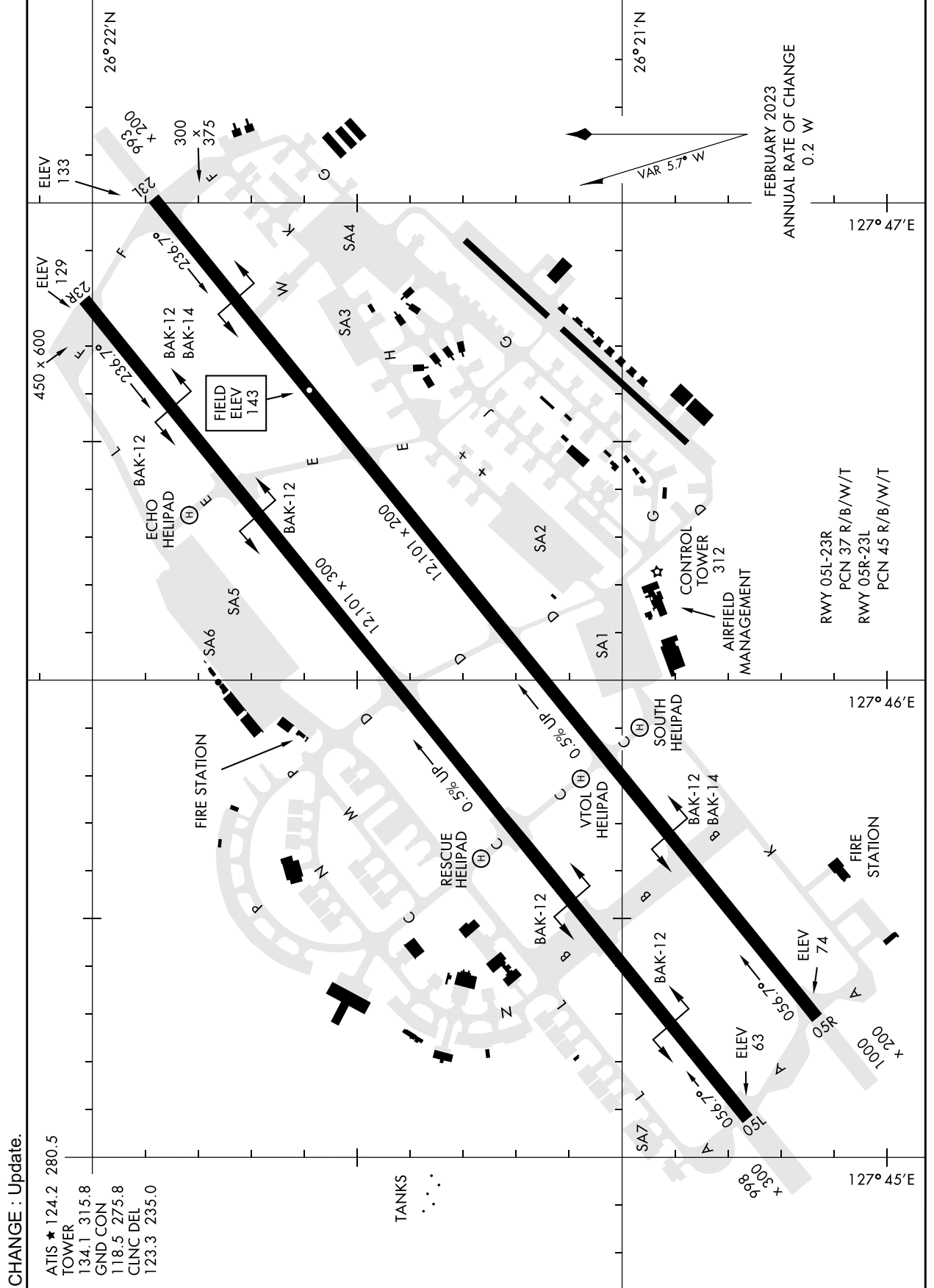


RODN / KADENA

AD CHART



CHANGE : Update.

- ATIS \* 124.2 280.5
- TOWER 134.1 315.8
- GND CON 118.5 275.8
- CLNC DEL 123.3 235.0

TANKS

- RWY 05L-23R
- PCN 37 R/B/W/T
- RWY 05R-23L
- PCN 45 R/B/W/T

FEBRUARY 2023  
ANNUAL RATE OF CHANGE  
0.2 W

NOTE: REPRINTING DOD FLIP

STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

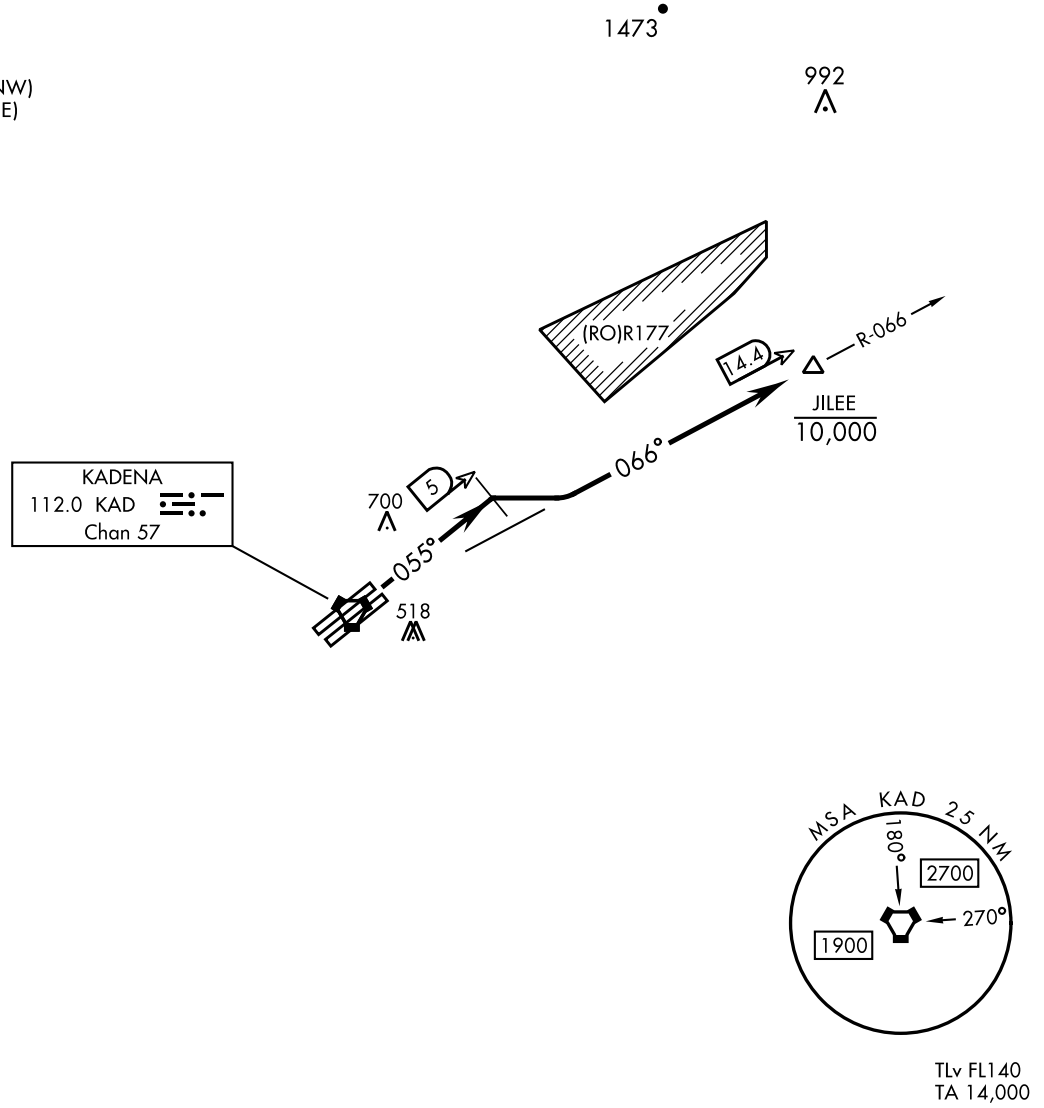
JILEE FOUR DEPARTURE

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)

