

**BY ORDER OF THE COMMANDER,
18TH WING (PACAF)**

18TH WING INSTRUCTION 13-203

29 JULY 2002



Space, Missile, Command and Control

**KADENA AIR BASE NOISE ABATEMENT
POLICIES AND PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. In an effort to clarify noise abatement policies and procedures on Kadena, this instruction will supersede all other 18th Wing 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. This publication does not apply to the Air National Guard or US Air Force Reserve.

SUMMARY OF REVISIONS

This instruction has numerous changes, additions, and deletions, and must be reviewed in its entirety. New or revised material is indicated by a bar (|).

Chapter 1

RESPONSIBILITIES

| 1.1. 18th Operations Group Commander (18 OG/CC) will:

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

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

| 1.2. Commanders will ensure:

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

1.2.2. 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.

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

1.2.4. 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.

| 1.3. Pilots will:

1.3.1. Read, familiarize, and comply thoroughly with this instruction.

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

| 1.4. Flying Squadron Maintenance Personnel will:

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

1.4.2. All units will coordinate all maintenance engine runs with their appropriate maintenance operation center (18 WG, AMC, or 353 SOG).

| 1.5. All Maintenance Operations Centers (MOC) will:

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

1.5.2. Coordinate all maintenance engines runs with Base Operations and Central Security Control.

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

| 1.6. 18th Wing Command Post (18 WG/CP) will:

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

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

1.6.3. Notify 18 OG/CC approval/disapproval to MOC, Base Operations, and Tower.

Chapter 2

QUIET HOURS

2.1. Quiet Hour Restrictions. Flight operations between the hours of 2200 and 0600 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 2.1.](#) for additional flying restrictions.

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

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 [Table 2.3.](#) 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 [Table 2.2.](#) for approved engine run locations, times, and power settings.

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 are not authorized between hours of 2200L and 0600L each day. Engine runs during 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 unit's MOC.

2.5. Kadena-Cho Operations. In order to reduce impact on Kadena-cho of noise emanating from Service Apron 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.

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.

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

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 Base Operations.

Table 2.1. Flying Restrictions.

TIME	RESTRICTIONS
0600L (2100Z) – 2200L (1300Z).	Normal Operations.
When 18 OG implements noise abatement, end of civil twilight – 2200L (1300Z).	Normal Departures. Straight in, full stop arrivals only. Multiple approaches require 18 OG/CC approval through 18 WG/CP or approved flying schedules. No VTOL operations. VTOL operations may be required when crosswinds exceed 10 knots.
2200L (1300Z) – 0600L (2100Z).	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. No VTOL operations. VTOL operations may be required when crosswinds exceed 10 knots.

NOTE: Any deviation from restrictions listed in [Table 2.1.](#) 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 Base Operations, Tower, and Okinawa Approach Control of approval/disapproval.

Table 2.2. Fighter Engine Run Approved Locations, Times, and Power Settings.

TYPE AIRCRAFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
All fighter aircraft.	Idle up to 80% power.	Upper fighter ramp to include hardened shelters, hardstands, and lower ramp.	0600-2200L, Mon-Sat 0900-1800L, Sun.	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 0900-1800L, Sun.	
		Hush House.	No restrictions.	

NOTE: During periods of night flying, engine runs are authorized up to 2400.

Table 2.3. 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 0900-1800L Sun.	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 0900-1800L Sun.	

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 2.4. 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 0900-1800L, Sun.	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 0900-1800L, Sun.	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 0900-1800L, Sun.	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 2.5. All Other Aircraft Engine Run Approved Locations, Times, and Power Settings.

TYPE AIRCRAFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
AV-8	Idle up to 80%.	Upper fighter ramp to hardened shelters, hard stands, and lower ramp.	0600-2200L , Mon-Sat 0900-1800L , Sun.	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 0900-1800L , Sun.	
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.	4 engines up to 100% power.	Lima Row.	0600-2200L , Mon-Sat 0900-1800L , Sun.	
Other times require MOC coordination with 18 WG/CP for 18 OG/CC approval.	Power runs.	As determined by 733 MOC with Airfield Mgt approval.	0600-2200L Mon-Sat 0900-1800L Sun.	
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.	4 engines idle.	Service Apron 4.	0600-2200L , Mon-Sat 0900-1800L , Sun.	
	4 engines power run.	Warm-Up Pad 1 or Taxiway B between Taxiway L and Runway 05L/23R.	0600-2200L , Mon-Sat 0900-1800L , Sun.	

