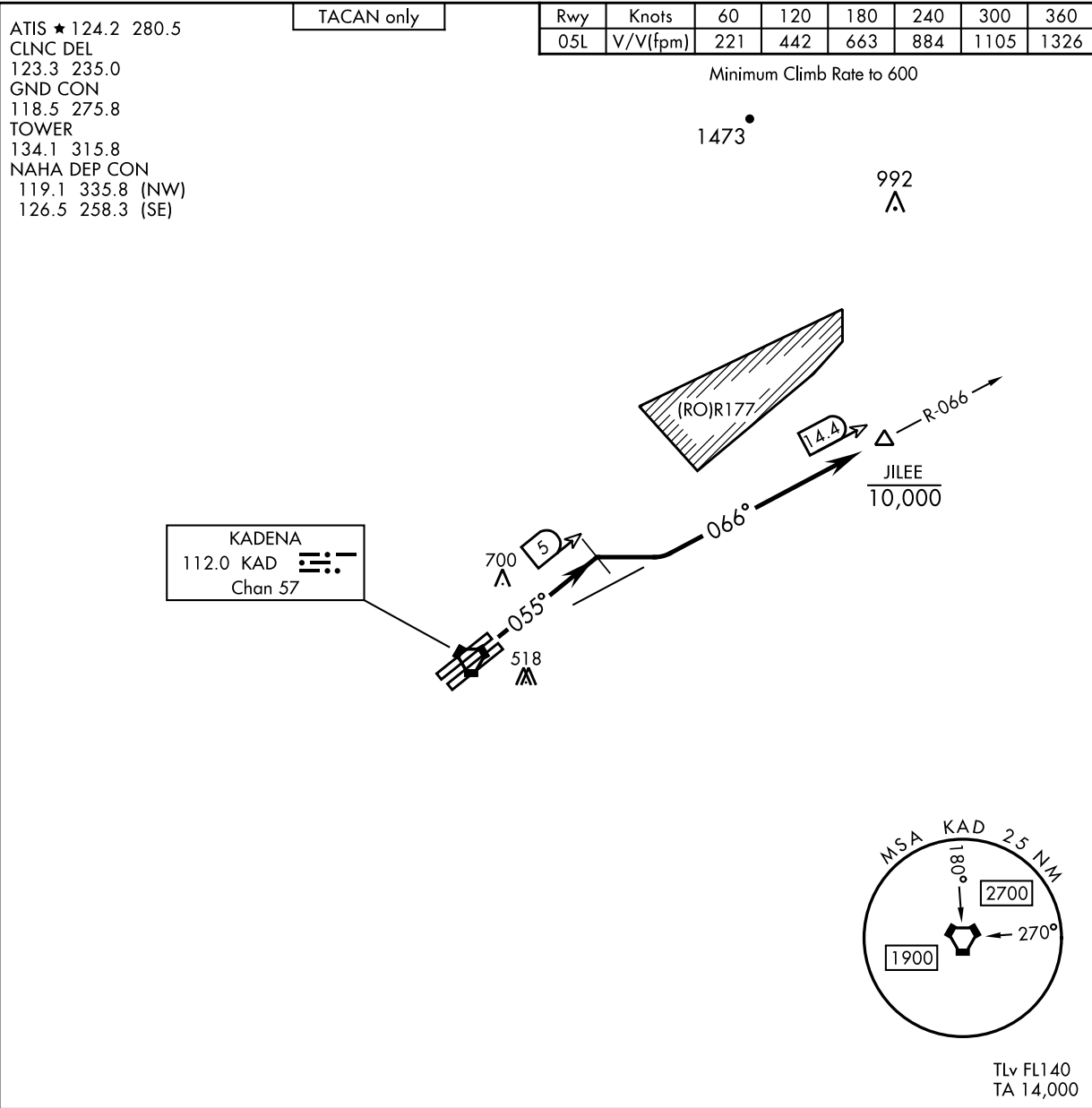


## AD CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA



JILEE FOUR DEPARTURE

CHANGE : Update.

**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.

NOTE: REPRINTING DOD FLIP

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)

