

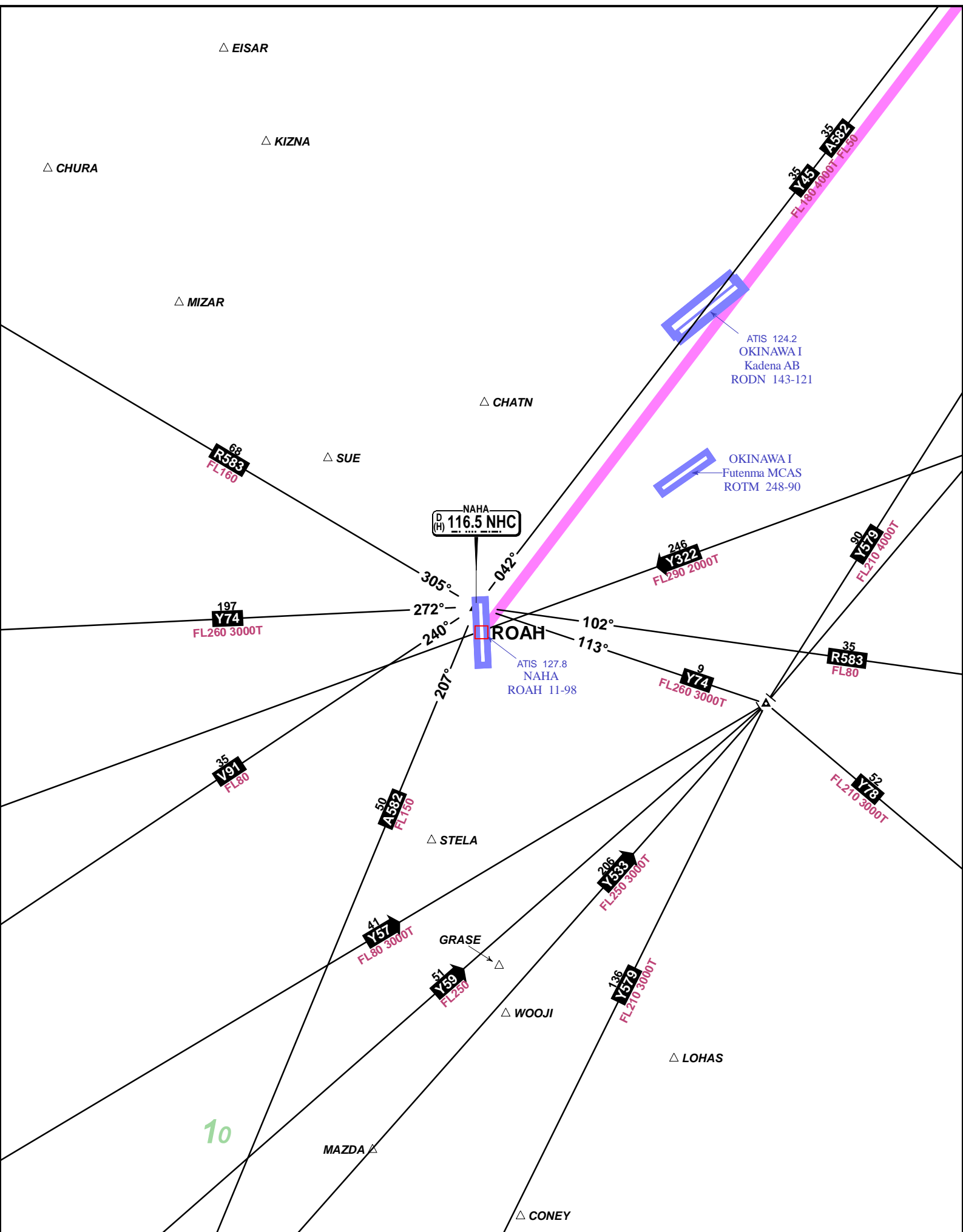
DEPARTURE (ROAH -> RJFU): ROAH (Naha)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



10

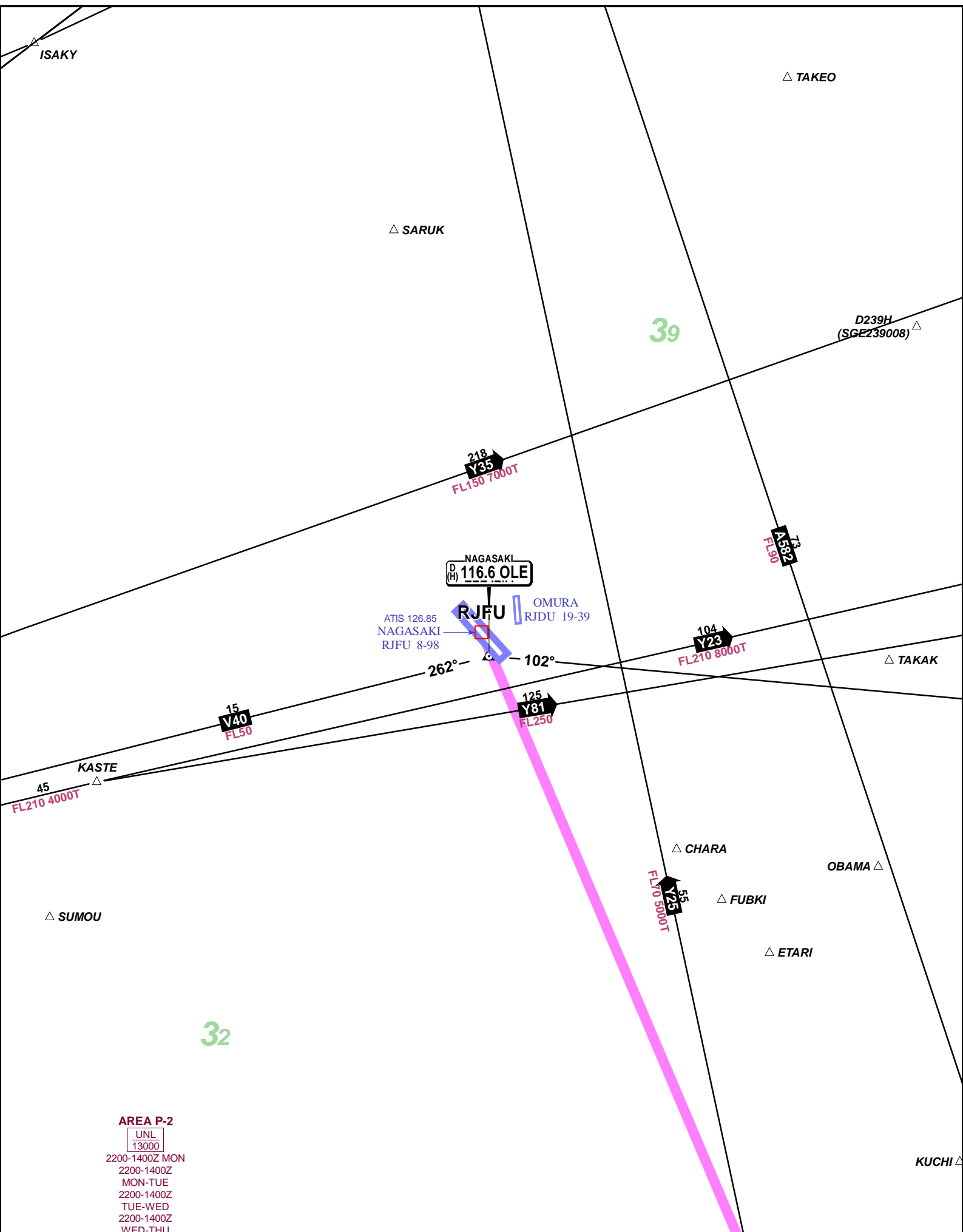
DESTINATION (ROAH -> RJFU): RJFU (Nagasaki)

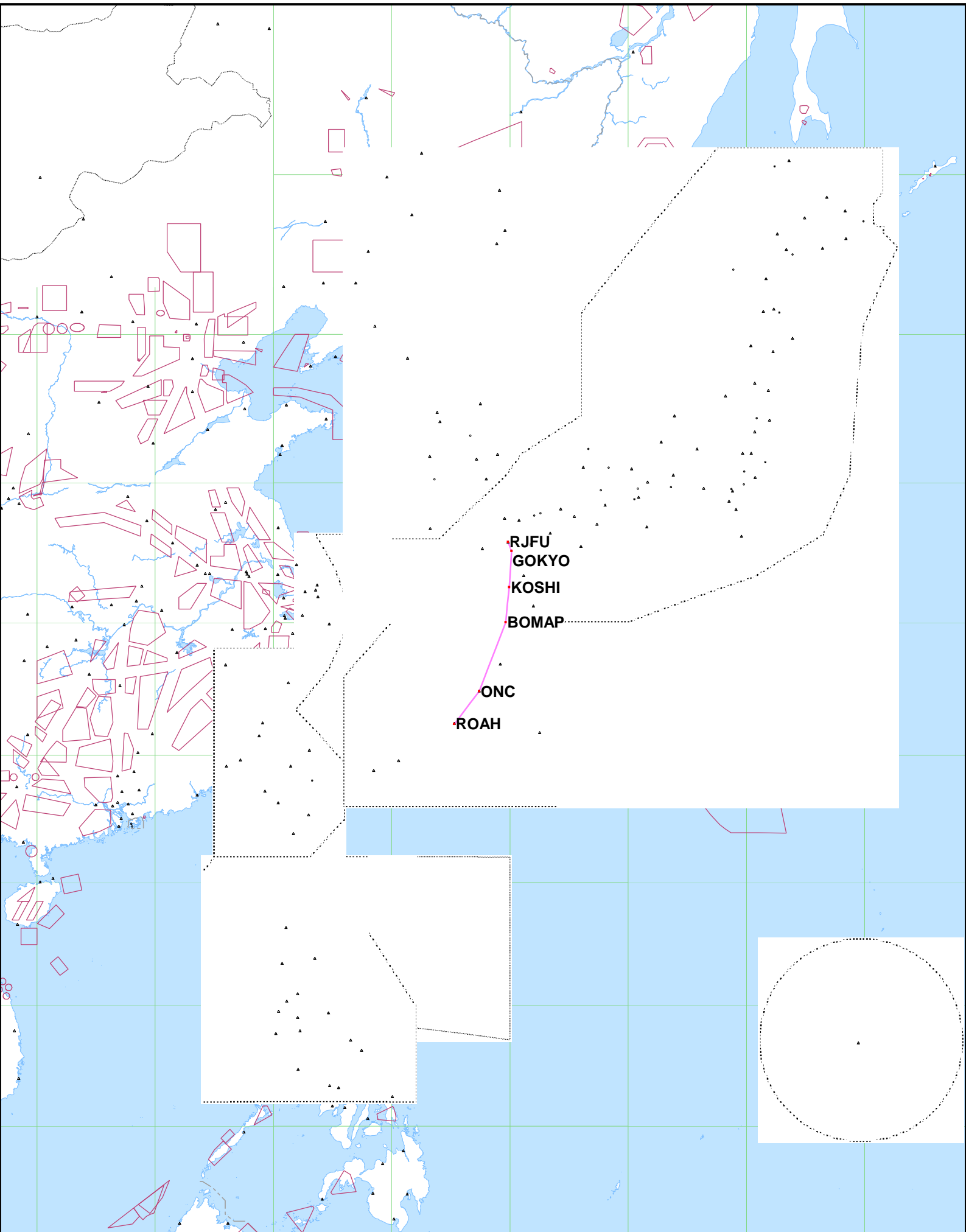
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0

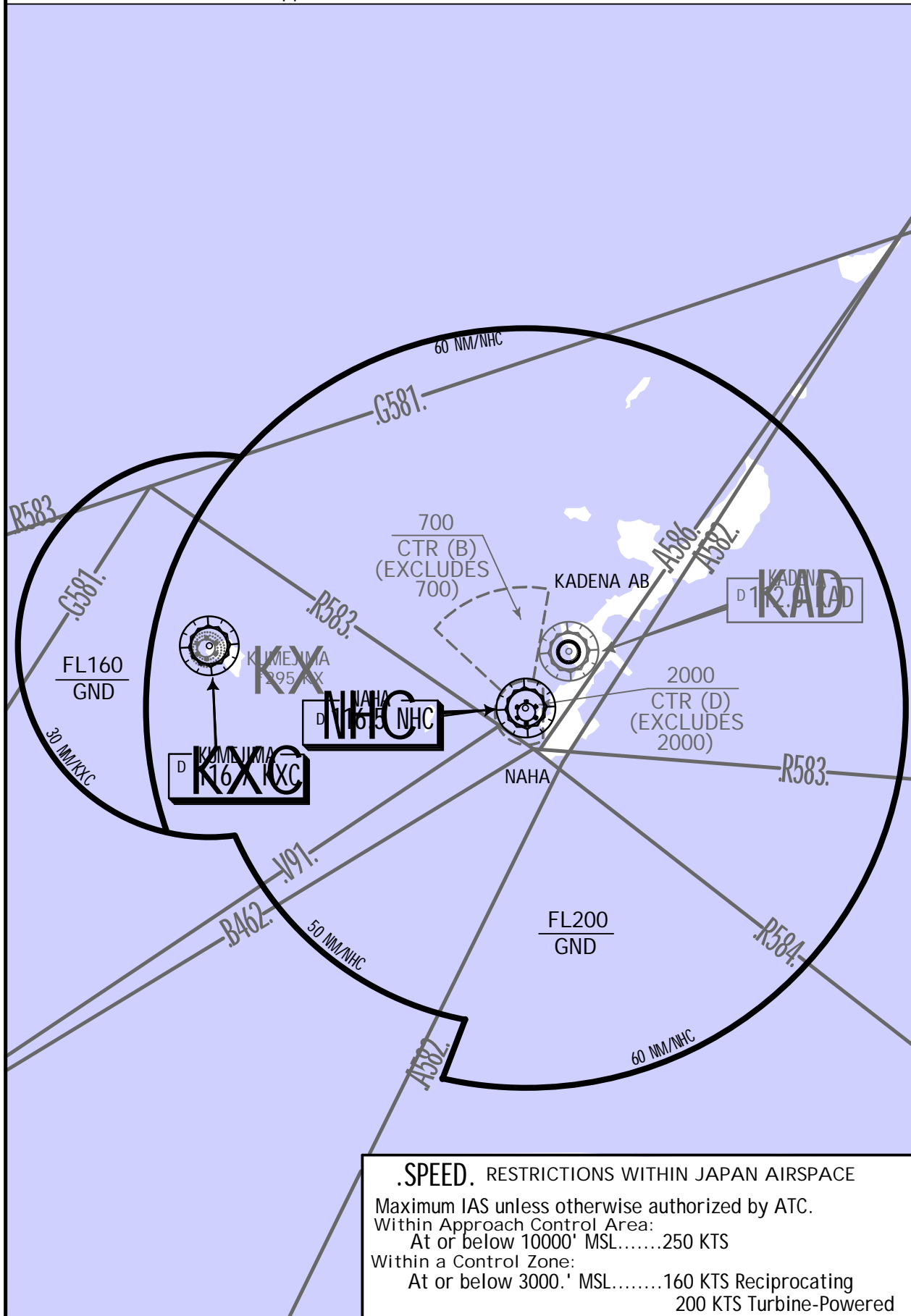




NAHA APPROACH CONTROL AREA (E)

Naha App (R) 119.1 126.5

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



ROAH/OKA

NAHA



20 JUN 14

10-1P

.Eff.25.Jun.1500Z.

NAHA, JAPAN

.AIRPORT.BRIEFING.

ARRIVAL

1. CONTINUOUS DESCENT OPERATION (CDO)

1.1. APPLICABLE TIME

Estimate at EISAR, YVETT or GRASE 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 LOHAS ARRIVAL.
- b) Arrival routes via GUPTI and join GUPTI SOUTH ARRIVAL.
- c) Arrival routes via CRUXS and join CRUXS SOUTH ARRIVAL.
- d) Arrival routes via ENTOK and join ENTOK SOUTH ARRIVAL.

1.2.2. When RWY 18 in use

- a) Arrival routes via ONC and join ERABU ARRIVAL.
- b) Arrival routes via GUPTI and join GUPTI NORTH ARRIVAL.
- c) Arrival routes via CRUXS and join CRUXS 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.

"Request CDO."

"Request [CDO route name]."

"Cleared to [fix] via [CDO route name]. Descend and maintain [altitude].

Comply with restrictions."

- b) ATC may change altitude restrictions and/or instruct speed adjustment when necessary due to traffic conditions.

- c) CDO may not be cleared due to traffic conditions.

- d) 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) or 5 minutes before reaching starting point of CDO route with position of TOD and estimated time over EISAR, YVETT or GRASE.

1.3.3. Report of beginning of descent

- a) Once CDO is cleared by ATC, pilot should report to ATC beginning of descent.

1.3.4. Suspension or cancellation of CDO

- a) ATC may suspend or cancel CDO due to traffic conditions even after CDO is cleared. Alternate instructions will be issued if CDO is suspended or canceled.

"Cancel CDO. (Alternative instructions)."

ROAH/OKA

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20 JUN 14

(10-1P1)

.Eff.25.Jun.1500Z.

NAHA, JAPAN

.AIRPORT.BRIEFING.

ARRIVAL

2. CDO ROUTES

2.1. RWY 36

CDO Route Name	Route
RWY 36 CDO Number 1	ONC LEXUS OKUMA "LOHAS ARRIVAL" [Altitude Restriction] Cross ONC at or above 12,000', cross HASSA at or above 11,000', cross LOHAS at or above 3000' and cross GASE at or above 2000'.
RWY 36 CDO Number 2	GUPTI "GUPTI SOUTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200, cross HASSA at or above 11,000', cross LOHAS at or above 3000' and cross GASE at or above 2000'.
RWY 36 CDO Number 3	IKEMA GEMNI CRUXS "CRUXS SOUTH ARRIVAL" [Altitude Restriction] Cross CRUXS at or above 8000' and cross GASE at or above 2000'.
RWY 36 CDO Number 4	ENTOK "ENTOK SOUTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL160, cross CRUXS at or above 8000' and cross GASE at or above 2000'.

2.2. RWY 18

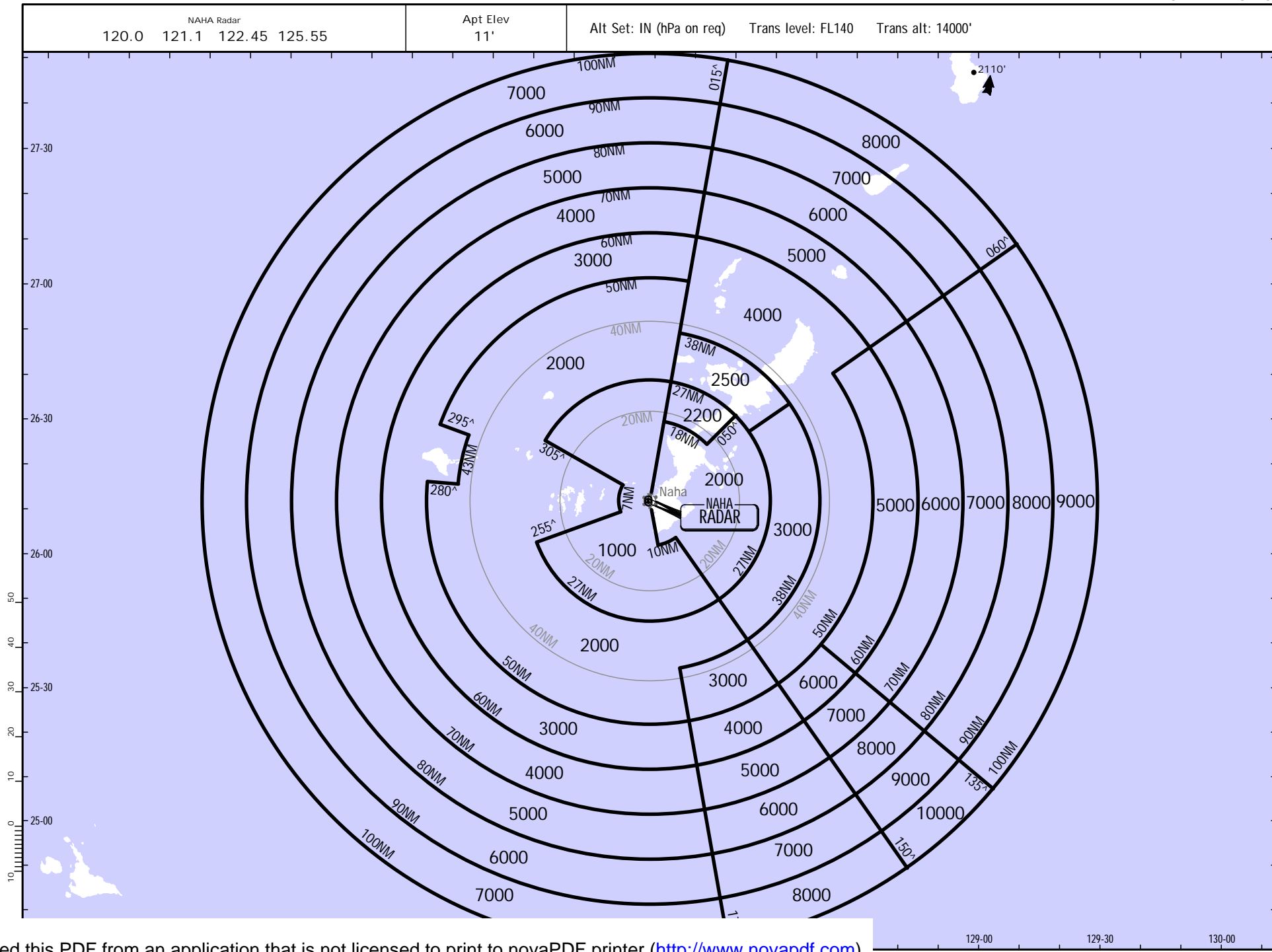
CDO Route Name	Route
RWY 18 CDO Number 1	ONC "ERABU ARRIVAL" [Altitude Restriction] Cross ONC at or above 12,000', cross YVETT at or above 3000'.
RWY 18 CDO Number 2	GUPTI "GUPTI NORTH ARRIVAL" [Altitude Restriction] Cross GUPTI at or above FL200 and cross YVETT at or above 3000'.
RWY 18 CDO Number 3	IKEMA GEMNI CRUXS "CRUXS NORTH ARRIVAL" [Altitude Restriction] Cross CRUXS at or above 8000' and cross EISAR at or above 3000'.
RWY 18 CDO Number 4	ENTOK "ENTOK NORTH ARRIVAL" [Altitude Restriction] Cross ENTOK at or above FL160 and cross EISAR at or above 3000'.

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NAHA



NAHA, JAPAN

6 JUN 14 (10-1R).RADAR.MINIMUM.ALTITUDES.



ROAH/OKA

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NAHA, JAPAN

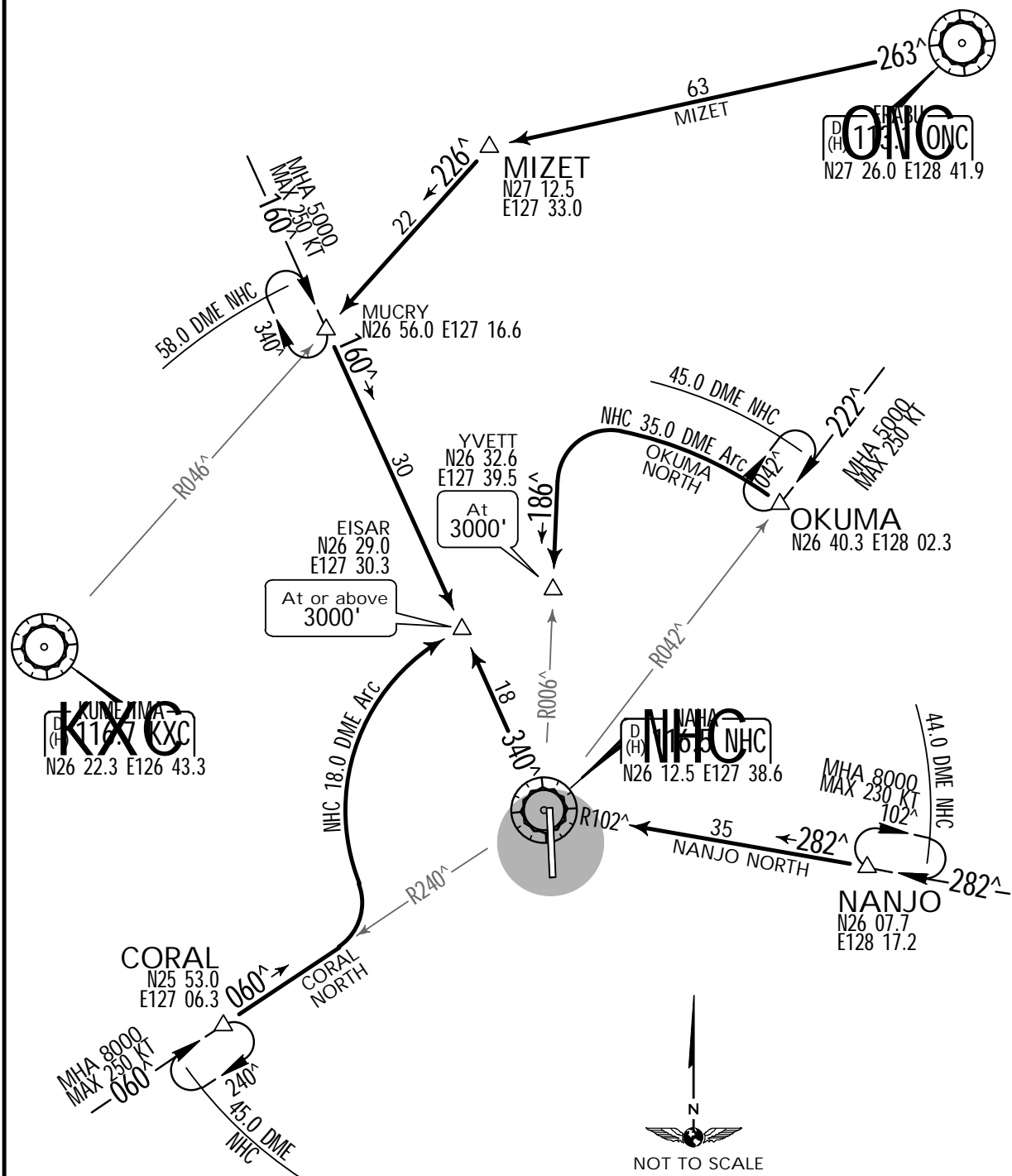
NAHA

12 SEP 14

10-2

.Eff.17.Sep.1500Z.

