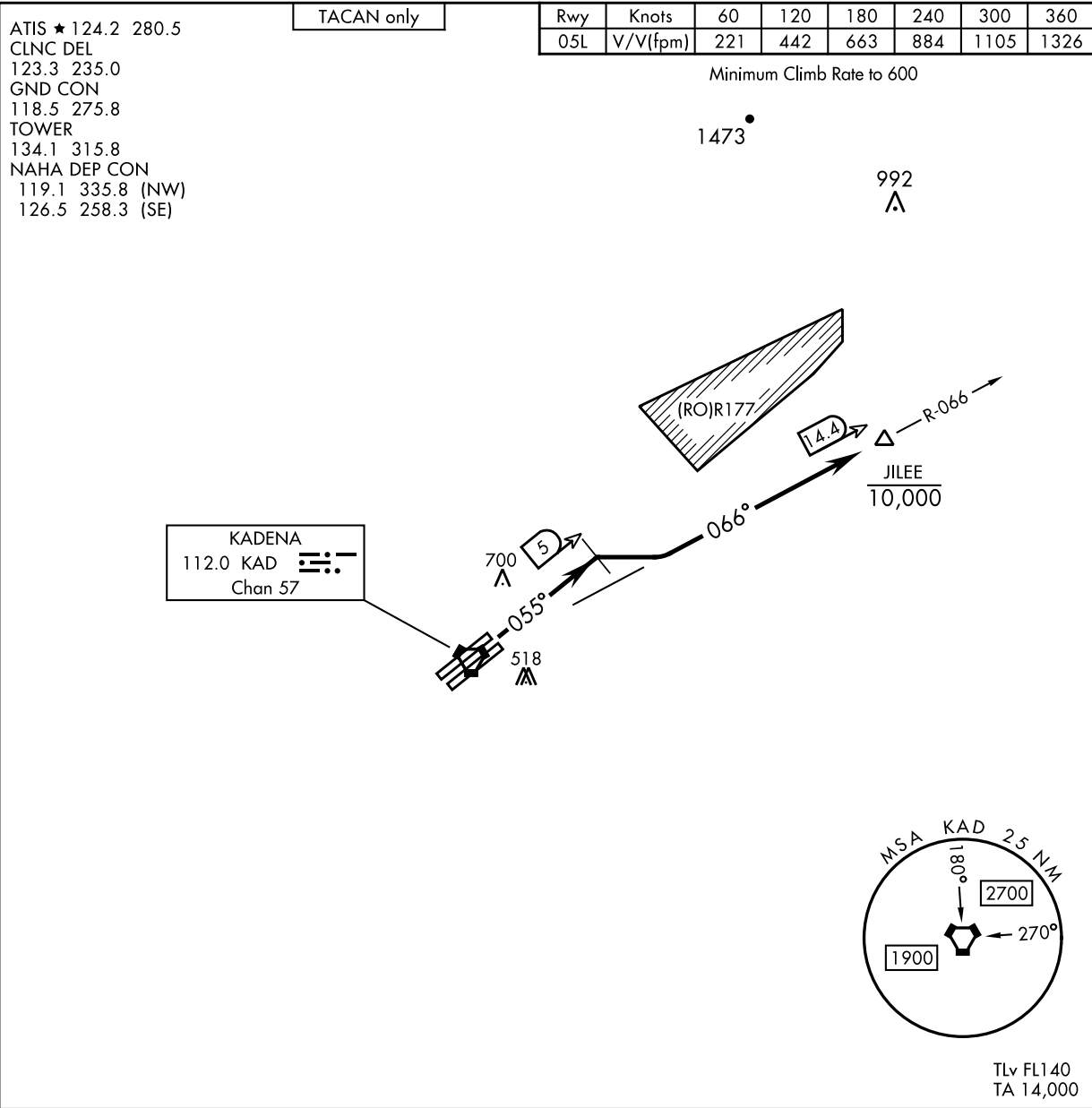


## AD CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA



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)

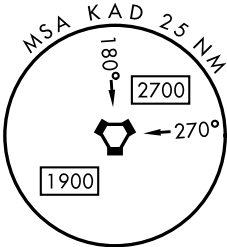
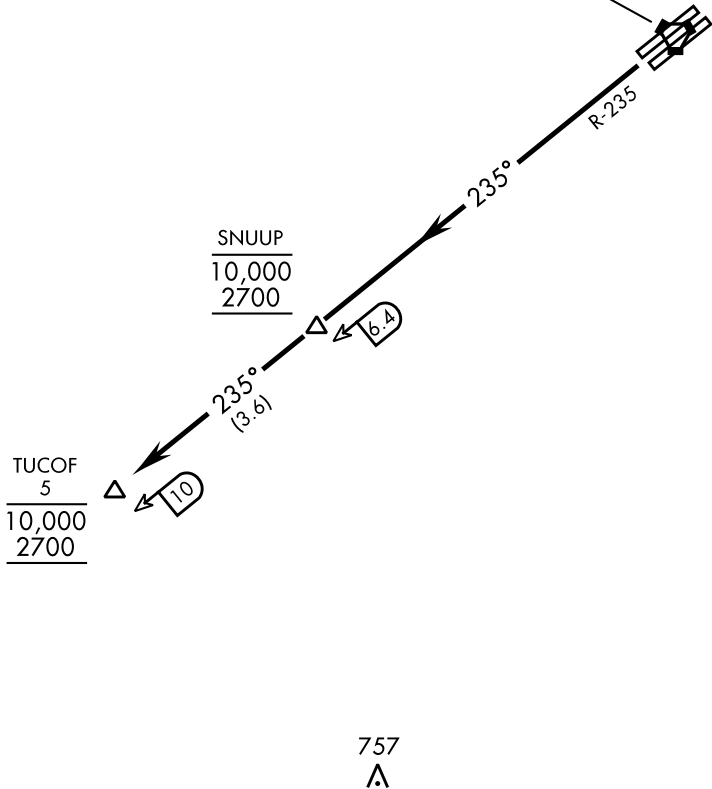
TUCOF THREE DEPARTURE

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



TLv FL140  
TA 14,000

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





CHANGE : Update.

