This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace and Range Management*; Air Force Instruction (AFI) 13-204V1, *Airfield Operations Career Field Development*; AFI 13-204V2, *Airfield Operations Standardization and Evaluation*, and AFI 13-204V3, *Airfield Operations Procedures and Programs*. It provides guidance and procedures on Air Traffic Control, Airspace, Airfield Operations, and Airfield Management. In accordance with (IAW) AFI 13-204V3, the effective date of this publication will be 30 days after the publication date to allow familiarization for all affected agencies and pre-implementation actions. It applies to 18th Wing (18WG) and partner units at Kadena Air Base (KAB). Temporary Duty (TDY) aircraft and personnel operating from KAB 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 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 Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained 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).
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; some paragraphs were renumbered and moved from previous chapter as a result of 18 OG/CC direction. Chapter 1 contains General Information concerning this publication. Chapter 2 describes Airfield Facilities including all Air Traffic Control (ATC) facilities and functions, Runway, Taxiway and General Operations on the airfield. Chapter 3 discusses flight planning requirements and procedures. Chapter 4 discusses and defines the local airspace along with procedures and requirements for operating in the airspace. Chapter 5 discusses Ground Operations for aircrew and ground personnel. Chapter 6 discusses General Flying Operations for both Visual Flight Rules (VFR) and Instrument Flight rules (IFR) aircraft and aircrew and ATC responsibilities. Chapter 7 discusses responses to Emergency Procedures for both aircrew and ground personnel. Chapter 8 contains miscellaneous procedures specific to airfield procedures outlined in AFI 13-204V3, along with Silent Launch Procedures and Unmanned Aircraft Recovery procedures. Added Chapter 9 outlines specific procedures for fighter aircraft for both aircrew and ground personnel. Added Chapter 10 outlines specific procedures for heavy aircraft for both aircrew and ground personnel. Added Chapter 11 outlines specific procedures for helicopter aircraft for both aircrew and ground personnel. Added Chapter 12 outlines specific procedures for Aero Club aircraft.

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Chapter 1

GENERAL INFORMATION

1.1. Scope. Procedures in this instruction are designed to promote safe and efficient airfield operations and flying activities within Kadena Air Base (KAB) delegated airspace and to respect host nation agreements. Commanders of assigned, tenant, and deployed units under the operational control of the 18 WG will ensure their personnel comply with this publication.

1.2. Policy and Word Meaning. Each partner unit or assigned organization is responsible for ensuring its personnel are familiar with this instruction.

   1.2.1. Word Meanings. The following definitions apply within this instruction.
   
   1.2.1.1. Shall, will, or must - indicate a mandatory procedure.
   
   1.2.1.2. Should - indicates a recommended procedure.
   
   1.2.1.3. May or need not - indicates an optional procedure.

   1.2.2. 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.

1.3. Administration. The 18 OG/CC is the waiver authority for this regulation unless otherwise annotated. The 18 OG/CC may issue waivers or immediate action changes to this regulation when necessary for accomplishment of normal or special mission requirements. All procedural changes affecting ATC must be forwarded to HQ PACAF/A3OF for review and approval before implementation IAW AFI 13-204V3. Send suggested changes to 18 OSS/OSA (18oss.osa@us.af.mil).

1.4. Published In-Flight Guide. 18th Operations Group Standardization and Evaluation (18 OG/OGV) shall retain current copies of all 18 OG flying squadron’s In-flight Guide and make available via the 18 WG SharePoint.
Chapter 2

AIRFIELD FACILITIES INFORMATION

2.1. Airfield Information: KAB is located at N26°21.20’, E127°46.03’, with a field elevation of 143 feet Mean Sea Level (MSL).

2.2. ATC Facilities. Kadena Tower (TWR) is open 24 hrs per day, 7 days per week. Kadena Ground Control Approach (GCA) is open 0800L - 2200L, Mon - Fri (except holidays). Kadena Arrival Control (ARR) is open daily 0600L - 2200L, and as required for DoD missions.

2.2.1. Ground Controlled Approach. GCA Final Control is operated at the discretion of MCAS Futenma, normally Mon - Fri, 0800L-2200L. Precision Approach Radars (PARs) outside duty hours must be requested with 18 OSS/OSA. Note: Japanese airspace regulations require that this facility be classified as Kadena GCA. However, per USMC definitions, this facility meets the criteria of a Radar Final Control. The remainder of this instruction will refer to this facility as a GCA.

2.2.2. Kadena Arrival. ARR provides arrival control and radar/instrument pattern control for U.S. airfields in Okinawa. ARR also provides services required at landing zones/drop zones and for aircraft operations aboard ships in and around the island of Okinawa. ARR is located at the Naha Approach (APP) Control Facility at Naha Airport.

2.3. Runways (RWY). See Flight Information Publication (FLIP) for airfield diagram or Figure A2.1 for detailed airfield depiction.

2.3.1. RWY 05L/23R: Dimensions. 12,101 feet by 300 feet (concrete/asphalt). RWY 23R has 1,000 feet of non-load bearing overrun. RWY 05L has no overrun. RWY 05L has grooved concrete from RWY threshold to 3,600 feet down the RWY. RWY 23R has grooved concrete commencing at the RWY threshold extending 2,000 feet down the RWY. The middle portion of RWY 05L/23R is grooved asphalt. RWY 05L/23R is the primary instrument RWY.

2.3.2. RWY 05R/23L is 12,101 feet by 200 feet (concrete/asphalt). RWY 05R and RWY 23L have 1,000 feet grooved non-load bearing overruns. RWY 05R has 75 feet of grooved pavement centered on the RWY centerline with un-grooved pavement immediately beyond until 8,500 feet when the grooved surface is continuous across the RWY.

2.4. RWY Selection Procedures.

2.4.1. RWY 23 will be used for the calm wind RWY. TWR Watch Supervisor (WS) selects RWY in use IAW Federal Aviation Administration Order (FAAO) Joint Order (JO) 7110.65, Air Traffic Control.

2.4.2. When RWY change is anticipated, TWR will notify APP, ARR, GCA, Airfield Management Operations (AMOPS), Futenma TWR, Fire Department, Barrier Maintenance (MX), Weather (WX) and MX Operations Control Center (MOCC).

2.4.3. Upon RWY change, TWR will change the Instrument Landing System (ILS) to the RWY in use and notify GCA. GCA will notify TWR, and ARR/APP when PAR equipment is aligned with the proper RWY.
2.5. Opening, Closing, and Suspending RWYs. Airfield Management Operations (AMOPS) shall close/open/suspend RWY operations IAW AFI 13-204V3. TWR may suspend operations, but only AMOPS may close/resume operations. A suspension announcement will be made on TWR frequencies to include when RWY operations are expected to resume. Notice to Airmen (NOTAM(s)) will be published for closures greater than 15 minutes. When closures are planned, AMOPS will publish NOTAM(s) no earlier than 3 days in advance. AMOPS will advise local agencies and 5 AF for closures greater than 72 hours. TWR will automatically suspend operations for an emergency or any other unsafe condition within 100 feet of the RWY.

2.5.1. AMOPS will complete an airfield check and report the airfield status/RWY condition prior to resuming operations.

2.6. RSC and/or RCR Values. AMOPS will conduct and report RWY Surface Condition (RSC) on all active RWYs IAW AFI 13-204V3 and OSAA Operating Instruction (OI) 13-204, Airfield Management Operations. RWY Condition Reading (RCR) is not reported at KAB.

2.6.1. TWR will notify AMOPS as soon as practical upon observation of a condition that may affect the landing area IAW OSAT OI 13-204, Air Traffic Control Operating Procedures.

2.7. Taxiways (TWY). See Figure A2.1 for a detailed map of the RWY and TWYS.

2.7.1. TWY Widths. All TWYS are 75 feet wide except as noted in Table 2.1 See Figure A2.5 for Wingtip Clearance depiction.

2.7.2. Closing/Suspending TWYS. TWY closures/suspensions shall be directed by AMOPS. AMOPS will coordinate with the TWR to minimize impact to airfield operations.

<table>
<thead>
<tr>
<th>TWY</th>
<th>Between RWY 05L/TWY L</th>
<th>Between RWY 05L/05R</th>
<th>Between RWY 05R/TWY K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpha</td>
<td>105 feet</td>
<td>82 feet</td>
<td>94 feet</td>
</tr>
<tr>
<td>Bravo</td>
<td>442 feet</td>
<td>295 feet</td>
<td>295 feet</td>
</tr>
<tr>
<td>Charlie</td>
<td>96 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>96 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Echo</td>
<td>96 feet</td>
<td>100 feet</td>
<td></td>
</tr>
<tr>
<td>Foxtrot</td>
<td>442 feet</td>
<td></td>
<td>295 feet</td>
</tr>
</tbody>
</table>

2.8. Controlled Movement Area (CMA). RWYs (05R/23L, 05L/23R), between the RWYS, overruns, centerline road, C Helipad, Vertical Take-Off and Landing (VTOL) Pad, Rescue Helipad, E Helipad, and any area within 100 feet of these areas, see Figure A2.2 Personnel requiring access into the CMA must establish 2 way radio contact with TWR. TWR approval must be gained prior to entering the CMA. Procedures for vehicle/pedestrian operations on the airfield/CMA are contained in AFI 13-213 KADENABSUP, Airfield Driving.

2.9. Exercise. The 18 WG/IG will submit requests that pertain to the airfield facilities and Air Field Operations (AO) personnel to the AOF/CC (18oss.osa@us.af.mil) 48 hours prior to exercises. Coordination will include scenario details, timing, and portions of the airfield involved to ensure flight safety and effective support. The 18 OG/CC is the approval authority.
2.10. Airfield Visual Blind Spots.

2.10.1. Primary TWR. TWY's November, Papa, and Kilo between TWY's Echo and Foxtrot, TWY Hotel, Upper Fighter Ramp (UFR) spots 1-50, CME parking apron, and the intersection of TWY's Juliet and Delta cannot be seen from the TWR. TWR cannot provide positive control for aircraft operating in these areas.

2.10.2. Alternate TWR. The UFR, TWY Golf East of TWY Echo, TWY Whiskey south of the Navy Ramp, TWY Hotel, TWY Lima West of parking spot L-8 to TWY Alpha, TWY November West of TWY Charlie, TWY Papa West of parking spot P-11 and TWY Charlie between TWY Lima and Mike cannot be seen from the Alternate TWR. Parts of TWY Juliet are not visible when aircraft are parked on SA2 or spots 102-114.

2.11. Closed Portions of Airfield. Hardstand (HS) 116, 118 and 333 are permanently closed.

2.12. Restricted/Classified Areas on the Airfield.

2.12.1. Controlled Areas.

2.12.1.1. The airfield is a controlled area as defined in Kadena Air Base Instruction (KADENAABI) 31-101, The Kadena AB Integrated Defense (FOUO), and AFI 31-101, Integrated Defense (FOUO). Entry to the airfield is Official Business Only and all personnel on the airfield must have identifying credentials.

2.12.1.2. Custodians of non-priority aircraft parking and MX areas will challenge unauthorized/suspicious individuals within the controlled area. Individuals must be positively identified and must be conducting official duties. Unauthorized individuals will be immediately reported to Base Defense Operations Center (BDOC) (Routine calls: 634-2475/2476, Emergency: Helping Hand Hotline at 634-4444).

2.12.1.3. Contractors will possess either 5 AF Form 98EJ, Standard Pass (Storage Safeguard) or 5 AF Form 98A EJ, Temporary Pass (Storage Safeguard) over-stamped CONTRACTOR. A list of contractors performing duties on the airfield will be provided to BDOC, MOCC, and AMOPS 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 AFI 13-213 KADENAABSUP.

2.12.2. Restricted Areas.

2.12.2.1. KADENAABI 31-101-O, The Kadena AB Integrated Defense (FOUO), outlines restricted area numbers, physical locations, descriptions of the areas, priority, organizations who control designated areas and escort and control procedures.

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

2.12.2.3. Report observed security violations to BDOC (634-4444).
2.12.2.4. 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 Incident.

2.12.3. Free Zone.

2.12.3.1. Free zones (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.

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


2.13.1. RWY Lighting. Approach Lighting and Visual Glide Slope Indicator systems can be found in FLIP or Table 2.2. RWY distance markers indicate RWY remaining in 1,000-ft increments and are lit for night operations.

2.13.2. RWY Distance Markers. Standard RWY distance markers are located 67 feet from the edge of pavement on RWY 05R/23L and 50 feet from the edge of pavement on RWY 05L/23R. RWY distance markers indicate RWY remaining in 1,000-ft increments and are lit for night operations.

2.13.3. TWY lighting. TWY lighting is available on the airfield except TWYs Golf (west end), Echo (south of Kilo), Mike, November, Papa and UFR. 18 WG and partner/rotational units are approved to use unlit TWYs; however, all transient aircrews will use TA Follow-Me services when taxiing in these areas.

2.13.4. Airport Rotating Beacon. The airport rotating beacon is located on top of the TWR.

<table>
<thead>
<tr>
<th>RWY</th>
<th>Lighting Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>05L</td>
<td>HIRL, SFL, AMP-3</td>
</tr>
<tr>
<td>05R</td>
<td>HIRL, SSALR, PAPI</td>
</tr>
<tr>
<td>23L</td>
<td>HIRL, REIL, PAPI</td>
</tr>
<tr>
<td>23R</td>
<td>HIRL, REIL, PAPI</td>
</tr>
</tbody>
</table>

2.14. Aircraft Arresting Systems (AAS). Barrier Arresting Kit-12s (BAK) have 6-point tie downs (approved for C-130 takeoffs/landings) and BAK-14s have 20-point tie downs. AAS require 30 minutes to restore/recertify following engagement. Fire Department, Barrier MX and Crash Recovery will develop procedures to ensure safe engagement, disengagement and restoration of the AAS. AAS locations are displayed on Figure 2.3. The Fire Department is not qualified to certify a raised cable. Barrier MX is the only qualified agency to verify barrier position.

2.14.1. During periods of active fighter flying, cables will be configured IAW Table 2.4. During periods of no proposed or active fighter flying, all cables will be lowered unless deemed necessary by the 18 OG/CC for Japan Air Self Defense Force (JASDF) contingency operations.
2.14.2. **BAK-14 will be lowered if heavy aircraft are required to land on 05R/23L.** The BAK-14 cable will normally be in the lowered position, unless fighter aircraft are flying. All aircraft should avoid taxiing over or landing on a raised BAK-14 cable.

### Table 2.3. Aircraft Arresting Systems

<table>
<thead>
<tr>
<th>SYS</th>
<th>Type</th>
<th>Dir</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BAK-12</td>
<td>BI</td>
<td>1402’ from AER 05L</td>
</tr>
<tr>
<td>2</td>
<td>BAK-12</td>
<td>BI</td>
<td>3210’ from AER 05L</td>
</tr>
<tr>
<td>3</td>
<td>BAK-12</td>
<td>BI</td>
<td>3177’ from AER 23R</td>
</tr>
<tr>
<td>4</td>
<td>BAK-12</td>
<td>BI</td>
<td>1598’ from AER 23R</td>
</tr>
<tr>
<td>5</td>
<td>BAK-14</td>
<td>BI</td>
<td>1512’ from AER 23L</td>
</tr>
<tr>
<td>6</td>
<td>BAK-14</td>
<td>BI</td>
<td>2709’ from AER 05R</td>
</tr>
</tbody>
</table>

### Table 2.4. AAS Configuration during Fighter Operations

<table>
<thead>
<tr>
<th>Standard Configuration</th>
<th>Day</th>
<th>Night/IMC (800/2SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>05R</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>05L</td>
<td>1,3,4</td>
</tr>
<tr>
<td></td>
<td>23L</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>23R</td>
<td>4,2,1</td>
</tr>
</tbody>
</table>

Unless otherwise specified barriers will be raised in the above configurations during fighter flying operations.

2.14.3. **Barrier Certifications.** When a barrier has not been used for over a year or major modification/repair work has been accomplished, a barrier certification is required IAW AFI 32-1043, *Managing, Operating, and Maintaining Aircraft Arresting Systems.* Certifications will be scheduled by Barrier MX and must be approved by the OG/CC through the OG Scheduling meeting. Certifications must also be coordinated with AMOPS, Wing Safety, Crash Recovery, and Fire Department. All barrier certifications will be scheduled/conducted at a time to ensure minimum impact to wing flying. Certifications will be scheduled Monday through Friday, normally after the first or last sortie of the day. All certifications will take place during daylight hours.

2.14.3.1. Prior to engagement, AMOPS will notify the airfield sweeper and Barrier MX and ensure the airfield sweeper is positioned near the system to be engaged. AMOPS will also perform a Foreign Object Debris or Damage (FOD) check of the area before and after the engagement.

2.14.3.2. The tasked pilot will review flight manual procedures and direct any questions to Barrier MX regarding engagement procedures. The AAS will only be certified when taxiing, not by landing aircraft. Pilots will set up to engage the barrier with enough RWY to stop if a barrier is missed.

2.14.3.3. TWR will notify AMOPS when the designated aircraft is 30 minutes from landing, and again when the designated aircraft is taxiing towards the staging area.
2.14.3.4. 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 aircraft's tail hook is clear of the cable and it is safe to tow/taxi.

2.14.3.5. Once the engagement is complete and the aircraft has been removed from the cable, Barrier MX will inspect the system for any damage, and certify the system back into service. Once the certification is complete, Barrier MX will inform Airfield Management of system status.

2.14.3.6. Wing Safety will monitor engagements. If a safety violation is detected, the engagement will be cancelled.

2.14.4. Navy and Marine Corps AAS usage at KAB. Pilots/units will not use AAS for routine use. If heavy rains/crosswinds are forecasted and the unit anticipates use of AAS, the unit will delay/cancel operations. If AAS must be used for WX, pilot/SQ will notify ATC no later than (NLT) 20 minutes prior to engagement. APP or ARR will notify TWR. Normally, the primary RWY is 05R/23L. Crash alarm systems will not be active as this is not a declared emergency.

2.14.4.1. If AAS is required the aircraft commander will notify APP or ARR, and their respective SQ representative. The SQ representative will notify AMOPS with the following verbiage: “THIS IS A COORDINATED CABLE/TRAP ENGAGEMENT REQUEST DUE TO RWY/WX CONDITIONS.”

2.14.4.2. When notified, AMOPS will notify Barrier MX and the Fire Department and report to TWR when AAS is operational. The Fire Department will pre-position a Crash Fire Response and Command vehicle for the duration of the operation. Crash recovery or Fire Department will remove the engaged aircraft from the AAS; Barrier MX will prepare the cable for subsequent engagement. Post engagement AMOPS will conduct a RWY check and report status prior to subsequent engagements or resuming normal operations.

2.14.5. AAS MX Procedures. AAS MX will be conducted outside flying hours to the max extent possible. TWR will notify Airfield Manager (AFM) before approving Barrier MX access to AAS. AMOPS will NOTAM all AAS outages and advise TWR and 18 WG Command Post (CP). Normal Barrier MX duty hours are 0530L to 2230L. During surge operations, 05R/23L closures, and during alternate TWR operations, duty hours are 0400L-2230L. During normal duty hours Barrier MX will be available within 10 minutes. If a cable needs to be raised or removed outside normal duty hours, AMOPS will advise Barrier MX and Fire Department. Outside normal duty hours, Barrier MX will respond within 30 minutes. If Fire Department reconfigures the barriers, only Barrier MX can recertify the cable. To meet mission requirements, Barrier MX needs access to the AAS for 2 hours, prior to the first fighter departure.

2.14.5.1. BAK-14 Operation. The BAK-14 system is designed to be raised and lowered at the users discretion to meet operational requirements. After Barrier MX certifies the system in their daily checks the system can be raised/lowered for a 24 hour period and considered useable.

2.14.6.1. RWY 05R/23L is the primary RWY for Cable Bird operations. Annotate “Cable Bird” in the Remarks section of the DD Form 1801, *International Flight Plan, DoD*.

2.14.6.2. If RWY 05R/23L is not available, TWR will ensure barriers are removed from RWY 05L/23R prior to Cable Bird missions, unless other configurations are approved by the pilot. If applicable, TWR clearance for takeoff/landing will include the phrase “BARRIERS ARE DOWN” or “BARRIERS INDICATE DOWN.” Barriers will not be removed until Cable Bird plans a full stop. Cable Bird requests for touch-and-go training will not be approved unless requested at weekly scheduling meeting and approval is obtained from 18 OSS/OSA.

2.15. **ATC and Landing Systems (ATCALS).** See FLIP for preventive MX schedules.

2.15.1. GND Navigational Aid (NAVAID) checkpoints are located on all warm-up pads. Very High Frequency Omni-directional Radio-Range (VOR) checkpoint is not available on Warm-Up Pad 4.

2.15.2. Airport Surveillance Radar (ASR). The ASR antenna is located at Naha Airport. APP and ARR utilize the ASR to provide radar approach, departure, and arrival services for all aircraft operations within the Naha Positive Control Area (PCA), approach control, and arrival control delegated airspaces.

2.15.3. Digital Airport Surveillance Radar (DASR). The DASR antenna is located on KAB. Kadena TWR/GCA and Futenma TWR/GCA utilize the DASR to provide TWR and GCA services.

2.15.4. Precision Approach Radar (PAR). The PAR is located between the RWYs and provides precision radar approach to all RWYs. KAB has dual PAR capability. The PAR is operated by the USMC in accordance with established memorandums of agreement. USAF aircrews may request PAR approaches or monitored ILS approaches during emergencies, aircraft equipment malfunctions, during Instrument Meteorological Conditions (IMC) or for training.

2.15.5. Civil Use of Military ATCALS. Civil aircraft may be issued radar vectors and permitted to use USAF NAVAID for practice and multiple low approaches at KAB 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.

2.15.6. **Auxiliary Power Requirements.**

2.15.6.1. The primary back-up power system for the TWR 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 TWR 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 WS or Senior Controller (SC) shall:

2.15.6.1.1. Follow the appropriate facility checklist.
2.15.6.1.2. Ensure the generators are started.

2.15.6.1.3. 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 TWR 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 Enhanced Terminal Voice Switch (ETVS)); the TWR 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 Uninterrupted Power Supply (UPS) 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 shut-down operations. Once the transfer systems have timed out the generator will automatically shut-down. The air commercial power plant is normally manned. However, during severe WX/tropical cyclone conditions of readiness (TCCOR) conditions, power plant production personnel are on standby at the 18 CEG/UCC, building 1461, 24-hours a day.

2.15.6.2.18 CES/CEO shall ensure:

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

2.15.6.2.2. 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.

2.15.6.2.3. The auto-start or auto-transfer system is tested IAW AFI 13-204V3, Airfield Operations Programs and Procedures, and AFI 32-1062, Electrical Systems, Power Plants and Generators. Use procedures that duplicate conditions during a nonscheduled power outage (e.g., kill commercial power to auto transfer panel).

2.15.6.2.4. Power production personnel coordinate with 18 OSS/OSAM and the GCA prior to testing or transferring power at an Airfield System and/or with the affected ATC facility prior to transferring power at transmitter or receiver site.

2.15.6.2.5. 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.

2.15.6.2.6. Generator certification training is provided to 18 OSS/OSA as needed (no less than annually).

2.15.6.3. 18 OSS/OSA shall:

2.15.6.3.1. Ensure the GCA/TWR WS notifies other ATC agencies prior to ATCALS transferring to back-up power. This will allow 18 CES personnel to check the
building generators’ auto-start and load assumption feature without impacting flying operations.

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

2.15.6.4. 18 OSS Operational Support ATCALS MX (OSAM) shall ensure:

2.15.6.4.1. On-site MX technicians are available for any generator test affecting an ATCALS component.

2.15.6.4.2. The 18 OSS/OSAM is the central coordination point between ATC and 18 CES.

2.15.6.4.3. 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, *Emergency Generator Operation Log (Inspection Testing)*, of the appropriate reading/data per their training, and check and schedule fuel deliveries through base fuels.

2.16. Protection of Precision Approach Critical Areas. Instrument hold lines provide protection for localizer and glide slope critical areas and the precision obstacle free zone (POFZ).

2.16.1. ILS.

2.16.1.1. Glideslope and Localizer Critical Areas. Procedures IAW AFI 13-204V3 (See Figure A2.1). Exception: When the ceiling is below 800 feet and/or the visibility is less than 2 miles, TWR 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.

2.16.1.2. GND will restrict vehicles from using centerline road between TWYs Alpha and Bravo (RWY 05), or TWYs Echo and Foxtrot (RWY 23) 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.

2.16.2. POFZ. Procedures IAW FAAO JO 7110.65.

2.16.3. Instrument Hold Lines. Critical areas are marked by instrument hold lines located on TWYs Alpha, Bravo, Echo and Foxtrot on the north and south sides of RWYs 05L/23R and on TWYs Alpha, Bravo, Whiskey and Foxtrot on the north and south sides of RWY 05R/23L.

2.17. WX Dissemination and Coordination Procedures. 18 OSS/OSW is responsible for taking, recording, and disseminating surface WX observations. This service is provided 24 hours a day, 7 days a week. Procedures are outlined in the 18 WG PLAN 15-1, *Weather Support Plan (WSP)*.