.STAR.

D-ATIS
127.8Apt Elev
11'Alt Set: IN (hPa on reg)
Trans level: FL140 Trans alt: 14000'CORAL NORTH [CORALN], MIZET [MIZET],
NANJO NORTH [NANJON], OKUMA NORTH [OKUMAN]
ARRIVALS
(RWY 18)

STAR	ROUTING
CORAL NORTH	From over CORAL, proceed via NHC R-240, via NHC 18.0 DME Arc clockwise to EISAR.
MIZET	From over MIZET, proceed via MIZET R-263 to MIZET, via KXC R-046 to MUCRY, via NHC R-340 to EISAR.
NANJO NORTH	From over NANJO, proceed via NHC R-102 to NHC, via NHC R-340 to EISAR.
OKUMA	From over OKUMA, proceed via NHC 35.0 DME Arc counterclockwise to intercept

ROAH/OKA

NAHA

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12 SEP 14

(10-2A)

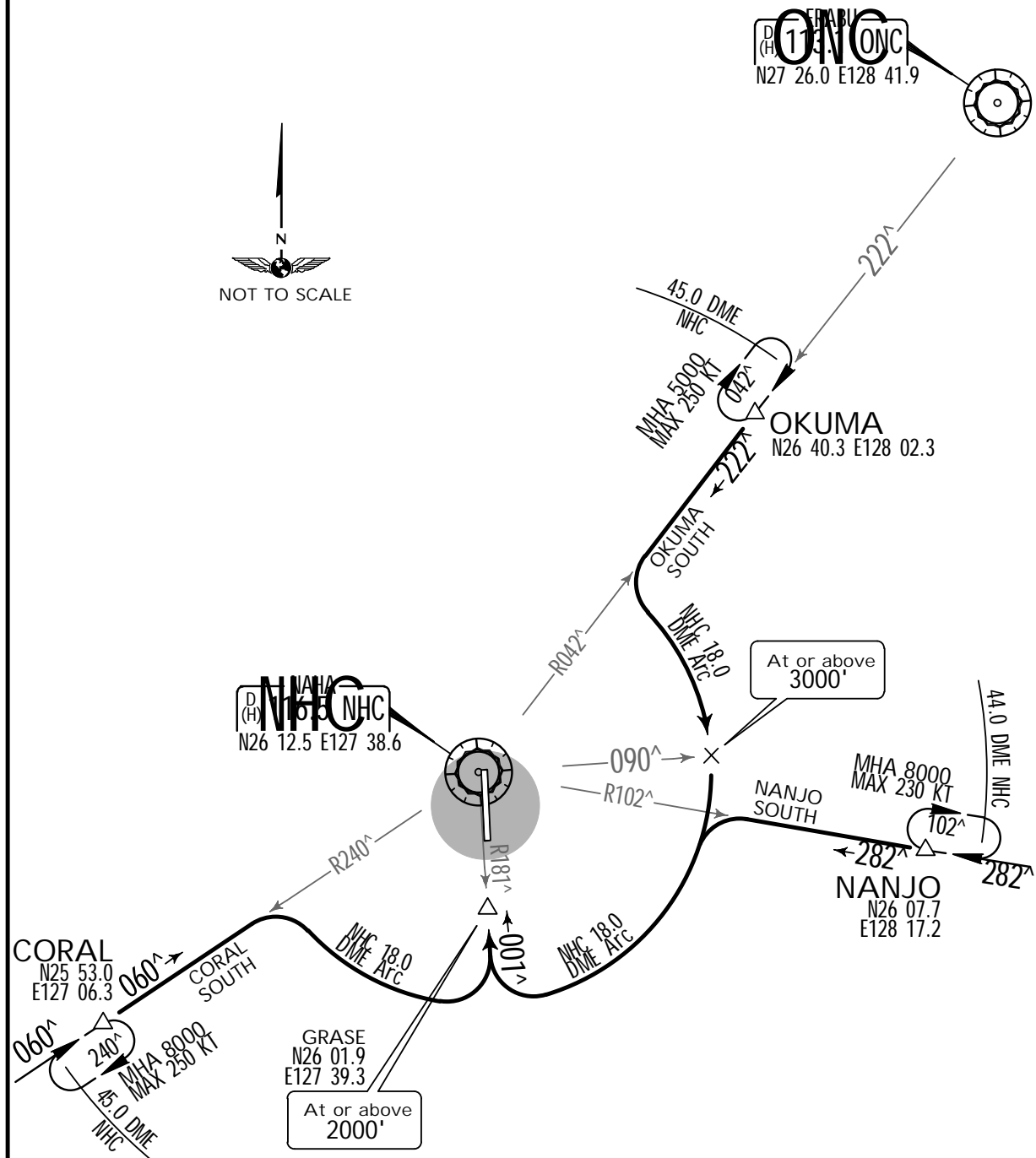
.Eff.17.Sep.1500Z.

NAHA, JAPAN

.STAR.

D-ATIS 127.8	Apt Elev 11'	Alt Set: IN (hPa on reg) Trans level: FL140 Trans alt: 14000'
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CORAL SOUTH [CORALS], NANJO SOUTH [NANJOS],
OKUMA SOUTH [OKUMAS] ARRIVALS
(RWY 36)



STAR	ROUTING
CORAL SOUTH	From over CORAL, proceed via NHC R-240, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-181 to GRASE.
NANJO SOUTH	From over NANJO, proceed via NHC R-102, via NHC 18.0 DME Arc clockwise to intercept and proceed via NHC R-181 to GRASE.
OKUMA	From over OKUMA, proceed via NHC R-042, via NHC 18.0 DME Arc clockwise to

ROAH/OKA

NAHA

JEPPESEN

13 SEP 13 (10-2B) .Eff.18.Sep.1500Z.

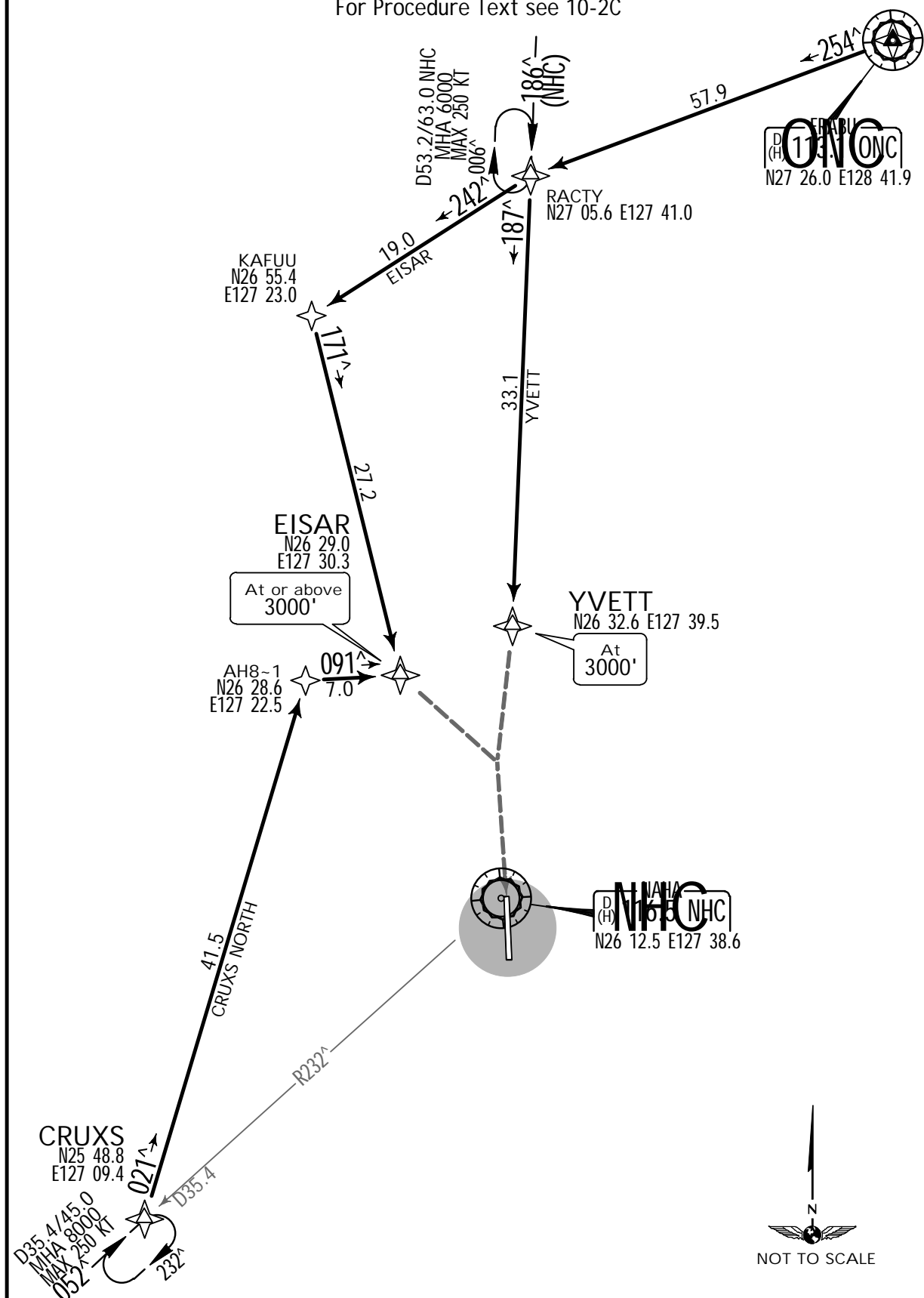
NAHA, JAPAN

.RNAV.STAR.

D-ATIS 127.8	Apt Elev 11'	Alt Set: IN (hPa on reg) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
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CRUXS NORTH [CRUXSN], EISAR [EISAR],
YVETT [YVETT] ARRIVALS
(RWY 18)

For Procedure Text see 10-2C



ROAH/OKA
NAHA

JEPPESEN

13 SEP 13

10-2C

.Eff.18.Sep.1500Z.

NAHA, JAPAN
.RNAV.STAR.CRUXS NORTH [CRUXSN], EISAR [EISAR],
YVETT [YVETT] ARRIVALS
(RWY 18)For Procedure Graphic see 10-2B
PROCEDURE TEXT

DME GAP		
CRUXS NORTH	CRUXS - 35 NM to AH801	
	25 NM to AH801 - EISAR	
EISAR	ONC - 54.9 NM to RACTY	
	10 NM to EISAR - EISAR	
YVETT	ONC - 54.9 NM to RACTY	
	13.0 NM to YVETT - YVETT	
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
CRUXS NORTH		
DME	ROUTE SEGMENT	DME GAP
KXC	35 NM to AH801 - 25 NM to AH801	10.0 NM
EISAR		
DME	ROUTE SEGMENT	DME GAP
KXC	10 NM to KAFUU - KAFUU	10.0 NM
	KAFUU - 10 NM to EISAR	17.2 NM
ONC	54.9 NM to RACTY - 42.0 NM to RACTY	12.9 NM
YVETT		
DME	ROUTE SEGMENT	DME GAP
KXC	23.0 NM to YVETT - 13.0 NM to YVETT	10.0 NM
ONC	54.9 NM to RACTY - 42.0 NM to RACTY	12.9 NM
STAR		ROUTING
CRUXS NORTH	From CRUXS, to AH801, to EISAR.	
EISAR	From ONC, to RACTY, to KAFUU, to EISAR.	

ROAH/OKA

NAHA



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13 SEP 13

(10-2D)

.Eff.18.Sep.1500Z.

NAHA, JAPAN

.RNAV.STAR.

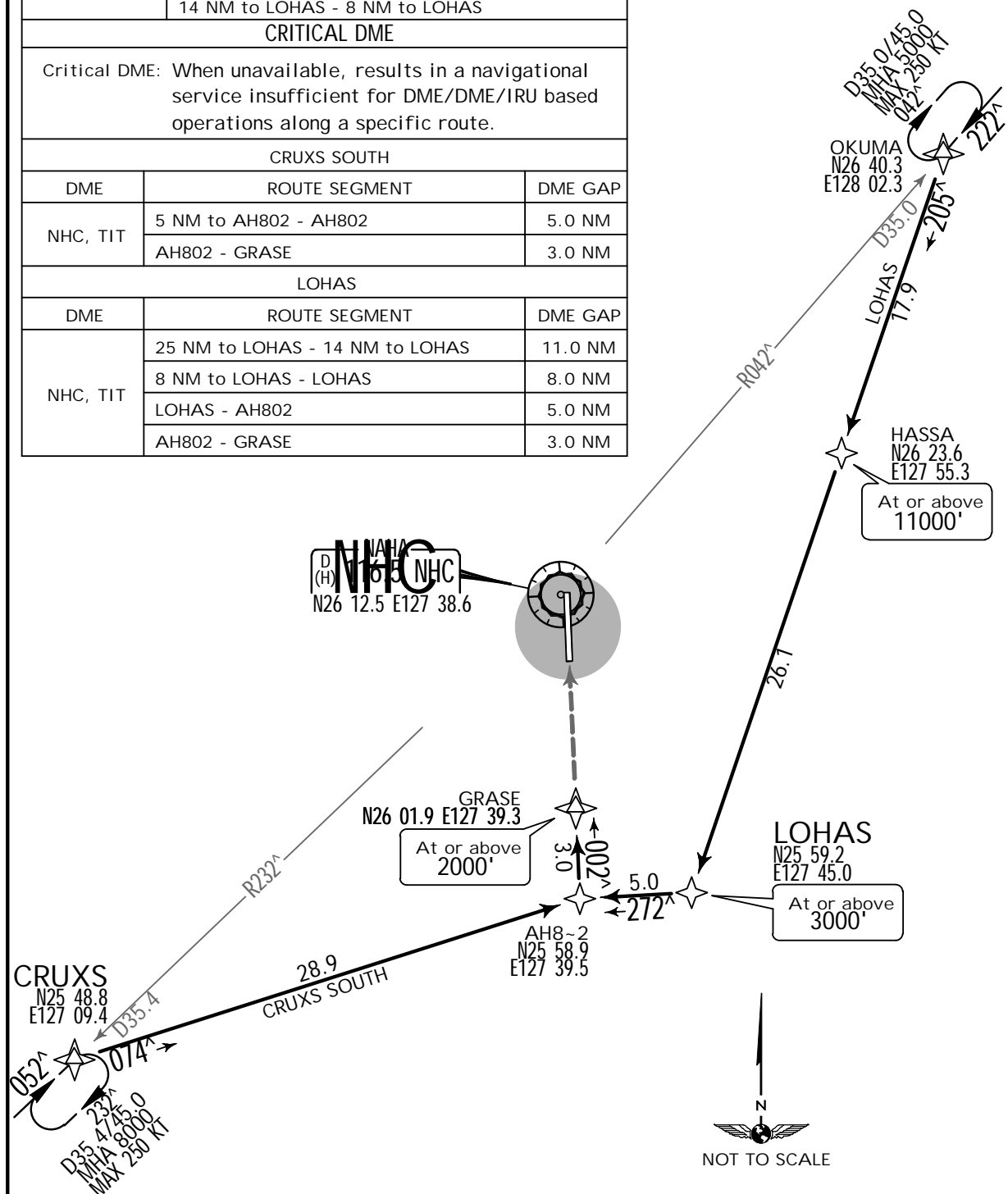
D-ATIS
127.8Apt Elev
11'

Alt Set: IN (hPa on reg)

Trans level: FL140 Trans alt: 14000'

1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.CRUXS SOUTH [CRUXSS], LOHAS [LOHAS]
ARRIVALS
(RWY 36)

DME GAP		
CRUXS SOUTH	CRUXS - 5 NM to AH802	
LOHAS	OKUMA - 25 NM to LOHAS	
	14 NM to LOHAS - 8 NM to LOHAS	
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
CRUXS SOUTH		
DME	ROUTE SEGMENT	DME GAP
NHC, TIT	5 NM to AH802 - AH802	5.0 NM
	AH802 - GRASE	3.0 NM
LOHAS		
DME	ROUTE SEGMENT	DME GAP
NHC, TIT	25 NM to LOHAS - 14 NM to LOHAS	11.0 NM
	8 NM to LOHAS - LOHAS	8.0 NM
	LOHAS - AH802	5.0 NM
	AH802 - GRASE	3.0 NM



STAR	ROUTING
CRUXS SOUTH	From CRUXS, to AH802, to GRASE.

ROAH/OKA

NAHA

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13 SEP 13

(10-2E)

.Eff.18.Sep.1500Z.

NAHA, JAPAN

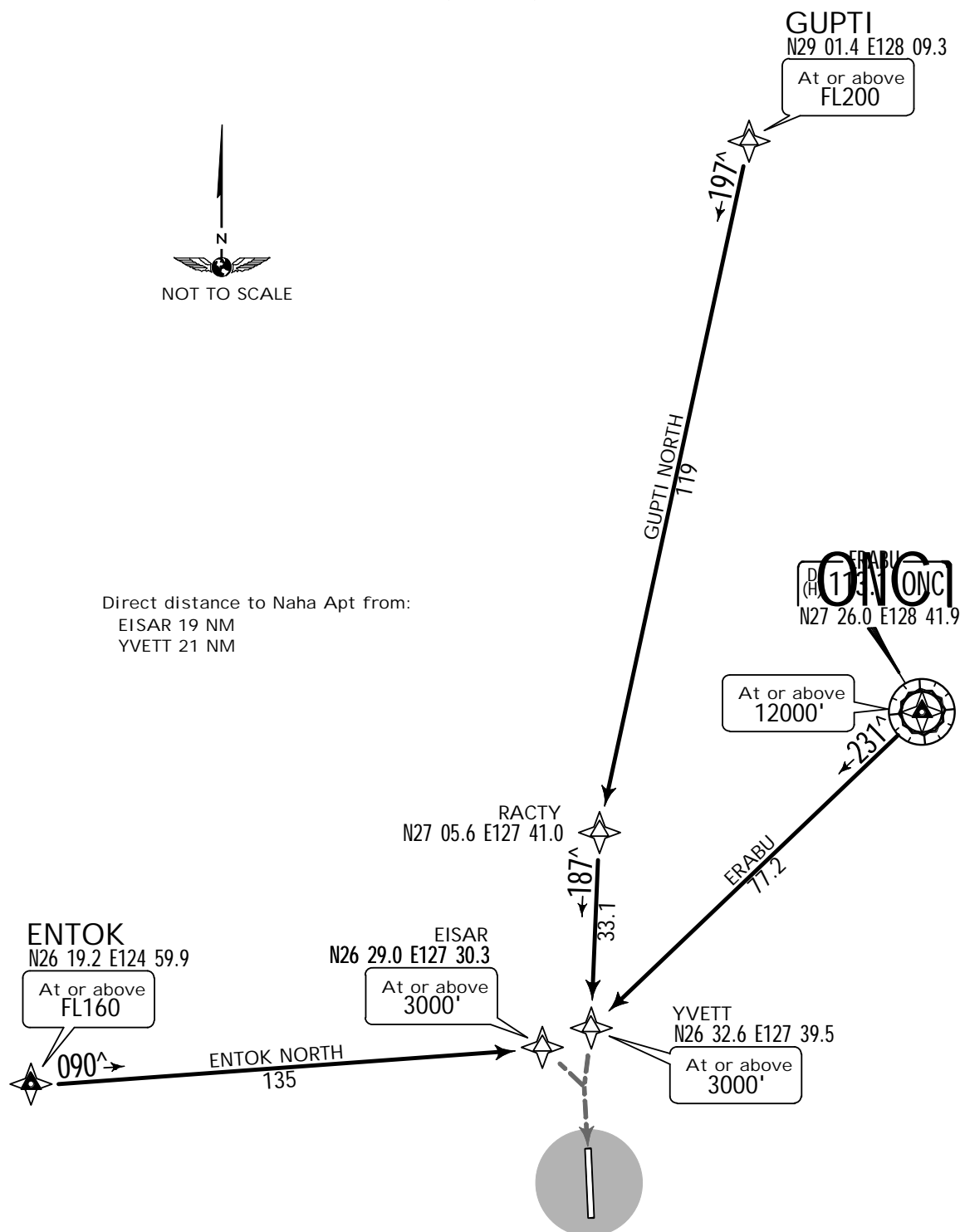
.RNAV.STAR.

D-ATIS
127.8

Apt Elev
11'

Alt Set: IN (hPa on reg)
Trans level: FL140 Trans alt: 14000'
1. Basic RNP 1. 2. GNSS required.
3. CDO only.

ENTOK NORTH [ENTOKN], ERABU [ERABU], GUPTI NORTH [GUPTIN] ARRIVALS (RWY 18)



STAR	ROUTING
ENTOK NORTH	From ENTOK to EISAR.
ERABU	From ONC to YVETT.

ROAH/OKA

NAHA

JEPPESEN

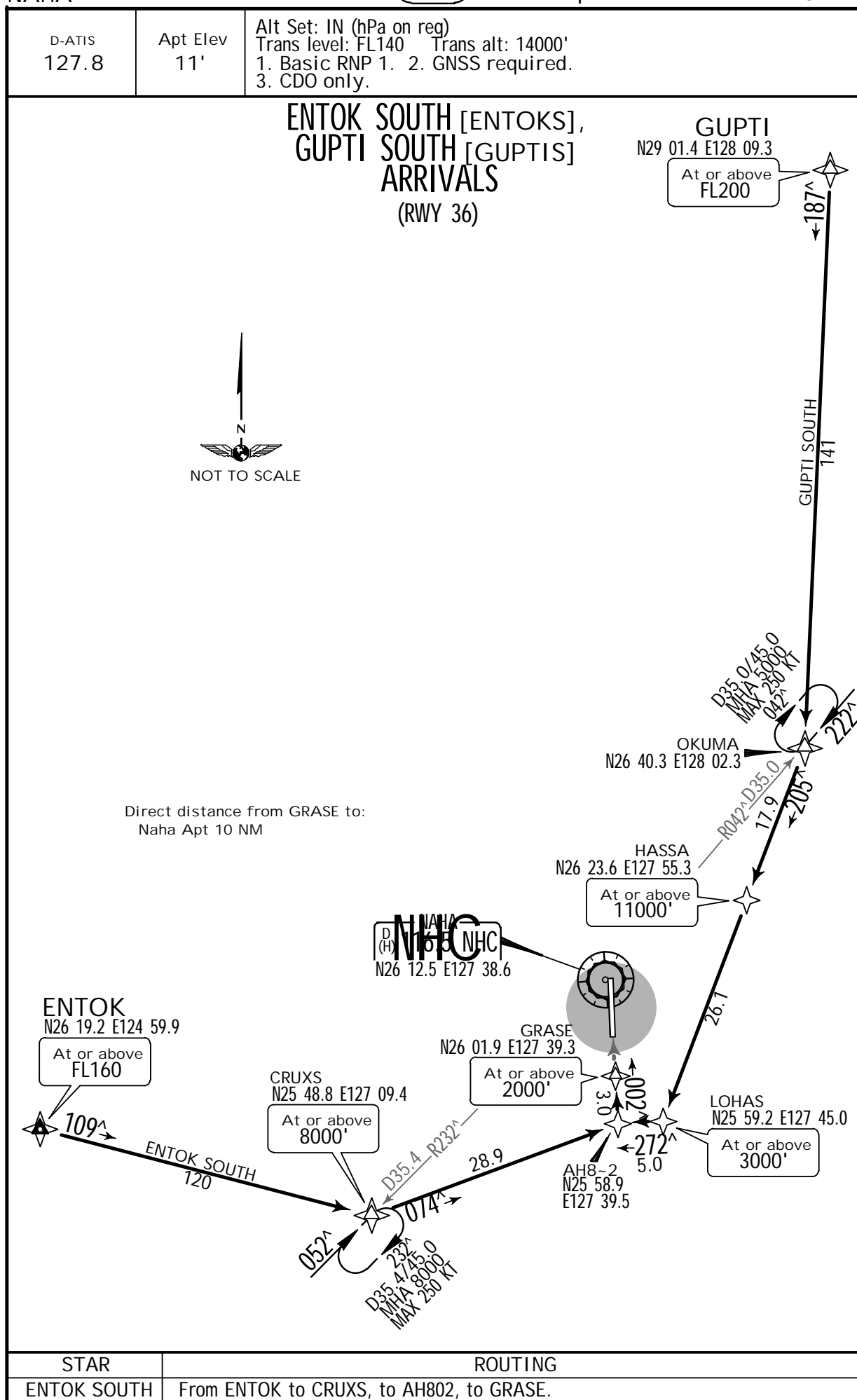
13 SEP 13

(10-2F)

.Eff.18.Sep.1500Z.

NAHA, JAPAN

.RNAV.STAR.



ROAH/OKA
NAHA



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1 FEB 13

10-3

.Eff.6.Feb.1500Z.

NAHA, JAPAN
.SID.

NAHA Departure (R)
Northwest : Southeast
119.1 : 126.5

Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

AGUNI ONE DEPARTURE [AGUNI1] (RWY 18)

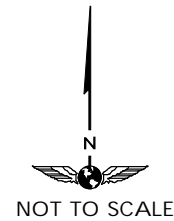
CHURA
N26 25.4
E127 24.6

D18.0

320°

290°

At
2000'



NAHA
D(H) 1065 NHC
N26 12.5 E127 38.6

D6.0 NHC
At
1000'

At or above
500'

195°

NHC 18.0 DME Arc

INITIAL CLIMB

Climb runway heading to 500' or above, turn RIGHT, climb via NHC R-195 to intercept and

ROAH/OKA

NAHA

JEPPESEN

1 FEB 13

(10-3A)

.Eff.6.Feb.1500Z.

NAHA, JAPAN

.RNAV.SID.

NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
Northwest	Southeast		
119.1	126.5		

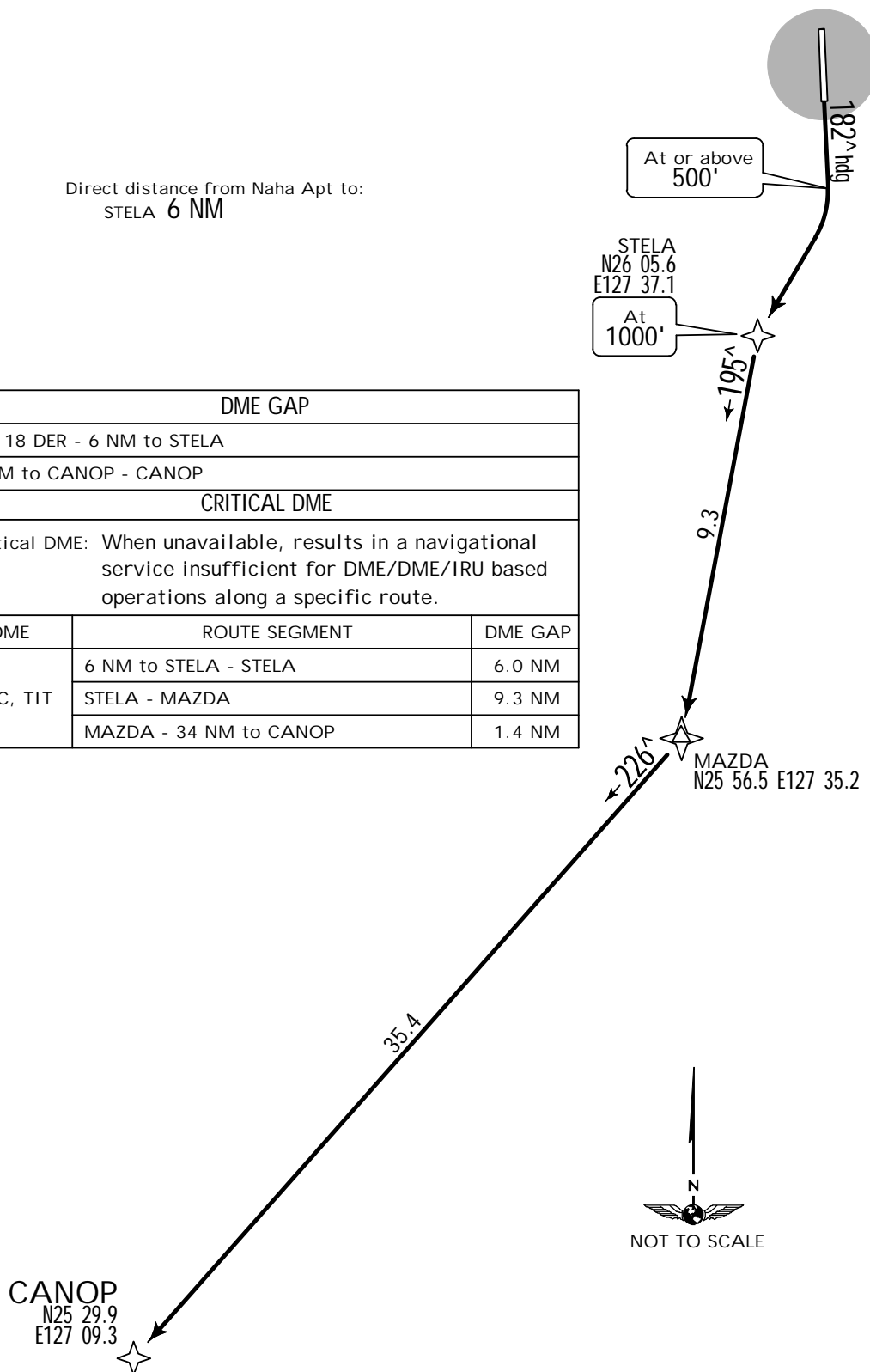
CANOP ONE RNAV DEPARTURE

[CANOP1]

(RWY 18)

Direct distance from Naha Apt to:
STELA 6 NM

DME GAP		
RWY 18 DER - 6 NM to STELA		
34 NM to CANOP - CANOP		
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
DME	ROUTE SEGMENT	DME GAP
NHC, TIT	6 NM to STELA - STELA	6.0 NM
	STELA - MAZDA	9.3 NM
	MAZDA - 34 NM to CANOP	1.4 NM

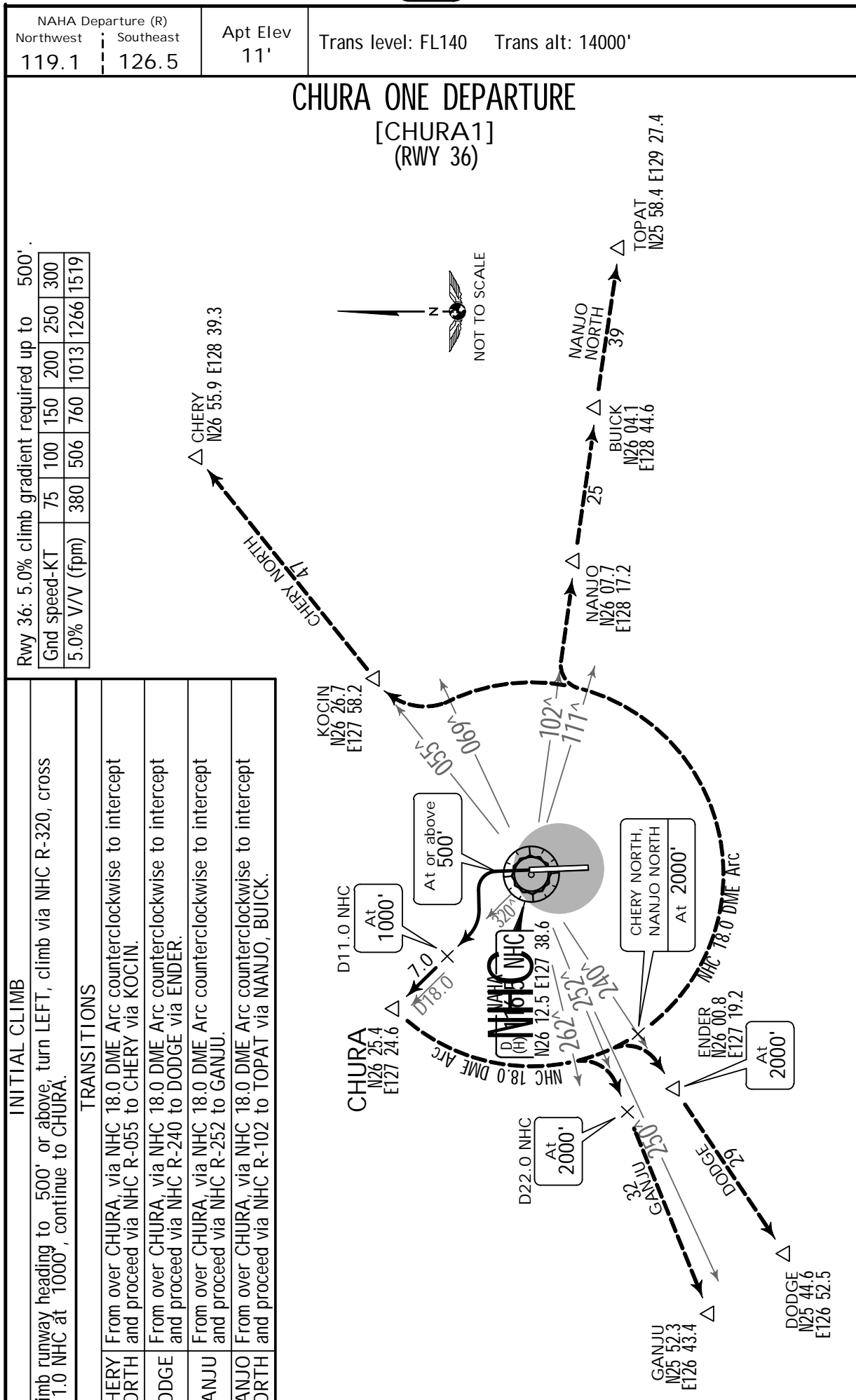


INITIAL CLIMB

ROAH/OKA
 NAHA

JEPPESSEN
 1 FEB 13 (10-3B) .Eff.6.Feb.1500Z.

NAHA, JAPAN
 .SID.



ROAH/OKA

NAHA

**JEPPESEN**

1 FEB 13

10-3C

.Eff.6.Feb.1500Z.

NAHA, JAPAN

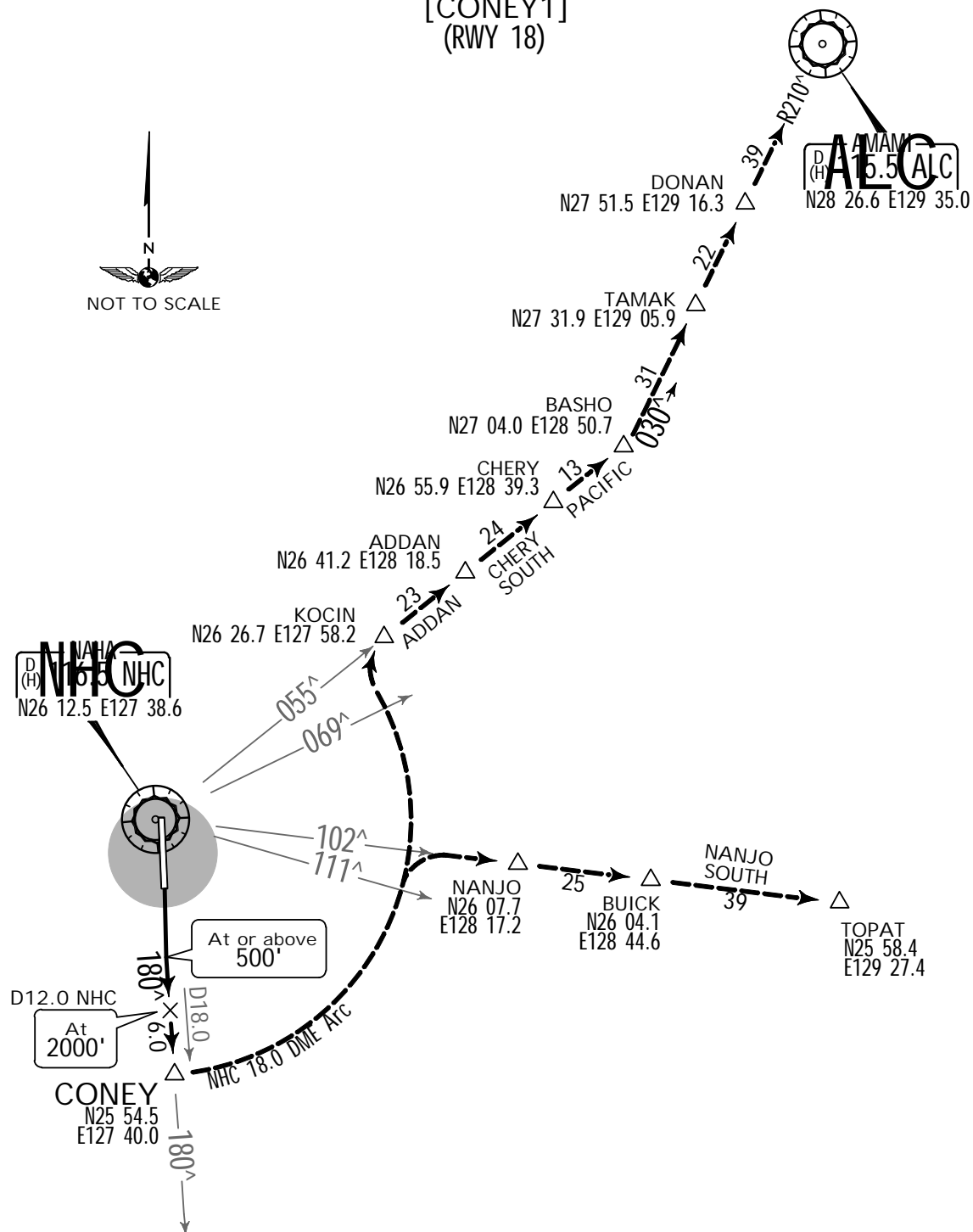
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NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000'
Northwest 119.1	Southeast 126.5		

CONEY ONE DEPARTURE

[CONEY1]

(RWY 18)



INITIAL CLIMB

Climb runway heading to 500' or above, climb via NHC R-180 to CONEY.

TRANSITIONS

ADDAN	From over CONEY, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-055 to ADDAN via KOCIN.
CHERY SOUTH	From over CONEY, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-055 to CHERY via KOCIN.
NANJO SOUTH	From over CONEY, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-102 to TOPAT via NANJO, BUICK.
PACIFIC	From over CONEY, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-055 to BASHO via KOCIN, turn LEFT via ALC R-210 to TAMAK, DONAN.

ROAH/OKA

NAHA

JEPPESEN

1 FEB 13

(10-3D)

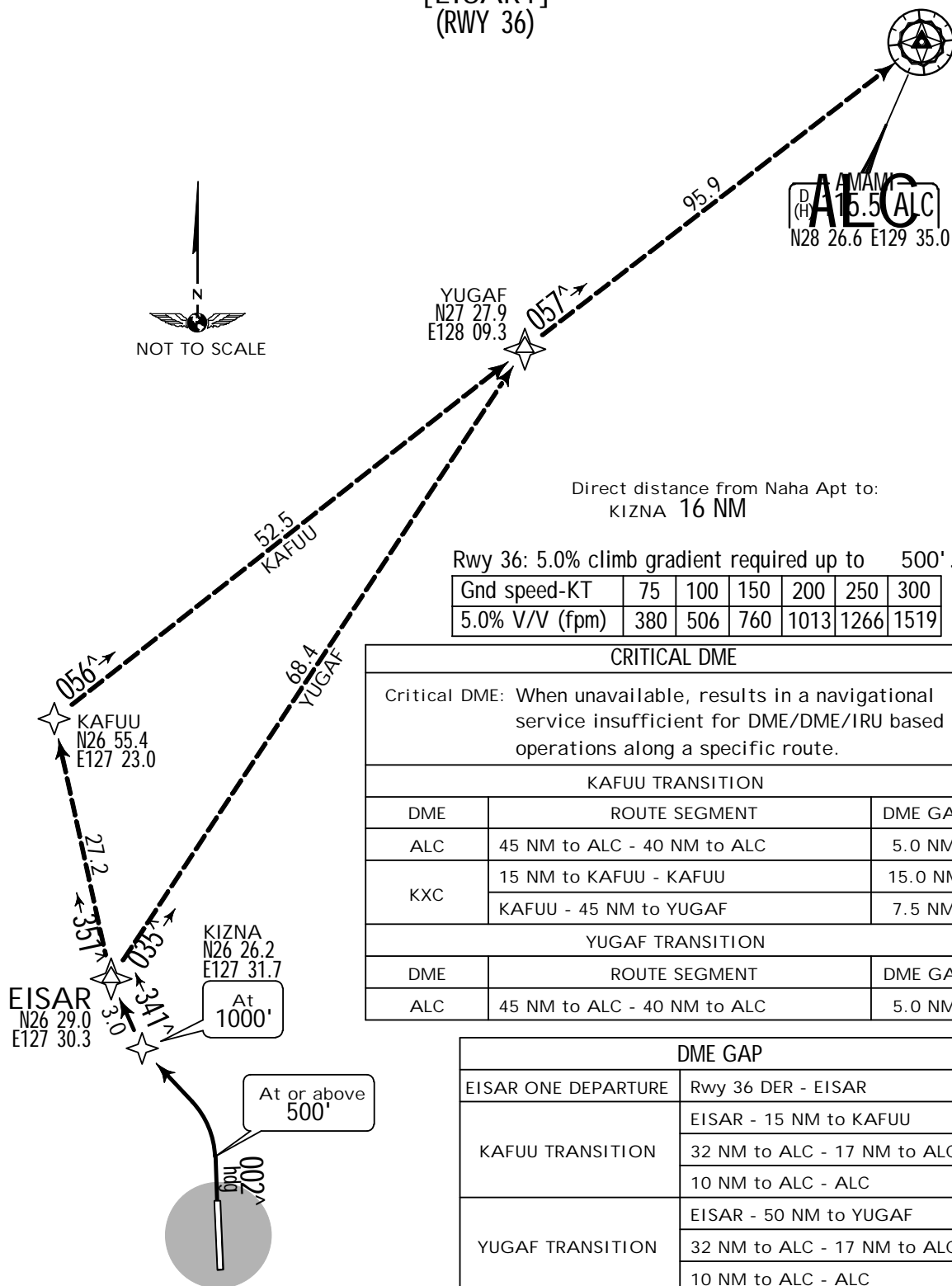
.Eff.6.Feb.1500Z.

NAHA, JAPAN

.RNAV.SID.

NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
Northwest	Southeast		
119.1	126.5		

EISAR ONE RNAV DEPARTURE

[EISAR1]
(RWY 36)

INITIAL CLIMB

Climb on heading 002^, at or above 500' turn LEFT direct to KIZNA, to EISAR.

TRANSITIONS

KAFUU From EISAR, to KAFUU, to YUGAF, to ALC.

ROAH/OKA

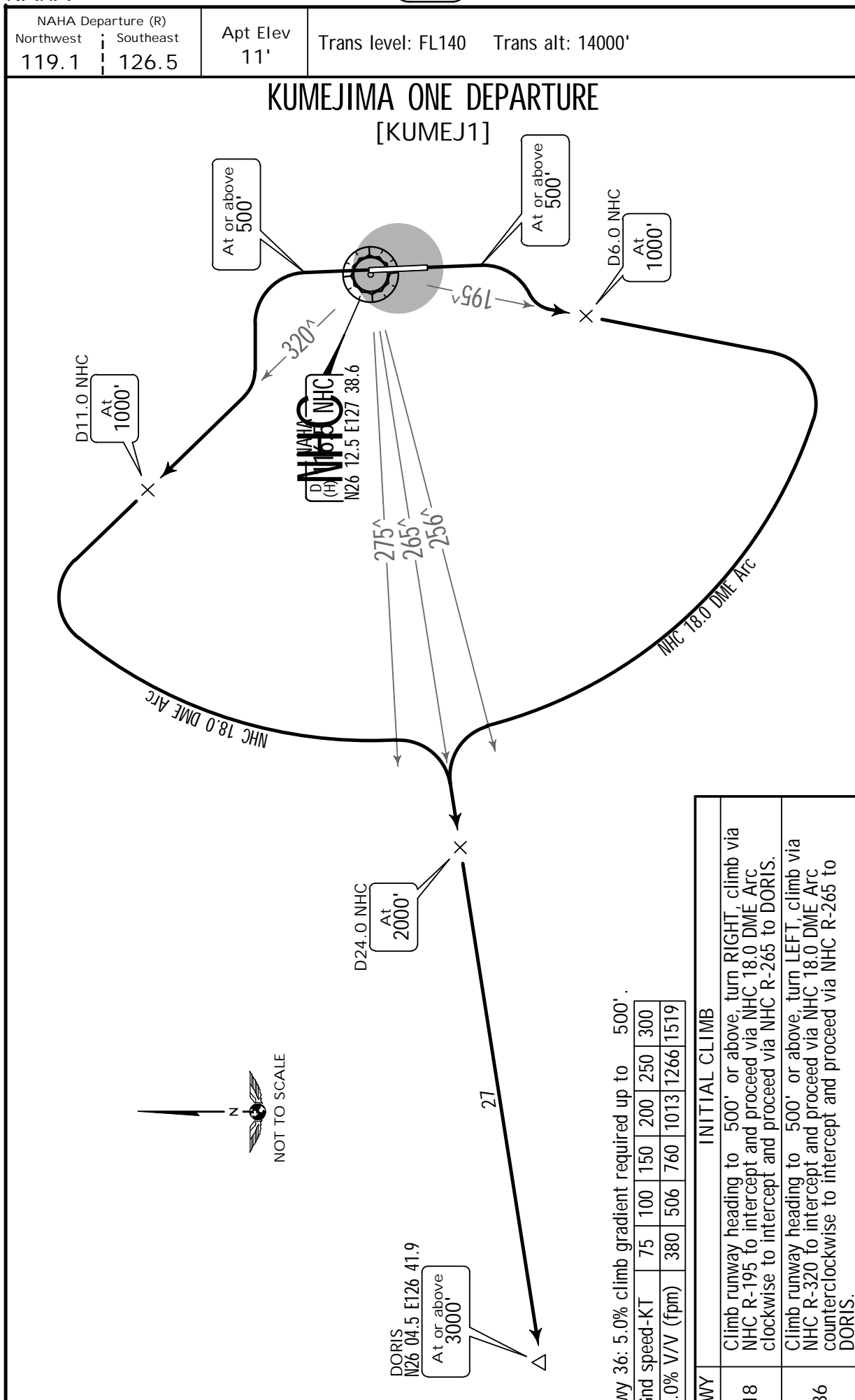
JEPPESSEN

NAHA, JAPAN

NAHA

1 FEB 13 10-3E .Eff.6.Feb.1500Z.

.SID.



ROAH/OKA
 NAHA

JEPPESEN

12 SEP 14

(10-3F)

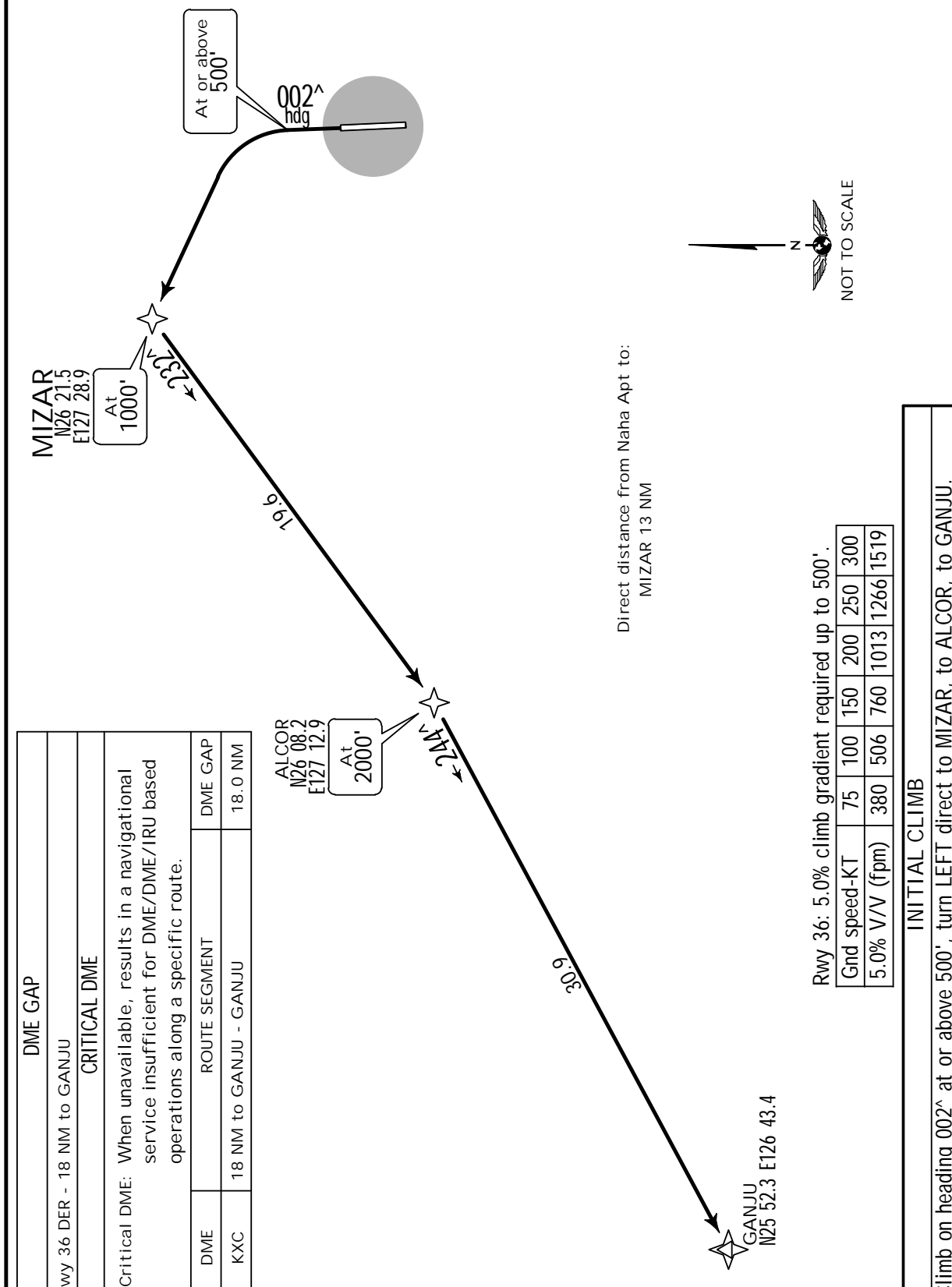
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NAHA, JAPAN
 .RNAV.SID.

NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
Northwest	Southeast		
119.1	126.5		

MIZAR ONE RNAV DEPARTURE

[MIZAR1]
 (RWY 36)



ROAH/OKA

NAHA

JEPPESEN

12 SEP 14 (10-3G) .Eff.17.Sep.1500Z.

NAHA, JAPAN

.SID.

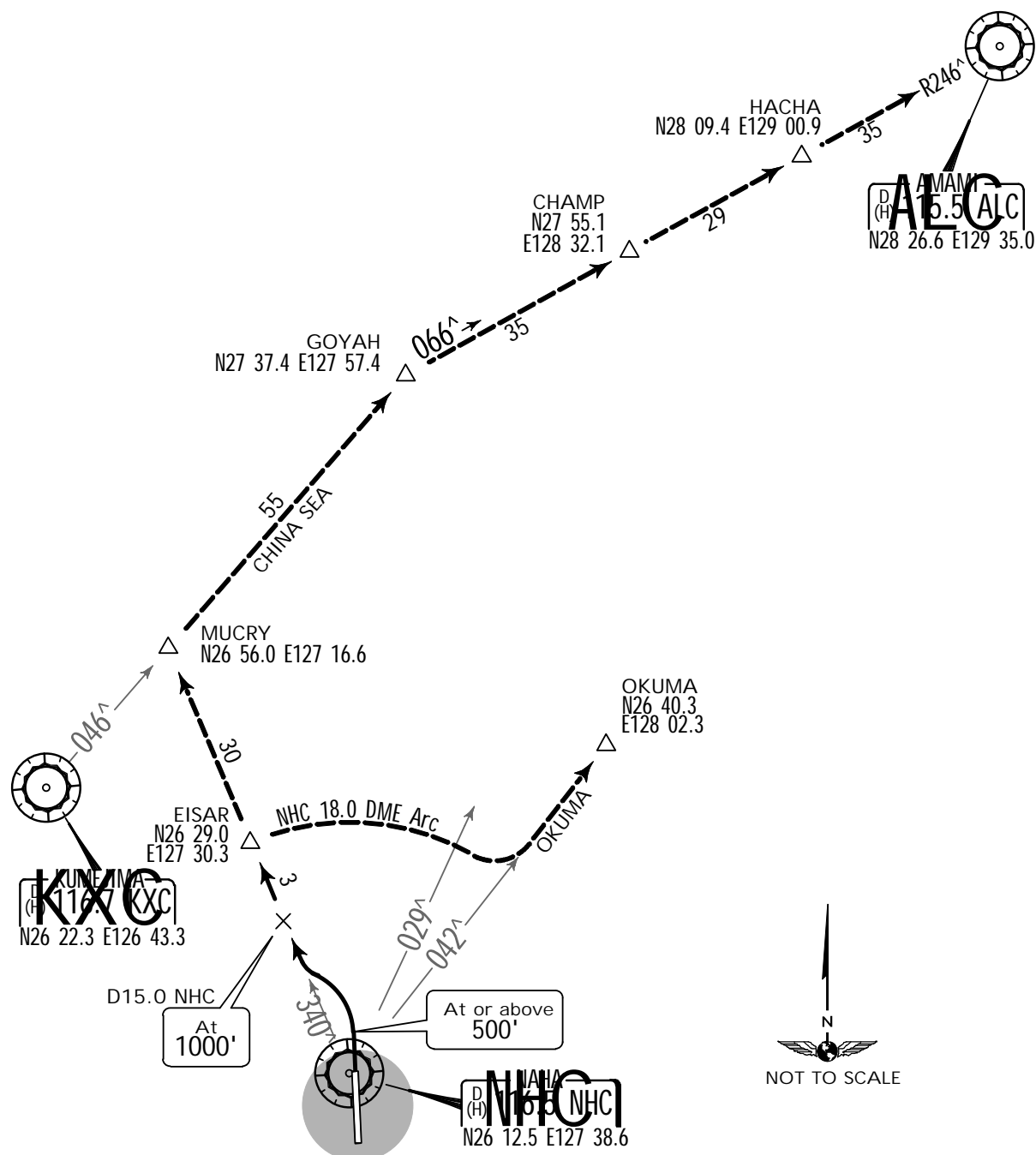
NAHA Departure (R)
Northwest | Southeast
119.1 | 126.5

Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

NAHA NORTH ONE DEPARTURE

[NHC1NO]
(RWY 36)



Rwy 36: 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

INITIAL CLIMB

Climb runway heading to 500' or above, turn LEFT, climb via NHC R-340 to EISAR.

