

16-AUG-2018

OKA-ROAH

1-10

AOI

GENERAL**Operational Hours****ATS Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 18/36: 115/F/A/X/T**Operation****Traffic Note**

For Non-SKED ACFT OPS, PPR required.

Low Level Windshear Alert System (LLWAS) in operation.

Runway Status Lights (RWSL): RWSL system installed on TWY E0 and E1. See AGC for details.**Taxi/Parking**

Use MMN PWR on movement area to avoid jet blast damage to GND vehicles, equipment and other ACFT.

Taxiing from TWY E3 to A3 and vice versa only AVBL for some specified ACFT, contact ATC.

Wing-tip CLR at TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows.

When B744 HLDG at stop marking on TWY E0, E1, E7.

| | | | |
|---|-------------------------|-------------------------------------|-----------------------|
| Wingspan (WS) of ACFT taxiing on TWY A0-A1, A6-A7 | WS \leq 49.4m | 49.4m $<$ WS \leq 66.4m | WS $>$ 66.4m |
| Wing-tip CLR | Wing-tip CLR \leq 15m | 6.5m \leq Wing-tip CLR $<$ 15m | Wing-tip CLR $<$ 6.5m |

Warnings

Arresting gear are installed 250m / 820ft and 877m / 2877ft from RWY 36 THR and 278m / 912ft from RWY 18 THR.

Vessels going out and coming in Naha port occasionally crossing RWY 18 APCH area.

Invisible areas from TWR exist within APN NR1 - NR6.

ARRIVAL**Speed**

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

COMMUNICATION

IFR ACFT shall advise parking position on initial contact with Naha TWR/GCA.

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ARRIVAL**COM Failure under Radar Guidance**

If radio COM with Naha APP/ARR/GND are lost for 1min, or 5s on final APCH (PAR), squawk Mode A/3 Code 7600 and:

- Contact Naha TWR.
- If unable, proceed in accordance with VFR.
- If unable;
 - RWY 36 in use: Proceed to GRASE at the last assigned altitude or 2000ft whichever is higher and execute instrument APCH.
 - RWY 18 in use: Proceed to EISAR at the last assigned altitude or 2000ft whichever is higher and execute instrument APCH.

Procedures other than above will be issued when required.

Arrival Procedure**Critical DME, DME gap and inappropriate NAVAIDs for DME/DME/IRU navigation on RNAV STAR****IHEYA NORTH**

- RNAV Critical DME
 - TKE:** 9NM to YVETT - 5NM to YVETT
- DME GAP
 - 5NM to YVETT- YVETT

CRUXS NORTH

- RNAV Critical DME
 - KXC:** 35NM to AH850 - 25NM to AH850
- DME GAP
 - CRUXS - 35NM to AH850
 - 25NM to AH850 - EISAR

IHEYA SOUTH

- RNAV Critical DME
 - TIT, ONC:** 24NM to HASSA - 21NM to HASSA
 - 25NM to LOHAS - 14NM to LOHAS
 - 8NM to LOHAS - GRASE
- DME GAP
 - 21NM to HASSA - HASSA
 - HASSA - 25NM to LOHAS
 - 14NM to LOHAS - 8NM to LOHAS

LOHAS

- RNAV Critical DME
 - NHC, TIT:** 25NM to LOHAS - 14NM to LOHAS
 - 8NM to LOHAS - GRASE
- DME GAP
 - OKUMA - 25NM to LOHAS
 - 14NM to LOHAS - 8NM to LOHAS

CRUXS SOUTH

- RNAV Critical DME
 - NHC, TIT:** 5NM to AH650 - GRASE
- DME GAP
 - CRUXS - 5NM to AH650

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ARRIVAL

VFR Traffic pattern: RWY 18 right-hand circuit.

Non-standard GP intercept position on RWY 36

GP intercepts RWY 36 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2668m / 8755ft.

Pilots are encouraged to reduce RWY occupancy time by exiting the RWY without delay at the first available TWY or as instructed by ATC, for succeeding ACFT which may be on a different FREQ.

DEPARTURE**Take-off Minima**

| | | | |
|----------|-----------|---------------|---|
| RWY | 18/36 | | |
| All ACFT | ft - m/km | 0 - 400R/400V | - |

Speed

MAX IAS 250KT at or below 10000ft.

MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP).

PROP only:

MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Departure Procedure**Start-up/Push-back**

3 ENG ACFT, pushing back to C-1, C-2, shall only start engine at K1 or M1.

Departure Notes: Intersection DEP from E-1 without pilots consent. ACFT unable to DEP from E-1 shall advise ATC accordingly.

Critical DME, DME gap and inappropriate NAVAIDs for DME/DME/IRU navigation on RNAV SIDs
SARTA RNAV

- RNAV Critical DME

NHC: 12NM to WOOJI - 20NM to NABEE
NABEE - 22NM to SARTA
2NM to SARTA - SARTA

TIT: 12NM to WOOJI - 20NM to NABEE

ONC: 25NM to SARTA - 22NM to SARTA
2NM to SARTA - SARTA

AMAMI TR

NHC, ONC: SARTA - 38NM to TAMAK

ALT, TKE: 45NM to AMAMI - 15NM to AMAMI

- RNAV DME GAP

RWY 18 DER - 12NM to WOOJI
20NM to NABEE - NABEE
22NM to SARTA - 2NM to SARTA
AMAMI TR
15NM to AMAMI - AMAMI

CANOP RNAV

- RNAV Critical DME

NHC, TIT: 6NM to STELA - 34NM to CANOP

- RNAV DME GAP

RWY 18 DER - 6NM to STELA
34NM to CANOP - CANOP

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DEPARTURE

EISAR RNAV

- KAFUU TR
 - TKE:** 59NM to AMAMI - 55NM to AMAMI
 - ALT:** 48NM to AMAMI - 31NM to AMAMI
- YUGAF TR
 - ALT:** 45NM to AMAMI - 40NM to AMAMI
- RNAV DME GAP
 - RWY 36 DER - EISAR
 - KAFUU TR
 - 31NM to AMAMI - AMAMI
 - YUGAF TR
 - EISAR - 50NM to YUGAF
 - 32NM to AMAMI - 17NM to AMAMI
 - 10NM to AMAMI - AMAMI

MIZAR RNAV

- RNAV Critical DME
 - KXC:** 18NM to GANJU - GANJU
- RNAV DME GAP
 - RWY 36 DER - 18NM to GANJU

ATC Slot, Clearance

All IFR DEP ACFT shall contact Naha Delivery 5min prior to starting engines and advise the following information:

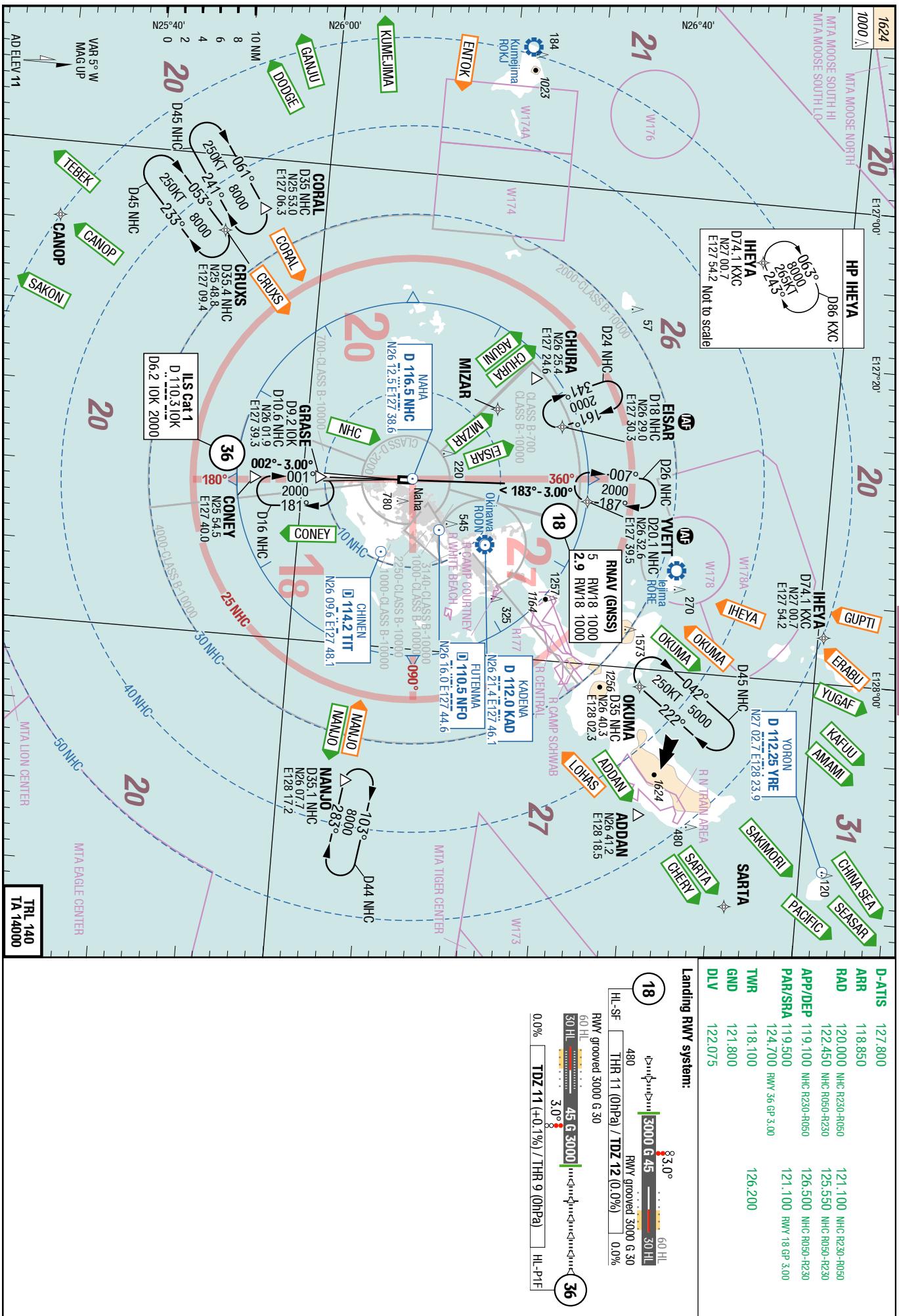
- Call sign
- DEST
- Proposed FL/ALT and alternative FL/ALT
- Parking position.

In case of any delay in push-back and/or engine start-up not caused by other traffic or DEP time restriction, inform ATC.

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Japan Naha 
AFC
AFC
AFC  **Naha Japan**



22-FEB-2018

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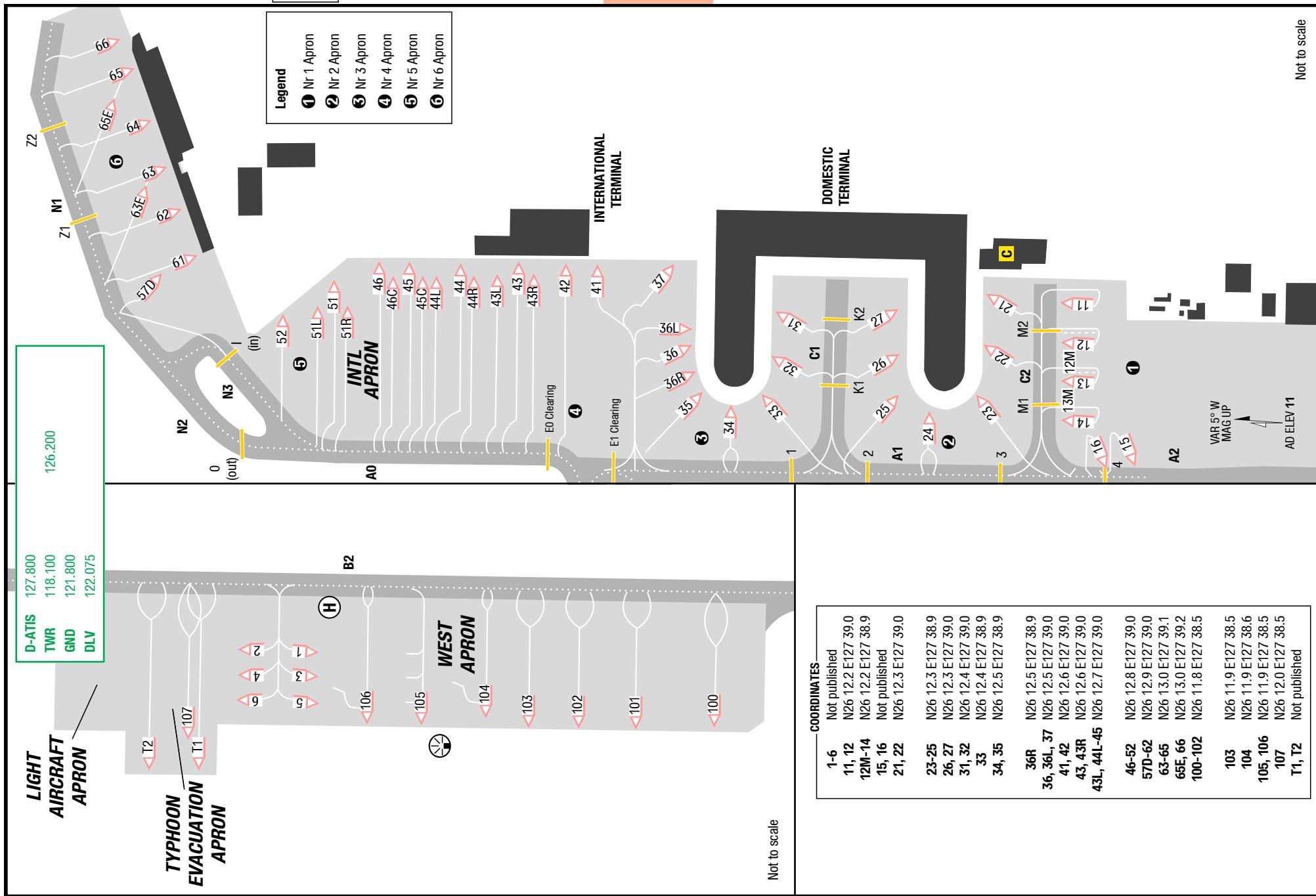
Japan Naha