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



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

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)

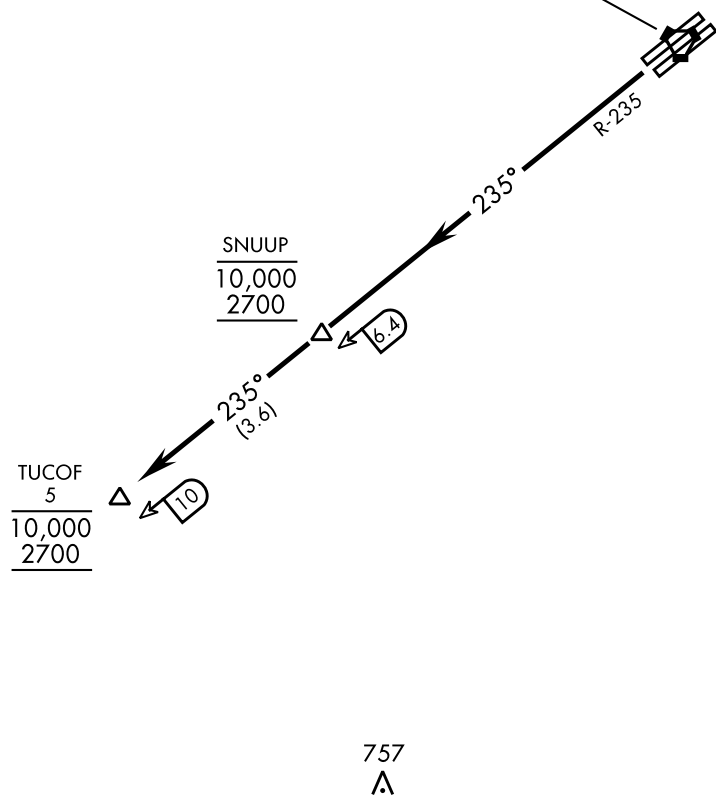
TUCOF THREE DEPARTURE

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



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

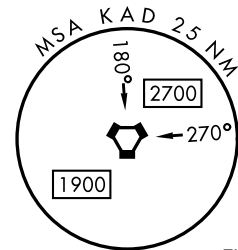
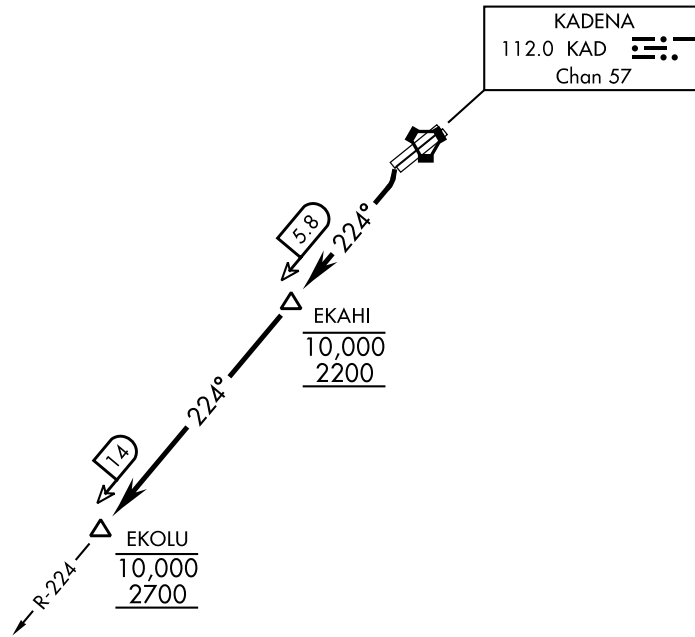
ATIS★ 124.2 280.5  
 CLNC DEL  
 123.3 235.0  
 GND CON  
 118.5 275.8  
 TOWER  
 134.1 315.8  
 NAHA DEP CON  
 119.1 335.8 (NW)  
 126.5 258.3 (SW)

EKOLU THREE DEPARTURE

Rwy	Knots	60	120	180	240	300	360
23L (a)	V/V(fpm)	205	410	615	820	1025	1230
23L (b)	V/V(fpm)	455	910	1365	1820	2275	2730
23R (a)	V/V(fpm)	206	412	618	824	1030	1236
23R (b)	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

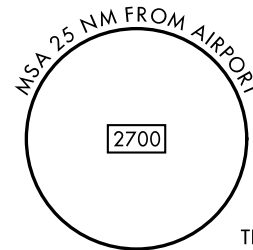
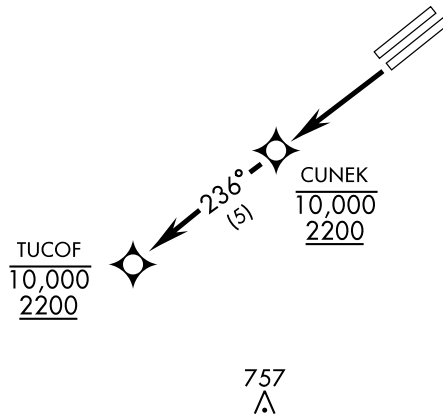
CUNEK FOUR DEPARTURE(RNAV1)

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	Rwy	Knots	60	120	180	240	300	360
	RADAR required (non-GPS acft)	23L	V/V(fpm)	546	1092	1638	2184	2730	3276

