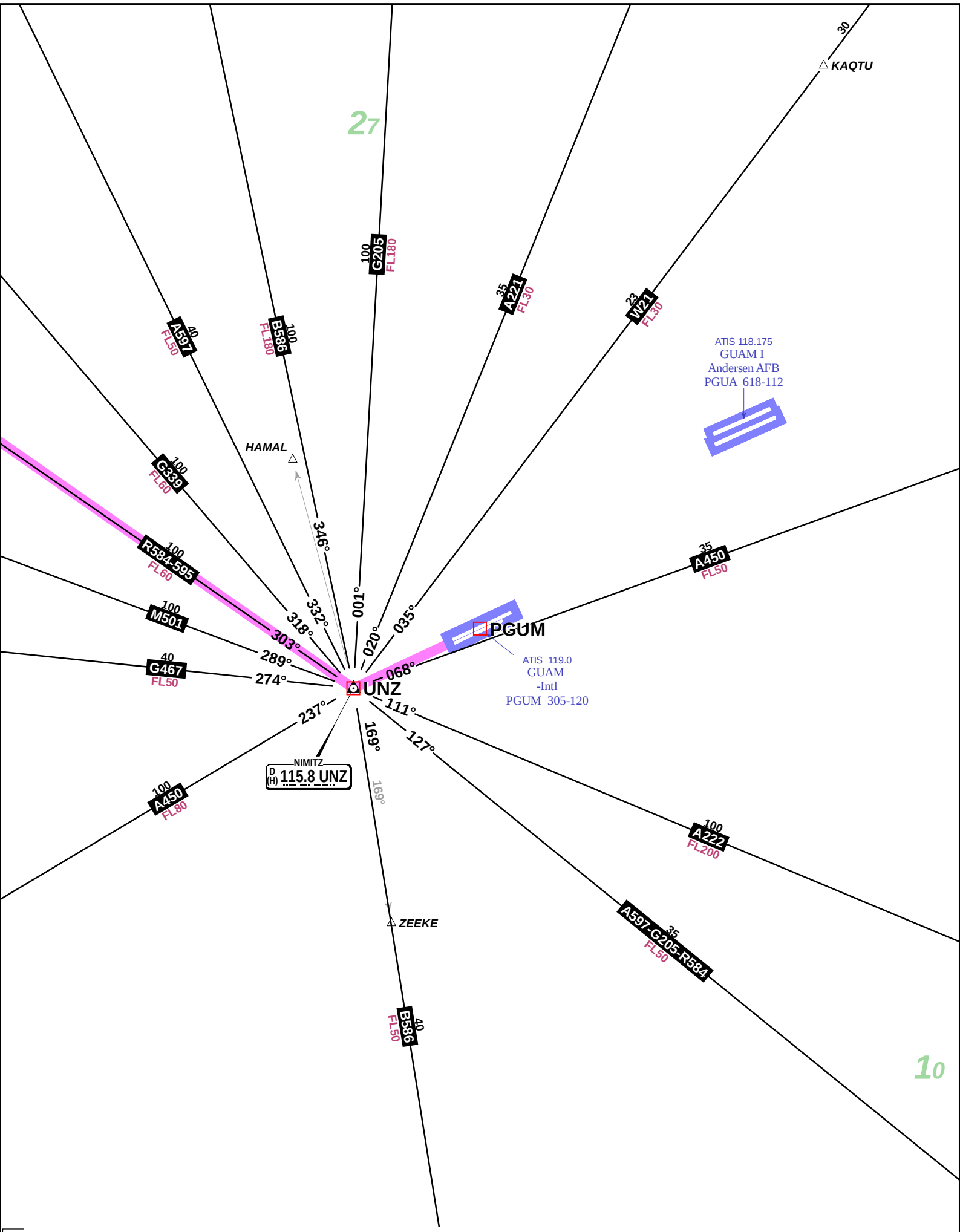
DEPARTURE (PGUM -> ROAH): PGUM (Guam Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN
JeppView 3.6.2.0



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DESTINATION (PGUM -> ROAH): 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

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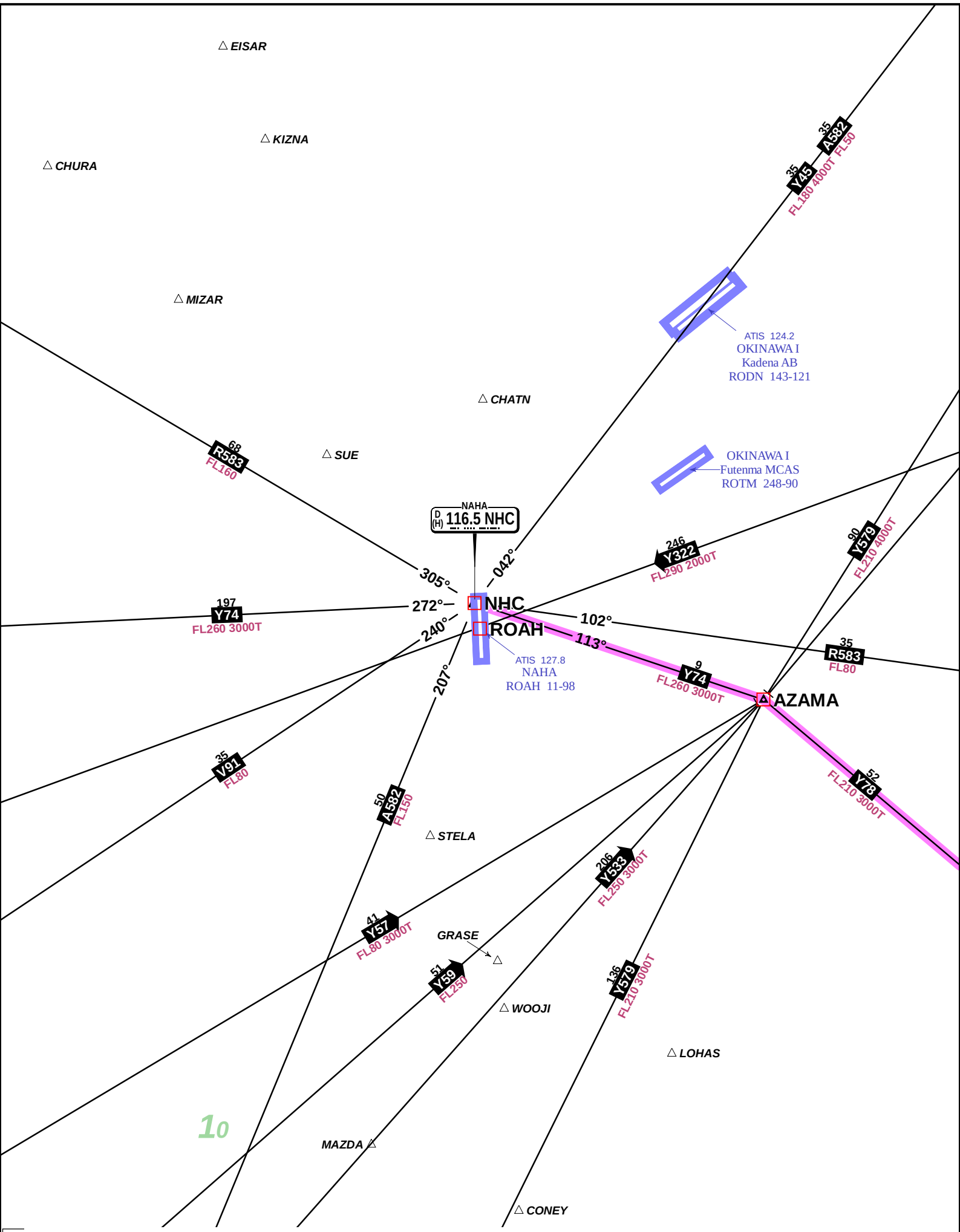

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PGUM -> ROAH (Page 1 of 1)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

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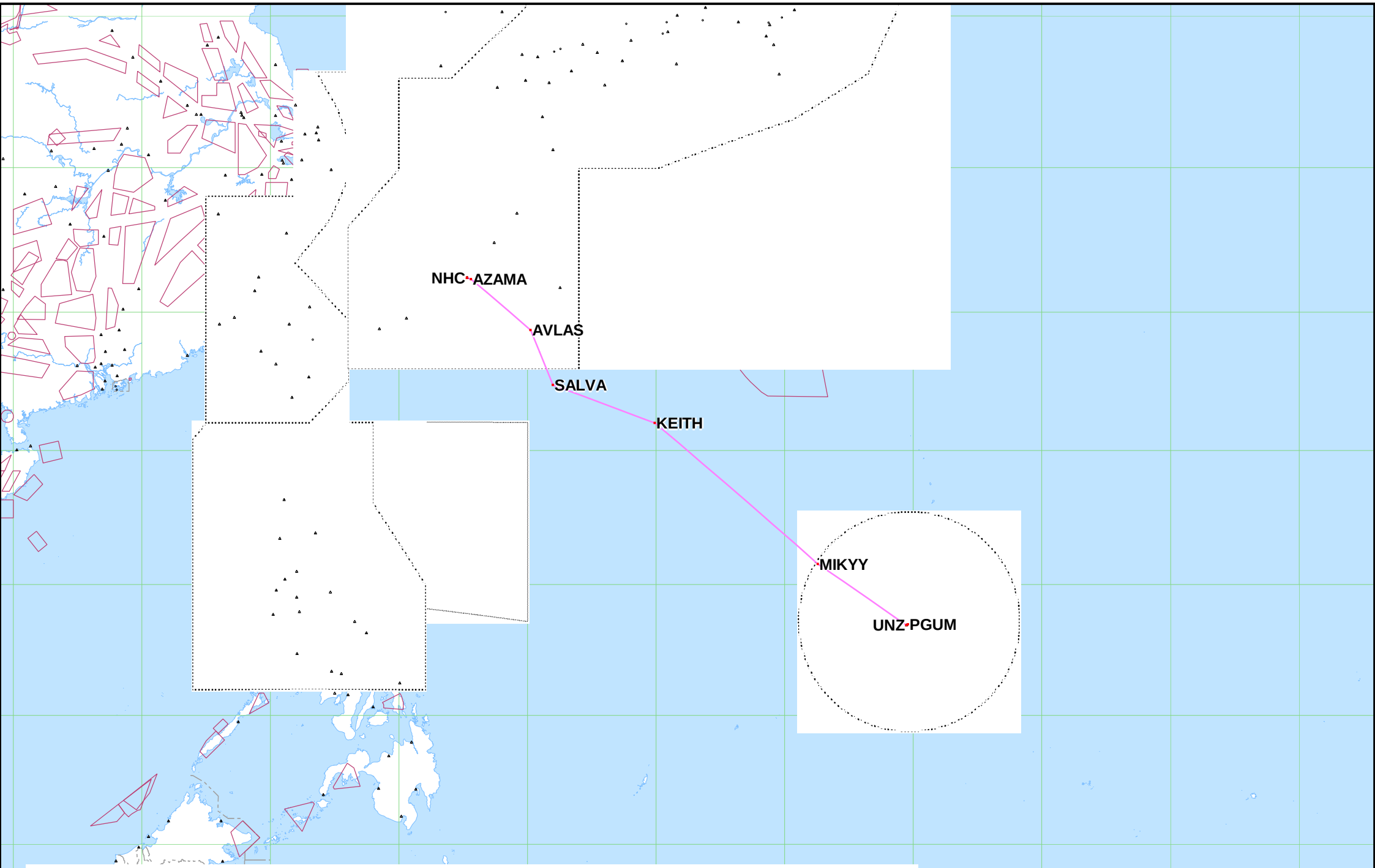
JeppView 3.6.2.0



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PGUM/GUM

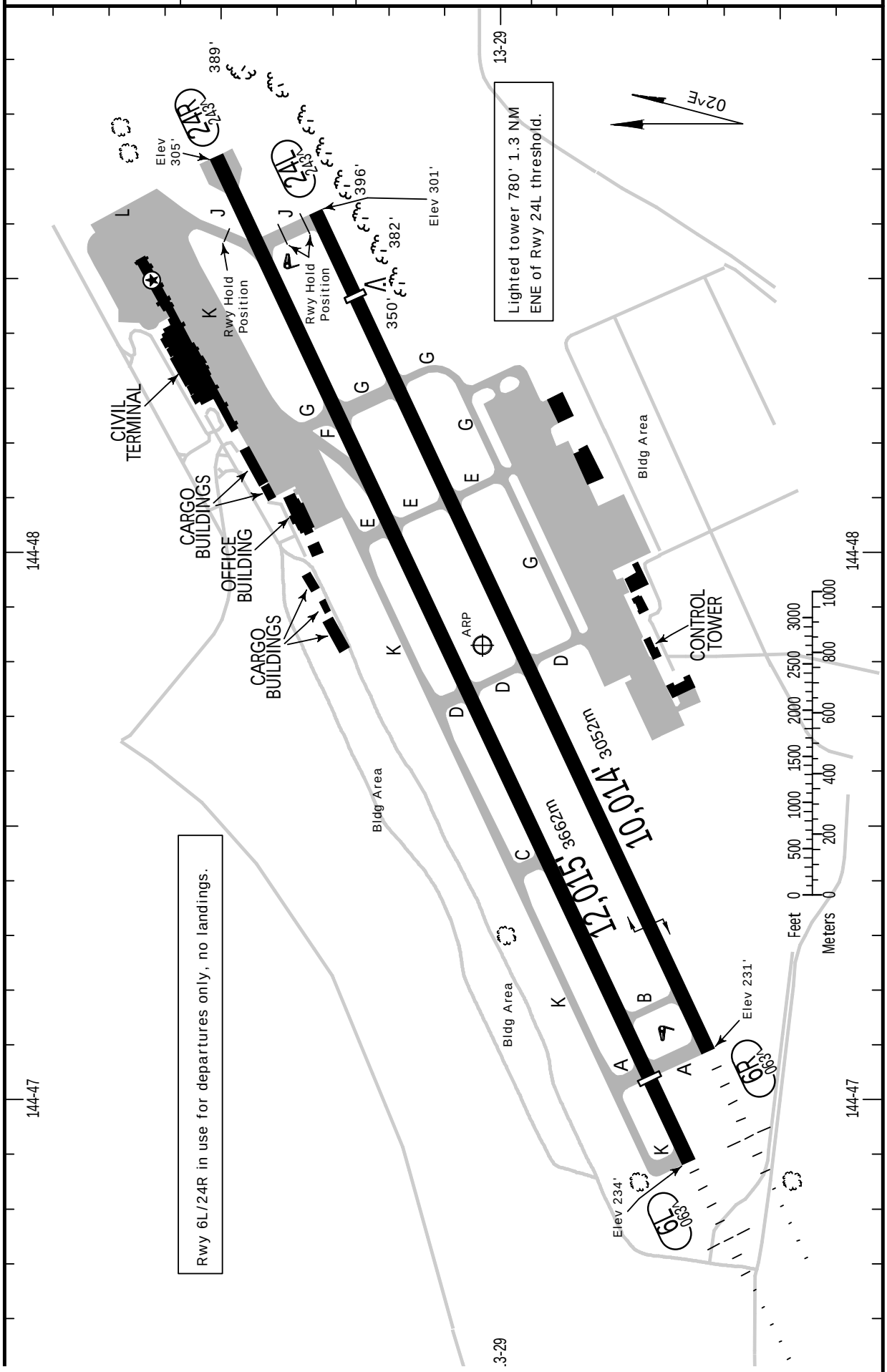
Apt Elev 305'
N13 29.0 E144 47.8

JEPPESEN
11 OCT 13 (10-9)

GUAM, GQ

GUAM INTL

ATIS	AGANA Ramp	Ground	Tower	GUAM Departure (R)
119.0	121.6	121.9	118.1	119.8



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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6R	MIRL MALSR PAPI-L (angle 3.00^)	grooved		9086' 2769m		150' 46m
24L	MIRL PLASI-L	grooved	9010' 2746m			
6L	HIRL MALSR PAPI-L (angle 3.0^)	grooved	10,015'3053m	9170' 2795m	10,015'3053m	150' 46m
24R	HIRL PAPI-L (angle 3.0^)	grooved	11,015'3357m		11,015'3357m	

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	1 Rwys 6L, 6R			Rwys 24L, 24R		
	With Mim climb of 360'/NM to 800'		Other	With Mim climb of 300'/NM to 1400'		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	500-1	1/4	1	500-1
3 & 4 Eng		1/2			1/2	

1 Note: Rwy 6L, 404' tree 913' from departure end, 774' right of centerline.

OBSTACLE DP

Rwys 6L/R, climb runway heading to 800' before turning.
Rwys 24L/R, climb runway heading to 1400' before turning.

FOR FILING AS ALTERNATE

	RNAV (RNP) Z Rwy 6L RNAV (RNP) Z Rwy 6R VOR DME Rwy 6L VOR-A	RNAV (GPS) Y Rwy 6R	RNAV (GPS) Y Rwy 24R	RNAV (GPS) Y Rwy 24L	RNAV (RNP) Z Rwy 24L RNAV (RNP) Z Rwy 24R	ILS Rwy 6L ILS Rwy 6R LOC DME Rwy 6L LOC Rwy 6R	Other
A	800-2	800-2	800-2	900-2	900-3	1200-2	NA
B							
C			800-2¼	900-2¾		1200-3	

AMEND 0A

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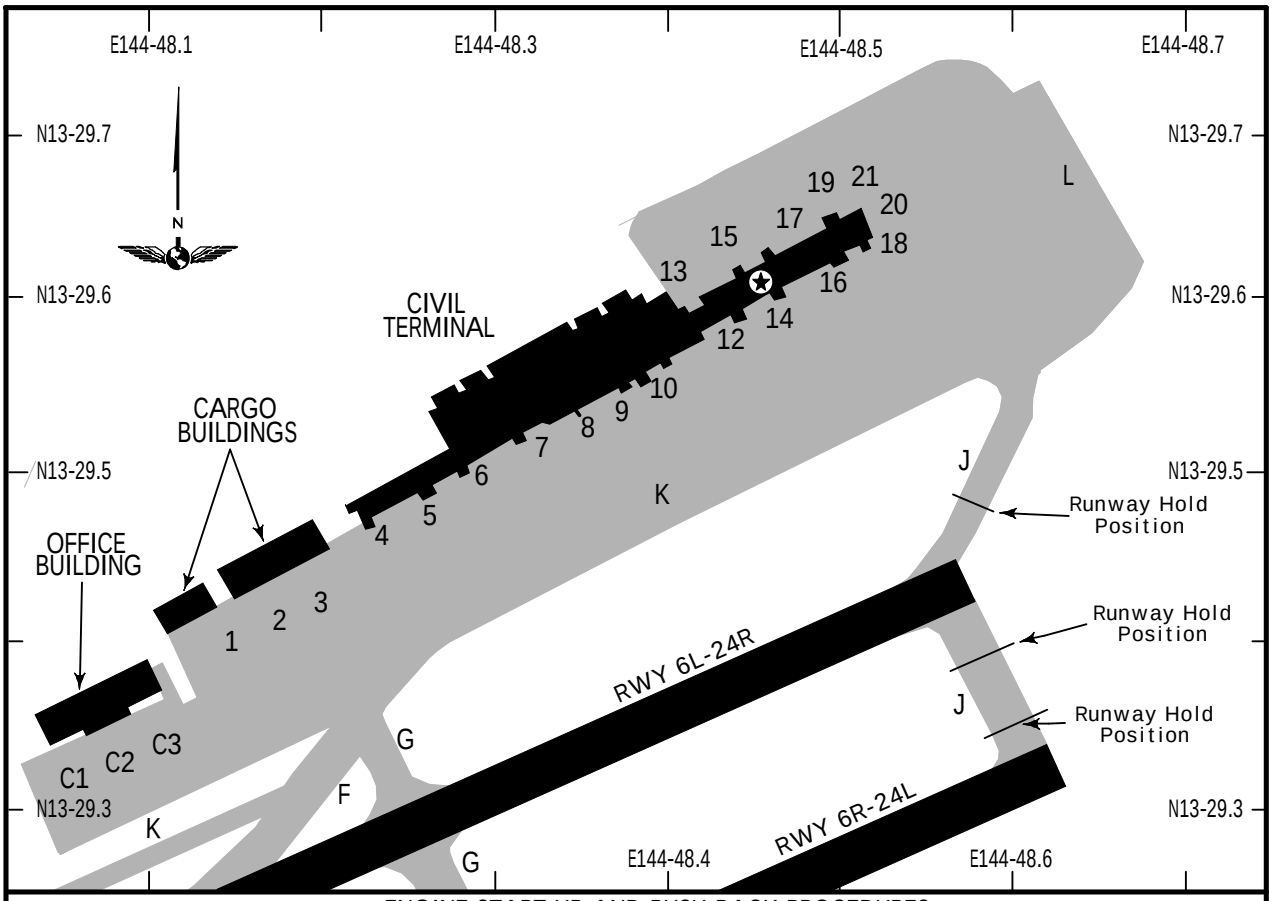

ENGINE START UP AND PUSH BACK PROCEDURES

1. All aircraft departing from Guam Intl shall comply with the following procedures:
   A. Aircraft shall not commence start up, pushback or any other movement unless they are approved by Ramp Control.
   B. Request for start up, pushback shall be made only when the aircraft doors are closed, the loading bridge is disconnected and the aircraft is ready for departure.
2. START UP AND PUSHBACK
   A. All aircraft are to contact Ramp Control on 121.6 and request clearance for all engine starts at the gate and or commencement of pushback followed by engine start out of the gate.
   B. Ramp Control will ensure that personnel and equipment are clear behind the aircraft prior to issuing pushback and or engine start clearances.
   C. Ramp control will advise pilots when ready to taxi to "proceed" on the taxilanes and switch to Agana Tower prior to entering the main taxiways.
   D. Aircraft must maintain communications with Ramp Control during movement on the ramp.
   E. Do not proceed on to the main taxiways without clearance from Agana Tower.
   F. Unless otherwise approved by Ramp Control, aircraft must have all engines started and ready to taxi at the end of pushback, thus reducing the overall delay of traffic.

NOTE: Lima Taxilane is a one-way in and a one-way out.

PARKING STAND POSITIONS

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N13 29.4 E144 48.1	C1, C2, C3	N13 29.3 E144 48.1
2, 3	N13 29.4 E144 48.2		
4, 5	N13 29.5 E144 48.2		
6, 7, 8	N13 29.5 E144 48.3		
9	N13 29.5 E144 48.4		
10, 12, 13,	N13 29.6 E144 48.4		
14	N13 29.6 E144 48.5		
15	N13 29.6 E144 48.4		
16, 17, 18	N13 29.6 E144 48.5		

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PGUM/GUM
GUAM INTL

JEPPESEN
25 OCT 13 (11-1)

GUAM, GQ
ILS or LOC DME Rwy 6L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

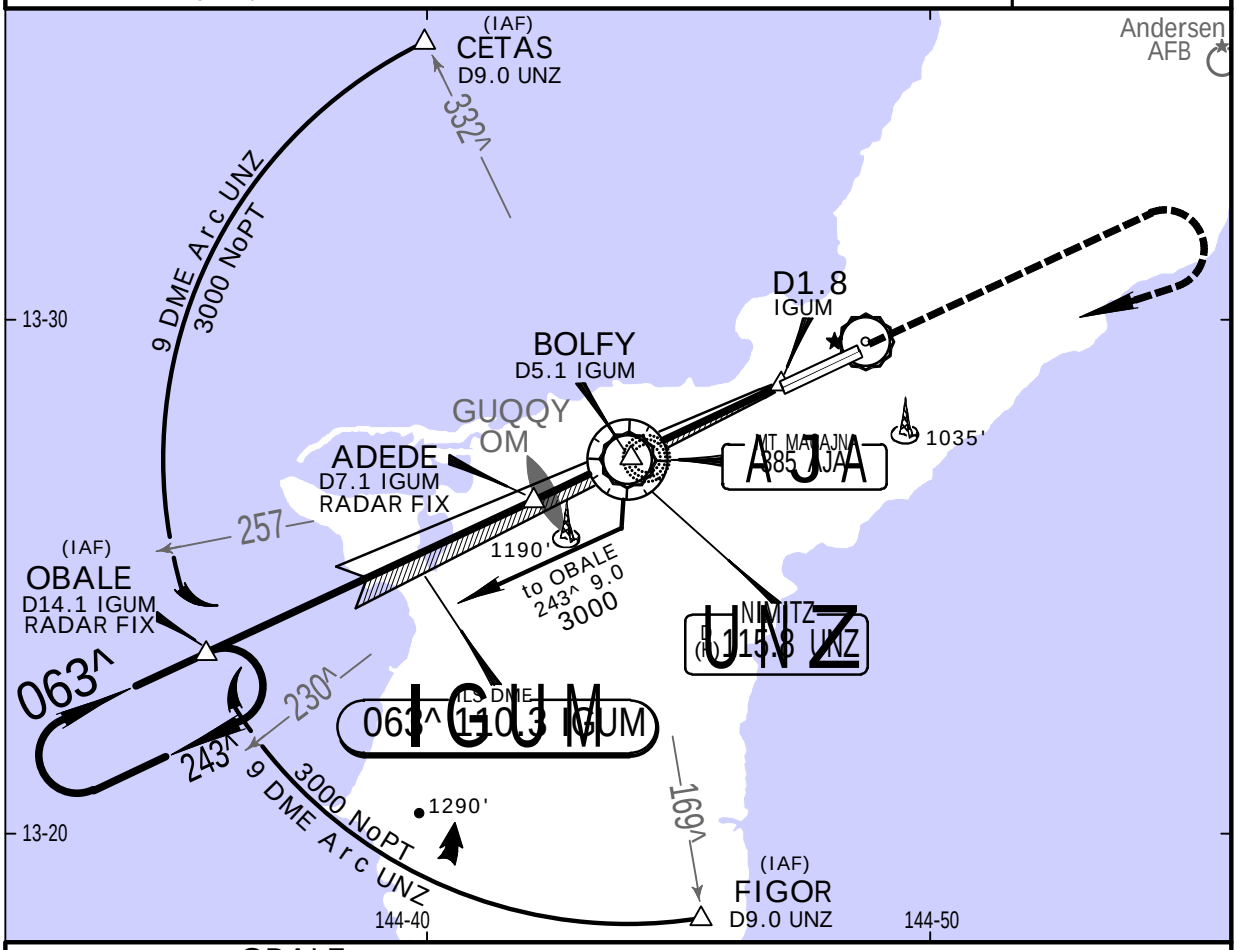
LOC IGUM	Final Apch Crs	GS ADEDE	ILS DA(H)	Apt Elev 305'
110.3	063^	2000' (1744')	531' (275')	TDZE 256'

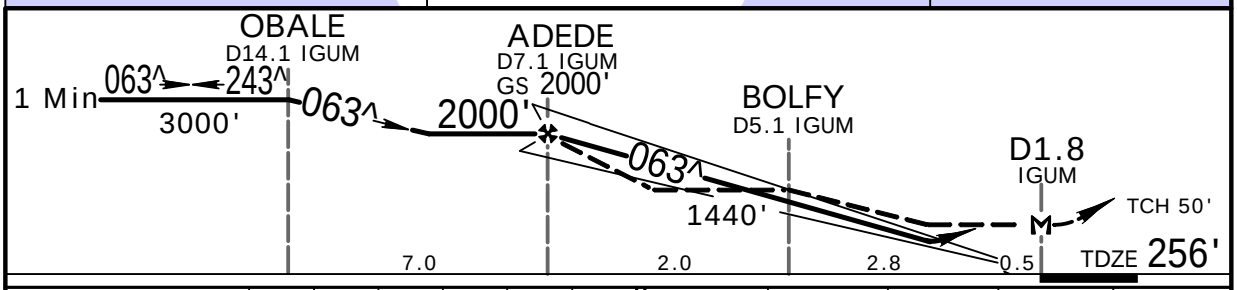
MISSED APCH: Climb to 2600' then climbing RIGHT turn to 3000' direct UNZ VOR, then via the IGUM localizer SOUTHWEST course to OBALE/D14.1 IGUM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required.
2. Use IGUM DME when on the localizer course.
3. VGSI and ILS glidepath not coincident.

