

## 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 MNM 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.

## 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 GASE 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 YVET - 5NM to YVET
- DME GAP
  - 5NM to YVET- YVET

**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 - GASE
- 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 - GASE
- DME GAP
  - OKUMA - 25NM to LOHAS
  - 14NM to LOHAS - 8NM to LOHAS

**CRUXS SOUTH**

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

**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

## 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

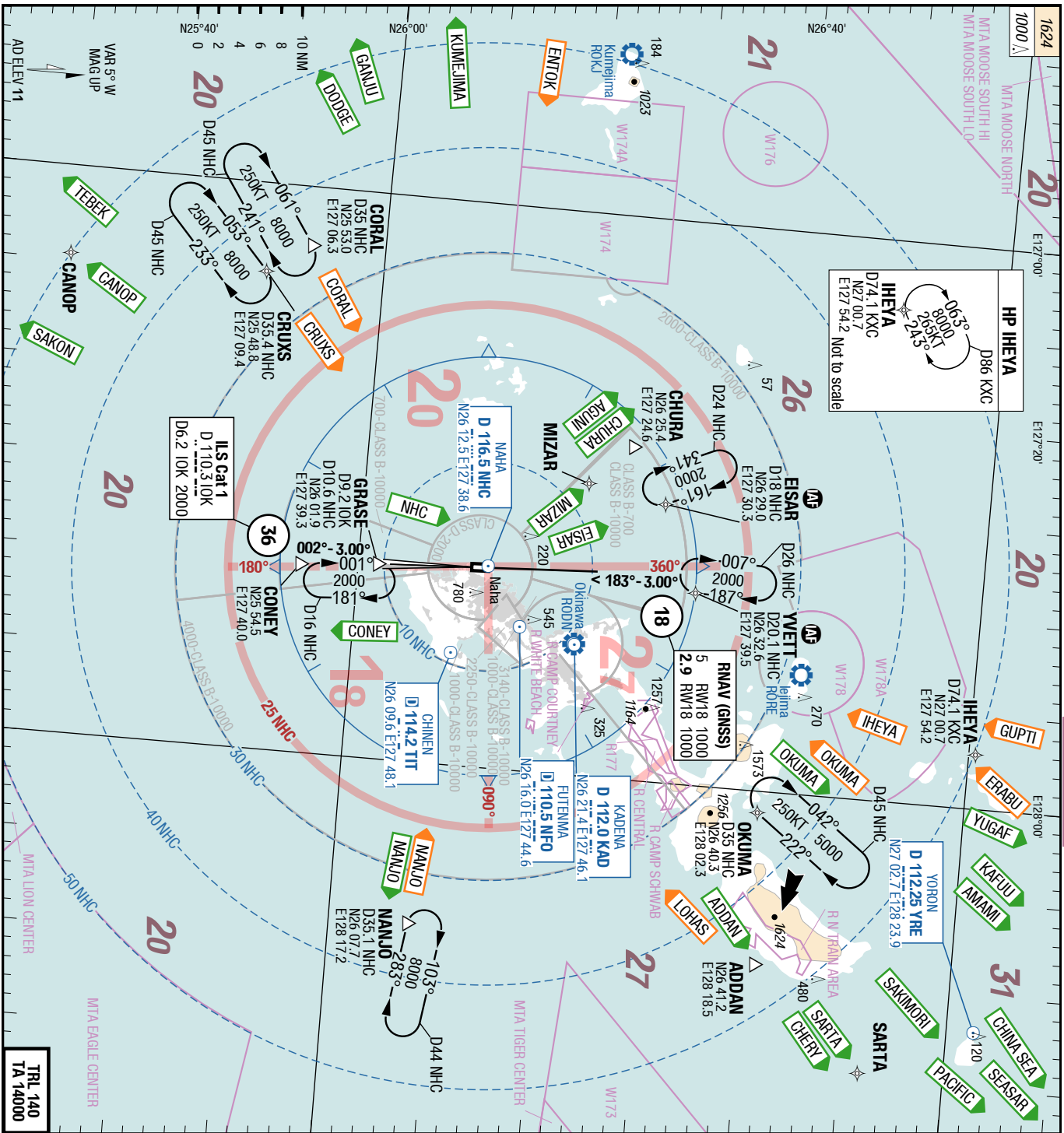
RWY 36 DER - 18NM to GANJU

## 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.



D-ATIS	127.800	
ARR	118.850	
RAD	120.000	NHC R230-R050
APP/DEP	119.100	NHC R050-R230
PAR/SRA	119.500	NHC R050-R230
TWR	118.100	
GND	121.800	
DLV	122.075	

**Landing RWY system:**

**18**

HL-SF 480 THR 11 (0hPa) / TDZ 12 (0.0%)

RWY grooved 3000 G 30

30 HL 3.0°

TDZ 11 (+0.1%) / THR 9 (0hPa)

HL-P1F

**36**

HL-SF 480 THR 11 (0hPa) / TDZ 12 (0.0%)

RWY grooved 3000 G 30

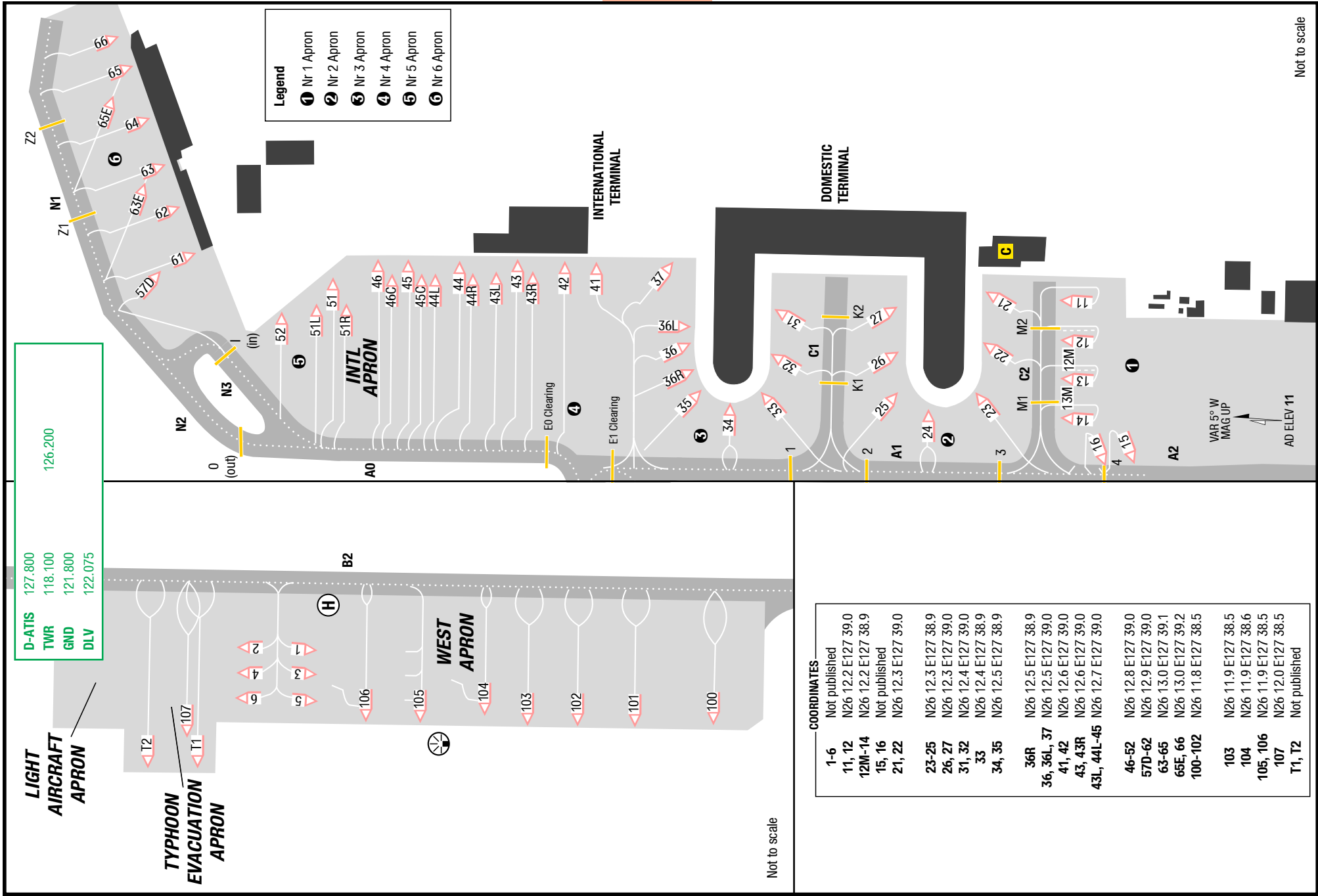
30 HL 3.0°

TDZ 11 (+0.1%) / THR 9 (0hPa)

