

Kadena Town and the Base



● CAPTION: Kadena's Noise Level Monitoring Points



Kadena Town, Okinawa Prefecture

TOWN OVERVIEW

Kadena Town lies on the East China Sea coastline of central Okinawa island's Nakagami county. Just 23 kilometers north of Naha, it borders three other municipalities: north of the Hijya River boundary lies Yomitan village, Chatan is to the southeast and boundary lines inside Kadena Air base, while Okinawa City is to Kadena's east.

Covering 15.12 square kilometers, the town's roughly L-shaped form stretches eight kilometers north to south, from a narrow two kilometer east/west band in the north to a broad five kilometer stretch at its southern base. The Class B-rated Hijya River, flowing from wellsprings in Okinawa City through Kadena out to the East China Sea, boasts Okinawa's greatest discharge and largest basin.

Before WWII, Kadena was a district of then Chatan township. Benefiting from its position at the center of the long stretch of Okinawa Island, pre-war Kadena was an island transport hub, linking the Prefectural Railway's Kadena Line terminal to surface roads. Kadena was home to key education, cultural, and financial activities: the Prefectural School of Agriculture was here, along with the School for Young Teachers, a Police Precinct HQ, and the Kadena Plant facilities of Okinawa Sugar Company. Scenic Hijya River was one of "The Eight Views of the Ryukyus" while Hijabashi Harbor Bridge area bustled with steamships shuttling to and from other places in the prefecture. Kadena was central Okinawa's trade hub, balancing a busy populace with nature's beauty and local industries.

Then in 1944, the Imperial Army set up its Naka Airfield here, resulting in the area becoming the US military's primary landing zone in the battle of Okinawa. The opening firestorm destroyed everything from homes to manufacturing facilities and precious

cultural assets; by the August 15, 1945 end of the war, Kadena had been reduced to ashes.

At the end of the war, the Kadena community split by the air strip was allowed limited transit across the runways until tighter US military security measures halted civilian traffic in April, 1948. This effectively split the local Kadena community into two, with today's Kadena municipality being formally incorporated on December 4 that same year.

In 1950, soon the community was permanently split, the Korean Conflict began, bringing with it a new US perspective of Kadena's military facilities as Asia's largest air base. Each year saw the expansion of existing facilities or new construction. 1967 brought the completion of two 4,000 m runways, and the seizure of a massive 82% of Kadena Village for airfield operations and ammunition storage, leaving a mere 18% for local residents. This invariably restricted the industrial and commercial development essential to revitalization, which in tandem with the assaults of noise from air operations, drove the town's downward spiral until Kadena became the epitome of "Okinawa, Island of Bases."

In its efforts to mitigate the overwhelming U.S. military presence and to promote revitalization, Kadena Town implemented projects using JPY 21.8 billion subsidized by the Okinawa Special Revitalization Program for Municipalities with U.S. Military Facilities, aka, the Shimada Committee. These include a updated Town Center, the Multi-Media Recruitment Project and the Comprehensive Revitalization Project which was completed in March, 2008.

Following the 3rd Comprehensive Plan, Kadena Town formulated a 4th Comprehensive Plan which commenced in JFY 2009. The four pillars of the plan are "Mutual Support," "Human Resources Development," "Safety," and "Agility," emphasized in building a bustling community whose citizens support each other, and are assured safe, comfortable lives with extended opportunities for individual development.

Aerial View of Kadena Today



Overview of Kadena Air Base

Three U.S. military installations are located inside the boundaries of Kadena Town: Kadena Air Base, the Kadena Ammunition Storage Area and the Army POL Fuel Storage facilities. The Air Base area of 19.86 square kilometers (1.3 times the size of Tokyo International Airport ((Haneda)) or 425 times the size of Tokyo Dome) straddles multiple municipalities on land from one city and two towns: Okinawa City, and Kadena and Chatan towns.

The Kadena tarmac was originally built in September, 1944, to serve as the Naka Airfield Headquarters of the Imperial Japanese Air Force; this was quickly captured by the April 1945 US military forces in the invasion of Okinawa. The US forces immediately proceeded to lengthen the runways and by June, had completed a 2,250-meter long runway to service heavy bombers. Today's dual 4,000 meter long runways were completed in May of 1967.