TRANSITIONS

CHINA SEA	From over EISAR, proceed via NHC R-340 to MUCRY, turn RIGHT to intercept and proceed via KXC R-046 to GOYAH, turn RIGHT to intercept and proceed via ALC R-246 to CHAMP, HACHA, or ALC.
OKUMA	From over EISAR via NHC 18.0 DME Arc clockwise to intercept and proceed

ROAH/OKA

NAHA

JEPPESEN

1 FEB 13

(10-3H)

.Eff.6.Feb.1500Z.

NAHA, JAPAN

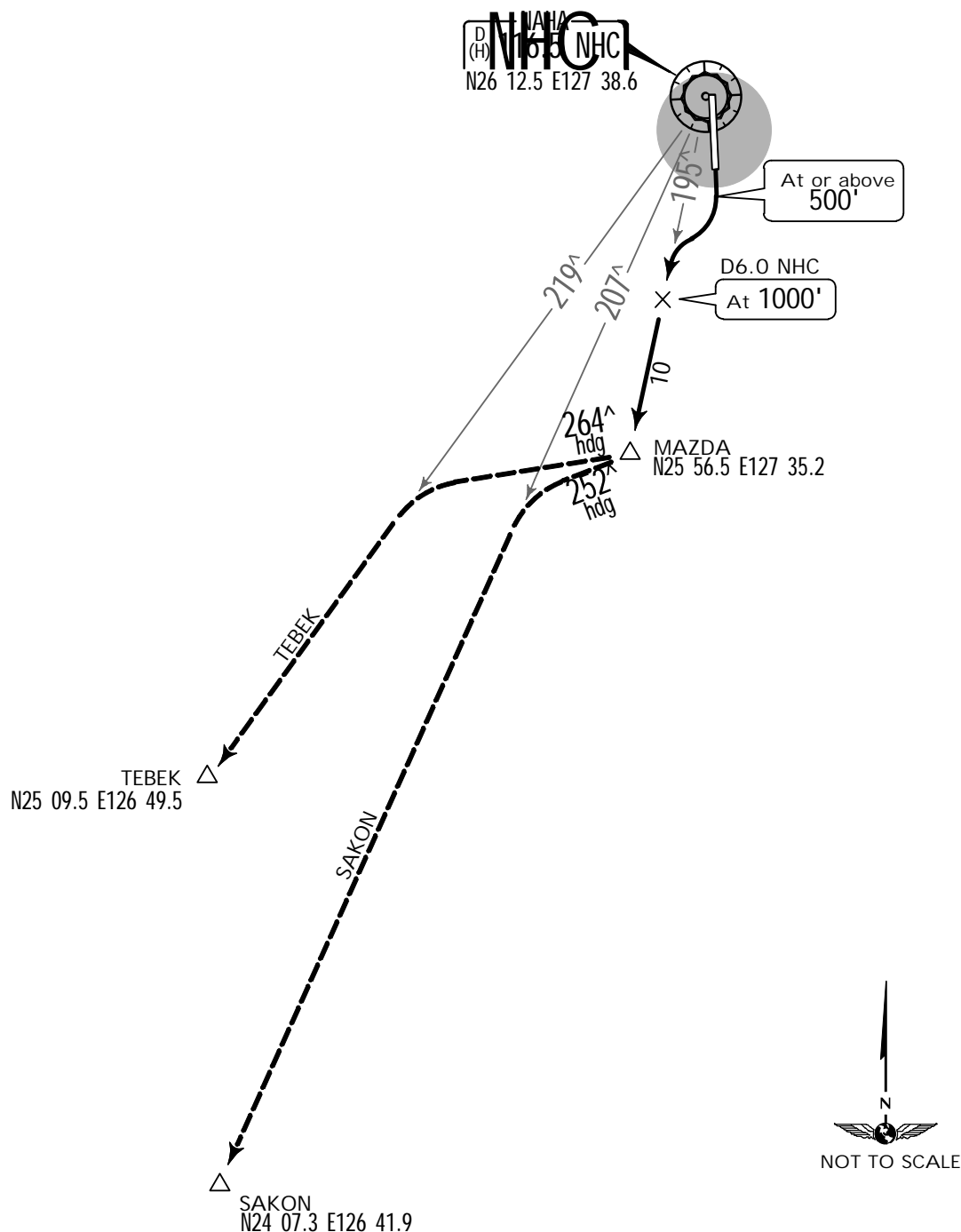
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NAHA Departure (R)	
Northwest	Southeast
119.1	126.5

Apt Elev
11'

Trans level: FL140 Trans alt: 14000'

NAHA SOUTHWEST ONE DEPARTURE [NHC1SW] (RWY 18)



INITIAL CLIMB

Climb runway heading to 500' or above, turn RIGHT, climb via NHC R-195 to MAZDA.

TRANSITIONS

SAKON	From over MAZDA, via heading 252° to intercept and proceed via NHC R-207 to SAKON.
TEBEK	From over MAZDA, via heading 264° to intercept and proceed via NHC R-219 to

ROAH/OKA

NAHA

JEPPESEN

1 FEB 13

(10-3J)

.Eff.6.Feb.1500Z.

NAHA, JAPAN

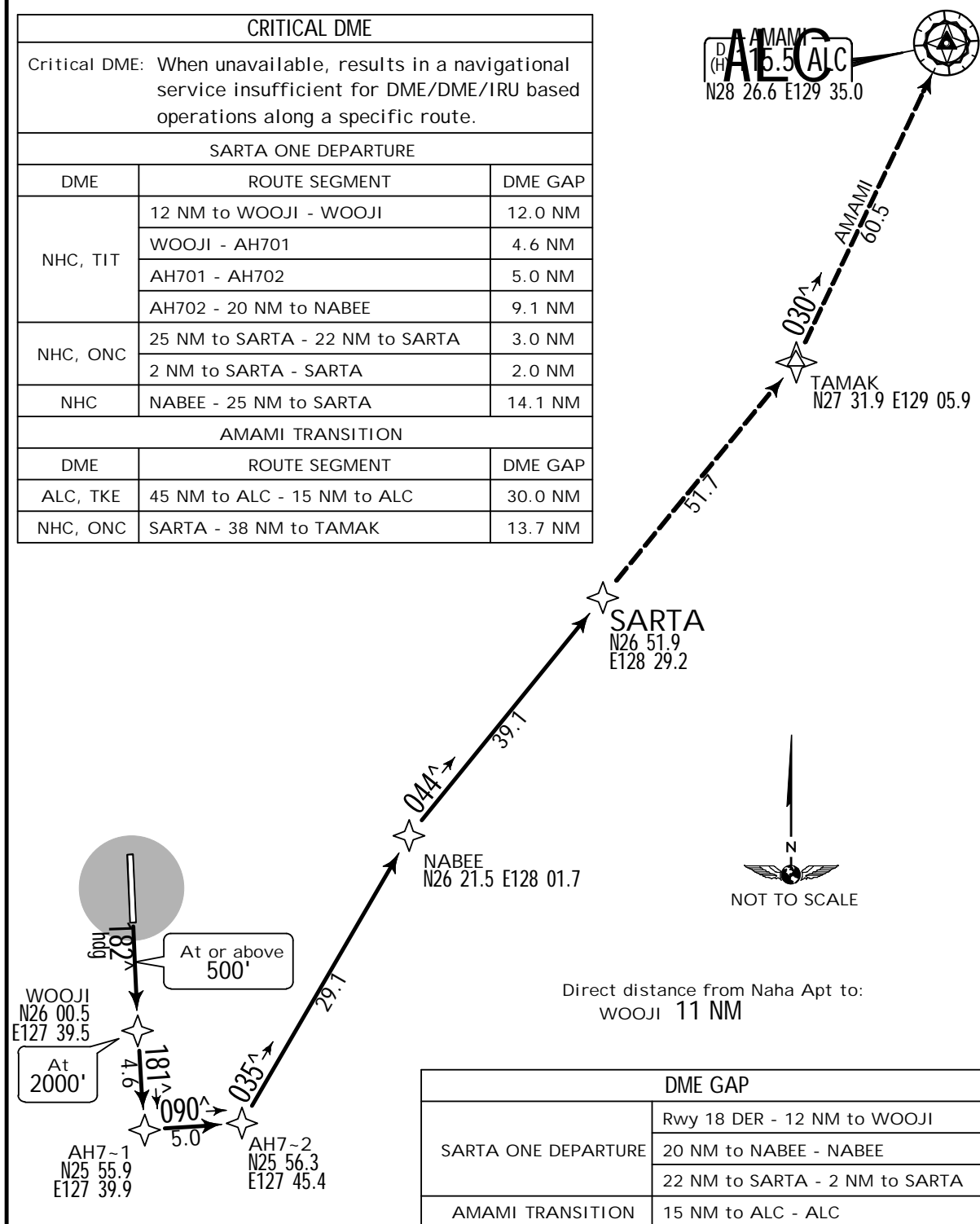
.RNAV.SID.

NAHA Departure (R)		Apt Elev 11'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
Northwest	Southeast		
119.1	126.5		

SARTA ONE RNAV DEPARTURE

[SARTA1]
(RWY 18)

CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
SARTA ONE DEPARTURE		
DME	ROUTE SEGMENT	DME GAP
NHC, TIT	12 NM to WOOJI - WOOJI	12.0 NM
	WOOJI - AH701	4.6 NM
	AH701 - AH702	5.0 NM
	AH702 - 20 NM to NABEE	9.1 NM
NHC, ONC	25 NM to SARTA - 22 NM to SARTA	3.0 NM
	2 NM to SARTA - SARTA	2.0 NM
NHC	NABEE - 25 NM to SARTA	14.1 NM
AMAMI TRANSITION		
DME	ROUTE SEGMENT	DME GAP
ALC, TKE	45 NM to ALC - 15 NM to ALC	30.0 NM
NHC, ONC	SARTA - 38 NM to TAMAK	13.7 NM



INITIAL CLIMB	
Climb on heading 182° at or above 500', direct to WOOJI, to AH701, to AH702, to NABEE, to SARTA.	
TRANSITION	

ROAH/OKA

JEPPESEN

NAHA, JAPAN

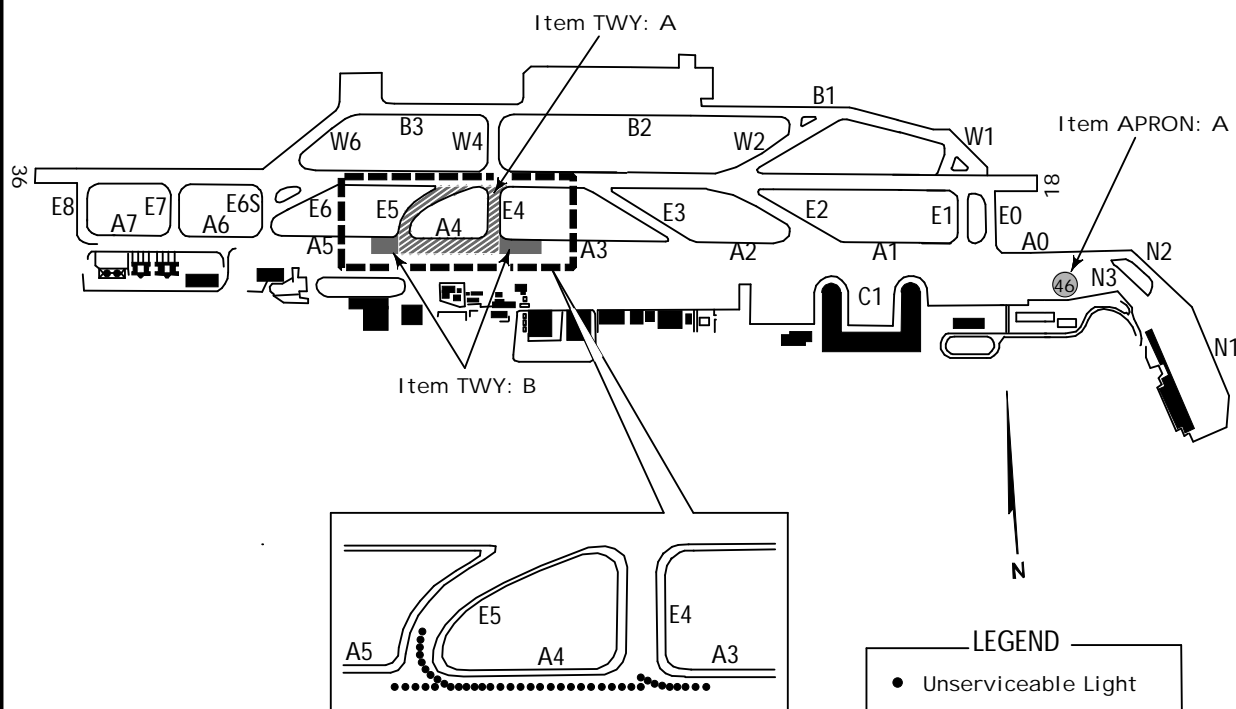
29 AUG 14 (10-8)

NAHA

OPERATIONAL RESTRICTIONS AT NAHA AIRPORT

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

Item	Operational Restrictions		Planning Period (UTC)			Figure NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time Zone		
TAXIWAY							
A	Twy A4, E4, E5	Closed	Early SEP 14	Late MAR 15	1400-2130 daily		
B	Twy A3, A5	Partly closed	Early SEP 14	Late MAR 15	1400-2130 daily		
1	Twy Centerline Lights for Twy A4	Unserviceable	Early SEP 14	Late MAR 15	H24	1	
2	Twy Centerline Lights for Twy A3, A5, E4, E5	Partly Unserviceable	Early SEP 14	Late MAR 15	H24	1	
APRON							
A	Spot 46	Closed	————	Late MAR 15	H24		



ROAH/OKA

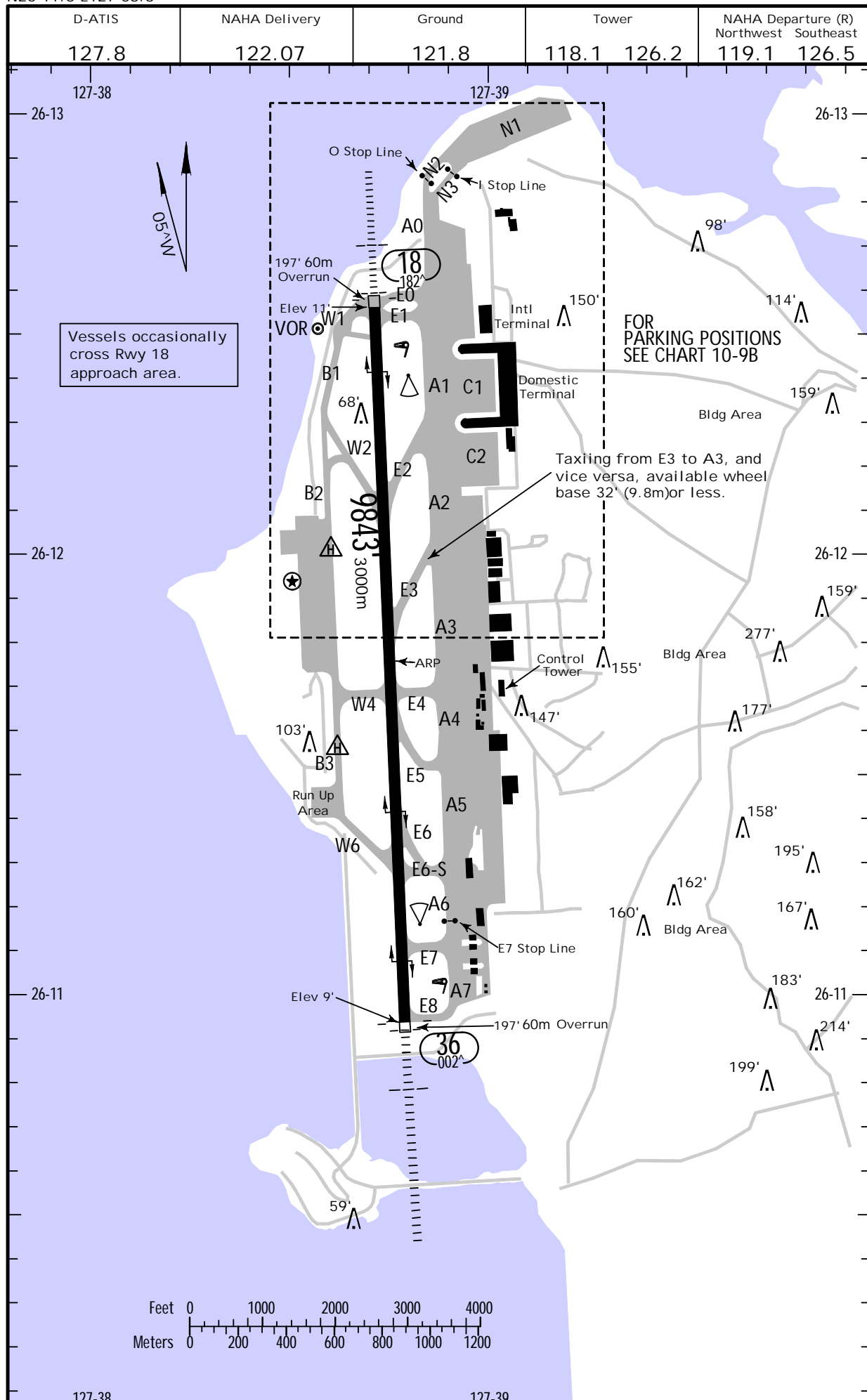
Apt Elev 11'
N26 11.8 E127 38.8

JEPPESEN

20 DEC 13 (10-9)

NAHA, JAPAN

NAHA



ROAH/OKA

20 DEC 13 **JEPPESEN**
(10-9A)

NAHA, JAPAN

NAHA

GENERAL

Prior permission required.

ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							LANDING BEYOND			
							Threshold	Glide Slope		
18	HIRL CL	HIALS	PAPI-L (angle 3.00^)	grooved	RVR					
36	HIRL CL	ALSF-I	TDZ 1 PAPI-L	grooved	RVR			8767'2672m		148' 45m

1 Angle 3.00^.

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TAKE-OFF

All Rwy's

	Multi Engine Aircrafts				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	400m	400m	VIS 500m	Available Landing Minimums	Available Landing Minimums
B					
C					
D					

SIDs are designed in accordance with Standards for Flight Procedure Design.

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

ROAH/OKA

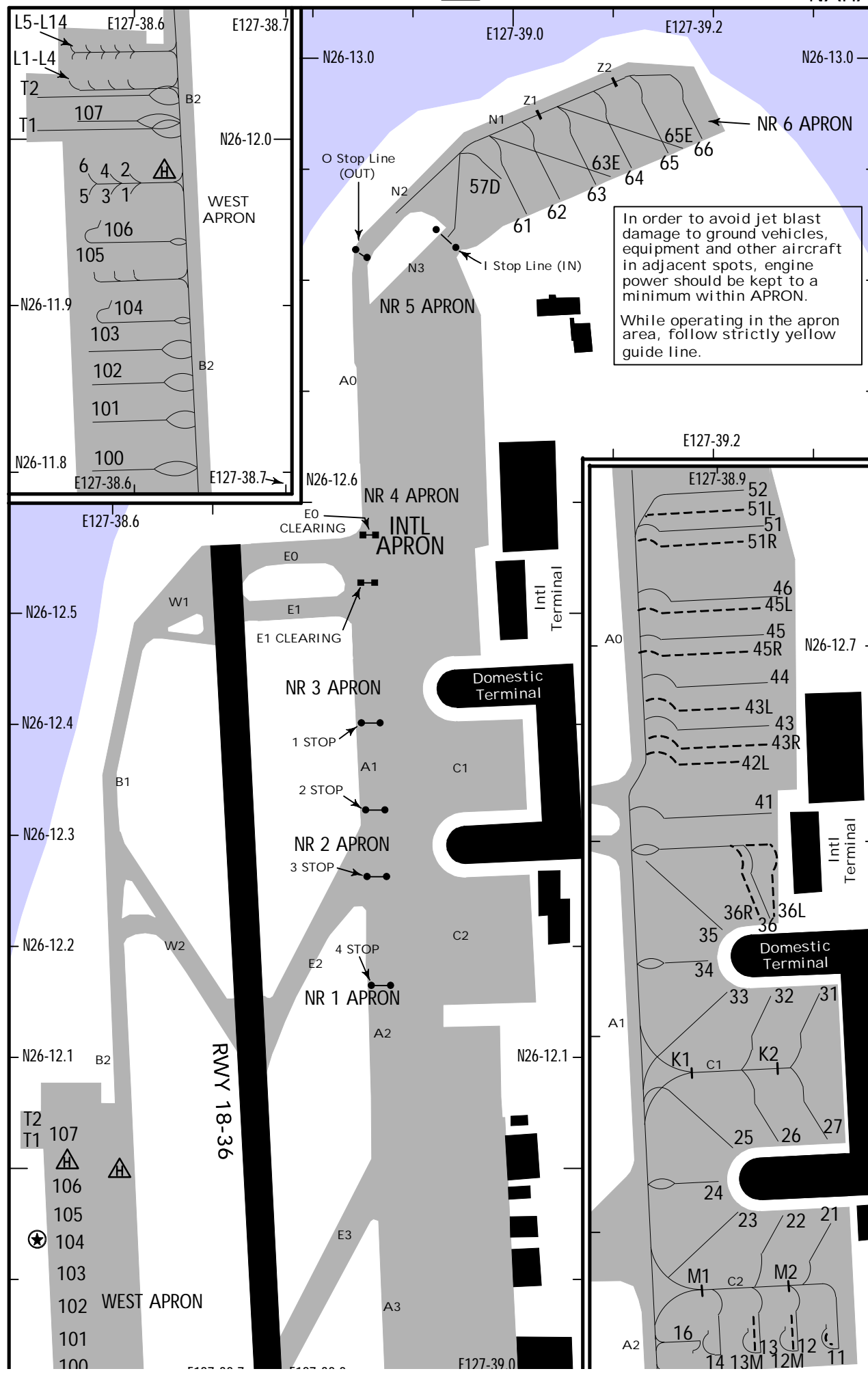
14 MAR 14

JEPPESSEN

(10-9B)

NAHA, JAPAN

NAHA



ROAH/OKA



14 MAR 14

10-9C

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, 36R	N26 12.5 E127 38.9		
36, 36L	N26 12.5 E127 39.0		
41	N26 12.6 E127 38.9		
42L, 43, 43R	N26 12.6 E127 39.0		
43L, 44, 45R, 45, 45L	N26 12.7 E127 39.0		
46, 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	N26 13.0 E127 39.1		
65	N26 13.0 E127 39.1		
65E, 66	N26 13.0 E127 39.2		
100 thru 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		

