

**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: 2130-1300
3	Health and sanitation	Quarantine(human): 2300-1300 Quarantine(animal): 2330-1030 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

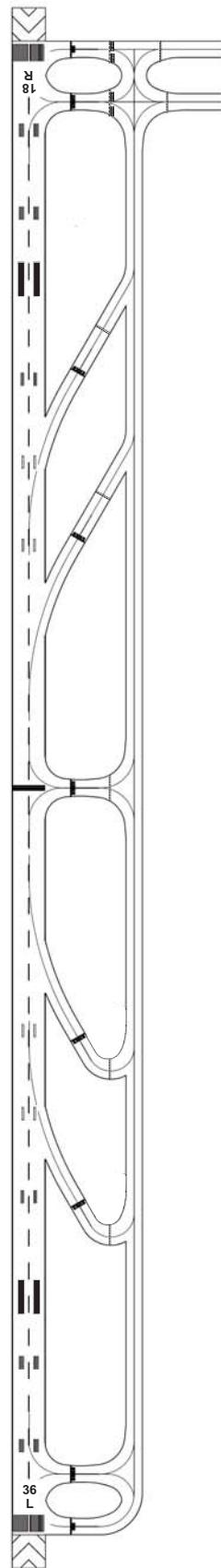
1	Apron surface and strength	Surface: Concrete and asphalt Strength: PCN 74/R/B/X/T...NR1, NR2, NR3, NR4, NR5, NR6, NR7 PCN 62/R/B/X/T...WEST apron, TYPHOON EVACUATION apron PCN 48/R/B/X/T...RUNUP AREA PCN 22/F/A/X/T...LIGHT AIRCRAFT spot	
2	Taxiway width, surface and strength	Surface: Concrete and asphalt 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 68/R/B/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, D1, D2 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	



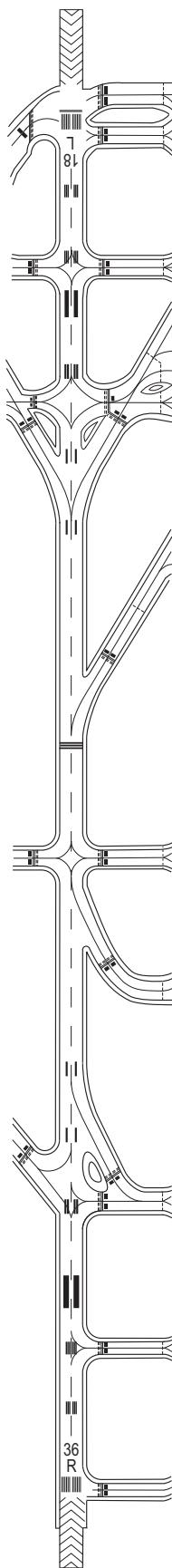
**ROAH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands	<ul style="list-style-type: none"> <li>• C1, C2, D1, D2, N1, N2, N3 are designated as aircraft stand taxilane intended to provide access to aircraft stands at NR1, NR2, NR3, NR4, NR5, NR6 and NR7 apron.</li> <li>• Aircraft stand identification sign : SPOT NR21 - 27, 31 - 37, 41 - 44</li> </ul>
2	RWY and TWY markings and LGT	<p>RWY : RWY18L/36R, 18R/36L          (Marking) RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe          (LGT) REDL, RCLL, RTHL, RENL, RTZL, WBAR,          Takeoff Hold Lights(RWY status LGT)(RWY 18L/36R, see attached chart)</p> <p>TWY: All TWY          (Marking) TWY CL, RWY HLDG PSN, TWY side stripe, Mandatory instruction          (LGT) TWY edge LGT, Taxiing guidance sign</p> <p>TWY: E1 - E10, W1 - W5, A1 - A9, B, J1, J2, T1 - T9, C, R,          ACFT stand taxilane C1, C2, D1, D2, N1 - N3          (LGT) TWY CL LGT</p> <p>TWY: E1 - E10, W1 - W5, T1 - T9          (LGT) RWY guard LGT</p> <p>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)")</p> <p>TWY: A8, T1, T2          (Marking) Intermediate HLDG PSN          (LGT) Intermediate HLDG PSN LGT</p> <p>TWY: E1, E2, E3, E4C, E6, E8S, E9, E10, W1, W2, W3C, W4, W5          (LGT) RWY Entrance LGT (RWY status LGT)          (See attached chart)</p> <p>TWY: T3, T4, T6, T7          (LGT) Rapid exit TWY indicator LGT</p>
3	Stop bars	<p>Stop bar LGT: T1 - T9          Stop bar lights Operations</p> <ol style="list-style-type: none"> <li>1) Stop bar lights are installed at each taxi holding position associated with Runway 18R/36L.</li> <li>2) Stop bar lights will be operated when the visibility or the lowest RVR of the runway 18R/36L is at or less than 600m.</li> <li>3) Stop bar lights on taxiways T1, T2, T8 and T9 are controlled individually by ATC.</li> <li>4) Stop bar lights on taxiways T3 THRU T7 are not controlled individually by ATC.</li> <li>5) During the period stop bar lights operated, taxiways T3 THRU T7 are not available for departure aircraft.</li> </ol>
4	Remarks	<p>(Marking) Overrun area, Stop line(N2, N3)</p> <p>(LGT) Apron flood LGT</p>

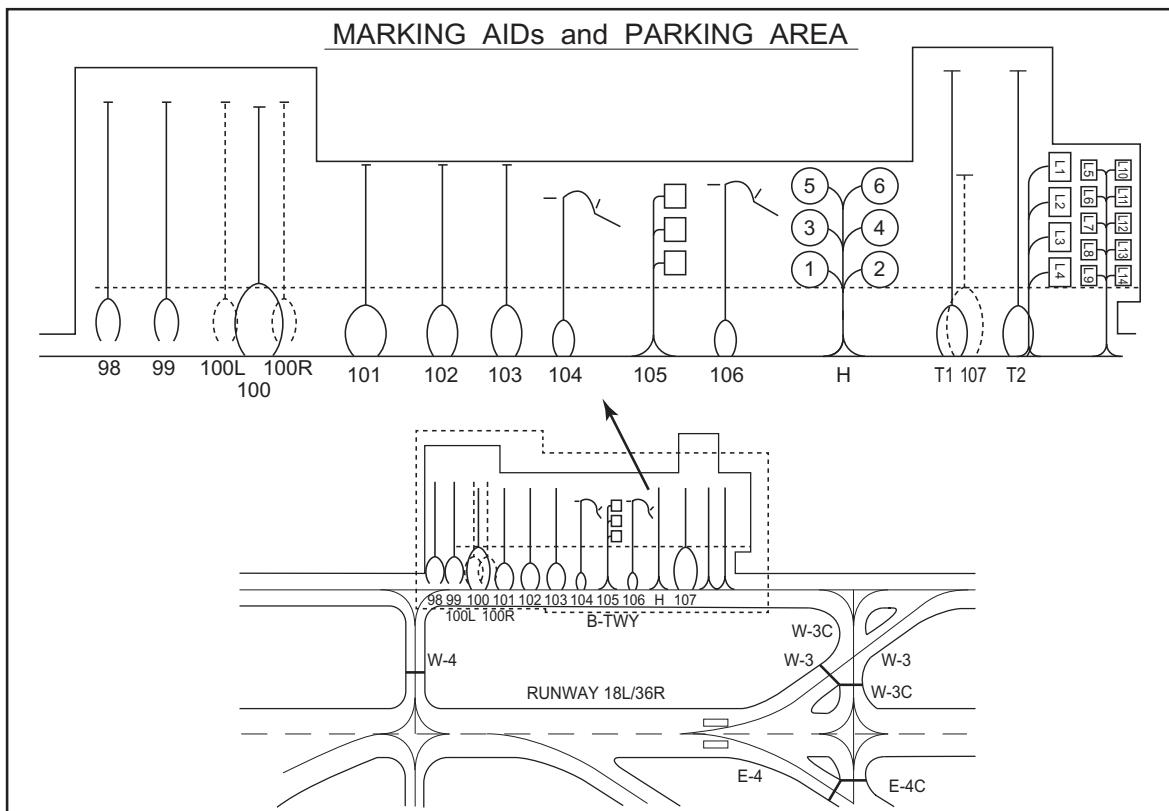
MARKING AIDS  
(RWY18R/36L)



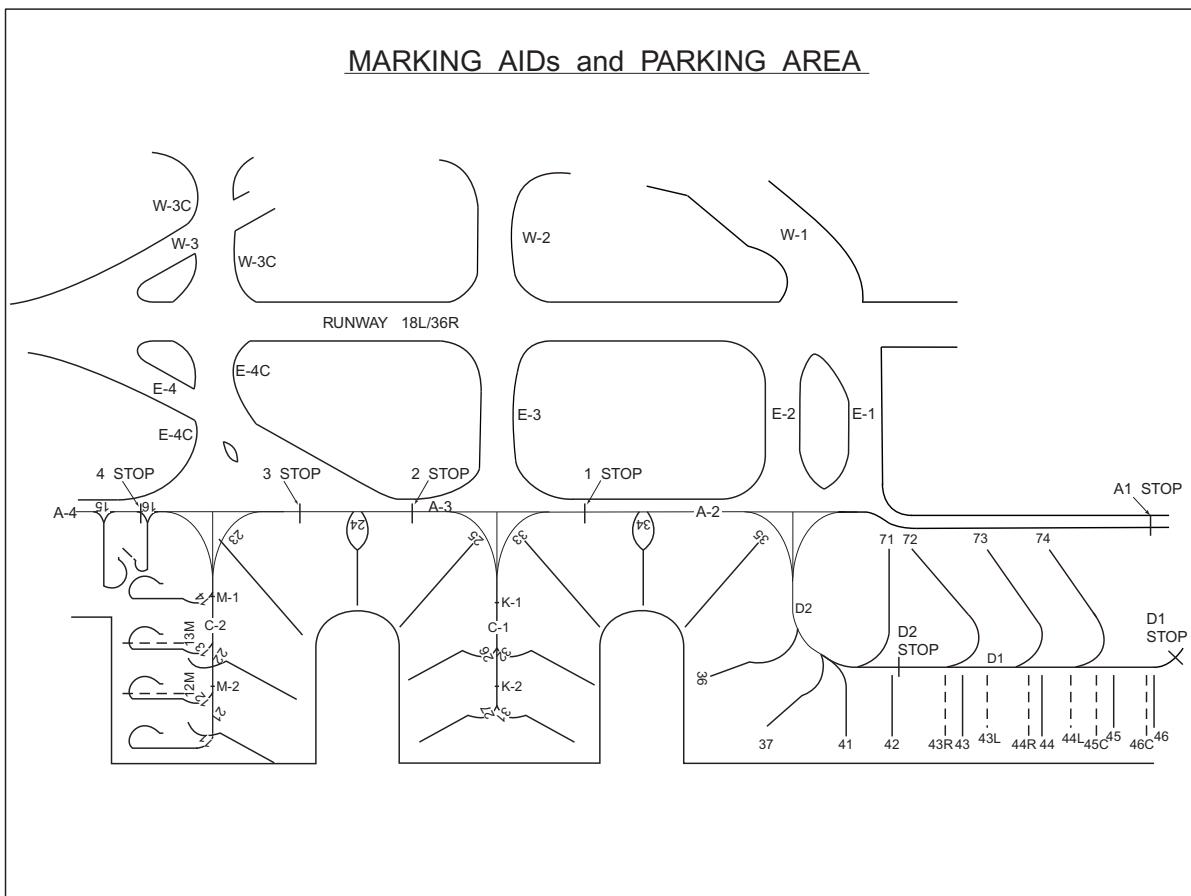
MARKING AIDS  
(RWY18L/36R)



Marking AIDs and Parkings Area (West side)

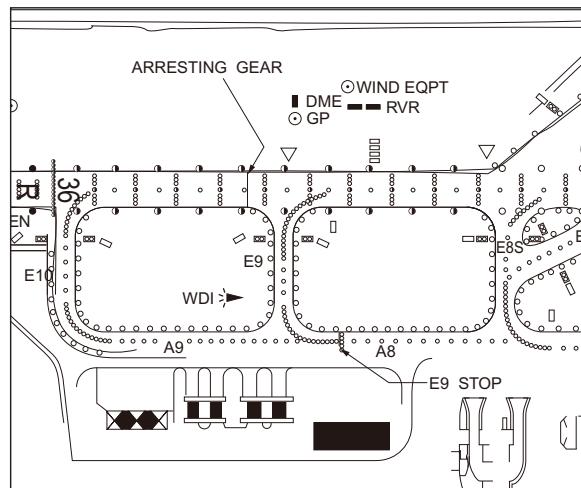
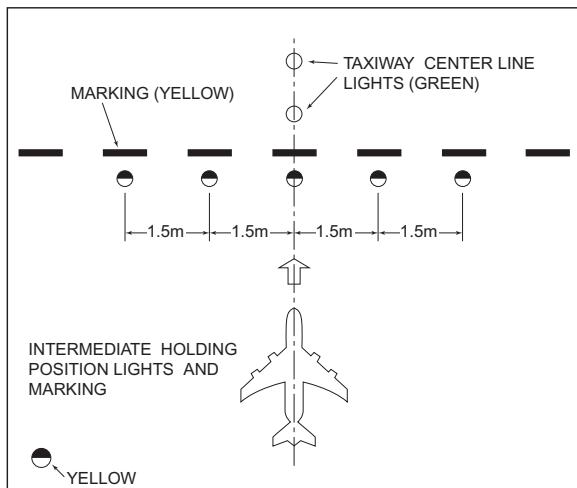


Marking AIDs and Parkings Area (East side)



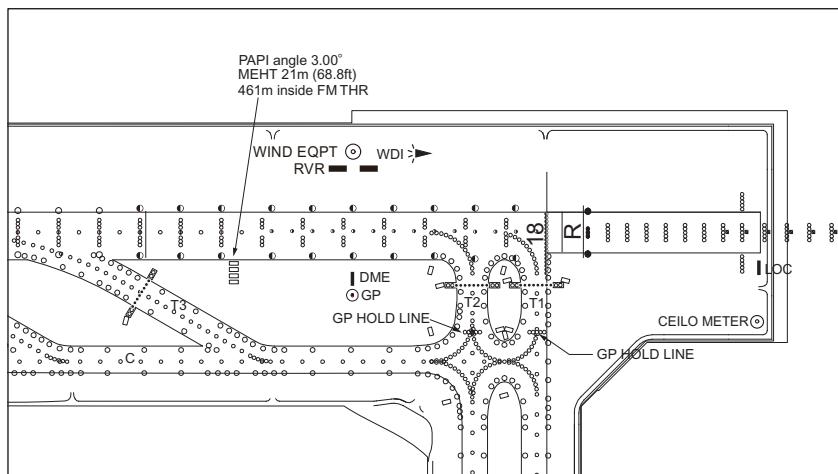
## Intermediate Holding Position Marking and Intermediate Holding Position Lights

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;



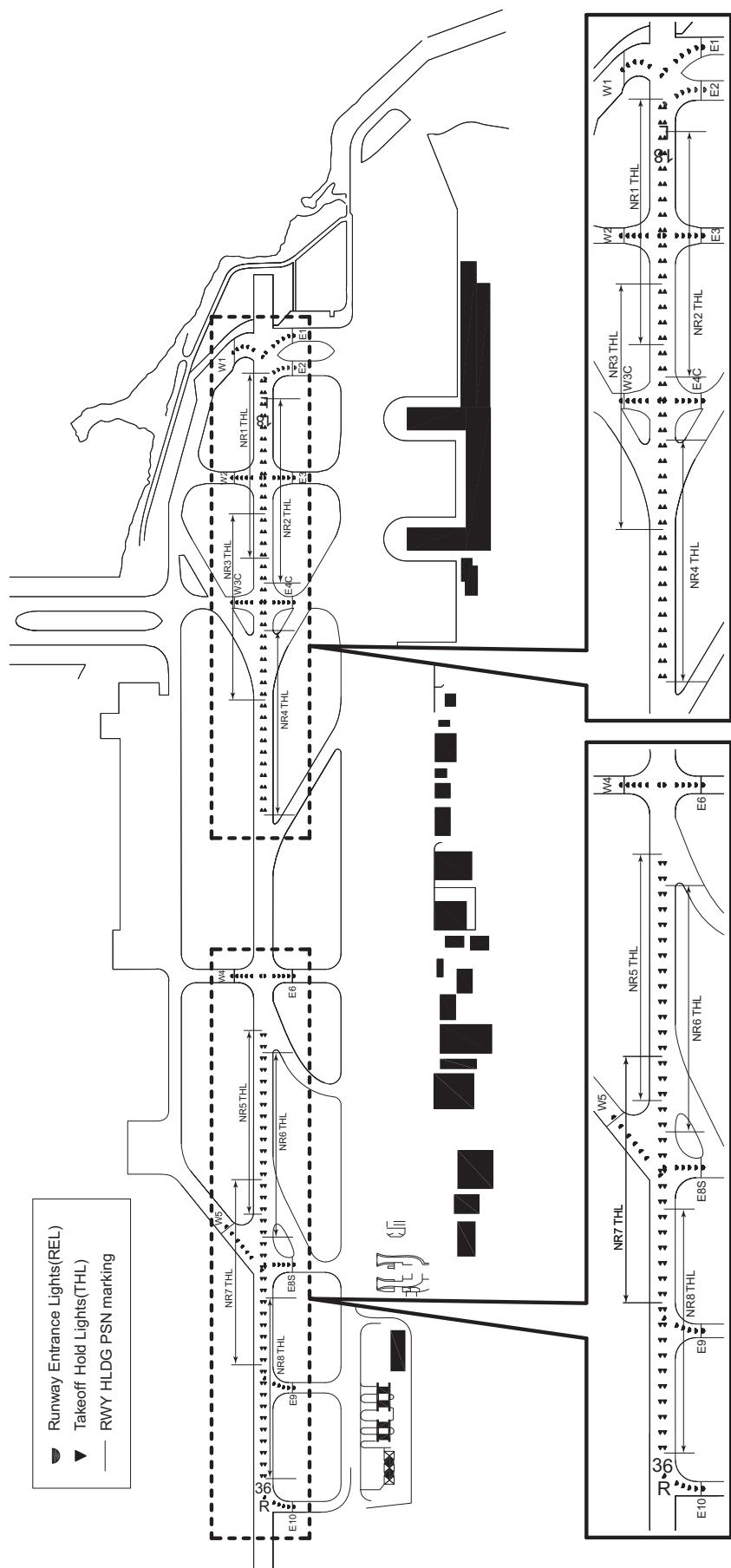
## GP HOLD LINE

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) and Takeoff Hold Lights(THL)

Runway Entrance Lights(REL)  
▼ Takeoff Hold Lights(THL)  
— RWY HLGD PSN marking



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

**ROAH AD 2.10 AERODROME OBSTACLES**

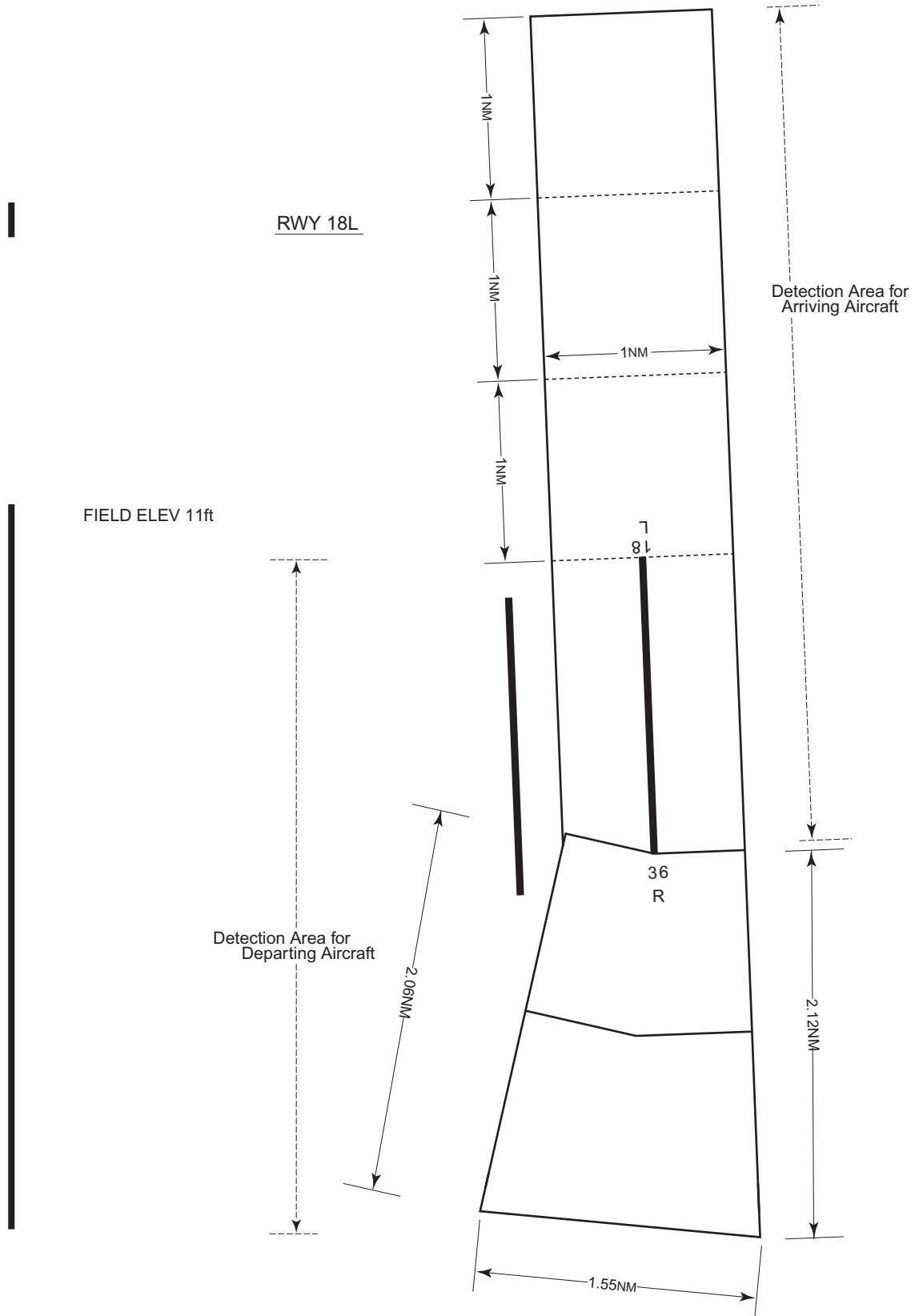
| In Area2 See Obstacle data

| In Area3 To be developed

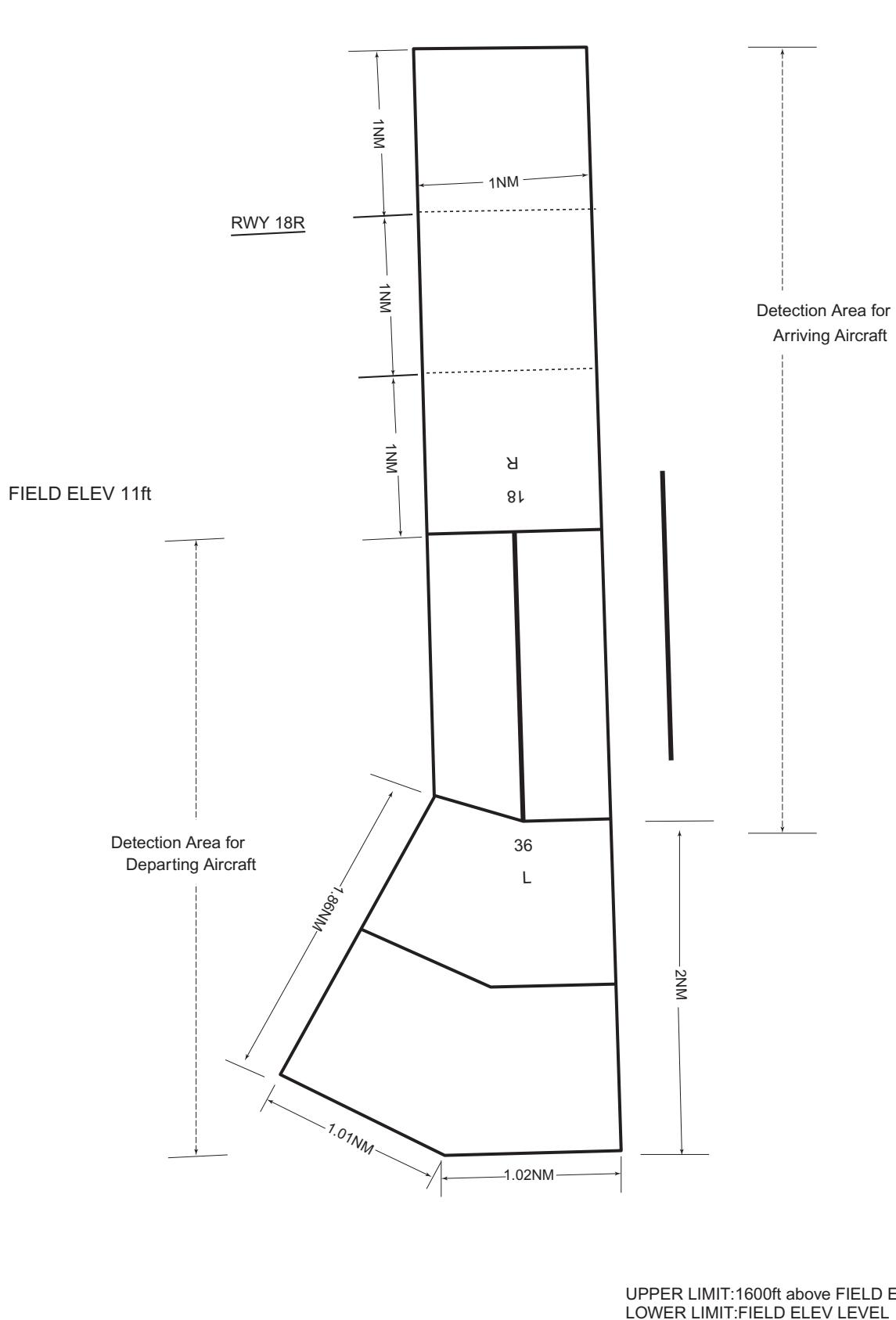
**ROAH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

