



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

STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

ATIS ★ 124.2 280.5
CLNC DEL
123.3 235.0
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NAHA DEP CON
119.1 335.8 (NW)
126.5 258.3 (SE)

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) route. It begins at runway 23L, where an aircraft is shown climbing. The route proceeds to cross the CUNEK fix at an altitude of 10,000 feet and a minimum climb rate of 2200 fpm. From CUNEK, the aircraft tracks 236° to the TUCOF fix, also at 10,000 feet and 2200 fpm. A 757 aircraft is depicted on this segment of the route. The diagram is labeled '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.

CHANGE:Update

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART -INSTRUMENT



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RODN / KADENA

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.

KADENA
112.0 KAD ☐☐☐☐
Chan 57

LOCALIZER 109.7
I-KDN ☐☐☐☐

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

HOLD FLT 140 6000
KAD 30
R-235
055°
235°
3000
2200
220
2200
2000
DUPIT KAD 7
532
635
130
235°
ADPEP KAD 8
(IF) EBLIR KAD 13
(IAF) IDMEK KAD 20 6000

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

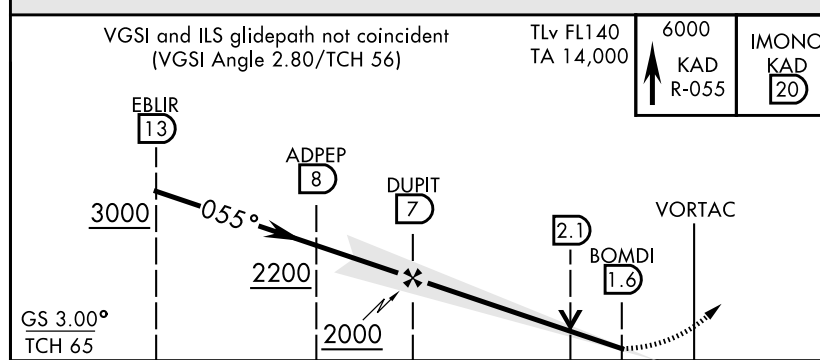
HOLD FLT 140 6000
KAD 30
1171
055°
235°
IMONO KAD 20
1230
1486

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

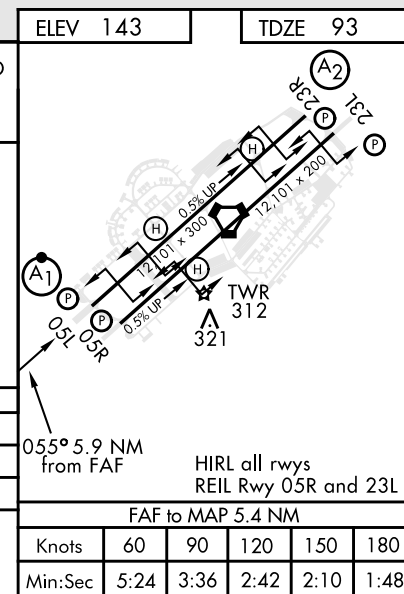
ATC climb of 280 ft/NM to 6000

MSA KAD 2.5 NM
180°
270°
1900
2700

EMERGENCY SAFE ALT 100 NM 2700



		5.4 NM		0.5	
CATEGORY	A	B	C	D	E
S-ILS 05L *	293/24		200	(200-½)	
S-LOC 05L **	380/24		287	(300-½)	
<div style="display: inline-block; width: 15px; height: 15px; background-color: black; border: 1px solid black; margin-right: 5px;"></div> *** 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)