DME/DME RNP - 0.3 NA

ATC Climb Rate to 2200

1194



TLv FL140  
TA 14,000

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

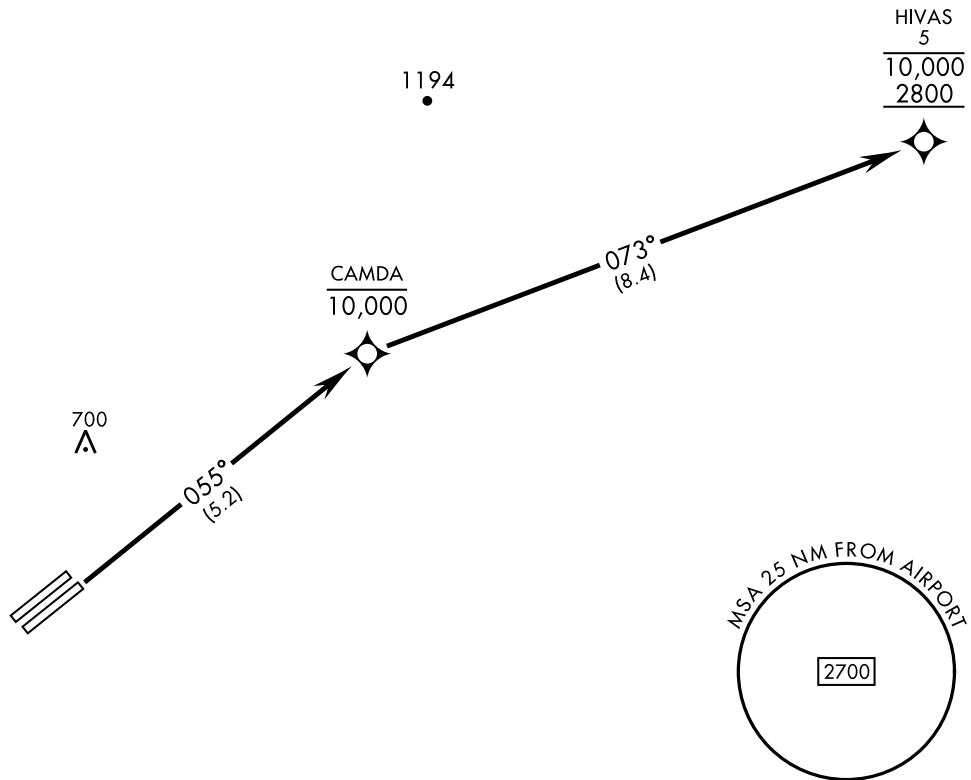
STANDARD DEPARTURE CHART -INSTRUMENT

RODN / KADENA

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)

HIVAS FOUR DEPARTURE (RNAV1)

RNAV1 - GPS
RADAR required (for non-GPS acft)



TLv FL140  
 TA 14,000

CHANGE : Update.



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.

NOTE: REPRINTING DOD FLIP

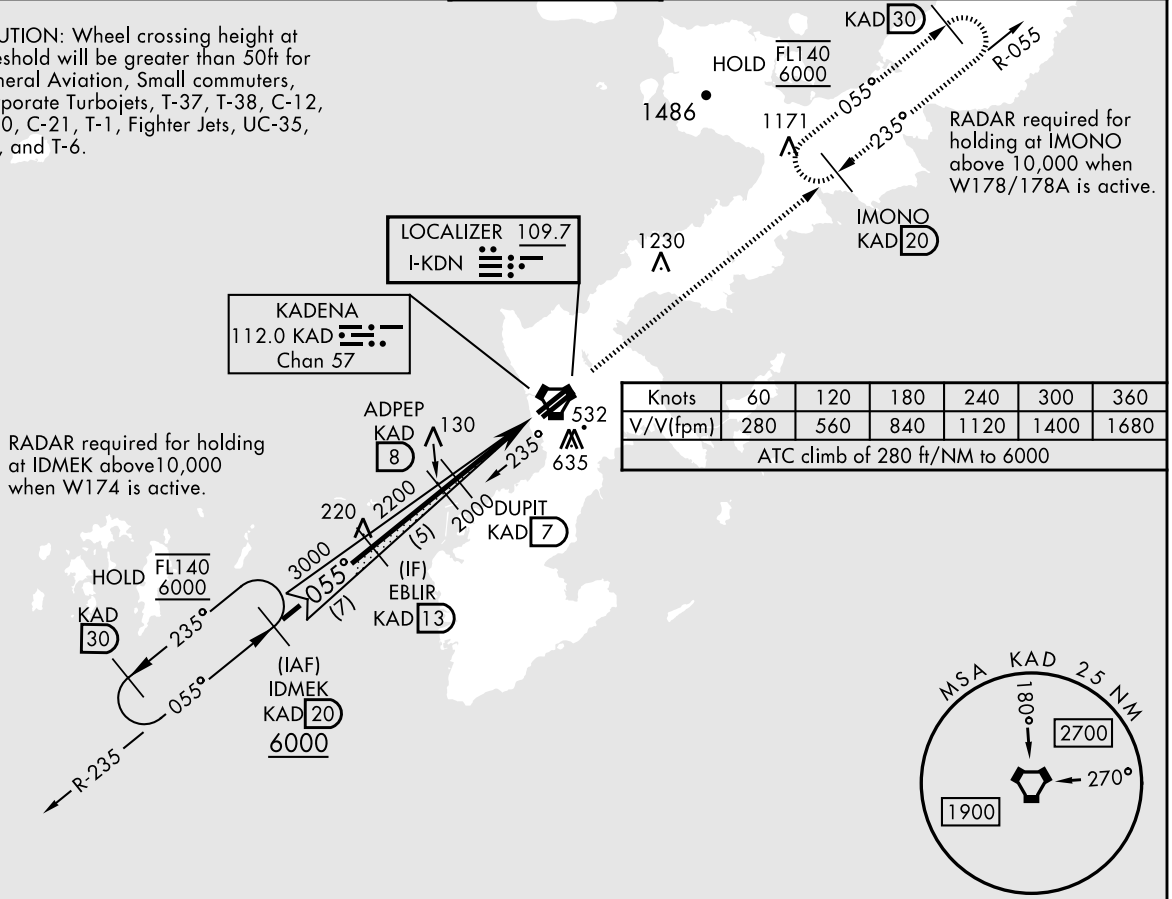
**INTENTIONALLY LEFT BLANK**

INSTRUMENT APPROACH CHART

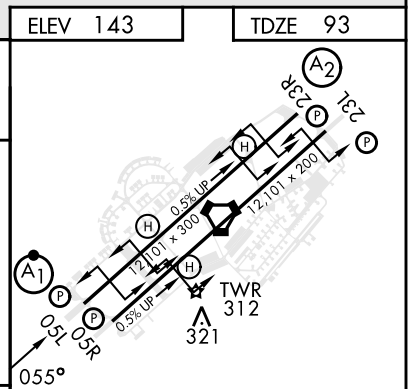
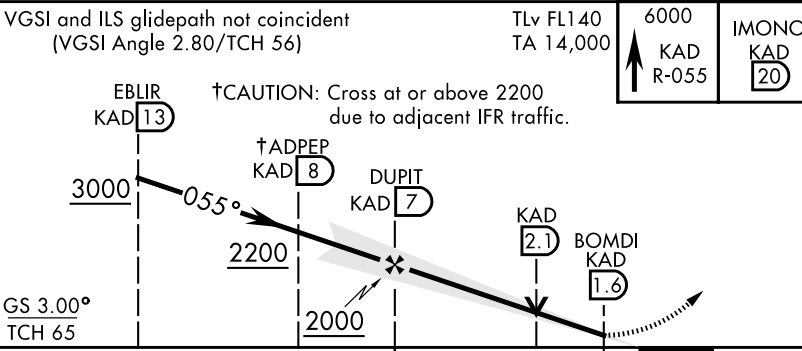
RODN / KADENA

LOC I-KDN <b>109.7</b>	APCH CRS <b>055°</b>	Rwy ldg <b>12,101</b> TDZE <b>93</b> Arprt Elev <b>143</b>	ILS or LOC RWY 05L		
DME or RADAR required ▼ * When ALS inop, increase RVR to 40 vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 45, vis to 7/8 mile. *** Circling not authorized NW of Rwy 05L-23R.		ALSIF-1 	MISSED APPROACH: Climb to 6000 on KAD VORTAC R-055 to IMONO and hold.		
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

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.



EMERGENCY SAFE ALT 100 NM 2700



CHANGE: Update.