HL-P1F



3-30



## OKA-ROAH

## Tempo SIDs RWY 18

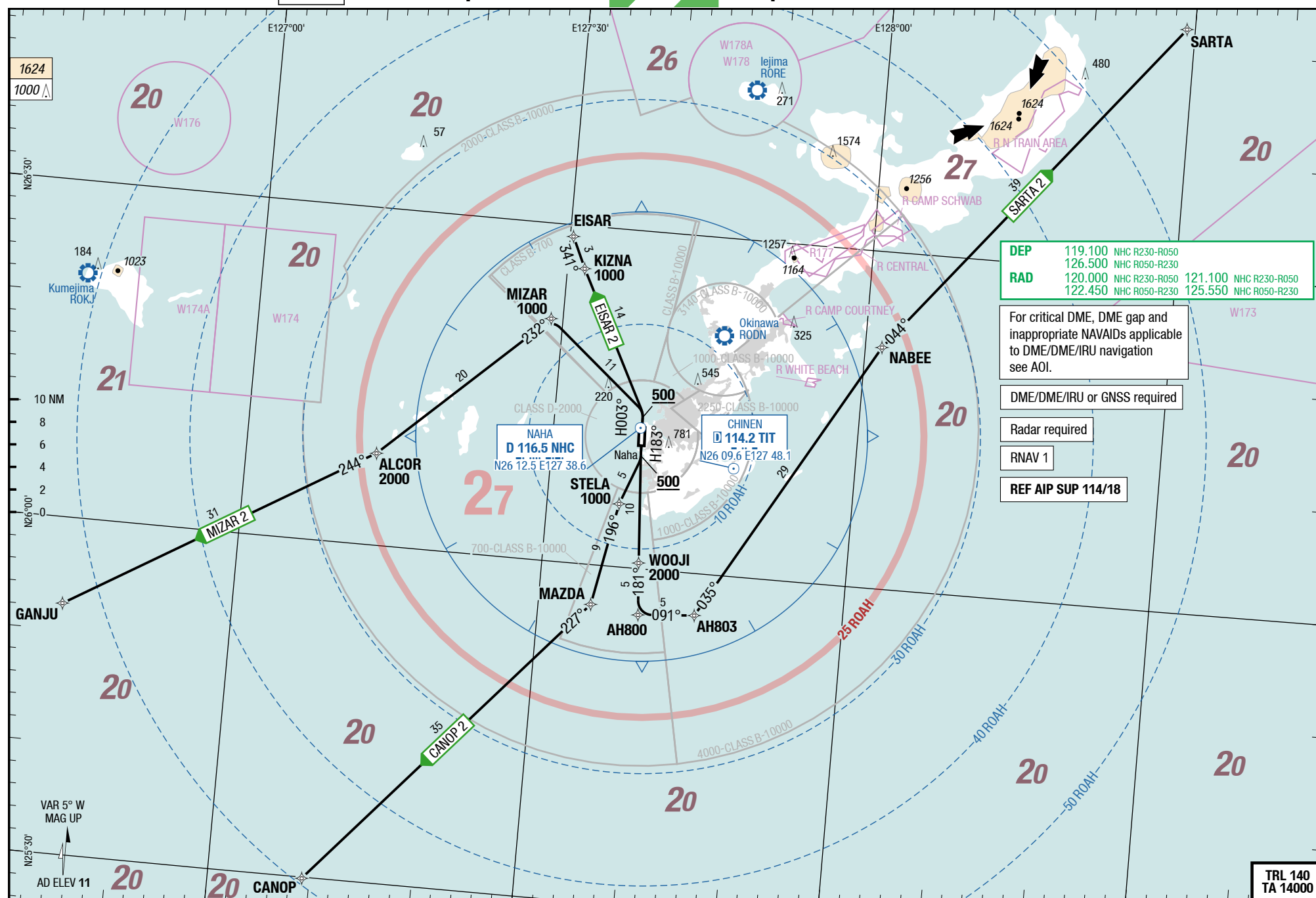
## Tempo RNAV SIDs

SID



Tempo SIDs RWY 18

## Tempo RNAV SIDs



Changes: Note

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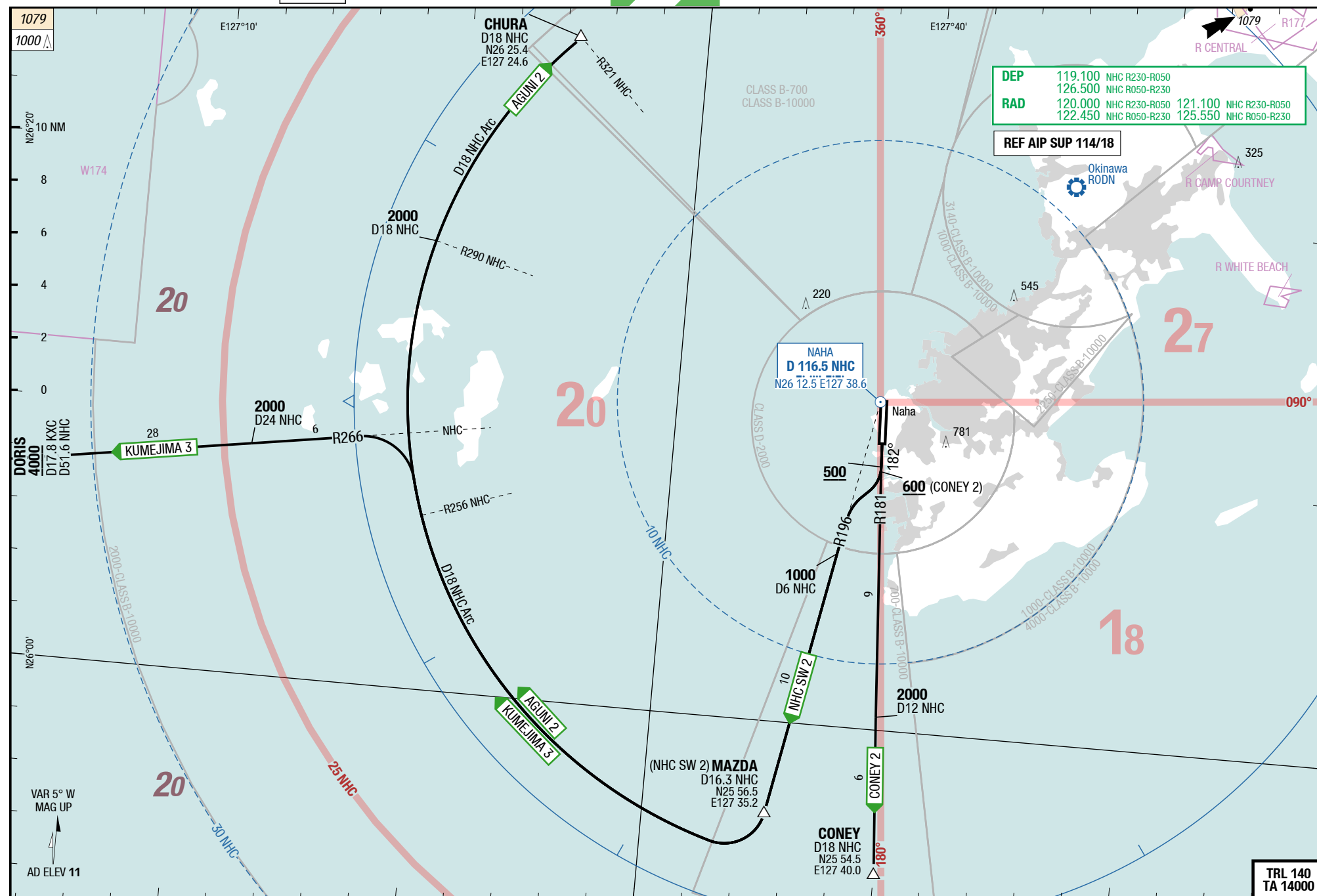
## OKA-ROAH

