JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: TOKYO JPN
ICAO/IATA: RJTT / HND
Lat/Long: N35° 33.20', E139° 46.87'
Elevation: 21 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° W

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

Sunrise: 1927 Z
Sunset: 0951 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: 19 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1280 ft
Stopway: 197 ft

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

Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1575 ft
Stopway: 197 ft

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

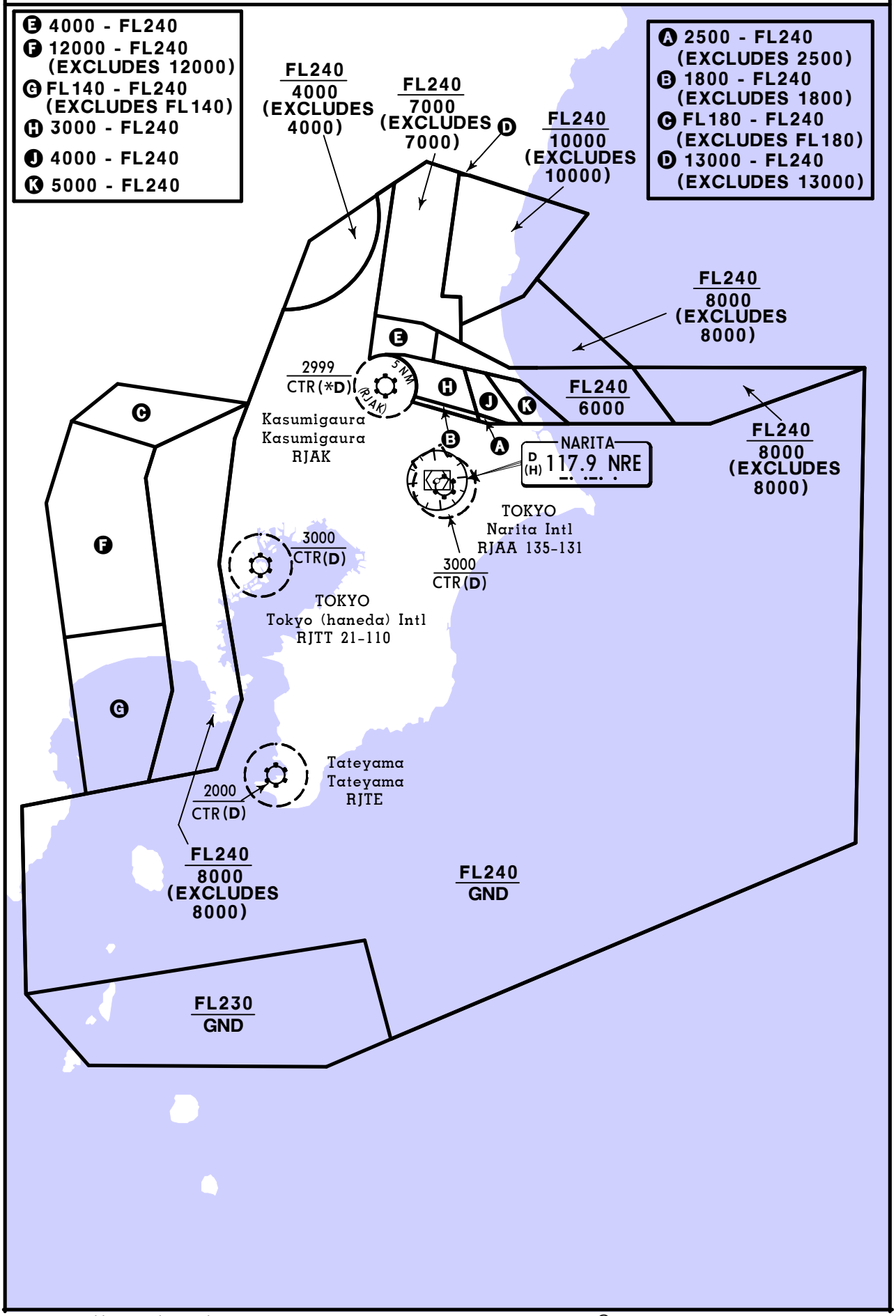
Communication Information

ATIS: 128.800
Tokyo Tower: 124.350
Tokyo Tower: 126.200
Tokyo Tower: 118.800
Tokyo Tower: 118.100
Tokyo Tower: 118.575
Tokyo Tower: 118.725
Tokyo Ground: 121.700
Tokyo Ground: 121.625
Tokyo Ground: 118.225
Tokyo Ground: 122.075
Tokyo Ground: 121.975
Tokyo Clearance Delivery: 121.825
Tokyo Clearance Delivery: 121.875
Tokyo Approach: 119.400
Tokyo Approach: 127.700
Tokyo Approach: 125.400
Tokyo Approach: 125.800
Tokyo Approach: 126.500
Tokyo Approach: 125.200

Tokyo Approach: 124.400
Tokyo Approach: 121.275
Tokyo Approach: 119.650
Tokyo Approach: 119.700
Tokyo Approach: 119.100
Tokyo Terminal Control Area: 119.450
Tokyo Terminal Control Area: 119.700
Tokyo Terminal Control Area: 124.750
Tokyo Departure: 127.600
Tokyo Departure: 120.600
Tokyo Departure: 127.500
Tokyo Departure: 120.800
Tokyo Departure: 124.200
Tokyo Departure: 119.600
Tokyo Departure: 125.525
Tokyo Departure: 126.000
Tokyo Radar: 119.025
Tokyo Radar: 120.200
Tokyo Radar: 124.000
Tokyo Radar: 120.900
Tokyo Radar: 123.600
Tokyo Radar: 125.100
Tokyo Radar: 126.500

TOKYO APPROACH CONTROL AREA (E)

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



CHANGES: Nikko NDB decmsnd.

GENERAL

ATIS

D-ATIS 128.8

1. LOCAL TRAFFIC REGULATIONS

1.1 Aircraft type restrictions

B747-100/100SR, -200/200SR, -300/300SR and -SP(socalled "B747 Classics") are not allowed to operate all day except in emergency or state aircraft.

1.2 Restrictions about the use of auxiliary power units (APU)

When an aircraft is using following aircraft parking stand, APU shall not be used outside the time periods specified below except when specifically acknowledged by the authority as necessary.

(1) Less than 15 minutes prior to the estimated time of departure.

(2) The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.

(3) For the minimum time required for aircraft maintenance purposes if needed.

Note: Aircraft parking stand: Spot nr 1-5R, 5, 6-24, 51-73, 105P, 106-114, 142-149.

1.3 PDA (parts departing aircraft) reporting to Airport Administration

In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of Tokyo International Airport, aircraft operators are required to notify Airport Administration (Tel 03-5756-1531) of any "Parts Departing Aircraft" from flights operating to/from Tokyo International Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

1.4 Taxiing limitations

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

1) When B748 holding at the stop marking on TWY C1, C2, C3, C5, C12, C13, or C14

Wing span(WS) of ACFT taxiing on TWY C (*1)	WS = <28.8m(94')	28.8m(94') <WS = <45.8m(150')	WS > 45.8m(150')
Wing tip clearance	A	B	x
Wing span(WS) of ACFT taxiing on TWY C (*2)		WS = <15.8m(52')	WS > 15.8m(52')
Wing tip clearance		B	x

(*1) When B748 holding at the stop markings located at 75m (246') off the RWY center line.
(*2) When B748 holding at the stop markings located at 90m (295') off the RWY center line

2) When B748 holding at the stop marking on TWY T9

Wing span(WS) of ACFT taxiing on TWY A16	WS = <5.8m(19')	WS > 5.8m(19')
Wing tip clearance	*B	*x

3) When B748 holding at the stop marking on TWY T7

Wing span(WS) of ACFT taxiing on TWY T	WS = <25.8m(85')	WS > 25.8m(85')
Wing tip clearance	B	x

4) When B748 holding at the stop marking on TWY A14, A15, B9, B10, L14 or L15

Wing span(WS) of ACFT taxiing on TWY B, L or TWY A	WS = <21.3m(70')	21.3m(70') <WS = <38.3m(126')	WS > 38.3m(126')
Wing tip clearance	A	B	x

5) When B748 holding at the stop marking on TWY A3, A4, A6, A9, A11, A13, B2, B5, B7, B11, B13, B14, D1, D2, D4, D6, L3, L4, L6, L9 or L11

Wing span(WS) of ACFT taxiing on TWY A, B, D or TWY L	WS = <28.8m(94')	28.8m(94') <WS = <45.8m(150')	WS > 45.8m(150')
Wing tip clearance	A	B	x

6) When B748 holding at the stop marking on TWY B12

Wing span(WS) of ACFT taxiing on TWY B	WS = <17.9m(59')	17.9m(59') <WS = <34.9m(115')	WS > 34.9m(115')
Wing tip clearance	A	B	x

GENERAL (contd.)

7) When B748 holding at the GP HOLD LINE on TWY A1

Wing span(WS) of ACFT taxiing on TWY W	WS = <24.6m(81')	WS > 24.6m(81')
Wing tip clearance	B	x

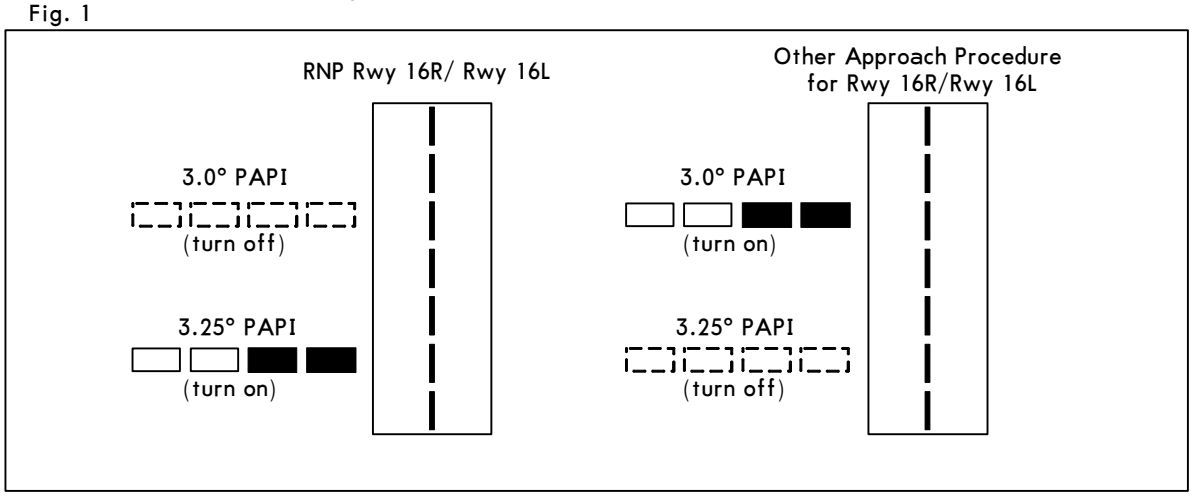
Legend
*A: wing tip clearance > = 15.0m(49') B: 6.5m(21')= < wing tip clearance < 15.0m(49')
x: wing tip clearance < 6.5m(21') *B: 10.5m(34')= < wing tip clearance < 15.0m(49')
*x: wing tip clearance < 10.5m(34')

1.5 Operation of PAPI on Rwy 16R/Rwy 16L

1) PAPI (The angle is 3.25°) is turned on and PAPI (The angle is 3.0°) turned off only when RNP Rwy 16R and RNP Rwy 16L are in operation.(Fig.1)
2) The setting angles for a 3.25° PAPI on-course sector is between 3.0° and 3.5°.
3) 3.0° PAPI and 3.25° PAPI are not turned on simultaneously.
4) A changeover between 3.0° PAPI and 3.25° PAPI will be accomplished before the aircraft reaches 5 NM from runway threshold.
5) When pilot is uncertain of an angle of the PAPI in operation, that pilot should contact ATC for confirmation.
   (e.g.) Pilot: CONFIRM PAPI ANGLE.
   ATC: PAPI ANGLE 3.0/3.25.
6) When ATC intend to carry out a changeover between 3.0° PAPI and 3.25° PAPI in response to a change in approach procedure, ATC will inform pilots as necessary.
   (e.g.) PAPI ANGLE CHANGE TO 3.0.
7) When the outages of 3.25° PAPI occur due to the system failure, 3.0° PAPI will be turned on as an alternative guidance. ATC will inform pilots about PAPI conditions as necessary.
   (e.g.) 3.25° PAPI UNSERVICEABLE(DUE TO TROUBLE).
   (e.g.) ALTERNATE PAPI ANGLE 3.0 AVAILABLE.

Note: When approach procedures except RNP Rwy 16R/Rwy 16L are in operation, 3.25° PAPI will not be turned on as an alternative guidance even if 3.0° PAPI becomes unserviceable due to system failure.

Fig. 1



2. FLIGHT PROCEDURES

2.1. 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 4,000' whichever is higher, and execute instrument approach for RWY 34R.

b) When RWY 22, RWY 23, RWY 16L or RWY 16R in use, proceed to SMILE at last assigned altitude or 4,000' whichever is higher, and execute instrument approach for RWY 23.

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

GENERAL (contd.)

2.2. Flight restrictions

Unless otherwise authorized by ATC.

Aircraft other than the arriving at and/or departing from Tokyo International Airport are required not to fly over the Kawasaki Petrochemical Complex area, and even in case of flying over the area, not to fly below an altitude of 3,000′.

2.3 Trajectorized Airport Traffic Data Processing System (TAPS)

Aircraft flying under control of Tokyo approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C. If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

2.4 Low Visibility Take-Off (LVTO) at Tokyo International Airport

2.4.1 Facilities

The following categories are available:

Rwy 16L	Rwy 34R
1) Lighting system RWY 16L for LVTO 2) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	1) Lighting system RWY 34R for LVTO 2) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

2.4.2 Conditions

A. The following systems must be operative:

For LVTO
1) Lighting system comprising: • High Intensity Runway Edge Lights • High Intensity Runway End Lights • Runway Centre Line Lights
2) Secondary power supply

B. The following information must be currently available:
1) Surface wind speed and direction
2) RVR or VIS

C. ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

2.4.3 Low Visibility Procedures/Low Visibility Procedures for Departure (LVP/LVPD)

1) LVP/LVPD will be available when the following conditions are met:
a) RVR is at or less than 600m.
b) Facilities listed 2.4.1 above are operational.

2.5 Category II/ III operations at Tokyo International Airport

2.5.1 Facilities

The following categories are available:

Rwy 34R
1) ILS RWY 34R - CAT III 2) Lighting system RWY 34R - CAT III 3) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

2.5.2 Conditions

A. The following systems must be operative:

For ILS Z RWY34R approach (CAT II) For ILS Y RWY34R approach (CAT II)	For ILS Z RWY34R approach (CAT III) For ILS Y RWY34R approach (CAT III)
1) ILS comprising: • ILS-LOC 34R with standby transmitter • ILS-GP 34R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM 34R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 34R	1) ILS comprising: • ILS-LOC 34R with standby transmitter (including far field monitor) • ILS-GP 34R with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 34R
2) Lighting systems comprising: • PALS 34R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL	2) Lighting systems comprising: • PALS 34R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
3) Secondary power supply	3) Secondary power supply
4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	4) RVR by forward-scatter meters at the touchdown zone, mid-point and stop-end of the runway.

GENERAL (contd.)

B. The following information must be currently available:
1) Surface wind speed and direction
2) RVR

C. ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

2.5.3 Low Visibility Procedures (LVP)

LVP will be applied when the following conditions are met:

1) Ceiling is at or less than 200' and/or RVR is at or less than 600m.
2) Facilities listed 2.5.1 above are operational.
3) ILS Critical Area is protected.

In order to protect Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given the following instruction by ATC:

"REPORT OUT OF ILS CRITICAL AREA"

The exit taxiway center line lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, they are expected to advise the ATC when the taxiway center line lights change from alternate green and yellow to steady green.

2.5.4 Approval for CAT II / III Operations

Operators must obtain operational approval from the State of Registry or the State of Operator, as appropriate, to conduct CAT II / III Operations.

2.6 Additional Information

2.6.1 TV tower

TV tower 1,148 feet MSL located 6NM NNW of HANEDA VOR/DME (HME)

2.6.2 Vehicle traffic line

White line markings on apron area.

2.6.3 Schedule maintenance on the runway

All RWY are subject to closing for maintenance purpose as follows. See NOTAM RJTT for further detailed information.

FACILITY	PLANNING PERIOD	REMARKS
RWY 16R/34L	MON, WED, THU, SAT, SUN 1400-2130	Available cross RWY 16R/34L via TWY other than closed TWY
RWY 04/22	MON, TUE, THU, FRI, SUN 1430-2100	Available cross RWY 04/22 via TWY other than closed TWY
RWY 16L/34R	TUE, FRI 1530-2130	
RWY 05/23	WED, SAT 1430-2100	

2.6.4 Bird patrollers

Bird-patrollers will patrol on perimeter and/or maintenance road around RWYs and occasionally use shotgun and shell crackers to get rid of birds harmful to air safety. Bird-patrollers may enter LDG strips not nearer than 50m (164') from RWY edges and 20m (66') from TWY edges to pick up birds being shot down sunrise to sunset.

2.6.5 Positions not visible from control tower.

a) Aircraft stand
From NR201 to NR205.

b) Taxiway
A part of TWY A(from spot NR201 to spot RU6) and a part of TWY W(from spot NR201 to NR203).

2.6.6 Passage of vessel in the vicinity of the airport

2.6.6.1 Base level of Vessel height and Admissible height is set at Northeast side of RWY 04/22 or RWY 05/23.

2.6.6.2 The Vessel with height which affects aircraft operations may pass across beneath the approach surface of RWY22 or RWY23, and those vessels are monitored by Airport authority. The following action will be taken when necessary.

Tokyo West Passage Route

1) The information of the vessel passing along the Tokyo West Passage Route, which is laid down beneath the approach surfaces, will be provided by NOTAM RJTT or ATC.

2) While a vessel is underneath final approach to Rwy 22 or 23 restrictions are taken;

a) Take-off clearance is not issued for RWY04 or RWY05.

b) Holding or Go-around instruction may be issued for arrival aircraft for RWY22 or RWY23.

Adjacent sea area

When a vessel passes across beneath approach surface between approach lights and Tokyo West Passage Route, depending on height and position of the vessel, following restrictions are taken:

a) Take-off clearance is not issued for RWY04 or RWY05.

b) Go-around instruction may be issued for RWY22 or RWY23.

GENERAL (contd.)

2.7 Aircraft weight restriction

When using RWY 05/23, all of the values of aircraft (aircraft weight, main gear load AND wheel load) shall not exceed the values listed in the table below.

Aircraft weight		Main gear load		Wheel load	
(lb)	(kg)	(lb/gear)	(kg/gear)	(lb/wheel)	(kg/wheel)
881,800	400,000	307,500	139,500	57,700	26,200

There are other restrictions for using runway (see 11-0C and 10-4.)

When passing TWY Q, the wing span of aircraft shall be less than 52m (171') and all of the values of aircraft (aircraft weight, main gear load AND wheel load) shall not exceed the values listed in the table below.

Aircraft weight		Main gear load		Wheel load	
(lb)	(kg)	(lb/gear)	(kg/gear)	(lb/wheel)	(kg/wheel)
570,900	259,000	215,300	97,700	49,100	22,300

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
23 AUG 19

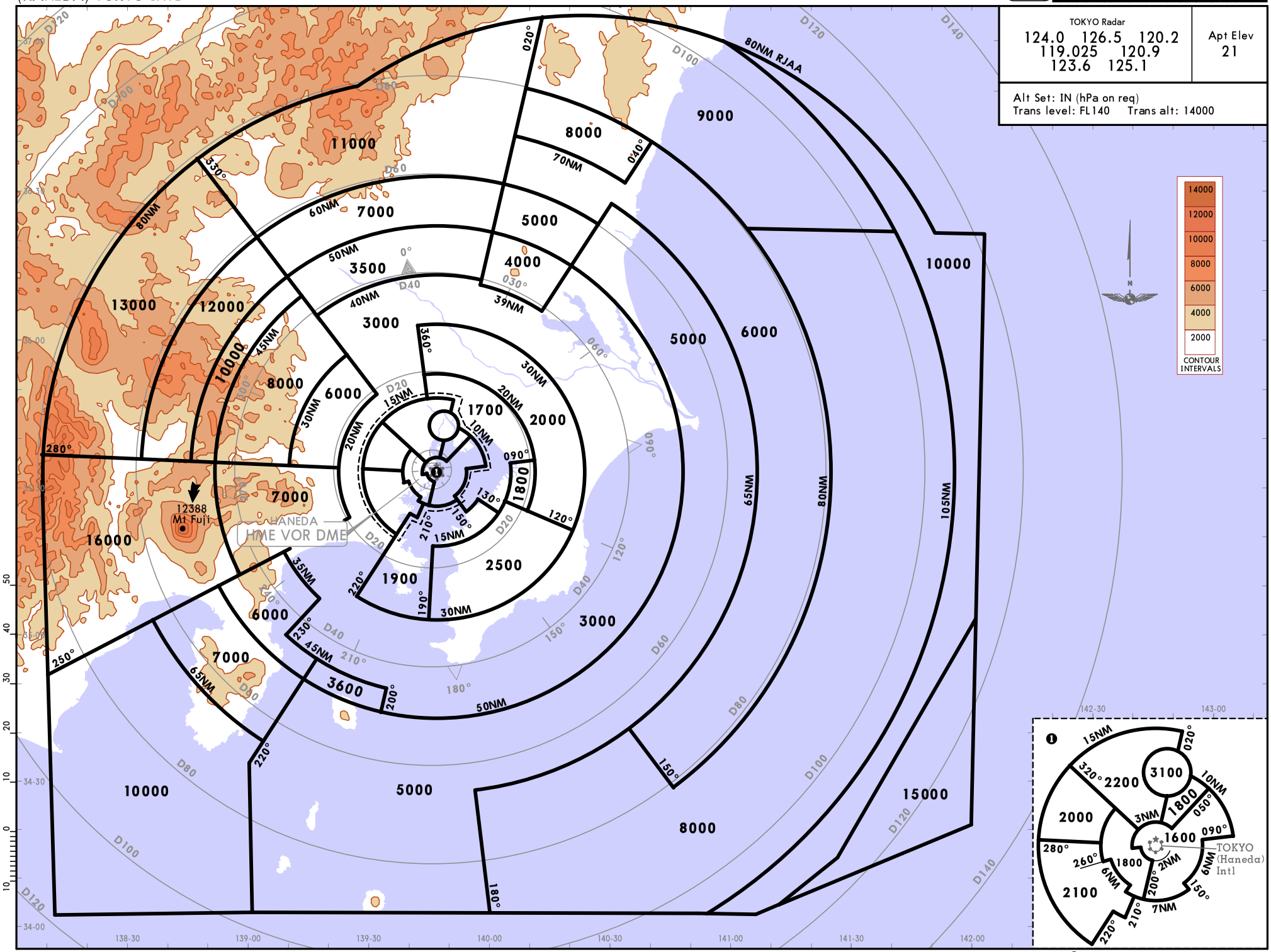
TOKYO, JAPAN

10-1R

RADAR MINIMUM ALTITUDES

TOKYO Radar	Apt Elev
124.0 126.5 120.2 119.025 120.9 123.6 125.1	21

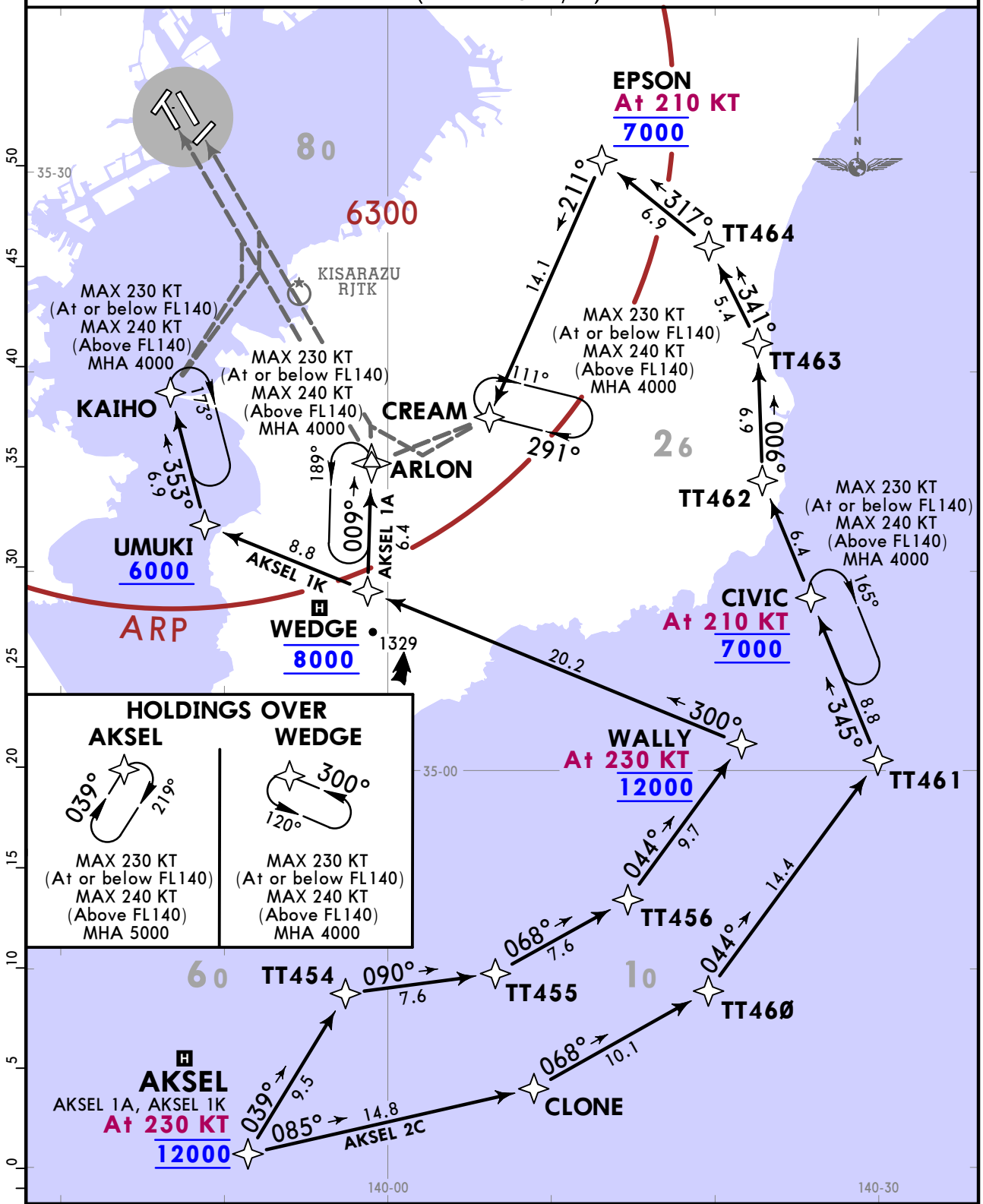
Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000



CHANGES: Chart revised.

