

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ROAH

Terminal Charts For ROAH

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: NAHA JPN
ICAO/IATA: ROAH / OKA
Lat/Long: N26° 11.60', E127° 38.38'
Elevation: 11 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 5.0° W

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

Sunrise: 2037 Z
Sunset: 1017 Z

Runway Information

Runway: 18R
Length x Width: 8858 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 8858 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36R
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 18L
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Communication Information

ATIS: 29.300 Military

ATIS: 127.800

Naha Tower: 30.860 Military

Naha Tower: 24.780 Military

Naha Tower: 23.660 Military

Naha Tower: 118.100

Naha Tower: 118.750

Naha Tower: 126.200

Naha Ground: 121.900

Naha Ground: 121.800

Naha Ground: 28.460 Military

Naha Ground: 28.440 Military

Naha Clearance Delivery: 25.600 Military

Naha Clearance Delivery: 122.075

Naha Approach: 28.010 Military

Naha Approach: 33.580 (230°-50°) Military

Naha Approach: 119.100 (230°-50°)

Naha Approach: 119.650

Naha Approach: 25.830 (50°-230°) Military

Naha Approach: 22.820 Military

Naha Approach: 126.500 (50°-230°)

Naha Approach: 124.950

Naha Approach: 121.200

Naha Terminal Control Area: 122.450

Naha Terminal Control Area: 120.000 (230°-50°)

Naha Terminal Control Area: 119.175 (50°-230°)

Naha Terminal Control Area: 32.150 Military

Naha Terminal Control Area: 31.600 (50°-230°) Military

Naha Terminal Control Area: 31.000 Military

Naha Terminal Control Area: 30.070 (230°-50°) Military

Naha Arrival: 27.850 Military

Kadena Arrival: 28.540 Military

Naha Arrival: 118.850

Naha Departure: 126.500 (50°-230°)

Naha Departure: 119.650

Naha Departure: 119.100 (230°-50°)

Naha Departure: 33.580 (230°-50°) Military

Naha Departure: 25.830 (50°-230°) Military

Naha Departure: 22.820 Military

Naha Gca Radar: 120.600

Naha Gca Radar: 23.680 Military

Naha Radar: 25.750 Military

Naha Radar: 26.140 Military

Naha Radar: 27.060 Military

Naha Radar: 28.780 Military

Naha Gca Radar: 28.810 Military

Naha Radar: 28.940 Military

Naha Radar: 29.030 Military

Naha Gca Radar: 29.630 Military

Naha Radar: 22.820 Military

Naha Radar: 29.720 Military

Naha Gca Radar: 30.450 Military

Naha Radar: 31.000 Military

Naha Radar: 31.780 Military

Naha Gca Radar: 31.820 Military

Naha Radar: 32.150 Military

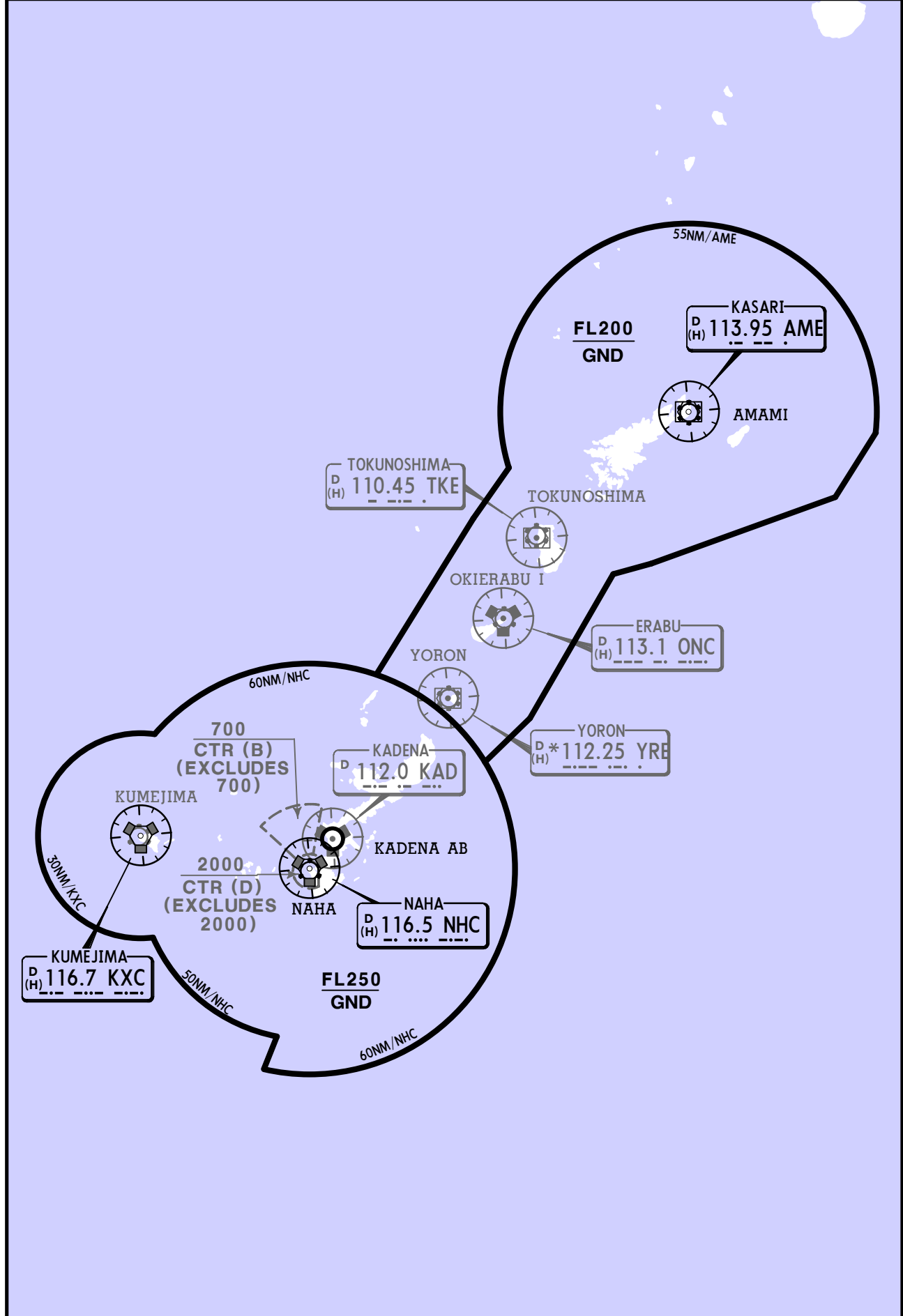
Naha Radar: 36.380 Military

Naha Radar: 125.550
Naha Gca Radar: 124.700
Naha Gca Radar: 123.850
Naha Radar: 122.450
Naha Radar: 121.200
Naha Radar: 121.100
Naha Radar: 120.000
Naha Radar: 119.650
Naha Gca Radar: 119.050
Naha Gca Radar: 119.500

NAHA APPROACH CONTROL AREA (E)

Naha App (R) 119.1 119.65 121.2 124.95 126.5

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



CHANGES: Speed restriction.

ROAH/OKA
NAHA


24 JUN 22 (10-1P)
NAHA, JAPAN
AIRPORT BRIEFING**GENERAL****1. ATIS**

D-ATIS 127.8

2. LOCAL TRAFFIC REGULATIONS**2.1 Airport regulations****Aircraft other than scheduled:**

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

2.2 Taxiing limitations

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 ACFT taxiing on TWY A1-A4, A5-A6 or A7-A9	WS = <168' (51.1m)	168' (51.1m) < WS = <223' (68.1m)	WS > 223' (68.1m)
Wing tip clearance	A	B	C

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

Wing span (WS) of ACFT taxiing on TWY B	WS = <171' (52.1m)	171' (52.1m) < WS = <227' (69.1m)	WS > 227' (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 ACFT taxiing on TWY C	WS = <59' (18.1m)	59' (18.1m) < WS = <115' (35.1m)	WS > 115' (35.1m)
Wing tip clearance	A	B	C

LegendA: wing tip clearance $\geq 15.0\text{m}$ (49') B: 6.5m (21') = < wing tip clearance < 15m (49')C: wing tip clearance < 6.5m (21')**2.3 Restricted TWY**

Taxiing from E5 to A5, and vice versa, AVBL wheelbase 32' (9.8m) or less, YS11, P3, C1, C130 and US1, for example.

2.4. Restrictions about the use of auxiliary power units (APU)

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.

- (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.

NOTE: Aircraft parking stands 21-27 and 31-37 are equipped with fixed power facilities.

3. FLIGHT PROCEDURES**3.1 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 last assigned altitude or 2000' whichever is higher, and execute instrument Approach.

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

3.2 Trajectorized Airport Traffic Data Processing System (TAPS)

Aircraft flying under control of Naha Approach in the Approach Control Area will be instructed to reply with discrete code on Mode A/3 and Mode C. If an aircraft with non-discrete beacon code capability is instructed to reply with the discrete code, it shall advise ATC accordingly.

3.3 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.

GENERAL (contd.)

3.4 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

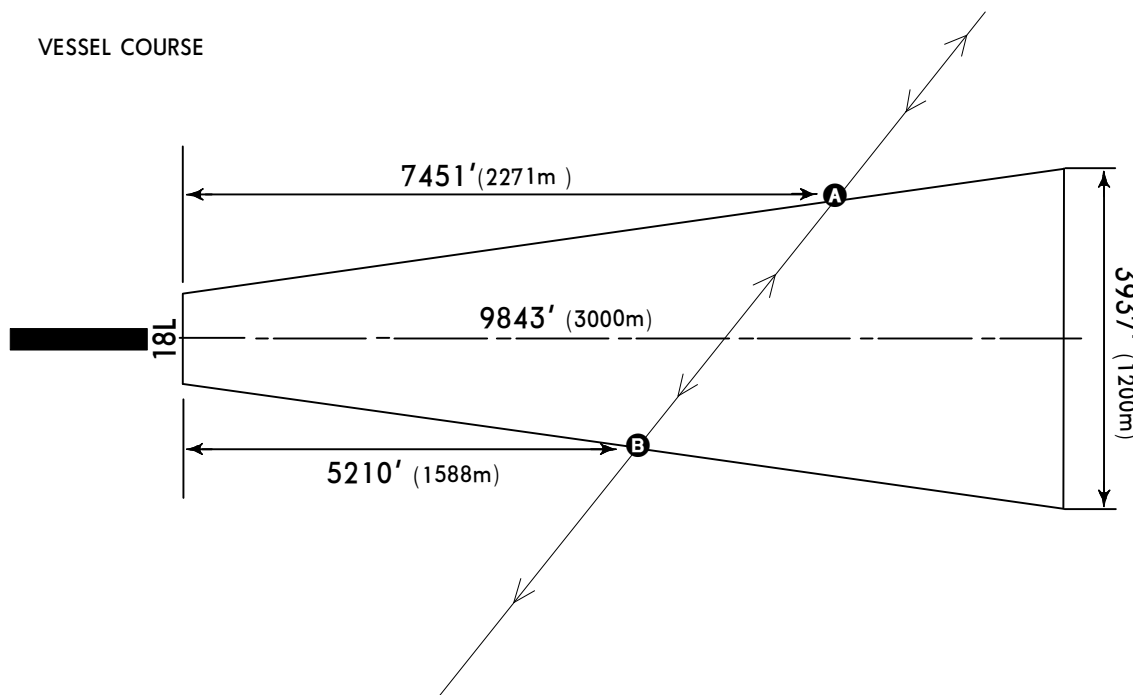
4. ADDITIONAL INFORMATION

4.1 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 115' (35m)/MSL : arrival ACFT to conduct PAR APCH
When vessel height is above 141' (43m)/MSL : all arrival ACFT
 - b) ACFT for take-off/landing RWY36R
When vessel height is above 213' (65m)/MSL : IFR departure ACFT
- I When vessel height is above 315' (96m)/MSL : IFR arrival ACFT

VESSEL COURSE



ROAH/OKA
NAHA


29 APR 22 (10-1P2)
NAHA, JAPAN
AIRPORT BRIEFING**GENERAL (contd.)****4. ATC PROCEDURES**

Aircraft operators shall comply with the following procedures.

4.1. 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 No. 6.

4.2. 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 prior to taxi of intended direction or route of flight and proposed altitude to depart from respective Control Zone. The Naha ground will assign a frequency to contact Naha Radar and discrete beacon code.

4.3. 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 will not be applied to aircraft departing from the following TWYs. Aircraft requiring separation shall advise "NAHA GROUND/TOWER" accordingly.

Rwy	Twy where a leading aircraft is departing	Twy where a succeeding aircraft is departing
18L	E1, W1	E2
	E3	W2
	E4	W3
	E4C	W3C
36R	E8S	W5
18R	T1	T2
36L	T9	T8

ROAH/OKA
NAHA **JEPPESEN**
29 APR 22 **10-1P3****NAHA, JAPAN**
AIRPORT BRIEFING

GENERAL (contd.)

4.4 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 Tower: 118.1 MHz
 - b) Aircraft operating west side of Naha Control Zone (VRP: SANDO, DONATSU, MAEJIMA, KERAMA NORTH, KERAMA SOUTH)
Naha Tower: 118.75 MHz

4.5. 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.

ROAH/OKA
NAHA **JEPPESEN**
29 OCT 21 (10-1P4) Eff 3 Nov 1500ZNAHA, JAPAN
AIRPORT BRIEFING

ARRIVAL

1. CONTINUOUS DESCENT OPERATION (CDO)

1.1. APPLICABLE TIME

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

1.2. ROUTES APPLICABLE FOR CDO

1.2.1. When RWY 36 in use

- a) Arrival routes via OKUMA and join 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.

1.2.2. When RWY 18 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.

1.3. PROCEDURES

1.3.1. Request and clearance for CDO

- a) CDO route names listed under paragraph 2. are used when pilot requests CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.
- b) ATC reclears or cancels CDO when runway in use is changed.

1.3.2. Timing for requesting CDO

- a) Pilot should request CDO not later than 10 minutes before reaching Top of Descent (TOD) with position of TOD and estimated time over THETA, KUKUL, SEIFA or VIGER.

ROAH/OKA
NAHA


29 OCT 21 (10-1P5) Eff 3 Nov 1500Z
NAHA, JAPAN
AIRPORT BRIEFING

ARRIVAL

2. CDO ROUTES

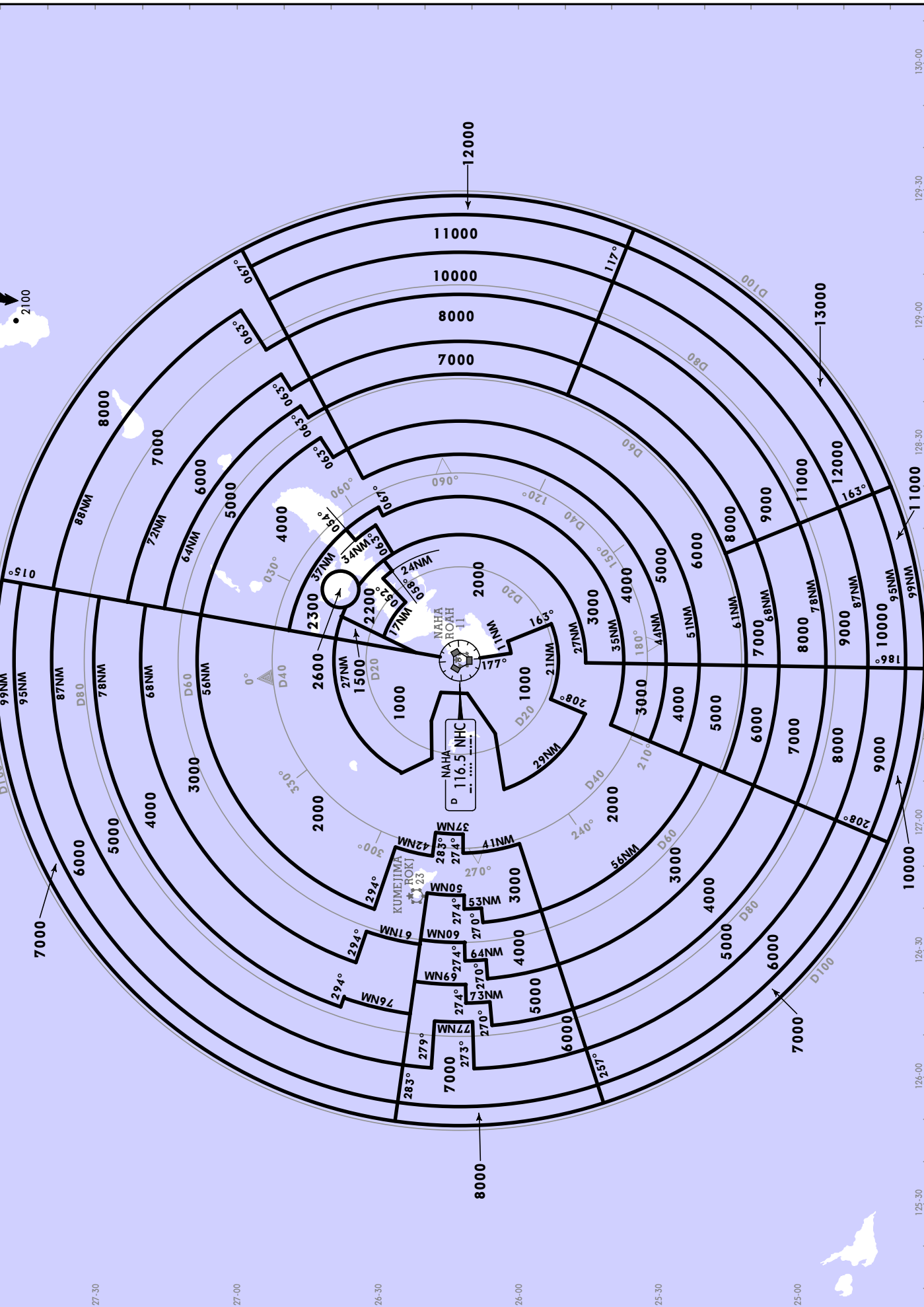
2.1. RWY 36

CDO Route Name	Route
RWY 36 CDO Number 1	ONC A582 OKUMA "RESORT SOUTH ARRIVAL" [Altitude Restriction] Cross HASSA at or above 11,000' and cross SEIFA at or above 2,000'.
RWY 36 CDO Number 2	GUPTI "GUPTI SOUTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200, cross HASSA at or above 11,000', and cross SEIFA at or above 2,000'.
RWY 36 CDO Number 3	MJC Y57 VELNO "VELNO SOUTH ARRIVAL" [Altitude Restriction] Cross VIGER at or above 2,000'.
RWY 36 CDO Number 4	ENTOK "ENTOK SOUTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL170 and cross VIGER at or above 2,000'.

2.2. RWY 18

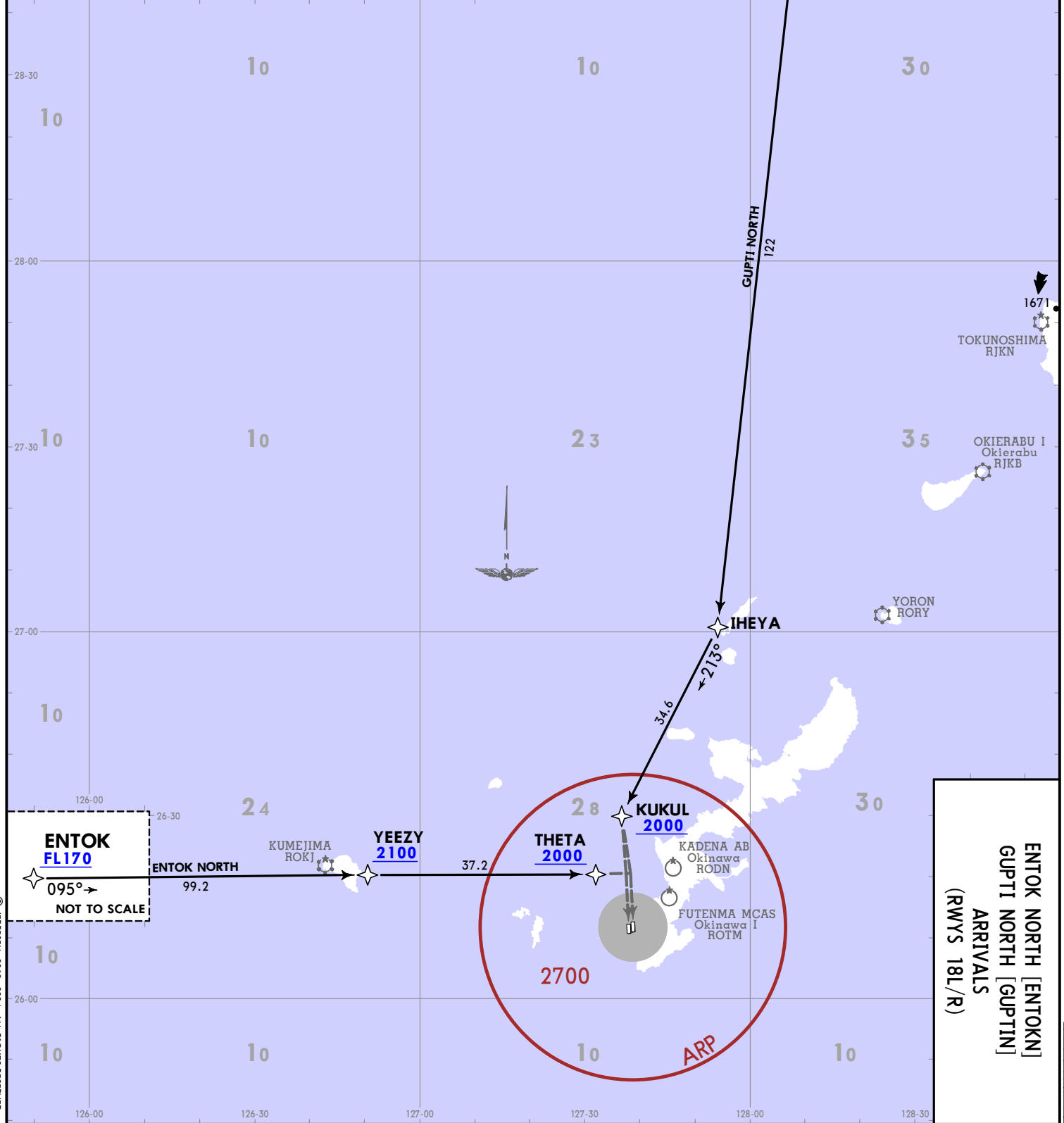
CDO Route Name	Route
RWY 18 CDO Number 1	ONC A582 OKUMA "RESORT NORTH ARRIVAL" [Altitude Restriction] Cross CLIFF at or above 2,700' and cross KUKUL at or above 2,000'.
RWY 18 CDO Number 2	GUPTI "GUPTI NORTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200 and cross KUKUL at or above 2,000'.
RWY 18 CDO Number 3	MJC Y57 VELNO "VELNO NORTH ARRIVAL" [Altitude Restriction] Cross THETA at or above 2,000'.
RWY 18 CDO Number 4	ENTOK "ENTOK NORTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL170, cross YEEZY at or above 2,100' and cross THETA at or above 2,000'.