MSA UNZ VOR: 2300' (090^ → ← 270^) 2600'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861
MAP at D1.8 IGUM or ADEDE to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR / PAPI | 2600' | 3000' RT | D | UNZ 115.8

STRAIGHT-IN LANDING RWY 6L

	ILS DA(H) 531' (275') FULL	ILS RAIL or ALS out	LOC (GS out) With BOLFY MDA(H) 980' (724')	RAIL out	ALS out	LOC (GS out) Without BOLFY MDA(H) 1440' (1184')	RAIL out	ALS out
A	3/4		1/2	3/4	1	3/4	1 1/4	
B						1	1 1/2	
C			1 1/2	2		2 1/2	3	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	With BOLFY MDA(H)	Without BOLFY MDA(H)
90	980' (675')-1	1440' (1135')-1 1/4
120		1440' (1135')-1 1/2
140	980' (675')-2	1440' (1135')-3

AMEND 3D PS

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PGUM/GUM
GUAM INTL

JEPPESEN
25 OCT 13 (11-2)

GUAM, GQ
ILS or LOC Rwy 6R

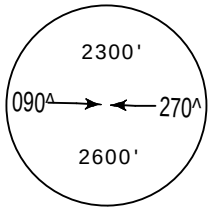
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

LOC IAWD	Final Apch Crs	GS CEGMU	ILS DA(H)	Apt Elev 305'
110.9	063^	2000' (1742')	577' (319')	TDZE 258'

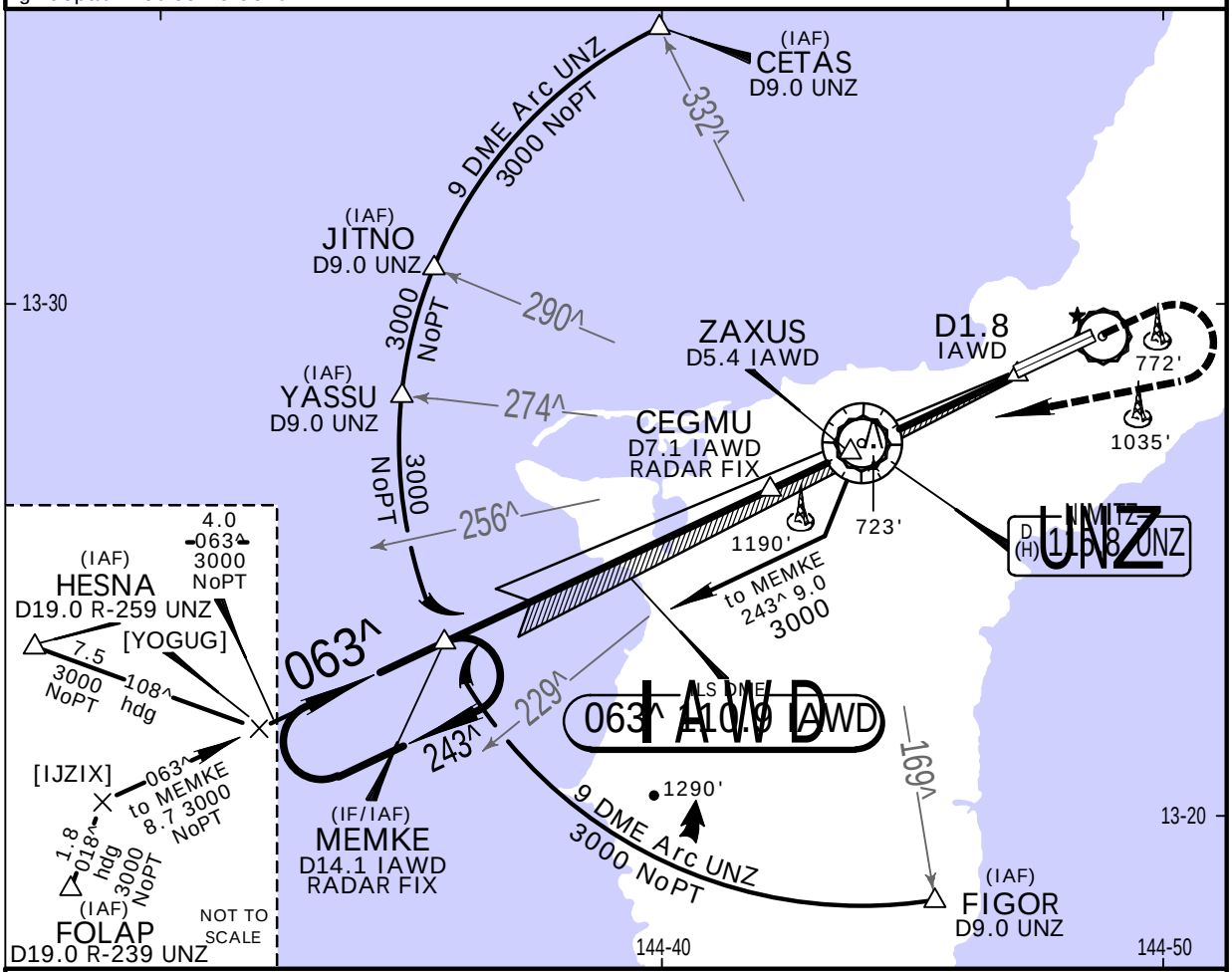
BRIEFING STRIP ™

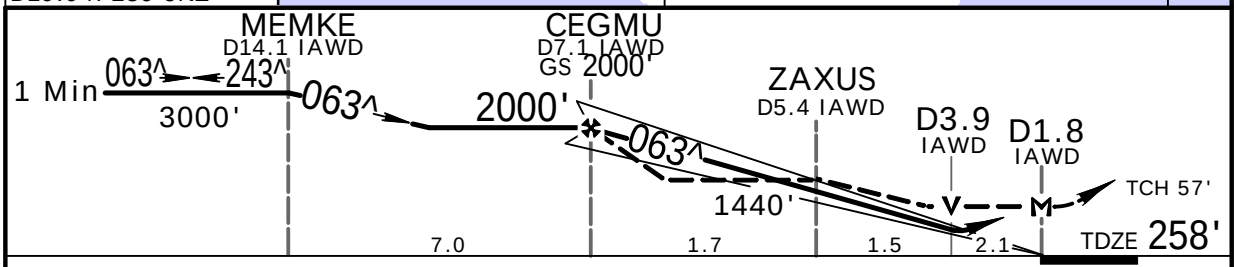
MISSED APCH: Climb to 2100' then climbing RIGHT turn to 3000' direct UNZ VOR and via IAWD to MEMKE/D14.1 IAWD/RADAR FIX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Use local altimeter setting; if not received, procedure not authorized. 3. Use IAWD DME when on localizer course. 4. VGSI and ILS glidepath not coincident.



MSA UNZ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861
MAP at D1.8 IAWD or CEGMU to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

MALSR PAPI | 2100' | 3000' RT | D | UNZ 115.8

STRAIGHT-IN LANDING RWY 6R

	ILS DA(H) 577' (319') FULL	ILS RAIL or ALS out	LOC (GS out) With ZAXUS MDA(H) 980' (722')	RAIL out	ALS out	LOC (GS out) Without ZAXUS MDA(H) 1440' (1182')	RAIL out	ALS out
A	3/4		1/2	3/4	1	3/4	1 1/4	
B						1	1 1/2	
C			1 1/2	2		2 1/2	3	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	With ZAXUS MDA(H)	Without ZAXUS MDA(H)
90	980'(675')-1	1440'(1135')-1 1/4
120		1440'(1135')-1 1/2
140	980'(675')-2	1440'(1135')-3

AMENDOB PS

CHANGES: Airport elevation; PAPI moved to right side.

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PGUM/GUM
GUAM INTL

JEPPESEN
18 SEP 09 (12-1)

GUAM, GQ
RNAV (GPS) Y Rwy 6L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

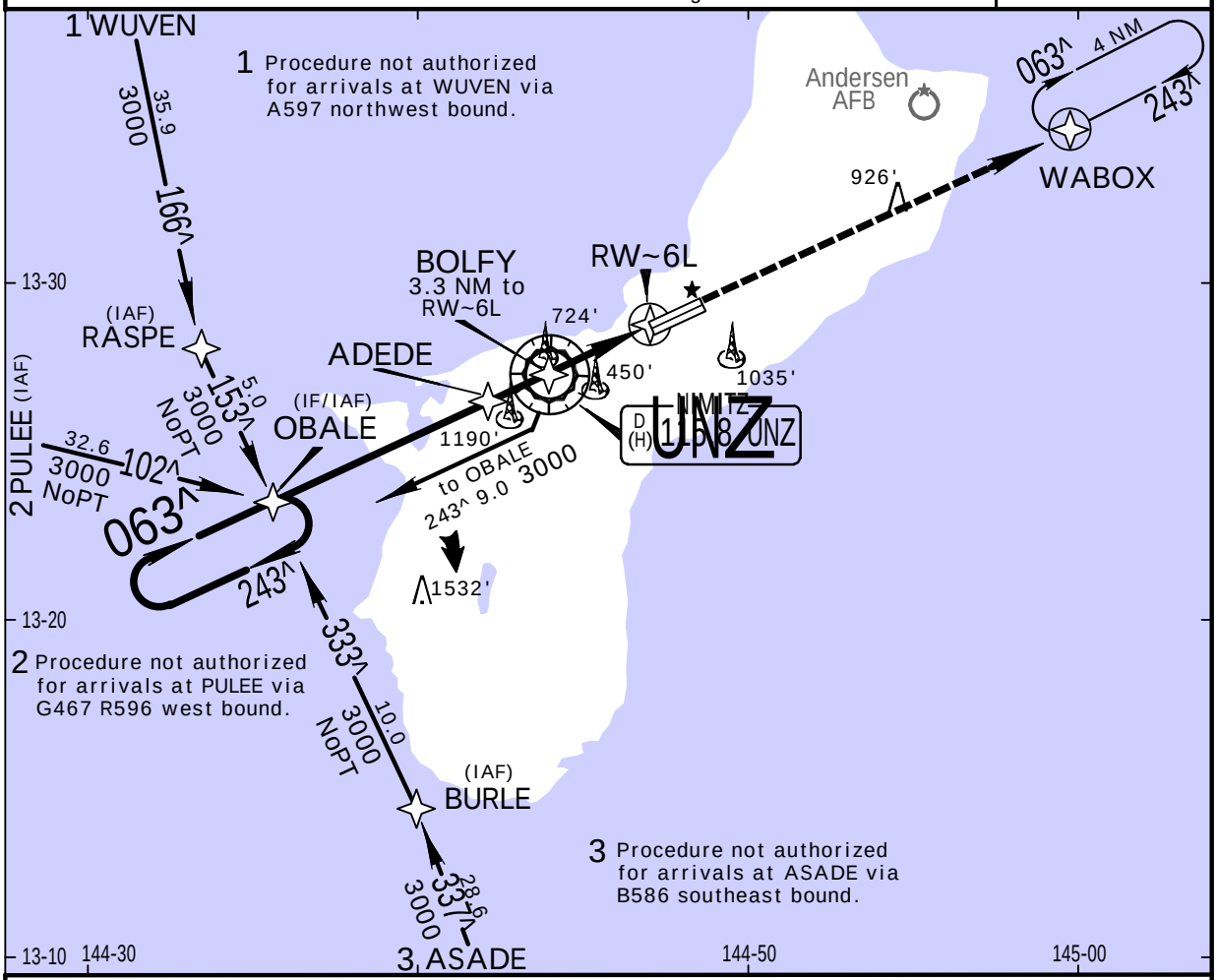
RNAV	Final Apch Crs	Minimum Alt ADEDE	LNAV MDA(H)	Apt Elev 298'
	063^	2000' (1744')	720' (464')	TDZE 256'

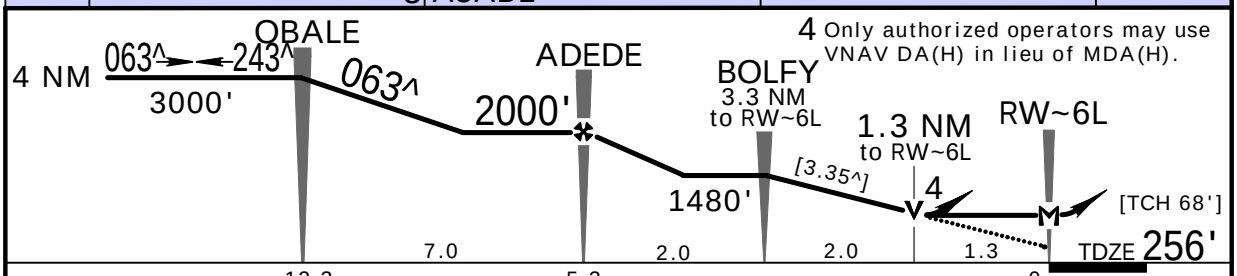
MISSED APCH: Climb to 3000' direct WABOX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized 2. VGSI and descent angles not coincident.

2600'
MSA RW~6L





4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.35^]	415	534	593	711	830	948
MAP at RW~6L						

MALSR
PAPI
3000'
WABOX

STRAIGHT-IN LANDING RWY 6L
LNAV
MDA(H) 720' (464')

AMDT 1A		RAIL out	ALS out
A	½	¾	1
B			
C	¾	1¼	
D	1	1½	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	MDA(H)
90	760' (462')-1
120	
140	760' (462')-1½
165	860' (562')-2

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PGUM/GUM GUAM INTL

JEPPESEN 18 SEP 09 (12-2)

GUAM, GO RNAV (GPS) Y Rwy 6R

BRIEFING STRIP ™

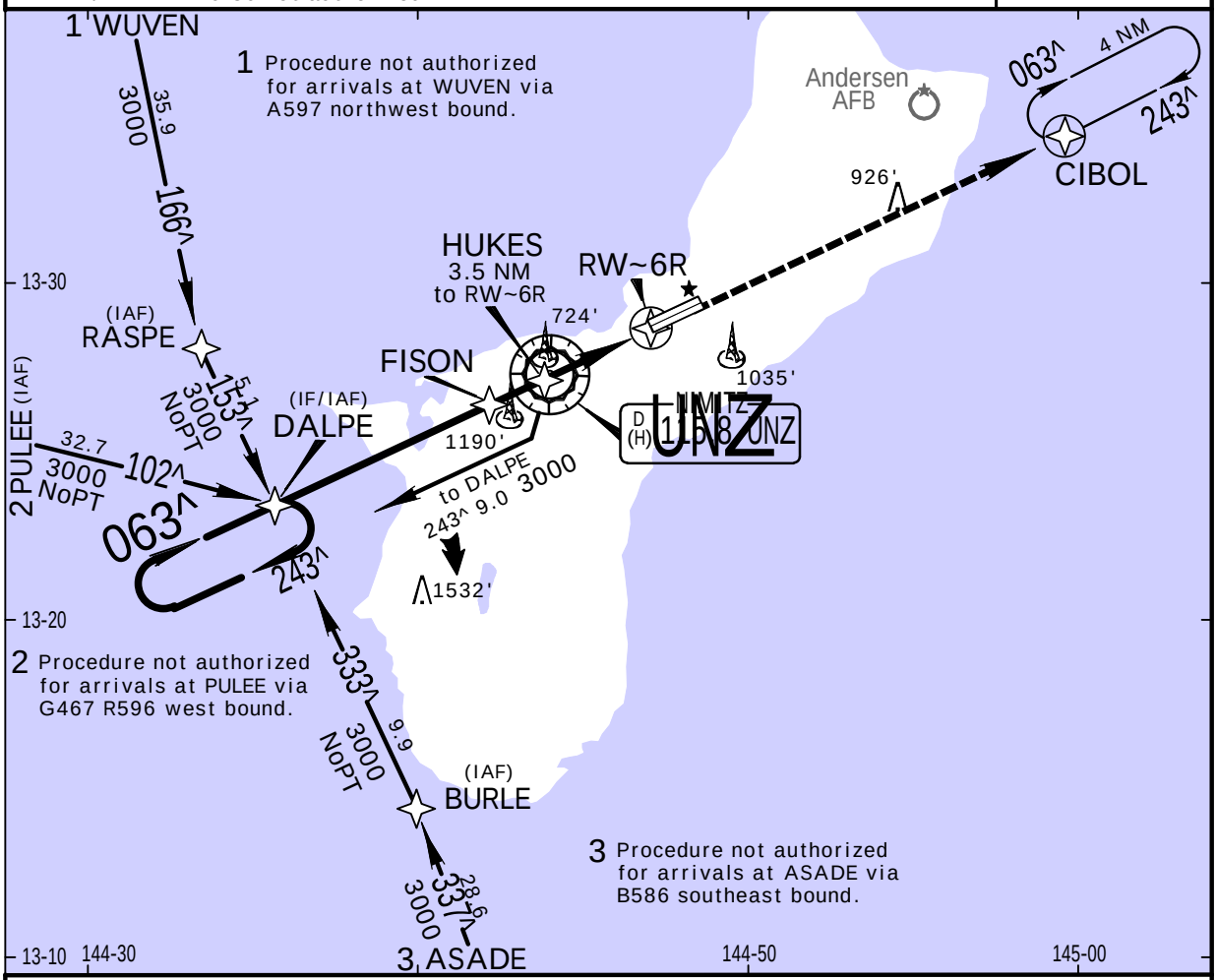
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

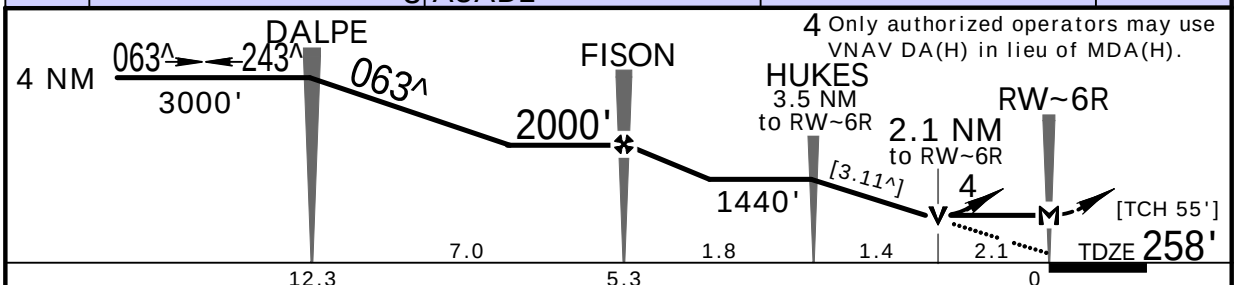
RNAV	Final Apch Crs	Minimum Alt FISON	LNAV MDA(H)	Apt Elev 298'
	063^	2000' (1742')	980' (722')	TDZE 258'

MISSED APCH: Climb to 3000' direct CIBOL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized.

2600'
MSA RW~6R





4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.11^]	385	495	550	660	770	880
MAP at RW~6R						

MALSR PAPI 3000' D CIBOL

STRAIGHT-IN LANDING RWY 6R
LNAV
MDA(H) 980' (722')

	RAIL out	ALS out
A	1	
B		
C	2	
D	2¼	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	MDA(H)
90	980' (682') -1
120	
140	980' (682') -2
165	980' (682') -2¼

AMEND 1A PS

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PGUM/GUM GUAM INTL

JEPPESEN 18 SEP 09 (12-3)

GUAM, GQ RNAV (GPS) Y Rwy 24L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

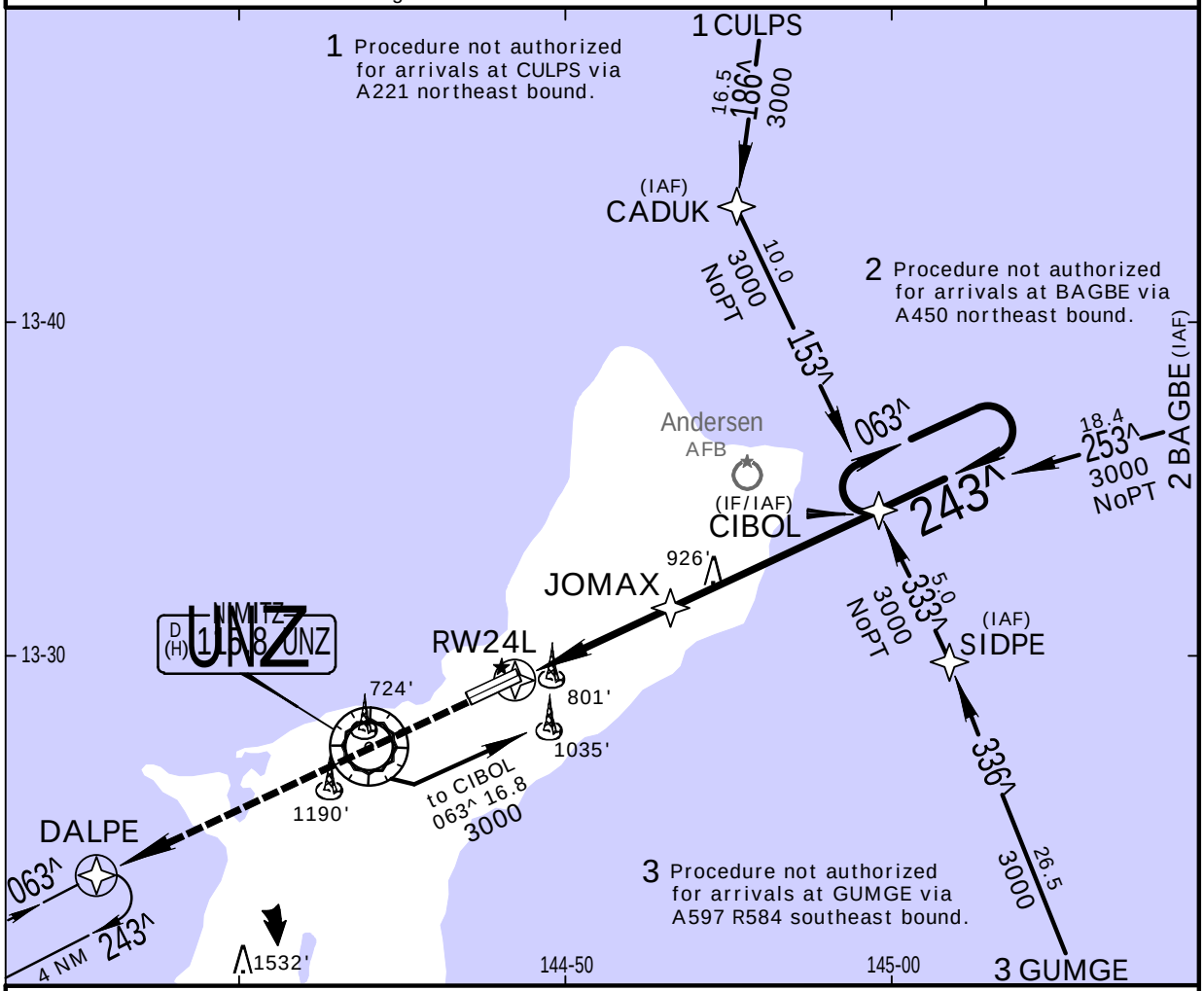
RNAV	Final Apch Crs	Minimum Alt JOMAX	LNAV MDA(H)	Apt Elev 298'
	243^	2000' (1707')	1180' (887')	TDZE 293'

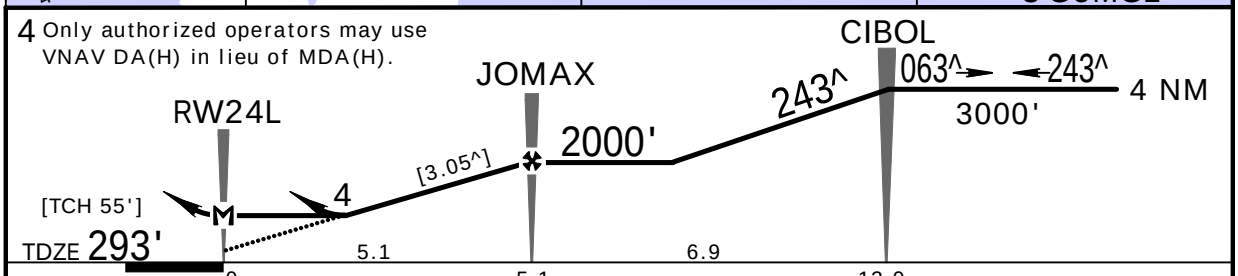
MISSED APCH: Climb to 3000' direct DALPE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident.

