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Revision Letter For Cycle 01-2015
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General Information

Location: Tokyo Jpn
IATA Code: HND
Lat/Long: N35° 33.2' E139° 46.9'
Elevation: 21 ft

Airport Use: Public
Magnetic Variation: 7.1°W

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

Sunrise: 2151 Z
Sunset: 0741 Z,

Runway Information

Runway: 04
Length x Width: 8202 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, Centerline, REIL
Stopway: 197 ft

Runway: 05
Length x Width: 8202 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 46 ft
Lighting: Edge, Centerline
Stopway: 197 ft

Runway: 16L
Length x Width: 11024 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 197 ft

Runway: 16R
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 21 ft

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Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 22
Length x Width: 8202 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 35 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 23
Length x Width: 8202 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 55 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 34L
Length x Width: 9843 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 34R
Length x Width: 11024 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1182 ft
Stopway: 197 ft

Communication Information

ATIS 128.8
Tokyo Tower Tower 126.2 Secondary
Tokyo Tower Tower 124.35 Secondary
Tokyo Tower Tower 118.8 Secondary
Tokyo Tower Tower 118.725 Secondary
Tokyo Tower Tower 118.575 Secondary
Tokyo Tower Tower 118.1
Tokyo Ground Ground Control 121.975
Tokyo Ground Ground Control 121.7
Tokyo Ground Ground Control 121.625
Tokyo Ground Ground Control 118.225
Tokyo Delivery Clearance Delivery 121.875 Secondary
Tokyo Delivery Clearance Delivery 121.825
Tokyo Approach Approach Control 127.7 Arrival Service Secondary
Tokyo Approach Approach Control 126.5
Tokyo Approach Approach Control 125.8 Arrival Service Secondary
Tokyo Approach Approach Control 124.4 Arrival Service Secondary
Tokyo Approach Approach Control 119.7 Arrival Service Secondary
Tokyo Approach Approach Control 119.4 Arrival Service Secondary

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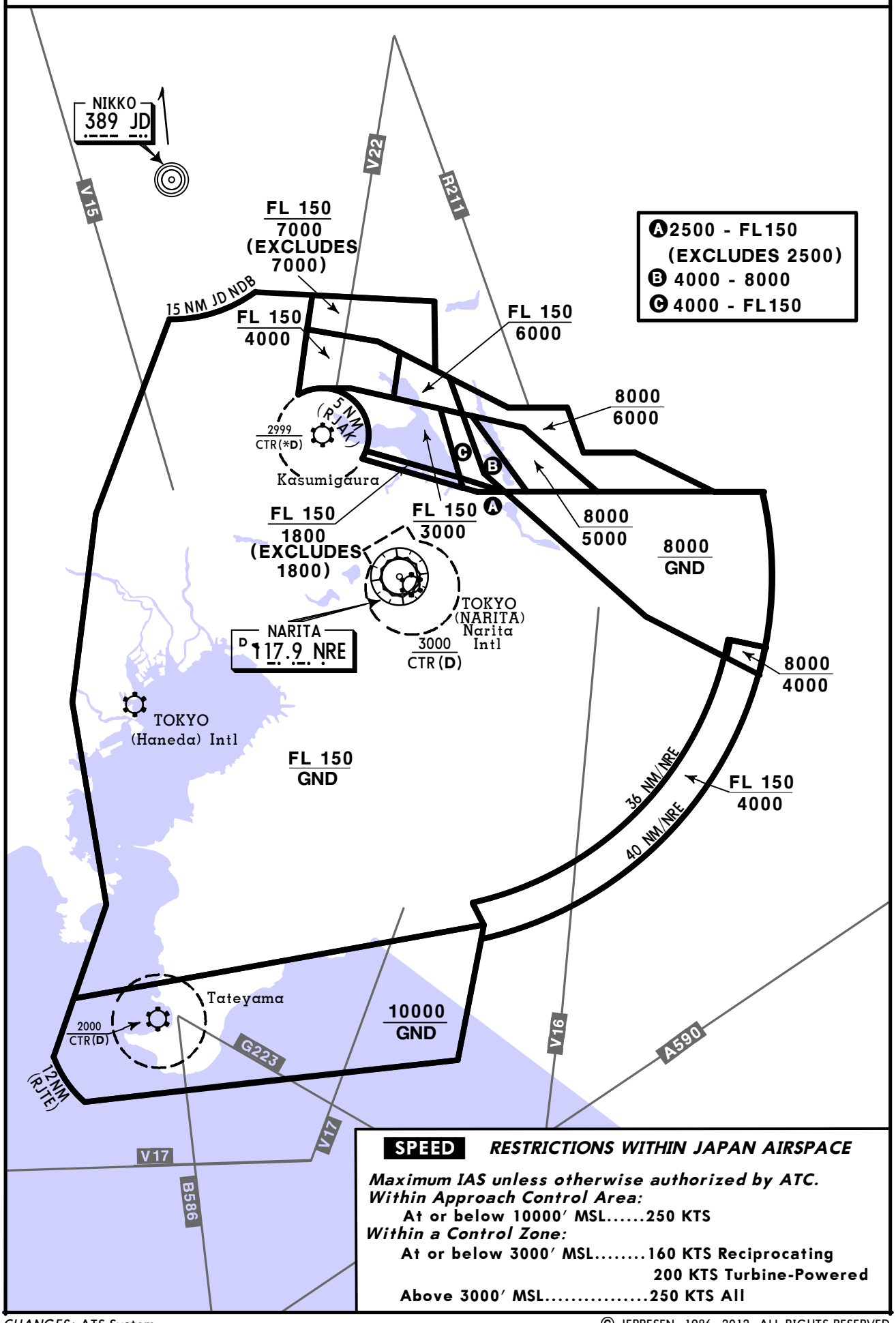
Tokyo Approach Approach Control 119.1 Arrival Service
Tokyo Tca TCA 124.75
Tokyo Tca TCA 119.45
Tokyo Departure Departure Control 127.6 Departure Service Secondary
Tokyo Departure Departure Control 126.0 Departure Service
Tokyo Departure Departure Control 125.525 Departure Service Secondary
Tokyo Departure Departure Control 124.2 Secondary
Tokyo Departure Departure Control 120.8 Departure Service Secondary
Tokyo Departure Departure Control 120.6 Departure Service Secondary
Tokyo Departure Departure Control 119.6 Secondary
Tokyo Radar Radar 126.5
Tokyo Radar Radar 120.2

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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ARRIVAL

LOST COMMUNICATION PROCEDURES FOR ARRIVAL AIRCRAFT UNDER RADAR NAVIGATIONAL GUIDANCE

If radio communications with Tokyo Approach/Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and;

(I) 1) Contact TOKYO Tower.
2) If unable, proceed in accordance with visual flight rules.
3) If unable,
a) When RWY 34L or RWY 34R in use, proceed to SINGO at last assigned altitude or 4000' whichever is higher, and execute instrument approach for RWY 34R.
b) When RWY 16L, RWY 16R, RWY 22 or RWY 23 in use, proceed to SMILE at last assigned altitude or 4000' whichever is higher, and execute instrument approach for RWY 23.

(II) Procedures other than above will be issued when situation required.

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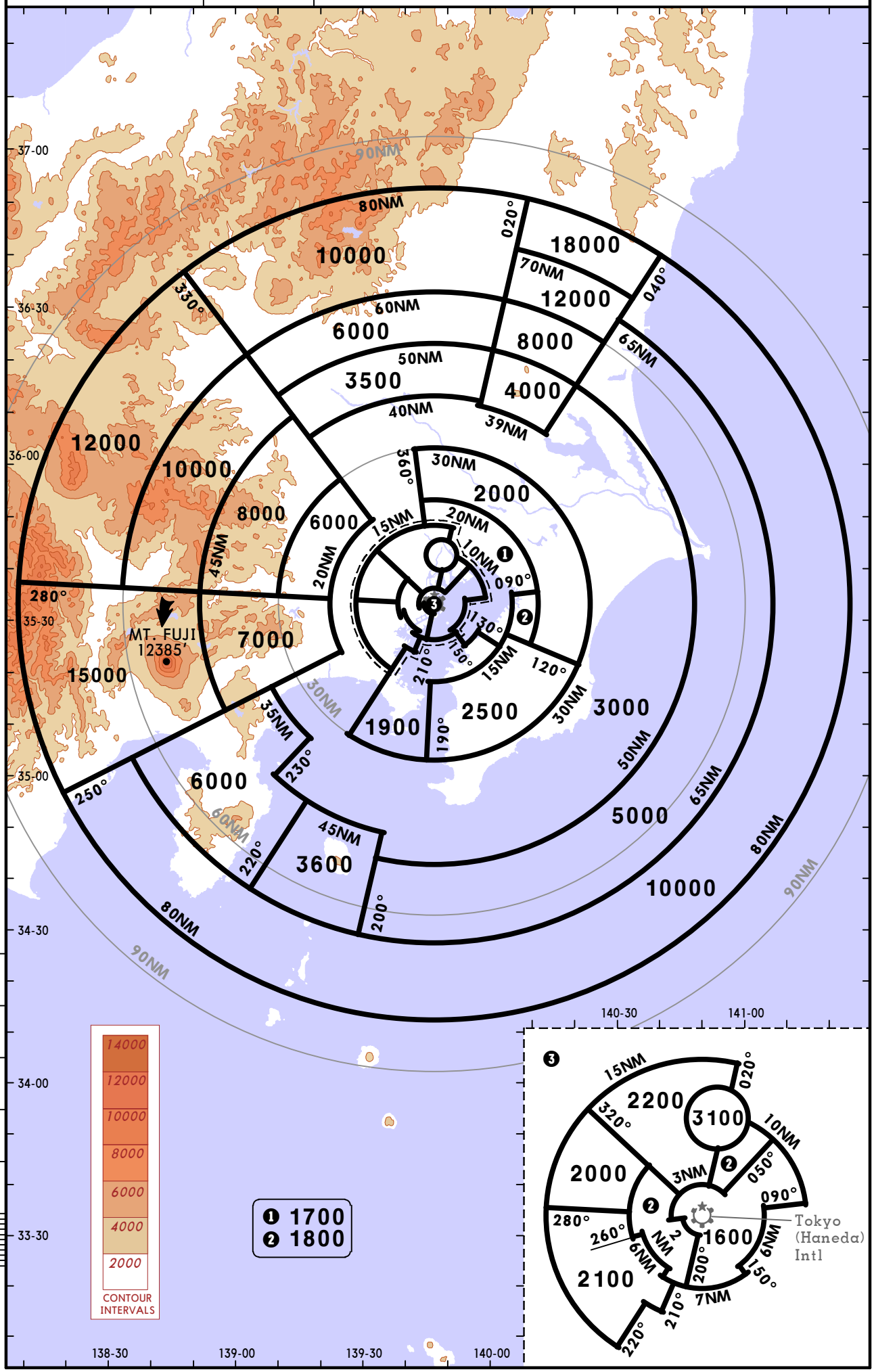
TOKYO Radar	Apt Elev	
126.5 120.2	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′



CHANGES: High point.

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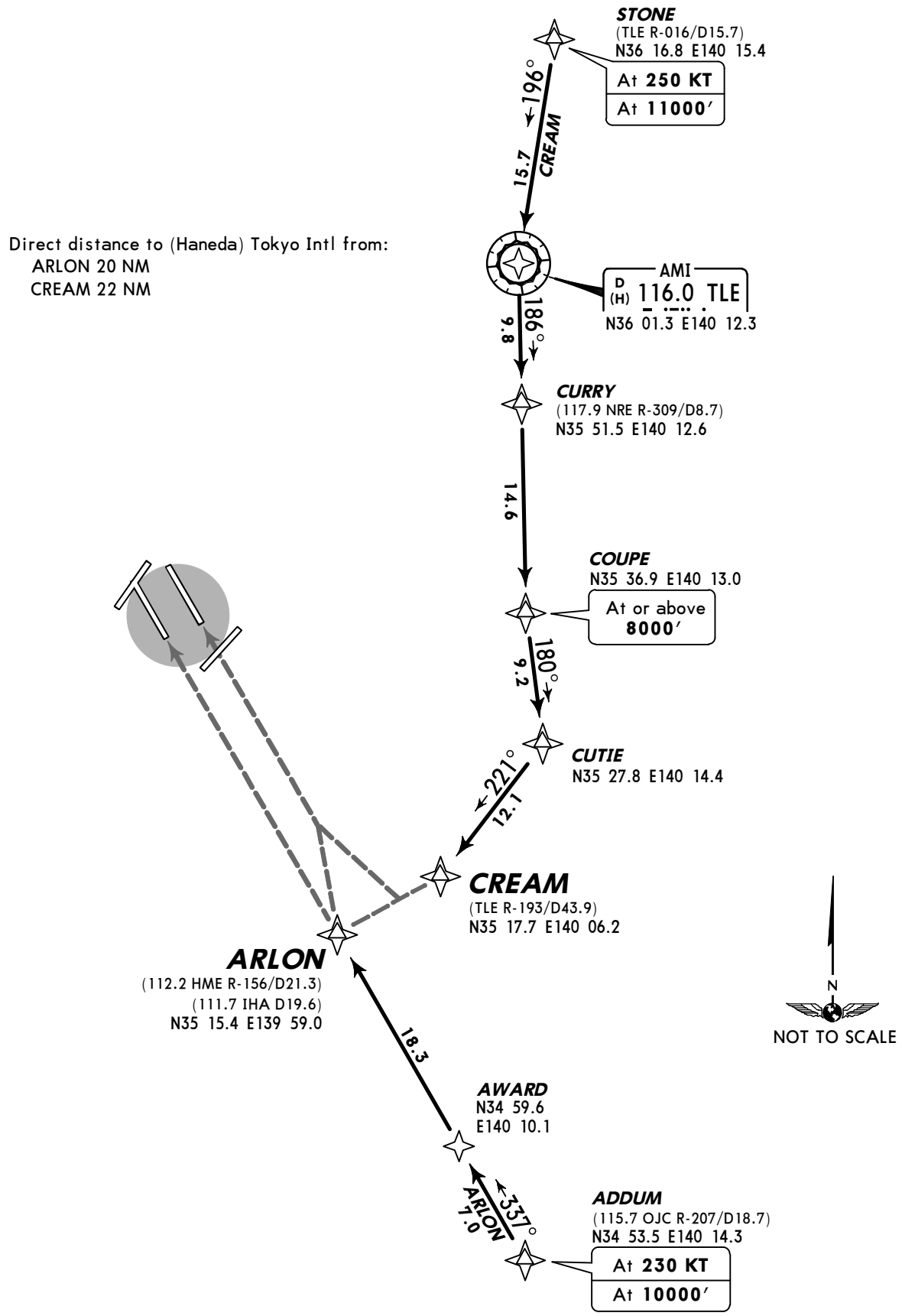
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

ARLON *[ARLON]*, CREAM *[CREAM]* ARRIVALS

(RWYS 34L/R)



STAR	ROUTING
ARLON	From ADDUM to AWARD, to ARLON.
CREAM	From STONE to TLE, to CURRY, to COUPE, to CUTIE, to CREAM.

CHANGES: Procedures reissued.

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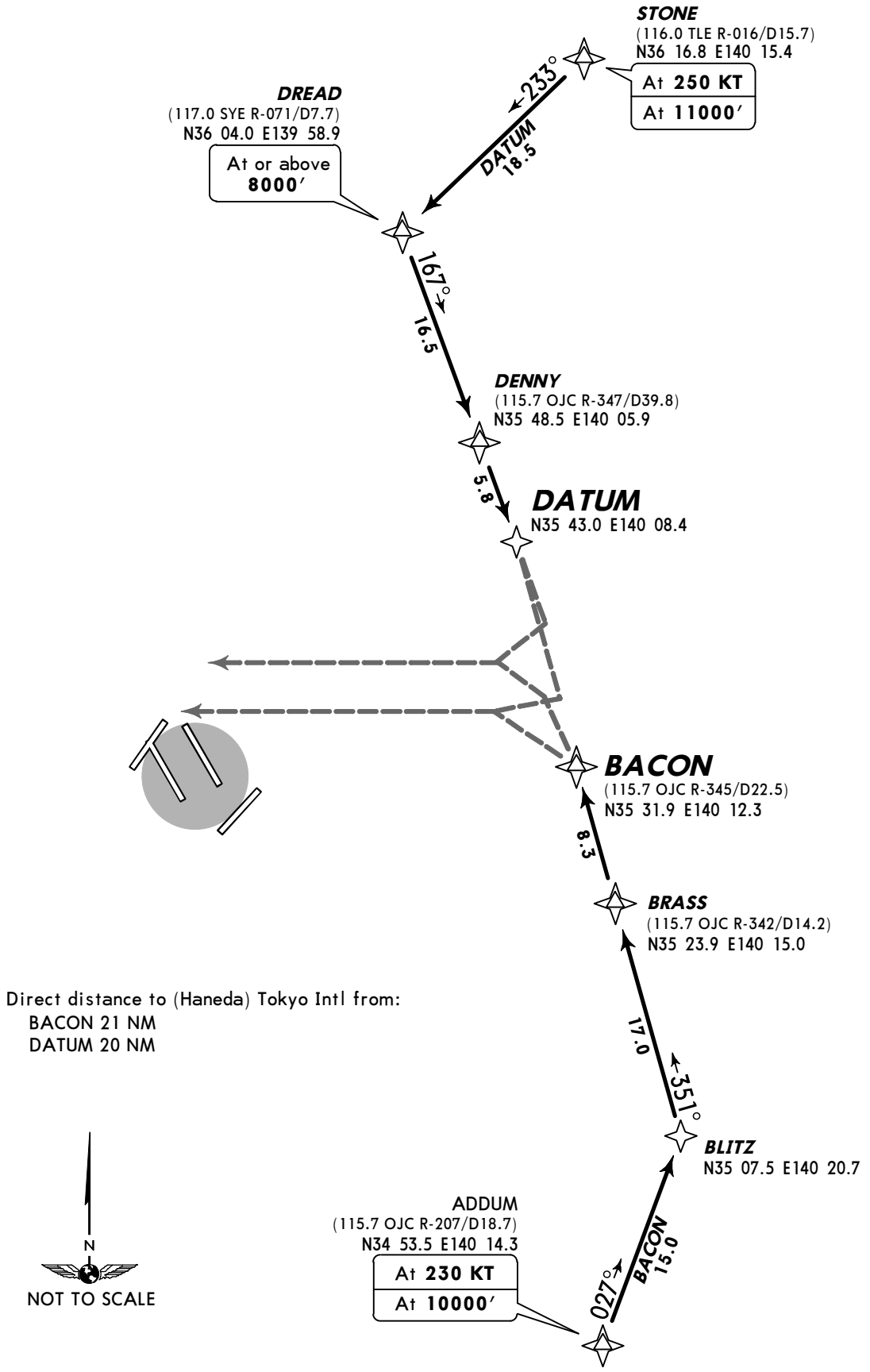
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

BACON *[BACON]*, DATUM *[DATUM]* ARRIVALS

(RWYS 22, 23)



Direct distance to (Haneda) Tokyo Intl from:
BACON 21 NM
DATUM 20 NM

STAR	ROUTING
BACON	From ADDUM to BLITZ, to BRASS, to BACON.
DATUM	From STONE to DREAD, to DENNY, to DATUM.

CHANGES: Procedures reissued.

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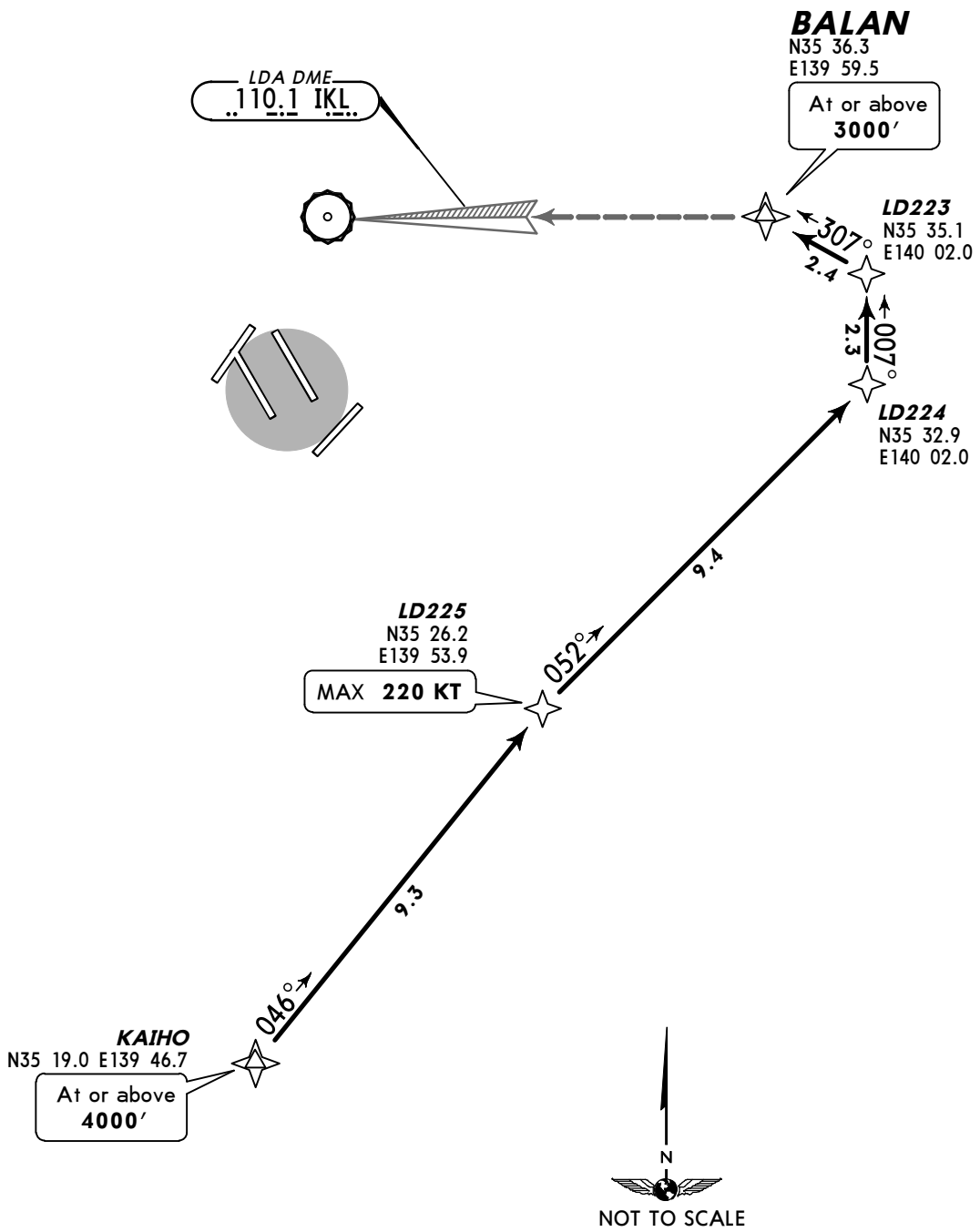
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR services required.**

BALAN ARRIVAL

[BALAN]

(RWY 22)

Direct distance from BALAN to:
(Haneda) Tokyo Intl 11 NM



ROUTING

From KAIHO to LD225, to LD224, to LD223, to BALAN.

CHANGES: Procedure reissued.

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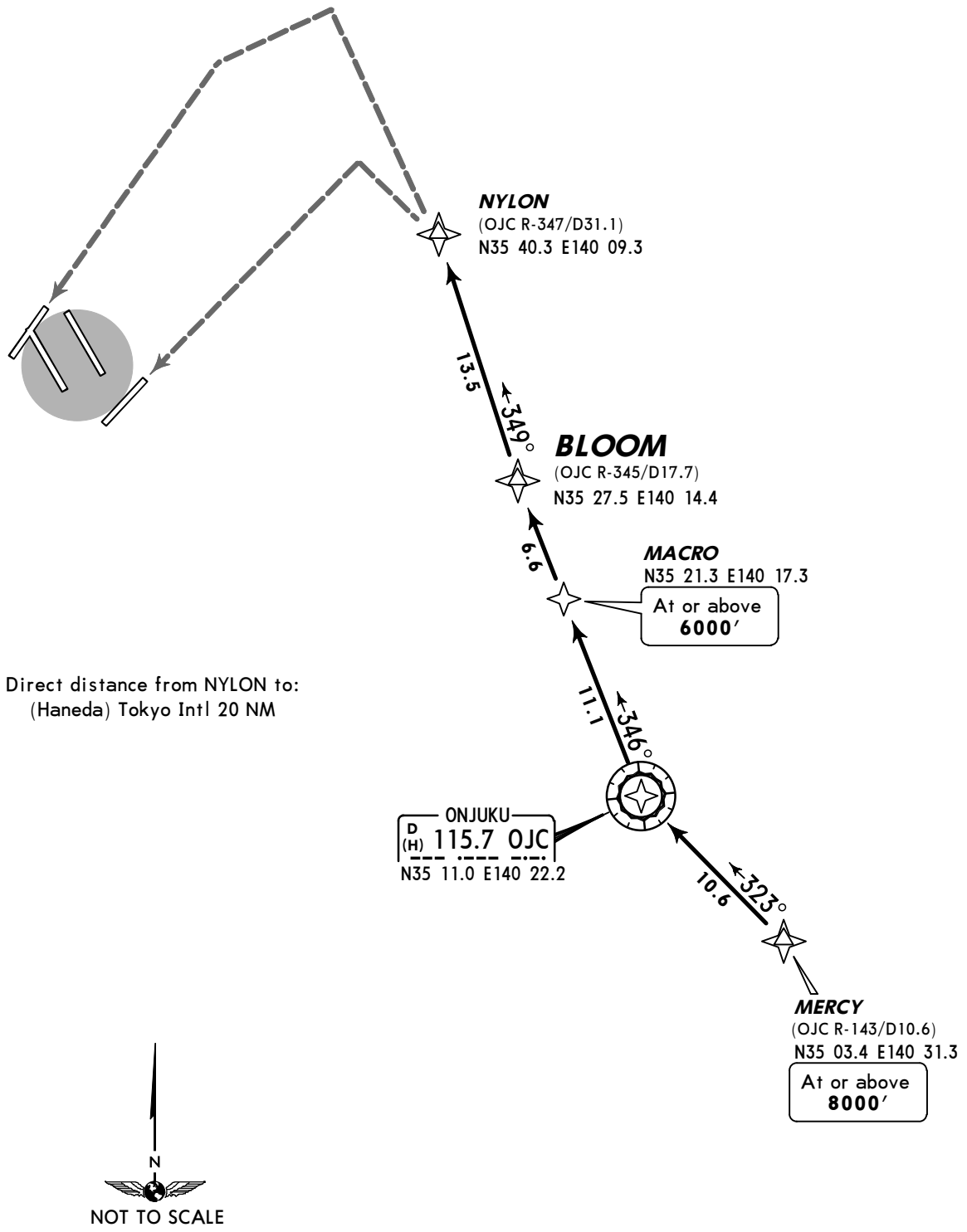
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

BLOOM INDIA ARRIVAL

[BLOOMI]

(RWYS 22, 23)



ROUTING

From MERCY to OJC, to MACRO, to BLOOM, to NYLON.

CHANGES: New procedure at this airport.

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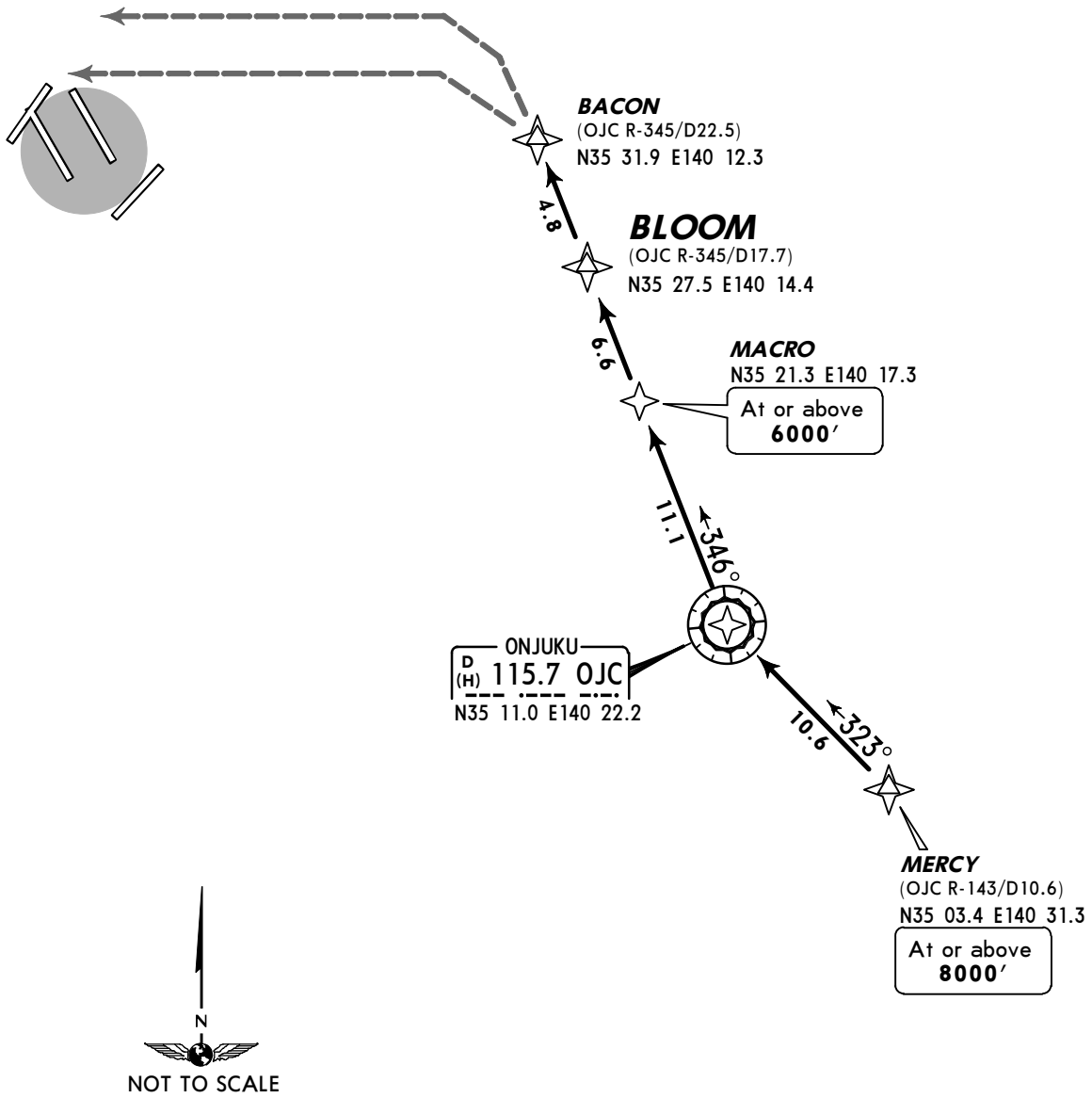
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

BLOOM LIMA ARRIVAL

[BLOOML]

(RWYS 22, 23)

Direct distance from BACON to:
(Haneda) Tokyo Intl 21 NM



ROUTING

From MERCY to OJC, to MACRO, to BLOOM, to BACON.

CHANGES: New procedure at this airport.

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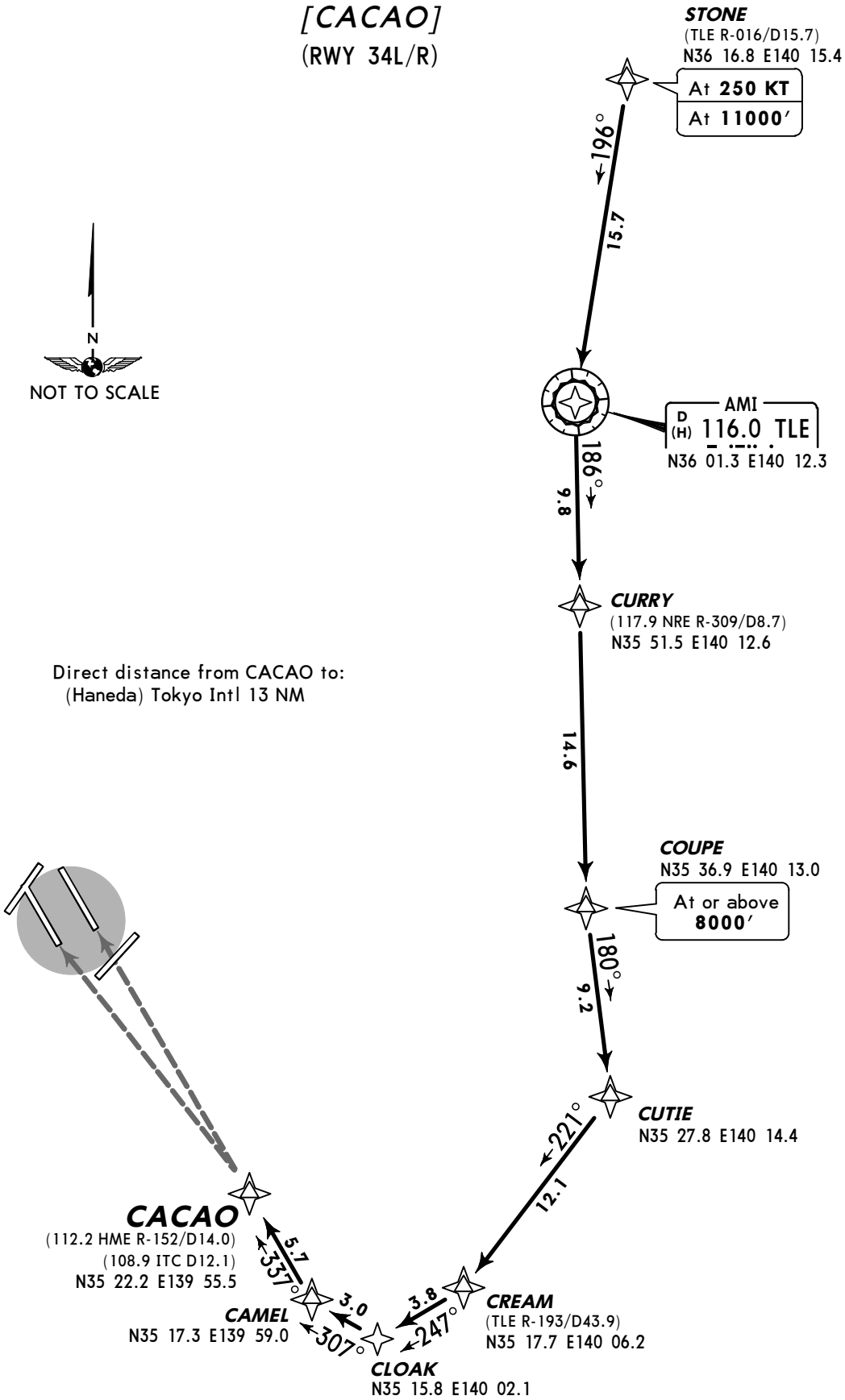
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

CACAO ARRIVAL

[CACAO]

(RWY 34L/R)



ROUTING

From STONE to TLE, to CURRY, to COUPE, to CUTIE, to CREAM, to CLOAK, to CAMEL, to CACAO.

CHANGES: Procedure reindexed, reissued.

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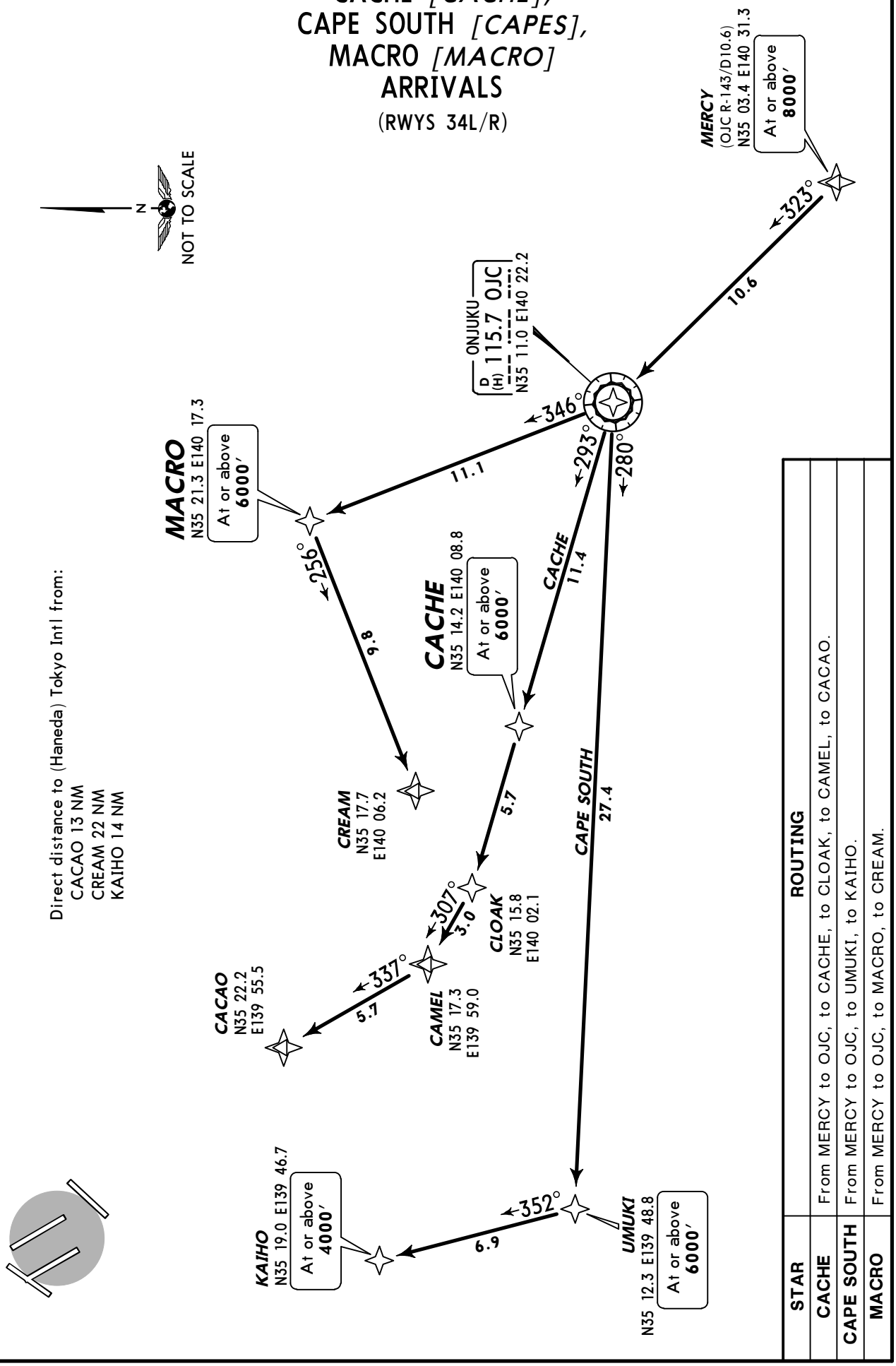
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

CACHE *[CACHE]*, CAPE SOUTH *[CAPES]*, MACRO *[MACRO]* ARRIVALS

(RWYS 34L/R)



STAR	ROUTING
CACHE	From MERCY to OJC, to CACHE, to CLOAK, to CAMEL, to CACAO.
CAPE SOUTH	From MERCY to OJC, to UMUKI, to KAIHO.
MACRO	From MERCY to OJC, to MACRO, to CREAM.

CHANGES: New procedures at this airport.

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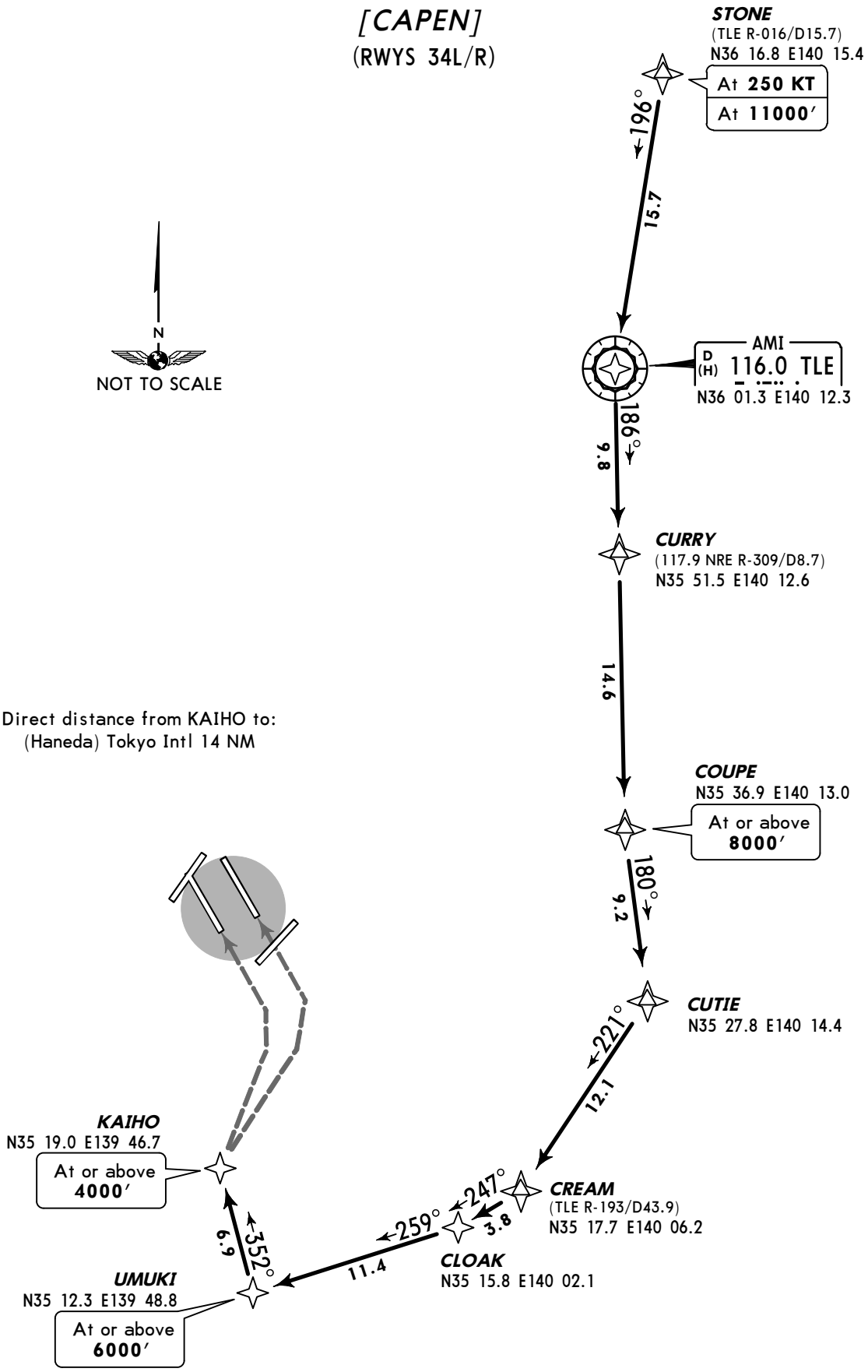
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

CAPE NORTH ARRIVAL

[CAPEN]

(RWYS 34L/R)



ROUTING

From STONE to TLE, to CURRY, to COUPE, to CUTIE, to CREAM, to CLOAK, to UMUKI, to KAIHO.

CHANGES: New procedure at this airport.

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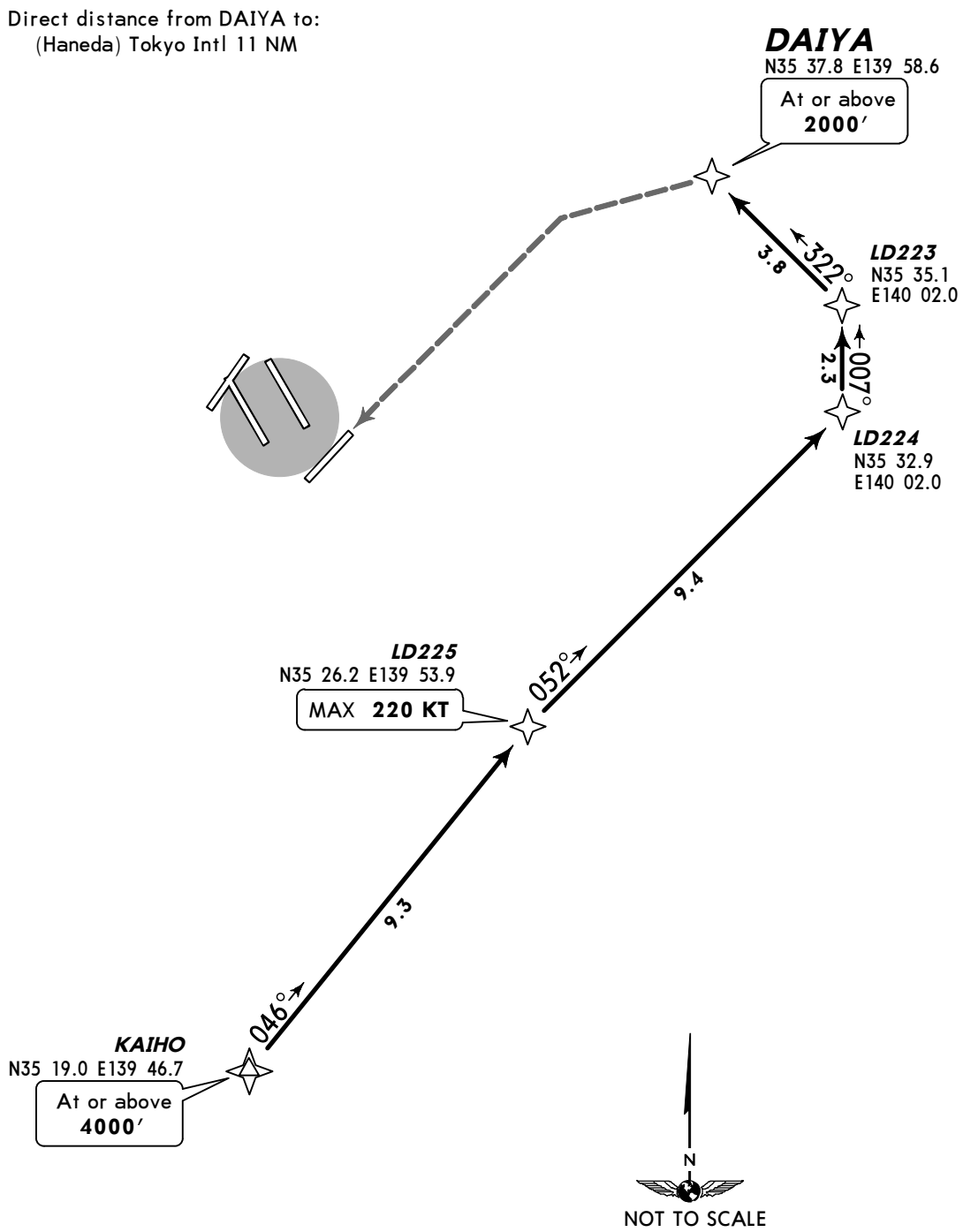
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

DAIYA ARRIVAL

[DAIYA]

(RWY 23)



ROUTING

From KAIHO to LD225, to LD224, to LD223, to DAIYA.

CHANGES: Procedure reindexed, reissued.

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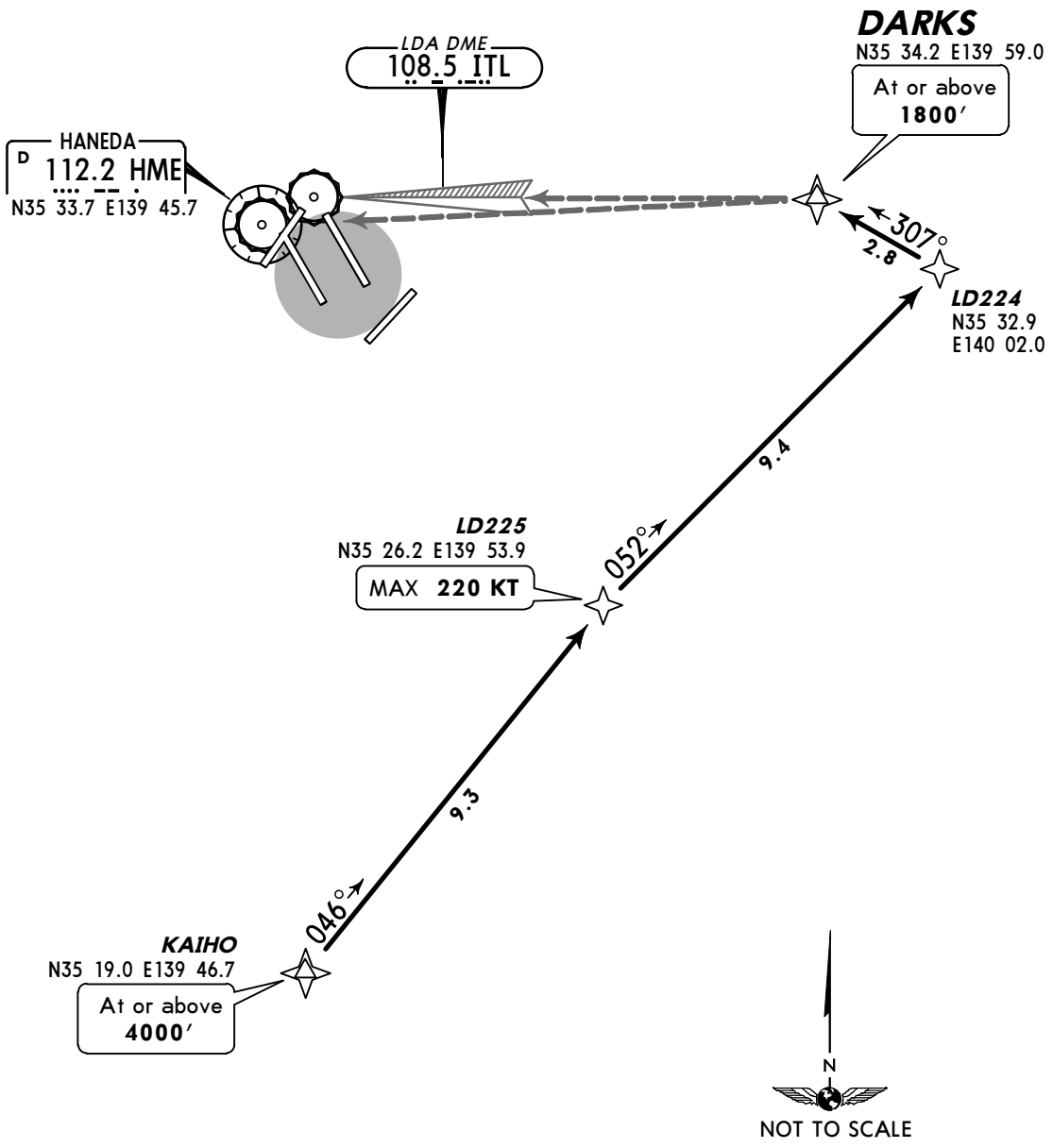
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

DARKS ARRIVAL
[DARKS]

Direct distance from DARKS to:
(Haneda) Tokyo Intl 10 NM



ROUTING

From KAIHO to LD225, to LD224, to DARKS.

CHANGES: Procedure indexed, reissued.

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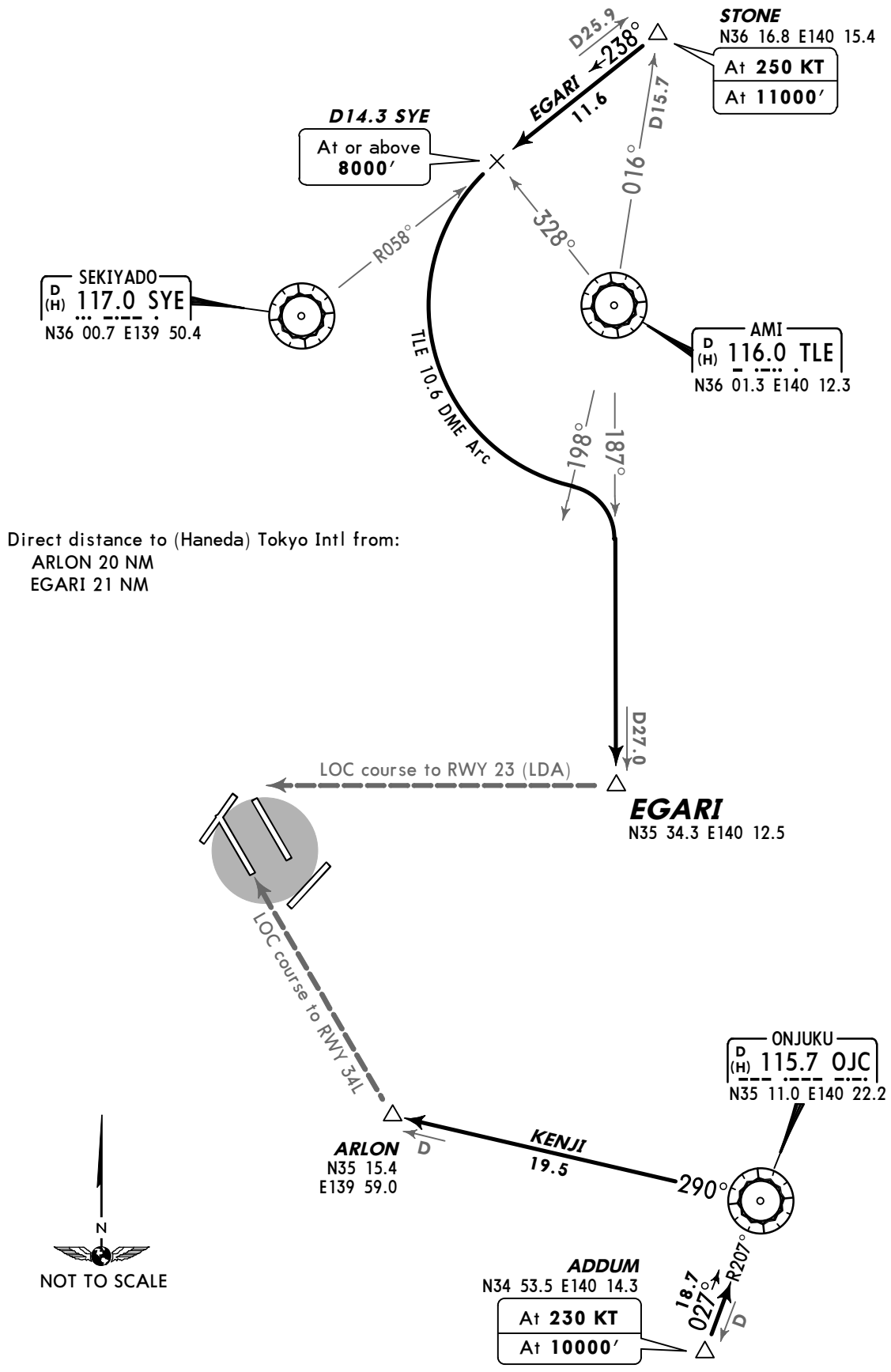
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

EGARI *[EGARI]*, KENJI *[KENJI]* ARRIVALS



STAR	ROUTING
EGARI	From over STONE proceed via SYE R-058 to D14.3 SYE (TLE R-328), via TLE 10.6 DME Arc counterclockwise to intercept and proceed via TLE R-187 to EGARI.
KENJI	From over ADDUM proceed via OJC R-207 to OJC, via OJC R-290 to ARLON.