NAHA Radar	119.65	120.0	121.1	122.45	125.55
Apt Elev See Graphic					
Alt Set: IN (hPa on req)	Trans level: FL140				
	Trans alt: 14000				



ROAH/OKA
NAHA

D-ATIS 127.8	Apt Elev 11	Alt Set: 1N (hPa on req) CDO only.	Trans level: FL140
RNP1 GNSS required			
ENTOK NORTH [ENTOKN] GUPTI NORTH [GUPTIN] ARRIVALS (RWYS 18L/R)			
STAR	ROUTING		
ENTOK NORTH	From ENTOK at or above FL170, to YEEZY at or above 2100, to THETA at or above 2000.		
GUPTI NORTH	From GUPTI at or above FL200, to IHEYA, to KUKUL at or above 2000.		



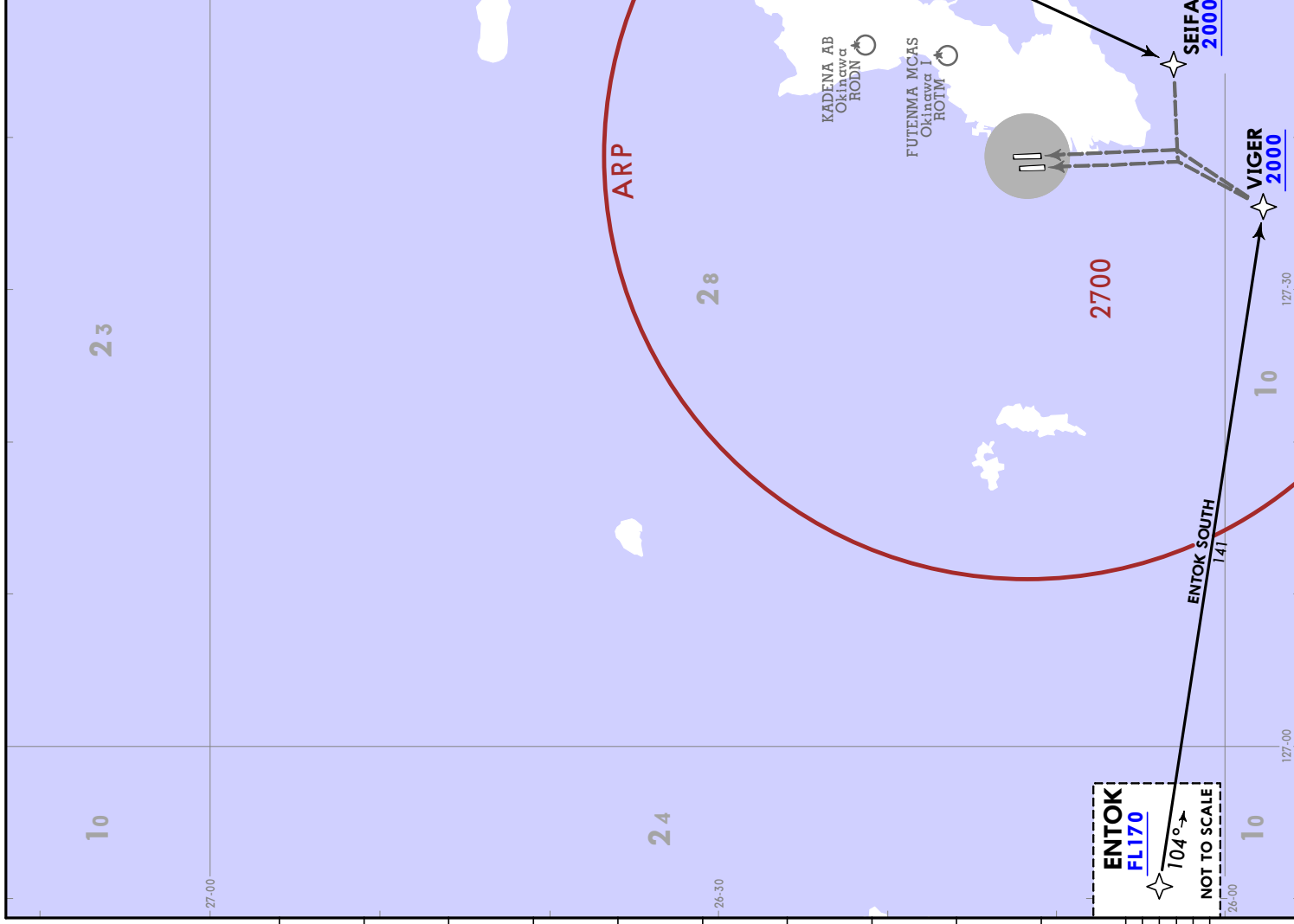
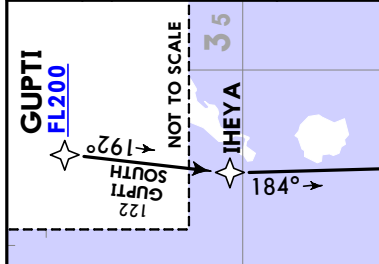
**ENTOK NORTH [ENTOKN]
GUPTI NORTH [GUPTIN]
ARRIVALS
(RWYS 18L/R)**

10 MAY 24
 JEPPESSEN
 10-2
 EIT 13 MAY 1500Z
 RNAV STAR
 NAHA, JAPAN

JEYPESEN
 10 MAY 24 (10-2A) Eff. 15 May 1500Z
NAHA, JAPAN
RNAV STAR

D-ATIS 127.8	Apt Elev 11	Alt. Set: IN (hPa on req) CDO only.	Trans level: FL140
RNP1 GNSS required			
ENTOK SOUTH [ENTOKS] GUPTI SOUTH [GUPTIS] ARRIVALS (RWYS 36L/R)			
STAR ROUTING			
ENTOK SOUTH	From ENTOK at or above FL170, to VIGER at or above 2000.		
GUPTI SOUTH	From GUPTI at or above FL200, to IHEYA, to HASSA at or above 11000, to SEIFA at or above 2000.		

ROAH/OKA
NAHA



ROAH/OKA
NAHA

JEPPESEN

NAHA, JAPAN

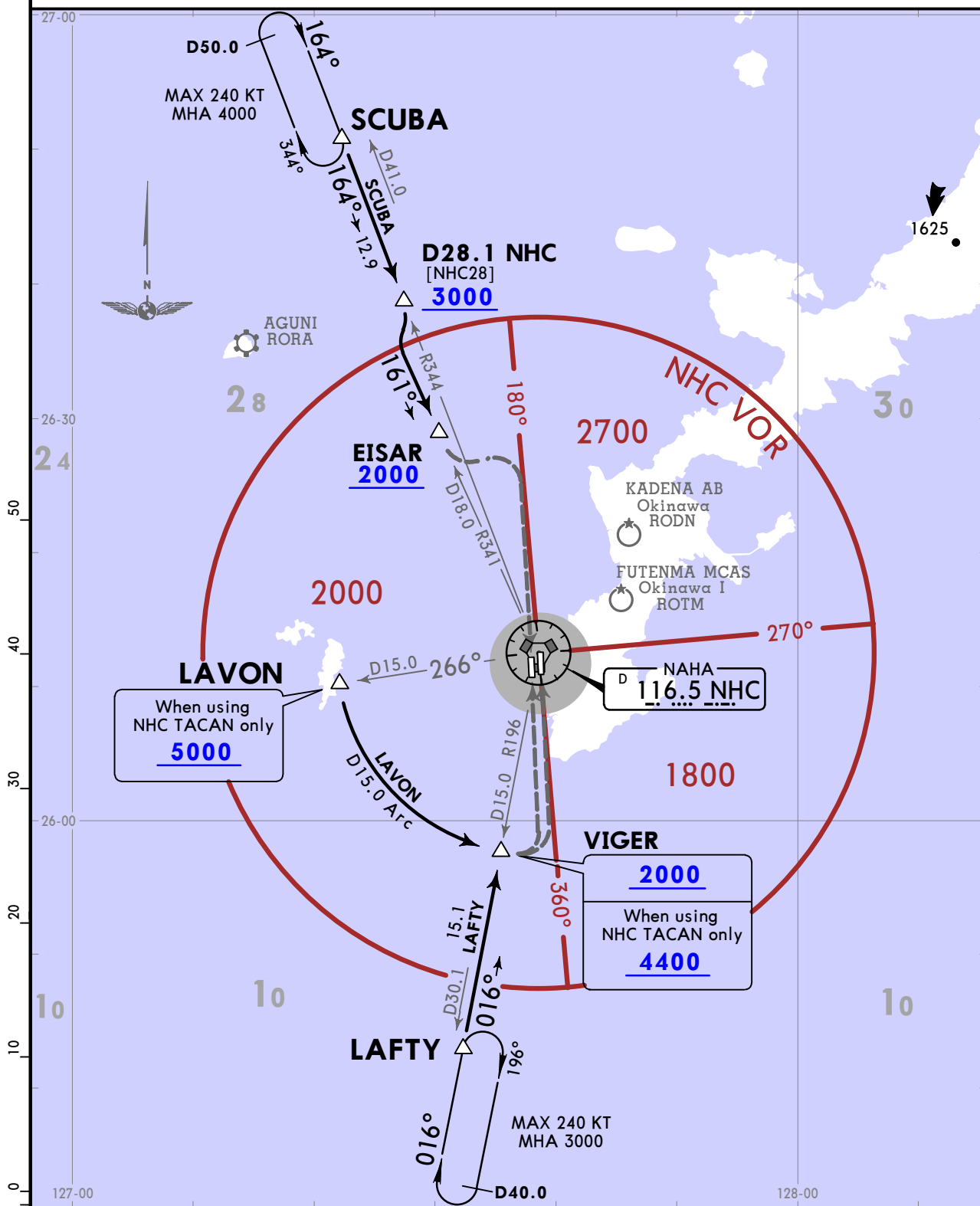
10 MAY 24 (10-2D)

Eff 15 May 1500Z

STAR

D-ATIS 127.8
Apt Elev 11
Alt Set: IN (hPa on req)
Trans level: FL140

LAFTY [LAFTY], LAVON [LAVON], SCUBA [SCUBA]
ARRIVALS



STAR	ROUTING
LAFTY	From over LAFTY, via NHC R196 to VIGER. Cross VIGER at or above 2000. When using NHC TACAN only: From over LAFTY, via NHC R196 to VIGER. Cross VIGER at or above 4400.
LAVON	From over LAVON, via D15.0 Arc NHC counterclockwise to VIGER. Cross VIGER at or above 2000. When using NHC TACAN only: From over LAVON at or above 5000, via D15.0 Arc NHC counterclockwise to VIGER. Cross VIGER at or above 4400.
SCUBA	From over SCUBA, via NHC R344 to D28.1 NHC, turn RIGHT to intercept and proceed via NHC R341 to EISAR. Cross NHC R344/D28.1 at or above 3000, cross EISAR at or above 2000.

CHANGES: None.

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ROAH/OKA
NAHA

JEPPESEN

NAHA, JAPAN

10 MAY 24

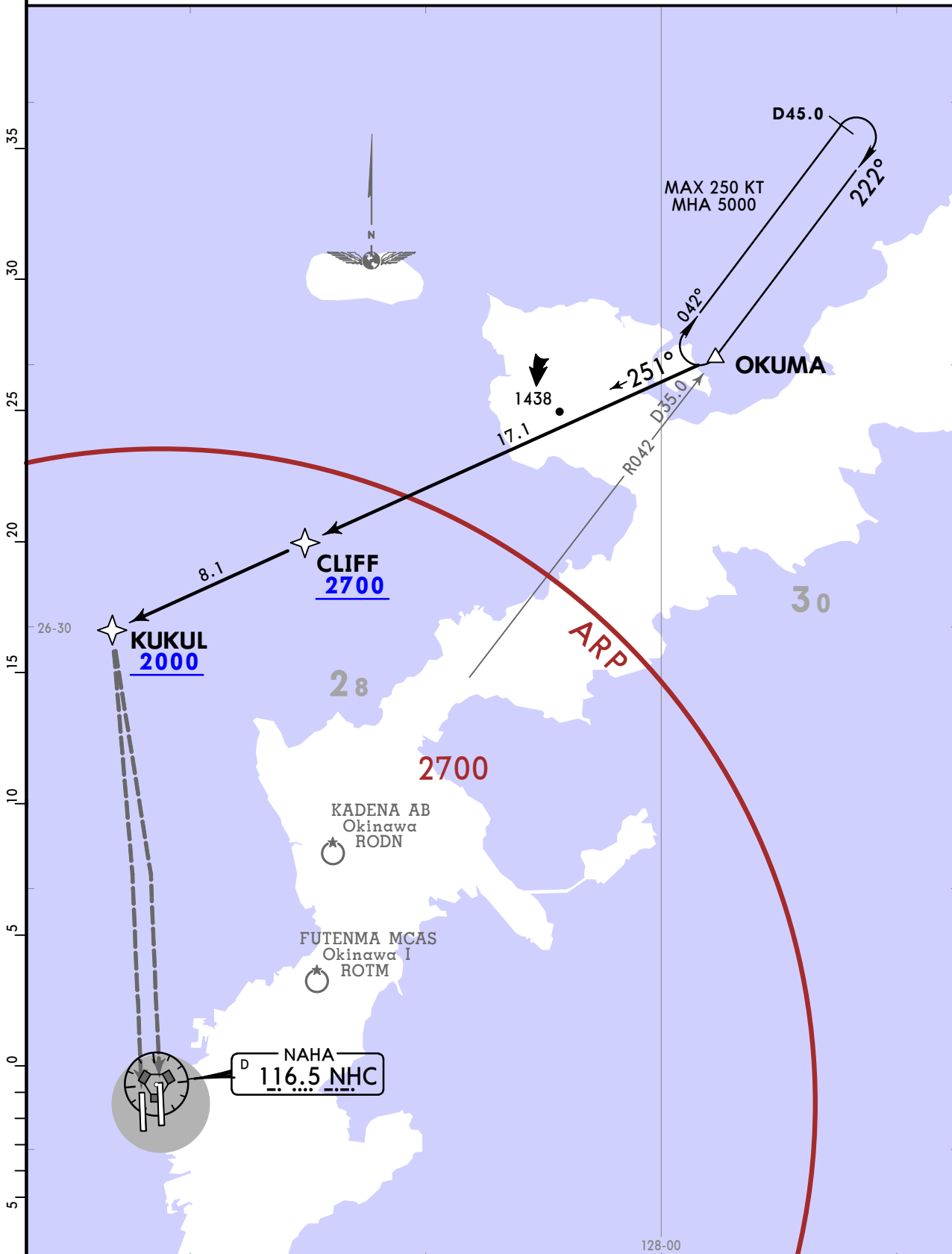
10-2E

Eff 15 May 1500Z

RNAV STAR

D-ATIS 127.8	Apt Elev 11	Alt Set: IN (hPa on req) Trans level: FL140
		RNP1 GNSS required
		CDO only.

RESORT NORTH ARRIVAL
[RESORN]
(RWYS 18L/R)



ROUTING
From OKUMA, to CLIFF at or above 2700, to KUKUL at or above 2000.

10 MAY 24 10-3 JEPPESEN NAHA, JAPAN
 Eff. 15 May 1500Z RNAV SID

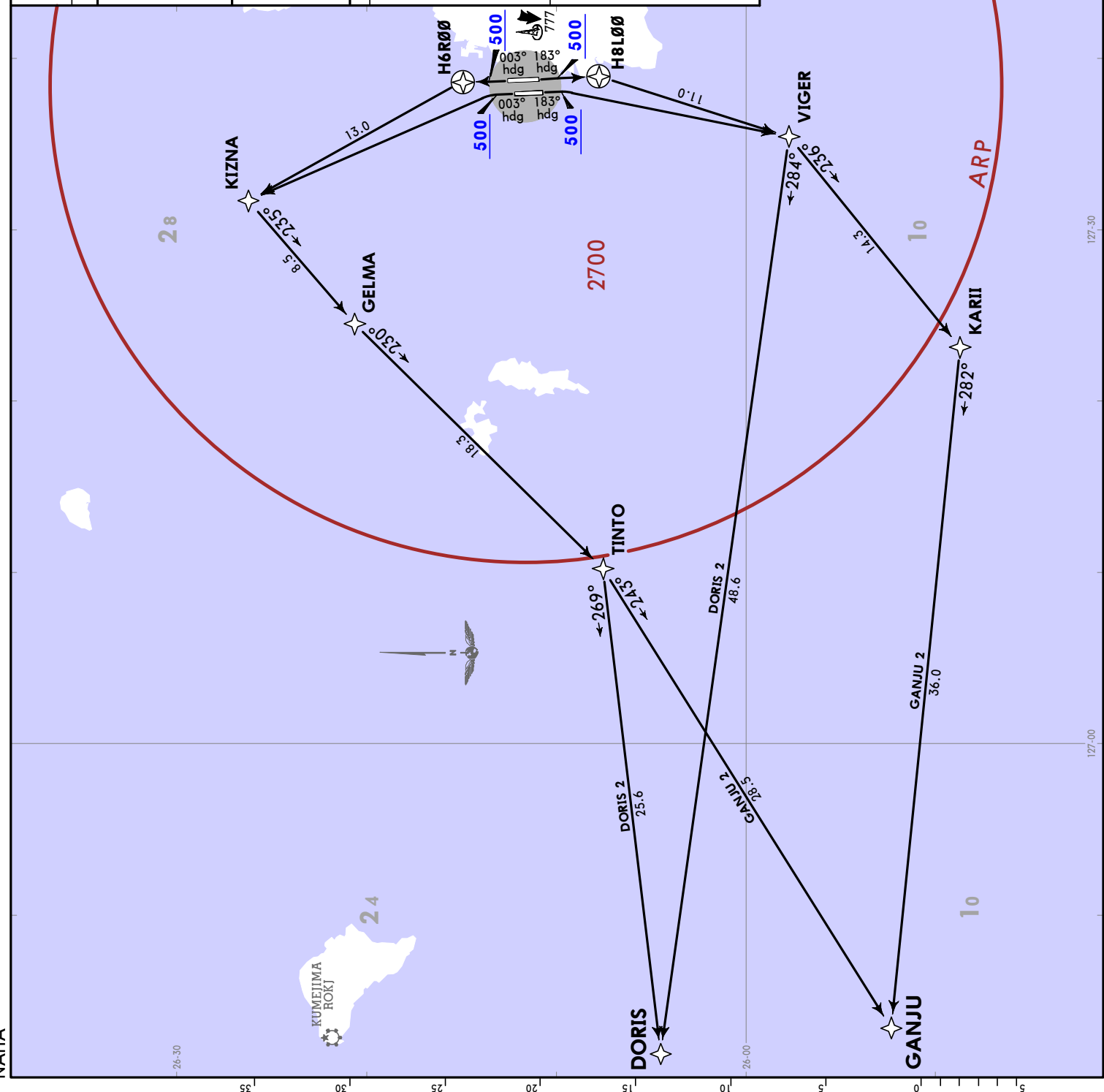
NAHA Departure (R)		Apt Elev	Trans alt: 14000
Northwest	Southeast	11	
119.1	126.5		
RNP1 GNSS required			

**DORIS 2 [DORIS2]
 GANJU 2 [GANJU2]
 DEPARTURES
 (ALL RWYS)**

Rwys 36L/R: 5.0% climb gradient required up to 500.

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

SID	RWY	INITIAL CLIMB
DORIS 2	18L	Climb on heading 183° at or above 500, direct to H8L00, turn RIGHT direct to VIGER, to DORIS.
	18R	Climb on heading 183° at or above 500, turn RIGHT direct to VIGER, to DORIS.
	36L	Climb on heading 003° at or above 500, turn LEFT direct to KIZNA, to GELMA, to TINTO, to DORIS.
	36R	Climb on heading 003° at or above 500, turn LEFT direct to KIZNA, to GELMA, to TINTO, to DORIS.
GANJU 2	18L	Climb on heading 183° at or above 500, direct to H8L00, turn RIGHT direct to VIGER, to KARI, to GANJU.
	18R	Climb on heading 183° at or above 500, turn RIGHT direct to VIGER, to KARI, to GANJU.
	36L	Climb on heading 003° at or above 500, turn LEFT direct to KIZNA, to GELMA, to TINTO, to GANJU.
	36R	Climb on heading 003° at or above 500, turn LEFT direct to KIZNA, to GELMA, to TINTO, to GANJU.

