



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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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

CUNEK 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 CUNEK THREE DEPARTURE (RNAV1) procedure. It begins at RWY 23L, where the aircraft climbs to cross CUNEK at an altitude of 10,000 feet and a minimum rate of 2200 fpm. From CUNEK, the aircraft tracks 236° to cross TUCOF at an altitude of 10,000 feet and a minimum rate of 2200 fpm. A 757 aircraft is shown on the route. The diagram also includes a table of climb rates for various speeds and altitudes, and a note about ATC climb rate to 2200.

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 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.

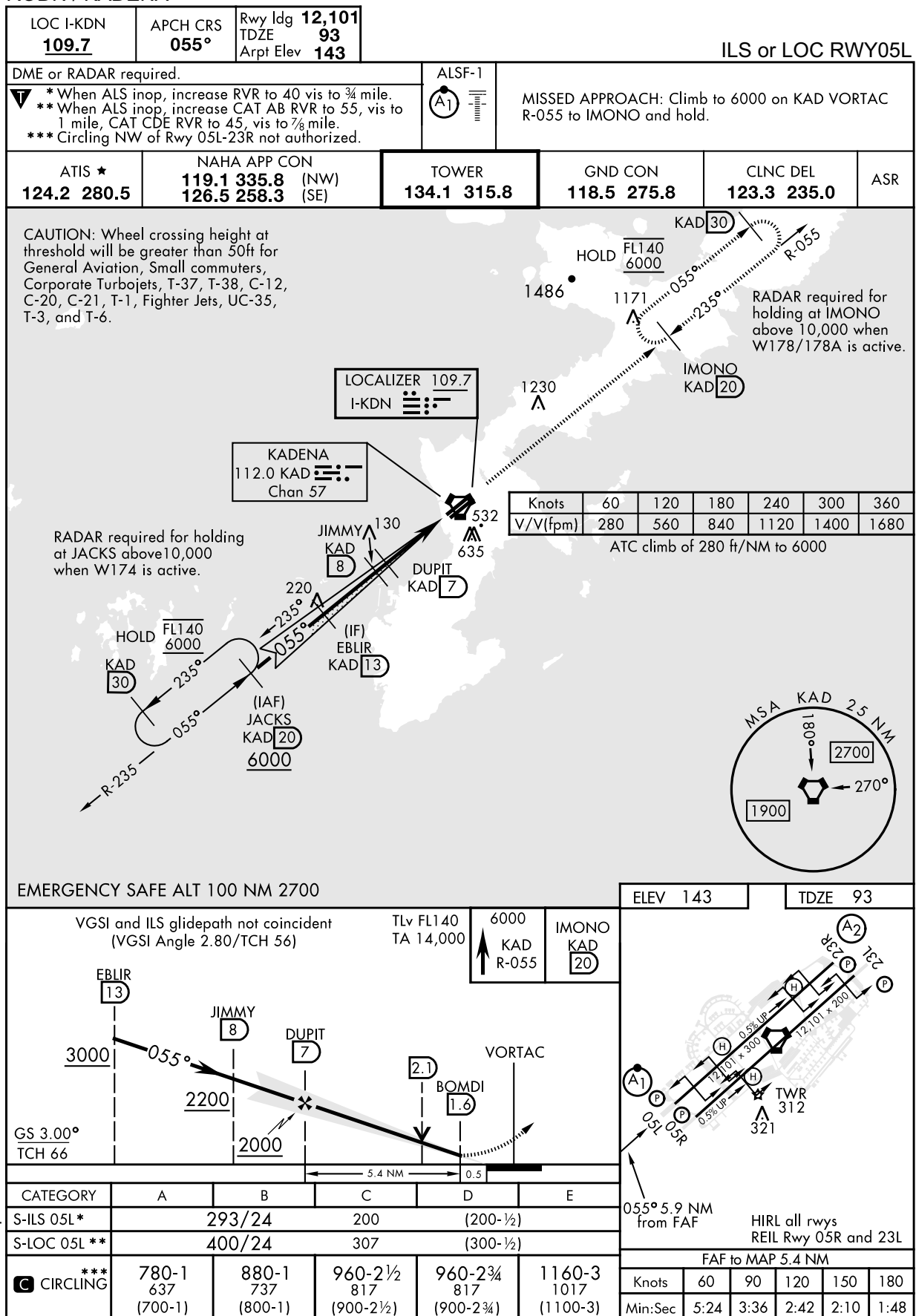
STANDARD DEPARTURE CHART -INSTRUMENT



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INSTRUMENT APPROACH CHART

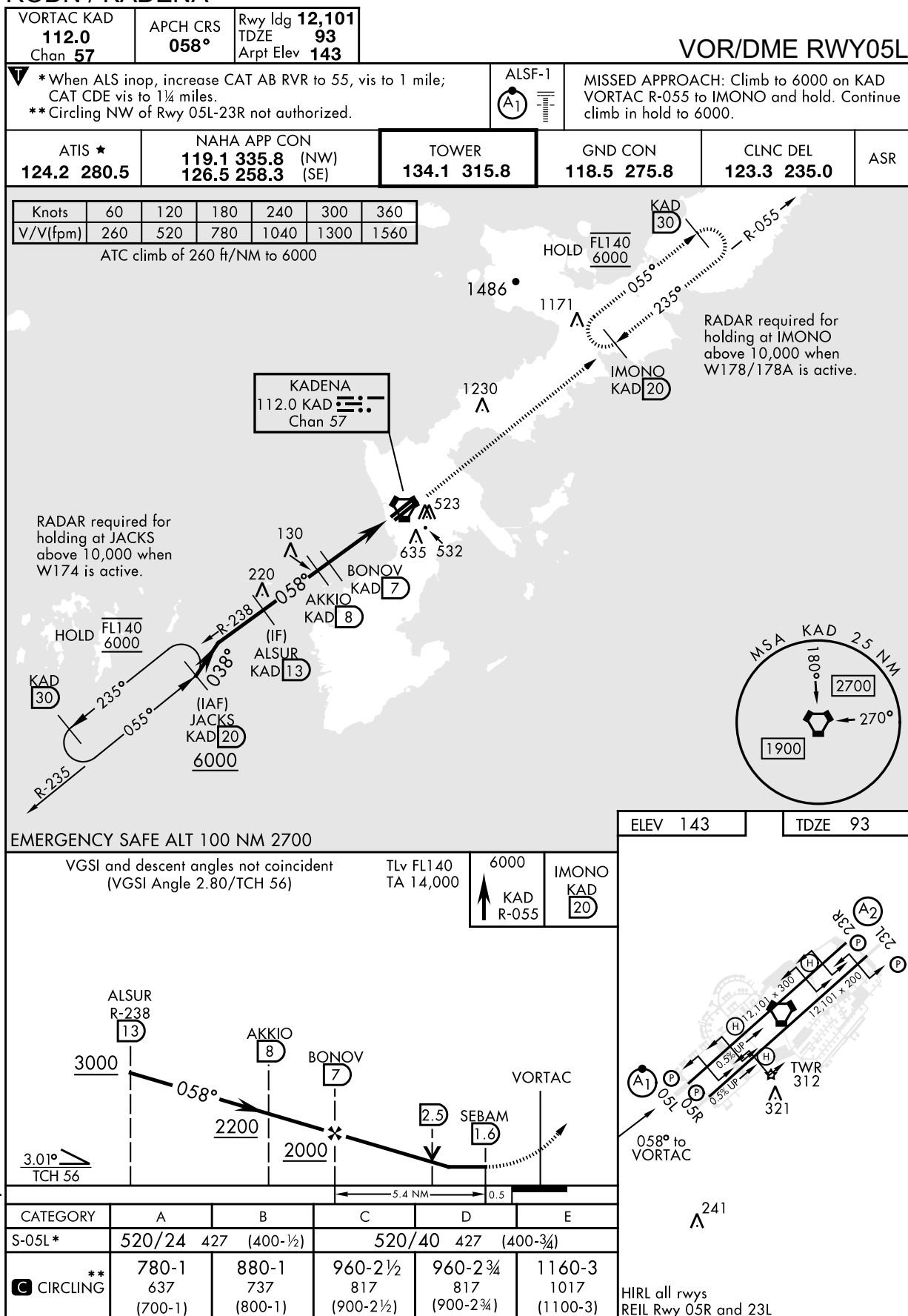
RODN / KADENA



NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

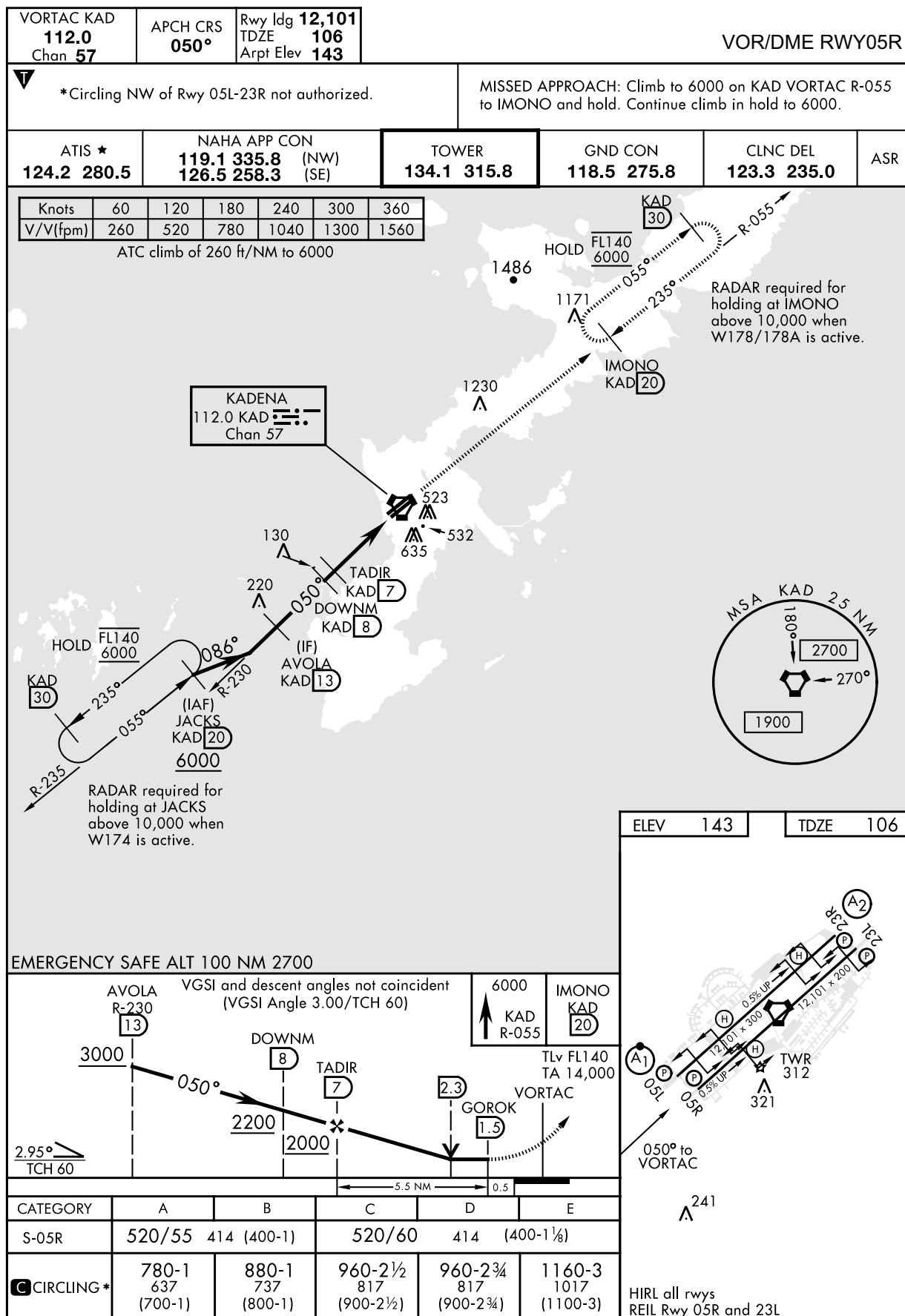
RODN / KADENA



CHANGE: Update.