CATEGORY	A	B	C	D	E
S-ILS 05L*	293/24		200	(200-1/2)	
S-LOC 05L**	380/24		287	(300-1/2)	
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)	1160-3 1017 (1100-3)

ELEV	143	TDZE	93		
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NOTE: REPRINTING DOD FLIP



INSTRUMENT APPROACH CHART

RODN / KADENA

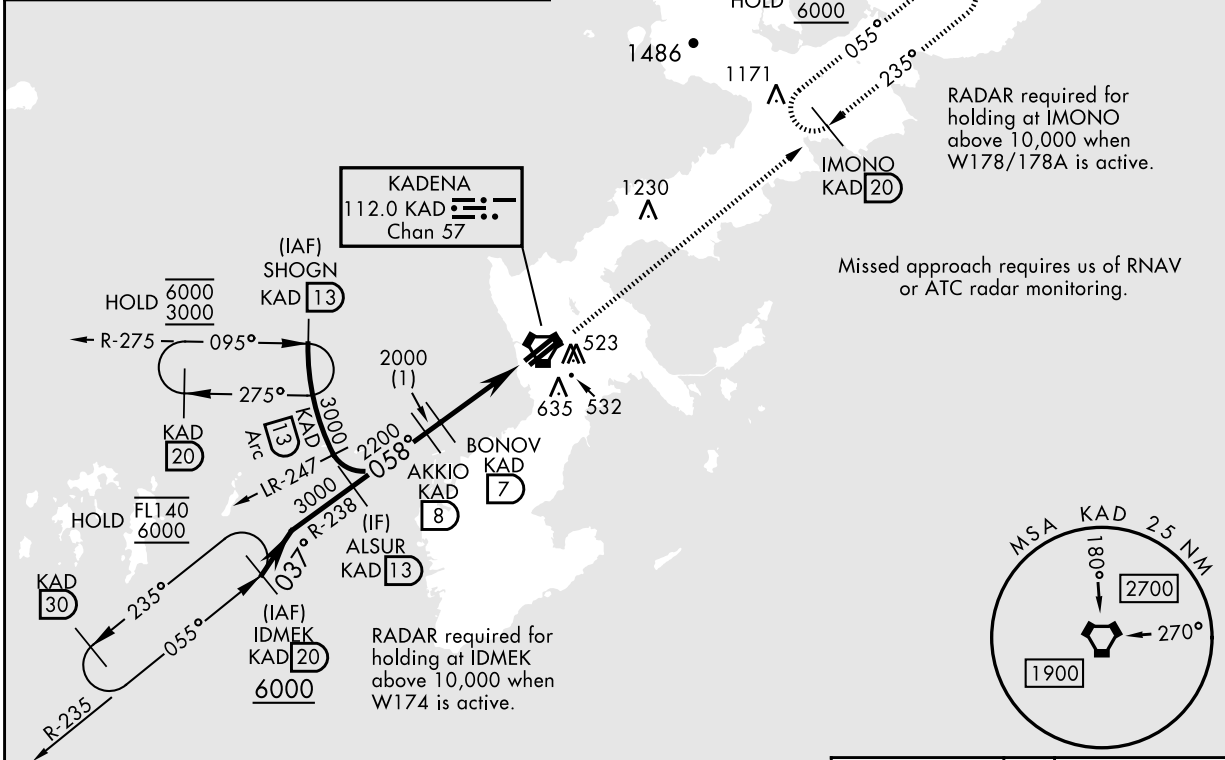
VORTAC KAD <b>112.0</b> Chan <b>57</b>	APCH CRS <b>058°</b>	Rwy ldg <b>12,101</b> TDZE <b>93</b> Arpt Elev <b>143</b>	VOR or TACAN RWY05L
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DME required	ALSF-1 	MISSED APPROACH: Climb to 6000 on KAD VORTAC R-055 to IMONO and hold.
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ATIS ★ <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
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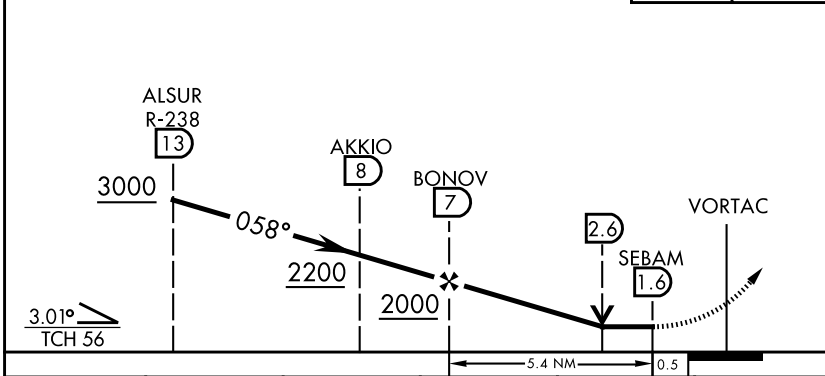
Knots	60	120	180	240	300	360
V/V(ftpm)	260	520	780	1040	1300	1560

ATC climb of 260 ft/NM to 6000

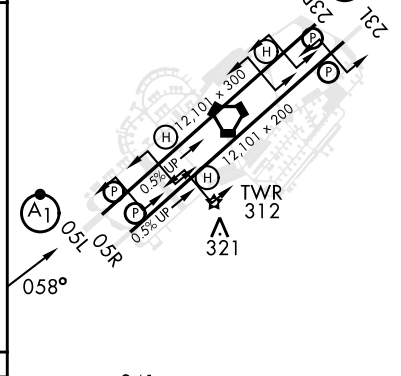


EMERGENCY SAFE ALT 100 NM 2700

VGSI and descent angles not coincident (VGSI Angle 2.80/TCH 56)	TLv FL140 TA 14,000	6000 KAD R-055	IMONO KAD 20
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ELEV 143	TDZE 93
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CATEGORY	A	B	C	D	E
S-05L*	560/24	467 (500-1/2)	560/50	467 (500-1)	
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 rwys  
REIL Rwy 05R and 23L

NOTE: REPRINTING DOD FLIP

CHANGE : Update.

INSTRUMENT APPROACH CHART

RODN / KADENA

VORTAC KAD <b>112.0</b> Chan <b>57</b>	APCH CRS <b>050°</b>	Rwy Idg <b>12,101</b> TDZE <b>106</b> Arpt Elev <b>143</b>
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VOR or TACAN RWY05R

