***BY ORDER OF THE COMMANDER KADENA AIR BASE (PACAF)***

***KADENA AIR BASE INSTRUCTION 13-204***

***19 JUNE 2012***

***Space, Missile, Command, and Control***

***AIRFIELD OPERATIONS INSTRUCTION***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace and Range Management;* AFI 13-204V1 *Airfield Operations Career Field Development*; AFI 13-204V2 *Airfield Operations Standardization and Evaluation*, and AFI 13-204V3 *Airfield Operations Programs and Procedures.* It provides guidance and procedures on Air Traffic Control, Airspace, Airfield Operations, and Airfield Management. It applies to 18th Wing (18WG) and partner units at Kadena Air Base (AB). Temporary Duty (TDY) aircraft and personnel operating from Kadena AB are considered "base assigned" and subject to the provisions of this instruction. This instruction has been reviewed and approved by headquarters (HQ) PACAF/A3OF Airfield and Weather Branch prior to implementation. Deviations are authorized in the interest of safety or in an emergency; however, full details and justification concerning deviations from these procedures will be briefed to the squadron commander/operations officer who will, in turn, brief the 18th Operations Group Commander (18 OG/CC). Waiver authority for this instruction is 18 OG/CC. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**

*SUMMARY OF CHANGES*

This document has been substantially revised and must be completely reviewed. Major changes include adding all items required by AFI 13-204V3 and reorganizing the publication to follow the AFI 13-204V3 format. **Chapter 1**, contains General Information. Airfield facilities and systems information has been consolidated in **Chapter 2**, General Information Regarding Aerodrome Facilities. It also identifies the 18th Wing Commander (18 WG/CC) is waiving taxiway lighting requirements for aircraft ops on unlighted taxiways. Flying Areas are discussed in **Chapter 3**. **Chapter 4** contains Visual Flight Rules (VFR) procedures to include all traffic patterns and current reduced same runway separation. Instrument flight rules (IFR) procedures have been consolidated in **Chapter 5**. All emergency procedures have been consolidated in **Chapter 6**. **Chapter 7** has flight planning procedures. **Chapter 8** contains all other miscellaneous procedures.

## Chapter 1

## GENERAL INFORMATION

**1.1. Implementation.** Commanders and supervisors at designated echelons are responsible for implementing the procedures of this regulation as they pertain to their assigned function. Many procedures contained herein task specific agencies for certain actions.

**1.2. 18 WG/CC Responsibilities.** Make every effort to inform Okinawa Defense Bureau in advance of any communication regarding a local noise issue with local authorities or the public.

**1.3. 18 OG/CC Responsibilities.**

1.3.1. Approve/disapprove all noise abatement procedures not listed or that deviate from those listed in this instruction.

1.3.2. Ensure traffic patterns and current operational noise countermeasures are continuously reviewed to reduce public annoyance as much as possible.

1.3.3. Unless otherwise noted, is the waiver authority to procedures contained in this instruction.

**1.4. Unit Commander Responsibilities.**

1.4.1. Ensure aircraft under their control are operated to minimize aircraft noise to the extent practical and consistent with aircraft safety and operational necessity.

1.4.2. Ensure pilots and maintenance personnel operating at Kadena AB understand the sensitivity of the local community to aircraft noise.

1.4.3. Ensure pilots and maintenance personnel adhere to the procedures and aircraft noise countermeasures outlined in this instruction.

1.4.4. Maintain a close liaison with Prefectural and municipal offices to promote public understanding and enhance working relationships with regard to aircraft operations and maintenance.

**1.5. Pilot Responsibilities.**

1.5.1. Read, understand, and comply with this instruction.

1.5.2. Immediately report a violation of this instruction (or any approved waiver to it), including acts taken for reasons of flight safety or operational necessity to their commander.

**1.6. Maintenance Personnel Responsibilities.**

1.6.1. Read, understand and comply with this instruction.

1.6.2. All units will coordinate all maintenance engine runs and aircraft tows with their appropriate Maintenance Operations Center (MOCC) (18 WG, 733 Air Mobility Squadron [733 AMS], 353 Special Operations Group [353 SOG], Commander Fleet Activities Okinawa [CFAO], or Marine Wing Liaison Kadena [MWLK]).

**1.7. Each MOCC's Responsibilities.**

1.7.1. Read, understand and comply with this instruction.

1.7.2. Coordinate all maintenance engines runs with Tower and Security Forces Control Center (BDOC).

1.7.3. Coordinate approval/disapproval from 18 OG/CC through 18th Wing Command Post (18 WG/CP) on all maintenance engine runs requiring waiver.

**1.8. 18 WG/CP Responsibilities.**

1.8.1. Read, understand, and comply with this instruction.

1.8.2. Obtain approval/disapproval from 18 OG/CC concerning all noise abatement deviations from this instruction.

1.8.3. Relay 18 OG/CC approval/disapproval to MOCC, Airfield Management Operations (AMOPS), and Tower.

**1.9. Airfield Management Operations and ATC Responsibilities.**

1.9.1. Read, understand and comply with this instruction.

1.9.2. Immediately report a violation of this instruction (or any approved waiver to it), including acts taken for reasons of flight safety or operational necessity to the Airfield Operations Flight Commander (AOF/CC).

**1.10. Word Meanings.**

1.10.1. The following terms, as used on matters pertaining to ATC, comply with FAA Joint Order 7110.65, *Air Traffic Control,* and AFI 13-204V3 *Airfield Operations Procedures and Programs.*

1.10.1.1. "Shall" means a procedure is mandatory.

1.10.1.2. "Should" means a procedure is recommended.

1.10.1.3. "May" or "need not" means a procedure is optional.

1.10.1.4. "Aircraft" means the airframe, crewmembers, or both.

1.10.1.5. "Altitudes," "elevations," and "heights" are Mean Sea Level (MSL) unless otherwise specified.

1.10.1.6. "Ceilings" are Above Ground Level (AGL).

1.10.1.7. "Courses," "bearings," "radials," and "headings" are in degrees magnetic.

1.10.1.8. "Miles" means Nautical Miles (NM), unless otherwise specified and means Statute Miles (SM) in conjunction with "visibility."

1.10.1.9. "Notes" are statements of fact or of explanatory nature and relating to the use of directive material, have been identified and depicted as **Note**.

1.10.2. Figures in this instruction clarify or illustrate a procedure, are not to scale, and shall not be used for air navigation.

**1.11. Position Reporting.** Kadena air traffic controllers will give instructions in approximate Distance Measuring Equipment (DME) range. Pilots will make all positions reports to ATC in DME.

**1.12. General Prudential Rule.** The procedures and policies set forth herein are not intended to cover every contingency nor every rule of safety or good practice. All personnel are expected to exercise prudent judgment in the performance of their mission.

**1.13. In-Flight Guide.** 18th Operations Group Standardization and Evaluation (18 OG/OGV) shall provide six copies of Shogun In-Flight Guide, all volumes, to the Airfield Operations Flight (18 OSS/OSA) within 30 days after publication date.

## Chapter 2

## GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

### 2.1. Runways and Taxiways.

2.1.1. General. Kadena AB is located 26º 21.34' North, and 127º 46.06' East, with a field elevation of 143 feet. The airfield consists of two staggered parallel runways oriented on true bearings of 51.04º for Runway 05 Left (05L), 51.04º for Runway 05 Right (05R), 231.05º for Runway 23 Left (23L), and 231.06º for Runway 23 Right (23R).

2.1.2. Runways. (See **Figure A2.1**)

2.1.2.1. Runway 05L/23R is designated as the primary instrument runway.

2.1.2.2. Runway 05L/23R is 12,100 feet long by 300 feet wide and is composed of concrete and asphalt. Runway 23R has 1,000 feet of non-load bearing overrun and Runway 05L has no overrun. Runway 05L has grooved concrete commencing immediately at the runway threshold and extends 3,600 feet down the runway. Runway 23R has grooved concrete commencing immediately at the runway threshold and extends 2,000 feet down the runway. The middle portion of Runway 05L/23R is grooved asphalt. Runway 05L has 0.50 percent up-slope.

2.1.2.3. Runway 05R/23L is 12,100 feet long by 200 feet wide and is mainly constructed of concrete. It has 1,000 feet of non-load bearing overrun on each end and is grooved commencing immediately at each threshold. Then at 1,053 feet Runway 05R has 75 feet of grooved pavement centered on the runway centerline with un-grooved pavement immediately beyond until 8,500 when the grooved surface is continuous across the runway. Runway 05R has a 0.49 percent up-slope.

2.1.2.4. The distance between the two runway centerlines is 1,352 feet.

2.1.3. Taxiways. (See **Figure A2.2**)

2.1.3.1. Taxiways for Kadena AB. Taxiway Whiskey joins the Upper Fighter Ramp (UFR) and Taxiway Golf. Taxiways Alpha, Bravo, Charlie, Delta, Echo and Foxtrot run north to south intersecting the runways. Taxiway Hotel runs north to south between taxiways Golf and Kilo. Taxiways Golf, Juliet, Kilo, Lima, Mike, November and Papa run east to west.

2.1.3.2. Taxiway Widths. All taxiways are 75 feet wide except as noted in **Table 2.1**.

**Table 2.1. Taxiway Widths**

| Taxiway | Between Runway 05L and Taxiway Lima | Between Runway 05L and 05R | Between Runway 05R and Taxiway Kilo |
|---|---|---|---|
| ALPHA | 105' | 82' | 94' |
| BRAVO | 442' | 295' | 295' |
| CHARLIE | 96' | | |
| DELTA | 96' | | |
| ECHO | 96' | | 100' |
| FOXTROT | 442' | | 295' |

2.1.3.3. Procedures for Closing Taxiways. Taxiway closures shall be directed by the Airfield Manager or designated representative.

2.1.4. Visual Blind Spots.

2.1.4.1. Primary Control Tower. Taxiways November, Papa, and Kilo between Taxiways Echo and Foxtrot, Taxiway Hotel, Spots 1-50 on the UFR, and the intersection of Taxiways Juliet and Delta cannot be seen from the Tower. Tower cannot provide positive control for aircraft operating in these areas.

2.1.4.2. Alternate Control Tower. The following areas cannot be seen from the Alternate Tower: The entire UFR. Taxiway Golf East of Taxiway Echo. The Northeast Connector and Taxiway Hotel. Taxiway Lima West of parking spot L-8 to Taxiway Alpha. Taxiway November West of Taxiway Charlie. Taxiway Papa West of parking spot P-11. Taxiway Charlie between Taxiway Lima and Mike. Parts of Taxiway Juliet are limited visibility when aircraft are parked on Service Apron 2 or parking spots 102-114. There is also an airborne visual blind spot on the North base for Rwy 23, especially for the Aero Club pattern.

2.1.5. Exercise Runway and Taxiway Closures. The Exercise Evaluation Team (EET) Chief shall brief the AOF/CC 48 hours in advance of exercises that involve any ATC facility or the airport movement area. The AOF/CC must approve, in advance, exercises that include moving controllers to alternate facilities or to shelter areas. The AOF/CC will brief the Tower Chief Controller and/or Airfield Manager when deemed necessary.

2.1.5.1. Coordination will include scenario details, timing, and portions of the airfield involved to ensure flight safety and effective support.

2.1.5.2. The EET Chief shall coordinate with the AOF/CC for all simulations of taxiway and/or runway closures. The 18 OG/CC is the final approving authority for all simulations of taxiway/runway closures.

2.1.5.3. The watch supervisor/senior controller (WS/SC) must ensure ATC facility participation does not degrade service. WS/SC shall interrupt or discontinue facility participation in any exercise if flight safety is in question or if it interferes with the recovery of emergency aircraft.

**2.2. Runway Selection Procedures.**

2.2.1. The tower watch supervisor selects the runway in use based on Federal Aviation Administration (FAA) criteria established in FAAO JO 7110.65, *Air Traffic Control.*

2.2.2. Runway 23 shall be used as the calm wind runway (wind velocity is less than 5 knots and forecasted to remain so) in accordance with (IAW) noise abatement procedures.

2.2.3. When conflicting wind information is received from the dual wind sensors, the Tower will continue to use the runway in use at the time the discrepancy was discovered.

2.2.4. As soon as a runway change is anticipated, Tower will notify Naha Approach, Kadena Arrival, Ground Controlled Approach (GCA), AMOPS, Futenma Tower, Weather and the 18th Wing MOCC (18 WG/MOCC).

2.2.5. As soon as runway change has occurred, GCA will coordinate with Kadena Arrival to ensure no aircraft are currently utilizing the ILS equipment. The GCA will change the ILS

and PAR equipment to the current runway in use after confirmation that no aircraft are utilizing these systems. The GCA will immediately notify Kadena Arrival or Naha Approach as soon as equipment is aligned to the proper runway.

**2.3. Controlled Movement Area (CMA).** Operations in the controlled movement area require two-way radio contact with and approval from the Control Tower. It is the area to include both runways (05R/23L, 05L/23R), between the two parallel runways, overruns, centerline road, Charlie Helipad located on Taxiway Charlie between Taxiway Kilo and Runway 05R/23L, VTOL Pad located on Taxiway Charlie in between the runways, Rescue Helipad located on Taxiway Charlie between 05L/23R and Taxiway Lima, Echo Helipad located at Taxiway Echo between 05L/23R and Taxiway Lima, and any area within 100 feet of these areas (See **Figure A2.5**).

2.3.1. Procedures for vehicle/pedestrian operations on the airfield and CMA are contained in Kadena Air Base Instruction Supplement to AFI 13-213, *Airfield Driving*, including procedures in the case of radio failure.

2.3.2. ATC Ground Communications. All UHF equipped aircraft must utilize Ground Control UHF frequency while operating at Kadena. This reduces the potential for separate aircraft to simulcast on UHF and VHF, provides aircrew improved situational awareness and improves Ground Control's ability to receive and understand aircraft transmissions.

**2.4. Airfield Lighting Systems.**

2.4.1. Runway 05L: Sequenced Flashing Lights (SFL), High Intensity Runway Lights (HIRL), Non-Standard (missing a station one centerline barrette) Category 1 System configuration with Sequenced Flashers (ALSF-1), and Precision Approach Path Indicators (PAPI).

2.4.2. Runway 23R: HIRL, a Non-Standard (missing station one, three and four centerline barrettes 1,500' in length) Simplified Short Approach Lighting System (SSALR) and PAPI.

2.4.3. Runway 05R/23L: HIRL, Runway End Identifier Lights (REIL) and PAPI.

2.4.4. Taxiway lighting is available on the entire airfield with the exception of Taxiways Golf (west end), Echo (south of Kilo), Mike, November, Papa and UFR have no taxiway lights. Aircrews must use extreme caution in these areas at night and during instrument meteorological conditions because of reduced lighting and the numerous vehicles operating there. 18 WG/CC has signed a waiver allowing 18 WG and partner/rotational units to conduct these operations. All transient aircrews will use transient alert Follow-Me services when taxiing in these areas.

2.4.5. Runway Distance Markers. Standard runway distance markers are located 67 feet from the edge of pavement on Runway 05R/23L and 50 feet from the edge of pavement on Runway 05L/23R. Runway distance markers indicate runway remaining in 1,000-foot increments and are lighted for night operations.

2.4.6. The airport rotating beacon is located on top of the Control Tower. Operators and airfield drivers should exercise extreme caution to not confuse the rotating beacon with Tower light gun signals.

**2.5. Permanently Closed/Unused Portions of the Airfield.** Hardstands 116, 118 and 333 are permanently closed.

**2.6. Aircraft Arresting Systems (AAS).** Barrier Arresting Kit 12 (BAK-12) arresting system "cables" on Rwy 05L/23R are suspended approximately 2" (5 cm) above the runway surface. All BAK-12 "cables" on the runway are secured with a 6-point tie down and are approved for C-130 takeoffs and landings over them. For consecutive BAK-12 engagements, 30 minutes are required to reconfigure and recertify the BAK-12 system. Emergency engagement procedures are contained in **Chapter 6** and **Figure A2.6**. BAK-14 arresting systems on Rwy 05R/23L are suspended approximately 2" (5cm) above the runway surface and secured with 20-point tie downs. For consecutive BAK-14 engagements, 30 minutes are required to reconfigure and recertify the system back in service. **Note:** All agencies concerned, such as FES, (18 CES/CEF), Barrier Maintenance, Crash Recovery, etc., will develop procedures to ensure timely, safe aircraft engagement and/or disengagement and restoration of the arresting system used.

**Table 2.2. Aircraft Arresting Systems**

| System | Type | Direction | Location | Daytime Confg. | | Nighttime Confg. | |
|---|---|---|---|---|---|---|---|
| | | | | Rwy 05 | Rwy 23 | Rwy 05 | Rwy 23 |
| 1 | BAK-12 | Bi | 1403' from Approach End of Runway (AER) 05L | Removed | Ready | Ready | Ready |
| 2 | BAK-12 | Bi | 3200' from AER 05L | Ready | Removed | Ready | Ready |
| 3 | BAK-12 | Bi | 3160' from Departure End of Runway (DER) 05L | Removed | Ready | Ready | Ready |
| 4 | BAK-12 | Bi | 1591' from DER 05L | Ready | Removed | Ready | Ready |
| 5 | BAK-14 | Bi | 1508' from DER 05R | Ready | Ready | Ready | Ready |
| 6 | BAK-14 | Bi | 2710' from AER 05R | Ready | Ready | Ready | Ready |

***Note:*** When the runway in use changes, Tower shall notify Barrier Maintenance to reconfigure arresting systems.

2.6.1. Procedures for Non-Emergency Barrier Engagements.

2.6.1.1. All non-emergency/planned barrier engagement must be coordinated and approved by 18 OG/CC. This can be done at weekly 18 OG/CC scheduling meetings.

2.6.1.2. Barrier Certifications:

2.6.1.2.1. When a barrier has not been used for over a year or major modification/repair work has been accomplished a barrier certification is required to put system back in service IAW AFI 32-1043, *Managing, Operating, and Maintaining Aircraft Arresting Systems*.

2.6.1.2.2. Barrier maintenance will notify 18 OG/CC of required barrier certifications at least two weeks prior at weekly 18 OG/CC scheduling meeting. 18 OG/CC will then approve times and assign squadron responsible to perform barrier engagement.

2.6.1.2.3. The pilot, Barrier Maintenance, FES, Crash Recovery, Wing Safety and Airfield Management personnel will brief certification procedures prior to event to ensure all parties involved are properly trained, prepared and thoroughly understand process to complete barrier certification.

2.6.1.2.4. Barrier certifications will be performed by taxiing aircraft, never landing. Pilots will set up to engage barriers to ensure ample runway is left for adequate braking if barrier is missed.

2.6.1.2.5. The aircraft will shut down engines and be removed from the cable using tow procedures. "Sling-Shot" procedures are not authorized. The FES Chief is designated as the on-scene commander, and will inform the pilot when the arrested aircraft's tail hook is immediately clear of cable and it is safe to taxi. **Note:** The time to reset a cable after an engagement is normally 30 minutes. Because of this reset time, successive intervals on the same runway are time driven. The interval between successive engagements on the parallel runways is based on appropriate separation minimum as defined in FAAO 7110.65.

2.6.1.3. Airfield Management will:

2.6.1.3.1. Notify the airfield sweeper and Barrier Maintenance personnel of all engagements and the barrier system to be engaged.

2.6.1.3.2. Inspect for tail hook damage to the system, tape sweep area and runway IAW applicable directives (UFC, AFI, etc).

2.6.1.3.3. Ensure the airfield sweeper is positioned near the system to be engaged, awaiting instructions or release from on-scene Airfield Management personnel.

2.6.2. Procedure for Navy and Marine Corps Coordinated AAS Usage at Kadena AB.

2.6.2.1. These procedures apply only to Navy and Marine Corps aircraft use of barriers during landings dictated by winds and runway conditions. They are not for routine use or convenience. To preclude the use of these procedures, squadrons will base flying operations on forecasted weather. If heavy rains (and crosswinds, if applicable) are forecasted and the unit anticipates use of AAS, the unit will curtail/stop flying until the weather clears.

2.6.2.2. When an aircraft commander or squadron determines the need for the AAS, the following procedures will be implemented NLT 20 minutes prior to engagement:

2.6.2.2.1. The aircraft commander will notify Naha Approach or Kadena Arrival; his/her squadron representative will notify AMOPS. The verbiage used will be: "This is a coordinated barrier/trap engagement request due to runway/weather conditions."

2.6.2.2.2. Naha Approach or Kadena Arrival will notify the Tower.

2.6.2.2.3. AMOPS will notify Barrier Maintenance and the FES. AMOPS will also notify Tower when operations are ready to begin.

2.6.2.2.4. The FES will pre-position a Crash Fire Response vehicle and Command vehicle for the duration of the operation.

2.6.2.2.5. Crash recovery or the FES will remove the engaged aircraft from the AAS, and Barrier Maintenance will prepare the cable for subsequent engagement. Rapid recovery is essential.

2.6.2.2.6. AMOPS will conduct a runway check and report the status prior to resuming normal operations after each engagement and barrier reactivation.

2.6.2.2.7. Runway 05R/23L will be used for this procedure. In circumstances of AAS malfunction or runway closure, the SOF or Tower watch supervisor will determine Runway 05L/23R availability, diverting aircraft to Futenma Airport, or other options.

2.6.2.2.8. Crash alarm systems will not be activated as this is not a declared emergency. This procedure will only be used during non-emergency recoveries.

2.6.3. Arresting System Maintenance Procedures.

2.6.3.1. Scheduled Maintenance. To de-conflict AAS maintenance and the flying schedule, Barrier Maintenance will ensure Airfield Management receives two-week advance notice for any maintenance that will take the system out of service. Routine and scheduled maintenance will be performed outside wing flying hours and/or during periods of low flying. Barrier maintenance will accomplish 90 percent of all maintenance off the runway or inside the AAS facility to minimize adverse impact on Wing flying.

2.6.3.2. Unscheduled Maintenance. Once identified, Emergency or Unscheduled maintenance will be elevated to Airfield Management and the associated AAS will immediately be called "Out of Service." Per Civil Engineering Operations, Emergency Work Orders must be completed within 24 hours. Emergency tape changes normally require in excess of four hours to complete and must be performed on the hard surface of the runway. As a result, this level of maintenance will be conducted outside flying hours or during extremely low periods of flying. In order to support flying operations, Barrier Maintenance may lower the cable on an AAS and airfield operations may be resumed by AMOPS.

2.6.3.3. Tower will notify AM before releasing arresting systems to barrier maintenance for maintenance or configuration changes. AMOPS will NOTAM all arresting system outages and advise the Tower and 18 WG/CP of any changes to arresting system functionality/availability.

2.6.3.4. Maintenance Hours. Normal duty hours are 0530L to 2230L. During surge operations, Barrier Maintenance duty hours are adjusted to 0400L-2230L. Daily maintenance must be completed prior to fighter aircraft departures. In order to meet mission requirements, Barrier Maintenance requires regular access to the airfield in the mornings for approximately two hours, prior to the first fighter aircraft departure. If a cable operation (raising or lowering the cable) is required after normal duty hours, Airfield Management will advise Barrier Maintenance and FES to respond. Once the BAK-12 and BAK-14 systems have been certified for the day, Fire Department personnel may raise and lower both systems without requiring an inspection by Barrier Maintenance personnel.

2.6.4. Arrestment System Indoctrination Briefing**.** Barrier Maintenance will provide indoctrination training on arresting system capabilities and procedures when requested by 18 OSS/OSA or flying units. The briefing will include the location, capabilities, and procedures for all installed arresting systems. Prior coordination required.

2.6.5. Barrier Removal for "Cable Bird" Operations.

2.6.5.1. Runway 05R/23L will normally be used for all "Cable Bird" operations because of the BAK-14 system. Annotate "Cable Bird" in the "Remarks" section of the DD Form 1801.

2.6.5.2. If runway 05R/23L is not available, tower personnel will ensure all barriers are removed from runway 05L/23R prior to granting takeoff/landing clearance for all "Cable Bird" missions. Tower clearance for takeoff/landing will include the phrase "Barriers are down." If the "Cable Bird" plans practice approaches, the barriers will not be removed until the aircraft is ready to full stop, unless the pilot requests multiple touch-and-go's for pilot proficiency, and it will not adversely impact other local flying. **Note:** Airfield Management must temporarily suspend/close runway operations when any unsafe condition affects runway operations (e.g., FOD, bird condition, arresting systems maintenance or configuration changes, airfield construction, pavement repair, etc.). The suspension/closure announcement will be accompanied with the time runway operations are expected to resume. Airfield Management will complete an airfield check and report the airfield status/runway condition prior to resuming operations. Suspensions are very short in duration, and are enacted typically to accommodate activities such as responses to in-flight emergencies, FOD, bird conditions, etc. Closures are normally for extended periods, such as during runway construction and repair activities.

**2.7. Aircraft Parking Plan.**

**2.7.1. The following paragraphs designate the primary parking spots for 18 WG, partner units, and transient aircraft.** The Airfield Manager will re-designate parking spots when contingency or real-world priorities require the use of assigned parking spots. Any temporary or permanent changes to the following plan must be coordinated with the Airfield Manager in advance to ensure pavements are stressed for type aircraft and to prevent FOD.

2.7.1.1. UFR. Flow-Thrus 1 thru 50 are designated to primary user as:

2.7.1.1.1. 44th Fighter Squadron (44 FS): Flow-Thrus 1 Thru 25.

2.7.1.1.2. 67th Fighter Squadron (67 FS): Flow-Thrus 26 Thru 50.

2.7.1.2. Protective Aircraft Shelters (PAS). PAS are designated to primary user as:

2.7.1.2.1. 44th Aircraft Maintenance Unit (44 AMU): PAS 5, 6, 7, 8, 9, 10 & 11

2.7.1.2.2. 67th Aircraft Maintenance Unit (67 AMU): PAS 1, 2, 3, 4, 12, 13, 14 & 15

2.7.1.3. Nose Docks. Nose Docks are designated to the primary user as:

2.7.1.3.1. 44 FS: Nose Docks 4 (Building [Bldg] 830), 5 (Bldg 831), and 8 (Bldg 834).

2.7.1.3.2. 67 FS: Nose Docks 1 (Bldg 812), 2 (Bldg 814), and 3 (Bldg 816).

2.7.1.4. Primary Assigned Parking Spots:

2.7.1.4.1. 909th Aircraft Maintenance Unit (909 AMU) designated parking spots are Lima 9 thru 13, Mike 1 thru 3, November 2, 3, 5, 6, 7, and 9 with Papa 17 and 19 as designated overflow parking. 718 Aircraft Maintenance Squadron (718 AMXS) are responsible for parking the aircraft. 353 SOG will relinquish spot L-8 on a temporary basis in the event that all 909 AMU aircraft are at Kadena or when Protection Level 2 (PL2) overflow parking dictates a need for additional parking.

2.7.1.4.2. 961st Aircraft Maintenance Unit (961 AMU) designated parking spots are November 11 and 12. 718 AMXS are responsible for parking the aircraft.

2.7.1.4.3. 18th Aircraft Maintenance Squadron (18 AMXS) Transient Alert designated parking spots are Transient Ramp Parking Spots 1 thru 6, Operational Rows 1 (Distinguished Visitor Spot), 2 and 3, Hardstands 102, 104, 106, 108, 110, 112, 114, 121, and 302.

2.7.1.4.4. 733 AMS designated parking spots are Service Apron 1, Service Apron 2, Hardstands 112 & 114, and with prior coordination with Airfield Management, Taxiway Bravo between Runway 05R/23L and Taxiway Kilo for hazardous cargo. **Note:** Due to the hazard of jet blast while taxiing into parking, no AGE or personnel will be present servicing aircraft on Service Apron 1, Spot 1 Bravo, while another aircraft is taxiing to park in Spot 1 Charlie.

2.7.1.4.5. 82d Reconnaissance Squadron (82 RS) primary designated parking spots are November 10 and 13.

2.7.1.4.6. 353 SOG designated parking spots are Lima 1 thru 8, November 1 and 4. Overflow parking requirements shall be coordinated through the Airfield Manager.

2.7.1.4.7. 33d Rescue Squadron (33 RQS) designated parking spot is the area in front of Hangar 3534. Papa row parking spots may be used for overflow parking after coordination with the Airfield Manager.

2.7.1.4.8. MWLK designated parking spots are Hardstands 111, 113, 115, 201, 203 thru 208, 210, 304, 306, 308, 310, 312, 313, and 314.

2.7.1.4.9. Commander Fleet Activities Okinawa (CFAO). CFAO designated parking spots are Hangar 3667 and November 14 and 15 for PL2 assets.

2.7.1.4.10. Commander Task Group (CTG) 72.2 designated parking spots are Service Aprons 4 and 5.

2.7.1.4.11. 18th Forces Support Squadron (18 FSS) Aero Club designated parking spots are Hardstands 401 and 402.

2.7.1.4.12. 18th Operations Group (18 OG) is the designated owner of Hardstands 121-126, 319, 321, 326, 327, 329, 330, and 331.

2.7.1.4.13. 18th Munitions Squadron (18 MUNS) is the designated owner of Hardstand 333.

2.7.1.5. Restricted Parking Spots. Parking spots P-1 thru P-15 may be used for contingencies only after coordination with the Airfield Manager. These spots will not

normally be used. Due to pavement conditions, the Airfield Manager must evaluate each request on a case-by-case basis and consult with the pavements engineer as necessary.

2.7.2. Explosive Cargo Storage or Parking Areas.

2.7.2.1. Designated hazardous cargo storage and parking areas are on Taxiway Bravo South (in between Runway 05R/23L and Taxiway Kilo), Taxiway Bravo Center (in between both runways, contingency only), and Taxiway Delta North (in between Runway 05L/23R and Taxiway Lima, helicopter only). Additional hazardous cargo/explosives parking limits are depicted on the Explosives Loaded Aircraft Parking Plan (Tab D-8) for Kadena AB.

2.7.2.2. Parking or storage of explosives in other than authorized areas, or in greater than the specified quantities, must be approved by 18th Wing Weapons Safety (18 WG/SEW), parking spot owner, and Airfield Manager.

2.7.2.3. Coordination with the Airfield Manager and 18 WG/SE is required before utilizing Taxiway Bravo or Delta as an Explosive Cargo Parking Area. Certain control measures must be implemented when aircraft are parked in these areas in order to minimize risk to other airfield users. These measures include limiting the use of certain portions of the airfield, sending a NOTAM, or restricting instrument procedures.

2.7.2.4. Overflow Parking**:** Taxiway Bravo South is designated as overflow parking for wide body aircraft IAW permanent waivers #107 and #108, approved via Pacific Air Forces Vice Commander (PACAF/CV) memorandum to 18 WG/CC dated 14 Aug 07. Certain control measures must be implemented when aircraft are parked in the overflow parking area. Users must consult with AMOPS prior to utilizing the area for parking.

2.7.3. F-16 Hydrazine Emergency Parking Areas. Aircraft with possible hydrazine leaks or EPU activation will be directed to exit the runway at Taxiway Bravo or Echo and stop between the runways. The alternate parking locations are Taxiways Alpha or Foxtrot between the runways. Refer to paragraph **2.16.4.3** for normal hydrazine maintenance procedures/locations.

2.7.4. PL2 Asset Parking. The designated PL2 parking spots are November 10-15. The designated PL2 overflow parking spots are Mike (M) 1-3. Parking will start on M-3, then M-2, and as last resort M-1. M-1 is an alternate fuel cell maintenance location and must remain available to the maximum extent practical.

2.7.5. Operation Spots Parking Coordination Procedures. When ops row needs to be used for parking aircraft with wingspans of 99 feet or greater, maintenance personnel must remove all equipment and vehicles along the concourse walkway. Maintenance personnel will position a wing walker (with wands for night operations) along the concourse during taxi in and out. The use of ops row must be coordinated with AMOPS prior to aircraft parking.

**2.8. ATC Facilities.** Kadena Tower is open 24 hours per day. Kadena GCA is open 24 hours per day, however, radar final control services are normally only available from 0800L – 2200L, and at other times as required to support DoD flying missions. The Kadena Arrival facility is normally open daily from 0600L – 2200L, and at other times as required to support DoD flying missions.

2.8.1. Tower. The Kadena Tower designated airspace is that airspace extending upward from the surface to but not including 3,000 feet AGL (3,143 feet MSL) within a 5nm radius of the Kadena AB Airport Reference Point (ARP: N 26°21.337' E 127°46.058'), excluding the area 3 miles south of runway 5R/23L that is of the MCAS Futenma Class D airspace (Class D Surface Area) from the surface up to but not including 2000 feet AGL (2250 feet MSL) (See **Figure A2.7**).

2.8.2. Ground Control Approach (GCA). **Note**: Japanese airspace regulations require that this facility be classified as Kadena GCA. However, per USAF definitions this facility meets the criteria of a Radar Final Control (RFC). The remainder of this instruction will refer to this facility as a GCA.

2.8.3. Kadena Arrival. The ATC function that provides arrival control and successive radar/instrument pattern control for U.S. airfields in Okinawa. It is located at the Naha Approach Control Facility at Naha Airport. It is also responsible for providing the services required for the conduct of operations at landing zones, drop zones, or both, in U.S. facilities or areas and aircraft operations aboard ships in and around the island of Okinawa.

**2.9. Local Frequencies/Channelization.** Local frequencies and channelization are outlined in Tables 2.3. through 2.6.

**Table 2.3. Kadena VHF ATC Channels**

| PRESET | FREQ | AGENCY |
|---|---|---|
| 01 | 123.3 | Kadena Clearance Delivery |
| 02 | 118.5 | Kadena Ground |
| 03 | 126.2 | Kadena Tower |
| 04 | 119.1 | Naha App./Dep. South & East |
| 05 | 126.5 | Naha App./Dep. North & West |
| 06 | 135.9 | Kadena Arrival |
| 07 | 121.1 | Kadena Arrival (Discrete) |
| 08 | 132.8 | Kadena Arrival(Discrete) |
| 09 | 134.1 | Kadena Arrival (Discrete) |
| 10 | 124.2 | ATIS |

**Table 2.4. Kadena UHF ATC Channels**

| PRESET | FREQ | AGENCY |
|---|---|---|
| 01 | XXX.X | Squadron Ops |
| 02 | 275.8 | Kadena Ground |
| 03 | 315.8 | Kadena Tower |
| 04 | 258.3 | Naha App/Dep. (S & E) |
| 05 | 335.8 | Naha App/Dep. (N & W) |
| 06 | 255.8 | Kadena Arrival |
| 07 | 289.4 | Kadena Arrival (Discrete) |
| 08 | 287.8 | Kadena Arrival (Discrete) |
| 09 | 279.4 | Shogun Control |
| 10 | 302.5 | Shogun 10 (SOF) |

**Table 2.5. KC-135 Channels**

| PRESET | FREQ | AGENCY |
|---|---|---|
| 11 | 276.5 | Naha Area Control Center (ACC)-South |
| 12 | 301.2 | Naha ACC-North |
| 13 | 364.6 | Mobile 8 Boom |
| 14-16 | Open | |
| 17 | 344.6 | Kadena Metro |
| 18 | 280.5 | Kadena ATIS |
| 19 | 235.0 | Kadena Clearance Delivery |
| 20 | Open | |

**Table 2.6. F-15 Channels**

| PRESET | FREQ | AGENCY |
|---|---|---|
| 09 | 279.4 | Shogun Control |
| 11-16 | | Tactical Freq. |
| 17 | 235.0 | Clearance Delivery |
| 18 | 290.3 | Single Frequency Approach |
| 19 | 355.2 | Command Post Time of day (TOD) |
| 2A | 280.5 | ATIS |

**2.10. ATC and Landing Systems (ATCALS).** See Flight Information publication (FLIP) Enroute Sup for preventive maintenance schedules.

2.10.1. Ground NAVAID checkpoints are located on all warm-up pads. VHF Omni-Directional Radio-Range (VOR) checkpoint not available on Warm-Up Pad 4.2.10.4.

2.10.2. Airport Surveillance Radar (ASR). The ASR antenna is located at Naha Airport. Naha Approach Control and Kadena Arrival utilize the ASR to provide radar approach, departure, and arrival services for all aircraft operations within the Naha PCA, approach control, and arrival control delegated airspaces (see **Chapter 3**). During actual or forecasted wind speeds of 48 to 64 knots at Naha Airport, the ASR will be turned off and "free-wheeled" to prevent damage as determined by the Naha Airport Office.

2.10.3. Digital Airport Surveillance Radar (DASR). The DASR antenna is located on Kadena AB. Kadena Tower, Kadena Ground Controlled Approach (GCA), Futenma Tower, and Futenma Ground Controlled Approach (GCA) utilize the DASR to provide control tower and GCA services. The DASR normally is not required to be turn off during high winds because of the protective radome over the antenna.

2.10.4. Precision Approach Radar (PAR). The PAR is located between the runways and provides precision radar approach to all runways. Kadena has dual PAR capability. Commander, U.S. Marine Forces Pacific (COMMARFORPAC) is responsible for operations and maintenance of the PAR. COMMARFORPAC staffs the PAR with U.S. Marine Corps (USMC) personnel. U.S. Air Force (USAF) aircrews may request PAR approaches or a monitored ILS approach during an emergency, aircraft equipment malfunction event, precision approach or instrument meteorological conditions. During normal operating hours USAF may operate the PAR for training on a workload-permitting basis.

2.10.4.1. Operating Hours. PAR hours of service are limited to Mon-Fri 0800L-2200L, excluding holidays. PAR approaches outside of normal operating hours may be requested in advance through the 18 OG/CC scheduling meeting and will be provided as qualified staffing permits.

2.10.4.2. Due to unit location and the staggered runways, the PAR touchdown points are not uniform. See the FLIP Radar Instrument Approach Minimums section for more detailed information.

2.10.4.3. 18th Wing flying squadrons will support controller requests to fly PAR approaches to the maximum extent possible to maintain controller proficiency. 18 OSS/OSA will brief any additional requirements at 18 OG/CC scheduling meeting, so flying squadrons may plan accordingly.

2.10.5. Auxiliary Power Requirements.

2.10.5.1. The primary back-up power system for the Tower and GCA is the air commercial power plant, which has an auto-start capability. The back-up systems for the air commercial power plant are Tower and GCA individual facility generators (building 3418 and 3413), which also have auto-start capability on a 5 second delay behind the air commercial power plant. In the event both air commercial power plant and the individual facility generators fail to auto-start, controllers, if trained, are authorized to manually start the units. Under such circumstances, the watch supervisor or senior controller shall:

2.10.5.1.1. Follow the appropriate facility checklist.

2.10.5.2. Notify 18 CS/CFP, 18 CES Service Call, and the weather observer in the control tower that the generator will be started.

2.10.5.2.1. Ensure the generators are started. If the generator operates continuously (more than one hour), the watch supervisor or senior controller will ensure that the appropriate generator documentation is annotated on the AF Form 487.

2.10.5.2.2. Under normal conditions following a commercial power outage, air commercial power will auto-start with a 5 second delay and feed 100% of the load to both the Tower and GCA. In the event air commercial power fails to auto-start, individual facility generators in buildings 3418 and 3413 assume the load within 10 to 15 seconds. The facility generator in the GCA feeds only the technical load in the IFR room (scopes and ETVS); the Tower facility generator feeds the elevator and technical load. Once air commercial power is online the building generators' transfer system times out and switches the load to the air commercial power plant. The building generators will then automatically shut down. During all transfer processes the GCA UPS (Uninterrupted power supply) will assume load on initial outage and act as a filter to incoming generator power. When commercial power is restored, air commercial power plant generator will automatically begin re-transfer and shutdown operations. Once the transfer systems has timed out the generator will automatically shutdown. The air commercial power plant is normally manned. However, during severe weather/tropical cyclone condition of readiness (TCCOR) conditions, power plant production personnel are on standby at the 18 CEG/UCC, building 1461, 24 hours a day.

2.10.5.3. 18 CES/CEO shall ensure:

2.10.5.3.1. Power production personnel complete required preventative maintenance inspections (PMIs) to achieve a 100% reliability rate. PMIs include checking fluid level and if power transfer control panel are properly set.

2.10.5.3.2. During periods of extended operations on auxiliary power, if manning and mission priorities provide for, check and notify facility managers of generator fuel status. However, facility managers must be proactive and ensure their generator(s) are checked every 2 hours.

2.10.5.3.3. The auto-start or auto-transfer system is tested in accordance with AFI 13-204v3, Airfield Operations Programs and Procedures, AFI 32-1063 Electric Power Systems. Use procedures that duplicate conditions during a nonscheduled power outage (e.g., "kill" commercial power to auto transfer panel).

2.10.5.3.4. Power production personnel coordinate with 18 CS/CFP and the GCA prior to testing or transferring power at an Air Field System (AFS) and/or with the affected ATC facility prior to transferring power at transmitter or receiver site.

2.10.5.3.5. Qualified personnel will respond to emergency ATCALS back-up generator failure within 20 minutes during normal duty hours (0730L-1630L). After hours (1630L-0730L, weekends, and holidays), response time will be as soon as possible but not later than 1 hour.

2.10.5.3.6. Generator certification training is provided to 18 OSS/OSA and 18 CS/SCOA as needed (no less than annually).

2.10.5.4. 18 CS/SCO shall ensure:

2.10.5.4.1. On-site maintenance technicians are available for any generator test affecting an ATCALS component.

2.10.5.4.2. Communications Focal Point is the central coordination point between ATC and civil engineers and in-house maintenance work centers.

2.10.5.4.3. 18 CS/SCOA maintenance personnel are trained by 18 CES/CEO as needed (no less than annually) and can provide documentation of training.

2.10.5.4.4. Under extended auxiliary power operations (continuous generator operations longer than one hour), facility managers, via their certified generator personnel, will visually check the generator(s) for signs of concern (e.g., fuel, coolant or oil leaks), document the AF Form 487 of the appropriate reading/data per their training, and check and schedule fuel deliveries through base fuels.

2.10.5.5. 18 OSS/OSA shall:

2.10.5.5.1. Ensure the GCA/Tower watch supervisor notifies other ATC agencies prior to ATCALS transferring to back-up power. This will allow 18 CE personnel to check the building generators' auto-start and load assumption feature without impacting flying operations.

2.10.5.5.2. Ensure personnel are trained by 18 CES/CEO as needed (no less than annually) and can provide documentation of training.

2.10.5.5.3. Under extended auxiliary power operations (continuous generator operations longer than one hour), facility mangers, via their certified generator personnel, will visually check the generator(s) for sign of concern (e.g., fuel, coolant or oil leaks), document the AF Form 487 of the appropriate reading/data per their training, and check and schedule fuel deliveries through base fuels.

**2.11. Transient Alert (TA) Services.** Kadena Transient Alert operates continuously 24 hours a day. See FLIP Enroute Supplement for TA Services Available to support transient aircraft.

**2.12. Automated Terminal Information System (ATIS) Procedures.** The ATIS will be operated IAW FAAO 7110.65 and will be in the Meteorological Aviation Report (METAR) format. Published ATIS operating hours are 0500L-2300L daily and/or 30 minutes prior to the start of scheduled flying. Weather information, field conditions, barrier information, and approach information are broadcasted on ATIS frequencies (124.2/280.5). All pilots shall attempt to receive ATIS information before initial contact with ATC. NOTAMs which are more than 24 hours old will not be broadcasted on the ATIS. ATIS broadcasts may continue outside of published hours if ATC determines operation is necessary to support flying operations.

**2.13. Aircraft Special Operations Areas/Ramps.**

2.13.1. Helicopter Take-Off and Landing Areas. Helicopters will take off only on active runways, VTOL pad or designated helipads. HH-60 aircraft responding to an emergency (using an "Air Force Rescue" call sign), are authorized to depart from the taxiway, traffic permitting. 33 RQS only may depart from Bldg 3534 (Helo Hangar Ramp at Taxiway November).

2.13.1.1. Helicopter hover-checks. Hover-checks exceeding 250 feet AGL will be accomplished at an approved takeoff and landing area. However, hover-checks for maintenance may be conducted at the intersection of Taxiway Charlie and November below 250 feet AGL. Hover altitudes above 50 feet on Taxiway Charlie require approval from the Tower.

