COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

BY ORDER OF THE COMMANDER, 18TH WING (PACAF)
18TH WING INSTRUCTION 13-204
4 APRIL 2006
Space, Missile, Command, and Control
AIRFIELD OPERATIONS INSTRUCTION
OPR: 18 OSS/OSA (Capt Ronald Chastain)
Certified by: 18 OSS/CC (Lt Col Mark Arlinghaus)
Supersedes: 18 WGI 13-201, 24 January 2002, 18 WGI 13-203, 29 July 2002
Pages: 132/Distribution: F

This instruction implements Air Force Policy Directive 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. It implements local Kadena AB policy directives and procedures to be used in Air Traffic Control, Airspace, Airfield, and Range Management. This instruction applies to all personnel and agencies involved in flying or flightline operations at Kadena AB. It does not apply to the Air National Guard or US Air Force Reserve. TDY aircraft operating from Kadena AB are considered "base assigned" and subject to the provisions of this instruction. 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 18 OG/CC. Waiver authority for this instruction is 18 OG/CC. This publication incorporates and recinds 18 WGI 13-201, *Air Traffic Control/Airfield Management* and 18 WGI 13-203, *Noise Abatement.*

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Chapter 1 – GENERAL INFORMATION

Chapter 2 - AIRFIELD FACILITIES

Chapter 1

GENERAL INFORMATION

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

1.2. 18th Operations Group Commander (18 OG/CC) Responsibilities.

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

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

1.2.3. Unless otherwise noted, be the waiver authority to procedures contained in this instruction.

1.3. Unit Commander Responsibilities.

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

1.3.2. Pilots and maintenance personnel operating at Kadena Air Base understand the sensitivity to aircraft noise and are aware of the practical countermeasures that minimize the problem.

1.3.3. Pilots and maintenance personnel adhere to the procedures outlined in this instruction.

1.3.4. Close attention is exercised to control noise problems and implement countermeasures. In this regard, close liaison will be maintained with local government and civil authorities in order to promote public understanding and mutual cooperation. Through the 18th Wing Commander (18 WG/CC), make every effort to inform Naha Defense Facilities Administration Bureau in advance of any communication regarding a local noise problem with local authorities or the public.

1.4. Pilot Responsibilities.

1.4.1. Read, familiarize, and comply with this instruction.

1.4.2. Immediately report any violation (not prior approved) of this instruction to include flight safety/operational necessity to their commander.

1.5. Maintenance Personnel Responsibilities.

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

1.5.2. All units will coordinate all maintenance engine runs and aircraft tows with their appropriate maintenance operation center (18 WG, AMC, 353 SOG or MWLK).

1.6. All Maintenance Operations Centers (MOC) Responsibilities.

1.6.1. Read, familiarize, and comply with this instruction.

1.6.2. Coordinate all maintenance engines runs with Tower and Central Security Control.

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

1.7. 18th Wing Command Post (18 WG/CP) Responsibilities.

1.7.1. Read, familiarize, and comply with this instruction.

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

1.7.3. Relay 18 OG/CC approval/disapproval to MOC, AMOPS, and Tower.

1.8. Airfield Management Operation (AMOPS) and Air Traffic Control (ATC) Responsibilities.

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

1.8.2. Report Violations to Airfield Operations Flight Commander (AOF/CC).

1.9. Word Meanings.

1.9.1. The following terms as used on matters pertaining to air traffic control, comply with Federal Aviation Administration (FAA) Handbook 7110.65 as required by AFI 13-203, *Air Traffic Control*:

1.9.1.1. "Shall" means a procedure is mandatory.

1.9.1.2. "Should" means a procedure is recommended.

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

1.9.1.4. "Will" indicates futurity and not a required application of a procedure.

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

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

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

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

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

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

1.9.2. The figures provided in this instruction are designed to clarify the specific purpose of the reference procedure and are not necessarily to scale.

1.10. Position Reporting. Kadena air traffic controllers will give instructions in approximate distance-measuring equipment (DME) range. Pilots will make all positions reports to ATC in DME.

1.11. 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.

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

Chapter 2

AERODROME FACILITIES

2.1. General. Kadena AB is located 26º 21.34' North, and 127º 46.06' East, with a field elevation of 143 feet. The airfield consists of two staggered parallel runways oriented on true bearings of 51.1º for Runway 05 Left (05L), 51.1º for Runway 05 Right (05R), 231.05º for Runway 23 Left (23L), and 231.06º for Runway 23 Right (23R).

2.2. Runways. (See Figure A2.1.).

2.2.1. Runway 05L/23R is 12,100 feet long by 300 feet wide and is composed of concrete and asphalt. Runway 23R has 1,000 feet of non-load bearing overrun and Runway 05L has no overrun. Runway 05L has grooved concrete commencing 500 feet from the approach end threshold and extends 3,100 feet down the runway. Runway 23R has grooved concrete commencing 500 feet from the approach end threshold and extends 1,500 feet down the runway. The middle portion of Runway 05L/23R is ungrooved asphalt. Runway 05L has 0.50 percent up-slope.

2.2.2. Runway 05R/23L is 12,100 feet long by 200 feet wide and is mainly constructed of concrete. It has 1,000 feet of non-load bearing overrun on each end and is grooved commencing 500 feet from each threshold. Runway 05R has 0.49 percent up-slope.

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

2.3. Taxiways. (See Figure A2.1.).

2.3.1. Taxiways for Kadena AB include: The Northeast Connector. Running north to south intersecting the runways are taxiways Alpha, Bravo, Charlie, Delta, Echo and Foxtrot. Taxiway Hotel runs north to south between taxiways Golf and Kilo. Running west to east are taxiways Golf, Juliet, Kilo, Lima, Mike, November, and Papa.

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

Table 2.1. Taxiway Widths.

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

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

2.5. Protection of Precision Critical Areas. There are three critical areas associated with precision approaches at Kadena AB, which must be protected. The localizer and glide slope critical areas must be

protected because of possible interference to the ILS signal. The PAR touchdown area must be protected from encroachment due to proximity to the landing runway. (See Figures A2.2 thru A2.4.).

2.5.1. Glideslope Critical Areas. When the ceiling is below 800 feet or the visibility is less than 2 miles, Tower shall not permit any type of vehicle or aircraft to proceed beyond the instrument hold line when an aircraft is conducting an ILS approach and is inside the final approach fix. (See Figure A2.4.).

2.5.2. Localizer Critical Areas. When the ceiling is less than 800 feet and/or the visibility is less than 2 miles, Tower shall not permit vehicles or aircraft to transit the localizer critical area when an aircraft is conducting an ILS approach and is inside the final approach fix. (See Figure A2.2.).

2.5.3. PAR Touchdown Critical Areas. When the ceiling is less than 200 feet and/or visibility is less than 1/2 mile, Tower shall not permit vehicles or aircraft beyond the instrument hold line when an aircraft conducting a PAR is inside 10 mile final. (See Figure A2.3.).

2.5.4. Ground Control will restrict any vehicles from using centerline road between Taxiways Alpha and Bravo (Runway 5 operations), or Taxiways Echo and Foxtrot (Runway 23 operations) when the ceiling is less than 800 feet and/or visibility is less than 2 miles.

2.5.5. A preceding aircraft approaching the same runway may pass through the area while landing, taking off, missed approach or exiting the runway.

2.5.6. Centerline Road Restriction. Ground Control will restrict any vehicles from using centerline road between Taxiways Alpha and Bravo (Runway 05 operations), or Taxiways Echo and Foxtrot (Runway 23 operations) when the ceiling is less than 200 feet and/or visibility is less than 1/2 mile when an aircraft conducting a PAR is inside 10 mile final.

2.5.7. Notification. Tower shall notify AMOPS when the weather conditions would require protection of the precision critical areas and aircraft are parked on affected portions of Alpha, Bravo, Echo, or Foxtrot taxiways. AMOPS in turn will advise the appropriate maintenance controls to move the aircraft from the affected areas and will transmit a NOTAM when use of the affected navigational aid is restricted.

2.5.8. Tower shall not allow an aircraft to conduct a PAR approach to the runway until all obstructions have been removed from the critical areas.

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

2.6. ATC Facilities. The ATC facilities at Kadena are open continuously 24 hours unless designated otherwise by NOTAM.

2.6.1. Radar Approach Control (RAPCON). Okinawa Approach Control’s designated airspace is that controlled airspace at and below flight level 200 (20,000 feet) within a 50 NM radius of the Kadena VORTAC excluding G581 airspace, and includes a 30 NM radius of the Kume Jima VORTAC surface up to and including 5000’ MSL. Kadena RAPCON provides approach control services to Kadena AB, Futenma MCAS, Naha International Airport, Kume Jime Airport and Aguni Jima Airport.

2.6.2. Tower. The Kadena Tower designated airspace is the airspace within a horizontal radius of 5 SM from the geographical center (N 26° 21' 20.20" E 127° 46' 03.48") of the airport extending surface to, but not including 3,000 feet AGL with the exception of the south section which is indented by the Futenma MCAS Air Traffic Area. (See Figure A2.10).

2.7. Runway Selection Procedures.

2.7.1. The Tower watch supervisor selects the runway in use based on FAA criteria established in FAAO 7110.65.

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

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

2.7.4. As soon as a runway change is anticipated, Tower will notify Okinawa Approach Control, AMOPS, and the 18th Wing Maintenance Operation Center.

2.7.5. Once the take off and landing direction is changed, Tower will inform AMOPS, Okinawa Approach Control, and the Base Weather Station. AMOPS will notify Fire Department, Barrier Maintenance, 733 AMS Command Post, 18 WG Command Post, Navy Ops, and Transient Alert.

2.8. Airfield Movement Area.

2.8.1. Landing Area. The two parallel Runways 05L/23R, 05R/23L, "Charlie" helipad between Runway 05R/23L and Taxiway Kilo on Taxiway Charlie, VTOL Pad on Taxiway Charlie between the runways, Echo helipad on Taxiway Echo between Taxiway Lima and Runway 05L/23R, and "Rescue" helipad on Taxiway Charlie between Taxiway Lima and Runway 05L/23R. (See Figure A2.5.).

2.8.2. Areas including the runways, helicopter pads, VTOL pad, all taxiways including between the runways, aprons, hardstands, and the entire midfield access road.

2.8.3. Upper Fighter Ramp (UFR). Areas south of Taxiway Golf between Taxiways Delta and North East Connector.

2.8.4. Vertical Take-Off or Landing (VTOL) Pad. A VTOL pad for AV-8 Harrier aircraft is on Taxiway Charlie between the runways. This pad may be used by helicopters also. (See Chapter 11).

2.8.5. Northeast Connector. Taxiway intersecting with Taxiway Golf just northeast of Hardstand 326 and leading to the F-15 parking spots on the UFR.

2.9. Radio Controlled Movement Area. The area to include and between the two parallel runways (05R/23L, 05L/23R), Overruns, Centerline Road, Charlie Helipad located on taxiway Charlie between taxiway Kilo and Runway 05R/23L), VTOL Pad located on taxiway Charlie in between the runways, Rescue Helipad located on taxiway Charlie between 05L/23R and taxiway Lima, Echo Helipad located at taxiway Echo between 05L/23R and taxiway Lima, and any area within 100 feet of these areas. Operations in these areas require radio contact with the Tower. (See Figure A2.6.).

2.9.1. Procedures for vehicle/pedestrian operations on the flightline and Radio Controlled Movement area are outlined in the 18 WGI 13-202, *Flight Line Driving*.

2.10. Aerodrome Lighting Systems.

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

2.10.2. Runway 23R: High Intensity Runway Lights (HIRL), a Non-Standard (missing station one, three and four centerline barrettes 1,500' in length), Short Approach Lighting System (SALS) and Precision Approach Path Indicator (PAPI).

2.10.3. Runway 05R/23L: High Intensity Runway Lights (HIRL), Runway End Identifier Lights (REIL) and Precision Approach Path Indicator (PAPI).

2.10.4. Taxiway lighting is available on Taxiways Hotel, North East Connector, Juliet, Kilo, Lima, the east end of Golf and Alpha through Foxtrot between Taxiways Kilo and Lima. Taxiways Golf (west end), Mike, November, Papa, and Upper Fighter Ramp (UFR) have no taxiway lights. Aircrews must use extreme caution in these areas at night and during instrument meteorological conditions because of reduced lighting and the numerous vehicles operating there. All transient aircrews will use transient alert Follow-Me services when taxiing in these areas.

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

2.10.6. The airport rotating beacon is located on top of the Control Tower. Personnel should not confuse the white and green light rotating beacon on the roof of the Tower with the red, green, and white light gun signals controllers use from the Tower cab windows to signal to airfield users in the event of a communications failure.

2.11. Permanently Closed/Unused Portions of the Airfield. Hardstands 118, 209, 212 and 333 are permanently closed. Parking spaces P-1 thru P-15 and Ops Spot 4 are closed.

2.12. Navigational Aids.

2.12.1. Kadena VORTAC. Channel 57/112.0 MHz, identifier "KAD," is located midfield between the runways (N 26° 21' 24.47" E 127° 46' 05.95").

2.12.2. Kadena ILS:

2.12.2.1. Runway 05L, localizer frequency 109.7, identifier "I-KDN".

2.12.2.2. Runway 23R, localizer frequency 108.7 MHz, identifier "I-KZZ".

2.12.3. Ground NAVAID checkpoints are located on all warm-up pads. VOR checkpoint not available on Warm-up Pad 4.

2.12.4. See Flight Information Publication for preventive maintenance schedule.

2.13. Airport Surveillance Radar (ASR). Okinawa Approach Control provides radar approach/departure/arrival services for all aircraft operations within the Okinawa Control Zone, Okinawa Class B airspace, formerly known as Terminal Control Area (TCA), and approach control delegated airspace (see Chapter 3). The ASR antenna is located 5400 feet southeast of the airport reference point. During wind speeds of 52 knots or greater the ASR will be turned off and free-wheeled to prevent damage.

2.14. Precision Approach Radar (PAR). This unit is located between the runways and provides precision radar approach to all runways.

2.14.1. Operating Hours. PAR hours of service are limited to Mon-Fri 0600L-2200L, not available weekends and holidays. Check airfield NOTAM/FLIP for changes.

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

2.14.3. 18th Wing flying squadrons will support controller requests to fly PAR approaches to the maximum extent possible to maintain controller proficiency. 18 OSS/OSA will brief any additional requirements at OG Scheduling Meeting so that flying squadrons can plan accordingly.

2.15. Response Time for Emergency Generator Failure. The 18 CES Generator Maintenance is required to respond to emergency generator failures 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.

2.16. Transient Alert Services. Kadena Transient Alert operates continuously 24 hours/day. See Flight Information Publication Enroute Supplement for Transient Alert service limitations.

2.17. Automated Terminal Information Service (ATIS) Procedures. The ATIS will be operated IAW FAAO 7110.65 and will be in the METAR format. Published ATIS operating hours are 0500L-2300L daily and/or 30 minutes prior to the start of 18 WG scheduled flying. Weather information, field conditions, barrier information, and approach information are broadcasted on ATIS frequencies (124.2/280.5). All pilots shall attempt to receive ATIS information before initial contact with ATC. NOTAMS which are more than 24 hours old will not be broadcast on the ATIS. ATIS broadcasts may continue after published hours if ATC determines operation is necessary to support flying operations.

2.18. Local Aircraft Channelization.

2.18.1. Kadena ATC Channels (see Tables 2.2 and 2.3).

Table 2.2. Kadena VHF ATC Channels.

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

09	134.1	Kadena Arrival (Discrete)
10	124.2	ATIS

Table 2.3. Kadena UHF ATC Channels.

PRESET	FREQ	AGENCY
01	XXX.X	Squadron Ops
02	275.8	Kadena Ground
03	315.8	Kadena Tower
04	258.3	Okinawa App/Dep. (S & E)
05	335.8	Okinawa App/Dep. (N & W)
06	255.8	Kadena Arrival
07	301.2	Naha Control (N & W)
08	276.5	Naha Control (S & E)
09	300.8	Shogun Control
10	302.5	Shogun 10 (SOF)

2.18.2. The KC-135s and E-3s will use common frequency presets (see Table 2.4.).

Table 2.4. KC-135/E-3 Channels.

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

2.18.3. The F-15s will use these additional common frequency presets (see Table 2.5.).

Table 2.5. F-15 Channels.

PRESET	FREQ	AGENCY
09	300.8	Shogun Control
11		Tactical Freq.
12		Tactical Freq.
13		Tactical Freq.
14		Tactical Freq.
15		Tactical Freq.
16		Tactical Freq.
17	235.0	Clearance Delivery
18	290.3	Single Frequency Approach
19	355.2	Command Post TOD
00	280.5	ATIS

Chapter 3

FLYING AREA

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

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

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

Table 3.1. Airspace Classification.

Japan AIP	FAA
Okinawa Terminal Control Area (TCA)	Class B Airspace
Okinawa Control Zone	Class D Airspace
Airport Traffic Area (Kadena/Futenma/Naha)	Class D Airspace

3.3. Airport Traffic Area/Class D Airspace. Aircraft in the airport traffic area (within 5 statute miles of Kadena AB) should maintain a minimum altitude of 1,000 ft MSL, except during flight on approved visual flight rules (VFR) entry and exit routes, during takeoff and landing, in the VFR traffic pattern, when directed by air traffic control, or on instrument approaches. Additionally, all aircraft shall maintain two-way radio contact via UHF/VHF with Tower and shall remain within 4.3 DME of the VORTAC (5 SM from center of the airfield) unless deviation is specifically approved by Tower. All UHF equipped aircraft must utilize tower UHF frequency while operating in the Kadena traffic pattern. (See Figure A2.10.).

3.4. Restricted Areas. (See Figure A2.11.).

3.4.1. Restricted Area Altitudes. (See Table 3.2.).

Table 3.2. Restricted Area Altitudes.

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

3.4.2. Specific coordinates for each restricted area can be found in Japan Aeronautical Information Publication, Vol II, RAC 8, and DoD FLIP 44 AP/3A (Special Use Airspace).

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

3.5. Training Procedures.

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

3.5.2. ATC radar flight following is mandatory during the departure phase. Radar flight following after VMC on top will be requested with either Okinawa Approach Control or Ground Control Intercept (GCI) facility.

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

3.5.4. Southeast Training Area (SETA). The non-tactical training area is defined as the area between the NHC (Naha) VORTAC 100 and 160 degree radials, from 20 to 42 DME, 3000' to 19,000' MSL. (See Figure A2.19).

3.5.5. Chaff:

3.5.5.1. General. Chaff will not be used in corridor or blanket operations during exercises or daily training in any area.

3.5.5.2. Aircrew Procedures. Before flight, aircrews must check winds aloft. Aircrews must assess in-flight winds to determine if chaff will drift over land or into ATC airways. Pay particular attention to high winds aloft blowing toward Okinawa from W-179. Chaff employment in W-179 is not authorized when winds aloft are reported or forecast to be greater than 50 knots, *unless it is RR-188 chaff.*

3.5.5.3. ATC will immediately notify 18 WG Command Post of chaff use that significantly impacts flying operations.

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

3.6. Jettison and Controlled Bailout Areas.

3.6.1. Fuel Dumping:

3.6.1.1. 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 above 5,000 feet MSL.

3.6.1.2. Unless an emergency condition dictates otherwise, KC-135s 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 MSL.

3.6.1.3. Advise the appropriate air traffic control agency of intention, altitude, and location when fuel is dumped and when the operation has been completed.

3.6.2. External Stores/Cargo:

3.6.2.1. The Primary IFR/Night Jettison Area is in W-176 (TORI SHIMA N 2635.0 E 12650.0).

3.6.2.2. 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 INS, TACAN or vectors.

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

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

3.6.2.2.3. 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.

3.6.2.2.4. 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.

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

3.6.3. Controlled Bailout Areas:

3.6.3.1. 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.

Chapter 4

GROUND OPERATIONS

4.1. Taxi Restrictions.

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

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

4.2. Load Bearing Limitations.

4.2.1. Taxiway Foxtrot between the runways is closed to B-52 aircraft over 265,000 lbs and C-141 aircraft over 310,000 lbs.

4.2.2. Load bearing limitations exist for certain KC-10s, C-40s, and other aircraft not normally assigned to Kadena. The Airfield Manager must be consulted and shall develop taxi routing for all large frame aircraft and B-737/C-40 aircraft. Refer to current DoD FLIP Enroute Supplement for detailed Pavement Classification Numbers.

4.2.3. The Airfield Manager must be consulted prior to any aircraft operations above normal weight restrictions. Refer to current DoD FLIP Enroute Supplement for detailed Pavement Classification Numbers.

4.3. Wing Tip Clearance (WTC) Restrictions. (See Figure A2.13.).

4.3.1. Taxiway Golf (in the vicinity of Hardstands 302, 304, and 306) is closed to all aircraft with over a 45-foot wingspan due to inadequate wing tip clearance near Buildings 3430, 3431, 3432, and 3433.

4.3.2. Taxiway Golf, between Building 3456 and Taxiway Foxtrot may only be used by aircraft with a wingspan of 135 feet or less.

4.3.3. Taxiway Kilo between Taxiways Delta and Echo is closed to aircraft with wingspan greater than 160 feet. Taxiway Kilo between Taxiways Echo and Foxtrot is closed to aircraft with wingspan greater than 170 feet. Aircraft with wingspans greater than 170 feet will not utilize Taxiway Kilo between Taxiways Delta and Foxtrot without prior approval from the Airfield Manager. Portions of this taxiway are also restricted due to Hot Pit and Free Space Radiation operations.

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

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

4.3.6. Taxiway Lima: When aircraft are parked on Service Apron 4 or 5 adjacent to Taxiway Lima, aircraft with wingspans greater than 160 feet, but less than 180 feet, will require wing walkers; aircraft with wingspans greater than 180 feet are prohibited.

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

4.3.6.2. Taxiway Lima between Taxiways Alpha and Delta may only be used by aircraft with a wingspan of 185 feet or less.

4.3.7. Taxiways Mike, November, and Papa are closed to aircraft with a wingspan greater than 185 feet.

4.3.8. AMC marshallers are required to be on Taxiway Kilo when parking C-5 and B-747 aircraft on Service Apron 1. Marshallers shall give way to any aircraft established on Taxiway Kilo, and exercise extreme caution. Tower will hold all taxiing aircraft until the marshaller exits the taxiway. If aircraft marshalling operations are in progress, taxiing aircraft will give the right of way to the aircraft being marshaled.

4.3.9. The Upper Fighter Ramp (UFR).

4.3.9.1. The UFR is specifically designed and marked for fighter type aircraft with wingspans less than 45 feet. Pilots will follow the yellow taxi lines while taxiing in the UFR. These taxi lines provide at least a 10-foot clearance from all obstacles behind the yellow wing tip clearance line. Only fighter type aircraft may utilize the UFR.

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

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

4.3.9.4. TDY/TAD crews will be briefed by host unit on taxi route procedures.

4.3.10. Free Space Radiation Restrictions. Ground Control will restrict the movement of aircraft with wingspans of 133 feet or larger from utilizing Taxiway Kilo between Taxiways Echo and Foxtrot whenever free space radiation testing is being accomplished from Building 3306. This building is located south of Taxiway Kilo, between Taxiways Echo and Foxtrot, directly across from Service Apron 3. Restrictions regarding these operations are contained in Site Survey Analysis information: IBM Report #92-CT-II-30696G, dated May 92.

4.4. Prepared Taxi Flow Plan for KC-135 (Tanker), E-3 (AWACS), H-60 (Helicopters).

4.4.1. Runway 05 - Taxi Out:

4.4.1.1. Aircraft parked on Taxiways Mike, November parking spots N-10 thru N-15, and Papa. Turn North/Northeast out of parking, taxi to Taxiway Lima via Taxiway Delta intersection. Right on Taxiway Lima.

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

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

4.4.2. Runway 23 - Taxi Out:

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

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

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

4.4.3. Runway 05/23 - Taxi In: Aircraft parking on Taxiways Mike, November, and Papa will enter via Taxiway Charlie, turn left to enter Taxiway November parking spots N-1 thru N-9. Turn right to Taxiways Mike, November, and Papa. Aircraft parking on Taxiway Lima will use Taxiway Lima and will either nose in or be towed into parking.

4.4.4. Helicopters (Both Runways):

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

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

4.5. Aircraft Parking Location. The following paragraphs designate the primary parking spots for 18 WG, tenant, and transient aircraft. The Airfield Manager will re-designate parking spots when contingency or real-world priorities require the use of assigned parking spots.

4.5.1. Upper Fighter Ramp. Flow-Thrus 1 thru 50 are designated to primary user as:

4.5.1.1. 44 FS: Flow-Thrus 1 Thru 25.

4.5.1.2. 67 FS: Flow-Thrus 26 Thru 50.

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

4.5.2.1. 44 AMU: PAS 5, 6, 7, 8, 9, 10 & 11

4.5.2.2. 67 AMU: PAS 1, 2, 3, 4, 12, 13, 14 & 15

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

4.5.3.1. 44 FS: Nose Docks 4 (bldg 830), 5 (bldg 831), and 8 (bldg 834).

4.5.3.2. 67 FS: Nose Docks 1 (bldg 812), 2 (bldg 814), and 3 (bldg 816).

4.5.4. Primary Assigned Parking Spots:

4.5.4.1. 909 AMU designated parking spots are Lima 9 thru 13, Mike 1 thru 3, November 2, 3, 5, 6, 7, and 9. 718 AMXS are responsible for parking the aircraft. 353 SOG will relinquish spot L-8 on a temporary basis in the event that all 909 AMU aircraft are at Kadena or when PL2 overflow parking dictates a need for additional parking.

4.5.4.2. 961 AMU designated parking spots are November 11 and 12. 718 AMXS are responsible for parking the aircraft.

4.5.4.3. 18 AMXS Transient Alert designated parking spots are Transient Ramp Parking Spots 1 thru 6, Operational Rows 1 (DV Spot), 2 and 3, Hardstands 102, 104, 106, 108, 110, 112, 114, 121, and 302.

4.5.4.4. 733 AMS designated parking spots are Service Apron 1, Service Apron 2, Hardstands 116-119, and with prior coordination with Airfield Management, Taxiway Bravo between Runway 05R/23L and Taxiway Kilo for hazardous cargo.

4.5.4.5. 82 RS primary designated parking spots are November 10 and 13.

4.5.4.6. 353 SOG designated parking spots are Lima 1 thru 8, November 1 and 4 and Papa 17 and 18 designated as overflow parking.

4.5.4.7. 33 RQS designated parking spot is the area in front of Hangar 3534.

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

4.5.4.9. Commander Fleet Activity Okinawa (CFAO) designated parking spot is Hangar 3667 and November 14 and 15 for PL2 assets.

4.5.4.10. Patrol Wing One designated parking spots are Service Aprons 4 and 5.

4.5.4.11. 18 SVS Aero Club designated parking spots are Hardstands 401 and 402.

4.5.4.12. 18 OG is the designated owner of Hardstands 121-126, 319, 321, 326, 327, 329, 330, and 331.

4.5.4.13. 18 MUNS is the designated owner of Hardstand 333.

4.6. Outdoor Wash Rack (Hardstand 1019). The outdoor wash rack (Hardstand 1019) is declared a "no taxi zone" for aircraft. The outdoor wash rack is located between Taxiways Lima and Mike (between parking spots L10 and L11) and is off limits for aircraft taxiing purposes. Due to limited clearance and the possibility of foreign object ingestion into operating aircraft engines when crossing metal grates used to drain effluent from the wash area, all aircraft must be towed by vehicle when being placed on the wash rack. Once aircraft arrive at the facility, towing crews must exercise extreme caution when parking aircraft. Complete towing crews must be used when placing aircraft on the wash rack.

4.7. Explosive Cargo Storage or Parking Areas.

4.7.1. Designated hazardous cargo storage and parking areas are on Taxiway Bravo South (in between Runway 5R/23L and Taxiway Kilo), Taxiway Bravo Center (in between both runways, contingency

only), and Taxiway Delta North (in between Runway 5L/23R and Taxiway Lima, helicopter only). Additional hazardous cargo/explosives parking limits are depicted on the Explosives Loaded Aircraft Parking Plan (Tab D-8) for Kadena AB.

4.7.2. Parking or storage of explosives in other than authorized areas, or in greater than the specified quantities, must be approved by the 18 WG/SEF, parking spot owner, and Airfield Manager.

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

4.7.4. Overflow Parking**:** Taxiway Bravo is designated as overflow parking for wide body aircraft IAW permanent waivers #107 and #108, approved via PACAF/CV memorandum to 18 WG/CC dated 21 Sept 04. Certain control measures must be implemented when aircraft are parked in the overflow parking area. Users must consult with Airfield Management prior to utilizing the area for parking.

4.8. Protection Level 2 (PL2) Asset Parking. The designated PL2 parking spots are November 10-15. The designated PL2 overflow parking spots are Mike 1-3. Parking will start on M3, then M2, and as last resort M1. M1 is an alternate fuel cell maintenance location must remain available to the maximum extent.

Chapter 5

AIR TRAFFIC CONTROL PROCEDURES

5.1. Flight Plan Procedures.

5.1.1. A flight plan is mandatory for all aircraft arriving and departing Kadena AB.

5.1.1.1. Arriving aircraft without a flight plan shall contact AMOPS, as soon as possible, on frequency 266.0 or 131.4 for coordination. AMOPS will coordinate with TA and AMC to determine the status and parking location of the aircraft and advise the Tower. If coordination has not been completed prior to the aircraft's actual landing, the aircraft will be held on Taxiway Bravo between the runways or on Taxiway Delta between Taxiway Lima and Runway 05L/23R. If the aircraft is carrying hazardous cargo, the aircraft will be held and told not to shut down engines until its final parking location has been determined. AMOPS will notify 18 WG/SEF. ATC will contact AMOPS prior to allowing an aircraft to land without a flight plan or inbound notification from AMOPS.

5.1.1.2. Any aircraft requesting to depart without a flight plan on file shall contact AMOPS on frequency 266.0 or 131.4 for coordination. The Tower shall not allow any aircraft to taxi until it receives a flight plan from AMOPS. 18 WG aircraft may taxi with SOF approval.

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

5.1.3. Flight plans will be filed not less than 1 hour or no more than 24 hours before departure. Flight plan proposals originating from Kadena AB with a route of flight in the local area, shall be submitted in one of the following forms: DD Form 1801, **DoD International Flight Plan**, in person or by fax if letter of agreement is on file at AMOPS; AF IMT 4327, **Flight Authorization** in person or by fax; or Unit Flying Schedule by fax. Schedules must contain the following items:

5.1.3.1. Number and Type of Aircraft.

5.1.3.2. Call Sign(s).

5.1.3.3. Estimated Time of Departure (ETD).

5.1.3.4. Total Estimated Elapsed Time (EET). As per Naha ACC request, aircraft filing for a terminal delay at Kadena will include mission timing plus terminal delay timing in block 16, TOTAL EET. Additionally, aircrews will annotate block 18, OTHER INFORMATION, with a remark stating estimated terminal delay timing, i.e. RMK/KAD: TRANS 3+00.

5.1.3.5. Pilot's Name.

5.1.3.6. Fuel.

5.1.3.7. Area of Flight (Whisky Areas).

5.1.3.8. Approval Authority.

5.1.3.9. Local Contact Number.

NOTE: A confirmation call must be made to AMOPS to verify receipt of faxed flight proposals. If the flight proposal is faxed, the submitting organization must maintain the original on file in accordance with service directives.

