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Trip Kit Index

Airport Information For ROAH

Terminal Charts For ROAH

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Naha Jpn
IATA Code: OKA
Lat/Long: N26° 11.7' E127° 38.7'
Elevation: 11 ft

Airport Use: Public
Magnetic Variation: 4.8°W

Fuel Types: 100-130 Octane, Jet A-1, Jet 4
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 2218 Z
Sunset: 0852 Z,

Runway Information

Runway: 18
Length x Width: 9843 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 36
Length x Width: 9843 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Communication Information

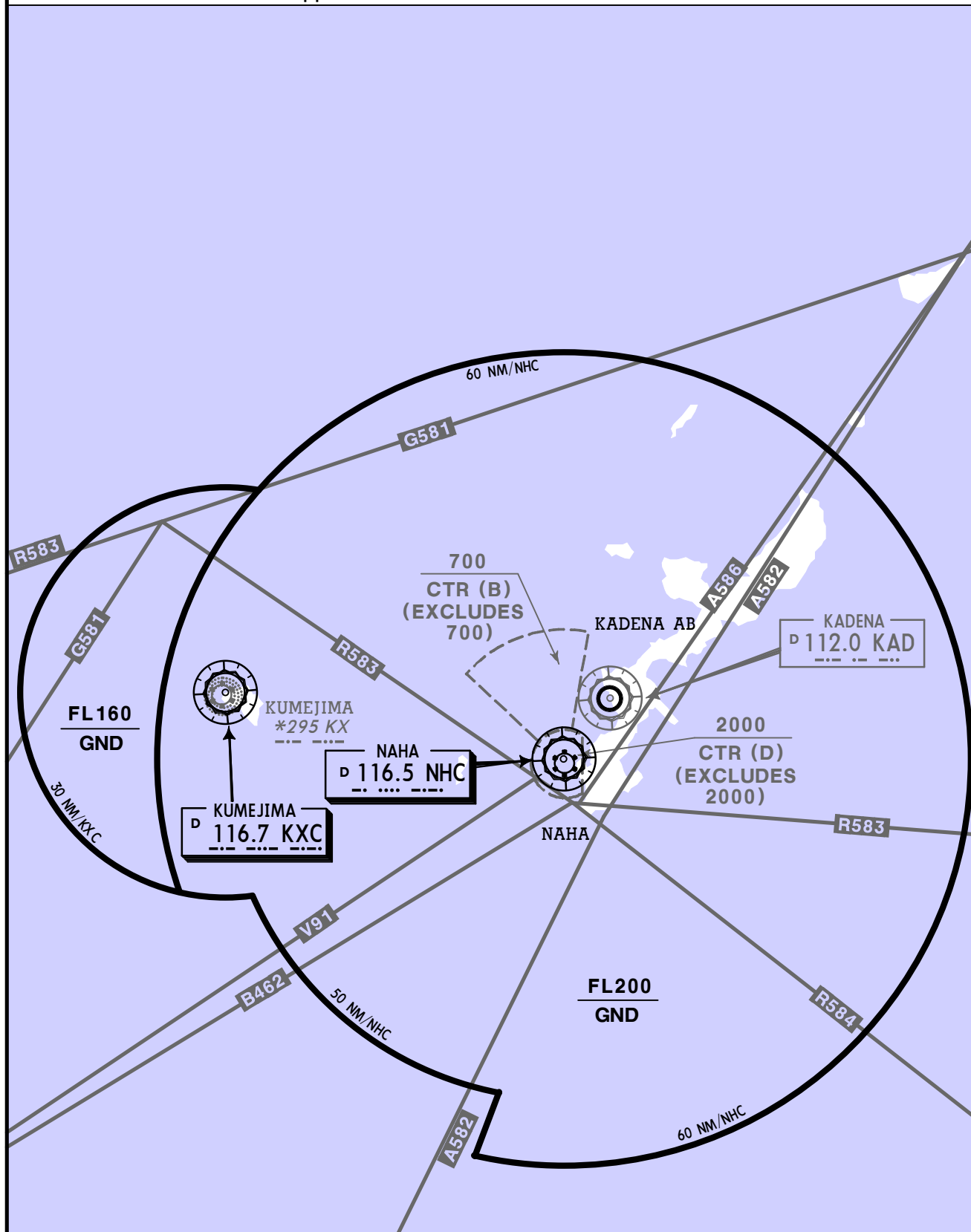
ATIS 127.8
Naha Tower Tower 126.2
Naha Tower Tower 118.1
Naha Ground Ground Control 121.8
Naha Delivery Clearance Delivery 122.075
Naha Approach Approach Control 126.5 (50°-230°)
Naha Approach Approach Control 119.1 (230°-50°)
Naha Radar TCA 125.55
Naha Radar TCA 122.45

Naha Radar TCA 121.1
Naha Radar TCA 120.0
Naha Arrival Arrival Control 118.85
Naha Departure Departure Control 126.5 (50°-230°)
Naha Departure Departure Control 119.1 (230°-50°)
Naha Gca Radar 124.7
Naha Gca Radar 121.1
Naha Gca Radar 119.5

NAHA APPROACH CONTROL AREA (E)

Naha App (R) 119.1 126.5

Transponder (Mode A/3 & Mode C) required in
Approach Control Area and Control Zones.



SPEED RESTRICTIONS WITHIN JAPAN AIRSPACE

Maximum IAS unless otherwise authorized by ATC.

Within Approach Control Area:

At or below 10000' MSL.....250 KTS

Within a Control Zone:

At or below 3000' MSL.....160 KTS Reciprocating

200 KTS Turbine-Powered

Above 3000' MSL.....250 KTS All

ARRIVAL

1. CONTINUOUS DESCENT OPERATION (CDO)**1.1. APPLICABLE TIME**

Estimate at EISAR, YVETT or GRASE between 1630 UTC and 2055 UTC.

1.2. ROUTES APPLICABLE FOR CDO**1.2.1. When RWY 36 in use**

- a) Arrival routes via OKUMA and join LOHAS ARRIVAL.
- b) Arrival routes via GUPTI and join GUPTI SOUTH ARRIVAL.
- c) Arrival routes via CRUXS and join CRUXS SOUTH ARRIVAL.
- d) Arrival routes via ENTOK and join ENTOK SOUTH ARRIVAL.

1.2.2. When RWY 18 in use

- a) Arrival routes via ONC and join ERABU ARRIVAL.
- b) Arrival routes via GUPTI and join GUPTI NORTH ARRIVAL.
- c) Arrival routes via CRUXS and join CRUXS NORTH ARRIVAL.
- d) Arrival routes via ENTOK and join ENTOK NORTH ARRIVAL.

1.3. PROCEDURES**1.3.1. Request and clearance for CDO**

- a) CDO route names listed under paragraph 2. are used when pilot requests CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.

"Request CDO."

"Request [CDO route name]."

"Cleared to [fix] via [CDO route name]. Descend and maintain [altitude].
Comply with restrictions."

- b) ATC may change altitude restrictions and/or instruct speed adjustment when necessary due to traffic conditions.
- c) CDO may not be cleared due to traffic conditions.
- d) ATC reclears or cancels CDO when runway in use is changed.

1.3.2. Timing for requesting CDO

- a) Pilot should request CDO not later than 10 minutes before reaching Top of Descent (TOD) or 5 minutes before reaching starting point of CDO route with position of TOD and estimated time over EISAR, YVETT or GRASE.

1.3.3. Report of beginning of descent

- a) Once CDO is cleared by ATC, pilot should report to ATC beginning of descent.

1.3.4. Suspension or cancellation of CDO

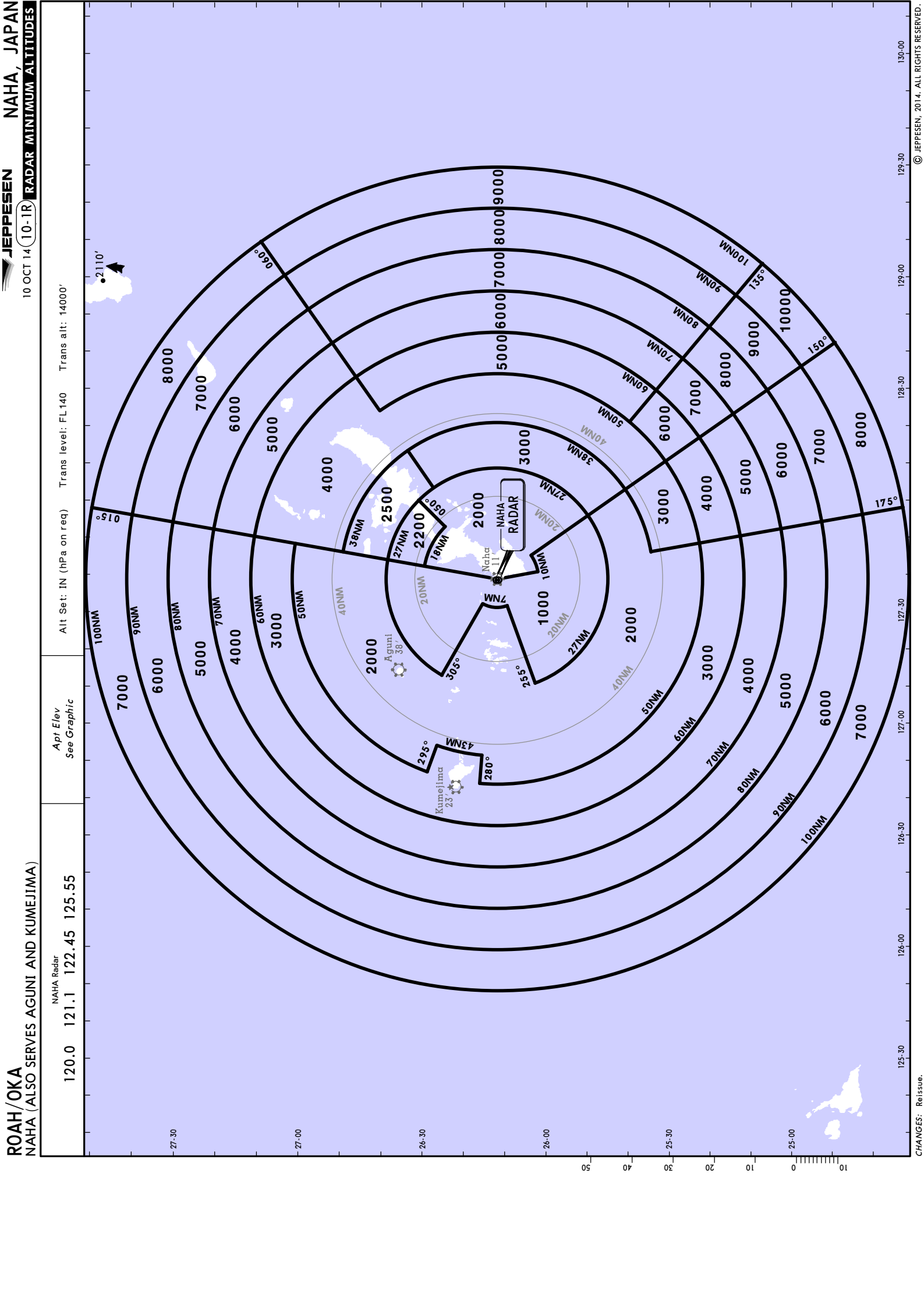
- a) ATC may suspend or cancel CDO due to traffic conditions even after CDO is cleared. Alternate instructions will be issued if CDO is suspended or canceled.
"Cancel CDO. (Alternative instructions)."

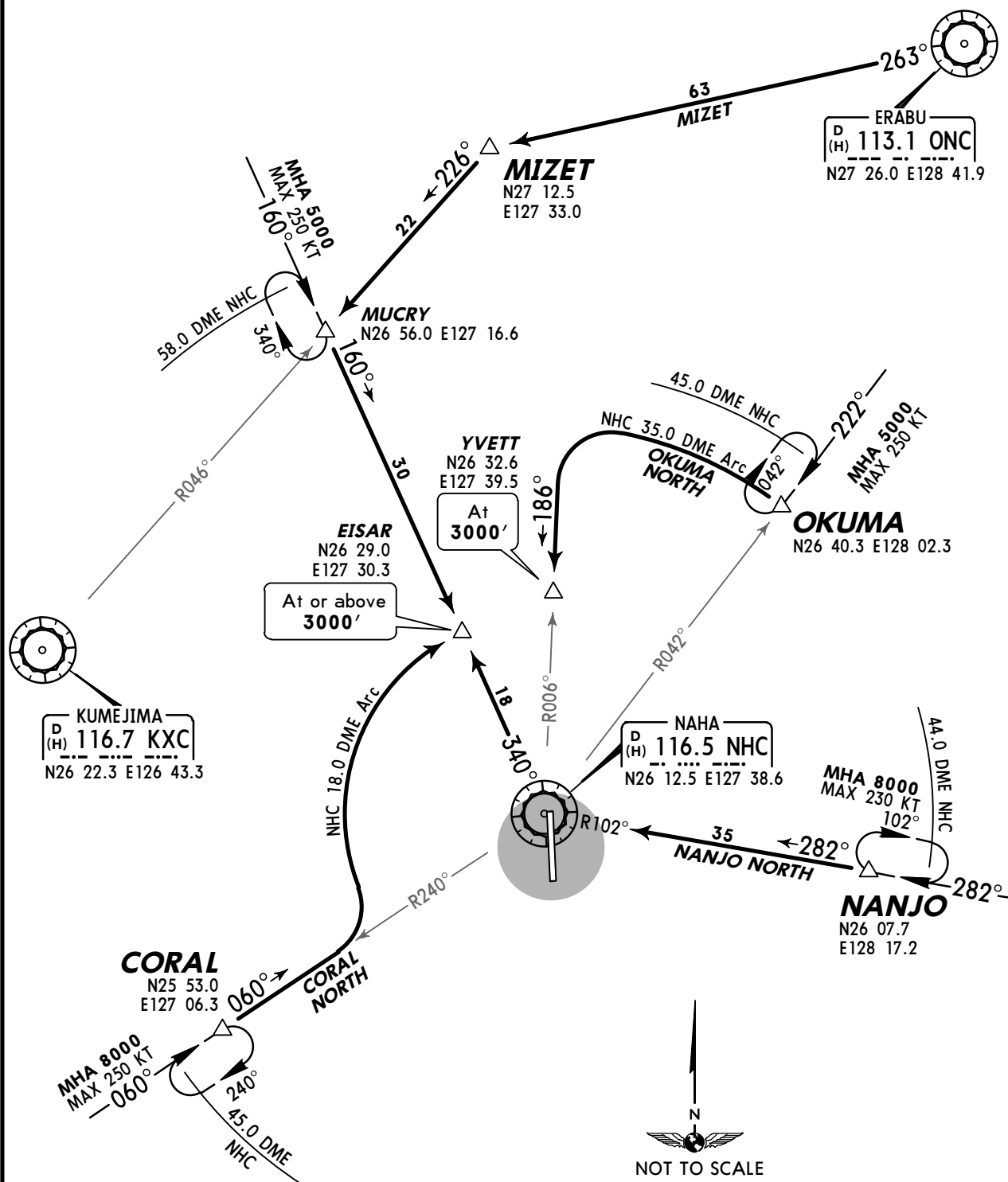
ARRIVAL**2. CDO ROUTES****2.1. RWY 36**

CDO Route Name	Route
RWY 36 CDO Number 1	ONC LEXUS OKUMA "LOHAS ARRIVAL" [Altitude Restriction] Cross ONC at or above 12,000', cross HASSA at or above 11,000', cross LOHAS at or above 3000' and cross GRASE at or above 2000'.
RWY 36 CDO Number 2	GUPTI "GUPTI SOUTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200, cross HASSA at or above 11,000', cross LOHAS at or above 3000' and cross GRASE at or above 2000'.
RWY 36 CDO Number 3	IKEMA GEMNI CRUXS "CRUXS SOUTH ARRIVAL" [Altitude Restriction] Cross CRUXS at or above 8000' and cross GRASE at or above 2000'.
RWY 36 CDO Number 4	ENTOK "ENTOK SOUTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL160, cross CRUXS at or above 8000' and cross GRASE at or above 2000'.

2.2. RWY 18

CDO Route Name	Route
RWY 18 CDO Number 1	ONC "ERABU ARRIVAL" [Altitude Restriction] Cross ONC at or above 12,000', cross YVETT at or above 3000'.
RWY 18 CDO Number 2	GUPTI "GUPTI NORTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200 and cross YVETT at or above 3000'.
RWY 18 CDO Number 3	IKEMA GEMNI CRUXS "CRUXS NORTH ARRIVAL" [Altitude Restriction] Cross CRUXS at or above 8000' and cross EISAR at or above 3000'.
RWY 18 CDO Number 4	ENTOK "ENTOK NORTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL160 and cross EISAR at or above 3000'.



D-ATIS
127.8Apt Elev
11'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'CORAL NORTH [CORALN], MIZET [MIZET],
NANJO NORTH [NANJON], OKUMA NORTH [OKUMAN]
ARRIVALS
(RWY 18)

STAR

ROUTING

CORAL
NORTH

From over CORAL, proceed via NHC R-240, via NHC 18.0 DME Arc clockwise to EISAR.

MIZET

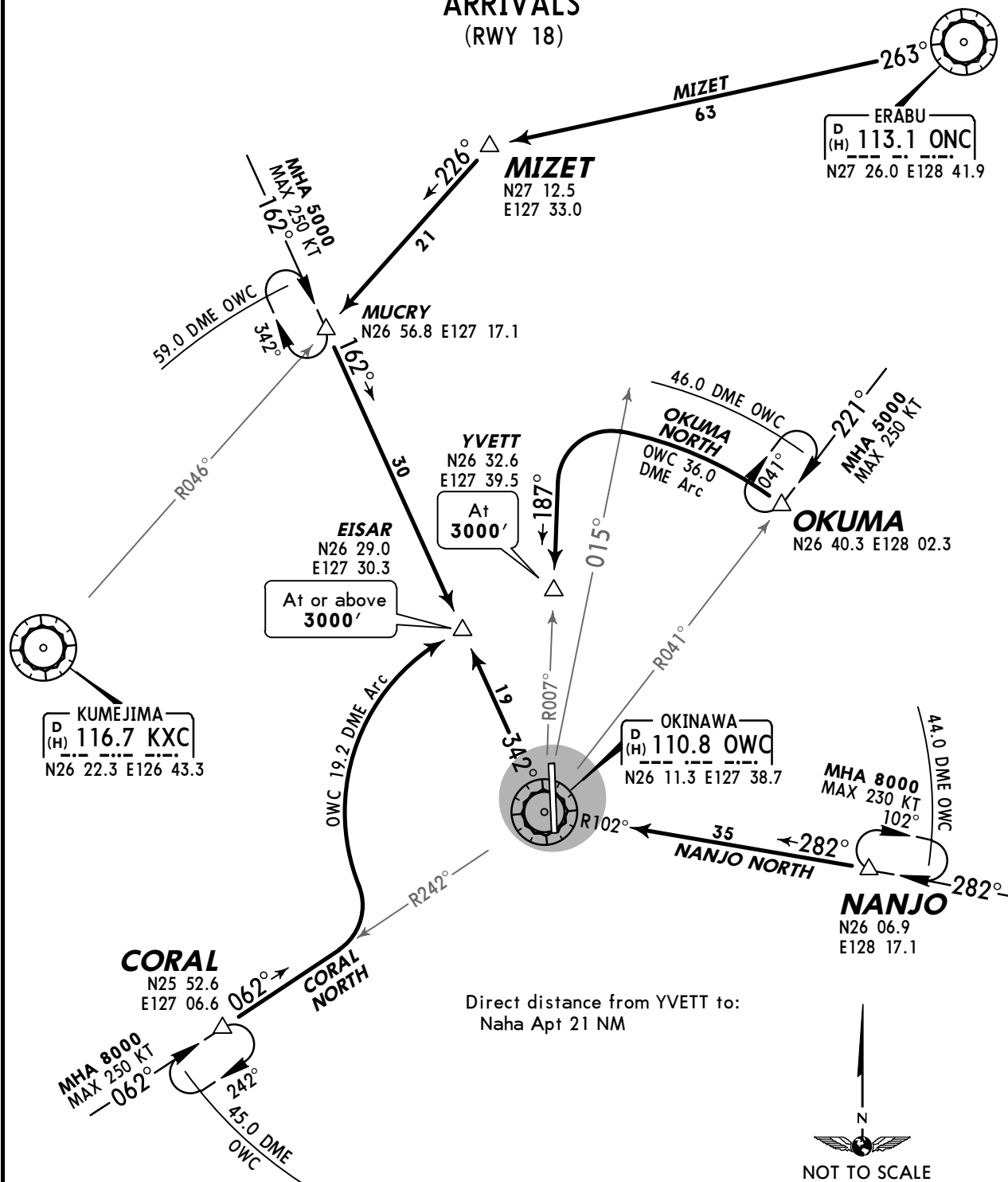
From over ONC, proceed via ONC R-263 to MIZET, via KXC R-046 to MUCRY, via NHC R-340 to EISAR.