ROAH/OKA

NAHA

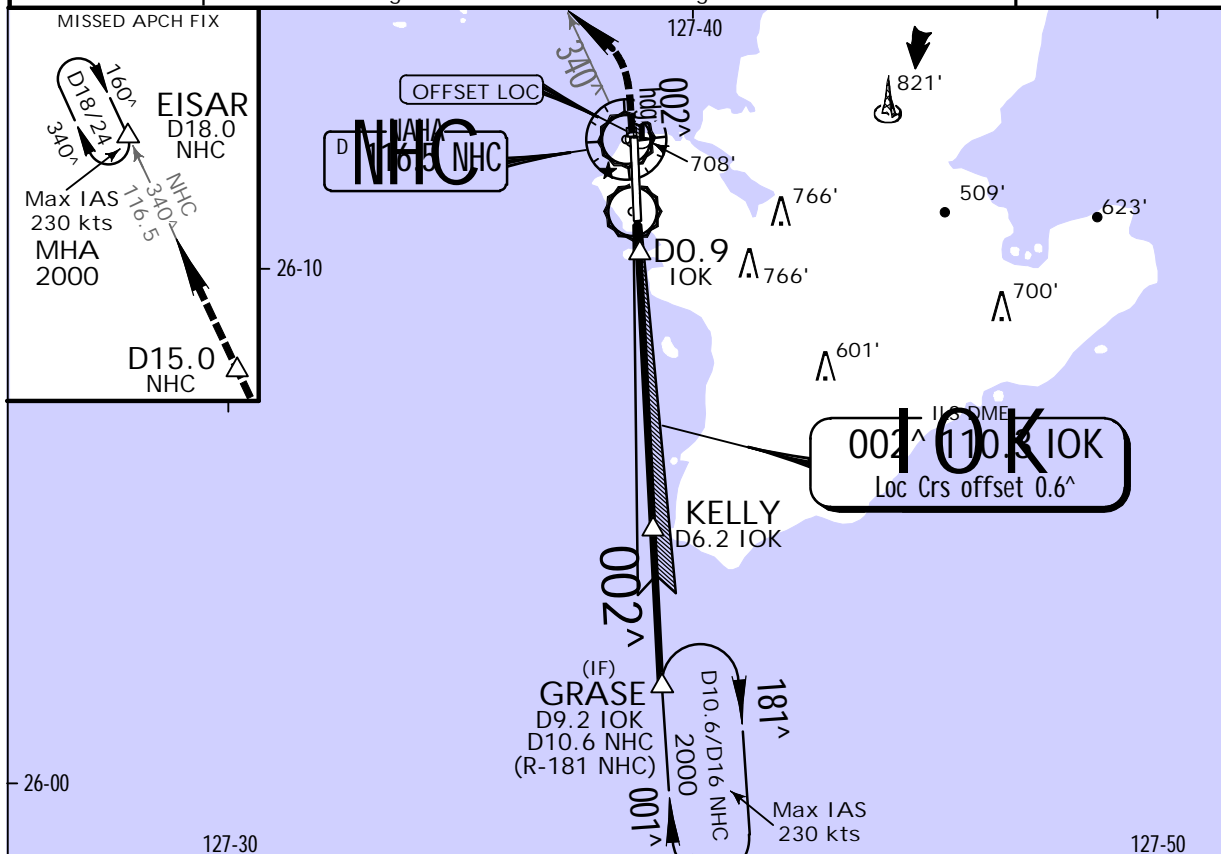
7 DEC 12
Eff. 12 Dec 1500Z

JEPPESSEN

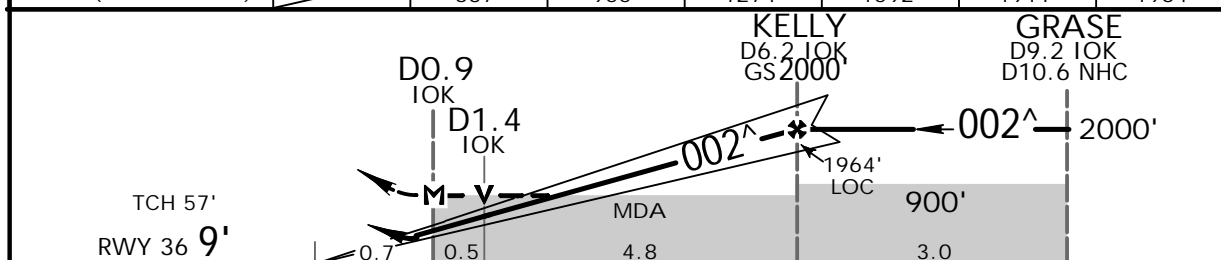
NAHA, JAPAN
ILS or LOC Rwy 36

BRIFING STRIP™

D-ATIS 127.8		NAHA Approach (R) Northwest Southeast 119.1 126.5		NAHA Tower 118.1 126.2		Ground 121.8	
LOC IOK 110.3	Final Apch Crs 002^	GS KELLY 2000' (1991')	ILS DA(H) 292' (283')	Apt Elev 11' Rwy 36 9'			
<p>MISSED APCH: Climb to 500' on heading 002^, turn LEFT climb to 2000' outbound via NHC VOR R-340 to EISAR and hold. Maintain 1000' until NHC VOR R-340/D15.0. Contact Naha APP.</p>						<p>MSA NHC VOR</p>	
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
<p>1. VOR DME Required. 2. Timing not authorized for defining the MAP.</p>							



NM to IOK	MAP	2.0	3.0	4.0	5.0	6.0	FAF
ALT (3.0^ APCH Path)		637'	955'	1274'	1592'	1911'	1964'



Gnd speed-Kts	70	90	100	120	140	160	<div>ALS-F-I</div> <div>PAPI</div> <div>500'</div> <div>on</div> <div>002^</div> <div>hdg</div> <div>2000'</div> <div>NHC</div> <div>via</div> <div>116.5</div> <div>LT</div> <div>R-340</div> <div>EISAR</div>	
GS	3.00^	372	478	531	637	743		849
MAP at D0.9 IOK								

STRAIGHT-IN LANDING RWY36						CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not Authorized	
DA(H) 292' (283')				MDA(H) 420' (409')		East of Rwy	
FULL		IDZ and/or CL out	ALS out		ALS out	Max Kts.	MDA(H)
A	RVR 650m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	90	500' (489') - 1600m
B				RVR 1000m		120	
C					RVR 1800m	140	500' (489') - 2400m

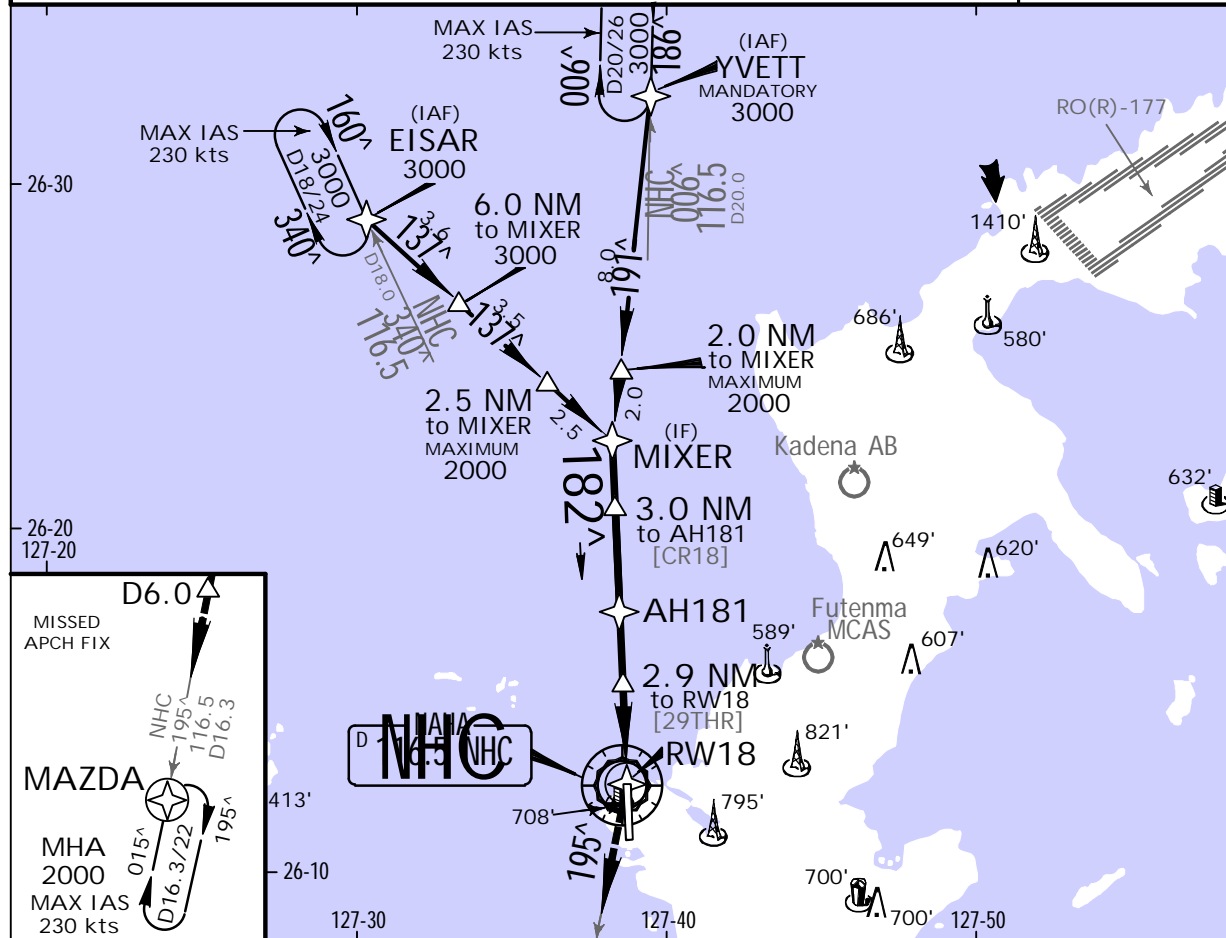
ROAH/OKA
NAHA

JEPPESSEN
17 AUG 12 (12-1)

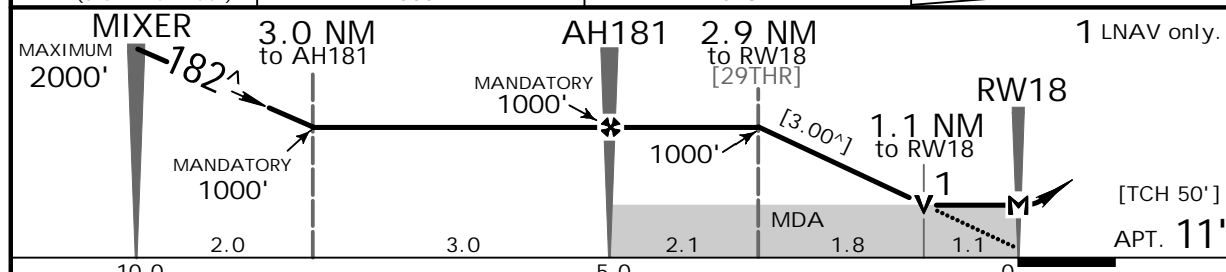
NAHA, JAPAN
RNAV (GNSS) Rwy 18

BRIEFING STRIP™

D-ATIS 127.8		NAHA Approach (R) Northwest 119.1 Southeast 126.5		NAHA Tower 118.1 126.2		Ground 121.8
RNAV	Final Apch Crs 182^	Mandatory Alt AH181 1000' (989')	LNAV/VNAV DA(H) 420' (409')	Apt Elev 11' Rwy 18 11'	<div><div>2700'</div><div>MSA ARP</div></div>	
MISSED APCH: Turn RIGHT climb to 2000' to MAZDA on track 195^ and hold. Maintain 1000' until 10.0 NM prior to MAZDA. Contact Naha APP. Using NHC VOR: Turn RIGHT climb to 2000' outbound via NHC VOR R-195 to MAZDA and hold. Maintain 1000' until NHC R-195/D6.0. Contact NAHA APP.						
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'						
1. Radar service required. 2. DME/DME not authorized. 3. Baro-VNAV not authorized below 0°C. 4. Timing not authorized for defining the MAP.						



NM to NEXT FIX	2.9	2.0	MAP
ALT (3.0° APCH Path)	1000'	698'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L 2000' RT MAZDA on 195°
Descent Angle [3.00°]	372	478	531	637	743	849	
MAP at RW18							

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND Not Authorized East of Rwy	
RNAV/VNAV DA(H) 420' (409')		RNAV/VNAV DA(H) 420' (409')		Max Kts	MDA(H)
A	RVR 1200m	RVR 1500m	RVR 1200m	90	500'(489')-1600m
B	RVR 1300m	RVR 1500m	RVR 1300m	120	500'(489')-2400m
C	RVR 1400m	RVR 1800m	RVR 1400m	140	500'(489')-2400m


ROAH/OKA
NAHA

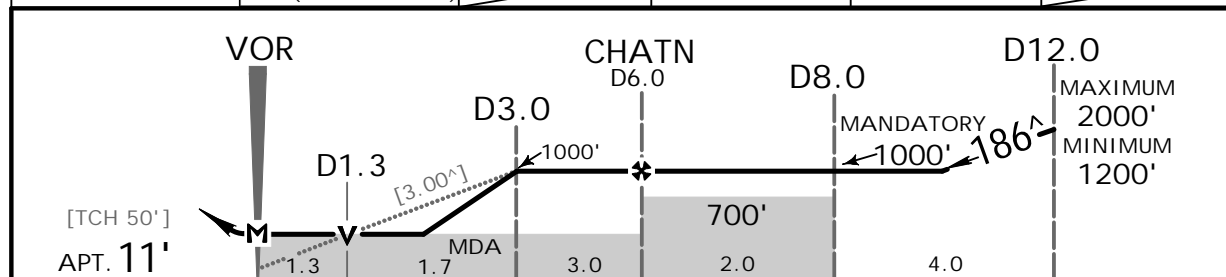
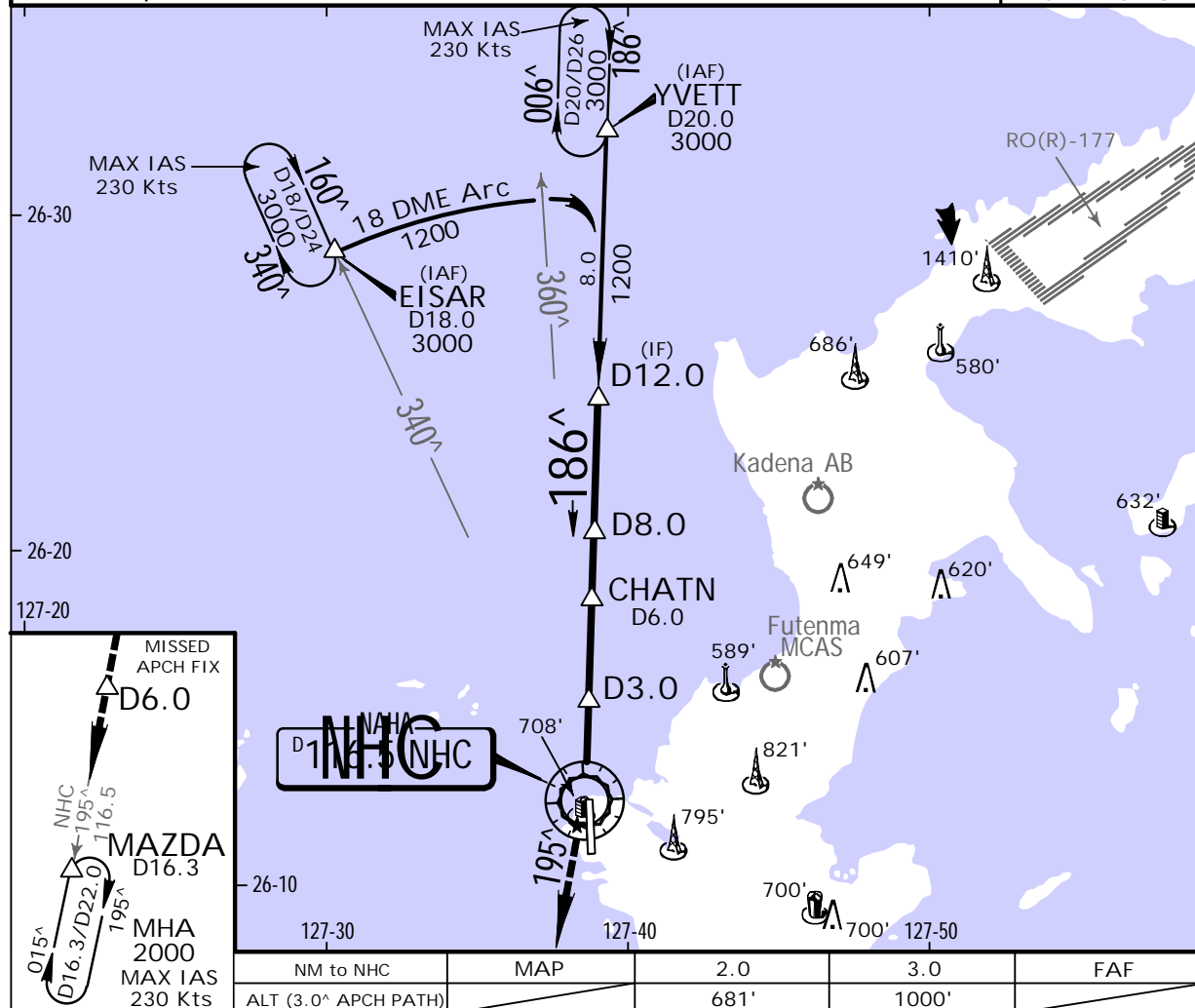
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17 AUG 12 (13-1)

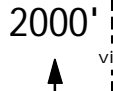
NAHA, JAPAN
VOR Rwy 18

BRIEFING STRIP

DATE: 11/01/2011

D-ATIS 127.8		NAHA Approach (R) Northwest 119.1 Southeast 126.5		NAHA Tower 118.1 126.2		Ground 121.8
VOR NHC 116.5	Final Apch Crs 186 [^]	Minimum Alt Refer to Profile	MDA(H) 420' (409')	Apt Elev 11'	Rwy 18 11'	
MISSED APCH: Climb to 2000' outbound via NHC VOR R-195 to MAZDA and hold. Maintain 1000' until NHC VOR R-195/D6.0. Contact Naha APP.						
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'						
1. DME Required. 2. Timing not authorized for defining the MAP.						
MSA NHC VOR						



Gnd speed-Kts	70	90	100	120	140	160		NHC 116.5 R-195	MAZDA
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY 18 MDA(H) 420' (409')			CIRCLE-TO-LAND Not Authorized East of Rwy MDA(H)	
ALS out		Max Kts		
A	RVR 1200m	RVR 1500m	90	500' (489') -1600m
B	RVR 1300m	RVR 1500m	120	500' (489') -2400m
C	RVR 1400m	RVR 1800m	140	500' (489') -2400m

ROAH/OKA

NAHA

JEPPESEN

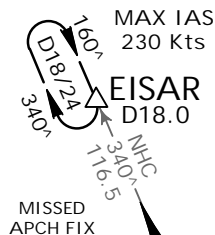
17 AUG 12 (13-2)

NAHA, JAPAN
VOR Rwy 36

BRIEFING STRIP™

D-ATIS 127.8		NAHA Approach (R) Northwest 119.1 Southeast 126.5		NAHA Tower 118.1 126.2		Ground 121.8
VOR NHC 116.5	Final Apch Crs 001 [^]	Procedure Alt ITMAN 1335' (1324')	MDA(H) 450' (439')	Apt Elev 11' Rwy 36 9'	<p>1800' 2000' 2700' 3600'</p> <p>MSA NHC VOR</p>	
MISSED APCH: Climb to 2000' outbound via NHC VOR R-340 to EISAR and hold. Maintain 1000' until NHC VOR R-340/D15.0. Contact Naha APP.						
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		
1. DME Required. 2. Timing not authorized for defining the MAP.						

MHA 2000

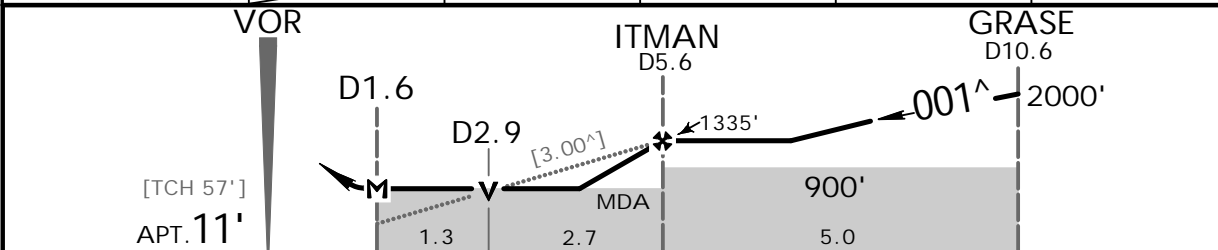


D15.0

26-00

127-30

NM to NHC	MAP	3.0	4.0	5.0	FAF
ALT (3.0 [^] APCH PATH)		512'	830'	1149'	1335'



Gnd speed-Kts	70	90	100	120	140	160		2000' via 116.5 R-340 NHC EISAR
Descent Angle [3.00 [^]]	372	478	531	637	743	849		
MAP at D1.6								

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		
MDA(H) 450' (439')			Not Authorized East of Rwy		
ALS out		Max Kts	MDA(H)		
A	RVR 900m	90	500' (489') - 1600m		
B	RVR 1000m	120	500' (489') - 2400m		
C	RVR 1800m	140			

ROAH/OKA

NAHA


20 JUL 12
Eff. 25 Jul. 1500Z.

JEPPESSEN

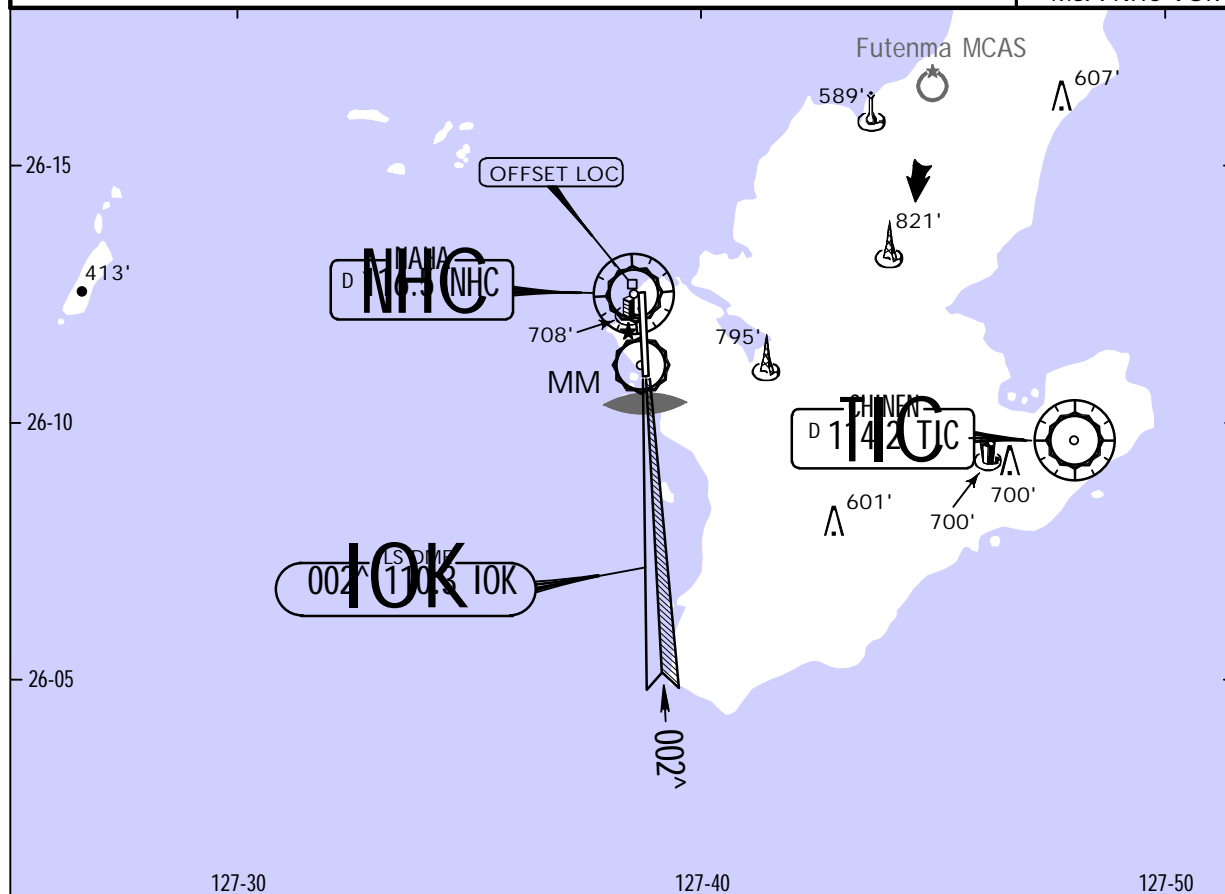
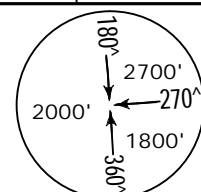
(18-1)

NAHA, JAPAN
RADAR PAR Rwy's 18, 36

BRIEFING STRIP™

D-ATIS	NAHA Approach (R) Northwest Southeast		NAHA Radar			NAHA Tower		Ground
127.8	119.1	126.5	119.5	121.1	124.7	118.1	126.2	121.8
RADAR	Final Apch Crs By ATC		Minimum Alt No FAF	DA(H) Refer to Minimums	Apt Elev 11' Rwy -See below			
Missed Approach-See below								
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'				

MSA NHC VOR



MISSED APPROACH:

PAR Runway 18: Climb to 500' on 181^ heading, then climbing RIGHT turn to 1000' via NHC VOR R-195 to D6.0, then climb and maintain 2000' to MAZDA and hold. Contact Naha APP.

PAR Runway 36: Climb to 500' on 001^ heading, then climbing LEFT turn to 1000' via NHC VOR R-340 to D15.0, then climb and maintain 2000' to EISAR and hold. Contact Naha APP.

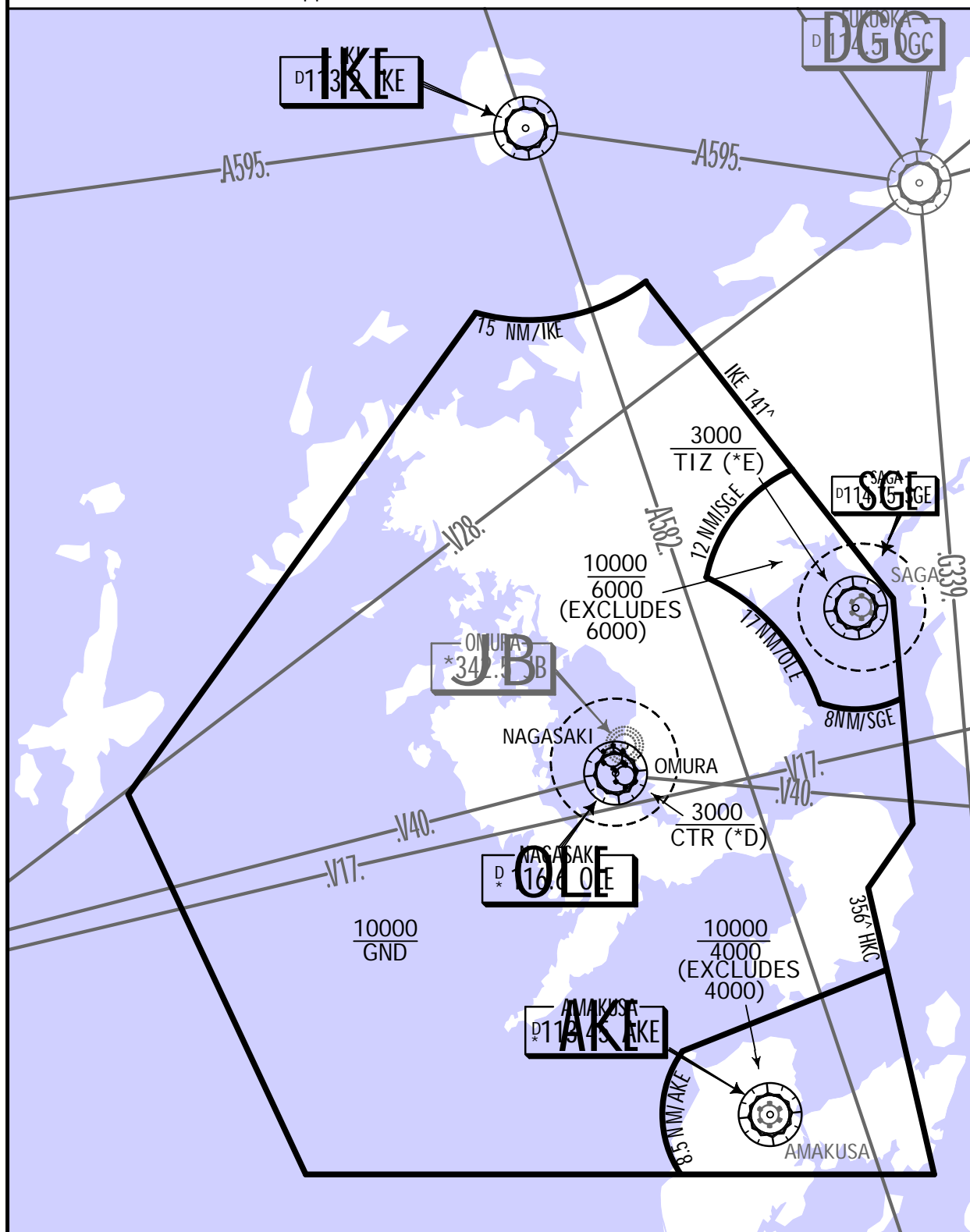
RWY 18 11' RWY 36 9'

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart
Rwy 18 PAR GS	3.00^	372	478	531	637	743	
Rwy 36 PAR GS	3.00^	372	478	531	637	743	

STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
PAR 18			PAR 36		Not Authorized East of Rwy	
DA(H) 211' (200')			DA(H) 209' (200')		Max Kts	
ALS out			IDZ &/or CL out		MDA(H)	
ALS out			ALS out		90	
RVR 750m			RVR 750m		120	
RVR 1000m			RVR 1000m		140	
RVR 550m			RVR 550m		165	
RVR 750m			RVR 750m		500' (489')-1600m	
RVR 1000m			RVR 1000m		500' (489')-2400m	
RVR 550m			RVR 550m		570' (559')-3200m	

NAGASAKI APPROACH CONTROL AREA (E)

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



SPEED. RESTRICTIONS WITHIN JAPAN AIRSPACE

Maximum IAS unless otherwise authorized by ATC.