Naha Japan

APC

APC

3-30



Changes: FREQ, COORD

26-JUL-2018/UFN

26-JUL-2018

OKA-ROAH

4-08

Tempo RNAV SIDs

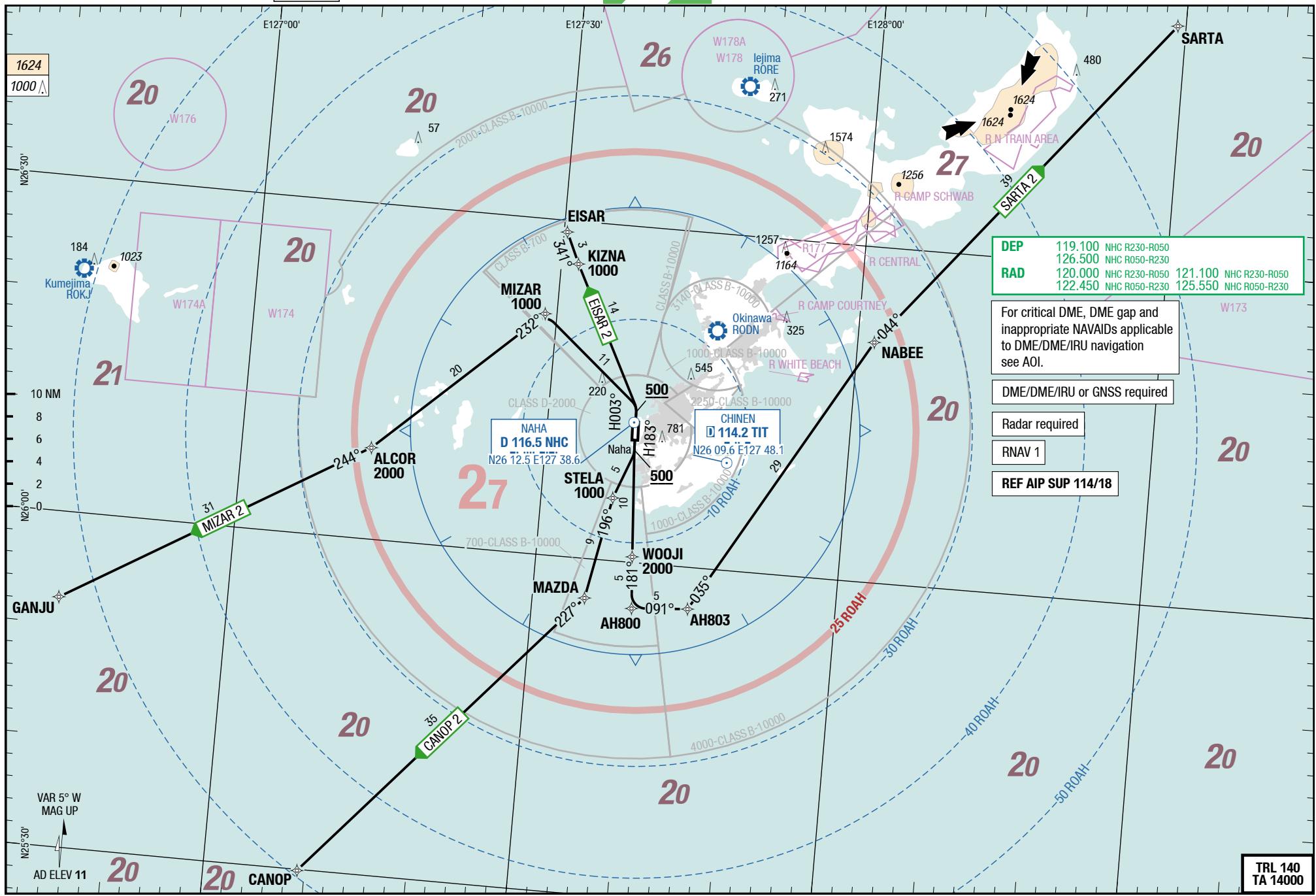
Tempo SID RWY 18

Tempo RNAV SIDs

Naha Japan

Tempo SID RWY 18

Tempo RNAV SIDs



26-JUL-2018/UFN

26-JUL-2018

OKA-ROAH

Japan Naha

Naha Japan

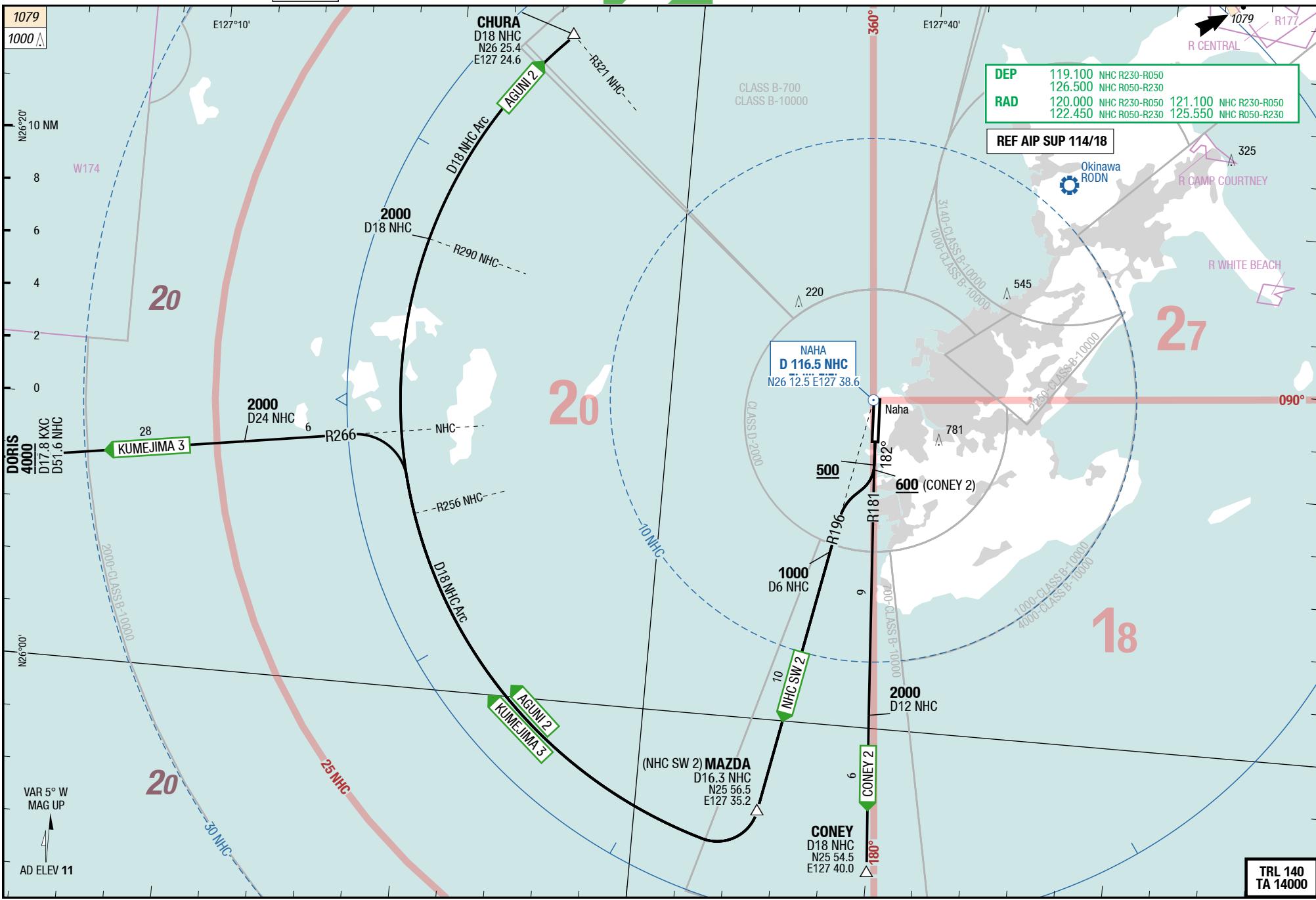
4-09

Tempo SIDs RWY 18

SID

SID

Tempo SIDs RWY 18



Changes: Note

Effective 27-APR-2017

20-APR-2017

OKA-ROAH

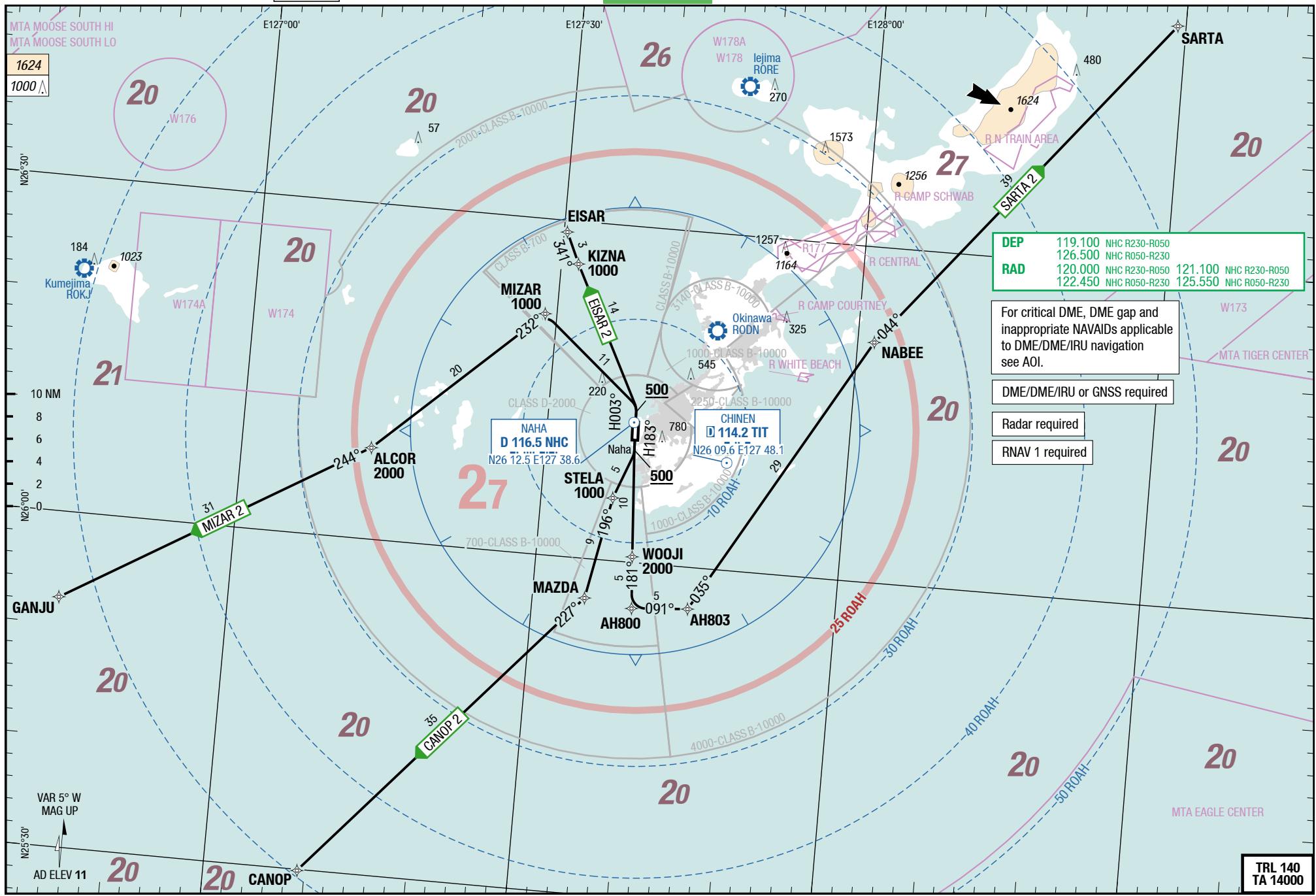
4-10

Japan Naha

SIDs RWY 18

Naha Japan

SIDs RWY 18
RNAV SIDs



Changes: FREQ, ASP, MGA, OBST, SUAs

Effective 27-APR-2017

20-APR-2017

OKA-ROAH

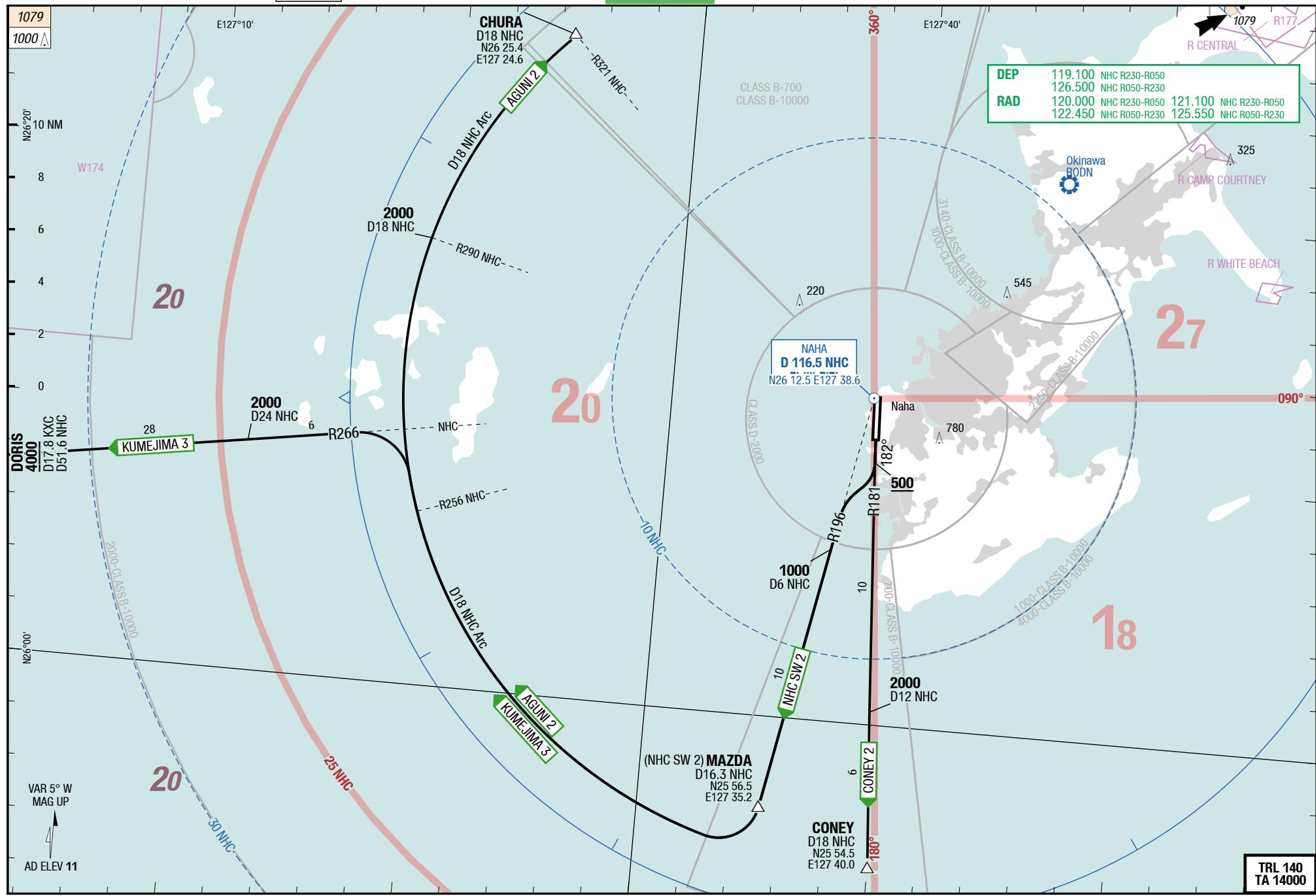
4-20

Japan Naha

SIDs RWY 18

Naha Japan

SIDs RWY 18



Changes: ASP, FREQ, OBST, SUAs

26-JUL-2018/UFN

26-JUL-2018

OKA-ROAH

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Japan Naha Tempo SIDs RWY 36