NANJO
NORTH

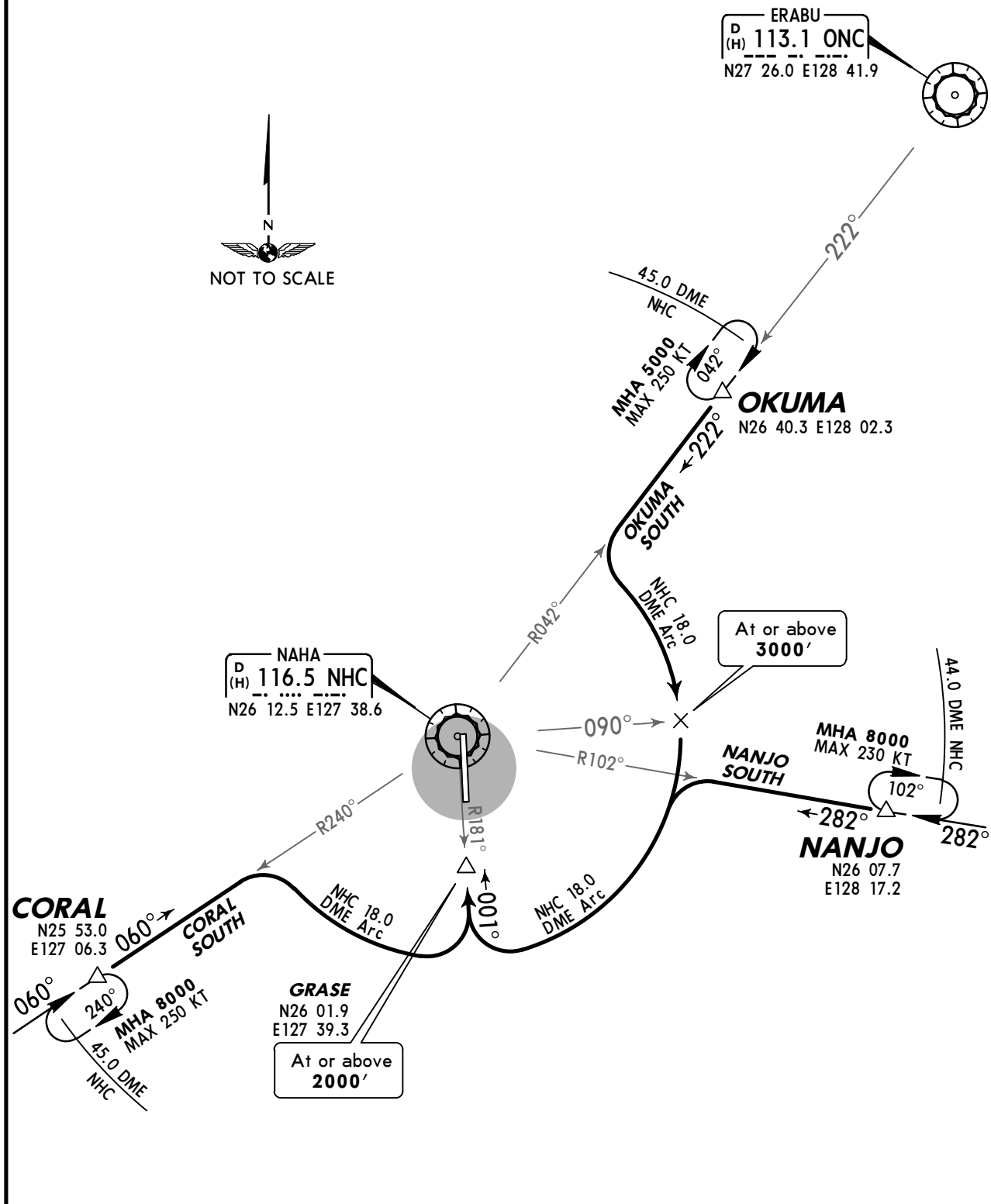
From over NANJO, proceed via NHC R-102 to NHC, via NHC R-340 to EISAR.

OKUMA
NORTH

From over OKUMA, proceed via NHC 35.0 DME Arc counterclockwise to intercept and proceed via NHC R-006 to YVETT.

FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015D-ATIS
127.8Apt Elev
11'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'CORAL NORTH [CORALN], MIZET [MIZET],
NANJO NORTH [NANJON], OKUMA NORTH [OKUMAN]
ARRIVALS
(RWY 18)

STAR	ROUTING
CORAL NORTH	From over CORAL, proceed via OWC R-242, via OWC 19.2 DME Arc clockwise to EISAR.
MIZET	From over ONC, proceed via ONC R-263 to MIZET, via KXC R-046 to MUCRY, via OWC R-342 to EISAR.
NANJO NORTH	From over NANJO, proceed via OWC R-102 to OWC, via OWC R-342 to EISAR.
OKUMA NORTH	From over OKUMA, proceed via OWC 36.0 DME Arc counterclockwise to intercept and proceed via OWC R-007 to YVETT.

D-ATIS
127.8Apt Elev
11'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'CORAL SOUTH [CORALS], NANJO SOUTH [NANJOS],
OKUMA SOUTH [OKUMAS] ARRIVALS
(RWY 36)

STAR

ROUTING

CORAL
SOUTH

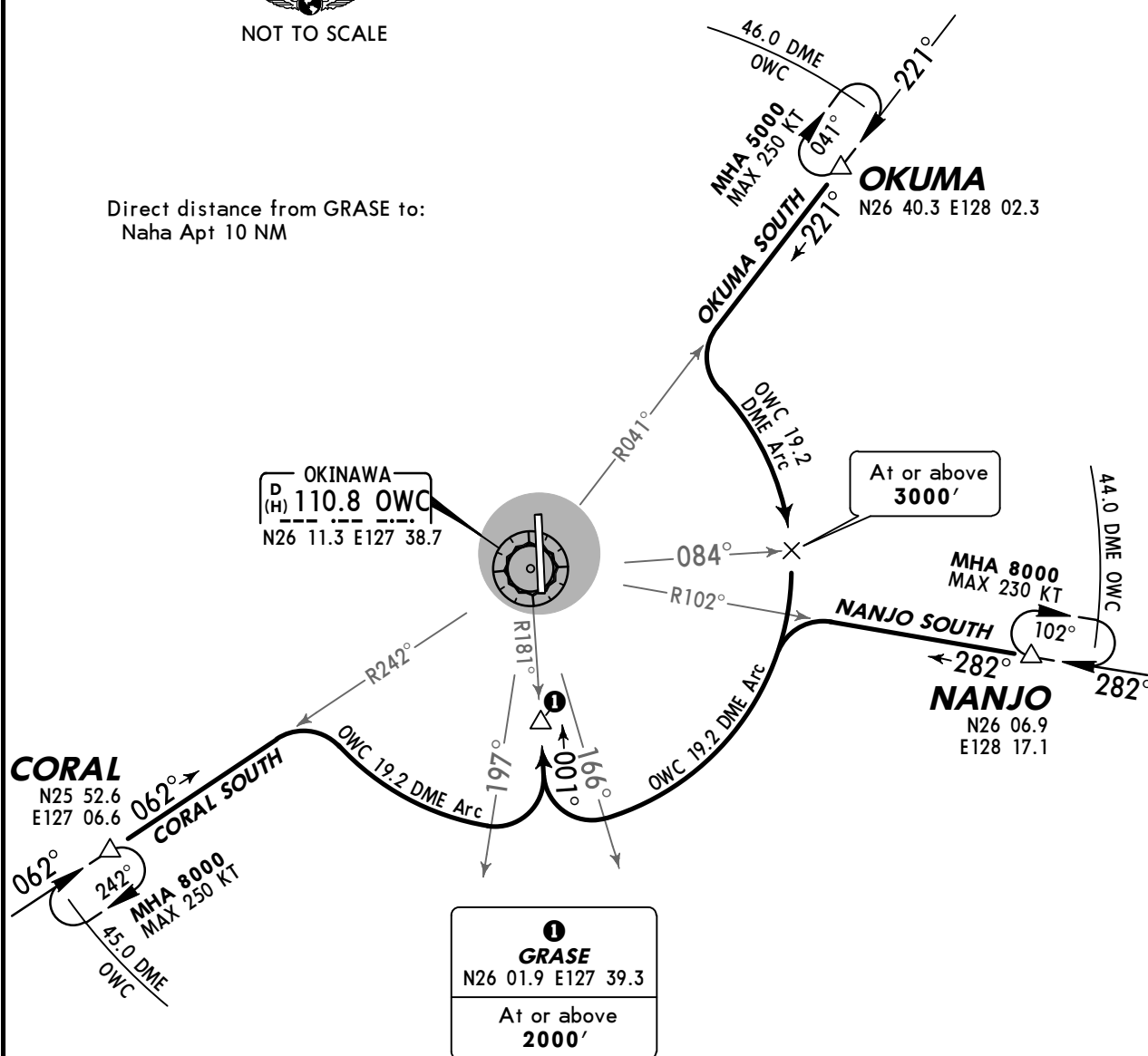
From over CORAL, proceed via NHC R-240, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-181 to GRASE.

NANJO
SOUTH

From over NANJO, proceed via NHC R-102, via NHC 18.0 DME Arc clockwise to intercept and proceed via NHC R-181 to GRASE.

OKUMA
SOUTH

From over OKUMA, proceed via NHC R-042, via NHC 18.0 DME Arc clockwise to intercept and proceed via NHC R-181 to GRASE.

FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015D-ATIS
127.8Apt Elev
11'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'CORAL SOUTH [CORALS], NANJO SOUTH [NANJOS],
OKUMA SOUTH [OKUMAS] ARRIVALS
(RWY 36)Direct distance from GRASE to:
Naha Apt 10 NM

STAR

ROUTING

CORAL
SOUTH

From over CORAL, proceed via OWC R-242, via OWC 19.2 DME Arc counterclockwise to intercept and proceed via OWC R-181 to GRASE.

NANJO
SOUTH

From over NANJO, proceed via OWC R-102, via OWC 19.2 DME Arc clockwise to intercept and proceed via OWC R-181 to GRASE.

OKUMA
SOUTH

From over OKUMA, proceed via OWC R-041, via OWC 19.2 DME Arc clockwise to intercept and proceed via OWC R-181 to GRASE.

1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.

For Procedure Text see 10-2C



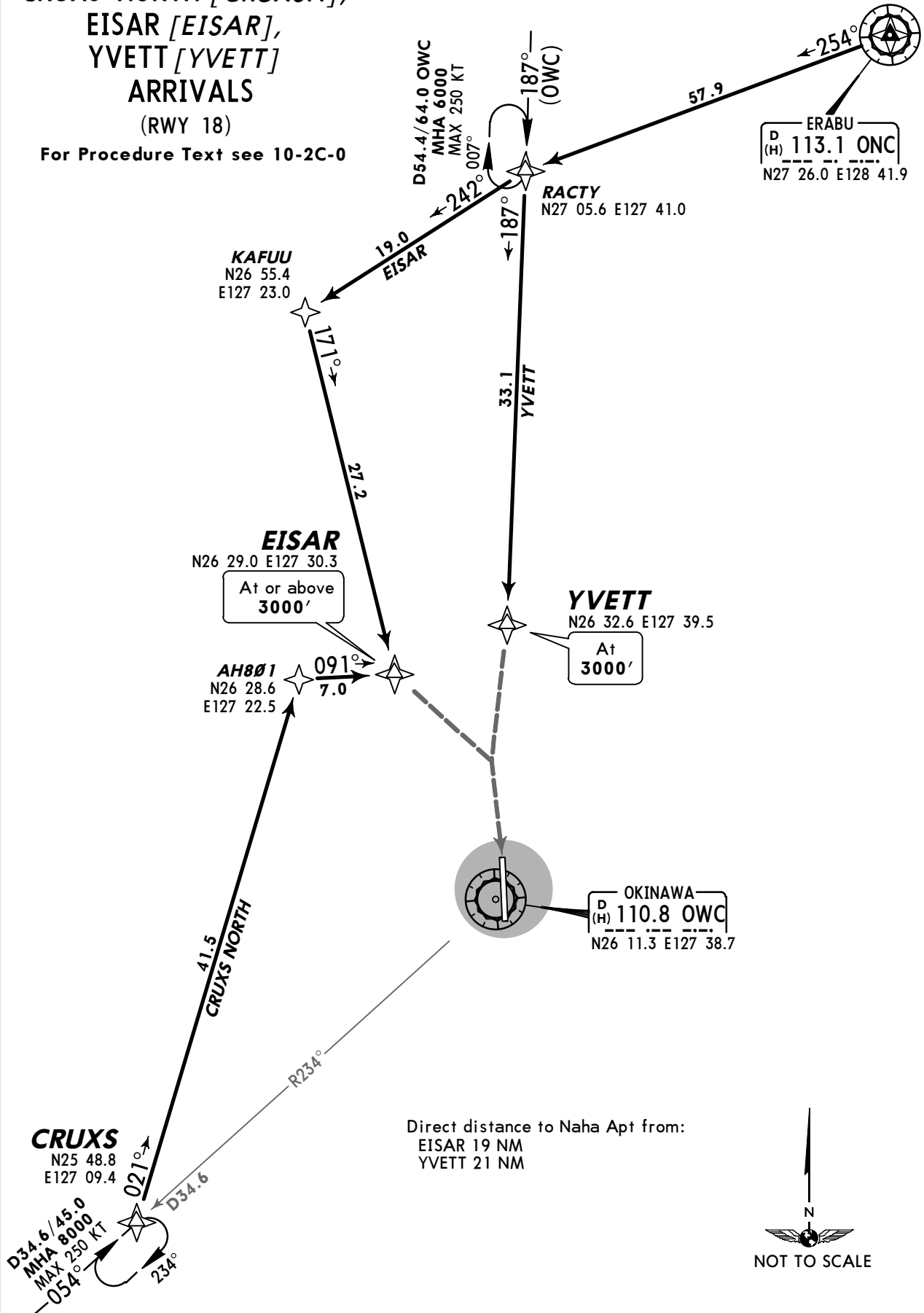
FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015

D-ATIS
127.8

Apt Elev
11'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.

**CRUXS NORTH [CRUXSN],
EISAR [EISAR],
YVETT [YVETT]
ARRIVALS**
(RWY 18)
For Procedure Text see 10-2C-0



CRUXS NORTH [CRUXSN], EISAR [EISAR], YVETT [YVETT] ARRIVALS

(RWY 18)

For Procedure Graphic see 10-2B
PROCEDURE TEXT

DME GAP		
CRUXS NORTH	CRUXS - 35 NM to AH801	
	25 NM to AH801 - EISAR	
EISAR	ONC - 54.9 NM to RACTY	
	10 NM to EISAR - EISAR	
YVETT	ONC - 54.9 NM to RACTY	
	13.0 NM to YVETT - YVETT	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
CRUXS NORTH		
DME	ROUTE SEGMENT	DME GAP
KXC	35 NM to AH801 - 25 NM to AH801	10.0 NM
EISAR		
DME	ROUTE SEGMENT	DME GAP
KXC	10 NM to KAFUU - KAFUU	10.0 NM
	KAFUU - 10 NM to EISAR	17.2 NM
ONC	54.9 NM to RACTY - 42.0 NM to RACTY	12.9 NM
YVETT		
DME	ROUTE SEGMENT	DME GAP
KXC	23.0 NM to YVETT - 13.0 NM to YVETT	10.0 NM
ONC	54.9 NM to RACTY - 42.0 NM to RACTY	12.9 NM

STAR	ROUTING
CRUXS NORTH	From CRUXS, to AH801, to EISAR.
EISAR	From ONC, to RACTY, to KAFUU, to EISAR.
YVETT	From ONC, to RACTY, to YVETT.

**CRUXS NORTH [CRUXSN], EISAR [EISAR],
YVETT [YVETT] ARRIVALS**
(RWY 18)**For Procedure Graphic see 10-2B-0
PROCEDURE TEXT**

DME GAP		
CRUXS NORTH	CRUXS - 35 NM to AH801	
	25 NM to AH801 - EISAR	
EISAR	ONC - 54.9 NM to RACTY	
	10 NM to EISAR - EISAR	
YVETT	ONC - 54.9 NM to RACTY	
	13.0 NM to YVETT - YVETT	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
CRUXS NORTH		
DME	ROUTE SEGMENT	DME GAP
KXC	35 NM to AH801 - 25 NM to AH801	10.0 NM
EISAR		
DME	ROUTE SEGMENT	DME GAP
KXC	10 NM to KAFUU - KAFUU	10.0 NM
	KAFUU - 10 NM to EISAR	17.2 NM
ONC	54.9 NM to RACTY - 42.0 NM to RACTY	12.9 NM
YVETT		
DME	ROUTE SEGMENT	DME GAP
KXC	23.0 NM to YVETT - 13.0 NM to YVETT	10.0 NM
ONC	54.9 NM to RACTY - 42.0 NM to RACTY	12.9 NM

STAR	ROUTING
CRUXS NORTH	From CRUXS, to AH801, to EISAR.
EISAR	From ONC, to RACTY, to KAFUU, to EISAR.
YVETT	From ONC, to RACTY, to YVETT.

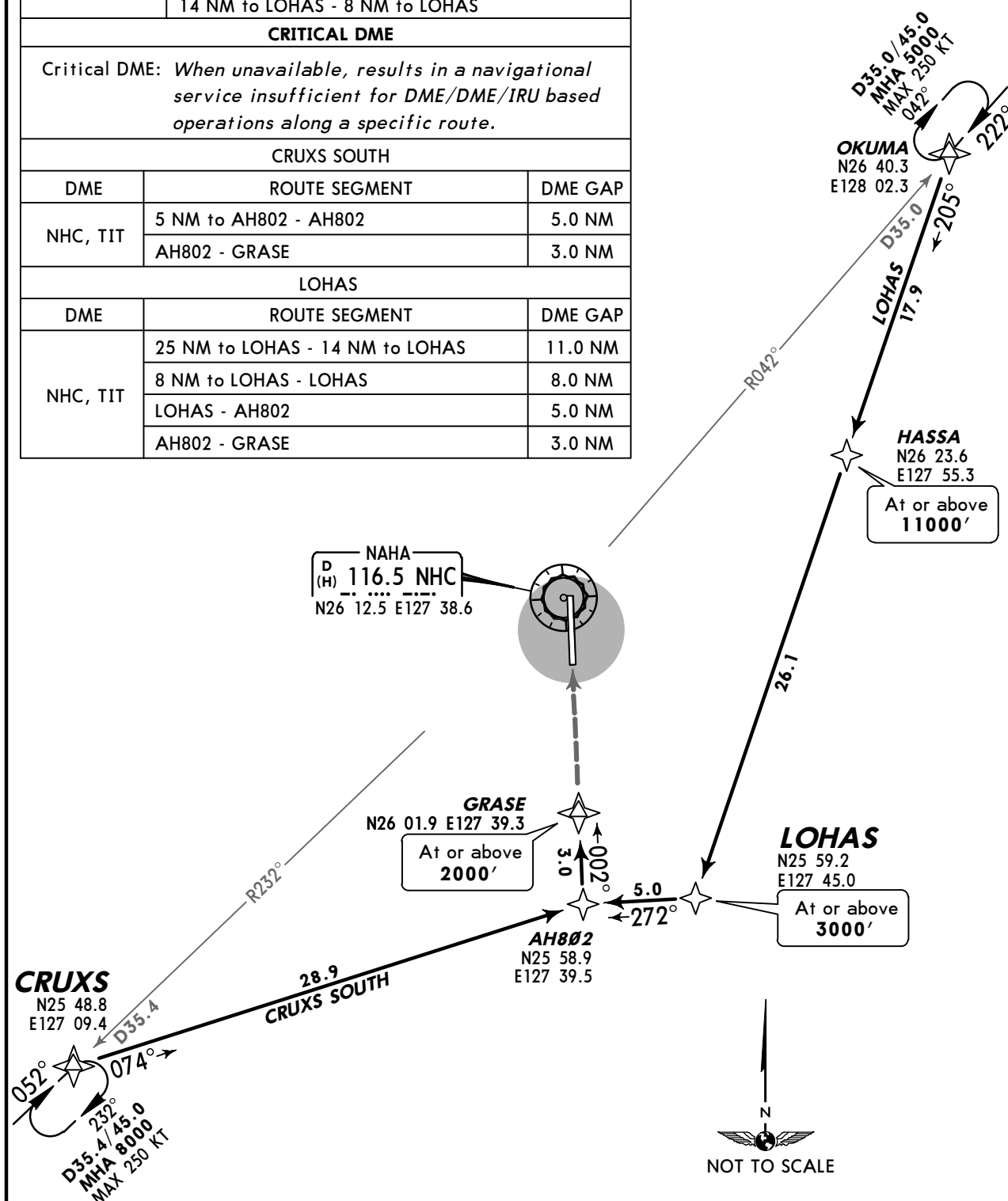
D-ATIS
127.8Apt Elev
11'

Alt Set: IN (hPa on req)

Trans level: FL140 Trans alt: 14000'

**1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.****CRUXS SOUTH [CRUXSS], LOHAS [LOHAS]
ARRIVALS
(RWY 36)**

DME GAP		
CRUXS SOUTH	CRUXS - 5 NM to AH802	
LOHAS	OKUMA - 25 NM to LOHAS	
	14 NM to LOHAS - 8 NM to LOHAS	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
CRUXS SOUTH		
DME	ROUTE SEGMENT	DME GAP
NHC, TIT	5 NM to AH802 - AH802	5.0 NM
	AH802 - GASE	3.0 NM
LOHAS		
DME	ROUTE SEGMENT	DME GAP
NHC, TIT	25 NM to LOHAS - 14 NM to LOHAS	11.0 NM
	8 NM to LOHAS - LOHAS	8.0 NM
	LOHAS - AH802	5.0 NM
	AH802 - GASE	3.0 NM



STAR

ROUTING

CRUXS SOUTH

From CRUXS, to AH802, to GASE.

LOHAS

From OKUMA, to HASSA, to LOHAS, to AH802, to GASE.

FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015

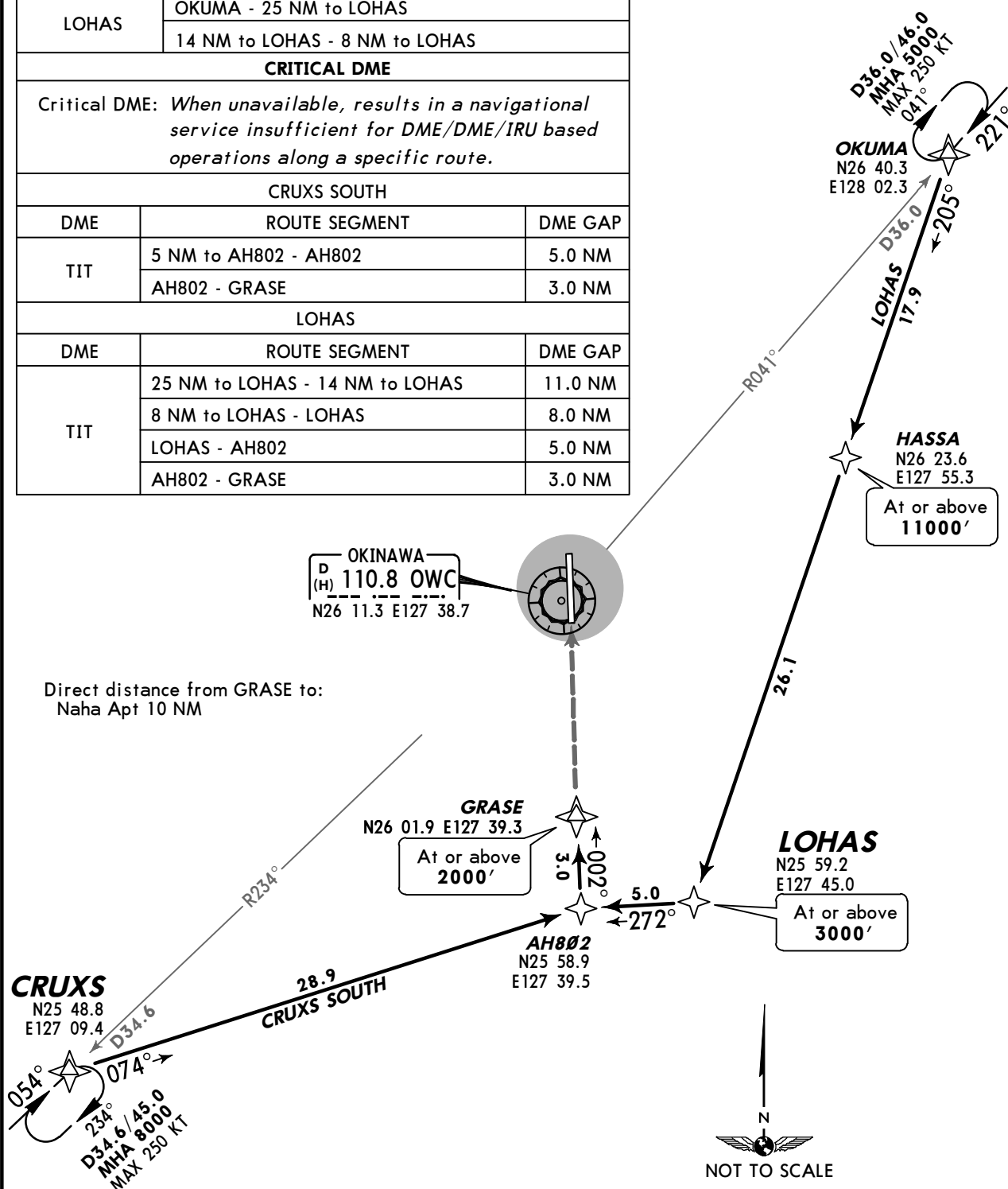
D-ATIS
127.8

Apt Elev
11'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.

CRUXS SOUTH [CRUXSS], LOHAS [LOHAS] ARRIVALS (RWY 36)

DME GAP		
CRUXS SOUTH	CRUXS - 5 NM to AH802	
LOHAS	OKUMA - 25 NM to LOHAS	
	14 NM to LOHAS - 8 NM to LOHAS	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
CRUXS SOUTH		
DME	ROUTE SEGMENT	DME GAP
TIT	5 NM to AH802 - AH802	5.0 NM
	AH802 - GRASE	3.0 NM
LOHAS		
DME	ROUTE SEGMENT	DME GAP
TIT	25 NM to LOHAS - 14 NM to LOHAS	11.0 NM
	8 NM to LOHAS - LOHAS	8.0 NM
	LOHAS - AH802	5.0 NM
	AH802 - GRASE	3.0 NM



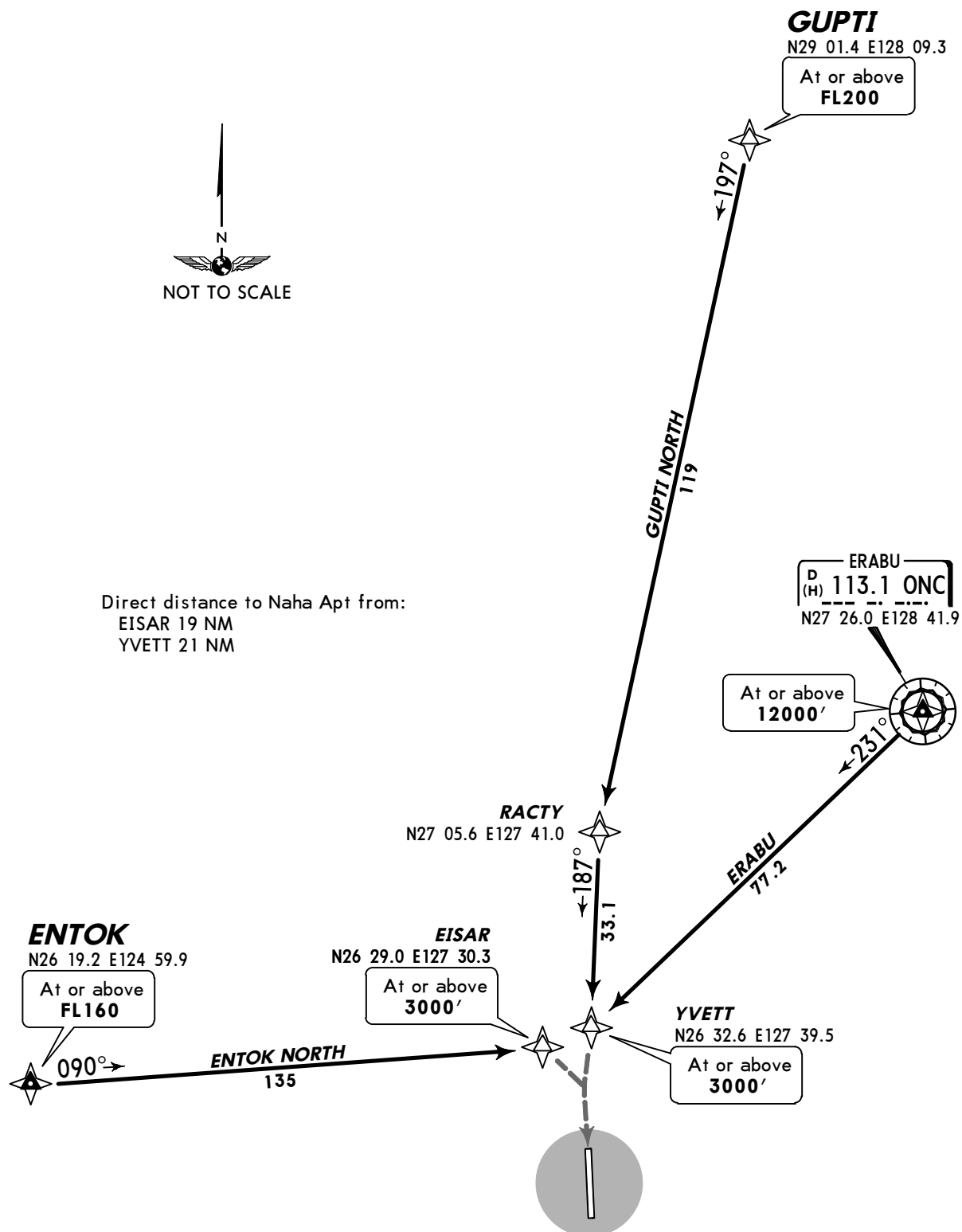
STAR	ROUTING
CRUXS SOUTH	From CRUXS, to AH802, to GRASE.
LOHAS	From OKUMA, to HASSA, to LOHAS, to AH802, to GRASE.

D-ATIS
127.8

Apt Elev
11'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. Basic RNP 1. 2. GNSS required.
3. CDO only.

ENTOK NORTH [ENTOKN], ERABU [ERABU],
GUPTI NORTH [GUPTIN] ARRIVALS
(RWY 18)



STAR	ROUTING
ENTOK NORTH	From ENTOK to EISAR.
ERABU	From ONC to YVETT.
GUPTI NORTH	From GUPTI to RACTY, to YVETT.

D-ATIS
127.8

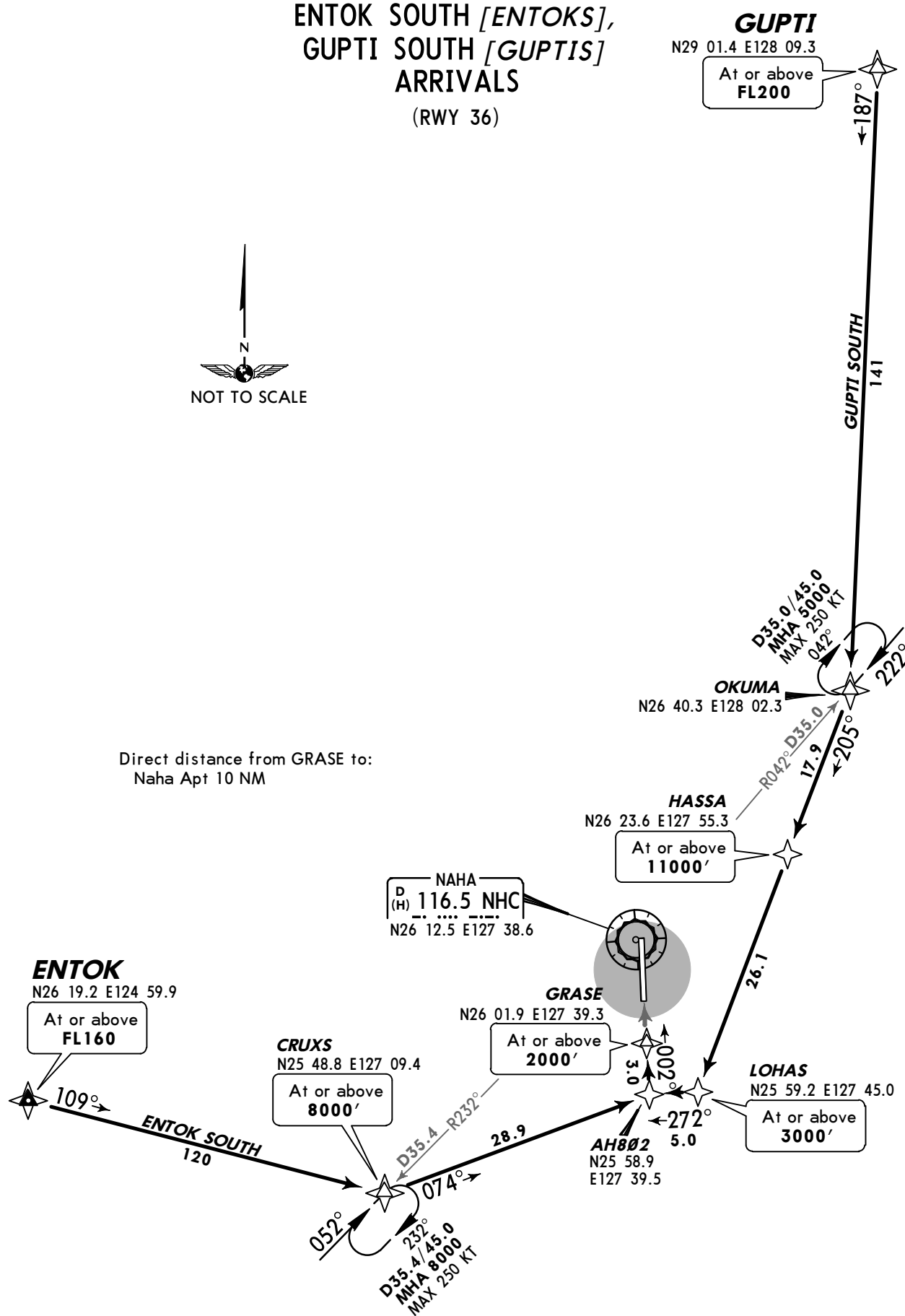
Apt Elev
11'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. Basic RNP 1. 2. GNSS required.
3. CDO only.

ENTOK SOUTH [ENTOKS],
GUPTI SOUTH [GUPTIS]
ARRIVALS
(RWY 36)



Direct distance from GRASE to:
Naha Apt 10 NM



STAR	ROUTING
ENTOK SOUTH	From ENTOK to CRUXS, to AH802, to GRASE.
GUPTI SOUTH	From GUPTI to OKUMA, to HASSA, to LOHAS, to AH802, to GRASE.

FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015

D-ATIS
127.8

Apt Elev
11'

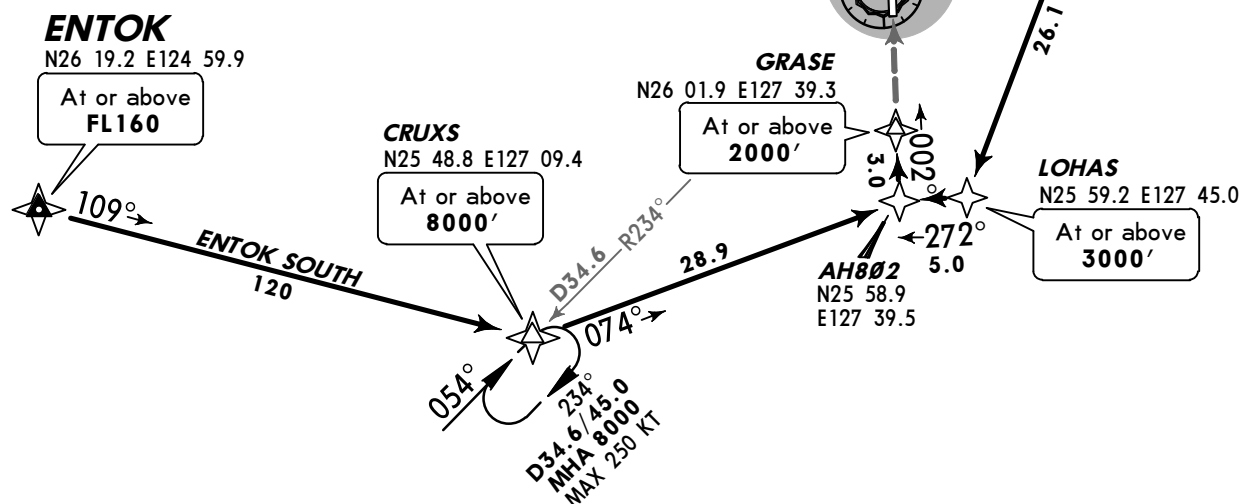
Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. Basic RNP 1. 2. GNSS required. 3. CDO only.

ENTOK SOUTH [ENTOKS],
GUPTI SOUTH [GUPTIS]
ARRIVALS
(RWY 36)



GUPTI
N29 01.4 E128 09.3
At or above
FL200

Direct distance from GRASE to:
Naha Apt 10 NM



STAR

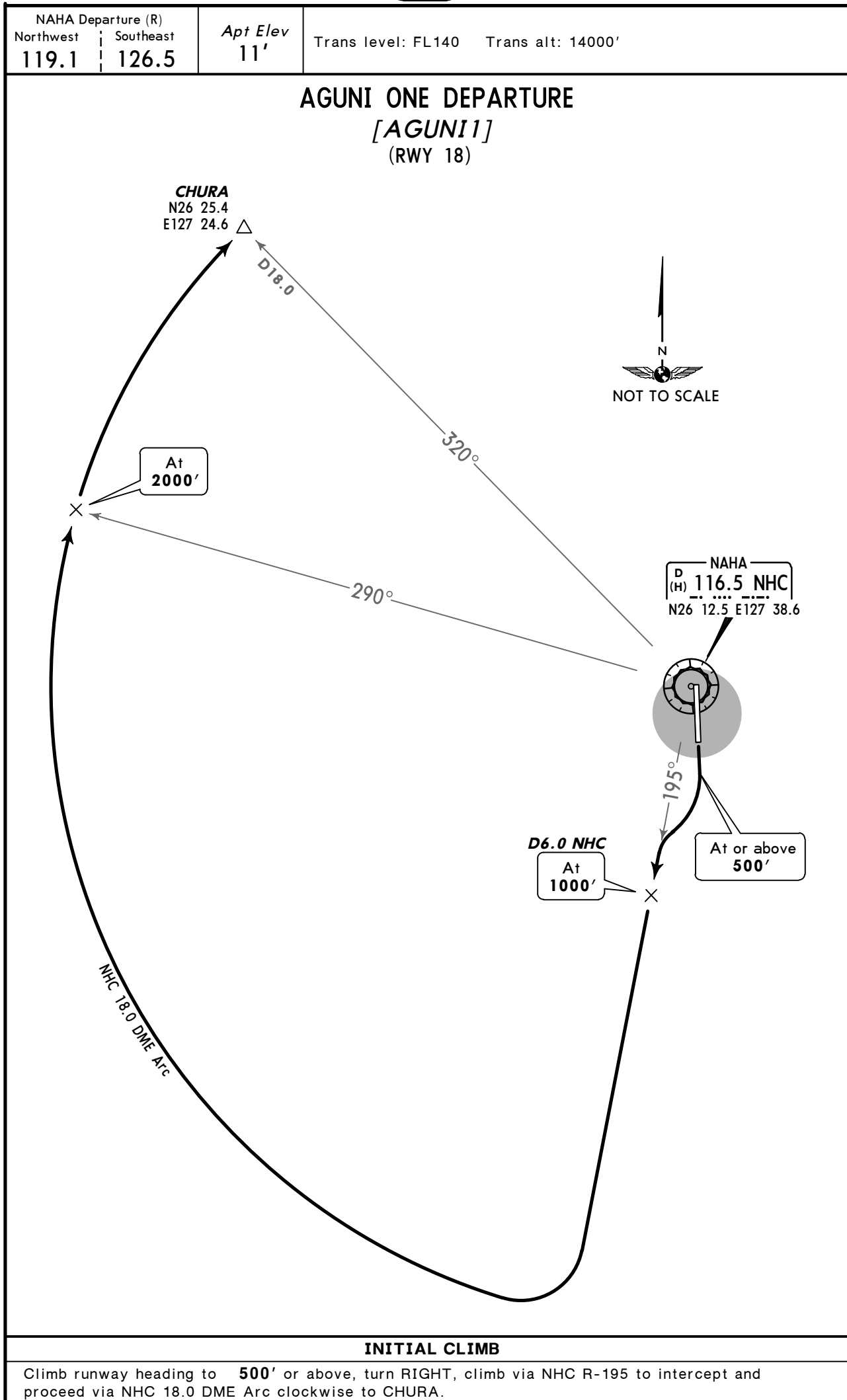
ROUTING

ENTOK SOUTH

From ENTOK to CRUXS, to AH802, to GRASE.

GUPTI SOUTH

From GUPTI to OKUMA, to HASSA, to LOHAS, to AH802, to GRASE.



NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000'
Northwest	Southeast		
119.1	126.5		

1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

CANOP ONE RNAV DEPARTURE

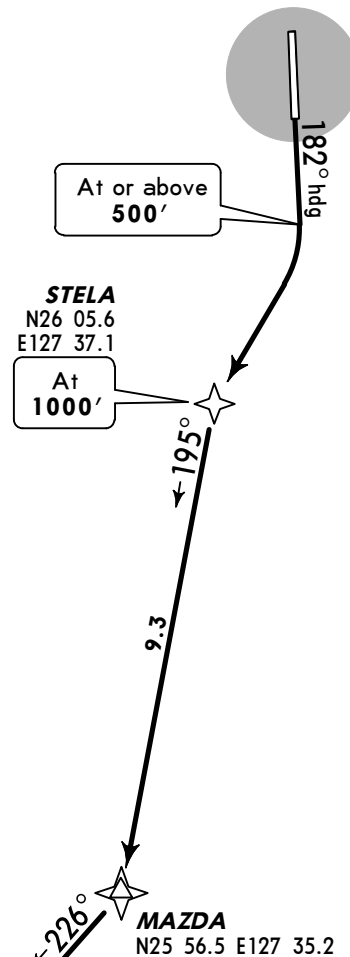
[CANOP1]

(RWY 18)

Direct distance from Naha Apt to:
STELA 6 NM

DME GAP		
RWY 18 DER - 6 NM to STELA		
34 NM to CANOP - CANOP		
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
DME	ROUTE SEGMENT	DME GAP
NHC, TIT	6 NM to STELA - STELA	6.0 NM
	STELA - MAZDA	9.3 NM
	MAZDA - 34 NM to CANOP	1.4 NM

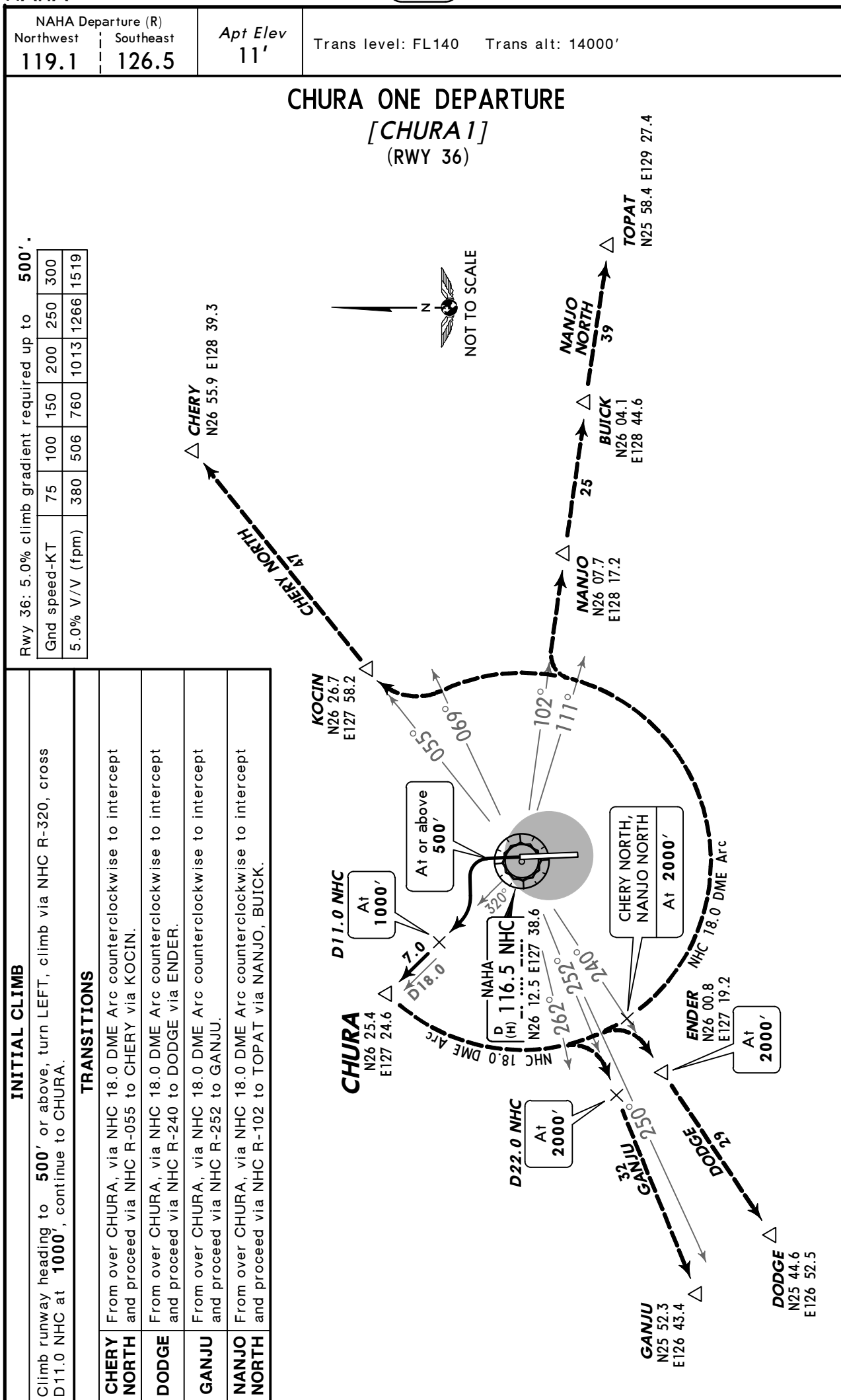
CANOP
N25 29.9
E127 09.3



NOT TO SCALE

INITIAL CLIMB

Climb on heading 182°, at or above 500' direct to STELA, to MAZDA, to CANOP.



FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015

NAHA Departure (R)
Northwest
119.1

Southeast
126.5

Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

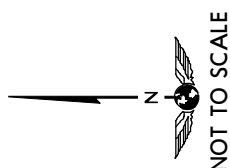
CHURA ONE DEPARTURE

[CHURA 1]

(RWY 36)

Rwy 36: 5.0% climb gradient required up to 500'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519



INITIAL CLIMB

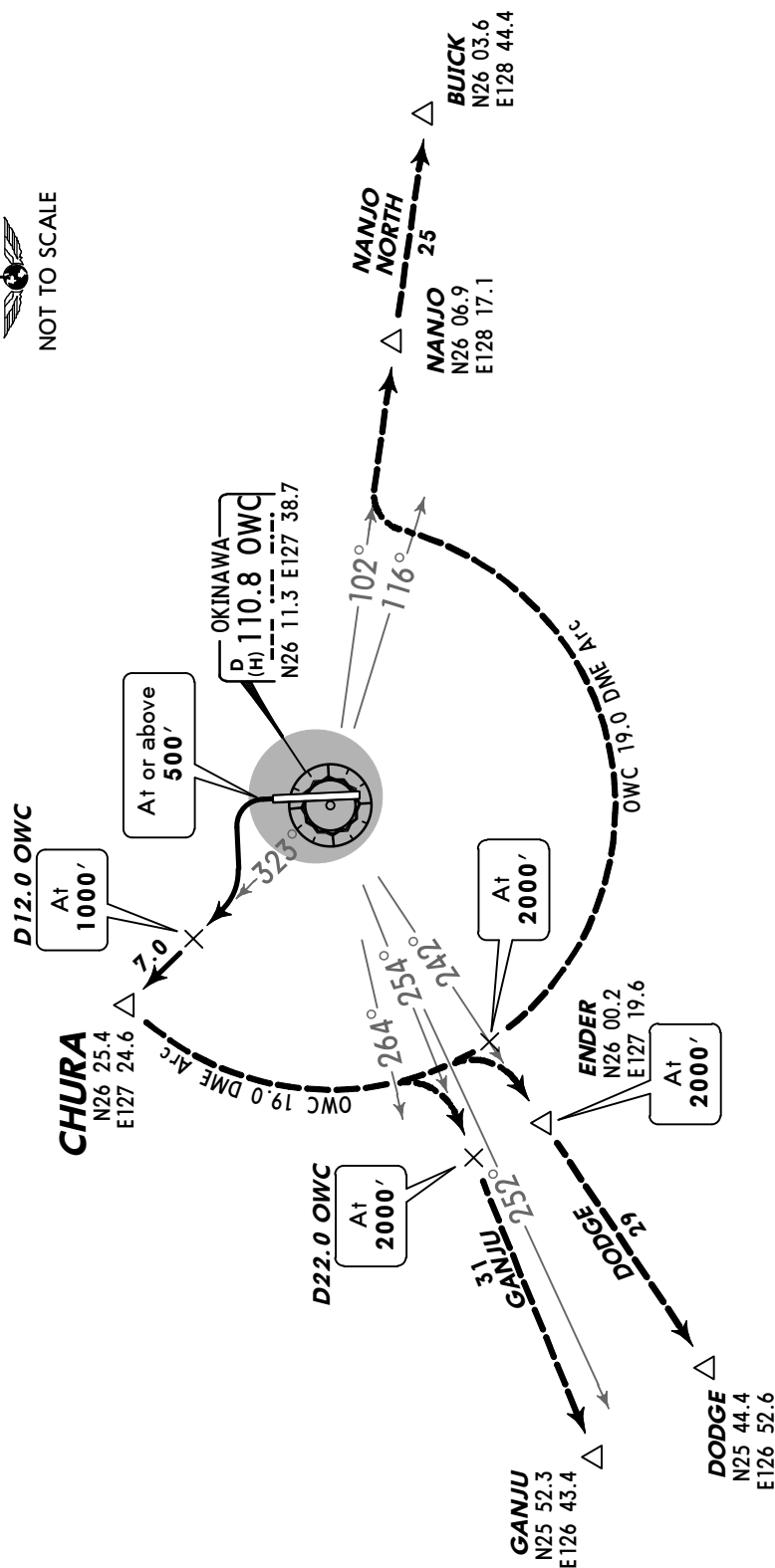
Climb runway heading to 500' or above, turn LEFT, climb via OWC R-323, cross D12.0 OWC at 1000', continue to CHURA.

TRANSITIONS

DODGE From over CHURA, via OWC 19.0 DME Arc counterclockwise to intercept and proceed via OWC R-242 to DODGE via ENDER.

GANJU From over CHURA, via OWC 19.0 DME Arc counterclockwise to intercept and proceed via OWC R-254 to GANJU.

NANJO NORTH From over CHURA, via OWC 19.0 DME Arc counterclockwise to intercept and proceed via OWC R-102 to BUICK via NANJO.



AMAMI
D
(H) 115.5 ALC

N28 26.6 E129 35.0

DONAN
N27 51.5 E129 16.3

TAMAK Δ
N27 31.9 E129 05.9 ,

BASHO
N27 04.0 E128 50.7

CHERY
N26 55.9 E128 39.3

ADDAN
N26 41.2 E128 18.5

KOCIN
N26 26.7 E127 58.2

$\begin{array}{c} \text{NAHA} \\ \text{D} \\ \text{(H)} \end{array} \begin{array}{c} 116.5 \\ \text{---} \end{array} \begin{array}{c} \text{NHC} \\ \text{---} \end{array}$
 N26 12.5 E127 38.6

055°

—102°—

NANJO
N26 07.7
E128 17.2

BUICK
N26 04.1
E128 44.6

**NANJO
SOUTH**

TOPAT
N25 58.4
E129 27.4

D12.0 NHC

At
2000'

CONEY
N25 54.5
E127 40.0

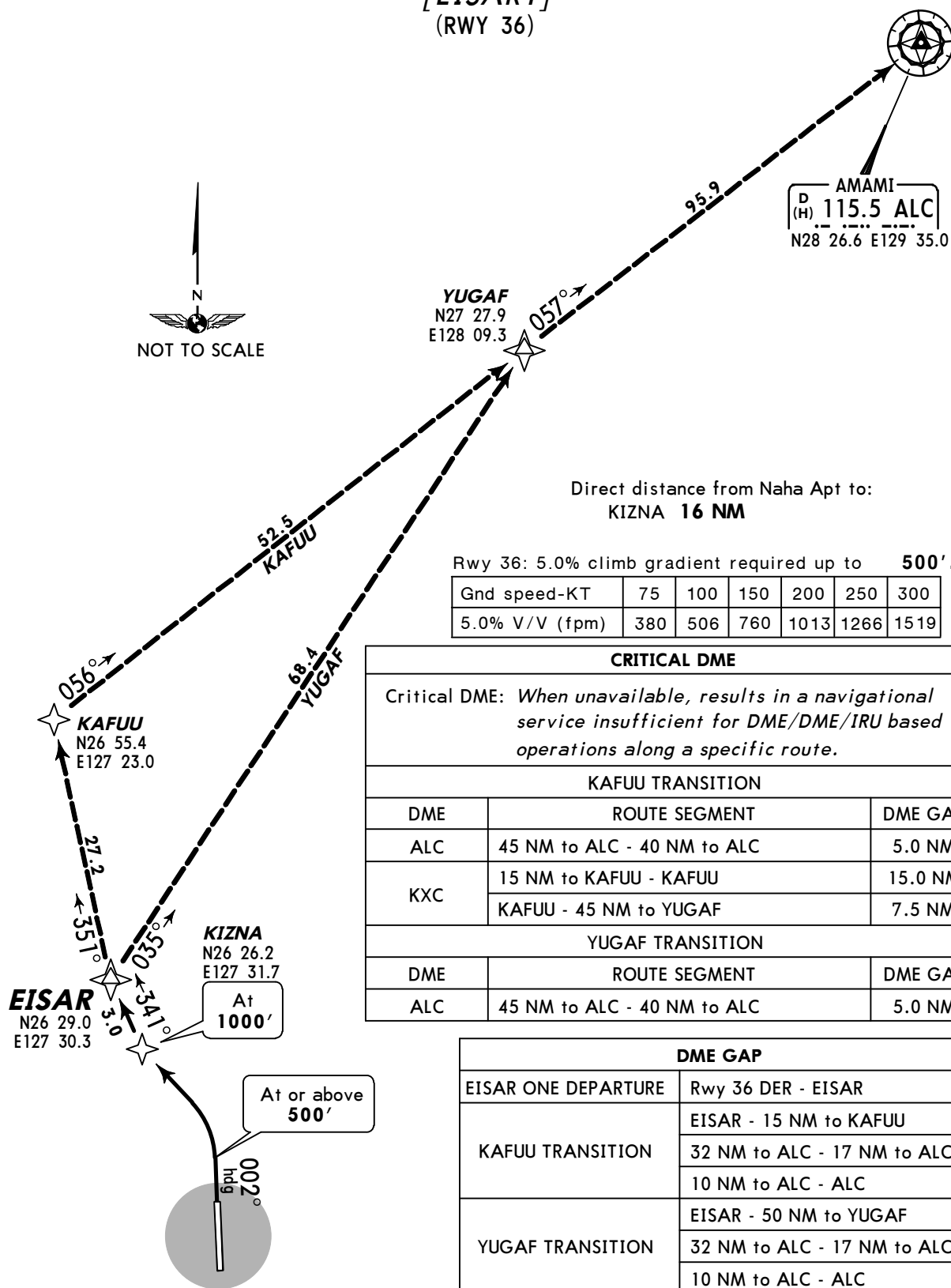
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NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000'
Northwest	Southeast		1. RNAV 1. 2. DME/DME/IRU or GNSS required.
119.1	126.5		3. RADAR service required.
			4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

EISAR ONE RNAV DEPARTURE

[EISAR1]

(RWY 36)

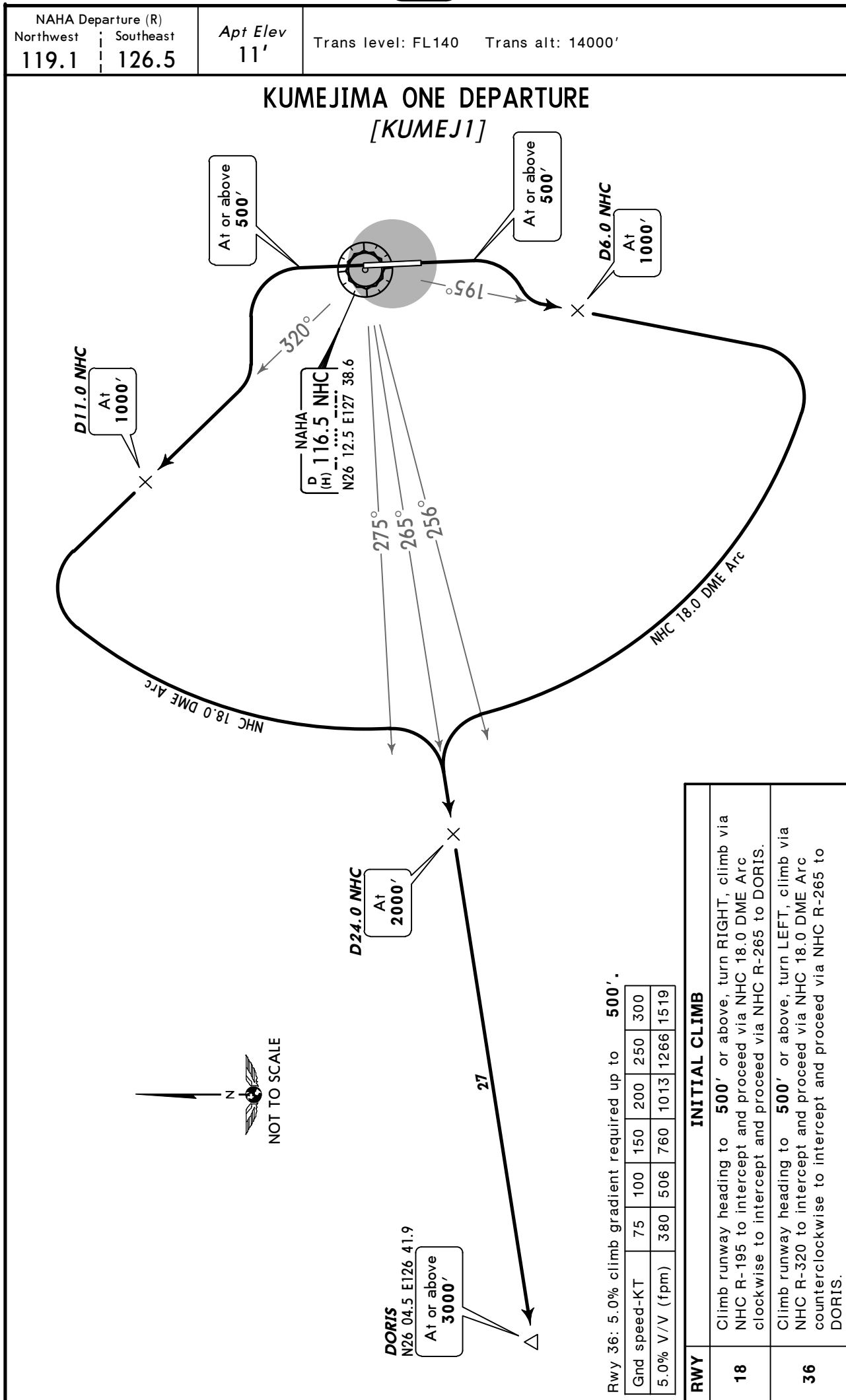


INITIAL CLIMB

Climb on heading 002°, at or above 500' turn LEFT direct to KIZNA, to EISAR.

TRANSITIONS

KAFUU	From EISAR, to KAFUU, to YUGAF, to ALC.
YUGAF	From EISAR, to YUGAF, to ALC.



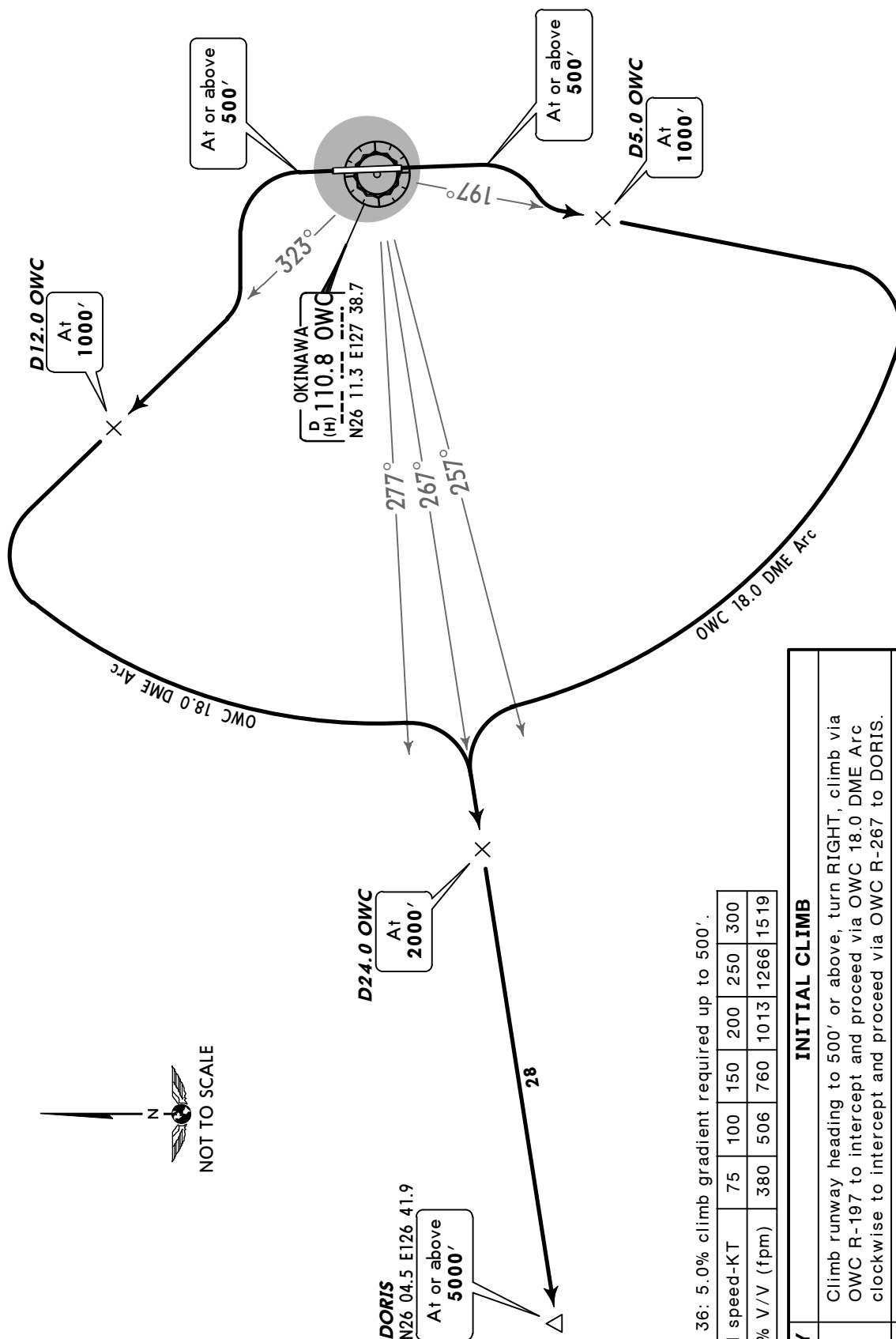
FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015

NAHA Departure (R)
Northwest | Southeast
119.1 | 126.5

Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

KUMEJIMA ONE DEPARTURE [KUMEJ1]



Rwy 36: 5.0% climb gradient required up to 500'.

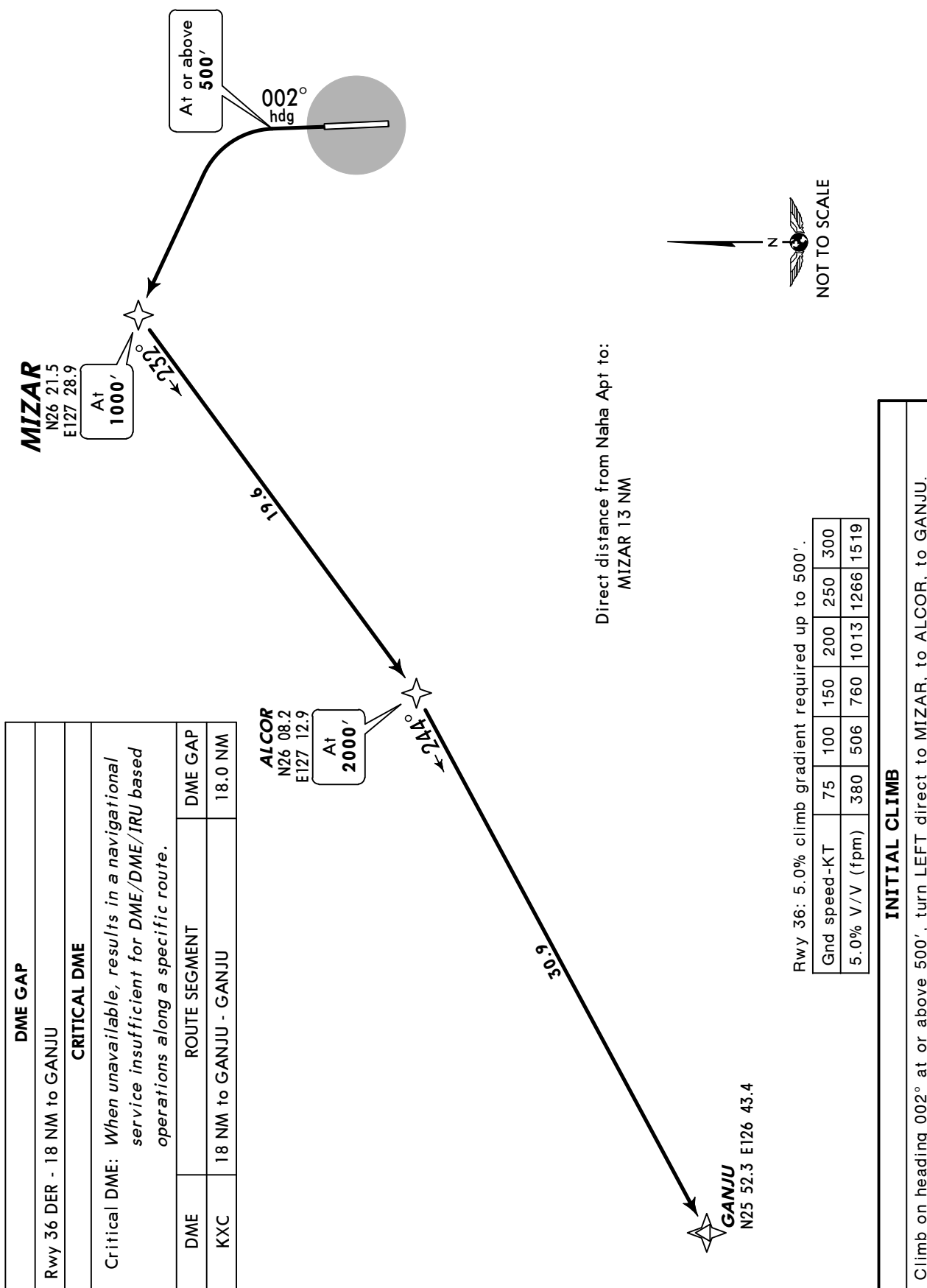
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

INITIAL CLIMB	
RWY	
18	Climb runway heading to 500' or above, turn RIGHT, climb via OWC R-197 to intercept and proceed via OWC 18.0 DME Arc clockwise to intercept and proceed via OWC R-267 to DORIS.
36	Climb runway heading to 500' or above, turn LEFT, climb via OWC R-323 to intercept and proceed via OWC 18.0 DME Arc counterclockwise to intercept and proceed via OWC R-267 to DORIS.

NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
Northwest	Southeast		
119.1	126.5		

MIZAR ONE RNAV DEPARTURE

[MIZAR1]
(RWY 36)

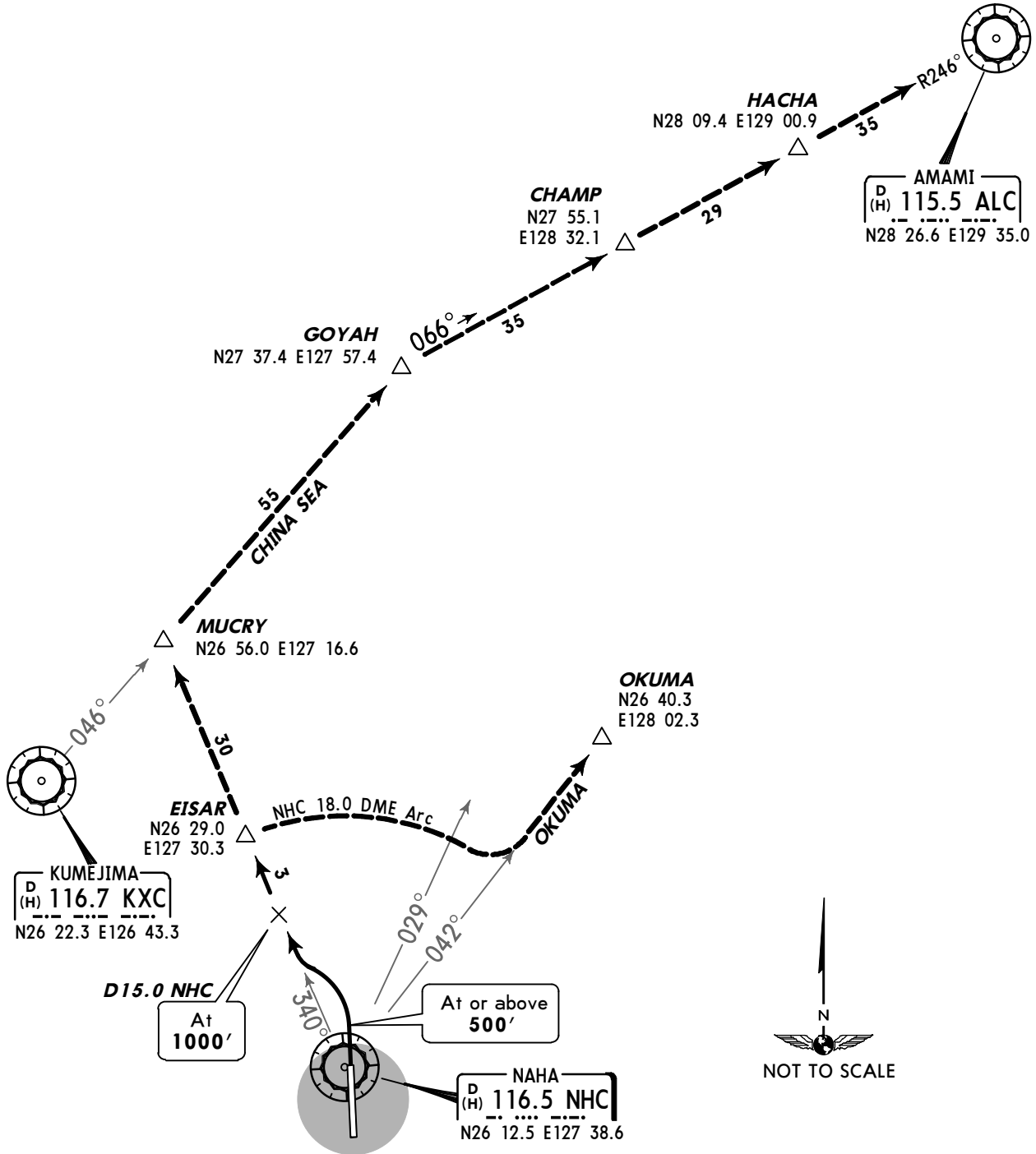


NAHA Departure (R)
Northwest | Southeast
119.1 | 126.5

Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

NAHA NORTH ONE DEPARTURE [NHC1NO] (RWY 36)



Rwy 36: 5.0% climb gradient required up to 500'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

INITIAL CLIMB

Climb runway heading to 500' or above, turn LEFT, climb via NHC R-340 to EISAR.

TRANSITIONS

CHINA SEA

From over EISAR, proceed via NHC R-340 to MUCRY, turn RIGHT to intercept and proceed via KXC R-046 to GOYAH, turn RIGHT to intercept and proceed via ALC R-246 to CHAMP, HACHA, or ALC.

OKUMA

From over EISAR, via NHC 18.0 DME Arc clockwise to intercept and proceed via NHC R-042 to OKUMA.

FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015

NAHA Departure (R)
Northwest | Southeast
119.1 | 126.5

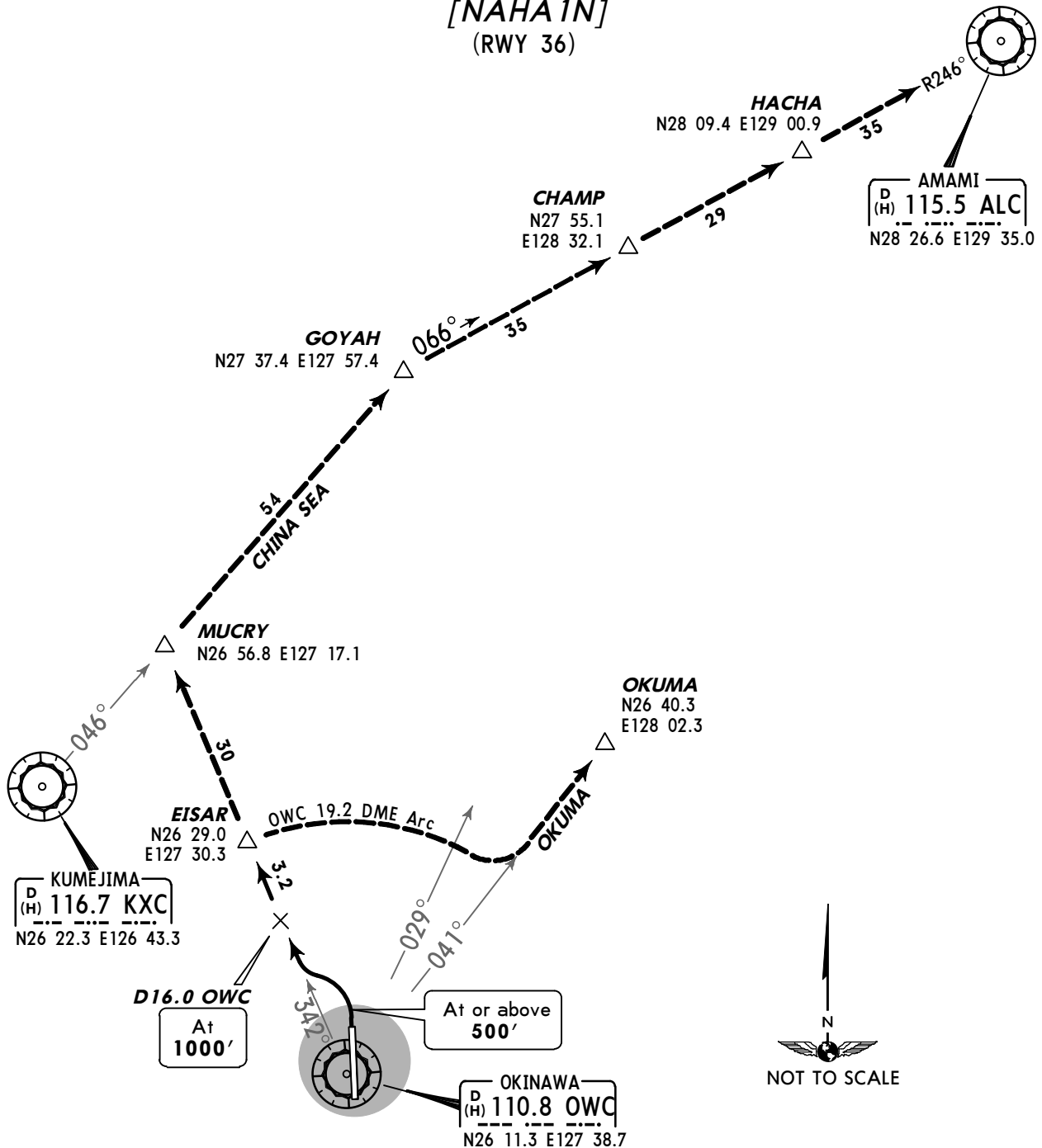
Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

NAHA NORTH ONE DEPARTURE

[NAHA 1N]

(RWY 36)



Rwy 36: 5.0% climb gradient required up to 500'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

INITIAL CLIMB

Climb runway heading to 500' or above, turn LEFT, climb via OWC R-342 to EISAR.

TRANSITIONS

CHINA SEA

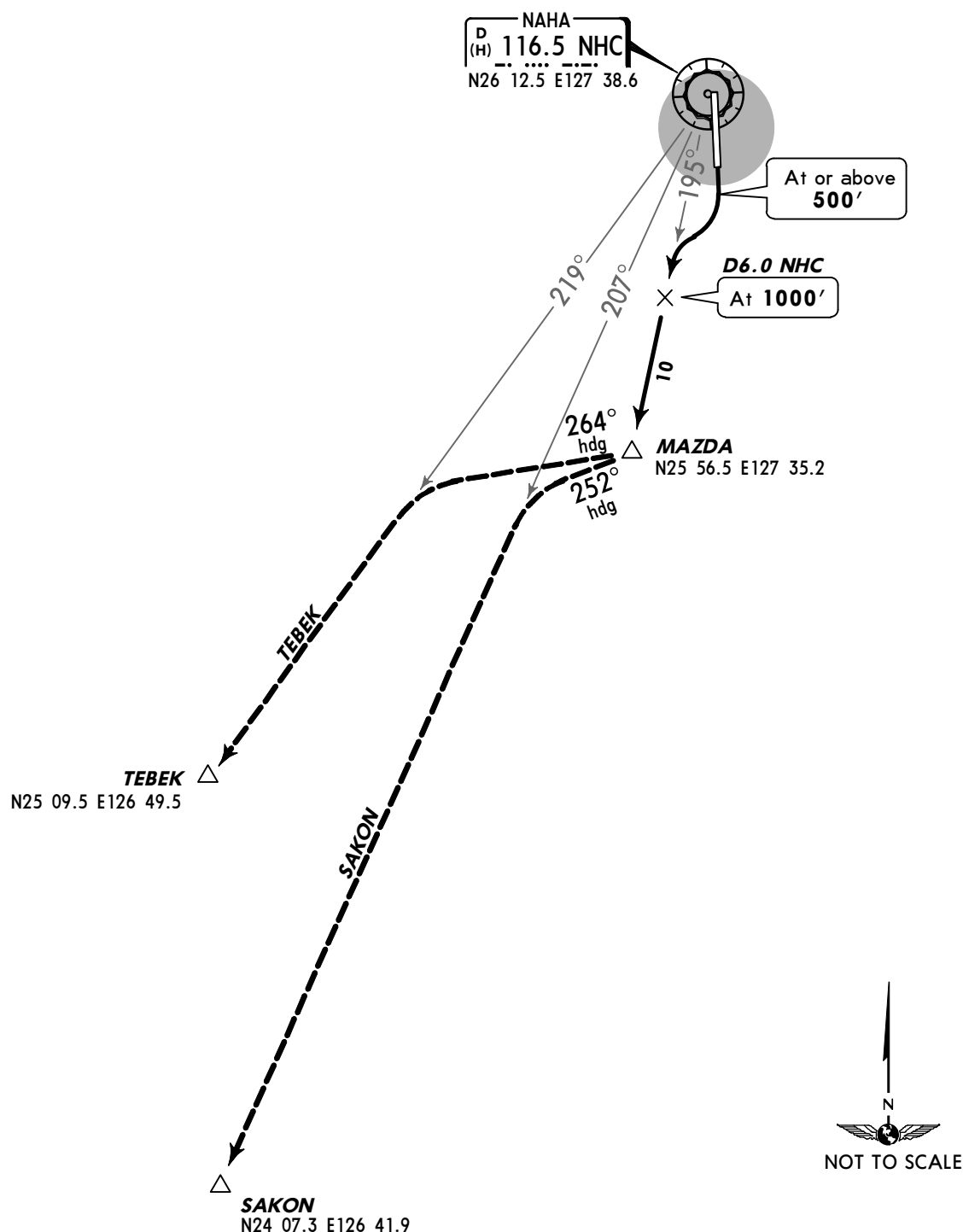
From over EISAR, proceed via OWC R-342 to MUCRY, turn RIGHT to intercept and proceed via KXC R-046 to GOYAH, turn RIGHT to intercept and proceed via ALC R-246 to CHAMP, HACHA, or ALC.

OKUMA

From over EISAR, via OWC 19.2 DME Arc clockwise to intercept and proceed via OWC R-041 to OKUMA.

NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000'
Northwest 119.1	Southeast 126.5		

NAHA SOUTHWEST ONE DEPARTURE [NHC1SW] (RWY 18)



INITIAL CLIMB

Climb runway heading to 500' or above, turn RIGHT, climb via NHC R-195 to MAZDA.

TRANSITIONS

SAKON	From over MAZDA, via heading 252° to intercept and proceed via NHC R-207 to SAKON.
TEBEK	From over MAZDA, via heading 264° to intercept and proceed via NHC R-219 to TEBEK.

FOR USE DURING THE OUTAGE OF NHC VORTAC
FROM 1500 UTC 12 NOV 2014 TO 1500 UTC 4 MAR 2015

NAHA Departure (R)	
Northwest	Southeast
119.1	126.5

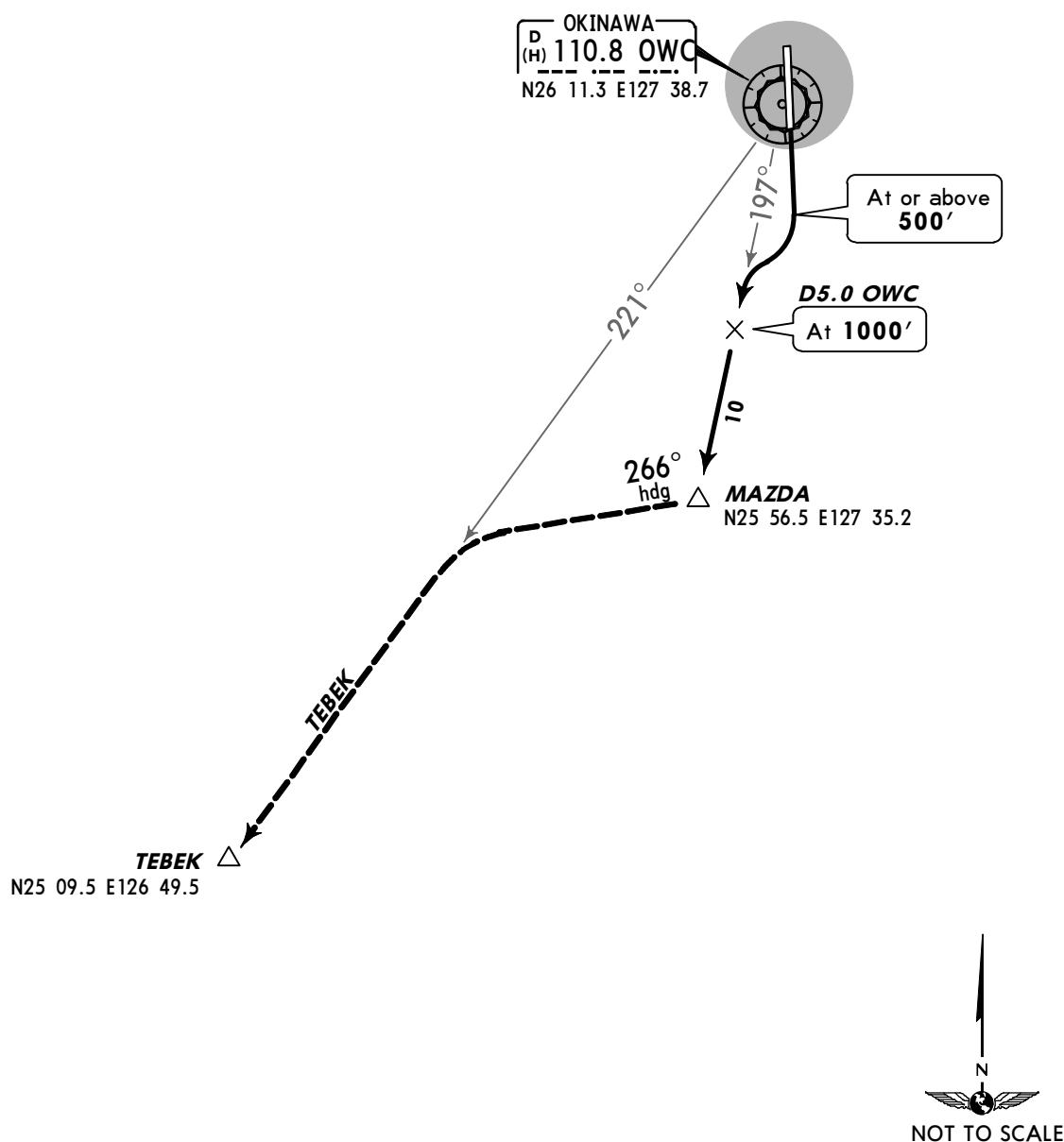
Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

NAHA SOUTHWEST ONE DEPARTURE

[NAH1SW]

(RWY 18)



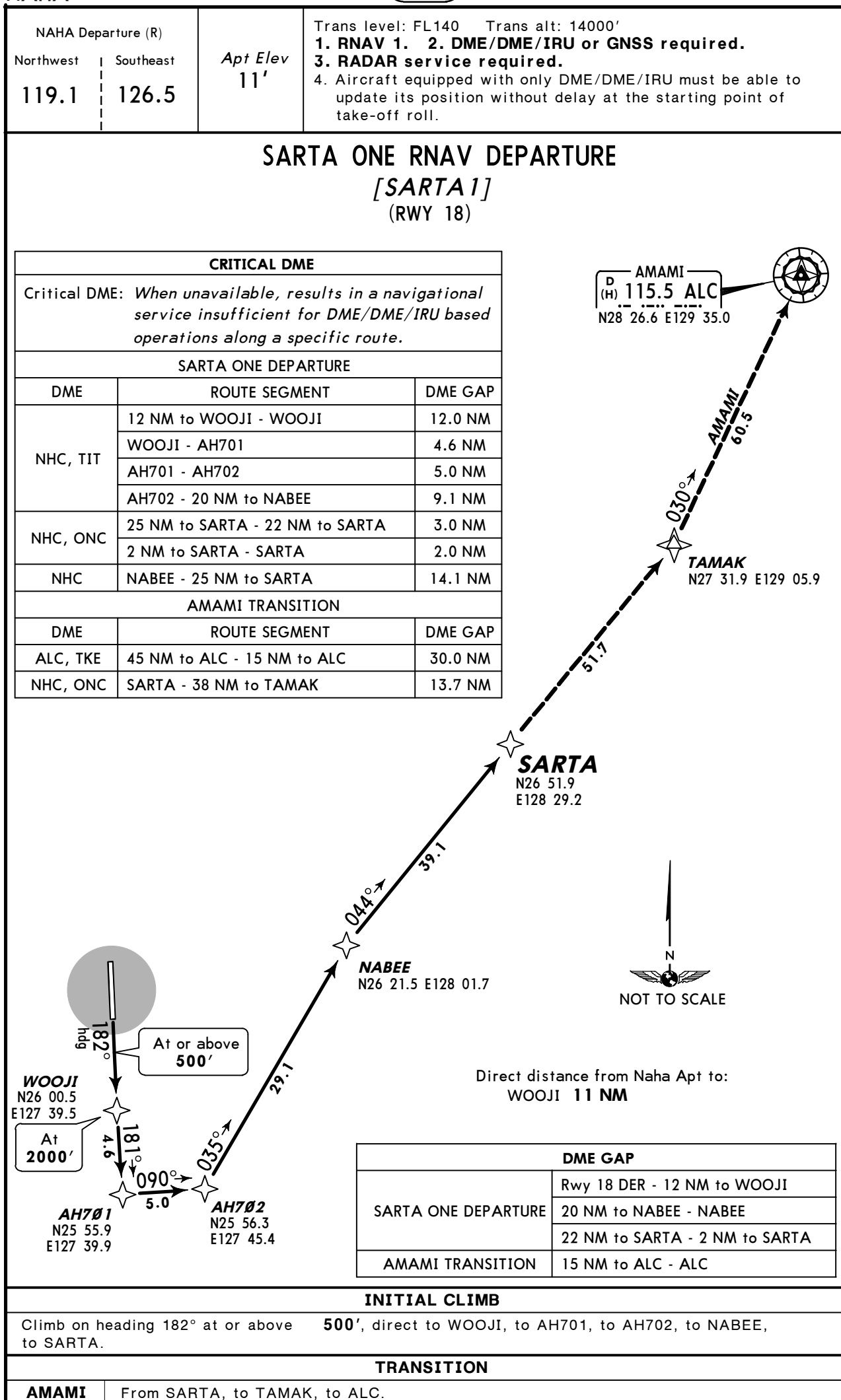
INITIAL CLIMB

Climb runway heading to 500' or above, turn RIGHT, climb via OWC R-197 to MAZDA.