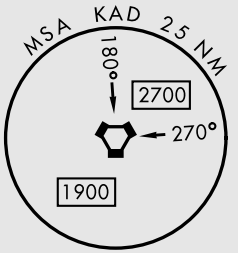
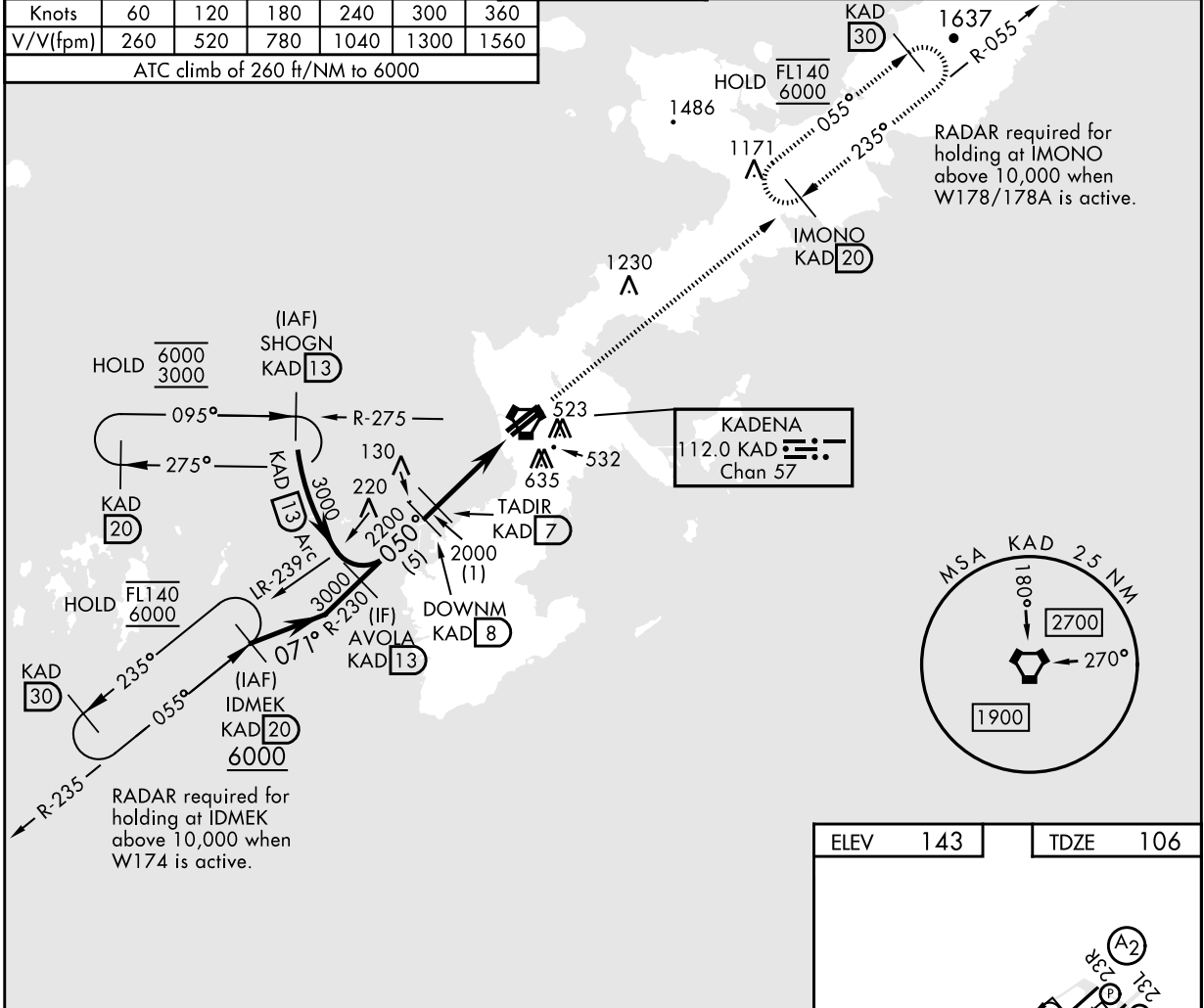
DME required  
\*Circling NW of Rwy 05L-23R not authorized.

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

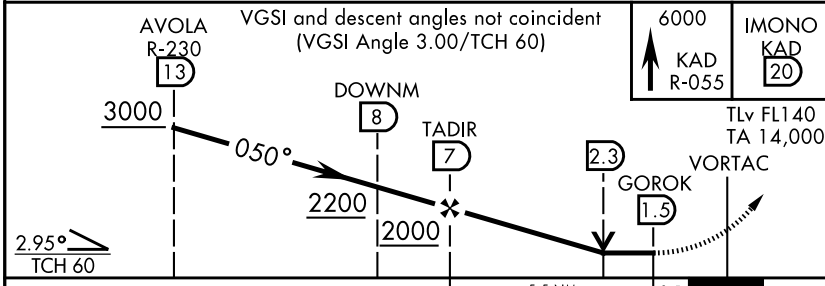
ATIS ★ <b>124.2 280.5</b>	NAHA APP CON <b>119.1 335.8</b> (NW) <b>126.5 258.3</b> (SE)	TOWER <b>134.1 315.8</b>	GND CON <b>118.5 275.8</b>	CLNC DEL <b>123.3 235.0</b>	ASR
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Knots	60	120	180	240	300	360
V/V(fpm)	260	520	780	1040	1300	1560

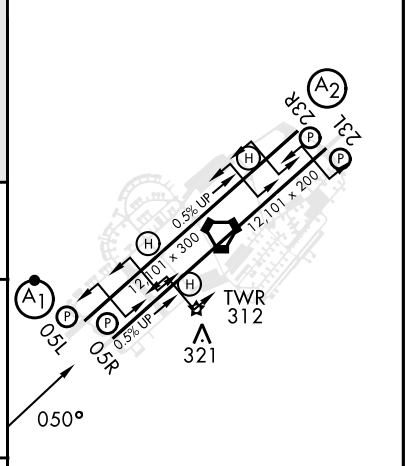
ATC climb of 260 ft/NM to 6000



EMERGENCY SAFE ALT 100 NM 2700



ELEV	143	TDZE	106
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CHANGE: Update.

CATEGORY	A	B	C	D	E
S-05R	520/55	414 (400-1)	520/60	414	(400-1½)
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)

