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Revision Letter For Cycle 01-2015
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General Information

Location: Tokyo Jpn
IATA Code: NRT
Lat/Long: N35° 45.9' E140° 23.1'
Elevation: 135 ft

Airport Use: Public
Magnetic Variation: 7.1°W

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

Sunrise: 2149 Z
Sunset: 0739 Z,

Runway Information

Runway: 16L
Length x Width: 8202 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 135 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 16R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 130 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 34L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 140 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 34R
Length x Width: 8202 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 141 ft
Lighting: Edge, ALS, Centerline, TDZ

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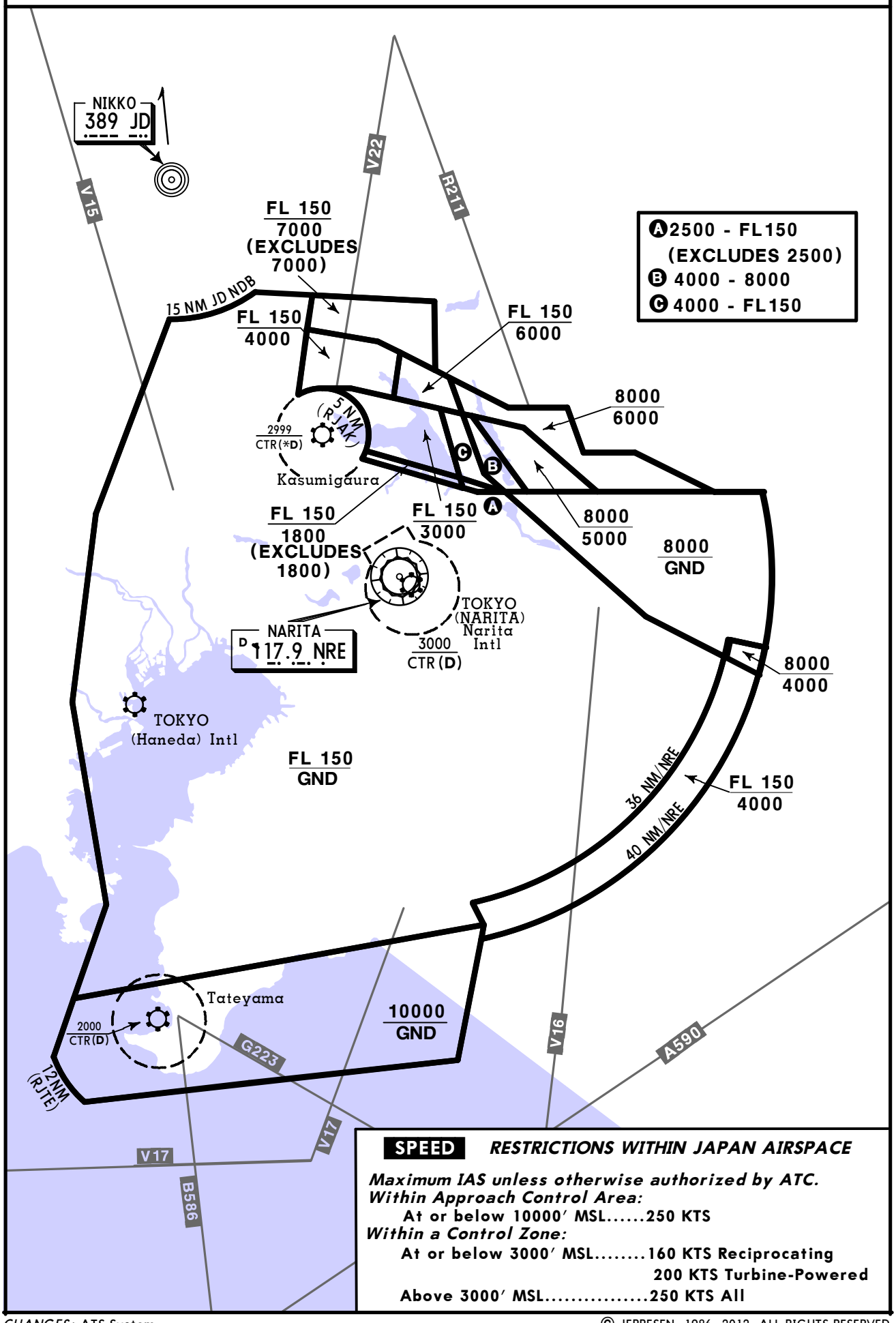
Stopway: 197 ft

Communication Information

ATIS 128.25
Narita Tower 118.35 Secondary
Narita Tower 118.2
Narita Tower 126.2 Secondary
Narita Tower 122.7 Secondary
Narita Ground Control 121.95
Narita Ground Control 121.85 Secondary
Narita Ramp/Taxi Control 121.75
Narita Ramp/Taxi Control 121.6
Narita Clearance Delivery 121.9
Narita Clearance Delivery 121.65 Secondary
Tokyo Approach Control 127.7 Secondary
Tokyo Approach Control 125.8 Secondary
Tokyo Approach Control 124.4
Tokyo TCA 119.45
Tokyo Departure Control 125.525 Secondary
Tokyo Departure Control 124.2
Tokyo Departure Control 120.6 Secondary
Tokyo Departure Control 119.6 Secondary
Tokyo Radar 120.2
Tokyo Radio 2192.5 Air-Ground
Tokyo Radio 1794.6 Air-Ground
Tokyo Radio 1790.4 Air-Ground
Tokyo Radio 1330.0 Air-Ground
Tokyo Radio 1327.3 Air-Ground
Tokyo Radio 1138.4 Air-Ground
Tokyo Radio 1133.0 Air-Ground
Tokyo Radio 1004.8 Air-Ground
Tokyo Radio 895.1 Air-Ground
Tokyo Radio 891.5 Air-Ground
Tokyo Radio 890.3 Air-Ground
Tokyo Radio 665.5 Air-Ground
Tokyo Radio 653.2 Air-Ground
Tokyo Radio 566.7 Air-Ground
Tokyo Radio 562.8 Air-Ground
Tokyo Radio 466.6 Air-Ground
Tokyo Radio 345.5 Air-Ground
Tokyo Radio 299.8 Air-Ground
Tokyo Radio 293.2 Air-Ground

TOKYO 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 a Control Zone:
At or below 3000′ MSL.....160 KTS Reciprocating
200 KTS Turbine-Powered
Above 3000′ MSL.....250 KTS All

CHANGES: ATS System.

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IMPLEMENTATION OF SIMULTANEOUS PARALLEL ILS APPROACHES

Simultaneous Parallel ILS Approaches mean a type of ILS approach to parallel runways with centerlines spaced by at least 4,300 feet, and with a No Transgression Zone (NTZ) established between extended runway centerlines, where radar separation minima between aircraft on adjacent extended centerlines are not prescribed. ATC instructions are issued as necessary to ensure aircraft do not enter NTZ.

1. APPLICABLE RUNWAYS

a. 34L and 34R, 16L and 16R.

2. REQUIRED CONDITIONS

ATC may clear Simultaneous Parallel ILS Approaches when the following conditions are met:

a. Straight-in landings will be made;

b. ILS, radar, and appropriate frequencies are operating normally;

c. Missed approach courses are diverged by at least 30°.

d. NTZ is depicted on the radar display and ATC is monitoring the approaches to each runway;

However, due attention should be paid to the ground wind direction and velocity, and bad weather phenomena including wind shear on the final approach course. If it may endanger safe navigation, ATC shall not apply.

3. INFORMATION OF SIMULTANEOUS PARALLEL ILS APPROACHES

ATC shall inform aircraft that simultaneous parallel ILS approaches are in progress unless aircraft reports receipt of the message through the ATIS.

[PHRASEOLOGY]

SIMULTANEOUS PARALLEL ILS APPROACHES TO RUNWAY 34 LEFT AND RIGHT ARE IN PROGRESS.

4. ATC PROCEDURES

a. ATC shall provide a minimum of 1,000 ft. vertical or minimum of 3.0 NM radar separation until each aircraft intercept each localizer course and then aircraft at the higher altitude intercepts glide path.

b. ATC shall continue radar monitor even after aircraft is switched to TWR frequency and instruct aircraft as prescribed in (c) below on the frequency when necessary.

c. ATC shall instruct aircraft to return to the correct final approach course when aircraft are observed to over-shoot or to continue on a track which will penetrate NTZ, and instruct aircraft on the adjacent final approach course to avoid the deviating aircraft when an aircraft is observed penetrating NTZ.

[PHRASEOLOGY]

Instruction to return to the correct localizer course:

TURN LEFT/RIGHT AND RETURN TO THE LOCALIZER COURSE.

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IMPLEMENTATION OF SIMULTANEOUS PARALLEL ILS APPROACHES

Instruction to avoid the deviating aircraft:

TRAFFIC ALERT, [AIRCRAFT IDENTIFICATION], TURN LEFT/RIGHT IMMEDIATELY, HEADING [NUMBER], CLIMB AND MAINTAIN [ALTITUDE].

d. ATC shall terminate radar monitor when visual separation is applied by ATC, but shall not advise the aircraft that radar monitoring is terminated.

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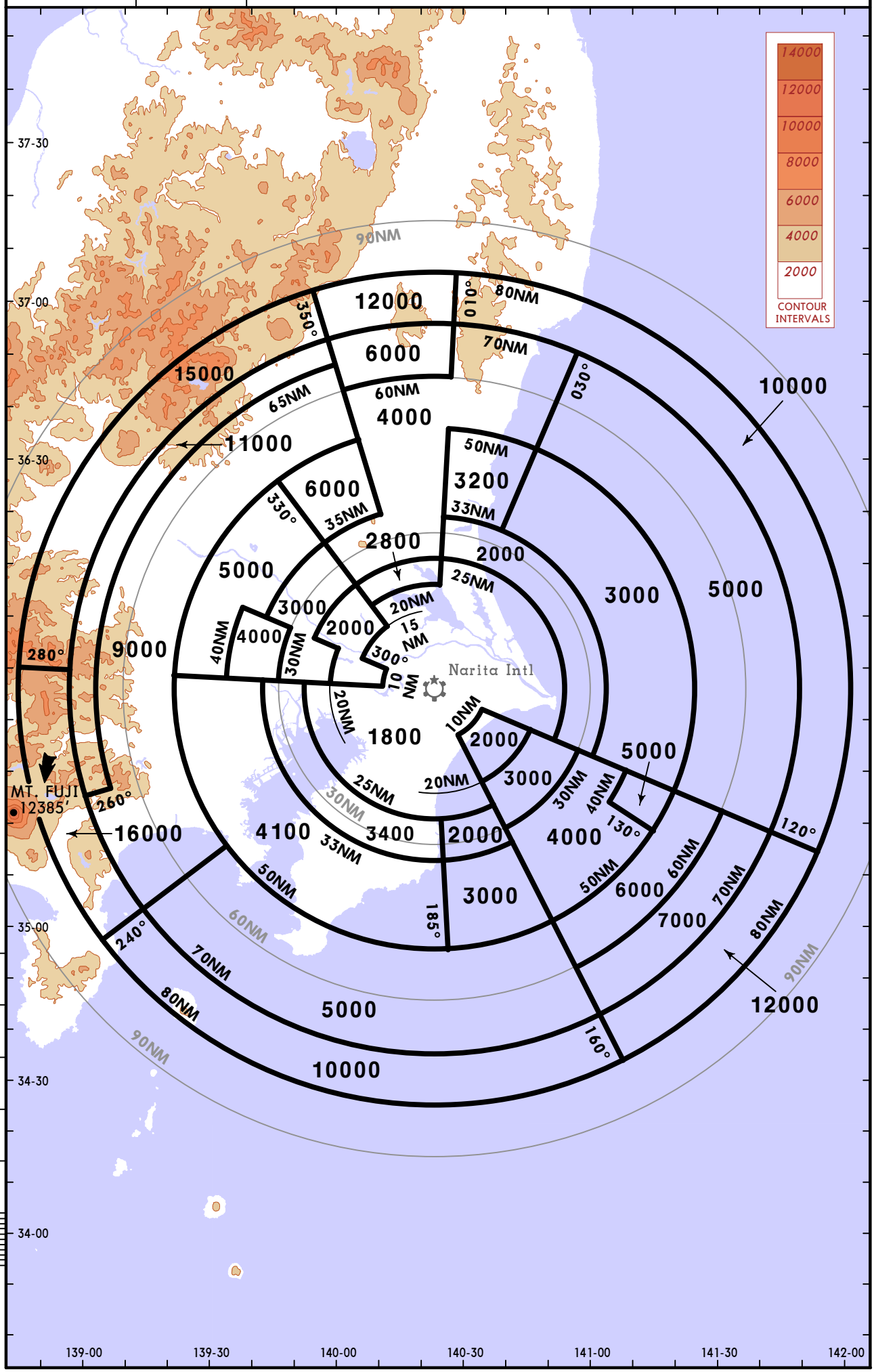
TOKYO Radar	*Apt Elev*	
120.2	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′



CHANGES: High point.

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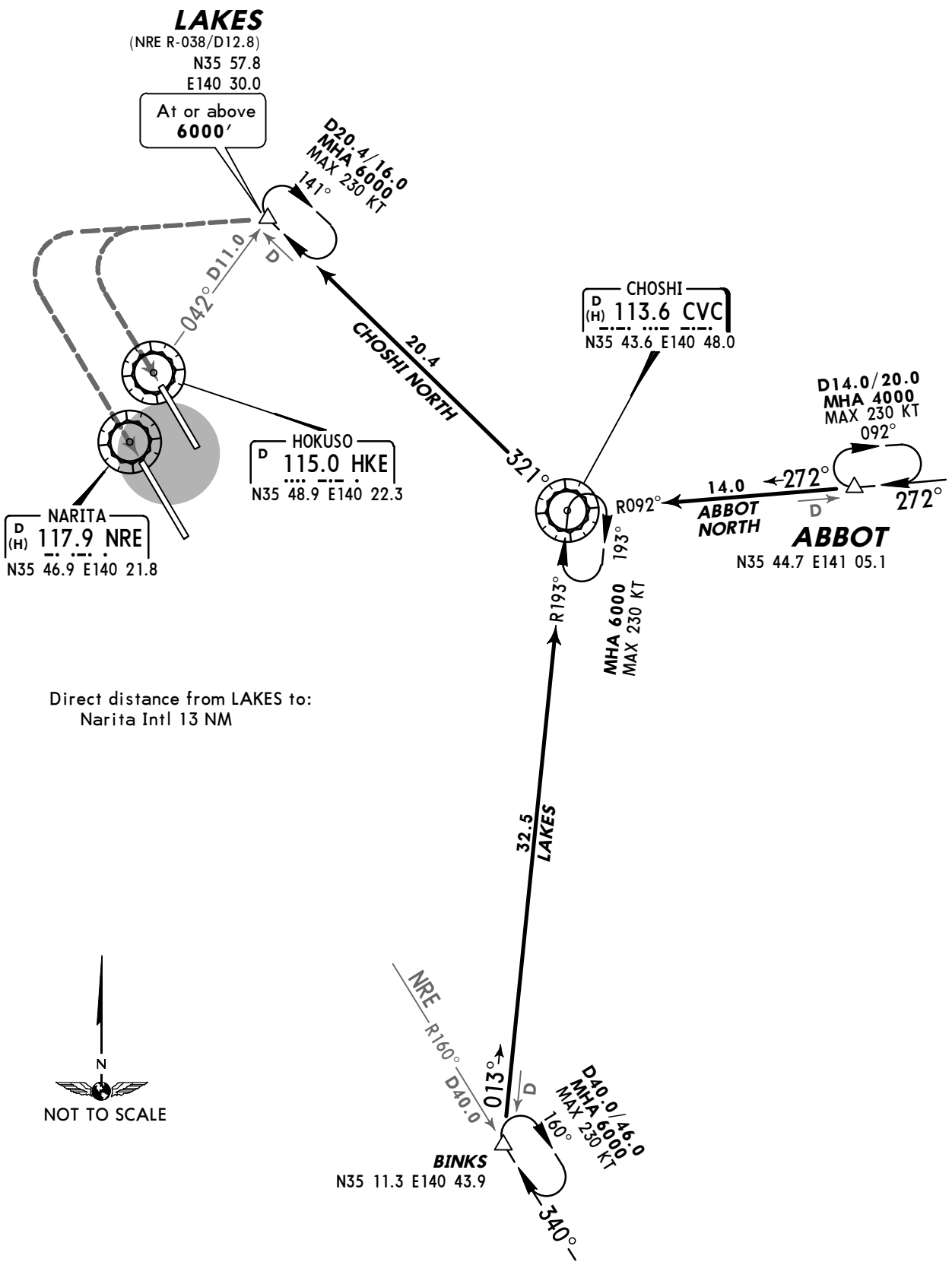
D-ATIS	Apt Elev	
128.25	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ABBOT NORTH *[ABBOTN]*, CHOSHI NORTH *[CVCN]*, LAKES *[LAKES]* ARRIVALS



STAR	ROUTING
ABBOT NORTH	From over ABBOT, via CVC R-092 to CVC, via CVC R-321 to LAKES.
CHOSHI NORTH	From over CVC, via CVC R-321 to LAKES.
LAKES	From over BINKS, via CVC R-193 to CVC, via CVC R-321 to LAKES.

CHANGES: VENUS STAR removed, LAKES STAR added.

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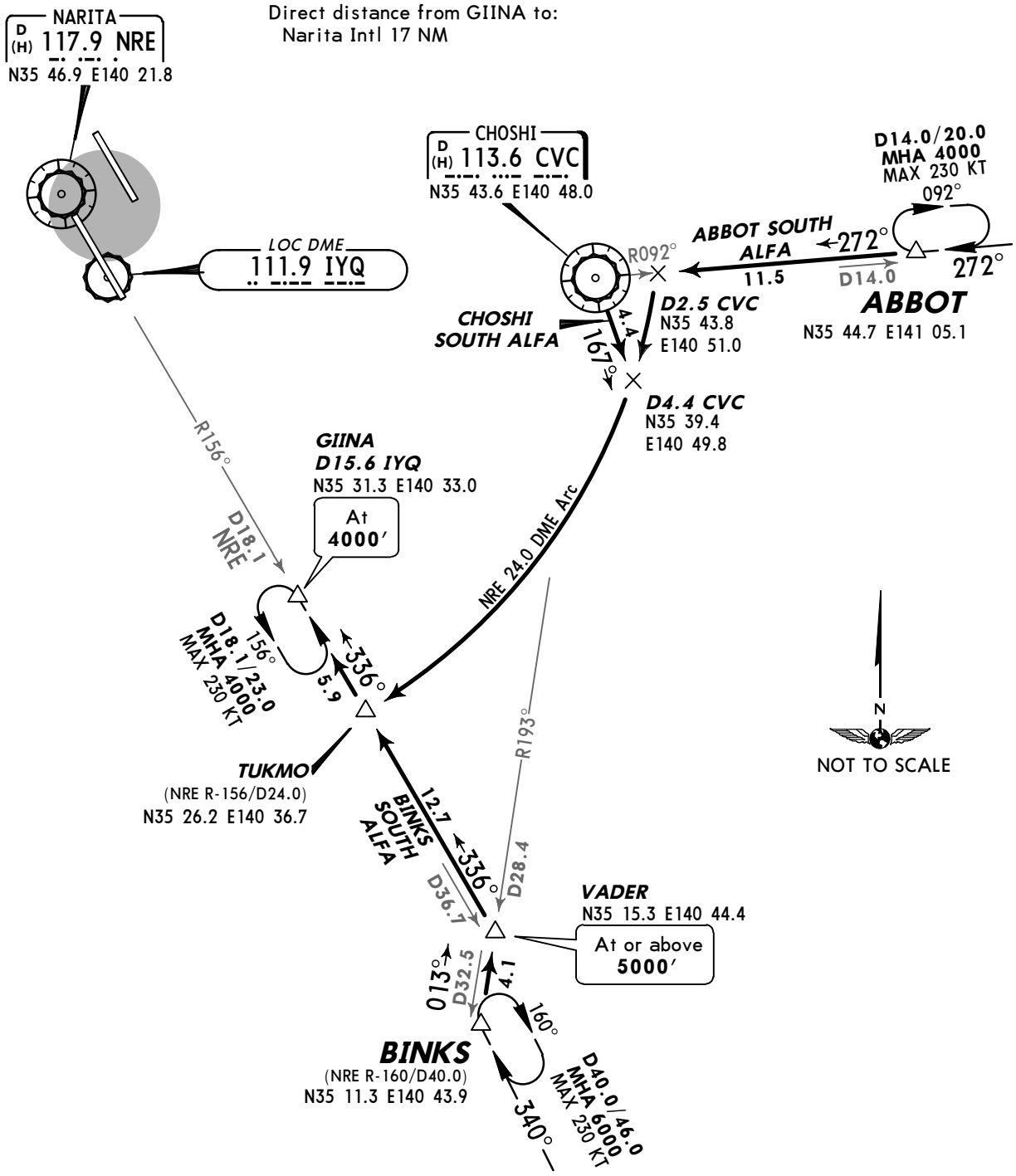
D-ATIS	Apt Elev	
128.25	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ABBOT SOUTH ALFA *[ABOTSA]*, BINKS SOUTH ALFA *[BINKSA]*, CHOSHI SOUTH ALFA *[CVCSA]* ARRIVALS



STAR	ROUTING
ABBOT SOUTH ALFA	From over ABBOT, via CVC R-092 to intercept and proceed via NRE 24.0 DME Arc clockwise to TUKMO, via NRE R-156 to GIINA.
BINKS SOUTH ALFA	From over BINKS, via CVC R-193 to VADER, via NRE R-156 to GIINA via TUKMO.
CHOSHI SOUTH ALFA	From over CVC, via CVC R-167 to intercept and proceed via NRE 24.0 DME Arc clockwise to TUKMO, via NRE R-156 to GIINA.

CHANGES: VENUS STAR removed, BINKS STAR added.

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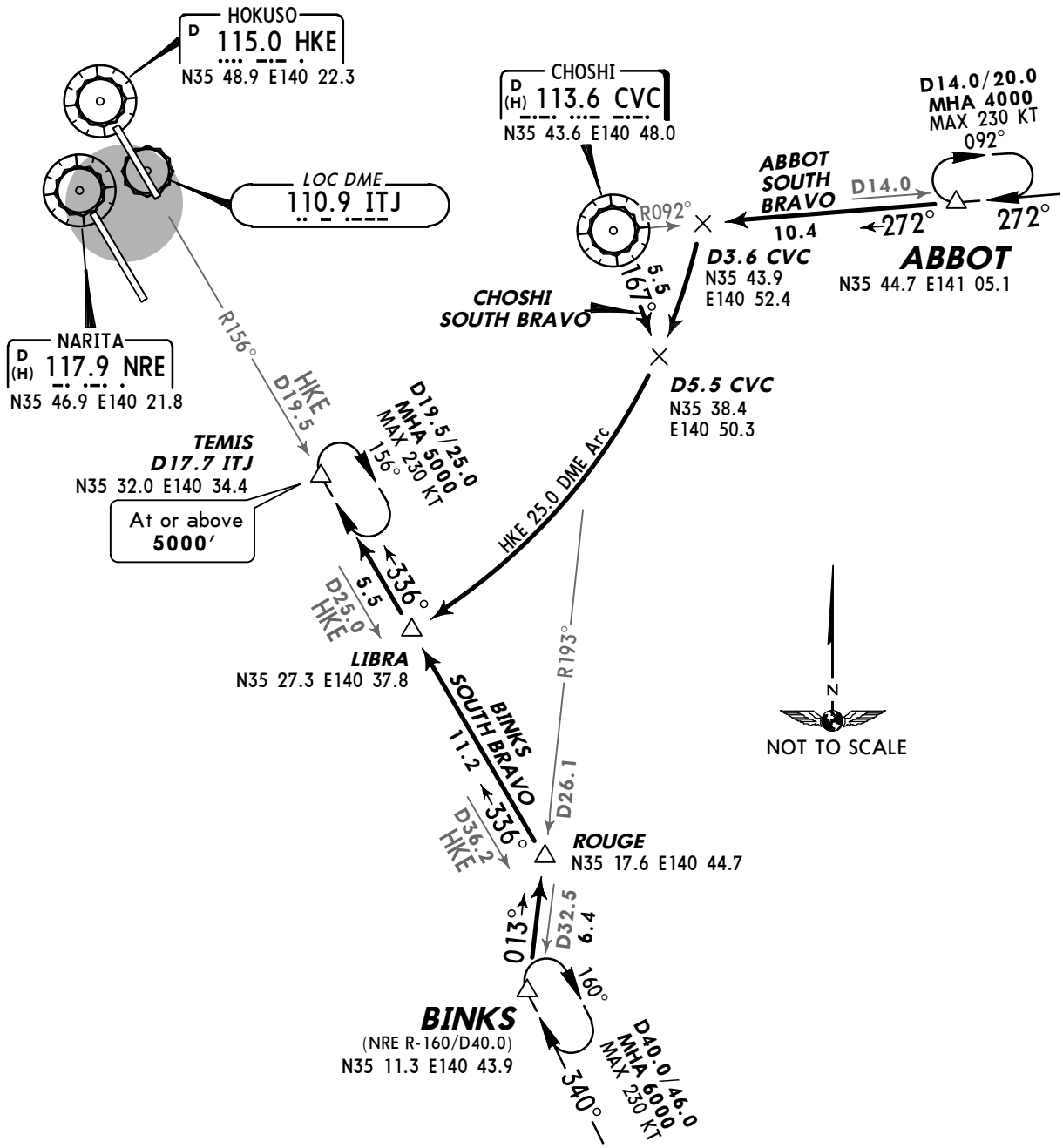
D-ATIS	Apt Elev	
128.25	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ABBOT SOUTH BRAVO *[ABOTSB]*, BINKS SOUTH BRAVO *[BINKSB]*, CHOSHI SOUTH BRAVO *[CVCSB]* ARRIVALS

Direct distance from TEMIS to:
Narita Intl 17 NM



STAR	ROUTING
ABBOT SOUTH BRAVO	From over ABBOT, via CVC R-092 to intercept and proceed via HKE 25.0 DME Arc clockwise to LIBRA, via HKE R-156 to TEMIS.
BINKS SOUTH BRAVO	From over BINKS, via CVC R-193 to ROUGE, via HKE R-156 to TEMIS via LIBRA.
CHOSHI SOUTH BRAVO	From over CVC, via CVC R-167 to intercept and proceed via HKE 25.0 DME Arc clockwise to LIBRA, via HKE R-156 to TEMIS.

CHANGES: VENUS STAR removed, BINKS STAR added.

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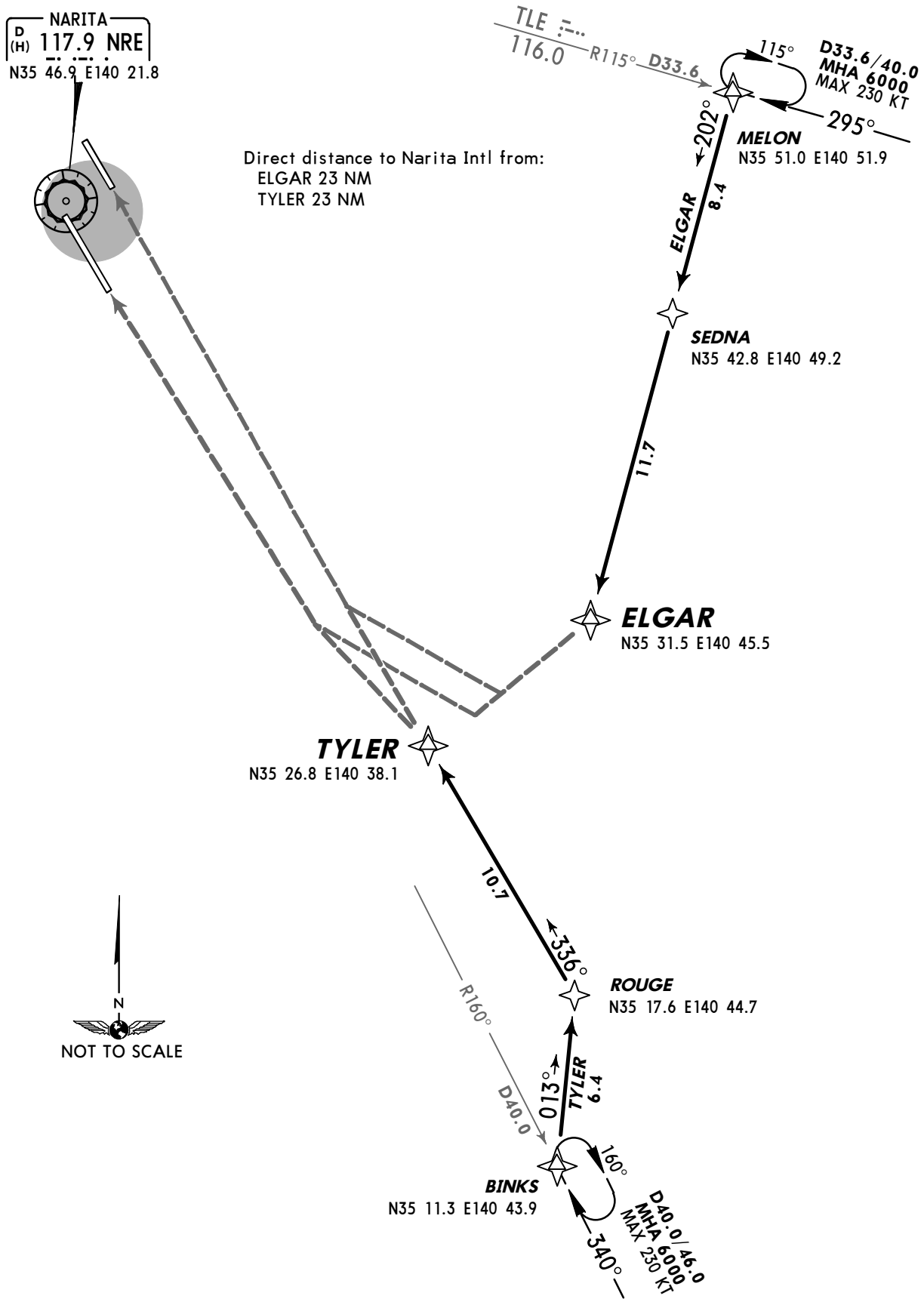
D-ATIS	Apt Elev	
128.25	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required. 3. RADAR service required.**

ELGAR *[ELGAR]*, TYLER *[TYLER]* ARRIVALS

(RWYS 34L/R)



STAR	ROUTING
ELGAR	From MELON, to SEDNA, to ELGAR.
TYLER	From BINKS, to ROUGE, to TYLER.

CHANGES: New procedures at this airport.

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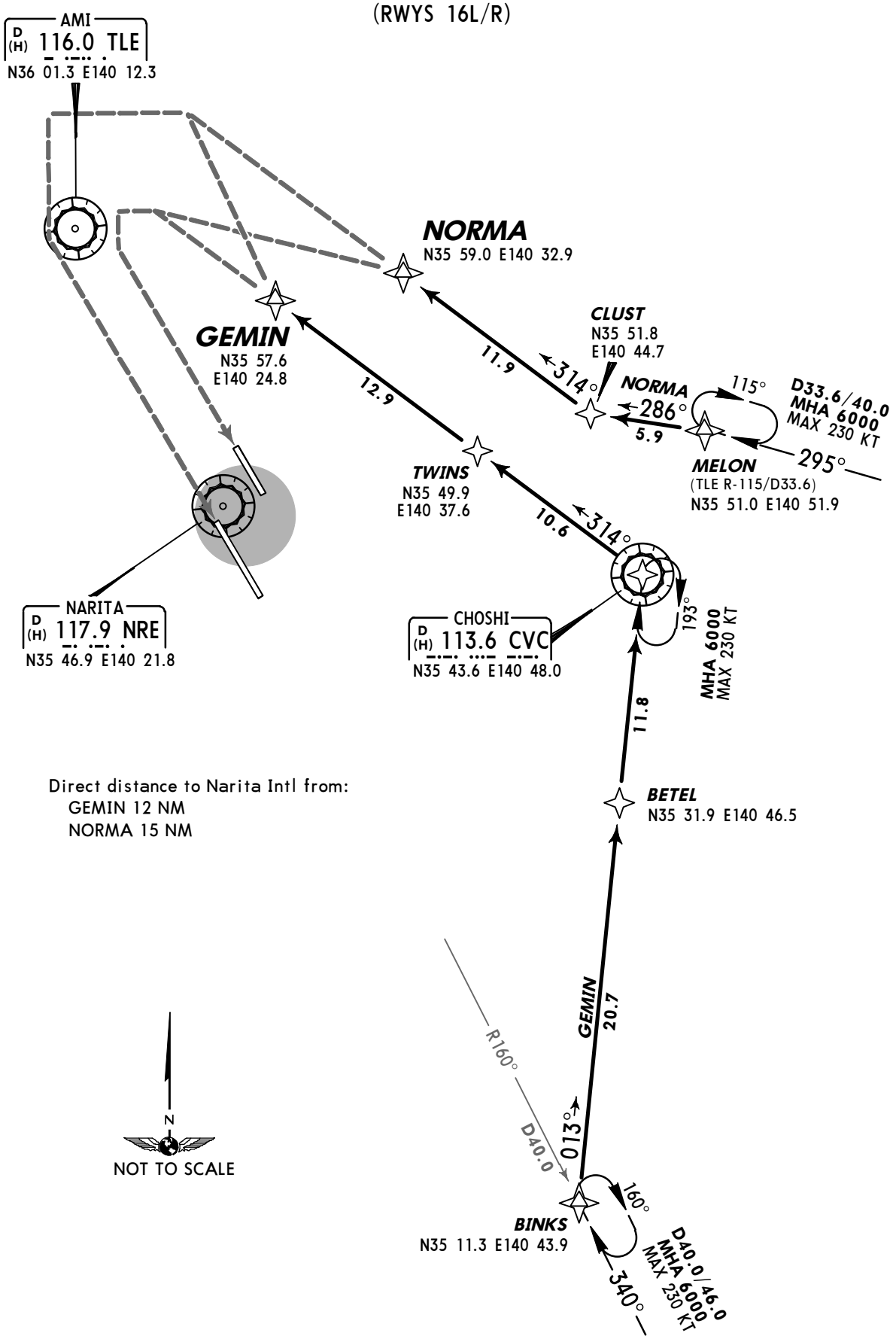
D-ATIS	Apt Elev	
128.25	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required. 3. RADAR service required.**

GEMIN *[GEMIN]*, NORMA *[NORMA]* ARRIVALS

(RWYS 16L/R)



STAR	ROUTING
GEMIN	From BINKS, to BETEL, to CVC, to TWINS, to GEMIN.
NORMA	From MELON, to CLUST, to NORMA.

CHANGES: New procedures at this airport.

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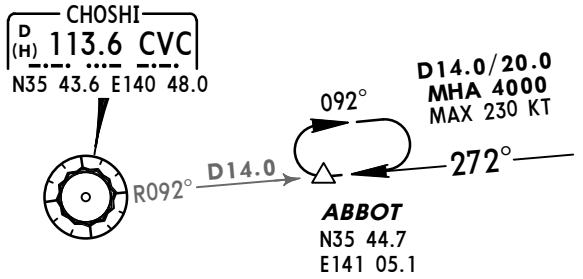
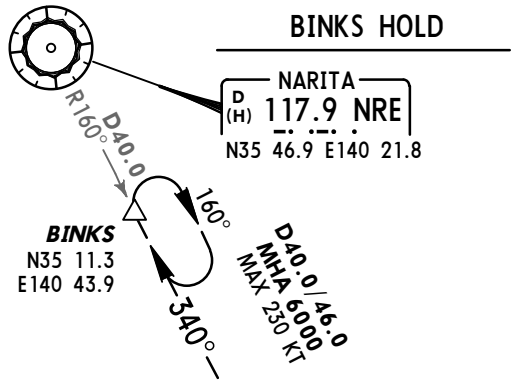
D-ATIS	Apt Elev	
128.25	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ARRIVAL HOLDING PROCEDURES

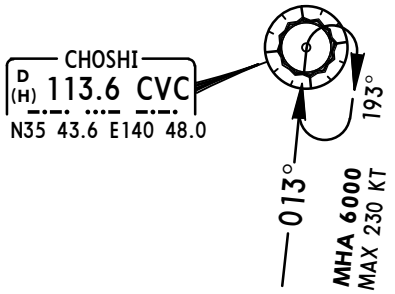
ABBOT HOLD



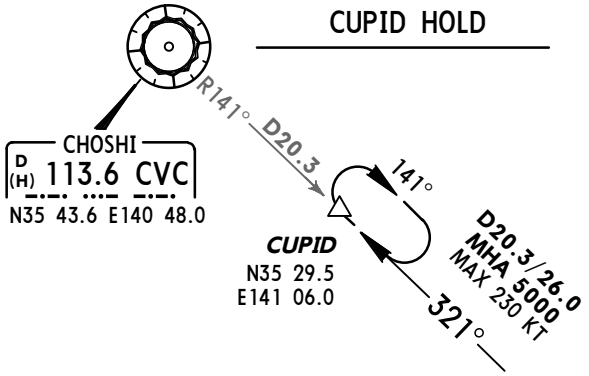
BINKS HOLD



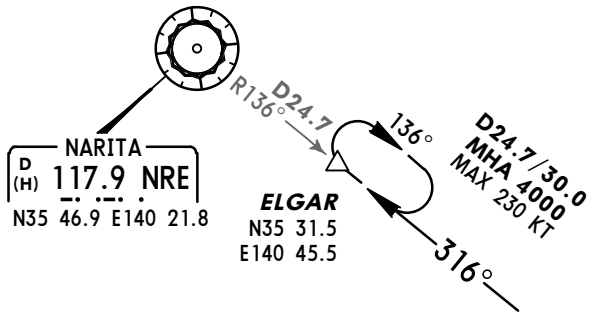
CHOSHI HOLD



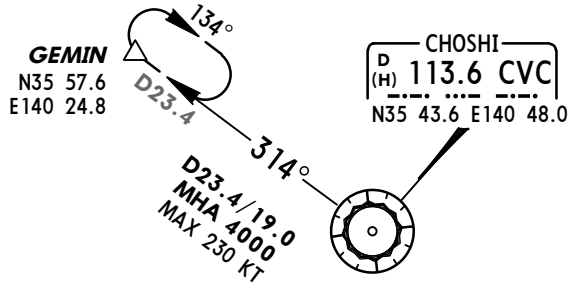
CUPID HOLD



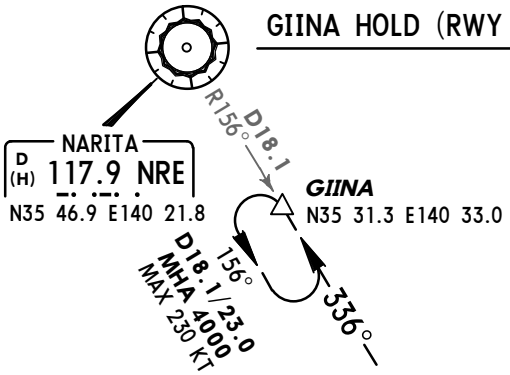
ELGAR HOLD (RWY 34)



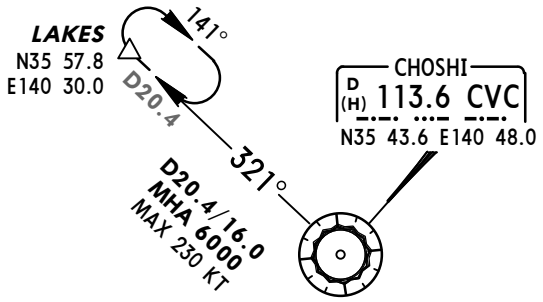
GEMIN HOLD (RWY 16)



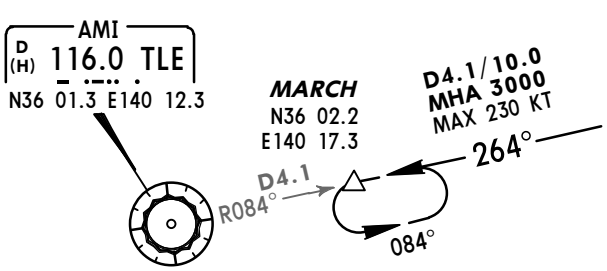
GIINA HOLD (RWY 34)



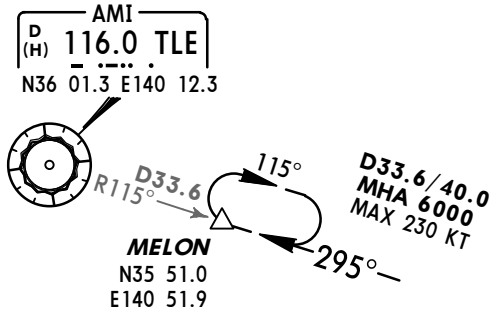
LAKES HOLD (RWY 16)



MARCH HOLD (RWY 16)



MELON HOLD



ALL HOLDS NOT TO SCALE

CHANGES: New chart.