5.1.4. Units using the AF IMT 4327, **Flight Authorization**, will deliver or fax the signed copy of the form to AMOPS by the end of the duty day before the effective date. Flying squadrons shall call or fax all updates and add-ons immediately to AMOPS and 18 WG Command Post. All times must be filled in.

NOTE: A confirmation call must be made to AMOPS after a fax is sent to ensure receipt of all necessary information before the flight plan can be entered into the Japanese Civil Aviation Bureau System.

5.1.4.1. Units using Tactical Aircrew Scheduling and Airspace Management System (TASAMS) will ensure the next day flying schedule is approved and in TASAMS by the end of the duty day (1630L or 1930L for 18 Wing night flying) before the effective date. Once the flying schedule is in TASAMS, after 1630L/1930L, it is considered approved by the appropriate flying squadron commander or director of operations. This approval allows AMOPS to file flight plans with Naha Flight Service Station to be entered into the air traffic 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.

5.1.4.2. Units will provide AMOPS with a flight plan/scheduling point of contact list as whenever it changes. The list will include individual(s) unit, name, rank, duty, and home telephone numbers.

5.1.5. The Navy "Alert" P-3 aircraft will be authorized to taxi for departure without a flight plan only when AMOPS calls Tower via the direct line and states the aircraft is an Alert P-3. The flight plan must be on file prior to departure.

5.1.6. During local exercises, aircraft on alert must activate their clearance with AMOPS prior to launch.

5.1.6.1. Eagle Control/Shogun 10 (SOF) or designated represenative will initiate a flight clearance request via telephone or by radio with AMOPS for alert aircraft only. A flight plan shall be faxed or hand delivered to AMOPS as soon as possible.

5.1.7. Exception: The Air Evac Alert KC-135 aircraft will be authorized to taxi for departure without a flight plan.

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

5.2.3. When delay is expected or the altitude requested cannot be assigned for long-range flight, ATC shall provide pilots with an Expected Departure Clearance Time (EDCT).

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

5.2.5. 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 13-213, *Airfield Management*. AMOPS is not authorized to accept original flight plans via air-to-ground radio. AMOPS is the single point of contact for filing flight plans. ATC is not authorized to input nor relay flight plans to AMOPS. However, locally filed flight plans can be amended by any means prior to departure.

5.3. Whiskey Clearance. Pilots shall depart on local fighter Whiskey VFR/IFR departures. These departures are considered to be a composite flight plan IFR/VFR. Report reaching VFR conditions. Climb and maintain assigned altitude; if not VFR-On-Top by clearance limit, maintain assigned altitude within 40 DME and advise Okinawa Approach.

5.3.1. All aircraft exiting the Warning Areas shall contact Okinawa Approach at the appropriate Whiskey Recovery entry/exit points.

5.4. Departures.

5.4.1. Altitude Restrictions. During VMC, all aircraft departing Kadena AB shall maintain at or below 1,300 feet MSL until the departure end-of-runway to protect the overhead traffic pattern unless otherwise directed. All pilots are expected to climb out as published in this regulation or as published on the Departure Procedure (DP).

5.4.2. Other Restrictions. No battle-box takeoffs, simultaneous single ship takeoffs from parallel runways or other non-standard departures will be authorized without 18 OG/CC coordination and approval.

NOTE: To the maximum extent possible, after-burner equipped aircraft should depart on Runway 05R/23L for noise abatement.

5.4.3. C-130 VFR Departures:

5.4.3.1. Sesoko Departure.

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

5.4.3.1.2. Runway 23: Climb to 1,500 feet MSL and turn right within 2 DME direct to Moon Beach (26º 27' 20" N 127º 48' 08" E); if weather precludes climb to 1,500 feet MSL, advise ATC prior to departure. After Moon Beach, proceed to Sesoko maintaining 1,500 feet MSL. Advise ATC when passing 10 DME from Kadena VORTAC.

5.4.3.2. Ikei Departure.

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

5.4.3.2.2. Runway 23: Maintain at or below 1,000 feet MSL. Turn left within 2 DME to a downwind and proceed to Gushikawa (26º 21' 44" N 127º 52' 10"). Avoid direct overflight of the US Naval Hospital at Camp Lester. After Gushikawa proceed direct to Ikei Island. Advise ATC when passing 10 DME from Kadena VORTAC.

5.4.4. KC-135 Departures:

5.4.4.1. Moon Beach Departure: Runway 05: Climb runway heading to 1500 ft MSL, within 2 DME turn left direct to Moon Beach (26º 27' 20" N 127º 48' 08" E). Do not overfly the Renaissance Hotel. Proceed

to Sezoko-Jima (26º 38’ 22” N 127º 52’ 15” E) at 1500 ft MSL then flight planned route. Advise ATC when passing 10 DME from Kadena VORTAC.

5.4.4.2. Manza Beach Departure: Runway 23: Climb runway heading to 1500 ft MSL, within 2 DME turn right direct to Manza Beach (26º 25’ 26” N 127º 52’ 10” E). Proceed to Sezoko-Jima at 1500 ft MSL then flight planned route. Advise ATC when passing 10 DME from Kadena VORTAC.

5.5. Arrival Procedures.

5.5.1. The primary method of recovery for locally assigned fighter aircraft is to the overhead pattern via the Whiskey Recoveries. For radar vector (IFR) recoveries to initial, aircraft are automatically considered canceling IFR once pilot has reported the airport or traffic to follow in sight. The alternate method is an instrument approach. Aircraft are considered VFR until IFR clearance (consisting of clearance limit and altitude) is issued by ATC.

5.5.2. Okinawa Approach Control will vector all other arrivals via enroute descent for a precision approach unless the pilot requests another approach on initial contact.

5.5.3. Surveillance Radar Outage. PAR approaches may be conducted when the airport surveillance radar is unusable, provided the aircraft is TACAN or VOR-DME equipped and a published instrument approach is used to position the aircraft within Precision Radar coverage.

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

5.6. VFR CLASS B (TCA) Recovery.

5.6.1. All aircraft that desire flight within the confines of Class B airspace must obtain ATC approval, have an operational transponder with Mode C and remain in radio contact with Okinawa Approach Control while operating in the Class B airspace in accordance with FAAO 7110.65.

5.6.2. VFR aircraft must obtain an ATC clearance to operate in Class B airspace. To reduce verbiage and frequency congestions, fighter aircraft assigned to Kadena AB are automatically cleared to enter the Class B airspace upon radar identification and initial control instruction.

5.6.3. Assignment of radar headings, routes or altitudes is based on the provisions that a pilot is operating in accordance with VFR is expected to advise ATC if compliance will cause violation of any part of the applicable CFR.

5.7. Non-Standard Fighter Recoveries.

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

5.7.1.1. Non-Standard formation approaches must be approved by Okinawa Approach Control. Navy carrier breaks are not authorized. Simulated Flame Outs (SFOs) are not allowed due to complexity of airspace and proximity of neighboring airfields.

5.7.1.2. All instructions issued by Okinawa Approach Control apply to the entire flight, including clearance for the approach and clearance to land, unless specific instructions are given for individual flight elements.

5.7.2. Pilots Shall:

5.7.2.1. Request non-standard approach with Okinawa Approach Control. Include type landing (e.g., "Bat 01, 2 ship, request ILS non-standard, 5 left, full stop").

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

5.7.2.3. Establish non-standard trail formation while in VMC. Spacing will not exceed 2 NM between flight elements. Each aircraft will fly the approach as published and initiate descent at the normal descent point.

5.7.2.4. If lost communications occur after the flight is established in non-standard formation, squawk transponder code 7600 and continue the approach. If lost communications occur in conjunction with an in-flight emergency, squawk transponder code 7700 and continue with the approach.

5.7.3. Approach Control shall:

5.7.3.1. Vector only the lead aircraft of the flight. Radar monitor/flight follow all non-standard formations executing an instrument approach during IMC conditions or pilot requested.

5.8. Transition Procedures (Split-to-land).

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

5.8.2. Terminology:

5.8.2.1. "SPLIT-TO-LAND" indicates a flight of two aircraft will accomplish an instrument approach to a runway. One aircraft will continue the straight-in approach, and the other aircraft will offset to land on the parallel runway.

5.8.2.2. "TRANSITION-TO-LAND" indicates an aircraft (or two-ship in non-standard trail) will accomplish an instrument approach to a runway and offset to land on the parallel runway.

5.8.3. Procedures:

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

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

5.8.3.3. Pilots will not begin transition maneuver prior to FAF and the landing runway is in sight. Maintain circling MDA until reaching the point at which a normal descent to land on the parallel runway can be started.

5.8.4. Landing Options:

5.8.4.1. Full Stops.

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

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

5.8.5. Missed Approach:

5.8.5.1. In the event of missed approach or if the pilot loses visual references during the maneuver, aircraft inbound to Runway 05L/23R will execute standard radar climb. Aircraft inbound to Runway 05R/23L will execute the runway heading departure.

NOTE: Runway Heading Departure: Runway 05 - Fly runway heading cross departure end of runway at or below 1,300 at 5 DME, turn right heading 095, maintain 4,000 until 15 DME. Runway 23 - Fly runway heading cross departure end of runway at or below 1,300 at 5 DME, turn left heading 160, cross 5 DME at or above 2,000, maintain 4,000 until 15 DME.

5.8.6. The Tower may direct a VFR aircraft or request an IFR aircraft on final approach to transition to the parallel runway. Controller phraseology will be: "TRANSITION TO LAND RUNWAY (number)" or "REQUEST YOU TRANSITION TO RUNWAY (number)." A pilot receiving this clearance will maneuver the aircraft to align with the appropriate runway. Normally, notification to transition to a parallel runway will be issued no less than 5 NM from the runway, unless the pilot requests to change runways.

5.9. Multiple Instrument Approaches.

5.9.1. Pilots will contact Okinawa Approach Control on the appropriate frequency, state the type approach requested, how the approach will terminate if other than a full stop, and intentions to follow.

5.9.2. Pilots executing missed approach when the field is VFR shall not climb above 1,300 feet MSL until crossing departure end of runway to protect from the overhead pattern.

5.9.3. 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 their own 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 initiates flight split-ups for individual control on departure.

5.9.4. Climb-Out Instructions (Standard Radar Climb). The following are standard climb out instructions for aircraft re-entering or remaining in the radar pattern for multiple approaches:

5.9.4.1. Runway 23. "AFTER COMPLETING (type landing), (When the airfield is VFR add "...CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW 1300"), MAKE CLIMBING RIGHT TURN HEADING 360 WITHIN 2 DME, CLIMB AND MAINTAIN 3000."

5.9.4.2. Runway 05. "AFTER COMPLETING (type landing), (When the airfield is VFR add "...CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW 1300"), MAKE CLIMBING LEFT TURN HEADING 360 WITHIN 2 DME, CLIMB AND MAINTAIN 3000."

5.9.4.3. Based on traffic, the controller may issue alternate instructions. In such cases, the controller will specifically issue complete instructions.

5.9.4.4. For base-assigned aircraft, controllers will issue "EXECUTE STANDARD RADAR CLIMBOUT" to reduce excess verbiage.

5.10. Altitude Restricted Low Approach. An altitude restricted low approach with a vertical restriction of not less than 650 feet MSL (500 feet AGL) or 1150 feet MSL (1000 feet AGL) for heavy aircraft may be authorized except over an aircraft in takeoff position or a departing aircraft.

5.10.1. When issuing an Altitude Restricted Low Approach due to personnel on the runway, Tower shall ensure that personnel on runway are informed of the intended operation prior to the aircraft reaching two miles from the runway or prior to the aircraft turning base leg when flying in the VFR pattern.

5.11. Opposite Direction Traffic.

5.11.1. All opposite direction traffic will be approved or disapproved based solely on known traffic. Except for specific military missions, opposite direction traffic will not normally be given priority.

5.11.2. IFR opposite direction operations requires approval by both Tower and RAPCON.

5.11.2.1. IFR/IFR opposite direction procedures shall be used only when Kadena ASR is operational.

5.11.2.2. Minima:

5.11.2.2.1. IFR Opposite Direction Departure vs. IFR Arrival. An opposite direction departure/low approach aircraft must be airborne and turning to avoid conflict prior to an arriving aircraft reaching 15 flying miles from the runway.

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

5.11.2.2.3. IFR Opposite Direction Arrival vs. IFR Arrival. An opposite direction arriving aircraft shall be no closer than 15 flying miles from the runway when the preceding arriving aircraft crosses the landing threshold.

5.11.2.2.4. VFR Opposite Direction Straight-In Arrival vs. IFR Arrival. An opposite direction arriving aircraft shall be no closer than 15 flying miles from the runway when the preceding arriving aircraft

crosses the landing threshold.

5.11.2.2.5. VFR Opposite Direction Departure vs. IFR/VFR Straight-In Arrival. An opposite direction departing aircraft must be airborne and turning to avoid conflict prior to an arriving aircraft reaching 15 NM from the runway.

5.11.2.2.6. VFR Opposite Direction Departure/Arrival vs. VFR Arrival. An opposite direction departing/arriving aircraft must be airborne and turning to avoid conflict/crossed the landing threshold prior to the arriving aircraft reaching 5 flying miles to the runway.

5.12. Intersection Departures.

5.12.1. General. Reference FAAO 7110.65 in governing intersection departures at Kadena AB. Intersection departures will be authorized by the Tower from any intersection if the aircraft commander concurs and traffic flow permits.

5.12.2. Procedures. Tower will issue appropriate distance remaining from the intersection to transient aircraft. (See Table 5.1.)

Table 5.1. Intersection Departure Distance.

Intersection Departure Distance (ft)				
	05L	**05R**	**23L**	**23R**
Taxiway B	9300	9700	2300	2700
Taxiway C	7800	8200	3800	4200
Taxiway D	5700	6400	5600	6300
Taxiway E	2600	3700	8300	9400

5.12.2.1. Intersection departures are not authorized for 18 WG aircraft, except Aero Club and helicopters.

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

5.13. Reduced Same Runway Separation. Reduced same runway separation (RSRS) is authorized for aircraft under the control of the Commander in Chief, U.S. Pacific Fleet (CINCPACFLT) and Commander, U.S. Marine Forces Pacific (COMMARFORPAC) at bases under control of Commander, Pacific Air Forces IAW Joint Letter of Agreement on Reduced Same Runway Separation at Pacific Air Force Bases dated 1 Mar 2001.

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

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

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

5.13.1.3. Aircraft will not overfly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to landing aircraft.

5.13.1.4. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. When operating IFR or under ATC instructions, controllers must ensure standard wake turbulence separation exists.

5.13.2. Reduced same runway separation standards do not apply:

5.13.2.1. To any situation involving an emergency aircraft.

5.13.2.2. To any situation involving an aircraft cleared for the option or a stop-and-go, a low approach behind a touch-and-go or behind a full stop.

5.13.2.3. When the runway condition reading is less than 12 or breaking action reports of less than fair are reported.

5.13.3. Same aircraft means same airframe, i.e. F-15 behind F-15, F/A-18 behind F/A-18, C-130 behind C-130 etc.

5.13.4. All other fighter-type operations means not the same airframe, i.e. F-15 behind F-14, F/A-18 behind A-10, etc.

5.13.5. Daytime standards.

5.13.5.1. 3,000 feet minimum separation for:

5.13.5.1.1. Same type fighter aircraft.

5.13.5.1.2. Same type tactical airlift aircraft (non-heavy) such as C-130 behind C-130.

5.13.5.2. 6,000 feet minimum standard separation for:

5.13.5.2.1. All other fighter type aircraft (not same airframe).

5.13.5.2.2. Formation landings (holding hands) provided all aircraft involved are the same type aircraft. (e.g. all F-15s, all C-130s, etc.). Separation is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

5.13.6. Nighttime standards.

5.13.6.1. Controllers must be able to see the aircraft involved and determine distances by references to suitable nighttime landmarks; otherwise, standard FAAO 7110.65 separation will be applied.

5.13.6.2. 6,000 feet minimum separation for:

5.13.6.2.1. All fighter-type aircraft (same or different airframe).

5.13.6.2.2. same type tactical airlift aircraft (no-heavy) such as C-130 behind C-130.

5.13.6.2.3. Formation landings (holding hands) provided all aircraft involved are the same type aircraft. (e.g. all F-15s, all C-130s, etc.). Separation is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

5.14. Go-Around/Breakout Procedures.

5.14.1. GO-AROUND is an instruction for a pilot to abandon the approach to landing due to an imminent situation (i.e., prior landing aircraft on runway, vehicle on runway, etc.). A pilot on an IFR flight plan making an instrument approach should execute the published missed approach procedure or proceed as instructed by ATC. The following are standard GO-AROUND procedures for Kadena AB.

5.14.1.1. Runway 05- "GO AROUND (Reason). FLY RUNWAY HEADING, (if weather is VFR, add: CROSS DEPARTURE END AT OR BELOW 1300'), THEN CLIMBING LEFT TURN HEADING 360 WITHIN 2 DME, MAINTAIN 3000'."

5.14.1.2. Runway 23- "GO AROUND (Reason). FLY RUNWAY HEADING, (if weather is VFR, add: CROSS DEPARTURE END AT OR BELOW 1300'), THEN CLIMBING RIGHT TURN HEADING 360 WITHIN 2 DME, MAINTAIN 3000'."

5.14.2. BREAKOUT is an instruction to direct aircraft out of the approach stream. It means that an aircraft may no longer continue its approach due to an imminent situation (i.e., overtaking another aircraft on final, conflicting IFR/VFR traffic, etc.) and must be turned.

5.14.2.1. An aircraft that is issued "BREAKOUT" instructions prior to entering the ATA shall be turned to avoid entering the ATA. Tower shall not specify the direction of breakout for arriving aircraft outside the ATA.

5.14.2.2. Breakouts within the ATA will only be issued as a last resort to avoid a confliction.

5.14.2.2.1. Runway 05- "BREAKOUT, TURN LEFT HEADING 360, CLIMB AND MAINTAIN 2000' IMMEDIATELY, (reason for breakout), ACKNOWLEDGE."

5.14.2.2.2. Runway 23- "BREAKOUT, TURN RIGHT HEADING 360, CLIMB AND MAINTAIN 2000' IMMEDIATELY, (reason for breakout), ACKNOWLEDGE."

5.14.2.3. BREAKOUT to the south is not authorized due to proximity to Naha and Futenma Airport Traffic Area.

5.15. Kadena Traffic Pattern Operations at Night and on Weekends/Holidays.

5.15.1. The radar pattern at Kadena AB is open, with multiple approaches authorized, from 0600-2200L daily, not to include weekends and holidays. Requests for multiple IFR approaches during weekend/holidays can be made via the weekly OG Scheduling Meeting and may be approved by the OG/CC in unusual circumstances.

5.15.2. The tower VFR pattern is available, with multiple approaches authorized, from 0600-2200L daily, not to include Sundays and holidays. Exceptions to these guidelines will be published via NOTAM through AMOPS.

5.15.3. The overhead pattern is only open from sunrise to civil twilight. This restriction applies to the 1800' pattern and not the conventional rectangular pattern (1300') or the helicopter and Aero Club pattern (800'). When unit night flying is annotated on 18 WG/CP or approved flying schedules, both the conventional rectangular patterns and instrument approaches that culminate in a circling approach are authorized after sunset in order to satisfy continuation training and/or checkride requirements.

EXCEPTION: KC-135s are permitted to fly night VFR overhead patterns (between civil twilight and 2200L) to satisfy initial or continuation training requirements.

5.15.4. Training flights on Sundays and holidays require 18 OG/CC approval and will not normally be authorized. Circling approaches after sunset will be kept to an absolute minimum required for checkride completion or to fulfill semi-annual continuation training requirements.

5.15.5. Unit commanders will be diligent to comply with quiet hours restrictions by ensuring "night training flights are limited to the minimum required to fulfill assigned US Forces Japan missions and maintain aircrew proficiency," and by making every effort "to complete night flying operations as early as possible." 18 OG/CC is the waiver authority for any exceptions to the restrictions.

Chapter 6

VISUAL FLIGHT RULES (VFR) PROCEDURES

6.1. VFR Traffic Patterns. Tower patterns are open with multiple approaches authorized between 0600-2200L daily not to include weekends and holidays. Overhead pattern is open sunrise to end of civil twilight. Aircraft will avoid over-flight of highly populated off-base areas to the maximum extent possible. Strict adherence to VFR traffic pattern routes must be applied to comply with noise abatement procedures in Chapter 15. No other non-standard patterns will be flown without prior 18 OG/CC approval. (See Figures A2.14., A2.15. and A2.16.).

6.1.1. VFR Traffic Pattern Altitudes:

6.1.1.1. Jet Tactical and/or Overhead – 1,800 MSL.

6.1.1.2. Conventional Rectangular – 1,300 feet MSL.

6.1.1.3. Helicopter and Aero Club – 800 feet MSL.

6.1.2. The preferred direction for traffic in the VFR patterns will be to the south, except for heavy traffic. Circling is not authorized northwest.

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

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

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

6.1.6. Closed traffic patterns will be flown in a clean configuration (gear and flaps up) within operational constraints until aircraft are established on downwind leg (E-3 aircraft will use 14 degrees of flaps, KC-135 will use 20 degrees of flaps). Aircraft experiencing an emergency or having a procedural requirement to do so may fly a gear down pattern. Aircrews will advise tower of gear down patterns.

6.1.7. When operations are in progress at Yomitan Auxiliary DZ (2.3 NM NNW of Kadena) or above 500 feet AGL at the 18 MUNS Explosive Ordinance Disposal (EOD) Range (2 NM north of approach end Runway 23R), Yomitan Re-Entry, Yomitan Straight-In, and 1,300 feet MSL rectangular patterns north of the runways shall be suspended. Helicopters may use the 800 feet MSL pattern provided they're advised of the activity and will remain within 1 NM of Runway 05L/23R.

6.2. 360º Overhead Pattern. (See Figure A2.14.).

6.2.1. Weather Requirements. The minimum reported ceiling required for the 360º overhead pattern is 2,200 feet AGL. The 360º overhead pattern may be closed, as required, by the Tower watch supervisor.

6.2.2. Initial Pattern. Aircraft inbound to initial shall maintain 2,500 feet unless a lower altitude is approved by ATC. Aircraft shall descend to 1,800 feet MSL (initial altitude) at 5 DME or once

established on initial and inside the Kadena ATA. If pilots are instructed to report initial, report initial between 3 and 5 DME, however range is not required in the radio call (i.e., "Shogun 1, Initial").

6.2.3. Runway. Unless otherwise directed by Tower, initial will be flown over Runway 05R or 23L. A right break will be flown to Runway 05R. A left break will be flown to Runway 23L.

6.2.4. Downwind. Fly downwind for initial and closed overhead patterns at 1,800 feet MSL. Overhead patterns shall not be flown below 1,800 feet. When landing on Runway 05L/R, extend inside downwind until feet wet. Avoid angling final, fly at least a one-mile final, and be aligned with the runway centerline prior to becoming feet dry.

6.2.5. Reentry to Initial:

6.2.5.1. Yomitan. Aircraft instructed to "Reenter Yomitan" will climb runway heading to 2,000 feet MSL (maintain at or below 1,300 feet until past departure end), turn to heading 320 and continue climb to 2,500 feet MSL. Proceed to Yomitan airfield, continue northwest Runway 05/northeast bound Runway 23 until abeam 3 NM initial, then direct initial. Descend to 1,800 feet MSL when turning initial. Remain within 4.3 DME of Kadena. (See Figure A2.15.).

6.2.5.2. Koza. Aircraft instructed to "Reenter Koza" will climb runway heading to at least 2,000 feet MSL (maintain below 1,300 feet until past departure end), turn to heading 140 and climb to 2,500 feet MSL. Proceed to Koza (Awase Golf Course KAD 140/2.5), continue southwest Runway 05/northeast bound Runway 23 until abeam 3 NM initial, then proceed direct initial. Descend to 1,800 feet MSL when established on initial. Remain within 4.3 DME of Kadena. (See Figure A2.15.).

CAUTION: This pattern over flies the Futenma ATA. Do not descend below 2,500 feet MSL beyond 3.0 DME south of KAD.

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

6.3. KC-135 VFR Procedures.

6.3.1. KC-135 VFR Overhead: The KC-135 VFR Overhead pattern will be flown on 5L/23R (North Breaks only). All aircraft will acquire radar vectors to initial or be cleared direct when conveniently aligned. KC-135 aircraft will maintain 2500' MSL or as instructed by controller until lined up on 5 mile initial (6 DME). Once inside 5 mile initial, aircraft may descend to 1,800' MSL. KC-135 aircraft will not be permitted to perform the Koza/Yomitan reentries to initial. Aircraft will remain within the ATA/Class D at all times during the maneuver. Overhead procedures will be flown IAW AFI 11-2KC135V3.

6.3.2. KC-135 VFR Arrival: Fly to designated arrival point (NW: Moon Beach – 26º 27' 20" N 127º 48' 08" E). Cross arrival point at 1300' MSL then proceed VFR to the downwind or base for the appropriate runway. Advise ATC when entering the ATA/Class D. Accomplish normal VFR approach and landing procedures and remain within the ATA/Class D (within 5 SM of runway/4.3 DME KAD).

6.4. Rectangular Patterns.

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

required, by the Tower watch supervisor.

6.4.2. Patterns. Aircraft shall enter the pattern at 1,300 feet MSL, or as directed by Tower. Normally, the pilot shall fly a left hand pattern to Runway 05L and 23L and right pattern to Runway 05R and 23R. When flying right pattern to Runway 05L/R, extend downwind to ensure feet wet prior to turning base, avoid angling final, and be aligned with the runway centerline prior to becoming feet dry. (See Figure A2.16).

NOTE: 1,300 feet MSL and North pattern not authorized for fighter type aircraft.

6.4.3. Dimensions. Aircraft in the 1,300 feet MSL pattern are required to remain within 1 NM southeast of Runway 05R/23L centerline to avoid conflicts with Futenma MCAS ATA. KC-135s or other heavy aircraft are not authorized to fly rectangular pattern to the South. They may still use Runway 05R/23L, but must fly the North downwind.

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

6.6. Helicopter Patterns.

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

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

6.7. Multiple VFR Approaches.

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

6.7.2. Coordination. Tower shall coordinate a CLASS B (TCA) clearance as necessary and assign a frequency to contact Okinawa Approach Control. The pilot will not depart the ATA until IFR clearance or radar service can be provided.

6.8. Straight-In Approaches.

6.8.1. Straight-In Approach (IFR). Any instrument approach wherein final approach is begun without first having executed a procedure turn (i.e. ILS, VOR/DME TACAN and VISUAL approaches).

6.8.2. VFR Straight-In Approach. An approach conducted by aircraft on a VFR flight plan whereby the aircraft enters the VFR traffic pattern by interception of the extended runway centerline (final approach course) without executing any other portion of the traffic pattern. VFR Straight-Ins must be approved by ATC.

6.8.3. Visual Approach. An approach conducted on an instrument flight rules (IFR) flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport. The pilot must, at all times, have either the airport or preceding aircraft in sight. The Visual Approach must be authorized and under control of ATC.

6.8.4. Straight-In Approach from Yomitan. On departure, request a "STRAIGHT-IN APPROACH" from Yomitan. Once approved, maintain 1,300 feet MSL until established on a 3-4 NM final. Remain within 4.3 DME of KAD.

NOTE: Straight-In from Koza is not authorized. Straight-Ins over Futenma Point are not authorized for F-15s.

6.9. Special VFR (SVFR). Okinawa Approach Control is the controlling agency for all SVFR operations within the Okinawa Control Zone. No aircraft shall be authorized to enter, depart, operate within, or transit the Okinawa Control Zone under SVFR unless ATC clearance has been received from Okinawa Approach Control.

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

6.11. VFR Departures.

6.11.1. VFR aircraft departing the ATA will obtain specific departure instructions and a CLASS B (TCA) clearance, if necessary, prior to exiting the ATA, to ensure separation.

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

6.12. VFR Reporting Points. Aircraft conducting operations outside of Class B airspace but in contact with Kadena Tower shall use the VFR reporting points described in the following table.

Table 6.1. VFR Reporting Points.

Visual Holding Point	Description	Lat/Long
Bolo Point	Beach area north of highway intersection	26º 25' 15' N 127º 49' 15" E
Gate 1	Security gate at entrance to KAB at Hwy 58	26º 19' 40" N 127º 45' 10" E
Gate 2	Security gate at entrance to KAB by USO	26º 20' 00" N 127º 47' 55" E
Gushikawa	Beach area east of town	26º 21' 20" N 127º 52' 20" E
Moon Beach	Beach area north of hwy intersection	26º 26' 08" N 127º 48' 14" E
Sea Wall	Sea wall on southern edge of river	26º 21' 35" N 127º 44' 22" E
Water Tower	North of airfield	26º 22' 35" N 127º 46' 18" E

Chapter 7

OTHER FLYING PROCEDURES

7.1. 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 7110.65, *Air Traffic Control*. The priorities for Kadena AB are set in the following order.

7.1.1. Emergencies.

7.1.2. Active air defense scrambles, active anti-submarine warfare missions or other higher headquarters-directed launches and Echo item launches.

7.1.3. Rescue aircraft using the "AF Rescue" call sign and Air Evac/Med Evac aircraft when verbally requested.

7.1.4. JCS-Directed missions provided aircrews write "JCS Priority Departure" in the remarks block of the DD Form 1801. Pilot will advise ground control of actual departure time required before commencing taxi.

7.1.5. Aircraft operations specified in the "Special Flights" section of FAAO 7110.65, as required.

7.1.6. DV's Code 6 or Higher (equal to 18WG/CC or Higher).

7.1.7. Controlled Departures.

7.1.8. IFR Full Stop Landings.

7.1.9. IFR Departures.

7.1.10. 18 WG/Tenant Unit practice Radar/IFR approaches.

7.1.11. 18 WG/Tenant Unit practice Radar/VFR approaches.

7.1.12. Aero Club pattern work

NOTE: Conflicts between any of these operations will be resolved by the designated OG representative (SOF) in coordination with ATC.

7.2. Helicopter Take-Off and Landing Areas. Helicopters will take off and land only on active runways, VTOL pad or designated helipads. A helipad is located near Building 10. It is not visible from the Tower. Contact 18th Wing Command Post (18 WG/CP) for use. Pilots shall coordinate with Tower for entry into the airport traffic area. Helicopter crews may conduct night VFR operations from any designated helipad using night vision goggles. A landing/departure clearance will not be given when operating to/from all helipads on the airfield during the hours of darkness as Kadena's helipads are not lighted IAW AF and FAA standards. Instead, the following phraseology will be used, "PROCEED AS REQUESTED, USE CAUTION FOR (reason)." This practice is also applicable to NVG operations to/from the helipads.

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

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

7.4. Hot Brake Areas/Hot Gun Areas/Arming or De-Arming Areas. These areas are located on Warm-Up Pads 1 through 4. (See Figure A2.1.).

7.5. Arming/De-Arming Areas and Headings. To be used by aircraft possessing forward firing ordnance as indicated in Table 7.1.

Table 7.1. Arm/De-Arm Area and Heading.