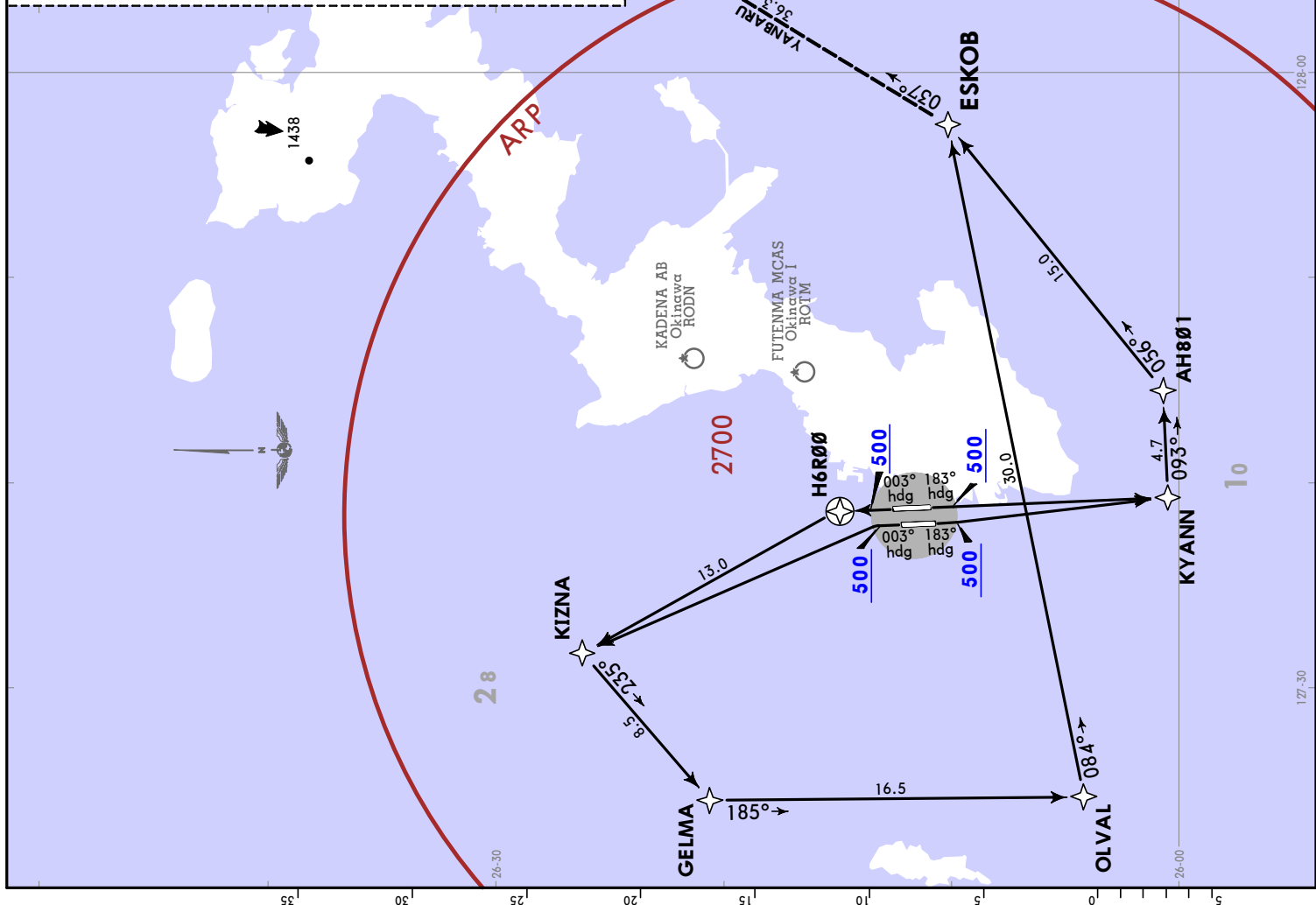
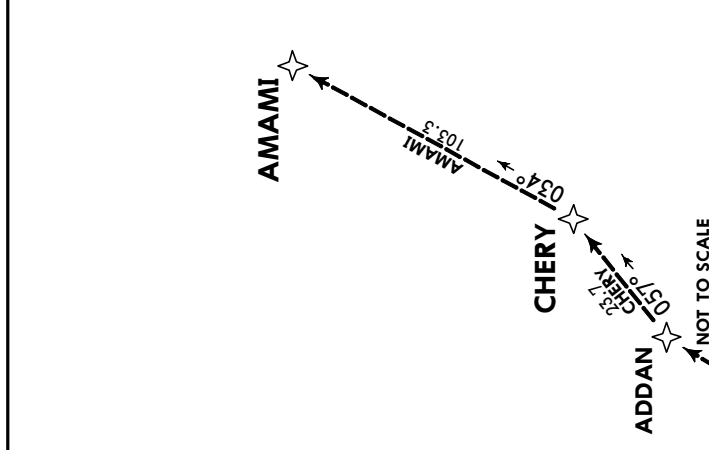


ROAH/OKA
 NAHA

JEYPESEN
 10 MAY 24 (10-3A) Eff 15 May 1500Z
 NAHA, JAPAN
 RNAV SID

ROAH/OKA
 NAHA

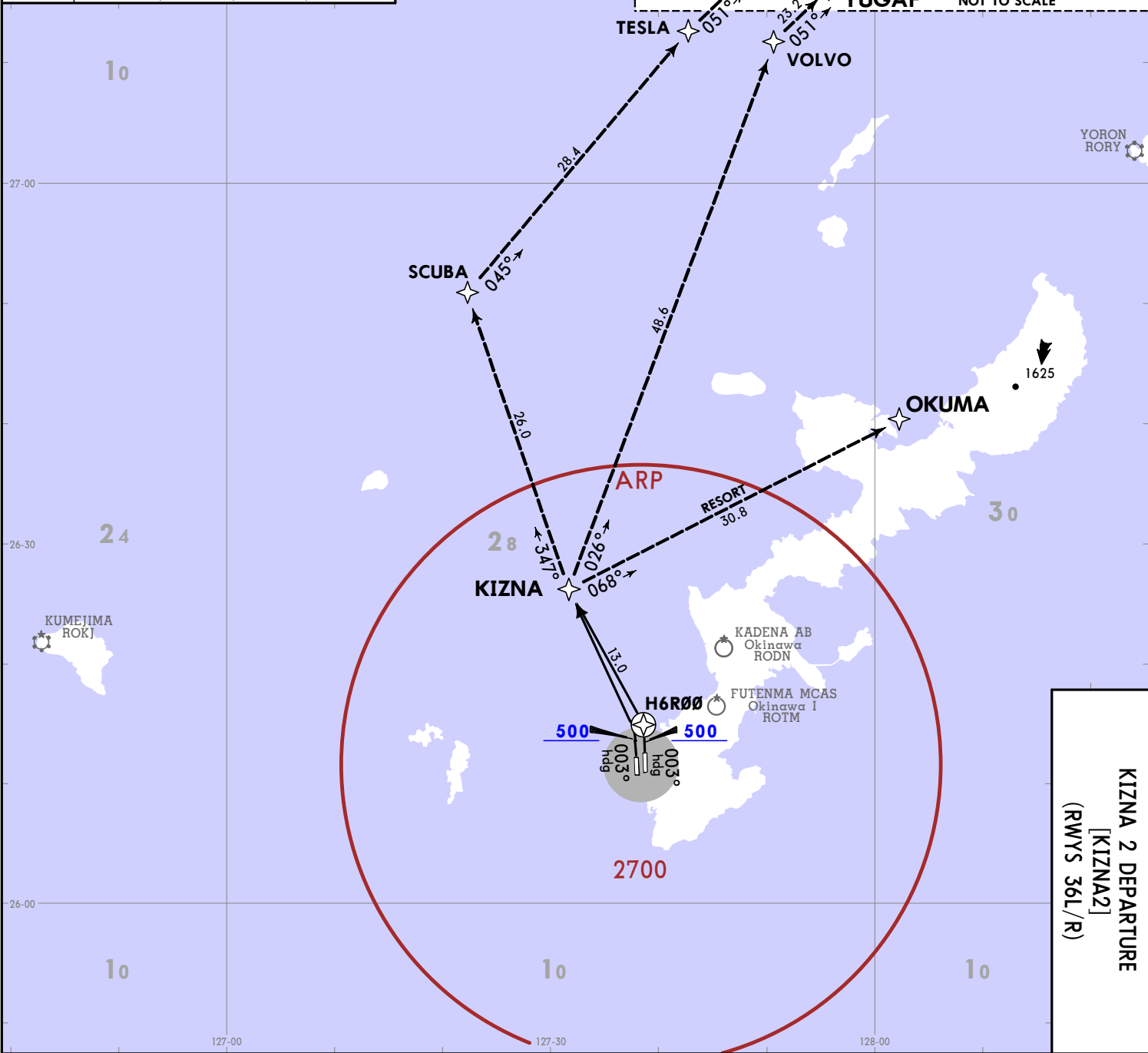
NAHA Departure (R)		Apt Elev	Trans alt:
Northwest	119.1	11	1400
Southeast	126.5		
RNP 1 GNSS required			
ESKOB 3 DEPARTURE [ESKOB3] (ALL RWYS)			
Rwys 36L/R: 5.0% climb gradient required up to 500.			
Grd speed-KT	75	100	150
	200	250	300
5.0% V/V (fpm)	380	506	760
	1013	1266	1519
SID		INITIAL CLIMB	
18L/R	Climb on heading 183° at or above 500, direct to KYANN, to AH801, to ESKOB.		
36L	Climb on heading 003° at or above 500, turn LEFT direct to KIZNA, to GELMA, to OLVAL, to ESKOB.		
36R	Climb on heading 003° at or above 500, direct to H6R00, turn LEFT direct to KIZNA, to GELMA, to OLVAL, to ESKOB.		
TRANSITIONS			
AMAMI	From ESKOB, to ADDAN, to CHERY, to AMAMI.		
CHERY	From ESKOB, to ADDAN, to CHERY.		
YANBARU	From ESKOB, to ADDAN.		



CHANGES: PBN NavSpec.

ROAH/OKA
NAHA

NAHA Departure (R)		Apt Elev		Trans alt: 14000	
Northwest	119.1	11	11	126.5	
RNP1		GNSS required			
KIZNA 2 DEPARTURE [KIZNA2] (RWYS 36L/R)					
Rwys 36L/R: 5.0% climb gradient required up to 500.					
Gnd speed-KT	75	100	150	200	250
5.0% V/V (fpm)	380	506	760	1013	1266
1519					
RWY	INITIAL CLIMB				
36L	Climb on heading 003° at or above 500, turn LEFT direct to KIZNA.				
36R	Climb on heading 003° at or above 500, direct to H6R00, turn LEFT direct to KIZNA.				
TRANSITIONS					
CHAMP	From KIZNA, to SCUBA, to TESLA, to CHAMP.				
KUROUSA	From KIZNA, to SCUBA, to TESLA, to CHAMP, to AMAMI.				
RESORT	From KIZNA, to OKUMA.				
YUGAF	From KIZNA, to VOLVO, to YUGAF, to AMAMI.				



KIZNA 2 DEPARTURE
[KIZNA2]
(RWYS 36L/R)

JEPPESSEN
NAHA, JAPAN
10 MAY 24 10-3B
E11 15 MAY 1500Z
RNAV SID

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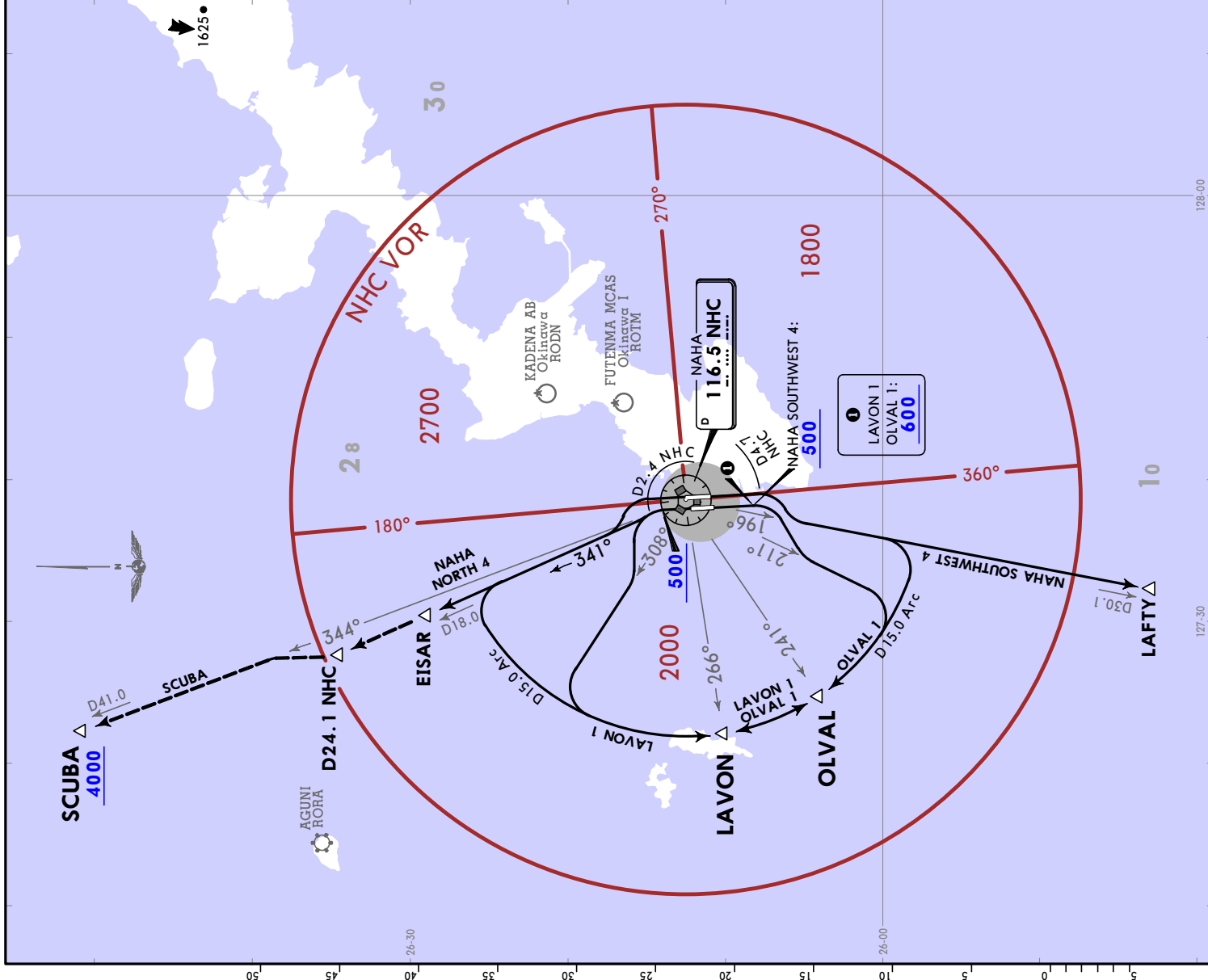
NAHA Departure (R) Northwest 119.1	South 11	SEAS 126.5	Trans alt: 14000
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**LAVON 1 [LAVON1]
NAHA NORTH 4 [NHC4NO]
NAHA SOUTHWEST 4 [NHC4SW]
OLVAL 1 [OLVAL1]
DEPARTURES**

These SIDs require minimum climb gradients:
LAVON 1, NAHA NORTH 4, OLVAL 1:
Rwys 36L/R: 5.0% climb gradient required up to 500.

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

SID	RWY	INITIAL CLIMB
LAVON 1	18L	Climb runway heading to D4.7 NHC, turn RIGHT via NHC R196 to intercept and proceed via D15.0 Arc NHC clockwise to LAVON.
	18R	Climb runway heading to 600, turn RIGHT via NHC R211 to intercept and proceed via D15.0 Arc NHC clockwise to LAVON.
	36L	Climb runway heading to 500, turn LEFT via NHC R308 to intercept and proceed via D15.0 Arc NHC counterclockwise to LAVON.
	36R	Climb runway heading to D2.4 NHC, turn LEFT via NHC R341 to intercept and proceed via D15.0 Arc NHC counterclockwise to LAVON.
NAHA NORTH 4	RWY	INITIAL CLIMB
	36L	Climb runway heading to 500, turn LEFT, via NHC R341 to EISAR.
	36R	Climb runway heading to D2.4 NHC, turn LEFT, via NHC R341 to EISAR.
NAHA SOUTHWEST 4	SCUBA	TRANSITION
	RWY	INITIAL CLIMB
	18L	From over EISAR, via NHC R341 to D24.1 NHC, turn RIGHT to intercept NHC R344 to SCUBA. Cross SCUBA at or above 4000.
	18R	Climb runway heading to D4.7 NHC, turn RIGHT via NHC R196 to LAFTY.
OLVAL 1	RWY	INITIAL CLIMB
	18L	Climb runway heading to D4.7 NHC, turn RIGHT via NHC R196 to intercept and proceed via D15.0 Arc NHC clockwise to OLVAL.
	18R	Climb runway heading to 600, turn RIGHT via NHC R211 to intercept and proceed via D15.0 Arc NHC clockwise to OLVAL.
	36L	Climb runway heading to 500, turn LEFT via NHC R308 to intercept and proceed via D15.0 Arc NHC counterclockwise to OLVAL.
36R	Climb runway heading to D2.4 NHC, turn LEFT via NHC R341 to intercept and proceed via D15.0 Arc NHC counterclockwise to OLVAL.	

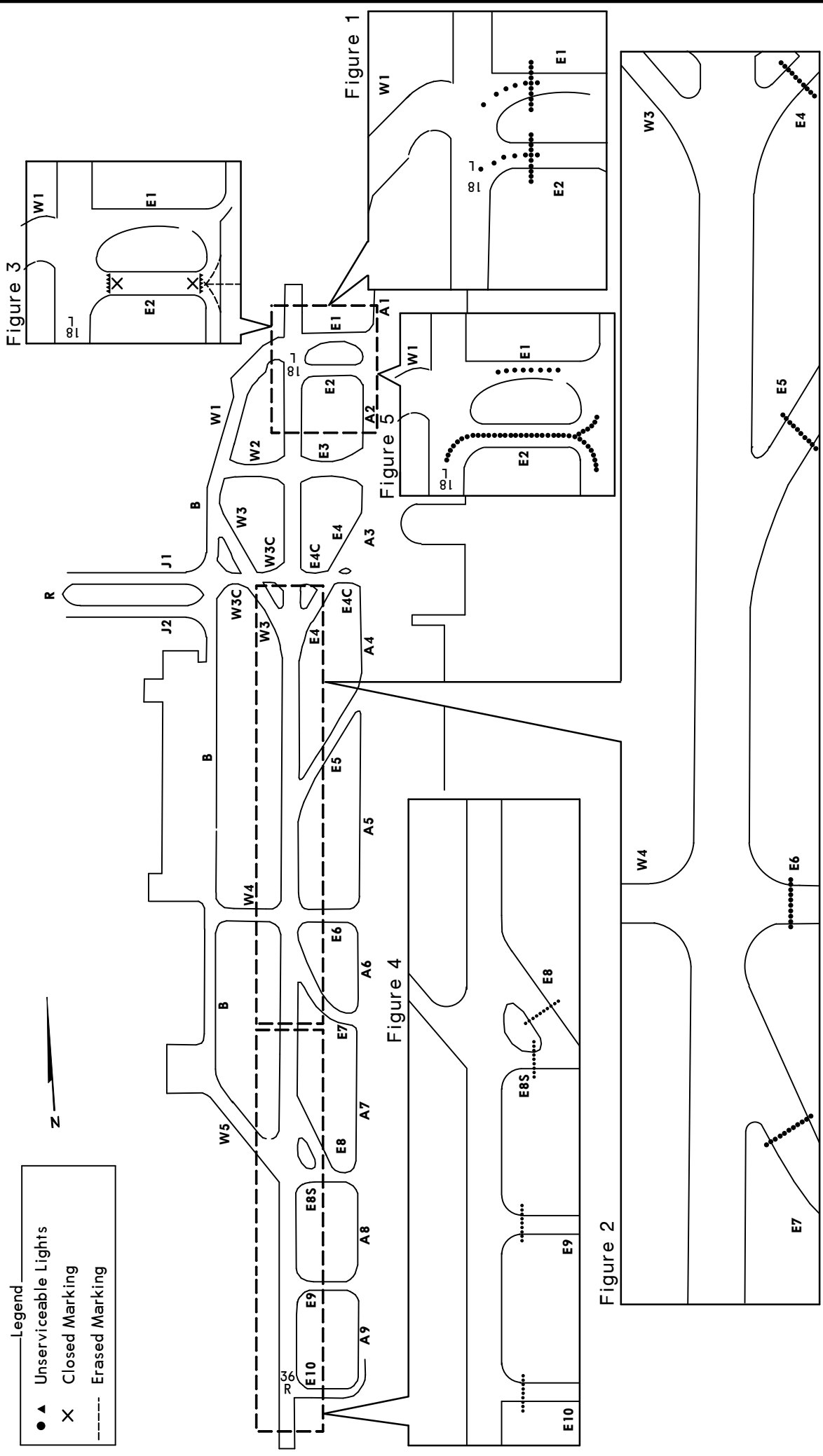


**OPERATIONAL RESTRICTIONS AT NAHA AIRPORT
(SUP 161-23)**

Operational restrictions at Naha Airport will be placed due to construction as follows.
The exact date/time and change of planning period will be notified by further NOTAM ROAH.

