AD 2 AERODROME

ROAH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ROAH - NAHA

ROAH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*261136N/1273823E* 197°/1.86km from RWY 18L THR
2	Direction and distance from (city)	4km (2nm) W of Naha city office
3	Elevation/ Reference temperature	11ft / 32°C (2004-2008)
4	Geoid undulation at AD ELEV PSN	103ft
5	MAG VAR/ Annual change	5°W (2008) / 1.8 ' W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Naha Airport Office (CAB) 531-3,Ashimine Naha City, Okinawa Pref. AFS:ROAHYFYX Tel:098(857)1101, 098(857)1107(ATS)
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Nil

ROAH AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Customs: H24 Immigration: 2130-1315
3	Health and sanitation	Quarantine(human): H24 Quarantine(animal): 2200-1330 Quarantine(plant): 2230-1300
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	2130 - 1200
11	De-icing	Nil
12	Remarks	Nil

ROAH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All modern facilities handling weights up to 249,250lb / 113,000kg.
2	Fuel/ oil types	Fuel grades : (CIV) JET A-1, 100/130 (JSDF) JET A-1 PLUS Oil grades : Turbine grade on prior arrangement. All piston grades
3	Fuelling facilities/ capacity	Fuel truck refueling / Ask AD administration
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

ROAH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city
2	Restaurants	At airport
3	Transportation	Monorail, buses and taxis
4	Medical facilities	Hospitals in the city
5	Bank and Post Office	At airport
6	Tourist Office	At airport
7	Remarks	Nil

ROAH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck x 3 Water supply truck Lighting power supply truck Emergency medical equipments conveyance truck
3	Capability for removal of disabled aircraft	Ask AD administration
4	Remarks	Nil

ROAH AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Not applicable
2	Clearance priorities	Not applicable
3	Remarks	Nil

ROAH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

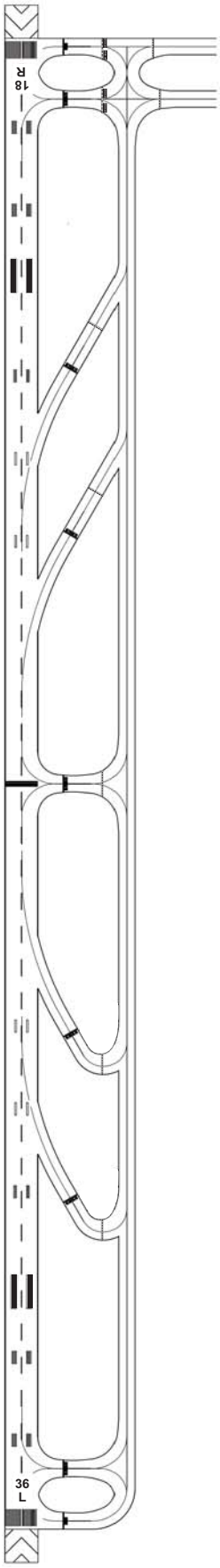
1	Apron surface and strength	Surface: Concrete and asphalt Strength: PCN 74/R/B/X/T...NR1, NR2, NR3, NR4, NR5, NR6 PCN 62/R/B/X/T...WEST apron, TYPHOON EVACUATION apron PCN 48/R/B/X/T...RUNUP AREA PCN 22/F/A/X/T...LIGHT AIRCRAFT spot	
2	Taxiway width, surface and strength	Surface: Concrete and asphalt Strength: PCN 74/R/B/X/T...A1 PCN 66/F/B/X/T...A2, A3 PCN 66/R/B/X/T...A4, A5 PCN 76/R/B/X/T...A6 PCN 102/F/C/X/T...A7 PCN 84/F/B/X/T...A8, A9 PCN 104/F/B/X/T...B PCN 108/F/C/X/T...E1 PCN 56/F/A/X/T...E2 PCN 81/F/A/X/T...E3 PCN 105/F/B/X/T...E4 PCN 81/F/B/X/T...E4C PCN 129/F/B/X/T...E5 PCN 91/F/C/X/T...E6 PCN 111/F/C/X/T...E7 PCN 70/F/C/X/T...E8 PCN 108/F/C/X/T...E8S PCN 80/F/C/X/T...E9 PCN 70/F/A/X/T...E10 PCN 96/F/A/X/T...W1 PCN 94/F/A/X/T...W2 PCN 103/F/A/X/T...W3 PCN 74/F/B/X/T...W3C PCN 64/F/B/X/T...W4 PCN 59/F/A/X/T...W5 PCN 74/R/B/X/T...N1, N2, N3, C1, C2, D PCN 94/F/A/X/T...J1, J2, R PCN 92/F/A/X/T...T1, T2 PCN 71/F/C/X/T...T3, T4 PCN 96/F/C/X/T...T5 PCN 63/F/C/X/T...T6, T7 PCN 97/F/A/X/T...T8, T9 PCN 92/F/A/X/T...C Width: 34m ...E2, E6, E8S, E9, W4 30m ...E1, E3, E4, E4C, E5, E7, E8, W2, W3, W3C, J1, J2, C, T1 - T9 28.5m...E10 26.5m...B, W1, W5 44.9m...R 23m ...Other TWY	
3	ACL and elevation	Not available	
4	VOR checkpoints	Not available	

5	INS checkpoints	Spot NR 11 : *261210.16N/1273900.76E* 12 : *261210.09N/1273858.76E* 12M : *261209.66N/1273858.68E* 13 : *261210.01N/1273856.78E* 13M : *261209.58N/1273856.59E* 14 : *261209.94N/1273854.80E* 21 : *261215.84N/1273900.38E* 22 : *261216.31N/1273858.00E* 23 : *261216.36N/1273855.70E* 24 : *261217.81N/1273854.77E* 25 : *261219.25N/1273855.50E* 26 : *261219.51N/1273857.85E* 27 : *261219.95N/1273900.35E* 31 : *261225.90N/1273859.91E* 32 : *261226.46N/1273857.58E* 33 : *261226.45N/1273855.26E* 34 : *261227.87N/1273854.30E* 35 : *261229.24N/1273855.08E* 36R : *261229.79N/1273856.54E* 36 : *261229.72N/1273857.04E* 36L : *261230.47N/1273857.36E* 37 : *261231.50N/1273859.89E* 41 : *261234.36N/1273859.19E* 42 : *261236.27N/1273859.72E* 43R : *261238.15N/1273859.65E* 43 : *261238.72N/1273859.61E* 43L : *261239.58N/1273858.62E* 44R : *261241.07N/1273859.52E* 44 : *261241.50N/1273859.55E* 44L : *261242.50N/1273858.48E* 45C : *261243.35N/1273859.18E* 45 : *261243.97N/1273858.60E* 46C : *261245.16N/1273859.10E* 46 : *261245.43N/1273858.53E* 51R : *261247.61N/1273857.57E* 51 : *261248.48N/1273858.37E* 51L : *261249.07N/1273857.51E* 52 : *261250.52N/1273857.42E* 57D : *261254.40N/1273858.52E* 61 : *261255.39N/1273900.89E* 62 : *261256.57N/1273902.92E* 63 : *261257.30N/1273904.91E* 63E : *261257.53N/1273905.52E* 64 : *261258.02N/1273906.89E* 65 : *261258.74N/1273908.89E* 65E : *261258.95N/1273909.45E* 66 : *261259.46N/1273910.88E* 98 : *261141.92N/1273830.97E* 99 : *261143.23N/1273830.90E* 100L : *261144.55N/1273830.84E* 100 : *261145.33N/1273830.94E* 100R : *261145.86N/1273830.78E* 101 : *261147.83N/1273832.26E* 102 : *261149.54N/1273832.16E* 103 : *261151.00N/1273832.09E* 104 : *261153.07N/1273833.10E*	105 : *261154.27N/1273832.70E* 106 : *261156.66N/1273832.67E* H : *261158.60N/1273831.87E* 107 : *261201.28N/1273831.75E*
6	Remarks	Nil	

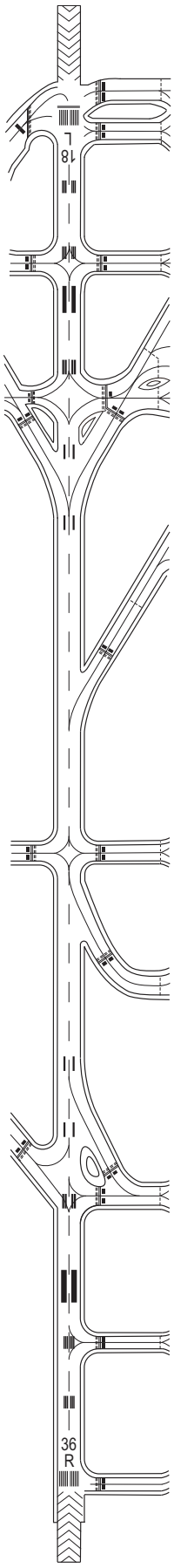
ROAH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs,TWY guide lines and Visual docking/ parking guidance system of aircraft stands	• C1, C2, D, N1, N2, N3 are designated as aircraft stand taxilane intended to provide access to aircraft stands at NR1, NR2, NR3, NR4, NR5 and NR6 apron. • Aircraft stand identification sign : SPOT NR21 - 27, 31 - 37, 41 - 44
2	RWY and TWY markings and LGT	RWY : RWY18L/36R, 18R/36L (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe (LGT) REDL, RCLL, RTHL, RENL, RTZL(RWY36R, 18R/36L), WBAR, RWY DIST marker LGT(RWY18L/36R) TWY: All TWY (Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction (LGT) TWY edge LGT, Taxiing guidance sign TWY: E1 - E10, W2 - W4, A1 - A9, B, J1, J2, T1 - T9, C, R, ACFT stand taxilane C1, C2, D, N1 - N3 (LGT) TWY CL LGT TWY: E1 - E10, W1 - W5, T1 - T9 (LGT) RWY guard LGT TWY: E1, E2, E3, E4, E4C, E5, E6, E7, E8, E9, A2 - A4, B, J1, J2, T3 - T7 (Marking) Intermediate HLDG PSN (See Figure “Marking AIDs and Parkings Area (East side)”) TWY: A8, T1, T2 (Marking) Intermediate HLDG PSN (LGT) Intermediate HLDG PSN LGT TWY: E1, E2 (LGT) RWY Entrance LGT (RWY status LGT) (See attached chart) TWY: T3, T4, T6, T7 (LGT) Rapid exit TWY indicator LGT
3	Stop bars	Stop bar LGT: E1, E2, E4, E5 - E10, T1 - T9 Stop bar lights Operations 1) Stop bar lights are installed at each taxi holding position associated with Runway 18L/36R, 18R/36L. 2) Stop bar lights will be operated when the visibility or the lowest RVR of the runway 18L/36R and/or 18R/36L is at or less than 600m. 3) Stop bar lights on taxiways E1, E2, E9, E10, T1, T2, T8 and T9 are controlled individually by ATC. 4) Stop bar lights on taxiways E4, E5 THRU E8S and T3 THRU T7 are not controlled individually by ATC. 5) During the period stop bar lights operated, taxiways E4, E5 THRU E8S and T3 THRU T7 are not available for departure aircraft.
4	Remarks	(Marking) Overrun area, Stop line(N2, N3) (LGT) Apron flood LGT