Location	Heading
Warm-Up Pad 1	230
Warm-Up Pad 2	070
Warm-Up Pad 3	050
Warm-Up Pad 4	230
TWY Delta between RWY 05L/23R and TWY Lima	225

7.6. Jammed Gun Procedures.

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

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

7.6.3. Helicopter Procedures. Helicopters returning to Kadena AB with a weapon that cannot be made safe will inform the Tower and request landing on Runway 05L/23R for taxi to Warm-Up Pad 1. The weapon will be aimed IAW Table 7.1. until aircraft maintenance personnel can remove the weapon from the aircraft.

7.6.4. HH-60 Operating Procedures. HH-60 aircraft responding to an emergency (using an "Air Force Rescue" call sign), are authorized to depart from the taxiway, traffic permitting.

7.7. Silent Launch Procedures (Steel Tiger).

7.7.1. Coordination: All silent launches will be coordinated with Airfield Management, Tower, and Okinawa Approach Control (Kadena RAPCON) watch supervisors at least two hours before the scheduled

launch time, unless security considerations preclude, in which case, they will be coordinated as soon as possible.

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

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

7.7.4. Safety: As a safeguard, aircraft will monitor guard frequency at all times. In the case of any unusual or emergency situation, radio silence may be broken at the discretion of the controller or pilot. SAFETY IS PARAMOUNT. When airborne, normal departure and flight procedures will be expected unless mission briefed otherwise. Flight leaders will make all communications required 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.

7.7.5. Mission Aircraft/Parent Organization shall:

7.7.5.1. Provide AMOPS with a completed flight plan with the phrase “Steel Tiger” highlighted in the remarks section.

7.7.5.2. During mission planning, the aircrew/unit will deliver the following information to AMOPS, Tower, and Okinawa Approach Control (RAPCON) at least two hours prior to planned departure time. Unless security considerations preclude, this action will be accomplished as soon as possible.

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

7.7.5.2.2. Wingmen Call Signs and parking spots.

7.7.5.2.3. Spare Aircraft Call Sign and parking spot.

7.7.5.2.4. Proposed departure date.

7.7.5.2.5. Proposed departure time.

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

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

7.7.5.2.8. Requested holdline time (departure time minus 10 minutes).

7.7.5.3. Put a “Block Time” 45 minutes prior to takeoff time to ensure the clearance is ready. Clearance should be ready from Kadena Clearance Delivery (RAPCON) one hour prior to launch time, and the clearance will contain instructions for departing both Runways 05 and 23.

7.7.5.4. Obtain IFR Clearances Using One of the Following Procedures:

7.7.5.4.1. Furnish a runner to pick up their IFR clearances. They may be picked up at RAPCON, Building #3417.

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

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

7.7.5.6. Notify air traffic control if taxi and takeoff times will be delayed or if the launch will be canceled.

7.7.6. Aircrew Procedures:

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

7.7.6.2. Taxi: Monitor ATIS for current active runway and taxi on time after visually clearing the taxi route. Stop at the hammerhead for Runway 05L/23R and point the aircraft away from Tower until ready to cross or take off. Then turn the aircraft toward Tower and flash the taxi/landing lights. Tower will respond with a "FLASHING GREEN" light gun signal to authorize taxi across a runway. A "STEADY RED" light gun signal or lack of light signal indicates to hold position. Non-Standard taxi flows due to taxiway closures will be coordinated at the time the silent launch scheduling sheet is brought to the Tower. Any deviation from the scheduled taxi route will require additional coordination. Caution: Do not mistake airfield rotating beacon for light gun signal.

NOTE: All departures will be from Runway 05L/23R unless prior coordination and approval has been accomplished with Tower.

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

7.7.6.4. Departure: When cleared for takeoff, aircraft will switch to departure control frequency and squawk assigned beacon code. Departure will address the aircraft by its 4-digit transponder code "XXXX (aircraft squawk) RADAR CONTACT PASSING (altitude)." Once airborne, acknowledge all radio transmissions from Okinawa Approach Control with an "IDENT" on assigned IFF/SIF transponder code to include the hand-off to Naha Control. Once with Naha Control, normal radio procedures will be used. For departures into the radar pattern, normal radio procedures begin after the aircraft has turned crosswind.

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

7.7.7. RAPCON shall:

7.7.7.1. Request clearance from Naha Area Control Center (ACC) utilizing normal procedures. Have a hard copy available one hour prior to departure time.

7.7.7.2. Control the aircraft using the aircraft transponder code, Mode-3, as the aircraft call sign.

7.7.7.3. Use normal procedures to initiate a handoff/transfer of control with ACC.

7.7.8. Tower shall:

7.7.8.1. Monitor Engine Start and Taxi.

7.7.8.2. Use a "FLASHING GREEN" light gun signal to clear the aircraft across an active runway. If temporarily unable to approve crossing, Tower will issue a "STEADY RED" light gun signal. When able to approve crossing, Tower will issue a "FLASHING GREEN" light gun signal. Tower will use a "STEADY GREEN" light gun signal to clear aircraft for departure and frequency change.

7.7.8.3. Request release 5 minutes prior to scheduled takeoff, using transponder code, Mode-3, as the aircraft call sign.

7.7.8.4. At 15 minutes prior to takeoff time, ensure 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.

7.7.9. Other Agencies Responsibilities:

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

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

7.7.9.3. Base transportation will be briefed on the aircrew pick up time and place with special emphasis on not using telephones to discuss the pick-up unless on the STU III.

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

7.8. Civil Use of Air Force Facilities. Civil aircraft may be issued radar vectors and permitted to use USAF NAVAIDS for practice and multiple low approaches at Kadena as long as such approaches do not delay mission essential traffic. ATC supervisory personnel make the determination to permit or deny these operations based on current and projected traffic conditions. Civil aircraft must have a landing permit or approval from the installation commander to land.

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

7.10. IFR Refueling:

7.10.1. Flight Plan Procedures:

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

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

7.10.2. Sequencing. The tanker will normally take off after all receivers are airborne. VFR, 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. IFR, the fighters will depart to the first point of the ALTRV and hold. ATC will be used to the max extent possible to provide altitude de-confliction until rejoin is made.

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

7.10.4. Tanker Crews. Ensure they pass weather conditions in the refueling track to Shogun 10 if actual IMC refueling is expected for 18 WG aircraft.

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

7.11. 33d Rescue Squadron (33 RQS) Standardized Air Refueling Tracks.

7.11.1. General. The scheduling office has established the following tracks with VMGR-152 and the 17th SOS in order to ease scheduling conflicts. The Shark Rock AR track is the primary track for work with the 17th SOS, with Shooter track as the alternate for training in the vicinity of W-174.

7.11.1.1. The names, coordinates, headings, and IMC procedures for the 33 RQS standard AR tracks are as follows:

Table 7.2. Air Refueling Tracks.

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

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

7.12. Parachute Drop Zone Coordination Procedures.

7.12.1. Coordination. Any organization requesting paradrop operations within the confines of Okinawa Approach Control airspace shall coordinate with 18 OSS/OSA at least 48 hours in advance. Phone verification for tentative approval by ATC is the responsibility of the requesting organization. AMOPS will post NOTAM.

7.12.1.1. Any paradrop at Kadena Air Base requires 18 OG/CC approval.

7.12.1.2. See Marine Corps Base, Camp Butler, Base Order P3500.2 for detailed coordination procedures.

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

7.12.1.4. Fax information on request to 632-9573 and follow up with a phone call to 634-7669..

Chapter 8

AIRCRAFT EMERGENCY PROCEDURES

8.1. General. Due to the limited number of alternate airfields near Kadena, we all must strive to minimize the time a runway is closed due to a disabled aircraft or arrested landing. Aircrews should notify Tower or Okinawa Approach Control at least 15 minutes before an arrested landing, when possible. The on-scene commander will coordinate with Airfield Management and determine the following:

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

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

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

8.1.4. Sweepers will respond to all barrier engagements, blown tire emergencies, and emergencies consisting of a hydraulic nature.

8.2. In-Flight Emergency Procedures.

8.2.1. Advise Okinawa Approach Control or Tower at the earliest possible time of the emergency in the following format:

8.2.1.1. Aircraft Identification and Type.

8.2.1.2. Nature of Emergency.

NOTE: For hydrazine leaks see paragraph 8.12.

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

8.2.1.4. 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.

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

8.2.1.6. Remaining Fuel in Pounds and Time.

8.2.1.7. Present Position.

8.2.1.8. Intention to Engage Arresting System (If Applicable).

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

8.2.2.1. Emergency Warning and Evacuation Alarms. The Tower will activate the Emergency Warning and Evacuation Alarm prior to 10-mile final for emergency aircraft approaching to land and for any other condition hazardous to people on the ground IAW AFI 13-203.

8.2.2.2. Emergency Response/Runway Check. Airfield Management will respond to all in-flight emergencies (IFE) and ground emergencies (GE). Immediately after aircraft landing, an airfield management vehicle will be given immediate clearance onto the active runway. At that time, runway operations will be suspended until released by the Airfield Manager or designated representative.

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

8.2.2.2.2. Airfield Management will respond to all IFEs and standby at the approach end of the runway in use unless otherwise deemed necessary. A runway check will be conducted prior to resuming runway operations unless a "SOF-Call" is made IAW 8.2.2.2.1. All "SOF-Calls" will be documented in Tower and AMOPS Facility Logs.

8.2.2.2.3. Airfield Management will check the runway surface the aircraft landed on, used for roll out, and all taxiways used to get to parking and report any objects found on the runway after an IFE has landed to 18 WG/SEF. Airfield Management will document the IFE check in AMOPS facility log.

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

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

8.2.4. If conditions require the aircraft be stopped on the runway, notify Okinawa Approach Control or Tower well in advance so necessary personnel and equipment can be pre-positioned to tow the aircraft off with minimum delay.

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

8.3.1. Hot Brake Aircraft on Runway or Taxiway:

8.3.1.1. The Tower, upon notification or suspecting an aircraft has hot brakes, will activate the Primary Crash Alarm System (PCAS), unless already activated for a prior emergency condition, and direct the aircraft to a designated Hot Brake Area (Warm-up Pads 1-4). Other aircraft or vehicles should proceed via alternate routes to avoid passing within 300 feet of the aircraft with hot brakes.

8.3.1.2. The Fire Department will respond to the hot brake aircraft and assume a surveillance position not closer than 300 feet unless the Fire Chief determines a fire is imminent.

8.3.1.3. Aircraft Recovery will dispatch the Crash Recovery Crew. The Crash Recovery Supervisor will do the following:

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

8.3.1.3.2. Assume overall responsibility for safe operation and advise the Fire Chief and Airfield Management of the actions required.

8.3.1.4. Engines will not be shut down until a signal is received from the Aircraft Recovery Supervisor after coordination with the Fire Chief unless aircraft is already in a designated hot brake area.

8.3.2. Hot Brake Aircraft Detected in the Parking Area:

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

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

8.3.2.3. Termination of hot brake emergency is under the authority of the Fire Chief.

NOTE: Brakes normally attain peak temperatures 15 to 30 minutes after braking action occurs. Taxiing the aircraft in an attempt to cool the brakes by airflow can cause additional heat build up. Taxi only as necessary to reach a clear area.

8.4. Aircraft Landing with Hung or Unexpended Ordnance.

NOTE: Air Traffic Control 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.

8.4.1. Ordnance Explosive Types:

8.4.1.1. Live. Ordnance containing actual wartime explosive charges.

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

8.4.1.3. Inert. Ordnance without Explosive Charge.

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

8.4.1.5. 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 Air Traffic Control if ordnance is secure (safe) or unsecured (unsafe).

8.4.1.5.1. Hung Secure or Safe. A release attempt was made, but there is no indication that the release mechanism activated. Switches are de-armed and safe indications are observed in the cockpit.

NOTE: Unless otherwise requested by the pilot, this condition does not warrant emergency procedures.

8.4.1.5.2. 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; a rocket or missile which has moved in its tube or on its launcher.

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

8.4.3. Aircrew will comply with AFI 11-2F-15 V3 for landing with hung ordinance. Landings will normally be from a straight-in approach while minimizing flight over land.

8.4.4. The Tower will activate the PCAS for hung unsecure or unsafe ordinance emergencies. AMOPS will activate the secondary crash alarm system.

8.4.5. Aircrew Procedures after Landing with Hung Ordnance:

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

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

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

8.5. Aircraft Recovery.

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

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

8.5.3. AMOPS will activate the secondary crash alarm system and pass Tower information verbatim.

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

8.5.5. The Fire Chief will establish an entry control point IAW 18 WG OPlan 32-1 and the on-scene commander will take charge of the rescue and recovery operations.

8.5.6. Removing the disabled or crashed aircraft is the responsibility of the Aircraft Recovery Team. Unless specifically requested to advise and assist, all other personnel will remain well clear of the area, regardless of aircraft assignment. The tenant commander will report to the on-scene commander. Tenant maintenance representatives will report to the Entry Control Point to assist Aircraft Recovery.

8.5.7. Aircraft with blown tires will not be instructed to taxi to a parking location without the approval of the on-scene commander and maintenance personnel responsible for that aircraft.

8.5.8. 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. Fuels Quality Control and Inspection

personnel must be cleared for entry to obtain a required fuel sample as soon as possible.

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

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

8.6. Aircraft Mishap Response Procedures.

8.6.1. When notified of, or upon observing, an emergency condition, Tower will activate the PCAS and provide as much of the following information as available and applicable:

8.6.1.1. Type of Emergency (In-Flight, Ground, Exercise, etc.).

NOTE: If ground emergency, include the location of the incident specifying the grid map used, grid coordinates, and identifying geographical references.

8.6.1.2. Aircraft Identification and Type.

8.6.1.3. Nature of Emergency.

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

8.6.1.5. 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.

8.6.1.6. Number of Personnel on Board and Location, as Appropriate.

8.6.1.7. Remaining Fuel in Pounds and Time.

8.6.1.8. Present Position.

8.6.1.9. Winds.

8.6.1.10. Intention to Engage Arresting System (if applicable).

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

8.6.3. If the situation warrants, air traffic controllers may declare an emergency even though the pilot has declined to do so.

8.6.4. If normal runway operations must be suspended for longer than 15 minutes, the runway will be closed by Airfield Management and Tower will be advised. Tower will immediately broadcast on 315.8/126.2, 243.0/121.5, 275.8/118.5 and 280.5/124.2: "THIS IS KADENA TOWER, RUNWAY (identifier) CLOSED FOR (number of) MINUTES (OR) INDEFINITE PERIOD."

8.6.5. The following emergency conditions will be relayed via PCAS:

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

8.6.5.2. Ground Emergencies.

8.6.5.3. Any aircraft in a distress or urgency condition which includes “MAYDAY” and/or “PAN-PAN.”

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

8.6.5.5. Aircraft Arresting System Engagement. Does not include preplanned engagements when coordinated with all concerned agencies.

8.6.5.6. Known or Suspected Hijack and/or Theft.

8.6.5.7. Aircraft landing with hung ordnance, except inert practice ordinance, as specified in paragraph 6.4.1.5.

8.6.5.8. Class III Fuel Spills.

8.6.5.9. Hot Brakes.

8.6.5.10. Lost Aircraft.

8.6.5.11. Aircraft Mishap.

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

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

8.6.5.14. Tower/RAPCON Evacuation.

8.6.5.15. If, in the judgment of the controller, an emergency exists, and the controller deems it necessary to activate the crash phone.

NOTE: Time permitting, the Tower will evacuate all aircraft from the approach end “Hammerheads” during recovery of large/heavy aircraft experiencing flight control problems.

8.7. Rescue Protection for Aeromedical Airlift Aircraft. Tower will notify Crash Control when an aero medical airlift aircraft is 15 NM from the airfield (this is a mandatory call from ATC).

8.8. Additional Airfield Checks. Airfield Management may close or suspend runway operations for an inspection following an emergency if a Foreign Object Debris (FOD) potential exists, except as noted in para 8.2.2.2.1.

8.9. Exercise Runway and Taxiway Closures. Exercise Evaluation Team Chief shall brief the Airfield Operations Flight Commander (18 OSS/OSA) 48 hours in advance of exercises that involve any ATC facility or the airport movement area. The 18 OSS/OSA must approve, in advance, exercises that include removing controllers to alternate facilities or to shelter areas. The 18 OSS/OSA will brief RAPCON/Tower Chief Controllers and/or Chief of Airfield Management when deemed necessary.

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

8.9.2. The Exercise Evaluation Team Chief shall coordinate with the 18 OSS/OSA for all simulations of taxiway and/or runway closures. The 18 OG/CC is the final approving authority for all simulations of taxiway/runway closures.

8.9.3. Watch Supervisors (WS)/Senior Controllers (SC) must ensure ATC facility participation does not degrade service. WS/SC may interrupt or discontinue facility participation in any exercise if flight safety is in question or it interferes with the recovery of emergency aircraft.

8.10. Actual Taxiway and/or Runway Closures. Actual taxiway and runway closures shall be directed by the Airfield Manager or designated representative.

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

8.11.1. To standardize and optimize communications during an in-flight emergency (IFE), the following procedures apply:

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

8.11.1.2. Okinawa Approach Control will direct the IFE aircraft to the Single Frequency Approach (SFA) (290.3 - Channel 18 is the normal frequency). The SOF will also notify RAPCON (via hotline) and Tower watch supervisors if an aircraft other than an IFE will be using the SFA.

8.11.1.3. 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.

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

8.11.2. If ATC needs additional information, or if it did not receive the initial information concerning the IFE (e.g., outside of Okinawa Approach Control airspace-60 DME), the SOF will then pass the critical information to prevent the pilot from having to repeat same. Normally, this will occur verbally to the Tower watch supervisor or via hotline to the RAPCON watch supervisor.

8.11.3. If the IFE occurs after the aircraft is under ATC control, the pilot will not depart the ATC frequency for the SFA without notifying the controlling agency. However, the initial IFE coordination for fighter aircraft should still occur on the SFA rather than on the ATC frequency and the SOF will immediately relay emergency information to ATC as necessary.

8.11.4. Responsibilities.

8.11.4.1. Pilot will adhere to AFI 11-2F-15 V.3 for emergency procedures.

8.11.4.2. SOF:

8.11.4.2.1. Notify Tower and RAPCON watch supervisors immediately when the SFA will be used.

8.11.4.2.2. Pass emergency information to the Tower watch supervisor.

8.11.4.2.3. Transmit only information for the IFE on the SFA. Do not simulcast SOF communication that does not pertain to the IFE on the SFA.

8.11.4.2.4. Will not issue ATC instructions.

8.11.4.2.5. Provide RAPCON/Tower watch supervisors with any non-standard sequencing plan (e.g., during single runway operations, the SOF may hold an IFE aircraft planning a barrier engagement to recover other low fuel aircraft. ATC will assume immediate priority for the IFE unless told otherwise).

8.11.4.3. Tower Watch Supervisor:

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

8.11.4.3.2. Relay information to/from the RAPCON watch supervisor and the SOF when the hotline between the SOF and RAPCON is not used.

8.11.4.3.3. Monitor the SFA at all times.

8.11.4.3.4. Do not simulcast information not pertinent to the IFE on SFA.

8.11.4.4. RAPCON Watch Supervisor:

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

8.11.4.4.2. Monitor the SFA at All Times.

8.11.4.4.3. Do not simulcast information not pertinent to the IFE on the SFA.

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

8.12. F-16 Hydrazine Emergency Parking Areas. If an aircraft has a possible hydrazine leak, the aircraft will be directed to exit the runway at Taxiway Bravo or Echo and stop between the runways. The alternate parking locations are Taxiways Alpha or Foxtrot between the runways. Refer to paragraph 18.6. for normal hydrazine maintenance procedures/locations.

8.13. Primary Crash Alarm System (PCAS). The Tower will check the PCAS daily between 0800-0830L. Members are listed as follows: AMOPS, CRASH, HOSPITAL, and TOWER.

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

8.14.1. The Airfield Manager is the SCN manager.

8.14.2. The following agencies are on SCN (all agencies have 2-way capability): AMOPS, 18 MSG/CC, 18 WG Safety, 18 CES Readiness, 18 OSS Weather, 18 WG Command Post, 733 AMS Air Mobility Control Center, 353 MXS Job Control, 18 MXS Transient Alert, 18 SFS Central Security Control, 18 CES Explosive Ordnance Disposal, 18 CES Barrier Maintenance, 18 SVS Aero Club, 18 WG Public Affairs, 18 CES Customer Service, 18 CES Fire Department, 18 MXS Crash Recovery, 18 MXS Job Control, 18 MDG Clinic, and 18 MXS Aircraft Recovery.

8.14.3. The 18 OSS/CC will approve any changes to SCN membership.

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

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

8.14.6. Stations on the SCN are expected to receive and disseminate information in minimum time. During actual emergencies use the locally produced form, "**Secondary Crash Net Notification Checklist,**" to record information in the proper format and sequence. 8.14.7. AMOPS shall relay, verbatim, the information received from the Tower.

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

8.15. Lost Communication Procedures. Two-way radio failure circumstances are so varied that exact rules for each situation cannot be established. However, when such an emergency is encountered, the following procedures for simple two-way radio failure will be adhered to.

8.15.1. When two-way communication is lost, squawk transponder code 7600. Monitor Tower frequencies 126.2 or 315.8, Okinawa Approach Control 126.5 or 258.3, auxiliary receivers if installed on 121.5 or 243.0.

8.15.2. Regardless of weather conditions or type of flight plan filed, the approach or landing should be planned for Runway 05L or 23R. On final approach, check PAPI lights to verify direction of traffic.

8.15.3. Under Visual Meteorological Conditions (VMC):

8.15.3.1. If VFR, maintain VFR. Aircraft that normally use 1,800 feet overhead pattern will proceed VFR to 3-mile initial. When on initial, descend to 1,300 feet, fly along side the runway, rocking wings until reaching the end of the runway. Turn downwind and climb to 1,800 feet. Check Tower for a "GREEN LIGHT" on base leg or final approach.

8.15.3.2. Aircraft that use the 1,300 feet rectangular pattern will enter the pattern on downwind, rock wings on downwind and check Tower for a "GREEN LIGHT" on base leg or final approach.

8.15.4. Under Instrument Meteorological Conditions (IMC):

8.15.4.1. Immediately After Departure. Continue on departure routing as cleared until reaching FL 190. Then proceed direct to NUDUS if runway 05L/R is in use, or to IMONO if runway 23L/R is in use, and enter the published holding pattern at FL 190. At 30 minutes after takeoff, descend to 6000' in holding, then execute a low altitude approach to the last known active runway. Five minutes prior to commencing the approach, aircraft will squawk 7600 for three minutes then comply with transponder procedures in paragraph 5.5.4.

8.15.4.2. Enroute. If more than 30 minutes has elapsed since takeoff, proceed to IAF as filed in flight plan at FL 190. Normally descend or climb to maintain FL 190, no closer than 50 DME from KAD. On a filed ETA or EFC (if received), descend to FL 150 and execute the penetration and approach to the active runway or the last known runway in use. If VMC is encountered, proceed VFR in accordance with procedures in paragraph 5.16.3. Five minutes prior to commencing the approach, aircraft will squawk 7600 for three minutes then comply with transponder procedures in paragraph 5.5.4.

8.15.4.3. Approach. Pilots will use lost communications contained in DoD FLIP Flight Information Handbook. Check for a "GREEN LIGHT" from Tower before landing.

8.15.5. Aircraft intending to engage the barrier (day or night) shall flash landing lights on final approach.

8.15.6. Helicopters shall orbit at the appropriate entry point (Gate 1, 2, 3, or Seawall), flash lights at the Tower and check for "GREEN LIGHT" before proceeding to the Rescue Helipad.

8.16. Unlawful Seizure of Aircraft. Response procedures to aircraft hijack will be IAW Tab B to Appendix 6 to Annex C to Kadena Air Base OPLAN 31-101 and AFI 13-207.

Chapter 9

SEARCH AND RESCUE PROCEDURES

9.1. General. This chapter establishes responsibilities and procedures for Search and Rescue (SAR) operations on overdue or missing aircraft. Each flying organization, as well as Kadena AMOPS, is responsible for monitoring flying activities to assure accountability of aircraft. Directing the SAR effort is the responsibility of the 18 WG Command Post. The 33 RQS will be employed as the primary organization supporting the SAR effort. Other flying organizations may be called upon to augment the airborne search effort at the request of the Kadena Command Post.

9.2. AMOPS Procedures.

9.2.1. Continuously monitor transient and local aircraft to identify all inbound aircraft which exceed their ETA by 15 minutes.

9.2.2. When aircraft exceed their ETA by 30 minutes, AMOPS will conduct a preliminary communications check through the following agencies (see Table 9.1):

Table 9.1. Overdue Aircraft Checklist.

1	Kadena Tower
2	Okinawa Approach Control
3	Naha ACC
4	Transient Alert
5	Organization Aircraft Assigned
6	Kadena Command Post
7	Base of Departure (If Applicable)

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

9.2.4. If the aircraft is not located within 30 minutes, it will be identified as overdue. At this point, AMOPS will contact the 18 WG Command Post and declare the aircraft overdue.

9.3. Emergency Locator Transmitter (ELT) Procedures.

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

9.3.2. AMOPS will:

9.3.2.1. Notify Naha FSS, Naha ACC, Futenma Tower, 18 WG Command Post, 733 AMS Air Mobility Control Center, Kadena Transient Alert, and deployed units about the ELT heard at Kadena.

9.3.2.2. If ELT continues past 12 hours, AMOPS will again notify the above agencies in paragraph 9.3.2.1.

9.3.3. All flying agencies will notify AMOPS of their findings NLT one hour after notification.

9.3.4. Life support personnel will notify AMOPS of their findings every two hours until the ELT is terminated. Life support personnel will locate and silence the source of an ELT located within the

confines of the base.

NOTE: Operational ground testing of ELTs has been authorized during the first five minutes of each hour. To avoid confusing the tests with an actual ELT, the testing is restricted to no more than three audio sweeps.

Chapter 10

ATC FACILITIES EVACUATION PROCEDURES

10.1. General. The senior operational commander for Kadena AB has determined there is a need for alternate ATC facilities. This chapter outlines procedures to be employed when an ATC facility will be evacuated in the event of natural disaster, bomb threat, terrorist activity, fire or other contingency, and/or emergency.

10.2. Concept of Operations.

10.2.1. The alternate Tower facility is the Surge Tower located on top of building 3300 (Fire Station #2) at the intersection of Taxiways Kilo and Echo. The alternate RAPCON facility is the Tower, building 3423. The alternate AMOPS facility is the RAPCON, building 3417.

10.2.2. Flow of air traffic will be reduced or curtailed depending on the severity of the problem causing Tower or RAPCON evacuation, traffic complexity during the time of alternate facility operations, and due to communication limitation/coordination capabilities in the alternate facility.

10.2.3. The facility watch supervisor/senior controller shall direct evacuation, when necessary. Additionally, the facility CCTLR, Airfield Operations Flight Commander, Fire Chief, Security Police Flight Chief or Explosive Ordnance Disposal (EOD) supervisor may direct the evacuation of the ATC facility.

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

10.3.1. During the period Tower personnel are evacuating the facility, and until operations resume in the alternate facility, the airfield will be closed. An airfield check by AMOPS will be completed to ensure airfield is safe to reopen. Okinawa Approach Control will monitor Tower local and ground control frequencies during tower personnel relocation.

10.3.2. Airfield Management shall:

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

10.3.2.2. Make an immediate broadcast over the FM net advising the Tower is evacuating and that all vehicles will remain off runways until communications with the alternate Tower can be arranged.

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

10.3.2.3. Notify:

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

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

10.3.2.3.3. Marine Wing Liaison Kadena (MWLK) and 733 AMS Job Control to immediately relocate any/all aircraft from Parking Spots 111, 113, 115, 117, and 119 to permit optimum runway visibility for alternate tower controllers.

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

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

10.3.3. Airfield Lighting shall:

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

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

10.3.4. The 18 WG SOF shall:

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

10.3.5. Resuming Normal Operations:

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

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

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

10.4.1. During the initial period of evacuation and activation of the alternate facility, ATC operations at Kadena shall be suspended and the airfield will be closed. Normal resumption of limited operations should begin in 20 minutes or less.

10.4.2. UHF/VHF Radio Capability.

10.4.2.1. Availability. The tower can operate on its normal tower (315.8/126.2) and ground control frequencies (275.8/118.5), as well as UHF emergency frequency 243.0. Tower has back-up capability for only one of these frequencies by using a multi-channel VHF/UHF radio.

10.4.2.2. Limitations. Radio capabilities may be reduced due to radio blind spots in hardened shelters, the UFR, and the north side parking areas. No airborne limitations are known to exist.

10.4.3. ATIS will not be available.

10.4.4. Telephone Communications.

10.4.4.1. Telephone equipment is extremely limited.

10.4.4.2. Controllers can only provide the following basic coordination:

10.4.4.2.1. Aircraft Arrival/Departure Messages to/from AMOPS.

10.4.4.2.2. Receipt of Weather Data.

10.4.4.2.3. Emergency Information to the Fire Department and AMOPS.

10.4.4.2.4. Inter-Facility Coordination between the Alternate Facility and the RAPCON.

10.4.5. Wind Equipment. No NTFS equipment is installed in the alternate Tower. All weather information is obtained via relayed weather reports.

10.4.6. Land Mobile Radio (LMR) FM Communications. The alternate Tower has a permanent FM-1 radio installed. FM-2 communications will be via a portable handheld radio.

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

10.4.8. Primary Crash Alarm System (PCAS). PCAS capability does not exist in the alternate tower. Known emergency information will be relayed to AMOPS as soon as possible for transmittal over the secondary crash net.

10.4.9. Radar Traffic Information/Advisories/Spacing. No radar display exists in the alternate facility. Controllers are not able to provide basic radar services such as arrival/departure/wake turbulence separations, radar traffic advisories, and assisting in traffic sequencing and spacing.

10.4.10. Visibility in many sections of the aerodrome is restricted or limited due to structure and topography obstructions.

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

10.4.11.1. Aircraft Anti-Hijacking.

10.4.11.2. Aircraft engine maintenance runs and aircraft tows.

10.4.11.3. Notifications Concerning DV Movements, Air-Evac Arrivals, etc.

10.4.11.4. Traffic Flow and Pattern Operations.

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

10.4.11.6. Communications limitations between RAPCON and the alternate tower facility result in more time-consuming coordination and may necessitate increased intervals on final to safely ensure runway acceptance rate and avoid needless break-out/go-around instructions. When possible, aircraft on

instrument approach will be transferred to tower frequency prior to entering the ATA.

10.4.11.7. Traffic pattern workload on the tower (total VFR and IFR) shall not exceed seven aircraft in any combination at one time and may be further reduced at the watch supervisor's discretion.

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

10.4.11.9. VFR pattern operations shall not be permitted at night or if the weather is less than 5 miles visibility due to the low observation height from the alternate facility and distance to the approach end of Runways 05R/05L.

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

10.4.12. Tower Evacuation Exercises. Exercise Evaluation Team (EET) members shall coordinate with the Airfield Operations Flight Commander and Tower CCTLR to outline guidance and impact of tower evacuation exercises on real-world operations, exercises, delays or holding of transient/contract aircraft not involved in the ORI/EET scenario. In all cases, safety shall not be compromised.

10.5. Tower Evacuation Due to High Winds/Typhoon.

10.5.1. The Tower shall evacuate directed by the Tower CCTLR, Airfield Operations Flight Commander or higher authority. Evacuation during these situations is dependent on the aircraft traffic situation in Kadena ATA. The Tower shall also evacuate when wind gusts in excess of 50 knots are present and all aircraft operations at Kadena have ceased.