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

AKSEL 1A [AKSE1A], AKSEL 2C [AKSE2C], AKSEL 1K [AKSE1K] ARRIVALS (RWYS 34L/R)

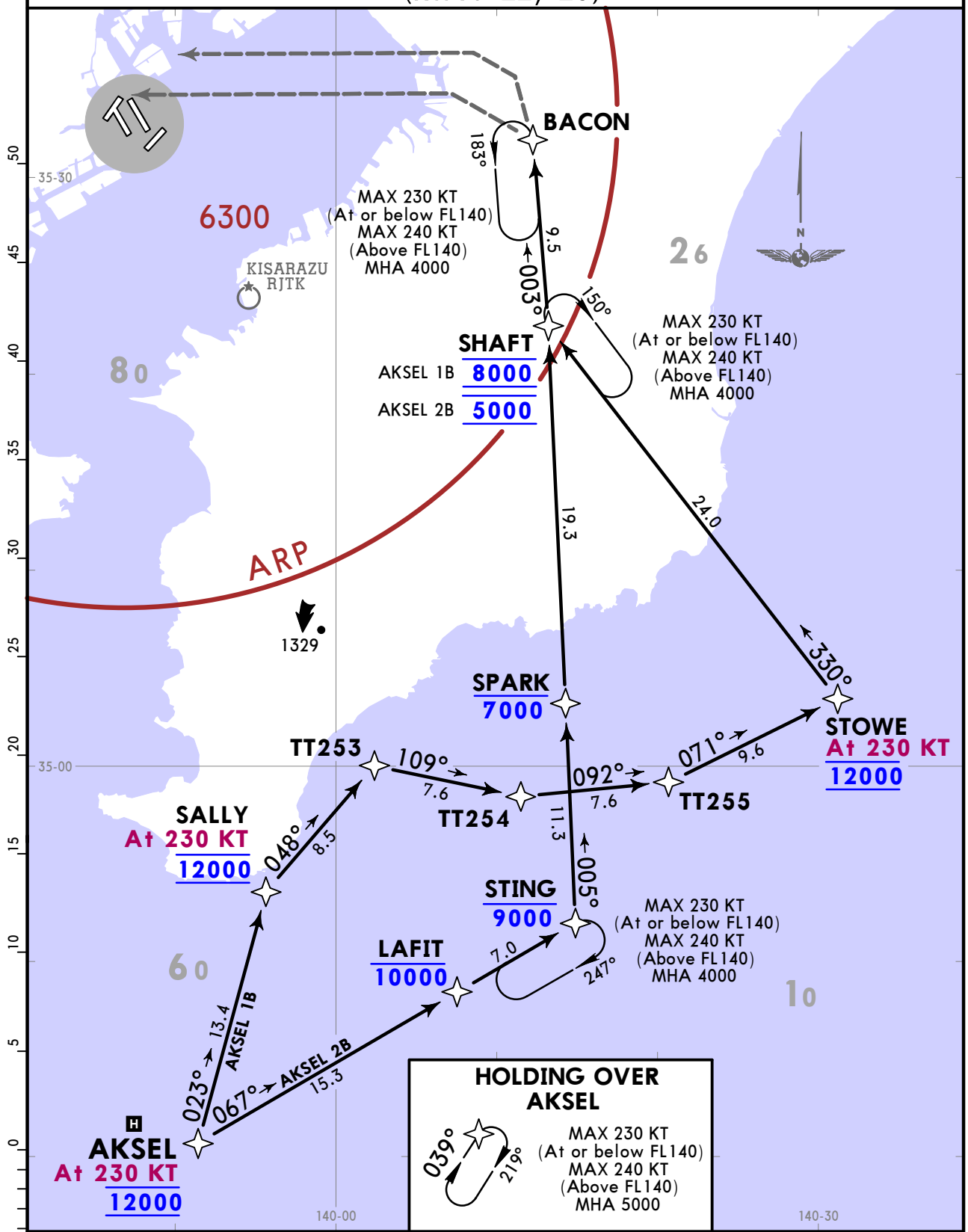


STAR	ROUTING
AKSEL 1A	From AKSEL at 12000, to TT454, to TT455, to TT456, to WALLY at 12000, to WEDGE at 8000, to ARLON.
AKSEL 2C	From AKSEL, to CLONE, to TT46Ø, to TT461, to CIVIC at 7000, to TT462, to TT463, to TT464, to EPSON at 7000, to CREAM.
AKSEL 1K	From AKSEL at 12000, to TT454, to TT455, to TT456, to WALLY at 12000, to WEDGE at 8000, to UMUKI at or above 6000, to KAIHO.

CHANGES: MSA revised.

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

AKSEL 1B [AKSE1B], AKSEL 2B [AKSE2B] ARRIVALS (RWYS 22, 23)



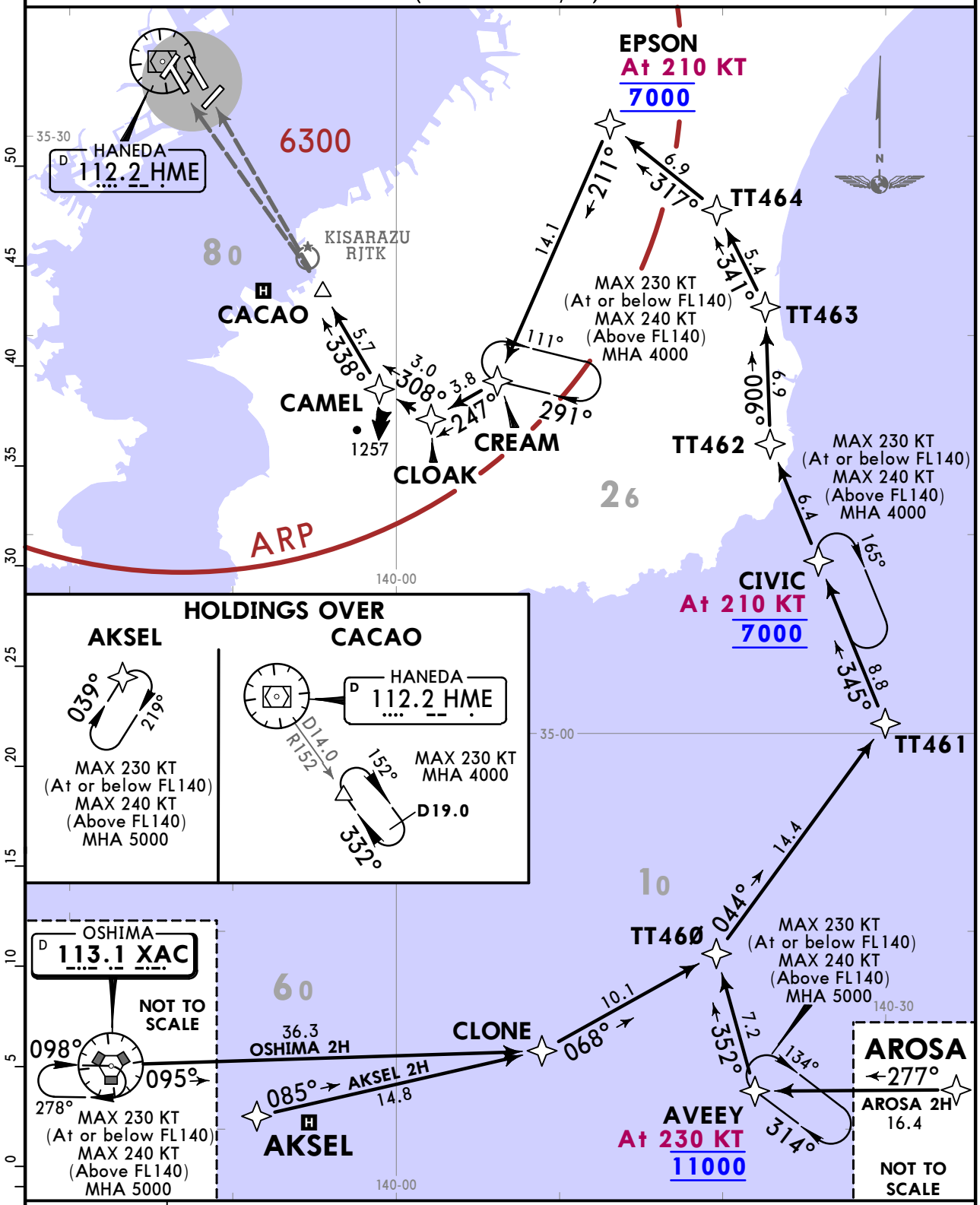
STAR	ROUTING
AKSEL 1B	From AKSEL at 12000, to SALLY at 12000, to TT253, to TT254, to TT255, to STOWE at 12000, to SHAFT at 8000, to BACON.
AKSEL 2B	From AKSEL at 12000, to LAFIT at or below 10000, to STING at or below 9000, to SPARK at or below 7000, to SHAFT at 5000, to BACON.

CHANGES: MSA revised.

D-ATIS	Apt Elev
128.8	21

Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
4. When cleared highway visual runway 34R approach, aircraft should fly via last routing cleared until CACAO.

AKSEL 2H [AKSE2H], AROSA 2H [AROS2H], OSHIMA 2H [XAC2H] ARRIVALS (RWYS 34L/R)

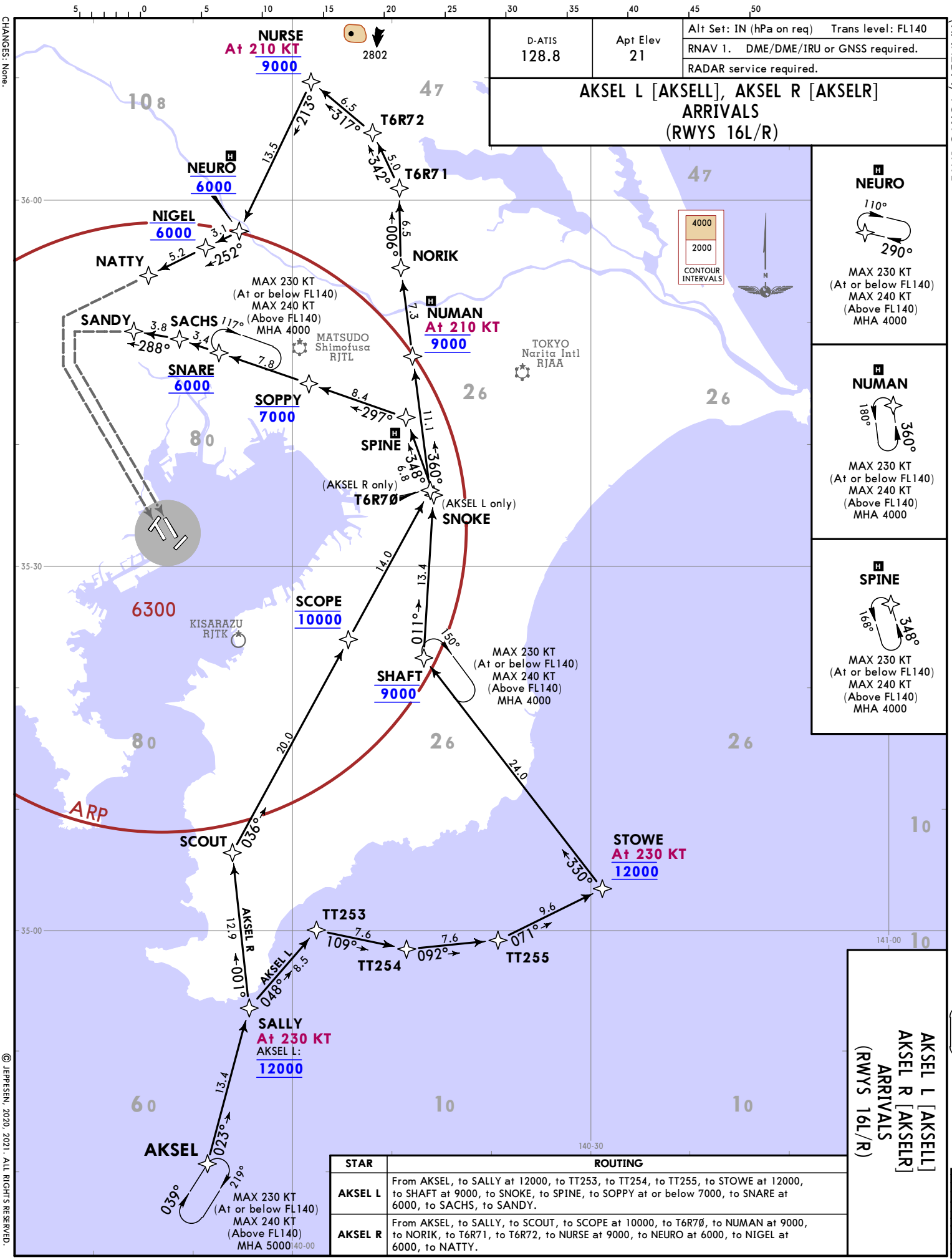


STAR	ROUTING
AKSEL 2H	From AKSEL, to CLONE, TT46Ø, to TT461, to CIVIC at 7000, to TT462, to TT463, to TT464, to EPSON at 7000, to CREAM, to CLOAK, to CAMEL, to CACAO.
AROSA 2H	From AROSA, to AVEEY at 11000, to TT46Ø, to TT461, to CIVIC at 7000, to TT462, to TT463, to TT464, to EPSON at 7000, to CREAM, to CLOAK, to CAMEL, to CACAO.
OSHIMA 2H	From XAC VOR, to CLONE, to TT46Ø, to TT461, to CIVIC at 7000, to TT462, to TT463, to TT464, to EPSON at 7000, to CREAM, to CLOAK, to CAMEL, to CACAO.

CHANGES: MSA revised.

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

AKSEL L [AKSELL], AKSEL R [AKSELR] ARRIVALS (RWYS 16L/R)



NEURO

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

NUMAN

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

SPINE

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

STAR	ROUTING
AKSEL L	From AKSEL, to SALLY at 12000, to TT253, to TT254, to TT255, to STOWE at 12000, to SHAFT at 9000, to SNOKE, to SPINE, to SOPPY at or below 7000, to SNARE at 6000, to SACHS, to SANDY.
AKSEL R	From AKSEL, to SALLY, to SCOUT, to SCOPE at 10000, to T6R7Ø, to NUMAN at 9000, to NORIK, to T6R71, to T6R72, to NURSE at 9000, to NEURO at 6000, to NIGEL at 6000, to NATTY.

AKSEL L [AKSELL]
AKSEL R [AKSELR]
ARRIVALS
(RWYS 16L/R)

13 MAY 22 (10-2C)

JEPPESEN TOKYO, JAPAN
RNAV STAR

CHANGES: None.

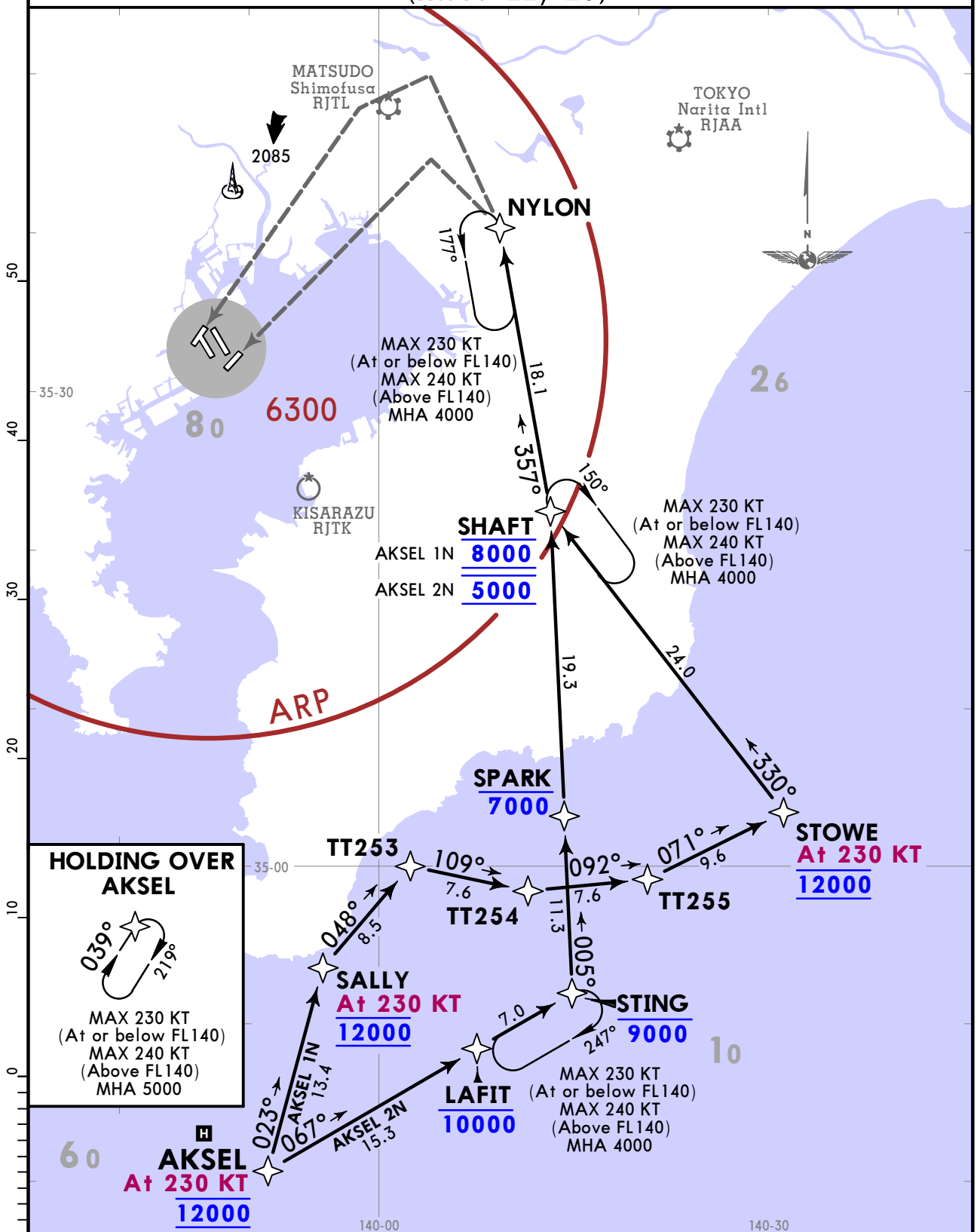
RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
13 MAY 22 (10-2C1)

TOKYO, JAPAN
RNAV STAR

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

AKSEL 1N [AKSE1N], AKSEL 2N [AKSE2N] ARRIVALS (RWYS 22, 23)

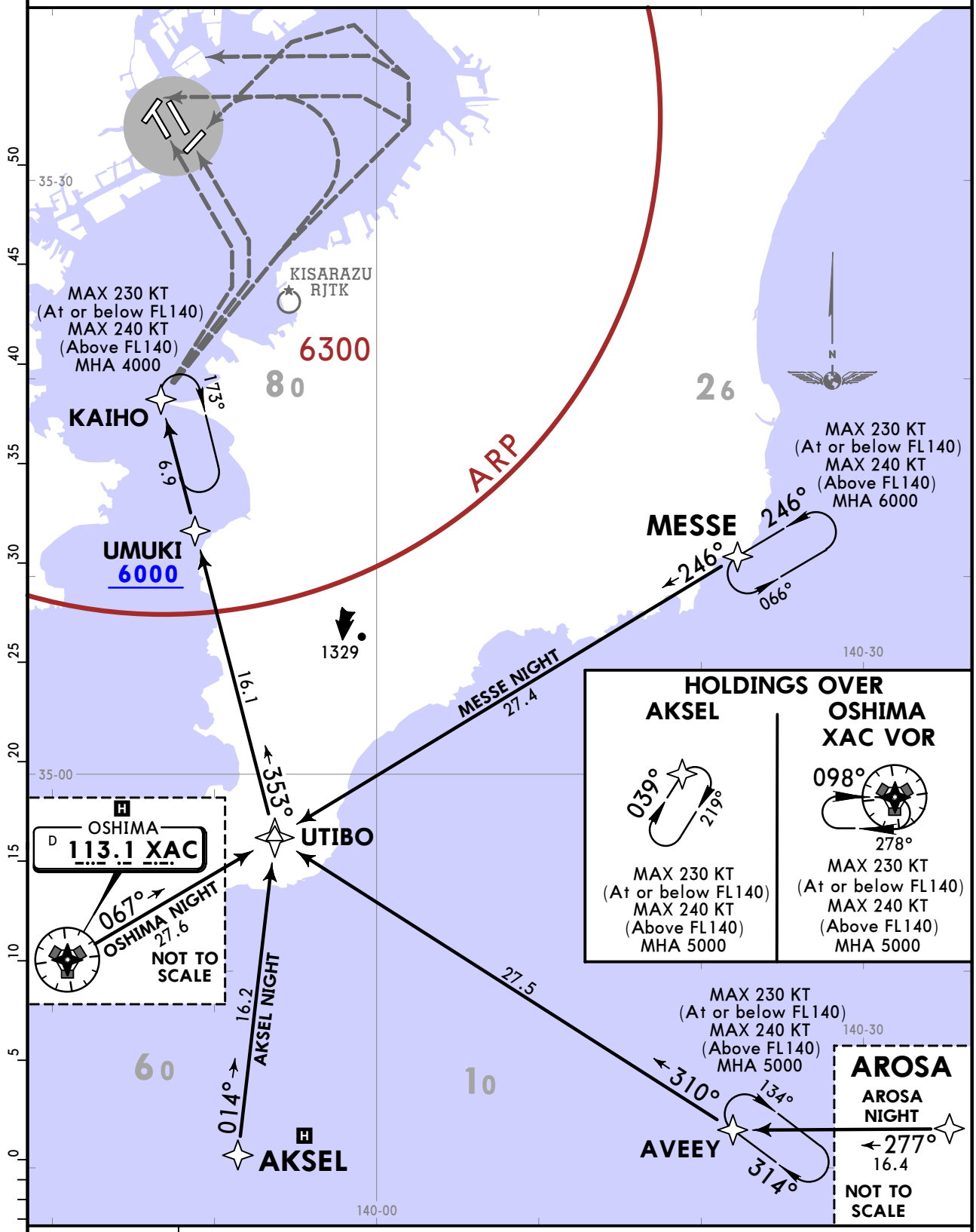


STAR	ROUTING
AKSEL 1N	From AKSEL at 12000, to SALLY at 12000, to TT253, to TT254, to TT255, to STOWE at 12000, to SHAFT at 8000, to NYLON.
AKSEL 2N	From AKSEL at 12000, to LAFIT at or below 10000, to STING at or below 9000, to SPARK at or below 7000, to SHAFT at 5000, to NYLON.

CHANGES: MSA revised.

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

AKSEL NIGHT [AKSELN], AROSA NIGHT [AROSAN] MESSE NIGHT [MESSEN], OSHIMA NIGHT [XACN] ARRIVALS

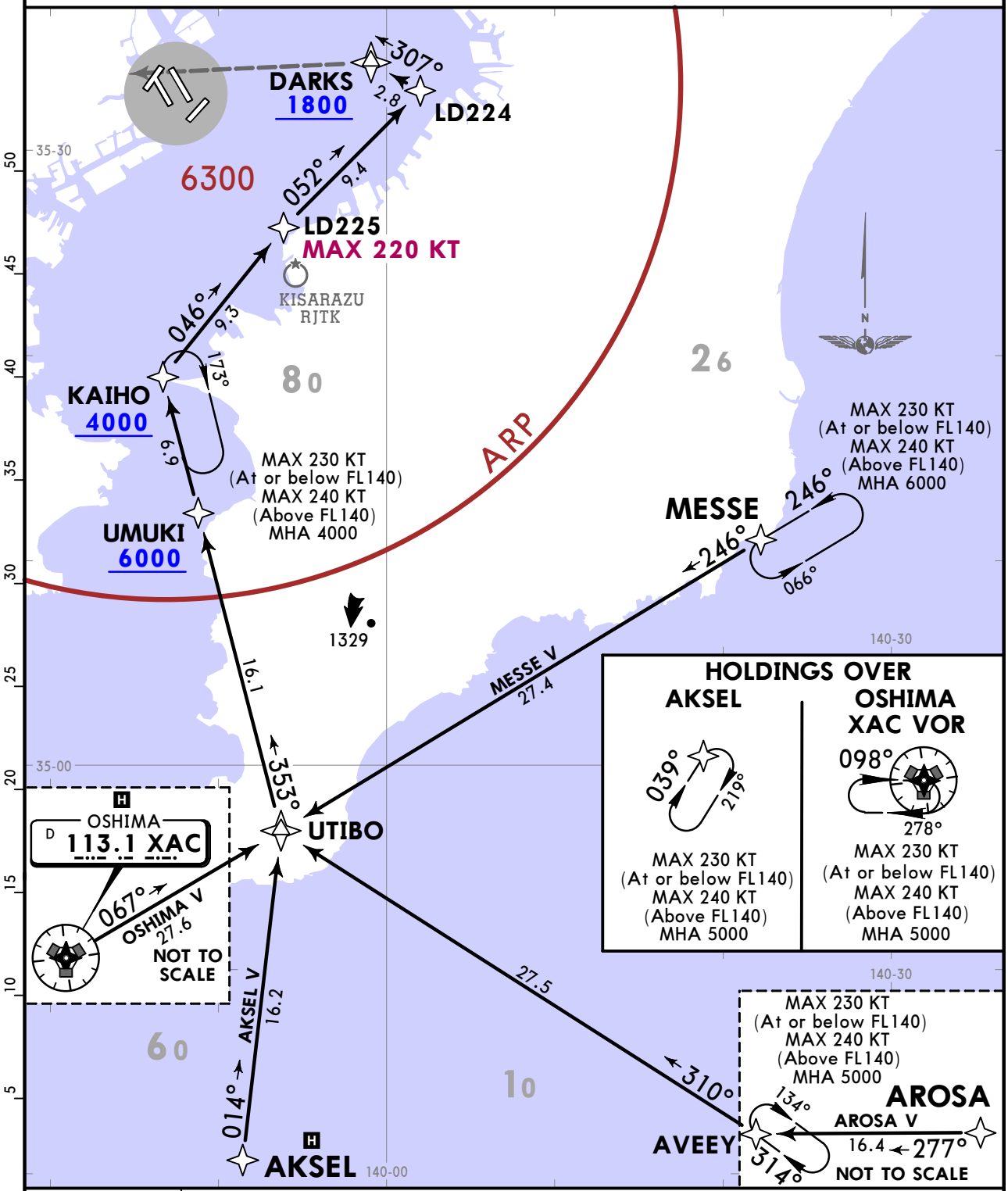


STAR	ROUTING
AKSEL NIGHT	From AKSEL, to UTIBO, to UMUKI at or above 6000, to KAIHO.
AROSA NIGHT	From AROSA, to AVEEY, to UTIBO, to UMUKI at or above 6000, to KAIHO.
MESSE NIGHT	From MESSE, to UTIBO, to UMUKI at or above 6000, to KAIHO.
OSHIMA NIGHT	From XAC VOR, to UTIBO, to UMUKI at or above 6000, to KAIHO.