2.13.1.2. Building 10 Helipad. A helipad is located near Building 10. It is not visible from the Tower. Contact 18 WG/CP for use. Pilots shall coordinate with Tower for entry into the Class D airspace.

2.13.2. Drag Chute Jettison Areas. These are located on Warm-Up Pads 1-4 and adjacent to any taxiway between Runway 05R/23L and Taxiway Kilo, except Taxiway Charlie. Chutes will be jettisoned downwind avoiding the perimeter taxi lights.

2.13.3. Hot Brake Areas. The primary hot brake areas are located on Warm-Up Pads 1 through 4. The alternate hot brake areas are located on Taxiways Bravo center and Echo center. Hot brake procedures are contained in **Chapter 6** (See **Figure A2.1**)

2.13.4. Hot/Jammed Gun Area. The hot/jammed gun areas are located on Warm-Up Pads 1 through 4. Hot/jammed gun procedures are contained in **Chapter 6** (See **Figure A2.1**)

2.13.5. Arming/De-Arming Areas and Headings. To be used by aircraft possessing forward firing ordnance as indicated in **Table 2.7**

**Table 2.7. Arm/De-Arm Area and Heading**

| Location | Heading |
|---|---|
| Warm-Up Pad 1 | 230 |
| Warm-Up Pad 2 | 070 |
| Warm-Up Pad 3 | 050 |
| Warm-Up Pad 4 | 230 |
| Taxiway (Twy) Delta between runway (RWY) 05L/23R and Twy Lima | 225 |

2.13.6. Hot Pit Refueling Location Restrictions. During usage of the Hot Pit Refueling Site on Service Apron 3, Taxiway Kilo between Taxiway Echo and Foxtrot will be closed to all aircraft with wingspan greater than 55 feet. Aircraft with a wingspan greater than 55 feet already parked on hard stands between Taxiway Echo and Foxtrot may exit/enter via Taxiway Echo or Foxtrot. 18 OSS Schedulers will notify AMOPS of Hot Pit usage at least 24 hours in advance. AMOPS will issue appropriate NOTAM.

**2.14. Aircraft Towing.** Aircraft tows are conducted IAW Kadena ABI 13-213. Aircraft tows on taxiway Lima or Kilo require two-way radio contact with and approval from the control tower. **Exception 1:** Aircraft tows from Service Apron 4 to Service Apron 5 that cross Taxiway Lima do not require two-way radio contact. In this circumstance, the tow operator shall give way to taxiing aircraft before crossing Taxiway Lima. **Exception 2:** Aircraft Tows from Taxiway Hotel to Service Apron 3 or Bldg 890 do not require two-way radio contact. In this circumstance, the tow operator shall give way to taxiing aircraft before entering Taxiway Kilo.

**2.15. Aircraft Taxiing Requirements/Routes.**

2.15.1. Taxi Restrictions.

2.15.1.1. Portions of taxiways/runways within the initial 2,000 feet cordon of a major accident (exercise or actual) will be closed until the on-scene commander determines it safe to open them or reduces the cordon size to a point the areas are no longer affected. With prior coordination with the Airfield Manager, the Exercise Evaluation Team Chief may direct a simulated taxiway/runway closure in lieu of an actual closure. A simulated closure will not affect aircraft or vehicular traffic.

2.15.1.2. Kadena Ground Control will delay taxi of large transport/cargo-type aircraft (B-747, C-5, KC-10, E-4, etc.) from service aprons and parking spots when their jet blast may affect landing/departing aircraft on a nearby runway.

2.15.2. Weight Bearing Limitations.

2.15.2.1. Taxiway Foxtrot between the runways is closed to B-52 aircraft over 265,000 lbs.

2.15.2.2. Weight bearing limitations exist for certain KC-10s, C-40s, and other aircraft not normally assigned to Kadena. The Airfield Manager must be consulted and shall develop taxi routing for all large frame aircraft and B-737/C-40 aircraft.

2.15.2.3. The Airfield Manager must be consulted at least 72 hours prior to any aircraft operations above normal weight restrictions.

2.15.2.4. The 18 OG/CC will approve or delegate to the Airfield Manager weight bearing capacity waivers. The Airfield Manager will obtain a recommendation from the 718th CES Pavements Engineer prior to requesting approval from the 18 OG/CC.

2.15.3. Wing Tip Clearance Restrictions. (See **Figure A2.13**.)

2.15.3.1. Taxiway Golf between building 3433 and Taxiway Delta is closed to all aircraft with over a 45-foot wingspan due to inadequate wing tip clearance.

2.15.3.2. Taxiway Golf, between Taxiway Echo and building 3433, may only be used by aircraft with a wingspan of 135 feet or less. Taxiway Golf, between Taxiway Echo and Taxiway Foxtrot is restricted to aircraft with a wingspan of 55 feet or less.

2.15.3.3. Taxiway Kilo between Taxiways Delta and Echo is closed to aircraft with wingspan greater than 170 feet. Aircraft with wingspans greater than 170 feet will not utilize Taxiway Kilo between Taxiways Echo and Foxtrot without prior approval from Airfield Management. Portions of this taxiway are also restricted due to Hot Pit and Free Space Radiation operations.

2.15.3.4. Taxiway Juliet is only authorized for aircraft with wingspans of 135 feet or smaller. These aircraft may utilize Taxiway Delta or Echo to enter or exit Taxiway Juliet.

2.15.3.5. Taxiway Lima: When aircraft are parked on Service Apron 4 or 5 adjacent to Taxiway Lima, aircraft with wingspans greater than 150 feet, but less than 180 feet, will require wing walkers; aircraft with wingspans greater than 180 feet are prohibited.

2.15.3.5.1. Coordination with Navy and AMOPS for repositioning of aircraft on Service Aprons 4 and 5 must be accomplished to ensure unrestricted taxi operations.

2.15.3.5.2. Taxiway Lima between Taxiways Alpha and Delta may only be used by aircraft with a wingspan of 150 feet or less unless approved by AFM. Taxiway ways Mike November and Papa are restricted to aircraft with a wingspan of 150’ or less.

2.15.3.6. Air Mobility Squadron (AMS) marshallers are required to be on Taxiway Kilo when parking arriving aircraft on Service Apron 1 (SA-1). For most heavy aircraft arrivals, the marshaller is positioned on Taxiway Kilo. Marshallers shall give way to any aircraft established on Taxiway Kilo, and exercise extreme caution. If aircraft marshalling operations are in progress, taxiing aircraft will give the right of way to the aircraft being marshaled. When arriving aircraft are being marshaled to park on SA-1, Tower shall instruct taxiing aircraft to give way to the marshaller on Taxiway Kilo. Taxiing aircraft will give way to the marshaller established on Kilo until the marshaller has exited the taxiway or the marshaller guides the yielding aircraft through. The marshaller shall not be positioned on Taxiway Kilo for departures taxiing from SA-1.

2.15.3.7. The Upper Fighter Ramp (UFR).

2.15.3.7.1. The UFR is specifically designed and marked for fighter type aircraft, with wingspans less than 45 feet. Pilots will follow the yellow taxi lines while taxiing in the UFR. These taxi lines provide at least a 10-foot clearance from all obstacles behind the yellow wing tip clearance line. Pilots may not taxi, without a marshaller, with less than 25’ wing tip clearance, unless on a yellow taxi line and all equipment is behind the yellow WTC lines.

2.15.3.7.2. Taxiway Delta south of Juliet, taxiway Echo south of Golf, and the Northeast Connector south of taxiway Golf (taxiways leading up to the fighter flow-thru shelters) are closed to aircraft with a wingspan greater than 45 feet.

2.15.3.7.3. For preferred taxi routing, refer to the appropriate Shogun In-Flight Guide.

2.15.3.7.4. Temporary duty/temporary assigned duty (TDY/TAD) crews will be briefed by host unit on taxi route procedures.

2.15.4. Prepared Taxi Flow Plan for RC-135, WC-135, KC-135 E-3 and HH-60.

2.15.4.1. Runway 05 - Taxi Out:

2.15.4.1.1. Aircraft parked on Taxiways Mike, November parking spots N-10 thru N-15, and Papa. Turn north/northeast out of parking, taxi to Taxiway Lima via Taxiway Delta intersection, then right on Taxiway Lima.

2.15.4.1.2. Aircraft parked on Taxiway November parking spots N-1 thru N-9. Turn south out of parking to Taxiway Lima via Taxiway Bravo intersection, then right on Taxiway Lima.

2.15.4.1.3. Aircraft parked on Taxiway Lima, right turn on taxiway.

2.15.4.2. Runway 23 - Taxi Out:

2.15.4.2.1. Aircraft parked on Taxiways Mike, November parking spots N-10 thru N-15, and Papa. Turn left out of parking, taxi to Taxiway Lima via Taxiway Delta intersection then left on Taxiway Lima.

2.15.4.2.2. Aircraft parked on Taxiway November parking spots N-1 thru N-9. Turn south out of parking, taxi to Taxiway Lima via Taxiway Bravo intersection, then left on Taxiway Lima.

2.15.4.2.3. Aircraft parked on Taxiway Lima, left turn on Taxiway Lima.

2.15.4.3. Runway 05/23 - Taxi In: Aircraft parking on Taxiways Mike, November, and Papa will enter via Taxiway Charlie, turn left to enter Taxiway November parking spots N-1 thru N-9. Turn right to Taxiways Mike, November, and Papa. Aircraft parking on Taxiway Lima will use Taxiway Lima and will either nose in or be towed into parking. If Taxiway Charlie is closed/occupied, Taxiway November can be utilized as an alternate taxi out/in procedure.

2.15.4.4. Helicopters (Both Runways):

2.15.4.4.1. Taxi Out: Taxi via Taxiway Charlie to Taxiway Lima, then to the appropriate helipad as directed by Ground Control or Tower.

2.15.4.4.2. Taxi In: Taxi from helipad to parking via Taxiway Charlie or as directed by Ground Control or Tower.

2.15.5. Outdoor Wash Rack (Hardstand 1019). The outdoor wash rack (Hardstand 1019) is declared a “no taxi zone” for aircraft. The outdoor wash rack is located between Taxiways Lima and Mike (between parking spot L10 and L-11 Bird Bath) and is off limits for aircraft taxiing purposes. Due to limited clearance and the possibility of foreign object ingestion into

operating aircraft engines when crossing metal grates used to drain effluent from the wash area, all aircraft must be towed by a vehicle when being placed on the wash rack. Once aircraft arrive at the facility, towing crews must exercise extreme caution when parking aircraft. Complete towing crews must be used when placing aircraft on the wash rack.

2.15.6. L-11 Bird Bath. The L-11 Bird Bath is a taxi-through wash rack, located directly on spot L-11. There are no wind restrictions. Aircraft may enter the wash rack from taxiway Lima or Mike. The L-11 Bird Bath is activated and reset by treadles (pressure switches). Aircraft activate the L-11 Bird Bath by crossing the first treadle and initiate reset by crossing the second treadle. In the event one treadle is crossed and the second is not, the system is not reset, but will auto-reset in five to seven minutes. Vehicle movement on the treadles is prohibited (See **Figure A2.1**).

2.15.7. Fighter Wash Rack. The Fighter Wash Rack is a taxi through wash rack located south of Taxiway Juliet across from the Transient Ramp. It has no wind restrictions. A NOTAM will be issued when the Fighter Wash Rack facility is unavailable. Aircraft Taxi flow is always Kilo, Delta, Juliet, Fighter Wash Rack, Juliet and Echo. Aircraft must stay on the painted taxi line to ensure tail and wing tip clearance, and must use extreme caution during hours of darkness and reduced visibility for an unlit structure. Subsequent aircraft must wait for water to stop before triggering the wash rack (See **Figure A2.1**).

2.15.8. Taxiway Bravo Coordination Procedures. Maintainers will coordinate use of Taxiway Bravo South for aircraft parking with the Airfield Manager NLT two hours prior to use.

**2.16. Airfield Maintenance.**

**2.16.1. Airfield Sweeper Operations.**

2.16.1.1. The airfield sweeper is under the operational control of the Airfield Manager or AMOPS as designated agent.

2.16.1.1.1. Sweeper vehicles will be in use on normal duty days, from 0600L to 1800L. After hours and non-duty day requests will be handled by standby personnel.

2.16.1.1.2. Sweeper operators may perform standby operations after 1600L, during periods of low flying with AMOPS concurrence.

2.16.1.2. The sweeper operator will check and sweep all paved areas on the airfield, as necessary.

2.16.1.2.1. Sweeper Operator Daily Route:

2.16.1.2.1.1. Both Runways and Overruns between 0600L and 0700L.

2.16.1.2.1.2. Upper Fighter Ramp between 0700L and 0800L.

2.16.1.2.1.3. Taxiways G and J between 0800L and 0900L.

2.16.1.2.1.4. Taxiway K between 0900L and 1000L.

2.16.1.2.1.5. Taxiways A, B, C, D, E, and F (inside and outside) between 1000L and 1100L.

2.16.1.2.1.6. Upper Fighter Ramp between 1230L and 1330L.

2.16.1.2.1.7. Taxiway L between 1330L and 1400L.

2.16.1.2.1.8. Taxiways M and N between 1400L and 1430L.

2.16.1.2.1.9. Taxiway P between 1430L and 1500L.

2.16.1.2.2. Sweeper Operator Weekly Schedule (1500L-1600L):

2.16.1.2.2.1. Monday, sweep all entry control points on the airfield.

2.16.1.2.2.2. Tuesday, sweep all aprons on south side of airfield (fighter side).

2.16.1.2.2.3. Wednesday, sweep all aprons on north side of airfield (heavy side).

2.16.1.3. Sweeper operators will remain on the airfield and follow this schedule at all times, except when performing operator maintenance. Sweeper operators will notify AMOPS any time they are not on the airfield as scheduled.

2.16.1.4. Sweeper operators shall contact AMOPS before exiting the airfield.

2.16.1.5. During standby periods (nights and weekends), the sweeper response time to the airfield is a maximum of 30 minutes. 18 CES Roads and Grounds shall provide AMOPS with a standby roster.

2.16.1.6. All requests for sweeper vehicles will be coordinated through AMOPS . The individual requesting service will be required to give rank, name, unit, phone number, and the area that requires sweeping.

2.16.1.6.1. Emergency sweeping requests will be handled based on urgency.

2.16.1.6.2. Following completion of an out-of-zone request, routine and weekly area sweeping will resume.

2.16.1.6.3. If a hardstand, nose dock, hardened aircraft shelter, flow-thru, or hangar requires sweeping, the requester must ensure a spotter is available for the sweeper operator.

2.16.1.6.4. AMOPS will contact 18 CES Service Call at 634-1760/3879 for emergency requests after normal duty hours.

2.16.2. Grass Mowing Schedule.

2.16.2.1. All grass on the airfield shall be maintained between 7 and 14 inches.

2.16.2.2. To accommodate the mowing schedule, from 1 March to 30 November, Runway 05L/23R mower operations will be conducted every fourth Saturday between 0730L and 1130L, and Runway 05R/23L mowing operations will be conducted every fourth Saturday between 1230L and 1630L.

2.16.2.3. It takes 18 CES approximately 24 days to mow the entire airfield, including six scheduled rain days.

2.16.2.4. 18 CES will advise Airfield Management daily of the areas to be mowed.

2.16.3. Annual Airfield Maintenance.

2.16.3.1. Annual scheduled maintenance for rubber removal, painting, and re-striping of runways and taxiways is necessary for safe flying operations. Rubber deposit or buildup becomes a serious safety issue when the runway is wet due to decreased braking action.

2.16.3.2. To accommodate these activities, 18 OG/CC will allow each runway to be closed (separately) for two weeks in March, June, September or December, unless precluded by real-world priorities.

2.16.3.3. 18 CES/CC will ensure snow brooms, chemical detergents for rubber removal, sufficient yellow and white paint, painting supplies, and other support equipment are available during the approved month. All airfield painting and projects will be IAW AF/CE directives (i.e. Engineering Technical Letter [ETL] 04-2 and AFI 32-1042, *Standards for Marking Airfields*, etc).

2.16.4. 18 MOCC procedures on the Airfield.

2.16.4.1. Maintenance Taxiing. 18 MOCC or the responsible organization must coordinate all operations with Tower before the taxiing operation. Radio contact with Kadena Ground Control must be established before engine start and maintained during the taxiing operation.

2.16.4.2. Open Fuel Cell Maintenance. Contact 18 MOCC for location and coordination procedures.

2.16.4.3. Hydrazine Maintenance. If routine maintenance is required on the F-16 hydrazine system, the aircraft will be parked on Taxiway Bravo, between the runways. 18 MOCC will coordinate with AMOPS for use of the area, advising them of start/termination maintenance times. AMOPS will publish a NOTAM closing the area to all aircraft and unrelated vehicles.

**2.17. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values.**

2.17.1. AMOPS is responsible for determining changes to the runway surface condition. Standing water on the runway will be reported to the 1/10 inch. A NOTAM will be sent for wet runway.

2.17.2. AMOPS will notify the appropriate agencies IAW AMOPS Quick Reaction Checklist (QRC) when there is a change in the runway surface condition. ATC shall be notified in order to adjust traffic flow and to determine appropriate Reduced Same Runway Separation standards. AMOPS personnel shall document coordination on AF Form 3616, *Daily Record of Facility Operation*, to include the agency notified, time notified, receiver initials, and the update to the status board in the flight planning room.

**2.18. Procedures/Requirements for Conducting Runway Inspections/Checks.**

2.18.1. Airfield Inspections and Checks. A minimum of one airfield inspection per day will be accomplished by the Airfield Manager or trained representative. Inspections will be performed on runways, overruns, taxiways, parking, and service areas in search of discrepancies in clearance criteria, lighting, marking, signs, Foreign Object Damage (FOD) or any other potential hazard to aircraft operations. The inspection will be documented and discrepancies reported to appropriate agencies for correction.

2.18.1.1. Runways (including runway markings), overruns, taxiways (including taxiway markings), aircraft parking, and service areas will be inspected to ensure that debris or other FOD that could damage an aircraft are cleaned and/or removed.

2.18.1.2. Airfield checks will be accomplished as outlined below and IAW 13-204V3. Airfield Management will examine runways, helipads, and taxiways. A minimum of one nighttime check of the airfield lighting shall be completed daily. Additional checks to be accomplished (at a minimum): RSC, BAK 12 activation/deactivations, Ground/In-Flight Emergency and BASH. **Note.** BAK 14 raising and lowering does not require an airfield check.

2.18.1.2.1. Upon arrival of an IFE aircraft which has experienced exterior damage, landing gear problems, engaged an arresting system, or other discrepancy which could affect the landing surface.

2.18.1.2.2. Upon completion of construction or repair projects on or adjacent to aircraft movement areas.

2.18.1.2.3. Prior to start of flying activities.

2.18.1.2.4. When notified of potential FOD on aircraft movement areas, and following high winds, heavy rains, earthquakes, or other occurrences which may result in hazardous conditions.

2.18.2. Quarterly Joint Airfield Inspections.

2.18.2.1. A quarterly Joint Airfield Inspection, comprised of representatives from Airfield Management (AFM/DAFM), AOF/CC, TERPS, 18 WG/SE (flight and ground), SOF, 18 CE (waivers/pavements) and 18 SFS are highly recommended. Kadena will also invite the following agencies: 18 CES Heavy Repair, 18 CES Barrier Maintenance, 18 CES Airfield Lighting, 718 CES Community Planner, 18 WG FOD Manager, and 18 CS/Air Traffic Control Landing System (ATCALS). The representatives will perform an extensive inspection of the airfield with an emphasis on waiver impact.

2.18.2.1.1. The Airfield Manager will publish an inspection report containing noted discrepancies to the above agencies. This report will also cite open items from previous inspections.

2.18.2.2. Annual Airfield Certification/Safety Inspections are conducted to document violations and unsatisfactory conditions on the airfield.

2.18.2.2.1. The Airfield Manager will record all violations. The AOF/CC will staff all violations to 18 WG/CC.

2.18.3. Airfield Lighting Inspections.

2.18.3.1. Airfield Management will conduct daily checks of the airfield lighting system.

2.18.3.2. Airfield Lighting will:

2.18.3.2.1. Report to AMOPS daily, Monday through Friday, excluding holidays, to review documented outages.

2.18.3.2.2. Initial the Airfield Inspection Checklist to verify receipt of documented outages.

2.18.3.2.3. Provide the status of all reported outages from identification to repair.

2.18.3.2.4. Provide information regarding shortages of parts to repair outages.

2.18.3.2.5. Report any problems with documentation to the Airfield Manager or NCOIC, Airfield Management Operations.

2.18.3.2.6. Conduct daily checks of the Runway 05L/23R airfield lighting system that extends off base, and report outages to Airfield Management.

2.18.3.3. Airfield Management will:

2.18.3.3.1. Adequately document all detected outages.

2.18.3.3.2. Provide identified outages or a copy of the Airfield Inspection Checklist to Airfield Lighting.

2.18.3.3.3. Ensure Airfield Lighting personnel initial the Airfield Inspection Checklist to verify receipt.

2.18.3.3.4. Report any problems to the Airfield Manager or Airfield Management Operations Supervisor.

2.18.3.3.5. After normal duty hours, the Airfield Management Operations Supervisor will determine the severity of the outage and implement corrective actions or establish work orders, as necessary.

**2.19. Procedures for Opening and Closing the Runway.**

2.19.1. Airfield Management shall temporarily suspend/close runway operations when any unsafe condition affects that portion of the airfield (e.g., FOD, bird condition, arresting systems maintenance or configuration changes, airfield construction, pavement repair, etc.). A suspension/closure announcement will be made and include the time runway operations are expected to resume.

2.19.1.1. NOTAM(s) will be sent for extended periods of closures, normally more than 15 minutes. For the case of precoordinated, extended closures, Airfield Management will send out the applicable NOTAM(s) no earlier than 3 days in advance and advise all agencies concerned (ATC, Command Post (CP), flying units, civil engineering, safety, etc.) and 5 AF for closures of 72 hours or greater.

2.19.1.2. Airfield Management will complete an airfield check and report the airfield status/runway condition prior to resuming operations.

2.19.1.3. Runway operations are automatically suspended when:

2.19.1.3.1. An aircraft is disabled on the runway (including the area within 100 feet of a runway).

2.19.1.3.2. An aircraft engages a barrier. **Note:** Runway suspensions for aircraft emergencies and the SOF's role in runway suspensions for aircraft emergencies are in paragraph **8.22**

**2.20. Procedures for Suspending Runway Operations.** Tower may, in the interest of safety, suspend runway operations. A suspension announcement will be made on all advertised Tower Control frequencies and include the time runway operations are expected to resume. Only Airfield Management may close a runway.

**2.21. Engine Test/Run-up Procedures.** All maintenance engine run-ups must comply with noise abatement procedures in Paragraph **2.22**

2.21.1. General Engine Run Procedures.

2.21.1.1. Engine runs required for approved takeoffs or in support of scheduled flying operations are not restricted by this instruction.

2.21.1.2. Maintenance engine runs for purposes other than takeoff may be accomplished subject to compliance with the restrictions in Tables **2.8** thru **2.11**

2.21.1.2.1. All maintenance runs, including engine runs within the restrictions of Tables **2.8** thru **2.11**, will be coordinated through appropriate MOCC. If a waiver is required for any engine run, MOCC will seek approval from 18 OG/CC through 18 WG/CP.

2.21.1.3. Engine Run During Quiet Hours.

2.21.1.3.1. Quiet hours for maintenance engine runs are 2200L to 0600L.

2.21.1.3.2. Unless hush house or engine test cell facilities are used, or when operational capability or readiness would be impaired as determined by the CFAO, 18 MXG, and 733 AMS Commanders in Tables **2.8** thru **2.11**, maintenance engine runs above idle power are only authorized between the hours of 0800L and 1800L daily. Additionally, limit engine testing to instances using noise suppressors, or when operational capability or readiness would be impaired as determined by the CFAO, 18 MXG, and 733 AMS Commanders between the hours of 1800L and 0800L daily.

2.21.1.3.3. Maintenance engine runs in hush houses and engine test cells are unlimited. These areas will be used for engine runs to the maximum extent possible.

2.21.1.3.4. Waivers.

2.21.1.3.4.1. Maintenance engine runs above idle power not covered by Tables **2.8**-**2.11** and outside the hours of 0600L thru 1800L Mon-Sat and 1200L-1800L on Sunday, days of special significance, and US Holidays require an approved waiver. Before requesting a waiver, the supporting MOCC should review all NOTAMs.

2.21.1.3.4.2. Except as specified below, 18 OG/CC approves requests for waivers to the quiet hour restrictions for maintenance engine test runs.

2.21.1.3.4.2.1. The commander of 733 AMS (733 AMS/CC) may approve maintenance engine runs on AMC aircraft for mission essential write-ups.

2.21.1.3.4.2.2. CFAO may approve for P-3/EP-3/C-2 aircraft maintenance engine runs for mission essential write-ups.

2.21.1.3.4.2.3. 353 SOG/CC may approve maintenance engine runs on SOG aircraft for mission essential write-ups.

2.21.2. Engine Run Locations. Agencies performing run-ups are responsible for ensuring the area affected by the engine runs is clear and will control vehicle traffic passing to the rear of the aircraft. Agencies will also ensure any resulting FOD is removed after the run is

completed. Monitoring of Ground Control frequency during all maintenance aircraft engine starts and run-ups is mandatory. All run-ups shall be coordinated with AMOPS.

2.21.2.1. Run-ups are prohibited on Hardstand 102, Spots 1 through 5 on the operational apron (Ops Row), and Service Apron 2, Spot Alpha. Idle runs are not considered run-ups.

2.21.2.2. All aircraft run-ups using over 80 percent power on Service Apron 1 and Hardstands 111, 113, 115, 117,119, 121, 123, and 125 require radio contact with Tower on frequency 275.8/118.5. Prior coordination must be accomplished through the appropriate job control. When exceeding ground idle power setting on these locations, the outside monitor will exercise extreme caution regarding traffic or equipment behind the aircraft. When turbulence is a hazard to arriving/departing aircraft, the Tower watch supervisor will terminate the engine run-up or detour arriving/departing aircraft in a manner that keeps the aircraft from behind the run-up area.

2.21.2.3. Full engine run-ups are permitted on hardstands equipped with blast deflectors or revetments. Warm-Up pad 1 is designated as a full run-up location for all aircraft.

2.21.2.4. Engine run-ups for wide-body aircraft, to include C-5, B-747, L-101, KC-10, C-17 and similar airframes, will be conducted on Service Apron 1, Taxiway Bravo South and Taxiway Bravo North. Because of engine run-up locations and type aircraft, restrictions to include closure of taxiway and runways may be required. All run-ups shall be coordinated with AMOPS. Additionally, units will ensure safety spotters are positioned to keep vehicles and personnel from entering the jet exhaust area. **Note**: C-17 engine runs above idle may be conducted on Service Apron 2 following coordination with Airfield Management and 18 OG/CC approval.

2.21.2.4.1. Engine run-ups on Service Apron 1 (Spots 1A, 1B, 1C) will point nose of aircraft toward Taxiway Kilo. Runway 05R/23L will be closed and requires FOD sweep by AMOPS prior to resuming operations.

2.21.2.4.2. Engine run-ups on Taxiway Bravo South will position nose on a 60 heading facing Taxiway Kilo. Runway 05R/23L and Taxiway Bravo Center will be closed and require FOD sweeps by AMOPS prior to resuming operations. Additionally, aircraft may be oriented with nose toward Runway 05R/23L and aligned 45 degrees off-center from taxi line. When run-ups are conducted in this orientation the maximum power setting will be two engines to 90 percent power and two engines at idle power. If a higher power setting is required, the Production Superintendent will request permission from Maintenance Ops officer and/or Maintenance Superintendent. In this case, the Taxiway Kilo and Taxiway Bravo intersection will be closed. Safety spotters will be positioned to keep vehicles and personnel from entering the jet exhaust area.

2.21.2.4.3. Engine run-ups on Taxiway Bravo North will orient aircraft nose on a 050 heading, parallel with Runway 05L. Runway 05L/23R and Taxiway Lima—between Taxiway Bravo North and Taxiway Alpha North—will be closed due to potential FOD from the infield behind the jet exhaust area and jet blast effect on Taxiway Lima and Runway 05L approach end. AMOPS will conduct a FOD sweep prior to resuming operations.

2.21.2.5. Navy P-3 High Power Run Areas. P-3 engine maintenance runs will use Warm-Up Pad 1 as the primary location. It provides the least hazard to passing vehicles and pedestrians. Aircrews should request this area from the tower unless conditions preclude such actions.

2.21.2.6. 353 SOG C-130s engine runs will be conducted primarily on Taxiway Lima; their maintainers are not taxi qualified. Warm-Up Pad 1 is the alternate engine run location.

**Table 2.8. Fighter Engine Run Approved Locations, Times, and Power Settings**

| TYPE AIRCRAFT | POWER SETTINGS | LOCATION(S) | TIME | REMARKS |
|---|---|---|---|---|
| All fighter aircraft. | Above idle up to 80% power. | Upper fighter ramp to include hardened shelters, hardstands, and lower ramp. | 0600-2200L, Mon-Sat 1200-1800L, Sun/US Holidays. | Other locations, power settings and/or times require MOCC coord w/the applicable unit CC through 18 WG/CP to 18 OG/CC for approval. |
| | Above 80% power. | South Trim Pad | 0600-2200L, Mon-Sat 1200-1800L, Sun/US Holidays. | |
| | | Hush House. | No restrictions. | |

**Table 2.9. KC-135 Engine Run Approved Locations, Times, and Power Settings**

| TYPE AIRCRAFT | POWER SETTINGS | LOCATION(S) | TIME | REMARKS |
|---|---|---|---|---|
| RC/KC-135 | 4 engines ground idle (62% N2). | Lima, Mike, November rows; Warm-Up Pad 1, Taxiway B between Taxiway L and Runway 05L/23R. | 0600-2200L Mon-Sat 1200-1800L Sun/US Holidays. | Other locations, power settings and/or times require MOCC coord w/the applicable unit CC through 18 WG/CP to 18 OG/CC for approval. |
| RC/KC-135 | *4 engines up to flight idle (80% N2) or 2 engines up to MRT/TRT with other engines at idle. | L12, 13, M Row, N2, 6, 10-15 Warm-Up Pad 1, Taxiway B between Taxiway L and Runway 05L/23R. | 0600-2200L, Mon-Sat 1200-1800L Sun/US Holidays. | |
| ***NOTE:*** Aircraft run to MRT/TRT in revetments will be towed forward until outboard engines are even with forward edge of revetment wall on both sides. When Taxiway B North is being used Rwy 05L/23R ops will be suspended until complete and a FOD check is conducted. | | | | |

**Table 2.10. E-3, RC-135, and HH-60 Engine Run Approved Locations, Times, & Power Settings**

| TYPE AIRCRAFT | POWER SETTINGS | LOCATION(S) | TIME | REMARKS |
|---|---|---|---|---|
| E-3/WC-135 | 4 engines up to 80% power. | November Row, Lima Taxiway, and Mike Row. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.. | Other locations, power settings and/or times require MOCC coord w/the applicable unit CC through 18 WG/CP to 18 OG/CC for approval. |
| E-3/WC-135 | Above 80% power, 2 engines max TRT, 4 engines (2 at max setting and 2 at idle). | Taxiway B between Taxiway L and Runway 05L/23R. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.. | Other locations, power settings and/or times require MOCC coord w/the applicable unit CC through 18 WG/CP to 18 OG/CC for approval. |
| HH-60 | 100% rotors. | Helo Spots 1-3 Papa Row 1, 1-A & 3. | 0600-2200L, Mon-Sat 1200-1800L, Sun/US Holidays. | Other locations, power settings and/or times require MOCC coord w/the applicable unit CC through 18 WG/CP to 18 OG/CC for approval. |
| ***NOTE:*** HH-60 engine runs for post-flight wash may be conducted up to 2 hours after landing. | | | | |

**Table 2.11. All Other Aircraft Engine Run Approved Locations, Times, and Power Settings**

| TYPE AIRCRAFT | POWER SETTINGS | LOCATION(S) | TIME | REMARKS |
|---|---|---|---|---|
| AV-8 | Above idle up to 80%. | Upper fighter ramp to hardened shelters, hard stands, and lower ramp. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays. | Other locations, power include settings and/or times require MOCC coordination with the through 18 WG/CP to 18 OG/CC for approval. |
| | Above 80% power. | South Trim Pad No greater than 10 degrees of exhaust deflection. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays. | |
| All other aircraft | 4 engines up to 100% power. | Lima Row. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays. | Other locations, power settings and/or times require MOCC coordination with the applicable unit commander through 18 WG/CP to 18 OG/CC for approval. |
| | Power runs. | As determined by 733 MOCC with Airfield Mgt approval. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays. | IAW Paragraph 2.21.1.3. and sub-paragraphs. |
| | 4 engines power run. | Warm-Up Pad 1 or Taxiway B between Taxiway L and Runway 05L/23R. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays. | |
| C-12 | Idle up to 80% power. | Service Aprons 4 & 5. | 0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays. | |

**2.22. Noise Abatement Procedures.**

2.22.1. Purpose. Paragraph 2.22 details aircraft flight and ground noise minimization procedures at Kadena AB.

2.22.1.1. The Governments of the United States and Japan have acknowledged the competing requirements of maintaining the safety of flight, accomplishing the mission, and abating noise when operating and maintaining aircraft. To alleviate concerns about

aircraft noise without jeopardizing US Forces Japan missions, the Governments agreed to certain procedures to minimize noise resulting from flight and maintenance operations of aircraft. In particular, these procedures strive to minimize aircraft-related noise during evening and nighttime hours.

2.22.1.2. The following procedures, when combined with airfield traffic pattern policies, exceed the requirements of the agreement. These procedures have been successful in reducing objections to noise generated on the Kadena airfield.

2.22.1.3. All assigned and transient flying and maintenance personnel must abide by these requirements outlined below and in Table 2.12. Local squadrons, detachments, or offices will brief transient units on these procedures before the transient unit may operate into and out of Kadena AB.

2.22.1.4. Decisions regarding mission accomplishment inconsistent with the procedures and policies below may be made at a level no lower than 18 OG/CC. This decision making level helps ensure due and close attention to issues related to aircraft noise and the application of appropriate aircraft noise countermeasures.

2.22.1.5. Nothing in the agreement of the Governments limits actions required for safety of flight. Nothing in the agreement of the Government limits actions taken for operational necessity.

2.22.2. Basic noise abatement limitations for flight operations are contained in Table 2.12.

2.22.3. Additional Flight Operation Rules. These rules apply to flight operations whether during or outside of quiet hours.

2.22.3.1. After sunset, circling approaches will be kept to a minimum required for check ride completion or to fulfill semi-annual continuation training requirements.

2.22.3.2. High-Power setting carrier-type tactical approaches are not authorized.

2.22.3.3. Field carrier landing practice approaches are not authorized.

2.22.3.4. Arriving multiengine aircraft will minimize reverse thrust to the maximum extent possible.

2.22.3.5. Use of afterburners is limited to that required for safety of flight and operational necessity. If afterburners are used during takeoff, use will be terminated as soon as practical.

2.22.3.6. Supersonic flight is prohibited over and in the vicinity of the main island of Okinawa for the purpose of training.

2.22.3.7. Acrobatic flight for training within five statute miles of Kadena AB is prohibited except for programmed demonstrations of acrobatic flight.

2.22.4. Kadena-Cho Operations. In order to reduce aircraft noise upon Kadena-Cho from Service Aprons 4 and 5, P-3 aircraft will taxi to and from parking using two engines within aircraft operating limitations. In addition, P-3s will normally conduct ground operations using ground power and air conditioning carts.

2.22.5. Quiet Hour NOTAMs. Restrictions on aircraft noise generating activities on US holidays, days of special significance, and other short-duration quiet hours will be directed

by 18 OG/CC. 18 WG/MOCC will notify 18 WG/CP of directed restrictions. 18 WG/CP will notify AMOPS of directed restrictions. AMOPS will publish NOTAMs regarding approved restrictions.

**Table 2.12. Noise Abatement Procedures**

| TIME | ALLOWANCES | RESTRICTIONS | NOTES |
|---|---|---|---|
| 0600L (2100Z) – 2200L (1300Z) Mon-Fri | Normal Operations. | None. | |
| 0600L (2100Z) – 2200L (1300Z) Saturdays | Local training missions and multiple radar patterns. | ~~Multiple radar or~~ VFR patterns must be coordinated at the 18 OG/CC scheduling meeting. | Aero Club exempt unless specified in a NOTAM. |
| 0600L (2100Z) – 2200L (1300Z) Sundays | Aircraft may takeoff or land for operational missions | All fighter operations require 18 OG/CC approval. No local training missions. | Aero Club exempt unless specified in a NOTAM. |
| 0600L (2100Z) – 2200L (1300Z) US Holidays/Days of Special Significance | Aircraft may takeoff or land for operational missions. | All fighter operations require 18 OG/CC approval. No local training missions. | Consideration will be given to minimize flight operations on days significant to the local community (e.g. College entrance examination days, Golden Week, Obon, and Memorial Day (Irei-No-Hi)). Aero Club exempt unless specified in a NOTAM. |
| 2200L (1300Z) – 0600L (2100Z) daily | All arrivals will arrive straight in, full stop. | No fighter arrivals or departures. | All Kadena-based flying unit commanders will exert every effort to complete night flying operations as early at night as possible. |
| 0600L (2100Z) – 2300L (1400Z) Mon-Fri (Feb – Apr and Sep – Nov) | The 33 RQS/353 SOG are authorized to land up to 2300 (Feb-Apr and Sep-Nov) | No multiple approaches are authorized after 2200L. | When landing after 2200 the 33RQS/353 SOG will follow noise abatement |

| | | | |
|---|---|---|---|
| 0600L (2100Z) – 2400L (1500Z) Mon-Fri (May – Aug) | and 2400 (May-Aug) to maximize NVG training. | | procedures outlined in the AFI11-2HH-60V3 KADENAABSUP and AFI11-2MC-130V3 Chapter 10 respectively. |
| 2200L (1300Z) – 2250L (1350Z) (Mar – Sep) | 1st MAW Light Attack Helicopters are authorized to land after 2200L | Helicopters must depart no later than 2250L to support operationally necessary NVD Ordnance Training. | 1st MAW shall: 1) coordinate requests via MWLK Transient Aircraft and Personnel Request (TAPSR) for approval. 2) Ensure all aircraft arrive with sufficient time to accomplish ordnance off-load to facilitate departure NLT 2250L. 3) Ensure participating aircraft request a runway 23 departure for noise abatement, remain within the confines of Kadena AB airfield as directed by ATC to avoid overflying U.S. and Japanese Structures (See attachment A.2.20.) |
| ***NOTE:*** Any deviation from restrictions listed in this table must be approved by the 18 OG/CC through the scheduling meeting NLT 10 working days prior to the requested period. Missions printed on 18 WG weekly schedule, 353 SOG weekly schedule, and P-3 48-hour projection message have been coordinated and approved by 18 OG/CC. These aircraft do not require additional approval. If short-notice coordination is necessary, coordinate 18 OG/CC approval/disapproval through 18 WG/CP (DSN 634-1800) NLT 2 hours prior to takeoff. In turn, 18 WG/CP will notify AMOPS, Tower, and Naha Approach Control of approval/disapproval. | | | |

**2.23. Protection of Precision Approach Critical Areas.** There are two critical areas associated with precision approaches at Kadena AB, which must be protected. The localizer and glide slope critical areas must be protected because of possible interference to the Instrument

Landing System (ILS) signal (See **Figure A2.3**). The instrument hold lines provide this protection.

2.23.1. ILS.

2.23.1.1. Glideslope Critical Areas. When the ceiling is below 800 feet or the visibility is less than 2 miles, Tower shall not permit any type of vehicle or aircraft to proceed beyond the instrument hold line when an aircraft is conducting an ILS approach and is inside the final approach fix (See **Figure A2.3**).

2.23.1.2. Localizer Critical Areas. When the ceiling is less than 800 feet and/or the visibility is less than 2 miles, Tower shall not permit vehicles or aircraft to transit the localizer critical area when an aircraft is conducting an ILS approach and is inside the final approach fix. ***EXCEPTION:*** A preceding aircraft, approaching the same runway or another runway, may pass through the area while landing, departing, or exiting the runway; Tower shall not allow aircraft to stop within the critical area. (See **Figure A2.3**).

2.23.1.3. Ground Control will restrict any vehicles from using centerline road between Taxiways Alpha and Bravo (Runway 05 operations), or Taxiways Echo and Foxtrot (Runway 23 operations) when the ceiling is less than 800 feet and/or visibility is less than 2 miles and an aircraft executing an ILS is at or inside the final approach fix.

2.23.2. Instrument Hold Lines. Critical areas are marked by instrument hold lines consisting of two parallel lines with vertical stripes and the letters "INST." Instrument hold lines are located on Taxiways Alpha, Bravo, and Foxtrot on the north and south sides of Runways 05L/23R and 05R/23L and on the north and south sides of Runway 05L/23R on Taxiway Echo.

**2.24. Restricted/Classified Areas on the Airfield.**

2.24.1. Controlled Areas.

2.24.1.1. The airfield is a controlled area as defined in Kadena Air Base Instruction (KABI) 31-101, *The Kadena Air Base Installation Security Instruction* and AFI 31-101, *Integrated Defense*. Entry to the airfield is generally permitted for official business only. All persons on the airfield must possess identifying credentials and produce them on demand.

2.24.1.2. Custodians of non-priority aircraft parking areas, maintenance areas, and commanders whose personnel perform duties within these areas (whether or not their units exercise administrative or functional control over these areas), to include the general flight line area (taxiways and runways), will ensure all personnel challenge any unauthorized individuals operating within the area. Any person acting suspiciously or whose presence within these areas is questionable must be challenged and positively identified. Positive identification of an individual is not in itself enough authority to be in an area; presence must be for official duties only. The (BDOC) Base Defense Operation Center must be notified any time individuals who cannot be immediately identified are detected. For routine calls, dial 634-2475/2476. For emergencies dial the Helping Hand Hotline at 634-4444.

2.24.1.3. Contractors will possess either 5 AF Form 98EJ, *Standard Pass* (Storage Safeguard Form) or 5 AF Form 98a EJ, *Temporary Pass* (Storage Safeguard Form) over

stamped "CONTRACTOR." Listings of contractors performing duty on the airfield will be provided to (BDOC) Base Defense Operation Center, maintenance operations control centers, and Airfield Management for verification purposes. All contractors operating a POV on the airfield must have proper escort for access to restricted areas and must comply with requirements in KABI 13-13, *Airfield Driving*.

2.24.2. Restricted Areas.

2.24.2.1. KABI 31-101 outlines restricted area numbers, physical locations, descriptions of the areas, priority, and organizations having operational control of each designated restricted area.

2.24.2.2. All personnel within restricted areas must be vigilant for unauthorized intruders or any suspicious acts. Challenge any person without a badge or anyone wearing a badge without the appropriate restricted area number. To initiate implementation of a Security Incidents, notify security forces immediately after the individual is in the final challenge position.

2.24.2.2.1. Personnel in a restricted area who observe a security violation will report the incident to BDOC at 634-4444.

2.24.2.2.2. Crossing the restricted area boundary, red rope, or painted red line at locations other than designated entry points is unauthorized. This act violates security procedures and will initiate a Security Incidents incident. Entry control points are depicted by white signs with the large red letters "ECP" and small red numbers identifying the ECP number.

2.24.2.2.3. Escort and control procedures are contained in KABI 31-101.

2.24.3. Free Zone.

2.24.3.1. Free zones (zones containing no protection level resources) are areas established within restricted areas when construction projects and similar activities make it inappropriate or impractical to apply normal circulation controls.

2.24.3.2. Requests for the establishment of a "Free Zone" will be submitted to the Integrated Defense Council IAW KABI 31-101..