On February 5, 1968, a B-52 bombardment group deployed to Kadena for typhoon shelter but then remained. Later that year, on November 19, a B-52 strategic bomber crashed and exploded while attempting to take off. This incident aggravated the protest movement against the permanent stationing of the B-52s, which eventually culminated in the departure of the B-52 groups on October 6, 1970.

With the May 15, 1972 Reversion of Okinawa to Japan, Kadena Air Base was integrated with both Camp Sansone and the Army Dependent Housing bases and provided to US Forces Japan as the "new" Kadena Air Base. As part of the Pacific Theater force modernization program which began in 1979, the first F-15 Eagles were deployed to Kadena on September 29, 1979, with all three squadrons activated and on base by March 1981, completing the changeover from the older F-4D Phantoms. On May 23, 1980, came the deployment of the E-3A (now E-3B) Century Airborne Early Warning and Control System aircraft. On December 15, 1992, together with the Kadena Air Base

Realignment and Integration initiative, 18 F-15 Eagle fighters were withdrawn.

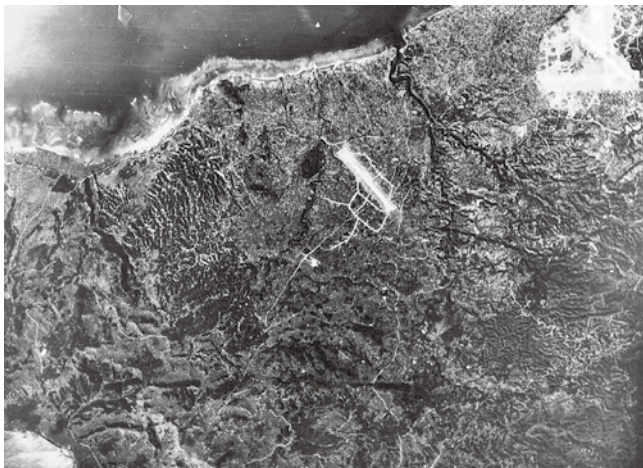
In June of 1991, the 353 Special Operation Group took shelter at Kadena from the eruption of the Pinatubo volcano in the Philippines, to be later permanently home based as a tenant of the 18th Wing.

Other 18th Wing tenant commands home-based at Kadena include the 733rd Air Mobility Squadron, the 82nd Reconnaissance Squadron, and the 390th Intelligence Squadron. Kadena Air Base hosts the U.S. Navy Fleet Activities command, and its P-8A Poseidon, the P-3C Orion Antisubmarine Patrol, and EP-3 Electronic Surveillance units.

Interlinked with the Air Base is Kadena Ammunition Storage Area covering 26.58 square kilometers inside the boundaries of two cities, one town and two villages, i.e., Okinawa and Uruma Cities, Kadena Town, and Yomitan and Onna Villages. The US military began using the ammunition depot area at the time of the occupation of Okinawa, and originally, the area fell under U.S. Army control. When the Army presence in Okinawa was re-structured in July 1978, the Army repositioned its ordnance storage depots to South Korea and the Middle East. Consequently, depot control was transferred to the 18th Munitions Squadron under the 18th Maintenance Group, 18th Wing; the facility now supports the missions of all four US services, the Army, Navy, Air Force and Marines.

On August 31, 1976, following the closures of its South Ammunition Storage, the Joint Air Force/Navy Auxiliary Ammunition Storage at Naha Air Base, and the Ordnance Depot on Senaga Island, the U.S. Navy relocated its torpedo warheads and anti-submarine depth bombs to a section of the Kadena Depot.

The Kadena POL Facility is an extensive collection of U.S. Army fuel tanks positioned throughout the area. Between 1945 and 1952, the US military positioned fuel tanks in Kadena, Chatan, Naha City, and Gushikawa (today's Uruma City); between 1952 and 1953, it laid pipelines connecting these tank farms. The arterial pipelines connect all key military bases in Okinawa and are used to transfer jet fuel, gasoline and other petroleum products.