10.5.2. AMOPS shall:

10.5.2.1. Notify Airfield Lighting that Tower has evacuated and Airfield lighting now has control of light system.

10.5.2.2. Publish the following NOTAM IAW AFI 11-208 (I), *Department of Defense NOTAM System*: "KADENA AIRFIELD CLOSED DUE TO (reason)."

10.5.2.3. Advise all agencies operating vehicles on the flight line on Ramp Net to keep their vehicles off the runways until the Tower is again operational

10.5.3. The Fire Department shall keep all of their vehicles off the runways until coordination with AMOPS has been concluded.

10.5.4. Airfield Lighting shall assume control of the airfield lighting at the vault.

10.5.5. Resuming Operations:

10.5.5.1. Tower shall resume operations when TCCOR-1R is declared or when directed by Tower CCTLR or Airfield Operations Flight Commander.

10.5.5.2. AMOPS will complete a thorough airfield inspection before the airfield will be reopened.

10.6. Okinawa Approach Control (RAPCON) Evacuation Procedures.

10.6.1. In the event of a fire, bomb threat, typhoon, electrical failure or other threatening situations RAPCON may have to evacuate from their primary operating location, building #3417 and relocate to the alternate location Building #3429, Control Tower.

10.6.2. Determination to evacuate the RAPCON will be made by the RAPCON Chief Controller, Assistant Chief Controller or Airfield Operations Flight Commander (AOF/CC). If situation dictates a quick evacuation or none of these personnel are available the Watch Supervisor will make the evacuation decision. Aircraft can expect 30 minutes delay during facility evacuations.

10.6.3. Responsibilities.

10.6.3.1. Tower shall notify:

10.6.3.1.1. RAPCON/Tower Chief Controllers.

10.6.3.1.2. 18 OSS/OSA.

10.6.3.1.3. 18 OSS/CC.

10.6.4. AMOPS shall:

10.6.4.1. Publish the following NOTAMS IAW AFI 11-208 (I), DEPARTMENT OF DEFENSE NOTAM SYSTEM:

10.6.4.1.1. "RAPCON CLSD OR LTD APCH CTL AVBL on 335.8, 258.3, 126.5 and 119.1. due to (reason)."

10.6.4.1.2. ASR/PAR OUT (only when requested by the RAPCON).

10.6.4.1.3. Contact Tower if notified of an aircraft emergency during RAPCON evacuation.

10.6.5. 18th Communications Squadron (18 CS) Job Control shall:

10.6.5.1. Notify 18 CS METNAV Maintenance.

10.6.5.2. Notify 18 WG Command Post.

10.6.5.3. Prepare A PACAF Report.

10.6.6. 18 CS METNAV Maintenance shall:

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

10.6.6.2. Notify Tower of Any NAVAID Malfunctions.

10.7. RAPCON Alternate Facility Operations.

10.7.1. When configured for alternate facility operations, RAPCON personnel shall provide non-radar

approach control services with the following limitations:

10.7.1.1. Frequency congestion should be expected due to limited availability of frequencies in the alternate facility.

10.7.1.2. No Single Frequency Approaches (except for 363.8 SFA frequency).

10.7.1.3. Radar monitoring and flight following will not be provided.

10.7.1.4. Practice approaches will not be authorized.

NOTE: All aircraft should expect a minimum 30-minute delay.

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

10.9. Evacuation of AMOPS.

10.9.1. In the event of a fire, bomb threat, typhoon, electrical failure or other threatening situations AMOPS may have to evacuate from their primary operating location, building #3409 and relocate to the alternate location Building #3417.

10.9.2. Determination to evacuate AMOPS will be made by NCOIC Airfield Management Operations, Airfield Manager or Airfield Operations Flight Commander (AOF/CC). If situation dictates a quick evacuation or none of these personnel are available the Airfield Management Operations Supervisor will make the evacuation decision.

10.9.3. AMOPS Personnel will:

10.9.3.1. If time permits initiate Secondary Crash Net (SCN) prior to evacuating notifying all agencies that AMOPS is evacuating to Building #3417. If time does not permit notify 18th WG Command Post and request they activate the SCN and notify other agencies.

10.9.3.2. Notify Tower, RAPCON, Naha Flight Service Station, the NCOIC Airfield Management Operations and Airfield Manager of evacuation.

10.9.3.3. Secure all classified material in safe and ensure its locked.

10.9.3.4. Suspend runway operations.

10.10. Alternate Facility Operations.

10.10.1. AMOPS personnel will setup as quick as possible in the AMOPS alternate location, the 18 OSS/OSA conference room in RAPCON Building #3417.

10.10.2. AMOPS Personnel will:

10.10.2.1. Activate SCN conference call by dialing 632-9381 and notify all agencies that AMOPS has arrived at the alternate location, Building #3417.

10.10.2.2. When directed to return to primary facility an individual will be sent ahead to open facility and ensure AMOPS functions can be carried out at primary location. Once primary is ready, the remaining AMOPS personnel at building #3417 will relocate back to Building #3409.

Chapter 11

AV-8 OPERATIONS AT KADENA AB

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

11.1.1. Vertical takeoffs or landings (VTOL) will only be accomplished utilizing the VTOL pad located on Taxiway Charlie. (See Figure A2.1.).

11.1.2. Only rolling takeoffs and landings may be accomplished on the active runways.

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

11.1.4. Weather minima for press-up operations will be at least 800-foot ceiling and 1-mile visibility.

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

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

11.1.7. Under certain emergency conditions requiring a conventional landing, the AV-8 pilot may request the doughnuts supporting the arresting gear be moved so as to allow the cable to lie flat under tension at least 50 feet either side of the runway centerline.

11.1.8. When crosswinds exceed 10 knots, AV-8s may require a landing on the VTOL pad. If the weather is below 1700/3, a qualified Landing Site Supervisor (LSS) must be available to assist AV-8 VTOL pad landings, or flight operations will be terminated.

11.2. Restrictions.

11.2.1. 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.

11.2.2. VFR go-arounds may be flown gear down.

11.2.3. AV-8s will fly normal traffic patterns as depicted in Chapter 6 Maintain pattern altitude until turning base. When Runways 05L/R are in use, extend inside downwind until feet wet. Perform water checks, if necessary, feet wet. Avoid angling final, fly at least a 1-mile final, and be aligned with the runway centerline prior to becoming feet dry. Use minimum practical power settings, commensurate with flight safety, until feet wet.

11.2.4. Vertical takeoffs or landings (VTOL) will only be accomplished utilizing the VTOL pad located on Taxiway Charlie.

11.2.5. When operations are conducted to/from the VTOL pad, operations on Runway 05R/23L shall be limited as if the AV-8 were utilizing the runway itself.

11.2.6. When an arriving aircraft is established in a hover to land on the VTOL pad or when press-up operations are being conducted, vehicle and aircraft taxi operations may be conducted anywhere along Runway 05R/23L but restricted to a wingspan 200 feet or less between Taxiways Bravo and Delta. If the AV-8 requests to depart during a press-up maneuver, paragraph 11.2.5. applies. Other arrival and/or departure operations on Runway 05R/23L are prohibited during AV-8 press-up operations.

11.2.7. Other restrictions as directed by 18 OG/CC apply.

Chapter 12

909 ARS SPECIAL OPERATIONS

12.1. 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.

12.2. Cell Procedures.

12.2.1. 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.

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

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

12.2.4. Supervisor of flying frequency (Tiger Ops) is 311.0.

12.3. Emergency Air Refueling Procedures.

12.3.1. The 18 WG Command Post will notify AMOPS of an impending launch.

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

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

12.4. Local Fuel Jettison Procedures.

12.4.1. Fuel Jettison Area: KAD 120-170 radials from 30-50 DME (recommended altitude above 20,000 feet MSL).

12.4.2. Aircrews should attempt to fly the local fuel jettison area as defined in paragraph 12.4.1., unless already established in a local warning area. In all non-emergency situations, crews will avoid jettison over land.

Chapter 13

353 SOG MC-130 TACTICAL OPERATIONS

13.1. Purpose/Scope. 353 SOG training requires aircraft to conduct Night Vision Goggle (NVG), Forward Area Refueling Point (FARP), and silent launch procedures at Kadena AB. The procedures outlined are for use by any aircraft assigned, attached, and in direct support of the 353 SOG. Aircraft not assigned to the 353 SOG, or using a 353 SOG-approved call sign and are required to participate, must have 353/A3 coordinate with AMOPS prior to engine start.

13.2. NVG Landing Operations: Aircraft are authorized to coordinate short-notice NVG operations, traffic permitting, on Runways 05L/23R and 05R/23L. All operations will be conducted within the guidelines set in AFI 13-203 and AFI 11-2MC-130V3, *MC-130 Operations Procedures*.

13.2.1. Procedures:

13.2.1.1. Aircraft will contact RAPCON prior to entering the Okinawa CLASS B (TCA) 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.

13.2.1.2. RAPCON will, upon initial contact, inform the Tower of the type of operation requested.

13.2.1.3. Tower will control subsequent visual pattern and coordinate any additional straight-in approaches with RAPCON.

13.2.1.4. Aircraft will use one of three options: stop and go (dependent on BAK-12 and BAK-13 barriers), 180-degree turn on the runway and takeoff opposite direction, or land and taxi back.

13.2.2. Aircraft Responsibilities:

13.2.2.1. Conduct NVG operations at their own risk.

13.2.2.2. Use 6-10 NM final for Runway 05L/R and 5-7 NM final for Runway 23L/R.

13.2.2.3. Provide position reports when requested.

13.2.2.4. Operate aircraft lighting as specified in Air Force Special Operations Command (AFSOC) operating instructions and approved AFSOC aircrew waivers.

13.2.3. RAPCON Responsibilities:

13.2.3.1. Advise Tower as soon as possible of aircraft intentions.

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

13.2.4. Tower Responsibilities:

13.2.4.1. Turn off all runway and approach lights, and switch runway lights to non-landing runway.

13.2.4.2. Inform participating aircraft prior to turning on runway or approach lights upon completion or cancellation of NVG operation, or as deemed necessary by the tower watch supervisor.

13.2.4.3. Advise aircraft of barrier status prior to first landing.

13.2.4.4. Advise non-participation aircraft of NVG operations.

13.2.4.5. Suspend NVG operations if necessary for safety.

13.2.4.6. Coordinate with RAPCON for subsequent straight-in approaches.

13.2.4.7. Tower is NOT required to visually ensure the aircraft's gear is down.

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

13.2.4.9. Tower will not approve/turn off any airfield lighting if any non-participating aircraft are in the Kadena ATA, established on final approach to Kadena, when a departure is taxiing to the runway, or when the tower has received an aircraft inbound (to Kadena) notification from the RAPCON.

13.3. **Covert/Tactical Landing Zone Operations.** With proper coordination, 353 SOG approved LZCO (Landing Zone Control Officer) personnel can set-up and run covert or overt lighted tactical landing zones on runway 05R/23L. Qualified personnel will place overt or covert lights on the runway to delineate a short-field or tactical landing zone. 353 SOG approved LZCO personnel are only allowed to control participating aircraft and AMOPS retains final approval authority.

13.3.1. Runway 05R/23L will be used for covert/tactical operations.

13.3.2. 353 SOG Schedulers will:

13.3.2.1. Coordinate training requirements at the weekly 18 OG scheduling meeting. Special requirements for 353 SOG night training will be coordinated with the 18 OG to minimize conflicts with other units.

13.3.2.2. Coordinate with both Airfield Management and Tower.

13.3.2.3. Request 733 AMS Job Control to turn off Service Apron 1 security lights if required.

13.3.2.4. Provide a qualified Landing Zone Control Officer (LZCO) who will:

13.3.2.4.1. Obtain clearance to set up landing zone from Tower.

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

13.3.2.4.3. LZCO Operations with participating aircraft must be conducted on a discrete frequency. The LZCO WILL NOT broadcast on tower frequency.

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

13.3.2.4.5. Take down the landing zone at the completion of training or when directed by the tower within 15 minutes.

13.3.2.4.6. A LZCO is not required during night operations if only the runway lights are off.

13.3.3. The Airfield Manager will:

13.3.3.1. Immediately inform the C-130 unit of any conflicts to their planned training.

NOTE: Due to weather, mission requirements, or at Tower watch supervisor discretion, night flying training may be terminated.

13.3.3.2. Perform runway check to ensure all lights and FOD have been removed.

13.3.4. Tower will:

13.3.4.1. Turn off all runway lights for Runway 05R/23L and 05L/23R during these operations (when requested/traffic permitting).

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

13.4. Forward Area Refueling Point (FARP) Operations. 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.

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

13.4.2. After obtaining 18 OG/CC approval, notify the Airfield Manager of the date(s) and time(s) of the FARP training in writing via fax or e-mail.

13.4.3. Airfield Manager will have AMOPS issue a NOTAM closing Taxiway 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.

13.4.3.1. For Fixed-Wing to Rotary-Wing FARP, close Alpha Taxiway between Runway 05L/23R and Taxiway Lima.

13.4.3.2. For Fixed-Wing to truck FARP, close Alpha Taxiway between Runway 05L/23R and Taxiway Lima.

13.4.3.3. For Fixed-Wing to Fixed-Wing FARP, close Alpha Taxiway between Lima and 05L/23R and Runway 05L/23R.

13.4.4. The aircraft commander will request approval from Tower prior to commencing refueling operations.

13.5. Silent Launch and Recovery Procedures.

13.5.1. Coordination: All silent launches will be coordinated with Airfield Management, Tower, and RAPCON using the procedures outlined in paragraph 7.7. of this instruction at least 24 hours before scheduled launch time, unless security considerations preclude, but not later than 2 hours prior.

13.5.2. Departure: Departure Control will address the aircraft by its 4-digit transponder code. Once airborne, acknowledge all radio transmissions from Okinawa Approach Control with an "IDENT" on assigned IFF/SIF transponder code.

13.5.2.1. Departures will file the following flight plan: "MIKE THREE DEPARTURE, ADDAN TRANSITION, ADDAN, TO MAINTAIN 4,000". Upon reaching ADDAN, the aircraft's IFR clearance will automatically be cancelled.

13.5.2.2. For VFR departures, file or fly either the IKEI or SESOKO DEPARTURE. At IKEI/SESOKO, descend to low level and remain clear of TCA (Class B airspace).

13.5.3. Silent Arrivals:

13.5.3.1. The mission timing sheet will include the Estimated Time of Arrival (ETA) at the KAD 320R/045 DME (plus/minus 15 minutes).

13.5.3.2. Silent arrivals are only authorized outside of quiet hours and will only be flown during periods when Okinawa Approach Control radar is operational. The OG/CC is the approval authority for any silent arrival ops during quiet hours. These requests will be made via the weekly OG scheduling meeting. All arrival will adhere their coordinated time on the timing sheet, plus or minus five minutes. Any aircraft not able to meet scheduled timing must use normal radio procedures for taxi.

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

13.5.3.4. Arrivals will track inbound on the KAD 320/045 DME at 4,000' squawking a pre-determined Mode 3 code. Approach control will radar identify aircraft using the assigned code and give current weather and runway in use in the blind, Aircraft will acknowledge radar identification with an IDENT. If aircraft is not radar identified prior to the CLASS B (TCA) (30 DME), aircraft will remain clear of the CLASS B (TCA) and contact Okinawa Approach for non-radar routing or clearance to enter CLASS B (TCA) for a VFR recovery.

13.5.3.5. For VFR arrivals, file the radial/DME points entering and inside of the CLASS B (TCA). Provide RAPCON with the time the aircraft will arrive over these points. If the aircraft is more than 30 seconds from the planned time notify RAPCON. Maintain 500 feet or below. When arriving Runway 23, climb to 1300 feet when feet dry. If a blacked out landing is planned and coordinated with tower, the runway lights will turn off two minutes from the planned time of arrival. Once turn to final is made, aircraft shall monitor both approach and tower frequencies to touchdown. At 5 miles, aircraft will be given winds in excess of 10 knots and a wheels down check. Tower will give the aircraft a STEADY GREEN LIGHT for landing clearance, if the aircraft fails to either contact tower for entry into the VFR pattern or contact approach control for radar vectors to runway in use.

13.5.3.6. After Landing, aircraft shall exit the runway as soon as practical and observe the tower for taxi approval: FLASHING GREEN LIGHT. Aircraft will acknowledge taxi instructions by flashing landing lights.

13.5.4. Radio Failure.

13.5.4.1. Departures will follow "Lost Communications" procedures listed in paragraph 5.16 of this instruction.

13.5.4.2. Arrivals will proceed inbound to KAD 320/020 and enter a standard holding pattern at 4,000’. After completing two turns in holding, the aircraft shall then proceed inbound on a 15 DME arc to the final approach course for the TACAN approach Runway 05R/23L. Aircraft will maintain 4,000’ MSL until established on the inbound radial.

Chapter 14

AERO CLUB OPERATIONS

14.1. Ground Operations. Aero Club aircraft will confine ground operations to the southeast side of the airfield, unless prior coordination is made with Airfield Management.

14.1.1. Flight Plans:

14.1.1.1. Flight plans will be filed with AMOPS a minimum of 1 hour prior to flight for local VFR flights, cross country and IFR flights.

14.1.1.2. All flight plans will be approved and signed by an Aero Club approving authority. The Aero Club manager will ensure a current letter appointing Aero Club authorities is on file with AMOPS.

14.1.2. Weather Briefings. Aero Club pilots will obtain a briefing from the New Tactical Forecast System (NTFS) and check NOTAMS for the intended flight prior to filing an IFR or cross-country flight plan.

14.1.3. Clearance Delivery. Aero Club aircraft proposing to depart Kadena AB on an IFR flight plan will contact Kadena Clearance Delivery on frequency 123.3.

14.1.4. Engine Start/Run-Up Procedures. Aero Club aircraft must obtain approval from ground control prior to engine start.

14.1.4.1. Run-Up Procedures. All run-ups will be accomplished on the ramp prior to taxi. Do not enter the active taxiway until ready for departure and have clearance from the Tower.

14.1.5. ATIS. Prior to taxi, monitor Kadena ATIS (frequency 124.2) for airport information. Advise Kadena Ground Control of the current ATIS code on initial contact.

14.1.6. Taxi. Contact Kadena Ground Control (frequency 118.5) for approval prior to taxiing. Unless otherwise directed, taxi route will be via Taxiway Delta to Runway 05R/23L. Contact Tower (frequency 126.2) when ready for departure.

14.1.6.1. Taxi-Out Procedures. All aircraft will depart the Aero Club ramp on Taxiway Delta for departure on Runway 05R/L, and 23L/R.

14.1.6.1.1. Runway 05R/L Departure. All aircraft will proceed as directed by Tower to the runway with Taxiway Delta as the primary route. Takeoff will be from Taxiway Delta and Runways 05R/L and 23R/L.

NOTE: Aircraft may be directed to taxi to Taxiway Charlie or Echo for departure due to traffic congestion.

14.1.6.1.2. Runway 05R/L Arrival. Aircraft will touch down after the arresting cables at Taxiway Bravo intersection. No aircraft will intentionally land over cables. Exit the runway as soon as possible, preferably at Taxiway Delta. Taxi over cable is permitted if it is required to exit the runway.

14.1.6.1.3. Runway 23L/R Arrival. Aircraft will touch down after the arresting cable at Taxiway Echo intersection and exit the runway as soon as possible, preferably at Taxiway Delta.

NOTE: Use extreme caution when taxiing on the AMC ramp due to the operation of large aircraft and increased vehicle traffic.

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

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

14.2. Takeoff/Landing at Kadena AB.

14.2.1. All Aero Club takeoffs and landings will be on Runway 05R/23L unless otherwise directed by ATC, with the aircraft entering and exiting the runway at Taxiway Delta. Takeoff and landing ground runs will be planned so as not to run over the pendant cables of the arresting systems 5 or 6. (See Figure A2.7.).

14.2.1.1. Runway 05R takeoff, Taxiway Delta to Barrier #5 - 5,309'.

14.2.1.2. Runway 05R landing, Barrier #6 to Taxiway Delta - 2,890'.

14.2.1.3. Runway 23L takeoff, Taxiway Delta to Barrier #6 - 2,890'.

14.2.1.4. Runway 23L landing, Barrier #5 to Taxiway Delta - 5,309'.

14.2.2. If Runway 05L/23R is used for Aero Club operations, the following runway distances are available:

14.2.2.1. Runway 05L takeoff, Taxiway Delta to Barrier #3 - 2,540'.

14.2.2.2. Runway 05L landing, Barrier #2 to Taxiway Delta - 3,100'.

14.2.2.3. Runway 23R takeoff, Taxiway Delta to Barrier #2 - 3,100'.

14.2.2.4. Runway 23R landing, Barrier #3 to Taxiway Delta - 2,540'.

14.3. Traffic Patterns.

14.3.1. Aero Club VFR traffic pattern altitude for all runways is 800 feet MSL. Normal direction of traffic for Runways 05R/23R is right traffic; for Runways 05L/23L is left traffic. (See Figure A2.16.).

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

14.3.3. The downwind for all patterns is located not more than 1 NM southeast of Runway 05R/23L.

14.3.4. After takeoff, turn crosswind leg after climbing above 400' MSL and continue climb to 800' MSL on crosswind leg, unless otherwise specified by Tower.

14.3.4.1. If departing the traffic pattern, depart to the initial point on the VFR departure route to be used. Tower will direct Aero Club aircraft departing the traffic pattern to "CONTACT OKINAWA APPROACH CONTROL", or to "CONTACT FUTENMA TOWER", depending on the destination of the aircraft.

14.3.4.2. For closed patterns, the downwind lateral spacing and altitude are the same as the rectangular pattern.

NOTE: Multiple VFR/IFR approaches or straight-in approaches to Kadena AB, when 18 WG aircraft are in the local patterns, will be based on controller workload.

14.4. VFR Aero Club Arrival/Departure Routes.

14.4.1. Aero Club aircraft will use the following routes to enter/depart the ATA. The altitudes on the routes are for day VFR operations; any requested deviations from the published arrival/departure routes must be approved by the controlling ATC agency. For night VFR operations, altitudes will be assigned by Okinawa Approach Control. (See Figure A2.17.).

14.4.2. Arrival/Departure Routings:

14.4.2.1. FUTENMA 1 - "VIA POINT SIERRA (KAD R-194, 3.6 NM), DIRECT TO GATE ONE, THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA. MAINTAIN 800 FEET MSL." Reverse route is flown for departures.

NOTE: This route is for Aero Club aircraft transiting between Futenma and Kadena ATAs. Aircraft departing Kadena will contact Futenma Tower over Point Sierra, and aircraft departing Futenma will contact Kadena Tower over Point Sierra.

14.4.2.2. MOON BEACH - "VIA MOON BEACH DIRECT WATER TOWER (KAD R-013, 1.2 NM), THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA. MAINTAIN 800 FEET MSL." Reverse route is flown for departures. Departures additionally will "MAINTAIN 800 FEET MSL UNTIL CLEAR OF THE ATA." Aircraft will remain clear of the CLASS B (TCA) unless they are in radio contact with Okinawa Approach Control and have received a CLASS B (TCA) clearance.

14.4.2.3. GUSHIKAWA 3 - "VIA GUSHIKAWA DIRECT CHIBANA, DIRECT KADENA GATE THREE, THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA. CROSS CHIBANA AT AND MAINTAIN 800 FEET MSL." Reverse route is flown for departures. Departures additionally will "MAINTAIN 800 FEET MSL UNTIL CLEAR OF THE ATA." Aircraft will remain clear of the CLASS B (TCA) unless they are in radio contact with Okinawa Approach Control and have received a CLASS B (TCA) clearance.

14.4.2.4. BOLO FIVE - "VIA BOLO POINT DIRECT KADENA SEAWALL, THEN AS DIRECTED BY KADENA TOWER TO REQUESTED LANDING AREA." Reverse route is flown for departures. Departures additionally will "MAINTAIN 800 FEET MSL UNTIL CLEAR OF THE ATA." Aircraft will remain clear of the CLASS B (TCA) unless they are in radio contact with Okinawa Approach Control and have received a CLASS B (TCA) clearance.

14.4.3. Aero Club aircraft will use the following procedures to request a CLASS B (TCA) clearance:

14.4.3.1. For departures from Kadena. Make initial request through Kadena Ground Control for a CLASS B (TCA) clearance. Include the following information:

14.4.3.1.1. Departure route to be used.

14.4.3.1.2. Destination airport or training area.

14.4.3.1.3. Requested altitude.

14.4.3.2. Kadena Ground Control will relay request to Okinawa Approach Control.

14.4.3.3. Okinawa Approach Control will issue a CLASS B (TCA) clearance or instructions for the aircraft to "REMAIN CLEAR OF THE OKINAWA CLASS B (TCA)."

14.4.3.4. For aircraft operating within the Futenma ATA, make request through Futenma Tower.

14.4.3.5. For airborne operations already clear of the Kadena/Futenma ATAs.

14.4.3.5.1. Make request directly with Okinawa Approach Control.

14.4.3.5.1.1. If operating between the KAD R-050 clockwise to the KAD R-225, contact Okinawa Approach Control (South) on 126.5.

14.4.4. When flight following is requested under or outside of the CLASS B (TCA), Okinawa Approach Control will provide the requested service on a workload permitting basis.

14.4.5. Aero Club aircraft must diligently exercise "See and Avoid" while operating on the VFR arrival/departure routes and while entering and exiting the Kadena/Futenma traffic patterns.

14.5. In-Flight Transponder Failure. Aero Club aircraft with known transponder failure will notify Okinawa Approach Control of the failure prior to entering the CLASS B (TCA).

14.6. Radio-Out Procedures. Aero Club aircraft experiencing in-flight radio failure will squawk code 7600 for recovery. Aircraft with radio failure will be considered emergency aircraft and will be given priority over routine traffic.

14.6.1. Radio-Out in Traffic Pattern. Set transponder to code 7600 and orbit over Water Tower if on the north side of the runways or orbit over Gate 3 if on the south side of the runways until a "GREEN" light (cleared to land) signal is received from Tower. After receiving a "GREEN" light, enter the traffic pattern and land on Runway 05L/23R, depending on direction of traffic. Exit the runway at Taxiway Delta and observe light signals from the tower for taxi instructions. Taxi to Aero Club ramp with extreme caution.

14.6.2. Radio-Out in Futenma Traffic Pattern. Set transponder code to 7600 and orbit on south downwind until "GREEN" light signal is received from Futenma Tower. Aircraft will land at Futenma and call the Aero Club manager.

14.6.3. Radio-Out North Recovery. Fly the North Operations and the Moon Beach VFR recovery route and adjust transponder to code 7600. Orbit over water tower until a "GREEN" light (cleared to land) signal is received from Tower. After receiving a "GREEN" light, enter the traffic pattern and land on

Runway 05L/23R, depending on the direction of traffic.

14.6.4. Radio-Out South Recovery. Fly the South Operations and the Gushikawa VFR recovery route and adjust transponder to code 7600. Orbit over Gate 3 at 800 until a "GREEN" light signal is received from Tower. After receiving a "GREEN" light, enter the traffic pattern and land on Runway 05L/23R, depending on the direction of traffic.

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

14.8. Supervised Solo.

14.8.1. Before a supervised solo is conducted, the instructor pilot is required to inform the control tower before the aircraft begins taxi. Tower shall notify Airfield Management.

14.8.2. Aero Club student pilots shall drop off the instructor pilot at taxiway Charlie, Delta, or Echo next to the runway or base of control tower.

14.8.3. The instructor pilot is required to stay on HS 401/402 as much as possible while observing the student. When required, the instructor pilot may proceed on taxiways Delta and Echo but not beyond the runway 05L/23R hold line.

Chapter 15

NOISE ABATEMENT

15.1. Purpose. In an effort to clarify noise abatement policies and procedures on Kadena, this chapter will supersede all other 18 WG guidance and will be used by all affected agencies as the single reference for noise abatement policies on Kadena. This instruction details aircraft flight and ground noise minimization procedures at Kadena Air Base. Extremely dense populations around Kadena require all pilots and maintenance personnel to minimize aircraft noise, particularly during hours of darkness. Procedures which follow have and will continue to significantly reduce legitimate objections to noise at Kadena. All assigned and transient flying and maintenance personnel will abide by stated requirements. Transient units will be briefed by local squadron/detachments prior to operating into and out of Kadena AB. It applies to all aircraft and units that operate on Kadena AB.

15.2. Quiet Hours.

15.2.1. Quiet Hour Restrictions. Flight operations between the hours of 2200L and 0600L are limited to those considered necessary for US operational requirements. Night training flights are limited to the minimum required to fulfill assigned US Forces Japan missions and maintain aircrew proficiency. All Kadena-Based flying unit commanders will exert every effort to complete night flying operations as early as possible. See Table 15.1. for additional flying restrictions.

15.2.2. Request for Quiet Hour Period. All quiet hour requests (e.g., change of command, etc.) should be coordinated through 18 OG scheduling meeting, NLT 10 working days prior to the requested period. Upon approval by 18 OG/CC, AMOPS will publish a NOTAM defining the restrictions that apply. The 733 AMS Command Post will advise AMC Channel users by message.

15.2.3. General Engine Run Procedures. Engine runs required for approved takeoffs or in support of scheduled flying operations are not restricted by this instruction. Maintenance engine runs for purposes other than takeoff may be accomplished if the restrictions in Tables 15.2-15.5. are followed. All engine runs will be coordinated through appropriate MOC. If a waiver is required for any engine run, MOC will coordinate approval/disapproval from 18 OG/CC through 18 WG/CP. See Tables 15.2.-15.5. for approved engine run locations, times, and power settings.

15.2.4. Engine Run During Quiet Hours. Unless hush house or engine test cell facilities are used (except for engine runs required for approved takeoffs, in support of scheduled flying operations, or when operational capability or readiness would be impaired as determined by 18 OG/CC) engine runs above idle power are only authorized between hours of 0600L and 2200L Mon-Sat and 1200L-1800L on Sun/US Holidays. Engine runs above idle power outside of these hours require 18 OG/CC approval. The 733 AMS/CC will exercise authority for engine runs on AMC aircraft for mission essential write-ups. These engine runs will be coordinated with units' MOC.

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

15.2.6. Use of Sound Suppressors. Engine runs in hush houses and engine test cells are not limited. These areas will be used for engine runs to the maximum extent possible.

15.2.7. Quiet Hour NOTAMs. AMOPS may publish short-duration quiet hour NOTAMs as directed by 18 OG/CC. The MOC should review all NOTAMs prior to requesting approval.

15.2.8. Holiday Considerations. Special consideration will be given to minimize training flights on days of special significance to surrounding communities, such as Memorial Day (Irei-No-Hi), Golden Week, and Obon. Separate noise restrictions for US and Japanese holidays will be NOTAMed accordingly by AMOPS.

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

15.2.10. Field carrier landing practice approaches are not authorized.

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

15.3. Exemption. Aero Club and C-12 aircraft are exempt from noise abatement procedures unless otherwise directed by 18 OG/CC or by NOTAM.

Table 15.1. Flying Restrictions.

TIME	RESTRICTIONS
0600L (2100Z) – 2200L (1300Z) Mon-Fri	Normal Operations.
0600L (2100Z) – 2200L (1300Z) Saturdays	Local Training missions approved, multiple radar or VFR patterns must be coordinated at the OG Scheduling meeting.
0600L (2100Z) – 2200L (1300Z) Sundays/US Holidays	No local training missions, aircraft may takeoff en-route to another base but may not return to Kadena except for safety of fight concerns.
2200L (1300Z) – 0600L (2100Z) daily	No arrivals or departures. AMC priority 1, 2, and 3 missions are exempt. All other exemptions require 18 OG/CC approval through 18 WG/CP or approved flying schedules. Approved arrivals will arrive straight in, full stop.