CHANGES: Procedures reindexed, reissued.

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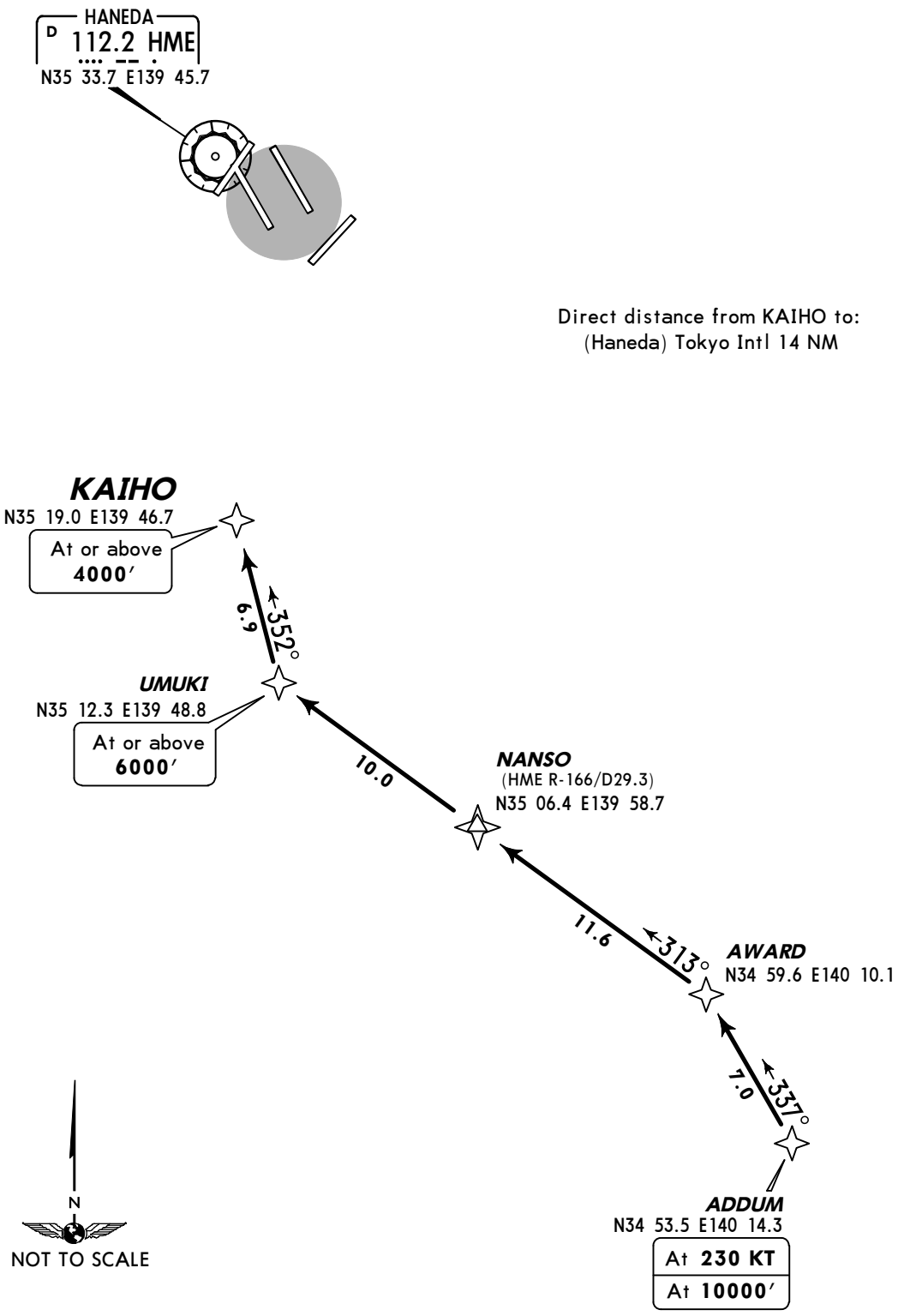
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

KAIHO ARRIVAL
[KAIHO]
(RWYS 34L/R)



ROUTING

From ADDUM to AWARD, to NANSO, to UMUKI to KAIHO.

CHANGES: Procedure reindexed.

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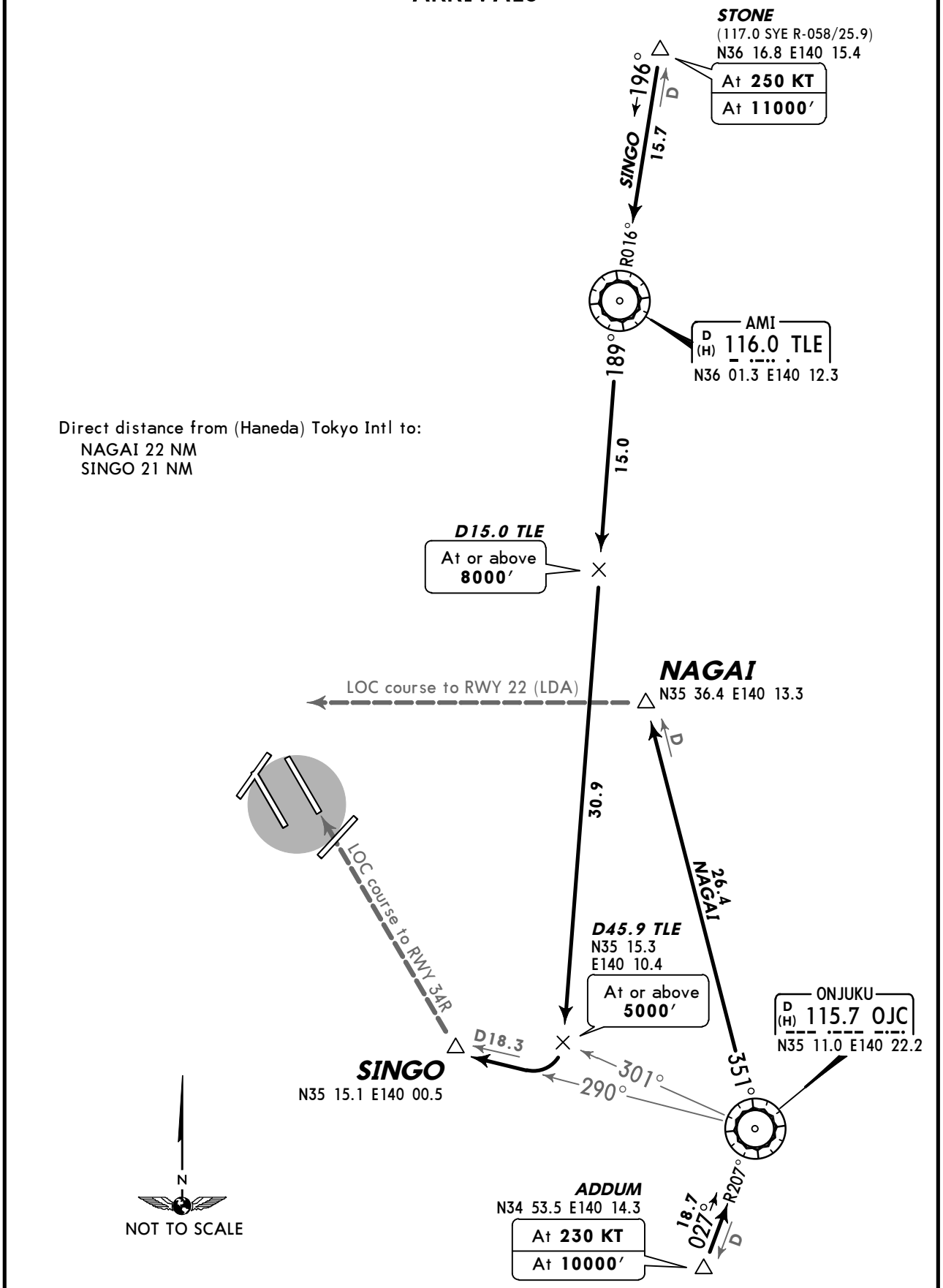
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

NAGAI [NAGAI], SINGO [SINGO] ARRIVALS



STAR	ROUTING
NAGAI	From over ADDUM proceed via OJC R-207 to OJC, via OJC R-351 to NAGAI.
SINGO	From over STONE proceed via TLE R-016 to TLE, via TLE R-189 to intercept and proceed via OJC R-290 to SINGO.

CHANGES: Procedures reindexed, reissued.

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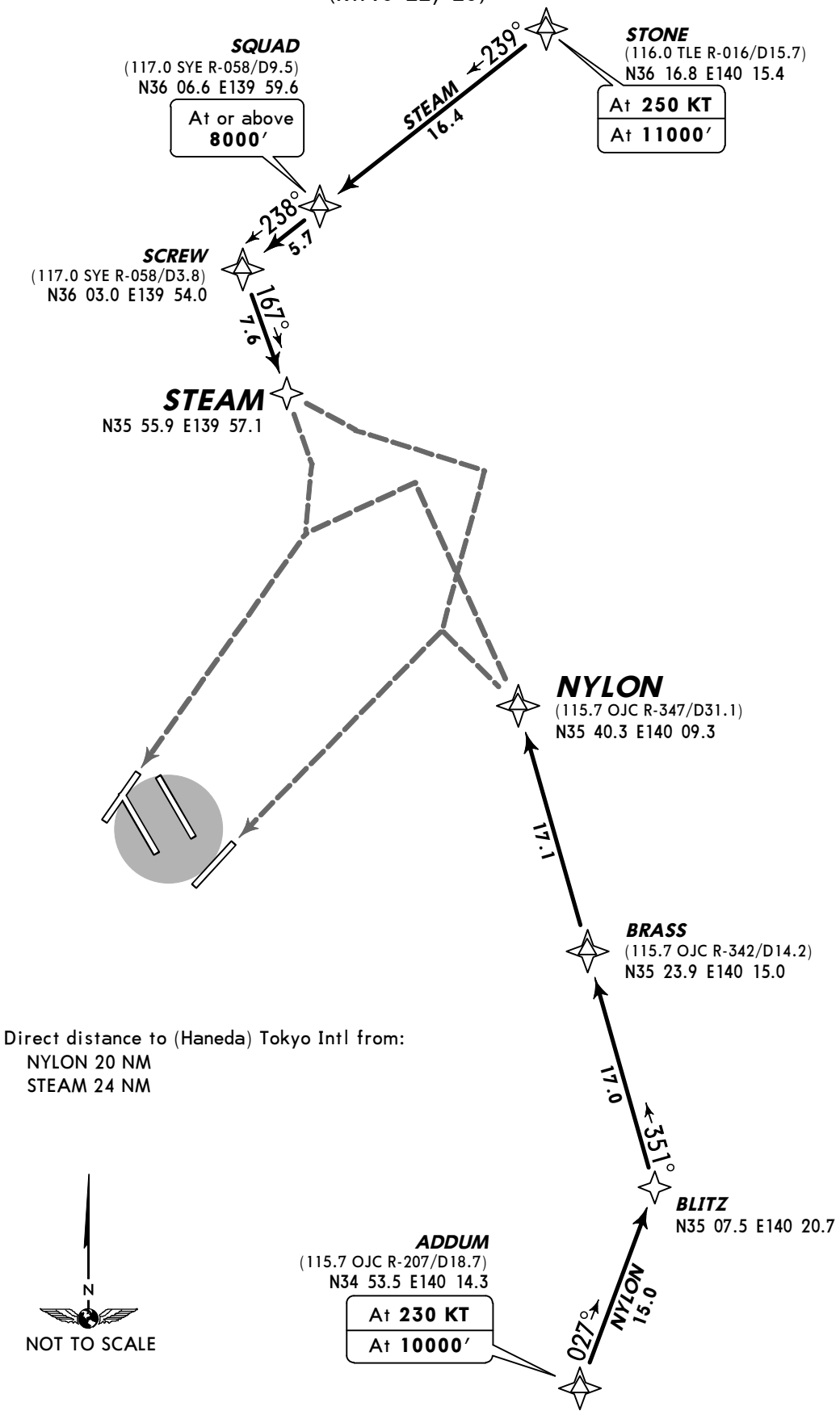
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

NYLON *[NYLON]*, STEAM *[STEAM]* ARRIVALS

(RWYS 22, 23)



Direct distance to (Haneda) Tokyo Intl from:
NYLON 20 NM
STEAM 24 NM

STAR	ROUTING
NYLON	From ADDUM to BLITZ, to BRASS, to NYLON.
STEAM	From STONE to SQUAD, to SCREW, to STEAM.

CHANGES: Procedures reindexed, reissued.

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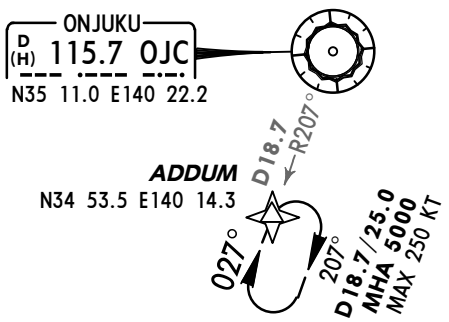
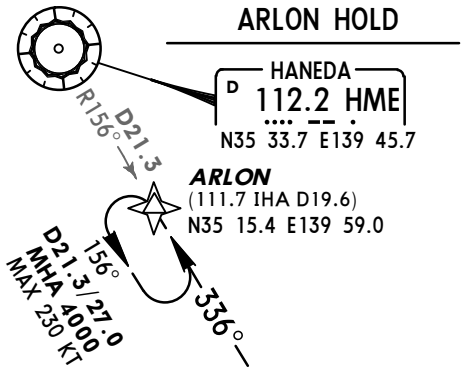
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ARRIVAL HOLDING PROCEDURES

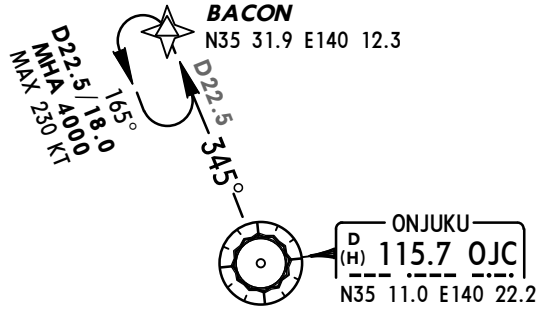
ADDUM HOLD



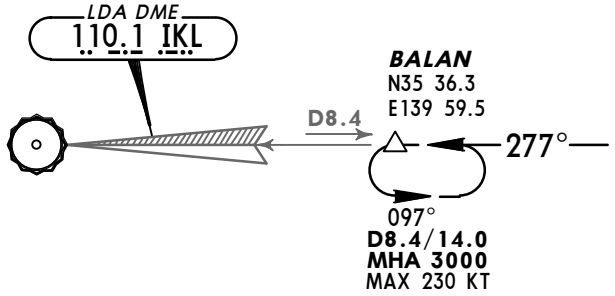
ARLON HOLD



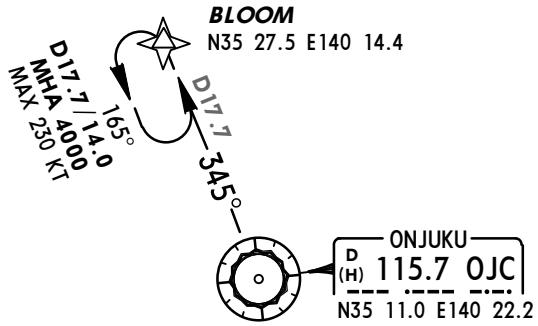
BACON HOLD



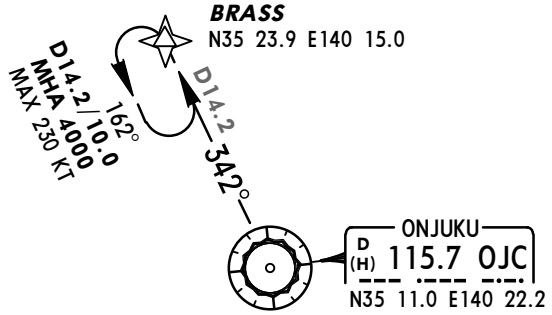
BALAN HOLD



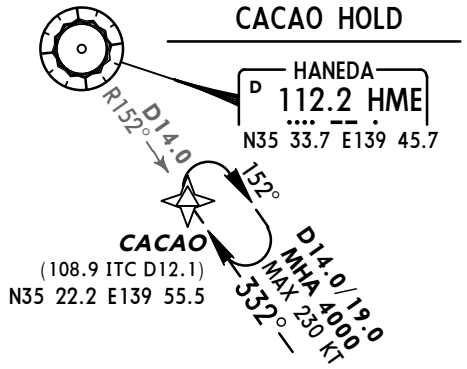
BLOOM HOLD



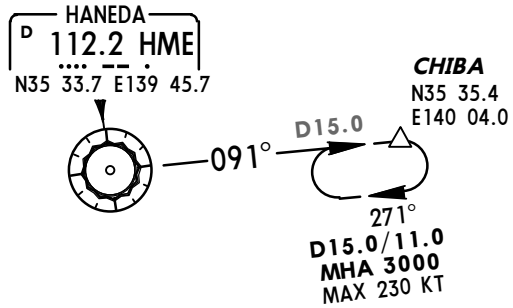
BRASS HOLD



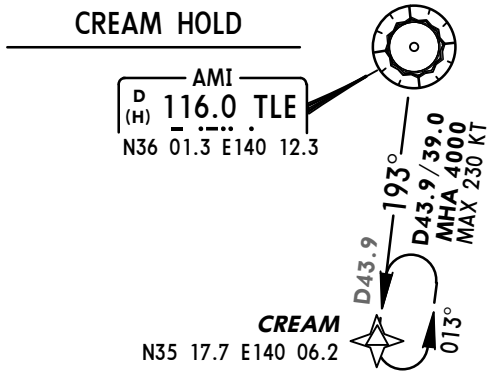
CACAO HOLD



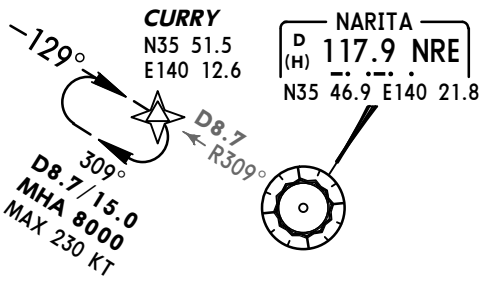
CHIBA HOLD



CREAM HOLD



CURRY HOLD



ALL HOLDS NOT TO SCALE

CHANGES: Holds reindexed, BLOOM hold added.

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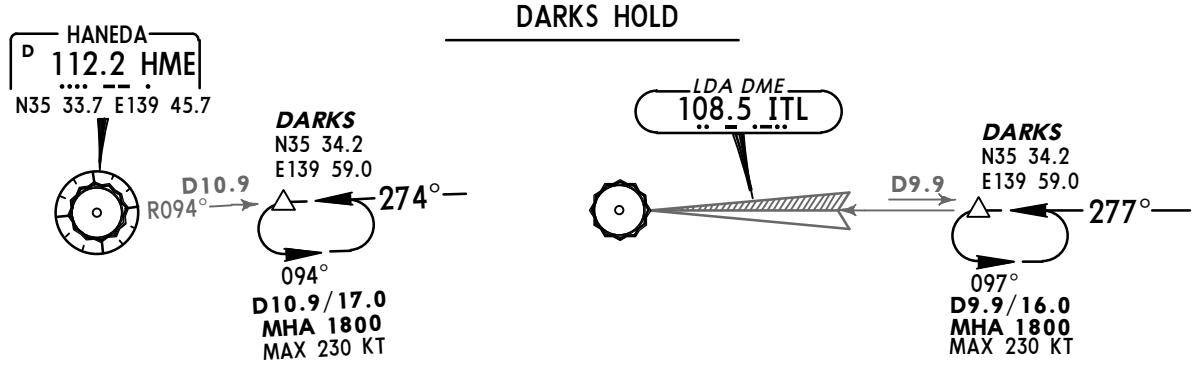
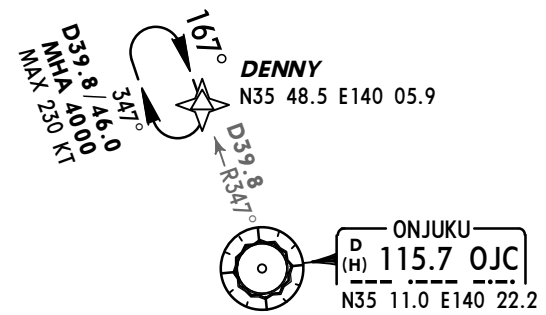
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ARRIVAL HOLDING PROCEDURES (CONTD 1)

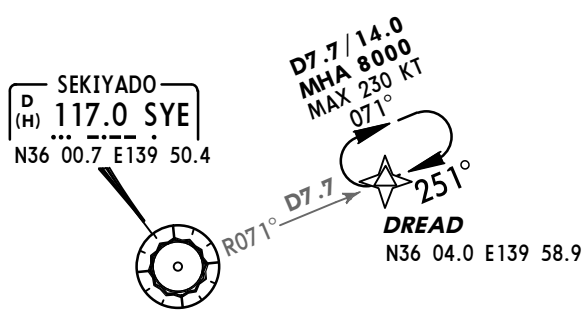
DARKS HOLD



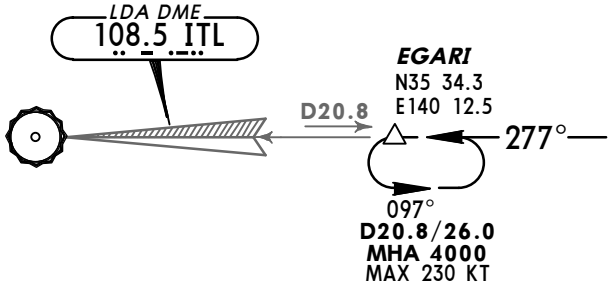
DENNY HOLD



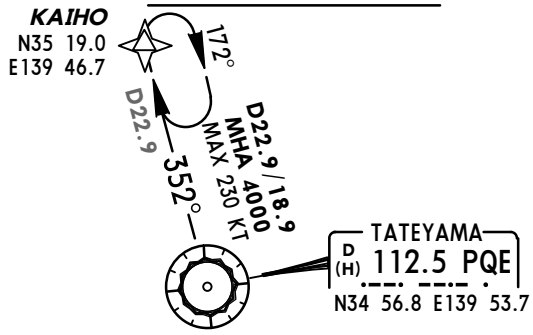
DREAD HOLD



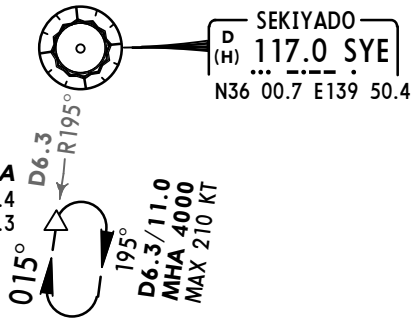
EGARI HOLD



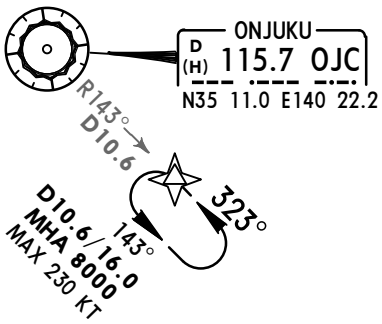
KAIHO HOLD



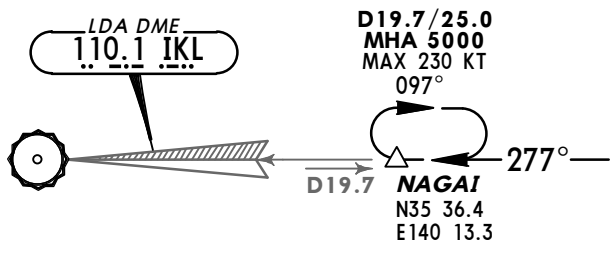
KASGA HOLD



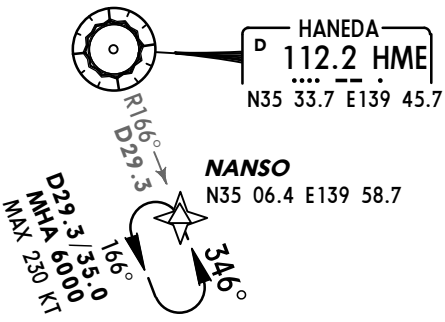
MERCY HOLD



NAGAI HOLD



NANSO HOLD



ALL HOLDS NOT TO SCALE

CHANGES: Holds reindexed, MERCY hold added, NYLON hold transferred.

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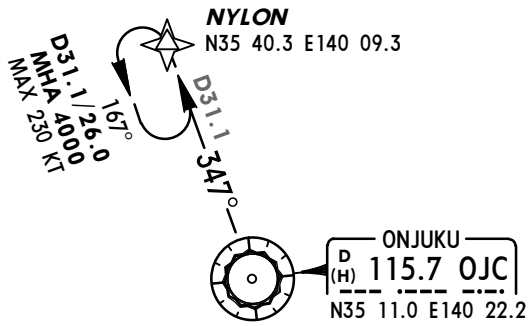
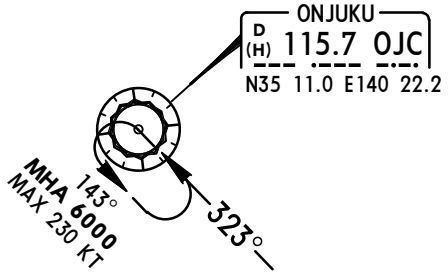
D-ATIS	Apt Elev	
128.8	21′	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

ARRIVAL HOLDING PROCEDURES (CONTD 2)

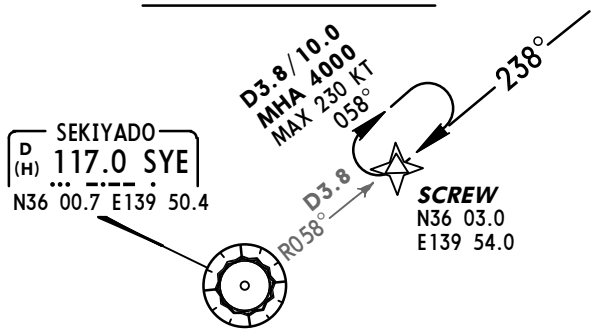
NYLON HOLD



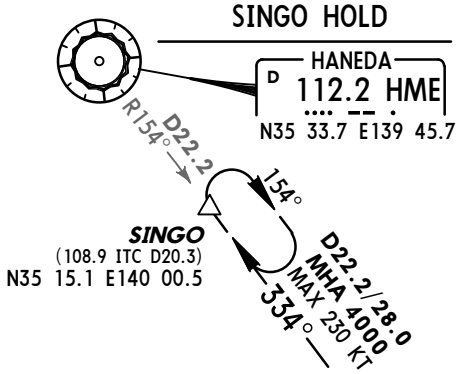
ONJUKU HOLD



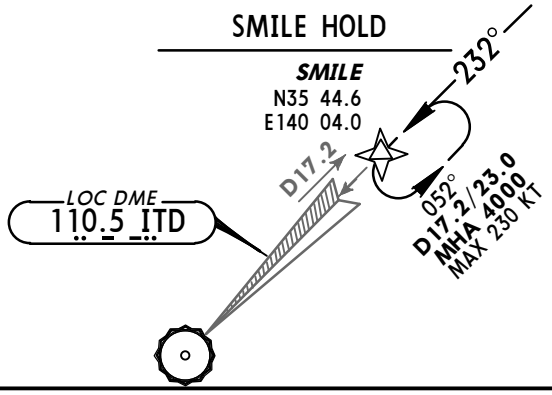
SCREW HOLD



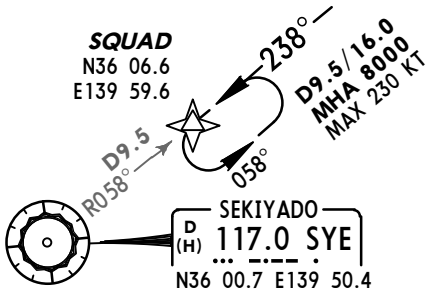
SINGO HOLD



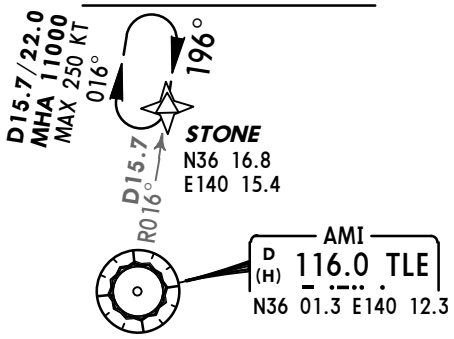
SMILE HOLD



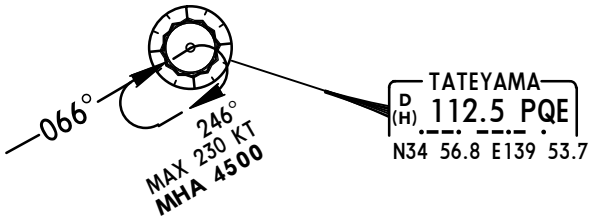
SQUAD HOLD



STONE HOLD



TATEYAMA HOLD



ALL HOLDS NOT TO SCALE

CHANGES: Holds reindexed, NYLON and ONJUKU holds added.

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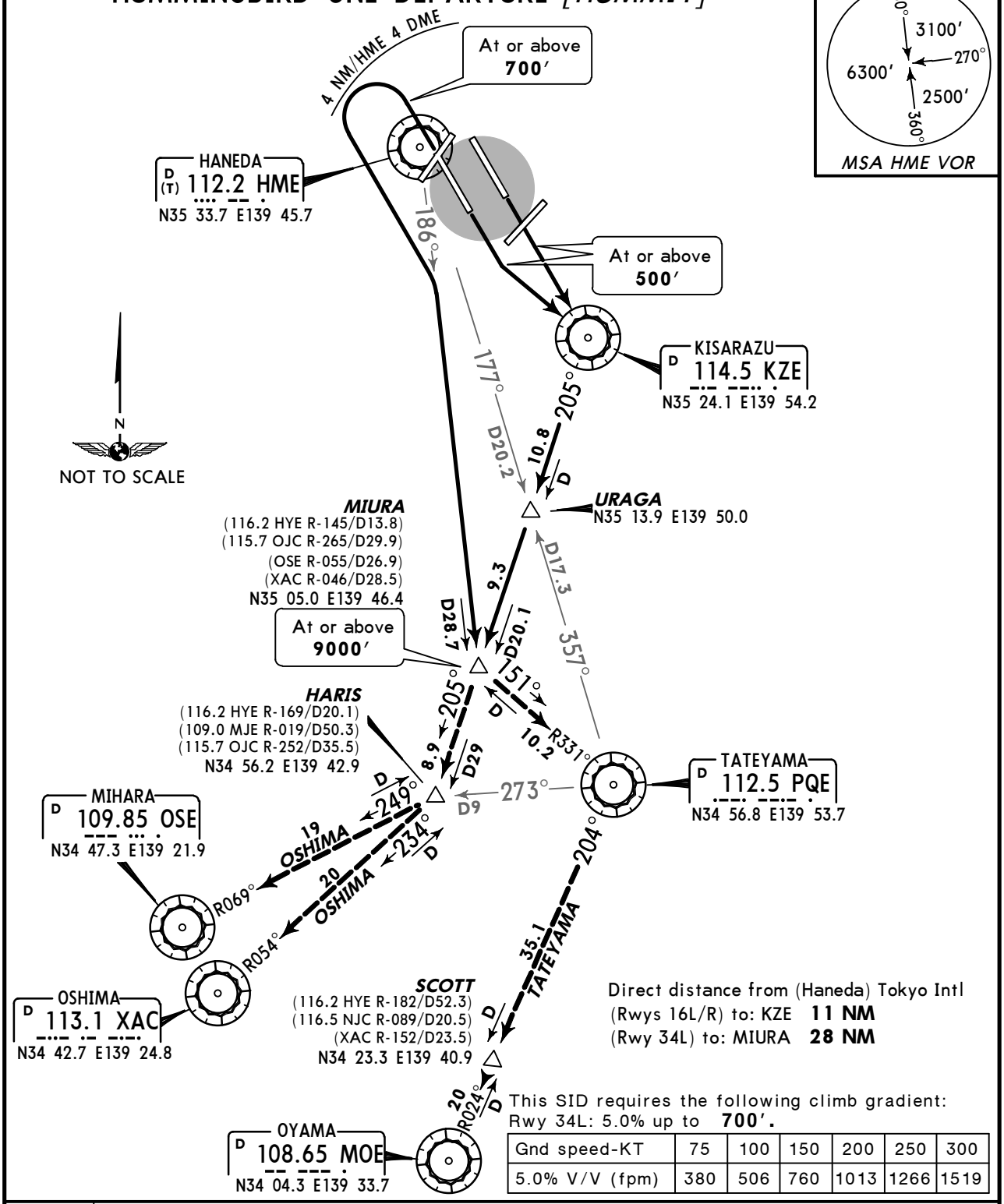
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ For jet aircraft only.

HUMMINGBIRD ONE DEPARTURE *[HUMMI1]*



Direct distance from (Haneda) Tokyo Intl
(Rwys 16L/R) to: KZE **11 NM**
(Rwy 34L) to: MIURA **28 NM**

This SID requires the following climb gradient:
Rwy 34L: 5.0% up to **700′.**

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

RWY	INITIAL CLIMB
16L/R	Climb runway heading to **500′** or above, proceed to KZE, via KZE R-205 to MIURA via URAGA.
34L	Climb runway heading to **700′** or above, turn LEFT within 4 NM/HME 4 DME, climb via HME R-186 to MIURA.

TRANSITIONS	
OSHIMA	From over MIURA, proceed via KZE R-205 to HARIS: **For OSE:** Via OSE R-069 to OSE. **For XAC:** Via XAC R-054 to XAC.
TATEYAMA	From over MIURA: **For MOE:** Proceed via PQE R-331 to PQE, via PQE R-204 to MOE. **For PQE:** Proceed via PQE R-331 to PQE. **For SCOTT:** Proceed via PQE R-331 to PQE, via PQE R-204 to SCOTT.

CHANGES: Departure frequencies added, URAGA formations.

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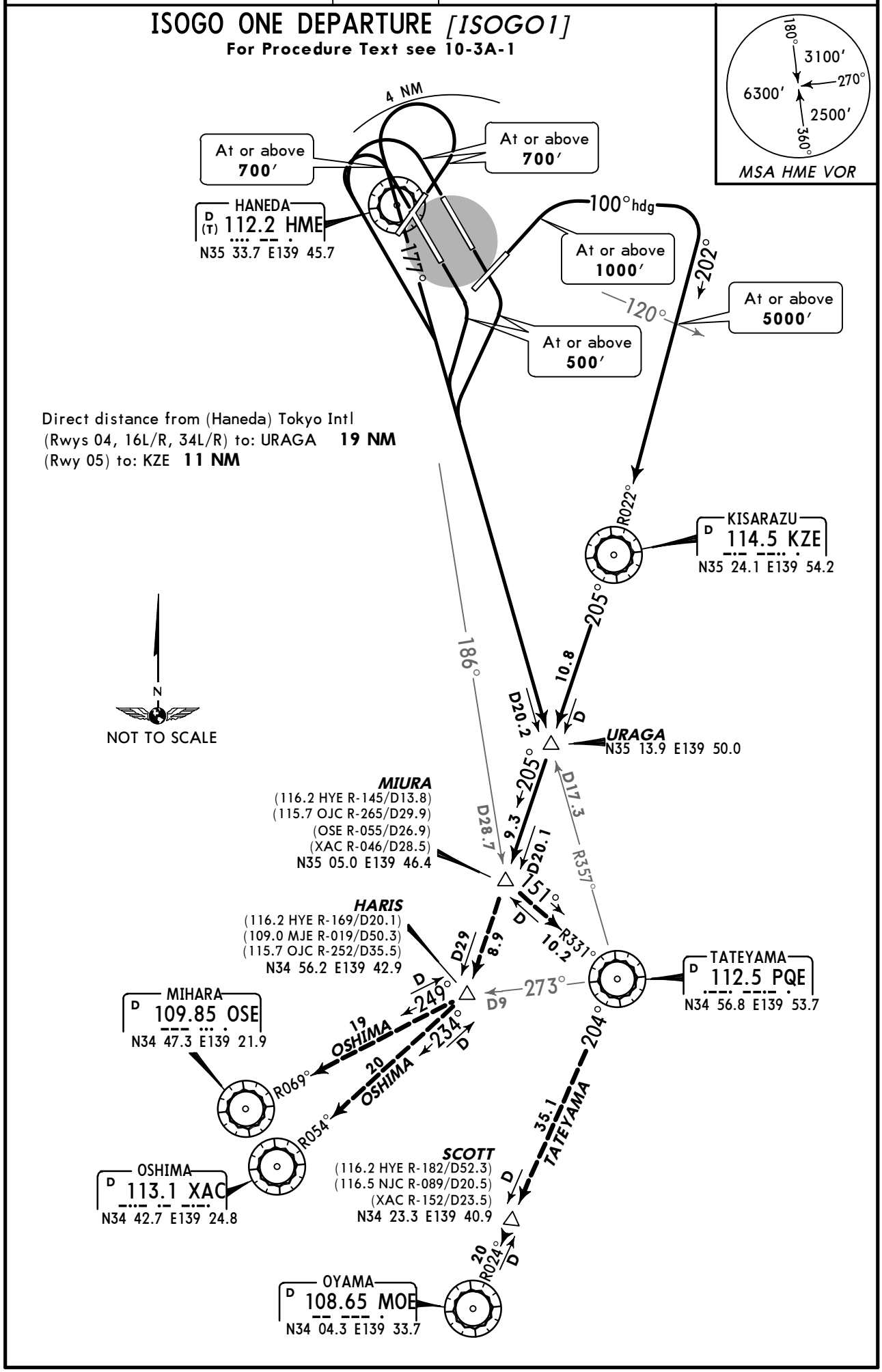
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ For prop aircraft only.

ISOGO ONE DEPARTURE *[ISOGO1]*

For Procedure Text see 10-3A-1



CHANGES: Departure frequencies added, URAGA formations.

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ISOGO ONE DEPARTURE

[ISOGO1]

For Procedure Graphic see 10-3A

PROCEDURE TEXT

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700'.**
Rwy 05: 5.0% up to **500'.**

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

RWY	INITIAL CLIMB
04, 34L/R	Climb runway heading to **700'** or above, turn LEFT within 4 NM, climb via HME R-177/PQE R-357 to URAGA, via KZE R-205 to MIURA.
05	Climb runway heading to **1000'**, turn RIGHT heading 100° to intercept and proceed via KZE R-022 to KZE, via KZE R-205 to MIURA via URAGA.
16L/R	Climb runway heading to **500'** or above, turn RIGHT, climb via HME R-177/PQE R-357 to URAGA, via KZE R-205 to MIURA.

TRANSITIONS	
OSHIMA	From over MIURA, proceed via KZE R-205 to HARIS: **For OSE:** Via OSE R-069 to OSE. **For XAC:** Via XAC R-054 to XAC.
TATEYAMA	From over MIURA: **For MOE:** Proceed via PQE R-331 to PQE, via PQE R-204 to MOE. **For PQE:** Proceed via PQE R-331 to PQE. **For SCOTT:** Proceed via PQE R-331 to PQE, via PQE R-204 to SCOTT.

CHANGES: None.

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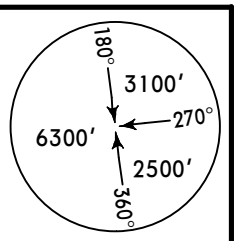
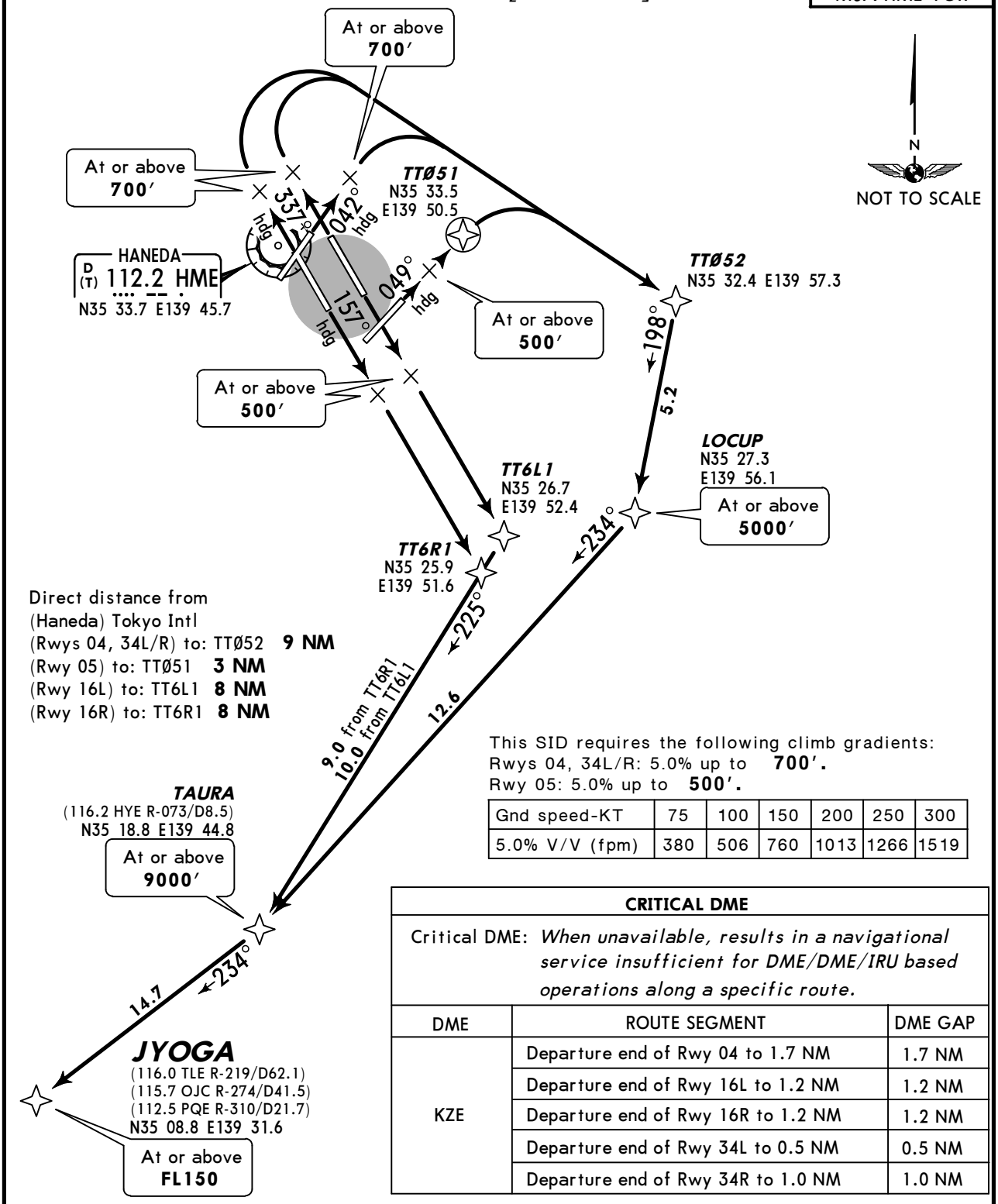
TOKYO Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	**1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**



MSA HME VOR

JYOGA ONE DEPARTURE *[JYOGA1]*



Direct distance from
(Haneda) Tokyo Intl
(Rwys 04, 34L/R) to: TTØ52 **9 NM**
(Rwy 05) to: TTØ51 **3 NM**
(Rwy 16L) to: TT6L1 **8 NM**
(Rwy 16R) to: TT6R1 **8 NM**

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**
Rwy 05: 5.0% up to **500′.**

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

CRITICAL DME

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

DME	ROUTE SEGMENT	DME GAP
KZE	Departure end of Rwy 04 to 1.7 NM	1.7 NM
	Departure end of Rwy 16L to 1.2 NM	1.2 NM
	Departure end of Rwy 16R to 1.2 NM	1.2 NM
	Departure end of Rwy 34L to 0.5 NM	0.5 NM
	Departure end of Rwy 34R to 1.0 NM	1.0 NM

RWY	INITIAL CLIMB	
04	Climb on heading 042°, at or above	**700′**, turn RIGHT direct to TT052, to LOCUP, to TAURA, to JYOGA.
05	Climb on heading 049°, at or above	**500′**, direct to TT051, turn RIGHT direct to TT052, to LOCUP, to TAURA, to JYOGA.
16L	Climb on heading 157°, at or above	**500′**, direct to TT6L1, to TAURA, to JYOGA.
16R	Climb on heading 157°, at or above	**500′**, direct to TT6R1, to TAURA, to JYOGA.
34L/R	Climb on heading 337°, at or above	**700′**, turn RIGHT direct to TT052, to LOCUP, to TAURA, to JYOGA.

CHANGES: Departure frequencies added.

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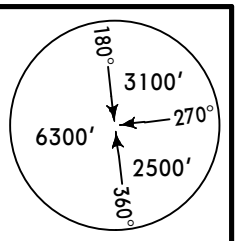
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**



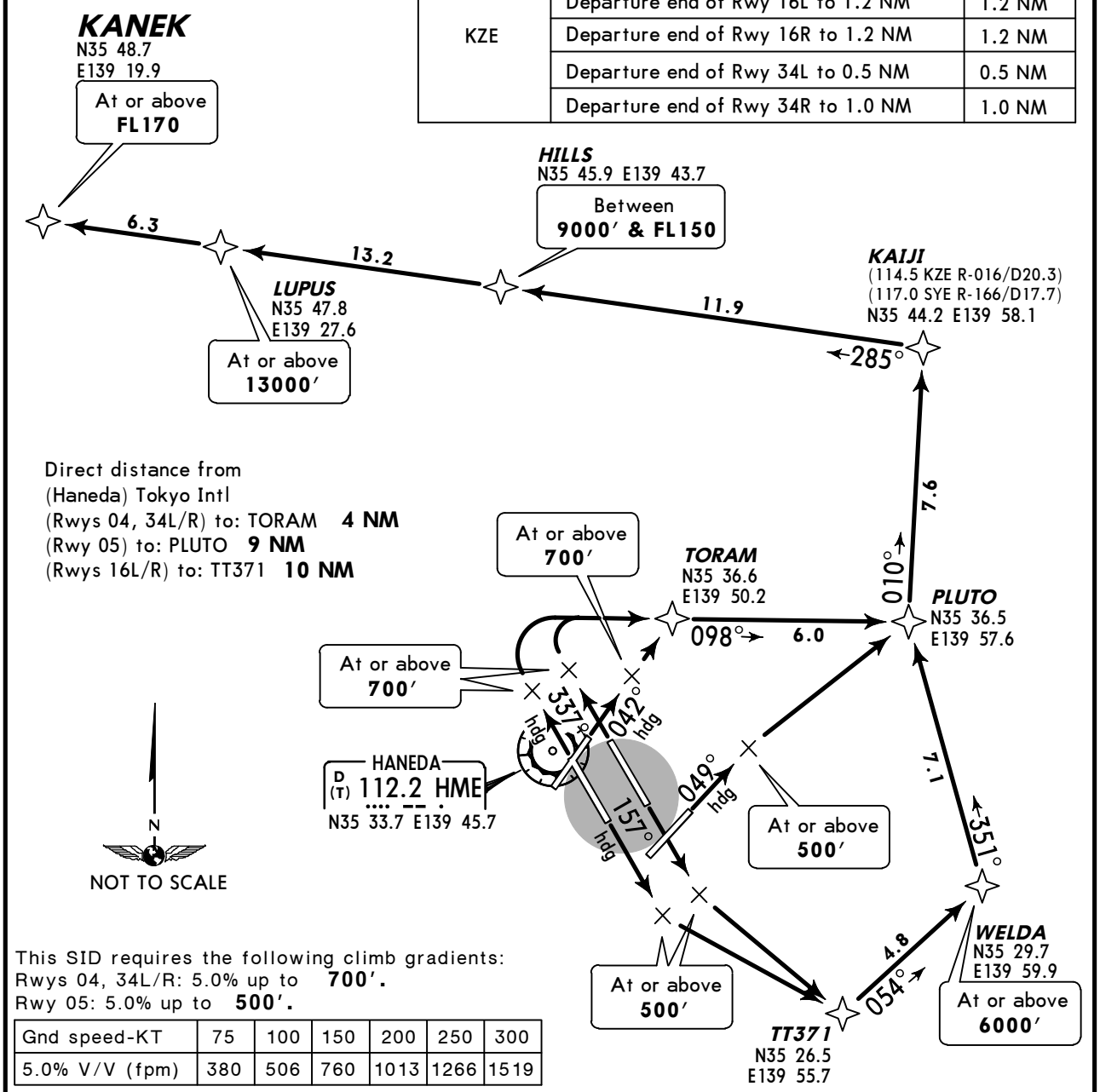
MSA HME VOR

KANEK ONE DEPARTURE *[KANEK1]*

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
KZE	Departure end of Rwy 04 to 1.7 NM	1.7 NM
	Departure end of Rwy 16L to 1.2 NM	1.2 NM
	Departure end of Rwy 16R to 1.2 NM	1.2 NM
	Departure end of Rwy 34L to 0.5 NM	0.5 NM
	Departure end of Rwy 34R to 1.0 NM	1.0 NM



Direct distance from
(Haneda) Tokyo Intl
(Rwys 04, 34L/R) to: TORAM **4 NM**
(Rwy 05) to: PLUTO **9 NM**
(Rwys 16L/R) to: TT371 **10 NM**

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**
Rwy 05: 5.0% up to **500′.**

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

RWY	INITIAL CLIMB
04	Climb on heading 042°, at or above **700′**, direct to TORAM, to PLUTO, to KAIJI, to HILLS, to LUPUS, to KANEK.
05	Climb on heading 049°, at or above **500′**, direct to PLUTO, to KAIJI, to HILLS, to LUPUS, to KANEK.
16L/R	Climb on heading 157°, at or above **500′**, direct to TT371, to WELDA, to PLUTO, to KAIJI, to HILLS, to LUPUS, to KANEK.
34L/R	Climb on heading 337°, at or above **700′**, turn RIGHT direct to TORAM, to PLUTO, to KAIJI, to HILLS, to LUPUS, to KANEK.

CHANGES: Departure frequencies added.

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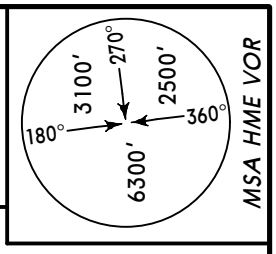
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**



MITOH ONE DEPARTURE *[MITOH1]*

For Procedure Text see 10-3D-1

MITOH
(114.5 KZE R-310/D43.3)
(114.8 NZE R-223/D73.1)
(109.85 OSE R-357/D61.2)
(114.0 SNE R-265/D41.0)
(113.1 XAC R-356/D66.1)
N35 47.6 E139 09.4
At or above **FL170**

276° — 14.7

LUPUS
N35 47.8
E139 27.6
At or above **13000′**

13.2

HILLS
N35 45.9 E139 43.7
Between **9000′ & FL150**

11.9

285°

KAIJI
(114.5 KZE R-016/D20.3)
(117.0 SYE R-166/D17.7)
N35 44.2 E139 58.1

7.6

010°

PLUTO
N35 36.5
E139 57.6

6.0

098°

TORAM
N35 36.6
E139 50.2

TT051
N35 33.5
E139 50.5

At or above **700′**

At or above **500′**

TT052
N35 32.4
E139 57.3

198°

5.2

LOCUP
N35 27.3
E139 56.1

At or above **5000′**

351°

7.1

WELDA
N35 29.7
E139 59.9

At or above **6000′**

4.8

054°

TT371
N35 26.5
E139 55.7

288°

6.2

TT6RZ
N35 28.0
E139 50.1

261°

5.8

358°

HATBA
N35 26.4 E139 43.3

7.6

321°

TT343
N35 28.5
E139 48.7

7.8

KAMAT
N35 33.9
E139 41.8
At or above **9000′**

304°

12.2

305°

17.5

SEKID
(115.0 HKE R-265/D44.7)
(115.7 OJC R-310/D52.2)
(112.5 PQE R-341/D47.4)
(114.0 SNE R-243/D29.8)
(112.7 TYE R-266/D39.2)
N35 39.4 E139 28.5
At or above **13000′**

❶ RWYS 34L/R — After take-off turn at or above **700′**

❷ RWYS 16L/R — After take-off turn at or above **500′**

❸ HANEDA
D (T) 112.2 HME
N35 33.7 E139 45.7

157° hdg
337° hdg
042° hdg
049° hdg

N
NOT TO SCALE

Direct distance from
(Haneda) Tokyo Intl
(Rwys 04, 34L/R) to: TORAM **4 NM**
(Rwy 05) to: TT051 **3 NM**
(Rwy 16L) to: TT371 **10 NM**
(Rwy 16R) to: TT6RZ **6 NM**

CHANGES: Departure frequencies added, HATBA formations.

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MITOH ONE DEPARTURE
[MITOH1]

For Procedure Graphic see 10-3D

PROCEDURE TEXT

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
KZE	Departure end of Rwy 04 to 1.7 NM	1.7 NM
	Departure end of Rwy 16L to 1.2 NM	1.2 NM
	Departure end of Rwy 16R to 1.2 NM	1.2 NM
	Departure end of Rwy 34L to 0.5 NM	0.5 NM
	Departure end of Rwy 34R to 1.0 NM	1.0 NM

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700'.**
Rwy 05: 5.0% up to **500'.**

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

RWY	INITIAL CLIMB
04	Climb on heading 042°, at or above **700'**, direct to TORAM, to PLUTO, to KAIJI, to HILLS, to LUPUS, to MITOH.
05	Climb on heading 049°, at or above **500'**, direct to TT051, turn RIGHT direct to TT052, to LOCUP, to TT343, to KAMAT, to SEKID, to MITOH.
16L	Climb on heading 157°, at or above **500'**, direct to TT371, to WELDA, to PLUTO, to KAIJI, to HILLS, to LUPUS, to MITOH.
16R	Climb on heading 157°, at or above **500'**, direct to TT6RZ, to HATBA, to KAMAT, to SEKID, to MITOH.
34L/R	Climb on heading 337°, at or above **700'**, turn RIGHT direct to TORAM, to PLUTO, to KAIJI, to HILLS, to LUPUS, to MITOH.