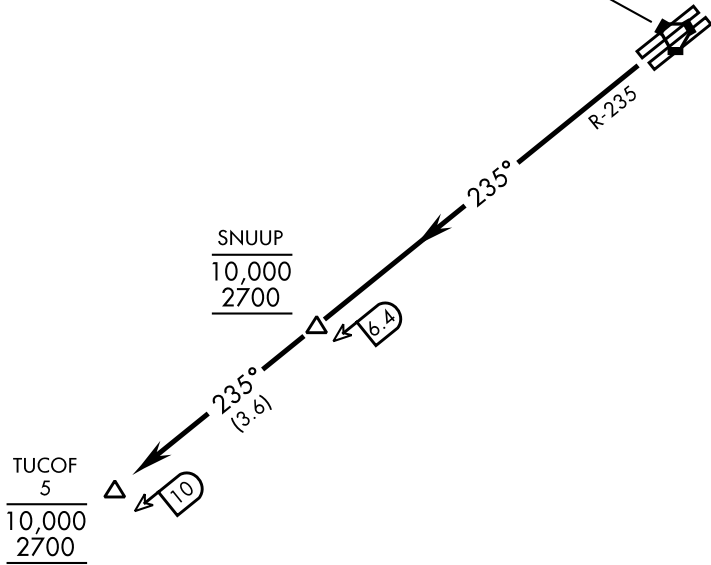
TUCOF THREE DEPARTURE

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

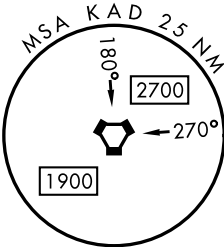
ATC Climb Rate to 2700 at 6.4 DME

666

KADENA  
112.0 KAD  
Chan 57



757  
A



TLv FL140  
TA 14,000

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

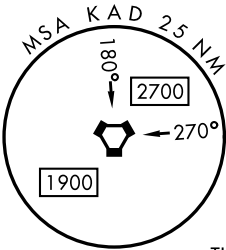
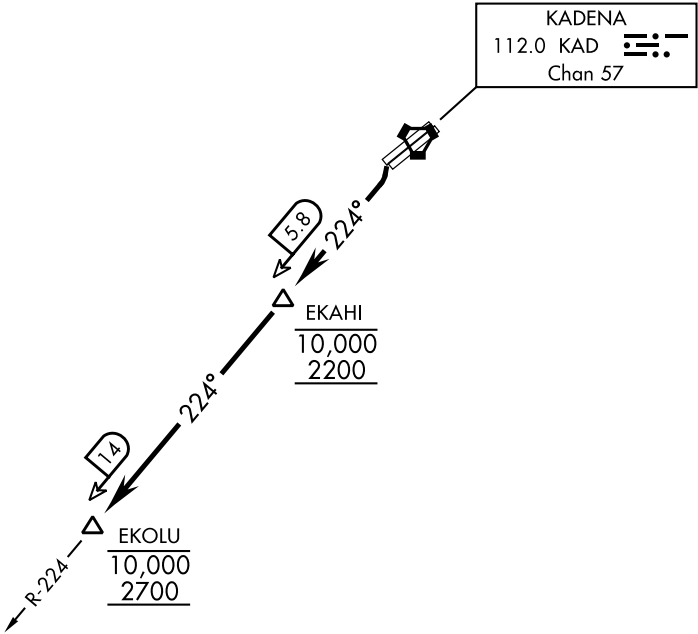
ATIS★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
TOWER  
134.1 315.8  
NAHA DEP CON  
119.1 335.8 (NW)  
126.5 258.3 (SW)

EKOLU THREE DEPARTURE

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

1194



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

CUNЕК 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

1194

757  
△

TUCOF  
10,000  
2200

236°  
(5)

CUNЕК  
10,000  
2200

MSA 25 NM FROM AIRPORT

2700

TLv FL140  
TA 14,000

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 23L: Climb direct CUNЕК. Cross CUNЕК at or above 2200, not to exceed 10,000, then track 236° to TUCOF, cross TUCOF at or above 2200 not to exceed 10,000, or altitude assigned by ATC.