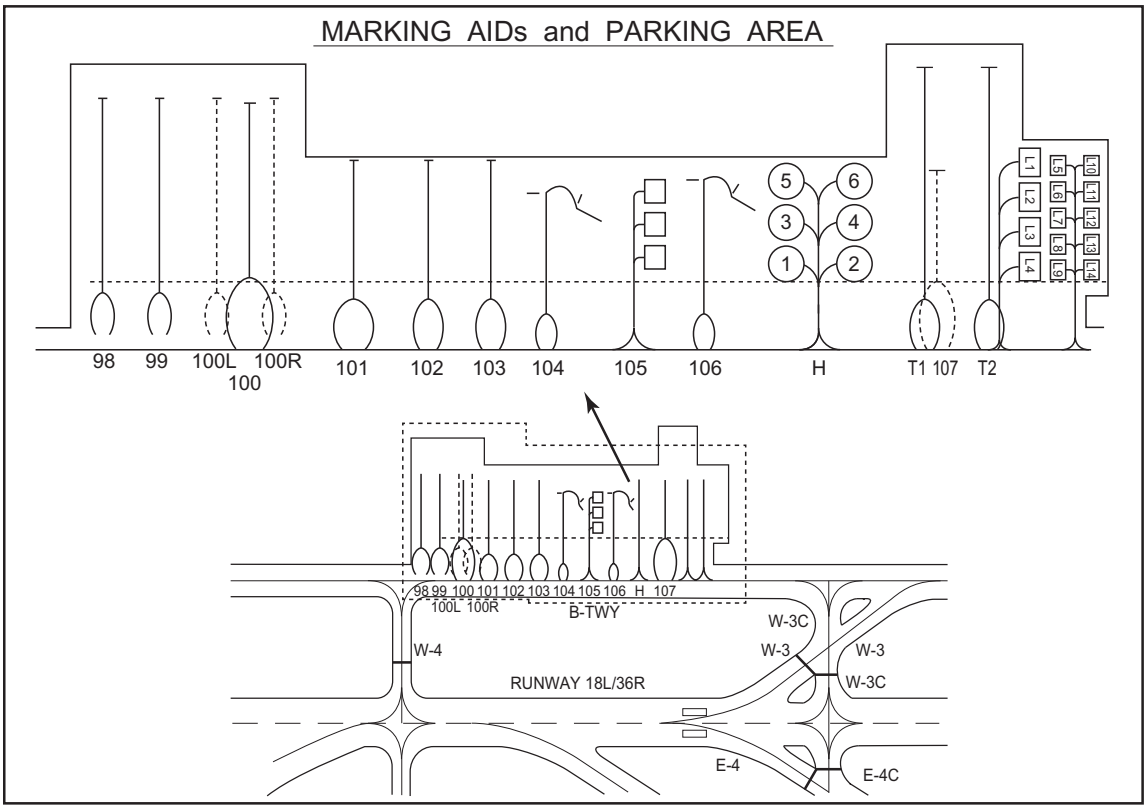
MARKING AIDS
(RWY18R/36L)



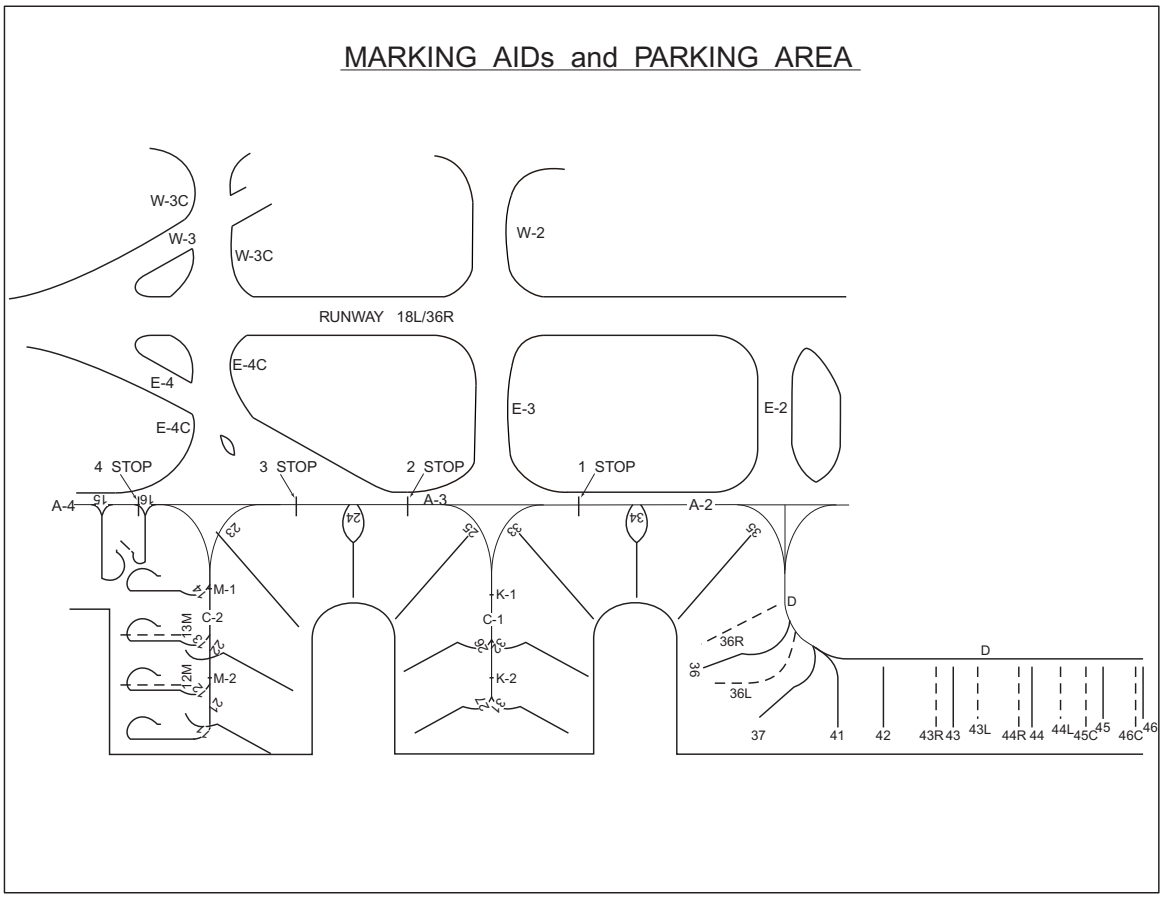
MARKING AIDS
(RWY18L/36R)



Marking AIDs and Parkings Area (West side)

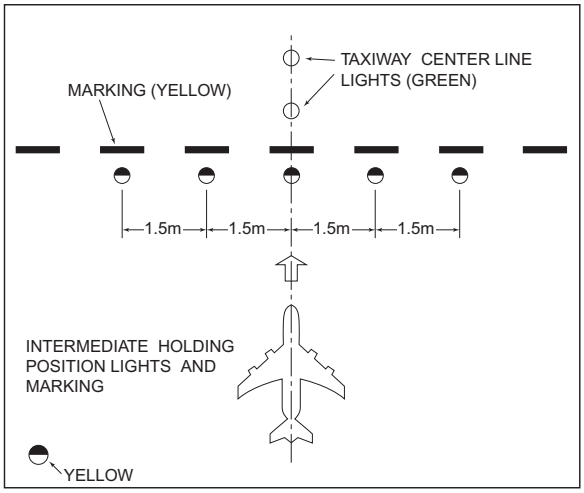


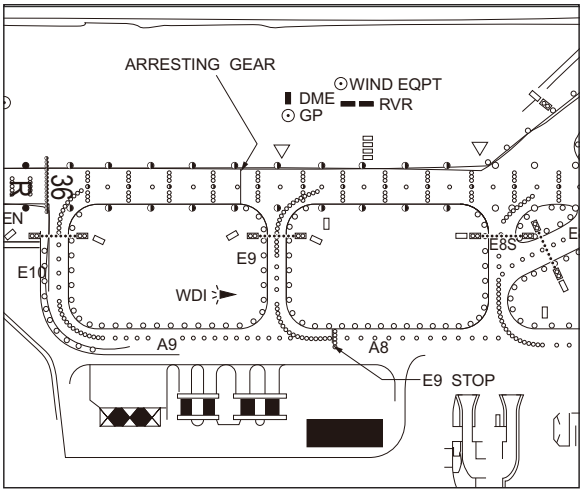
Marking AIDs and Parkings Area (East side)



Intermediate Holding Position Marking and Intermediate Holding Position Lights

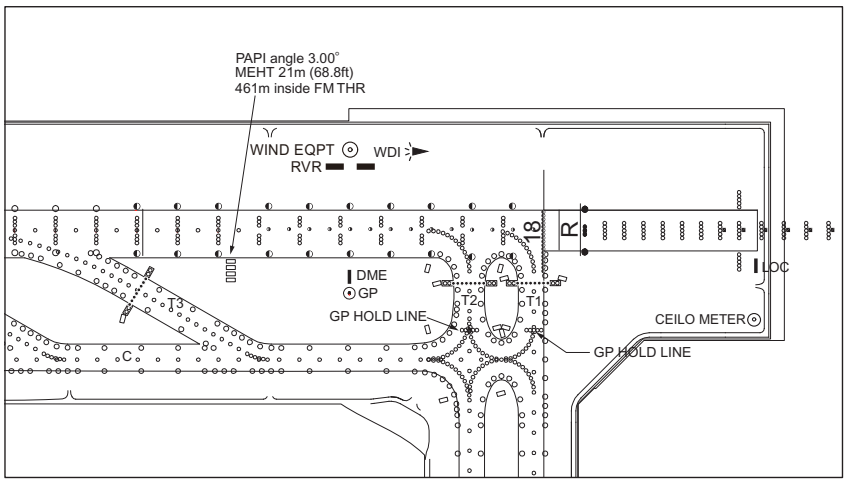
The Intermediate Holding Position Marking indicates the position where aircraft is to hold to prevent collision with other aircraft on the taxiway. The Intermediate Holding Position Lights are collocated with the Intermediate Holding Position Marking and synchronized with the taxiway center line lights. The Intermediate Holding Position Lights consist of 5 yellow lights and the Intermediate Holding Position Marking is a single broken line as illustrated in the figure below;



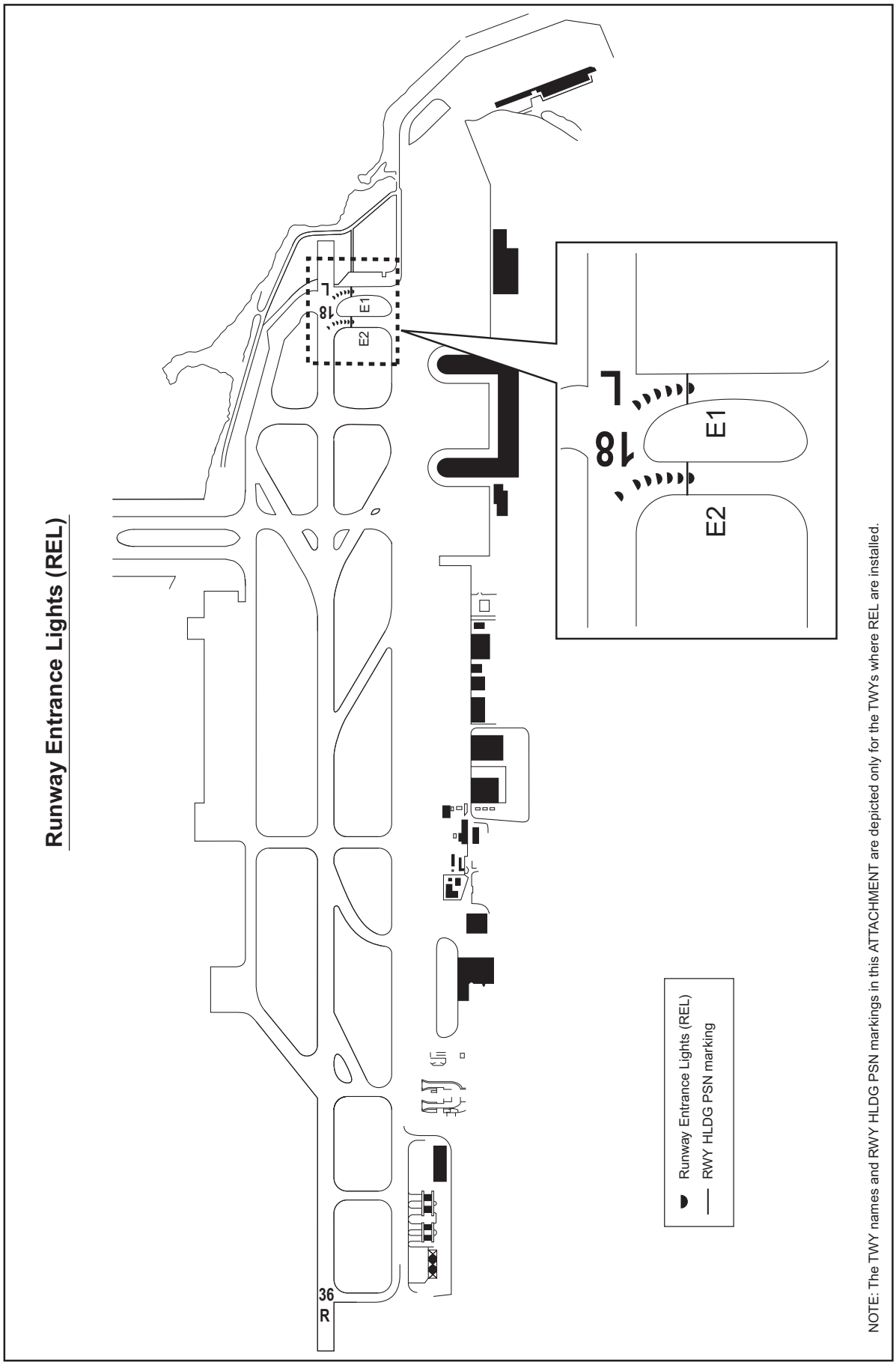


GP HOLD LINE

The "GP HOLD LINE" is installed on TWY T1 AND T2 , consists of Intermediate holding position lights and marking. (see below figure, and AD2.24-ADC-1 AD CHART) REF AD2.20.2.2.1 for taxiing procedure on the "GP HOLD LINE".