TYPE AIRCRAFT	POWER SETTINGS	LOCATION(S)	TIME	REMARKS
C-12	Idle up to 80% power.	Service Aprons 4 & 5.	0600-2200L , Mon-Sat 0900-1800L , Sun.	

Chapter 3

AIRFIELD TRAFFIC PATTERNS

3.1. Pattern Configurations. Traffic pattern configurations, including entry and exit routes, should be designed to avoid over flight of densely populated areas, including schools and hospitals, as much as possible.

3.2. Airport Traffic Area. Aircraft in the airport traffic area (within 5 statute miles of Kadena AB) should maintain a minimum altitude of 1,000 ft mean sea level, 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.

3.3. VFR Traffic Patterns.

3.3.1. Tower pattern: Open with multiple approaches authorized between 0600-2200L daily to include holidays and weekends. Overhead pattern is open sunrise to end of civil twilight.

3.3.2. Radar Pattern: Multiple radar approaches are authorized 0600-2200L daily to include holidays and weekends.

3.3.3. VFR traffic pattern altitudes are:

3.3.3.1. Jet tactical and/or overhead – 1,800 MSL.

3.3.3.2. Conventional rectangular – 1,300 feet MSL.

3.3.3.3. Helicopter and Aero Club – 800 feet MSL.

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

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

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

3.3.7. 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 (see [Figure 3.1.](#)). Midfield and present position closed patterns are authorized if approved by tower.

3.3.8. 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.

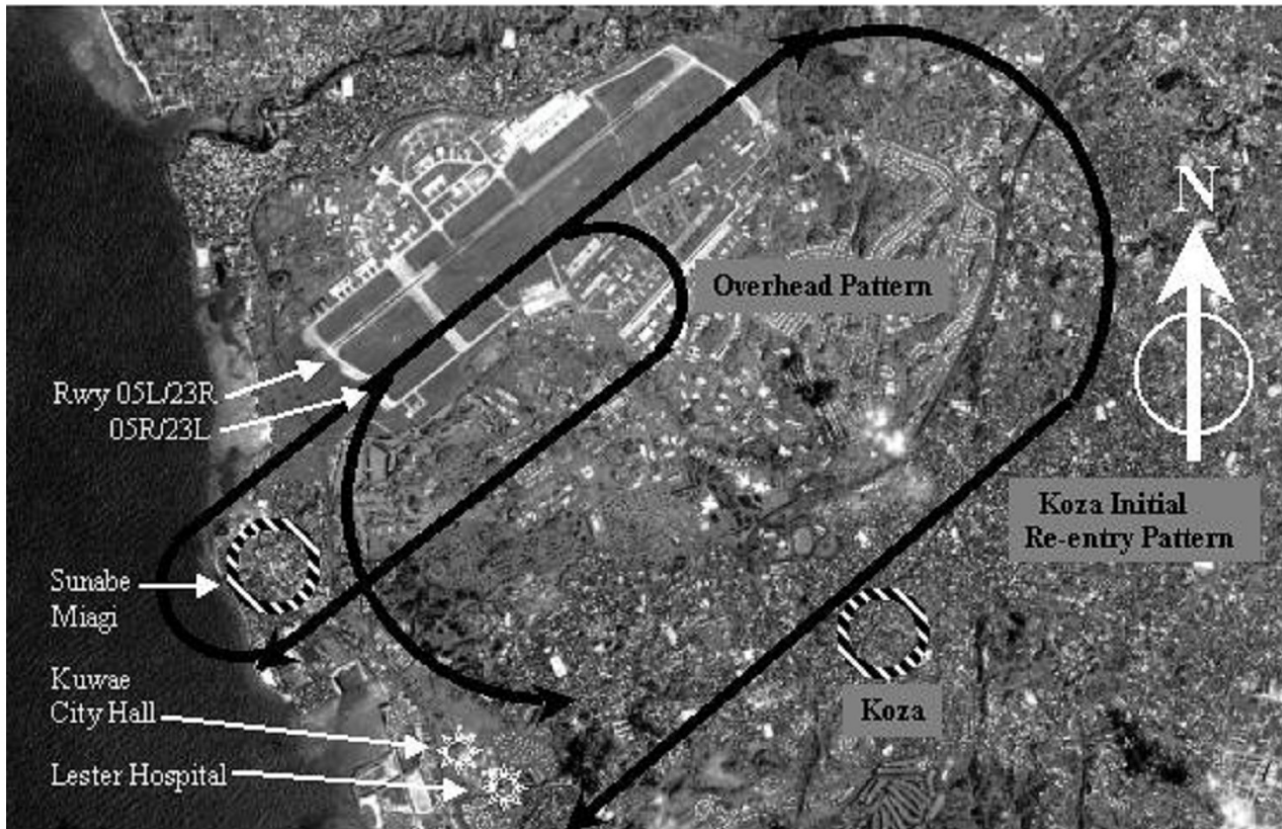
3.3.9. The number of aircraft conducting landing practice in the traffic pattern at Kadena Air Base should be held to the minimum consistent with training requirements.