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 <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2</sub> /T <sub>r</sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , 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

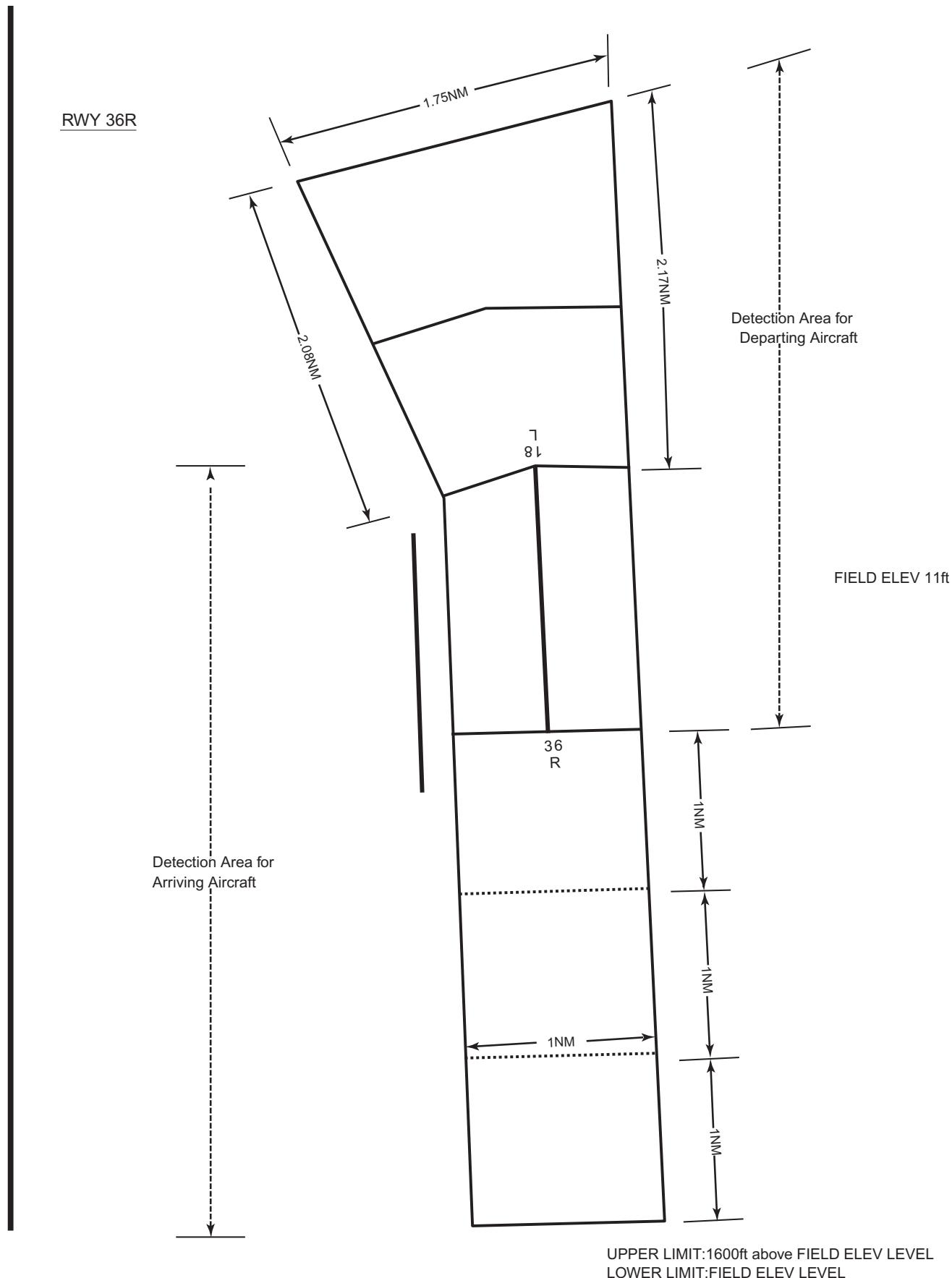
**Airspace for the advisory service concerning low level wind shear (RWY18L)**

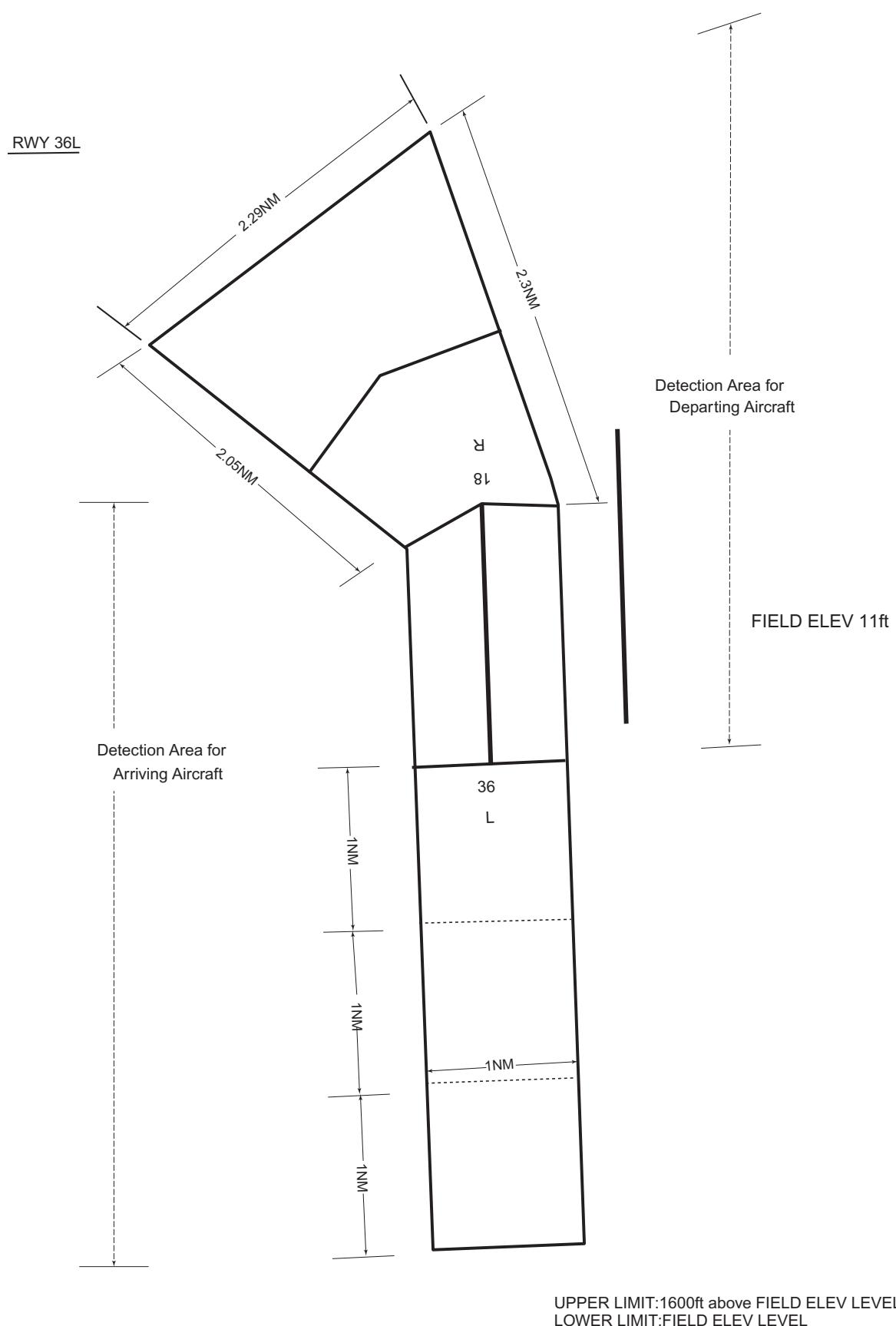


UPPER LIMIT: 1600ft above FIELD ELEV LEVEL  
LOWER LIMIT: FIELD ELEV LEVEL

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

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



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



## 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	900m	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
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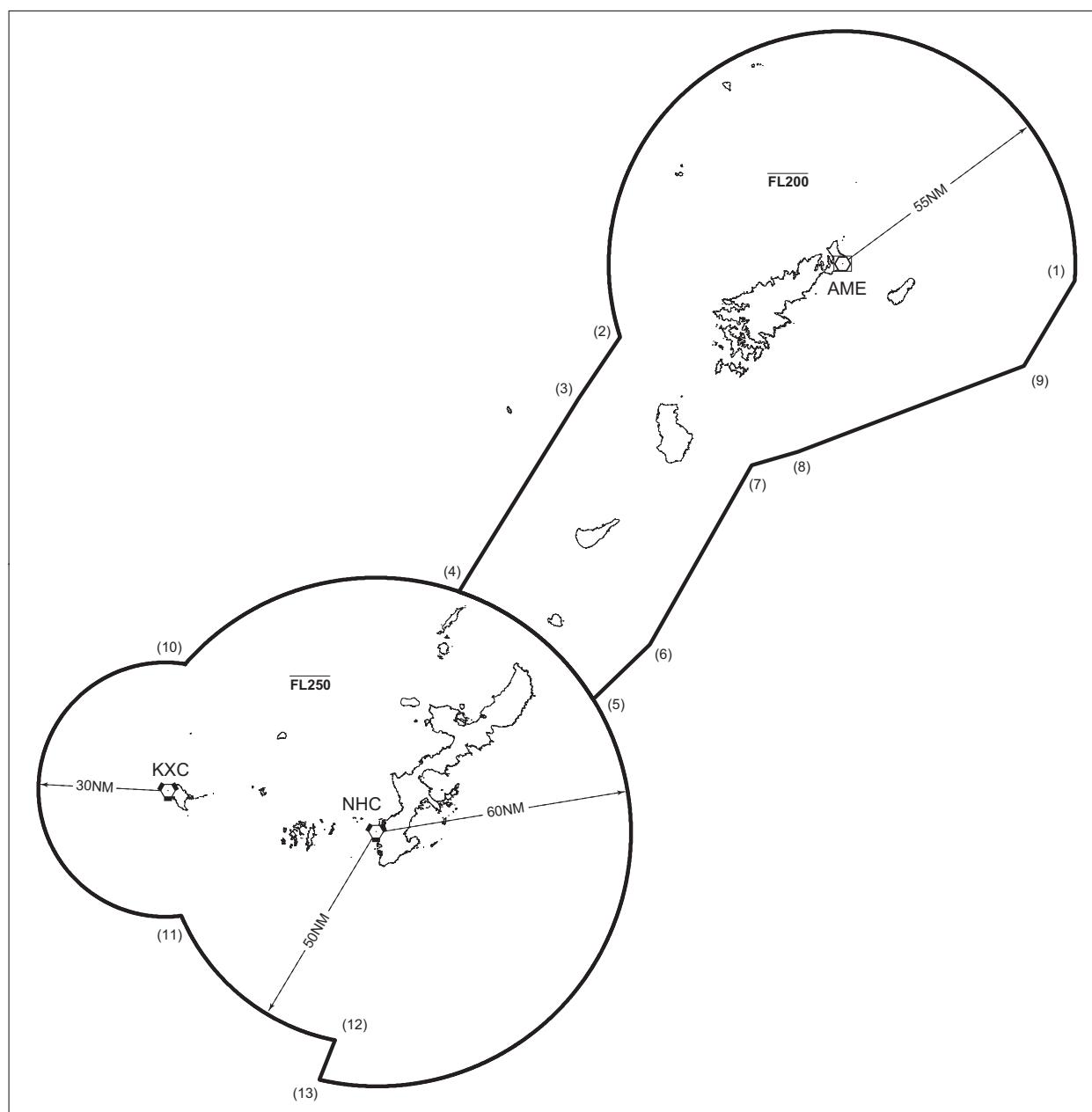
**ROAH AD 2.17 ATS AIRSPACE**

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	

## 那霸特別管制区

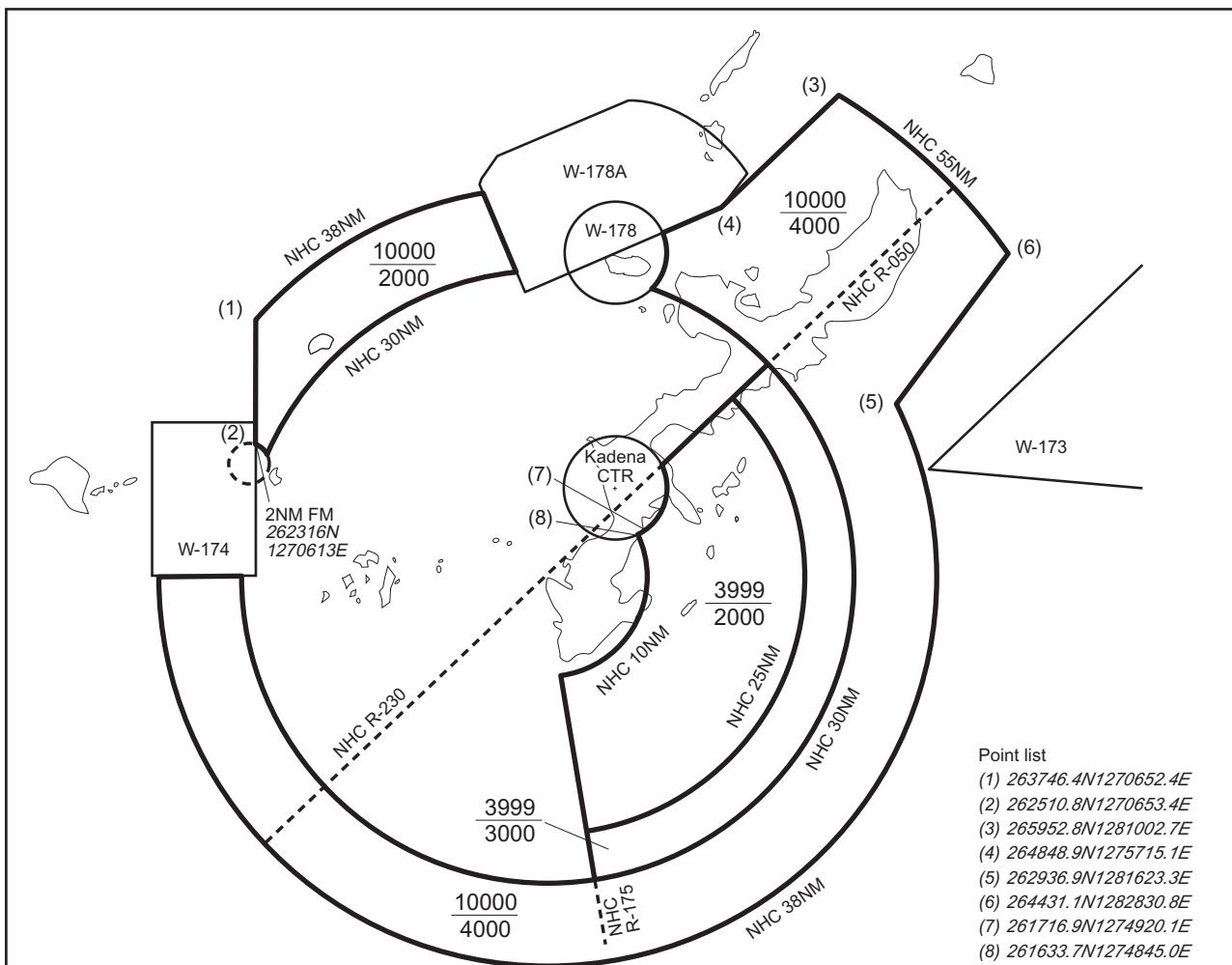
## Naha Positive Control Area (Class B)

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL)	UNIT PROVIDING SERVICE	REMARKS
		LOWER LIMIT (AMSL) M(ft)		
1	2	3	4	5
那霸 Naha	下記に示される区域 The area shown below		<p>1. 那霸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</p> <p>1. Aircraft operating northwest of the Naha VORTAC 050/230 radials: Naha APP 119.1MHz/335.8MHz</p> <p>2. 那霸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</p> <p>2. Aircraft operating southeast of the Naha VORTAC 050/230 radials: Naha APP 126.5MHz/258.3MHz</p>	<p>当該空域を飛行しようとする航空機は、入域前に那霸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霸管制圏を飛行しようとする航空機に対しては、那霸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.)</p>

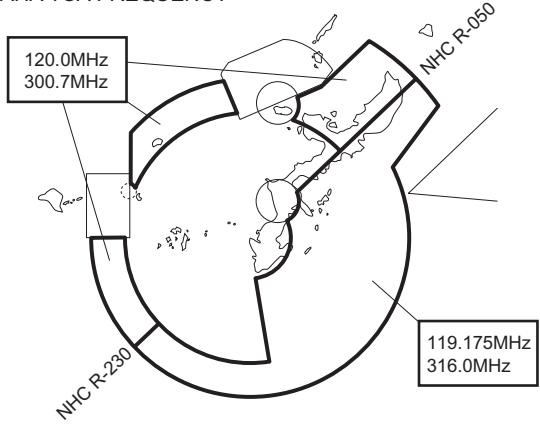
那覇進入管制区  
Naha Approach Control Area

## Point list

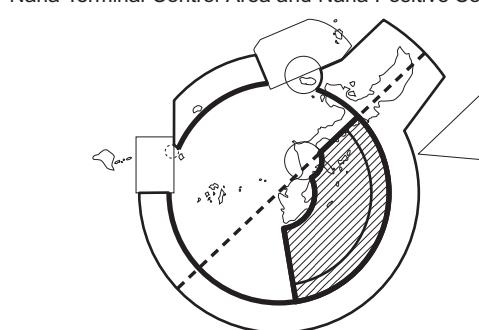
- |                      |                       |
|----------------------|-----------------------|
| (1) 282121N/1304450E | (8) 274201N/1293022E  |
| (2) 280927N/1284315E | (9) 280130N/1303045E  |
| (3) 275507N/1283205E | (10) 265159N/1264807E |
| (4) 270928N/1280014E | (11) 255229N/1264740E |
| (5) 264352N/1283540E | (12) 252316N/1272802E |
| (6) 265648N/1285042E | (13) 251400N/1272404E |
| (7) 273900N/1291757E |                       |

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

## 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

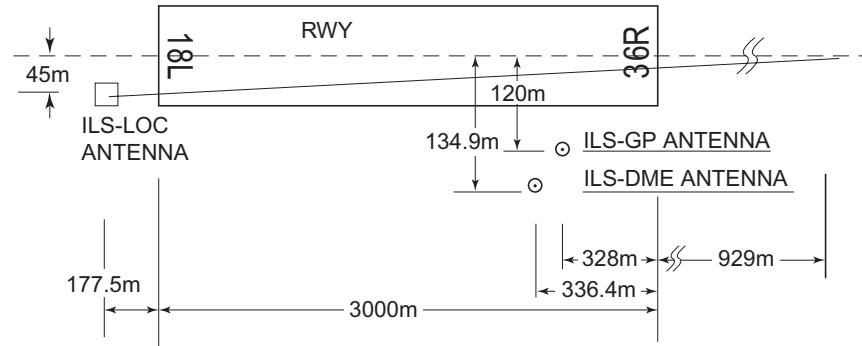
1. Pilots shall pay attention to the boundary between Naha Terminal Control Area and Naha Positive Control Area, and shall remain outside Naha Positive Control Area unless obtained clearance.
2. When intending to enter Naha Positive Control Area, pilots shall inform Naha TCA of their intention, and shall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

## ROAH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
DEP	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
APP	Naha Approach	119.1MHz(1) 335.8MHz(1) 126.5MHz(2) 258.3MHz(2) 119.65MHz 228.2MHz 121.2MHz 124.95MHz(3) 280.1MHz(3)	H24	(3) Primary for airspace within 55NM from Kasari VOR/DME
ARR	Naha Arrival	118.85MHz(4) 278.5MHz(4)	H24	(4) Primary for aircraft landing at Naha Airport
	Kadena Arrival	135.9MHz(5) 255.8MHz(5) 285.4MHz	H24	(5) Primary for aircraft landing at Kadena AB and MCAS Futenma
ASR	Naha Radar	120.0MHz 121.1MHz 122.45MHz 125.55MHz 119.65MHz 121.2MHz 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(6) 310.0MHz 122.45MHz 321.5MHz 119.175MHz(7) 300.7MHz(6) 316.0MHz(7)	2230-1130	(6) Primary for Naha Terminal Control Area northwest of Naha VORTAC R050/R230  (7) 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	