2600'
MSA RW24L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05^]	378	486	540	648	755	863
MAP at RW24L						

PLASI-L 3000' D DALPE

STRAIGHT-IN LANDING RWY 24L LNAV MDA(H) 1180' (887')		CIRCLE-TO-LAND Not Authorized Southeast of Rwy 6R-24L Max Kts	MDA(H)
A	1¼	90	1180' (882') -1¼
B		120	
C	2¾	140	1180' (882') -2¾
D	3	165	1180' (882') -3

AMEND 1 B PS

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PGUM/GUM
GUAM INTL

JEPPESEN
18 SEP 09 (12-4)

GUAM, GO
RNAV (GPS) Y Rwy 24R

BRIEFING STRIP ™

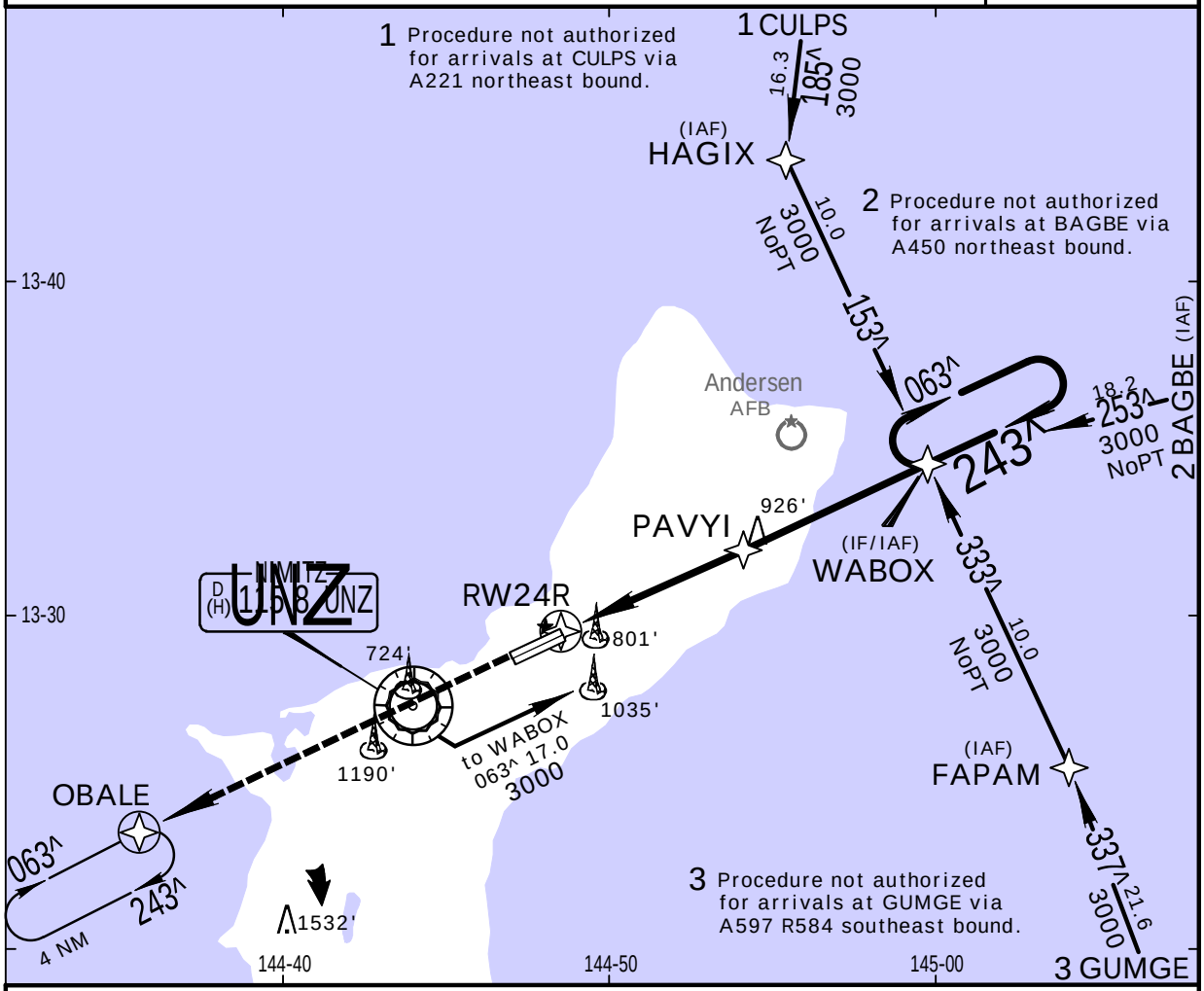
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

RNAV	Final Apch Crs	Minimum Alt PAVYI	LNAV MDA(H)	Apt Elev 298'
	243^	2300' (2003')	1060' (763')	TDZE 297'

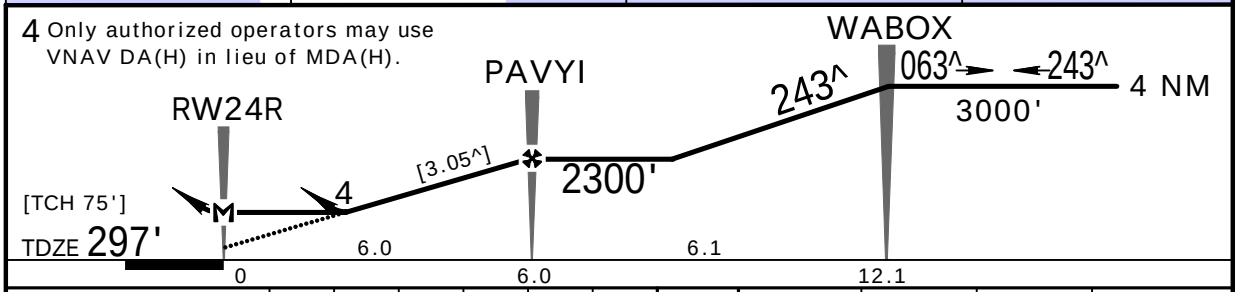
MISSED APCH: Climb to 3000' direct OBALE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.

2600'
MSA RW24R



4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05^]	378	486	540	648	755	863
MAP at RW24R						

PAPI-L 3000' D OBALE

	STRAIGHT-IN LANDING RWY 24R LNAV MDA(H) 1060' (763')	CIRCLE-TO-LAND Not Authorized Southeast of Rwy 6R-24L Max Kts	MDA(H)
A	1	90	1060' (762') -1
B	1¼	120	1060' (762') -1¼
C	2¼	140	1060' (762') -2¼
D	2½		

AMEND 1A PS

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (12-20)

GUAM, GQ
RNAV (RNP) Z Rwy 6L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

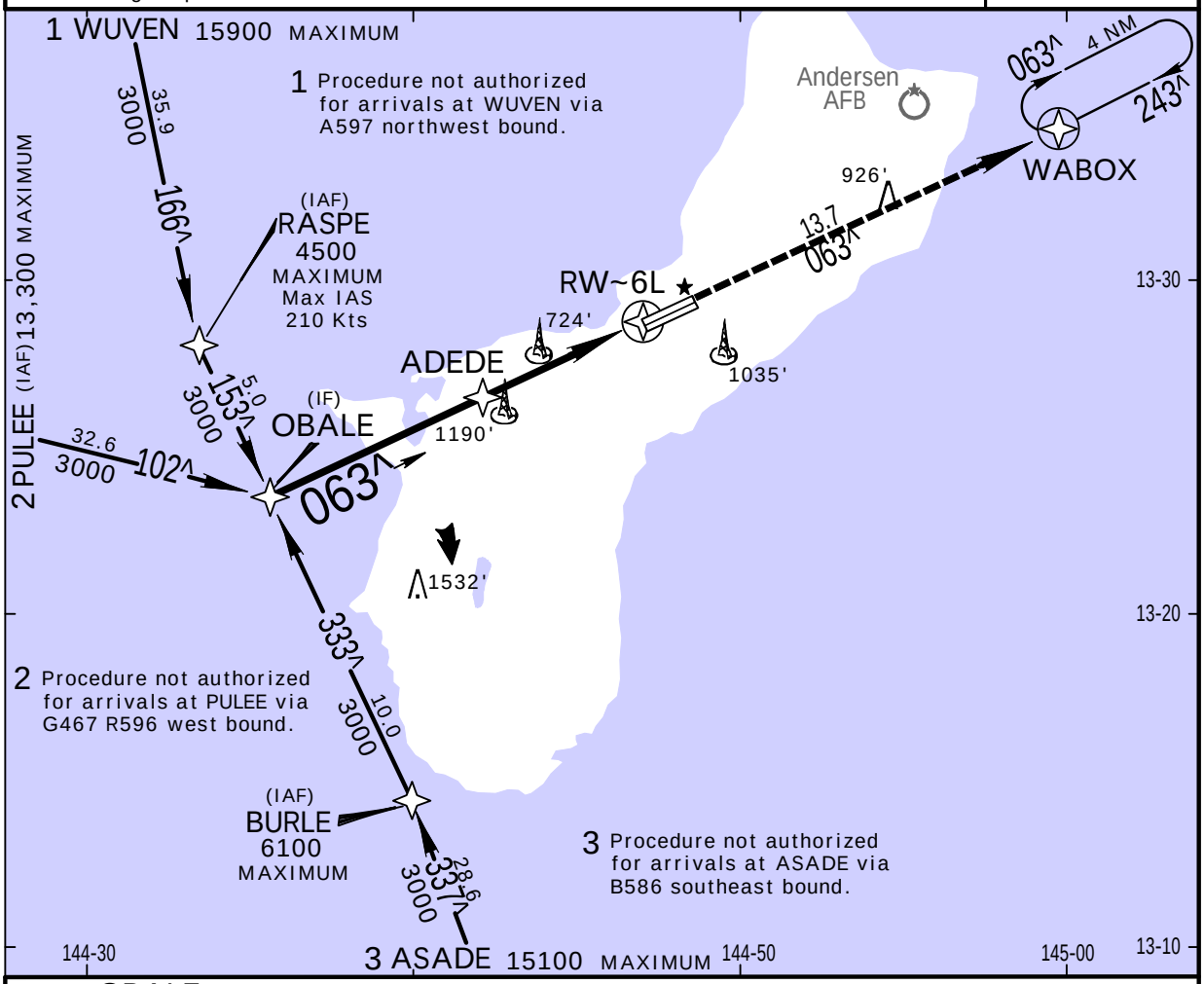
RNAV	Final Apch Crs	Minimum Alt ADEDE	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 298'
	063^	2000' (1744')	511' (255')	TDZE 256'

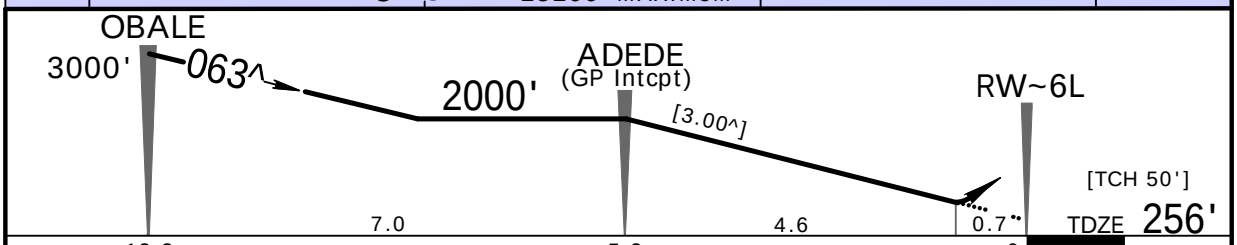
MISSED APCH: Climb to 3000' via 063^ track to WABOX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F). 4. VGSI and RNAV glidepath not coincident.

2600'
MSA RW~6L





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

MALSR
PAPI
3000' via 063^ WABOX

STRAIGHT-IN LANDING RWY 6L
RNP 0.30

Missed approach requires a minimum climb of 276'/NM to 1400'

	DA(H) 511' (255')		DA(H) 656' (400')	
		RAIL or ALS out		RAIL or ALS out
A	½	1	1	1½
B				
C				

S AMEND 0D 15 DEC 2011

CHANGES: Procedure authorization note.

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PGUM/GUM GUAM INTL

JEPPESEN 9 DEC 11 (12-21)

GUAM, GQ RNAV (RNP) Z Rwy 6R

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

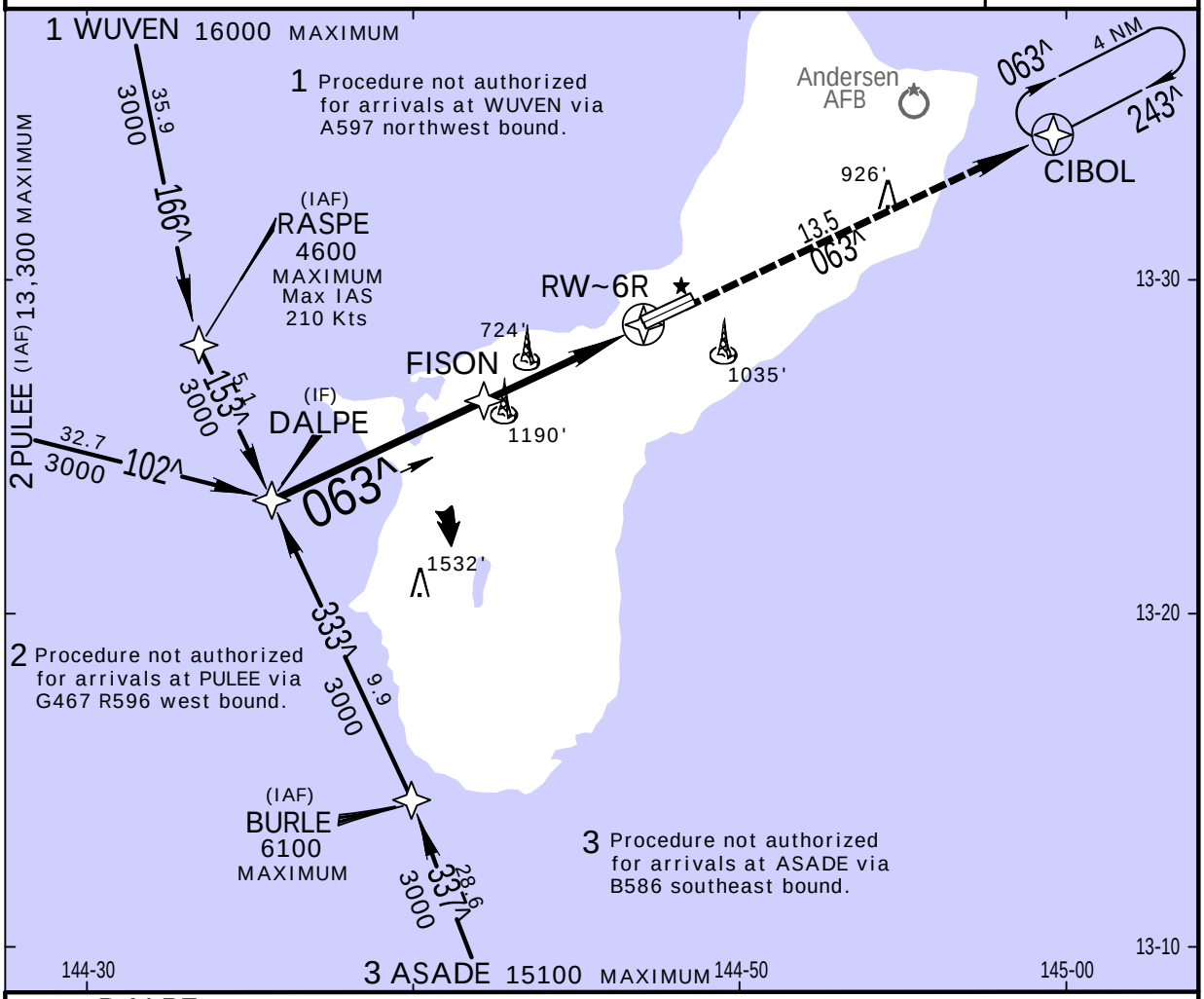
RNAV	Final Apch Crs	Minimum Alt FISON	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 298' TDZE 258'
	063^	2000' (1742')	508' (250')	

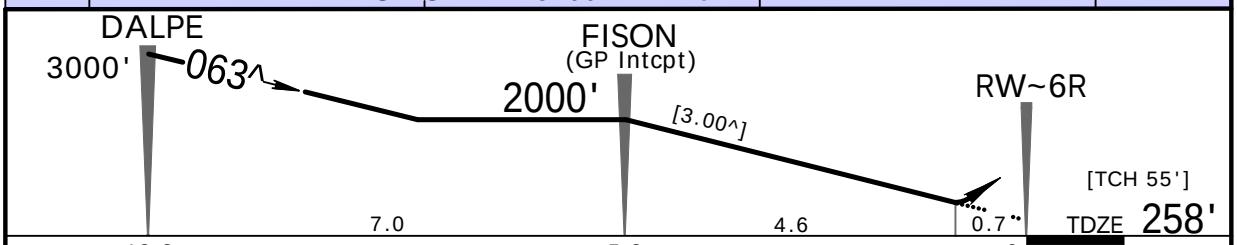
MISSED APCH: Climb to 3000' via 063^ track to CIBOL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F).

2600'
MSA RW~6R





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

MALSR PAPI 3000' via 063^ CIBOL

STRAIGHT-IN LANDING RWY 6R
RNP 0.30

Missed approach requires a minimum climb of 285'/NM to 1400'

	DA(H) 508' (250')		DA(H) 656' (398')	
		RAIL or ALS out		RAIL or ALS out
A	½	⅞	1	1½
B				
C				

S AMEND 0C 15 DEC 2011

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (12-22)

GUAM, GQ
RNAV (RNP) Z Rwy 24L

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

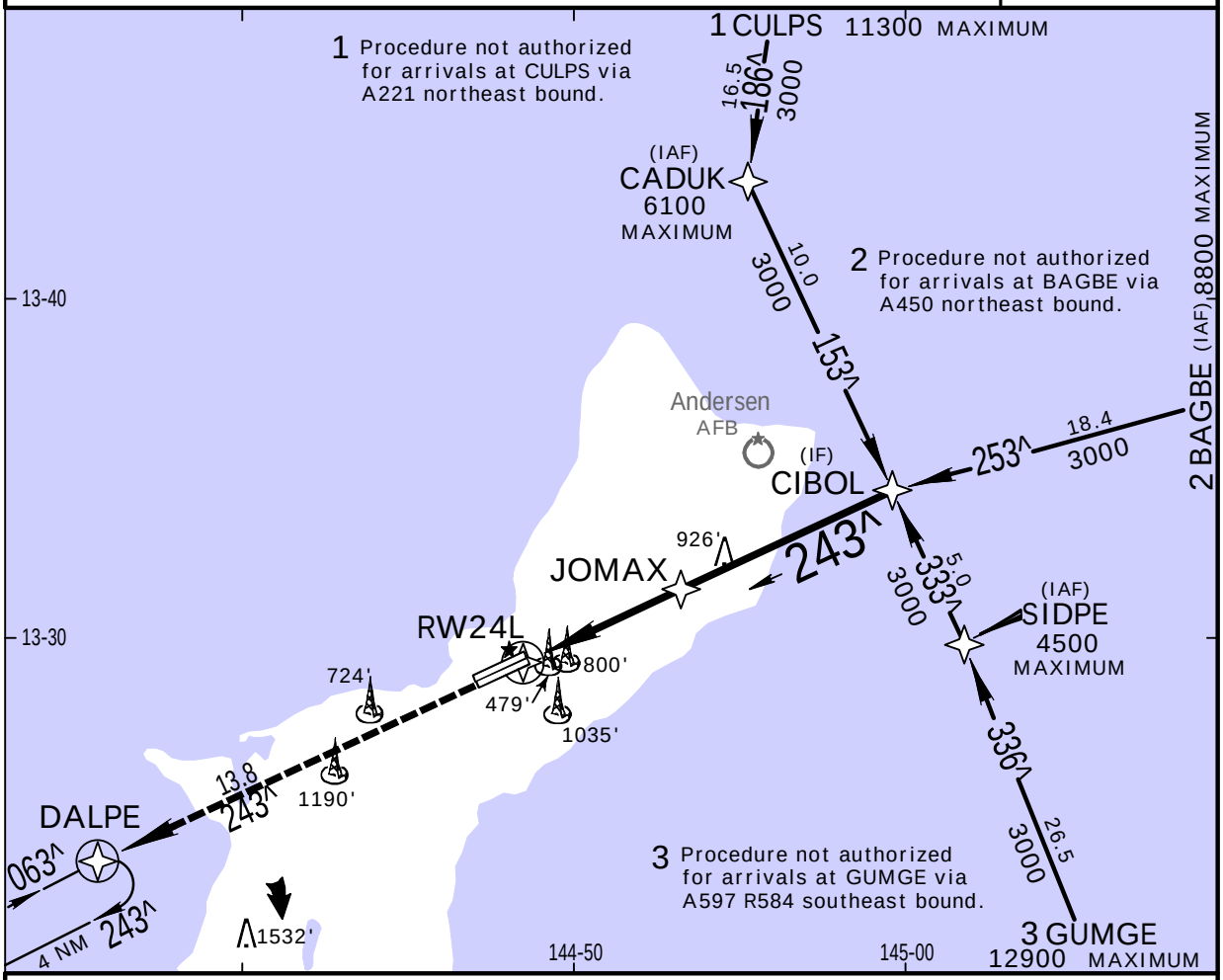
RNAV	Final Apch Crs	Minimum Alt JOMAX	RNP 0.20 DA(H) (CONDITIONAL)	Apt Elev 298' TDZE 293'
	243^	2000' (1707')	1103' (810')	

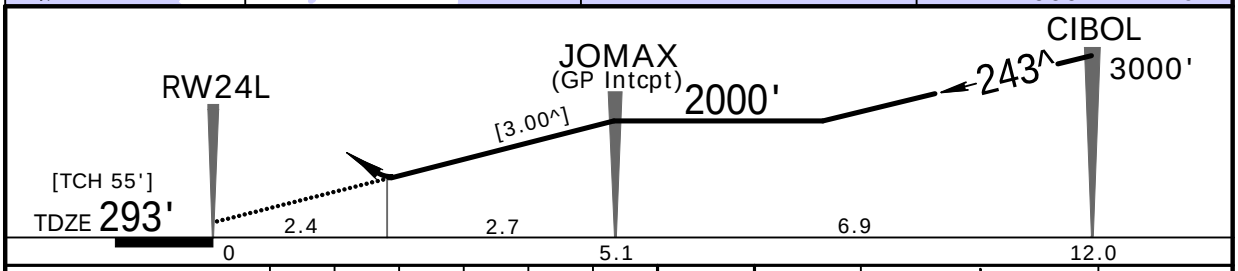
MISSED APCH: Climb to 3000' via 243^ track to DALPE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F).
4. VGSI and RNAV glidepath not coincident. 5. Procedure not authorized at night.

2600'
MSA RW24L





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

PLASI-L 3000' via 243^ DALPE

STRAIGHT-IN LANDING RWY 24L

	DAY		NIGHT
	RNP 0.20 DA(H) 1103' (810')	RNP 0.30 DA(H) 1140' (847')	
A			
B			
C	2¾	3	NA

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (12-23)

GUAM, GO
RNAV (RNP) Z Rwy 24R

BRIEFING STRIP ™

ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

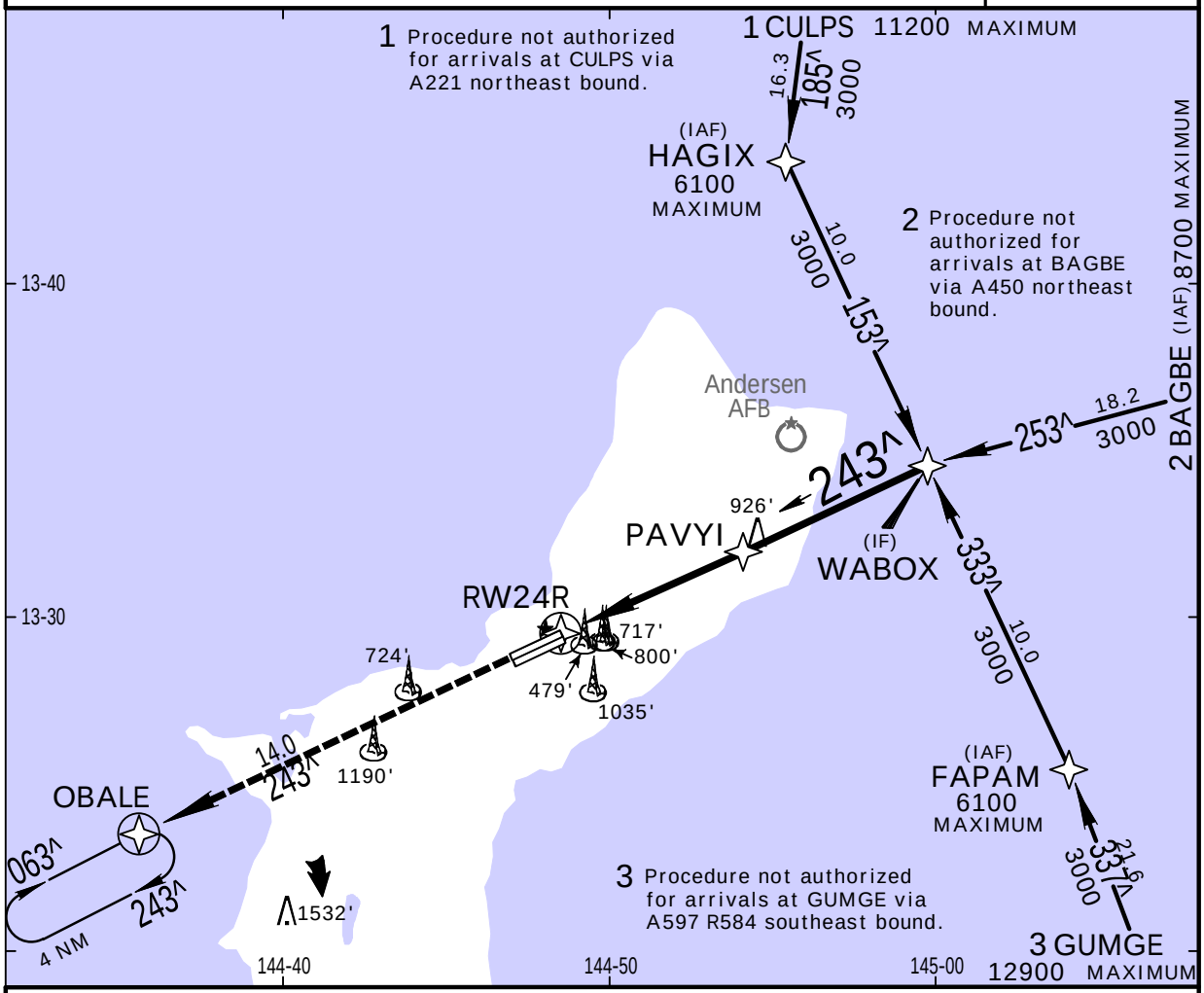
RNAV	Final Apch Crs	Minimum Alt PAVYI	RNP 0.24 DA(H)	Apt Elev 298'
	243^	2300' (2003')	1117' (820')	TDZE 297'

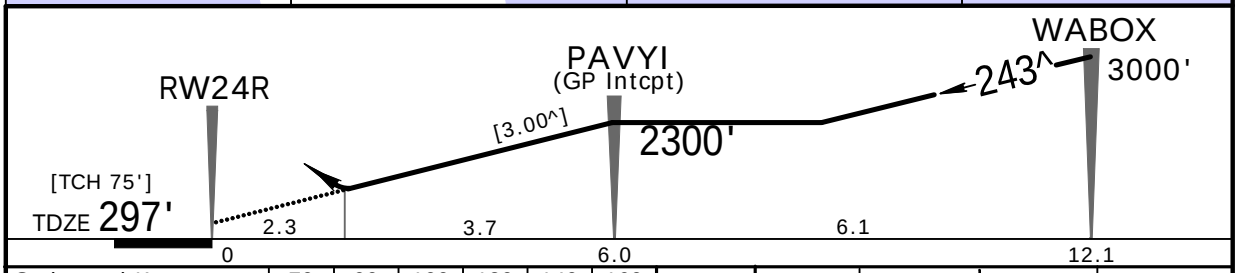
MISSED APCH: Climb to 3000' via 243^ track to OBALE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 19^C (66^F) or above 48^C (119^F).
4. Procedure not authorized at night when VGSI inoperative.