Item	Operational Restrictions		Planning Period (UTC)			Fig. NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
TAXIWAY							
A	Twy E2	closed	-	DEC 2023	H24	3	Closed marking and unserviceability light installed
2	Twy centerline lights for E1	partly unserviceable	-	DEC 2023	H24	5	
3	Twy centerline marking for E2	partly erased	-	DEC 2023	H24	3	
4	Twy centerline lights for E2	unserviceable	-	DEC 2023	H24	5	
5	Rwy entrance lights for E1, E2	unserviceable	-	DEC 2023	H24	1	
7	Stop bar lights for E1 through E10	unserviceable	-	DEC 2023	H24	1,2 4	
APRON							
1	Apron flood lights for SPOT 57D	unserviceable	-	MAR 2024	H24		

OPERATIONAL RESTRICTIONS AT NAHA AIRPORT (CONTD)



ROAH/OKA

Apt Elev 11'
N26 11.6 E127 38.4

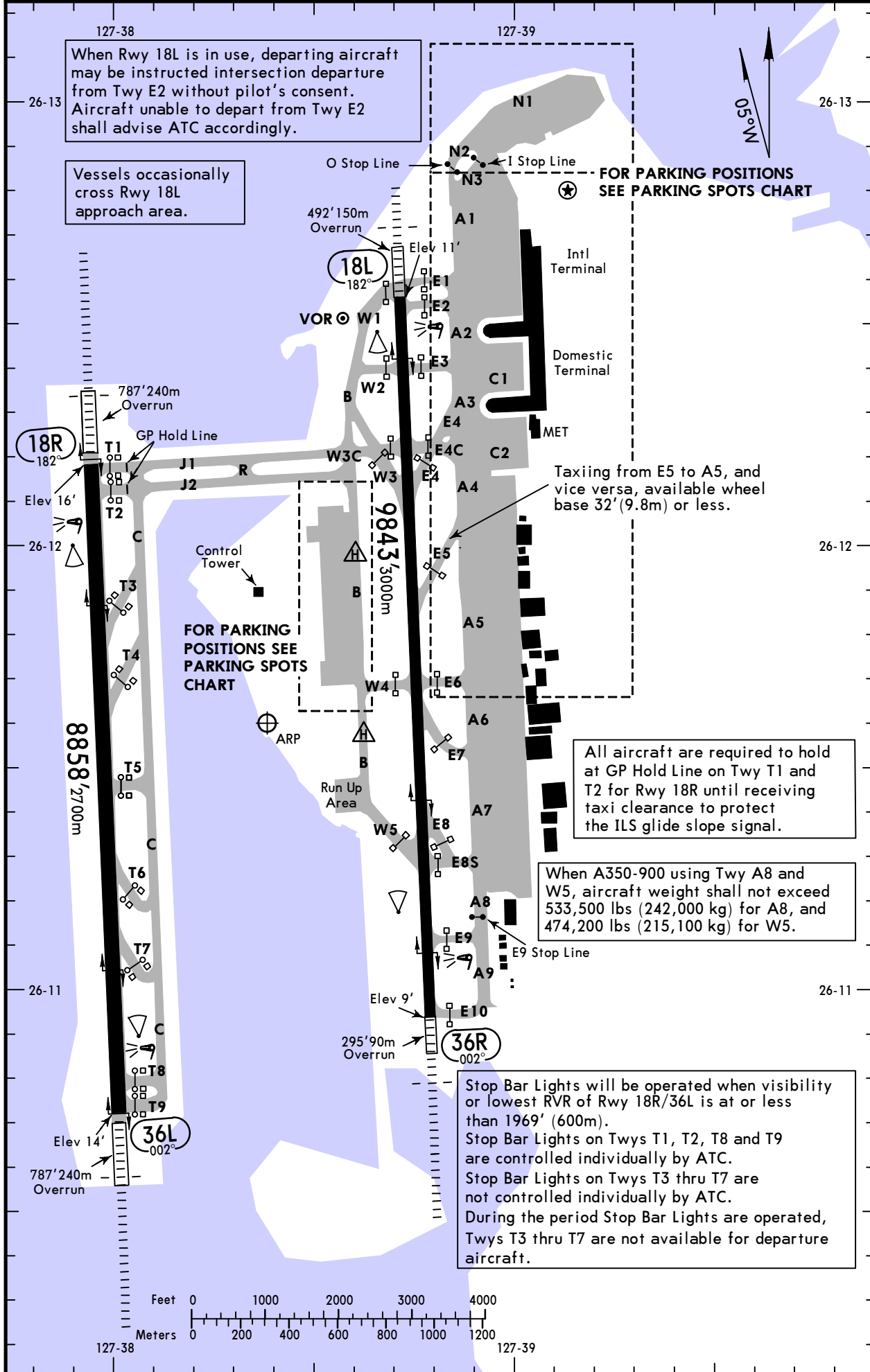


26 APR 24 (10-9)

NAHA, JAPAN

NAHA

D-ATIS	NAHA Delivery	Ground		West	Tower	NAHA Departure (R)	
127.8	122.075	West	East	West	East	Northwest	Southeast
		121.9	121.8	118.75	118.1	126.2	119.1 126.5



When Rwy 18L is in use, departing aircraft may be instructed intersection departure from Twy E2 without pilot's consent. Aircraft unable to depart from Twy E2 shall advise ATC accordingly.

Vessels occasionally cross Rwy 18L approach area.

FOR PARKING POSITIONS SEE PARKING SPOTS CHART

FOR PARKING POSITIONS SEE PARKING SPOTS CHART

All aircraft are required to hold at GP Hold Line on Twy T1 and T2 for Rwy 18R until receiving taxi clearance to protect the ILS glide slope signal.

When A350-900 using Twy A8 and W5, aircraft weight shall not exceed 533,500 lbs (242,000 kg) for A8, and 474,200 lbs (215,100 kg) for W5.

Stop Bar Lights will be operated when visibility or lowest RVR of Rwy 18R/36L is at or less than 1969' (600m). Stop Bar Lights on Twys T1, T2, T8 and T9 are controlled individually by ATC. Stop Bar Lights on Twys T3 thru T7 are not controlled individually by ATC. During the period Stop Bar Lights are operated, Twys T3 thru T7 are not available for departure aircraft.

ROAH/OKA



NAHA, JAPAN

26 APR 24

10-9A

NAHA

GENERAL

Prior permission required.

While operating in the apron area, strictly follow yellow guide line.

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.

Runway Status Lights (RWSL) consist of Variable Message Signs (VMS) or Runway Entrance Lights (REL) and/or Take-off Hold Lights (THL). See ROAH 10-9D RUNWAY ENTRANCE LIGHTS for additional information. If the status of these lights differ from tower instructions, re-contact tower.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND Threshold	Glide Slope		
18L ① 36R	HIRL(60m) CL(30m) ② HIALS TDZ ③ PAPI-L RVR				148' 45m
	HIRL(60m) CL(30m) ④ ALSF-I TDZ ③ PAPI-L RVR		8767'2672m		

- ① Grooved.
- ② Length 480m.
- ③ Angle 3.00°.
- ④ Length 900m.

18R ⑤ 36L	HIRL(60m) CL(30m) ⑥ ALSF-I TDZ ⑦ PAPI-L RVR	7800'2377m		197' 60m
		7816'2382m		

- ⑤ Grooved.
- ⑥ Length 900m.
- ⑦ Angle 3.00°.

INTERSECTION TAKE-OFF POSITIONS & DISTANCES

RUNWAY	TAXIWAY	REMAINING RUNWAY LENGTH	RUNWAY	TAXIWAY	REMAINING RUNWAY LENGTH
18L	E2	9528' (2904m)	36R	E9	8622' (2628m)
	E3, W2	8544' (2604m)		E8S	7579' (2310m)
	E4C, W3C	7527' (2294m)		W5	7405' (2257m)
	E4	6621' (2018m)		E8	6733' (2052m)
	W3	6559' (1999m)		E7, E6, W4	5112' (1558m)
	E5	4961' (1512m)		E4C, W3C	1988' (606m)
	E6, W4	4334' (1321m)		E3, E2	971' (296m)
	E8S, W5	1988' (606m)			
	E9	846' (258m)			
18R	T2	8301' (2530m)	36L	T8	8301' (2530m)
	T3	5906' (1800m)		T7	5906' (1800m)
	T4	4922' (1500m)		T6	4922' (1500m)
	T5	4232' (1290m)		T5	4232' (1290m)

TAKE-OFF

All Rwys

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

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

ROAH/OKA

JEPPESEN

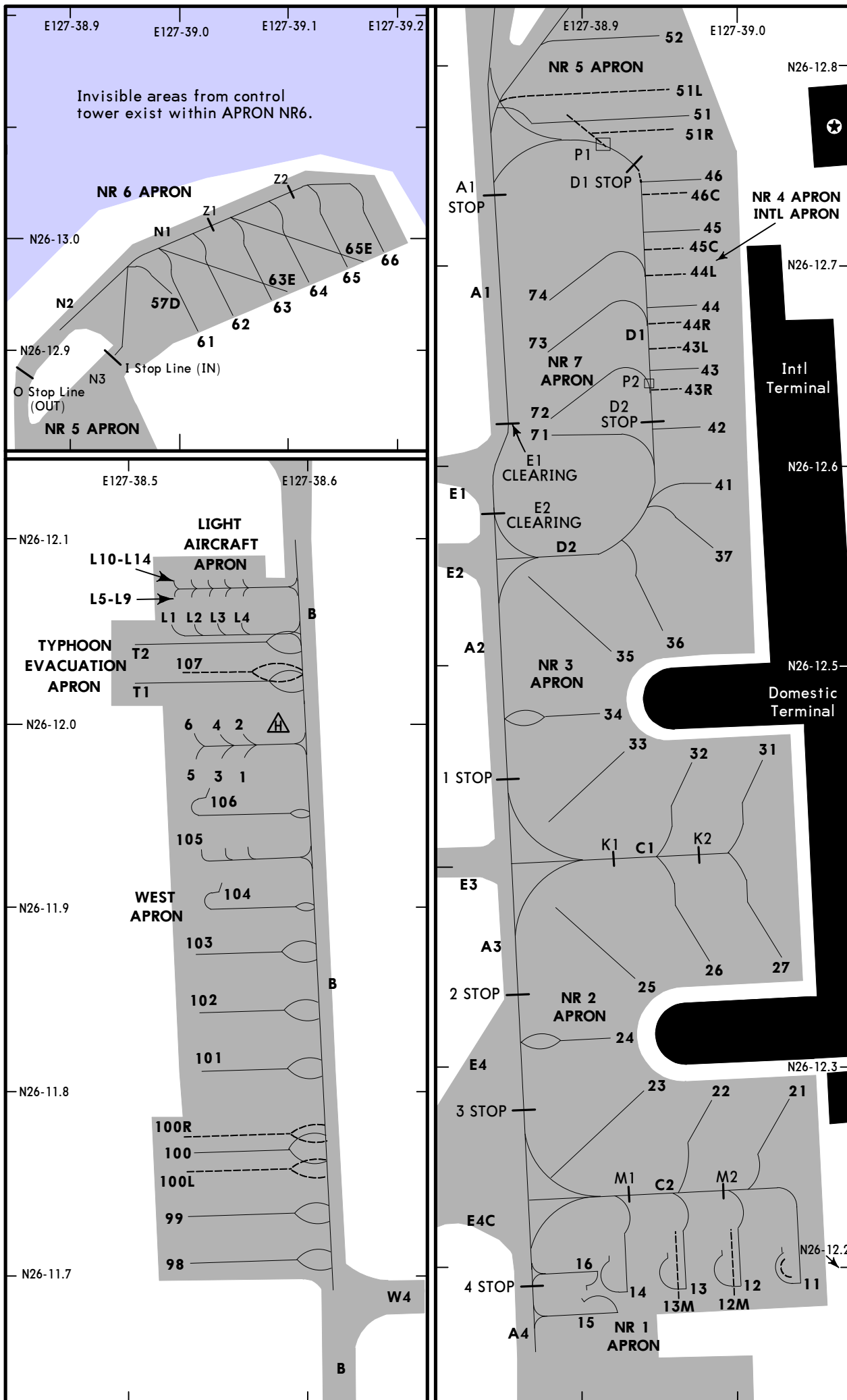
NAHA, JAPAN

24 NOV 23

10-9B

Eff 29 Nov 1500Z

NAHA



CHANGES: Chart revised.

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ROAH/OKA

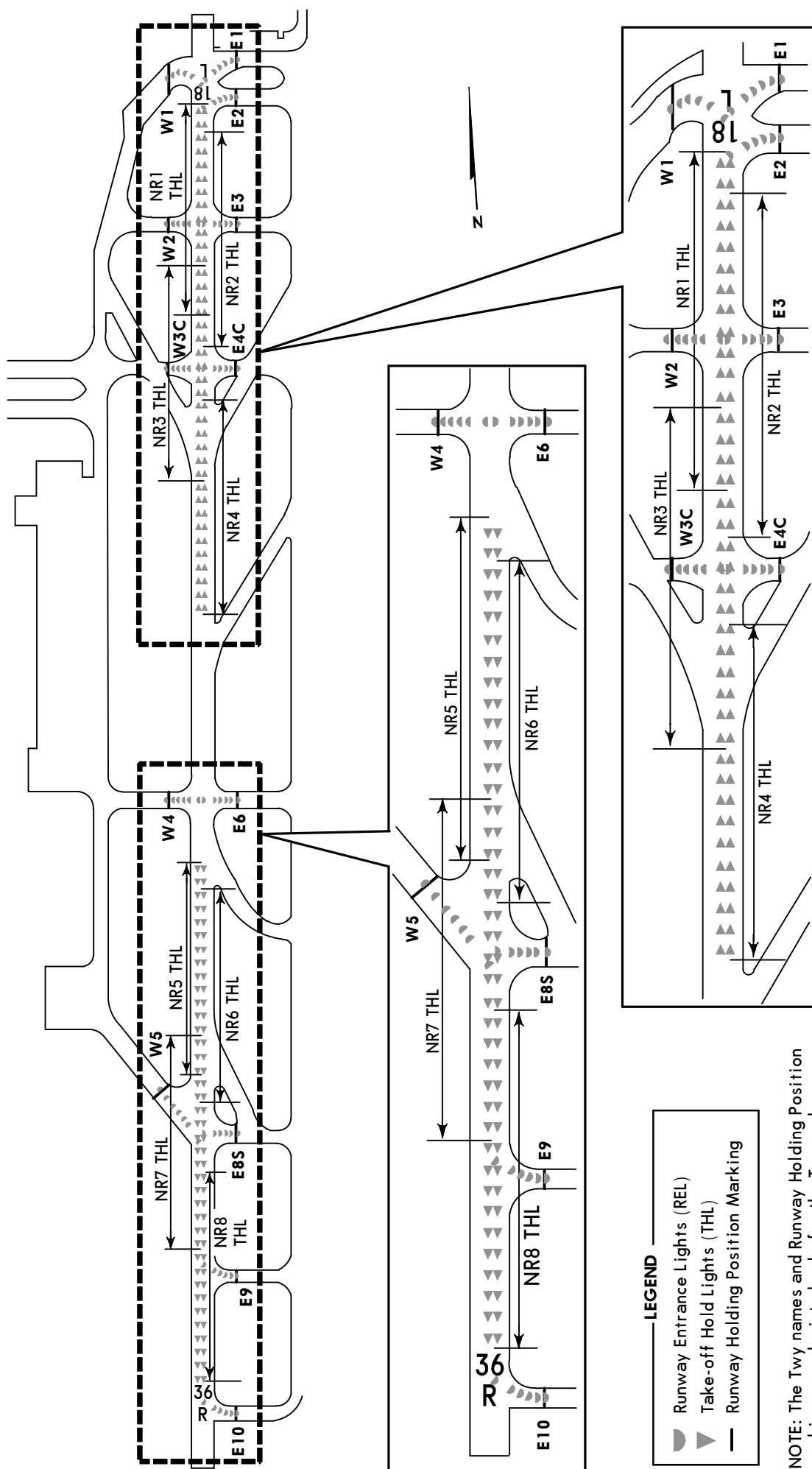
 **JEPPESSEN**
 24 NOV 23 (10-9C) Eff 29 Nov 1500Z

NAHA, JAPAN
 NAHA

PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1 thru 6	N26 12.0 E127 38.6		
11, 12, 12M	N26 12.2 E127 39.0		
13, 13M, 14	N26 12.2 E127 38.9		
15	N26 12.1 E127 38.9		
16	N26 12.2 E127 38.9		
21, 22	N26 12.3 E127 39.0		
23 thru 25	N26 12.3 E127 38.9		
26, 27	N26 12.3 E127 39.0		
31, 32	N26 12.4 E127 39.0		
33	N26 12.4 E127 38.9		
34, 35	N26 12.5 E127 38.9		
36, 37	N26 12.5 E127 39.0		
41, 42, 43, 43R	N26 12.6 E127 39.0		
43L, 44R, 44, 44L, 45, 45C	N26 12.7 E127 39.0		
46, 46C, 51, 51L, 51R, 52	N26 12.8 E127 39.0		
57D	N26 12.9 E127 39.0		
61, 62	N26 12.9 E127 39.0		
63, 63E, 64, 65	N26 13.0 E127 39.1		
65E, 66	N26 13.0 E127 39.2		
71, 72	N26 12.6 E127 38.9		
73, 74	N26 12.7 E127 38.9		
98, 99 100L	N26 11.7 E127 38.5		
100, 100R, 101, 102	N26 11.8 E127 38.5		
103	N26 11.9 E127 38.5		
104	N26 11.9 E127 38.6		
105, 106	N26 11.9 E127 38.5		
107, H	N26 12.0 E127 38.5		
T1, T2	N26 12.0 E127 38.5		
L1 thru L4	N26 12.0 E127 38.6		
L5 thru L14	N26 12.1 E127 38.6		

RUNWAY ENTRANCE LIGHTS (REL) and TAKE-OFF HOLD LIGHTS (THL)



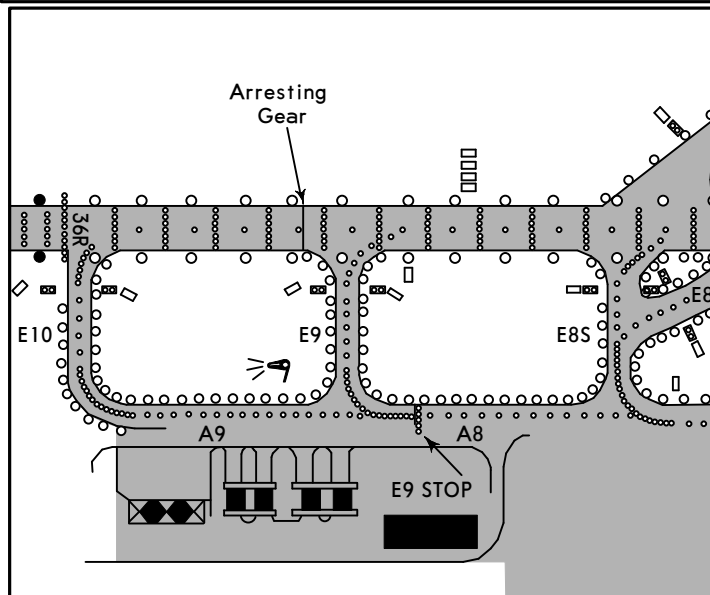
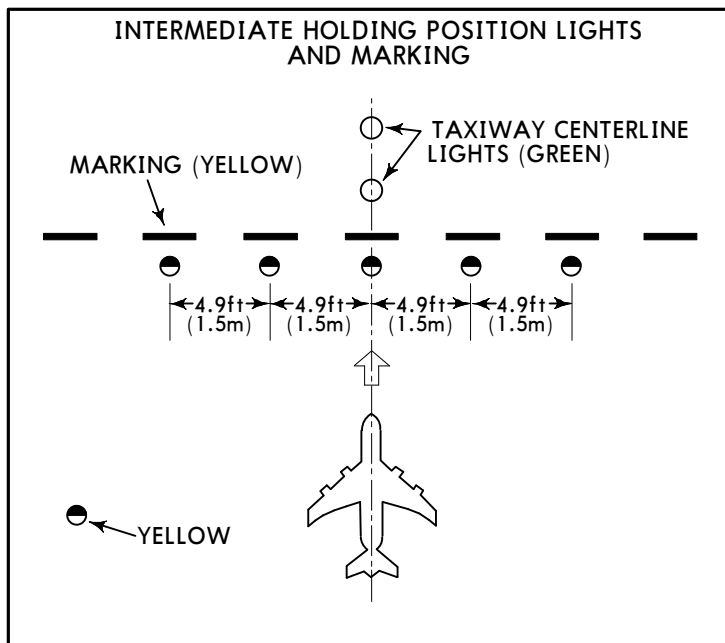
LEGEND

- ◐ Runway Entrance Lights (REL)
- ◑ Take-off Hold Lights (THL)
- Runway Holding Position Marking

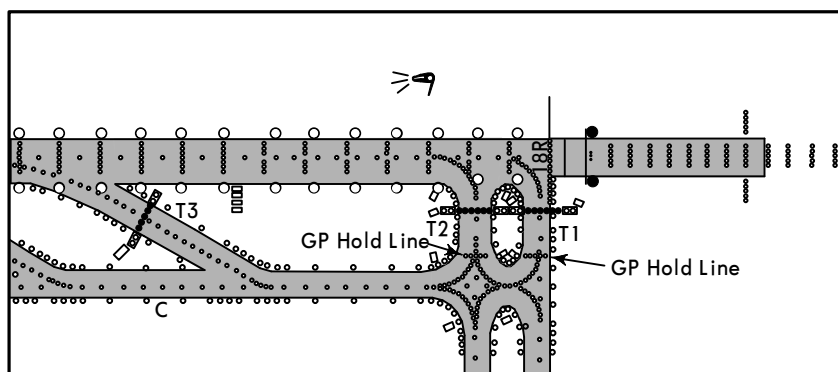
NOTE: The Twy names and Runway Holding Position markings are depicted only for the Twys where REL are installed.

