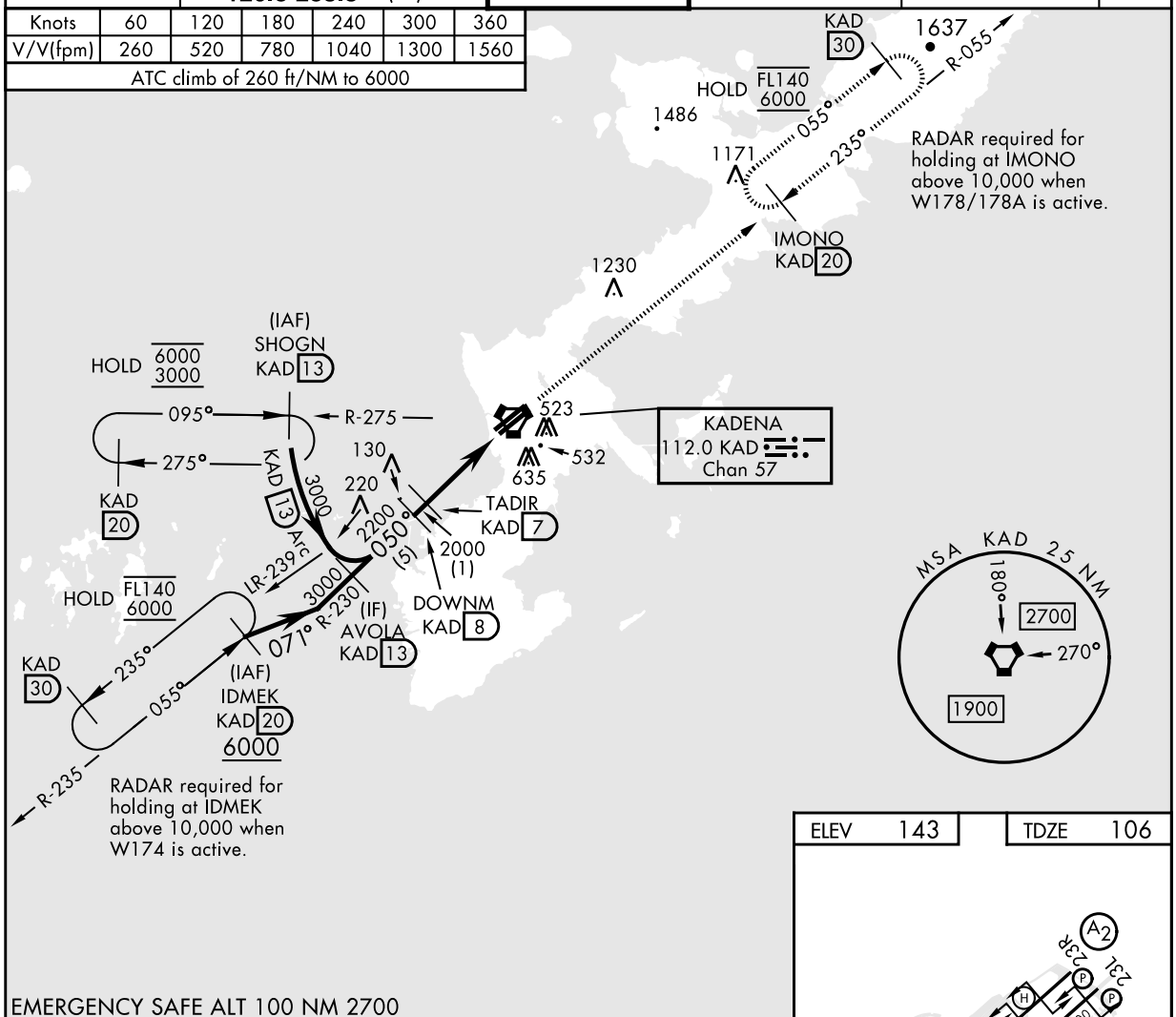
*Circling NW of Rwy 05L-23R not authorized.