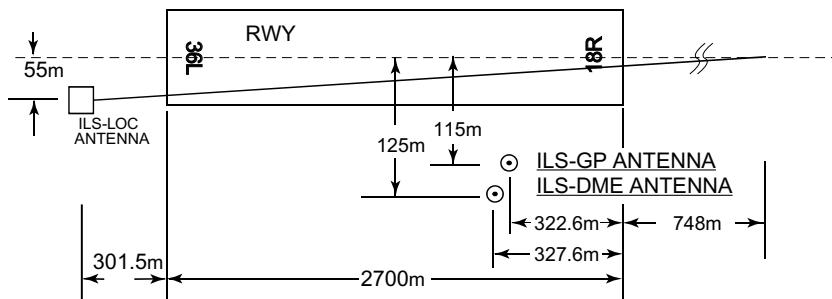
Service designation 1	Call sign 2	Frequency 3		Hours of operation 4	Remarks 5
GCA-ASR -PAR	Naha GCA	119.5MHz 121.1MHz 124.7MHz 261.4MHz 288.1MHz 289.4MHz 296.3MHz 121.5MHz(E) 243.0MHz(E)	119.05MHz 120.6MHz 123.85MHz 236.8MHz 304.5MHz 318.2MHz	0100-1200	GLIDE PATH (1) RWY 18L: 3.0° (2) RWY 36R: 3.0° (3) RWY 18R: 3.0° (4) RWY 36L: 3.0°
ATIS	Naha Airport		127.8MHz 293.0MHz	H24	



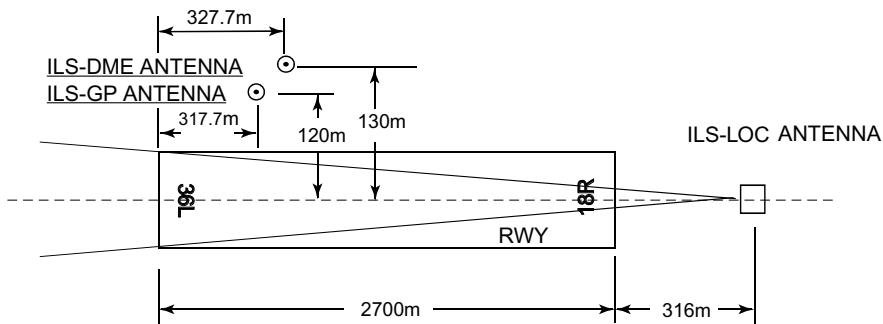
ILS for RWY 36R

## 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)



## (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:PARCO CITY,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,DONATSU,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。

## (6) CDO (Continuous Descent Operation)

那覇空港への CDO は次に掲げる方式に従うこと。

## 1) 適用時間

THETA, KUKUL, SEIFA, VIGER 通過予定時刻が 0130JST から 0555JST の間。

## 2) 対象経路

- A. 滑走路 36 運用時
- a)OKUMA から RESORT SOUTH ARRIVAL を経由する経路。
  - b)GUPTI から GUPTI SOUTH ARRIVAL を経由する経路。
  - c)VELNO から VELNO SOUTH ARRIVAL を経由する経路。
  - d)ENTOK から ENTOK SOUTH ARRIVAL を経由する経路。
- B. 滑走路 18 運用時
- a)OKUMA から RESORT NORTH ARRIVAL を経由する経路。
  - b)GUPTI から GUPTI NORTH ARRIVAL を経由する経路。
  - c)VELNO から VELNO NORTH ARRIVAL を経由する経路。
  - d)ENTOK から ENTOK NORTH ARRIVAL を経由する経路。

## (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:PARCO CITY,AJA,YONABARU,MABUNI)  
Naha TWR:118.1MHz/308.6MHz
- b) Aircraft operating west side of Naha Control Zone  
(VRP:SANDO,DONATSU,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.

## (6) CDO (Continuous Descent Operation)

Pilot Shall comply following procedures when conduct CDO at Naha AP.

## 1)Applicable time

ETA at THETA, KUKUL, SEIFA or VIGER between 1630UTC and 2055UTC.

## 2)Routes applicable for CDO

- A.When RWY36 in use
  - a)Arrival routes via OKUMA and join RESORT SOUTH ARRIVAL.
  - b)Arrival routes via GUPTI and join GUPTI SOUTH ARRIVAL.
  - c)Arrival routes via VELNO and join VELNO SOUTH ARRIVAL.
  - d)Arrival routes via ENTOK and join ENTOK SOUTH ARRIVAL.

## B.When RWY18 in use

- a)Arrival routes via OKUMA and join RESORT NORTH ARRIVAL.
  - b)Arrival routes via GUPTI and join GUPTI NORTH ARRIVAL.
  - c)Arrival routes via VELNO and join VELNO NORTH ARRIVAL.
  - d)Arrival routes via ENTOK and join ENTOK NORTH ARRIVAL.

<p>3) 実施方式</p> <p>A.CDO の要求及び承認</p> <p>a) 航空機からの CDO の要求及び管制機関からの承認は、次表の CDO 経路名を用いて行う。CDO 経路には高度制限が付加されていることに留意すること。</p> <p>b) 使用滑走路が変更になった場合、CDO が再承認されるか、中止が指示される。</p> <p>B.CDO の要求時期</p> <p>航空機は、降下開始点に到達する時刻の10分前までに、THETA, KUKUL, SEIFA, VIGER 通過予定時刻及び降下開始点を付して、管制機関に対して CDO の要求を行うこと。</p>	<p>3) Procedures</p> <p>A.Request and clearance of CDO</p> <p>a)CDO route name listed below is used when pilot requests CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.</p> <p>b)ATC reclears or cancels CDO when RWY in use is changed.</p> <p>B.Timing for requesting CDO</p> <p>Pilot should request CDO not later than 10minutes before reaching Top of Descent(TOD) with position of TOD and estimated time over THETA, KUKUL, SEIFA or VIGER.</p>
<b>Runway 36</b>	
CDR Route name	Route
Runway 36 CDO Number 1	ONC A582 OKUMA "RESORT SOUTH ARRIVAL" [Altitude Restriction] Cross HASSA at or above 11,000ft and cross SEIFA at or above 2,000ft.
Runway 36 CDO Number 2	GUPTI "GUPTI SOUTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200, cross HASSA at or above 11,000ft and cross SEIFA at or above 2,000ft.
Runway 36 CDO Number 3	MJC Y57 VELNO "VELNO SOUTH ARRIVAL" [Altitude Restriction] Cross VIGER at or above 2,000ft.
Runway 36 CDO Number 4	ENTOK "ENTOK SOUTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL170 and cross VIGER at or above 2,000ft.
<b>Runway 18</b>	
CDR Route name	Route
Runway 18 CDO Number 1	ONC A582 OKUMA "RESORT NORTH ARRIVAL" [Altitude Restriction] Cross CLIFF at or above 2,700ft and cross KUKUL at or above 2,000ft.
Runway 18 CDO Number 2	GUPTI "GUPTI NORTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200 and cross KUKUL at or above 2,000ft.
Runway 18 CDO Number 3	MJC Y57 VELNO "VELNO NORTH ARRIVAL" [Altitude Restriction] Cross THETA at or above 2,000ft.
Runway 18 CDO Number 4	ENTOK "ENTOK NORTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL170, cross YEEZY at or above 2,100ft and cross THETA at or above 2,000ft.

### 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.

<b>1.4 補助動力装置(APU)の使用制限</b> <p>航空機が固定動力設備付きのスポットを使用する場合は、管理者が特に必要と認める場合を除き、次に掲げる時間を超えて補助動力装置を使用してはならない。</p> <p>(1)出発予定時刻前の30分間 (2)到着後、固定動力設備が使用可能となるまでの最小限度の時間 (3)航空機が点検整備のため補助動力装置を必要とする場合は、それに要する最小限度の時間</p> <p>備考： スポット21～27及び31～37は、固定動力設備が設置されている。</p>	<b>1.4 Restrictions about the use of auxiliary power units(APU)</b> <p>The APU should be operated only within the following time period the aircraft is on an aircraft parking stand with fixed power facilities. Exceptions apply when airport authority deems it necessary.</p> <p>(1) Within 30 minutes prior to the estimated time of departure(ETD). (2) For the minimum time required for switching over to the fixed power facilities. (3) For the minimum time required for aircraft maintenance purposes, if needed.</p> <p><b>NOTE:</b> Aircraft parking stands 21-27 and 31-37 are equipped with fixed power facilities.</p>
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## 2. Taxiing to and from stands

<b>2.1 Taxiing procedure</b> <p>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.</p>	
<b>2.2 エプロンにおける安全対策について</b> <p>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。</p>	<b>2.2 Safety measures in Aprons</b> <p>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.</p>

## 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





**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. Trajectorydized 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 96m(315ft)/MSL 超の場合、IFR 到着機

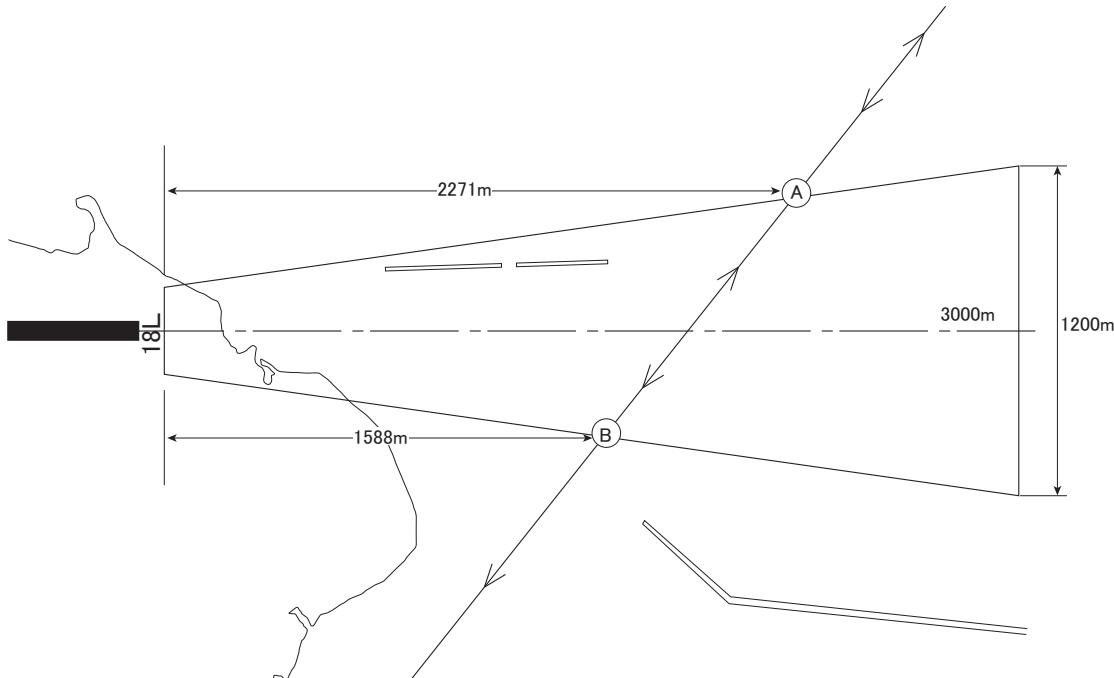
## 1. Passage of vessel across RWY18L approach area

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 96m(315ft)/MSL : IFR arrival ACFT

船舶経路

VESSEL COURSE



## 2. 滑走路上の維持工事

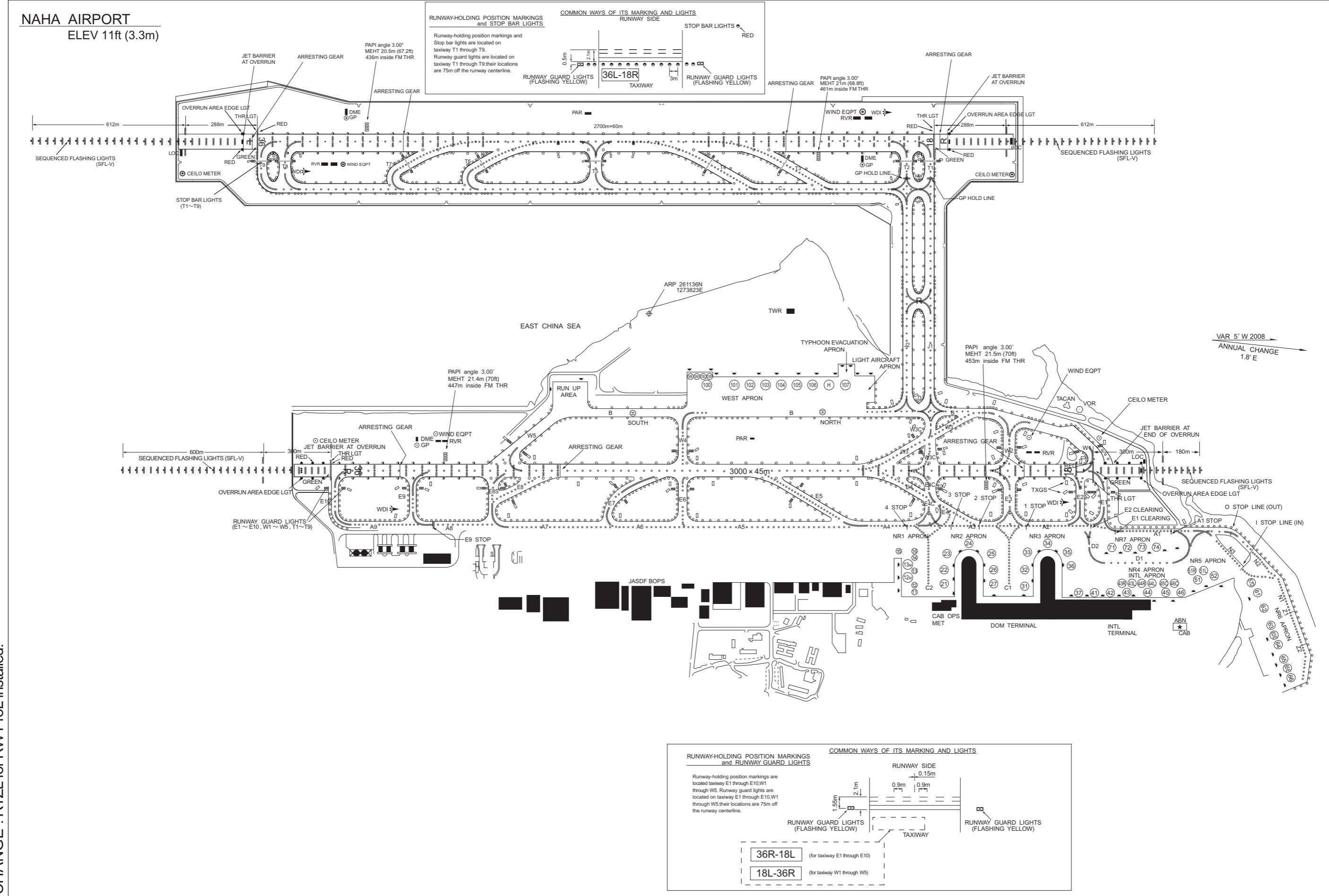
滑走路及び空港施設の維持工事のため、計画的な滑走路閉鎖が行われる。  
(NOTAM ROAH 参照)

## 2. Schedule maintenance on the RWY

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

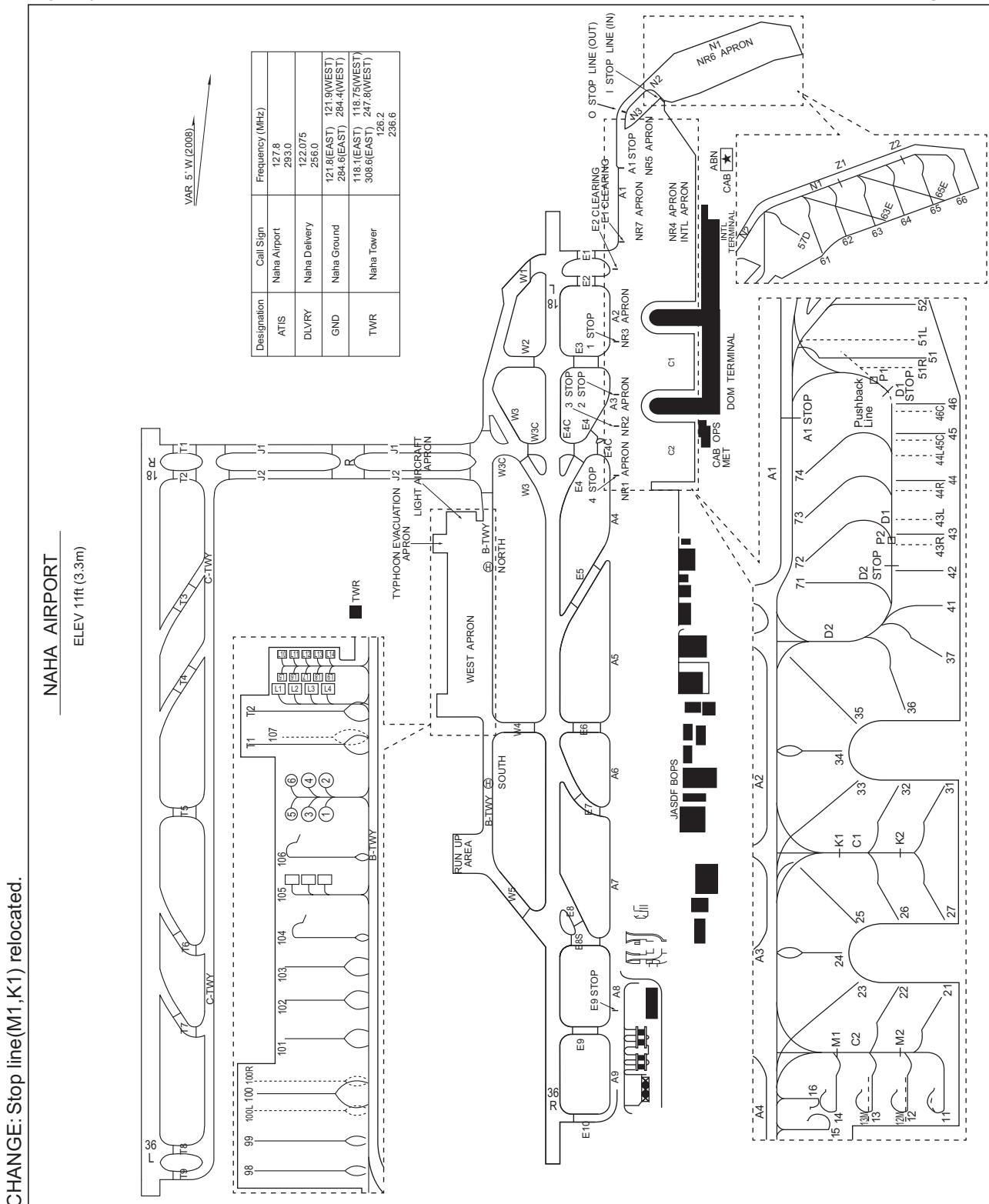


## AERODROME CHART



ROAH / NAHA

AD CHART

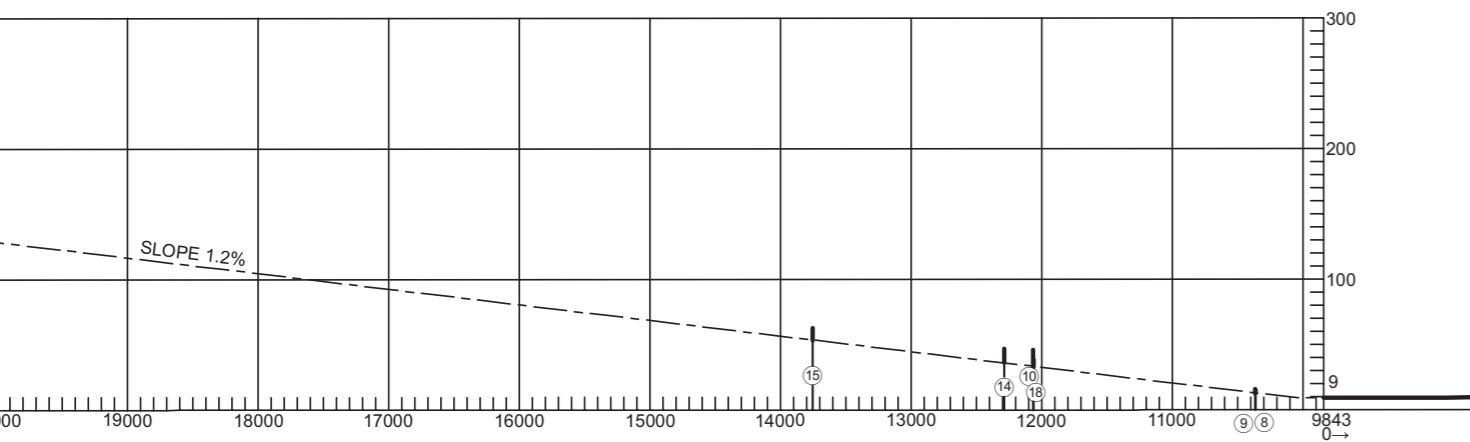


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DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC  
Transverse Mercator Projection

AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

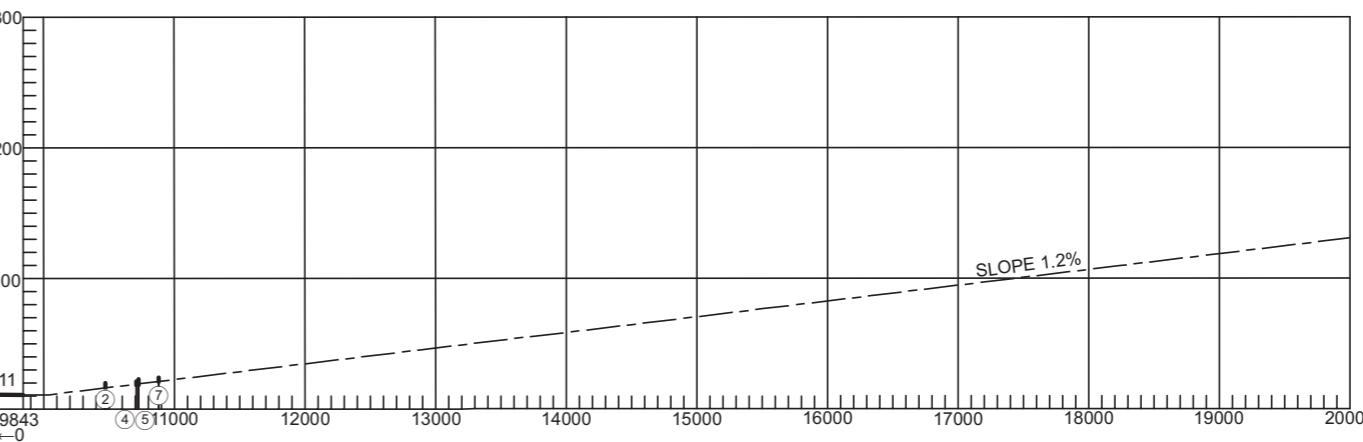
MAGNETIC VARIATION 6°W - FEB 2023



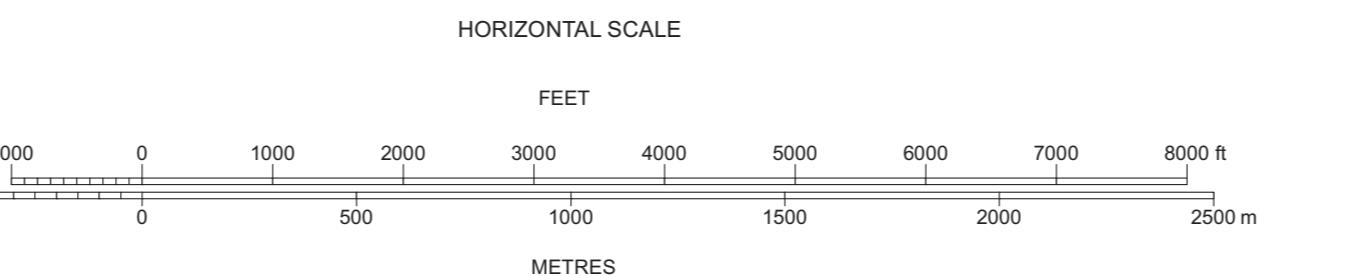
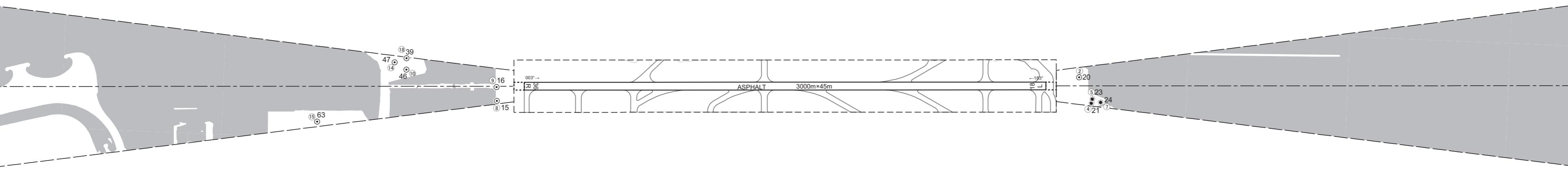
NAHA AIRPORT  
RWY: 36R/18L

DECLARED DISTANCES

RWY 36R	RWY 18L	
3000m	TAKE OFF RUN AVAILABLE	3000m
3000m	TAKE OFF DISTANCE AVAILABLE	3000m
3000m	ACCELERATE STOP DISTANCE AVAILABLE	3000m
3000m	LANDING DISTANCE AVAILABLE	3000m



FT M  
300 100  
250 75  
200 50  
150 25  
100 0  
VERTICAL SCALE



LEGEND

- (1) IDENTIFICATION NUMBER
- (○) POLE, TOWER, SPIRE, ANTENNA, ETC
- (\*) TREE
- (—) RAILROAD
- (---) TRANSMISSION LINE OR OVERHEAD CABLE
- (△) TRIANGULATION POINT
- (★) AERONAUTICAL GROUND LIGHT
- (■) BUILDING OR LARGE STRUCTURE
- (~~~~) CONTOURS(ft)
- (※) OBSTRUCTION LIGHT

AMENDMENT RECORD

Nr	DATE	ENTERED BY

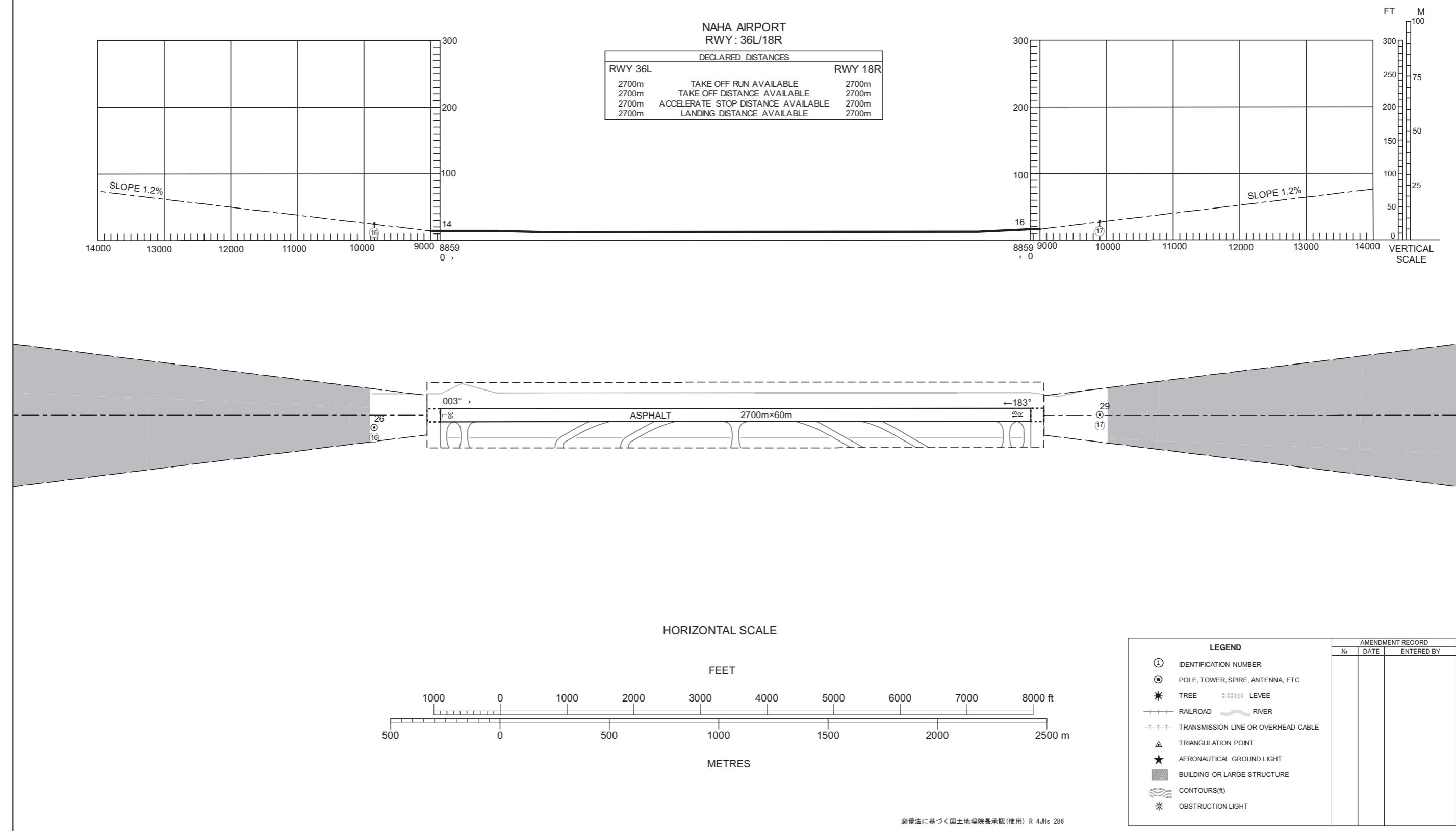
測量法に基づく国土地理院長承認(使用) R 4JHs 286

CHANGE : Update.

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC  
Transverse Mercator Projection

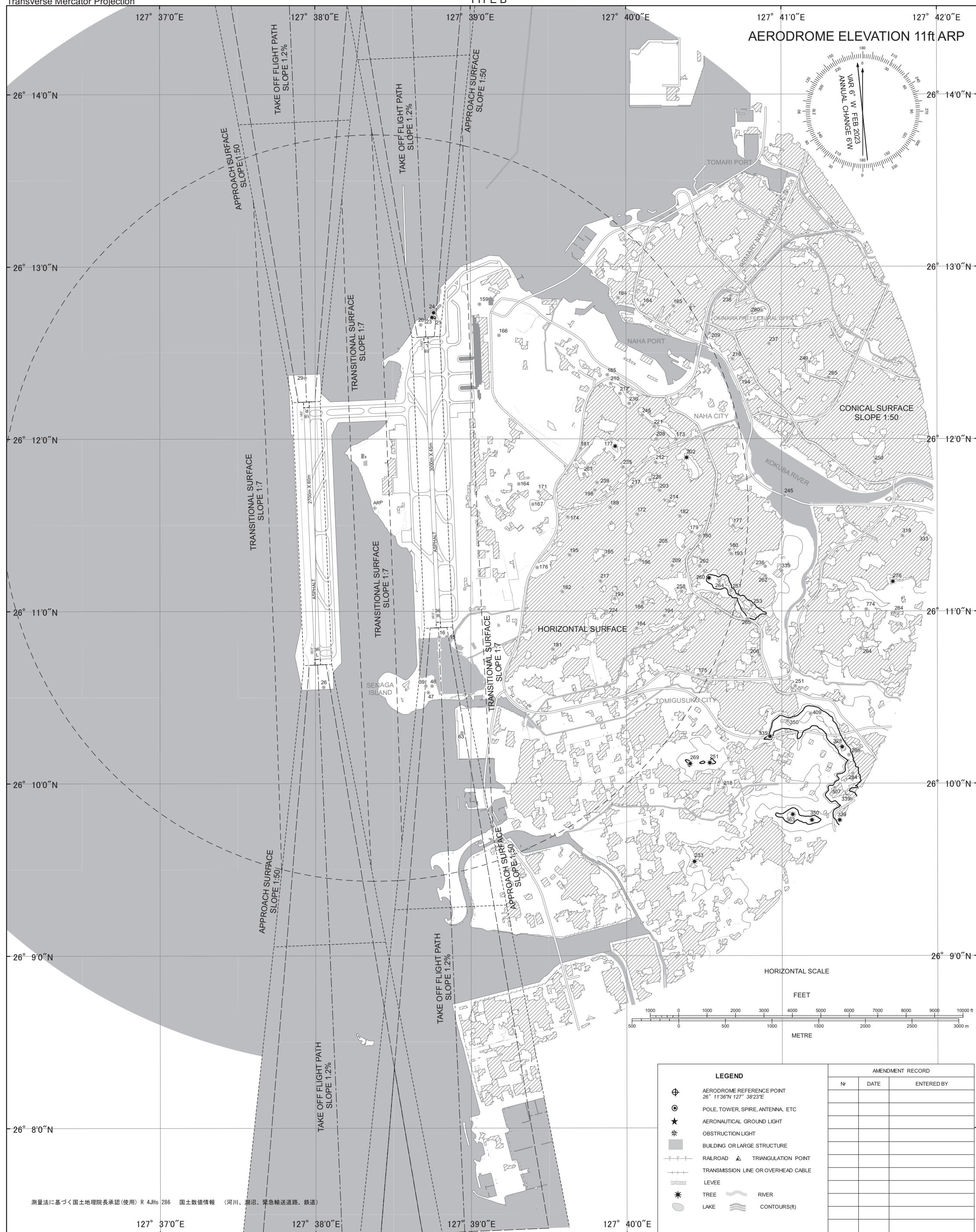
AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 6°W - FEB 2023



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC  
Transverse Mercator Projection

AERODROME OBSTACLE CHART-ICAO  
TYPE B



CHANGE : Update.

STANDARD DEPARTURE CHART-INSTRUMENT

ROAH/ NAHA

SID

NAHA NORTH FOUR DEPARTURE

RWY18L/18R: (Not established)  
RWY36R : Climb RWY HDG to NHC 2.4DME,...  
RWY36L : Climb RWY HDG to 500FT,...  
...turn left, via NHC R341 to EISAR.

Note RWY36R/36L: 5.0% climb gradient required up to 500FT.

SCUBA TRANSITION

From over EISAR, via NHC R341 to 24.1DME, turn right to intercept NHC R344 to SCUBA.  
Cross SCUBA at or above 4000FT.

LAVON ONE DEPARTURE

RWY18L : Climb RWY HDG to NHC 4.7DME, turn right, via NHC R196...  
RWY18R : Climb RWY HDG to 600FT, turn right, via NHC R211...  
... to intercept and proceed via NHC 15.0DME clockwise ARC to LAVON.  
  
RWY36R : Climb RWY HDG to NHC 2.4DME, turn left, via NHC R341...  
RWY36L : Climb RWY HDG to 500FT, turn left, via NHC R308...  
...to intercept and proceed via NHC 15.0DME counterclockwise ARC to LAVON.

Note RWY36R/36L: 5.0% climb gradient required up to 500FT.

OLVAL ONE DEPARTURE

RWY18L : Climb RWY HDG to NHC 4.7DME, turn right, via NHC R196...  
RWY18R : Climb RWY HDG to 600FT, turn right, via NHC R211...  
... to intercept and proceed via NHC 15.0DME clockwise ARC to OLVAL.  
  
RWY36R : Climb RWY HDG to NHC 2.4DME, turn left, via NHC R341...  
RWY36L : Climb RWY HDG to 500FT, turn left, via NHC R308...  
...to intercept and proceed via NHC 15.0DME counterclockwise ARC to OLVAL.

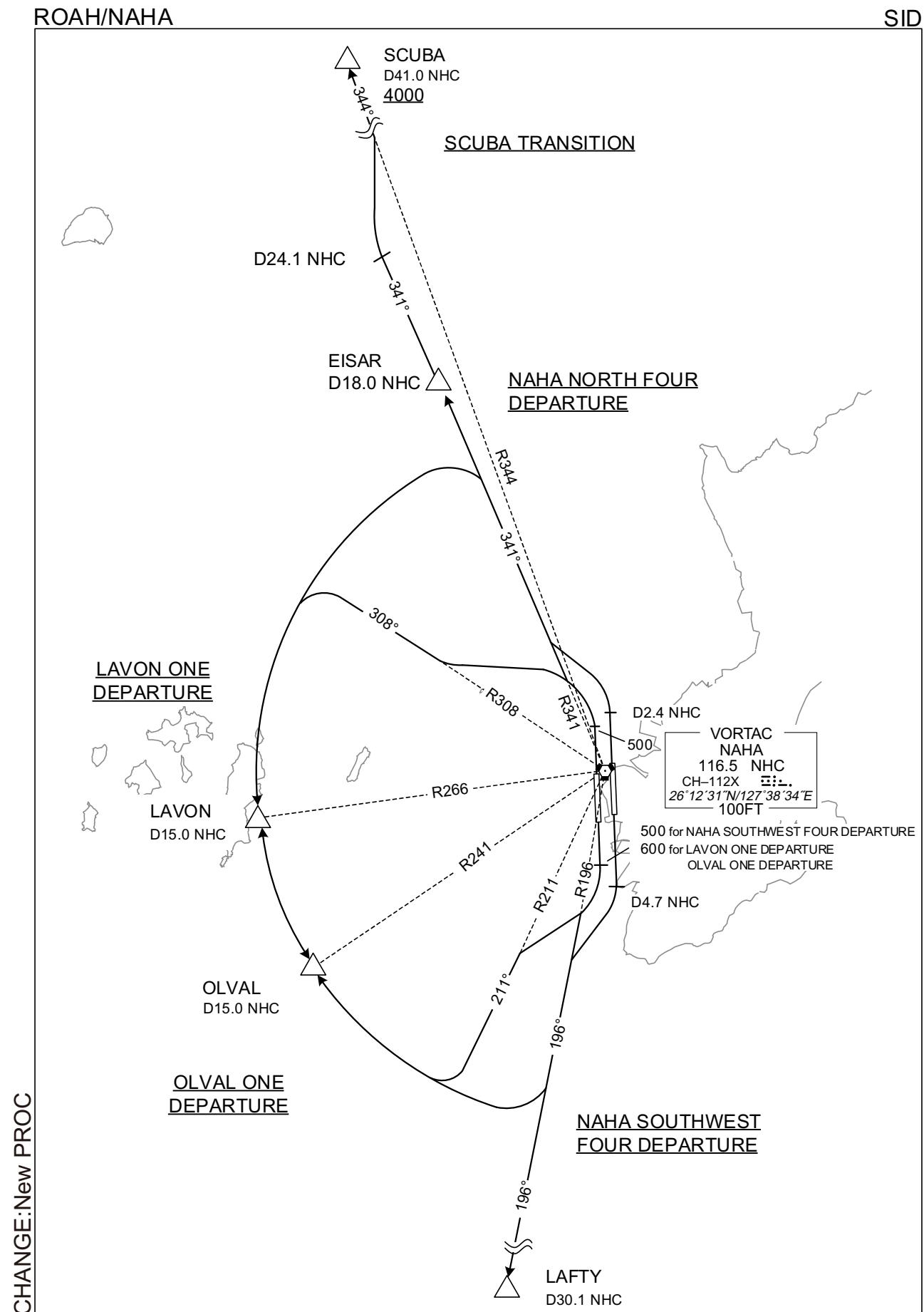
Note RWY36R/36L: 5.0% climb gradient required up to 500FT.

NAHA SOUTHWEST FOUR DEPARTURE

RWY18L : Climb RWY HDG to NHC 4.7DME,...  
RWY18R : Climb RWY HDG to 500FT,...  
... turn right, via NHC R196 to LAFTY.  
RWY36R/36L: (Not established)

CHANGE:New PROC

## STANDARD DEPARTURE CHART-INSTRUMENT



STANDARD DEPARTURE CHART-INSTRUMENT

ROAH/NAHA

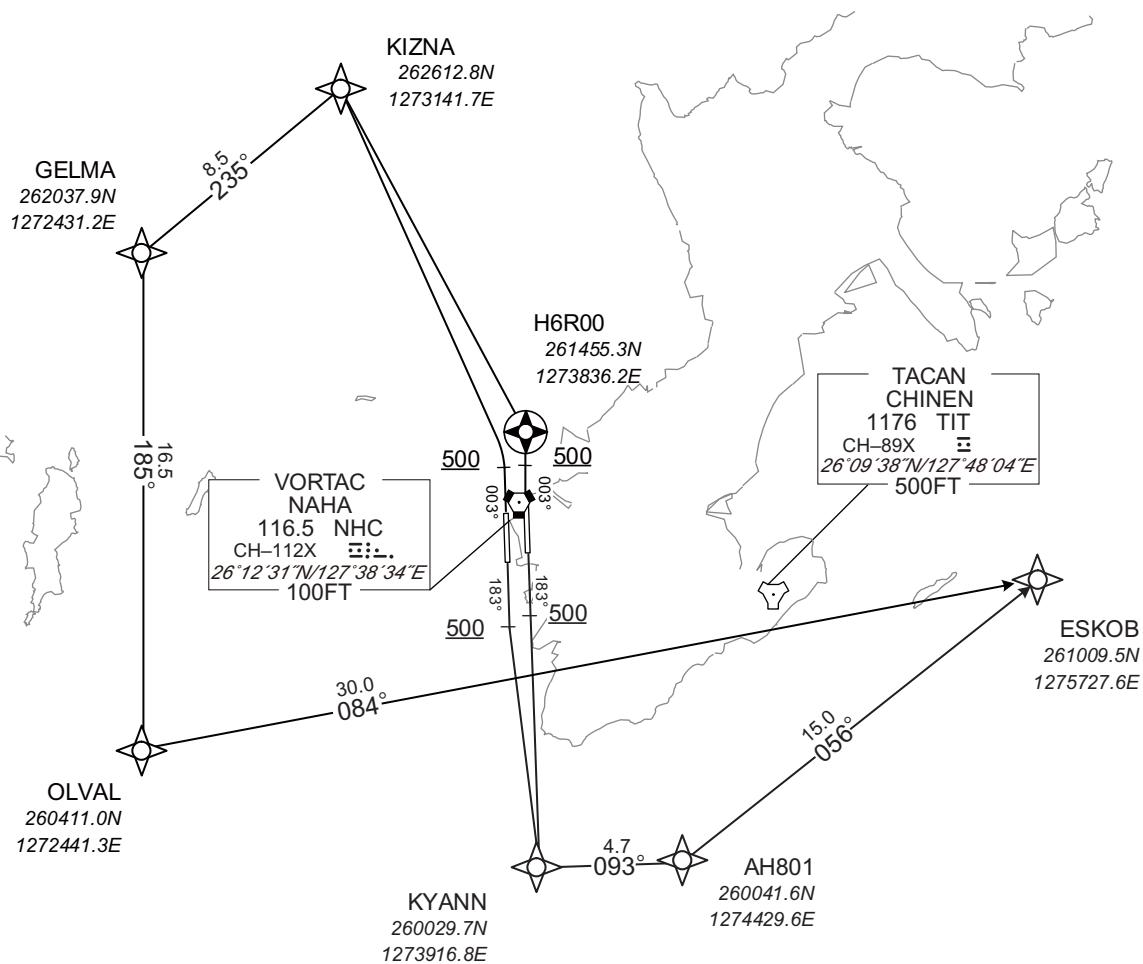
RNAV SID

ESKOB THREE DEPARTURE

RNP1

Note GNSS required.

VAR 6°W



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

RWY18L : Climb on HDG183° at or above 500FT, direct to KYANN, to AH801, to ESKOB.

RWY18R : Climb on HDG183° at or above 500FT, direct to KYANN, to AH801, to ESKOB.

RWY36R : Climb on HDG003° at or above 500FT, direct to H6R00, turn left direct to KIZNA, to GELMA, to OLVAL, to ESKOB.

RWY36L : Climb on HDG003° at or above 500FT, turn left direct to KIZNA, to GELMA, to OLVAL, to ESKOB.

NOTE RWY36R/36L : 5.0% climb gradient required up tp 500FT.



STANDARD DEPARTURE CHART-INSTRUMENT

ROAH/NAHA	RNAV TRANSITION
	AMAMI TRANSITION / CHERY TRANSITION / YANBARU TRANSITION
Note GNSS required.	
VAR 6°W	
<p><b>AMAMI TRANSITION</b> From ESKOB, to ADDAN, to CHERY, to AMAMI. Bearing: 034° / Azimuth: 034° / 703.3</p> <p><b>CHERY TRANSITION</b> From ESKOB, to ADDAN, to CHERY. Bearing: 051° / Azimuth: 051° / 23.7</p> <p><b>YANBARU TRANSITION</b> From ESKOB, to ADDAN. Bearing: 031° / Azimuth: 031° / 36.3</p> <p><b>ADDAN</b> 264110.0N 1281829.4E</p> <p><b>CHERY</b> 265556.4N 1283918.1E</p> <p><b>AMAMI</b> 282637.2N 1293502.6E</p> <p><b>ESKOB</b> 261009.5N 1275727.6E</p> <p><b>TACAN CHINEN</b> 1176 TIT CH-89X 26°09'38"N/127°48'04"E 500FT</p> <p><b>VORTAC NAHA</b> 116.5 NHC CH-112X 26°12'31N/127°38'34"E 100FT</p>	

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## STANDARD DEPARTURE CHART-INSTRUMENT

ROAH / NAHA

RNAV TRANSITION

AMAMI TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	ESKOB	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	ADDAN	-	037 (031.2)	-5.6	36.3	-	-	-	-	RNP1
003	TF	CHERY	-	057 (051.4)	-5.6	23.7	-	-	-	-	RNP1
004	TF	AMAMI	-	034 (028.3)	-5.6	103.3	-	-	-	-	RNP1

CHERY TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	ESKOB	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	ADDAN	-	037 (031.2)	-5.6	36.3	-	-	-	-	RNP1
003	TF	CHERY	-	057 (051.4)	-5.6	23.7	-	-	-	-	RNP1

YANBARU TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	ESKOB	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	ADDAN	-	037 (031.2)	-5.6	36.3	-	-	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART-INSTRUMENT

ROAH/NAHA

RNAV SID and TRANSITION

KIZNA TWO DEPARTURE  
RESORT TRANSITION

RNP1

Note GNSS required.