NOTE: Any deviation from restrictions listed in Table 15.1. must be approved by the 18 OG/CC. Missions printed on 18 WG weekly schedule, 353 SOG weekly schedule, and P-3 48-hour projection message have been coordinated and approved by 18 OG/CC. These aircraft do not require additional approval. If short-notice coordination is necessary, coordinate 18 OG/CC approval/disapproval through 18 WG Command Post (DSN 634-1800) NLT 2 hours prior to takeoff. In turn, 18 WG/CP will notify Airfield Management Operations, Tower, and Okinawa Approach Control of approval/disapproval.

Table 15.2. Fighter Engine Run Approved Locations, Times, and Power Settings.

TYPE AIRCRAFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
All fighter aircraft.	Above idle up to 80% power.	Upper fighter ramp to include hardened shelters, hardstands, and lower ramp.	0600-2200L, Mon-Sat 1200-1800L, Sun/US Holidays.	Other locations, power settings and/or times require MOC coordination with the applicable unit commander through 18 WG/CP to 18 OG/CC for approval.
	Above 80% power.	Trim Pad 1103.	0600-2200L, Mon-Sat 1200-1800L, Sun/US Holidays.	
		Hush House.	No restrictions.	

***Table 15.3. KC-135 Engine Run Approved Locations, Times, and Power Settings.**

TYPE AIRCRAFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
KC-135	4 engines ground idle (62% N2).	Lima, Mike, November rows; Warm-Up Pad 1, Taxiway B between Taxiway L and Runway 05L/23R.	0600-2200L Mon-Sat 1200-1800L Sun/US Holidays.	Other locations, power settings and/or times require MOC coordination with unit commander through 18 WG/CP to 18 OG/CC for approval.
KC-135	*4 engines up to flight idle (80% N2) or 2 engines up to MRT/TRT with other engines at idle.	L12, 13, Mike Row, November 2, 6, 10-15 Warm-Up Pad 1, Taxiway B between Taxiway L and Runway 05L/23R.	0600-2200L, Mon-Sat 1200-1800L Sun/US Holidays.	

NOTE: Aircraft run to MRT/TRT in revetments will be towed forward until outboard engines are even with forward edge of revetment wall on both sides.

Table 15.4. E3, RC-135, and HH-60 Engine Run Approved Locations, Times, and Power Settings.

TYPE AIRCRAFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
E3/RC-135	4 engines up to 80% power.	November Row, Lima Taxiway, and Mike Row.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays..	Other locations, power settings and/or times require MOC coordination with the applicable unit commander through 18 WG/CP to 18 OG/CC for approval.
E3/RC-135	Above 80% power, 2 engines max TRT, 4 engines (2 at max setting and 2 at idle).	Taxiway B between Taxiway L and Runway 05L/23R.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays..	Other locations, power settings and/or times require MOC coordination with the applicable unit commander through 18 WG/CP to 18 OG/CC for approval.

HH-60	100% rotors.	Helo Spots 1-3 Papa Row 1, 1-A & 3.	0600-2200L, Mon-Sat 1200-1800L, Sun/US Holidays..	Other locations, power settings and/or times require MOC coordination with unit commander through 18 WG/CP to 18 OG/CC for approval.

NOTE: HH-60 engine runs for post-flight wash may be conducted up to 2 hours after landing.

Table 15.5. All Other Aircraft Engine Run Approved Locations, Times, and Power Settings.

TYPE AIRCRAFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
AV-8	Above idle up to 80%.	Upper fighter ramp to hardened shelters, hard stands, and lower ramp.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.	Other locations, power include settings and/or times require MOC coordination with the through 18 WG/CP to 18 OG/CC for approval.
	Above 80% power.	Trim Pad 1103.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.	
All other aircraft	4 engines up to 100% power.	Lima Row.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.	Other locations, power settings and/or times require MOC coordination with the applicable unit commander through 18 WG/CP to 18 OG/CC for approval.
	Power runs.	As determined by 733 MOC with Airfield Mgt approval.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.	Other times require MOC coordination with 18 WG/CP for 18 OG/CC approval.
	4 engines power run.	Warm-Up Pad 1 or Taxiway B between Taxiway L and Runway 05L/23R.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.	
C-12	Idle up to 80% power.	Service Aprons 4 & 5.	0600-2200L, Mon-Sat 1200-1800L, Sun/ US Holidays.	

Chapter 16

AIRCRAFT ARRESTING SYSTEM (AAS) AND PROCEDURES

16.1. General. Aircraft arresting systems (AAS) locations at Kadena AB. (See Figure A2.7.).

16.1.1. AAS-1. A BAK-12 supported pendant cable capable of bi-directional tail hook arrestments only. Located 1,403' from the approach end of Runway 05L.

16.1.2. AAS-2. A BAK-13 (Rapid Cycle) supported pendant cable, capable of bi-directional tail hook arrestments only. Located 3,200' from the approach end of Runway 05L.

16.1.3. AAS-3. A BAK-13 (Rapid Cycle) supported pendant cable, capable of bi-directional tail hook arrestments only. Located 3,160' from the departure end of Runway 05L.

16.1.4. AAS-4. A BAK-12 supported pendant cable, capable of bi-directional tail hook arrestments only. Located 1,591' from the departure end of Runway 05L.

16.1.5. AAS-5. A BAK-12 supported pendant cable, capable of bi-directional tail hook arrestments only. Located 1,091' from the departure end of Runway 05R.

16.1.6. AAS-6. A BAK-12 supported pendant cable, capable of bi-directional tail hook arrestments only. Located 2,710' from the approach end of Runway 05R.

NOTE: All agencies concerned, such as Fire Department, Barrier Maintenance, Crash Recovery, etc., will develop procedures to ensure timely, safe aircraft engagement and/or disengagement and restoration of the arresting system used.

16.2. Aircraft Arresting System Configuration. The following arresting cables shall remain in the ready position for the runway in use unless operational requirements dictate a change:

16.2.1. Runway 05L; AAS-2 (BAK-13), AAS-3 (BAK-13) and AAS-4 (BAK-12). During F-15 night flying operations, AAS-1 (BAK-12) shall also be placed in the ready position.

16.2.2. Runway 23R; AAS-3 (BAK-13), AAS-2 (BAK-13) and AAS-1 (BAK-12). During F-15 night flying operations, AAS-4 (BAK-12) shall also be placed in the ready position.

16.2.3. Runway 05R; AAS-6 (BAK-12) and AAS-5 (BAK-12).

16.2.4. Runway 23L; AAS-5 (BAK-12) and AAS-6 (BAK-12).

16.3. Procedures for Emergency Barrier Engagements.

16.3.1. When a pilot elects to make an emergency engagement, RAPCON and Tower will be advised of the arresting system to be used. The Tower will activate the PCAS and relay all pertinent information, including the arresting system to be engaged. AMOPS will then activate the secondary crash phone and relay all data verbatim.

16.3.2. Upon notification from AMOPS of an impending engagement, the Barrier Maintenance crew will respond immediately and stand by at the appropriate system, well clear of the runway. After each

engagement, restoration of the arresting system will be accomplished in the following manner:

16.3.2.1. BAK-12 and BAK-13 Engagements. Primary Method: The aircraft will shut down engines and be removed from the cable by tow procedures. "Sling-Shot" procedures are not authorized. Fire Department Chief 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 Fire Department Chief will instruct pilot that he is free of cable and that he may taxi off runway.

16.4. Procedures for Non-Emergency Barrier Engagements.

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

16.4.2. Barrier Certifications:

16.4.2.1. When a barrier has not been used for over a year or major modification/repair work has been accomplished a barrier certification is required to put system back in service. IAW AFI 32-1043.

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

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

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

16.4.2.5. The aircraft will shut down engines and be removed from the cable by tow procedures. "Sling-Shot" procedures are not authorized. Fire Department Chief 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 Fire Department Chief will instruct pilot that he is free of cable and that he may taxi off runway.

NOTE: Reset time for the cable after an engagement is normally 10 to 15 minutes.

16.4.3. Airfield Management will:

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

16.4.3.2. Inspect for tail hook damage to the runway. The runway will be closed by sending a NOTAM only if the runway is expected to remain closed longer than 15 minutes.

16.4.3.3. Ensure the airfield sweeper is positioned near the system to be engaged and await instructions or release from on-scene Airfield Management personnel.

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

16.5.1. These procedures apply only to Navy and Marine Corps aircraft use of barriers during landing

dictated by winds and runway conditions. This procedure will not be used as routine or for convenience. To preclude the use of these procedures, squadrons will base their flying on forecasted weather. If heavy rains are forecasted (and crosswinds if applicable) and the unit anticipates use of AAS, the unit will curtail/stop flying until the weather clears.

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

16.5.2.1. The aircraft commander will notify RAPCON and his/her squadron representative will notify AMOPS. The verbiage used will be: "This is a coordinated barrier/trap engagement request due to runway/weather conditions."

16.5.2.2. RAPCON will notify the Tower.

16.5.2.3. AMOPS will notify Barrier Maintenance and the Fire Department. AMOPS will also notify Tower when operations are ready to begin.

16.5.2.4. The Fire Department will pre-position one fire truck.

16.5.2.5. The Barrier Maintenance crew will remove the engaged aircraft out of the AAS and prepare cable for subsequent engagement. Rapid recovery is essential.

16.5.2.6. AMOPS personnel will "re-open" the runway for rapid recovery after each engagement once the aircraft and Barrier Maintenance are off the runway and the barrier is reactivated.

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

16.5.2.8. DO NOT activate the PCAS, since this is not a declared emergency. This procedure will only be used during non-emergency recoveries.

16.6. Arresting System Maintenance Procedures.

16.6.1. Routine scheduled maintenance will be performed before or after wing flying. All scheduled maintenance must be coordinated with Airfield Management or AMOPS.

16.6.2. Unscheduled arresting system maintenance and outages will be coordinated with Airfield Management or AMOPS.

16.6.3. AMOPS will NOTAM all arresting system outages and advise the Tower and 18 WG Command Post of any changes in arresting systems.

16.6.4. Maintenance Hours. Barrier maintenance normal duty hours are 0530L-2230L. If maintenance is required after normal duty hours, AMOPS will notify Barrier Maintenance or Fire Department personnel to respond.

16.7. Runway Change Procedures. Tower shall notify Barrier Maintenance personnel to reconfigure arresting systems based on runway in use.

16.8. Arrestment System Indoctrination Briefing. Barrier Maintenance will provide indoctrination training on arresting system capabilities and procedures when requested to do so by 18 OSS Airfield Operations Flight or flying units. Prior coordination required.

16.9. Barrier Removal for "Cable Bird" Operations.

16.9.1. Runway 05R/23L will normally be used for all "Cable Bird" operations. All coordination prior to takeoff for barrier removal will be based on the "Remarks" section of the DD Form 1801 and scheduled takeoff time.

16.9.2. Tower personnel will ensure all barriers are removed from the active runway prior to granting takeoff/landing clearance for all "Cable Bird" missions. Clearance from Tower for takeoff/landing will include the phrase "BARRIERS ARE DOWN." If the "Cable Bird" plans on practice approaches, the barriers will not be removed until they are ready to full stop, unless pilot requests multiple touch-and-go's, for pilot proficiency, and it will not adversely impact other local flying.

NOTE: Airfield Management must temporarily suspend/close runway operations when any unsafe condition affects runway operations (e.g., FOD, bird condition, arresting systems maintenance or configuration changes, airfield construction, pavement repair, etc.). The suspension/closure announcement will be accompanied with the time runway operations are expected to resume. Airfield Management will complete an airfield check and report the airfield status/runway condition prior to resuming operations. Suspensions are very short in duration such as responses to in-flight emergencies, FOD, bird conditions, etc. Closures are normally for extended periods such as construction/repair activities.

Chapter 17

AIRFIELD/AIRCRAFT SECURITY

17.1. Controlled Areas.

17.1.1. The airfield is a controlled area as defined in 18 WGI 31-101, *The Kadena Air Base Physical Security Program* and AFI 31-101, *The Air Force Installation Security Program*. Entry to the airfield general is permitted on official business only. All persons on the airfield must possess identifying credentials and produce them on demand.

17.1.2. Custodians of non-priority aircraft parking areas, maintenance areas, and commanders whose personnel perform duties within these areas (whether or not their units exercise administrative or functional control over these areas), to include the general flight line area (taxiways and runways), will ensure all personnel challenge anyone whom they suspect may not be authorized in the area. Any person in civilian clothes, anyone committing illegal or suspicious acts or anyone whose presence within these areas is in question, must be challenged and his identity and need to be in the area verified. Positive identification of an individual is not in itself enough authority to be in an area since entry must be for official duties only. Central Security Control (CSC) should be notified at any time when persons are detected who cannot be immediately identified or their status verified. For routine calls, dial 634-3370/6242. For emergencies dial the HELPING HAND Hotline at Ext. 634-4444.

17.1.3. Contractors will have their standard or temporary base passes (5 AF Form 98EJ, **Standard Pass (Storage Safeguard Form)** or 5 AF Form 98a EJ, **Temporary Pass (Storage Safeguard Form)** overstamped "CONTRACTOR." Copies of listings of contractors performing duty on the airfield will be provided to CSC, maintenance operations control centers, and Airfield Management for verification purposes.

17.2. Restricted Areas.

17.2.1. 18 WGI 31-101, *The Kadena Air Base Physical Security Program*, delineates restricted area numbers, physical locations, description of the area, priority, and organizations having operational control of each designated Restricted Area.

17.2.2. All personnel within Restricted Areas must be vigilant for unauthorized intruders or any suspicious acts and identify any unescorted persons without a badge or anyone wearing a badge not possessing the appropriate area access number on the badge. Anyone who notices such a suspicious person or act must challenge and detain that person, alert others in the immediate area, and notify the security forces.

17.2.2.1. Personnel in a Restricted Area, observing a security violation, will report the incident to CSC at ext. 634-4444.

17.2.2.2. Crossing the Restricted Area boundary, red rope, or painted red line at locations other than designated entry points is unauthorized. Entry control points are depicted by white signs with large red letters that show "ECP" and small red numbers identifying the ECP number.

17.2.2.3. Escort and control procedures are contained in 18 WGI 31-101.

17.3. Free Zone.

17.3.1. An area may be established temporarily inside a restricted area which facilitates movement of contractor equipment and personnel by isolating the area and contractor personnel from the rest of the restricted area.

17.3.2. Request for the establishment of a "Free Zone" will be submitted to the Installation Security Council IAW 18 WG 31-101 and Chapter 15 of this instruction.

17.4. Aircraft Anti-Hijacking.

17.4.1. All Kadena AB flight line personnel will be alert to unauthorized movement or attempted hijack of any aircraft under operational control of, or being serviced by, units assigned to Kadena. All personnel must be alert to the possibility of aircraft theft. Strange behavior of persons in aircraft parking areas will be reported to supervisory personnel or security forces. Suspicious persons will be held under close security pending arrival of proper authority. This applies to persons obviously or apparently under the influence of alcohol or drugs. Advance notification of aircraft engine run-up or taxi will be given to the Tower by job control after normal duty hours. Unusual or unexplained engine starts or aircraft movements, to include those performed without displaying exterior aircraft lights or without the presence of an aircraft marshaller or run-up crew, will be reported immediately to the 18 WG Command Post. If more immediate action is indicated, "Helping Hand" will be reported to CSC via the HELPING HAND Hotline at 634-4444. Security will be provided to all aircraft on Kadena to prevent access by unqualified or unauthorized persons. Special security will be provided to designated aircraft transporting Code 4 or higher ranking personnel.

17.4.2. Specific anti-hijacking instructions are contained in AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO),* as supplemented, and 18 WGI 31-101.

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

17.5. Authorized Airfield Smoking Areas.

17.5.1. Smoking is prohibited in aircraft maintenance facilities, the flight line areas, and weapons storage and maintenance areas except where designated by the installation fire chief in coordination with the functional manager and/or supervisor. All requests to designate a smoking area will be coordinated on an AF IMT 1768, **Staff Summary Sheet (SSS)**. The SSS will be signed by the requesting unit's squadron commander for coordination through 18 CES/CEF, 18 OSS/OSA, 18 WG/SEF, to 18 OG/CC for approval.

17.5.2. Designated smoking areas on the flight line are located at Buildings: 3300, 3579, 3639, 3306, 3559, 3660, and 3545. All other locations must be approved through process outlined in paragraph 17.5.1. A copy of the approved request must be submitted to AMOPS for validation.

17.6. Photography on Airfield. Photographic, video, and audio recording within the flight line controlled area and Kadena Air Base restricted areas is prohibited without prior coordination. Refer to 18 WGI 31-101, *Kadena Air Base Physical Security Program*.

Chapter 18

AIRCRAFT MAINTENANCE PROCEDURES

18.1. Aircraft Towing. Any aircraft tow operation requiring the use of Taxiway Kilo or Lima shall have two-way radio contact with the Tower (and Tower authorization) or be escorted by a vehicle meeting this requirement before tow operations begin. Vehicle operators shall remain in radio contact with the Tower/escort vehicle and shall adhere to any instructions received. Taxiway Delta will be utilized for aircraft tows that cross the runways unless directed otherwise by Tower. Blanket tows in all parking areas, loading and unloading ramps, and Taxiways Golf, Juliet, November, and Papa may be approved by Tower.

18.2. Maintenance Taxiing. All operations must be coordinated with Tower by 18 MOC or the responsible organization before the taxiing operation. Radio contact with Kadena Ground Control must be established before engine start and maintained during the taxiing operation.

18.3. Maintenance Engine Run-Up Procedures.

18.3.1. Engine Run Locations. Agencies performing run-ups are responsible for ensuring the area affected by the engine runs is clear and will control vehicle traffic passing to the rear of the aircraft. The agency will ensure any resulting FOD is removed after the run is completed. Monitoring of ground control frequency during all maintenance aircraft engine starts and run-ups is mandatory.

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

18.3.1.2. Run-Ups for all aircraft over 80 percent power conducted on Service Aprons 1, 2, and 3 and Hardstands 111, 113, 115, 117,119, 121, 123, and 125 require radio contact with Tower frequency 275.8/118.5. Prior coordination must be accomplished through the appropriate job control. When exceeding ground idle power setting on these locations, the outside monitor will exercise extreme caution regarding traffic or equipment behind the aircraft. When turbulence is a hazard to arriving and departing aircraft, the tower watch supervisor will terminate the engine run-up or detour the arriving/departing of aircraft from behind the run-up area.

18.3.1.3. Full engine run-ups are permitted on hardstands equipped with blast deflectors or revetments. Hardstands 219, 221, 313 and 328 are designated as turboprop full engine run-up locations. The four run-up pads are designated as full run-up locations for all aircraft.

18.3.1.4. Engine run-ups for wide-body aircraft to include C-5, B-747, L-1011, KC-10, C-17 and similar airframes will be conducted on Service Apron 1, Taxiway Bravo South and Taxiway Bravo North only. Because of engine run-up locations and type aircraft, restrictions to include closure of taxiway and runways may be required. All run-ups will be coordinated with AMOPS. Additionally, unit will ensure safety spotters are positioned to keep vehicles and personnel from entering the jet exhaust area.

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

18.3.1.4.2. Engine run-up on Taxiway Bravo South will position nose on a 140 heading facing Taxiway Kilo. Runway 05R/23L and Taxiway Bravo Center will be closed and requires FOD sweep by AMOPS prior to resuming operations. Additionally, aircraft may be oriented nose towards Runway 05R/23L and aligned 45 degrees off-center from taxi line. When run-up conducted in this orientation the maximum power setting will be two engines to 90 percent power and two engines at idle power. The Taxiway Kilo and Taxiway Bravo intersection will be closed. Safety spotters will be positioned to keep vehicles and personnel from entering the jet exhaust area.

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

18.3.1.5. Navy P-3 High Power Run Areas. For P-3 engine maintenance runs, Warm-Up Pad 1 will be the primary location because it provides the least hazard to passing vehicles and/or pedestrians. Aircrews should request this area from the tower unless conditions preclude such cases. Run-Up Pad 2 may be utilized provided the tower concurs with the request. A safety spotter will be positioned near the perimeter road to control traffic during high power runs to preclude damage or injury to passing vehicles and/or pedestrians.

18.3.1.6. Engine runs for 353 SOG C-130s will be conducted on Taxiway Lima, which is the primary location. Their maintainers are not taxi qualified. Warm-Up Pad 1 will be the alternate engine run location for the same reasons stated in paragraph 18.3.1.5.

18.4. Ground Operation of E-3 Surveillance Radar.

18.4.1. Hazards. Radiation from the E-3 surveillance radar has the potential to injure exposed personnel, detonate electro-explosive devices (e.g., firing of ejection seats, jettison fuel tanks), ignite flammable liquids, and affect “fly-by-wire” controlled aircraft. When ground operation of the E-3 aircraft surveillance radar is in progress, a radar hazard zone (Live Fire Zone) extends upward from the aircraft at an angle of approximately 22 degrees and approximately 15 degrees either side of the centerline of the main beam out to a distance of 1,300 feet.

18.4.2. Location of Operating Area. At Kadena AB, the E-3 aircraft will only be positioned in the north corner of Run-Up Pad 2 with the nose facing the runway. The rotodome will be positioned with the radar antenna facing forward and parallel to the wings. The rotodome will aim the main radar beam toward Echo helipad and creates a “Live Fire” zone 15 degrees either side of the main beam and between Taxiway Lima and Runway 05L/23R. Aircraft and/or personnel may not transit this area during “Live Fire” operation without shutting down the radar.

18.4.3. 18 WG Maintenance Operations Center (MOC), when notified of impending ground operations, will notify the agencies listed in Table 18.1. at least 8 hours prior.

18.4.4. Airfield Management will notify Tower, 18 WG Command Post, MWLK, Navy Ops, and 733 AMS/AMCC by issuing a NOTAM.

Table 18.1. MOC 8-Hour Notifications.

Airfield Management
18th Wing Safety

Fire Chief
CFAO Safety
Central Security Control
18th Wing Medical Group Bio-Environmental Engineering
18th Wing Ops Representative Quality Assurance
18th Supply/Fuels Control Center

18.4.5. Tower will provide UHF and VHF frequencies to 18 WG/MOC for contact and/or monitoring when notified of impending radar operations. Tower shall provide the final clearance to commence radar operations. AWACS crews observing aircraft or personnel approaching the "LIVE FIRE ZONE" will immediately terminate radar operation, notifying Tower of termination. Tower personnel making such an observation shall also direct termination of radar operation. Tower shall halt traffic from the approach end of Runway 23R and Taxiway Lima, down to and including Taxiway Echo during ground radiation.

18.5. Open Fuel Cell Maintenance. Contact 18 WG/MOC for location and coordination procedures.

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

18.7. Taxiway Bravo Coordination Procedures. When an aircraft is parked on Taxiway Bravo between the runways and large vehicles must cross the runway, all vehicles, step van size and smaller, will contact Tower to use centerline road for access to the aircraft at all times (exceptions to be coordinated with Airfield Management on a case-by-case basis).

18.7.1. The requisition user will coordinate the following with 18 OSS/OSAM:

18.7.1.1. Contact AMOPS 2 hours prior for use of Taxiway Bravo.

18.8. Operation Spots Parking Coordination Procedures. When ops row needs to be used for parking of aircraft with a wingspan of 99 feet or greater, the 733 AMS must remove all equipment and vehicles along the concourse walkway. The 733 AMS will position a wing walker (with wands for night operations) along the concourse during taxi in and out. Must coordinate use with AMOPS prior to aircraft parking.

18.9. Radar Warning Receiver/Identification Friend or Foe (RWR/IFF) Check Responsibilities. 18 WG/MOC will notify Airfield Management of scheduled RWR/IFF checks and locations. AMOPS will issue a NOTAM and impose restrictions for aircraft other than fighters, if required. Upon completion of the checks, the unit will inform the 18 WG/MOC when all equipment and personnel are cleared from the area and taxiways are cleared, and 18 WG/MOC will then notify AMOPS to cancel NOTAM, if published. All equipment shall be removed immediately.

18.10. C-17/C-130 Backup Procedures. When a C-17/C-130 needs to back up off of a hardstand or parking spot, spotters must be positioned on the taxiway to control the flow of vehicles. Vehicles will not be allowed to pass the area until the aircraft is ready to taxi. The 200-foot clearance distance must be maintained behind the aircraft engines.

18.11. Other Coordination. Due to the 353 MXS/LGMQC (Avionics Shop) located in Building 3306, the south side of Service Apron 3 cannot be used for parking aircraft due to interference with radar sweep detection. Any deviations must be coordinated with Airfield Management and the NCOIC of 353 MXS/LGMQC. When the avionics shop is emitting radar signals, they will turn on their warning light (RED) and notify Tower and AMOPS.

Chapter 19

AIRFIELD MAINTENANCE AND INSPECTION PROGRAM

19.1. General. This chapter establishes responsibilities and procedures for inspection checks and general maintenance of the airfield.

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

19.2.1. Runways (including runway markings), overruns, taxiways (including taxiway markings), aircraft parking, and service areas to ensure that debris or other foreign objects that could damage an aircraft are cleaned and/or removed.

19.2.2. Airfield checks will be accomplished by Airfield Management, examining runways, helipads, and taxiways. A minimum of one nighttime check of the airfield lighting shall be completed daily. Additional checks to be accomplished but not limited to: RSC, Barrier, Ground Emergency and BASH.

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

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

19.2.2.3. Prior to Start of Flying Activities.

19.2.2.4. When notified of potential FOD on aircraft movement areas. Following high winds, heavy rains, earthquake, or other occurrence which may result in hazardous conditions.

19.3. Monthly Airfield Inspections.

19.3.1. A monthly airfield inspection team, comprised of representatives from Airfield Management, ATC TERPS, 18 WG Flight Safety, 18 CES Heavy Repair, 18 CES Pavement Engineer, 18 CES Barrier Maintenance, 18 CES Airfield Lighting, 718 CES Comprehensive Planning Engineer, 18 WG FOD Monitor, 18 CS Comm/ATCALS and Security Forces will perform an extensive inspection of the airfield with emphasis on waiver impact.

19.3.1.1. A post inspection report containing discrepancies noted will be prepared by the Airfield Manager. The report will also cite items on previous inspections which have not been closed.

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

19.3.2.1. Airfield Manager will record all violations. The AOF/CC will staff all violations for coordination to WG/CC.

19.4. Airfield Sweeper Operations.

19.4.1. The airfield sweeper is under the operational control of the Airfield Manager.

19.4.1.1. Sweeper vehicles will be used during normal duty days from 0600L to 1800L daily. After hours and non-duty day requests will be handled by standby personnel.

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

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

19.4.2.1. Sweeper Operator Daily Inspection Route:

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

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

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

19.4.2.1.4. Taxiway K between 0900L and 1000L.

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

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

19.4.2.1.7. Taxiway L between 1330L and 1400L.

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

19.4.2.1.9. Taxiway P between 1430L and 1500L.

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

19.4.2.2.1. Monday, Sweep All Entry Control Points on the Airfield.

19.4.2.2.2. Tuesday, Sweep All Aprons on South Side of Airfield (Fighter Side).

19.4.2.2.3. Wednesday, Sweep All Aprons on North Side of Airfield (Heavy Side).

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

19.4.4. Sweeper operators must contact AMOPS before exiting the airfield.

19.4.5. During standby periods (nights and weekends), the sweeper response time to the airfield is a maximum of 30 minutes. CE roads and grounds shall provide AMOPS standby roster.

19.4.6. All requests for sweeper vehicles will be coordinated through AMOPS (634-3118/2494). The individual requesting service will be required to give rank, name, unit, phone number, and area requiring sweeping.

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

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

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

19.4.6.4. After normal duty hours, AMOPS will contact CE Service Call at 634-1760/3879 for emergency requests.

19.5. Airfield Lighting Inspections.

19.5.1. Airfield Management (18 OSS/OSAM) will conduct daily checks of the airfield lighting system.

19.5.2. Airfield Lighting will:

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

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

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

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

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

19.5.3. Airfield Management will:

19.5.3.1. Adequately document all detected outages.

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

19.5.3.3. Ensure Airfield Lighting personnel initial the Airfield Inspection Checklist verifying receipt.

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

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

19.6. Annual Airfield Maintenance.

19.6.1. Annual scheduled maintenance for rubber removal, painting, and re-striping of runways and taxiways is needed for safety of flight concerns. Rubber deposit or buildup becomes a serious safety issue, when the runway is wet, for landing aircraft because of the decrease in braking action.

19.6.2. 18 OG/CC will allow one runway to be closed in March, June, September or December for 2 weeks, for annual maintenance, if no real-world priorities exist.

19.6.3. 18 CES/CC will ensure snow brooms, chemical detergents for rubber removal, sufficient yellow and white paint, painting supplies, and other support equipment are available during the approved month listed in paragraph 19.6.2., to paint and stripe both runways and taxiways and perform annual rubber removal. All airfield painting and projects will be in accordance with AF/CE directives (i.e. ETL 04-2 and AFI 32-1042, etc).

19.7. Grass Mowing Schedule.

19.7.1. All grass on the airfield shall be maintained between 7" and 14".

19.7.2. Beginning 1 March through 30 November, annually, Runway 05L/23R will be closed every fourth Saturday between 0730L and 1130L. Runway 05R/23L will be closed every fourth Saturday between 1230L and 1630L to allow for mowing operations.

19.7.3. 18 CES takes approximately 24 days to mow the entire airfield, to include 6 days as rain days.

19.7.4. 18 CES will call Airfield Management daily with the areas to be mowed.

19.8. Procedures for Suspending/Closing Runway Operations.

19.8.1. Airfield Management must temporarily suspend/close runway operations when any unsafe condition affects runway operations (e.g., FOD, bird condition, arresting systems maintenance or configuration changes, airfield construction, pavement repair, etc.). The suspension/closure announcement will be accompanied with the time runway operations are expected to resume.

19.8.2. NOTAM(s) will be sent for extended periods of closures, normally more than 15 minutes. Airfield Management will send out the applicable NOTAM(s) no earlier than 3 days in advance and advise all agencies concerned (ATC, CP, Flying Units, CE, SE, etc.).

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

19.8.4. Operations to the runway shall remain suspended after the emergency aircraft lands until a runway check is completed, except when both of the following conditions exist:

19.8.4.1. Emergency aircraft lands and taxis off the runway without on-the-runway assistance, i.e., crash/rescue, tow vehicles.

19.8.4.2. Supervisor of Flying (SOF) can determine if it is safe to resume operations and may waive the runway check IAW paragraph 8.2.2.2.1.

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

19.9.1. AMOPS is responsible for determining changes to the runway surface condition, wet or dry. Standing water on the runway will be reported to the 1/10 inch.

19.9.2. AMOPS will notify the appropriate agencies IAW AMOPS QRC 17 when there is a change in the runway surface condition. AMOPS personnel shall document coordination on AF IMT 3616; include agency notified, time notified, receiver initials, and update status board in flight planning room.

Chapter 20

AIRFIELD CONSTRUCTION

20.1. General. This chapter establishes responsibilities and procedures for construction on the airfield.

20.1.1. Organizations will coordinate all exterior work requirements with the Airfield Manager, before painting any paved surface or installing any fixed or mobile obstacles on the airfield.