## Naha Japan

4-09

## Tempo SIDs RWY 18

## Tempo SIDs RWY 18



Changes: Note

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## OKA-ROAH

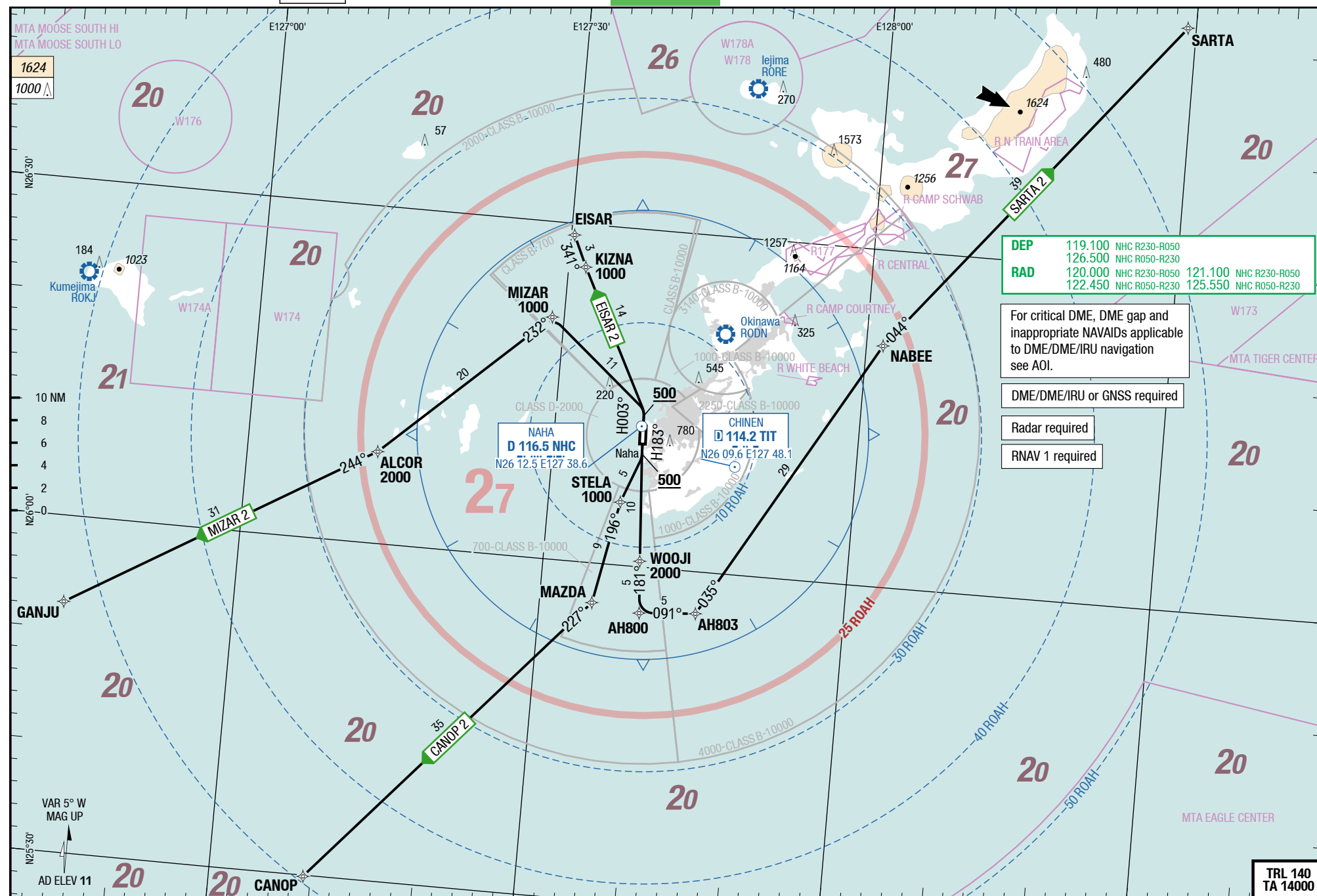
## RNAV SIDs

SID

SID

## RNAV SIDs

4-10



Changes: FREQ, ASP, MGA, OBST, SUAs

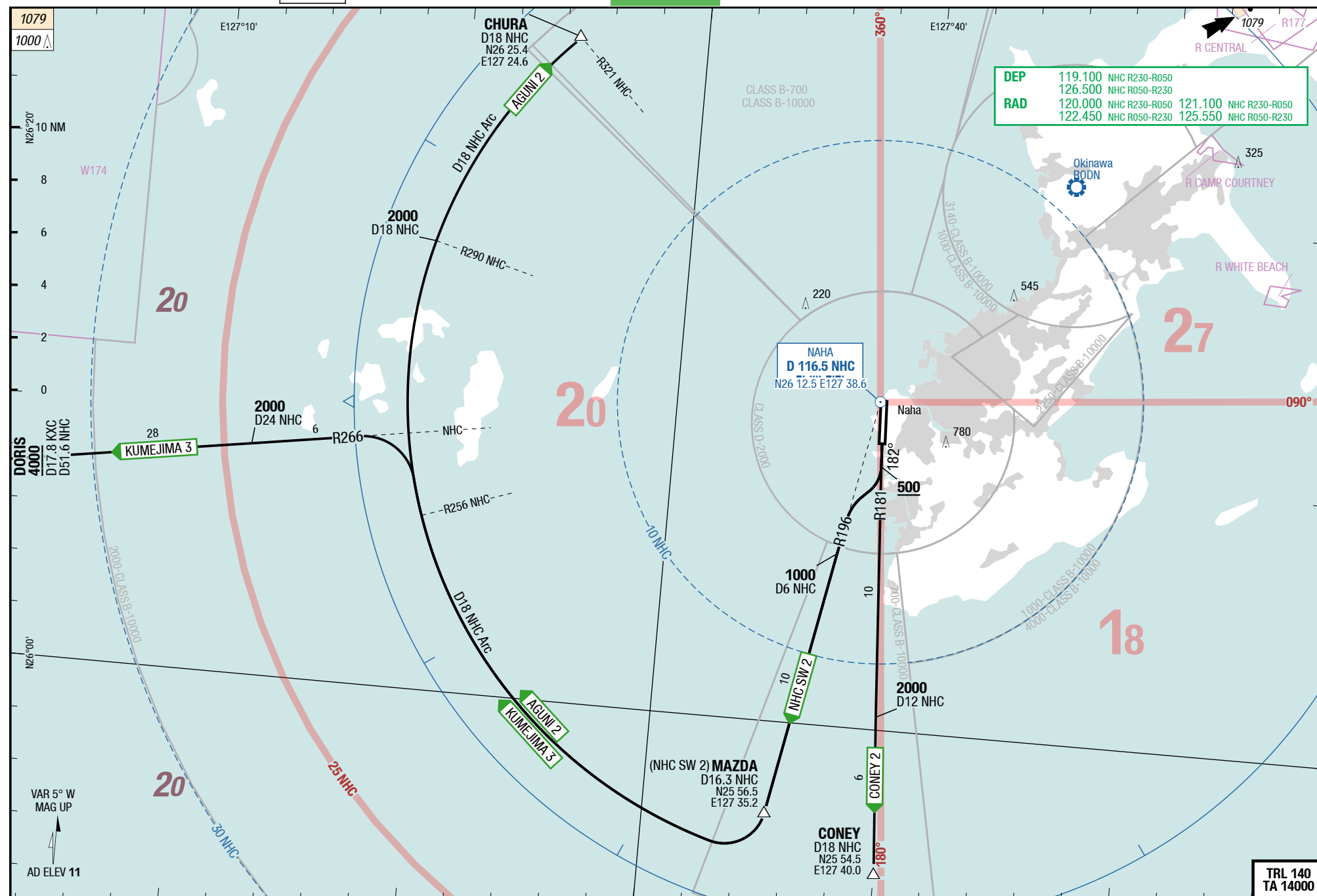
TRL 140  
TA 14000

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4-20

## SIDs RWY 18

## SIDs RWY 18



## OKA-ROAH

NIL

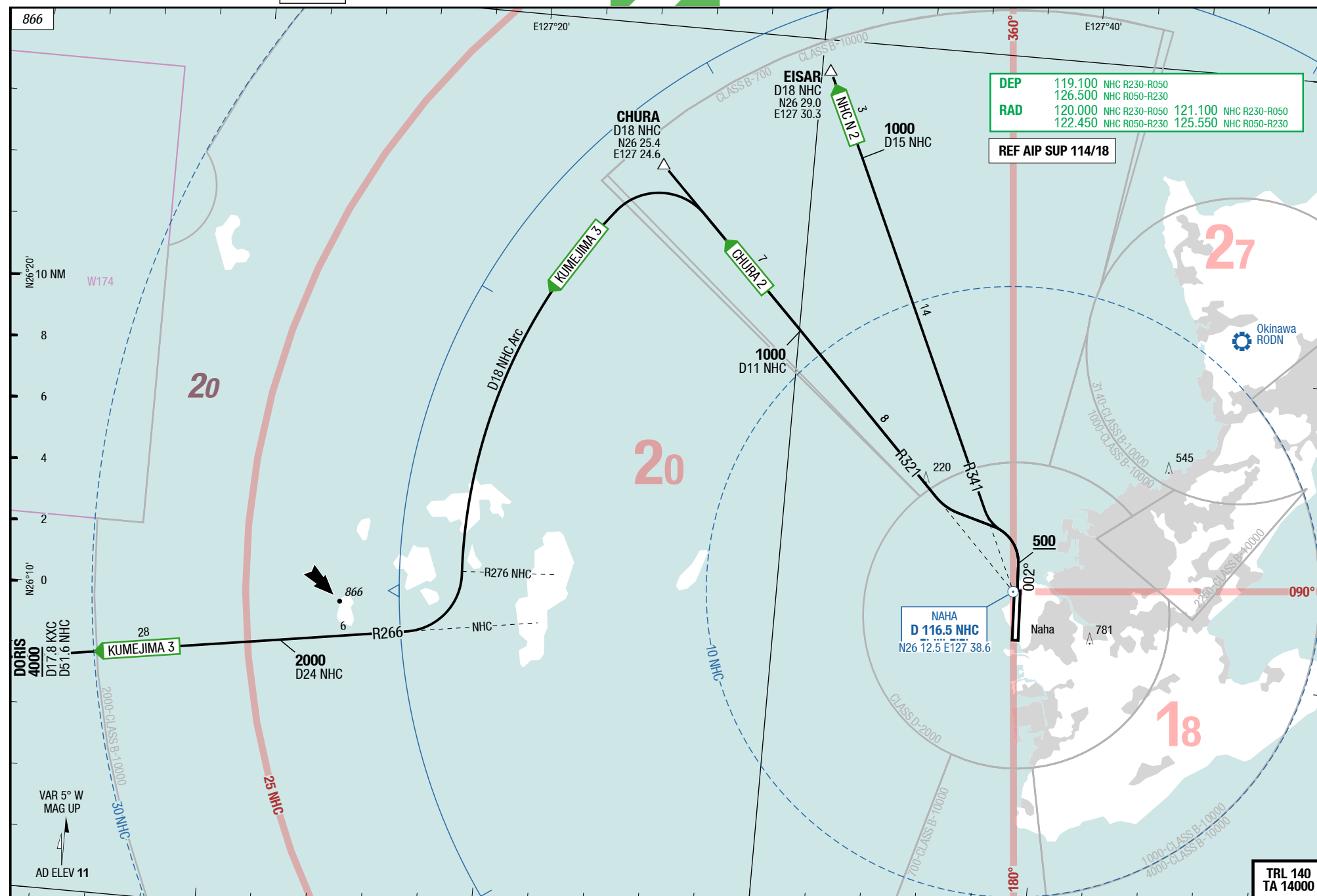
## Tempo SIDs RWY 36

SID



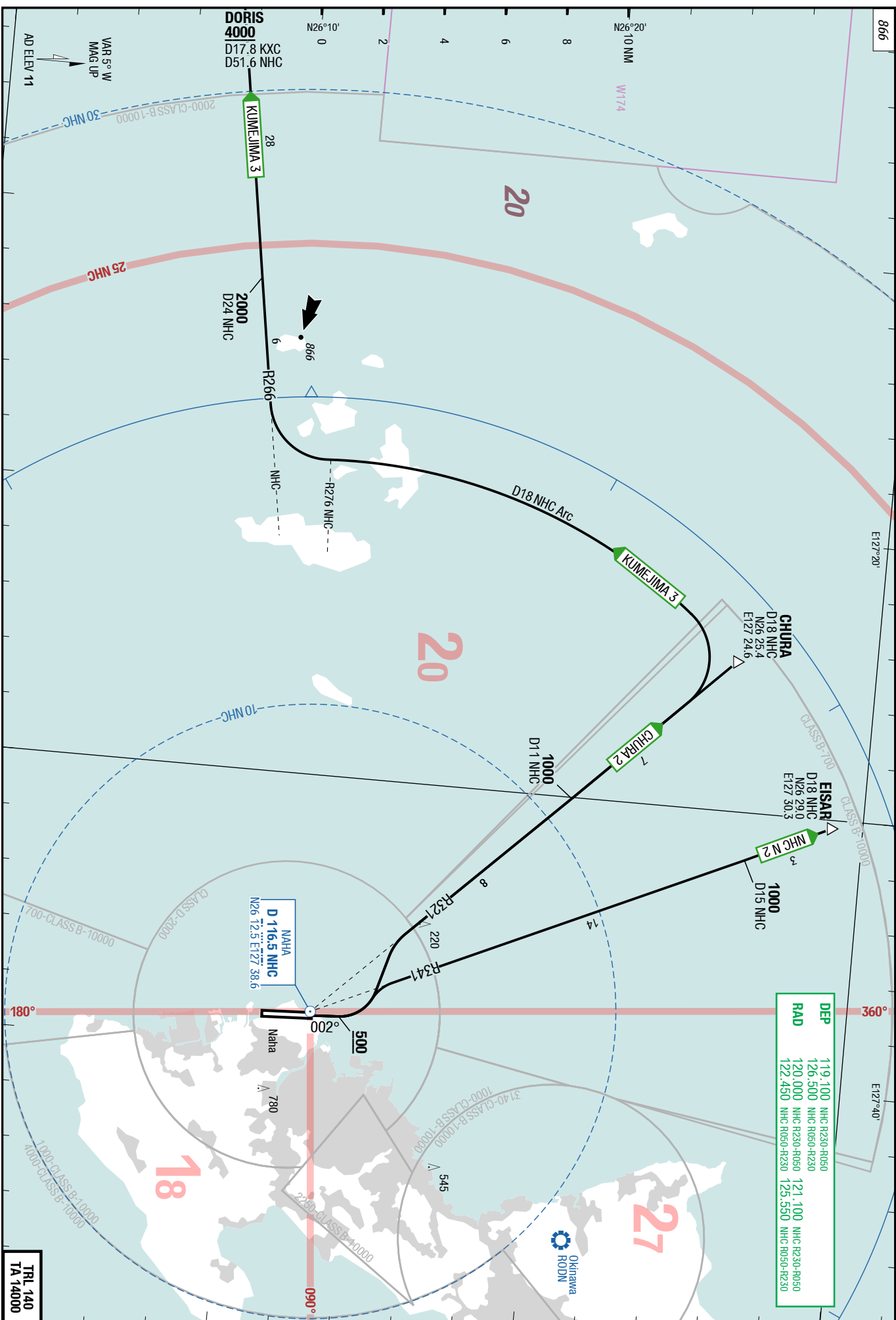
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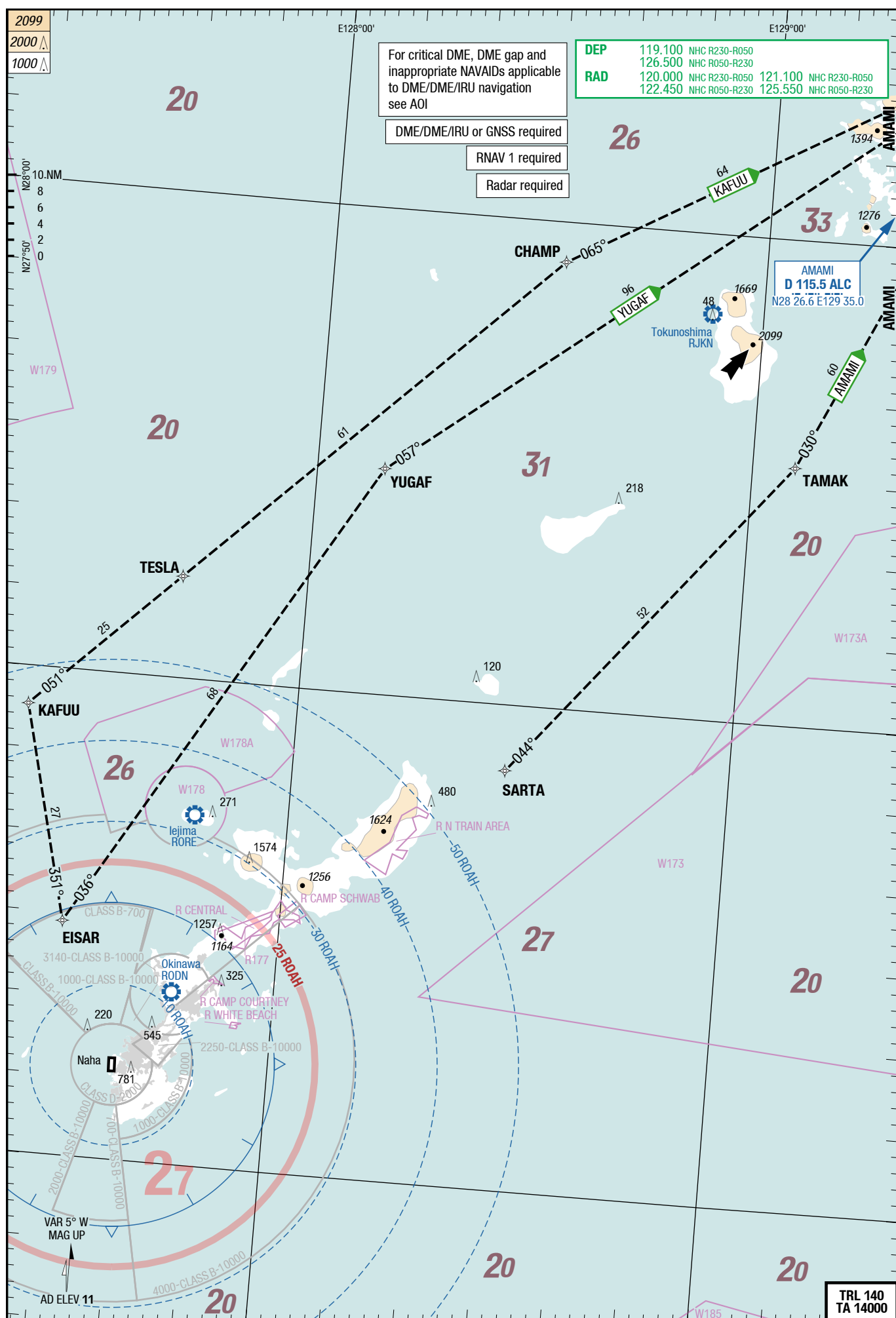
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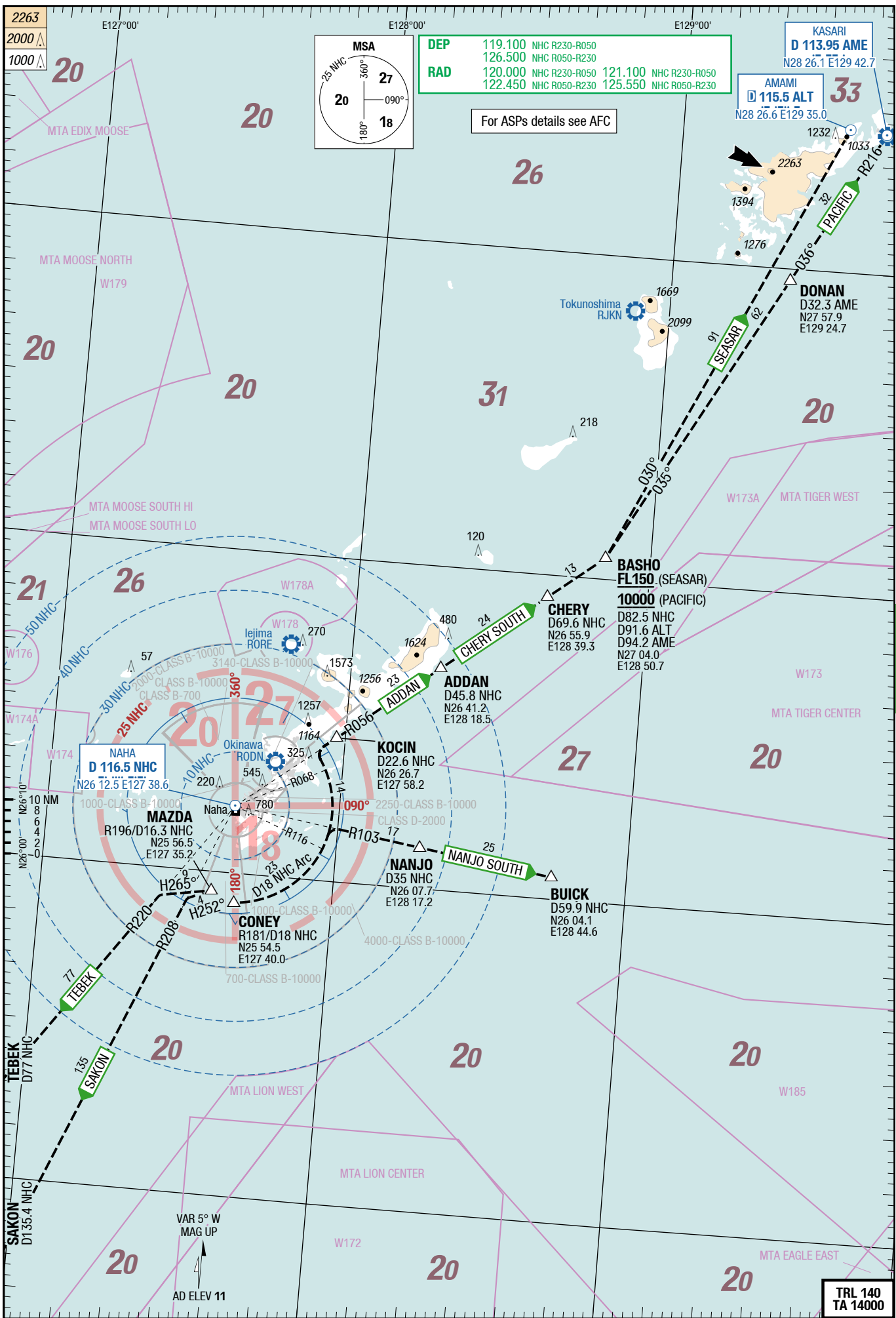
Changes: Note