Runway Entrance Lights (REL)



NOTE: The TWY names and RWY HLDG PSN markings in this ATTACHMENT are depicted only for the TWYs where REL are installed.

ROAH AD 2.10 AERODROME OBSTACLES

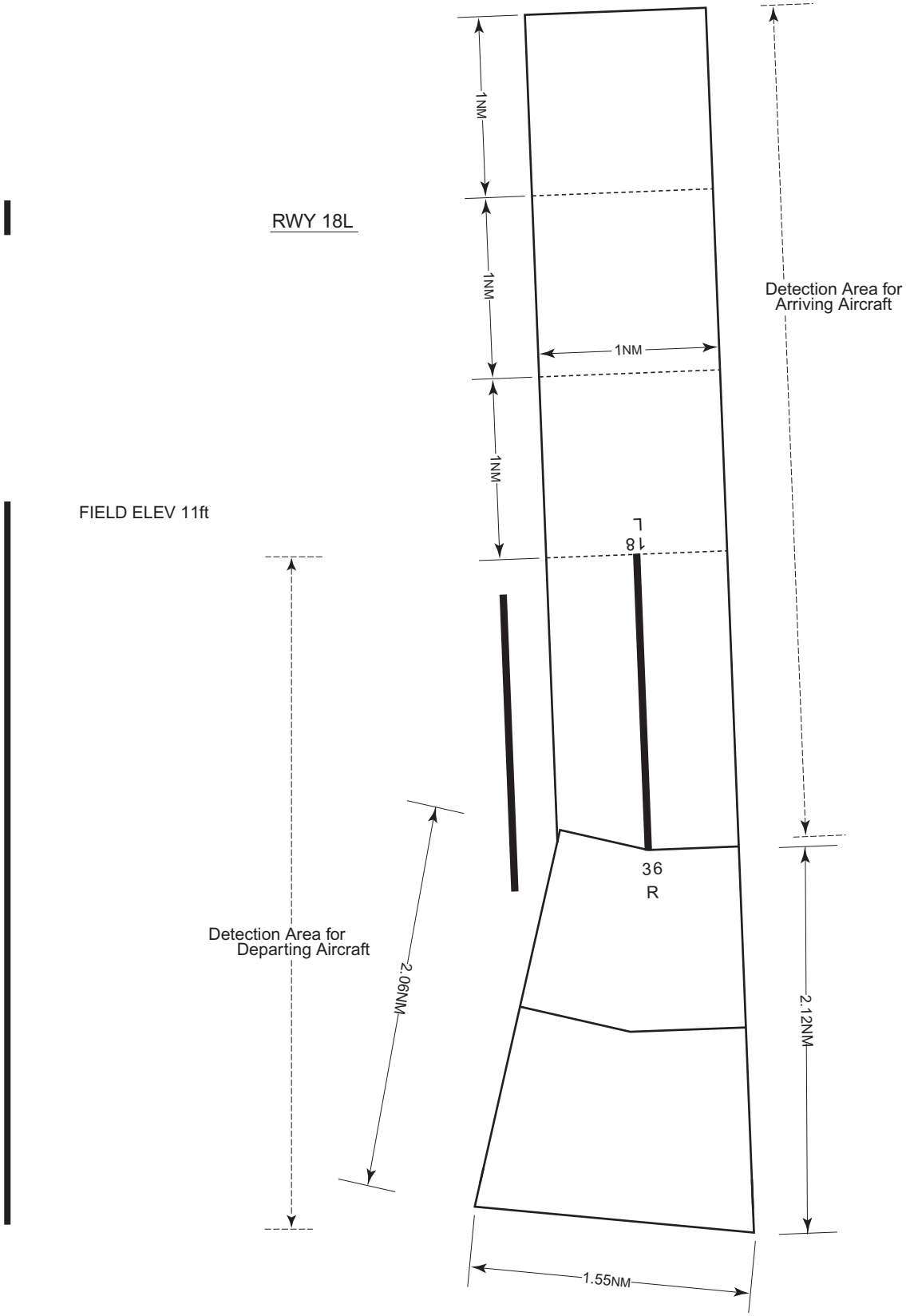
In Area2 See Obstacle data

In Area3 To be developed

ROAH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

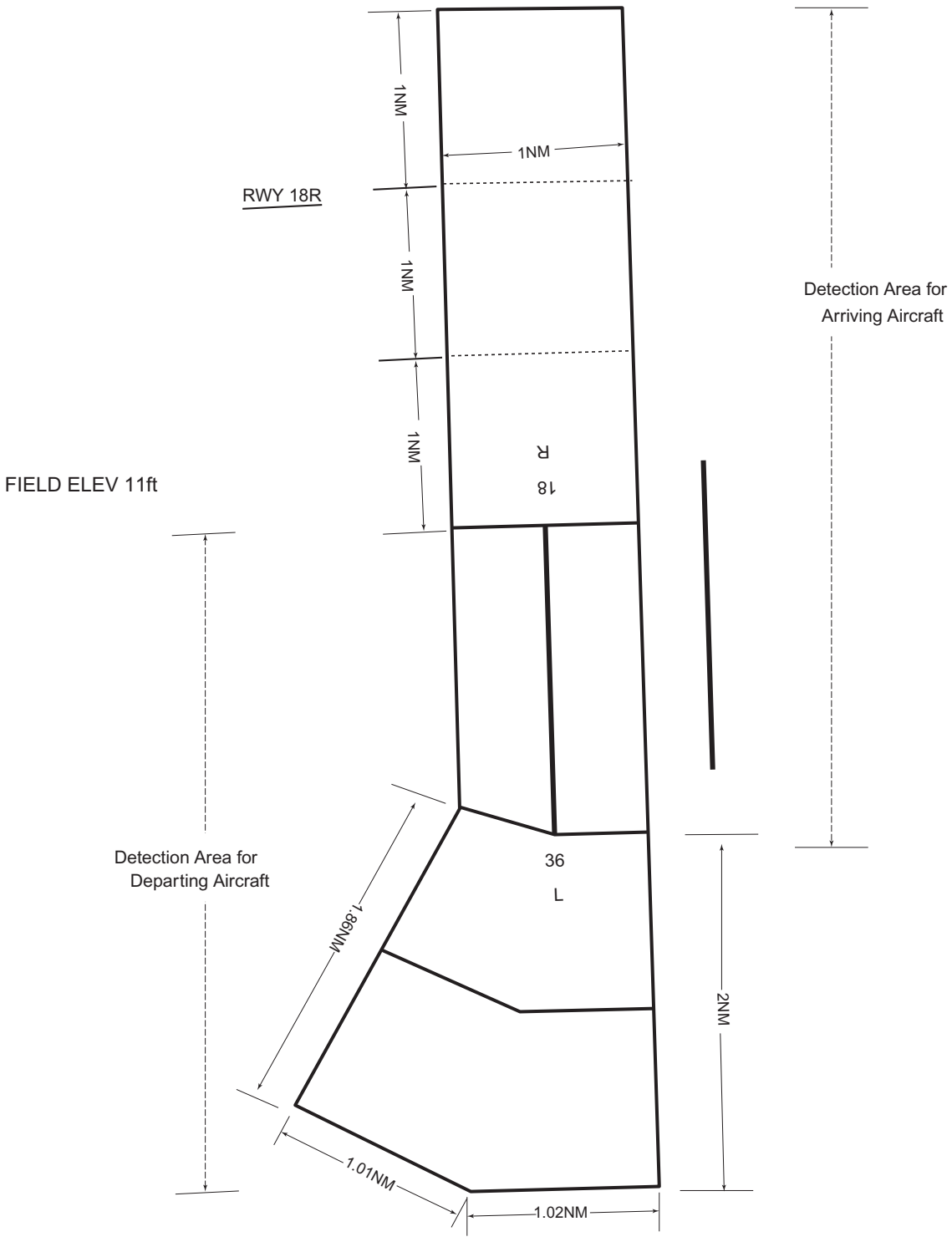
1	Associated MET Office	NAHA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NAHA 30 Hours
4	Trend forecast Interval of issuance	Nil
5	Briefing/consultation provided	P,Ja,En
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S_6, U_{85}, U_7, U_5, U_3, U_{25}, U_2/T_r, P_S, P_5, P_3, P_{25}, P_{SWE}, P_{SWF}, P_{SWG}, P_{SWI}, P_{SWM}, P_{SW}(domestic), E, C, W_E, W_F, W_G, W_I, W, N
8	Supplementary equipment available for providing information	Doppler Radar for Airport Weather (See attached chart)
9	ATS units provided with information	TWR, GCA, APP, ATIS
10	Additional information(limitation of service, etc.)	Nil

Airspace for the advisory service concerning low level wind shear (RWY18L)



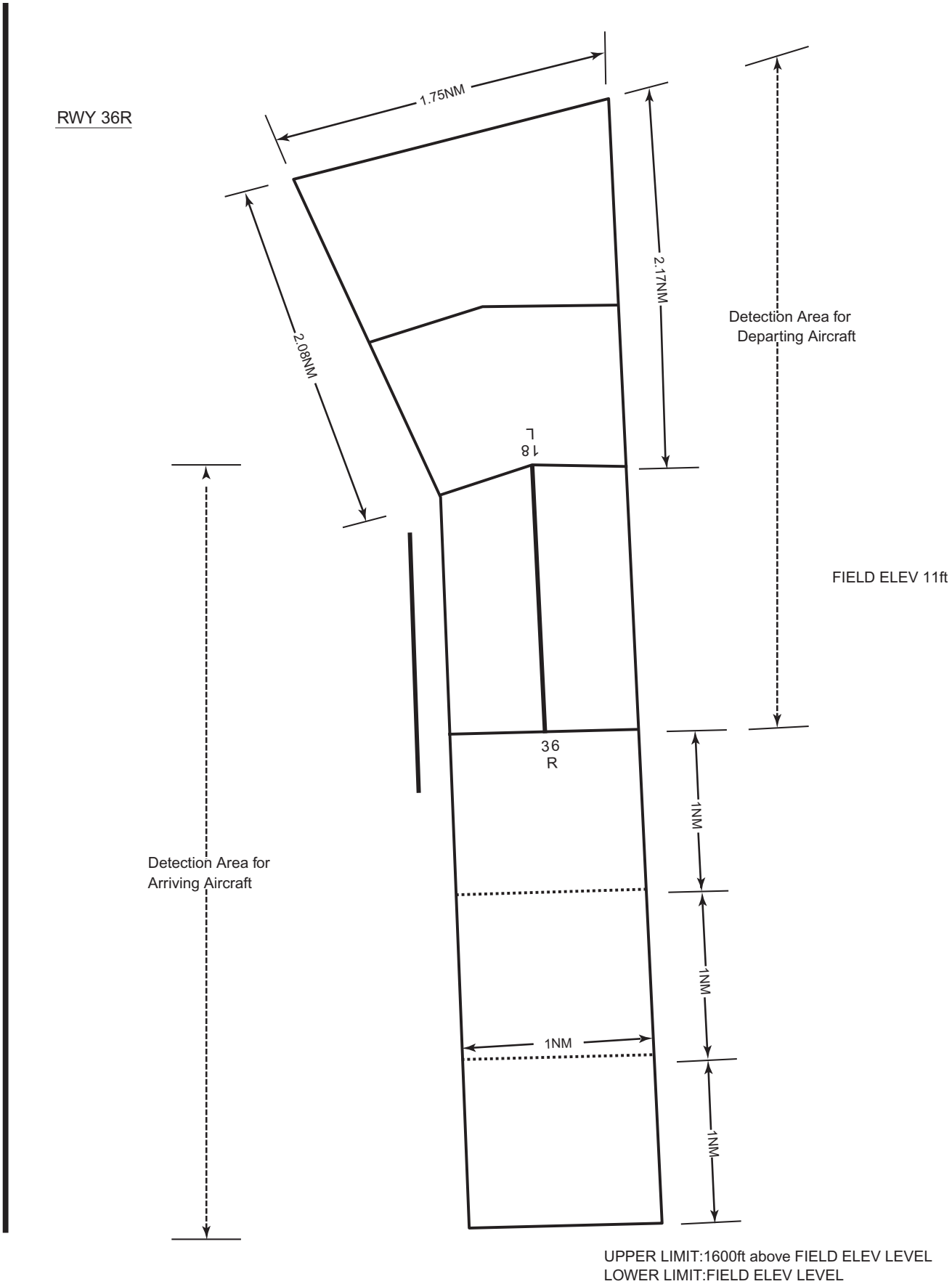
UPPER LIMIT:1600ft above FIELD ELEV LEVEL
LOWER LIMIT:FIELD ELEV LEVEL