INSTRUMENT APPROACH CHART


RODN / KADENA

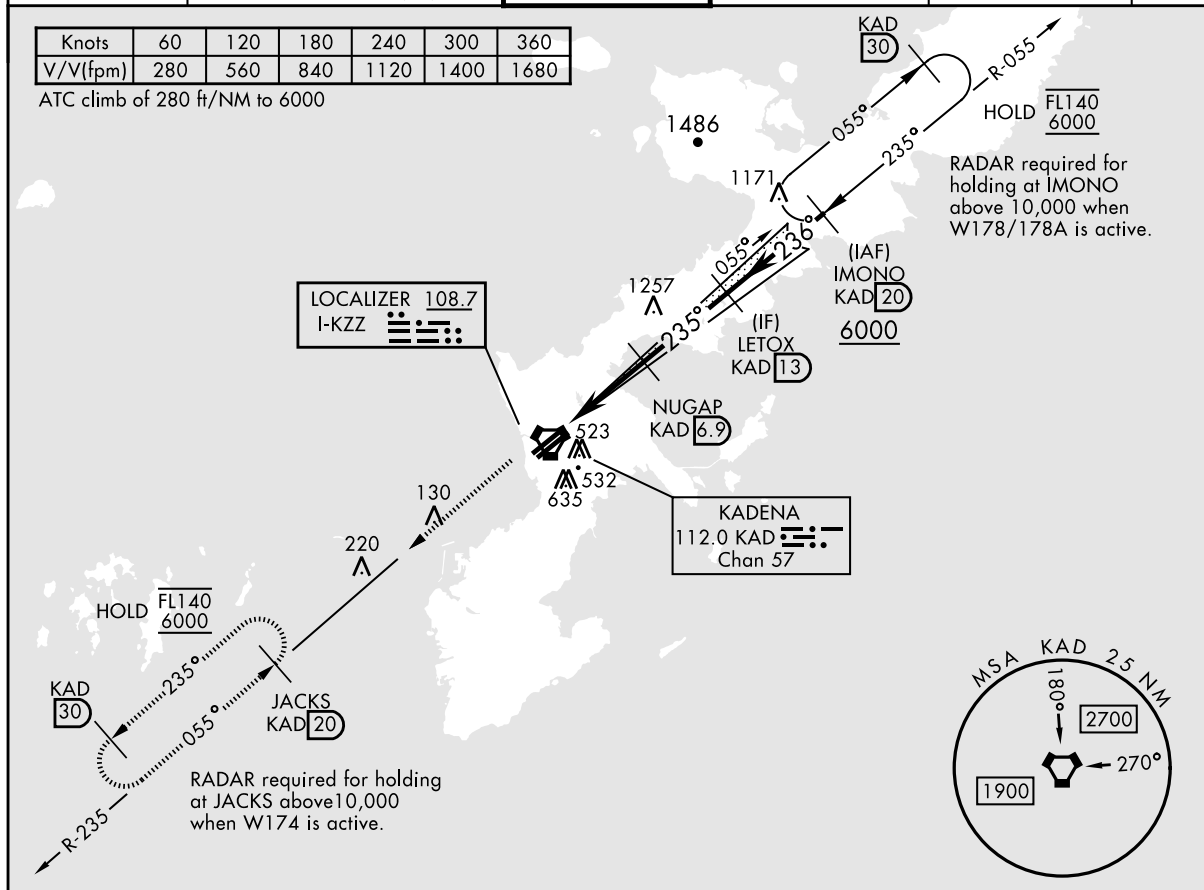


NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RODN / KADENA

LOC I-KZZ <u>108.7</u>	APCH CRS 235°	Rwy Idg 12,101 THRE 129 Arpt Elev 143	ILS or LOC RWY23R		
RADAR or DME required.			SALS 	MISSED APPROACH: Climb to 6000 on KAD VORTAC R-235 to JACKS and hold.	
<div><div><div>▼</div><div>* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles. ** Circling NW of Rwy 05L-23R not authorized.</div></div></div>					
ATIS ★ 124.2 280.5	NAHA APP 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



EMERGENCY SAFE ALT 100 NM 2700

6000

KAD

R-235

JACKS

KAD

20

TLv FL140

TA 14,000

LETOX

13

VORTAC

APRAV

1.4

2.6

NUGAP

6.9

2100

3000

GS 3.00°

TCH 47

0.5 NM

5.5 NM

CATEGORY

A

B

C

D

E

S-ILS 23R

329/40

200

(200-¾)

S-LOC 23R*

720/40

591 (600-¾)

720-1 ⅓ 591 (600-1⅓)

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)