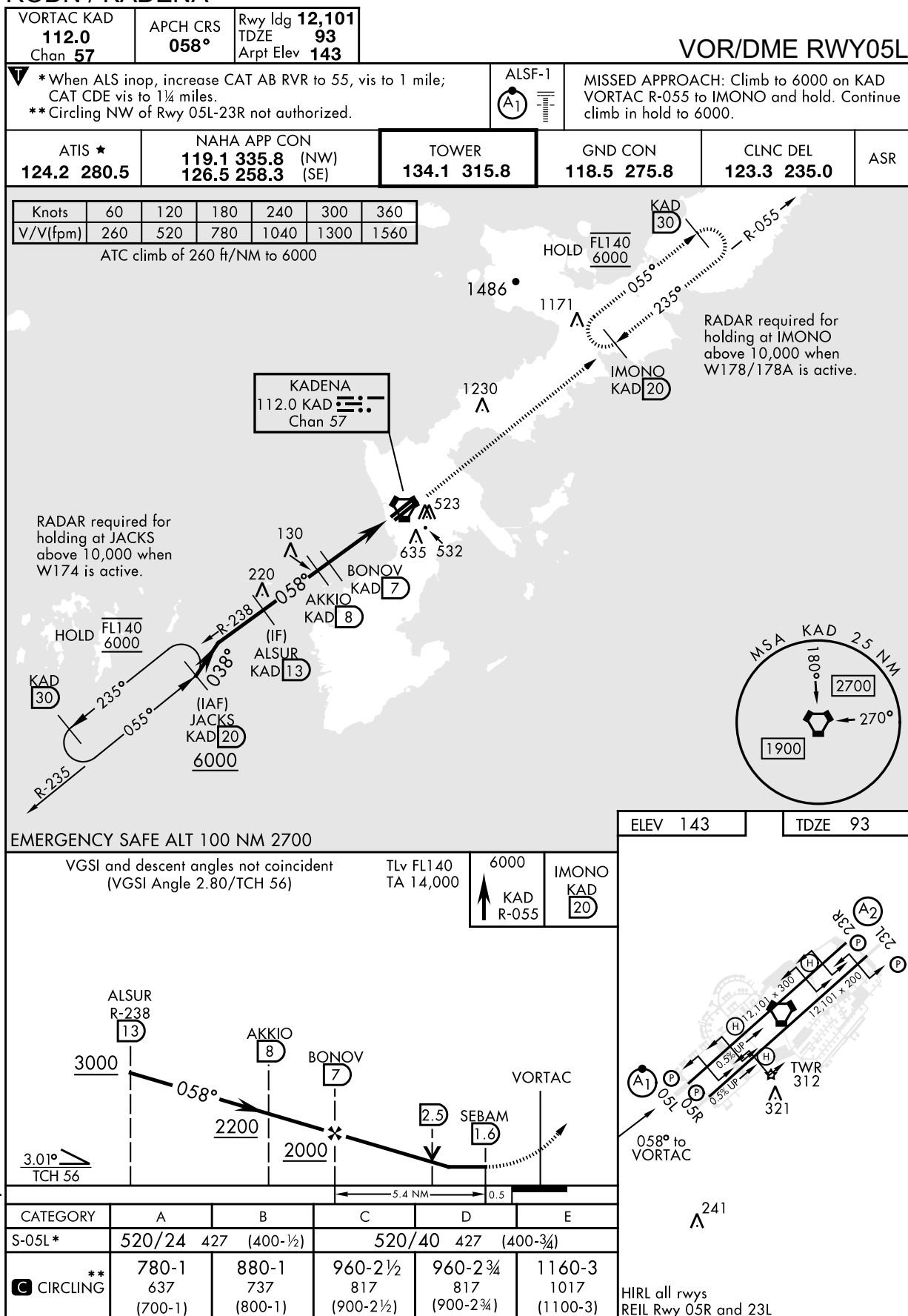


CHANGE: Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