CHANGES: None.

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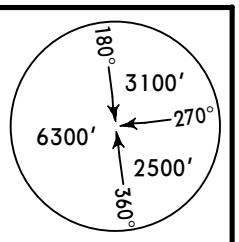
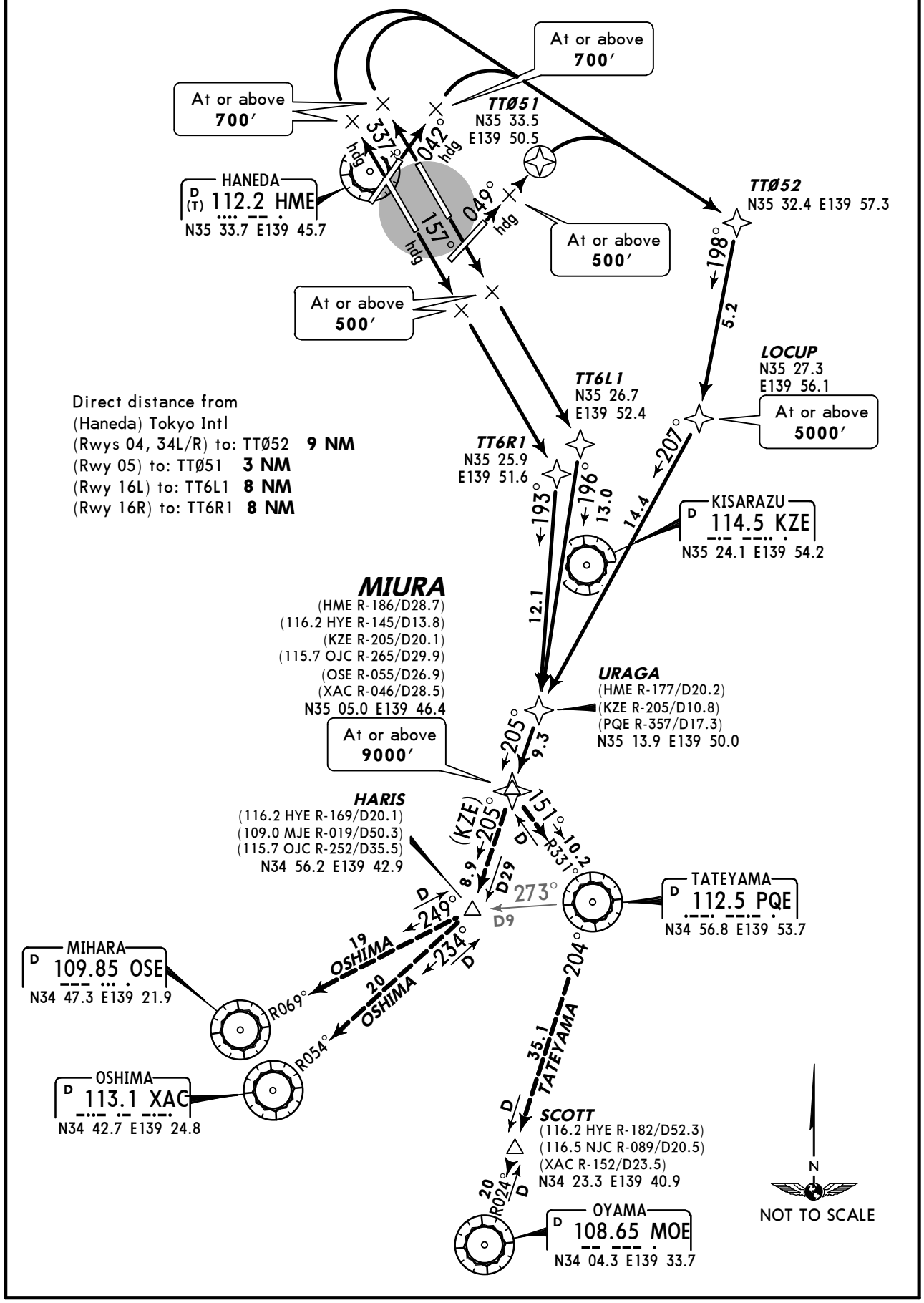
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**



MSA HME VOR

MIURA ONE DEPARTURE *[MIURA 1]*

For Procedure Text see 10-3E-1



Direct distance from
(Haneda) Tokyo Intl
(Rwys 04, 34L/R) to: TTØ52 **9 NM**
(Rwy 05) to: TTØ51 **3 NM**
(Rwy 16L) to: TT6L1 **8 NM**
(Rwy 16R) to: TT6R1 **8 NM**

CHANGES: Departure frequencies added, URAGA formations.

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MIURA ONE DEPARTURE

[MIURA1]

For Procedure Graphic see 10-3E

PROCEDURE TEXT

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
KZE	Departure end of Rwy 04 to 1.7 NM	1.7 NM
	Departure end of Rwy 16L to 1.2 NM	1.2 NM
	Departure end of Rwy 16R to 1.2 NM	1.2 NM
	Departure end of Rwy 34L to 0.5 NM	0.5 NM
	Departure end of Rwy 34R to 1.0 NM	1.0 NM

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700'.**
Rwy 05: 5.0% up to **500'.**

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

RWY	INITIAL CLIMB
04	Climb on heading 042°, at or above **700'**, turn RIGHT direct to TT052, to LOCUP, to URAGA, to MIURA.
05	Climb on heading 049°, at or above **500'**, direct to TT051, turn RIGHT direct to TT052, to LOCUP, to URAGA, to MIURA.
16L	Climb on heading 157°, at or above **500'**, direct to TT6L1, to URAGA, to MIURA.
16R	Climb on heading 157°, at or above **500'**, direct to TT6R1, to URAGA, to MIURA.
34L/R	Climb on heading 337°, at or above **700'**, turn RIGHT direct to TT052, to LOCUP, to URAGA, to MIURA.

TRANSITIONS	
OSHIMA	From over MIURA, proceed via KZE R-205 to HARIS: **For OSE:** Via OSE R-069 to OSE. **For XAC:** Via XAC R-054 to XAC.
TATEYAMA	From over MIURA: **For MOE:** Proceed via PQE R-331 to PQE, via PQE R-204 to MOE. **For PQE:** Proceed via PQE R-331 to PQE. **For SCOTT:** Proceed via PQE R-331 to PQE, via PQE R-204 to SCOTT.

CHANGES: None.

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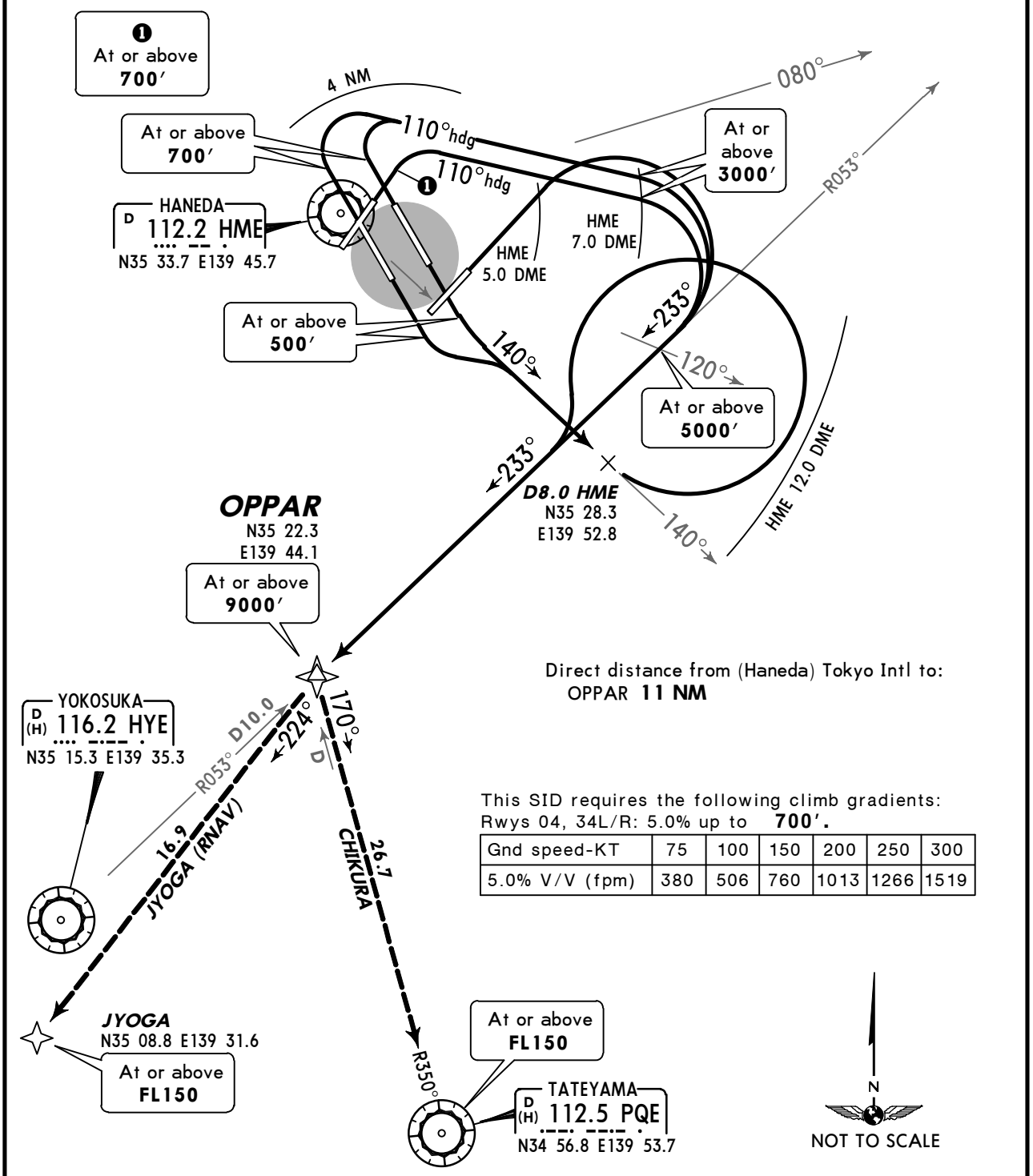
TOKYO Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	JYOGA Transition: **1. RNAV 1. 2. DME/DME/IRU or GNSS required.** **3. RADAR service required.**

OPPAR TWO DEPARTURE
[OPPAR2]



This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**

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

RWY	INITIAL CLIMB
04, 34L/R	Climb runway heading to **700′**, turn RIGHT within 4 NM, climb via heading 110° to HME 7.0 DME, turn RIGHT to intercept and proceed via HYE R-053 to OPPAR.
05	Climb runway heading to HME 5.0 DME, turn RIGHT to intercept and proceed via HYE R-053 to OPPAR.
16L/R	Climb runway heading to **500′**, turn LEFT, climb via HME R-140 to D8.0 HME, turn LEFT within HME 12.0 DME to intercept and proceed via HYE R-053 to OPPAR. NOTE: Aircraft taking off from Rwys 16L/R are required to complete LEFT turns SOUTH of HME R-080.

TRANSITIONS	
CHIKURA	From over OPPAR, proceed via PQE R-350 to PQE.
JYOGA (RNAV)	From OPPAR to JYOGA.

CHANGES: Procedure note removed.

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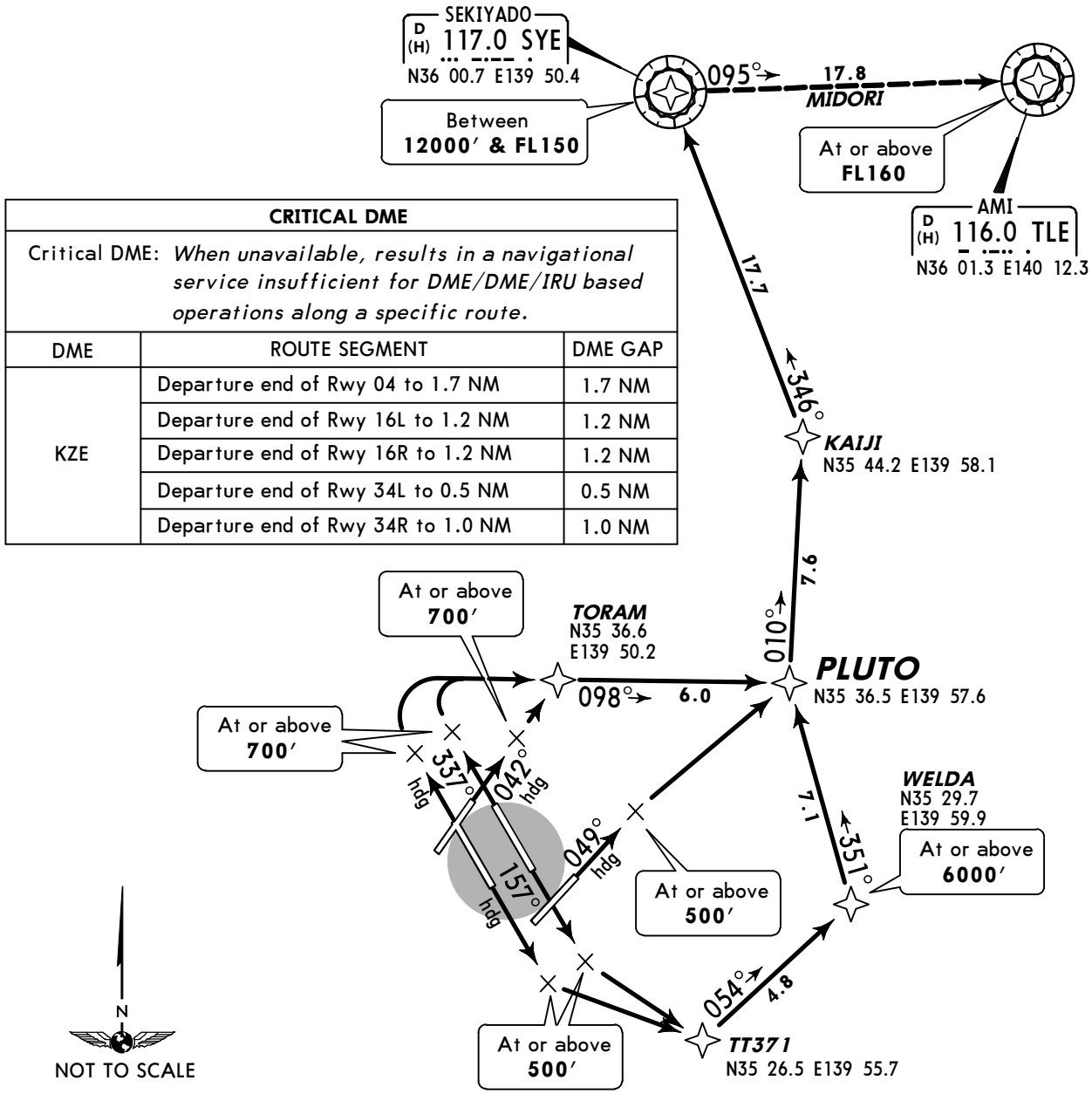
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1. 2. DME/DME/IRU or GNSS required.** **3. RADAR service required.** 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

PLUTO ONE DEPARTURE
[PLUTO1]



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
KZE	Departure end of Rwy 04 to 1.7 NM	1.7 NM
	Departure end of Rwy 16L to 1.2 NM	1.2 NM
	Departure end of Rwy 16R to 1.2 NM	1.2 NM
	Departure end of Rwy 34L to 0.5 NM	0.5 NM
	Departure end of Rwy 34R to 1.0 NM	1.0 NM

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**
Rwy 05: 5.0% up to **500′.**

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

Direct distance from (Haneda) Tokyo Intl
(Rwys 04, 34L/R) to: TORAM **4 NM**
(Rwy 05) to: PLUTO **9 NM**
(Rwys 16L/R) to: TT371 **10 NM**

RWY	INITIAL CLIMB
04	Climb on heading 042°, at or above **700′**, direct to TORAM, to PLUTO, to KAIJI, to SYE.
05	Climb on heading 049°, at or above **500′**, turn RIGHT direct to PLUTO, to KAIJI, to SYE.
16L/R	Climb on heading 157°, at or above **500′**, turn LEFT direct to TT371, to WELDA, to PLUTO, to KAIJI, to SYE.
34L/R	Climb on heading 337°, at or above **700′**, turn RIGHT direct to TORAM, to PLUTO, to KAIJI, to SYE.

TRANSITION	
MIDORI	From SYE to TLE.

CHANGES: None.

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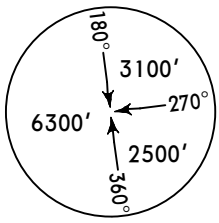
TOKYO Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	**1. RNAV 1.** **2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**



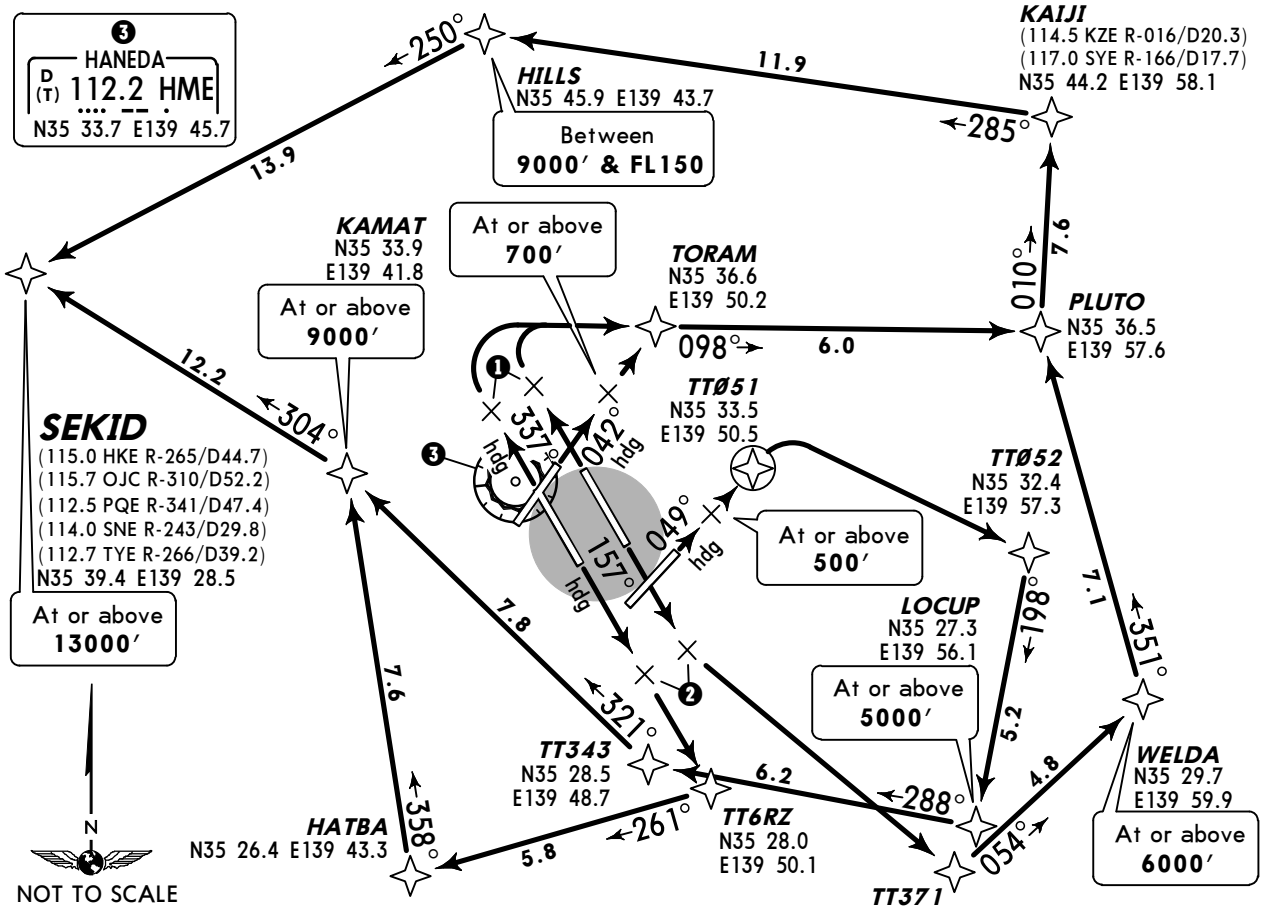
MSA HME VOR

SEKID ONE DEPARTURE *[SEKID1]*

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
KZE	Departure end of Rwy 04 to 1.7 NM	1.7 NM
	Departure end of Rwy 16L to 1.2 NM	1.2 NM
	Departure end of Rwy 16R to 1.2 NM	1.2 NM
	Departure end of Rwy 34L to 0.5 NM	0.5 NM
	Departure end of Rwy 34R to 1.0 NM	1.0 NM

Direct distance from (Haneda) Tokyo Intl
(Rwys 04, 34L/R) to: TORAM **4 NM**
(Rwy 05) to: TTØ51 **3 NM**
(Rwy 16L) to: TT371 **10 NM**
(Rwy 16R) to: TT6RZ **6 NM**

❶ RWYS 34L/R	❷ RWYS 16L/R
After take-off turn at or above **700′**	After take-off turn at or above **500′**



This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**
Rwy 05: 5.0% up to **500′.**

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

RWY	INITIAL CLIMB
04	Climb on heading 042°, at or above **700′**, direct to TORAM, to PLUTO, to KAIJI, to HILLS, to SEKID.
05	Climb on heading 049°, at or above **500′**, direct to TT051, turn RIGHT direct to TT052, to LOCUP, to TT343, to KAMAT, to SEKID.
16L	Climb on heading 157°, at or above **500′**, direct to TT371, to WELDA, to PLUTO, to KAIJI, to HILLS, to SEKID.
16R	Climb on heading 157°, at or above **500′**, direct to TT6RZ, to HATBA, to KAMAT, to SEKID.
34L/R	Climb on heading 337°, at or above **700′**, turn RIGHT direct to TORAM, to PLUTO, to KAIJI, to HILLS, to SEKID.

CHANGES: Departure frequencies added, HATBA formations.

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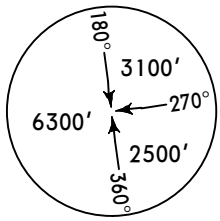
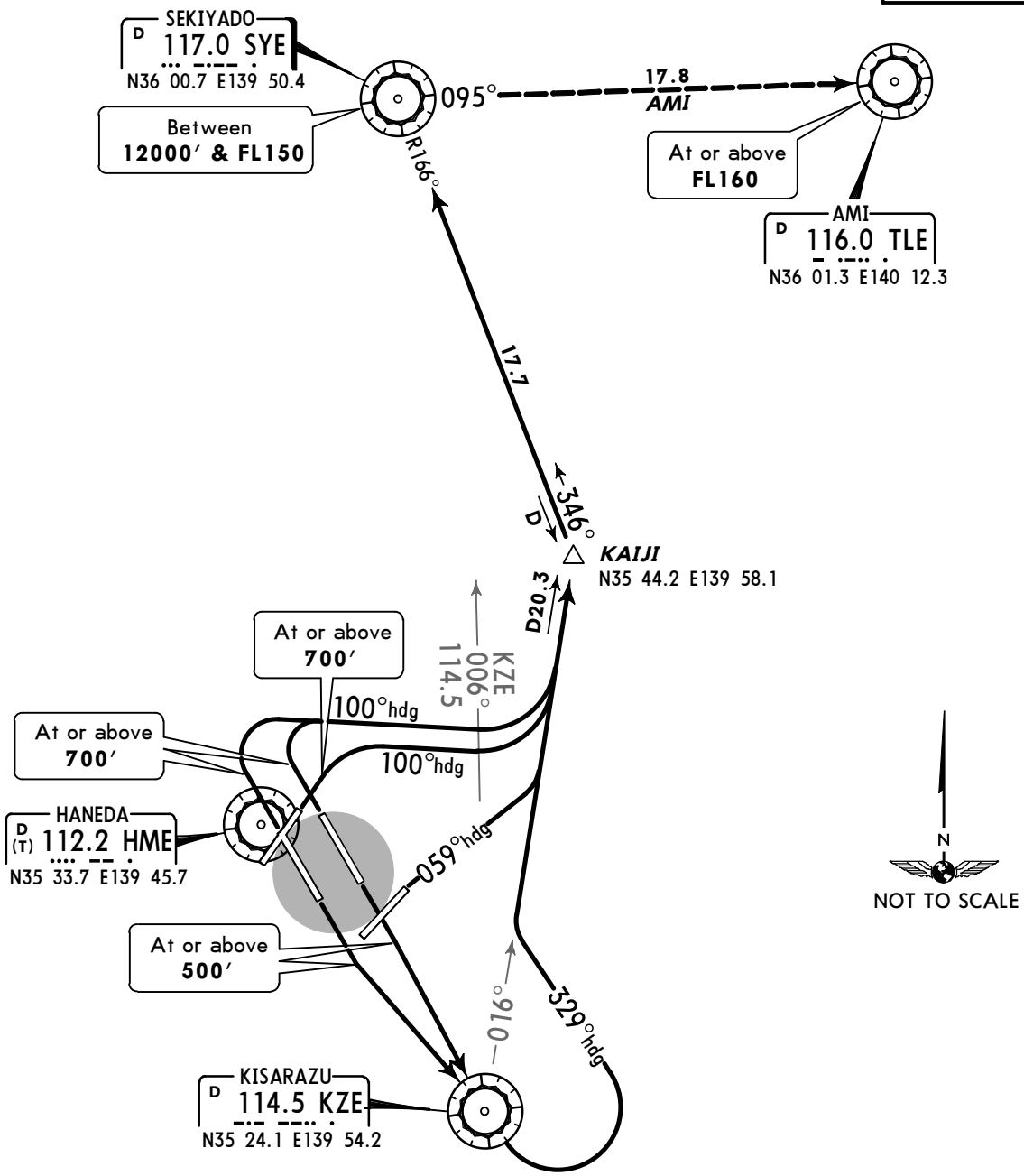
TOKYO Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	



SEKIYADO ONE DEPARTURE
[SYE1]



This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**
Rwy 05: 5.0% up to **500′.**

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

Direct distance from (Haneda) Tokyo Intl
(Rwys 04, 05, 34L/R) to: KAIJI **14 NM**
(Rwys 16L/R) to: KZE **11 NM**

RWY	INITIAL CLIMB
04, 34L/R	Climb runway heading to **700′**, turn RIGHT heading 100° until KZE R-006, turn LEFT.
05	Climb on heading 059°.
16L/R	Climb runway heading to **500′**, proceed to KZE, turn LEFT heading 329°.

ROUTING

Intercept and proceed via KZE R-016 to KAIJI, then to intercept and proceed via SYE R-166 to SYE.

TRANSITION

AMI	From over SYE, proceed via SYE R-095 to TLE.

CHANGES: Departure frequencies added.

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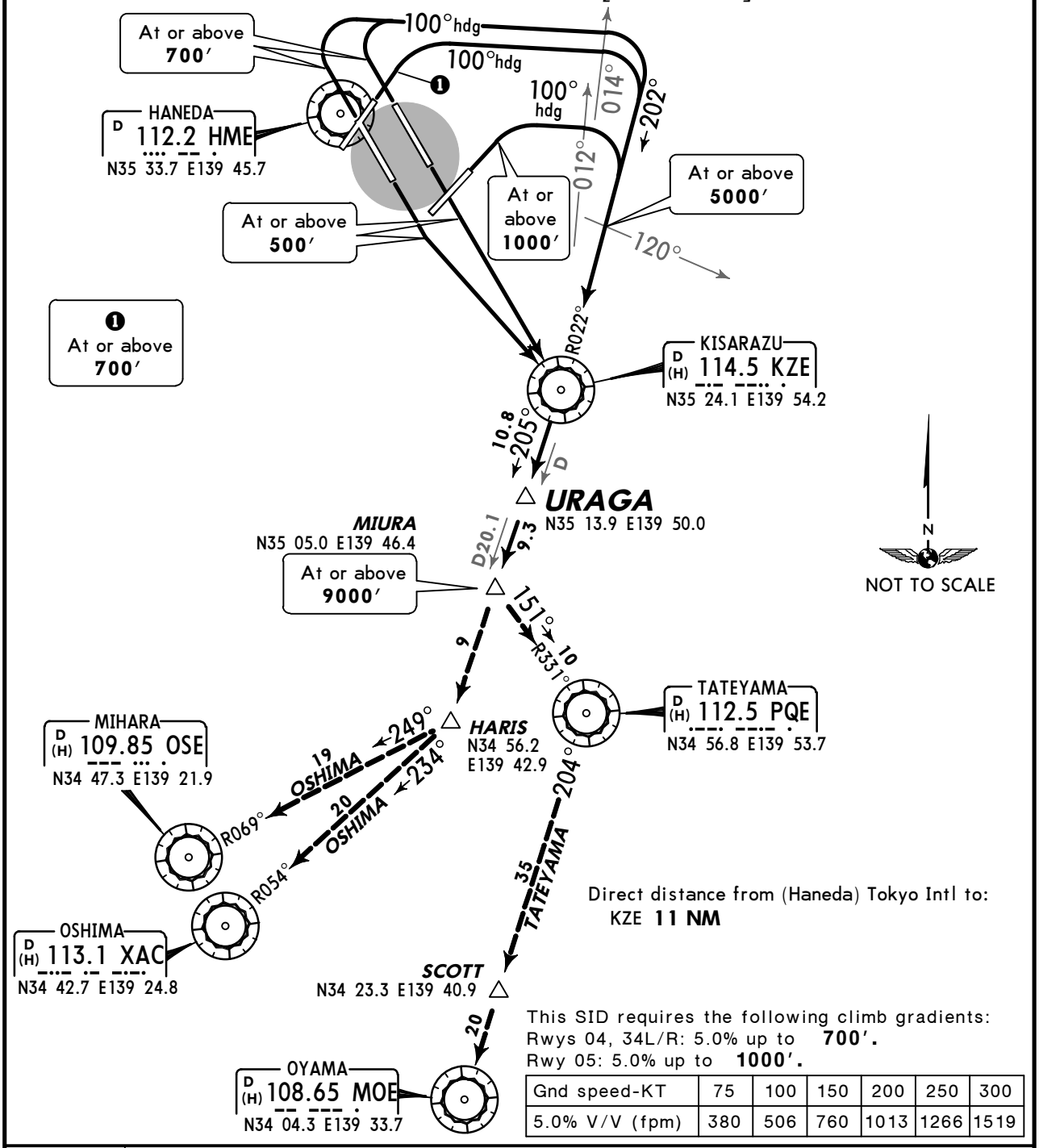
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′

URAGA ONE DEPARTURE *[URAGA1]*



Direct distance from (Haneda) Tokyo Intl to:
KZE **11 NM**

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**
Rwy 05: 5.0% up to **1000′.**

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

RWY	INITIAL CLIMB
04, 34L/R	Climb runway heading to **700′**, turn RIGHT heading 100° to intercept and proceed via KZE R-022 to KZE.
05	Climb runway heading to **1000′**, turn RIGHT heading 100° to intercept and proceed via KZE R-022 to KZE.
16L/R	Climb runway heading to **500′**, proceed to KZE.

ROUTING

At KZE, via KZE R-205 to URAGA, via KZE R-205 to MIURA.

TRANSITIONS

OSHIMA	From over MIURA, proceed via KZE R-205 to HARIS: **For OSE:** Via OSE R-069 to OSE. **For XAC:** Via XAC R-054 to XAC.
TATEYAMA	From over MIURA: **For MOE:** Proceed via PQE R-331 to PQE, via PQE R-204 to MOE. **For PQE:** Proceed via PQE R-331 to PQE. **For SCOTT:** Proceed via PQE R-331 to PQE, via PQE R-204 to SCOTT.

CHANGES: Climb gradient.

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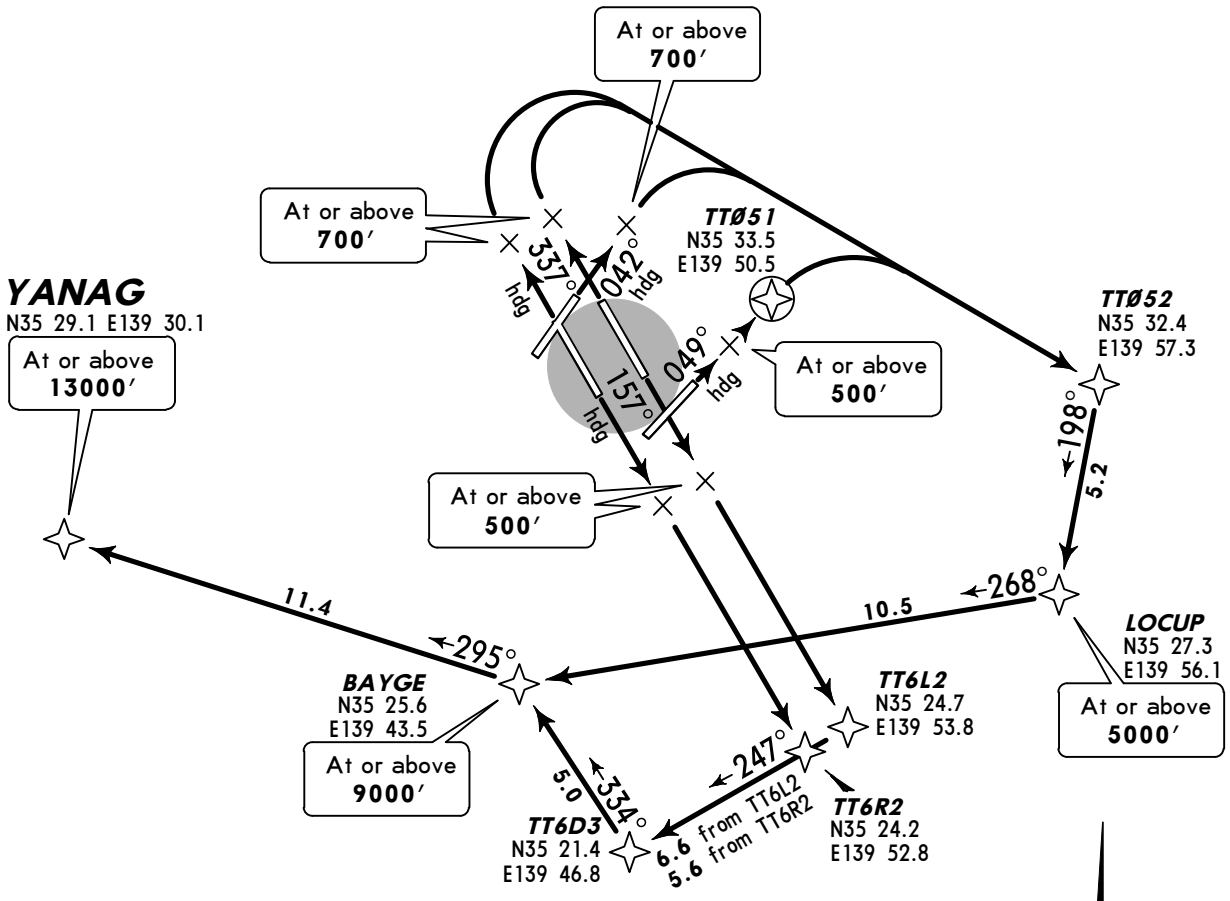
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ **1. RNAV 1. 2. DME/DME/IRU or GNSS required.** 3. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. **4. RADAR required.**

YANAG ONE DEPARTURE *[YANAG1]*

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
KZE	Departure end of Rwy 04 to 1.7 NM	1.7 NM
	Departure end of Rwy 16L to 1.2 NM	1.2 NM
	Departure end of Rwy 16R to 1.2 NM	1.2 NM
	Departure end of Rwy 34L to 0.5 NM	0.5 NM
	Departure end of Rwy 34R to 1.0 NM	1.0 NM

Direct distance from
(Haneda) Tokyo Intl
(Rwys 04, 34L/R) to: TTØ52 **9 NM**
(Rwy 05) to: TTØ51 **3 NM**
(Rwy 16L) to: TT6L2 **10 NM**
(Rwy 16R) to: TT6R2 **10 NM**



This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**
Rwy 05: 5.0% up to **500′.**

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

RWY	INITIAL CLIMB
04	Climb on heading 042°, at or above **700′**, turn RIGHT direct to TT052, to LOCUP, to BAYGE, to YANAG.
05	Climb on heading 049°, at or above **500′**, direct to TT051, turn RIGHT direct to TT052, to LOCUP, to BAYGE, to YANAG.
16L	Climb on heading 157°, at or above **500′**, direct to TT6L2, to TT6D3, to BAYGE, to YANAG.
16R	Climb on heading 157°, at or above **500′**, direct to TT6R2, to TT6D3, to BAYGE, to YANAG.
34L/R	Climb on heading 337°, at or above **700′**, turn RIGHT direct to TT052, to LOCUP, to BAYGE, to YANAG.

CHANGES: None.

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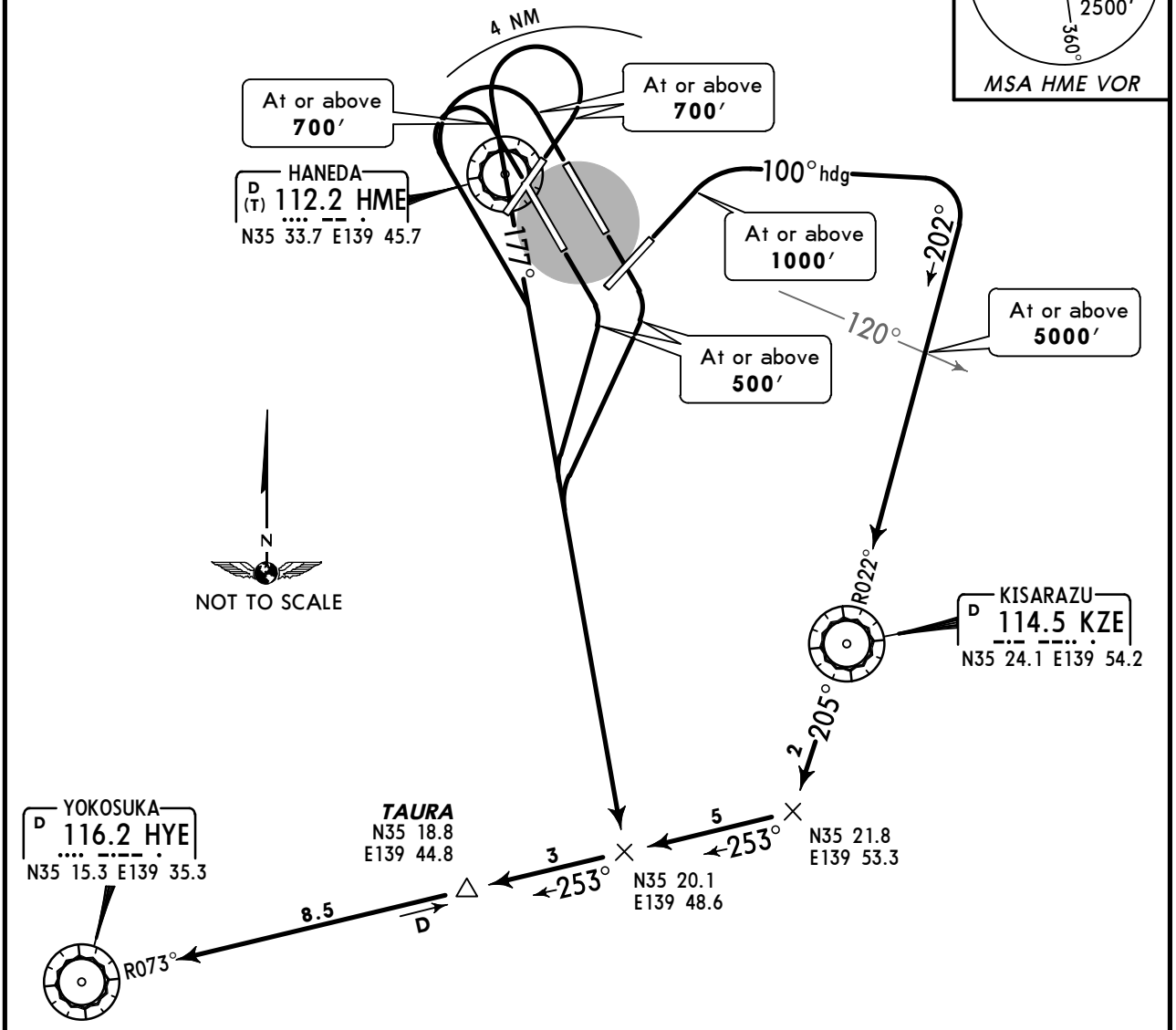
TOKYO Departure (R)	Apt Elev	
126.0 120.8 127.6 124.2 119.6 120.6 125.52	21′	Trans level: FL140 Trans alt: 14000′ For prop aircraft only.

ZUSHI ONE DEPARTURE
[ZUSHI1]



Direct distance from (Haneda) Tokyo Intl
(Rwys 04, 16L/R, 34L/R) to: HME R-177 and HYE R-073 **13 NM**
(Rwy 05) to: KZE **11 NM**

This SID requires the following climb gradients:
Rwys 04, 34L/R: 5.0% up to **700′.**

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

RWY	INITIAL CLIMB
04, 34L/R	Climb runway heading to **700′** or above, turn LEFT within 4 NM, climb via HME R-177 to intercept and proceed via HYE R-073 to HYE via TAURA.
05	Climb runway heading to **1000′**, turn RIGHT heading 100° to intercept and proceed via KZE R-022 to KZE, via KZE R-205 to intercept and proceed via HYE R-073 to HYE via TAURA.
16L/R	Climb runway heading to **500′** or above, turn RIGHT, climb via HME R-177 to intercept and proceed via HYE R-073 to HYE via TAURA.

CHANGES: Departure frequencies added.

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NOISE ABATEMENT PROCEDURES

Preferential Routes and Aircraft Operating Procedures for Noise Abatement

Runways described below are used except when those runways are not available or urgent situation exists.

FOR TAKE-OFF

From 2100 UTC to 1400 UTC	1. Rwy 05 and 34R (North wind operation applied) or, Rwy 16L and 16R (South wind operation applied) are preferentially used. 2. Rwy 04 is used when Northeast wind is about 20 knots or more, or, when Rwy 05 or Rwy 34R is closed.	
	From 2200 UTC to 0000 UTC	For jet aircraft, only authorized scheduled flights are permitted to take-off from Rwy 34L. (HUMMING BIRD DEPARTURE).
From 1400 UTC to 2100 UTC	1. Rwy 05 (North wind operation applied) or Rwy 16L (South wind operation applied) is preferentially used. 2. When Rwy 05 and Rwy 16L are not available, Rwy 16R is used. 3. Rwy 34R is available only when North wind operation applied, under following A. or B. circumstance, and Rwy 16L/R does not suit for safe take-off. However, in each case, all aircraft should take-off with 2500m Rwy length from Rwy 34R threshold and keep its weight, main gear load and wheel load, on departure, at or below the limitations for Rwy 05/23 (because Rwy 34R is used as a substitute for Rwy 05). However this does not apply to flights that is specified and allowed in advance in consideration of the performance and route distance, etc. "Specified flights". In this case, all specified aircraft should take-off with 3000m Rwy length from Rwy 34R threshold. A. Rwy 05 is closed. B. The wind condition on departure exceeds crosswind or tailwind take-off limitations of Rwy 05. * Aircraft departing from Rwy 05 or landing to Rwy 34R have priority over the aircraft which departs from Rwy 34R due to (3.B.) above. * No aircraft shall depart from Rwy 34R only because of being over the aircraft weight restriction of Rwy 05/23. * As for (3.B.) above, when take-off from Rwy 34R beyond reasonable level is made, suspending/deleting the item (3.B.), or other appropriate measures will be implemented. * Except specified flight, the operator of the aircraft which has made take-off from Rwy 34R, shall report following information to Environment and Regional Development Division Tokyo International Airport Office. A. date and time of take-off B. call-sign and type of the aircraft C. weight and balance data of the aircraft on the departure D. reason for using Rwy 34R (Rwy 05 closed/tailwind limitation/ crosswind limitation) E. wind direction and wind velocity F. runway conditions (wet/dry, etc.) G. other informations concerning if the take-off is made due to (3.B.) above, following item H. shall be added, H. limitation and actual value of crosswind and /or tailwind on the departure which conflicts take-off limit 4. Rwy 04 is used when Rwy 05, Rwy 16L/R and Rwy 34R are not available.	

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NOISE ABATEMENT PROCEDURES

Preferential Routes and Aircraft Operating Procedures for Noise Abatement (cont.)

FOR LANDING

From 2100 UTC to 1400 UTC	1. Rwy 34L and 34R (North wind operation applied) or Rwy 22 and Rwy 23 (South wind operation applied) are preferentially used. 2. Rwy 16L is used when Southeast wind is about 20 knots or more, or, when Rwy 22 is not available (including the case that Rwy 23 is not available and Rwy 22 is unsuitable).
From 1400 UTC to 2100 UTC	1. Rwy 34R (North wind operation applied) or Rwy 23 (South wind operation applied) is preferentially used. 2. When North wind operation is applied, and Rwy 34R is not available, Rwy 34L is used. 3. When South wind operation is applied, and Rwy 23 is not available, Rwy 16L and Rwy 22 are used in this order.

Except in the event an aircraft is in an emergency, an unavoidable situation or unless otherwise specified by NOTAMs, the following procedures shall be adhered to by all aircraft. However, none of the procedures herein is intended, in any manner, to abrogate the responsibility of the pilot in command to assure the safe operations of the aircraft.

FOR TAKE-OFF

From 2100 UTC to 1400 UTC	RWY 34R	(For right turn departure) In order to minimize public annoyance for aircraft noise in the residential areas located North, Northwest and Northeast of the airport, the aircraft should commence turns as soon as practicalble with with bank angles and speeds as prescribed in each operator's flight manuals.
	RWY 05	Nil
	RWY 16L	Nil

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NOISE ABATEMENT PROCEDURES

Preferential Routes and Aircraft Operating Procedures for Noise Abatement (cont.)

FOR TAKE-OFF (cont.)

From 2100 UTC to 1400UTC	RWY 16R	Nil
	RWY 34L	(For Left Turn Departure) In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and west of the airport, the aircraft should comply with following procedures. 1. Aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals. 2. Intersection departure is not permitted. 3. Aircraft should fly at or above 3000' over Kawasaki Petrochemical complex area.
	RWY 04	(For Right Turn Departure) In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.

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NOISE ABATEMENT PROCEDURES

FOR TAKE-OFF (cont.)

From 1400 UTC to 2100 UTC	RWY 05	OPPAR DEPT. (not alter-nate proce-dures)	In order to minimize public annoyance for aircraft noise in the residential areas located north and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.
	RWY 16L		Nil
	RWY 16R		Nil
	RWY 34R		In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.
	RWY 04		In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.

FOR LANDING:

1. Gear down should be delayed as far as operationally practicable.
2. Between the hours of 1300 UTC and 2200 UTC, aircraft should perform Delayed Flap Approach Procedure.

From 2100 UTC to 1400 UTC	RWY 34R	(HIGHWAY VISUAL RWY 34R) is primarily applied. (ILS Z or LOC Z RWY 34R) is applied only when (HIGHWAY VISUAL RWY 34R) is not applicable.
	RWY 34L	(ILS X or LOC X RWY 34L) is primarily applied. (ILS Z or LOC Z RWY 34L) is applied only when (ILS X or LOC X RWY 34L) are not applicable.
	RWY 22	(LDA W RWY 22) is primarily applied - see Chart 10-4D, Noise Abatement Approach Procedure. When (LDA W RWY 22) is not available, (LDA Z(X) RWY 22), (ILS RWY 22) and (LOC RWY 22) are used in this order.
	RWY 23	(LDA Z RWY 23) is primarily applied. (ILS Z RWY 23) or (LOC Z RWY 23) is applied only when (LDA Z RWY 23) is not applicable.
	RWY 16L	In order to minimize public annoyance for aircraft noise in the residential areas located north of the airport, aircraft should fly along or inside of the course shown in Chart 10-4E during the circling to final.

CHANGES: Rwy 22 landing procedures.

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NOISE ABATEMENT PROCEDURES

From 1400 UTC to 2100 UTC	Rwy 34R	ILS Y or LOC Y Rwy 34R (via KAIHO)
	Rwy 34L	ILS Y or LOC Y Rwy 34L (via KAIHO) Reverse Thrust: In order to reduce aircraft noise in the vicinity of the airport, pilots are requested to limit the use of reverse thrust to idle power after landing Rwy 34L.
	Rwy 22	LDA Y Rwy 22 (via BALAN ARRIVAL) Reverse Thrust: In order to reduce aircraft noise in the vicinity of the airport, pilots are requested to limit the use of reverse thrust to idle power after landing Rwy 22.
	Rwy 23	LDA Y Rwy 23 (via DARKS ARRIVAL) is primarily applied. ILS Y or LOC Y Rwy 23 (via DAIYA ARRIVAL) is applied only when LDA Y Rwy 23 is not applicable.
	Rwy 16L	VOR-A (via DARKS ARRIVAL) In order to reduce public annoyance for aircraft noise in the residential areas located north of the airport, aircraft should fly along or inside of the course shown on Chart 10-4E during circling approach to final.

3. Noise Abatement Approach Procedure (NAAP)

1) Applicable time:
Between 2100 - 1400 UTC.

2) Aircraft NAAP is applied:
All aircraft which land Rwy 22 via BACON at Tokyo Intl Airport (except aircraft intercepting LDA 22 LOC course by RADAR vector).

3) Routes used for NAAP:
LDA W Rwy 22.

4) Conditions:
No significant conditions such as typhoon, severe weather conditions or malfunction of radar system, etc., is observed.

5) Clearance for NAAP:
ATC clears NAAP by assigning approach procedure of "LDA W Rwy 22".

6) Continuous Descent:
To avoid nuisance TCAS-RA and reduce noise while conducting NAAP, pilots should make a continuous descent using a 1500 ft/min or less descent rate between BACON and BEAST.

7) In case NAAP is not available:
If NAAP is not available because of weather conditions, etc., pilots should request LDA Z Rwy 22 or other approach with their reason at initial contact with Tokyo Approach.

8) Cancellation of NAAP:
ATC may cancel NAAP due to traffic conditions even after NAAP is cleared. In this case, alternate instructions will be issued.

9) Remarks:
Due to traffic or weather conditions, ATC may assign IAS differing from on attached.

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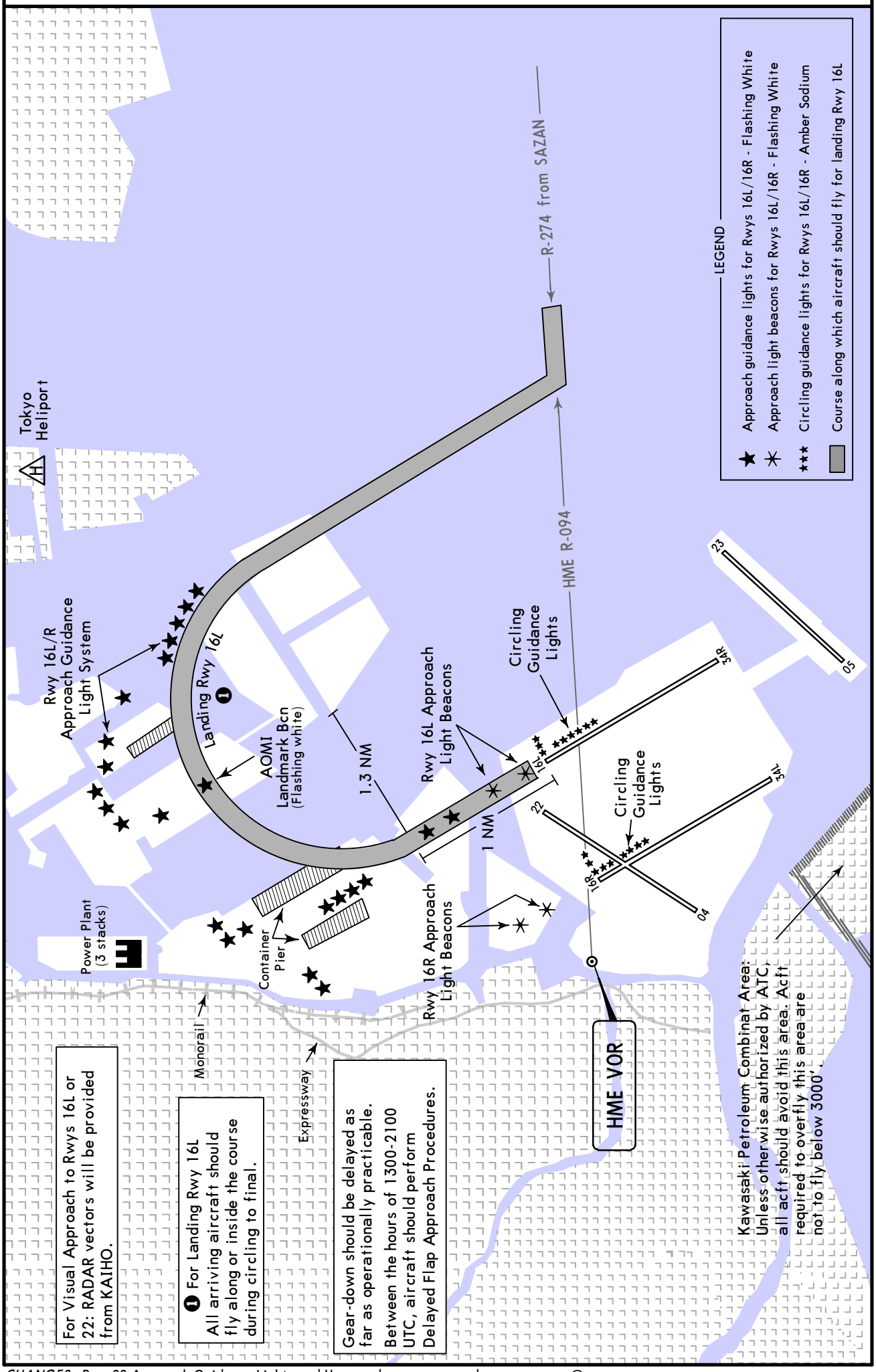
NOISE ABATEMENT PROCEDURES



CHANGES: Rwy 22 Approach Guidance Lights and Urayasu beacon removed.