The Imperial Air Force's Naka Airfield



The B-52 Crash Site

■ Kadena Air Base (FAC 6037)

(As of March, 2015)

- 1 Occupies: Kadena Town, Okinawa City, Chatan Town (1 city, two townships)
- 2 Coverage: 19.86 sq. Km. (of which 8.79 sq. Km. are from Kadena Town)
- 3 Landowners: 11,539 (of whom 4,794 are from Kadena Town)
- 4 Annual Rent: 28.197 billion yen (of which 11.885 Bil. comes to Kadena)
- 5 Local Employees: 2,706 (of whom 75 are from Kadena), MLC (Master Labor Contract) 1,692 (of whom 44 are from Kadena), IHA (Intermittent Hire Authorized) 1,014 (of whom 31 are from Kadena)
- 6 Managed by: 18th Wing, US Air Force
- 7 Used by: USAF 18th Wing (18th Operations Group, 18th Maintenance Group, 18th Mission Support Group, 18th Civil Engineering, 18th Medical Group)
- 8 US Navy Fleet Activities Okinawa and Navy aircraft and public works units

9 Primary Facilities:

Structures: Command offices and centers, airport control towers, airport terminal, hangers, barracks, family housing, schools, churches and theaters, banking facilities, fire stations, hospital and clinics, post offices, library, gymnasiums, et al

Operations: Dual Runways (3,689 m x 91 m, 3,689 x 61 m), parking tarmac, engine test facilities, noise suppression cells, lighting, shelters, sound barriers, et al.

10 Aircraft Permanently Based at KAB (As of March, 2015)

- F-15 Eagle Tactical Fighter (54)
- KC-135R Stratotanker Refueler (15)
- E-3B Sentry Airborne Warning aircraft (2)
- HH-60G Pave Hawk Rescue Helicopter (10)
- MC-130P Special Ops aircraft (10)
- P-3C Orion Anti-Submarine Warfare aircraft } (8)
- EP-3E Aries Electronic Reconnaissance craft }
- P-8A Poseidon Anti-Submarine Warfare craft (6)
- C-12 Light Transport (2)

Aircraft Permanently Based at KAB



F-15 EAGLE Tactical Fighter



KC-135R Stratotanker Refueler/Medical Evac. Craft



E-3B Sentry Airborne warning and Control System aircraft



HH - 60G Pave Hawk Rescue Insertion Helicopter



MC -130J Combat Shadow Special Ops aircraft



P-3C Orion Anti-Submarine Warfare aircraft



EP -3E Aries Electronic Reconnaissance aircraft



P-8A Poseidon Anti-Submarine Warfare aircraft

11. Current Status & Mission

The Kadena Air Base facility on land from Kadena Town, Chatan Town, and Okinawa City, has double runways (one with length 3,689 m. & width 91 m; one with length 3,689 m. & width of 61 m.) with a 300 meter overrun. It is the busiest US Air Force facility in the Far East. The facility is home to the 18th Wing of the 5th Air Force under the Pacific Air Forces, and in combination with the missions of numerous tenant organizations, Kadena Air Base's comprehensive capabilities include air defense, counterattack, strategic, air-lift, support, observation, and aircraft maintenance.

The flagship unit of the 18th Wing is the 18th Operations Group, consisting of the 44th and 67th Tactical Fighter Squadrons flying F-15C/D Eagles, the 909th Air Refueling Squadron, the 961st Airborne Air Control Squadron and the 3ast and 33rd Rescue Squadrons and many other commands.

Runway operations are in the northwest part of the base while family housing in the southeast area. To the southeast of the tarmac are parked the F-15 C/D Eagles, engine testing facilities, and an aircraft washing facility for smaller planes. Northwest of the tarmac in Kadena Town's Yara, Kadena, and Mizugama districts is the parking for the larger Air Force planes as well as the Navy's Okinawa air command. Here are the Air Force's KC-135R Stratocaster refueler planes, the E-3B early warning aerial command craft, the HH-60G Pave Hawk rescue helicopters, and maintenance facilities and large and small wash racks for medium-sized and larger aircraft. Here too the Navy parks its P-3C Orion anti-submarine warfare planes, P-8A Poseidon anti-submarine reconnaissance and EP-3 electronic reconnaissance aircraft next to Navy maintenance

facilities, and hangers for smaller Navy aircraft.