2.17.1. ATC shall disseminate significant WX condition changes (e.g., hazardous/severe WX, lightning, etc.) IAW FAAO JO 7110.65 and the 18 WG PLAN 15-1, Annex 5 to Annex H, Tab E, para 2.c.1. The primary method for disseminating WX information to command and control agencies, and to ground operation centers, is via the Joint Environmental Toolkit (JET).
2.17.2. 18 OSS/OSW will disseminate WX information by phone to all applicable units during JET outages.

2.18. **Automatic Terminal Information System (ATIS) Procedures.** ATIS will be operated IAW FAAO JO 7110.65 in Meteorological Aviation Report (METAR) format. ATIS operating hours are 0600L - 2200L daily and/or 30 minutes prior to scheduled flying. WX, field conditions, barrier status, and approach information are broadcasted on ATIS (124.2/280.5). Pilots shall attempt to receive ATIS before initial contact with ATC. NOTAMs older than 24 hours will not be on ATIS.

2.19. **Transient Alert (TA) Services.** KAB TA operates 24 hours per day, 7 days per week. See PAA FLIP for TA Services.

2.20. **Supervisor of Flying (SOF) TWR Procedures.**

2.20.1. SOF. The SOF is a qualified fighter aircrew member certified by the 18 OG/OGV. The SOF call sign is Shogun 10 and is the representative for the 18 OG/CC regarding airfield issues. Use SOF (Shogun 10) frequency (302.5) to communicate with the SOF regarding airfield status, emergencies, WX, alternates, divert fuels, etc.

2.20.2. 18 WG SOF Responsibilities.

2.20.2.1. At a minimum receive an orientation of the TWR prior to performing SOF duties. It is desired the SOF receive an orientation of Kadena GCA, ARR and AMOPS prior to performing SOF duties.

2.20.2.2. Not perform ATC functions or transmit ATC instructions or clearances to any aircraft. The SOF shall coordinate with the TWR 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 (Example: GRC 171, GRC 211, PRC-113).

2.20.2.3. Alert the TWR WS and ARR facility of any potential or actual in-flight emergencies, GND emergencies, or other difficulties as soon as possible. Coordinate with the TWR WS when there is a need for flow control due to emergency, WX recalls, etc. (i.e. fighter aircraft needing to land before emergency inbound due to barrier engagement and or RWY closure.).

2.20.2.4. Inform both the TWR WS and ARR of any major changes to the wing flying schedule.

2.20.2.5. To avoid distracting controllers, the SOF shall route all coordination through the appropriate facility WS.

2.20.2.6. Advise the TWR WS of any ETVS communications outages.

2.20.2.7. Upon assumption of SOF duties, SOF will request a concise briefing from the on-duty WS.

2.20.3. Responsibilities for ATC.

2.20.3.1. Provide the oncoming SOF with a concise airfield status briefing and update the SOF of any changes to the airfield status throughout the shift.
2.20.3.2. Provide the SOF with timely updates on all in-flight emergencies (IFE) and ground emergencies (GE).

2.20.3.3. Allow access to STE for use during exercises/contingencies.

2.20.3.4. When requested by the SOF, include any mission essential messages in the ATIS broadcast, if not prohibited by FAAO JO 7110.65.

2.20.3.5. All communication with the SOF will be through the TWR WS on duty.

2.20.3.6. Log SOF position outages with 18 OSS/OSAM.

2.20.3.7. Provide SOFs with equipment familiarization training, as required, to include use of radio, telephone, and WX receiving equipment.

2.20.3.8. Provide the SOF with additional backup radios when it does not interfere with the TWR 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 TWR operations.

2.20.4. 18 OG/OGV Responsibilities.

2.20.4.1. Provide operational training for all SOF-qualified wing personnel.

2.20.4.2. Ensure all publications are current.

2.20.4.3. Maintain all equipment specifically for SOF use.

2.20.4.4. Invite the AOF/CC to quarterly SOF meetings and, when appropriate, recommended special topics of discussion.

2.21. Airfield MX.

2.21.1. Airfield Sweeper Operations. 18 CES will provide a dedicated airfield sweeper to remain on the airfield during wing flying and accomplish airfield sweeping IAW the daily following route:

2.21.1.1. Both RWYs and Overruns between 0600L and 0700L.

2.21.1.2. UFR between 0700L and 0800L.

2.21.1.3. TWY Golf and Juliet between 0800L and 0900L.

2.21.1.4. TWY Kilo between 0900L and 1000L.

2.21.1.5. TWY Alpha, Bravo, Charlie, Delta, Echo, and Foxtrot (inside and outside) between 1000L and 1100L.

2.21.1.6. UFR between 1230L and 1330L.

2.21.1.7. TWY Lima between 1330L and 1400L.

2.21.1.8. TWY Mike and November between 1400L and 1430L.

2.21.1.9. TWY Papa between 1430L and 1500L.

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

2.21.1.11. Monday, sweep all entry control points on the airfield.
2.21.1.12. Tuesday, sweep all aprons on south side of airfield (fighter side).
2.21.1.13. Wednesday, sweep all aprons on north side of airfield (heavy side).
2.21.1.14. During standby periods (nights and weekends), sweeper vehicles may be requested through AMOPS. The maximum response time by a sweeper is 30 minutes. Request should include rank, name, unit, phone number, and area to sweep. If a HS, nose dock, hardened aircraft shelter, flow-thru, or hangar requires sweeping, the requester must ensure a spotter is available. AMOPS will contact 18 CES Service Call at 634-1760/3879 for emergency requests after normal duty hours.

2.21.2. Grass Mowing Schedule. Mowing season is 1 March to 30 November. Mowing operations are conducted by 18 CES. Airfield grass height will be 7-14 in. 18 CES will advise AM daily of the areas to be mowed. Mowing operations are conducted from 0730-1630. Simultaneous RWY closures are not authorized.

2.21.3. Annual Airfield MX.
- 2.21.3.1. Rubber removal, painting, and re-striping will be scheduled annually, when needed.
- 2.21.3.2. RWYs will be closed separately for 2 weeks in March, June, September or December with OG/CC approval.
- 2.21.3.3. 18 CES/CC will ensure equipment 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.

2.22. RWY Inspections/Checks.
2.22.1. Airfield inspections and checks. Accomplished by AMOPS IAW AFI 13-204V3 and OSAA OI 13-204.

2.22.2. Joint Airfield Inspections. Required attendees are AMOPS, AOF/CC, Terminal Instrument Procedures Specialist (TERPS), 18 WG/SEF & SEG, SOF, 18 CES (waivers/pavements) and 18 SFS. 18 CES Heavy Repair, Barrier MX, Airfield Lighting, 718 CES Community Planner, Foreign Object Debris (FOD) Manager, and 18 OSS Operational Support ATCALS MX (OSAM) are highly encouraged to attend. Representatives will perform an inspection of the airfield with an emphasis on waiver impact. The AFM will publish and distribute an inspection report containing open and new discrepancies.

2.22.3. Annual Airfield Certification/Safety Inspections are conducted IAW AFI 13-204V2 and Unified Facilities Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design. The AOF/CC will staff the inspection report IAW AFI 13-204V2.

2.22.4. Airfield Lighting Checks.
- 2.22.4.1. Airfield Lighting will:
  - 2.22.4.1.1. Report to AMOPS Mon – Fri (except holidays) to review documented outages and provide repair status. They will also sign the Airfield Lighting Sign-in Log to verify receipt of documented outages, and report problems to the AFM or NCOIC Airfield Management Operations (NAMO).
  - 2.22.4.1.2. Conduct daily checks of RWY 05L/23R lighting that extends off base.
2.22.4.1.3. Request permission from TWR prior to performing MX on airfield lighting and/or taking control of airfield lighting. Airfield Lighting will provide TWR an expected time of return and direct contact information (DSN, cell phone number, or callsign), and will notify TWR when MX is complete.

2.22.4.2. After normal duty hours, the AMOPS Supervisor will determine the severity of the outage and implement corrective actions or establish work orders, as necessary.

2.23. 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 KAB are set in the following order:

2.23.1. Emergencies.

2.23.2. Active air defense scrambles, active anti-submarine warfare missions and/or Echo Item launches.

2.23.3. Rescue aircraft using the AF Rescue callsign and Air Evac/Med Evac callsign. Note: Air Evac callsigns requesting a priority should be given preferential ATC handling to minimize delays if a delay will affect the patient’s well-being.

2.23.4. Joint Chief of Staff (JCS)-Directed missions provided aircrews write “JCS Priority Departure” in the remarks block of the DD Form 1801.

2.23.5. Any additional Higher Headquarters (HHQ)-directed launches not covered above.

2.23.6. Aircraft operations specified in the “Special Flights” section of FAAO JO 7110.65, as required.

2.23.7. Distinguished visitor (DV)’s Code 6 or Higher (equal to 18 WG/CC or Higher).

2.23.8. Controlled Departures.

2.23.9. Arrivals: IFR then VFR.

2.23.10. Departures: IFR then VFR.

2.23.11. Aero Club pattern work.

2.23.12. Conflicts between any of these operations will be resolved by the designated 18 OG/CC representative (SOF) in coordination with ATC.

2.24. Airfield Photography. Photography, video and audio recording within the airfield controlled area and KAB restricted areas are prohibited without prior coordination. Refer to KADENAAABI 31-101 for additional details.

2.25. Local Frequencies/Channelization. Local frequencies and channelization are outlined in Tables 2.5 through Table 2.9

2.26. Airfield Snow Removal Operations. KAB does not have snow removal capabilities.
### Table 2.5. Kadena VHF ATC Channels

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### Table 2.6. Kadena UHF ATC Channels

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### Table 2.7. Fighter Channels

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Table 2.8. Tanker Channels

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Table 2.9. Helicopter Channels

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<td></td>
<td>139.85</td>
<td>33rd RQS VHF Primary</td>
</tr>
<tr>
<td></td>
<td>41.85</td>
<td>33rd RQS FM Primary</td>
</tr>
<tr>
<td></td>
<td>33.75</td>
<td>33rd RQS FM Secondary</td>
</tr>
<tr>
<td>9</td>
<td>336.2</td>
<td>CTA COMMON</td>
</tr>
<tr>
<td>10</td>
<td>345.8</td>
<td>NTA COMMON</td>
</tr>
<tr>
<td>17</td>
<td>287.5</td>
<td>W-174</td>
</tr>
<tr>
<td>18</td>
<td>287.2</td>
<td>W-176</td>
</tr>
<tr>
<td>19</td>
<td>287.3</td>
<td>W-178</td>
</tr>
</tbody>
</table>
Chapter 3

FLIGHT PLANNING


3.1.1. A flight plan is mandatory for all aircraft arriving and departing KAB, except in the case of an emergency, or else otherwise coordinated in a Local Operating Procedure (LOP). Flight plans can be filed in person, faxed to DSN 634-2493, or emailed to 18oss.osam.airfieldmanagement@us.af.mil. After filing a flight plan, aircrew will call Base Ops at DSN 634-3118/2492/2494 to confirm receipt of flight plan. 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.

3.1.1.1. 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 KAB with a route of flight in the local area shall be submitted in one of the following forms: DD Form 1801, International Flight Plan, DoD, or AF Form 4327, ARMS Flight Authorization (FA).

3.1.1.2. 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 Air Mobility Command and Control (AMCC) to determine the status and parking location of the aircraft and will advise the TWR. 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 TWY Bravo between the RWYs or on TWY Delta between TWY Lima and RWY 05L/23R and 18 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 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 18 SFS and all parties will follow procedures outlined in the KADENAABI 31-101.

3.1.1.3. 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 TWR receives a flight plan from AMOPS. Exceptions: Air Evac Alert aircraft, P-3/P-8 aircraft when AMOPS calls TWR and states the aircraft is an Echo Item will be authorized to taxi for departure without a flight plan. The flight plan must be on file prior to departure. 18 WG aircraft may taxi with SOF approval; however, aircraft shall not be allowed to depart until a flight plan has been entered into the system.

3.1.2. Tactical. To support ATC abbreviated clearance procedures, pilots flying a tactical flight plan (VFR) shall file a radar departure. See Chapter 6 for Tactical/W Clearances.

3.1.3. Unit Flying Schedules.

3.1.3.1. All 18 WG units and 353 SOG may file flight plans via the Unit Flying Schedule, in person, via fax, or through email. 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 Unit Flying Schedule. All information requirements in Paragraph 3.1.3.2 and subparagraphs must be met.
3.1.3.1. Kadena Partner/USAF rotational units, Marine Wing Liaison Kadena (MWLK) and U.S. Navy (USN) rotational units may file flight plans via Unit Flying Schedule, in person, by fax or by email. Upon arrival, the unit shall coordinate flight plan requirements with the AFM and confirm understanding of all requirements in Paragraph 3.1 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 Unit Flying Schedule. All information requirements in Paragraph 3.1.3.2 and subparagraphs must be met. Note: Rotational units that have not coordinated with the AFM are not authorized to fax or email flight proposals.

3.1.3.2. Required items for unit flying schedules:

3.1.3.2.1. Number and Type of Aircraft.
3.1.3.2.2. Call Sign(s).
3.1.3.2.3. Estimated Time of Departure.
3.1.3.2.4. Total Estimated Elapsed Time. As per Naha Area Control Center (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.
3.1.3.2.5. Pilot’s Name.
3.1.3.2.6. Fuel.
3.1.3.2.7. Area of Flight (Warning Areas or local VFR).
3.1.3.2.8. Approval Authority.
3.1.3.2.9. 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.

3.1.4. 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 3.1.3.2 must be provided for each change.

3.1.4.1. Units using Tactical Aircrew Scheduling and Airspace Management System (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 WG 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.
3.1.5. During local exercises, aircraft on alert must activate their clearance with AMOPS prior to launch.

3.1.5.1. 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.

3.2. **Bird and Wildlife Aircraft Strike Hazard (BASH) Program.**


3.2.2. **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), TWR, or 18 WG/CP. The following information is necessary:

   3.2.2.1. Aircraft call sign, location, altitude, time.

   3.2.2.2. Approximate number and type of bird(s), if known and bird behavior (on ground, flying to/from a location).

3.2.3. **Bird Strikes.** Promptly report all bird strikes to 18 WG/SE by completing an AF Form 853, *Air Force Wildlife Strike Report*.

3.3. **Bird Watch Conditions (BWC).** Aircraft shall comply with BWC procedures outlined IAW KAB Plan 91-212, additionally BWC Takeoff/Land Criteria *Table 3.1*

3.3.1. **Dissemination.** ATC shall disseminate bird activity IAW FAAO JO 7110.65. The primary means of transmitting BWCs will be via the Automated Terminal Information Service (ATIS).
### Table 3.1. BWC Takeoff and Landing Criteria

<table>
<thead>
<tr>
<th>PHASE</th>
<th>BWC LOW</th>
<th>BWC MODERATE</th>
<th>BWC SEVERE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Takeoff</strong></td>
<td>1. Only trail formation T/O</td>
<td>1. Prohibited w/out OG/CC or higher approval</td>
<td>1. Prohibited w/out OG/CC or higher approval</td>
</tr>
<tr>
<td></td>
<td>2. AB Takeoffs recommended</td>
<td>2. 353 SOG/CC or CD may approve takeoff for 353 SOG aircraft only.</td>
<td>2. 353 SOG/CC or CD may approve takeoff for 353 SOG aircraft only.</td>
</tr>
<tr>
<td></td>
<td>3. T/O only when departure routes avoid identified bird activity</td>
<td>3. Naval forces will follow CFAO/CC direction</td>
<td>3. Naval forces will follow CFAO/CC direction</td>
</tr>
<tr>
<td><strong>Patterns</strong></td>
<td>Normal Ops</td>
<td>1. Only trail formation approaches</td>
<td>Aircraft will hold (fuel permitting well clear of the increased bird activity.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Multiple approaches (IFR or VFR) require OG/CC approval</td>
<td></td>
</tr>
<tr>
<td><strong>Landings</strong></td>
<td>Normal Ops</td>
<td>1. Only trail formation landings</td>
<td>1. All non-emergency aircraft must obtain OG/CC or CD approval</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. 6,000 feet min spacing between aircraft</td>
<td>2. 353 SOG/CC or CD may approve landing for 353 SOG aircraft only.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. only when arrival routes avoid identified bird activity</td>
<td>3. Naval forces will follow CFAO/CC direction</td>
</tr>
<tr>
<td><strong>Training Areas</strong></td>
<td>Normal Ops</td>
<td>Make changes in flight profile or altitudes to avoid bird hazards.</td>
<td>All flights must avoid using the area.</td>
</tr>
</tbody>
</table>

### 3.4. Noise Abatement Procedures

The Governments of the United States and Japan have acknowledged the competing requirement of maintaining safety of flight, accomplishing the mission, and abating noise when operating and maintaining aircraft. Aircrews are expected to minimize noise to the max extent possible. Waiver Authority for quiet hour and noise abatement procedures is the 18 OG/CC. The following procedures, when combined with airfield traffic pattern policies exceed the requirements of the agreement. All assigned and transient flying and MX personnel must abide by these requirements. See Table 3.2 for amplified instructions. Local squadrons, detachments or deployed squadrons will brief transient units on these procedures before the transient unit may conduct daily operations at KAB.

3.4.1. Aero Club aircraft are exempt from Holiday Quiet Hour restrictions, but will comply with all Quiet Hour NOTAMs specifically addressed and listed in the NOTAMs.

3.4.2. Additional Flight Operation Rules. These rules apply to flight operations during and outside quiet hours.

3.4.2.1. After Civil Twilight, circling approaches will be kept to a minimum required for the completion of a checkride, operational necessity, or to fulfill continuation training requirements.

3.4.2.2. High-Power “carrier-type” tactical approaches and Field carrier landing practice approaches are not authorized.
3.4.2.3. Multi-engine aircraft will minimize use of thrust reversers to the max extent possible.

3.4.2.4. Use of afterburners is limited to that required for safety of flight and operational necessity. Afterburner use during takeoff will be terminated as soon as practical.

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

3.4.2.6. Acrobatic flight for training within 5 Nautical Mile (NM) of KAB is prohibited except for programmed demonstrations of acrobatic flight.

3.4.3. GND Operations near Kadena-Cho. Aircraft on Service Aprons 4 and 5 will minimize engine thrust. P-3 aircraft will taxi to and from parking apron using outboard engines at/near idle. GND power and air conditioning carts will be used to the max extent possible.

Table 3.2. Noise Abatement Procedures

<table>
<thead>
<tr>
<th>TIME</th>
<th>ALLOWANCES</th>
<th>RESTRICTIONS</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0600-2200L (2100-1300Z) Mon-Fri</td>
<td>Normal Operations</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>0600-2200L (2100-1300Z) Saturday</td>
<td>Local training missions and multiple radar patterns</td>
<td>VFR pattern must be coordinated at the 18 OG/CC scheduling meeting</td>
<td>None</td>
</tr>
<tr>
<td>0600-2200L (2100-1300Z) Sunday</td>
<td>Aircraft may takeoff or land for operational missions</td>
<td>All fighter operations require 18 OG/CC approval.</td>
<td>None</td>
</tr>
<tr>
<td>0600-2200L (2100-1300Z) US Holidays/Local Days of significance</td>
<td>Aircraft may takeoff or land for operational missions</td>
<td>All fighter operations require 18 OG/CC approval.</td>
<td>Consideration will be given to minimize flight operations on days significant to the local community.</td>
</tr>
<tr>
<td>2200-0600L (1300-2100Z)</td>
<td>Straight-in arrivals to a full stop</td>
<td>No fighter arrival or departures, unless required for operational necessity. Multiple approaches not authorized.</td>
<td>Terminate flight ops as early as possible</td>
</tr>
<tr>
<td>0600-2300L (2100-1400Z) Mon – Fri (Feb-Apr &amp; Sep – Nov)</td>
<td>The 33 RQS &amp; 353 SOG are authorized to extend operations up to 2300L (1400Z) for NVD training</td>
<td>No multiple approaches after 2200L</td>
<td>When landing after 2200 terminate flight operations as early as possible</td>
</tr>
<tr>
<td>0600-2400L (2100-1500Z) Mon – Fri (May – Aug)</td>
<td>The 33 RQS &amp; 353 SOG are authorized to extend operations up to 2400L (1500Z) for NVD training</td>
<td>No multiple approaches after 2200L</td>
<td>When landing after 2200 terminate flight operations as early as possible</td>
</tr>
<tr>
<td>2200-2250L</td>
<td>1st MAW Light Attack</td>
<td>Helicopters must depart no</td>
<td>- Coordinate requests</td>
</tr>
</tbody>
</table>
Helicopters are authorized to land after 2200L (1300Z) for NVD ordnance training later than 2250L (1350Z) via MWLK for approval - Ensure aircraft arrive with sufficient time for tng & departure NLT 2250L (1350Z) - Depart RWY 23, remain w/in KAB airspace, avoid overflight of populated areas.

Note: Any deviation from Table 3.2 must be approved by the 18 OG/CC through the scheduling meeting NLT 10 working days prior to the requested period. Missions published to the 18 WG weekly schedule, 353 SOG weekly schedule, and Navy 48-hour projection message have been coordinated and approved by the 18 OG/CC. If aircraft are added to the schedule after publication, they shall coordinate changes with the 18 OG/CC through 18 WG/CP (DSN 634-1800) NLT 2 hours prior to takeoff. 18 WG/CP will notify AMOPS, TWR and APP of approval/disapproval.

3.5. 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 KAB. Permanent party and TDY/ Temporary Assigned Duty (TAD) personnel on KAB do not require a PPR number. USAF, USN and USA aircraft must coordinate with TA prior to the issuance of a PPR number. USMC aircraft must coordinate with MWLK prior to receiving a PPR number. If requester requires cargo or passenger support coordination with AMCC/ATOC is required prior to issuance of a PPR number.

3.5.1. Procedures.

3.5.1.1. 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.

3.5.1.2. If the quiet-hours waiver is approved, 18 WG/CP will notify AMOPS for PPR coordination with TA or MWLK.

3.5.1.3. 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.

3.5.1.4. 18 WG/CP will instruct requester to call AMOPS for the PPR number.

3.5.1.5. If the quiet-hours waiver is approved, but the PPR is denied, AMOPS will notify 18 WG/CP. 18 WG/CP will notify requester of disapproval.

3.5.1.6. If the quiet-hours waiver is disapproved, 18 WG/CP will notify requester and base agencies per the after-hour checklist.
3.5.2. Unscheduled/Unauthorized Aircraft Arrivals. In the event of an unscheduled aircraft arrival, AMOPS will initiate actions contained in AFI 10-1001, *Civil Aircraft Landing Permits*. Additionally, all applicable work centers will initiate actions in KADENAABI 31-101, *The Kadena AB Integrated Defense (FOUO)*, a copy 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 Quick Reaction Checklist and forward the information to the AOF/CC.

3.6. Distinguished Visitor (DV) Notification Requirements. AM is responsible for notification of APP of the call sign and type of the DV aircraft. APP will call AMOPS via the hotline when the aircraft is 50 miles from the airfield. **Note:** AMOPS is the only 18 WG agency authorized to request 50-mile-out calls from GCA/TWR/ARR/APP.

3.7. 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. Aircrew will notify ATC of their intentions as a FCF and requirement for a static takeoff.

3.8. Dangerous/Hazardous Cargo. 733 Air Mobility Squadron (AMS) shall notify AMOPS of aircraft arriving or departing with Hazardous Cargo classified as “Class 6” (Poison), all explosive classes, and Nuclear Weapon Related Materiel. For non-AMC aircraft, AMOPS shall obtain hazardous cargo information when the PPR is requested.

3.8.1. When an aircraft carrying hazardous cargo intends to arrive or depart KAB, AMOPS shall obtain the aircraft call sign, aircraft type, cargo classification, net explosive weight, estimated arrival time, and estimated departure time. Additionally AMOPS will notify TWR, Fire Department, 18 WG/CP, 733 AMCC and TA.

3.9. Local Area Orientation for Visiting Units. Units TDY/TAD to KAB 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.

3.9.1. LAO briefings and other Stan/Eval information is located on the USAF Sharepoint under "18 OG Stan/Eval" ([https://kadena.eim.pacaf.af.mil/sites/18%20OG_OGV/default.aspx](https://kadena.eim.pacaf.af.mil/sites/18%20OG_OGV/default.aspx)).

3.9.1.1. LAO briefings shall be reviewed for accuracy by 18 OG/OGV.

3.9.2. Chief, 18 OG/OGV can be contacted at [18og.ogvchief@us.af.mil](mailto:18og.ogvchief@us.af.mil) or DSN 634-4567.
Chapter 4

LOCAL AIRSPACE

4.1. General Airspace Information. The area within 100 NM of KAB is considered the local flying area, extended local flying is out 200 NM. Training operations are conducted in the Joint Okinawa Training Range Complex (JOTRC). The terminal radar service area (TRSA) is within 60 NM of Naha VORTAC and is governed by FAA regulations. Outside the TRSA, International Civil Aviation Organization (ICAO) rules apply except as noted in FLIP AP3/A. See Japan Aeronautical Information Publication (AIP) and Joint Okinawa Training Range Complex (JOTRC) website for additional information.

4.1.1. JOTRC. Local Training Areas are defined by the Joint Okinawa Scheduling Cell (JOSC). To reserve training areas contact the JOSC (634-4797, https://kadena.eim.pacaf.af.mil/sites/JOSC/). Aircrew will request permission from controlling agency prior to entry into JOTRC.