HIRL all rwys  
REIL Rwy 05R and 23L

NOTE: REPRINTING DOD FLIP

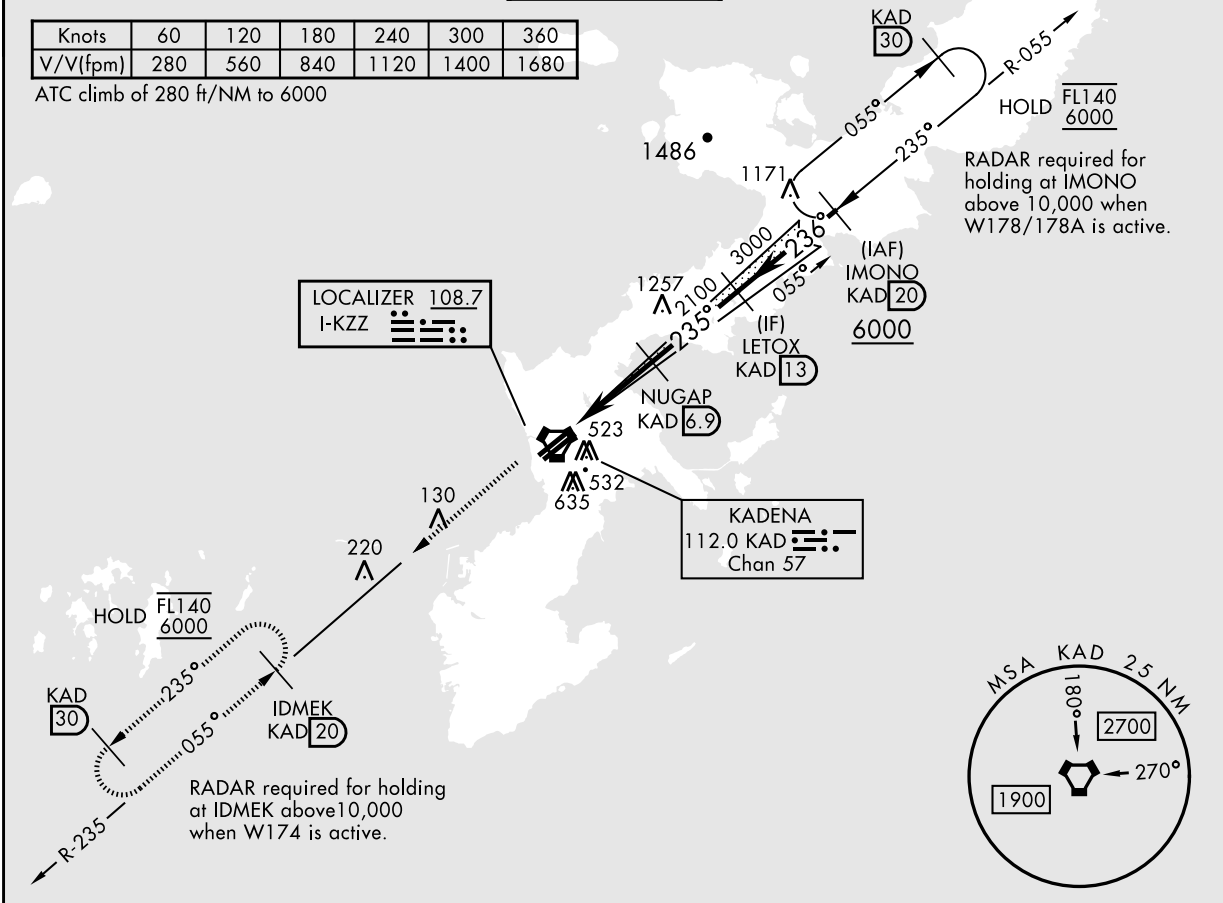
INSTRUMENT APPROACH CHART

RODN / KADENA

LOC I-KZZ <b>108.7</b>	APCH CRS <b>235°</b>	Rwy Idg <b>12,101</b> THRE <b>129</b> Arpt Elev <b>143</b>	ILS or LOC RWY23R		
RADAR or DME required.		SALS 		MISSED APPROACH: Climb to 6000 on KAD VORTAC R-235 to IDMEK and hold.	
* 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.					
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

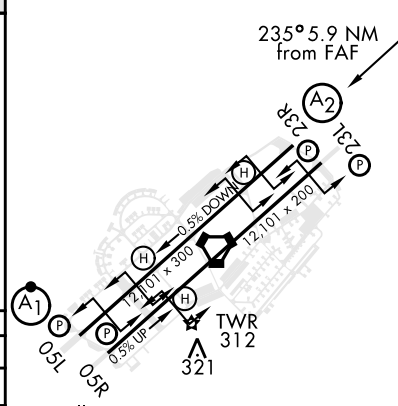
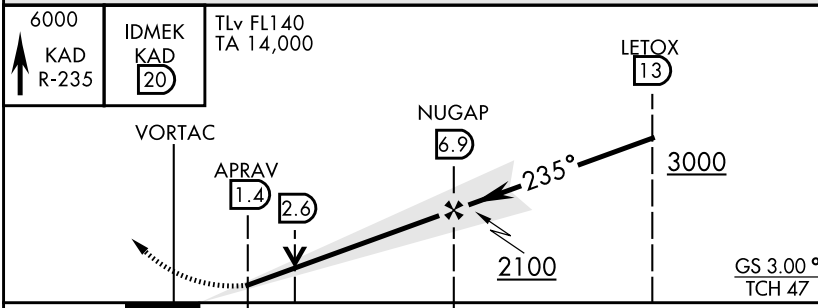
Knots	60	120	180	240	300	360
V/V(fpm)	280	560	840	1120	1400	1680

ATC climb of 280 ft/NM to 6000



EMERGENCY SAFE ALT 100 NM 2700

ELEV 143	THRE 129
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CHANGE: Update

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

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>
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RNAV(GPS) RWY05L

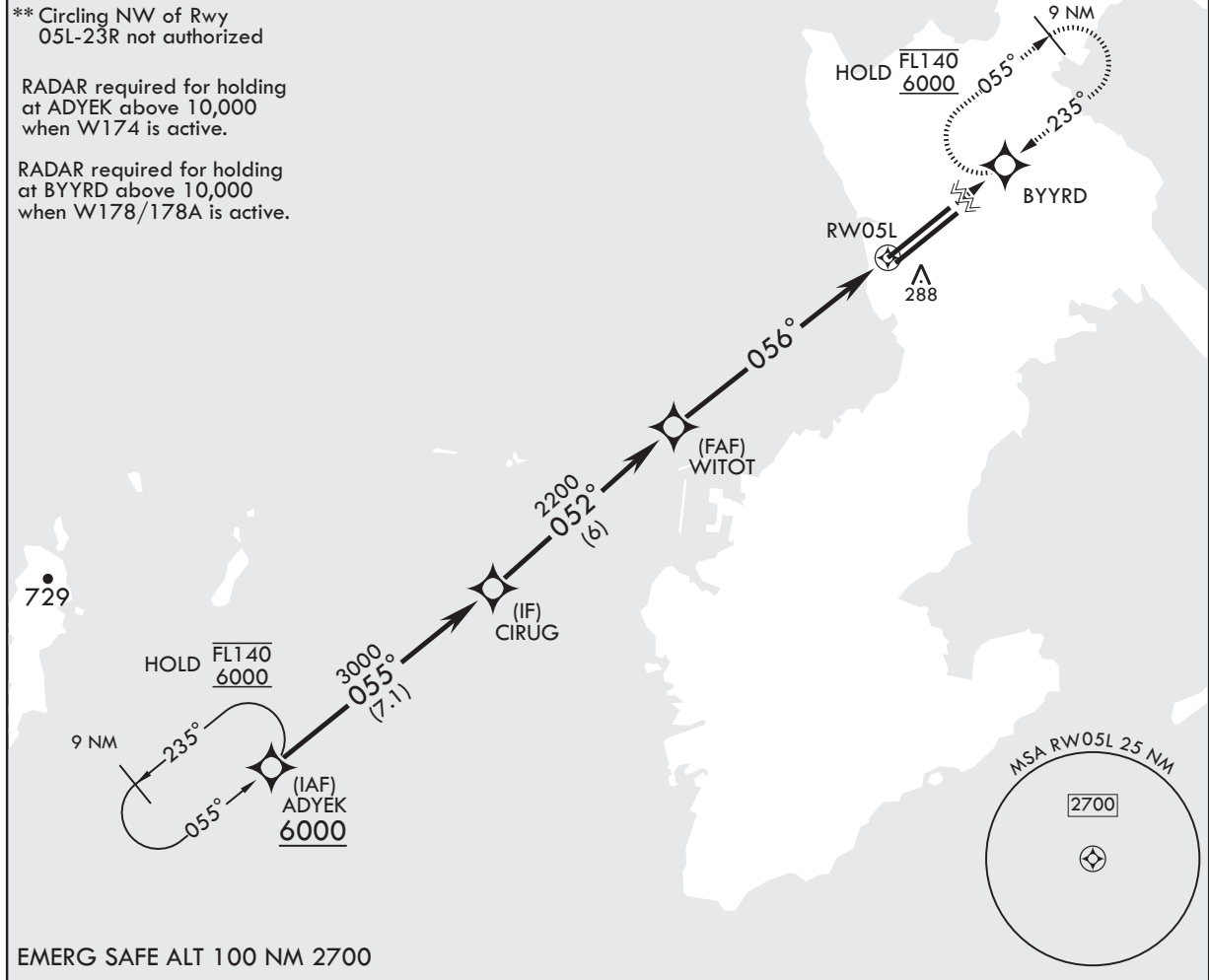
RNP APCH - GPS RADAR required. DME/DME RNP - 0.3 NA.	ALSIF-1 	MISSED APPROACH: Climbing right turn to 6000 direct BYYRD and hold. Continue climb-in-hold to 6000.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.		