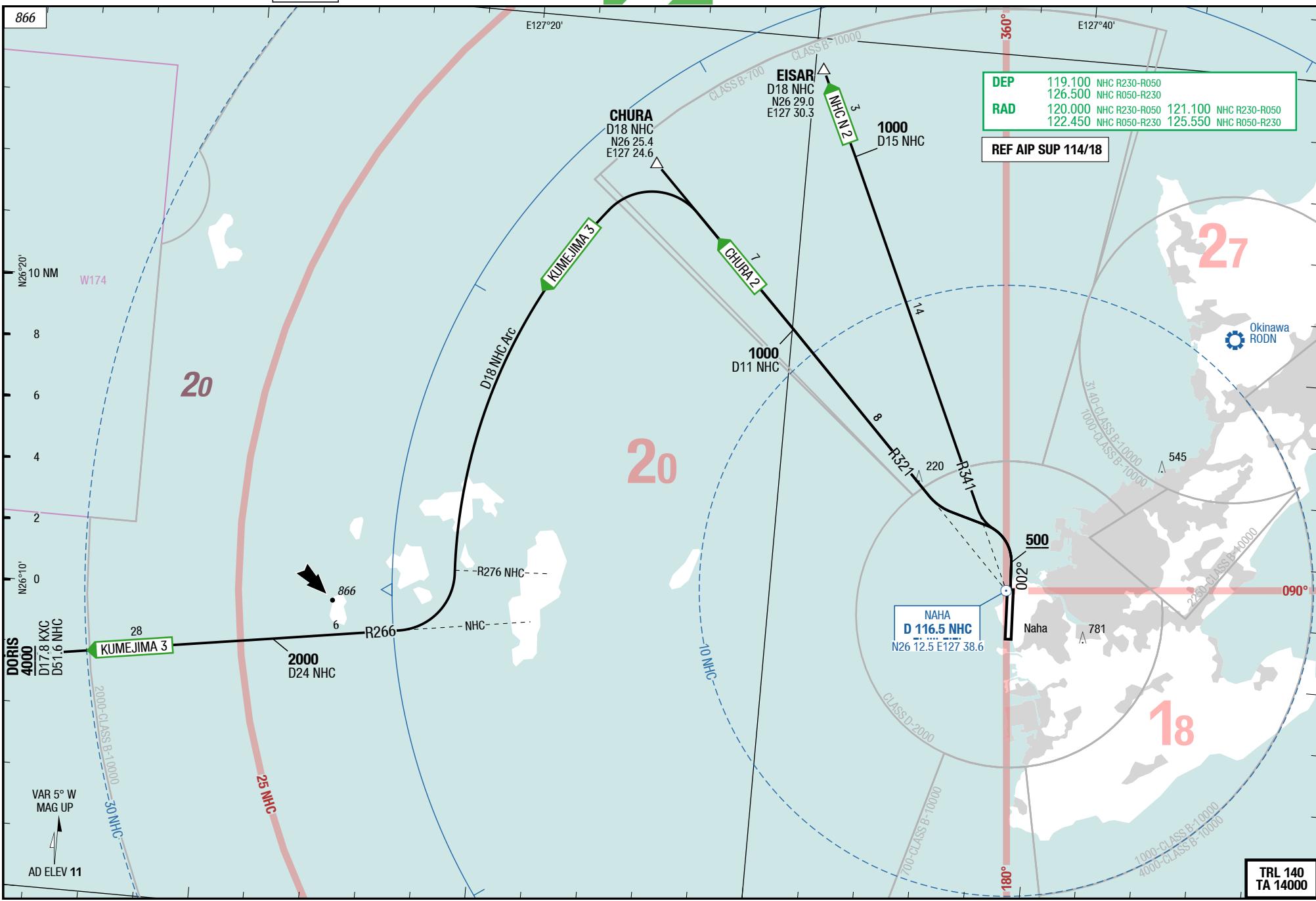
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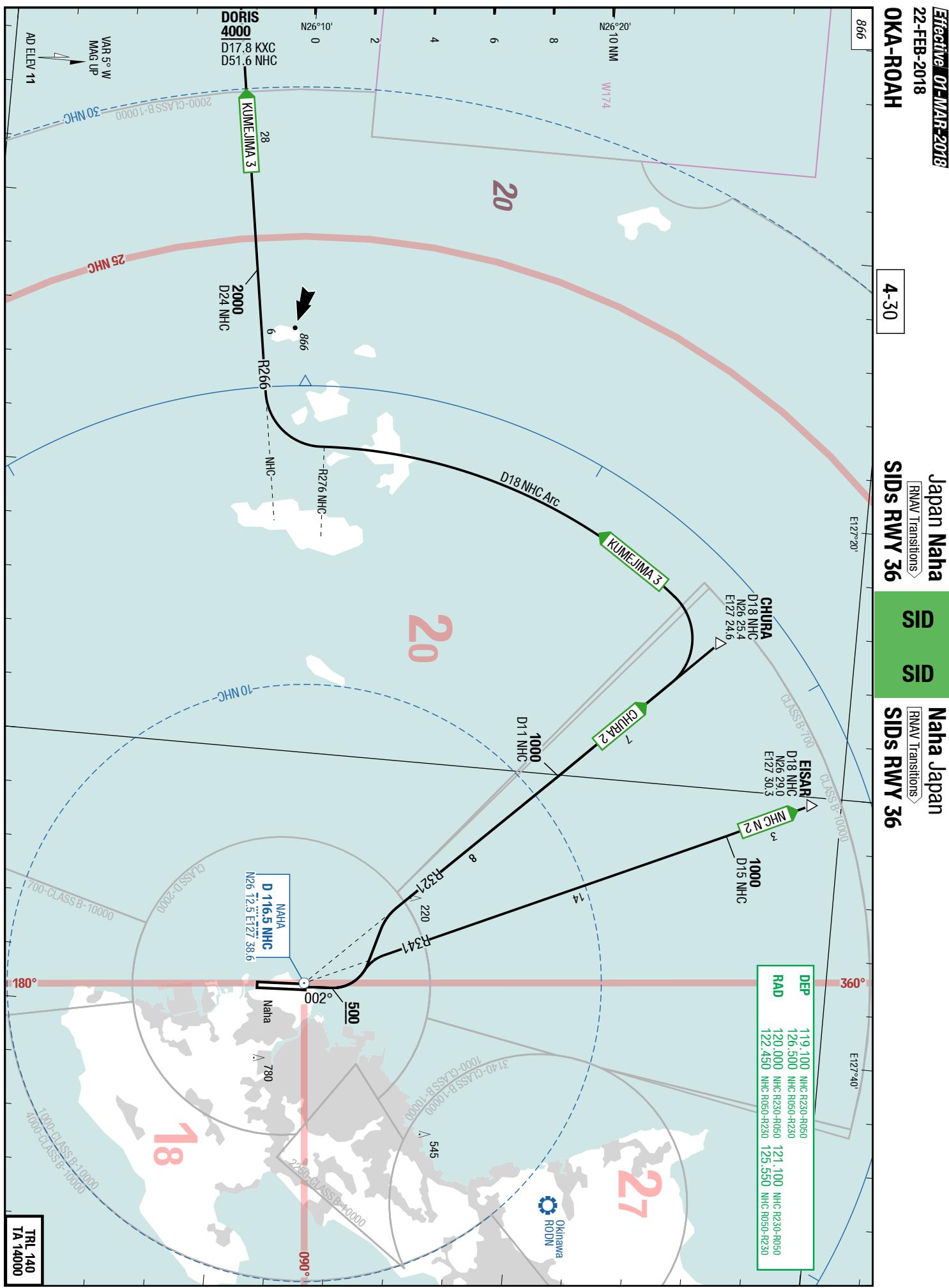
Naha Japan