4.2. Controlled Airspace. See Figure A2.6, Figure A2.7, and Figure A2.8 for detailed diagram.

4.2.1. Classification. Naha Class B will contact APP for ATC instructions. They will provide aircraft identification, position, altitude and intentions. APP will provide instructions for the areas overlapping Naha, RODN, and ROTM Class D Airspace.

4.2.1.1. RODN Class D (Japan AIP: Class D Surface Area) (Japan AIP: Control Zone): The airspace from surface up to but not including 3,000 feet MSL within 5 NM of KAD VORTAC (N262124, E1274604), excluding the area 3 miles south of RWY 5R/23L, ROTM Class D Airspace (Surface up to but not including 2,000 feet MSL).

4.2.2. Terminal Radar Service Area.

4.2.2.1. Naha Approach Control: APP provides air traffic services within a 60 NM radius of Naha VORTAC from surface to 20,000 feet MSL. For details refer to AIP Japan ROAH AD2-17. Air traffic services are provided for RODN, ROTM, ROAH, ROKJ and RORA and within 30 NM of the KXC VORTAC, up to and including 16,000 feet MSL.

4.2.2.2. Kadena Arrival Airspace: The airspace delegated by APP for ARR service to RODN and ROTM. The airspace from 2,000 feet MSL to 6,000 feet MSL within a rectangular area centered on KAD VORTAC.

4.2.2.2.1. RWY 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.

4.2.2.2.2. RWY 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.
4.3. Uncontrolled Airspace.

4.3.1. Class E Airspace. That airspace from surface to 700 feet/1,000 feet/2,000 feet Above GND Level (AGL) to 2,000 feet within 60 NM of KAD VORTAC, excluding the Naha Class B and Class D airspace.

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

4.4. Restricted Areas. See Figure A2.9 for depiction of airspace and FLIP AP/3A for additional information. Restricted Area altitudes are listed in Table 4.1

Table 4.1. Restricted Area Altitudes

<table>
<thead>
<tr>
<th>R-177 (Schwab)</th>
<th>R-195 (Central Training Area)</th>
<th>R-201 (White Beach)</th>
<th>R-202 (Courtney)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SFC - 3K</td>
<td>SFC - 2K</td>
<td>SFC - 1K</td>
<td>SFC – 1K</td>
</tr>
</tbody>
</table>

4.4.1. R-201, R-202, R-203, and R-204. U.S. military aircraft may enter and proceed through these areas without restrictions/coordination. Civil aviation is restricted from using this airspace.

4.4.2. Warning Areas and Altitude Reservations (ALTRVs) for Air-to-Air Refueling (AAR). See FLIP AP/3A and Table 4.2 for ALTRV Altitudes and AAR information. See Figure A2.15 and Table A2.1 for graphical depiction and additional information.

4.5. VFR Local Training Areas.

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

4.5.2. ATC radar flight following is mandatory during departure. Radar flight following after Visual Meteorological Conditions (VMC)-on-top will be requested with either APP or Ground Control Intercept (GCI).

4.5.3. Southeast Training Area (SETA). The SETA dimensions, procedures, and authorized users are defined in the Okinawa ATC Agreement Tab A and Tab E. SETA is defined as the area between NHC VORTAC R-100 and R-160 from 20DME to 42DME (3,000 feet MSL to FL190).

4.5.3.1. AAR Airspace. See FLIP AP/3A and Table 4.2 for AAR information. See Figure A2.15 and Table A2.1 for additional details.

4.6. Chaff and Flare Use.

4.6.1. Chaff and self-protection or target illumination flare usage is authorized for all training ranges. Chaff and flares must be initiated and remain within range boundaries. All target-illumination flares must burn out at or above 500 feet AGL.

4.6.2. Chaff is not authorized in W-179 or the SHOVEL ALTRV if winds aloft exceed 50kts unless it is RR-188 chaff.

4.6.3. ATC will immediately notify 18 WG/CP of chaff use that impacts flying operations.
4.6.4. Any unit that violates chaff procedures will not be permitted to use chaff without 18
OG/CC approval.

Table 4.2. Warning Area/ALTRV Altitudes and Standard AAR Information

<table>
<thead>
<tr>
<th>W-172 (SFC – UNL)</th>
<th>RVIP</th>
<th>N2514</th>
<th>E12746</th>
<th>KAD/184/67</th>
<th>Comm Plan Foxtrot</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2427</td>
<td>E12746</td>
<td>KAD/184/114</td>
<td>Boom 286.8/366.3</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 2-4-0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W-173A (3K – 60K)</th>
<th>RVIP</th>
<th>N2709</th>
<th>E12921</th>
<th>KAD/064/97</th>
<th>Comm Plan Alpha</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2709</td>
<td>E12955</td>
<td>KAD/071/125</td>
<td>Boom 242.4/296.7</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 2-3-1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W-173E (SFC – UNL)</th>
<th>RVIP</th>
<th>N2631</th>
<th>E12920</th>
<th>KAD/087/85</th>
<th>Comm Plan Charlie</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2631</td>
<td>E13005</td>
<td>KAD/089/125</td>
<td>Boom 242.7/296.7</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 2-3-1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W-173F (SFC – UNL)</th>
<th>RVIP</th>
<th>N2621</th>
<th>E13040</th>
<th>KAD/094/156</th>
<th>Comm Plan Bravo</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2700</td>
<td>E13040</td>
<td>KAD/079/160</td>
<td>Boom 242.5/342.2</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 3-3-0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W-179 (SFC – UNL)</th>
<th>RVIP</th>
<th>N2734</th>
<th>E12725</th>
<th>KAD/350/75</th>
<th>Comm Plan Delta</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2740</td>
<td>E12618</td>
<td>KAD/319/111</td>
<td>Boom 243.5/324.2</td>
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<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 4-0-0</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W-185 (SFC – UNL)</th>
<th>RVIP</th>
<th>N2535</th>
<th>E12909</th>
<th>KAD/126/88</th>
<th>Comm Plan Hotel</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2508</td>
<td>E12955</td>
<td>KAD/127/137</td>
<td>Boom 229.2/364.6</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 3-1-1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUBBA ALTRV</th>
<th>RVIP</th>
<th>N2714</th>
<th>E12529</th>
<th>KAD/298/133</th>
<th>Comm Plan India</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2651</td>
<td>E12439</td>
<td>KAD/285/170</td>
<td>Boom 233.6/229.3</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 5-0-0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mobile 9 East (5.5K – 40K)</th>
<th>RVIP</th>
<th>N2500</th>
<th>E12845</th>
<th>KAD/151/97</th>
<th>Comm Plan Echo</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2415</td>
<td>E12845</td>
<td>KAD/161/137</td>
<td>Boom 394.9/234.3</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 4-1-1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mobile 9 South (5.5K- 40K)</th>
<th>RVIP</th>
<th>N2424</th>
<th>E12735</th>
<th>KAD/189/117</th>
<th>Comm Plan Echo</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2400</td>
<td>E12830</td>
<td>KAD/168/146</td>
<td>Boom 394.9/234.3</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td>Base Tanker FL240</td>
<td>RDZV 255.9/233.1</td>
<td>Beacon 4-1-1</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRINITY ALTRV (5.5K- 40K)</th>
<th>RVIP</th>
<th>N2709</th>
<th>E13022</th>
<th>KAD/075/147</th>
<th>Comm Plan Alpha</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RVCP</td>
<td>N2709</td>
<td>E13045</td>
<td>KAD/077/167</td>
<td>Boom 242.4/296.7</td>
</tr>
<tr>
<td></td>
<td>Base Tanker FL240</td>
<td>RDZV</td>
<td>255.9/233.1</td>
<td>Beacon</td>
<td>2-3-1</td>
</tr>
<tr>
<td>-----</td>
<td>------------------</td>
<td>-------</td>
<td>-------------</td>
<td>--------</td>
<td>-------</td>
</tr>
<tr>
<td><strong>STOUT ALTRV (5.5K- 40K)</strong></td>
<td>STOUT ALTRV (5.5K- 40K)</td>
<td>RVIP</td>
<td>N2628</td>
<td>E13106</td>
<td>KAD/091/180</td>
</tr>
<tr>
<td></td>
<td>ALTRV (5.5K- 40K)</td>
<td>RVCP</td>
<td>N2655</td>
<td>E13106</td>
<td>KAD/083/182</td>
</tr>
<tr>
<td></td>
<td>ALT</td>
<td></td>
<td></td>
<td></td>
<td>ALTRV (5.5K- 40K)</td>
</tr>
</tbody>
</table>
Chapter 5

GROUND OPERATIONS

5.1. Controlled Movement Area (CMA). All aircraft, vehicles and approved pedestrian traffic on the CMA require 2-way radio communications, as well as approval from TWR. In the event of lost communications, light gun signals will be used. If use of light gun signals is unsuccessful controlling vehicle or pedestrian traffic, ATC will flash the RWY lights at five second intervals (at highest intensity) instructing all vehicles, equipment, and personnel to exit the RWY without delay. As a last resort, ATC will contact AMOPS and request escort vehicles assistance.

5.2. Lightning Procedures.

5.2.1. The control TWR will broadcast “LIGHTNING OBSERVED WITHIN [5/10 NM]” on all appropriate frequencies and nets. TWR will update the ATIS with all WX advisories.

5.2.2. Lightning within 10 NM. Aircraft holding short of the active runway awaiting takeoff should only accomplish a takeoff if the thunderstorm activity is not within 10NM of the intended flight path. Arriving aircraft will hold if the thunderstorm activity is within 10 NM of the arrival or missed approach corridor (i.e. intended flight path). Aircrew should expect to taxi back to parking for shelter. Personnel operating on the flightline should cease all outside activity and seek shelter. MX will begin clearing the flightline at this time. All aircraft servicing and MX activities will cease until the lightning warning is lifted. ATC will be directive.

5.2.3. Lightning within 5 NM. Discontinue all takeoffs and landings. The flightline will be clear of all personnel. All arriving aircraft will hold until either “LIGHTNING WITHIN 5NM” of KAB has been lifted or aircraft reach divert fuel. Pilots will coordinate with the SOF or OPS Supervisors, as applicable, for divers to a suitable alternate airfield prior to reaching divert fuel. If on the ground, pilots should expect to hold on the ground without chocks until the lightning threat passes. MX will not go outside to chock aircraft.

5.3. Aircraft Parking Plan. Primary parking spots for 18 WG, partner units, and transient aircraft IAW Table 5.1. AMOPS will approve changes to the parking plan.
### Table 5.1. Primary Assigned Parking Spots

<table>
<thead>
<tr>
<th>Unit</th>
<th>Location</th>
<th>Overflow</th>
</tr>
</thead>
<tbody>
<tr>
<td>44 FS</td>
<td>ND 4 (Bldg 830), 5 (Bldg 831), 8 (Bldg 834), UFR Flow-Thrus 1-25</td>
<td></td>
</tr>
<tr>
<td>67 FS</td>
<td>ND 1 (Bldg 812), 2 (Bldg 814), 3 (Bldg 816), UFR Flow-Thrus 26-50</td>
<td></td>
</tr>
<tr>
<td>44 AMU</td>
<td>Protective Aircraft Shelter (PAS) 5-11</td>
<td></td>
</tr>
<tr>
<td>67 AMU</td>
<td>PAS 1-4, 12-15</td>
<td></td>
</tr>
<tr>
<td>909 AMU</td>
<td>L9-L13, M1-M3, N2, N3, N5, N6, N7, N9</td>
<td>P17, P19, L8¹</td>
</tr>
<tr>
<td>961 AMU</td>
<td>N10, N11, N12</td>
<td></td>
</tr>
<tr>
<td>18 EMS</td>
<td>T1-T6, Ops 1 (DV Spot), 2, 3, HS:102, 104, 106, 108, 110, 112, 114, 117, 119, 121, 302</td>
<td></td>
</tr>
<tr>
<td>733 AMS</td>
<td>SA-1², 2, Hazardous Cargo: TWY B-South w/AMOPS approval.</td>
<td></td>
</tr>
<tr>
<td>82 RS</td>
<td>N13, N14, N15</td>
<td>Coord w/909</td>
</tr>
<tr>
<td>353 SOG</td>
<td>L1-L8, N1, Hangar 3539 and Hangar 3671</td>
<td>Coord w/ AFM</td>
</tr>
<tr>
<td>33 RQS</td>
<td>Area in front of Hangar 3534</td>
<td>P – AFM apprvl</td>
</tr>
<tr>
<td>MWLK</td>
<td>HS111, 113, 115, 201, 203-208, 210, 304, 306, 308, 310, 312, 313, 314 Harrier Trim Pad</td>
<td></td>
</tr>
<tr>
<td>CFAO</td>
<td>Hangar 3667, Hangar 3672, N14-N15 for PL2 assets</td>
<td></td>
</tr>
<tr>
<td>CTG</td>
<td>SA4, SA5</td>
<td></td>
</tr>
<tr>
<td>18FSS (Aero Club)</td>
<td>HS 401, 402</td>
<td></td>
</tr>
<tr>
<td>18 OG</td>
<td>HS 122-126, 319, 321, 326, 330, 331, 332, P1-19, Eagle Trim Pad</td>
<td></td>
</tr>
<tr>
<td>18 MUNS</td>
<td>HS 333</td>
<td></td>
</tr>
</tbody>
</table>

**Note:**

1. Used by the 353 SOG, but available to 909 AMU when all KC-135 aircraft are at KAB or when Protection Level 2 (PL2) overflow parking is required.
2. Due to the hazard of jet blast while taxiing into parking, no Aerospace GND Equipment (AGE) or personnel will be present servicing aircraft on SA 1, Spot 1B, while an aircraft is taxiing to park in Spot 1C.

5.3.1. Restricted Parking spots. P1-P15 are usable with AFM approval. The AFM must evaluate each request and consult with the pavements engineer as needed. If TWY Bravo South is needed for parking, MX will coordinate with AMOPS NLT 2 hours prior to use.

5.3.2. Explosive Cargo Storage and Parking Areas.

5.3.2.1. Designated hazardous cargo parking areas are TWY Bravo South, TWY Bravo Center (contingencies), and TWY Delta North (helicopters). Additional hazardous cargo/explosives parking limits are in the **Explosives Loaded Aircraft Parking Plan**.
5.3.2.2. Parking or storage of explosives in amounts greater than specified or outside authorized areas, must be approved by 18 WG/SEW, the parking spot owner, and AFM.

5.3.2.3. Coordinate with AFM and 18 WG/SE to use TWY Bravo or Delta for an explosive cargo parking area.

5.3.3. F-16 Hydrazine Emergency Parking Areas. Aircraft with suspected hydrazine leaks or Emergency Power Unit (EPU) activation will be directed to exit the RWY at TWY Bravo or Echo and stop between RWYs. Alternate parking locations are TWYs Alpha or Foxtrot between RWYs. **Any aircraft taxiing near a hydrazine aircraft will be instructed by ATC to utilize 100% oxygen.** 18 MOCC will coordinate with AMOPS for use of the area(s) and will advise with the start and termination of MX. AMOPS will publish a NOTAM closing the area to all aircraft and unrelated vehicles.

5.3.4. Upper Fighter Ramp (UFR). The UFR is specifically designed and marked for fighter type aircraft (wingspan less than 45 feet). Taxi lines provide at least a 10 foot clearance from all obstacles behind the yellow wingtip clearance line. Pilots will comply with AFI 11-218, *Aircraft Operations and Movement on the Ground,* and Mission Design Series (MDS) specific directives when taxing on the UFR.

5.3.5. PL2 Asset Parking. PL2 parking spots are N10-N15. PL2 overflow parking spots are M1-M3 and L12-L13. Parking spot priority will by M3, M2, L12, L13 then M1. M1 is an alternate fuel cell MX location and must remain available to the maximum extent practical.

5.3.6. Operation Row Spot Parking Coordination. When ops row is used for aircraft with wingspan of 99ft or greater, MX personnel must remove all equipment and vehicles along the concourse walkway. MX personnel will coordinate with AMOPS and position a wing walker along the concourse during taxi.

5.3.7. Overflow Parking: TWY Bravo South is designated as overflow parking for wide body aircraft, coordinate parking approval with AFM.

5.4. Aircraft Taxiing Requirements/Routes. See Chapter 9 through Chapter 11 for aircraft specific guidance.

5.4.1. Taxi Restrictions.

5.4.1.1. After a major mishap (actual or exercise) the on scene commander will establish an initial cordon and notify TWR.

5.4.1.2. GND will delay taxi of large aircraft (B-747, C-5, KC-10, E-4, etc.) from SAs and parking spots when jet blast may affect landing/departing aircraft.

5.4.1.3. Coordination with Navy (634-6560) and AMOPS for repositioning of aircraft on SAs 4 and 5 must be accomplished to ensure unrestricted taxi operations.

5.4.1.4. 733 AMS marshallers are required on TWY Kilo when parking aircraft on SA-1. Marshallers shall give way to any aircraft already taxiing on TWY Kilo.

5.4.1.5. MV-22 aircraft are prohibited from taxiing on TWY Charlie, Delta between RWY 05/R-23L and Lima, Echo, and Kilo between Delta and Foxtrot. MV-22 aircraft may taxi over TWY Kilo, between Delta and Foxtrot but may not stop on the asphalt while engines are running. These restrictions are due to high exhaust temperatures.
5.4.2. Weight Bearing Limitations.

5.4.2.1. AFM will be consulted 72 hours prior to aircraft operations above weight limitations listed on Airfield Suitability Report. AFM will develop taxi routing for large aircraft (B-737/C-40/P-8A, etc) from service aprons and parking spots when their jet blast may affect landing/departing aircraft on RWY.

5.4.2.2. The 18 OG/CC has delegated the approval authority for weight bearing waivers to the AFM. AFM will obtain a recommendation from 718 CES Pavements Engineer prior to approving a waiver.

5.4.2.3. TWY Foxtrot between the RWYs is closed to B-52 aircraft >265,000 lbs.

5.4.3. Wing Tip Clearance Restrictions. See Table 5.2 and Figure A2.5 for requirements and restrictions.

5.5. Aircraft Towing. Aircraft tows are conducted IAW AFI 13-213 KADENAABSUP. All aircraft tows require 2-way radio contact and TWR approval. Note: All tow operators must give way to taxiing aircraft.

Table 5.2. Wing Tip Clearance Restrictions

<table>
<thead>
<tr>
<th>Location</th>
<th>Max Wingspan</th>
</tr>
</thead>
<tbody>
<tr>
<td>UFR, TWY D south of J, TWY E south of G,TWY G between Bldg. 3433 and TWY D, Northeast Connector south of TWY G, TWY H</td>
<td>45 feet¹</td>
</tr>
<tr>
<td>TWY G, between TWY E and Bldg 3433</td>
<td>135 feet</td>
</tr>
<tr>
<td>TWY G, between TWY E and TWY F</td>
<td>35 feet</td>
</tr>
<tr>
<td>TWY K between TWYs D and F</td>
<td>170 feet²</td>
</tr>
<tr>
<td>TWY J</td>
<td>135 feet</td>
</tr>
<tr>
<td>TWY L between TWYs A and D</td>
<td>150 feet³</td>
</tr>
<tr>
<td>TWY L between D and F w/aircraft parked on SA4 or SA5</td>
<td>135 feet⁴</td>
</tr>
<tr>
<td>TWY ways M, N, P</td>
<td>150 feet</td>
</tr>
</tbody>
</table>

Yellow lines provide 10 foot clearance from obstacles.
Wingspans > 170 feet require AFM approval.
Unless approved by AFM.
Wingspans > 150 Feet require wing walkers.

5.6. Engine Test/Run-ups. All engine-runs will be requested through MOCC (634-4139). MOCC will coordinate with AMOPS (634-3118), TWR and BDOC (634-2475). USN Commander Fleet Activity Okinawa (CFAO) may approve P-3/P-8A/EP-3/C-2 aircraft engine runs for mission essential write-ups. Maintainers and MOCC are responsible for engine-runs including adherence to noise abatement procedures. See Table 5.3 for aircraft specific procedures and locations.
### Table 5.3. Engine Run Approved Locations, Times, and Power Settings

<table>
<thead>
<tr>
<th>Type</th>
<th>Power</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fighters</td>
<td>≤80%</td>
<td>UFR (hardened shelters, HS(^{(1,2)}), lower ramp)</td>
</tr>
<tr>
<td></td>
<td>&gt;80%</td>
<td>Eagle Trim Pad</td>
</tr>
<tr>
<td>RC/KC-135</td>
<td>≤62%</td>
<td>L, M, N Row, Warm-Up Pad 1, TWY B North</td>
</tr>
<tr>
<td></td>
<td>≤80%</td>
<td>L12, L13, M Row, N2, N6, N10-N15, Warm-Up Pad 1, 2 Eng at TRT(^3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TWY B North(^4)</td>
</tr>
<tr>
<td>E-3/WC-135</td>
<td>≤80%</td>
<td>N/M Rows, L TWY</td>
</tr>
<tr>
<td></td>
<td>&gt;80%</td>
<td>TWY B North(^4)</td>
</tr>
<tr>
<td>HH-60(^5)</td>
<td>100%</td>
<td>Helo Spots 1-3, P Row 1, 1-A and 3</td>
</tr>
<tr>
<td>AV-8</td>
<td>≤100%</td>
<td>Harrier Trim Pad (Mon – Fri: 0830L – 1630L)</td>
</tr>
<tr>
<td>C-12</td>
<td>≤80%</td>
<td>SA4, SA5</td>
</tr>
<tr>
<td>C-130</td>
<td>≤100%</td>
<td>TWY L, Warm-Up Pad</td>
</tr>
<tr>
<td>C-17</td>
<td>≤100%</td>
<td>SA1(^7), TWY B South(^6), TWY B North(^4), SA2(^8)</td>
</tr>
<tr>
<td>C-5, B-747, KC-10, and similar airframes</td>
<td>≤100%</td>
<td>SA1(^7), TWY B South(^6), TWY B North(^4)</td>
</tr>
<tr>
<td>P-3/P-8</td>
<td>≤100%</td>
<td>Warm-Up Pad 1</td>
</tr>
<tr>
<td>All Other MDS</td>
<td>≤100%</td>
<td>L Row</td>
</tr>
<tr>
<td></td>
<td>Power runs</td>
<td>As determined by 733 MOCC with AM approval</td>
</tr>
<tr>
<td></td>
<td>4 Eng power runs</td>
<td>Warm-Up Pad 1, TWY B North(^4)</td>
</tr>
</tbody>
</table>

**Note:**
1. Power >80% HS111, 113, 115, 117,119, 121, 123, & 125 require radio contact with TWR.
2. Full engine run-ups are permitted on HS equipped with blast deflectors or revetments.
3. 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.
4. Orient aircraft heading 050. 05L/23R and TWY L (between TWY B and TWY A), will be closed due to FOD and jet blast. AMOPS will conduct a FOD sweep prior to resuming ops.
5. HH-60 engine runs for post-flight wash may be conducted up to 2 hours after landing.
6. Orient aircraft heading 060. 05R/23L and TWY B Center will be closed. Aircraft may also be oriented with nose toward 05R/23L and aligned 45 degrees off taxi line. Max power will be 2 engines <90% and 2 engines at idle. (MX Ops Officer/Sup approval). TWY K and TWY B intersection will be closed. AMOPS will conduct a FOD sweep prior to resuming ops.
7) Orient aircraft heading toward TWY K. 05R/23L will be closed. AMOPS will conduct a FOD sweep prior to resuming ops. Power >80% require radio contact with TWR.
8) Requires 18 OG/CC approval.

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5.6.1. Hours. Engine runs may be conducted Mon – Sat: 0600L - 2200L and Sun/holidays: 1200L – 1800L. Normal engine-run hours may be restricted by NOTAM(s). **Engine-runs outside normal hours or when a NOTAM is published require 18 OG/CC approval. Waiver requests for outside normal hour engine-runs are through 18 WG/CP (634-1800/311.0). Exception:** 733 AMS/CC, CFAO, and 353 SOG/CC are the waiver authorities for Mission Essential write-ups on aircraft they control.
5.6.2. Procedures. MX personnel will contact GND Control prior to engine run – providing tail number parking row, spot and will monitor GND Control frequency (275.8) at all times during the engine run. Engine run-ups will take place in hush houses and engine test cells to max extent possible (no quiet hour restrictions). MX personnel performing run-ups will clear the area and control vehicles passing behind the aircraft. When engine run-up turbulence is a hazard to aircraft, the TWR will terminate the engine run-up or detour aircraft. MX personnel will ensure FOD is removed following the engine-run. **Prohibited run-up locations:** HS 102, Spots 1-5 on Ops Row, SA2, and Spot A.

5.7. Hot Brake, Jammed Gun, Hot Pit, and Arm/De-Arm Areas.

5.7.1. Hot Brake/Jammed Gun Areas. Hot Brake/Jammed Gun locations are located on Warm-Up Pads 1-4 (See Figure A2.3). Alt Hot Brake Area: TWY Bravo Center and Echo Center. See Paragraph 7.7 for hot brake procedures. Refer to Chapter 9 (fighter) and Chapter 11 (helicopter) for jammed gun procedures based on MDS.