## STANDARD DEPARTURE CHART -INSTRUMENT

## RODN/KADENA

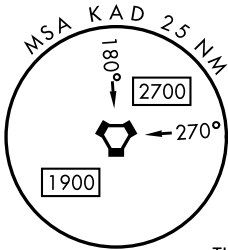
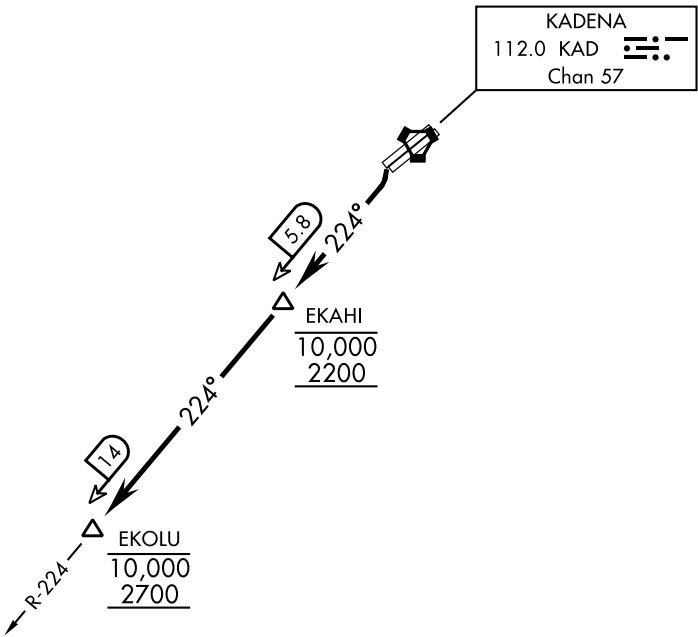
ATIS★ 124.2 280.5  
CLNC DEL  
123.3 235.0  
GND CON  
118.5 275.8  
TOWER  
134.1 315.8  
NAHA DEP CON  
119.1 335.8 (NW)  
126.5 258.3 (SW)

## 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  
 (a) to EKOLU to 2700  
 (b) to EKAHI to 2200

1194



TLV FL140  
TA 14,000

CHANGE : Update

## DEPARTURE ROUTE DESCRIPTION

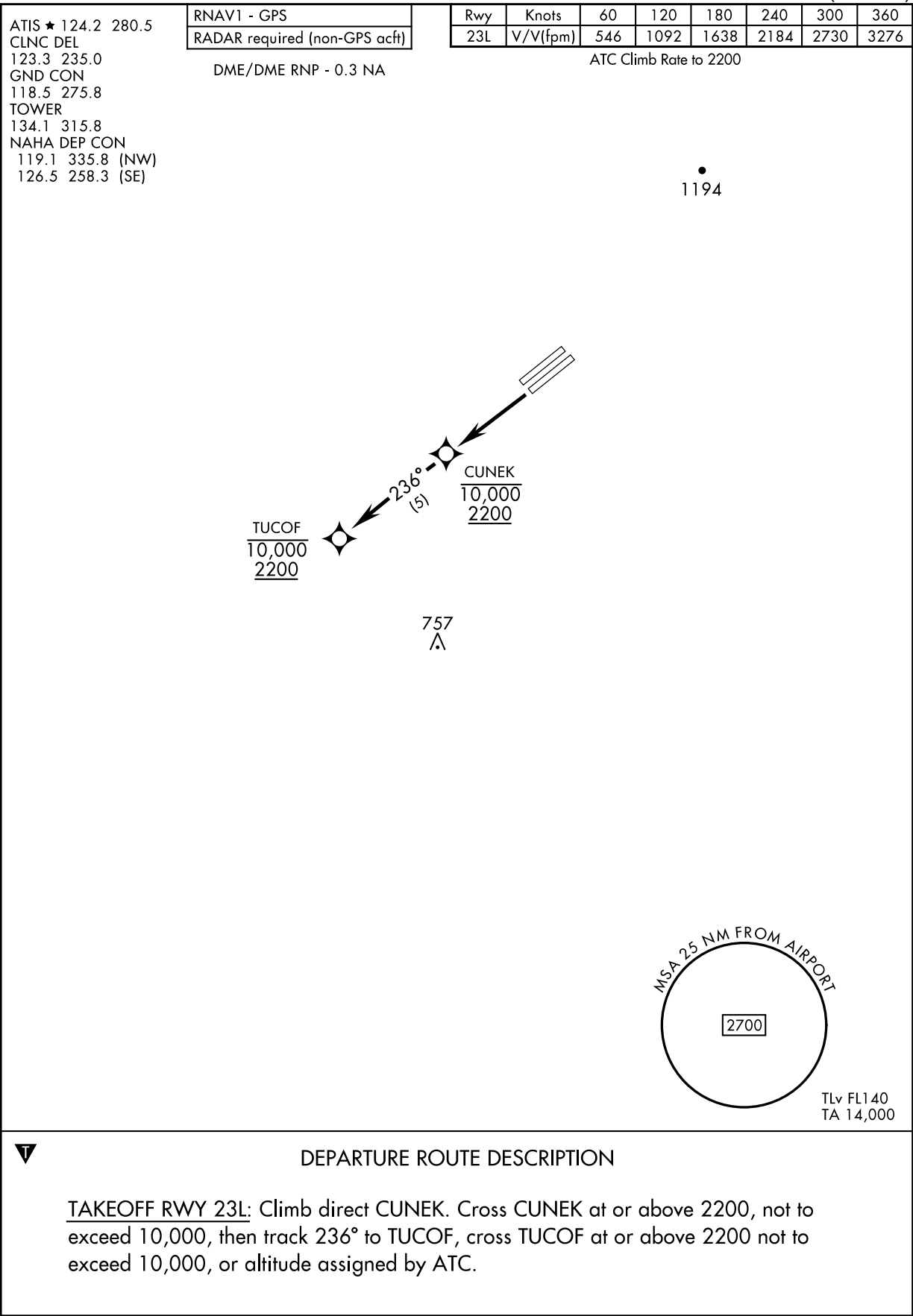
TAKEOFF RWY 23L/23R: Climb left turn to intercept KAD VORTAC R-224 to EKOLU. Cross EKAHI at or above 2200 not to exceed 10,000, cross EKOLU at or above 2700 not to exceed 10,000, or altitude specified by ATC.