NIL

Naha Japan Tempo SIDs RWY 36



Changes: Note



OKA-ROAH

4-40

RNAV Transitions

SID

RNAV Transitions

Japan Naha

OKA-ROAH

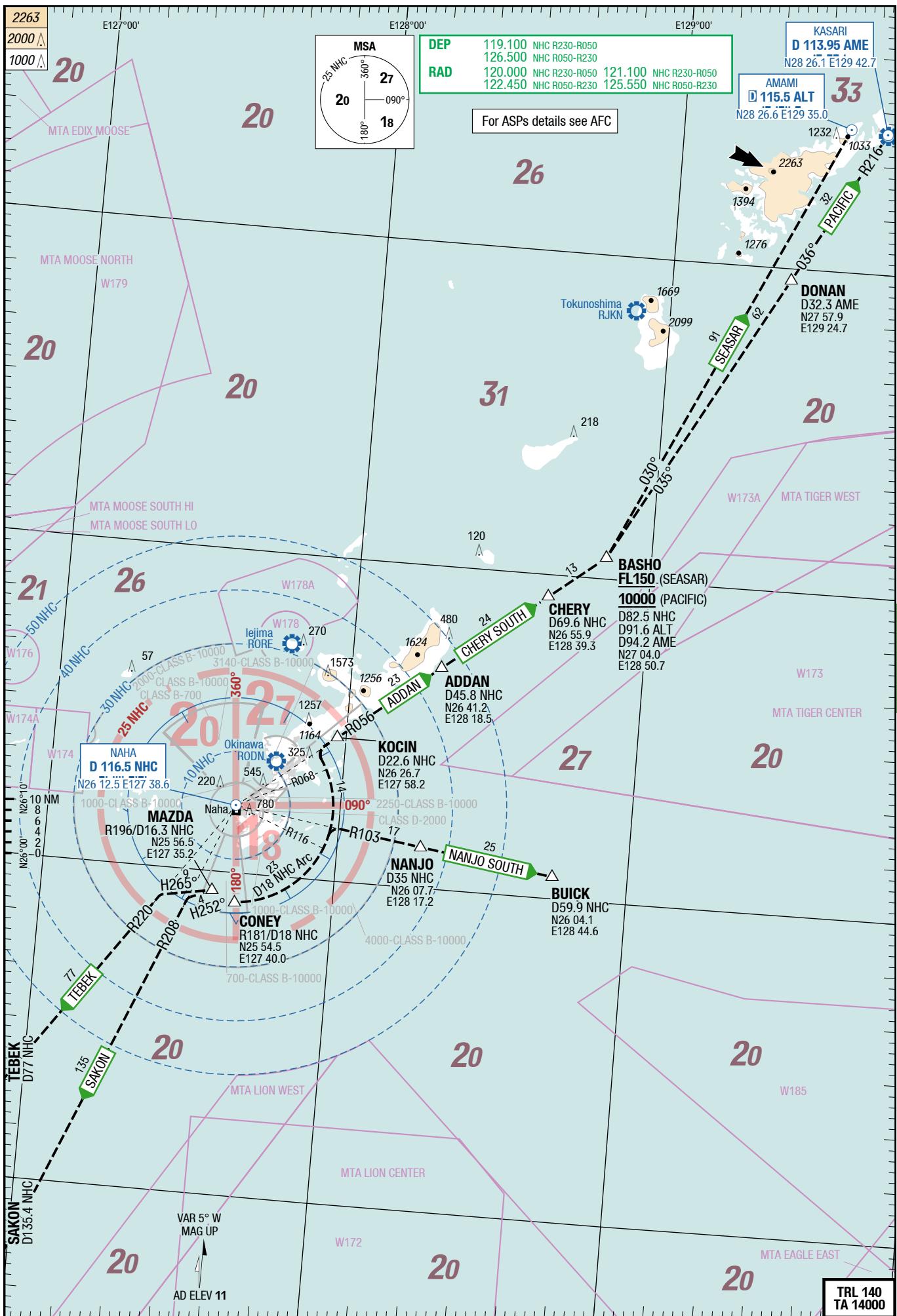
4-50

Japan Naha
Transitions RWY 36

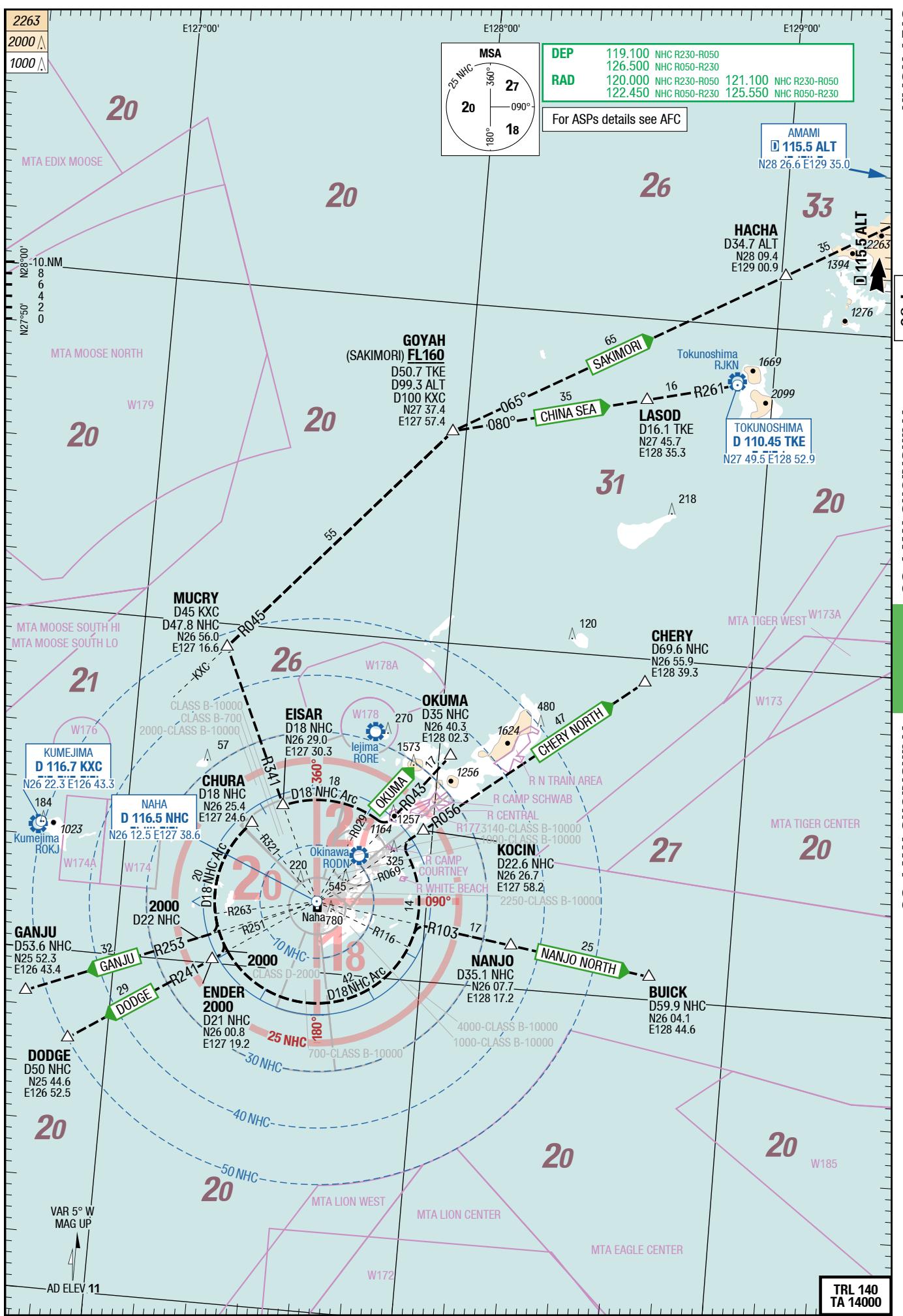
SID

Naha Japan

Transitions RWY 36



Changes: ASP, FREQ, OBST, SUAs



OKA-ROAH

5-08

Tempo RNAV SIDs

CANOP 2 / EISAR 2 / MIZAR 2 / SARTA 2

RWYs 18 (182°) / 36 (002°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 18 | |
| CANOP 2 119.100 126.500 | H183° - [A500+ ;R] - STELA - MAZDA - CANOP | STELA at 1000 |
| SARTA 2 119.100 126.500 | H183° - [A500+] - WOOJI - AH800 - AH803 - NABEE - SARTA | WOOJI at 2000 |
| | Runway 36 | |
| EISAR 2 5.0% to 500 119.100 126.500 ① | H003° - [A500+ ;L] - KIZNA - EISAR | KIZNA at 1000 |
| MIZAR 2 5.0% to 500 119.100 126.500 ① | H003° - [A500+ ;L] - MIZAR - ALCOR - GANJU | MIZAR at 1000 ALCOR at 2000 |

① No turn before DER.

OKA-ROAH

5-09

Tempo SIDs RWY 18

AGUNI 2 / CONEY 2 / KUMEJIMA 3 / NAHA SOUTHWEST 2

RWY 18 (182°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|---|
| | Runway 18 | |
| AGUNI 2 119.100 126.500 ① | at MNM 500 RT intercept R196 NHC - RT follow D18 NHC Arc to CHURA | R196/D6 NHC at 1000 R290/D18 NHC at 2000 |
| CONEY 2 119.100 126.500 | at MNM 600 intercept R181 NHC to CONEY | R181/D12 NHC at 2000 |
| KUMEJIMA 3 119.100 126.500 ① | at MNM 500 RT intercept R196 NHC - RT follow D18 NHC Arc - LT intercept R266 NHC to DORIS | R196/D6 NHC at 1000 R266/D24 NHC at 2000 DORIS MNM 4000 |
| NAHA SOUTHWEST 2 NHC SW 2 119.100 126.500 ① | at MNM 500 RT intercept R196 NHC to MAZDA | R196/D6 NHC at 1000 |

① No turn before DER.

CANOP 2 / SARTA 2 / EISAR 2 / MIZAR 2

RWYs 18 (182°) / 36 (002°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|------|------|------|------|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 18 | |
| CANOP 2 119.100 126.500 | H183° - [A500+ ;R] - STELA - MAZDA - CANOP | STELA at 1000 |
| SARTA 2 119.100 126.500 | H183° - [A500+] - WOOJI - AH800 - AH803 - NABEE - SARTA | WOOJI at 2000 |
| | Runway 36 | |
| EISAR 2 5.0% to 500 119.100 126.500 | H003° - [A500+ ;L] - KIZNA - EISAR | KIZNA at 1000 |
| MIZAR 2 5.0% to 500 119.100 126.500 | H003° - [A500+ ;L] - MIZAR - ALCOR - GANJU | MIZAR at 1000 ALCOR at 2000 |

OKA-ROAH

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SIDs RWY 18

AGUNI 2 / CONEY 2 / KUMEJIMA 3 / NAHA SOUTHWEST 2

RWY 18 (182°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 18 | |
| AGUNI 2 119.100 126.500 | at MNM 500 RT intercept R196 NHC - RT follow D18 NHC Arc to CHURA | R196/D6 NHC at 1000 R290/D18 NHC at 2000 |
| CONEY 2 119.100 126.500 | at MNM 500 intercept R181 NHC to CONEY | R181/D12 NHC at 2000 |
| KUMEJIMA 3 119.100 126.500 | at MNM 500 RT intercept R196 NHC - RT follow D18 NHC Arc - LT intercept R266 NHC to DORIS | R196/D6 NHC at 1000 R266/D24 NHC at 2000 DORIS MNM 4000 |
| NAHA SOUTHWEST 2 NHC SW 2 119.100 126.500 | at MNM 500 RT intercept R196 NHC to MAZDA | R196/D6 NHC at 1000 |

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Tempo SIDs RWY 36

CHURA 2 / KUMEJIMA 3 / NAHA NORTH 2

RWY 36 (002°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|------|------|------|------|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 36 | |
| CHURA 2 5.0% to 500 119.100 126.500 ① | at MNM 500 LT intercept R321 NHC to CHURA | R321/D11 NHC at 1000 |
| KUMEJIMA 3 5.0% to 500 119.100 126.500 ① | at MNM 500 LT intercept R321 NHC - LT intercept D18 NHC Arc - RT intercept R266 NHC to DORIS | R321/D11 NHC at 1000 R266/D24 NHC at 2000 DORIS MNM 4000 |
| NAHA NORTH 2 NHC N 2 5.0% to 500 119.100 126.500 ① | at MNM 500 LT intercept R341 NHC to EISAR | R341/D15 NHC at 1000 |

① No turn before DER.

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SIDs RWY 36

CHURA 2 / KUMEJIMA 3 / NAHA NORTH 2

RWY 36 (002°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| | Runway 36 | |
| CHURA 2 5.0% to 500 119.100 126.500 | at MNM 500 LT intercept R321 NHC to CHURA | R321/D11 NHC at 1000 |
| KUMEJIMA 3 5.0% to 500 119.100 126.500 | at MNM 500 LT intercept R321 NHC - LT intercept D18 NHC Arc - RT intercept R266 NHC to DORIS | R321/D11 NHC at 1000 R266/D24 NHC at 2000 DORIS MNM 4000 |
| NAHA NORTH 2 NHC N 2 5.0% to 500 119.100 126.500 | at MNM 500 LT intercept R341 NHC to EISAR | R341/D15 NHC at 1000 |

OKA-ROAH

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RNAV Transitions

SIDPT

RNAV Transitions

| DESIGNATOR | ROUTING | ALTITUDES |
|------------------------------------|---------------------------------------|------------------|
| | Runway 18 | |
| AMAMI 119.100 126.500 | SARTA - TAMAK - AMAMI | |
| | Runway 36 | |
| KAFUU 119.100 126.500 | EISAR - KAFUU - TESLA - CHAMP - AMAMI | |
| YUGAF 119.100 126.500 | EISAR - YUGAF - AMAMI | |

OKA-ROAH

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Transitions RWY 18

Transitions RWY 18

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|------------------------|
| Runway 18 | | |
| ADDAN 119.100 126.500 | CONEY - LT follow D18 NHC Arc - RT intercept R056 NHC to KOCIN - ADDAN | |
| CHERY SOUTH 119.100 126.500 | CONEY - LT follow D18 NHC Arc - RT intercept R056 NHC to KOCIN - ADDAN - CHERY | |
| NANJO SOUTH 119.100 126.500 | CONEY - LT follow D18 NHC Arc - RT intercept R103 NHC to NANJO - BUICK | |
| PACIFIC 119.100 126.500 | CONEY - LT follow D18 NHC Arc - RT intercept R056 NHC to KOCIN - ADDAN - CHERY - at BASHO LT intercept R216 AME to DONAN - AME | BASHO MNM 10000 |
| SAKON 119.100 126.500 | MAZDA - HDG 252° - intercept R208 NHC to SAKON | |
| SEASAR 119.100 126.500 | CONEY - LT follow D18 NHC Arc - RT intercept R056 NHC to KOCIN - ADDAN - CHERY - at BASHO LT 030° to ALT | BASHO MNM FL150 |
| TEBEK 119.100 126.500 | MAZDA - HDG 265° - intercept R220 NHC to TEBEK | |

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Transitions RWY 36

Transitions RWY 36

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|------------------------------------|
| Runway 36 | | |
| CHERY NORTH 119.100 126.500 | CHURA - LT follow D18 NHC Arc - RT intercept R056 NHC to KOCIN - CHERY | R241 NHC at 2000 |
| CHINA SEA 119.100 126.500 | EISAR - intercept R341 NHC to MUCRY - RT intercept R045 KXC to GOYAH - RT intercept R261 TKE to LASOD - TKE | |
| DODGE 119.100 126.500 | CHURA - LT follow D18 NHC Arc - RT intercept R241 NHC to ENDER - DODGE | ENDER at 2000 |
| GANJU 119.100 126.500 | CHURA - LT follow D18 NHC Arc - RT intercept R253 NHC to GANJU | R253/D22 NHC at 2000 |
| NANJO NORTH 119.100 126.500 | CHURA - LT follow D18 NHC Arc - RT intercept R103 NHC to NANJO - BUICK | R241 NHC at 2000 |
| OKUMA 119.100 126.500 | EISAR - RT follow D18 NHC Arc - LT intercept R043 NHC to OKUMA | |
| SAKIMORI 119.100 126.500 | EISAR - intercept R341 NHC to MUCRY - RT intercept R045 KXC to GOYAH - RT 065° to HACHA - ALT | GOYAH MNM FL160 |

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RNAV STARs RWY 18

Japan Naha

[RNAV STARs RWY 36]

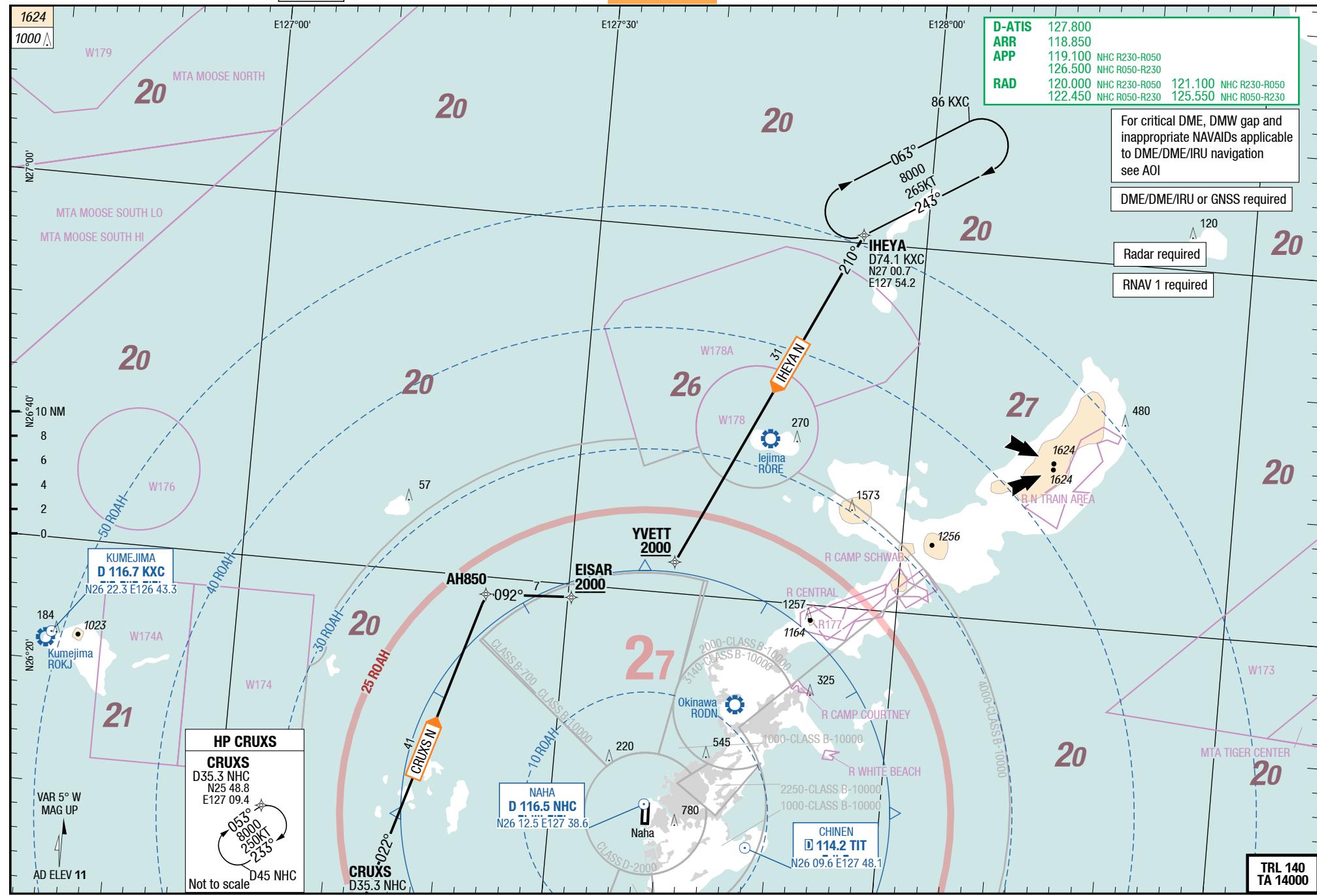
STAR

STAR

Naha Japan

[RNAV STARs RWY 36]