Airspace for the advisory service concerning low level wind shear (RWY18R)



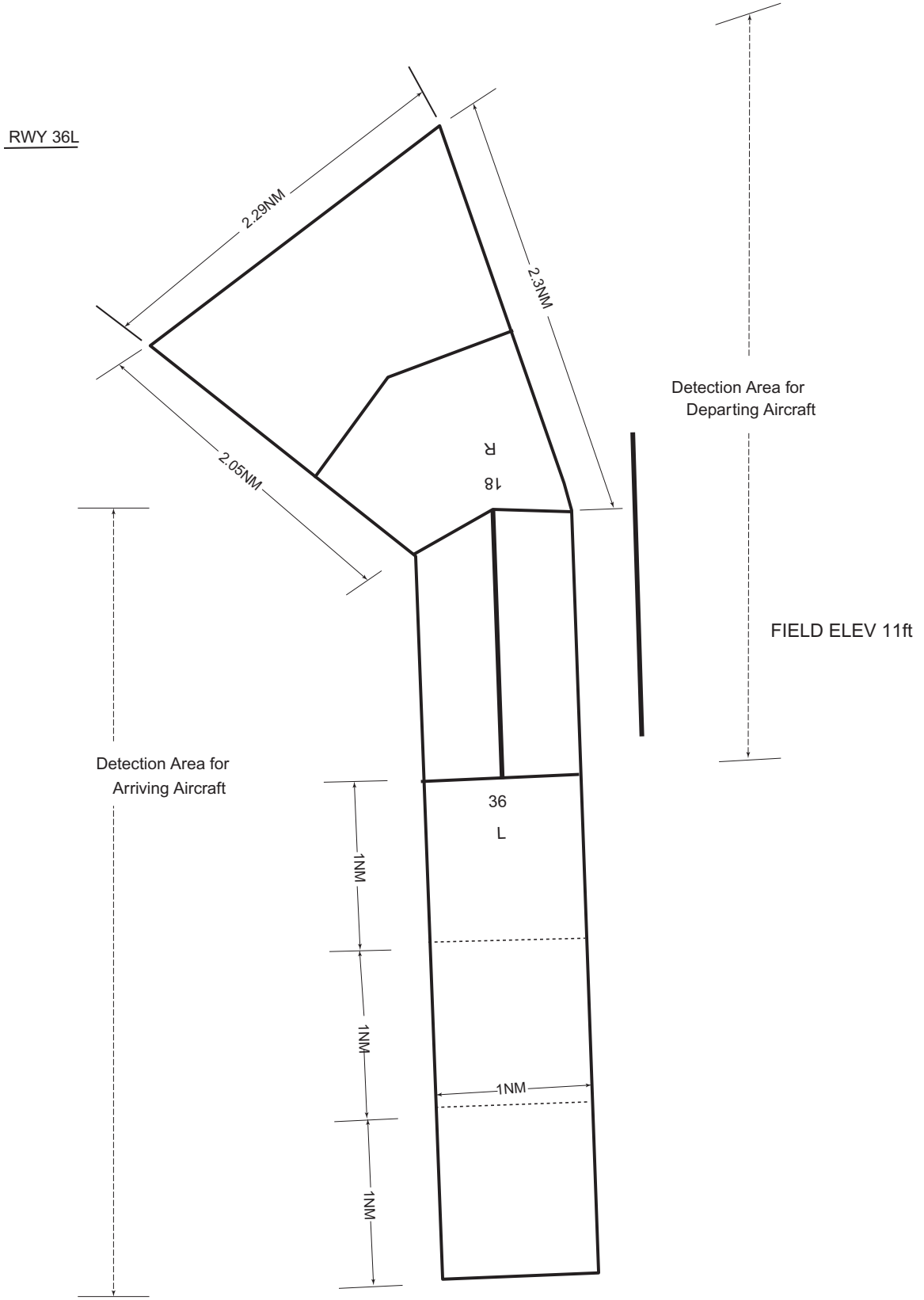
UPPER LIMIT:1600ft above FIELD ELEV LEVEL
LOWER LIMIT:FIELD ELEV LEVEL

Airspace for the advisory service concerning low level wind shear (RWY36R)



UPPER LIMIT:1600ft above FIELD ELEV LEVEL
LOWER LIMIT:FIELD ELEV LEVEL

Airspace for the advisory service concerning low level wind shear (RWY36L)



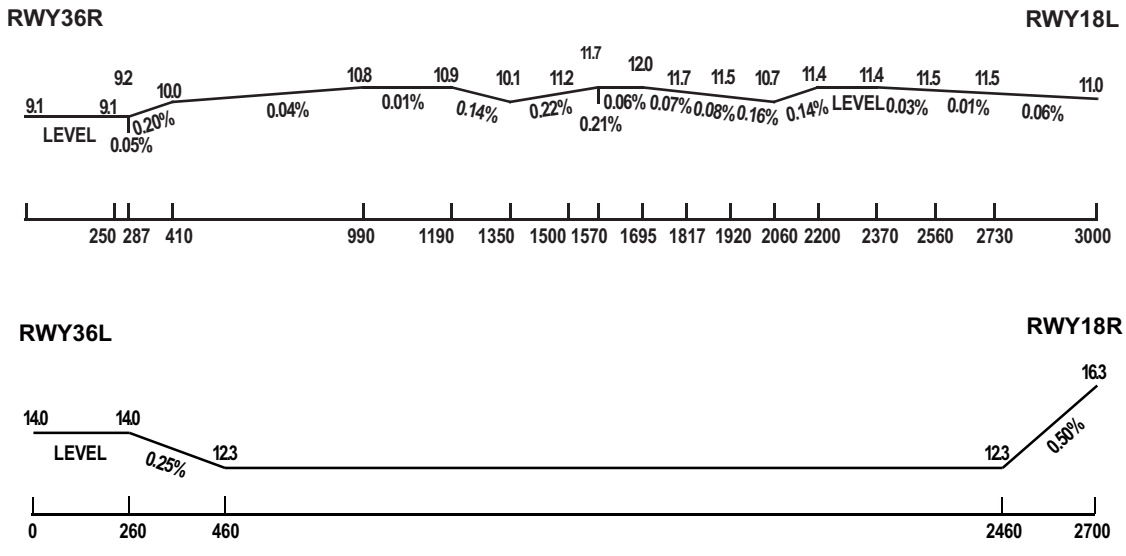
UPPER LIMIT:1600ft above FIELD ELEV LEVEL
LOWER LIMIT:FIELD ELEV LEVEL

ROAH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18L	177.30°	3000 × 45	PCN 115/F/A/X/T Asphalt	*261233.63N/* *1273842.84E* 104FT	THR ELEV: 11FT TDZ ELEV: 11.5FT
36R	357.30°	3000 × 45	PCN 115/F/A/X/T Asphalt	*261056.24N/* *1273847.41E* 103FT	THR ELEV: 9.1FT TDZ ELEV: 10.7FT
18R	177.30°	2700 × 60	PCN 78/F/A/X/T Asphalt	*261211.00N/* *1273756.64E* 103FT	THR ELEV: 16.3FT TDZ ELEV: 13.8FT
36L	357.30°	2700 × 60	PCN 78/F/A/X/T Asphalt	*261043.34N/* *1273800.77E* 103FT	THR ELEV: 14.0FT TDZ ELEV: 14.0FT

Slope of RWY	Strip Dimensions(M)	RESA (Overrun) Dimensions (M)	Remarks
7	10	11	14
See attached chart	3120 × 300	90×(MNM:195 MAX:300)*	RWY grooving: 3000 × 30m
	3120 × 300	150×(MNM:190 MAX:290)* *For detail, ask airport administrator	
See attached chart	2820 × 300	240×300	RWY grooving: 2700 × 40m
	2820 × 300	240×300	

Slope of RWY



ROAH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18L	3000	3000	3000	3000	9843ft
TWY: E2	2904	2904	2904		9528ft
TWY: E3, W2	2604	2604	2604		8544ft
TWY: E4C, W3C	2294	2294	2294		7527ft
TWY: E4	2018	2018	2018		6621ft
TWY: W3	1999	1999	1999		6559ft
TWY: E5	1512	1512	1512		4961ft
TWY: E6, W4	1321	1321	1321		4334ft
TWY: E8S, W5	606	606	606		1988ft
TWY: E9	258	258	258		846ft
36R	3000	3000	3000	3000	9843ft
TWY: E9	2628	2628	2628		8622ft
TWY: E8S	2310	2310	2310		7579ft
TWY: W5	2257	2257	2257		7405ft
TWY: E8	2052	2052	2052		6733ft
TWY: E7, E6, W4	1558	1558	1558		5112ft
TWY: E4C, W3C	606	606	606		1988ft
TWY: E3, E2	296	296	296		971ft
18R	2700	2700	2700	2700	8859ft
TWY: T2	2530	2530	2530		8301ft
TWY: T3	1800	1800	1800		5906ft
TWY: T4	1500	1500	1500		4922ft
TWY: T5	1290	1290	1290		4232ft
36L	2700	2700	2700	2700	8859ft
TWY: T8	2530	2530	2530		8301ft
TWY: T7	1800	1800	1800		5906ft
TWY: T6	1500	1500	1500		4922ft
TWY: T5	1290	1290	1290		4232ft

誘導路の TORA, TODA 及び ASDA は、誘導路中心線と滑走路中心線の交点から滑走路末端までの距離を示す。
(TORA, TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.)