VAR 6°W

RESORT TRANSITION

OKUMA  
264017.0N  
1280219.1E

KIZNA  
262612.8N  
1273141.7E

30.8°  
068°

KIZNA TWO DEPARTURE

H6R00  
261455.3N  
1273836.2E

500

500

500

VORTAC  
NAHA  
116.5 NHC  
CH-112X  
26°12'31"N 127°38'34"E  
100FT

TACAN  
CHINEN  
1176 TIT  
CH-89X  
26°09'38"N 127°48'04"E  
500FT

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

KIZNA TWO DEPARTURE

RWY18L/18R: (Not established)

RWY36R : Climb on HDG003° at or above 500FT, direct to H6R00, turn left direct to KIZNA .

RWY36L : Climb on HDG003° at or above 500FT, turn left direct to KIZNA .

NOTE RWY36R/36L: 5.0% climb gradient required up to 500FT.

RESORT TRANSITION

From KIZNA, to OKUMA.

## STANDARD DEPARTURE CHART-INSTRUMENT

ROAH/ NAHA

RNAV SID and TRANSITION

KIZNA TWO DEPARTURE

## RWY36R

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	003 (357.6)	-5.6	-	-	+500	-	-	RNP1
002	DF	H6R00	Y	-	-5.6	-	-	-	-	-	RNP1
003	DF	KIZNA	-	-	-5.6	-	L	-	-	-	RNP1

## RWY36L

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	003 (357.6)	-5.6	-	-	+500	-	-	RNP1
002	DF	KIZNA	-	-	-5.6	-	L	-	-	-	RNP1

RESORT TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KIZNA	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	OKUMA	-	068 (062.7)	-5.6	30.8	-	-	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD DEPARTURE CHART-INSTRUMENT

ROAH/NAHA

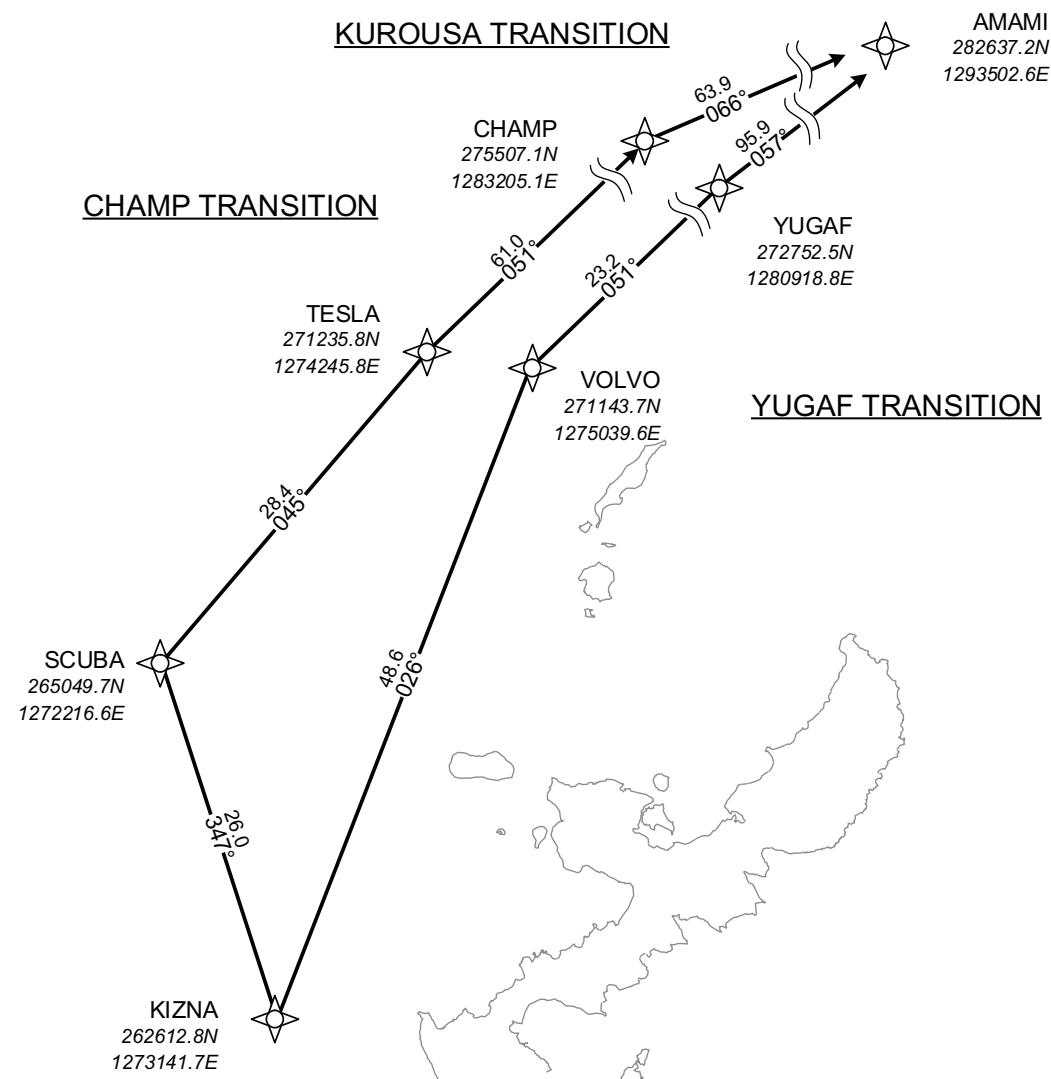
RNAV TRANSITION

KUROUSA TRANSITION  
CHAMP TRANSITION  
YUGAF TRANSITION

RNP1

Note GNSS required.

VAR 6°W



CHANGE : Navigation Specification(Basic RNP1 → RNP1).

**KUROUSA TRANSITION**

From KIZNA, to SCUBA, to TESLA, to CHAMP, to AMAMI.

**CHAMP TRANSITION**

From KIZNA, to SCUBA, to TESLA, to CHAMP.

**YUGAF TRANSITION**

From KIZNA, to VOLVO, to YUGAF, to AMAMI.



## STANDARD DEPARTURE CHART-INSTRUMENT

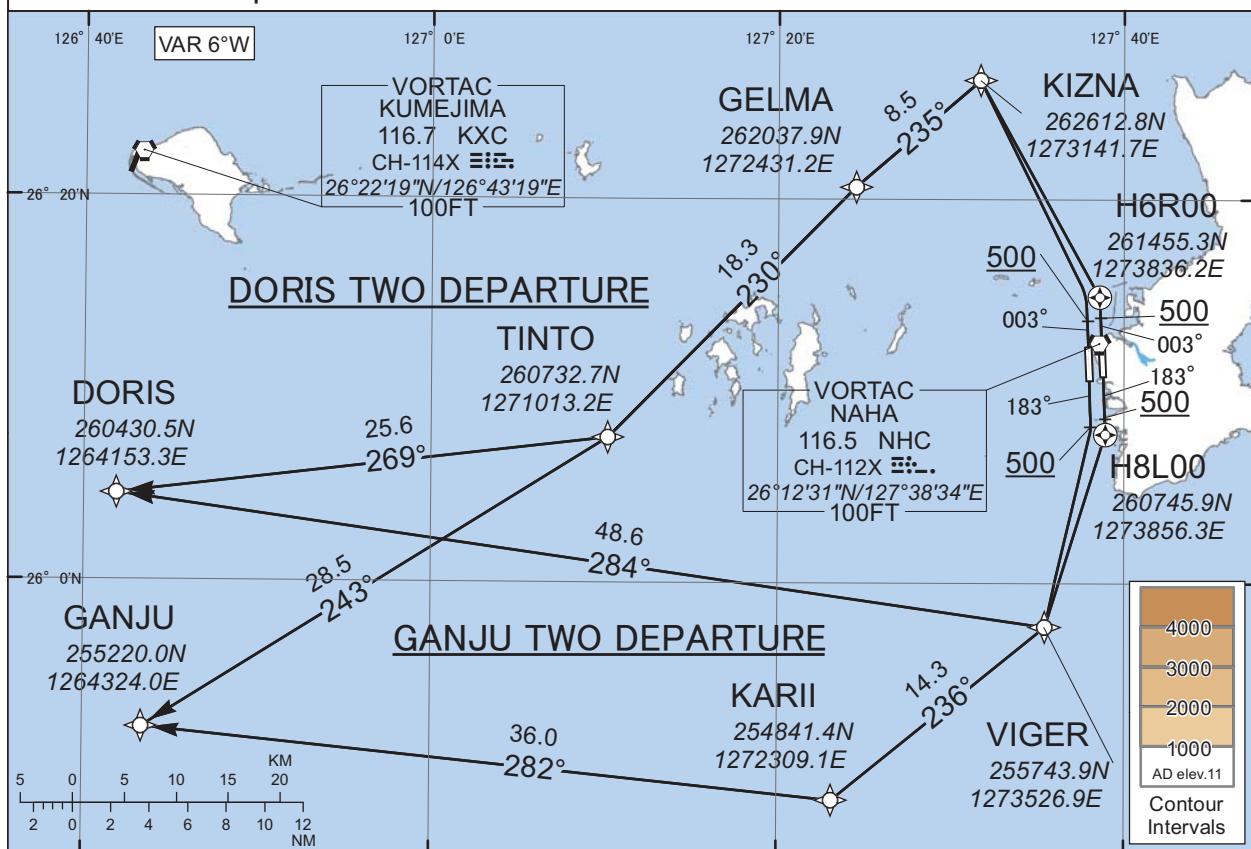
ROAH / NAHA

RNAV SID

DORIS TWO DEPARTURE / GANJU TWO DEPARTURE

RNP1

Note GNSS required.

**DORIS TWO DEPARTURE**RWY18L : Climb on HDG183° at or above 500FT, direct to H8L00, turn right direct to VIGER, to DORIS.

RWY18R : Climb on HDG183° at or above 500FT, turn right direct to VIGER, to DORIS.

RWY36R : Climb on HDG003° at or above 500FT, direct to H6R00, turn left direct to KIZNA, to GELMA, to TINTO, to DORIS.

RWY36L : Climb on HDG003° at or above 500FT, turn left direct to KIZNA, to GELMA, to TINTO, to DORIS.

Note RWY36R/36L : 5.0% climb gradient required up to 500FT.

**GANJU TWO DEPARTURE**RWY18L : Climb on HDG183° at or above 500FT, direct to H8L00, turn right direct to VIGER, to KARII, to GANJU.

RWY18R : Climb on HDG183° at or above 500FT, turn right direct to VIGER, to KARII, to GANJU.

RWY36R : Climb on HDG003° at or above 500FT, direct to H6R00, turn left direct to KIZNA, to GELMA, to TINTO, to GANJU.

RWY36L : Climb on HDG003° at or above 500FT, turn left direct to KIZNA, to GELMA, to TINTO, to GANJU.

Note RWY36R/36L : 5.0% climb gradient required up to 500FT.

CHANGE : Navigation Specification(Basic RNP1 → RNP1).





STANDARD ARRIVAL CHART-INSTRUMENT

ROAH/NAHA

STAR

SCUBA ARRIVAL

From over SCUBA, via NHC R344 to 28.1 DME, turn right to intercept and proceed via NHC R341 to EISAR.

Cross NHC R344/28.1DME at or above 3000FT, cross EISAR at or above 2000FT.

LAVON ARRIVAL

From over LAVON, via NHC 15.0DME counterclockwise ARC to VIGER.

Cross VIGER at or above 2000FT.

(When using NHC TACAN only)

From over LAVON at or above 5000FT, via NHC 15.0DME counterclockwise ARC to VIGER.

Cross VIGER at or above 4400FT.

LAFTY ARRIVAL

From over LAFTY, via NHC R196 to VIGER.

Cross VIGER at or above 2000FT.

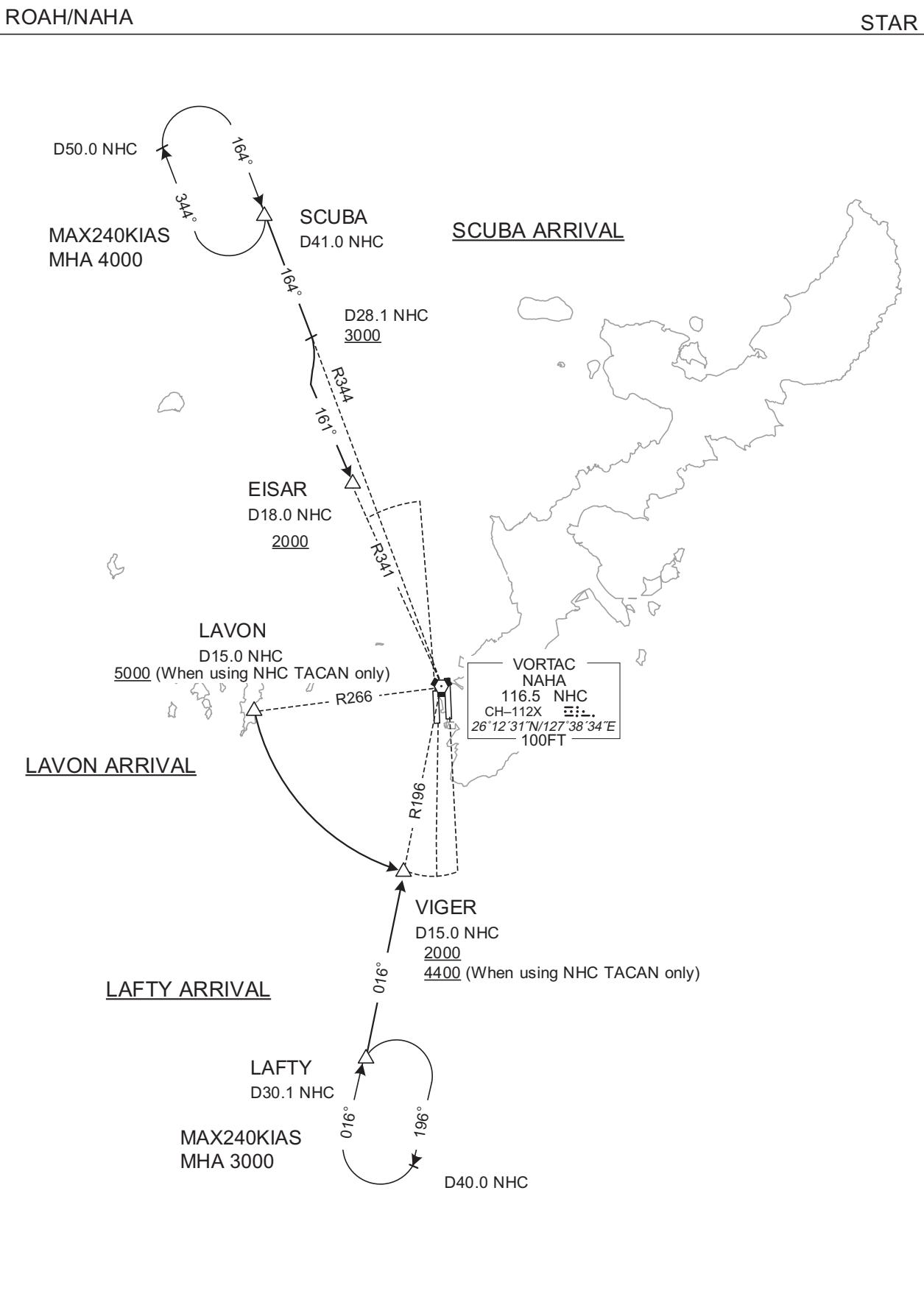
(When using NHC TACAN only)

From over LAFTY, via NHC R196 to VIGER.

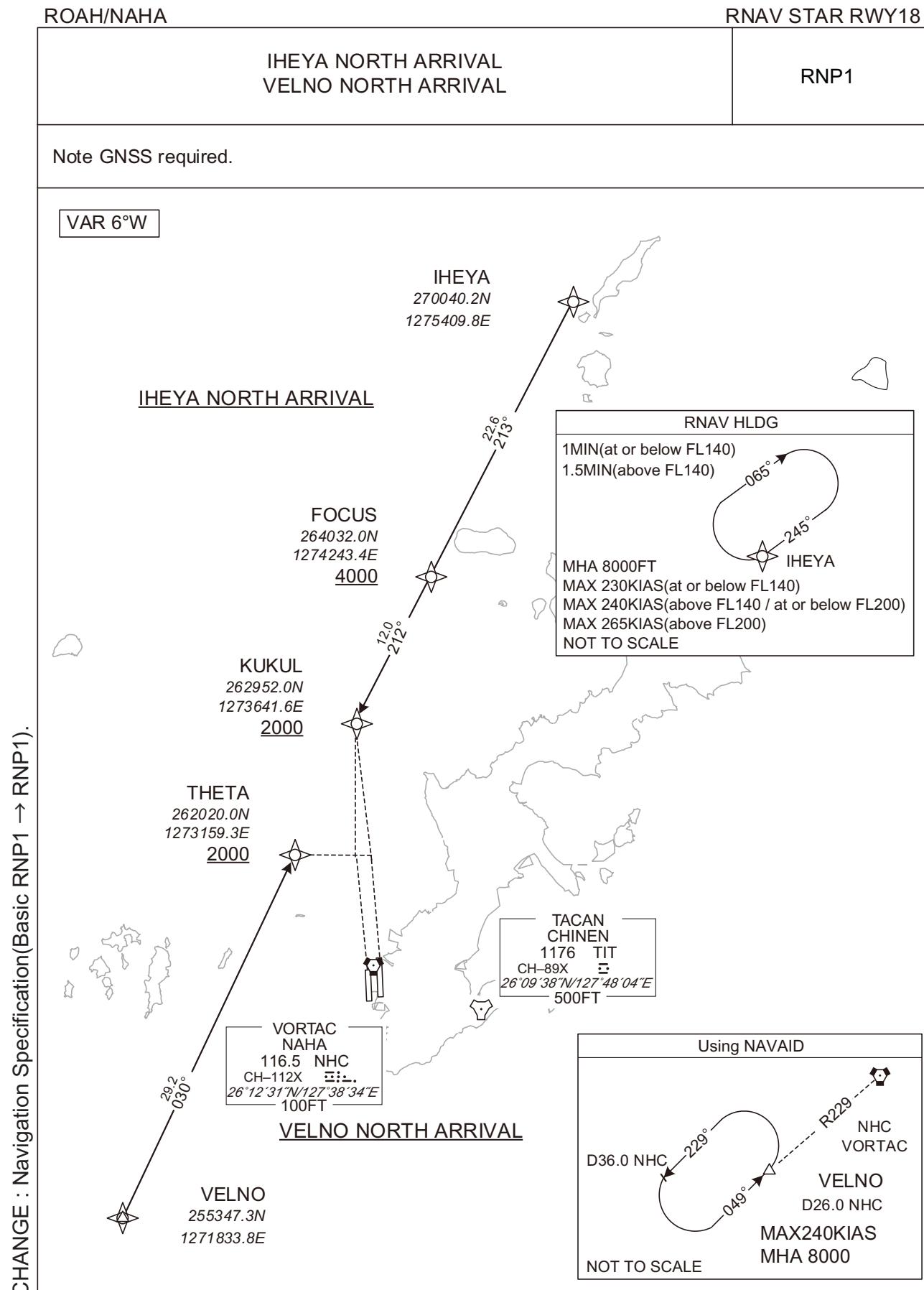
Cross VIGER at or above 4400FT.

CHANGE: New PROC

## STANDARD ARRIVAL CHART-INSTRUMENT



STANDARD ARRIVAL CHART-INSTRUMENT



## STANDARD ARRIVAL CHART-INSTRUMENT

ROAH / NAHA

RNAV STAR RWY18

IHEYA NORTH ARRIVAL

From IHEYA, to FOCUS at or above 4000FT, to KUKUL at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	IHEYA	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	FOCUS	-	213 (206.9)	-5.6	22.6	-	+4000	-	-	RNP1
003	TF	KUKUL	-	212 (206.8)	-5.6	12.0	-	+2000	-	-	RNP1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	IHEYA	245 (239.1)	-5.8	1.0 (-14000) 1.5 (+14001)	R	8000	-	-230 (-14000) -240 (14001-20000) -265 (+20001)	RNP1

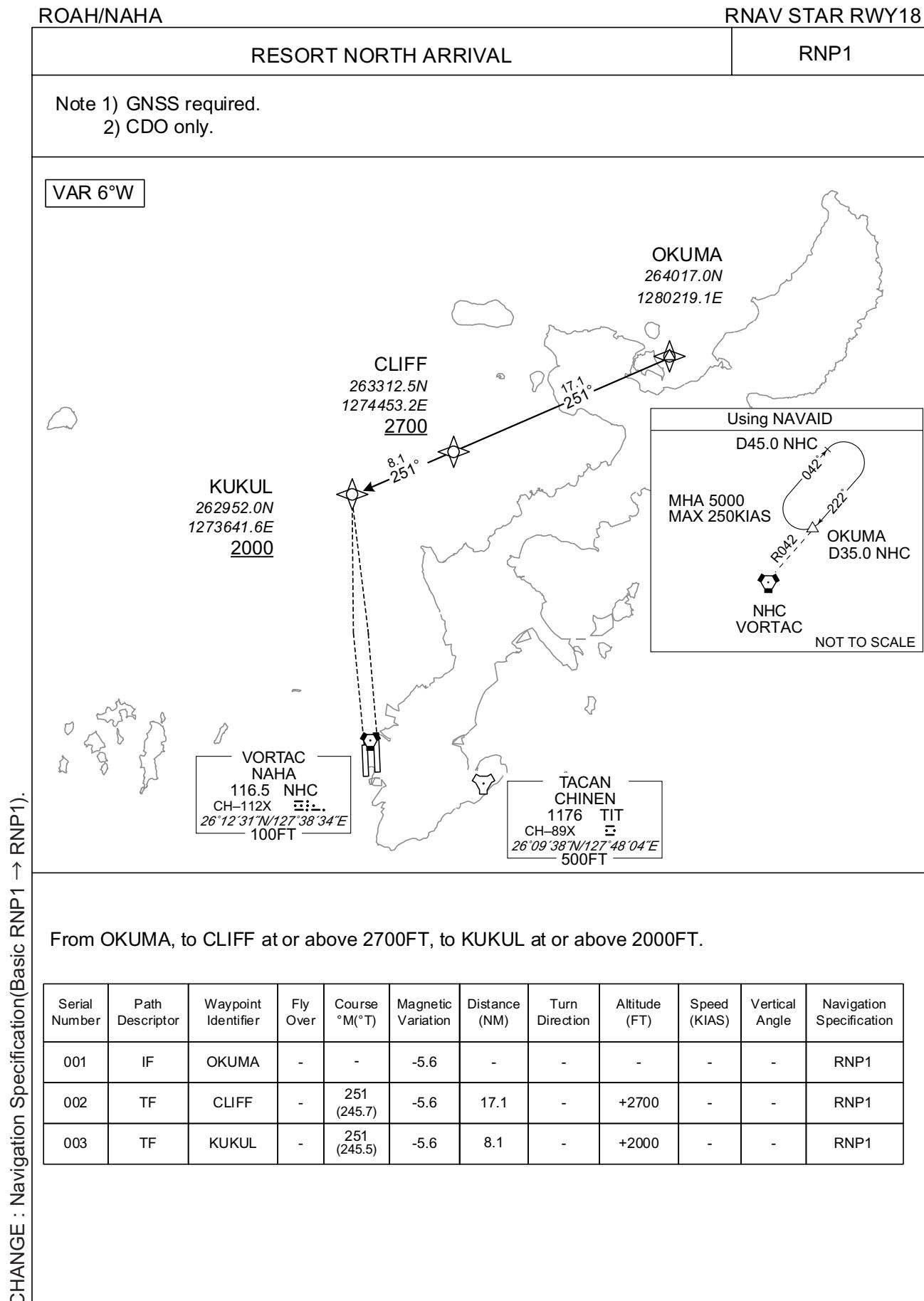
VELNO NORTH ARRIVAL

From VELNO, to THETA at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	VELNO	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	THETA	-	030 (024.4)	-5.6	29.2	-	+2000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

STANDARD ARRIVAL CHART-INSTRUMENT



## STANDARD ARRIVAL CHART-INSTRUMENT

ROAH/NAHA

RNAV STAR RWY18

GUPTI NORTH ARRIVAL  
ENTOK NORTH ARRIVAL

RNP1

Note 1) GNSS required. 2) CDO only.