**NOTE: REPRINTING DOD FLIP**

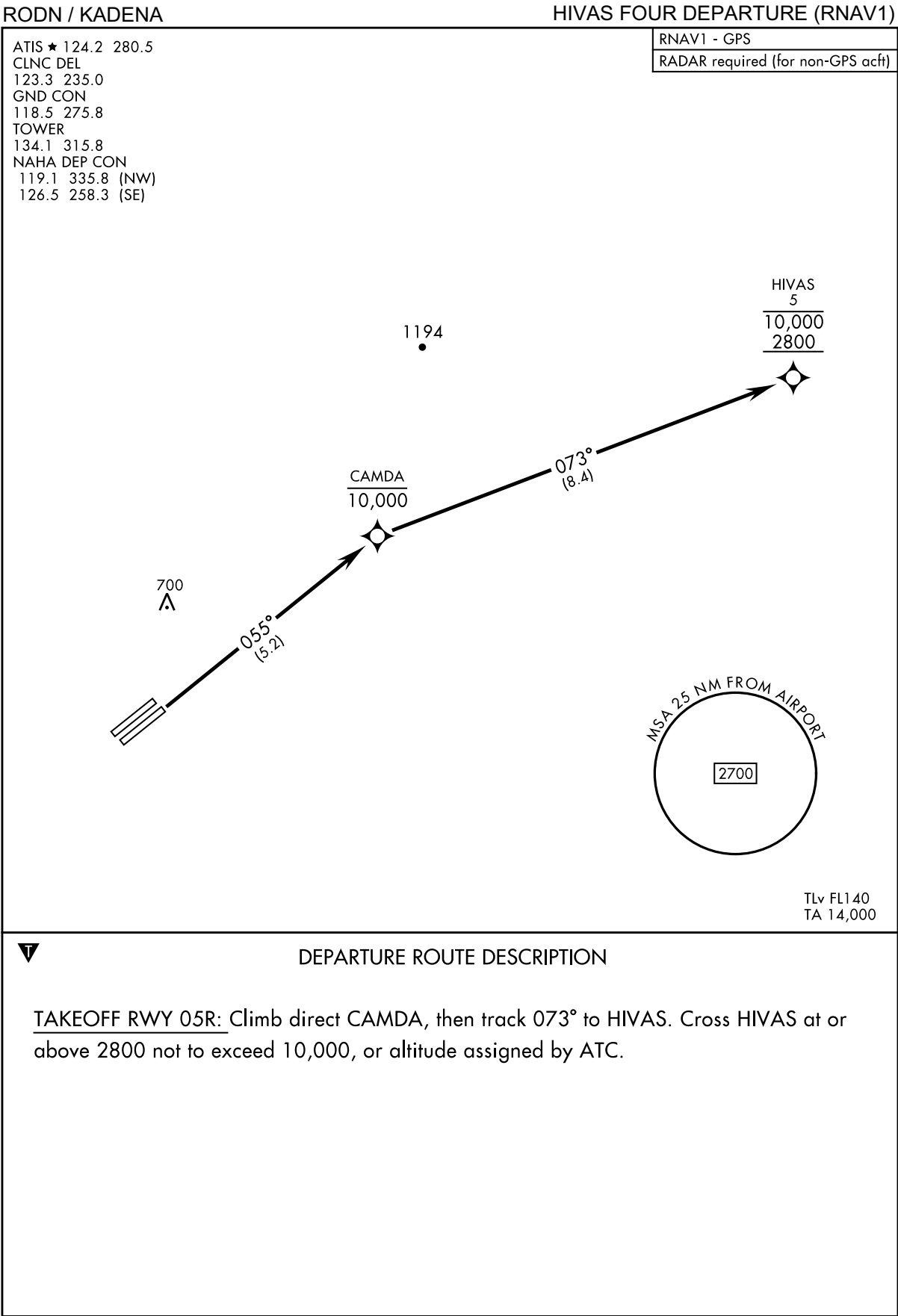
STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

CUNEK FOUR DEPARTURE(RNAV1)