2.24.4. Aircraft Anti-Hijacking.

2.24.4.1. All Kadena AB flight line personnel will be alert to unauthorized movement of any aircraft under operational control or being serviced by units assigned to Kadena AB. All personnel must be alert to the possibility of aircraft theft. Strange behavior of persons in aircraft parking areas will be reported to supervisory personnel or security forces immediately. Suspicious persons will be challenged and detained pending arrival of proper authority. This also applies to persons obviously or apparently under the influence of alcohol or drugs. MOCC will provide advance notification of aircraft maintenance engine run-up or taxi operations to the Tower and Base Defense Operation Center (BDOC). Unusual and/or unannounced maintenance-related engine starts or aircraft movements, to include those performed without displaying exterior aircraft lights or without the presence of an aircraft marshaller or run-up crew, will be reported immediately to 18 WG/CP. If more immediate action appears warranted, a "Security Incidents" will be reported to BDOC via the HELPING HAND Hotline at 634-4444.

Security will be provided to all aircraft on Kadena AB to prevent access to unqualified or unauthorized persons. Special security will be provided to designated aircraft transporting Code 4 or higher ranking personnel.

2.24.4.2. Specific anti-hijacking instructions are contained in Joint Order FAAO 7610.4, *Special Operations (FOUO),* which supersedes all previous hijack/suspicious activities-related guidance, and KABI 31-101. ATC should be cognizant that aircrews/ground crews may use covert signals IAW AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO).*

2.24.4.3. Due to several control tower visual blind spots, all personnel working in the UFR and north of the airfield must maintain a higher state of alertness.

## Chapter 3

## FLYING AREAS

**3.1. Local Flying Area/Designation of Airspace.** The area within 100 NM of Kadena AB is considered the local flying area for conventional and jet aircraft. The extended local flying area continues outward to 200 NM of Kadena AB. Aircraft in the local and extended areas are required to comply with Air Defense Identification Zone (ADIZ) procedures contained in the FLIP Enroute Supplement (See **Figure A2.8**).

3.1.1. Local Flying Area.

3.1.1.1. Organizations requiring use of restricted or warning areas must obtain permission from the appropriate controlling agency before entry.

3.1.1.2. Supersonic Flight. Supersonic flights are only authorized during training in approved military training areas. Supersonic flight is prohibited during training over land areas in the vicinity of Kadena Air Base and Okinawa.

3.1.2. Terminal ATC Airspace.

3.1.2.1. Naha Approach Control Airspace. Naha Approach Control provides air traffic services within a 60 NM radius of Naha VORTAC from the surface up to and including 20,000 feet MSL. Air traffic services are also provided within a 30 NM radius of the Kume-Jima VORTAC, up to and including 16,000 feet MSL. Air traffic services are provided to five airfields within Naha Approach's delegated airspace. Primary airports within the airspace include Kadena AB, MCAS Futenma, and Naha International Airport. The secondary airfields are located on Kume-Jima and Aguni-Jima islands.

3.1.2.2. Kadena Arrival Airspace. That airspace delegated from Naha Approach for Kadena Arrival service to Kadena AB and MCAS Futenma. The airspace is from 2,000 feet MSL up to and including 6,000 feet MSL within a rectangular area centered on Kadena VORTAC (KAD). The airspace also includes that airspace necessary for go-arounds, for aircraft departing into the radar traffic pattern, and the final approach paths to Kadena AB and MCAS Futenma. Dimension for each runway in use are extending from:

3.1.2.2.1. Runway 05: The KAD R-325 out to 10 NM, then left turn 90° southwest bound to 30 NM. The KAD R-145 out to 10 NM, then right turn 90° southwest bound to 30 NM, excluding that airspace owned by APP.

3.1.2.2.2. Runway 23: The KAD R-325 out to 10 NM, then right turn 90° northeast bound to 30 NM. The KAD R-145 out to 10 NM, then left turn 90° northeast bound to 30 NM excluding that airspace owned by APP.

3.1.3. Airspace Classification**.** The following are terms used in the Japan Aeronautical Information Publication (AIP) and their FAA equivalent. FAA procedures, weather restrictions, and equipment requirements apply unless specifically supplemented in this Instruction (See **Figure A2.9**).

3.1.3.1. Class B Airspace (AIP: Naha Positive Control Area (PCA)): Pilot of aircraft operating in this area shall contact Naha Approach for ATC Instructions giving

information on aircraft identification, position, altitude and pilot's intentions. Naha Approach will provide control instructions for the areas overlapping the Naha, Kadena, and Futenma Class D Airspaces.

3.1.3.2. Class D Airspace (Class D Surface Area) (AIP: Control Zone): That airspace extending upward from the surface to but not including 3,000 feet AGL (3,143 feet MSL) within a 5nm radius of the Kadena AB Airport Reference Point (ARP: N 26°21.337' E 127°46.058'), excluding the area 3 miles south of runway 5R/23L that is of the MCAS Futenma Class D airspace (Class D Surface Area) from the surface up to but not including 2000 feet AGL (2250 feet MSL) (See **Figure A2.7**).

3.1.3.3. Class E Airspace. That airspace extending upward from 700/1,000/2,000 feet AGL up to and including 20,000 feet within 50 nm of the Kadena VORTAC, excluding the Naha PCA and Class D airspace.

3.1.3.4. Class G Airspace. That airspace extending upward from the surface up to but not including 700/1,000/2,000 feet AGL, with the exclusion of Class D and Naha PCA. Class G airspace is uncontrolled airspace.

3.1.4. Restricted Areas (See **Figure A2.11**).

3.1.4.1. Restricted Area Altitudes (See **Table 3.1**).

**Table 3.1. Restricted Area Altitudes**

| AREA | ALTITUDE |
|---|---|
| R-177 | Surface (SFC) to 3,000 |
| R-195 (Camp Schwab) | SFC to 2,000 |
| R-201 | SFC to 2,000 |
| R-202 (Central Training Area) | SFC to 1,000 |
| R-203 (White Beach Pier/Facility) | SFC to 1,000 |
| R-204 (Camp Courtney) | SFC to 1,000 |

3.1.4.2. Specific coordinates for each restricted area can be found in Japan AIP, Vol I, , ENR 5.1 and Department of Defense (DoD) FLIP AP/3A (Special Use Airspace).

3.1.4.3. R-201, R-202, R-203, and R-204. The sole intent for establishing these four special-use airspace areas is to prevent Japanese civil aviation from entering U.S. military training areas. Per Letter of Agreement between MCB Camp Smedley D. Butler, Operations and Training (Controlling Agency), and 18 OSS/OSA, U.S. military aircraft may enter and proceed through these areas unrestricted and without prior coordination.

3.1.5. Warning Areas (See **Figure A2.12**).

3.1.5.1. Warning Area Altitudes (See **Table 3.2**).

**Table 3.2. Warning Area Altitudes**

| AREA | ALTITUDE |
|---|---|
| W-172 | SFC to Unlimited |
| W-173A | 3,000’ to 60,000’ |
| W-173D | SFC to Unlimited |
| W-173E | SFC to Unlimited |
| W-173F | SFC to Unlimited |
| W-174/A | SFC to 15,000’ |
| W-176 | SFC to 15,000’ |
| W-178 | SFC to 15,000’ |
| W-178/A | SFC to 13,000’ |
| W-179 | SFC to Unlimited |
| W-181 | SFC to 4,000’ |
| W-183/A | SFC to Unlimited |
| W-184 | SFC to Unlimited |
| W-185 | SFC to Unlimited |

3.1.5.2. Specific coordinates for each warning area can be found in AIP Japan, Vol I, ENR 5.1 and DoD FLIP 44 AP/3A (Special Use Airspace).

3.1.5.3. Air-to Air Warning Areas. The air-to-air warning areas include W172, W173, W179, and W185. Mobile 9 and Shovel are Altitude Reservation (ALTRV)s normally extending from 5,500 feet AGL to FL 400 (pilots shall check the daily schedule for exact ALTRV altitudes and times). Reference the Shogun In-flight Guide, Volume 1, for area depiction and frequencies.

**3.2. VFR Local Training Areas.**

3.2.1. Departure to off-island airspace or out of the Naha PCA airspace will be via an established route, clearance or standard radar departure.

3.2.2. ATC radar flight following is mandatory during the departure phase. Radar flight following after visual meteorological conditions (VMC) on top will be requested with either Naha Approach Control or ground control intercept (GCI) facility.

3.2.3. Tactical training is conducted in the various warning areas. Prior permission must be obtained from the controlling agency before entering the warning areas via scheduling the airspace through 18 Operations Support Squadron (18 OSS) Wing Scheduling.

3.2.4. Southeast Training Area (SETA). The SETA dimensions, procedures, and authorized users are defined in the Okinawa ATC Agreement Tab A and Tab E

3.2.5. Chaff:

3.2.5.1. General. Chaff may only be used within the appropriate warning areas and ALTRVs as per AFI 13-212 Kadena AB Sup, A3.2.2.

3.2.5.2. Aircrew Procedures. Before flight, aircrews must check winds aloft. Aircrews must assess in-flight winds to determine if chaff will drift over land or into ATC airways. Pay particular attention to high winds aloft blowing toward Okinawa from W-179. Chaff

employment in W-179 is not authorized when winds aloft are reported or forecasted to be greater than 50 knots, unless it is RR-188 chaff.

3.2.5.3. ATC will immediately notify 18 WG/CP of chaff use that significantly impacts flying operations.

3.2.5.4. Deployed units causing the problem will be prohibited from using chaff for the remainder of their deployment. Local units will suspend chaff operations until approved by 18 OG/CC.

## Chapter 4

## VFR PROCEDURES

**4.1. VFR Weather Minimums.** The Kadena Class D Surface Area is considered VFR when the ceiling is at or above 1,000' and the visibility is 3 miles or greater. Tower controllers will not allow VFR operations when the weather deteriorates below VFR conditions, or when controllers are unable to provide visual separation between aircraft in the VFR pattern, regardless of the official weather observation.

**4.2. VFR Traffic Patterns.**

4.2.1. VFR Traffic Patterns. Multiple approaches are authorized between 0600-2200L daily, not to include Sundays and holidays, except as noted in Table 2.12. The overhead pattern is open sunrise to end of civil twilight. This restriction applies to the 1,800' pattern and not the conventional rectangular pattern (1,300') or the helicopter and Aero Club pattern (800'). Aircraft will avoid over-flying highly populated off-base areas to the maximum extent possible. Pilots must ensure strict adherence to the VFR traffic pattern due to close proximity to Naha International and Futenma MCAS traffic patterns, and also to comply with noise abatement procedures in paragraph 2.22. No other non-standard patterns will be flown without prior 18 OG/CC approval (See **Figures A2.14** thru **A2.16**.).

4.2.1.1. Exceptions.

4.2.1.1.1. KC-135s, E-3s and MC-130s are permitted to fly night VFR overhead patterns (between civil twilight and 2200L) to satisfy initial or continuation training requirements.

4.2.1.1.2. When unit night flying is annotated on 18 WG/CP or approved flying schedules, both the conventional rectangular patterns and instrument approaches that culminate in a circling approach are authorized after sunset in order to satisfy continuation training and/or check ride requirements.

4.2.1.1.3. Training flights on Sundays and holidays require 18 OG/CC approval and will not normally be authorized. Circling approaches after sunset will be kept to an absolute minimum required for check ride completion or to fulfill semi-annual continuation training requirements. **Note:** Unit commanders will be diligent to comply with quiet hours restrictions by ensuring night training flights are limited to the minimum required to fulfill assigned US Forces Japan missions and maintain aircrew proficiency, and by making every effort to complete night flying operations as early as possible. 18 OG/CC is the waiver authority for any exceptions to these restrictions

4.2.1.1.4. Any heavy aircraft that passes 3 DME on runway 05L/05R downwind, must automatically climb to 2000' MSL to deconflict with Naha arrivals/departures.

4.2.1.2. VFR Traffic Pattern Altitudes and Direction of Turns:

4.2.1.2.1. High Initial and High Tactical Initial (fighter aircraft only) – Up to 6,000 feet MSL. Patterns shall be flown to the south.

4.2.1.2.2. C-130 High Initial (C-130 aircraft only) – Up to 4,500 feet MSL. Patterns shall be flown to the north unless directed by ATC.

4.2.1.2.3. Tactical Initial (fighter aircraft only) – 1,800 feet MSL. Patterns shall be flown to the south.

4.2.1.2.4. Initial (Overhead) – 1,800 feet MSL. Fighter patterns shall be flown to the south and heavy patterns shall be flown to the north. Propeller aircraft may fly in either pattern.

4.2.1.2.5. Conventional Rectangular – 1,300 feet MSL. Heavy aircraft shall fly north patterns. Propeller driven aircraft may fly north or south patterns. South patterns are preferred for propeller driven aircraft.

4.2.1.2.6. Helicopter and Aero Club – 800 feet MSL. Patterns may be flown south or north. South patterns are preferred.

4.2.1.3. KC-135s / E-3s flying VFR patterns to Runway 05L/23R will avoid populated area over flight as much as possible.

4.2.1.4. Flight below local traffic pattern altitudes should be avoided except when the mission requires.

4.2.1.5. Aircraft flying closed traffic patterns will delay pull-up to downwind leg until passing the runway end. On Runway 23, fly closed traffic pattern by executing closed traffic turn at departure end over water to avoid noise sensitive areas. Midfield and present position closed patterns are authorized if approved by tower.

4.2.1.6. Closed traffic patterns will be flown in a clean configuration (gear and flaps up) within operational constraints until aircraft are established on downwind leg. Aircraft experiencing an emergency or having a procedural requirement to do so may fly a gear down pattern. Aircrews will advise tower of gear down patterns.

4.2.1.7. When operations are in progress above 500 feet AGL at the 18 MUNS Explosive Ordnance Disposal (EOD) Range (2 nm north of approach end Runway 23R), Yomitan Re-Entry, Yomitan Straight-In, and 1,300 feet MSL rectangular patterns north of the runways shall be suspended. Helicopters may use the 800 feet MSL pattern provided they are advised of the activity and will remain within 1 nm of Runway 05L/23R.

4.2.2. 360º Overhead Patterns (Initial/Tactical Initial and High Initial/High Tactical Initial) (See **Figures A2.14** and **A2.15**).

4.2.2.1. Weather Requirements. The minimum reported ceiling required for the Initial and Tactical Initial patterns is at least 2300'. The minimum reported ceiling required for the High Initial and High Tactical Initial patterns is at least 2300' and consideration to the sky conditions permitting VMC descent while maneuvering from the High Initial and High Tactical Initial pattern entry to threshold. The 360º overhead patterns may be closed, as determined by the Tower watch supervisor.

4.2.2.2. Pattern Requirements. Overhead patterns shall not be flown below 1,800 feet MSL. Fighter patterns will be flown to the south and heavy patterns will be flown to the north. When landing on Runway 05L/R, extend inside downwind until "feet wet."

Aircraft shall avoid angling final, fly at least a one-mile final, and be aligned with the runway centerline prior to becoming "feet dry."

4.2.2.3. Initial. Unless otherwise directed by Tower, initial will be flown over Runway 05R or 23L. Aircraft inbound to initial shall maintain 2,500 feet, unless a lower altitude is approved by ATC. Aircraft shall descend to 1,800 feet MSL (initial altitude) at 5 DME or once established on initial and inside the Kadena Class D Surface Area. If pilots are instructed to report initial, report initial between 3 and 5 DME, however range is not required in the radio call (e.g., "Shogun 1, Initial.").

4.2.2.4. Tactical Initial. Aircraft inbound to tactical initial shall maintain 2,500 feet unless a lower altitude is approved by ATC. Aircraft shall descend to 1,800 feet MSL (initial altitude) at 5 DME or once established on initial and inside the Kadena Class D Surface Area. The lead aircraft flies initial to the inside runway (05R/23L) at 350 KIAS. Wingmen fly tactical formation (3,000' lateral from lead aircraft not to exceed the confines of Kadena AB). Aircraft three and four fly 1-mile trail. The lead aircraft pitches out normally, two pitches simultaneously with lead, pauses at 90º (belly check) and continues to normal spacing on downwind. Three delays break to roll out in trail with two. The second element follows the same procedures as the lead element.

4.2.2.5. High Initial: Aircraft inbound to High Initial shall fly to the inside runway (05R/23L and maintain the altitude requested with and approved by ATC up to 6,000 feet MSL. Aircraft execute a descending break to arrive on downwind at 1,800 feet MSL.

4.2.2.6. High Tactical Initial: Aircraft inbound to High Tactical Initial shall maintain the altitude requested with and approved by ATC up to 6,000 feet MSL. The lead aircraft flies initial to the inside runway (05R/23L) at 400 KIAS. Wingmen fly tactical formation (3,000' lateral from lead aircraft not to exceed the confines of Kadena AB). The lead aircraft executes a descending break to arrive on downwind at 1,800 feet MSL. Number two pitches simultaneously with lead in a descending break, pauses at 90º (belly check) and continues to normal spacing on downwind. Number three delays break to roll out in trail with two. The second element follows the same procedures as the lead element. If unable to break due to conflict, the lead aircraft turns to Yomitan/Koza (wingmen fluid in turn), descends to 2,500 feet MSL once deconfliction is ensured, and re-enters initial.

4.2.2.7. C-130 High Initial: Aircraft inbound to C-130 High Initial shall fly to the outside runway (05L/23R) and maintain the altitude requested with/approved by ATC up to 4,500 feet MSL. Aircraft execute a descending break to arrive on downwind at 1,800 feet MSL. ATC shall not approve C-130 High Initial patterns to the south when the fighter aircraft are using the south overhead pattern. ATC shall not approve C-130 High Initial patterns to the north if fighter aircraft are using the north overhead pattern for emergency purposes.

4.2.2.8. Protection of the 360º Overhead. To protect the overhead pattern, all departures shall cross departure end at or below 1,300 feet MSL, when aircraft are inbound to the overhead pattern or when directed by ATC (e.g. paragraph 5.3.3.). If overhead traffic will break at or beyond the departure end of the runway, ATC should instruct the aircraft to offset the runway to avoid flying over departing aircraft.

4.2.2.9. Reentry to Initial:

4.2.2.9.1. Yomitan. Aircraft instructed to "REENTER YOMITAN" will climb runway heading to 2,000 feet MSL (maintain at or below 1,300 feet until past departure end), turn to heading 320 and continue climb to 2,500 feet MSL. Proceed to Yomitan airfield, continue southwest Runway 05/northeast bound Runway 23 until abeam 3 nm initial, then direct initial. Descend to 1,800 feet MSL when turning initial. Remain within 5 DME of Kadena (See **Figure A2.15**.).

4.2.2.9.2. Koza. Aircraft instructed to "REENTER KOZA" will climb runway heading to at least 2,000 feet MSL (maintain below 1,300 feet until past departure end), turn to heading 140 and climb to 2,500 feet MSL. Proceed to Koza (Awase Golf Course KAD 140/2.5), continue southwest Runway 05/northeast bound Runway 23 until abeam 3 nm initial, then proceed direct initial. Descend to 1,800 feet MSL when established on initial. Remain within 5 DME of Kadena (See **Figure A2.15**). CAUTION: This pattern over flies the Futenma Class D Surface Area. Do not descend below 2,500 feet MSL beyond 3.0 DME south of KAD.

4.2.2.10. Break-Out." Aircraft instructed to "BREAK-OUT" (normally on the southeast downwind) will climb to 2,500 feet MSL and proceed direct to a "3 MILE INITIAL", or as directed by Tower (See **Figure A2.15**).

4.2.3. RC-135/WC-135/KC-135 / E-3 VFR Procedures.

4.2.3.1. KC-135 and E-3 VFR Overhead. The weather requirements are the same as for the overhead. The KC-135 / E-3 VFR Overhead pattern will be flown on 05L/23R (north breaks). All aircraft will acquire radar vectors to initial or will be cleared direct when conveniently aligned. KC-135 / E-3 aircraft will maintain 2,500 feet MSL or as instructed by controller until lined up on 5 mile initial (6 DME). Once inside 5 mile initial, aircraft may descend to 1,800 feet MSL. KC-135/E-3 aircraft are not authorized to perform the Koza/Yomitan reentries to initial. Aircraft will remain within the Class D airspace at all times during the maneuver. Overhead procedures will be flown IAW AFI 11-2KC135V3 and E-3 Local Training Guide.

4.2.3.2. KC-135 / E-3 VFR Arrival. Fly to designated arrival point (NW: Moon Beach – 26º 26' 14" N 127º 47' 53" E). Cross arrival point at 1,300 feet MSL then proceed VFR to the downwind or base for the appropriate runway. Accomplish normal VFR approach and landing procedures and remain within the Class D airspace.

4.2.4. Rectangular Patterns.

4.2.4.1. Weather Requirements. The minimum reported ceiling of 1,700 feet AGL is required for operation in the 1,300 feet MSL rectangular VFR pattern. The VFR rectangular pattern may be closed, as required, by the Tower watch supervisor.

4.2.4.2. Patterns. Aircraft shall enter the pattern at 1,300 feet MSL, or as directed by Tower. Normally, pilots shall fly left patterns to Runway 05L and 23L and right patterns to Runway 05R and 23R. When flying right patterns to Runway 05L/R, extend downwind to ensure "feet wet" prior to turning base, avoid angling final, and be aligned with the runway centerline prior to becoming "feet dry" (See **Figure A2.16**.). **Note:** 1,300 feet MSL and north pattern are not authorized for fighter type aircraft.

4.2.4.3. Dimensions. Aircraft in the 1,300 feet MSL pattern are required to remain within 1 nm southeast of Runway 05R/23L centerline to avoid conflicts with Futenma MCAS Class D airspace. KC-135s or other heavy aircraft are not authorized to fly rectangular patterns to the south. KC-135s or other heavy aircraft may use Runway 05R/23L, but must fly the north downwind.

4.2.5. Closed Traffic Patterns. Aircraft may enter successive VFR closed traffic patterns from the upwind leg after obtaining approval from Tower. Aircraft shall use the same respective pattern altitudes, dimensions, and restrictions for closed traffic as stated for rectangular and 360º overhead patterns. Aircraft shall cross departure end of runway at or below 1,300 feet MSL to avoid aircraft in the 360º overhead pattern.

4.2.6. Helicopter Patterns.

4.2.6.1. Weather Requirements. The minimum reported ceiling of 1,200 feet AGL is required for operation in the 800 feet MSL VFR pattern.

4.2.6.2. Patterns. Helicopters will conform to established rectangular patterns, except pattern altitude will be 800 feet MSL. Approaches to/departures from helipads will be in the direction of the designated runway in use, unless otherwise authorized by Tower.

4.2.7. VFR Straight-In Approaches.

4.2.7.1. VFR Straight-In Approach. An approach conducted by aircraft on a VFR flight plan whereby the aircraft enters the VFR traffic pattern by intercepting the extended runway centerline (final approach course) without executing any other portion of the traffic pattern. VFR Straight-Ins must be approved by ATC. **Note:** Aircraft shall maintain 2,000' (when approaching from the NW-NE) and 2,500' (when approaching from SE-SW) until 5 DME.

4.2.7.2. Straight-In Approach from Yomitan. On departure, request a "STRAIGHT-IN APPROACH" from Yomitan. Once approved, maintain 1,300 feet MSL until established on a 3-4 nm final. Remain within 5 DME of KAD. Note: Straight-In from Koza is not authorized.

4.2.8. Multiple VFR Approaches.

4.2.8.1. Termination. When air traffic density precludes multiple VFR approaches, Tower may require aircraft to depart the Class D airspace to provide landing sequencing with other aircraft. The Tower watch supervisor may direct termination of multiple approaches due to traffic density and controller workload.

4.2.8.2. Coordination. Tower shall coordinate a Naha PCA clearance as necessary and assign a frequency to contact Naha Approach Control. The pilot will not depart the Class D airspace until IFR clearance or radar service can be provided.

4.2.9. Local VFR. A local VFR flight is one flown within the local area and originates and terminates at Kadena under VMC conditions and is filed with Kadena AMOPS. VFR criteria are delineated in command regulations and this chapter. EXCEPTIONS: Locally assigned helicopters may terminate at other airfields, heliports, military establishments and non-designated landing areas within the local flying area when directed by mission necessity. Pilots will notify Kadena AMOPS expeditiously after landing by any means available.

4.2.10. VFR Departures.

4.2.10.1. To ensure separation, VFR aircraft departing Class D airspace will obtain specific departure instructions and a Naha PCA clearance, if necessary, prior to exiting Class D airspace.

4.2.10.2. Helicopter takeoff may be made from the designated helicopter pad/runway and will proceed as directed by Tower. Departures will parallel the runway until clear of the airfield boundary and/or cleared by Tower to proceed on appropriate departure route.

4.2.11. VFR Reporting Points. Aircraft conducting operations outside of Naha PCA airspace but in contact with Kadena Tower shall use the VFR reporting points described in Table 4.1.

**Table 4.1. VFR Reporting Points**

| Visual Holding Point | Description | Lat/Long |
|---|---|---|
| Bolo Point | Beach area north of highway intersection | 26º 26' 23" N 127º 42' 51" E |
| Gate 1 | Security gate at entrance to Kadena AB (KAB) at Hwy 58 | 26º 19' 54" N 127º 45' 07" E |
| Gate 3 | Security gate at entrance to KAB by Chibana Base Housing | 26º 21' 39" N 127º 47' 38" E |
| Gushikawa | Beach area east of town | 26º 21' 39" N 127º 52' 25" E |
| Moon Beach | Beach area north of hwy intersection | 26º 26' 14" N 127º 47' 53" E |
| Sea Wall | Sea wall on southern edge of river | 26º 21' 35" N 127º 44' 22" E |
| Water Tower | North of airfield | 26º 22' 25" N 127º 46' 14" E |

4.2.12. C-130 VFR Departures.

4.2.12.1. Sesoko Departure.

4.2.12.1.1. Runway 05: Climb runway heading to 1,500 feet MSL, at 5 DME turn direct Sesoko (26º 38' 22" N 127º 52' 15" E). If weather precludes climb to 1,500 feet MSL, advise ATC prior to departure and request SVFR/IFR clearance. Proceed to Sesoko maintaining 1,500 feet MSL. Advise ATC when passing 10 DME from Kadena VORTAC.

4.2.12.1.2. Runway 23: Climb to 1,500 feet MSL and turn right within 2 DME direct to Moon Beach (26º 26' 14" N 127º 47' 53" E). If weather precludes climb to 1,500 feet MSL, advise ATC prior to departure. After Moon Beach, proceed to Sesoko maintaining 1,500 feet MSL. Advise ATC when passing 10 DME from Kadena VORTAC.

4.2.12.2. Ikei Departure.

4.2.12.2.1. Runway 05: Maintain at or below 1,000 feet MSL until outside 10 DME. At 5 DME proceed directly to Ikei Island (26º 23' 21" N 127º 59' 55" E). Advise ATC when passing 10 DME from Kadena VORTAC.

4.2.12.2.2. Runway 23: Maintain at or below 1,000 feet MSL. Turn left within 2 DME to a downwind and proceed to Gushikawa (26º 21' 39" N 127º 52' 25" E).

Avoid direct over flight of the US Naval Hospital at Camp Lester. After Gushikawa proceed direct to Ikei Island. Advise ATC when passing 10 DME from Kadena VORTAC.

4.2.13. RC-135/WC-135/KC-135 / E-3 VFR Departures.

4.2.13.1. Moon Beach Departure: Runway 05: Climb runway heading to 1,500 feet MSL, within 2 DME turn left direct to Moon Beach (26º 26' 14" N 127º 47' 53" E). Do not over fly the Renaissance Hotel. Proceed to Sesoko (26º 38' 22" N 127º 52' 15" E) at 1500 feet MSL then flight plan route. Advise ATC when passing 10 DME from Kadena VORTAC.

4.2.13.2. Manza Beach Departure: Runway 23: Climb runway heading to 1,500 feet MSL, within 2 DME turn right direct to Manza Beach (26º 30' 22" N 127º 51' 33" E). Proceed to Sesoko at 1,500 feet MSL then flight planned route. Advise ATC when passing 10 DME from Kadena VORTAC.

**4.3. Special Procedures.**

4.3.1. VFR Recovery in Naha PCA Airspace.

4.3.1.1. All aircraft that desire flight within the confines of Naha PCA airspace must obtain an ATC clearance. To reduce verbiage and frequency congestion, fighter aircraft assigned to Kadena AB are automatically cleared to enter the Naha PCA airspace upon radar identification and an initial control instruction.

4.3.1.2. Aircraft equipment requirements. An operational Beacon code with Mode C and a two-way radio capable of communications with ATC. The approach control watch supervisor may authorize a deviation from the altitude reporting equipment immediately upon request based on workload.

4.3.1.3. Assignment of radar headings, routes or altitudes is based on the provision that a pilot operating IAW VFR is expected to advise ATC if compliance will cause a violation of any part of the applicable Code of Federal Regulations.

4.3.2. Operations in Kadena Class D Surface Area. All aircraft shall remain within 5 nm from center of the airfield unless deviation is specifically approved by Tower. Aircraft within 5 nm of Kadena AB should maintain a minimum altitude of 1,000 feet MSL, except during flight on approved VFR entry and exit routes, during takeoff and landing, in the VFR traffic pattern, when directed by ATC, or on instrument approaches.

4.3.2.1. Communications in Kadena Class D Surface Area. All aircraft shall maintain two-way radio contact via UHF/VHF with Tower. All UHF equipped aircraft shall utilize tower UHF frequency while operating in the Kadena traffic pattern. This reduces the potential for separate aircraft to simulcast on UHF and VHF, provides aircrew improved situational awareness, and improves local control's ability to receive and understand aircraft transmissions.

4.3.2.2. Unusual Maneuvers in Class D airspace. Unusual maneuvers are defined as any maneuver not necessary for normal flight. Unusual maneuvers are not authorized within Kadena's Class D airspace without 18 OG/CC approval. Submit any requests for unusual maneuvers to 18 OG/CC.

4.3.2.3. Acrobatic Flight. No aircraft will conduct acrobatic flight in Kadena's Class D Airspace.

4.3.3. Special VFR (SVFR). Kadena Arrival is the approval authority for all SVFR operations within the Kadena AB and MCAS Futenma Class D airspaces. No aircraft shall be authorized to enter, depart, operate within, or transit Class D airspace under SVFR unless ATC clearance has been received from Kadena Arrival. When Kadena Arrival is closed Naha Approach assumes this authority.

4.3.4. Altitude Restricted Low Approach. An altitude restricted low approach with a vertical restriction of not less than 650 feet MSL (500 feet AGL) or 1,150 feet MSL (1,000 feet AGL) for heavy aircraft may be authorized, except over an aircraft in takeoff position or a departing aircraft.

4.3.4.1. When issuing an altitude restricted low approach due to personnel on the runway, Tower shall ensure that personnel on the runway are informed of the intended operation prior to the aircraft reaching two miles from the runway, or prior to VFR pattern traffic turning base leg.

4.3.5. Parachute Drop Zone (DZ) Procedures.

4.3.5.1. Parachute drop zone procedures within or through the Naha PCA airspace for Ie-Shima, Ridout, Ourawan, Ukibaru, and Tsken-Jima DZs are contained in the Transfer Agreement.

4.3.5.1.1. Paradrops in Whiskey 178. Refer to Marine Corps Base, Camp Butler, Base Order P3500.2 for detailed coordination procedures.

4.3.5.1.2. Paradrops at Ie-Shima, Ourawan, Ukibaru, and Tsken-Jima DZs below the Okinawa Naha PCA airspace will use the following procedures:

4.3.5.1.2.1. Coordination. Any organization requesting paradrop operations within the confines of Naha Approach Control airspace shall coordinate with 18 WG Scheduling at least one week in advance. Per Okinawa ATC Agreement, Tab F, Attachment 2, phone verification for tentative approval by ATC is the responsibility of the requesting organization based on weather, present and/or forecasted traffic, etc.. AMOPS will post required NOTAMs based on approved Wing Scheduling slides.

4.3.5.1.2.2. ATC requires the following information: Date and time of the paradrop activity, call sign, type and number of aircraft involved, drop area (e.g., KAD 114/09), drop altitude (e.g., 4,000 feet and below), point of contact name, and phone number.

4.3.5.1.3. Paradrops at Ridout will use the following procedures:

4.3.5.1.3.1. 18 OSS/OSOS shall coordinate all requests with 18 OSS/OSA through the 18 OG Scheduling Meeting at least 2 weeks prior to scheduling rescue training. Coordination shall include: rescue operations training activity (Free Fall, Static Line), type aircraft, area, altitudes, times of usage, and requesting agency point of contact information. 18 OSS/OSOS shall also deconflict rescue training and other military training/real-world missions and advise all partner and 18 WG flying organizations through the weekly scheduling

meeting.

4.3.5.1.3.2. Parajump Operators shall:

4.3.5.1.3.2.1. Coordinate with the JOSC/OSOS to schedule jump times.

4.3.5.1.3.2.2. Coordinate use of designated parajump airspace with 18 OSS/OSA at least 48 hours prior to usage. 18 OSS/OSA will require the following information: callsign, type, number of operations, parajump activity, requested altitudes, and times of usage.

4.3.5.1.3.2.3. Not control non-participating vehicle or aircraft movement through the RIDOUT DZ.

4.3.5.1.3.2.4. Ensure all parajump vehicle operations conducted on the airfield are in compliance with local airfield/flight line driving procedures and all vehicle operators have a valid Kadena AB airfield driver's license (AF Form 483).

4.3.5.1.3.2.5. The Drop Zone Safety Officer (DZSO) must establish/maintain communications with TWR throughout the parachute operations operation on the local UHF Ground Control Frequency/275.8. The DZSO will also monitor UHF 270.6(Primary) or 317.8 (Backup). This is the frequency that the aircrew will be switched to by TWR or Kadena Arrival Control prior to paradrop operations. The DZSO can make limited essential radio calls on this frequency (Clear to drop/abort /confirmation of parachutists and wind calls on this frequency).

4.3.5.1.3.2.5.1. DZSO shall request access to the RIDOUT DZ from TWR. This access authorizes the DZSO to enter the RIDOUT DZ area and set up equipment and establish radio communications. The DZSO shall request and receive permission from TWR prior to entering the runway(s) each time access is needed.

4.3.5.1.3.2.5.2. DZSO shall request "Control" of RIDOUT DZ from TWR prior to parajump operations. This is normally 10-15 minutes prior to commencing parajump operations. This "Control" authorizes the DZSO to operate within the RIDOUT DZ area until "Control" is relinquished. NOTE: "Control" is defined as authority of surface operations only within the RIDOUT DZ.

4.3.5.1.3.2.5.3. Notify TWR when the DZ has been checked for safety and is ready for operations to commence.

4.3.5.1.3.2.5.4. Notify TWR when all Parajump Operators are out of the aircraft.

4.3.5.1.3.2.5.5. Notify TWR when all Parajump Operators are on the ground. This notification returns the airspace to the TWR.

4.3.5.1.3.2.5.6. Relinquish "Control" of RIDOUT DZ to TWR upon completion of parajump operations, or when required by TWR for safety. This notification authorizes TWR to resume all surface operations. The

DZSO must comply with all TWR instructions.

4.3.5.1.3.3. TWR Shall:

4.3.5.1.3.3.1. During active RIDOUT DZ operations (distinguished when DZSO gains "Control" of RIDOUT DZ), not taxi any aircraft while DZSO has "Control" of RIDOUT DZ. Aircraft will be in their parking locations or airborne prior to TWR releasing "Control" of the DZ.

4.3.5.1.3.3.2. Ensure fighter aircraft on the Upper Fighter Ramp are the only aircraft on the airfield that may have their engines on during active RIDOUT DZ operations.

4.3.5.1.3.3.3. Relinquish "Control" of RIDOUT DZ to the Parajump Operators, when requested, based on existing traffic conditions. **Note**: "Control" is defined as authority of surface operations only within the RIDOUT DZ.

4.3.5.1.3.3.4. Not allow non-participating vehicles to enter the RIDOUT DZ beyond the VFR hold lines at the respective taxiway intersections while the DZSO has "Control" of the DZ.

4.3.5.1.3.3.5. Prior to notification that the area is ready for operations, in the interest of safety, may regain "Control" without consent.

4.3.5.1.3.3.6. Resume normal runway operations only after a FOD check has been completed by AMOPS.

4.3.5.1.3.4. Airfield Management Operations Shall:

4.3.5.1.3.4.1. Notify 18th Wing Command Post and Security Forces of proposed rescue training activity.

4.3.5.1.3.4.2. Perform a runway and taxiway check after RIDOUT parajump operations to ensure potential FOD sources are not left on the field.

4.3.6. Functional Check Flights (FCF). A FCF aircraft will normally fly standard mission profiles and require no special handling. Note: Standard takeoff for FCF aircraft is a static departure. ATC will not solicit rolling/immediate takeoffs from FCF aircraft.

**4.4. Reduced Same Runway Separation (RSRS).** RSRS is authorized for aircraft under the control of the Commander, U.S. Pacific Fleet (COMPACFLT) and COMMARFORPAC at bases under control of Commander, Pacific Air Forces IAW Joint Letter of Agreement on Reduced Same Runway Separation at Pacific Air Force Bases, dated 27 Jul 2006.

4.4.1. PACAF bases are authorized to apply the following minimum RSRS standards to aircraft controlled by COMPACFLT and COMMARFORPAC aircraft under the following conditions:

4.4.1.1. Air traffic controllers are able to see the aircraft involved and determine distances by references to suitable landmarks.

4.4.1.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, the appropriate separation standards published in the FAAO JO 7110.65 will be applied.

4.4.1.3. Revert to nighttime RSRS standards when the runway condition reading (RCR) is reported to be between 16 and 12 inclusive, or when RCR is not available and runway surface condition is reported as wet, ice, or snow.

4.4.1.4. For fighter-type aircraft only. A low-approach following a full stop shall use the alternate side of the runway when passing the aircraft on landing roll. Aircraft will not over-fly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to aircraft involved. Advisories will be issued prior to the aircraft reaching a critical phase of flight.

4.4.1.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases.

4.4.1.6. Same aircraft operations mean the same airframe, e.g., F-15 behind F-15, F/A-18 behind F/A-18, C-130 behind C-130.

4.4.1.7. Dissimilar fighter-type aircraft operations mean not the same airframe, e.g., F-15 behind F-14, F/A-18 behind A-10, etc.

4.4.1.8. Non-heavy, non-fighter-type aircraft operations mean C-130, C-12, B-737, etc.

4.4.1.9. RSRS between formation full stops (holding hands) is authorized provided all aircraft involved are the same type aircraft (e.g. all F/A-18s, etc.). Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

4.4.2. Reduced same runway separation standards do not apply:

4.4.2.1. To any situation involving an emergency aircraft.

4.4.2.2. To civil aircraft.

4.4.2.3. To air evacuation aircraft.

4.4.2.4. To a touch-and-go behind a full stop.

4.4.2.5. To “heavy” aircraft as classified IAW FAAO JO 7110.65 (aircraft capable of takeoff weights of more than 300,000 lbs).

4.4.2.6. When the RCR is less than 12 or breaking action reports of less than fair are reported.

4.4.3. Controllers control formation flights as a single aircraft and do not apply RSRS standards between aircraft in the same formation (FAAO JO 7110.65, 2-1-13). Separation between aircraft within the formation is the responsibility of the flight leader and pilots of the other aircraft in the flight (FAAO JO 7110.65, Pilot/Controller Glossary).

4.4.4. Daytime RSRS Standards.

**Table 4.2. Daytime RSRS Standards**

| Pairings | FS behind TG | FS behind LA | LA behind LA | FS behind FS | LA behind FS | TG behind TG | TG behind LA |
|---|---|---|---|---|---|---|---|
| Same Fighter-Type | 3,000’ | 3,000’ | 3,000’ | 3,000’ | 6,000’ | 3,000’ | 3,000’ |
| Dissimilar Fighter-Type | + | + | + | 6,000’ | 6,000’ | + | + |
| Same, Non-Heavy, Non-Fighter-Type | + | + | + | 6,000’ | + | + | + |
| Same-Type Aircraft Formations | + | + | + | 6,000’ | + | + | + |
| Fighter-Type behind Non-Heavy, Non-Fighter Type | + | + | + | 9,000’ | + | + | + |
| Non-Heavy, Non-Fighter, Type behind Fighter Type | + | + | + | 9,000’ | + | + | + |
| +: Standard FAAO JO 7110.65 separation will be provided. | | | | | | | |

4.4.5. Nighttime RSRS Standards (after civil twilight in areas where applicable). **Note:** Standard FAAO JO 7110.65 separation will be provided.

**Table 4.3. Nighttime RSRS Standards**

| Pairings | FS behind TG | FS behind LA | LA behind LA | FS behind FS | LA behind FS | TG behind TG | TG behind LA |
|---|---|---|---|---|---|---|---|
| Same Fighter-Type | + | + | + | 6,000’ | 9,000’ | + | + |
| Same, Non-Heavy, Non-Fighter-Type | + | + | + | 6,000’ | + | + | + |
| Same-Type Aircraft Formations | + | + | + | 6,000’ | + | + | + |
| Fighter-Type behind Non-Heavy, Non-Fighter Type | + | + | + | 9,000’ | + | + | + |
| Non-Heavy, Non-Fighter, Type behind Fighter Type | + | + | + | 9,000’ | + | + | + |
| +: Standard FAAO JO 7110.65 separation will be provided. | | | | | | | |

**4.5. Intersection Departures.**

4.5.1. General. Intersection departures are not authorized for 18 WG aircraft without an authorized waiver, with the exception of Aero Club aircraft and helicopters. Otherwise, intersection departures may be authorized by the Tower from any intersection if the aircraft

commander concurs and traffic flow permits. Kadena AB uses the intersection departure procedures prescribed in FAAO JO 7110.65.

4.5.2. Procedures. Tower will issue appropriate distance remaining from the intersection to military aircraft (See **Table 4.4**).

**Table 4.4. Intersection Departure Distance**

| Intersection Departure Distance (ft) | | | | |
|---|---|---|---|---|
| | **05L** | **05R** | **23L** | **23R** |
| **Taxiway B** | 9,300 | 9,700 | 2,300 | 2,700 |
| **Taxiway C** | 7,800 | 8,200 | 3,800 | 4,200 |
| **Taxiway D** | 5,700 | 6,400 | 5,600 | 6,300 |
| **Taxiway E** | 2,600 | 3,700 | 8,300 | 9,400 |

4.5.3. Pilots are responsible for determining that sufficient runway length is available to permit safe takeoff and that the intersection takeoff is authorized by unit directives.

## Chapter 5

## IFR PROCEDURES

### 5.1. Radar Traffic Patterns.

5.1.1. Local Radar Traffic Pattern/Multiple Instrument Approaches

5.1.1.1. Pilots will contact Naha Approach Control or Kadena Arrival on the appropriate frequency, state the type approach requested, how the approach will terminate if other than a full stop, and intentions to follow.

5.1.1.2. To protect the overhead pattern, pilots executing missed approach shall not climb above 1,300 feet MSL until crossing the departure end of runway.

5.1.1.3. Radar In-Trail. Radar In-Trail recovery is limited to a maximum of four aircraft and will not terminate in PAR or ASR approaches. Aircrews conducting radar in-trail recoveries are responsible for separation between elements of their flight while on final for full-stop landings. To ensure appropriate departure separation, multiple practice radar in-trail approaches that do not terminate with a full-stop landing shall be conducted only in VMC. During practice approaches in VMC conditions, after an executed low approach/landing, the flight is responsible for their own separation until ATC completes flight split-ups providing individual control. **Note:** In order to assist pilots with their flight splits, the lead aircraft can expect to execute standard radar climb-out and the trailing aircraft can expect to fly runway heading.

5.1.2. **Transition Procedures (Split-to-Land).**

5.1.2.1. In order to expedite recoveries and add flexibility to arrival operations at Kadena AB, base-assigned or attached fighter aircraft may execute transition procedures to the parallel runway.

5.1.2.2. Terminology:

5.1.2.2.1. “Split-to-land” indicates a flight of two aircraft will accomplish an instrument approach to a runway. One aircraft will continue the straight-in approach, and the other aircraft will offset to land on the parallel runway.