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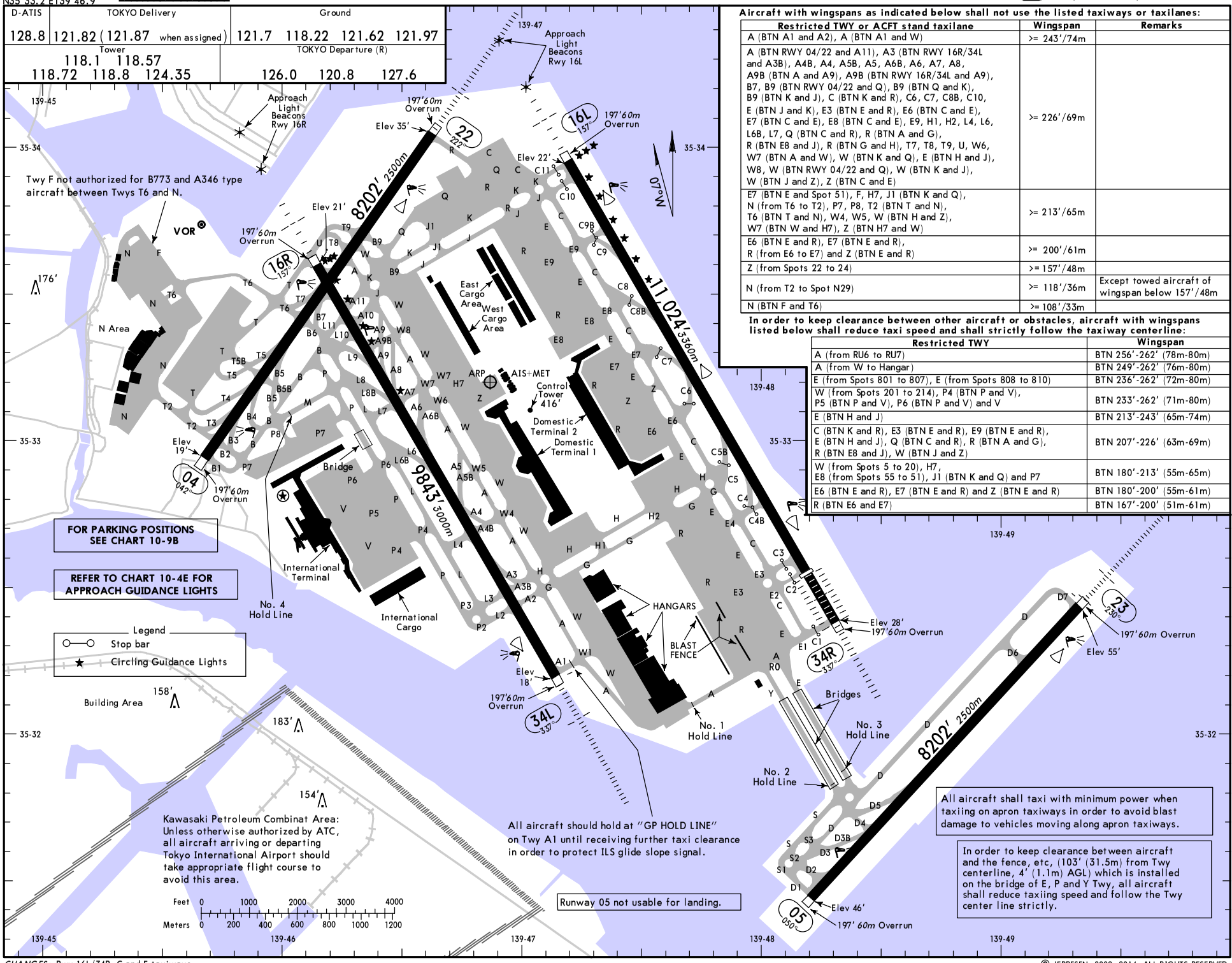
D-ATIS	TOKYO Delivery	Ground	
128.8	121.82 (121.87 when assigned)	121.7 118.22 121.62 121.97	
Tower		TOKYO Departure (R)	
118.1 118.57 118.72 118.8 124.35		126.0 120.8 127.6	

Aircraft with wingspans as indicated below shall not use the listed taxiways or taxilanes:

Restricted TWY or ACFT stand taxilane	Wingspan	Remarks
A (BTN A1 and A2), A (BTN A1 and W)	>= 243′/74m	
A (BTN RWY 04/22 and A11), A3 (BTN RWY 16R/34L and A3B), A4B, A4, A5B, A5, A6B, A6, A7, A8, A9B (BTN A and A9), A9B (BTN RWY 16R/34L and A9), B7, B9 (BTN RWY 04/22 and Q), B9 (BTN Q and K), B9 (BTN K and J), C (BTN K and R), C6, C7, C8B, C10, E (BTN J and K), E3 (BTN E and R), E6 (BTN C and E), E7 (BTN C and E), E8 (BTN C and E), E9, H1, H2, L4, L6, L6B, L7, Q (BTN C and R), R (BTN A and G), R (BTN E8 and J), R (BTN G and H), T7, T8, T9, U, W6, W7 (BTN A and W), W (BTN K and Q), E (BTN H and J), W8, W (BTN RWY 04/22 and Q), W (BTN K and J), W (BTN J and Z), Z (BTN C and E)	>= 226′/69m	
E7 (BTN E and Spot 51), F, H7, J1 (BTN K and Q), N (from T6 to T2), P7, P8, T2 (BTN T and N), T6 (BTN T and N), W4, W5, W (BTN H and Z), W7 (BTN W and H7), Z (BTN H7 and W)	>= 213′/65m	
E6 (BTN E and R), E7 (BTN E and R), R (from E6 to E7) and Z (BTN E and R)	>= 200′/61m	
Z (from Spots 22 to 24)	>= 157′/48m	
N (from T2 to Spot N29)	>= 118′/36m	Except towed aircraft of wingspan below 157′/48m
N (BTN F and T6)	>= 108′/33m	

In order to keep clearance between other aircraft or obstacles, aircraft with wingspans listed below shall reduce taxi speed and shall strictly follow the taxiway centerline:

Restricted TWY	Wingspan
A (from RU6 to RU7)	BTN 256′-262′ (78m-80m)
A (from W to Hangar)	BTN 249′-262′ (76m-80m)
E (from Spots 801 to 807), E (from Spots 808 to 810)	BTN 236′-262′ (72m-80m)
W (from Spots 201 to 214), P4 (BTN P and V), P5 (BTN P and V), P6 (BTN P and V) and V	BTN 233′-262′ (71m-80m)
E (BTN H and J)	BTN 213′-243′ (65m-74m)
C (BTN K and R), E3 (BTN E and R), E9 (BTN E and R), E (BTN H and J), Q (BTN C and R), R (BTN A and G), R (BTN E8 and J), W (BTN J and Z)	BTN 207′-226′ (63m-69m)
W (from Spots 5 to 20), H7, E8 (from Spots 55 to 51), J1 (BTN K and Q) and P7	BTN 180′-213′ (55m-65m)
E6 (BTN E and R), E7 (BTN E and R) and Z (BTN E and R)	BTN 180′-200′ (55m-61m)
R (BTN E6 and E7)	BTN 167′-200′ (51m-61m)



CHANGES: Rwy 16L/34R, C and E taxiways.

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GENERAL

PPR for aircraft operations other than scheduled.
Birds in vicinity of airport.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04 ❶	HIRL CL REIL ❷PAPI-L (angle 3.0°)				197′ 60m
22	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°) RVR		7092′ 2162m		

❶ Grooved.
❷ Usable area of PAPI for Rwy 04 is within 2.4 NM of Rwy 04 threshold.

05 ❸	HIRL CL NOT USABLE FOR LANDING				197′ 60m
23	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°) RVR		7100′ 2164m		

❸ Grooved.

16L ❹	HIRL CL SSALS REIL PAPI-L (angle 3.0°) RVR Approach Light Beacons Circling Guidance Lights Approach Guidance Lights				197′ 60m
34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	9843′ 3000m	8808′ 2684m		

❹ Grooved.

16R ❺	HIRL CL SSALS ❻PAPI-L Approach Light Beacons Approach Guidance Lights Circling Guidance Lights				197′ 60m
34L	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°) RVR		8740′ 2664m		

❺ Grooved.
❻ Angle 3.0°.

TAKE-OFF

	Rwys 04, 05, 16L, 16R, 34L, 34R				
	Multi-Engine Aircraft				Single Engine Aircraft
	With Take-off Alternate Airport Filed			Without Take-off Altn Apt. Filed	
	1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)		
A B C D	400m	400m	VIS 500m	Available Landing Minimums	Available Landing Minimums

SIDs are designed in accordance with Standards for Flight Procedure Design.
1 HIRL and Runway Threshold Lights (which indicate DER) required for night operations.

CHANGES: Usable lengths.

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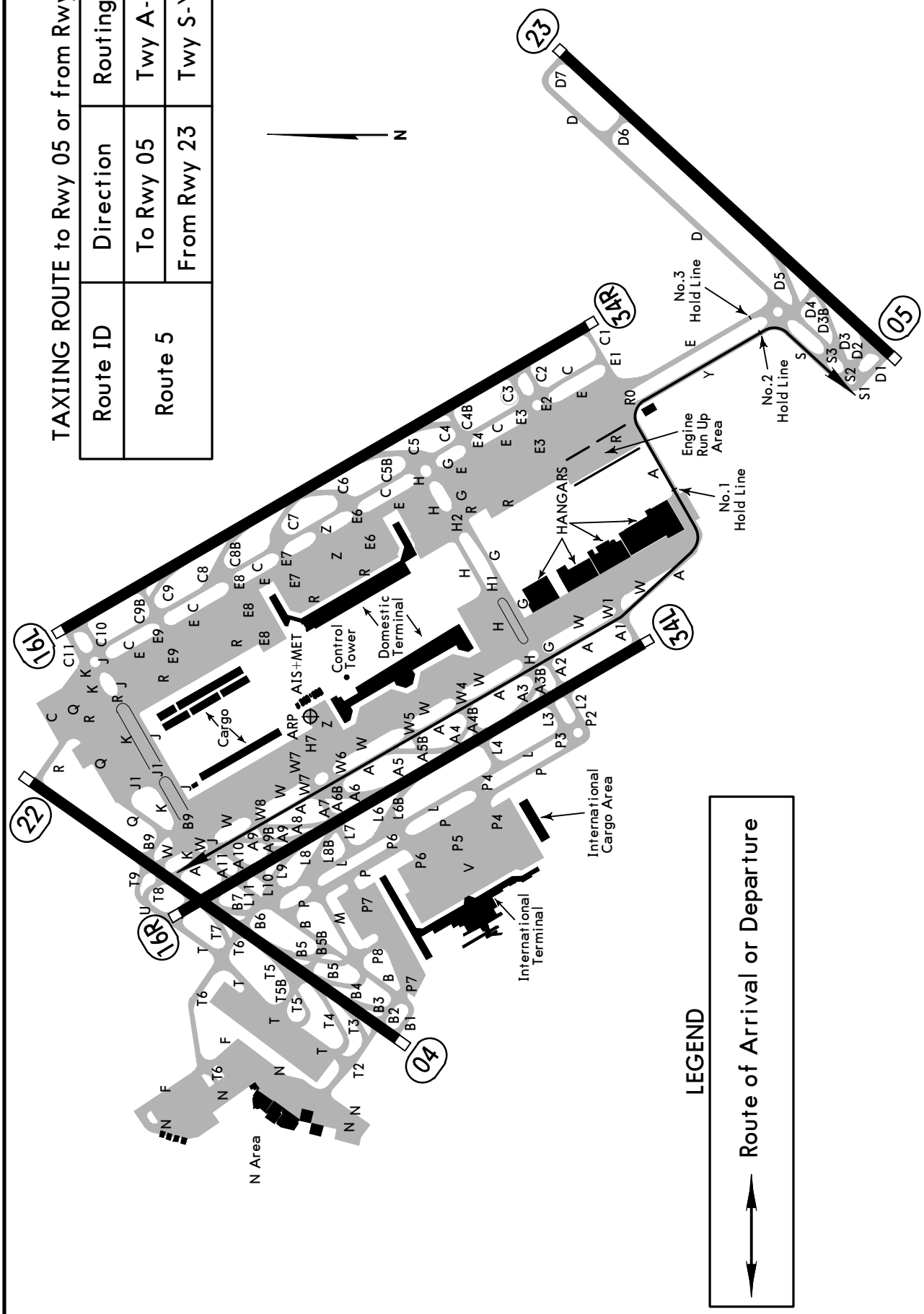
TAXIING ROUTE to Rwy 05 or from Rwy 23

Route ID	Direction	Routing Via
Route 5	To Rwy 05	Twy A-Y-S
	From Rwy 23	Twy S-Y-A



CHANGES: Rwy 16L/34R, C and E taxiways.

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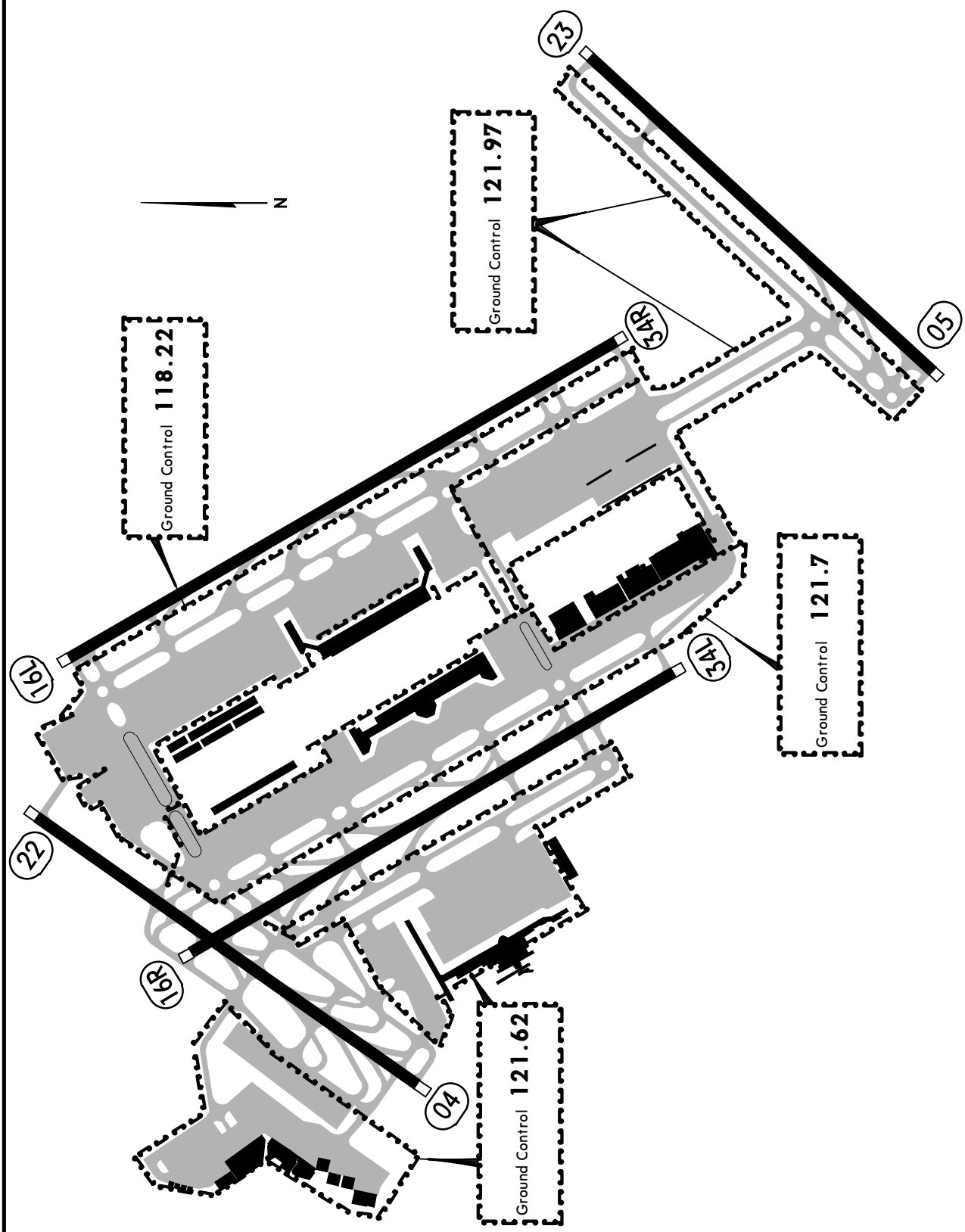
GROUND CONTROL FREQUENCIES



CHANGES: Rwy 16L/34R.

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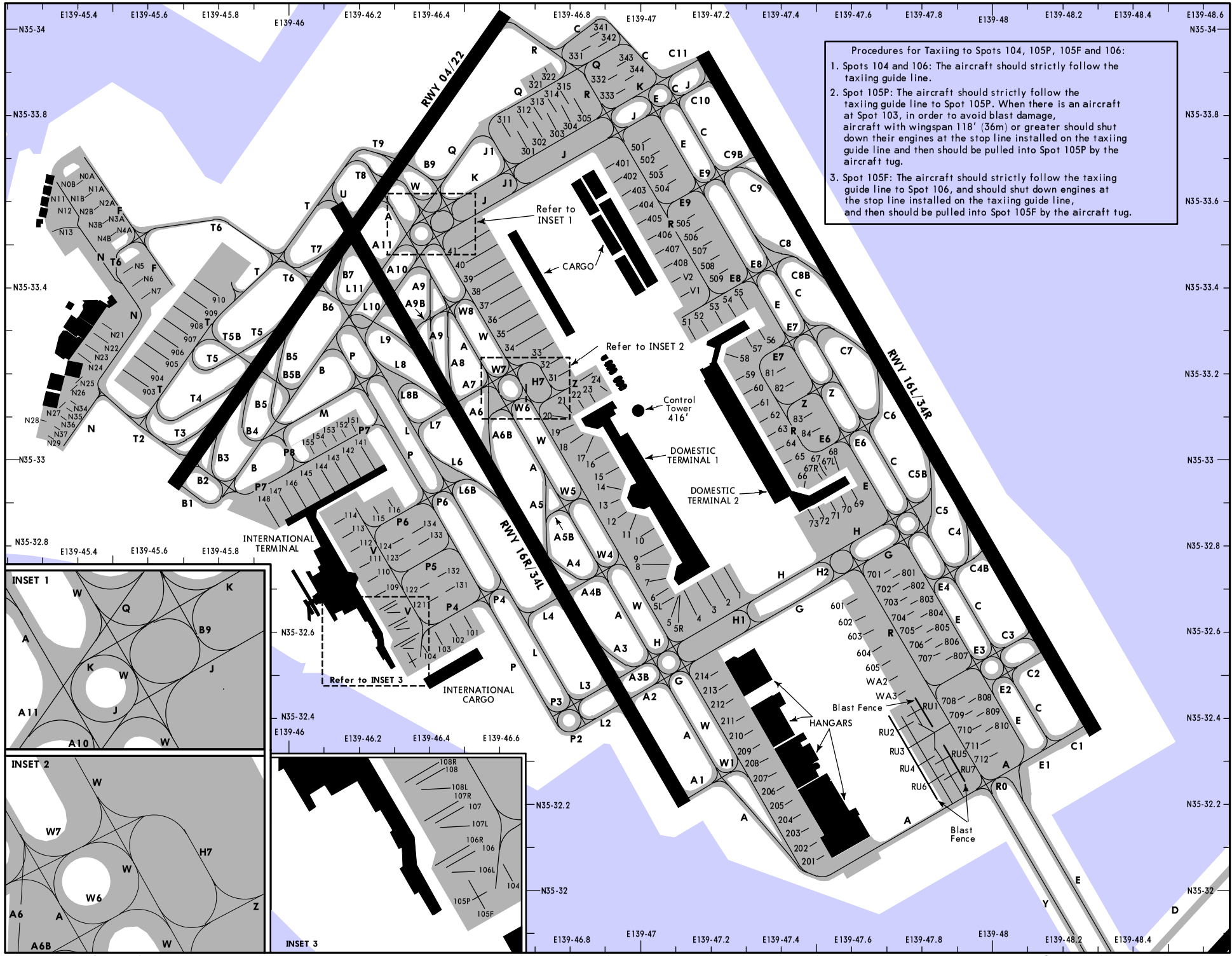

CHANGES: Rwy 16L/34R, C and E taxiways.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES
1	N35 32.7 E139 47.3
2, 3	N35 32.7 E139 47.2
4 thru 7	N35 32.7 E139 47.1
8 thru 10	N35 32.8 E139 47.1
11 thru 14	N35 32.9 E139 47.0
15	N35 33.0 E139 47.0
16	N35 33.0 E139 46.9
17	N35 33.1 E139 46.9
18 thru 21	N35 33.1 E139 46.8
22, 23	N35 33.1 E139 46.9
24	N35 33.2 E139 46.9
31,32	N35 33.2 E139 46.8
33	N35 33.3 E139 46.8
34,35	N35 33.3 E139 46.7
36 thru 38	N35 33.4 E139 46.7
39 thru 41	N35 33.5 E139 46.6
51 thru 53	N35 33.3 E139 47.2
54	N35 33.3 E139 47.3
55	N35 33.4 E139 47.3
56	N35 33.3 E139 47.4
57	N35 33.3 E139 47.3
58 thru 60	N35 33.2 E139 47.3
61	N35 33.1 E139 47.3
62, 63	N35 33.1 E139 47.4
64, 65	N35 33.0 E139 47.4
66, 72	N35 32.9 E139 47.5
67R	N35 33.0 E139 47.5
67, 67L, 68	N35 33.0 E139 47.6
69 thru 71	N35 32.9 E139 47.6
73	N35 32.9 E139 47.5
81	N35 33.2 E139 47.4
82	N35 33.2 E139 47.5
83, 84	N35 33.1 E139 47.5
101 thru 103	N35 32.6 E139 46.5
104, 105F	N35 32.5 E139 46.4
105P	N35 32.5 E139 46.3
106, 106R, 106L	N35 32.6 E139 46.3
107, 107R, 107L	N35 32.6 E139 46.3
108, 108R, 108L	N35 32.6 E139 46.3
109 thru 111	N35 32.7 E139 46.2
112	N35 32.8 E139 46.2
113, 114	N35 32.8 E139 46.1
115	N35 32.9 E139 46.2
116	N35 32.9 E139 46.3
121, 122	N35 32.7 E139 46.4
123	N35 32.8 E139 46.4
124	N35 32.8 E139 46.3
131	N35 32.7 E139 46.5
132	N35 32.7 E139 46.4
133, 134	N35 32.8 E139 46.4
141, 142	N35 33.0 E139 46.2
143	N35 33.0 E139 46.1
144, 145	N35 32.9 E139 46.1
146, 147	N35 32.9 E139 46.0
148	N35 32.9 E139 45.9

SPOT No.	COORDINATES
151	N35 33.1 E139 46.2
152, 153, 154	N35 33.1 E139 46.1
155	N35 33.0 E139 46.0
201 thru 203	N35 32.1 E139 47.5
204, 205	N35 32.2 E139 47.5
206	N35 32.2 E139 47.4
207 thru 209	N35 32.3 E139 47.4
210 thru 212	N35 32.4 E139 47.3
213	N35 32.5 E139 47.3
214	N35 32.5 E139 47.2
301 thru 303	N35 33.8 E139 46.7
304, 305	N35 33.8 E139 46.8
311 thru 313	N35 33.8 E139 46.7
314	N35 33.8 E139 46.8
315	N35 33.8 E139 46.8
321, 322	N35 33.9 E139 46.7
331, 342	N35 34.0 E139 46.9
332	N35 33.9 E139 46.9
341	N35 34.0 E139 46.9
333, 343, 344	N35 33.9 E139 47.0
401, 402	N35 33.7 E139 46.9
403 thru 405	N35 33.6 E139 47.0
406	N35 33.5 E139 47.0
407, 408	N35 33.5 E139 47.1
501	N35 33.8 E139 47.0
502 thru 504	N35 33.7 E139 47.1
505	N35 33.6 E139 47.2
506 thru 508	N35 33.5 E139 47.2
509	N35 33.4 E139 47.3
601, 602	N35 32.6 E139 47.6
603, 604	N35 32.6 E139 47.7
605	N35 32.5 E139 47.7
701	N35 32.7 E139 47.7
702, 703	N35 32.7 E139 47.8
704, 705	N35 32.6 E139 47.8
706	N35 32.6 E139 47.9
707, 708	N35 32.5 E139 47.9
709, 710	N35 32.4 E139 48.0
711, 712	N35 32.3 E139 48.0
801	N35 32.7 E139 47.7
802, 803	N35 32.7 E139 47.8
804, 805	N35 32.6 E139 47.8
806	N35 32.6 E139 47.9
807	N35 32.5 E139 47.9
808 thru 810	N35 32.4 E139 48.0
903	N35 33.2 E139 45.5
904	N35 33.2 E139 45.6
905 thru 907	N35 33.3 E139 45.6
908 thru 910	N35 33.4 E139 45.7
954 thru 956	N35 33.4 E139 45.7
N0A thru N3B	N35 33.6 E139 45.4
N4A, N4B	N35 33.5 E139 45.5
N5, N6, N7	N35 33.4 E139 45.6
N11, N12	N35 33.6 E139 45.3
N13	N35 33.5 E139 45.4

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
N21, N22	N35 33.3 E139 45.4
N23, N24	N35 33.2 E139 45.4
N25	N35 33.2 E139 45.4
N26, N27	N35 33.2 E139 45.3
N28, N29	N35 33.1 E139 45.3
N34, N35	N35 33.2 E139 45.4
N36, N37	N35 33.1 E139 45.3
RU1	N35 32.4 E139 47.8
RU2	N35 32.4 E139 47.7
RU3	N35 32.4 E139 47.8
RU4, RU5	N35 32.3 E139 47.8
RU6	N35 32.2 E139 47.8
RU7	N35 32.3 E139 47.9
V1, V2	N35 33.4 E139 47.1
WA2, WA3	N35 32.5 E139 47.7

CHANGES: None.

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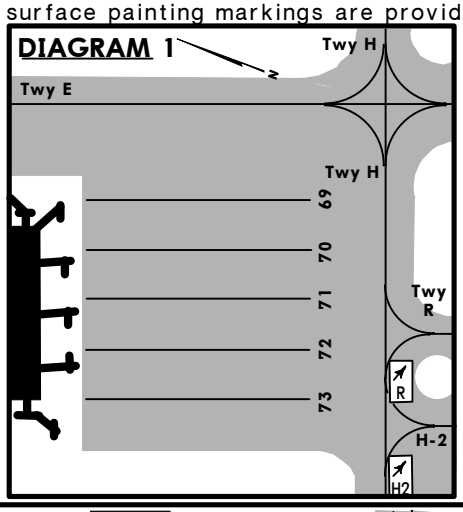
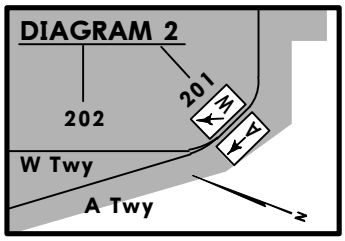
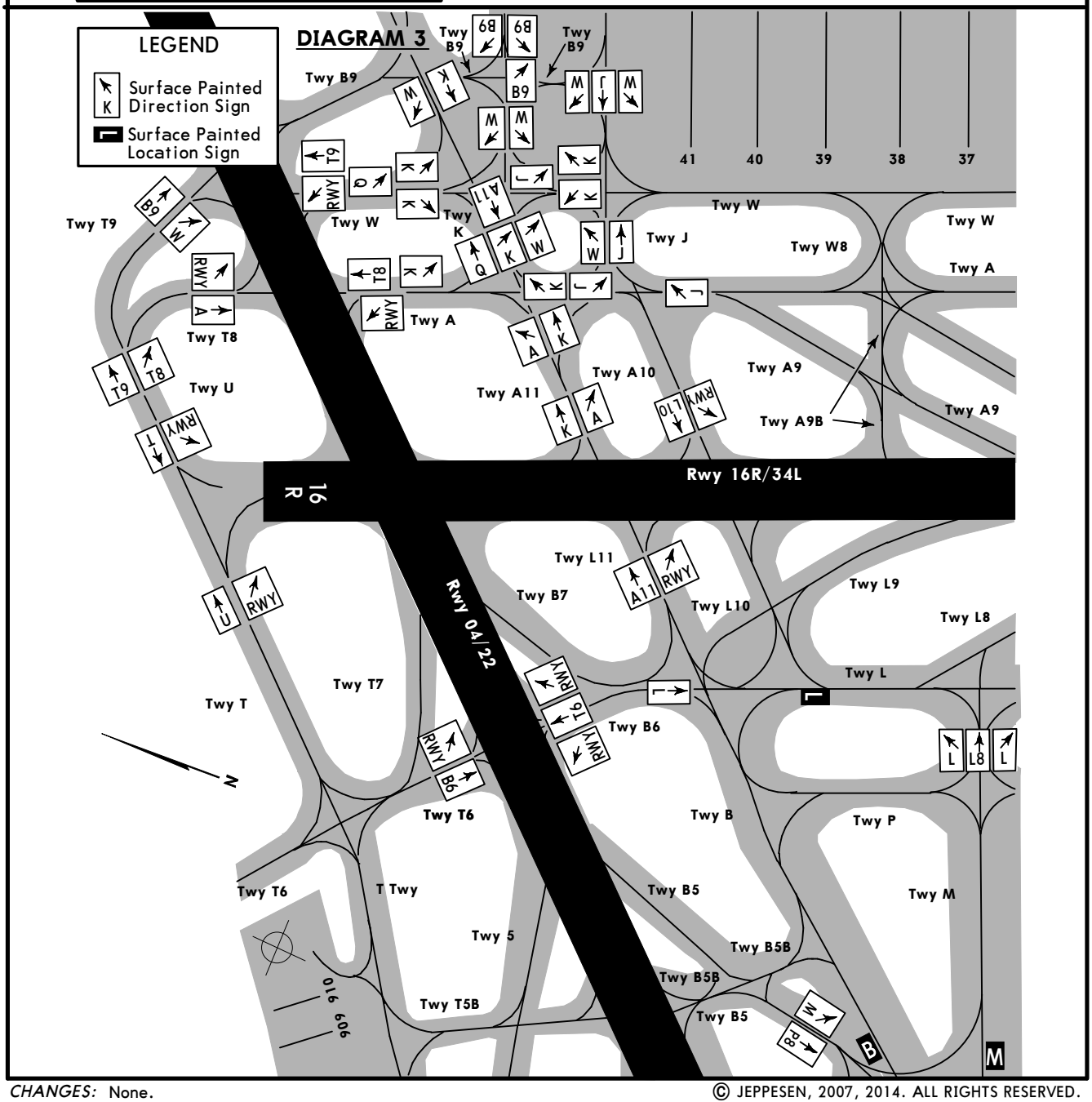
SURFACE PAINTED DIRECTION SIGNS

1. Type of Surface Painted Markings
   - Surface Painted Direction Sign
     This type of making at a taxiway intersection indicates the designation and direction of taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.
   - Surface Painted Location Sign
     This type of making indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and yellow frame.
2. On each of the taxiways A, A10, A11, B5, B6, B9, H, J, K, L, L11, M, T, T6, T8, T9, U, W, surface painting markings are provided (see Diagrams 1, 2, and 3).







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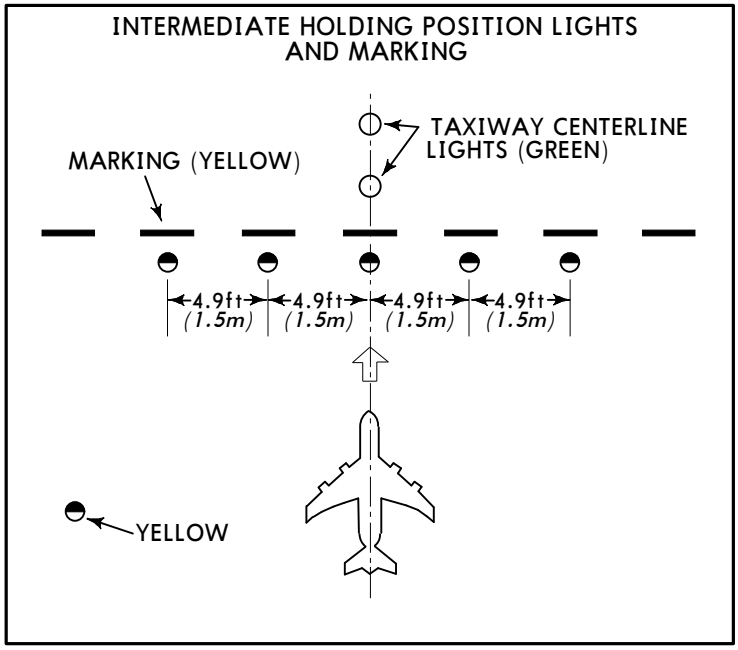
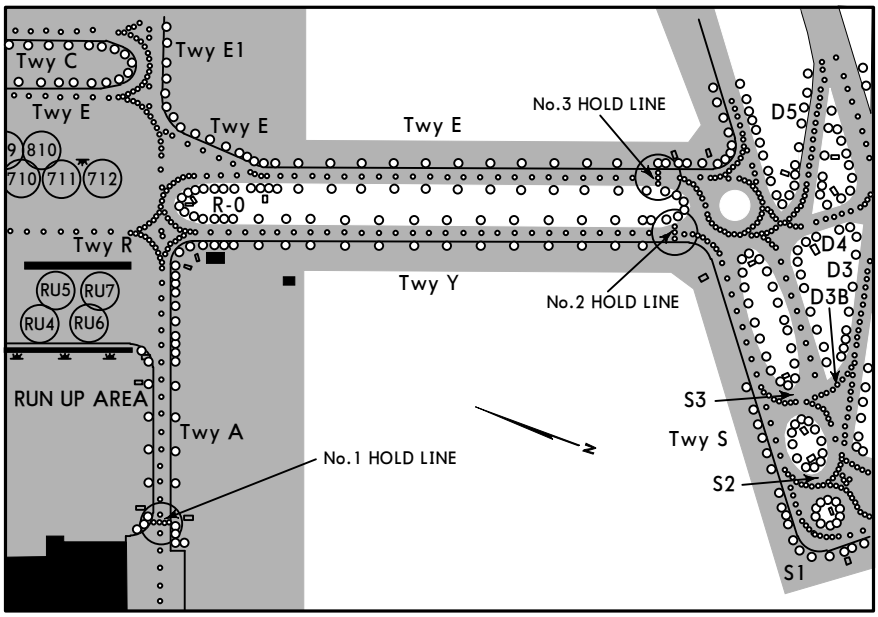
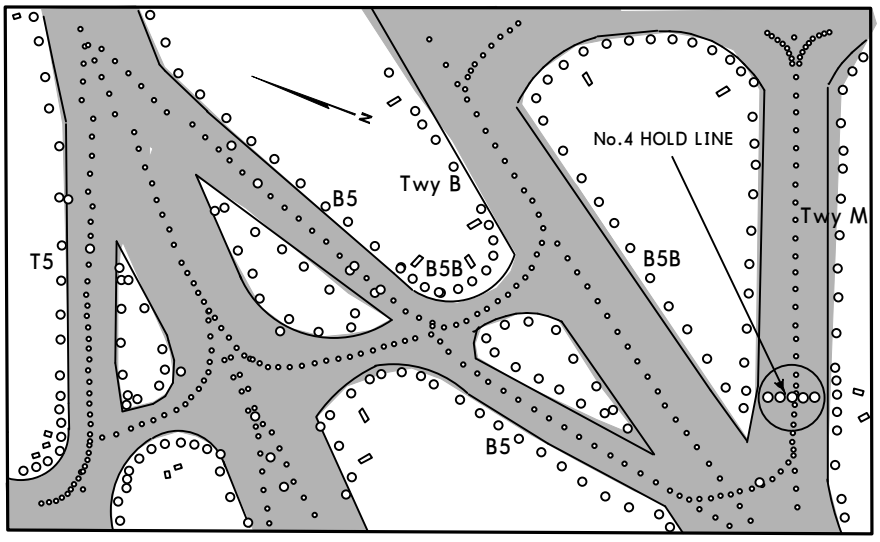
INTERMEDIATE HOLDING POSITION MARKING AND INTERMEDIATE HOLDING POSITION LIGHTS

1. The Intermediate Holding Position Marking indicates the position where aircraft is to hold to prevent collision with other aircraft on the taxiway. The Intermediate Holding Position Lights are collocated with the Intermediate Holding Position Marking and synchronized with the taxiway centerline lights. The Intermediate Holding Position Lights consist of 5 yellow lights and the Intermediate Holding Position Marking is a single broken line as illustrated in the figure below:







CHANGES: Lights for Twys, C, E1 and D3B.

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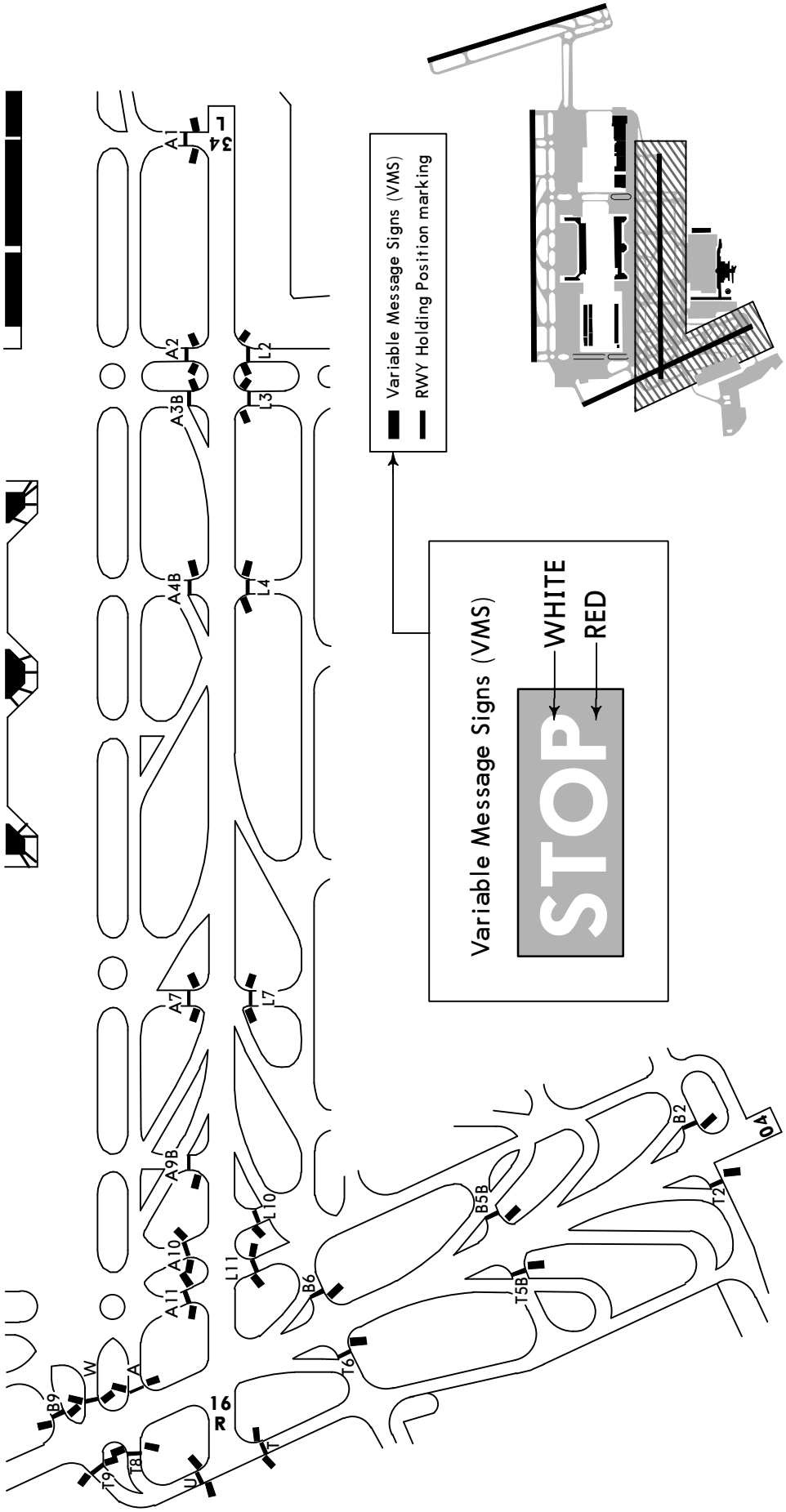
Variable Message Signs (VMS)



NOTE: The TWY names and RWY Holding Position markings are depicted only for the TWYs where VMS are installed.

CHANGES: Rwy 16L/34R.

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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."

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

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

(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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VISUAL DOCKING GUIDANCE SYSTEM

SAFEDOCK

1. GENERAL

(1) Aircraft parking stands NR1 thru NR4, NR5, NR6 thru NR24, NR51 thru NR66, NR67, NR68 thru NR73, NR105P, NR106, NR107, NR108, NR109 thru NR114, NR141 thru NR148 are equipped with a SAFEDOCK visual docking guidance system. The pilots of an arriving aircraft assigned to park at one of these parking stands can use this system to be guided and stop the aircraft at the correct parking position.

(2) This system is operational only in the automatic mode and in the event of a system failure, the aircraft shall be manually guided by a marshaller to the stopping position.

(3) The SAFEDOCK 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 these results on the display screen.

(4) The display screen indicates the following information:

a) 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.

2. AIRCRAFT TYPE INDICATION

(1) A message about the aircraft type from Spot Control System shall be confirmed and put into the system by the ground operator. The system then carries out internal calibration and starts laser scanning simultaneously. The system shows the aircraft type on the display screen and then will begin to indicate yellow lead-in arrows scrolling upwards prompting the aircraft to proceed (Figure 1).

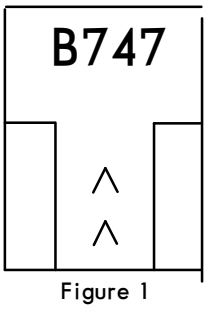

Figure 1

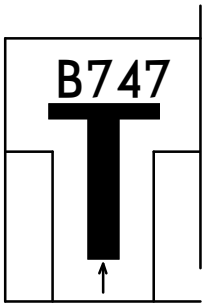

Figure 2

(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 (Figure 2).

(3) Prior to the aircraft reaching a point 12 meters before the stopping position, the system will identify the aircraft type and will 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", and "FAIL" in sequence and will indicate two illuminated red squares simultaneously (Figures 3 thru 5).

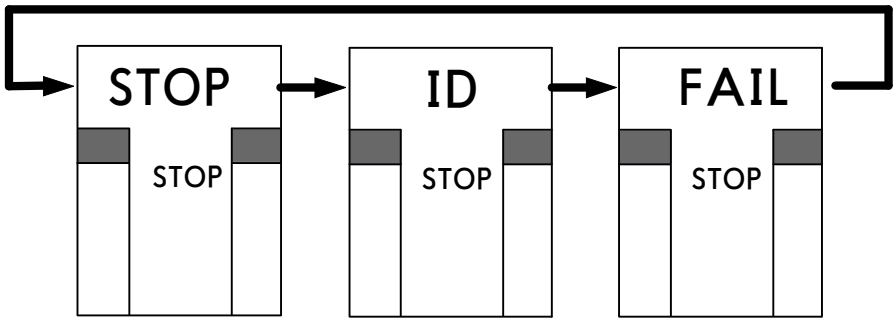

Figure 3 Figure 4 Figure 5

NOTE: At this moment, the pilots must stop the aircraft immediately.

When the operator re-inputs the correct aircraft type into the system and the system finds it correct, it resumes normal operations indicating the correct aircraft type on its display screen.

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VISUAL DOCKING GUIDANCE SYSTEM

3. TAXIING AND LATERAL CENTERLINE GUIDANCE

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

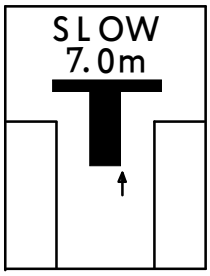

Figure 6

(2) Deviation of an upward yellow arrow from the centerline of "T" indicates the deviation of the approaching aircraft relative to the centerline of the parking stand either to right or left. Further, an additional flashing red arrow on either side indicates the required direction for the aircraft to turn (Figures 7 & 8).

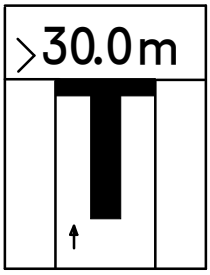

Figure 7

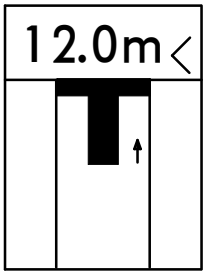

Figure 8

4. STOP GUIDANCE

(1) When the approaching aircraft is within 30 meters from the stopping position, display of digital countdown will start. As the aircraft approaches the stopping position, digital countdown is for every 1.0 meter (from 30.0 to 2.0 meters to the stop position) or for every 0.2 meters (from 2.0 to 0.0 meters to the stop position).

(2) When the approaching aircraft is within 16 meters from the stopping position, the shaft of the illuminated "T" will start to reduce in its length from the bottom to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively (Figures 9 & 10).

As the aircraft approaches the stopping position, the shaft of the illuminated "T" retracts one row for every 0.5 meters.

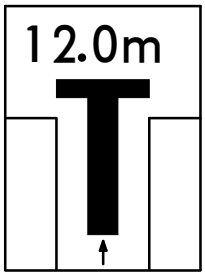

Figure 9

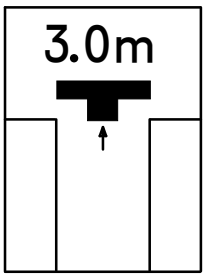

Figure 10

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VISUAL DOCKING GUIDANCE SYSTEM

(3) When the aircraft reaches the stopping position, a message "STOP" will be displayed on the screen together with two red squares, one each at either side of the screen at the positions previously used to indicate direction to turn (Figure 11).

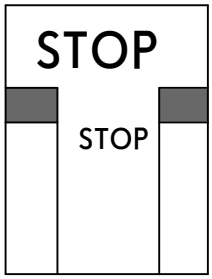

Figure 11

(4) When the aircraft is stopped at the correct parking position, a message "OK" will be displayed for several seconds (Figure 12).

(5) When the operator applies chocks, and switches on "CHOCK ON" switch, the display screen will display "CHOCK ON" (Figure 13).

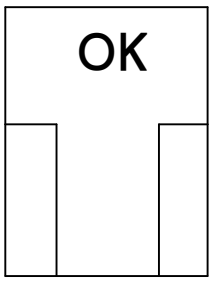

Figure 12

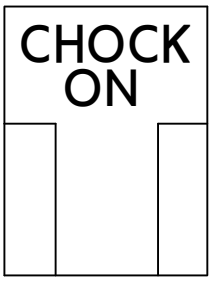

Figure 13

(6) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen (Figure 14).

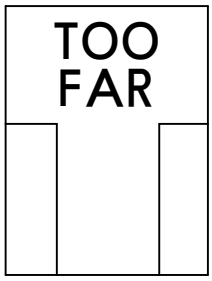

Figure 14

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VISUAL DOCKING GUIDANCE SYSTEM

5. CAUTIONS AND SAFETY

(1) When the system displays an incorrect aircraft type, or when such a message as "STOP", "ID", "FAIL", or "WAIT" appears on the display screen, the pilots should stop the aircraft immediately (Figures 3, 4, 5, 11 & 15).

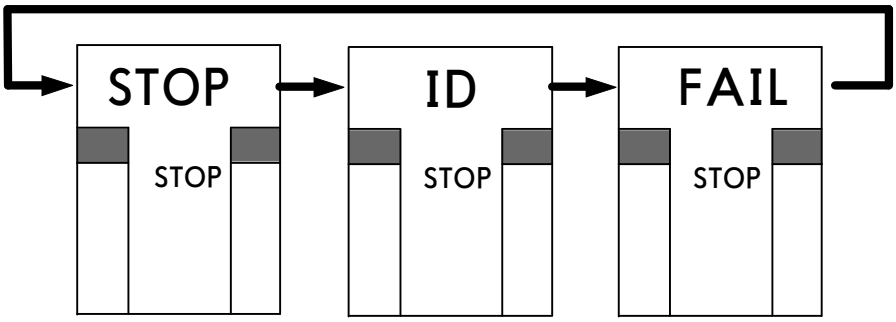

Figure 3 Figure 4 Figure 5

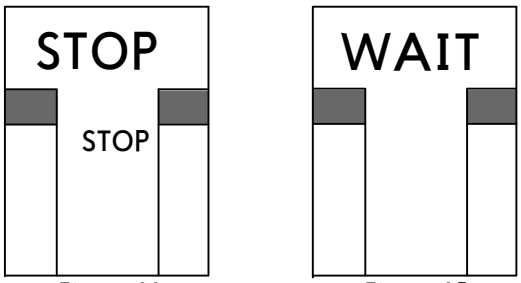

Figure 11 Figure 15

(2) Bad weather condition, 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 diplay screen will deactivate the floating arrows and indicate "Aircraft type" and "SLOW". This message will be superseded by the "T" bar, as soon as the system detects the approaching aircraft. The pilot must not proceed beyond the bridge, unless the "SLOW" text has been superseded by the "T" bar (Figure 16).

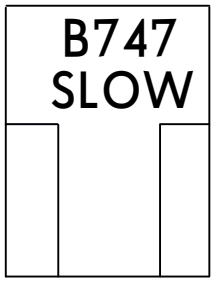

Figure 16

(3) System breakdown. In case of severe system failure, the display screen will go black, except for 2 red square indicators. A manual backup procedure must be used for docking guidance (Figure 17).

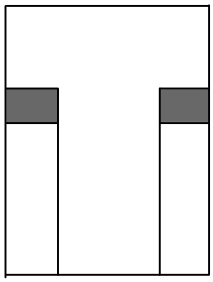

Figure 17

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IMPLEMENTATION OF SIMULTANEOUS PARALLEL ILS APPROACHES

Simultaneous Parallel ILS Approaches means a type of ILS approach to parallel runways with centerlines spaced by at least 4300 ft, 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 the NTZ.

1. APPLICABLE RUNWAYS

a. 34L and 34R.

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 ON 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 1000 ft vertical or minimum of 3.0 NM radar separation until each aircraft intercepts each localizer course and then aircraft at the higher altitude intercepts glide path.

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

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

[PHRASEOLOGY]

Instruction to return to the correct localizer course:

TURN LEFT/RIGHT AND RETURN TO THE LOCALIZER COURSE.

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.

CHANGES: None.

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SIMULTANEOUS INDEPENDENT LDA APPROACHES (SILA)

1. APPLICABLE INSTRUMENT APPROACH PROCEDURES FOR SILA

a. LDA W Rwy 22 (with VPT), LDA Z Rwy 22 (with VPT), LDA Z Rwy 23 (with VPT), LDA X Rwy 22 (with VPT) and LDA X Rwy 23 (with VPT).

Note: VPT stands for Visual maneuver with Prescribed Track that meets the criteria of ICAO PANS-OPS (Doc. 8168). A specific track for visual maneuvering after the missed approach point is prescribed in these procedures.

2. CONDITIONS

SILA, where radar separation minima between aircraft on adjacent localizer courses and VPTs are not prescribed, will be conducted when the following conditions are met:

a. A No Transgression Zone (NTZ) 2001 ft (610m) wide is established equidistant between localizer courses and is depicted on the radar display.

b. LOC, radar, and appropriate frequencies are operating normally.
Note: Visual aids associated with the runway used for the prescribed track (i.e. ALS, AGL, PAPI) are shown on the chart with their main characteristics (i.e. slope of the PAPI).

However due attention should be paid to weather conditions including wind shear on the approach course. If it may endanger aircraft's safe operation, SILA shall not be applied.

3. INFORMATION ON SILA

Aircraft shall be advised that SILA is in force. This information may be provided through ATIS broadcasts. "Simultaneous LDA approaches to Rwy 22 and Rwy 23 are in progress."

4. RADAR MONITORING

Radar monitoring is provided for each simultaneous LDA approach to ensure aircraft do not deviate from the localizer course as follows:

a. Aircraft shall be provided a minimum of 1000 ft vertical separation or a minimum of 3.0 NM radar separation until intercepting localizer course. The assigned altitude shall be maintained until final approach fix (FAF).

b. Radar monitoring is continued even after instructed to contact Tower frequency and instructions prescribed in (c.) are provided on the frequency when necessary.

c. Aircraft observed to overshoot the turn-on, or continue on a track which will penetrate the NTZ, will be instructed to return to the correct localizer course. If a deviating aircraft fails to respond to such instructions or is observed penetrating the NTZ, the aircraft on the adjacent localizer course shall be instructed to avoid the deviating aircraft.

d. Radar monitoring will automatically be terminated when the aircraft has passed the coverage of the NTZ (Rwy 22: IKL 2.7 DME / Rwy 23: Missed approach point).
Note: ATC will not inform pilots when radar monitoring is terminated.

5. GO-AROUND PROCEDURE

When going around, the pilot should report to ATC as soon as practicable, and proceed in accordance with the go-around procedure described on the chart until receiving ATC instructions.

CHANGES: Paragraph 1a.

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STANDARD APPROACH SPEED AND SPEEDY TURN OFF PROCEDURES

In order to reduce runway occupancy time with the smooth traffic flow based on safety, arriving aircraft should operate as follows:

1. Approach Speed (for IFR)

   a. Unless otherwise instructed by ATC, arriving aircraft should cross each point at the speed listed below.

APPROACH	POINT	SPEED
ILS Z Rwy 34L LOC Z Rwy 34L	IHA 10.0 DME	180 KIAS
	IHA 5.0 DME	160 KIAS
ILS X Rwy 34L	KAIHO	180 KIAS
	ALLIE	160 KIAS
ILS Z Rwy 34R LOC Z Rwy 34R	ITC 10.0 DME	180 KIAS
	ITC 5.0 DME	160 KIAS
ILS Rwy 22 LOC Rwy 22	IAD 10.0 DME	180 KIAS
	IAD 5.0 DME	160 KIAS
LDA Z Rwy 22 LDA X Rwy 22 LDA W Rwy 22	IKL 8.0 DME	180 KIAS
	IKL 3.0 DME	160 KIAS
ILS Z Rwy 23 LOC Z Rwy 23	ITD 10.0 DME	180 KIAS
	ITD 5.0 DME	160 KIAS
LDA Z Rwy 23 LDA X Rwy 23	ITL12.0 DME	180 KIAS
	ITL 7.0 DME	160 KIAS

   b. Pilots should advise ATC when unable to comply with this procedural speed due to an operational or performance reason. Example: UNABLE TO COMPLY WITH THE PROCEDURAL SPEED [number] KNOTS.

   c. Pilots will be informed by ATC when there is no need to comply with this procedural speed. Example: THE PROCEDURAL SPEED [number] KNOTS IS NOT REQUIRED. COMPLY WITH THE PROCEDURAL SPEED [number] KNOTS OR GREATER.