CHANGES: MSA revised.

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

AKSEL V [AKSELV], AROSA V [AROSAV] MESSE V [MESSEV], OSHIMA V [XACV] ARRIVALS

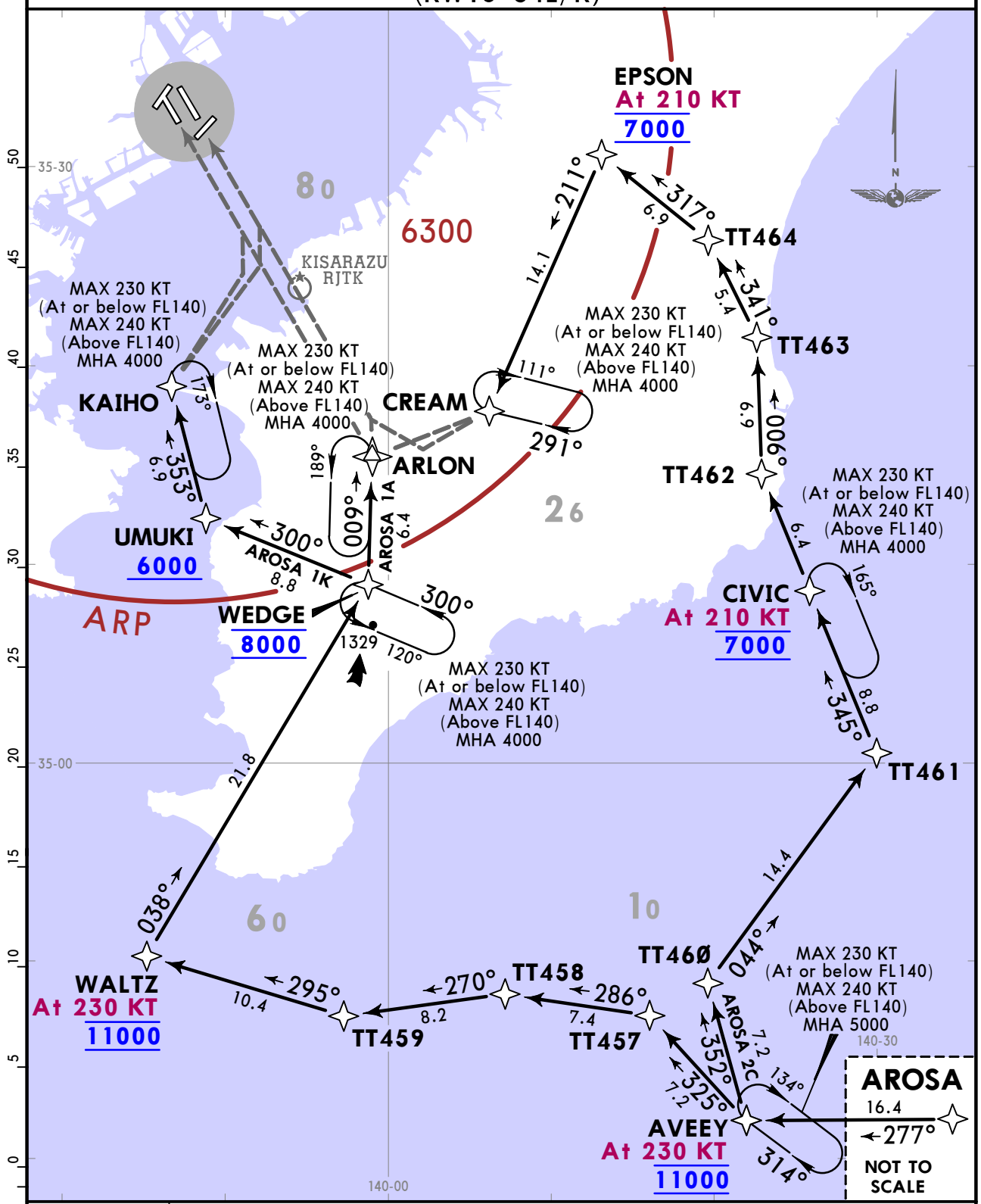


STAR	ROUTING
AKSEL V	From AKSEL, to UTIBO, to UMUKI at or above 6000, to KAIHO at or above 4000, to LD225, to LD224, to DARKS at or above 1800.
AROSA V	From AROSA, to AVEEY, to UTIBO, to UMUKI at or above 6000, to KAIHO at or above 4000, to LD225, to LD224, to DARKS at or above 1800.
MESSE V	From MESSE, to UTIBO, to UMUKI at or above 6000, to KAIHO at or above 4000, to LD225, to LD224, to DARKS at or above 1800.
OSHIMA V	From XAC VOR, to UTIBO, to UMUKI at or above 6000, to KAIHO at or above 4000, to LD225, to LD224, to DARKS at or above 1800.

CHANGES: MSA revised.

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

AROSA 1A [AROS1A], AROSA 2C [AROS2C], AROSA 1K [AROS1K] ARRIVALS (RWYS 34L/R)

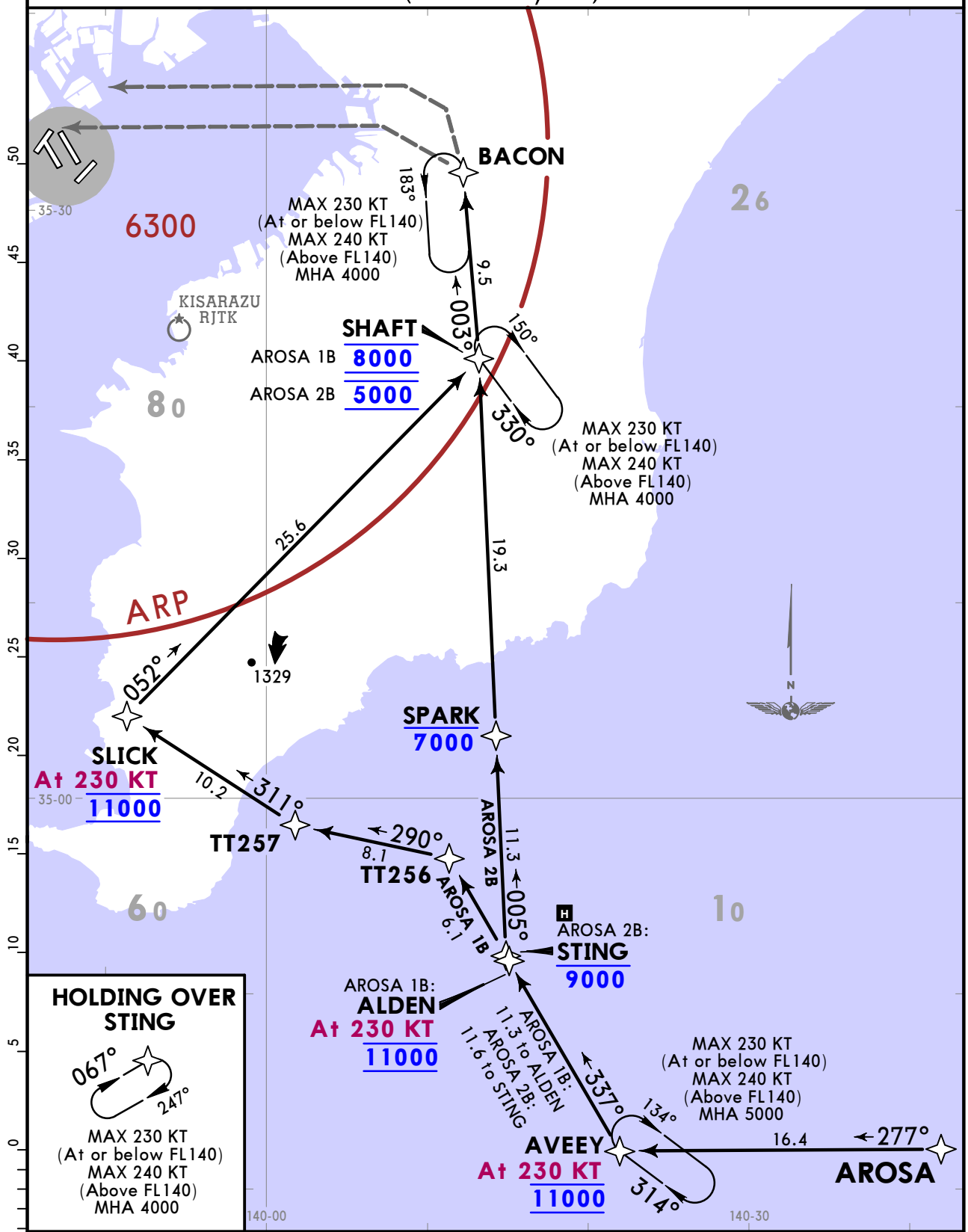


STAR	ROUTING
AROSA 1A	From AROSA, to AVEEY at 11000, to TT457, to TT458, to TT459, to WALTZ at 11000, to WEDGE at 8000, to ARLON.
AROSA 2C	From AROSA, to AVEEY at 11000, to TT46Ø, to TT461, to CIVIC at 7000, to TT462, to TT463, to TT464, to EPSON at 7000, to CREAM.
AROSA 1K	From AROSA, to AVEEY at 11000, to TT457, to TT458, to TT459, to WALTZ at 11000, to WEDGE at 8000, to UMUKI at or above 6000, to KAIHO.

CHANGES: MSA revised.

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

AROSA 1B [AROS1B], AROSA 2B [AROS2B] ARRIVALS (RWYS 22, 23)

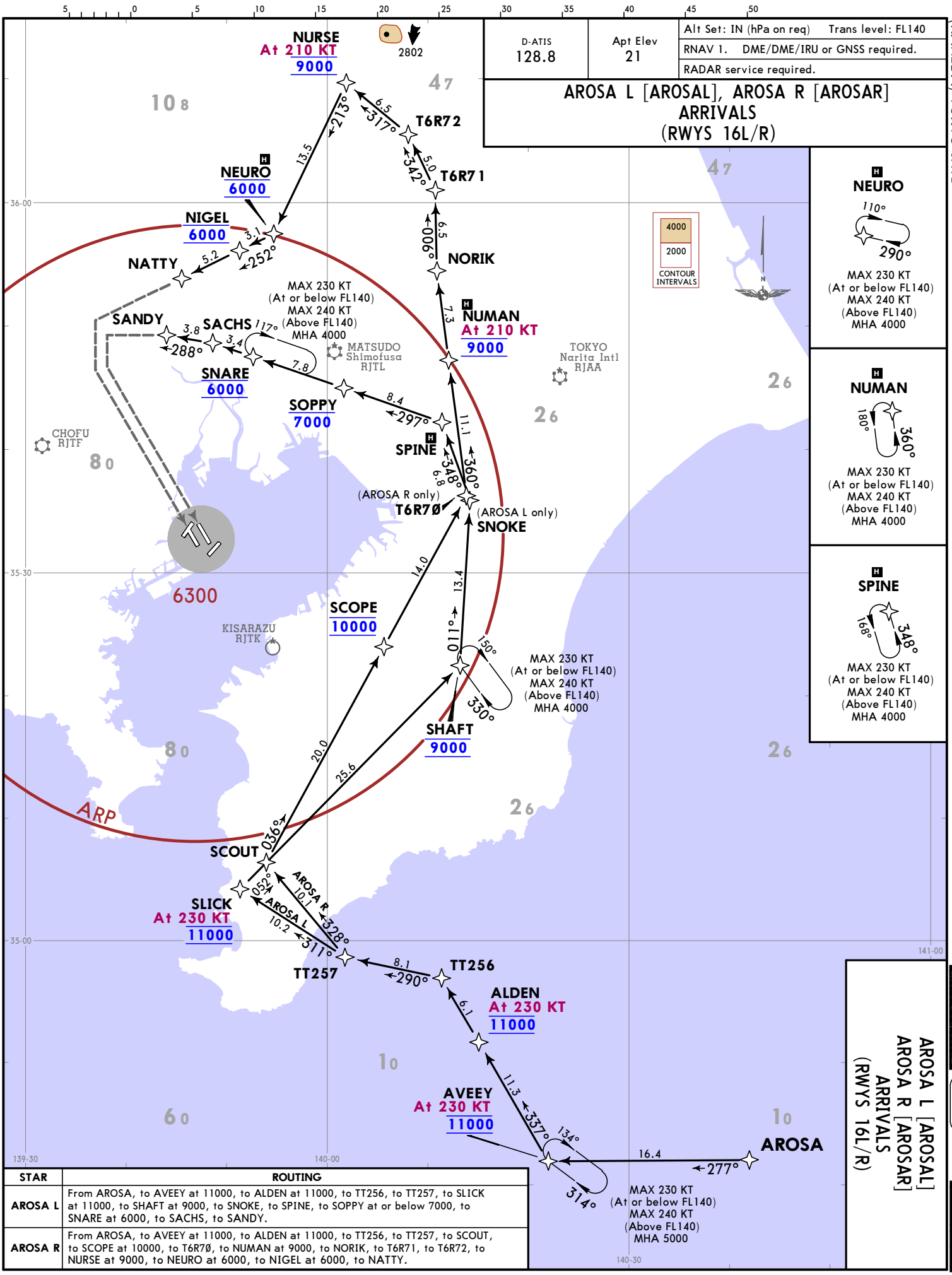


STAR	ROUTING
AROSA 1B	From AROSA, to AVEEY at 11000, to ALDEN at 11000, to TT256, to TT257, to SLICK at 11000, to SHAFT at 8000, to BACON.
AROSA 2B	From AROSA, to AVEEY at 11000, to STING at or below 9000, to SPARK at or below 7000, to SHAFT at 5000, to BACON.

CHANGES: MSA revised.

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

AROSA L [AROSAL], AROSA R [AROSAR] ARRIVALS (RWYS 16L/R)



NEURO
110° 290°
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

NUMAN
180° 360°
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

SPINE
168° 348°
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

STAR	ROUTING
AROSA L	From AROSA, to AVEEY at 11000, to ALDEN at 11000, to TT256, to TT257, to SLICK at 11000, to SHAFT at 9000, to SNOKE, to SPINE, to SOPPY at or below 7000, to SNARE at 6000, to SACHS, to SANDY.
AROSA R	From AROSA, to AVEEY at 11000, to ALDEN at 11000, to TT256, to TT257, to SCOUT, to SCOPE at 10000, to T6R70, to NUMAN at 9000, to NORIK, to T6R71, to T6R72, to NURSE at 9000, to NEURO at 6000, to NIGEL at 6000, to NATTY.

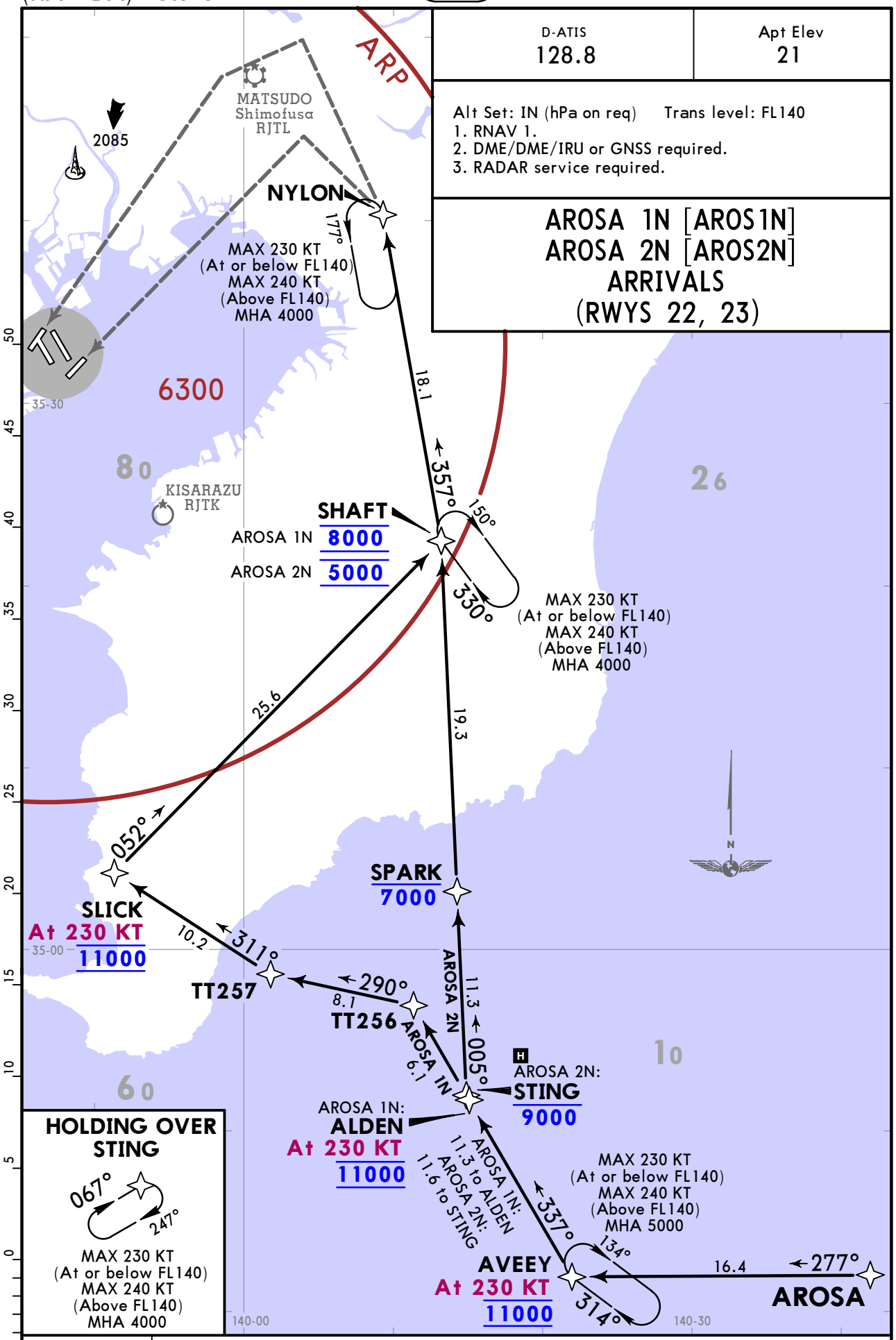
JEPPESEN TOKYO, JAPAN
RNAV STAR
AROSA L [AROSAL]
AROSA R [AROSAR]
ARRIVALS
(RWYS 16L/R)
26 NOV 21
Eff 1 Dec 1500Z
(10-2G1)

CHANGES: Waypoint T6L60 renamed SACHS.

D-ATIS	Apt Elev
128.8	21

Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

AROSA 1N [AROS1N]
AROSA 2N [AROS2N]
ARRIVALS
(RWYS 22, 23)

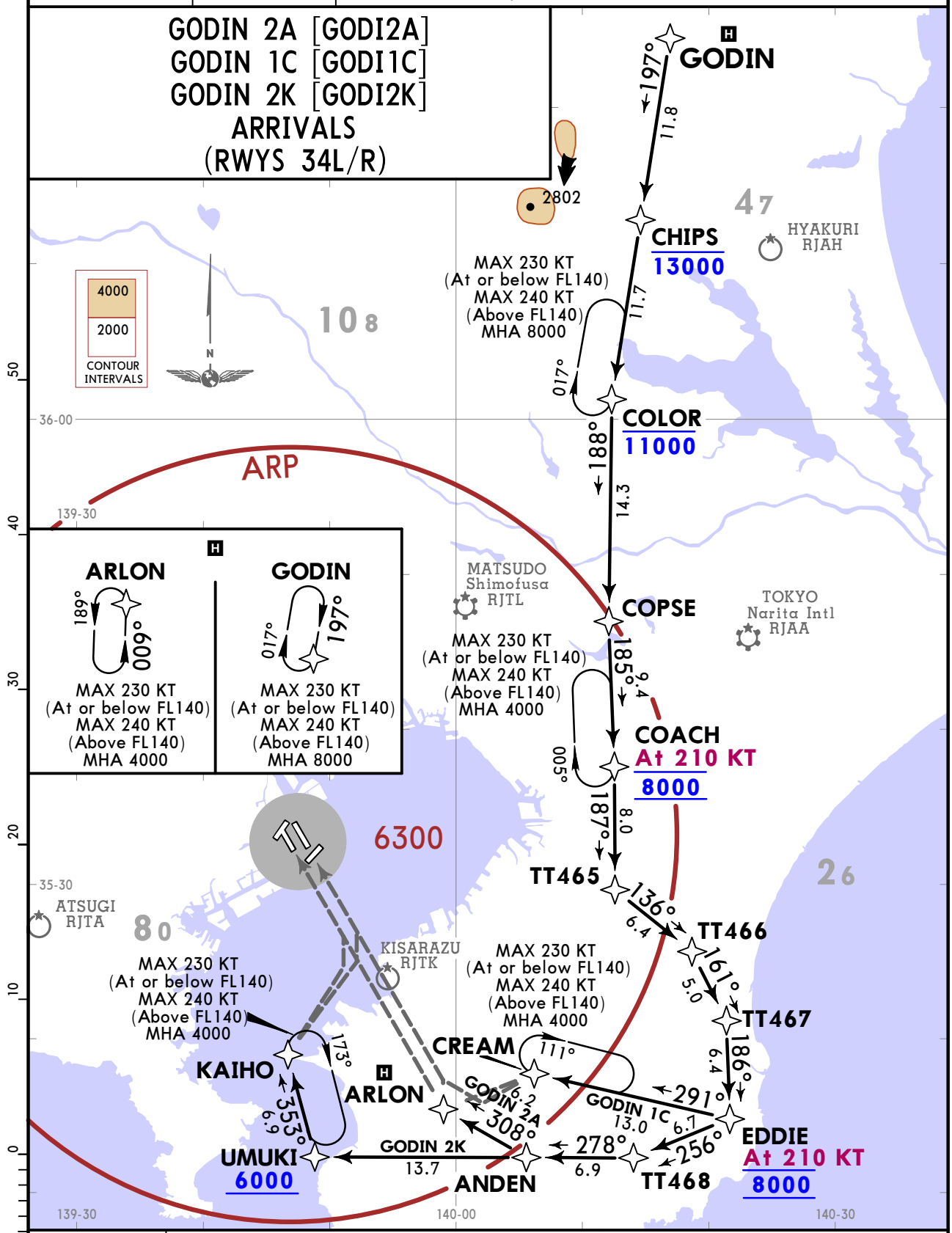


STAR	ROUTING
AROSA 1N	From AROSA, to AVEEY at 11000, to ALDEN at 11000, to TT256, to TT257, to SLICK at 11000, to SHAFT at 8000, to NYLON.
AROSA 2N	From AROSA, to AVEEY at 11000, to STING at or below 9000, to SPARK at or below 7000, to SHAFT at 5000, to NYLON.

CHANGES: None.

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

GODIN 2A [GODI2A]
GODIN 1C [GODI1C]
GODIN 2K [GODI2K]
ARRIVALS
(RWYS 34L/R)



STAR	ROUTING
GODIN 2A	From GODIN, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to TT468, to ANDEN, to ARLON.
GODIN 1C	From GODIN, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to CREAM.
GODIN 2K	From GODIN, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to TT468, to ANDEN, to UMUKI at or above 6000, to KAIHO.

CHANGES: ANDEN waypoint established, TT469 waypoint withdrawn.