5.1.2.2.2. “Transition-to-land” indicates an aircraft (or two-ship in non-standard trail) will accomplish an instrument approach to a runway and offset to land on the parallel runway.

5.1.2.3. Procedures:

5.1.2.3.1. The aircraft maneuvering to the parallel runway is considered to be executing a circling approach at circling approach minima.

5.1.2.3.2. Since the maneuver is considered a circling approach, the approach flown will not be a precision approach under normal circumstances. TACAN, localizer, and ASR approaches shall be requested along with split-to-land or transition-to-land procedures.

5.1.2.3.3. Pilots will not begin the transition maneuver prior to the final approach fix (FAF), with the landing runway in sight. Maintain circling minimum descent altitude

(MDA) until reaching the point at which a normal descent to land on the parallel runway can be started.

5.1.2.4. Landing Options:

5.1.2.4.1. Full Stop.

5.1.2.4.2. Low approach to Tower for one or both aircraft (only authorized if the traffic pattern is open).

5.1.2.4.3. Low approach to the radar pattern for one aircraft only. The other aircraft must full stop or enter the overhead traffic pattern. If both aircraft will low approach, the aircraft entering the radar pattern must accomplish the low approach to the "outside runway" (Runway 05L or 23R) to avoid conflict at the departure end of the runway.

5.1.2.5. The Tower may direct a VFR aircraft or request an IFR aircraft on final approach to transition to the parallel runway. When the aircraft reports the final approach fix (or other designated point in space), controller phraseology will be: "CIRCLE TO RUNWAY (05R or 23L), WIND, RUNWAY (05R or 23L), CLEARED TO LAND." A pilot receiving this clearance will maneuver the aircraft to align with the appropriate runway. Normally, notification to transition to a parallel runway will be issued no less than 5 NM from the runway, unless the pilot requests to change runways.

**5.2. Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring.**

5.2.1. Flight Following and Radar Monitoring Instrument Approaches.

5.2.1.1. GCA will flight follow aircraft executing non-precision approaches using the Terminal Controller Workstation (TCW) when the reported weather is less than a 1500 feet ceiling, visibility is less than 5 miles, at night, or upon pilot request.

5.2.1.2. GCA will radar monitor aircraft executing precision approaches using the PAR indicator during PAR operational hours when the reported weather is less than a 1500 feet ceiling, visibility is less than 5 miles, at night, or upon pilot request.

5.2.1.3. GCA shall not simultaneously monitor/flight follow more than two single ship aircraft, two flights of two aircraft, or one flight of three or four aircraft.

5.2.2. Non-Standard Fighter Recoveries.

5.2.2.1. General. Fighter aircraft may recover in a non-standard formation. Non-standard formations shall not recover via PAR or ASR approaches.

5.2.2.1.1. Non-Standard formation approaches must be approved by ATC.

5.2.2.1.2. All instructions issued by ATC apply to the entire flight, including clearance for the approach and clearance to land, unless specific instructions are given for individual flight elements.

5.2.2.2. Pilots Shall:

5.2.2.2.1. Request non-standard approach from ATC and include type landing (e.g., "Bat 01, 2 ship, request ILS non-standard, 5 left, full stop").

5.2.2.2.2. Upon going non-standard, the lead aircraft will continue to squawk Mode-C on the approach control assigned discrete beacon code. The last element of the flight will squawk Mode-C and the non-discrete 5300 beacon code.

5.2.2.2.3. Establish non-standard trail formation while in VMC. Spacing will not exceed 2 nm between flight elements unless otherwise authorized by ATC. Each aircraft will fly the approach as published and initiate descent at the normal descent point.

5.2.2.2.4. If lost communications occur after the flight is established in non-standard formation, squawk beacon code 7600 and continue the approach. If lost communications occur in conjunction with an in-flight emergency, squawk beacon code 7700 and continue with the approach (Refer to Lost Communication Procedures in **Chapter 8**).

5.2.2.3. ATC shall only vector the lead aircraft of the flight.

**5.3. Local Departure Procedures.**

5.3.1. Clearance Delivery. All aircraft proposing to depart Kadena AB on an IFR clearance should contact Kadena Clearance Delivery on frequency 235.0 or 123.3 prior to engine start, but no earlier than 30 minutes before proposed departure time.

5.3.1.1. When delay is expected or the altitude requested cannot be assigned for long-range flight, ATC shall provide pilots with an expected departure clearance time (EDCT).

5.3.1.2. Updated information on expected clearance times will be passed directly to the aircraft on the clearance delivery frequency.

5.3.1.3. If delay is due to non-receipt of IFR flight plan by Naha ACC, aircraft will be requested to contact AMOPS on frequency 266.0 or 131.4. IAW AFI 13-204V3, Chapter 15 AMOPS is not authorized to accept original flight plans via air-to-ground radio. AMOPS is the single point of contact for filing flight plans. ATC is not authorized to input nor relay flight plans to AMOPS. However, locally filed flight plans can be amended by any means prior to departure provided an original flight plan is on file at the departure AMOPS section.

5.3.2. Whiskey Clearances. Local stereo round-robin clearances to/from Warning Areas**.** Pilots shall depart on a local IFR clearance issued by Clearance Delivery via the published JILEE TWO (RWY)05 or TUCOF (#) (RWY23) standard instrument departure procedure (see current DoD FLIP). Pilots will be cleared to the entry/exit fix (OTMI, ELSOL, ZIDEN, JUMTI or UKIKA) associated with the requested warning area. EXAMPLE: "Cock 01, Cleared to ZIDEN, via JILEE TWO Departure, RADAR vectors/direct ZIDEN, maintain 10,000 expect FL190, departure frequency local channel 4, squawk XXXX.

5.3.2.1. Entry/Exit Fix Locations:

ELSOL-KAD 075/40 (N26:34:37.77 E128:28:12.45)
ZIDEN-KAD 097/40 (N26:19:26.42 E128:30:35.84)
JUMTI-KAD 175/35 (N25:46.7 E127:52.2)
OTIMI-KAD 325/35 (N26:48.7 E127:21.5)

5.3.2.2. Aircraft requesting to depart as a non-standard formation must advise Kadena Tower prior to taxiing. The last element and/or aircraft must squawk code 5300 on departure.

5.3.2.3. When departing as a flight of four (2 x 2), the second element will be issued a separate beacon code than lead. EXAMPLE: "…Cock 01, Squawk 5310, Cock 03, Squawk 5313 on Stand-by." Cock 03 will then squawk normal on 5313 if recovering as a separate flight.

5.3.2.4. Unless issued a MARSA clearance to enter the training airspace, pilots must report reaching VMC and cancel IFR prior to reaching the entry point in order to proceed VFR into the warning areas. If unable to reach VMC, maintain assigned altitude within 40 DME and advise Naha Approach.

5.3.2.5. In order to prevent possible Traffic Alert and Collision Avoidance System (TCAS) Resolution Advisories for civilian airliners vs. fighters, pilots shall be instructed to maintain a specified altitude (e.g., "10,000") and remain with Naha Approach even after reaching/reporting VMC and canceling IFR. Once possible conflicts are resolved/no longer a factor, pilots will be allowed to change frequency.

5.3.2.6. All aircraft exiting the Warning Areas shall contact Naha Approach at the appropriate recovery entry/exit fix.

5.3.3. Departures.

5.3.3.1. Altitude Restrictions. If directed by ATC, departing aircraft shall maintain at or below 1,300 feet MSL until the departure end-of-runway to protect the overhead traffic pattern. All pilots are expected to climb out as published in this regulation or as published on the Departure Procedure.

5.3.3.2. Other Restrictions. No battle-box takeoffs, simultaneous single ship takeoffs from parallel runways, or other non-standard departures will be authorized without 18 OG/CC coordination and approval. **Note:** To the maximum extent possible, after-burner equipped aircraft should depart on Runway 05R/23L for noise abatement.

5.3.3.3. Unrestricted Climbs. All unrestricted climbs must be approved by the 18 OG/CC. Requests for unrestricted climbs should be made at the weekly 18 OG/CC scheduling meeting. In certain circumstances, unrestricted climbs may be approved by 18 OG/CC following coordination through the SOF and respective units. Once approved, coordination with ATC is required before conducting such activity.

5.3.4. Silent Launch Procedures (Steel Tiger).

5.3.4.1. Coordination: All silent launches will be coordinated with Airfield Management, Tower, and Naha Approach or Kadena Arrival at least 24 hours in advance before scheduled launch time, but not later than two hours before the scheduled launch time, unless precluded by security considerations, in which case they will be coordinated as soon as possible. Note: Steel Tiger operations are not authorized during Alternate Tower operations due to visibility.

5.3.4.2. Eligibility: All locally-based aircraft are eligible to use these procedures.

5.3.4.3. Runway: All launches will be on Runway 05L/23R unless otherwise coordinated.

5.3.4.4. Safety: As a safeguard, aircraft will monitor guard frequency at all times. In the case of any unusual or emergency situation, radio silence shall be broken at the discretion of the controller or pilot. SAFETY IS PARAMOUNT. Flight leaders will make all required communications unless safety or mission dictates otherwise. Under no circumstances will anyone compromise safety for radio silent procedures. If a safety problem arises or briefed timing cannot be met, TALK ON THE RADIO.

5.3.4.5. Mission Aircraft/Parent Organization shall:

5.3.4.5.1. Provide AMOPS with a completed flight plan with the phrase "Steel Tiger" highlighted in the remarks section.

5.3.4.5.2. During mission planning, the aircrew/unit will deliver the following information to AMOPS at least two hours prior to planned departure time. Unless precluded by security considerations, this action will be accomplished as soon as possible.

5.3.4.5.2.1. Aircraft Call Sign (lead aircraft) and parking spot.

5.3.4.5.2.2. Wingmen Call Signs and parking spots.

5.3.4.5.2.3. Spare Aircraft Call Sign and parking spot.

5.3.4.5.2.4. Proposed departure date.

5.3.4.5.2.5. Proposed departure time.

5.3.4.5.2.6. Requested engine start time (departure time minus 25 minutes).

5.3.4.5.2.7. Requested taxi time (departure time minus 15 minutes).

5.3.4.5.2.8. Requested hold line time (departure time minus 10 minutes).

5.3.4.5.3. Put a "Block Time" 45 minutes prior to takeoff time to ensure the clearance is ready. Clearance should be ready from Kadena Clearance Delivery hour prior to launch time, and will contain instructions for departing both Runways 05/23.

5.3.4.5.4. Obtain IFR clearances using one of the following procedures:

5.3.4.5.4.1. Furnish a runner to pick up IFR clearances. They may be picked up at the Clearance Delievary.

5.3.4.5.4.2. Coordinate for a crewmember to pick up the ATC clearance and deliver it to the crew.

5.3.4.5.5. Ensure mission aircraft taxi according to the timing sheet plus or minus five minutes. Any aircraft not able to meet their scheduled times must use normal radio procedures for taxi. Ground spare aircraft that will taxi in the departure flow shall be identified in the remarks section of the timing sheet.

5.3.4.5.6. Notify ATC if taxi and/or takeoff times will be delayed or if the launch will be canceled.

5.3.4.6. Aircrew Procedures:

5.3.4.6.1. Aircrew will monitor ground, tower, and departure ATC frequencies at the appropriate times.

5.3.4.6.2. Taxi: Monitor ATIS for current active runway and taxi on time after visually clearing the taxi route. Stop at the hammerhead for Runway 05L/23R and point the aircraft away from Tower until ready to cross or take off. When ready to cross, turn the aircraft toward Tower and flash the taxi/landing lights. Tower will respond with a flashing green light gun signal to authorize taxi across a runway. A steady red light gun signal or lack of light signal indicates to hold position. Non-standard taxi flows due to taxiway closures will be coordinated at the time the silent launch scheduling sheet is brought to the Tower. Any deviation from the scheduled taxi route will require additional coordination. Caution: Do not mistake airfield rotating beacon for light gun signal. **Note:** All departures will be from Runway 05L/23R, unless prior coordination and approval have been accomplished with Tower.

5.3.4.6.3. Takeoff: When ready for takeoff, turn toward Tower and flash taxi/landing lights again. The Tower will respond with a steady green light gun signal as clearance for takeoff. Receipt of a steady green light gun signal is both takeoff clearance and clearance to switch to departure control frequency. A steady red light gun signal or lack of a light signal indicates to hold position.

5.3.4.6.4. Departure: When cleared for takeoff, aircraft will switch to departure control frequency and squawk assigned beacon code. Departure control will address the aircraft by its beacon code. EXAMPLE: "(Beacon Code) RADAR CONTACT PASSING (altitude)." Once airborne, acknowledge all radio transmissions from Naha Approach Control or Kadena Arrival, including handoff to Naha Area Control Center, with an "IDENT" on assigned beacon code. Once with Naha Area Control Center, normal radio procedures will be used. For departures into the radar pattern, normal radio procedures begin after the aircraft has turned crosswind.

5.3.4.6.5. Coordinate an opposite direction departure by runner, at least 15 minutes prior to taxiing. Most launches will not be able to accept any tailwind for takeoff. Helicopters will taxi to the rescue pad hold-short line and flash landing light to obtain approval to taxi onto the pad for hover-checks. Tower will indicate approval with a flashing green light. When ready for takeoff, the helicopter will turn toward Tower and flash landing light, Tower will indicate takeoff clearance with a steady green light. Helicopters will depart on requested standard VFR departures.

5.3.4.7. ATC Procedures (GCA):

5.3.4.7.1. Kadena Clearance Delivery shall request clearance from Naha Area Control Center utilizing normal procedures. Have a hard copy available one hour prior to departure time.

5.3.4.7.2. Naha Approach Control shall identify the aircraft using the aircraft beacon code as the aircraft's call sign.

5.3.4.7.3. Naha Approach Control shall use normal procedures to initiate a handoff/transfer of control with Naha Area Control Center.

5.3.4.8. Tower shall:

5.3.4.8.1. Monitor Engine Start and Taxi.

5.3.4.8.2. Use a flashing green light gun signal to approve an aircraft across an active runway. If temporarily unable to approve crossing, Tower will issue a steady red light gun signal. When able to approve crossing, Tower will issue a flashing green light gun signal. Tower will use a steady green light gun signal to clear aircraft for departure and frequency change.

5.3.4.8.3. Request release 5 minutes prior to scheduled takeoff, using the beacon code as the aircraft call sign.

5.3.4.8.4. At 15 minutes prior to takeoff time, ensure Automatic Terminal Information System (ATIS) is current. At 5 minutes prior to takeoff time, confirm temperature, pressure altitude, and departure end winds are current on ATIS broadcast. Relay any changes to aircrew by UHF broadcast in-the-blind.

5.3.4.9. Other Agencies Responsibilities:

5.3.4.9.1. Scheduling will annotate the silent launch on the weekly flying schedule.

5.3.4.9.2. Command Post will not initiate any radio calls to the aircraft unless there is a problem requiring use of the radio.

5.3.4.9.3. Base transportation will be briefed on the aircrew pick up time and place with special emphasis on not using telephones to discuss the pick-up (unless using Secure Telephone Unit/Secure Terminal Equipment [STU-III/STE]).

5.3.4.9.4. Base Weather shall update the New Tactical Forecast System 15 minutes prior to proposed departure time.

**5.4. Radar Vectors to Initial Procedures.**

5.4.1. IFR Arrival Procedures.

5.4.1.1. The primary method of recovery for locally assigned fighter aircraft returning from the warning areas is to the overhead pattern via direct initial (traffic permitting) and/or radar vectors. The alternate method is an instrument approach. If unable to recover VFR, pilots should ask for an “IFR Pick-up” and request radar vectors to initial or vectors for an instrument approach.

5.4.1.2. Aircraft will receive IFR service upon receipt of 'RADAR Contact' from ATC.

5.4.1.3. To reduce verbiage and frequency congestion, fighter aircraft assigned to Kadena AB are automatically cleared to enter Naha PCA airspace upon radar identification and initial control instruction.

5.4.1.4. Naha Approach Control will vector IFR arrivals via enroute descent for a precision approach, unless the pilot requests another approach on initial contact. Kadena GCA maintains dual PAR capability during times published in the DoD FLIP for Kadena AB.

5.4.1.5. Naha Airport Surveillance Radar (ASR) Outage. PAR approaches may be conducted when the Naha ASR is unusable, provided the aircraft is Tactical Air

Navigation (TACAN), VHF Omni-Directional Range (VOR)-DME, or Global Positioning System (GPS) equipped and capable. A published instrument approach procedure is used to position the aircraft within PAR coverage.

5.4.1.6. Due to Naha Approach Control radar capabilities, arriving VFR-On-Top aircraft will recover squawking the same beacon code issued for their departure. Aircraft not assigned a discrete beacon code (e.g., Bat 2 recovers prior to lead), will recover squawking 5400. Naha Approach Control will then assign a discrete beacon code. This enables the ATC radar to display call sign, beacon code, altitude, ground speed, and other information to expedite the flow of traffic.

5.4.1.7. Straight-In Approach (IFR). Any instrument approach wherein final approach is begun without first having executed a procedure turn (i.e. ILS, VOR/DME, TACAN, GPS and visual approaches). **Note:** Circling is not authorized northwest of the field.

5.4.1.8. Visual Approach. An approach conducted on an IFR flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot must, at all times, have either the airport or preceding aircraft in sight. The Visual Approach must be authorized and under control of ATC. **Note**: Aircraft shall maintain 2,000' (when approaching from the NW-NE) and 2,500' (when approaching from SE-SW) until 5 DME.

**5.5. IFR Refueling.**

5.5.1. Flight Plan Procedures:

5.5.1.1. Contact AMOPS to file the appropriate flight plan for the scheduled refueling track.

5.5.1.2. Pass call signs, departure times, and tail numbers, etc., as per normal DD Form 1801 filing procedures.

5.5.2. Sequencing. The tanker will normally take off after all receivers are airborne. During VFR conditions, the fighters will fly a rectangular pattern and the tanker(s) will take off when the receivers are downwind abeam the field. Once tankers are airborne, the fighters will turn crosswind and rejoin on the tanker in the climb. During IFR conditions, the fighters will depart to the first point of the ALTRV and hold. ATC will be used to the max extent possible to provide altitude de-confliction until rejoined.

5.5.3. Rendezvous. When cleared, flight leads will proceed direct to the entry point, FL 240, or as cleared by Naha Center. Clearance to the entry point is clearance for the rendezvous via a point parallel or fighter turn-on.

5.5.4. Weather Conditions. Tanker Crews shall pass weather conditions in the refueling track to Shogun 10 if actual instrument meteorological conditions (IMC) refueling is expected for 18 WG aircraft.

5.5.5. Transition. With the last receiver on the boom, the tanker will coordinate exit procedures with Naha Center. Once within radio range of destination, receivers may depart the ALTRV and work their own clearance as desired for recovery prior to the tankers.

**5.6. 909th Air Refueling Squadron (909 ARS) Special Operations.**

5.6.1. Responsibilities. Aircraft commanders assume responsibility for the safe separation of aircraft when military assumes responsibility for separation of aircraft (MARSA) is specified in the "Other Information" section of the flight plan or on the ALTRV.

5.6.2. Cell Procedures.

5.6.2.1. A "cell" operation shall be handled as a formation flight. Separation within a cell is the responsibility of the cell leader and MARSA procedures will apply.

5.6.2.2. For cell departures, Tower will issue taxi, takeoff, and departure clearance to the lead aircraft pilot, who will acknowledge for the cell. Succeeding aircraft will normally take off at 30-to-60 second intervals behind the lead aircraft.

5.6.2.3. Ground spare aircraft may sequence into cells or depart single ship as required by aircraft aborts. Ground spare aircraft will file individual flight plans and use a separate call sign from the primary aircraft.

5.6.2.4. 909 ARS Supervisor of flying frequency (Tiger Ops) is 311.0.

**5.7. 33d Rescue Squadron Standardized Air Refueling Tracks.**

5.7.1. General. The scheduling office has established the following tracks with Marine Air Refueler and Transport Squadron (VMGR-152) and the 17th Special Operations Squadron (17 SOS) in order to ease scheduling conflicts. The Shark Rock AR track is the primary track for work with the 17 SOS, with Shooter track as the alternate for training in the vicinity of W-174.

5.7.1.1. The names, coordinates, headings, and IMC procedures for the 33 RQS standard air refueling (AR) tracks are as follows:

**Table 5.1. Air Refueling Tracks**

| TRACK NAME | ARIP | COORDINATES ARCP | AREP | TRACK HDG (M) | INADVERTENT MSA | IMC TYPE |
|---|---|---|---|---|---|---|
| Jolly (1) | N2630.0 E12704.0 | N2635.0 E12704.0 | N2710.0 E112704.0 | 004 | 2000 | Non-Mts |
| Hawk (2) | N2615.0 E12820.0 | N2615.0 E12826.5 | N2615.0 E12845.0 | 094 | 2000 | Non-Mts |
| Shark Rock (3) | N2637.55 E12815.62 | N2640.7 E12821.33 | N2652.77 E12843.26 | 062 | 3700 | Mts |
| Ie Shima (4) | N2650.96 E12755.79 | N2655.05 E12704.60 | N2713.98 E12823.87 | 047 | 3700 | Mts |
| Shooter | N2629.78 E12700.31 | N2634.40 E12704.60 | N2700.62 E12730.09 | 045 | 2000 | Mts |

***NOTES:***

1. Runs south to north, just north of W-174, used in conjunction with gun missions to W-174.
2. Runs west to east, 20 nm east of Tsuken-Jima, used in conjunction with water ops/AR requiring pilot seat swaps.
3. The primary AR track when operating with the 17 SOS. Kadena VORTAC R062/31 to 062/60.
4. North of W-174, running northeast over Aguni-Jima towards W-178 is backup track for 17 SOS.

## Chapter 6

## EMERGENCY PROCEDURES

**6.1. General.** Due to the limited number of alternate airfields near Kadena, all personnel must strive to minimize runway closure times due to disabled aircraft or arrested landings. Aircrews should notify the ATC agency they are in contact with at least 15 minutes before an arrested landing, when possible. The on-scene commander will coordinate with Airfield Management and determine the following:

6.1.1. The requirement to reopen the runway for operational use.

6.1.2. The need to prevent initial or secondary damage to the aircraft.

6.1.3. The requirement to gather and preserve evidence for accident investigation.

6.1.4. Sweepers will respond to all barrier engagements, blown tire emergencies, and any other emergencies with a FOD potential.

**6.2. Operation of the Primary Crash Alarm System and Secondary Crash Net.**

6.2.1. Primary Crash Alarm System (PCAS). The following agencies are on the PCAS (all agencies must have 2-way capability with a push-to-talk feature): Tower, AMOPS, 18 CES FES, and 18th Medical Group (18 MDG) Clinic. The following emergency conditions will be relayed via PCAS:

6.2.1.1. In-Flight emergencies declared by the pilot or officials responsible for the operation of the aircraft.

6.2.1.2. Ground Emergencies.

6.2.1.3. Any aircraft in a distress or urgency condition which includes the terms "MAYDAY" and/or "PAN-PAN."

6.2.1.4. Dropped Object (Canopy, Fuel Tanks, etc.).

6.2.1.5. Aircraft Arresting System Engagement. **Note**: This does not include preplanned engagements when coordinated with all concerned agencies.

6.2.1.6. Known or Suspected Hijack and/or Theft.

6.2.1.7. Aircraft landing with hung ordnance, except inert practice ordnance, as specified in paragraph 6.10.

6.2.1.8. Class III Fuel Spills.

6.2.1.9. Hot Brakes.

6.2.1.10. Lost Aircraft.

6.2.1.11. Aircraft Mishap.

6.2.1.12. No Radio (NORDO) Aircraft, unless accompanied by a chase aircraft and the chase pilot can confirm no other problems exist with the NORDO aircraft.

6.2.1.13. Base Exercises Involving ATC Facilities, Airfield, or Air Traffic Operations.

6.2.1.13.1. The PCAS will only be activated for exercises in response to an inject or at the direction of an EET member.

6.2.1.13.2. Preface and terminate all exercise PCAS activations with "EXERCISE, EXERCISE, EXERCISE."

6.2.1.14. Tower/GCA Evacuation.

6.2.1.15. Blown tire.

6.2.1.16. If, in the judgment of the controller, an emergency exists, and the controller deems it necessary to activate the crash phone. **Note:** The Tower will check the PCAS daily between 0800-0830L. Members are listed as follows: AMOPS, Crash, Hospital, and Tower.

6.2.2. Secondary Crash Net (SCN). The purpose of the base SCN system is to establish a communication system for rapid dissemination of information regarding in-flight emergencies, aircraft accidents or incidents, and ground emergencies.

6.2.2.1. The OSS/CC is the SCN manager.

6.2.2.2. The following agencies are on SCN (all agencies must have 2-way capability with a push-to-talk feature): AMOPS, 18MSG/CC, 18WG/SE, 18CES Emergency Management, 18OSS Weather, 18WG/CP, 733AMCC, 353d Maintenance Squadron (353MXS) MOCC , 18EMS Transient Alert, 18th Security Forces Squadron (18SFS) BDOC , 18CES Explosive Ordnance Disposal, 18CES Barrier Maintenance, Aero Club (18FSS/SVRA), 18CES Customer Service, 18CES FES, 18EMS Crash Recovery, 18WG/MOCC, 18LRS/LGRDDO, 18LRS/LGRF, and 18th Medical Group (18MDG) Clinic.

6.2.2.3. Requests for additions/deletions (excluding those listed in paragraph **6.2.2.2**) to SCN must be coordinated through the Airfield Manager (AFM) and forwarded to the 18 OSS/CC for approval/disapproval.

6.2.2.4. AMOPS is the SCN activation authority and conducts a roll call on the SCN system each day between 0800 - 0830L to ensure operational capability. Any station failing to respond will receive an immediate phone call to determine reason for a failed response.

6.2.2.5. Individuals who answer the crash net should be familiar with the phonetic alphabet and use it when responding with their initials. Individuals answering will remain silent until AMOPS has completed the message and conducted roll call. Do not hang up until the roll call is complete. Questions may then be asked.

6.2.2.6. Stations on the SCN are expected to receive and disseminate information in minimal time. During actual emergencies use "Secondary Crash Net Notification Checklist" to record information in the proper format and sequence.

6.2.2.7. AMOPS shall relay, verbatim, information received from the Tower.

6.2.2.8. All agencies on the SCN will have a push-to-talk handset or noise suppression feature on their SCN to reduce background noise.

**6.3. Emergency Response Procedures.**

6.3.1. Aircrew In-Flight Emergency Procedures.

6.3.1.1. Advise Naha Approach Control/Kadena Arrival or Tower at the earliest possible time of the emergency in the following format:

6.3.1.1.1. Aircraft Identification and Type.

6.3.1.1.2. Nature of Emergency.

6.3.1.1.3. Estimated time until landing; desired runway (left or right, if applicable).

6.3.1.1.4. Type of Ordnance/Hazardous Cargo. If Cat I or Cat II explosives are involved, indicate the exact ordnance by type or munitions and any other data that is known.

6.3.1.1.5. Number of Personnel On-Board (Forward and Aft).

6.3.1.1.6. Remaining Fuel in Pounds and Time.

6.3.1.1.7. Present Position.

6.3.1.1.8. Intention to Engage Arresting System, if applicable.

6.3.1.2. After landing, if conditions permit, taxi at least 200 feet clear of the runway before stopping the aircraft or shutting down engines.

6.3.1.3. If conditions require the aircraft to be stopped on the runway, notify the ATC facility that the aircraft is in contact with well in advance so necessary personnel and equipment can be pre-positioned to tow the aircraft off with minimal delay.

6.3.2. Airfield Operations Emergency Response Procedures for In-Flight and Ground Emergencies.

6.3.2.1. Control Tower shall:

6.3.2.1.1. When notified of, or upon observing, an emergency condition, Tower will activate the PCAS and provide as much of the following information as available and applicable. **Note:** In accordance with FAAO JO 7110.65, minimum required information for emergencies includes aircraft identification and type, nature of emergency, and pilot's desires.

6.3.2.1.1.1. Type of Emergency (In-Flight, Ground, Exercise, etc.). **Note:** During a ground emergency, include the location of the incident specifying the grid map used, grid coordinates, and identifying geographical references.

6.3.2.1.1.2. Aircraft Identification and Type.

6.3.2.1.1.3. Nature of Emergency.

6.3.2.1.1.4. Landing Runway and Estimated Time of Arrival (ETA).

6.3.2.1.1.5. Type of Ordnance/Hazardous Cargo. If Cat I, II, or III explosives are involved, indicate the exact ordnance by type of munitions and any other data that is known.

6.3.2.1.1.6. Number of Personnel on Board and Location, as appropriate.

6.3.2.1.1.7. Remaining Fuel in Pounds and Time.

6.3.2.1.1.8. Present Position.

6.3.2.1.1.9. Winds.

6.3.2.1.1.10. Intention to Engage Arresting System, if applicable.

6.3.2.1.2. Hold airborne/taxiing aircraft, as required, to provide priority landing to the aircraft in distress and free access to responding emergency vehicles.

6.3.2.1.3. If normal runway operations must be suspended for longer than 15 minutes, Tower will immediately broadcast on 315.8/126.2, 243.0/121.5, 275.8/118.5 and 280.5/124.2: "This is Kadena Tower, runway (identifier) closed for (number of) minutes (or) indefinitely. "

6.3.2.1.4. Runway Sterilization. All aircraft operations to and from the runway to be used by an emergency aircraft will be suspended once the emergency aircraft reaches 5 miles on final approach for full stop. If, in the controller's judgment, safety of flight for the emergency aircraft would not be affected, sequential aircraft operations (multiple ship recoveries, etc.) may continue to the same runway until the emergency aircraft reaches 3-miles final for full stop. Airfield Management shall determine when operations to the runway used by the emergency may resume, if runway operations were suspended.

6.3.2.1.5. Emergency Warning and Evacuation Alarms. The Tower will activate the Emergency Warning and Evacuation Alarm prior to 10-mile final for emergency aircraft approaching to land, and for any other condition hazardous to people on the ground IAW AFI 13-204V3.

6.3.2.1.6. Time permitting, the Tower will evacuate all aircraft from the approach end "Hammerheads" during recoveries of large/heavy aircraft experiencing flight control problems.

6.3.2.2. Airfield Management Operations shall:

6.3.2.2.1. Emergency Response/Runway Check. Airfield Management shall activate the SCN and respond to all in-flight emergencies/ground emergencies (IFE/GEs). As soon as possible, Airfield Management vehicle(s) will be given immediate clearance onto the active runway. At that time, runway operations will be suspended until released by the Airfield Manager or designated representative.

6.3.2.2.2. If runway operations must be suspended longer than 15 minutes due to an unsafe condition, Airfield Management will consider closing the runway. This determination will be based on the situation at hand.

6.3.2.2.3. When a SOF is on duty in the Tower, he/she may direct that no runway check is required or "SOF-Call" due to the nature of the emergency (e.g., emergency fuel, cabin depressurization, crewmember or passenger medical emergency, environmental control system light, navigational equipment failure, etc.). Tower will relay this information to Airfield Management/AMOPS immediately.

6.3.2.2.4. Airfield Management will respond to all IFEs and standby at the approach end of the runway in use unless otherwise deemed necessary. A runway check will

be conducted prior to resuming runway operations unless a "SOF-Call" is made IAW paragraph **8.21**. All "SOF-Calls" will be documented in Tower and AMOPS facility logs.

6.3.2.2.5. Airfield Management will check the runway surfaces the aircraft landed on, used for roll out, and all taxiways used to get to parking. Airfield Management will report any objects found on the runway after an IFE has landed to 18th Wing FOD Manager (18 WG/CVF) and 18 WG/SEF. Airfield Management will document the IFE check in the AMOPS facility log.

6.3.2.2.6. Airfield Management will respond to all GEs and determine if a taxiway, parking spot, etc., requires closure until the GE has terminated. All GE responses will be documented in the AMOPS facility log.

**6.4. External Stores Jettison Areas Procedures.**

6.4.1. External Stores/Cargo:

6.4.1.1. The Primary IFR/Night Jettison Area is in W-176 (TORI SHIMA 26º 36' 14" N 126º 49' 53" E).

6.4.1.2. Emergency Jettison: Emergency jettison stores whenever safety dictates. If able, jettison at least 1 nm from any land mass and clear of ships. Find jettison point using inertial navigation system (INS), TACAN or vectors.

6.4.1.2.1. Option 1: Jettison hung ordnance within the confines of the weapons delivery range, if able.

6.4.1.2.2. Option 2: If outside the confines of the weapons delivery range, return to the weapons delivery range and attempt to jettison.

6.4.1.2.3. Option 3: If unable to return to the weapons delivery range, jettison ordnance beyond 12 nm from land and visually clear the area of surface vessels.

6.4.1.2.4. Option 4: Jettison westbound on KAD 288 radial at 52 DME (W-176, Tori Shima range). Jettison so that stores impact the island, if able. This is the primary IFR/night jettison option.

6.4.1.3. Naha Approach Control may provide radar vectors/flight following to W-173, W-174, W-176, and W-178. ATC assistance is limited to vectors to the warning area boundary. The pilot remains solely responsible for the release of external stores.

**6.5. Fuel Dumping.**

6.5.1. Fuel dumping will be conducted only to reduce aircraft gross weight in an emergency or when a JCS priority mission/operational necessity dictates. When circumstances permit, fuel will be dumped at least ten miles off shore and as high as practical, but at least 5,000 feet MSL.

6.5.2. Unless an emergency condition dictates otherwise, KC-135/E-3 aircrews will jettison fuel between the KAD 120 and 170 radials, from 30-50 DME. Altitude: As high as practical, but at least 5,000 feet MSL (recommended altitude above 20,000 feet MSL).

6.5.3. Advise ATC of intentions, altitude and location prior to commencing fuel dumping operations. Advise ATC when fuel dumping is complete.

6.5.4. In all non-emergency situations, crews will avoid fuel dumping over land.

**6.6. Emergency Aircraft Arresting System Procedures.**

6.6.1. When a pilot elects to make an emergency engagement, Kadena Arrival, Naha Approach, and Tower will be advised of the arresting system to be used. The Tower will activate the PCAS and relay all pertinent information, including the arresting system to be engaged. AMOPS will then activate the SCN and relay all data verbatim. AMOPS will also broadcast in-flight emergency (IFE) data on the ramp net.

6.6.1.1. If feasible, the on-scene commander (Chief-2) will request a fly over of the emergency aircraft to get a visual on landing gear and also to allow aircraft in the flight pattern to land prior to the emergency aircraft.

6.6.2. Upon notification from AMOPS of an impending engagement, the Barrier Maintenance crew will respond immediately and stand by at the appropriate system, well clear of the runway. After each engagement, restoration of the arresting system will be accomplished in the following manner:

6.6.2.1. The aircraft will shut down engines and be removed from the cable by tow procedures. "Sling-Shot" procedures are not authorized. The Senior Fire Official is designated as on-scene commander. During times that the arrested aircraft's tail hook is immediately clear of cable, and the aircraft is safe to taxi, the on-scene commander may instruct the pilot that he/she is free of cable and that he/she may taxi off runway.

6.6.3. AMOPS will conduct a runway check and report the status prior to resuming normal operations.

**6.7. Hot Brake Procedures.** When it is known or suspected that brakes are overheated, the aircrew should expect the following:

6.7.1. Hot Brake Aircraft on Runway or Taxiway:

6.7.1.1. The Tower, upon notification or suspicion of an aircraft with hot brakes, will activate the PCAS and direct the aircraft to a designated Hot Brake Area (Warm-Up Pads 1-4). Other aircraft or vehicles should proceed via alternate routes to avoid passing within 300 feet of the aircraft with actual/suspected hot brakes.

6.7.1.2. The Senior Fire Official will be designated as the on-scene commander. The Fire Emergency Services (FES) will respond to the hot brake aircraft and assume a surveillance position not closer than 300 feet, unless the on-scene commander determines a fire is imminent. FES personnel will provide fire coverage for Aircraft Recovery personnel as they approach the aircraft to assess for hot brakes.

6.7.1.3. Aircraft Recovery will dispatch the Crash Recovery Crew. The Crash Recovery Supervisor with coordination with the on-scene commander (Chief 2) will do the following:

6.7.1.3.1. Verify the Hot Brake Condition. Caution: Approach hot brakes from front or rear only.

6.7.1.3.2. Advise the on-scene commander and Airfield Management of the actions required.

6.7.1.4. Engines will not be shut down until a signal is received from the Aircraft Recovery Supervisor after coordination with the on-scene commander, unless the aircraft is already in a designated hot brake area.

6.7.2. Hot Brake Aircraft Detected in the Parking Area:

6.7.2.1. If engines are running, the aircraft will advise Tower and taxi to the nearest clear area and stop. If the aircraft is parked in the upper fighter ramp, advise Tower and taxi to clear area adjacent to Spot 50.

6.7.2.2. If engines are shut down, all non-essential personnel will evacuate at least 300 feet. Aircraft within 300 feet will be removed if possible.

6.7.2.3. Only the on-scene commander can terminate a hot brake emergency. **Note:** Brakes normally attain peak temperatures 15 to 30 minutes after braking action occurs. Taxiing the aircraft in an attempt to cool the brakes with airflow can cause additional heat buildup. Taxi only as necessary to reach a clear area.

**6.8. Abandonment of Aircraft.**

6.8.1. Repair and Reclamation (Aircraft Recovery) is responsible for removing crashed/disabled aircraft obstructing the use of the runway. Partner units are responsible for assisting in the recovery of their aircraft. Aircraft Recovery personnel will be organized to respond immediately on a 24-hour basis.

6.8.2. When a disabled or crashed aircraft obstructs the runway, Tower will transmit all pertinent information over the PCAS.

6.8.3. AMOPS will activate the SCN and pass Tower's information verbatim.

6.8.4. Aircraft Recovery crew will report to the on-scene commander.

6.8.5. The on-scene commander will establish an entry control point IAW 18 WG Operation Instruction 31-101 and as the on-scene commander will take charge of the rescue and recovery operations.

6.8.6. Removing the disabled or crashed aircraft is the responsibility of the Aircraft Recovery Team. Unless specifically requested to advise and assist, all other personnel will remain well clear of the area, regardless of aircraft assignment. The partner commander will report to the on-scene commander. Partner maintenance representatives will report to the entry control point to assist Aircraft Recovery.

6.8.7. Crashed aircraft and associated debris will not be disturbed until after the alert photographer has taken pictures and the aircraft has been released by 18 WG/SE Wing Safety. Fuels Quality Control and Inspection personnel must be cleared for entry to obtain a required fuel sample as soon as possible.

6.8.8. Airfield Management will coordinate all activities for repair and clearing of airfield facilities affected by disabled and crashed aircraft.

6.8.9. Only Airfield Management can authorize a runway to be reopened for operational use subsequent to closure caused by a disabled or damaged aircraft.

6.8.10. Controlled Bailout Area: Ie Shima Range (KAD R-008/22). Abandon aircraft on a northwesterly heading so that the parachute landing is on Ie Shima Range. Recommended altitude is 2,000-3,000 feet MSL.

**6.9. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter Response Procedures.**

6.9.1. Each flying organization, along with Kadena AMOPS, is responsible for monitoring flying activities to assure accountability of aircraft. Directing the SAR effort is the responsibility of the 18 WG/CP. 18 WG flying organizations may be called upon to augment host nation airborne search effort at the request of the 18 WG/CP. In the event of an off base incident, follow procedures outlined in USFJI 10-200, *Off Base US Military Aircraft Accidents in Japan.*

6.9.1.1. Daytime F-15 flying requires any rescue support be available (33 RQS, Japan Air Self Defense Force [JASDF], or the Japanese Coast Guard). Night F-15 flying requires 33 RQS rescue support, unless waived by 18 OG/CC. Normally, the JASDF Southwestern Division Headquarters will be the primary rescue contact during daytime 18th Wing local flying.

6.9.2. AMOPS Procedures.

6.9.2.1. When aircraft exceed their ETA by 30 minutes, AMOPS will conduct a preliminary communications check through the following agencies:

**Table 6.1. Overdue Aircraft Checklist**

| | |
|---|---|
| 1 | Kadena Tower |
| 2 | Naha Approach Control |
| 3 | Kadena Arrival |
| 4 | Naha ACC |
| 5 | Transient Alert |
| 6 | Organization Aircraft Assigned |
| 7 | 18 WG/CP |
| 8 | Base of Departure (If Applicable) |

6.9.2.2. Each agency is allowed 30 minutes from time of contact to report its findings back to AMOPS.

6.9.2.3. If the aircraft is not located within 1 hour of ETA AMOPS will contact the 18 WG/CP with all pertinent information.

6.9.3. Emergency Locator Transmitter Procedures.

6.9.3.1. Any base agency aware of an Emergency Locater Transmitter (ELT) transmission will notify AMOPS immediately.

6.9.3.2. AMOPS will:

6.9.3.2.1. Notify Naha FSS, 18 CS/SCO (Installation Spectrum Manager), Naha ACC, Futenma Tower, 18 WG/CP, 733 AMCC, Kadena Transient Alert, 67 FS Life Support, 44 FS Life Support, 33 RQS, AFE, Aero Club, MWLK, and deployed units

of the ELT heard at Kadena. Request status update from each agency no later than 1 hour after notification.

6.9.3.2.2. Request Installation spectrum manager to search for ELT and notify AMOPS of their findings every hour until the ELT is terminated. If ELT continues past 12 hours, AMOPS will again notify the agencies in paragraph **6.2.2.2** AMOPS will notify all agencies of signal termination.

6.9.3.3. Aircrew Flight Equipment (AFE) and egress will notify AMOPS of their findings every two hours until the ELT is terminated. AFE and egress will locate and silence ELT used in life saving devices (survival kits/vest, parachutes) that broadcast on the 243.0 frequency. **Note:** AFE and egress do not have the ability to locate ELT broadcasting on 121.5 or 406 frequencies. AFE and egress do not maintain beacons/locators (crash beacons) installed in aircraft. The organizations responsible for aircraft maintenance, to include Aero Club, should be contacted in the event of an ELT actuation. Operational ground testing of ELT has been authorized during the first five minutes of each hour. To avoid confusing the tests with an actual ELT, the testing is restricted to no more than three audio sweeps.

**6.10. Hung Ordnance Procedures. Note:** ATC will question non 18 WG aircraft to determine if the ordnance is safe or unsafe. After the determination is made, the applicable procedure will be followed.

6.10.1. Ordnance Explosive Types:

6.10.1.1. Live. Ordnance containing actual wartime explosive charges.

6.10.1.2. Practice. Ordnance containing small explosive charges designed for ease of scoring.

6.10.1.3. Inert. Ordnance without explosive charge.

6.10.1.4. Unexpended Ordnance. Live, practice or inert armament attached to an aircraft for which no attempt was made to fire, launch or jettison.

6.10.1.5. Hung Ordnance. Live, practice or inert armament that failed to depart the aircraft when an attempt to fire, launch or jettison was made. **Note:** It is the aircrew's responsibility to inform ATC if ordnance is secure (safe) or unsecured (unsafe).

6.10.1.5.1. Hung Secure or Safe. A release attempt was made, but there is no indication that the release mechanism activated. Switches are de-armed and safe indications are observed in the cockpit. **Note:** Unless otherwise requested by the pilot, this condition does not warrant emergency procedures.

6.10.1.5.2. Hung Unsecured or Unsafe. Some portion of the release mechanism activated or an unsafe indication is observed in the cockpit. Examples: A bomb with one release lug released, or a rocket or missile which has moved in its tube or on its launcher.

6.10.2. Live Armament Departures and Recoveries. Runway 23L/R will be used for departures with live bombs unless aircraft characteristics dictate otherwise. Runway 05L/R will be used for recoveries with live bombs unless aircraft characteristics dictate otherwise.

6.10.3. Aircrew will comply with AFI 11-2F-15 Vol. 3 for landing with hung ordnance. Landings will normally be from a straight-in approach while minimizing flight over land.

6.10.4. The Tower will activate the PCAS for hung unsecure or unsafe ordnance emergencies. AMOPS will activate the SCN .

6.10.5. Aircrew Procedures after Landing with Hung Ordnance:

6.10.5.1. After landing, aircraft will taxi to the end of the runway then to Run-Up Pads 1, 2, 3 or 4 or as directed by Tower for de-arming. Observe published de-arm headings if forward firing ordnance is involved.