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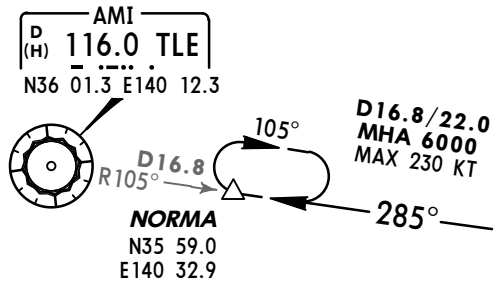
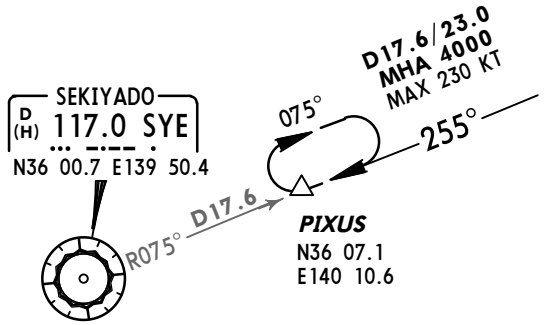
D-ATIS	Apt Elev	
128.25	135′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ARRIVAL HOLDING PROCEDURES (CONTD)

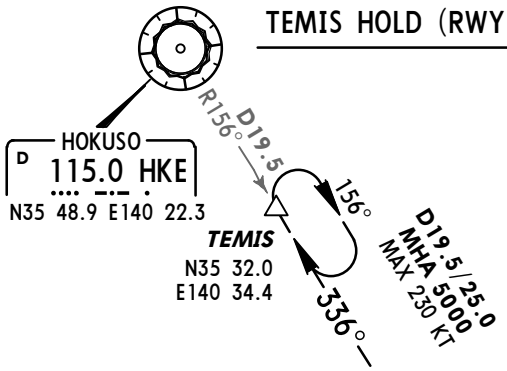
NORMA HOLD (RWY 16)



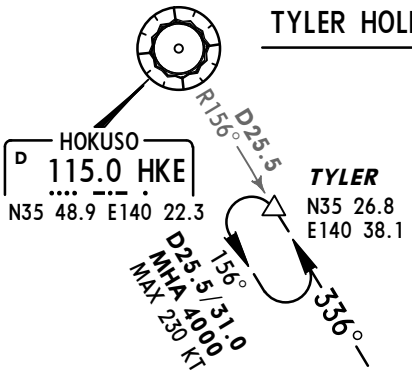
PIXUS HOLD (RWY 16)



TEMIS HOLD (RWY 34)



TYLER HOLD (RWY 34)



ALL HOLDS NOT TO SCALE

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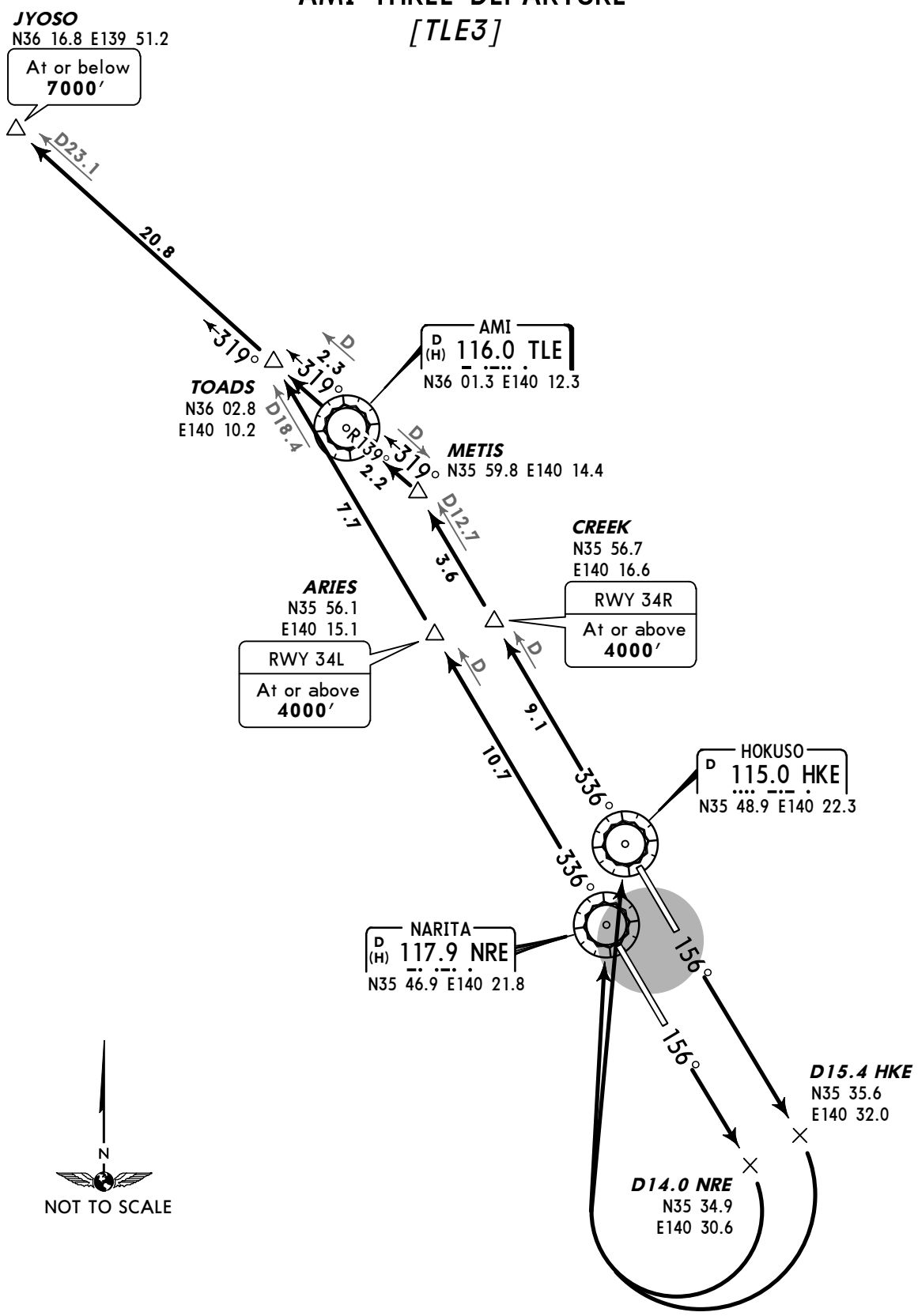
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′

AMI THREE DEPARTURE

[TLE3]



RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15.4 HKE, turn RIGHT direct to HKE, via HKE R-336 to METIS, via TLE R-139 to TLE, via TLE R-319 to JYOSO.
16R	Climb via NRE R-156 to D14.0 NRE, turn RIGHT, direct to NRE, via NRE R-336 to TOADS, via TLE R-319 to JYOSO.
34L	Climb via NRE R-336 to TOADS via ARIES, via TLE R-319 to JYOSO.
34R	Climb via HKE R-336 to METIS via CREEK, via TLE R-139 to TLE, via TLE R-319 to JYOSO.

CHANGES: Procedure renumbered, revised.

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SIMULTANEOUS PARALLEL INDEPENDENT DEPARTURES (SPID)

1. Applicable aircraft for SPID
   SPID will be conducted for the aircraft flying RNAV 1 SID on the adjacent runway complexes (RWY 16L/R or RWY 34L/34R)

2. Conditions
   SPID, where RADAR separation minima between aircraft on the adjacent straight-out departure courses are not prescribed, will be conducted when the following conditions are met.
   (1) Departure No Transgression Zone (DNTZ) 610m wide is established equidistant between initial straight-out segments of departure courses and is depicted on the RADAR display.
   (2) RADAR and appropriate frequencies are operating normally.
   (3) Due attention should be paid to weather conditions including wind shear alerts/reports, low visibility, severe weather activity, etc.

3. Information of SPID
   Aircraft shall be advised that SPID are in force. This information may be provided through ATIS broadcasts.
   "Simultaneous parallel departures (from runway [number] left and right are) in progress"

4. Validation and Phraseologies
   SPID shall be conducted with the following procedure;
   (1) (A) ATC confirms a pilot the initial fix before a take-off clearance, using the following phraseology.
   "VERIFY INITIAL WAYPOINT [initial fix]."
   (B) Regardless of (A), ATC may issue a take-off clearance with the required RNAV path to the initial fix on RNAV SID, using the following phraseology. Any read-back of ATC instructions must be verbatim.
   "RNAV TO [initial fix], RUNWAY [number], CLEARED FOR TAKE OFF"
   Note 1: These phraseologies require pilots' action to validate correct programming of the departure runway and departure procedures in Flight Management System (FMS) prior to take-off. Pilots are expected to verify that the fix is correctly associated with the departure runway. (see Table 1)

RUNWAY	INITIAL FIX	Departure Frequency* **
16L	BEAMS	119.6MHz
16R	ASPEN	124.2MHz
34L	ARIES	124.2MHz
34R	BOXER	119.6MHz

   * Unless otherwise instructed by ATC, a departure frequency is assigned for each runway.
   ** Do not change a frequency to the Departure Frequency until instructed by Tower.
   (2) If the loaded SID in FMS does not satisfy the initial-waypoint verification, pilots shall immediately advise ATC and shall not take-off until alternative instructions are received.

5. Track monitoring
   Track monitoring for SPID shall be provided as follows;
   (1) Track monitoring controllers for each runway provide an initial departure control to ensure aircraft does not deviate from RNAV SID through the initial straight-out climb.
   (2) Aircraft observed to continue on a track which will penetrate DNTZ will be instructed a heading to avoid aircraft on the adjacent departure course. If a deviating aircraft fails to respond to such instructions or is observed to penetrating DNTZ, the aircraft on the adjacent departure course shall be instructed to avoid the deviating aircraft.
   "TRAFFIC ALERT, [aircraft identification], TURN LEFT/RIGHT IMMEDIATELY, HEADING [number], (CLIMB AND) MAINTAIN [altitude]."

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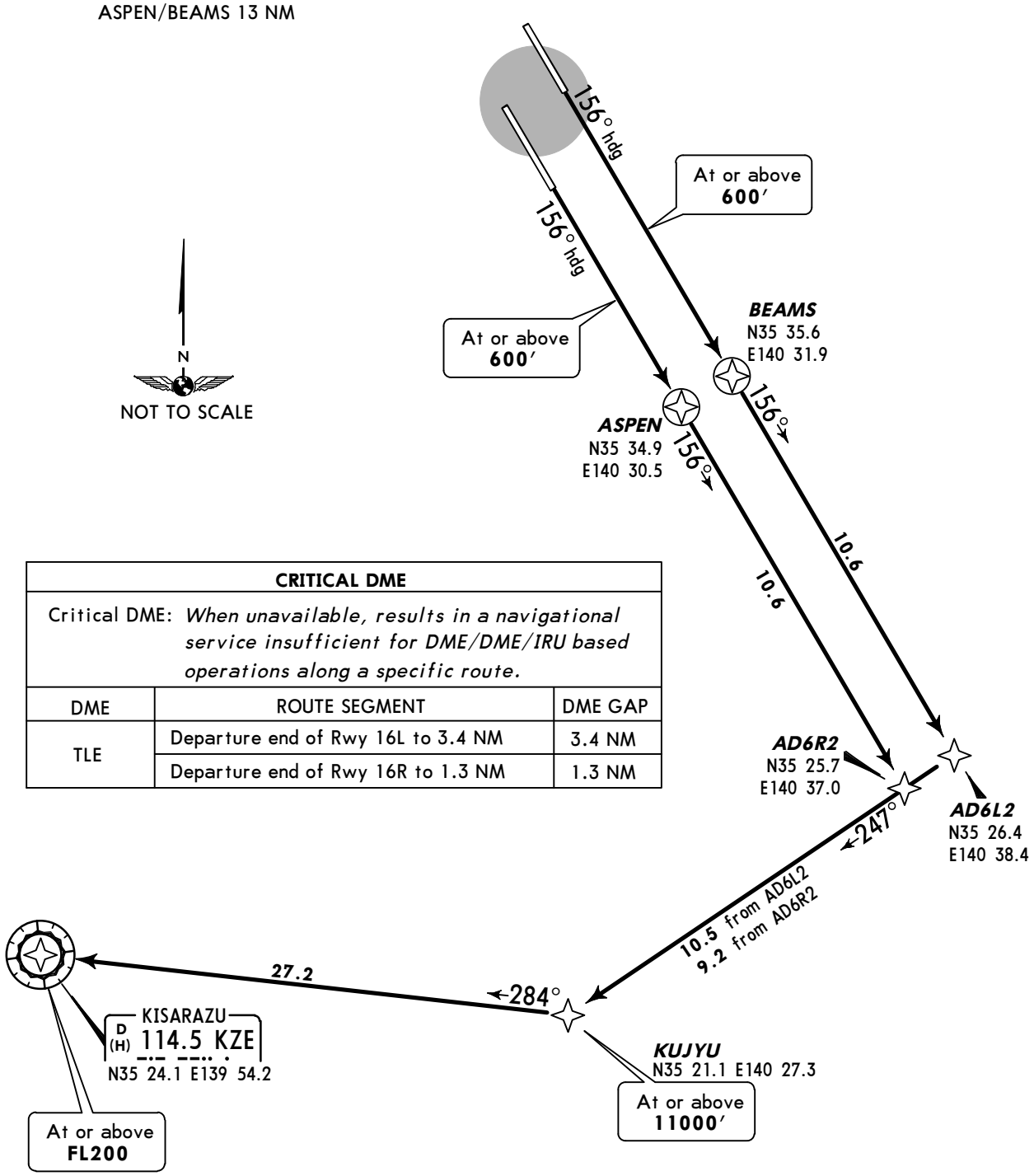
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1. 2. DME/DME/IRU or GNSS required.** **3. RADAR service required.** 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

BAY FOUR DEPARTURE

[BAY4]

(RWYS 16L/R)

Direct distance from Narita Intl to:
ASPEN/BEAMS 13 NM



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
TLE	Departure end of Rwy 16L to 3.4 NM	3.4 NM
	Departure end of Rwy 16R to 1.3 NM	1.3 NM

RWY	INITIAL CLIMB
16L	Climb on heading 156° to at or above 600′, direct BEAMS, to AD6L2, to KUJYU, to KZE.
16R	Climb on heading 156° to at or above 600′, direct ASPEN, to AD6R2, to KUJYU, to KZE.

CHANGES: None.

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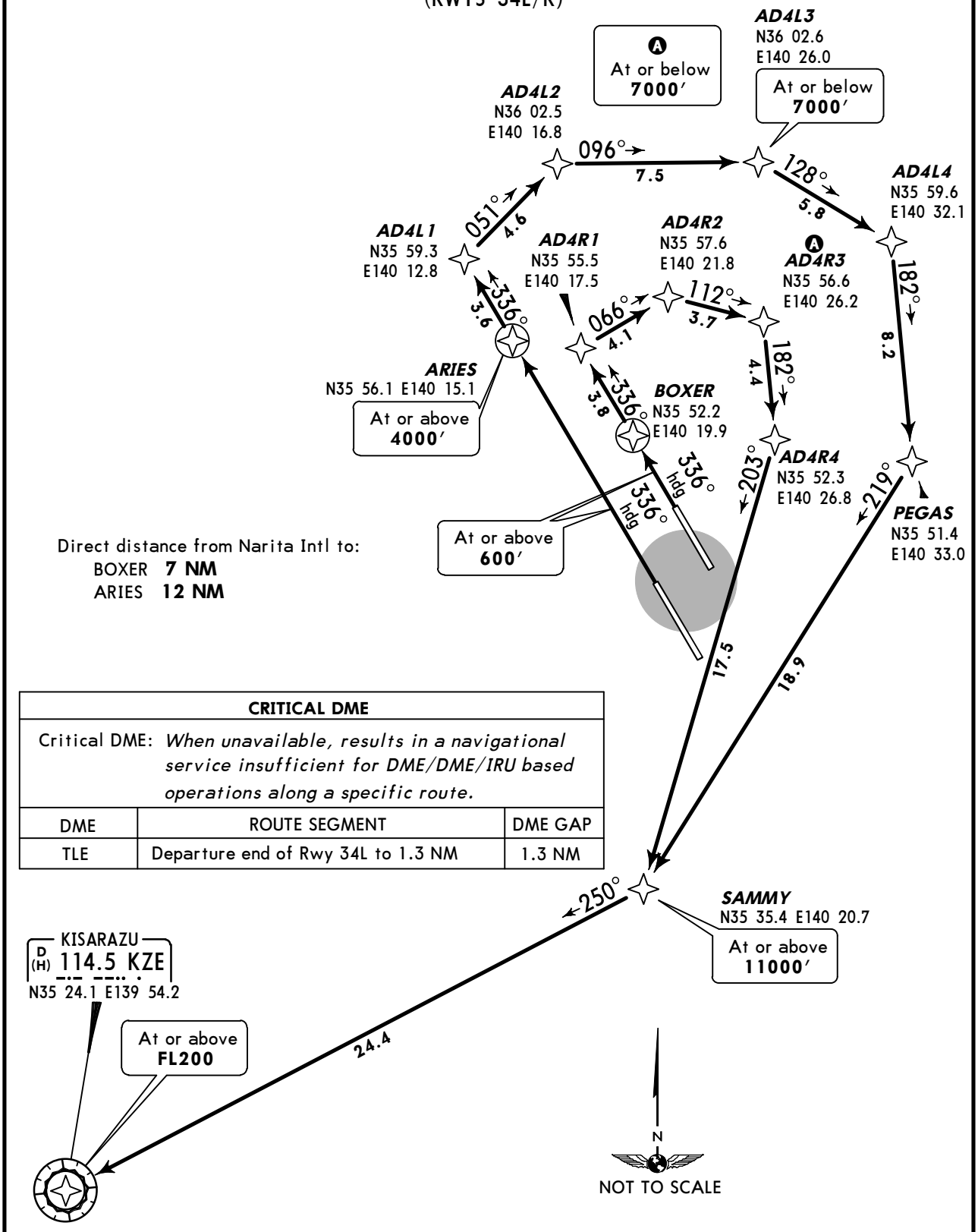
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**

BAY FOUR DEPARTURE

[BAY4]

(RWYS 34L/R)



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
TLE	Departure end of Rwy 34L to 1.3 NM	1.3 NM

RWY	INITIAL CLIMB
34L	Climb on heading 336° to at or above **600′,** direct ARIES, to AD4L1, to AD4L2, to AD4L3, to AD4L4, to PEGAS, to SAMMY, to KZE.
34R	Climb on heading 336° to at or above **600′,** direct BOXER, to AD4R1, to AD4R2, to AD4R3, to AD4R4, to SAMMY, to KZE.

CHANGES: Procedure renumbered, AD4L5 renamed PEGAS, bearing.

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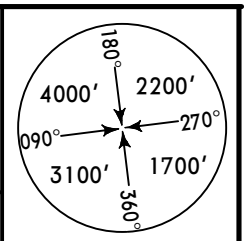
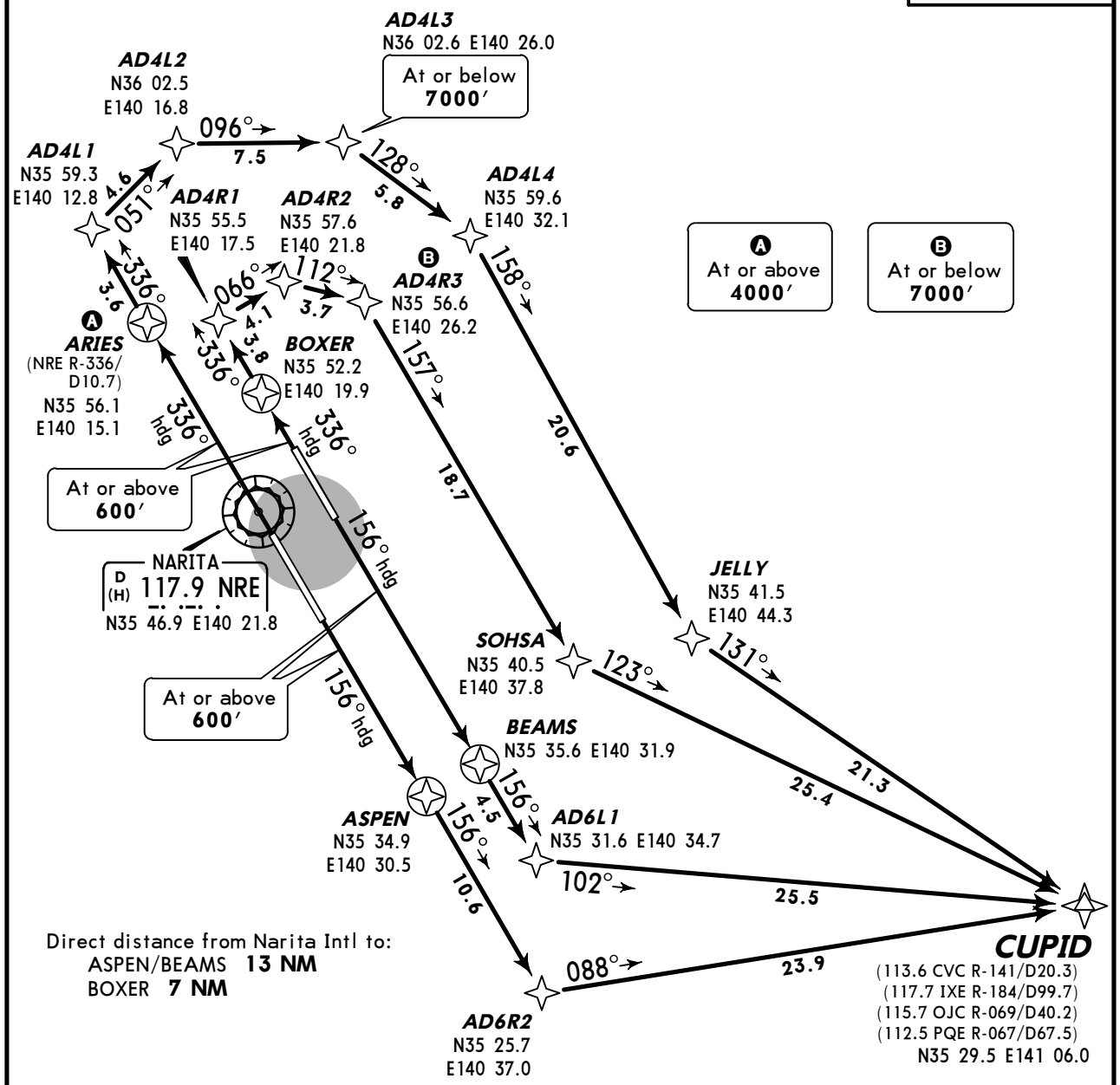
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**



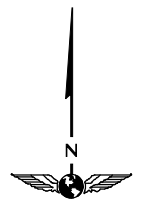
MSA NRE VOR

CUPID ONE DEPARTURE *[CUPID1]*



Direct distance from Narita Intl to:
ASPEN/BEAMS **13 NM**
BOXER **7 NM**

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
TLE	Departure end of Rwy 16L to 3.4 NM	3.4 NM
	Departure end of Rwy 16R to 1.3 NM	1.3 NM
	Departure end of Rwy 34L to 1.3 NM	1.3 NM



NOT TO SCALE

RWY	INITIAL CLIMB
16L	Climb on heading 156° to at or above **600′,** direct BEAMS, to AD6L1, to CUPID.
16R	Climb on heading 156° to at or above **600′,** direct ASPEN, to AD6R2, to CUPID.
34L	Climb on heading 336° to at or above **600′,** direct ARIES, to AD4L1, to AD4L2, to AD4L3, to AD4L4, to JELLY, to CUPID.
34R	Climb on heading 336° to at or above **600′,** direct BOXER, to AD4R1, to AD4R2, to AD4R3, to SOHSA, to CUPID.

CHANGES: None.

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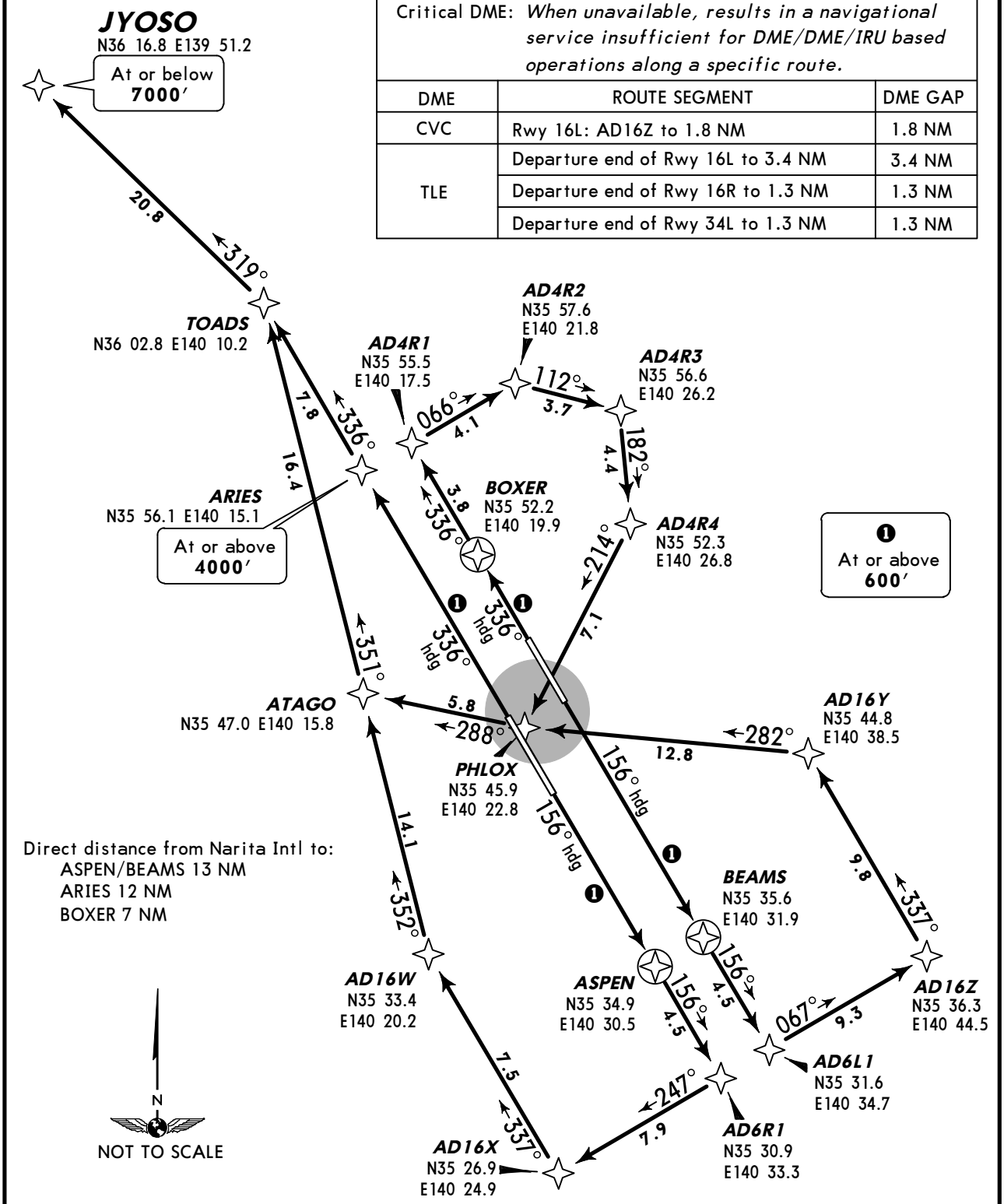
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1. 2. DME/DME/IRU or GNSS required.** **3. RADAR service required.** 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

JYOSO FIVE DEPARTURE *[JYOSO5]*

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
CVC	Rwy 16L: AD16Z to 1.8 NM	1.8 NM
TLE	Departure end of Rwy 16L to 3.4 NM	3.4 NM
	Departure end of Rwy 16R to 1.3 NM	1.3 NM
	Departure end of Rwy 34L to 1.3 NM	1.3 NM



RWY	INITIAL CLIMB
16L	Climb on heading 156° at or above 600′, direct to BEAMS, to AD6L1, to AD16Z, to AD16Y, to PHLOX, to ATAGO, to TOADS, to JYOSO.
16R	Climb on heading 156° at or above 600′, direct to ASPEN, to AD6R1, to AD16X, to AD16W, to ATAGO, to TOADS, to JYOSO.
34L	Climb on heading 336° at or above 600′, direct to ARIES, to TOADS, to JYOSO.
34R	Climb on heading 336° at or above 600′, direct to BOXER, to AD4R1, to AD4R2, to AD4R3, to AD4R4, to PHLOX, to ATAGO, to TOADS, to JYOSO.

CHANGES: Procedure renumbered, revised.

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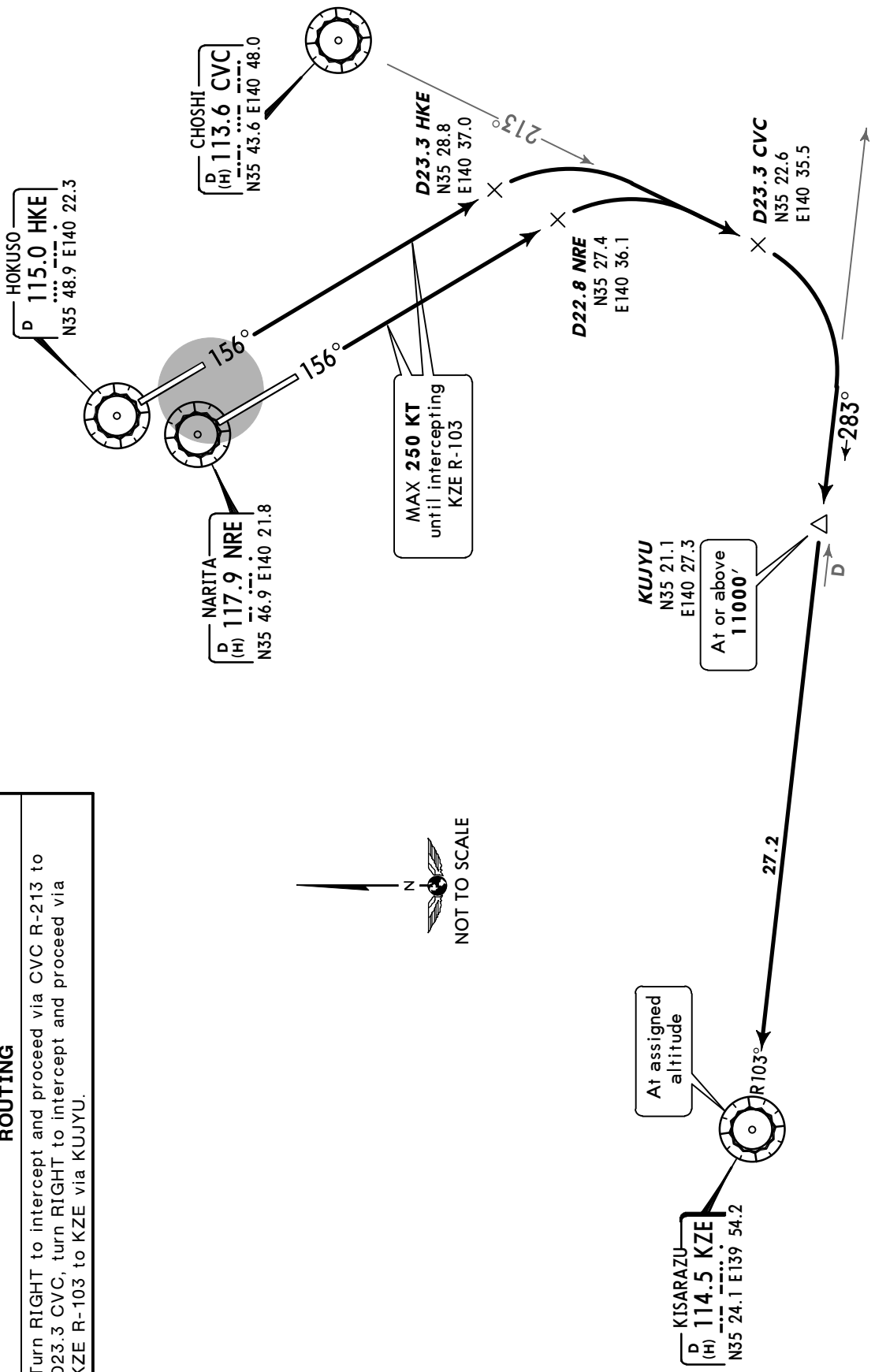
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′

KISARAZU TWO DEPARTURE *[KZE2]*

(RWYS 16L/R)

SPEED: DO NOT EXCEED 250 KIAS UNTIL INTERCEPTING KZE R-103



RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D23.3 HKE.
16R	Climb via NRE R-156 to D22.8 NRE.

ROUTING

Turn RIGHT to intercept and proceed via CVC R-213 to D23.3 CVC, turn RIGHT to intercept and proceed via KZE R-103 to KZE via KUJYU.

CHANGES: None.

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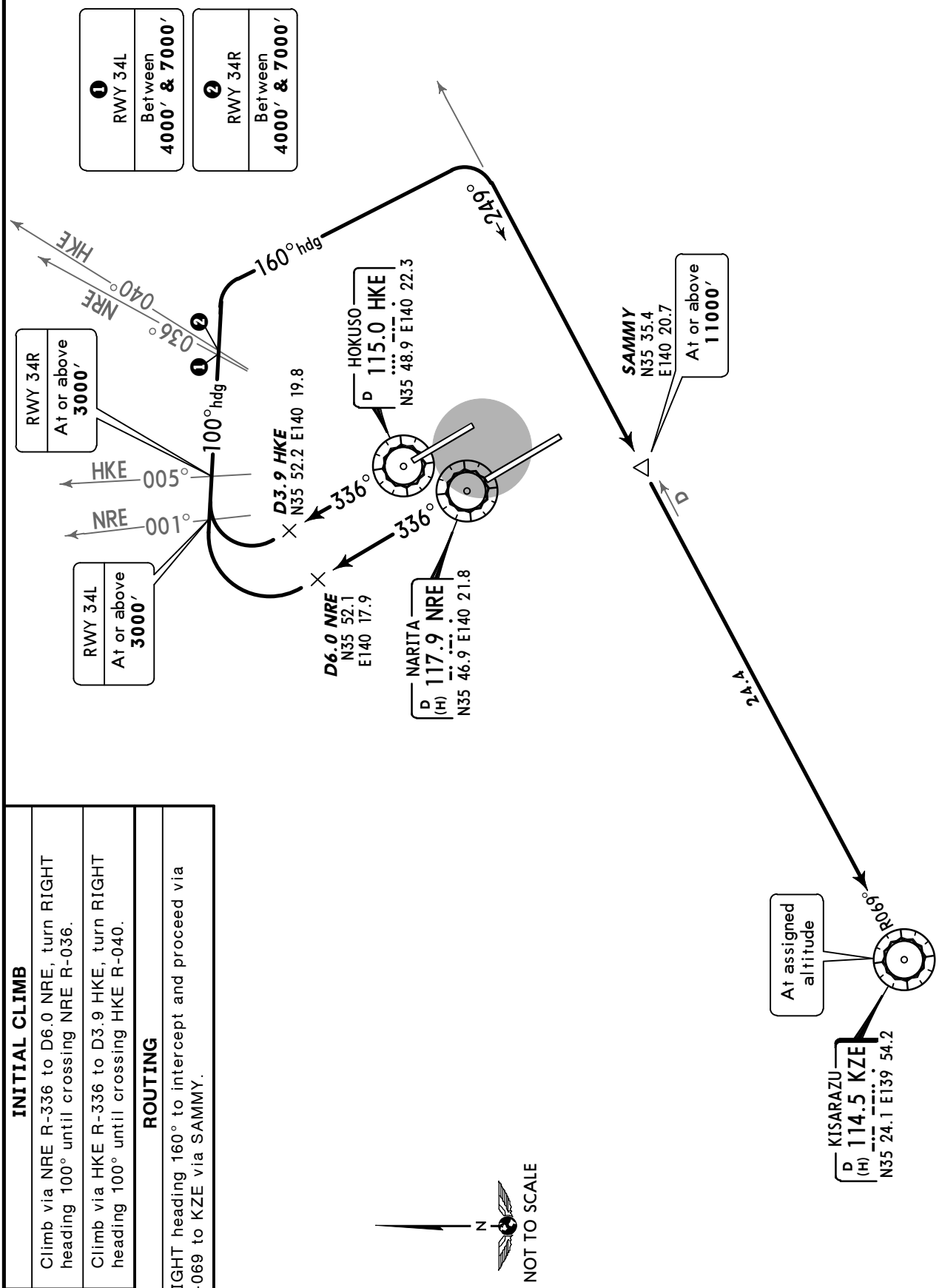
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′

KISARAZU TWO DEPARTURE *[KZE2]*

(RWYS 34L/R)



RWY	INITIAL CLIMB
34L	Climb via NRE R-336 to D6.0 NRE, turn RIGHT heading 100° until crossing NRE R-036.
34R	Climb via HKE R-336 to D3.9 HKE, turn RIGHT heading 100° until crossing HKE R-040.

ROUTING

Turn RIGHT heading 160° to intercept and proceed via KZE R-069 to KZE via SAMMY.

CHANGES: Procedure renumbered, revised.