RNAV STARs RWY 18



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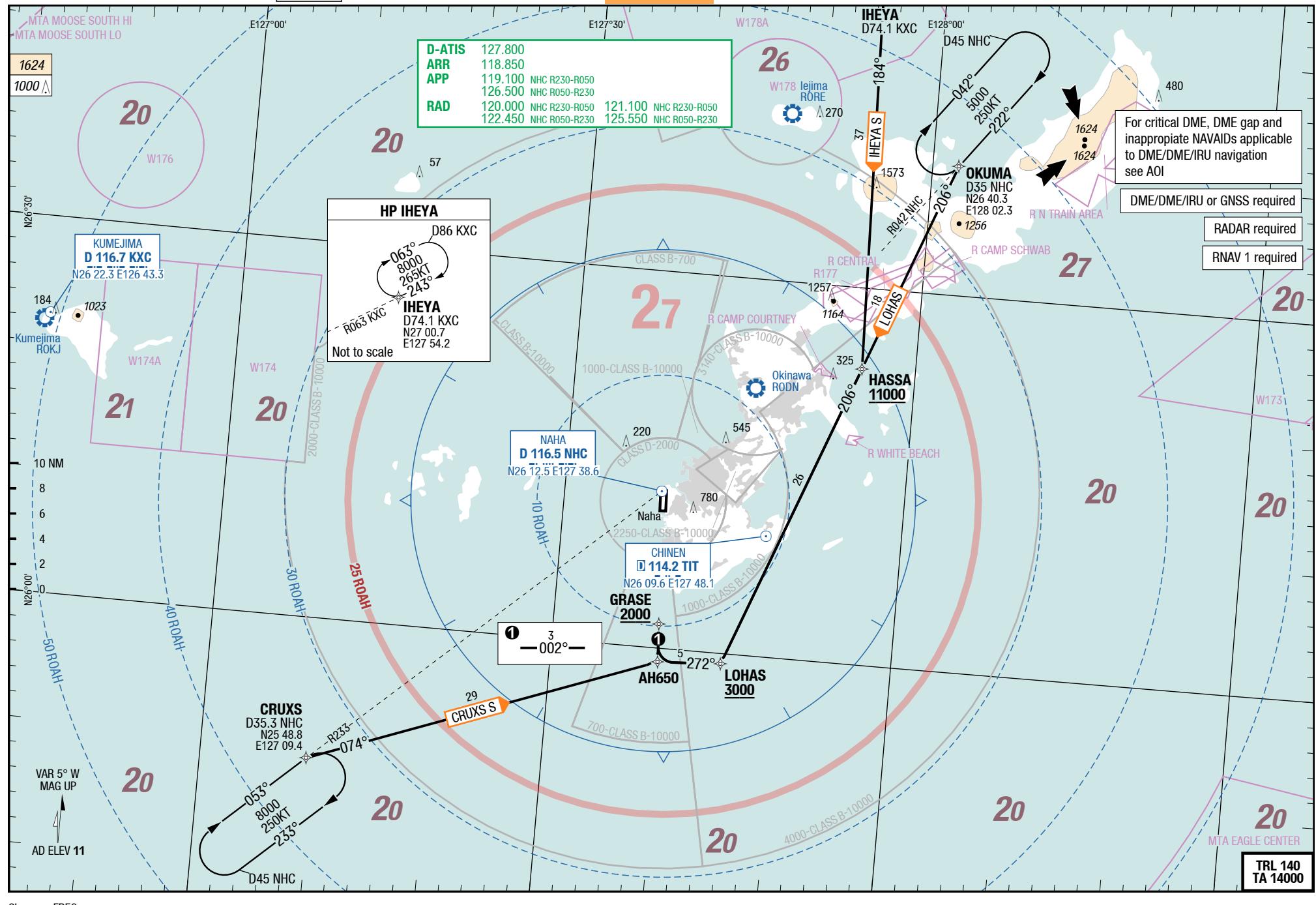
Japan Naha

Naha Japan

6-20

RNAV STARs RWY 36

RNAV STARs RWY 36



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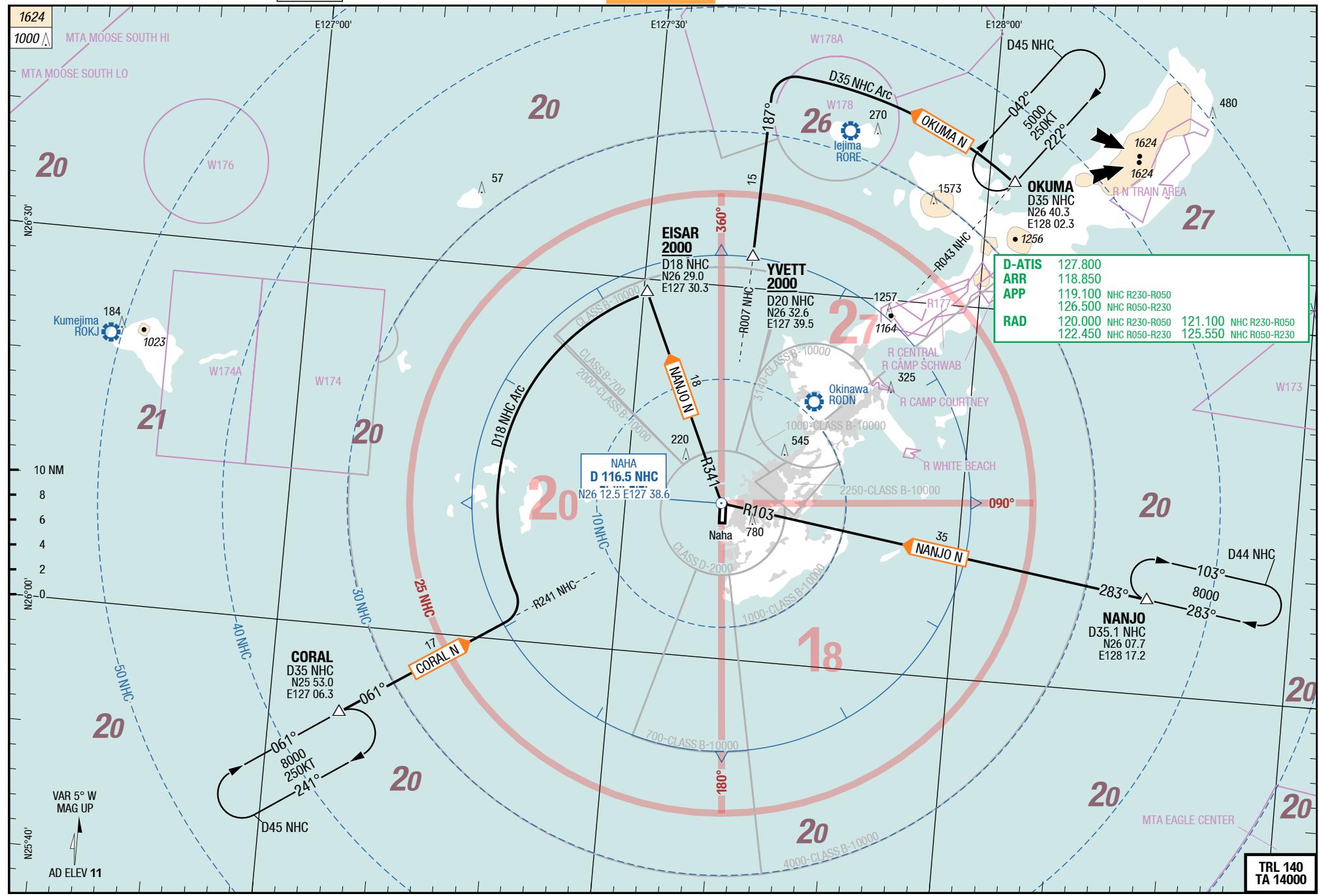
Japan Naha