6.10.5.2. Aircraft will not proceed from the de-arming area until safing is complete.

6.10.5.3. If arresting systems are used, ordnance will be put in safe before the aircraft is removed from the cable.

**6.11. Wind Limitations on Control Tower**

6.11.1. The Tower shall evacuate when wind gusts in excess of 50 knots are present and will close when TCCOR-1C is declared, unless otherwise directed by the CCLTR or AOF/CC. Tower personnel will not evacuate to the alternate tower during high winds. Controllers will not evacuate until all arriving aircraft have landed.

6.11.2. Tower shall resume operations when wind gusts diminish to less than 50 knots and are forecasted to remain so. Additionally, the Tower will re-open when TCCOR-1R is declared, or when directed by the Tower CCTLR or AOF/CC.

**6.12. Evacuation of Airfield Operations (AO) Facilities.**

6.12.1. Concept of Operations.

6.12.1.1. The alternate Tower facility is the Surge Tower located on top of Building 3579 (Fire Station #3) at the intersection of Taxiways Delta and Lima. GCA's alternate facility is the Tower; however, GCA radar services will be unavailable. The Alternate Kadena Arrival facility is in Building 3413. The alternate AMOPS facility is Room 203 in Building 3413.

6.12.1.2. Flow of air traffic will be reduced or curtailed depending on the severity of the problem causing Tower, Arrival or GCA evacuation, traffic complexity during alternate facility operations, and the communication limitation/coordination capabilities in the alternate facility.

6.12.1.3. Facility watch supervisors/senior controllers shall direct evacuation, when necessary. Additionally, facility Chief Controllers (CCTLR), AOF/CC, on-scene commander, Security Forces Flight Chief or EOD supervisor may direct the evacuation of the ATC facility.

6.12.2. Tower Evacuation (Other Than Typhoon/High Winds).

6.12.2.1. During Tower evacuation, and until operations resume in the alternate facility, the airfield will be closed. Prior to reopening, AMOPS will conduct an airfield check. Naha Approach Control and Kadena GCA will monitor Tower local and ground control frequencies during tower personnel relocation.

6.12.2.2. Airfield Management shall:

6.12.2.2.1. Pass tower evacuation messages and airfield closure announcement over the SCN. Include an advisory for all agencies with vehicles that operate on the flight line to remain off the movement area/radio control area until communications are established with the alternate Tower.

6.12.2.2.2. Make an immediate broadcast over the Ramp Net advising Tower evacuation and that all vehicles will remain off runways until communications with the alternate Tower can be arranged.

6.12.2.2.2.1. The Tower's visibility of the airfield is limited during alternate tower operations. All vehicles will use Taxiway Delta for runway crossings until operations are resumed in the primary tower.

6.12.2.2.3. Notify:

6.12.2.2.3.1. Airfield Lighting personnel to proceed to the airfield lighting vault and standby for contact from alternate Tower personnel concerning control and adjustment to the light intensities.

6.12.2.2.3.2. Weather Flight to begin passing all weather over the direct line and/or dial line to the alternate Tower.

6.12.2.2.4. During tower operations in the alternate facility, activate the secondary crash phone for all reported emergencies.

6.12.2.2.5. AMOPS shall disseminate a NOTAM temporarily closing the airfield for the evacuation period.

6.12.2.3. Airfield Lighting shall:

6.12.2.3.1. Immediately proceed to the airfield lighting vault and await contact by tower personnel.

6.12.2.3.2. During periods when weather conditions of at least 3,000 foot ceiling and 5 mile visibility exist, and are forecasted to remain such, airfield lighting personnel may be released to standby duty by the tower supervisor, but are subject to a 15 minute recall response through Service Call.

6.12.2.4. The 18 WG SOF shall:

6.12.2.4.1. Proceed to the alternate tower facility or relocate to squadron operations and re-establish operations.

6.12.2.5. Resuming Normal Operations:

6.12.2.5.1. Operations in the primary tower shall resume when approved by the Tower CCTLR or Airfield Operations Flight Commander.

6.12.2.5.2. After resuming control in the primary facility, Tower shall notify all concerned agencies.

6.12.3. Kadena GCA Evacuation Procedures

6.12.3.1. In the event of a fire, bomb threat, electrical failure or other threatening situations the GCA may have to evacuate to the Tower.

6.12.3.2. Aircraft can expect a 20-minute delay in receiving IFR clearances.

6.12.3.3. Tower shall notify:

6.12.3.3.1. Naha Approach, Kadena Arrival and the Tower CCTLR.

6.12.3.3.2. AOF/CC.

6.12.3.3.3. 18 CS/Communication Focal Point (CFP).

6.12.3.4. AMOPS shall:

6.12.3.4.1. Publish the following NOTAM IAW AFI 11-208 (I): "ASR/PAR APPROACH AND RADAR MONITORING UNAVAILABLE."

6.12.3.4.2. Contact Tower if notified of an aircraft emergency during GCA evacuation.

6.12.3.5. 18 CS/CFP shall:

6.12.3.5.1. Notify 18 CS Airfield Systems Maintenance.

6.12.3.5.2. Notify 18 WG/CP.

6.12.3.5.3. Prepare a PACAF Report.

6.12.3.6. 18 CS Airfield Systems Maintenance shall:

6.12.3.6.1. Immediately proceed to the VORTAC and ILS sites to verify equipment is operational.

6.12.3.6.2. Notify Tower of any NAVAID malfunctions.

6.12.4. Resuming GCA Operations. GCA will resume operations in the primary facility when directed by the GCA CCTLR or Airfield Operations Flight Commander.

6.12.5. Evacuation of AMOPS.

6.12.5.1. In the event of a fire, bomb threat, typhoon, electrical failure or other threatening situations AMOPS may have to evacuate from their primary operating location, building #3409, and relocate to the alternate location, building #3413.

6.12.5.2. Determination to evacuate AMOPS will be made by the non-commissioned officer in charge (NCOIC) Airfield Management Operations, Airfield Manager or AOF/CC. If the situation dictates a quick evacuation, or none of these personnel are available, the Airfield Management Operations Supervisor will make the evacuation decision.

6.12.5.3. AMOPS Personnel will:

6.12.5.3.1. If time permits, activate the SCN prior to evacuating and notify all agencies that AMOPS is evacuating to building #3413. If time does not permit, notify 18th WG Command Post and request they activate the SCN and notify other agencies.

6.12.5.3.2. Notify Command Post, FES, Tower, GCA, Naha Flight Service Station, the NCOIC Airfield Management Operations and Airfield Manager of evacuation.

6.12.5.3.3. Secure all classified material in a locked safe.

6.12.5.3.4. Suspend runway operations.

6.12.5.3.5. Review and update the Evacuation Kit at least quarterly.

6.12.6. Kadena Arrival Evacuation Procedures: Because of the geographical separation between the Arrival facility and Kadena AB, evacuation to Building 3413 will only occur as a contingency plan if ATC service cannot be restored in a reasonable amount of time. Determination to evacuate Kadena Arrival will be made by the Air Traffic Manager. Aircraft can expect anywhere from 1 to 2 hours of interruption to Arrival service.

6.12.6.1. The necessary equipment for Kadena Arrival to provide contingency ATC service and ensure flight safety consist of as a minimum; one STARS TDW, landline communications capability to Naha Area Control Center, Naha Tower, Kadena Tower, Futenma Tower, and Futenma GCA. Kadena Arrival should operate on its normal common frequencies (255.8/135.9), have access to normal discrete frequencies, the capability to monitor/broadcast on VHF/UHF emergency frequencies (121.5/243.0), and have access to UHF/VHF multichannel radios. Recording equipment (if capability exists) shall record as a minimum the primary Arrival/Emergency frequencies.

6.12.6.2. When directed by the Air Traffic Manager to return to the primary facility, the next scheduled crew will report to the Naha facility. Once the primary facility is ready, the Kadena contingency facility will hand off all functions to the Naha primary facility.

**6.13. Other Emergency Procedures.**

6.13.1. Hot/Jammed Gun Procedures.

6.13.1.1. Runway 05. Aircraft Weapons Maintenance personnel will attempt to safe and clear the jammed gun at Warm-Up Pad 3. If the gun cannot be made safe and cleared, the aircraft will be shut down and towed to Hardstand 125. If aircraft is to be held as an exhibit for gun rapid response team IAW AFI 21-101 (determined by Wing Weapons Manager and 18th Maintenance Group Commander [18 MXG/CC]), aircraft may be placed in a PAS provided hangar doors remain closed until system is safe.

6.13.1.2. Runway 23. Aircraft Weapons Maintenance personnel will attempt to safe the gun at the parking spot on Warm-Up Pad 4. If the gun cannot be made safe, the aircraft will be shut down at that spot and towed to Hardstand 125. If aircraft is to be held as an exhibit for gun rapid response team IAW 21-101 (determined by Wing Weapons Manager and 18 MXG/CC), aircraft may be placed in a PAS provided hangar doors remain closed until system is safe.

6.13.1.3. Helicopter Procedures. Helicopters returning to Kadena AB with a weapon that cannot be made safe will inform the Tower and request landing on Runway 05L/23R for taxi to Warm-Up Pad 1. The weapon will be aimed IAW **Table 2.7** until aircraft maintenance personnel can remove the weapon from the aircraft.

6.13.2. Use of Single Frequency Approach (SFA) Emergency Discrete Frequency.

6.13.2.1. To standardize and optimize communications during an IFE, the following procedures apply:

6.13.2.1.1. Under normal circumstances, the pilot of the IFE aircraft will notify the SOF as soon as possible.

6.13.2.1.2. Naha Approach Control will direct the IFE aircraft to the SFA (290.3/Channel 18 is the normal frequency/channel). The SOF will also notify Kadena Arrival (via hotline) and Tower watch supervisors if an aircraft other than an IFE will be using the SFA.

6.13.2.1.3. Once the IFE aircraft is on the SFA, the pilot will relay the initial information regarding the IFE to both the SOF and ATC. Pilot will then initiate communications with ATC for recovery sequence and to ensure traffic separation.

6.13.2.1.4. After ATC instructions are complete, and approval is obtained from ATC for transmissions on the SFA, the SOF and the IFE pilot will conduct communications as necessary to safely recover the aircraft.

6.13.2.2. If the IFE occurs after the aircraft is under ATC control, the pilot will not depart the ATC frequency for the SFA without notifying the controlling agency. However, the initial IFE coordination for fighter aircraft should still occur on the SFA rather than on the ATC frequency.

6.13.2.3. Responsibilities.

6.13.2.3.1. Pilot will adhere to AFI 11-2F-15 Vol.3 (or applicable airframe and/or Service directives) for emergency procedures.

6.13.2.3.2. SOF:

6.13.2.3.2.1. Notify Tower, Naha Approach, and Kadena Arrival watch supervisors immediately when the SFA will be used.

6.13.2.3.2.2. Pass emergency information to the Tower watch supervisor.

6.13.2.3.2.3. Transmit only information for the IFE on the SFA. Do not simulcast communications that do not pertain to the IFE on the SFA.

6.13.2.3.2.4. Shall not issue ATC instructions.

6.13.2.3.2.5. Provide Naha Approach, Kadena Arrival and Tower watch supervisors with any non-standard sequencing plan. For example, during single runway operations, the SOF may hold an IFE aircraft planning a barrier engagement to recover other low fuel aircraft. (ATC will assume immediate priority for the IFE unless told otherwise.)

6.13.2.3.3. Tower Watch Supervisor:

6.13.2.3.3.1. Serve as focal point for all coordination between the SOF and tower controllers.

6.13.2.3.3.2. Relay information between the Naha Approach, Kadena Arrival and GCA watch supervisors and the SOF when the hotlines are unusable.

6.13.2.3.3.3. Monitor the SFA at all times.

6.13.2.3.3.4. Do not simulcast impertinent information to the IFE on SFA.

6.13.2.3.4. Naha Approach and Kadena Arrival:

6.13.2.3.4.1. Provide an additional frequency to the SOF when the SFA is already in use and an additional IFE aircraft needs to recover using SFA procedures.

6.13.2.3.4.2. Monitor the SFA at all times.

6.13.2.3.4.3. Do not simulcast impertinent information to the IFE on the SFA.

6.13.2.4. The unpredictable nature of in-flight emergencies may prevent strict adherence to the above procedures. However, the intent is to conduct the bulk of the communication associated with an IFE on the SFA. Additionally, common sense must be used to prioritize information flow and actions necessary to accomplish the bottom line: SAFE RECOVERY OF THE IFE.

6.13.3. KC-135 Emergency Air Refueling Procedures.

6.13.3.1. The 18 WG/CP will notify AMOPS of an impending launch.

6.13.3.1.1. The tanker aircrew or mission coordinator will deliver the flight plan to AMOPS as quickly as possible. Consider using the facsimile machine. If a flight plan is faxed, units will verify receipt and resolve discrepancies via telephone confirmation at 634-3118.

6.13.3.1.2. Unless otherwise coordinated, emergency air refueling communications plan will be HABU 3: 286.4/primary, 306.4/secondary, 255.6/back-up, APN 69 3-1-1. AWACS shall make initial radio contact on 233.1.

6.13.4. Unlawful Seizure of Aircraft. Base response procedures are contained in KADENA ABI 31-101.

**6.14. Alternate Facility Procedures.**

6.14.1. Alternate Control Tower Limiting Factors (LIMFACS). The following LIMFACs affect ATC operations when alternate tower procedures are in effect:

6.14.1.1. During the initial period of evacuation and activation of the alternate facility, ATC operations at Kadena shall be suspended and the airfield will be closed. Resumption of limited operations should begin in 30 minutes or less.

6.14.1.2. UHF/VHF Radio Capability.

6.14.1.2.1. Availability. The alternate tower can operate on its normal tower (315.8/126.2) and ground control frequencies (275.8/118.5), as well as VHF/UHF emergency frequencies (121.5/243.0). Additionally, the alternate tower has 315.8 B/U and 126.2 B/U capability along with 1 UHF and 1 VHF multichannel radio (shared with the GCA).

6.14.1.3. ATIS will not be available.

6.14.1.4. Land Mobile Radio (LMR) FM Communications. The alternate tower has permanent FM-1 capability via the GCA ETVS and FM-2 capability is available via the Motorola console.

6.14.1.5. Airfield Lighting Controls. No lighting controls are contained in the alternate facility. Tower personnel set lights appropriately upon evacuation for current/forecasted weather conditions and time of day/night. Subsequent lighting adjustments are controlled by lighting personnel following their arrival at the vault.

6.14.1.6. Radar Traffic Information/Advisories/Spacing. No radar display exists in the alternate facility. Controllers cannot provide radar-assisted arrival/departure/wake turbulence separation, traffic advisories, or sequencing and/or spacing.

6.14.1.7. Visibility blind spots are covered in Para **2.1.4.2**

6.14.1.8. Coordination Limitations. The numerous coordination procedures Tower normally provides will decrease due to equipment limitations. Flying organizations and other agencies on or near the flight line must be more aware of:

6.14.1.8.1. Aircraft Anti-Hijacking.

6.14.1.8.2. Aircraft engine maintenance runs and aircraft tows.

6.14.1.8.3. Traffic Flow and Pattern Operations.

6.14.1.8.4. Flow of air traffic and vehicle access shall be suspended from the time controller personnel evacuate the primary tower until operations are resumed in the alternate facility.

6.14.1.8.5. The Tower's traffic pattern workload (total VFR and IFR) may be further reduced at the watch supervisor's discretion.

6.14.1.8.6. Traffic pattern operations may be started/continued at the sole discretion of the tower watch supervisor based on existing weather, time of day, pending arrivals, pending departures, and types of aircraft involved.

6.14.1.9. Reduced runway separation minima between separate flights shall be no less than 6,000 feet between all applicable aircraft

6.14.1.10. Tower Evacuation Exercises. EET members shall coordinate tower evacuation exercises with the Airfield Operations Flight Commander and Tower CCTLR at least 48 hours in advance. This coordination will outline guidance and impact of tower evacuation exercises on real-world operations, exercises, delays or holding of transient/contract aircraft not involved in the operational readiness inspection (ORI)/EET scenario. In all cases, safety shall not be compromised.

6.14.2. GCA Alternate Facility Operations LIMFACS. In the event the GCA requires evacuation, a rated controller will relocate to the tower and resume the Clearance Delivery function as quickly as possible. The following limitations will exist:

6.14.2.1. ASR and PAR approaches will be unavailable.

6.14.2.2. No Single Frequency Approaches (except for 290.3 SFA frequency).

6.14.2.3. Radar monitoring and flight following are not provided.

6.14.2.4. Practice approaches may be limited.

6.14.2.5. Expect IFR clearance delays.

6.14.3. AMOPS Alternate Facility Operations.

6.14.3.1. AMOPS personnel will setup as quickly as possible in the AMOPS alternate location, the 18 OSS/OSA conference room in building #3413.

6.14.3.2. The following LIMFACS will occur:

6.14.3.2.1. There will be longer airfield response times because AMOPS is further away from the airfield.

6.14.3.2.2. There could be delays in processing information to and from AMOPS due to the number change.

6.14.3.2.3. The alternate location does not have a fax machine, so any faxed flight plans will either be delayed in input if a runner is available and can go back to the main counter to retrieve them or not able to be sent at all depending on whether or not access to the building is available.

6.14.3.2.4. BASH response will either be delayed or nonexistent with the pyrotechnics still locked in their primary location depending on whether or not access to the building is available.

6.14.3.3. AMOPS Personnel will:

6.14.3.3.1. Activate SCN conference call by dialing 632-9381. Notify all agencies that AMOPS has arrived at the alternate location, building #3413.

6.14.3.3.2. When directed to return to primary facility, an individual will be sent ahead to open the facility and ensure AMOPS functions can be carried out at primary location. Once the primary facility is ready, the remaining AMOPS personnel will relocate to building #3409.

## Chapter 7

## FLIGHT PLANNING PROCEDURES

### 7.1. Flight Plan Procedures.

7.1.1. A flight plan is mandatory for all aircraft arriving and departing Kadena AB, except in the case of an emergency, or else otherwise coordinated in an LOP.

7.1.1.1. Arriving aircraft without a flight plan shall contact AMOPS, as soon as possible, on frequency 266.0 or 131.4 for coordination. AMOPS will coordinate with TA and AMC to determine the status and parking location of the aircraft and will advise the Tower. In the event of an emergency, if coordination has not been completed prior to the aircraft's actual landing, the aircraft will be held on Taxiway Bravo between the runways or on Taxiway Delta between Taxiway Lima and Runway 05L/23R and SFS will be notified. If the aircraft is carrying hazardous cargo, the aircraft will be held and instructed to not shut down engines until its final parking location has been determined. AMOPS will notify Flight Safety (18 WG/SEF). If an emergency is not declared and an aircraft attempts to land regardless, ATC will withhold a landing clearance and will notify AMOPS who will notify SFS and all parties will follow procedures outlined in the KABI 31-101.

7.1.1.2. Any aircraft requesting to depart without a flight plan on file shall contact AMOPS on frequency 266.0 or 131.4 for coordination. Aircraft shall not be allowed to taxi until Tower receives a flight plan from AMOPS. Exceptions: The Air Evac Alert KC-135 aircraft will be authorized to taxi for departure without a flight plan. The Navy "Echo Item" P-3 aircraft will be authorized to taxi for departure without a flight plan only when AMOPS calls Tower via the direct line and states the aircraft is an Echo Item. The flight plan must be on file prior to departure. 18 WG aircraft may taxi with supervisor of flying (SOF) approval; however, aircraft shall not be allowed to depart until a flight plan has been entered into the system.

7.1.2. Tactical. To support ATC abbreviated clearance procedures, pilots flying a tactical flight plan (VFR) shall file a radar departure.

7.1.3. Flight plans will be filed no sooner than 24 hours prior to departure and not less than 1 hour before departure. Flight plan proposals originating from Kadena AB with a route of flight in the local area shall be submitted in one of the following forms: DD Form 1801, *DoD International Flight Plan*; AF Form 4327, *ARMS Fighter Flight Authorization***,** or Unit Flying Schedule.

7.1.3.1. DD Form 1801 and AF Form 4327 Procedures. All aircrew flying out of Kadena AB may file flight plans in person with AMOPS. Original flight plans may not be accepted via radio. Flight plans can be amended via any means provided an original flight plan is on file at AMOPS.

7.1.3.1.1. 18 WG units and 353 SOG must file flight plans via fax or email. Each flying unit shall maintain the original flight plan IAW Service directives.

7.1.3.1.2. USAF rotational units, MWLK and U.S. Navy (USN) rotational units may file flight plans via fax or email as follows: Upon arrival, the unit shall coordinate

flight plan requirements with the Airfield Manager and confirm understanding of all requirements in paragraph **7.1** and all subparagraphs. This will negate the need for a separate Letter of Agreement. Each flying unit shall maintain the original flight proposal IAW Service directives. A confirmation call must be made to AMOPS to verify receipt of faxed or emailed flight proposals. **Note:** Rotational units that have not coordinated with the Airfield Manager are not authorized to fax or email flight proposals.

7.1.3.2. 18 WG units and 353 SOG Flying Schedule Procedures. 18 WG units and 353 SOG may file flight plans via the Unit Flying Schedule in person, by fax, or by email. Schedules must contain the following items:

7.1.3.2.1. Number and Type of Aircraft.

7.1.3.2.2. Call Sign(s).

7.1.3.2.3. Estimated Time of Departure.

7.1.3.2.4. Total Estimated Elapsed Time. As per Naha ACC request, aircraft filing for a terminal delay at Kadena will include mission timing plus terminal delay timing in block 16, TOTAL estimated elapsed time. Additionally, aircrews will annotate block 18, OTHER INFORMATION, with a remark stating estimated terminal delay timing, e.g., RMK/KAD: TRANS 3+00.

7.1.3.2.5. Pilot's Name.

7.1.3.2.6. Fuel.

7.1.3.2.7. Area of Flight (Warning Areas).

7.1.3.2.8. Approval Authority.

7.1.3.2.9. Local Contact Number. **Note:** A confirmation call must be made to AMOPS to verify receipt of faxed or emailed flight proposals. If the flight proposal is faxed or emailed, the submitting organization must maintain the original on file IAW Service directives.

7.1.3.3. Kadena Partner/Rotational Unit Flying Schedule Procedures. USAF rotational units, MWLK and USN partner units may file flight plans via the Unit Flying Schedule in person, by fax, or by email as follows: Upon arrival, the unit shall coordinate flight plan requirements with AMOPS and confirm understanding of all unit requirements in paragraph **7.1** and subparagraphs. This will negate the need for a separate Letter of Agreement. Each flying unit shall maintain the original on file IAW Service directives. A confirmation call must be made to AMOPS to verify receipt of faxed or emailed Unit Flying Schedule. All information requirements in paragraph **7.1.3.2** and subparagraphs must be met. **Note:** Rotational units that have not coordinated with the Airfield Manager are not authorized to fax or email Unit Flying Schedules.

7.1.4. Units using the AF Form 4327 will deliver, fax or email the signed copy of the form to AMOPS by the end of the duty day before the effective date. Flying squadrons shall immediately call, fax, or email all updates and add-ons to AMOPS and 18 WG/CP. Emails shall be followed up with a phone call. All items in paragraph **7.1.3.2** must be provided for each change.

7.1.4.1. Units using TASAMS will ensure the next day's flying schedule is approved and in TASAMS by the end of the duty day (1630L, or 1930L during 18 Wing night flying) before the effective date. Once the flying schedule is in TASAMS, after 1630L/1930L, it is considered approved by the appropriate flying squadron commander or director of operations. This approval allows AMOPS to file flight plans with Naha Flight Service Station and ensures flight plans are entered into the airspace system. All changes after 1630L/1930L for the schedule/current day of flying must be telephonically coordinated with AMOPS as an add-on, change or deletion.

7.1.4.2. Units will provide AMOPS with a flight plan/scheduling point of contact list whenever it changes. The list will include individual(s) unit, name, rank, and duty and home telephone numbers.

7.1.5. During local exercises, aircraft on alert must activate their clearance with AMOPS prior to launch.

7.1.5.1. Shogun Control/Shogun 10 (SOF) or designated representative will initiate a flight clearance request via telephone or by radio with AMOPS for alert aircraft only. A flight plan shall be faxed, emailed or hand delivered to AMOPS as soon as possible.

## Chapter 8

## MISCELLANEOUS PROCEDURES

### 8.1. Airfield Operations Board (AOB).

8.1.1. Membership will include, but not be limited to the following:

8.1.1.1. 18 OG/CC (Chairman). **Note**: This is 18 WG/CV delegated.

8.1.1.2. 18 MSG/CC.

8.1.1.3. 18 OG flying representative.

8.1.1.4. 353 SOG representative.

8.1.1.5. 733 AMS representative.

8.1.1.6. 82 RS representative.

8.1.1.7. MWLK representative.

8.1.1.8. CFAO Representative

8.1.1.9. Fixed Wing Patrol Detachment (VPDET) representative.

8.1.1.10. 18 OG/OGV.

8.1.1.11. 18 WG/SEF.

8.1.1.12. 18 OSS/CC.

8.1.1.13. 18 OSS/OSA to include ATC, AM, NCOIC, Airfield Automation Manager (NAAM).

8.1.1.14. 18 CES Representative.

8.1.1.15. 718 CES Representative.

8.1.1.16. 18 OSS/OSW.

8.1.1.17. Aero Club Manager.

8.1.1.18. 18 WG/CP.

8.1.1.19. 18 CS/SCO Representative.

8.1.1.20. Airspace Manager.

8.1.2. Responsibilities.

8.1.2.1. The Airfield Operations Board will convene once each quarter and will include the following agenda as a minimum:

8.1.2.1.1. Airspace (Terminal, Enroute, and Special Use Airspace).

8.1.2.1.2. ATC/Flying Procedures (New, Revised, Rescinded, and Seldom Used).

8.1.2.1.3. Military, FAA, and/or Host-Nation Concerns.

8.1.2.1.4. Airfield Operations Flight ( AOF, Staff, AM, and ATC) Staffing.

8.1.2.1.5. ATCALS (Flight Inspection Schedule, ATCALS equipment/findings, status, upgrades, etc…).

8.1.2.1.6. Airfield Environment.

8.1.2.1.7. ATSEP Open Items.

8.1.2.1.8. Status of Airfield Driving Training Program.

8.1.2.1.9. Runway intrusions/Controlled Movement Area Violations (CMAVs).

8.1.2.1.10. HATRs.

8.1.2.1.11. Annual review of the following items will occur during the month indicated:

8.1.2.1.11.1. KABI 13-204, February.

8.1.2.1.11.2. Special Interest Items (SII), March.

8.1.2.1.11.3. Terminal Instrument Procedures, September.

8.1.2.1.11.4. Air Compatible Use Zone (AICUZ) (optional), May.

8.1.2.1.11.5. Parking Plan, LOP Review, June.

8.1.2.1.11.6. Results of the Annual Airfield Certification/Safety Inspection, September.

8.1.2.1.11.7. OPLAN Tasking, October.

8.1.2.1.11.8. Letters of Agreement, November.

8.1.2.1.11.9. Operations Letters, November.

8.1.2.1.11.10. Host-Nation Agreements, November.

8.1.2.1.11.11. Airfield Waivers, Results of Annual Self Inspection, December.

8.1.2.2. 5th Air Force, PACAF/A3OF, and the OG/CC has determined that a formal alternate meeting is an acceptable alternative to inviting host nation members to the AOB. Meetings will be held on a quarterly basis to address any concerns.; which will continue to be briefed at the AOB by the host nation liaison. These meetings will be chaired by the OG/CC or his designated representative. Meeting minutes will be drafted and distributed to PACAF A3OF just as with the AOB.

8.1.3. Airfield Operations Board Minutes.

8.1.3.1. Airfield Operations Board minutes will be distributed to base agencies, command levels through Major Command (MAJCOM), and HQ Air Force Flight Standards Agency (AFFSA).

8.1.3.2. Minutes will include, the agenda and all items listed in paragraph **8.1.2.1**

**8.2. Notice to Airmen (NOTAM) Procedures.** NOTAM is any information concerning the establishment of, condition of, or change in any aeronautical facility, service, procedure, or hazard; the timely knowledge of which is essential to personnel concerned with flight operations.

8.2.1. Procedures.

8.2.1.1. Agencies with a recommended NOTAM should contact Airfield Management. The Airfield Manager is the authority for publishing NOTAM(s).

8.2.1.2. Kadena Tower is designated as the NOTAM monitoring facility. Airfield Management is the NOTAM issuing facility. All NOTAM listings are available on the World Wide Web at **https://www.notams.faa.gov/dinQuery/Web**/ A dedicated computer with access to this site, as well as other DoD and/or Departmental Publishing Electronic Products, is available in the flight planning room at AMOPS.

8.2.1.3. AMOPS will:

8.2.1.3.1. Process local NOTAMs, flight safety NOTAMs on ATCALS outages, airfield hazards (runway closure, threshold displacement, airfield lighting, etc.), etc, and "return to normal service" NOTAMs IAW AFI 11-208 (I), *Department of Defense NOTAM System*.

8.2.1.3.2. Provide all flight safety and local NOTAMs to transient aircrews, when requested.

8.2.1.3.3. Notify all required agencies IAW AMOPS when flight safety or local NOTAM are initiated or canceled.

**8.3. Flight Information (FLIP) Accounts, Procedures for Requesting Changes.** The primary/alternate FLIP managers are appointed by the Airfield Manager and will:

8.3.1. Order FLIP and aeronautical charts for base units according to established distribution procedures. (See AFI 11-201, *Flight Information Publications,* AFI 14-205, *Geospatial Information and Services (GI & S).* If a new FLIP product is not received by the effective date, mark material as "OUTDATED Contact AM Ops." The internet site, **https://www1.nga.mil/ProductsServices/Pages/default.aspx**, may be used if new FLIPs are not received by the effective date. Complete and return the Quality Feedback Card for each occurrence and retain a copy for your records. Track and brief problems in the AOB.

8.3.2. Review each new FLIP edition for the accuracy and consistency of airfield data. Compare local base data with data published in other FLIP products (approach plates, enroute supplement, area planning), operating instructions (Airfield Operations Instruction [AOI], OPLANs), and flight planning room displays. Document the FLIP product title, date of product, date completed, discrepancies noted, fix action, date corrected, and name/initials of individual performing the review. Maintain results of each review for at least 3 months.

8.3.3. Prepare and coordinate non-procedural FLIP changes with appropriate local agencies before submission IAW General Planning, Chapter 11. The Airfield Manager approves non-procedural FLIP change requests.

8.3.4. Initiate NOTAM action for non-procedural FLIP changes, as necessary.

8.3.5. When appropriate, include in the "Remarks" section of the FLIP IFR supplement the type and extent of pavement in the touchdown zone (surface one) of the runway, and in the rollout or middle zone of the runway (surface two).

8.3.6. Publish all non-standard airfield lighting in FLIPs/AOI.

8.3.7. Publish accurate runway weight bearing restrictions in FLIPs based on current pavement evaluation reports.

**8.4. Prior Permission Required (PPR) Procedures.** A valid AMOPS-issued PPR number is required for all transient aircraft (except AMC, Air Evac, Special Air Missions, and DV-6) desiring to terminate in a full stop landing at Kadena Air Base. Permanent party and TDY/TAD personnel on Kadena AB do not require a PPR number; however, these aircrews will know and strictly comply with all noise abatement restrictions.

8.4.1. Procedures.

8.4.1.1. Prior to issuing a PPR number or accepting an aircraft's flight plan, AMOPS will check standard noise restriction criteria and any additional noise restriction NOTAMs to determine if 18 OG/CC approval is required. If 18 OG/CC approval is required, AMOPS will instruct the requester to call 18 WG/CP. **Note:** The 18 OG/CC waiver does not constitute a PPR number. Coordination with Transient Alert for Air Force, Army, and Navy aircraft and MWLK for Marine aircraft is required prior to the issuance of a PPR number.

8.4.1.2. If the quiet hours waiver is approved, 18 WG/CP will notify AMOPS for PPR coordination with Transient Alert or MWLK.

8.4.1.3. If the PPR is approved, AMOPS will notify 18 WG/CP. 18 WG/CP will notify requester and base agencies per the after-hour checklist.

8.4.1.4. 18 WG/CP will instruct requester to call AMOPS for the PPR number.

8.4.1.5. If the quiet hours waiver is approved, but the PPR is denied, AMOPS will notify 18 WG/CP. Command post will notify requester of disapproval.

8.4.1.6. If the quiet hour waiver is disapproved, 18 WG/CP will notify requester and base agencies per the after-hour checklist.

**8.5. Air-Evac Notification and Response Procedures.** AMOPS will notify Tower, 18 WG/CP, 733 AMCC, Transient Alert, and Customs of all Air-Evac inbounds and arrivals.

8.5.1. Rescue Protection for Aeromedical Airlift Aircraft. Tower shall notify Crash Control when an aero medical airlift aircraft is 15 nm from the airfield.

**8.6. Unscheduled/Unauthorized Aircraft Arrivals.** In the event of an unscheduled aircraft arrival, AMOPS will initiate actions contained in AFI 10-1001. Additionally, all applicable work centers will initiate actions in KABI 31-101, *Installation Security Support Plan*, a copy of which can be obtained from 18 SFS. For civil aircraft diverts, AMOPS will notify 18 WG/CP to stand up the Kadena Reception Working Group. For military PPR violations, AMOPS will run a QRC and forward the information to the AOF/CC.

**8.7. Distinguished Visitor (DV) Notification Requirements.** Airfield Management will notify Naha Approach of the call sign and type of the DV aircraft. Naha Approach will call Airfield Management via the hotline when the aircraft is 50 miles from the airfield. **Note:** Airfield Management is the only 18 WG agency authorized to request 50-mile-out calls from GCA/Tower/Kadena Arrival/Naha Approach.

**8.8. Dangerous/Hazardous Cargo.** 733 AMS shall notify Airfield Management of aircraft arriving/departing with Hazardous Cargo classified as "Class 6" (Poison), all explosive classes, and Nuclear Weapon Related Materiel. For non-AMC aircraft, Airfield Management shall obtain hazardous cargo information when the PPR is requested.

8.8.1. When an aircraft carrying hazardous cargo intends to arrive/depart Kadena Air Base, Airfield Management (AMOPS) shall:

8.8.1.1. Obtain the aircraft call sign, aircraft type, cargo classification, net explosive weight, estimated arrival time, and estimated departure time.

8.8.1.2. Notify Tower, FES, 18 WG/CP, 733 AMCC and TA.

**8.9. Night Vision Device (NVD) Operations.**

8.9.1. NVD Landing Operations. NVD operations may be conducted during 353 SOG MC-130 aircraft night flying. All operations will be conducted within the guidelines set in AFI 13-204V3 *Airfield Operations Programs and Procedures*, JO 7110.65 and AFI 11-2MC-130V3, *MC-130 Operations Procedures*.

8.9.1.1. Scheduling and Notification. NVD operations are approved and scheduled during weekly Wing scheduling meetings. NOTAMs are published for operations that require other than normal airfield lighting configurations or restrictions to keep nonparticipants away from participating aircraft. Operations that require other than normal airfield lighting configurations

8.9.1.2. Procedures.

8.9.1.2.1. Weather/lunar Requirements.

8.9.1.2.1.1. The minimum in flight visibility for NVG contour operations is 3SM. Higher minimum visibility may be required to identify and clear obstacles. **Note**: Lack of sufficient illumination may prevent NVG contour operations in otherwise VMC conditions.

8.9.1.2.1.2. Any training or operational missions planned when the lunar illumination is forecast to be less than 10 percent during the mission will require an additional level of ORM.

8.9.1.2.1.3. The SOG will be made aware of the ORM assessment and risk mitigation conducted for missions planned to be flown in low illumination conditions.

8.9.1.2.2. Aircraft will contact Naha Approach or Kadena Arrival prior to entering the Naha PCA and request own-navigation to final. Once established on final, report field in sight for visual Straight-In, Base Turn, Simultaneous, or Minimum Interval Landing (as applicable). Thereafter, all landings will be conducted via downwind, base turn, or visual straight-in. **Note:** Aircraft returning VFR operating outside the Naha PCA will contact Tower prior to Bolo Point (Runway 05L/R) or Moon Beach (Runway 23L/R) with intentions.

8.9.1.2.3. Non-participating aircraft will not mix with participating NVD aircraft in any traffic pattern or any controlled area.

8.9.1.2.4. Naha Approach or Kadena Arrival will, upon initial contact, inform Tower of the type of operation requested.

8.9.1.2.5. Tower will control subsequent visual patterns and coordinate any additional straight-in approaches with Naha Approach or Kadena Arrival.

8.9.1.2.6. Aircraft will use one of five options: touch and go, low approach, stop and go (dependent on BAK-12 barriers), or land and taxi back. **Note:** 180 degree turns are not authorized on the asphalt portion of runway 05L/23R.

8.9.1.2.7. NVD operations will use Runway 05L/23R unless otherwise directed by ATC. In the event of nearby traffic that does not affect NVD operations, the MC-130 pilots will be requested to turn on their overt lights in order to ensure aircraft separation.

8.9.1.3. Aircraft Responsibilities:

8.9.1.3.1. Conduct NVD operations at their own risk.

8.9.1.3.2. Provide position reports when requested.

8.9.1.3.3. Operate aircraft lighting as specified in Air Force Special Operations Command (AFSOC) operating instructions and approved AFSOC aircrew waivers.

8.9.1.3.4. Advise Tower after full stop landing/termination of NVD operations when runway lights may be illuminated.

8.9.1.3.5. Upon exiting the runway and for taxi backs aircraft will use overt lights and normal taxi procedures.

8.9.1.4. Naha Approach or Kadena Arrival Responsibilities:

8.9.1.4.1. Advise Tower as soon as possible of aircraft intentions.

8.9.1.4.2. Provide vectors or own-navigation to visual final.

8.9.1.5. Tower Responsibilities:

8.9.1.5.1. When requested by the pilot, turn off all runway and approach lights, and switch runway lights to non-landing runway. During Alternate Tower operations, NVD operations cannot be conducted due to the inability to make lighting changes.

8.9.1.5.2. Inform participating aircraft prior to turning on runway or approach lights (upon completion or cancellation of NVD operation, or as deemed necessary by the tower watch supervisor). Aircrews will advise Tower after termination of NVD operations when runway lights may be illuminated.

8.9.1.5.3. Advise aircraft of barrier status prior to first landing.

8.9.1.5.4. Advise non-participating aircraft of NVD operations.

8.9.1.5.5. Suspend NVD operations if necessary for safety (See paragraph **8.9.1.5.2**.). In the event NVD operations are suspended/terminated, participating aircraft will fly runway heading, maintain 1,300 feet MSL until the departure end of the runway and enter the VFR rectangular pattern or turn cross wind and proceed to and hold at Bolo Point (5L/R) or moon Beach (23L/R) until all non-participating aircraft have departed or landed and taxied off the runway.

8.9.1.5.6. Coordinate with Naha Approach or Kadena Arrival for subsequent straight-in approaches that will extend outside the Tower Class D.

8.9.1.5.7. Tower is NOT required to visually ensure the aircraft's gear is down.

8.9.1.5.8. Issue only "LANDING WILL BE AT YOUR OWN RISK" clearances due to inability to properly scan runway for obstacles.

8.9.1.5.9. Tower will operate airfield lighting IAW FAAO JO 7110.65, *Air Traffic Control* Chapter 3, section 4 *Airport Lighting.* Lighting will be set to the appropriate level requested by the pilot, when able.

8.9.1.5.10. Control Tower Lighting. Light levels within the control tower do not affect NVD operations. Controllers do not use NVDs in the control tower.

8.9.1.6. Vehicle Operations. All participating vehicles will remain within the vicinity of taxiway Alpha, with their lights pointed away from the cockpit of participating aircraft, and a NOTAM will be issued closing the area. Non-participating vehicles will be kept out of the NOTAM-closed area to the maximum extent possible.

8.9.1.6.1. Normal vehicle operations (runway checks) are authorized on Runway 05R/23L. These operations will not interfere with NVD operations.

8.9.1.7. Helicopter Night VFR Operations. Helicopter crews may conduct night VFR operations from any designated helipad using night vision goggles. A landing and/or departure clearance will not be issued when operating to/from all helipads on the airfield during the hours of darkness, as Kadena's helipads are not lighted IAW USAF and FAA standards. Instead, the following phraseology will be used, "PROCEED AS REQUESTED, USE CAUTION (reason and additional instructions, as necessary)." This practice is also applicable to Night Vision Goggle (NVG) operations to/from the helipads.

**8.10. Aircraft Priorities.** ATC services are provided on a first-come, first served basis as circumstances permit, with the exception of the operational priorities listed in FAAO JO 7110.65. The priorities for Kadena AB are set in the following order:

8.10.1. Emergencies.

8.10.2. Active air defense scrambles, active anti-submarine warfare missions and/or Echo Item launches.

8.10.3. Rescue aircraft using the "AF Rescue" call sign and Air Evac/Med Evac aircraft when verbally requested.

8.10.4. Joint Chief of Staff (JCS)-Directed missions provided aircrews write "JCS Priority Departure" in the remarks block of the DD Form 1801. Pilot will advise ground control of actual departure time required before commencing taxi.

8.10.5. Any additional Higher Headquarters (HHQ)-directed launches not covered above.

8.10.6. Aircraft operations specified in the "Special Flights" section of FAAO JO 7110.65, as required.

8.10.7. Distinguished visitor (DV)'s Code 6 or Higher (equal to 18 WG/CC or Higher).

8.10.8. Controlled Departures.

8.10.9. IFR and VFR Arrivals.

8.10.10. IFR and VFR Departures.

8.10.11. Aero Club pattern work. **Note:** Conflicts between any of these operations will be resolved by the designated 18 OG/CC representative (SOF) in coordination with ATC.

**8.11. Lost Communications Procedures.** Two-way radio failure circumstances are so varied that exact rules for each situation cannot be established. However, when such a situation is encountered, the following procedures will be followed.

8.11.1. Single Ship. Aircraft will squawk 7600 and monitor guard. If an emergency exists, squawk 7700 and set VCS to NRDO XX. Plan to land on runway 05L or 23R. The PAPI lights can be used to verify landing direction.

8.11.1.1. VFR. Proceed to a 3-mile initial. On initial, descend to 1500 feet MSL, fly alongside runway while rocking wings. Check to ensure the runway is clear, and discern which runway is active. At departure end, pull closed traffic and monitor tower for a steady green light (clearance to land) on base leg or final.

8.11.1.2. IFR.

8.11.1.2.1. Departures.

8.11.1.2.1.1. Runway 05 to IMONO. Climb to 10,000 feet MSL and hold as published, then proceed direct KAD, direct NUDUS (IAF). Hold for 20 minutes, then descend to 6,000 feet MSL and commence approach. **Note:** If VFR conditions are encountered and can be maintained, proceed VFR IAW paragraph **8.11.1.1**.

8.11.1.2.1.2. Runway 23 to NUDUS. Climb to 10,000 feet MSL and hold as published, then proceed direct KAD, direct IMONO (Initial Approach Fix [IAF]). Hold for 20 minutes, then descend to 6,000 feet MSL and commence approach. **Note:** If VFR conditions are encountered and can be maintained, proceed VFR IAW paragraph **8.11.1.1**.

8.11.1.2.2. Return to Base. Maintain 10,000 feet MSL at ZIDEN or JUMTI / 9,000 feet MSL at ELSOL or UKIKA Proceed direct to IAF, descend to 6,000 feet MSL in holding and execute approach. **Note:** If VFR conditions are encountered and can be maintained, proceed VFR IAW **8.11.1.1**.

8.11.1.2.3. Instrument Pattern. Approach clearance is automatic; proceed with the coordinated approach. Maintain 3000 feet MSL until established on a segment of the approach.

8.11.2. Complete Electrical Failure. If able, proceed VFR IAW **8.11.1.1** Descend to the minimum safe altitude with available instrumentation and attempt to get VFR.