MC-130 aircraft operations were relocated on December 16, 1996, from a point in the Navy area barely 50 meters away from the civilian residential neighborhoods, to the northwest corner of the main tarmac. A noise berm was completed on July 11, 2000.

On August 1, 2003, Okinawa City announced its agreement of plans to have naval aircraft and support operations relocated to within its own boundaries, and on February 10, 2009, the Japan-US Joint Committee agreed to relocate Navy airfield operations (hangers, taxiways, maintenance hangers, etc.) to the side of the runways away from Kadena Town, and preparatory construction is now underway.

Since December of 2013, the Navy hangers have held six P-8 deployed as successors to the P-3C aircraft. The smaller wash racks for smaller aircraft were relocated in May of 2006 to the F-15 parking areas, while the medium-sized and larger wash racks were moved in September, 2008, to the (L-11) area for larger USAF planes.

At the end of December, 2006, 600 Army soldiers and 24 Patriot Missiles (PAC3) were deployed to Kadena while in February, 2007, twelve F-22 Stealth fighters were initially temporarily assigned for the first based outside the US proper, with this basing followed by extended assignments from January to October of 2014, and from January to April, 2015.

Also from January to April of 2015, 250 personnel and 12 F-16 Fighting Falcons of the 115th Fighter Wing of the Wisconsin Air National Guard have been deployed at Kadena Air Base.

Aircraft Deployed to Kadena Air Base



FA-18D Hornet combat attack fighter



F-22A Raptor fighter aircraft



AV-8B Harrier II ground-attack aircraft



F-16C Fighting Falcon fighter aircraft



EA-6B Prowler electronic warfare aircraft



MV-22B Osprey transport

■ Kadena Ammunitions Storage Area (FAC 6022)

(As of March, 2015)

- 1 **Occupies:** Kadena Town, Yomitan and Onna Villages, Okinawa and Uruma Cities (2 cities, 1 township, 2 villages)
- 2 **Coverage:** 26.58 sq. Km. (of which 3.48 sq. Km. are from Kadena Town)
- 3 **Landowners:** 4,525 (of whom 143 are from Kadena)
- 4 **Annual Rent:** 11.510 billion yen (of which 1.371 Bil. comes to Kadena)
- 5 **Local Employees:** 286 (of which 13 are from Kadena)
MLC (Master Labor Contract) 250 (of whom 12 are from Kadena)
IHA (Intermittent Hire Authorized) 36 (of whom 1 is from Kadena)
- 6 **Managed by:** 18th Mission Support Group of the 18th Wing (USAF areas)
MCB Okinawa Command (USMC areas)
- 7 **Used by:** 18th Munitions of 18th Mission Support Group of the 18th Wing and others
- 8 **Primary Facilities:**
Structures: Offices, Ammo Depot, maintenance facility, billeting, dog yard, family housing, et al.
Operations: Fuel tanks, motor pool, recreation facilities, et al
- 9 **Current Status & Mission**

The Kadena Munitions Storage Area is a broad forested swath northeast of the main Air Base, covering five municipalities. The thick canopy of Ryukyu Pine and chinkapin evergreen is an important habitat for rare fauna and flora while the flows of the Nagata, Hirayama, Yonabaru and Hijya make this an key catchment basin.

At the time of the May 15, 1972 Reversion, several facilities were combined to form today's ammo depot; the Kadena Ammo Storage Annex, Hijya River site, Namihira Ammo Storage, Yontan Joint Ammunition Disposal Facility, the Army Service Munitions Depot, US Army Ordnance Ammo Depot Chibana, the Kadena Takan Annex, the Kadena Voldack Arsenal, and the Higashionna Range Depot served Air Force, Marine Corps, Navy and Army requirements. This gave the joint hub a pivotal role in ammunitions supply in the Far East. Today, the 18th Munitions Squadron (MUNS) of the 18th Wing's 18th Maintenance Group manages operations, supporting conventional munitions stores and handling for all four US services throughout the Pacific theater.