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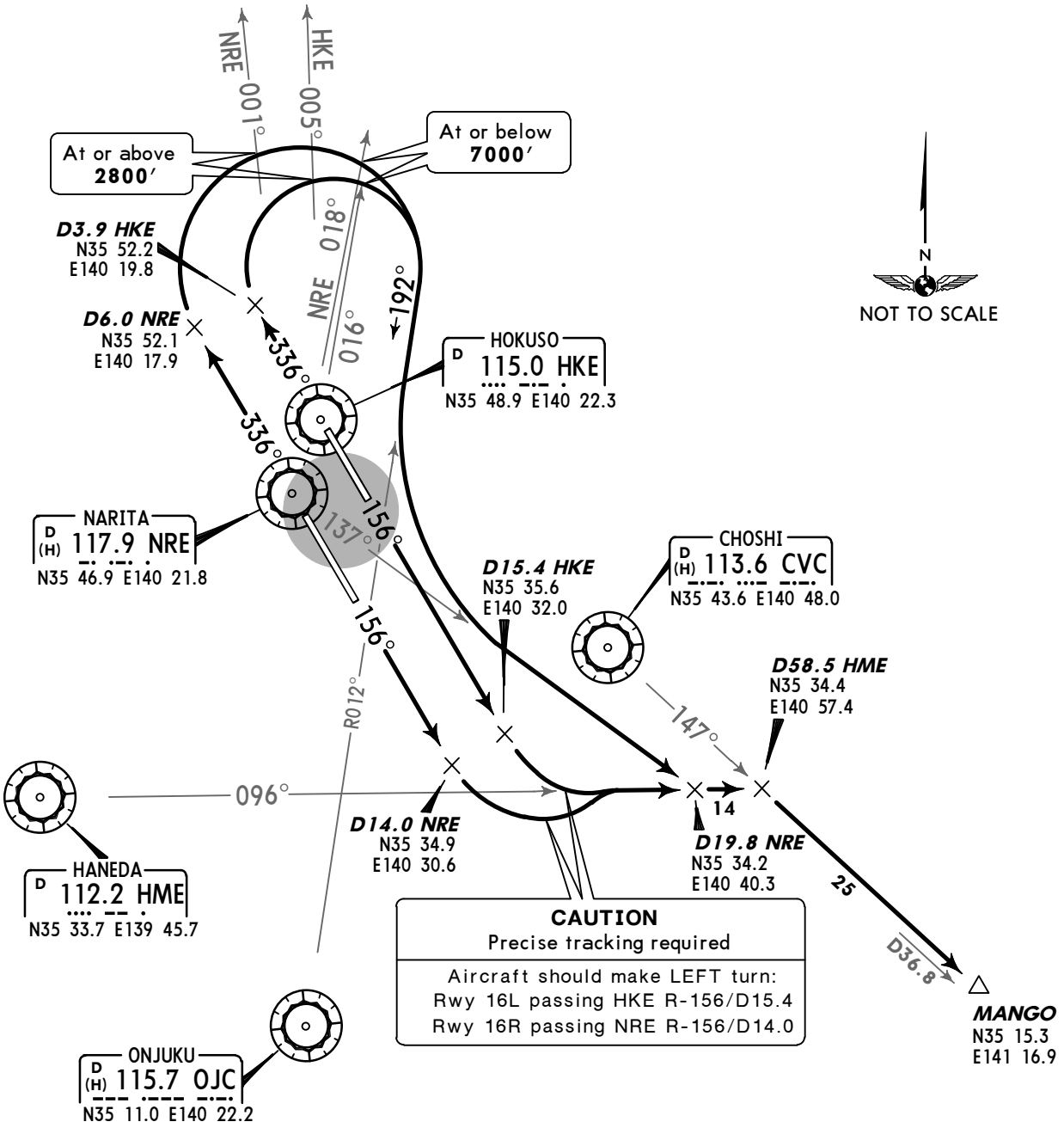
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′

KIWII ONE DEPARTURE
[KIWII1]



RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15.4 HKE, turn LEFT to intercept and proceed via HME R-096, via CVC R-147 to MANGO.
16R	Climb via NRE R-156 to D14.0 NRE, turn LEFT to intercept and proceed via HME R-096, via CVC R-147 to MANGO.
34L	Climb via NRE R-336 to D6.0 NRE, turn RIGHT, via OJC R-012 to intercept and proceed via NRE R-137, via HME R-096, via CVC R-147 to MANGO.
34R	Climb via HKE R-336 to D3.9 HKE, turn RIGHT, via OJC R-012 to intercept and proceed via NRE R-137, via HME R-096, via CVC R-147 to MANGO.

CHANGES: None.

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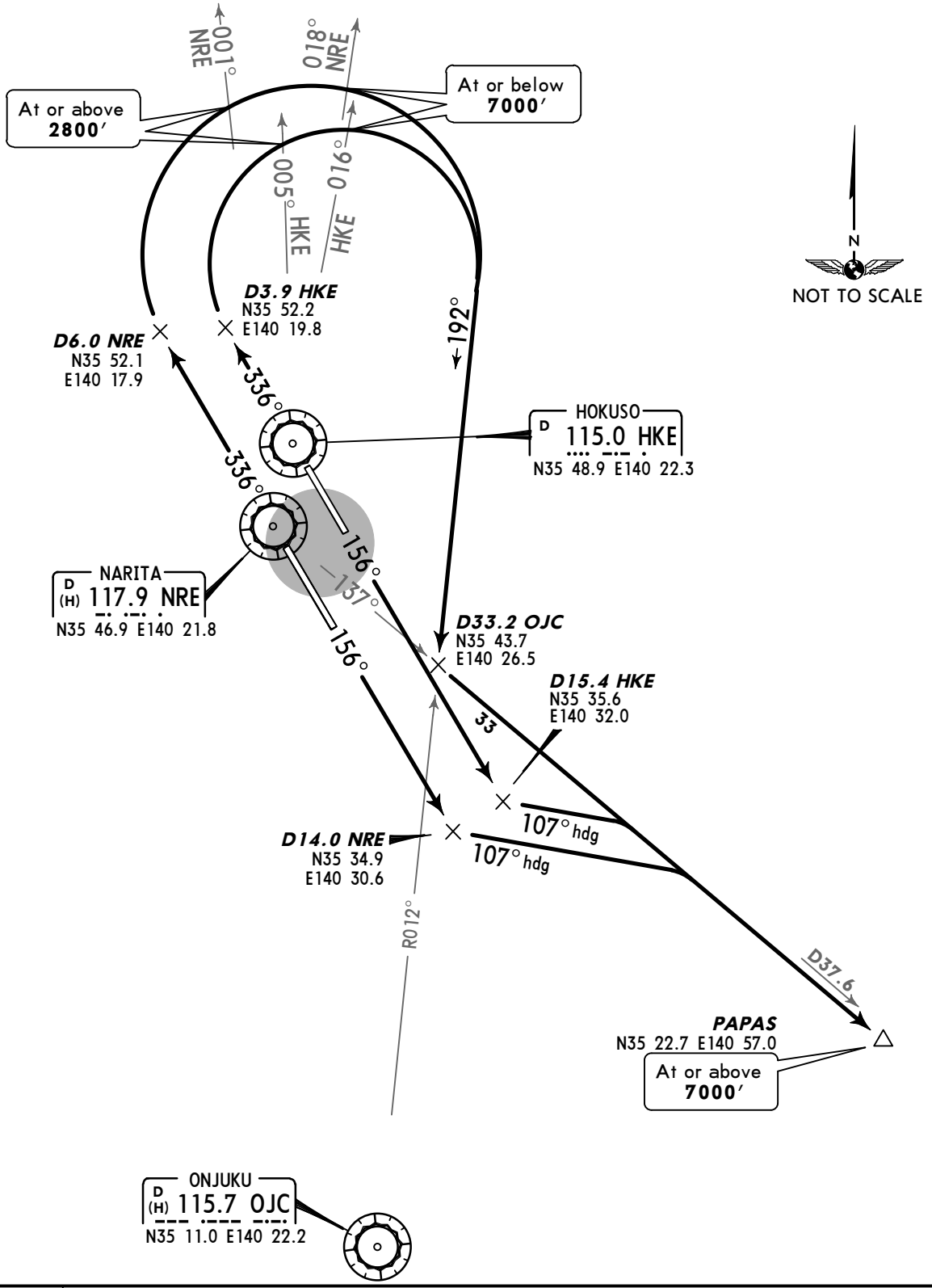
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′

MAMAS ONE DEPARTURE
[MAMAS1]



RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15.4 HKE, turn LEFT heading 107° to intercept and proceed via NRE R-137 to PAPAS.
16R	Climb via NRE R-156 to D14.0 NRE, turn LEFT heading 107° to intercept and proceed via NRE R-137 to PAPAS.
34L	Climb via NRE R-336 to D6.0 NRE, turn RIGHT via OJC R-012 to intercept and proceed via NRE R-137 to PAPAS.
34R	Climb via HKE R-336 to D3.9 HKE, turn RIGHT via OJC R-012 to intercept and proceed via NRE R-137 to PAPAS.

CHANGES: None.

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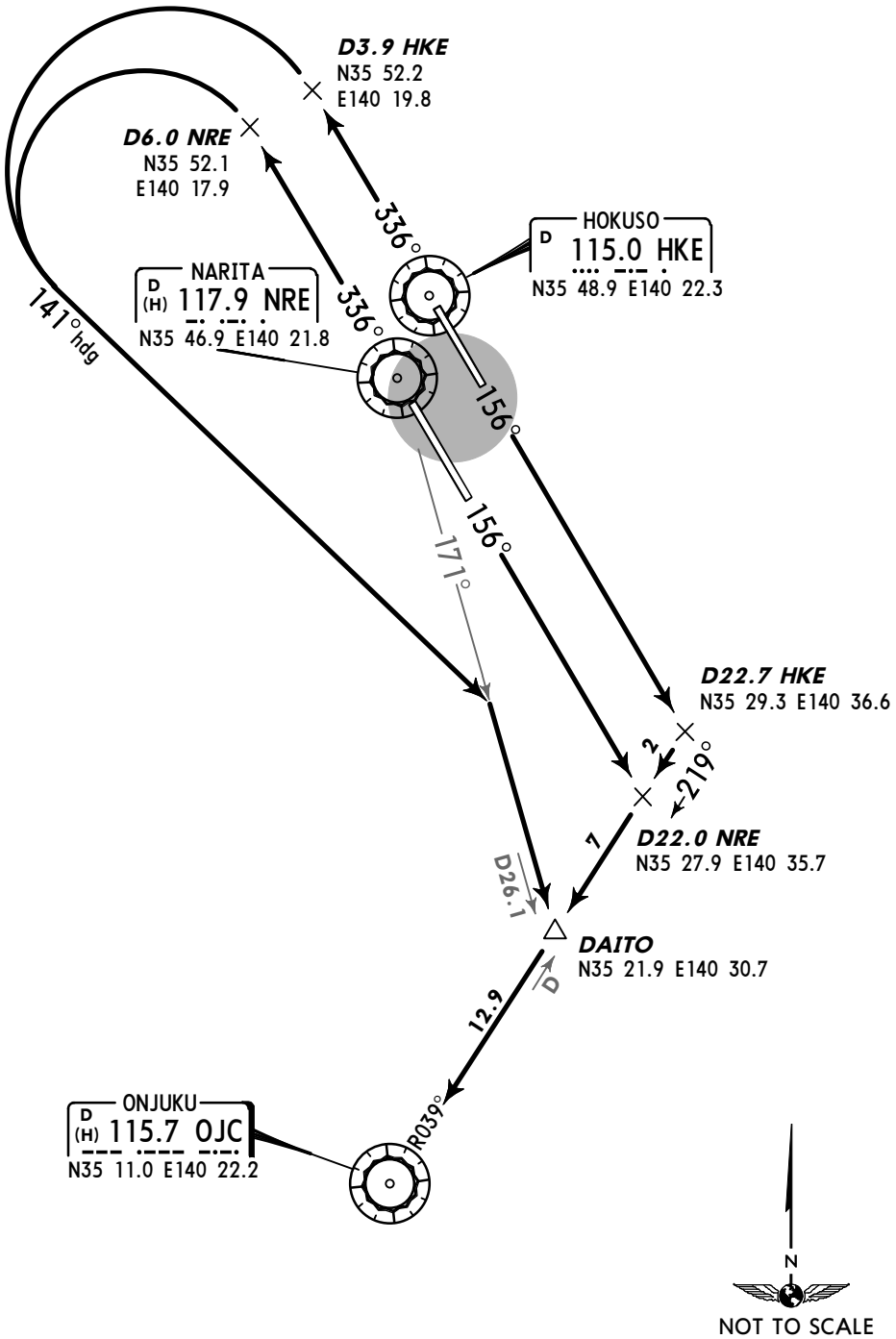
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′

ONJUKU FOUR DEPARTURE
[OJC4]



RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to intercept and proceed via OJC R-039 to OJC.
16R	Climb via NRE R-156 to intercept and proceed via OJC R-039 to OJC.
34L	Climb via NRE R-336 to D6.0 NRE, turn LEFT heading 141° to intercept and proceed via NRE R-171 to DAITO, via OJC R-039 to OJC.
34R	Climb via HKE R-336 to D3.9 HKE, turn LEFT heading 141° to intercept and proceed via NRE R-171 to DAITO, via OJC R-039 to OJC.

CHANGES: Procedure renumbered, revised.

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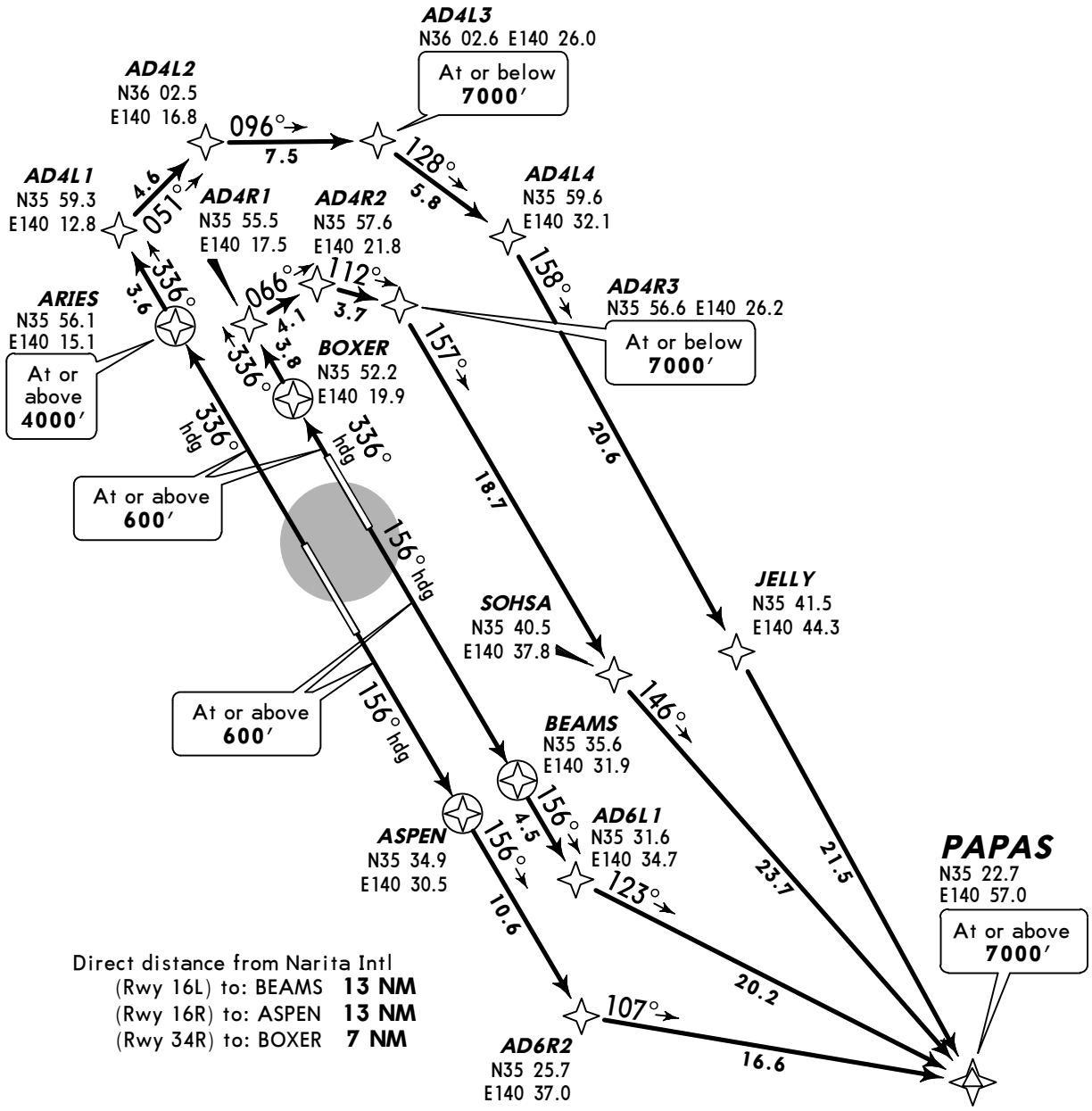
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required. 3. RADAR required.** 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

PAPAS THREE DEPARTURE*[PAPAS3]*



Direct distance from Narita Intl
(Rwy 16L) to: BEAMS **13 NM**
(Rwy 16R) to: ASPEN **13 NM**
(Rwy 34R) to: BOXER **7 NM**

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
TLE	Departure end of Rwy 16L to 3.4 NM	3.4 NM
	Departure end of Rwy 16R to 1.3 NM	1.3 NM
	Departure end of Rwy 34L to 1.3 NM	1.3 NM

N
NOT TO SCALE

RWY	INITIAL CLIMB
16L	Climb on heading 156° to at or above **600′,** direct BEAMS, to AD6L1, to PAPAS.
16R	Climb on heading 156° to at or above **600′,** direct ASPEN, to AD6R2, to PAPAS.
34L	Climb on heading 336° to at or above **600′,** direct ARIES, to AD4L1, to AD4L2, to AD4L3, to AD4L4, to JELLY, to PAPAS.
34R	Climb on heading 336° to at or above **600′,** direct BOXER, to AD4R1, to AD4R2, to AD4R3, to SOHSA, to PAPAS.

CHANGES: None.

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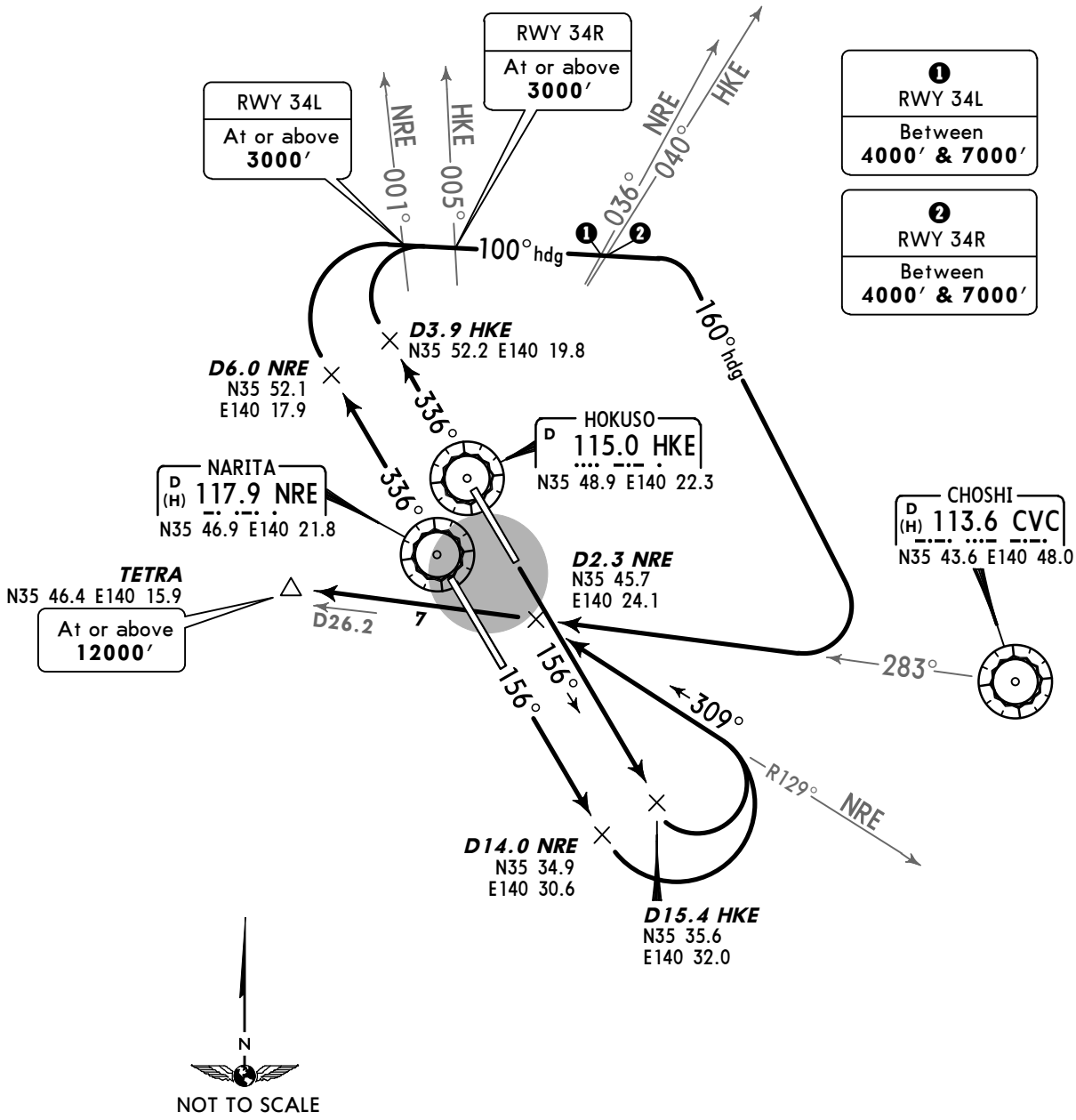
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′

SAKURA TWO DEPARTURE
[SAKUR2]



RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15.4 HKE, turn LEFT to intercept and proceed via NRE R-129, via CVC R-283 to TETRA.
16R	Climb via NRE R-156 to D14.0 NRE, turn LEFT to intercept and proceed via NRE R-129, via CVC R-283 to TETRA.
34L	Climb via NRE R-336 to D6.0 NRE, turn RIGHT heading 100° until crossing NRE R-036, turn RIGHT heading 160° to intercept and proceed via CVC R-283 to TETRA.
34R	Climb via HKE R-336 to D3.9 HKE, turn RIGHT heading 100° until crossing HKE R-040, turn RIGHT heading 160° to intercept and proceed via CVC R-283 to TETRA.

CHANGES: Airways cancelled.

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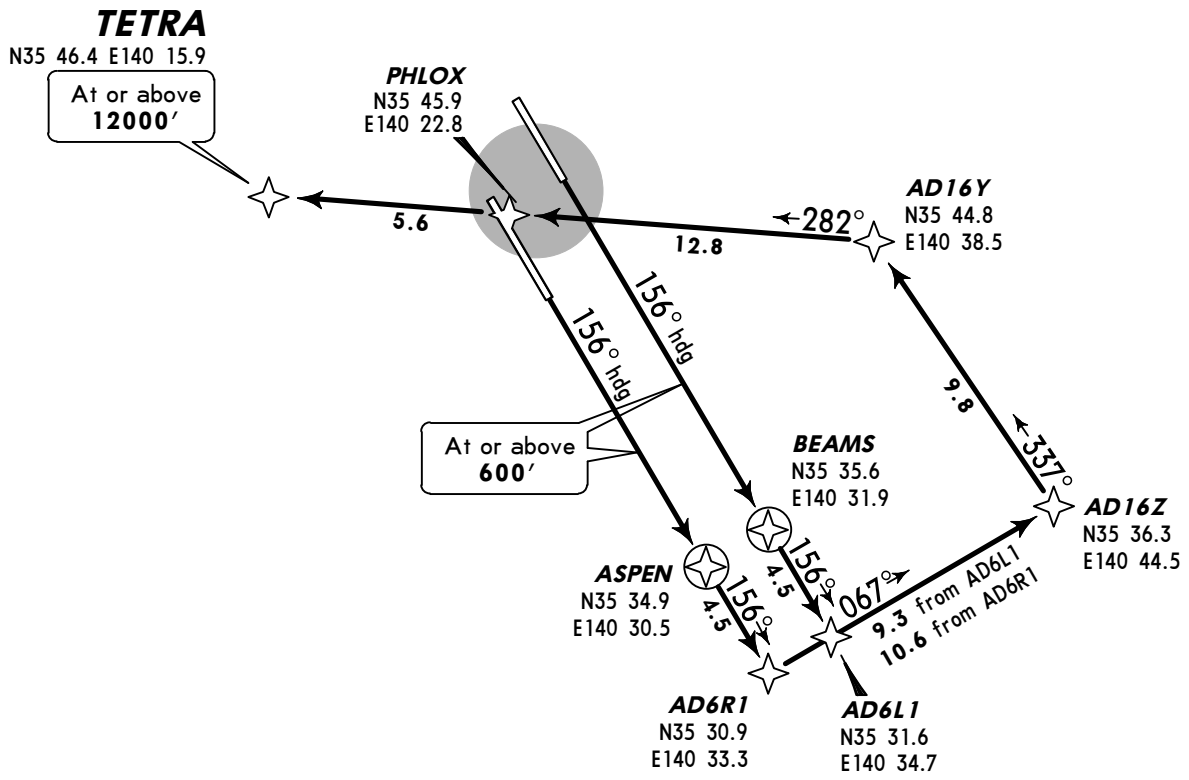
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**

TETRA FOUR DEPARTURE

[TETRA4]

(RWYS 16L/R)

Direct distance from Narita Intl to:
ASPEN/BEAMS **13 NM**



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
CVC	Rwys 16L/R: AD16Z to 1.8 NM	1.8 NM
TLE	Departure end of Rwy 16L to 3.4 NM	3.4 NM
	Departure end of Rwy 16R to 1.3 NM	1.3 NM

NOT TO SCALE

RWY	INITIAL CLIMB
16L	Climb on heading 156° to at or above **600′,** direct BEAMS, to AD6L1, to AD16Z, to AD16Y, to PHLOX, to TETRA.
16R	Climb on heading 156° to at or above **600′,** direct ASPEN, to AD6R1, to AD16Z, to AD16Y, to PHLOX, to TETRA.

CHANGES: Procedure renumbered, PHLOX waypoint.

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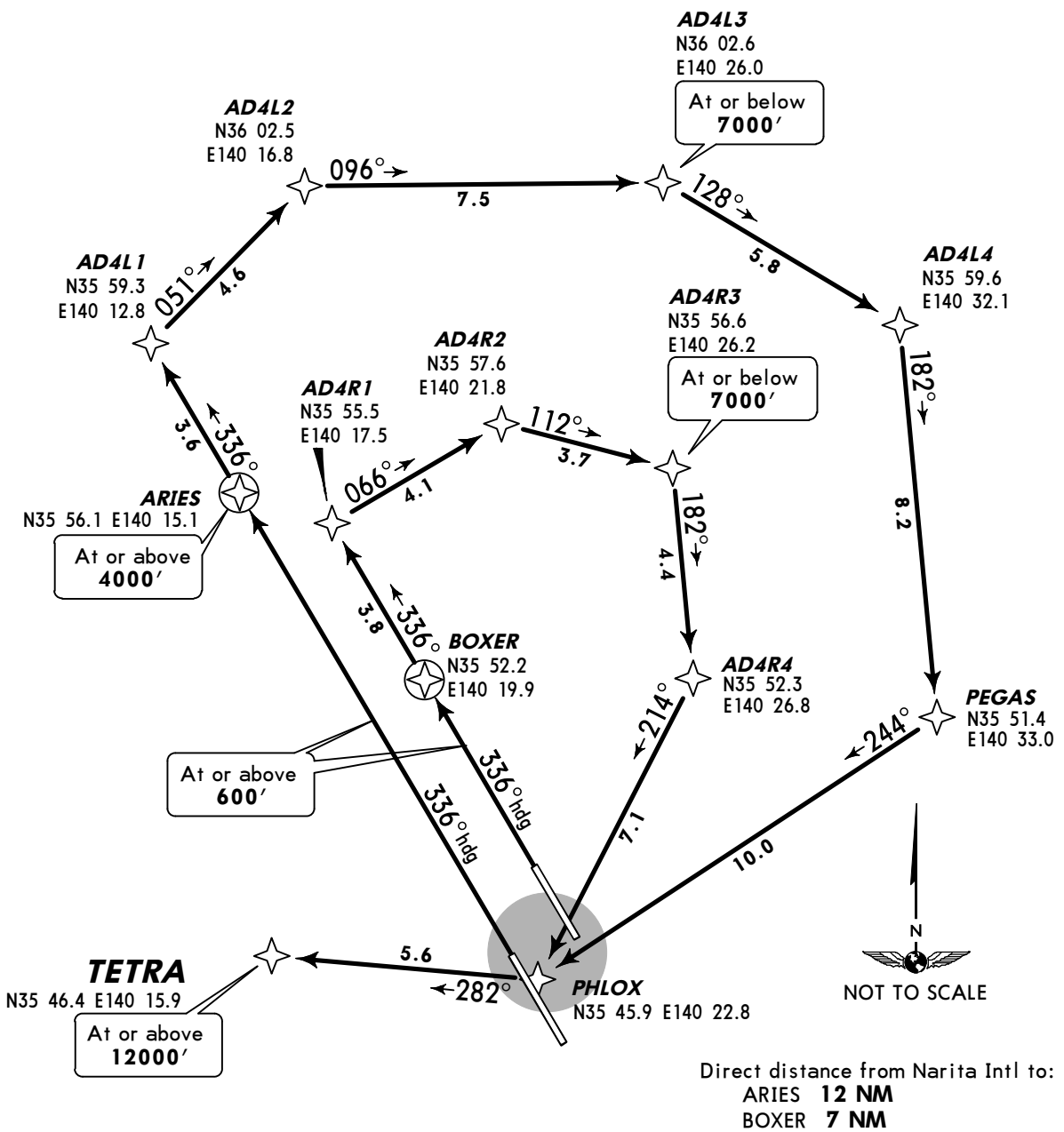
TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.52	135′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**

TETRA FOUR DEPARTURE

[TETRA4]

(RWYS 34L/R)



Direct distance from Narita Intl to:
ARIES **12 NM**
BOXER **7 NM**

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
TLE	Departure end of Rwy 34L to 1.3 NM	1.3 NM

RWY	INITIAL CLIMB
34L	Climb on heading 336° to at or above **600′,** direct ARIES, to AD4L1, to AD4L2, to AD4L3, to AD4L4, to PEGAS, to PHLOX, to TETRA.
34R	Climb on heading 336° to at or above **600′,** direct BOXER, to AD4R1, to AD4R2, to AD4R3, to AD4R4, to PHLOX, to TETRA.

CHANGES: Procedure renumbered, AD4L5 renamed PEGAS.

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NOISE ABATEMENT PROCEDURES

TIME RESTRICTIONS ON DEPARTURES AND ARRIVALS

1. No take-off or landing shall be permitted during the hours from 1400 to 2100 UTC with the exception of aircraft in an emergency or in an unavoidable situation.
   NOTE: "In an emergency or in an unavoidable situation" as described above shall be limited to the following cases:
   (a) Aircraft encountering an abnormal situation.
   (b) When abnormal situations arise among crew or passengers.
   (c) Aircraft operating for the purpose of search-and-rescue activities.
   (d) Aircraft operating for the purpose of urgent news collection activities.
   (e) When take-off or landing is considered unavoidable due to typhoon evacuation or other reasons.
   (f) When the necessity of urgent refueling arises due to unusual weather conditions.
2. The airport office JCAB shall not accept flight plans in violation of the above paragraph.

SPECIAL PROVISION FOR LANDING AND TAKE-OFF RESTRICTIONS

Special Provisions for Landing and Take-off Restrictions are implemented at Narita Intl Apt/ RJAA. These are exceptional measures to allow Landing and Take-off operation of aircraft under specific extraordinary circumstances during certain time zones of restrictions on Landing and Take-off, with the exception of aircraft in emergency or unavoidable situations.

1. Applicable Time Zones: Between 1400 and 1459 UTC.
2. Applicable Aircraft: Aircraft satisfying both conditions 1) and 2) below.
   1) Aircraft falling under Narita Aircraft Noise Rating Index Categories A, B and C.
   2) Landing and Take-off operation in one of the following cases, except for causes attributable to the operator:
   (a) Landing of aircraft destined to RJAA delayed due to unusual weather conditions, sudden/serious medical cases or failure of essential airport functions at the port of departure.
   (b) Landing of aircraft destined to RJAA delayed due to landing at another airport for unusual weather conditions or other irregular circumstances en route.
   (c) Landing of aircraft destined to RJAA delayed as a result of serial delays caused by unusual weather conditions, irregular circumstances or ensuring safety of flight operation.
   (d) Landing of aircraft turned back to RJAA due to unusual weather conditions or other irregular circumstances at destination airport.
   (e) Take-off/landing of aircraft delayed due to unusual, irregular circumstances other than those in a) thru d) above and/or ensuring safety of operation.

NOISE ABATEMENT OPERATING PROCEDURES

It is strongly requested of all pilots to apply the following procedures, or any other appropriate procedures which are in effect equivalent to these procedures, in order to minimize public annoyance due to aircraft noise in the vicinity of the airport. The final authority to apply these procedures, however, rests on each pilot-in-command, who may use other appropriate procedures if determined to be necessary in the interest of safety.

TAKE-OFF

(a) Take-off to 1500′ AGL (1635′ MSL):
- take-off power
- take-off flaps or optimum flap setting for noise reduction
- climb at speed to gain maximum climb angle or as limited by body angle, e.g., V_2 + 10 kt or 1.3 Vs, whichever is greater

(b) At 1500′ AGL (1635′ MSL):
- reduce power to not less than climb power
- flaps and speed same as in (a) above

(c) At 3000′ AGL (3135′ MSL) or above:
- normal speed and flap retraction schedule to enroute climb

APPROACH (Delayed Flap and Reduced Flap Setting)

(a) Extend final landing flaps after passing D4.0 IKF for Rwy 16R, D4.0 ITM for Rwy 16L, D4.0 ITJ for Rwy 34R or D4.0 IYQ for Rwy 34L.
(b) Use, as the final landing flap setting, the minimum certificated landing flap setting published in the approved performance information in the Airplane Flight Manual for the applicable conditions.

OTHER INFORMATION

(a) Notwithstanding item (c) below, for improvement of noise abatement procedures, all aircraft departing from Narita Intl Airport strictly follow extension of the runway centerline until passing D14.0 NRE VOR for Rwy 16R, D15.4 HKE VOR for Rwy 16L, D6.0 NRE VOR for Rwy 34L or D3.9 HKE VOR for Rwy 34R.
(b) Aircraft Engine Ground Run-up
In order to minimize noise disturbances in areas adjacent to the airport, ground run-up of aircraft engine(s) is controlled in accordance with instructions specified in Narita Intl Airport Administrative Regulations (KUKO KANRI KITEI).
(c) Observance of Flight Routes
Unless otherwise instructed by ATC or except under unavoidable circumstances, all aircraft arriving at and/or departing from the airport, in the inland area, are requested to follow the routes as prescribed in STARs and SIDs.

PARTS DEPARTING AIRCRAFT (PDA) REPORTING TO NAA

In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of Narita Intl Airport, airline operators are required to notify the NAA Ramp Control Office of any "PARTS DEPARTING AIRCRAFT" from flights operating to/from Narita Intl Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

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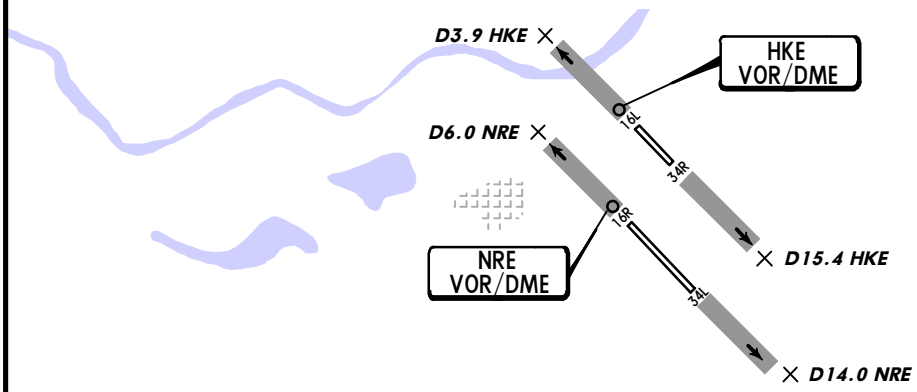
NOISE ABATEMENT PROCEDURES (contd)

TAKE-OFF PROCEDURES

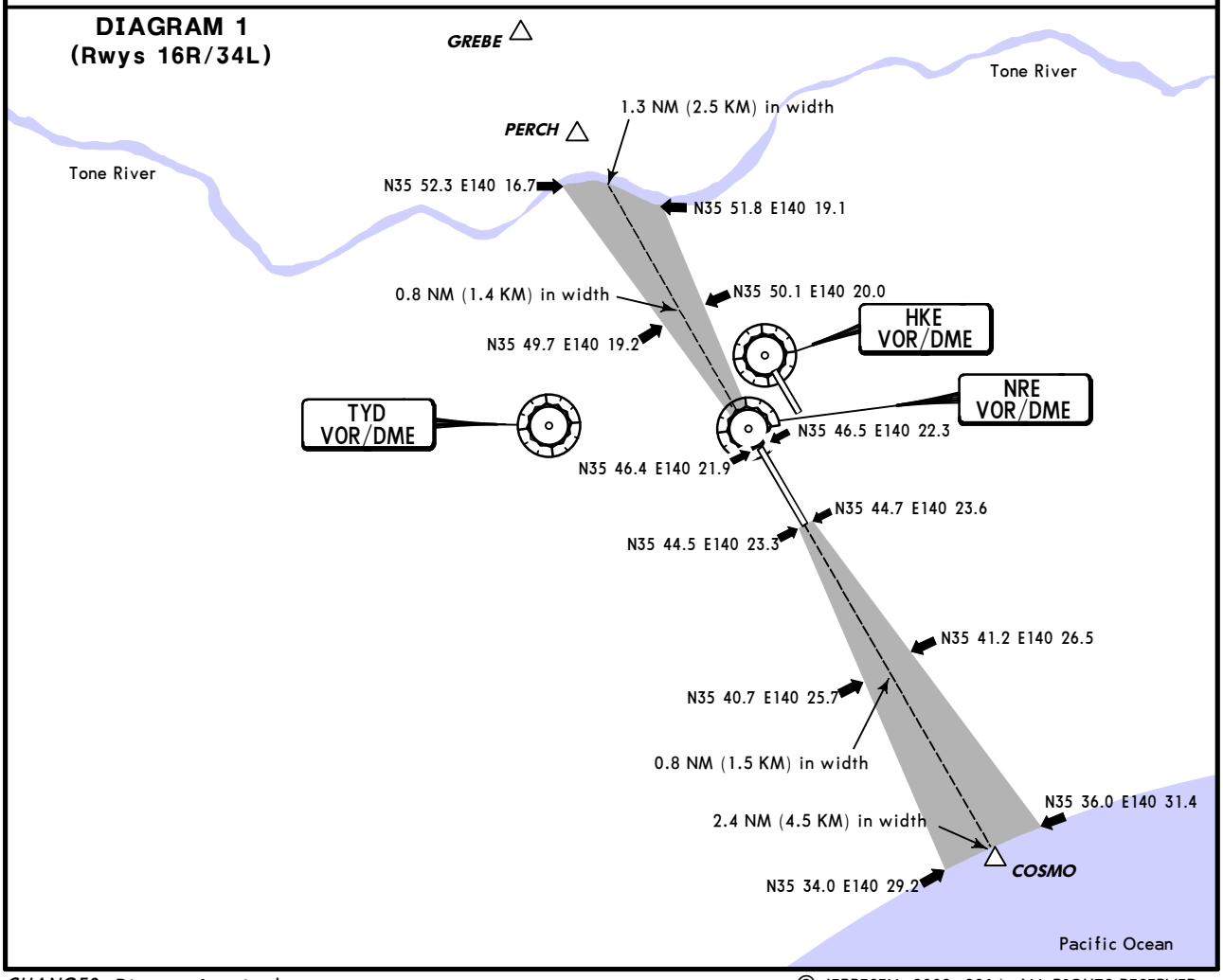


FLIGHT TRACK MONITORING AT NARITA INTL AIRPORT

Flight track monitoring is in effect at Narita Intl Apt, as depicted in Diagram 1 below, and in Diagram 2 on Chart 20-4B. In addition, strict adherence to published SID, approach and noise abatement procedures is expected.