STARs RWY 18

Naha Japan

STARs RWY 18

6-30



08-FEB-2018

OKA-ROAH

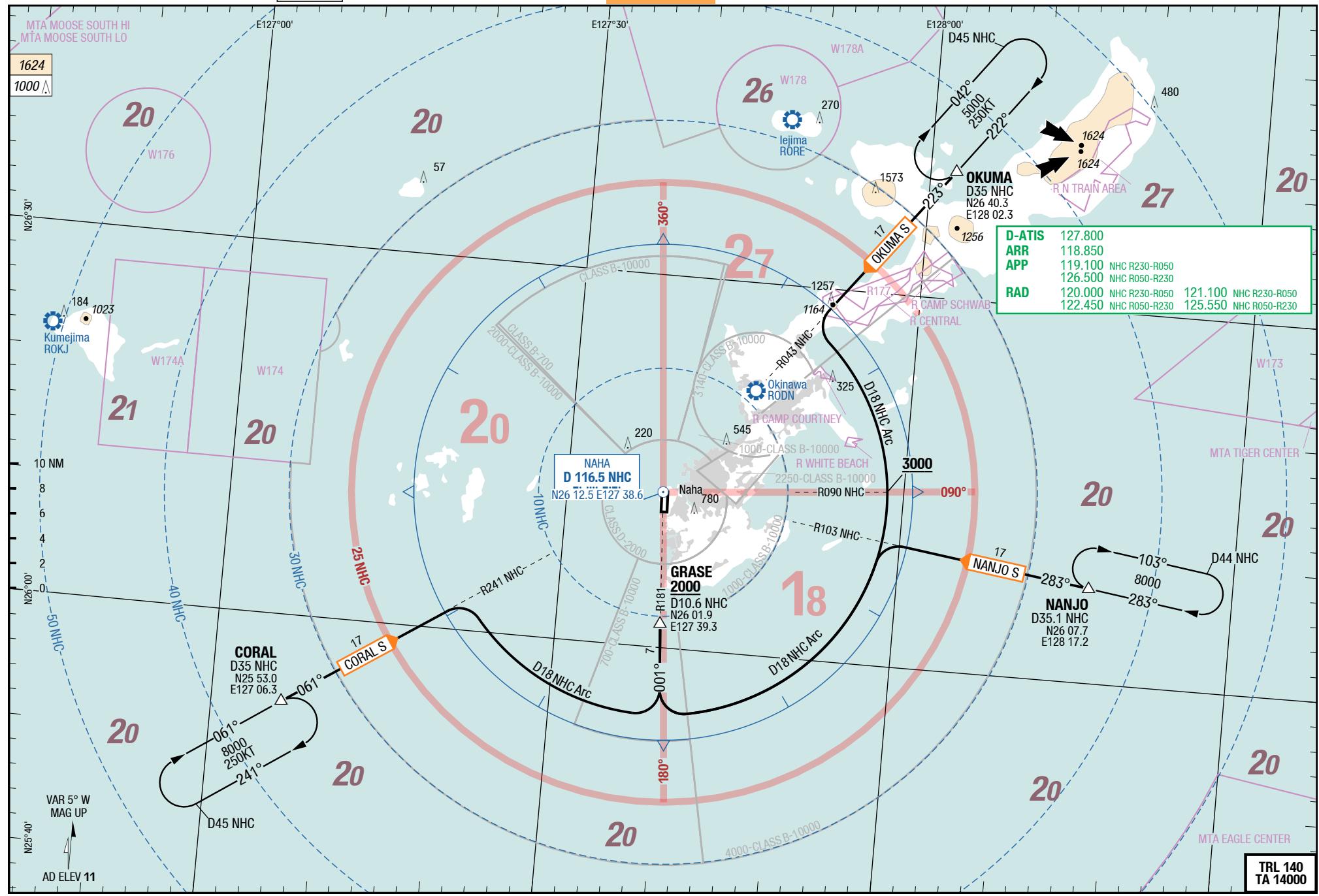
Japan Naha

STARs RWY 36

Naha Japan

STARs RWY 36

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Changes: FREQ

08-FEB-2018

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Japan Naha

RNAV (RNP) STARs RWY 36

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RNAV (RNP) STARs RWY 18

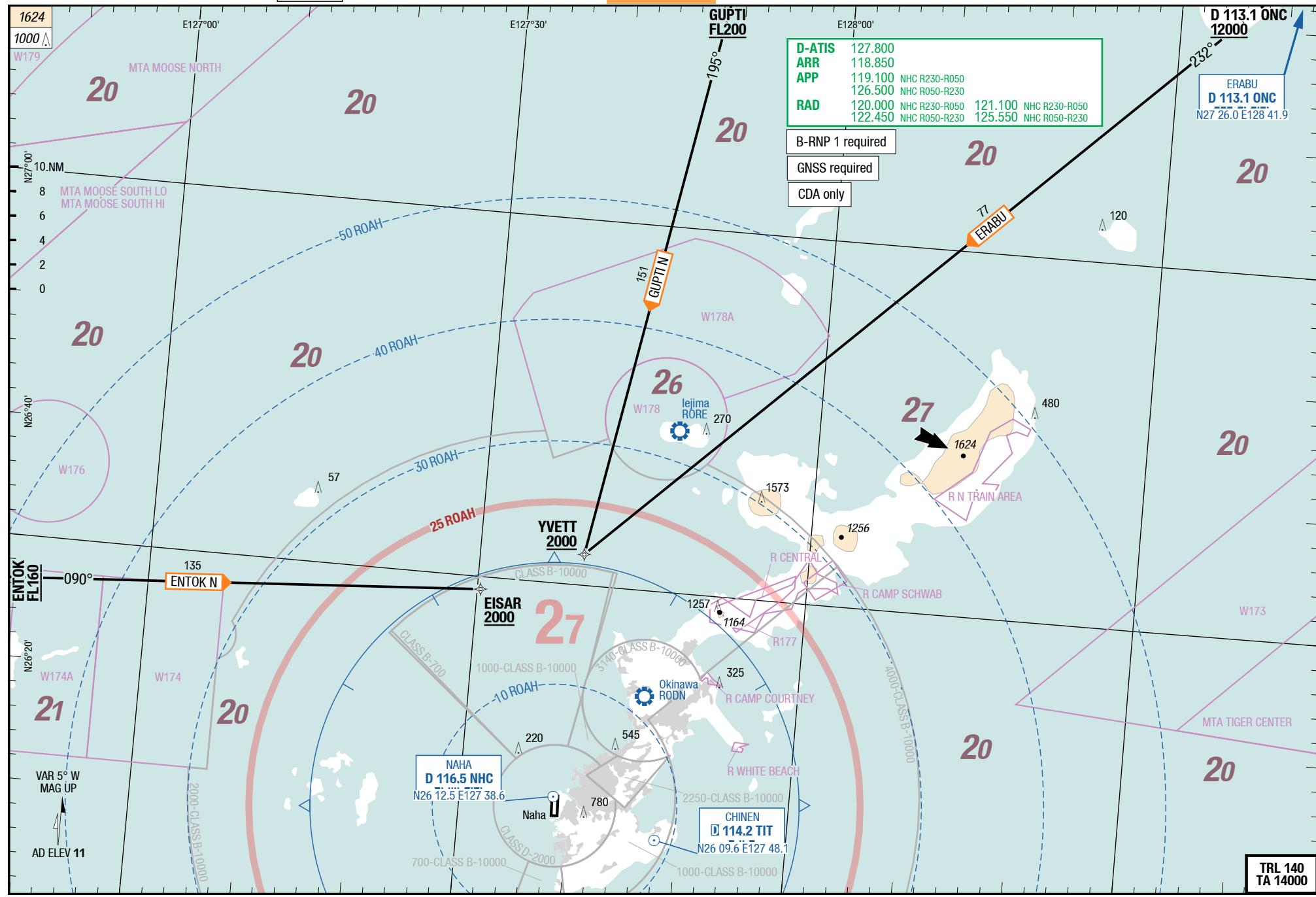
STAR

STAR

Naha Japan

RNAV (RNP) STARs RWY 36

RNAV (RNP) STARs RWY 18



Changes: FREQ

08-FEB-2018

OKA-ROAH

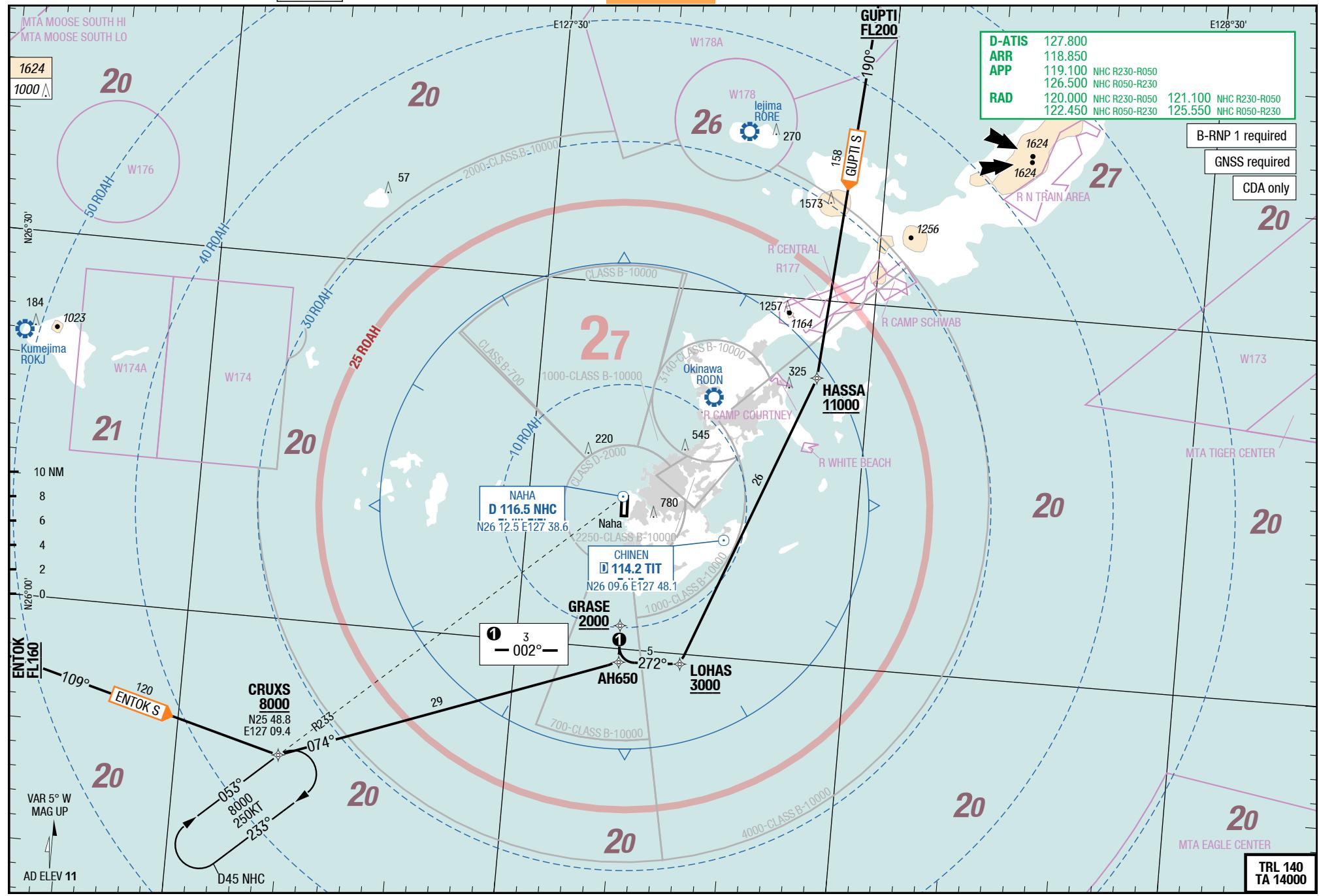
Japan Naha

Naha Japan

6-60

RNAV (RNP) STARs RWY 36

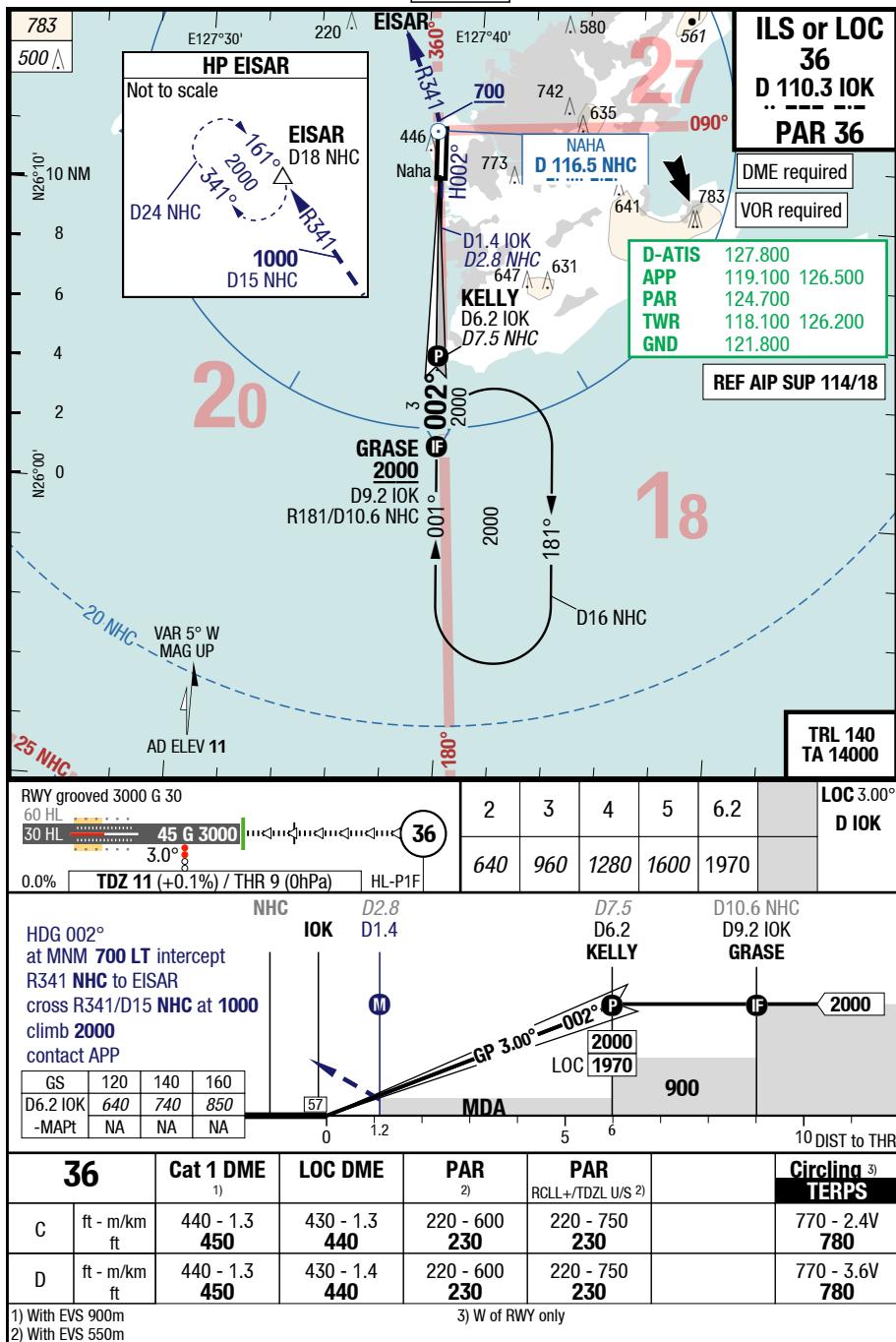