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

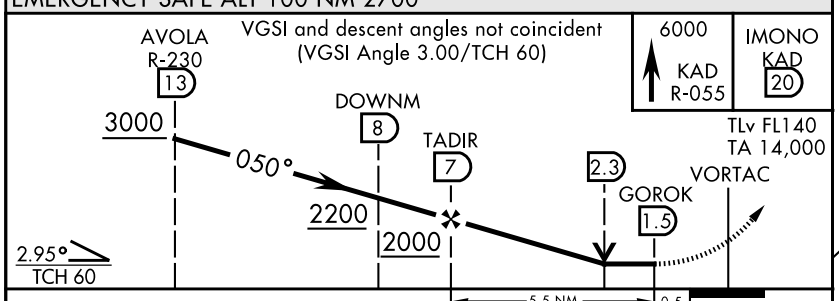
| ATIS ★ | NAHA APP CON | TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 124.2 280.5 | 119.1 335.8 (NW)<br>126.5 258.3 (SE) | 134.1 315.8 | 118.5 275.8 | 123.3 235.0 | |

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

ATC climb of 260 ft/NM to 6000

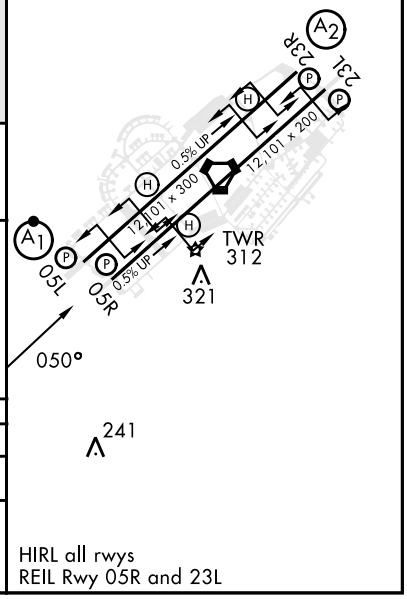



EMERGENCY SAFE ALT 100 NM 2700




| 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 108.7 | APCH CRS 235° | Rwy ldg 12,101<br>THRE 129<br>Arpt Elev 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 1⅝ miles.
** Circling NW of Rwy 05L-23R not authorized.