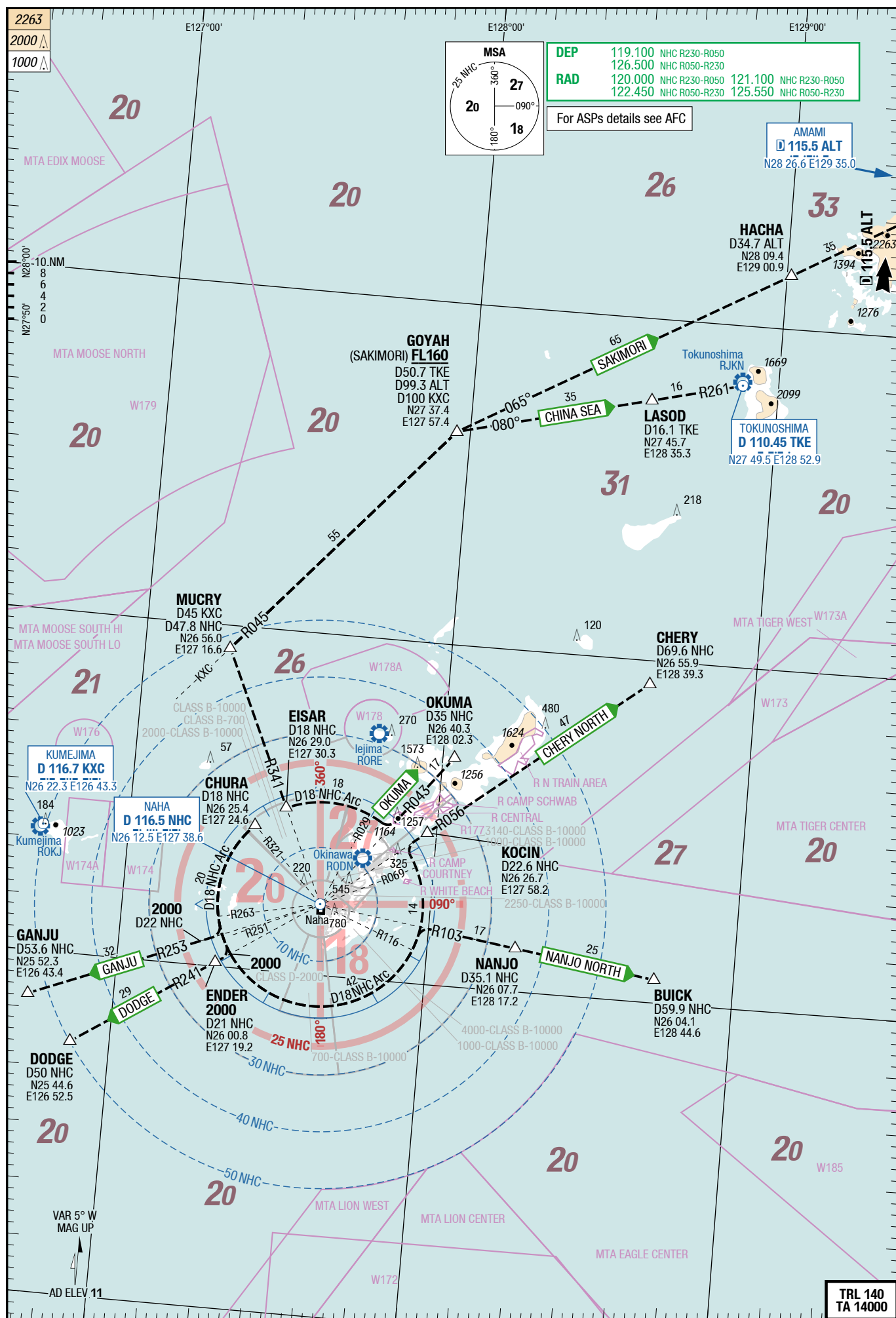
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## OKA-ROAH

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

① No turn before DER.

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

RWY 18 (182°)

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

① No turn before DER.

## OKA-ROAH

5-10

## RNAV SIDs

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

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

RWY 18 (182°)

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

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

① No turn before DER.