ROAH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
18L	PALS 480m LIH	Green Green	PAPI 3.00°/LEFT 453m 70ft	Nil	3000m 30m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
36R	PALS (CAT I) 900m LIH	Green Green	PAPI 3.00°/LEFT 447m 70ft	900m	3000m 30m Coded color (White/Red) LIH	3000m 60m Coded color (White/Yellow) LIH	Red	Nil (*2)
18R	PALS (CAT I) 900m LIH	Green Green	PAPI 3.00°/LEFT 461m 68.8ft	900m	2700m 30m Coded color (White/Red) LIH	2700m 60m Coded color (White/Yellow) LIH	Red	Nil (*3)
36L	PALS (CAT I) 900m LIH	Green Green	PAPI 3.00°/LEFT 436m 67.2ft	900m	2700m 30m Coded color (White/Red) LIH	2700m 60m Coded color (White/Yellow) LIH	Red	Nil (*3)
Remarks								
10								
Overrun area edge LGT(LEN:150m Color:Red) (*1) Overrun area edge LGT(LEN:192m Color:Red) (*2) Overrun area edge LGT(LEN:60m Color:Red) (*3)								

ROAH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: *261248N/1273908E*, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer : RWY18L: 295m from RWY18L THR, lighted RWY36R: 432m from RWY36R THR, lighted RWY18R: 300m from RWY18R THR, lighted RWY36L: 325m from RWY36L THR, lighted
3	TWY edge and center line lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply / switch-over time	Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT, Stop bar LGT, Runway Entrance Lights Within 15 sec : Other LGT
5	Remarks	Nil

ROAH AD 2.16 HELICOPTER LANDING AREA

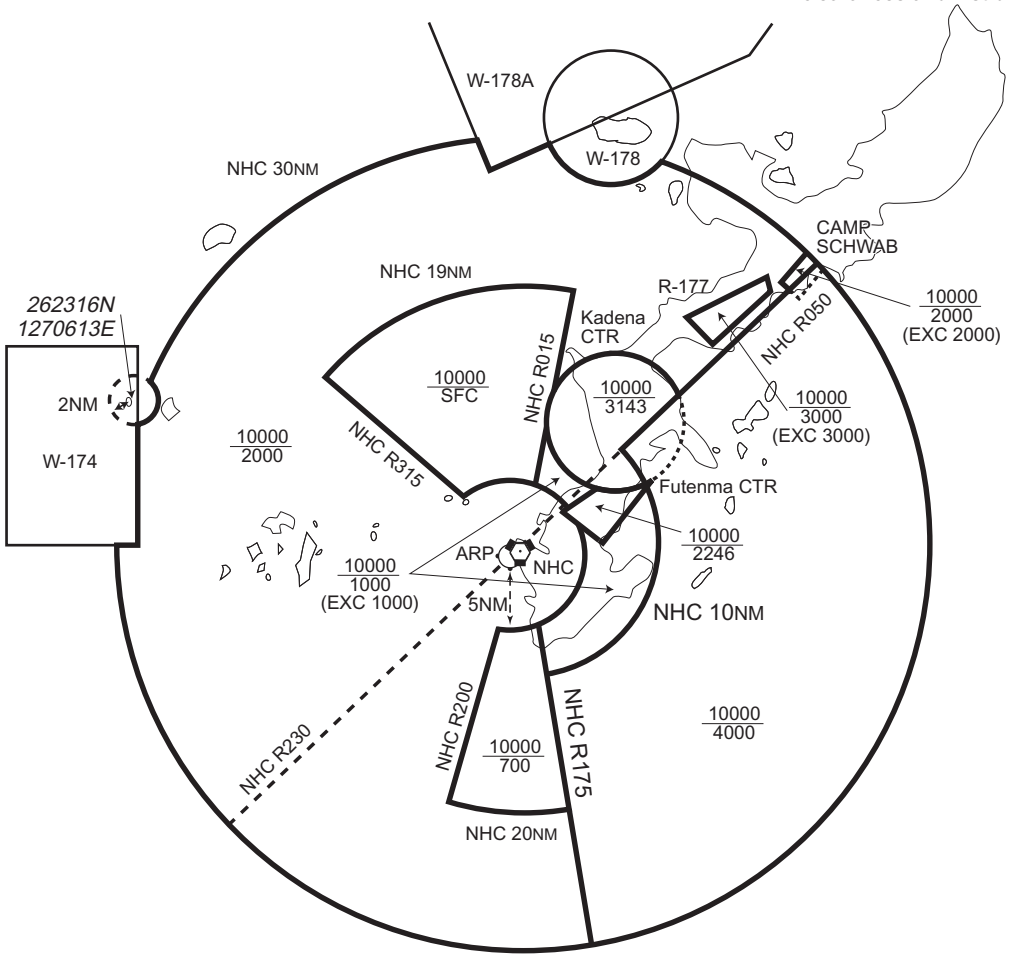
Nil

ROAH AD 2.17 ATS AIRSPACE

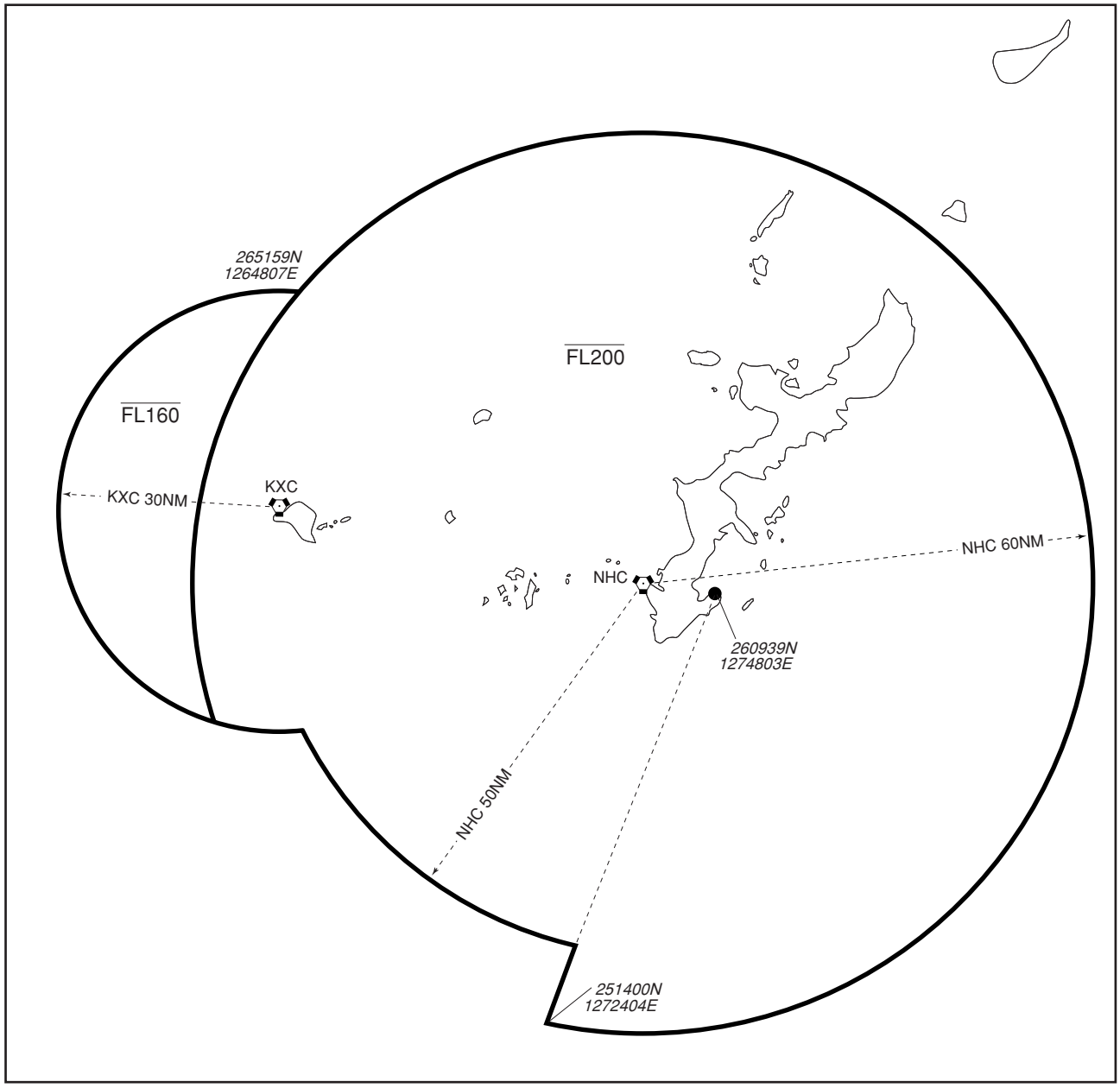
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
Naha CTR	(1) Area within a radius of 5nm of NAHA ARP (*2612N/12738E*), in the west side of a line extending from *261429N1274125E* on 052°56'T and 125°31'T	-------- 2000 (EXC 2000)	D	Naha Tower En	
	(2) Area within a radius of 19nm of NHC VORTAC, in the west side of NHC 015R and in the north side of NHC 315R, excluding area(1) and area within a radius of 5nm of Kadena ARP(*2621N/12746E*).	-------- 700 (EXC 700)	B	Naha APP/DEP Naha RADAR Naha ARR En	
Naha PCA	See attached chart		B	Naha APP/DEP Naha RADAR Naha ARR Kadena ARR En	
Naha ACA	See attached chart		E	Naha APP/DEP Naha RADAR Naha ARR Kadena ARR En	
Naha TCA	See attached chart		E	Naha TCA En	

那覇特別管制区
Naha Positive Control Area (Class B)

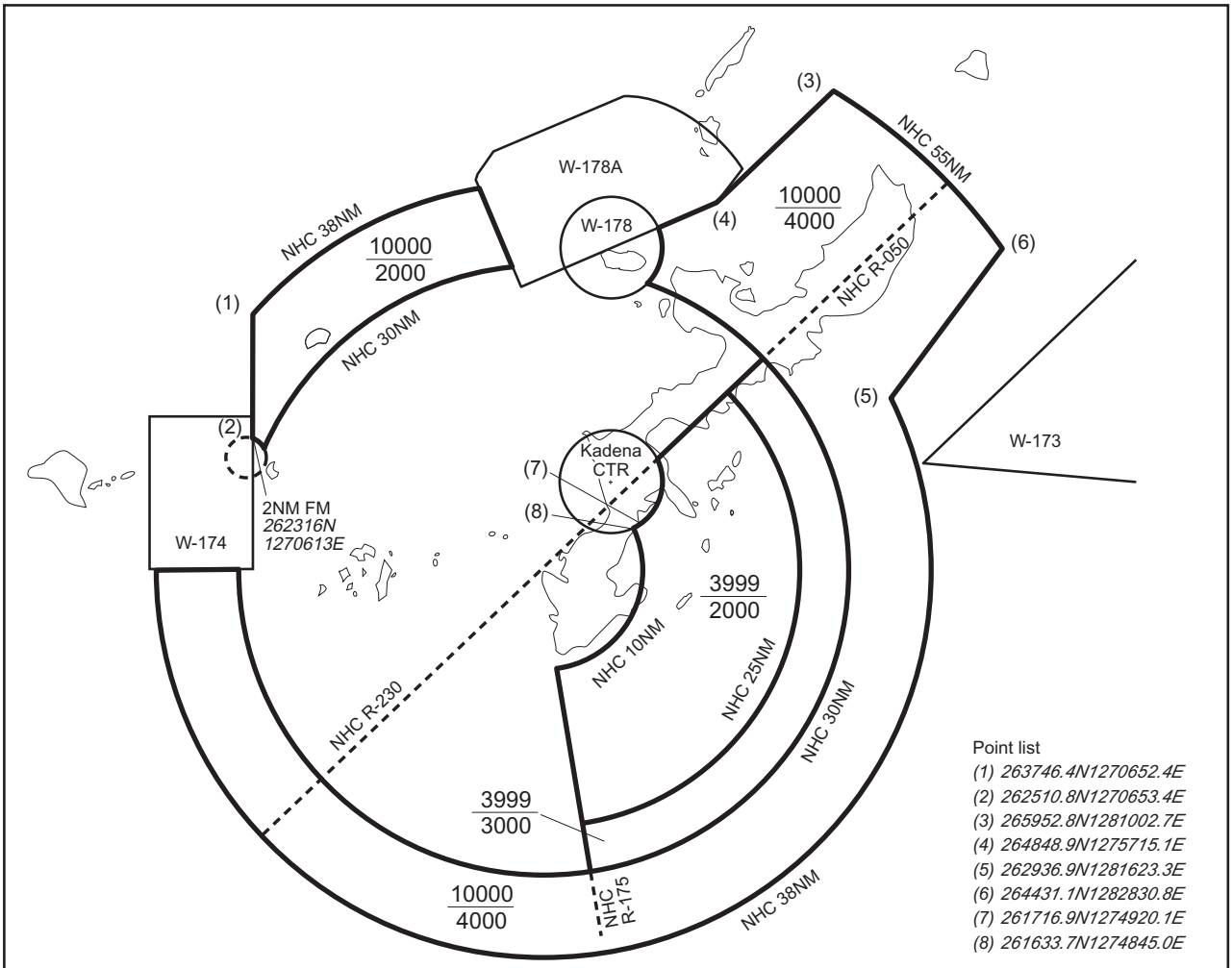
NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
那覇 Naha	下記に示される区域 The area shown below		1. 那覇VORTACのR050及びR230の線の北西で飛行する航空機: Naha APP 119.1MHz/335.8MHz 1. Aircraft operating northwest of the Naha VORTAC 050/230 radials: Naha APP 119.1MHz/335.8MHz 2. 那覇VORTACのR050及びR230の線の南東で飛行する航空機: Naha APP 126.5MHz/258.3MHz 2. Aircraft operating southeast of the Naha VORTAC 050/230 radials: Naha APP 126.5MHz/258.3MHz	当該空域を飛行しようとする航空機は、入域前に那覇アプローチに連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。 (当該空域と重複する那覇管制圏を飛行しようとする航空機に対しては、那覇アプローチから当該管制圏内の飛行に係る指示が発出される。) All aircrafts requiring transit of Naha Positive Control Area must call Naha Approach prior to the point of entry to provide aircraft identification, position, altitude and intention. (Pilots intending to fly in the portion of the overlapping Naha CTR with Naha PCA should maintain contact with Naha Approach for ATC clearances and instructions.)