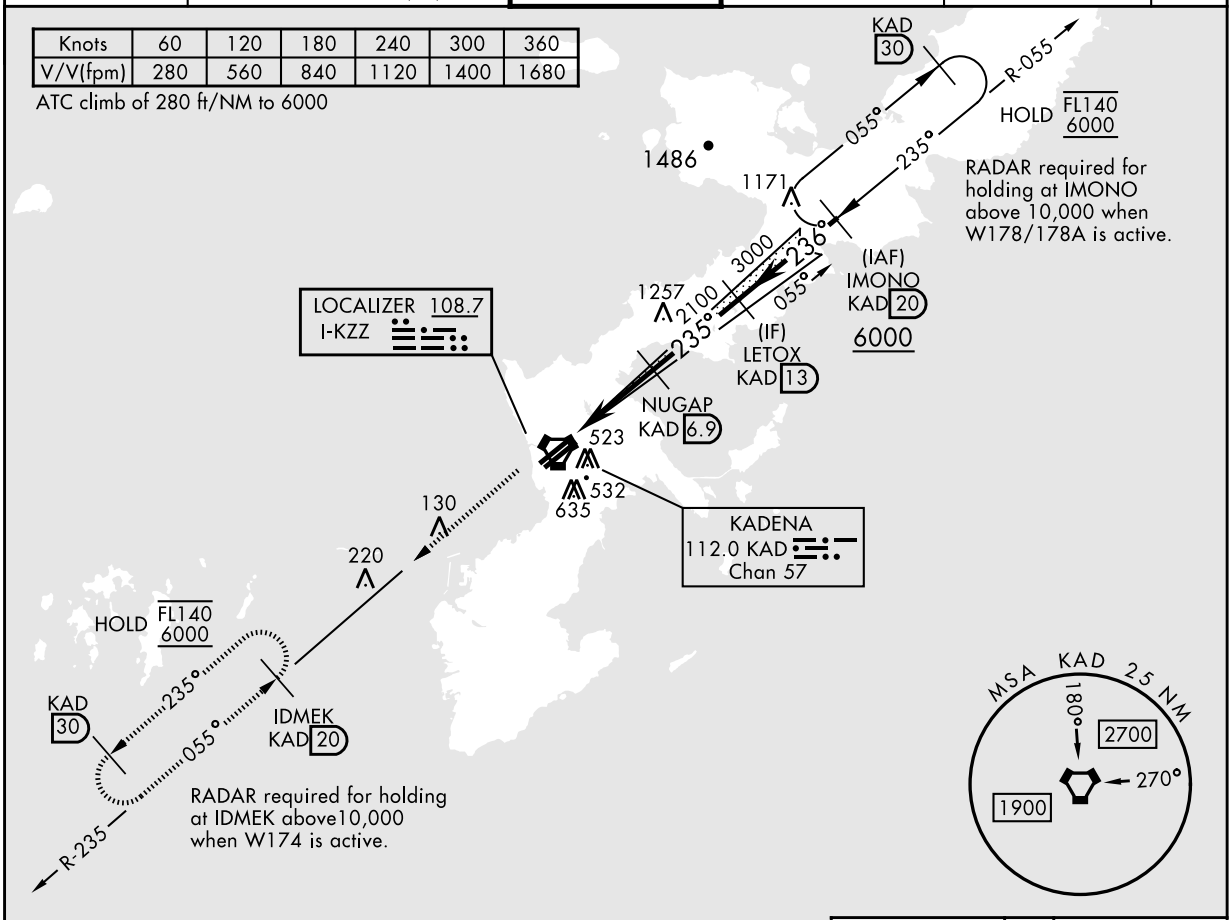
SALS A2

MISSED APPROACH: Climb to 6000 on KAD VORTAC R-235 to IDMEK and hold.

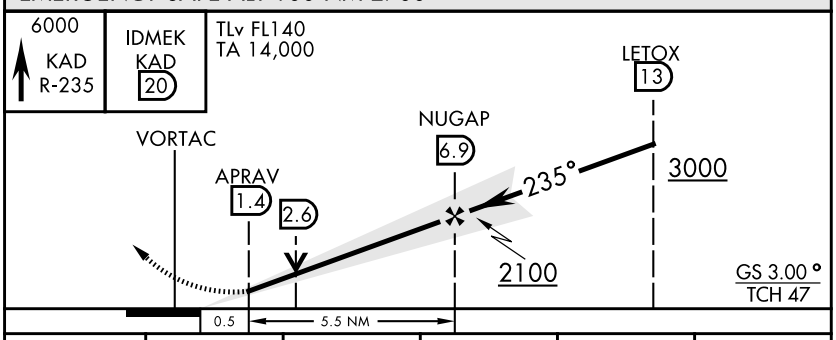
| ATIS ★ | NAHA APP CON | TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 124.2 280.5 | 119.1 335.8 (NW)<br>126.5 258.3 (SE) | 134.1 315.8 | 118.5 275.8 | 123.3 235.0 | |

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

ATC climb of 280 ft/NM to 6000

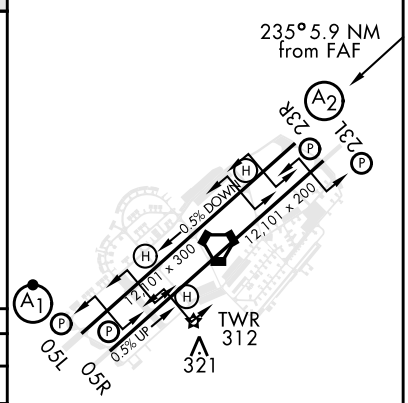



EMERGENCY SAFE ALT 100 NM 2700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23R | 329/40 | | 200 (200-¾) | | |
| S-LOC 23R* | 740/40<br>611 (600-¾) | | 740-1½ 611 (600-1½) | | |
| 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 THRE 129