5.7.2. Hot Pit Refueling Areas/Procedures. Refer to Chapter 9 (fighter) and Chapter 11 (helicopter) for expanded procedures.

5.7.3. Arming/De-Arming Areas and Headings. To be used by aircraft possessing forward firing ordnance as indicated in Table 5.4

<table>
<thead>
<tr>
<th>Location</th>
<th>Heading</th>
<th>Location</th>
<th>Heading</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warm-Up Pad 1</td>
<td>230</td>
<td>Warm-Up Pad 3</td>
<td>050</td>
</tr>
<tr>
<td>Warm-Up Pad 2</td>
<td>070</td>
<td>Warm-Up Pad 4</td>
<td>230</td>
</tr>
<tr>
<td>TWY D North</td>
<td>225</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.8. Aircraft Anti-Hijacking. All KAB flightline personnel will be alert to unauthorized movement or theft of aircraft. Strange behavior of person(s) in parking areas will be reported to security forces immediately. Suspicious persons will be challenged and detained pending arrival of proper authority. Unusual/unannounced MX-related engine starts or aircraft movements without exterior aircraft lights, without an aircraft marshaller or run-up crew, will be reported immediately to 18 WG/CP. If more immediate action appears warranted, a Security Incident will be reported to BDOC (Helping Hand Hotline at 634-4444). Security will be provided to all aircraft on KAB to prevent access from unqualified/unauthorized persons. Specific anti-hijacking instructions are contained in FAAO JO 7610.4, Special Operations (FOUO), and KADENAABI 31-101. ATC will be familiar with AFI 13-207, Preventing and Resisting Aircraft Piracy (Hijacking).

5.9. 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 TWYs 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.
Chapter 6

GENERAL FLYING OPERATIONS

6.1. Reduced Same RWY Separation (RSRS). RSRS is authorized IAW with AFI 13-204V3 PACAFSUP. See Table 6.1 and Table 6.2 for RSRS operations.

6.1.1. RSRS not authorized for heavy aircraft.

6.1.2. All aircraft must maintain at least 500 feet lateral or vertical separation when over flying aircraft on the RWY. Responsibility for separation rests with the pilot.

6.1.3. RSRS does not relieve the pilot of responsibility for wake turbulence separation.

6.1.4. RWY separation within the flight (similar or dissimilar) rests with the individual elements. This requirement does not preclude ATC from taking action in the event of an unsafe condition.

6.1.5. RSRS will not be applied to emergency aircraft or when either aircraft involved has been cleared for the option or when braking action reports of less than fair are reported.

6.1.6. F-18 and AV-8 aircraft shall rollout to the end of the RWY, maintaining rollout speed, unless authorized otherwise by TWR for early turnoffs or 60 Knots Indicated Airspeed (KIAS) landings. During normal operations, vertical takeoffs and landings are authorized under emergency conditions only; however, when crosswinds are out of limits for AV-8s to perform normal takeoffs and landings (20 knots), the SOF has the authority to approve vertical takeoffs and landings if TWR is able to sequence them into the traffic pattern.

6.1.7. Aircraft may request an early turn off at TWY Bravo/Whiskey if safing is not required and flight size is not more than two aircraft (this flight size restriction does not apply to AV-8s). This request should be made to TWR as soon as possible for planning purposes.

Table 6.1. Daytime RSRS Standards

<table>
<thead>
<tr>
<th>Pairings</th>
<th>FS behind TG</th>
<th>FS behind LA</th>
<th>LA behind TG</th>
<th>FS behind FS</th>
<th>LA behind FS</th>
<th>TG behind TG</th>
<th>TG behind LA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Same Fighter-Type*</td>
<td>3,000’</td>
<td>3,000’</td>
<td>3,000’</td>
<td>3,000’</td>
<td>6,000’</td>
<td>3,000’</td>
<td>3,000’</td>
</tr>
<tr>
<td>Dissimilar Fighter-Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>6,000’</td>
<td>6,000’</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Same, Non-Heavy, Non-Fighter Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>6,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Same-Type Aircraft Formations</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>6,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Fighter-Type behind Non-Heavy, Non-Fighter Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>9,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Non-Heavy, Non-Fighter Type behind Fighter Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>9,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>

+: Standard FAAO JO 7110.65 separation will be provided
*: For any separations less than 6,000,’ reference Para 7.12.1.9.
Table 6.2. Nighttime RSRS Standards

<table>
<thead>
<tr>
<th>Pairings</th>
<th>FS behind TG</th>
<th>FS behind LA</th>
<th>LA behind LA</th>
<th>FS behind FS</th>
<th>LA behind FS</th>
<th>TG behind TG</th>
<th>TG behind LA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Same Fighter-Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>6,000’</td>
<td>9,000’</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Same, Non-Heavy, Non-Fighter Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>6,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Same-Type Aircraft Formations</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>6,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Fighter-Type behind Non-Heavy, Non-Fighter Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>9,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Non-Heavy, Non-Fighter Type behind Fighter Type</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>9,000’</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>

+: Standard FAAO JO 7110.65 separation will be provided

6.2. Intersection Departures. Intersection departures may be authorized by the TWR from any intersection if the pilot concurs and traffic flow permits. Intersection departure procedures will be IAW FAAO JO 7110.65. TWR will issue appropriate distance remaining from the intersection to military aircraft. Distances are identified in Table 6.3. Pilots are responsible for determining that sufficient RWY length is available to permit safe takeoff and that the intersection takeoff is authorized by unit directives.

Table 6.3. Intersection Departure Distance

<table>
<thead>
<tr>
<th>Intersection Departure Distance</th>
<th>05L</th>
<th>05R</th>
<th>23L</th>
<th>23R</th>
</tr>
</thead>
<tbody>
<tr>
<td>TWY BRAVO</td>
<td>9,300 feet</td>
<td>9,700 feet</td>
<td>2,300 feet</td>
<td>2,700 feet</td>
</tr>
<tr>
<td>TWY CHARLIE</td>
<td>7,800 feet</td>
<td>8,200 feet</td>
<td>3,800 feet</td>
<td>4,200 feet</td>
</tr>
<tr>
<td>TWY DELTA</td>
<td>5,700 feet</td>
<td>6,400 feet</td>
<td>5,600 feet</td>
<td>6,300 feet</td>
</tr>
<tr>
<td>TWY ECHO</td>
<td>2,600 feet</td>
<td>3,700 feet</td>
<td>8,300 feet</td>
<td>9,400 feet</td>
</tr>
<tr>
<td>TWY WHISKEY</td>
<td>N/A</td>
<td>1,750 feet</td>
<td>10,300 feet</td>
<td>N/A</td>
</tr>
</tbody>
</table>

6.3. Reporting. Kadena air traffic controllers will give instructions requiring a distance in Distance Measuring (DME) range from Kadena. Pilots will make position reports to ATC using Radial and DME from Kadena.

6.4. Departures. Additional information for VFR/IFR departures is located in Paragraph 6.11 and Paragraph 6.15.

6.4.1. Departure Altitude Restriction. All aircraft, unless otherwise directed, safety of flight dictates or publication directive will maintain below 1,300 feet MSL until passing the departure end the RWY.

6.4.2. Whiskey Clearances (Local Stereo Clearances to/from Warning Areas). Pilots shall depart on a local IFR clearance issued by Clearance Delivery via the published JILEE # (RWY 05) or TUCOF # (RWY 23) standard instrument departure procedure. See current DoD FLIP for #. Note: Pilots will be cleared to the entry/exit fix (OTIMI, ELSOL, ZIDEN, JUMTI or UKIKA) associated with the requested warning area. Example: “COCK01
cleared to ZIDEN via JILEE # departure, RADAR vectors/direct ZIDEN, maintain 10,000 feet expect FL190, departure frequency local channel 4, squawk XXXX”. See Table 6.4 for defined entry/exit fix locations.

### Table 6.4. Entry/Exit Fix Locations

<table>
<thead>
<tr>
<th>Local Entry/Exit Fix</th>
<th>From KAD TACAN</th>
<th>LAT / LONG</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELSOL</td>
<td>KAD 075 / 40</td>
<td>N 26 34.4 / E 128 28.1</td>
</tr>
<tr>
<td>ZIDEN</td>
<td>KAD 097 / 40</td>
<td>N 26 19.3 / E 128 30.3</td>
</tr>
<tr>
<td>JUMTI</td>
<td>KAD 120 / 35</td>
<td>N 26 06.0 / E 128 21.1</td>
</tr>
<tr>
<td>OTIMI</td>
<td>KAD 325 / 35</td>
<td>N 26 48.7 / E 127 21.5</td>
</tr>
<tr>
<td>UKIKA</td>
<td>KAD 175 / 35</td>
<td>N 25 46.7 / E 127 52.2</td>
</tr>
</tbody>
</table>

6.4.3. Aircraft requesting to depart as a non-standard formation must advise GND or TWR prior to taxiing. Notifying GND as soon as possible will prevent departure delays. The last element and/or aircraft must squawk code 5300 on departure.

### 6.5. Arrivals

Additional information for VFR/IFR arrivals is located in Paragraph 6.12 and Paragraph 6.16. This section covers general arrival procedures.

6.5.1. All aircraft exiting the Warning Areas shall contact APP at the appropriate recovery entry/exit fix.

6.5.2. Fighter aircraft assigned to KAB are automatically cleared to enter the Naha Class B airspace upon radar identification and initial control instruction. Pilots will maintain VFR until an IFR clearance is issued (Example: “CLEARED TO KADENA VIA (routing – radar vectors or direct to KAD) MAINTAIN (altitude).”)

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

### 6.6. Standard Radar Climb-Out Instructions

The following subparagraphs are standard climb-out instructions for aircraft re-entering or remaining in the radar pattern for multiple approaches. KAB aircraft/TDY units should expect to hear “EXECUTE STANDARD RADAR CLIMB-OUT” when conducting multiple instrument approaches. If required, the controller may issue alternate climb-out instructions. Aircrew will follow controller alternate climb-out instructions.

6.6.1. RWY 23. After completing (type landing), cross departure end of the RUNWAY at or below ONE THOUSAND THREE HUNDRED, MAKE CLIMBING RIGHT turn heading THREE SIX ZERO WITHIN TWO D-M-E, climb and maintain THREE THOUSAND. **Note:** Delay in climb and turn may result in conflict with arriving aircraft to Naha RWY 18.

6.6.2. RWY 05. After completing (type landing), cross departure end of the RUNWAY at or below ONE THOUSAND THREE HUNDRED, MAKE CLIMBING LEFT turn heading THREE SIX ZERO WITHIN TWO D-M-E, climb and maintain THREE THOUSAND.
CLIMB GRADIENT TWO HUNDRED THIRTY FEET PER NAUTICAL MILE UNTIL LEAVING ONE THOUSAND.


6.7.1. 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.

6.7.1.1. An aircraft that is issued BREAKOUT instructions prior to entering Class D airspace shall be turned to avoid entering Class D airspace.

6.7.1.2. Breakouts within Class D airspace will only be issued as a last resort to avoid a conflict.

6.7.1.2.1. RWY 05 – “BREAKOUT, TURN LEFT HEADING 360, CLIMB AND MAINTAIN 2,000 FEET IMMEDIATELY, (reason for breakout), ACKNOWLEDGE.”

6.7.1.2.2. RWY 23 – “BREAKOUT, TURN RIGHT HEADING 360, CLIMB AND MAINTAIN 2,000 FEET IMMEDIATELY, (reason for breakout), ACKNOWLEDGE.”

6.7.1.3. Breakout to the south is not authorized due to the proximity of Naha and the Futenma Class D Surface Area.

6.7.2. 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 RWY, vehicle on RWY, 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 KAB. Aircrew may request a closed pattern, if available.

6.7.2.1. RWY 05 - “GO AROUND (left/right) SIDE OF RWY (if required) (Reason, if time permits).” Execute Standard Radar Climb-out, unless otherwise instructed.

6.7.2.2. RWY 23 - “GO AROUND (left/right) SIDE OF RWY (if required) (Reason, if time permits).” Execute Standard Radar Climb-out, unless otherwise instructed. Note: Delay in climb and turn may result in conflict with arriving aircraft to Naha RWY 18.

6.7.3. Missed Approach. In the event of a missed approach aircraft inbound will execute missed approach published in FLIP unless otherwise specified by ATC.

6.8. Opposite Direction Take-Offs and Landings. 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.

6.8.1. IFR opposite direction operations requires approval from TWR, ARR, and APP.

6.8.1.1. IFR/IFR opposite direction procedures shall be used only when Naha ASR is operational.

6.8.2. Minima.
6.8.2.1. 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 RWY.

6.8.2.2. IFR Opposite Direction Arrival vs. IFR Departure/Low Approach. An opposite direction arriving aircraft shall be no closer than 15 flying miles from the RWY prior to the departing aircraft becoming airborne and turning to avoid conflict.

6.8.2.3. IFR Opposite Direction Arrival vs. IFR Arrival. An opposite direction arriving aircraft shall be no closer than 10 flying miles from the RWY when the preceding arriving aircraft crosses the landing threshold.

6.8.2.4. VFR Opposite Direction Straight-In Arrival vs. IFR Arrival. An opposite direction arrival aircraft shall be no closer than 15 flying miles from the RWY when the preceding arriving aircraft crosses the landing threshold.

6.8.2.5. VFR Opposite Direction Departure/Low Approach vs. IFR Arrival and IFR Opposite Direction Departure/Low Approach vs. VFR Arrival. An opposite direction departure/low approach aircraft must be airborne and turning to avoid conflict prior to an arriving aircraft reaching 10 flying miles from the RWY.

6.8.2.6. 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 RWY.

6.9. Lost Communications Procedures. 2-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.

6.9.1. Single Ship. Aircraft will squawk 7600 and monitor guard and set VCS/FLTID to NRDOXX (if able). If an emergency exists, squawk 7700. Plan to land on RWY 05L or 23R. The PAPI lights can be used to verify landing direction.

6.9.1.1. VFR. Proceed to a 3-mile initial. At initial, descend to 1,500 feet MSL; fly alongside expected landing RWY while rocking wings. Check to ensure the RWY is clear, and discern which RWY is active. At departure end, pull closed traffic and monitor TWR for a steady green light (clearance to land) on base leg or final. Fighter aircraft are expected to land on 5R/23L, heavy aircraft are expected to land on 5L/23R.

6.9.1.2. IFR.

6.9.1.2.1. Departures (Fixed Wing).

6.9.1.2.1.1. RWY 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 6.9.1.1

6.9.1.2.1.2. RWY 23 to NUDUS. Climb to 10,000 feet MSL and hold as published, then proceed direct KAD, direct IMONO (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 6.9.1.1.

6.9.1.2.2. Arrivals (Fixed Wing).

6.9.1.2.2.1. Maintain 10,000 feet MSL at ZIDEN or JUMTI; 9,000 feet MSL at ELSOL, OTIMI, 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 Paragraph 6.9.1.1.

6.9.1.2.2.2. Instrument Pattern. Approach clearance is automatic; proceed with the coordinated approach. Maintain 3,000 feet MSL until established on a segment of the approach.

6.9.1.2.2.3. Complete Electrical Failure. If able, proceed VFR IAW Paragraph 6.9.1.1. Descend to the minimum safe altitude with available instrumentation and attempt to get VFR.

6.9.2. Barrier Engagement. If barrier is required, extend tail-hook while flying past the control TWR (VFR) or flash landing light if on straight-in final (IFR).

6.10. General Procedures - Flying Operations VFR.

6.10.1. WX Requirements. Ceilings must be at least 500 feet above type aircraft pattern altitude, listed in Table 6.6, with visibility greater than 3 miles for VFR pattern operations.

6.10.2. TWR controllers will not allow VFR pattern operations when controllers are unable to provide visual separation between aircraft in the VFR pattern, regardless of the official WX observation.

6.10.3. Aircraft will avoid over-flying highly populated off-base areas to the max extent possible. Exception: Multiple approaches/VFR Traffic Patterns, Overhead, Rectangular and Rotary Wing/Aero Club pattern, are authorized between 0600-2200L daily, not to include Sundays and holidays.

6.10.3.1. The overhead pattern is open from the end of civil twilight and closes at beginning of civil twilight. Exceptions: KC-135, E-3 and MC-130 are permitted to fly night VFR overhead patterns between civil twilight and 2200L.

6.10.4. Leaving Class D to the West/Northwest, aircrew should expect a climb to 2,000 feet MSL, to stay in controlled airspace.

6.10.5. Special VFR. ARR is the approval authority for SVFR within KAB and MCAS Futenma Class D. When ARR is closed, APP assumes this authority.

6.10.6. VFR Reporting Points. Aircraft outside of Naha Class B, but in contact with TWR will use the VFR reporting points described in Table 6.5 and Figure A2.11.
Table 6.5. VFR Reporting Points

<table>
<thead>
<tr>
<th>Point</th>
<th>Description</th>
<th>Position</th>
<th>Radial/DME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bolo Point</td>
<td>Beach area N of hwy intersection</td>
<td>N 26 26.23 E 127 42.51</td>
<td>KAD 326 / 5.5</td>
</tr>
<tr>
<td>KAB Gate 1</td>
<td>Security Gate entrance to KAB on Hwy 58</td>
<td>N 26 19.54 E 127 45.07</td>
<td>KAD 201 / 2</td>
</tr>
<tr>
<td>KAB Gate 3</td>
<td>Security Gate entrance to KAB by Chibana Base Housing</td>
<td>N 26 21.39 E 127 47.38</td>
<td>KAD 075 / 1.5</td>
</tr>
<tr>
<td>Gushikawa</td>
<td>Beach area east of town</td>
<td>N 26 21.39 E 127 52.25</td>
<td>KAD 087 / 5.5</td>
</tr>
<tr>
<td>Moon Beach</td>
<td>Beach area shaped like a crescent moon</td>
<td>N 26 26.14 E 127 47.53</td>
<td>KAD 019 / 5</td>
</tr>
<tr>
<td>Sea Wall</td>
<td>Sea Wall on S edge of river</td>
<td>N 26 21.35 E 127 44.22</td>
<td>KAD 239 / 1.5</td>
</tr>
<tr>
<td>Water TWR</td>
<td>North of airfield</td>
<td>N 26 22.25 E 127 46.14</td>
<td>KAD 006 / 01</td>
</tr>
<tr>
<td>Ikie Island</td>
<td>N Island ENE of Kadena</td>
<td>N 26 23.21 E 127 59.55</td>
<td>KAD 085 / 12</td>
</tr>
</tbody>
</table>

6.11. VFR Departures. To ensure separation, VFR aircraft departing Class D airspace will obtain specific departure instructions, by flying a published VFR departure and/or a Naha Class B clearance. Helicopter takeoffs will be made from the designated helicopter pad, RWY, or approved non-controlled movement areas. Departures will parallel the RWY in use until clear of the airfield boundary and/or cleared by TWR to proceed on appropriate departure route. For the following VFR departures, advise ATC when passing 10 DME from KAD VORTAC.

6.11.1. Sesoko Departure (C-130):

6.11.1.1. (RWY 05) Climb RWY heading to 1,500 feet MSL, cross departure end at or below 1,300 feet MSL, at 5 DME turn direct Sesoko.
6.11.1.1.1. (RWY 23) Climb RWY heading to 1,500 feet MSL, cross departure end at or below 1,300 feet MSL and turn right within 2 DME direct Moon Beach then Sesoko.

6.11.2. Ikie Departure (C-130):

6.11.2.1. (RWY 05) Maintain at or below 1,000 feet MSL until outside 10 DME. At 5 DME proceed direct Ikie Island.
6.11.2.1.1. (RWY 23) Maintain at or below 1,000 feet MSL. Turns left within 2 DME to a downwind and proceed to Gushikawa then direct to Ikie Island.


6.11.3.1. (RWY 05) Cross departure end of the RWY at or below 1,300 feet MSL. Within 2 DME make climbing left turn to 1,500 feet MSL then direct to Moon Beach (N 26 26.14 E 127 47.53). Do not over fly the Renaissance Hotel. Proceed to Sesoko (N 26 38.22 E 127 52.15) at 1,500 feet MSL then flight plan route.


6.11.4.1. (RWY 23) Cross departure end of the RWY at or below 1,300 feet MSL. Within 2 DME make climbing left turn to 1,500 feet MSL then direct to Manza Beach (N 26 30.22 E 127
51.33. Passing Manza beach proceed to Sesoko (N 26 38.22 E 127 52.15) at 1,500 feet MSL then flight plan route.

6.12. **VFR Arrivals.** Advise ATC/TWR prior to the Class D airspace. **Heavy aircraft are not authorized to re-enter at Koza/Yomitan.**

6.12.1. **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 RWY 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 feet MSL, when approaching from the NW-NE, and 2,500 feet MSL, when approached from SE-SW until 5 DME.

6.12.1.1. Koza. Straight-ins from Koza will not be requested, but may be directed by ATC for spacing or safety.

6.12.1.2. Yomitan (KAD 340/2.5). Request a “STRAIGHT-IN APPROACH” from Yomitan. Once approved, maintain 1,300 feet MSL until established on a 3 to 4 NM final. Remain within 5 DME of KAD.

6.12.2. Moon Beach. Maintain VFR hemispherical altitudes and fly direct Moon Beach. Cross Moon Beach at 1,300 feet MSL then proceed to downwind or base. Advise ATC prior to entering the Class D airspace. If requesting a 5 NM initial for the overhead do not fly West of the Zampa lighthouse, this will put you in Naha Class B. If conditions dictate a flight path west of Zampa lighthouse climb to 2,500 feet MSL.

6.13. **Traffic Pattern Procedures.** Fighters will fly patterns to the south, heavy aircraft will fly patterns to the north and helicopters/aero club/propeller aircraft can fly patterns in either direction. Pilots must ensure adherence to VFR traffic pattern due to proximity to ROAH and ROTM.

6.13.1. Traffic Pattern altitudes. Strict adherence to the altitudes listed in Table 6.6 will ensure safe deconfliction of traffic inside the TWR airspace.

**Table 6.6. VFR Traffic Pattern Altitudes**

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>High Tactical / High Initial</th>
<th>Initial / Tactical Initial</th>
<th>Rectangular</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fighter</td>
<td>Up to 6,000 feet</td>
<td>1,800 feet*</td>
<td>1,800 feet*</td>
</tr>
<tr>
<td>Heavy</td>
<td>N/A</td>
<td>1,800 feet*</td>
<td>1,300 feet</td>
</tr>
<tr>
<td>C-130 / Tilt Rotor</td>
<td>Up to 4,500 feet</td>
<td>1,800 feet*</td>
<td>1,300 feet</td>
</tr>
<tr>
<td>Rotary Wing/Aero Club</td>
<td>N/A</td>
<td>N/A</td>
<td>800 feet</td>
</tr>
</tbody>
</table>

* Maintain 2,500 feet until 5 DME


6.13.2.1. When operations are in progress above 500 feet AGL at the 18 MUNS Explosive Ordinance Disposal (EOD) Range AMOPS will publish a NOTAM restricting patterns operations as needed.

6.13.2.2. Altitude Restricted Low Approach. Restricted low approach will not be less than 500 feet AGL (1,000 feet AGL for heavy aircraft). Aircraft will not perform a restricted low approach over a departing aircraft or an aircraft in departure position.
When issuing an altitude restricted low approach due to personnel on the RWY, TWR will ensure that personnel on the RWY are informed of the intended operation prior to the aircraft crossing the landing threshold.

6.13.2.3. When landing on RWY 05L/R, extend downwind until feet wet. Fly at least a one-mile final, and be aligned with the RWY centerline prior to feet dry. See Figure A2.14

6.13.2.4. Closed Patterns. Aircraft will not turn crosswind prior to the departure end of RWY, unless approved by TWR.

6.13.2.5. Rectangular Patterns. Aircraft in the 1,300 foot pattern will remain within 1 NM Southeast of RWY 05R/23L centerline to avoid conflicts with Futenma MCAS Class D.

6.13.2.6. Overhead Patterns. Overhead pattern is open at end of civil twilight and closes at the beginning of civil twilight. Non-fighter aircraft only, are permitted to fly night VFR overhead patterns to satisfy training requirements.

   6.13.2.6.1. Traffic Deconfliction. ATC will protect the overhead pattern when in use. If overhead traffic will break at or beyond the departure end, ATC may instruct aircraft to offset the RWY.

   6.13.2.6.2. Initial. Maintain 2,500 feet MSL inbound to initial and descend to 1,800 feet MSL at 5 DME. If pilots are instructed to proceed to initial, enter initial between 3 to 5 DME.

6.13.3. WX Requirements.

6.13.3.1. Initial/Tactical Initial Pattern. The minimum reported ceiling required for the Initial and Tactical Initial patterns is 2,200 feet AGL.

6.13.3.2. High-Initial/High-Tactical Initial. The minimum reported ceiling required for the High-Initial and High-Tactical Initial patterns is 2,200 feet AGL and consideration to the sky conditions permitting VMC descent while maneuvering from High Initial and High Tactical Initial pattern entry to threshold. The 360 degree overhead patterns may be closed, as determined by the TWR/WS.

6.13.3.3. Rectangular Pattern. The minimum reported ceiling of 1,700 feet AGL is required for operations in the 1,300 feet MSL rectangular VFR pattern. 2,200 feet AGL is required for the fighter rectangular pattern. The VFR rectangular pattern may be closed, as required by the TWR/WS.