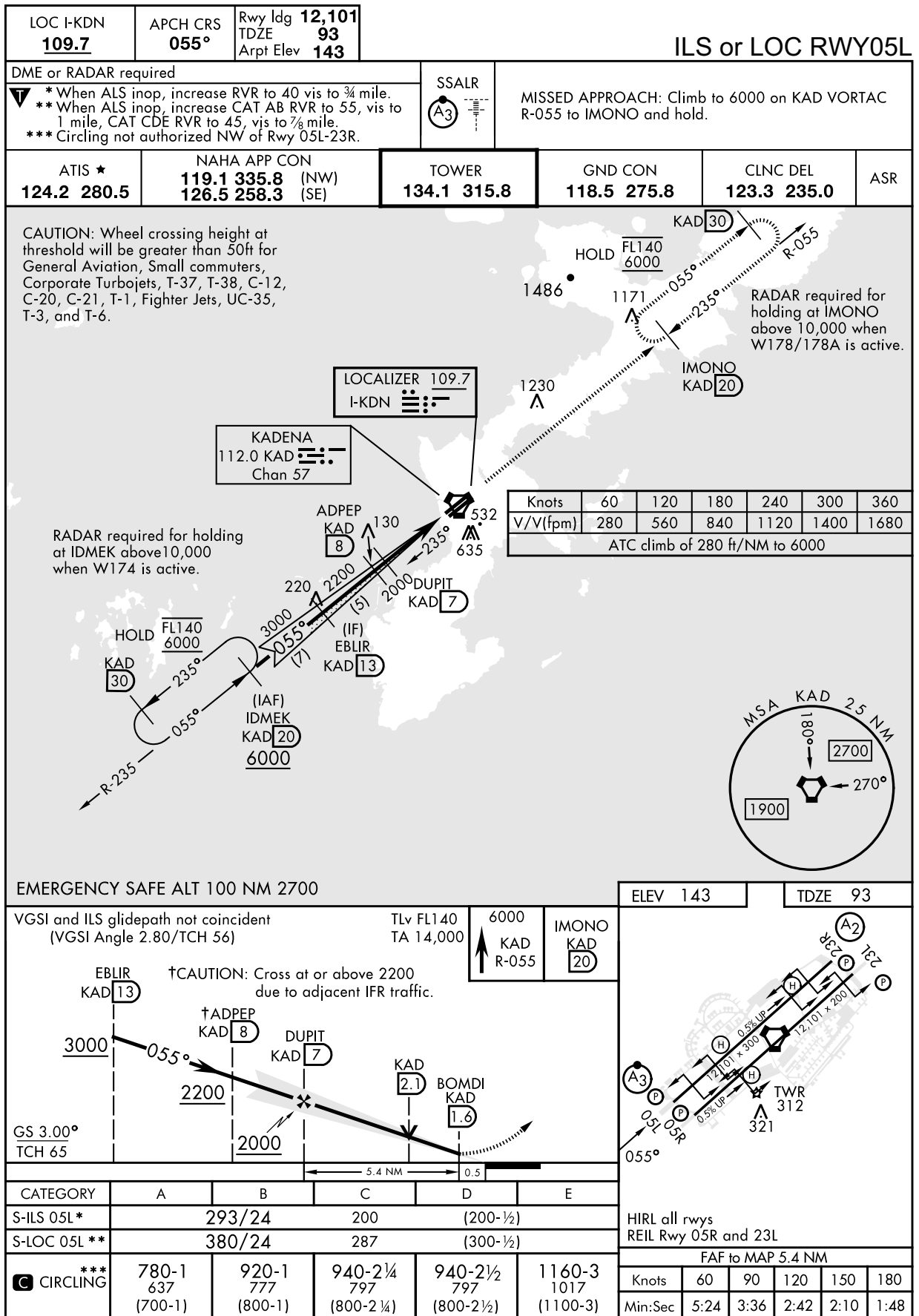
STANDARD DEPARTURE CHART -INSTRUMENT



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## INSTRUMENT APPROACH CHART

## RODN / KADENA



NOTE: REPRINTING DOD FLIP



## RODN / KADENA

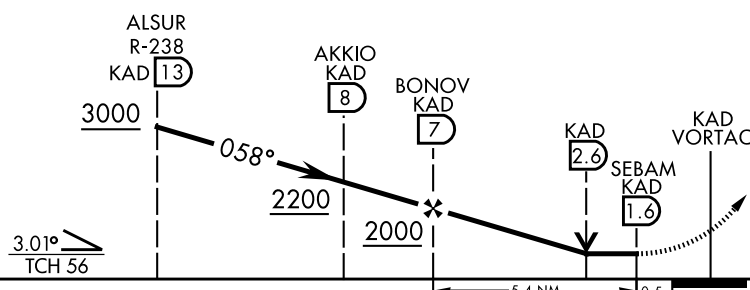
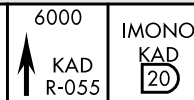
Knots	60	120	180	240	300	360
V/V(fpm)	260	520	780	1040	1300	1560
ATC climb of 260 ft/NM to 6000						



ELEV 143		TDZE 93
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VGSI and descent angles not coincident  
(VGSI Angle 2.80/TCH 56)

TLv FL140  
TA 14,000



<b>C</b> CIRCLING	780-1 637 (700-1)	920-1 777 (800-1)	940-2¼ 797 (800-2¼)	940-2½ 797 (800-2½)	1160-3 1017 (1100-3)
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CHANGE : Update.