1. Purpose:
   To minimize the impact of noise made by aircraft operating to and from Narita Intl Airport.
2. Flight Corridors:
   Flight corridors are established as depicted in Diagram 1 below (Rwys 16R/34L) and in Diagram 2, Chart 20-4B (Rwys 16L/34R).
3. Application:
   All IFR aircraft operating to and from Narita Intl Airport.
4. Hours of Monitoring:
   H24.
5. Procedure:
   Aircraft deviating from the flight corridor may be asked the reason for the deviation. Reasons for deviations, including flight numbers, may be made public, except for those made in the interests of safety.
6. Remarks:
   For arriving aircraft, this procedure is applicable only to aircraft on an ILS approach.

DIAGRAM 1
(Rwys 16R/34L)



CHANGES: Diagram 1 revised.

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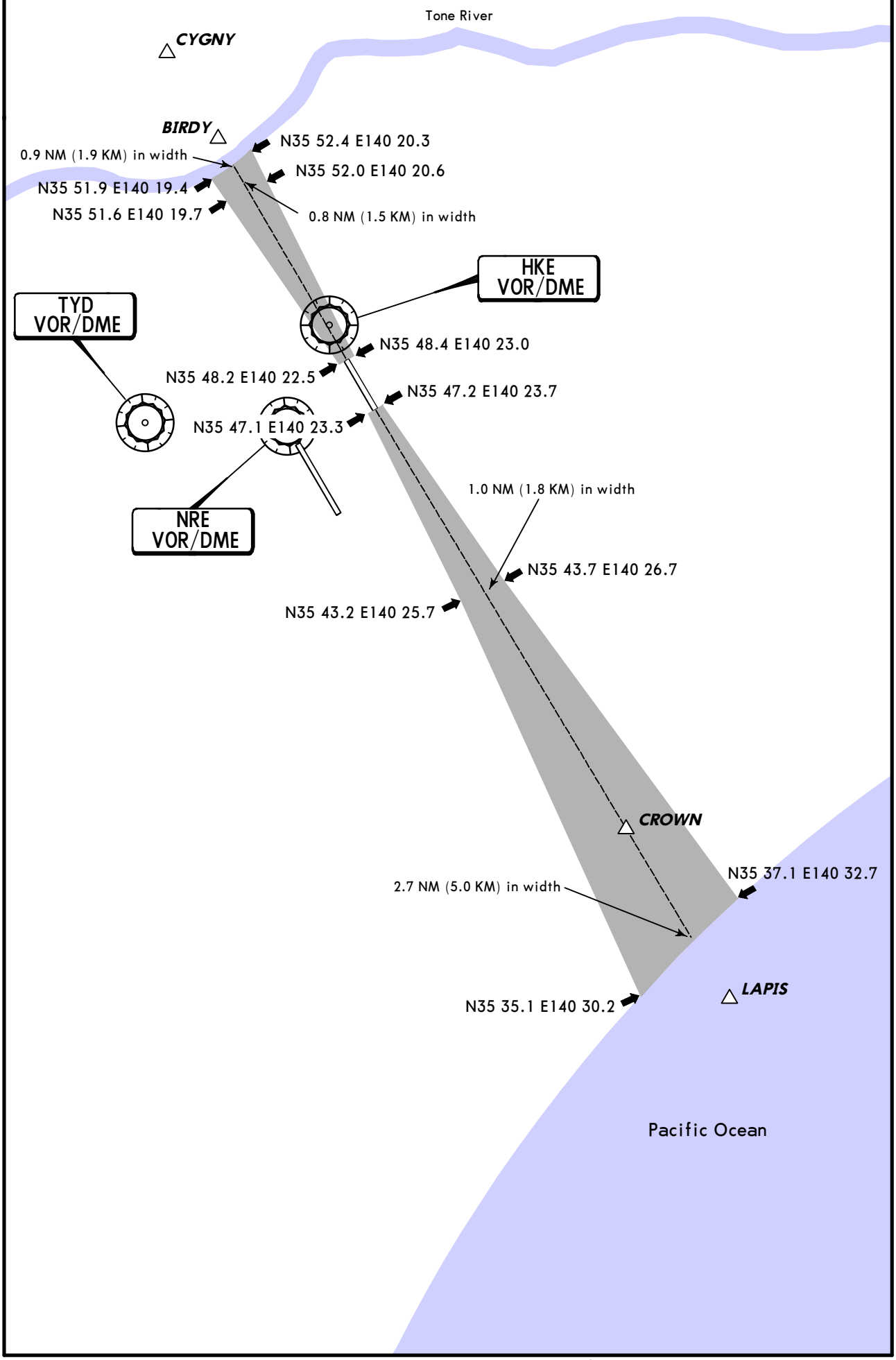
FLIGHT TRACK MONITORING (contd)

DIAGRAM 2
(Rwys 16L/34R)



CHANGES: Diagram 2 revised.

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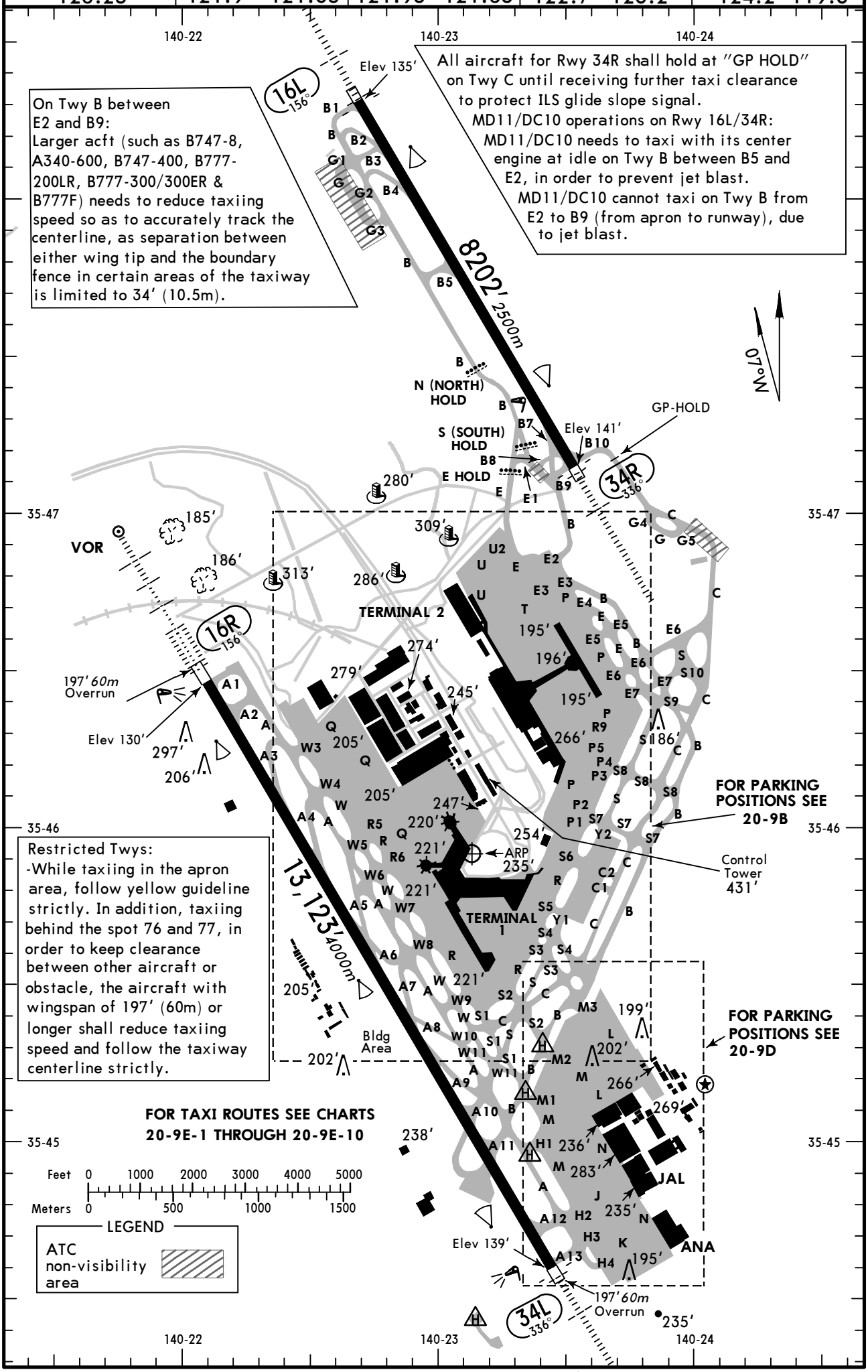
D-ATIS	NARITA Delivery	Ground	Tower	TOKYO Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6



CHANGES: Ramp depiction near S5 Gwy.

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GENERAL

Arriving aircraft are required to land within a runway length of 8202′ (2500m) (except for A380). Pilots should advise ATC no later than 30 minutes prior to ETA of Narita Airport when unable to follow the ATC instruction of landing within a runway length of 8202′ (2500m) for an unavoidable reason such as weather or runway conditions.

Any aircraft taking off from/landing at Narita International Airport shall use the runway specified as a prerequisite for approval or permission of operation during the hour from 1200UTC to 1400UTC, except in unavoidable situation for maintaining a safe operation.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16R ❶ 34L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		12,008′ *3660m*		197′ *60m*
	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°) RVR		12014′ *3662m*		
❶ Dimension of grooved area is 12,549′(3825m) x 197′(60m) from the threshold of Rwy 34L.					
16L ❷ 34R	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°) RVR		6992′ *2131m*		197′ *60m*
			7071′ *2155m*		
❷ Rwy grooved.					

TAKE-OFF

Rwy 16R

	Multi Eng Acft: With Take-off Altn Apt. Filed: Special Safeguards & Procedures in Force: 1 HIRL & CL & Multiple RVR	1 HIRL & CL	1 HIRL or CL or RCLM	1 HIRL or CL or RCLM	NIL (DAY ONLY)	Without Take-off Altn Apt. Filed	Single Eng Acft
A B C	RVR *150m*	*200m*	*250m*	*400m*	VIS *500m*	Available Landing Minimums	Available Landing Minimums
D	RVR *200m*	*250m*	*300m*				

Rwy 34R

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

Rwy 34L

	Multi Eng Acft: With Take-off Altn Apt. Filed: 1 HIRL or CL or RCLM	NIL (DAY ONLY)	Without Take-off Altn Apt. Filed	Single Eng Acft
A B C D	200′- *800m*	200′- VIS *800m*	Available Landing Minimums	Available Landing Minimums

Rwy 16L

	Multi Eng Acft: With Take-off Altn Apt. Filed: 1 HIRL or CL or RCLM	NIL (DAY ONLY)	Without Take-off Altn Apt. Filed	Single Eng Acft
A B C D	200′- *1600m*	200′- VIS *1600m*	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.

CHANGES: None.

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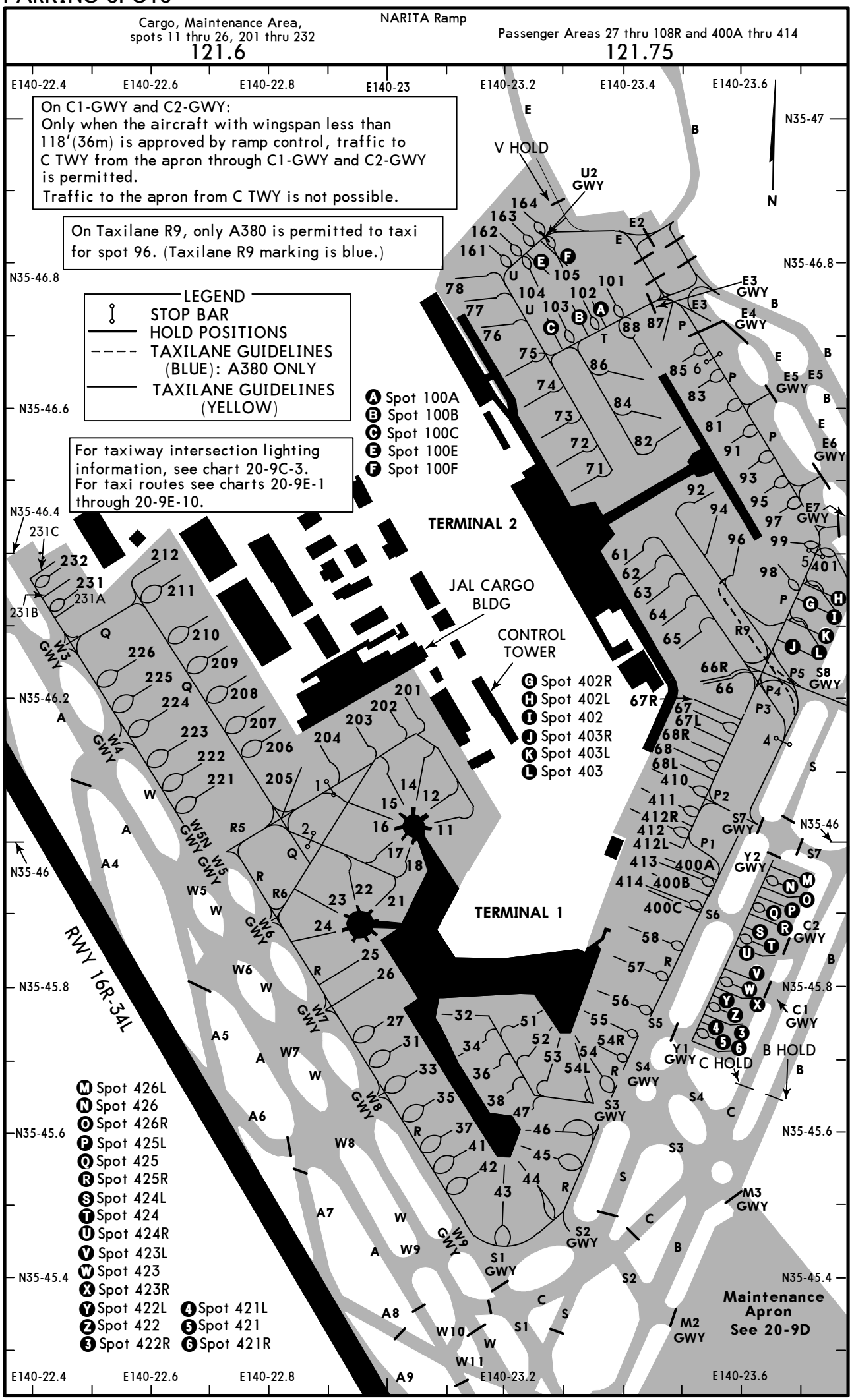

CHANGES: S5 taxiway.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
11, 12, 14	N35 46.0 E140 23.1	203	N35 46.2 E140 22.9
15 thru 18	N35 46.0 E140 23.0	204	N35 46.1 E140 22.9
21	N35 45.9 E140 23.0	205, 206	N35 46.1 E140 22.8
22 thru 24	N35 45.9 E140 22.9	207, 208	N35 46.2 E140 22.8
25	N35 45.8 E140 22.9	209	N35 46.2 E140 22.7
26, 27	N35 45.8 E140 23.0	210, 211	N35 46.3 E140 22.7
31	N35 45.7 E140 23.0	212	N35 46.4 E140 22.6
32	N35 45.8 E140 23.1	221, 222, 223	N35 46.1 E140 22.7
33, 34	N35 45.7 E140 23.1	224, 225, 226	N35 46.2 E140 22.6
35	N35 45.6 E140 23.1	231, 231A	N35 46.3 E140 22.5
36	N35 45.7 E140 23.1	231B, 231C, 232	N35 46.4 E140 22.5
37	N35 45.6 E140 23.1	400A	N35 46.0 E140 23.5
38	N35 45.6 E140 23.2	400B	N35 45.9 E140 23.5
41	N35 45.6 E140 23.1	400C	N35 45.9 E140 23.4
42, 43	N35 45.5 E140 23.2	401, 402, 402L	N35 46.3 E140 23.8
44	N35 45.5 E140 23.2	402R,403,403L,403R	N35 46.3 E140 23.7
45	N35 45.6 E140 23.2	410	N35 46.1 E140 23.5
46	N35 45.6 E140 23.3	411	N35 46.1 E140 23.4
47	N35 45.6 E140 23.2	412, 412R, 412L	N35 46.0 E140 23.4
51	N35 45.8 E140 23.3	413	N35 46.0 E140 23.5
52 thru 54R	N35 45.7 E140 23.3	414	N35 45.9 E140 23.4
55	N35 45.8 E140 23.3	421 thru 424	N35 45.8 E140 23.6
56, 57	N35 45.8 E140 23.4	425 thru 426R	N35 45.9 E140 23.7
58	N35 45.9 E140 23.4		
61	N35 46.4 E140 23.4		
62, 63	N35 46.3 E140 23.4		
64	N35 46.3 E140 23.5		
65 thru 67R	N35 46.2 E140 23.5		
68, 68L, 68R	N35 46.1 E140 23.5		
71, 72	N35 46.5 E140 23.3		
73	N35 46.6 E140 23.3		
74, 75	N35 46.6 E140 23.2		
76	N35 46.7 E140 23.2		
77	N35 46.7 E140 23.1		
78	N35 46.8 E140 23.1		
81 thru 85	N35 46.6 E140 23.5		
86	N35 46.6 E140 23.4		
87, 88	N35 46.7 E140 23.5		
91 thru 93	N35 46.5 E140 23.6		
94	N35 46.4 E140 23.6		
95	N35 46.5 E140 23.6		
96	N35 46.4 E140 23.6		
97	N35 46.4 E140 23.7		
98	N35 46.4 E140 23.6		
99	N35 46.4 E140 23.7		
100A	N35 46.8 E140 23.3		
100B, 100C	N35 46.7 E140 23.3		
100E, 100F	N35 46.8 E140 23.3		
101	N35 46.8 E140 23.4		
102	N35 46.8 E140 23.3		
103	N35 46.7 E140 23.3		
104, 105	N35 46.8 E140 23.3		
161, 162	N35 46.8 E140 23.2		
163, 164	N35 46.9 E140 23.2		
201, 202	N35 46.2 E140 23.0		

CHANGES: None.

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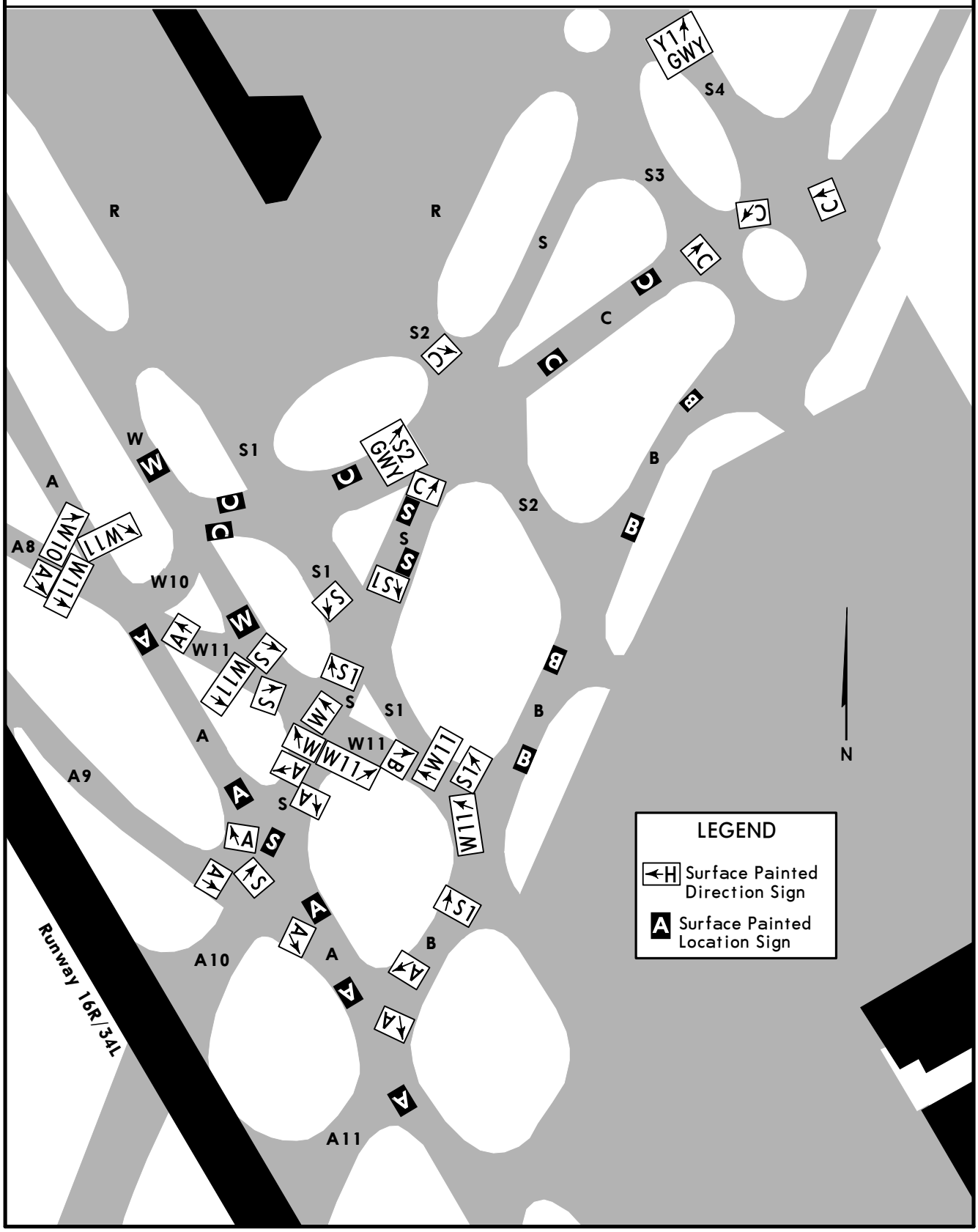
Surface Painted Direction Signs and Surface Painted Location Signs

1. Type of Surface Painted Markings
   (A) Surface Painted Direction Sign
   This type of marking at a taxiway intersection indicates the designation and direction of the taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.
   (B) Surface Painted Location Sign
   This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and a yellow frame.
2. On the taxiways at multi-crossing junctions and the standard taxiing routes, surface painted taxiway location and direction markings are provided as shown.
   (Refer to Diagram 1 below and Diagrams 2, 3 and 4 on 20-9C-2).

DIAGRAM 1



CHANGES: Sign for Y1 GWY added.

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Surface Painted Direction Signs and Surface Painted Location Signs

DIAGRAM 2

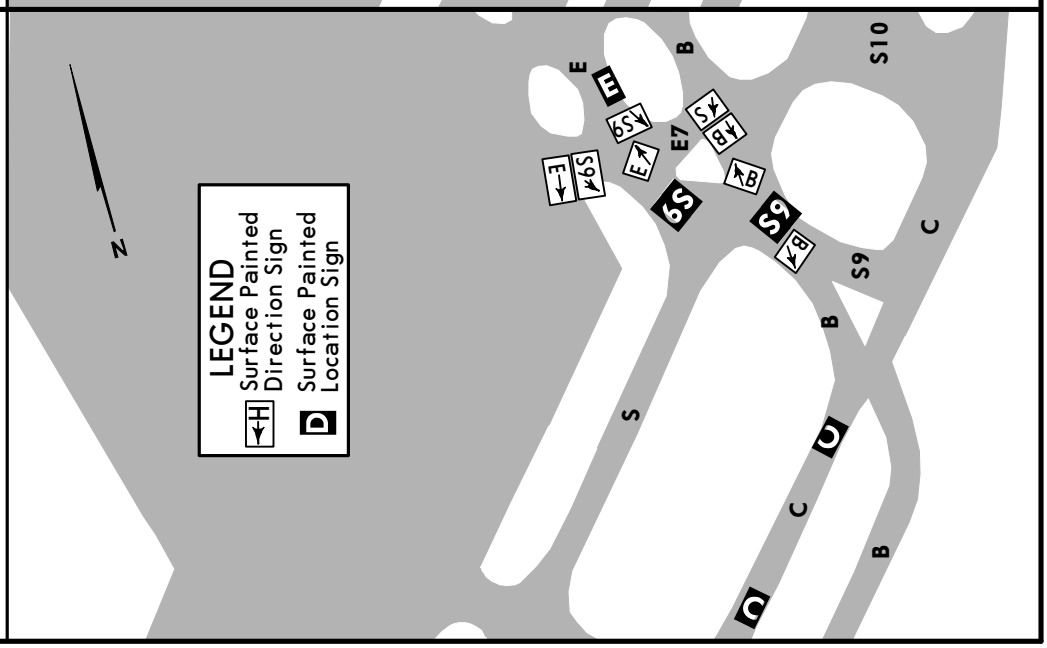


DIAGRAM 3

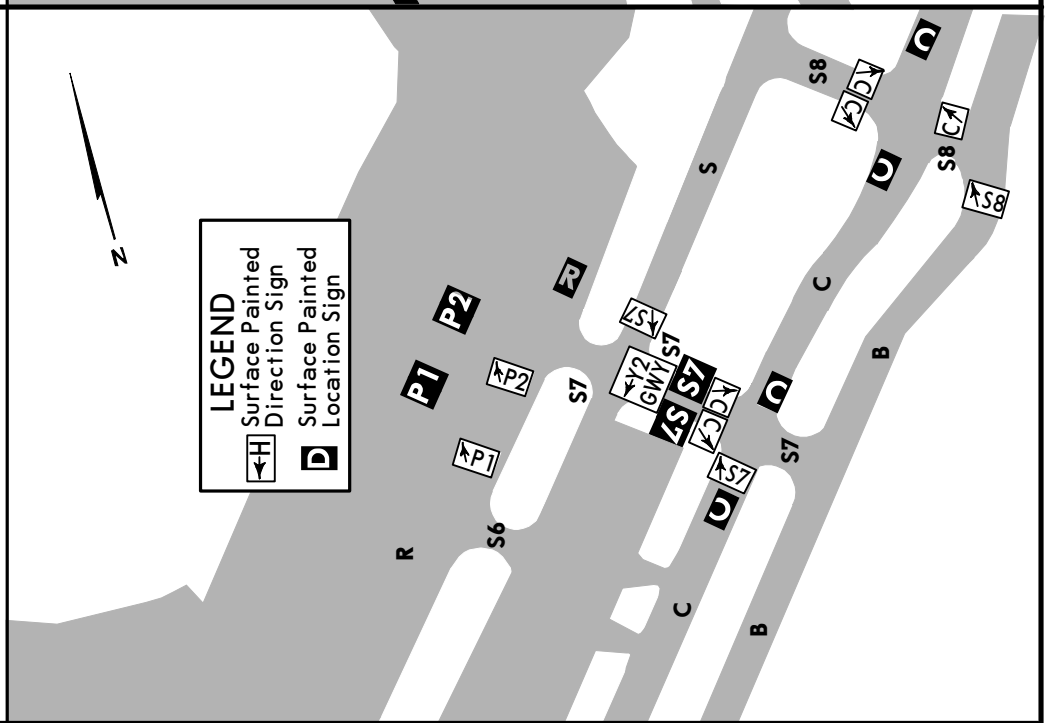
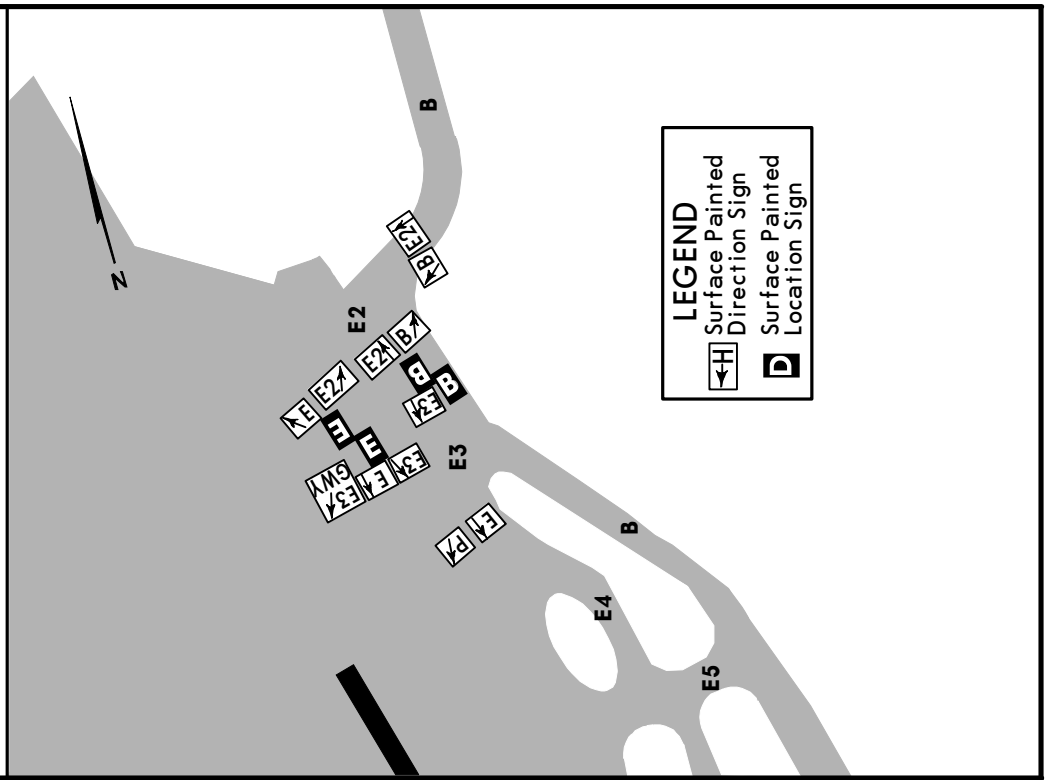


DIAGRAM 4



CHANGES: None.

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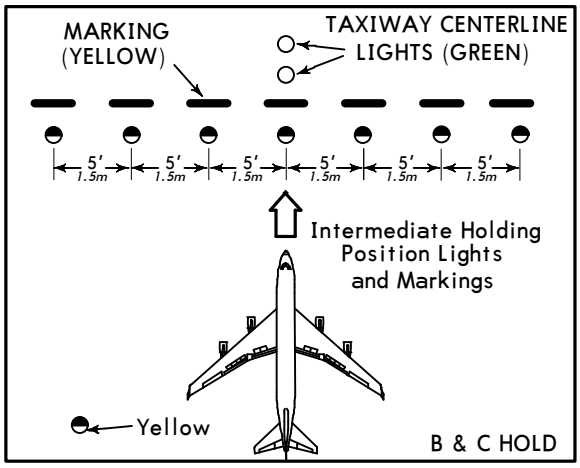
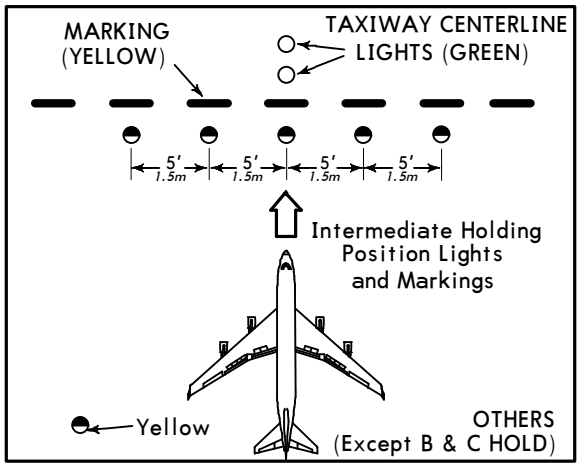
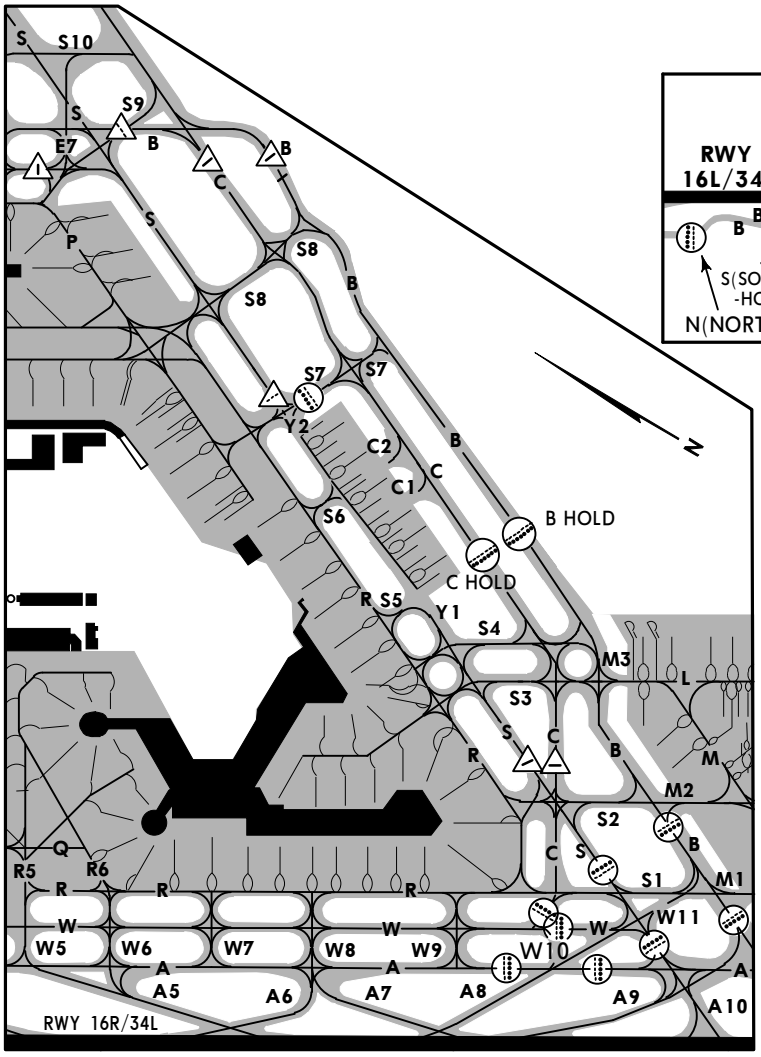
INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS

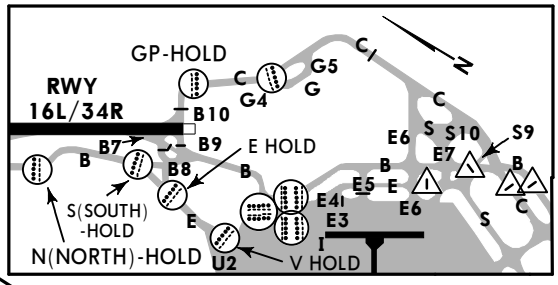
1. INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS
   The intermediate holding position lights and markings identify the position where aircraft are to hold to prevent collision with other aircraft on the taxiway. The intermediate holding position lights operate simultaneously with the taxiway centerline lights. The intermediate holding position lights consist of 5 or 7 yellow lights and the markings consist of a single broken line as illustrated in the figure below.
2. OPERATIONAL PROCEDURE
   The aircraft shall hold in front of these lights and markings only when instructed by ATC.





INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS





LEGEND
- ○ Intermediate holding position lights and marking
- △ Intermediate holding position marking only

CHANGES: Holding position lights and markings, ramp depiction.

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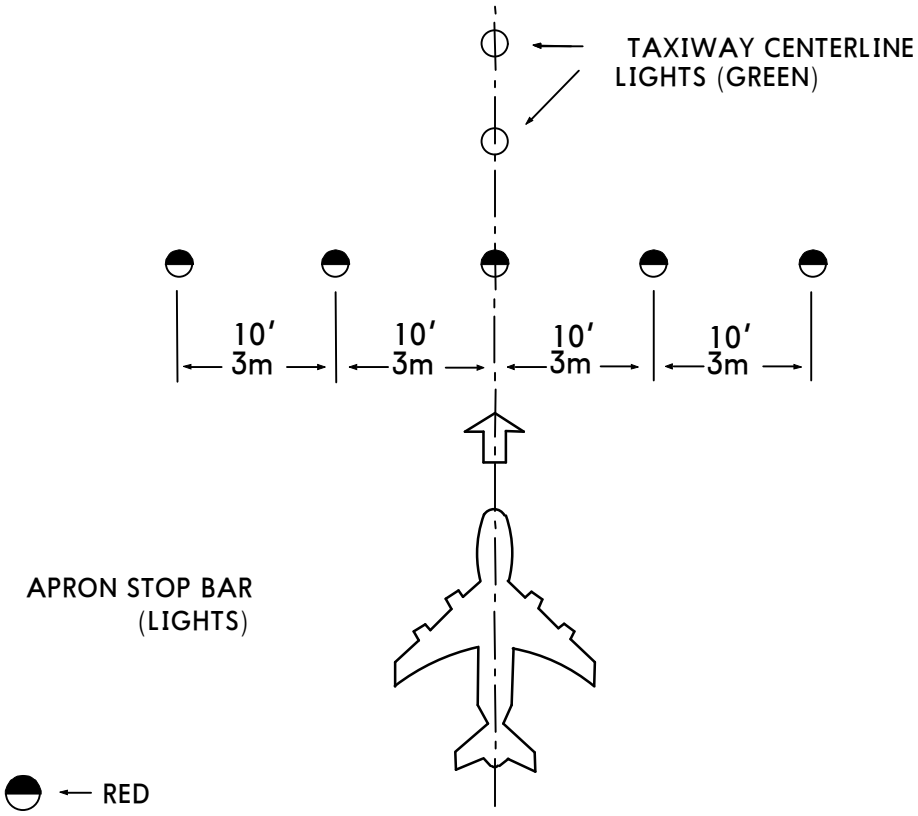
INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS (CONT'D)

APRON STOP BAR

Apron stop bars are provided on the aprons. (Refer to the taxiing charts for their locations). Each apron stop bar consists of five lights, illuminated in red towards the direction of the aircraft movement and when turned on by ramp controllers. Apron stop bars designated No. 1 and 2 are used for arriving aircraft and No. 4, 5 and 6 are used for both arriving and departing aircraft.

Aircraft is required to hold at apron stop bars until the red lights are turned off and "CLEARED TO TAXI" is given by radio.

As shown below, the red lights are visible when an aircraft following the yellow apron taxilane centerline/green centerline light approaches the apron stop bar.