2. Speedy Turn Off

   a. The exit taxiways, as a rule, from which arriving aircraft should plan to vacate the runway are listed below.

   b. Pilots should vacate the runway on the side nearest to the arriving spot.

RWY	EXIT TAXIWAY	DISTANCE FROM THRESHOLD	REMARKS
34L	A6	1500m / 4920 ft	for Domestic Terminal ❶
	A8	1850m / 6060 ft	
	A9	2000m / 6560 ft	
	L6	1320m / 4330 ft	for Intl Terminal and "N" Area ❶
	L8	1800m / 5900 ft	
	L9	2080m / 6820 ft	
34R	C7	1290m / 4230 ft	
	C8	1670m / 5470 ft	
	C9	2120m / 6950 ft	
22	B7	1050m / 3440 ft	Except for "N" Area ❶
	B5	1530m / 5010 ft	
	B4	1800m / 5900 ft	
	B3	2030m / 6660 ft	
	T7	1050m / 3440 ft	For "N" Area ❶
	T5	1530m / 5010 ft	
	T4	1800m / 5900 ft	
	T3	2030m / 6660 ft	
23	D5	1500m / 4920 ft	
	D3	1800m / 5900 ft	

❶ Except as instructed by ATC when the aircraft is in the air or on the ground.

CHANGES: Speedy Turn Off Table (Rwy 34R exit taxiways).

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STANDARD APPROACH SPEED AND SPEEDY TURN OFF PROCEDURES (cont.)

3. Pilots should plan which exit taxiway to be used to vacate the runway in approach/landing briefing. Upon landing, pilots should vacate the runway without delay and pass the runway holding position marking on the exit taxiway. It is better, in terms of runway occupancy time, to aim for an exit which can be made, rather than to aim for an earlier one, just to miss it and then to roll slowly to the next.

   NOTE: The intensity of the taxiway centerline lights listed below will be greater than those of other taxiways to improve the recognition of these exit taxiways.

Runway	Taxiway
16L	C5, C5B
22	B4
	B5
	T4
	T5
34L	A6, A6B
	A8
	L8, L8B

4. Procedures other than 1. and 2. (see Chart 11-0B) and information:
   (1) Aircraft operations other than scheduled or in an emergency.
   For use of this airport, aircraft operator is required to obtain prior permission of the airport administrator.
   (2) A380-800 is prohibited from operating between 2100 UTC and 1400 UTC.
   (3) When operating A380-800 between 1400 UTC and 2100 UTC, the aircraft weight restrictions in paragraph (15) below are imposed.
   (4) A380-800 and B747-8 shall be equipped with digital avionics that provide steering commands to maintain an established track during the go-around maneuver and they shall be utilized when landing to runway.
   (5) Aircraft are requested to have approvals for RNAV1 and RNAV5.
   (6) Aircraft without approvals for RNAV1 and RNAV5 are prohibited from operating between 1400 UTC and 2100 UTC.
   (7) Preflight call to control tower.
   IFR departing aircraft should notify Tokyo Delivery of their readiness five minutes prior to starting engines with the following items to facilitate ATC service:
   a. Call sign
   b. Spot number
   c. Proposed flight level/altitude and route (only if changed from original Flight Plan)
   (8) Aircraft are expected to respond promptly when receiving ATC instructions or clearance for take-off or runway crossing.
   (9) Departure aircraft are required to take-off with runway length 8202′ (2500m) except:
   a. Between 2100 UTC and 1400 UTC: Northbound departures which use Rwy 34R/16L.
   b. Between 1400 UTC and 2100 UTC: Departure specified and allowed in advance (see RJTT 10-4-series charts for Noise Abatement Preferential Runways).
   (10) Predetermined Runway depends on the flight direction.
   Between 2100 UTC and 1400 UTC, aircraft will be assigned a departure runway depending on its flight direction.

Airway or Fix in Flight Plan	Departure Runway
Y11, V11, V15, Y884	Rwy 34R/Rwy 16L
Y18	Rwy 34R or Rwy 05/Rwy16L ❶
Y20	Rwy 05/Rwy 16L or Rwy 16R ❶
Y28, Y56, MIURA	Rwy 05/Rwy 16R

   ❶ Departure runway will be assigned when flight schedule is fixed.
   - For HUMMINGBIRD Departure, Rwy 34L or Rwy 16R will be assigned.
   - ATC may assign another runway than listed above, if required.

   (11) Runway is predetermined by flight direction.
   Aircraft which use Rwy 05/23 for take-off or landing shall comply with the weight restrictions in paragraph (15) below. Even though aircraft weight exceeds the restrictions, the other runway shall not be used.
   (12) Prior notice of spot number before landing.
   All arriving aircraft should notify control tower of the parking spot number at initial contact.
   (13) 'B' added after the taxiway number is called 'branch' (ex. B5B is Bravo 5 Branch).
   (14) Ground Control Frequency - see Chart 10-9A1.
   (15) Aircraft Weight Restrictions. When using Rwy 05/23, do not exceed any of the following values: Aircraft Weight - 881,800 lb/400,000 kg
   Main Gear Load per Gear - 307,500 lb/139,500 kg
   Wheel Load per Wheel - 57,700 lb/26,200 kg

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INTERSECTION DEPARTURE

1. When Rwys 34R/16L, 05, 16R or 04 are in use, departing aircraft may be instructed to make an intersection departure from Twys C2, C3, C10, D2, A11/L11, A10/L10 or B2/T2 without pilot consent. Aircraft unable to depart from Twys C2, C3, C10, D2, A11/L11, A10/L10 or B2/T2 intersections shall advise TOKYO GROUND/TOWER.

2. Separation for departure (3 minutes for MEDIUM or LIGHT aircraft behind HEAVY aircraft, or LIGHT aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from Twys C10, D2, B2/T2, Twy C3 behind departing aircraft from Twy C2, or Twys A10/L10 behind departing aircraft from Twys A11/L11. Aircraft requiring separation of 3 minutes shall advise TOKYO GROUND/TOWER.

3. The runway lengths remaining for intersection departures are as follows:

RWY	TWY	❶ RWY Length Remaining
34R	C2	2920m / 9590 ft
	C3	2820m / 9250 ft
	C4B	2420m / 7930 ft
	C4	2100m / 6880 ft
	C5	1780m / 5830 ft
	C6	1330m / 4360 ft
16L	C10	3180m / 10,440 ft
	C9B	2800m / 9190 ft
	C9	2480m / 8160 ft
	C8	2030m / 6680 ft
	C7	1650m / 5430 ft
34L	A2/L2	2420m / 7960 ft
	A3B/L3	2320m / 7630 ft
	A3	2010m / 6590 ft
	A4B/L4	1890m / 6200 ft
	A4	1570m / 5150 ft
16R	Rwy 04/22	2770m / 9080 ft
	A11	2600m / 8550 ft
	L11	2550m / 8370 ft
	A10	2490m / 8190 ft
	L10	2440m / 8010 ft
	A9B	2310m / 7570 ft
	A9	2000m / 6560 ft
	L9	2080m / 6850 ft
	A8	1850m / 6060 ft
	L8	1800m / 5910 ft
	A7/L7	1930m / 6350 ft
	A6	1500m / 4920 ft
04	B2/T2	2310m / 7570 ft
	B3/T3	2030m / 6670 ft
	B4/T4	1800m / 5900 ft
	B5B/T5B	1810m / 5950 ft
	B5/T5	1530m / 5030 ft
05	D2	2320m / 7620 ft
	D3	1800m / 5900 ft
	D4	1880m / 6170 ft
	D5	1500m / 4920 ft

❶ Rounded down to the nearest 10m (10 ft) from the measurement between the point where taxiway centerline meets runway centerline and runway threshold.

4. Pilots should hold at runway holding position markings beside runway guard lights when turned on at Twys C1, C2, C3, C4B, C9B, C10 and C11.

Remarks: Runway holding position markings and runway guard lights are located at 246′ (75m) and 295′ (90m) off the runway centerline on those taxiways.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 27 SEP 13 (11-1)

MISSED APCH CLIMB GRADIENT MIM 6.0%

TOKYO, JAPAN
ILS Rwy 22

BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC IAD	Final Apch Crs	Procedure Alt NITRO	ILS DA(H)	Apt Elev 21′
108.1	222°	5000′ (4965′)	235′ (200′)	Rwy 22 35′

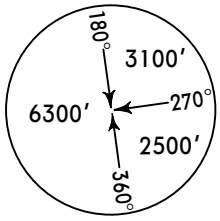
MISSED APCH: Climb on heading 222° to 500′, turn RIGHT, climb to 4000′ outbound via HME VOR R-015 /SYE VOR R-195 inbound to KASGA and hold. Contact Tokyo APP.

Minima with Missed Approach Climb Gradient below 6.0% are not established.

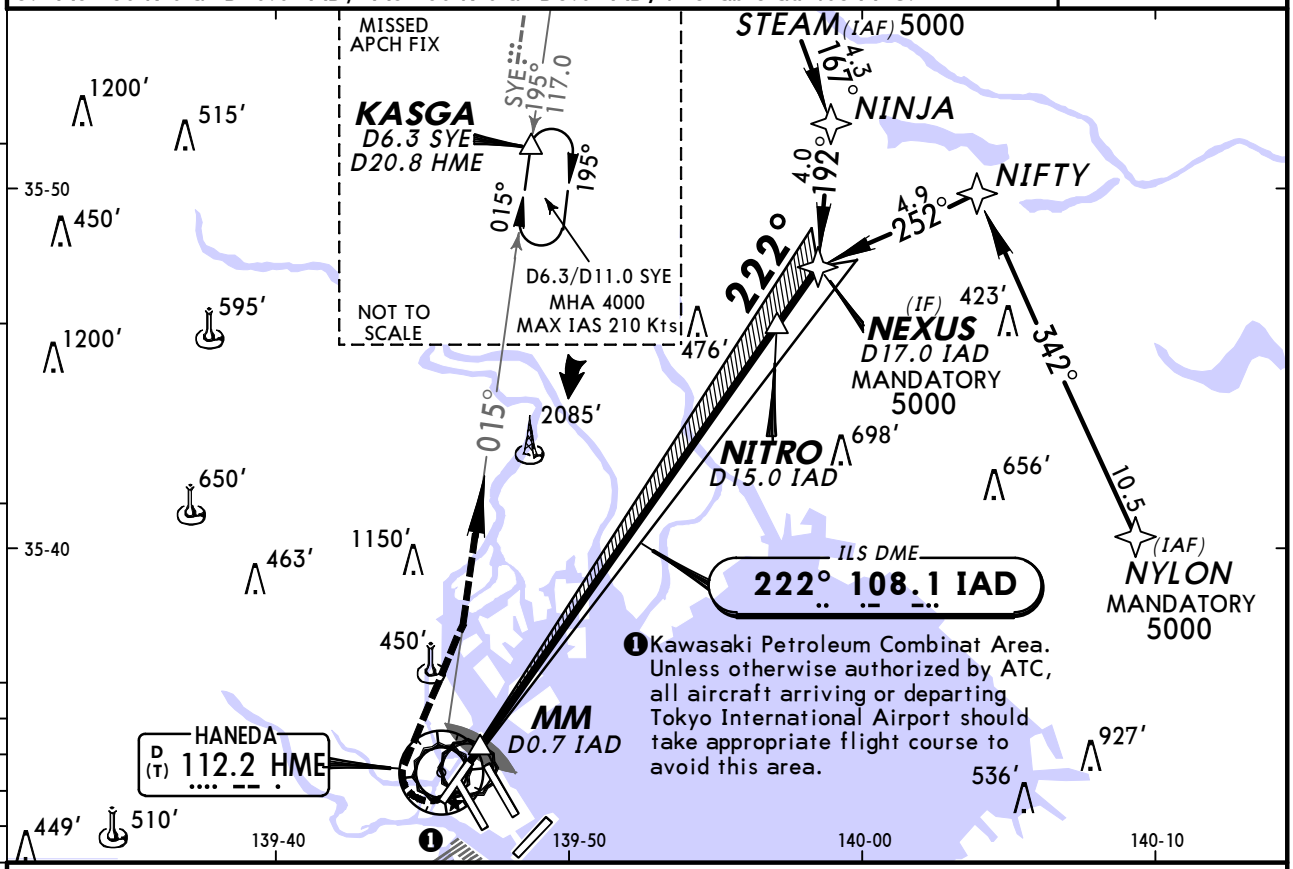
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

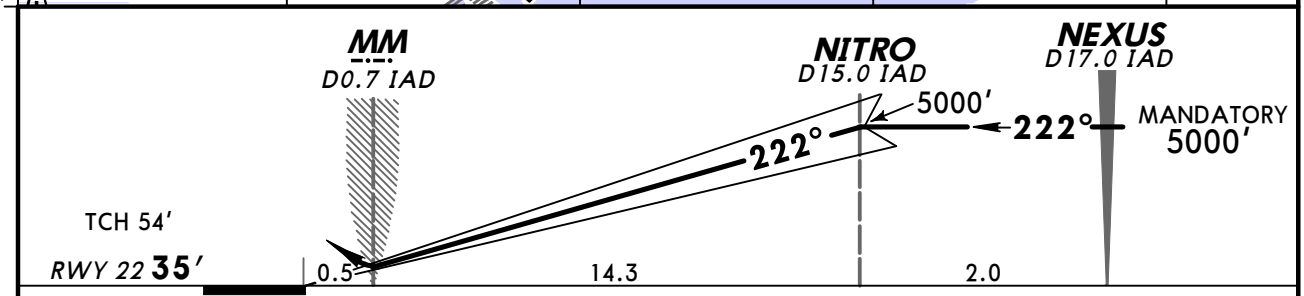
1. DME and VOR required. 2. For initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, Radar required.

3. IAS 180 Kts at D10.0 IAD, IAS 160 Kts at D5.0 IAD; if unable advise ATC.



MSA HME VOR





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

ALSF-I PAPI 500′ on 222° hdg

STRAIGHT-IN LANDING RWY 22

Missed apch climb gradient mim 6.0% due to airspace restrictions

ILS

DA(H) 235′ (200′)

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

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′(709′)-1600m
120	
140	730′(709′)-2400m
165	730′(709′)-3200m

1 Not authorized during the night time, except counter-clockwise circling to Rwy 16R/16L and clockwise circling to Rwy 23, Rwy 34R/34L.

CHANGES: Re-issue.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

27 SEP 13 (11-2)

MISSED APCH CLIMB GRADIENT MIM 4.0%

TOKYO, JAPAN
LOC Rwy 22

BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC IAD	Final Apch Crs	Minimum Alt	LOC MDA(H)	Apt Elev 21′
108.1	**222°**	**NECTA** **3000′** (2979′)	**600′** (579′)	Rwy 22 35′

MISSED APCH: Turn RIGHT, climb to 4000′ outbound via HME VOR R-015 /SYE VOR R-195 inbound to KASGA and hold. Contact Tokyo APP.

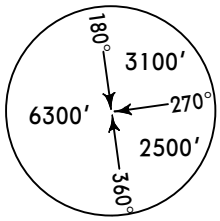
Minima with Missed Approach Climb Gradient of 2.5% are not established.

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

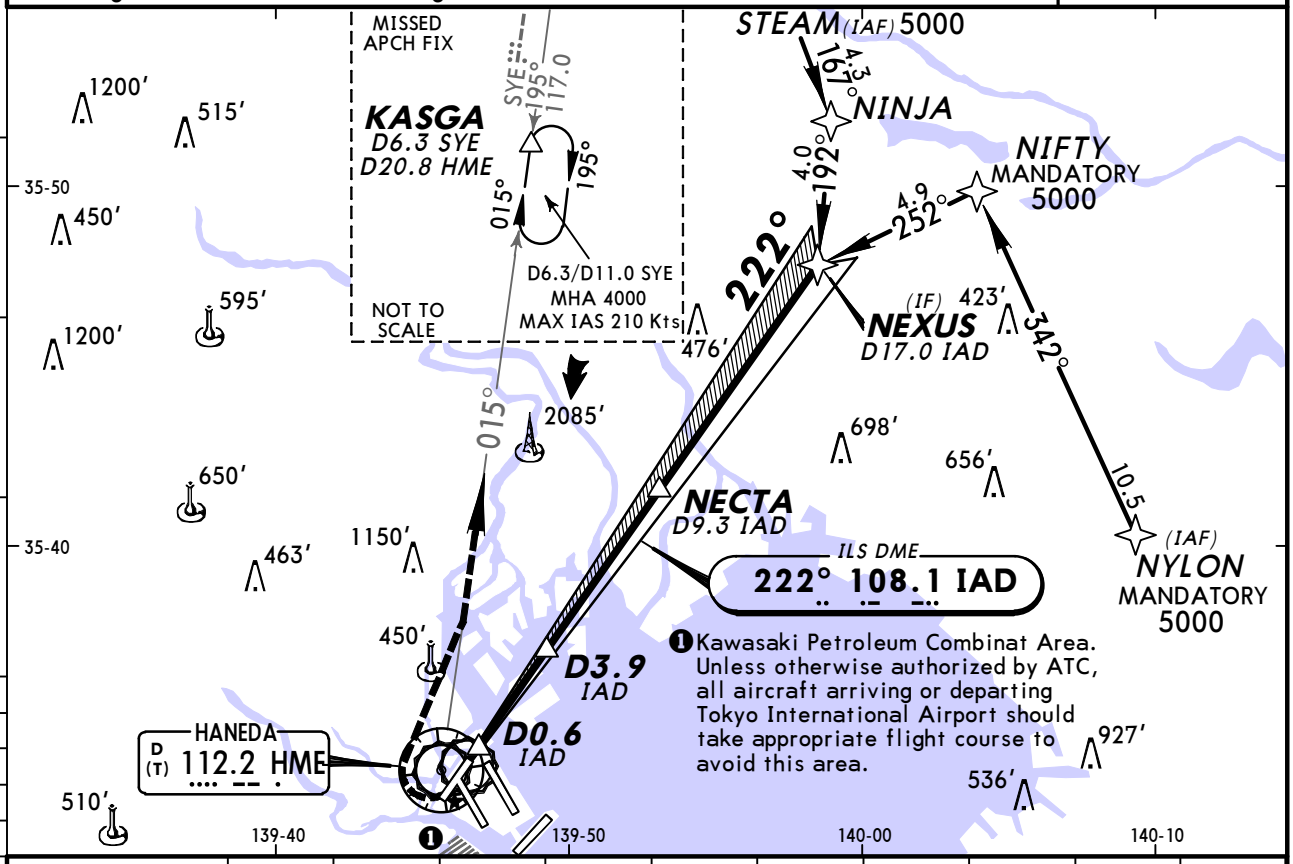
1. DME and VOR required. 2. For initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, Radar required.

3. IAS 180 Kts at D10.0 IAD, IAS 160 Kts at D5.0 IAD; if unable advise ATC.

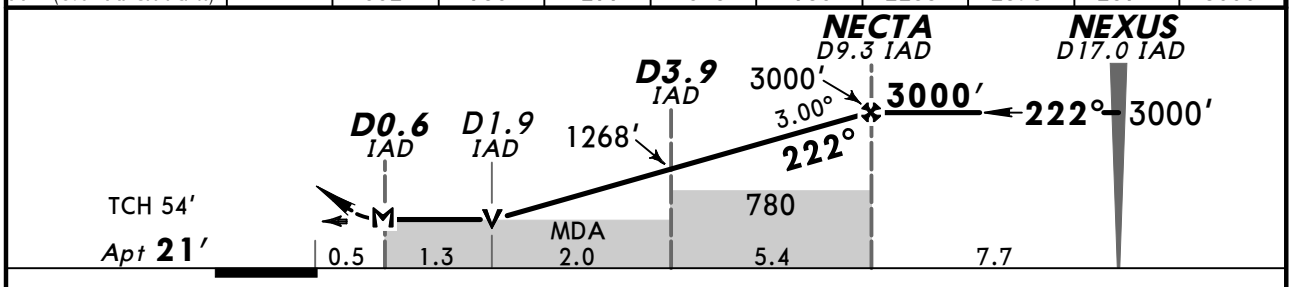
4. Timing not authorized for defining the MAP. 5. No turn before the MAP.



MSA HME VOR



NM to IAD	MAP	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	FAF
ALT (3.0° APCH Path)	---	662′	986′	1299′	1618′	1936′	2255′	2573′	2891′	3000′



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

ALSF-I

PAPI

4000′ RT

HME	SYE
via 112.2 or	117.0
R-015	R-195

STRAIGHT-IN LANDING RWY 22

Missed apch climb gradient mim 4.0%

LOC (GS out)

MDA(H) **600′** (579′)

		ALS out	Max Kts	MDA(H)
A	RVR 1000m	RVR 1500m	90	730′(709′)-1600m
B	RVR 1200m		120	
C		CMV 2000m	140	730′(709′)-2400m
D	RVR 1600m		165	730′(709′)-3200m

1 CIRCLE-TO-LAND

1 Not authorized during the night time, except counter-clockwise circling to Rwy 16R/16L and clockwise circling to Rwy 23, Rwy 34R/34L.

CHANGES: None.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 10 OCT 14 (11-2A)

MISSED APCH CLIMB GRADIENT MIN 4.0%
Eff 15 Oct 1500Z

TOKYO, JAPAN
LDA Z Rwy 22

BRIEFING STRIP™

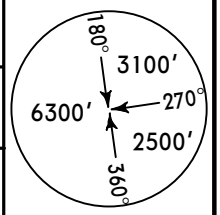
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LDA	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev 21′
IKL **110.1**	**277°**	**BONDO** **5000′** (4979′)	**1000′** (979′)	Rwy 22 35′

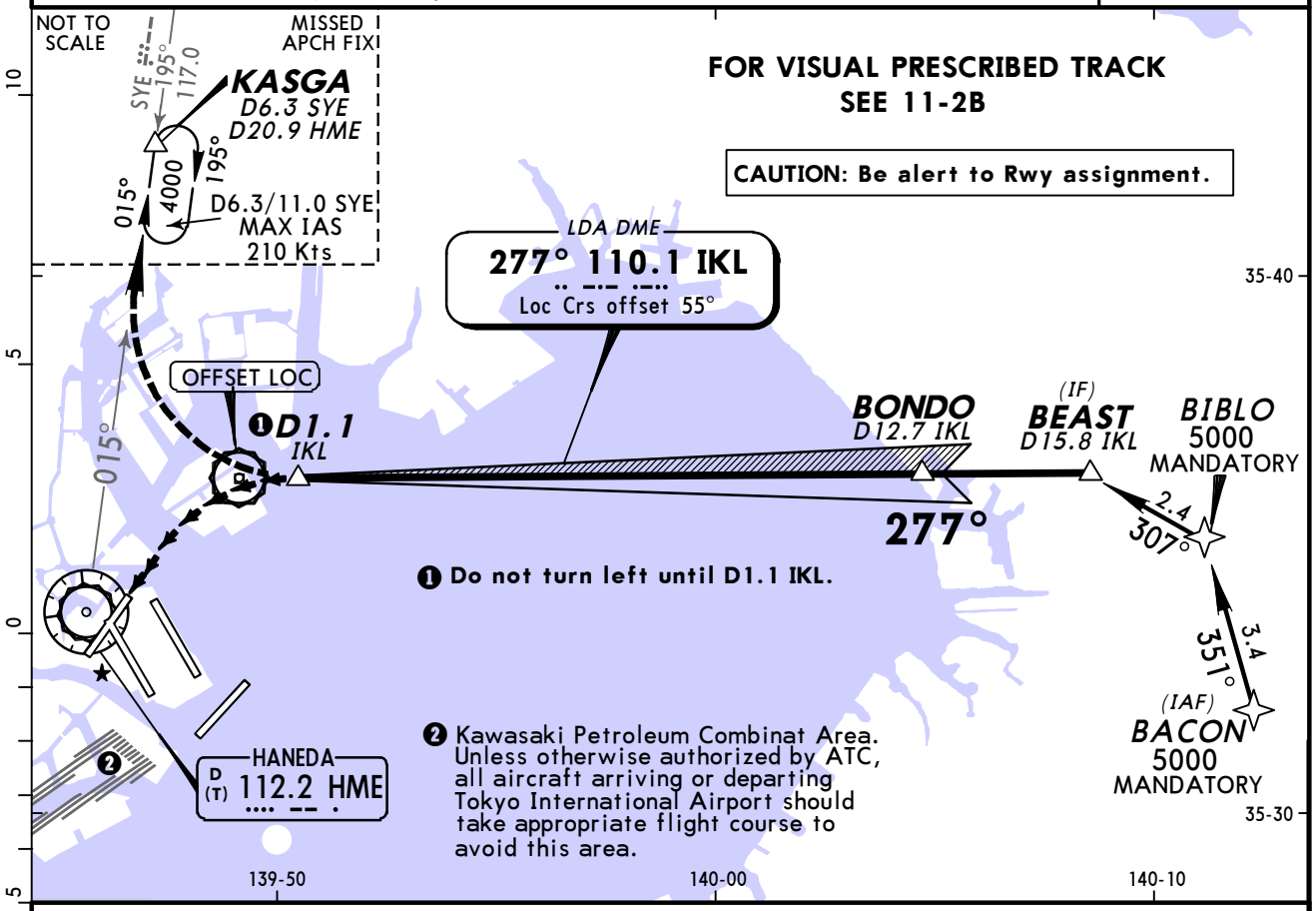
MISSED APCH: At MAP, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-195 inbound to KASGA and hold. Contact Tokyo Approach. Minima with Missed Approach Climb Gradient of 2.5% are not established.

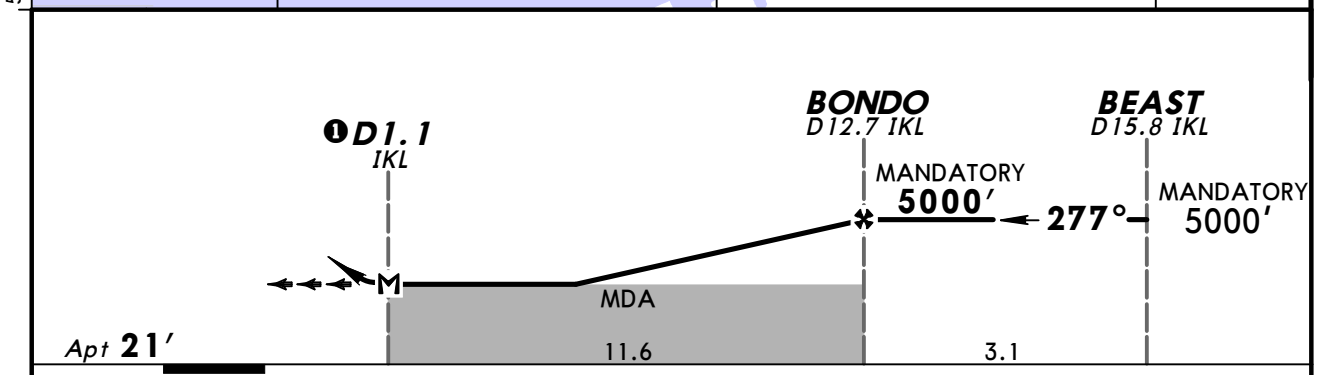
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. For initial approach segment, RNAV 1, and DME/DME/IRU or GNSS required, Radar required 2. DME and VOR required. 3. Simultaneous approach authorized with Rwy 23 (LDA). 4. Timing not authorized for defining the MAP. 5. IAS 180 Kts at D8.0 IKL; IAS 160 Kts at D3.0 IKL; if unable, advise ATC.



MSA HME VOR





								ALSF-I PAPI	4000′ RT	HME via 112.2 R-015	or SYE 117.0 R-195
MAP at D1.1 IKL											

LANDING RWY 22
Missed apch climb gradient 4.0%
MDA(H) **1000′** (979′)

ALS out

A	
B	
C	VIS 6000m
D	

CHANGES: Caution note, D1.1 IKL note.

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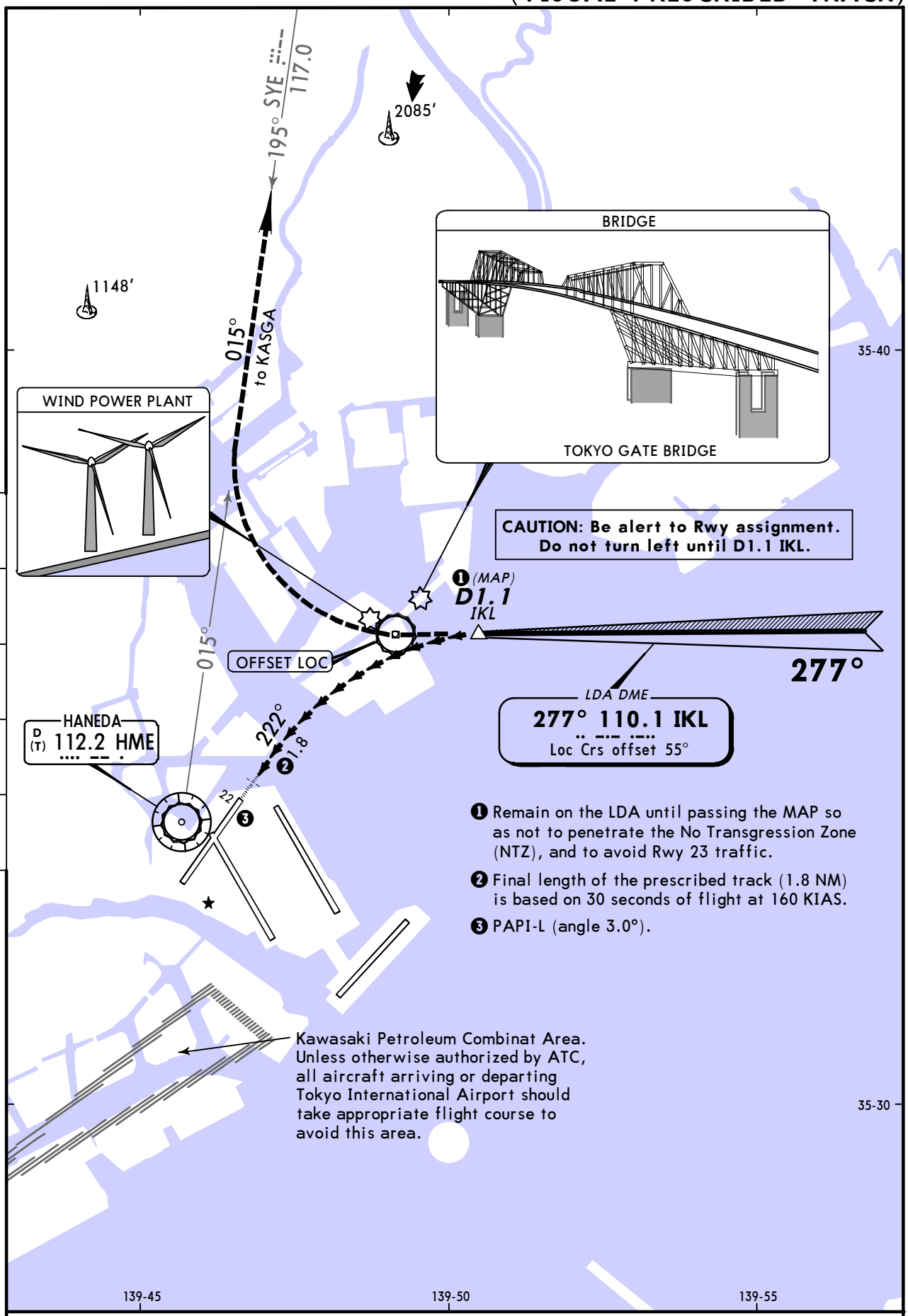

VISUAL PRESCRIBED TRACK FOR LDA Z RWY 22

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn RIGHT to join HME VOR R-015/SYE VOR R-195 and missed approach procedure.

CHANGES: Caution note added.

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BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

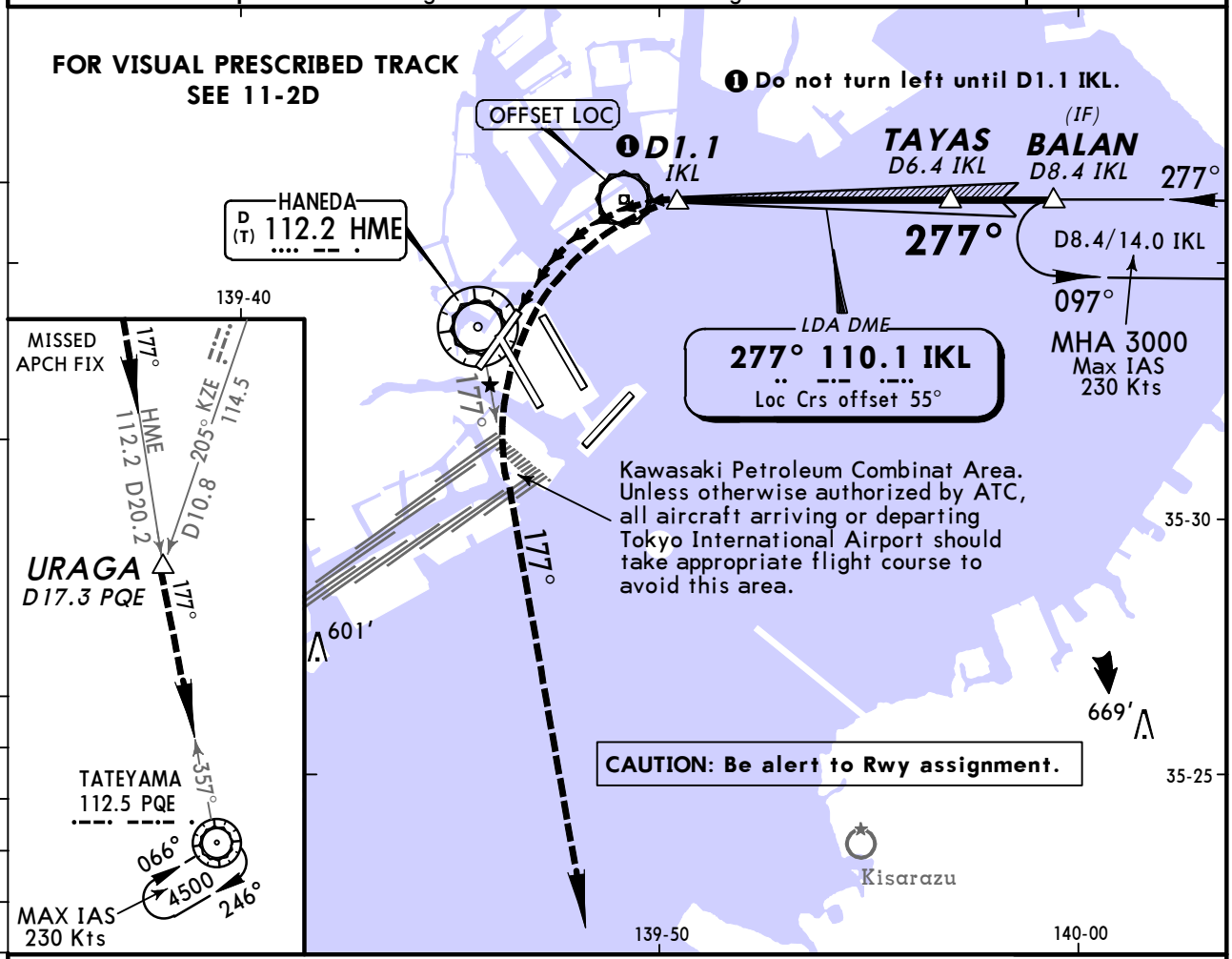
LDA IKL	Final Apch Crs	Minimum Alt TAYAS	MDA(H)	Apt Elev 21′
110.1	277°	3000′ (2979′)	1000′ (979′)	Rwy 22 35′

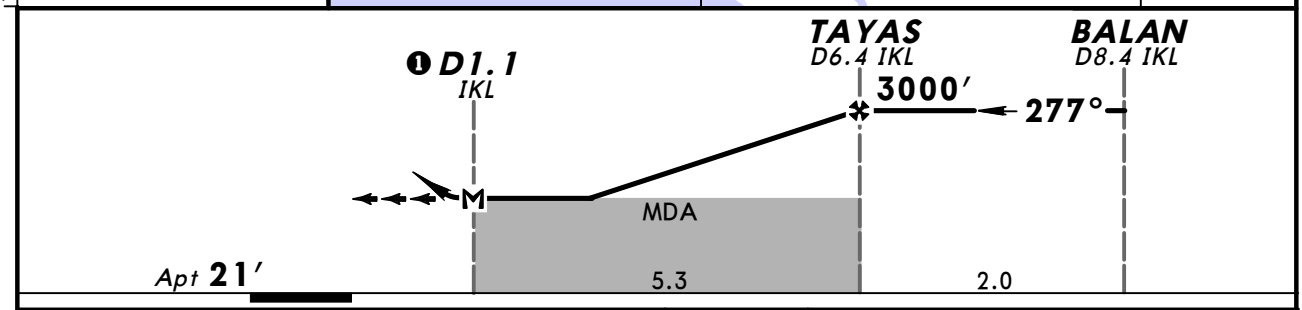
MISSED APCH: At MAP, turn LEFT, climb to 4500′ outbound via HME VOR R-177/PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo Approach.

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

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

MSA HME VOR: 180° 3100′; 270° 6300′; 360° 2500′





MAP at D1.1 IKL								ALSF-I PAPI	4500′ LT	HME via 112.2 R-177	or PQE 112.5 R-357

LANDING RWY 22

MDA(H) 1000′ (979′)

ALS out

A
B
C
D

VIS 6000m

CHANGES: Caution note, D1.1 IKL note.

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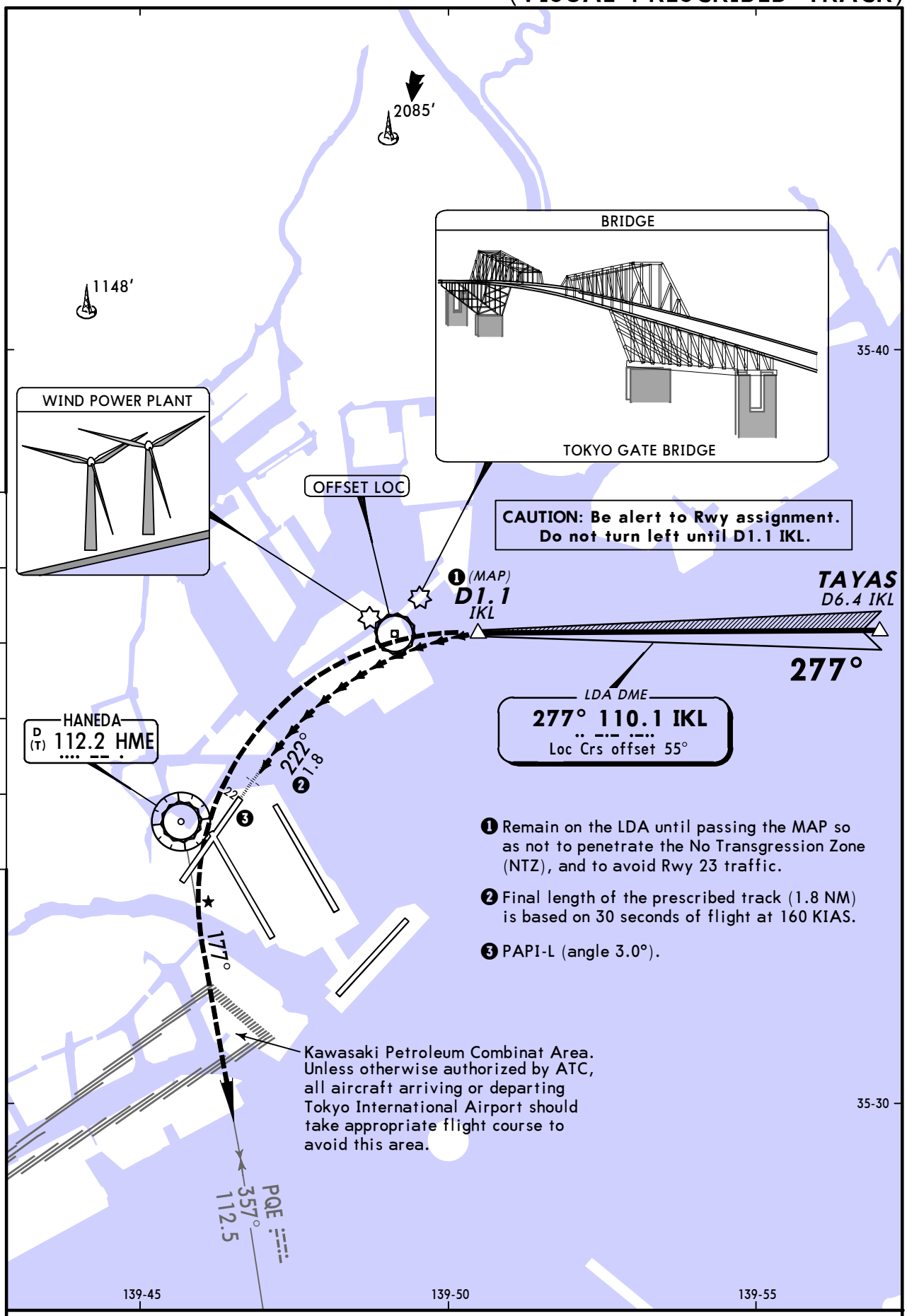

VISUAL PRESCRIBED TRACK FOR LDA Y RWY 22

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn LEFT to join HME VOR R-177/ PQE VOR R-357 and missed approach procedure.

CHANGES: Caution note added.

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RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN 10 OCT 14 (11-3) Eff 15 Oct 1500Z

MISSED APCH CLIMB GRADIENT MIN 4.0%

TOKYO, JAPAN LDA X Rwy 22

BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

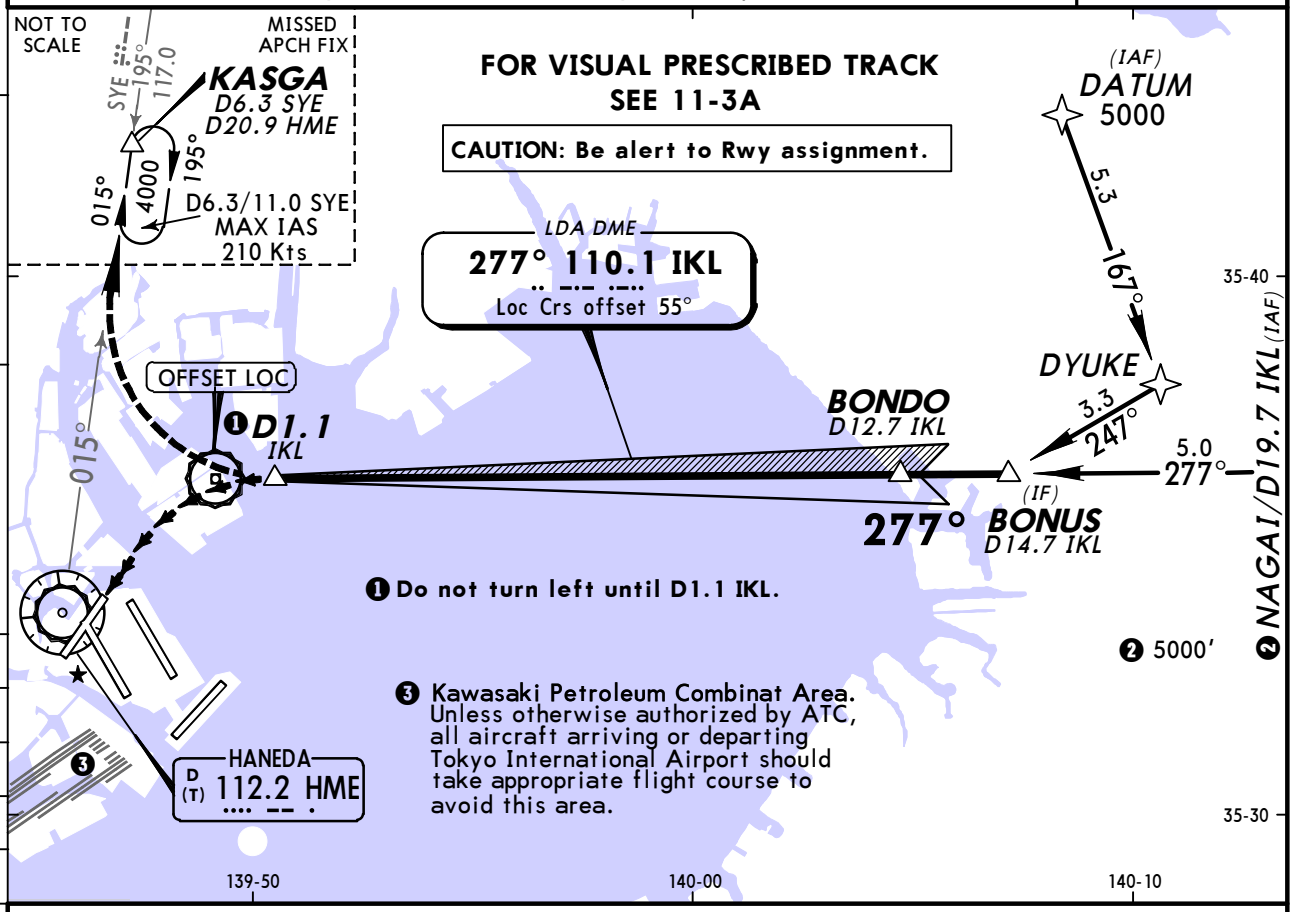
LDA IKL	Final Apch Crs	Mandatory Alt BONDO	MDA(H)	Apt Elev 21′
110.1	277°	5000′ (4979′)	1000′ (979′)	Rwy 22 35′

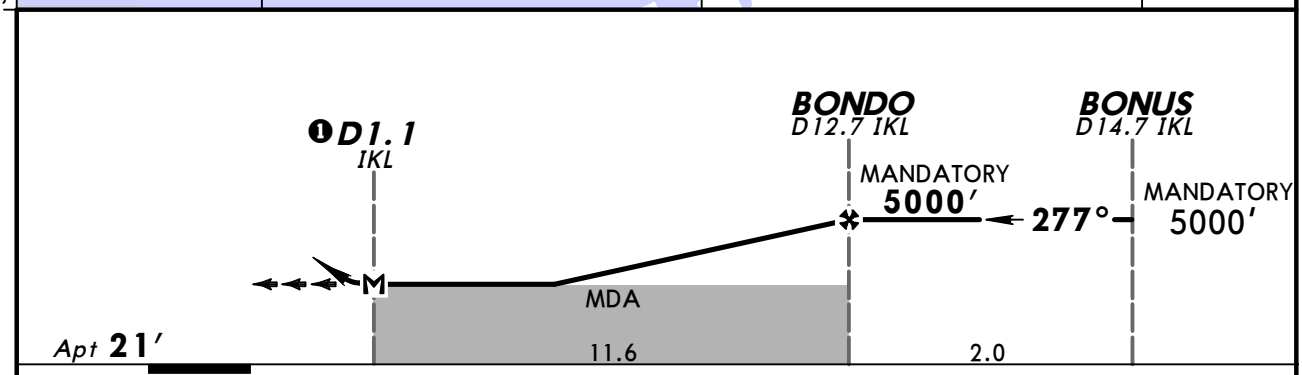
MISSED APCH: At MAP, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-195 inbound to KASGA and hold. Contact Tokyo Approach. Minima with Missed Approach Climb Gradient of 2.5% are not established.

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

1. For initial approach segment from over DATUM, RNAV 1, and DME/DME/IRU or GNSS required, Radar required. 2. DME and VOR required. 3. Simultaneous approach authorized with Rwy 23 (LDA). 4. Timing not authorized for defining the MAP. 5. IAS 180 Kts at D8.0 IKL; IAS 160 Kts at D3.0 IKL; if unable, advise ATC.

MSA HME VOR: 180° 3100′; 270° 2500′; 360° 2500′; 6300′





MAP at D1.1 IKL								ALSF-I PAPI	4000′ RT	HME via 112.2 R-015	SYE or 117.0 R-195

LANDING RWY 22

Missed apch climb gradient mim 4.0%

MDA(H) 1000′ (979′)

ALS out

A	
B	
C	VIS 6000m
D	

CHANGES: Caution note, D1.1 IKL note.

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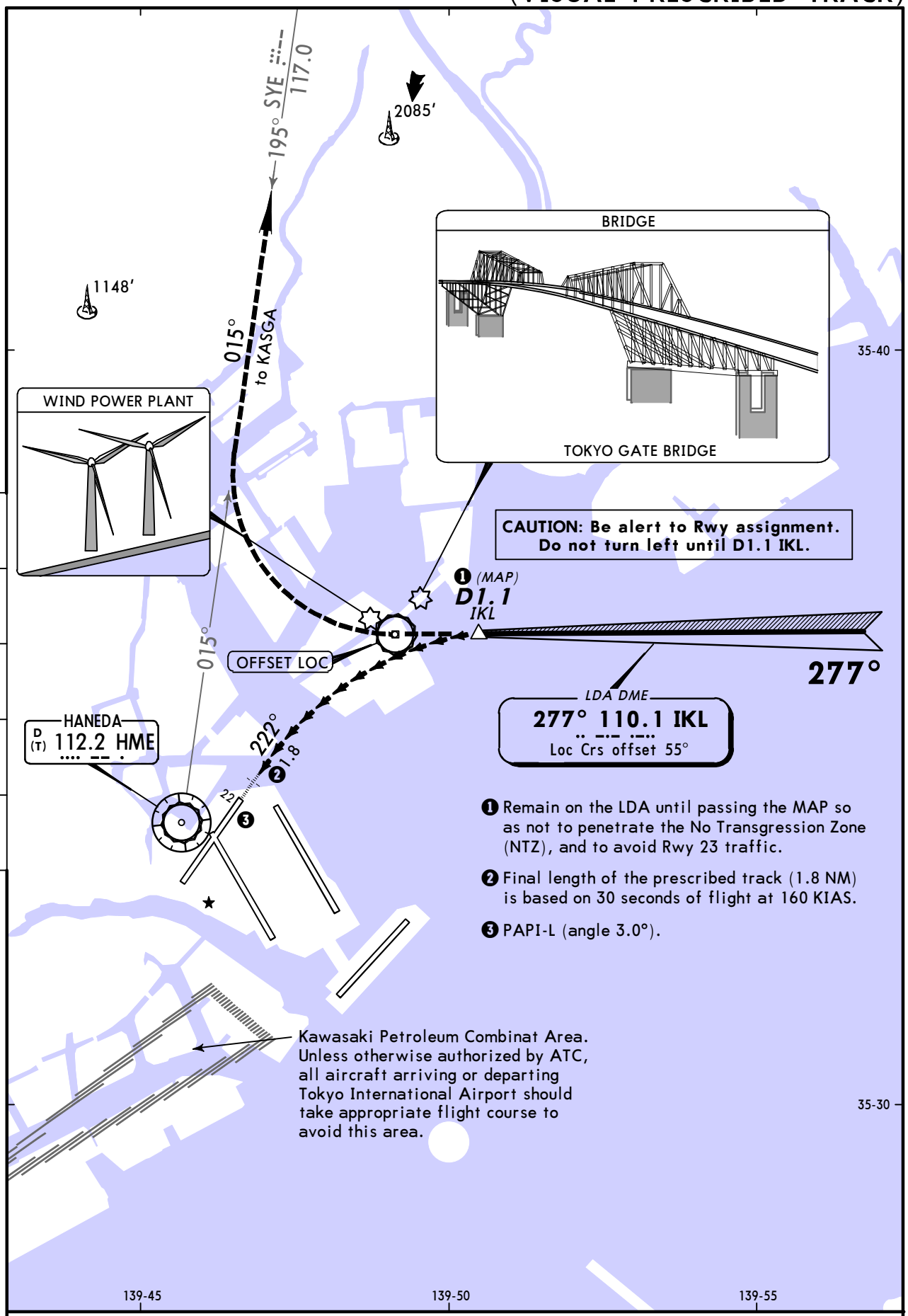

VISUAL PRESCRIBED TRACK FOR LDA X RWY 22

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn RIGHT to join HME VOR R-015/SYE VOR R-195 and missed approach procedure.

CHANGES: Caution note added.