6.13.3.4. Helicopter/Aero Club Pattern. The minimum reported ceiling of 1,300 feet AGL is required for operation in the 800 feet MSL VFR pattern.


   6.14.1.1. Local Radar Traffic Pattern/Multiple Instrument Approaches/Pilots will contact APP or ARR on the appropriate frequency, state the type approach requested, how the approach will terminate if other than a full stop, and intentions to follow.
6.14.1.2. Aircraft executing missed approach aircraft will cross departure end of the RWY at or below 1,300 feet MSL when operating under VMC. If under IMC execute missed approach per FLIP or ATC clearance.

6.14.1.3. 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 RWY heading.

6.14.2. Transition Procedures (circle-to-land/split-to-land (IFR)).

6.14.2.1. In order to expedite recoveries and add flexibility to arrival operations at KAB, base-assigned or attached fighter aircraft may execute transition procedures to the parallel RWY.

6.14.2.2. Terminology:

   6.14.2.2.1. Split-to-land indicates a flight of 2 aircraft will accomplish an instrument approach to a RWY. One aircraft will continue the straight-in approach, and the other aircraft will offset to land on the parallel RWY.

   6.14.2.2.2. Circle-to-Land indicates an aircraft (or 2-ship in non-standard trail) will accomplish an instrument approach to a RWY and transition to land on the parallel RWY.

6.14.2.3. Procedures:

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

   6.14.2.3.2. The maneuver is considered a circling approach, therefore will not be executed from a precision approach unless an emergency or unsafe situation develops, and in the opinion of the aircrew or controller the maneuver reduces overall risk.

   6.14.2.3.3. Aircraft will not commence circle-to-land/split-to-land transition until after final approach fix (FAF) and RWY is in sight. (Conducted under VMC). Once an aircraft commences a circle-to-land/split-to-land transition the aircraft is considered automatically cleared for a visual approach. (Due to the critical phase of flight for single piloted aircraft, it is not practical to clear the aircraft for a visual approach.) Maintain circling minimum descent altitude (MDA) until reaching the point at which a normal descent to land on the parallel RWY can be started.

6.14.2.4. Landing Options for transition procedures:

   6.14.2.4.1. Full Stop.
6.14.2.4.2. Low approach to TWR for one or both aircraft (only authorized if the traffic pattern is open).

6.14.2.4.3. 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 RWY (RWY 05L or 23R) to avoid conflict at the departure end of the RWY.

6.14.3. For base-assigned aircraft making multiple approaches, controllers may issue “EXECUTE STANDARD RADAR CLIMB-OUT” to reduce excess verbiage.


6.14.4.1. GCA will flight follow aircraft executing instrument approaches using the Terminal Controller Workstation (TCW) or PAR indicator when the reported WX is less than a 1500 feet AGL ceiling, visibility is less than 5 miles or upon pilot request during the published GCA operating hours.

6.14.4.2. GCA shall not simultaneously monitor/flight follow more than 2 single ship aircraft, 2 flights of 2 aircraft, or one flight of three or four aircraft per controller.

6.15. IFR Departures.

6.15.1. Local Departure Procedures.

6.15.1.1. Clearance Delivery. All aircraft proposing to depart KAB on an IFR clearance shall 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.

6.15.1.1.1. 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), if available.

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

6.15.1.1.3. 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-GND 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.

6.15.2. Altitude Restrictions. Departing aircraft shall maintain at or below 1,300 feet MSL until the departure end-of-RWY 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.

6.15.3. Other Restrictions. No battle-box takeoffs, simultaneous single ship takeoffs from parallel RWYS, 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 RWY 05R/23L for noise abatement.
6.15.4. 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.

6.16. IFR Arrivals

6.16.1. IFR Arrival Procedures.

6.16.1.1. 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 alt 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.

6.16.1.2. The primary method of recovery for locally assigned heavy aircraft returning from the warning areas is to request vectors. Heavy aircraft will request vectors to an instrument or visual approach when contacting NAHA ARR. The alternate is a VFR arrival outlined in Paragraph 6.12

6.16.1.3. 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 KAB.

6.16.2. 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), VOR/DME or Global Positioning Satellite (GPS) equipped and capable. A published instrument approach procedure will be used to position aircraft within PAR coverage.

6.16.3. IFR Straight-In and Visual Approaches shall be conducted IAW FAA JO 7110.65. Aircraft shall maintain 2,000 feet MSL (when approaching from the NW-NE) and 2,500 feet MSL (when approaching from SE-SW) until 5 DME. Circling is not authorized NW of KAB.
Chapter 7

EMERGENCY PROCEDURES

7.1. General. Due to the limited number of alternate airfields near KAB, all personnel must strive to minimize RWY 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 AM and determine the following:

7.1.1. The requirement to reopen the RWY for operational use.

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

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

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

7.2. Operation of the Primary Crash Alarm System (PCAS) / Secondary Crash Net (SCN).

7.2.1. PCAS. The following agencies are on the PCAS (all agencies must have 2-way capability with a push-to-talk feature): TWR, AMOPS, 18 CES Fire Department, and 18 MDG Clinic. The following emergency conditions will be relayed via PCAS:

7.2.1.1. In-Flight emergencies declared by pilot/officials responsible for operation of the aircraft.

7.2.1.2. GND Emergencies.

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

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

7.2.1.5. AAS Engagement. Note: This does not include preplanned engagements when coordinated with all concerned agencies.

7.2.1.6. Known or Suspected Hijack and/or Theft.

7.2.1.7. Aircraft landing with hung ordnance, except inert practice ordnance, as specified in Paragraph 9.5.3

7.2.1.8. Class III Fuel Spills.

7.2.1.9. Hot Brakes.

7.2.1.10. Lost Aircraft.

7.2.1.11. Aircraft Mishap.

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

7.2.1.13.1. The PCAS will only be activated for exercises in response to an inject or at the direction of a Wing Inspection Team (WIT) member.

7.2.1.13.2. Preface and terminate all exercise PCAS activations with EXERCISE, EXERCISE, EXERCISE.

7.2.1.14. TWR/GCA Evacuation.

7.2.1.15. Blown tire.

7.2.1.16. If, in the judgment of the controller, an emergency exists, and the controller deems it necessary to activate the crash phone. **Note:** The TWR will check the PCAS daily between 0800-0830L.

7.2.2. Hospital shall use military personnel to answer the PCAS.

7.2.3. After hospital operating hours, Fire Department shall assume responsibility for notifying medical personnel of any emergency conditions passed via the PCAS.

7.2.4. 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 GND emergencies.

7.2.4.1. The OSS/CC is the SCN manager.

7.2.4.2. Requests for additions/deletions to SCN must be coordinated through the AFM and forwarded to the 18 OSS/CC for approval/disapproval.

7.2.4.3. AMOPS is the SCN activation authority and conducts a test of 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.

7.2.4.4. Individuals who answer the crash net shall be trained on SCN procedures to include use of the phonetic alphabet and responding with clarity and their initials. Individuals answering will remain silent until AMOPS has completed the message and conducted roll call. Do not hang up until directed by AMOPS.

7.2.4.5. Stations on the SCN are expected to receive and disseminate information in minimal time.

7.2.4.6. AMOPS shall relay, verbatim, information received from the TWR. AMOPS will also broadcast information received on the ramp net.

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

7.2.5.1. To standardize and optimize communications during an In-Flight Emergency (IFE), the following procedures apply:

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

7.2.5.1.2. APP will direct the IFE aircraft to the SFA (290.3/Channel 18 is the normal frequency/channel).

7.2.5.1.3. 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.
7.2.5.1.4. The SOF may coordinate with ATC to transmit critical IFE information on the SFA. The SOF shall not simulcast communications that do not pertain to the IFE on the SFA.

7.2.5.2. If the IFE occurs after the aircraft is under ATC control, the pilot will not depart the ATC frequency for the SFA until instructed to by the controlling agency.

7.2.5.3. Responsibilities.

7.2.5.3.1. Pilot will adhere to Mission Design Series (MDS) and/or Service directive for emergency procedures.

7.2.5.3.2. SOF:

7.2.5.3.2.1. Notify TWR, APP, and ARR WS upon receipt of information indicating a possible IFE.

7.2.5.3.2.2. Pass detailed emergency information to the TWR WS.

7.2.5.3.2.3. Shall not issue ATC instructions.

7.2.5.3.2.4. Provide APP, ARR and TWR WS with any non-standard sequencing plan. For example, during single RWY 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.)

7.2.5.3.3. TWR Watch Supervisor:

7.2.5.3.3.1. Serve as focal point for all coordination between the SOF and TWR controllers.

7.2.5.3.3.2. Relay information between the APP, ARR, and GCA WS and the SOF when the hotlines are unusable.

7.2.5.3.3.3. Monitor the SFA at all times.

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

7.2.5.3.4. APP and ARR:

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

7.2.5.3.4.2. Monitor the SFA at all times.

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

7.3. Emergency Response Procedures.

7.3.1. Aircrew In-Flight Emergency Procedures.

7.3.1.1. Advise APP/ARR or TWR at the earliest possible time of the emergency in the following format:

7.3.1.1.1. Aircraft Identification and Type.

7.3.1.1.2. Nature of Emergency.

7.3.1.1.3. Estimated time until landing; desired RWY (left or right, if applicable).
7.3.1.4. 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.

7.3.1.5. Number of Personnel On-Board (Forward and Aft, time permitting).

7.3.1.6. Remaining Fuel in Pounds and Time.

7.3.1.7. Present Position.

7.3.1.8. Intention to Engage AAS, if applicable.

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

7.3.1.3. If conditions require the aircraft to be stopped on the RWY, notify ATC ASAP.

7.3.2. Airfield Operations Emergency Response Procedures for In-Flight and GND Emergencies.

7.3.2.1. Control TWR shall:

7.3.2.1.1. When notified of, or upon observing, an emergency condition, TWR 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 intentions.

7.3.2.1.1.1. Type of Emergency (In-Flight, GND, Exercise, etc.).

7.3.2.1.1.2. Aircraft Identification and Type.

7.3.2.1.1.3. Nature of Emergency.

7.3.2.1.1.4. Landing RWY and Estimated Time of Arrival (ETA).

7.3.2.1.1.5. 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.

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

7.3.2.1.1.7. Remaining Fuel in Pounds and Time.

7.3.2.1.1.8. Present Position.

7.3.2.1.1.9. Winds.

7.3.2.1.1.10. Intention to Engage AAS, if applicable.

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

7.3.2.1.3. If normal RWY operations must be suspended for longer than 15 minutes, TWR 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”.
7.3.2.1.4. RWY Sterilization. All aircraft operations to and from the RWY 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 RWY until the emergency aircraft reaches 3-mile final for full stop. If RWY ops are suspended, AMOPS shall determine when operations to the RWY may resume.

7.3.2.1.5. Time permitting; the TWR will evacuate all aircraft from the approach end hammerheads during recoveries of large/heavy aircraft experiencing flight control problems.

7.3.2.2. AMOPS shall:

7.3.2.2.1. Emergency Response/RWY Check. AMOPS shall activate the SCN and respond to all IFE and GND emergencies (GE). As soon as possible, AMOPS vehicle(s) will be given immediate clearance onto the active RWY. At that time, RWY operations will be suspended until released by AMOPS.

7.3.2.2.2. If RWY operations must be suspended longer than 15 minutes due to an unsafe condition, AMOPS will consider closing the RWY and send NOTAM(s) as required. This determination will be based on the situation at hand.

7.3.2.2.3. When a SOF is on duty in the TWR, he/she may direct that no RWY 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 (ECS) light, navigational equipment failure, etc.). TWR will relay this information to AMOPS immediately.

7.3.2.2.4. AMOPS will respond to all IFEs and standby at the approach end of the RWY in use unless otherwise deemed necessary. A RWY check will be conducted prior to resuming RWY operations unless a “SOF-Call” is made IAW Paragraph 2.20. All “SOF-Calls” will be documented in TWR and AMOPS facility logs.

7.3.2.2.5. AM will check the RWY surfaces the aircraft landed on, used for roll out, and all TWYs used to get to parking. AMOPS will report any objects, of significance to the emergency, found on the RWY after an IFE has landed to 18 WG FOD Manager (18 WG/CVF) and 18 WG/SEF. AMOPS will document the IFE check in the AMOPS facility log.

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

7.4. Fuel Dumping.

7.4.1. 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.
7.4.2. 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 FL200).

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

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

7.5. Emergency Aircraft Arresting System Procedures.

7.5.1. When a pilot elects to make an emergency engagement APP, ARR, and TWR will be advised of the AAS to be used. The TWR will activate the PCAS.

7.5.2. Upon notification via the SCN of an impending engagement, the Barrier MX crew will respond immediately and stand by at the appropriate system, at a safe distance from the RWY. After each engagement, restoration of the AAS will be accomplished in the following manner:

7.5.2.1. 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 RWY.

7.5.3. AMOPS will conduct a RWY check and report the status prior to resuming normal operations.

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

7.6.1. Hot Brake Aircraft on RWY or TWY:

7.6.1.1. The TWR, 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 Pads1-4). Other aircraft or vehicles should proceed via alt routes to avoid passing within 300 feet of the aircraft with actual/suspected hot brakes.

7.6.1.2. The Senior Fire Official will be designated as the on-scene commander. The Fire Department 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. Fire Department personnel will provide fire coverage for Aircraft Recovery personnel as they approach the aircraft to assess for hot brakes.

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

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

7.6.1.3.2. Advise the on-scene commander and AFM of the actions required.

7.6.1.4. 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.
7.6.2. Hot Brake Aircraft Detected in the Parking Area:

7.6.2.1. If engines are running, the aircraft will advise TWR and taxi to the nearest clear area and stop. If the aircraft is parked in the UFR, advise TWR and taxi to clear area adjacent to Spot 50.

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

7.6.2.3. 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.

7.7. Abandonment of Aircraft.

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

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

7.7.3. The on-scene commander will establish an entry control point IAW KADENAABI 31-101.

7.7.4. 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 at a safe distance, regardless of aircraft assignment. The partner commander will report to the on-scene commander. Partner MX representatives will report to the entry control point to assist Aircraft Recovery.

7.7.5. 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.

7.7.6. The AFM will coordinate all activities for repair and clearing of airfield facilities affected by disabled and crashed aircraft.

7.7.7. Only the AFM can authorize a RWY to be reopened for operational use subsequent to closure caused by a disabled or damaged aircraft.


7.8.1. Each flying organization, along with Kadena AMOPS, is responsible for monitoring flying activities to assure accountability of aircraft. Directing the Search and Rescue (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.*
7.8.1.1. Daytime fighter aircraft flying requires rescue support be available (33 RQS, Japan Air Self Defense Force (JASDF), or the Japanese Coast Guard). Night fighter aircraft 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 18 WG local flying.

7.8.2. Emergency Locator Transmitter (ELT) Procedures.

7.8.2.1. Any base agency aware of an ELT transmission will notify AMOPS immediately.

7.8.2.2. AMOPS will:

7.8.2.2.1. Notify Naha FSS, 18 CS/SCO (Installation Spectrum Manager), Naha ACC, Futenma TWR, 18 WG/CP, 733 AMCC, Kadena TA, 67 FS Aircrew Flight Equipment (AFE), 44 FS AFE, 33 RQS, 18 OSS/AFE, Aero Club, MWLK, and deployed units of the ELT heard at Kadena. Request status update from each agency no later than 1 hr after notification.

7.8.2.2.2. 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 listed in Paragraph 7.8.2.2.1. AMOPS will notify all agencies of signal termination.

7.8.3. AFE and Egress will notify AMOPS of their findings every 2 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.

7.8.4. 18 CS Installation Spectrum Manager (SCO) will contact the organizations responsible for aircraft MX, to include Aero Club, and AMOPS when the ELT actuation is located.

7.8.5. Operational GND testing of ELT will be accomplished per FAAO JO 7110.65. Operational GND testing of ELTs is authorized during the first 5 minutes of each hour. To avoid confusing the tests with an actual alarm, the testing is restricted to no more than three audio sweeps.

7.9. Overdue Aircraft AMOPS Procedures.

7.9.1. When aircraft exceed their ETA by 30 minutes, AMOPS will conduct a preliminary communications check through the following agencies as prescribed in Table 7.1
Table 7.1. Overdue Aircraft Checklist

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<td>Kadena TWR</td>
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<td>2</td>
<td>Naha Approach Control</td>
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<td>Kadena Arrival</td>
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<td>Organization Aircraft Assigned</td>
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<td>7</td>
<td>18 WG/CP</td>
</tr>
<tr>
<td>8</td>
<td>Base of Departure (If Applicable)</td>
</tr>
</tbody>
</table>

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

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

7.10. Wind Limitations on Control TWR.

7.10.1. The TWR shall evacuate when wind gusts in excess of 50 knots are present and will close when Tropical Cyclone Condition of Readiness (TCCOR)-1 is declared, unless otherwise directed by the Chief Controller (CCTLR) or AOF/CC. TWR personnel will not evacuate to the alt TWR during high winds. Controllers will not evacuate until all arriving aircraft have landed.

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


7.11.1. Concept of Operations.

7.11.1.1. The alt TWR facility located in Bldg 3579 (Fire Station #3) at the intersection of TWYs Delta and Lima. The alt ARR facility is in Bldg 3413. The alt AMOPS facility is Room 203 in Bldg 3413. In the event of a contingency, personnel located in Bldg 3413 will evacuate to Bldg 3409. GCA services will not be available.

7.11.1.2. Unless otherwise directed by the 18 OG/CC, flow of air traffic will be reduced or curtailed to straight-in/full-stop and departures only.

7.11.1.3. Facility WS or SC will direct evacuation, when necessary. Additionally, the facility CCTLR, AOF/CC, on-scene commander, Security Forces Flight Chief of EOD supervisor may direct the evacuation of an ATC facility.

7.11.1.4. The TWR’s visibility of the airfield is limited during alt TWR operations. All vehicles will use TWY Delta for RWY crossings until operations are resumed in the primary TWR.

7.11.2. TWR Evacuation (Other Than Typhoon/High Winds).
7.11.2.1. During TWR evacuation, and until operations resume in the alt facility, the airfield will be closed. Prior to reopening, AMOPS will conduct an airfield check. APP will monitor TWR local control and GCA will monitor TWR local and GND control frequencies during TWR personnel relocation.

7.11.2.2. AMOPS shall:

7.11.2.2.1. Pass TWR evacuation messages and airfield closure announcement over the SCN. Include an advisory for all agencies with vehicles that operate on the flightline to remain off the controlled movement area/radio control area until communications are established with the alt TWR.

7.11.2.2.2. Make an immediate broadcast over the Ramp Net advising TWR evacuation and that all vehicles will remain off RWYs until communications with the alt TWR can be arranged.

7.11.2.2.3. Notify:

7.11.2.2.3.1. Airfield Lighting personnel to proceed to the airfield lighting vault and standby for contact from alt TWR personnel concerning control and adjustment to the light intensities.

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

7.11.2.3. Airfield Lighting shall:

7.11.2.3.1. Immediately proceed to the airfield lighting vault and await contact by TWR personnel.

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

7.11.2.4. 18 OSS/OSAM shall:

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

7.11.2.4.2. Notify TWR of any NAVAID malfunctions.

7.11.2.5. The 18 WG SOF shall:

7.11.2.5.1. Proceed to the alt TWR facility or relocate to squadron operations and re-establish operations.

7.11.2.6. Resuming Normal Operations:

7.11.2.6.1. Operations in the primary TWR shall resume when approved by the TWR CCTLR or AOF/CC.

7.11.2.6.2. After resuming control in the primary facility, TWR shall notify all concerned agencies.

7.11.3. Kadena GCA Evacuation Procedures.
7.11.3.1. In the event of a fire, bomb threat, electrical failure or other threatening situations, GCA should evacuate to Bldg 3409.

7.11.3.1.1. TWR will notify: APP, ARR, TWR CCTLR, AOF/CC, and OSAM.

7.11.3.2. AMOPS shall:

7.11.3.2.1. Publish the following NOTAM IAW Air Force Instruction Interservice Publication AFI 11-208_IP, Department of Defense Notice to Airman (NOTAM) System:—ASR/PAR APPROACH AND RADAR MONITORING UNAVAILABLE.

7.11.3.2.2. Contact TWR if notified of an aircraft emergency during GCA evacuation.

7.11.3.3. 18 CS/CFP shall:

7.11.3.3.1. Notify 18 CS Airfield Systems MX.

7.11.3.3.2. Notify 18 WG/CP.

7.11.3.3.3. Prepare a PACAF Report.

7.11.4. Resuming GCA Operations. GCA will resume operations in the primary facility when directed by the Fire Department or responsible base agency that operations can be resumed.

7.11.5. Evacuation of AMOPS.

7.11.5.1. 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, Bldg 3409, and relocate to the alt location, Bldg 3413.

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

7.11.5.3. AMOPS Personnel will:

7.11.5.3.1. Activate the SCN prior to evacuating and notify all agencies that AMOPS is evacuating to Bldg 3413. If time does not permit, notify 18 WG/CP and request they activate the SCN and notify other agencies.

7.11.5.3.2. Notify Command Post, Fire Department, TWR, GCA, Naha Flight Service Station, the NCOIC AMOPS and AFM of evacuation.

7.11.5.3.3. Secure all classified material in a locked safe.

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

7.11.6.1. The necessary equipment for ARR 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 TWR, Kadena TWR, Futenma TWR, and Futenma GCA. ARR 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.

7.11.6.2. 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.


7.12.1. Alternate Control TWR Limiting Factors (LIMFACS). The following LIMFACs affect ATC operations when alt TWR procedures are in effect:

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

7.12.1.2. UHF/VHF Radio Capability.

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

7.12.1.3. ATIS will not be available.

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

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

7.12.1.6. Radar Traffic Information/Advisories/Spacing. No radar displays exists in the alt facility. Radar traffic information/advisories/spacing will not be provided.

7.12.1.7. Visual blind spots are covered in Paragraph 2.10.

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


7.12.1.8.2. Aircraft engine MX runs and aircraft tows.


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

7.12.1.8.5. The TWR’s traffic pattern workload (total VFR and IFR) may be reduced.
7.12.1.8.6. Traffic pattern operations will be at the sole discretion of the TWR WS based on existing WX, time of day, pending arrivals, pending departures, and types of aircraft involved.

7.12.1.9. RSRS minima between separate flights shall be no less than 6,000 feet between all applicable aircraft.

7.12.2. GCA Alt Facility Operations LIMFACS. In the event the GCA requires evacuation the following limitations will exist:

7.12.2.1. ASR and PAR approaches will be unavailable.
7.12.2.2. No Single Frequency Approaches (except for 290.3 SFA).
7.12.2.3. Radar monitoring and flight following are not provided.
7.12.2.4. Practice approaches are not available.

7.12.3. AMOPS Alt Facility Operations.

7.12.3.1. The AMOPS alternate location is in the 18 OSS/OSA conference room in Bldg 3413.

7.12.3.2. The following LIMFACS will occur:

7.12.3.2.1. There will be longer airfield response times because AMOPS is further away from the airfield.
7.12.3.2.2. There could be delays in processing information to and from AMOPS due to the number change.
7.12.3.2.3. The alternate location does not have fax capability. Email or hand-carry proposed flight plans to the alternate location. If AMOPS has access to the primary facility, a runner will retrieve flight plans from the fax machine located in the primary location.
7.12.3.2.4. BASH response capabilities will be delayed and/or reduced because pyrotechnics will remain in the primary location.

7.12.3.3. AMOPS Personnel will:

7.12.3.3.1. Activate SCN conference call by dialing 632-9381. Notify all agencies that AMOPS has arrived at the alt location, Bldg 3413.

7.12.3.3.2. 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 Bldg 3409.
Chapter 8

AIRFIELD MANAGEMENT/MISCELLANEOUS PROCEDURES


8.1.1. Responsibilities.

8.1.1.1. The AOB will convene once each quarter and will include the following agenda as a minimum:

8.1.1.1.1. Airspace (Terminal, Enroute, and Special Use Airspace).
8.1.1.1.2. ATC/Flying Procedures (New, Revised, Rescinded, and Seldom Used).
8.1.1.1.3. Military, FAA, and/or Host-Nation Concerns.
8.1.1.1.4. Airfield Operations Flight (AOF, Staff, AFM, and ATC) Staffing.
8.1.1.1.5. ATCALS (Flight Inspection Schedule, ATCALS equipment/findings, status, upgrades, etc…).
8.1.1.1.6. Airfield Environment.
8.1.1.1.7. Open Inspection Items.
8.1.1.1.9. RWY intrusions/Controlled Movement Area Violations (CMAVs).
8.1.1.1.11. Annual review of the following items will occur during the month indicated:

8.1.1.1.11.1. KADENAABI 13-204, February.
8.1.1.1.11.2. Special Interest Items (SII), March.
8.1.1.1.11.3. Terminal Instrument Procedures, September.
8.1.1.1.11.4. Air Compatible Use Zone (AICUZ) (optional), May.
8.1.1.1.11.5. Parking Plan, LOP Review, June.
8.1.1.1.11.6. Results of the Annual Airfield Certification/Safety Inspection, September.
8.1.1.1.11.7. OPLAN Tasking, October.
8.1.1.1.11.8. Letters of Agreement, November.
8.1.1.1.11.10. Host-Nation Agreements, November.
8.1.1.1.11.11. Airfield Waivers, Results of Annual Self Inspection, December.