RNAV (RNP) STARs RWY 36



OKA-ROAH

7-08

Tempo ILS or LOC 36 / PAR 36

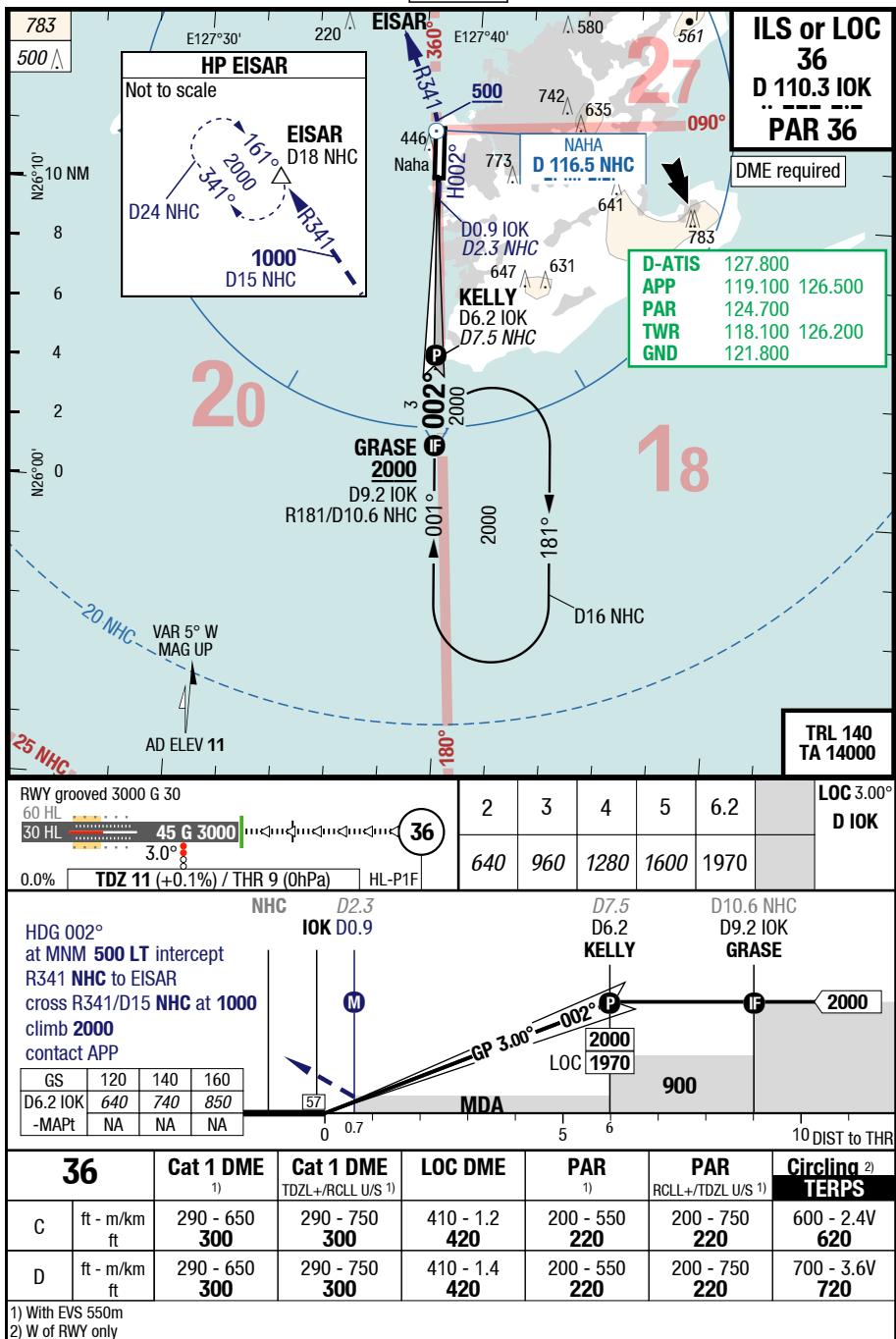


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ILS or LOC 36 / PAR 36



Changes: OBST

30-AUG-2018/UFN

30-AUG-2018

OKA-ROAH

Japan Naha

Naha Japan

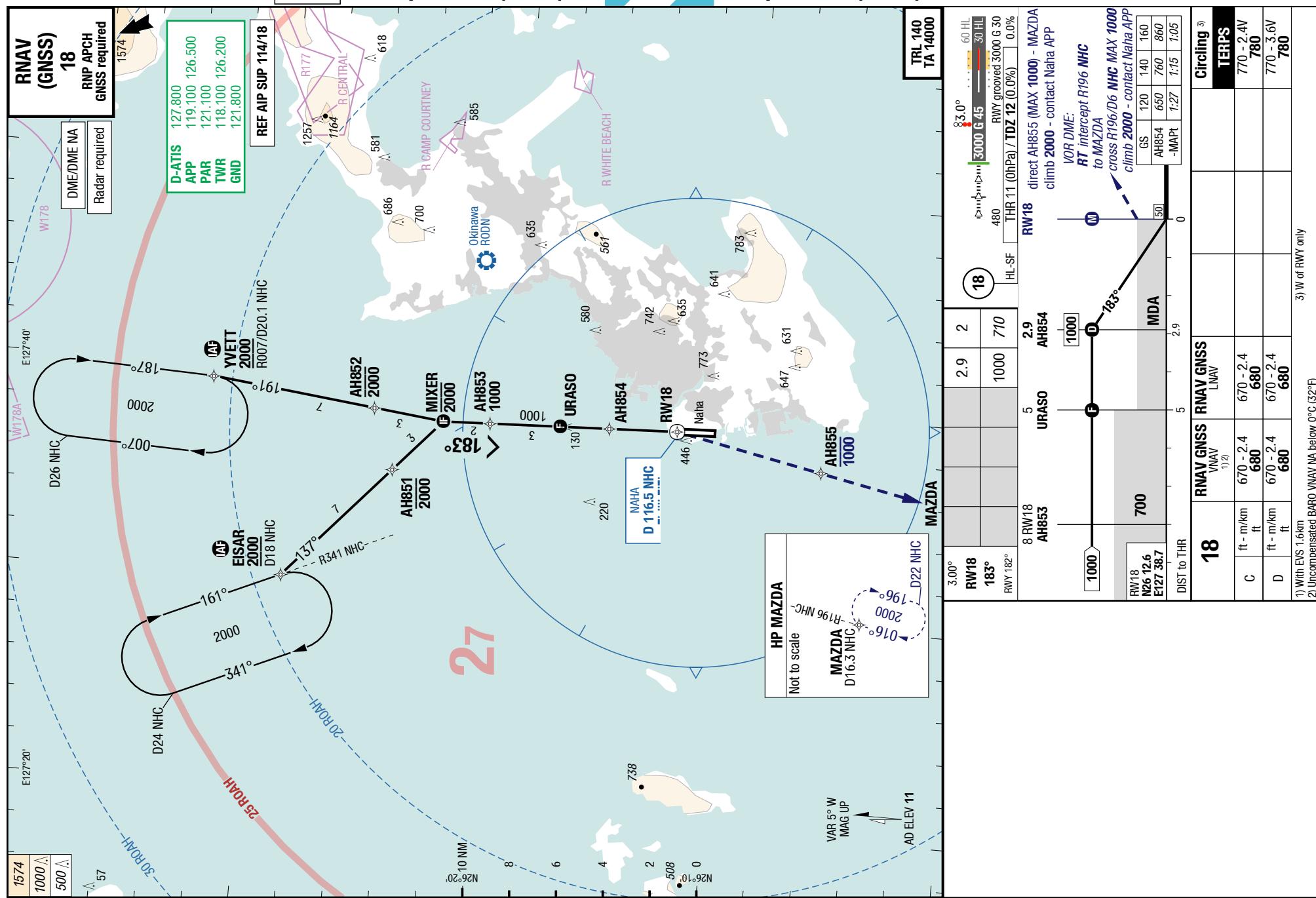
7-28

Tempo RNAV (GNSS) 18

IAC

IAC

Tempo RNAV (GNSS) 18



Changes: OBST, MEA

30-AUG-2018

OKA-ROAH

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Japan Naha

RNAV (GNSS) 18

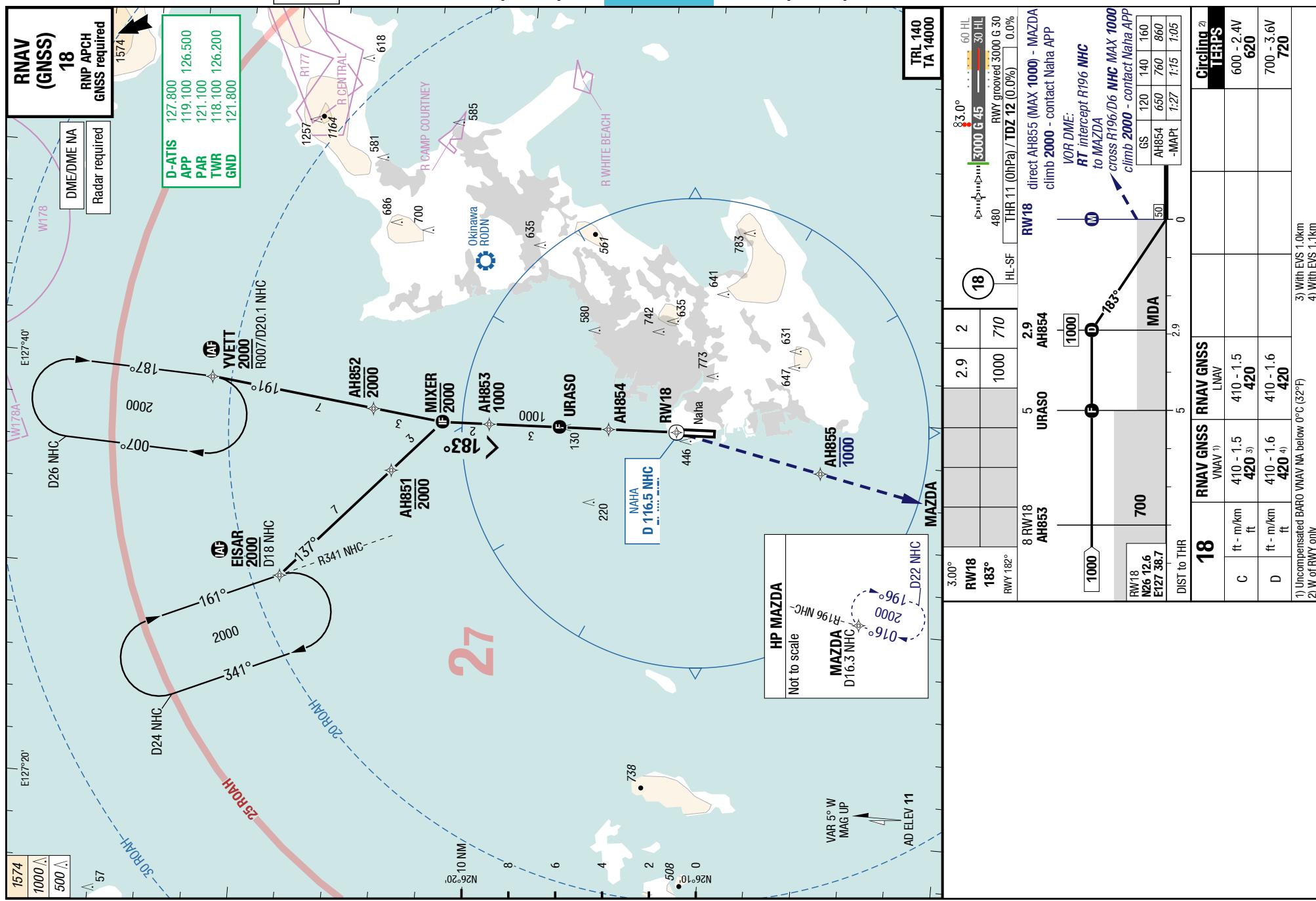
Naha Japan

RNAV (GNSS) 18

7-30

14

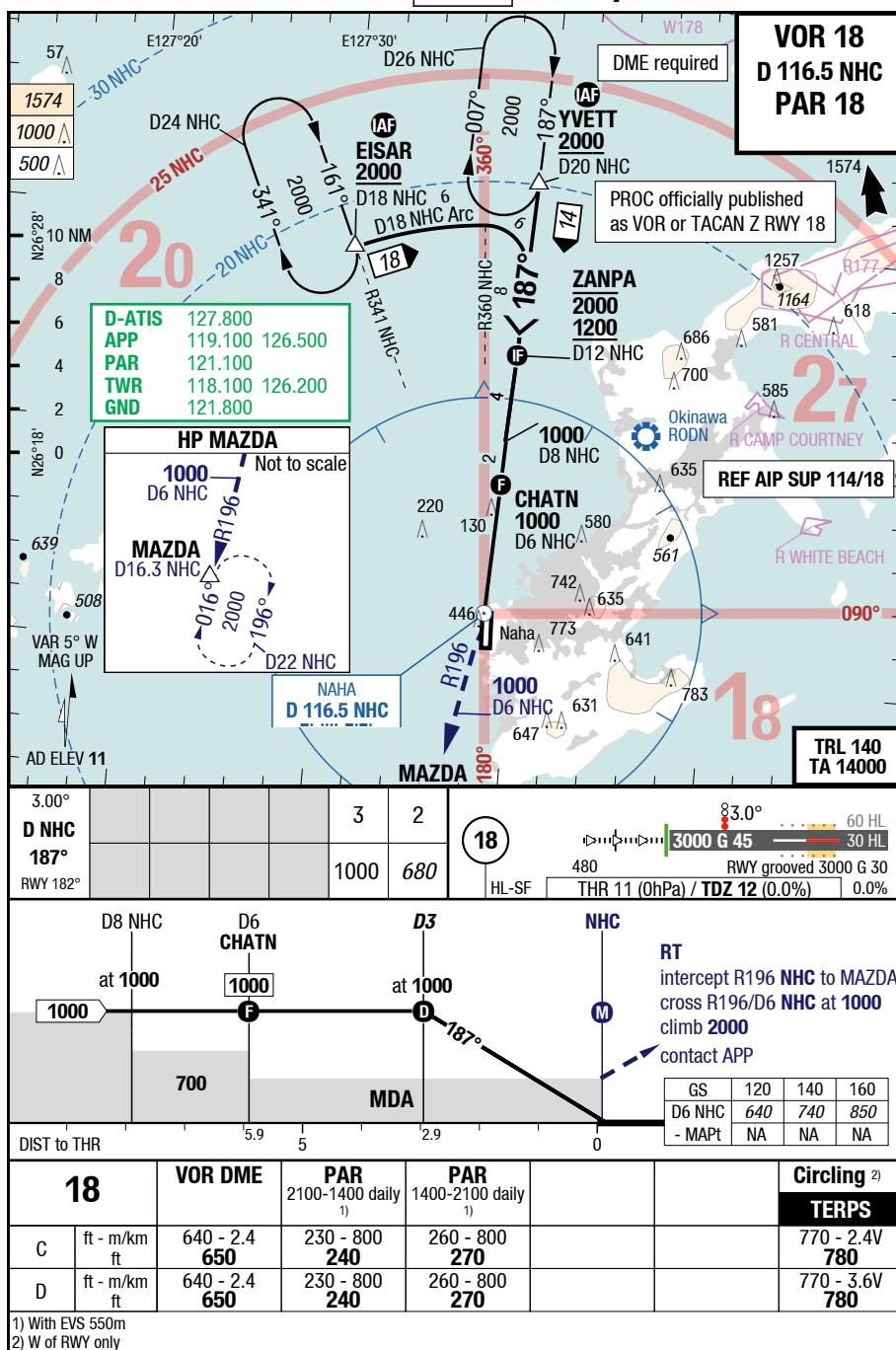
14



OKA-ROAH

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Tempo VOR 18 / PAR 18