RJTT/HND
(HANEDA) TOKYO INTL

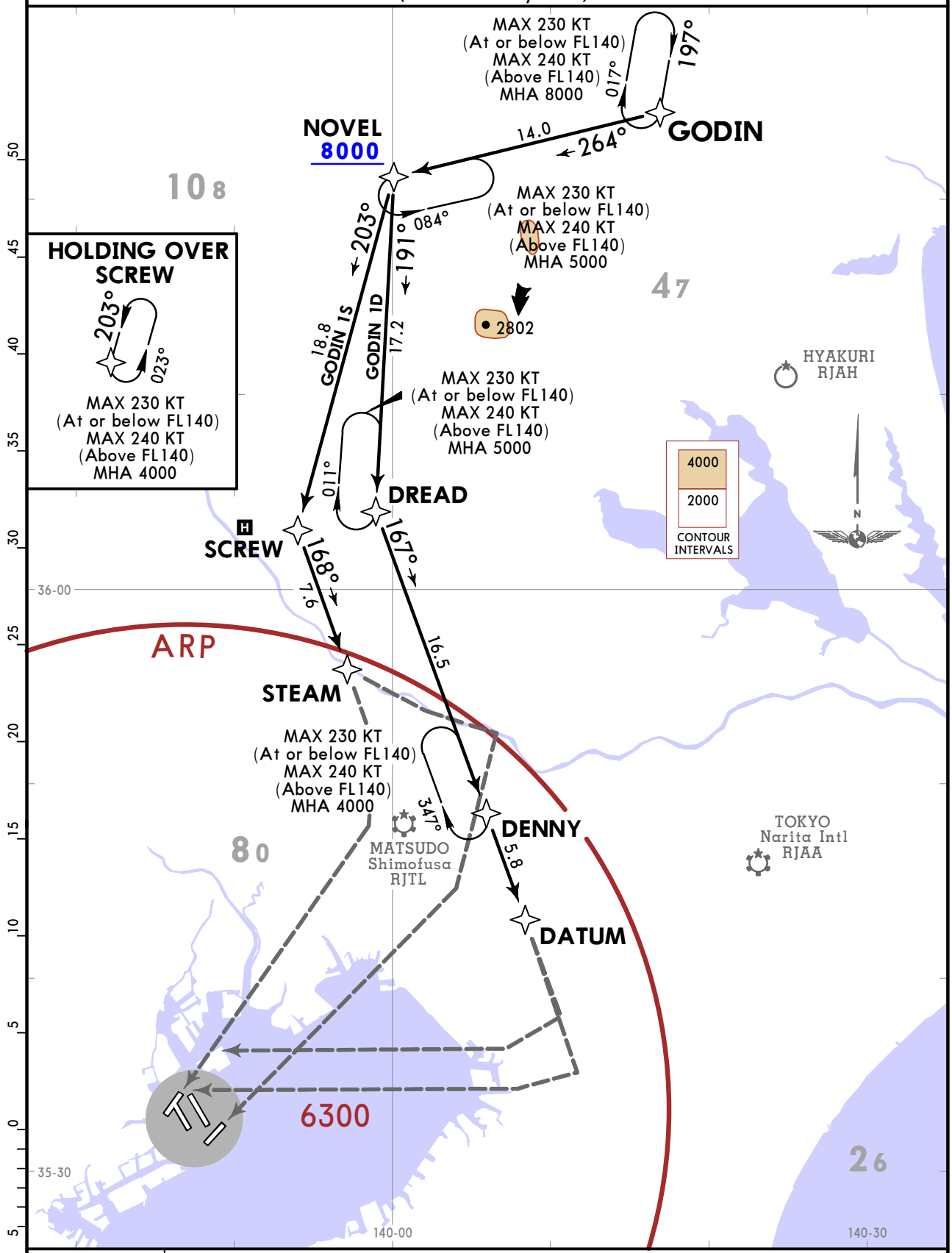
JEPPESEN
13 MAY 22 (10-2K)

TOKYO, JAPAN
RNAV STAR

D-ATIS	Apt Elev
128.8	21

Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

GODIN 1D [GODI1D], GODIN 1S [GODI1S] ARRIVALS (RWYS 22, 23)



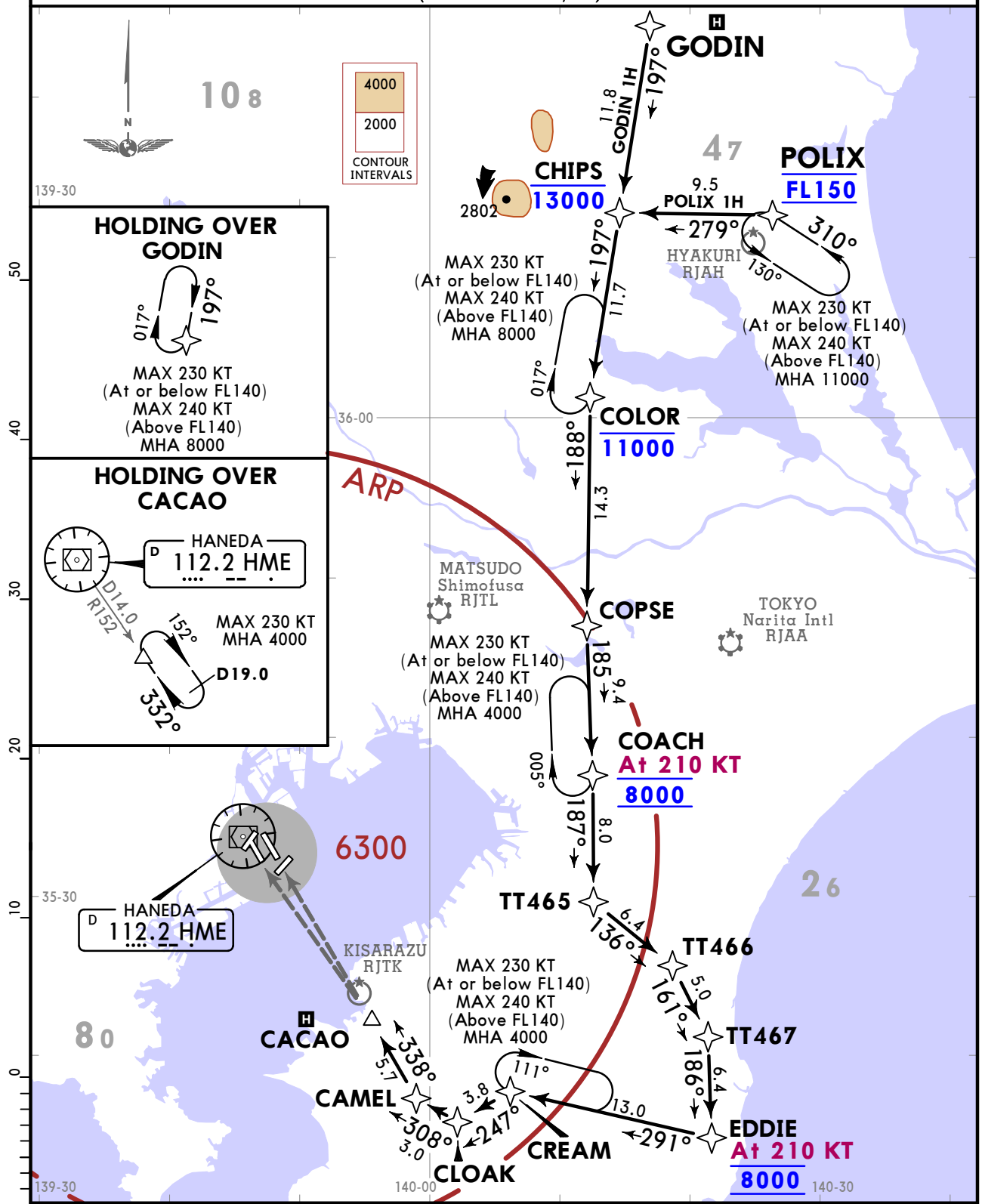
STAR	ROUTING
GODIN 1D	From GODIN, to NOVEL at or above 8000, to DREAD, to DENNY, to DATUM.
GODIN 1S	From GODIN, to NOVEL at or above 8000, to SCREW, to STEAM.

CHANGES: MSA revised.

D-ATIS	Apt Elev
128.8	21

Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
4. When cleared highway visual runway 34R approach, aircraft should fly via last routing cleared until CACAO.

GODIN 1H [GODI1H], POLIX 1H [POLI1H] ARRIVALS (RWYS 34L/R)

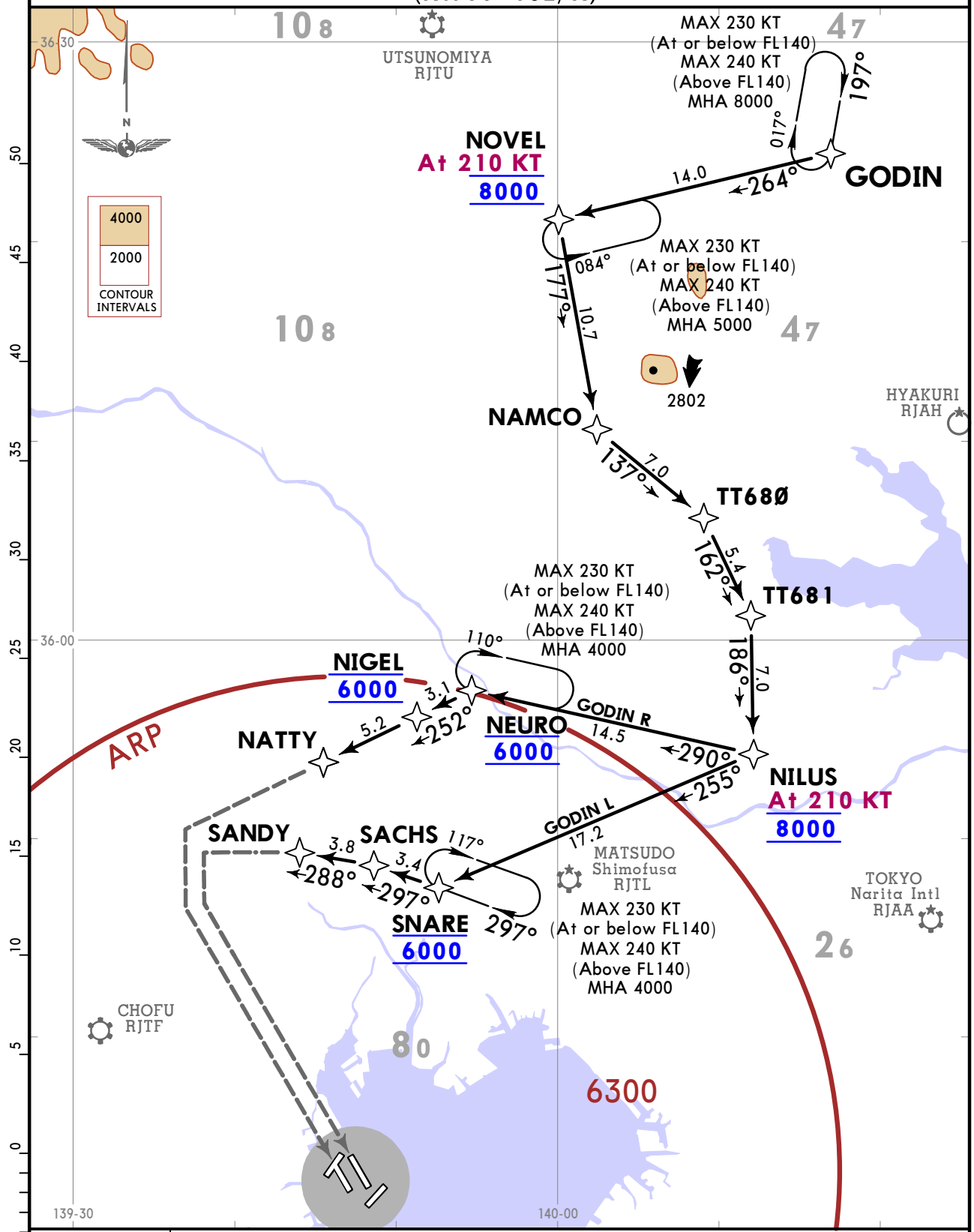


STAR	ROUTING
GODIN 1H	From GODIN, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to CREAM, to CLOAK, to CAMEL, to CACAO.
POLIX 1H	From POLIX at FL150, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to CREAM, to CLOAK, to CAMEL, to CACAO.

CHANGES: MSA revised.

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

GODIN L [GODINL], GODIN R [GODINR] ARRIVALS (RWYS 16L/R)



STAR	ROUTING
GODIN L	From GODIN, to NOVEL at 8000, to NAMCO, to TT68Ø, to TT681, to NILUS at 8000, to SNARE at 6000, to SACHS, to SANDY.
GODIN R	From GODIN, to NOVEL at 8000, to NAMCO, to TT68Ø, to TT681, to NILUS at 8000, to NEURO at 6000, to NIGEL at 6000, to NATTY.

CHANGES: Waypoint T6L6Ø renamed SACHS.

JEPPESEN
13 MAY 22 (10-2M)

TOKYO, JAPAN

RNAV STAR

D-ATIS	Apt Elev
128.8	21

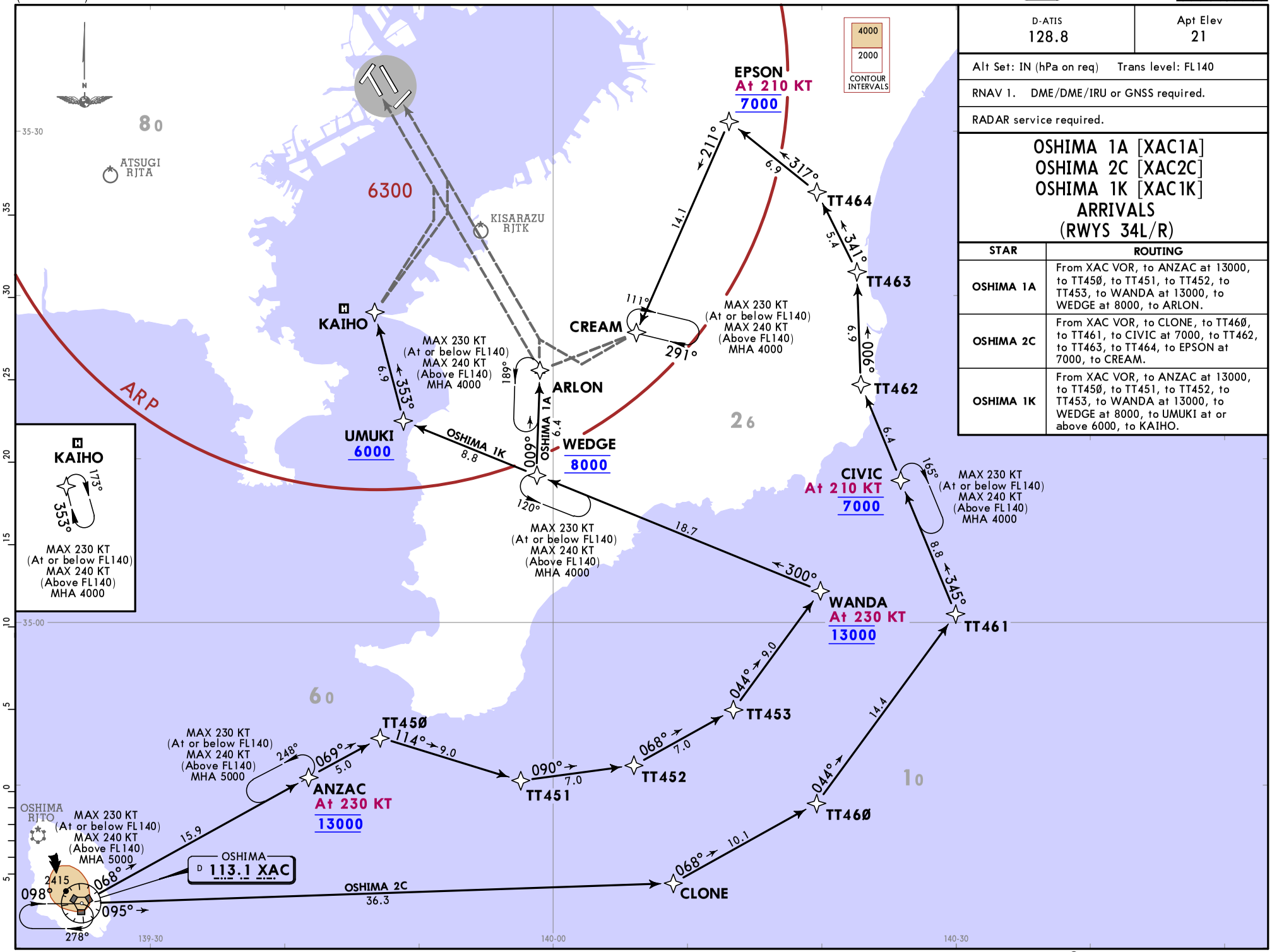
Alt Set: IN (hPa on req) Trans level: FL140

RNAV 1. DME/DME/IRU or GNSS required.

RADAR service required.

OSHIMA 1A [XAC1A]
OSHIMA 2C [XAC2C]
OSHIMA 1K [XAC1K]
ARRIVALS
(RWYS 34L/R)

STAR	ROUTING
OSHIMA 1A	From XAC VOR, to ANZAC at 13000, to TT45Ø, to TT451, to TT452, to TT453, to WANDA at 13000, to WEDGE at 8000, to ARLON.
OSHIMA 2C	From XAC VOR, to CLONE, to TT46Ø, to TT461, to CIVIC at 7000, to TT462, to TT463, to TT464, to EPSON at 7000, to CREAM.
OSHIMA 1K	From XAC VOR, to ANZAC at 13000, to TT45Ø, to TT451, to TT452, to TT453, to WANDA at 13000, to WEDGE at 8000, to UMUKI at or above 6000, to KAIHO.



CHANGES: MSA revised.

D-ATIS	Apt Elev
128.8	21

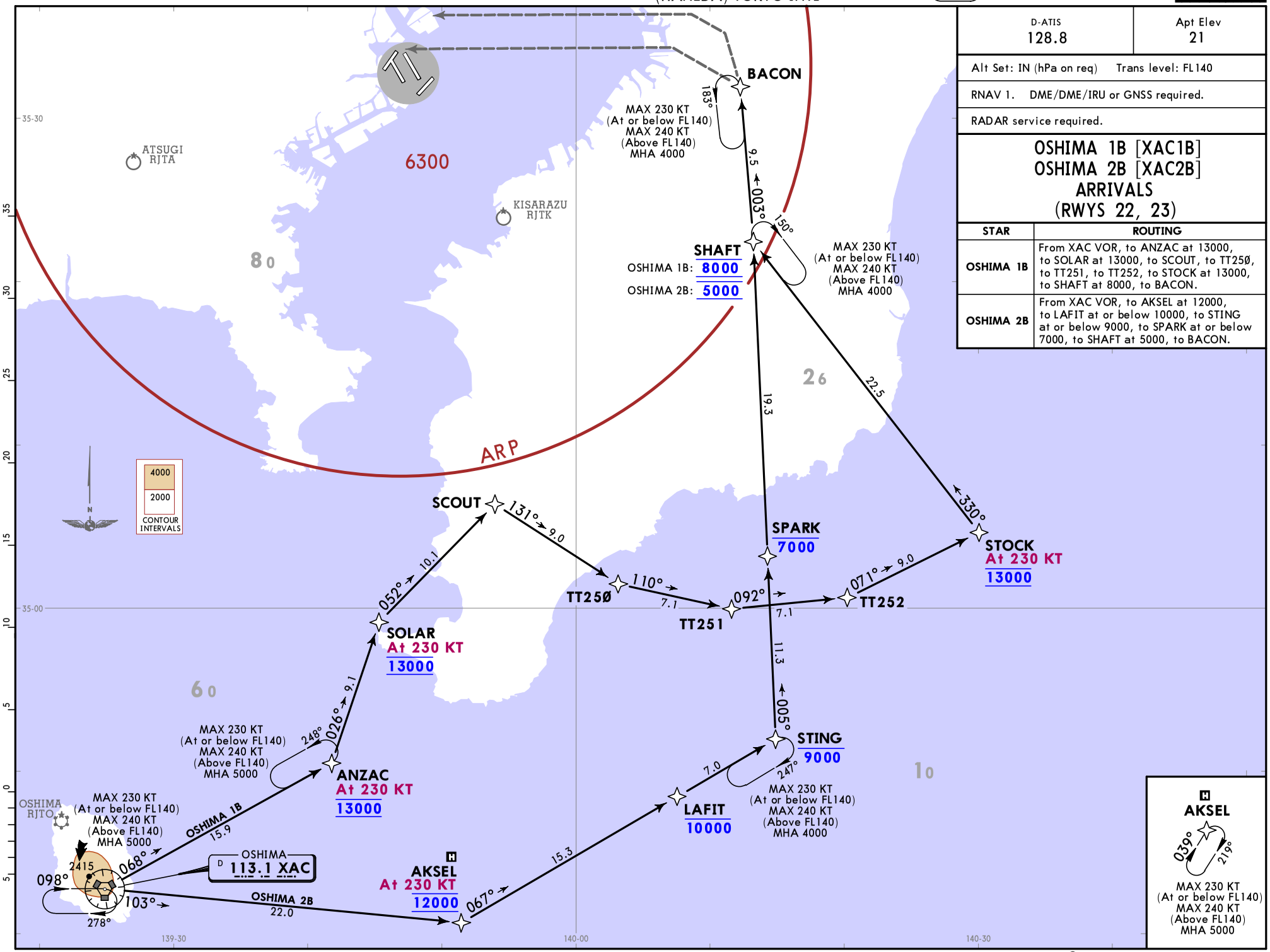
Alt Set: IN (hPa on req) Trans level: FL140

RNAV 1. DME/DME/IRU or GNSS required.

RADAR service required.

OSHIMA 1B [XAC1B]
OSHIMA 2B [XAC2B]
ARRIVALS
(RWYS 22, 23)

STAR	ROUTING
OSHIMA 1B	From XAC VOR, to ANZAC at 13000, to SOLAR at 13000, to SCOUT, to TT25Ø, to TT251, to TT252, to STOCK at 13000, to SHAFT at 8000, to BACON.
OSHIMA 2B	From XAC VOR, to AKSEL at 12000, to LAFIT at or below 10000, to STING at or below 9000, to SPARK at or below 7000, to SHAFT at 5000, to BACON.



CHANGES: MSA revised.

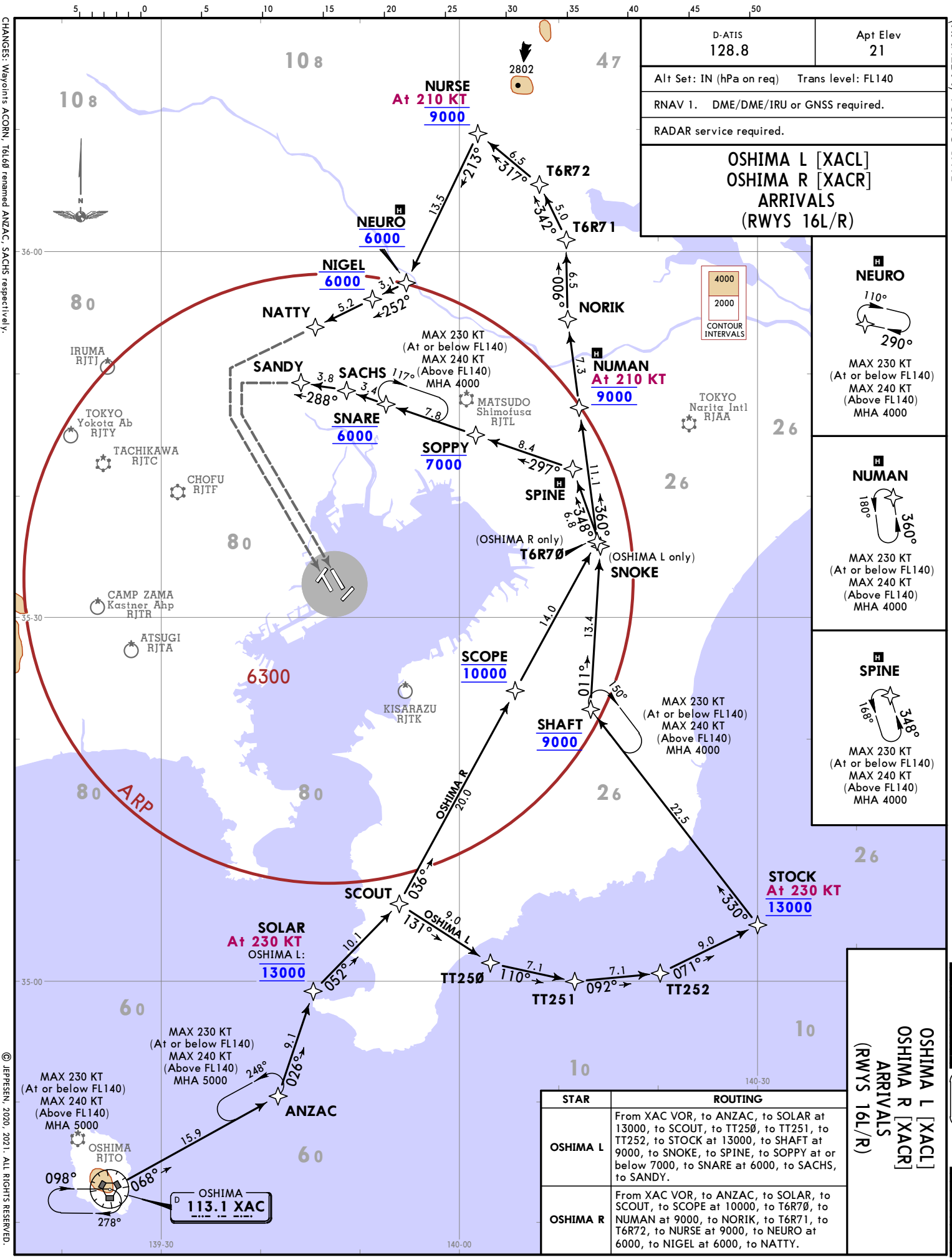
D-ATIS	Apt Elev
128.8	21

Alt Set: IN (hPa on req) Trans level: FL140

RNAV 1. DME/DME/IRU or GNSS required.

RADAR service required.

OSHIMA L [XACL]
OSHIMA R [XACR]
ARRIVALS
(RWYS 16L/R)



NEURO
110°
290°
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

NUMAN
180°
360°
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

SPINE
168°
348°
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

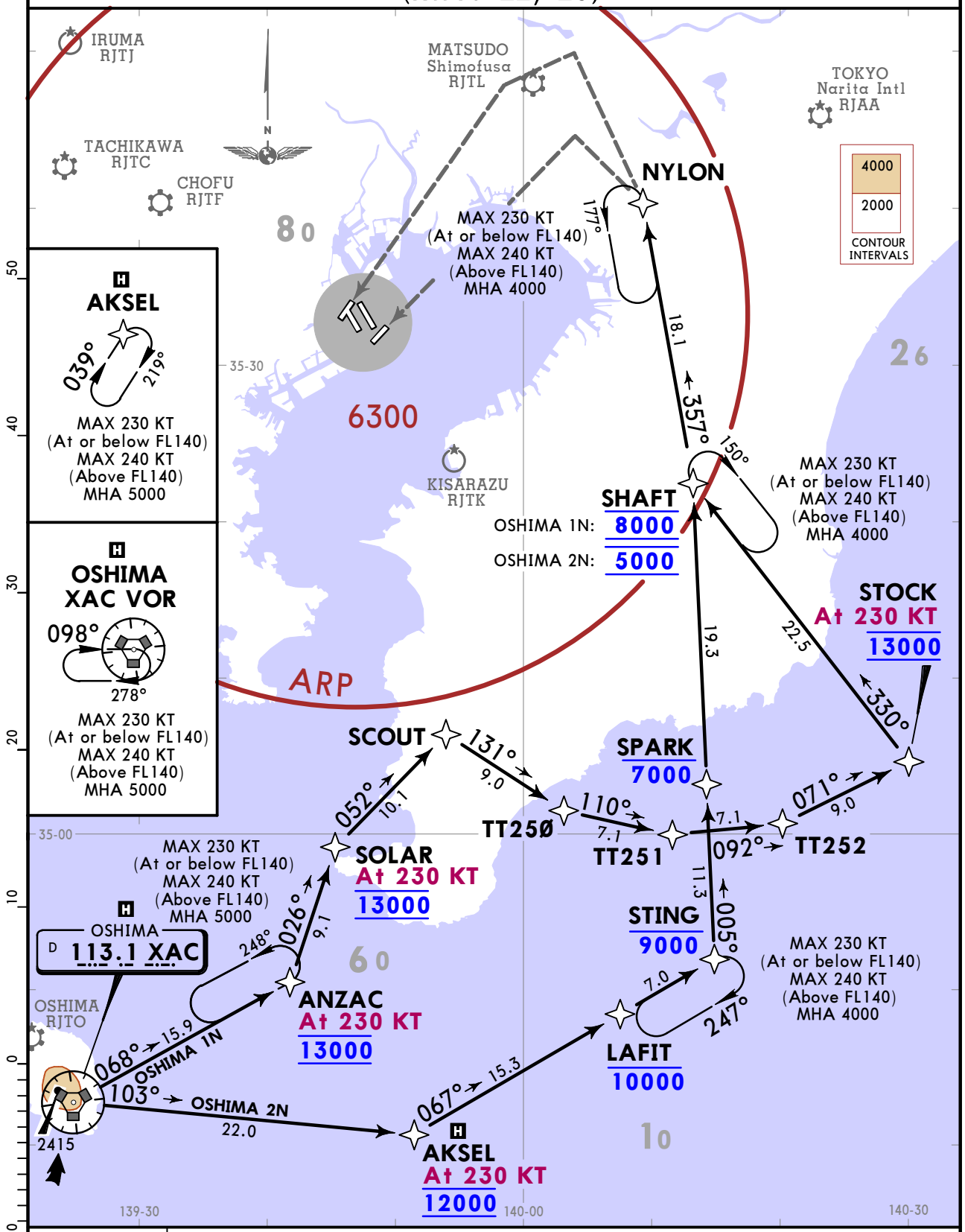
STAR	ROUTING
OSHIMA L	From XAC VOR, to ANZAC, to SOLAR at 13000, to SCOUT, to TT25Ø, to TT251, to TT252, to STOCK at 13000, to SHAFT at 9000, to SNOKE, to SPINE, to SOPPY at or below 7000, to SNARE at 6000, to SACHS, to SANDY.
OSHIMA R	From XAC VOR, to ANZAC, to SOLAR, to SCOUT, to SCOPE at 10000, to T6R7Ø, to NUMAN at 9000, to NORIK, to T6R71, to T6R72, to NURSE at 9000, to NEURO at 6000, to NIGEL at 6000, to NATTY.