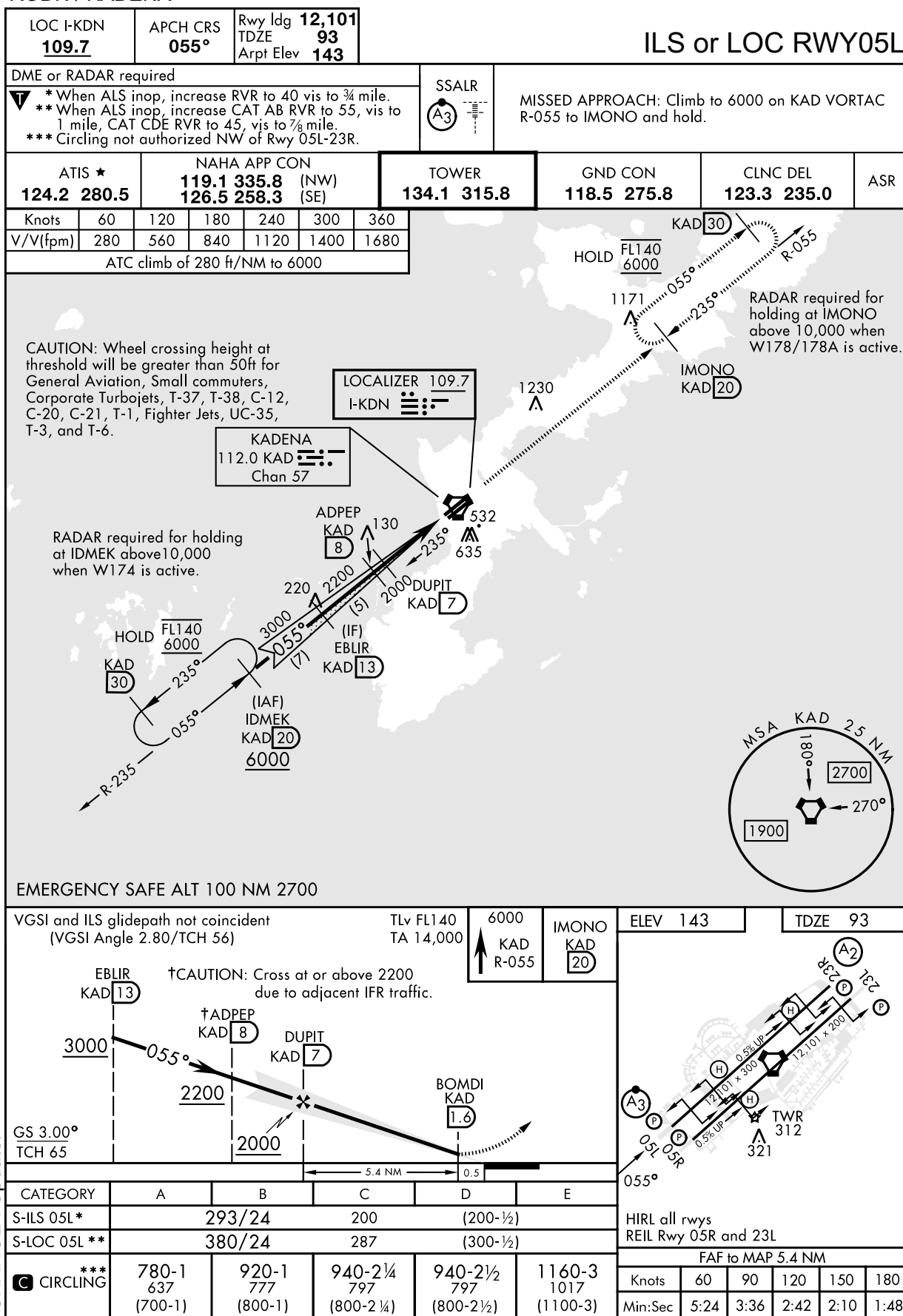
STANDARD DEPARTURE CHART -INSTRUMENT



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## INSTRUMENT APPROACH CHART

## RODN / KADENA

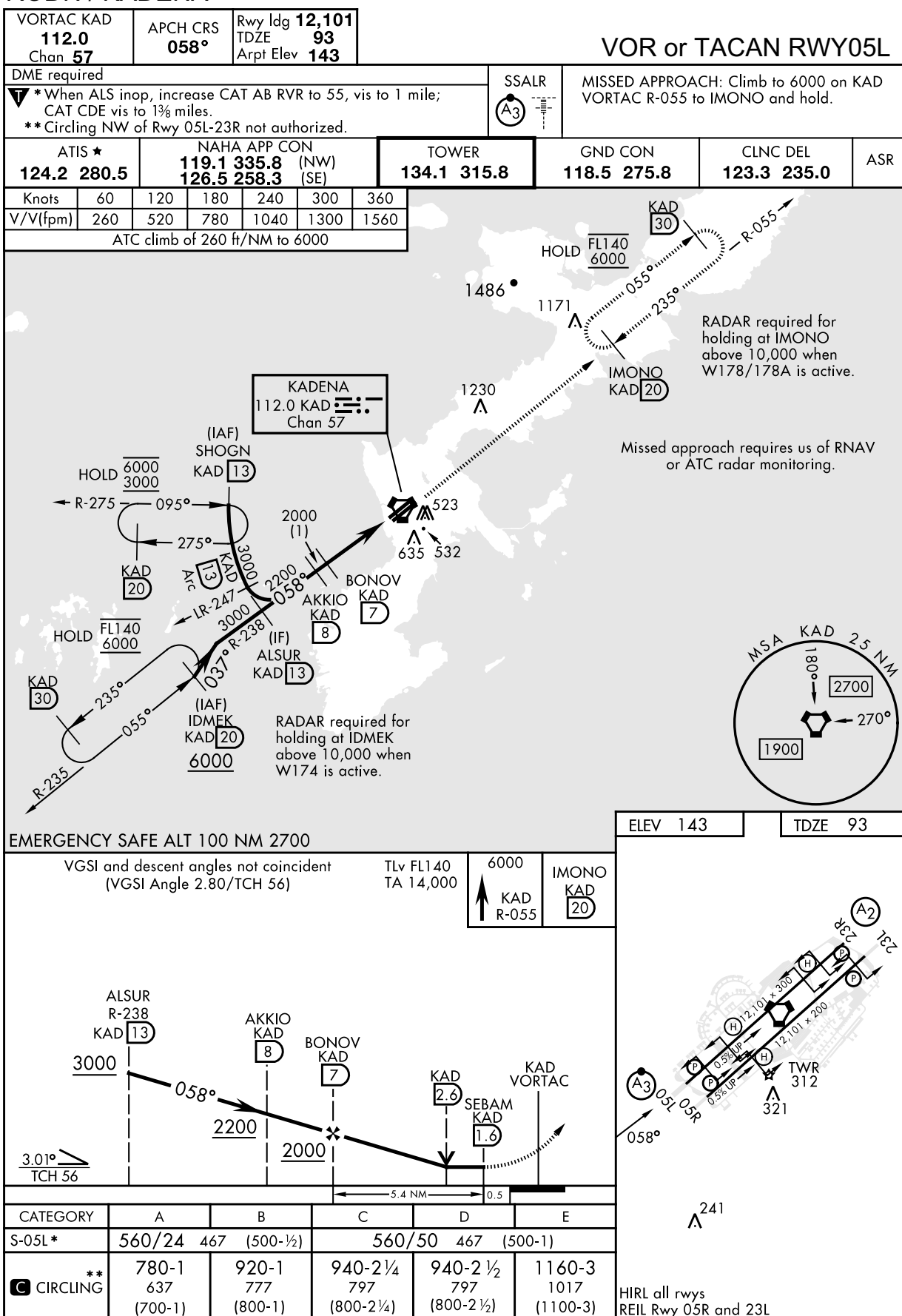


NOTE: REPRINTING DOD FLIP



## INSTRUMENT APPROACH CHART

## RODN / KADENA



CHANGE : Update.