Civil Aviation Bureau, Japan (EFF:20 FEB 2025)

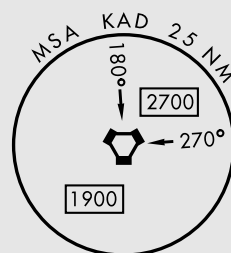
## RODN / KADENA

VOR or TACAN RWY05R

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

ASR

ATC climb of 260 ft/NM to 6000



6000  
↑  
KAD  
R-055

IMONO  
KAD  
20

TLv FL140  
TA 14 000

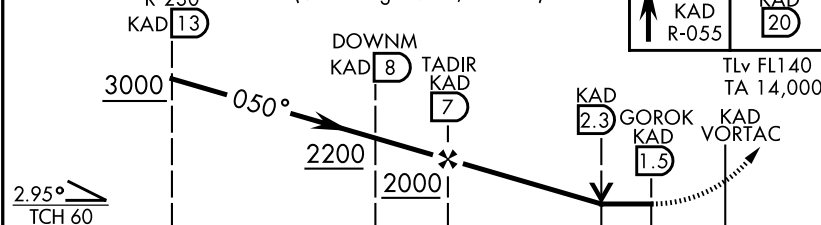


Diagram illustrating the layout of HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) for runways 05L, 05R, 23L, and 23R. The diagram shows the runway alignment, lighting systems, and associated distances.

Key features and labels:

- Runways:** 05L, 05R, 23L, 23R.
- Headings:** 050°, 241°, 321°.
- Distances:** 12,101 x 300, 12,101 x 200.
- Lighting Systems:** HIRL, REIL.
- Other Labels:** A3, P, H, A2, A1, TWR 312.