TRANSITIONS

TEBEK

From over MAZDA, via heading 266° to intercept and proceed via OWC R-221 to TEBEK.



OPERATIONAL RESTRICTIONS AT NAHA AIRPORT

Operational restrictions at Naha Airport will be placed as follows due to construction:

The exact date/time and change of planning period will be notified by further NOTAM ROAH.

Item	Operational Restrictions		Planning Period (UTC)			Figure NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time Zone		
TAXIWAY							
A	Twy A4, E4, E5	Closed	Early SEP 14	Late MAR 15	1400-2130 daily		
B	Twy A3, A5	Partly closed	Early SEP 14	Late MAR 15	1400-2130 daily		
1	Twy Centerline Lights for Twy A4	Unserviceable	Early SEP 14	Late MAR 15	H24	1	
2	Twy Centerline Lights for Twy A3, A5, E4, E5	Partly Unserviceable	Early SEP 14	Late MAR 15	H24	1	
APRON							
A	Spot 46	Closed	————	Late MAR 15	H24		

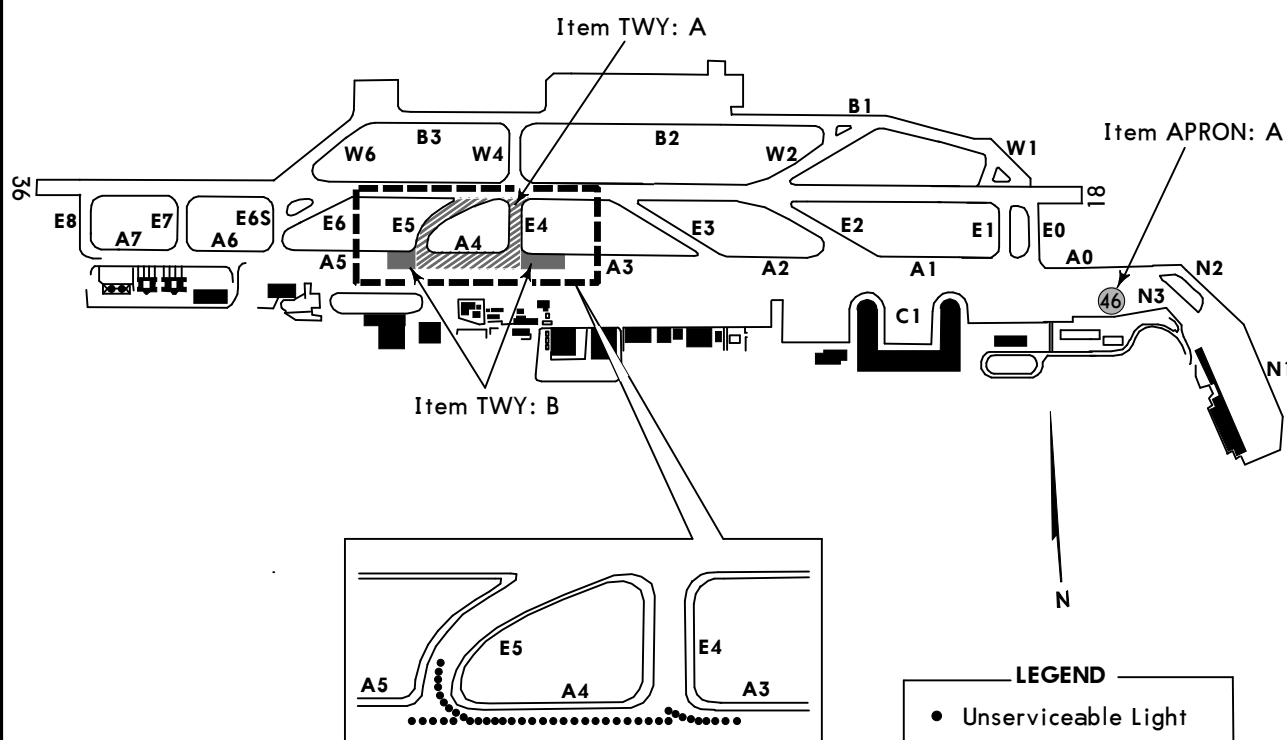
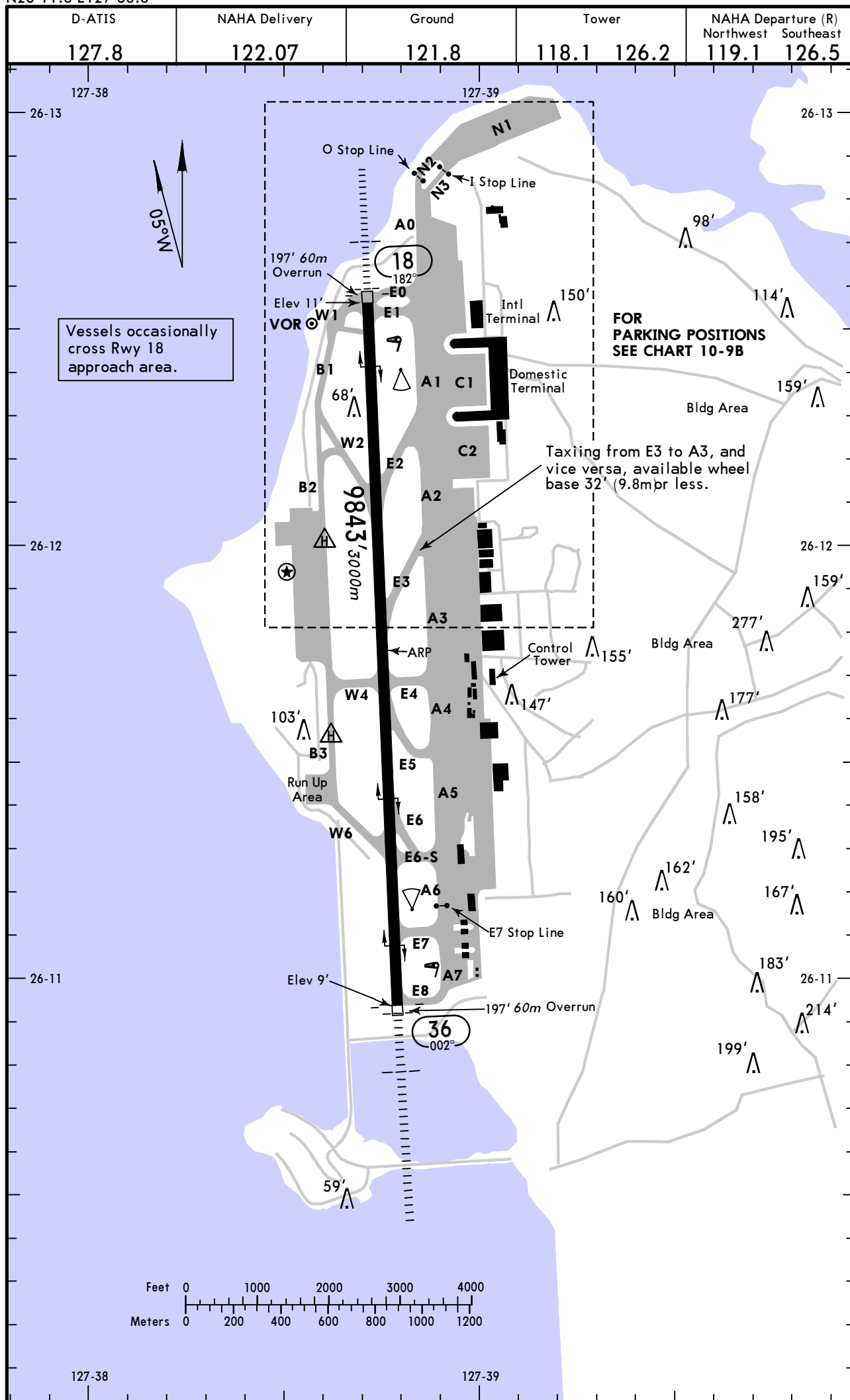


Figure 1

ROAH/OKA
Apt Elev 11'
N26 11.8 E127 38.8

JEPPesen
20 DEC 13 (10-9)

NAHA, JAPAN
NAHA



CHANGES: E7 Stop added.

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GENERAL

Prior permission required.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						— LANDING	BEYOND —		
						Threshold	Glide Slope		
18	HIRL CL	HIALS	PAPI-L (angle 3.00°)	grooved	RVR				148'
36	HIRL CL	ALSF-I	TDZ ① PAPI-L	grooved	RVR		8767' 2672m		45m

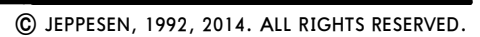
① Angle 3.00°.

TAKE-OFF**All Rwys**

	Multi Engine Aircrafts			Single Eng. Acft
	With Take-off Alternate Airport Filed		Without Take-off Altn Apt. Filed	
	① HIRL & CL	① HIRL or CL or RCLM	NIL (DAY ONLY)	
A				
B	400m	400m	VIS 500m	Available Landing Minimums
C				
D				

SIDs are designed in accordance with Standards for Flight Procedure Design.

① HIRL and Runway Threshold Lights (which indicates DER) required for night operations.



PARKING SPOT COORDINATES			
SPOT No.	COORDINATES	SPOT No.	COORDINATES
1 thru 6	N26 12.0 E127 38.6		
11, 12, 12M	N26 12.2 E127 39.0		
13, 13M, 14	N26 12.2 E127 38.9		
15	N26 12.1 E127 38.9		
16	N26 12.2 E127 38.9		
21, 22	N26 12.3 E127 39.0		
23 thru 25	N26 12.3 E127 38.9		
26, 27	N26 12.3 E127 39.0		
31, 32	N26 12.4 E127 39.0		
33	N26 12.4 E127 38.9		
34, 35, 36R	N26 12.5 E127 38.9		
36, 36L	N26 12.5 E127 39.0		
41	N26 12.6 E127 38.9		
42L, 43, 43R	N26 12.6 E127 39.0		
43L, 44, 45R, 45, 45L	N26 12.7 E127 39.0		
46, 51, 51L, 51R, 52	N26 12.8 E127 39.0		
57D	N26 12.9 E127 39.0		
61, 62	N26 12.9 E127 39.0		
63, 63E, 64	N26 13.0 E127 39.1		
65	N26 13.0 E127 39.1		
65E, 66	N26 13.0 E127 39.2		
100 thru 102	N26 11.8 E127 38.5		
103	N26 11.9 E127 38.5		
104	N26 11.9 E127 38.6		
105, 106	N26 11.9 E127 38.5		
107, H	N26 12.0 E127 38.5		
T1, T2	N26 12.0 E127 38.5		
L1 thru L4	N26 12.0 E127 38.6		
L5 thru L14	N26 12.1 E127 38.6		

OPERATIONAL TRIAL OF RUNWAY STATUS LIGHTS (RWSL) AT NAHA AIRPORT (ROAH)

(See 10-9E for Diagram)

From 1500 UTC 12 NOV 2014, operational trial of Runway Status Lights (RWSL) will be conducted at Naha Airport as follows:

1. Objectives

-The objectives are to evaluate ON/OFF timing and the optimum luminous intensity of RWSL.

2. Aircraft Subject to the Trial

-Aircraft which depart from RWY 18 and aircraft which cross RWY 18/36.

3. Type and Location of Lights

-Runway Entrance Lights (REL) are installed at Naha Airport.

-REL are installed on the TWYs as below:

TWYs E0, E1

-See 10-9E for Diagram

4. Actions that Pilots Shall Take

-Pilots shall pay attention that RWSL indicates status only, never ATC clearance and instructions (hereinafter "ATC clearance etc"), and comply with the following:

- a. While REL are lighting up, aircraft shall not enter the runway.
- b. Aircraft shall not enter the runway without ATC clearance etc. even if REL have been extinguished.
- c. If the REL remain illuminated despite the ATC clearance etc. before the Runway Holding Position marking, aircraft shall not enter the runway and pilots shall inform ATC accordingly by the following phraseology for further clearance etc.
-"Verify, REL is illuminated."
- d. If a pilot observes the red lights of the REL after crossing the Runway Holding Position marking, the pilot shall stop the aircraft immediately and inform ATC accordingly by the following phraseology for further clearance etc.
-"Stop with red lights."

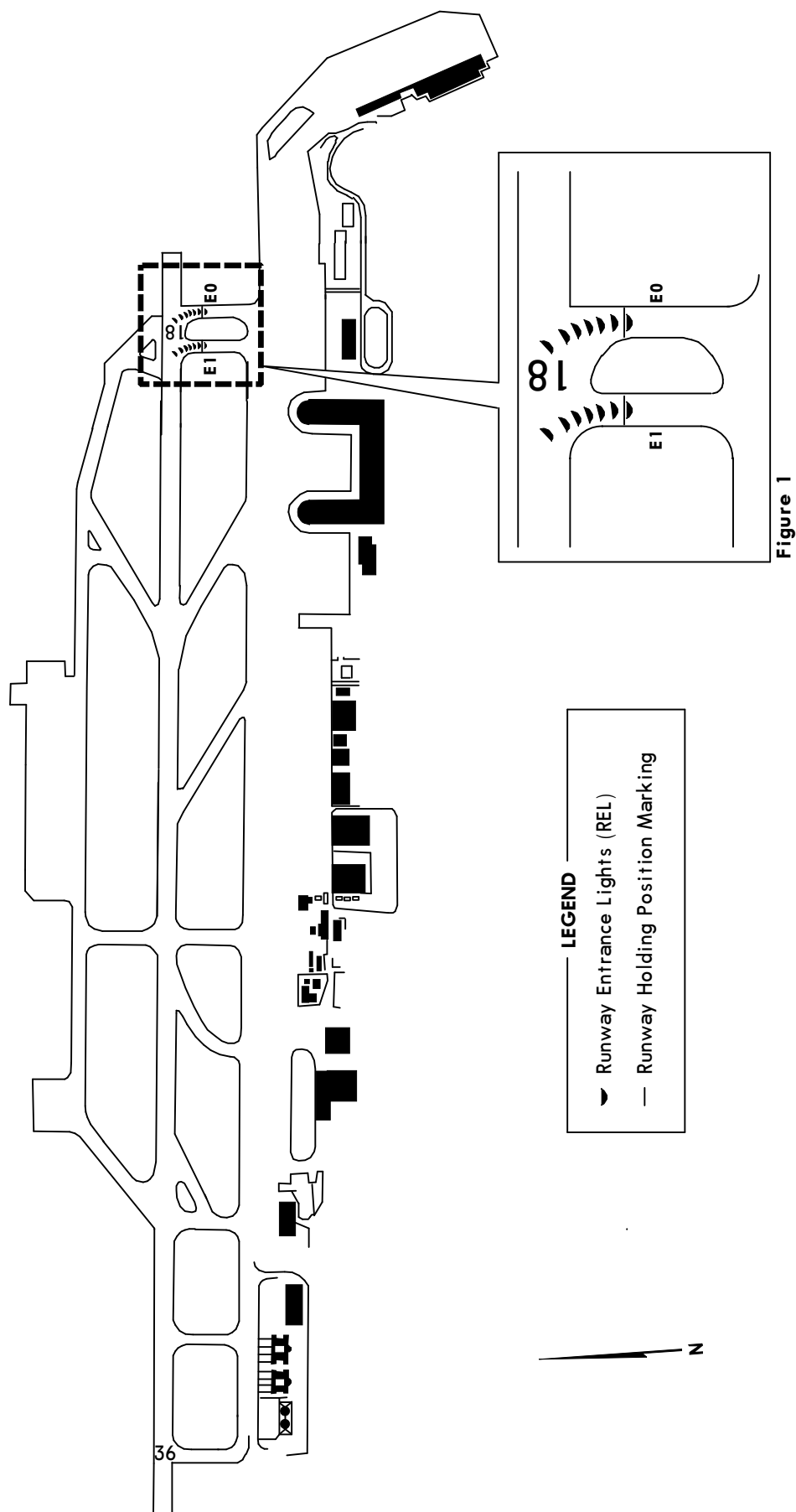
5. Suspension of the Operational Trial

-Operational trial of RWSL will be suspended and that will be notified by NOTAM ROAH, when:

- a. Any failures occur in REL.
- b. Necessary for other reasons.

6. For Further Information

Visual Aids and Electrical Systems Division,
Air Traffic Services and Safety Department,
Osaka Regional Civil Aviation Bureau,
Ministry of Land, Infrastructure,
Transport and Tourism
Postal: 4-1-76 Otemae, Chuo-ku Osaka-city
Osaka, Japan 540-8559
TEL: +81-6-6949-6527
FAX: +81-6-6949-3590
E-mail: touden-ocab@cab.mlit.go.jp

Runway Entrance Lights (REL)

NOTE: The TWY names and Runway Holding Position markings are depicted only for the TWYs where REL are installed.

ROAH/OKA
NAHA

7 DEC 12
Eff 12 Dec 1500Z

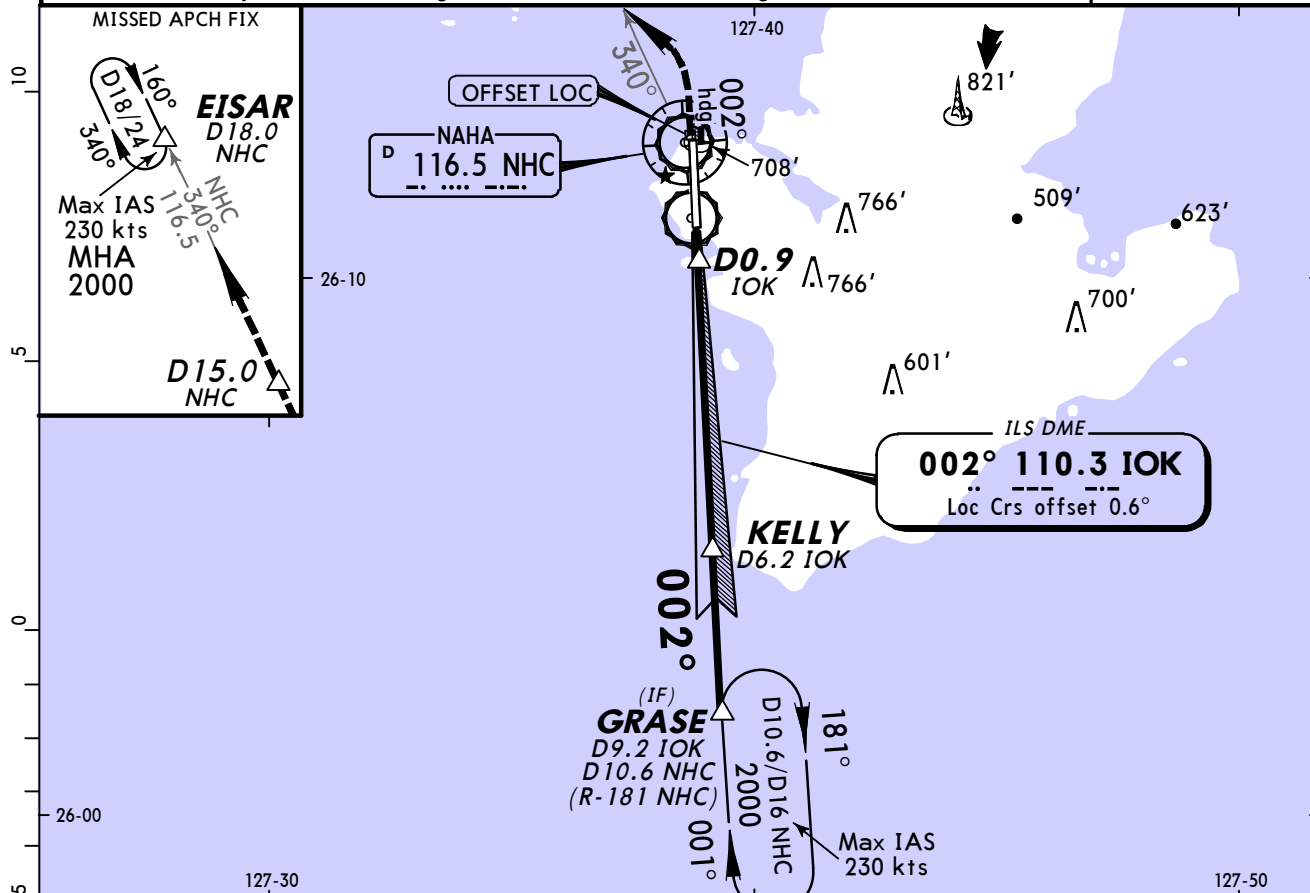
11-1

NAHA, JAPAN
ILS or LOC Rwy 36

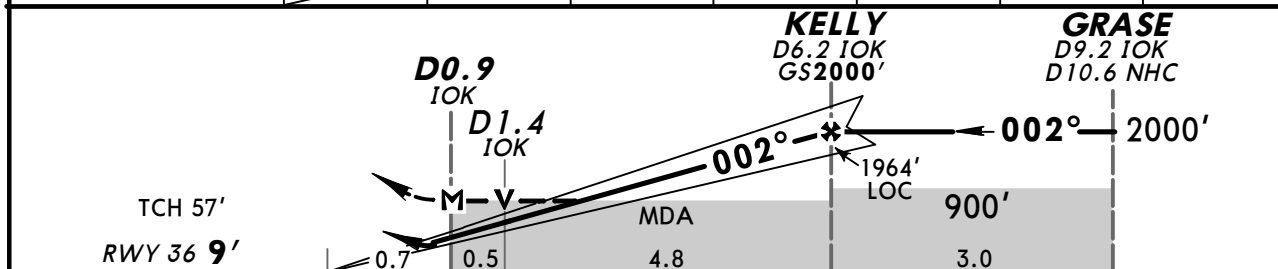
BRIEFING STRIP™

D-ATIS 127.8		NAHA Approach (R) Northwest 119.1 Southeast 126.5		NAHA Tower 118.1 126.2		Ground 121.8
LOC IOK 110.3	Final Apch Crs 002°	GS KELLY 2000' (1991')	ILS DA(H) 292' (283')	Apt Elev 11' Rwy 36 9'		
MISSED APCH: Climb to 500' on heading 002°, turn LEFT climb to 2000' outbound via NHC VOR R-340 to EISAR and hold. Maintain 1000' until NHC VOR R-340/D15.0. Contact Naha APP.						
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		
1. VOR DME Required. 2. Timing not authorized for defining the MAP.						