RODN / KADENA

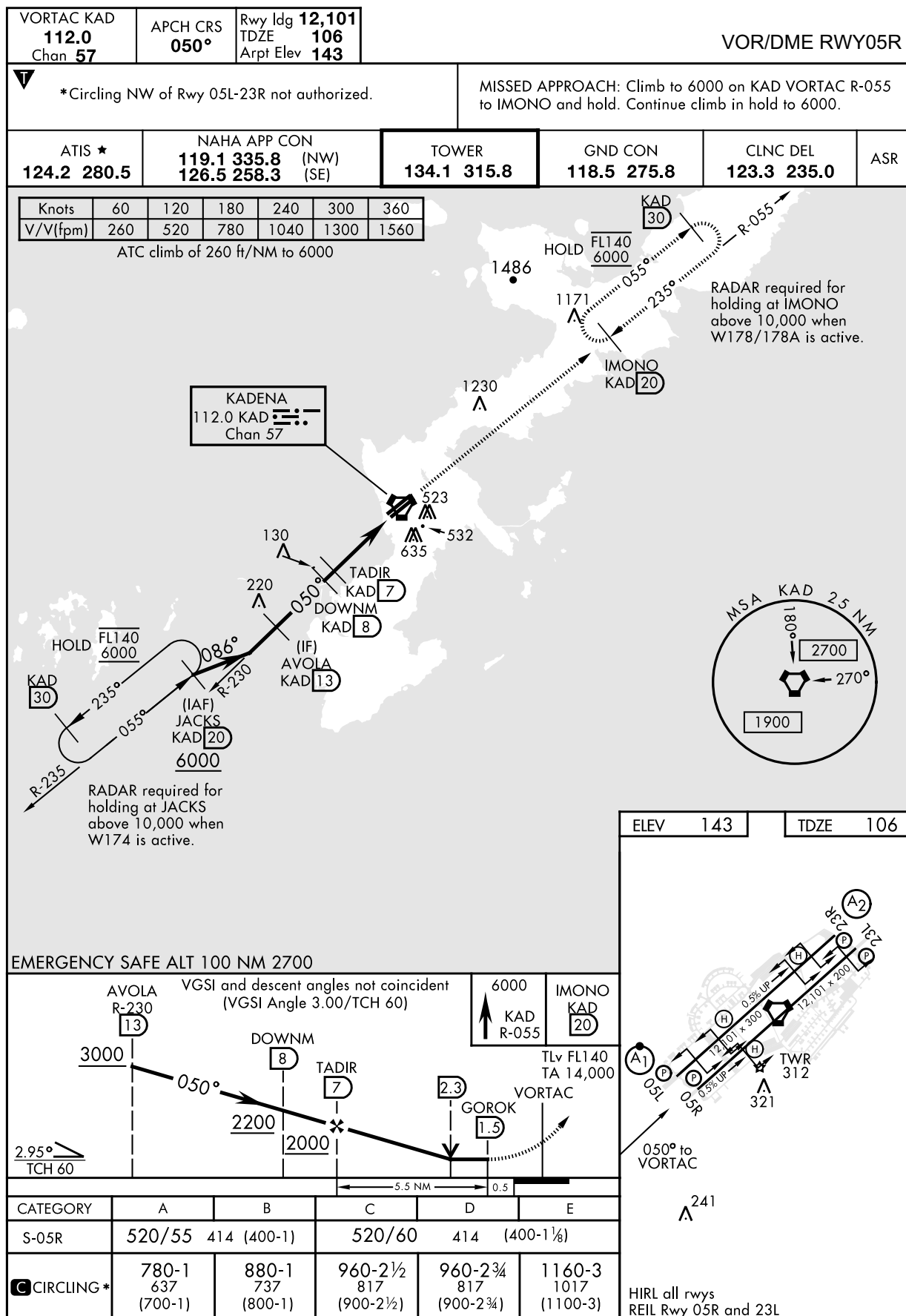


CHANGE: Update.