Within Approach Control Area:

At or below 10000' MSL.....250 KTS

Within an Control Zone:

At or below 3000' MSL.....160 KTS Reciprocating

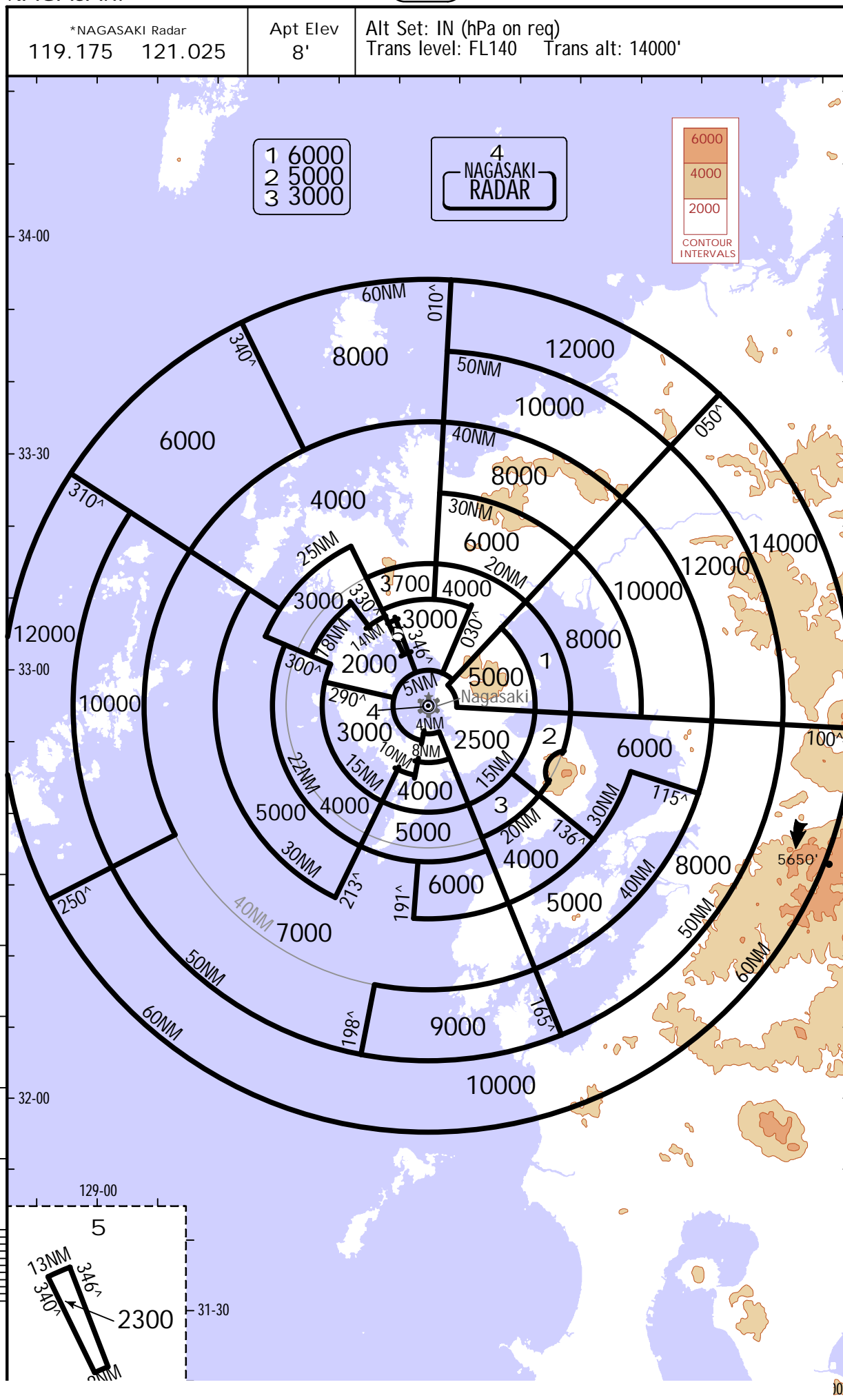
200 KTS Turbine-Powered

Above 3000' MSL.....250 KTS All

RJFU/NGS
NAGASAKI

JEPPesen
6 JUN 14 (10-1R)

NAGASAKI, JAPAN
.RADAR.MINIMUM.ALTITUDES.



RJFU/NGS
NAGASAKI

JEPPESEN

9 DEC 11

10-2

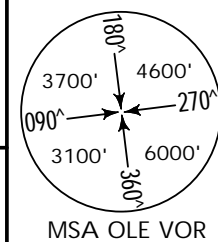
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NAGASAKI, JAPAN
.RNAV.STAR.

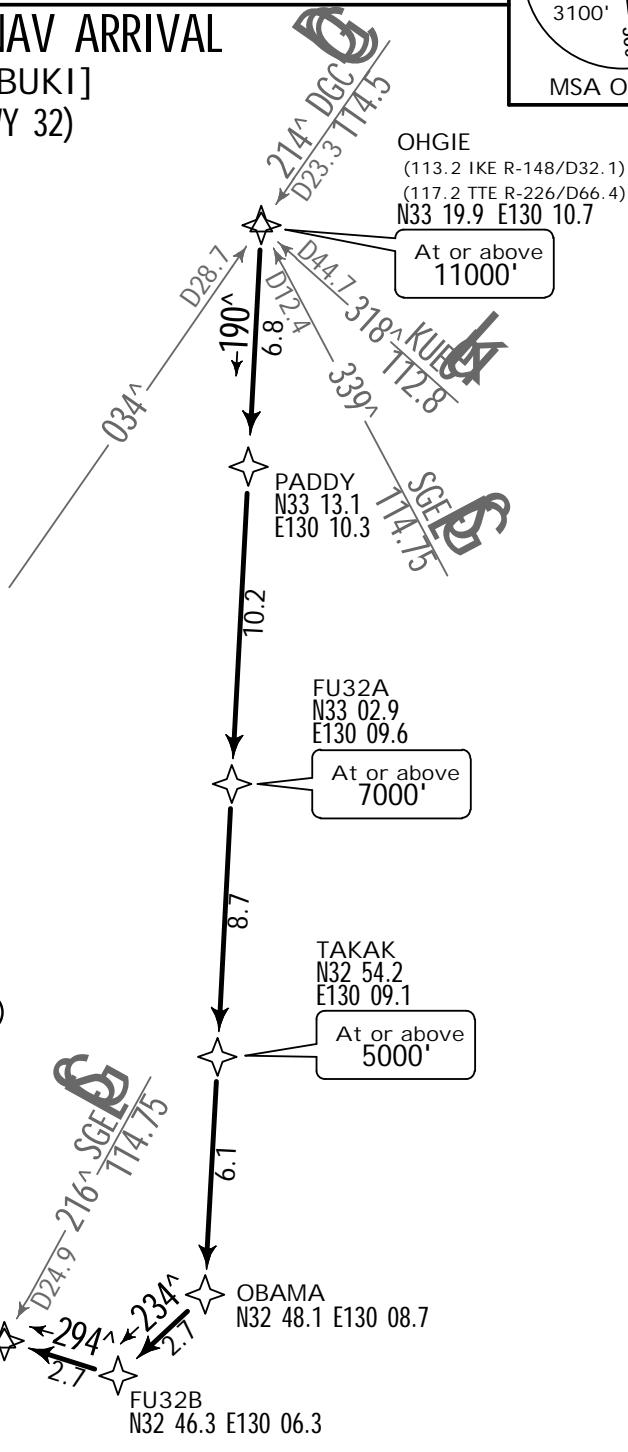
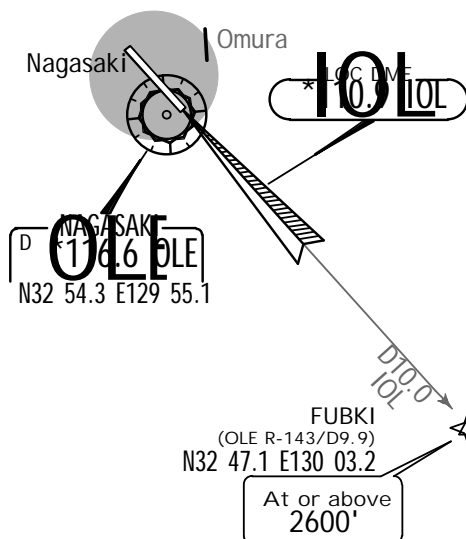
*D-ATIS
126.85

Apt Elev
8'

Alt set: IN (hPa on request)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.



FUBUKI RNAV ARRIVAL [FUBUKI] (RWY 32)



CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

DME	ROUTE SEGMENT	DME GAP
OLE	TAKAK - FUBKI	11.5 NM
SGE	2 NM to TAKAK - FUBKI	13.5 NM

ROUTING

RJFU/NGS
NAGASAKI

JEPPESEN

9 DEC 11

10-2A

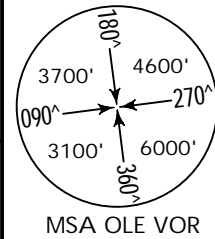
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NAGASAKI, JAPAN
.RNAV.STAR.

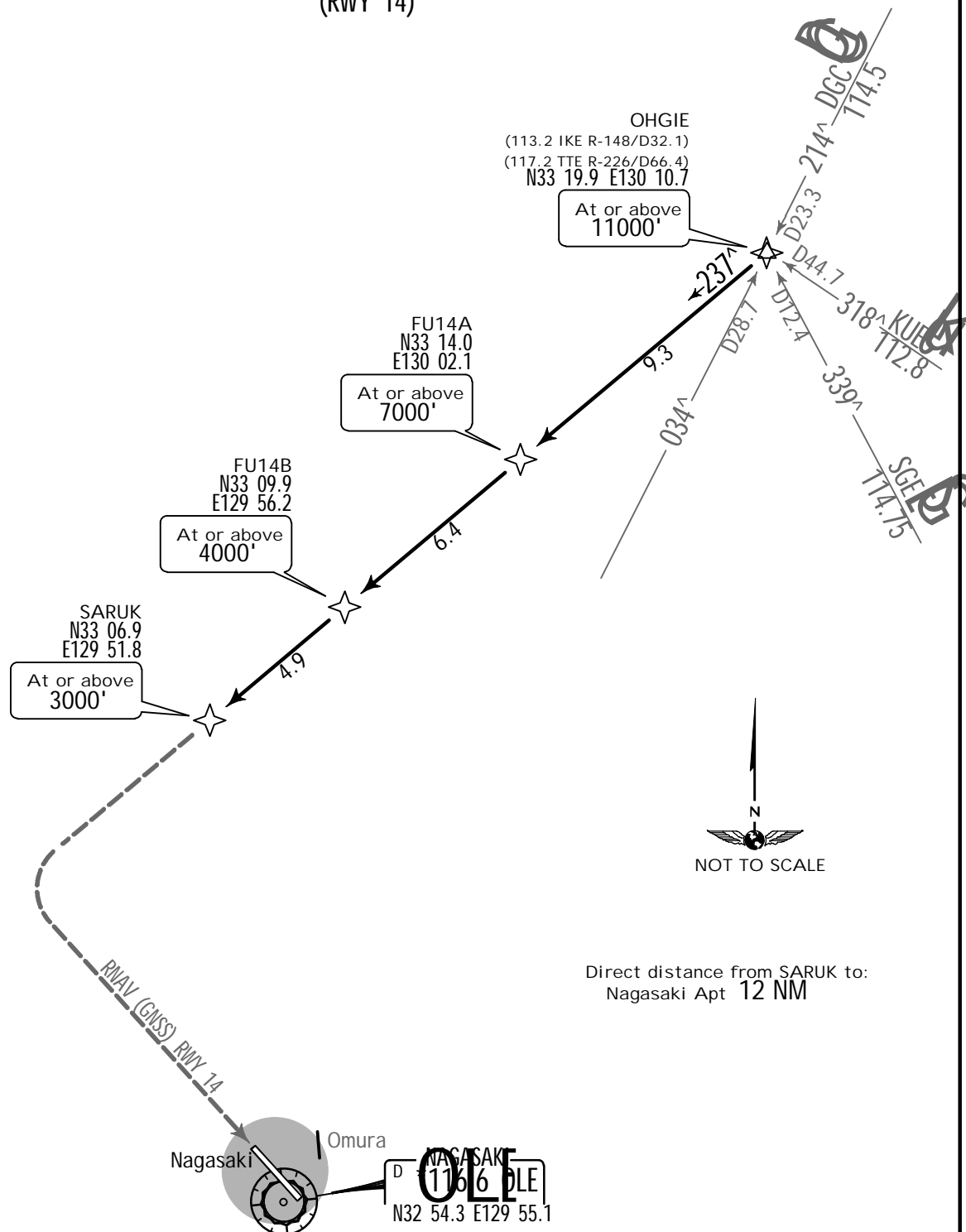
*D-ATIS
126.85

Apt Elev
8'

Alt set: IN (hPa on request)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR required.



SARUKU RNAV ARRIVAL [SARUKU] (RWY 14)



ROUTING

RJFU/NGS
NAGASAKI

JEPPESEN
10 MAY 13 10-3

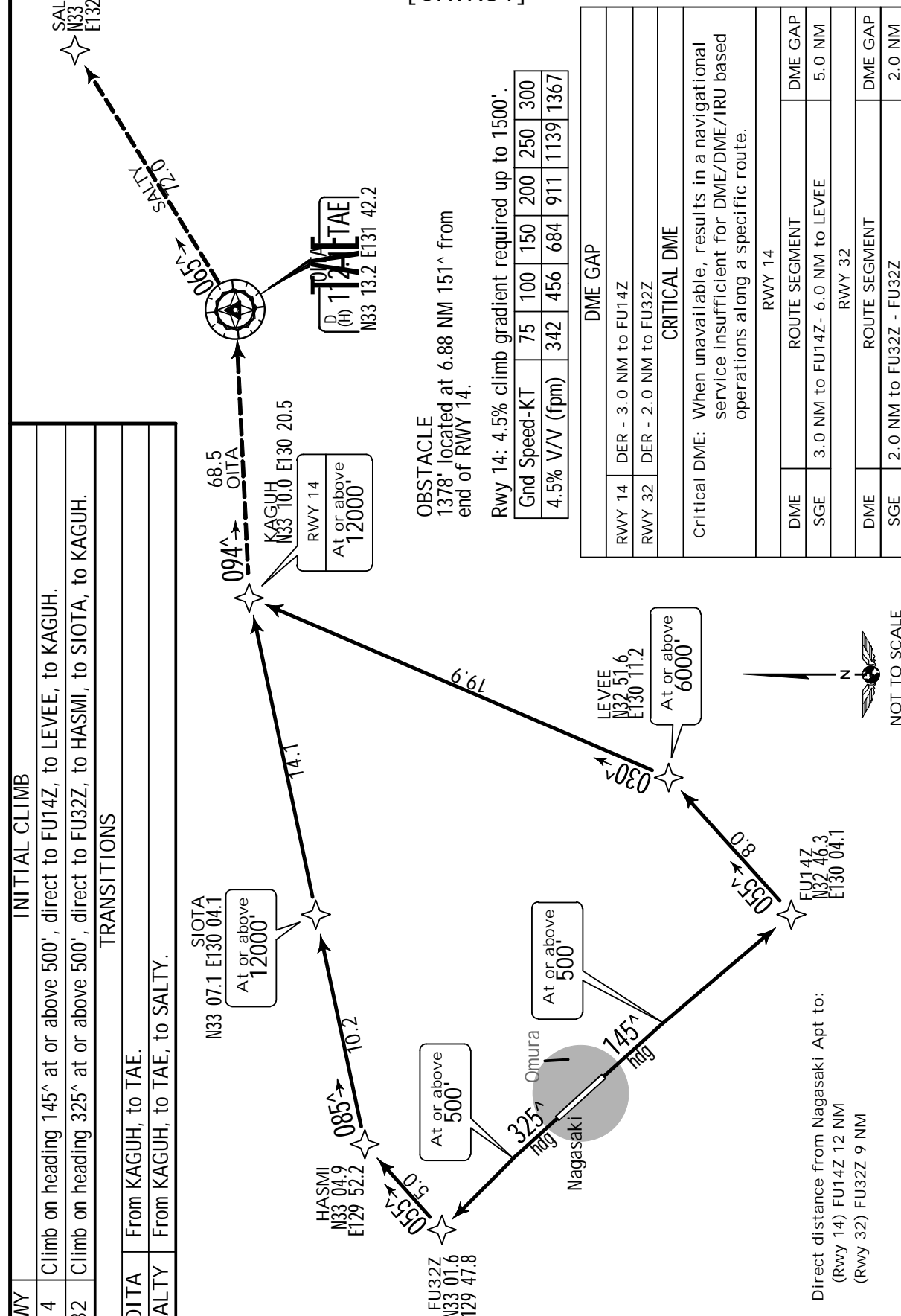
NAGASAKI, JAPAN
.RNAV.SID.

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'
1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR required.
4. Aircraft equipped with only DME/DME/IRU must be able to update
its position without delay at the starting point of take-off roll.

CHIKUGO ONE RNAV DEPARTURE [CHIKU1]



RJFU/NGS
NAGASAKI

JEPPESEN
10 MAY 13 (10-3A)

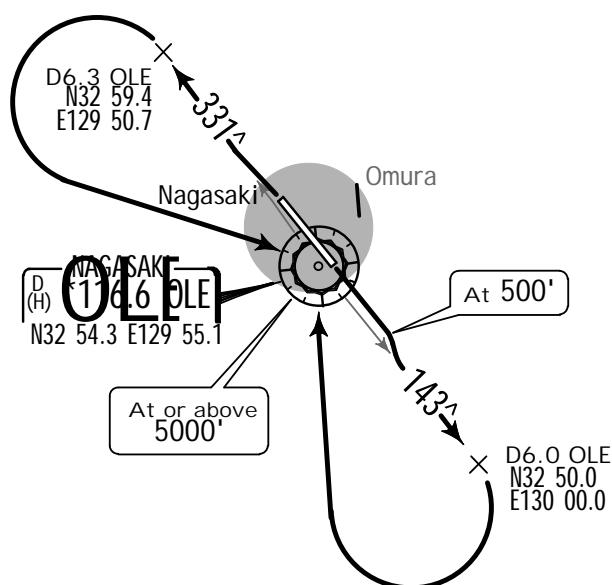
NAGASAKI, JAPAN
.SID.

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

NAGASAKI REVERSAL FOUR DEPARTURE [OLE4R]



OBSTACLES

RWY 14: 1575' located at 7.69 NM 164° from end of RWY 14.
RWY 32: 1969' located at 8.01 NM 271° from end of RWY 32.

Rwy 14: 5.0% climb gradient required up to 1800'.
Rwy 32: 5.0% climb gradient required up to 1600'.

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

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D6.0 OLE, turn RIGHT, direct to OLE.

RJFU/NGS
NAGASAKI

18 JUL 14 10-3B

.Eff.23.Jul.1500Z.

NAGASAKI, JAPAN
.SID.

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

NORTH EIGHT DEPARTURE [NORTH8]



IKI
D (H) 11.2
N33 44.9 E129 46.6

FUKUOKA
D (H) 14.5
N33 40.6 E130 23.4

PEARL
N33 14.9
E129 37.1
At or above
6000'

Omura
NAGASAKI
D (H) 16.6
N32 54.3 E129 55.1

At 500'

At 1800'

Rwy 14: 5.0% climb gradient required up to 1800'.

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

OBSTACLE
RWY 14: 854' located at 3.40 NM
170° from end of RWY 14.

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to 1800', turn RIGHT heading 001° to intercept and proceed via OLE R-331 to PEARL.
32	Climb via OLE R-331 to PEARL.
TRANSITIONS	
FUKUOKA	From PEARL, proceed via DGC R-244 to DGC.

RJFU/NGS
NAGASAKI

JEPPESEN

18 JUL 14

(10-3C)

Eff. 23 Jul 1500Z.

NAGASAKI, JAPAN

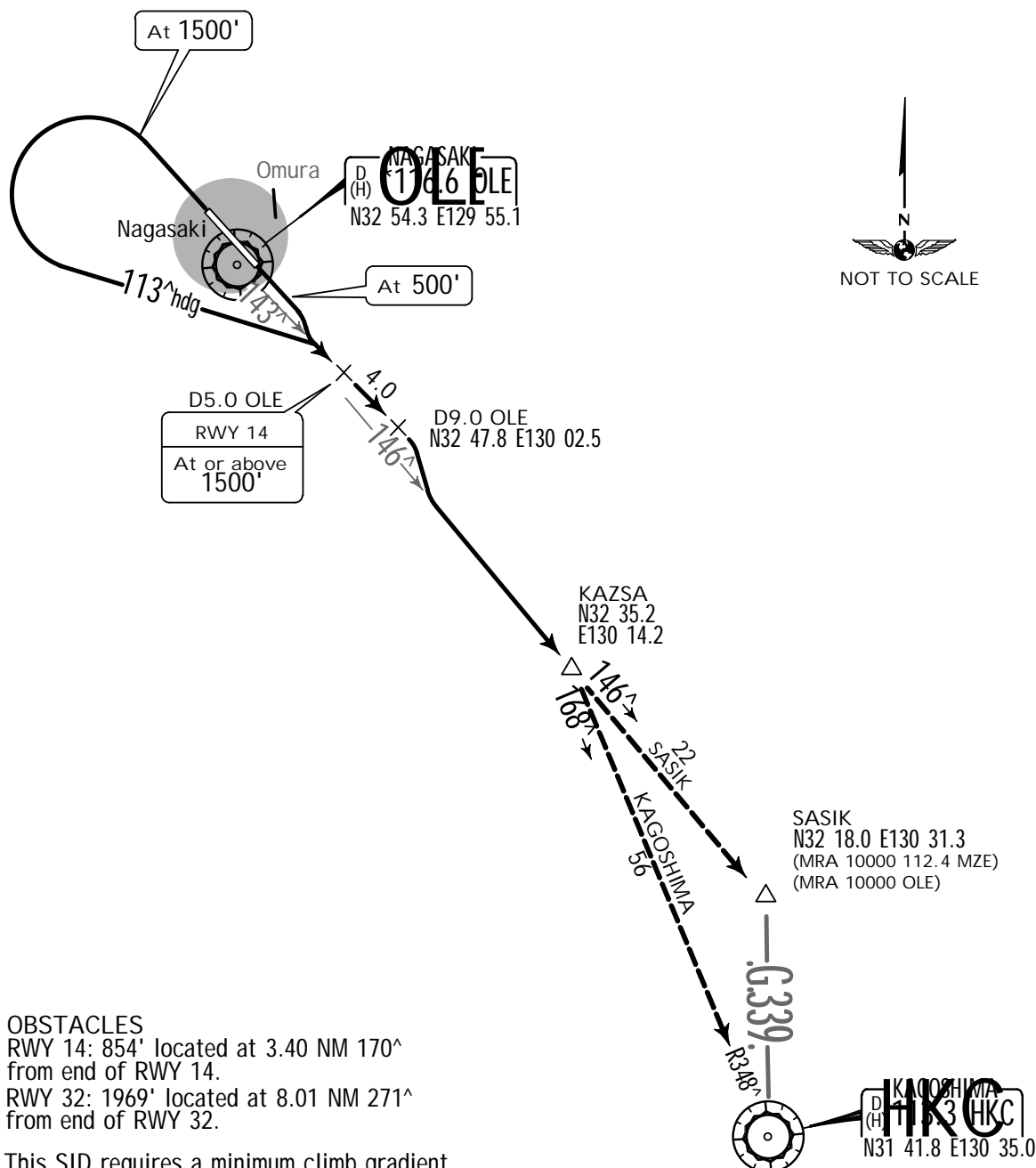
.SID.

*NAGASAKI
Departure (R)
121.0

Apt Elev
8'

Trans level: FL140 Trans alt: 14000'

SOUTH SEVEN DEPARTURE [SOUTH7]



OBSTACLES

RWY 14: 854' located at 3.40 NM 170°
from end of RWY 14.

RWY 32: 1969' located at 8.01 NM 271°
from end of RWY 32.

This SID requires a minimum climb gradient
of 5.0% up to 1500'.

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

RWY	INITIAL CLIMB
14	Climb runway heading to 500', climb via OLE R-143 to D9.0 OLE. Cross D5.0 OLE at or above 1500'.
32	Climb runway heading to 1500', turn LEFT heading 113° to intercept and proceed via OLE R-143 to D9.0 OLE.
ROUTING	
At D9.0 OLE, turn RIGHT to intercept and proceed via OLE R-146 to KAZSA.	
TRANSITIONS	
KAGOSHIMA	From KAZSA, proceed via HKC R-348 to HKC.