## OKA-ROAH

5-30

## SIDs RWY 36

SIDPT

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

## OKA-ROAH

5-40

## 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	

## Transitions RWY 18

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



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

## OKA-ROAH

RNAV STARs RWY 36

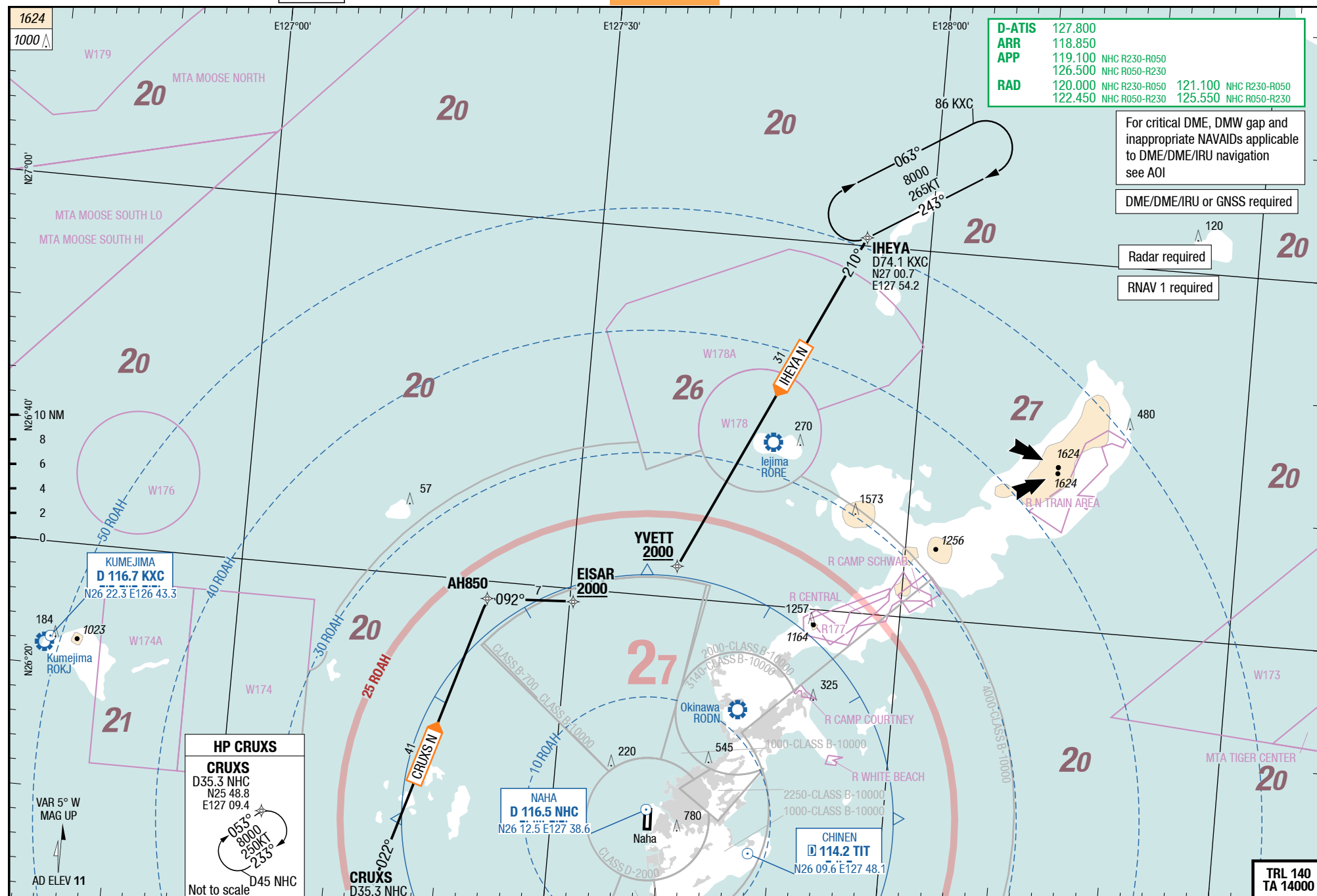
## RNAV STARs RWY 18

# STAR

# STAR

RNAV STARs RWY 36

## RNAV STARs RWY 18



Changes: FREQ

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## OKA-ROAH

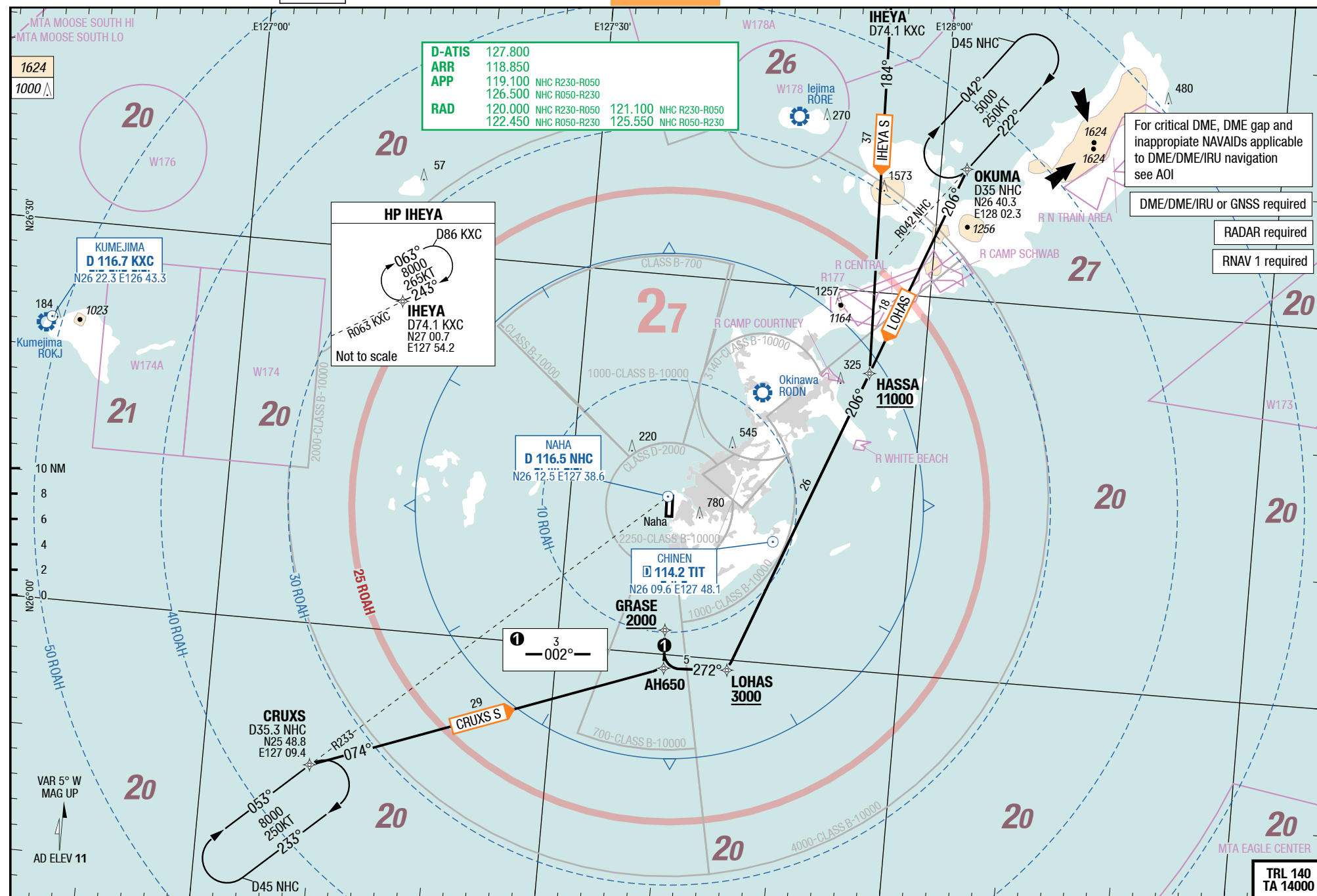
## RNAV STARs RWY 36

# STAR

**STAR**

## RNAV STARs RWY 36

6-20



Changes: FREQ

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# OKA-ROAH

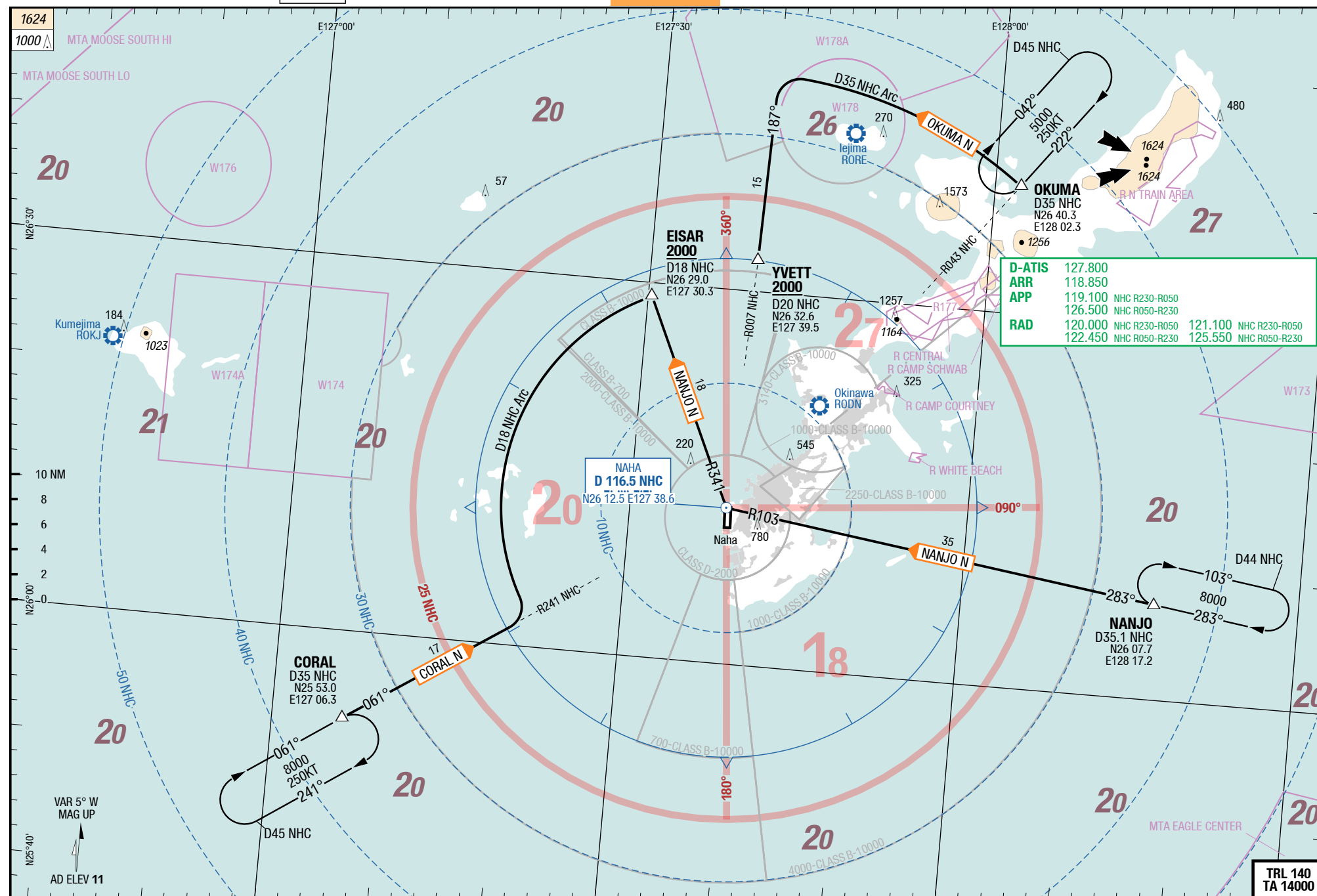
6-30

Japan Naha  
STARs RWY 36  
**STARs RWY 18**

# STAR

**STAR**

**Naha Japan**  
 STARs RWY 36  
**STARs RWY 18**



Changes: FREQ

TRL 140  
TA 14000

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## OKA-ROAH

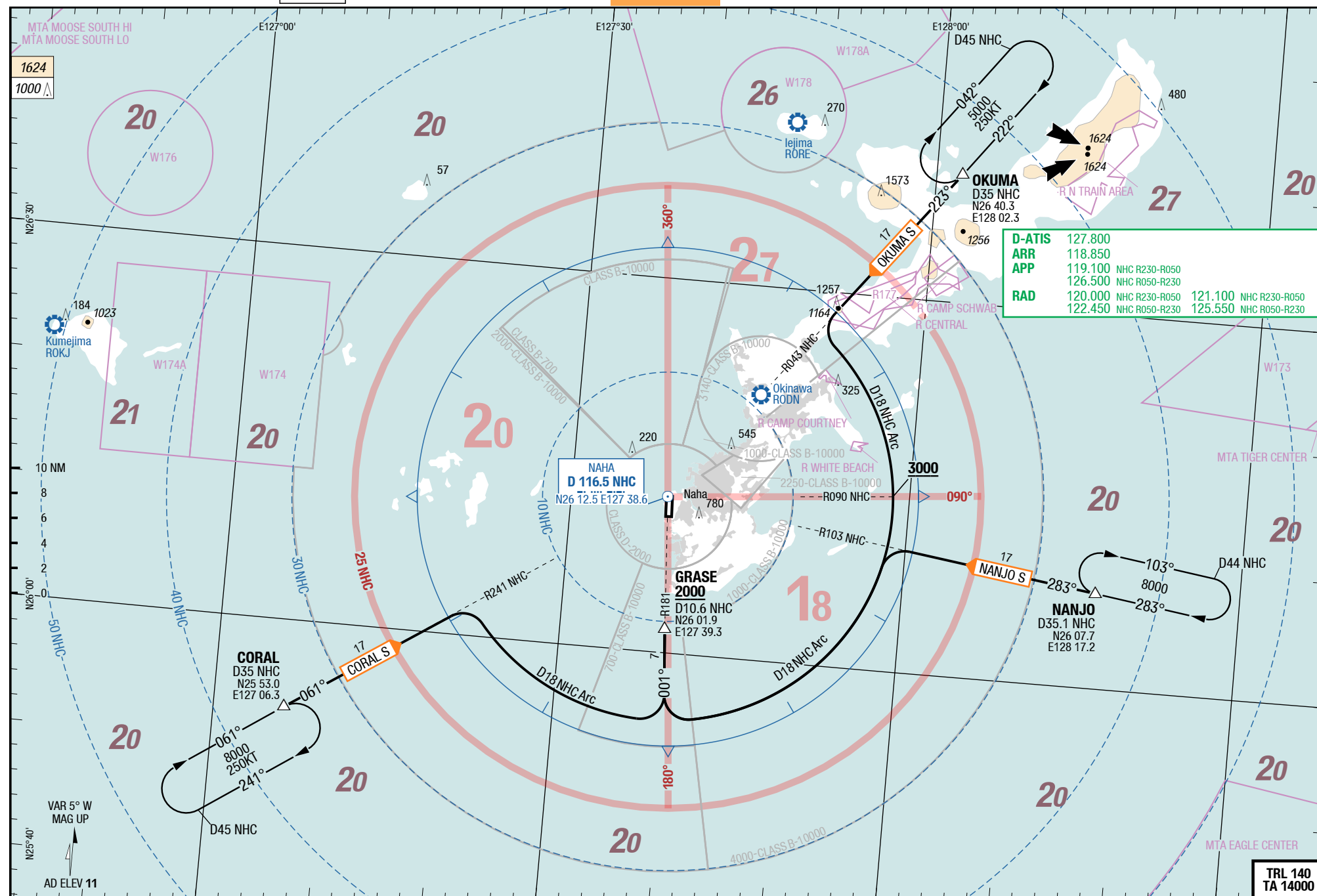
6-40

## STARs RWY 36

# STAR

**STAR**

## STARs RWY 36



Changes: FREQ

TRL 140  
TA 14000

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08-FEB-2018

OKA-ROAH

6-50

RNAV (RNP) STARs RWY 18

Japan Naha

RNAV (RNP) STARs RWY 36

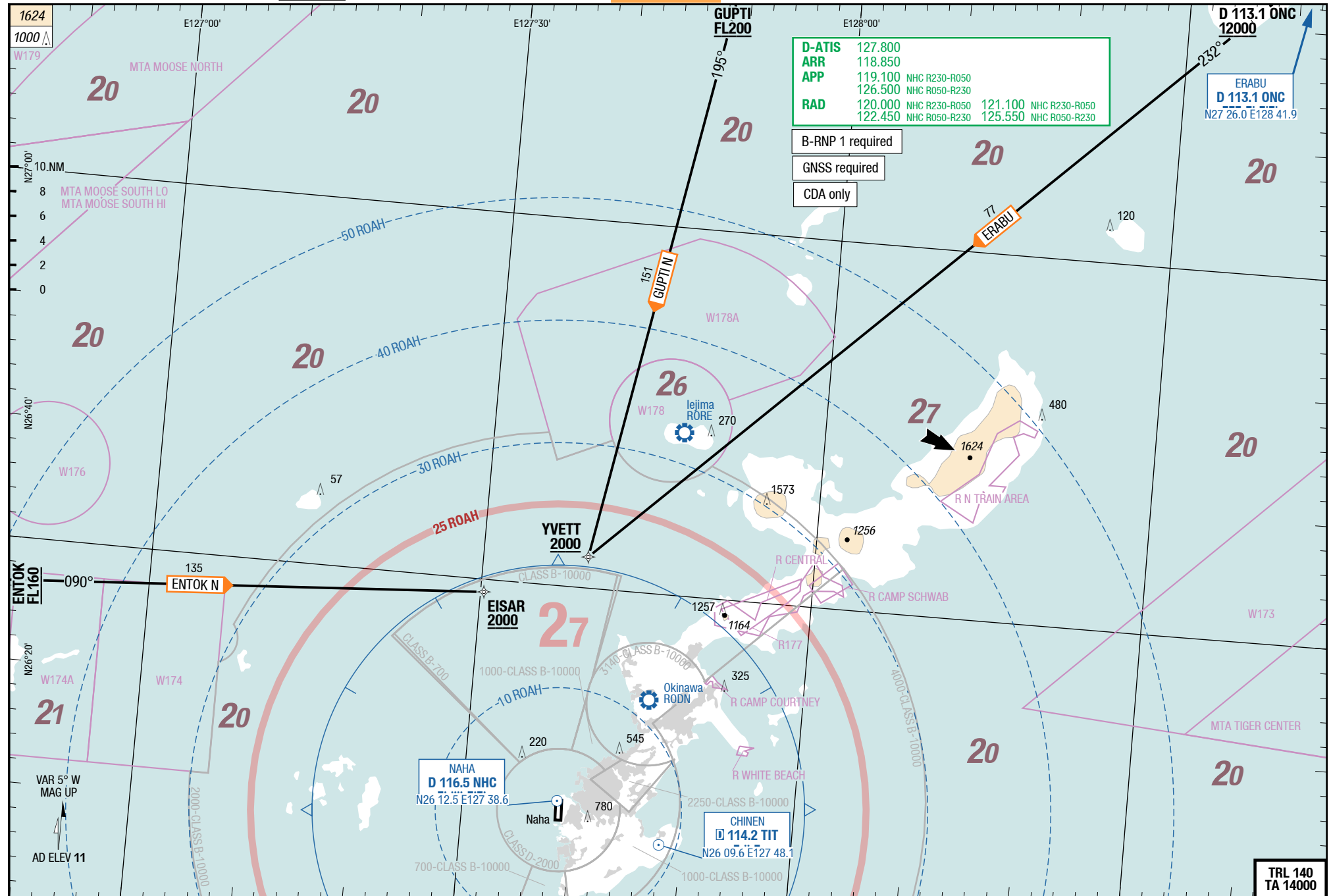