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 centerline 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:



The "GP HOLD LINE" is installed on Twys T1 and T2, consists of Intermediate holding position lights and marking. See below figure:

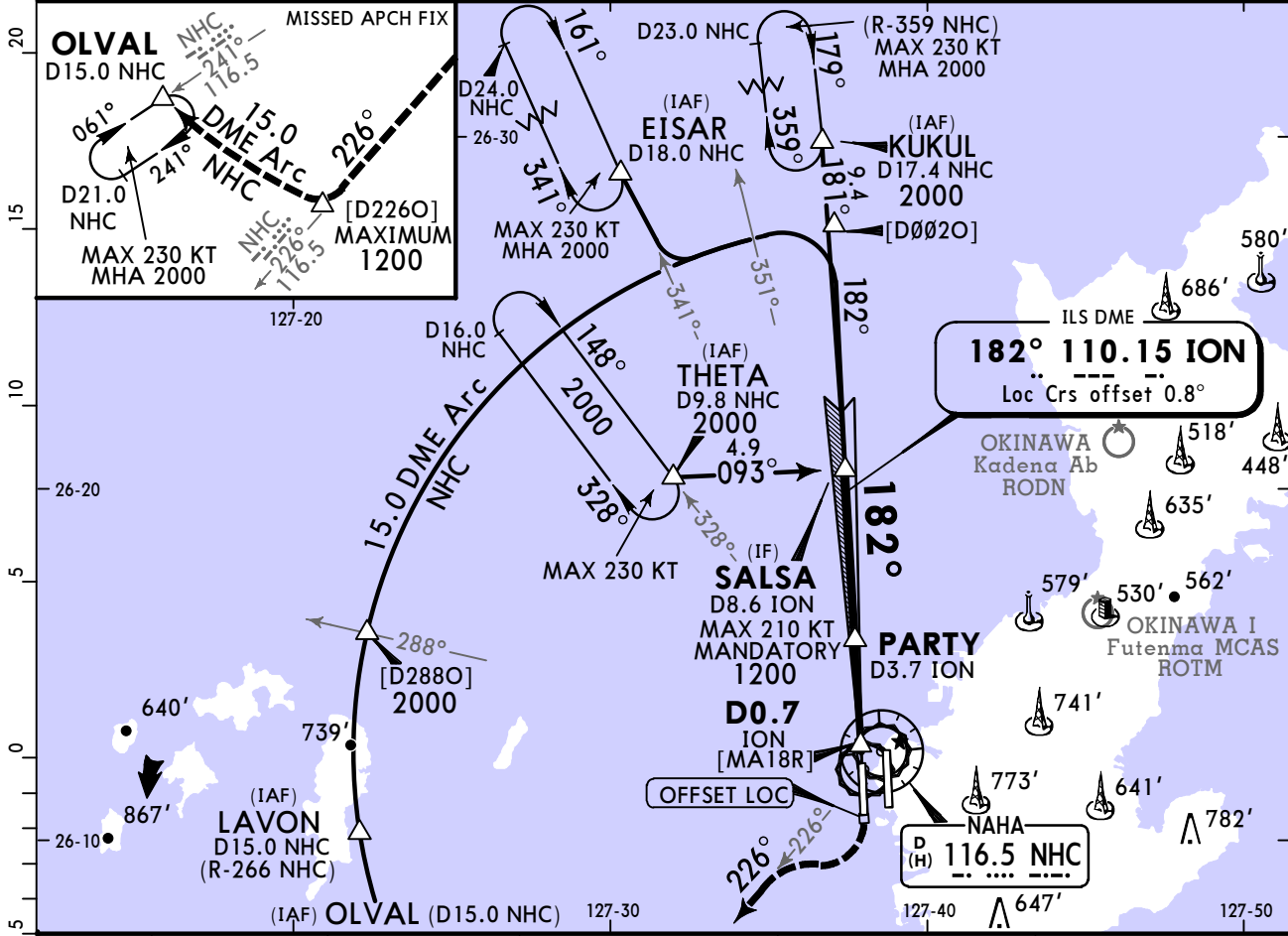


ROAH/OKA NAHA

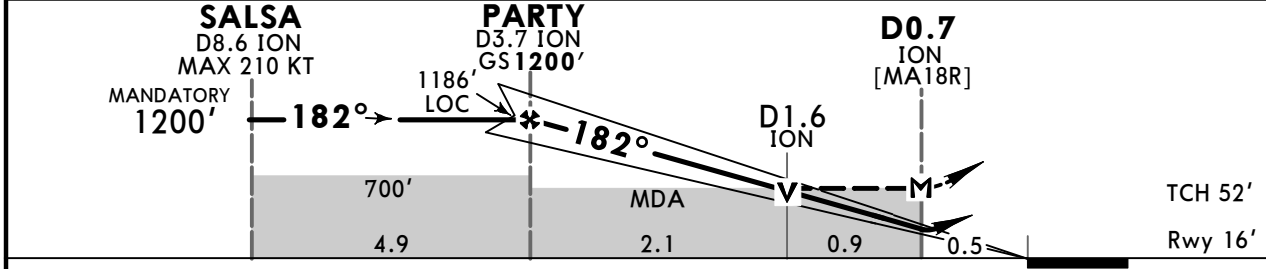
JEPPESSEN
24 MAY 24 (11-1)

NAHA, JAPAN ILS or LOC Rwy 18R

BRIEFING STRIP™	D-ATIS	NAHA Approach (R)		NAHA Tower		Ground	
	127.8	Northwest	Southeast	West	East	West	East
	110.15	119.1	126.5	118.75	118.1	126.2	121.9 121.8
LOC ION	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 11'			
110.15	182°	Refer to Profile	263' (247')	Rwy 16'			
MISSED APCH: Turn RIGHT , climb to 1200', outbound via NHC VOR R-226 to NHC VOR D15.0, climb to 2000' outbound via NHC VOR D15.0 clockwise arc to OLVAL and hold. Contact NAHA APP.							
Alt Set: IN (hPa on req)				Trans level: FL140		Trans alt: 14000'	
For initial approach segment from over: KUKUL/THETA: RNP1 and GNSS required.							
1. VOR DME required. 2. CAUTION: Altitude restrictions.							



LOC (GS out)	ION DME	PARTY	3.0	2.0	MAP
	ALTITUDE	1186'	965'	646'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	MAXIMUM! NHC 1200' via 116.5 R-226 RT
GS	3.00°	372	478	531	637	743		
MAP at D0.7 ION								

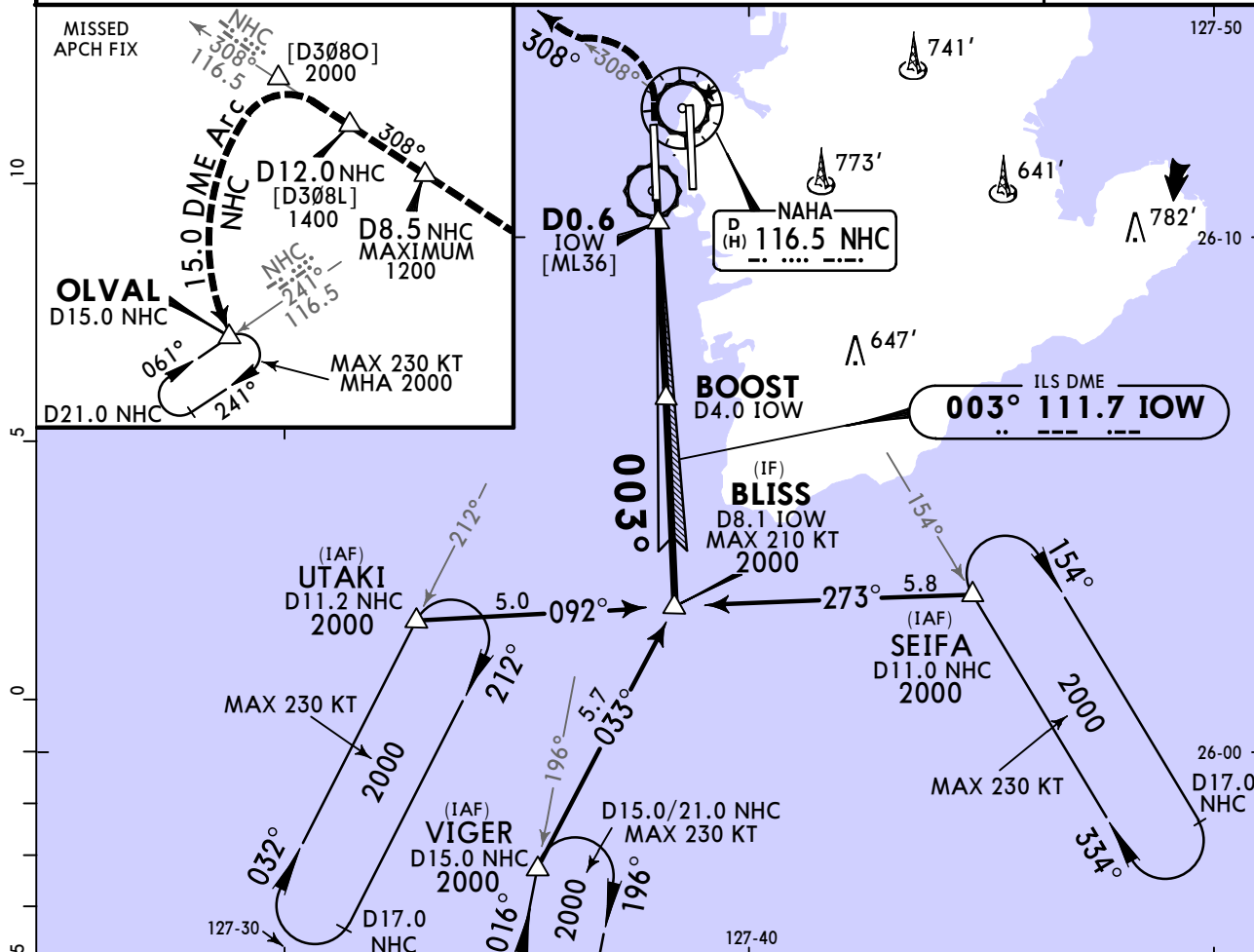
NATL	State			STRAIGHT-IN LANDING		CIRCLE-TO-LAND			
				ILS		LOC (GS out)			
				DA(H) 263' (247')		MDA(H) 490' (479')			
				TDZ and/or CL out		ALS out			
A				R1000m	R1500m	Max Kts	MDA(H)		
B	R600m	R750m	R1000m	R1200m	R2000m			90	620'(609')√1600m
C				R1600m					120
D								140	620'(609')√3200m
						165			

ROAH/OKA NAHA

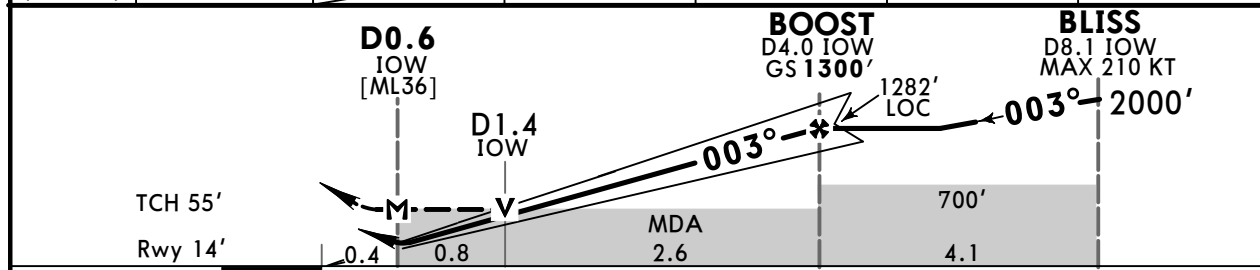
JEPPESSEN
24 MAY 24 **(11-2)**

NAHA, JAPAN ILS Z or LOC Z Rwy 36L

D-ATIS 127.8	NAHA Approach (R) Northwest 119.1		Southwest 126.5	West 118.75	NAHA Tower East 118.1	126.2	Ground West 121.9	East 121.8
LOC IOW 111.7	Final Apch Crs 003°	Minimum Alt Refer to Profile	ILS DA(H) 214' (200')	Apt Elev 11' Rwy 14'				
MISSED APCH: Turn LEFT, climb to 1200' outbound via NHC VOR R-308 to D8.5 NHC, climb to 2000' outbound via NHC VOR R-308 to D15.0 NHC, via D15.0 NHC Arc counterclockwise to OLVAL and hold. Cross D12.0 NHC R-308 at or above 1400'. Contact NAHA APP.							MSA NHC VOR	
Alt Set: IN (hPa on req)			Trans level: FL140		Trans alt: 14000'			
For initial approach segment from over SEIFA/VIGER/UTAKI: RNP1 and GNSS required.								
1. VOR DME required. 2. CAUTION: Altitude restrictions.								



LOC (GS out)	IOW DME	MAP	2.0	3.0	4.0	BOOST
	ALTITUDE		641'	959'	1278'	1282'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	MAXIMUM! 1200' NHC via 116.5 LT R-308
GS	3.00°	372	478	531	637	743		
MAP at D0.6 IOW								

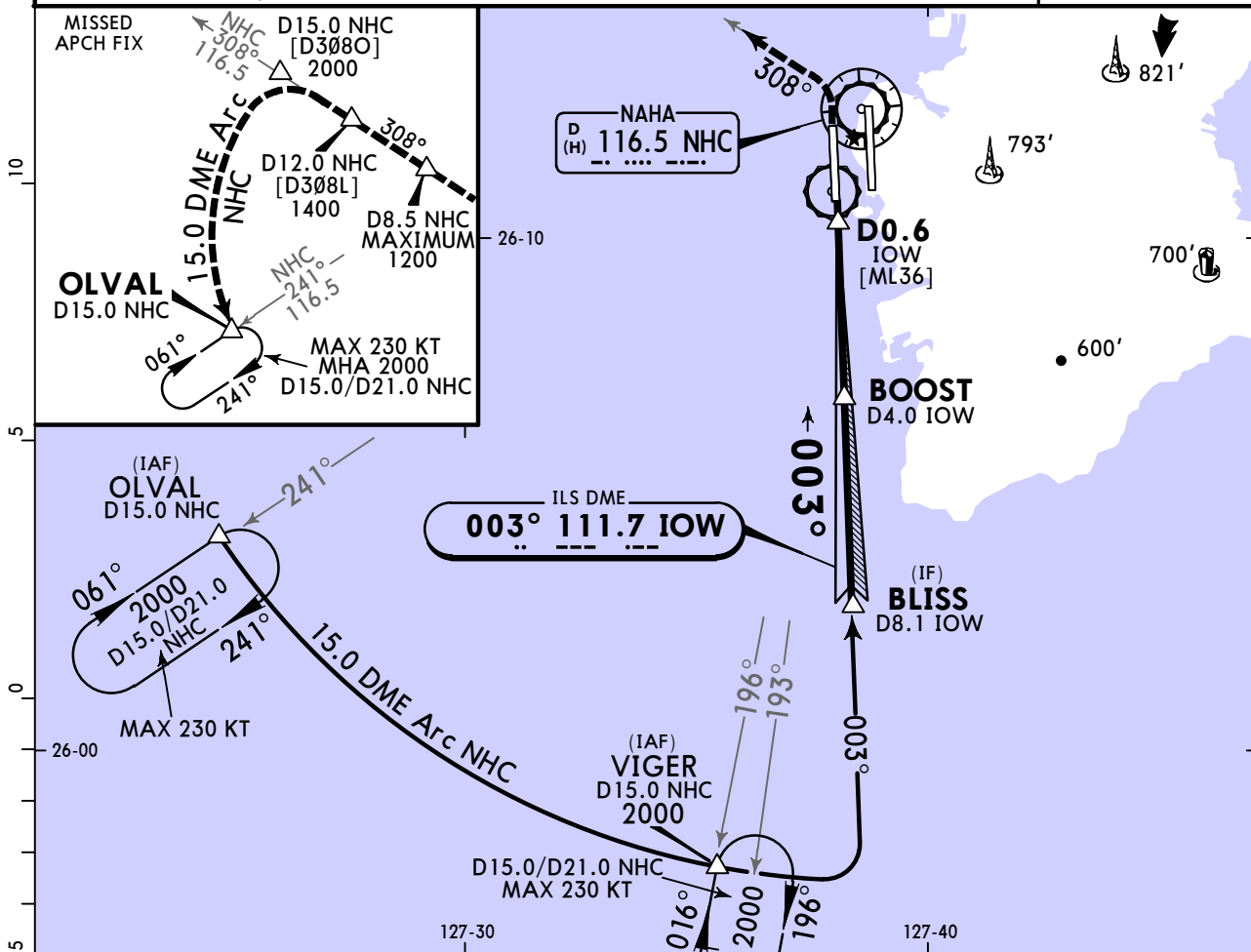
State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND Circling to West side of Rwy only		
ILS DA(H) 214' (200')				LOC (GS out) MDA(H) 430' (419')		Max Kts		
TDZ and/or CL out		ALS out		ALS out		90	620'(609') V 1600m	
A	R550m	R750m	R1000m	R900m	R1500m	120	620'(609') V 2400m	
B				R1000m	R1800m	140	620'(609') V 3200m	
C				R1100m	R2000m	165	620'(609') V 3200m	
D				R1400m	R2000m	165	620'(609') V 3200m	

ROAH/OKA NAHA

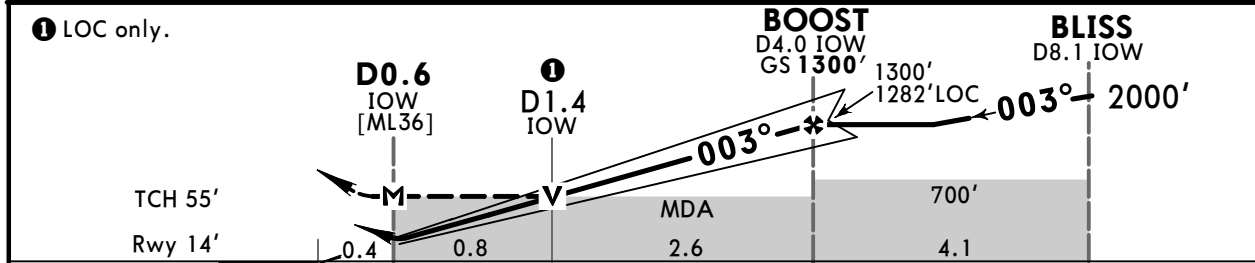
JEPPESEN
17 APR 20 **(11-3)**

NAHA, JAPAN ILS Y or LOC Y Rwy 36L

D-ATIS 127.8	NAHA Approach (R) Northwest 119.1	Southeast 126.5	NAHA Tower 118.1	118.75	126.2	Ground 121.8	121.9
LOC IOW 111.7	Final Apch Crs 003°	Minimum Alt Refer to Profile	ILS DA(H) 214' (200')	Apt Elev 11' Rwy 14'			
MISSED APCH: Turn LEFT, climb to 1200' outbound via NHC VOR R-308 to D8.5 NHC, climb to 2000' via NHC VOR R-308 to D15.0 NHC, via D15.0 NHC counterclockwise Arc to OLVAL and hold. Cross D12.0 NHC VOR R-308 at or above 1400'. Contact Naha APP.							MSA NHC VOR
Alt Set: IN (hPa on req)			Trans level: FL 140		Trans alt: 14000'		
1. VOR and DME required. 2. CAUTION: Altitude restrictions.							



LOC	NM to IOW	MAP	2.0	3.0	4.0	BOOST
(GS out)	ALT (3.0° APCH Path)		641'	959'	1278'	1282'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI MAXIMUM 1200' NHC via 116.5 R-308 LT
GS 3.00°	372	478	531	637	743	849	
MAP at D0.6 IOW							

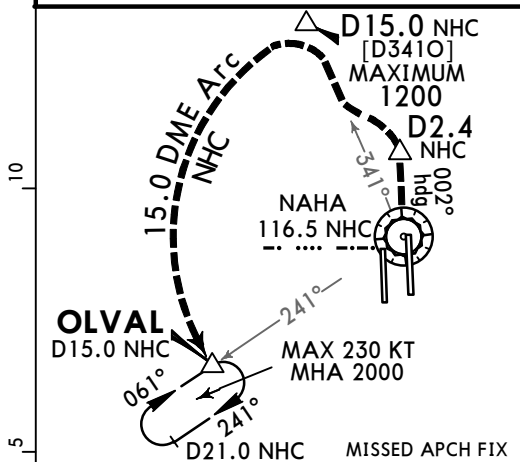
STRAIGHT-IN LANDING RWY36L				CIRCLE-TO-LAND Not Authorized East of Rwy		
ILS DA(H) 214' (200')		LOC (GS out) MDA(H) 430' (419')		Max Kts		
FULL	TDZ and/or CL out	ALS out	ALS out	90	620' (609') -1600m	
A			RVR 900m	120		
B	RVR 550m	RVR 750m	RVR 1000m	140		620' (609') -2400m
C			RVR 1400m	165		620' (609') -3200m

ROAH/OKA NAHA

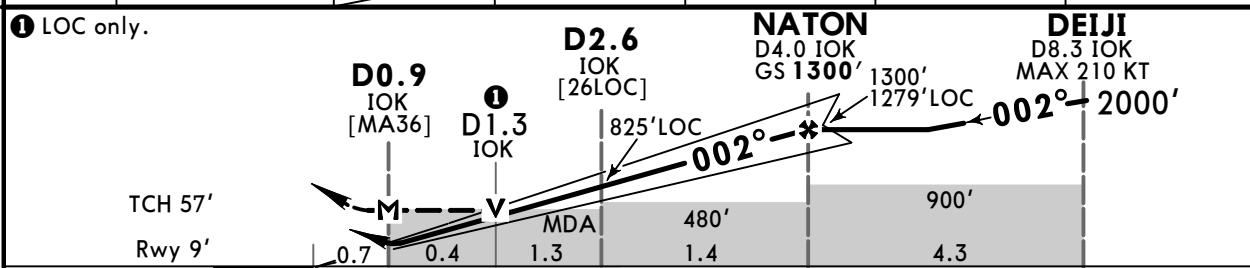
JEPPESEN
24 MAY 24 **(11-5)**

NAHA, JAPAN ILS Z or LOC Z Rwy 36R

D-ATIS 127.8	NAHA Approach (R) Northwest 119.1	Southeast 126.5	West 118.75	NAHA Tower East 118.1	126.2	West 121.9	Ground East 121.8
LOC IOK 110.3	Final Apch Crs 002°	Minimum Alt Refer to Profile	ILS DA(H) 292' (283')	Apt Elev 11' Rwy 9'			
MISSED APCH: Climb to 1200' on heading 002° to D2.4 NHC, turn LEFT outbound via NHC VOR R-341 to D15.0 NHC, climb to 2000' via D15.0 NHC counterclockwise Arc to OLVAL and hold. Contact Naha APP.							MSA NHC VOR
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
For initial approach segment from over SEIFA/VIGER/UTAKI: RNP1 and GNSS required.							
1. VOR DME required. 2. CAUTION: Altitude restrictions.							