8.11.3. Barrier Engagement. Extend tail-hook while flying past the control tower (VFR) or flash landing light if on straight-in final (IFR).

8.11.4. Helicopters shall orbit at the appropriate entry point (Gate 1, 2, 3, or Seawall), flash lights at the Tower and check for steady green light (clearance to land) before proceeding to the Rescue Helipad.

8.11.5. All aircraft, vehicle, and approved pedestrian traffic on the CMA require two-way radio communications. In the event of lost communications, light gun signals shall be used.

If use of light gun signals is unsuccessful when controlling vehicle or pedestrian traffic, contact AM to have vehicle and/or pedestrian traffic escorted off the CMA.

**8.12. Standard Radar Climb-Out Instructions.** The following are standard climb out instructions for aircraft reentering or remaining in the radar pattern for multiple approaches:

8.12.1. Runway 23. "After completing (type landing), cross departure end of the runway at or below 1,300, MAKE CLIMBING RIGHT turn heading 360 WITHIN 2 DME, climb and maintain 3,000." **Note:** Delay in climb and turn may result in conflict with arriving aircraft to Naha Runway 18.

8.12.2. Runway 05L. "After completing (type landing), cross departure end of the runway at or below 1,300, MAKE CLIMBING LEFT turn heading 360 WITHIN 2 DME, climb and maintain 3,000. CLIMB GRADIENT TWO HUNDERD ELEVEN FEET PER NAUTICAL MILE UNTIL LEAVING NINER HUNDRED." **Note:** Climb gradient is required to ensure obstacle clearance.

8.12.3. Runway 05R. "After completing (type landing), cross departure end of the runway at or below 1,300, MAKE CLIMBING LEFT turn heading 360 WITHIN 2 DME, climb and maintain 3,000. CLIMB GRADIENT TWO HUNDERD TWENTY FIVE FEET PER NAUTICAL MILE UNTIL LEAVING NINER HUNDRED." **Note:** Climb gradient is required to ensure obstacle clearance.

8.12.4. Based on traffic, the controller may issue alternate instructions. In such cases, the controller will specifically issue complete instructions.

8.12.5. For base-assigned aircraft, controllers will issue "Execute STANDARD RADAR climb-out" to reduce excess verbiage. **Note**: Standard Radar Climb-out will also be used/issued when aircraft initially depart into the local IFR radar pattern.

**8.13. Opposite Direction Take-Offs and Landings.**

8.13.1. All opposite direction traffic will be approved or disapproved based solely on known traffic. Except for specific military missions, opposite direction traffic will not normally be given priority.

8.13.2. IFR opposite direction operations require approval from Tower, Kadena Arrival, and Naha Approach Control.

8.13.2.1. IFR/IFR opposite direction procedures shall be used only when Naha ASR is operational.

8.13.2.2. Minima:

8.13.2.2.1. IFR Opposite Direction Departure vs. IFR Arrival. An opposite direction departure/low approach aircraft must be airborne and turning to avoid conflict prior to an arriving aircraft reaching 15 flying miles from the runway.

8.13.2.2.2. IFR Opposite Direction Arrival vs. IFR Departure/Low Approach. An opposite direction arriving aircraft shall be no closer than 15 flying miles from the runway prior to the departing aircraft becoming airborne and turning to avoid conflict.

8.13.2.2.3. IFR Opposite Direction Arrival vs. IFR Arrival. An opposite direction arriving aircraft shall be no closer than 15 flying miles from the runway when the preceding arriving aircraft crosses the landing threshold.

8.13.2.2.4. VFR Opposite Direction Straight-In Arrival vs. IFR Arrival. An opposite direction arriving aircraft shall be no closer than 15 flying miles from the runway when the preceding arriving aircraft crosses the landing threshold.

8.13.2.2.5. VFR Opposite Direction Departure vs. IFR/VFR Straight-In Arrival. An opposite direction departing aircraft must be airborne and turning to avoid conflict prior to an arriving aircraft reaching 15 flying miles from the runway.

8.13.2.2.6. VFR Opposite Direction Departure/Arrival vs. VFR Arrival. An opposite direction departing/arriving aircraft must be airborne and turning to avoid conflict/crossed the landing threshold prior to the arriving aircraft reaching 5 flying miles to the runway.

**8.14. Breakout/ Go-Around/Missed Approach Procedures.**

8.14.1. "BREAKOUT" is an instruction used to direct aircraft out of the approach stream. It means that an aircraft may no longer continue its approach due to an imminent situation (e.g., overtaking another aircraft on final, conflicting IFR/VFR traffic, etc.) and must be turned.

8.14.1.1. An aircraft that is issued "BREAKOUT" instructions prior to entering Class D airspace shall be turned to avoid entering Class D airspace. **Note:** Tower will coordinate with Kadena Arrival or Naha Approach for direction of turns for arriving aircraft outside Class D airspace.

8.14.1.2. Breakouts within Class D airspace will only be issued as a last resort to avoid a conflict.

8.14.1.2.1. Runway 05- "BREAKOUT, TURN LEFT HEADING 360, CLIMB AND MAINTAIN 2,000' IMMEDIATELY, (reason for breakout), ACKNOWLEDGE."

8.14.1.2.2. Runway 23- "BREAKOUT, TURN RIGHT HEADING 360, CLIMB AND MAINTAIN 2,000' IMMEDIATELY, (reason for breakout), ACKNOWLEDGE."

8.14.1.3. Breakout to the south is not authorized due to the proximity of Naha and the Futenma Class D Surface Area.

8.14.2. "GO-AROUND" is an instruction for a pilot to abandon the approach to landing due to an imminent situation (e.g., prior landing aircraft on runway, vehicle on runway, etc.). A pilot on an IFR flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC. The following are standard "GO-AROUND" procedures for Kadena AB.

8.14.2.1. Runway 05- "GO AROUND (Reason). FLY RUNWAY HEADING, CROSS DEPARTURE END AT OR BELOW 1,300', THEN CLIMBING LEFT TURN HEADING 360 WITHIN 2 DME, MAINTAIN 3,000'."

8.14.2.2. Runway 23- "GO AROUND (Reason). FLY RUNWAY HEADING, CROSS DEPARTURE END AT OR BELOW 1,300', THEN CLIMBING RIGHT TURN

HEADING 360 WITHIN 2 DME, MAINTAIN 3,000'." Note: Delay in climb and turn may result in conflict with arriving aircraft to Naha Runway 18.

8.14.3. Missed Approach. In the event of missed approach or if the pilot loses visual references during the maneuver, aircraft inbound to Runway 05L/23R will execute standard radar climb out. Aircraft inbound to Runway 05R/23L will fly runway heading, cross departure end of runway at or below 1,300', climb and maintain 3,000' and contact approach control.

**8.15. Civil Aircraft Operations.** Civil aircraft desiring to operate at Kadena Air Base must comply with procedures in AFI 10-1001, *Civil Aircraft Landing Permits;* AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields*; AFI 10-1003, *Use of Air Force Installations for Non-Government Business by Civil Air Carriers Participating in the Civil Reserve Air Fleet (CRAF) Program*; and AFI 10-1801 *Foreign Governmental Aircraft Landings at United States Air Force Installations* as applicable.

**8.16. Civil Use of Military ATCALS.** Civil aircraft may be issued radar vectors and permitted to use USAF NAVAIDs for practice and multiple low approaches at Kadena as long as such approaches do not delay mission-essential traffic. ATC supervisory personnel make the determination to permit or deny these operations based on current and projected traffic conditions. Civil aircraft must have a landing permit or approval from the installation commander to land.

**8.17. Aero Club Operations.**

8.17.1. Ground Operations. Aero Club aircraft will confine ground operations to the southeast side of the airfield, unless prior coordination is made with Airfield Management.

8.17.1.1. Flight Plans:

8.17.1.1.1. Flight plans will be filed with AMOPS a minimum of 30 minutes prior to departure for local VFR operations, and 1 hour prior to departure for cross country and IFR flights.

8.17.1.1.2. All flight plans will be approved and signed by an Aero Club approving authority. The Aero Club manager will ensure a current letter appointing Aero Club authorities is on file with AMOPS.

8.17.1.2. Weather Briefings. Aero Club pilots will obtain a briefing from the NTFS and check NOTAMS for the intended flight prior to filing an IFR or cross-country flight plan.

8.17.1.3. Clearance Delivery. Aero Club aircraft proposing to depart Kadena AB on an IFR flight plan will contact Kadena Clearance Delivery on frequency 123.3.

8.17.1.4. Engine Start/Run-Up Procedures. Aero Club aircraft must obtain approval from Ground Control prior to engine start.

8.17.1.4.1. Run-Up Procedures. All run-ups will be accomplished on the ramp, prior to taxi. Do not enter the active taxiway until ready for departure and clearance is obtained from ATC.

8.17.1.5. ATIS. Prior to taxi, monitor Kadena ATIS (frequency 124.2) for airport information. Advise Ground Control of the current ATIS code on initial contact.

8.17.1.6. Taxi. Contact Ground Control (frequency 118.5) for approval prior to taxiing. Unless otherwise directed, taxi route will be via Taxiway Delta to Runway 05R/23L. Contact Tower (frequency 126.2) when ready for departure.

8.17.1.6.1. Taxi-Out Procedures. All aircraft will depart the Aero Club ramp on Taxiway Delta for departure on Runway 05R/L or 23L/R.

8.17.1.6.1.1. Runway 05R/L Departure. All aircraft will proceed as directed by Tower to the runway with Taxiway Delta as the primary route. Takeoff will normally be from Taxiway Delta at Runways 05R/L and 23R/L. **Note:** Aircraft may be directed to taxi to Taxiway Charlie or Echo for departure due to traffic congestion.

8.17.1.6.1.2. Runway 05R/L Arrival. Aircraft will touch down after the arresting cables at Taxiway Bravo intersection. No aircraft will intentionally land over cables. Exit the runway as soon as possible, preferably at Taxiway Delta. Taxiing over cables is permitted if required to exit the runway.

8.17.1.6.1.3. Runway 23L/R Arrival. Aircraft will touch down after the arresting cable at Taxiway Echo intersection and exit the runway as soon as possible, preferably at Taxiway Delta. **Note:** Use extreme caution when taxiing on the AMC ramp due to the operation of large aircraft and increased vehicle traffic.

8.17.1.6.2. Aero Club Ramp Restrictions. Aircraft will be shut down and towed to refueling and parking spots.

8.17.1.6.3. Wake Turbulence. Pilots should be alert for jet blast from taxiing aircraft and should stay at least 500 feet behind a moving jet aircraft.

8.17.2. Takeoff/Landing at Kadena AB.

8.17.2.1. All Aero Club takeoffs and landings will be on Runway 05R/23L unless otherwise directed by ATC, with the aircraft entering and exiting the runway at Taxiway Delta. Takeoff and landing ground runs will be planned so as not to run over the pendant cables of the arresting systems 5 or 6 (See **Figure A2.6**).

**Table 8.1. Distance Remaining to the next Barrier from Taxiway Delta**

| Rwy | Twy Intersection | Barrier # | Distance |
|---|---|---|---|
| 05R takeoff | Delta | 5 | 4,150’ |
| 05R landing | Delta | 6 | 3,740’ |
| 23L takeoff | Delta | 6 | 3,740’ |
| 23L landing | Delta | 5 | 4,150’ |
| 05L takeoff | Delta | 3 | 2,540’ |
| 05L landing | Delta | 2 | 3,100’ |
| 23R takeoff | Delta | 2 | 3,100’ |
| 23R landing | Delta | 3 | 2,540’ |

8.17.3. Traffic Patterns.

8.17.3.1. Aero Club VFR traffic pattern altitude for all runways is 800 feet MSL. Normal direction of traffic for Runways 05R/23R is right traffic; Runways 05L/23L is left traffic. (See **Figure A2.16**)

8.17.3.2. Aero Club aircraft will fly rectangular traffic patterns; 360º overhead patterns are not authorized.

8.17.3.3. The downwind for all patterns is located not more than 1 nm from the runway.

8.17.3.4. After takeoff, turn crosswind leg after climbing above 400 feet MSL and continue climb to 800 feet MSL on crosswind leg, unless otherwise specified by Tower.

8.17.3.4.1. If departing the traffic pattern, depart to the initial point on the VFR departure route to be used. Tower will direct Aero Club aircraft departing the traffic pattern to "CONTACT NAHA APPROACH CONTROL," or to "CONTACT FUTENMA TOWER," depending on the aircraft's destination.

8.17.3.4.2. For closed patterns, the downwind lateral spacing and altitude are the same as the rectangular pattern. **Note:** Multiple VFR/IFR approaches or straight-in approaches to Kadena AB will be based on controller workload when 18 WG aircraft are in the local patterns.

8.17.4. VFR Aero Club Arrival/Departure Routes.

8.17.4.1. Aero Club aircraft will use the following routes to enter/depart Class D airspace. The altitudes on the routes are for daytime VFR operations. Any deviations from the published arrival/departure routes must be approved by the controlling ATC agency. For nighttime VFR operations, altitudes will be assigned by Naha Approach Control (See **Figure A2.17**).

8.17.4.2. Arrival/Departure Routings:

8.17.4.2.1. FUTENMA 1 - "VIA POINT SIERRA (KAD R-194, 3.6 nm), DIRECT TO GATE ONE, THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA. MAINTAIN 800 FEET MSL." Reverse route is flown for departures. **Note:** This route is for Aero Club aircraft transiting between Futenma and Kadena Class D airspace. Aircraft departing Kadena will contact Futenma Tower over Point Sierra, and aircraft departing Futenma will contact Kadena Tower over Point Sierra.

8.17.4.2.2. MOON BEACH - "VIA MOON BEACH DIRECT WATER TOWER (KAD R-013, 1.2 nm), THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA. MAINTAIN 800 FEET MSL." Reverse route is flown for departures. Departures additionally will "MAINTAIN 800 FEET MSL UNTIL CLEAR OF CLASS D AIRSPACE." Aircraft will remain clear of Naha PCA unless they are in radio contact with Naha Approach Control and have received a Class B clearance.

8.17.4.2.3. GUSHIKAWA 3 - "VIA GUSHIKAWA DIRECT CHIBANA, DIRECT KADENA GATE THREE, THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA. CROSS CHIBANA AT AND MAINTAIN 800 FEET MSL." Reverse route is flown for departures. Additionally, departures will "MAINTAIN 800 FEET MSL UNTIL CLEAR OF CLASS D AIRSPACE." Aircraft will remain clear of Naha PCA unless they are in radio contact with Naha Approach Control and have received a Class B clearance.

8.17.4.2.4. BOLO FIVE - "VIA BOLO POINT DIRECT KADENA SEAWALL, THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA." Reverse route is flown for departures. Departures additionally will "MAINTAIN 800 FEET MSL UNTIL CLEAR OF CLASS D AIRSPACE." Aircraft will remain clear of Naha PCA unless they are in radio contact with Naha Approach Control and have received a Class B clearance.

8.17.4.3. Aero Club aircraft will use the following procedures to request a Class B clearance:

8.17.4.3.1. Departures from Kadena. Make initial request through Kadena Ground Control for a Class B clearance. Include the following information:

8.17.4.3.1.1. Departure route to be used.

8.17.4.3.1.2. Destination airport or training area.

8.17.4.3.1.3. Requested altitude.

8.17.4.3.2. Kadena Ground Control will relay request to Naha Approach Control.

8.17.4.3.3. Naha Approach Control will issue a Class B clearance or instructions for the aircraft to "REMAIN CLEAR OF THE OKINAWA NAHA PCA."

8.17.4.3.4. Aircraft operating within the Futenma Class D Surface Area shall make request through Futenma Tower.

8.17.4.3.5. Airborne operations already clear of the Kadena/Futenma Class D Surface Area:

8.17.4.3.5.1. Make request directly with Naha Approach Control. If operating between KAD R-050 clockwise to KAD R-225, contact Naha Approach Control (South) on 126.5. If operating on KAD R-225 clockwise to KAD R-050, contact Naha Approach Control (North) on 119.1.

8.17.4.4. When flight following is requested under or outside Naha PCA, Naha Approach Control will provide the requested service on a workload permitting basis.

8.17.4.5. Aero Club aircraft must diligently exercise "See and Avoid" while operating on the VFR arrival/departure routes and while entering and exiting the Kadena/Futenma traffic patterns.

8.17.5. In-Flight Transponder Failure. Aero Club aircraft with known transponder failure will notify Naha Approach Control of the failure prior to entering Naha PCA.

8.17.6. Radio-Out Procedures. Aero Club aircraft experiencing in-flight radio failure will squawk code 7600 for recovery. Aircraft with radio failure will be considered emergency aircraft and will be given priority over routine traffic.

8.17.6.1. Radio-Out in Traffic Pattern. Set beacon code to code 7600 and orbit over Water Tower (if on the north side of the runways) or over Gate 3 (if on the south side of the runways) until a steady green light (cleared to land) signal is received from Tower. After receiving a steady green light, enter the traffic pattern and land on Runway 05L/23R, depending on direction of traffic. Exit the runway at Taxiway Delta and

observe light signals from the tower for taxi instructions. Taxi to Aero Club ramp with extreme caution.

8.17.6.2. Radio-Out in Futenma Traffic Pattern. Set beacon code to 7600 and orbit on south downwind until steady green light signal is received from Futenma Tower. Aircraft will land at Futenma and call the Aero Club manager.

8.17.6.3. Radio-Out North Recovery. Fly the North Operations and the Moon Beach VFR recovery route and adjust beacon code to code 7600. Orbit over water tower until a steady green light (cleared to land) signal is received from Tower. After receiving a steady green light, enter the traffic pattern and land on Runway 05L/23R, depending on the direction of traffic.

8.17.6.4. Radio-Out South Recovery. Fly the South Operations and the Gushikawa VFR recovery route and adjust beacon code to code 7600. Orbit over Gate 3 at 800 until a steady green light signal is received from Tower. After receiving a steady green light, enter the traffic pattern and land on Runway 05L/23R, depending on the direction of traffic.

8.17.7. Aero Club Training Area. There are three training areas: White Beach (East), Nago Bay (North), and Nago Bay North (Northeast) (See **Figure A2.18**).

8.17.8. Supervised Solo.

8.17.8.1. Before a supervised solo is conducted, the instructor pilot is required to inform the control tower before the aircraft begins taxi. Tower shall notify Airfield Management.

8.17.8.2. The instructor pilot is required to stay on HS 401/402 as much as possible while observing the student. Aero Club student pilots may drop the instructor pilot off at Taxiway Charlie, Delta, or Echo, next to the runway or at the base of control tower. The instructor shall remain off taxiways as much as possible. When required, the instructor pilot may proceed onto taxiways. The instructor pilot shall not cross the runway 05L/23R hold line and shall give way to all aircraft.

**8.18. Weather Dissemination and Coordination Procedures.** 18 OSS/OSW is responsible for taking, recording, and disseminating surface weather observations. This service is provided 24 hours a day, 7 days a week. Procedures are outlined in the 18th Wing Weather Support Plan, 15-1.

8.18.1. ATC shall disseminate significant weather condition changes (e.g., hazardous/severe weather, lightning, etc.) IAW FAAO JO 7110.65 and the 18th Wing Weather Support Plan, 15-1, Annex 5 to Annex H, Tab E, para 2.c.1. The primary method for disseminating weather information to command and control agencies, and to ground operation centers, is via the Joint Environmental Toolkit (JET).

8.18.2. 18 OSS/OSW will disseminate weather information by phone to all applicable units during JET outages.

**8.19. Bird/Wildlife Control.**

8.19.1. BASH Program. The Kadena AB BASH Program is conducted IAW AFI 91-202, *The US Air Force Mishap Prevention Program*, AFPAM 91-212, *Bird/Wildlife Aircraft*

*Strike Hazard (BASH) Management Techniques*, and Kadena AB Plan 91-212, *Kadena Air Base Bird/Wildlife Aircraft Strike Hazard Plan*.

8.19.2. **Aircrew Responsibility.** Aircrews observing or encountering any bird activity that could constitute a hazard should pass the information to the SOF (Shogun 10: 302.5), Tower, or Command Post. The following information is necessary:

8.19.2.1. Aircraft call sign.

8.19.2.2. Location.

8.19.2.3. Altitude.

8.19.2.4. Time of sighting.

8.19.2.5. Type of bird(s), if known.

8.19.2.6. Approximate number of birds.

8.19.2.7. Bird behavior (on ground, flying to/from a location).

8.19.3. Bird Strikes. Promptly report all bird strikes to 18 WG/SE by completing an AF Form 853, *Air Force Wildlife Strike Report*.

**8.20. Bird Watch Conditions.** Aircraft shall comply with Bird Watch Condition (BWC) procedures outlined IAW KAB Plan 91-212.

**Table 8.2. Takeoff and Landing Criteria**

| BWC LOW | BWC MODERATE | BWC SEVERE |
|---|---|---|
| Normal OPS. | No Formation landings/takeoffs<br>Arrival spacing increased to 6000ft between aircraft<br>20 sec departure separation required | Takeoffs and full stop landings require 18 OG/CC approval. Delay landing until conditions improve (fuel & weather permitting). |
| ***EXCEPTIONS:*** 353 SOG/CC or CD may decrease BWC and approve takeoff and landings for 353 SOG aircraft only. The 33 RQS and Aero Club are authorized to fly in the local traffic pattern and multiple approaches during BWC moderate. | | |

8.20.1. Dissemination. ATC shall disseminate bird activity IAW FAAO JO 7110.65. During periods of local flying ATIS information will include BWC MODERATE or SEVERE. The absence of a BWC on ATIS denotes condition LOW.

**8.21. Supervisor of Flying (SOF) Operating in the Tower.**

8.21.1. Responsibilities for Air Traffic Controllers.

8.21.1.1. Provide the oncoming SOF with a concise airfield status briefing and update the SOF of any changes to the airfield status throughout the shift.

8.21.1.2. Provide the SOF with timely updates on all in-flight/ground emergencies.

8.21.1.3. Allow access to STE for use during exercises/contingencies.

8.21.1.4. When requested by the SOF, include any mission essential messages in the Automatic Terminal Information Service broadcast, if not prohibited by FAA Order 7110.65.

8.21.1.5. All Communication with the SOF will be through the Tower Watch Supervisor (WS) on duty.

8.21.1.6. Provide new SOFs with a thorough briefing on tower evacuation procedures to be followed during fires and contingencies. Inform OGV when tower evacuation training becomes available.

8.21.1.7. Log SOF position outages with 18 CS Communications Focal Point.

8.21.1.8. Provide SOFs with equipment familiarization training, as required, to include use of radio, telephone, and weather receiving equipment.

8.21.1.9. Provide the SOF with additional backup radios when it does not interfere with the tower communication capabilities. If additional radios are needed for SOF duties, the WS may provide a GRC-171, another unused discrete frequency, or a PRC-113. In no way will the use of these radios inhibit tower operations.

8.21.2. 18 OG/OGV Responsibilities.

8.21.2.1. Provide operational training for all SOF-qualified wing personnel.

8.21.2.2. Ensure all publications are current.

8.21.2.3. Maintain all equipment specifically for SOF use.

8.21.2.4. Invite the Airfield Operations Flight Commander to quarterly SOF meetings and, when appropriate, recommended special topics of discussion.

8.21.3. 18 WG SOF Responsibilities.

8.21.3.1. Receive an orientation of the Control Tower, Kadena Ground Approach Control facility (GCA), Kadena Arrival, and Base Operations prior to performing SOF duties.

8.21.3.2. Not perform ATC functions or transmit ATC instructions or clearances to any aircraft. The SOF shall coordinate with the Tower WS whenever the need arises to use an ATC frequency. A person who commandeers an ATC frequency assumes responsibility for separation of aircraft. The SOF shall also coordinate with the WS for any additional radios needed to perform duties (ex. GRC 171, GRC 211, PRC-113).

8.21.3.3. Alert the Tower WS and Kadena Arrival facility of any potential or actual in-flight emergencies, ground emergencies, or other difficulties as soon as possible. Coordinate with the ARC facility supervisor when there a need for flow control due to emergency, weather recalls, etc. (i.e. fighter aircraft needing to land before emergency inbound due to barrier engagement and or runway closure.).

8.21.3.4. Inform both the Tower WS and Kadena Arrival Facility of any major changes to the wing flying schedule.

8.21.3.5. To avoid distracting controllers, the SOF shall route all coordination through the appropriate facility WS.

8.21.3.6. Advise the Tower WS of any ETVS communications outages.

**8.22. Airfield Photography.** Photography, video and audio recording within the flight line controlled area and Kadena Air Base restricted areas are prohibited without prior coordination. Refer to KABI 31-101 for further details.

**8.23. Tactical Arrival/Departure Procedures.**

**8.23.1. Covert/Tactical Landing Zone Operations.** With proper coordination, 353 SOG-approved Landing Zone Control Officer (LZCO) personnel can set up and run covert or overt lighted tactical landing zones on runway 05R/23L. Qualified personnel will place overt or covert lights on the runway to delineate a short-field or tactical landing zone. 353 SOG-approved LZCO personnel are only allowed to control participating aircraft. AMOPS retains final approval authority.

8.23.1.1. Runway 05R/23L will be used for covert/tactical operations.

8.23.1.2. 353 SOG Schedulers will:

8.23.1.2.1. Coordinate training requirements at the weekly 18 OG/CC scheduling meeting. Special requirements for 353 SOG night training will be coordinated with the 18 OG/CC to minimize conflicts with other units.

8.23.1.2.2. Coordinate with both Airfield Management and Tower.

8.23.1.2.3. Request 733 AMS Air Mobility Command Center to turn off Service Apron 1 security lights, if required.

8.23.1.2.4. Provide a qualified LZCO who will:

8.23.1.2.4.1. Obtain Tower approval to set up landing zone.

8.23.1.2.4.2. Maintain radio contact with Tower throughout the training. (This will be accomplished via FM-1 Net, Or UHF Freq. 275.8.)

8.23.1.2.4.3. Conduct operations on a discrete frequency. The LZCO WILL NOT broadcast on tower frequency.

8.23.1.2.4.4. Remain in close proximity to the landing zone throughout the training.

8.23.1.2.4.5. Take down the landing zone at the completion of training, or when directed by the tower, within 15 minutes.

8.23.1.2.4.6. If covert or overt lighted tactical landing zones will not be used, a LZCO is not required.

8.23.1.3. The Airfield Manager will:

8.23.1.3.1. Immediately inform the C-130 unit of any conflicts with their planned training. **Note:** Due to weather, mission requirements, or at Tower watch supervisor discretion, night flying training may be terminated.

8.23.1.3.2. Perform runway check to ensure all lights and FOD have been removed.

8.23.1.4. Tower will:

8.23.1.4.1. Turn off all runway lights on Runway 05R/23L and 05L/23R during these operations (when requested, traffic permitting).

8.23.1.4.2. Issue "LANDING WILL BE AT YOUR OWN RISK" in lieu of a clearance due to inability to properly scan runway for obstacles.

8.23.2. Forward Area Refueling Point Operations. FARP involves hot refueling from one aircraft (tanker) to another (receiver) with engines running. Aircraft and vehicles involved in the operations are completely blacked out. Operations will not be conducted if lightning is within 5 miles or high winds present a hazardous condition. Prior to commencing and at the conclusion of FARP operations, the 353 OSS/SOCC shall notify Airfield Management Operations, 18 SFS, FES, 733 AMCC and 18 WG/MOCC for all maintenance units. Additionally, the crews conducting FARP shall maintain vigilance of the FARP area and call "knock-it-off" if the perimeter is breached by non-participating vehicle operators.

8.23.2.1. The primary FARP location is on Warm-Up Pad 1. The 353 OSS/A3 will coordinate FARP training at the weekly 18 OG/CC scheduling meeting.

8.23.2.2. After obtaining 18 OG/CC approval, the 353 OSS/A3 will notify in writing (via fax/email) the Airfield Manager and Tower Chief Controller of the date(s) and time(s) of the FARP training.

8.23.2.3. The Airfield Manager will have AMOPS issue a NOTAM closing Taxiway Alpha at Warm-Up Pad 1 and Runway 05L/23R. This provides participating aircraft the necessary escape routing from the FARP site in case of emergency.

8.23.3. Static FARP Training. Static FARP training involves a single static (engines not running) C-130 aircraft that pressurizes its FARP cart hoses outside of the aircraft. Aircraft involved in the operations are completely blacked out. Prior to commencing and at the conclusion of FARP operations, the 353 OSS/SOCC shall notify Airfield Management Operations, 18 SFS, FES, 733 AMCC and 18 WG/MOCC for all maintenance units. Additionally, the crews conducting FARP shall maintain vigilance of the FARP area and call "knock-it-off" if the perimeter is breached. **Note:** If more than one aircraft and/or vehicle are transferring fuel, the operations are NOT Static FARP Training and FARP rules from paragraph 8.23.2. apply.

8.23.3.1. The primary static FARP training location is on Warm-Up Pad 1. The 353 OSS/A3 will coordinate FARP training at the weekly 18 OG/CC scheduling meeting.

8.23.3.2. After obtaining 18 OG/CC approval, the 353 OSS/A3 will notify in writing (via fax/email) the Airfield Manager and Tower Chief Controller of the date(s) and time(s) of the FARP training.

8.23.3.3. The Airfield Manager will have AMOPS issue a NOTAM closing Taxiway Alpha at Warm-Up Pad 1 between Lima Taxiway and 05L.

8.23.3.4. There are NO RESTRICTIONS for Alpha Taxiway between 05L and Kilo Taxiway or operations on Runway 05L/23R.

8.23.3.5. FES will be notified that static FARP training is occurring, but are not required to be on-scene.

8.23.4. Silent Launch and Recovery Procedures.

8.23.4.1. Coordination: All silent launches will be coordinated with Airfield Management, Tower, and Naha Approach or Kadena Arrival using the procedures

outlined in paragraph **5.3.4** of this instruction at least 24 hours before scheduled launch time, unless precluded by security considerations, but not later than 2 hours prior.

8.23.4.2. Departure: Departure Control will address the aircraft by its 4-digit Beacon code. Once airborne, acknowledge all radio transmissions from Naha Approach Control with an "IDENT" on assigned Beacon code.

8.23.4.2.1. Departures will file ADDAN as the clearance limit. Upon reaching ADDAN, the aircraft's IFR clearance will automatically be cancelled and the pilot shall resume normal communications procedures.

8.23.4.2.2. VFR departures shall file or fly either the IKEI or SESOKO DEPARTURE. At IKEI/SESOKO, descend to low level and remain clear of Naha PCA.

8.23.4.3. Silent Arrivals:

8.23.4.3.1. The mission timing sheet will include the ETA at the KAD 320R/045 DME (plus/minus 15 minutes).

8.23.4.3.2. Silent arrivals are only authorized outside of quiet hours and will only be flown during periods when Naha Approach Control radar is operational. The 18 OG/CC is the approval authority for any silent arrival ops during quiet hours. These requests will be made via the weekly OG/CC scheduling meeting. All arrivals will adhere their coordinated time on the timing sheet, plus or minus five minutes. Any aircraft not able to meet scheduled timing must use normal radio procedures for taxi.

8.23.4.3.3. Weather minimums for arrival phase of flight will be 3,000' ceiling and 5 SM visibility. If weather is below minimums, the aircraft will remain VFR and contact approach for IFR clearance.

8.23.4.3.4. Arrivals will track inbound on the KAD 320/045 DME at 4,000' squawking a pre-determined Mode 3 code. Approach control will radar identify aircraft using the assigned code and give current weather and runway in use in the blind, aircraft will acknowledge radar identification with an IDENT. If aircraft is not radar identified prior to Naha PCA (30 DME), aircraft will remain clear of Naha PCA and contact Naha Approach for non-radar routing or clearance to enter Naha PCA for a VFR recovery.

8.23.4.3.5. VFR arrivals shall file the radial/DME of the points via which they will enter Naha PCA. Provide Naha Approach or Kadena Arrival with the time the aircraft will arrive over these points. If the aircraft is more than 30 seconds from the planned time, notify Naha Approach or Kadena Arrival. Maintain at or below 500 feet. When arriving Runway 23, climb to 1300 feet when feet dry. If a blacked out landing is planned and coordinated with tower, the runway lights will be turned off two minutes prior to the planned arrival time. Once the turn to final is made, aircraft shall monitor both approach and tower frequencies until touchdown. At 5 miles, aircraft will be issued winds in excess of 10 knots and a "wheels down" check. Tower will give the aircraft a steady green light for landing clearance unless the aircraft contacts tower for entry into the VFR pattern, or contacts approach control for radar vectors to the runway in use.

8.23.4.3.6. After landing, aircraft shall exit the runway as soon as practical and observe the tower for a flashing green light (approval to taxi). Aircraft will acknowledge taxi instructions by flashing landing lights.

8.23.4.4. Radio Failure.

8.23.4.4.1. Departures will follow lost communications procedures outlined in paragraph **8.11** of this instruction.

8.23.4.4.2. Arrivals will proceed inbound to KAD 320/020 and enter a standard holding pattern at 4,000'. After completing two turns in holding, the aircraft shall then proceed inbound on a 15 DME arc to the final approach course for the TACAN approach to Runway 05R/23L. Aircraft will maintain 4,000 feet MSL until established on the inbound radial. Monitor Tower for a steady green light (clearance to land).

8.23.5. Self-Contained Approaches (SCA) Procedures.

8.23.5.1. These approaches are conducted under VFR flight rules (flight plan) and although the approach begins outside of the Kadena Class Delta Airspace, the aircraft do not penetrate the Naha PCA. The only difference between the MC-130P (JAKAL) and MC-130H (GOOSE) SCAs is the timing from Bolo Point (BP) (circa 45 seconds) to the landing threshold.

8.23.5.2. The SCA Runway 05 will commence at Bolo Point (BP). Aircraft will be at 500' (unless a different altitude is approved by ATC) from Bolo inbound at 210KIAS/230KIAS. Aircraft will fly a course of 195-200 degrees until the depicted slowdown point. At Slowdown; the aircraft will go flight idle and turn left to intercept the final course. Upon rollout, the aircraft will be 120-140KIAS—finessing the airspeed to hit a predetermined time (to the second) at the threshold. The ground track for each aircraft and route to the particular runway is depicted on **Figures A2.20**. thru **A2.22** **Note:** The main focus for the pilots is to hit threshold down to the second that is pre-determined in preflight planning.

8.23.5.3. The SCA 23 will commence at Moon Beach. Aircraft will be at 1000 MSL at Moon Beach slowing from 210KIAS/230KIAS to 140KIAS. Aircraft will turn right to intercept the final course. Upon rollout, the aircraft will be 120-140KIAS—finessing the airspeed to hit a predetermined time (to the second) at the threshold. The ground track for each aircraft and route to the particular runway is depicted on **Figure A2.22**.

**8.24. Remote Piloted Aircraft (RPA) Operations Procedures.** Kadena is a divert location for the Global Hawk (GH), (RQ-4). There are no base assigned RPA platforms.

8.24.1. Emergency Divert. The following actions are taken:

8.24.1.1. The GH Operations Center (GHOC) will make telephone notification to the Kadena Arrival Controller in Charge providing the aircraft callsign, location, intended route of flight, and ETA.

8.24.1.2. Upon divert notification, the Kadena Arrival Controller in Charge will provide current airfield status and update the GHOC with changes in Airfield Status as required.

8.24.1.3. Unless the GHOC directs otherwise, the GH will fly a Self-Contained Global Positioning System Approach, shut engine off at the Initial Approach Fix, land and stop on the runway, and contact Tower via phone.

8.24.1.4. Due to radiation hazards, Ground Personnel should remain well clear of the aircraft (50 foot perimeter) anytime the engine is operating, unless cleared by the GHOC. However, there is not radiation hazard if the engine is out.

8.24.1.5. Ground handling needs are very similar to other aircraft. Tow procedures are outlined in the GH Aircraft Recovery Procedures document.

8.24.1.6. GH is a PL3 asset. The sensor payload is classified. The GH survey team has concluded that there is not suitable hangar space to shelter this platform. The GH will be parked in the designated PL2 restricted area parking location and protected IAW Kadena Air Base Installation Security Instruction 31-101. .

8.24.1.7. GH is an unmanned asset, do not risk rescue crews safety if the asset is on fire. The GH carries up to 17,000 lbs of JP-8. There are no other hazardous chemicals or propellants.

8.24.1.8. Tower will lower the BAK-14 barriers or have Barrier Maintenance remove the BAK-12 barriers prior to RPA arrivals, departures, and taxi on the runway.

8.24.1.9. All RPA departures will normally take place from the duty runway. Any special requests such as departures from a intersection or taxiway may be approved at the discretion of the local controller, based upon the runway in use and known traffic.

8.24.2. NORDO. In addition to the procedures outlined above the following actions are taken:

8.24.2.1. The GH will squawk 7700.

8.24.2.2. The GH will utilize a 5.25 degree glideslope along the approach path.

8.24.2.3. In crosswind conditions, the GH may deviate from the centerline during rollout due to inoperable noise wheel steering.

8.24.2.4. The aircraft will have to be towed clear of the runway.

8.24.2.5. All communications between the GH and ATC will be via telephone.

**8.25. AV-8 Operations at Kadena AB.**

8.25.1. Responsibilities. AV-8 units operating at Kadena will comply with the spirit and intent of 18 WG directives governing ground and flight operations except as follows:

8.25.1.1. VTOL will only be accomplished utilizing the VTOL pad located on Taxiway Charlie (See **Figure A2.4**).

8.25.1.2. AV-8 arming and de-arming (live munitions) will be conducted on Taxiway Delta between Taxiway Lima and Runway 05L/23R. On Taxiway Delta, the arm and/or de-arming heading will be 225 degrees.

8.25.1.3. Weather minima for press-up operations will be at least 800 foot ceiling and 1 mile visibility.

8.25.1.4. Approaches to and departures from the VTOL pad will normally be conducted over Runway 05R/23L.

8.25.1.5. The pilot will advise Tower and request clearance to enter or exit the lateral boundaries of the runway airspace if crosswinds dictate an approach or departure that might violate the boundaries.

8.25.1.6. Under certain emergency conditions requiring a conventional landing, the AV-8 pilot may request the doughnuts supporting the arresting gear be moved to allow the cable to lie flat under tension at least 50 feet either side of the runway centerline.

8.25.1.7. When crosswinds exceed 10 knots, AV-8s may require a landing on the VTOL pad. If the weather is below 1,700/3, a qualified LSS must be available to assist AV-8 VTOL pad landings, or flight operations will be terminated.

8.25.2. Restrictions.

8.25.2.1. An AV-8 is restricted from crossing over a supported arresting cable at speeds exceeding 5 knots. If the cable is lying flat (unsupported) and tensioned, the AV-8 may cross at any speed.

8.25.2.2. VFR go-arounds may be flown gear down.

8.25.2.3. AV-8s will fly normal traffic patterns as depicted in Chapter 3. Maintain pattern altitude until turning base. When Runways 05L/R are in use, extend inside downwind until feet wet. Perform water checks, if necessary, feet wet. Avoid angling final, fly at least a 1 mile final, and be aligned with the runway centerline prior to becoming feet dry. Use minimum practical power settings, commensurate with flight safety, until feet wet.

8.25.2.4. VTOL will only be accomplished utilizing the VTOL pad located on Taxiway Charlie.

8.25.2.5. When operations are conducted to/from the VTOL pad, operations on Runway 05R/23L shall be limited as if the AV-8 was utilizing the runway itself.

8.25.2.6. When an arriving aircraft is established in a hover to land on the VTOL pad, or when press-up operations are being conducted, vehicle and aircraft taxi operations may be conducted anywhere along Runway 05R/23L but will be restricted to a wingspan 200 feet or less between Taxiways Bravo and Delta. If the AV-8 requests to depart during a press-up maneuver, paragraph 8.26.2.5. applies. Other arrival and/or departure operations on Runway 05R/23L are prohibited during AV-8 press-up operations.

8.25.2.7. South trim pad use is restricted to properly identified spots only. 100% engine runs are authorized for fighter type aircraft. AV-8 aircraft may use no greater than 10 degrees of exhaust deflection. Strict adherence to this restriction is critical, as trim pad spots are limited and AV-8 aircraft using greater than 10 degrees exhaust deflection will damage the pavement and render spots permanently unusable.

8.25.2.8. Due to noise abatement requirements VTOL pad operations are only permitted for emergencies, functional aircraft checks, or if needed due to excessive crosswinds.

8.25.2.9. Other restrictions as directed by 18 OG/CC will apply.

**8.26. Ground Operation of E-3 Surveillance Radar.**

8.26.1. Hazards. Radiation from the E-3 surveillance radar has the potential to injure exposed personnel, detonate electro-explosive devices (e.g., firing of ejection seats, jettison fuel tanks), ignite flammable liquids, and affect "fly-by-wire" controlled aircraft. When ground operation of the E-3 aircraft surveillance radar is in progress, a radar hazard zone (Live Fire Zone) extends upward from the aircraft at an angle of approximately 22 degrees and approximately 15 degrees either side of the centerline of the main beam out to a distance of 1,300 feet.

8.26.2. Location of Operating Area. At Kadena AB, the E-3 aircraft will only be positioned in the north corner of Warm-Up Pad 2, with its nose facing the runway. The rotodome will be positioned with its radar antenna facing forward and parallel to the wings. The rotodome will aim the main radar beam toward Echo helipad, which creates a "Live Fire" zone 15 degrees either side of the main beam and between Taxiway Lima and Runway 05L/23R. Aircraft and/or personnel may not transit this area prior to termination of "Live Fire" operations.

8.26.3. 18 WG/MOCC will notify the agencies listed in **Table 8.3** at least 8 hours prior to the commencement of scheduled ground operations.

8.26.4. Airfield Management will notify Tower, 18 WG/CP, MWLK, Navy Ops, and 733 AMCC by issuing a NOTAM.

**Table 8.3. MOCC 8-Hour Advanced Notifications**

| |
|---|
| Airfield Management |
| 18th Wing Safety |
| Fire Emergency Services Emergency Communication Center |
| CFAO Safety |
| Security Forces Control Center |
| 18th Medical Group Bio-Environmental Engineering |
| 18th Wing Operations Representative Quality Assurance |
| 18th Logistics Readiness Squadron/Fuels Resource Control Center |

**8.27. Radar Warning Receiver/Identification Friend or Foe (RWR/IFF) Check Responsibilities.** 18 WG/MOCC will notify Airfield Management of scheduled RWR/IFF checks and locations. AMOPS will issue a NOTAM and impose restrictions for aircraft, if required. Upon completion of the checks, the unit will inform 18 WG/MOCC when all equipment and personnel are cleared from the area and the taxiways are cleared. 18 WG/MOCC will then notify AMOPS to cancel the related NOTAM, if published. All equipment shall be removed immediately once RWR/IFF checks are complete.

**8.28. C-17/C-130 Backup Procedures.** When a C-17/C-130 needs to back up off of a hardstand or from a parking spot, spotters must be positioned on the taxiway to control the flow of vehicles. Vehicles will not be allowed to pass the area until the aircraft is ready to taxi. A clearance distance of 200 feet must be maintained behind aircraft engines.

**8.29. Airfield Construction Procedures.** This section establishes responsibilities and procedures for construction on the airfield. All Kadena AB units involved with construction on

the airfield shall follow guidance in Unified Facilities Criteria 3-260-01, *Airfield and Heliport Planning and Design.*

8.29.1. Organizations will coordinate all exterior work requirements with the Airfield Manager before painting any paved surface or installing any fixed or mobile obstacles on the airfield.

8.29.1.1. An obstacle is anything posing a threat to aircraft operations (e.g., fire bottles, maintenance stands, vehicles, Airfield Ground Equipment (AGE), construction sites, etc.).

8.29.1.2. When not directly supporting aircraft, obstacles must remain at least 1,000 feet from runway centerlines, 200 feet from taxiway centerlines, and 125 feet from the edge of aprons.

8.29.1.3. Equipment may be pre-staged on parking aprons or hardstands no earlier than one hour prior to the arrival of the aircraft it will support. It must be removed immediately after the aircraft departs the parking apron or hardstand and stored in a safe designated location that meets the criteria listed in Para 8.30.1.2.