8.1.1.11.12. AF, PACAF/A3/6TO, and the 18 OG/CC determined that a formal alt 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 18 OG/CC or his designated representative. Meeting minutes will be drafted and distributed to PACAF/A3/6TO just as with the AOB.

8.1.2. Airfield Operations Board Minutes. AOB minutes will be distributed to base agencies, command levels through Major Command (MAJCOM), and HQ Air Force Flight Standards Agency (AFFSA).

8.1.2.1. Minutes will include, the agenda and all items listed in Paragraph 8.1.1.1

8.1.3. Membership of the AOB will include, but not be limited to the following:

8.1.3.1. 18 OG/CC (Chairman). Note: This is 18 WG/CV delegated.
8.1.3.2. 18 MSG/CC.
8.1.3.3. 18 OG rated representative.
8.1.3.4. 353 SOG representative.
8.1.3.5. 733 AMS representative.
8.1.3.6. 82 RS representative.
8.1.3.7. MWLK representative.
8.1.3.8. CFAO Representative.
8.1.3.9. Fixed Wing Patrol Detachment (VPDET) representative.
8.1.3.10. 18 OG/OGV.
8.1.3.11. 18 WG/SEF.
8.1.3.12. 18 OSS/CC.
8.1.3.13. 18 OSS/OSA-including ATC, AFM, NCOIC Airfield Automation Manager (NAAM).
8.1.3.14. 18 CES Representative.
8.1.3.15. 718 CES Representative.
8.1.3.16. 18 OSS/OSW.
8.1.3.17. Aero Club Manager.
8.1.3.18. 18 WG/CP.
8.1.3.19. 18 CS/SCO Representative.
8.1.3.20. Airspace Manager.

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 requesting a NOTAM should contact AMOPS. The AFM is the authority for publishing NOTAM(s).

8.2.1.2. Kadena TWR is designated as the NOTAM monitoring facility. AMOPS 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 at AMOPS.

8.2.1.3. AMOPS will:

8.2.1.3.1. Process local NOTAMs, flight safety NOTAMs on ATCALS outages, airfield hazards (RWY closure, threshold displacement, airfield lighting, etc.), etc., and “return to normal service” NOTAMs IAW AFI 11-208_IP, Department of Defense Notice to Airman (NOTAM) System.

8.2.1.3.2. Provide NOTAMs to transient aircrews, when requested.

8.2.1.3.3. Notify all required agencies IAW OSAA OI 13-204 when flight NOTAMs are initiated or canceled.

8.3. Flight Information Publication (FLIP) Account Procedures. The primary/alt FLIP managers are appointed by the AFM and will:

8.3.1. Order FLIP and aeronautical charts for base units according to established distribution procedures. (See AFI 11-201, Flight Information Publication, 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 AFM 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. Track and brief problems in the AOB.

8.3.2. Prepare and coordinate non-procedural FLIP changes with appropriate local agencies before submission IAW DoD FLIP General Planning, Chapter 11. The AFM approves non-procedural FLIP change requests.

8.3.3. Initiate NOTAM action for non-procedural FLIP changes, as necessary.

8.4. Airfield Construction Procedures. This section establishes responsibilities and procedures for construction on the airfield. All KAB units involved with construction on the airfield shall follow guidance in Unified Facilities Criteria 3-260-01, Airfield and Heliport Planning Design.

8.4.1. Organizations will coordinate all exterior work requirements with the AFM before painting any paved surface or installing any fixed or mobile obstacles on the airfield.

8.4.1.1. An obstacle is anything posing a threat to aircraft operations (e.g., fire bottles, MX stands, vehicles, Aircraft GND Equipment (AGE), construction sites, etc.).

8.4.1.2. When not directly supporting aircraft, obstacles must remain at least 1,000 feet from RWY centerlines, 200 feet from TWY centerlines, and 125 feet from the edge of aprons.
8.4.1.3. Equipment may be pre-staged on parking aprons or HSs 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 HS and stored in a safe designated location that conforms to AFI 11-218 requirements.

8.4.2. All work requests involving exterior projects on the airfield will be coordinated through AFM, 18 WG/SE and Fire Department 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.

8.4.3. For work done by contractors, a pre-construction meeting will be held at least 30 days in advance of the construction start date.

8.4.4. Explanation of Terms.

8.4.4.1. 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.

8.4.4.2. 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.

8.4.4.3. Controlled Area. The airfield, in general, is designated a controlled area. Contractors will have base passes over-stamped “CONTRACTOR” and will have copies of Entry Authorization Listing (EAL) available at the job site for verification purposes. Persons without verifiable flightline authorization may be escorted by anyone who does have such authorization.

8.4.4.4. Restricted Areas. Contractors will be escorted into and out of restricted areas by the USAF agency most closely associated with the project IAW KADENAABI 31-101.

8.4.4.5. 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 TWYs should be held to a minimum, and will normally not be authorized unless required for contract completion (e.g., TWY 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 (COR). The COR will process requests to the Integrated Defense Council for approval. Coordination with AMOPS 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.
8.4.4.6. 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. AMOPS is the Control Area Manager for the entire flightline area and does not provide escort services. See KADENAABI 31-101 for additional information on escort requirements and visitor briefings.

8.4.4.7. 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 AFM 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 AFM at the pre-construction meeting.

8.4.4.8. Flightline Driver’s License. Written authority issued by AMOPS to operate a vehicle on the Kadena flightline IAW AFI 13-213 KADENAABSUP.

8.4.4.9. Contractor Vehicle Flightline Passes. Written authority issued by Airfield Management on a case-by-case basis IAW AFI 13-213 KADENAABSUP.

8.4.5. Responsibilities.

8.4.5.1. AFM will:

8.4.5.1.1. Review proposed airfield construction projects and attend joint review and pre-construction meetings.

8.4.5.1.2. Advise TWR of any airfield construction projects affecting aircraft movement or safety of flight.

8.4.5.1.3. Coordinate with the AOF/CC and issue the appropriate NOTAM.

8.4.5.1.4. Monitor construction activities on the airfield and ensure action is taken through 18 CES, 718 CES and 18 CONS to correct discrepancies.

8.4.5.1.5. Inspect completed construction before returning the aircraft movement area to service.

8.4.5.2. Base Civil Engineer will:

8.4.5.2.1. Ensure 18 OSS/OSAA, 18 WG/SE, 18 OSS/OSA and organizations affected by proposed construction projects are included in project planning, joint review, and pre-construction meetings.

8.4.5.2.2. Identify construction projects that deviate from established airfield obstruction criteria as defined in UFC 3-260-01 and initiate necessary waivers.

8.4.5.2.3. Ensure necessary waivers are obtained and free zones are established, when applicable, before authorizing the start of construction on the airfield.

8.4.5.3. Contract Administrator will:
8.4.5.3.1. Coordinate with AFM 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 AFM before the pre-construction meeting. Ensure AFM 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.

8.4.5.3.2. Ensure the contractor obtains a utility clearance from the Base Civil Engineer before the start of construction.

8.4.5.3.3. Secure flightline authorization for contractors working on the airfield. Coordination with AFM, 18 MSG/CC and 18 SFS is required. Provide copies of contractor listings to 18 OSS/OSAA, BDOC, and the applicable MOCC (see KADENAABI 31-101).

8.4.5.3.4. Ensure all contractor vehicles to be used on the airfield are registered IAW AFI 13-213 KADENAABSUP.

8.4.5.3.5. Coordinate flightline driver training for contractor personnel who will be driving on the airfield.

8.4.5.3.6. Ensure contractor personnel successfully complete flightline driver training before operating vehicles on the airfield.

8.4.5.3.7. Conduct a pre-construction briefing at least 30 days prior to construction start date, except for emergency repairs.

8.4.5.4. The Contractor will:

8.4.5.4.1. 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.

8.4.5.4.2. Notify 718 CES Comprehensive Planning Section (718 CES/CEAOP) and the Contracting Officer at least 45 days before construction start date.

8.4.5.4.3. 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.

8.4.5.4.4. Unless otherwise specified in the contract, work only during daylight hours, Monday through Saturday (except legal US holidays).

8.4.5.4.5. Register each contractor vehicle operating on the flightline with Airfield Management IAW AFI 13-213 KADENAABSUP.

8.4.5.4.6. Utilize only drivers certified by AMOPS to operate vehicles on the flightline IAW AFI 13-213 KADENAABSUP.
8.4.5.4.7. Assume full responsibility for vehicles delivering materials to the job site (e.g., cement trucks) and provide a flightline licensed individual in the vehicle as an escort while on the airfield.

8.4.5.4.8. 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 WX, as specified in UFC 3-260-01. Warning signs and battery powered lights will be removed only as directed by the AFM through the COR.

8.4.5.4.9. Provide personnel adequate ear protection against aircraft noise.

8.4.5.4.10. Utilize only haul routes designated by the AFM and keep the haul routes free of debris.

8.4.5.4.11. Ensure vehicles remain on paved surfaces, except for vehicles actually required on the construction site (e.g., trenchers and earth moving equipment).

8.4.5.4.12. 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 TWYs or aprons.

8.4.5.4.13. If near any landing surface, vehicles must be radio-equipped to allow for immediate communication with the TWR. 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.

8.5. **Unlawful Seizure of Aircraft.** Base response procedures are contained in KADENAABI 31-101.

8.6. **Silent Launch Procedures (Steel Tiger).**

8.6.1. Coordination: All silent launches will be coordinated with AMOPS, TWR, and APP or ARR at least 24 hours in advance before scheduled launch time, unless precluded by security considerations, in which case they will be coordinated as soon as possible. **Note:** Exercise Steel Tiger operations are not authorized during Alt TWR operations due to visibility.

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

8.6.3. RWY 05L/23R is the preferred RWY unless otherwise coordinated.

8.6.4. 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.

8.6.5. Mission Aircraft/Parent Organization shall:

8.6.5.1. Provide AMOPS with a completed flight plan with the phrase “Steel Tiger” highlighted in the remarks section.
8.6.5.2. During mission planning, the aircrew/unit will deliver the following information to AMOPS, TWR and 18 WG/CP at least 2 hours prior to planned departure time. Unless precluded by security considerations, this action will be accomplished as soon as possible.

8.6.5.2.1. Aircraft Call Sign (lead aircraft) and parking spot.
8.6.5.2.2. Wingmen Call Signs and parking spots.
8.6.5.2.3. Spare Aircraft Call Sign and parking spot.
8.6.5.2.4. Proposed departure date.
8.6.5.2.5. Proposed departure time.
8.6.5.2.6. Requested engine start time (departure time minus 25 minutes).
8.6.5.2.7. Requested taxi time (departure time minus 15 minutes).
8.6.5.2.8. Requested hold line time (departure time minus 10 minutes).

8.6.5.3. Put a “Block Time” 30 minutes prior to takeoff time to ensure the clearance is ready. Clearance should be ready from Kadena Clearance Delivery 1 hour prior to launch time, and will contain instructions for departing both RWYs 05/23.

8.6.5.4. IFR clearance.
8.6.5.4.1. Parent units will furnish a runner to pick up IFR clearances from the ATC TWR.

8.6.5.5. Ensure mission aircraft taxi according to the timing sheet plus or minus five minutes. Unless otherwise coordinated with ATC, AMOPS and 18 WG/CP, any aircraft not able to meet their scheduled times must use normal radio procedures for taxi/takeoff. GND spare aircraft that will taxi in the departure flow shall be identified in the remarks section of the timing sheet.

8.6.6. Aircrew Procedures:

8.6.6.1. Aircrew will monitor guard, GND, TWR, and departure ATC frequencies at the appropriate times.

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

8.6.6.3. Takeoff: When ready for takeoff, turn toward TWR and flash taxi/landing lights again. If appropriate, the TWR 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.

8.6.6.4. 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 APP or ARR, 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.

8.6.6.5. Helicopters will 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. If appropriate, TWR will indicate approval with a flashing green light. When ready for takeoff, the helicopter will turn toward TWR and flash landing light, TWR will indicate takeoff clearance with a steady green light. Helicopters will depart on requested standard VFR departures.

8.6.7. ATC Procedures:

8.6.7.1. Kadena Clearance Delivery shall request clearance from Naha Area Control Center utilizing normal procedures. Have a hard copy available for the runner 1-hour prior to departure.

8.6.8. TWR shall:


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

8.6.8.3. 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.

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

8.6.9. Other Agencies Responsibilities:

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

8.6.9.2. 18 WG/CP will not initiate any radio calls to the aircraft unless there is a problem requiring use of the radio. Command Post will mark aircraft as an “on-time” departure unless otherwise told by Mission Aircraft/Parent Organization.

8.6.9.3. 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.
8.6.9.4. Base WX shall update JET System 15 minutes prior to proposed departure time.

8.7. **Unmanned Aerial Systems (UAS) Operation Procedures.** Kadena is a divert location for the Global Hawk (GH), (RQ-4). There are no base assigned RPA platforms.

8.7.1. **Emergency Divert.** The following actions are taken:

8.7.1.1. The GH Operations Center (GHOC) will make telephone notification to the ARR Controller in Charge providing the aircraft callsign, location, intended route of flight, and ETA.

8.7.1.2. Upon divert notification, the ARR Controller in Charge will provide current airfield status and update the GHOC with changes in Airfield Status as required.

8.7.1.3. 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 RWY, and contact TWR via phone.

8.7.1.4. Due to radiation hazards, GND Personnel should remain well clear of the aircraft (50 foot perimeter) anytime the engine is operating, unless cleared by the GHOC. However, there is no radiation hazard if the engine is out.

8.7.1.5. GND handling needs are very similar to other aircraft. Tow procedures are outlined in the GH Aircraft Recovery Procedures document.

8.7.1.6. 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 KADENAABI 31-101.

8.7.1.7. 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.

8.7.1.8. TWR will lower the BAK-14 barriers or have Barrier MX remove the BAK-12 barriers prior to RPA arrivals, departures, and taxi on the RWY.

8.7.1.9. All RPA departures will normally take place from the active duty RWY. Any special requests such as departures from a intersection or TWY may be approved at the discretion of the local controller, based upon the RWY in use and known traffic.

8.7.2. **NORDO.** In addition to the procedures outlined above the following actions are taken:

8.7.2.1. The GH will squawk 7700.

8.7.2.2. The GH will utilize a 5.25 degree glideslope along the approach path.

8.7.2.3. In crosswind conditions, the GH may deviate from the centerline during rollout due to inoperable noise wheel steering.

8.7.2.4. The aircraft will have to be towed clear of the RWY.

8.7.2.5. All communications between the GH and ATC will be via telephone.
Chapter 9

FIGHTER OPERATIONS


9.1.1. Supersonic Flight. Supersonic flights are only authorized during training in the JOTRC. Supersonic flight is prohibited during training over land.

9.2. GND Operations.

9.2.1. Trim Pads. The Eagle Trim Pad is located between HS 121 and 123 off of TWY Kilo. The Harrier Trim Pad is located north of the intersection of TWY Alpha and Lima. See Figure A2.3 for additional information.

9.2.2. Taxiing.

9.2.2.1. Taxi Spacing. Taxi on the centerline with 300 feet spacing. If congestion dictates, aircraft may stagger with 150 feet spacing as they approach and hold short of End of Runway (EOR), the RWYs, or are taxiing between the RWYs. Spacing may be reduced when holding short of or entering the RWY. Do not taxi past vehicles or equipment less than 10 feet from wingtips. Objects within 10-24 feet require a wing walker. The dashed yellow lines in the UFR and parking areas provide 10 feet wingtip spacing and may be used in lieu of a wing walker (if taxiing on the yellow line). The solid yellow lines on TWYs do not provide wingtip clearance. Therefore, do not taxi past vehicles or equipment on TWYs shoulders with less than 25 feet clearance or a wing walker.

9.2.2.2. Maximum Taxi Speed. 25 knots; 10 knots on the UFR or while making sharp turns. Caution: When using TWY Delta and Echo, the significant slope requires speed management that allows time for action should brakes or nose-wheel steering fail.

9.2.2.3. Fighter Rinse Facility. Regardless of active RWY the standard taxi flow for the fighter rinse facility will be Kilo, Delta, Juliet, Rinse Facility, Juliet, Echo, Assigned parking location unless otherwise directed by ATC. See Figure 9.1.

9.2.2.4. Hot Pit Refueling Location Restrictions. During use of the Hot Pit Refueling Site on SA 3, TWY Kilo between TWY Echo and Foxtrot will be closed to aircraft with a wingspan greater than 55 feet. 18 OSS Schedulers will notify AMOPS of hot pit usage 24 hours in advance for NOTAM publication. See Figure 9.2 for detailed parking plan.

9.2.3. EOR Operations. Upon entering the arming area, park in the available position farthest from the RWY with the flight echeloned toward the RWY. Both RWYs have four arming locations, with overflow spots as described below.

9.2.3.1. RWY 05 EOR Operations. TWY Alpha Center (TWY A-C) contains painted lines that define how fighter aircraft should hold while awaiting takeoff on either RWY 05R or 05L. This allows for 11 aircraft to hold on A-C. These spots are numbered 1-11, with the most Southern spot being Spot 1, and the most Northern spot being Spot 11. In order to ensure nose-to-wingtip (for aircraft taxiing on A-C in front of the parked aircraft awaiting takeoff) and wingtip-to-tail clearance (for aircraft en route to their own
respective hold point while taxiing behind parked aircraft awaiting takeoff), pilots will adhere to the following guidance:

Figure 9.1. Fighter Rinse Facility

**FIGHTER WASH RACK PROCEDURES**

Open M-F 0600-2245L. No wind restrictions.

1. Taxi flow is always K, D, J, Fighter Wash Rack, J, E, UFR regardless of active runway.

2. Keep engines running and taxi through South to North.

3. Time from trigger to spray ~ 30 seconds. Spray time is ~ 30 seconds.

4. Must stay on painted taxi line to ensure tail and wingtip clearance.

5. Extend speed brake and cycle flight controls as they enter the water.

6. Subsequent aircraft must wait for water to stop before triggering again.

7. Recharge time is 15 minutes after 6 to 8 aircraft.
9.2.3.1.1. Intent to takeoff from RWY 05R.

9.2.3.1.1.1. The first fighter to hold on A-C will flow to Spot 1. The route taken will be a left 270° turn once clearing RWY 05R on A-C. The pilot will pull forward to a point where all hash marks to his left are lined up. This will ensure the hash mark for Spot 1 is directly underneath the pilot.

9.2.3.1.1.2. Subsequent fighters will flow in front of any parked fighters on A-C and execute their own left 270° turn into their spot. This maneuver is unchanged from previous operations on A-C.

9.2.3.1.1.3. If there are already 11 aircraft holding on A-C, DO NOT cross RWY 05R. However, if there are less than 11 aircraft holding, and an aircraft is occupying both Spots 1 and 11, additional fighters seeking a holding spot on A-C will have to taxi through any open spots and maneuver back into another open spots closest to spot 1 once behind the holding aircraft. This is required since wingtip clearance DOES NOT EXIST between the wingtip of the aircraft in Spot 1 or Spot 11 and the edge of the grass on A-C.

9.2.3.1.2. Intent to takeoff from RWY 05L.

9.2.3.1.2.1. The first fighter to hold on A-C will flow to Spot 11. The route taken will be a left 45° turn once clearing RWY 05R on A-C, following the painted taxi line along the back edge of A-C. The pilot will pull forward to a point where all hash marks to his right are lined up. This will ensure the hash mark for the Spot 11 is directly underneath the pilot.
9.2.3.1.2.2. Subsequent fighters will flow in the same manner, behind any parked fighters on A-C, and into a spot.

9.2.3.1.2.3. If there are already 11 aircraft holding on A-C, DO NOT cross RWY 05R. However, if there are less than 11 aircraft holding, and an aircraft is occupying both Spots 1 and 11, additional fighters seeking a holding spot on A-C will have to taxi through any open spots and maneuver back into that/other open spots closest to spot 11 once behind the holding aircraft. This is required since wingtip clearance DOES NOT EXIST between the wingtip of the aircraft in Spot 1 or Spot 11 and the edge of the grass on A-C.

9.2.3.1.3. When fighter aircraft are holding on A-C, larger-than-fighter aircraft will not taxi via A-C. ATC is aware and will ensure that larger-than-fighter aircraft do not taxi with fighters holding on A-C. See Figure 9.3

9.2.3.2. RWY 23 EOR Operations. TWY Foxtrot South (F-S) contains painted lines that define how fighter aircraft should hold while awaiting takeoff on RWY 23L. This allows for a max of 7 aircraft to hold on F-S (4 aircraft on the SW side of F-S and 3 aircraft on the NE side of F-S). These spots are numbered 1-7 with 1-3 being the NE spots starting closest to the RWY and 4-7 being the SW spots). Aircraft should fill spots in order. With 4 aircraft in arming and 4 aircraft in spots 4-7 wingtip clearance does not exist to taxi back to park between the aircraft in arming and the aircraft holding in spot 7. In this case contact TWR to request taxi down RWY 23L and exit at Whiskey to park.

9.2.3.2.1. Aircraft desiring to hold for takeoff on 23R should request to cross both RWYs and hold on TWY Foxtrot North. There are no holding spots between RWYs on TWY Foxtrot. See Figure 9.4

9.2.4. Fighters holding in between the RWYs prior to takeoff will monitor TWR frequency. Prior to switching to TWR, Flight leads will make a 2-minute call with GND to avoid departure delays from Naha.

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

9.3.1.1. When not being vectored by ATC, and safety permitting, avoid civilian airliners by 10 NM and 5,000 feet to preclude setting off TCAS.

9.3.2. When departing as a flight of four (2x2), the second element will be issued a separate beacon code for use if recovering as a separate flight.

9.3.3. Unless issued a “MARSA” (military assumes responsibility for separation of aircraft) 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 APP.

9.3.4. Airspace. The extended local flying area is all airspace within 200 NM of Kadena. The air-to-air warning areas include W172, W173, W179, and W185. Mobile 9 and Shovel are altitude reservations (ALTRVs) normally extending from 5,500 fet AGL to FL400 (flight leads will check the daily schedule for exact ALTRV altitudes and times). Reference the Shogun In-flight Guide, Volume 1, for area depiction, and frequencies. APP controls the airspace within a 60 NM radius of Naha VORTAC (NHC) minus the indentation to 50 NM crossing A582 and V91 airways to the South-West, from GND level up to and including FL 200, and a 30 NM radius of Kume-Jima VORTAC (KXC) from GND level up to and including FL 160 in the area extending beyond 60NM from NHC. KAB lies within the Naha Class B airspace, which extends 30 NM from the Naha VORTAC, up to 10,000 feet MSL. Radar sequencing and separation service are in effect for aircraft within the Class B airspace. Do not enter the Naha Class B airspace without clearance from APP. See Figure A2.6

9.3.5. Restrictions. Avoid using AB and low altitude over flight of inhabited areas below 2,000 AGL over any island within the Ryukyuan chain (Exceptions: safety of flight and approved tactical ranges). Avoid Aguni Shima (N2635 E12713) by 1 NM.

9.3.6. Maritime Operations (MAROPS). Without specific coordination and clearance, avoid aircraft carriers by 20 NM below 5,000 feet AWL. Avoid fishing and merchant ships by 1 NM.

9.3.7. Altimeter Setting. Use 29.92 above the transition altitude (FL 140) to and from the airspace, and during AAR. Use last known local altimeter setting during area work to ensure minimum altitude clearances in accordance with AFI 11-214, Air Operations Rules and Procedures. Upon entering the area, C2/flight leads/mission commanders will pass the local altimeter setting. Wingmen acknowledge in turn.

9.4. Arrival.

9.4.1. Procedures. Flight leads squawk assigned recovery code prior to departing area boundaries, wingmen squawk standby. When exiting W173 to the west, use caution near the KAD 059° Radial due to Naha departures and recoveries. VFR cloud clearances permitting, fighter aircraft recovering to Kadena will be at the reporting fixes (UKIKA, ZIDEN, OTIMI, ELSOL, JUMTI) at the in-flight guide depicted altitude for the Whiskey recoveries with fuel to fly the recovery as shown. Contact APP 50 DME from Kadena (NLT Class B airspace boundary) with call sign, ATIS and recovery intentions (W-17x to initial, tactical initial, high initial or instrument approach). All aircraft must obtain an ATC clearance in order to operate
in the Naha Class B airspace. Fighters recovering from the local training airspace are considered on an IFR clearance when APP states “RADAR CONTACT, CLEARED TO KADENA AIR BASE” and issues a vector and an altitude to maintain. Aircraft are still considered VFR until “RADAR CONTACT” and the issuance of a vector and altitude.

9.4.1.1. Reporting Gear Down. When TWR issues the flight landing clearance to the flight lead, it is clearance for all aircraft in the flight to land. Flight lead will acknowledge landing clearance for the flight. Subsequent flight members will make a “gear” call only and do not need to state intentions. Flight members who do not wish to land will make their request with TWR and receive a separate clearance.

9.4.2. VFR Recovery.

9.4.2.1. Kadena Overhead Open. Standard fighter recovery from a training area is an overhead, followed by further clearance direct to high initial from ARR.