3.3.10. Straight-ins over Futenma Point are not authorized for F-15s.

3.4. AV-8 Restrictions.

- 3.4.1. Vertical takeoffs or landings (VTOL) will only be accomplished utilizing the VTOL pad located on Taxiway Charlie.
- 3.4.2. Only rolling takeoffs and landings may be accomplished on the active runways.
- 3.4.3. Approaches to and departures from the VTOL pad will normally be conducted over Runway 05R/23L.
- 3.4.4. VFR go-arounds may be flown gear down only if it is an operational necessity.
- 3.4.5. AV-8s will fly normal traffic patterns. Maintain pattern altitude until turning base. When Runways 05L/R are in use, extend inside downwind until over water. 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.
- 3.4.6. 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.
- 3.4.7. Other restrictions as directed by 18 OG/CC apply.

Figure 3.1. Runway 05/23 South Pattern Noise Avoidance Areas.



**NOTES: Do not fly over Kuwae City Hall/Lester Hospital/Sunabe Miagi
Do not turn base till over water
Remain North of Koza**

Chapter 4

DEPARTURES/APPROACHES/ARRIVALS

| 4.1. Departures.

4.1.1. For Runway 05L/R, maintain runway heading until 5 DME.

4.1.2. For Runway 23L/R, maintain runway heading until 5 DME.

| 4.2. Tactical Approaches.

4.2.1. High-power setting carrier-type tactical approaches are not authorized.

4.2.2. Field carrier landing practice approaches are not authorized.

| 4.3. Arrivals. Arriving multiengine aircraft will minimize reverse thrust to the maximum extent possible.

Chapter 5

SUPERSONIC/ACROBATIC FLIGHT

5.1. Supersonic Flight. Is 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.

5.2. Acrobatic Flight. No aircraft will conduct acrobatic flight in the airport traffic area (defined as within 5 statute miles of Kadena Air Base).

Chapter 6

PRIOR PERMISSION REQUIRED (PPR) PROCEDURES

6.1. General. All transient aircraft (except AMC, Air Evac, Special Air Missions, and DV-6 aircraft) landing on Kadena AB require PPRs from Base Operations prior to transiting Kadena AB. 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.

6.2. Procedures.

6.2.1. Prior to issuing a PPR number or accepting a flight plan for aircraft, Base Operations 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, Base Operations 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.

6.2.2. If quiet hour waiver is approved, 18 WG/CP will notify Base Operations for PPR coordination with Transient Alert or MWLK.

6.2.3. If PPR is approved, Base Operations will notify 18 WG/CP. The 18 WG/CP will notify requester and base agencies per after hour checklist.

6.2.4. The 18 WG/CP will instruct caller to call Base Operations for PPR number.

6.2.5. If quiet hour waiver is approved, but PPR denied, Base Operations will notify 18 WG/CP. Command post will notify requester of disapproval.

6.2.6. If quiet hour waiver is disapproved, 18 WG/CP will notify requester and base agencies per after- hour flying checklist.

Chapter 7

BIRDBATH OPERATIONS

7.1. Operating Hours. Birdbath hours of operation are M-F between 0600L to 2245L. The birdbath is closed on weekends and holidays.

7.1.1. HH-60 aircraft are authorized use of birdbath M-F between 0600L to 0100L.

7.2. Restrictions. Whenever sustained winds are 100-210 degrees greater than 20 knots, birdbath operations will be discontinued. Tower will notify SOF and advise pilots requesting use of the birdbath.

Chapter 8

LIGHT AIRCRAFT OPERATIONS

8.1. General. The Aero Club flying hours are 0600L-2200L daily. See 18 WGI 13-201, *Airfield Operations Instruction*, for specific guidance.

8.2. Restrictions.

8.2.1. The Aero Club aircraft are restricted from operating in the north VFR pattern.

8.2.2. Aero Club and C-12 aircraft are exempt from other noise abatement procedures unless otherwise directed by 18 OG/CC.

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