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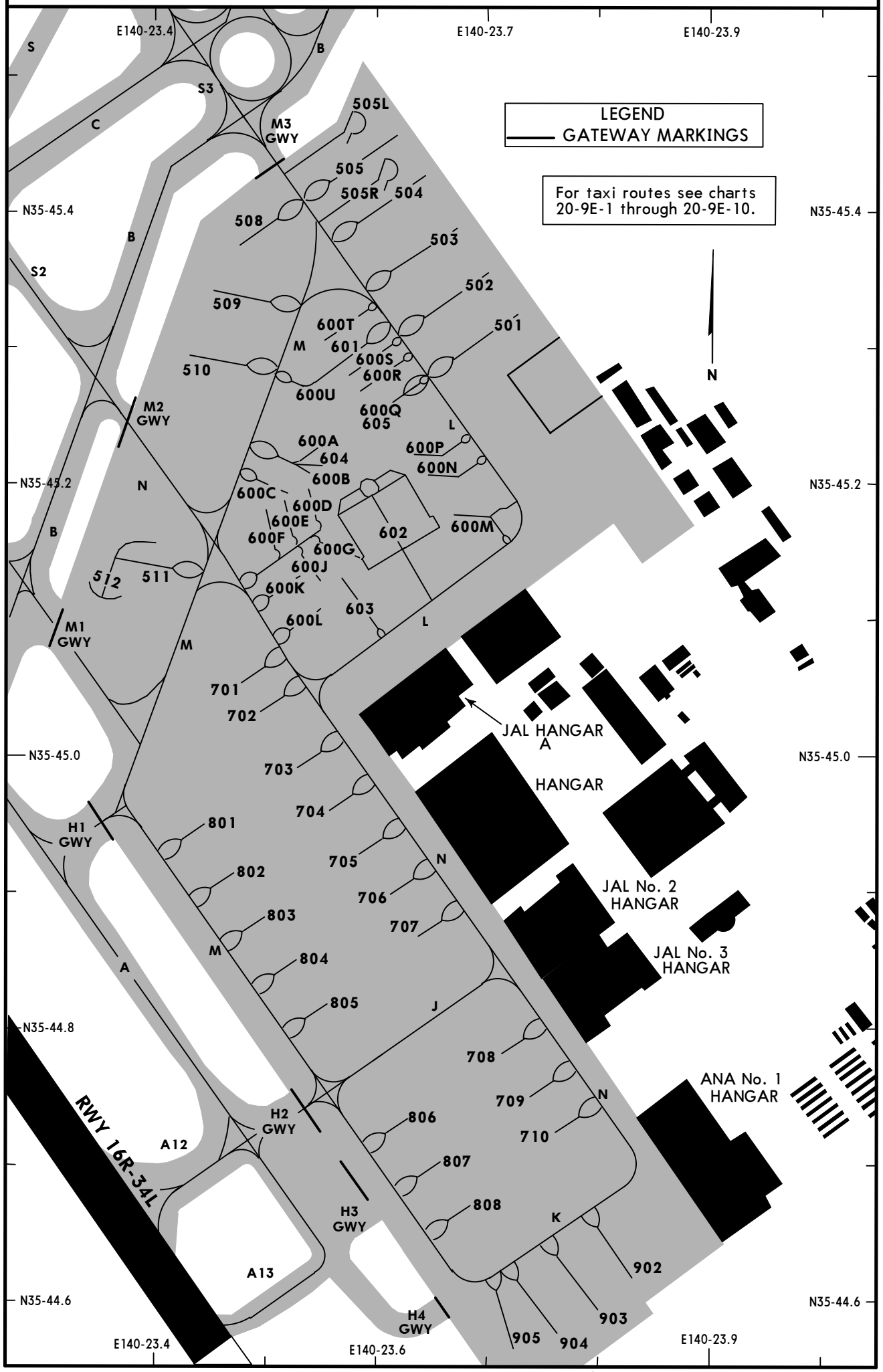
NARITA Ramp 121.6



CHANGES: Spots 604 and 605 added.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES
501, 502	N35 45.3 E140 23.7
503, 504	N35 45.4 E140 23.7
505	N35 45.4 E140 23.6
505L, 505R	N35 45.4 E140 23.6
508, 509	N35 45.4 E140 23.5
510	N35 45.3 E140 23.5
511, 512	N35 45.2 E140 23.4
600A	N35 45.3 E140 23.6
600B thru 600E	N35 45.2 E140 23.6
600F	N35 45.2 E140 23.5
600G	N35 45.2 E140 23.6
600J thru 600L	N35 45.2 E140 23.6
600M, 600N	N35 45.2 E140 23.7
600P, 600Q	N35 45.2 E140 23.6
600R thru 600U	N35 45.3 E140 23.6
601	N35 45.3 E140 23.6
602 thru 605	N35 45.2 E140 23.6
701, 702	N35 45.1 E140 23.5
703, 704	N35 45.0 E140 23.5
705	N35 45.0 E140 23.6
706, 707	N35 44.9 E140 23.6
708	N35 44.8 E140 23.7
709, 710	N35 44.7 E140 23.7
801, 802	N35 45.0 E140 23.5
803	N35 44.9 E140 23.5
804, 805	N35 44.9 E140 23.6
806	N35 44.8 E140 23.7
807, 808	N35 44.7 E140 23.7
902	N35 44.6 E140 23.9
903, 904	N35 44.6 E140 23.8
905	N35 44.6 E140 23.7

CHANGES: 604 and 605 added.

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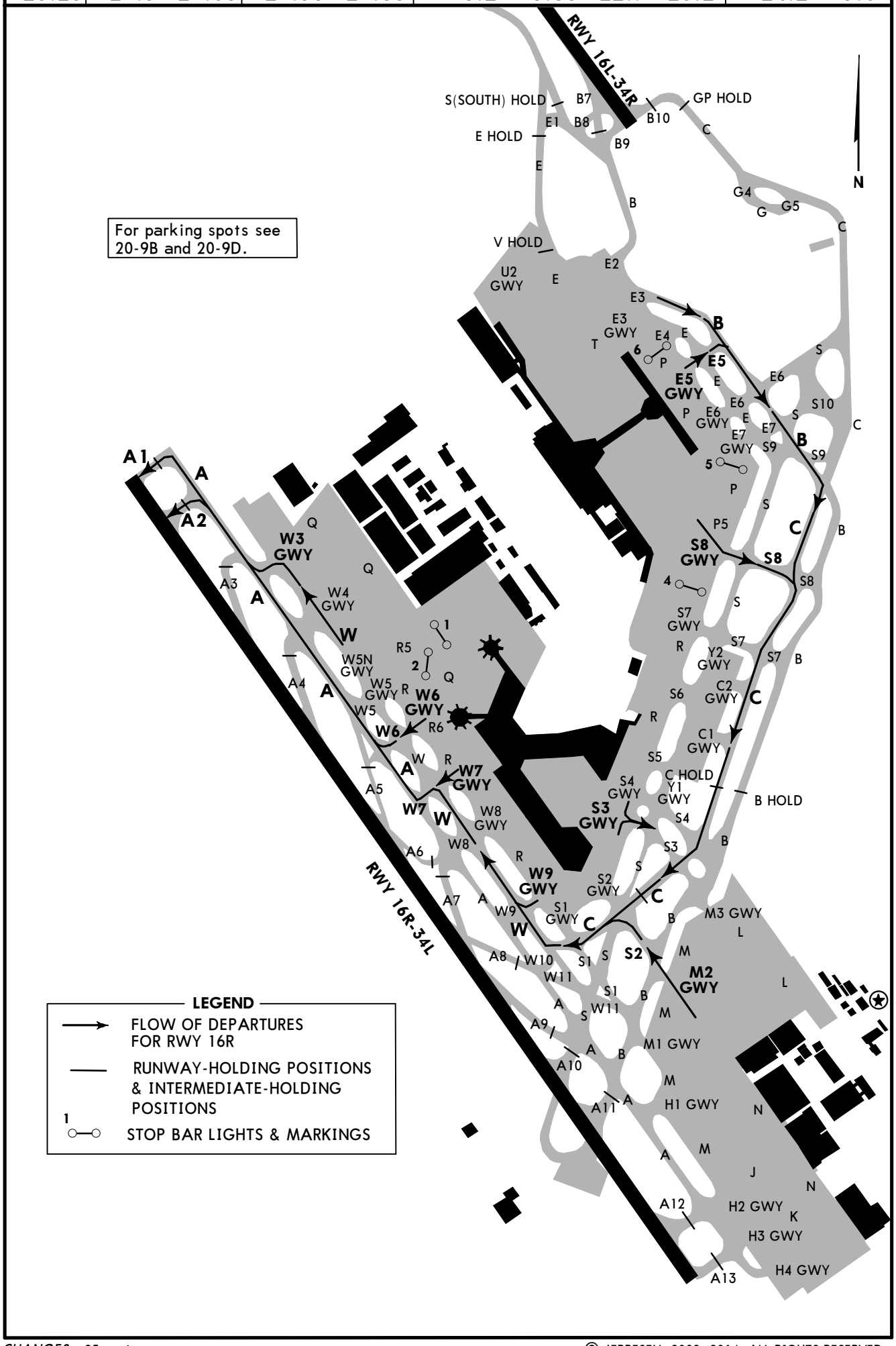
CAT II & III TAXI ROUTES DEPARTURES Rwy 16R

D-ATIS	NARITA Delivery	Ground	Tower	TOKYO Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6



CHANGES: S5 taxiway.

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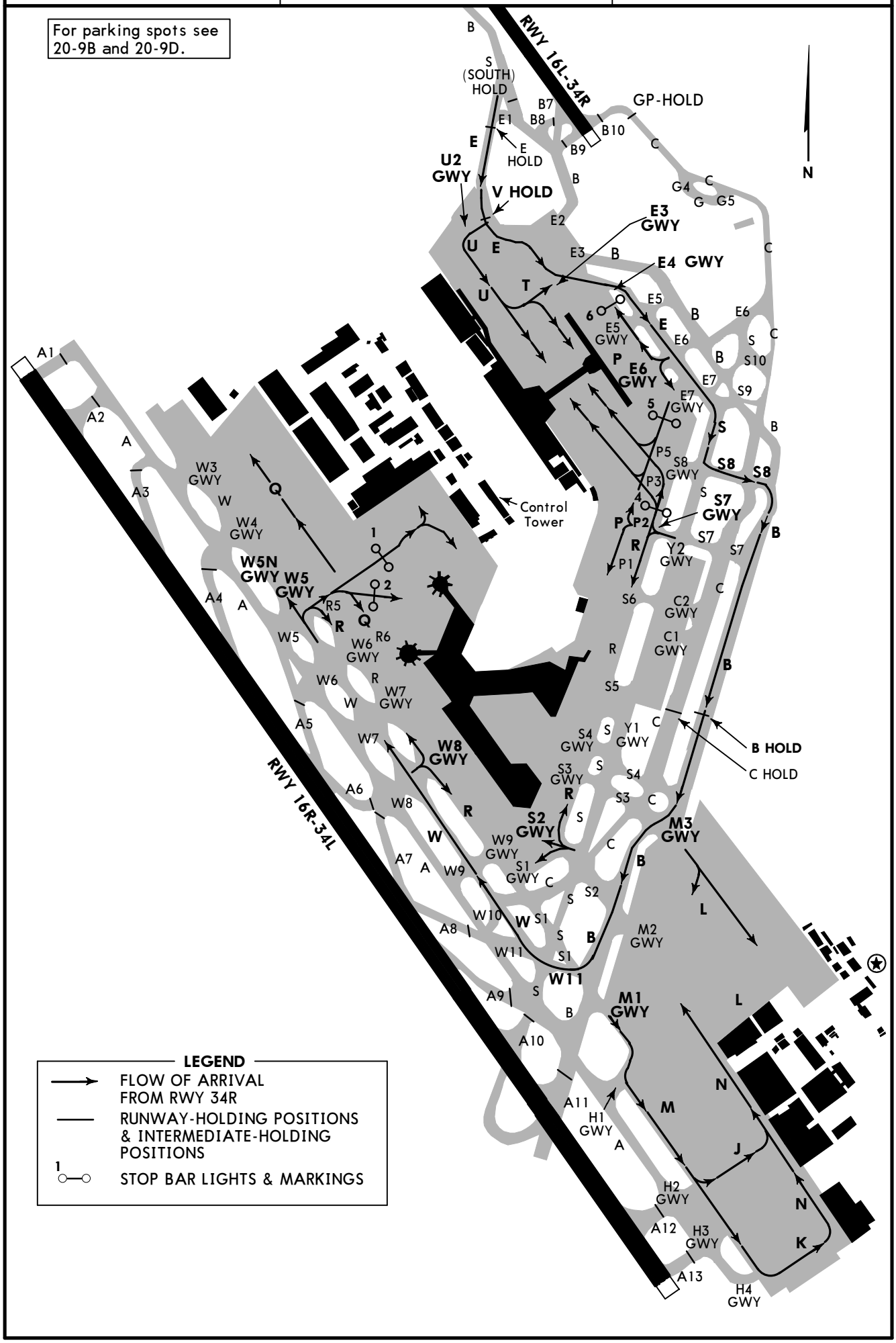
TAXI ROUTES ARRIVALS Rwy 34R

D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85



CHANGES: S5 taxiway.

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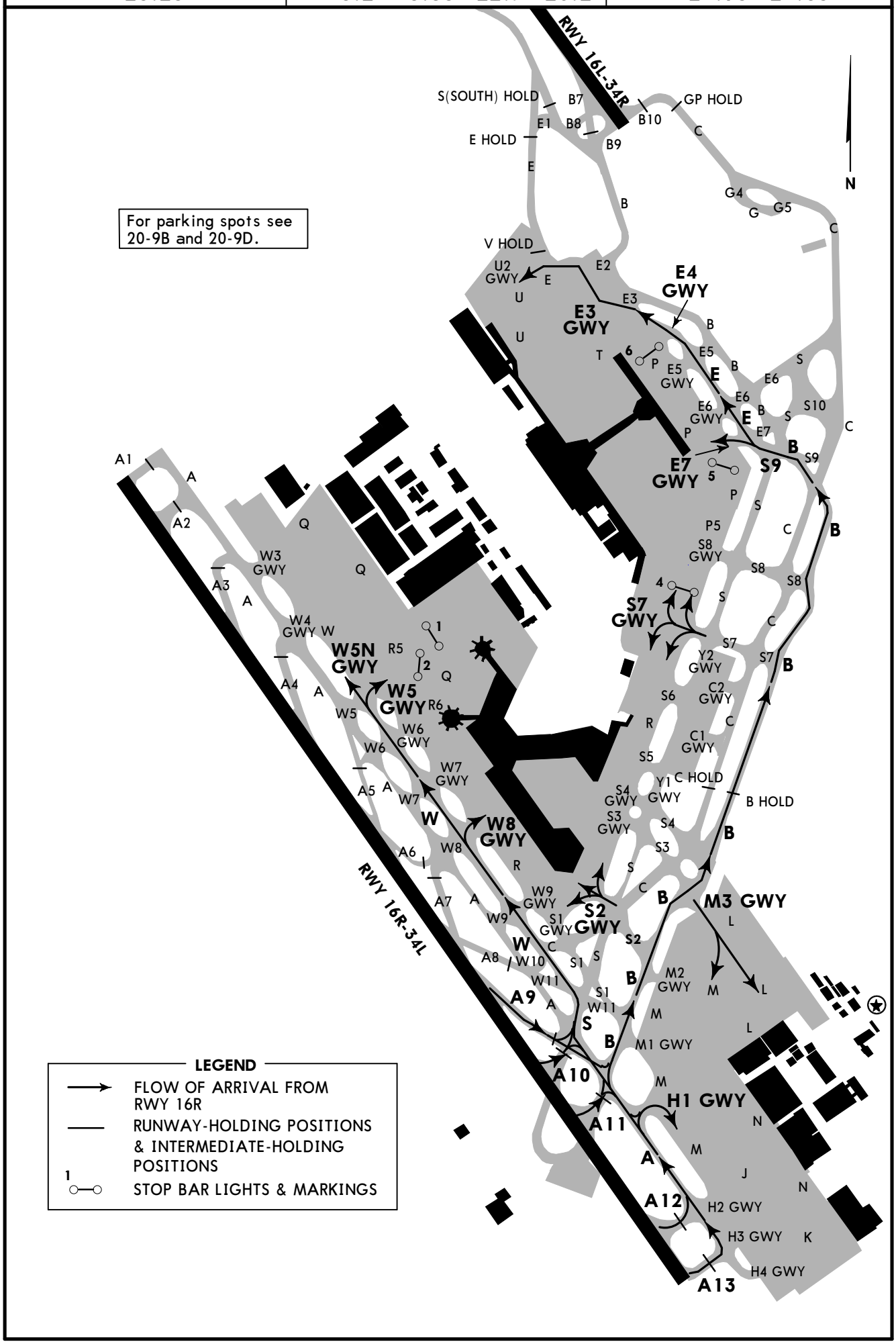
CAT II & III TAXI ROUTES ARRIVALS Rwy 16R

D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85



CHANGES: S5 taxiway.

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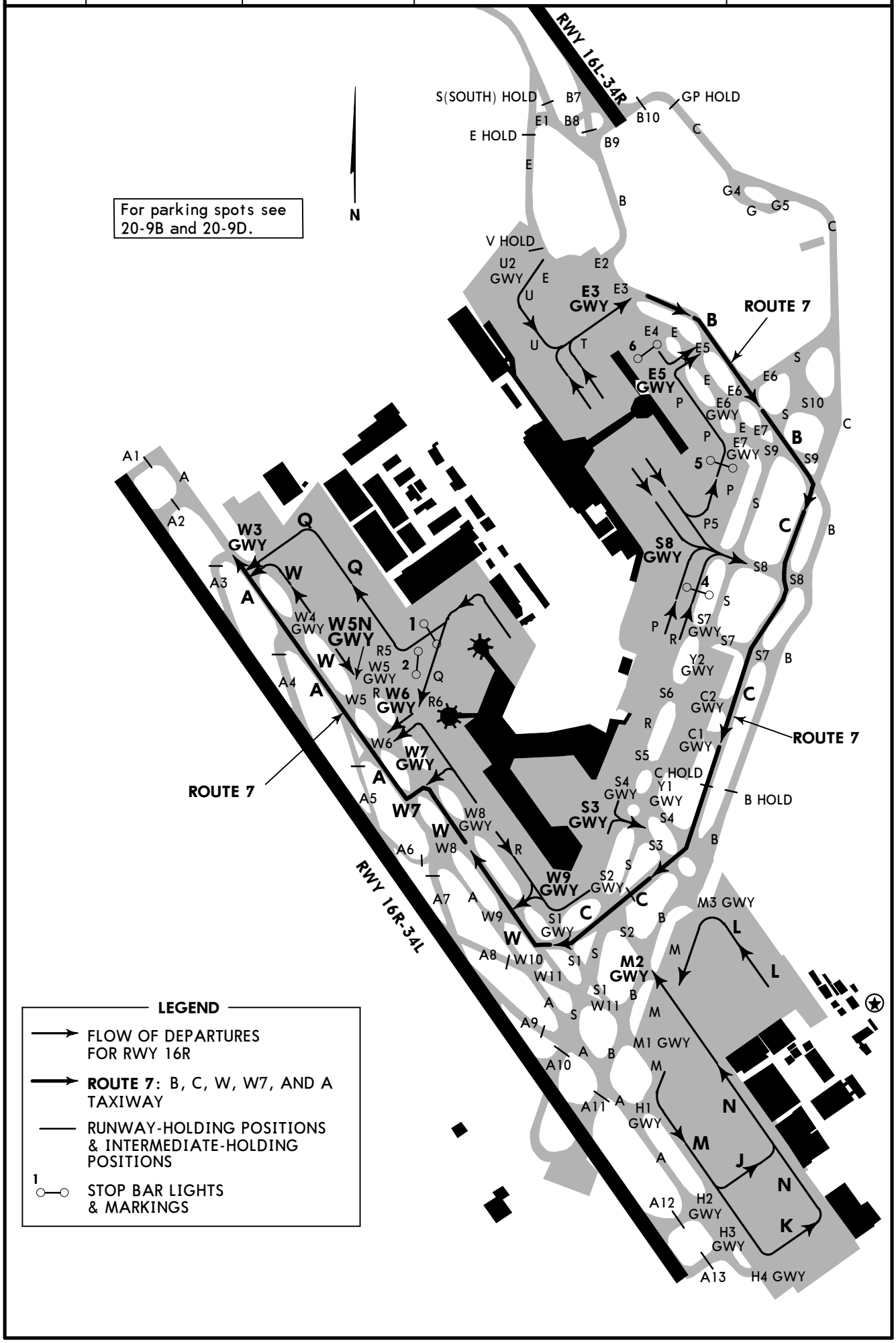
TAXI ROUTES DEPARTURES Rwy 16R

D-ATIS	NARITA Delivery	Ground	Tower	TOKYO Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6



CHANGES: S5 taxiway.

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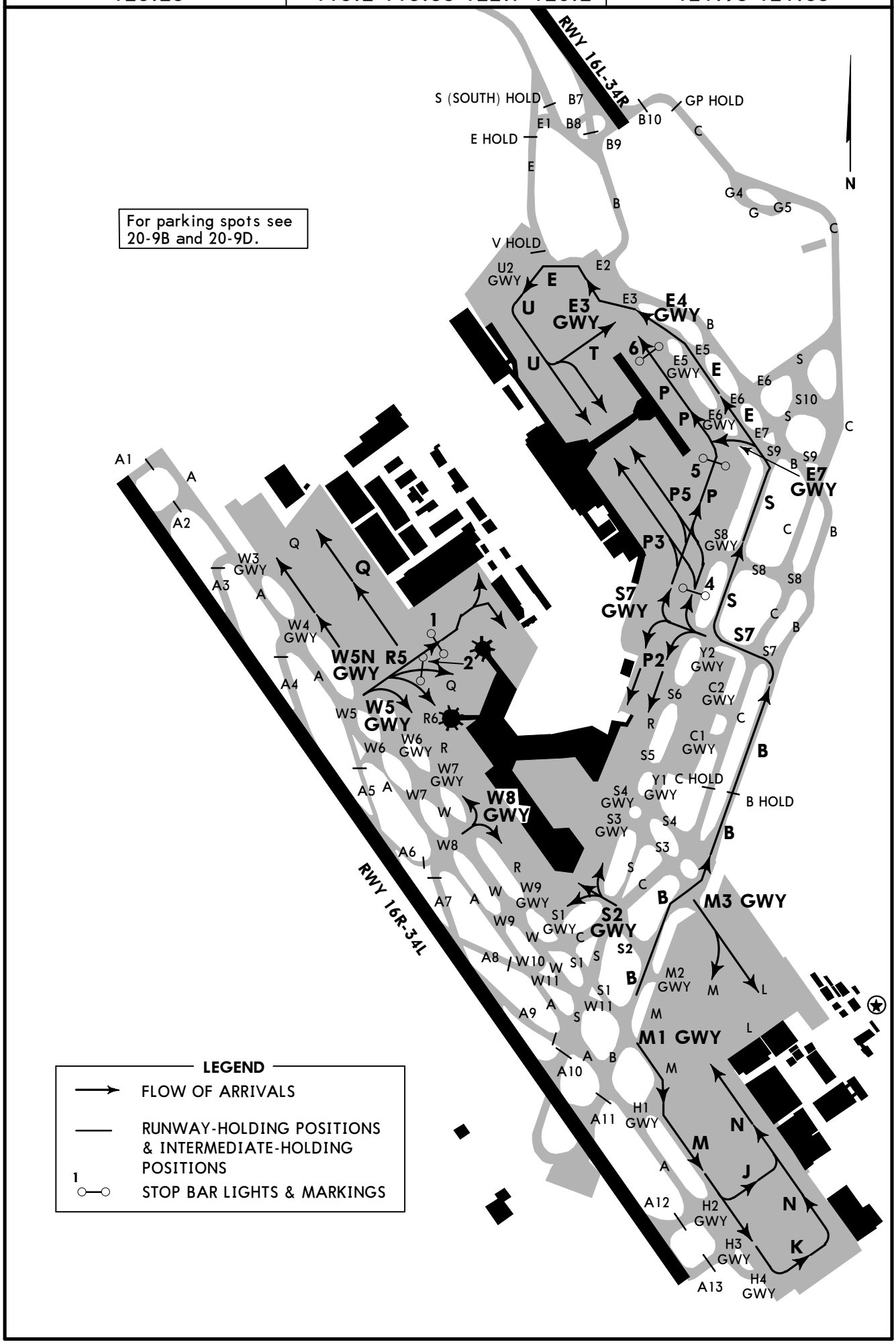
TOKYO, JAPAN
NARITA INTL
TAXI ROUTES ARRIVALS Rwy 16R

D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85



CHANGES: S5 taxiway.

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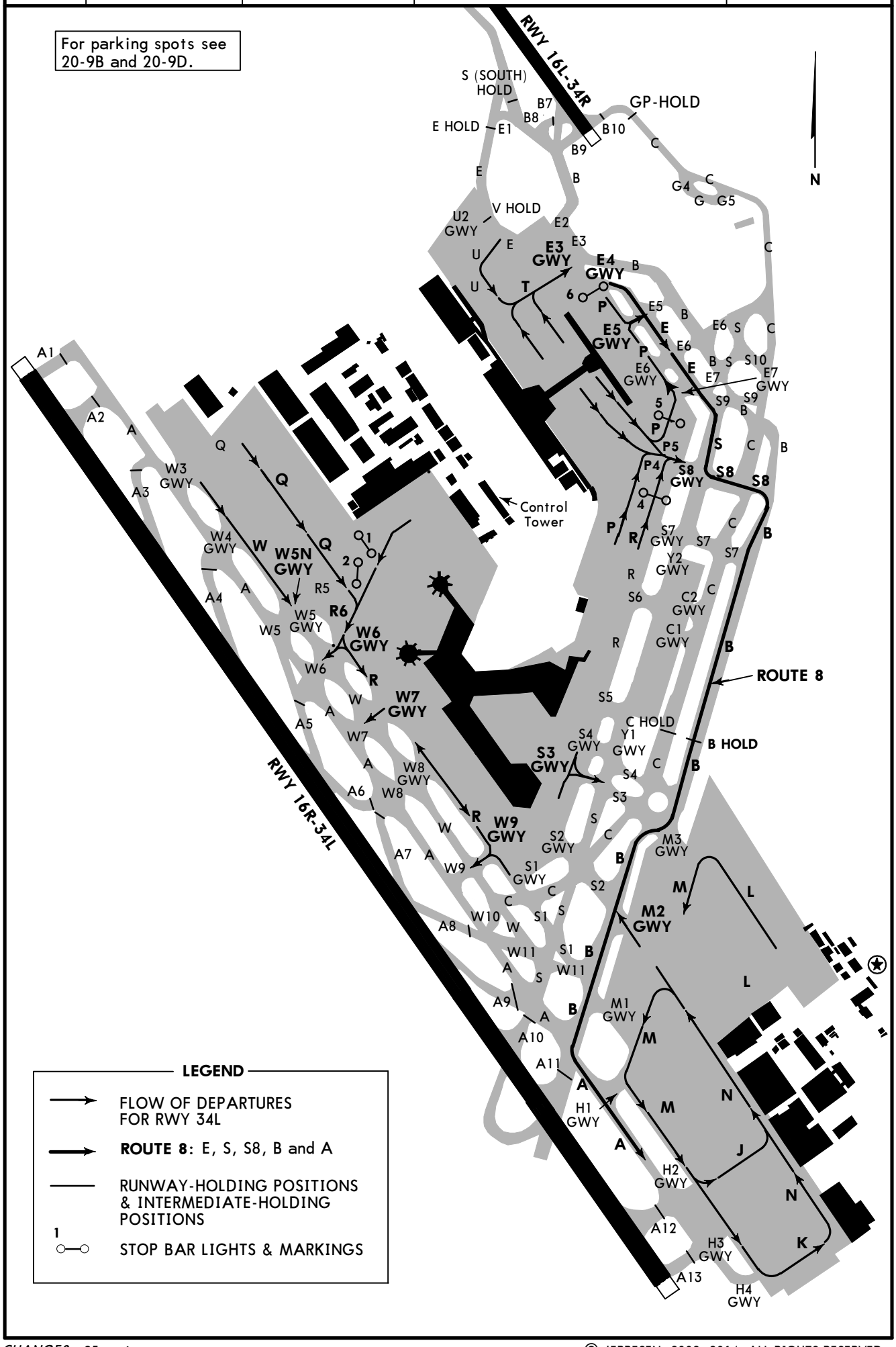
TAXI ROUTES DEPARTURES Rwy 34L

D-ATIS	NARITA Delivery	Ground	Tower	TOKYO Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6



CHANGES: S5 taxiway.

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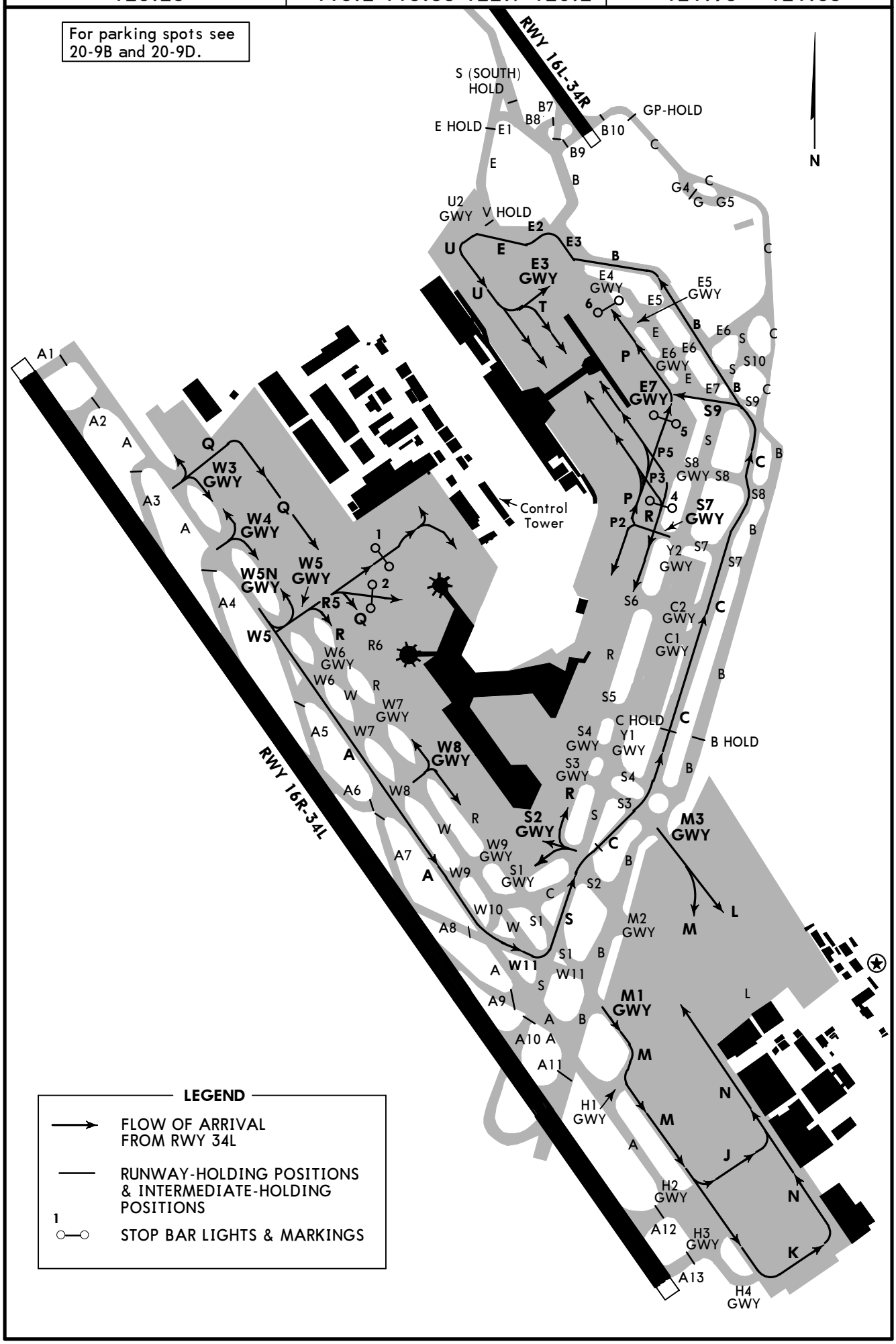
TAXI ROUTES ARRIVALS Rwy 34L

D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85



CHANGES: S5 taxiway.

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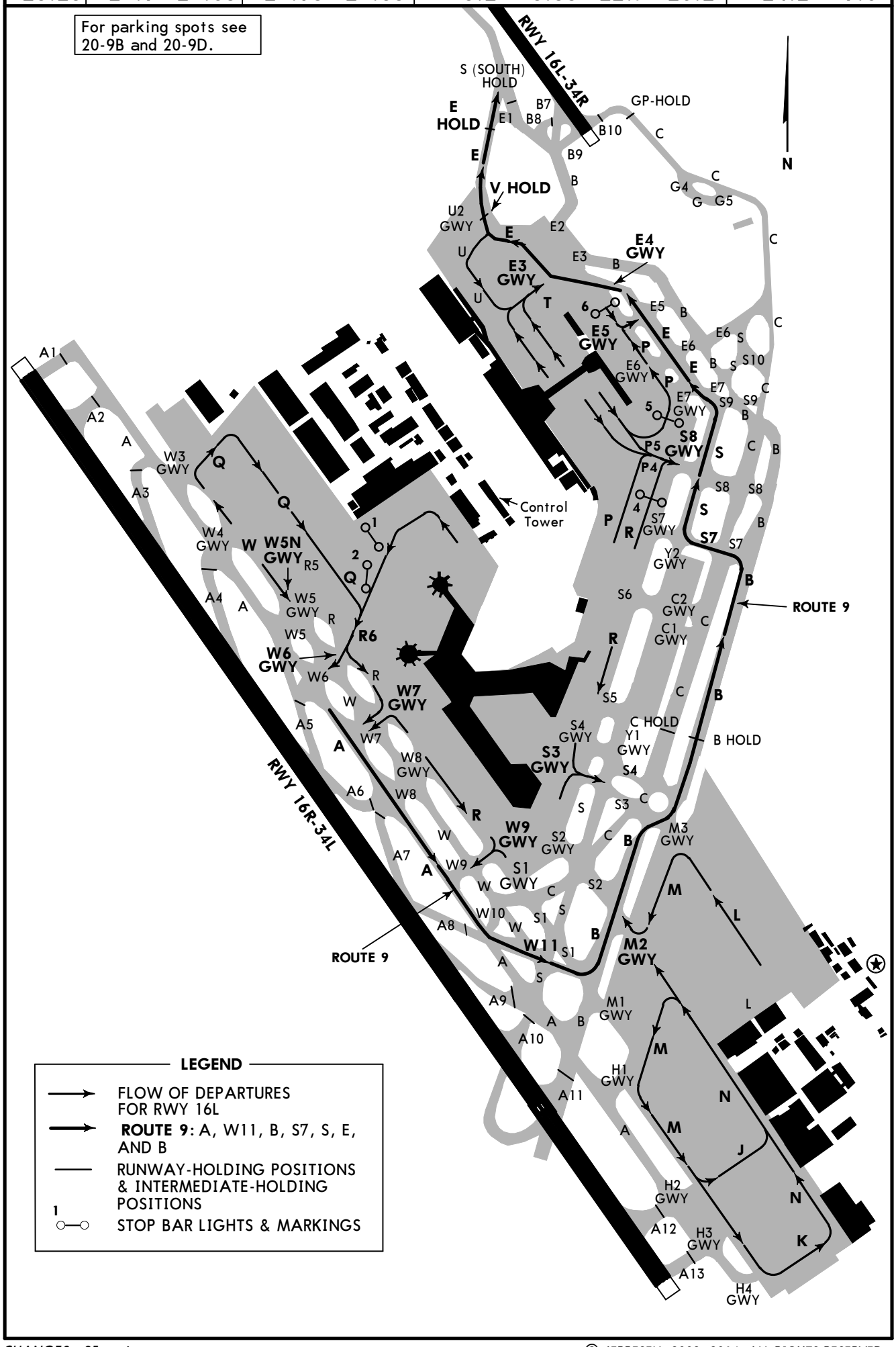
TAXI ROUTES DEPARTURES Rwy 16L

D-ATIS	NARITA Delivery	Ground	Tower	TOKYO Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6



CHANGES: S5 taxiway.

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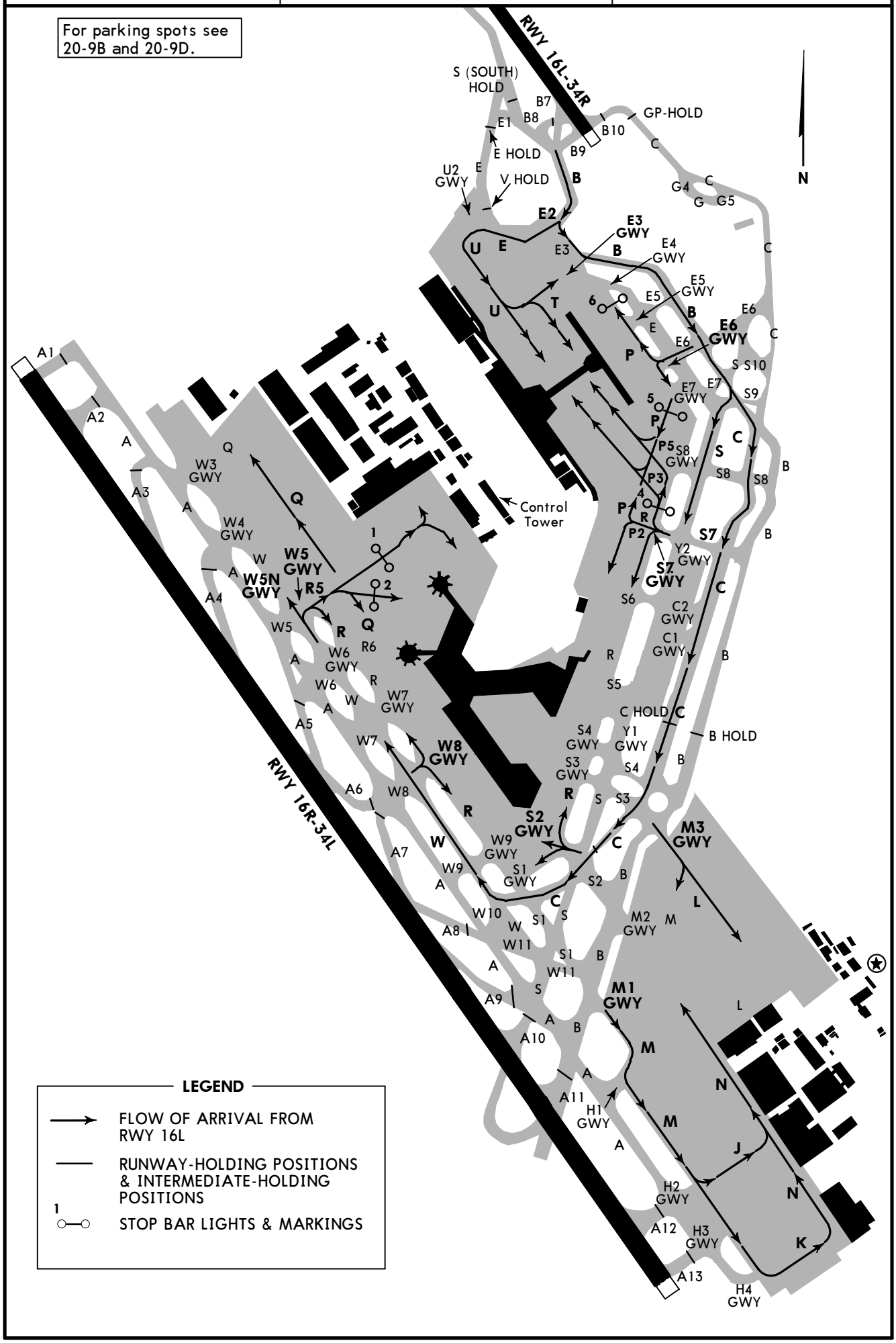
TAXI ROUTES ARRIVALS Rwy 16L

D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85



CHANGES: S5 taxiway.