那覇進入管制区
Naha Approach Control Area

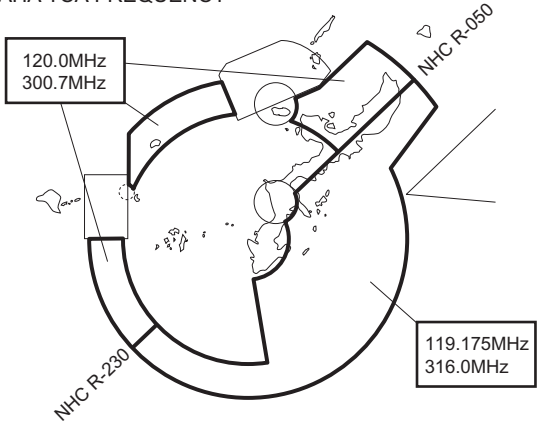


那覇ターミナルコントロールエリア
Naha Terminal Control Area

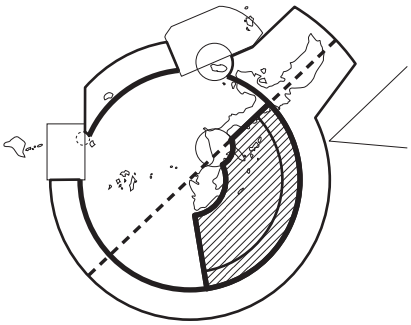


Point list
(1) 263746.4N1270652.4E
(2) 262510.8N1270653.4E
(3) 265952.8N1281002.7E
(4) 264848.9N1275715.1E
(5) 262936.9N1281623.3E
(6) 264431.1N1282830.8E
(7) 261716.9N1274920.1E
(8) 261633.7N1274845.0E

NAHA TCA FREQUENCY



Naha Terminal Control Area and Naha Positive Control Area



那覇ターミナルコントロールエリアは、太線部及び網掛け部において
那覇特別管制区と接している。
Naha Terminal Control Area borders on Naha Positive Control Area on bold lines and hatched area.

注意事項

1. パイロットは、那覇ターミナルコントロールエリアと
那覇特別管制区の境界に留意し、那覇特別管制区に許可
なく入域しないこと。
2. 那覇特別管制区への入域を要求する場合、パイロットは
那覇TCAにその旨を通報し指示に従うこと。

CAUTION

1. Pilots shall pay attention to the boundary between Naha Terminal Control Area and Naha Positive Control Area, and shall remain outside Naha Positive Control Area unless obtained clearance.
2. When intending to enter Naha Positive Control Area, pilots shall inform Naha TCA of their intention, and shall follow the instruction.

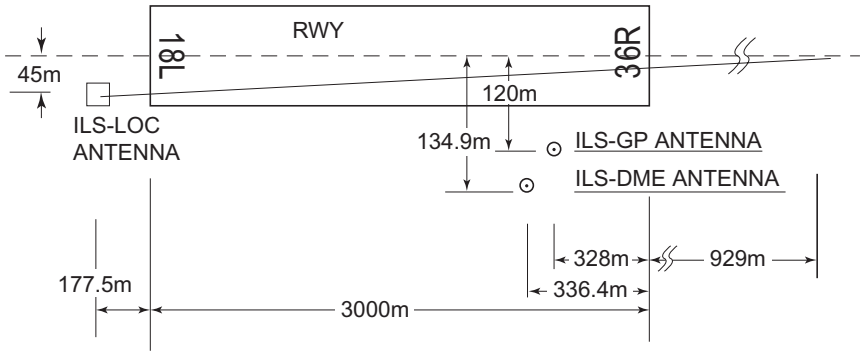
ROAH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency		Hours of operation	Remarks
1	2	3		4	5
APP/DEP	Naha Approach/ Naha Departure	119.1MHz(1) 335.8MHz(1) 126.5MHz(2) 258.3MHz(2) 119.65MHz 228.2MHz		H24	(1) Primary for airspace northwest of Naha VORTAC R050/R230 (2) Primary for airspace southeast of Naha VORTAC R050/R230
ARR	Naha Arrival	118.85MHz(3) 278.5MHz(3)		H24	(3) Primary for aircraft landing at Naha Airport
	Kadena Arrival	135.9MHz(4) 255.8MHz(4) 285.4MHz		H24	(4) Primary for aircraft landing at Kadena AB and MCAS Futenma
ASR	Naha Radar	120.0MHz 121.1MHz 122.45MHz 125.55MHz 119.65MHz 228.2MHz 257.5MHz 261.4MHz 270.6MHz 287.8MHz 289.4MHz 290.3MHz 297.2MHz 310.0MHz 317.8MHz 321.5MHz 363.8MHz 121.5MHz(E) 243.0MHz(E)		H24	
TCA	Naha TCA	120.0MHz(5) 310.0MHz 122.45MHz 321.5MHz 119.175MHz(6) 300.7MHz(5) 316.0MHz(6)		2230-1130	(5) Primary for Naha Terminal Control Area northwest of Naha VORTAC R050/R230 (6) Primary for Naha Terminal Control Area southeast of Naha VORTAC R050/R230
TWR	Naha Tower	118.1MHz 126.2MHz 236.6MHz 308.6MHz 121.5MHz(E) 243.0MHz(E) 118.75MHz 247.8MHz		H24	
GND	Naha Ground	121.8MHz 284.6MHz 121.9MHz 284.4MHz		H24	
DLVRY	Naha Delivery	122.075MHz 256.0MHz		H24	
GCA-ASR -PAR	Naha GCA	119.5MHz 121.1MHz 124.7MHz 261.4MHz 288.1MHz 289.4MHz 296.3MHz 121.5MHz(E) 243.0MHz(E)	119.05MHz 120.6MHz 123.85MHz 236.8MHz 304.5MHz 318.2MHz	0100-1200	GLIDE PATH (1) RWY 18L: 3.0° (2) RWY 36R: 3.0° (3) RWY 18R: 3.0° (4) RWY 36L: 3.0°
ATIS	Naha Airport	127.8MHz 293.0MHz		H24	

ROAH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (5°W/2014)	NHC	116.5MHz	H24	*261230.71N/1273834.32E*		
TACAN	NHC	1199MHz (CH-112X)	H24	*261229.51N/1273833.44E*	56.8ft	TACAN AZM Unusable: 340°-030° beyond 35nm BLW 3,000ft. 060°-070° beyond 35nm BLW 3,000ft. 070°-120° beyond 30nm BLW 3,000ft. 120°-130° beyond 20nm BLW 3,000ft. 130°-150° beyond 25nm BLW 3,000ft. 150°-160° beyond 30nm BLW 3,000ft. 170°-180° beyond 35nm BLW 3,000ft. 240°-300° beyond 35nm BLW 3,000ft.
ILS-LOC 36R	IOK	110.3MHz	H24	*261239.35N/1273840.95E*		LOC : 177.5m (582ft) away FM RWY 18L THR. 45m(148ft) W of RCL. LOC off-set 0.63° BRG (MAG) 002°
ILS-GP 36R	-	335.0MHz	H24	*261106.67N/1273842.59E*		GP: 328m (1076ft) inside FM RWY 36R THR. 120m(394ft) W of RCL. Angle 3.0° HGT of ILS Ref datum 17.4m(57ft).
ILS-DME 36R	IOK	1001MHz (CH-40X)	H24	*261107.00N/1273841.98E*	28ft	DME: 336.4m(1104ft) inside FM RWY 36R THR. 134.9m(443ft) W of RCL.
ILS-LOC 18R	ION	110.15MHz	H24	*261033.64N/1273803.22E*		LOC : 301.5m (990ft) away FM RWY 36L THR. 55m(180ft) E of RCL. LOC off-set 0.84° BRG (MAG) 182°
ILS-GP 18R	-	334.25MHz	H24	*261200.70N/1273801.29E*		GP: 322.6m (1058ft) inside FM RWY 18R THR. 115m(377ft) E of RCL. Angle 3.0° HGT of ILS Ref datum 15.8m(52ft).
ILS-DME 18R	ION	1125MHz (CH-38Y)	H24	*261200.55N/1273801.65E*	31ft	DME: 327.6m(1075ft) inside FM RWY 18R THR. 125m(410ft) E of RCL.
ILS-LOC 36L	IOW	111.7MHz	H24	*261221.27N/1273756.17E*		LOC : 316.0m (1037ft) away FM RWY 18R THR. BRG (MAG) 003°
ILS-GP 36L	-	333.5MHz	H24	*261053.50N/1273755.98E*		GP: 317.7m (1042ft) inside FM RWY 36L THR. 120m(394ft) W of RCL. Angle 3.0° HGT of ILS Ref datum 16.5m(55ft).
ILS-DME 36L	IOW	1015MHz (CH-54X)	H24	*261053.81N/1273755.60E*	32ft	DME: 327.7m(1075ft) inside FM RWY 36L THR. 130m(427ft) W of RCL.
MSAS	-	1575.42MHz	H24			Transmitting antennas are satellite based

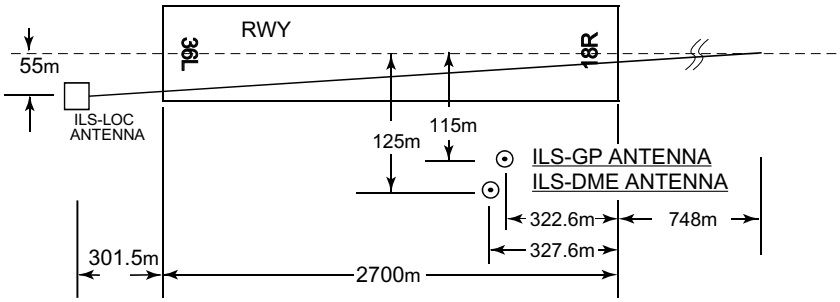
ILS for RWY 36R



REMARKS :

1. LOC OFFSET Angle	0.63°
2. LOC beam BRG (MAG)	002°
3. GP Angle	3.0°
4. HGT of ILS REF datum	17.4m (57ft)
5. ELEV of ILS-DME	8.48m (28ft)