STAR

STAR

Naha Japan

RNAV (RNP) STARs RWY 36

RNAV (RNP) STARs RWY 18



Changes: FREQ

TRL 140  
TA 14000

© Lido 2018



08-FEB-2018

OKA-ROAH

6-60

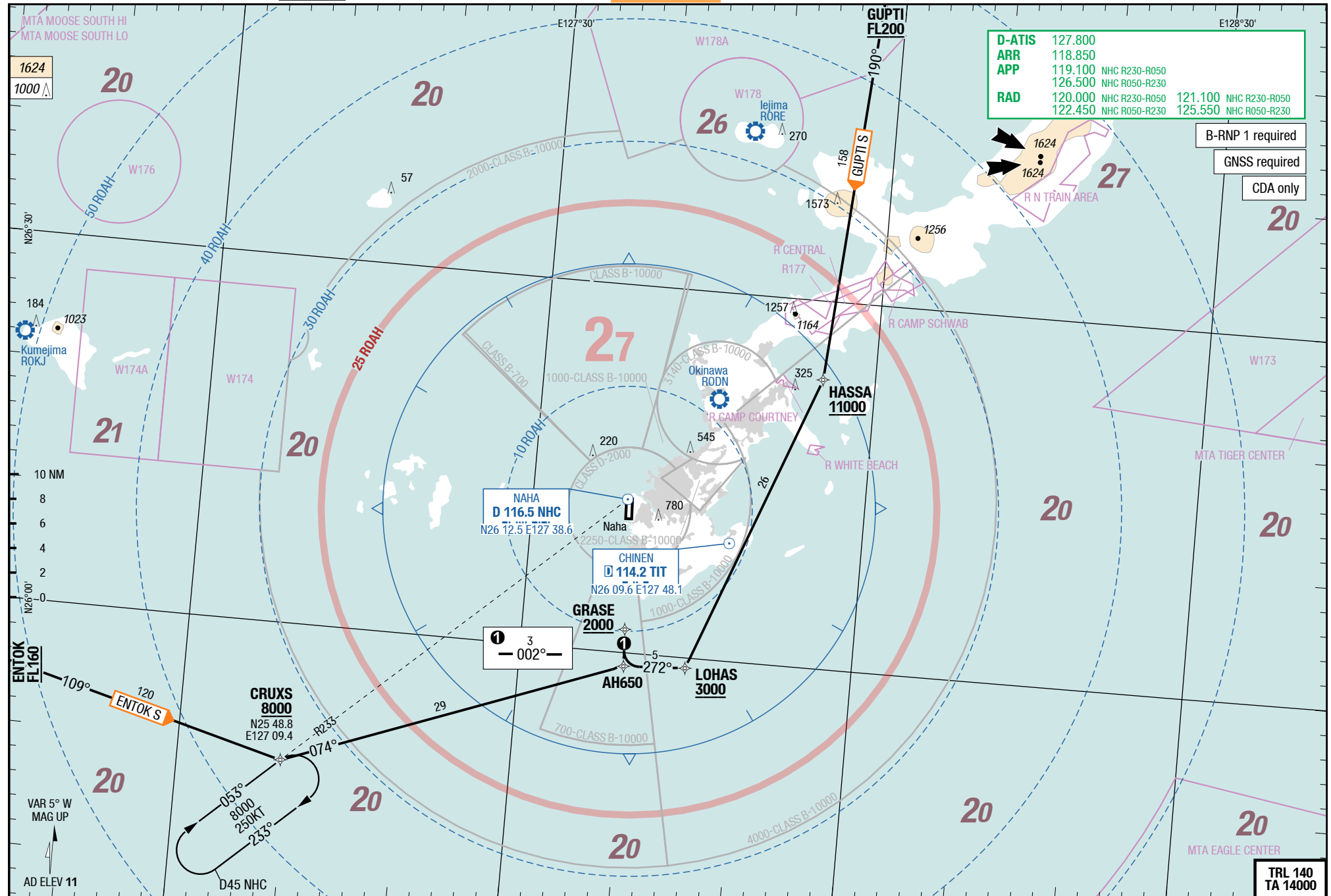
RNAV (RNP) STARs RWY 36

STAR

STAR

Naha Japan

RNAV (RNP) STARs RWY 36

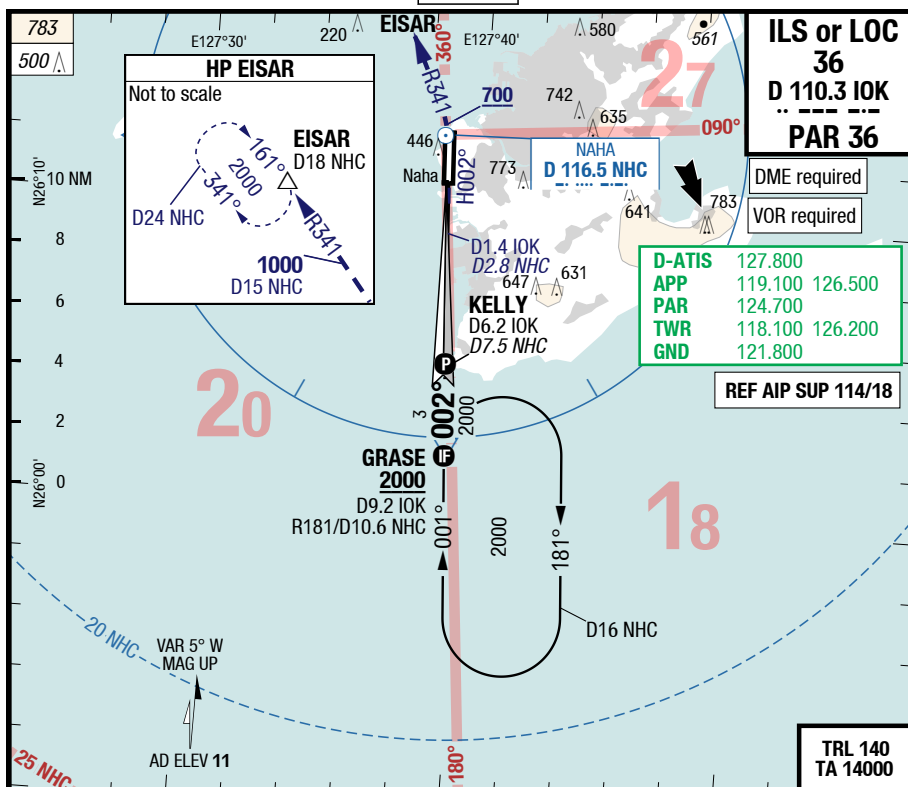


Changes: FREQ

## OKA-ROAH

7-08

Tempo ILS or LOC 36 / PAR 36



RWY grooved 3000 G 30

60 HL

30 HL 45 G 3000

3.0°

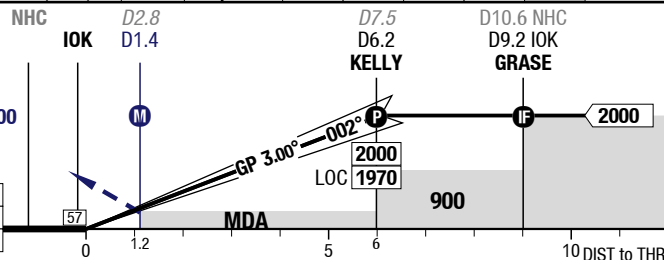
0.0% TDZ 11 (+0.1%) / THR 9 (0hPa)

HL-P1F

2	3	4	5	6.2	LOC 3.00° D IOK
640	960	1280	1600	1970	

HDG 002°  
at MNM 700 LT intercept  
R341 NHC to EISAR  
cross R341/D15 NHC at 1000  
climb 2000  
contact APP

GS	120	140	160
D6.2 IOK	640	740	850
-MAPt	NA	NA	NA



36		Cat 1 DME 1)	LOC DME	PAR 2)	PAR RCLL+/TDZL U/S 2)	Circling 3) TERPS
C	ft - m/km ft	440 - 1.3 450	430 - 1.3 440	220 - 600 230	220 - 750 230	770 - 2.4V 780
D	ft - m/km ft	440 - 1.3 450	430 - 1.4 440	220 - 600 230	220 - 750 230	770 - 3.6V 780

1) With EVS 900m

2) With EVS 550m

3) W of RWY only

Changes: OBST



30-AUG-2018

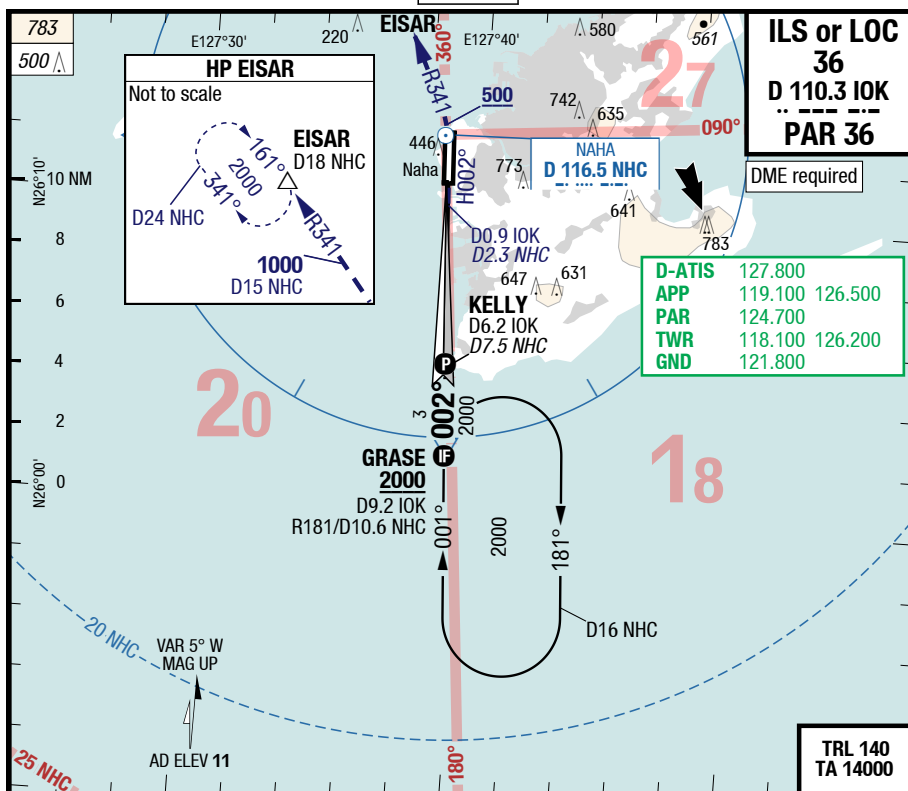
Japan Naha

IAC

OKA-ROAH

7-10

ILS or LOC 36 / PAR 36



RWY grooved 3000 G 30

60 HL

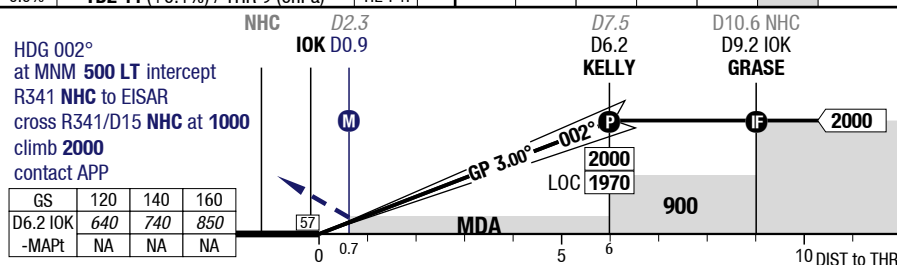
45 G 3000

3.0°

0.0% TDZ 11 (+0.1%) / THR 9 (0hPa)