8.29.2. All work requests involving exterior projects on the airfield will be coordinated through 18 OSS/OSAM and 18 WG/SE before submission to Base Civil Engineers. All work requests involving projects inside USAF restricted areas, or affecting USAF restricted area boundaries, will be coordinated through 18 SFS/S3O Operations Officer. The Base Civil Engineer will not accept such work requests if proper coordination has not been accomplished.

8.29.3. For work done by contractors, a pre-construction meeting will be held at least 30 days in advance of the construction start date.

8.29.4. Explanation of Terms.

8.29.4.1. Joint Review. The meeting conducted before a contract is let for bid. For airfield projects, agenda items will include a review of project design, special contract provisions, possible phasing of construction to reduce impact on military operations, contractor access to the construction site, and other special problems which may be encountered.

8.29.4.2. Preconstruction Meeting. The contractor and all affected agencies will meet to review the project before the start of construction. The contract will be reviewed at this time to ensure all parties are aware of the terms and special provisions.

8.29.4.3. Controlled Area. The airfield, in general, is designated a controlled area. Contractors will have base passes over-stamped “CONTRACTOR” and will have copies of personnel listings available at the job site for verification purposes. Persons without verifiable flight line authorization may be escorted by anyone who does have such authorization.

8.29.4.4. Restricted Areas. Contractors will be escorted into and out of restricted areas by the USAF agency most closely associated with the project IAW 18 WGI 31-101.

8.29.4.5. Free Zone. An area temporarily established inside a restricted area isolating it from the rest of the restricted area. Free zones are designed to facilitate the movement of

contractor personnel and equipment within the construction area while maintaining required security standards. Free zones will be delineated by an elevated boundary, normally provided by the contractor, and consist of red rope tied to stanchions or fencing. Free zones on taxiways should be held to a minimum, and will normally not be authorized unless required for contract completion (e.g., taxiway repair). The free zone boundary will be constantly surveyed by the USAF agency most closely associated with the work project. The USAF agency most closely associated with the work project, in concert with the Contracting Officer, will submit a request for the free zone to the Contracting Officer Representative (CRO). The COR will process requests to the Integrated Defense Council for approval. Coordination with Airfield Management must be accomplished. 18 SFS/S3O will provide the technical guidance to ensure security requirements are met. KABI 31-101 provides more detailed information on free zone establishment, coordination, and physical security requirements.

8.29.4.6. Escorts. For security PL 3 restricted areas, persons having the appropriate open number on their restricted area badge may escort contractor personnel within that restricted area. Formal escort official authorization is required for Priority A and B restricted areas. Escorts and escort officials for contractors working within restricted areas will be coordinated by the 718 Civil Engineering Squadron, Project Management Section (718 CES/CEPM). The organization or agency most closely associated with the work project has primary responsibility for providing escorts. Airfield Management is the Control Area Manager for the entire flight line area and does not provide escort services. See KABI 31-101 for additional information on escort requirements and visitor briefings.

8.29.4.7. Haul Route. Route or path designated to be used by construction or repair personnel and equipment during the course of a project. This route will be determined by the Airfield Manager and the organization having operational control over the area. Haul routes will be included in free zone requests. Tentative haul routes will be discussed at the joint review meeting, with the final determination made by the Airfield Manager at the pre-construction meeting.

8.29.4.8. Flight Line Driver's License. Written authority issued by Airfield Management to operate a vehicle on the Kadena flight line IAW KABI 13-213.

8.29.4.9. Contractor Vehicle Flight Line Passes. Written authority issued by Airfield Management on a case-by-case basis IAW KABI 13-213**.**

8.29.5. Responsibilities.

8.29.5.1. Airfield Manager will:

8.29.5.1.1. Review proposed airfield construction projects and attend joint review and pre-construction meetings.

8.29.5.1.2. Advise Tower of any airfield construction projects affecting aircraft movement or safety of flight.

8.29.5.1.3. Coordinate with the Airfield Operations Flight Commander and issue the appropriate NOTAM.

8.29.5.1.4. Monitor construction activities on the airfield and ensure action is taken through 18 CES, 718 CES and 18 CONS to correct discrepancies.

8.29.5.1.5. Inspect completed construction before returning the aircraft movement area to service.

8.29.5.1.6. Provide a radio (if available) to Contract Administrators for quick notification of on-site problems.

8.29.5.2. Base Civil Engineer will:

8.29.5.2.1. Ensure 18 OSS/OSAM, 18 WG/SE, 18 OSS/OSA and organizations affected by proposed construction projects are included in project planning, joint review, and pre-construction meetings.

8.29.5.2.2. Identify construction projects that deviate from established airfield obstruction criteria as defined in UFC 3-260-01 and initiate necessary waivers.

8.29.5.2.3. Ensure necessary waivers are obtained and free zones are established, when applicable, before authorizing the start of construction on the airfield.

8.29.5.3. Contract Administrator will:

8.29.5.3.1. Coordinate with Airfield Management during all phases of contract planning. Provide construction information, such as location of project, brief description, start date, and construction period to the user and Airfield Management before the pre-construction meeting. Ensure Airfield Management is involved at the earliest stage of construction planning to minimize the effect of construction on aircraft operations. Major construction frequently requires lead times exceeding 180 days.

8.29.5.3.2. Ensure the contractor obtains a utility clearance from the Base Civil Engineer before the start of construction.

8.29.5.3.3. Secure flight line authorization for contractors working on the airfield. Coordination with Airfield Management, the Mission Support Group Commander, and Security Forces is required. Provide copies of contractor listings to 18 OSS/OSAM, BDOC Base Defense Operation Center, and the applicable MOCC (see KABI 31-101).

8.29.5.3.4. Ensure all contractor vehicles to be used on the airfield are registered IAW KABI 13-213.

8.29.5.3.5. Coordinate flight line driver training for contractor personnel who will be driving on the airfield.

8.29.5.3.6. Ensure contractor personnel successfully complete flight line driver training before operating vehicles on the airfield.

8.29.5.3.7. Conduct a pre-construction briefing at least 30 days prior to construction start date, except for emergency repairs.

8.29.5.4. The Contractor will:

8.29.5.4.1. Notify the Contracting Officer at least 60 days before starting construction. Also, submit a map or sketch to the Contracting Officer showing the extent of the free zone, when a free zone is required. **Note:** 60 days lead time is required to coordinate the free zone and get Wing approval.

8.29.5.4.2. Notify 718 CES Comprehensive Planning Section (718 CES/CEAOP) and the Contracting Officer at least 45 days before construction start date.

8.29.5.4.3. Submit a completed Temporary Airfield Waiver Checklist with a map or sketch showing the extent of the construction area on the airfield, a description of the work to be performed, the equipment to be used, and estimated time frames to 718 CES/CEAOP. 718 CES/CEAOP will then prepare and coordinate the Temporary Airfield Construction Waiver. Final approval authority is 18 WG/CC. This process takes no less than 90 days from submission of the information to 718 CES/CEAOP. The contractor is not allowed to start until copy of the approved waiver has been received.

8.29.5.4.4. Unless otherwise specified in the contract, work only during daylight hours, Monday through Saturday (except legal US holidays).

8.29.5.4.5. Register each contractor vehicle operating on the flight line with Airfield Management IAW KABI 13-213.

8.29.5.4.6. Utilize only drivers certified by Airfield Management to operate vehicles on the flight line IAW KABI 13-213

8.29.5.4.7. Assume full responsibility for vehicles delivering materials to the job site (e.g., cement trucks) and provide a flight line licensed individual in the vehicle as an escort while on the airfield.

8.29.5.4.8. Provide necessary bilingual warning signs to be used in the areas where construction is undertaken. Contractors will use battery powered yellow flashing lights at night as warning signs and will ensure lights are operating during periods of darkness or inclement weather, as specified in UFC 3-260-01. Warning signs and battery powered lights will be removed only as directed by Airfield Management through the COR.

8.29.5.4.9. Provide personnel adequate ear protection against aircraft noise.

8.29.5.4.10. Utilize only haul routes designated by Airfield Management and keep the haul routes free of debris.

8.29.5.4.11. Ensure vehicles remain on paved surfaces, except for vehicles actually required on the construction site (e.g., trenchers and earth moving equipment).

8.29.5.4.12. Ensure debris and all waste materials generated during construction are cleaned up, loaded onto the contractor's trucks, and removed from the airfield. Loaded vehicles will be covered to ensure debris does not fall onto taxiways or aprons.

8.29.5.4.13. If near any landing surface, vehicles must be radio-equipped to allow for immediate communication with the Tower. An English-speaking person must be on the site at all times during work. **Note:** During the following typhoon conditions,

contractors will: TCCOR-3: Clean up their area. TCCOR-2: Completely secure all exterior equipment and materials. TCCOR-1C: Depart work site.

**8.30. Wear of Hats.** The wear of hats on the airfield movement area is not permissible IAW, Air Force Occupational Safety and Health Standard (AFOSHSTD) 91-100, *Aircraft Flight Line - Ground Operations and Activities*. **EXCEPTION:** Hard hats with chin straps required IAW UFC 3-560-02, Section 4.

**8.31. Authorized Airfield Smoking Areas.**

8.31.1. Smoking is prohibited in aircraft maintenance facilities, the flight line areas, and weapons storage and maintenance areas, except where designated by the installation Safety Office in coordination with the Base Fire Chief along with the functional manager and/or supervisor. All requests to designate a smoking area will be coordinated on AF Form 1768, Staff Summary Sheet (SSS). The SSS will be signed by the requesting unit's squadron commander, and will be coordinated through 18 CES/CEF, 18 OSS/OSA, and 18 WG/SEF, and then to 18 OG/CC for approval.

8.31.2. Designated flight line smoking areas are located at Buildings 3300, 3579, 3639, 3306, 3559, 3660, and 3545. All other locations must be approved through process outlined in paragraph **8.31.1** A copy of each approved request must be submitted to AMOPS for validation.

**8.32. Local Area Orientation for Visiting Units.** Units TDY/TAD to Kadena AB that will conduct training missions in the local area are required to receive a Local Area Orientation (LAO) or "Course Rules" briefing from 18 OG/OGV (Stan/Eval) or designated representative prior to conducting regular local training.

8.32.1. LAO briefings and other Stan/Eval information can be found in the USAF Community of Practice under "18 OG Stan/Eval" (**https://afkm.wpafb.af.mil/18OGStanEval**).

8.32.2. Chief, 18 OG/OGV can be contacted via **kg2chief@kadena.af.mil** or DSN 634-4567.

MATTHEW H. MOLLOY, Brig Gen, USAF
Commander, 18th Wing

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

***References***

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***Adopted Forms:***

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AF Form 853, *Air Force Wildlife Strike Report*

AF Form 1768, *Staff Summary Sheet (SSS)*

AF Form 3616, *Daily Record of Facility Operation*

DD Form 1801, *DoD International Flight Plan*

5 AF Form 98EJ, *Standard Pass (Storage Safeguard Form*)

5 AF Form 98a EJ, *Temporary Pass (Storage Safeguard Form)*

***Abbreviations and Acronyms***

**AACS**—Airborne Air Control Squadron

**AAS**—Aircraft Arresting System

**ACC**—Air Combat Command

**ADIZ**—Air Defense Identification Zone

**AEF**—Air Expeditionary Force

**AFFSA/A3**—Air Force Flight Standards Agency Airfield Operations Directorate

**AFI**—Air Force Instruction

**AFSOC**—Air Force Special Operations Command

**AFTO**—Air Force Technical Order

**AFE**—Aircrew Flight Equipment

**AFM**—Airfield Manager

**AGE**—Airfield Ground Equipment

**AGL**—Above Ground Level

**AIP**—Aeronautical Information Publication

**ALSF**—Approach Lighting w/Sequence Flashing Lights

**ALTRV**—Altitude Reservation

**AMC**—Air Mobility Command

**AMOPS**—Airfield Management Operations

**AMS**—Air Mobility Squadron

**AOB**—Airfield Operations Board

**AOF**—Airfield Operations Flight

**AOF/CC**—Airfield Operations Flight Commander

**APP**—Naha Approach Control

**AR (TRACKS)**—- Air Refueling

**ARIP**—Air Refueling Initiation Point

**ARR**—Kadena Arrival Control

**ARS**—Air Refueling Squadron

**ASR**—Airport Surveillance Radar

**ATC**—Air Traffic Control

**ATCALS**—Air Traffic Control Landing System

**ATIS**—Automatic Terminal Information System

**AWACS**—Airborne Warning and Control System

**BAK**—Barrier Arresting Kit

**BASH**—Bird and Wildlife Aircraft Strike Hazard

**BWC**—Bird Watch Condition

**CAT**—Category

**CCTLR**—Chief Controller

**CE**—Civil Engineering

**CES**—Civil Engineering Squadron

**CFAO**—Commander Fleet Activities Okinawa

**CFR**—Code Of Federal Regulations

**COMMARFORPAC**—Commander, U.S. Marine Forces Pacific

**COMPACFLT**—Commander, U.S. Pacific Fleet

**CS**—Communications Squadron

**DEP**—Departure

**DME**—Distance Measuring Equipment

**DO**—Operations Officer

**DoD**—Department of Defense

**DV**—Distinguished Visitor

**ECP**—Entry Control Point

**ECS**—Environmental Control System

**EDCT**—Expected Departure Clearance Time

**EET**—Exercise Evaluation Team

**ELT**—Emergency Locater Transmitter

**EOD**—Explosive Ordnance Disposal

**ETA**—Estimated Time of Arrival

**FAA**—Federal Aviation Administration

**FAAO**—Federal Aviation Administration Order

**FAF**—Final Approach Fix

**FARP**—Forward Air Refueling Point

**FCIF**—Flight Crew Information File

**FL**—Flight Level

**FLIP**—Flight Information Publication

**FM**—Frequency Modulation

**FOD**—Foreign Object Debris or Damage

**FOUO**—For Official Use Only

**FS**—Fighter Squadron

**FSS**—Force Support Squadron

**GCI**—Ground Control Intercept

**GE**—Ground Emergency

**HIRL**—High Intensity Runway Lights

**HQ**—Headquarters

**HS**—Hardstand

**IAF**—Initial Approach Fix

**IAW**—In accordance with

**IFE**—In-Flight Emergency

**IFR**—Instrument Flight Rules

**ILS**—Instrument Landing System

**IMC**—Instrument Meteorological Conditions

**INS**—Inertial Navigation System

**INST**—Instrument

**JASDF**—Japan Air Self Defense Force

**JCS**—Joint Chief of Staff

**KAD**—Kadena VORTAC

**LAO**—Local Area Orientation

**LIMFACS**—Limiting Factors

**LOA**—Letter of Agreement

**LSS**—Landing Site Supervisor

**LZCO**—Landing Zone Control Officer

**MAJCOM**—Major Command

**MARSA**—Military Assumes Responsibility for Separation of Aircraft

**MCAS**—Marine Corps Air Station

**MDA**—Minimum Descent Altitude

**MDG**—Medical Group

**METAR**—Meteorological Aviation Report

**METNAV**—Meteorological Navigation

**MOCC**—Maintenance Operations Center

**MSL**—Mean Sea Level

**MTS**—Mountainous

**MUNS**—Munitions

**MWLK**—Marine Wing Liaison Kadena

**NAVAID**—Navigational Aid

**NDB**—Non-Directional Beacon

**NLT**—No Later Than

**NM**—Nautical Miles

**NORDO**—No Radio

**NOTAM**—Notice To Airmen

**NTFS**—New Tactical Forecast System

**NVD**—Night Vision Device

**NVG**—Night Vision Goggle

**OGV**—Operations Group Standardization and Evaluation (Office Symbol)

**OPLAN**—Operation Plan

**OPR**—Office of Primary Responsibility

**OPS**—Operations

**ORI**—Operational Readiness Inspection

**OSA**—Airfield Operations Flight Commander/Staff (Office Symbol)

**OSAM**—Operations Support Airfield Management (Office Symbol)

**OSAR**—Operations Support Airfield Radar Approach Control (Office Symbol)

**OSAT**—Operations Support Airfield Tower (Office Symbol)

**OSAV**—Operations Support Airfield Training (Office Symbol)

**OSS**—Operations Support Squadron

**PACAF**—Pacific Air Force

**PAPI**—Precision Approach Path Indicators

**PAR**—Precision Approach Radar

**PAR**—Parachute (Operations)

**PAS**—Protective Aircraft Shelter

**PCAS**—Primary Crash Alarm System

**PL2**—Protection Level Two

**PPR**—Prior Permission Required

**RCR**—Runway Condition Report

**REIL**—Runway End Identifier Lights

**RQS**—Rescue Squadron

**RS**—Rescue Squadron

**RSC**—Runway Surface Condition

**RSRS**—Reduced Same Runway Separation

**SALS**—Simplified Approach Lighting System

**SAR**—Search and Rescue

**SCN**—Secondary Crash Net

**SEF**—Flight Safety

**SETA**—Southeast Training Area

**SFA**—Single Frequency Approach

**SFC**—Surface

**BDOC**—Base Defense Operations Center

**SFL**—Sequenced Flashing Lights

**SFO**—Simulated Flame Out

**SFS**—Security Forces Squadron

**SI**—Straight In

**SIF**—Selective Identification Feature

**SM**—Statute Miles

**SNG FREQ**—Single Frequency

**SOF**—Supervisor of Flying

**SOG**—Special Operations Group

**SSS**—Staff Summary Sheet

**STE**—Secure Terminal Equipment

**STU**—Secure Telephone Unit

**SVFR**—Special Visual Flight Rules

**TACAN**—Tactical Air Navigation

**TAD**—Temporary Assigned Duty

**TASAMS**—Tactical Aircrew Scheduling and Airspace Management System

**TCAS**—Terminal Collision Avoidance System

**TCCOR**—Tropical Cyclone Condition of Readiness

**TERPS**—Terminal Instrument Procedure Specialist

**COR**—Contracting Officer Representative

**TWY**—Taxiway

**UFC**—Unified Facilities Criteria

**UFR**—Upper Fighter Ramp

**UHF**—Ultra High Frequency

**VFR**—Visual Flight Rules

**VHF**—Very High Frequency

**VMC**—Visual Meteorological Conditions

**VMGR**—Marine Air Refueler and Transport Squadron

**VOR**—VHF Omni-Directional Radio-Range

**VORTAC**—VHF Omni-Directional Radio-Range Tactical Air Navigation Aid

**VTOL**—Vertical Take-Off and Landing

**WG**—Wing

**WGI**—Wing Instruction

**WS**—Watch Supervisor

**WTC**—Wing Tip Clearance

***Terms***

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**Restricted Areas**— Contractors will be escorted into and out of restricted areas by the USAF agency most closely associated with the project IAW KADENAABI 31-101.

**Free Zone**— An area temporarily established inside a restricted area isolating it from the rest of the restricted area. Free zones are designed to facilitate the movement of contractor personnel and equipment within the construction area while maintaining required security standards. Free zones will be delineated by an elevated boundary, normally provided by the contractor, and consist of red rope tied to stanchions or fencing. Free zones on taxiways should be held to a minimum, and will normally not be authorized unless required for contract completion (e.g., taxiway repair). The free zone boundary will be constantly surveyed by the USAF agency most closely associated with the work project. The USAF agency most closely associated with the work project, in concert with the Contracting Officer, will submit a request for the free zone to the technical representative of the contracting officer (COR). The COR will process requests to the Integrated Defense Council for approval. Coordination with Airfield Management must be accomplished. 18 SFS/S3O will provide the technical guidance to ensure security requirements are met. KADENAABI 31-101 provides more detailed information on free zone establishment, coordination, and physical security requirements.

**Escorts**— For security PL 3 restricted areas, persons having the appropriate open number on their restricted area badge may escort contractor personnel within that restricted area. Formal escort official authorization is required for Priority A and B restricted areas. Escorts and escort officials for contractors working within restricted areas will be coordinated by the 718 Civil Engineering Squadron, Project Management Section (718 CES/CEPM). The organization or agency most closely associated with the work project has primary responsibility for providing escorts. Airfield Management is the Control Area Manager for the entire flight line area and does not provide escort services. See KABI 31-101 for additional information on escort requirements and visitor briefings.

**Haul Route**— Route or path designated to be used by construction or repair personnel and equipment during the course of a project. This route will be determined by the Airfield Manager and the organization having operational control over the area. Haul routes will be included in free zone requests. Tentative haul routes will be discussed at the joint review meeting, with the final determination made by the Airfield Manager at the pre-construction meeting.

**Flight Line Driver's License**— Written authority issued by Airfield Management to operate a vehicle on the Kadena flight line IAW KABI13-213.

**Contractor Vehicle Flight Line Passes**— Written authority issued by Airfield Management on a case-by-case basis IAW KABI 13-213**.**

## Attachment 2

## FIGURES AND DIAGRAMS

### Figure A2.1. Airfield Diagram

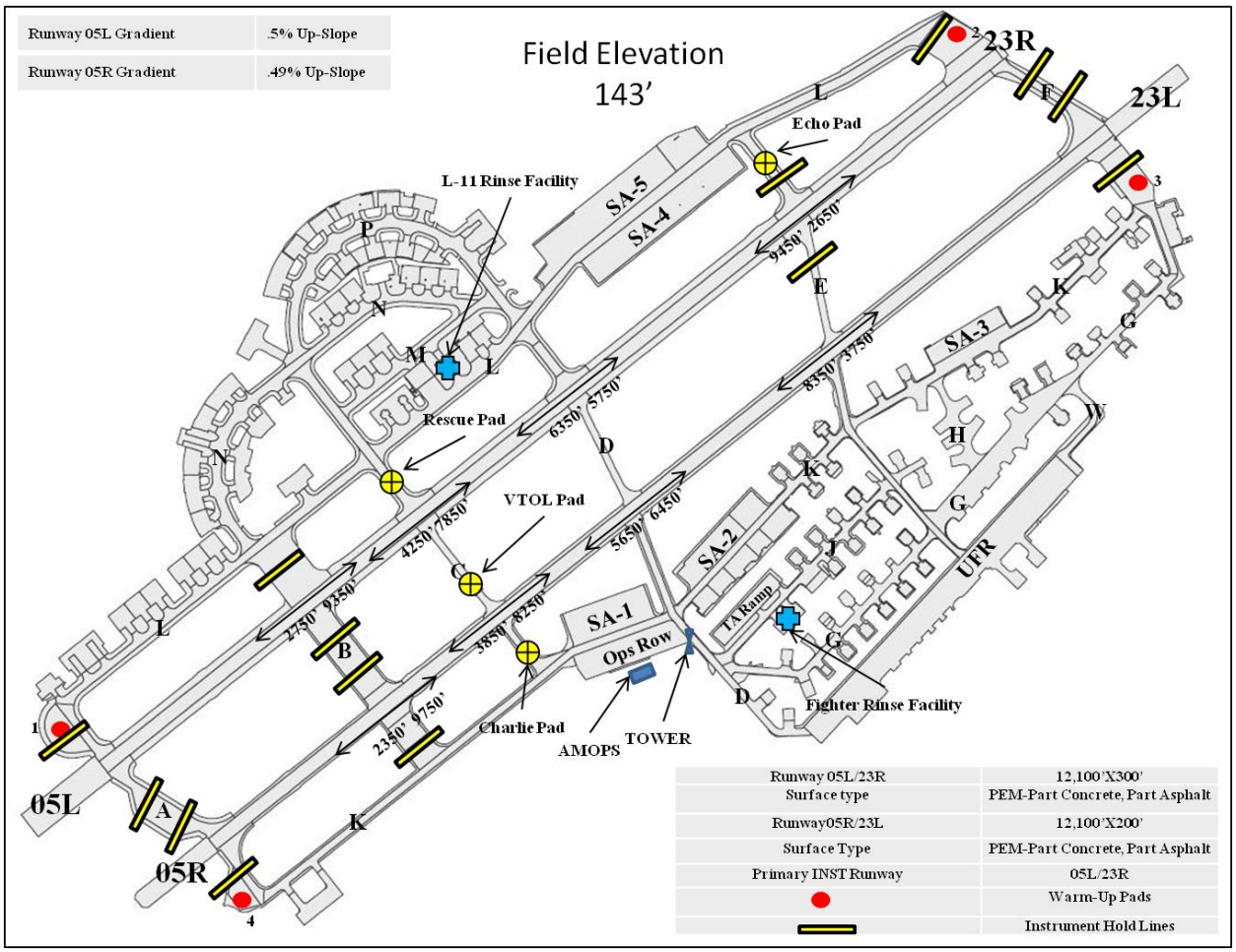
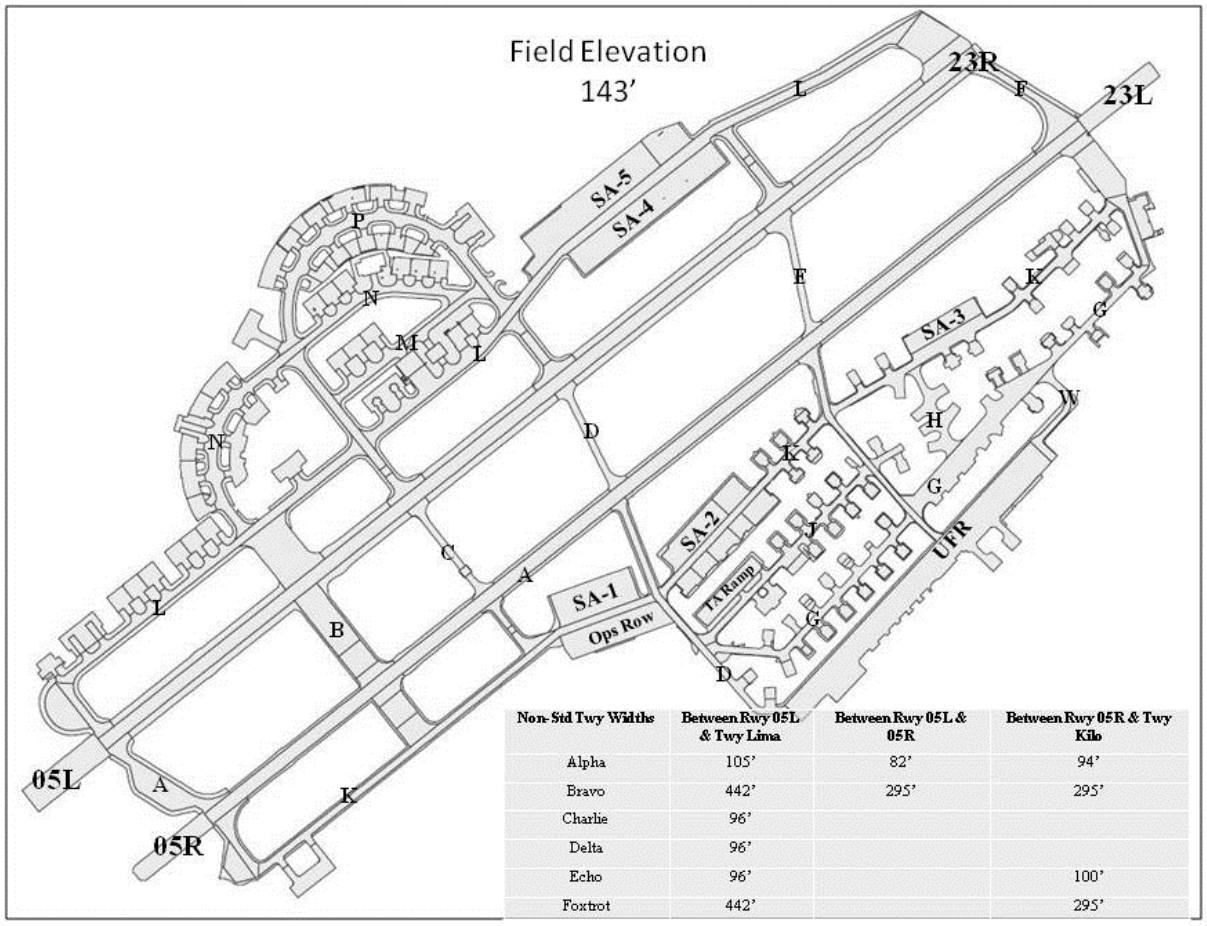


**Figure A2.2. Taxiways**




| Non-Std Twy Widths | Between Rwy 05L & Twy Lima | Between Rwy 05L & 05R | Between Rwy 05R & Twy Kilo |
|---|---|---|---|
| Alpha | 105' | 82' | 94' |
| Bravo | 442' | 295' | 295' |
| Charlie | 96' | | |
| Delta | 96' | | |
| Echo | 96' | | 100' |
| Foxtrot | 442' | | 295' |

**Figure A2.3. Localizer and Glidslope Critical Areas**

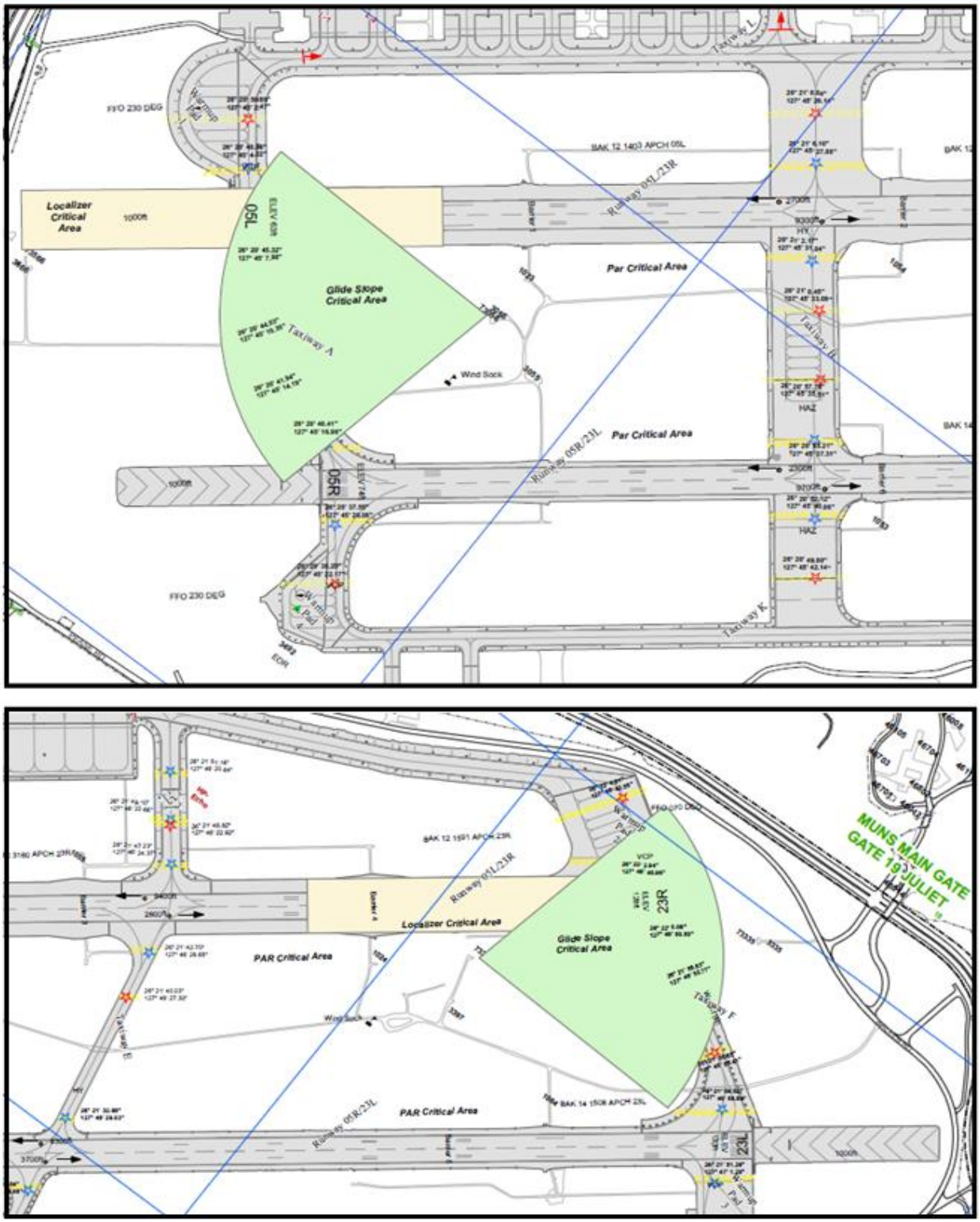


**Figure A2.4. VTOL/Helipads**

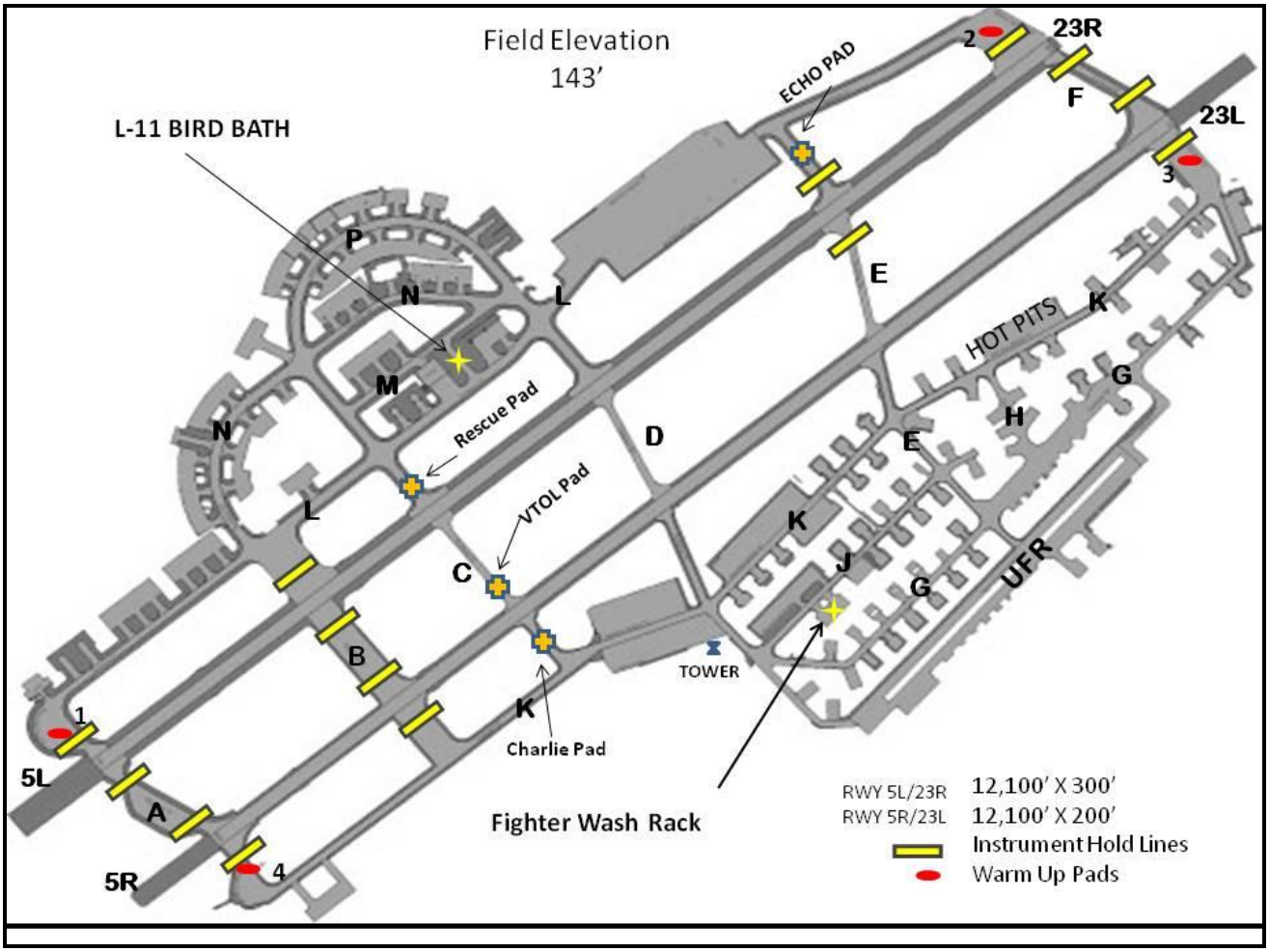


**Figure A2.5. Controlled Movement Area**

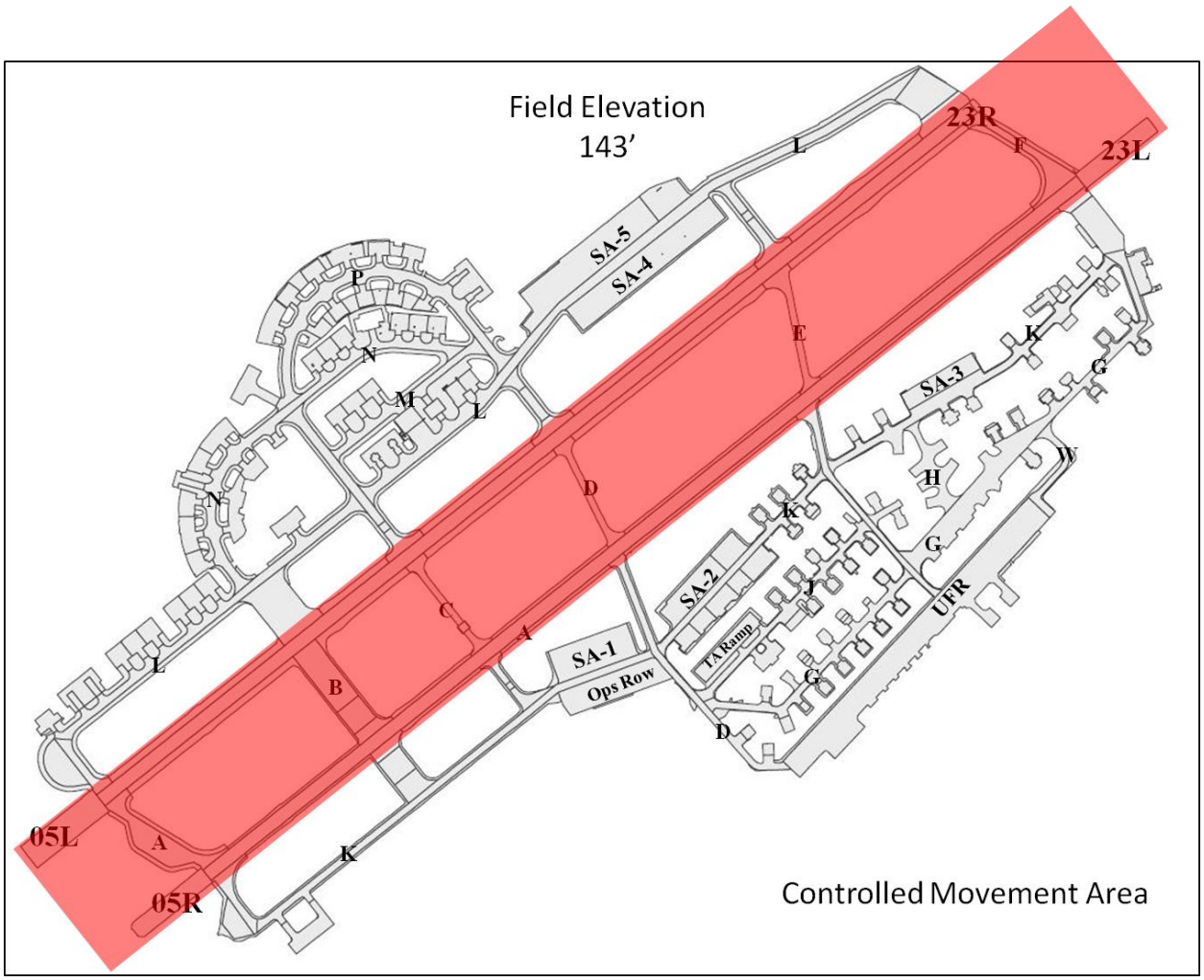
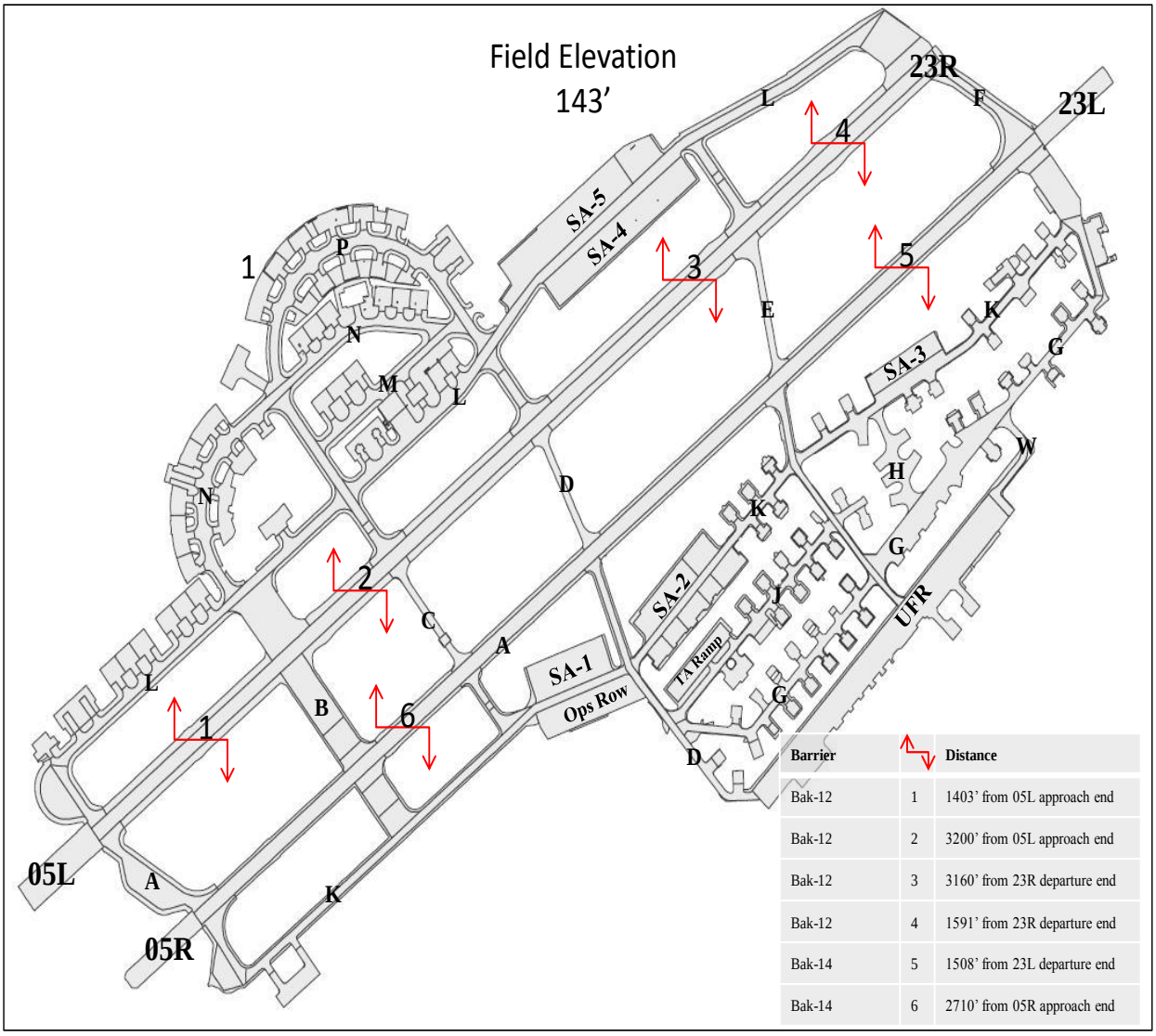


**Figure A2.6. Arresting Systems Configuration**




| Barrier | | Distance |
|---|---|---|
| Bak-12 | 1 | 1403' from 05L approach end |
| Bak-12 | 2 | 3200' from 05L approach end |
| Bak-12 | 3 | 3160' from 23R departure end |
| Bak-12 | 4 | 1591' from 23R departure end |
| Bak-14 | 5 | 1508' from 23L departure end |
| Bak-14 | 6 | 2710' from 05R approach end |

**Figure A2.7. Okinawa Class D Airspace (Class D Surface Area)**

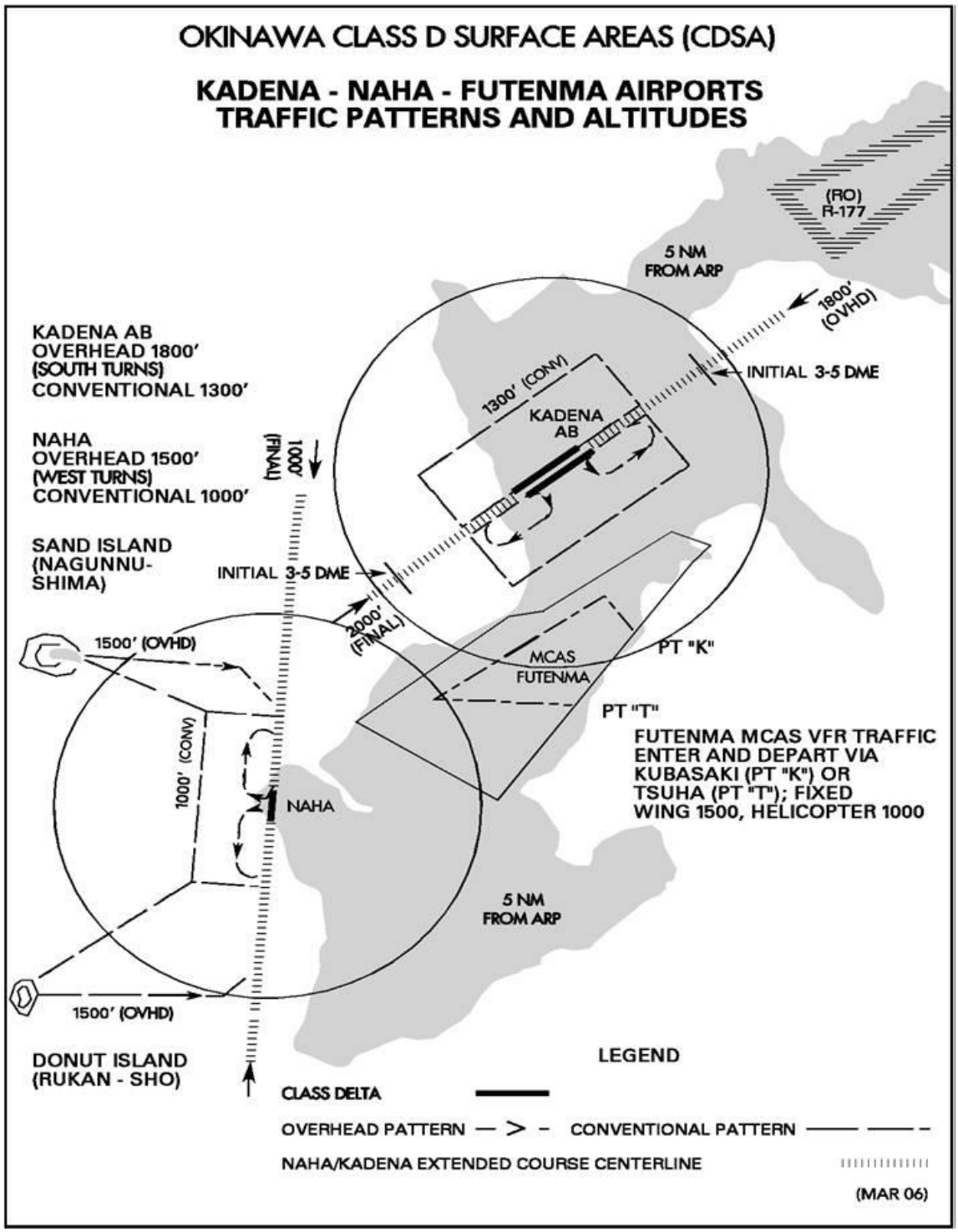


**Figure A2.8. Kadena Local Flying Area**

For conventional and jet aircraft, the area within a 100 nm radius of KAD. Extended local flying area continues outward to a 200 nm radius of KAD. Aircraft in the local and extended area are required to comply with ADIZ procedures contained in the FLIP Enroute Supplement.