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

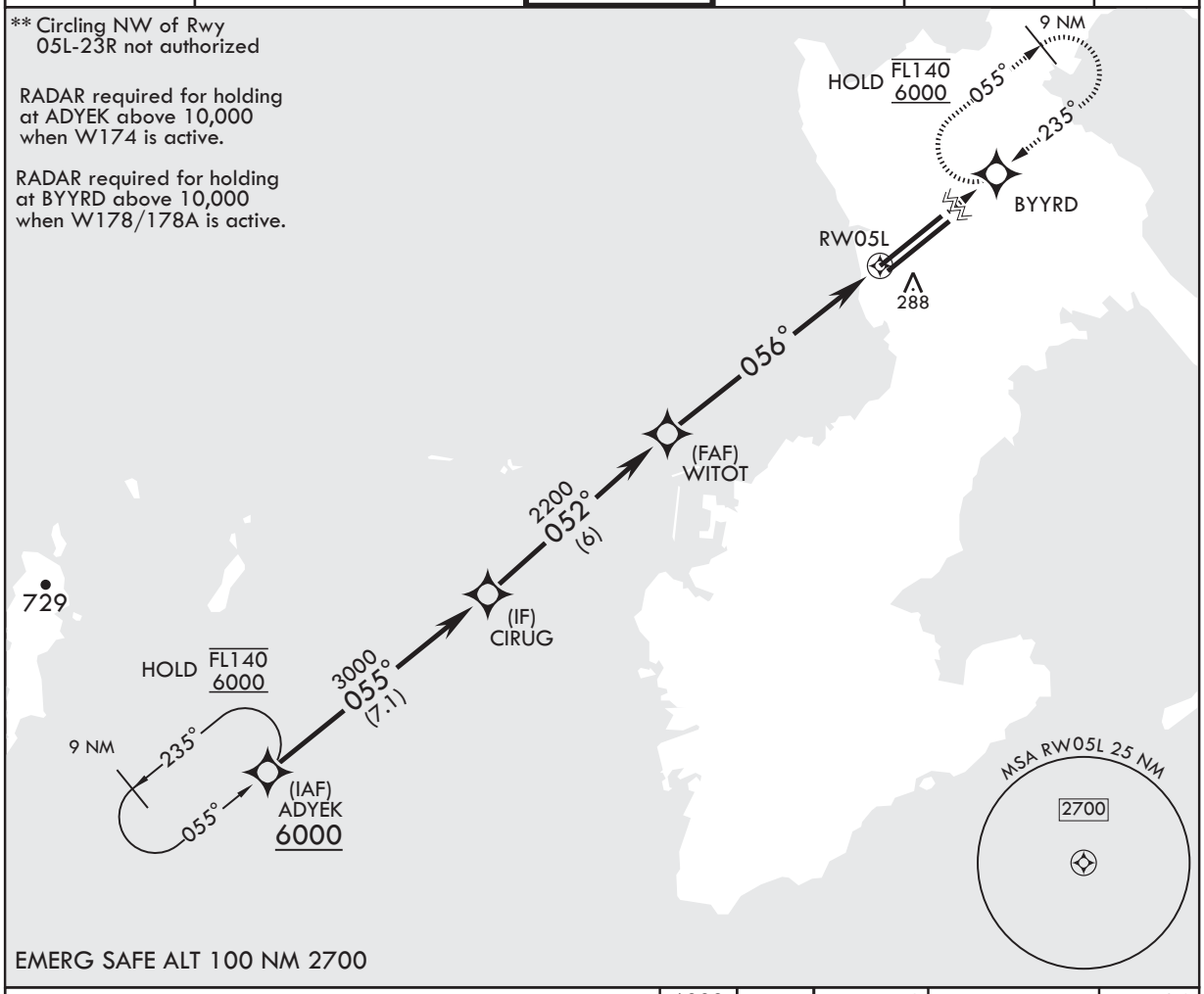
RADAR required. DME/DME RNP - 0.3 NA.

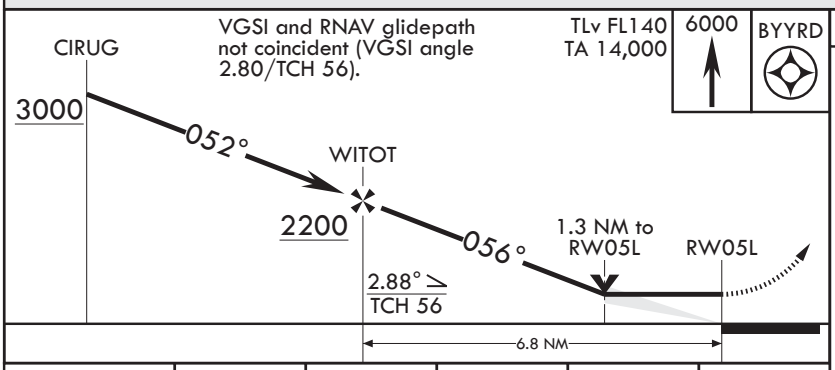
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.

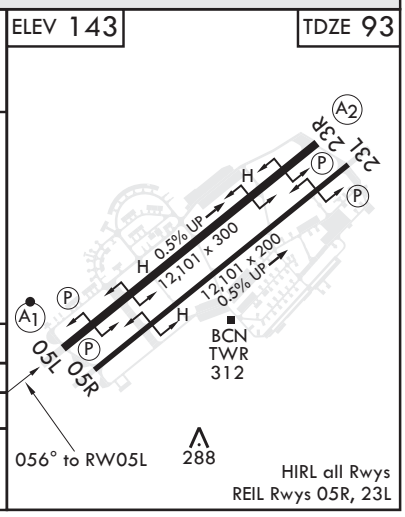
ALSF-1

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 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| 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) | 1160-3<br>1017<br>(1100-3) |