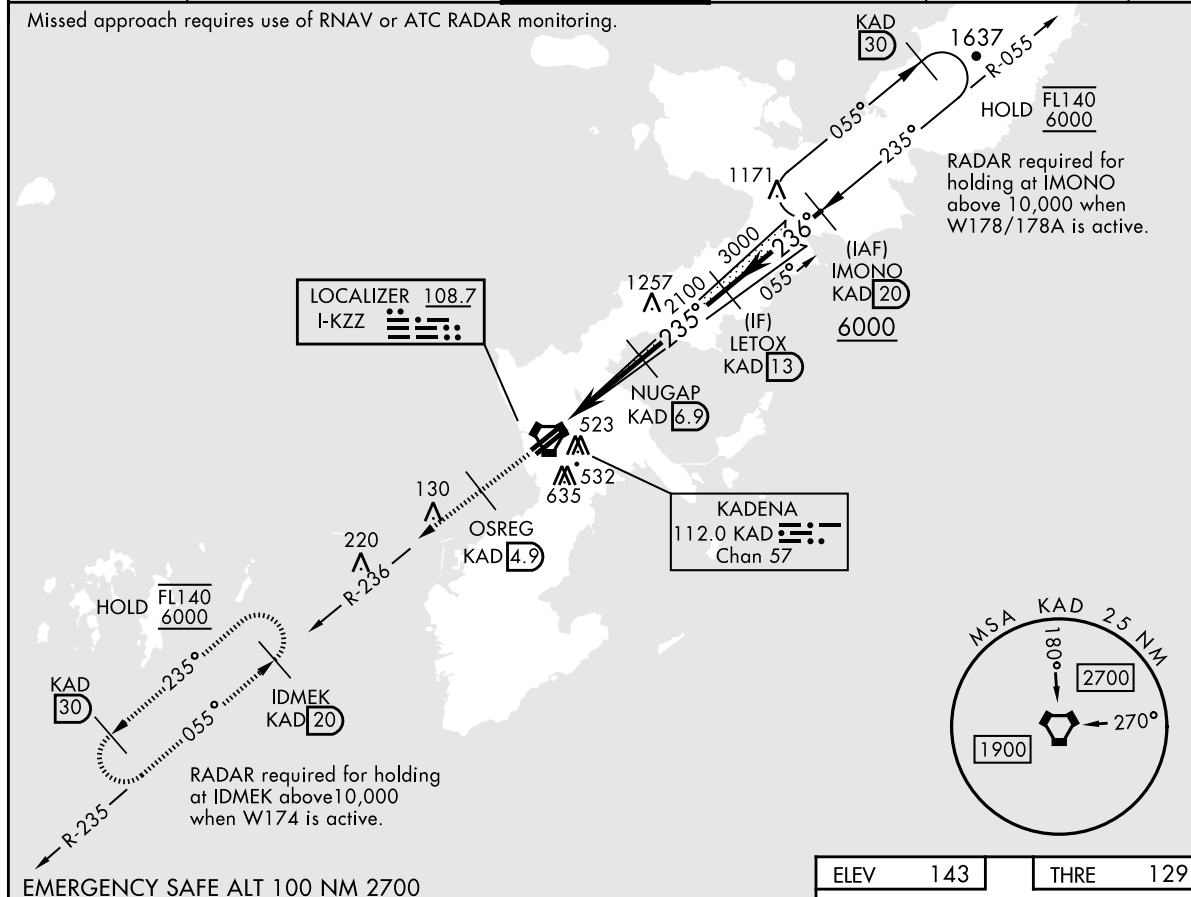
**NOTE: REPRINTING DOD FLIP**

## INSTRUMENT APPROACH CHART

## RODN / KADENA

LOC I-KZZ <b>108.7</b>	APCH CRS <b>235°</b>	Rwy ldg <b>12,101</b> THRE <b>129</b> Arpt Elev <b>143</b>	ILS or LOC RWY23R		
RADAR or DME required			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.		
<p>▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.</p> <p>** Circling not authorized NW of Rwy 05L-23R.</p>			SALS A2		
ATIS ★ <b>124.2 280.5</b>	NAHA APP CON <b>119.1 335.8</b> (NW) <b>126.5 258.3</b> (SE)	TOWER <b>134.1 315.8</b>	GND CON <b>118.5 275.8</b>	CLNC DEL <b>123.3 235.0</b>	ASR

Missed approach requires use of RNAV or ATC RADAR monitoring.



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

APRAV  
KAD  
1.4

KAD  
2.6

NUGAP  
KAD  
6.9

3000

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)		