OSHIMA L [XACL]
OSHIMA R [XACR]
ARRIVALS
(RWYS 16L/R)

JEPPESEN TOKYO, JAPAN
26 NOV 21
Eff 1 Dec 1500Z (10-2N1)
RNAV STAR

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

OSHIMA 1N [XAC1N], OSHIMA 2N [XAC2N] ARRIVALS (RWYS 22, 23)



STAR	ROUTING
OSHIMA 1N	From XAC VOR, to ANZAC at 13000, to SOLAR at 13000, to SCOUT, to TT25Ø, to TT251, to TT252, to STOCK at 13000, to SHAFT at 8000, to NYLON.
OSHIMA 2N	From XAC VOR, to AKSEL at 12000, to LAFIT at or below 10000, to STING at or below 9000, to SPARK at or below 7000, to SHAFT at 5000, to NYLON.

CHANGES: None.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
17 MAR 23 (10-2Q) Eff 22 Mar 1500Z

TOKYO, JAPAN
RNAV STAR

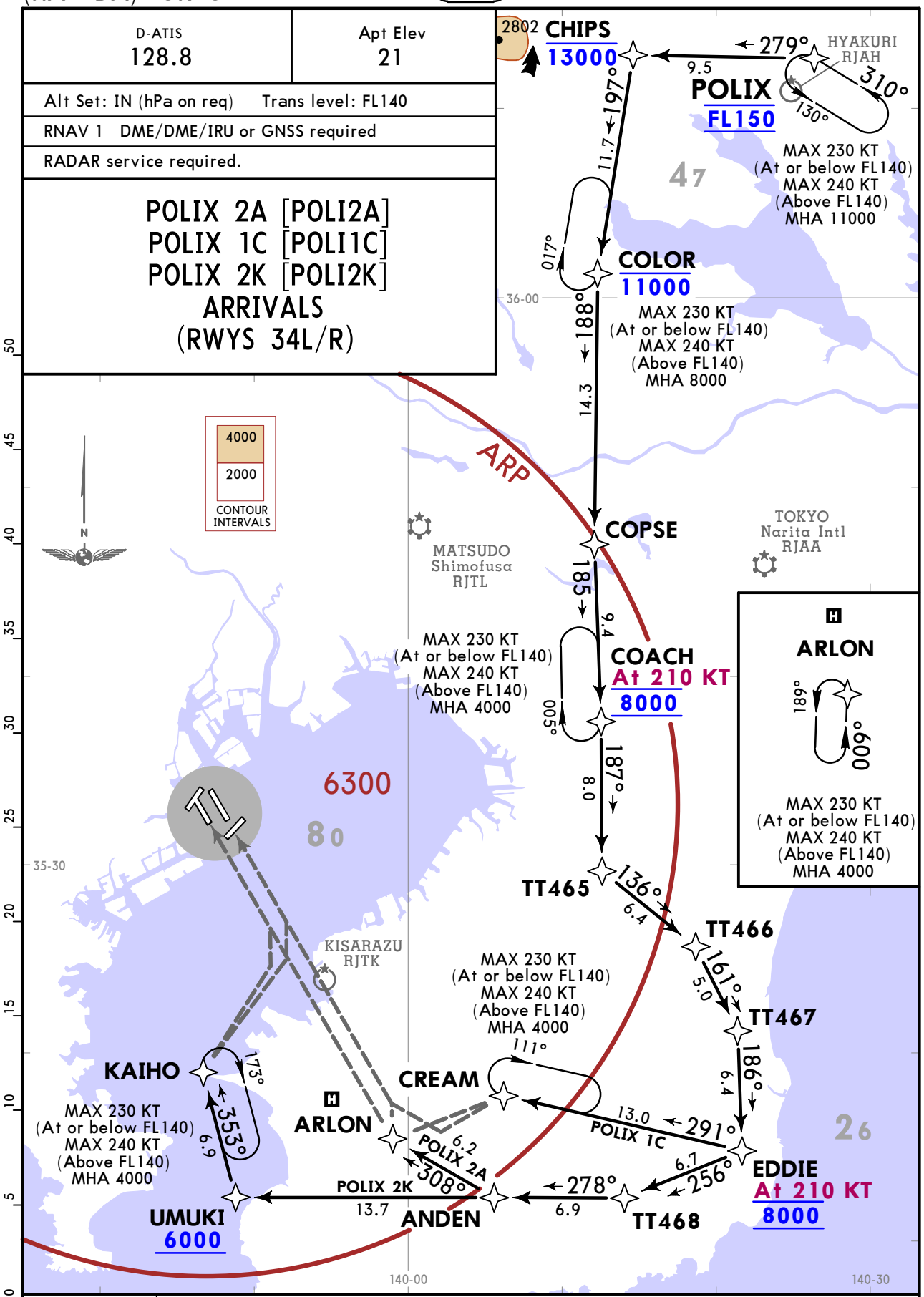
D-ATIS	Apt Elev
128.8	21

Alt Set: IN (hPa on req) Trans level: FL140

RNAV 1 DME/DME/IRU or GNSS required

RADAR service required.

POLIX 2A [POLI2A]
POLIX 1C [POLI1C]
POLIX 2K [POLI2K]
ARRIVALS
(RWYS 34L/R)

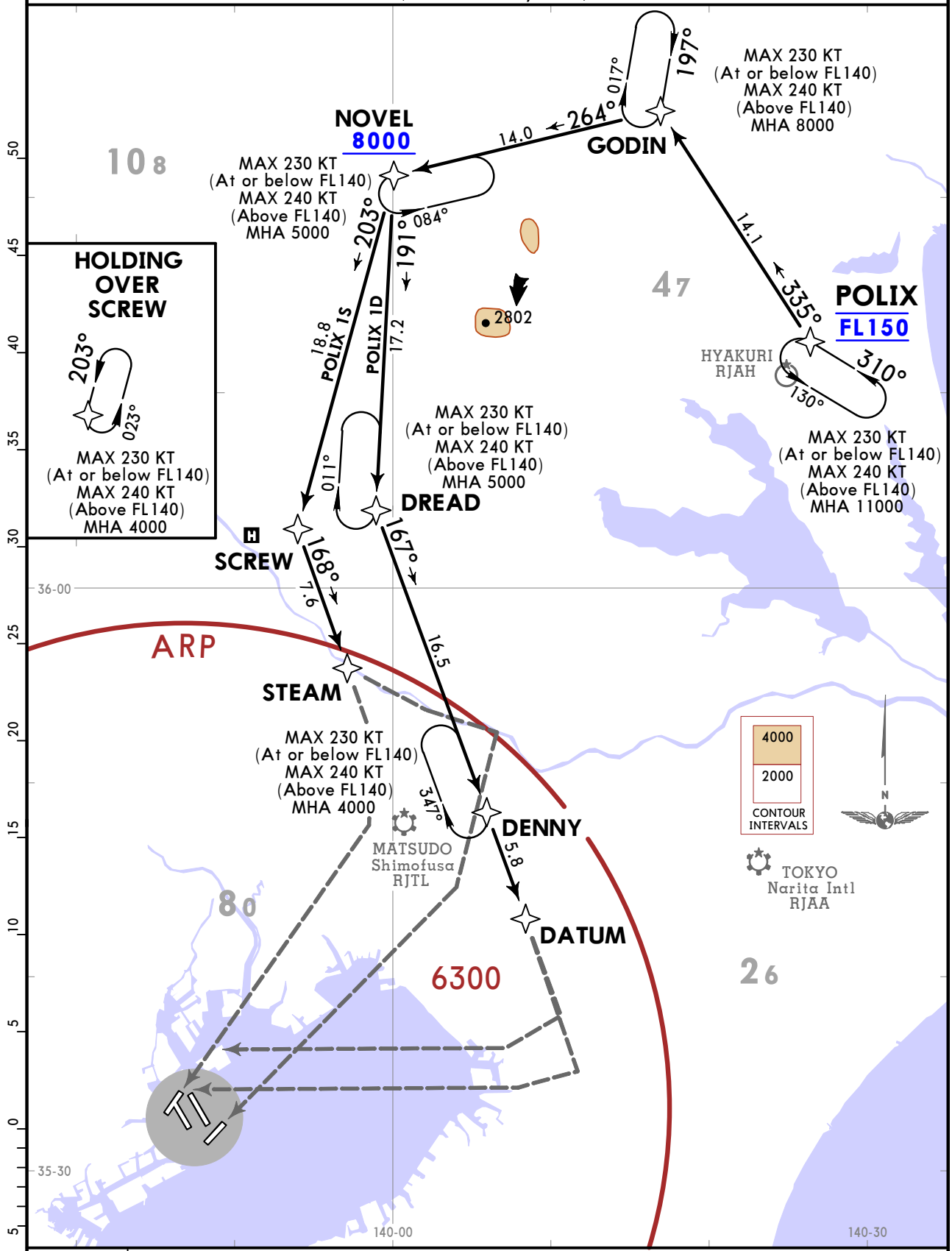


STAR	ROUTING
POLIX 2A	From POLIX at FL150, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to TT468, to ANDEN, to ARLON.
POLIX 1C	From POLIX at FL150, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to CREAM.
POLIX 2K	From POLIX at FL150, to CHIPS at or below 13000, to COLOR at or below 11000, to COPSE, to COACH at 8000, to TT465, to TT466, to TT467, to EDDIE at 8000, to TT468, to ANDEN, to UMUKI at or above 6000, to KAIHO.

CHANGES: ANDEN waypoint established, TT469 waypoint withdrawn.

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

POLIX 1D [POLI1D], POLIX 1S [POLI1S] ARRIVALS (RWYS 22, 23)



STAR	ROUTING
POLIX 1D	From POLIX at FL150, to GODIN, to NOVEL at or above 8000, to DREAD, to DENNY, to DATUM.
POLIX 1S	From POLIX at FL150, to GODIN, to NOVEL at or above 8000, to SCREW, to STEAM.

CHANGES: MSA revised.

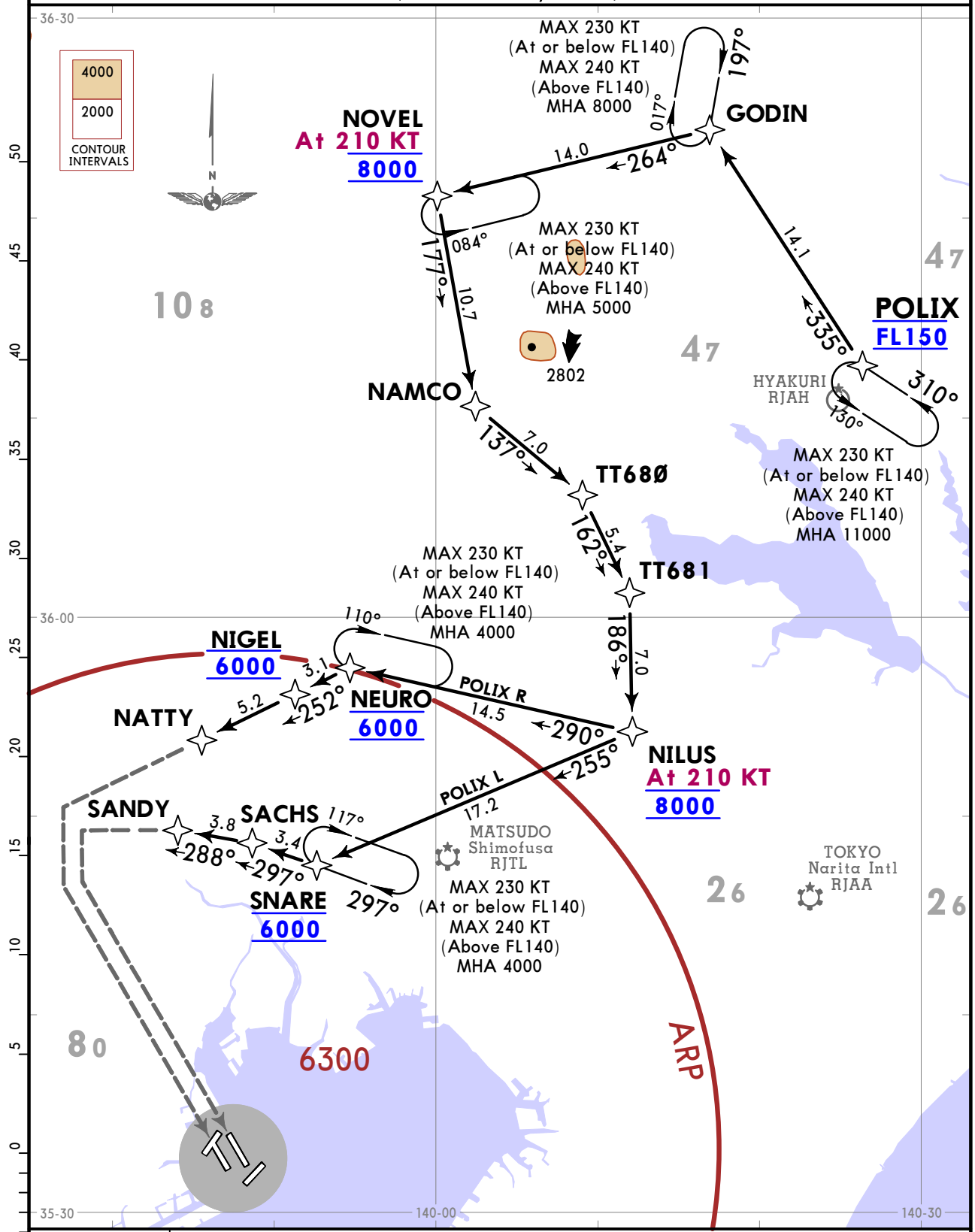
RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
13 MAY 22 (10-2S1)

TOKYO, JAPAN
RNAV STAR

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

POLIX L [POLIXL], POLIX R [POLIXR]
ARRIVALS
(RWYS 16L, 16R)



STAR	ROUTING
POLIX L	From POLIX at FL150, to GODIN, to NOVEL at 8000, to NAMCO, to TT68Ø, to TT681, to NILUS at 8000, to SNARE at 6000, to SACHS, to SANDY.
POLIX R	From POLIX at FL150, to GODIN, to NOVEL at 8000, to NAMCO, to TT68Ø, to TT681, to NILUS at 8000, to NEURO at 6000, to NIGEL at 6000, to NATTY.

CHANGES: None.

CHANGES: Holdings depiction.

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

ADDUM [ADDUM], BONUS [BONUS] ARRIVALS

RJTT/HND
(HANEDA) TOKYO INTL

ILS DME 110.1 IKL
HANEDA D 112.2 HME
ILS DME 111.7 IHA
3100
6300
2500
BONUS (IKL D14.7)
277°
LOC course to RWY 22 (LDA)
270°
180°
096°
LOC course to RWY 34L
KISARAZU RJTK
BONUS D22.2 Arc HME
HME VOR
R157
ARLON (IHA D19.6)
D22.2 HME
337°
2.8
D25.0 HME
360°
1329
ADDUM 21.6
D46.6
337°
ADDUM
At 230 KT
10000

HOLDING OVER ADDUM
HME 112.2 D46.6 R157
MAX 250 KT
MHA 5000
157°
337°
D55.0

STAR	ROUTING
ADDUM	From over ADDUM via HME R157 to D25.0 HME, turn RIGHT, via IHA LOC course to ARLON.
BONUS	From over ADDUM via HME R157 to D22.2 HME, via D22.2 Arc HME counterclockwise to intercept and proceed via IKL LOC course to BONUS.

ADDUM [ADDUM], BONUS [BONUS] ARRIVALS

JEPPESEN
1 NOV 19
10-2T
TOKYO, JAPAN
STAR

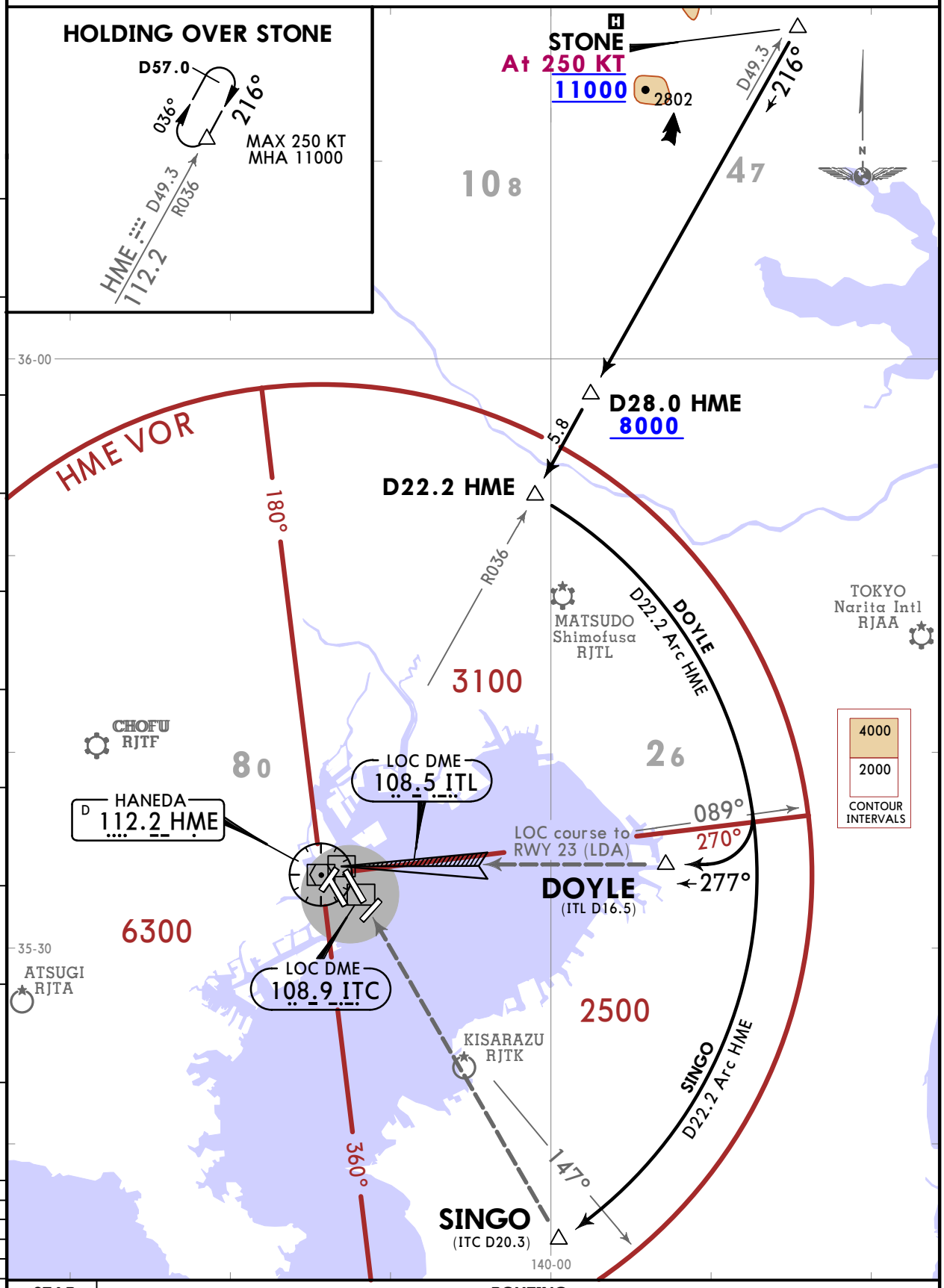
RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
1 NOV 19 (10-2U)

TOKYO, JAPAN
STAR

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

DOYLE [DOYLE], SINGO [SINGO] ARRIVALS



STAR	ROUTING
DOYLE	From over STONE via HME R036 to D22.2 HME, via D22.2 Arc HME clockwise to intercept and proceed via ITL LOC course to DOYLE.
SINGO	From over STONE via HME R036 to D22.2 HME, via D22.2 Arc HME clockwise to SINGO.

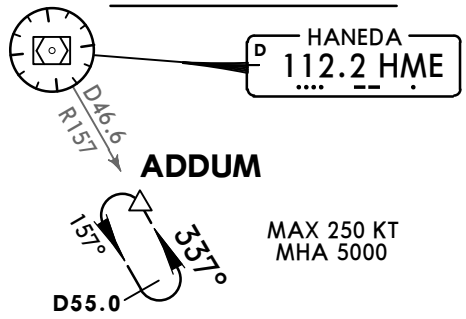
CHANGES: Holdings depiction.

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

ARRIVAL HOLDING PROCEDURES

ALL HOLDS NOT TO SCALE

ADDUM HOLD

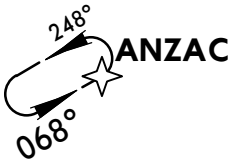


MAX 250 KT
MHA 5000

AKSEL HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 5000

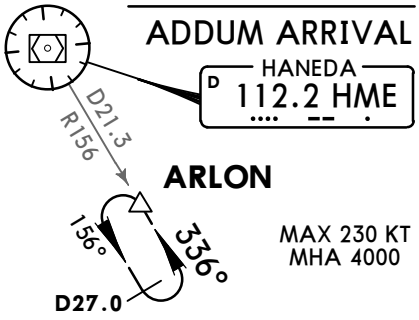
ANZAC HOLD



MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 5000

ARLON HOLD

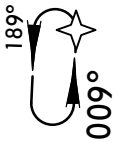
ADDUM ARRIVAL



MAX 230 KT
MHA 4000

ARLON RNAV HOLD

AKSEL 1A, AROSA 1A, GODIN 2A
OSHIMA 1A, POLIX 2A ARRIVALS

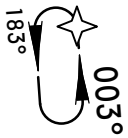


MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

AVEEY HOLD

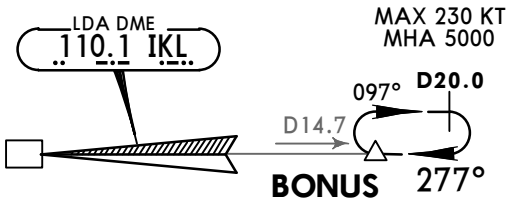
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 5000

BACON HOLD

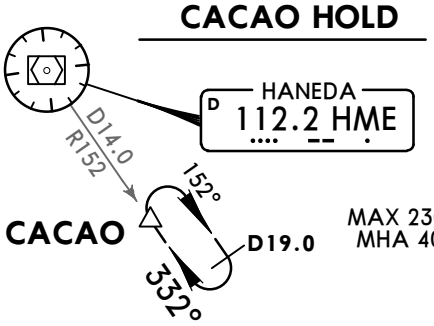


MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

BONUS HOLD

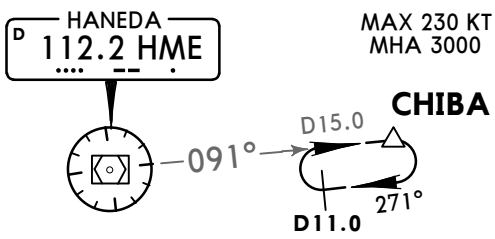


CACAO HOLD



MAX 230 KT
MHA 4000

CHIBA HOLD



CHANGES: Waypoint ACORN renamed ANZAC.

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

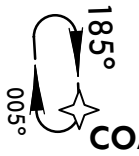
ARRIVAL HOLDING PROCEDURES (CONTD 1)

ALL HOLDS NOT TO SCALE

CIVIC HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

COACH HOLD



MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

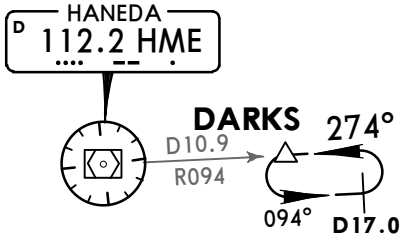
COLOR HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 8000

CREAM HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

DARKS HOLD

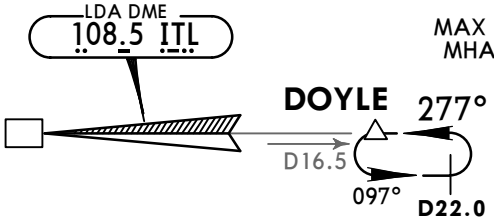


MAX 230 KT
MHA 1800

DENNY HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

DOYLE HOLD



MAX 230 KT
MHA 4000

DREAD HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 5000

GODIN HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 8000

KAIHO HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

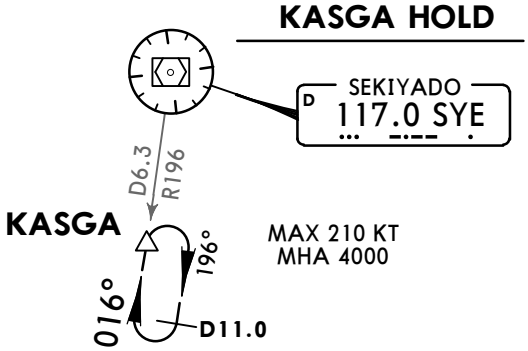
CHANGES: None.