CHANGE:Update

**NOTE: REPRINTING DOD FLIP**

**INSTRUMENT APPROACH CHART**

RODN / KADENA

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

RNAV(GPS) RWY05R

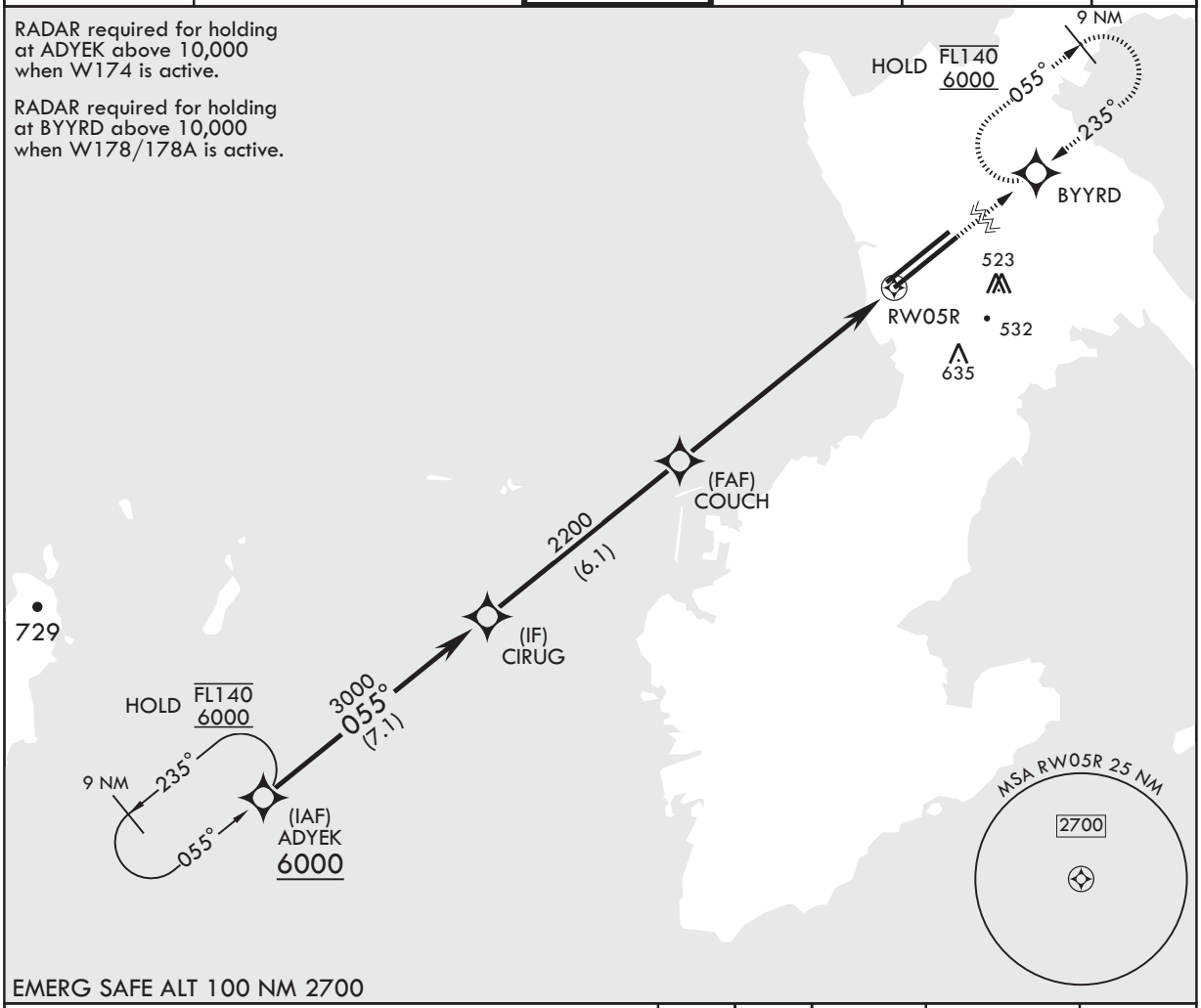
RNP APCH - GPS

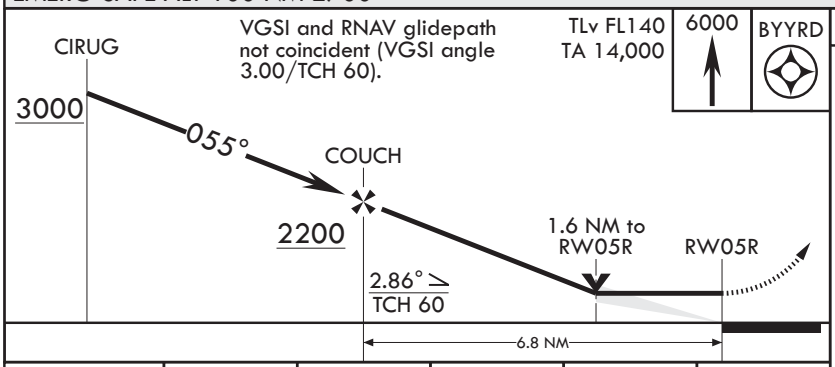
RADAR required. DME/DME RNP - 0.3 NA.