FAF to MAP 5.5 NM

Knots

60

90

120

150

180

Min:Sec

5:30

3:40

2:45

2:12

1:50

235° 5.9 NM from FAF

A2

23L

23R

0.5% DOWN

0.5% UP

72101 × 300

112101 × 200

TWR 312

321

A1

P

05L

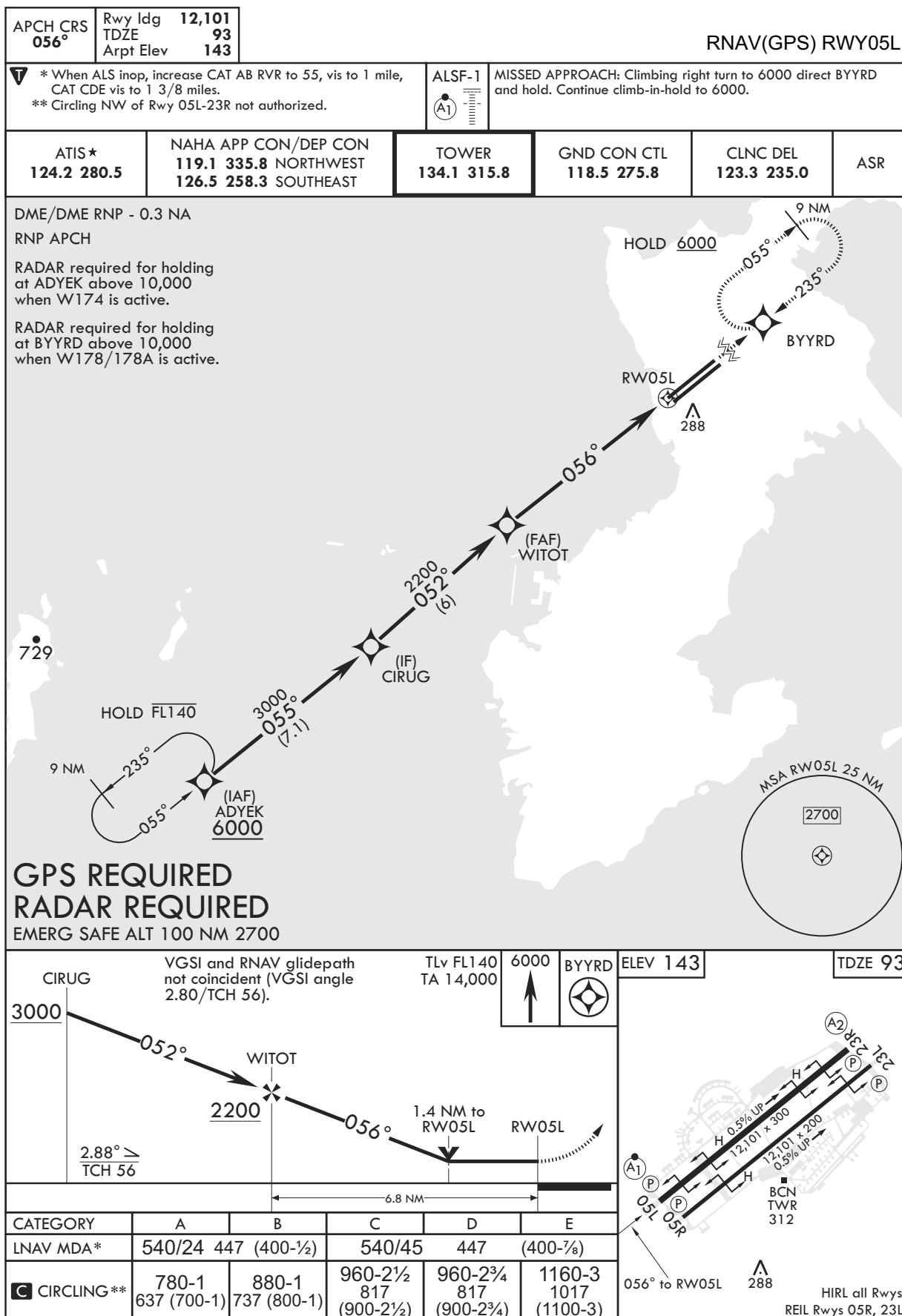
05R

CHANGE: Update

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RODN / KADENA



INSTRUMENT APPROACH CHART

RODN / KADENA

APCH CRS 055°	Rwy Idg 12,101 TDZE 106 Arpt Elev 143
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RNAV(GPS) RWY05R

