

Aircraft Noise Abatement Countermeasures at Kadena Air Base

1. The United States and Japanese Chairmen of the Aircraft Noise Abatement Subcommittee have agreed to propose the following Aircraft Noise Abatement Countermeasures at Kadena Air Base to the Joint Committee.
2. To alleviate the concern over aircraft noise levels in the communities surrounding Kadena Air Base, the procedures outlined below are designed to minimize undesirable effects of aircraft noise without jeopardizing US Forces Japan missions. Therefore, recognizing that flight safety, accomplishment of mission, and noise abatement are paramount considerations, these procedures are established.
3. PROCEDURES.
 - a. Airfield traffic pattern configuration, including entry and exit routes, should be designed to avoid over flight of densely populated areas, including schools and hospitals, as much as possible.
 - b. Aircraft in the immediate vicinity (defined as the Airport Traffic Area, within 5 statute miles) of Kadena Air Base should maintain a minimum altitude of 1000 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.
 - c. Flight below local traffic pattern altitudes should be avoided except when the mission so requires.
 - d. Aircraft flying closed traffic patterns will delay pull-up to downwind leg until passing the runway end unless otherwise directed by tower. KC-135s flying VFR patterns to runway 5L/23R will avoid densely populated area over flight as much as possible.
 - e. Closed traffic patterns will be flown in a clean configuration within operational constraints until aircraft are established on downwind leg. Aircraft experiencing an emergency or having a procedural requirement to do so may fly a gear down pattern.

f. 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.

g. Use of afterburner is limited to that required for safety of flight and operational necessity. Afterburner used for takeoff will be terminated as soon as practical.

h. Supersonic flight is prohibited during training, over land areas in the vicinity of Kadena Air Base and Okinawa Island.

i. Both flight and ground 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. Unit Commanders will exert every effort to complete night flying operations as early as practical.

j. Training flights are discouraged on Sundays and are limited to those considered necessary to fulfill mission requirements. Consideration should be given to minimize training flights on days of special significance to surrounding communities, such as, Memorial Day (Irei-no-hi).

k. Unless effective noise suppressers are used, and except for those cases when operational capability or readiness would be impaired, jet engines should not be tested between the hours of 1800 and 0800.

l. In operating engine runs, silencers will be used as much as possible.

m. No aircraft will conduct acrobatic flight associated with air fighting practice in the immediate vicinity (defined as the Airport Traffic Area, within 5 statute miles) of Kadena Air Base. However, the programmed demonstration of acrobatic flight will be excepted.

n. All assigned and transient flying personnel are fully indoctrinated on and will abide by stated requirements in order to reduce the impact of aircraft noise on surrounding communities.

4. RESPONSIBILITIES. Commanders will ensure that:

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

b. Traffic patterns and current operational noise countermeasures are continuously reviewed to reduce public annoyance as much as possible.

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

d. Pilots adhere to the procedures outlined in paragraph 3.

5. PUBLIC RELATIONS.

a. The 18th Wing Commander, his staff, and tenant flying unit commanders will exercise close attention to noise problems and countermeasure control. In this regard, close liaison will be maintained with local governmental and civil authorities in order to promote public understanding and mutual cooperation.

b. The 18th Wing Commander should make every effort to inform the Naha Defense Facilities Administration Bureau in advance of any communication regarding a local noise problem with local authorities or the public.

Aircraft Noise Abatement Countermeasures at Futenma Air Station

1. The United States and Japanese Chairmen of the Aircraft Noise Abatement Subcommittee have agreed to propose the following Aircraft Noise Abatement Countermeasures at Futenma Air Station to the Joint Committee.
2. To alleviate the concern over aircraft noise levels in the communities surrounding Futenma Air Station, the procedures outlined below are designed to minimize undesirable effects of aircraft noise without jeopardizing US Forces Japan missions. Therefore, recognizing that flight safety, accomplishment of mission, and noise abatement are paramount considerations, these procedures are established.
3. PROCEDURES.
 - a. Airfield traffic pattern configuration, including entry and exit routes, should be designed to avoid over flight of densely populated areas, including schools and hospitals, as much as possible.
 - b. Aircraft in the immediate vicinity (defined as the Airport Traffic Area, within 5 statute miles) of Futenma Air Station should maintain a minimum altitude of 1000 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.
 - c. Flight below local traffic pattern altitudes should be avoided except when the mission so requires.
 - d. The number of aircraft conducting landing practice in the traffic pattern at Futenma Air Station should be held to the minimum consistent with training requirements.
 - e. Use of afterburner is limited to that required for safety of flight and operational necessity. Afterburner used for takeoff will be terminated as soon as practical.
 - f. Supersonic flight is prohibited during training, over land areas in the vicinity

of Futenma Air Station and Okinawa Island.

g. Both flight and ground 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. Unit Commanders will exert every effort to complete night flying operations as early as practical.

h. Training flights are discouraged on Sundays and are limited to those considered necessary to fulfill mission requirements. Consideration should be given to minimize training flights on days of special significance to surrounding communities, such as, Memorial Day (Irei-no-hi)

i. Unless effective noise suppressers are used, and except for those cases when operational capability or readiness would be impaired, jet engines should not be tested between the hours of 1800 and 0800.

j. In operating engine runs, Engine Test Cells (silencers) will be used as much as possible.

k. No aircraft will conduct acrobatic flight associated with air fighting practice in the immediate vicinity (defined as the Airport Traffic Area, within 5 statute miles) of Futenma Air Station. However, the programmed demonstration of acrobatic flight will be excepted.

l. All assigned and transient flying personnel are fully indoctrinated on and will abide by stated requirements in order to reduce the impact of aircraft noise on surrounding communities.

4. RESPONSIBILITIES. Commanders will ensure that:

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

b. Traffic patterns and current operational noise countermeasures are continuously reviewed to reduce public annoyance as much as possible.

c. Pilots operating at Futenma Air Station understand the sensitivity to aircraft noise and are aware of the practical countermeasures that can minimize the problem.

d. Pilots adhere to the procedures outlined in paragraph 3.

5. PUBLIC RELATIONS.

a. The Commanding Officer, Futenma Air Station, his staff, and tenant flying unit commanders will exercise close attention to noise problems and countermeasure control. In this regard, close liaison will be maintained with local governmental and civil authorities in order to promote public understanding and mutual cooperation.

b. The Commanding Officer, Futenma Air Station should make every effort to inform the Naha Defense Facilities Administration Bureau in advance of any communication regarding a local noise problem with local authorities or the public.