RJFU/NGS
NAGASAKI

JEPPESSEN

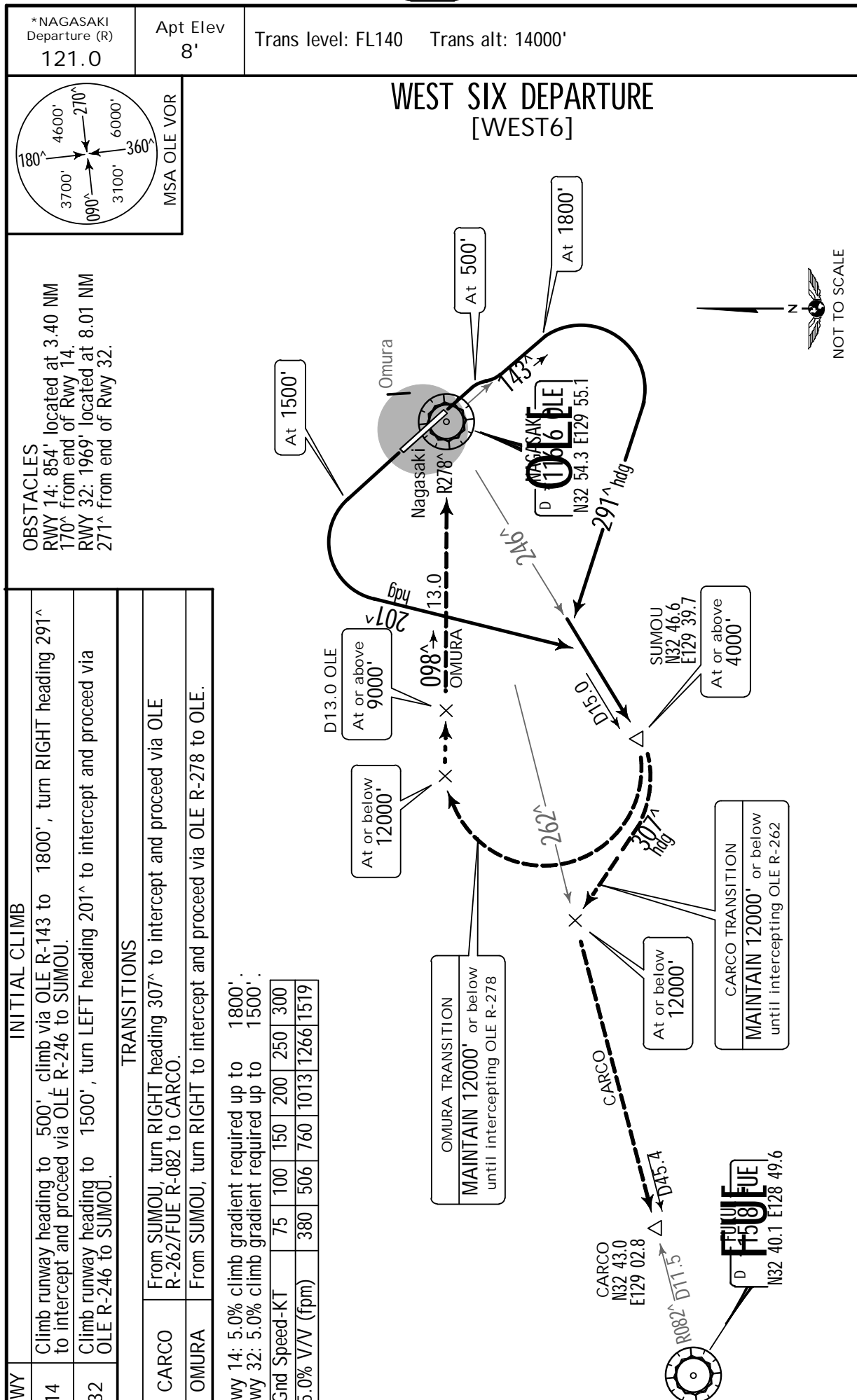
27 APR 12

(10-3D)

Eff. 2 May 1500Z.

NAGASAKI, JAPAN

.SID.



RJFU/NGS



NAGASAKI, JAPAN

1 AUG 14 (10-8)

NAGASAKI

OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT

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

Item	Operational Restrictions		Planning Period (UTC)			Fig. NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time Zone		
RUNWAY							
A	Rwy 14/32	Closed	AUG 14	MAR 15	1315 - 2130 Exception: SAT, SUN, 1 specified days		
1	Grooving for Rwy 14/32	Partly, gradually erased or installed	SEP 14	FEB 15	H24		Area: between 1033' (315m) and 4226' (1288m) from Rwy 32 side threshold
2	TDZ marking for RWY 32	Partly, gradually erased or installed	SEP 14	JAN 15	H24	2	
3	Rwy side stripe marking for Rwy 14/32	Partly, gradually erased or installed	SEP 14	JAN 15	H24	2	
4	Rwy centerline lights for Rwy 14/32	Unserviceable	AUG 14	MAR 15	H24	1	Rwy centerline lighting is partly lighted
5	Rwy touchdown zone lights for Rwy 32	Unserviceable	AUG 14	MAR 15	H24	1	Rwy touchdown zone lighting is partly lighted
6	Rwy threshold lights on RWY 32 side	Unserviceable	AUG 14	MAR 15	H24	3	
7	TEMPO Rwy threshold lights on Rwy 32 side	Installed	AUG 14	MAR 15	H24	4	
TAXIWAY							
A	Twy T1, T2, P1	Closed	AUG 14	MAR 15	1315 - 2130 Exception: SAT, SUN, 1 specified days		
1	Twy side stripe marking for T1, a part of T2, T3, P1	Gradually erased or installed	SEP 14	JAN 15	H24	2, 3	
2	Mandatory instruction marking for T1	Gradually erased or installed	SEP 14	JAN 15	H24	3	
3	Twy centerline lights for Twy T1, P1	Unserviceable	AUG 14	MAR 15	H24	3	
4	Twy centerline lights for Twy T2, T3	Partly Unserviceable	AUG 14	MAR 15	H24	1	
5	Stop bar lights for T1	Unserviceable	AUG 14	MAR 15	H24	3	
6	Rwy gaurd light for T1	Unserviceable	AUG 14	MAR 15	H24	3	
1 Specified days are as follows: 2014: 29 DEC - 31 DEC 2015: 1 JAN - 2 JAN							

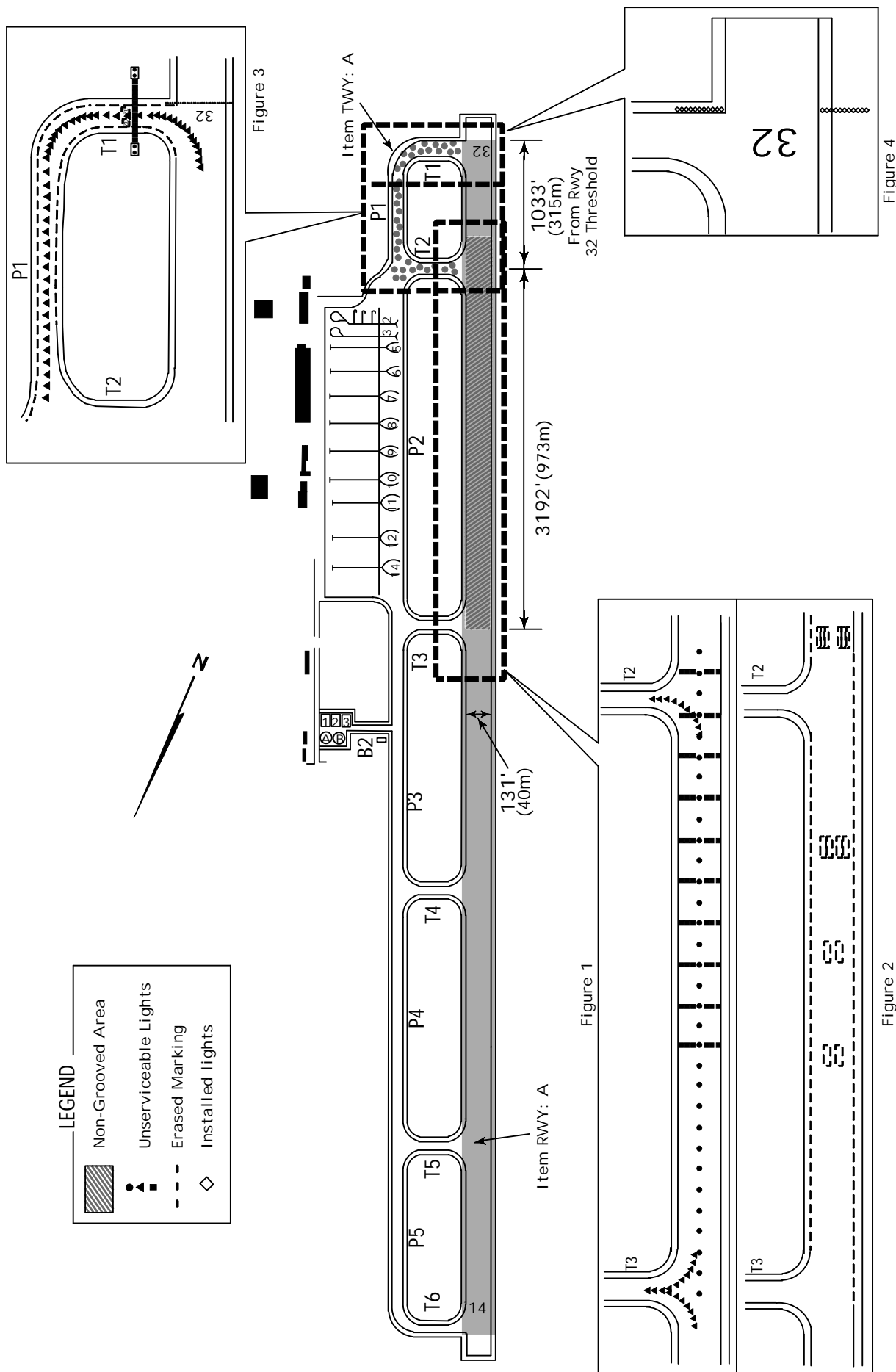
RJFU/NGS

1 AUG 14 10-8A

NAGASAKI, JAPAN

NAGASAKI

OPERATIONAL RESTRICTIONS AT NAGASAKI AIRPORT



RJFU/NGS

Apt Elev 8'
N32 55.0 E129 54.8

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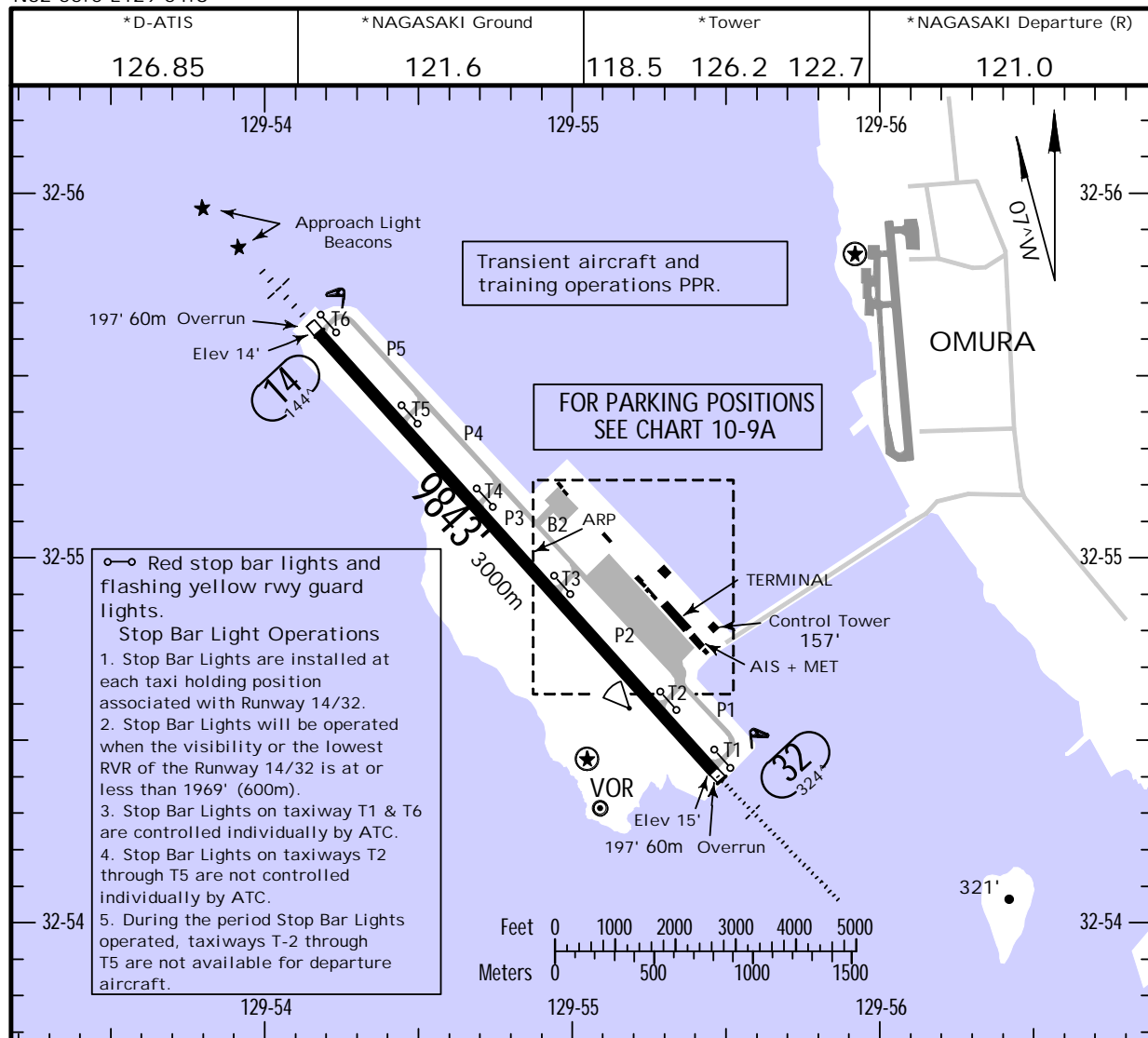
9 DEC 11

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NAGASAKI, JAPAN

NAGASAKI



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
14	HIRL CL SALS 2 PAPI-L Approach Light Beacons				197'
32	HIRL CL HIALS SFL TDZ 2 PAPI-L RVR		8760' 2670m		60m

- 1 Grooved.
2 Angle 3.00°

Rwys 14 & 32

	Multi Engine Acft - Take-off Altn Apt. Filed			Other
	1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)	
A				
B				
C	400m	vis 400m	vis 500m	Available Landing Minimums
D				

SIDs are designed in accordance with Standards for Flight Procedure Design.

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

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9 DEC 11

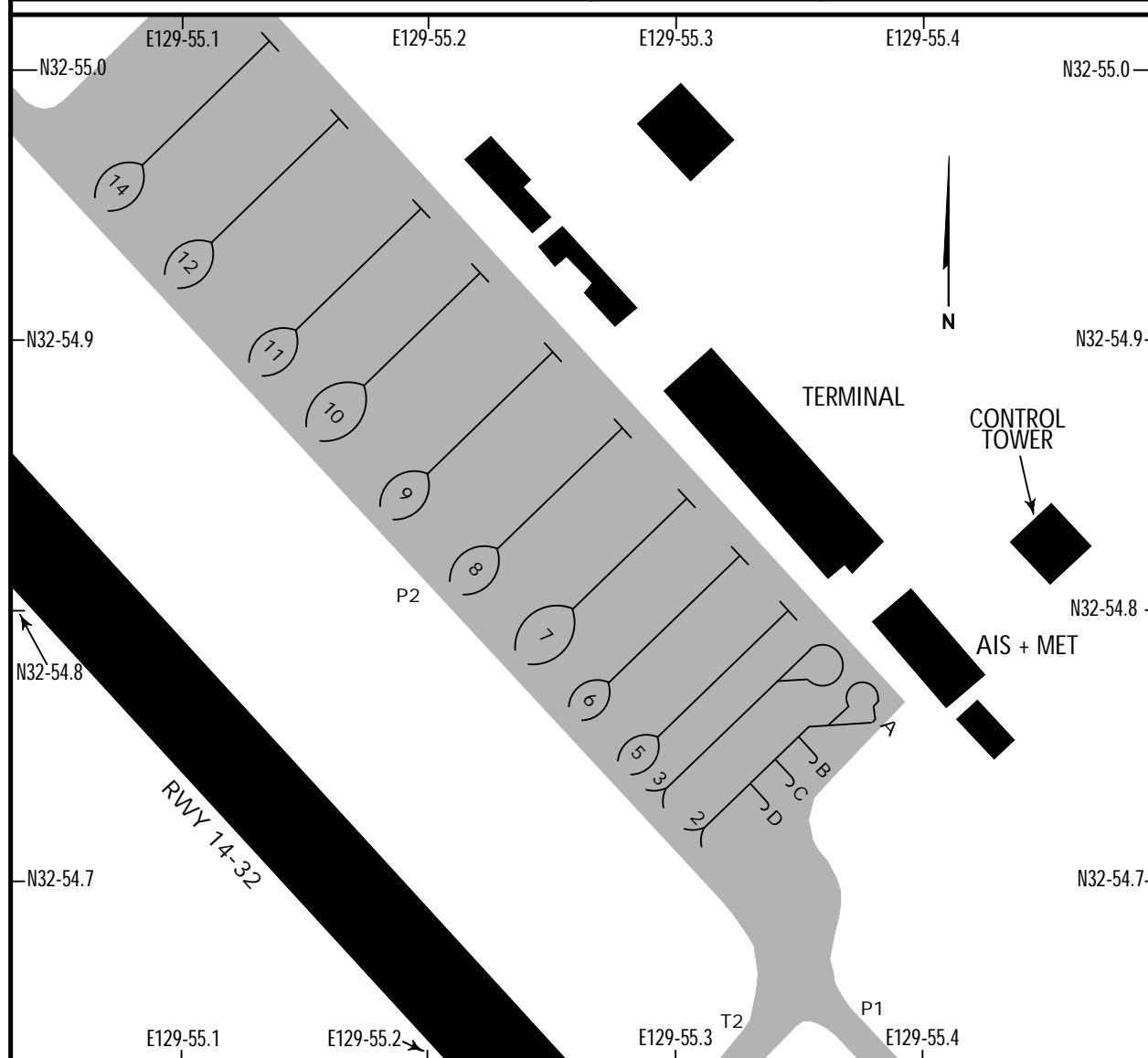
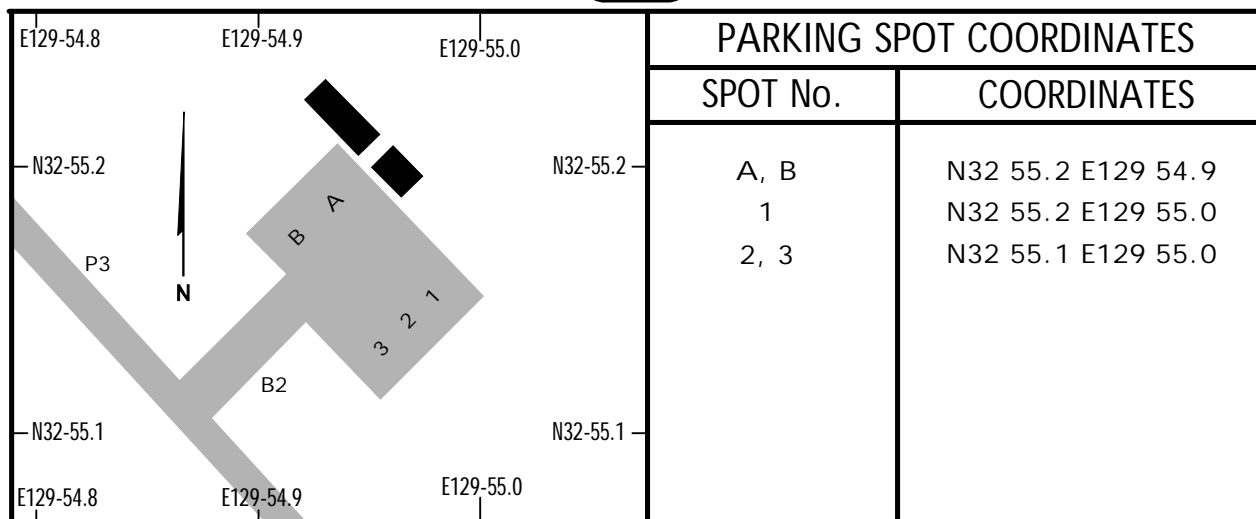
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NAGASAKI, JAPAN

NAGASAKI



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
2A	N32 54.8 E129 55.4	10, 11	N32 54.9 E129 55.2
2B, 2C, 2D	N32 54.7 E129 55.4	12	N32 55.0 E129 55.2
3, 5	N32 54.8 E129 55.4	14	N32 55.0 E129 55.1
6, 7	N32 54.8 E129 55.3		

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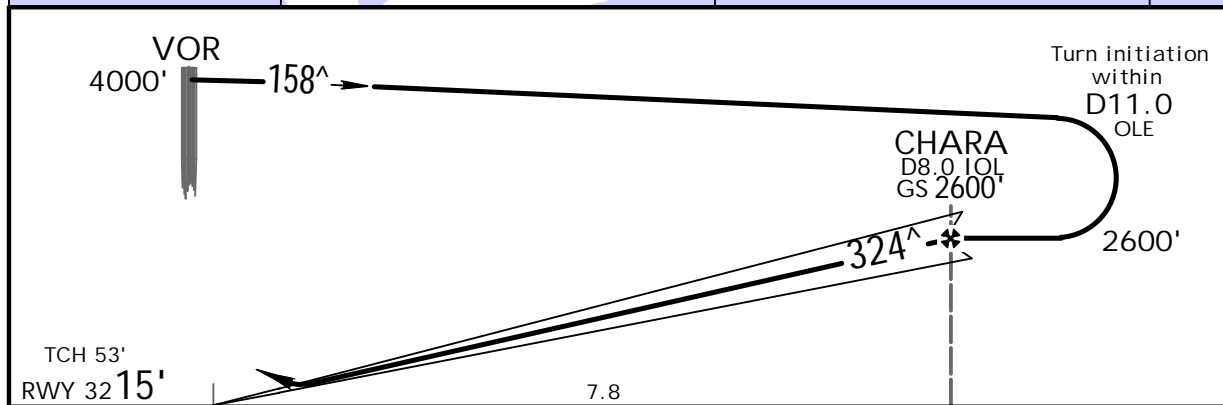
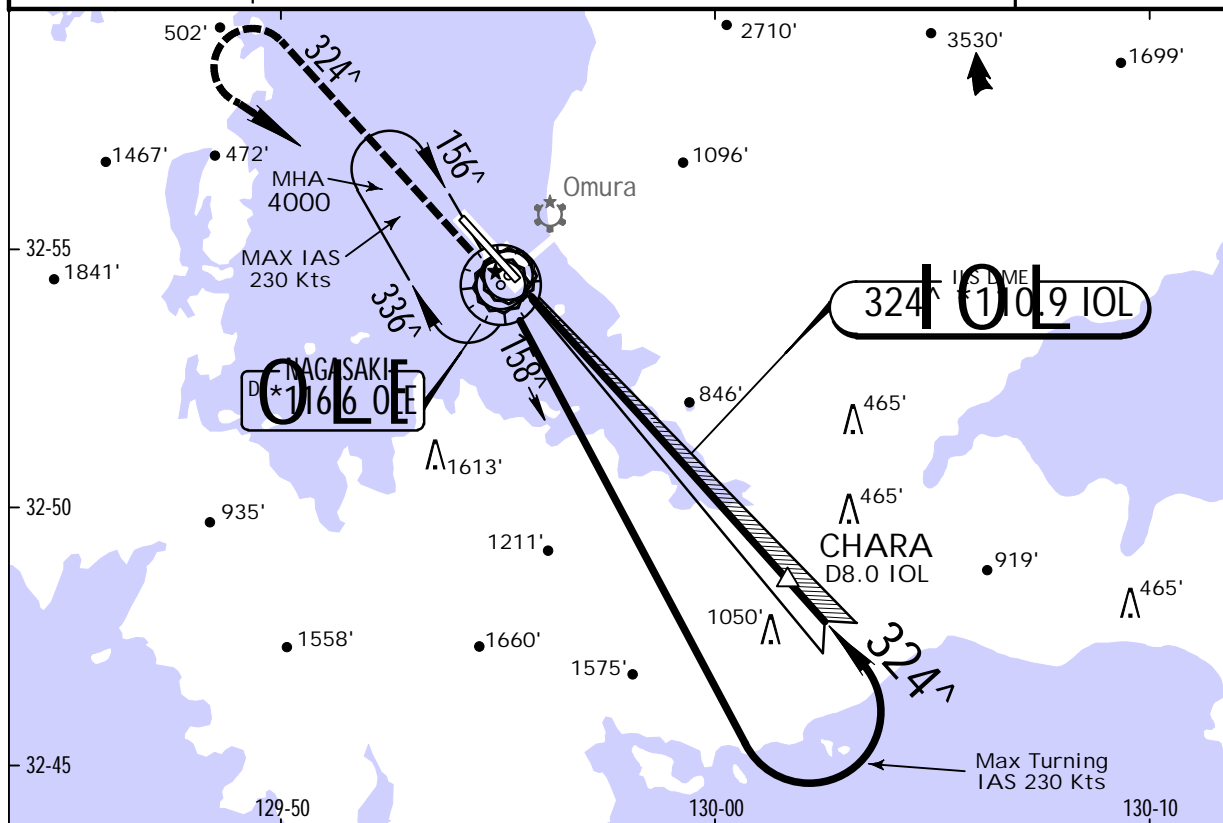
9 DEC 11
Eff. 14 Dec 1500Z. (11-1)

JEPPESEN

NAGASAKI, JAPAN
ILS Y Rwy 32

BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324^	GS CHARA 2600' (2585')	ILS DA(H) 215' (200')	Apt Elev 8' Rwy 32 15'		 MSA OLE VOR	
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.							
Alt Set: IN (hPa on req) 1. VOR and DME required.							
		Trans level: FL 140		Trans alt: 14000'			



Gnd speed-Kts							<div><div><div>HIALS</div><div>PAPI</div></div><div><div>3000'</div><div>↑</div><div>via</div><div>*116.6</div><div>R-324</div></div></div>		
GS	3.00^	372	478	531	637	743			849
STRAIGHT-IN LANDING RWY32							CIRCLE-TO-LAND		
ILS									
DA(H) 215' (200')									
FULL		IDZ &/or Clout		ALS out		Max Kts	MDA(H)		
A	RVR 550m		RVR 750m		RVR 1000m		90	620'(612')-1600m	
120									
140									
B									
C									