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART


RODN / KADENA



NOTE: REPRINTING DOD FLIP

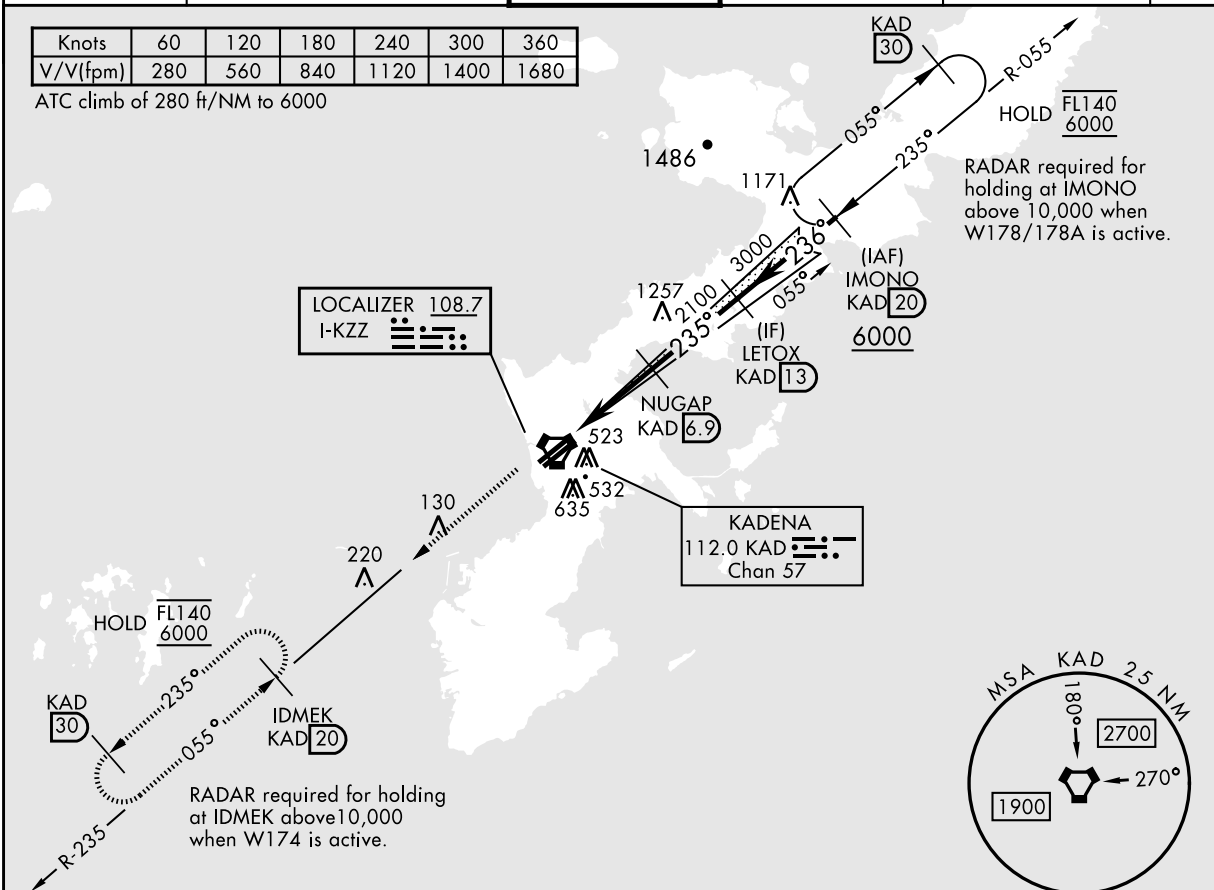
INSTRUMENT APPROACH CHART

RODN / KADENA

LOC I-KZZ 108.7	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 IDMEK and hold.	
<p>*When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.</p> <p>**Circling NW of Rwy 05L-23R not authorized.</p>					
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

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

6000

KAD

R-235

IDMEK

KAD

20

TLv FL140

TA 14,000

VORTAC

APRAV

1.4

2.6

NUGAP

6.9

LETGX

13

235°

2100

3000

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)		
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)