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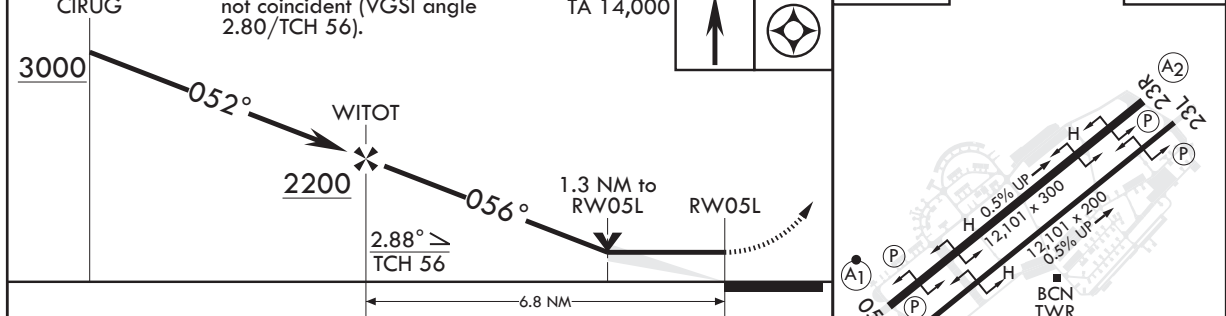
\*\* Circling NW of Rwy 05L-23R not authorized

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



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

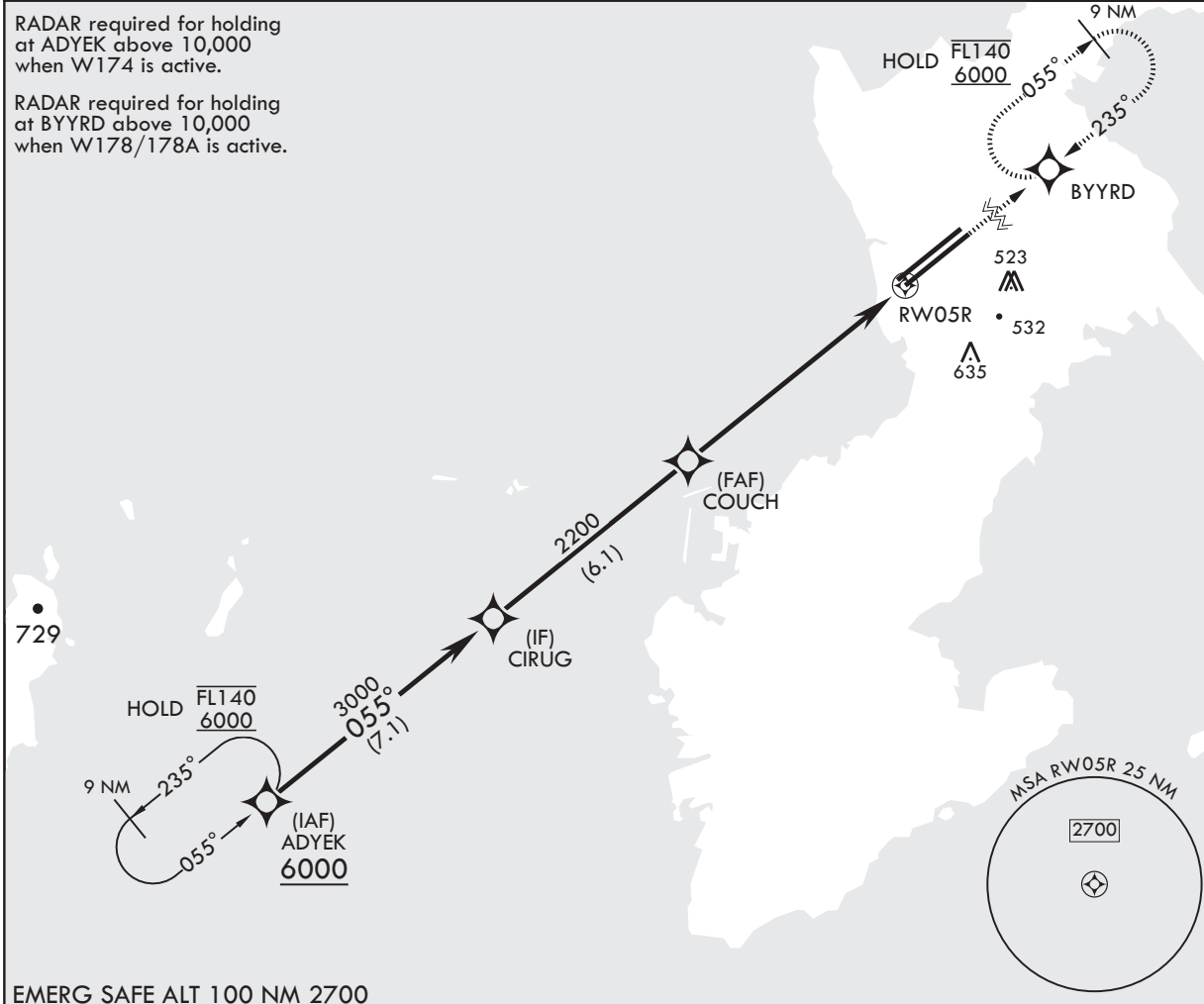
RODN / KADENA

APCH CRS <b>055°</b>	Rwy ldg <b>12,101</b>
	TDZE <b>106</b>
	Arpt Elev <b>143</b>

RNAV(GPS) RWY05R

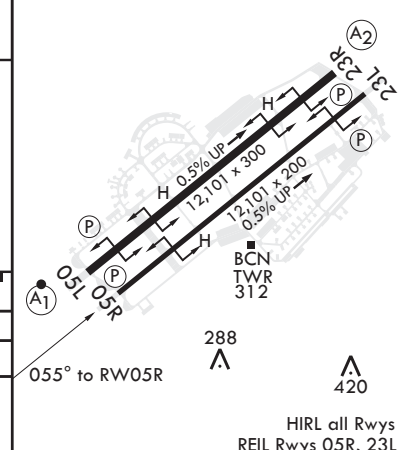
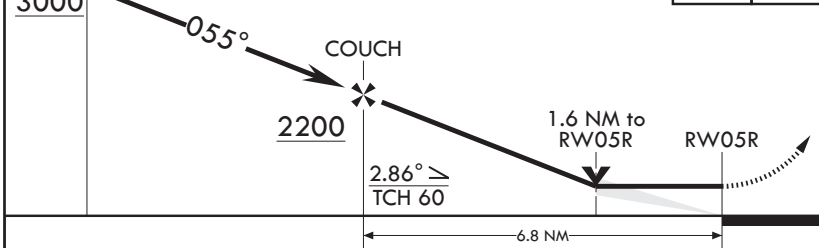
RNP APCH - GPS	MISSED APPROACH: Climb to 6000 direct BYYRD and hold. Continue climb in hold to 6000.
RADAR required. DME/DME RNP - 0.3 NA.	
<b>⚠</b> * Circling not authorized NW of Rwy 05L-23R.	