The storage depot is divided into munitions storage and blast zone areas. Entry into the munitions storage area is strictly controlled, and outside of specifically designated areas, is completely non-smoking. The Squadron's conventional munitions maintenance shop, munitions control, and inspection office handles all packaging, assembly and deployment transport of stockpiles

In recent years, the 18th MUNS Silver Flag training site has provided training in the use of explosive effects simulators and vapor systems in simulated attacks for airfield damage and repair contingency training. In past, such training to repair runways in the event of damage from an attack used ground burst simulators and smoke grenades. On December 10, 2004, the red smoke and massive noise blew into civilian homes and the local Kadena High School grounds, causing immediate cancellation of classes and severe eye and throat irritation among the students and general populace.



Kadena Ammunition Storage Area

■ Army POL Depots (FAC 6076)

(As of March, 2015)

- 1 **Occupies:** Kadena Town, Chatan Town, Okinawa, Uruma, and Ginowan Cities (3 cities, 2 townships)
- 2 **Coverage:** 1.28 sq. Km. (of which 0.13 sq. Km. are from Kadena Town)
- 3 **Landowners:** 984 (of which 99 are from Kadena)
- 4 **Annual Rent:** 1.403 billion yen (of which 194 Mil comes to Kadena)
- 5 **Local Employees:** 102 (of whom 3 are from Kadena)
MLC (Master Labor Contract) 94 (of whom 3 from Kadena)
MC (Mariners Contract) 8 (of whom none are from Kadena)
- 6 **Managed by:** 10th Army Area Support Group, US Army
- 7 **Used by:** 505th Quartermaster Battalion and others
- 8 **Current Status & Mission**



Army POL Depots

The US Army's POL or fuel storage facilities include Kin Tanks 1, 2, and 3 in one tank farm with a fuel pipeline booster station, and Tank Farm #2 with its own booster station, all linked with an arterial system of 30 feet diameter (9.1 meters) pipes. These POL facilities are located adjacent to Camp Courtney or to Kadena airfield operations.

The transport pipes linking the bases originally comprised a northward stretch from the Naha Port facility to Kadena Air Base, and conduits going south from Tengan Pier to Kadena Air Base and further south to MCAS Futenma. The Naha to Kadena northward conduits were completely decommissioned with the agreement for total return of Naha Military Port, and the tanks at Naha were replaced with Kin Tank Farm tanks 1, 2, and 3 and the Kuwae Tank farm. Fuel still runs through the southern pipeline from the Kin Tanks through the Kadena Ammunition Storage Area, Kadena Air Base, to the Booster Station, transiting Cmap Zukeran to end at MCAS Futenma. Fuel is collected via four linkages points in the Bay area.

The pipes carry JP-4 (jet fuel) MoGas gasoline, DFM (diesel fuel), aviation fuel, JP-1 kerosene, and NOF distillates.

Aircraft Noise Issues

Noise is a constant, all around us, a part of our daily lives. While individuals can hear differently, noise has extensive sensory and psychological effects which vary from person to person. This makes trying to define what is and is not noise difficult, with the general idea often being, “unpleasant sounds” or “sounds it would be better not to hear.” More specifically, sounds that (a) are damaging to the body, (b) excessively loud, (c) have unpleasant timbre, (d) that interfere with hearing or speech, (e) that interfere with study or work, and/or (f) that disrupt rest or sleep are considered serious noise.

The accepted standard for measuring levels of noise is “decibels,” which can be used to compare normal daily sound levels to say, the volume of aircraft engines. The table below shows some comparative examples of noise levels.

Impacts of Noise on the Human Body

Decibel	Volume	Impacts
130	Limits of human endurance, painful	Extended exposure results in loss of hearing
120	Next to a running aircraft engine	
110	Automobile horn blast (2 m in front)	
100	Next to the rails while a train is passing	
90	Inside an industrial factory	Hearing damage
80	Riding a subway car	Causes fatigue and stress
70	A ringing telephone	Raises blood pressure
60	Normal conversation	Reduces ability to work
50	Quiet office environment	
40	Late night urban area	

A normal conversation carried on at a distance of one meter separation is generally held to be around 60 Decibels, a level at which other sounds can be perceived as noise. The 90 Decibel level is proven to reduce working efficiencies.