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

235

231

0.5% DOWN

0.5% UP

12,011 × 300

12,011 × 200

TWR 312

321

A1

P

150

0.5R

HIRL all rwy

REIL Rwy 05R and 23L

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RODN / KADENA

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

RNAV(GPS) RWY05L

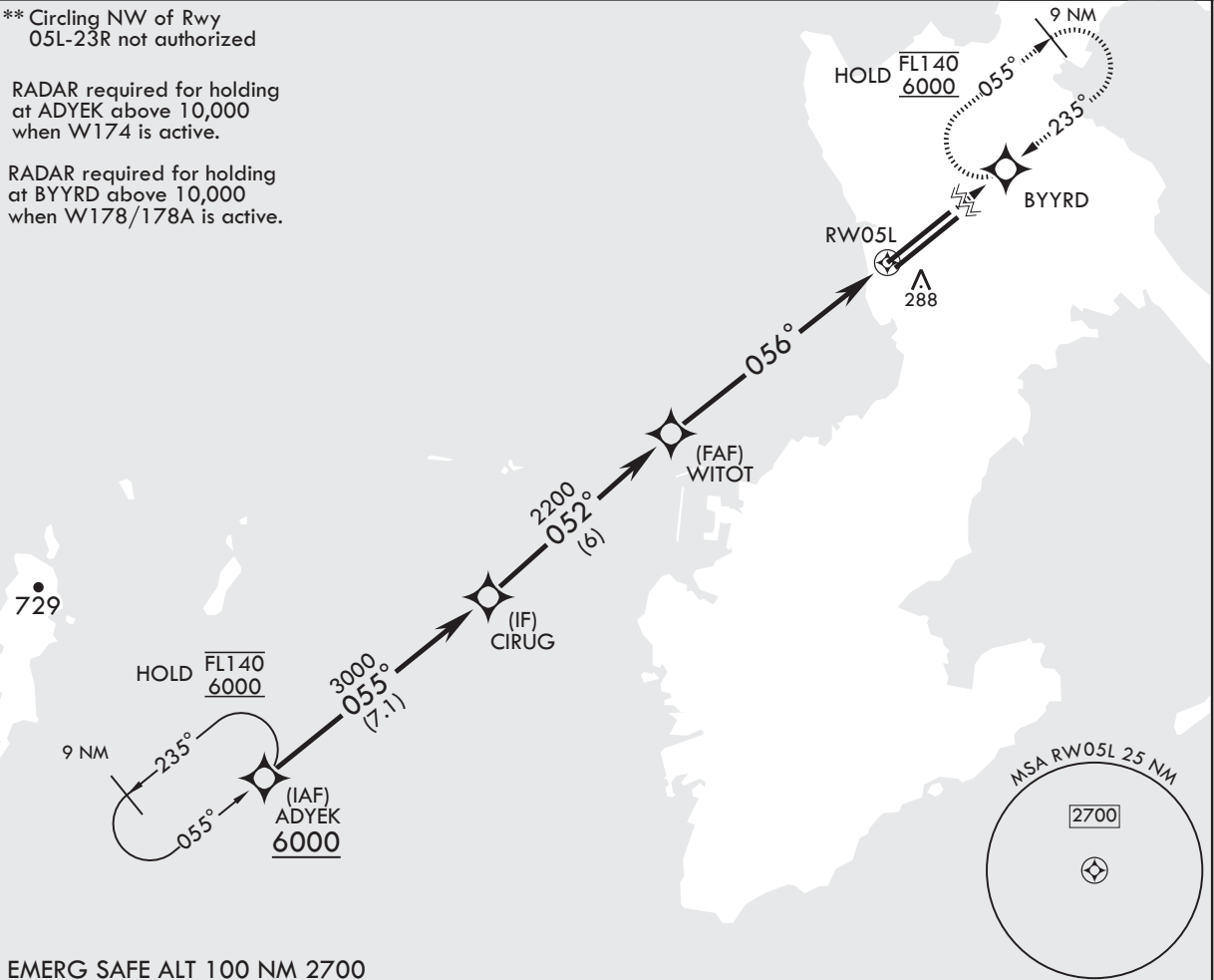
RNP APCH - GPS	ALSIF-1	MISSED APPROACH: Climbing right turn to 6000 direct BYYRD and hold. Continue climb-in-hold to 6000.
RADAR required. DME/DME RNP - 0.3 NA.	(A1)	
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.		

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 NW of Rwy
05L-23R not authorized

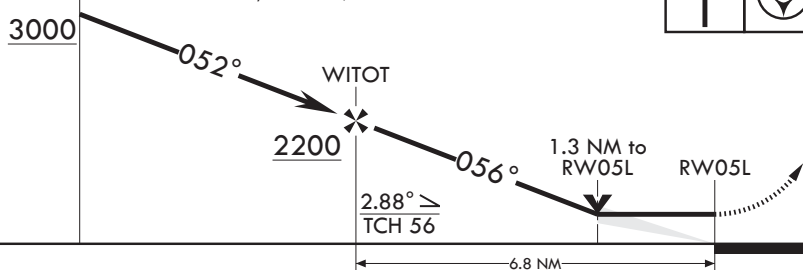
RADAR required for holding
at ADYEK above 10,000
when W174 is active.

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

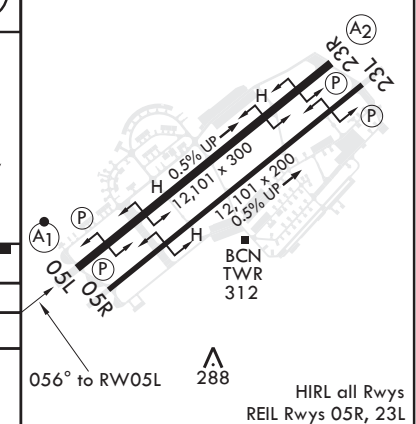


EMERG SAFE ALT 100 NM 2700

CIRUG	VGSI and RNAV glidepath not coincident (VGSI angle 2.80/TCH 56).	TLv FL140 TA 14,000	6000	BYYRD	ELEV 143	TDZE 93
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CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 407 (400-1/2)	500/40 407 (400-3/4)	500/40 407 (400-3/4)	500/40 407 (400-3/4)	500/40 407 (400-3/4)
CIRCLING**	780-1 637 (700-1)	920-1 777 (800-1)	940-2 1/4 797 (800-2 1/4)	940-2 1/2 797 (800-2 1/2)	1160-3 1017 (1100-3)