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RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN — 10 OCT 14 — (11-4) — MISSED APCH CLIMB GRADIENT MIM 4.0% — Eff 15 Oct 1500Z

TOKYO, JAPAN
LDA W Rwy 22

BRIEFING STRIP™

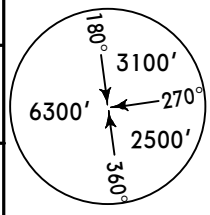
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LDA IKL	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev 21′
110.1	277°	BONDO 5000′ (4979′)	1000′ (979′)	Rwy 22 35′

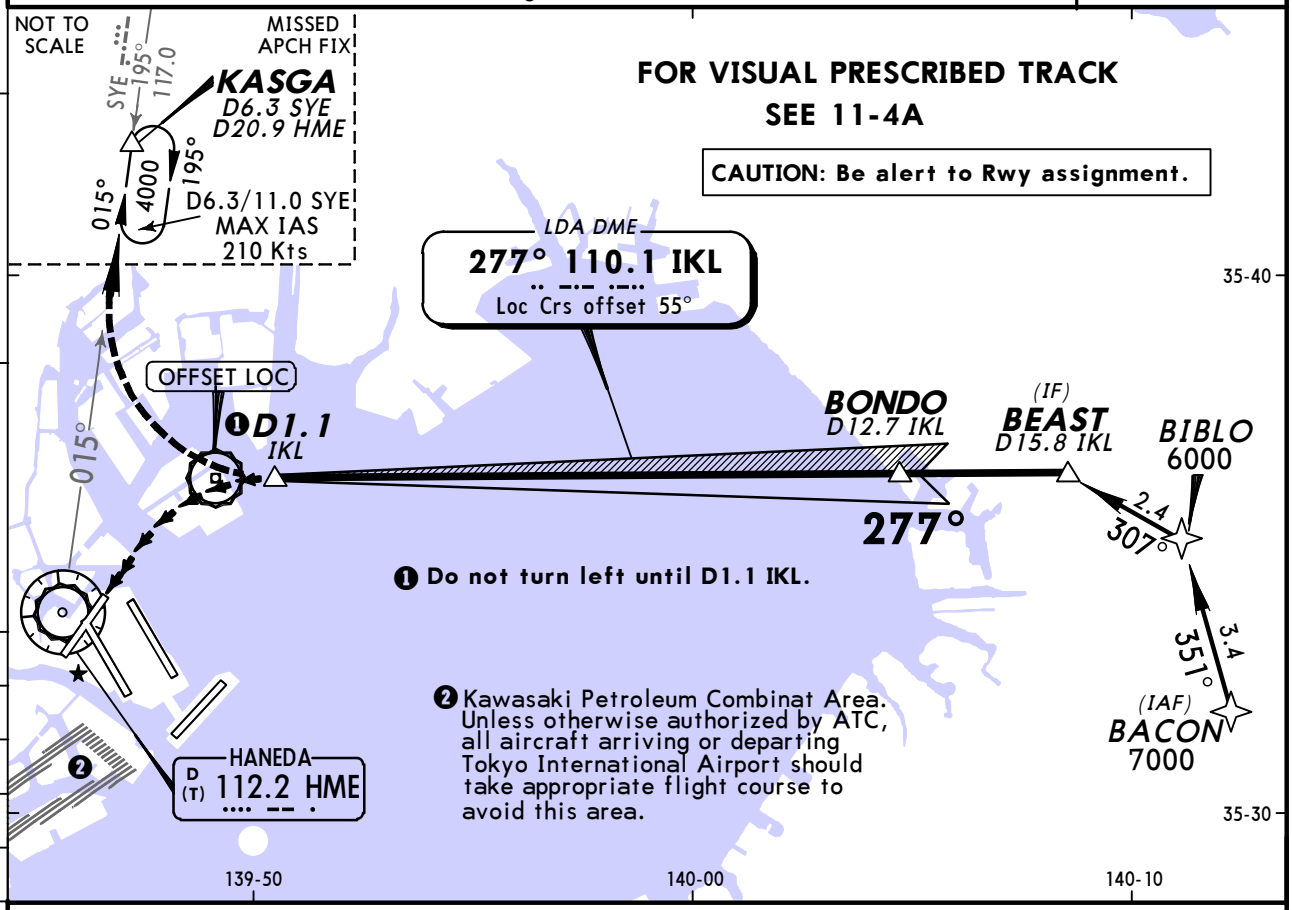
MISSED APCH: At MAP, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-195 inbound to KASGA and hold. Contact Tokyo Approach. Minima with Missed Approach Climb Gradient of 2.5% are not established.

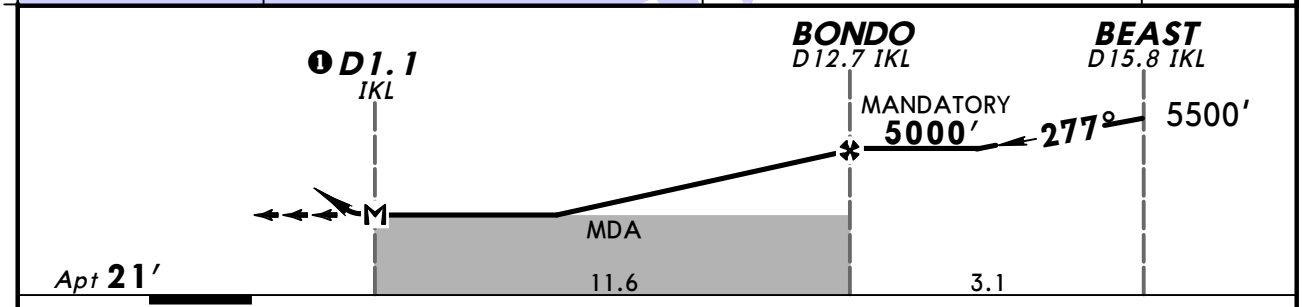
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. For initial approach segment, RNAV 1, and DME/DME/IRU or GNSS required, Radar required. 2. DME and VOR required. 3. Simultaneous approach authorized with Rwy 23 (LDA). 4. Timing not authorized for defining the MAP. 5. IAS 180 Kts at D8.0 IKL; IAS 160 Kts at D3.0 IKL; if unable, advise ATC. 6. To avoid nuisance TCAS-RA and to mitigate aircraft noise, pilots should make descent continuously with 1500′/Min or less descent rate and maintain low thrust setting between BACON and BEAST.



MSA HME VOR





MAP at D1.1 IKL								ALSF-I / PAPI	4000′ RT	HME via 112.2 R-015	or SYE 117.0 R-195

LANDING RWY 22
Missed apch climb gradient mim 4.0%
MDA(H) **1000′** (979′)

ALS out

A	
B	
C	VIS 6000m
D	

CHANGES: Caution note, D1.1 IKL note.

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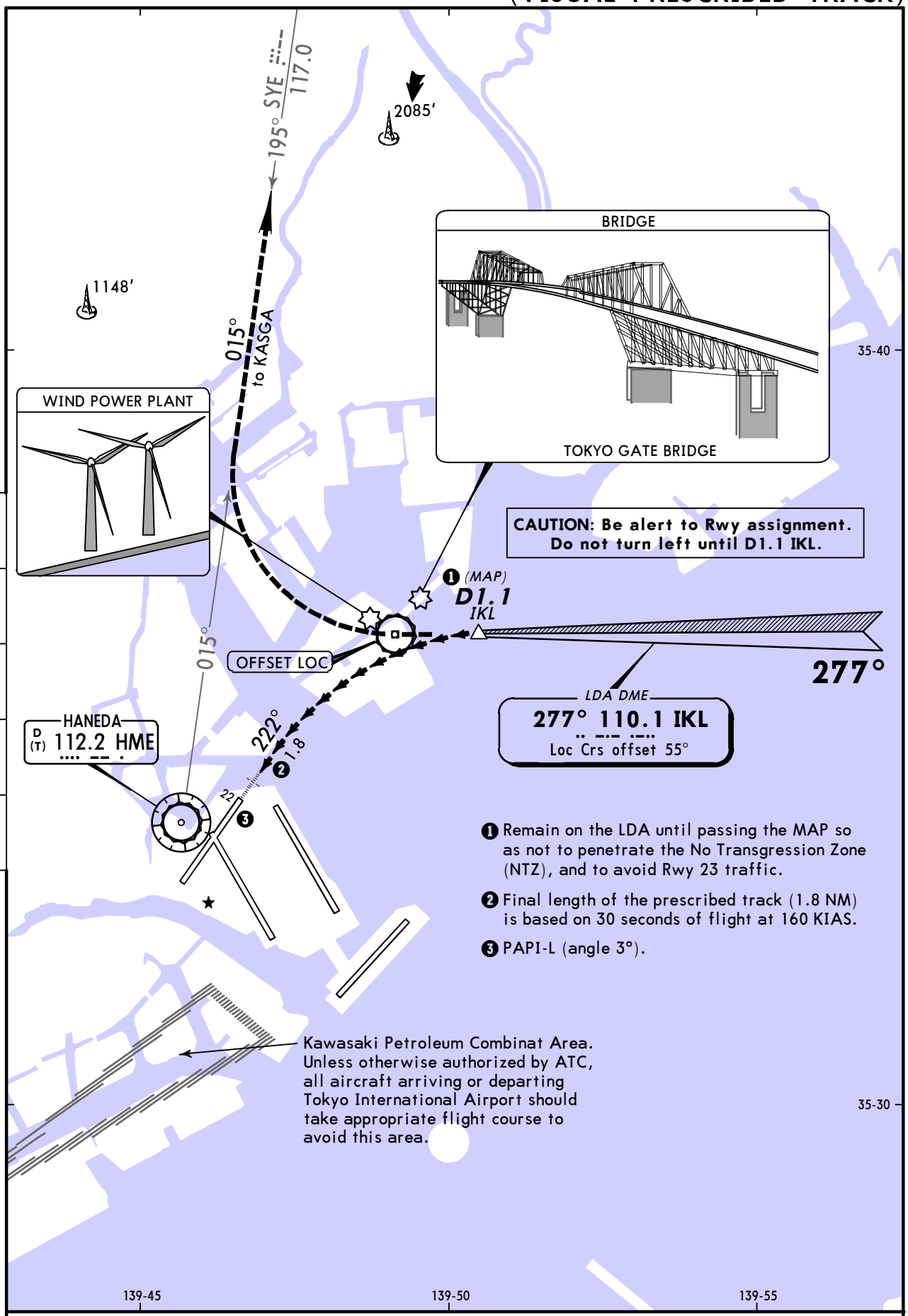

VISUAL PRESCRIBED TRACK FOR LDA W RWY 22

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn RIGHT to join HME VOR R-015/SYE VOR R-195 and missed approach procedure.

CHANGES: Caution note added.

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BRIEFING STRIP ™

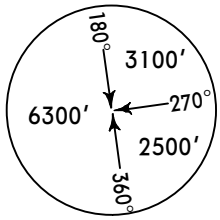
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC ITD	Final Apch Crs	GS OPARL	ILS DA(H)	Apt Elev 21′
110.5	232°	1500′ (1445′)	383′ (328′)	Rwy 23 55′

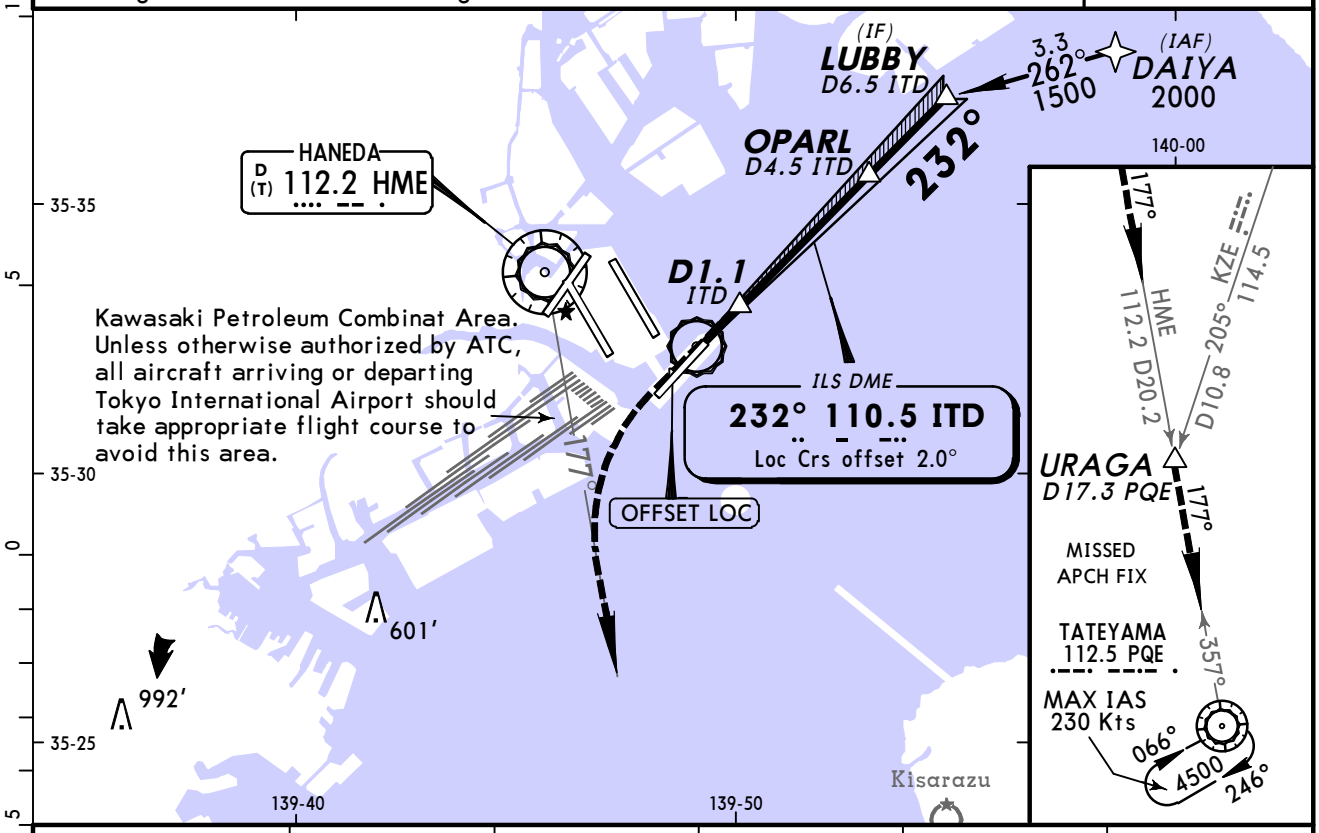
MISSED APCH: Climb on heading 232° to 500′, turn LEFT, climb to 4500′ outbound via HME VOR R-177 /PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

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

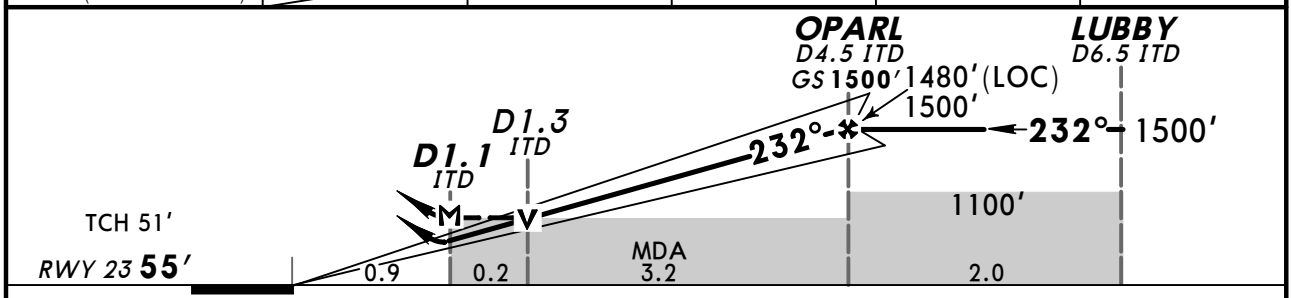
1. DME and VOR required. 2. For initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, Radar required.
3. Timing not authorized for defining the MAP. 4. No turn before MAP.



MSA HME VOR



NM to ITD	MAP	2.0	3.0	4.0	FAF
ALT (3.0° APCH Path)		683′	1002′	1320′	1480′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.1 ITD							

ALSF-I
PAPI
500′
on
232° hdg

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 383′ (328′) FULL	TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 440′ (419′)	ALS out
A	RVR 800m	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m
B					
C				RVR 1000m	RVR 1800m
D				RVR 1400m	CMV 2000m

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (709′)-1600m
120	
140	730′ (709′)-2400m
165	730′ (709′)-3200m

1 Not authorized during the night time, except counter-clockwise circling to Rwy 22, Rwy 16R/16L and clockwise circling to Rwy 34R/34L.

CHANGES: Missed apch inset.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
21 NOV 14 (11-6)

TOKYO, JAPAN
ILS Z Rwy 23

BRIEFING STRIP ™

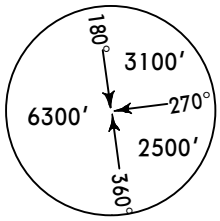
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC ITD	Final Apch Crs	Procedure Alt	ILS DA(H)	Apt Elev 21′
110.5	232°	SALVO 4000′ (3945′)	383′ (328′)	Rwy 23 55′

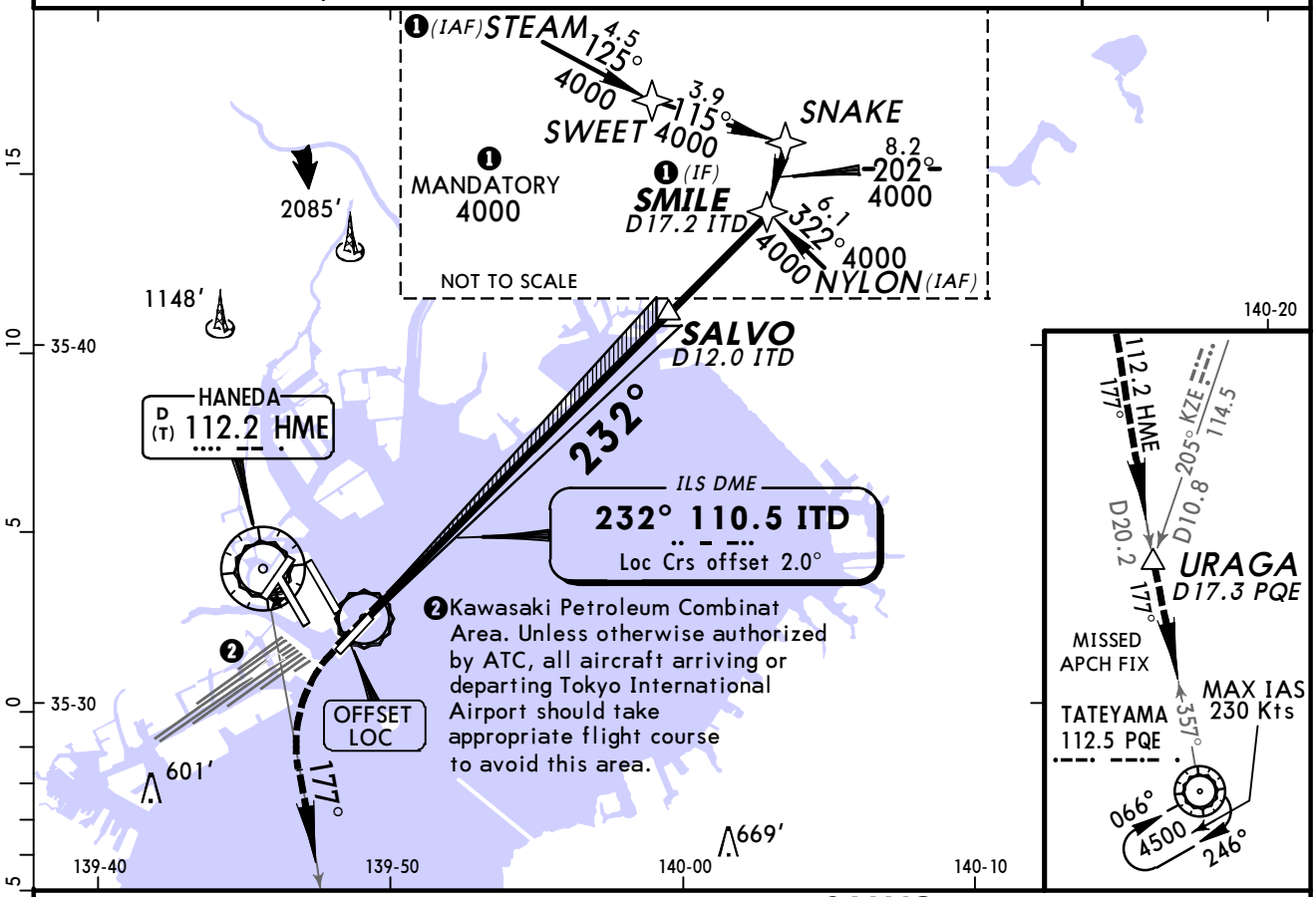
MISSED APCH: Climb on heading 232° to 500′, turn LEFT, climb to 4500′ outbound via HME VOR R-177 /PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

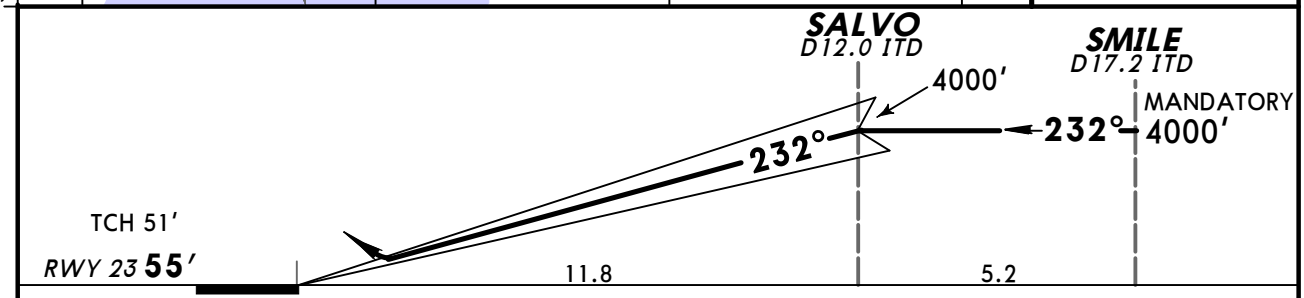
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, Radar required. 3. IAS 180 Kts at D10.0 ITD, IAS 160 Kts at D5.0 ITD; if unable advise ATC.



MSA HME VOR





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

ALSF-I
PAPI
500′ on 232° hdg

STRAIGHT-IN LANDING RWY 23
ILS
DA(H) 383′ (328′)

	FULL	TDZ and/or CL out	ALS out
A	RVR 800m	RVR 800m	RVR 1200m
B			
C			
D			

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (709′)-1600m
120	
140	730′ (709′)-2400m
165	730′ (709′)-3200m

1 Not authorized during the night time, except counter-clockwise circling to Rwy 22, Rwy 16R/16L and clockwise circling to Rwy 34R/34L.

CHANGES: None.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

3 FEB 12 (11-6A) Eff 8 Feb 1500Z

TOKYO, JAPAN
LOC Z Rwy 23

BRIEFING STRIP ™

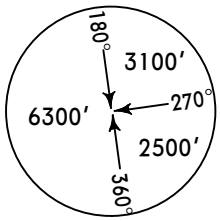
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 21′
ITD **110.5**	**232°**	**SAVER** **3000′** (2979′)	**440′** (419′)	Rwy 23 55′

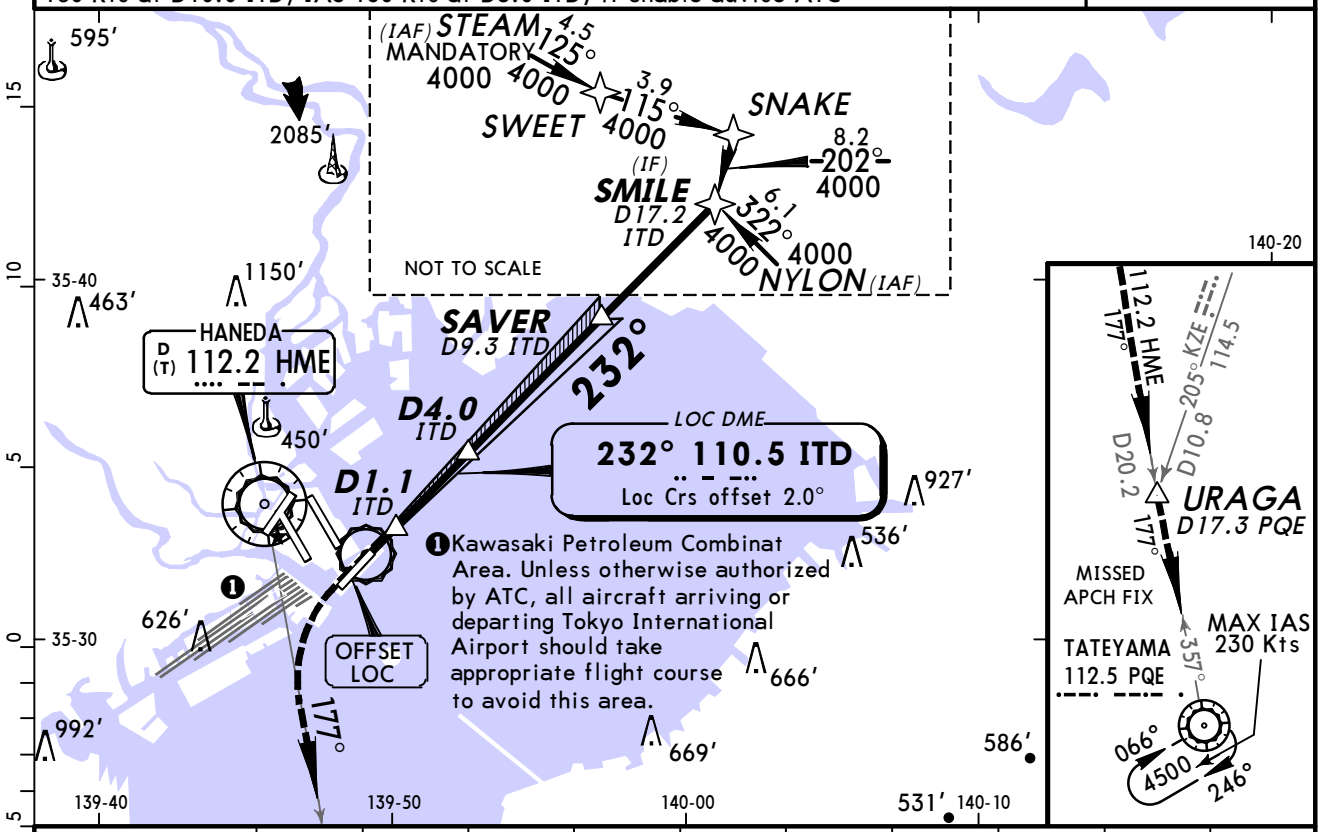
MISSED APCH: Climb on heading 232° to 500′, turn LEFT, climb to 4500′ outbound via HME VOR R-177 /PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

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

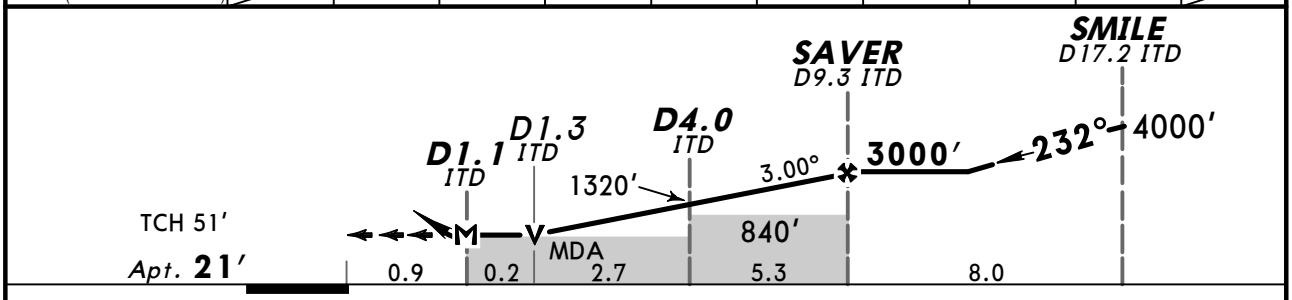
1. DME and VOR required. 2. For initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, Radar required. 3. No turn before MAP. 4. IAS 180 Kts at D10.0 ITD, IAS 160 Kts at D5.0 ITD; if unable advise ATC



MSA HME VOR



NM to ITD	MAP	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	FAF
ALT (3.0° APCH Path)		683′	1002′	1320′	1639′	1957′	2276′	2594′	2912′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 ITD							

ALSF-I PAPI 500′ on 232° hdg

STRAIGHT-IN LANDING RWY 23
LOC (GS out)
MDA(H) **440′** (419′)

		ALS out	Max Kts	MDA(H)
A	RVR 900m	RVR 1500m	90	730′(709′)-1600m
B	RVR 1000m		120	
C		RVR 1800m	140	730′(709′)-2400m
D	RVR 1400m	CMV 2000m	165	730′(709′)-3200m

1 CIRCLE-TO-LAND

1 Not authorized during the night time, except counter-clockwise circling to Rwy 22, Rwy 16R/16L and clockwise circling to Rwy 34R/34L.

CHANGES: Chart reindexed.

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BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

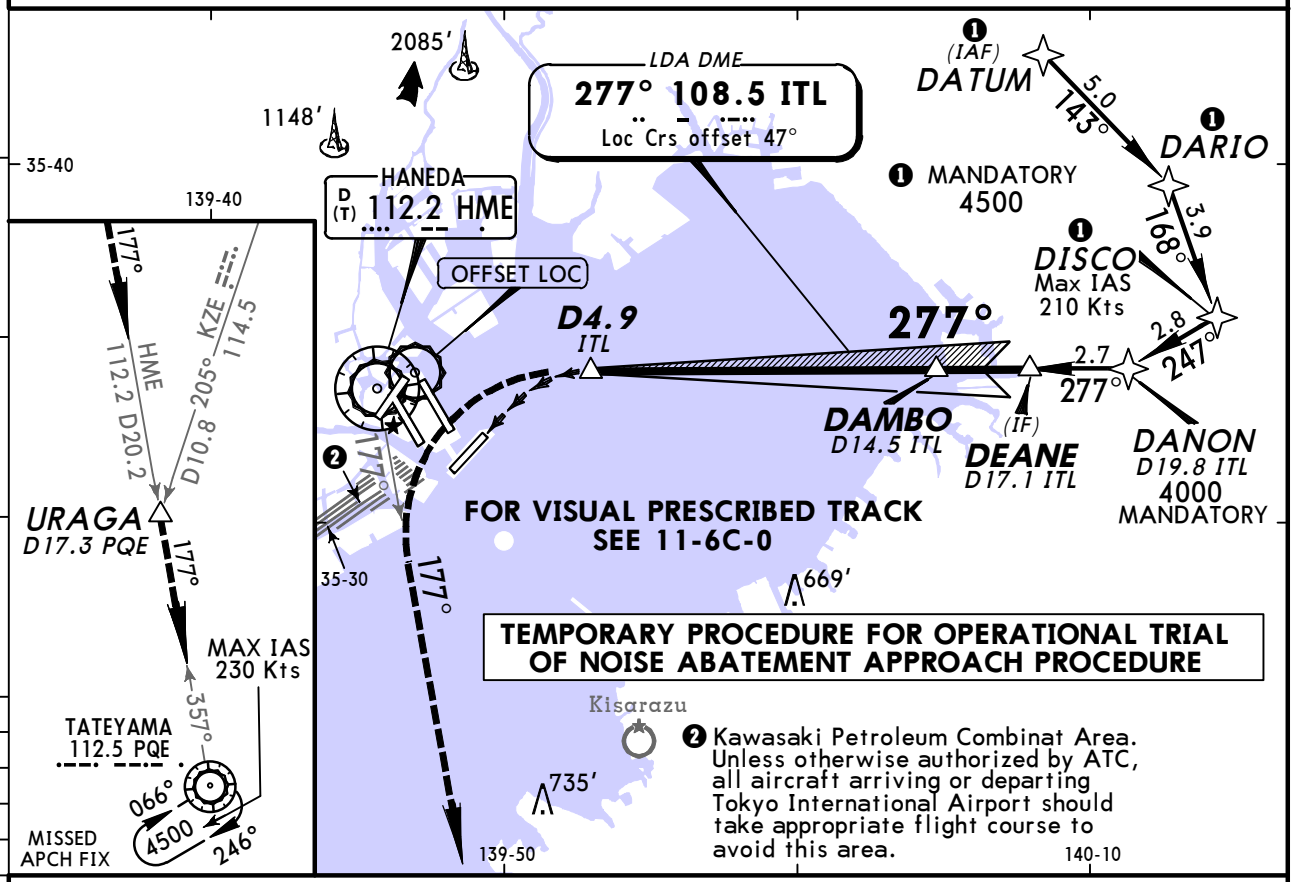
LDA	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / Rwy 23
ITL **108.5**	**277°**	**DAMBO** **4000′** (3979′)	**1000′** (979′)	Apt Elev **21′** Rwy 23 55′

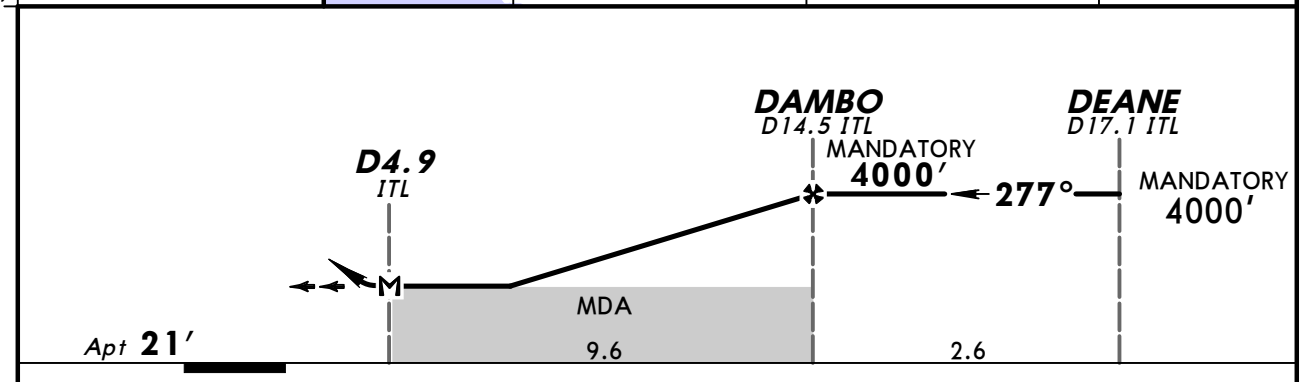
MISSED APCH: At MAP, turn LEFT, climb to 4500′ outbound via HME VOR R-177 / PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

MSA HME VOR: 180° 3100′; 270° 6300′; 360° 2500′

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

1. DME and VOR required. 2. For initial approach segment, RNAV 1, and DME/DME/IRU or GNSS required. 3. Radar required. 4. 180 KIAS at D12.0 ITL, 160 KIAS at D7.0 ITL; if unable advise ATC. 5. Simultaneous approach authorized with Rwy 22 (LDA). 6. Timing not authorized for defining the MAP.





MAP at D4.9 ITL							ALSF-I PAPI	LT	4500′ via HME 112.2 R-177 or PQE 112.5 R-357

LANDING RWY 23

MDA(H) 1000′ (979′)

ALS out

A	
B	VIS 6000m
C	
D	

CHANGES: Missed apch inset.

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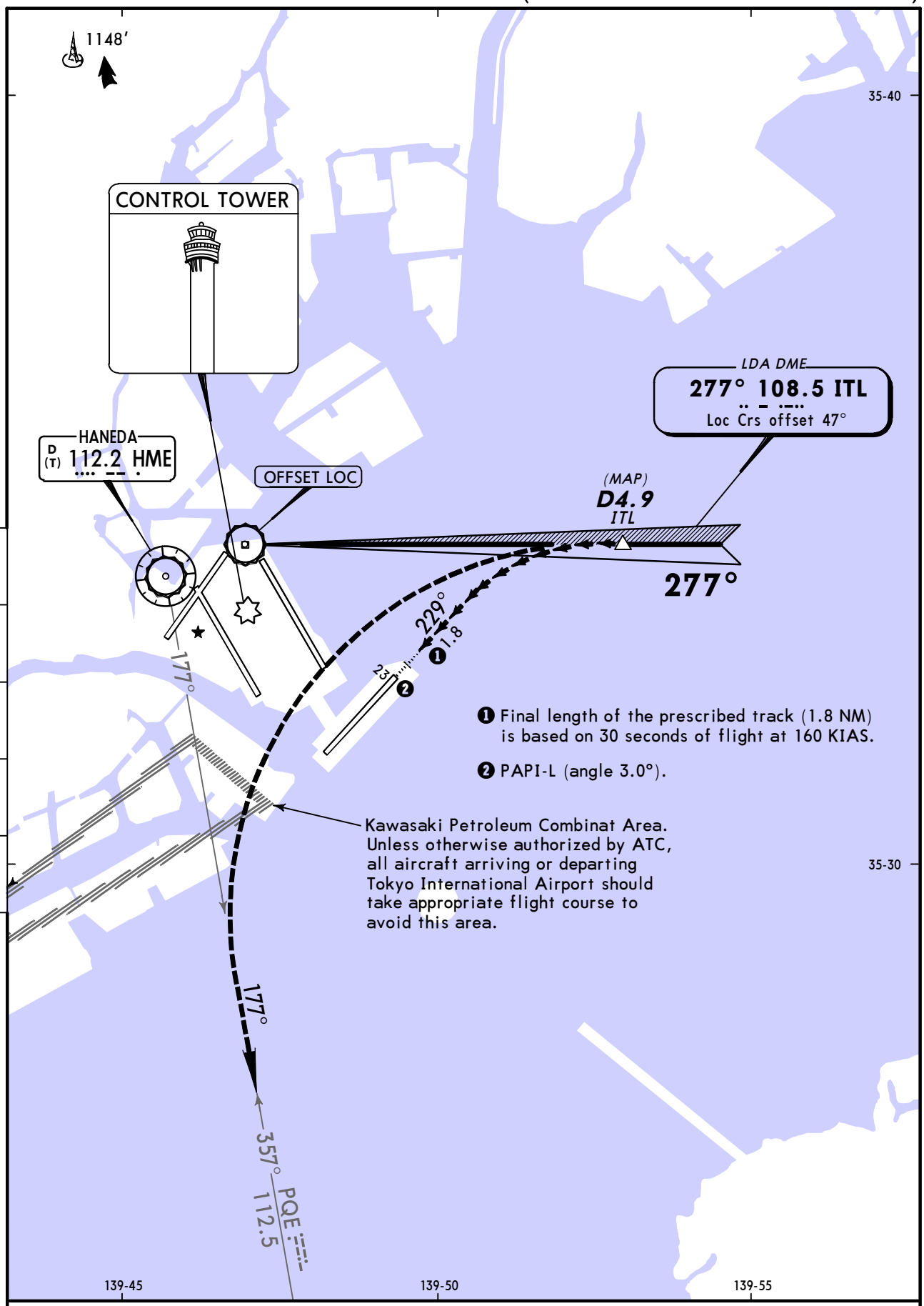

VISUAL PRESCRIBED TRACK FOR LDA W RWY 23

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn LEFT heading 229° to join HME VOR R-177/PQE VOR R-357 and missed approach procedure.

CHANGES: None.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

21 NOV 14 (11-7)

TOKYO, JAPAN
LDA X Rwy 23

BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

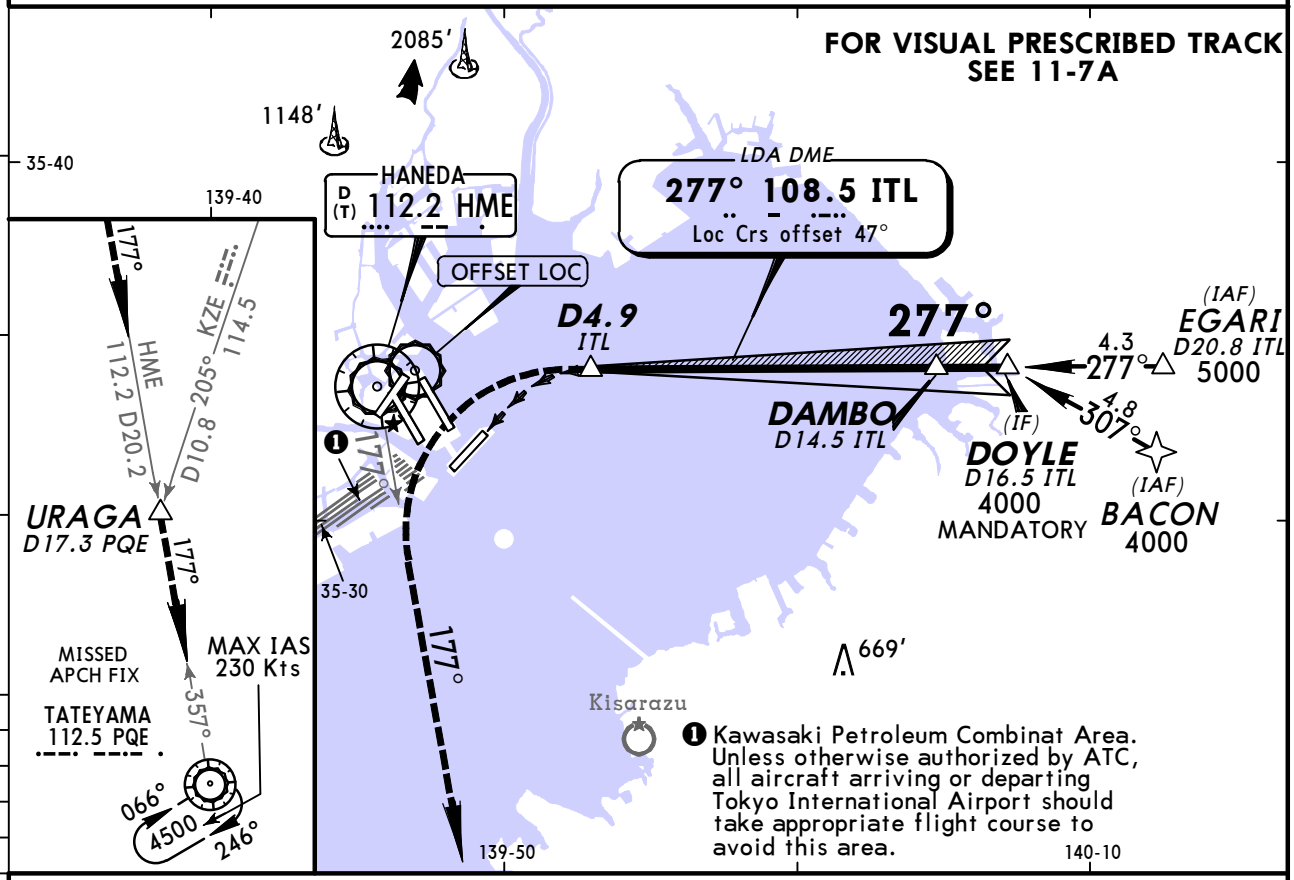
LDA	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / Rwy 23
ITL **108.5**	**277°**	**DAMBO** **4000′** (3979′)	**1000′** (979′)	Apt Elev **21′** Rwy 23 55′

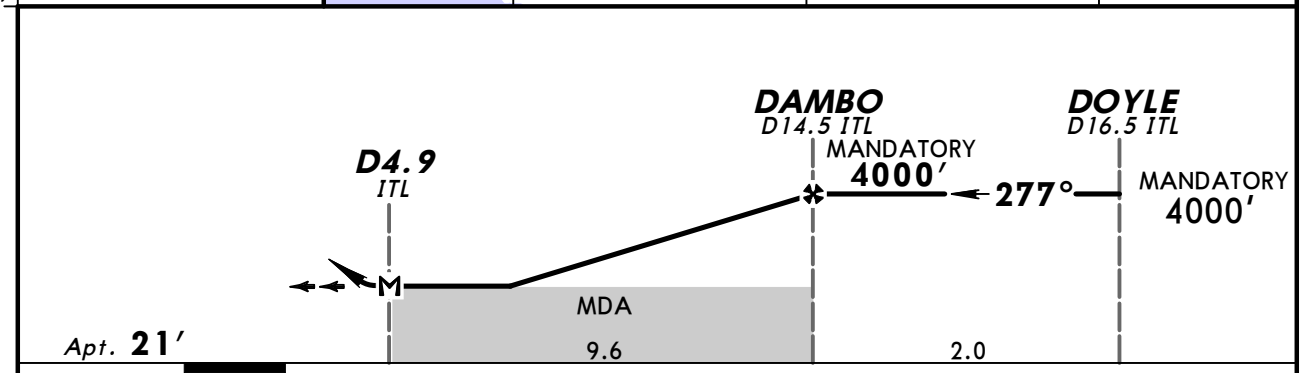
MISSED APCH: At MAP, turn LEFT, climb to 4500′ outbound via HME VOR R-177 /PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

MSA HME VOR: 180° 3100′; 270° 6300′; 360° 2500′

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

1. DME and VOR required. 2. For initial approach segment from over BACON, RNAV 1 and DME/DME/IRU or GNSS required, Radar required. 3. 180 KIAS at D12.0 ITL, 160 KIAS at D7.0 ITL; if unable advise ATC. 4. Simultaneous approach authorized with Rwy 22 (LDA). 5. Timing not authorized for defining the MAP.





MAP at D4.9 ITL							ALSF-I PAPI	LT	4500′	HME via 112.2 R-177 or PQE 112.5 R-357

LANDING RWY 23

MDA(H) 1000′ (979′)

ALS out

A	
B	VIS 6000m
C	
D	

CHANGES: Missed apch inset.

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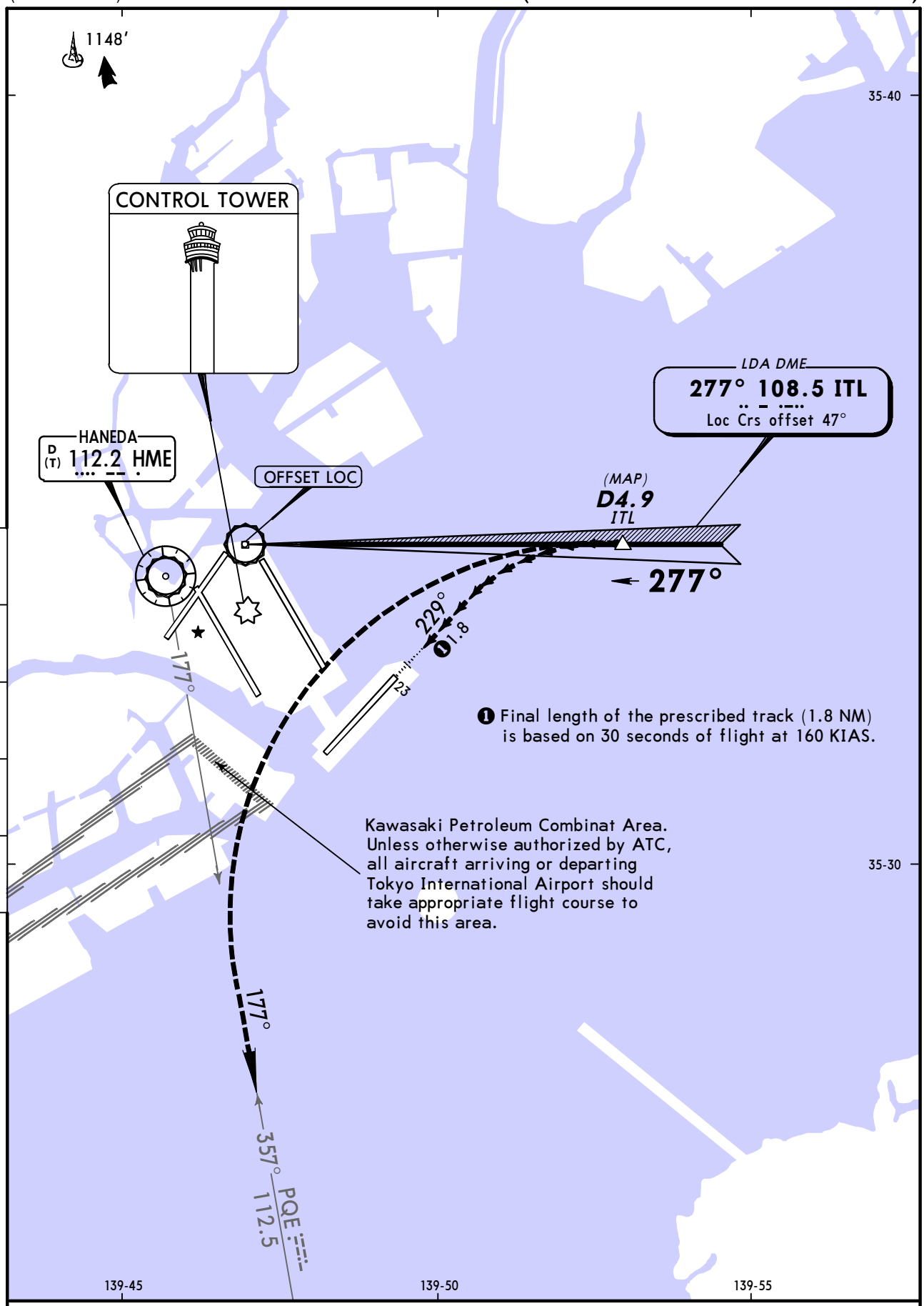

VISUAL PRESCRIBED TRACK FOR LDA X RWY 23

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn LEFT heading 229° to join HME R-177/PQE R-357 and missed approach procedure.

CHANGES: None.

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D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

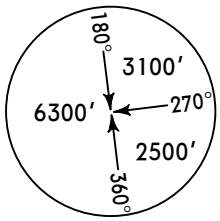
BRIEFING STRIP ™

LDA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 21′
ITL 108.5	277°	DOMEL 1800′ (1779′)	1000′ (979′)	Rwy 23 55′

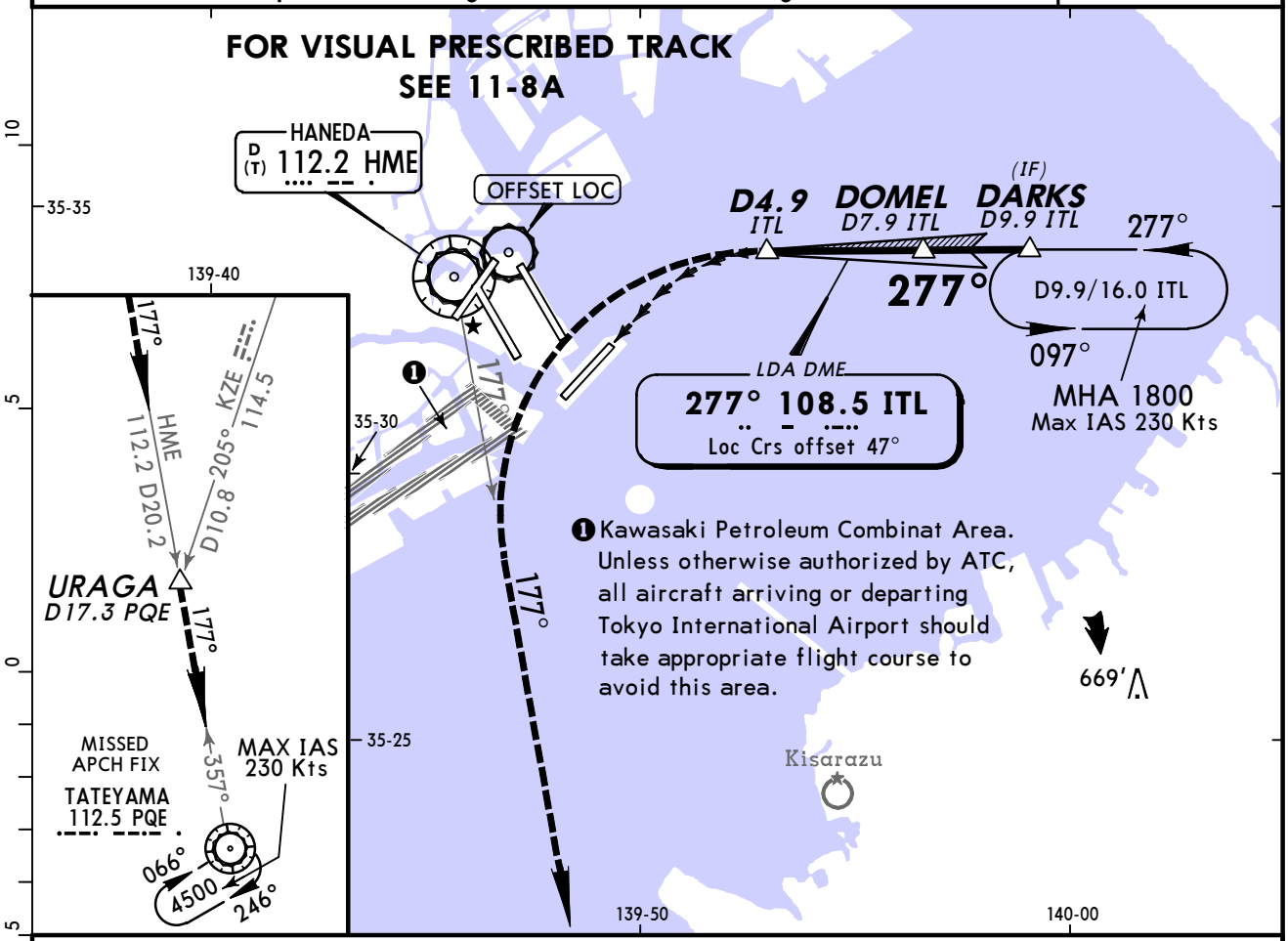
MISSED APCH: At MAP, turn LEFT, climb to 4500′ outbound via HME VOR R-177 /PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

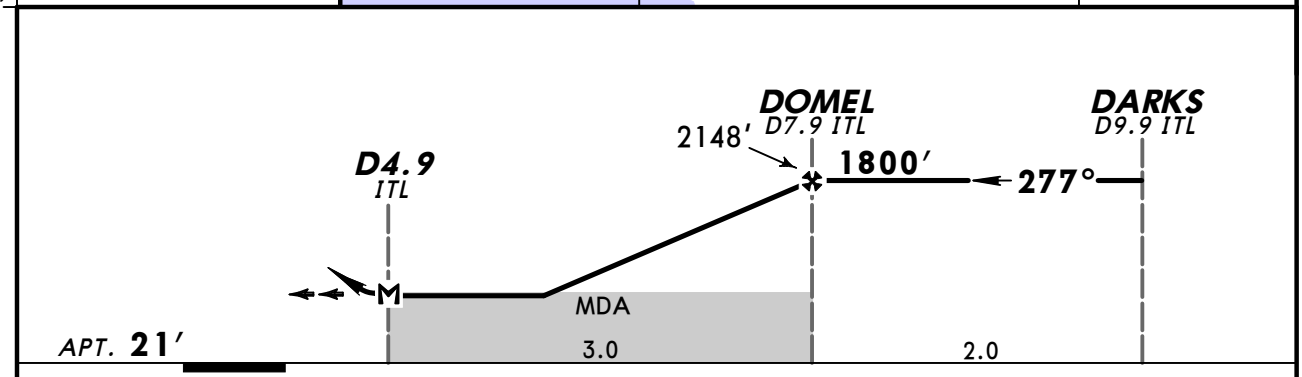
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

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



MSA HME VOR





MAP at D4.9 ITL						ALSF-I PAPI	LT	4500′ via HME 112.2 R-177 or PQE 112.5 R-357

LANDING RWY 23

MDA(H) 1000′ (979′)

ALS out

A	
B	VIS 6000m
C	
D	

CHANGES: Missed apch inset.