<div>C</div> 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)

235°

A2

23R

0.5% DOWN

12,101 × 200

0.5% UP

12,101 × 300

TWR  
312

321

A3

P

05L

05R

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 <b>056°</b>	Rwy Idg <b>12,101</b>
	TDZE <b>93</b>
	Arpt Elev <b>143</b>

RNAV(GPS) RWY05L

RNP APCH - GPS	SSALR	MISSED APPROACH: Climbing right turn to 6000 direct BYYRD and hold. Continue climb-in-hold to 6000.
RADAR required	A3	
<p>▼ * 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.</p>		

ATIS★ <b>124.2 280.5</b>	NAHA APP CON/DEP CON <b>119.1 335.8 (NW)</b> <b>126.5 258.3 (SE)</b>	TOWER <b>134.1 315.8</b>	GND CON <b>118.5 275.8</b>	CLNC DEL <b>123.3 235.0</b>	ASR
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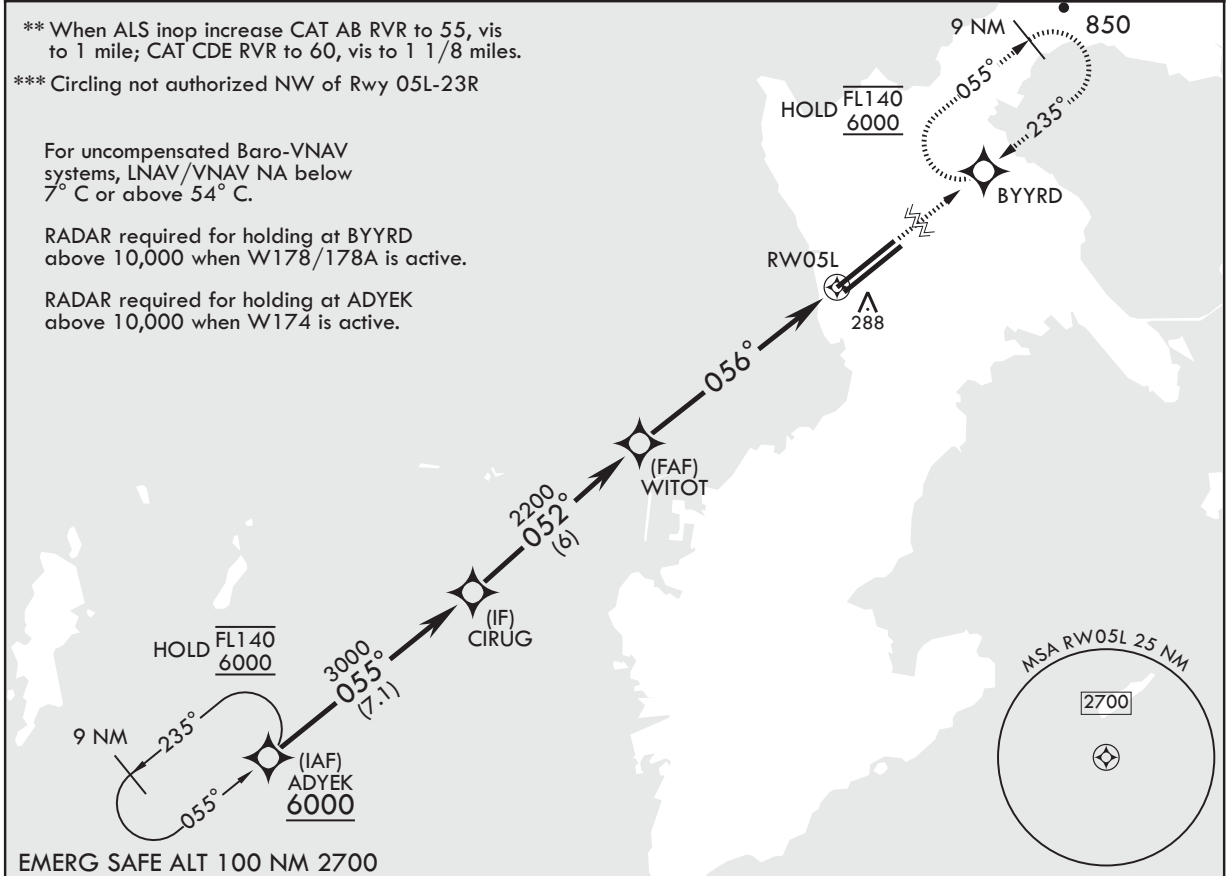
\*\* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

\*\*\* 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.