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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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
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CATEGORY	A	B	C	D	E
LNVA MDA	640/55 534 (500-1)	640-1½ 534 (500-1½)	640-1¼ 797 (800-2¼)	940-2½ 797 (800-2½)	1160-3 1017 (1100-3)
<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)

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

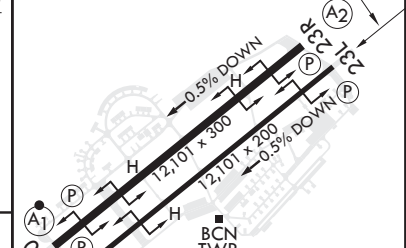
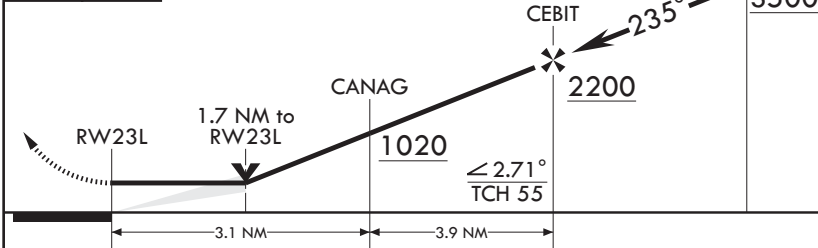
RNP APCH - GPS	MISSED APPROACH: Climb to 6000 direct ADYEK and hold. Continue climb-in-hold to 6000.
RADAR required. DME/DME RNP - 0.3 NA.	
▼ * Circling not authorized NW of Rwy 05L-23R.	

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 <sup>3</sup> / <sub>4</sub>	597 (600-1 <sup>3</sup> / <sub>4</sub> )	
CIRCLING*	780-1 637 (700-1)	920-1 777 (800-1)	940-2 <sup>1</sup> / <sub>4</sub> 797 (800-2 <sup>1</sup> / <sub>4</sub> )	940-2 <sup>1</sup> / <sub>2</sub> 797 (800-2 <sup>1</sup> / <sub>2</sub> )	1160-3 1017 (1100-3)

HIRL all Rwys  
REIL Rwws 05R, 23L

NOTE: REPRINTING DOD FLIP

INSTRUMENT APPROACH CHART

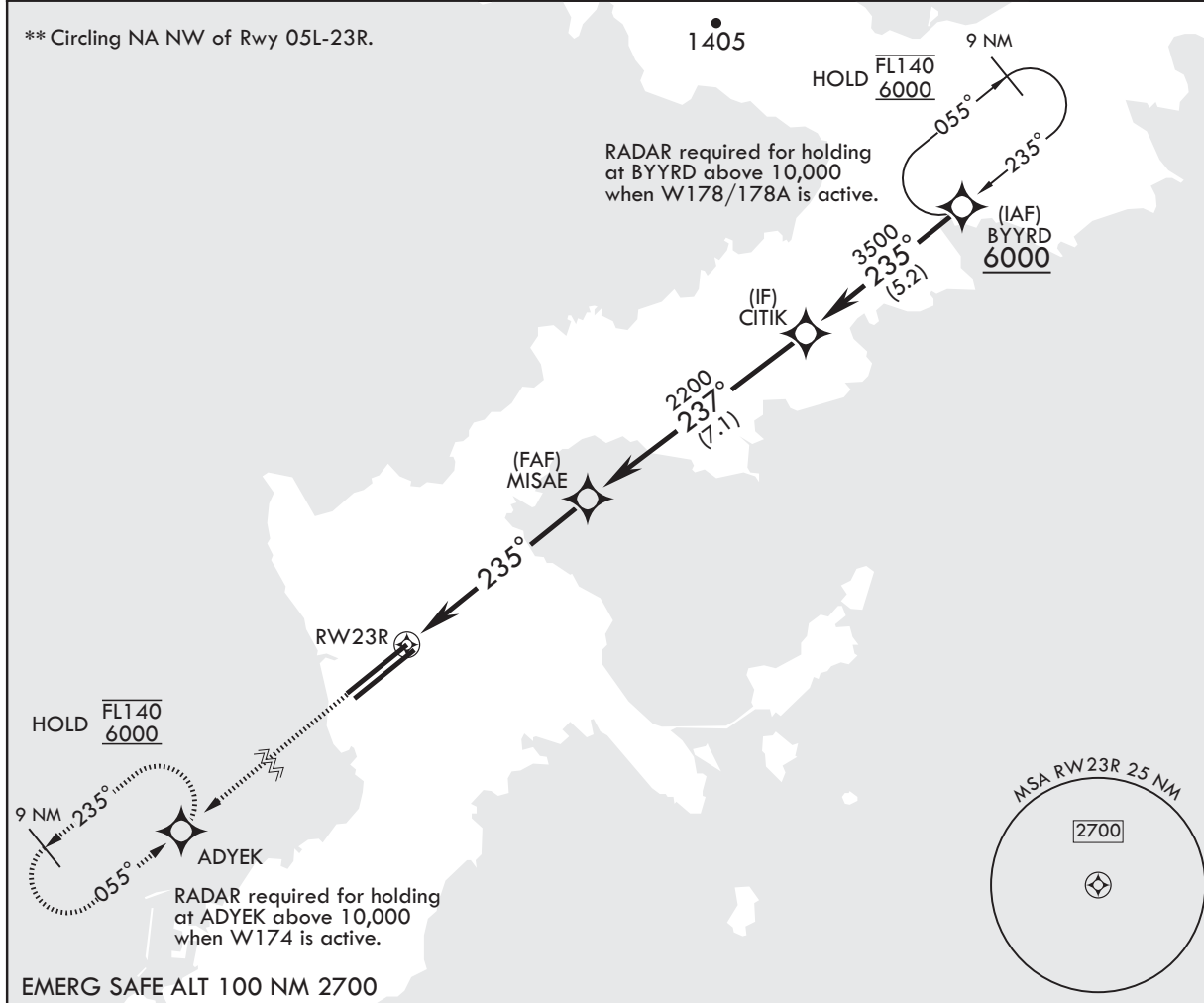
RODN / KADENA

APCH CRS <b>235°</b>	Rwy Idg <b>12,101</b>
	TDZE <b>129</b>
	Arprt Elev <b>143</b>

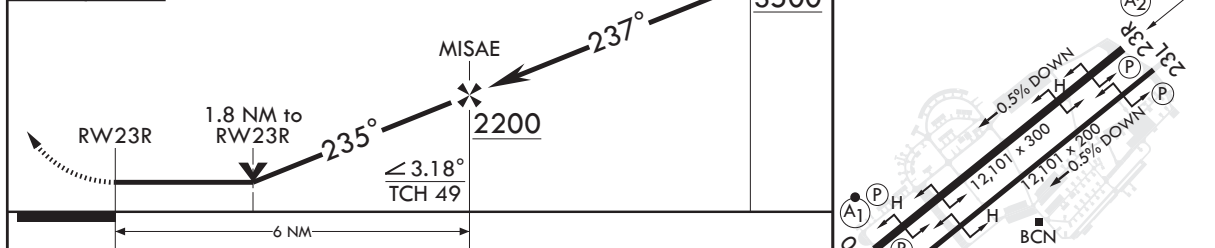
RNAV(GPS) RWY23R

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

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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6000	ADYEK	TLv FL140 TA 14,000	CITIK	ELEV 143	TDZE 129
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CHANGE: Update					
CATEGORY	A	B	C	D	E
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)	1160-3 1017 (1100-3)

HIRL all Rwys  
REIL Rwys 05R, 23L

NOTE: REPRINTING DOD FLIP