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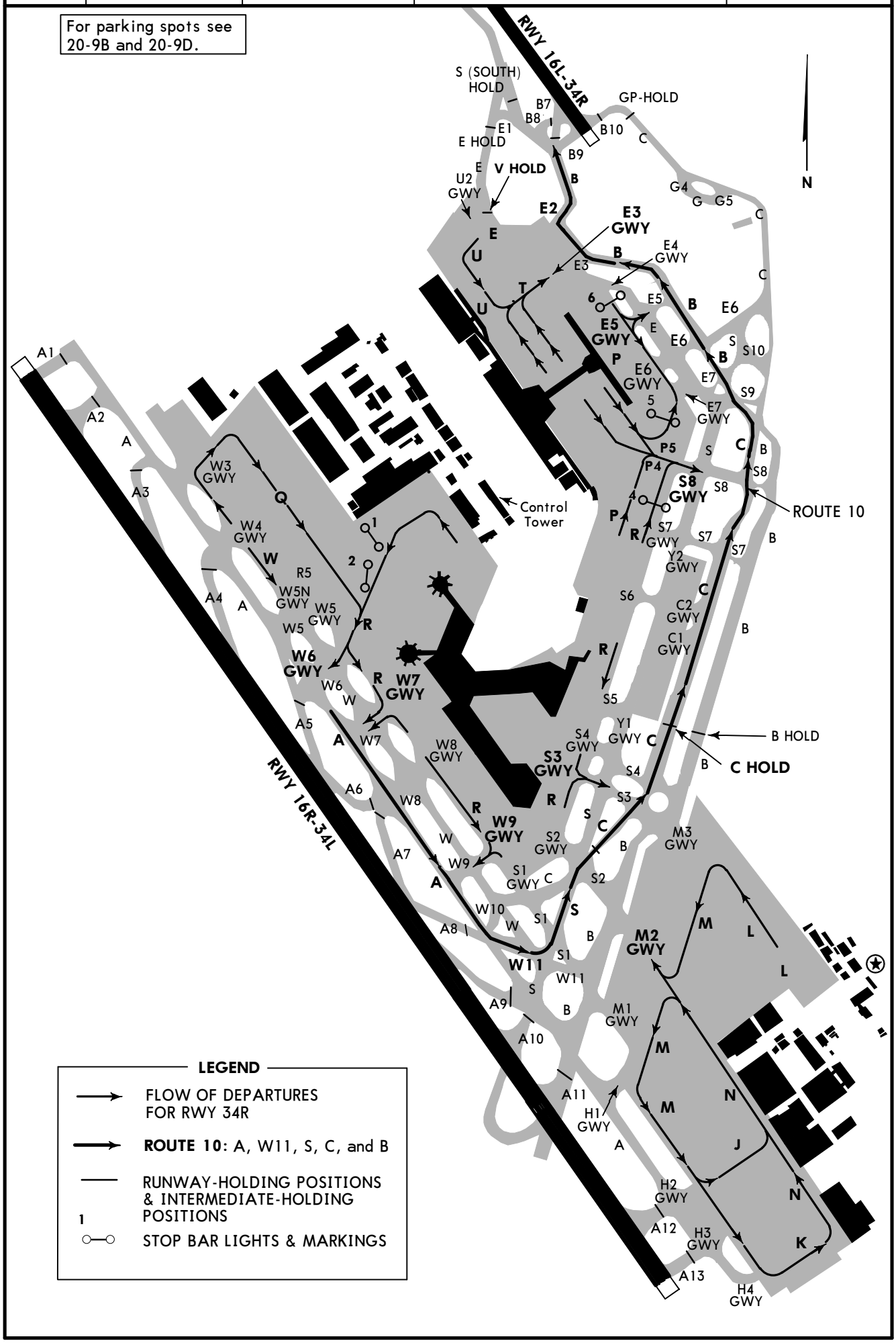
TAXI ROUTES DEPARTURES Rwy 34R

D-ATIS	NARITA Delivery	Ground	Tower	TOKYO Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6



CHANGES: S5 taxiway.

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VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

Aircraft parking stands 11, 12, 14 thru 18, 21 thru 27, 31 thru 38, 41 thru 47, 51 thru 58, 61 thru 66, 71 thru 76, 81 thru 88, and 91 thru 99 are equipped with a visual docking guidance system. Pilots of arriving aircraft assigned to park at one of these parking stands can use the system positioning and stopping guidance to correctly position the aircraft. The visual docking system is operational only in the automatic mode. In the event of a system failure, the aircraft will be guided into the parking stand by a marshaller on the ground.

The visual docking system consists of a display screen for pilots and a laser scanner. The system detects and analyzes the aircraft type of an approaching aircraft, tracks it through the laser scanner, and displays this information on the display screen. The display screen indicates the following information:

a. the type of the approaching aircraft;

b. deviation from the lead-in centerline; and

c. distance to the stopping position.

The above information is provided equally to pilots in the left seat and right seat.

AIRCRAFT TYPE INDICATION

An operator on the ground shall input the aircraft type into the system prior to the aircraft approaching the parking stand. Upon accepting the input, the system carries out an internal calibration, starts the laser scanner, and indicates the aircraft type according to the input. The system will then begin to display yellow lead-in arrows scrolling upwards, prompting the aircraft to proceed (see figure 1).

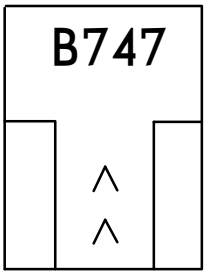

Figure 1

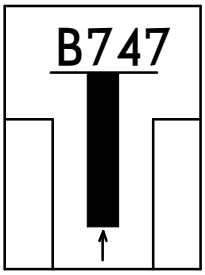

Figure 2

When the laser scanner detects the approaching aircraft, the display screen will indicate the aircraft type, a "T" bar, and a lead-in upward arrow in yellow (see figure 2).

Prior to the aircraft reaching a point 12 meters before the stopping position, the system will identify the aircraft type and compare it with the previously input aircraft type. If these match, the system will continue its operation. If they do not match, the display screen will repeatedly indicate "STOP", "ID", "FAIL" in sequence, and will display two illuminated red squares simultaneously (see figures 3 thru 5).

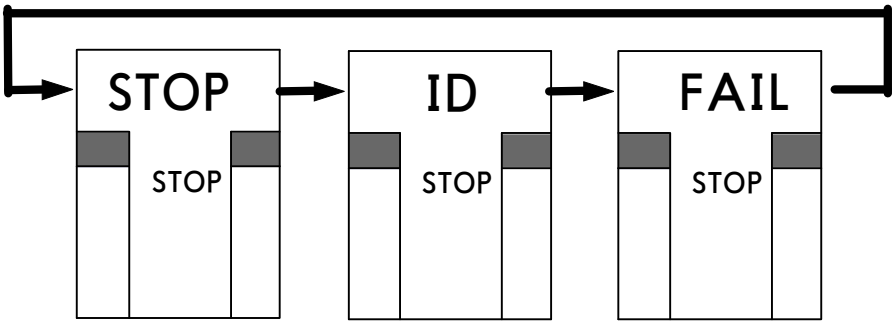

Figure 3 Figure 4 Figure 5

NOTE: If this occurs, the pilot must stop the aircraft immediately.

The ground operator will then re-input the correct aircraft type into the system. If the input matches, SAFEDOCK will then resume normal operation with the correct aircraft type indicated on the display.

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VISUAL DOCKING GUIDANCE SYSTEM

TAXIING AND CENTERLINE GUIDANCE

While taxiing using the system, pilots should maneuver the aircraft at a low speed to the stopping position. In an event when "SLOW DOWN" is indicated on the display screen, the pilots should further decelerate the taxiing speed to avoid overshooting (see figure 6).

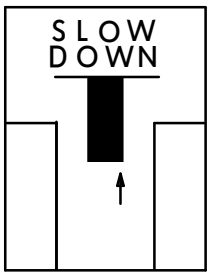

Figure 6

Centerline guidance is provided by an upward moving yellow arrow displayed beneath the "T" bar. If the aircraft deviates from the centerline, the yellow arrow will be displayed on the same side of the "T" bar that the aircraft is deviating from the centerline. In addition, a flashing red arrow will be displayed, indicating the direction of turn required to regain the centerline (see figures 7 & 8).

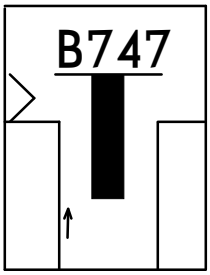

Figure 7

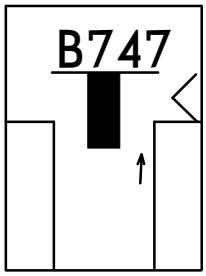

Figure 8

STOPPING GUIDANCE

When the approaching aircraft is within 16 meters from the stopping position, the shaft of the illuminated "T" bar will begin to retract upward from the bottom, indicating the distance remaining to the final stopping position successively. As the aircraft approaches the stopping position, the shaft of the illuminated "T" will retract one row for every 1.6′ (0.5m).

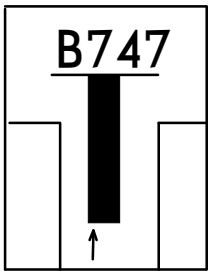

Figure 9

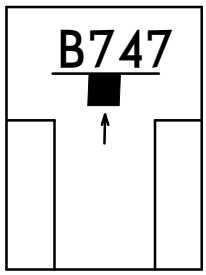

Figure 10

When the aircraft reaches the stopping position, "STOP" will be displayed on the screen along with two red squares on either side of the screen at the positions previously used to indicate direction of turn (see figure 11). If the aircraft is stopped in the correct parking position, the screen will then display the message "OK" for several seconds (see figure 12). If the aircraft stops beyond the correct parking position, the screen will display "TOO FAR" (see figure 13).

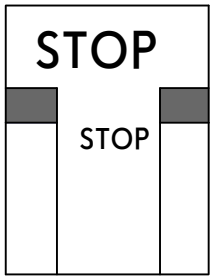

Figure 11

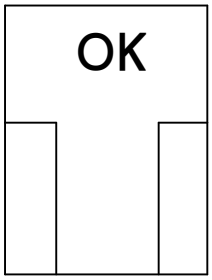

Figure 12

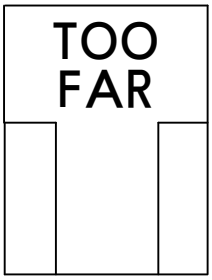

Figure 13

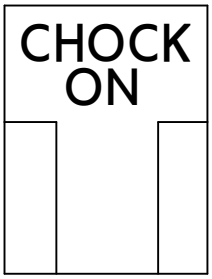

Figure 14

When the ground operator applies chocks, and turns on the "CHOCK ON" switch, the screen will display "CHOCK ON" (see figure 14).

CHANGES: Stop guidance note added.

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VISUAL DOCKING GUIDANCE SYSTEM

CAUTION: Should the system display an incorrect aircraft type, or at any time a message such as "STOP", "ID"-"FAIL", or "WAIT" (see figure 15) appears on the display screen, the pilots should stop the aircraft immediately.

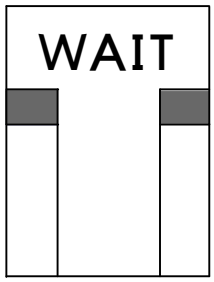

Figure 15

During heavy fog, rain or snow the visibility for the docking system can be reduced.

When the system is activated and in capture mode, the display will deactivate the floating arrows and show "DOWN GRADE" (see figures 16 &17).

The message will be superseded by the closing rate bar as soon as the system detects the approaching aircraft. The pilot must not proceed beyond the bridge, unless the "DOWN GRADE" text has been superseded by the closing rate bar.

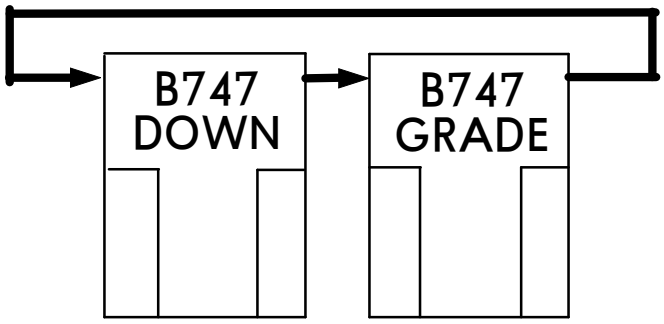

Figure 16 Figure 17

RESTRICTIONS ON THE USE OF AUXILIARY POWER UNITS

When aircraft are using aircraft parking stands equipped with fixed power facilities (ground facilities installed for the purpose of providing electrical power and pre-conditioned air to aircraft), auxiliary power units shall not be used beyond the time periods specified below, except when specifically acknowledged by the Airport Authority as necessary:

- Thirty (30) minutes prior to the estimated time of departure.
- The minimum time required for switching over to the fixed power facilities after arrival at the stand.
- When required for aircraft maintenance purposes, the minimum time required for each occasion.

  NOTE: Spot 11, 12, 14-18, 21-27, 31-38, 41-47, 51-58, 61-66, 71-77, 81-88, 91-99 are aircraft parking stands with fixed power facilities.

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ATC PROCEDURES

For the purpose of ensuring to provide the aircraft in and out of Narita with more orderly and efficient flow of traffic, aircraft operators are strongly requested to observe prearranged scheduled time and to comply with the following.

GENERAL

Standard Taxiing Routes (See TAXI ROUTE Diagrams for departure for Rwy 16R and Rwy 34L). Unless otherwise required, the standard taxiing routes for Departure are instructed by ATC using route names in the table below.

		Route Name	Routing via
Departure	to Rwy 16R	ROUTE 7	B, C, W, W7 and A
	to Rwy 34L	ROUTE 8	E, S, S8, B and A
	to Rwy 16L	ROUTE 9	A, W11, B, S7, S, E, and B
	to Rwy 34R	ROUTE 10	A, W11, S, C, and B

NOTE: Alternate routing may be instructed by ATC as required.

DEPARTURE

a. ATC clearance

Departing aircraft should contact Narita Delivery for ATC clearance 5 minutes prior to starting engines with the following information.

1. call sign
2. destination
3. proposed flight level and alternative flight levels, if any
4. alternative flight routes, if any
5. parking position (spot number)

b. ATC clearance will be issued in order of the call up from departing aircraft when ready to start engines.

Pilots should, in so far as practicable, accept an alternate route and/or altitude recommended by ATC so as to maintain an orderly flow of traffic between departing aircraft from Narita and transiting aircraft from other airports.

Delay information may be given, if the situation requires, after coordination with Tokyo ACC.

Pilots should start engines as soon as ATC clearance is received, unless otherwise instructed by Narita Delivery.

c. In case that the engines could not be started within 5 minutes after receiving ATC clearance, pilots should notify it to Narita Delivery.

If an aircraft is not ready to taxi out within 10 minutes from the time the engines should have been started, or is returning to the spot, or is unable to continue taxiing for departure because of the operational reasons, ATC clearance may be cancelled except in the following circumstances:

1. Push back may be delayed due to other ground traffic.
2. ATC clearance includes a departure time restriction (such as release time) in order to establish longitudinal separation.
3. VIP aircraft and the other aircraft which the Airport Administrator has admitted to be delayed on special occasions.

Pilots who are ready to depart after cancellation of ATC clearance shall follow the same procedure prescribed above in paragraph (a.).

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ATC PROCEDURES

d. Intersection departure
The remaining runway length for intersection departures are as follows:

Runway	Taxiway	Remaining Runway Length*
34L	A12 A11 A10 A9 A8	3630m (11930 feet) 3070m (10090 feet) 2890m (9490 feet) 2320m (7630 feet) 2100m (6880 feet)
16R	A2 A3 A4 A5	3610m (11870 feet) 3040m (10000 feet) 2560m (8420 feet) 1980m (6510 feet)
34R	B8 B7	2320m (7610 feet) 2100m (6890 feet)
16L	B2 B3 B4 B5	2030m (6660 feet) 2150m (7050 feet) 1740m (5710 feet) 1350m (4430 feet)

**NOTE: Numbers are rounded down to the nearest 10m (10 ft) as measured from the point where the taxiway centerline meets the runway centerline to the runway threshold.*

e. Once takeoff clearance has been received, aircraft should commence takeoff roll without delay. If unable to do so, notify Narita Tower.

ARRIVAL

a. When passing 10 NM on final approach course, turbojet aircraft should adjust speed to maintain 160 KIAS until IYQ 4.8 DME (Rwy 34L) / IKF 4.1 DME (Rwy 16R) unless otherwise instructed by ATC. Provided that the pilot should not comply with such requirement, he should inform and advise Tokyo Approach / Radar of his acceptable minimum IAS.

b. Aircraft on final approach and in the control zone are recommended to turn landing lights on.

c. Speedy Turn-Off Procedure

1. For purposes of reducing runway occupancy time, pilots in their approach/ landing briefing should plan on a specific exit taxiway and after landing, pilots should vacate the runway without delay, unless the use of another exit taxiway is assigned by ATC or unless the safety of the aircraft is jeopardized.

2. The exit taxiways, as a rule, which arriving aircraft should plan to use for vacating the runway, are listed below.

Runway	Taxiway	Remaining Runway Length	Remarks
34L	A5	1980m (6510 feet)	BTCL
	A4	2560m (8420 feet)	BTCL
16R	A8	2100m (6880 feet)	BTCL
	A9	2320m (7630 feet)	BTCL
34R	B4	1740m (5710 feet)	(None)
	B2	2030m (6660 feet)	BTCL
16L	B7	2100m (6890 feet)	BTCL

Remarks: (BTCL) Brighter Taxiway Centerline Lights Installation
For purposes of assisting the speedy turn-off, the intensity of the taxiway centerline lights listed above will be brighter than that of other taxiways to improve the recognition of these locations.

Those lights are also lighted during daytime VMC to clearly indicate the exit taxiways, however those lights may be turned off or may not be brighter due to other operational requirements.

3. Should pilots plan to use other exit taxiways other than those listed above where possible, pilots should inform ATC accordingly.
However, ATC may not be able to assign the exit taxiway as requested due to traffic conditions or any other reason.

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RAMP CONTROL

1. Ramp Control Services

With a view to ensuring a safe and smooth flow of aircraft traffic on the apron, the Narita International Airport Corporation operates an aeronautical station (Frequency : 121.6 and 121.75, Call sign : NARITA RAMP CONTROL) and issues instuction, approval, and/or necessary information to aircraft ground-moved within the apron areas.

2. Area of Competence

The area of competence is shown below. The Ramp Control will only issue such instruction, approval, and/or information, which are effective within the apron areas.

3. Procedures

(A) Start-up Taxi Procedures for Departing Aircraft from Terminal Apron

(a) Contact NARITA DELIVERY five minutes prior to starting engines.
(b) When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to start push-back or taxiing.
(c) Taxi is to be started from a safe position with due regard to the effects of engine exhaust blast.
(d) Unless otherwise specified by the "NARITA RAMP CONTROL", follow the route to the gateway (exit from/entrance to apron) from the aircraft parking position, as shown on the Taxiing Charts.
(e) Expect instructions to contact NARITA GROUND on 121.95 or 121.85 before leaving apron.
(f) The name of the approaching gateway shall be reported at the initial contact with NARITA GROUND.
(g) To avoid frequency congestion, report the current ATIS code to NARITA GROUND upon initial contact.

NOTE: DO NOT PROCEED INTO TAXIWAY WITHOUT TAXI INSTRUCTION FROM ATC.

(B) Taxi Procedures for Arriving Aircraft into Terminal Apron

(a) When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
(b) The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.
(c) Unless otherwise specified by the "NARITA RAMP CONTROL", follow the route to the parking position from the gateway, as shown on the Taxiing Charts.
(d) When holding at an apron stop bar shown on the above chart, stop the aircraft in front of stop bar lights.
(e) When approaching the assigned parking position, reduce engine power to the extent practicable so as not to cause any hazard to others with due regard to exhaust blast.

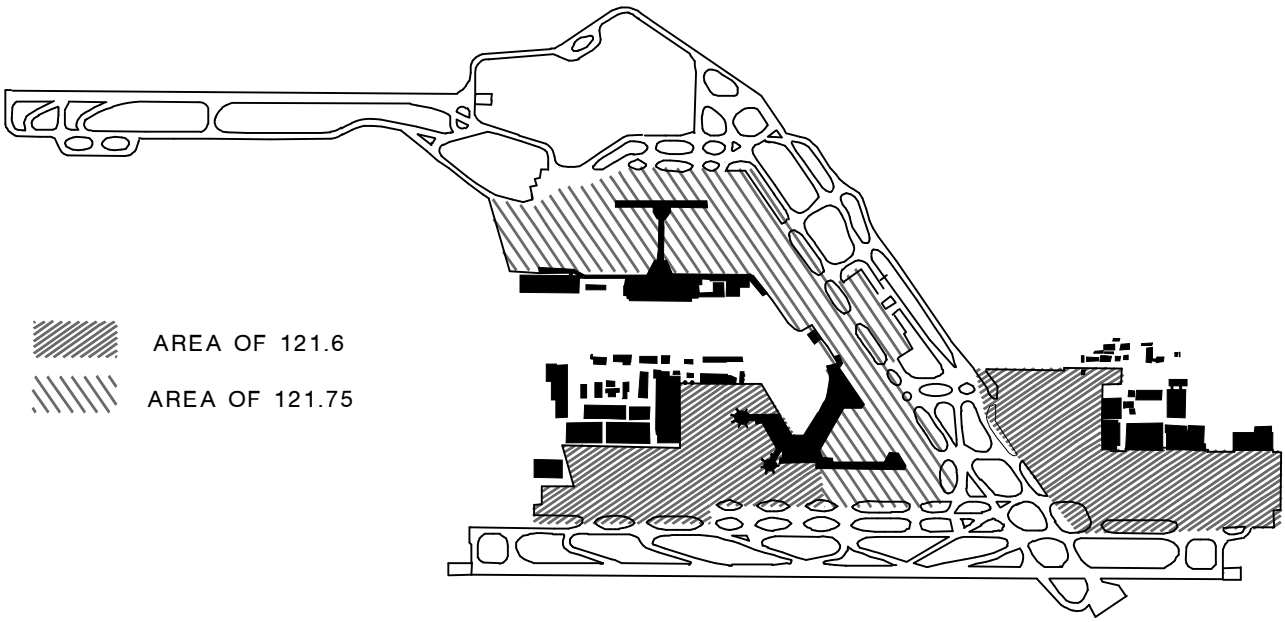
NOTE: DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL.

(C) Ground Movement of Aircraft other than Departing and Arriving Aircraft

Obtain an approval for taxi from the "NARITA RAMP CONTROL" prior to its start, then conform to the provisions of paragraph (A) (Item (a), (b) and (g) are excluded) and (B).

(D) Ground Movement of Towed Aircraft

Towed aircraft are also subject to the Ramp Control. For details, see the Aircraft Operations Regulations (UNYOKANRI SAISOKU).



CHANGES: Ramp depiction.

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OPERATIONAL TRIAL FOR DEPARTURE CLEARANCE BY DATA LINK (DCL)

From 1500 UTC 20 AUG 2014, applicable city-pairs of Operational Trial for Departure Clearance by Data Link will be expanded at Tokyo Intl Airport and Narita Intl Airport.

1. Operational Hours and Applicable Aircraft

Hours: Tokyo Intl/RJTT: 24 Hrs; Narita Intl/RJAA: 2050-1500Z.

Applicable for: Domestic/Intl aircraft which plan to depart from RJTT/RJAA.

2. Definition of Messages

Definition of messages for DCL are as follows:

(1) RCD: Departure Clearance Request

(2) CLD: Departure Clearance Response

(3) CDA: Departure Clearance Readback

(4) FSM: Flight System Message

3. Conditions of the Trial Operation

The trial operation is based on EUROCAE Document ED-85A (Data-Link Application System Document [DLASD] for the Departure Clearance Data-Link Service) and ARINC Specification 623-3. Aircraft participating in the trial operation shall obey these specifications and the following procedures.

(1) Aircraft shall request DCL 10 minutes prior to starting engines.

(2) When DCL is requested, DCL will be delivered.

(3) Aircraft capable of DCL may request clearance on voice. When clearance is requested on voice, clearance will be delivered on voice.

(4) Aircraft participating in the trial operation shall monitor the frequency of the CD (Clearance Delivery) after DCL is requested until getting an FSM for CDA in order to respond to the clearance on voice immediately.

(5) CLD will be deferred when engine start cannot be approved due to congested situations. When aircraft is ready to start engines and CLD is not yet received, aircraft should advise ATC "ready to start engines" on voice via CD frequency.

(6) In the case that any prior coordination with CD regarding an assignment of a cruising altitude is necessary for aircraft to fly beyond the Fukuoka FIR, the coordination will be conducted on voice before CLD is issued. After completion of the coordination, if CLD is available, CD will advise the pilot by using the following phraseology (sample of message on voice): "STAND BY FOR CLEARANCE BY DATALINK."

(7) As a result of coordination above, when CLD cannot be transmitted and/or time restriction (VIFNO, etc.) is necessary, the clearance will be delivered on voice according to Item (8).

(8) When CD delivers clearance on voice to an aircraft participating in the trial operation, procedures will switch to voice from DCL by using the phraseology "clearance on voice" with message transmission of "REVERT TO VOICE PROCEDURES" via data link.

(9) If requesting a different altitude from the flight planned altitude, aircraft shall enter the capital letter "P" followed by a proposed altitude in a three-digit number in the RMK field. Sample of entry: P340.
Note: No text should be entered in the RMK field other than the proposed altitude as described above.

(10) The call sign must be used by the ICAO cable address of three characters.

(11) Satellite data link via ARINC is unavailable.

(12) Aircraft registration number shall be included in Item 18 of the flight plan.

4. The flow from the beginning to the completion of DCL

(1) Request of DCL (downlink from aircraft)

Sample of message:

RCD
ABC123-RJTT-GATE 12-RJFF
ATIS D
-TYP/B787
-RMK/P340

(2) Confirmation of reception (uplink from ground)

Sample of message:

FSM hhmm yymmdd RJTT
ABC123 RCD RECEIVED
REQUEST BEING PROCESSED
STANDBY

CHANGES: Trial conditions revised.

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OPERATIONAL TRIAL FOR DEPARTURE CLEARANCE BY DATA LINK (DCL) - contd.

(3) Approval of DCL (uplink from ground)

Sample of message:
CLD hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJFF OFF 34R VIA
SEKID1 DEPARTURE FPR*
MNTN F180 EXP F340
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F**

*When the flight planned route has been changed before a "RCD", whole routes may be displayed instead of "FPR."

Note: ADT (Approved Departure Time), EDCT (Expected Departure Clearance Time)

**ADT included in CLD shall be read as EDCT.

(4) Readback of DCL (downlink from aircraft)

Sample of message:
CDA hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJFF OFF 34R VIA
SEKID1 DEPARTURE FPR*
MNTN F180 EXP F340
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F

*When the flight planned route has been changed before a "RCD', whole routes may be displayed instead of "FPR."

(5) Confirmation of reception (uplink from ground)

Sample of message:
FSM hhmm yymmdd RJTT
ABC123 CDA RECEIVED
CLEARANCE CONFIRMED

NOTE: When CDA is not sent within 10 minutes after receiving CLD, DCL will be cancelled.

Sample of message:
CDA REJECTED
CLEARANCE CANCELLED
REVERT TO VOICE PROCEDURES

5. Suspension of the Trial

The trial will be suspended, and notification provided by NOTAM RJTT and/or RJAA, when Data Link communication circumstances get worse or system trouble occurs or for other reasons.

6. For further questions

ANS Department, Civil Aviation Bureau
Ministry of Land, Infrastructure, Transport and Tourism
2-1-3 Kasumigaseki, Chiyoda-ku, Tokyo,
Japan 100-8918

ANS Planning Division (for the whole of the trial)
TEL: +81-3-5253-8739

ATC Division (for operational issues)
TEL: +81-3-5253-8749

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BRIEFING STRIP™

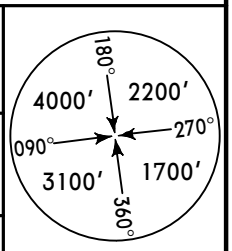
D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.35 122.7 126.2	121.85 121.95

LOC ITM	Final Apch Crs	GS BIRDY	ILS DA(H)	Apt Elev / Rwy 16L
110.7	156°	1800′ (1665′)	335′ (200′)	135′ / 135′

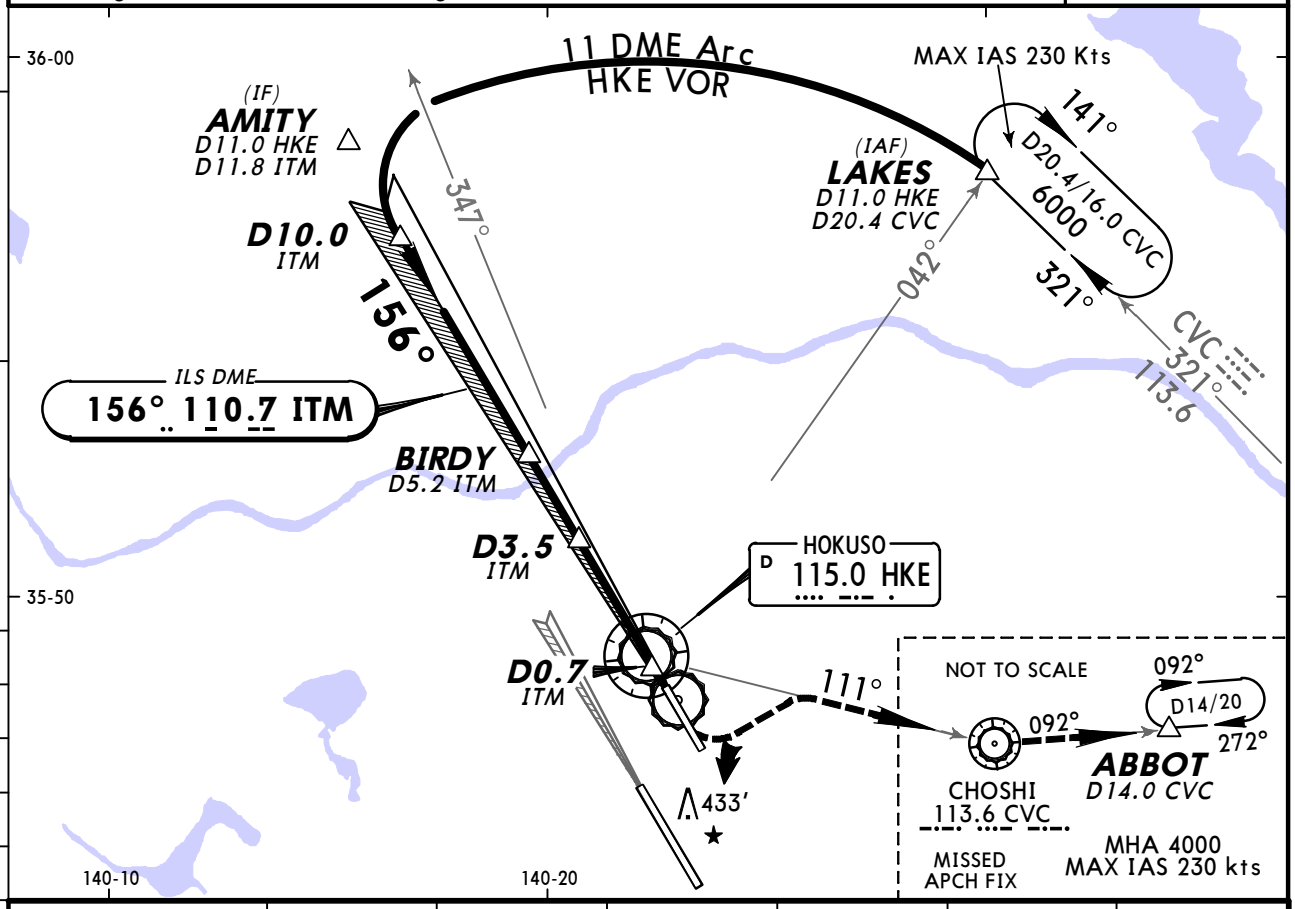
MISSED APCH: Climb on heading 156° to 600′, turn LEFT, climb to 6000′ outbound via HKE VOR R-111 to CVC VOR, outbound via CVC VOR R-092 to ABBOT and hold. Contact Tokyo APP.

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

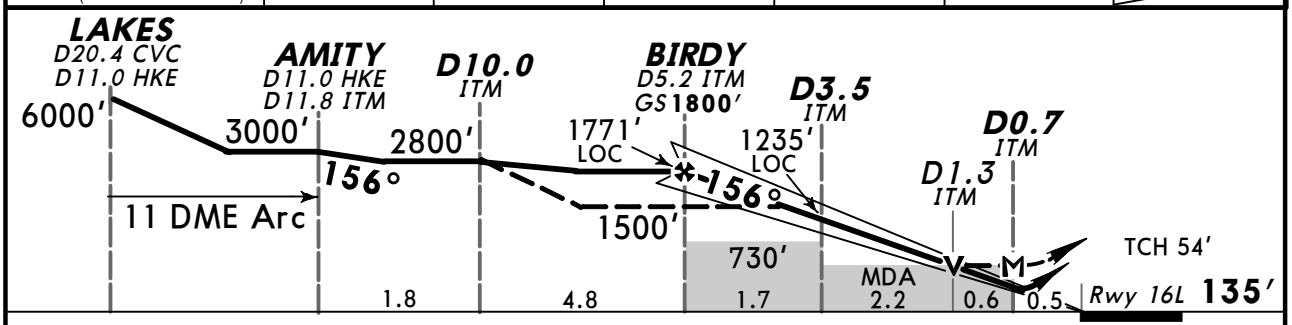
1. VOR and DME required. 2. Simultaneous approach authorized with Rwy 16R.
3. Timing not authorized for defining the MAP.



MSA HKE VOR



NM to ITM	FAF	5.0	4.0	3.0	2.0	MAP
ALT (3.0° APCH Path)	1771′	1712′	1394′	1075′	757′	



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 ITM						

HIALS / PAPI — 600′ on 156° hdg — 6000′ LT via HKE 115.0 R-111

STRAIGHT-IN LANDING RWY 16L

	ILS DA(H) 335′ (200′) FULL	TDZ &/or CL out	ALS out	LOC (GS out) MDA(H) 510′ (375′)	ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′)-1600m
120	
140	730′ (595′)-2400m
165	730′ (595′)-3200m

CHANGES: None.

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BRIEFING STRIP ™

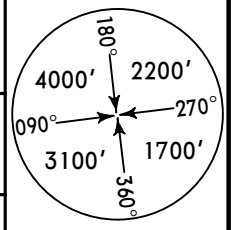
D-ATIS	TOKYO Approach (R)			NARITA Tower			Ground	
128.25	124.4	125.8	127.7	118.35	122.7	126.2	121.85	121.95

LOC ITM	Final Apch Crs	GS CYGNY	ILS DA(H)	Apt Elev 135′
110.7	156°	3000′ (2865′)	335′ (200′)	Rwy 16L 135′

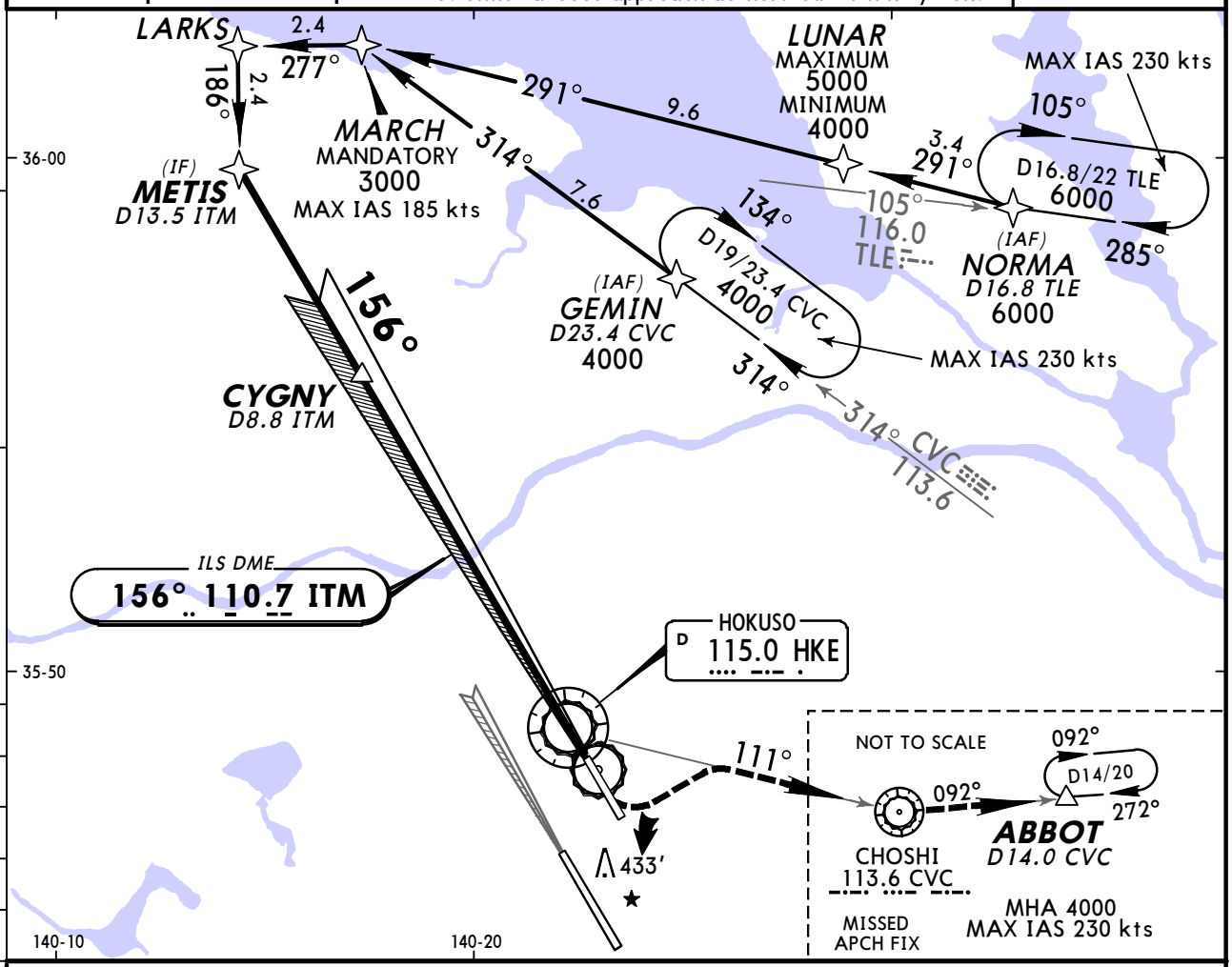
MISSED APCH: Climb on heading 156° to 600′, turn LEFT, climb to 6000′ outbound via HKE VOR R-111 to CVC VOR, outbound via CVC VOR R-092 to ABBOT and hold. Contact Tokyo APP.

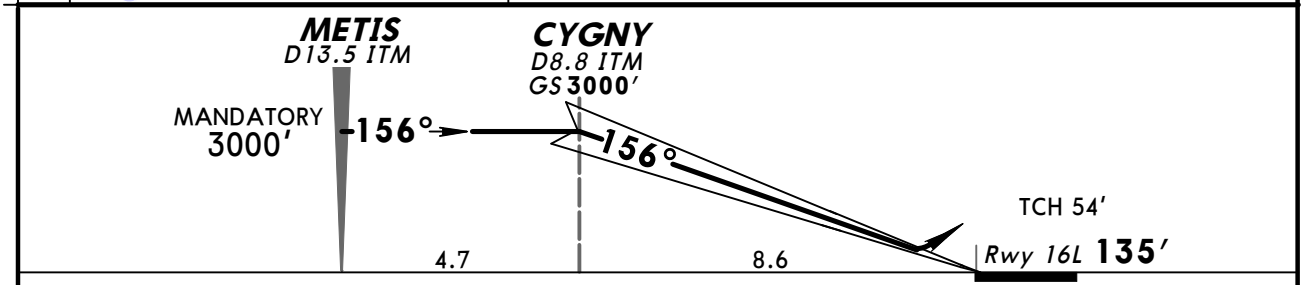
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. VOR and DME required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Simultaneous approach authorized with Rwy 16R.