VAR 6°W

GUPTI  
290124.5N  
1280918.7E  
FL200GUPTI NORTH ARRIVALIHEYA  
270040.2N  
1275409.8EKUKUL  
262952.0N  
1273641.6E  
2000ENTOK  
261914.3N  
1245953.8E  
FL170YEEZY  
262018.1N  
1265032.5E  
2100THETA  
262020.0N  
1273159.3E  
2000ENTOK NORTH ARRIVAL

VORTAC  
NAHA  
116.5 NHC  
CH-112X   
26°12'31"N/127°38'34"E  
100FT

TACAN  
CHINEN  
1176 TIT  
CH-89X   
26°09'38"N/127°48'04"E  
500FT

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## STANDARD ARRIVAL CHART-INSTRUMENT

ROAH / NAHA

RNAV STAR RWY18

GUPTI NORTH ARRIVAL

From GUPTI at or above FL200, to IHEYA, to KUKUL at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	GUPTI	-	-	-5.6	-	-	+FL200	-	-	RNP1
002	TF	IHEYA	-	192 (186.4)	-5.6	121.6	-	-	-	-	RNP1
003	TF	KUKUL	-	213 (206.9)	-5.6	34.6	-	+2000	-	-	RNP1

ENTOK NORTH ARRIVAL

From ENTOK at or above FL170, to YEEZY at or above 2100FT, to THETA at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	ENTOK	-	-	-5.6	-	-	+FL170	-	-	RNP1
002	TF	YEEZY	-	095 (089.0)	-5.6	99.2	-	+2100	-	-	RNP1
003	TF	THETA	-	095 (089.8)	-5.6	37.2	-	+2000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## STANDARD ARRIVAL CHART-INSTRUMENT

ROAH/NAHA

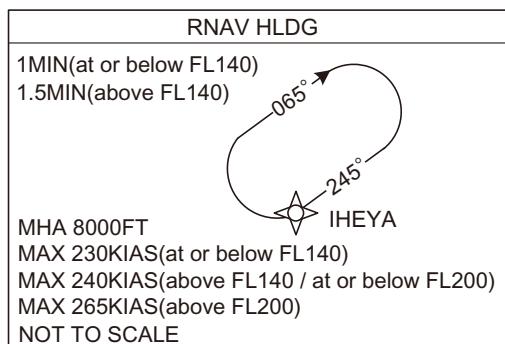
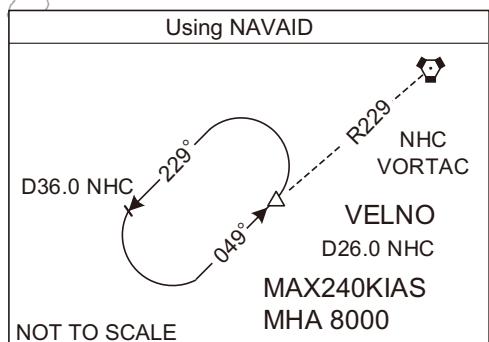
RNAV STAR RWY36

IHEYA SOUTH ARRIVAL  
VELNO SOUTH ARRIVAL

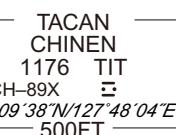
RNP1

Note GNSS required.

VAR 6°W

IHEYA  
270040.2N  
1275409.8EIHEYA SOUTH ARRIVALHASSA  
262334.1N  
1275516.0E  
11000

VORTAC  
NAHA  
116.5 NHC  
CH-112X  
26°12'31"N 127°38'34"E  
100FT

VELNO SOUTH ARRIVAL

TACAN  
CHINEN  
1176 TIT  
CH-89X  
26°09'38"N 127°48'04"E  
500FT

VELNO  
255347.3N  
1271833.8E

VIGER  
255743.9N  
1273526.9E  
2000

SEIFA  
260303.9N  
1274448.5E  
2000

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## STANDARD ARRIVAL CHART-INSTRUMENT

ROAH / NAHA

RNAV STAR RWY36

IHEYA SOUTH ARRIVAL

From IHEYA, to HASSA at or above 11000FT, to SEIFA at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	IHEYA	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	HASSA	-	184 (178.5)	-5.6	37.1	-	+11000	-	-	RNP1
003	TF	SEIFA	-	210 (204.6)	-5.6	22.6	-	+2000	-	-	RNP1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	IHEYA	245 (239.1)	-5.8	1.0 (-14000) 1.5 (+14001)	R	8000	-	-230 (-14000) -240 (14001-20000) -265 (+20001)	RNP1

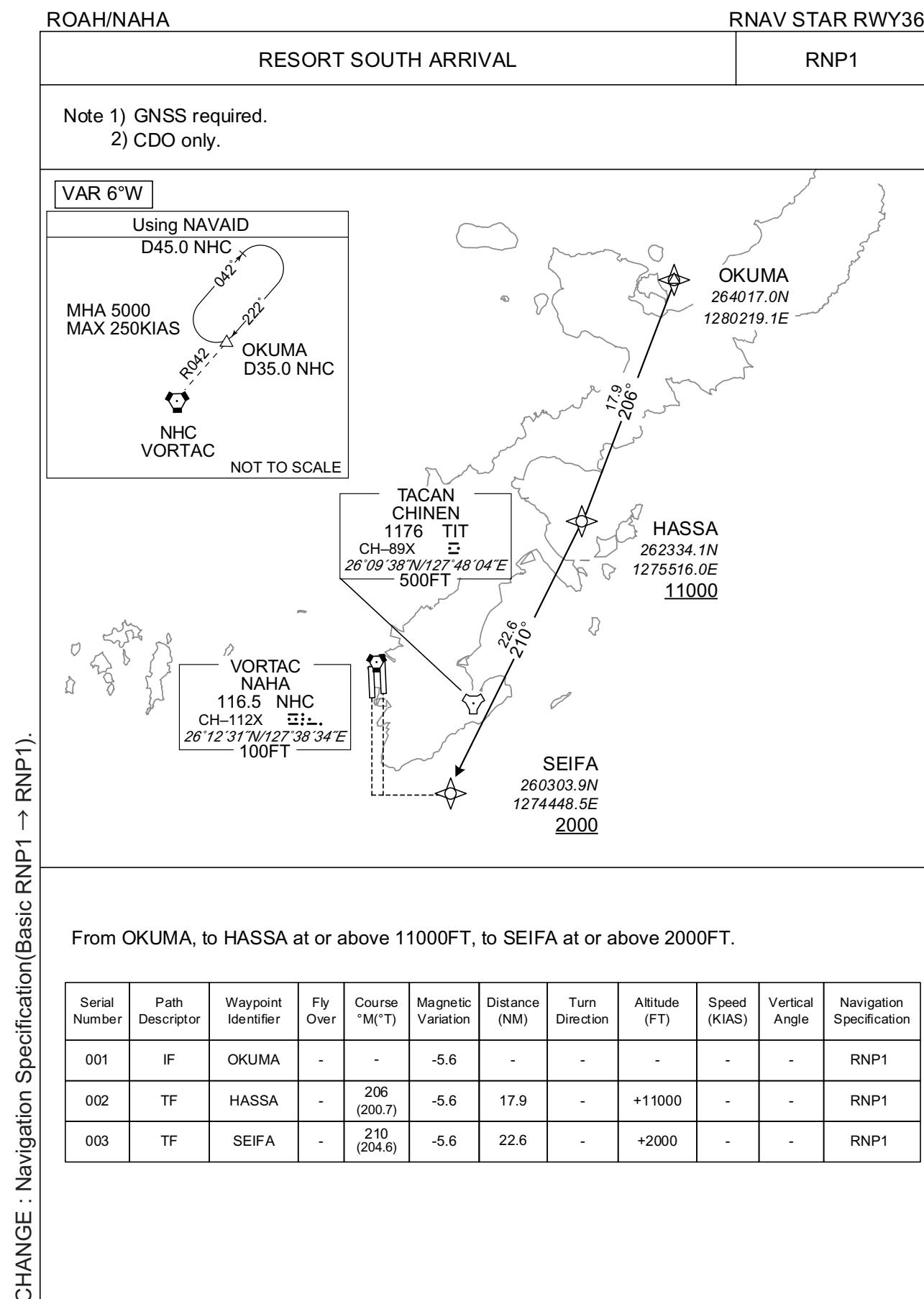
VELNO SOUTH ARRIVAL

From VELNO, to VIGER at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	VELNO	-	-	-5.6	-	-	-	-	-	RNP1
002	TF	VIGER	-	081 (075.4)	-5.6	15.7	-	+2000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

## STANDARD ARRIVAL CHART-INSTRUMENT



STANDARD ARRIVAL CHART-INSTRUMENT

ROAH/NAHA

RNAV STAR RWY36

GUPTI SOUTH ARRIVAL  
ENTOK SOUTH ARRIVAL

RNP1

Note 1) GNSS required. 2) CDO only.

VAR 6°W

GUPTI  
290124.5N  
1280918.7E  
FL200

GUPTI SOUTH ARRIVAL

IHEYA  
270040.2N  
1275409.8E



ENTOK SOUTH ARRIVAL

TACAN  
CHINEN  
1176 TIT  
CH-89X  
26°09'38"N/127°48'04"E  
500FT

HASSA  
262334.1N  
1275516.0E  
11000

VORTAC  
NAHA  
116.5 NHC  
CH-112X  
26°12'31"N/127°38'34"E  
100FT

SEIFA  
260303.9N  
1274448.5E  
2000

ENTOK  
261914.3N  
1245953.8E  
FL170

VIGER  
255743.9N  
1273526.9E  
2000

CHANGE : Navigation Specification(Basic RNP1 → RNP1)

## STANDARD ARRIVAL CHART-INSTRUMENT

ROAH / NAHA

RNAV STAR RWY36

GUPTI SOUTH ARRIVAL

From GUPTI at or above FL200, to IHEYA, to HASSA at or above 11000FT, to SEIFA at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	GUPTI	-	-	-5.6	-	-	+FL200	-	-	RNP1
002	TF	IHEYA	-	192 (186.4)	-5.6	121.6	-	-	-	-	RNP1
003	TF	HASSA	-	184 (178.5)	-5.6	37.1	-	+11000	-	-	RNP1
004	TF	SEIFA	-	210 (204.6)	-5.6	22.6	-	+2000	-	-	RNP1

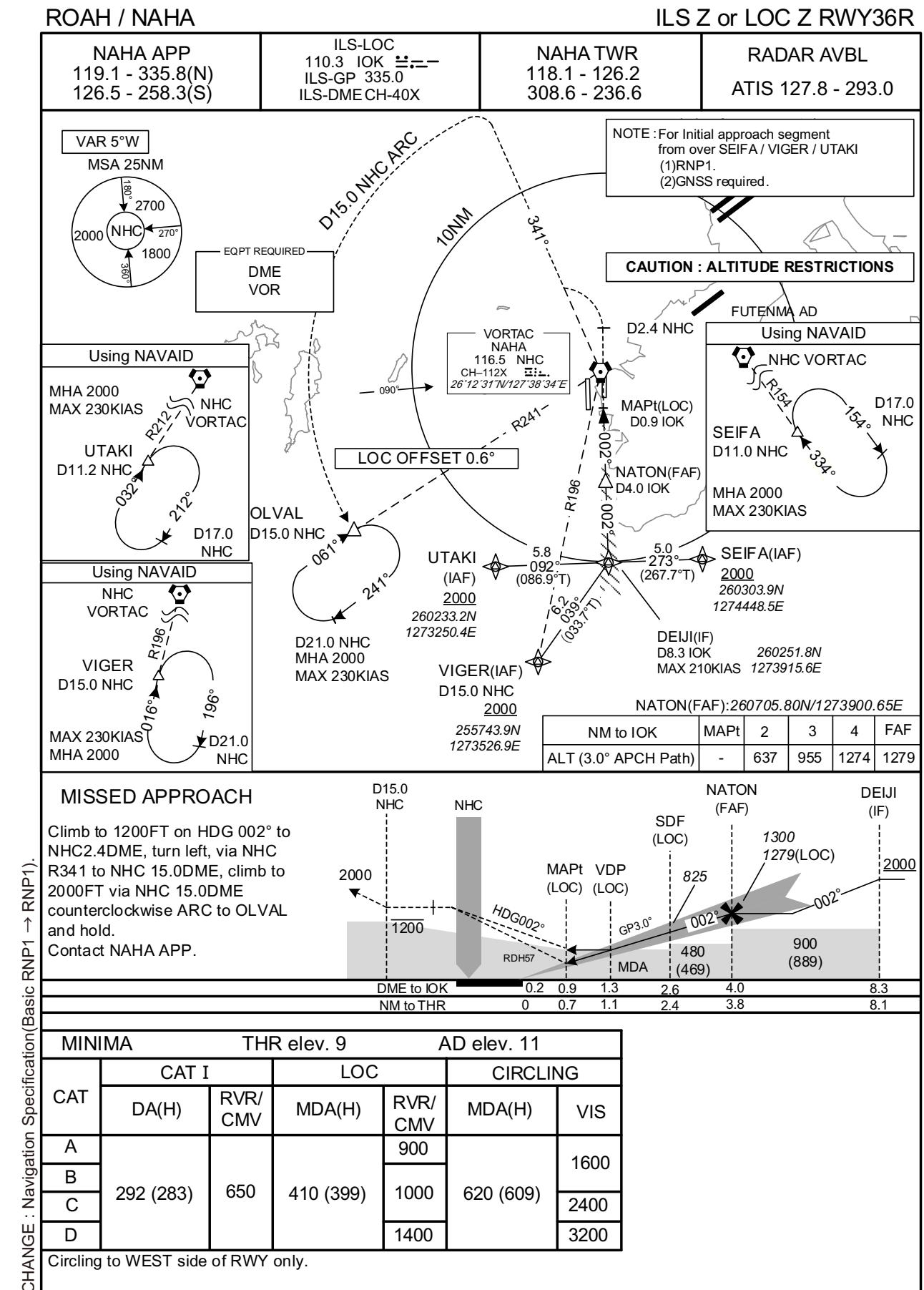
ENTOK SOUTH ARRIVAL

From ENTOK at or above FL170, to VIGER at or above 2000FT.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	ENTOK	-	-	-5.6	-	-	+FL170	-	-	RNP1
002	TF	VIGER	-	104 (098.2)	-5.6	141.4	-	+2000	-	-	RNP1

CHANGE : Navigation Specification(Basic RNP1 → RNP1).

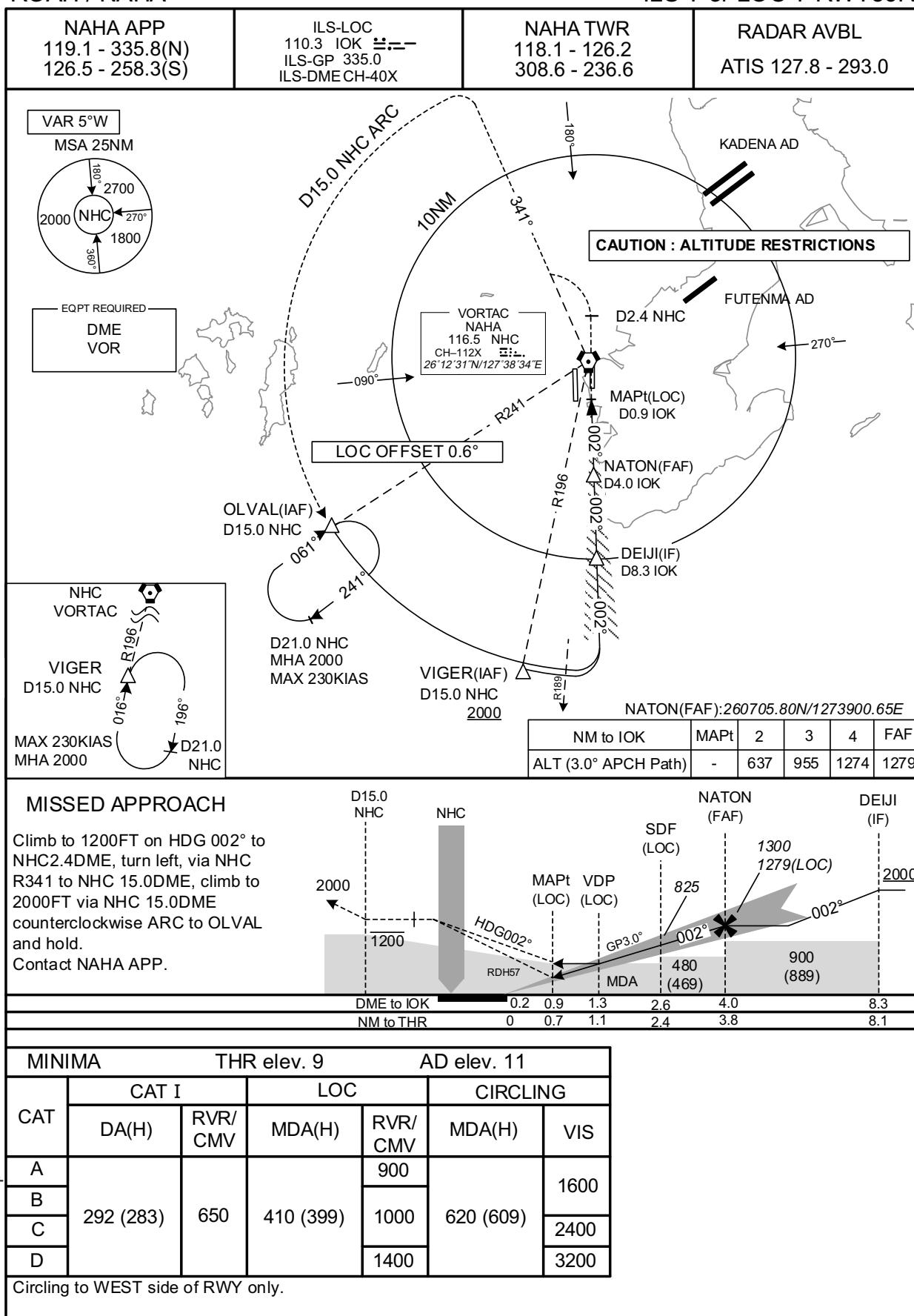
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