20.1.1.1. An obstacle is anything posing a threat to aircraft operations (e.g., fire bottles, maintenance stands, vehicles, AGE, construction sites, etc).

20.1.1.2. Obstacles must remain at least 1,000 feet from runway centerlines, 200 feet from taxiway centerlines, and 125 feet from the edge of aprons when not directly supporting aircraft.

20.1.1.3. Equipment may be pre-staged on parking aprons or hardstands no earlier than one hour prior to the arrival of the aircraft it will support. It must be removed immediately after the aircraft departs the parking apron or hardstand and stored in a safe designated location meeting the criteria listed in paragraph 20.1.1.2.

20.1.2. All work requests concerning exterior projects on the airfield will be coordinated through 18 OSS/OSAM and 18 WG/SE before submission to Base Civil Engineers. All work requests concerning projects inside USAF restricted areas or affecting USAF restricted area boundaries will be coordinated through 18 SFS/SFO. The Base Civil Engineer will not accept such work requests if proper coordination has not been made.

20.1.3. A pre-construction meeting will be conducted at least 30 days in advance of construction start date for work done by contractors.

20.2. Explanation of Terms.

20.2.1. Joint Review. The meeting is conducted before the 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.

20.2.2. 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.

20.2.3. Controlled Area. The airfield, in general, is designated a controlled area. Contractors will have base passes over-stamped “CONTRACTOR” and will have copies of personnel listings available at the job site for verification purposes. Persons without verifiable flight line authorization may be escorted by anyone who does have such authorization.

20.2.4. Restricted Areas (see 18 WGI 31-101). Contractors will be escorted into and out of restricted areas by the USAF agency most closely associated with the project IAW 18 WGI 31-101.

20.2.5. Free Zone. An area temporarily established inside a restricted area isolating it from the rest of the restricted area. Free zones are designed to facilitate the movement of contractor personnel and

equipment within the construction area while maintaining required security standards. Free zones will be delineated by an elevated boundary, normally provided by the contractor, and consist of red rope tied to stanchions or fencing. Free zones on taxiways should be held to a minimum, and will normally not be authorized unless required for contract completion (e.g., taxiway repair). The free zone boundary will be constantly surveyed by the USAF agency most closely associated with the work project. The USAF agency most closely associated with the work project, in concert with the Contracting Officer, will submit a request for the "free zone" to the technical representative of the contracting officer (TRCO). The TRCO will process requests to Installation Security Council for approval. Coordination with Airfield Management must be accomplished. 18 SFS/SFO will provide the technical guidance to ensure security requirements are met. 18 WGI 31-101 provides more detailed information on free zone establishment, coordination, and physical security requirements.

20.2.6. 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 (the letter "E" adjacent to the open area number on the badge) 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 CECC, Design and Construction Section. The organization or agency most closely associated with the work project has primary responsibility for providing escorts. Airfield Management is the Control Area Manager for the entire flight line area and as such does not provide escort services. See 18 WGI 31-101 for additional information on escort requirements and visitor briefings.

20.2.7. Haul Route. Route or path designated to be used by construction or repair personnel and equipment during the course of a project. This route will be determined by the Airfield Manager and the organization having operational control over the area. Haul routes will be included in the "free zone" request. Tentative haul routes will be discussed at the joint review meeting, with the final determination made by the Airfield Manager at the pre-construction meeting.

20.2.8. Flight Line Driver's License. Written authority issued by Airfield Management to operate a vehicle on the Kadena flight line IAW 18 WGI 13-202.

20.2.9. Contractor Vehicle Flight Line Passes. Written authority issued by Airfield Management on a case-by-case basis IAW 18 WGI 13-202.

20.3. Responsibilities.

20.3.1. Airfield Manager will:

20.3.1.1. Review proposed airfield construction projects and attend joint review and preconstruction meetings.

20.3.1.2. Advise Tower of any airfield construction project affecting aircraft movement or safety of flight.

20.3.1.3. Coordinate with the Airfield Operations Flight Commander and issue the appropriate NOTAM.

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

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

20.3.1.6. Provide a radio (if available) to contact administrator for quick notification of on-site problems.

20.3.2. Base Civil Engineer will:

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

20.3.2.2. Identify construction projects deviating from established airfield obstruction criteria as defined in UFC 3-260-01, *Airfield and Heliport Planning and Design,* and initiate necessary waivers.

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

20.3.3. Contract Administrator will:

20.3.3.1. Coordinate with Airfield Management during all phases of contract planning. Provide construction information, such as location of project, brief description, start date and construction period, to the user and Airfield Management before the pre-construction meeting. Ensuring that Airfield Management is involved at the earliest stage of construction planning to minimize the effect of construction on aircraft operations. Major construction requires lead times frequently exceeding 180 days.

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

20.3.3.3. Secure flight line authorization for contractors working on the airfield. Coordination with Airfield Management, the Mission Support Group Commander, and Security Forces is required. Provide copies of contractor listings for 18 OSS/OSAM, Central Security Control, and the applicable Maintenance Operations Center (see 18 WGI 31-101).

20.3.3.4. Ensure all contractor vehicles to be used on the airfield are registered in accordance with 18 WGI 13-202.

20.3.3.5. Coordinate flight line driver training for contractor personnel who will be driving on the airfield.

20.3.3.6. Ensure contractor personnel successfully complete flight line driver training before operating vehicles on the airfield.

20.3.3.7. Conduct a preconstruction briefing at least 30 days in advance of construction start date, except for emergency repairs.

20.3.4. The Contractor will:

20.3.4.1. Notify the Contracting Officer (CO) at least 60 days before starting construction. Also, submit to the CO a map or sketch showing the extent of the free zone, when one is required. The 60 days time

is required to coordinate the free zone and get Wing approval.

20.3.4.2. Notify 718 CES Comprehensive Planning Section (CECDC) (CO) at least 45 days before starting construction.

20.3.4.3. 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 the estimated time frames. Civil Engineering will then prepare and coordinate the Temporary Airfield Construction Waiver. Final approval authority is the Wing Commander. This process takes no less than 30 days from submission of the information to CES. The contractor is not allowed to start until after receipt of an approved copy of the waiver.

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

20.3.4.5. Register each contractor vehicle (operating on the flight line) with Airfield Management IAW 18 WGI 13-202.

20.3.4.6. Utilize only drivers certified by Airfield Management to operate vehicles on the flight line IAW 18 WGI 13-202.

20.3.4.7. Assume full responsibility for vehicles delivering materials to the job site (e.g., cement trucks) and provide a flight line licensed individual in the vehicle as an escort while on the airfield.

20.3.4.8. Provide necessary bilingual warning signs to be used in the areas where construction is undertaken. Contractors will use battery powered yellow flashing lights at night as warning signs and will ensure lights are operating during periods of darkness or inclement weather, as specified in UFC 3-260-01, *Airfield and Heliport Planning and Design.* Warning signs and battery powered lights will be removed only as directed by Airfield Management through the TRCO.

20.3.4.9. Provide personnel adequate ear protection against aircraft noise.

20.3.4.10. Utilize only haul routes designated by Airfield Management and keep the haul route free of debris.

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

20.3.4.12. Ensure debris and all waste materials generated during construction are cleaned up, loaded on contractor's trucks, and removed from the airfield. Loaded vehicles will be covered to ensure debris does not fall onto the taxiways or aprons.

20.3.4.13. If near any landing surface, the vehicle must be radio equipped to allow immediate communication with the Tower. An English-Speaking person must be on site at all times during work.

NOTE: During the following typhoon conditions, contractors will: TCCOR-3: Cleanup of their area. TCCOR-2: Completely secure all exterior equipment and materials. TCCOR-1C: Depart work site.

Chapter 21

SOF COORDINATION PROCEDURES

21.1. Purpose. To establish responsibilities and standardize procedures for the SOF and air traffic control (ATC) personnel assigned to 18 OSS/OSA IAW AFI 13-203, *Air Traffic Control*, and 18 WG Supp to AFI 11-418, *Operations Supervisor*.

21.2. 18 OSS/OSAT Responsibilities. ATC personnel shall: Provide the oncoming SOF with a concise airfield status briefing and update the SOF of any changes in the airfield status.

21.2.1. Provide the SOF with timely updates on all in-flight/ground emergencies.

21.2.2. Allow access to STU-III (located in the Tower chief controller's office) for use during exercises/contingencies.

21.2.3. Include in the automatic terminal information service (ATIS) broadcast mission essential messages, as requested by the SOF, if not prohibited by FAAO 7110.65, Air Traffic Control.

21.2.4. Communicate all requests for information to the SOF through the Watch Supervisor (WS) on duty.

21.2.5. Provide new SOF with a thorough briefing on tower evacuation procedures during fires and contingencies.

21.3. 18 OG/OGV Responsibilities.

21.3.1. Provide operational training for all SOF qualified wing personnel.

21.3.2. Ensure all publications are up-to-date and current.

21.3.3. Maintain all equipment specifically for use by the SOF.

21.3.4. Provide SOFs with equipment familiarization training to include use of radio, telephone, and weather receiving equipment.

21.4. 18 WG SOF Responsibilities.

21.4.1. Receive an orientation of the control tower, radar approach control, and AMOPS prior to performing SOF duties.

21.4.2. Not perform ATC functions or transmit ATC instructions or clearances to any aircraft. The SOF shall coordinate with the WS whenever the need arises to use an ATC frequency.

21.4.3. Alert the WS of any potential in-flight emergencies, ground emergencies, or other difficulties as soon as possible.

21.4.4. Inform the WS of any changes to the wing flying schedule.

21.4.5. To avoid distraction to controllers, the SOF shall route all coordination through the WS.

Chapter 22

AIRFIELD OPERATIONS BOARD (AOB)

22.1. AOB Membership.

22.1.1. Membership will include, but not be limited to the following:

22.1.1.1. 18 OG/CC (Chairman).

22.1.1.2. 18 WG/SEF.

22.1.1.3. 18 OG/OGV.

22.1.1.4. 67 FS/CC or DO.

22.1.1.5. 44 FS/CC or DO.

22.1.1.6. 31 RQS/CC or DO.

22.1.1.7. 33 RQS/CC or DO.

22.1.1.8. 18 AES/CC or DO.

22.1.1.9. 909 ARS/CC or DO.

22.1.1.10. 961 AACS/CC or DO.

22.1.1.11. 353 SOG Representative (353 SOG/OGV, 353 OSS/DO, 353 OSS/A3 or 353 OSS/A5).

22.1.1.12. 18 OSS/CC or DO.

22.1.1.13. 18 OSS/OSA.

22.1.1.14. 18 OSS/OSW.

22.1.1.15. 18 OSS/OSAM.

22.1.1.16. 18 OSS/OSAR.

22.1.1.17. 18 OSS/OSAT.

22.1.1.18. 18 OSS/OSAE.

22.1.1.19. 18 CS/SCM.

22.1.1.20. 18 CEG Representative.

22.1.1.21. 18 CES/CEO.

22.1.1.22. 18 CES/CEEE.

22.1.1.23. 718 CES/CECD.

22.1.1.24. 718 CES/CECDC

22.1.1.25. 18 SVS/SVRA.

22.1.1.26. 18 MXG/CC or Representative.

22.1.1.27. 733 AMS.

22.1.1.28. 82 RS/CC or DO.

22.1.1.29. MWLK OIC.

22.1.1.30. VPDET OIC.

22.2. Responsibilities.

22.2.1. The Airfield Operations Board will convene once each quarter and will include the following agenda as a minimum:

22.2.1.1. Airspace (Terminal, En Route, and Special Use Airspace).

22.2.1.2. ATC/Flying Procedures (New, Revised, Rescinded, and Seldom Used).

22.2.1.3. Military, FAA, and/or Host-Nation Concerns.

22.2.1.4. Airfield Operations Flight Staffing and Proficiency.

22.2.1.5. ATCALS (Flight Inspection Schedule, Problems, Status, and Upgrades).

22.2.1.6. Flight Delays, Diverts, and Cancellations Resulting from ATC/ATCALS Systems Limitations.

22.2.1.7. Airfield Environment Concerns.

22.2.1.8. Airfield Construction Projects Status (On-Going, Funded, On-Hold).

22.2.1.9. Status of the Flight Line Driving Program (Personnel Trained, Intrusion Trends).

22.2.1.10. Hazardous Air Traffic Reports.

22.2.1.11. Air Traffic System Evaluation Program.

22.2.1.12. AEF Tasking Schedule.

22.2.1.13. Annual review of the following items will occur during the month indicated:

22.2.1.13.1. NOTAM Circuit/NTFS Reliability, February.

22.2.1.13.2. Airspace (Terminal, En Route, and Special Use Airspace), March.

22.2.1.13.3. ATC/Flying Procedures (New, Revised, Rescinded, and Seldom Used), March.

22.2.1.13.4. 18 WGI 13-201, March.

22.2.1.13.5. Terminal Instrument Procedures, March.

22.2.1.13.6. MACA (Semi-Annual Review), September and March.

22.2.1.13.7. Alternate ATC Capability Procedures, April.

22.2.1.13.8. Air Compatible Use Zone (AICUZ), May.

22.2.1.13.9. Parking Plan, June.

22.2.1.13.10. Local Aircraft Priority Procedures, July.

22.2.1.13.11. Bird Aircraft Strike Hazard (BASH) Program, August.

22.2.1.13.12. OPLAN Tasking, October.

22.2.1.13.13. Letters of Agreement, November.

22.2.1.13.14. Operations Letters, November.

22.2.1.13.15. Host-Nation Agreements, November.

22.2.1.13.16. Airfield Waivers, December.

22.3. Airfield Operations Board Minutes.

22.3.1. Airfield Operations Board minutes will be distributed to base agencies, command levels through MAJCOM, and HQ AFFSA/XA.

22.3.2. Minutes will include, as a minimum, the name, rank, position, and phone number of all key personnel.

Chapter 23

PRIOR PERMISSION REQUIRED (PPR) AND NOTAM PROCEDURES

23.1. PPR. A valid PPR is required for all transient aircraft desiring to terminate in a full stop landing at Kadena Air Base. All transient aircraft (except AMC, Air Evac, Special Air Missions, and DV-6 Aircraft) landing on Kadena AB require PPRs from AMOPS. Permanent party and TDY/TAD personnel on Kadena AB do not require PPR; however, these aircrews will know and strictly comply with all noise abatement restrictions.

23.2. Procedures.

23.2.1. Prior to issuing a PPR number or accepting a flight plan for aircraft, 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. Coordination with Transient Alert for Air Force, Army, and Navy aircraft and Marine Wing Liaison Kadena (MWLK) for Marine aircraft is required prior to issuing a PPR.

23.2.2. If quiet hour waiver is approved, 18 WG/CP will notify AMOPS for PPR coordination with Transient Alert or MWLK.

23.2.3. If PPR is approved, AMOPS will notify 18 WG/CP. The 18 WG/CP will notify requestor and base agencies per after hour checklist.

23.2.4. The 18 WG/CP will instruct requestor to call AMOPS for PPR number.

23.2.5. If quiet hour waiver is approved, but PPR denied, AMOPS will notify 18 WG/CP. Command post will notify requester of disapproval.

23.2.6. If quiet hour waiver is disapproved, 18 WG/CP will notify requester and base agencies per after-hour flying checklist.

23.3. NOTAM. A 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.

23.4. Procedures

23.4.1. Agencies with recommended Notice to Airmen should contact Airfield Management. The Airfield Manager is the authority for publishing NOTAM(s).

23.4.2. Kadena Tower is designated as the NOTAM monitoring facility. Airfield Management is the NOTAM issuing facility. All NOTAM listings are available on the World Wide Web at www.notams.jcs.mil. A dedicated computer with access to this site as well as other DoD and/or Departmental Publishing Electronic Products is available in the flight planning room at Airfield Management.

23.4.3. Airfield management operations will:

23.4.3.1. Process local NOTAMs and flight safety NOTAMs on ATCALS outages, airfield hazards (runway closure, threshold displacement, airfield lighting, etc.), etc, and returns to normal service IAW AFI 11-208 (I), Department of Defense NOTAM System.

23.4.3.2. Provide all flight safety and local NOTAMs when requested by transient aircrew.

23.4.3.3. Notify tower and RAPCON of flight safety or local NOTAM initiation or cancellation.

Chapter 24

BIRD AIRCRAFT STRIKE HAZARD (BASH) PROGRAM

24.1. Aircrew Responsibility. Aircrews observing or encountering any bird activity which could constitute a hazard should contact the SOF (Shogun 10: 302.5), Tower, or Command Post and request they pass the observed bird activity report to the SOF or Flight Safety office. Bird activity shall be disseminated IAW FAAO 7110.65.

24.2. Required Information.

24.2.1. Aircraft Call Sign.

24.2.2. Location.

24.2.3. Altitude.

24.2.4. Time of Sighting.

24.2.5. Type of Bird (If Known).

24.2.6. Approximate Number of Birds.

24.2.7. Behavior of Birds (on Ground, Flying to/from A Location).

24.2.8 Weather Conditions.

24.3. Bird Strike. Aircrews suspecting aircraft damage due to bird strike, may coordinate with the SOF for a chase ship IAW AFI 11-206, paragraph 5.3. (see Table 24.1.).

Table 24.1. Takeoff and Landing Criteria: Bird Watch Condition (BWC).

BWC: LOW	BWC: MODERATE	BWC: SEVERE
Training or operational sorties.	Initial takeoffs and full stop landings only permitted if departure and arrival routes avoid identified bird activity.	Takeoffs and full stop landings require OG/CC approval; consider delaying landing until conditions improve (fuel and weather permitting).

24.3.1. The Aero Club and 33 RQS are authorized to fly in the local traffic pattern during bird condition moderate. With OG/CC approval, 33 RQS is authorized to fly instrument approaches, low approaches, and climb-outs during bird watch condition moderate if the airfield is VFR.

24.3.2. All other BASH procedures will be IAW Kadena AB BASH Plan 91-212.

Chapter 25

MISCELLANEOUS PROCEDURES

25.1. DV Notification Requirements. The 18 WG Command Post notify RAPCON with the call sign and type of the DV aircraft. Once the aircraft is 50 miles out, RAPCON will call the command post via the hotline. The command post and AMOPS are the only 18 WG agencies authorized to request 50-mile-out calls from RAPCON/Tower.

25.2. FLIP Accounts/Procedures for Requesting Changes. The primary/alternate FLIP managers are appointed by the Airfield Manager and will:

25.2.1. Order FLIP and aeronautical charts for base units according to established distribution procedures. (See AFI 11-201, *Flight Information Publications*, AFI 14-205, *Identifying Requirements for Obtaining and Using Cartographic Geodetic Products and Services, and National Geospatial-Intelligence Agency (NGA) Catalog of Maps, Charts, and Related Products*). If a new FLIP product is not received by the effective date, mark material as "OUTDATED Contact AM Ops". The internet site, http://164.214.2.62/PRODUCTS/DIGITALAERO/INDEX.HTML, may be used as a backup if new FLIPs not received by the effective date. Complete and return the Quality Feedback Card for each occurrence and retain a copy for your records. Brief and track problems in the AOB.

25.2.2. Review each new FLIP edition for accuracy and consistency of airfield related data. Compare local base data with data published in other FLIP products (approach plates, enroute supplement, area planning), base publications (AOI, OPLANs) and flight planning room displays. Document the FLIP Product Title, Date of Product, Date Completed, Discrepancies noted, Fix Action, Date Corrected, Name/Initials of individual performing the review. Maintain results of each review for at least 3 months.

25.2.3. Prepare and coordinate non-procedural FLIP changes with appropriate local agencies before submitting according to General Planning, Chapter 11. The Airfield Manager approves non-procedural FLIP change requests.

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

25.2.5. When appropriate include in the "Remarks" section of the FLIP IFR supplement the type and extent of pavement in the touchdown zone (surface one) of the runway and in the rollout or middle zone of the runway (surface two).

25.2.6. Publish all non-standard airfield lighting in FLIP/AOI.

25.2.7. Publish accurate runway weight bearing restrictions in FLIP based on current pavement evaluation reports.

25.3. Waivers to Airfield and Airspace Criteria. Waivers to Airfield and Airspace criteria are listed in the Kadena Airfield Waiver Package. This package is maintained by 718 CES/CECDC.

25.4. Arriving Air-Evac Notification and Response Procedures. Airfield Management Operations will notify tower, 18 WG/CP, AMC/CP, Transient Alert, and Customs of all Air-Evac inbounds and arrivals.

25.5. 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* and AFI 10-1003, *Use of Air Force Installations for Non-Government Business by Civil Air Carriers Participating in the Civil Air Reserve Fleet (CARF) Program*, as applicable.

25.6. Unscheduled Aircraft Arrivals. In the event of an unscheduled aircraft arrival, Airfield Management Operations will initiate actions contained in AFI 10-1001, *Civil Aircraft Landing Permt.* Additionally, AMOPS will notify the units as identified in the OSAM PPR Violation Checklist.

25.7. Hazardous Cargo.

25.7.1. Procedures. When an aircraft carrying hazardous cargo intends to arrive/depart Kadena Air Base, Airfield Management Operations (18 OSS/OSAM) shall:

25.7.1.1. Obtain the aircraft call sign, aircraft type, cargo classification, estimated arrival time, estimated departure time.

25.7.1.2. Coordinate with appropriate agencies (Transient Alert, CFAO, AMC CP) for parking locations.

25.7.1.3. Notify Tower, Fire Department, 18 WG Command Post, AMC Command Post and Transient Alert of the information in paragraph 25.6.1.1. and 25.6.1.2.

25.8. Hazardous/Severe Weather Dissemination and Coordination Procedures. 18 OSS/OSW is responsible for taking, recording, and disseminating surface weather observations. This service is provided 24 hours daily, 7 days a week. Procedures are outlined in 18th Wing Weather Support Plan 15-1.

25.8.1. ATC shall disseminate significant weather condition changes IAW FAAO 7110.65 and 18th Wing Weather Support Plan 15-1. The primary method for disseminating weather information to aircraft command and control agencies and ground operation centers is via the new tactical forecast system (NTFS). The primary back-up for NTFS outages will be via telephone calls from 18 OSS/OSW, the base weather station, to all applicable units.

25.9. Wear of Hats. The wear of hats on the airfield movement area is not permissible in accordance with AIR FORCE OCCUPATIONAL SAFETY AND HEALTH STANDARD 91-100. The only exception is when hard hats with chin straps are required IAW UFC 3-560-02 Section 4.

25.10. Bird Bath Operations.

25.10.1 Operating Hours. Bird bath hours of operation are M-F between 0600L to 2245L. The Bird bath is closed on weekends and holidays. Use of bird bath during other times is restricted due to noise abatement policies and requires 18 OG/CC approval.

25.10.2. Restrictions. Whenever sustained winds are 050-230 degrees greater than 10 knots, Bird bath operations will be discontinued. Tower will notify SOF and advise pilots of Bird Bath operational status when requested.

25.10.3. All aircraft using the bird bath, after taxiing through the bath will continue straight ahead as far as practical (P-3 ramp space permitting) prior to turning back to the taxiway. Taxiing at least past the large light pole prior to turn will help minimize blowing water/mist over the KAB perimeter wall.

25.10.4. Fighter aircraft procedures. Runway 05 - Clear runways to the left, contact Ground for clearance to Bird Bath. After completed, request clearance to de-arm via taxiways Lima and Foxtrot. Runway 23 – Proceed to de-arm first, and then request clearance to Bird Bath via taxiway Kilo to Delta or Echo. Return to parking via taxiway Echo.

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

25.12. Acrobatic Flight. No aircraft will conduct acrobatic flight in the airport traffic area (defined as within 5 statute miles of Kadena Air Base).

25.13. 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 Scheduling Meeting. In certain circumstances, unrestricted climbs may be approved with prior coordination with 18 OG/CC through the SOF and respective units. Once approved, coordination with ATC is required before conducting such activity.

25.14. Radio Control (RC) Operating Procedures. The following establishes local procedures for the operation of radio control aircraft within the Burn Pit Area. This is the only location at Kadena AB where radio control aircraft may be operated. However, if such procedures conflict with the operational flying mission, RC operations will cease.

25.14.1. The RC supervisor has the overall flying operational responsibilities before, during, and after RC flying operations. The RC supervisor will ensure:

25.14.2. The RC aircraft will stay within the boundaries of the Burn Pit Area. Only a maximum of four aircraft may be flown at one time and no higher than 500 feet above ground level.

25.14.3. While RC aircraft are being operated, a non-flying pilot will serve as a safety observer. No pilot will fly alone without a safety observer present.

25.14.4. The hand-held FM radio will be constantly monitored by a non-flying safety pilot. A radio call to the tower will be made 10 minutes prior to takeoff, and when flying operations are terminated for more than 20 minutes. Also, a call shall be made at the termination of the flying day for RC's.

25.14.5. Restrictions and Times. RC operations will not be conducted anytime the 18 WG is scheduled to fly, or during exercises.

25.14.5.1. RC operations shall be conducted on Saturday, Sunday, and holidays. Operation times are 0800L-1800L.

25.14.6. Operational Termination. The Tower will advise the RC supervisor to terminate operations anytime an aircraft is 15 miles on final to Runway 05L/23R or an aircraft will be departing Runway 05L/23R. RC operations are suspended until further advised by the Tower.

25.15. Form(s) Prescribed.

25.15.1. Forms or IMTs Adopted. AF IMT 3, **Daily Flight Authorization and Clearance Flight Plan.** AF IMT 1768, **Staff Summary Sheet (SSS).** AF IMT 4327, **Flight Authorization.** 5 AF Form 98EJ, **Standard Pass (Storage Safeguard Form.** 5 AF Form 98a EJ, **Temporary Pass (Storage Safeguard Form).** DD Form 1801, **DoD International Flight Plan.**

HAROLD W. MOULTON II, Brigadier General, USAF
Commander, 18th Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

18 WGI 31-101, *The Kadena Air Base Physical Security Program*
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*
AFI 11-206, *General Flight Rules*
AFI 11-418, *Operations Supervision*
AFI 13-203, *Air Traffic Control*
AFI 13-204, *Functional Management of Airfield Operations*
AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*
AFI 13-213, *Airfield Management*
AFI 13-218, *Air Traffic System Evaluation Program*
AFI 31-101, *Installation Security Program*
AFI 91-207, *The US Air Force Traffic Safety Program*
AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*
AFJMAN 11-208, *Department of Defense Notice to Airmen (NOTAM) System*
AFJMAN 11-213, *Military Flight Data Telecommunications System*
AFJMAN 11-226, *United States Standard for Terminal Instrument Procedures*
AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*
AFOSHSTD 91-100, *Aircraft Flightline-Ground Operations and Activities*
FAAO 7110.65, *Air Traffic Control*
UFC 3-260-01, *Airfield and Heliport Planning and Design*

Abbreviations and Acronyms

AACS - Airborne Air Control Squadron
AAS - Aircraft Arresting System
ACC - Air Combat Command
ADIZ - Air Defense Identification Zone
AEF - Air Expeditionary Force
AFFSA/XA - Air Force Flight Standards Agency Airfield Operations Directorate
AFI - Air Force Instruction
AFTO - Air Force Technical Order
AGE - Airfield Ground Equipment
AGL - Above Ground Level
AICUZ - Air Installation Compatibility Use Zone
ALSF - Approach Lighting w/Sequence Flashing Lights
ALTRV - Altitude Reservation
AMC - Air Mobility Command
AMOPS - Airfield Management Operations
AMS - Air Mobility Squadron
AOB - Airfield Operations Board
AOF - Airfield Operations Flight
APP - Approach
AR (TRACKS) - Air Refueling
ARIP - Air Refueling Initiation Point

ARS - Air Refueling Squadron
ASR - Airport Surveillance Radar
ATA - Aiportr Traffic Area
ATC - Air Traffic Control
ATCALS - Air Traffic Control Landing System
ATIS - Automatic Terminal Information System
AWACS - Airborne Warning and Control System
BAK - Barrier Arresting Kit
BASH - Bird/Wildlife Aircraft Strike Hazard
BWC - Bird Watch Condition
CAT – Category
CCTLR - Chief Controller
CE - Civil Engineering
CES - Civil Engineering Squadron
CFAO - Commander Fleet Activities Okinawa
CFR - Code Of Federal Regulations
CS - Communications Squadron
CSC - Central Security Control
CZ - Control Zone
DEP - Departure
DME - Distance Measuring Equipment
DO - Operations Officer
DoD - Department of Defense
DV - Distinguished Visitor
ECP - Entry Control Point
ECS - Environmental Control System
EET - Exercise Evaluation Team
EFC - Expect Further Clearance
ELT - Emergency Locater Transmitter
EOD - Explosive Ordnance Division
ETA - Estimated Time of Arrival
FAA - Federal Aviation Administration
FAAO - Federal Aviation Administration Order
FAF - Final Approach Fix
FARP - Forward Air Refueling Point
FCIF - Flight Crew Information File
FL - Flight Level
FLIP - Flight Information Publication
FM - Frequency Modulation
FOD - Foreign Object Debris
FOUO - For Official Use Only
FS – Fighter
GCI - Ground Control Intercept
PAS - Protective Aircraft Shelter
HIRL - High Intensity Runway Lights
HQ - Head Quarters
HS - Hardstand
IAF - Initial Approach Fix
IAW - In Accordance With
IFE - In-Flight Emergency

IFR - Instrument Flight Rules
ILS - Instrument Landing System
IMC - Instrument Meteorological Conditions
INST - Instrument
JAIP - Japan Airport Information Publication
JCS - Joint Chief of Staff
KAD – Kadena VORTAC
LIMFACS - Limiting Factors
LOA - Letter of Agreement
LSS - Landing Site Supervisor
LZCO - Landing Zone Control Officer
MAJCOM - Major Command
MARSA - Military Assumes Responsibility for Separation of Aircraft
MCAS - Marine Corps Air Station
MDA - Minimum Descent Altitude
MDG - Medical Group
METAR - Meteorological Aviation Report
METNAV - Meteorological Navigation
MOC - Maintenance Operations Center
MSL - Mean Sea Level
MTS - Mountainous
MUNS - Munitions
MWLK - Marine Wing Liaison Kadena
NAVAID - Navigational Aid
NLT - No Later Than
NM - Nautical Miles
NORDO - No Radio
NOTAM - Notice To Airmen
NTFS - New Tactical Forecast System
NVG - Night Vision Goggle
OGV - Operations Group Standardization and Evaluation (Office Symbol)
OPLAN - Operation Plan
OPR - Office of Primary Responsibility
OPS - Operations
ORI - Operational Readiness Inspection
OSA - Operations Support Airfield Operations Flight (Office Symbol)
OSAM - Operations Support Airfield Management (Office Symbol)
OSAT - Operations Support Airfield Tower (Office Symbol)
OSAV - Operations Support Airfield Training (Office Symbol)
OSS - Operations Support Squadron
PACAF - Pacific Air Force
PAPI - Precision Approach Path Indicators
PAR - Precision Approach Radar
PAR - Parachute (Operations)
PAS – Protective Aircraft Shelter
PCAS - Primary Crash Alarm System
PPR - Prior Permission Required
RAPCON - Radar Approach Control
RC - Radio Control
RCR - Runway Condition Report

REIL - Runway End Identifier Lights
RQS - Rescue Squadron
RS - Rescue Squadron
RSC - Runway Surface Condition
RSRS - Reduced Same Runway Separation
SALS - Simplified Approach Lighting System
SCN - Secondary Crash Net
SEF – Flight Safety
SETA - Southeast Training Area
SFL - Sequenced Flashing Lights
SFA - Single Frequency Approach
SFO - Simulated Flame Out
SFS - Security Forces Squadron
SI - Straight In
SNG FREQ - Single Frequency
SOF - Supervisor of Flying
SOG - Special Operations Group
SSS - Staff Summary Sheet
STU - Secure Telephone Unit
SVFR - Special Visual Flight Rules
SVS - Services Squadron
TACAN - Tactical Air Navigation
TAD - Temporary Assigned Duty
TCA - Terminal Control Area
TCCOR - Tropical Cyclone Condition of Readiness
TERPS - Terminal Instrument Procedure Specialist
TRCO - Technical Representative of the Contracting Office
TWY – Taxiway
UFC - Unified Facilities Criteria
UFR - Upper Fighter Ramp
UHF - Ultra High Frequency
VFR - Visual Flight Rules
VHF - Very High Frequency
VMC - Visual Meteorological Conditions
VMGR - Marine Air Refueler and Transport Squadron
VOR - VHF Omni-Directional Radio-Range
VORTAC - VHF Omni-Directional Radio-Range Tactical Air Navigation Aid
VTOL - Vertical Take-Off and Landing
WG - Wing
WGI - Wing Instruction
WS - Watch Supervisor
WTC - Wing Tip Clearance

Terms
Aircraft -- means the airframe, crewmembers, or both.
Altitudes -- elevations, and heights are above Mean Sea Level (MSL) unless otherwise specified.
Ceilings -- are Above Ground Level (AGL).
Critical Area – Portions of the airfield that fall under the footprint associated with instrument landing systems that require sterilization due to possible signal interference when an aircraft is on a procedure associated with that equipment.