LOC	NM to IOK	MAP	2.0	3.0	4.0	NATON
(GS out)	ALT (3.0° APCH Path)		637'	955'	1274'	1279'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 	D2.4 NHC
GS	3.00°	372	478	531	637	743		
MAP at D0.9 IOK								

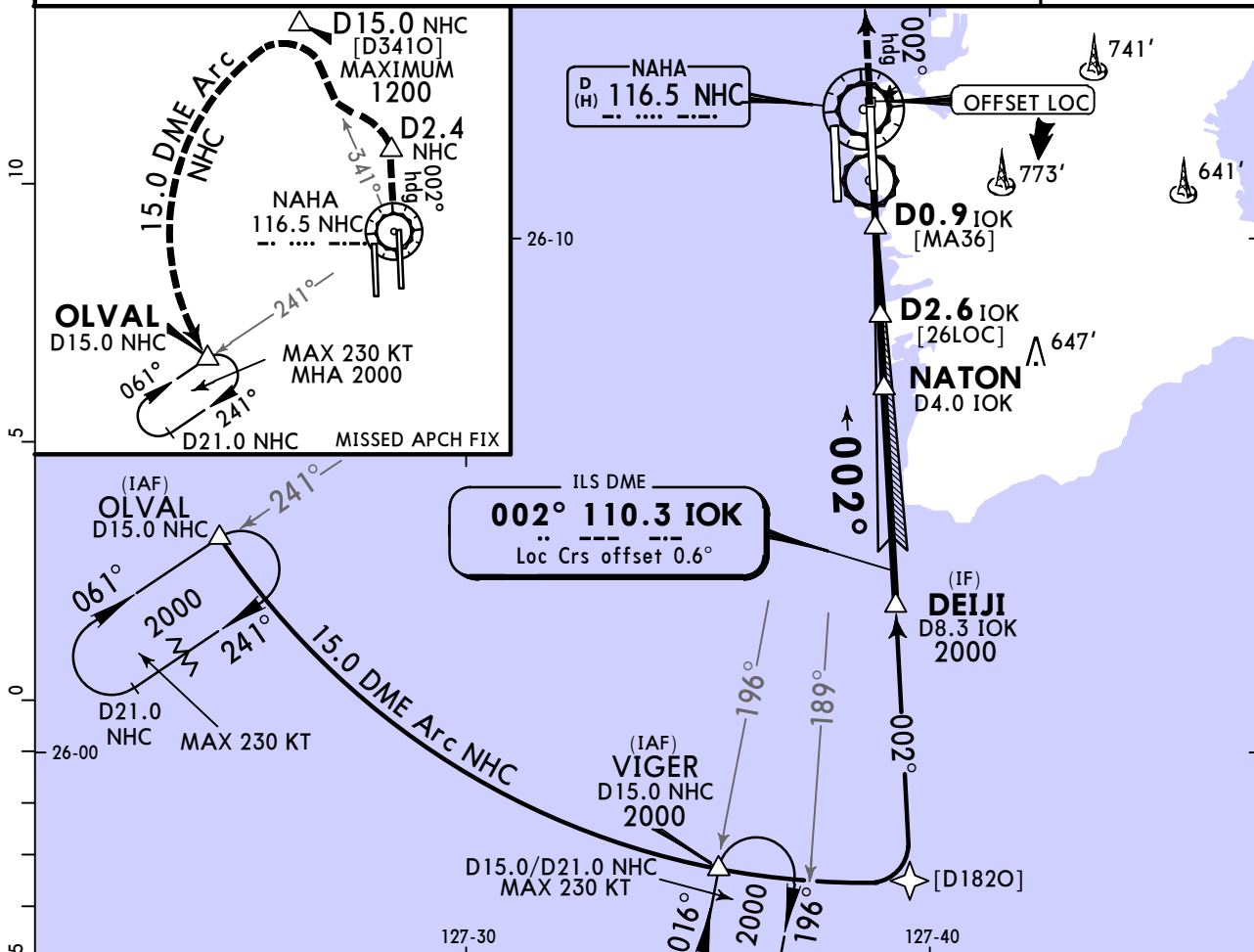
State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
				ILS DA(H) 292' (283')		Circling to West side of Rwy only	
				LOC (GS out) MDA(H) 410' (399')			
		TDZ and/or CL out		ALS out		Max Kts MDA(H)	
A				R900m	R1500m	90	620'(609') V1600m
B	R650m	R750m	R1200m	R1000m	R1800m	120	620'(609') V2400m
C						140	620'(609') V3200m
D				R1400m	R2000m	165	620'(609') V3200m

ROAH/OKA NAHA

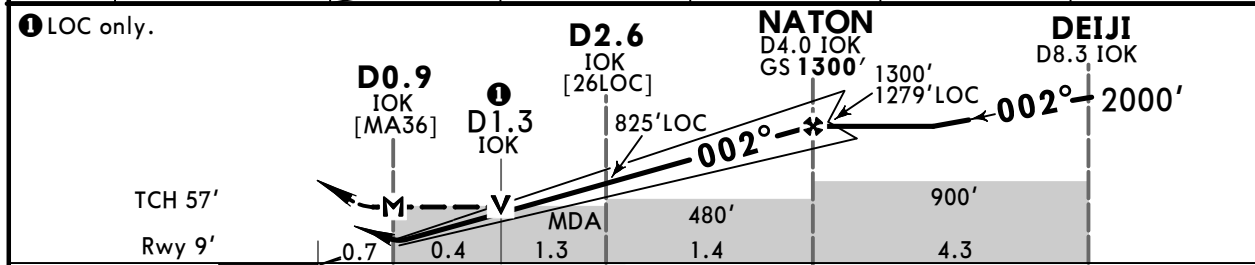
JEPPESEN
24 MAY 24 **(11-6)**

NAHA, JAPAN ILS Y or LOC Y Rwy 36R

D-ATIS 127.8	NAHA Approach (R) Northwest 119.1	Southeast 126.5	West 118.75	NAHA Tower East 118.1	126.2	West 121.9	Ground East 121.8
LOC IOK 110.3	Final Apch Crs 002°	Minimum Alt Refer to Profile	ILS DA(H) 292' (283')	Apt Elev 11' Rwy 9'			
MISSED APCH: Climb to 1200' on heading 002° to D2.4 NHC, turn LEFT outbound via NHC VOR R-341 to D15.0 NHC, climb to 2000' via D15.0 NHC counterclockwise Arc to OLVAL and hold. Contact Naha APP.							MSA NHC VOR
Alt Set: IN (hPa on req)			Trans level: FL140		Trans alt: 14000'		
1. VOR and DME required. 2. CAUTION: Altitude restrictions.							



LOC	NM to IOK	MAP	2.0	3.0	4.0	NATON
(GS out)	ALT (3.0° APCH Path)		637'	955'	1274'	1279'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 	D2.4 NHC
GS	3.00°	372	478	531	637	743		
MAP at D0.9 IOK								

State				STRAIGHT-IN LANDING			CIRCLE-TO-LAND Circling to West side of Rwy only		
				ILS DA(H) 292' (283')			LOC (GS out) MDA(H) 410' (399')		
				TDZ and/or CL out		ALS out	ALS out		Max Kts
A				R900m		R1500m	90	620' (609') V1600m	
B				R1000m		R1800m	120	620' (609') V2400m	
C	R650m	R750m	R1200m			R2000m	140	620' (609') V3200m	
D							165	620' (609') V3200m	

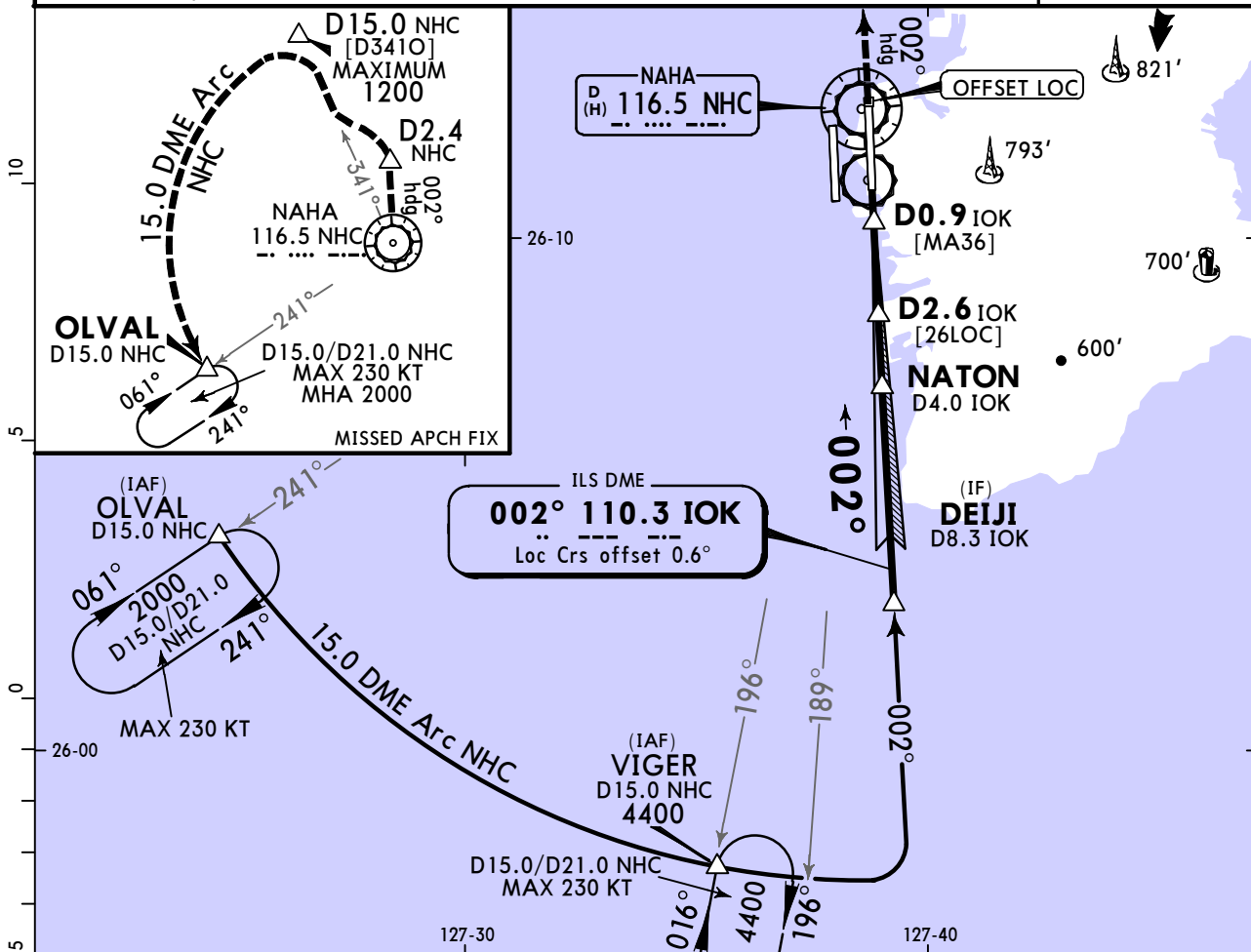
CHANGES: Waypoint D1820 added, new AOM concept.

ROAH/OKA NAHA

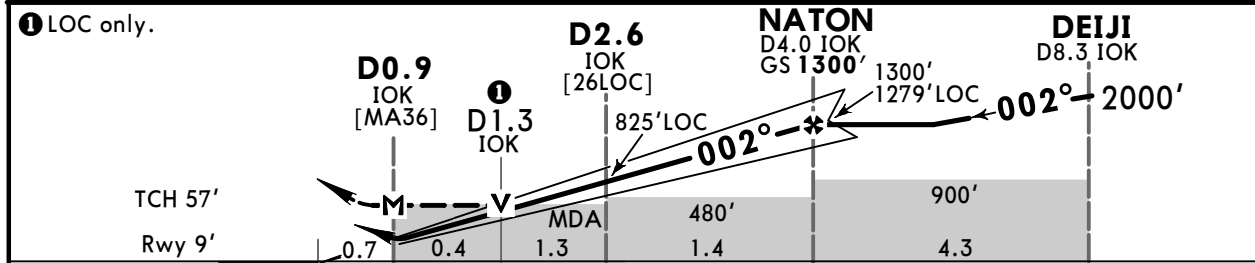
JEPPESEN
29 MAY 20 (11-7)

NAHA, JAPAN ILS X or LOC X Rwy 36R

D-ATIS 127.8	NAHA Approach (R) Northwest 119.1	Southeast 126.5	NAHA Tower 118.1	118.75	126.2	West 121.9	Ground	East 121.8
LOC IOK 110.3	Final Apch Crs 002°	Minimum Alt Refer to Profile	ILS DA(H) 292' (283')	Apt Elev 11'		Rwy 9'		
MISSED APCH: Climb to 1200' on heading 002° to D2.4 NHC, turn LEFT outbound via NHC VOR R-341 to D15.0 NHC, climb to 2000' via D15.0 NHC counterclockwise Arc to OLVAL and hold. Contact Naha APP.								
Alt Set: IN (hPa on req)			Trans level: FL 140		Trans alt: 14000'			
1. TACAN required. 2. CAUTION: Altitude restrictions.						MSA NHC VOR		



LOC	NM to IOK	MAP	2.0	3.0	4.0	NATON
(GS out)	ALT (3.0° APCH Path)		637'	955'	1274'	1279'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	1200'	002°	D2.4
GS	3.00°	372	478	531	637	743				
MAP at D0.9 IOK										

STRAIGHT-IN LANDING RWY36R					CIRCLE-TO-LAND Not Authorized East of Rwy		
ILS DA(H) 292' (283')			LOC (GS out) MDA(H) 410' (399')		Max Kts	MDA(H)	
FULL	TDZ and/or CL out	ALS out	ALS out				
A			RVR 900m	RVR 1500m	90	620'(609') -1600m	
B	RVR 650m	RVR 750m	RVR 1000m	RVR 1800m	120		
C			RVR 1400m	RVR 2000m	140		620'(609') -2400m
D					165		620'(609') -3200m

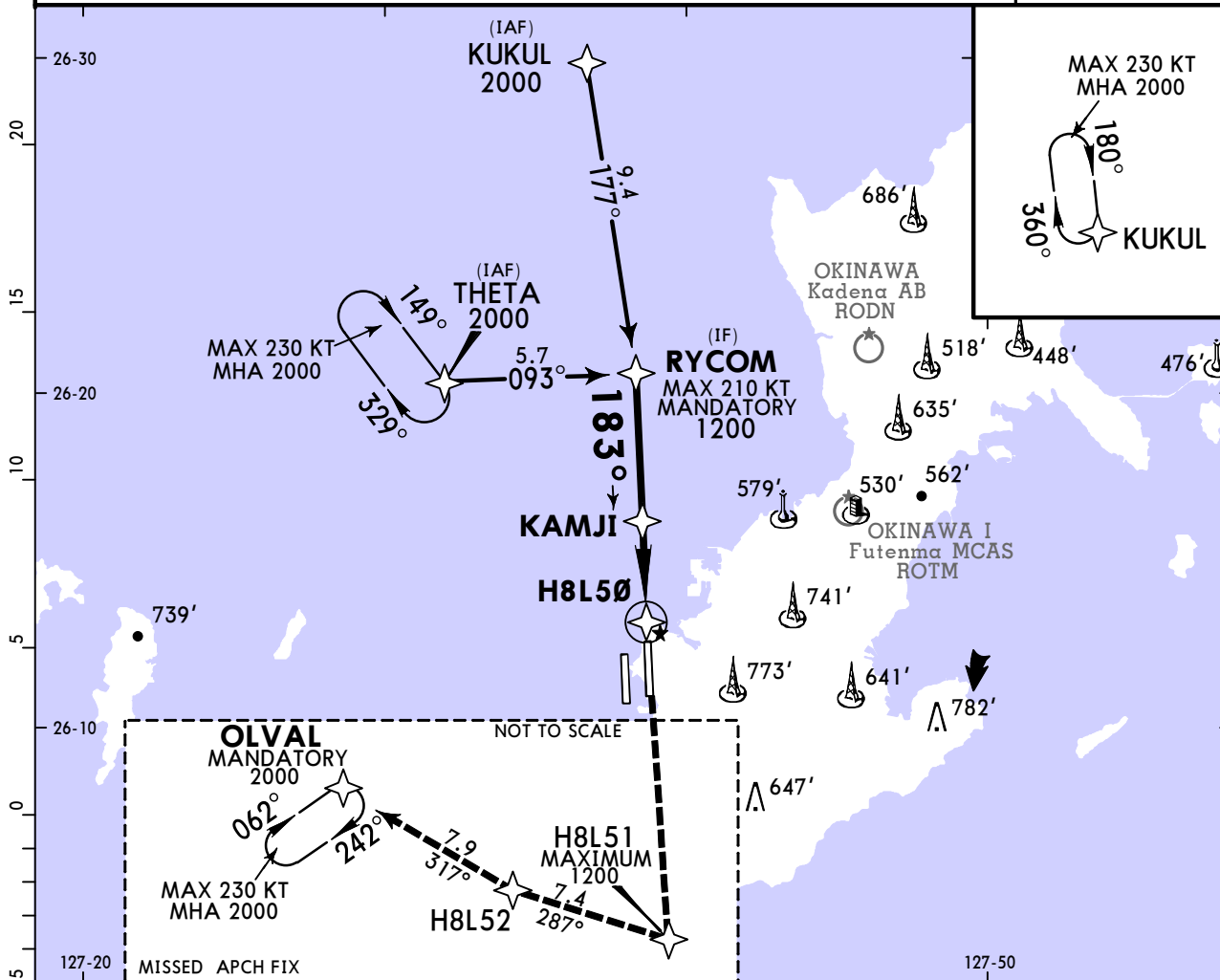
CHANGES: D15.0 NHC fix and CNF added.

ROAH/OKA NAHA

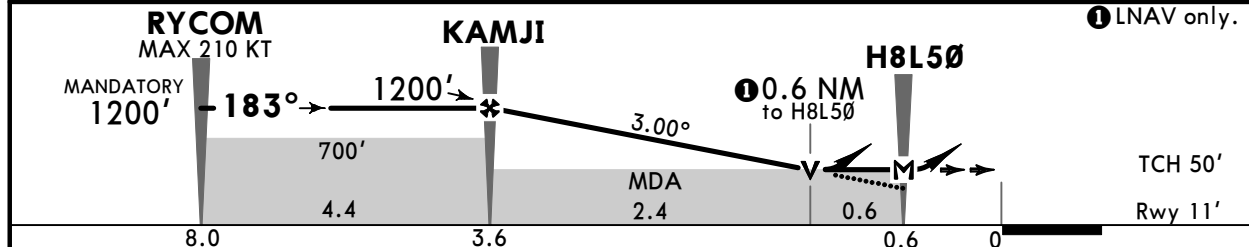
30 SEP 22
Eff 5 Oct 1500Z **12-1**

NAHA, JAPAN RNP Rwy 18L

D-ATIS 127.8		NAHA Approach (R) Northwest Southeast 119.1 126.5		NAHA Tower West East 118.75 118.1 126.2			Ground West East 121.9 121.8		
RNAV	Final Apch Crs 183°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 430' (419')	Apt Elev 11' Rwy 11'					
MISSED APCH: DIRECT to H8L51 at or below 1200', to H8L52, to OLVAL and hold at 2000'. Contact Naha APP.									
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'					
RNP Apch									
1. CAUTION: Altitude restrictions. 2. Baro-VNAV not authorized below 0°C.								MSA ARP	



DIST to H8L50	KAMJI	2.0	1.0	H8L50
ALTITUDE	1200'	881'	563'	



Gnd speed-Kts	70	90	100	120	140	160			H8L51	1200'
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at H8L50										

STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 430' (419')		MDA(H) 430' (419')		Not Authorized East of Rwy	
ALS out		ALS out		Max Kts	MDA(H)
A	RVR 1200m	RVR 1500m	RVR 1200m	90	620'(609')-1600m
B	RVR 1300m		RVR 1300m	120	
C	RVR 1400m	RVR 1800m	RVR 1400m	140	620'(609')-2400m
D	RVR 1600m	RVR 2000m	RVR 1600m	165	
					620'(609')-3200m

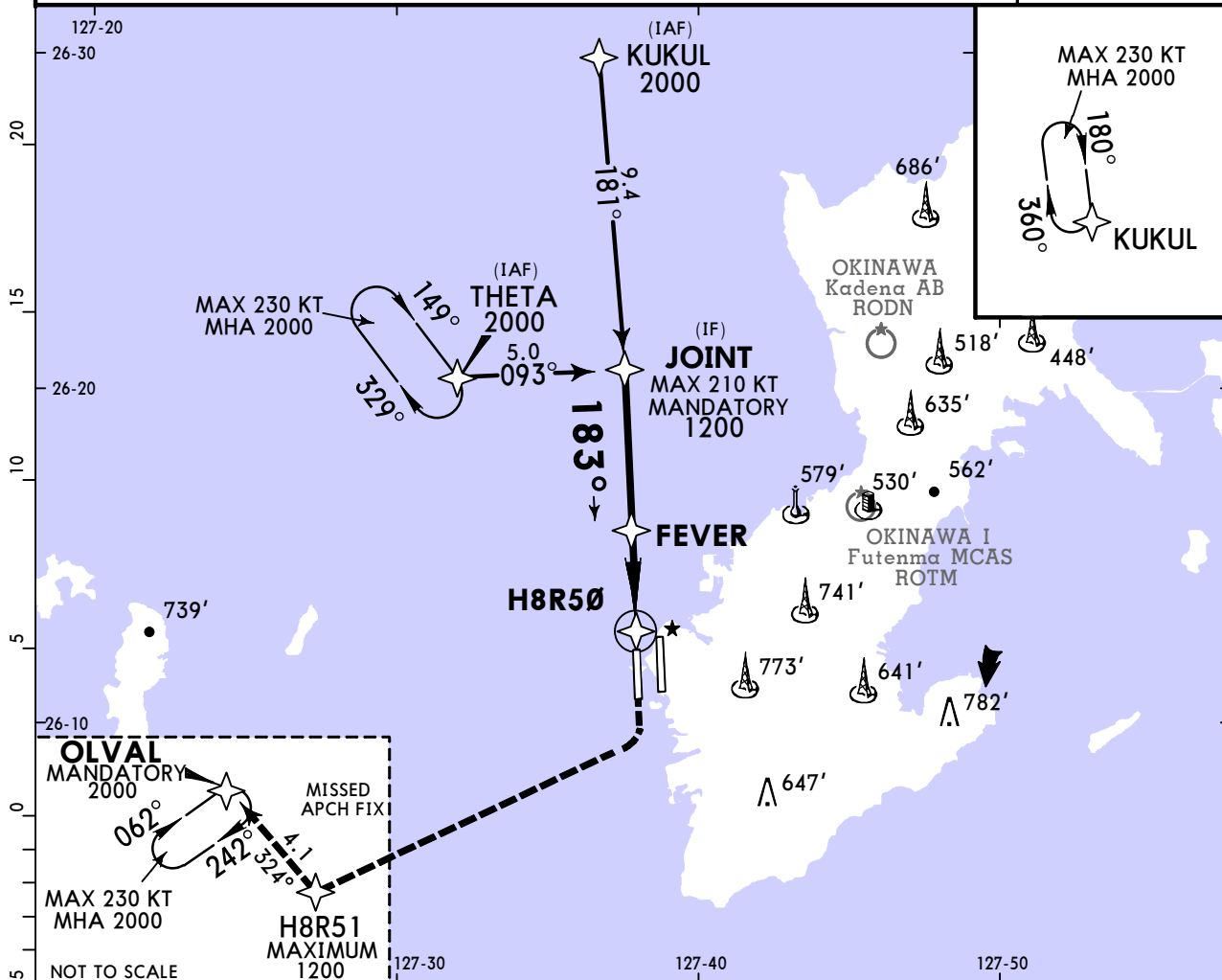
CHANGES: Procedure name, requirement notes.