ROAH / NAHA

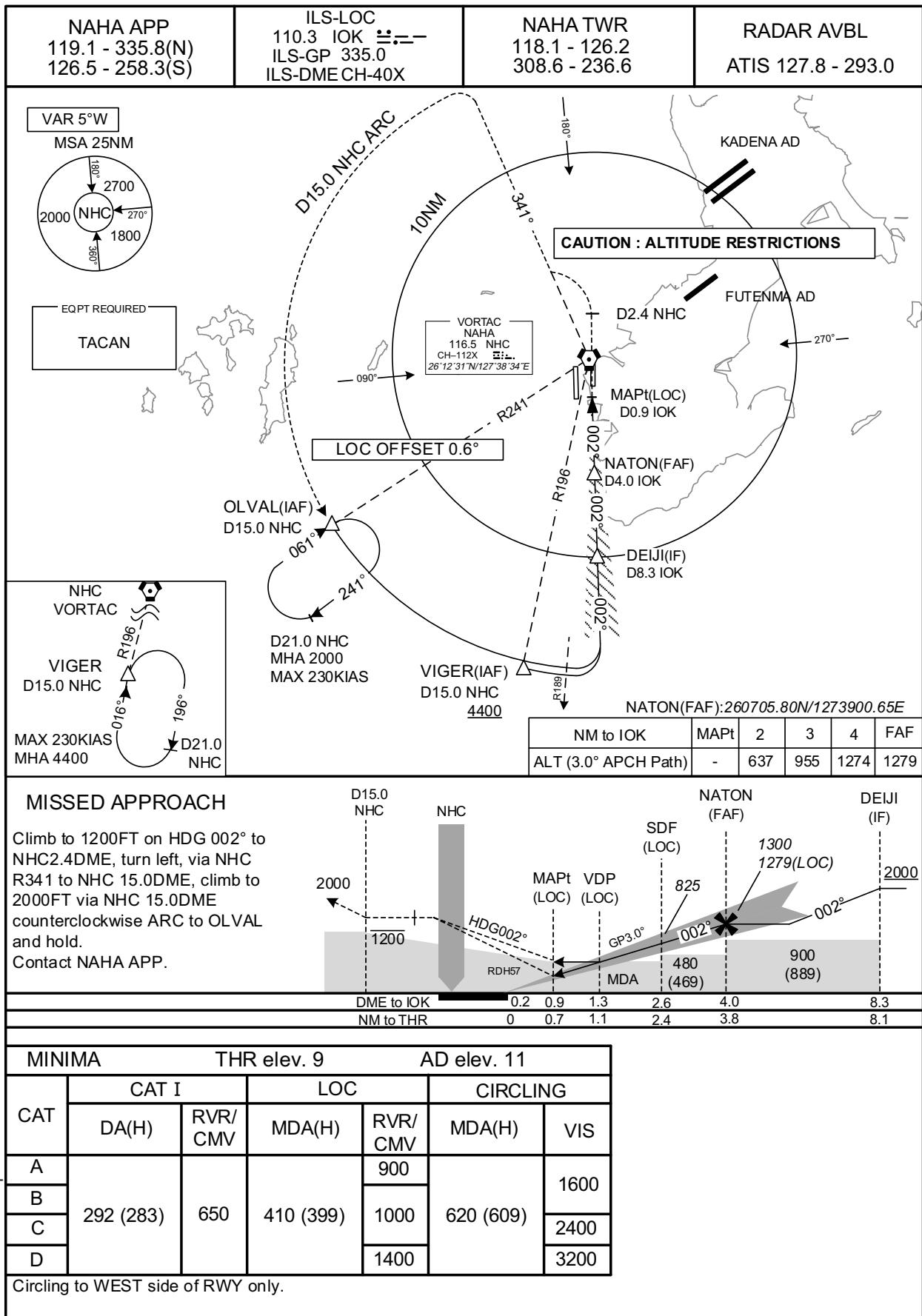
ILS Y or LOC Y RWY36R



## INSTRUMENT APPROACH CHART

ROAH / NAHA

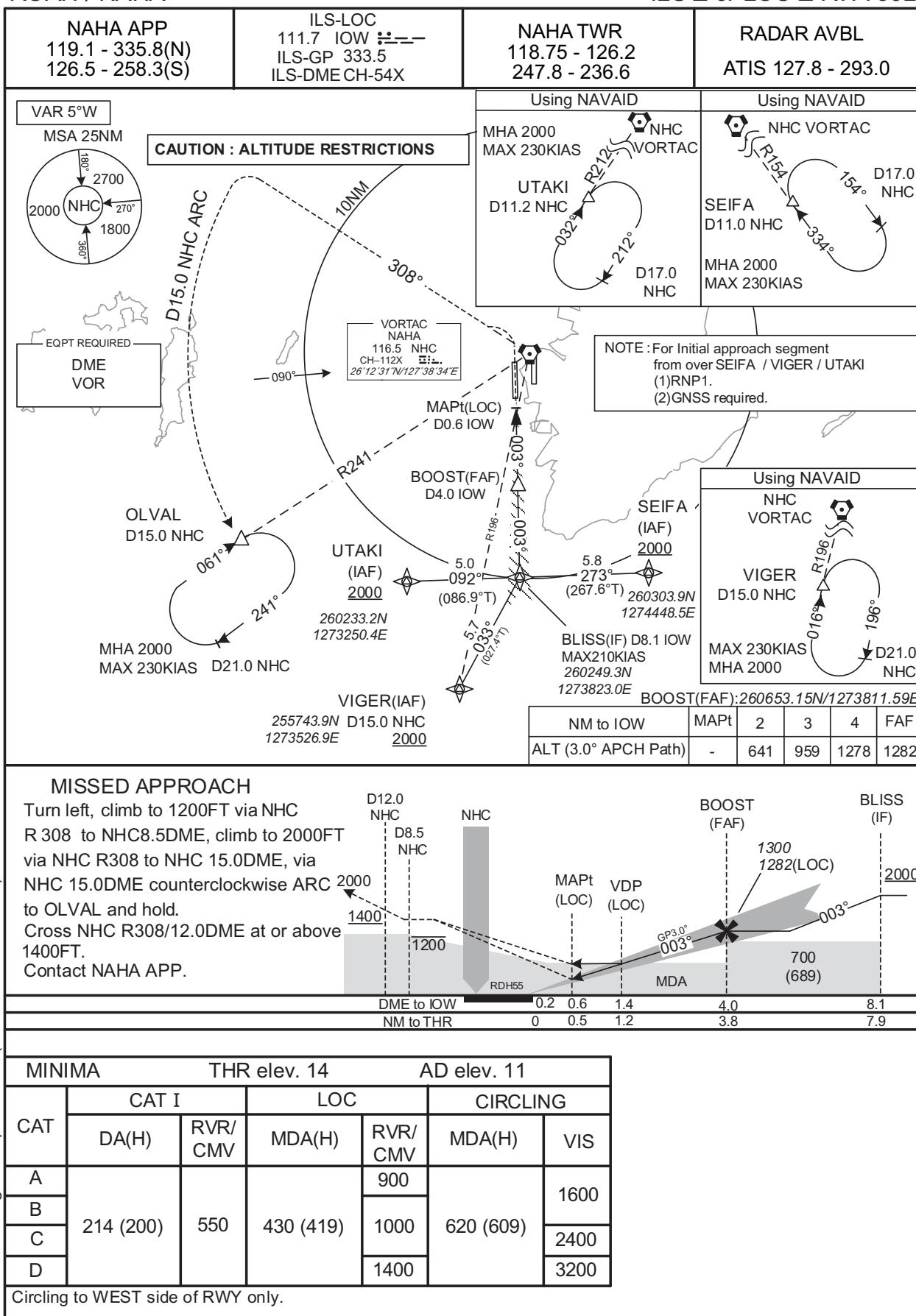
ILS X or LOC X RWY36R



## INSTRUMENT APPROACH CHART

ROAH / NAHA

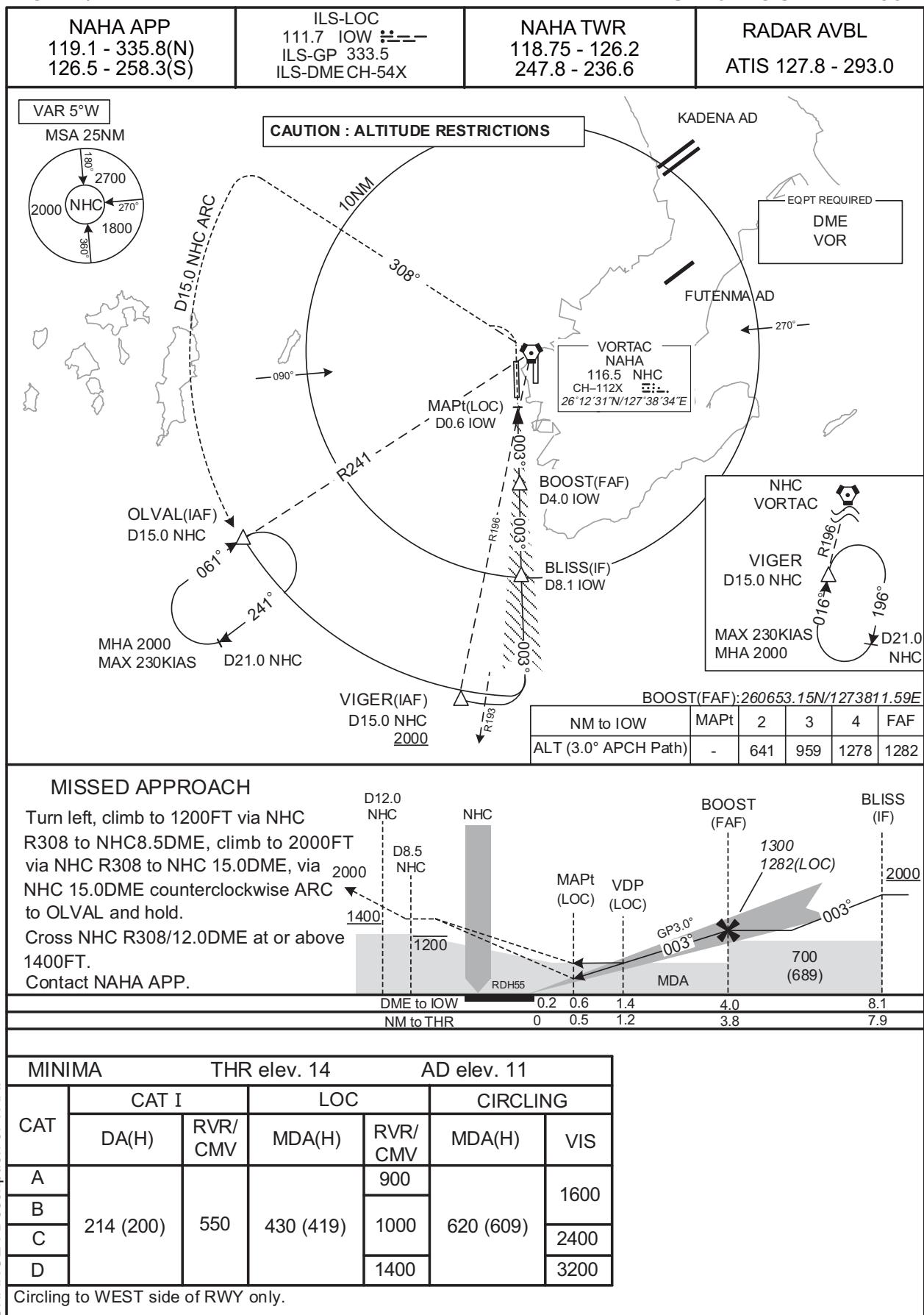
ILS Z or LOC Z RWY36L



## INSTRUMENT APPROACH CHART

ROAH / NAHA

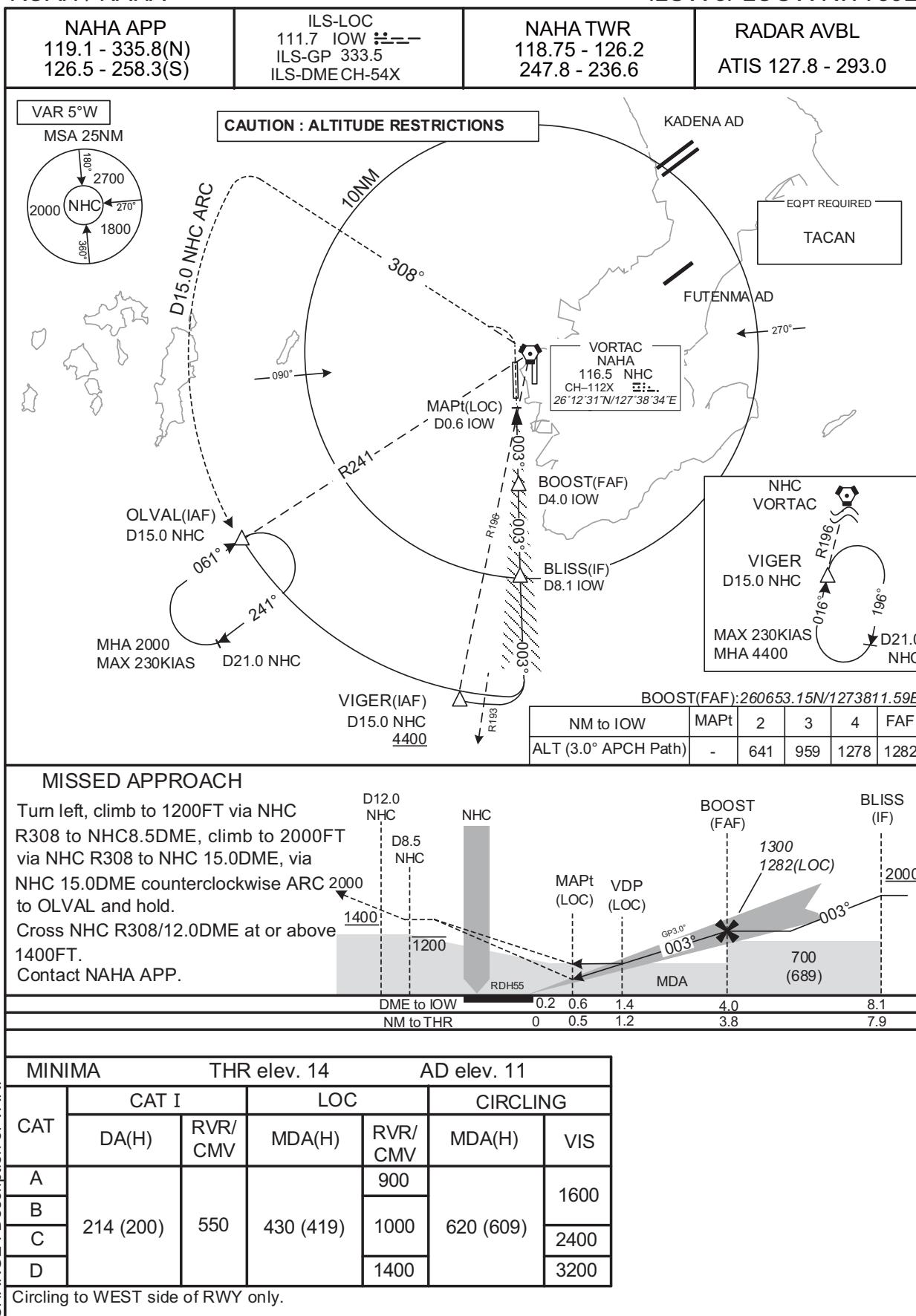
ILS Y or LOC Y RWY36L



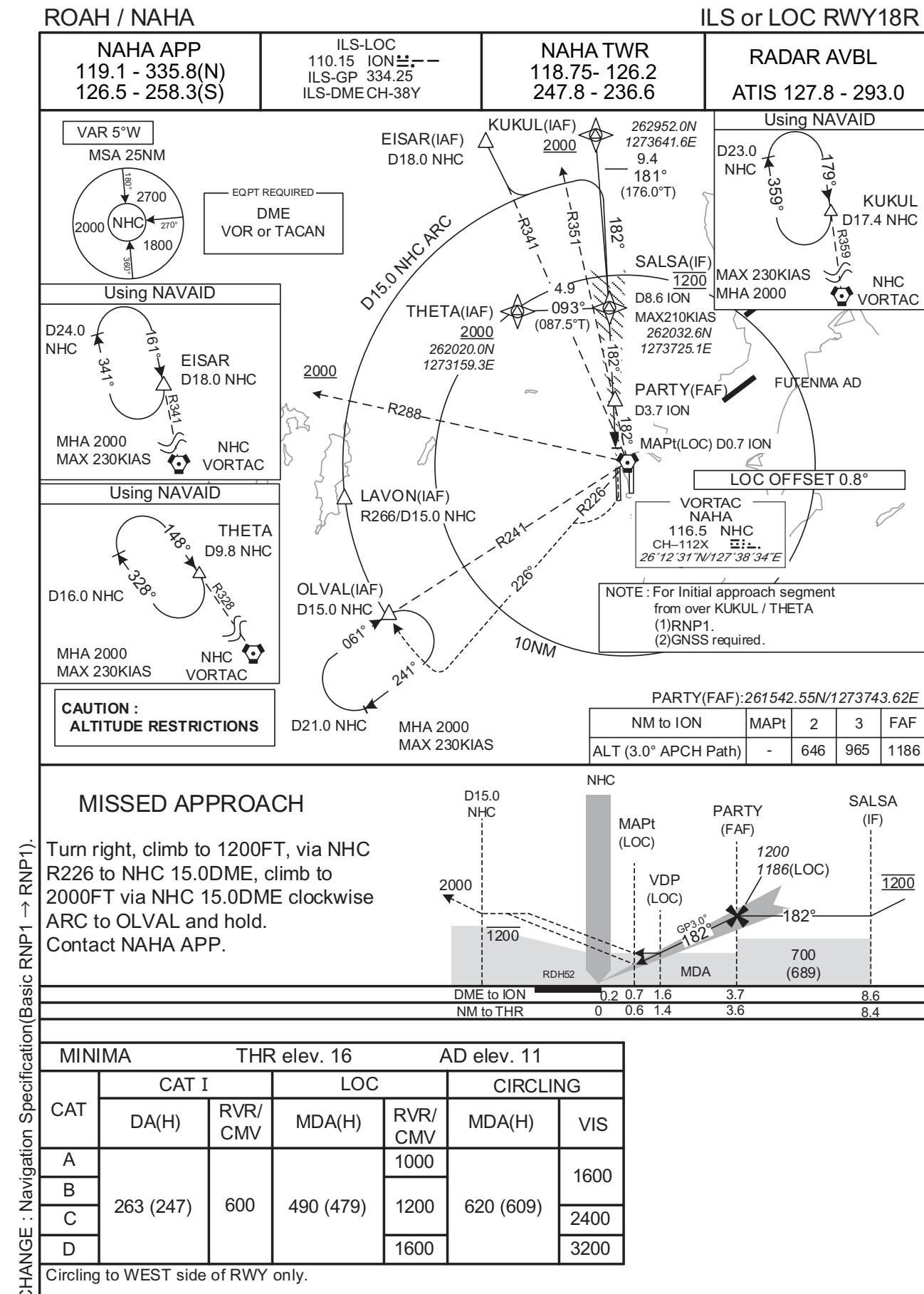
## INSTRUMENT APPROACH CHART

ROAH / NAHA

ILS X or LOC X RWY36L



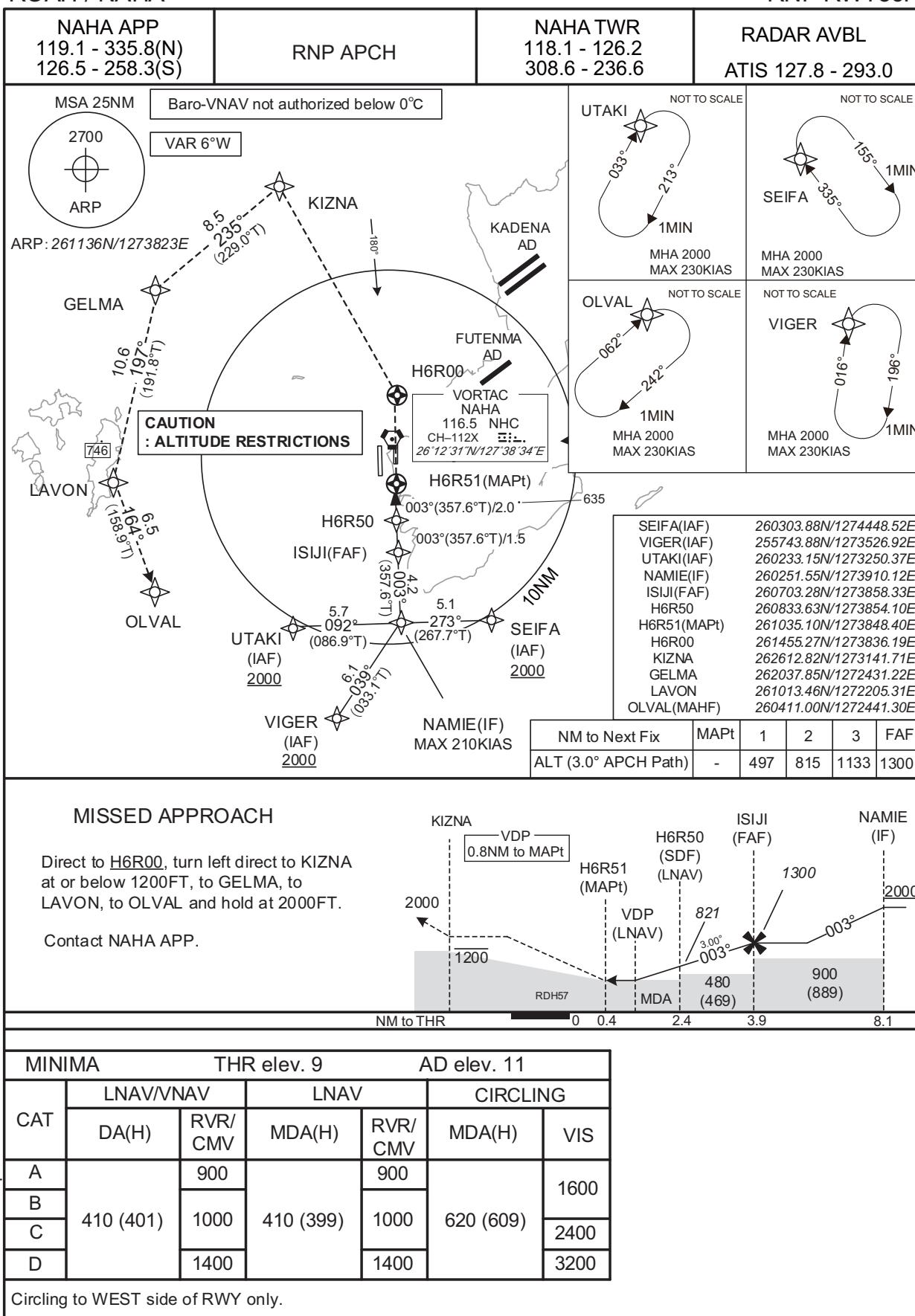
## INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

## ROAH / NAHA

## RNP RWY36R



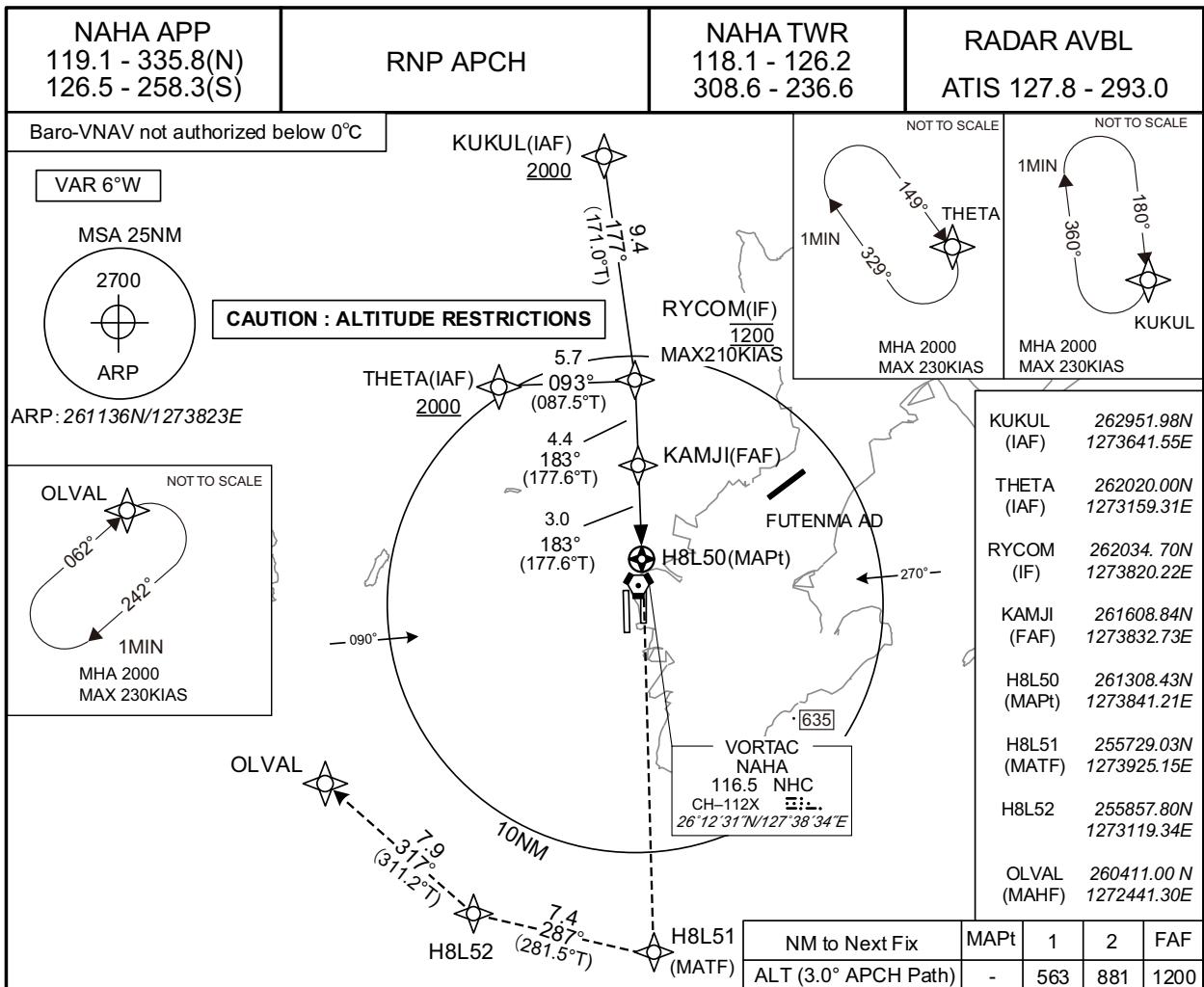




## INSTRUMENT APPROACH CHART

## ROAH / NAHA

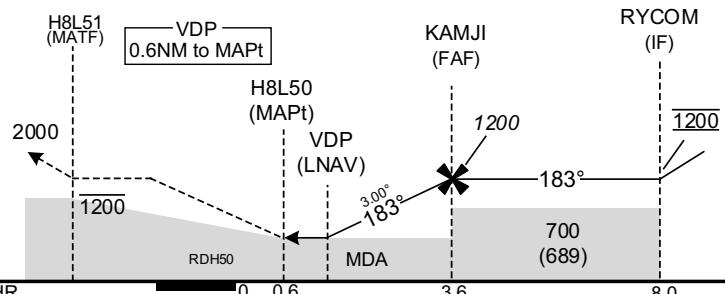
## RNP RWY18L



## MISSED APPROACH

Direct to H8L51 at or below 1200FT, to H8L52, to OLVAL and hold at 2000FT.