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

ARRIVAL HOLDING PROCEDURES (CONTD 2)

ALL HOLDS NOT TO SCALE

KASGA HOLD



MAX 210 KT
MHA 4000

MESSE HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 6000

NEURO HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

NOVEL HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 5000

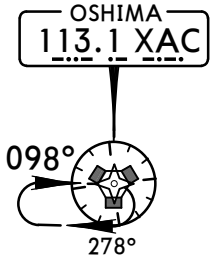
NUMAN HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

NYLON HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

OSHIMA HOLD



MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 5000

POLIX HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 11000

SCREW HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

SHAFT HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

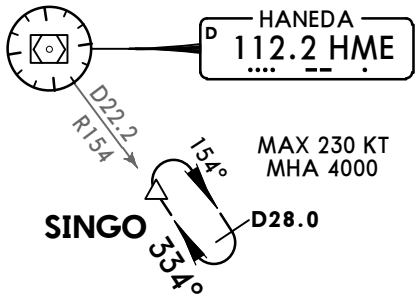
CHANGES: Holdings over NEURO and NUMAN established.

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

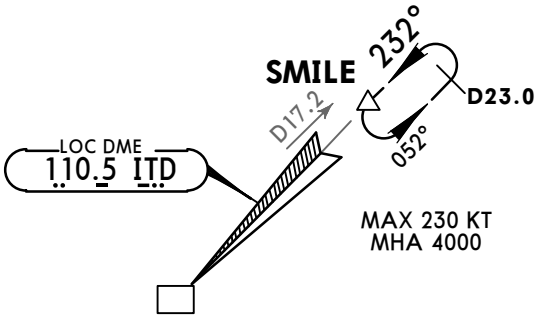
ARRIVAL HOLDING PROCEDURES (CONTD 3)

ALL HOLDS NOT TO SCALE

SINGO HOLD



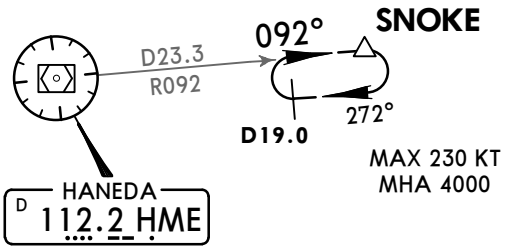
SMILE HOLD



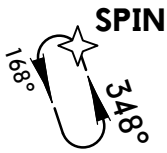
SNARE HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

SNOKE HOLD



SPINE HOLD

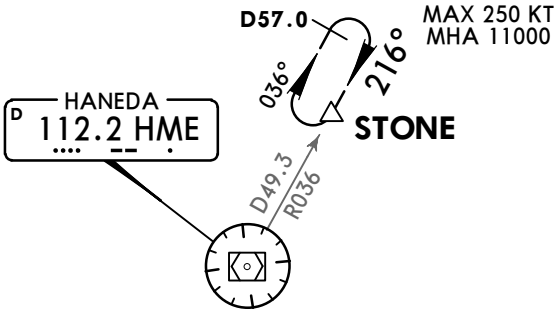


MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

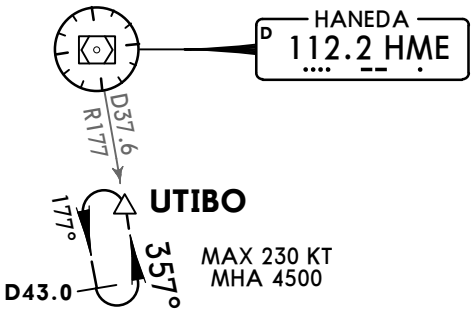
STING HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

STONE HOLD



UTIBO HOLD



WEDGE HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 4000

CHANGES: Holdings over SNARE, SNOKE and SPINE established.

Aircraft filing BEKLA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
BEKLA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
BEKLA B DEP	From 2200 UTC to 0230 UTC.
BEKLA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

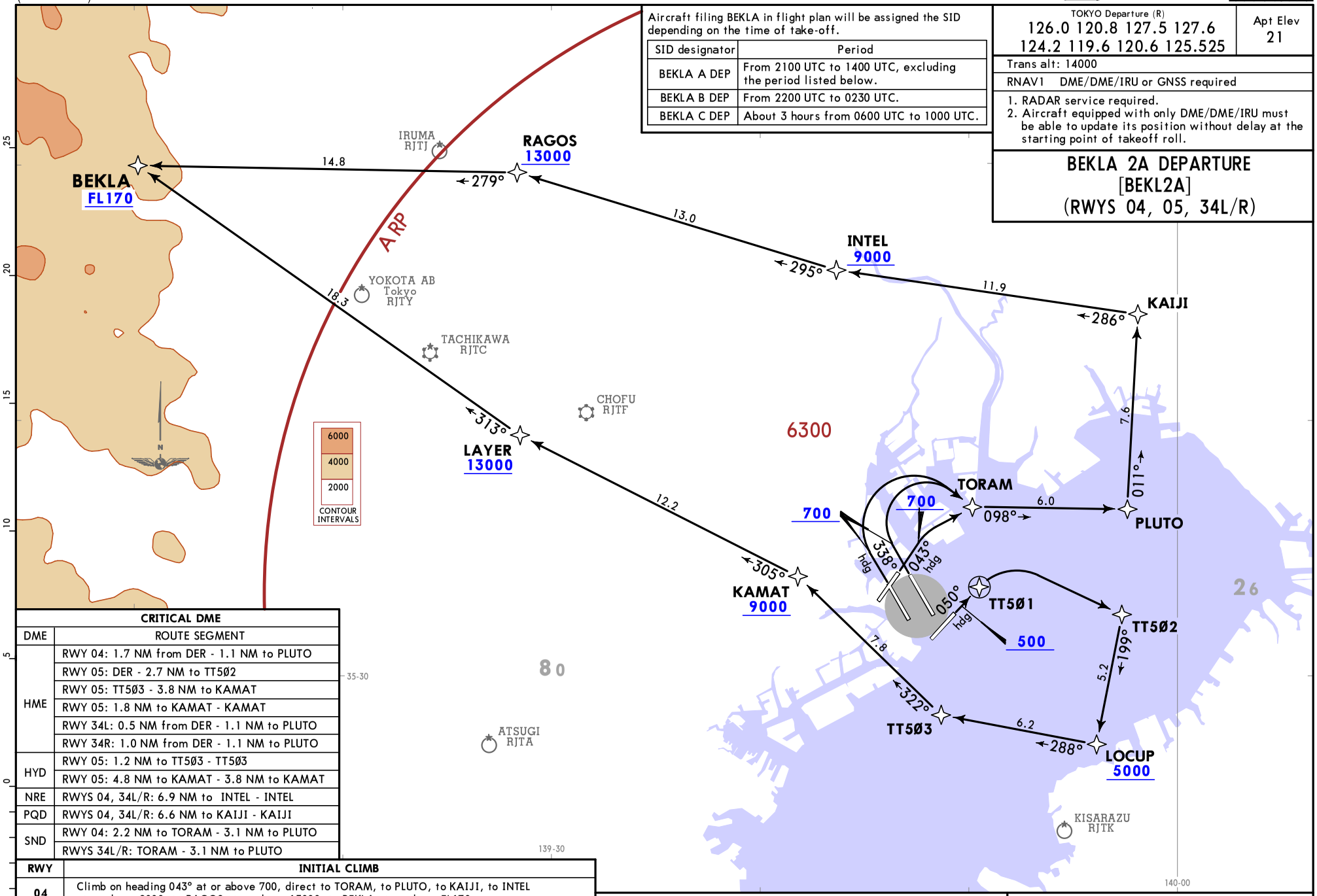
Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

BEKLA 2A DEPARTURE
[BEKL2A]
(RWYS 04, 05, 34L/R)



CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 1.1 NM to PLUTO
	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 05: TT5Ø3 - 3.8 NM to KAMAT
	RWY 05: 1.8 NM to KAMAT - KAMAT
	RWY 34L: 0.5 NM from DER - 1.1 NM to PLUTO
	RWY 34R: 1.0 NM from DER - 1.1 NM to PLUTO
HYD	RWY 05: 1.2 NM to TT5Ø3 - TT5Ø3
	RWY 05: 4.8 NM to KAMAT - 3.8 NM to KAMAT
NRE	RWYS 04, 34L/R: 6.9 NM to INTEL - INTEL
PQD	RWYS 04, 34L/R: 6.6 NM to KAIJI - KAIJI
SND	RWY 04: 2.2 NM to TORAM - 3.1 NM to PLUTO
	RWYS 34L/R: TORAM - 3.1 NM to PLUTO

RWY	INITIAL CLIMB
04	Climb on heading 043° at or above 700, direct to TORAM, to PLUTO, to KAIJI, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to BEKLA at or above FL170.
34L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TORAM, to PLUTO, to KAIJI, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.

RWYS 04, 34L/R: 5.0% climb gradient required up to 700.
RWY 05: 5.0% climb gradient required up to 500.

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

DME GAP
RWY 04: DER - 1.7 NM from DER
RWY 05: 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 34L: DER - 0.5 NM from DER
RWY 34R: DER - 1.0 NM from DER

CHANGES: SID depending on the time of take-off established.

Aircraft filing BEKLA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
BEKLA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
BEKLA B DEP	From 2200 UTC to 0230 UTC.
BEKLA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

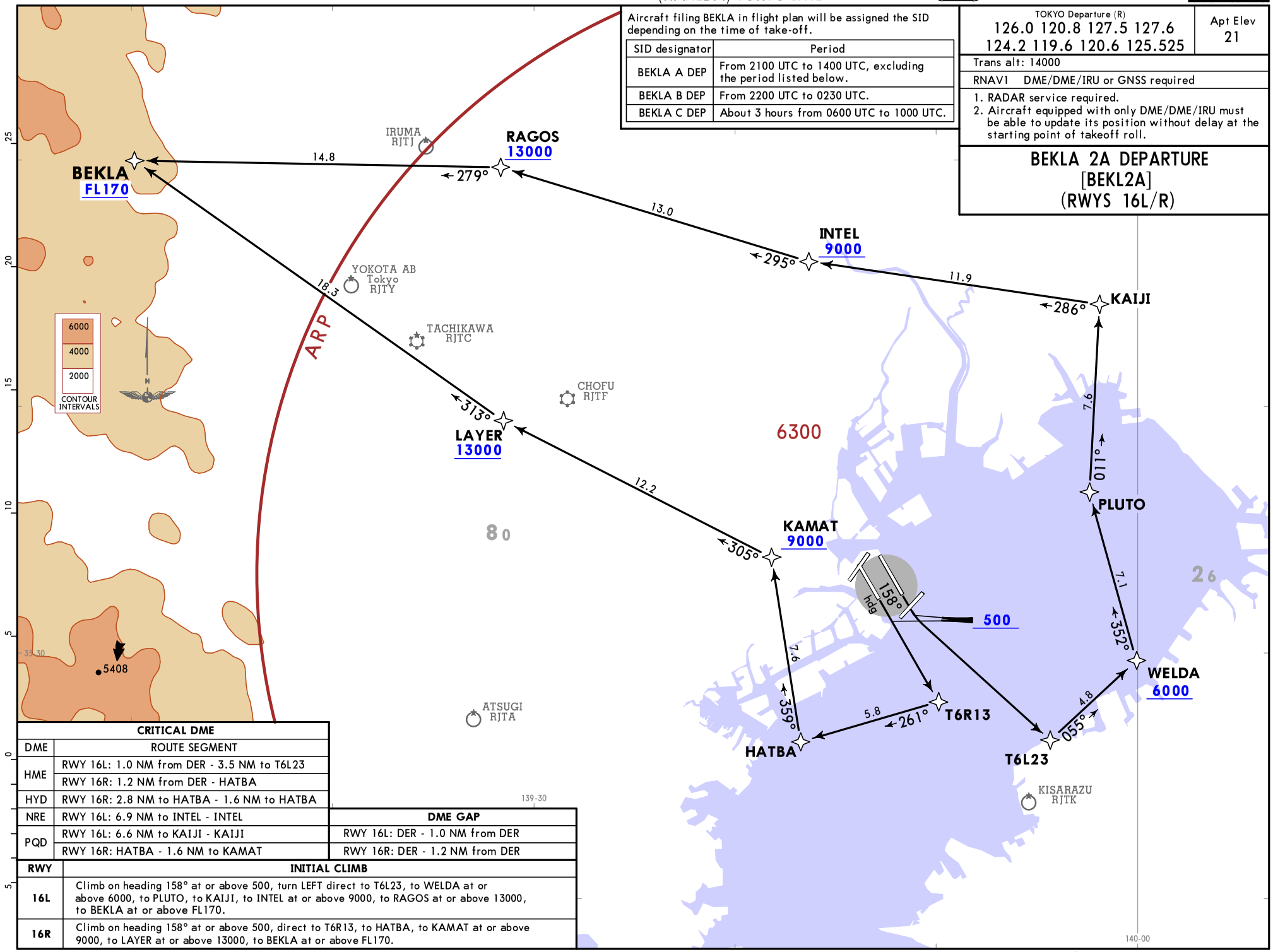
Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

BEKLA 2A DEPARTURE
[BEKL2A]
(RWYS 16L/R)



CRITICAL DME		
DME	ROUTE SEGMENT	
HME	RWY 16L: 1.0 NM from DER - 3.5 NM to T6L23	
	RWY 16R: 1.2 NM from DER - HATBA	
HYD	RWY 16R: 2.8 NM to HATBA - 1.6 NM to HATBA	
NRE	RWY 16L: 6.9 NM to INTEL - INTEL	DME GAP
PQD	RWY 16L: 6.6 NM to KAIJI - KAIJI	RWY 16L: DER - 1.0 NM from DER
	RWY 16R: HATBA - 1.6 NM to KAMAT	RWY 16R: DER - 1.2 NM from DER

RWY	INITIAL CLIMB
16L	Climb on heading 158° at or above 500, turn LEFT direct to T6L23, to WELDA at or above 6000, to PLUTO, to KAIJI, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R13, to HATBA, to KAMAT at or above 9000, to LAYER at or above 13000, to BEKLA at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing BEKLA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
BEKLA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
BEKLA B DEP	From 2200 UTC to 0230 UTC.
BEKLA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

BEKLA 2B DEPARTURE
[BEKL2B]
(RWYS 05, 34R)

BEKLA
FL170

14.8

RAGOS
13000

279°

13.0

INTEL
9000

295°

4.1

285°

OHEDO

3.9

331°

EDOJO

3.5

018°

ARAKA

700

338° hdg

050° hdg

TT5Ø1

500

TT5Ø2

199°

5.2

6.2

288°

LOCUP
5000

7.8

322°

TT5Ø3

12.2

305°

KAMAT
9000

313°

LAYER
13000

18.3

ARP

IRUMA
RJTJ

YOKOTA AB
Tokyo
RJTY

TACHIKAWA
RJTC

CHOFU
RJTF

ATSUGI
RJTA

KISARAZU
RJTK

6300

6000
4000
2000
CONTOUR INTERVALS

DME GAP
RWY 05: 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 34R: DER - 1.0 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 05: TT5Ø3 - 3.8 NM to KAMAT
	RWY 05: 1.8 NM to KAMAT - KAMAT
HYD	RWY 05: 1.2 NM to TT5Ø3 - TT5Ø3
	RWY 05: 4.8 NM to KAMAT - 3.8 NM to KAMAT

RWY 05: 5.0% climb gradient required up to 500.
RWY 34R: 5.0% climb gradient required 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
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to BEKLA at or above FL170.
34R	Climb on heading 338° at or above 700, turn RIGHT direct to ARAKA, to EDOJO, to OHEDO, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing BEKLA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
BEKLA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
BEKLA B DEP	From 2200 UTC to 0230 UTC.
BEKLA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

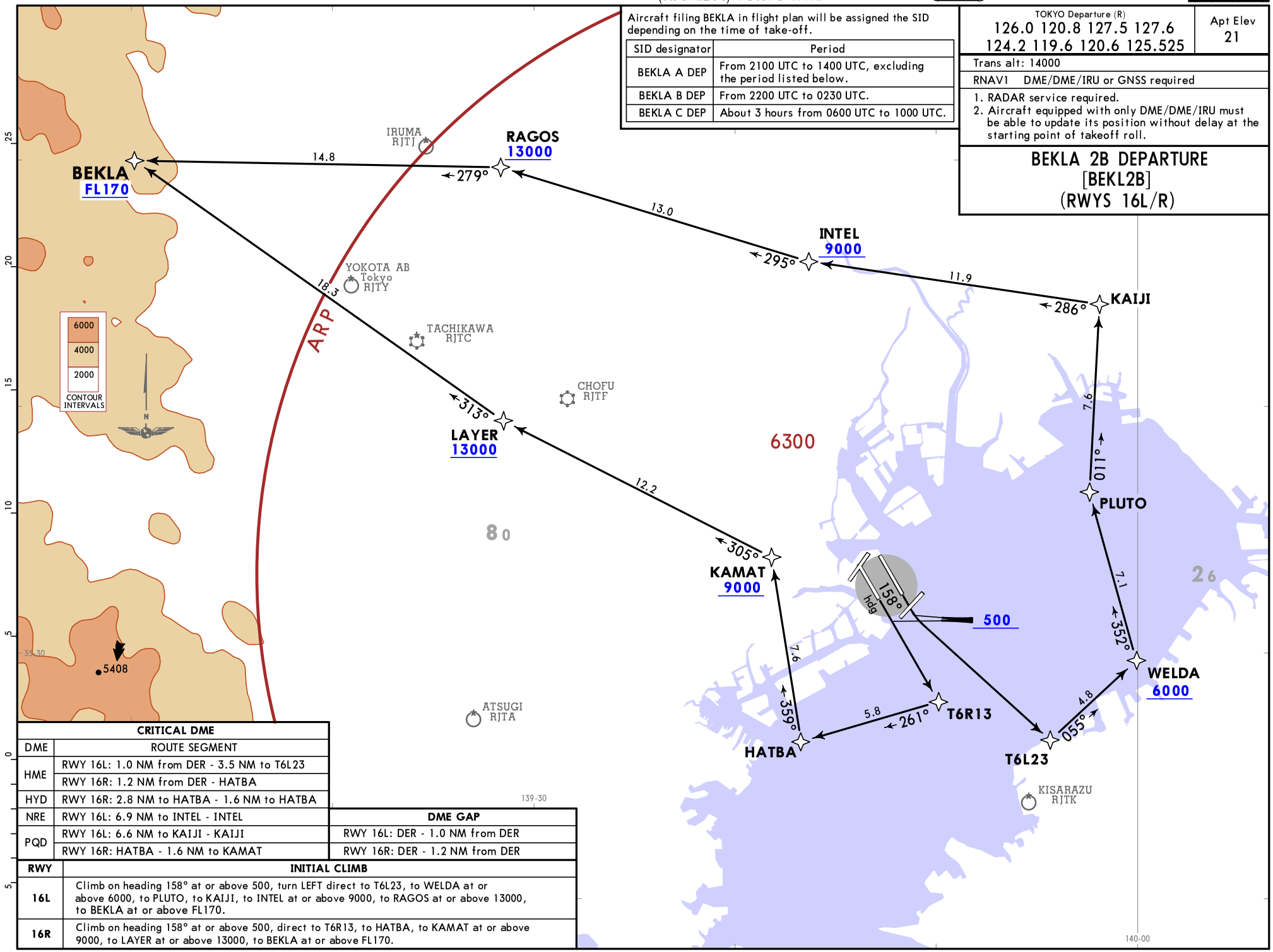
Apt Elev 21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

BEKLA 2B DEPARTURE
[BEKL2B]
(RWYS 16L/R)



CRITICAL DME		
DME	ROUTE SEGMENT	
HME	RWY 16L: 1.0 NM from DER - 3.5 NM to T6L23	DME GAP
	RWY 16R: 1.2 NM from DER - HATBA	RWY 16L: DER - 1.0 NM from DER
HYD	RWY 16R: 2.8 NM to HATBA - 1.6 NM to HATBA	RWY 16R: DER - 1.2 NM from DER
NRE	RWY 16L: 6.9 NM to INTEL - INTEL	
PQD	RWY 16L: 6.6 NM to KAIJI - KAIJI	
	RWY 16R: HATBA - 1.6 NM to KAMAT	

RWY	INITIAL CLIMB
16L	Climb on heading 158° at or above 500, turn LEFT direct to T6L23, to WELDA at or above 6000, to PLUTO, to KAIJI, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R13, to HATBA, to KAMAT at or above 9000, to LAYER at or above 13000, to BEKLA at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing BEKLA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
BEKLA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
BEKLA B DEP	From 2200 UTC to 0230 UTC.
BEKLA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

BEKLA 3C DEPARTURE
[BEKL3C]
(RWYS 05, 34R)

BEKLA
FL170

14.8

RAGOS
13000

279°

13.0

INTEL
9000

295°

4.1

285°

OHEDO

3.9

331°

EDOJO

3.5

018°

ARAKA

700

338° hdg

050° hdg

TT5Ø1

500

TT5Ø2

199°

5.2

6.2

288°

LOCUP
5000

7.8

322°

TT5Ø3

305°

KAMAT
9000

12.2

313°

LAYER
13000

18.3

ARP

IRUMA
RJTJ

YOKOTA AB
Tokyo
RJTY

TACHIKAWA
RJTC

CHOFU
RJTF

ATSUGI
RJTA

KISARAZU
RJTK

6300

6000
4000
2000
CONTOUR INTERVALS

DME GAP
RWY 05: 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 34R: DER - 1.0 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 05: TT5Ø3 - 3.8 NM to KAMAT
	RWY 05: 1.8 NM to KAMAT - KAMAT
HYD	RWY 05: 1.2 NM to TT5Ø3 - TT5Ø3
	RWY 05: 4.8 NM to KAMAT - 3.8 NM to KAMAT

RWY 05: 5.0% climb gradient required up to 500.
RWY 34R: 5.0% climb gradient required 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
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to BEKLA at or above FL170.
34R	Climb on heading 338° at or above 700, turn RIGHT direct to ARAKA, to EDOJO, to OHEDO, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing BEKLA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
BEKLA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
BEKLA B DEP	From 2200 UTC to 0230 UTC.
BEKLA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev 21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

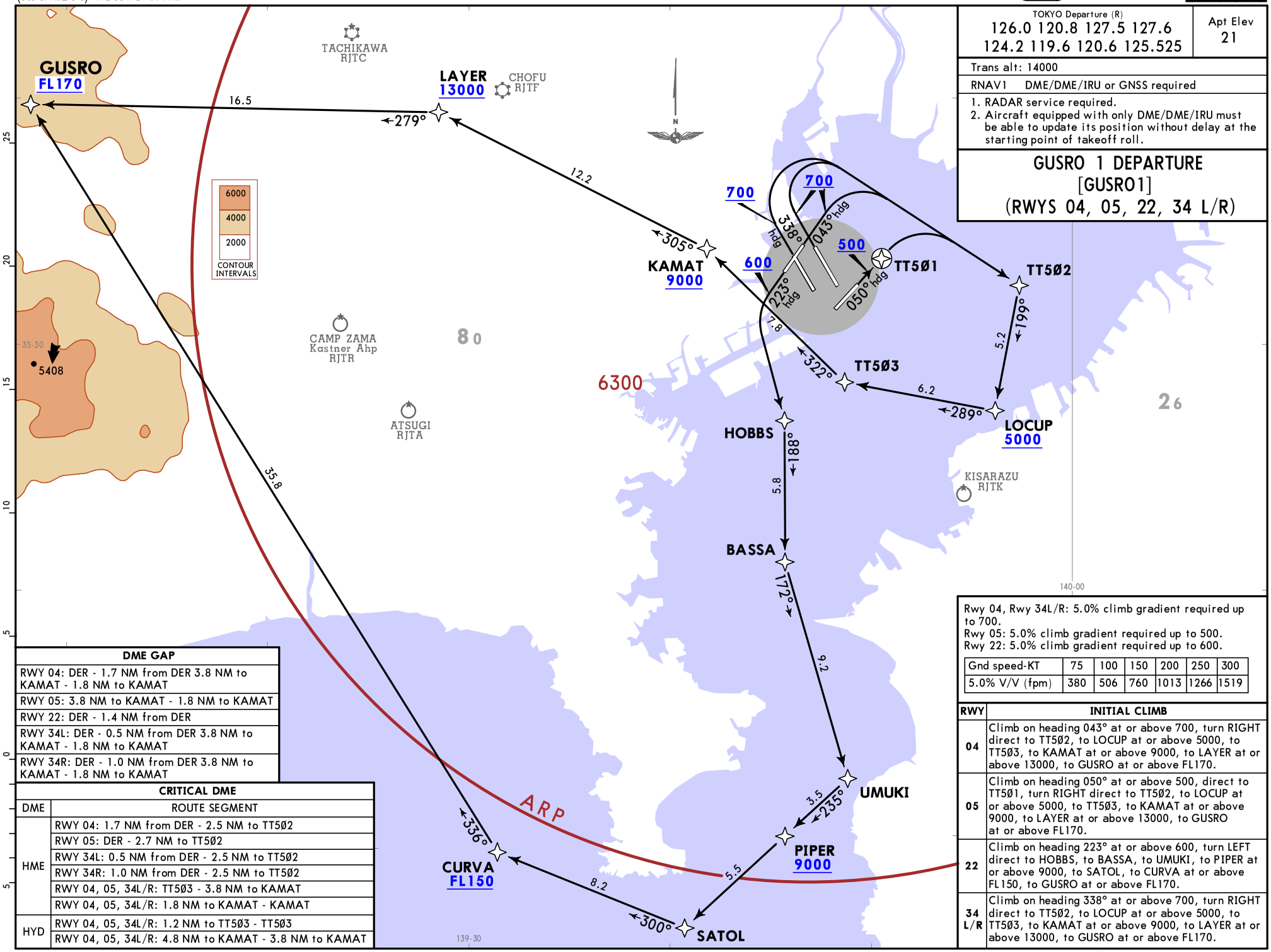
BEKLA 3C DEPARTURE
[BEKL3C]
(RWYS 16 L/R)

BEKLA
FL170
14.8
279°
RAGOS
13000
13.0
295°
INTEL
9000
11.9
286°
KAIJI
3.0
LESMO
8000
7.6
002°
3.0
T6L32
011°
PLUTO
6.2
317°
DAMBO
7.1
352°
8.7
WELDA
6000
055°
(RWY 16L only)
T6L31
7.8
068°
T6R11
158° hdg
500
6300
IRUMA RJTJ
YOKOTA AB Tokyo RJTY
TACHIKAWA RJTC
CHOFU RJTF
ATSUGI RJTA
KISARAZU RJTK
ARP
6000
4000
2000
CONTOUR INTERVALS
5408
35-30
139-30
140-00
80
26

CRITICAL DME		
DME	ROUTE SEGMENT	DME GAP
HME	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11	RWY 16L: DER - 1.0 NM from DER
NRE	RWY 16L/R: 6.9 NM to INTEL - INTEL	RWY 16R: DER - 1.2 NM from DER
PQD	RWY 16R: 6.6 NM to KAIJI - KAIJI	

RWY	INITIAL CLIMB
16L	Climb on heading 158° at or above 500, turn LEFT direct to T6L31, to DAMBO, to T6L32, to LESMO at or above 8000, to KAIJI, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R11, to WELDA at or above 6000, to PLUTO, to KAIJI, to INTEL at or above 9000, to RAGOS at or above 13000, to BEKLA at or above FL170.