In understanding and in working to reduce the severity of noise impacts, Kadena Town placed a noise level measurement unit atop the town hall roof in 1978; the units monitor sound levels 24/7. In December, 1995, the Town adopted an online system which had the benefits of saving energy, greater accuracy, and providing that information quickly to the community. The system uses three data gathering points.

Today, the three data gathering points include the Town Hall in Kadena Ward, the education facility in Kaneku Ward, and atop a private residence in Yara Ward.



Aircraft Noise Monitoring System

JFY 2014 Noise Incidents

Sensor Point in Yara Dist. (0.6 km from runway) (Enviro. Noise Class One Lden Value to up 57)

ITEM	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	Totals
Monthly Total	1,820	1,868	1,811	1,518	1,550	1,668	1,787	1,879	1,641	2,298	1,776	2,318	21,934
※Late night/pre-dawn (2200 - 0600)	(104)	(156)	(203)	(148)	(99)	(131)	(68)	(94)	(101)	(73)	(65)	(161)	(1,403)
Avg. No. per day	60.7	60.3	60.4	49.0	50.0	55.6	57.6	62.6	52.9	74.1	63.4	74.8	60.1
※Late night/pre-dawn (2200 - 0600)	(3.5)	(5.0)	(6.8)	(4.8)	(3.2)	(4.4)	(2.2)	(3.1)	(3.3)	(2.4)	(2.3)	(5.2)	(3.9)
Avg. Duration per day	29 min 41 sec	30 min 22 sec	33 min 50 sec	25 min 57 sec	23 min 22 sec	18 min 17 sec	22 min 21 sec	25 min 11 sec	17 min 25 sec	26 min 46 sec	23 min 27 sec	32 min 01 sec	25 min 44 sec
Monthly Avg. Lden (dB)	69.1	69.3	69.3	68.7	68.7	66.5	68.0	68.4	66.1	67.7	68.6	69.3	68.1
Monthly Peak (dB)	102.4	99.7	101.6	98.5	100.4	97.8	97.4	102.2	103.6	98.4	100.4	102.8	103.6
Aircraft Deployments	4 F-22s Rtn 19 Apr							8 F-22s 5 Nov 4 F-22s 7 Nov Rtn 12s by 25 Nov		12 F-16s 15 Jan			Rtn 19 April
Training Relocations			Jun 19 - Jul 10 16 Kadena based F-15s, 1 Aerial Refueler, 1 Early Warning Craft, and 290 personnel To Guam		Sep 5 - 26 16 Kadena based F-15s, 2 Aerial Refueler, 1 Early Warning Craft, and 320 personnel To Guam	Sep 15 - Oct 7 16 Iwakuni based FA-18s, 4 Aerial Refueler, 4 MV-Z2s, and 1,140 personnel To Guam	Oct 18 - 31 12 Kadena based FA-15s and 200 personnel To Nyutabaru Air Base		Dec 3 - 19 18 Kadena based F-15s, 2 Aerial Refueler, 1 Early Warning Craft, and 400 personnel To Guam	Feb 2 - 28 14 Misawa based F-16s and 400 personnel To Guam	Feb 9 - 28 18 Kadena based F-15s, 3 Aerial Refueler, 2 Early Warning Craft, and 410 personnel To Guam		

※ Incidents numbers include only those exceeding 70dB and Background Noise level of over 10dB for no less than 3 seconds.

※ Avg incidents per day calculated by total incidents divided by number of days.

※ Avg daily totals do not include fractionals.

※ Conventional WECPNL (weighted noise levels) at an avg of 77.4/year at Yara Sensor Point.

Aircraft Accidents

Kadena's citizens live in constant fear and anxiety of US military aircraft accidents. According to the statistics on US Forces related aircraft accident statistics (as of March 31, 2014) issued by the Okinawa Prefectural Government, 449 (92.2%) of the total 487 accidents after Reversion to Japan occurred at Kadena Air Base. The lives of local Kadena citizens are always at risk. The following table outlines the most serious incidents at Kadena Air Base.