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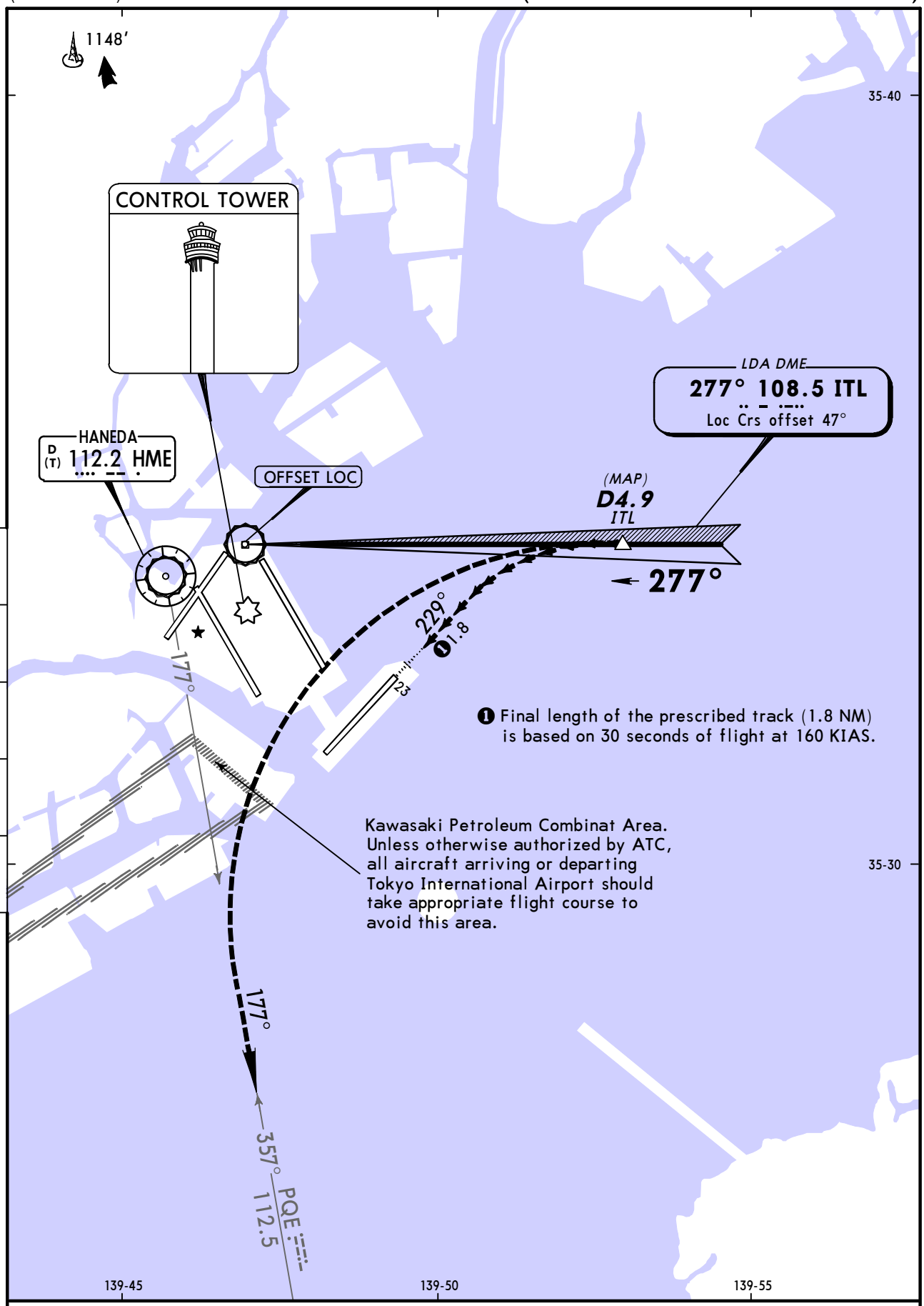

VISUAL PRESCRIBED TRACK FOR LDA Y RWY 23

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn LEFT heading 229° to join HME R-177/PQE R-357 and missed approach procedure.

CHANGES: None.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

21 NOV 14 (11-9)

TOKYO, JAPAN
LDA Z Rwy 23

BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

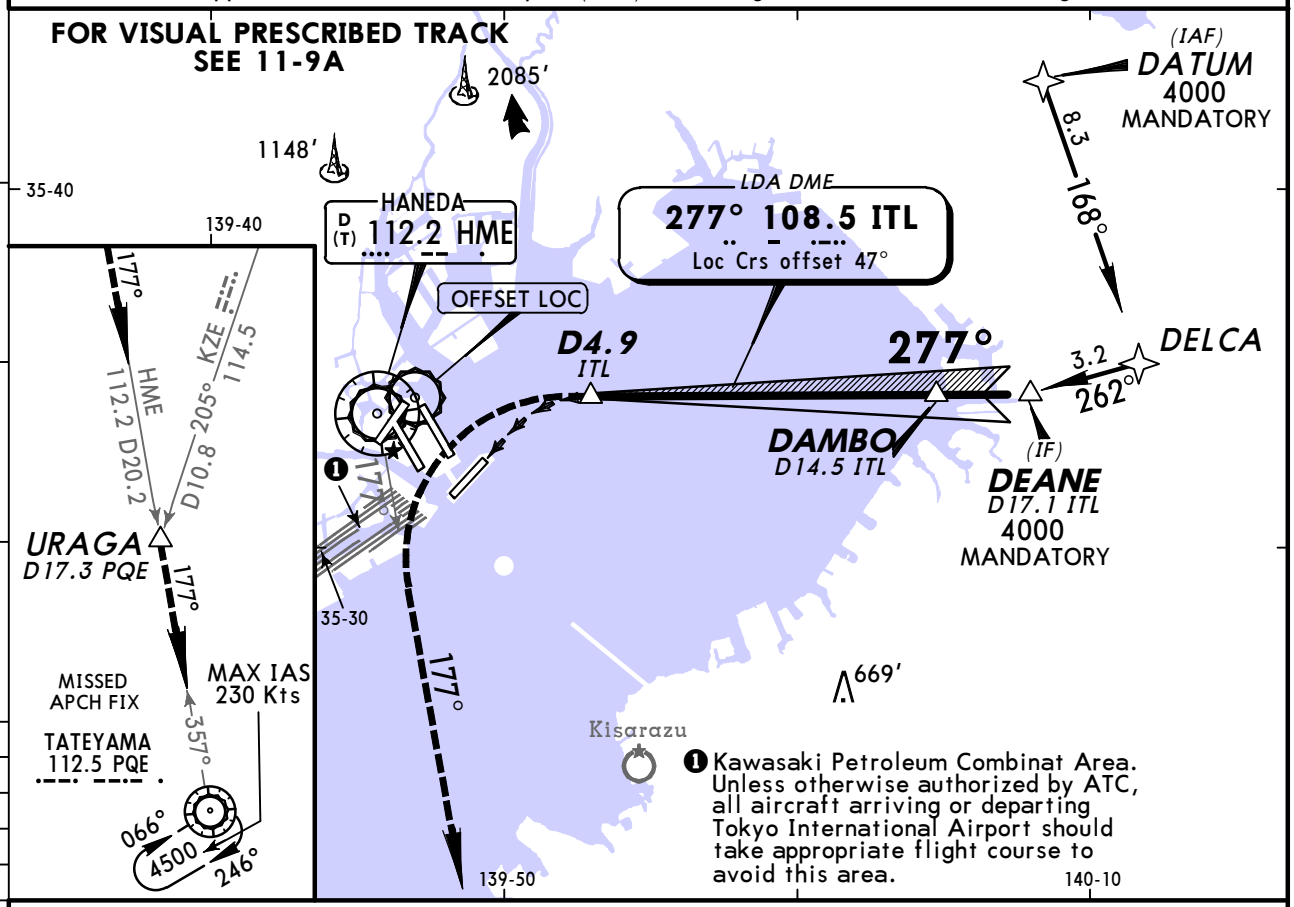
LDA	Final Apch Crs	Mandatory Alt	MDA(H)	Apt Elev / Rwy 23
ITL **108.5**	**277°**	**DAMBO** **4000′** (3979′)	**1000′** (979′)	Apt Elev **21′** Rwy 23 55′

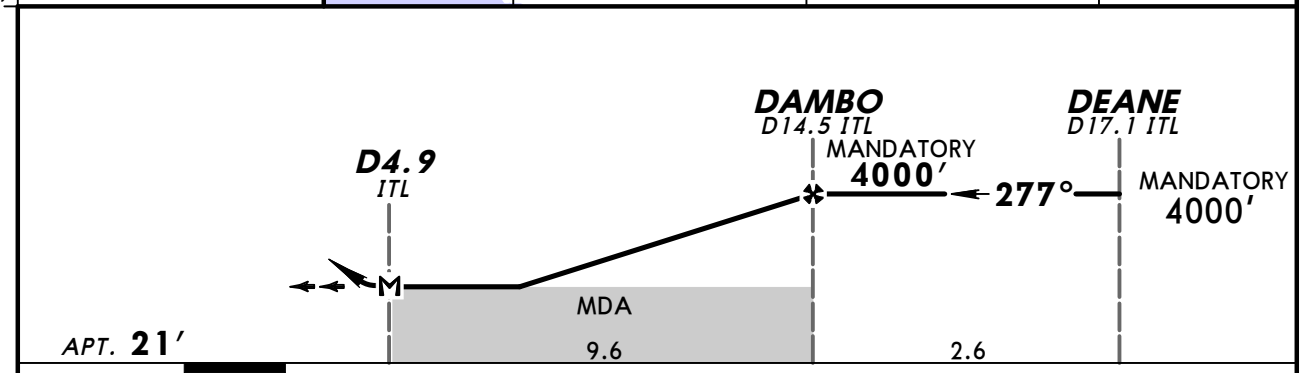
MISSED APCH: At MAP, turn LEFT, climb to 4500′ outbound via HME VOR R-177 /PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

MSA HME VOR: 180° 3100′; 270° 6300′; 360° 2500′

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

1. DME and VOR required. 2. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required, Radar required. 3. 180 KIAS at D12.0 ITL, 160 KIAS at D7.0 ITL; if unable advise ATC. 4. Simultaneous approach authorized with Rwy 22 (LDA). 5. Timing not authorized for defining the MAP.





MAP at D4.9 ITL								

ALSF-I PAPI LT

4500′ via HME 112.2 R-177 or PQE 112.5 R-357

LANDING RWY 23

MDA(H) 1000′ (979′)

ALS out

A	
B	
C	VIS 6000m
D	

CHANGES: Missed apch inset.

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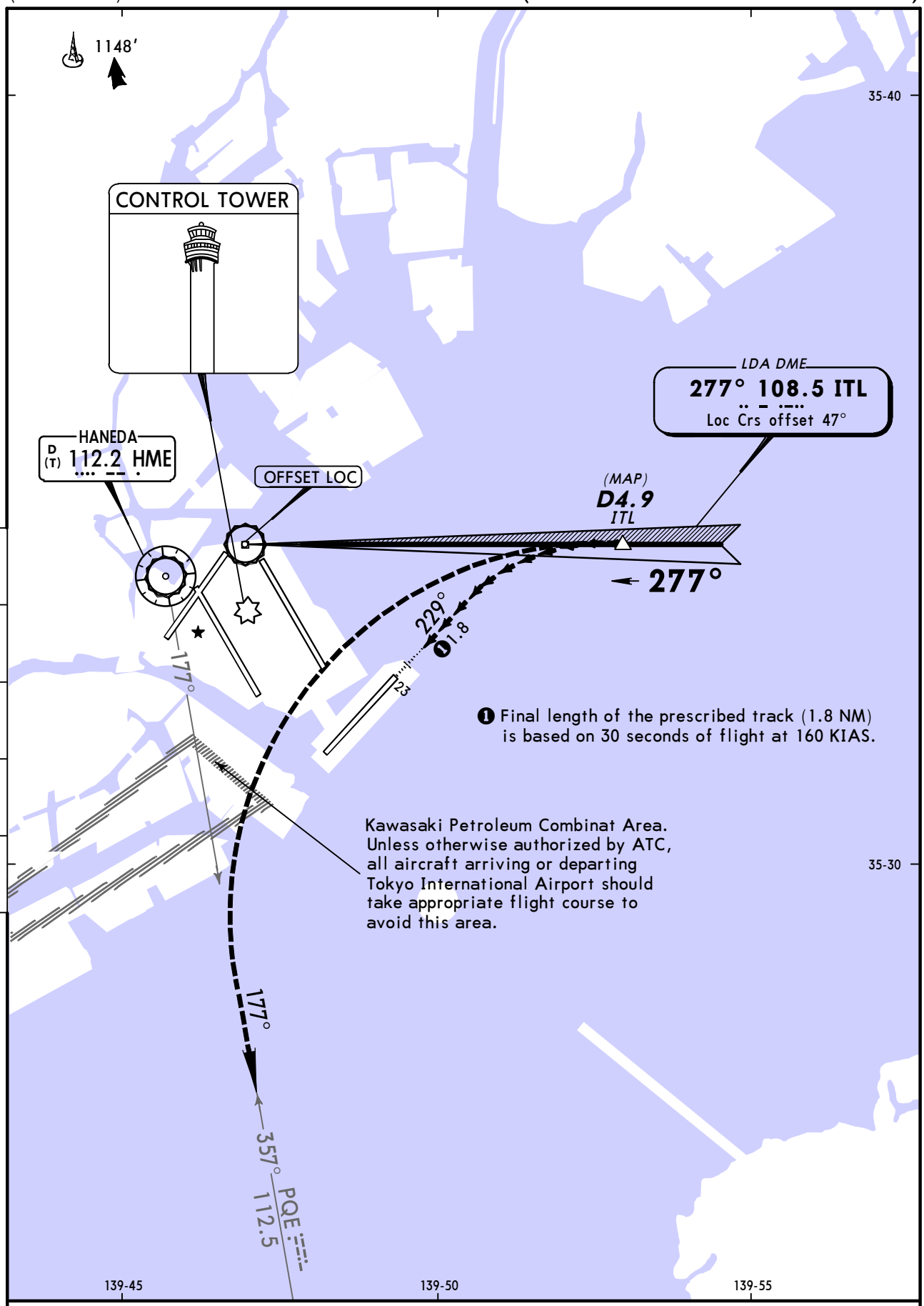

VISUAL PRESCRIBED TRACK FOR LDA Z RWY 23

In case of GO AROUND, pilot should notify ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn LEFT heading 229° to join HME R-177/PQE R-357 and missed approach procedure.

CHANGES: None.

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RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN

15 FEB 13 (11-10)

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS X Rwy 34L

BRIEFING STRIP ™

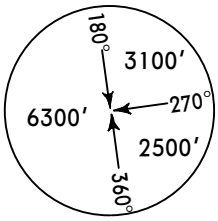
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC IHA	Final Apch Crs	Procedure Alt	ILS DA(H)	Apt Elev 21′
111.7	**337°**	**AZURE** **1500′** (1482′)	**218′** (200′)	Rwy 34L **18′**

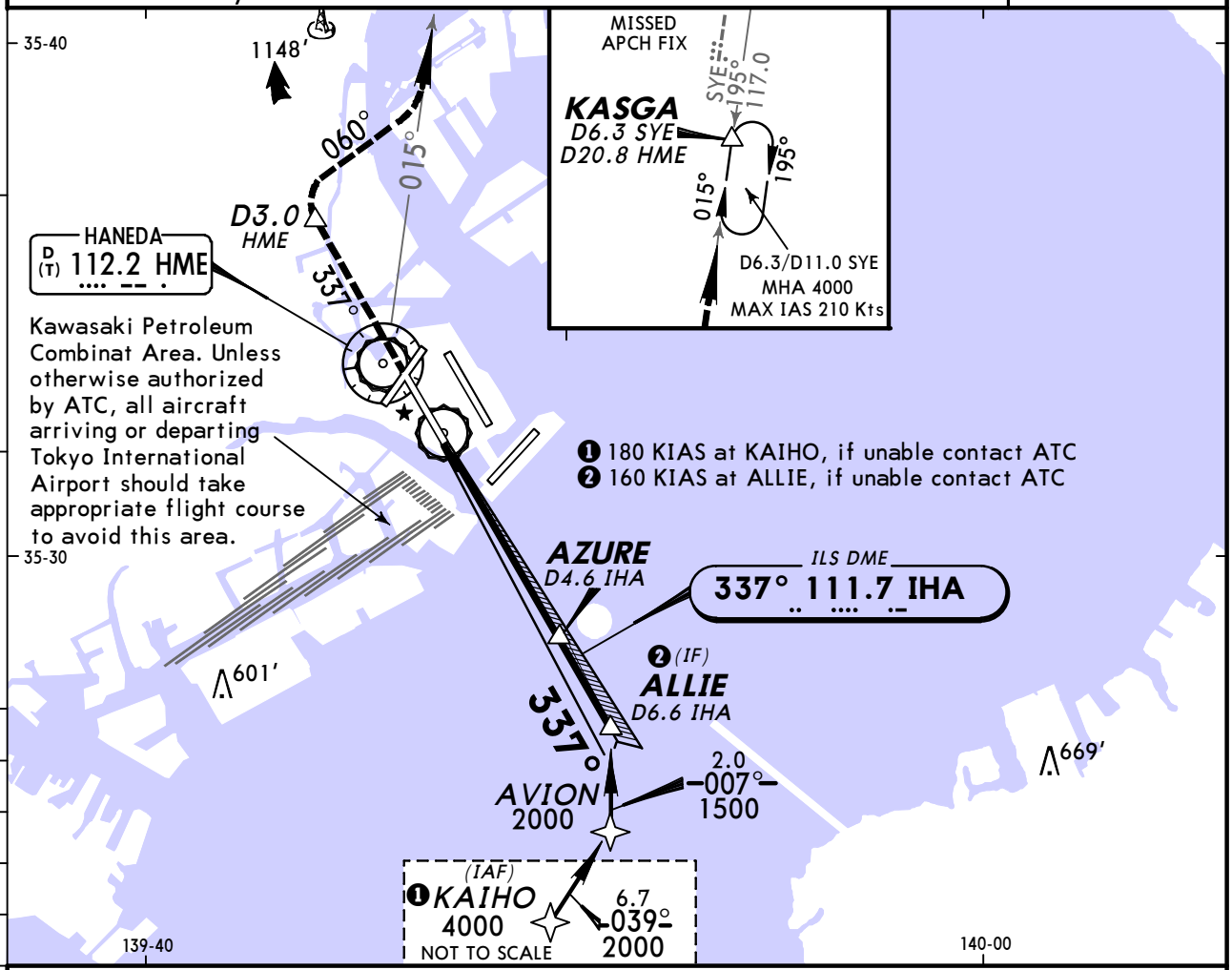
MISSED APCH: Climb on heading 337° to D3.0 HME VOR, turn RIGHT heading 060° to intercept and proceed outbound via HME VOR R-015/ SYE VOR R-195 to KASGA and hold at 4000′. Contact Tokyo APP.

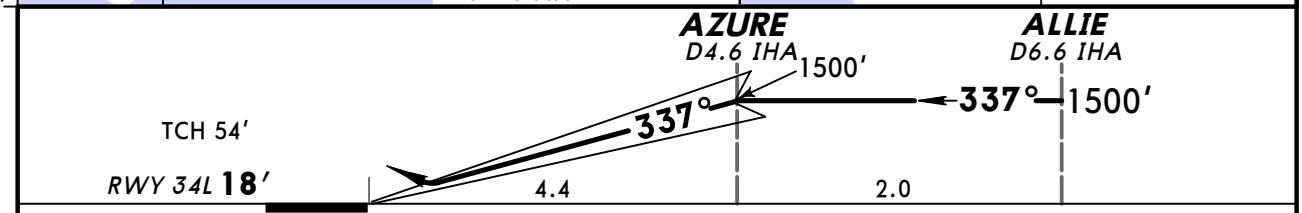
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For Initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, 3. Radar required. 4. Simultaneous approach authorized with Rwy 34R.



MSA HME VOR





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

ALSF-I PAPI on 337° hdg

❶ STRAIGHT-IN LANDING RWY34L
Missed apch climb gradient mim 5.0%
ILS
DA(H) **218′** (200′)

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

❶ CIRCLE-TO-LAND
Not authorized during night time, except counterclockwise circling to Rwys 16R/16L/34R.

Max Kts	MDA(H)
90	730′ (709′)-1600m
120	
140	730′ (709′)-2400m
165	730′ (709′)-3200m

❶ Minima with Missed APCH climb gradient of 2.5% are not established.

CHANGES: Reissue.

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RJTT/HND
(HANEDA) TOKYO INTL 15 FEB 13 (11-10AA)

JEPPESEN

MISSED APCH CLIMB GRADIENT MIM 3.0%

TOKYO, JAPAN
LOC X Rwy 34L

BRIEFING STRIP™

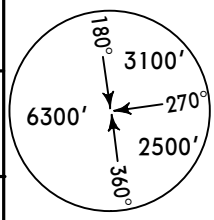
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC IHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 34L
111.7	**337°**	**AXIZU** **1184′** (1163′)	**560′** (539′)	Apt Elev **21′** Rwy 34L 18′

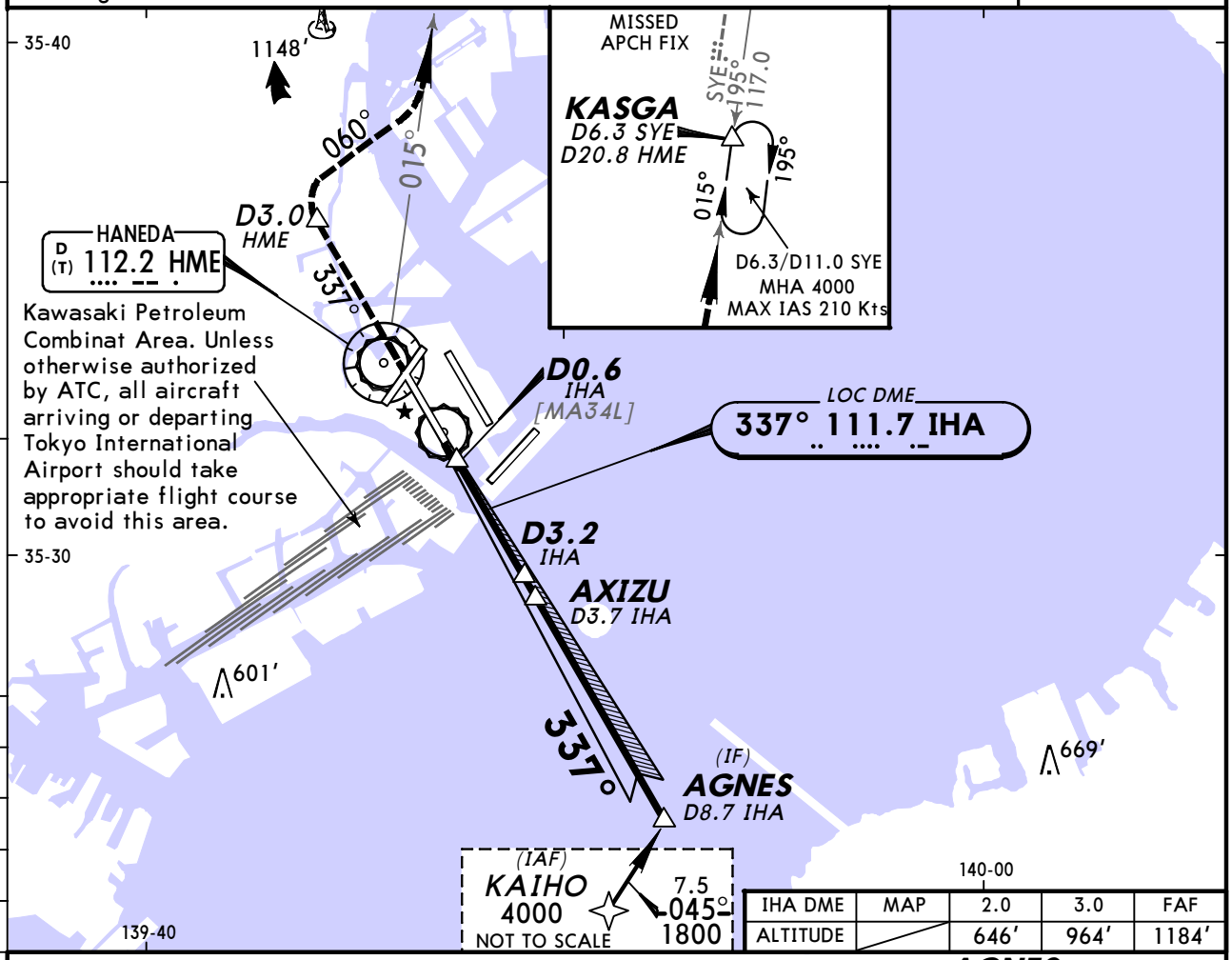
MISSED APCH: Climb on heading 337° to D3.0 HME VOR, turn RIGHT heading 060° to intercept and proceed outbound via HME VOR R-015/ SYE VOR R-195 to KASGA and hold at 4000′. Contact Tokyo APP.

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

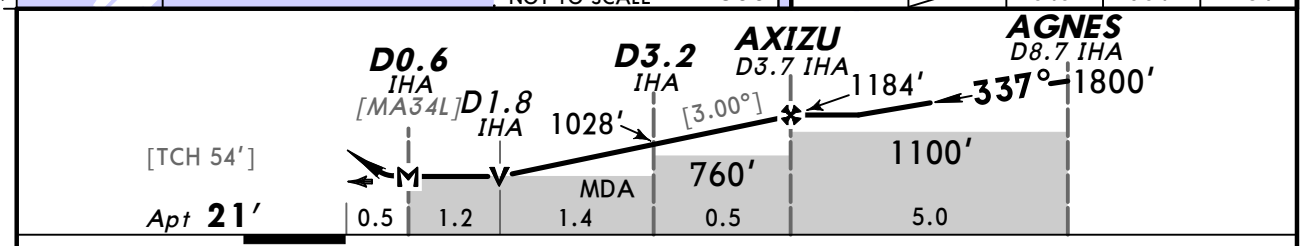
1. DME and VOR required. 2. For Initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, 3. Radar required. 4. Timing not authorized for defining the MAP.



MSA HME VOR



IHA DME	MAP	2.0	3.0	FAF
ALTITUDE		646′	964′	1184′



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

ALSF-I

PAPI

on 337° hdg

1 STRAIGHT-IN LANDING RWY34L
Missed apch climb gradient mim 3.0%
LOC (GS out)
MDA(H) **560′** (539′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		CMV 2000m
D	RVR 1600m	

1 CIRCLE-TO-LAND
Not authorized during night time, except counterclockwise circling to Rwys 16R/16L/34R.

Max Kts	MDA(H)
90	730′ (709′)-1600m
120	
140	730′ (709′)-2400m
165	730′ (709′)-3200m

1 Minima with Missed APCH climb gradient of 2.5% are not established.

CHANGES: Reissue.

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RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN

14 SEP 12
Eff 19 Sep 1500Z

(11-11)

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS Y Rwy 34L

BRIEFING STRIP ™

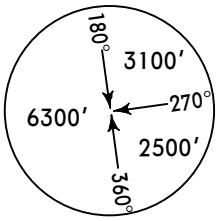
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC IHA	Final Apch Crs	Procedure Alt AZURE	ILS DA(H)	Apt Elev 21′ Rwy 34L 18′
111.7	**337°**	**1500′** (1482′)	**218′** (200′)	

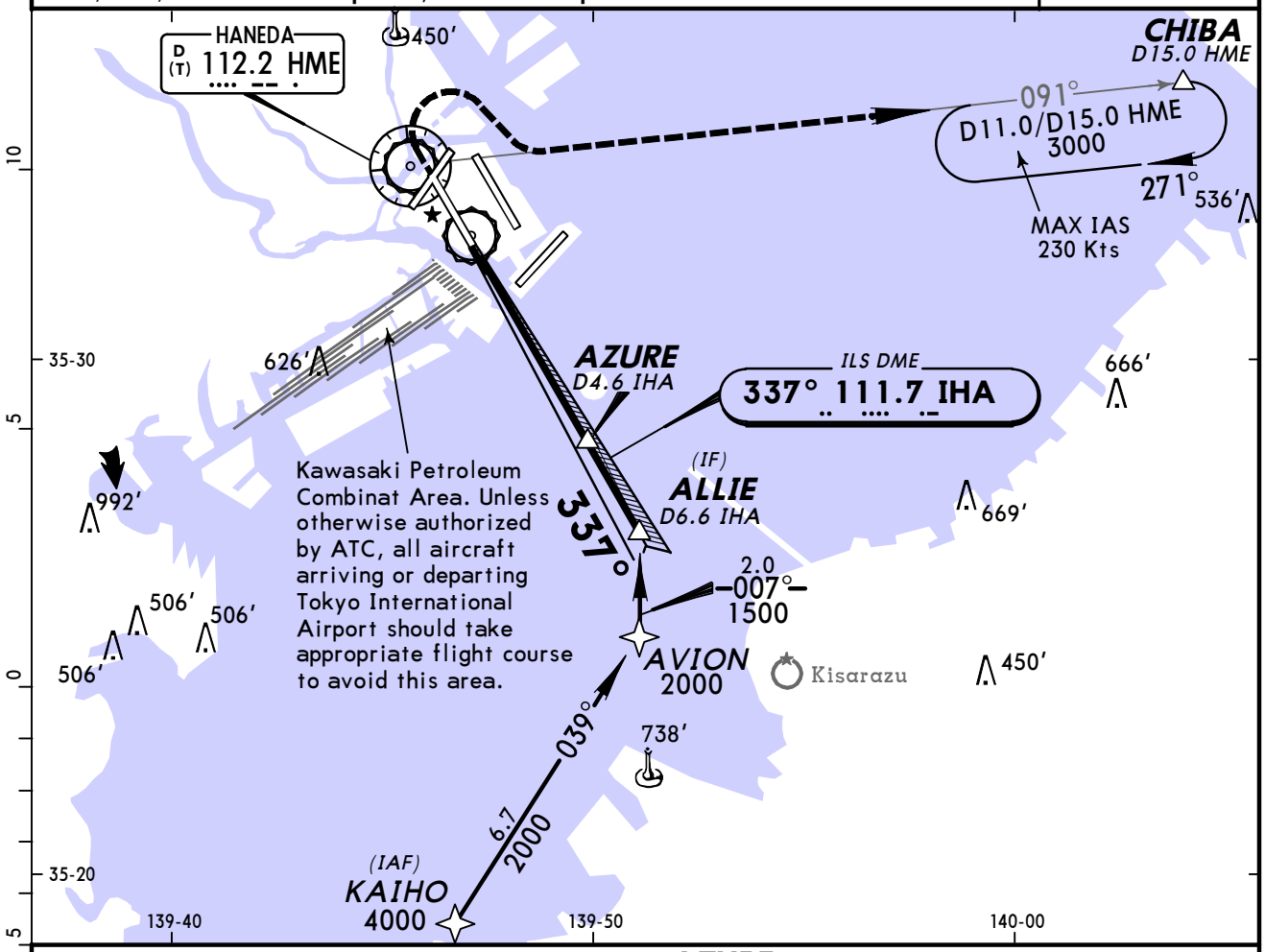
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.

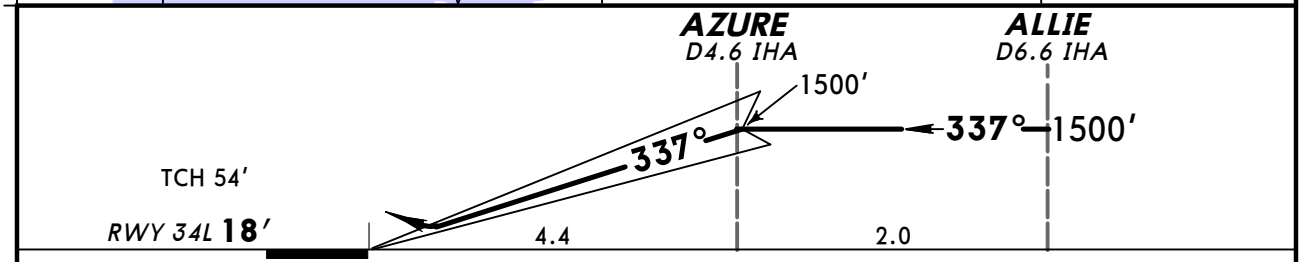
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For Initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, 3. Radar required.



MSA HME VOR





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

ALSF-I
PAPI
800′ on **337°** hdg

STRAIGHT-IN LANDING RWY34L
Missed apch climb gradient mim 5.0%
ILS
DA(H) **218′** (200′)

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

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (709′)-1600m
120	
140	730′ (709′)-2400m
165	730′ (709′)-3200m

1 Not authorized during the night time, except counter-clockwise circling to Rwy 16R/16L/34R.

CHANGES: Reindexed, ALLIE int.

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RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN 14 SEP 12 (11-11AA) Eff 19 Sep 1500Z

TOKYO, JAPAN LOC Y Rwy 34L

BRIEFING STRIP™

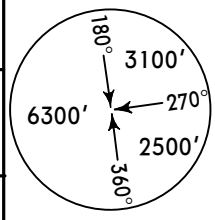
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC IHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 21′
111.7	337°	AXIZU 1184′ (1163′)	560′ (539′)	Rwy 34L 18′

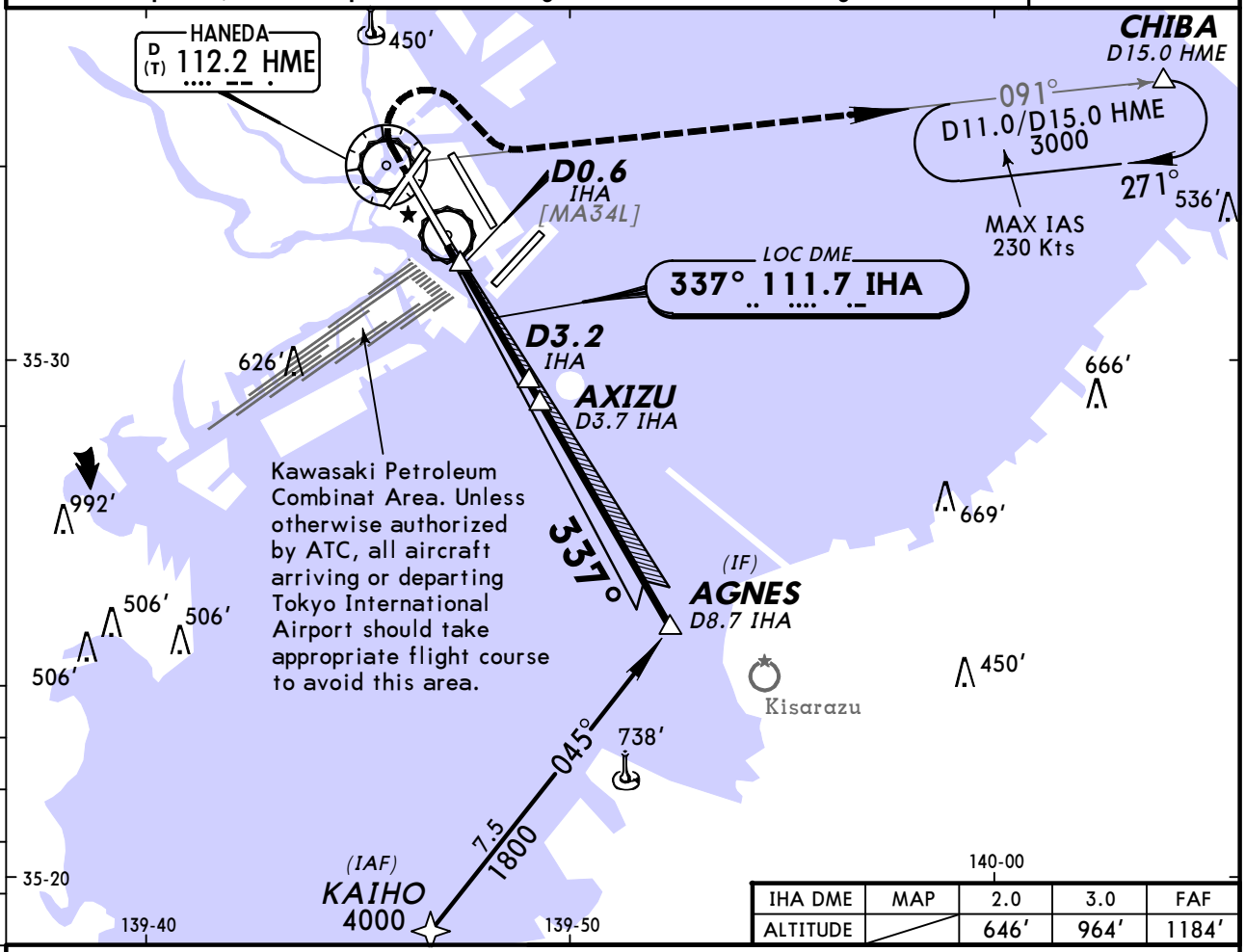
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.

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

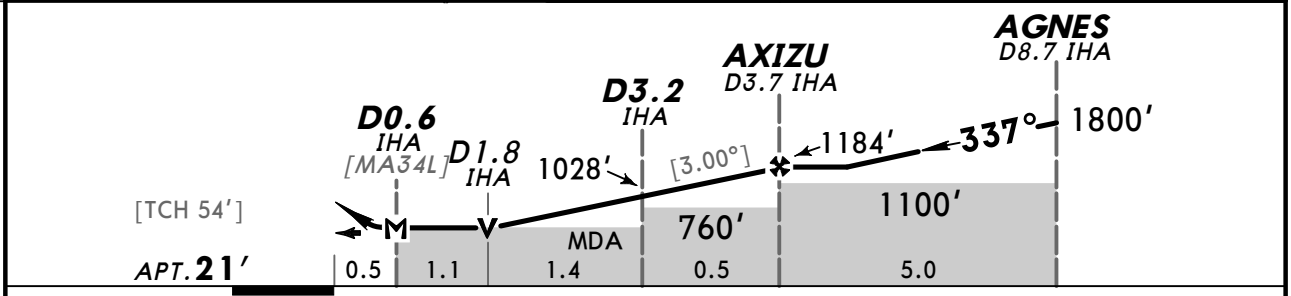
1. DME and VOR required. 2. For Initial approach segment, RNAV 1, DME/DME/IRU or GNSS required, Radar required. 3. Timing not authorized for defining the MAP.



MSA HME VOR



IHA DME	MAP	2.0	3.0	FAF
ALTITUDE		646′	964′	1184′



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

ALSF-I PAPI 800′ on 337° hdg

STRAIGHT-IN LANDING RWY34L
LOC (GS out)
MDA(H) 560′ (539′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		CMV 2000m
D	RVR 1600m	

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (709′)-1600m
120	
140	730′ (709′)-2400m
165	730′ (709′)-3200m

1 Not authorized during the night time, except counter-clockwise circling to Rwy 16R/16L/34R.

CHANGES: Reindexed.

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RJTT/HND
(HANEDA) TOKYO INTL

7 JUN 13 (11-12)

JEPPESEN MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS Z Rwy 34L

BRIEFING STRIP ™

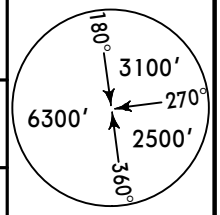
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC IHA	Final Apch Crs	Procedure Alt APOLO	ILS DA(H)	Apt Elev 21′
111.7	337°	5000′(4982′)	218′(200′)	Rwy 34L 18′

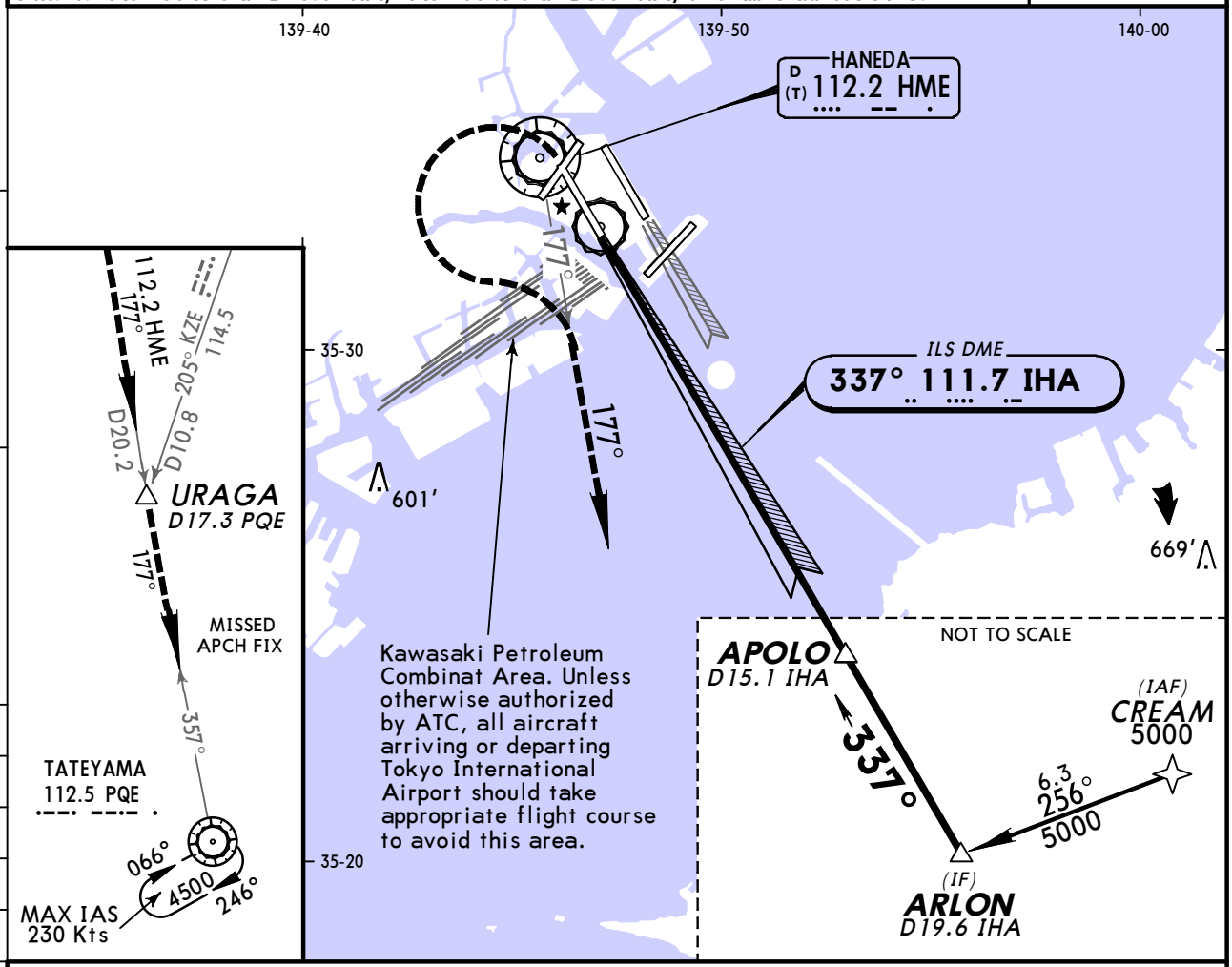
MISSED APCH: Climb on heading 337° to 500′, turn LEFT climb to 4500′ outbound via HME VOR R-177/PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

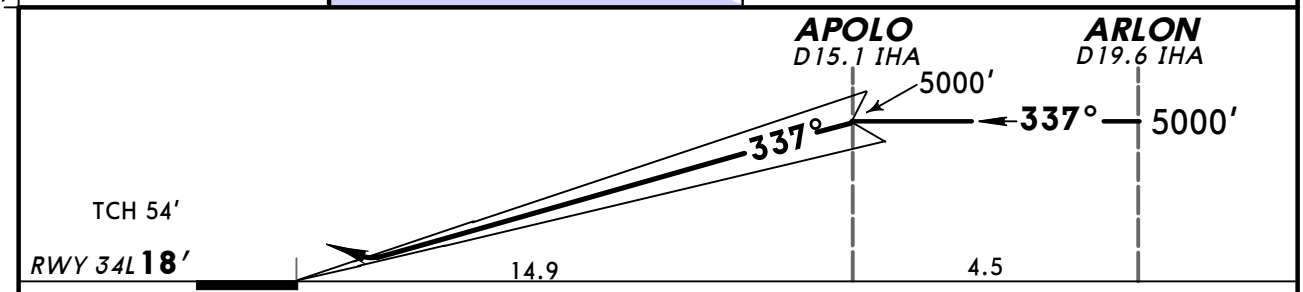
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For Initial approach segment RNAV 1 and DME/DME/IRU or GNSS required, RADAR required. 3. Simultaneous approach authorized with Rwy 34R. 4. IAS 180 Kts at D10.0 IHA, IAS 160 Kts at D5.0 IHA; if unable advise ATC.



MSA HME VOR





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

ALSF-I PAPI 500′ on 337° hdg

1 STRAIGHT-IN LANDING RWY34L
ILS
Missed apch climb gradient mim 5.0%
DA(H) 218′(200′)

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

1 2 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′(709′)-1600m
120	
140	730′(709′)-2400m
165	730′(709′)-3200m

1 Minima with missed approach climb gradient of 2.5% are not established.
2 Not authorized during the night, except counter-clockwise circling to Rwy 16R/16L/34R.

CHANGES: Profile APOLO crossing alt depiction.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

7 JUN 13 (11-13)

TOKYO, JAPAN
LOC Z Rwy 34L

BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)		TOKYO Tower			Ground	
128.8	119.1	119.4	118.1	118.57		121.7	118.22
	119.7	126.5	118.72	118.8	124.35	121.62	121.97

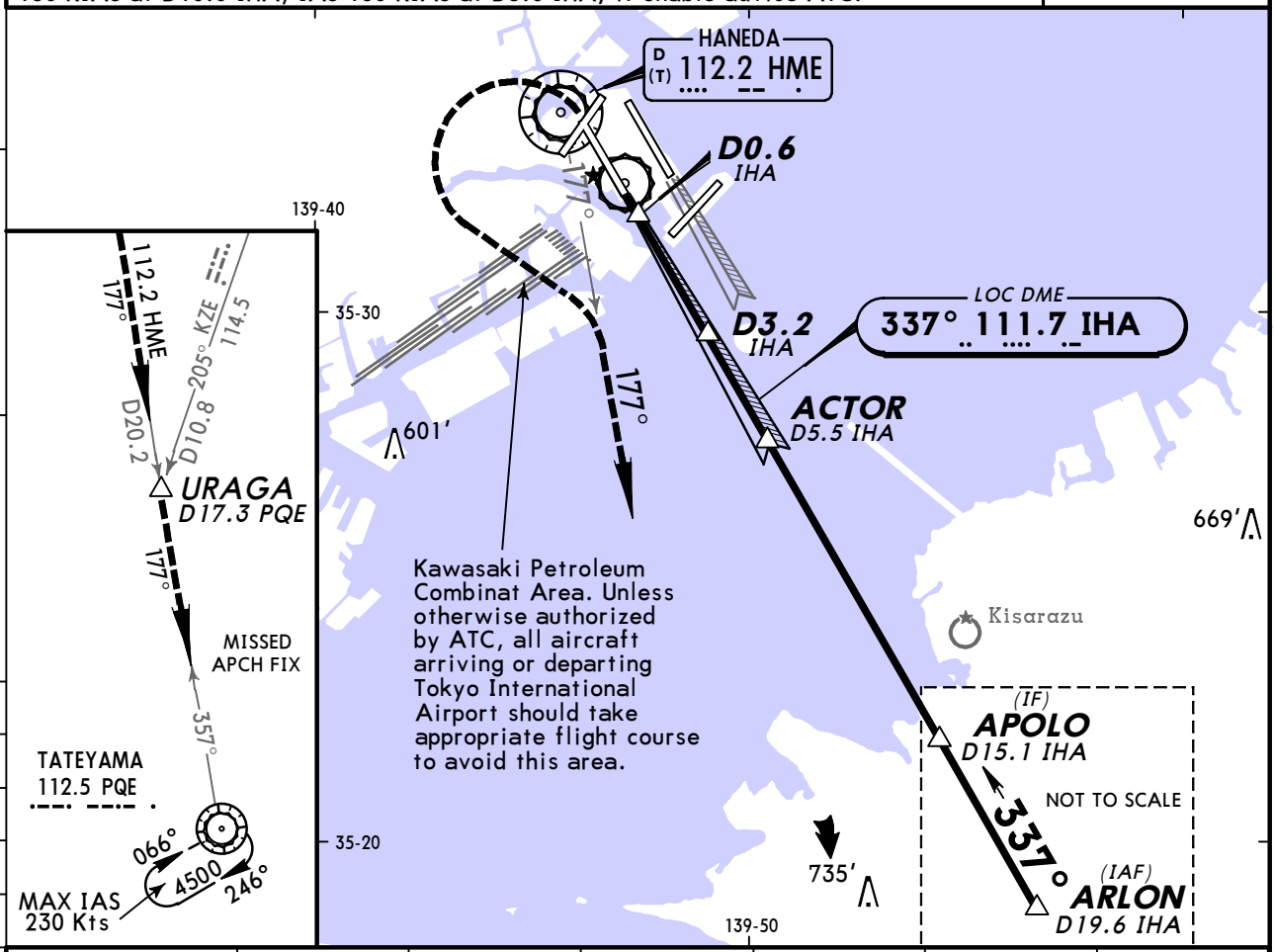
LOC IHA	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 34L
111.7	337°	ACTOR 1768′ (1747′)	560′ (539′)	Apt Elev 21′ / Rwy 34L 18′

MISSED APCH: Turn LEFT, climb to 4500′ outbound via HME VOR R-177/ PQE VOR R-357 inbound to PQE VOR via URAGA and hold. Contact Tokyo APP.

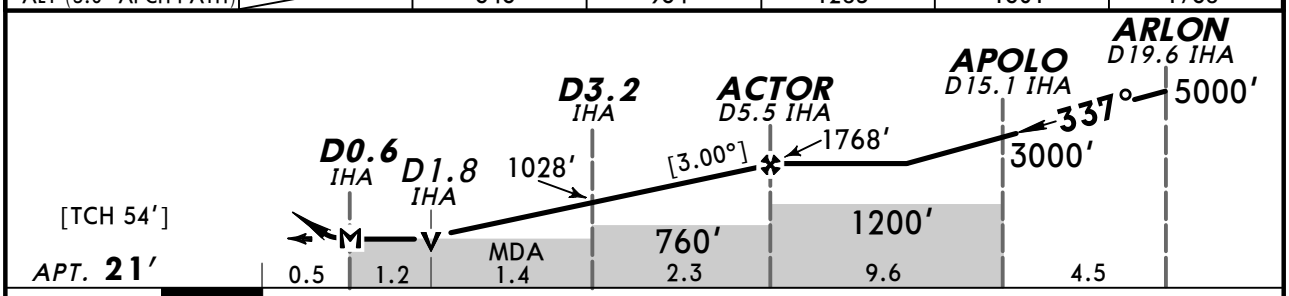
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. Timing not authorized for defining the MAP. 3. IAS 180 KIAS at D10.0 IHA, IAS 160 KIAS at D5.0 IHA; if unable advise ATC.

MSA HME VOR: 180° 3100′; 270° 2500′; 360° 6300′



NM to IHA	MAP	2.0	3.0	4.0	5.0	FAF
ALT (3.0° APCH PATH)		646′	964′	1283′	1601′	1768′



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

ALSF-I PAPI

4500′ LT via HME 112.2 R-177 or PQE 112.5 R-357

STRAIGHT-IN LANDING RWY34L
MDA(H) 560′(539′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C	RVR 1200m	CMV 2000m
D	RVR 1600m	

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′(709′)-1600m
120	
140	730′(709′)-2400m
165	730′(709′)-3200m

1 Not authorized during the night, except counter-clockwise circling to Rwy 16R/16L/34R.

CHANGES: None.

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RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN MISSED APCH CLIMB GRADIENT MIM 5.0%

4 JAN 13 (11-14) Eff 09 Jan 1500Z

TOKYO, JAPAN
ILS Y Rwy 34R

BRIEFING STRIP™

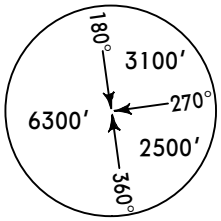
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC ITC	Final Apch Crs	Procedure Alt	ILS DA(H)	Apt Elev 21′
108.9	**337°**	**CREST 1500′** (1480′)	**220′** (200′)	Rwy 34R **20′**

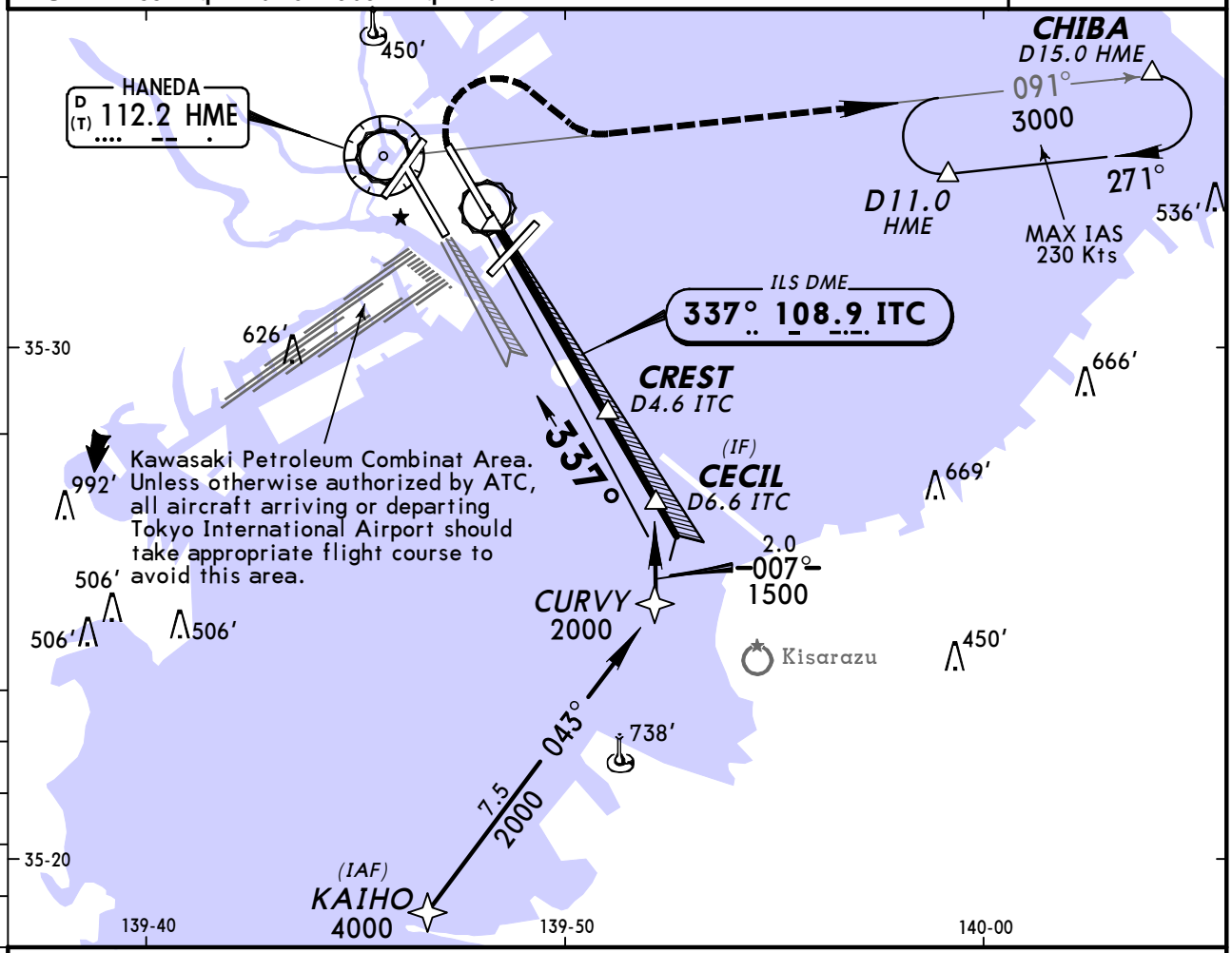
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.
Minima with Missed Approach Climb Gradient of 2.5% are not established.