MSA NHC VOR



NM to IOK	MAP	2.0	3.0	4.0	5.0	6.0	FAF
ALT (3.0° APCH Path)		637'	955'	1274'	1592'	1911'	1964'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	500' on 002° hdg 2000' LT	NHC 116.5 R-340	EISAR
GS	3.00°	372	478	531	637	743				
MAP at D0.9 IOK										

STRAIGHT-IN LANDING RWY36							CIRCLE-TO-LAND		
ILS				LOC (GS out)			Not Authorized East of Rwy		
DA(H) 292' (283')				MDA(H) 420' (409')					
FULL		TDZ and/or CL out	ALS out		ALS out	Max Kts.	MDA(H) _____		
A	RVR 650m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	90	500' (489')-1600m		
B				RVR 1000m	RVR 1800m	120			
C							140	500' (489')-2400m	
D								165	570' (559')-3200m

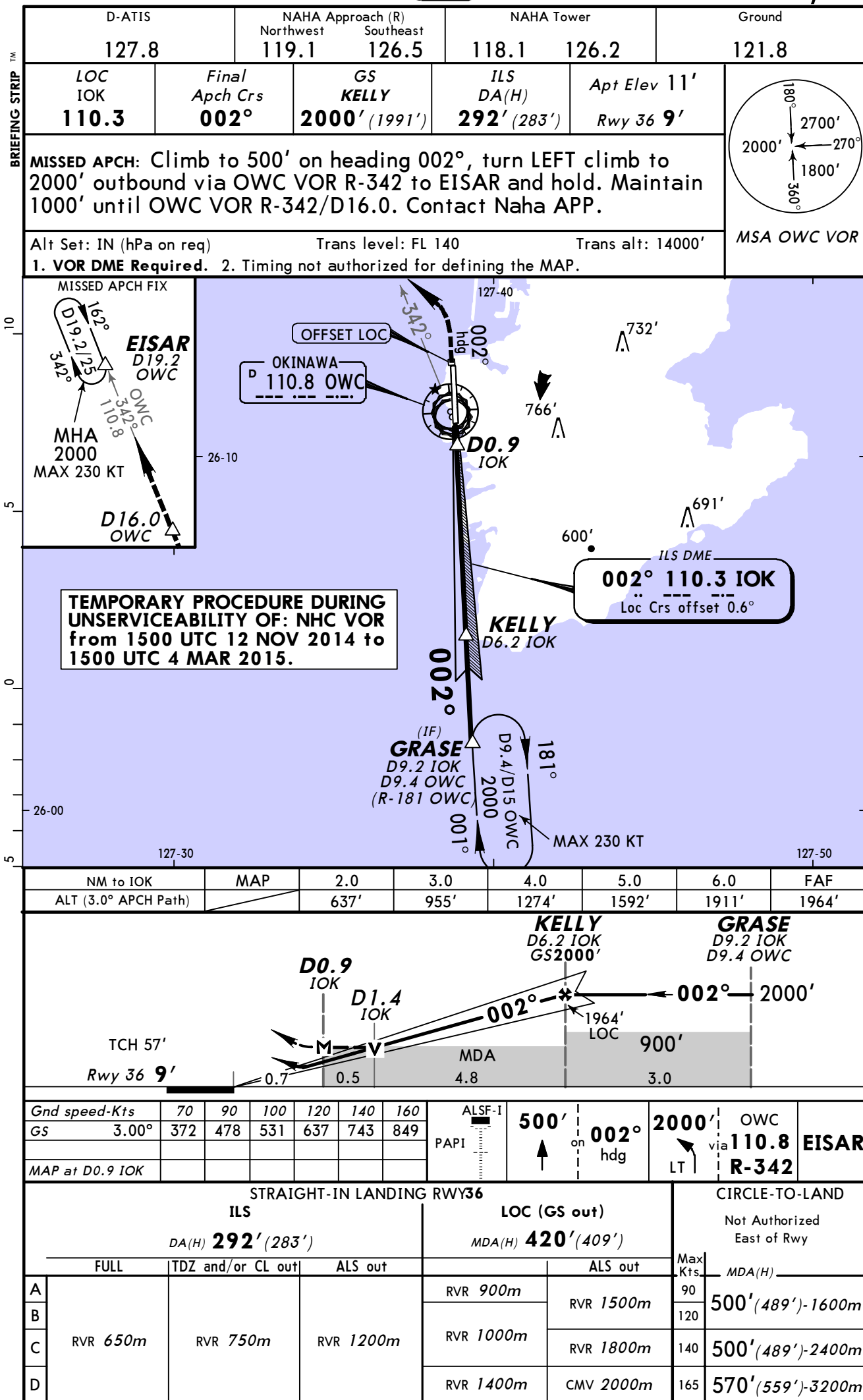
CHANGES: Procedure.

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ROAH/OKA
NAHA

JEPPESSEN
7 NOV 14 11-1-0

NAHA, JAPAN
ILS or LOC Rwy 36

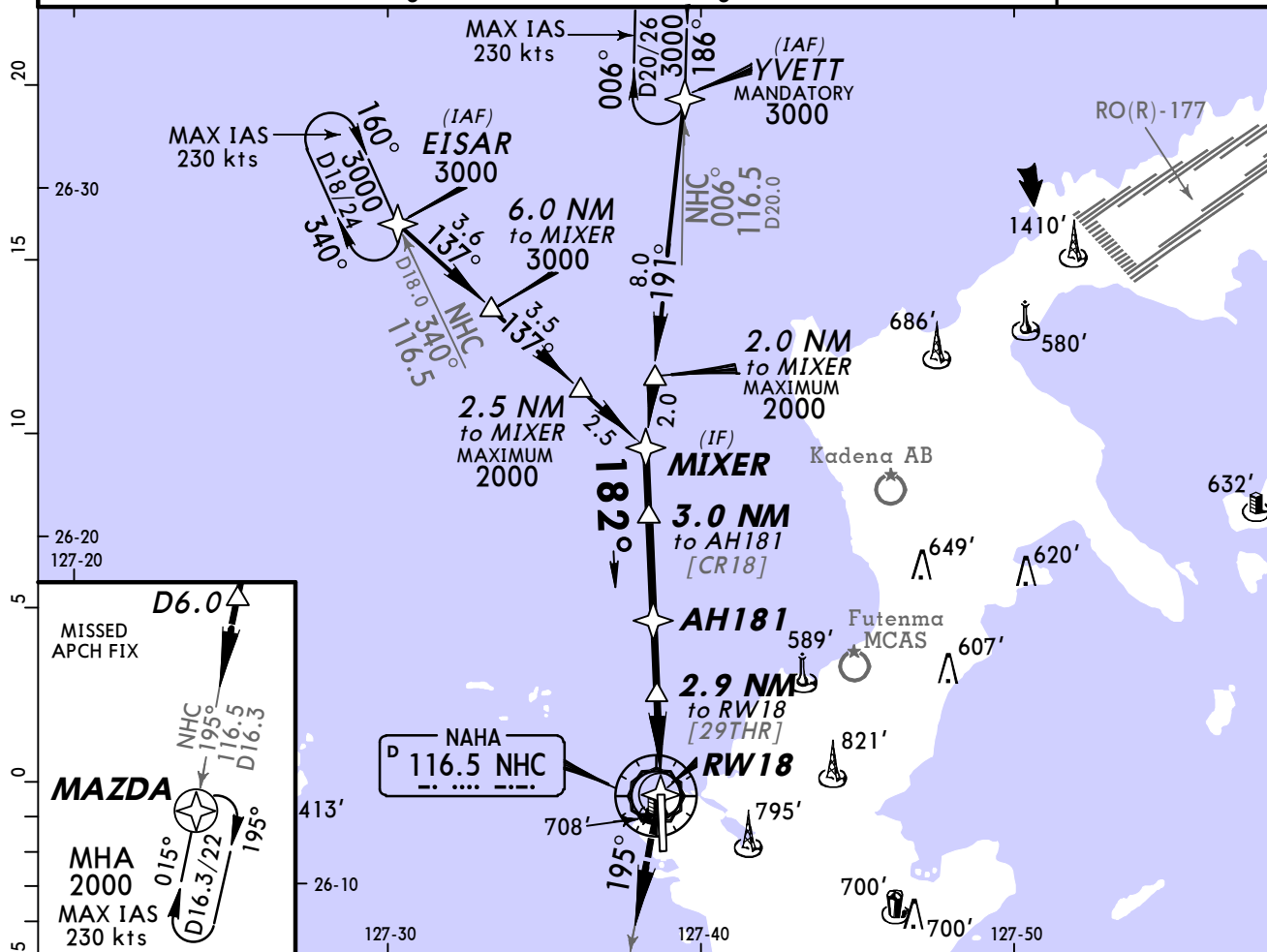


CHANGES: New temporary procedure.

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BRIEFING STRIP™

D-ATIS	NAHA Approach (R)		NAHA Tower		Ground
127.8	Northwest	Southeast	118.1	126.2	121.8
RNAV	Final Apch Crs 182°	Mandatory Alt AH181 1000' (989')	LNAV/VNAV DA(H) 420' (409')	Apt Elev 11' Rwy 18 11'	2700' MSA ARP
MISSED APCH: Turn RIGHT climb to 2000' to MAZDA on track 195° and hold. Maintain 1000' until 10.0 NM prior to MAZDA. Contact Naha APP. Using NHC VOR: Turn RIGHT climb to 2000' outbound via NHC VOR R-195 to MAZDA and hold. Maintain 1000' until NHC R-195/D6.0. Contact NAHA APP.					
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. Radar service required. 2. DME/DME not authorized. 3. Baro-VNAV not authorized below 0°C. 4. Timing not authorized for defining the MAP.					



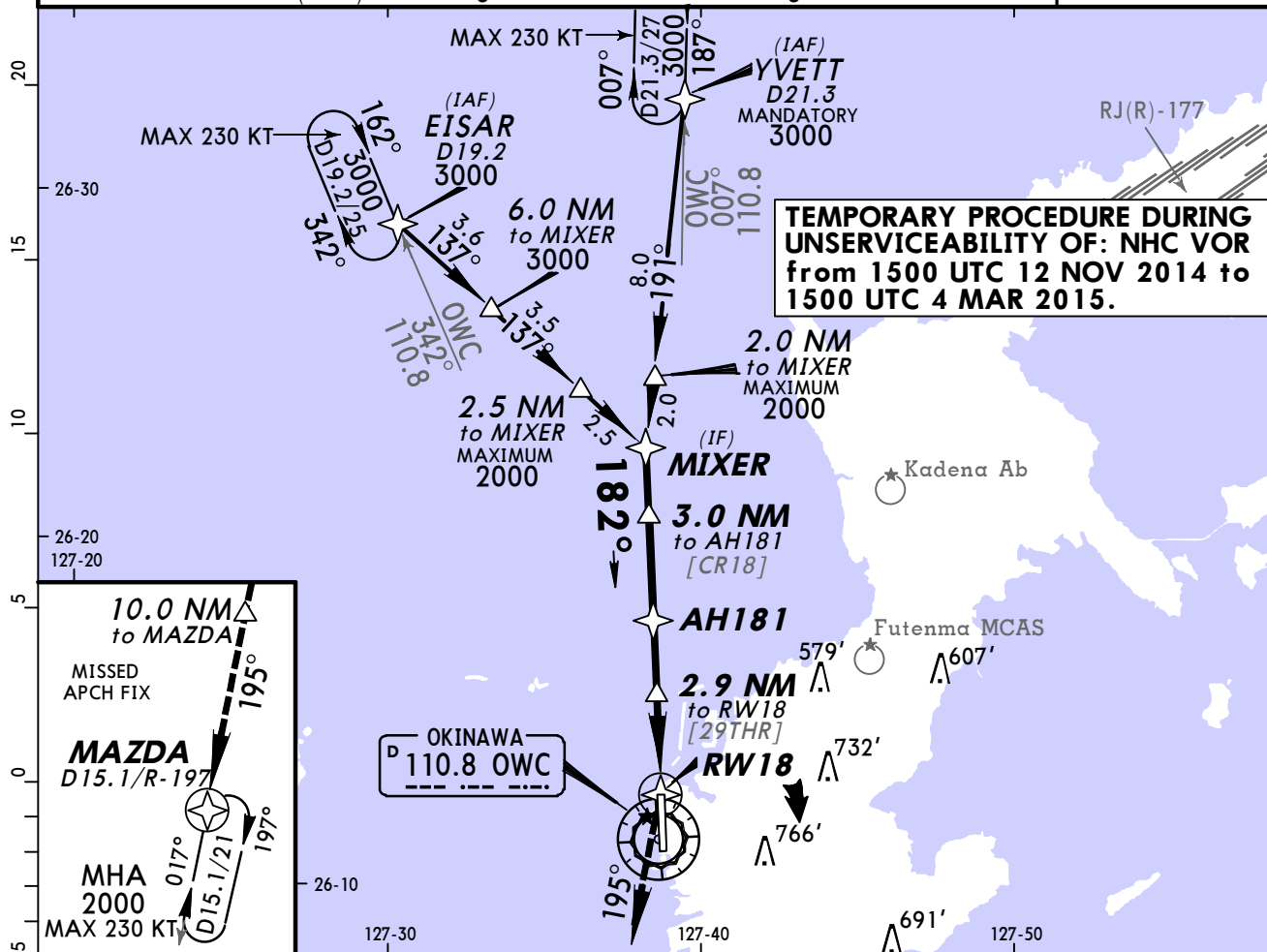
NM to NEXT FIX	2.9		2.0		MAP	
ALT (3.0° APCH Path)	1000'		698'			

<

STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND	
LNAV/VNAV			LNAV		Not Authorized East of Rwy	
DA(H) 420' (409')		MDA(H) 420' (409')			Max Kts	MDA(H)
ALS out		ALS out				
A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m	90	500' (489')- 1600m
B	RVR 1300m	RVR 1500m	RVR 1300m	RVR 1500m	120	
C	RVR 1400m	RVR 1800m	RVR 1400m	RVR 1800m	140	500' (489')-2400m
D	RVR 1600m	CMV 2000m	RVR 1600m	CMV 2000m	165	570' (559')-3200m

BRIEFING STRIP™

D-ATIS 127.8		NAHA Approach (R) Northwest Southeast 119.1 126.5		NAHA Tower 118.1 126.2		Ground 121.8
RNAV	Final Apch Crs 182°	Mandatory Alt AH181 1000' (989')	LNAV/VNAV DA(H) 420' (409')	Apt Elev 11' Rwy 18 11'		2700' MSA ARP
MISSED APCH: Turn RIGHT climb to 2000' to MAZDA on track 195° and hold. Maintain 1000' until 10.0 NM prior to MAZDA. Contact Naha APP. Using OWC VOR: Turn RIGHT climb to 2000' outbound via OWC VOR R-197 to MAZDA and hold. Maintain 1000' until OWC VOR R-197/D5.0. Contact NAHA APP.						
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. Radar service required. 2. DME/DME not authorized. 3. Baro-VNAV not authorized below 0°C (32°F). 4. Timing not authorized for defining the MAP.						



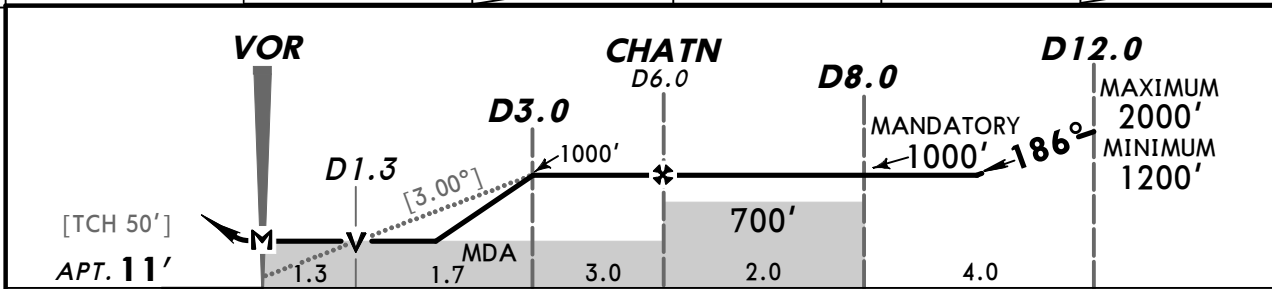
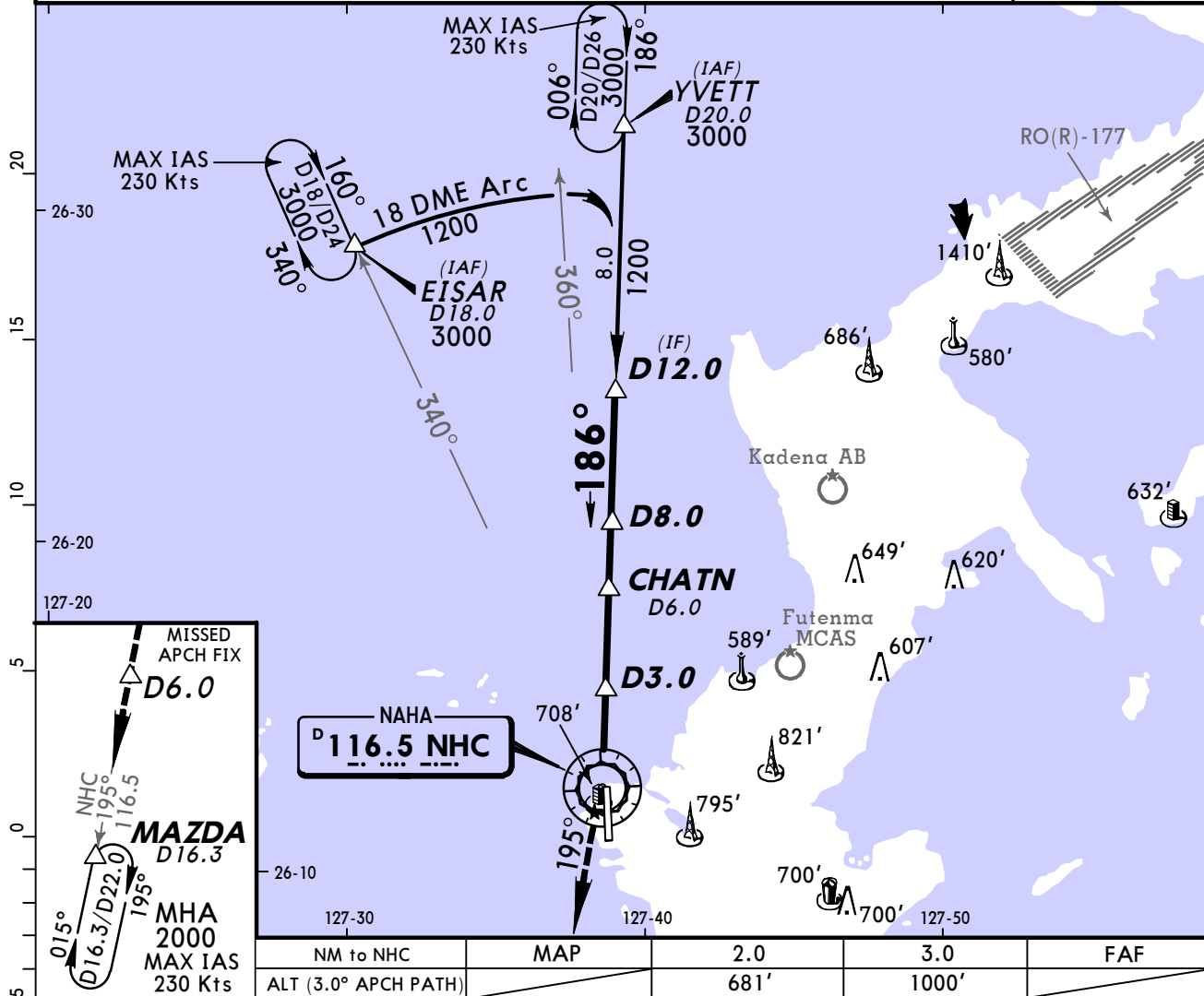
NM to NEXT FIX	2.9		2.0		MAP	
ALT (3.0° APCH Path)	1000'		698'			

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Not Authorized East of Rwy	
DA(H) 420' (409')		MDA(H) 420' (409')		MDA(H)	
ALS out		ALS out		Max Kts	
A	RVR 1200m	RVR 1500m	RVR 1200m	90	500' (489')-1600m
B	RVR 1300m	RVR 1500m	RVR 1300m	120	
C	RVR 1400m	RVR 1800m	RVR 1400m	140	500' (489')-2400m
D	RVR 1600m	CMV 2000m	RVR 1600m	165	570' (559')-3200m

TM

BRIEFING STRIP

D-ATIS 127.8		NAHA Approach (R) Northwest 119.1 Southeast 126.5		NAHA Tower 118.1 126.2		Ground 121.8
VOR NHC 116.5	Final Apch Crs 186°	Minimum Alt Refer to Profile	MDA(H) 420' (409')	Apt Elev 11' Rwy 18 11'		180° 2700' 2000' 1800' 360°
MISSED APCH: Climb to 2000' outbound via NHC VOR R-195 to MAZDA and hold. Maintain 1000' until NHC VOR R-195/D6.0. Contact Naha APP.						
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' 1. DME Required. 2. Timing not authorized for defining the MAP.						