2600'
MSA RW24R





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

PAPI-L 3000' via 243^ OBALE

STRAIGHT-IN LANDING RWY 24R

RNP 0.24	RNP 0.30
DA(H) 1117' (820')	DA(H) 1140' (843')
2¾	3

S AMEND 0C 15 DEC 2011

A
B
C

CHANGES: Procedure authorization note.

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PGUM/GUM
GUAM INTL

JEPPESEN
23 DEC 11 (13-1)

GUAM, GQ
VOR DME Rwy 6L

BRIEFING STRIP ™

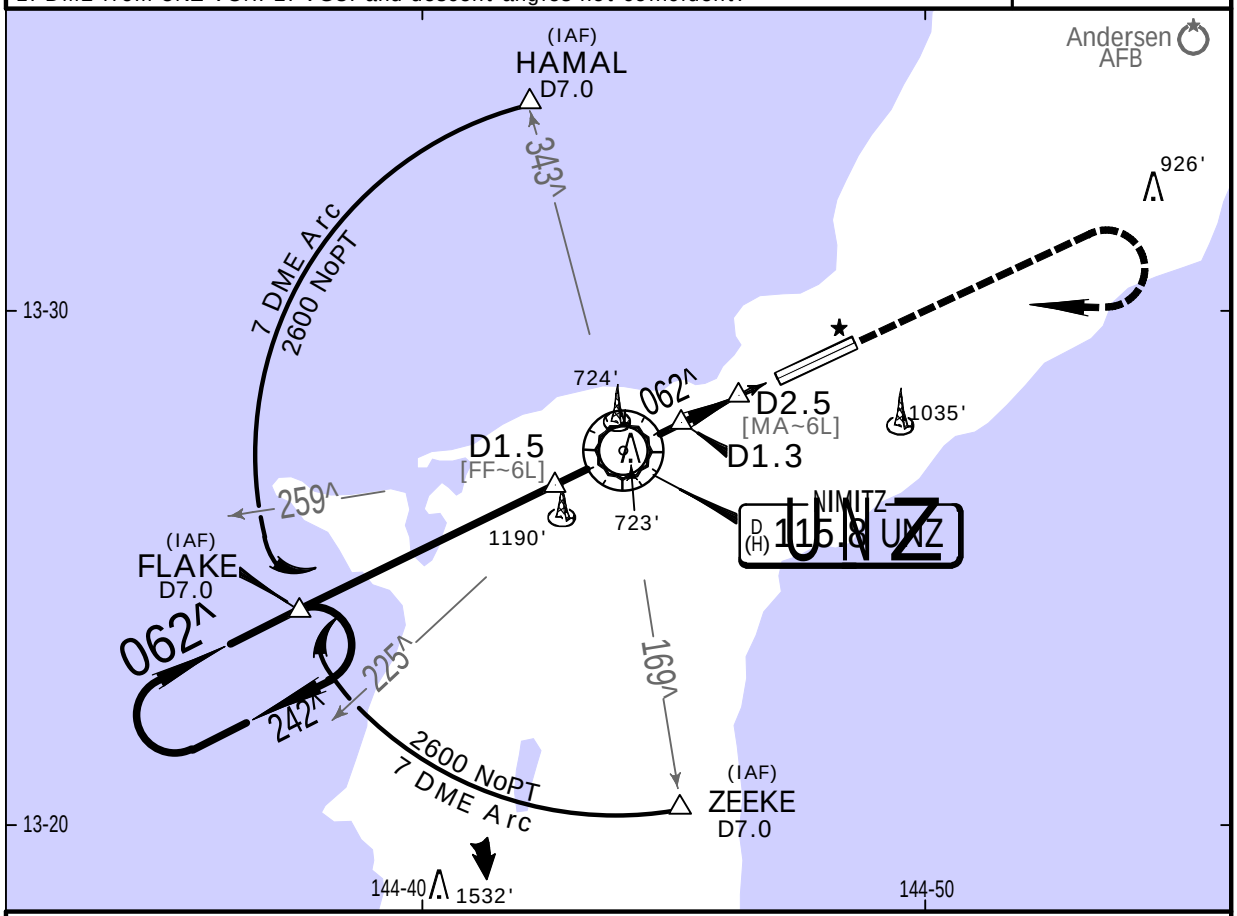
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

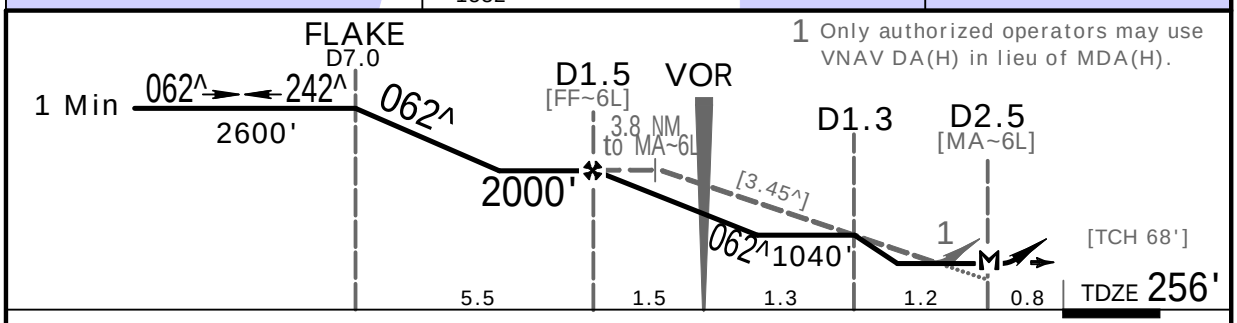
VOR UNZ	Final Apch Crs	Minimum Alt D1.5	MDA(H)	Apt Elev 298'
115.8	062^	2000' (1744')	760' (504')	TDZE 256'

MISSED APCH: Climb to 2600, then RIGHT turn via UNZ VOR R-242 to FLAKE INT/D7.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME from UNZ VOR. 2. VGSI and descent angles not coincident.

MSA UNZ VOR
2300'
090^ 270^
2600'





1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.45^]	427	549	611	733	855	977
MAP at D2.5						

PAPI MALSR 2600' RT UNZ via 115.8 R-242 FLAKE

STRAIGHT-IN LANDING RWY 6L
MDA(H) 760' (504')

		RAIL out	ALS out
A, B	1/2	3/4	1
C, D	1	1 1/2	

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

Max Kts	MDA(H)
90, 120	760'(462')-1
140	760'(462')-1½
165	860'(562')-2

AMEND 0E 15 DEC 2011

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PGUM/GUM
GUAM INTL

JEPPESEN
9 DEC 11 (13-2)

GUAM, GO
VOR-A

BRIEFING STRIP ™

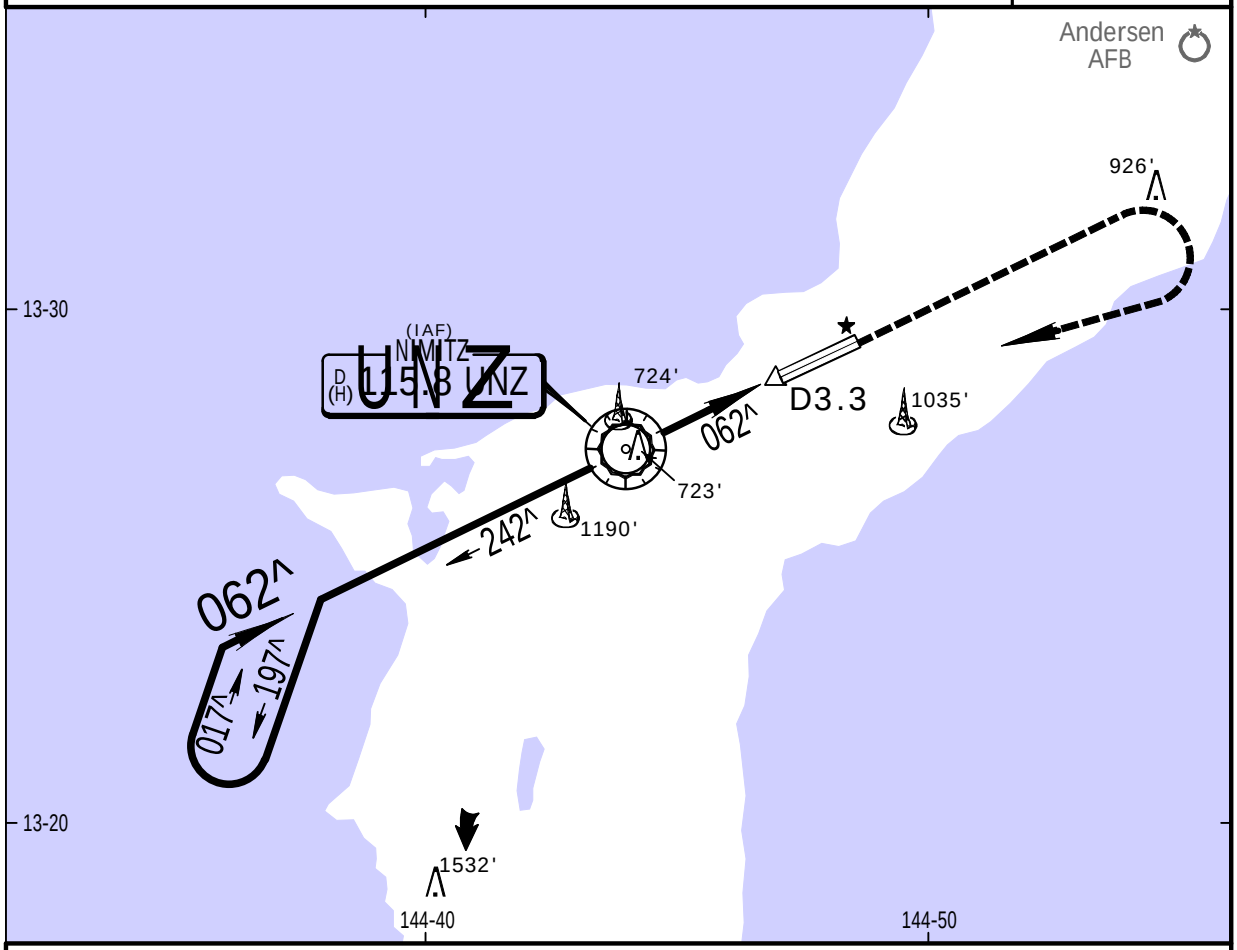
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

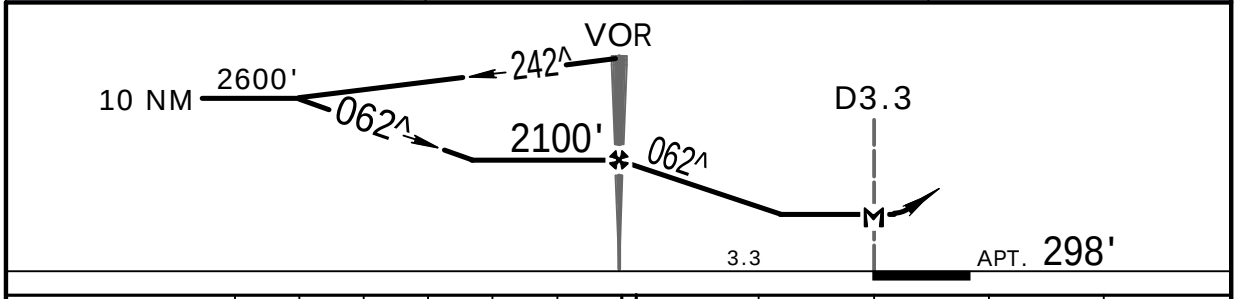
VOR UNZ 115.8	Final Apch Crs 062^	Minimum Alt VOR 2100' (1802')	MDA(H) Refer to Minimums	Apt Elev 298'

MISSED APCH: Climb to 2600' then turn RIGHT direct UNZ VOR.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME from UNZ VOR.

MSA UNZ VOR: 2300' (090^ – 270^), 2600'





Gnd speed-Kts	70	90	100	120	140	160
MAP at D3.3 or VOR to MAP 3.3	2:50	2:12	1:59	1:39	1:25	1:14

Lighting - Refer to Airport Chart | 2600' | RT | D | UNZ 115.8

CIRCLE-TO-LAND
Not Authorized Southeast of Rwy 6R-24L

	Max Kts	MDA(H)
A	90	880' (582')-1
B	120	
C	140	880' (582')-1½
D	165	880' (582')-2

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PGUM/GUM GUAM INTL

JEPPESEN 9 DEC 11 (16-1)

GUAM, GO NDB DME Rwy 24R

BRIEFING STRIP ™

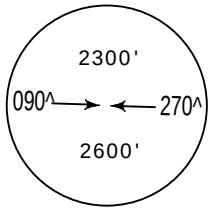
ATIS	GUAM Approach (R)	AGANA Tower	Ground
119.0	119.8	118.1	121.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 298'
AJA 385	241^	D9.0 1800' (1503')	1220' (923')	TDZE 297'

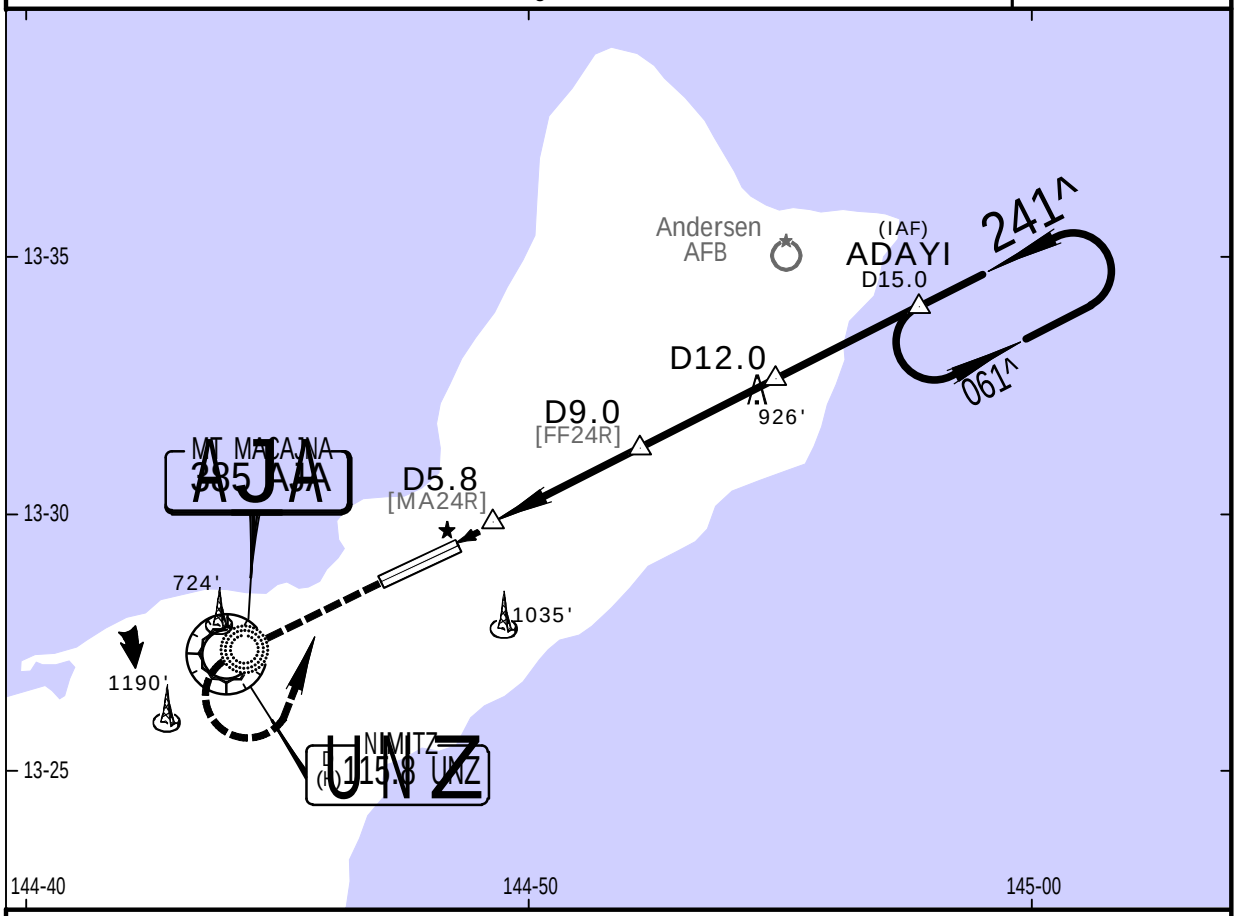
MISSED APCH: Climb to 2300' direct AJA NDB, then LEFT turn via 061^ bearing from AJA NDB to ADAYI D15.0 and hold.

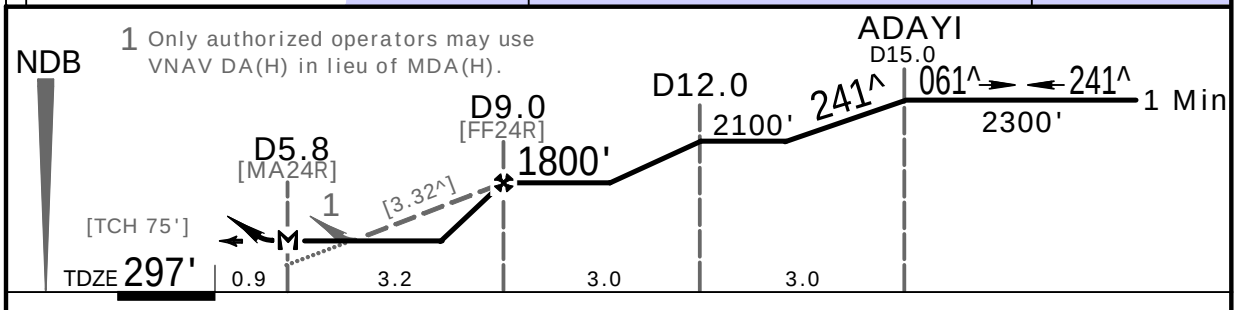
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous reception of AJA NDB and UNZ DME required.
2. DME from UNZ VOR. 3. VGSI and descent angles not coincident.



MSA AJA NDB





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.32^]	411	529	587	705	822	940
MAP at D5.8						

PAPI-L 2300' D AJA 385

STRAIGHT-IN LANDING RWY 24R		CIRCLE-TO-LAND Not Authorized Southeast of Rwy 6R-24L	
MDA(H) 1220' (923')		Max Kts	MDA(H)
A	1¼	90	1220' (922') - 1¼
B		120	
C	2¾	140	1220' (922') - 2¾

AMEND OBPS

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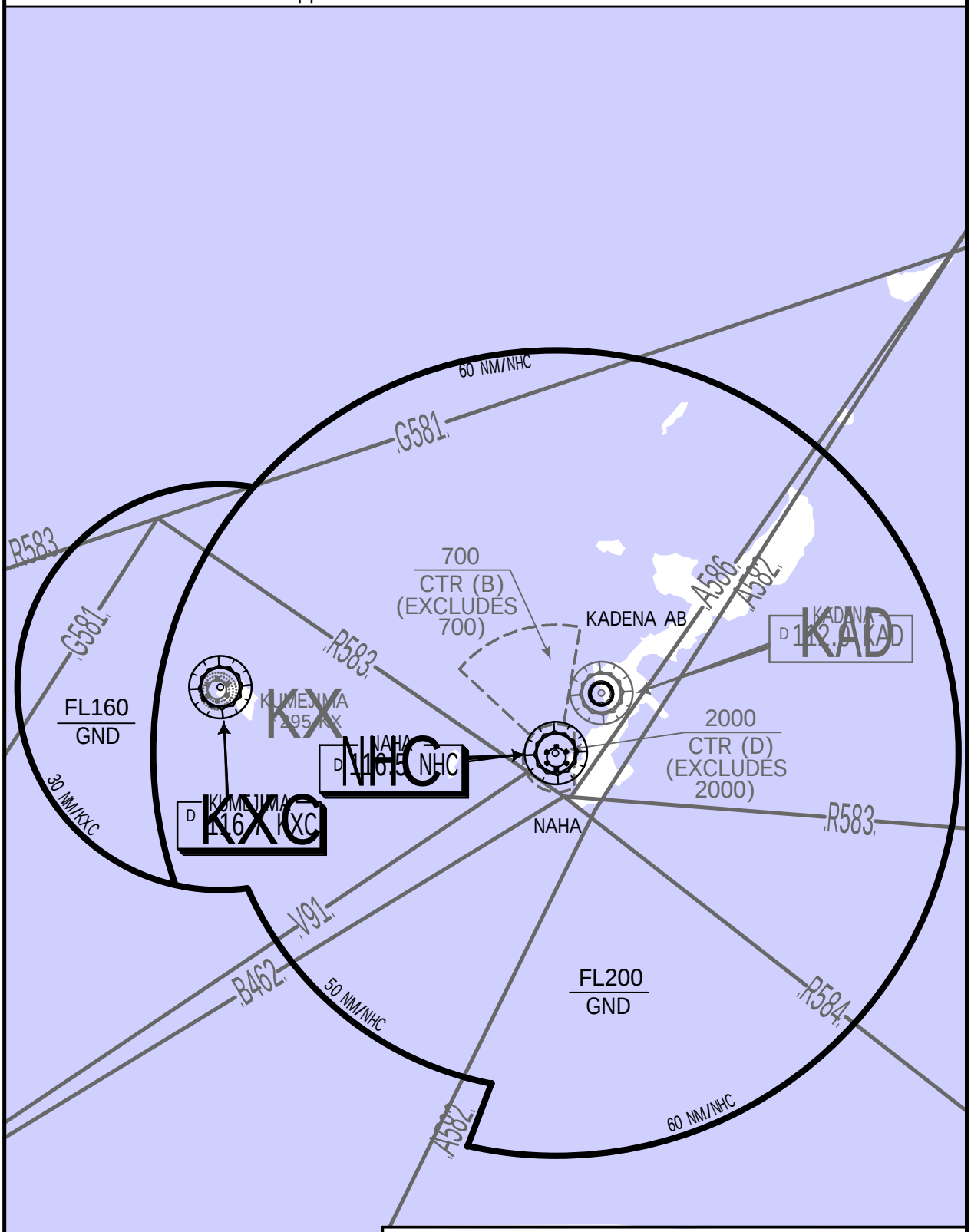
NAHA APPROACH CONTROL AREA (E)

Naha App (R) 119.1 126.5

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



.SPEED. RESTRICTIONS WITHIN JAPAN AIRSPACE

Maximum IAS unless otherwise authorized by ATC.
Within Approach Control Area:
At or below 10000' MSL.....250 KTS
Within a Control Zone:
At or below 3000.' MSL.....160 KTS Reciprocating
200 KTS Turbine-Powered

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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)."

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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 GRASE 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 GRASE 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 GRASE 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 GRASE 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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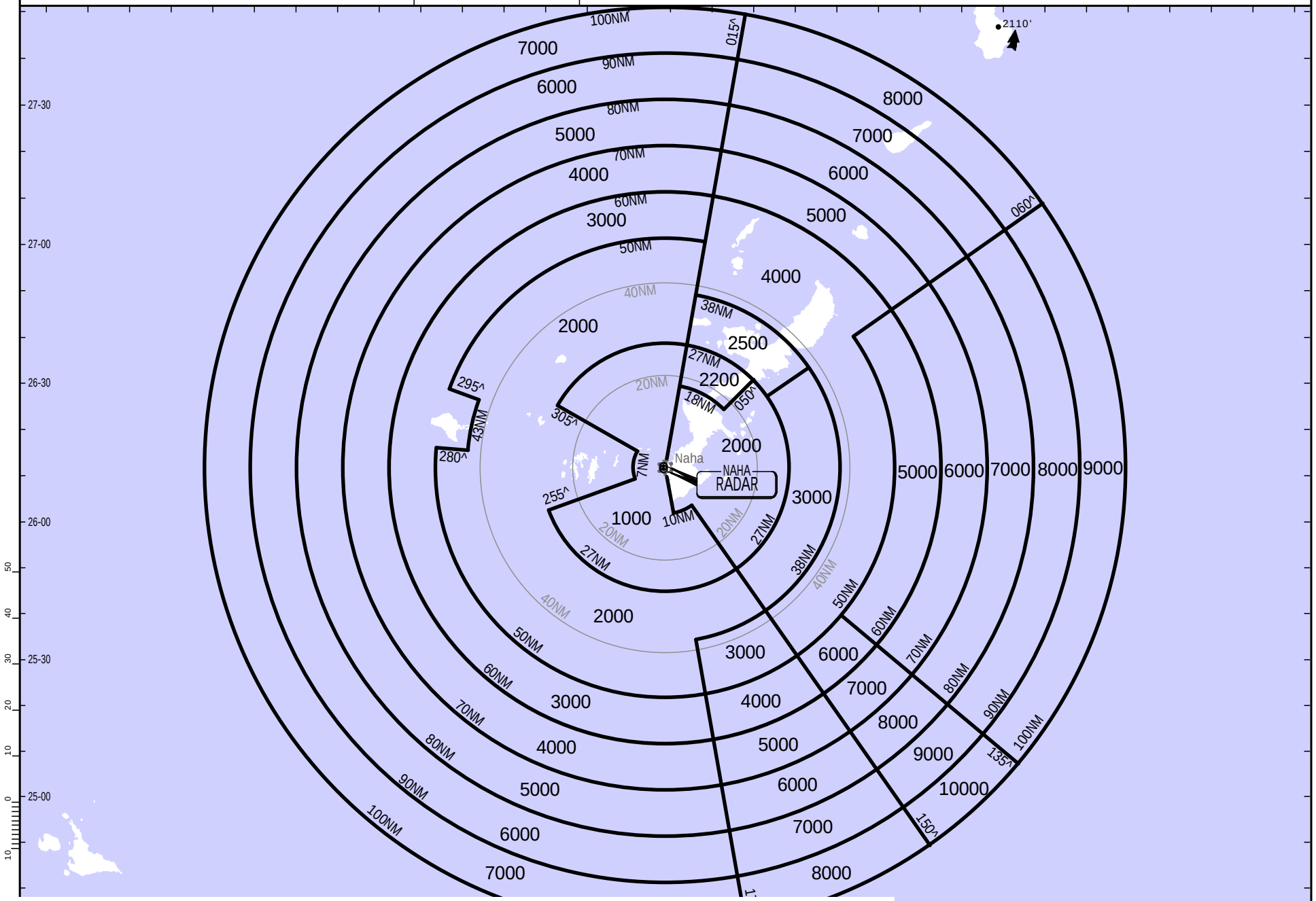
ROAH/OKA
NAHA

JEPPESEN
6 JUN 14 (10-1R)

NAHA, JAPAN
.RADAR.MINIMUM.ALTITUDES.