9.4.2.1.1. The standard VFR Fighter recovery via initial/high initial is to RWY 5R and RWY 23L.

9.4.2.2. Pilots recovering to initial or high initial cancel IFR when reporting field in sight. Arrival may assign headings and altitudes for traffic deconfliction until the traffic conflicts are called “in sight” and visual deconfliction can be met.

9.4.2.3. Fly to initial at 300 KIAS and 2,500 feet MSL. At 5 DME, descend to 1,800 feet MSL and turn to line up with the inside RWY (05R/23L) unless otherwise directed by TWR. Proceed to 3 DME initial and call “C/S, INITIAL, FULL STOP/LOW APPROACH”. Break towards the TWR (to the southeast) for any RWY. Report base with intentions and landing RWY. “C/S, BASE, GEAR DOWN, FULL STOP/LOW APPROACH, LEFT/RIGHT”.

9.4.2.3.1. Fighters will break towards the TWR regardless of RWY at the approach end, unless given alternate break instructions from TWR. TWR will not issue break clearance unless resolving a traffic conflict. Maintain 1800 feet until reaching the base turn point. See Figure A2.14

9.4.2.4. Reentry to Initial.

9.4.2.4.1. Yomitan (KAD 340/2.5). Climb RWY heading to 2,000 feet MSL (maintain at or below 1,300 feet MSL until past departure end), turn to heading 320 and continue climb to 2,500 feet MSL. Proceed to Yomitan, continue until abeam 3 NM initial, then direct initial. Descend to 1,800 feet MSL within 5 DME of Kadena when turning to initial. See Figure A2.14

9.4.2.4.1.1. Yomitan Straight-In. On departure, request a Straight-In Approach from Yomitan. Once approved, maintain 1,800 feet MSL until established on a left or right base. Remain within KAB Class D.

9.4.2.4.2. Koza. Climb RWY heading to at least 2,000 feet MSL (maintain below 1,300 feet MSL until past departure end), turn to heading 140 and climb to 2,500 feet MSL. Proceed to Koza (Awase G Course KAD 140/2.5), continue until abeam 3 NM initial, then proceed direct initial. Descend to 1,800 feet MSL when established on initial. Koza reentry pattern over-flies Futenma Class D. Do not descend below 2,500 feet MSL beyond 3.0 DME south of KAD.
9.4.2.4.2.1. Koza Straight-in. Straight-ins from Koza will not be requested, but may be directed by ATC for spacing or safety.

9.4.3. Tactical Initial. Lead will maintain 2,500 feet MSL/350 KIAS inbound to initial and descend to 1,800 feet MSL at 5 DME. Wingmen fly tactical formation (3,000 feet lateral from lead aircraft not to exceed the confines of KAB). Aircraft 3 and 4 fly 1-mile trail. Lead aircraft will pitch out, 2 pitches with lead, pauses at 90° (belly check) and continues to normal spacing on downwind. 3 delays break to roll out in trail with 2. 2nd element will execute the same procedures.

9.4.4. High Initial. Maintain requested altitude and execute descending break to 1,800 feet MSL.

9.4.5. High Tactical Initial. Lead maintains requested altitude/400 KIAS and execute descending break to 1,800 feet MSL. Wingmen fly tactical formation (3,000 feet lateral from lead aircraft not to exceed the confines of Class D). 2 will pitch with lead in a descending break, pausing at 90° (belly check) and continuing to normal spacing on downwind. 3 delays break to roll out in trail with 2. 2nd element will execute the same procedures. If unable to break due to conflict, aircraft will turn to Yomitan/Koza (wingmen fluid in turn) and descend to 2,500 feet MSL once deconfliction is ensured.


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

9.4.6.1.2. 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.

9.4.6.2. Pilots Shall:

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

9.4.6.2.2. 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.

9.4.6.2.3. 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.

9.4.6.2.4. 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 6).

9.4.6.2.5. ATC shall only vector the lead aircraft of the flight.
9.5. Emergency Procedures.

9.5.1. 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. See Figure 9.5

Figure 9.5. Controlled Bailout Area

9.5.2. External Stores Jettison Areas Procedures.

9.5.2.1. External Stores/Cargo Jettison Area:

9.5.2.1.1. The Primary IFR/Night Jettison Area is in W-176 (TORI SHIMA N 26° 35’ 00 E126° 50’ 00).

9.5.2.1.2. 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.

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

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

9.5.2.1.2.3. 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.

9.5.2.1.2.4. 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.

9.5.2.1.3. APP 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.
9.5.3. 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.

9.5.3.1. Ordnance Explosive Types:

9.5.3.1.1. Live. Ordnance containing actual wartime explosive charges.

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

9.5.3.1.3. Inert. Ordnance without explosive charge.

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

9.5.3.1.5. 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).

9.5.3.1.5.1. Hung Secure or Safe. 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.

9.5.3.1.5.2. 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.

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

9.5.3.3. Aircrew will comply with MDS specific guidance for landing with hung ordnance. Landings will normally be from a straight-in approach while minimizing flight over land.

9.5.3.4. TWR will activate PCAS for hung, unsecure or unsafe ordinance emergencies. AMOPS will activate the SCN.

9.5.3.5. Aircrew Procedures after Landing with Hung Ordnance:

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

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

9.5.3.5.3. If AAS are used, ordnance will be put in safe before the aircraft is removed from the cable.

9.5.4. Hot/Jammed Gun Procedures.
9.5.4.1. RWY 05. Aircraft Weapons MX 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 HS 125. If aircraft is to be held as an exhibit for gun rapid response team IAW AFI 21-101, Aircraft and Equipment Maintenance Management (determined by Wing Weapons Manager and 18 MX Group Commander [18 MXG/CC]), aircraft may be placed in a PAS provided hangar doors remain closed until system is safe.

9.5.4.2. RWY 23. Aircraft Weapons MX 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 HS 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 18 MXG/CC), aircraft may be placed in a PAS provided hangar doors remain closed until system is safe.

9.6. AV-8 Operations at Kadena AB.

9.6.1. Responsibilities. AV-8 units operating at Kadena will comply with the spirit and intent of 18 WG directives governing GND and flight operations except as follows:

9.6.1.1. VTOL will only be accomplished utilizing the VTOL pad located on TWY Charlie (See Figure A2.3).

9.6.1.2. AV-8 arming and de-arming (live munitions) will be conducted on TWY Delta between TWY Lima and RWY 05L/23R. On TWY Delta, the arm and/or de-arming heading will be 225 degrees.

9.6.1.3. WX minima for press-up operations will be at least an 800 foot AGL ceiling and 1 mile visibility.

9.6.1.4. Approaches to and departures from the VTOL pad will normally be conducted over RWY 05R/23L.

9.6.1.5. The pilot will advise TWR and request clearance to enter or exit the lateral boundaries of the RWY airspace if crosswinds dictate an approach or departure that might violate the boundaries.

9.6.1.6. 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 RWY centerline.

9.6.1.7. When crosswinds exceed 10 knots, AV-8s may require a landing on the VTOL pad. If the WX is below 1,700 feet AGL/3SM, a qualified Landing Site Supervisor (LSS) must be available to assist AV-8 VTOL pad landings, or flight operations will be terminated.

9.6.2. Restrictions.

9.6.2.1. 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.
9.6.2.2. VFR go-arounds may be flown gear down.

9.6.2.3. AV-8s will fly normal traffic patterns as depicted as described in Chapter 6 and seen in Figure A2.14. Maintain pattern altitude until turning base. When RWYs 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 RWY centerline prior to becoming feet dry. Use minimum practical power settings, commensurate with flight safety, until feet wet.

9.6.2.4. When operations are conducted to/from the VTOL pad, operations on RWY 05R/23L shall be limited as if the AV-8 was utilizing the RWY itself.

9.6.2.5. 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 RWY 05R/23L but will be restricted to a wingspan of 200 feet or less between TWYs Bravo and Delta. Note: If the AV-8 requests to depart during a press-up maneuver, Paragraph 9.6.2.4 applies. Other arrival and/or departure operations on RWY 05R/23L are prohibited during AV-8 press-up operations.

9.6.2.6. Harrier 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.

9.6.2.7. Due to noise abatement requirements VTOL pad operations are only permitted for emergencies, functional aircraft checks, or if needed due to excessive crosswinds.

9.6.2.8. Other restrictions as directed by 18 OG/CC apply.
Chapter 10

HEAVY/NON-FIGHTER OPERATIONS


10.1.1. KC-135 Formation Procedures.

10.1.1.1. 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.

10.1.1.2. Cell (Formation) Procedures. 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.

10.1.1.2.1. For cell departures, TWR 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.

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

10.2. GND Operations.

10.2.1. Aircraft Taxi and Parking (see Table 5.1 for Primary Parking plan).

10.2.1.1. Heavy aircraft will avoid conducting 180 degree turns on the asphalt portion of 05L/23R.

10.2.1.2. C-17/C-130 Backup Procedures. When a C-17/C-130 requires a back-up from a HS or parking spot, spotters must be positioned on the TWY 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.

10.2.1.3. Taxi flow plan: RC-135, WC-135, KC-135, E-3 and P-8A. See Figure A2.16

10.2.1.3.1. RWY 05 - Taxi Out:

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

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

10.2.1.3.1.3. Aircraft parked on TWY Lima, right turn on TWY Lima.

10.2.1.3.2. RWY 23 - Taxi Out:

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

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

10.2.1.3.2.3. Aircraft parked on TWY Lima, left turn on TWY Lima.

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

10.2.2. Aircraft Wash.

10.2.2.1. Outdoor Wash Rack (HS1019). Located between L-10 and L-11 (See Figure A2.16). Taxi operations are prohibited in wash rack due to limited wingtip clearance and FOD. All aircraft must be towed into wash rack.

10.2.2.2. L-11 Bird Bath. Taxi through wash rack located on spot L11 (see Figure A2.16). Enter bird bath from TWY Lima or Mike. Vehicle movement on bird bath treadles (pressure switches) is prohibited.

10.2.3. GND Operation of E-3 Surveillance Radar. 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 GND 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. AMOPS will issue a NOTAM.

10.2.3.1. Location of Operating Area. At KAB, the E-3 aircraft will only be positioned in the north corner of Warm-Up Pad 2, with its nose facing the RWY. 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 TWY Lima and RWY 05L/23R. Aircraft and/or personnel may not transit this area prior to termination of “Live Fire” operations.

10.2.3.2. 18 WG/MOCC will notify the agencies listed in Table 10.1 at least 8 hours prior to the commencement of scheduled GND operations.
Table 10.1. MOCC 8-Hr Advanced Notifications

<table>
<thead>
<tr>
<th>AMOPS</th>
<th>18 Wing Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Emergency Services Emergency Communication Center</td>
<td></td>
</tr>
<tr>
<td>CFAO Safety</td>
<td>Security Forces Control Center</td>
</tr>
<tr>
<td>18 Medical Group Bio-Environmental Engineering</td>
<td></td>
</tr>
<tr>
<td>18 Wing Operations Representative Quality Assurance</td>
<td></td>
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<tr>
<td>18 Logistics Readiness Squadron/Fuels Resource Control Center</td>
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</table>

10.2.4. Forward Area Refueling Point Operations (FARP). 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 AMOPS, 18 SFS, Fire Department, 733 AMCC and 18 WG/MOCC for all MX 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.

10.2.4.1. The primary FARP location is on Warm-Up Pad 1. The alternate location is TWY Papa. The 353 OSS/A3 will coordinate FARP training at the weekly 18 OG/CC scheduling meeting.

10.2.4.2. After obtaining 18 OG/CC approvals, the 353 OSS/A3 will notify in writing (via fax/email) the AFM and TWR CCLTR of the date(s) and time(s) of the FARP training.

10.2.4.3. The AFM will have AMOPS issue a NOTAM closing TWY Alpha at Warm-Up Pad 1 and RWY 05L/23R. This provides participating aircraft the necessary escape routing from the FARP site in case of emergency.

10.2.5. 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 AMOPS, 18 SFS, Fire Department, 733 AMCC and 18 WG/MOCC for all MX 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 10.2.4 apply.

10.2.5.1. The primary static FARP training location is on Warm-Up Pad 1. The alternate FARP location is TWY Papa. The 353 OSS/A3 will coordinate FARP training at the weekly 18 OG/CC scheduling meeting.
10.2.5.2. After obtaining 18 OG/CC approval, the 353 OSS/A3 will notify in writing (via fax/email) the AFM of the date(s) and time(s) of the FARP training.

10.2.5.3. The AFM will have AMOPS issue a NOTAM closing TWY Alpha at Warm-Up Pad 1 between TWY Lima and 05L.

10.2.5.4. There are NO RESTRICTIONS for TWY Alpha between 05L and TWY Kilo or operations on RWY 05L/23R.

10.2.5.5. Fire Department will be notified that static FARP training is occurring, but are not required to be on-scene.

10.3. General Flying Operations.

10.3.1. VFR Traffic Pattern. When it is reasonable to assume that an aircraft under TWR’s control will/may exit the class Delta airspace to the West or North West, ATC will climb aircraft to be at 2,000 feet MSL and will coordinate with ARR or APP, as appropriate, prior to issuing instructions.

10.3.1.1. Climb downwind extensions to 2,000 feet MSL prior to exiting Kadena CTR during RWY 5 operations. This ensures separation from Naha arrivals and/or departures.

10.3.1.2. Climb upwind extensions to 2,000 feet MSL prior to exiting Kadena CTR during RWY 23 operations. This ensures separation from Naha arrivals and/or departures.

10.3.2. Air-Evac Notification and Response Procedures. AMOPS will notify TWR, 18 WG/CP, 733 AMCC, TA, and Customs of all Air-Evac inbounds.

10.3.2.1. TWR will handle requests from priority Air-Evac aircraft to the max extent possible.

10.3.3. Parachute Drop Zone Procedures. Parachute drop zone procedures within or through the Naha Positive Control Area (PCA) airspace are contained in the Okinawa Air Traffic Control Agreement.

10.3.3.1. Paradrops in W-178 (Ie Shima) and W-178A. Refer to Base Order (BO) 3500.1D, Hansen Range Control, for detailed coordination procedures.

10.3.3.2. Paradrops at Ourawan, Ukibaru, and Tsuken-Jima Drop Zones (DZ) below the Naha PCA airspace will use the following procedures:

10.3.3.2.1. Coordination. Any organization requesting paradrop operations within the confines of APP airspace shall contact the Naha APP ATC Liaison by calling 634-4647 to request the airspace at least 48 hours (72 hours when the parajump airspace activated above FL200) in advance. Naha APP ATC Liaison will then coordinate the request with Naha APP. Once the drop zone request is approved, the Naha APP ATC Liaison will email the approval notification to the requesting organization, Joint Okinawa Scheduling Cell, and AMOPS (18oss.osam.airfieldmanagement@us.af.mil). After receiving approval, AMOPS will then create the NOTAM at least 48 hours in advance.

10.3.3.2.2. 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 MSL and below), point of contact name, and phone number.

10.3.3.3. Parachutes at RIDOUT will use the following procedures:

10.3.3.3.1. 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.

10.3.3.3.2. Parajump Operators shall:

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

10.3.3.3.2.2. 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.

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

10.3.3.3.2.4. Ensure all parajump vehicle operations conducted on the airfield are in compliance with local airfield/flightline driving procedures and all vehicle operators have a valid KAB airfield driver's license (AF Form 483, Certificate of Competency).

10.3.3.3.2.5. The Drop Zone Safety Officer (DZSO) must establish/maintain communications with TWR throughout the parachute operations operation on the local UHF GND 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 ARR 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).

10.3.3.3.2.5.1. 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 RWY(s) each time access is needed.

10.3.3.3.2.5.2. 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.

10.3.3.3.2.5.3. Notify TWR when the DZ has been checked for safety and is ready for operations to commence.
10.3.3.3.2.5.4. Notify TWR when all Parajump Operators are out of the aircraft.

10.3.3.3.2.5.5. Notify TWR when all Parajump Operators are on the GND. This notification returns the airspace to the TWR.

10.3.3.3.2.5.6. 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.

10.3.3.3. TWR Shall:

10.3.3.3.3.1. 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.

10.3.3.3.3.2. Ensure fighter aircraft on the UFR are the only aircraft on the airfield that may have their engines on during active RIDOUT DZ operations.

10.3.3.3.3.3. 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.

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

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

10.3.3.3.3.6. Resume RWY operations only after a FOD check has been completed by AMOPS.

10.3.3.3.4. AMOPS Shall:

10.3.3.3.4.1. Notify 18 WG/CP and 18 SFS of proposed rescue training activity.

10.3.3.3.4.2. Perform RWY/TWY check after RIDOUT use to ensure FOD is removed.

10.4. Arrival.


10.4.2. Reentry to Initial. Heavy aircraft are not authorized to re-enter at Koza/Yomitan. If requesting a 5 NM initial for RWY 5, Heavy aircraft will climb to 2,500 feet MSL until within KAB class Delta.

10.5. Emergency Procedures.

10.5.1. KC-135 Emergency AAR Procedures.

10.5.1.1. The 18 WG/CP will notify AMOPS of an impending launch.
10.5.1.1.1. The tanker aircrew or mission coordinator will deliver the flight plan to AMOPS as quickly as possible. If a flight plan is faxed, units will verify receipt and resolve discrepancies via telephone confirmation at 634-3118.

10.5.1.1.2. Unless otherwise coordinated, emergency AAR communications plan will be HABU 3: 286.4/primary, 306.4/secondary, 255.6/back-up, APN 69 3-1-1. Airborne Warning and Control System (AWACS) shall make initial radio contact on 233.1.

10.6. 353 SOG Operations at Kadena AB.


10.6.1.1. NVD Landing Operations. NVD operations may be conducted during 353 SOG MC-130 aircraft during night flying. All operations will be conducted within the guidelines set in AFI 13-204V3, Airfield Operations Programs and Procedures, FAAO JO 7110.65, and AFI 11-2MC-130V3, MC130 Operations Procedures.

10.6.1.2. 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.

10.6.1.3. WX/lunar Requirements.

10.6.1.3.1. The minimum in flight visibility for NVD contour operations is 3SM. Higher minimum visibility may be required to identify and clear obstacles. Note: Lack of sufficient illumination may prevent NVD contour operations in otherwise VMC conditions.

10.6.1.3.2. 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.

10.6.1.4. Procedures.

10.6.1.4.1. Aircraft will contact APP or ARR prior to entering the Naha Class B 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 Class B will contact TWR prior to Bolo Point (RWY 05L/R) or Moon Beach (RWY 23L/R) with intentions.

10.6.1.4.2. Non-participating aircraft will not mix with participating NVD aircraft in any traffic pattern or any controlled area.

10.6.1.4.3. Covert lighting operations will be terminated and normal runway lighting will be resumed when an aircraft is inbound to and within 10NM final to KAB, and for any aircraft that will be departing KAB.

10.6.1.4.4. APP or ARR will, upon initial contact, inform TWR of the type of operation requested.
10.6.1.4.5. TWR will control subsequent visual patterns and coordinate any additional straight-in approaches with APP or ARR.

10.6.1.4.6. Aircraft shall specify the type of landing and will not be cleared for the option.

10.6.1.5. Aircraft Responsibilities:

10.6.1.5.1. Conduct NVD operations at their own risk.

10.6.1.5.2. Provide position reports when requested.

10.6.1.5.3. Request ATC set lighting as specified in Air Force Special Operations Command (AFSOC) operating instructions and approved AFSOC aircrew waivers.

10.6.1.5.4. Advise TWR after termination of NVD operations when RWY lights may be illuminated.

10.6.1.5.5. Use taxi lights during all taxi operations. There will be no NVD taxi operations.


10.6.1.6. APP or ARR Responsibilities:

10.6.1.6.1. Advise TWR as soon as possible of aircraft intentions.

10.6.1.6.2. Provide vectors or own-navigation to visual final.

10.6.1.7. TWR Responsibilities:

10.6.1.7.1. When requested by the pilot, turn off all RWY and approach lights, and switch RWY lights to non-landing RWY, operations permitting. During Alt TWR operations, NVD operations cannot be conducted due to the inability to make lighting changes.

10.6.1.7.2. Inform participating aircraft prior to turning on RWY or approach lights required prior to completion of NVD operations.

10.6.1.7.3. Advise non-participating aircraft of NVD operations.

10.6.1.7.4. Suspend NVD operations if necessary for safety and issue control instructions to participating aircraft (See Paragraph 10.6.1.4.2 and Paragraph 10.6.1.4.3).

10.6.1.7.5. TWR is unable to visually ensure the aircraft’s gear is down.

10.6.1.7.6. Issue only "LANDING WILL BE AT YOUR OWN RISK" clearances due to inability to properly scan RWY for obstacles.

10.6.1.7.7. TWR will operate airfield lighting IAW FAAO JO 7110.65. Lighting will be set to the appropriate level requested by the pilot, when able.

10.6.1.7.8. Light levels within the TWR do not affect NVD operations. Controllers do not use NVDs in the TWR.
10.6.1.8. Vehicle Operations. All participating vehicles will remain within the vicinity of TWY 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 max extent possible.

10.6.1.8.1. Normal vehicle operations (RWY checks) are authorized on RWY 05R/23L. These operations will not interfere with NVD operations.

10.6.2. Silent Launch and Recovery Procedures.

10.6.2.1. Coordination: All silent launches will be coordinated with Airfield Management, TWR, and Naha Approach or Kadena Arrival using the procedures outlined in Paragraph 8.6 of this instruction.

10.6.2.2. Departure: Departures will be executed IAW Paragraph 8.6.6.4 with the exception of:

10.6.2.2.1. IFR 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.

10.6.2.2.2. VFR departures shall file or fly either the IKEI or SESOKO DEPARTURE. At IKEI/SESOKO, descend to low level and remain clear of Naha Class B.

10.6.2.3. Silent Arrivals:

10.6.2.3.1. The mission timing sheet will include the ETA at the KAD 320R/045 DME (plus/minus 15 minutes).

10.6.2.3.2. Silent arrivals are not authorized during quiet hours and will only be flown during periods when APP 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 18 OG/CC scheduling meeting. All arrivals will adhere their coordinated time on the timing sheet, +/- 5 minutes. Any aircraft not able to meet scheduled timing must use normal radio procedures.

10.6.2.3.3. WX minimums for arrival phase of flight will be 3,000 feet AGL ceiling and 5 SM visibility. If WX is below minimums, the aircraft will remain VFR and contact approach for IFR clearance.

10.6.2.3.4. IFR Arrivals will track inbound on the KAD 320/045 DME at 4,000 feet MSL squawking a pre-determined Mode 3 code. APP will radar identify aircraft using the assigned code and give current WX and RWY in use in the blind, aircraft will acknowledge radar identification with an IDENT. If aircraft is not radar identified prior to Naha Class B (30 DME), aircraft will remain clear of Naha Class B and contact APP for non-radar routing or clearance to enter Naha Class B for a VFR recovery.

10.6.2.3.5. VFR arrivals shall file the radial/DME of the points via which they will enter Naha Class B. Provide APP or ARR with the time the aircraft will arrive over these points. If the aircraft is more than 30 seconds from the planned time, notify APP or ARR. Aircraft will maintain at or below 500 feet AGL. When arriving RWY
23, climb to 1300 feet MSL when feet dry. If a blacked out landing is planned and coordinated with TWR, the RWY lights will be turned off 2 minutes prior to the planned arrival time. Once the turn to final is made, aircraft shall monitor both approach and TWR frequencies until touchdown. At 5 miles, TWR will issue wind and wheels down check in the blind. Then TWR will give the aircraft the appropriate light gun signal for the given conditions.

10.6.2.3.6. After landing, aircraft shall exit the RWY as soon as practical and observe the TWR for a light gun signals. Aircraft will acknowledge instructions by flashing landing lights.

10.6.3. Radio Failure.

10.6.3.1. Departures will follow lost communications procedures outlined in Paragraph 6.9.

10.6.3.2. Arrivals will proceed inbound to KAD 320/020 and enter a standard holding pattern at 4,000 feet MSL. After completing 2 turns in holding, the aircraft shall then proceed inbound on a 15 DME arc to the final approach course for the TACAN approach to RWY 05R/23L. Aircraft will maintain 4,000 feet MSL until established on the inbound radial and comply with SIAP. Monitor TWR for a steady green light (clearance to land).

10.6.4. Self-Contained Approaches (SCA) Procedures. Pilots shall specifically state “own navigation” or “self-contained approach” on initial contact with TWR prior to reaching Bolo Point (BP) or Moon Beach.

10.6.4.1. These approaches are conducted under VFR flight rules (flight plan) and although the approach begins outside of the Kadena Class D Airspace, the aircraft do not penetrate the Naha Class B. The only difference between the MC-130P (JAKAL) and MC-130H (GOOSE) SCAs is the timing from BP (circa 45 seconds) to the landing threshold.

10.6.4.1.1. The SCA RWY 05 will commence at BP. Aircraft will be at 500 feet AGL (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 GND track for each aircraft and route to the particular RWY is depicted on Figure A2.17 thru Figure A2.19. Note: The main focus for the pilots is to hit threshold down to the second that is pre-determined in preflight planning.