CHANGE: Update

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RODN / KADENA

APCH CRS 055°	Rwy Idg 12,101
	TDZE 106
	Arpt Elev 143

RNAV(GPS) RWY05R

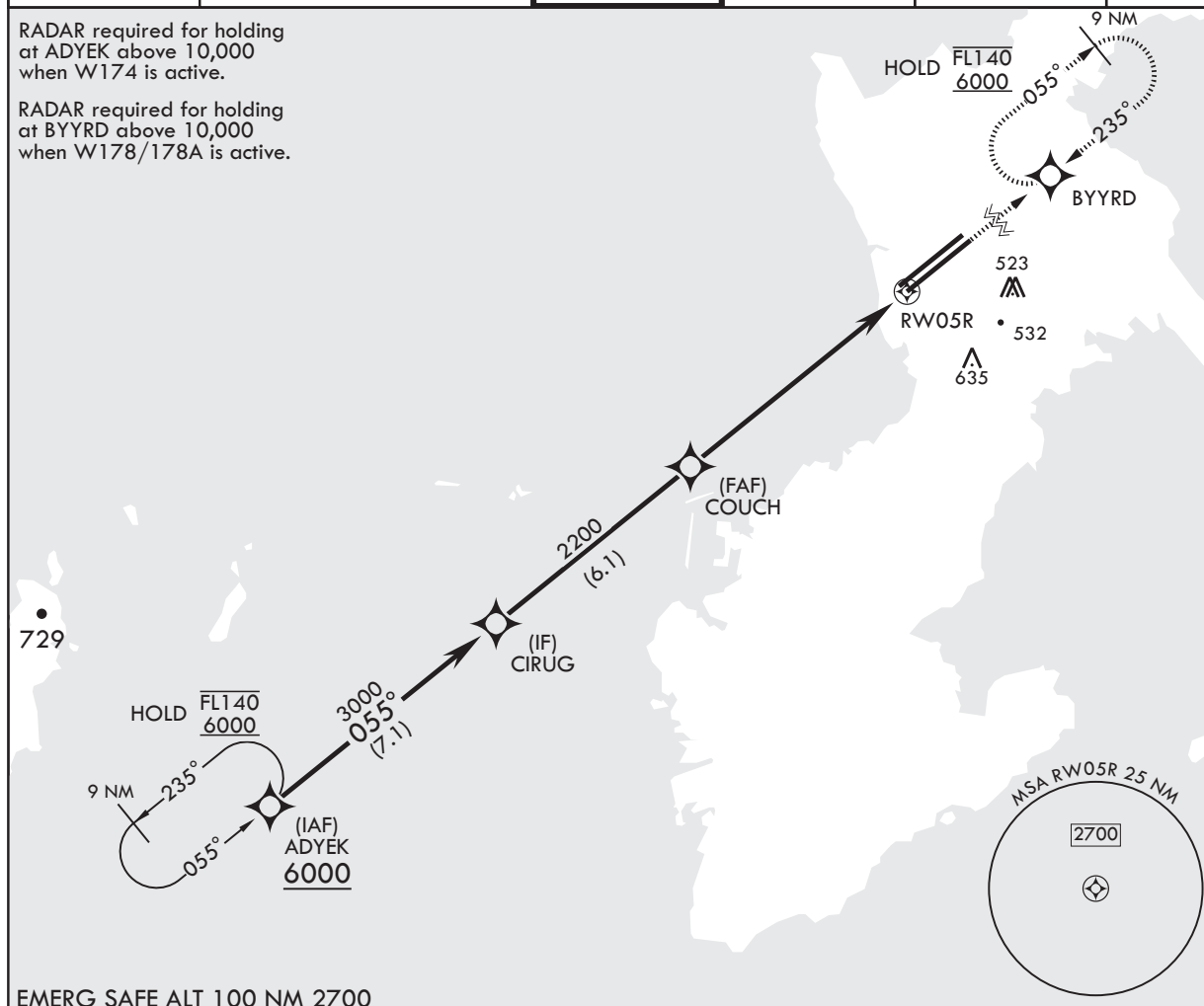
RNP APCH - GPS

RADAR required. DME/DME RNP - 0.3 NA.