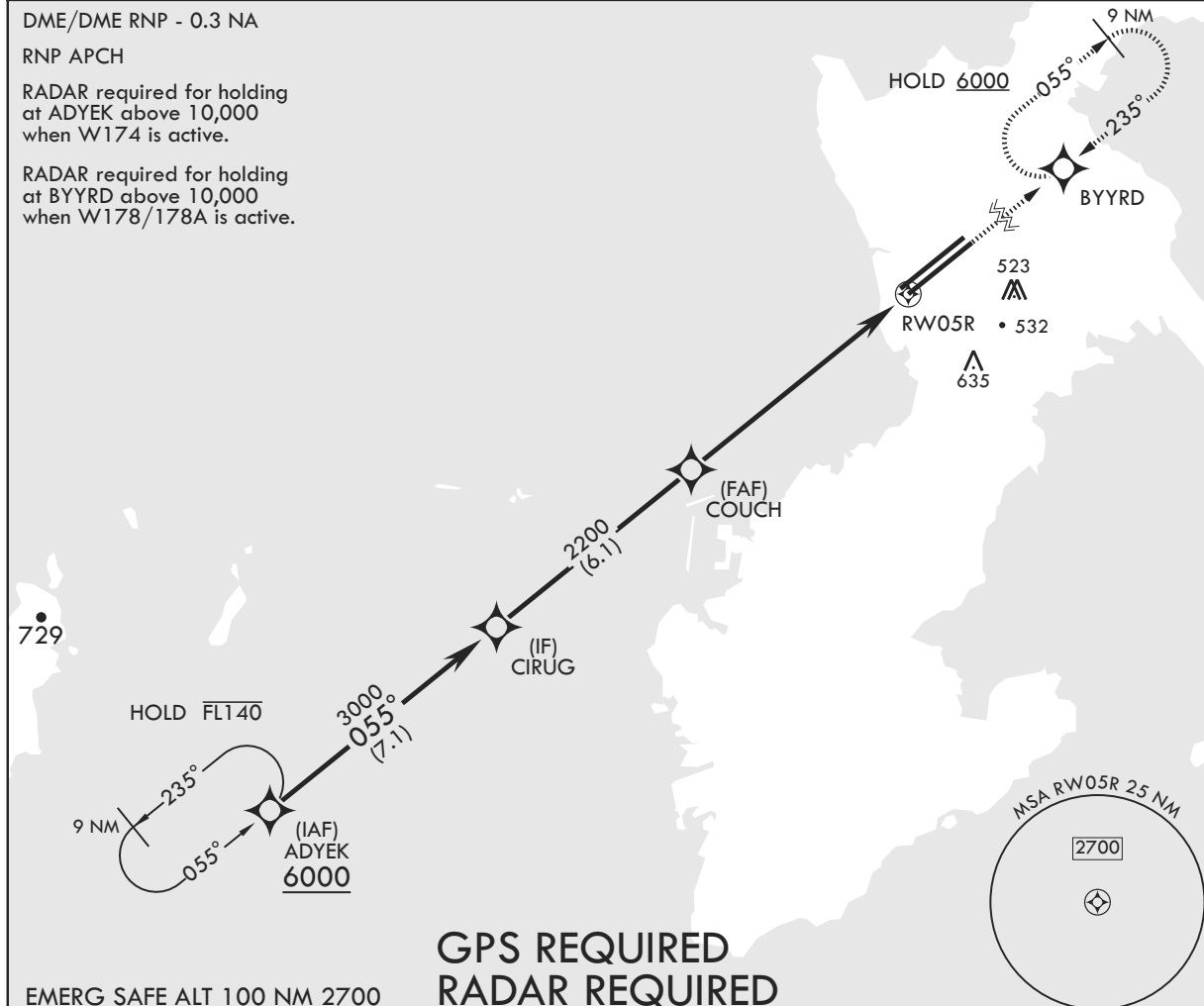
* Circling not authorized NW of Rwy 05L-23R.

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

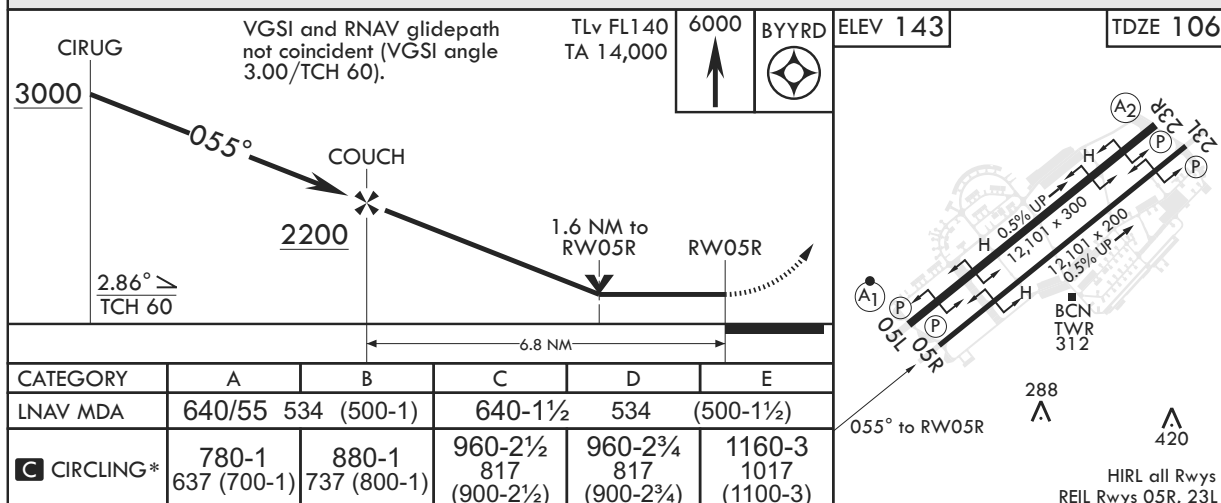
ATIS★ 124.2 280.5	NAHA APP CON/DEP CON 119.1 335.8 NORTHWEST 126.5 258.3 SOUTHEAST	TOWER 134.1 315.8	GND CON CTL 118.5 275.8	CLNC DEL 123.3 235.0	ASR
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DME/DME RNP - 0.3 NA

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.