MSA HKE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS PAPI | 600′ on 156° hdg | 6000′ LT via HKE 115.0 R-111

STRAIGHT-IN LANDING RWY 16L
ILS
DA(H) 335′ (200′)

	FULL	TDZ &/or CL out	ALS out
A	RVR 550m	RVR 750m	RVR 1000m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′)-1600m
120	
140	730′ (595′)-2400m
165	730′ (595′)-3200m

CHANGES: Procedure.

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D-ATIS	TOKYO Approach (R)			NARITA Tower			Ground	
128.25	124.4	125.8	127.7	118.2	122.7	126.2	121.95	121.85

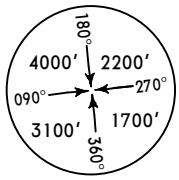
BRIEFING STRIP ™

LOC IKF	Final Apch Crs	GS PERCH	ILS DA(H)	Apt Elev 135′
111.5	156°	2800′ (2670′)	330′ (200′)	Rwy 16R 130′

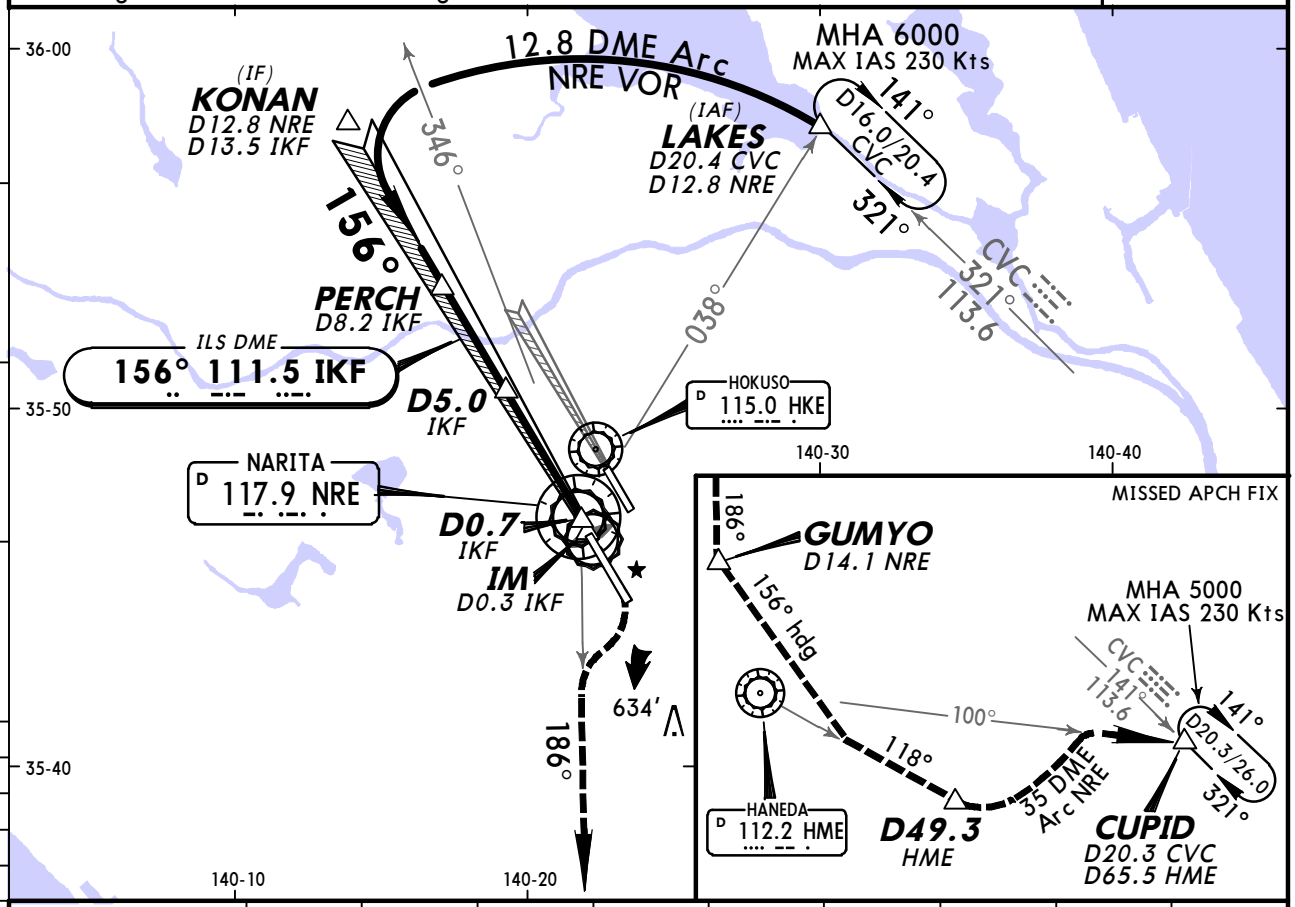
MISSED APCH: Climb on hdg 156° to 800′, turn RIGHT, climb to 6000′ outbound via NRE VOR R-186 to GUMYO, turn LEFT on 156° hdg to intercept and proceed via outbound HME VOR R-118 to D49.3 HME via 35 DME Arc NRE counterclockwise to intercept and proceed via outbound HME VOR R-100 to CUPID and hold. Contact Tokyo APP. No turn before D0.7 IKF.

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

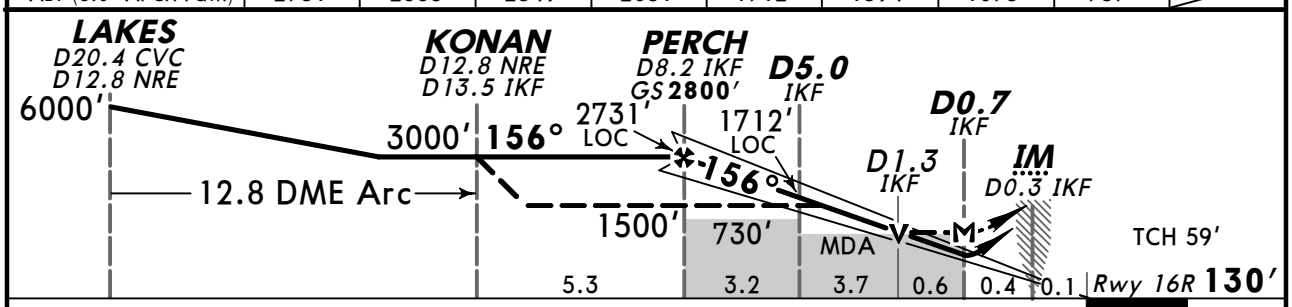
1. VOR and DME required. 2. Simultaneous approach authorized with Rwy 16L.
3. Timing not authorized for defining the MAP.



MSA NRE VOR



NM to IKF	FAF	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
ALT (3.0° APCH Path)	2731′	2668′	2349′	2031′	1712′	1394′	1075′	757′	



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 IKF							

PAPI HIALS 800′ on 156° hdg

6000′ RT via NRE 117.9 R-186

STRAIGHT-IN LANDING RWY16R

	ILS DA(H) 330′ (200′) FULL	TDZ &/or CL out	ALS out	LOC (GS out) MDA(H) 510′ (375′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	730′ (595′)-1600m
B				RVR 1000m		120	
C					RVR 1800m	140	730′ (595′)-2400m
D				RVR 1400m	CMV 2000m	165	730′ (595′)-3200m

CHANGES: LOC MD(H).

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RJAA/NRT
NARITA INTL

JEPPESEN

21 NOV 14 (21-3A)

TOKYO, JAPAN
ILS Y Rwy 16R CAT II & III

D-ATIS	TOKYO Approach (R)			NARITA Tower			Ground	
128.25	124.4	125.8	127.7	118.2	122.7	126.2	121.95	121.85

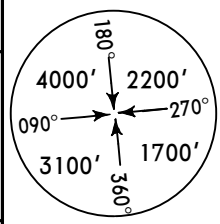
BRIEFING STRIP ™

LOC IKF	Final Apch Crs	GS	CAT IIIB	CAT IIIA	CAT II	Apt Elev 135′
111.5	156°	PERCH 2800′ (2670′)	Refer to Minimums		RA 101′ DA(H) 230′ (100′)	Rwy 16R 130′

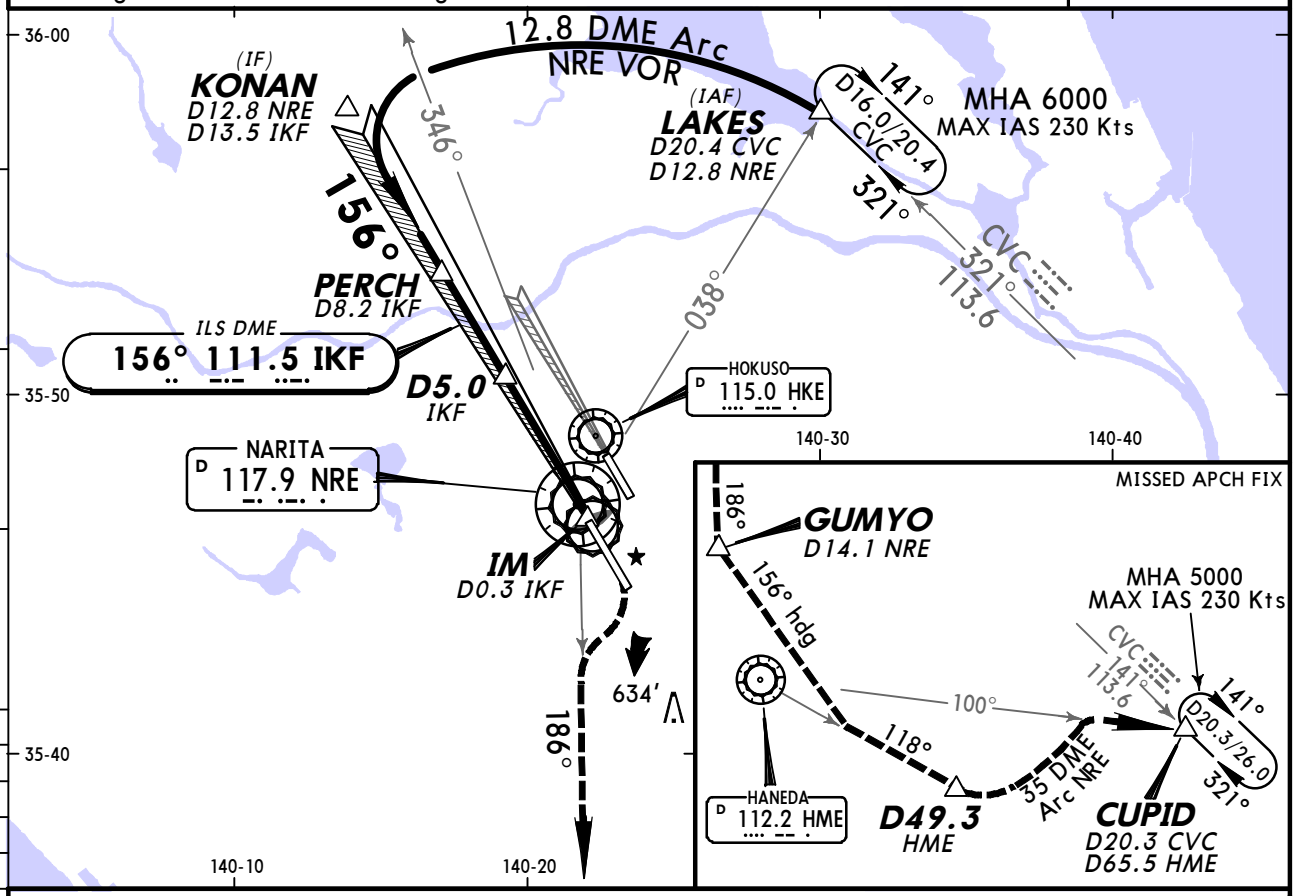
MISSED APCH: Climb to 800′ on heading 156°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-186 to GUMYO, turn LEFT heading 156° to intercept and proceed outbound via HME VOR R-118 to D49.3 HME VOR, via NRE VOR 35 DME Arc counterclockwise to intercept and proceed outbound via HME VOR R-100 to CUPID and hold. Contact Tokyo APP.
No turn before D0.7 IKF.

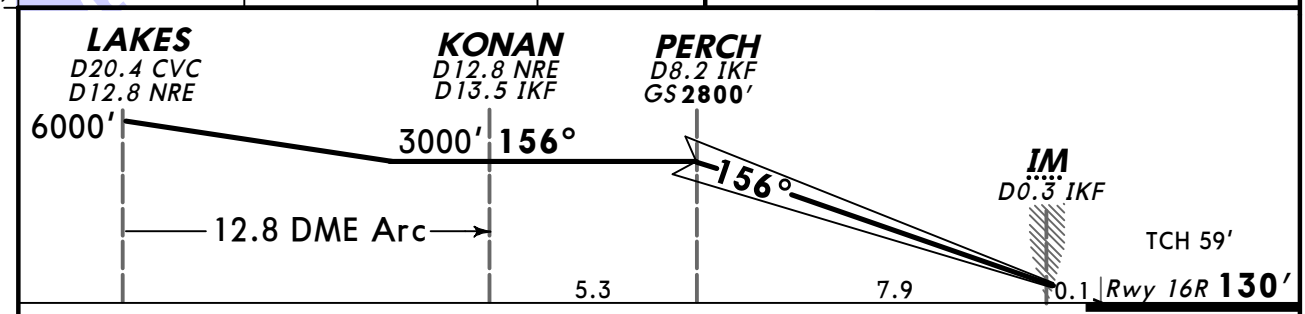
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.
3. Simultaneous approach authorized with Rwy 16L.
4. Timing not authorized for defining the MAP.



MSA NRE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI | 800′ on 156° hdg | 6000′ RT | NRE via 117.9 R-186

STRAIGHT-IN LANDING RWY 16R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 230′ (100′)
RVR 100m	RVR 200m	RVR 350m

CHANGES: None.

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RJAA/NRT
NARITA INTL

JEPPESEN

25 APR 14 (21-4) Eff 30 Apr 1500Z

TOKYO, JAPAN
ILS Z Rwy 16R

D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.2 122.7 126.2	121.95 121.85

BRIEFING STRIP ™

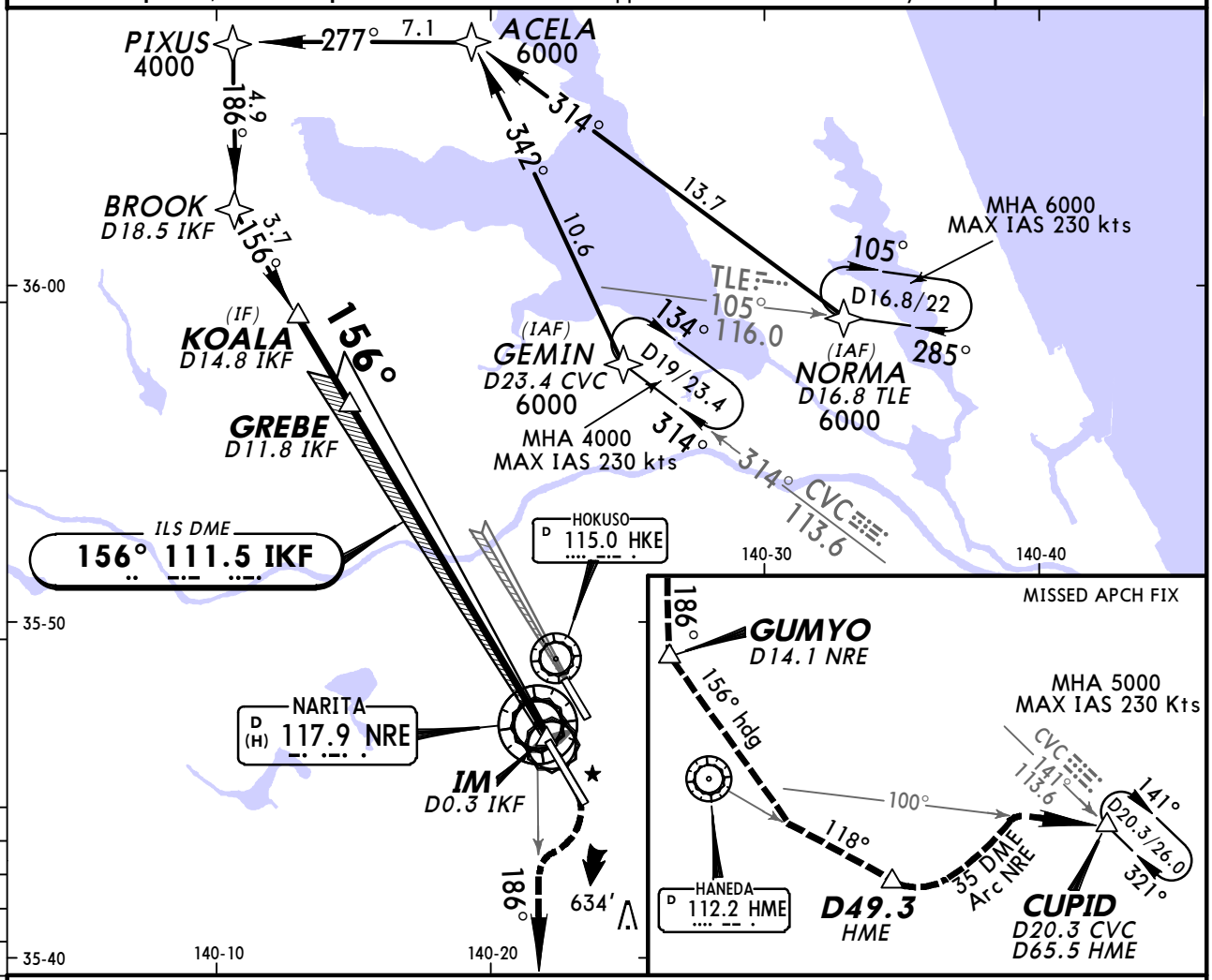
LOC IKF	Final Apch Crs	GS GREBE	ILS DA(H)	Apt Elev / Rwy 16R
111.5	156°	4000′ (3870′)	330′ (200′)	135′ / 130′

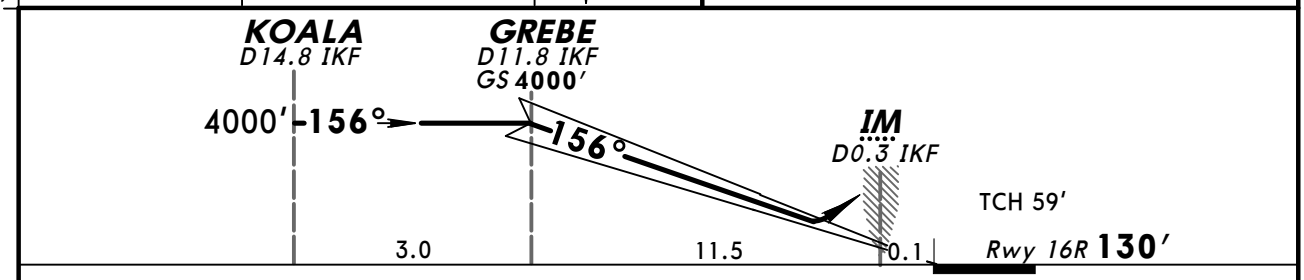
MISSED APCH: Climb to 800′ on heading 156°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-186 to GUMYO, turn LEFT heading 156° to intercept and proceed outbound via HME VOR R-118 to D49.3 HME VOR, via NRE VOR 35 DME Arc counterclockwise to intercept and proceed outbound via HME VOR R-100 to CUPID and hold. Contact Tokyo APP. **No turn before D0.7 IKF.**

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

1. VOR and DME required. 2. For initial approach segment, RNAV1, DME/DME/IRU or GNSS required, Radar required. 3. Simultaneous approach authorized with Rwy 16L.

MSA NRE VOR: 180° 4000′; 270° 2200′; 090° 3100′; 360° 1700′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at DA						

HIALS PAPI

800′ on 156° hdg

6000′ RT via NRE 117.9 R-186

STRAIGHT-IN LANDING RWY16R ILS

DA(H) 330′ (200′)

	FULL	TDZ &/or CL out	ALS out
A	RVR 550m	RVR 750m	RVR 1000m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′)-1600m
120	
140	730′ (595′)-2400m
165	730′ (595′)-3200m

CHANGES: Procedure.

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RJAA/NRT
NARITA INTL

JEPPESEN

25 APR 14
Eff 30 Apr 1500Z

(21-4A)

TOKYO, JAPAN
ILS Z Rwy 16R CAT II & III

D-ATIS	TOKYO Approach (R)			NARITA Tower			Ground	
128.25	124.4	125.8	127.7	118.2	122.7	126.2	121.95	121.85

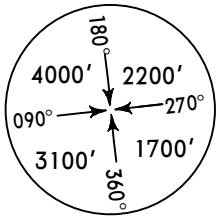
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	CAT IIIB	CAT IIIA	CAT II	Apt Elev / Rwy 16R
IKF 111.5	156°	GREBE 4000′ (3870′)	Refer to Minimums		RA 101′ DA(H) 230′ (100′)	135′ / 130′

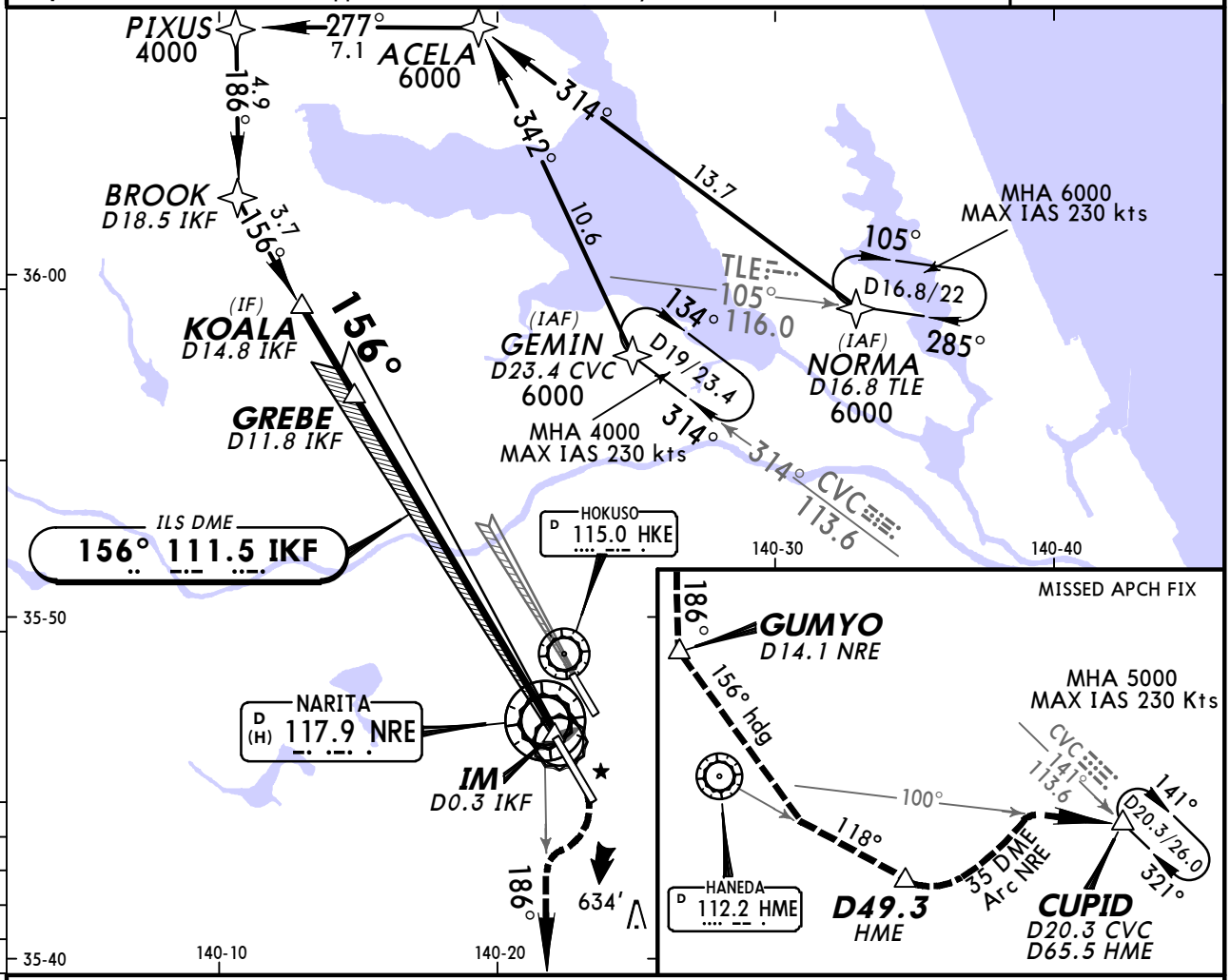
MISSED APCH: Climb to 800′ on heading 156°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-186 to GUMYO, turn LEFT heading 156° to intercept and proceed outbound via HME VOR R-118 to D49.3 HME VOR, via NRE VOR 35 DME Arc counterclockwise to intercept and proceed outbound via HME VOR R-100 to CUPID and hold. Contact Tokyo APP. **No turn before D0.7 IKF.**

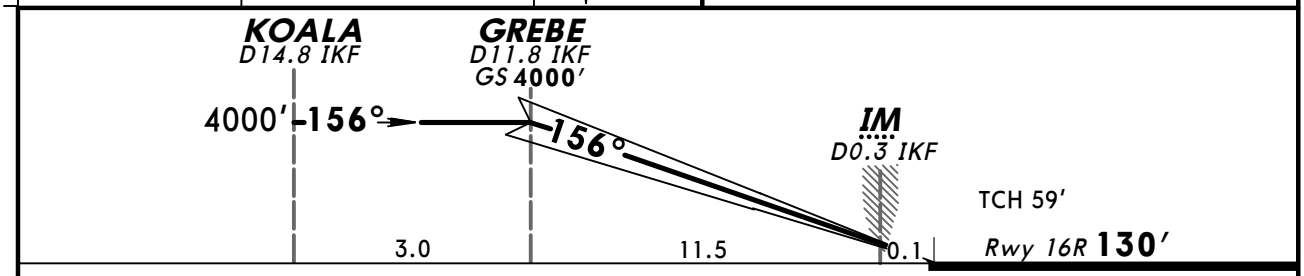
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. For initial approach segment, RNAV1, DME/DME/IRU or GNSS required, Radar required. 4. Simultaneous approach authorized with Rwy 16L.



MSA NRE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PAPI HIALS | 800′ on 156° hdg | 6000′ RT via NRE 117.9 R-186

STRAIGHT-IN LANDING RWY16R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 230′ (100′)
RVR 100m	RVR 200m	RVR 350m

CHANGES: Procedure.

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D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.2 122.7 126.2	121.95 121.85

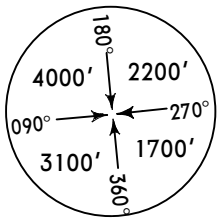
BRIEFING STRIP ™

LOC IYQ	Final Apch Crs	GS COSMO	ILS DA(H)	Apt Elev 135′
111.9	336°	4000′ (3861′)	339′ (200′)	Rwy 34L 139′

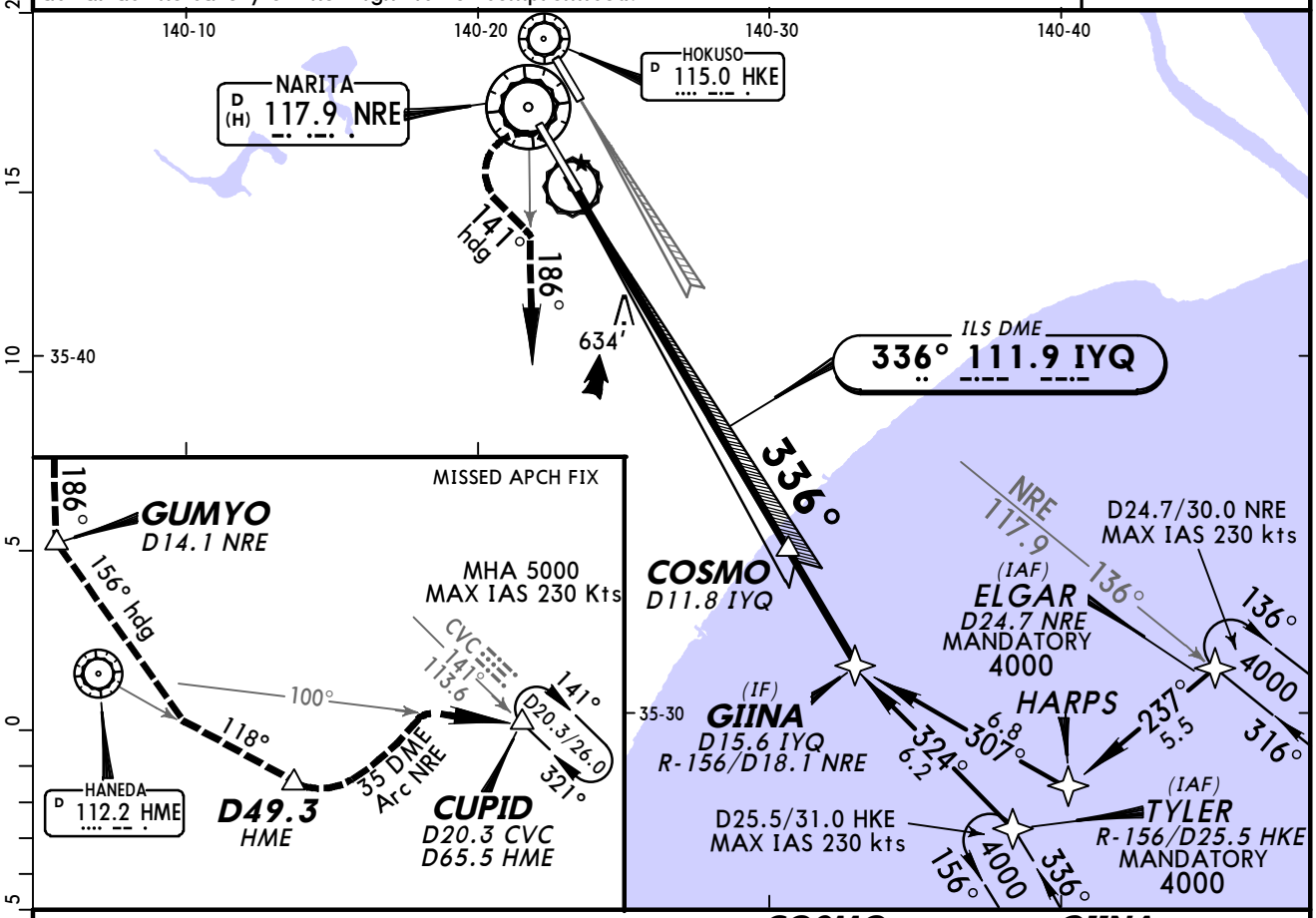
MISSED APCH: Climb to 1000′ on heading 336°, turn LEFT, climb to 6000′ outbound via heading 141° to intercept NRE VOR R-186 to GUMYO, turn LEFT heading 156° to intercept and proceed outbound via HME VOR R-118 to D49.3 HME VOR, via NRE VOR 35 DME Arc counterclockwise to intercept and proceed outbound via HME VOR R-100 to CUPID and hold. Contact Tokyo APP. No turn before D0.6 IYQ.

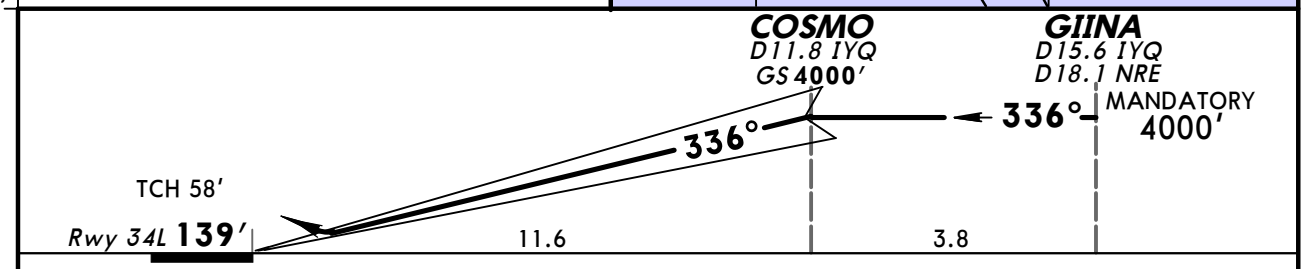
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. VOR and DME required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Simultaneous approach authorized with Rwy 34R. 4. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.9 (NRE D14.0) for Rwy 34L/ITJ D13.6 (HKE D15.4) for Rwy 34R as far as the safety of the flight is not compromised.



MSA NRE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-I
PAPI
1000′ on
336° hdg

STRAIGHT-IN LANDING RWY 34L
ILS
DA(H) 339′ (200′)

	FULL	TDZ &/or CL out	ALS out
A	RVR 550m	RVR 750m	RVR 1000m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′)-1600m
120	
140	730′ (595′)-2400m
165	730′ (595′)-3200m

CHANGES: Procedure.

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D-ATIS	TOKYO Approach (R)			NARITA Tower			Ground	
128.25	124.4	125.8	127.7	118.35	122.7	126.2	121.85	121.95

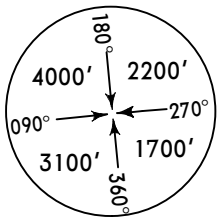
BRIEFING STRIP ™

LOC ITJ	Final Apch Crs	GS CROWN	ILS DA(H)	Apt Elev 135′
110.9	336°	3000′ (2859′)	391′ (250′)	Rwy 34R 141′

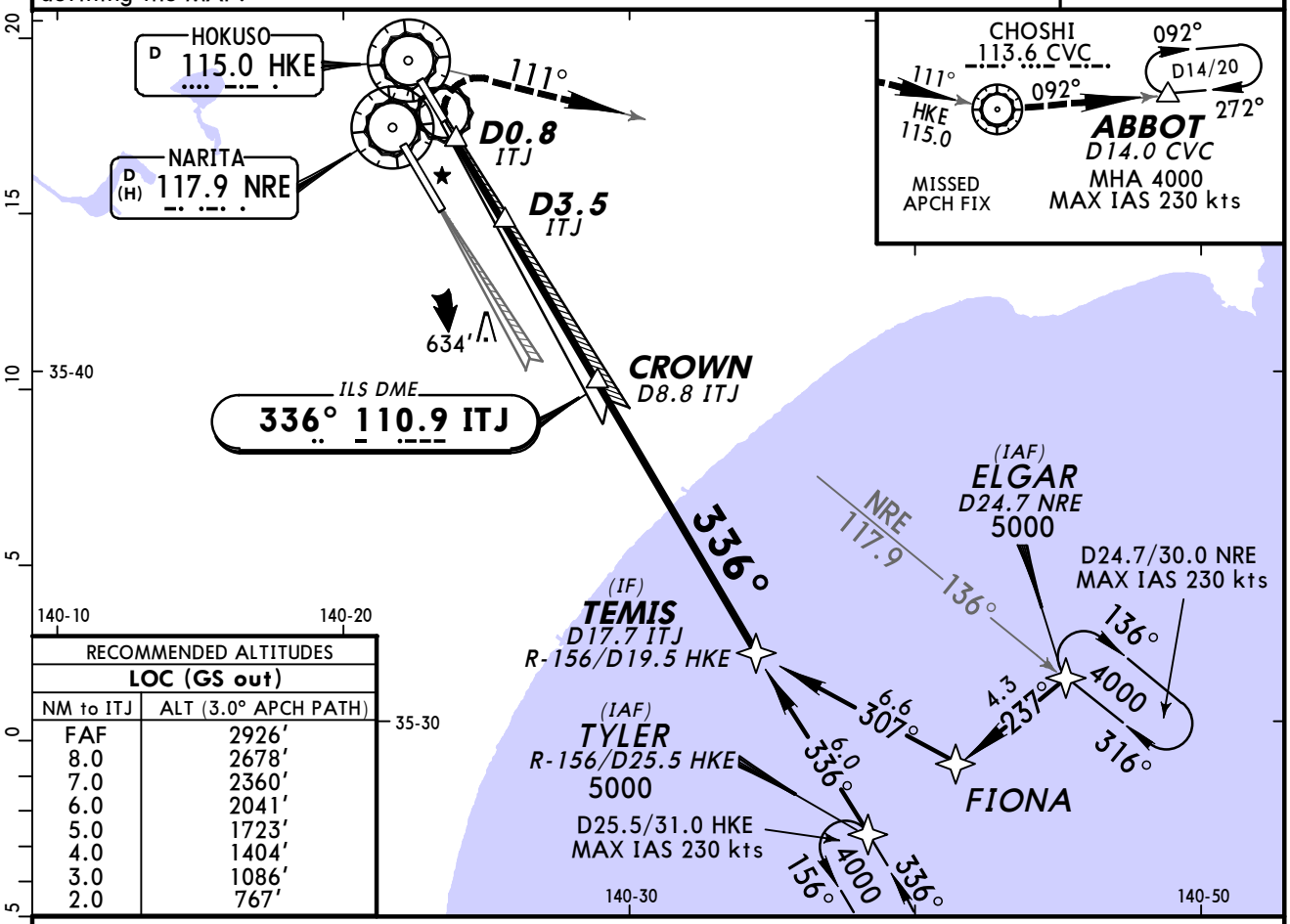
MISSED APCH: Climb on heading 336° to 700′, turn RIGHT, climb to 6000′ outbound via HKE VOR R-111 to CVC VOR, then outbound via CVC VOR R-092 to ABBOT and hold. Contact TOKYO APP.

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

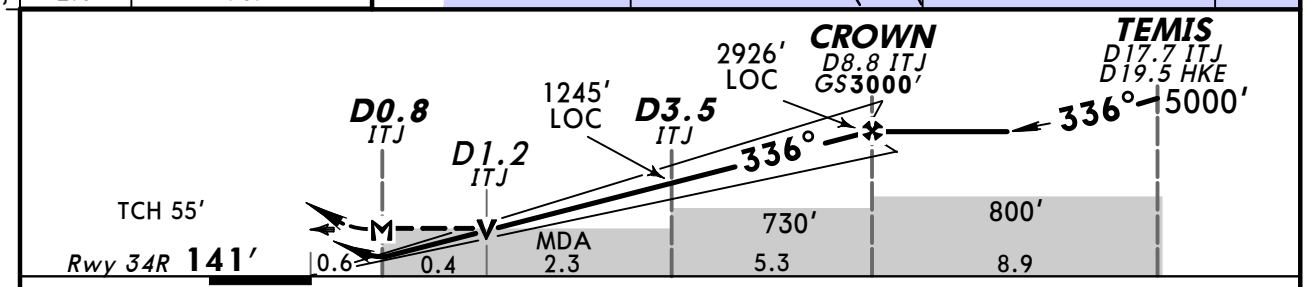
1. VOR and DME required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Simultaneous approach authorized with Rwy 34L. 4. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.9 (NRE D14.0) for Rwy 34L/ITJ D13.6 (HKE D15.4) for Rwy 34R as far as the safety of the flight is not compromised. 5. Timing not authorized for defining the MAP.