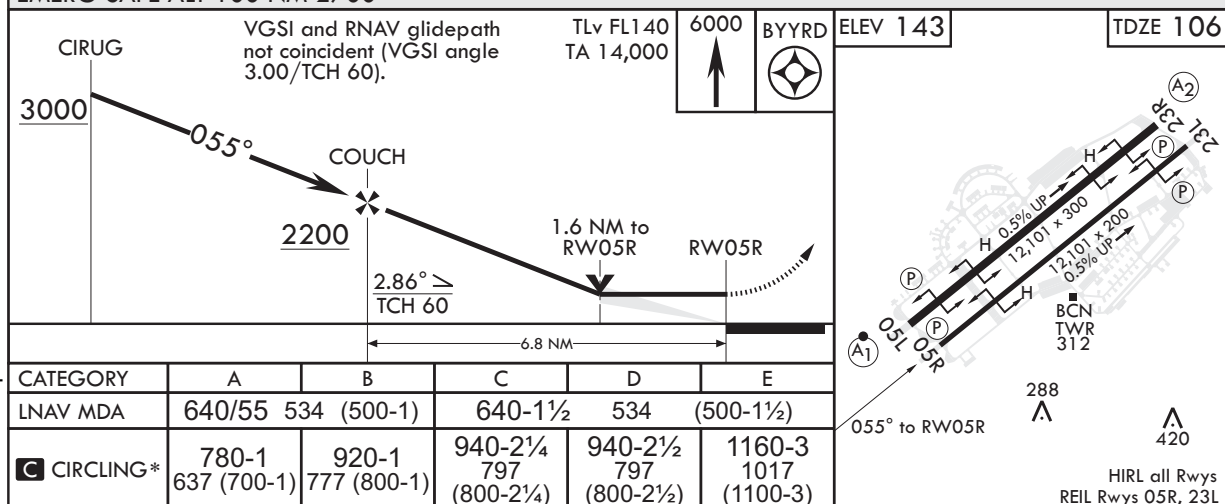
* Circling not authorized NW of Rwy 05L-23R.

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

ATIS★ 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.

EMERG SAFE ALT 100 NM 2700



CHANGE: Update

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

RODN / KADENA

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

RNAV(GPS) RWY23L

RNP APCH - GPS

RADAR required. DME/DME RNP - 0.3 NA.

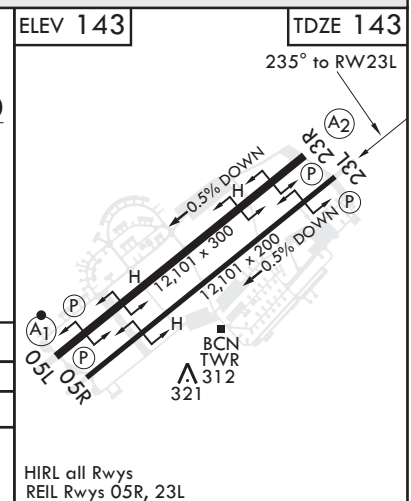
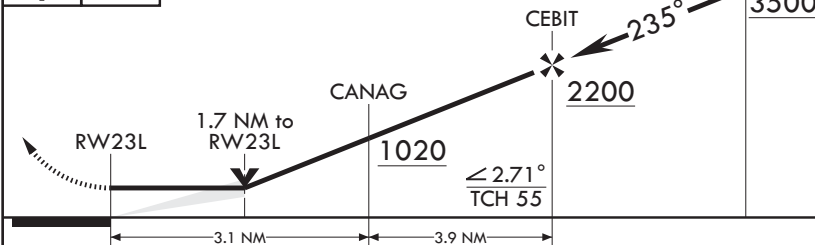
MISSED APPROACH: Climb to 6000 direct ADYEK and hold. Continue climb-in-hold to 6000.

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

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.

6000	ADYEK	TLv FL140 TA 14,000	VGSI and Descent angles not coincident.	CITIK	ELEV 143	TDZE 143
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CHANGE: Update

CATEGORY	A	B	C	D	E
LNAV MDA	740/55 597 (600-1)	740-1 597 (600-1)	740-1 3/4 597 (600-1 3/4)	740-2 1/2 597 (600-2 1/2)	740-3 597 (600-3)
CIRCLING*	780-1 637 (700-1)	920-1 777 (800-1)	940-2 1/4 797 (800-2 1/4)	940-2 1/2 797 (800-2 1/2)	1160-3 1017 (1100-3)

HIRL all Rwy
REIL Rwy 05R, 23L

NOTE: REPRINTING DOD FLIP

RODN / KADENA

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

RNP APCH - GPS

RADAR required. DME/DME RNP - 0.3 NA.