NOTE: REPRINTING DOD FLIP

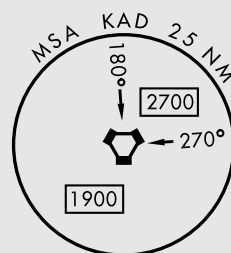
## RODN / KADENA

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

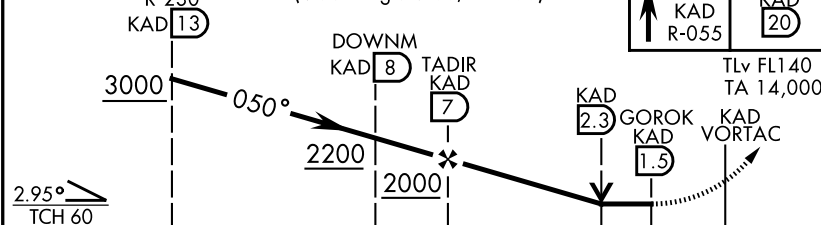


Diagram illustrating the layout of HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) for runways 05L, 05R, and 23L. The diagram shows the runway alignment, taxiways, and the location of the Tower (TWR 312). The runways are labeled with their respective lengths and slopes: 05L (2,101 x 300, 0.5% UP), 05R (2,101 x 300, 0.5% UP), and 23L (2,101 x 200, 0.5% UP). The diagram also indicates the heading of 050° and the location of the Tower (TWR 312).

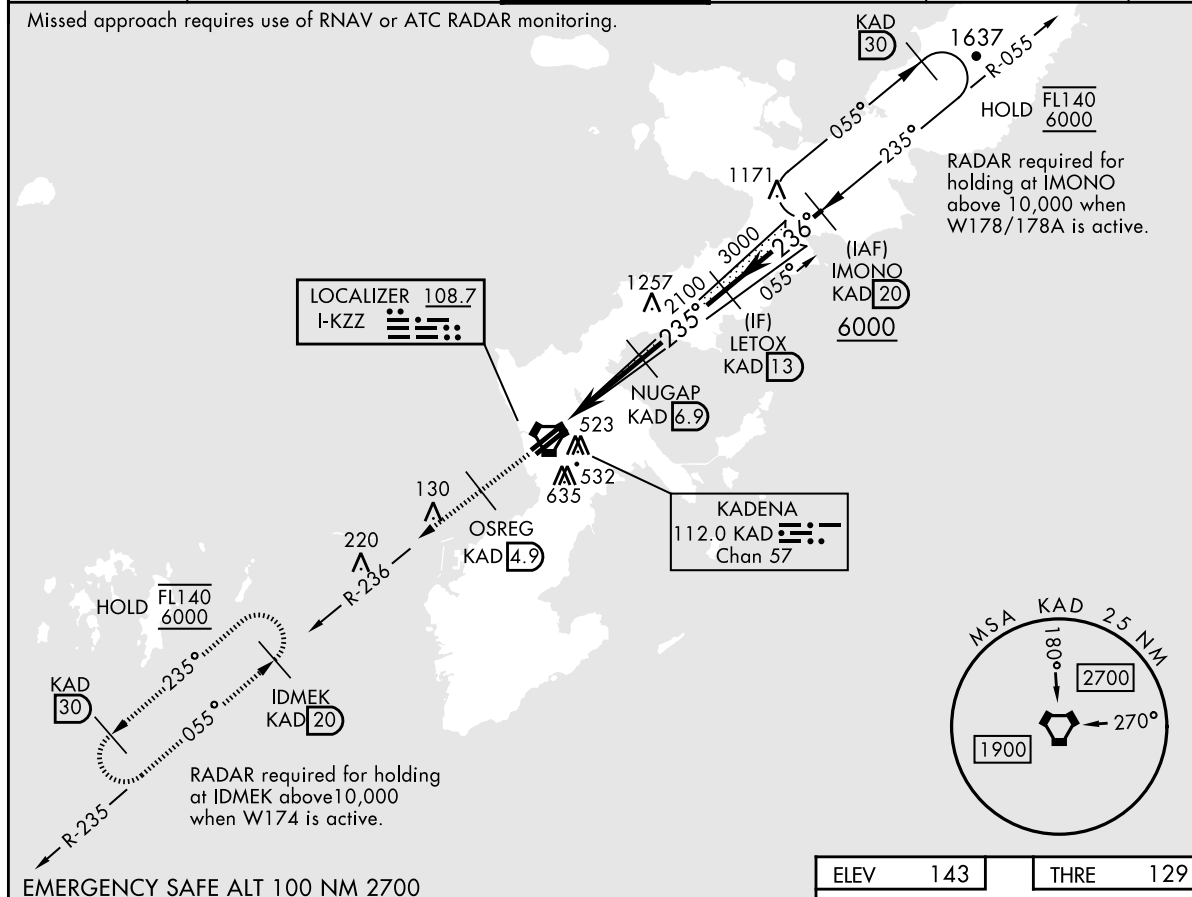
**NOTE: REPRINTING DOD FLIP**

## 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.		
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles. ** Circling not authorized NW of Rwy 05L-23R.			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

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)		
<div>CIRCLING</div> **	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

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HIRL all rwys  
REIL Rwy 05R and 23L