Timeline: Major Kadena Airbase Incidents & Accidents

Date	Outline of Accidents
June 30, 1959	A KAB F-100 Super Sabre jet fighter crashed into Miyamori Elementary School in Ishikawa City; then exploded and burned. 17, mostly school children, were killed and 210 injured.
Dec 20, 1962	A KB50 aerial tanker crashed on take-off into Kadena's Yara district. 2 were killed, 8 injured, and three homes completely destroyed in the ensuing fire.
May 19, 1966	KC-135 aerial refueler crashed (on the boundary of former Koza City and Kadena Village). One villager killed.
Nov 19, 1968	A B-52 Flying Fortress crashes while landing. (16 Kadena citizens injured, 365 buildings including the school were damaged.)
May 19, 1987	A KAB F-15 Eagle fighter crashed into the sea, east of Okinawa main island.
March 14, 1989	A HH-3 Rescue helicopter from KAB's 33rd RQS crashed into the ocean off Ie Island during training. Two crew were rescued but three were lost.
September 1, 1993	A 33rd RQS HH-3 helicopter crashed while travelling on the runway, one crew member killed, four injured.
April 4, 1994	A F-15 Eagle from KAB's 44th Fighter Squadron crashed shortly after take-off into the GOJ hosted USFJ in Shirakawa, Okinawa City. (The pilot ejected safely)
Oct 18, 1995	A KAB F-15 Eagle fighter crashed into seas south of the main island of Okinawa.
May 30, 1997	A KAB F-15 Eagle fighter blew its canopy during take-off. The aircraft immediately returned and there was no collateral damage from parts falling off the plane.
June 4, 1999	An USMC AV-8B Harrier attack craft from MCAS Yuma (Arizona) crashed during take-off, and burst into flames at the runway edge. The pilot escaped safely.
August 21, 2002	A KAB-based F-15 Eagle crashed into seas south of Okinawa main island.
Jan 17, 2006	A KAB F-15 Eagle crashed into the sea northeast of Okinawa main island.
August 25, 2006	A KAB-based F-15 Eagle fighter accidentally dropped a training flare bomb on the Army Oil and fuel storage Facility near Route 58.
December 24, 2008	A Kadena Aero Club Cessna C-172 crashed into Nago City's Makiya district sugar cane fields.
May 28, 2013	A Kadena based F-15 Eagle fighter crashed into the water training area located east of the main island of Okinawa.
August 5, 2013	An HH-60 helicopter from KAB's Rescue Squadron crashed in flames into Camp Hansen, killing one crew member.
March 4, 2014	The canopy windshield of KAB F-15 Eagle blew during flight above the water training area. The aircraft made an emergency return without its canopy shield.

Environmental Contamination Accidents

There are constant spills and leaks of aviation fuel and synthetic detergents from the U.S military, contaminating underground water and water ways. One well known incident is Kadena's dangerous "Burning Wells." Aviation fuel first surfaced in well water in (Kadena's) Yara district May of 1967. Similar contamination was identified in other Kadena Town areas in June, 1968. Water drawn from the polluted wells reportedly caught fire when exposed to open flame. While later, some contamination was mitigated by natural attenuation to the extent that water can now be utilized for vegetable gardening, some wells remain covered even today, and can be used for nothing.

In August of 1998, the local press covered the testimony of a former US military employee that waste petroleum oils, including PCB, had been routinely discharged into the fresh water reservoir near Kadena Marina inside the base during the 1970's. This news generated a huge social outcry.

In March, 2007, came a spill of 4,000 gallons (equiv. 76 drums) of jet fuel. While the KAB authorities contained the local spill, the issue came when KAB failed to report the accident to the local community for a week despite the existence of an agreed upon notification system.

In September of 2010, 780 gallons (approx. 2,950 liters) of JP-8 jet fuel spilled from a fuel storage tank on Kadena Air Base. A repeat incident of another 40 gallons (about 151 liter) of JP-8 was spilled inside Kadena Ammunition Storage Area in December of the same year.