NAHA Radar	Apt Elev	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000'
120.0 121.1 122.45 125.55	11'			



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CHANGES: New chart.

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ROAH/OKA
NAHA

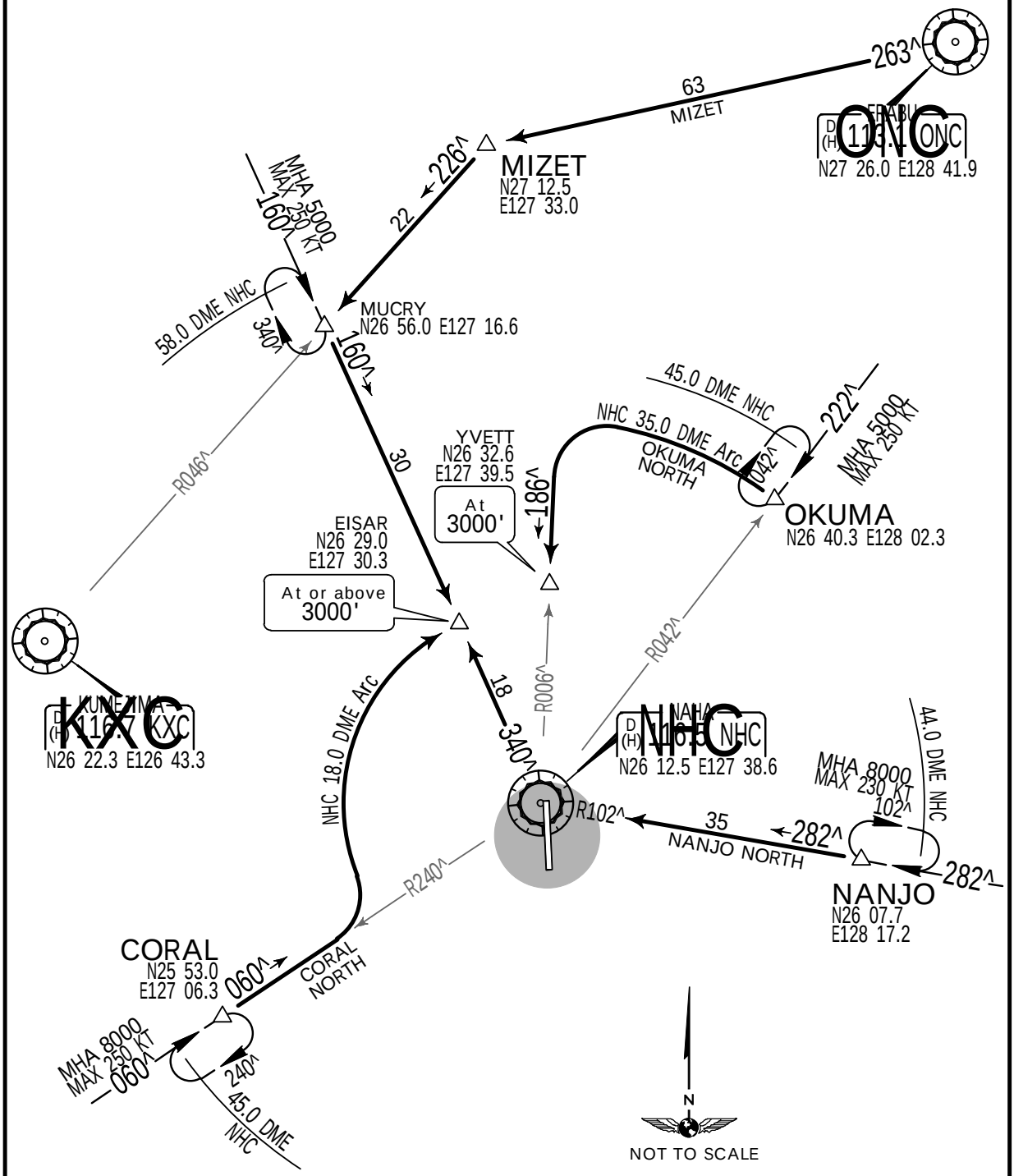
JEPPESEN

12 SEP 14 (10-2) .Eff.17.Sep.1500Z.

NAHA, JAPAN
.STAR.

D-ATIS	Apt Elev	
127.8	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 ONC, proceed via ONC 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

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ROAH/OKA NAHA

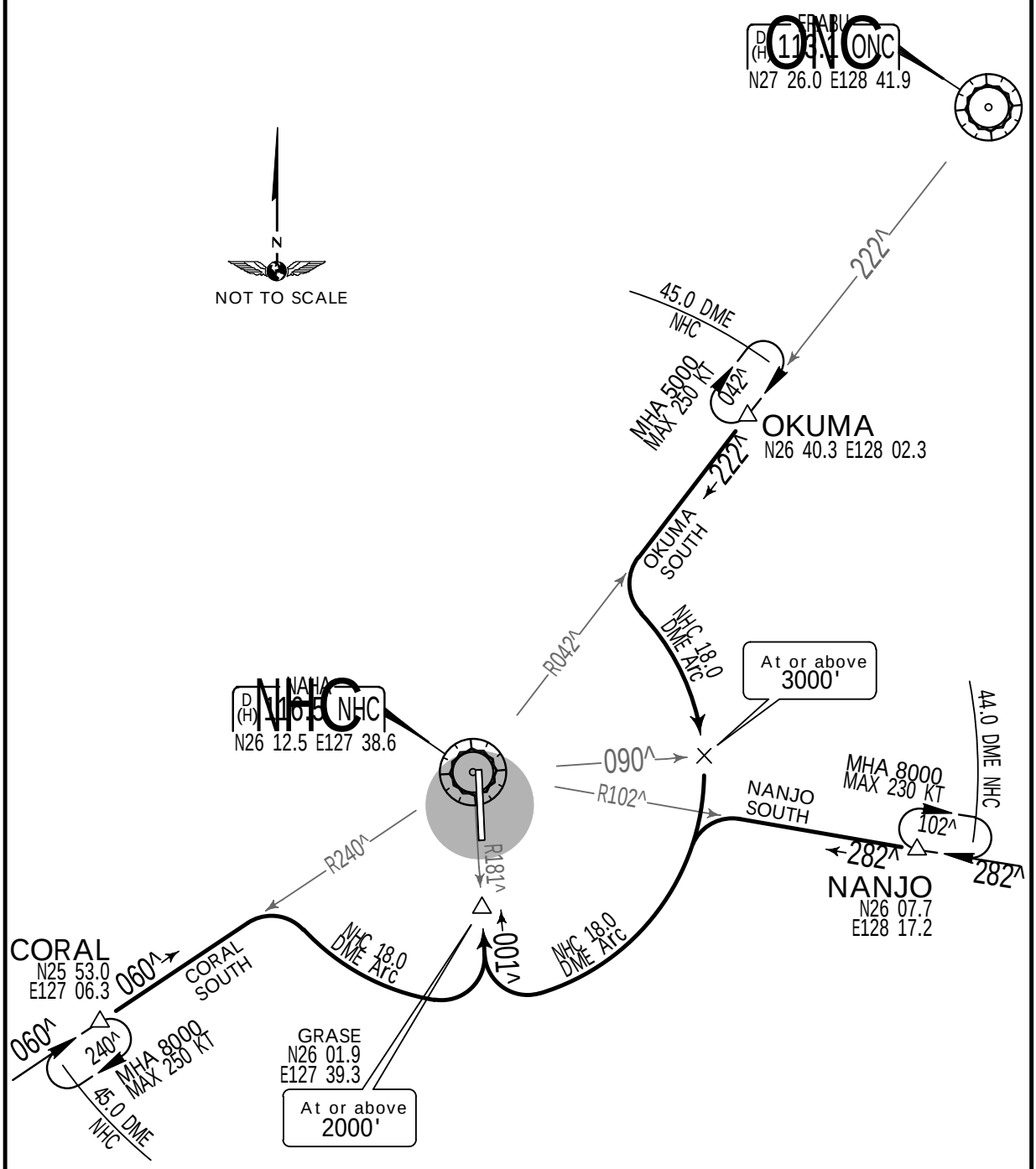
JEPPESEN

12 SEP 14 (10-2A) .Eff.17.Sep.1500Z.

NAHA, JAPAN .STAR.

D-ATIS	Apt Elev	Alt Set: IN (hPa on reg) Trans level: FL140 Trans alt: 14000'
127.8	11'	

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

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ROAH/OKA
NAHA

JEPPESEN

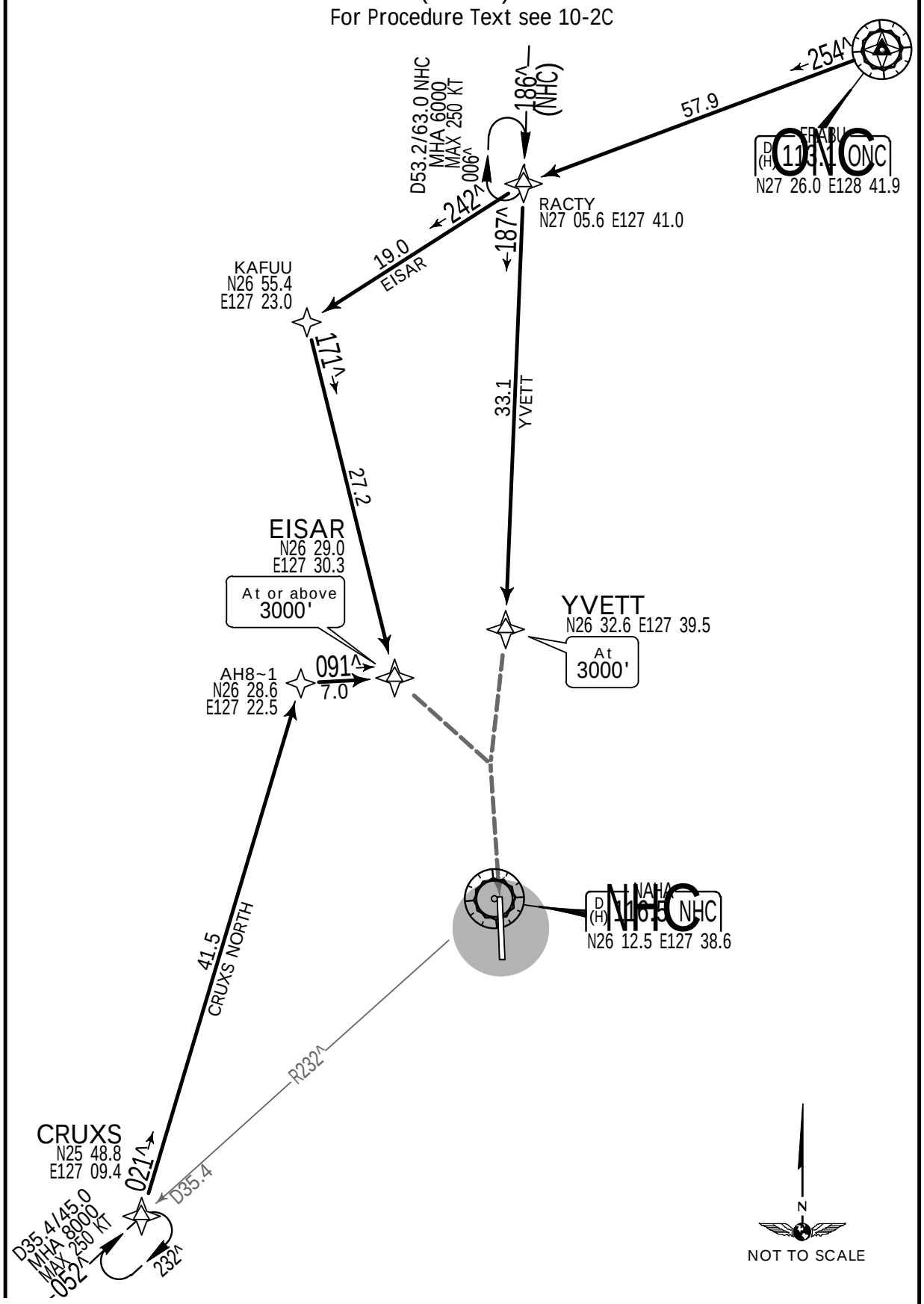
13 SEP 13 (10-2B) .Eff.18.Sep.1500Z.

NAHA, JAPAN
.RNAV.STAR.

D-ATIS	Apt Elev	
127.8	11'	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.

CRUXS NORTH [CRUXSN], EISAR [EISAR], YVETT [YVETT] ARRIVALS
(RWY 18)

For Procedure Text see 10-2C



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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.

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ROAH/OKA
NAHA

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

NAHA, JAPAN
.RNAV.STAR.

D-ATIS	Apt Elev	
127.8	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.

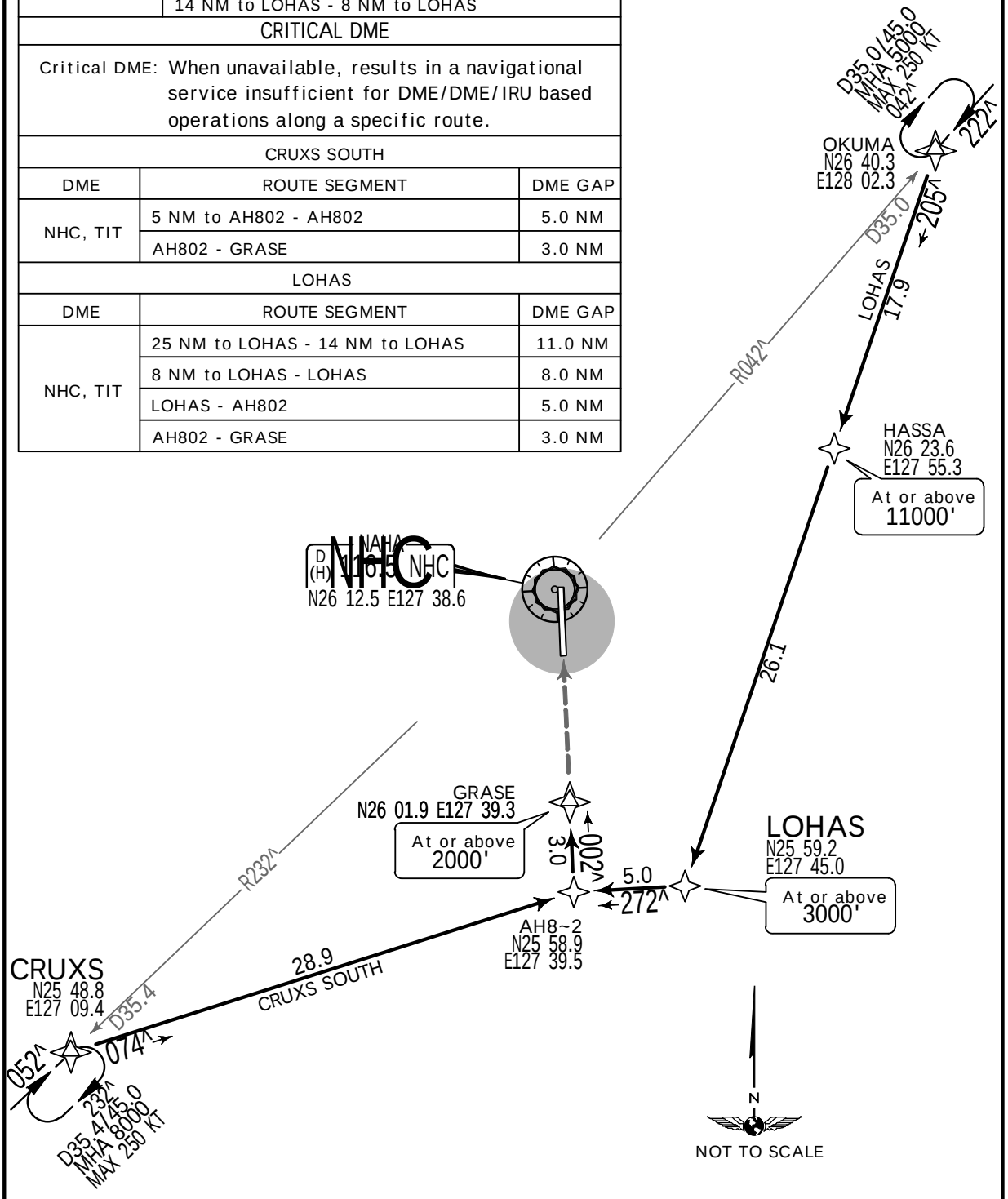
CRUXS SOUTH [CRUXSS], LOHAS [LOHAS] ARRIVALS
(RWY 36)

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.

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ROAH/OKA NAHA

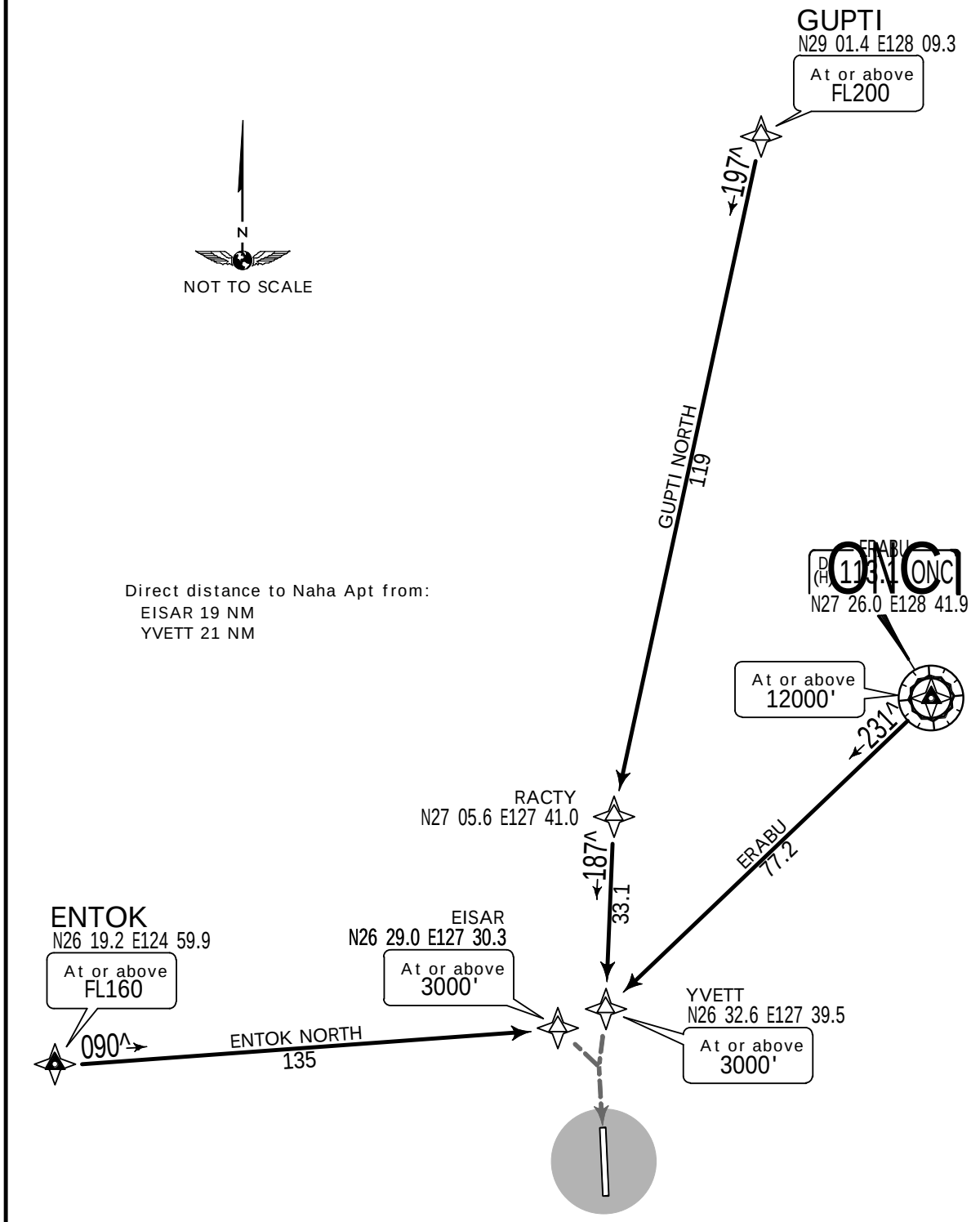
JEPPESEN

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

NAHA, JAPAN .RNAV.STAR.

D-ATIS	Apt Elev	
127.8	11'	Alt Set: IN (hPa on req) 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.

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ROAH/OKA NAHA

JEPPESEN

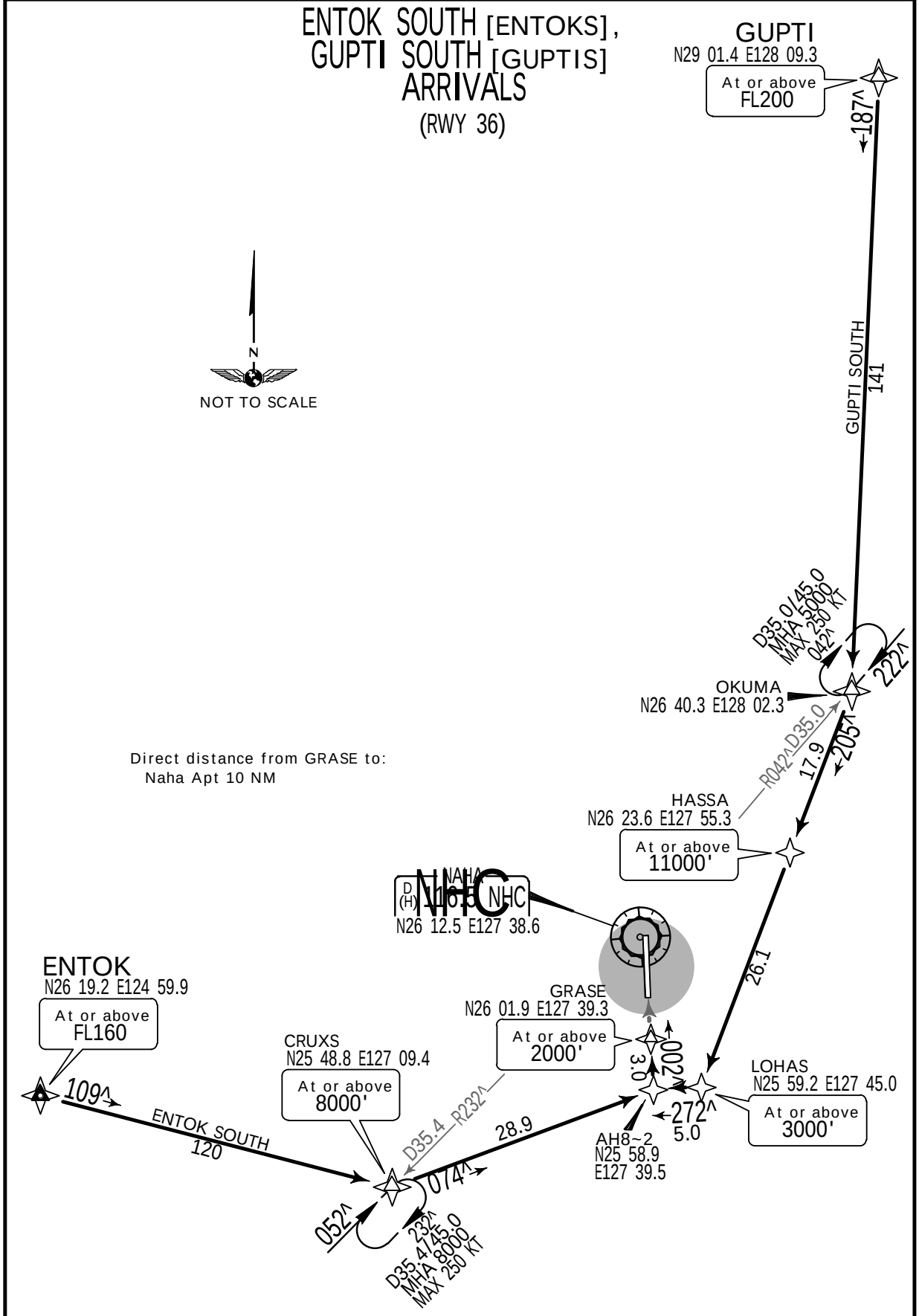
13 SEP 13 (10-2F) .Eff.18.Sep.1500Z.

NAHA, JAPAN .RNAV.STAR.

D-ATIS	Apt Elev	
127.8	11'	Alt Set: IN (hPa on reg) Trans level: FL140 Trans alt: 14000' 1. Basic RNP 1. 2. GNSS required. 3. CDO only.