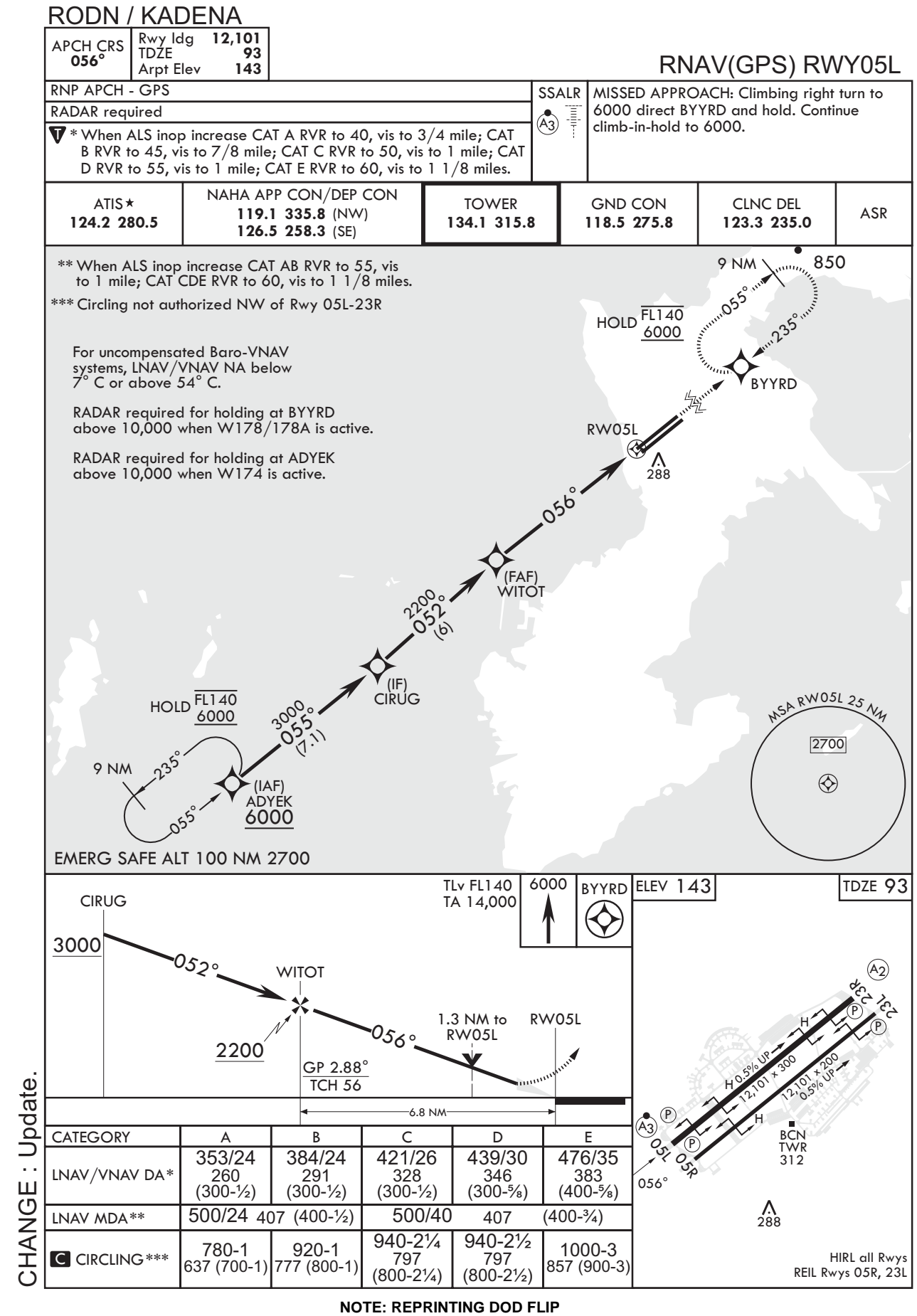
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CHANGE : Update.

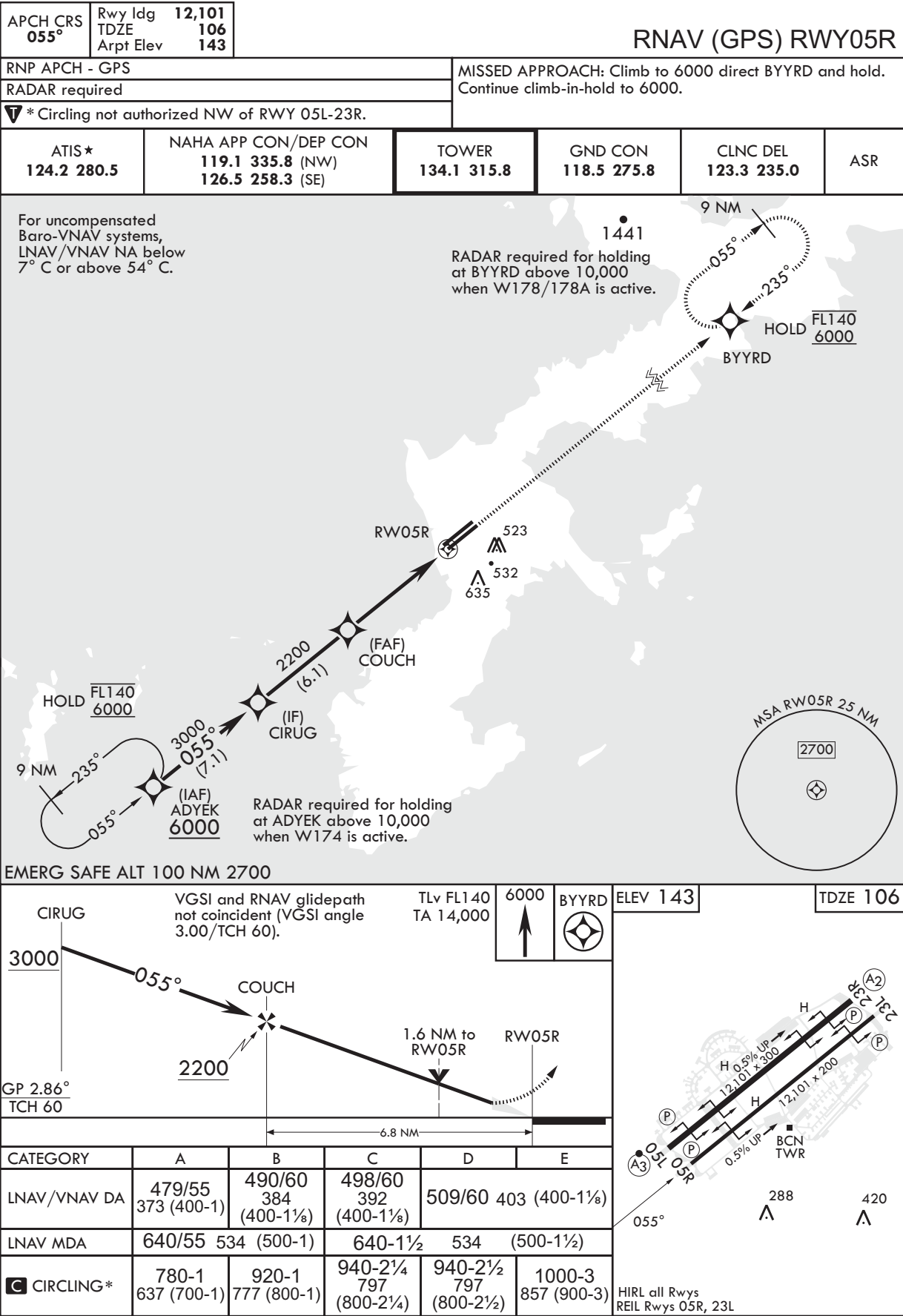
NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RODN / KADENA