May -- means a procedure is optional.
Miles -- means Nautical Miles (NM) unless otherwise specified, and means Statute Miles (SM) in conjunction with “visibility”.
Shall -- means a procedure is mandatory.
Should -- means a procedure is recommended.
Split-to-land --indicates a flight of two aircraft will accomplish an instrument approach to a runway. One aircraft will continue the straight-in approach, and the other aircraft will offset to land on the parallel runway.
Transition-to-land -- indicates an aircraft (or two-ship in non-standard trail) will accomplish an instrument approach to a runway and offset to land on the parallel runway.
Visual Blindspots – Area on the airfield that are not visible to the control tower.
Will -- indicates futurity and not a required application of a procedure.

Attachment 2

FIGURES AND DIAGRAMS

Figure A2.1. Airfield Diagram.

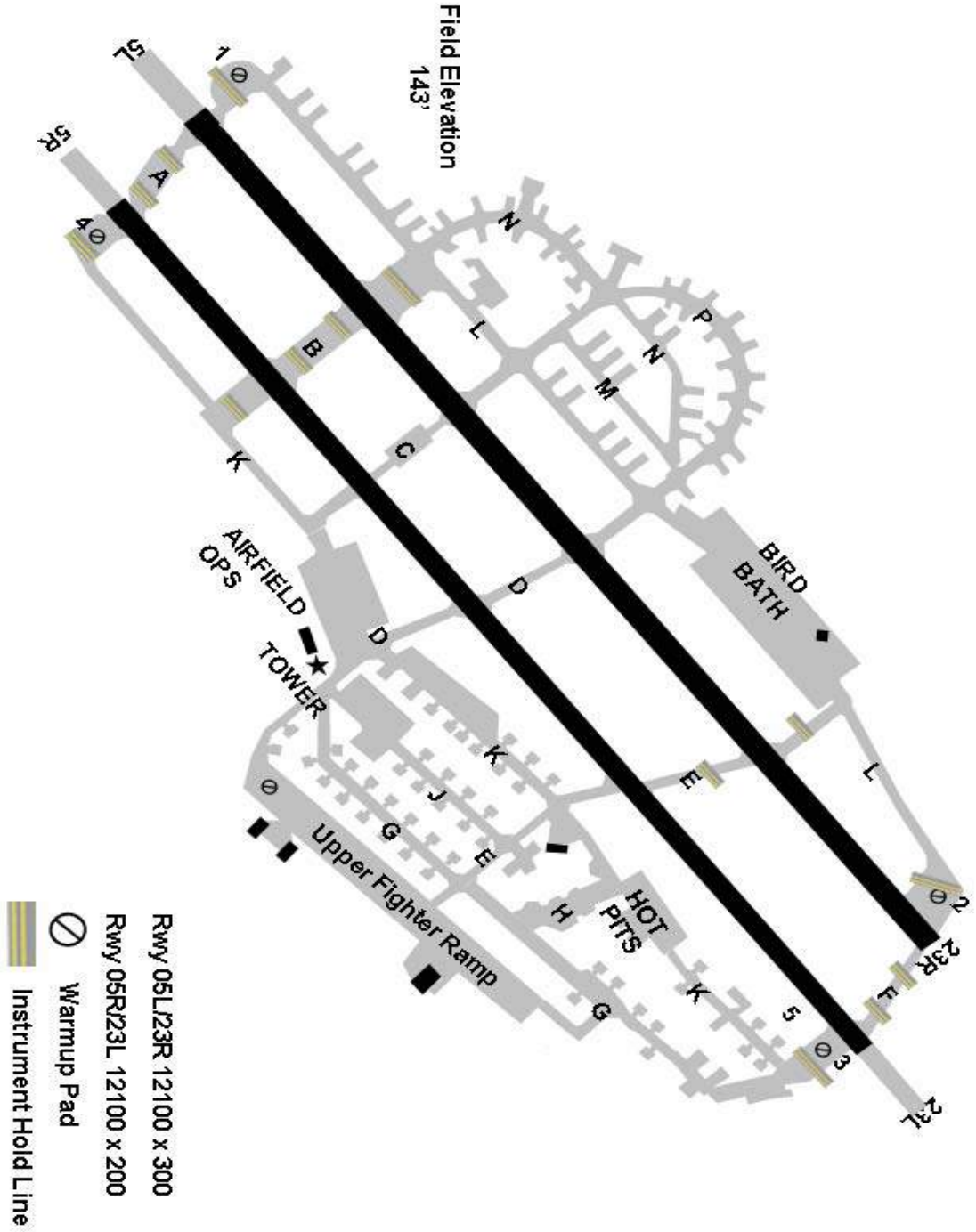


Figure A2.2. Localizer Critical Areas.

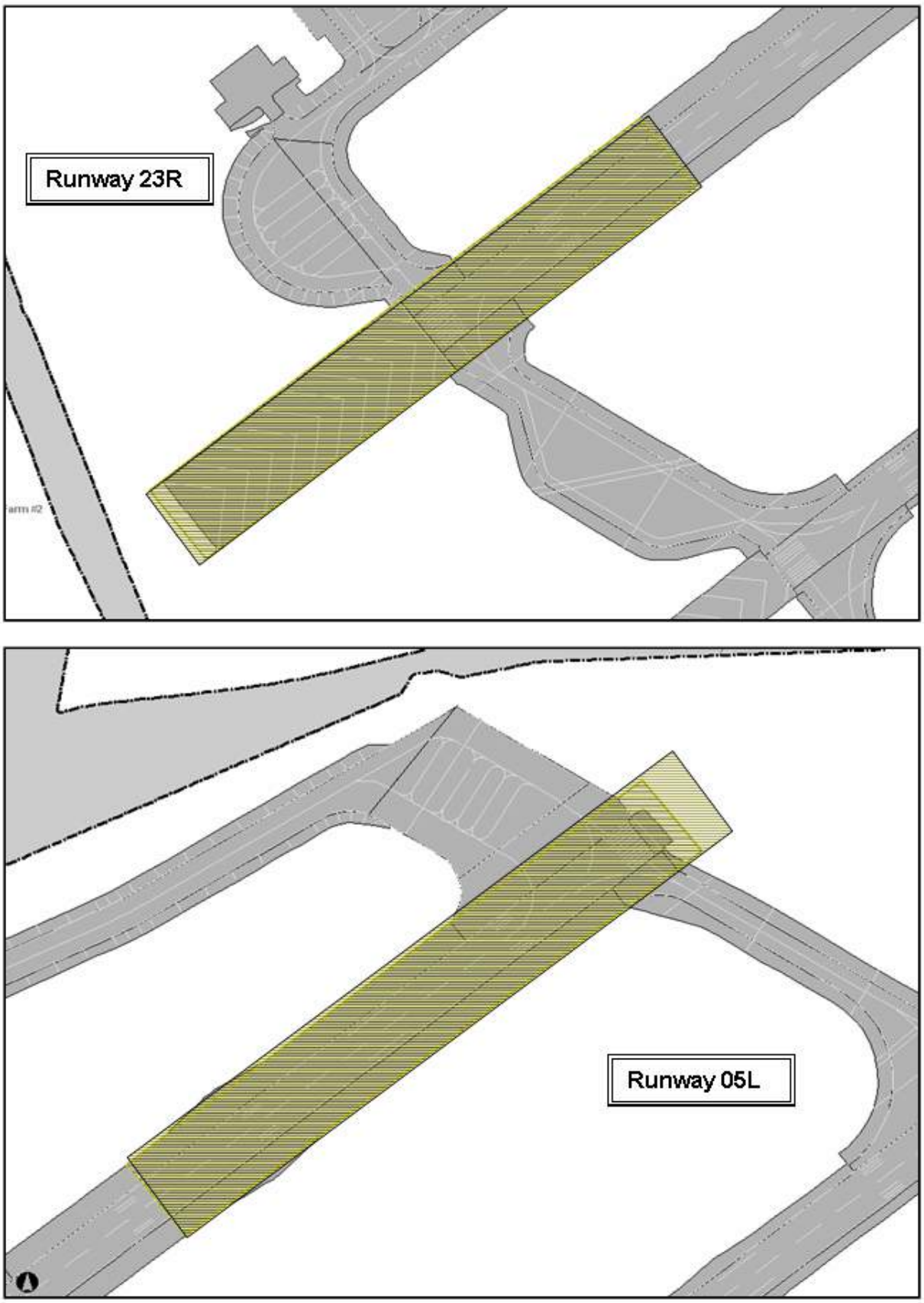


Figure A2.3. PAR Touchdown Area.

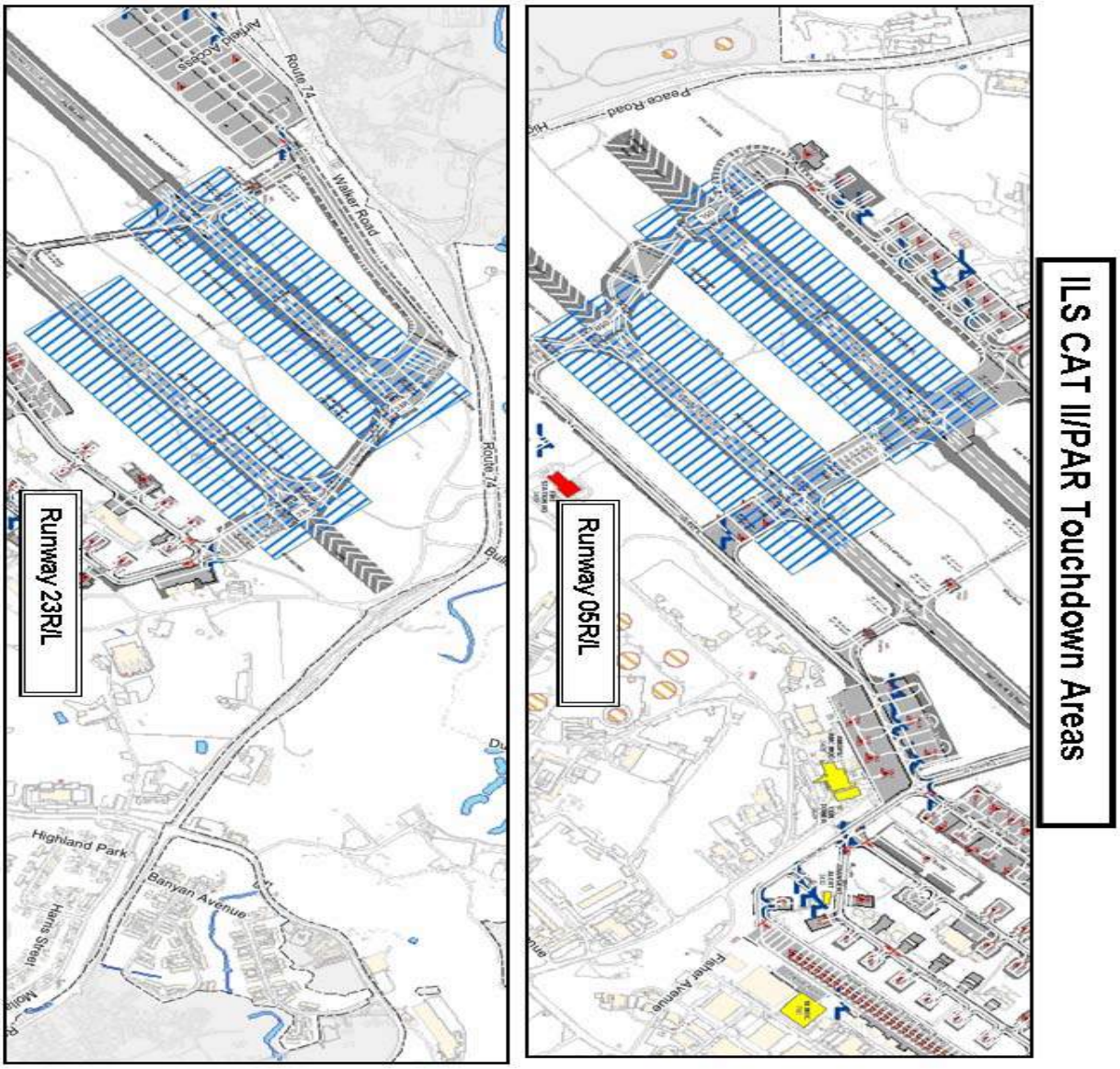


Figure A2.4. Glideslope Critical Area.

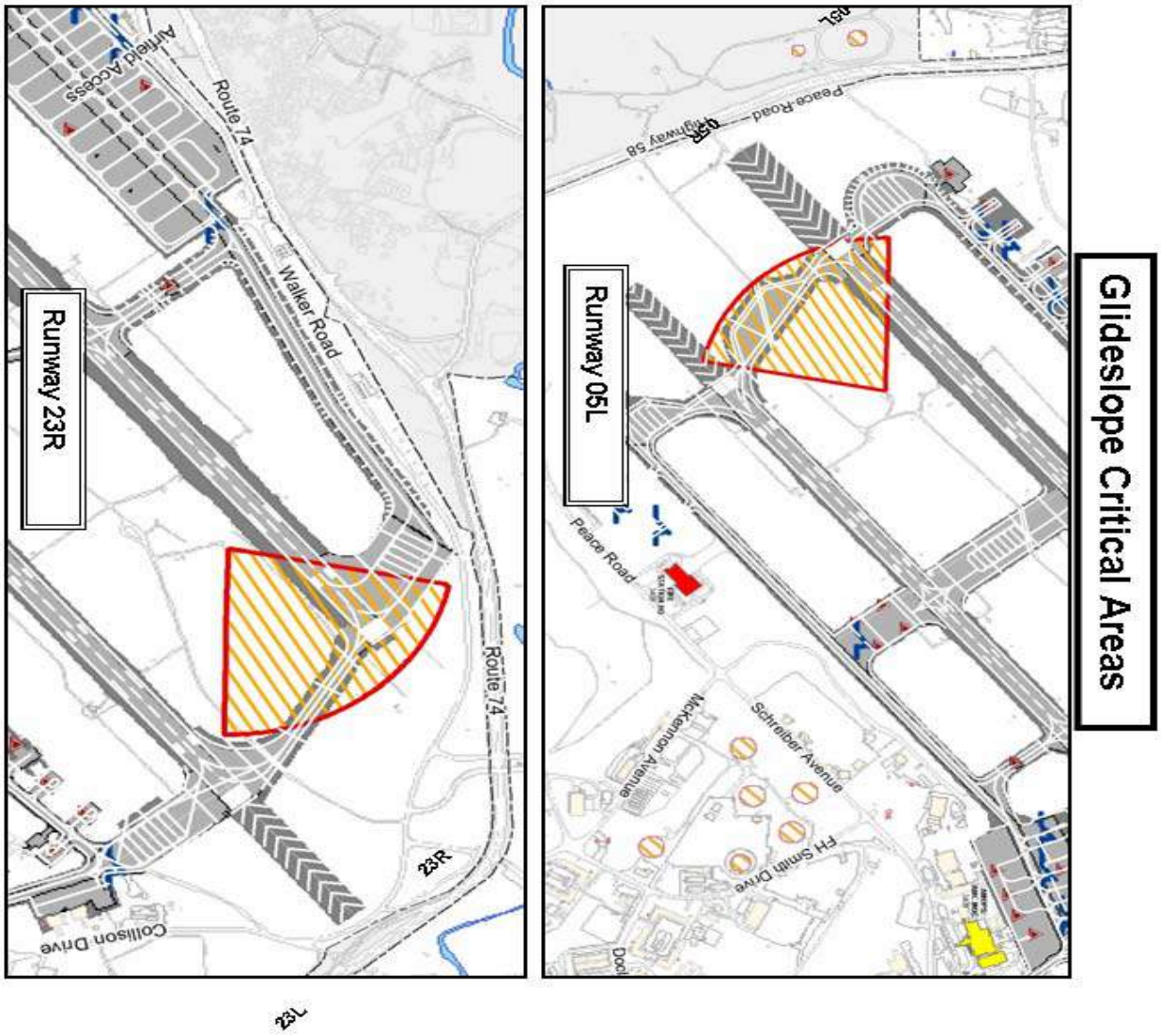


Figure A2.5. VTOL/Helipads.

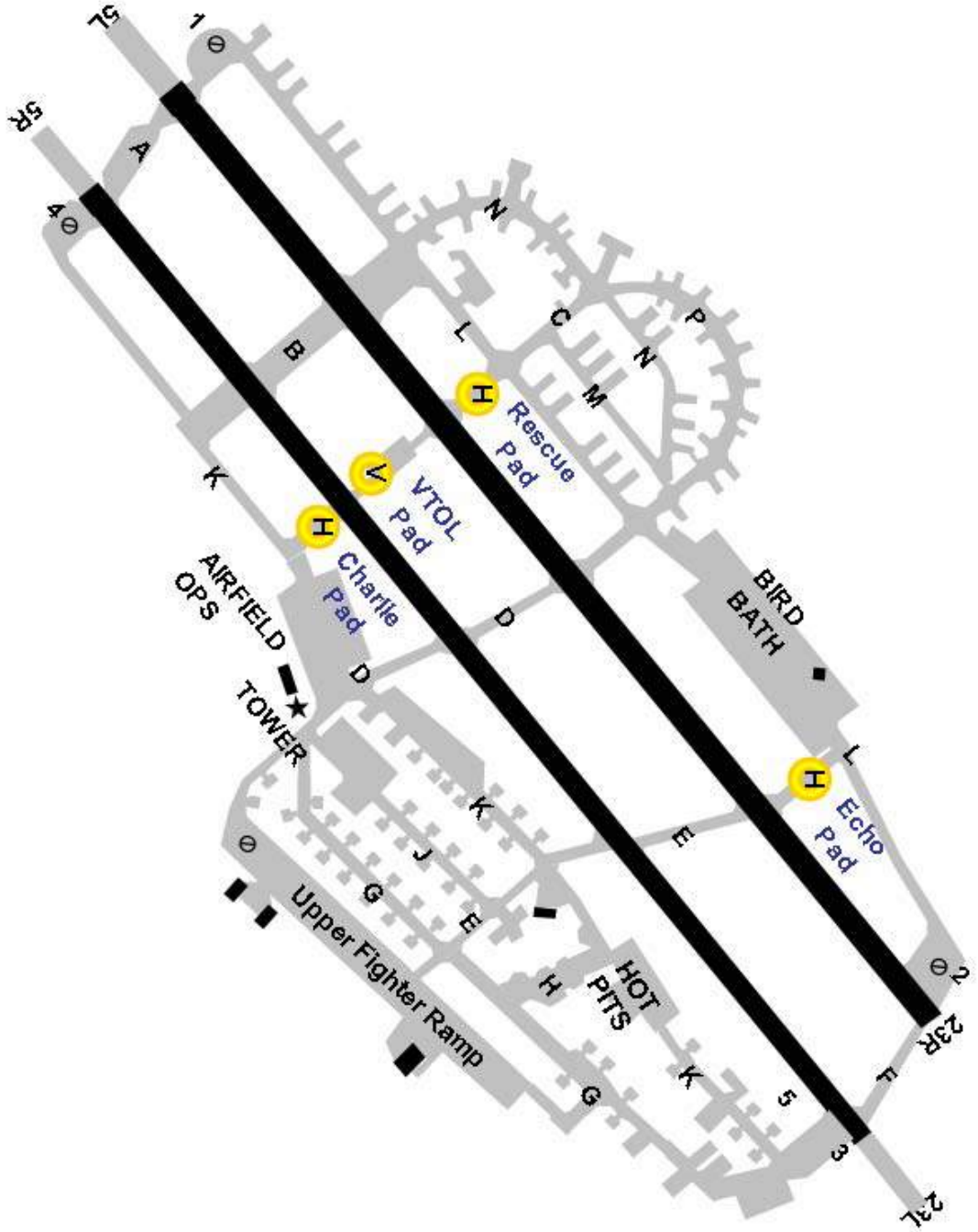


Figure A2.6. Radio Controlled Movement Area.

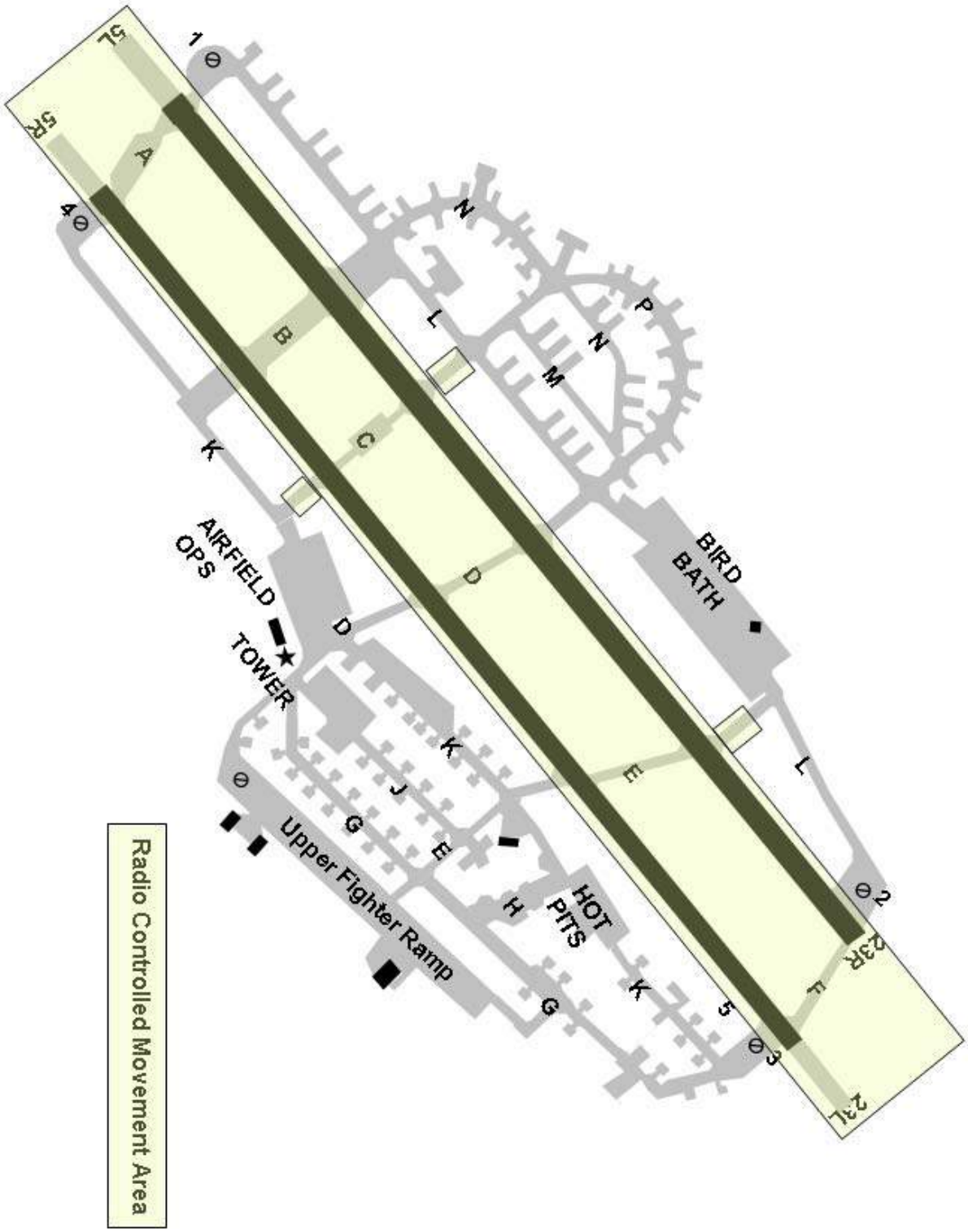


Figure A2.7. Barrier Configuration.

Barrier Number	Type	Distance
1	BAK-12	1403' from approach end 05L
2	BAK-13	3200' from approach end 05L
3	BAK-13	3160' from approach end 23R
4	BAK-12	1591' from approach end 23R
5	BAK-12	1091' from approach end 23L
6	BAK-12	2710' from approach end 05R

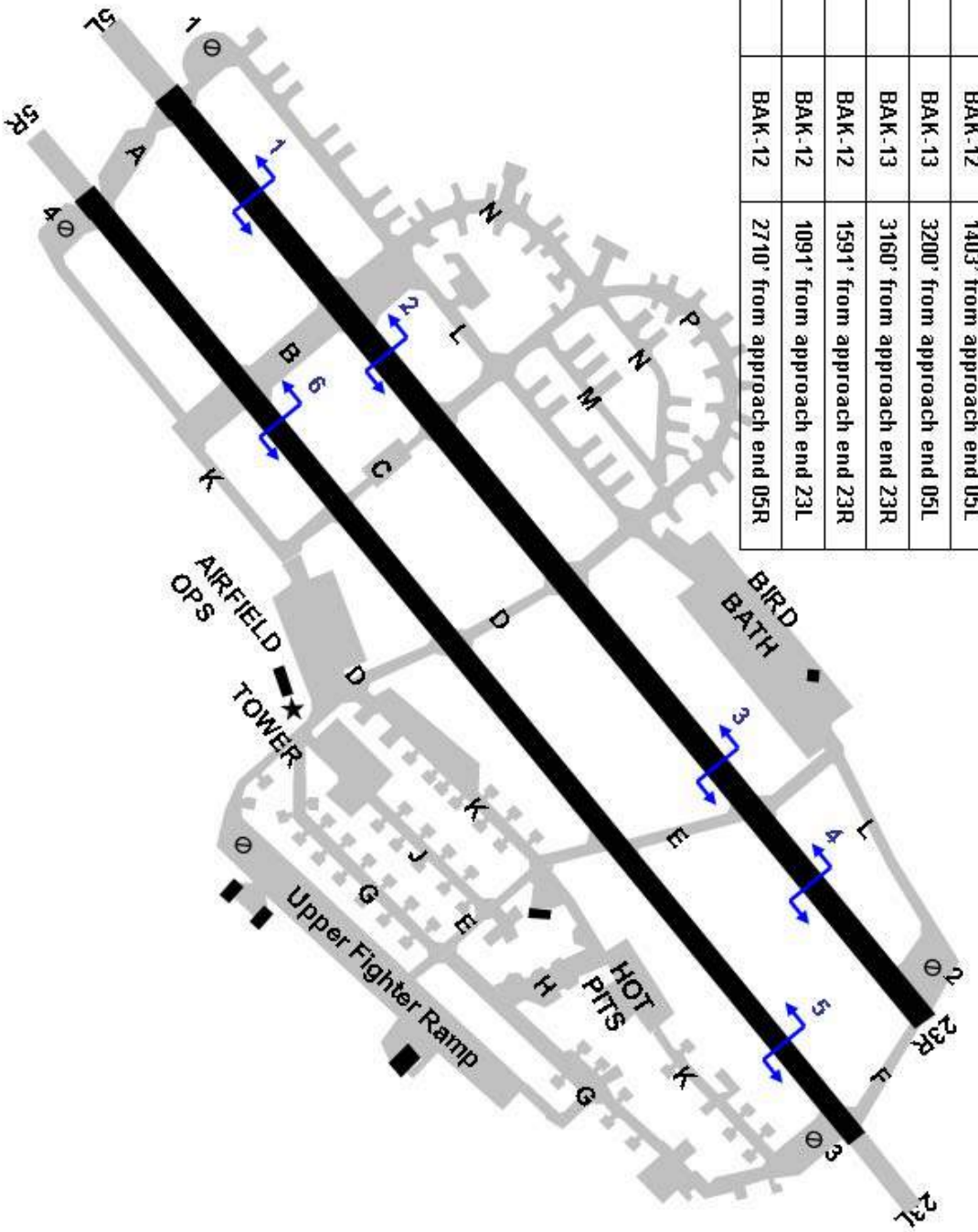


Figure A2.8. Kadena Local Flying Area.

For conventional and jet aircraft, the area within a 100 NM radius of KAD. Extended local flying area continues outward to a 200 NM radius of KAD. Aircraft in the local and extended area are required to comply with ADIZ procedures contained in the FLIP Enroute Supplement.