CHANGES: SID depending on the time of take-off established.



TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

GUSRO 1 DEPARTURE
[GUSRO1]
(RWYS 04, 05, 22, 34 L/R)

Rwy 04, Rwy 34L/R: 5.0% climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required up to 500.
Rwy 22: 5.0% climb gradient required up to 600.

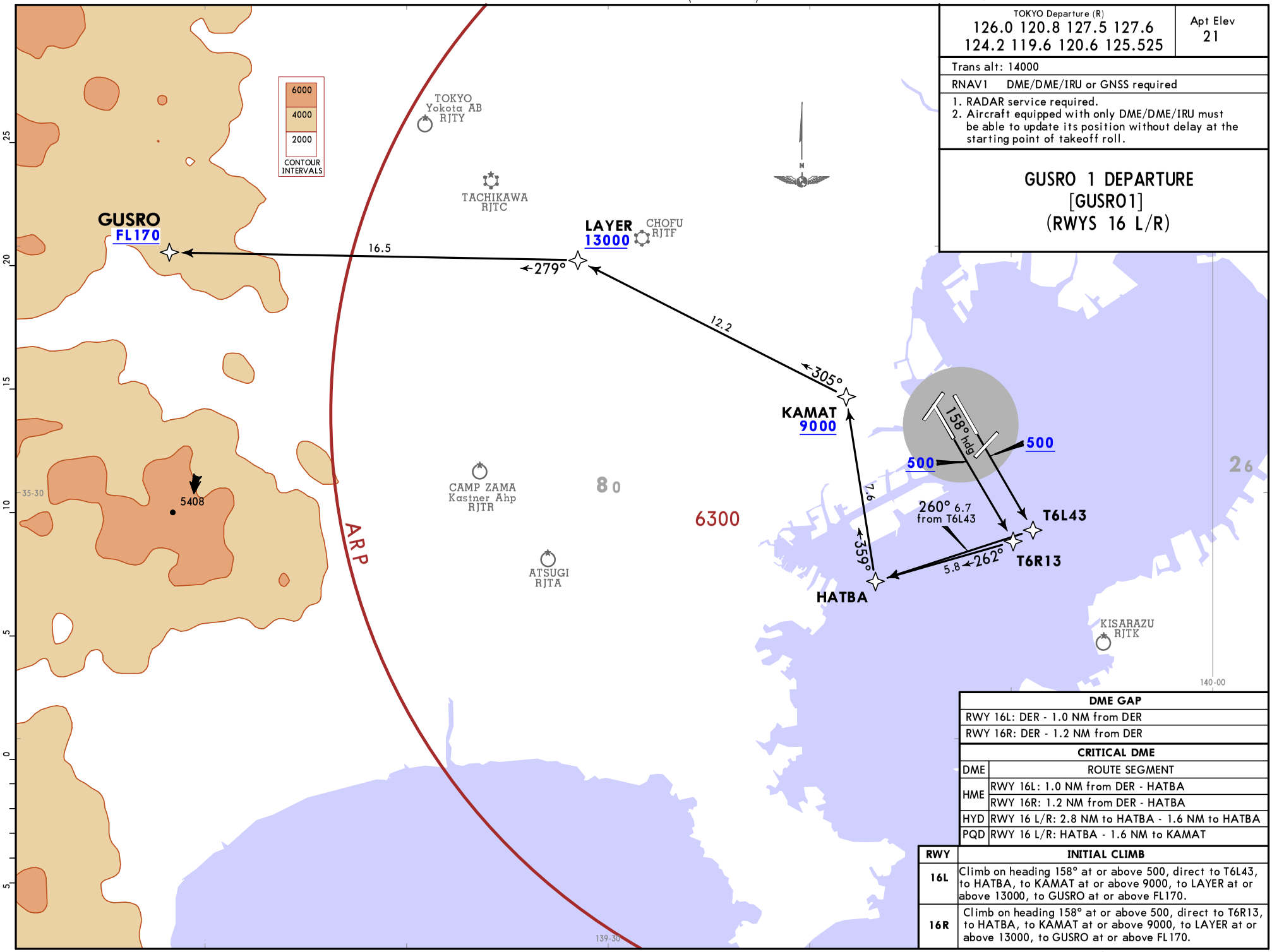
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	INITIAL CLIMB
04	Climb on heading 043° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to GUSRO at or above FL170.
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to GUSRO at or above FL170.
22	Climb on heading 223° at or above 600, turn LEFT direct to HOBBS, to BASSA, to UMUKI, to PIPER at or above 9000, to SATOL, to CURVA at or above FL150, to GUSRO at or above FL170.
34 L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to GUSRO at or above FL170.

DME GAP
RWY 04: DER - 1.7 NM from DER 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 05: 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 22: DER - 1.4 NM from DER
RWY 34L: DER - 0.5 NM from DER 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 34R: DER - 1.0 NM from DER 3.8 NM to KAMAT - 1.8 NM to KAMAT

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 2.5 NM to TT5Ø2
	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 34L: 0.5 NM from DER - 2.5 NM to TT5Ø2
	RWY 34R: 1.0 NM from DER - 2.5 NM to TT5Ø2
	RWY 04, 05, 34L/R: TT5Ø3 - 3.8 NM to KAMAT
	RWY 04, 05, 34L/R: 1.8 NM to KAMAT - KAMAT
HYD	RWY 04, 05, 34L/R: 1.2 NM to TT5Ø3 - TT5Ø3
	RWY 04, 05, 34L/R: 4.8 NM to KAMAT - 3.8 NM to KAMAT

CHANGES: New procedure at this airport.



TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

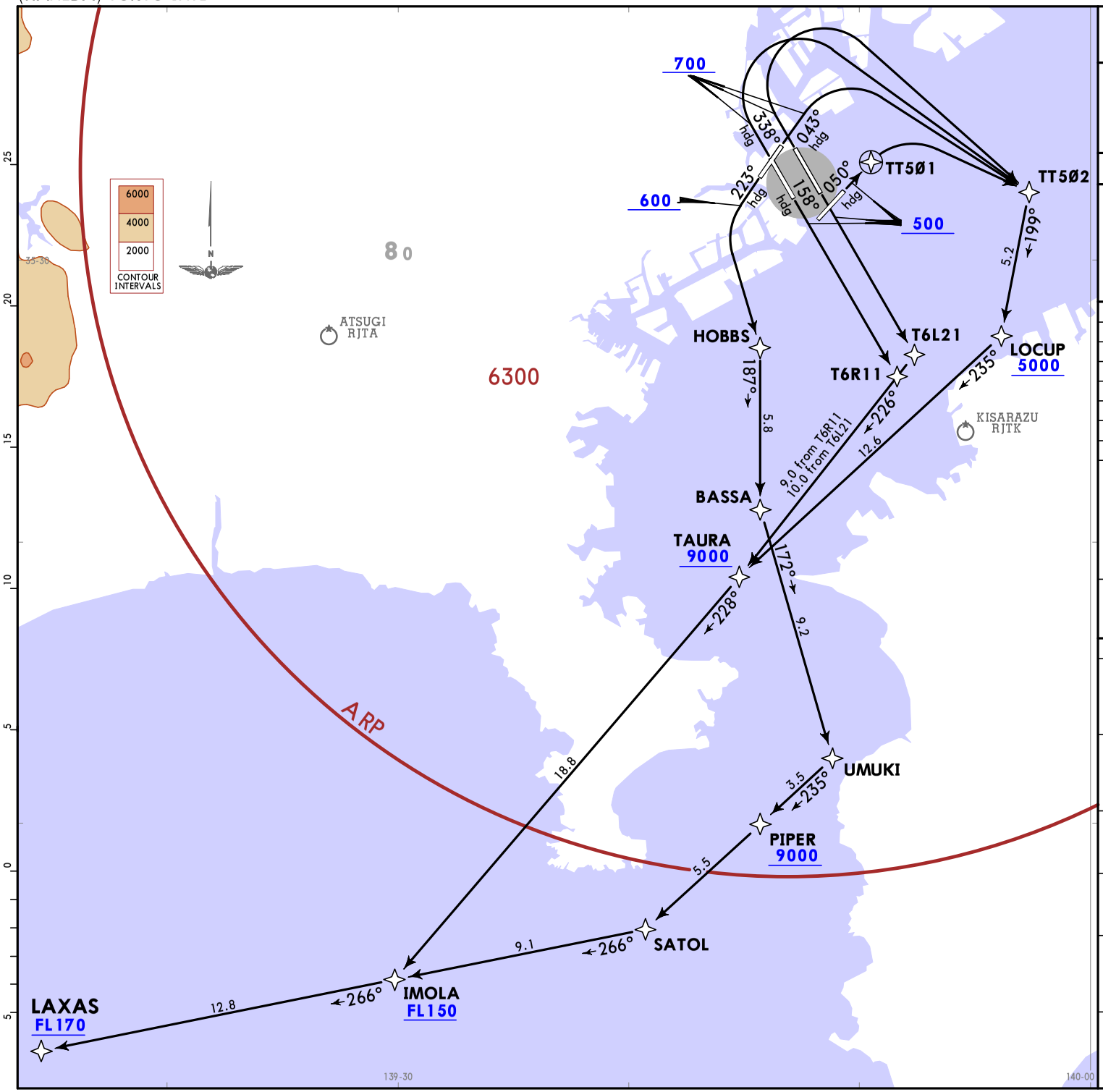
GUSRO 1 DEPARTURE
[GUSRO1]
(RWYS 16 L/R)

DME GAP
RWY 16L: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 16L: 1.0 NM from DER - HATBA
	RWY 16R: 1.2 NM from DER - HATBA
HYD	RWY 16 L/R: 2.8 NM to HATBA - 1.6 NM to HATBA
PQD	RWY 16 L/R: HATBA - 1.6 NM to KAMAT

RWY	INITIAL CLIMB
16L	Climb on heading 158° at or above 500, direct to T6L43, to HATBA, to KAMAT at or above 9000, to LAYER at or above 13000, to GUSRO at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R13, to HATBA, to KAMAT at or above 9000, to LAYER at or above 13000, to GUSRO at or above FL170.

CHANGES: New procedure at this airport.



TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000
1. RNAV1. 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 takeoff roll.

LAXAS 3 DEPARTURE [LAXAS3]

Rwys 04, 34L/R: 5.0% climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required up to 500.
Rwy 22: 5.0% climb gradient required up to 600.

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

DME GAP
RWY 04: DER - 1.7 NM from DER
RWYS 16L, 34R: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER
RWY 22: DER - 1.4 NM from DER
RWY 34L: DER - 0.5 NM from DER

CRITICAL DME

DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 2.5 NM to TT5Ø2
	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 16L: 1.0 NM from DER - 2.4 NM to T6L21
	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11
	RWY 34L: 0.5 NM from DER - 2.5 NM to TT5Ø2
	RWY 34R: 1.0 NM from DER - 2.5 NM to TT5Ø2
HYD	RWYS 04, 05, 34L/R: 8.6 NM to TAURA - TAURA
	RWY 16L: 9.0 NM to TAURA - TAURA
	RWY 16R: T6R11 - TAURA

RWY	INITIAL CLIMB
04	Climb on heading 043° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TAURA at or above 9000, to IMOLA at or above FL150, to LAXAS at or above FL170.
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TAURA at or above 9000, to IMOLA at or above FL150, to LAXAS at or above FL170.
16L	Climb on heading 158° at or above 500, direct to T6L21, to TAURA at or above 9000, to IMOLA at or above FL150, to LAXAS at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R11, to TAURA at or above 9000, to IMOLA at or above FL150, to LAXAS at or above FL170.
22	Climb on heading 223° at or above 600, turn LEFT direct to HOBBS, to BASSA, to UMUKI, to PIPER at or above 9000, to SATOL, to IMOLA at or above FL150, to LAXAS at or above FL170.
34L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TAURA at or above 9000, to IMOLA at or above FL150, to LAXAS at or above FL170.

CHANGES: Chart reindexed.

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 2.5 NM to TT5Ø2
	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 16L: 1.0 NM from DER - 4.7 NM to T6L22
	RWY 16R: 1.2 NM from DER - 3.8 NM to T6R12
	RWY 34L: 0.5 NM from DER - 2.5 NM to TT5Ø2
	RWY 34R: 1.0 NM from DER - 2.5 NM to TT5Ø2
HYD	RWYS 04, 05, 34L/R: 6.5 NM to BAYGE - BAYGE
	RWY 16L: 5.6 NM to TT631 - TT631
	RWY 16R: T6R12 - TT631
PQD	RWYS 04, 05, 34L/R: BAYGE - 6.5 NM to SEIKO
	RWYS 16L/R: 1.0 NM to BAYGE - 6.5 NM to SEIKO

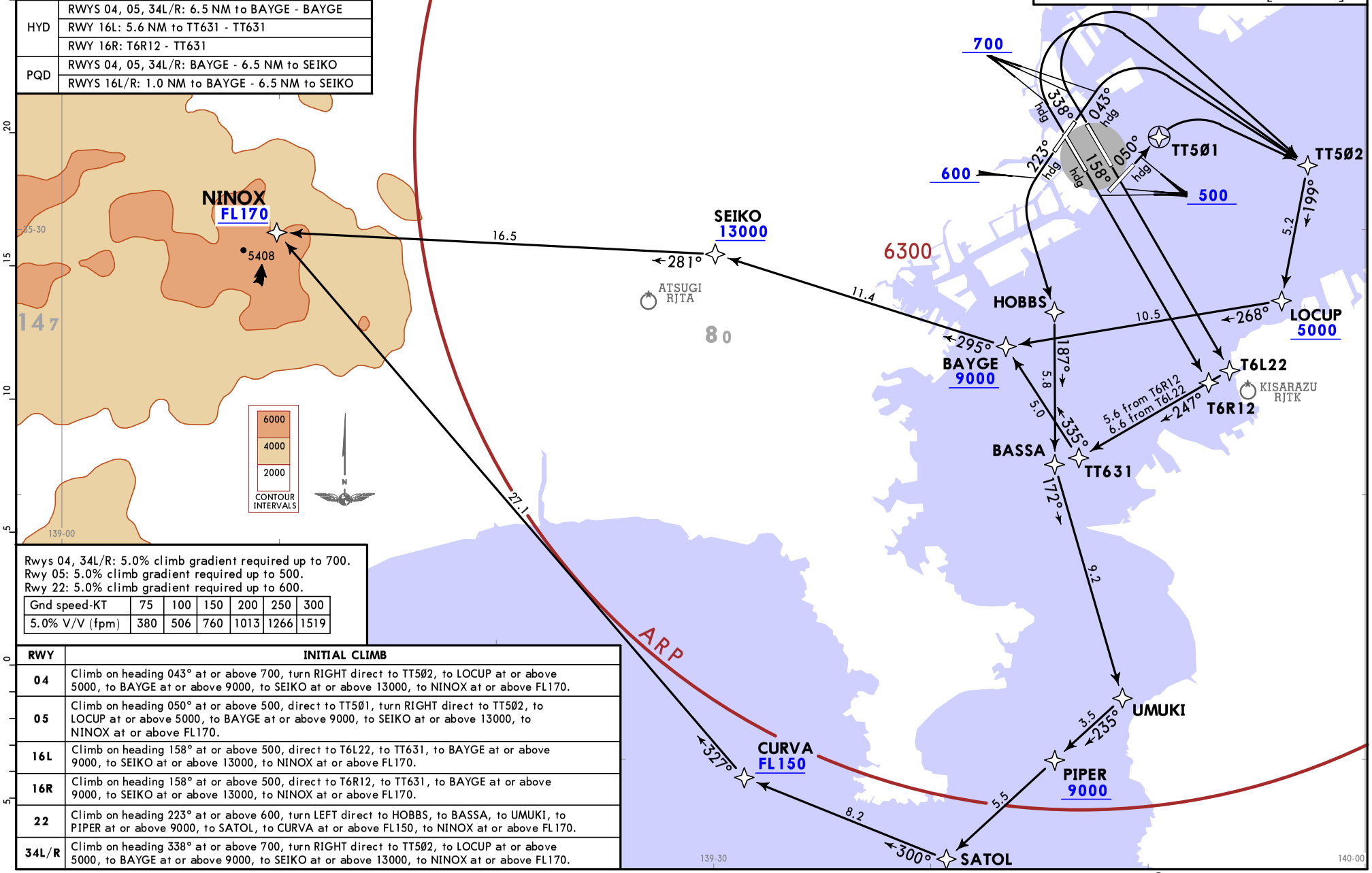
DME GAP
RWY 04: DER - 1.7 NM from DER
RWYS 16L, 34R: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER
RWY 22: DER - 1.4 from DER
RWY 34L: DER - 0.5 NM from DER

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000
1. RNAV1. 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 takeoff roll.

NINOX 3 DEPARTURE [NINOX3]



Rwys 04, 34L/R: 5.0% climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required up to 500.
Rwy 22: 5.0% climb gradient required up to 600.

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 043° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to BAYGE at or above 9000, to SEIKO at or above 13000, to NINOX at or above FL170.
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to BAYGE at or above 9000, to SEIKO at or above 13000, to NINOX at or above FL170.
16L	Climb on heading 158° at or above 500, direct to T6L22, to TT631, to BAYGE at or above 9000, to SEIKO at or above 13000, to NINOX at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R12, to TT631, to BAYGE at or above 9000, to SEIKO at or above 13000, to NINOX at or above FL170.
22	Climb on heading 223° at or above 600, turn LEFT direct to HOBBS, to BASSA, to UMUKI, to PIPER at or above 9000, to SATOL, to CURVA at or above FL150, to NINOX at or above FL170.
34L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to BAYGE at or above 9000, to SEIKO at or above 13000, to NINOX at or above FL170.

CHANGES: Chart reindexed.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev 21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

ROVER 2A DEPARTURE [ROVE2A] (RWYS 04, 05, 16L/R, 34L/R)

RWYS 04, 34L/R: 5.0% climb gradient required up to 700.
RWY 05: 5.0% climb gradient required up to 500.

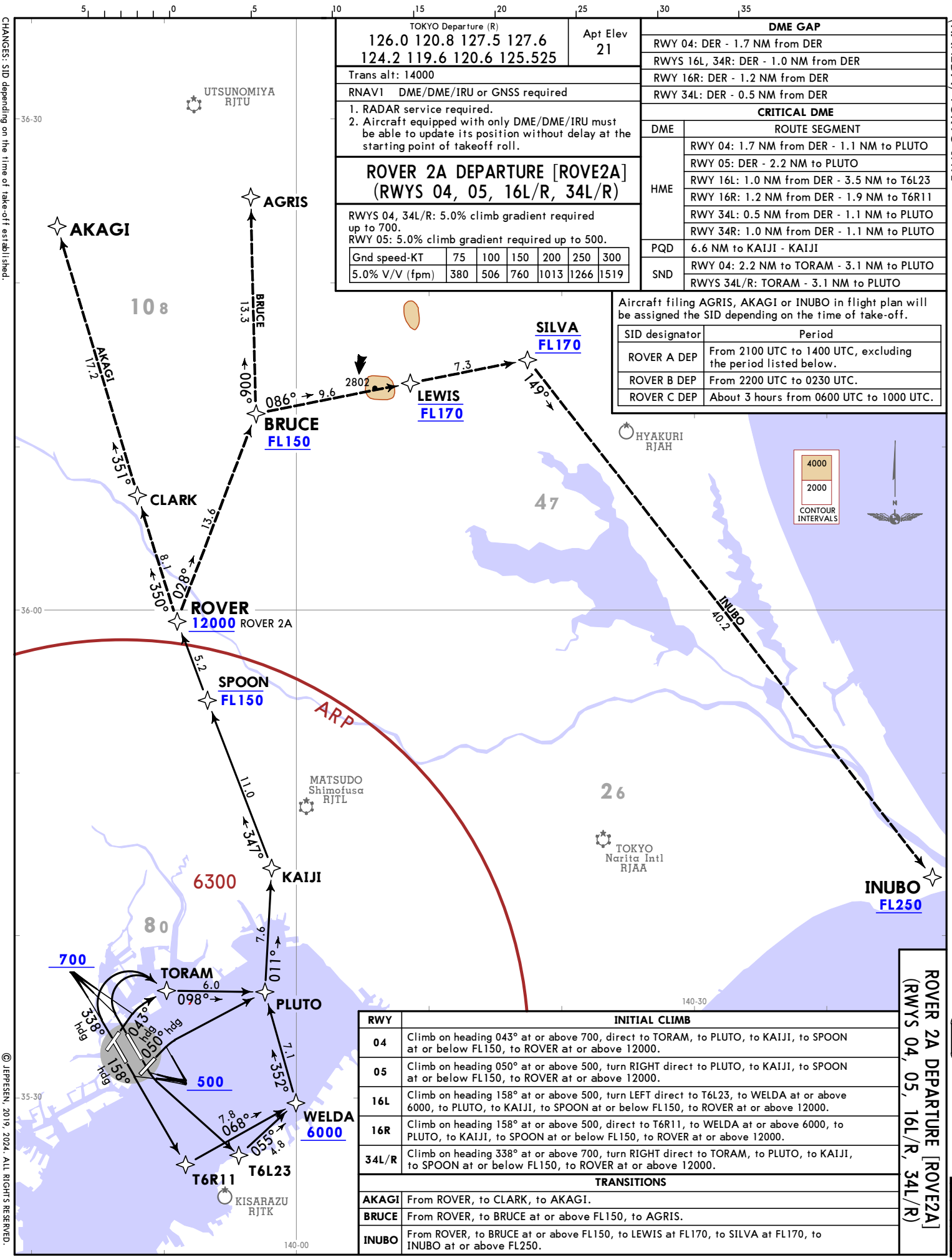
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

DME GAP
RWY 04: DER - 1.7 NM from DER
RWYS 16L, 34R: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER
RWY 34L: DER - 0.5 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 1.1 NM to PLUTO
	RWY 05: DER - 2.2 NM to PLUTO
	RWY 16L: 1.0 NM from DER - 3.5 NM to T6L23
	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11
	RWY 34L: 0.5 NM from DER - 1.1 NM to PLUTO
	RWY 34R: 1.0 NM from DER - 1.1 NM to PLUTO
PQD	6.6 NM to KAIJI - KAIJI
SND	RWY 04: 2.2 NM to TORAM - 3.1 NM to PLUTO
	RWYS 34L/R: TORAM - 3.1 NM to PLUTO

Aircraft filing AGRIS, AKAGI or INUBO in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
ROVER A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
ROVER B DEP	From 2200 UTC to 0230 UTC.
ROVER C DEP	About 3 hours from 0600 UTC to 1000 UTC.



RWY	INITIAL CLIMB
04	Climb on heading 043° at or above 700, direct to TORAM, to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
05	Climb on heading 050° at or above 500, turn RIGHT direct to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
16L	Climb on heading 158° at or above 500, turn LEFT direct to T6L23, to WELDA at or above 6000, to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
16R	Climb on heading 158° at or above 500, direct to T6R11, to WELDA at or above 6000, to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
34L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TORAM, to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.

TRANSITIONS	
AKAGI	From ROVER, to CLARK, to AKAGI.
BRUCE	From ROVER, to BRUCE at or above FL150, to AGRIS.
INUBO	From ROVER, to BRUCE at or above FL150, to LEWIS at FL170, to SILVA at FL170, to INUBO at or above FL250.

ROVER 2A DEPARTURE [ROVE2A] (RWYS 04, 05, 16L/R, 34L/R)

24 MAY 24 (10-3G)

JEPPESEN

TOKYO, JAPAN

RNAV SID

CHANGES: SID depending on the time of take-off established.

CHANGES: SID depending on the time of take-off established.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

ROVER 2B DEPARTURE
[ROVE2B]
(RWYS 05, 16L/R, 34L/R)

DME GAP
RWYS 16L, 34R: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER

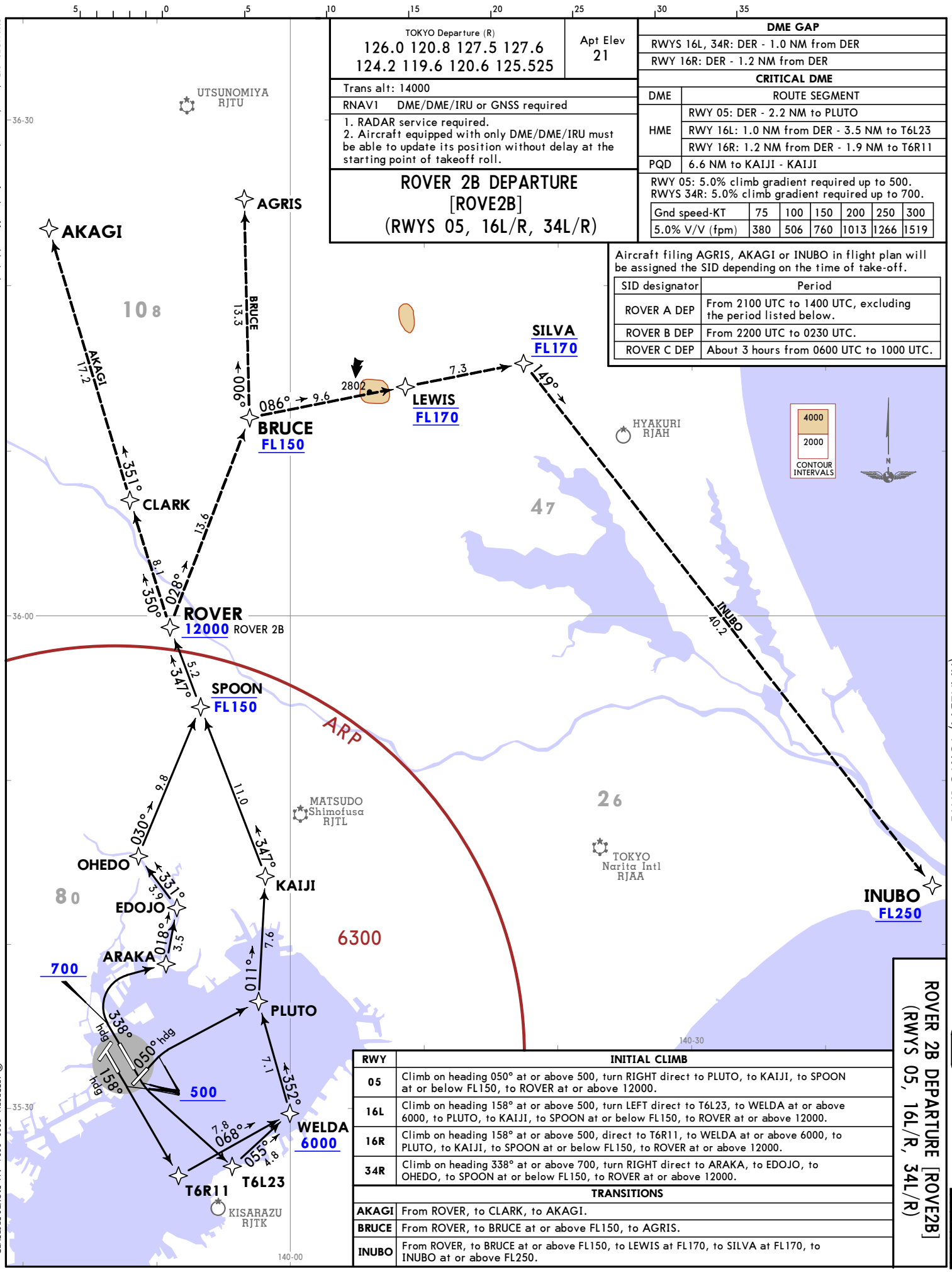
CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 05: DER - 2.2 NM to PLUTO
	RWY 16L: 1.0 NM from DER - 3.5 NM to T6L23
	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11
PQD	6.6 NM to KAIJI - KAIJI

RWY 05: 5.0% climb gradient required up to 500.
RWYS 34R: 5.0% climb gradient required up to 700.