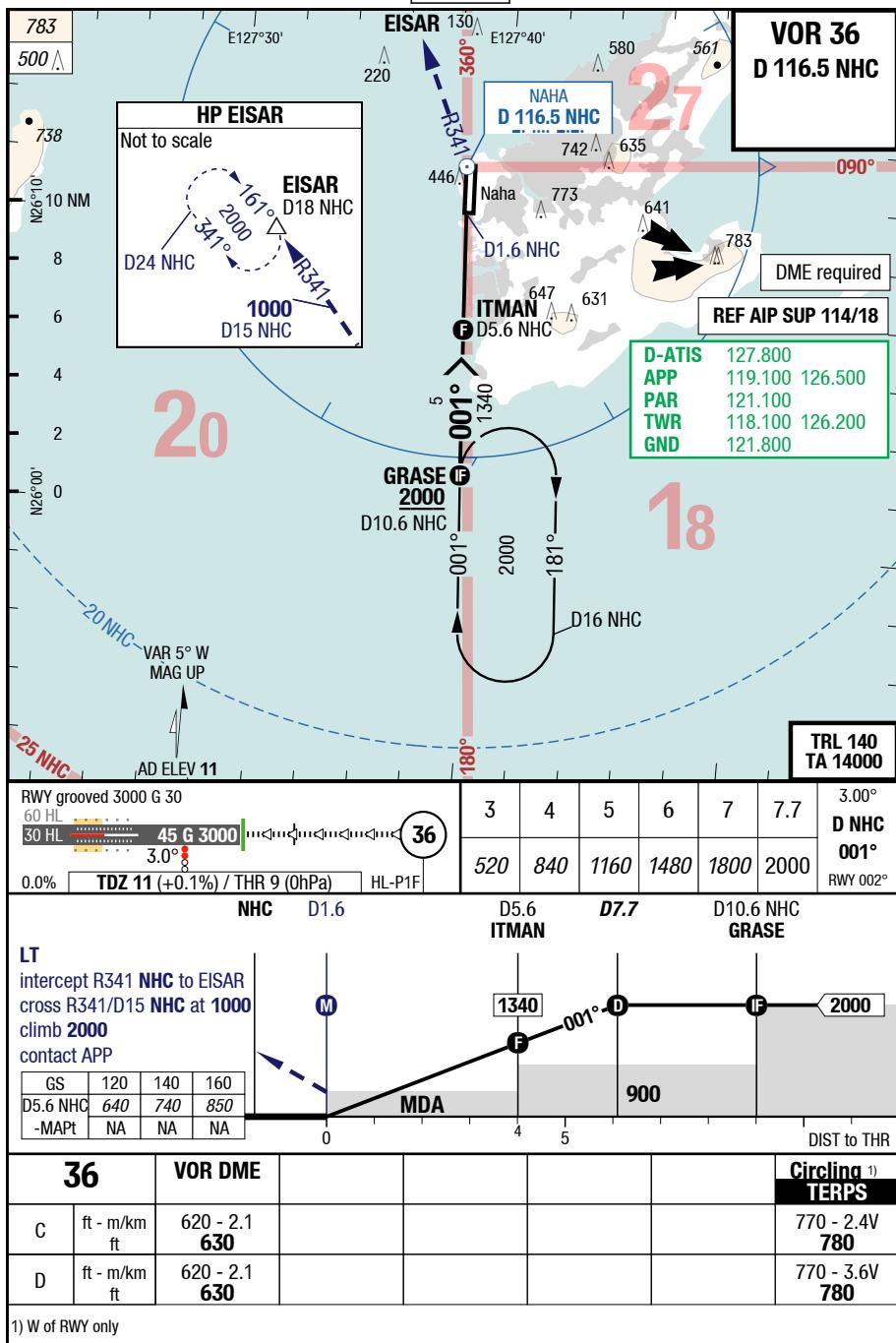


Changes: OBST

OKA-ROAH

7-49

Tempo VOR 36



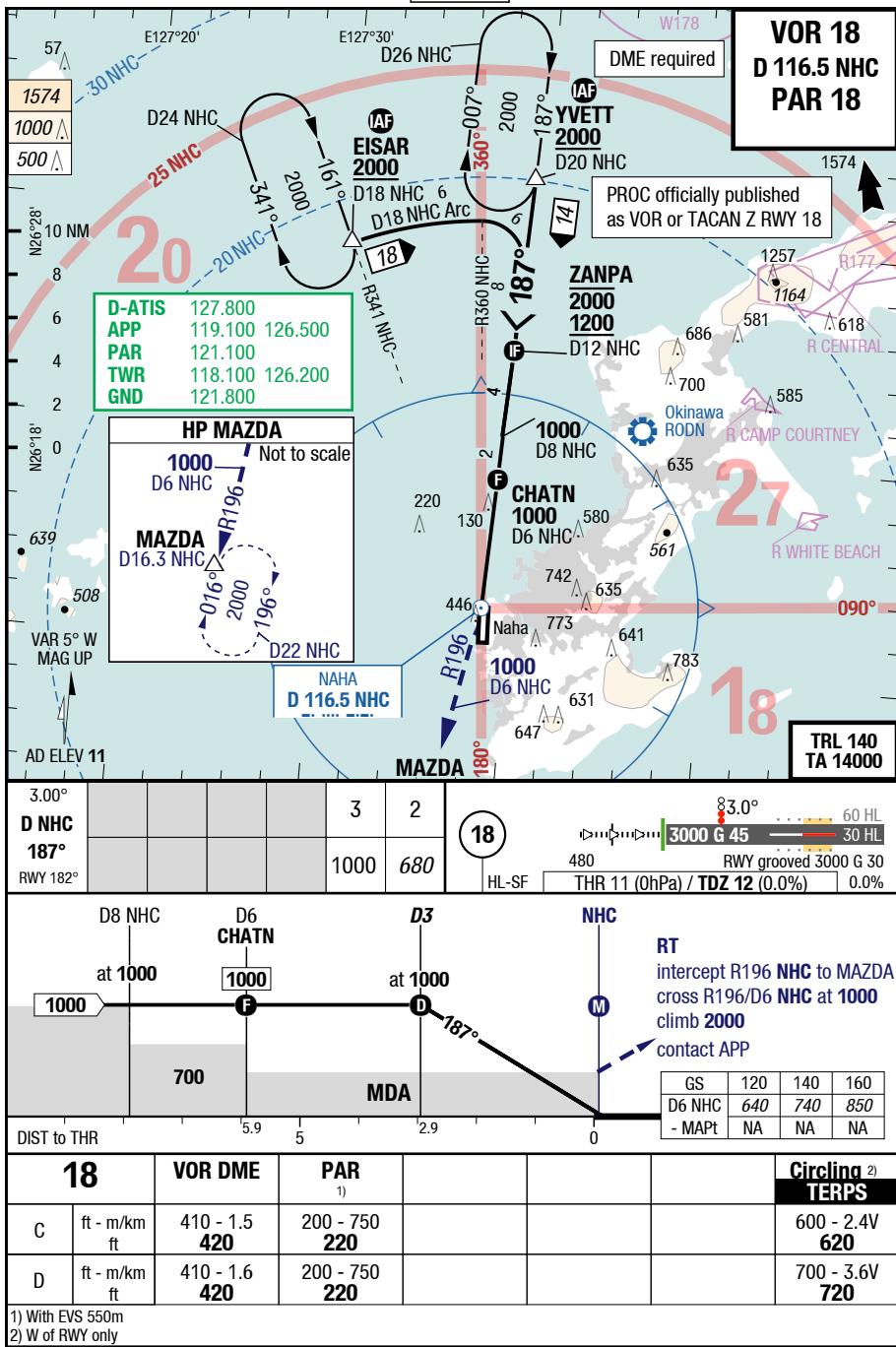
1) W of RWY only

30-AUG-2018

OKA-ROAH

7-50

VOR 18 / PAR 18



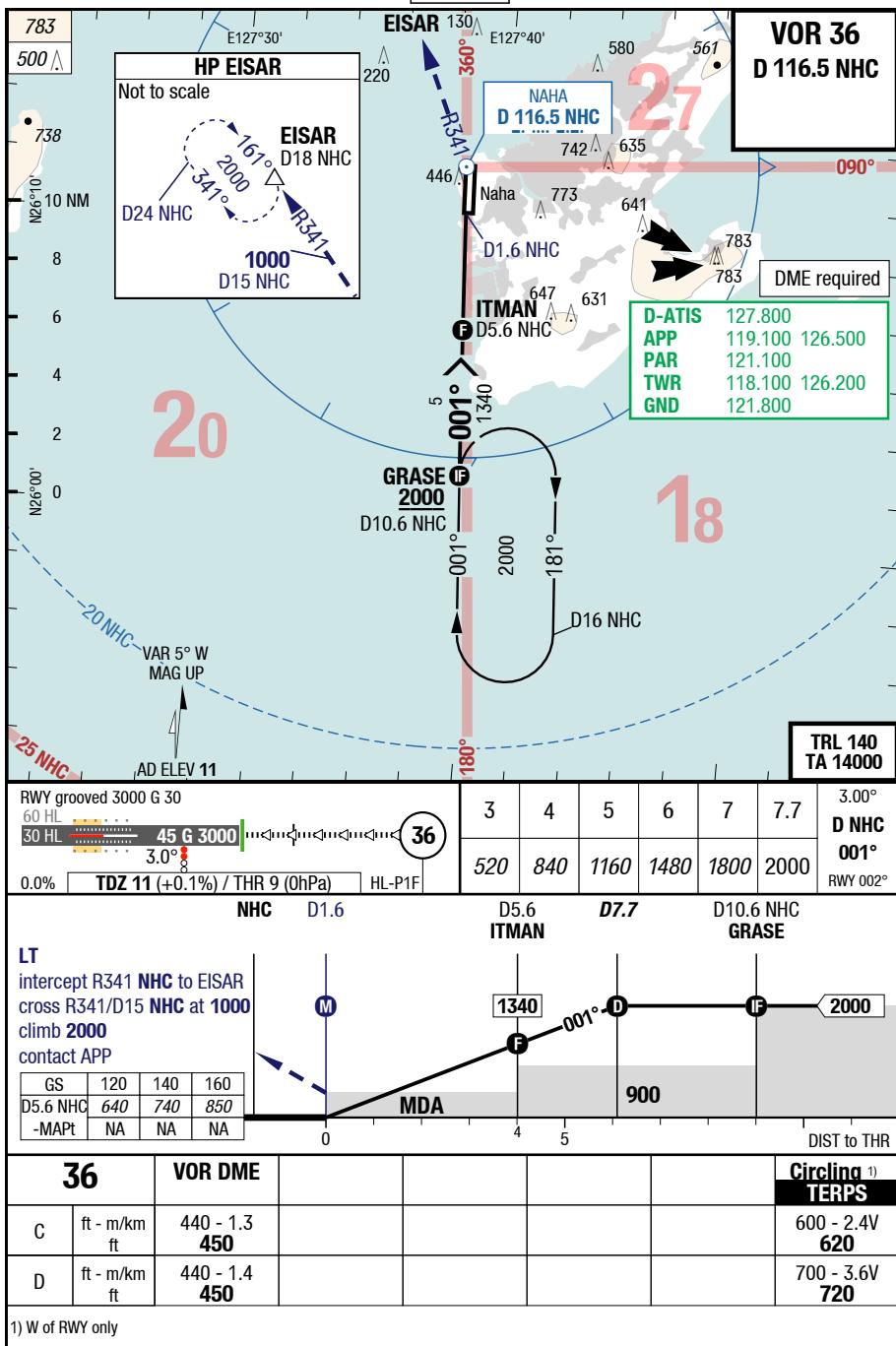
- 1) With EVS 550m
- 2) W of RWY only

30-AUG-2018

OKA-ROAH

7-60

VOR 36



Changes: OBST

19-APR-2018

OKA-ROAH

8-10

Japan Naha

MRC South

MRC North

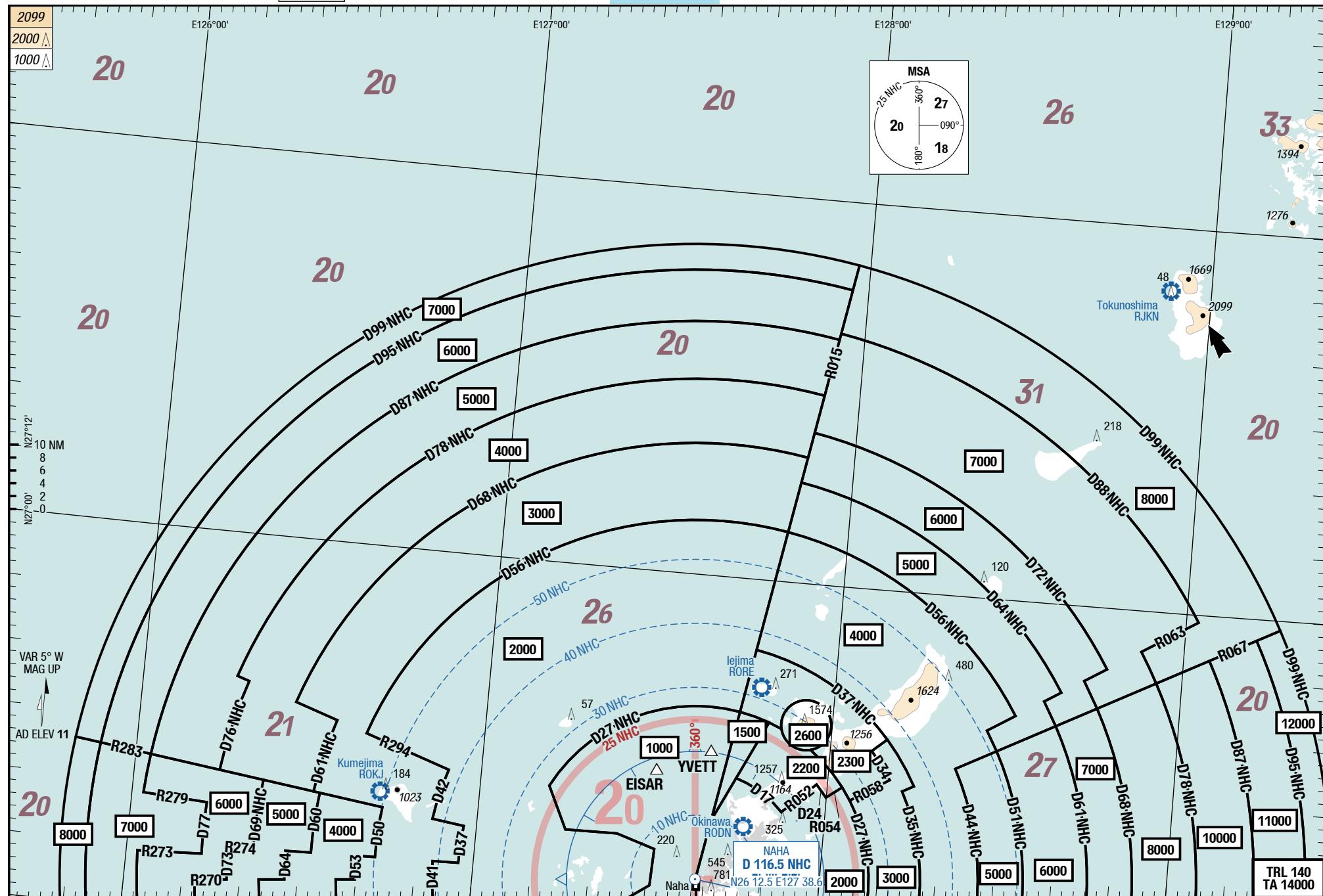
MRC

MRC

Naha Japan

MRC South

MRC North



Changes: Completely revised

19-APR-2018

OKA-ROAH

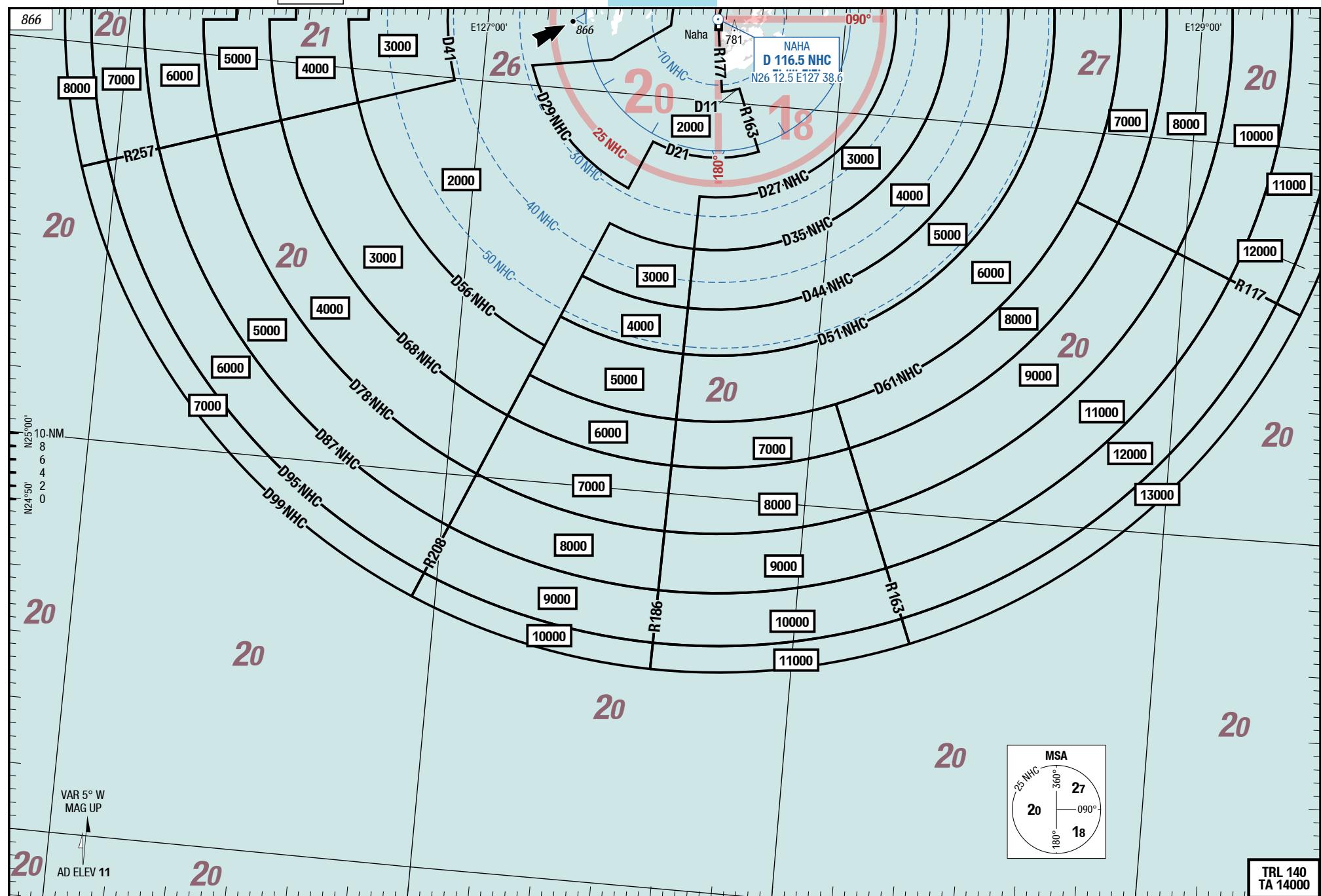
Japan Naha

Naha Japan

MRC South

MRC South

8-20



Changes: Completely revised