Contact NAHA APP.



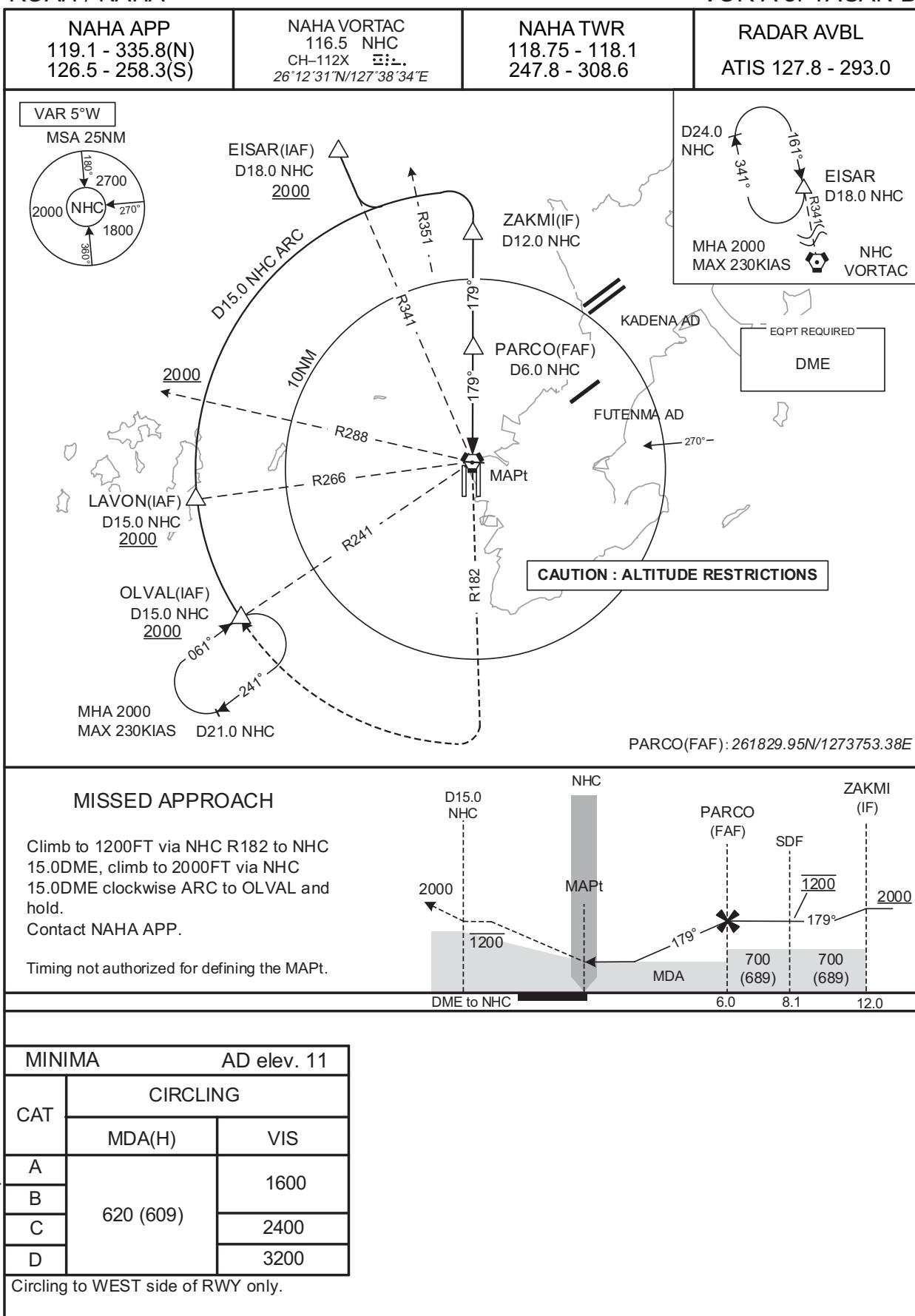
CHANGE : Description of VAR.

CAT	MINIMA		THR elev. 11		AD elev. 11	
	DA(H)	RVR/CMV	LNAV	LNAV/VNAV	CIRCLING	VIS
A		1200		1200		1600
B		1300		1300		
C	430 (419)	1400	430 (419)	1400	620 (609)	2400
D		1600		1600		3200

Circling to WEST side of RWY only.

## INSTRUMENT APPROACH CHART

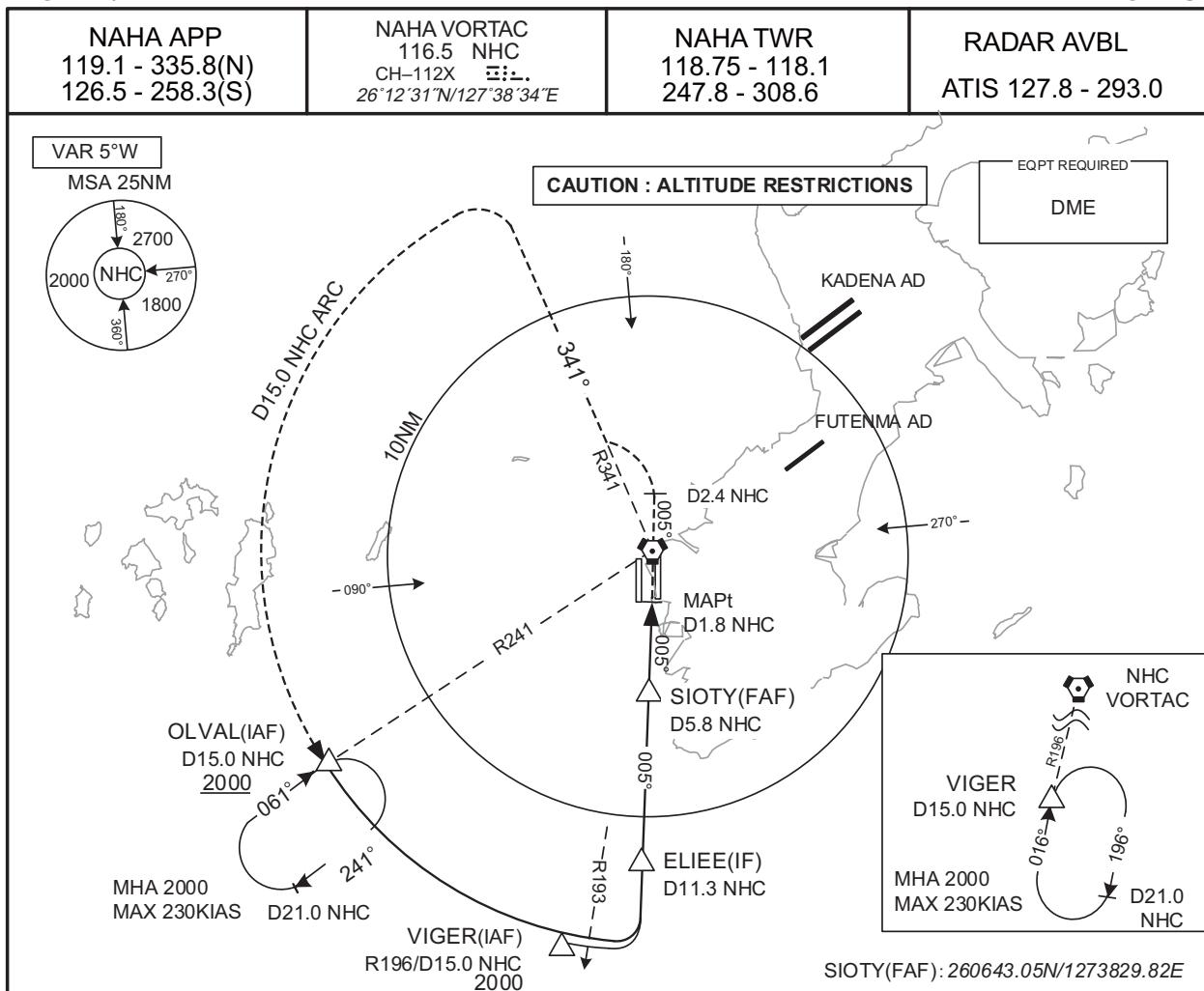
ROAH / NAHA



INSTRUMENT APPROACH CHART

ROAH / NAHA

VOR C

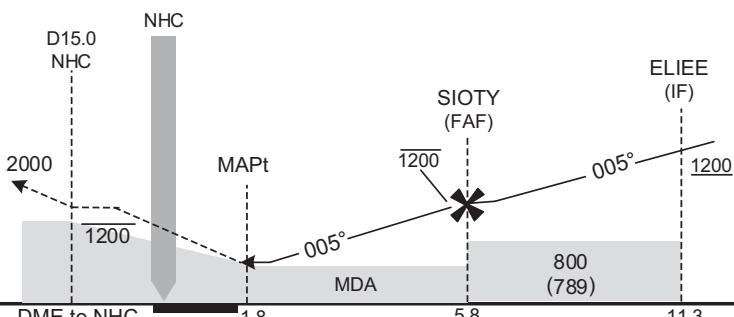


MISSED APPROACH

Climb to 1200FT via NHC R005 to NHC 2.4DME, turn left proceed via NHC R341 to NHC 15.0DME, climb to 2000FT via NHC 15.0 DME counterclockwise ARC to OLVAL and hold.

Contact NAHA APP.

Timing not authorized for defining the MAPt.



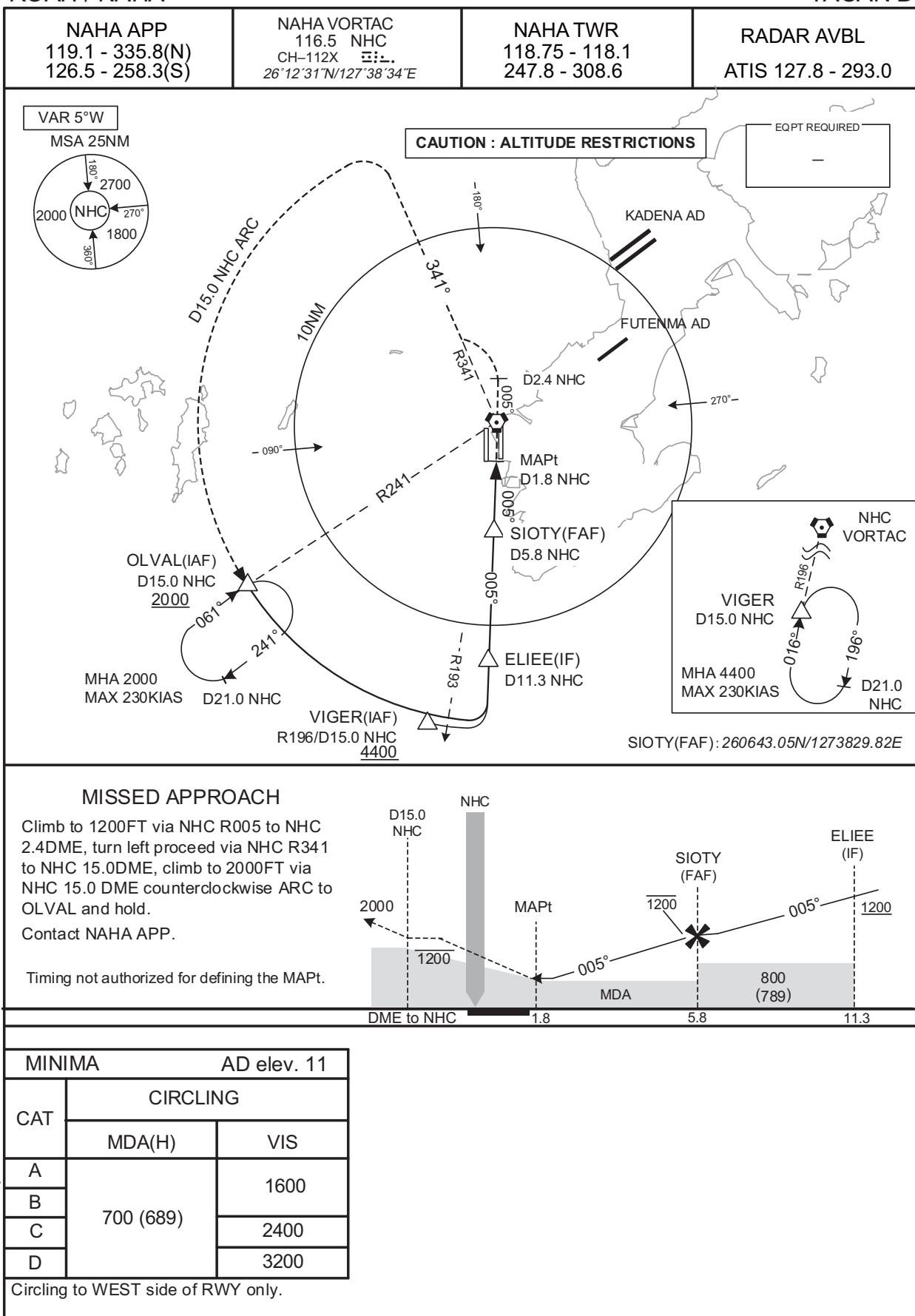
CHANGE : Description of VAR.	MINIMA AD elev. 11	
	CAT	CIRCLING
A	MDA(H)	VIS
B	620 (609)	1600
C		2400
D		3200

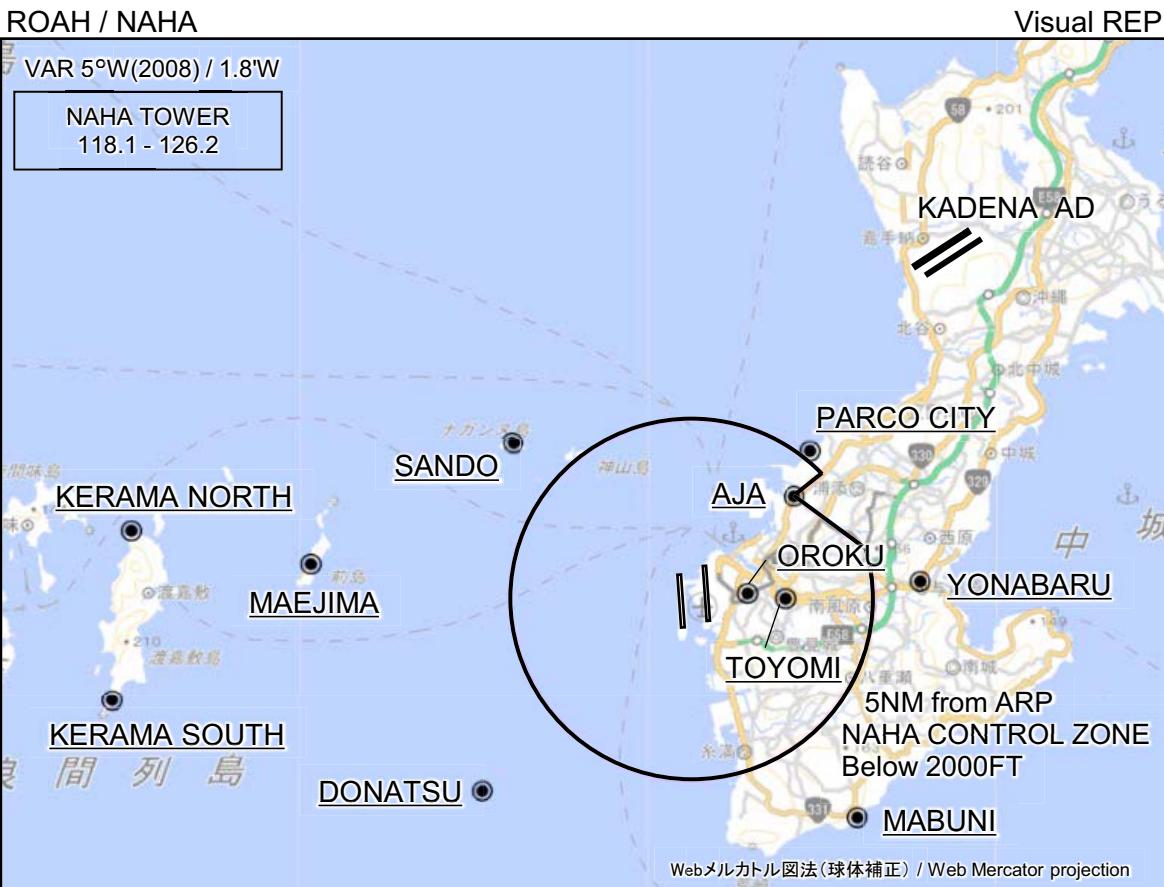
Circling to WEST side of RWY only.

## INSTRUMENT APPROACH CHART

ROAH / NAHA

TACAN D





※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

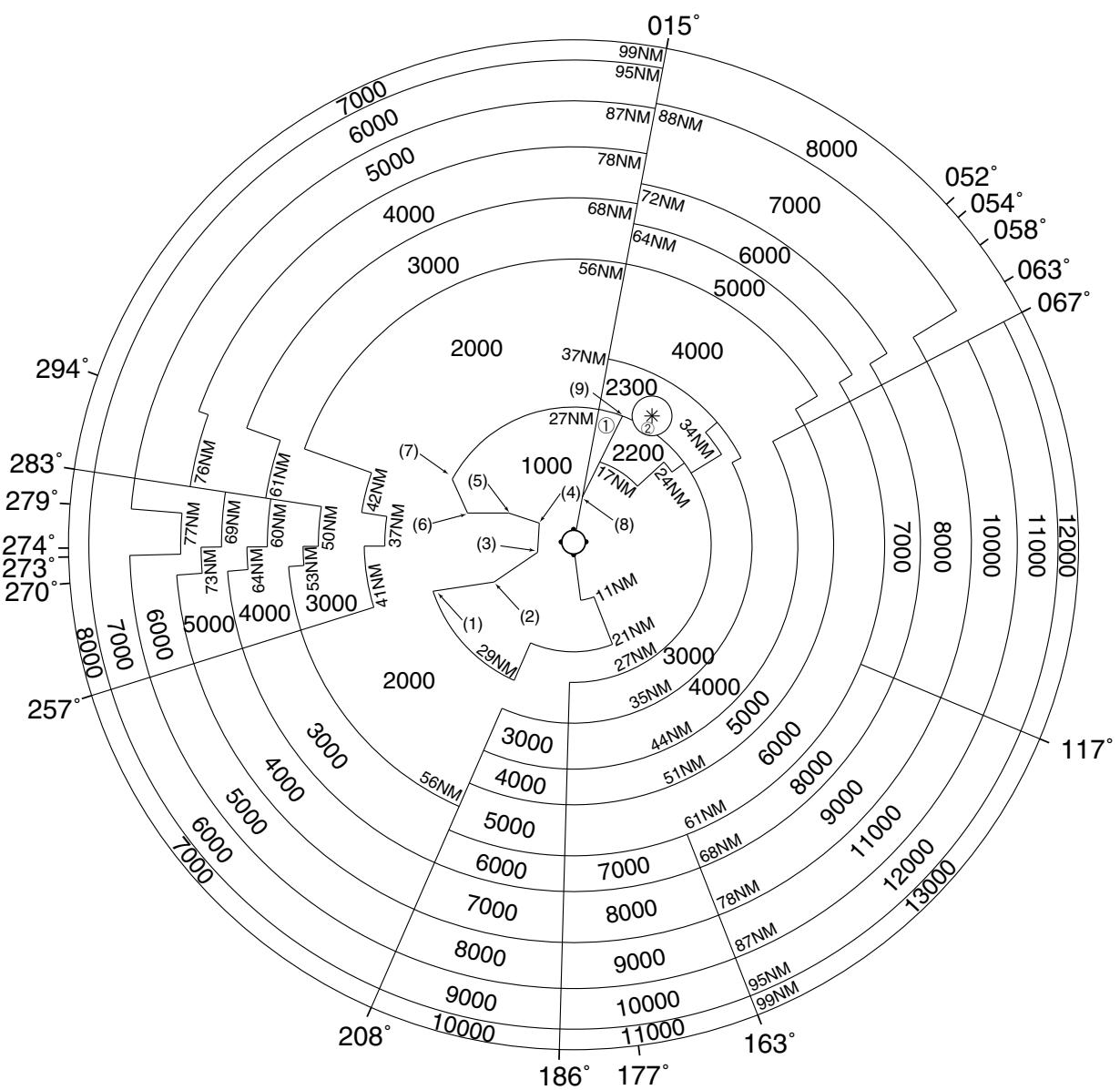
CHANGE : Map updated. BRG/DIST from ARP. Visual REP established(Oroku, Parco City, Toyomi).

Call sign	BRG / DIST from ARP	Remarks
サンド Sando	311°T / 6.6NM	ナガンヌ島 Island
慶良間ノース Kerama North	277°T / 15.4NM	渡嘉敷島北端 North edge of island
前島 Maejima	276°T / 10.5NM	前島 Island
慶良間サウス Kerama South	260°T / 16.1NM	渡嘉敷島南端 South edge of island
ドーナツ Donatsu	227°T / 7.8NM	ルカン礁 Coral reef
パルコシティ Parco City	037°T / 5.2NM	パルコシティ Shopping mall
安謝 Aja	043°T / 4.0NM	国道58号線安謝橋 Bridge
小禄 Oroku	083°T / 1.5NM	モノレール小禄駅 Station
与那原 Yonabaru	085°T / 6.2NM	国道329号線与那原交叉点 Intersection
とよみ Toyomi	090°T / 2.5NM	とよみ大橋と爬龍橋の交点 Intersection
摩文仁 Mabuni	143°T / 7.5NM	平和祈念公園 Park

ROAH / NAHA

Minimum Vectoring Altitude CHART

VAR 5°W (2011)



- ① 1500 (1) 260301N/1270807E (6) 261829N/1271524E CENTER: 261231N/1273834E (NHC)  
 ② 2600 (2) 260459N/1272121E (7) 262505N/1271157E \* : 263759N/1275528E  
 (3) 261057N/1273045E (8) 262154N/1274025E RADIUS 3.9NM  
 (4) 261640N/1273102E (9) 263755N/1274900E  
 (5) 261835N/1272422E