ROAH/OKA NAHA

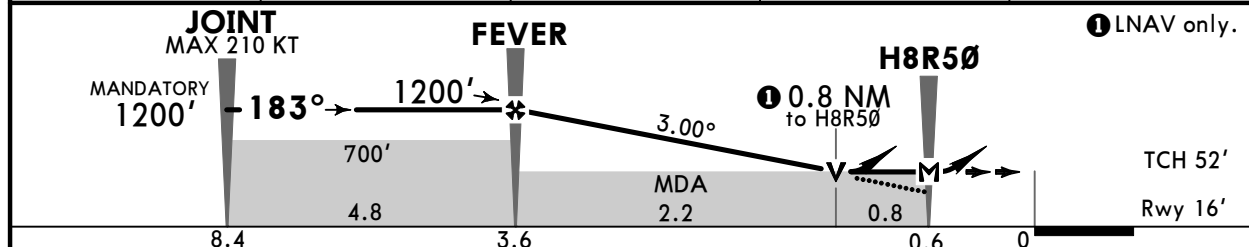
30 SEP 22
Eff 5 Oct 1500Z **12-2**

NAHA, JAPAN RNP Rwy 18R

D-ATIS 127.8		NAHA Approach (R) Northwest 119.1 Southeast 126.5		NAHA Tower West 118.75 East 118.1 126.2			Ground West 121.9 East 121.8		
RNAV	Final Apch Crs 183°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 490' (474')	Apt Elev 11' Rwy 16'					
MISSED APCH: Turn RIGHT direct to H8R51 at or below 1200', to OLVAL and hold at 2000'. Contact Naha APP.									
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'					
RNP Apch									
1. CAUTION: Altitude restrictions. 2. Baro-VNAV not authorized below 0°C.								MSA ARP	



DIST to H8R50	FEVER	2.0	1.0	H8R50
ALTITUDE	1200'	881'	563'	



Gnd speed-Kts	70	90	100	120	140	160		MAXIMUM 1200' 	H8R51
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at H8R50									

STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 490' (474')		LNAV MDA(H) 490' (479')		Not Authorized East of Rwy	
	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A	RVR 1000m	RVR 1500m	RVR 1000m	90	620' (609') - 1600m
B	RVR 1200m	RVR 1500m	RVR 1500m	120	
C	RVR 1200m	RVR 2000m	RVR 1200m	140	620' (609') - 2400m
D	RVR 1600m	RVR 2000m	RVR 1600m	165	
	RVR 1600m	RVR 2000m	RVR 1600m	165	620' (609') - 3200m

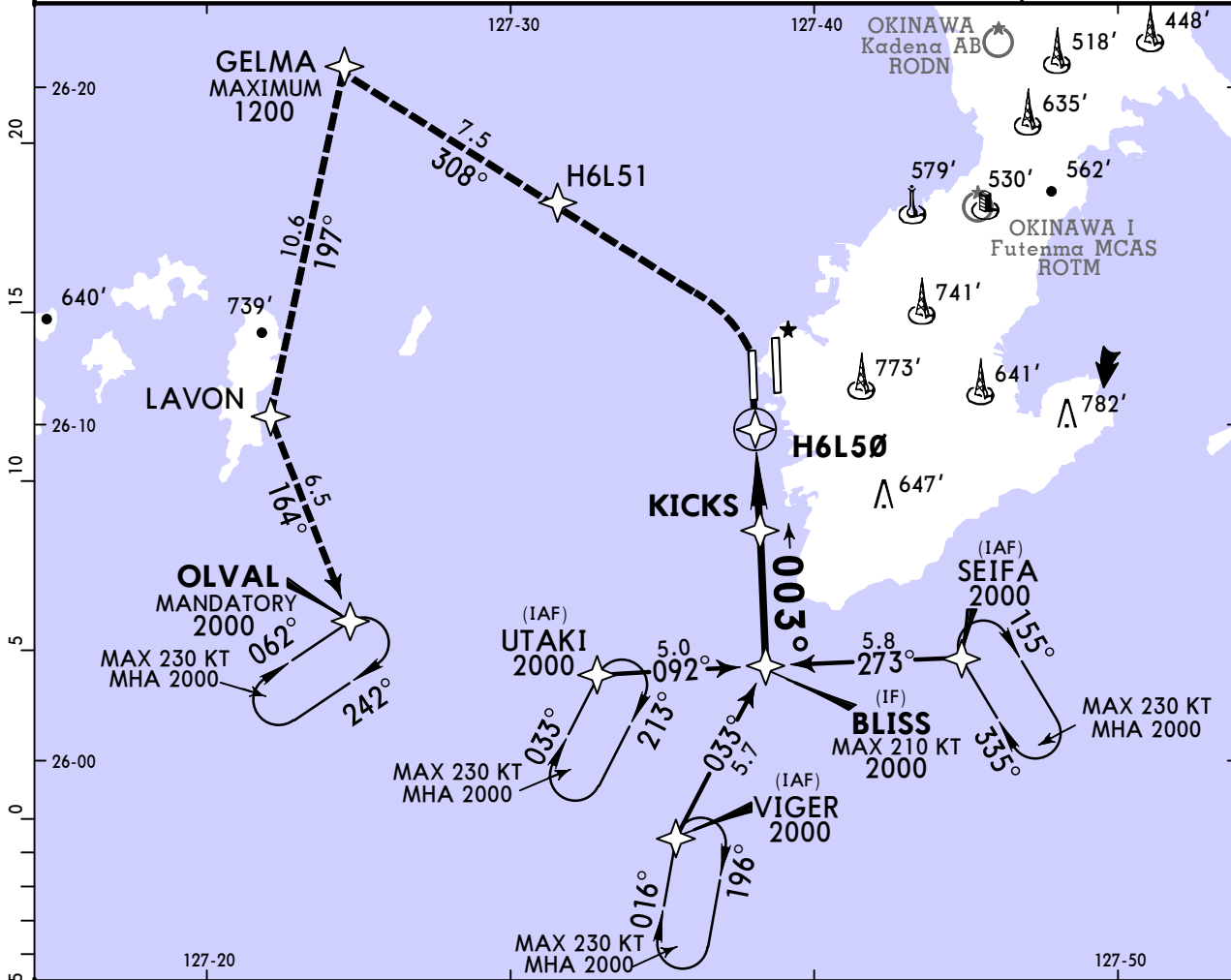
CHANGES: Procedure name, requirement notes.

ROAH/OKA
NAHA

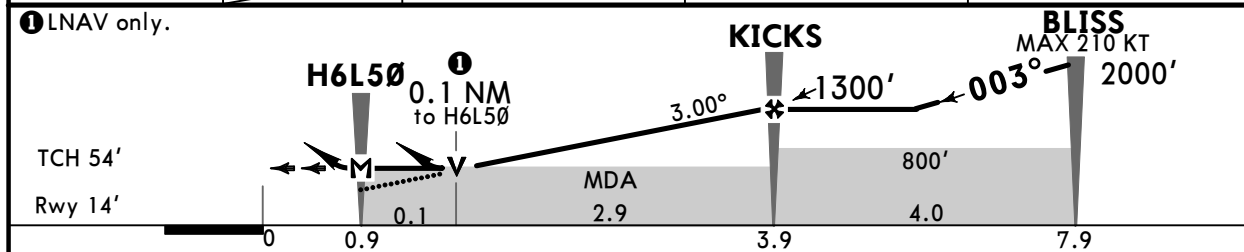
JEPPESEN
30 SEP 22
Eff 5 Oct 1500Z (12-3)

NAHA, JAPAN
RNP Rwy 36L

BRIEFING STRIP™	D-ATIS	NAHA Approach (R) Northwest Southeast		NAHA Tower West East			Ground West East		
	127.8	119.1	126.5	118.75	118.1	126.2	121.9	121.8	
	RNAV	Final Apch Crs 003°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 370' (356')	Apt Elev 11' Rwy 14'		2700		
	MISSED APCH: Turn LEFT direct to H6L51, to GELMA at or below 1200', to LAVON, to OLVAL and hold at 2000'. Contact Naha APP.								
	Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
RNP Apch								MSA ARP	
1. CAUTION: Altitude restrictions. 2. Baro-VNAV not authorized below 0°C.									



DIST to H6L50	H6L50	1.0	2.0	KICKS
ALTITUDE		663'	981'	1300'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	LT	H6L51
Glide Path Angle	372	478	531	637	743	849			
MAP at H6L50									

STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 370' (356')		LNAV MDA(H) 370' (359')		Not Authorized East of Rwy	
	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 900m	RVR 900m	RVR 1500m	90	620'(609')-1600m
B	RVR 1500m	RVR 1000m	RVR 1800m	120	
C	RVR 1000m	RVR 1800m	RVR 2000m	140	620'(609')-2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	165	620'(609')-3200m

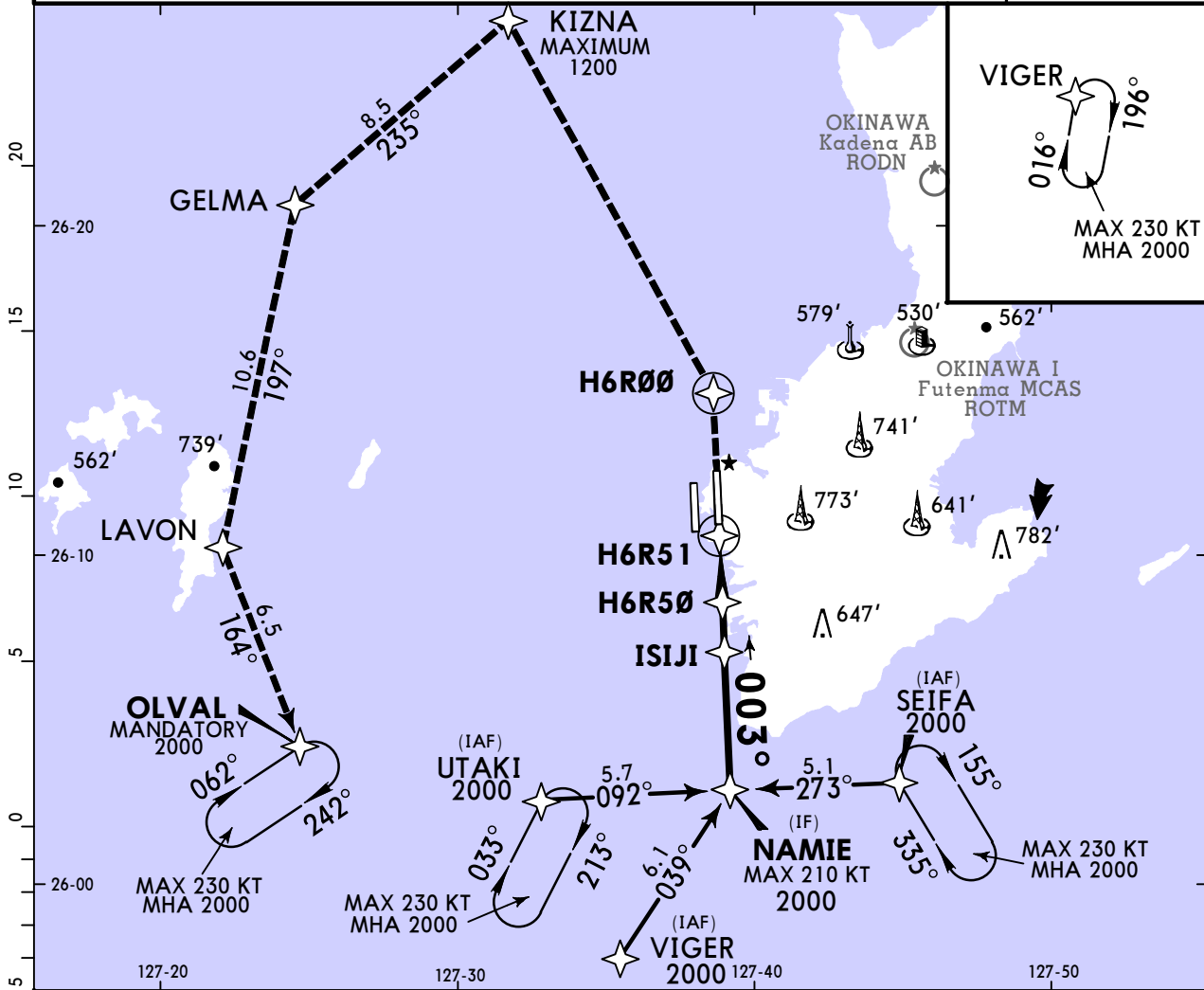
CHANGES: Procedure name, requirement notes.

ROAH/OKA NAHA

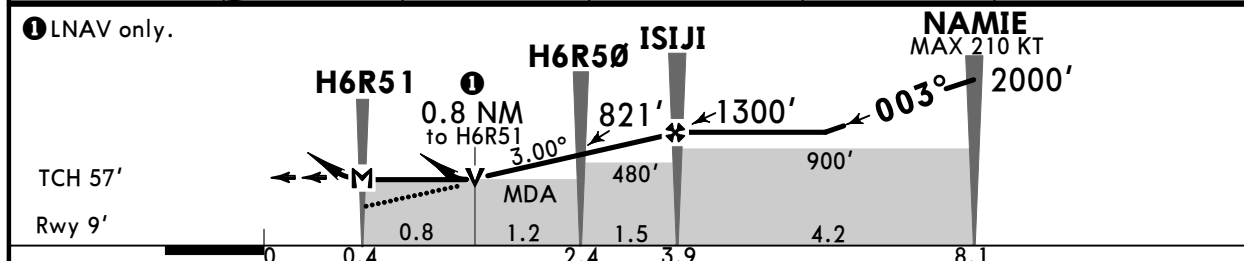
30 SEP 22
Eff 5 Oct 1500Z **12-4**

NAHA, JAPAN RNP Rwy 36R

BRIEFING STRIP™	D-ATIS	NAHA Approach (R) Northwest Southeast		NAHA Tower West East			Ground West East	
	127.8	119.1	126.5	118.75	118.1	126.2	121.9	121.8
	RNAV	Final Apch Crs 003°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 410' (401')	Apt Elev 11' Rwy 9'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2700</p> <p>MSA ARP</p>	
	MISSED APCH: DIRECT to H6R00, turn LEFT direct to KIZNA at or below 1200', to GELMA, to LAVON, to OLVAL and hold at 2000'. Contact Naha APP.							
Alt Set: IN (hPa on req)		Trans level: FL140			Trans alt: 14000'			
RNP Apch								
1. CAUTION: Altitude restrictions. 2. Baro-VNAV not authorized below 0°C.								



DIST to H6R51	H6R51	1.0	2.0	3.0	ISIJ
ALTITUDE		497'	815'	1133'	1300'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D → H6R00	MAXIMUM 1200'	KIZNA
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at H6R51								LT		

LNAV/VNAV DA(H) 410' (401')				LNAV MDA(H) 410' (399')		CIRCLE-TO-LAND Not Authorized East of Rwy	
ALS out		ALS out		Max Kts		MDA(H)	
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	90	620'(609')-1600m	
B	RVR 1000m	RVR 1800m	RVR 1000m	RVR 1800m	120	620'(609')-2400m	
C	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	140	620'(609')-3200m	
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	165	620'(609')-3200m	

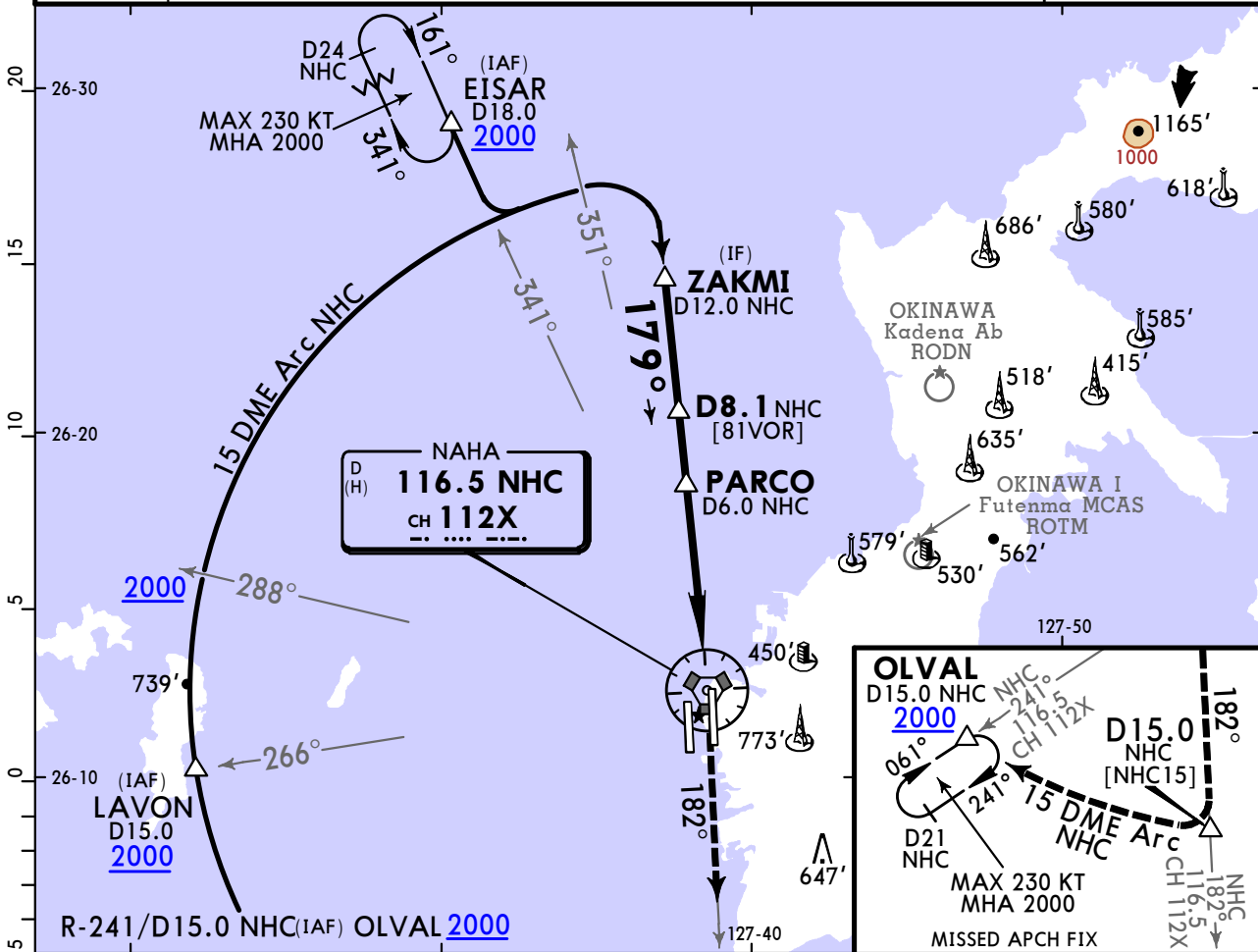
CHANGES: Procedure name, requirement notes.

ROAH/OKA
NAHA

JEPPESSEN
27 MAY 22 (13-1)

NAHA, JAPAN
VOR A or TACAN B

D-ATIS				NAHA Approach (R)			
127.8		293.0		Northwest 119.1 335.8		Southeast 126.5 258.3	
NAHA Tower				Ground			
West 118.75 247.8		East 118.1 308.6		West 121.9 284.4		East 121.8 284.6	
VORTAC NHC 116.5	TACAN NHC CH 112X	Final Apch Crs 179°	Minimum Alt Refer to Profile	MDA(H) Refer to Minimums	Apt Elev 11'		
MISSED APCH: Climb to 1200' outbound via NHC VORTAC R-182 to D15.0 NHC, climb to 2000' via NHC VORTAC 15 DME clockwise ARC to OLVAL and hold. Contact Naha APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. DME Required. 2. CAUTION: Altitude restrictions.							