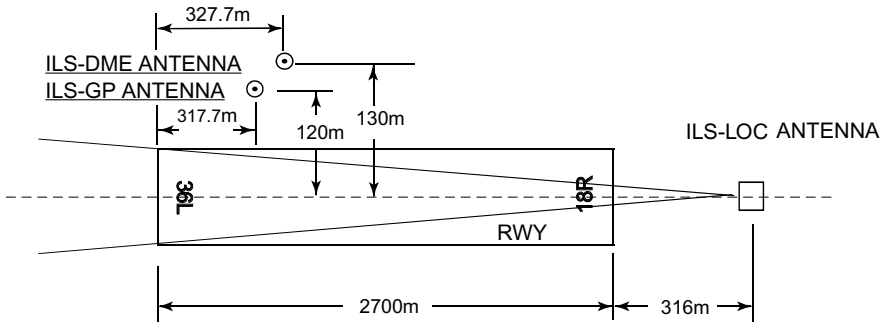
ILS for RWY18R



REMARKS :

1. LOC OFFSET Angle	0.84°
2. LOC beam BRG(MAG)	182°
3. GP Angle	3.0°
4. HGT of ILS REF datum	15.8m(52ft)
5. ELEV of ILS-DME	9.3m(31ft)

ILS for RWY36L



REMARKS :

1. LOC beam BRG (MAG)	003°
2. GP Angle	3.0°
3. HGT of ILS REF datum	16.5m(55ft)
4. ELEV of ILS-DME	9.6m(32ft)

ROAH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 定期便以外の航空機の取扱い

定期便以外の航空機による当空港の使用については、事前に空港管理者と調整すること。詳細については、大阪航空局那覇空港事務所航空管制運航情報官に連絡すること。
（電話：098−857−1107）

1.1 Aircraft other than scheduled

Use of this airport by aircraft other than scheduled is all subject to prior arrangments with the airport administrator. Contact JCAB Naha operations for further details.
(Tel:098-857-1107)

1.2 管制方式

航空機の運航者は、次に掲げる方式に従うこと。

(1) 一般事項

A. パイロットは、那覇空港の標準計器出発方式、標準計器到着方式及び計器進入方式に公示される高度制限について、事前確認を徹底した上で、確実に高度制限を遵守して飛行すること。

B. 第 6 エプロン内には、管制塔からの不可視区域が存在する。

(2) 出発機

A. 全ての IFR 出発機は、エンジン始動 5 分前に那覇デリバリーと通信設定し、次に掲げる事項を通報すること。
a) 航空機呼出符号
b) 目的地
c) 要求高度（代替要求高度がある場合は、当該高度）
d) 駐機位置（スポット番号）

B. パイロットは、プッシュバック及び / 又はエンジン始動が遅れる場合、又はそれが予想される場合は、管制官に対してその旨通報すること。ただし、他の航空機の地上交通による遅延、又は出発制御時刻等が付加されたために生じる遅延を除く。

C. 那覇特別管制区を飛行しようとする VFR 機は、地上走行前に那覇グランド／タワーに対して、当該管制圏を離脱する飛行方向又は飛行経路及び要求高度を通報すること。那覇グランド／タワーは、那覇レーダーと通信設定を行う周波数及び二次レーダー個別コードを指定する。

(3) インターセクション・デパーチャー

A. 出発機はパイロットの同意なしに誘導路 E2、T2 及び T8 からのインターセクション・デパーチャーを指示されることがある。誘導路 E2、T2 及び T8 から出発できない場合は、管制官に対してその旨通報すること。

B. AD1.1.6.3.2.2(2)2) に記載されている出発機間の管制間隔は、次に掲げる誘導路から出発する航空機には適用されない。
AD1.1.6.3.2.2(2)2)における間隔を必要とする航空機は、那覇グランド / タワーに対してその旨通報すること。

1.2 ATC Procedures

Aircraft operators shall comply with the following procedures.

(1) General

A. Pilots shall certainly pre-check and surely comply with altitude restrictions published on standard instrument departures, standard instrument arrivals and instrument approach procedures at Naha Airport.

B. Invisible areas from control tower exist within APRON NR-6.

(2) Departure

A. All IFR departing aircraft shall contact Naha Delivery 5 minutes prior to starting engines and advise the following information.
a) call sign
b) destination
c) proposed flight level/altitude (alternative flight levels/altitudes, if any)
d) parking position (spot number)

B. Pilots shall advise ATC if any delay in push-back and/or engine start-up is experienced or anticipated except when delay has been caused by other ground traffic or departure time restriction such as release time.

C. VFR aircraft intending to operate within the Naha Positive Control area shall advise the Naha ground/ tower prior to taxi of intended direction or route of flight and proposed altitude to depart from respective Control Zone. The Naha ground/tower will assign a frequency to contact Naha Radar and discrete beacon code.

(3) Intersection departure

A. Departing aircraft may be instructed intersection departure from TWY E2, T2, T8 without pilot's consent. Aircraft unable to depart from TWY E2, T2, T8 shall advise ATC accordingly.

B. Separation for departure as in AD1.1.6.3.2.2(2)2) will not be applied to aircraft departing from the following TWYs. Aircraft requiring separation in AD1.1.6.3.2.2(2)2) shall advise “NAHA GROUND/ TOWER” accordingly.

滑走路 RWY	先行機が出発する誘導路 TWY where a leading aircraft departing	後続機が出発する誘導路 TWY where a succeeding aircraft departing
18L	E1, W1	E2
	E3	W2
	E4	W3
	E4C	W3C
36R	E8S	W5
18R	T1	T2
36L	T9	T8

(4) 到着機

A. 全ての民間 IFR 到着機は、那覇タワー /GCA との最初の通信設定時において、駐機位置（スポット番号）を通報すること。

B. 後続機は他の周波数にいる場合があることから、パイロットは、最寄りの誘導路経由で、又は管制官の指示に従い、遅滞なく滑走路を離脱することによって、滑走路占有時間の短縮に努めること。

C. 全ての到着機は、管制官から指定された二次レーダー個別コードを、着陸するまで変更しないこと。ただし、管制官から別途指示された場合は、この限りでない。

D. 那覇特別管制区を飛行しようとする VFR 機は、那覇レーダーと通信設定を行う前に ATIS を聴取するよう努め、通信設定時に ATIS 情報を受信した旨、飛行経路及び要求高度を通報すること。

E. 那覇タワーと通信設定する VFR 機は、以下の管轄周波数に連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。

a) 空港標点から東象限を飛行する航空機
（VRP:AJA,YONABARU,MABUNI）
Naha TWR:118.1MHz/308.6MHz

b) 空港標点から西象限を飛行する航空機
（VRP:SANDO,DOHNATSU,MAEJIMA,
KERAMA NORTH,KERAMA SOUTH）
Naha TWR:118.75MHz/247.8MHz

(5) 視認進入

A. 視認進入を許可された航空機は、進入許可発出時の指定高度にかかわらず、自機に適用される場周経路高度まで速やかに降下すること。ただし、管制官から別途指示された場合は、この限りでない。

B. 視認進入を行う航空機は、回転翼機及び後方乱気流区分がライトの固定翼機を除き、騒音軽減のため海上を飛行すること。

(4) Arrival

A. All civil IFR arriving aircraft shall advise parking position (spot number) on initial contact with Naha Tower/GCA.

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

C. All arriving aircraft shall remain on discrete beacon code assigned by ATC until making a full stop landing, unless otherwise instructed by ATC.

D. VFR aircraft intending to operate within the Naha Positive Control area should monitor ATIS broadcast prior to contacting Naha Radar, and advise ATIS code received, route of flight, and proposed altitude on initial contact.

E. VFR aircraft should call Naha TWR to provide the aircraft identification, position, altitude and intention using the following frequency.

a) Aircraft operating east side of Naha Control Zone
(VRP:AJA,YONABARU,MABUNI)
Naha TWR:118.1MHz/308.6MHz

b) Aircraft operating west side of Naha Control Zone
(VRP:SANDO,DOHNATSU,MAEJIMA,
KERAMA NORTH,KERAMA SOUTH)
Naha TWR:118.75MHz/247.8MHz

(5) Visual approach

A. Aircraft cleared for visual approach shall descend to appropriate traffic pattern altitude regardless of the assigned altitude when the approach clearance is issued, unless otherwise instructed by ATC.

B. Aircraft, except fixed wing aircraft in light wake turbulence category and rotary wing aircraft, shall remain over the water when conducting visual approach due to noise abatement.

1.3 PDA (parts departing aircraft) reporting to Airport Administration
In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of Naha Airport, aircraft operators are required to notify Airport Administration (Tel 098-857-1107) of any “Parts Departing Aircraft” from flights operating to/from Naha Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

2. Taxiing to and from stands

2.1 Taxiing procedure
All aircraft are required to hold at “GP HOLD LINE” on TWY T1 and T2 for RWY18R until receiving taxi clearance to protect the ILS glide slope signal.

2.2 エプロンにおける安全対策について 1) エプロン内においては、正確に黄色い導入線に沿って走行すること。 2) ジェットブラストによる地上の車両、設備及び隣接スポットの他の航空機への影響を回避するため、エプロン内においては、エンジン出力を最小にすること。	**2.2 Safety measures in Aprons** 1) While operating in the apron area, follow strictly yellow guide line. 2) In order to avoid jet blast damage to ground vehicles, equipment and other aircraft in adjacent spots, engine power should be kept to minimum within APRON.

3. Parking area for small aircraft(General aviation)

See AD2.9 Marking AIDs and Parkings Area(West side)

4. Parking area for helicopters

See AD2.9 Marking AIDs and Parkings Area(West side)

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

1. Wing tip clearance at the TWY intersection (REF. AD1.1.6.8)
Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

(1) When B744 holding at the stop marking on TWY E1, E2, E3, E4C, E6, E8S, E9

Wing Span (WS) of aircraft taxiing on TWY A1-A4, A5-A6 or A7-A9	WS=< 51.1m	51.1m <WS=< 68.1m	WS> 68.1m
Wing tip clearance	*A	*B	*C

(2) When B744 holding at the stop marking on TWY W2

Wing Span (WS) of aircraft taxiing on TWY B	WS=< 52.1m	52.1m <WS=< 69.1m	WS> 69.1m
Wing tip clearance	*A	*B	*C

(3) When B744 holding at the stop marking on TWY T1, T2, T8

Wing Span (WS) of aircraft taxiing on TWY C	WS=< 18.1m	18.1m <WS=< 35.1m	WS> 35.1m
Wing tip clearance	*A	*B	*C

Legend:
*A : wing tip clearance >= 15m
*B : 6.5m =< wing tip clearance < 15m
*C : wing tip clearance < 6.5m

2. Restricted TWY
Taxiing from E5 to A5, and vice versa, AVBL wheelbase 9.8m or less, YS11, P3, C1, C130 and US1, for example.

3. 航空機重量制限
誘導路 A8 及び W5 を使用する A350−900 型機においては、航空機重量が下表の値を超えてはならない。

3.Aircraft weight restriction
When A350-900 using TWY A8 and W5, aircraft weight shall not exceed the values listed in the table below.

誘導路 TWY	A8		W5	
航空機重量 Aircraft weight	(lb)	(kg)	(lb)	(kg)
	533,500	242,000	474,200	215,100

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

ROAH AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

ROAH AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	18L	A,B,C,D	400m	400m	400m	400m	-	500m
	18R		400m	400m	400m	400m	-	500m
	36R		400m	400m	400m	400m	-	500m
	36L		400m	400m	400m	400m	-	500m
OTHER	18L 18R 36R 36L	A,B,C,D	AVBL LDG MINIMA					

2. WX MINIMA CONCERNING PAR APCH PROCEDURE

PAR RWY 18L

MINIMA THR ELEV: 11 AD ELEV: 11				
CAT	PAR		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	VIS
A	211(200)	750	620(609)	1600
B				
C				2400
D				3200

Circling to WEST side of RWY only

PAR RWY 36R

MINIMA THR ELEV: 9 AD ELEV: 11				
CAT	PAR		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	VIS
A	209(200)	550	620(609)	1600
B				
C				2400
D				3200

Circling to WEST side of RWY only

PAR RWY 18R

MINIMA THR ELEV: 16 AD ELEV: 11				
CAT	PAR		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	VIS
A	216(200)	550	620(609)	1600
B				
C				2400
D				3200

Circling to WEST side of RWY only

PAR RWY 36L

MINIMA THR ELEV: 14 AD ELEV: 11				
CAT	PAR		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	VIS
A	214(200)	550	620(609)	1600
B				
C				2400
D				3200

Circling to WEST side of RWY only

3. PAR Missed Approach Procedure

Unless otherwise instructed by ATC, execute each missed approach procedure as follows.