10.6.4.1.2. 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 GND track for each aircraft and route to the particular RWY is depicted on Figure A2.19.
10.6.5. Covert/Tactical Landing Zone Operations. RWY 5L/23R are configured for covert operations. The following procedures are contingency procedures if the covert lighting system is inop. 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 RWY 05R/23L. Qualified personnel will place overt or covert lights on the RWY 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.

10.6.5.1. 353 SOG Schedulers will:

10.6.5.1.1. 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.

10.6.5.1.2. Coordinate with both AMOPS and TWR.

10.6.5.1.3. Request 733 AMS Air Mobility Command Center to turn off Service Apron 1 security lights, if required.

10.6.5.1.4. Provide a qualified LZCO who will:

10.6.5.1.4.1. Obtain TWR approval to set up landing zone.

10.6.5.1.4.2. Maintain radio contact with TWR throughout the training. (This will be accomplished via FM-1 Net, Or UHF Freq. 275.8.)

10.6.5.1.4.3. Conduct operations on a discrete frequency. The LZCO WILL NOT broadcast on TWR frequency.

10.6.5.1.4.4. Remain in close proximity to the landing zone throughout the training.

10.6.5.1.4.5. Take down the landing zone at the completion of training, or when directed by the TWR, within 15 minutes.

10.6.5.1.4.6. If covert or overt lighted tactical landing zones will not be used, a LZCO is not required.

10.6.5.2. AMOPS will:

10.6.5.2.1. Immediately inform the C-130 unit of any conflicts with their planned training. Note: Due to WX, mission requirements, or at TWR WS discretion, night flying training may be terminated.

10.6.5.2.2. Perform RWY check to ensure all lights and FOD have been removed.

10.6.5.3. TWR will:

10.6.5.3.1. Turn off all RWY lights on RWY 05R/23L and 05L/23R during these operations (when requested, traffic permitting).

10.6.5.3.2. Issue "LANDING WILL BE AT YOUR OWN RISK" in lieu of a clearance due to inability to properly scan RWY for obstacles.

10.7. ALTRV AAR.

10.7.1. Flight Plan Procedures:
10.7.1.1. Contact AMOPS to file the appropriate flight plan for the scheduled refueling track.

10.7.1.2. Pass call signs, departure times, and tail numbers, etc., as per normal DD Form 1801, *International Flight Plan, DoD*, filing procedures.

10.7.2. 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.

10.7.3. Rendezvous. When cleared, flight leads will proceed direct to the entry point, FL240, or as cleared by Naha Center. Clearance to the entry point is clearance for the rendezvous via a point parallel or fighter turn-on.

10.7.4. WX Conditions. Tanker Crews shall pass WX conditions in the refueling track to Shogun 10 if IMC refueling is expected for 18 WG aircraft.

10.7.5. 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.
Chapter 11

HELICOPTER OPERATIONS


11.1.1. Helicopter Take-Off and Landing Areas. All helicopters will take off only on active RWYs, VTOL pad or designated helipads. HH-60 aircraft responding to an emergency (using an Air Force Rescue call sign) will be given priority while departing or entering Kadena airfield. See Helipad and VTOL pad locations in Figure A2.3.

11.1.2. Bldg 10 Helipad. A helipad is located near Bldg 10. It is not visible from the TWR. Pilots contact 18 WG/CP for use. Pilots shall coordinate with TWR for entry into the Class D airspace.

11.2. GND Operations.

11.2.1. Hot Pit Refueling Location Restrictions. Rotary Wing Hot Pit refueling is accomplished on Papa Row at points 5, 3, 1. Aircraft should taxi into the Hot Refuel pit with refuel port facing South. Taxi into the refuel location with appropriate MDS marshalling requirements. Monitor GND during refueling operations.

11.2.2. Forward Area Refueling Point (FARP). FARP involves hot refueling from one aircraft (tanker) to another (receiver) with engines running. Operations will not be conducted if lightning is within 5 miles or high winds present a hazardous condition. The primary FARP location is on Warm-Up Pad 1 with an alternate location of TWY Papa. The 353 OSS/A3 will coordinate FARP training at the weekly 18 OG scheduling meeting. After obtaining 18 OG/CC approval, notify AMOPS of the date(s) and time(s) of the FARP training in writing via fax or e-mail. AMOPS will issue a NOTAM closing TWY Alpha and appropriate airfield areas for the operation of the FARP. This provides participating aircraft the necessary escape routing from the FARP site in case of emergency. For Fixed-Wing to Rotary-Wing FARP, close TWY Alpha between RWY 05L/23R and TWY Lima.

11.2.3. Helicopters Taxi and Hover Procedures (Both RWYs). Taxi as directed by ATC.

11.2.4. Helicopter hover-checks. Hover altitudes above 50 feet require TWR approval.

11.3. General Flying Operations.

11.3.1. Non-Movement Area Procedures. Controller/pilots may request to land/takeoff on approved non-movement areas (TWY Lima and Kilo from TWY Alpha to Echo). A takeoff/landing clearance will not be issued. The phrase “DEPARTURE FROM/LANDING AT (location) WILL BE AT YOUR OWN RISK (additional instructions, as necessary), USE CAUTION” (if applicable).

11.4. Arrival Procedures.

11.4.1. 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, “DEPARTURE/LANDING
WILL BE AT YOUR OWN RISK, USE CAUTION (reason and additional instructions, as necessary)”. This practice is also applicable to NVD operations to/from the helipads.

11.5. Emergency Procedures.

11.5.1. Hot/Jammed Gun Procedures.

11.5.1.1. Helicopters returning to Kadena AB with a weapon that cannot be made safe will inform the TWR and request landing on RWY 05L/23R for taxi to Warm-Up Pad 1 or Pad 2. The weapon will be aimed IAW Table 5.4 until aircraft MX personnel can remove the weapon from the aircraft.

11.6. 33d Rescue Squadron Standardized AAR Tracks.

11.6.1. 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. See Table 11.1 for expanded information. The Shark Rock AR track is the primary track for work with the 17 SOS, with Shooter track as the alt for training in the vicinity of W-174.

Table 11.1. AAR Tracks

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<thead>
<tr>
<th>TRACK NAME</th>
<th>RVIP</th>
<th>RVCP</th>
<th>AREP</th>
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<tr>
<td>Shooter</td>
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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 Tsukien-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 12

CIVIL AIRCRAFT OPERATIONS

12.1. 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.


12.2.1. Aero Club aircraft will confine GND operations to the southeast side of the airfield, unless prior coordination is made with AFM or instructed by ATC.

12.2.2. Flight Plans:

12.2.2.1. 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.

12.2.2.2. All flight plans will be approved and signed by an Aero Club approving authority.

12.2.3. Aero Club Ramp Restrictions. Aircraft will be shut down and towed to refueling and parking spots.

12.2.4. Engine Start/Run-Up Procedures. Aero Club aircraft must obtain approval from GND Control prior to engine start.

12.2.4.1. Run-Up Procedures. All run-ups will be accomplished on the ramp prior to taxi. Do not enter the active TWY until ready for departure and clearance is obtained from ATC.

12.2.5. Taxi. Unless otherwise directed, taxi route will be via TWY Delta to RWY 05R/23L.

12.2.5.1. Wake Turbulence. Pilots should be alert for jet blast from taxiing aircraft and should stay at least 500 feet behind a moving jet aircraft.

12.3. Aero Club General Flight Procedures.

12.3.1. Departures/Arrivals.

12.3.1.1. RWY 05R/L Departure. Takeoff will normally be from TWY Delta at RWY 05R/L and 23R/L.

12.3.1.2. RWY 05R/L Arrival. Aircraft will touch down after the arresting cables at Taxiway Bravo intersection. No aircraft will intentionally land over cables. Exit the RWY as soon as possible, preferably at TWY Delta. Taxiiing over cables is permitted if required to exit the RWY.
12.3.1.3. RWY 23L/R Arrival. Aircraft will touch down after the arresting cable at TWY Echo intersection and exit the RWY as soon as possible, preferably at TWY Delta. **Note:** Use extreme caution when taxiing on the AMC ramp due to the operation of large aircraft and increased vehicle traffic.

12.3.2. Traffic Patterns. See **Figure A2.13**

12.3.2.1. Aero Club aircraft will fly rectangular traffic patterns; 360º overhead patterns are not authorized.

12.3.2.2. The downwind for all patterns is located not more than 1 NM from the RWY.

12.3.2.3. 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 TWR.

12.3.2.3.1. If departing the traffic pattern, depart to the initial point on the VFR departure route to be used. TWR will direct frequency change to Aero Club aircraft when appropriate.

12.3.2.3.2. 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.

12.3.3. VFR Aero Club Arrival/Departure Routes.

12.3.3.1. 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 A2.10**.

12.3.4. Arrival/Departure Routings.

12.3.4.1. 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 TWR over Point Sierra, and aircraft departing Futenma will contact Kadena TWR over Point Sierra.

12.3.4.2. 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 Class B unless they are in radio contact with Naha Approach Control and have received a Class B clearance.

12.3.4.3. 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 Class B unless they are in radio contact with Naha Approach Control and have received a Class B clearance.

12.3.4.4. 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 Class B unless they are in radio contact with Naha Approach Control and have received a Class B clearance.

12.3.5. Aero Club aircraft will use the following procedures to request entrance into Class B airspace.

12.3.5.1. Departures from Kadena. Make initial request through Kadena GND Control for a Class B clearance. Include the following information:

12.3.5.1.1. Departure route to be used.
12.3.5.1.2. Destination airport or training area.
12.3.5.1.3. Requested altitude.

12.3.5.2. Kadena GND Control will relay request to APP.

12.3.5.3. APP will issue a Class B clearance or instructions for the aircraft to “REMAIN CLEAR OF THE OKINAWA NAHA CLASS B.”

12.3.5.4. Aircraft operating within the Futenma Class D Surface Area shall make request through Futenma TWR.

12.3.5.5. Airborne operations already clear of the Kadena/Futenma Class D Surface Area:

12.3.5.5.1. Make request directly with Naha Approach Control. Contact the appropriate sector, Naha Approach Control South on 126.5 or Naha Approach Control North on 119.1. Refer to the current edition of the AIP Japan for sector information.

12.3.5.6. When flight following is requested under or outside the Naha Class B, APP will provide the requested service on a workload permitting basis.

12.3.5.7. 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.

12.3.6. Aero Club Training Area. There are three training areas: White Beach (East), Nago Bay (North), and Nago Bay North (Northeast). See Figure A2.12.

12.4. Emergency Procedures.

12.4.1. In-Flight Transponder Failure. Aero Club aircraft with known transponder failure will notify APP of the failure prior to entering Naha Class B.

12.4.2. NORDO. Aero Club aircraft experiencing in-flight radio failure will squawk code 7600 for recovery. Aircraft with radio failure will be considered an emergency aircraft and will be given priority as listed in Paragraph 2.23.
12.4.2.1. NORDO in KAB Traffic Pattern. Orbit over water tower (if on the north side of RWYs) or over Gate 3 (if on south side of RWYs) until a steady green light (cleared to land) signal is received from TWR. After receiving a steady green light, enter the traffic pattern and land on RWY 05L/23R, depending on direction of traffic. Exit the RWY at TWY Delta and observe light signals from TWR for taxi instructions. Taxi to Aero Club ramp with caution.

12.5. Supervised Solo Operations.

12.5.1. Prior to a supervised solo, the instructor pilot is required to inform TWR and AMOPS or operations prior to aircraft taxi.

12.5.2. The instructor pilot is required to stay on HS 402 as much as possible while observing the student. Aero Club student pilots may drop the instructor pilot off at TWY Charlie, Delta, or Echo, next to the RWY or at the base of control tower. The instructor shall remain off TWYs as much as possible. When required, the instructor pilot may proceed onto TWYs. The instructor pilot shall not cross the RWY 05L/23R hold line and shall give way to all aircraft.

JAMES B. HECKER, Brigadier General, USAF
Commander
Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, Civil Aircraft Landing Permits, 1 September 1995
AFI 10-1002, Agreements for Civil Aircraft Use of Air Force Airfields, 1 September 1995
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, 1 August 1996
AFI 10-1801, Foreign Governmental Aircraft Landings at United States Air Force Installations, 1 September 1997
AFI 11-201, Flight Information Publication, 31 March 2009
AFI 11-202V3, General Flight Rules, 7 November 2014
AFI 11-218, Aircraft Operations and Movement on the Ground, 28 October 2011
AFI 11-208_IP, Department of Defense Notice to Airman (NOTAM) System, 3 June 2011
AFI 13-204V1, Airfield Operations Career Field Development, 9 May 2013
AFI 13-204V2, Airfield Operations Standardization and Evaluations, 1 September 2010
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AFI 13-204V3 PACAFSUP, Airfield Operations Procedures and Programs, 4 December 2013
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AFI 13-212 KADENAAABSUP, Range Planning and Operations, 24 November 2008
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DoD FLIP General Planning

FAAO JO 7110.65, *Air Traffic Control*, 3 April 2014

FAAO JO 7610.4, *Special Operations*, 3 April 2014

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**OSAT OI 13-204**, *Air Traffic Control Operating Procedures*, 1 July 11

**UFC 3-260-01**, *Airfield and Heliport Planning and Design*, 17 November 2008

**USEFJI 10-200**, *Off Base US Military Aircraft Accidents in Japan*, 14 December 2011

**18 WG PLAN 15-1**, *Weather Support Plan (WSP)*, September 2011

*Adopted Forms*

AF Form 483, *Certificate of Competency*

AF Form 487, *Emergency Generator Operating Log (Inspection Testing)*

AF Form 847, *Recommendation for Change of Publication*

AF Form 853, *Air Force Wildlife Strike Report*

AF Form 4327, *ARMS Flight Authorization (FA)*

DD Form 1801, *International Flight Plan, DoD*

5 AF Form 98EJ, *Standard Pass (Storage Safeguard)*

5 AF Form 98A EJ, *Temporary Pass (Storage Safeguard)*

*Abbreviations and Acronyms*

AAR—Air-to-Air Refueling

AAS—Aircraft Arresting System

ACC—Area Control Center

AER—Approach End of Runway

AFE—Aircrew Flight Equipment

AFFSA/A3—AF Flight Standards Agency Airfield Operations Directorate (Office Symbol)

AFI—Air Force Instruction

AFS—Airfield Systems

AFSOC—Air Force Special Operations Command

AFE—Aircrew Flight Equipment

AFM—Airfield Manager
AGE—Aircraft GND Equipment
AGL—Above GND Level
AIP—Aeronautical Information Publication
ALTRV—Altitude Reservation
AMC—Air Mobility Command
AMCC—Air Mobility Command and Control
AMOPS—Airfield Management Operations
AMS—Air Mobility Squadron
AO—Airfield Operations
AOB—Airfield Operations Board
AOF—Airfield Operations Flight
AOF/CC—Airfield Operations Flight Commander
APP—Naha Approach Control
ARR—Kadena Arrival Control
ASR—Airport Surveillance Radar
ATC—Air Traffic Control
ATCALS—Air Traffic Control and Landing System
ATIS—Automatic Terminal Information System
AWACS—Airborne Warning and Control System
AWL—Above Water Level
BAK—Barrier Arresting Kit
BASH—Bird and Wildlife Aircraft Strike Hazard
BDOC—Base Defense Operations Center
BO—Base Order
BP—Bolo Point
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
CMA—Controlled Movement Area
COMMARFORPAC—Commander, U.S. Marine Forces Pacific
COR—Contracting Officer Representative
CP—Command Post
DASR—Digital Airport Surveillance Radar
DER—Departure End of Runway
DME—Distance Measuring Equipment
DoD—Department of Defense
DV—Distinguished Visitor
DZ—Drop Zone
DZSO—Drop Zone Safety Officer
EAL—Entry Authority Listing
ECP—Entry Control Point
ECS—Environmental Control System
EDCT—Expected Departure Clearance Time
ELT—Emergency Locater Transmitter
EOD—Explosive Ordnance Disposal
EOR—End of RWY
EPU—Emergency Power Unit
ETA—Estimated Time of Arrival
ETVS—Enhanced Terminal Voice Switch
FAA—Federal Aviation Administration
FAAO—Federal Aviation Administration Order
FAF—Final Approach Fix
FARP—Forward Air Refueling Point
FCF—Functional Check Flight
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
GCA—GND Control Approach (Kadena)
GCI—GND Control Intercept
GE—GND Emergency
GH—Global Hawk
GHOC—GH Operations Center
GND—Ground
GPS—Global Positioning Satellite
HATR—Hazardous Air Traffic Report
HIRL—High Intensity RWY Lights
HHQ—Higher Headquarters
HS—Hard Stand
HQ—Headquarters
IAF—Initial Approach Fix
IAW—in accordance with
ICAO—International Civil Aviation Organization
IFE—in-flight Emergency
IFF—Identify Friend or Foe
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INS—Inertial Navigation System
JASDF—Japan Air Self Defense Force
JCS—Joint Chief of Staff
JET—Joint Environment Toolkit
JO—Joint Order
JOSC—Joint Okinawa Scheduling Cell
JOTRC—Joint Okinawa Training Range Complex
KAB—Kadena Air Base
KAD—Kadena VORTAC
KADENAABI—Kadena Air Base Instruction
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<td>KADENAABSUP</td>
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OI—Operating Instruction
OG—Operations Group
OGV—Operations Group Standardization and Evaluation (Office Symbol)
OPLAN—Operation Plan
OPR—Office of Primary Responsibility
OPS—Operations
OSA—Airfield Operations Flight Commander/Staff (Office Symbol)
OSAA—Operations Support Airfield Management (Office Symbol)
OSAM—Operational Support ATCALS Maintenance (Office Symbol)
OSAR—Operations Support Airfield Radar Approach Control (Office Symbol)
OSAT—Operations Support Airfield TWR (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
PAS—Protective Aircraft Shelter
PCA—Positive Control Area
PCAS—Primary Crash Alarm System
PL—Protection Level
PMI—Preventive MX Inspection
POFZ—Precision Obstacle Free Zone
PPR—Prior Permission Required
RCR—RWY Condition Report
REIL—RWY End Identifier Lights
RS—Reconnaissance Squadron
RQS—Rescue Squadron
RSC—RWY Surface Condition
RSRS—Reduced Same RWY Separation
RVIP—Air Refueling Initiation Point
RWY—Runways
SALS—Simplified Approach Lighting System
SAR—Search and Rescue  
SC—Senior Controller  
SCA—Self-Contained Approaches  
SCN—Secondary Crash Net  
SEF—Flight Safety  
SETA—Southeast Training Area  
SFA—Single Frequency Approach  
SFC—Surface  
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  
SOS—Special Operations Squadron  
SSS—Staff Summary Sheet  
STE—Secure Terminal Equipment  
STU—Secure Telephone Unit  
SVFR—Special Visual Flight Rules  
TA—Transient Alert  
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  
TDY—Temporary Duty  
TERPS—Terminal Instrument Procedure Specialist  
TRS A—Terminal Radar Service Area  
TWR—Tower
TWY—Taxiway
UFC—Unified Facilities Criteria
UFR—Upper Fighter Ramp
UHF—Ultra High Frequency
UPS—Uninterrupted Power Supply
USN—U.S. Navy
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
WIT—Wing Inspection Team
WS—Watch Supervisor
WTC—Wing Tip Clearance
WX—Weather
Figure A2.1. Airfield Diagram
Figure A2.2. Taxiways and CMA

[Diagram showing taxiways and the Controlled Movement Area]
Figure A2.3. KAB Local Points of Interest
Figure A2.4. Arresting System Configuration

<table>
<thead>
<tr>
<th>SYS</th>
<th>Type</th>
<th>Dir</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>BAK-12</td>
<td>BI</td>
<td>1403' from AER 05L</td>
</tr>
<tr>
<td>2</td>
<td>BAK-12</td>
<td>BI</td>
<td>3200' from AER 05L</td>
</tr>
<tr>
<td>3</td>
<td>BAK-12</td>
<td>BI</td>
<td>3160' from DER 05L</td>
</tr>
<tr>
<td>4</td>
<td>BAK-12</td>
<td>BI</td>
<td>1591' from DER 05L</td>
</tr>
<tr>
<td>5</td>
<td>BAK-14</td>
<td>BI</td>
<td>1508' from DER 05R</td>
</tr>
<tr>
<td>6</td>
<td>BAK-14</td>
<td>BI</td>
<td>2710' from AER 05R</td>
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</tbody>
</table>

STND CONFIG

<table>
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<tr>
<th>Day</th>
<th>Night/IMC (800/25M)</th>
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<tr>
<td>05R</td>
<td>5</td>
</tr>
<tr>
<td>05L</td>
<td>1,3,4</td>
</tr>
<tr>
<td>23L</td>
<td>6</td>
</tr>
<tr>
<td>23R</td>
<td>4,2,1</td>
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Unless otherwise specified, barriers will be raised during flying operations.
Figure A2.5. Wing Tip Clearance

<table>
<thead>
<tr>
<th>Location</th>
<th>Max Wingspan</th>
</tr>
</thead>
<tbody>
<tr>
<td>UFR, TWY Delta south of Juliet, TWY Echo south of Golf, TWY Golf between Bldg. 3433 &amp; TWY Delta, Northeast Connector south of TWY Golf, TWY Hotel</td>
<td>45 feet¹</td>
</tr>
<tr>
<td>TWY Golf, b/t TWY Echo &amp; Bldg 3433</td>
<td>135 feet</td>
</tr>
<tr>
<td>TWY Golf, b/t TWY Echo &amp; TWY Foxtrot</td>
<td>35 feet</td>
</tr>
<tr>
<td>TWY Kilo b/t TWY's Delta &amp; Foxtrot</td>
<td>170 feet²</td>
</tr>
<tr>
<td>TWY Juliet</td>
<td>135 feet</td>
</tr>
<tr>
<td>TWY Lima b/t TWY's Alpha &amp; Delta</td>
<td>150 feet³</td>
</tr>
<tr>
<td>TWY Lima b/t Delta &amp; Foxtrot w/aircraft parked on SA4 or SA5</td>
<td>150 feet⁴</td>
</tr>
<tr>
<td>TWY Mike, November, Papa</td>
<td>150 feet</td>
</tr>
</tbody>
</table>

1. Yellow lines provide 10 foot clearance from obstacles.
2. Wingspans > 170 feet require AFM approval.
3. Wingspans > 150 feet require AFM approval.
4. Wingspans greater than 150 feet but less than 180 feet require wing walkers. Wingspans > 180 feet are prohibited.
Figure A2.6. Naha PCA (Class B Airspace)

NAHA
CLASS B AIRSPACE (EXCLUDING NAHA, KADENA AND FUTENMA CTR’s)

NORTHWEST
NHC R-230-R050 FREQUENCY: 119.1 / 335.8 MHZ

SOUTHEAST
NHC R-050-R230 FREQUENCY 126.5 / 258.3 MHZ
Figure A2.7. Naha Approach Airspace
Figure A2.8. Okinawa Class D Airspace (Class D Surface Area)
Figure A2.9. Restricted Areas
Figure A2.10. VFR Arrival/Departure Routes

EXTENSIVE VFR HELICOPTER TRAFFIC 1500’ and BELOW

KADENA A, B EXTENDED RUNWAY CENTERLINE

VFR Aero Club/Helicopter Arrival/Departure Routes
Figure A2.11. KAB Local VFR Points
Figure A2.12. Aero Club Training Areas
Figure A2.13. Rectangular and Helicopter/Aero Club Patterns

**RODN**

**Fighter aircraft**
Overhead 1,800’
Rectangular 1,800’
South patterns

**Heavy aircraft**
Overhead 1,800’
Rectangular 1,300’
North patterns

**C-130 High Initial**
Overhead 1,800’
North patterns unless directed by ATC

**Propeller driven aircraft**
Overhead 1,800’
Rectangular 1,300’
South patterns are preferred, but may fly north patterns

**Aero club, Helicopter**
Rectangular 800’
South patterns are preferred, but may fly north patterns
360 overhead patterns are not authorized.
Figure A2.14. Kadena Overhead Procedures

Yomitan 2500’ initial
1300’ straight-

3 DME 1800’

3 DME 1800’

Break out 2500’

Koza 2500’ initial

Pulling Closed:
End of Runway unless cleared “present position” closed by Tower

Runway heading until 2000’, then turn
Figure A2.15. Kadena Local Area – Warning Areas & ALTRVs
<table>
<thead>
<tr>
<th>Table A2.1. Kadena Local Airspace Coordinates</th>
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<tr>
<td>N25 14 / E127 35</td>
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<tr>
<td>N25 14 / E128 30</td>
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<tr>
<td>N24 16 / E127 35</td>
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<td>N24 16 / E127 40</td>
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<td>N24 16 / E128 40</td>
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<td>N25 05 / E128 40</td>
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<td><strong>W-173A (KATANA)</strong></td>
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<tr>
<td>N26 53 / E128 55</td>
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<tr>
<td>N27 06 / E129 10</td>
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<td>N27 06 / E130 15</td>
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<td>N26 10 / E131 00</td>
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Figure A2.16. PAPA Row Parking Flow
Figure A2.17. Runway 5 Bolo Point SCA for MC-130 Aircraft (JACKAL)
Figure A2.18. Runway 5 Bolo Point SCA for MC-130 Aircraft (GOOSE)
Figure A2.19. Runway 23 Bolo Point SCA for MC-130 Aircraft