ENTOK SOUTH [ENTOKS], GUPTI SOUTH [GUPTIS] ARRIVALS

(RWY 36)



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

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ROAH/OKA
NAHA

JEPPESEN

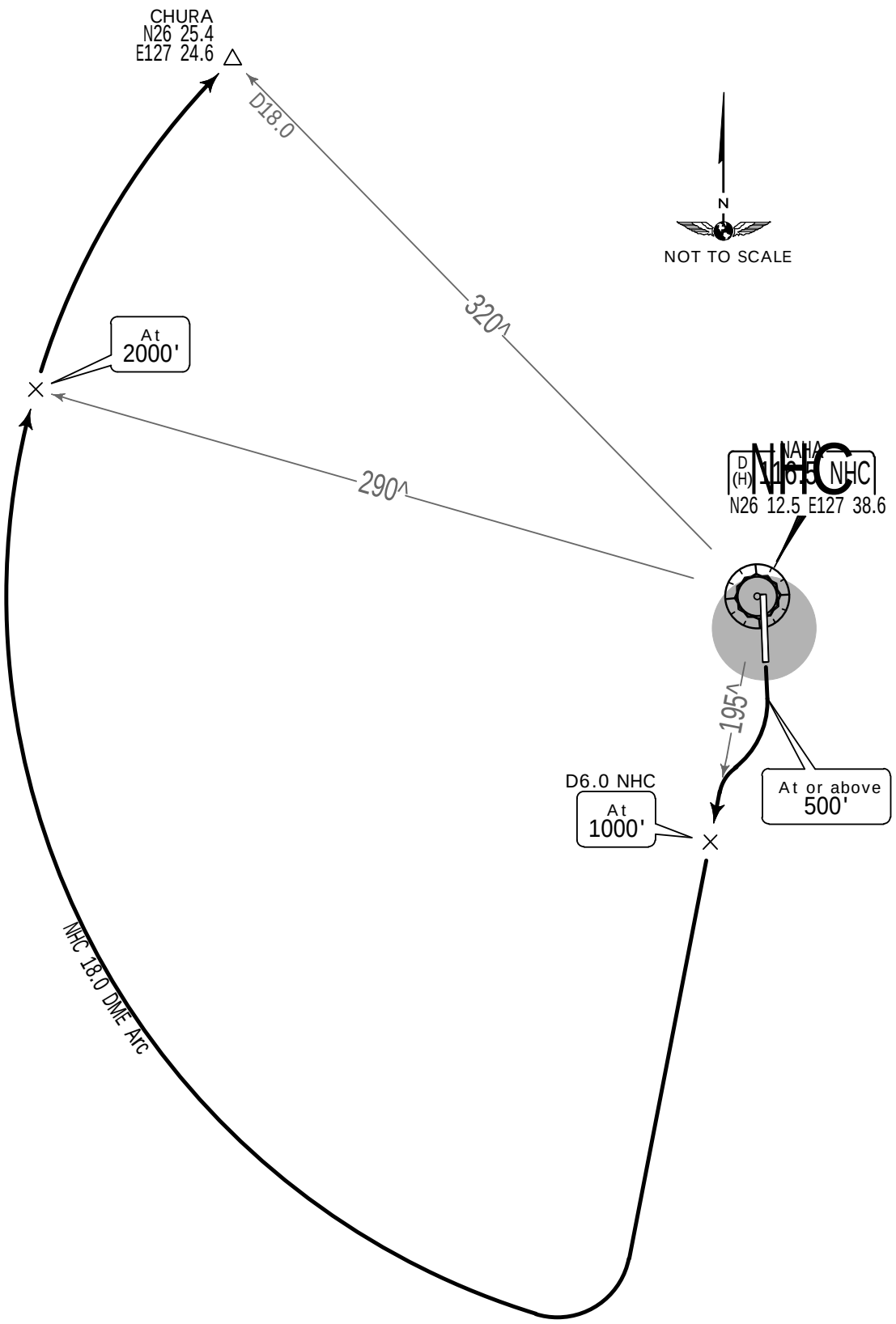
1 FEB 13 (10-3) .Eff.6.Feb.1500Z.

NAHA, JAPAN
.SID.

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

AGUNI ONE DEPARTURE

[AGUNI1]
(RWY 18)



INITIAL CLIMB

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

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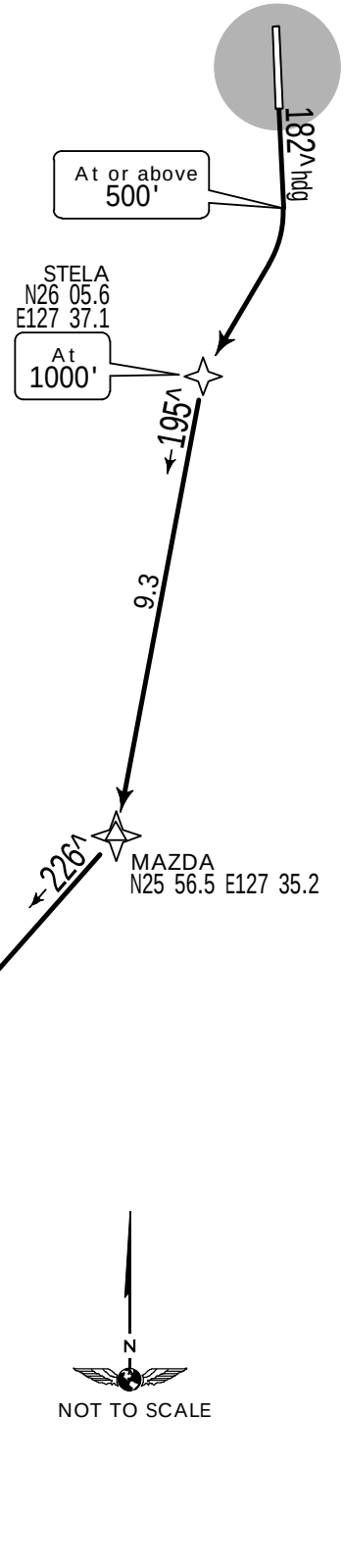
NAHA Departure (R)		Apt Elev	
Northwest	Southeast	11'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
119.1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

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ROAH/OKA
NAHA

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

NAHA, JAPAN
.SID.

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

CHURA ONE DEPARTURE
[CHURA1]
(RWY 36)

Rwy 36: 5.0% climb gradient required up to 500'.

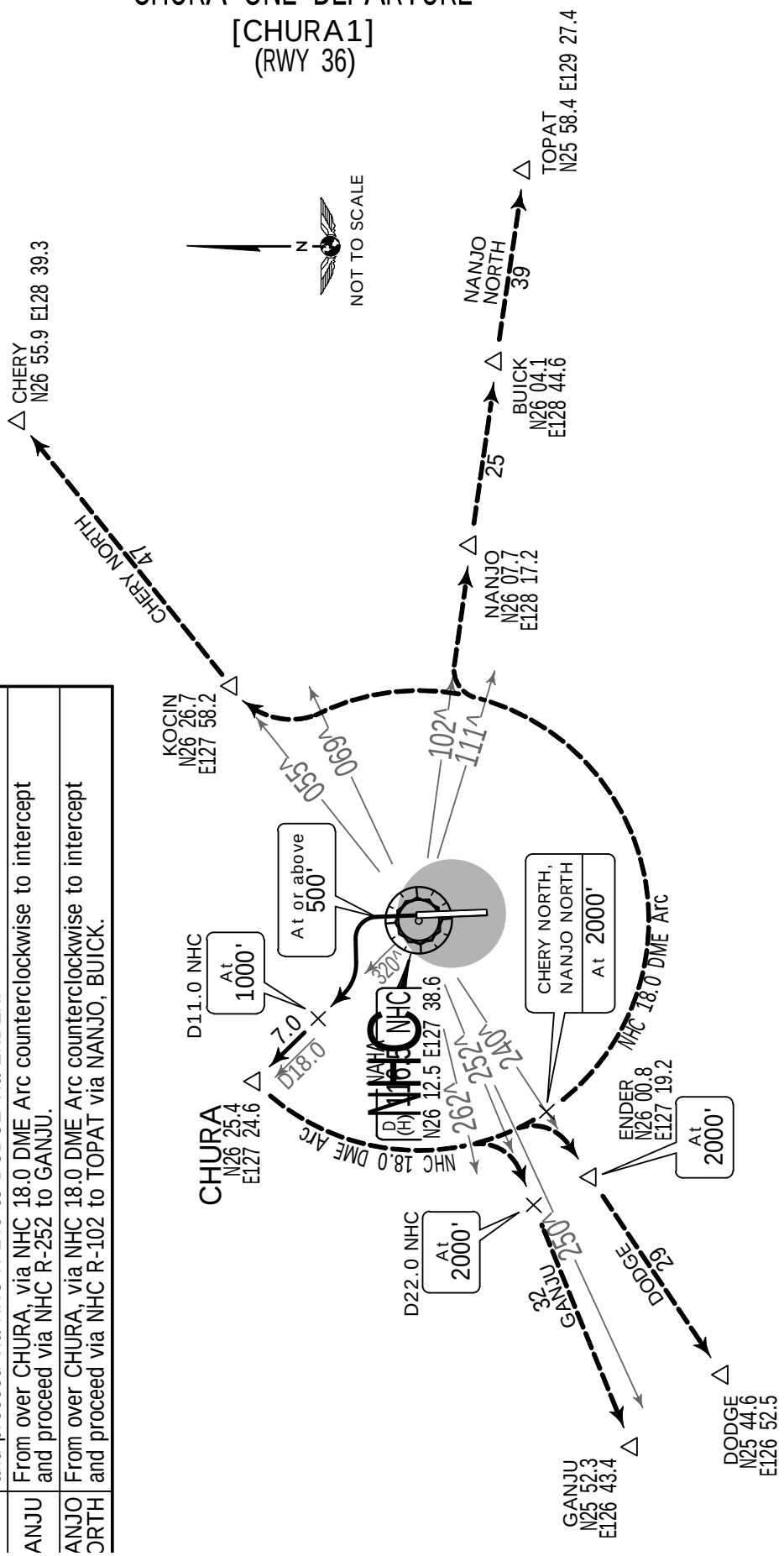
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

INITIAL CLIMB

imb runway heading to 500' or above, turn LEFT, climb via NHC R-320, cross
L1.0 NHC at 1000', continue to CHURA.

TRANSITIONS

HERY ORTH	From over CHURA, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-055 to CHERY via KOCIN.
ODGE	From over CHURA, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-240 to DODGE via ENDER.
ANJU	From over CHURA, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-252 to GANJU.
ANJO ORTH	From over CHURA, via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-102 to TOPAT via NANJO, BUICK.



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ROAH/OKA NAHA

JEPPESEN

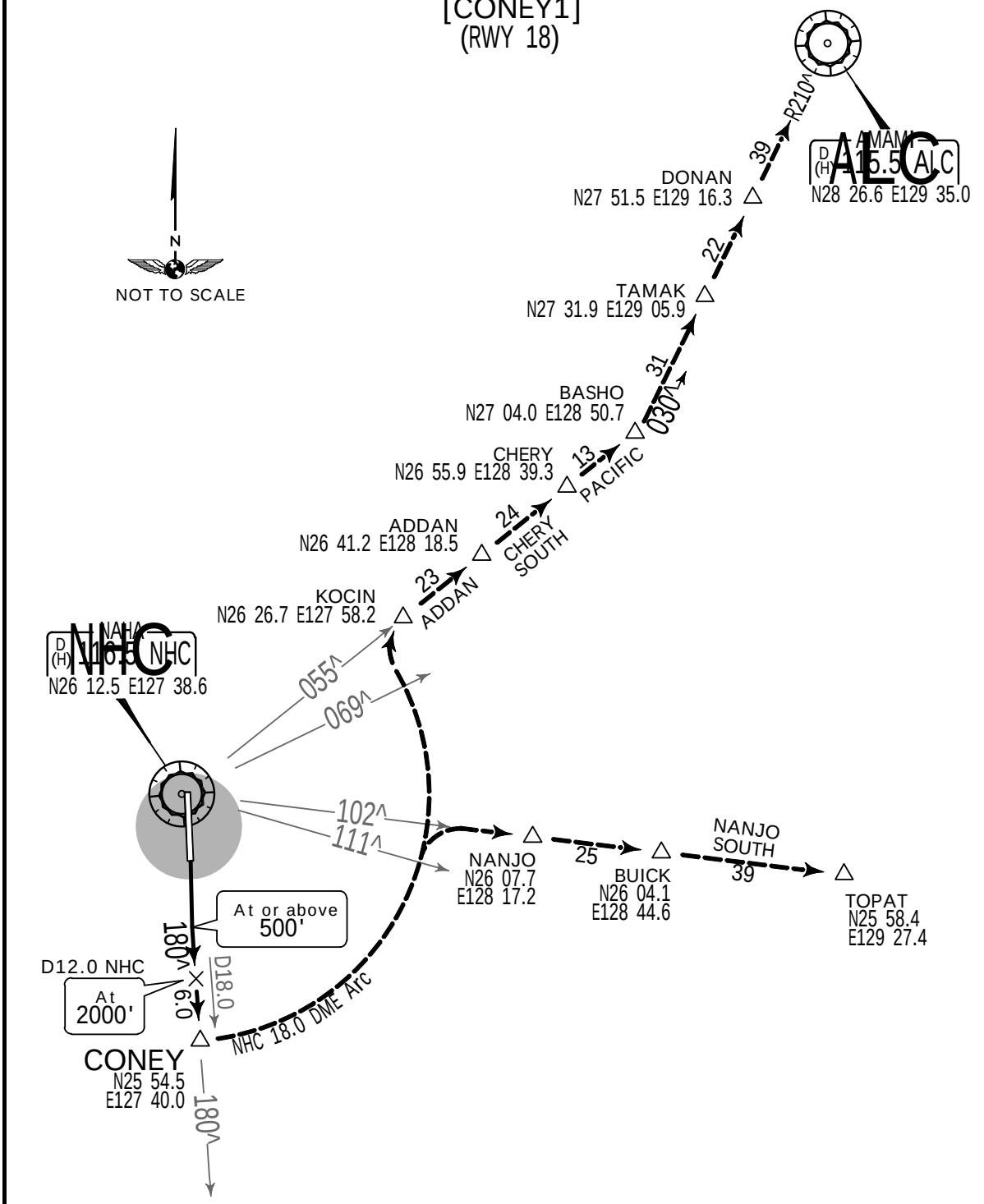
1 FEB 13 (10-3C) .Eff.6.Feb.1500Z.

NAHA, JAPAN .SID.

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

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,

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CHANGES: TEKOS SOUTH transition removed, procedures revised.

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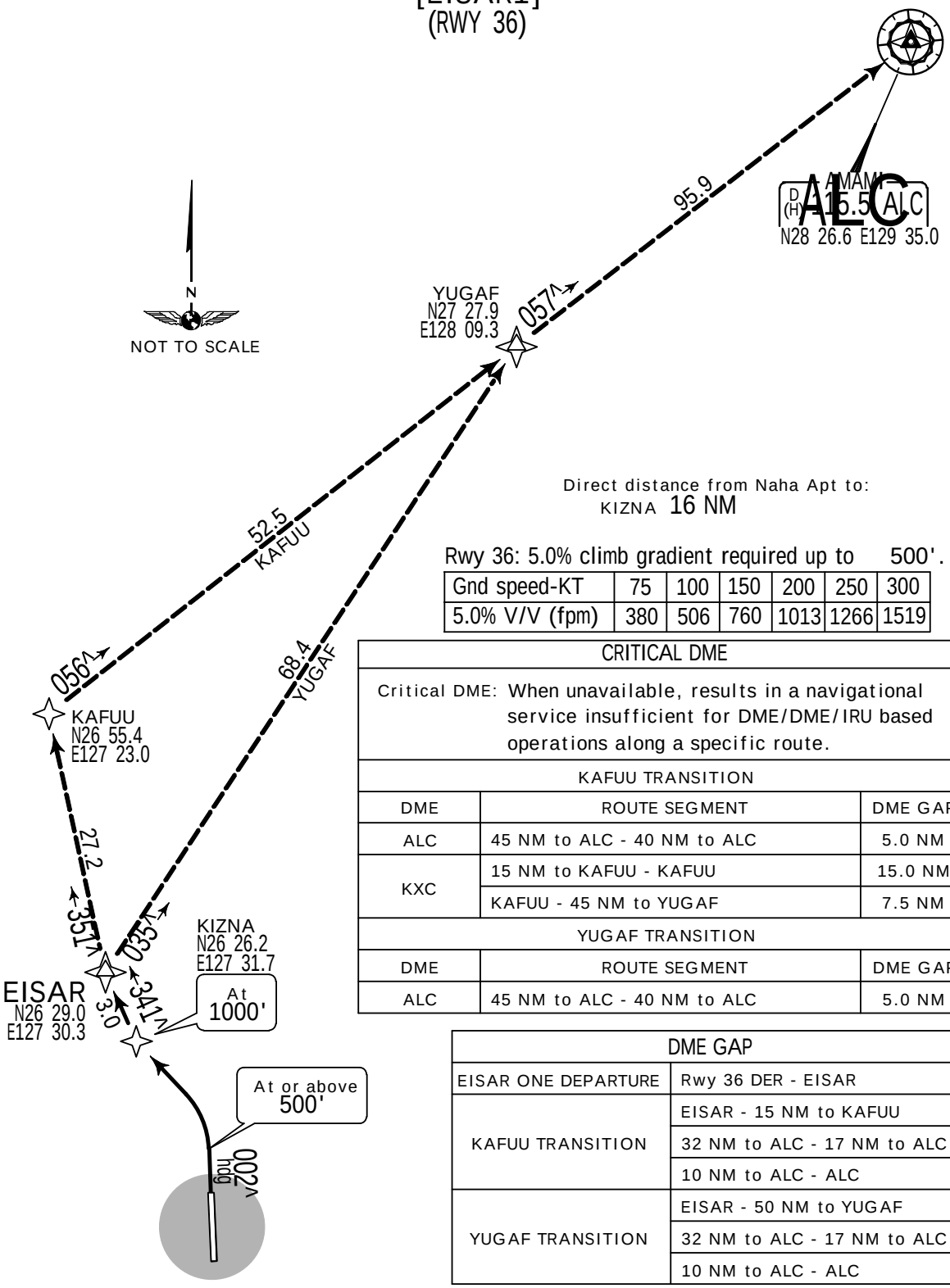
ROAH/OKA
NAHA

JEPPESEN
1 FEB 13 (10-3D) .Eff.6.Feb.1500Z.

NAHA, JAPAN
.RNAV.SID.

NAHA Departure (R)		Apt Elev	
Northwest	Southeast	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.
119.1	126.5		

EISAR ONE RNAV DEPARTURE
[EISAR1]
(RWY 36)



Direct distance from Naha Apt to:
KIZNA 16 NM

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

CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
KAFUU TRANSITION		
DME	ROUTE SEGMENT	DME GAP
ALC	45 NM to ALC - 40 NM to ALC	5.0 NM
KXC	15 NM to KAFUU - KAFUU	15.0 NM
	KAFUU - 45 NM to YUGAF	7.5 NM
YUGAF TRANSITION		
DME	ROUTE SEGMENT	DME GAP
ALC	45 NM to ALC - 40 NM to ALC	5.0 NM

DME GAP	
EISAR ONE DEPARTURE	Rwy 36 DER - EISAR
KAFUU TRANSITION	EISAR - 15 NM to KAFUU
	32 NM to ALC - 17 NM to ALC
	10 NM to ALC - ALC
YUGAF TRANSITION	EISAR - 50 NM to YUGAF
	32 NM to ALC - 17 NM to ALC
	10 NM to ALC - ALC

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.

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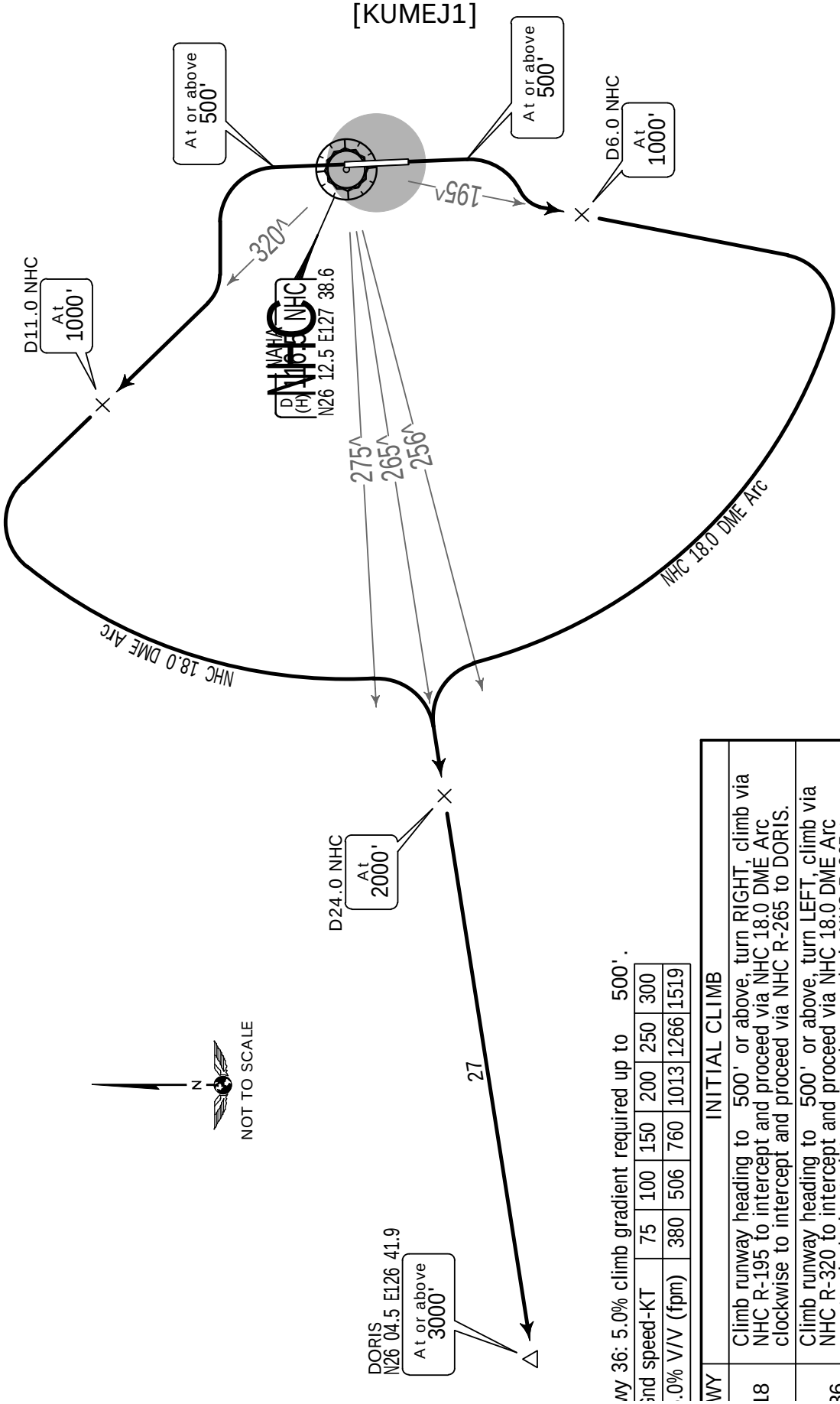
NAHA Departure (R) Northwest	Southeast	Apt Elev	Trans level: FL140 Trans alt: 14000'
119.1	126.5	11'	

KUMEJIMA ONE DEPARTURE
[KUMEJ1]



wy 36: 5.0% climb gradient required up to 500'.

nd speed-KT	75	100	150	200	250	300
.0% V/V (fpm)	380	506	760	1013	1266	1519

WY	INITIAL CLIMB
18	Climb runway heading to 500' or above, turn RIGHT, climb via NHC R-195 to intercept and proceed via NHC 18.0 DME Arc clockwise to intercept and proceed via NHC R-265 to DORIS.
36	Climb runway heading to 500' or above, turn LEFT, climb via NHC R-320 to intercept and proceed via NHC 18.0 DME Arc counterclockwise to intercept and proceed via NHC R-265 to DORIS.

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ROAH/OKA
NAHA

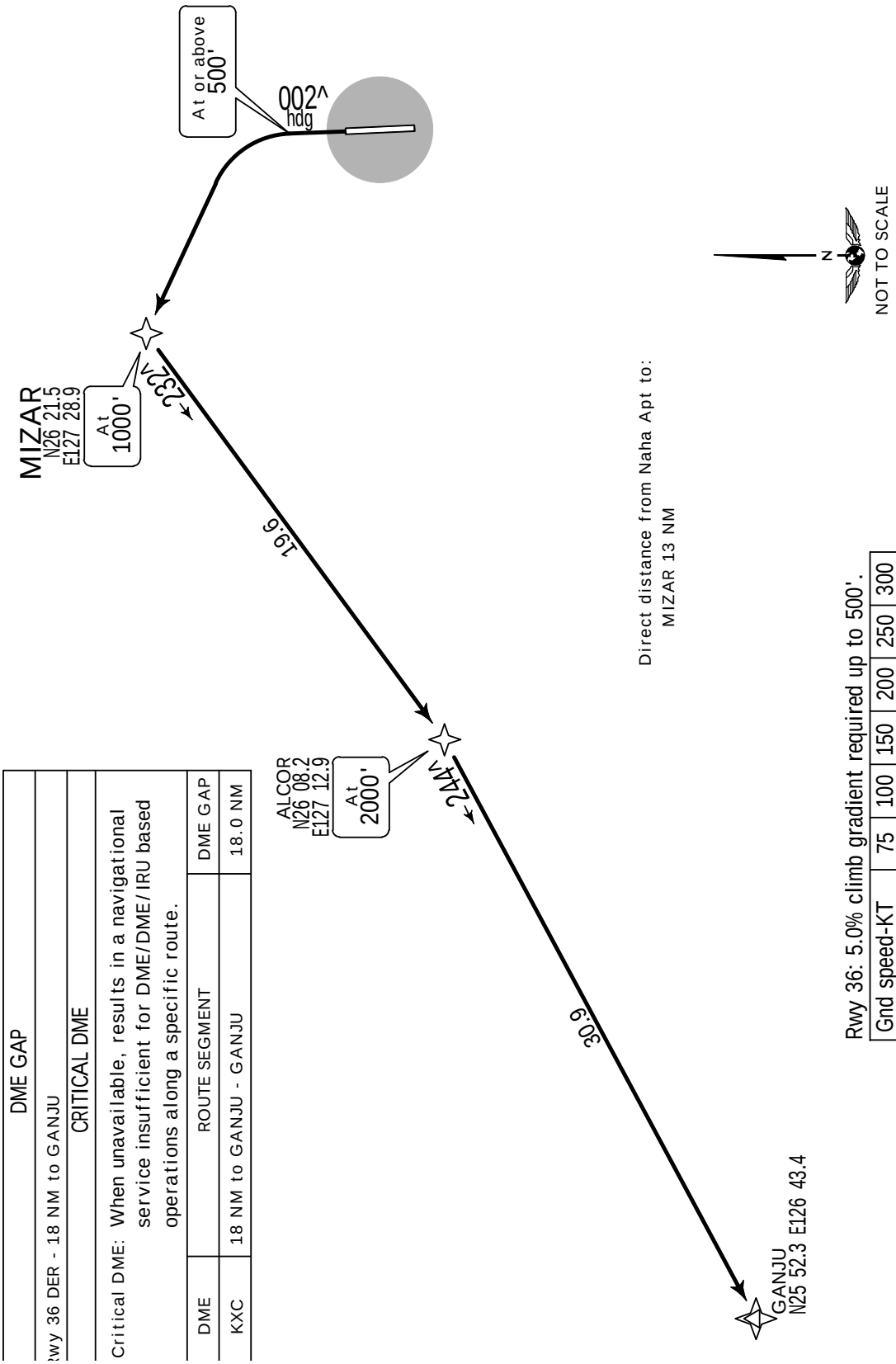
JEPPESEN

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

NAHA, JAPAN
.RNAV.SID.