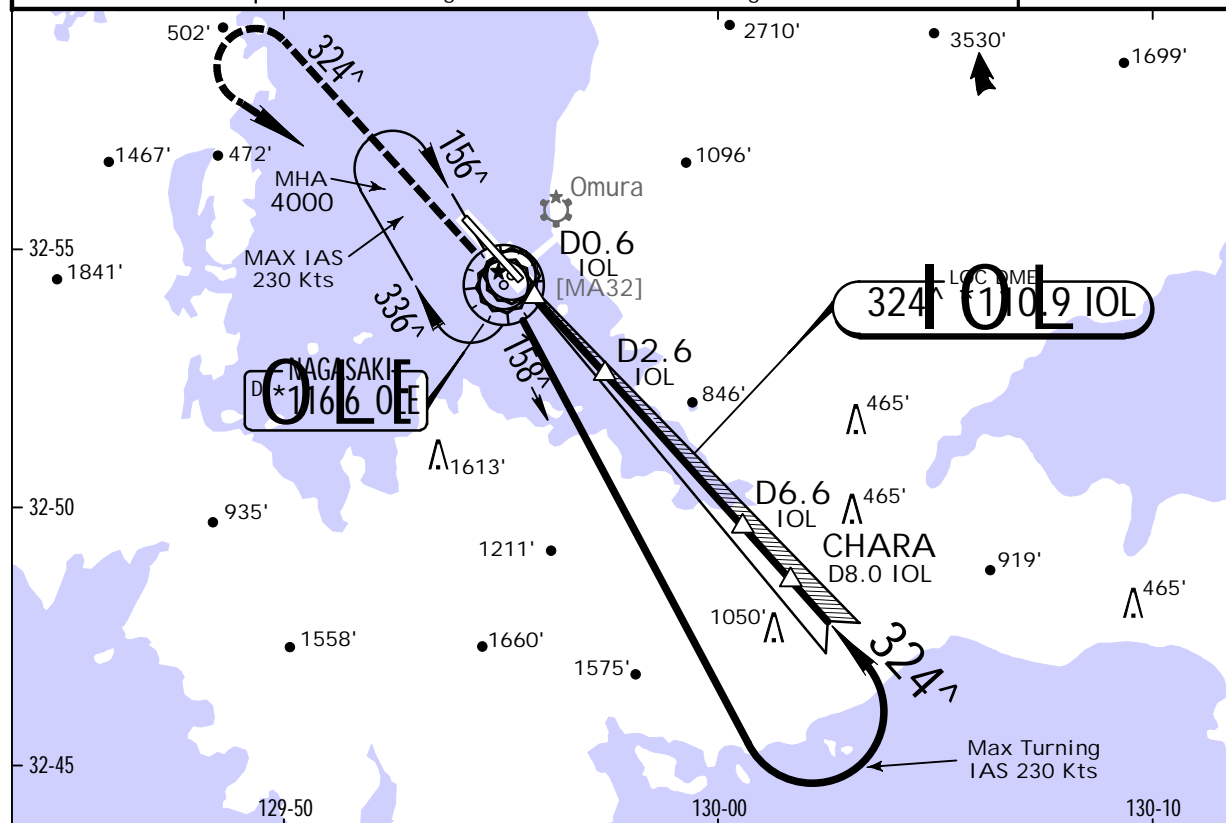
RJFU/NGS
NAGASAKI

9 DEC 11
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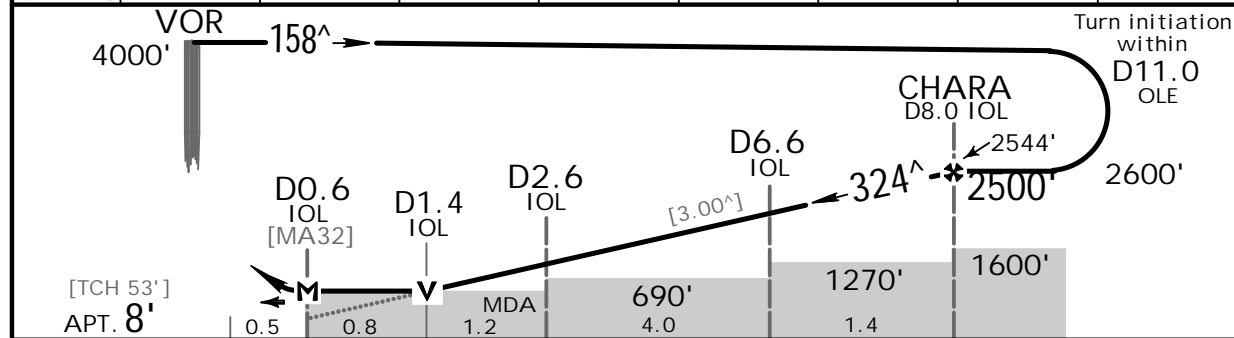
JEPPESSEN

NAGASAKI, JAPAN
LOC Y 'Rwy 32

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324^	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 430' (422')	Apt Elev 8' Rwy 32 15'			
<p>MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.</p>							
<p>Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'</p> <p>1. VOR and DME required. 2. Timing not authorized for defining the MAP.</p>							



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle [3.00°]	372	478	531	637	743	849	
MAP at D0.6 IOL							

STRAIGHT-IN LANDING RWY32 LOC (GS out) MDA(H) 430' (422')				CIRCLE-TO-LAND	
		ALS out	Max Kts.	MDA(H)	
A	RVR 900m	RVR 1500m	90	620'(612')-1600m	
B	RVR 1000m		120		
C			RVR 1800m	140	620'(612')-2400m

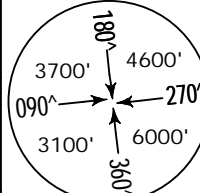
RJFU/NGS
NAGASAKI

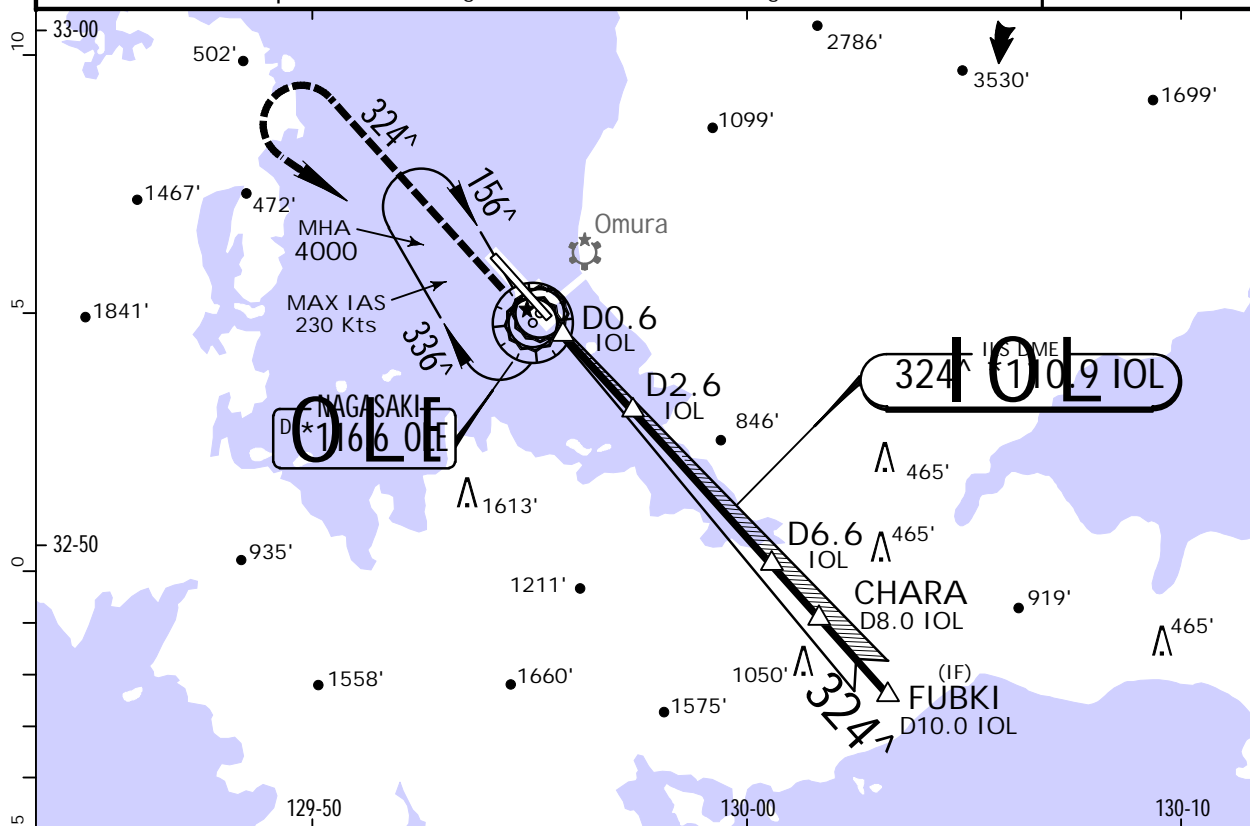
9 DEC 11
Eff. 14 Dec. 1500Z. (11-3)

JEPPESSEN

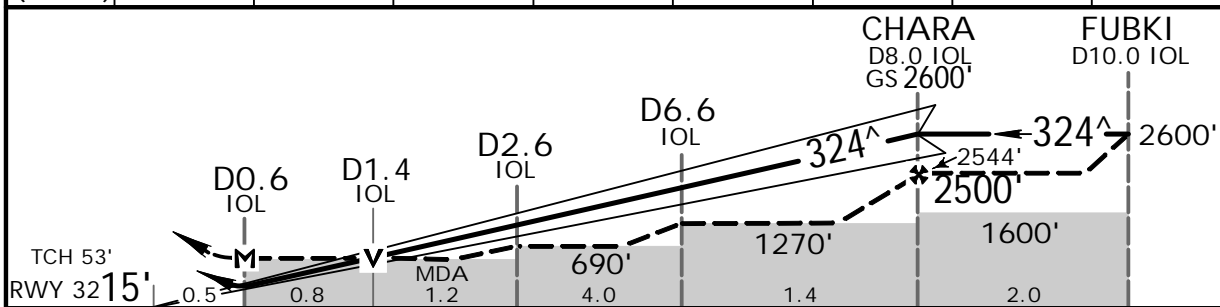
NAGASAKI, JAPAN
ILS Z or LOC Z Rwy 32

BRIEFING STRIP™

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
LOC IOL *110.9	Final Apch Crs 324^	GS CHARA 2600' (2585')	ILS DA(H) 215' (200')	Apt Elev 8' Rwy 32 15'		 MSA OLE VOR	
MISSED APCH: Climb to 3000' outbound via OLE VOR R-324, turn LEFT to OLE VOR and hold at 4000'. Contact Nagasaki APP.							
Alt Set: IN (hPa on req) 1. VOR and DME required.		Trans level: FL 140		Trans alt: 14000'			



LOC (GS out)	IOL DME	2.0	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	648'	966'	1284'	1602'	1921'	2239'	2544'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.6 IOL						

HIALS

PAPI

<

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 215' (200')		MDA(H) 430' (422')				
FULL	TDZ &/or CLOut	ALS out	ALS out	Max Kts	MDA(H)	
A			RVR 900m	90	620'(612')-1600m	
B	RVR 550m	RVR 750m	RVR 1000m	120	620'(612')-2400m	
C			RVR 1400m	140	890'(882')-3200m	
D			CMV 2000m	165		

RJFU/NGS
NAGASAKI

9 DEC 11
Eff. 14 Dec. 1500Z.

JEPPESSEN

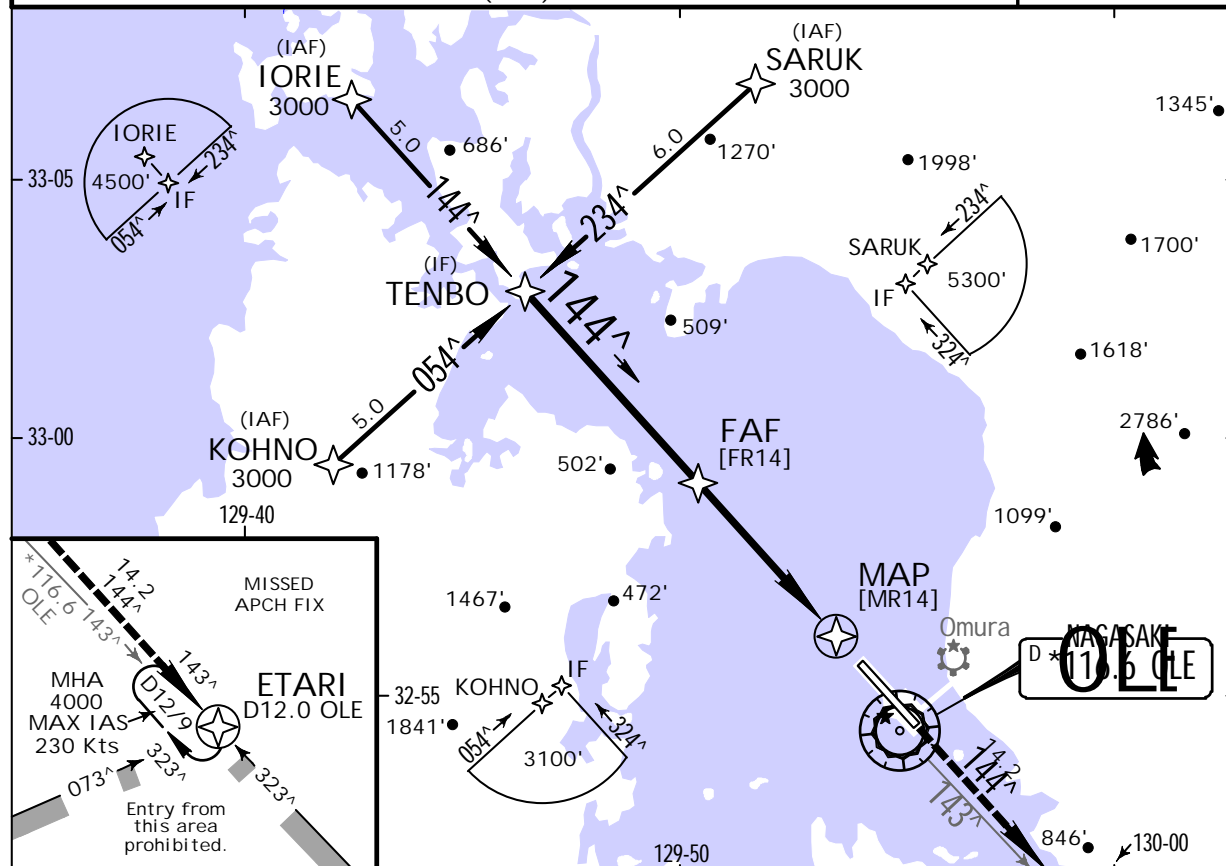
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MISSED APCH CLIMB
GRADIENT MIM 4.8%

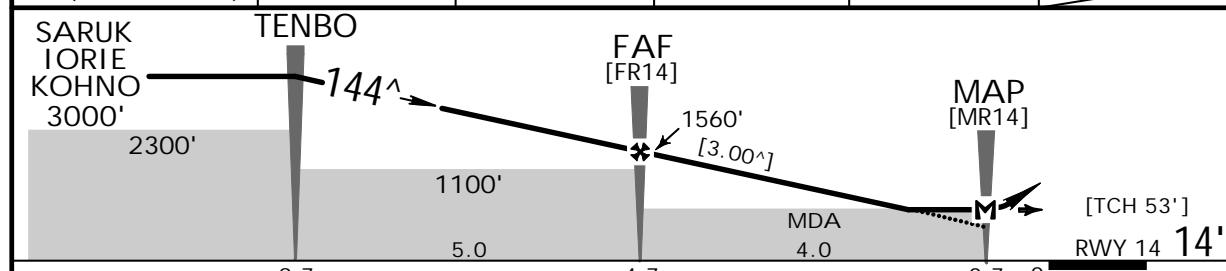
NAGASAKI, JAPAN
RNAV (GNSS) Rwy 14

BRIEFING STRIP

*D-ATIS 126.85		*NAGASAKI Approach (R) 119.17 121.02		*NAGASAKI Tower 118.5 126.2 122.7		*Ground 121.6	
RNAV	Final Apch Crs 144^	Minimum Alt (CONDITIONAL) Refer to Profile	LNAV/VNAV DA(H) 290' (276')		Apt Elev 8' Rwy 14 14'		TAA 25 NM IAF
MISSED APCH: Climb to 4000' on track 144^ to ETARI and hold. Contact Nagasaki APP.							
Using OLE VOR: Climb to 4000' outbound via OLE VOR R-143 to ETARI and hold. Contact Nagasaki APP.							
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'							
1. Radar service required. 2. DME/DME not authorized.							
3. Baro-VNAV not authorized below -5°C (23°F).							



NM to Next FIX	FAF	3.0	2.0	1.0	MAP
ALT (3.0° APCH PATH)	1560'	1242'	923'	605'	



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at MAP										

1 STRAIGHT-IN LANDING RWY 14				1 CIRCLE-TO-LAND			
LNNAV/VNAV DA(H) 290' (276')		LNNAV MDA(H) 290' (282')		Max Kts		MDA(H)	
ALS out		ALS out					
A	CMV 1000m	CMV 1500m	CMV 1000m	CMV 1500m	90	620'(612')- 1600m	
B	CMV 1100m		CMV 1100m		120		
C	CMV 1200m	CMV 1600m	CMV 1200m	CMV 1600m	140	620'(612')- 2400m	
D	CMV 1400m	CMV 1800m	CMV 1400m	CMV 1800m	165	890'(882')- 3200m	

RJFU/NGS
NAGASAKI

9 DEC 11
Eff. 14 Dec 1500Z.

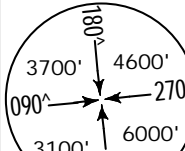
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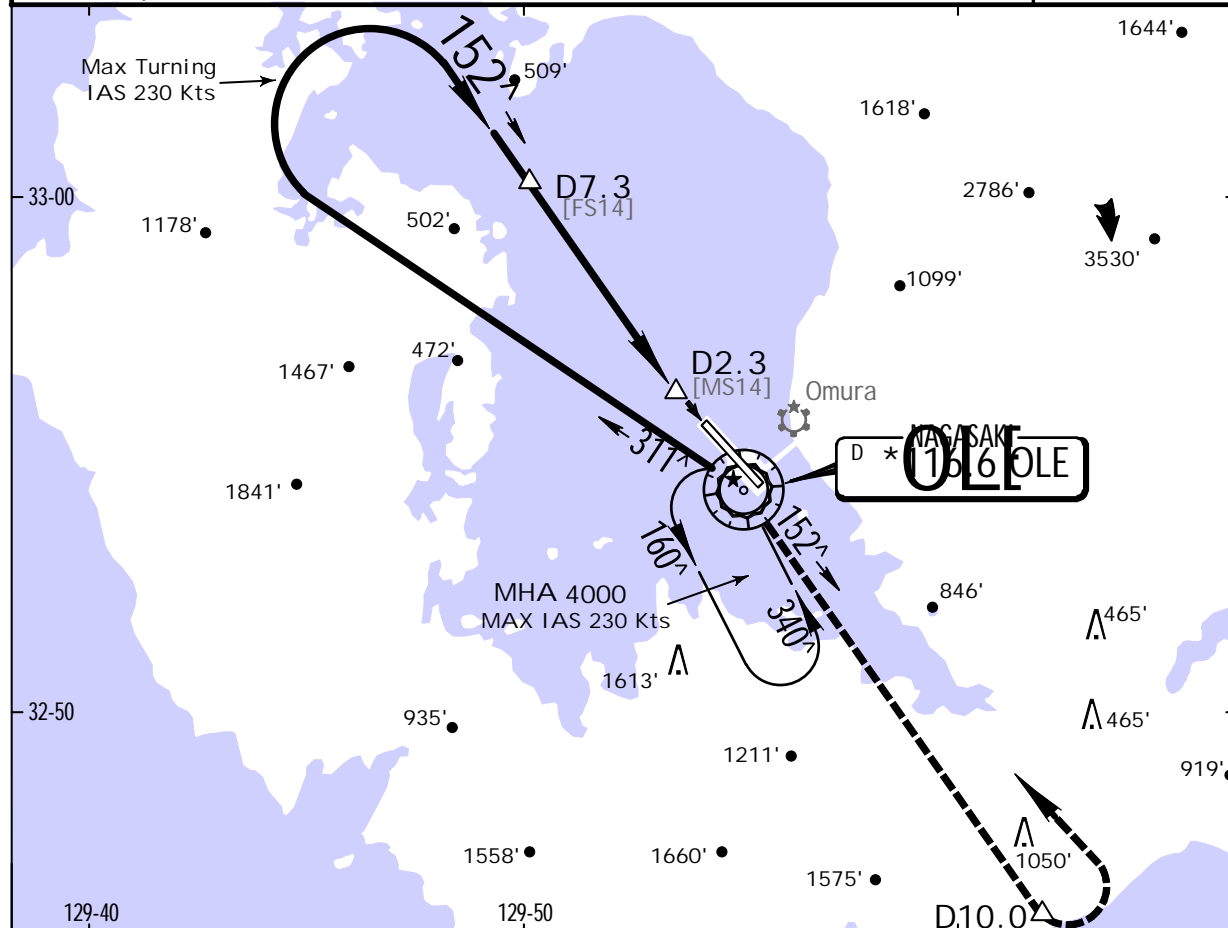
(13-1)

MISSED APCH CLIMB
GRADIENT MIM 3.0%

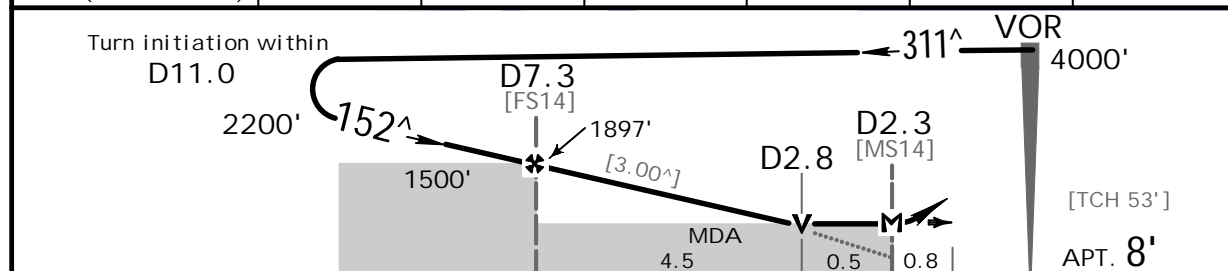
NAGASAKI, JAPAN
VOR Rwy 14

BRIEFING STRIP™

*D-ATIS		*NAGASAKI Approach (R)		*NAGASAKI Tower			*Ground	
126.85		119.17 121.02		118.5 126.2 122.7			121.6	
VOR OLE *116.6	Final Apch Crs 152^	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 490' (482')	Apt Elev 8' Rwy 14 14'				
MISSED APCH: Climb to 4000' outbound via OLE VOR R-152 to D10.0 OLE, turn LEFT, direct to OLE VOR and hold. Contact Nagasaki APP.								
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'				
1. DME required. 2. Timing not authorized for defining the MAP.								



NM to OLE	FAF	7.0	6.0	5.0	4.0	3.0
ALT (3.0^ APCH Path)	1897'	1814'	1496'	1178'	859'	541'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00^]	372	478	531	637	743	849				
MAP at D2.3										

1 STRAIGHT-IN LANDING RWY 14 Missed apch climb gradient mim 3.0% MDA(H) 490' (482')						1 CIRCLE-TO-LAND Missed apch climb gradient mim 3.0% MDA(H)			
ALS out						Max Kts			
A	CMV 1400m					90	620'(612')-1600m		
B	CMV 1500m					120			
C	CMV 1600m					140	620'(612')-2400m		
D	CMV 1800m					165	890'(882')-3200m		

RJFU/NGS
NAGASAKI

9 DEC 11
Eff. 14 Dec 1500Z (13-2)

JEPPESSEN

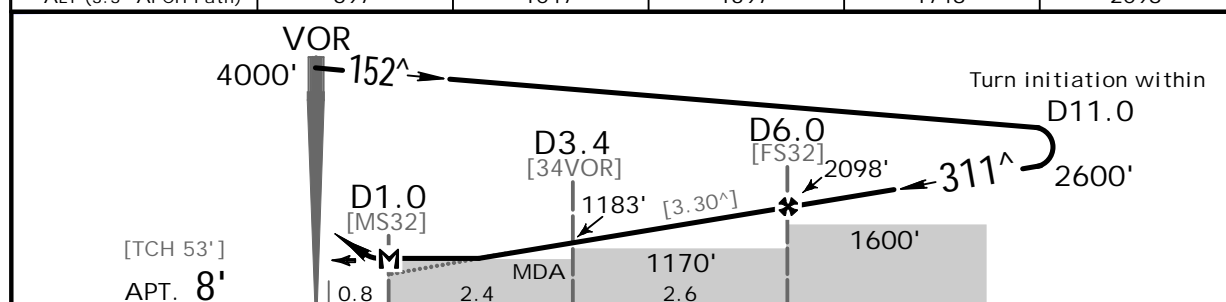
NAGASAKI, JAPAN
VOR Rwy 32

BRIEFING STRIP

*D-ATIS	*NAGASAKI Approach (R)	*NAGASAKI Tower	*Ground
126.85	119.17 121.02	118.5 126.2 122.7	121.6
VOR OLE *116.6	Final Apch Crs 311^	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 570' (562')
		Apt Elev 8'	Rwy 32 15'
MISSED APCH: Climb to 4000' via OLE VOR R-311 outbound to D6.4 OLE, turn RIGHT direct to OLE VOR and hold. Contact Nagasaki APP.			
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'			
1. DME required. 2. PAPI and descent angles not coincident. 3. Timing not authorized for defining the MAP.			
			MSA OLE VOR



NM to OLE	2.0	3.0	4.0	5.0	FAF
ALT (3.3^ APCH Path)	697'	1047'	1397'	1748'	2098'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.30^]	409	526	584	701	817	934				
MAP at D1.0										

STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND	
MDA(H) 570' (562')						
			ALS out		Max Kts	MDA(H)
A	RVR 1000m		RVR 1500m		90	620'(612')-1600m
B	RVR 1200m				120	
C			CMV 2000m		140	620'(612')-2400m