(1) RWY18L: At guidance limit, climb to 1200FT via NHC R182 to NHC15.0DME, climb to 2000FT via NHC 15.0DME clockwise ARC to OLVAL and hold. Contact NAHA APP.

(2) RWY36R : At guidance limit, climb to 1200FT on HDG 003° to NHC 2.4DME, turn left, via NHC R341 to NHC 15.0DME, climb to 2000FT via NHC 15.0DME counterclockwise ARC to OLVAL and hold. Contact NAHA APP.

(3) RWY18R : At guidance limit, turn right, climb to 1200FT via NHC R226 to NHC 15.0DME, climb to 2000FT via NHC 15.0DME clockwise ARC to OLVAL and hold. Contact NAHA APP.

(4) RWY36L : At guidance limit, turn left, climb to 1200FT via NHC R308 to NHC 8.5DME, climb to 2000FT via NHC R308 to NHC 15.0DME, via NHC 15.0DME counterclockwise ARC to OLVAL and hold. Cross NHC R308/12.0DME at or above 1400FT. Contact NAHA APP.

4. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with Naha Approach/Arrival/GCA are lost for 1 minute, or 5 seconds on final approach(PAR), squawk Mode A/3 Code 7600 and :

(1) Contact Naha Tower.

(2) If unable, proceed in accordance with Visual Flight Rules.

(3) If unable,
Proceed to OLVAL at the last assigned altitude or 2,000FT whichever is higher and execute Instrument Approach.

Note : Procedures other than above will be issued when required.

5. Trajectorized Airport Traffic Data Processing System (TAPS)

那覇アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が、当該コードによる応答を指示された場合は、管制官に対してその旨通報すること。

Aircraft flying under control of Naha Approach in the Approach Control Area will be instructed to reply with discrete beacon code on Mode A/3 and Mode C.

If an aircraft with non-discrete beacon code capability is instructed to reply with discrete beacon code, it shall advise ATC accordingly.

6. 場周経路高度

(1) 東側場周経路

A. 固定翼機
最大離陸重量 7000kg 以下····· 1,000ft

B. 回転翼機····· 800ft

(2) 西側場周経路

A. 固定翼機

a) ジェット機
戦闘機及び練習機····· 1,700ft
その他····· 1,000ft
b) プロペラ機
最大離陸重量 7000kg 超····· 1,000ft
最大離陸重量 7000kg 以下····· 700ft

B. 回転翼機····· 500ft

6. Traffic Pattern Altitude

(1) East side

A.FIXED-WING AIRCRAFT
Maximum take-off weight 7000kg or less····· 1,000ft

B.ROTARY-WING AIRCRAFT····· 800ft

(2) West side

A.FIXED-WING AIRCRAFT

a) JET
Fighter and Trainer····· 1,700ft
Others····· 1,000ft
b) PROPELLER
Maximum take-off weight more than 7000kg····1,000ft
Maximum take-off weight 7000kg or less····· 700ft

B.ROTARY-WING AIRCRAFT····· 500ft

ROAH AD 2.23 ADDITIONAL INFORMATION

1. RWY18L 進入区域の船舶の通過

航空機の運航に影響がある高さの船舶が RWY18L 進入区域を通過する場合、以下の対応が取られる。

1) NOTAM ROAH 又は ATC により船舶の情報提供が行われる。
2) 以下の場合において、船舶が A 点～ B 点を通過する間、待機が指示されることがある。

a) RWY18L 着陸時
船舶高 35m(115ft)/MSL 超の場合、PAR 進入を行う到着機
船舶高 43m(142ft)/MSL 超の場合、全ての到着機

b) RWY36R 出発時及び着陸時
船舶高 65m(214ft)/MSL 超の場合、IFR 出発機

船舶高 94m(309ft)/MSL 超の場合、IFR 到着機

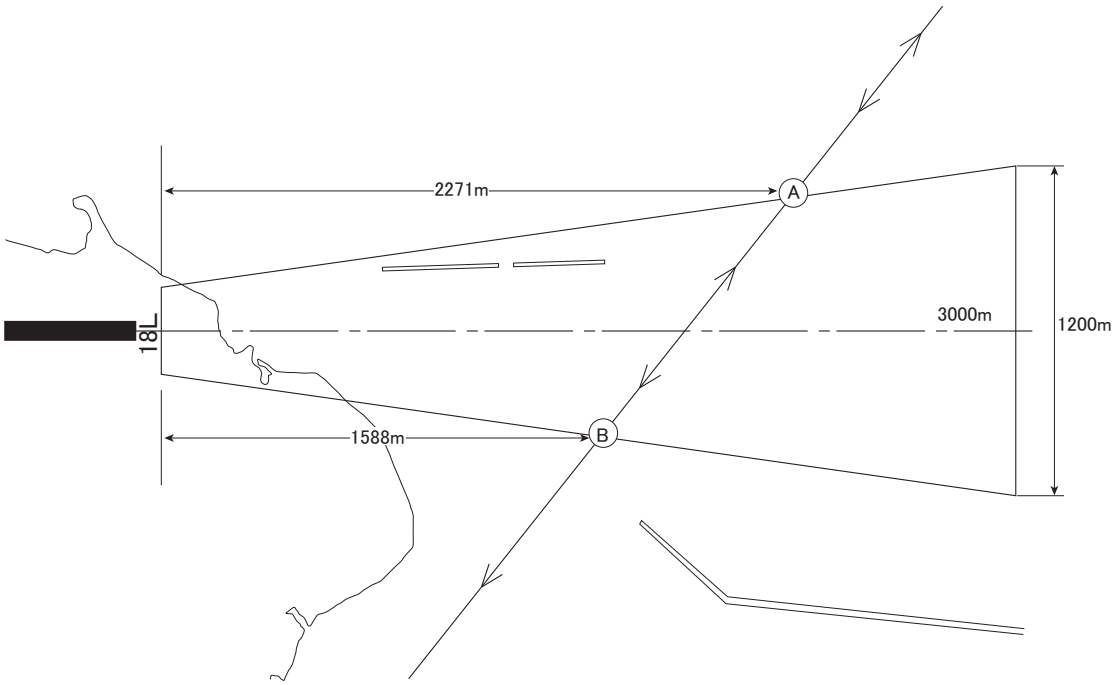
1. Passage of vessel across RWY18L approach area

While vessel with height that affects ACFT operations is passing across RWY18L approach area, the following action will be taken.

1) The information of vessel will be provided by NOTAM ROAH or ATC.
2) While vessel is crossing between point A and point B, holding instruction may be issued in the following situations.
a) ACFT for landing RWY18L
When vessel height is above 35m(115ft)/MSL : arrival ACFT to conduct PAR APCH
When vessel height is above 43m(142ft)/MSL : all arrival ACFT
b) ACFT for take-off/landing RWY36R
When vessel height is above 65m(214ft)/MSL : IFR departure ACFT
When vessel height is above 94m(309ft)/MSL : IFR arrival ACFT

船舶経路

VESSEL COURSE



2. 滑走路上での維持工事

滑走路及び空港施設の維持工事のため、計画的な滑走路閉鎖が行われる。
（NOTAM ROAH 参照）

2. Schedule maintenance on the RWY

Scheduled RWY unserviceability due to RWY and facilities maintenance.
(See NOTAM ROAH)

3. その他 (1) アレスティングギア (型式 : BAK-12) 1) 位置 滑走路上の以下の場所にアレスティングギアが装備されている。(飛行場面図　参照) a) RWY36R 進入端から 250M(820ft) 内側 b) RWY36R 進入端から 877M(2,877ft) 内側 c) RWY18L 進入端から 278M(912ft) 内側 d) RWY36L 進入端から 20M(65.6ft) 外側 e) RWY36L 進入端から 589.1M(1,931.5ft) 内側 f) RWY18R 進入端から 20M(65.6ft) 外側 g) RWY18R 進入端から 589.1M(1,931.5ft) 内側 2) 通常の運用形態 使用 RWY に応じて、以下のアレスティングギアが RWY 上に張られた状態になっている。 RWY18L: 上記 1) の a) RWY36R: 上記 1) の c) 以下のアレスティングギアが過走帯内に張られた状態になっている。 RWY36L: 上記 1) の d) RWY18R: 上記 1) の f) (2) ジェットバリア (MEN) MEN が RWY36R 及び RWY18L の過走帯端に設置されている。 (3) ジェットバリア (型式 : BAK-12/15) BAK-12/15 が RWY36L 及び RWY18R の過走帯端に設置されている。 (4) ノース及びサウスヘリパッド ノースヘリパッド及びサウスヘリパッドが B TWY 上に設置されている。 (飛行場面図　参照)	**3. Other** (1) Arresting-gear (Type BAK-12) 1) Location Arresting-gears are installed on the RWY as follow. (See Aerodrome Chart) a) 250M(820ft) from RWY36R THR b) 877M(2,877ft) from RWY36R THR c) 278M(912ft) from RWY18L THR d) 20M(65.6ft) from outside RWY36L THR e) 589.1M(1,931.5ft) from inside RWY36L THR f) 20M(65.6ft) from outside RWY18R THR g) 589.1M(1,931.5ft) from inside RWY18R THR 2) Normal configuration The following arresting-gear shall remain in the ready position for the RWY in use. RWY18L: paragraph 1) a) above RWY36R: paragraph 1) c) above The following arresting-gear shall remain in the ready position for the overrun. RWY36L: paragraph 1) d) above RWY18R: paragraph 1) f) above (2) Jet barrier (MEN) MENs are located on RWY36R overrun and RWY18L overrun end. (3) Jet barrier (Type BAK-12/15) BAK-12/15s are located on RWY36L overrun and RWY18R overrun end. (4) North and South Helipad North helipad and South helipad are located on B TWY. (See Aerodrome Chart)

ROAH AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart -1
Aerodrome/Heliport Chart -2
Aerodrome Obstacle Chart - ICAO Type A (RWY18L/36R)
Aerodrome Obstacle Chart - ICAO Type A (RWY18R/36L)
Aerodrome Obstacle Chart - ICAO Type B
Standard Departure Chart - Instrument (NAHA NORTH, LAVON, OLVAL, NAHA SOUTHWEST)
Standard Departure Chart - Instrument (ESKOB-RNAV)
Standard Departure Chart - Instrument (VIGER-RNAV)
Standard Departure Chart - Instrument (KIZNA-RNAV)
Standard Arrival Chart - Instrument (SCUBA, LAVON, LAFTY)
Standard Arrival Chart - Instrument (IHEYA NORTH, VELNO NORTH-RNAV)
Standard Arrival Chart - Instrument (RESORT NORTH-RNAV)
Standard Arrival Chart - Instrument (GUPTI NORTH, ENTOK NORTH-RNAV)
Standard Arrival Chart - Instrument (IHEYA SOUTH, VELNO SOUTH-RNAV)
Standard Arrival Chart - Instrument (RESORT SOUTH-RNAV)
Standard Arrival Chart - Instrument (GUPTI SOUTH, ENTOK SOUTH-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY36R)
Instrument Approach Chart (ILS Y or LOC Y RWY36R)
Instrument Approach Chart (ILS X or LOC X RWY36R)
Instrument Approach Chart (ILS Z or LOC Z RWY36L)
Instrument Approach Chart (ILS Y or LOC Y RWY36L)
Instrument Approach Chart (ILS X or LOC X RWY36L)
Instrument Approach Chart (ILS or LOC RWY18R)
Instrument Approach Chart (RNAV(GNSS) RWY36R)
Instrument Approach Chart (RNAV(GNSS) RWY36L)
Instrument Approach Chart (RNAV(GNSS) RWY18R)
Instrument Approach Chart (RNAV(GNSS) RWY18L)
Instrument Approach Chart (VOR A or TACAN B)
Instrument Approach Chart (VOR C)
Instrument Approach Chart (TACAN D)
Other Chart (Visual REP)
Other Chart (MVA CHART)