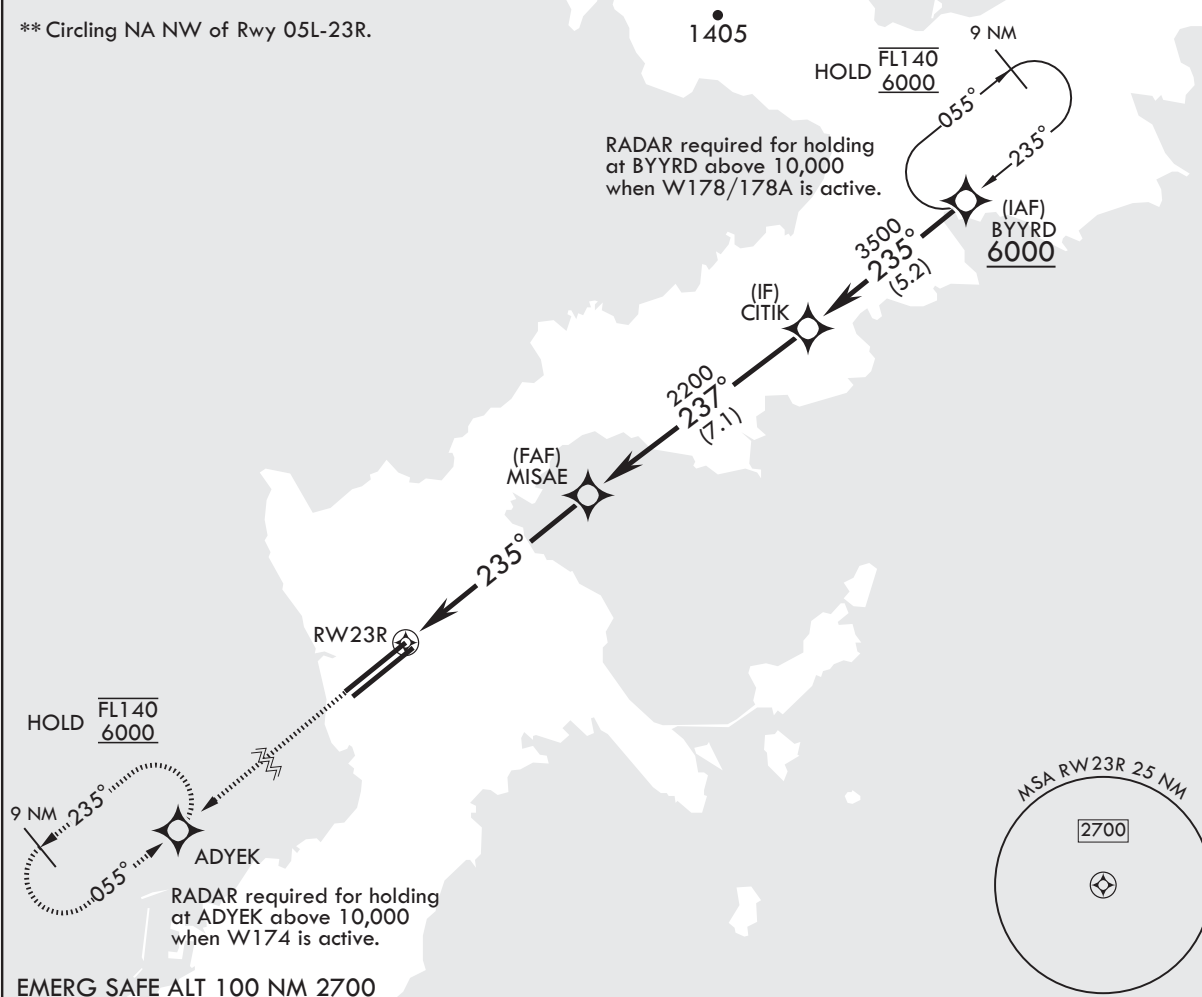
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/4 miles.

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)	940-2½ 797 (800-2½)	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)