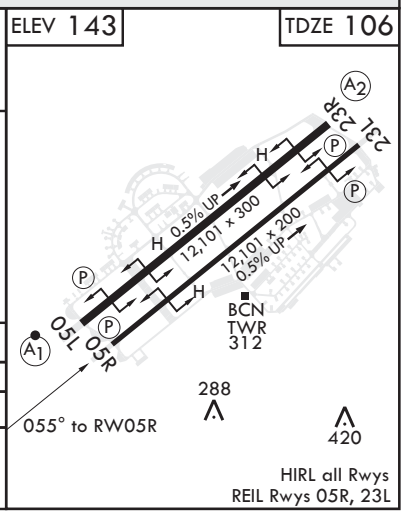
T * Circling not authorized NW of Rwy 05L-23R.

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 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 640/55 534 (500-1) | | 640-1½ | 534 | (500-1½) |
| 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) | 1160-3<br>1017<br>(1100-3) |

CHANGE: Update

**NOTE: REPRINTING DOD FLIP**

**INSTRUMENT APPROACH CHART**

RODN / KADENA

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

RNAV(GPS) RWY23L

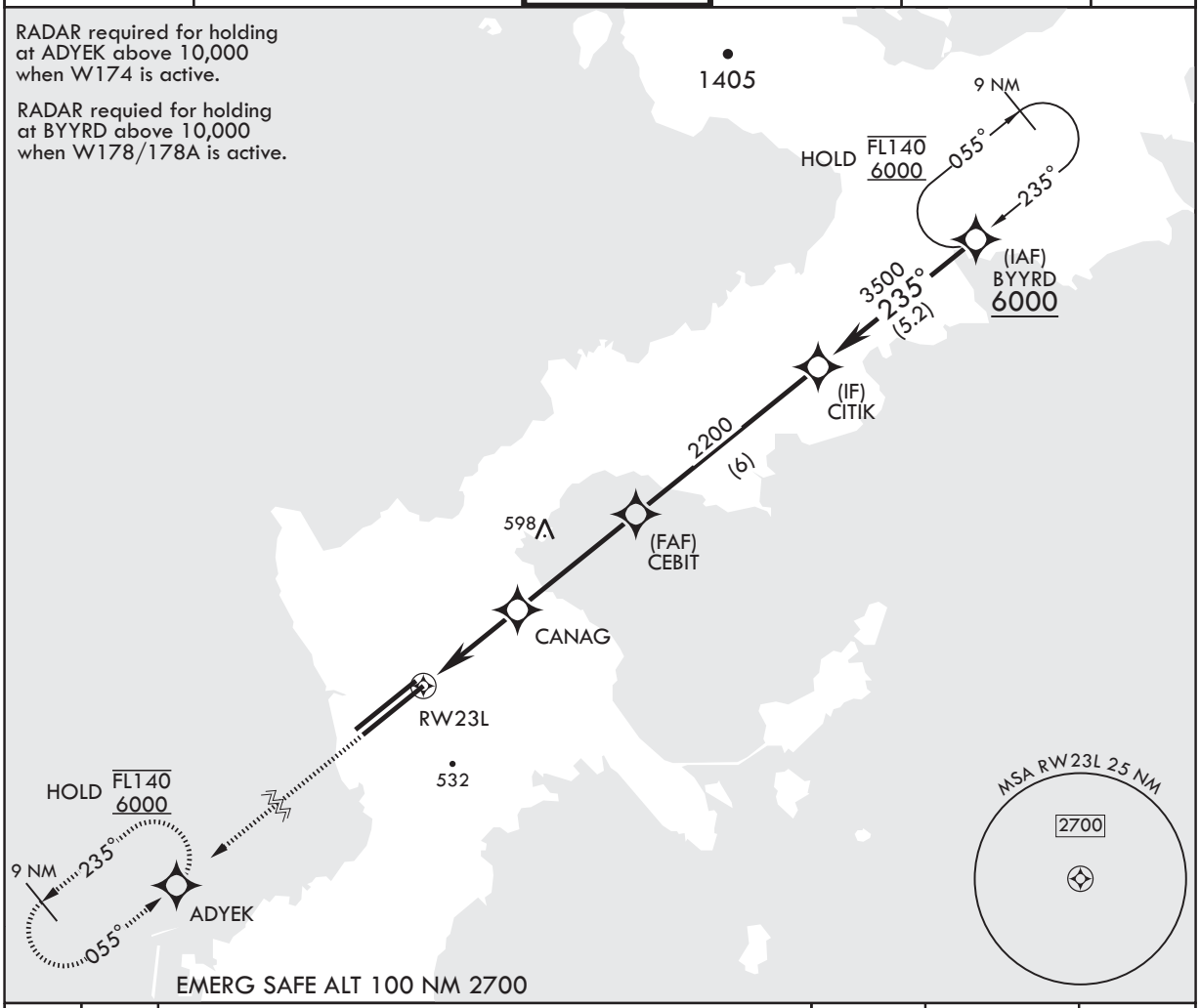
RNP APCH - GPS

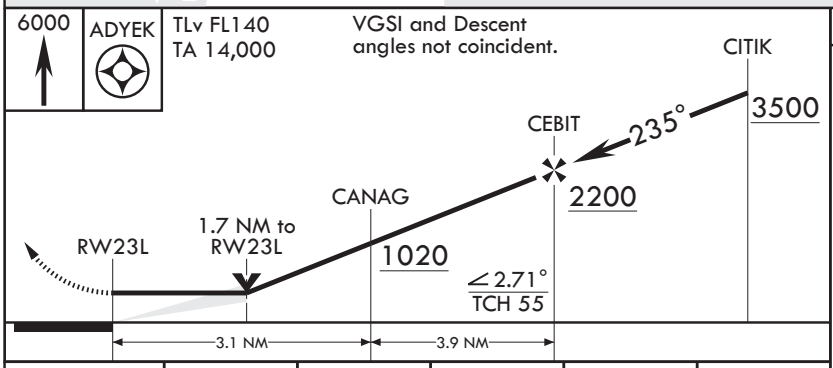
RADAR required. DME/DME RNP - 0.3 NA.

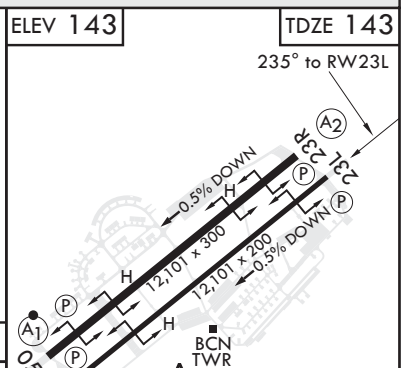
* Circling not authorized NW of Rwy 05L-23R.

MISSED APPROACH: Climb to 6000 direct 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 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| 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) | 1160-3<br>1017<br>(1100-3) |