HL-P1F

2	3	4	5	6.2	LOC 3.00° D IOK
640	960	1280	1600	1970	

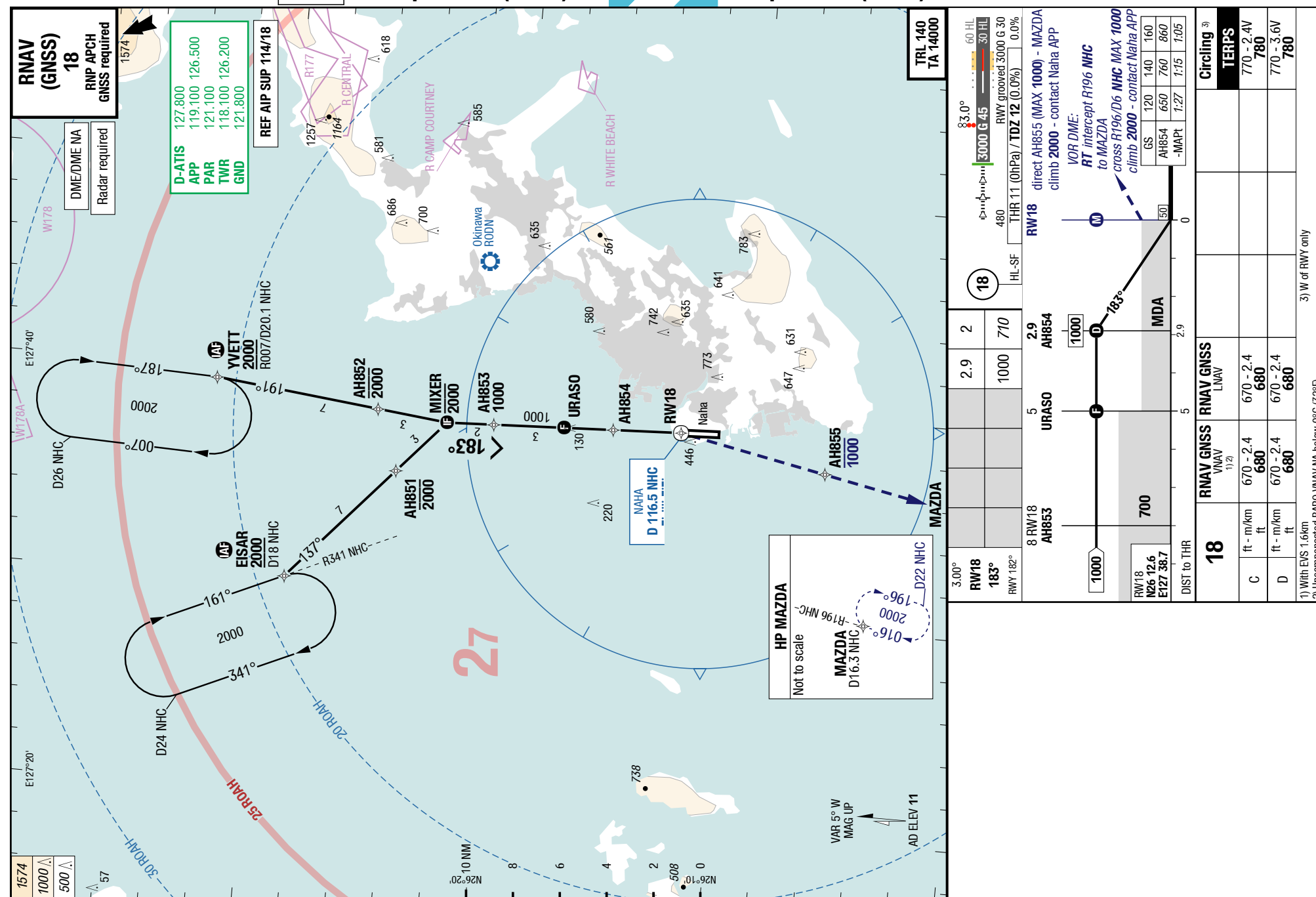


36	Cat 1 DME 1)	Cat 1 DME TDZL+RCLL U/S 1)	LOC DME	PAR 1)	PAR RCLL+TDZL U/S 1)	Circling 2) TERPS
C	ft - m/km ft	290 - 650 300	290 - 750 300	410 - 1.2 420	200 - 550 220	600 - 2.4V 620
D	ft - m/km ft	290 - 650 300	290 - 750 300	410 - 1.4 420	200 - 550 220	700 - 3.6V 720

1) With EVS 550m

2) W of RWY only

Changes: OBST



## OKA-ROAH



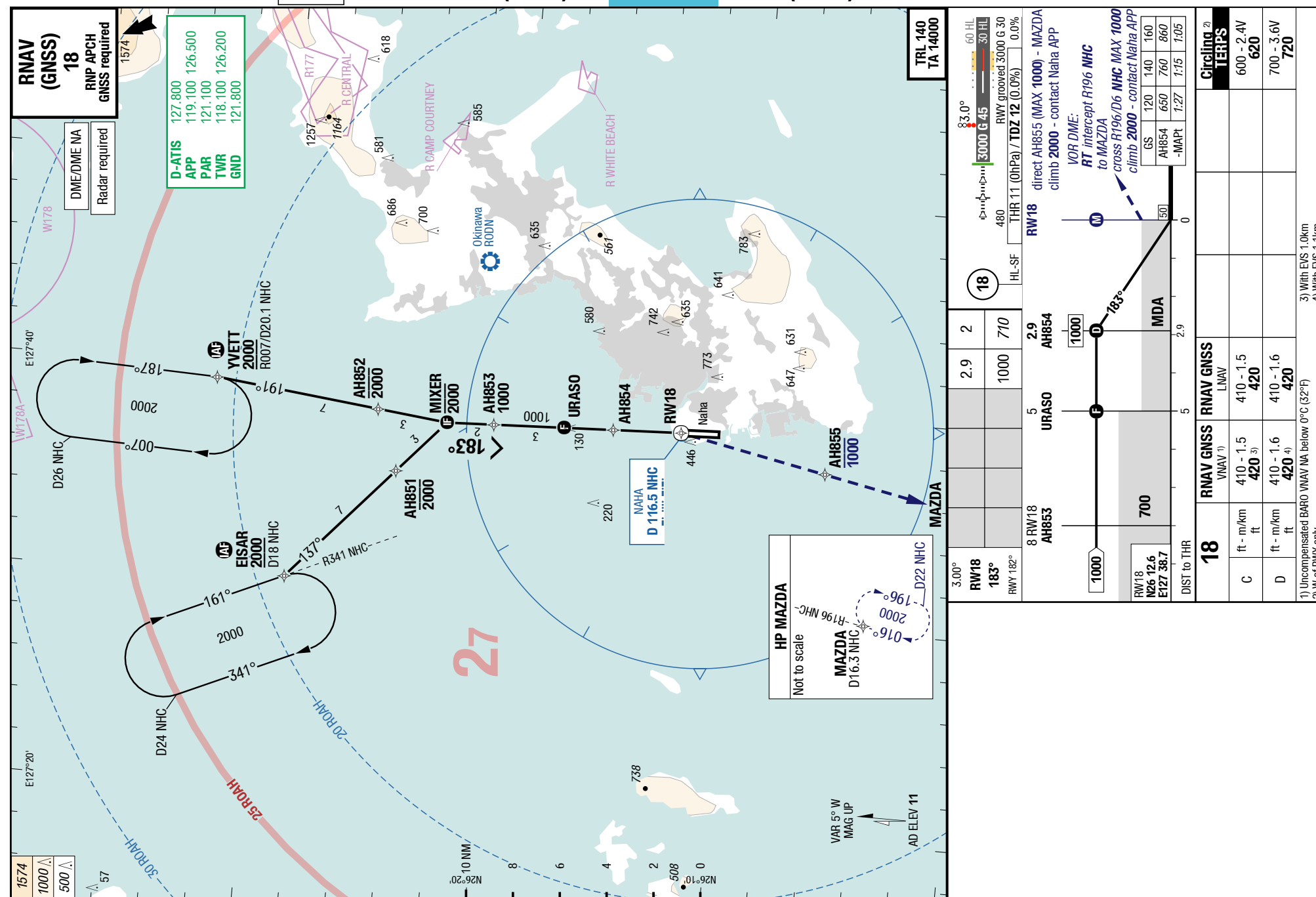
## RNAV (GNSS) 18

# IAC

# IAC

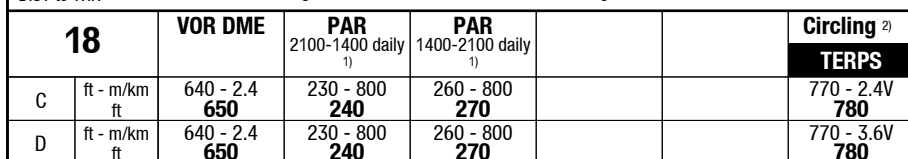
NIL

## RNAV (GNSS) 18



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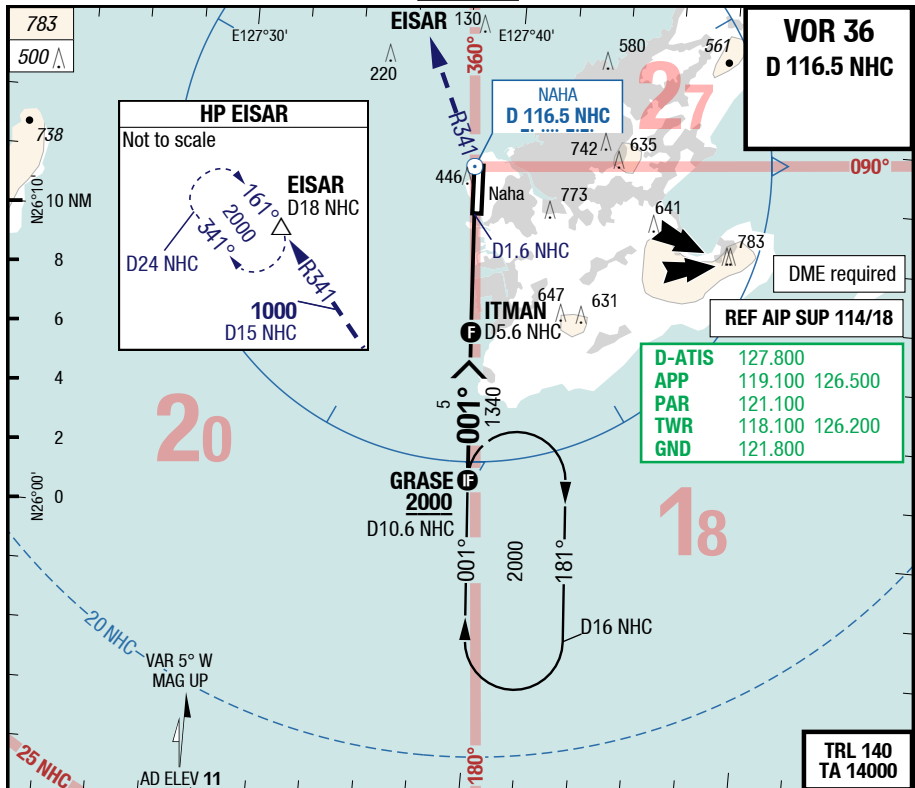
Changes: MEA, OBST

**Tempo VOR 18 / PAR 18**

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7-49

Tempo VOR 36



RWY grooved 3000 G 30

60 HL

30 HL

45 G 3000

3.0°

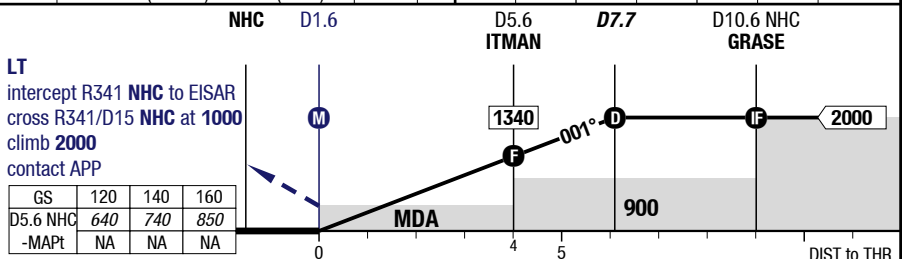
0.0%

TDZ 11 (+0.1%) / THR 9 (0hPa)

HL-P1F

36

3	4	5	6	7	7.7	3.00° D NHC 001° RWY 002°
520	840	1160	1480	1800	2000	



36	VOR DME						Circling 1) TERPS
C	ft - m/km ft	620 - 2.1 630					770 - 2.4V 780
D	ft - m/km ft	620 - 2.1 630					770 - 3.6V 780

1) W of RWY only

Changes: OBST

30-AUG-2018

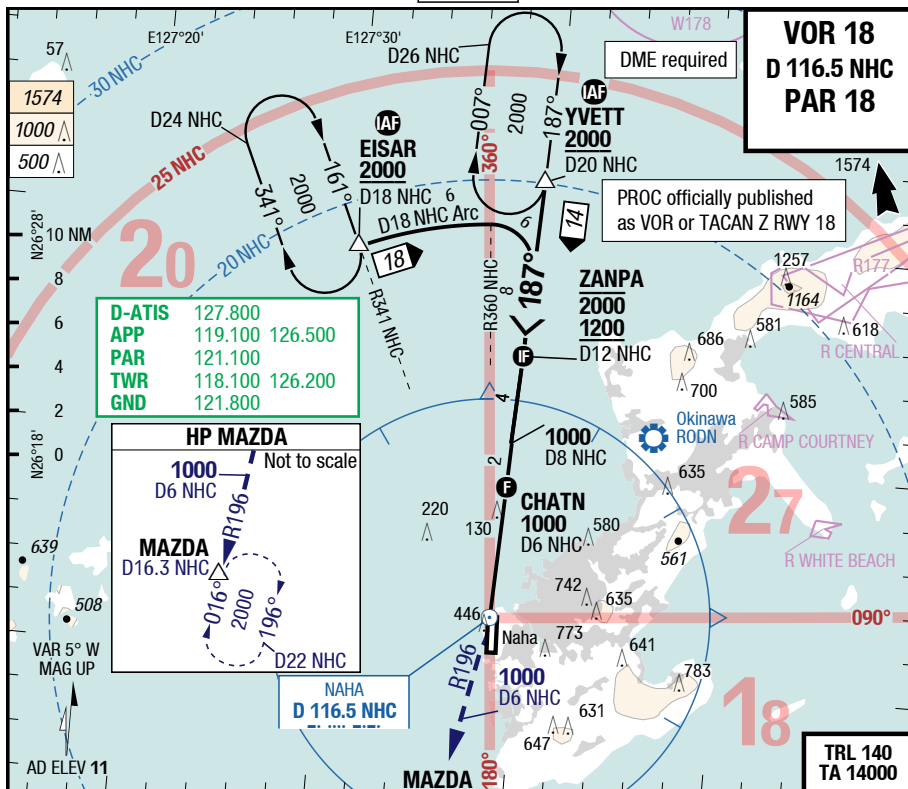
Japan Naha

IAC

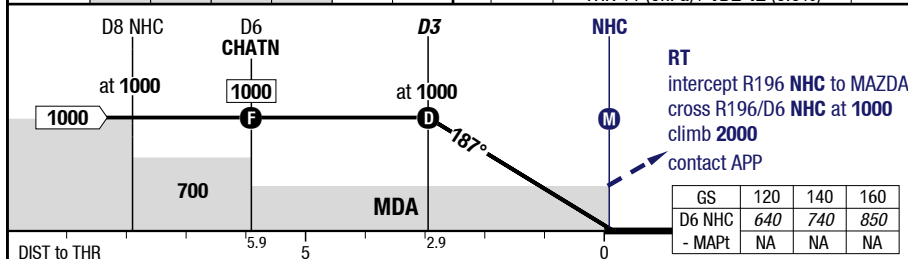
OKA-ROAH

7-50

VOR 18 / PAR 18



3.00°				3	2	18	83.0°	60 HL
<b>D NHC</b>							3000 G 45	30 HL
<b>187°</b>							480	RWY grooved 3000 G 30
RWY 182°				1000	680	HL-SF	THR 11 (0hPa) / <b>TDZ 12</b> (0.0%)	0.0%