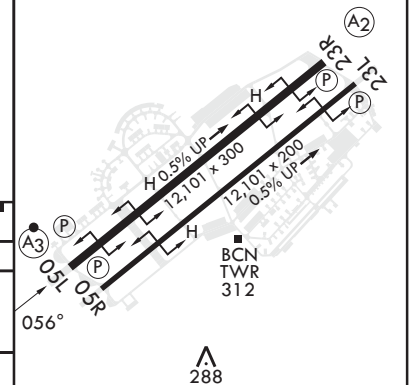
RADAR required for holding at ADYEK above 10,000 when W174 is active.



EMERG SAFE ALT 100 NM 2700

CIRUG		TLv FL140 TA 14,000	6000	BYYRD	ELEV 143	TDZE 93
3000		052°	WITOT	2200	GP 2.88° TCH 56	1.3 NM to RWY05L
		056°				6.8 NM
CATEGORY	A	B	C	D	E	
LNAV/VNAV DA*	353/24 260 (300-1/2)	384/24 291 (300-1/2)	421/26 328 (300-1/2)	439/30 346 (300-3/8)	476/35 383 (400-3/8)	
LNAV MDA**	500/24	407 (400-1/2)	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)	1000-3 857 (900-3)	

CHANGE : Update.



NOTE: REPRINTING DOD FLIP

## INSTRUMENT APPROACH CHART

## RODN / KADENA

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

## RNAV (GPS) RWY05R

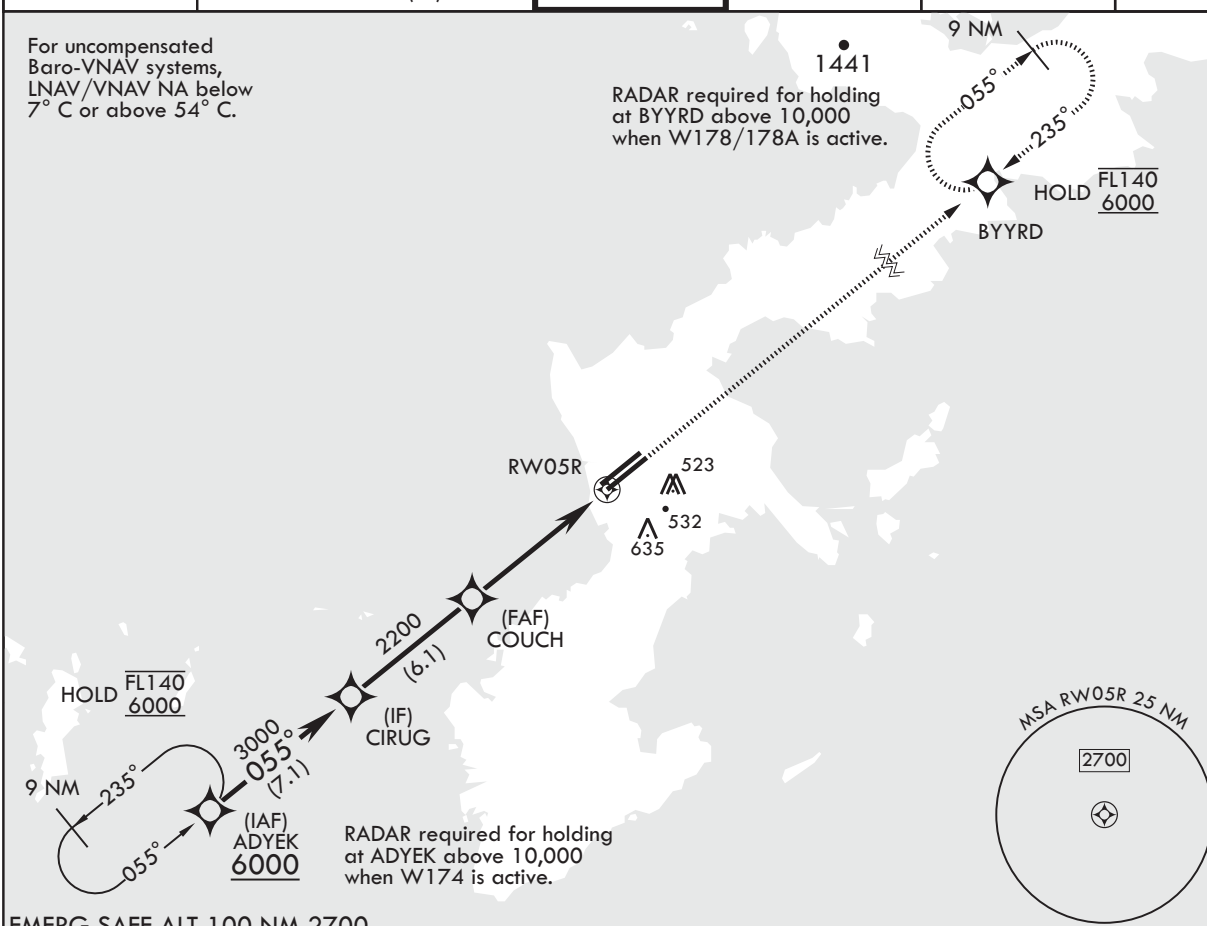
RNP APCH - GPS

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★ 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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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.

EMERG SAFE ALT 100 NM 2700

CIRUG	VGSi and RNAV glidepath not coincident (VGSi angle 3.00/TCH 60).		TLv FL140 TA 14,000	6000	BYYRD	ELEV 143	TDZE 106
3000	055°		COUCH	2200	1.6 NM to RWY05R	RWY05R	
GP 2.86° TCH 60					6.8 NM		
CATEGORY	A	B	C	D	E		
LNAV/VNAV DA	479/55 373 (400-1)	490/60 384 (400-1½)	498/60 392 (400-1½)	509/60	403 (400-1½)		
LNAV MDA	640/55	534 (500-1)	640-1½	534	(500-1½)		
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)		

CHANGE : Update.

NOTE: REPRINTING DOD FLIP

## RODN / KADENA

RNAV (GPS) RWY23L

<p>ATIS ★</p> <p><b>124.2 280.5</b></p>	<p>NAHA APP CON/DEP CON</p> <p><b>119.1 335.8</b> (NW)</p> <p><b>126.5 258.3</b> (SE)</p>	<p>TOWER</p> <p><b>134.1 315.8</b></p>	<p>GND CON</p> <p><b>118.5 275.8</b></p>	<p>CLNC DEL</p> <p><b>123.3 235.0</b></p>	<p>ASR</p>
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RADAR required for holding  
at BYYRD above 10,000  
when W178/178A is active.



Diagram illustrating the CEBIT navigation aid. The diagram shows a bearing of  $235^\circ$  from RW23L, a distance of 1.7 NM to RW23L, and a distance of 6 NM to the TCH 55 marker. The CEBIT is located at a bearing of  $235^\circ$  and a distance of 1900 units from the TCH 55 marker. The diagram also indicates a GP  $2.71^\circ$  and a TCH 55 marker.

Diagram illustrating the layout of Runway 05R/23L, including taxiway (TW) and runway (RW) segments, and associated elevation markers.

**Runway Segments:**

- Runway 05R/23L (Main Runway): 12,101 x 300 feet.
- Runway 05L/23R (Parallel Runway): 12,101 x 200 feet.

**Gradients:**

- 0.5% UP (on Runway 05R/23L)
- 0.5% DOWN (on Runway 05L/23R)

**Navigation and Elevation Markers:**

- BCN TWR 312 (Beacon Tower)
- 321 (Elevation marker)
- 312 (Elevation marker)

**Diagram Labels:**

- ELEV 143 (Elevation at top left)
- TDZE 143 (Threshold Crossing Elevation at top right)
- 235 (Runway heading)
- 05L, 05R (Runway identifiers)
- A3, A2 (Taxiway identifiers)
- H (Holding point)
- P (Priority/Prohibited area)

CHANGE : Update.

**NOTE: REPRINTING DOD FLIP**

## INSTRUMENT APPROACH CHART

## RODN / KADENA

APCH CRS	Rwy Idg	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.