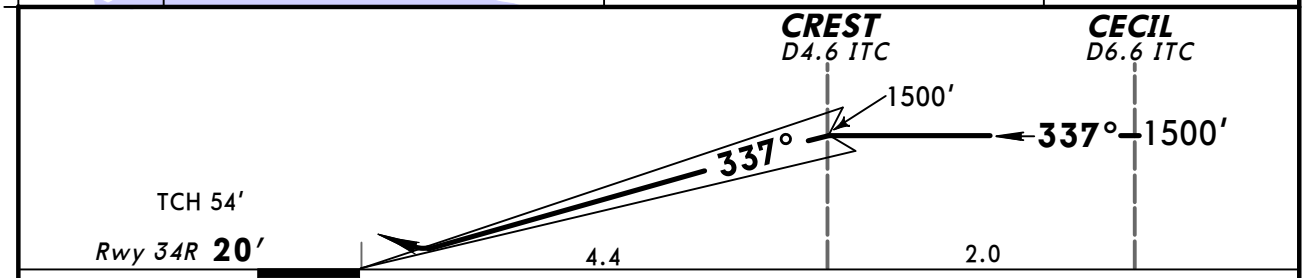
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For Initial approach segment, RNAV1, DME/DME/IRU or GNSS required. 3. Radar required.



MSA HME VOR





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

ALSF-II PAPI 800′ on 337° hdg

STRAIGHT-IN LANDING RWY34R
ILS
Missed apch climb gradient mim 5.0%
DA(H) **220′** (200′)

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

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′(709′) - 1600m
120	
140	730′(709′)-2400m
165	730′(709′) -3200m

1 Not authorized during the night, except counter-clockwise circling to Rwy 16R/16L and clockwise circling to Rwy 34L.

CHANGES: Missed approach note added, IM removed.

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BRIEFING STRIP

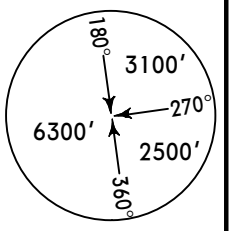
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

LOC ITC	Final Apch Crs	Procedure Alt CHEIN	MDA(H)	Apt Elev / Rwy 34R
108.9	337°	1193′ (1172′)	700′ (679′)	21′ 20′

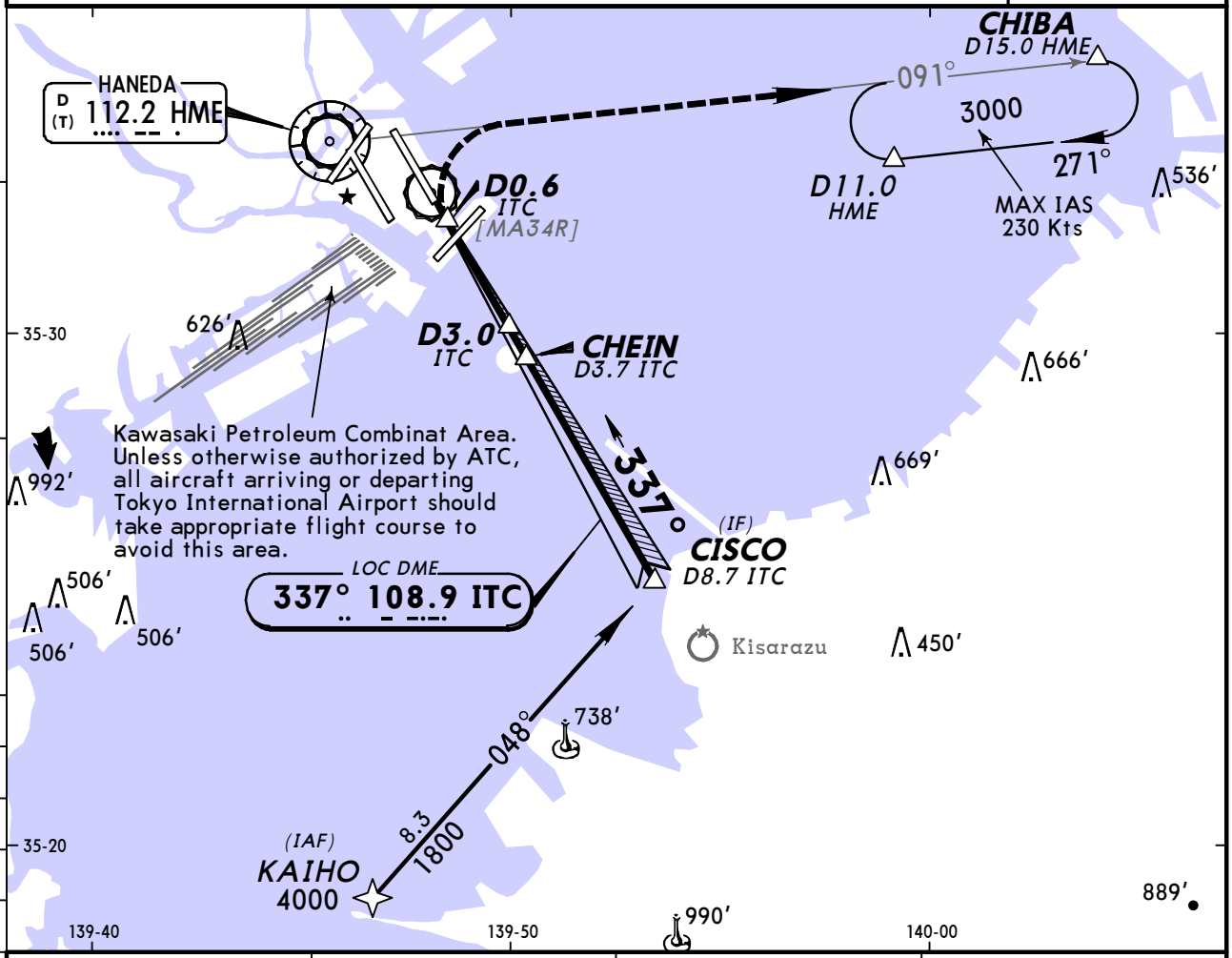
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.

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

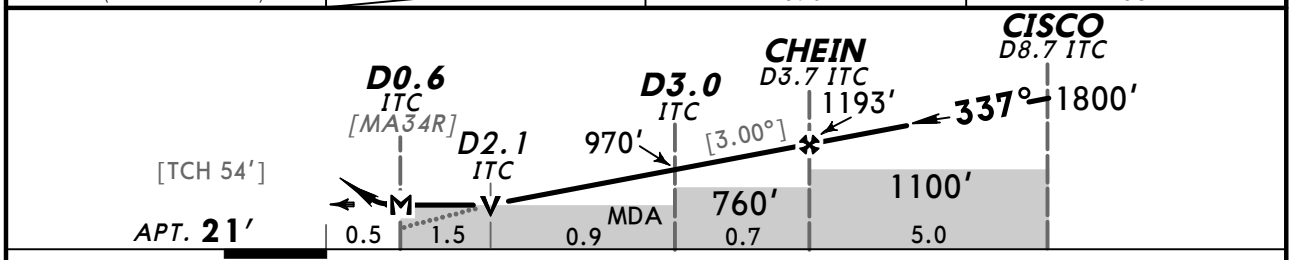
1. DME and VOR required. 2. For initial approach segment, RNAV1, DME/DME/IRU or GNSS required. 3. Radar required. 4. Timing not authorized for defining the MAP. 5. No turn before MAP.



MSA HME VOR



NM to ITC	MAP	3.0	FAF
ALT (3.0° APCH Path)		970′	1193′



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

ALSF-II
PAPI
3000′
RT
via HME 112.2 R-091

STRAIGHT-IN LANDING RWY 34R MDA(H) 700′ (679′)		ALS out	Max Kts	CIRCLE-TO-LAND Not authorized during the night, except counter-clockwise circling to Rwy 16R/16L and clockwise circling to Rwy 34L. MDA(H)
A	RVR 1200m	RVR 1500m	90	730′ (709′)-1600m
B	RVR 1400m		120	
C		CMV 2000m	140	730′ (709′)-2400m
D	RVR 1800m		165	730′ (709′)-3200m

CHANGES: None.

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RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN 4 JAN 13 (11-16)

MISSED APCH CLIMB GRADIENT MIM 5.0%
Eff 09 Jan 1500Z

TOKYO, JAPAN ILS Z Rwy 34R

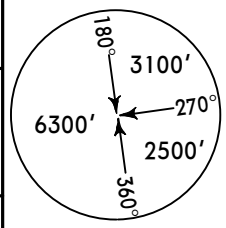
BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

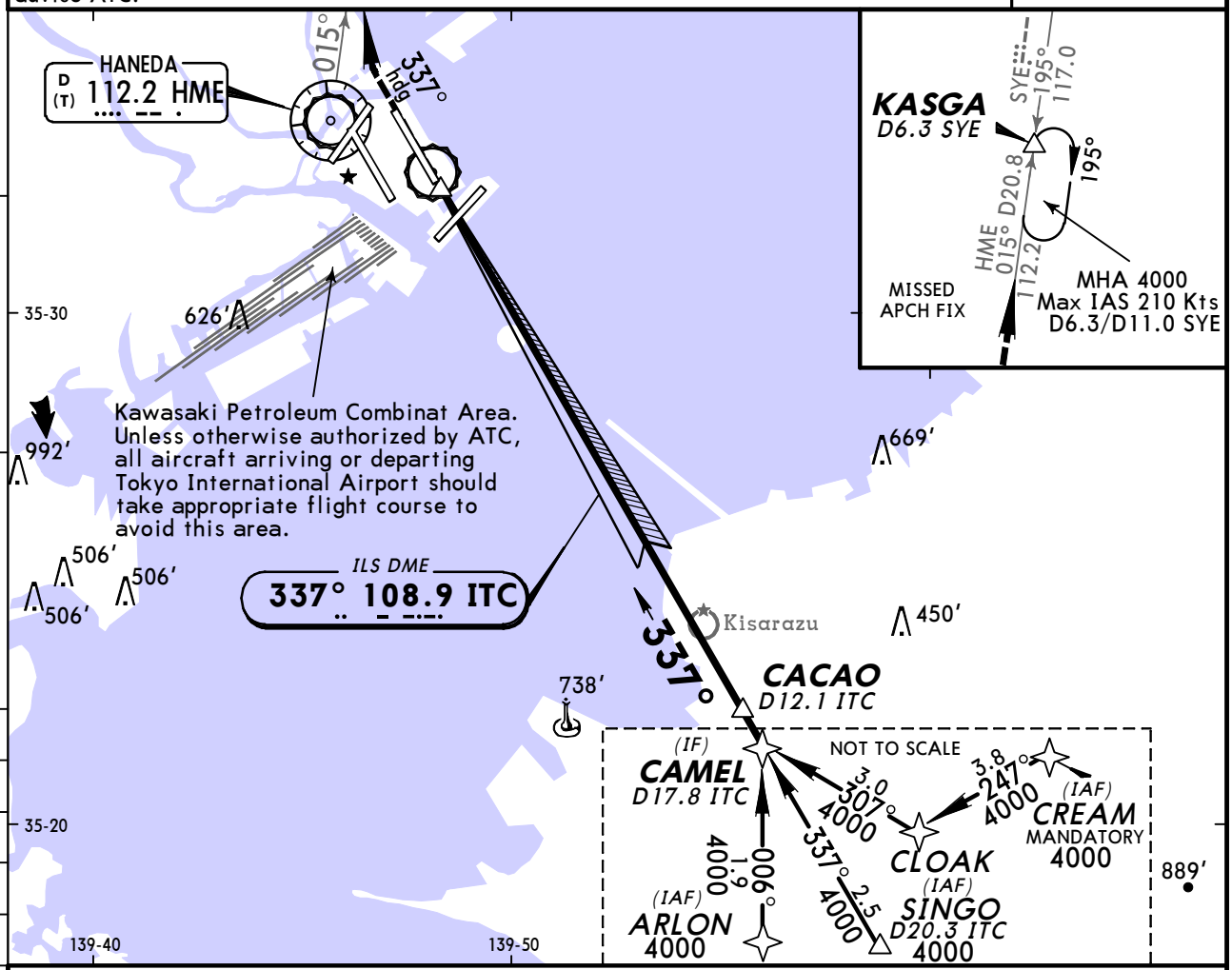
ILS ITC	Final Apch Crs	Procedure Alt	ILS DA(H)	Apt Elev 21′
108.9	337°	CACAO 4000′ (3980′)	220′ (200′)	Rwy 34R 20′

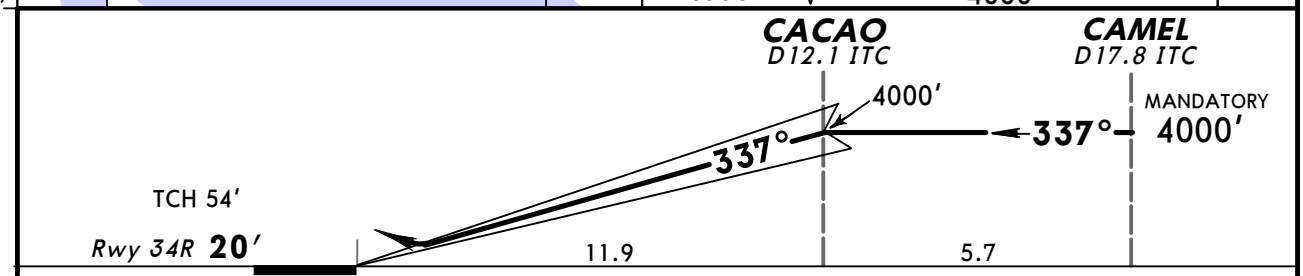
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-195 inbound to KASGA and hold. Contact Tokyo APP.
Minima with Missed Approach Climb Gradient of 2.5% are not established.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′
1. DME and VOR required. 2. For Initial approach segment from over CREAM/ARLON, RNAV1, DME/DME/IRU or GNSS required. 3. Radar required. 4. Simultaneous approach authorized with Rwy 34L. 5. IAS 180 Kts at D10.0 ITC, IAS 160 Kts at D5.0 ITC; if unable advise ATC.



MSA HME VOR





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

ALSF-II PAPI 800′ on 337° hdg

STRAIGHT-IN LANDING RWY34R
Missed apch climb gradient mim 5.0%
ILS
DA(H) **220′** (200′)

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

CIRCLE-TO-LAND
Not authorized during the night, except counter-clockwise circling to Rwy 16R/16L and clockwise circling to Rwy 34L.

Max Kts	MDA(H)
90	730′(709′)-1600m
120	
140	730′(709′)-2400m
165	730′(709′)-3200m

CHANGES: IM removed.

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RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN — MISSED APCH CLIMB GRADIENT MIN 3.0% — 4 JAN 13 — (11-17) — Eff 09 Jan 1500Z

TOKYO, JAPAN LOC Z Rwy 34R

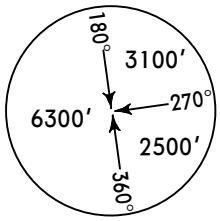
BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

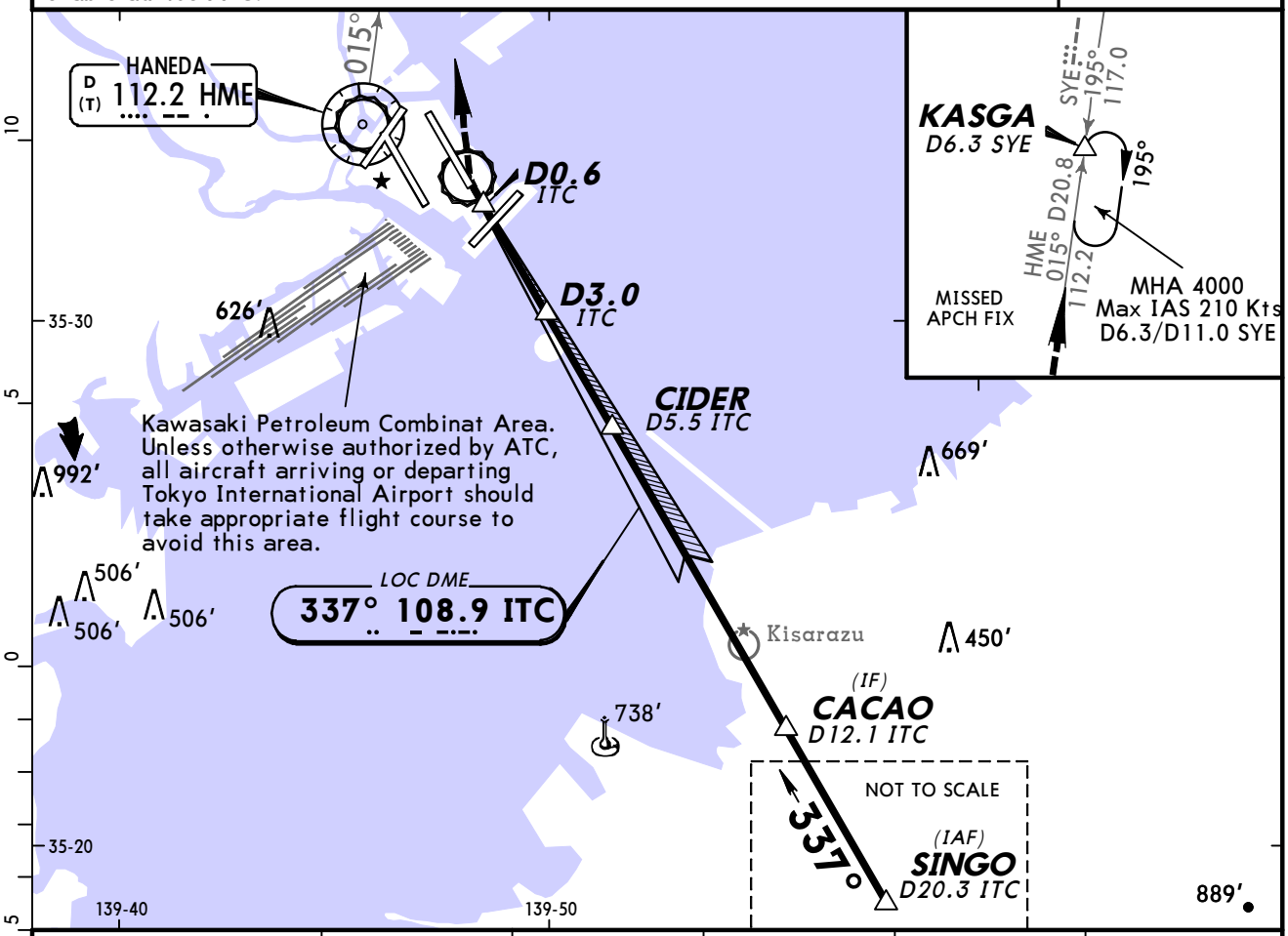
LOC ITC	Final Apch Crs	Procedure Alt CIDER	MDA(H)	Apt Elev 21′
108.9	337°	1768′ (1747′)	700′ (679′)	Rwy 34R 20′

MISSED APCH: Turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-195 inbound to KASGA and hold. Contact Tokyo APP.
Minima with Missed Approach Climb Gradient of 2.5% are not established.

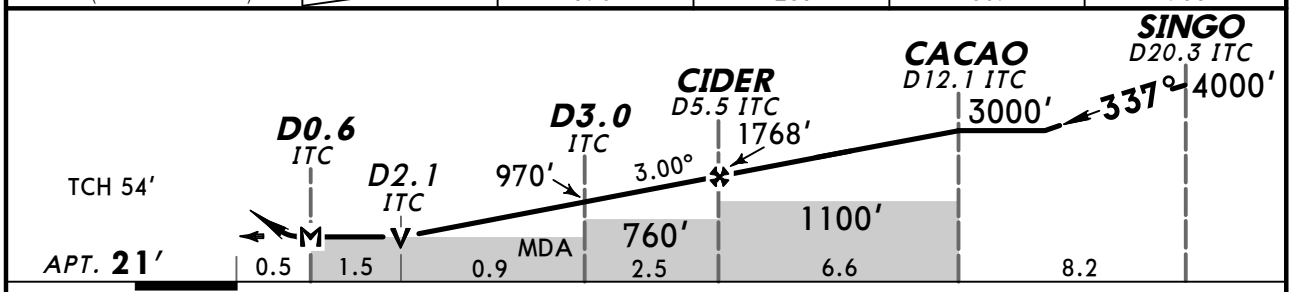
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′
1. DME and VOR required. 2. Timing not authorized for defining the MAP.
3. No turn before MAP. 4. IAS 180 Kts at D10.0 ITC, IAS 160 Kts at D5.0 ITC; if unable advise ATC.



MSA HME VOR



NM to ITC	MAP	3.0	4.0	5.0	FAF
ALT (3.0° APCH Path)		970′	1289′	1607′	1768′



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

ALSF-II — PAPI

4000′ RT — HME via 112.2 R-015 or SYE 117.0 R-195

STRAIGHT-IN LANDING RWY 34R

Missed apch climb gradient mim 3.0%

MDA(H) **700′**(679′)

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1400m	
C		CMV 2000m
D	RVR 1800m	

CIRCLE-TO-LAND

Not authorized during the night, except counterclockwise circling to Rwy 16R/16L and clockwise circling to Rwy 34L.

Max Kts	MDA(H)
90	730′(709′)-1600m
120	
140	730′(709′)-2400m
165	730′(709′)-3200m

CHANGES: None.

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RJTT/HND (HANEDA) TOKYO INTL

6 JAN 12 **Eff 11 Jan 1500Z**

JEPPESEN (12-20)

MISSED APCH CLIMB GRADIENT MIM 5.0%

CAT C & D

TOKYO, JAPAN RNAV (RNP) Rwy 23

BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

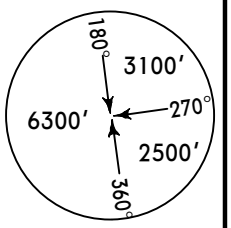
RNAV	Final Apch Crs	Procedure Alt TT3Ø1	RNP 0.30 DA(H)	Apt Elev 21′
	230°	4000′ (3945′)	330′ (275′)	Rwy 23 55′

MISSED APCH: Climb to 4500′, to TT3Ø6, to TT3Ø7, to PQE VOR and hold. Contact Tokyo APP.

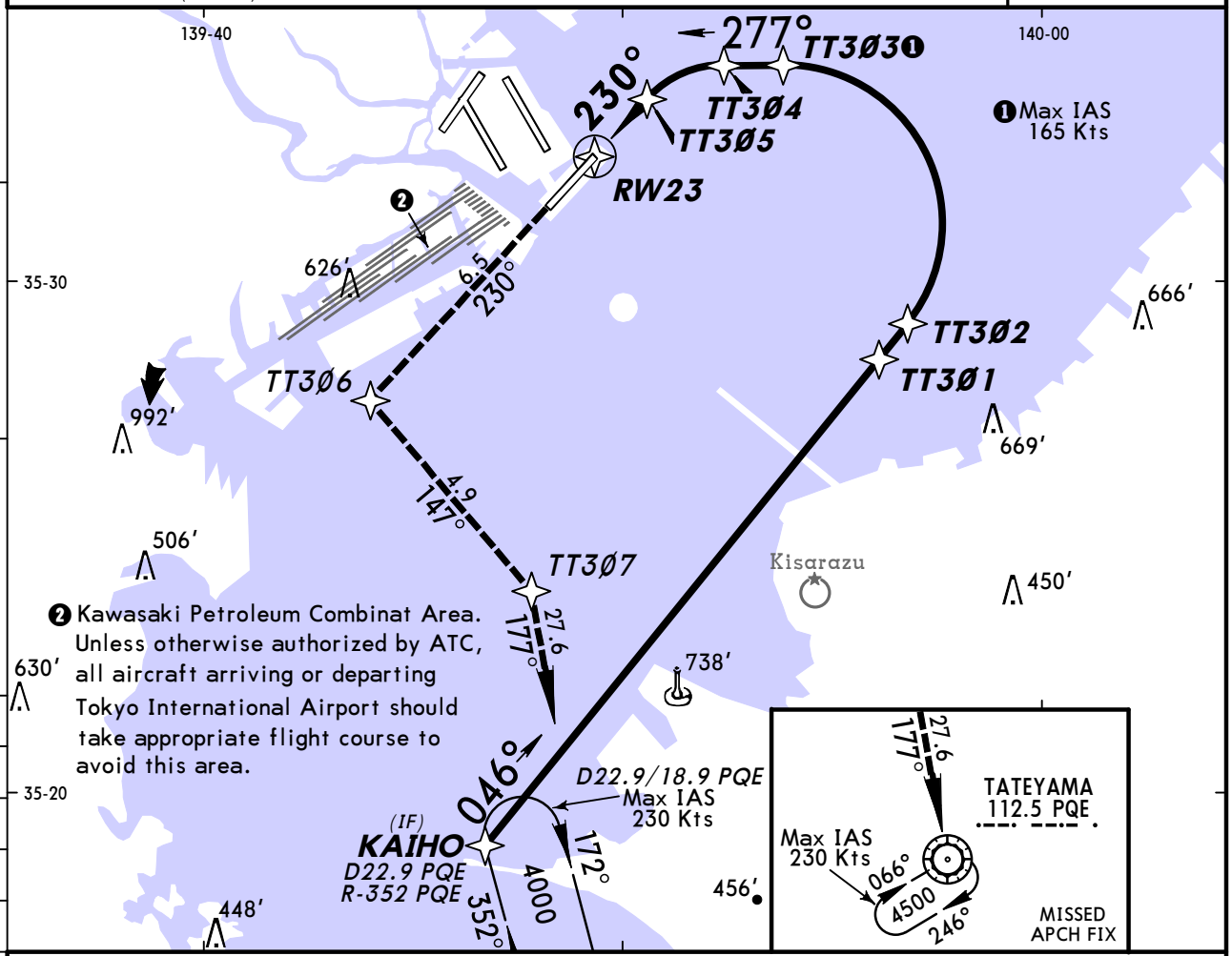
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

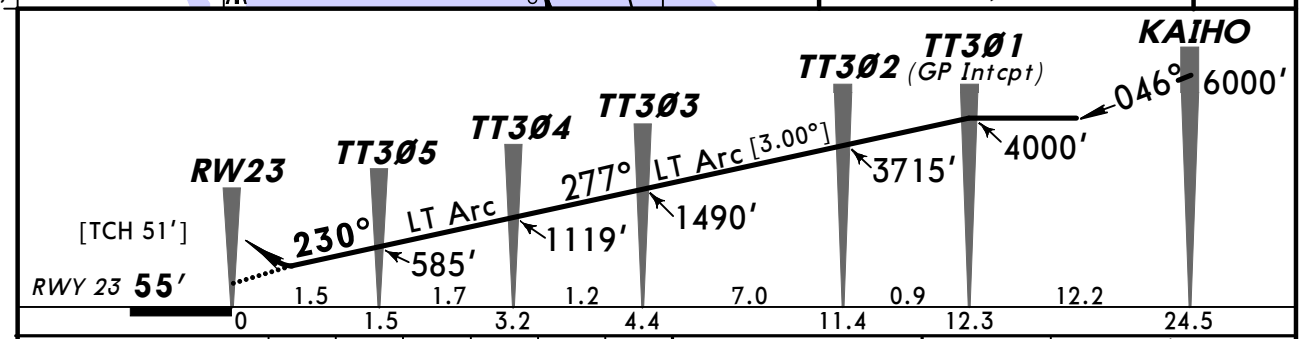
1. SPECIAL AUTHORIZATION REQUIRED. 2. GNSS and RF required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 45°C (113°F).



MSA RW23





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

ALSF-I

PAPI

4500′ to TT3Ø6

STRAIGHT-IN LANDING RWY 23

Missed apch climb gradient mim 5.0%

RNP 0.30

DA(H) **330′**(275′)

		ALS out
A	NA	NA
B		
C	RVR 800m	RVR 1200m
D	RVR 1200m	

CHANGES: New procedure.

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D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

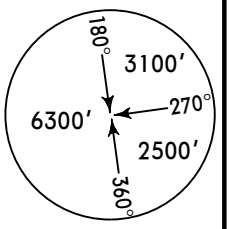
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
HME **112.2**	**274°**	**SAZAN** See Profile	Refer to Minimums	**21′**

MISSED APCH: Turn LEFT, climb to 4500′ outbound via HME VOR R-177 and inbound via PQE VOR R-357 to PQE VOR via URAGA and hold. Contact Tokyo APP.

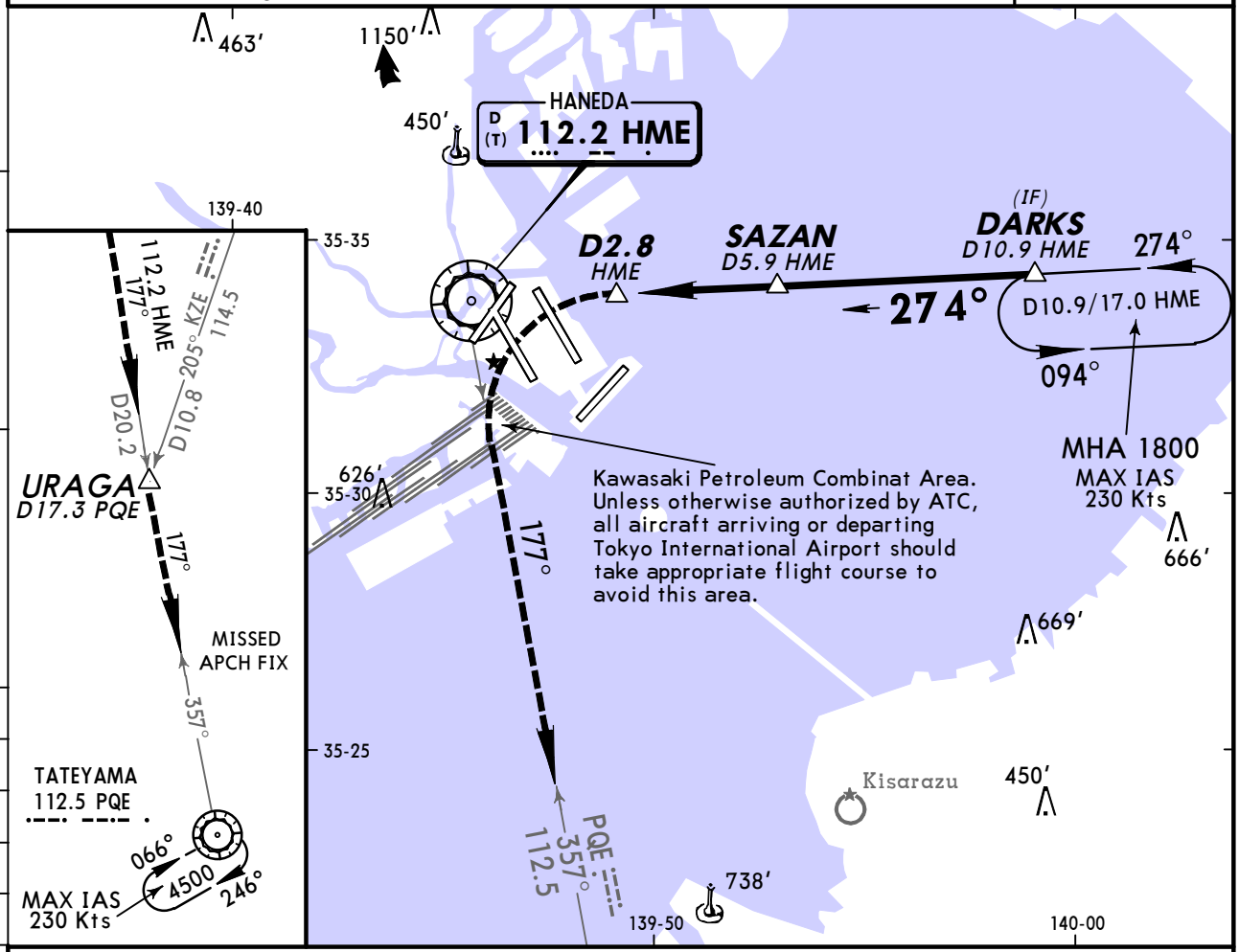
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

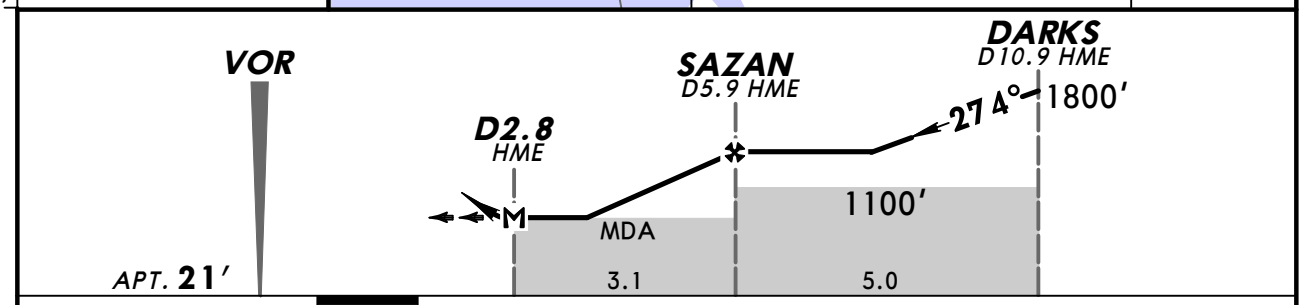
1. DME required. 2. Refer to 10-4E for approach guidance lights. 3. Timing not authorized for defining the MAP. 4. No turn before MAP.

BRIEFING STRIP™



MSA HME VOR





MAP at D2.8 HME	Lighting - Refer to Airport Chart	4500′ LT	HME via 112.2 R-177	PQE and 112.5 R-357

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	**760′** (739′) - 1600m
B	120	
C	140	**760′** (739′) - 2400m
D	165	**760′** (739′) - 3200m

CHANGES: Missed apch hold.

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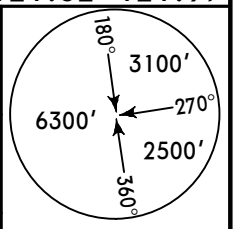
BRIEFING STRIP TM

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

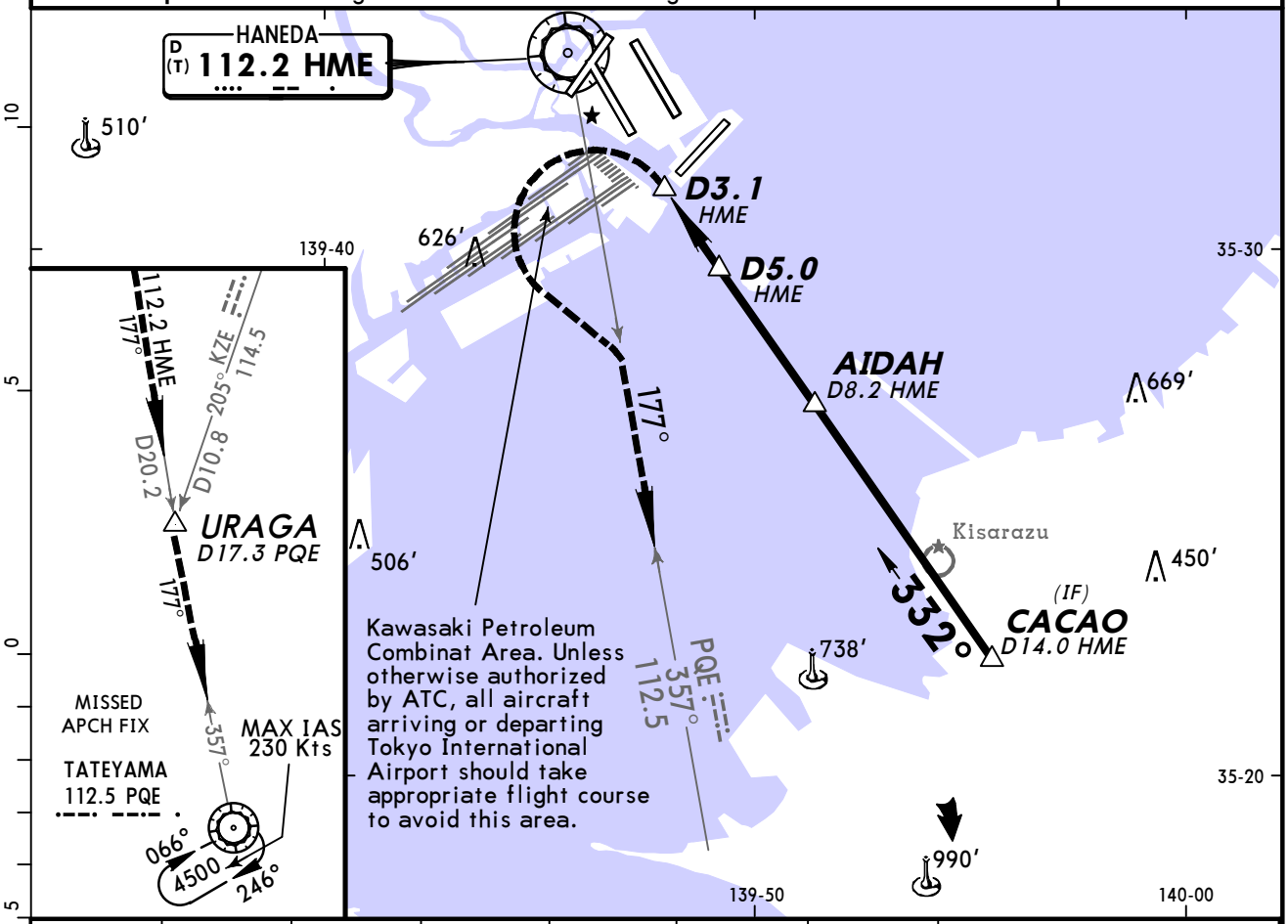
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 21′
HME 112.2	332°	AIDAH 2043′ (2022′)	580′ (559′)	Rwy 34L 18′

MISSED APCH: Turn LEFT, climb to 4500′ outbound via HME VOR R-177 and inbound via PQE VOR R-357 to PQE VOR via URAGA and hold. Contact Tokyo APP.

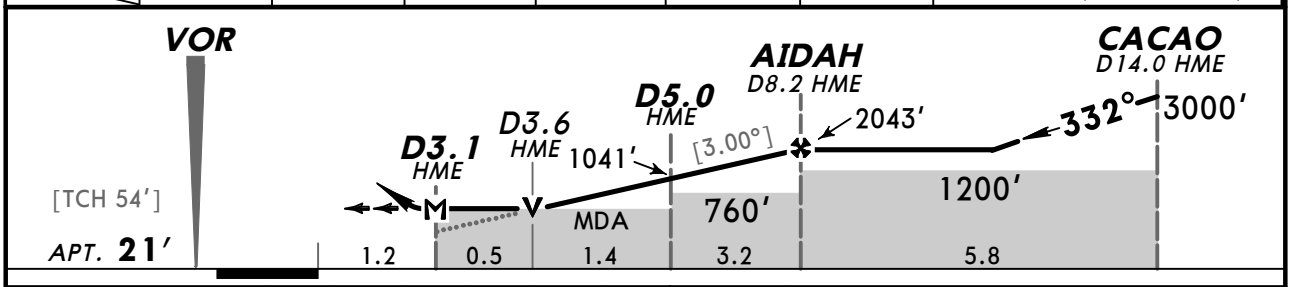
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′
1. DME required. 2. Timing not authorized for defining the MAP.



MSA HME VOR



MAPt	4.0	5.0	6.0	7.0	8.0	FAF	NM to HME
	722′	1041′	1359′	1678′	1996′	2043′	ALTITUDE (3.0° APCH Path)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D3.1 HME						

ALSF-I
PAPI

4500′ LT via HME 112.2 R-177 and PQE 112.5 R-357

STRAIGHT-IN LANDING RWY 34L

MDA(H) 580′ (559′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		CMV 2000m
D	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (709′) - 1600m
120	
140	730′ (709′) - 2400m
165	730′ (709′) - 3200m

CHANGES: Missed apch hold.

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HIGHWAY VISUAL Rwy 34R

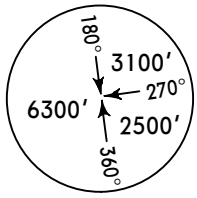
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

NAVAIDS- See Planview	Final Apch Crs 337°	No FAF	No Published Weather Minimums	Apt Elev 21′

MISSED APCH: No missed approach procedure. In the event of a go-around, climb via ITC LOC and after THR heading 030° to 3000′ until receiving ATC instructions.

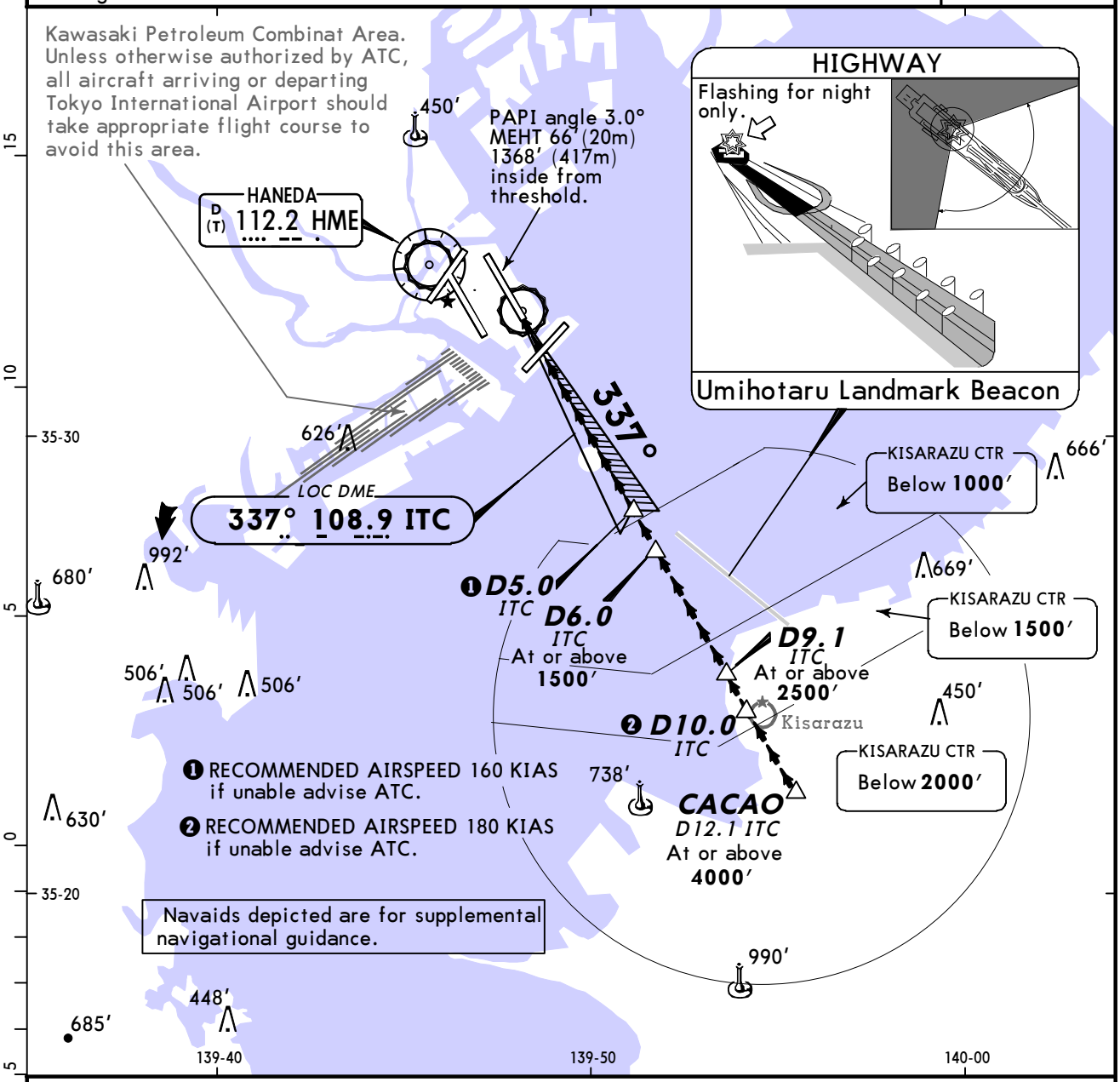
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Radar service required. 2. Pilots are urged to report promptly to ATC when losing sight of landmark (HIGHWAY) and the preceding aircraft concerned. 3. Reference NAVAID (ITC LOC) must be operating. 4. Simultaneous approaches authorized to Rwy 34L. 5. Procedure not authorized at night in case of Umihotaru Beacon not operated. 6. When cleared HIGHWAY VISUAL Rwy 34R APPROACH, aircraft should fly via last routing cleared until CACAO.



MSA HME VOR

BRIEFING STRIP ™



HIGHWAY VISUAL APPROACH Rwy 34R

When visual approaches to Rwy 34R are in progress, arriving aircraft may be vectored to CACAO for HIGHWAY VISUAL Rwy 34R APPROACH.

HIGHWAY VISUAL Rwy 34R APPROACH:
After CACAO, aircraft proceed to Rwy 34R (ITC LOC course). To avoid entering KISARAZU CTR, aircraft are recommended D9.1 ITC at or above 2500′, D6.0 ITC at or above 1500′.

ALSF-II
PAPI

CHANGES: Altitude at D9.1 ITC.

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HIGHWAY VISUAL Rwy 34R

BRIEFING STRIP ™

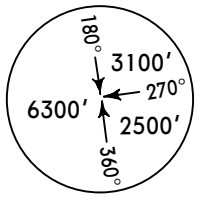
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

NAVAIDS- See Planview	Final Apch Crs 337°	No FAF	No Published Weather Minimums	Apt Elev 21′

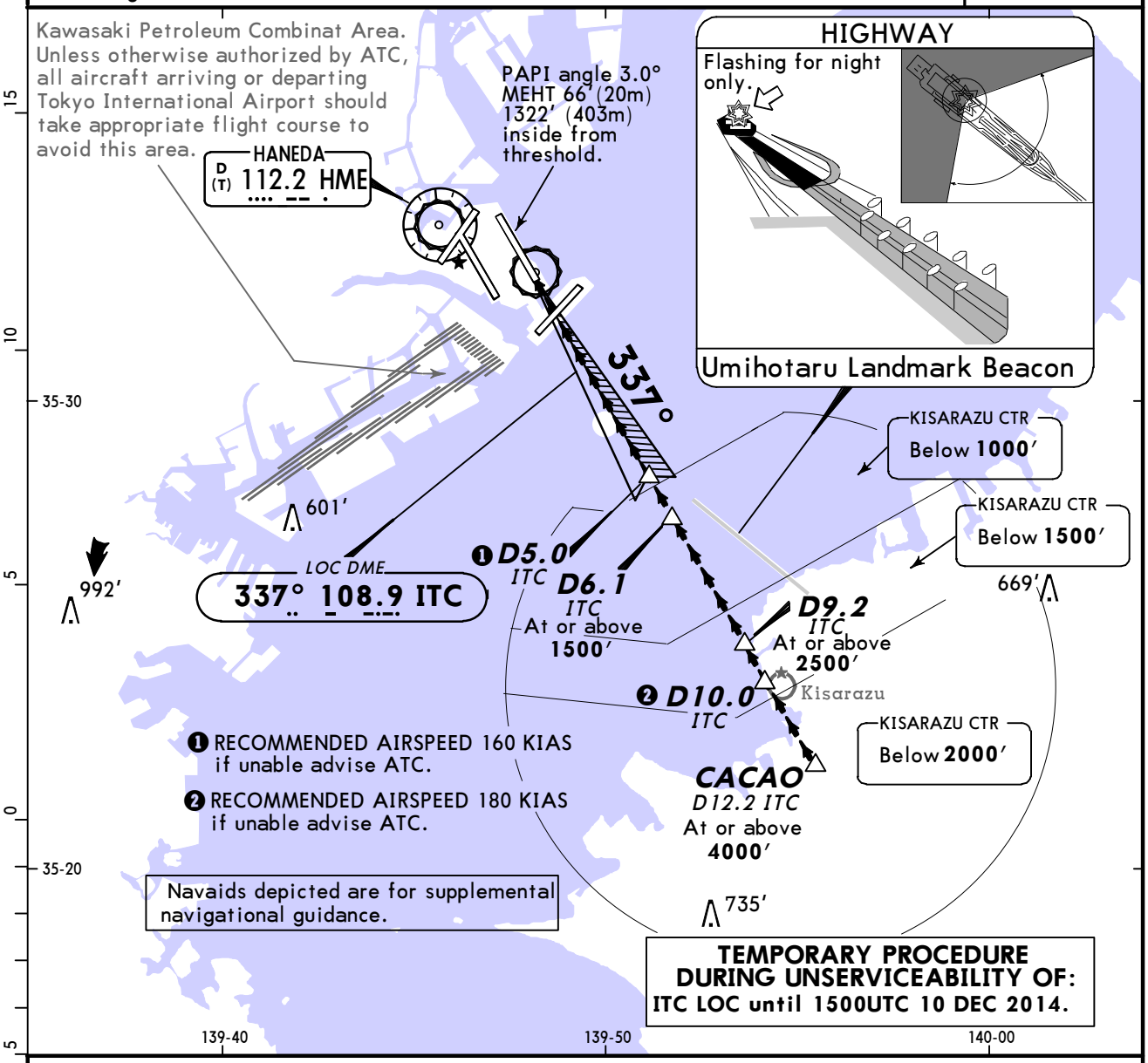
MISSED APCH: No missed approach procedure. In the event of a go-around, climb via ITC LOC and after THR heading 030° to 3000′ until receiving ATC instructions.

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

1. Radar service required. 2. Pilots are urged to report promptly to ATC when losing sight of landmark (HIGHWAY) and the preceding aircraft concerned.
3. ITC LOC must be operating. 4. Simultaneous approaches authorized to Rwy 34L.
5. Procedure not authorized at night in case of Umihotaru Beacon not operated.
6. When cleared HIGHWAY VISUAL Rwy 34R APPROACH, aircraft should fly via last routing cleared until CACAO.



MSA HME VOR



HIGHWAY VISUAL APPROACH Rwy 34R

When visual approaches to Rwy 34R are in progress, arriving aircraft may be vectored to CACAO for HIGHWAY VISUAL RWY 34R APPROACH.

HIGHWAY VISUAL RWY 34R APPROACH:
After CACAO, aircraft proceed to Rwy 34R (ITC LOC course).
To avoid entering KISARAZU CTR, aircraft is recommended D9.2 ITC at or above 2500′, D6.1 ITC at or above 1500′.

ALSF-II
PAPI

CHANGES: New temporary 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, (TOKYO (HANEDA) INTL - RJTT)				
REV	NOISE ABATEMENT	10-4	05 Dec 2014	10 Dec 2014
REV	NOISE ABATEMENT (CONTD 1)	10-4A	05 Dec 2014	10 Dec 2014
DEL	OPS RESTRICTIONS (TEMP)	10-8	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 1...	10-8A	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 2...	10-8B	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 3...	10-8C	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 4...	10-8D	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 5...	10-8E	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 6...	10-8F	05 Dec 2014	
DEL	OPS RESTRICTIONS (CONTD 7...	10-8G	05 Dec 2014	
REV	AIRPORT, AIRPORT INFO	10-9	05 Dec 2014	10 Dec 2014
REV	AIRPORT INFO (CONTD), TAK...	10-9A	05 Dec 2014	10 Dec 2014
REV	TAXI ROUTE RWY 05/23	10-9A-1	05 Dec 2014	10 Dec 2014
REV	GROUND CONTROL FREQUENCY ...	10-9A-2	05 Dec 2014	10 Dec 2014
REV	PARKING SPOTS	10-9B	05 Dec 2014	10 Dec 2014
REV	PARKING SPOTS (CONTD) & C...	10-9C	05 Dec 2014	10 Dec 2014
REV	SURFACE PAINTED SIGNS (DI...	10-9D-1	05 Dec 2014	10 Dec 2014
REV	INTERMEDIATE HOLDING POSI...	10-9D-2	05 Dec 2014	10 Dec 2014
REV	VARIABLE MESSAGE SIGNS	10-9D-3	05 Dec 2014	10 Dec 2014
REV	HIGHWAY VISUAL RWY 34R	19-1	05 Dec 2014	10 Dec 2014

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RJTT

Type: Terminal
Effectivity: Temporary
Begin Date: 20130821
End Date: Until Further Notice

Temporary PAPI for runway 34R will be installed on the right side due to construction. Aircraft should pay special attention to maintain a satisfactory approach slope angle.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

ILS Y RWY 34L (11-11) add mims note: Minima with missed apch climb gradient of 2.5% are not established. ILS X RWY 34L (11-10), LOC X RWY 34L (11-10AA), ILS Z RWY 34R (11-16), LOC Z RWY 34R (11-17), ILS RWY 22 (11-1), LOC RWY 22 (11-2), LDA Z RWY 22 (11-4), LDA X RWY 22 (11-2A), missed apch point (MAP) revise D20.8 HME to 20.9 HME.

Type: Terminal
Effectivity: Permanent
Begin Date: 20111215
End Date: No end date

For approach charts that use missed approach holding at PQE VOR: Holding changed to hold Southwest 066° inbound (246° outbound) RIGHT turns, MHA 4500, MAX IAS 230 Kts. (11-12) ILS Z Rwy 34L CREAM to ARLON bearing 248° changed to 256°. (11-16A) ILS Z Rwy 34R CAT II ARLON to CAMEL 357° 2.7 changed to 006° 1.9, SINGO to CAMEL 337° 3.3 changed to 337° 2.5, D16.9 ITC at CAMEL changed to D17.8 ITC .

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.