ZAKMI D12.0 NHC		D8.1 NHC [81VOR]		PARCO D6.0 NHC		VORTAC	
2000		1200		1200		Apt 11'	
700'		700'		3.6 NM to VORTAC		MDA 6.0	
3.9		2.1		3.00°			
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°						
MAP at NHC VORTAC							
Timing not authorized for defining MAP.							
				Lighting - Refer to Airport Chart	1200' via NHC (CH 112X) R-182		D15.0 NHC

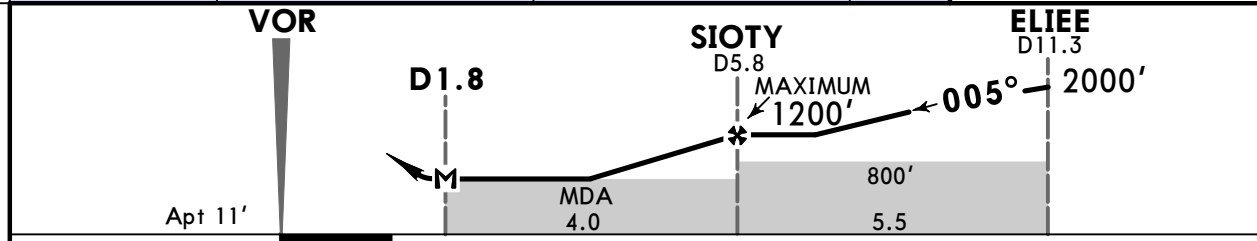
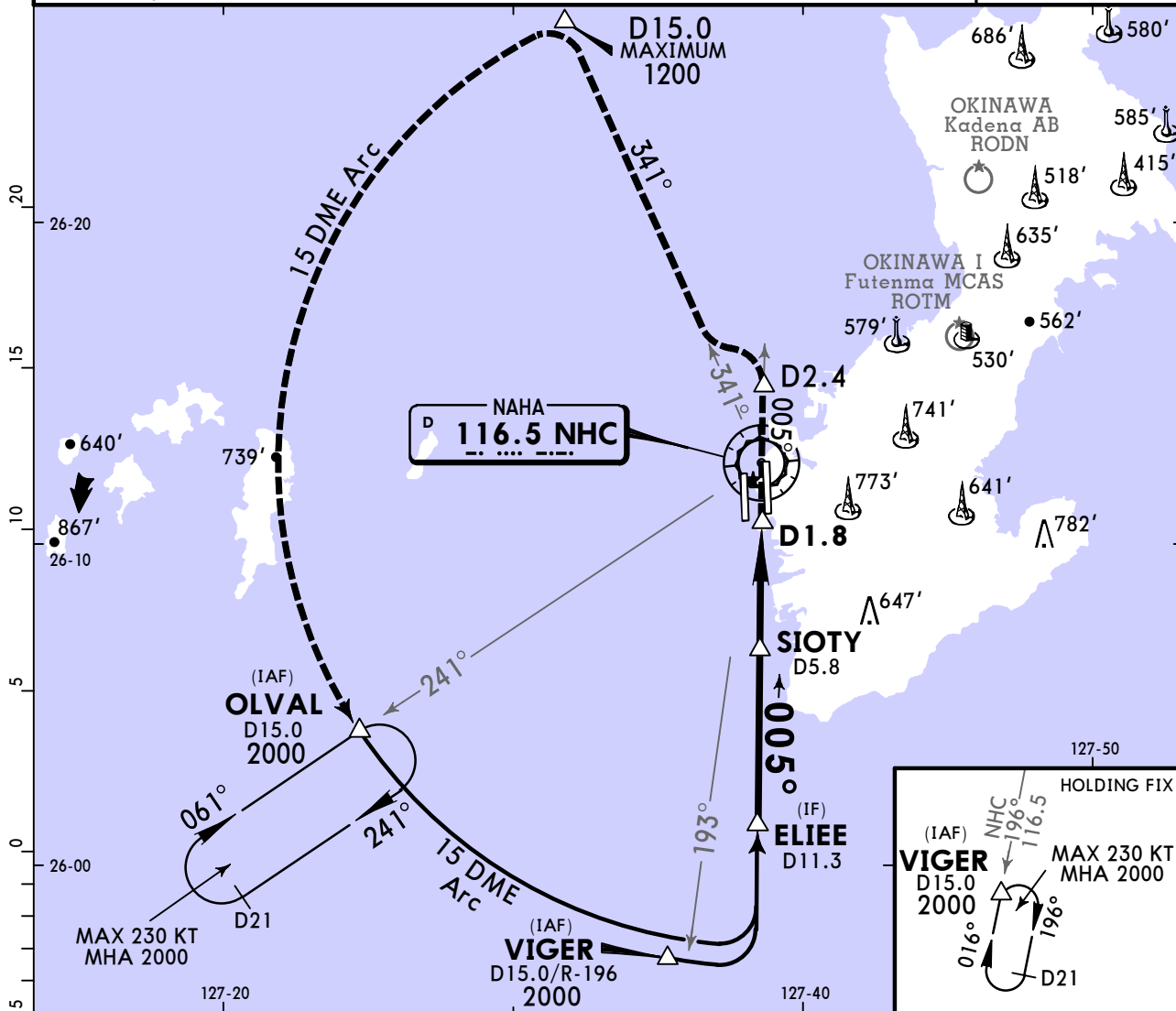
State		CIRCLE-TO-LAND	
Not Authorized East of Rwy			
		MDA(H)	
A	90	620' (609') -V1600m	
B	135	620' (609') -V2400m	
C	140	620' (609') -V3200m	
D	165	620' (609') -V3200m	

ROAH/OKA NAHA

JEPPESSEN
27 MAY 22 **(13-2)**

NAHA, JAPAN VOR C

D-ATIS 127.8		NAHA Approach (R) Northwest 119.1 Southeast 126.5		NAHA Tower West 118.75 East 118.1 126.2		Ground West 121.9 East 121.8	
VOR NHC 116.5	Final Apch Crs 005°	Minimum Alt Refer to Profile	MDA(H) Refer to Minimums	Apt Elev 11'			
MISSED APCH: Climb to 1200' outbound via NHC VOR R-005 to D2.4, turn LEFT proceeding via NHC VOR R-341 to D15.0, climb to 2000' via NHC VOR 15 DME counterclockwise ARC to OLVAL and hold. Contact Naha APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. DME required. 2. CAUTION: Altitude restrictions.						MSA NHC VOR	



MAP at D1.8	Lighting - Refer to Airport Chart	MAXIMUM 1200'	NHC 116.5 R-005	D2.4
Timing not authorized for defining the MAP.				

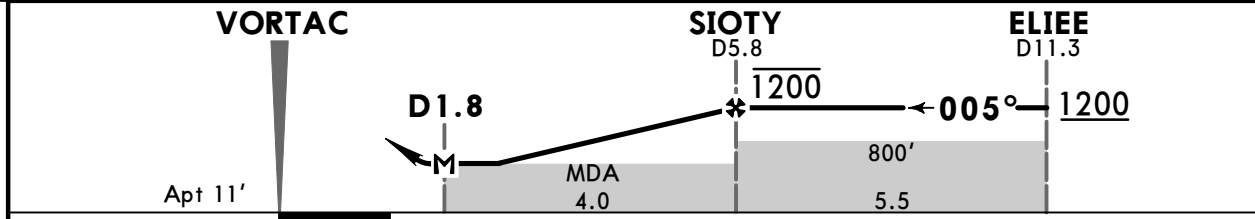
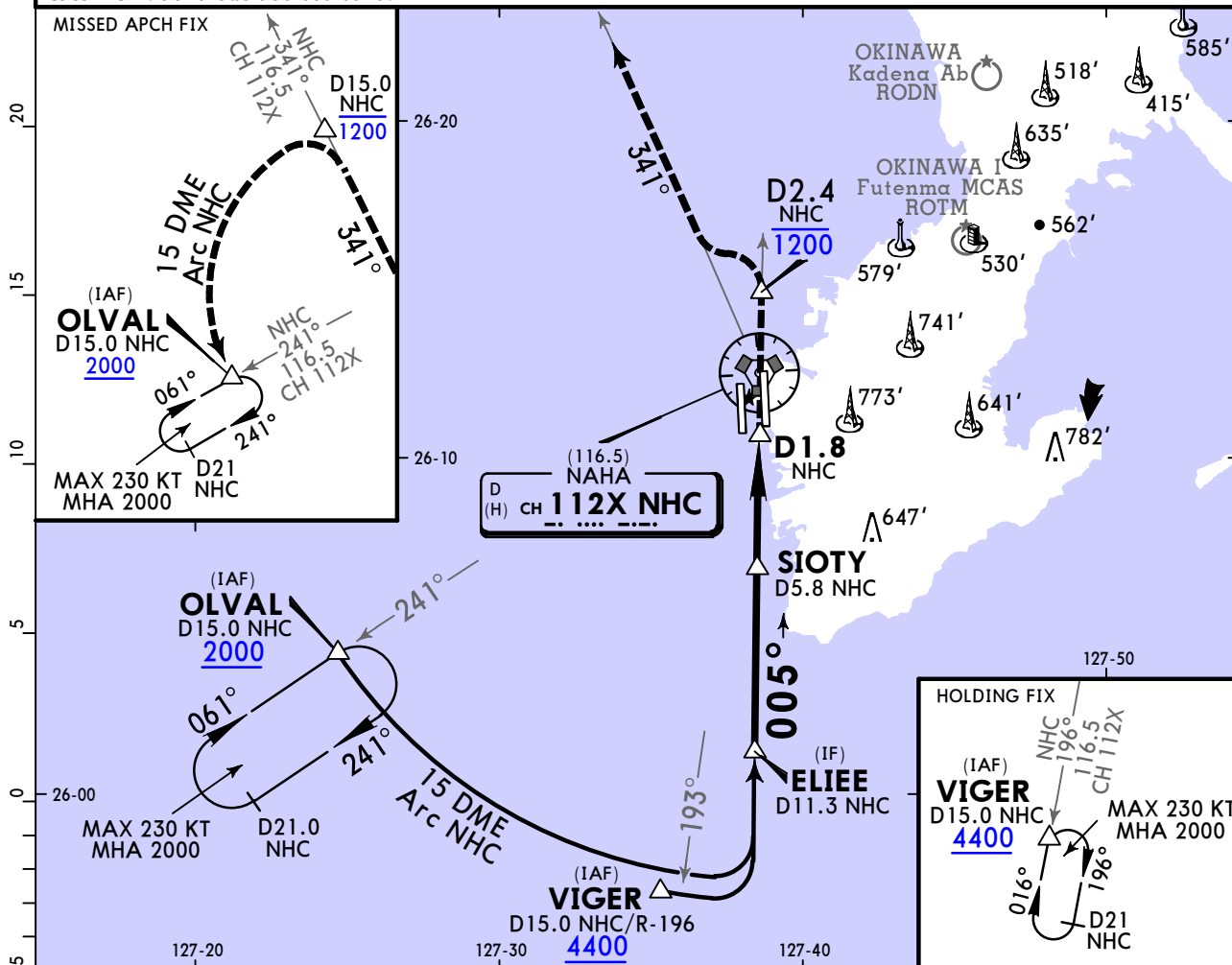
		Max Kts	MDA(H)
A/B	90/120		620' (609') -1600m
C	140		620' (609') -2400m
D	165		620' (609') -3200m

ROAH/OKA NAHA

JEPPESSEN
10 JUN 22 **(14-1)**

NAHA, JAPAN TACAN D

BRIEFING STRIP™	D-ATIS		NAHA Approach (R)												
	127.8		293.0		Northwest	119.1 335.8	126.5	258.3	Southeast						
	West		NAHA Tower		East		Ground		East						
118.75		247.8		118.1		308.6		121.9		284.4		121.8		284.6	
TACAN NHC CH 112X (116.5)		Final Apch Crs 005°		Minimum Alt Refer to Profile		MDA(H) Refer to Minimums		Apt Elev 11'							
MISSED APCH: Climb to 1200' outbound via NHC VORTAC R-005 to D2.4 NHC, turn LEFT proceeding via NHC VORTAC R-341 to D15.0 NHC, climb to 2000' via NHC VORTAC 15 DME counterclockwise ARC to OLVAL and hold. Contact Naha APP.															
Alt Set: IN (hPa on req)				Trans level: FL 140				Trans alt: 14000'							
CAUTION: Altitude restrictions.															



MAP at D1.8 NHC	Lighting - Refer to Airport Chart	1200' via NHC (CH 112X) R-005	D2.4 NHC
Timing not authorized for defining MAP.			

State		CIRCLE-TO-LAND Not Authorized East of Rwy	
A/B	Max Kts	MDA(H)	
A/B	90/120	700' (689')	-V1600m
C	140	700' (689')	-V2400m
D	165	700' (689')	-V3200m

ROAH/OKA
NAHA

JEPPESEN

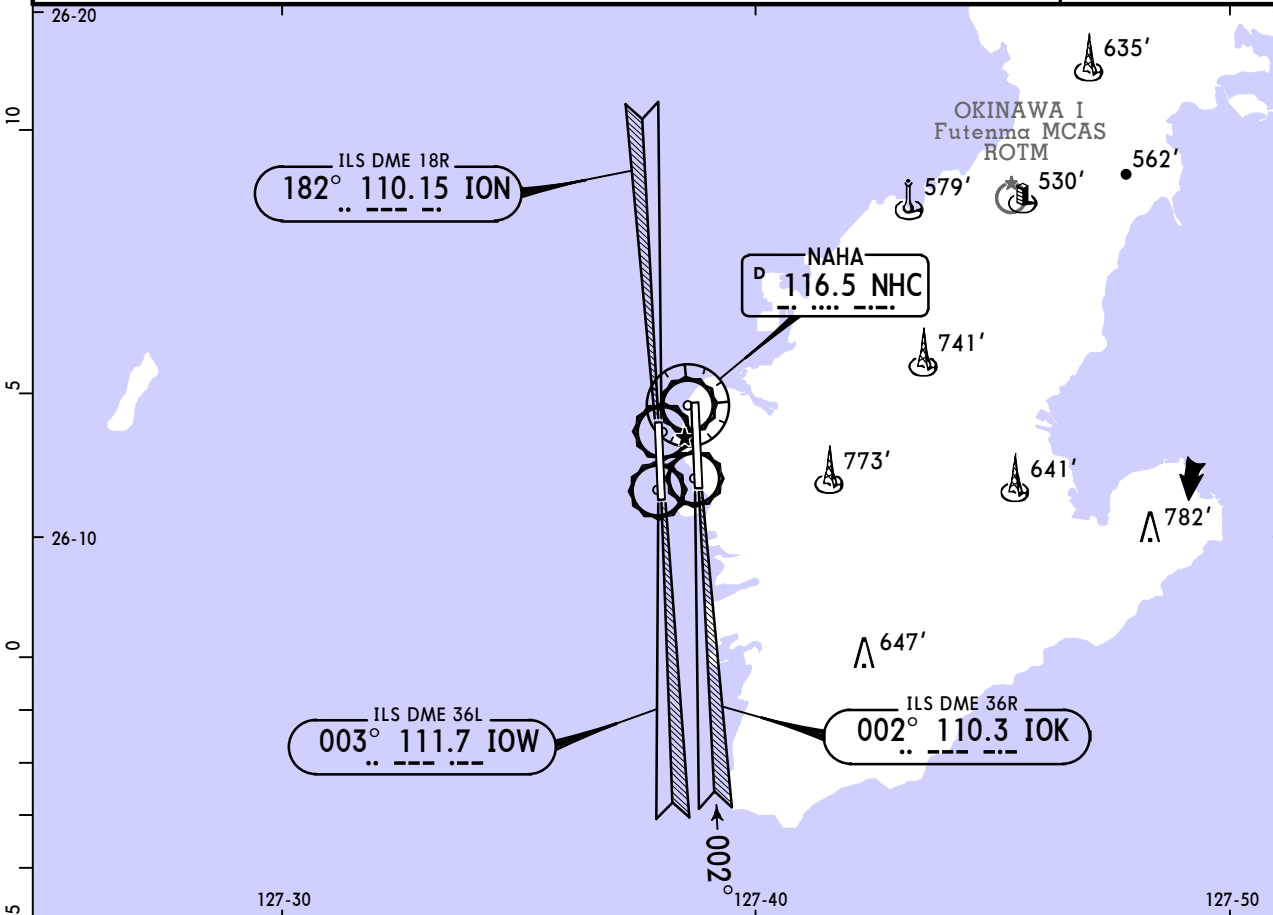
NAHA, JAPAN

15 MAR 24
Eff 20 Mar 1500Z

(18-1)

RADAR PAR Rwys 18L, 36R

BRIEFING STRIP™	D-ATIS	NAHA Approach (R)		NAHA Radar (ASR)			*NAHA GCA (GCA ASR PAR)		
	127.8	Northwest 119.1	Southeast 126.5	119.65	120.0	121.1	119.05	119.5	120.6
				121.2	122.45	125.55	121.1	123.85	124.7
	NAHA Tower			Ground			East		
	118.1	118.75	126.2	121.9			121.8		
	RADAR	Final Apch Crs By ATC		No FAF		DA(H) Refer to Minimums	Apt Elev 11' Rwy 18L 11' Rwy 36R 9'		
No MSA Published									
MISSED APCH: See below.									
Alt Set: IN (hPa on req)				Trans level: FL140			Trans alt: 14000'		



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

NATL	State		STRAIGHT-IN LANDING			CIRCLE-TO-LAND Circling to West side of Rwy only		
	PAR 18L		PAR 36R			Max Kts		
	DA(H) 211' (200')		DA(H) A: 219' (210') C: 239' (230') B: 229' (220') D: 249' (240')			MDA(H)		
	ALS out		TDZ &/or CL out			ALS out		
	A	R700m	R1000m	R600m	R750m	R1000m	90	620' (609') V1600m
B						120	620' (609') V2400m	
C						140	620' (609') V2400m	
D						165	620' (609') V3200m	

ROAH/OKA

JEPPESEN

NAHA, JAPAN

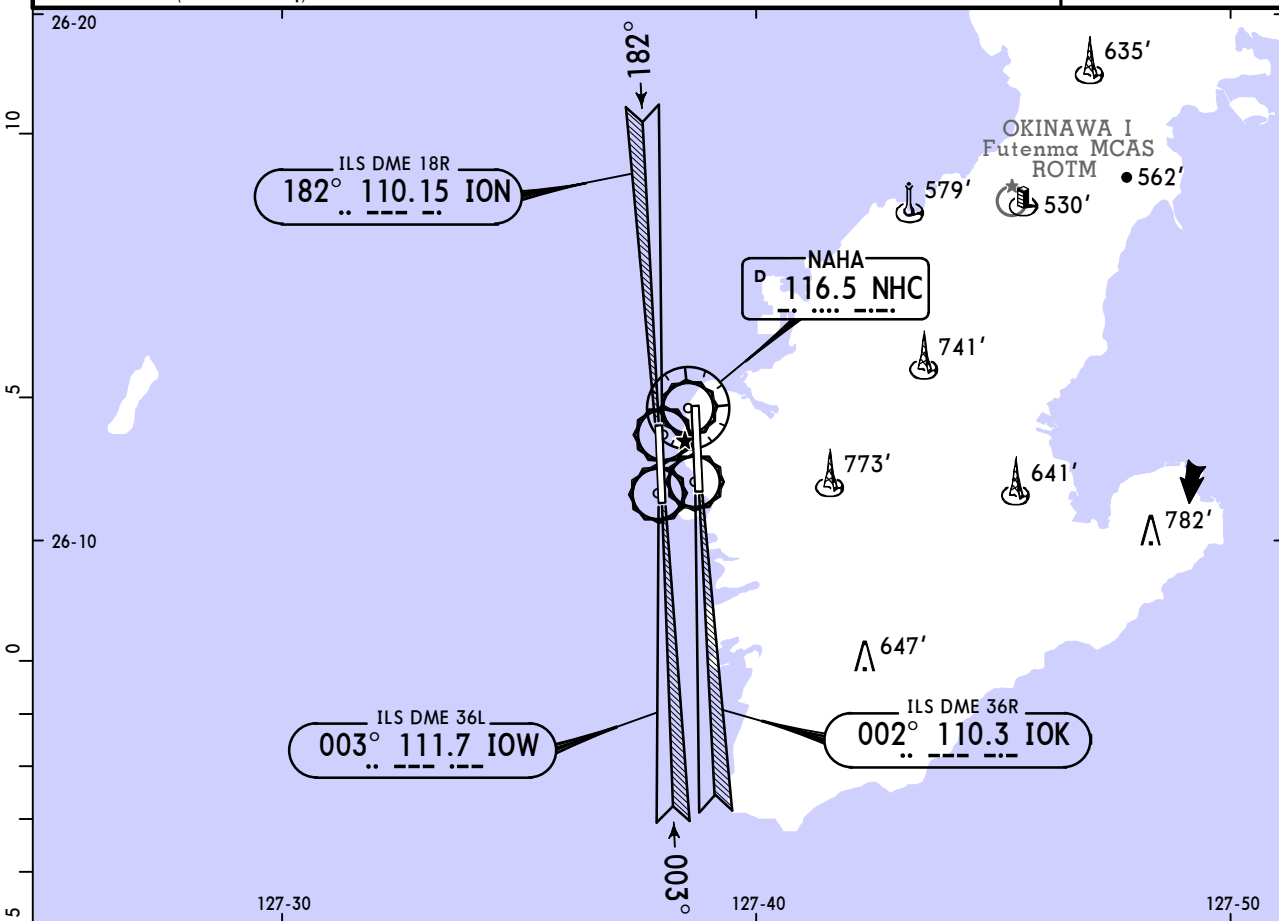
NAHA

15 MAR 24
Eff 20 Mar 1500Z

(18-2)

RADAR PAR Rwys 18R, 36L

BRIEFING STRIP™	D-ATIS	NAHA Approach (R)		NAHA Radar (ASR)			*NAHA GCA (GCA ASR PAR)		
		Northwest	Southeast	119.65	120.0	121.1	119.05	119.5	120.6
	127.8	119.1	126.5	121.2	122.45	125.55	121.1	123.85	124.7
	NAHA Tower				Ground				
	118.1	118.75	126.2	West	East				
				121.9	121.8				
RADAR	Final Apch Crs By ATC	No FAF	DA(H) Refer to Minimums	Apt Elev 11' Rwy 18R 16' Rwy 36L 14'	No MSA Published				
MISSED APCH: See below.									
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'					



MISSED APPROACH:

PAR Runway 18R: At guidance limit, turn RIGHT, climb to 1200' via NHC VOR R-226 to D15.0 NHC, climb to 2000' via D15.0 NHC clockwise ARC to OLVAL and hold. Contact Naha APP.

PAR Runway 36L: At guidance limit, turn LEFT, climb to 1200' via NHC VOR R-308 to D8.5 NHC, climb to 2000' via NHC VOR R-308 to D15.0 NHC counterclockwise ARC to OLVAL and hold. Cross NHC VOR R-308/D12.0 at or above 1400'. Contact Naha APP.

Rwy 18R Rwy 36L
Rwy 16' Rwy 14'

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

NATL	State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND Circling to West side of Rwy only	
			PAR 18R		PAR 36L			
			DA(H) 216'(200')		DA(H) 214'(200')			
			TDZ &/or CL out		ALS out		Max Kts MDA(H)	
	A						90	620'(609') V1600m
B	R550m	R750m	R1000m	R550m	R750m	R1000m	120	620'(609') V2400m
C							140	620'(609') V2400m
D							165	620'(609') V3200m

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NAHA, (NAHA - ROAH)				
REV	ILS OR LOC RWY 18R	11-1	24 May 2024	
REV	ILS Z OR LOC Z RWY 36L	11-2	24 May 2024	
REV	ILS Z OR LOC Z RWY 36R	11-5	24 May 2024	
REV	ILS Y OR LOC Y RWY 36R	11-6	24 May 2024	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ROAH

Type: Terminal

Effectivity: Temporary

Begin Date: 20240515

End Date: 20240524

(11-1) ILS OR LOC RWY 18R, (11-2) ILS Z OR LOC Z RWY 36L, (11-5) ILS Z OR LOC Z RWY 36R. Performance Based Navigation note should read RNP1 instead of Basic RNP1.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Naha Ground communication facility should read as '121.9 (West), 121.8 (East)'. Naha Tower communication facility should read as '118.75 (West), 118.1 (East), 126.2'.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All approach procedure straight-in minimums up to and including 2000m should be read as RVR.