18	VOR DME	PAR				Circling <sup>2)</sup> TERPS
C	ft - m/km ft	410 - 1.5 420	200 - 750 220			600 - 2.4V 620
D	ft - m/km ft	410 - 1.6 420	200 - 750 220			700 - 3.6V 720

1) With EVS 550m

2) W of RWY only

Changes: OBST

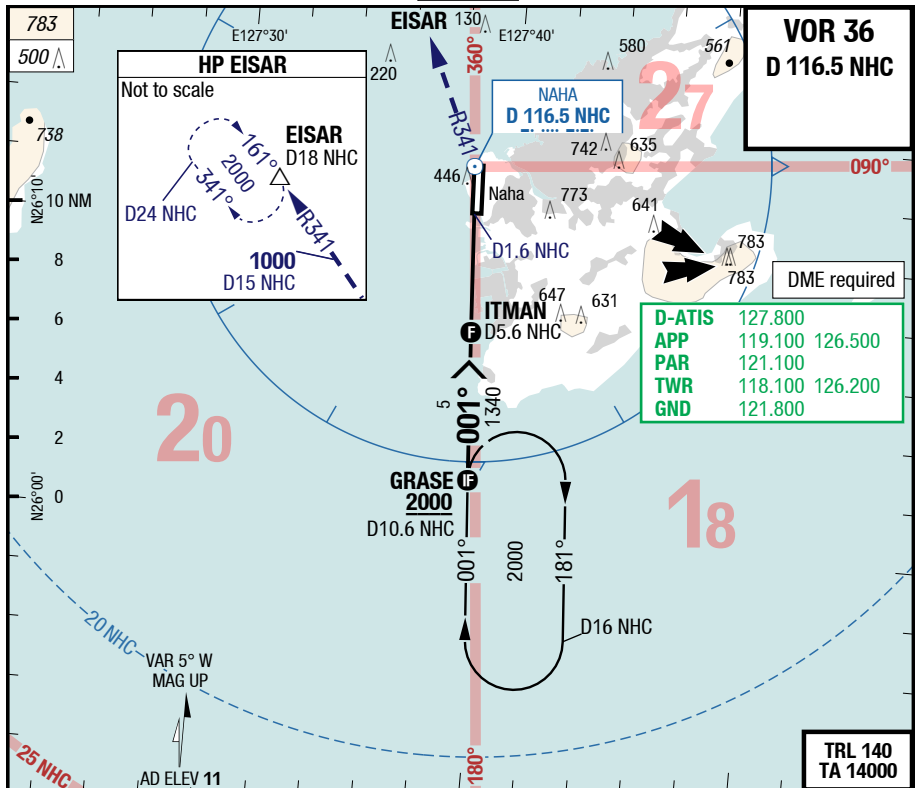
30-AUG-2018  
OKA-ROAH

Japan Naha

IAC

7-60

VOR 36



RWY grooved 3000 G 30

60 HL

30 HL

45 G 3000

3.0°

0.0%

TDZ 11 (+0.1%) / THR 9 (0hPa)

HL-P1F

NHC D1.6

D5.6 ITMAN

D7.7

D10.6 NHC GRASE

LT

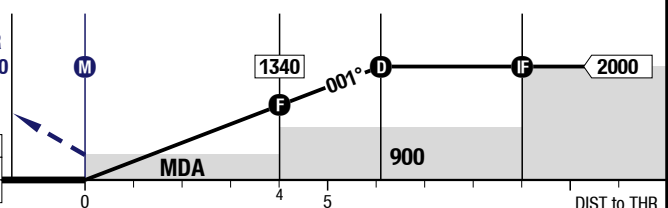
intercept R341 NHC to EISAR

cross R341/D15 NHC at 1000

climb 2000

contact APP

GS	120	140	160
D5.6 NHC	640	740	850
-MAPt	NA	NA	NA



36

VOR DME

Circling 1)

TERPS

C	ft - m/km ft	440 - 1.3 450				600 - 2.4V 620
D	ft - m/km ft	440 - 1.4 450				700 - 3.6V 720

1) W of RWY only

Changes: OBST

© Lido 2018

19-APR-2018

OKA-ROAH

8-10

Japan Naha

MRC South

MRC North

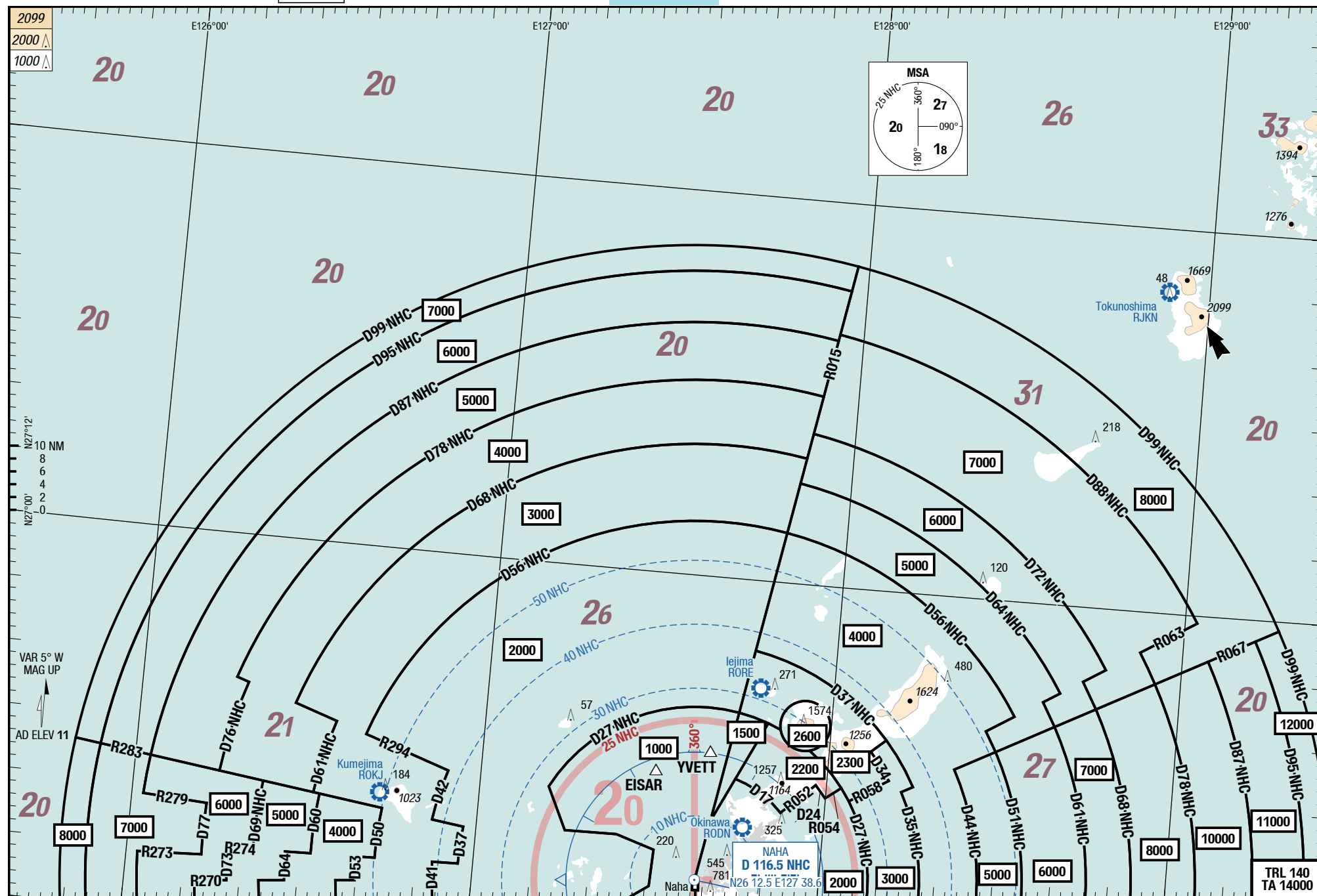
MRC

MRC

Naha Japan

MRC South

MRC North



Changes: Completely revised



19-APR-2018

OKA-ROAH

8-20

Japan Naha

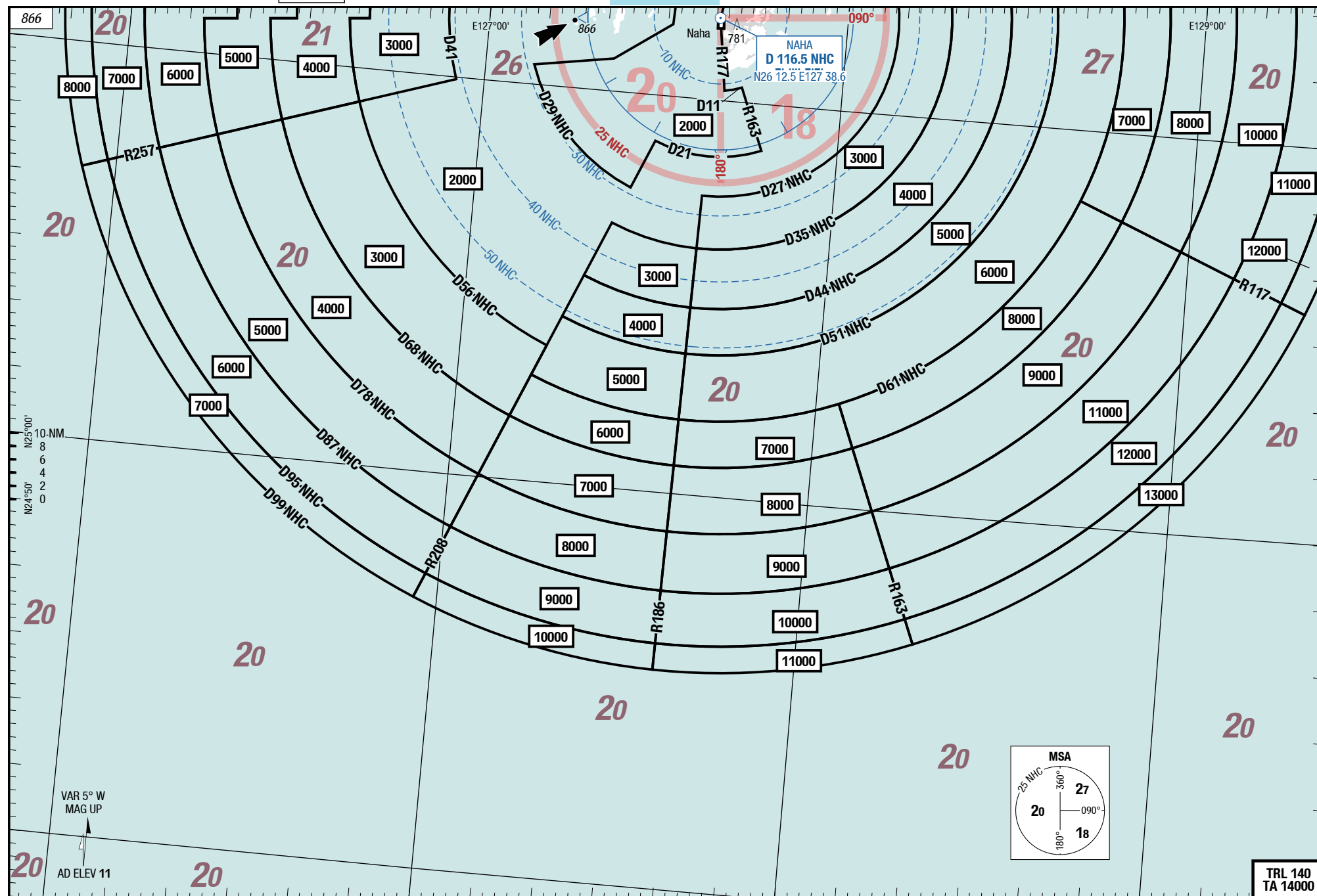
MRC South

MRC

MRC

Naha Japan

MRC South



Changes: Completely revised