NAHA Departure (R)		Apt Elev	Trans level: FL140 Trans alt: 14000'
Northwest	Southeast	11'	1. RNAV 1. 2. DME/DME/IRU or GNSS required.
119.1	126.5		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.

MIZAR ONE RNAV DEPARTURE
[MIZAR1]
(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

DME GAP

Rwy 36 DER - 18 NM to GANJU

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
KXC	18 NM to GANJU - GANJU	18.0 NM

INITIAL CLIMB

Climb on heading 002^ at or above 500', turn LEFT direct to MIZAR, to ALCOR, to GANJU.

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ROAH/OKA
NAHA

JEPPESEN

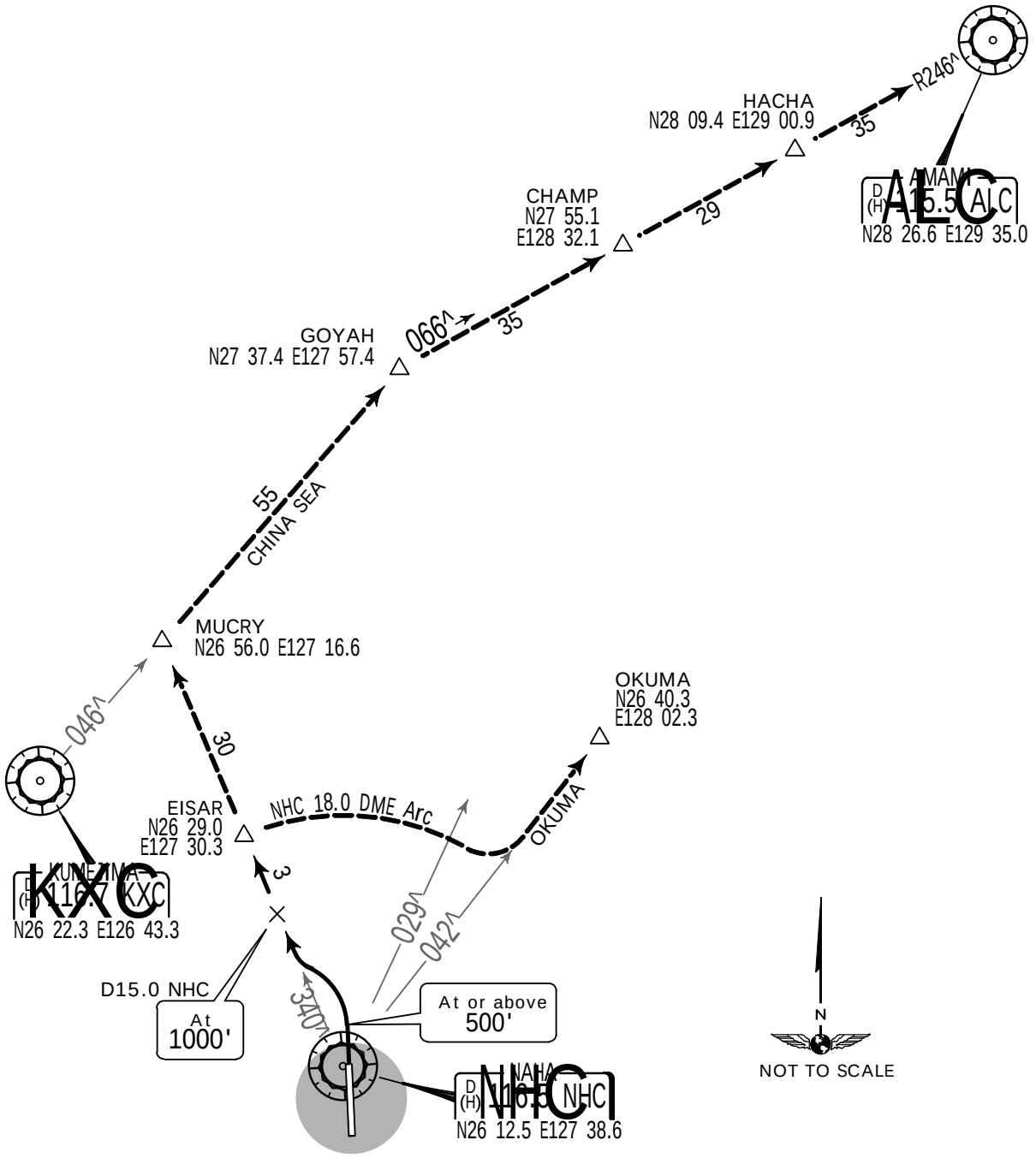
12 SEP 14 (10-3G) .Eff.17.Sep.1500Z.

NAHA, JAPAN
.SID.

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

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

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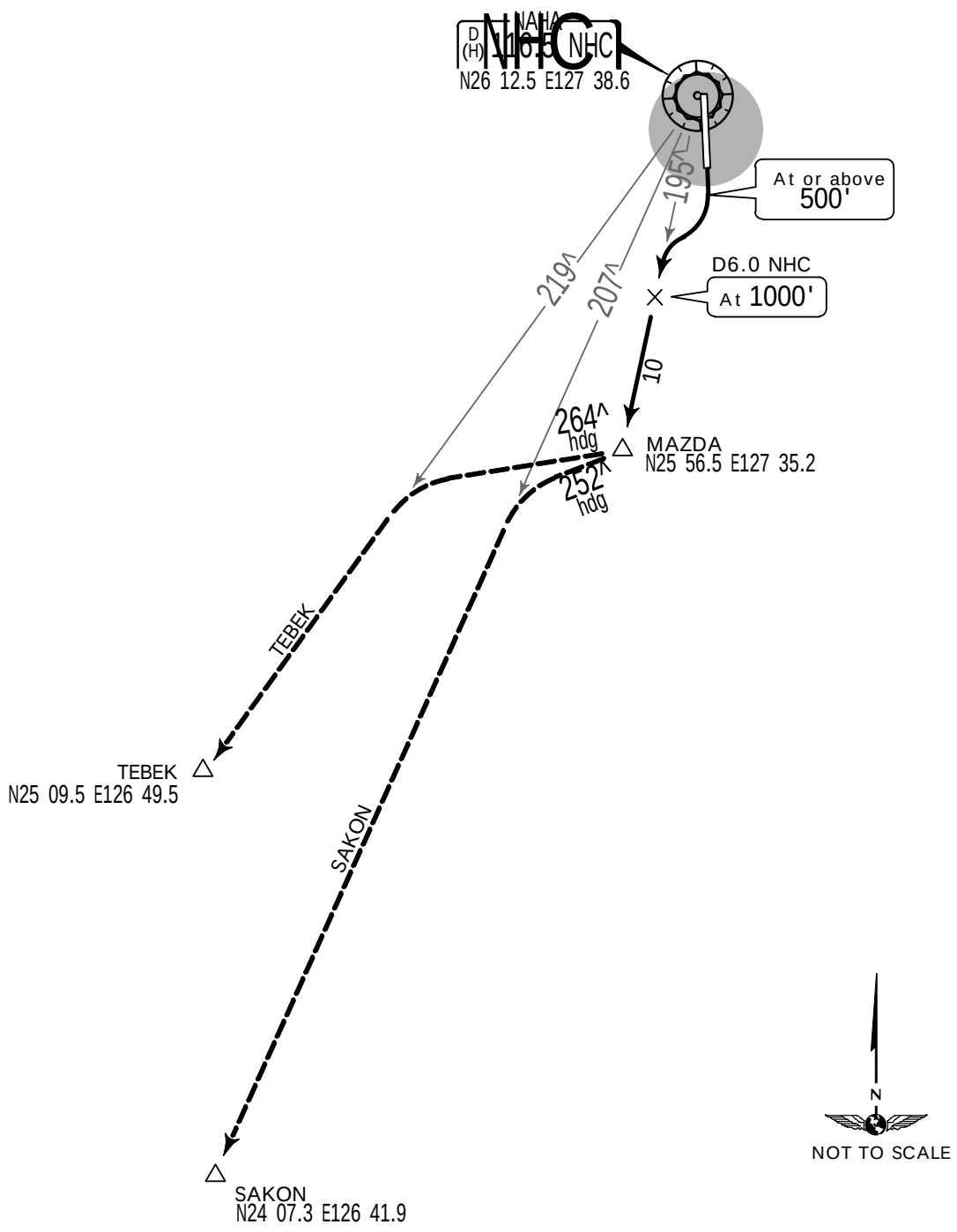
NAHA Departure (R) Northwest	Southeast	Apt Elev	
119.1	126.5	11'	Trans level: FL140 Trans alt: 14000'

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

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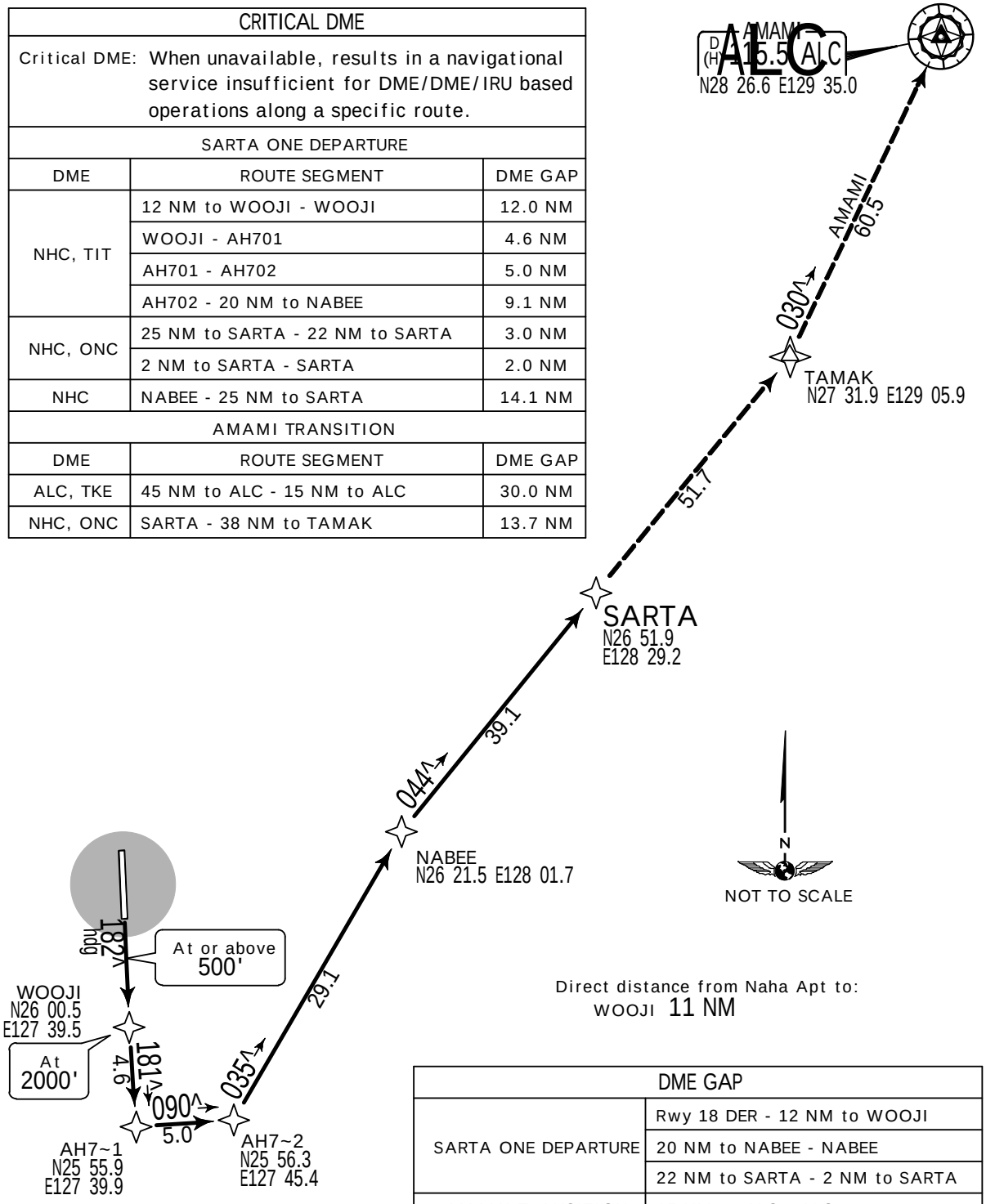
NAHA Departure (R)		Apt Elev	
Northwest	Southeast	11'	Trans level: FL140 Trans alt: 14000' 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
119.1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



DME GAP	
SARTA ONE DEPARTURE	Rwy 18 DER - 12 NM to WOOJI
	20 NM to NABEE - NABEE
	22 NM to SARTA - 2 NM to SARTA
AMAMI TRANSITION	15 NM to ALC - ALC

INITIAL CLIMB

Climb on heading 182^ at or above 500', direct to WOOJI, to AH701, to AH702, to NABEE, to SARTA.

TRANSITION

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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		

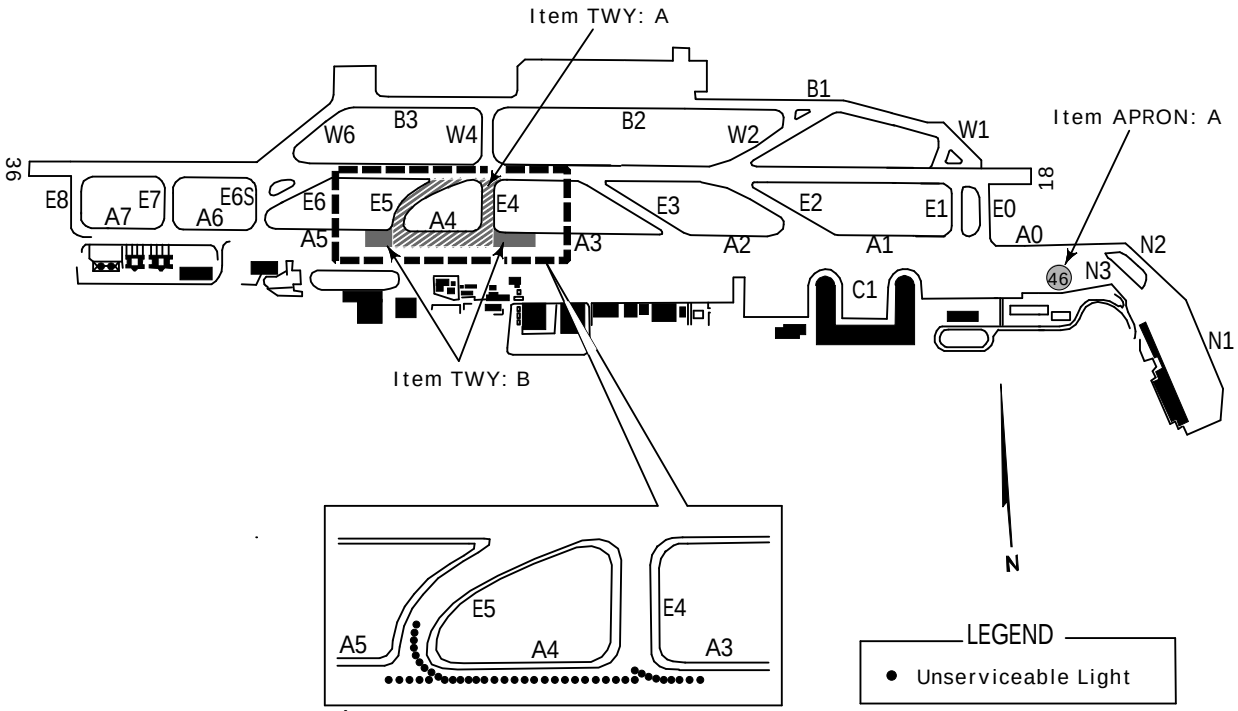

Figure 1

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ROAH/OKA

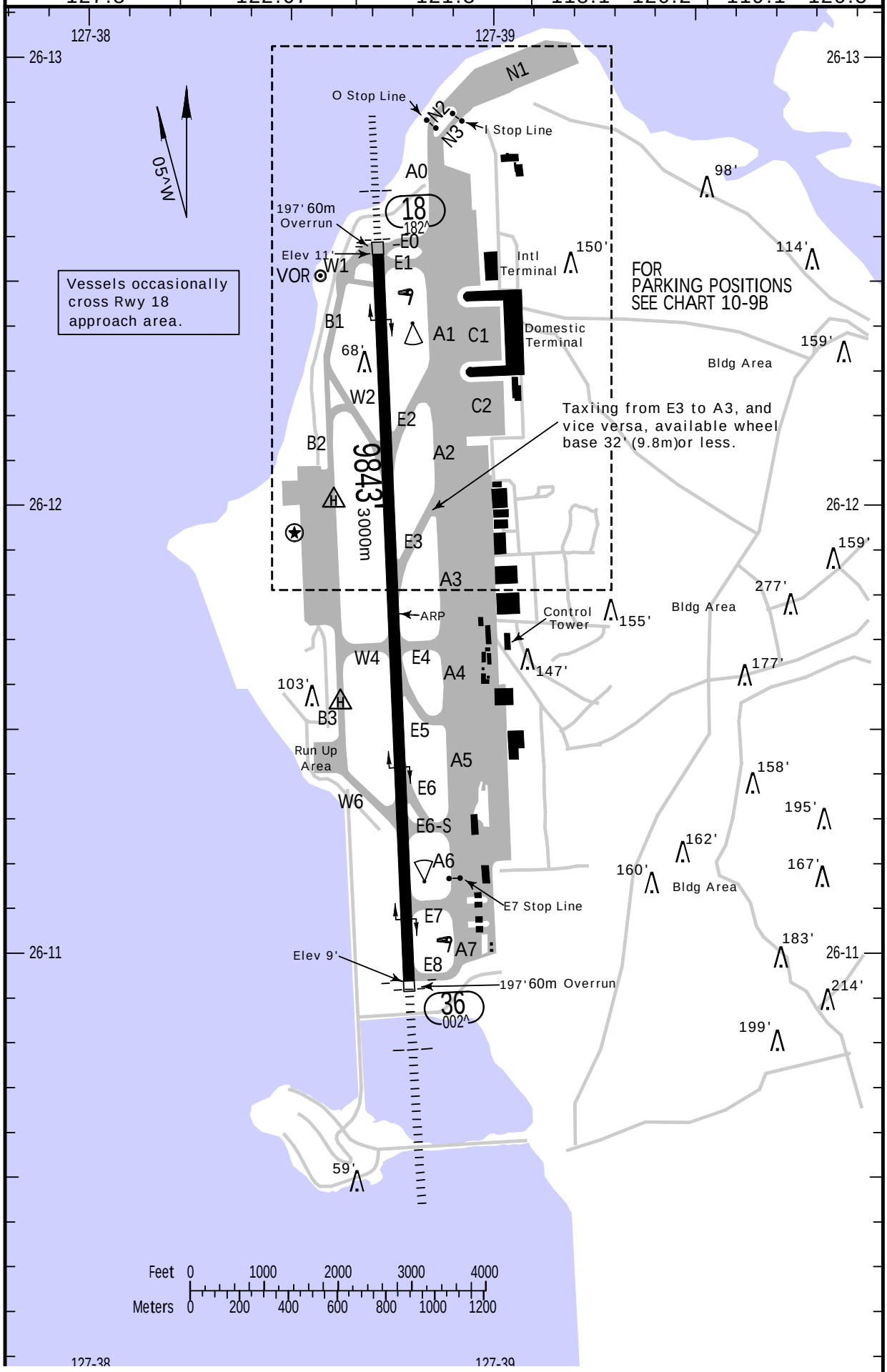
Apt Elev 11'
N26 11.8 E127 38.8

JEPPESEN
20 DEC 13 (10-9)

NAHA, JAPAN

NAHA

D-ATIS	NAHA Delivery	Ground	Tower	NAHA Departure (R) Northwest Southeast
127.8	122.07	121.8	118.1 126.2	119.1 126.5



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CHANGES: E7 Stop added.

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GENERAL

Prior permission required.

ADDITIONAL RUNWAY INFORMATION

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

1 Angle 3.00^.

TAKE-OFF

	All Rwys				
	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 B C D	400m	400m	VIS 500m	Available Landing Minimums	Available Landing Minimums

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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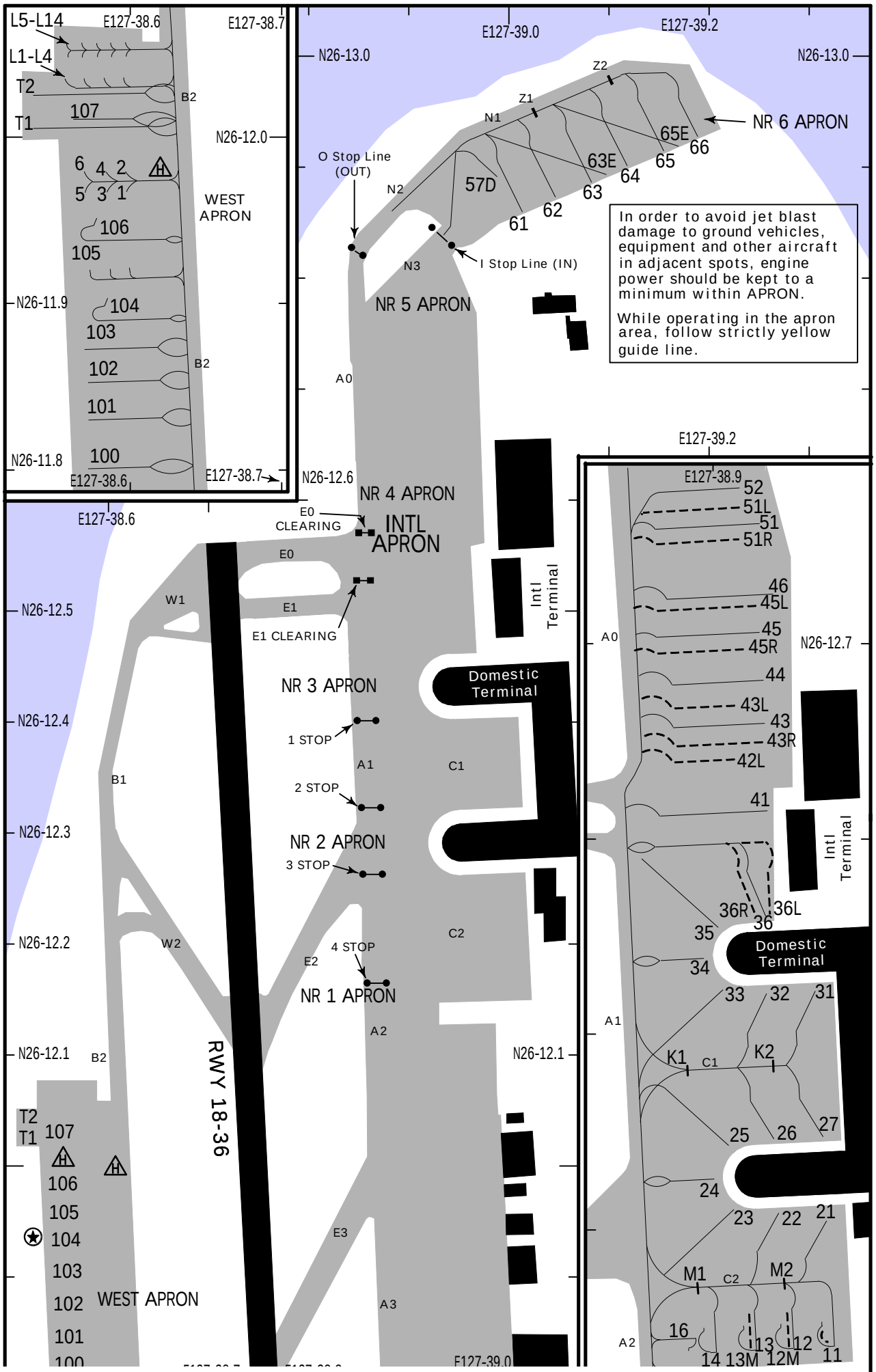
ROAH/OKA

JEPPESEN

14 MAR 14 (10-9B)

NAHA, JAPAN

NAHA



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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		

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ROAH/OKA
NAHA

JEPPESEN
7 DEC 12
.Eff.12.Dec.1500Z.
11-1

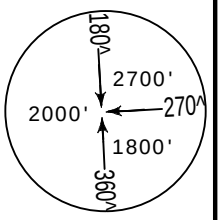
NAHA, JAPAN
ILS or LOC Rwy 36

BRIEFING STRIP ™

D-ATIS	NAHA Approach (R) Northwest	NAHA Approach (R) Southeast	NAHA Tower	NAHA Tower	Ground
127.8	119.1	126.5	118.1	126.2	121.8

LOC IOK	Final Apch Crs	GS KELLY	ILS DA(H)	Apt Elev 11'
110.3	002^	2000' (1991')	292' (283')	Rwy 36 9'

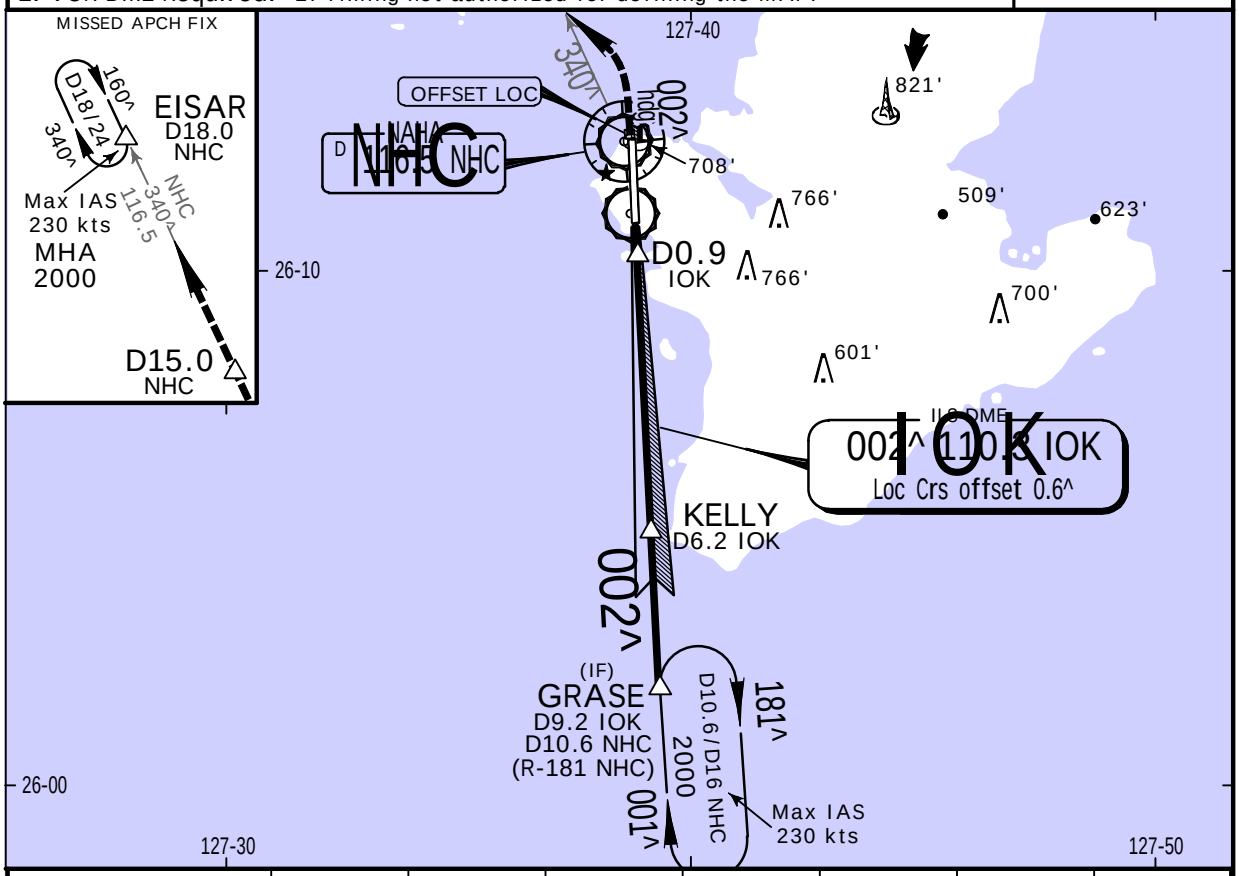
MISSED APCH: Climb to 500' on heading 002^, turn LEFT climb to 2000' outbound via NHC VOR R-340 to EISAR and hold. Maintain 1000' until NHC VOR R-340/D15.0. Contact Naha APP.