MSA HKE VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
NM to ITJ	ALT (3.0° APCH PATH)
FAF	2926′
8.0	2678′
7.0	2360′
6.0	2041′
5.0	1723′
4.0	1404′
3.0	1086′
2.0	767′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.8 ITJ						

ALSF-I
PAPI
700′ on 336° hdg

STRAIGHT-IN LANDING RWY 34R

	ILS DA(H) 391′(250′) FULL	TDZ &/or CL out	ALS out	LOC (GS out) MDA(H) 510′(375′)	ALS out
A	RVR 600m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B					
C				RVR 1000m	RVR 1800m
D				RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′(595′)-1600m
120	
140	730′(595′)-2400m
165	730′(595′)-3200m

CHANGES: Procedure.

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D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.35 122.7 126.2	121.85 121.95

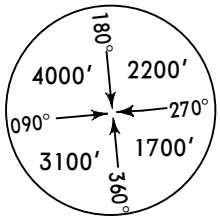
BRIEFING STRIP ™

LOC ITJ	Final Apch Crs	GS LAPIS	ILS DA(H)	Apt Elev 135′
110.9	336°	5000′ (4859′)	391′ (250′)	Rwy 34R 141′

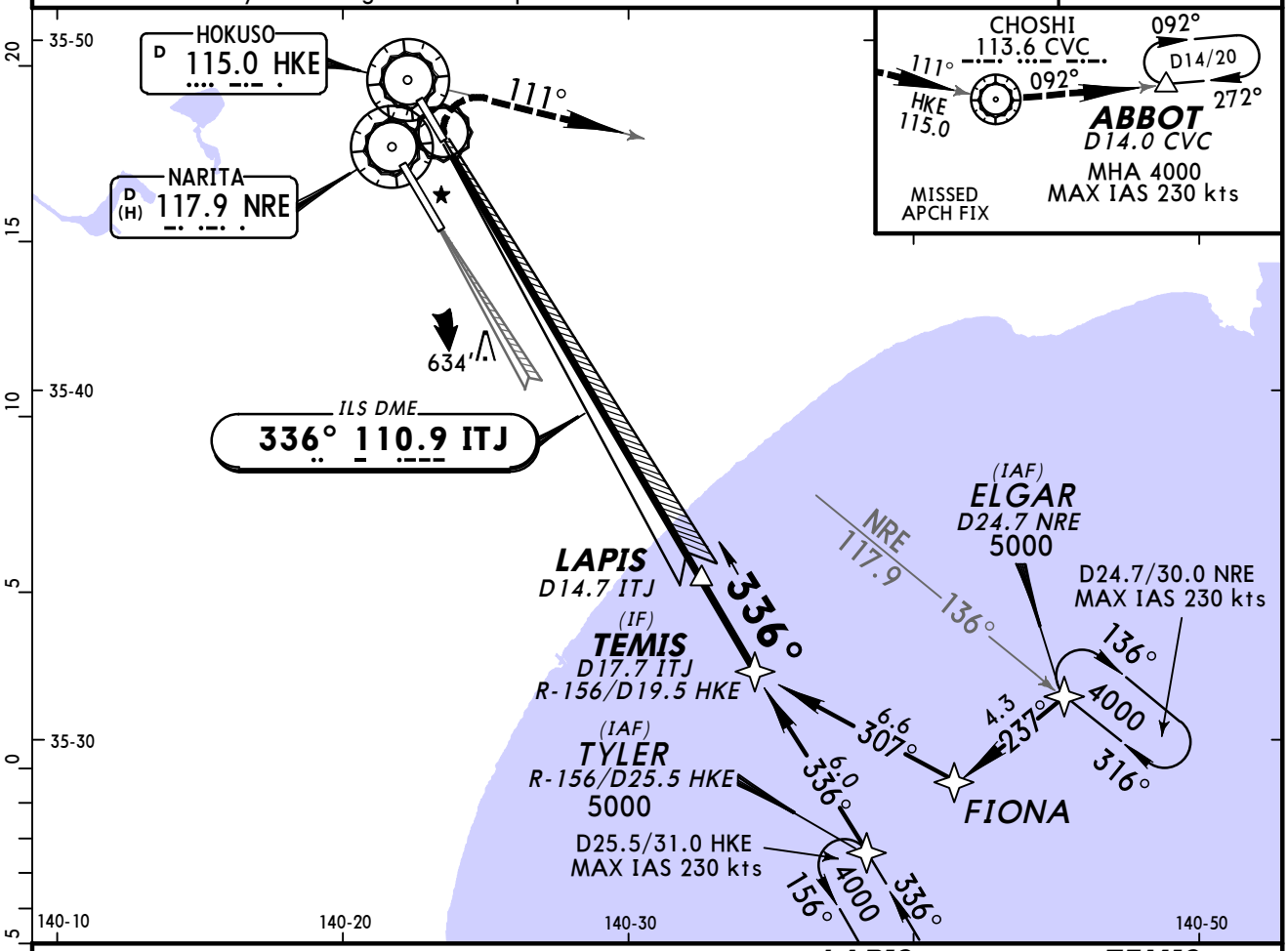
MISSED APCH: Climb on heading 336° to 700′, turn RIGHT, climb to 6000′ outbound via HKE VOR R-111 to CVC VOR, then outbound via CVC VOR R-092 to ABBOT and hold. Contact TOKYO APP.

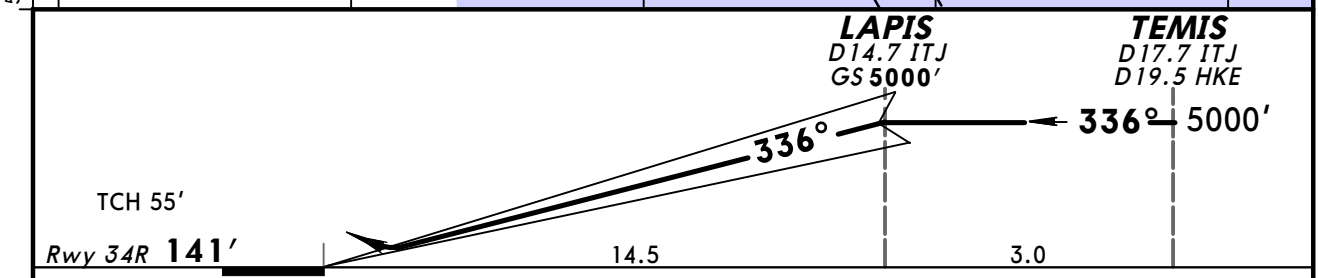
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. VOR and DME required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Simultaneous approach authorized with Rwy 34L. 4. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.9 (NRE D14.0) for Rwy 34L/ITJ D13.6 (HKE D15.4) for Rwy 34R as far as the safety of the flight is not compromised.



MSA HKE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-I PAPI 700′ on 336° hdg

STRAIGHT-IN LANDING RWY 34R
ILS
DA(H) 391′ (250′)

	FULL	TDZ &/or CL out	ALS out
A	RVR 600m	RVR 750m	RVR 1000m
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′)-1600m
120	
140	730′ (595′)-2400m
165	730′ (595′)-3200m

CHANGES: Procedure.

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D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.2 122.7 126.2	121.85 121.95

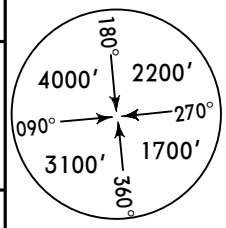
BRIEFING STRIP™

LOC IYQ	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 34L
111.9	336°	VIRGO 3244′ (3109′)	530′ (395′)	135′ / 139′

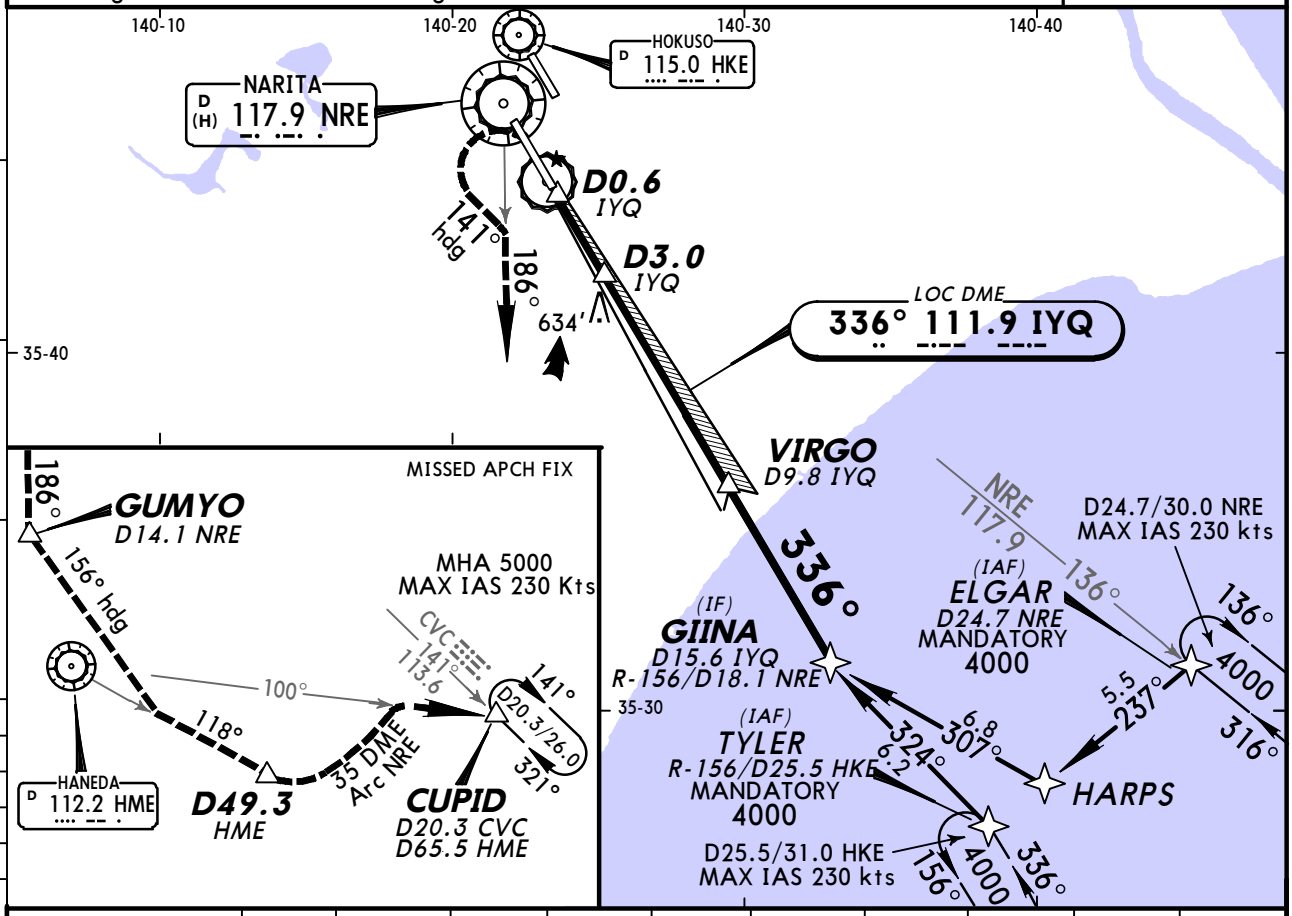
MISSED APCH: Climb to 1000′ on heading 336°, turn LEFT, climb to 6000′, via heading 141° to intercept and proceed outbound via NRE VOR R-186 to GUMYO, turn LEFT heading 156° to intercept and proceed outbound via HME VOR R-118 to D49.3 HME VOR,via NRE VOR 35 DME Arc counterclockwise to intercept and proceed outbound via HME VOR R-100 to CUPID and hold. Contact Tokyo APP. No turn before MAP.

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

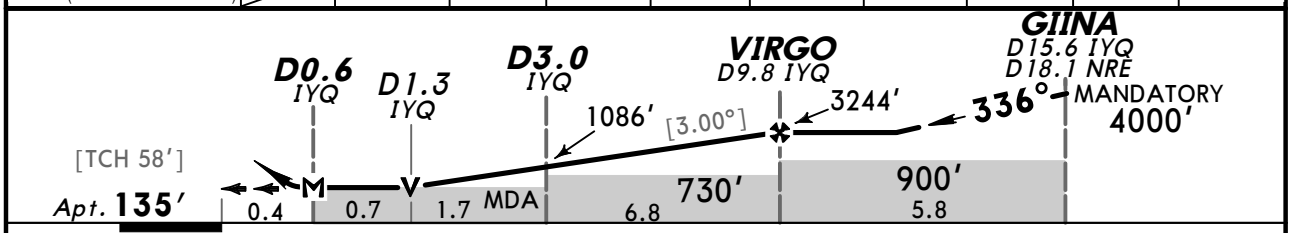
1. VOR and DME required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.9 (NRE D14.0) for Rwy 34L/ITJ D13.6 (HKE D15.4) for Rwy 34R as far as the safety of the flight is not compromised. 4. Timing not authorized for defining the MAP.



MSA NRE VOR



NM to IYQ	MAP	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	FAF
ALT (3.0° APCH PATH)		767′	1086′	1404′	1723′	2041′	2359′	2678′	2996′	3244′



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

ALSF-I
PAPI
1000′ on 336° hdg

STRAIGHT-IN LANDING RWY 34L

MDA(H) 530′(395′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′(595′)-1600m
120	
140	730′(595′)-2400m
165	730′(595′)-3200m

CHANGES: Procedure.

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BRIEFING STRIP ™

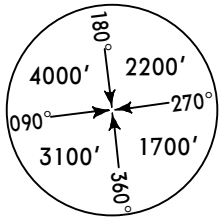
D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.35 122.7 126.2	121.95 121.85

VOR HKE 115.0	Final Apch Crs 156°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) 510′ (375′)	Apt Elev 135′ Rwy 16L 135′

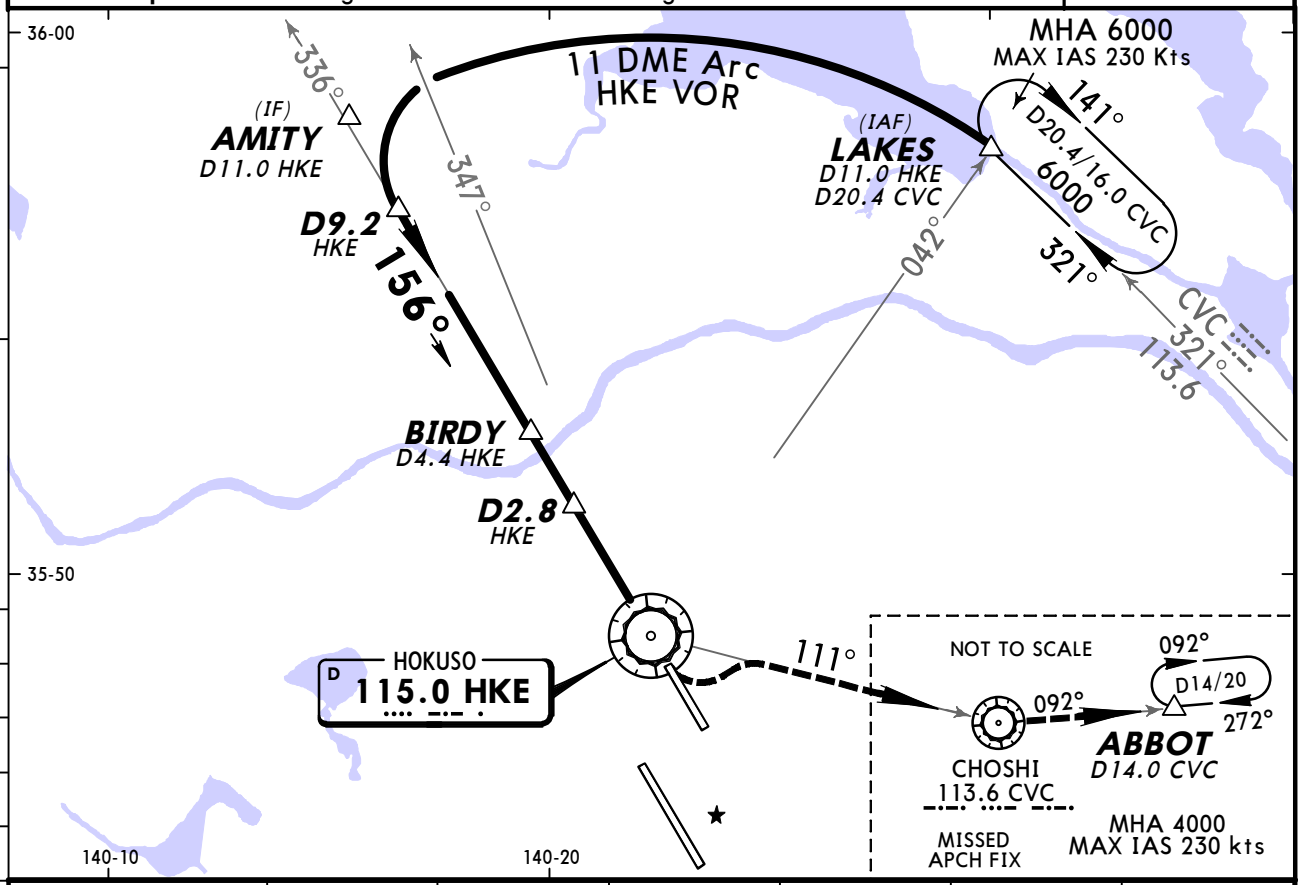
MISSED APCH: Climb outbound via HKE VOR R-156 to 600′, turn LEFT, climb to 6000′ outbound via HKE VOR R-111 to CVC VOR, outbound via CVC VOR R-092 to ABBOT and hold. Contact TOKYO APP.

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

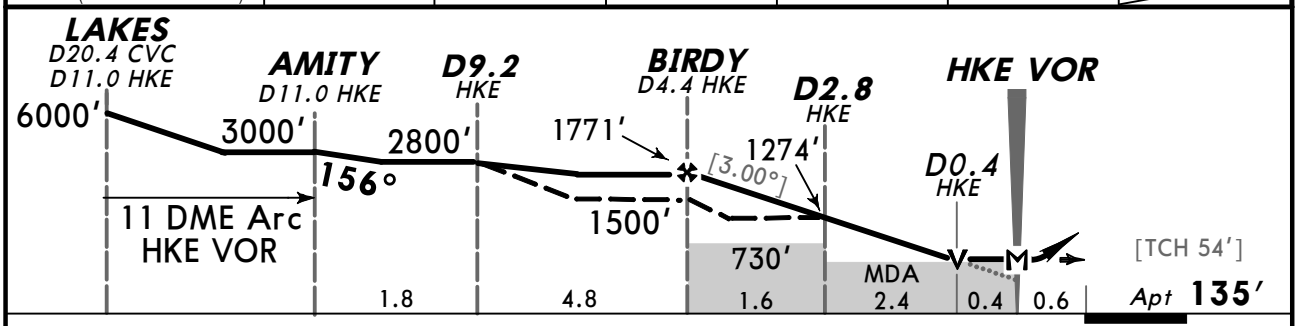
1. DME required. 2. Timing not authorized for defining the MAP.



MSA HKE VOR



NM to HKE	FAF	4.0	3.0	2.0	1.0	MAP
ALT (3.0° APCH Path)	1771′	1656′	1338′	1019′	701′	



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

HIALS
PAPI

600′ HKE via 115.0 R-156

6000′ LT HKE via 115.0 R-111

STRAIGHT-IN LANDING RWY 16L

MDA(H) 510′ (375′)

		ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 900m	RVR 1500m	90	730′ (595′)-1600m
B	RVR 1000m		120	
C		RVR 1800m	140	730′ (595′)-2400m
D	RVR 1400m	CMV 2000m	165	730′ (595′)-3200m

CHANGES: None.

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BRIEFING STRIP™

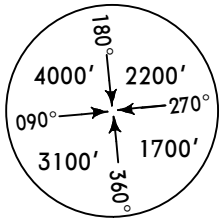
D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.2 122.7 126.2	121.95 121.85

VOR	Final Apch Crs	Minimum Alt	MDA(H)	
NRE 117.9	156°	(CONDITIONAL) Refer to Profile	540′ (405′)	Apt Elev 135′ Rwy 16R 130′

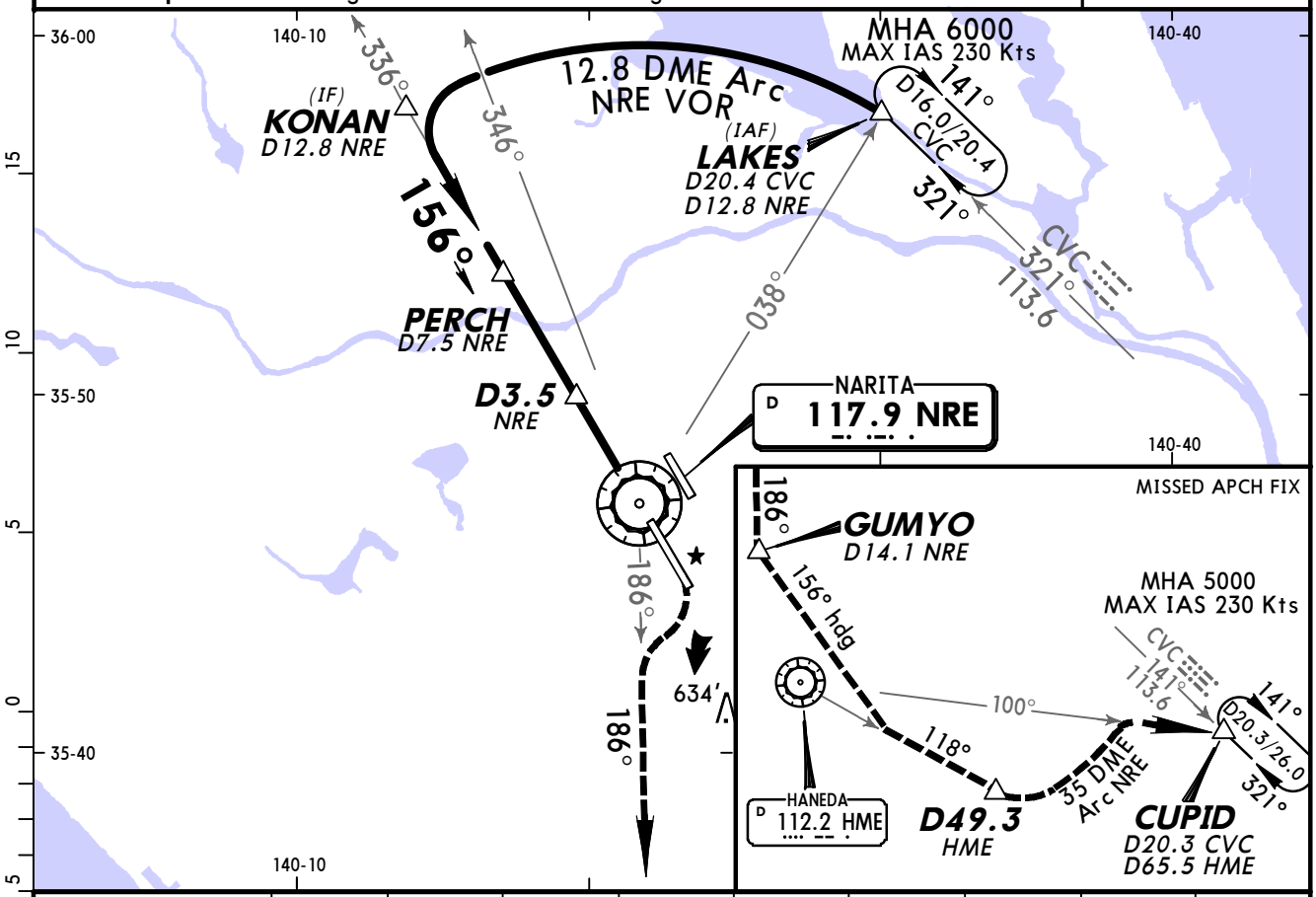
MISSED APCH: Climb to 800′ via NRE VOR R-156, turn RIGHT, climb to 6000′ outbound via NRE VOR R-186 to GUMYO, turn LEFT heading 156° to intercept and proceed outbound via HME VOR R-118 to D49.3 HME VOR, via NRE VOR 35 DME Arc counterclockwise to intercept and proceed outbound via HME VOR R-100 to CUPID and hold. Contact Tokyo APP. No turn before MAP.

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

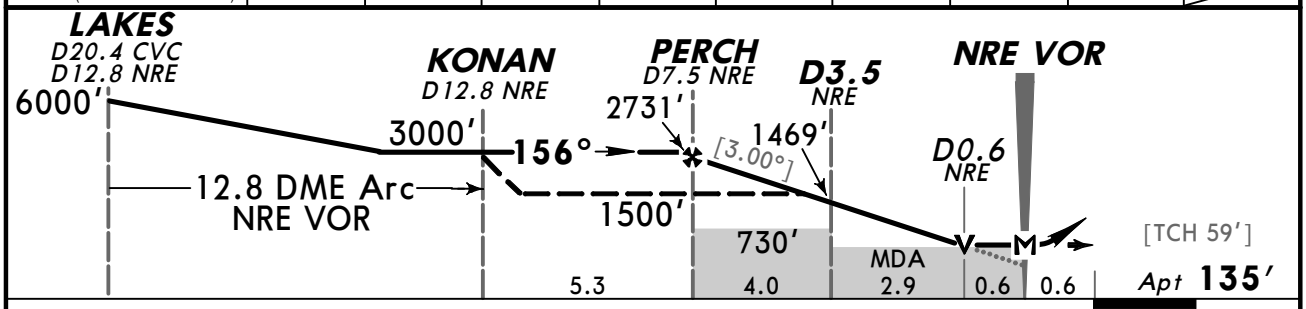
1. DME required. 2. Timing not authorized for defining the MAP.



MSA NRE VOR



NM to NRE	FAF	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
ALT (3.0° APCH Path)	2731′	2584′	2266′	1947′	1629′	1310′	992′	673′	



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

PAPI HIALS

800′ NRE via 117.9 R-156

6000′ RT NRE via 117.9 R-186

STRAIGHT-IN LANDING RWY 16R

MDA(H) 540′ (405′)

		ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 900m	RVR 1500m	90	730′(595′)-1600m
B	RVR 1000m		120	
C		RVR 1800m	140	730′(595′)-2400m
D	RVR 1400m	CMV 2000m	165	730′(595′)-3200m

CHANGES: Missed approach.

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RJAA/NRT
NARITA INTL

JEPPESEN

25 APR 14 (23-3) Eff 30 Apr 1500Z

TOKYO, JAPAN
VOR Rwy 34L

D-ATIS	TOKYO Approach (R)			NARITA Tower			Ground	
128.25	124.4	125.8	127.7	118.2	122.7	126.2	121.95	121.85

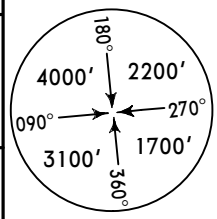
BRIEFING STRIP ™

VOR NRE	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 34L
117.9	336°	VIRGO 3244′ (3109′)	540′ (405′)	Apt Elev 135′ / Rwy 34L 139′

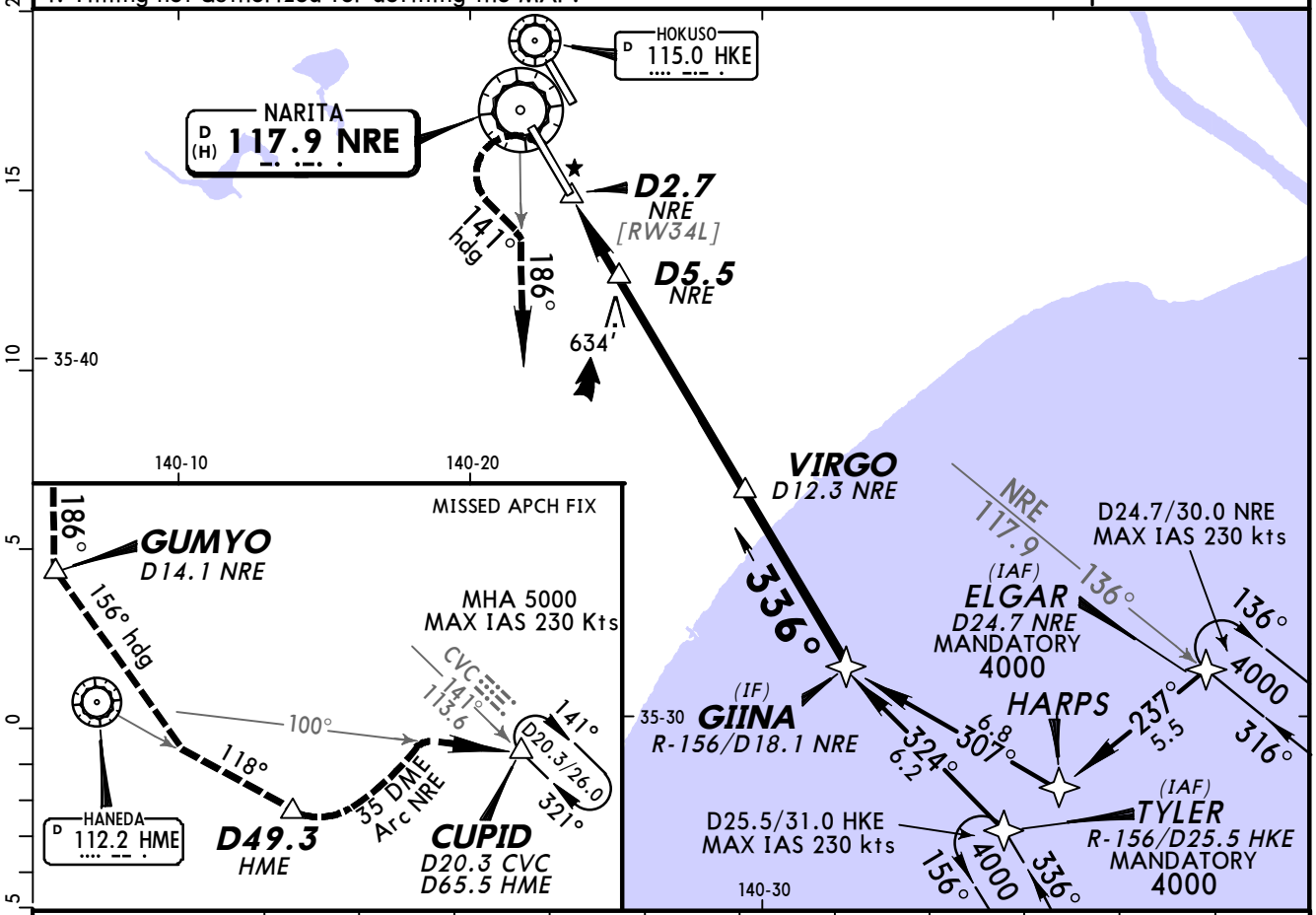
MISSED APCH: Climb to 1000′ inbound via NRE VOR R-156, turn LEFT, climb to 6000′, via heading 141° to intercept and proceed outbound via NRE VOR R-186 to GUMYO, turn LEFT heading 156° to intercept and proceed outbound via HME VOR R-118 to D49.3 HME, via 35.0 DME Arc counterclockwise to intercept and proceed outbound via HME VOR R-100 to CUPID and hold. Contact Tokyo APP. No turn before MAP.

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

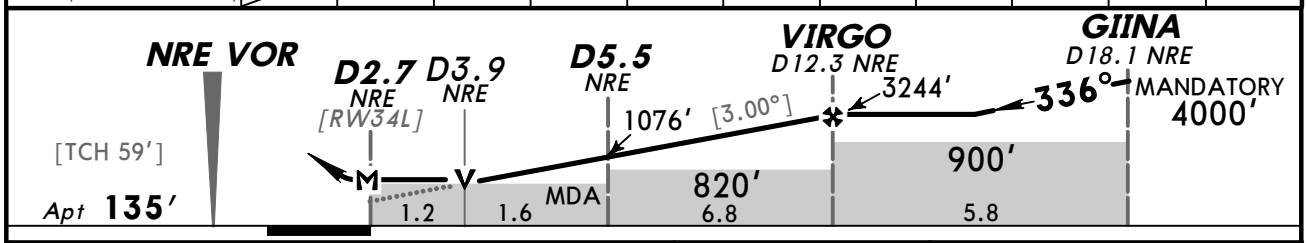
1. DME required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.9 (NRE D14.0) for Rwy 34L/ ITJ D13.6(HKE D15.4) for Rwy 34R as far as the safety of the flight is not compromised. 4. Timing not authorized for defining the MAP.



MSA NRE VOR



NM to NRE VOR	MAP	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	FAF
ALT (3.0° APCH PATH)		599′	917′	1235′	1554′	1872′	2191′	2509′	2828′	3146′	3244′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D2.7 NRE						

ALSF-I
PAPI

1000′ NRE via 117.9 R-156

STRAIGHT-IN LANDING RWY34L

MDA(H) 540′ (405′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	CMV 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′)-1600m
120	
140	730′ (595′)-2400m
165	730′ (595′)-3200m

CHANGES: Procedure.

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D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 125.8 127.7	118.35 122.7 126.2	121.85 121.95

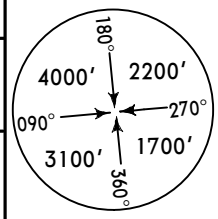
BRIEFING STRIP™

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 135′
HKE 115.0	336°	CROWN 2926′ (2791′)	700′ (565′)	Rwy 34R 141′

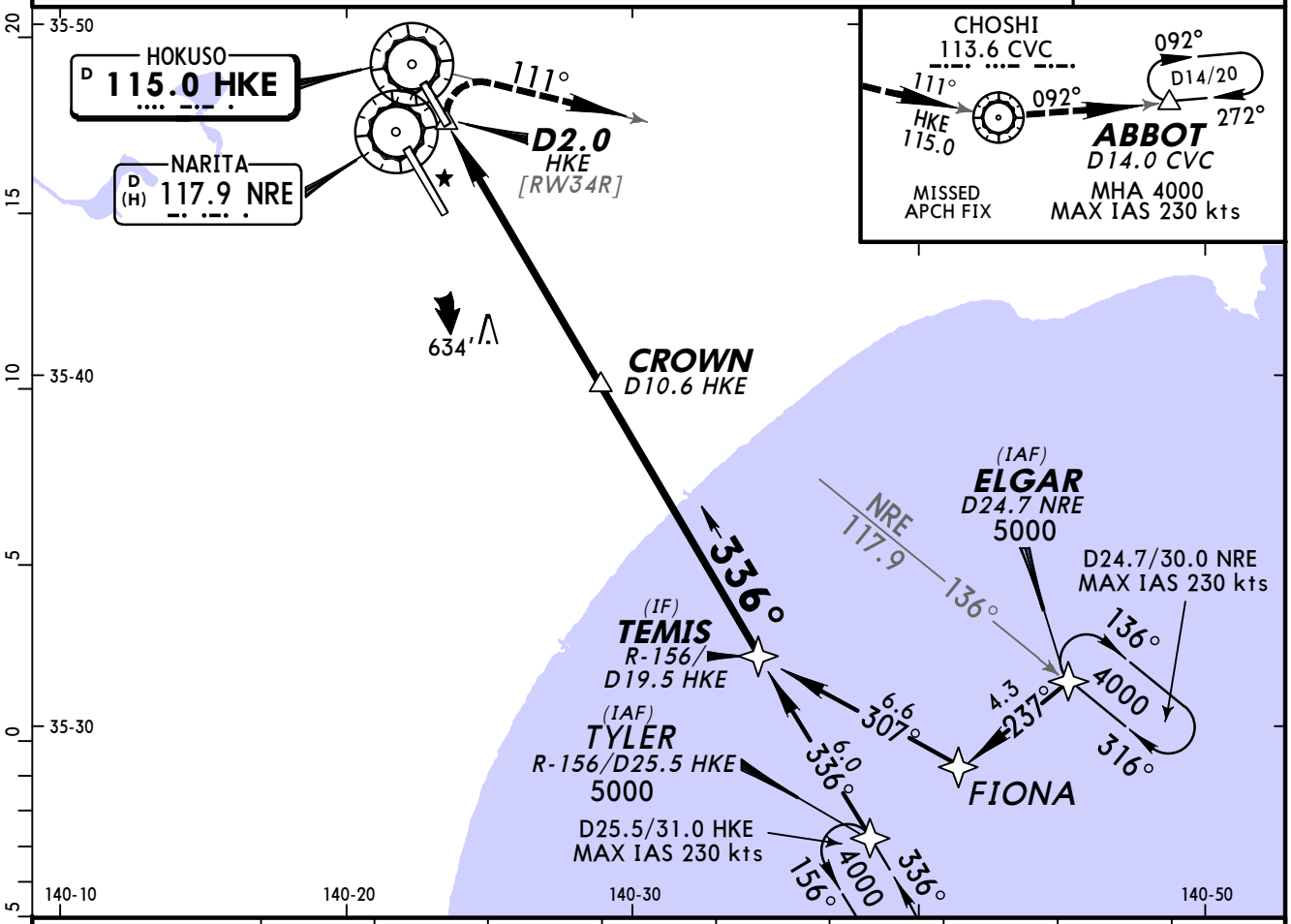
MISSED APCH: Turn RIGHT, climb to 6000′ outbound via HKE VOR R-111 to CVC VOR, then outbound via CVC VOR R-092 to ABBOT and hold. Contact Tokyo APP.

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

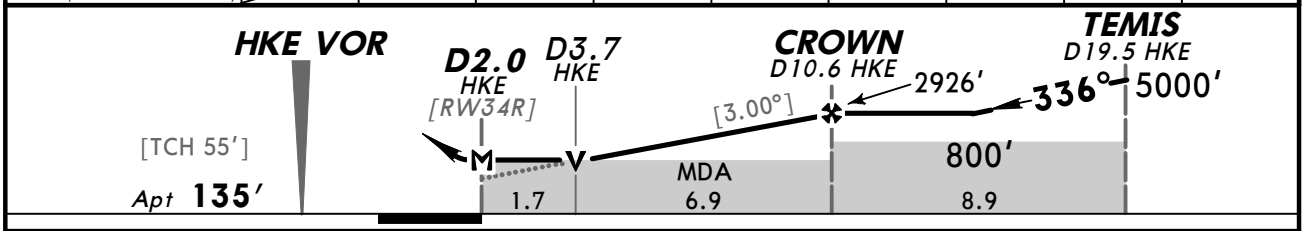
1. DME required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.9 (NRE D14.0) for Rwy 34L/ ITJ D13.6(HKE D15.4) for Rwy 34R as far as the safety of the flight is not compromised. 4. Timing not authorized for defining the MAP.



MSA HKE VOR



NM to HKE VOR	MAP	4.0	5.0	6.0	7.0	8.0	9.0	10.0	FAF
ALT (3.0° APCH PATH)		836′	1154′	1473′	1791′	2109′	2428′	2746′	2926′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D2.0 HKE						

ALSF-I
PAPI
RT
6000′
HKE via 115.0 R-111
CVC 113.6 R-092

STRAIGHT-IN LANDING RWY34R

MDA(H) 700′ (565′)

		ALS out	Max Kts	MDA(H)
A	RVR 1000m	RVR 1500m	90	730′ (595′)-1600m
B	RVR 1200m		120	
C		CMV 2000m	140	730′ (595′)-2400m
D	RVR 1600m		165	730′ (595′)-3200m

CIRCLE-TO-LAND

CHANGES: Procedure.

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Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOKYO, (NARITA INTL - RJAA)				
DEL	OPS RESTRICTIONS (TEMP)	20-8	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD) ...	20-8A	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 1...	20-8B	05 Dec 2014	
DEL	PREVENTION OF TWY INCURSI...	20-8D	05 Dec 2014	
DEL	PREVENTION OF TWY INCURSI...	20-8E	05 Dec 2014	

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJAA

Chart Change Notices for Country JPN

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

All approach procedures-When RVR is available for the landing runway, all landing visibilities shown as CMV 1800m are changed to RVR 1800m.