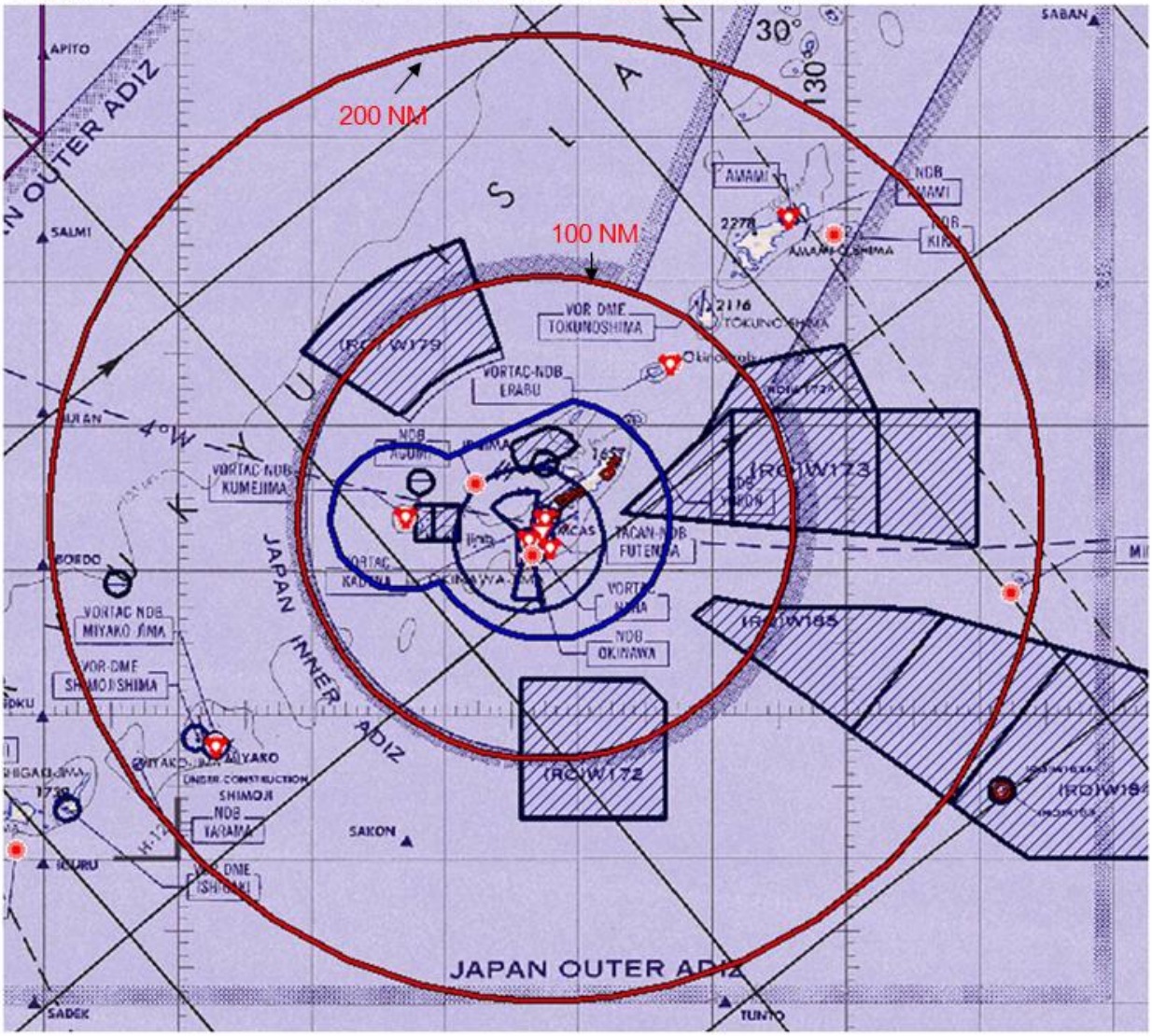


**Figure A2.9. Naha PCA (Class B airspace)**

**Figure A2.10. Naha Approach Airspace**

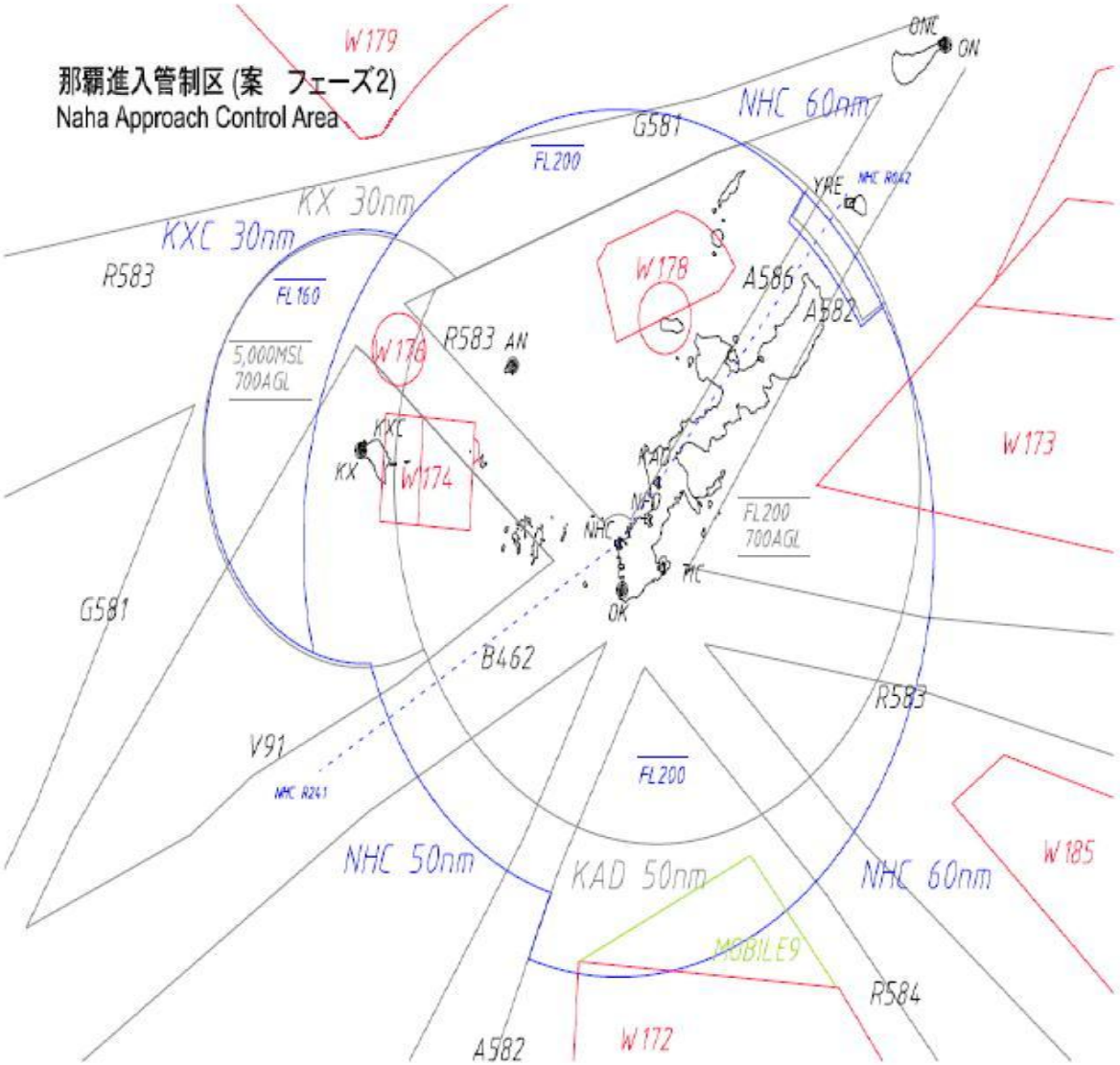


**Figure A2.11. Restricted Areas**

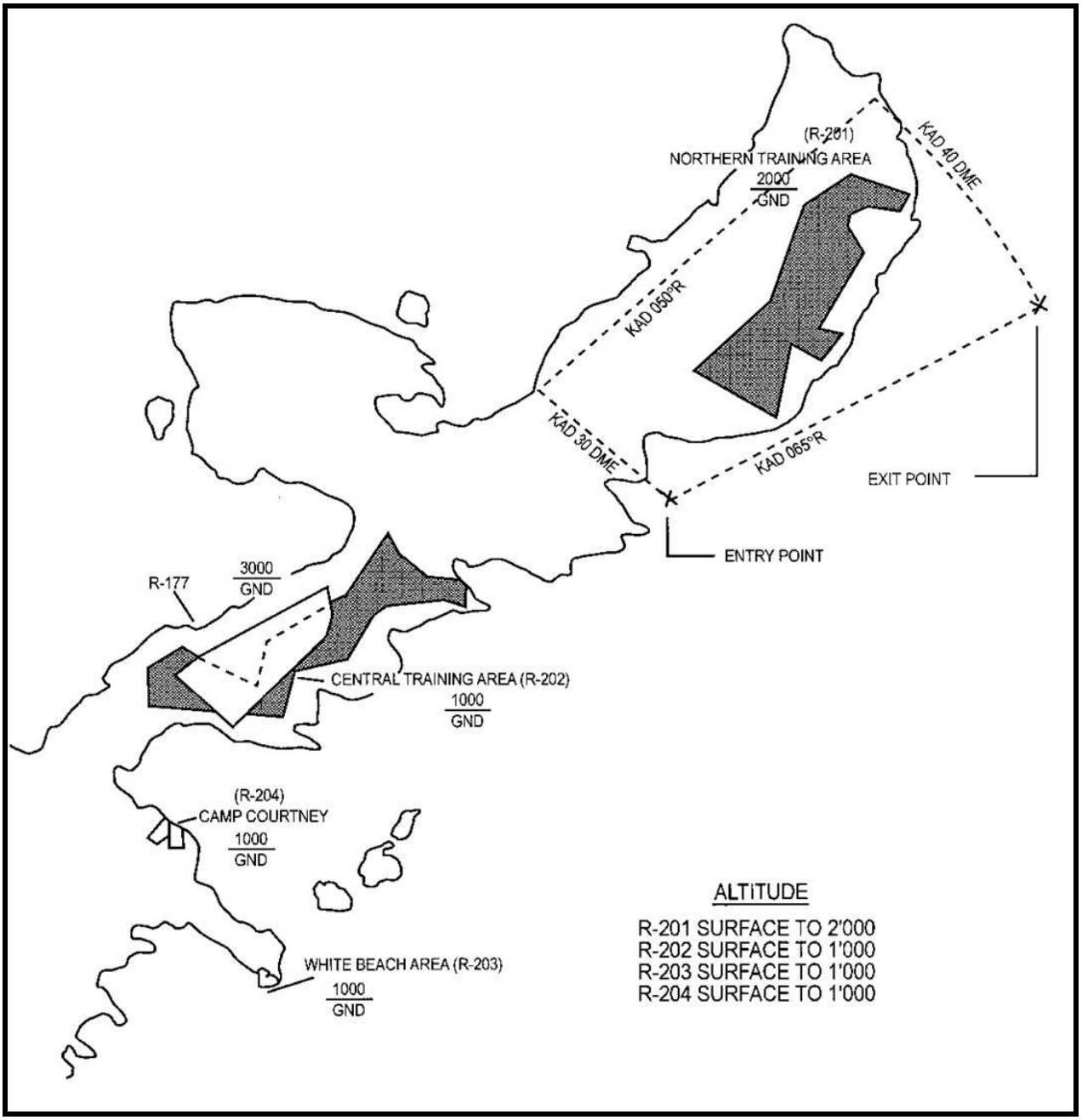


**Figure A2.12. Warning Areas**

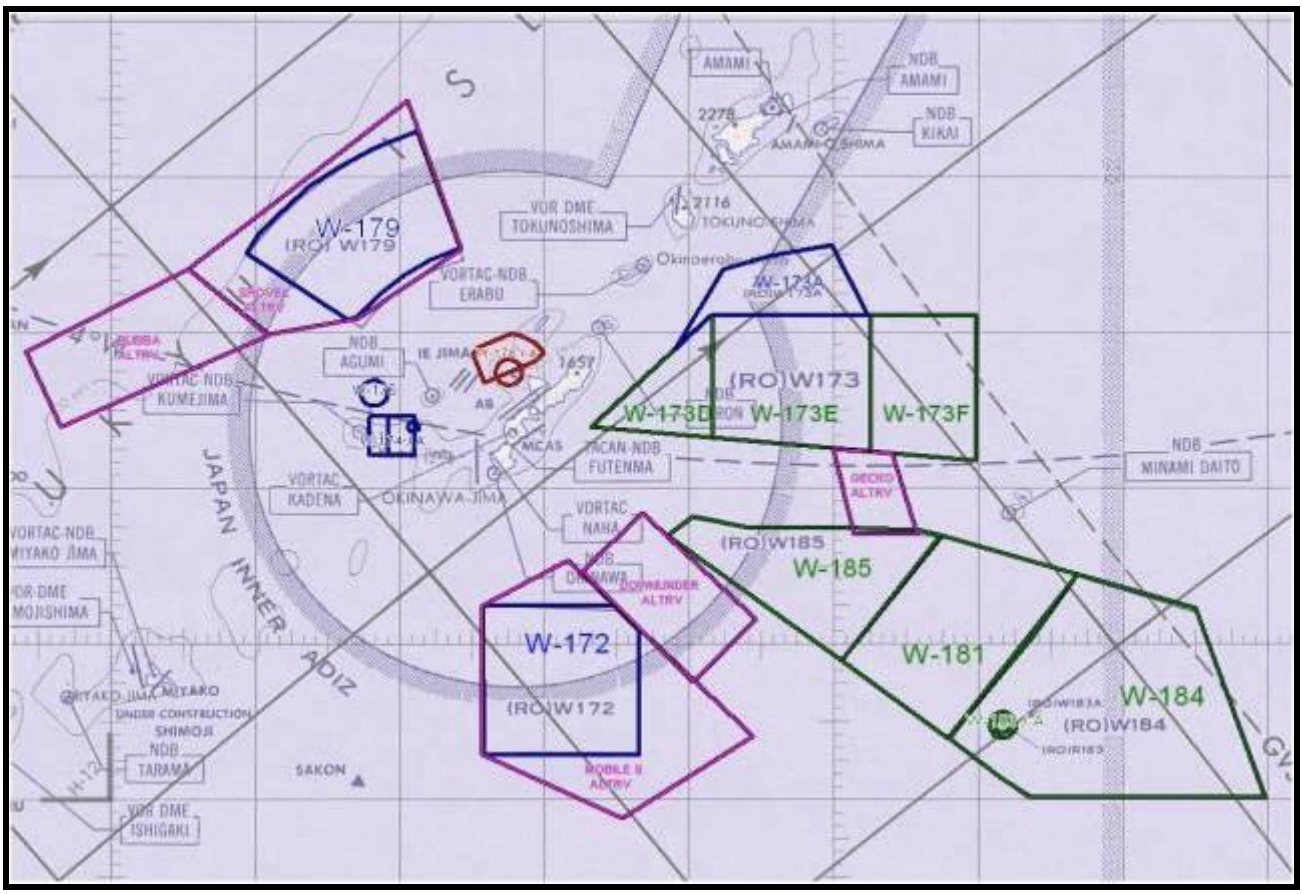
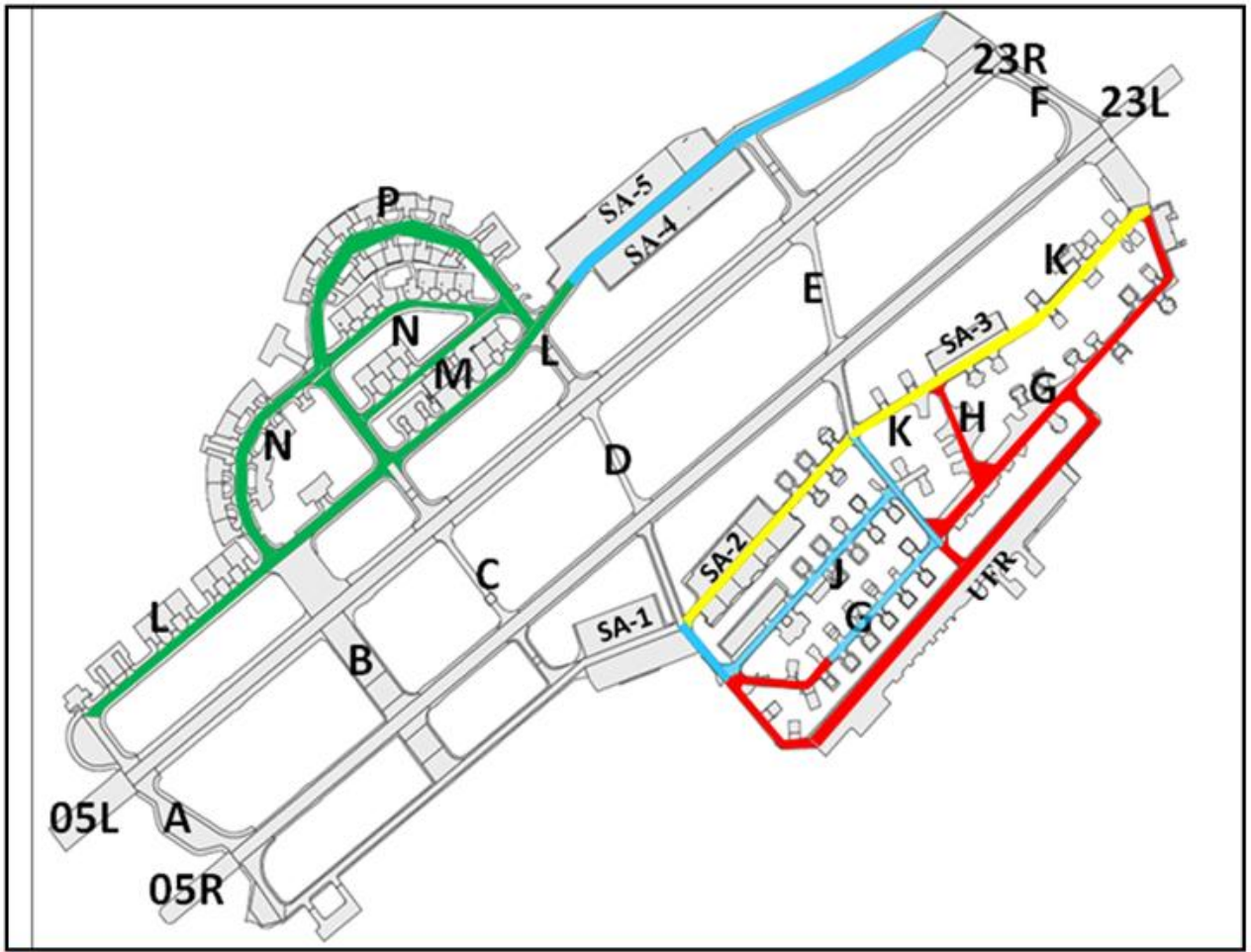


**Figure A2.13. Wing Tip Clearance**




| | |
|---|---|
| Wingspan restrictions for B747, C5, C17, KC10 and aircraft greater than 135' wingspan. | See IFR Supplement, AP3 and AFM for details or waiver. |
| Fighters Only with Wingspan 45' or less. | See IFR Supplement, AP3 and AFM for details or waiver. |
| Wingspan restrictions for B747, C5, C17, KC10 and aircraft greater than 150' wingspan. | See IFR Supplement, AP3 and AFM for details or waiver. |
| Wingspan restrictions for B747, KC10 and aircraft greater than 170' wingspan. | See IFR Supplement, AP3 and AFM for details or waiver. |

**Figure A2.14. Kadena Overhead Pattern**

1. 3 mile Initial to Runway 05R/23L.
2. North breaks are authorized for emergencies, propeller driven aircraft and heavy aircraft only.
3. Initial approach altitude 1,800 feet MSL.
4. Fighter closed traffic altitude 1,800 feet MSL.
5. Remain within 5 DME (5 nm of Airport Center).

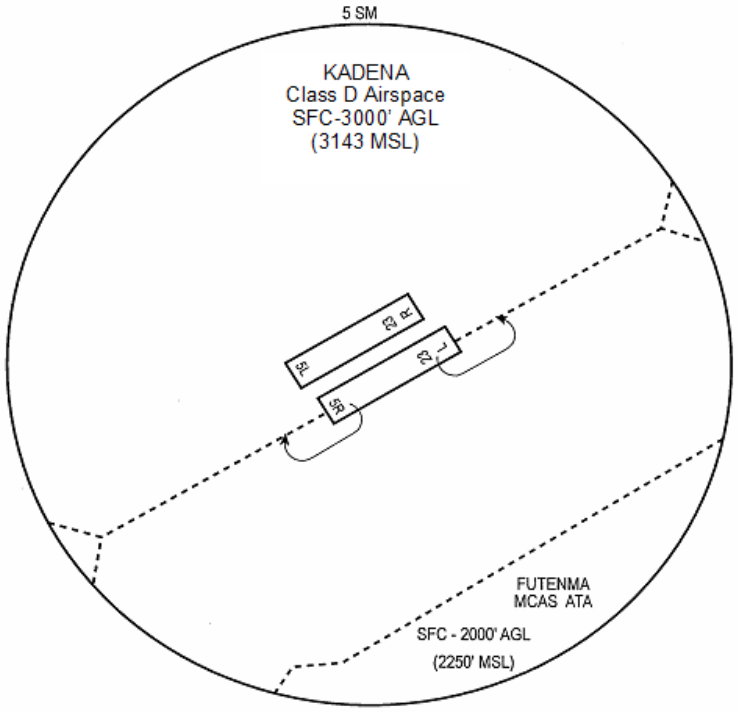


**Figure A2.15. Kadena Overhead Maneuvers**

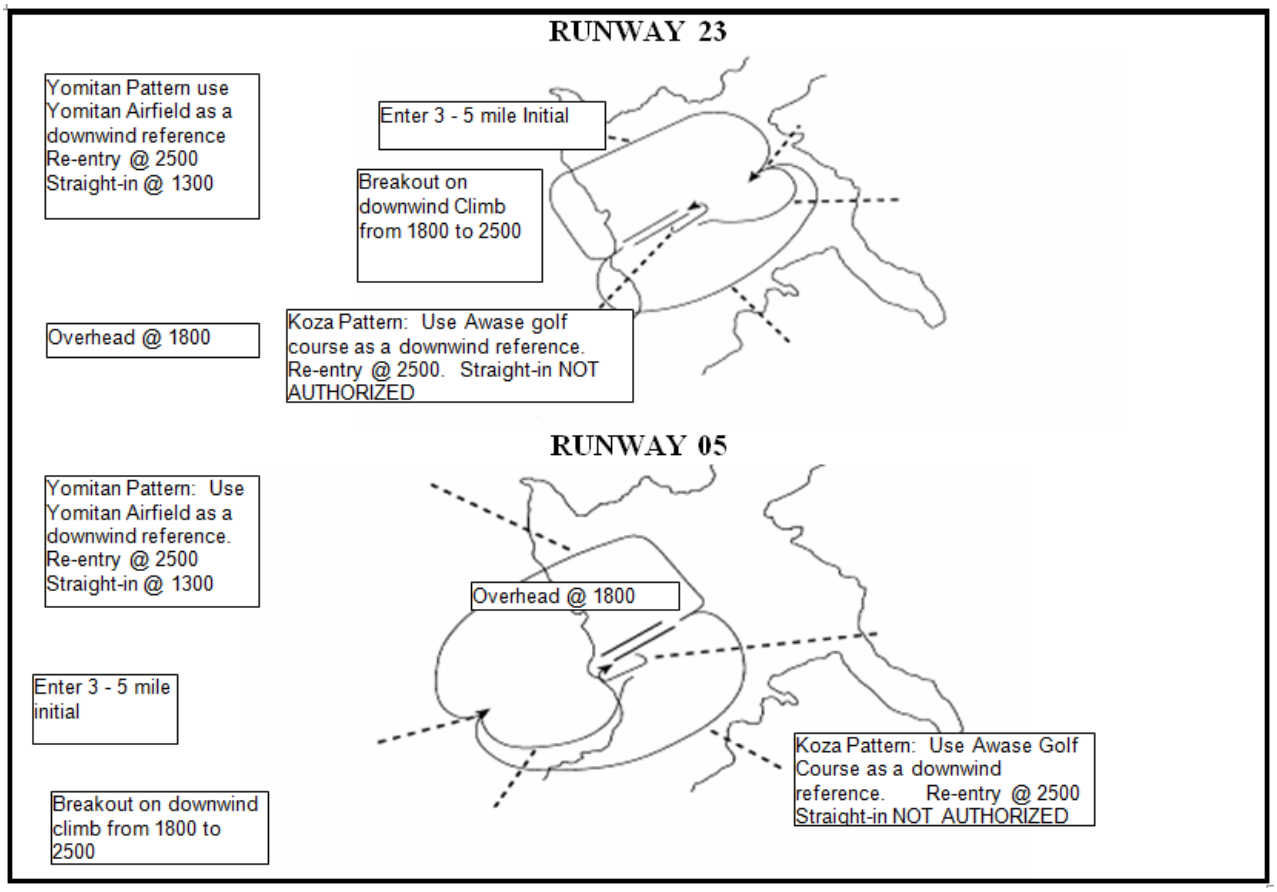


**Figure A2.16. Rectangular and Helicopter/Aero Club Patterns**

1. Rectangular Pattern Altitude 1,300' MSL.

2. Helicopter/Aero-club Pattern Altitude 800' MSL.

3. Remain within 5 DME (5 nm) of Airport Center.

4. DO NOT displace downwind southeast of Runway 05R/23L further than 1 nm to avoid potential conflict with Futenma MCAS Class D airspace.

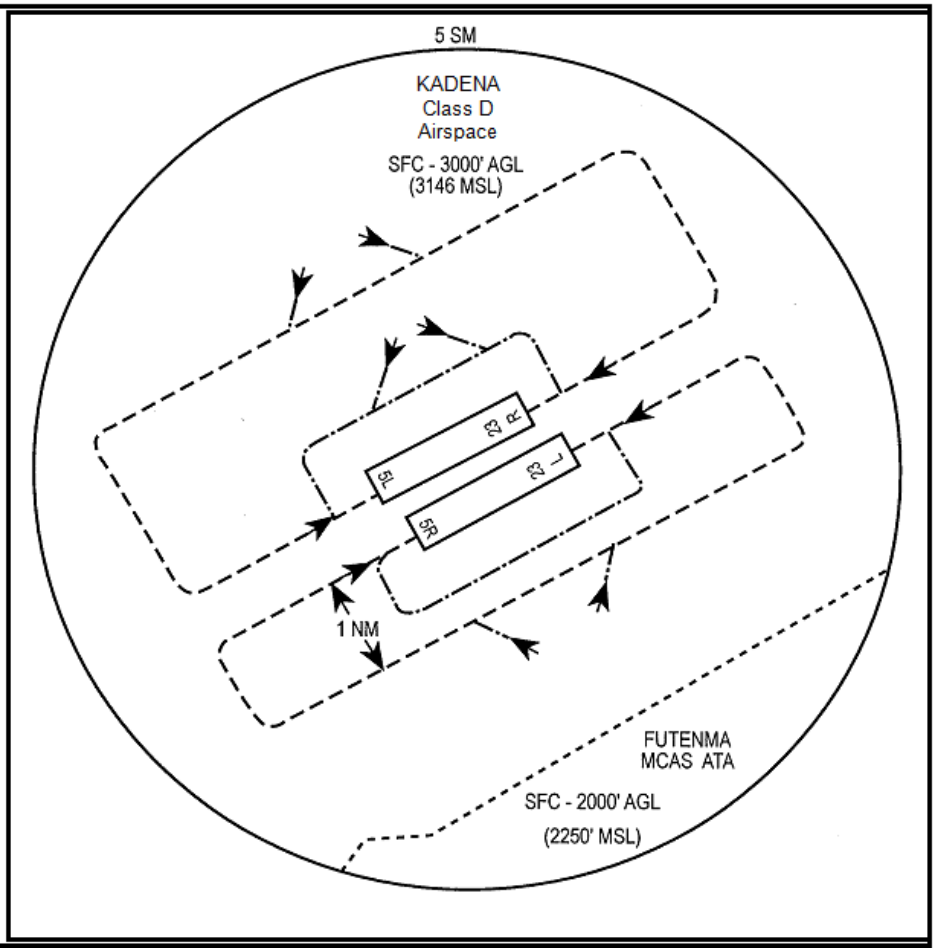


**Figure A2.17. VFR Arrival/Departure Routes**

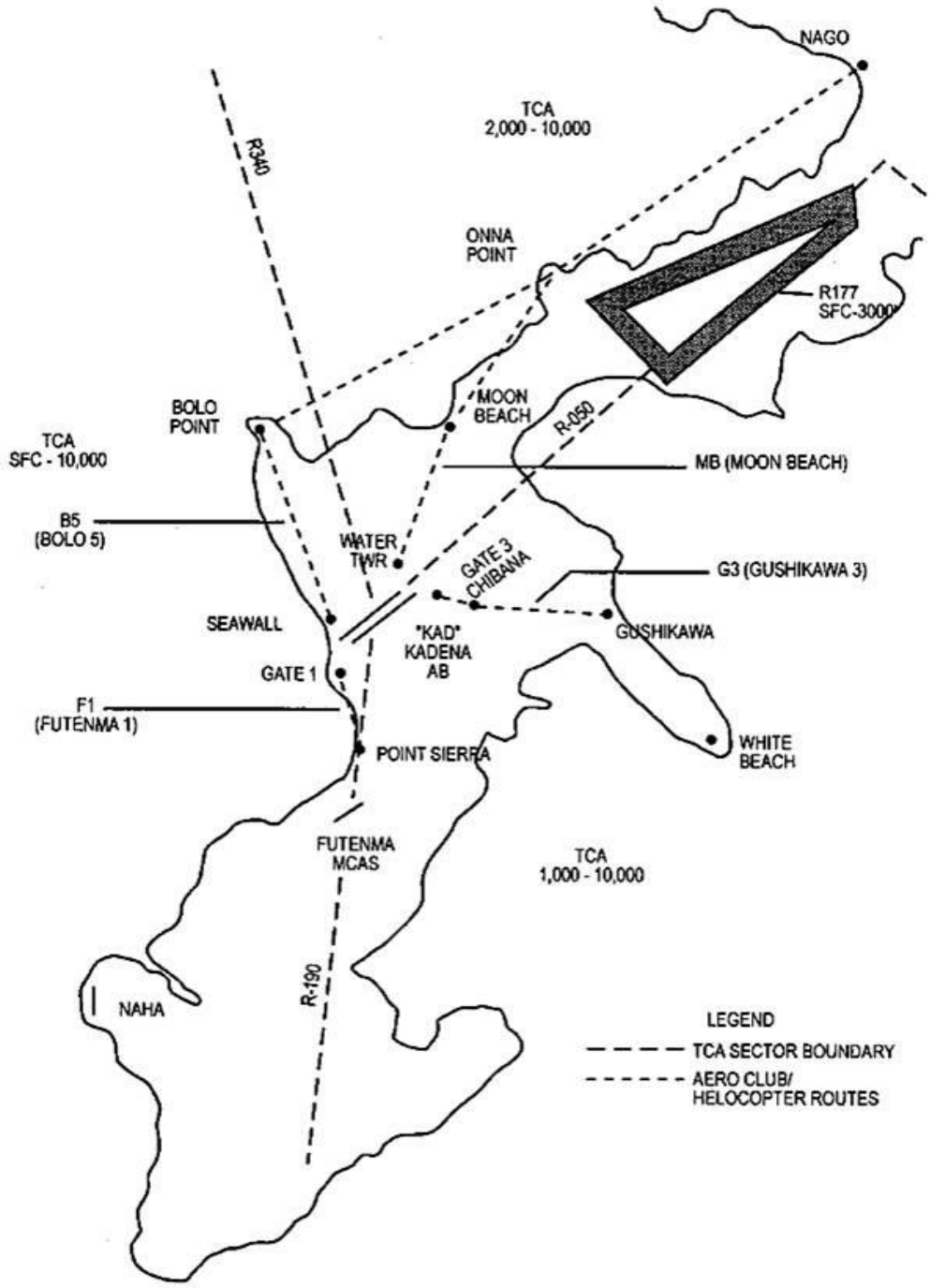


**Figure A2.18. Aero Club Training Areas**

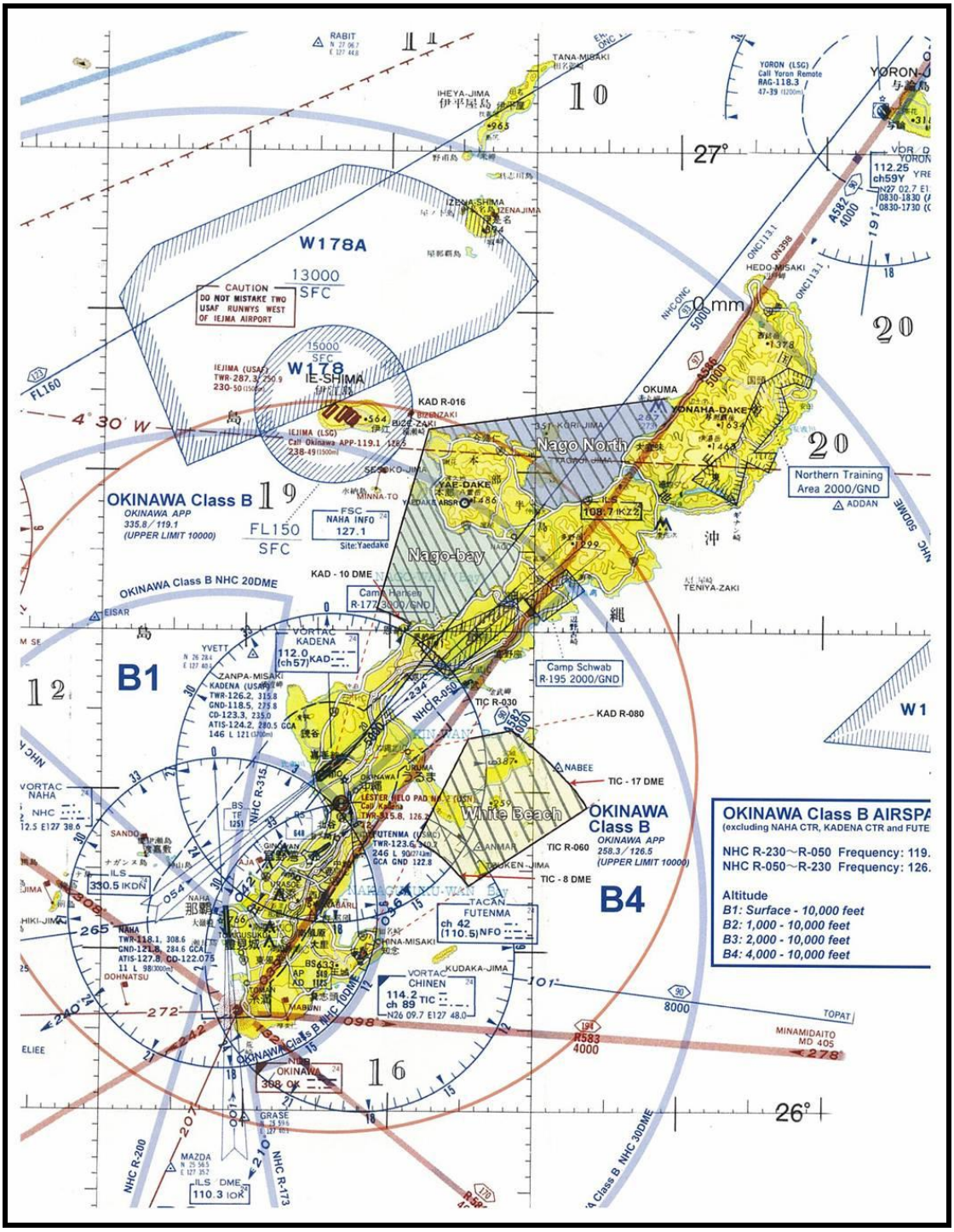


**Figure A2.19. 1st MAW Quiet Hour Departure Procedures**

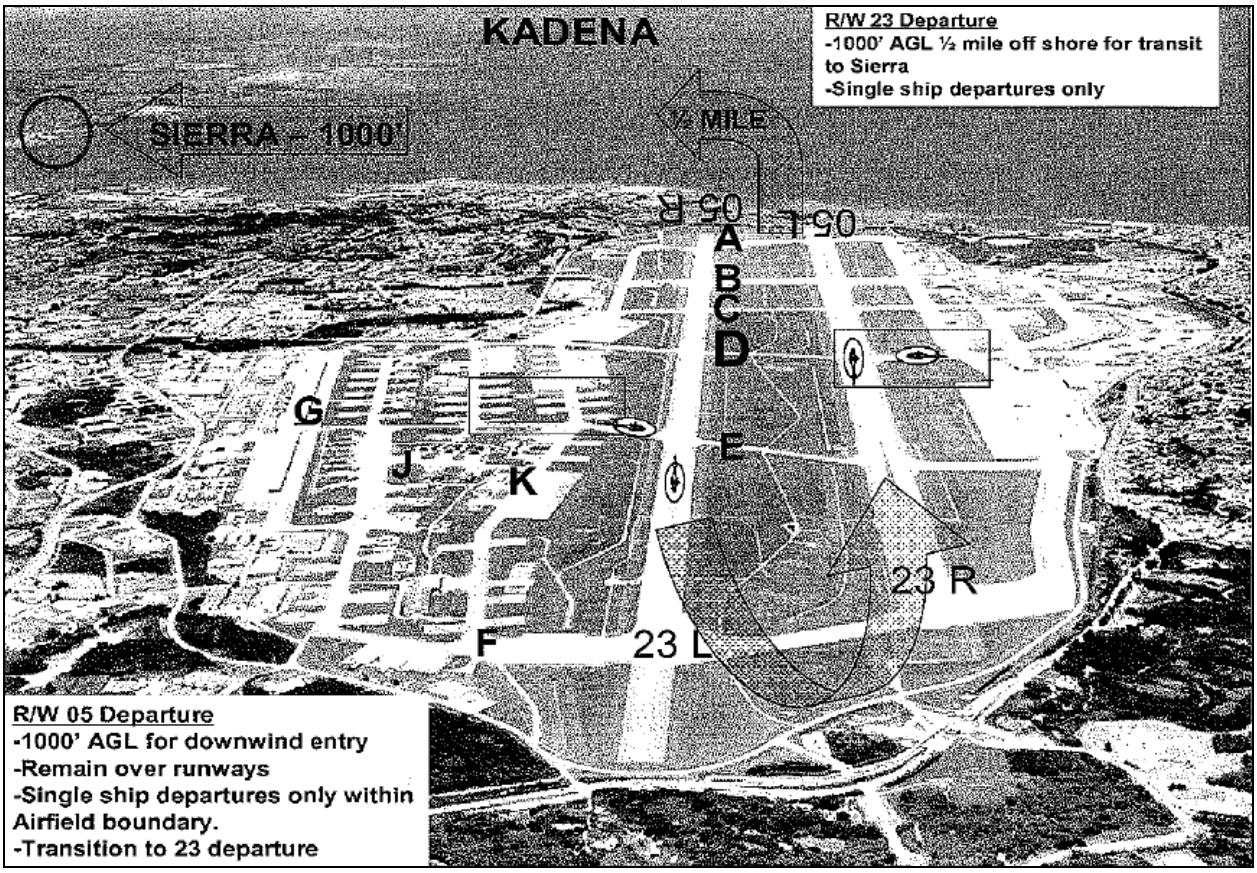


**Figure A2.20. Runway 5 Bolo Point SCA for MC-130 (JACKAL) Aircraft**

**Figure A2.21. Runway 5 Bolo Point SCA for MC-130 (GOOSE) Aircraft**

**Figure A2.22. Runway 23 Bolo Point SCA for MC-130 Aircraft**