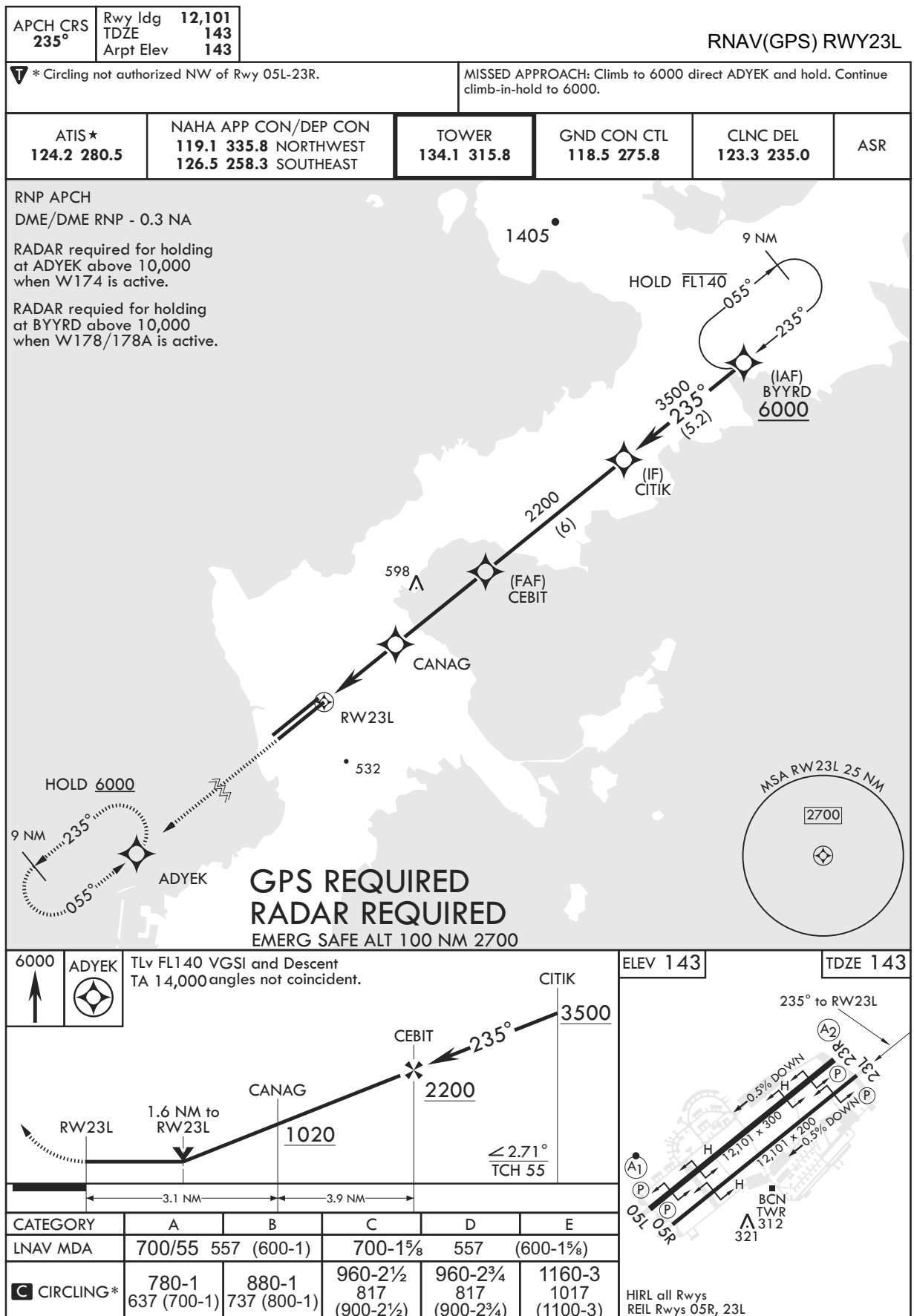
EMERG SAFE ALT 100 NM 2700

GPS REQUIRED
RADAR REQUIRED

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RODN / KADENA



INSTRUMENT APPROACH CHART

RODN / KADENA

APCH CRS	Rwy Idg	12,101
235°	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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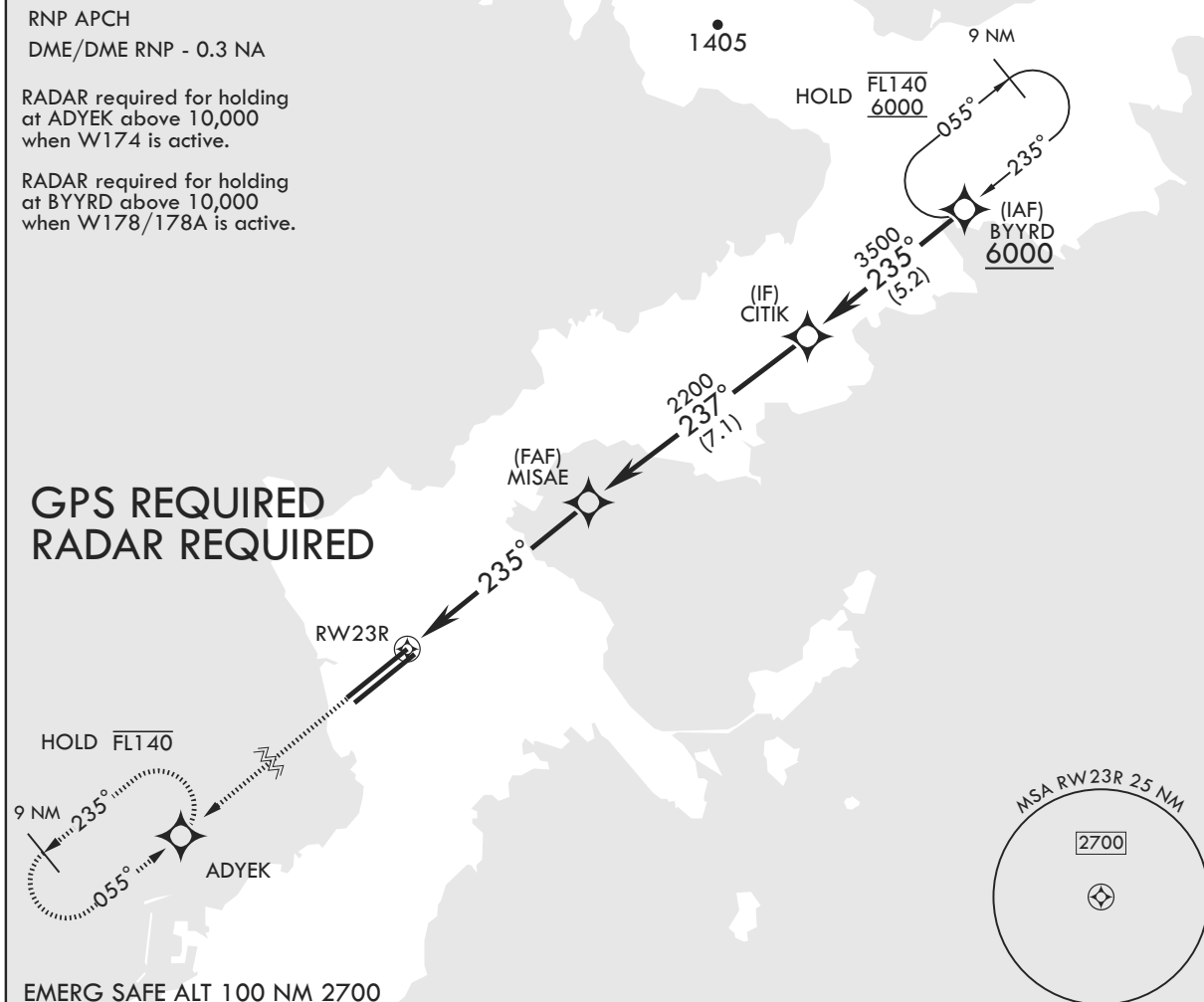
RNP APCH

DME/DME RNP - 0.3 NA

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

6000
↑

ADYEK TLv FL140
TA 14,000

CITIK

3500

MISAE

2200

RWY23R

1.7 NM to RWY23R

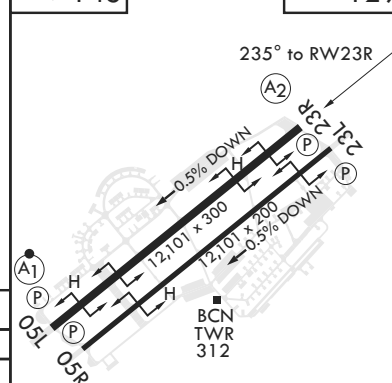
235°

≤ 3.18°
TCH 49

6 NM

ELEV 143

TDZE 129



HIRL all Rwy
REIL Rwy 05R, 23L

CHANGE: Update

CATEGORY	A	B	C	D	E
LNNAV MDA*	720/40 591 (600-3/4)	720-1 3/8 591 (600-1 3/8)			
CIRCLING**	780-1 637 (700-1)	880-1 737 (800-1)	960-2 1/2 817 (900-2 1/2)	960-2 3/4 817 (900-2 3/4)	1160-3 1017 (1100-3)

NOTE: REPRINTING DOD FLIP