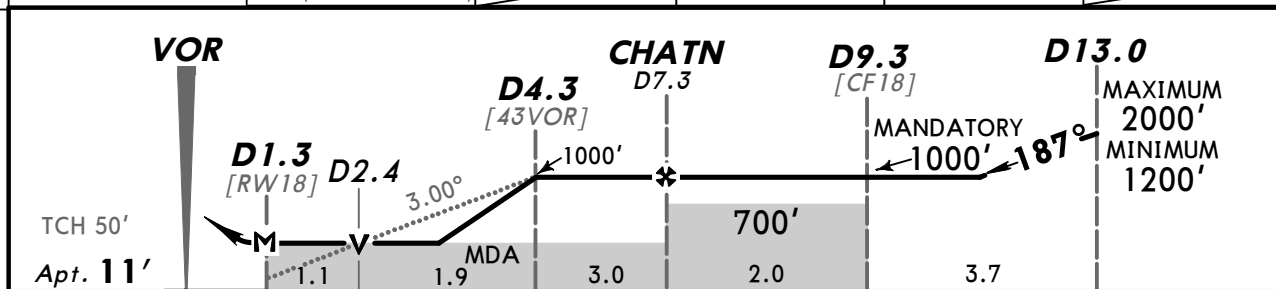
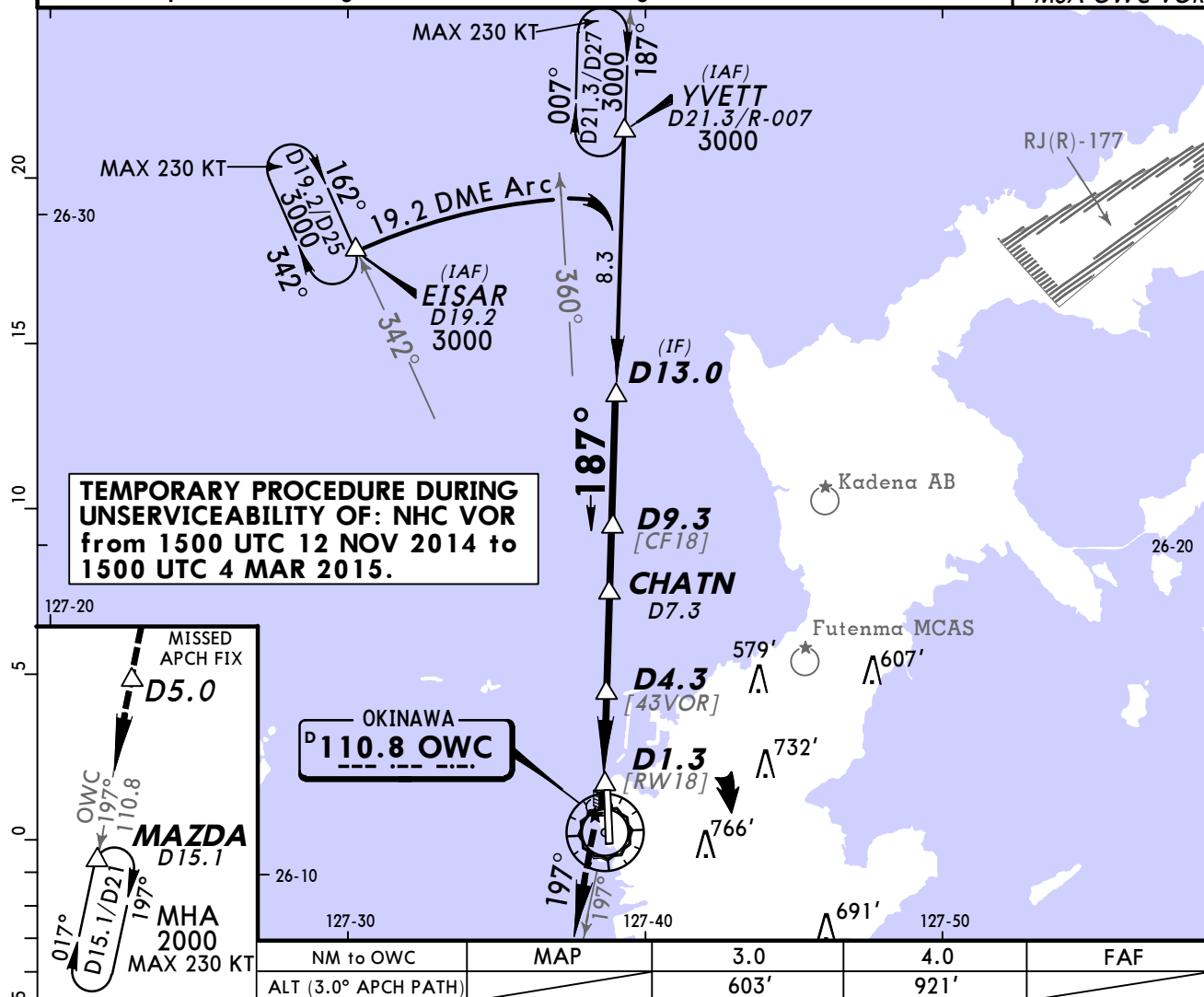
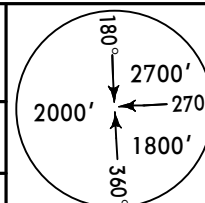


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' via 116.5 NHC MAZDA R-195
Descent Angle [3.00°]	372	478	531	637	743	849	
MAP at VOR							

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		
MDA(H) 420' (409')			Not Authorized East of Rwy		
ALS out		Max Kts	MDA(H)		
A	RVR 1200m	RVR 1500m	90	500' (489') - 1600m	
B	RVR 1300m	RVR 1500m	120	500' (489') - 2400m	
C	RVR 1400m	RVR 1800m	140	500' (489') - 3200m	
D	RVR 1600m	CMV 2000m	165		

NAHA, JAPAN
VOR Rwy 18

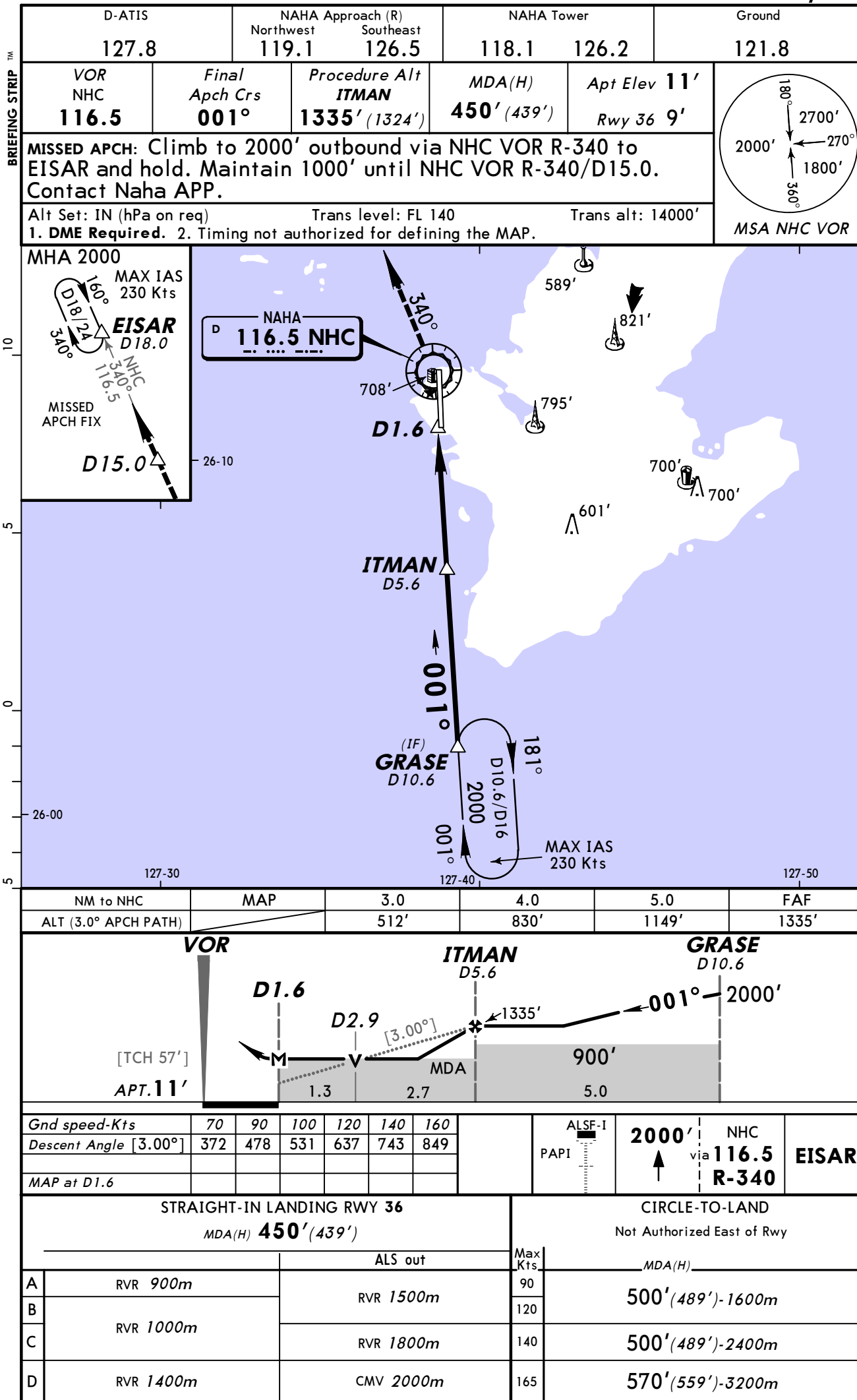
BRIEFING STRIP TM

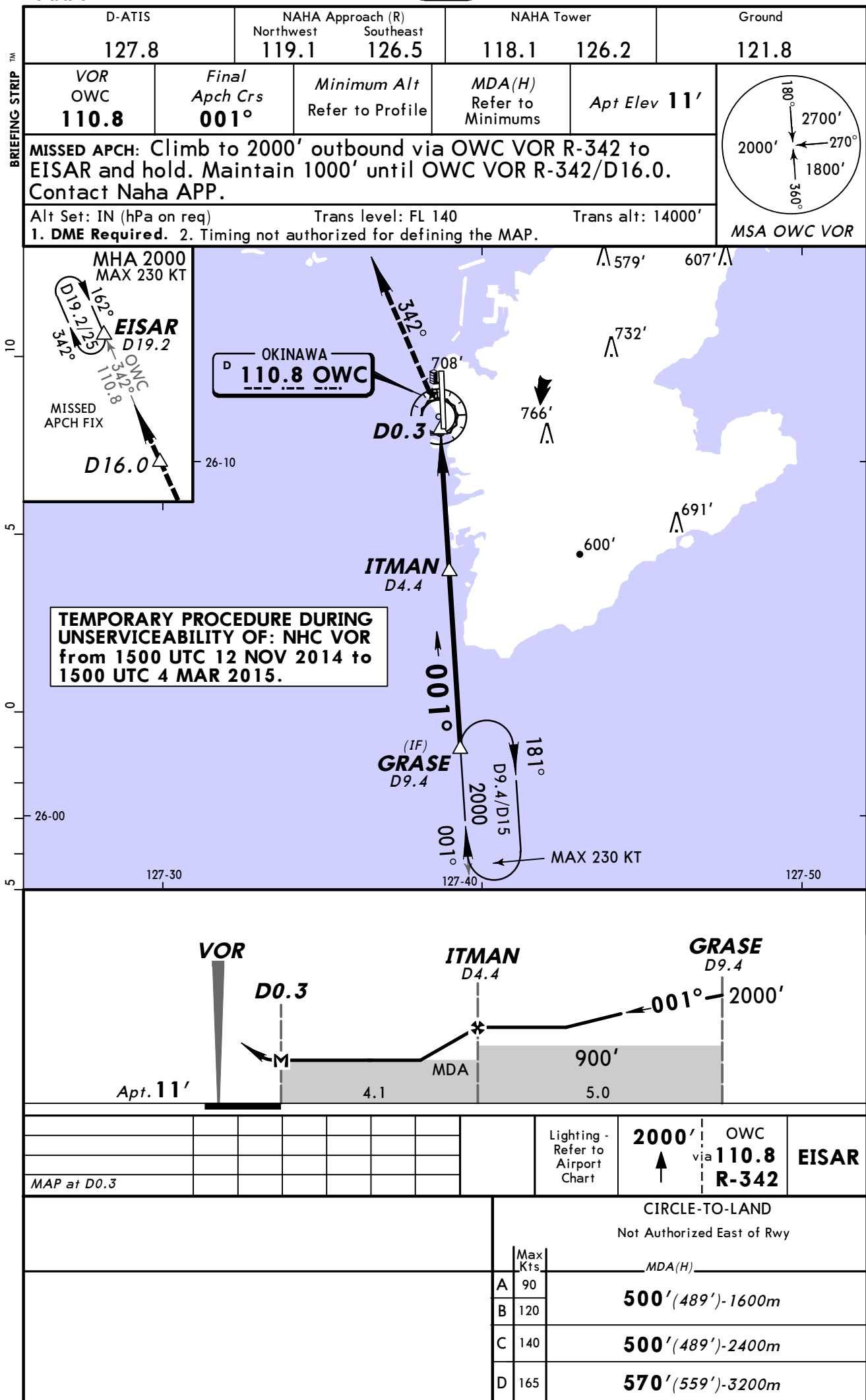


<i>Gnd speed-Kts</i>	70	90	100	120	140	160		2000' OWC via 110.8 MAZDA R-197
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849		
<i>MAP at D1.3</i>								

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND	
MDA(H) 420' (409')			Not Authorized East of Rwy	
		ALS out	Max Kts	MDA(H)
A	RVR 1200m	RVR 1500m	90	500' (489') - 1600m
B	RVR 1300m	RVR 1500m	120	
C	RVR 1400m	RVR 1800m	140	500' (489') - 2400m
D	RVR 1600m	CMV 2000m	165	570' (559') - 3200m

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TEMPORARY CHANGE OF DA(H) AND WEATHER MINIMA FOR NAHA AIRPORT

DA(H) at Naha Airport will be changed temporarily due to the existence of cranes near Naha Airport.

Until 2130 UTC 30 MAR 2015. During hours between 1400 UTC and 2130 UTC, daily.

PAR Rwy 18

Apt Elev 11'

Rwy 18 11'

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND	
PAR 18			Not Authorized East of Rwy	
DA(H) 237' (226')			Max Kts	MDA(H)
		ALS out	90	500' (489') - 1600m
A	RVR 750m	RVR 1000m	120	
B			140	500' (489') - 2400m
C			165	570' (559') - 3200m
D				

PAR Rwy 36

Apt Elev 11'

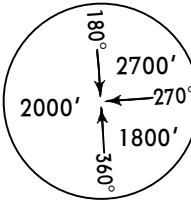
Rwy 36 9'

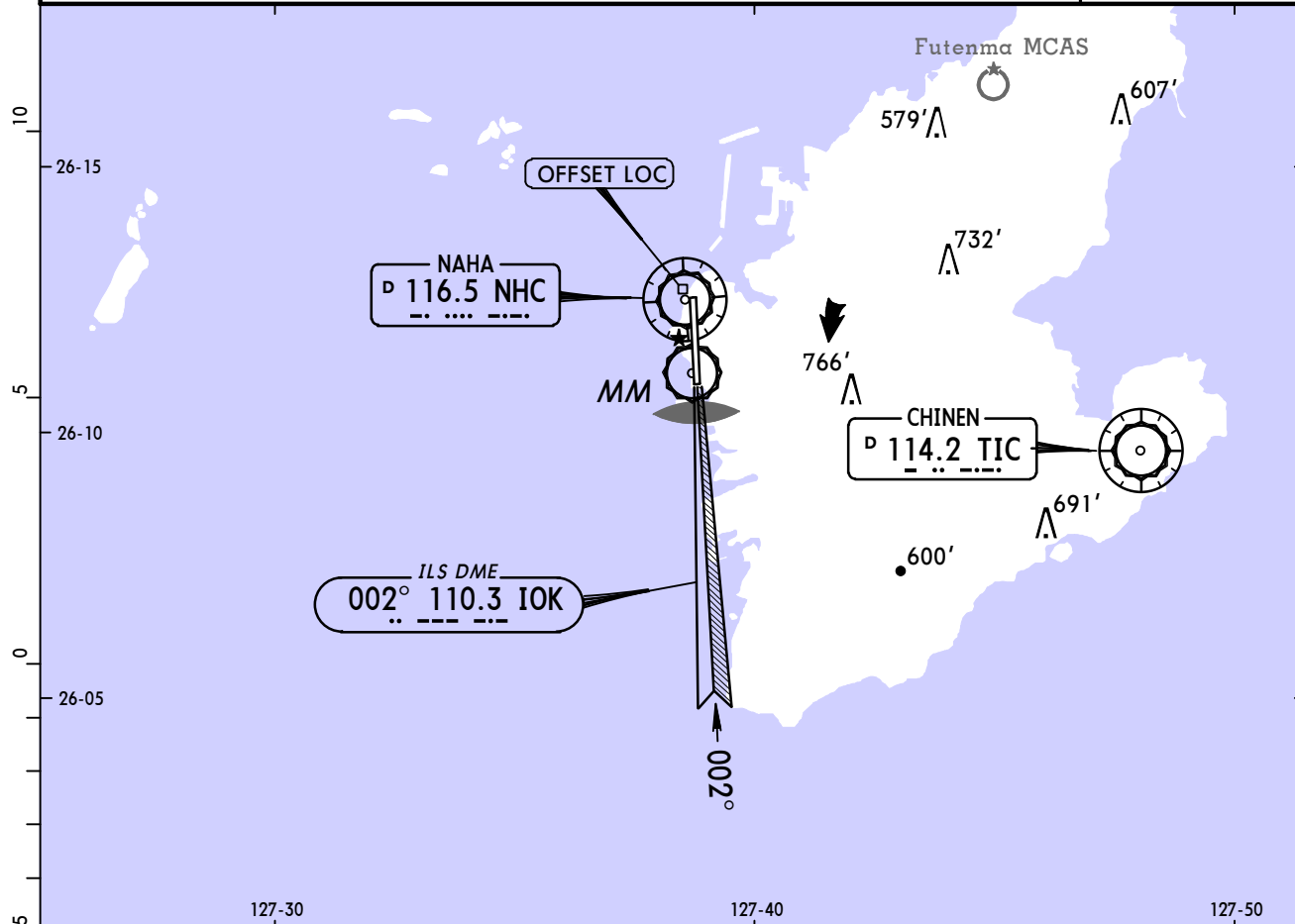
STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
PAR 36				Not Authorized East of Rwy	
DA(H) 237' (228')				Max Kts	MDA(H)
		TDZ &/or CL out	ALS out	90	500' (489') - 1600m
A	RVR 600m	RVR 750m	RVR 1000m	120	
B				140	500' (489') - 2400m
C				165	570' (559') - 3200m
D					

BRIEFING STRIP

TM

D-ATIS	NAHA Approach (R)		NAHA Radar			NAHA Tower		Ground
127.8	Northwest 119.1	Southeast 126.5	119.5	121.1	124.7	118.1	126.2	121.8
RADAR	Final Apch Crs By ATC		Minimum Alt No FAF	DA(H) Refer to Minimums		Apt Elev 11' Rwy -See below		
Missed Approach-See below								
Alt Set: IN (hPa on req)			Trans level: FL 140			Trans alt: 14000'		





MISSED APPROACH:

PAR Runway 18: Climb to 500' on 181° heading, then climbing RIGHT turn to 1000' via NHC VOR R-195 to D6.0, then climb and maintain 2000' to MAZDA and hold. Contact Naha APP.

PAR Runway 36: Climb to 500' on 001° heading, then climbing LEFT turn to 1000' via NHC VOR R-340 to D15.0, then climb and maintain 2000' to EISAR and hold. Contact Naha APP.

RWY 18 11' RWY 36 9'

Gnd speed-Kts		70	90	100	120	140	160	Lighting - Refer to Airport Chart
Rwy 18 PAR GS	3.00°	372	478	531	637	743	849	
Rwy 36 PAR GS	3.00°	372	478	531	637	743	849	

STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
PAR 18		PAR 36			Not Authorized East of Rwy	
DA(H) 211' (200')		DA(H) 209' (200')			Max Kts	
ALS out		TDZ &/or CL out			MDA(H)	
A					90	500' (489')-1600m
B					120	
C	RVR 750m	RVR 1000m	RVR 550m	RVR 750m	140	500' (489')-2400m
D					165	570' (559')-3200m

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NAHA, (NAHA - ROAH)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ROAH

Type: Terminal

Effectivity: Temporary

Begin Date: 20141113

End Date: 20141205

18-1 RADAR PAR Rwys 36 Missed approach text changed to "Unless otherwise instructed by ATC, execute each missed approach procedure as follows. (1) RWY36 - At guidance limit, climb to 500FT on HDG001°, then turn left climb to 1,000FT via OWC R342 to 16DME, then climb and maintain 2,000FT to EISAR and hold. Contact NAHA APP." 18-1 RADAR PAR Rwys 18 Missed approach text changed to "Unless otherwise instructed by ATC, execute each missed approach procedure as follows. (2) RWY18 - At guidance limit, climb to 500FT on HDG181°, then turn right climb to 1,000FT via OWC R197 to 5DME, then climb and maintain 2,000FT to MAZDA and hold. Contact NAHA APP."

Chart Change Notices for Country JPN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All approach procedures-When RVR is available for the landing runway, all landing visibilities shown as CMV 1800m are changed to RVR 1800m.