## 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.

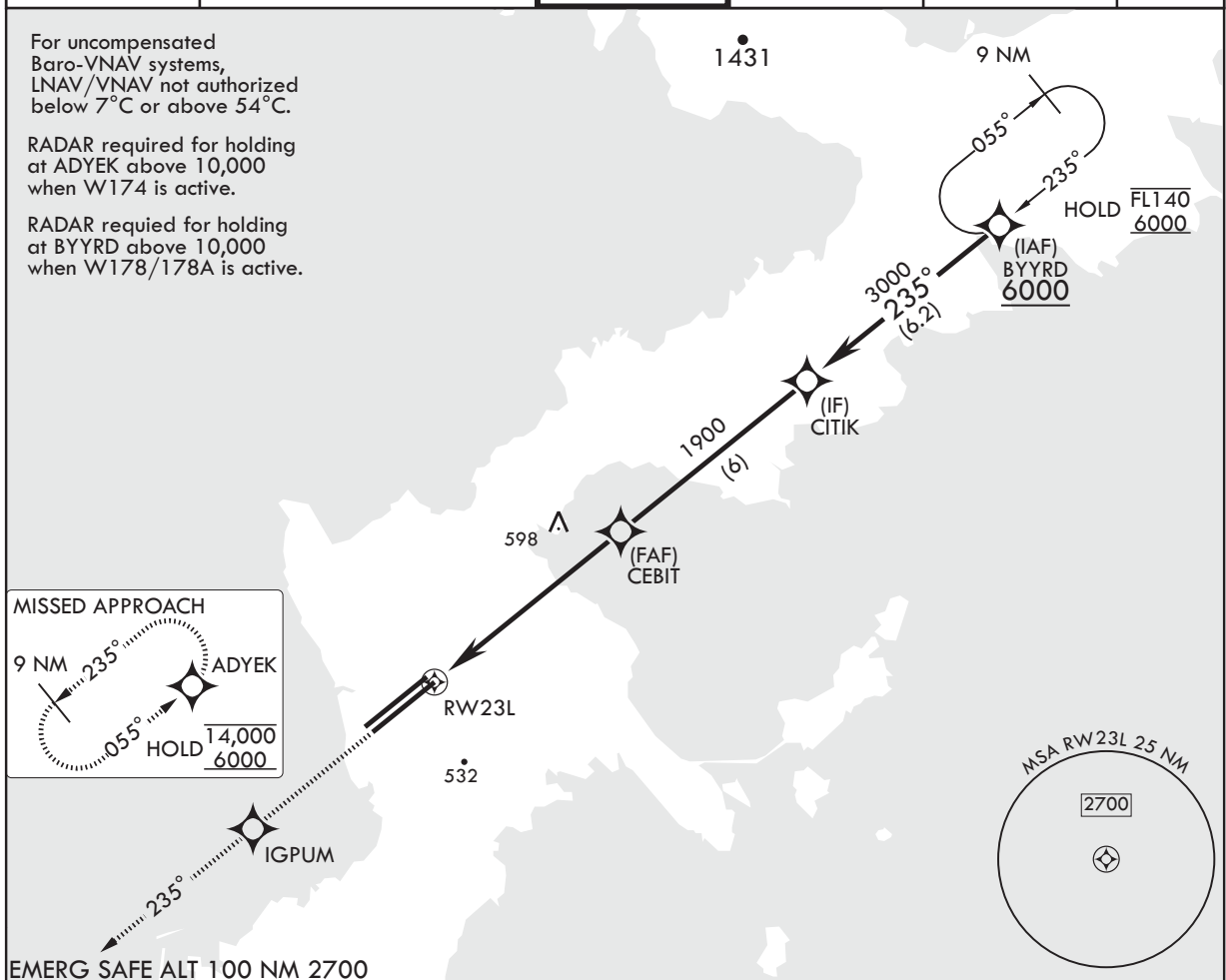
MISSED APPROACH: Climb to 6000 direct IGPUM, cross IGPUM at or above 2200, track 235° to ADYEK and hold, continue climb-in-hold to 6000.

ATIS★ 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 not authorized  
below 7°C or above 54°C.

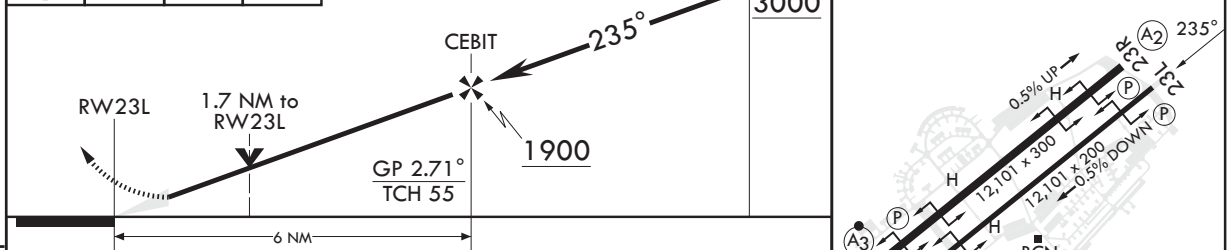
RADAR required for holding  
at ADYEK above 10,000  
when W174 is active.