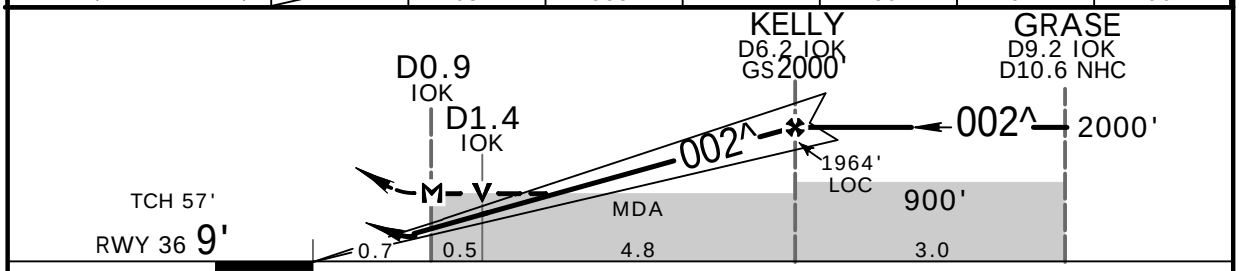
MSA NHC VOR

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. VOR DME Required. 2. Timing not authorized for defining the MAP.



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
GS 3.00^	372	478	531	637	743	849
MAP at D0.9 IOK						

ALSF-I PAPI 500' on 002^ hdg 2000' LT via NHC 116.5 R-340 EISAR

STRAIGHT-IN LANDING RWY 36

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

m

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ROAH/OKA
NAHA

JEPPESEN
17 AUG 12 (12-1)

NAHA, JAPAN
RNAV (GNSS) Rwy 18

BRIEFING STRIP ™

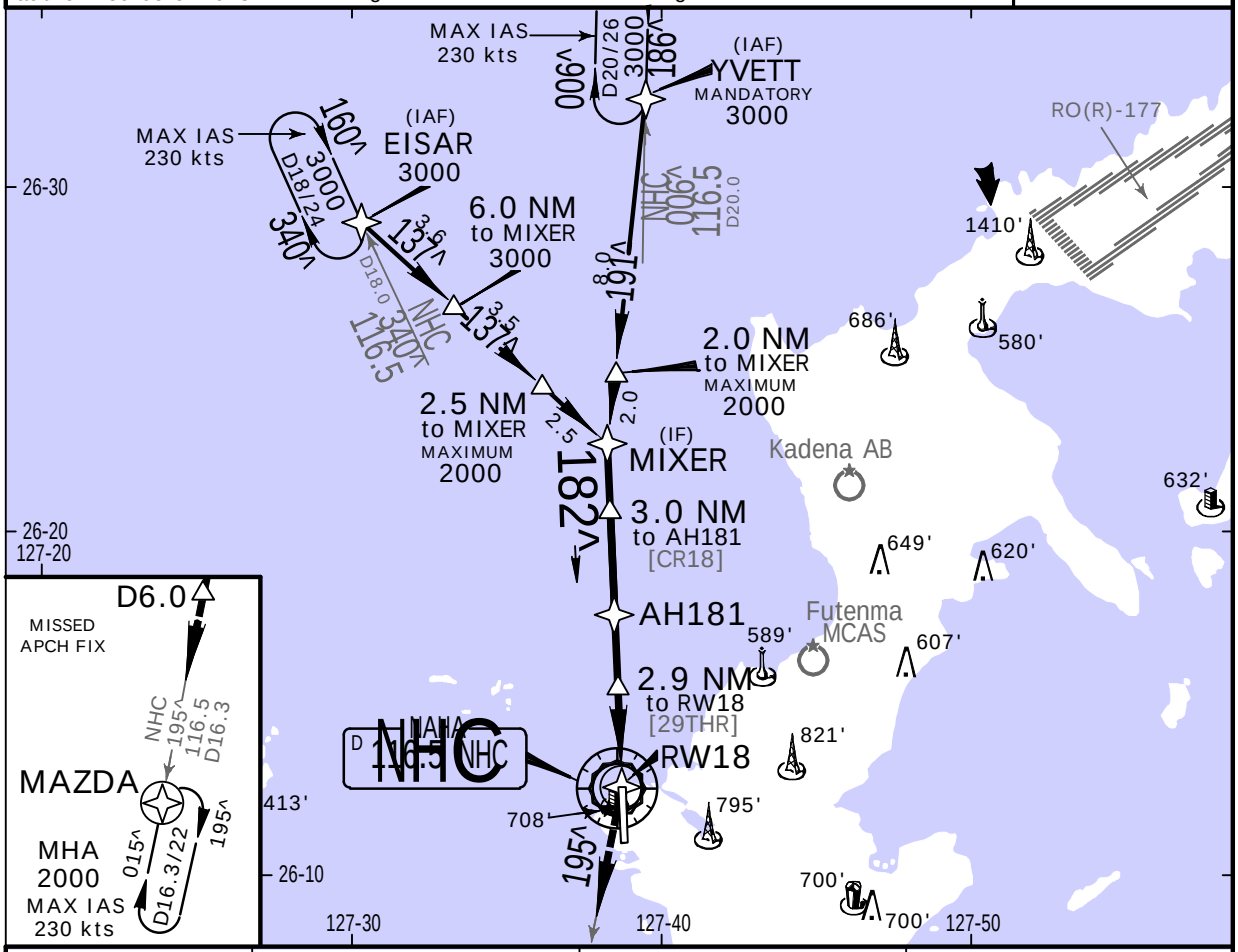
D-ATIS	NAHA Approach (R) Northwest	Southeast	NAHA Tower		Ground
127.8	119.1	126.5	118.1	126.2	121.8

RNAV	Final Apch Crs	Mandatory Alt AH181	LNAV/VNAV DA(H)	Apt Elev 11'
	182^	1000' (989')	420' (409')	Rwy 18 11'

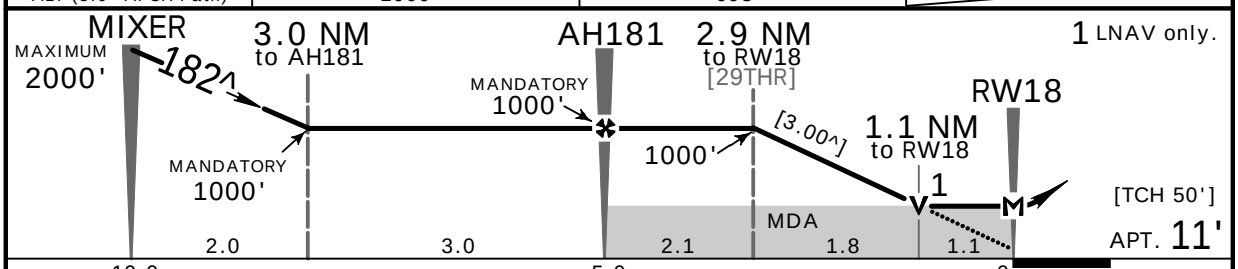
MISSED APCH: Turn RIGHT climb to 2000' to MAZDA on track 195^ and hold. Maintain 1000' until 10.0 NM prior to MAZDA. Contact Naha APP. Using NHC VOR: Turn RIGHT climb to 2000' outbound via NHC VOR R-195 to MAZDA and hold. Maintain 1000' until NHC R-195/D6.0. Contact NAHA APP.

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.

2700'
MSA ARP



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



1 LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at RW18						

HIALS
PAPI-L
2000'
RT
MAZDA on 195^

STRAIGHT-IN LANDING RWY 18

	LNAV/VNAV DA(H) 420' (409')	ALS out	LNAV MDA(H) 420' (409')	ALS out
A	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1300m	RVR 1500m	RVR 1300m	RVR 1500m
C	RVR 1400m	RVR 1800m	RVR 1400m	RVR 1800m

CIRCLE-TO-LAND
Not Authorized East of Rwy

Max Kts	MDA(H)
90	500'(489')-1600m
120	
140	500'(489')-2400m

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ROAH/OKA
NAHA

JEPPESEN
17 AUG 12 (13-1)

NAHA, JAPAN
VOR Rwy 18

BRIEFING STRIP ™

D-ATIS	NAHA Approach (R) Northwest	NAHA Approach (R) Southeast	NAHA Tower		Ground
127.8	119.1	126.5	118.1	126.2	121.8

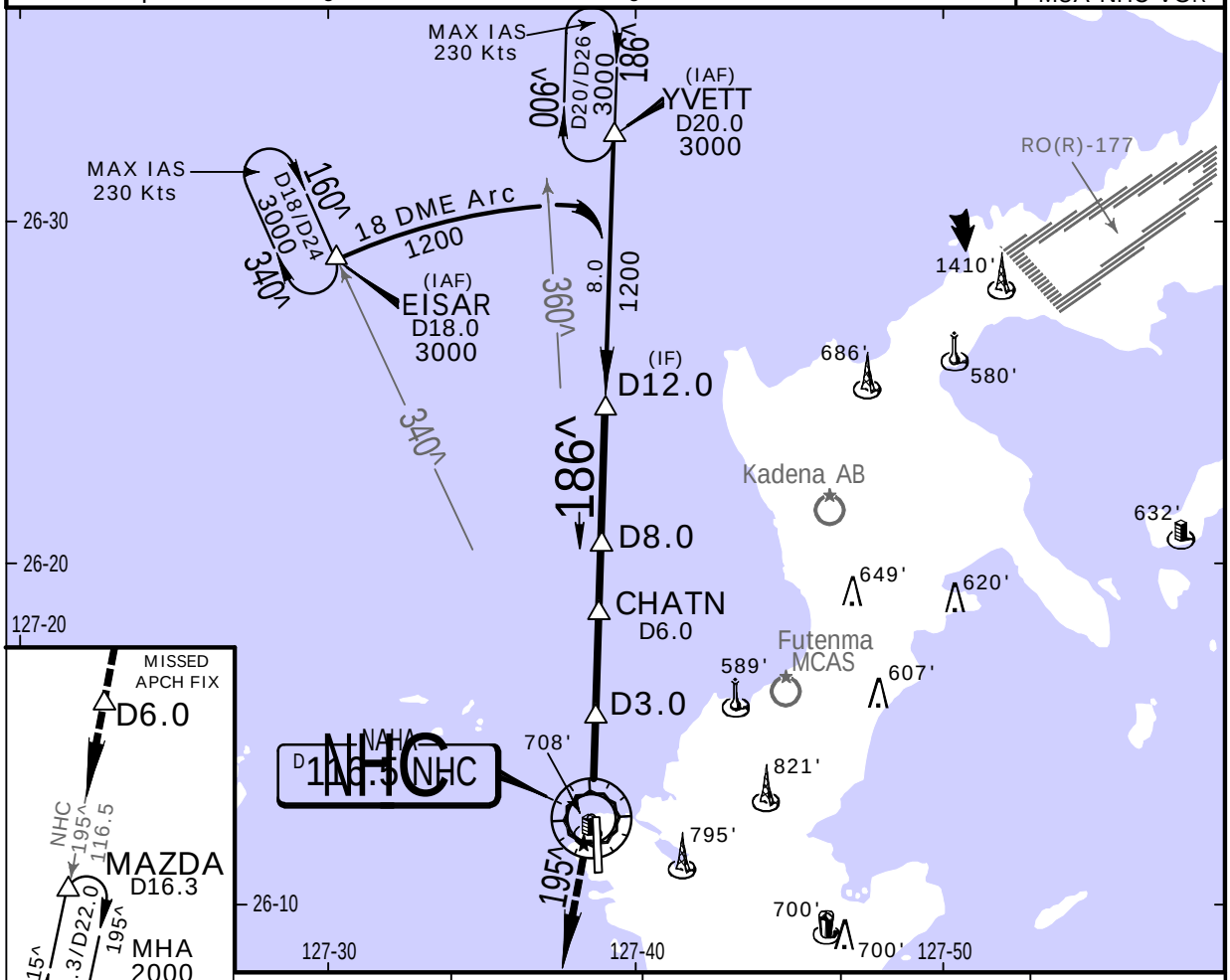
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 11'
NHC 116.5	186^	Refer to Profile	420'(409')	Rwy 18 11'

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.

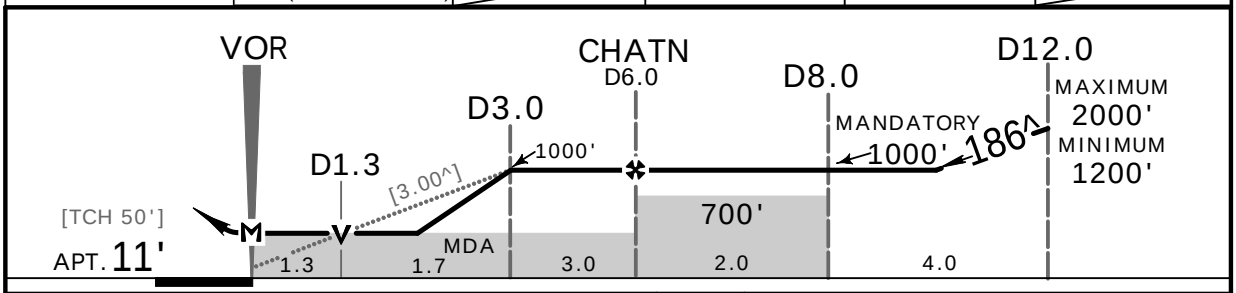
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. DME Required. 2.Timing not authorized for defining the MAP.

MSA NHC VOR: 180^ 2700' 270^ 2000' 1800' 360^



NM to NHC	MAP	2.0	3.0	FAF
ALT (3.0^ APCH PATH)		681'	1000'	



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

HIALS PAPI 2000' NHC via 116.5 R-195 MAZDA

STRAIGHT-IN LANDING RWY 18
MDA(H) 420'(409')

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1300m	RVR 1500m
C	RVR 1400m	RVR 1800m

CIRCLE-TO-LAND
Not Authorized East of Rwy

Max Kts	MDA(H)
90	500'(489')-1600m
120	
140	500'(489')-2400m

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ROAH/OKA
NAHA

JEPPESEN
17 AUG 12 (13-2)

NAHA, JAPAN
VOR Rwy 36

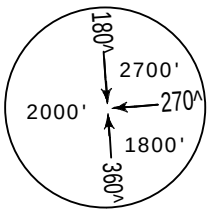
BRIEFING STRIP ™

D-ATIS	NAHA Approach (R) Northwest	NAHA Approach (R) Southeast	NAHA Tower		Ground
127.8	119.1	126.5	118.1	126.2	121.8

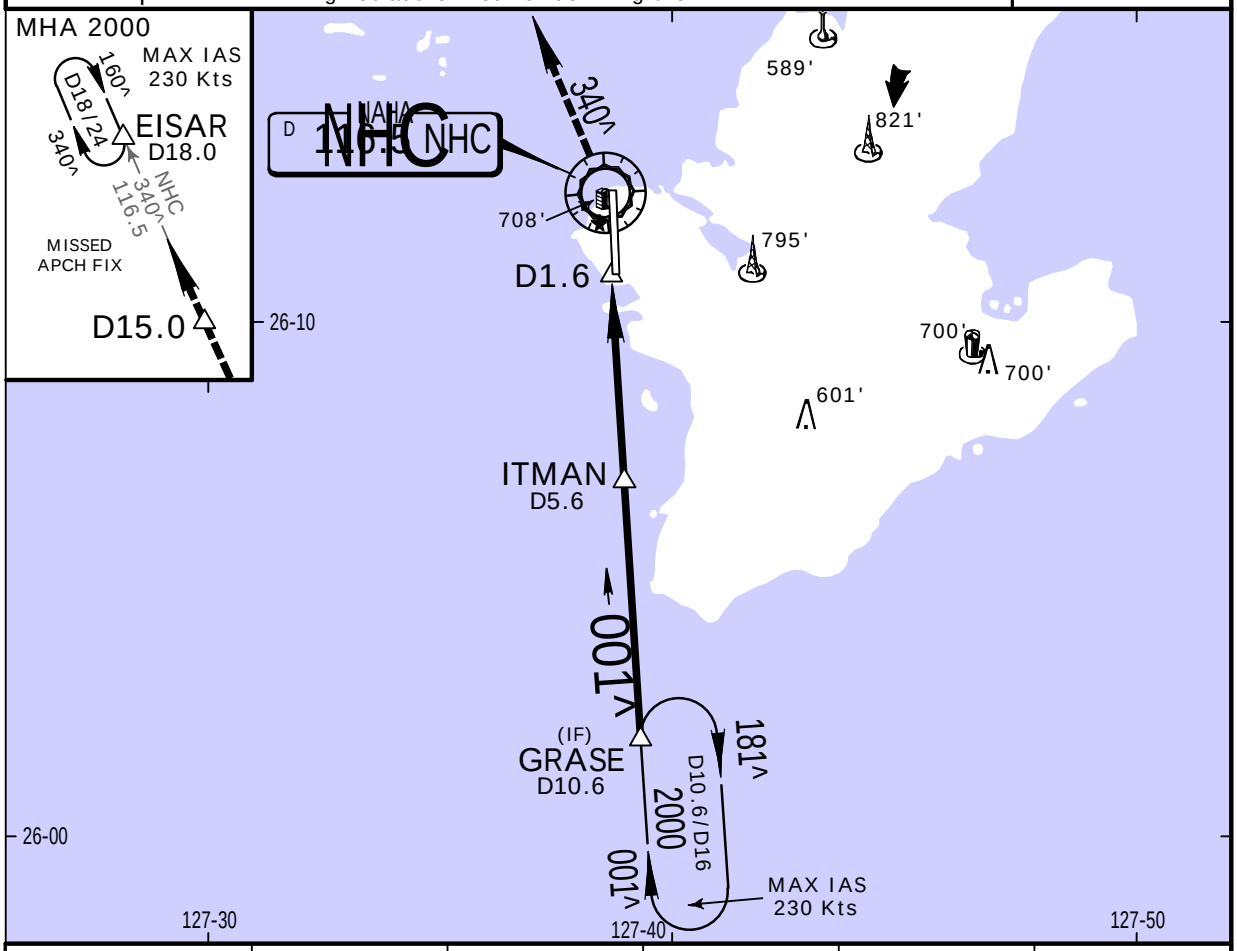
VOR NHC	Final Apch Crs	Procedure Alt ITMAN	MDA(H)	Apt Elev 11'
116.5	001^	1335' (1324')	450' (439')	Rwy 36 9'

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.

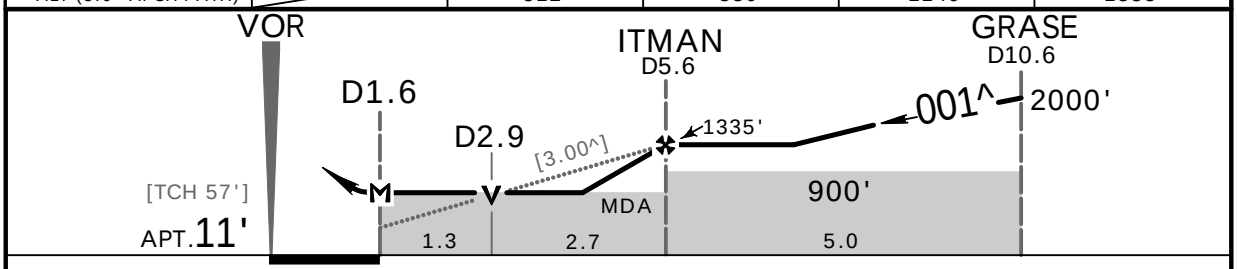
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'
1. DME Required. 2. Timing not authorized for defining the MAP.



MSA NHC VOR



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
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D1.6						

ALSF-I
PAPI

2000' via NHC 116.5 R-340 EISAR

STRAIGHT-IN LANDING RWY 36
MDA(H) 450' (439')

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m

CIRCLE-TO-LAND
Not Authorized East of Rwy

Max Kts	MDA(H)
90	500' (489')-1600m
120	
140	500' (489')-2400m

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ROAH/OKA
NAHA

JEPPESEN
20 JUL 12
.Eff.25.Jul.1500Z. (18-1)

NAHA, JAPAN
RADAR PAR Rwys 18, 36

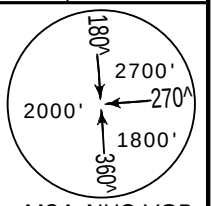
BRIEFING STRIP ™

D-ATIS	NAHA Approach (R) Northwest	NAHA Approach (R) Southeast	NAHA Radar			NAHA Tower		Ground
127.8	119.1	126.5	119.5	121.1	124.7	118.1	126.2	121.8

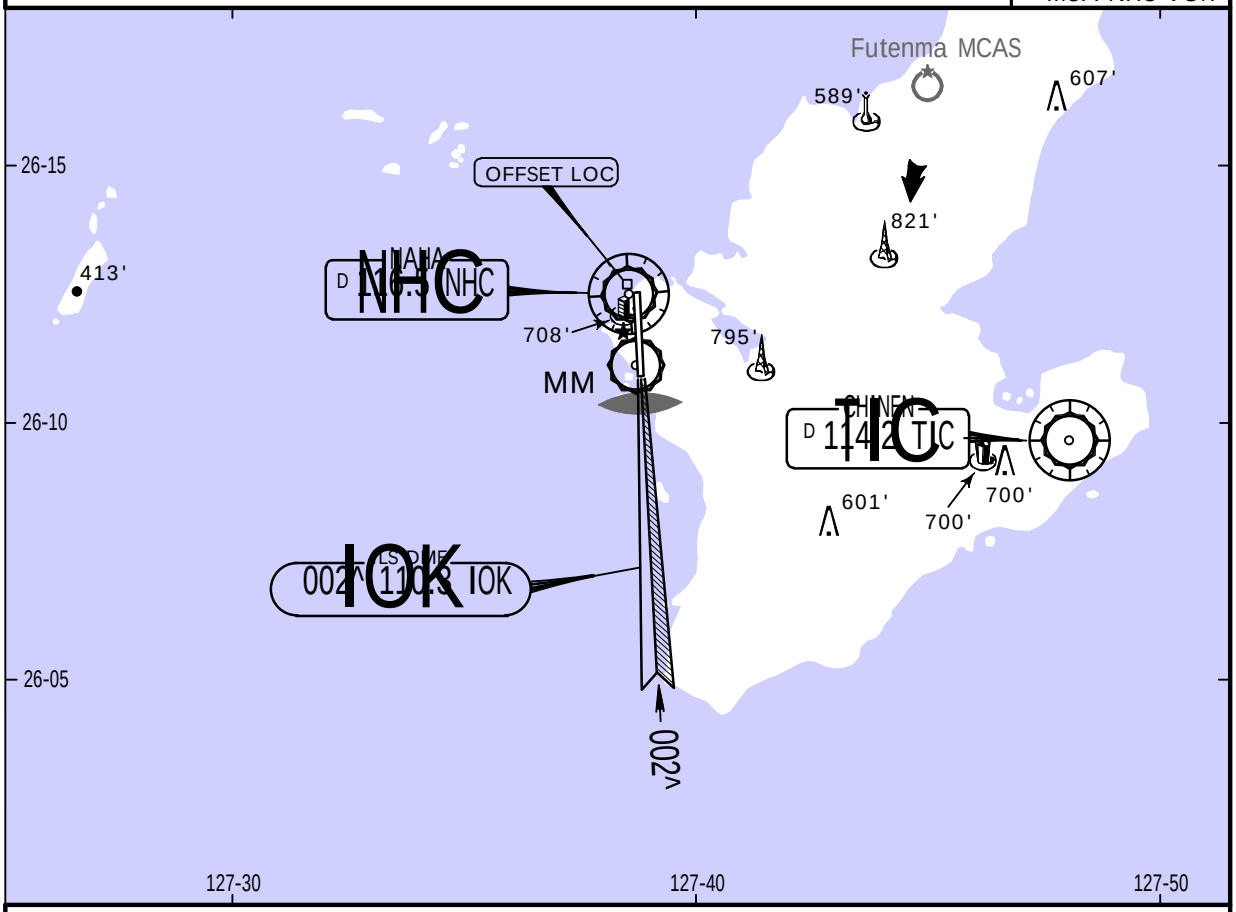
RADAR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 11'
	By ATC	No FAF	Refer to Minimums	Rwy -See below

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
Rwy 18 PAR GS	3.00^	372	478	531	637	743	849
Rwy 36 PAR GS	3.00^	372	478	531	637	743	849

Lighting - Refer to Airport Chart

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

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