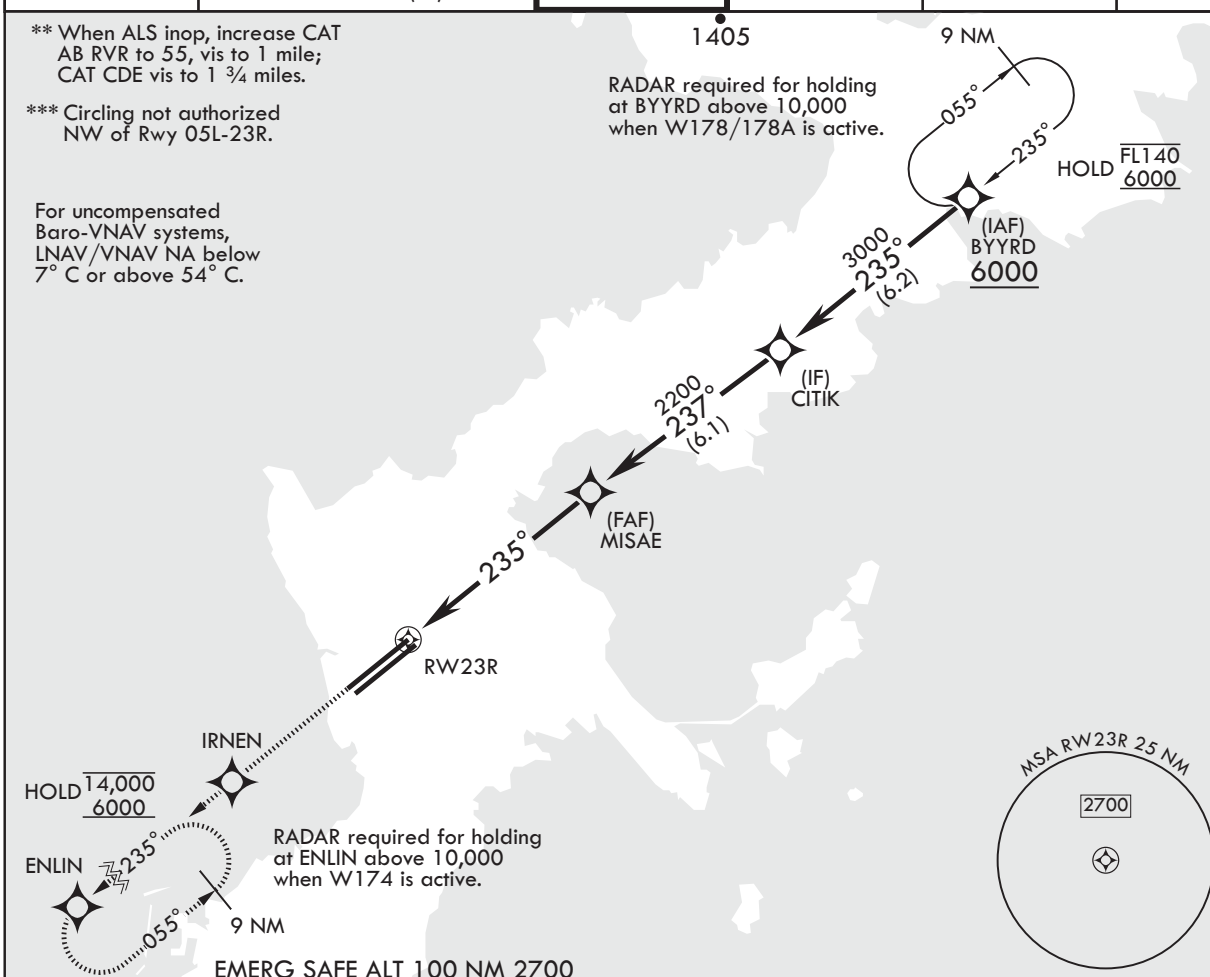
ATIS★ 124.2 280.5	NAHA APP CON/DEP CON 119.1 335.8 (NW) 126.5 258.3 (SE)	TOWER 134.1 315.8	GND CON 118.5 275.8	CLNC DEL 123.3 235.0	ASR
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\*\* When ALS inop, increase CAT  
AB RVR to 55, vis to 1 mile;  
CAT CDE vis to 1 3/4 miles.

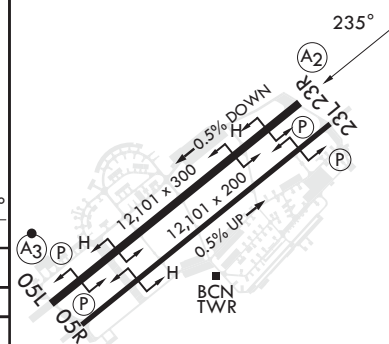
\*\*\* Circling not authorized  
NW of Rwy 05L-23R.

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

1405  
RADAR required for holding  
at BYYRD above 10,000  
when W178/178A is active.



6000	IRNEN	tr 235°	ENLIN	TLv FL140 TA 14,000	CITIK	ELEV 143	TDZE 129
					3000		
					2200		
					GP 3.18° TCH 49		
					6 NM		
CATEGORY	A	B	C	D	E		
LNAV/VNAV DA*	482/40	353	(400-3/4)				
LNAV MDA**	740/40	611 (600-3/4)	740-1 1/2	611	(600-1 1/2)		
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)	1000-3 857 (900-3)		



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

NOTE: REPRINTING DOD FLIP