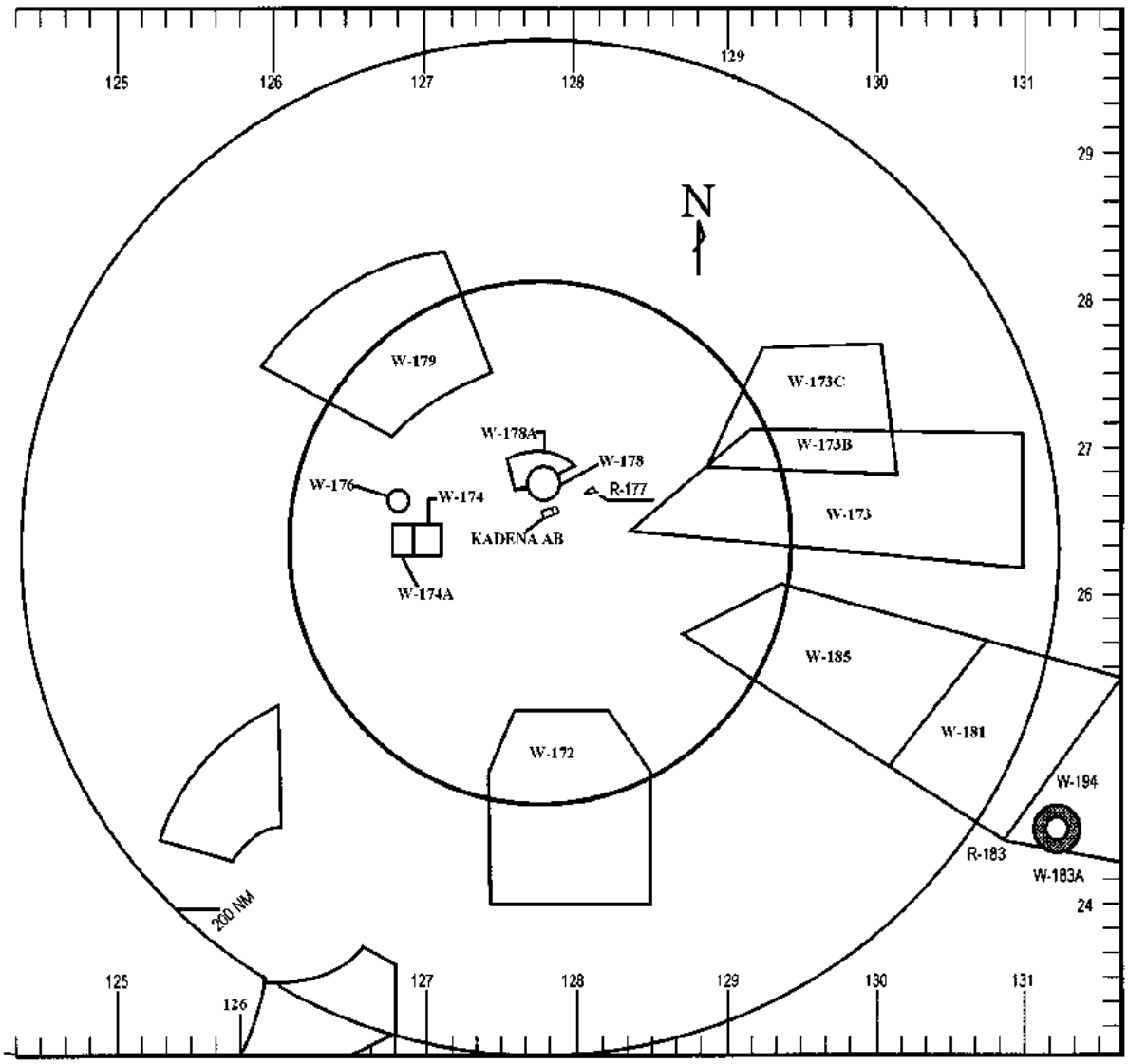


Figure A2.9. Okinawa Class B Airspace (TCA).

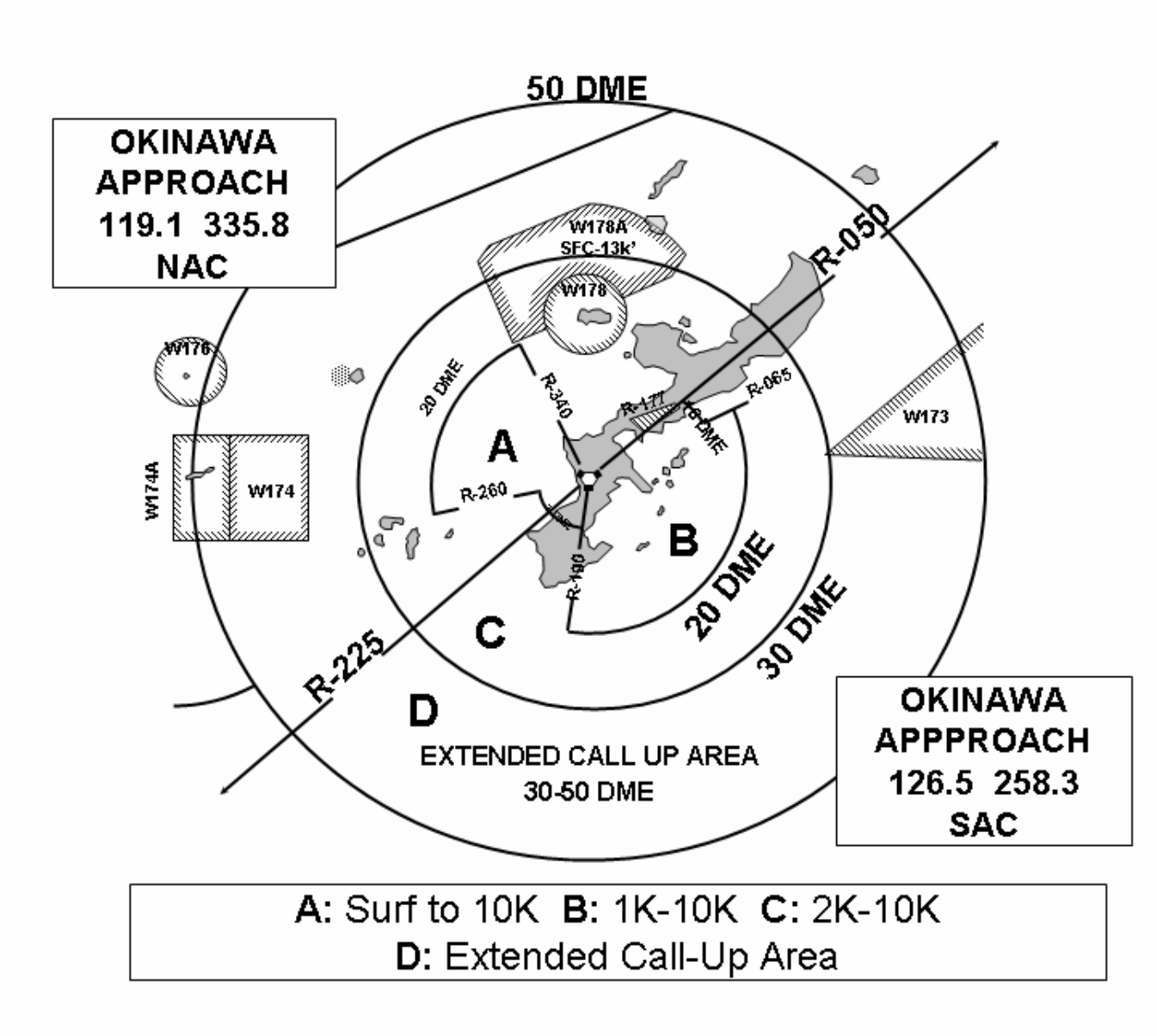


Figure A2.10. Okinawa Control Zone and Airport Traffic Area.

CONTROL ZONE (CZ)

Dimensions. The airspace within 5 SM radius of the Kadena and Naha airports including that airspace between two parallel lines tangent to the two circles. In addition, an extension of 2 SM west and 3 SM east of NHC 178 degree radial extending out to 6 SM from runway 36 approach end, and an extension of 2 SM northwest and 3 SM southeast of KAD 055 degree radial extending out to 7 SM from Runway 23 approach end.

AIRPORT TRAFFIC AREA (ATA)

Dimensions. The Kadena ATA is the airspace within a horizontal radius of 5 SM miles from the geographical center of the airport extending from the surface to, but not including, 3,000 feet AGL with the exception of the South section, which is indented by the Futenma MCAS ATA (surface to, but not including 2,000 AGL).

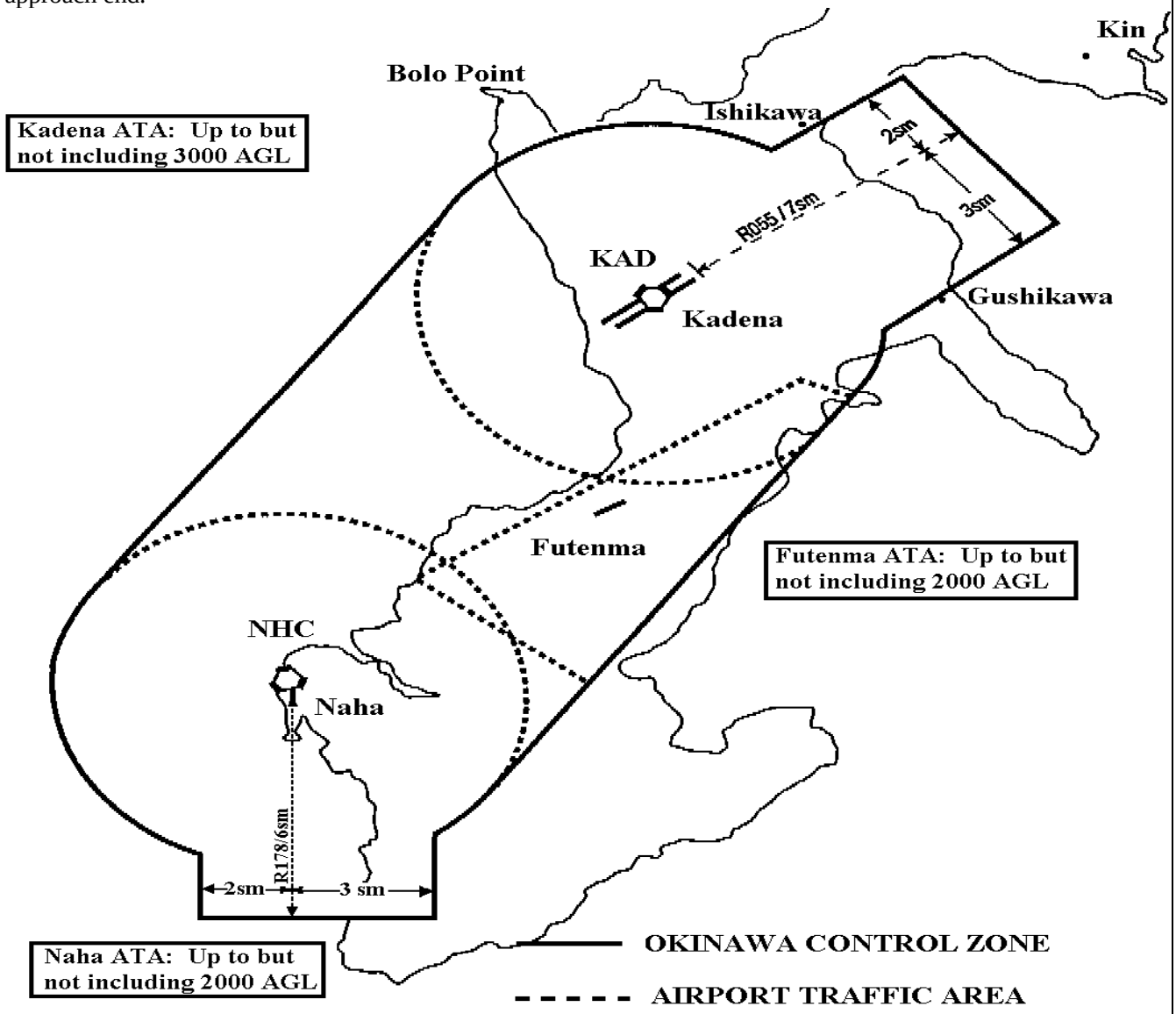


Figure A2.11. Restricted Areas.

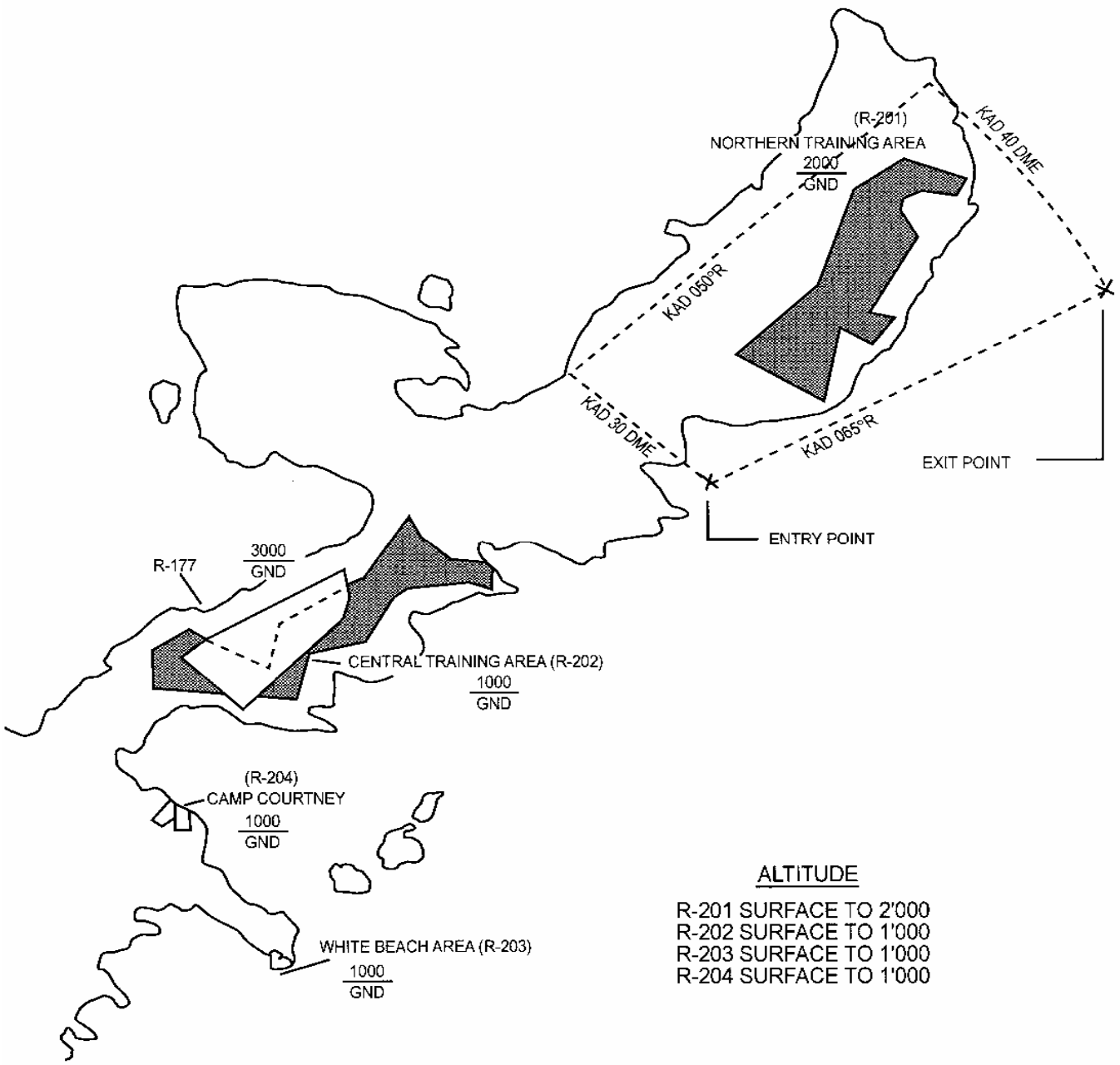


Figure A2.12. Aero Club Training Areas.

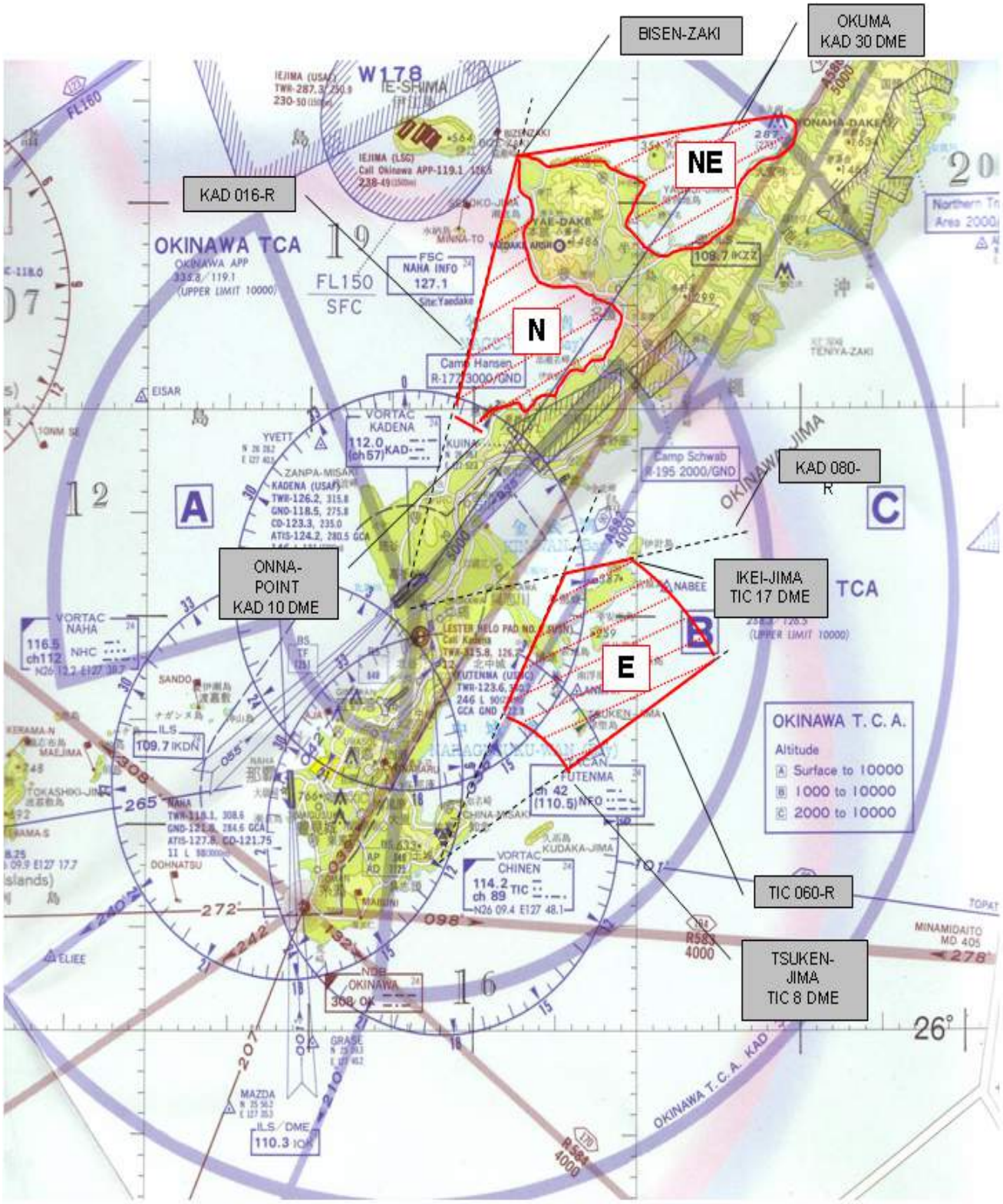


Figure A2.13. Wing Tip Clearance.

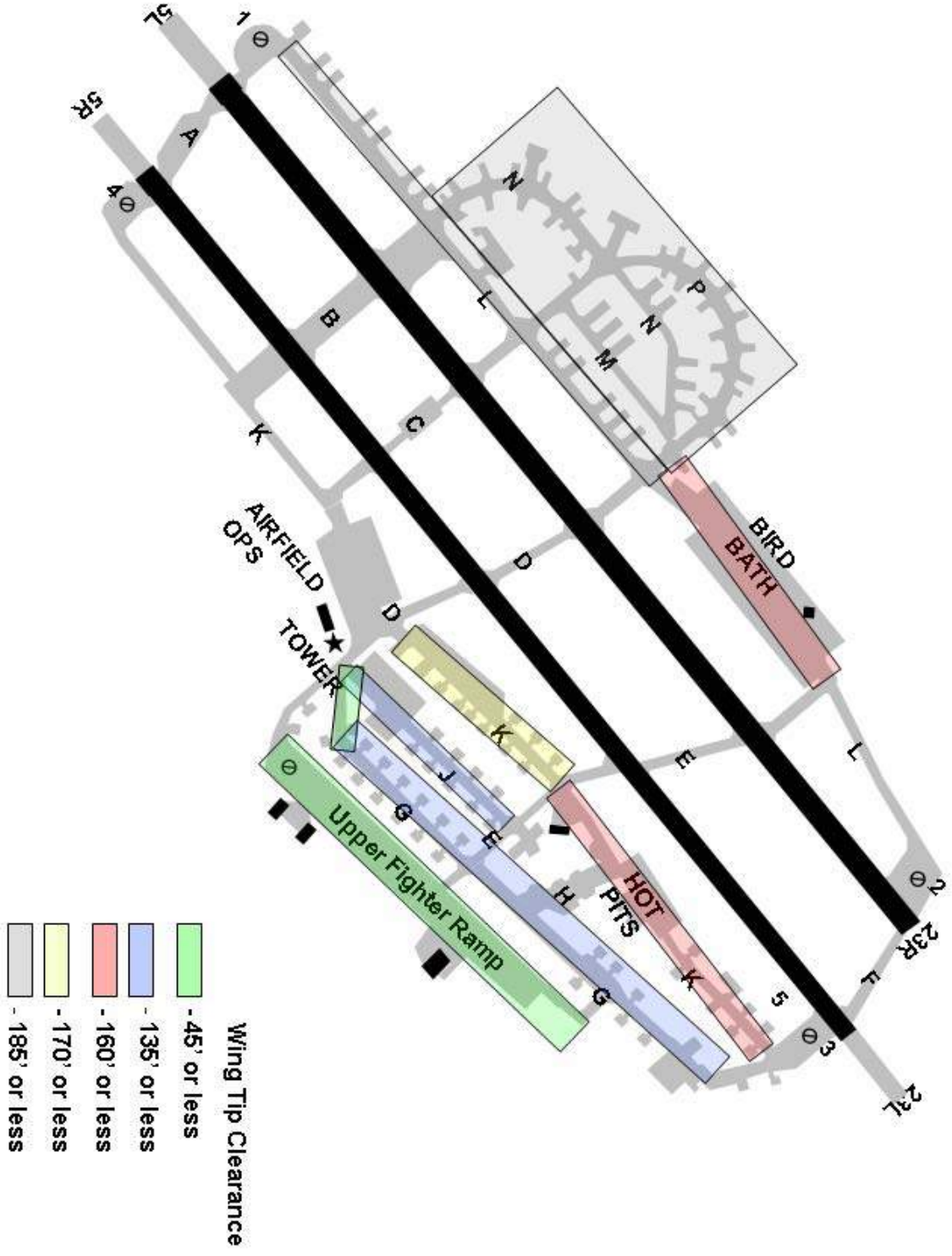


Figure A2.14. Kadena Overhead Pattern.

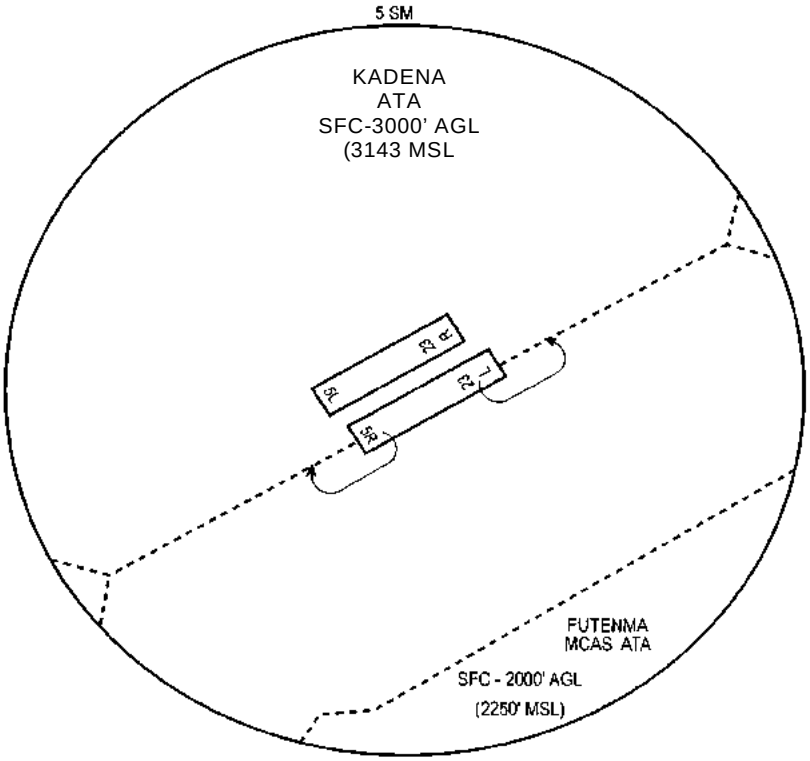
1. 3 mile Initial to Runway 05R/23L. 2. North breaks are authorized for emergencies only. 3. Initial approach altitude 1,800 feet MSL. 4. Fighter closed traffic altitude 1,800 feet MSL. 5. Remain within 4.3 DME (5 SM of Airport Center).	

Figure A2.15. Kadena Overhead Maneuvers.

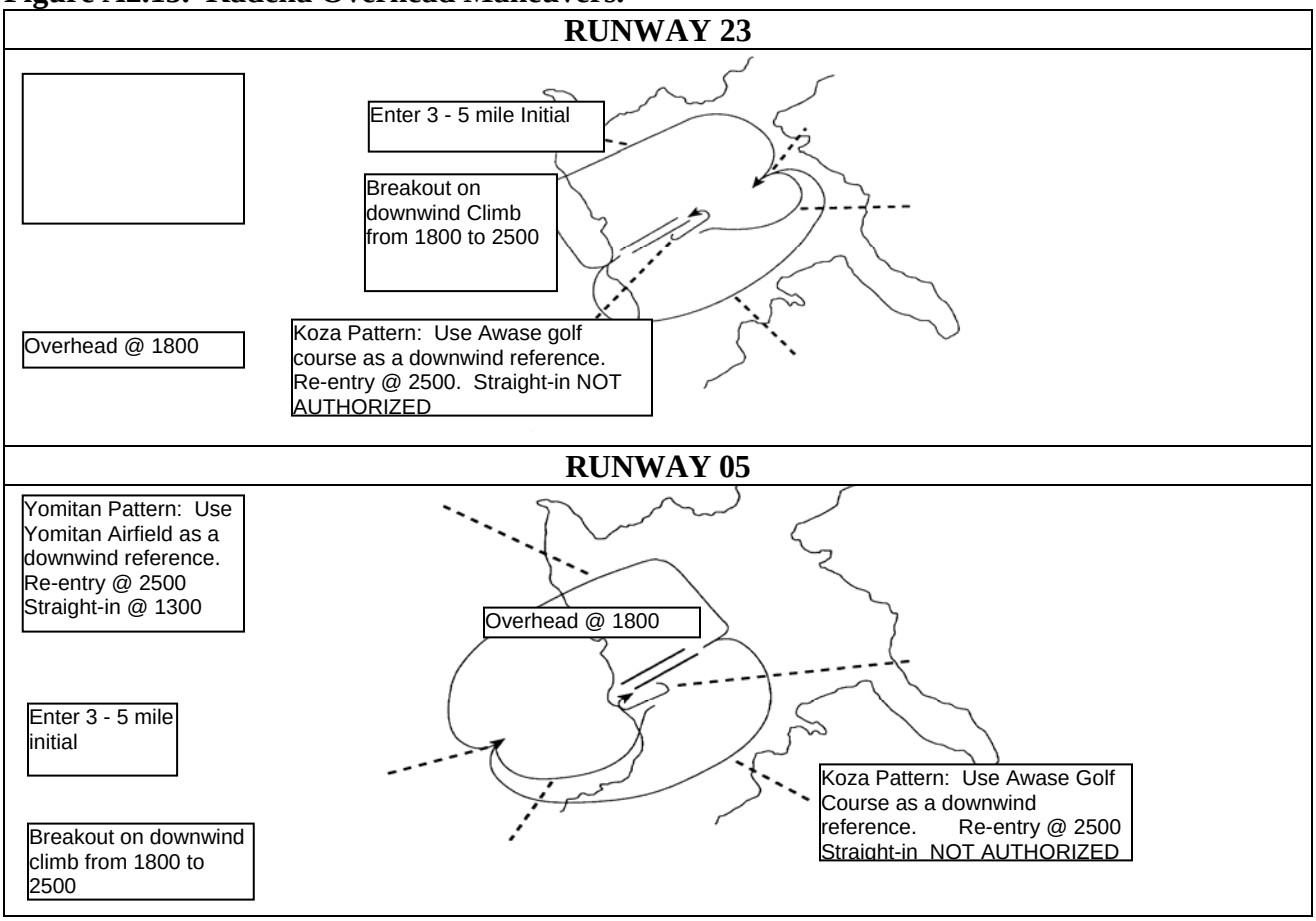


Figure A2.16. Rectangular and Helicopter/Aero Club Patterns.

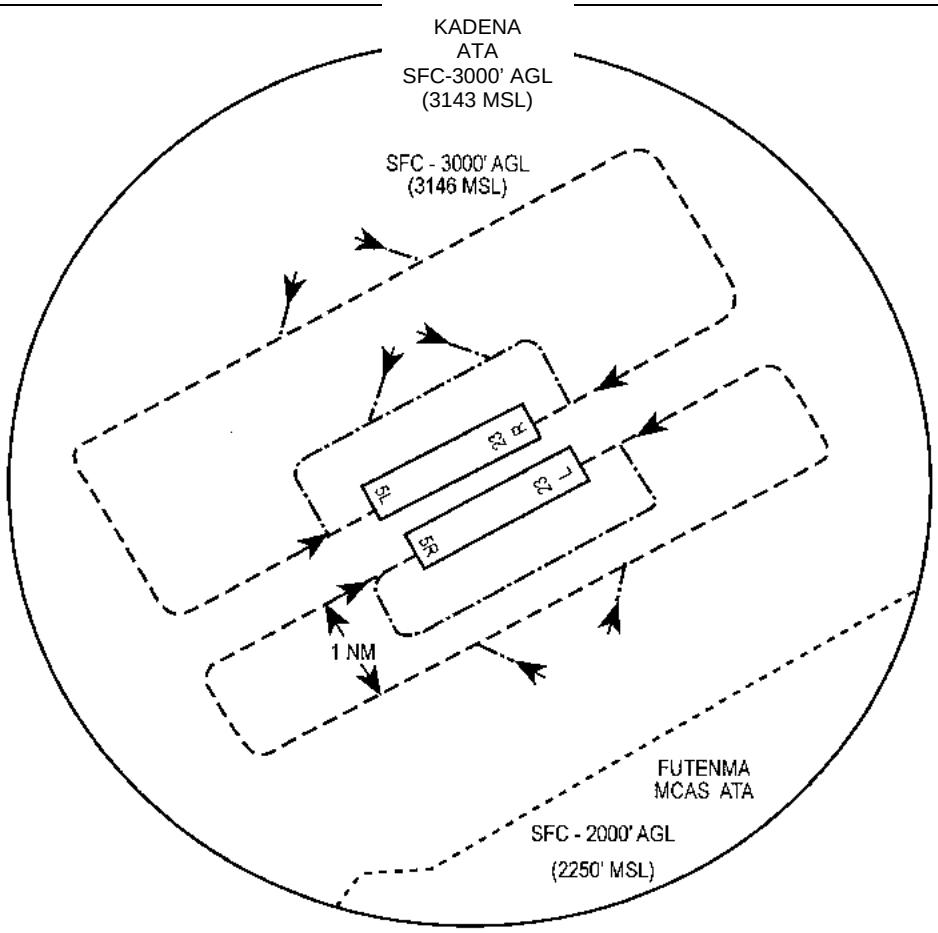
1. Rectangular Pattern Altitude 1,300’ MSL. 2. Helicopter/Aero-club Pattern Altitude 800’ MSL. 3. Remain within 4.3 DME (5 SM) of Airport Center. 4. DO NOT displace downwind southeast of Runway 05R/23L further than 1 NM to avoid potential conflict with Futenma MCAS Airport Traffic Area.	

Figure A2.17. VFR Arrival/Departure Routes.