HIRL all Rwys
REIL Rwys 05R, 23L

CHANGE:Update

**NOTE: REPRINTING DOD FLIP**

**INSTRUMENT APPROACH CHART**

RODN / KADENA

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

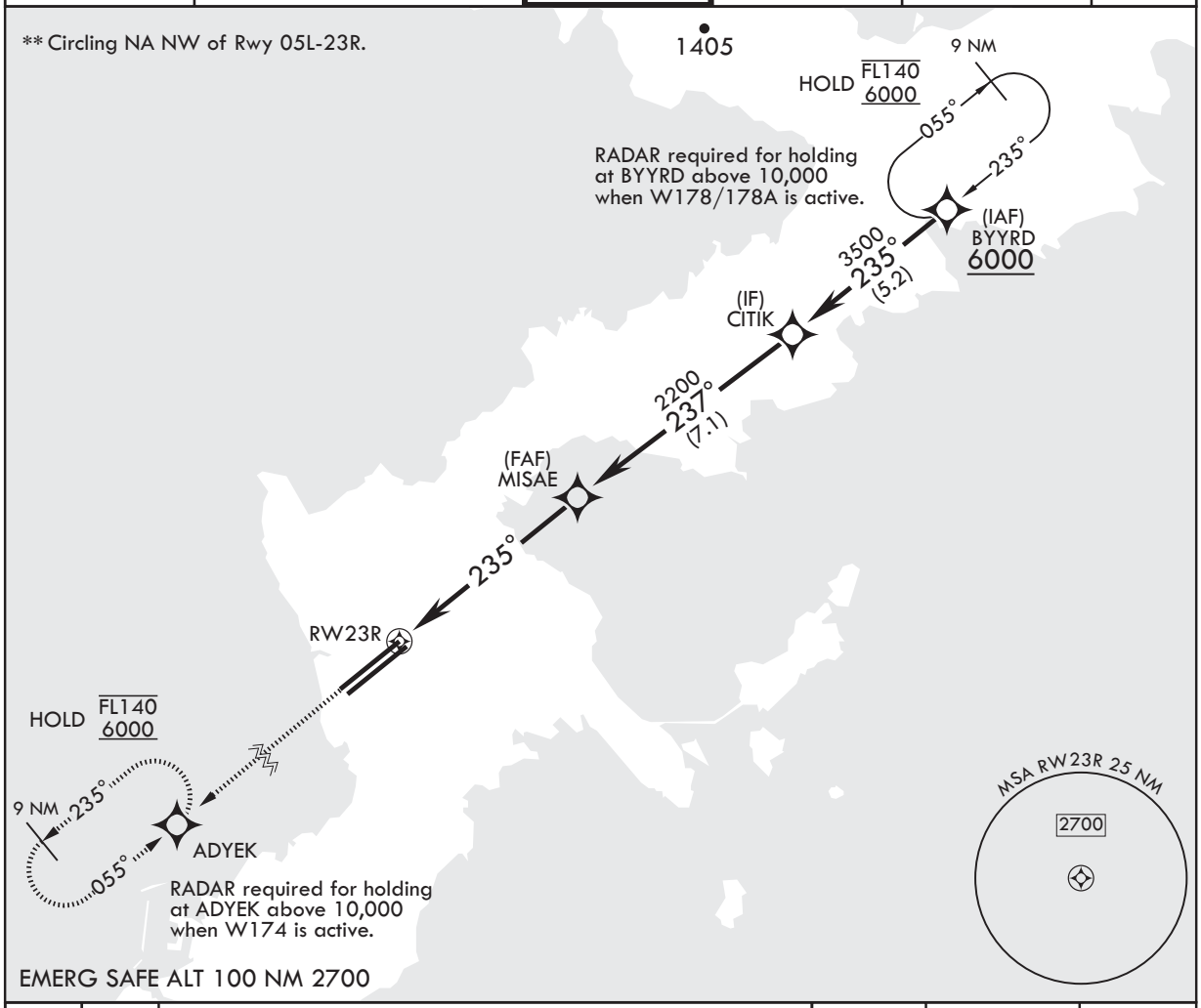
RNAV(GPS) RWY23R

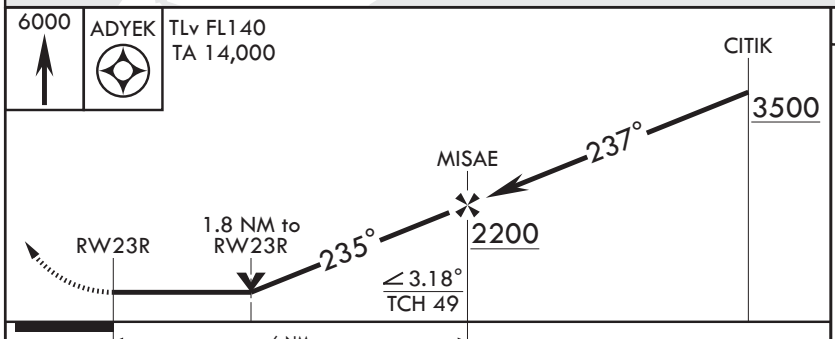
RNP APCH - GPS
RADAR required. DME/DME RNP - 0.3 NA.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/4 miles.

SALS A2

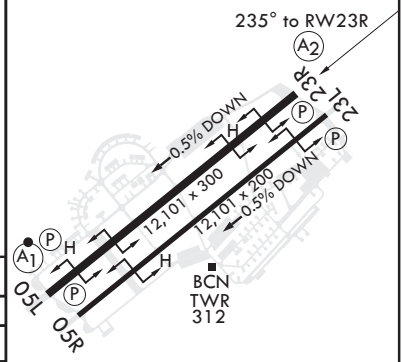
MISSED APPROACH: Climbing left turn to 6000 direct ADYEK and hold. Continue climb-in-hold to 6000.

| 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 | |




ELEV 143 TDZE 129




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 740/40 611 (600-¾) | | 740-1½ | 611 | (600-1½) |
| 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) | 1160-3<br>1017<br>(1100-3) |

HIRL all Rwys
REIL Rwys 05R, 23L

CHANGE:Update

**NOTE: REPRINTING DOD FLIP**