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

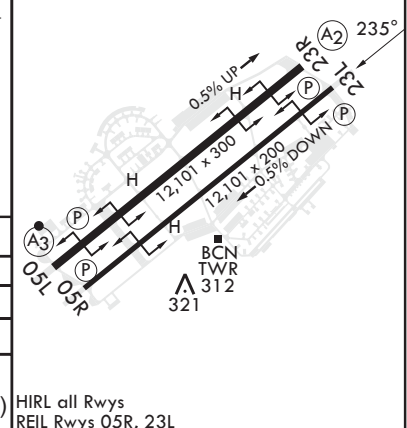


EMERG SAFE ALT 100 NM 2700

6000	IGPUM	tr 235°	ADYEK	TLv FL140 TA 14,000	VGSI and Descent angles not coincident (VGSI Angle 3.00/TCH 55).	CITIK	ELEV 143	TDZE 143
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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)			
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

INSTRUMENT APPROACH CHART

RODN / KADENA

APCH CRS 235°	Rwy Idg	12,101
	TDZE	129
	Arpt Elev	143

RNAV (GPS) RWY23R

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

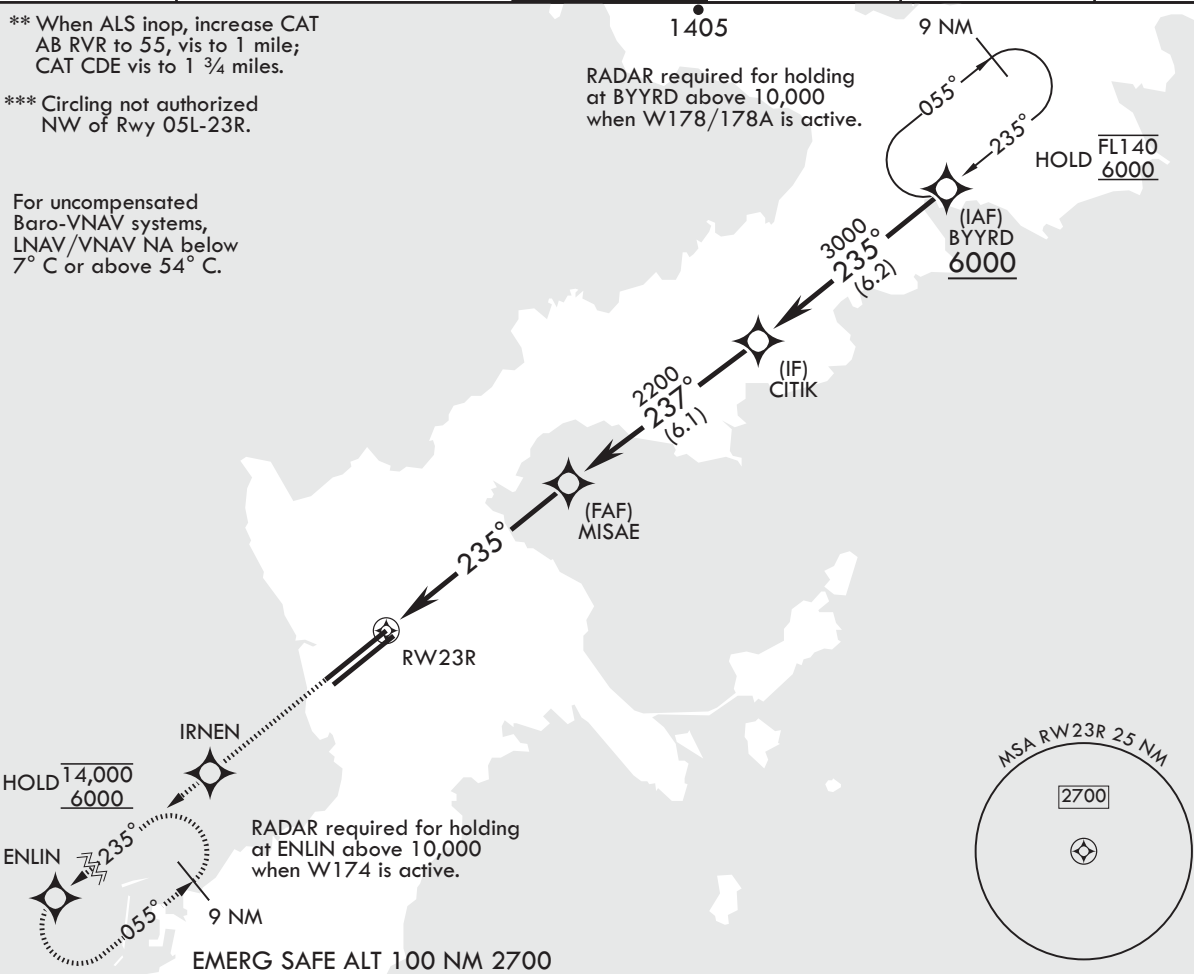
ATIS★ 124.2 280.5	NAHA APP CON/DEP CON 119.1 335.8 (NW) 126.5 258.3 (SE)	TOWER 134.1 315.8	GND CON 118.5 275.8	CLNC DEL 123.3 235.0	ASR
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\*\* When ALS inop, increase CAT  
AB RVR to 55, vis to 1 mile;  
CAT CDE vis to 1 3/4 miles.

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

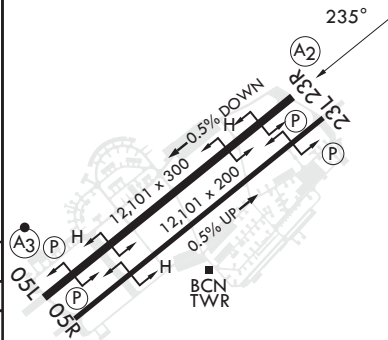
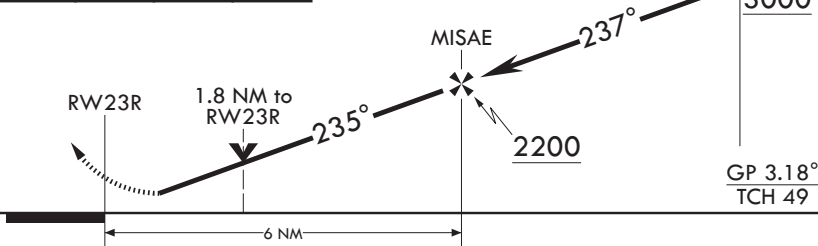
For uncompensated  
Baro-VNAV systems,  
LNAV/VNAV NA below  
7° C or above 54° C.


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



EMERG SAFE ALT 100 NM 2700

6000	IRNEN	tr 235°	ENLIN	TLv FL140 TA 14,000	CITIK	ELEV 143	TDZE 129
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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