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

Aircraft filing AGRIS, AKAGI or INUBO in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
ROVER A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
ROVER B DEP	From 2200 UTC to 0230 UTC.
ROVER C DEP	About 3 hours from 0600 UTC to 1000 UTC.



RWY	INITIAL CLIMB
05	Climb on heading 050° at or above 500, turn RIGHT direct to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
16L	Climb on heading 158° at or above 500, turn LEFT direct to T6L23, to WELDA at or above 6000, to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
16R	Climb on heading 158° at or above 500, direct to T6R11, to WELDA at or above 6000, to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
34R	Climb on heading 338° at or above 700, turn RIGHT direct to ARAKA, to EDOJO, to OHEDO, to SPOON at or below FL150, to ROVER at or above 12000.

TRANSITIONS	
AKAGI	From ROVER, to CLARK, to AKAGI.
BRUCE	From ROVER, to BRUCE at or above FL150, to AGRIS.
INUBO	From ROVER, to BRUCE at or above FL150, to LEWIS at FL170, to SILVA at FL170, to INUBO at or above FL250.

RJTT/HND
(HANEDA) TOKYO INTL

ROVER 2B DEPARTURE [ROVE2B]
(RWYS 05, 16L/R, 34L/R)

JEPPESEN
24 MAY 24 (10-3H)

TOKYO, JAPAN
RNAV SID

CHANGES: SID depending on the time of take-off established.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev 21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

ROVER 2C DEPARTURE [ROVE2C] (RWYS 05, 16L/R, 34R)

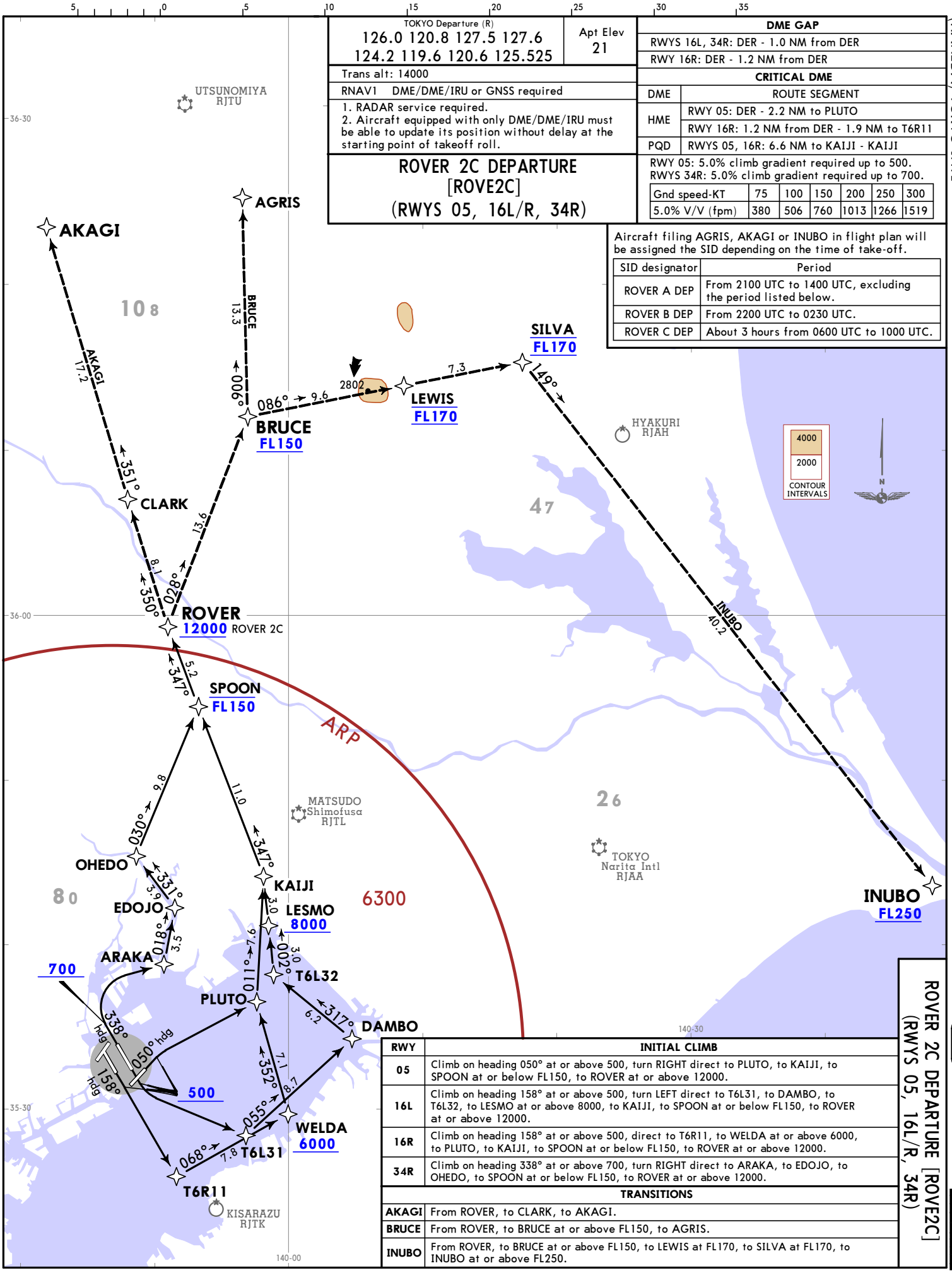
DME GAP	
RWYS 16L, 34R: DER - 1.0 NM from DER	
RWY 16R: DER - 1.2 NM from DER	
CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 05: DER - 2.2 NM to PLUTO
	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11
PQD	RWYS 05, 16R: 6.6 NM to KAIJI - KAIJI

RWY 05: 5.0% climb gradient required up to 500.
RWYS 34R: 5.0% climb gradient required up to 700.

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

Aircraft filing AGRIS, AKAGI or INUBO in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
ROVER A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
ROVER B DEP	From 2200 UTC to 0230 UTC.
ROVER C DEP	About 3 hours from 0600 UTC to 1000 UTC.



RWY	INITIAL CLIMB
05	Climb on heading 050° at or above 500, turn RIGHT direct to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
16L	Climb on heading 158° at or above 500, turn LEFT direct to T6L31, to DAMBO, to T6L32, to LESMO at or above 8000, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
16R	Climb on heading 158° at or above 500, direct to T6R11, to WELDA at or above 6000, to PLUTO, to KAIJI, to SPOON at or below FL150, to ROVER at or above 12000.
34R	Climb on heading 338° at or above 700, turn RIGHT direct to ARAKA, to EDOJO, to OHEDO, to SPOON at or below FL150, to ROVER at or above 12000.

TRANSITIONS	
AKAGI	From ROVER, to CLARK, to AKAGI.
BRUCE	From ROVER, to BRUCE at or above FL150, to AGRIS.
INUBO	From ROVER, to BRUCE at or above FL150, to LEWIS at FL170, to SILVA at FL170, to INUBO at or above FL250.

ROVER 2C DEPARTURE [ROVE2C] (RWYS 05, 16L/R, 34R)

24 MAY 24 (10-3J)

JEPPESEN

TOKYO, JAPAN

RNAV SID

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000
1. RNAV1. 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 takeoff roll.

RUTAS 2 DEPARTURE
[RUTAS2]

Rwys 04, 34L/R: 5.0% climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required up to 500.

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

DME GAP
RWY 04: DER - 1.7 NM from DER
RWYS 16L, 34R: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER
RWY 34L: DER - 0.5 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 2.5 NM to TT5Ø2
	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 16L: 1.0 NM from DER - 2.4 NM to T6L21
	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11
	RWY 34L: 0.5 NM from DER - 2.5 NM to TT5Ø2
	RWY 34R: 1.0 NM from DER - 2.5 NM to TT5Ø2

RWY	INITIAL CLIMB
04	Climb on heading 043° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to VAMOS, to UTIBO at 6000, to RUTAS.
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to VAMOS, to UTIBO at 6000, to RUTAS.
16L	Climb on heading 158° at or above 500, direct to T6L21, to VAMOS, to UTIBO at 6000, to RUTAS.
16R	Climb on heading 158° at or above 500, direct to T6R11, to VAMOS, to UTIBO at 6000, to RUTAS.
34L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to VAMOS, to UTIBO at 6000, to RUTAS.

700
338° hdg
043° hdg
050° hdg
158° hdg
TT5Ø1
TT5Ø2
500
199°
5.2
T6L21
T6R11
LOCUP
5000
207°
208°
217°
6300
KISARAZU
RJTK
8 0
2 6
14.5
15.4
17.3
VAMOS
165°
ARP
1329
16.8
35-30
35-00
UTIBO
6000
116°
40.6
6 0
1 0
140-00

NOT TO SCALE
RUTAS

RJTT/HND
(HANEDA) TOKYO INTL

24 MAY 24
10-3K

RUTAS 2 DEPARTURE
[RUTAS2]

TOKYO, JAPAN
RNAV SID

Aircraft filing TIARA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
TIARA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
TIARA B DEP	From 2200 UTC to 0230 UTC.
TIARA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

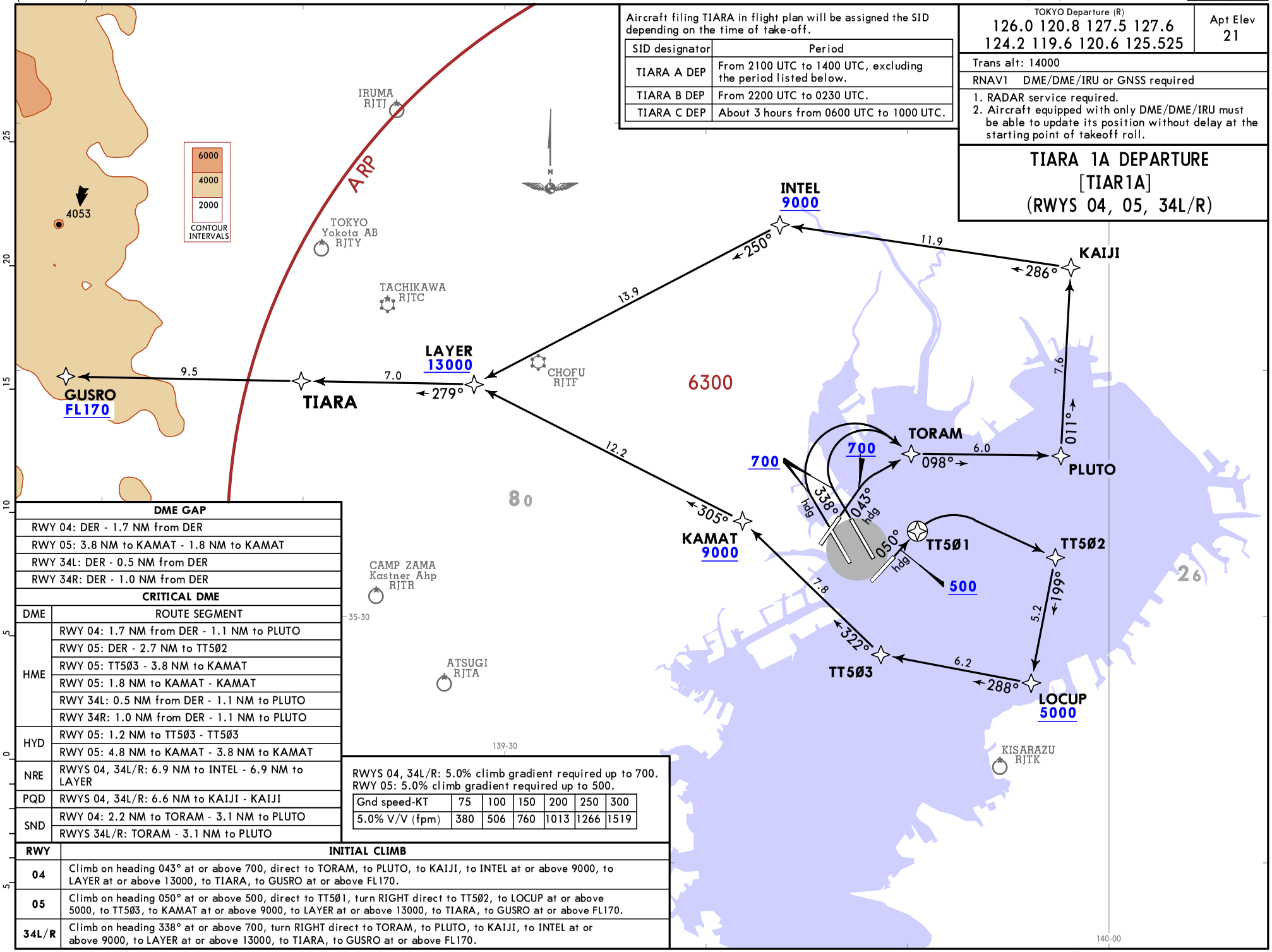
Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

TIARA 1A DEPARTURE
[TIAR1A]
(RWYS 04, 05, 34L/R)



DME GAP
RWY 04: DER - 1.7 NM from DER
RWY 05: 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 34L: DER - 0.5 NM from DER
RWY 34R: DER - 1.0 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 1.1 NM to PLUTO
	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 05: TT5Ø3 - 3.8 NM to KAMAT
	RWY 05: 1.8 NM to KAMAT - KAMAT
	RWY 34L: 0.5 NM from DER - 1.1 NM to PLUTO
	RWY 34R: 1.0 NM from DER - 1.1 NM to PLUTO
HYD	RWY 05: 1.2 NM to TT5Ø3 - TT5Ø3
	RWY 05: 4.8 NM to KAMAT - 3.8 NM to KAMAT
NRE	RWYS 04, 34L/R: 6.9 NM to INTEL - 6.9 NM to LAYER
PQD	RWYS 04, 34L/R: 6.6 NM to KAIJI - KAIJI
SND	RWY 04: 2.2 NM to TORAM - 3.1 NM to PLUTO
	RWYS 34L/R: TORAM - 3.1 NM to PLUTO

RWYS 04, 34L/R: 5.0% climb gradient required up to 700.
RWY 05: 5.0% climb gradient required up to 500.

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

RWY	INITIAL CLIMB
04	Climb on heading 043° at or above 700, direct to TORAM, to PLUTO, to KAIJI, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.
34L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TORAM, to PLUTO, to KAIJI, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing TIARA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
TIARA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
TIARA B DEP	From 2200 UTC to 0230 UTC.
TIARA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

TIARA 1A DEPARTURE
[TIAR1A]
(RWYS 16L/R)

6000
4000
2000
CONTOUR INTERVALS

IRUMA RJTJ
TOKYO Yokota AB RJTY
TACHIKAWA RJTC
CHOFU RJTF
CAMP ZAMA Kastner Ahp RJTR
ATSUGI RJTA
KISARAZU RJTK
ARP
6300
5408

INTEL 9000
KAIJI
LAYER 13000
GUSRO FL170
TIARA
PLUTO
KAMAT 9000
WELDA 6000
HATBA
T6R13
T6L23

250°
11.9
286°
13.9
9.5
7.0
279°
7.6
110°
12.2
305°
158° hdg
500
7.1
352°
7.6
359°
5.8
261°
4.8
055°

DME GAP
RWY 16L: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 16L: 1.0 NM from DER - 3.5 NM to T6L23
	RWY 16R: 1.2 NM from DER - HATBA
HYD	RWY 16R: 2.8 NM to HATBA - 1.6 NM to HATBA
NRE	RWY 16L: 6.9 NM to INTEL - 6.9 NM to LAYER
PQD	RWY 16L: 6.6 NM to KAIJI - KAIJI
	RWY 16R: HATBA - 1.6 NM to KAMAT

RWY	INITIAL CLIMB
16L	Climb on heading 158° at or above 500 turn LEFT direct to T6L23, to WELDA at or above 6000, to PLUTO, to KAIJI, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R13, to HATBA, to KAMAT at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing TIARA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
TIARA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
TIARA B DEP	From 2200 UTC to 0230 UTC.
TIARA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

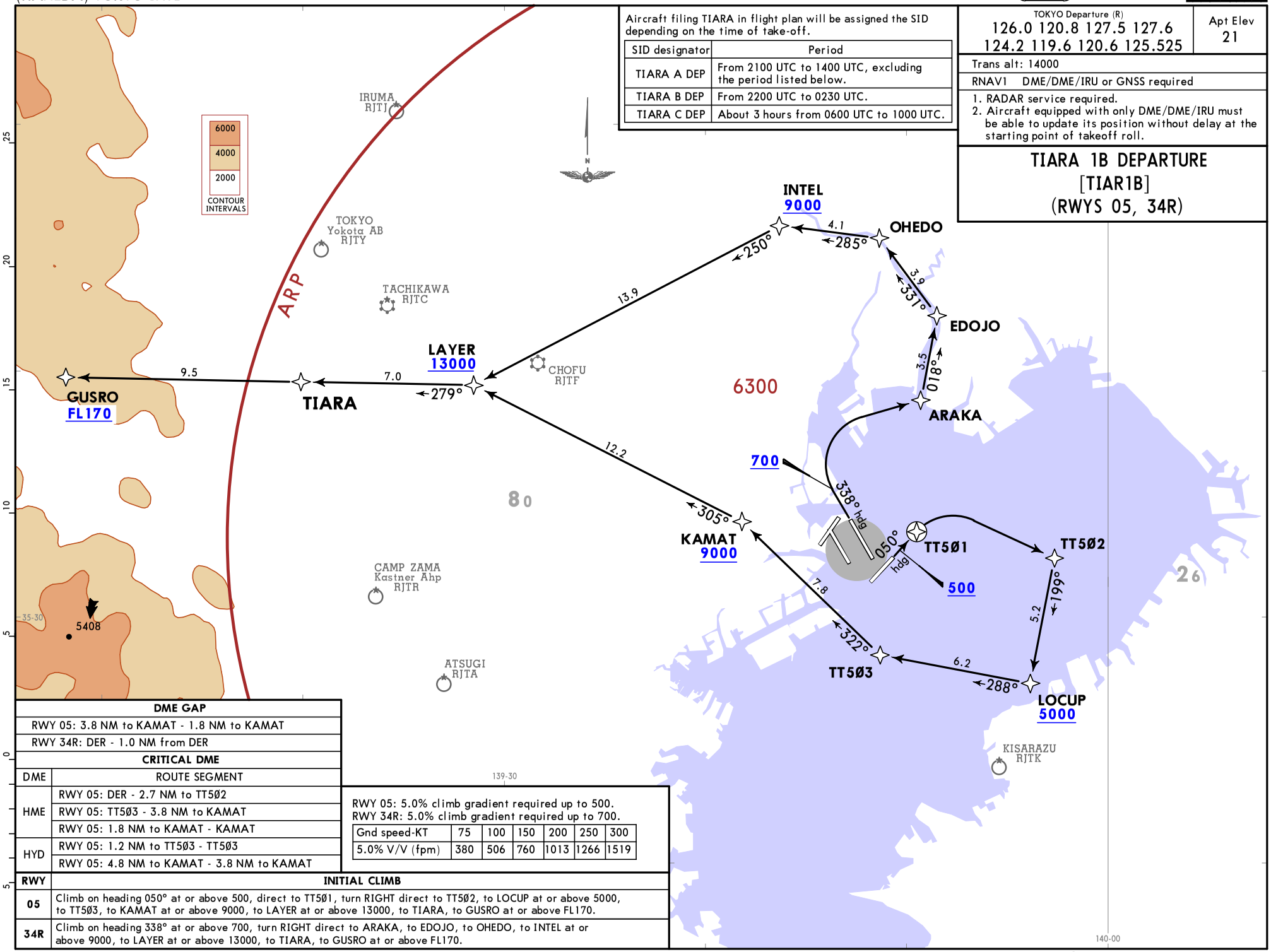
Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

TIARA 1B DEPARTURE
[TIAR1B]
(RWYS 05, 34R)



DME GAP	
RWY 05: 3.8 NM to KAMAT - 1.8 NM to KAMAT	
RWY 34R: DER - 1.0 NM from DER	
CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 05: TT5Ø3 - 3.8 NM to KAMAT
	RWY 05: 1.8 NM to KAMAT - KAMAT
HYD	RWY 05: 1.2 NM to TT5Ø3 - TT5Ø3
	RWY 05: 4.8 NM to KAMAT - 3.8 NM to KAMAT

RWY 05: 5.0% climb gradient required up to 500.
RWY 34R: 5.0% climb gradient required 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
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.
34R	Climb on heading 338° at or above 700, turn RIGHT direct to ARAKA, to EDOJO, to OHEDO, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing TIARA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
TIARA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
TIARA B DEP	From 2200 UTC to 0230 UTC.
TIARA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

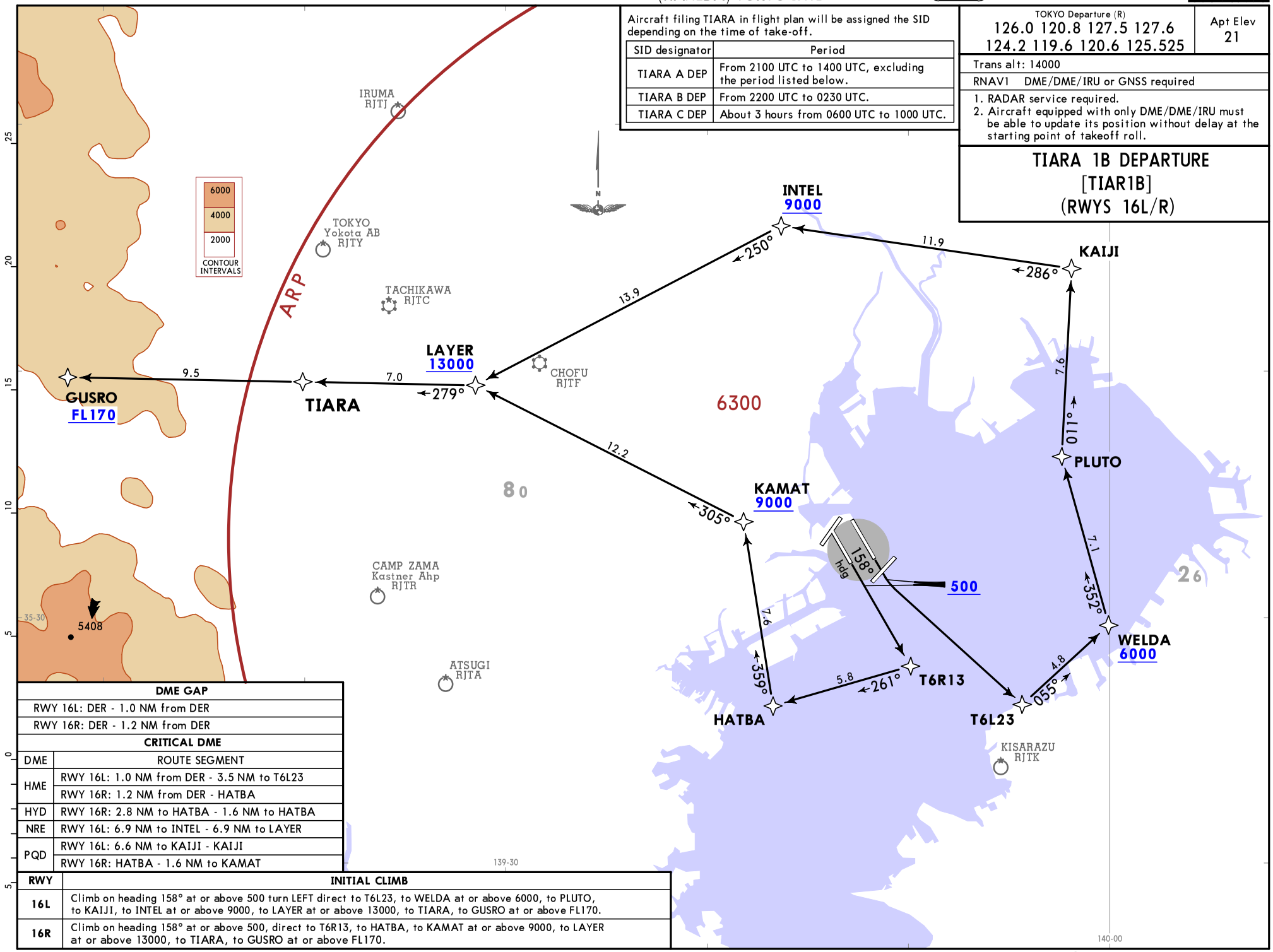
Apt Elev 21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

TIARA 1B DEPARTURE
[TIAR1B]
(RWYS 16L/R)



DME GAP
RWY 16L: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 16L: 1.0 NM from DER - 3.5 NM to T6L23
	RWY 16R: 1.2 NM from DER - HATBA
HYD	RWY 16R: 2.8 NM to HATBA - 1.6 NM to HATBA
NRE	RWY 16L: 6.9 NM to INTEL - 6.9 NM to LAYER
PQD	RWY 16L: 6.6 NM to KAIJI - KAIJI
	RWY 16R: HATBA - 1.6 NM to KAMAT

RWY	INITIAL CLIMB
16L	Climb on heading 158° at or above 500 turn LEFT direct to T6L23, to WELDA at or above 6000, to PLUTO, to KAIJI, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R13, to HATBA, to KAMAT at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing TIARA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
TIARA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
TIARA B DEP	From 2200 UTC to 0230 UTC.
TIARA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

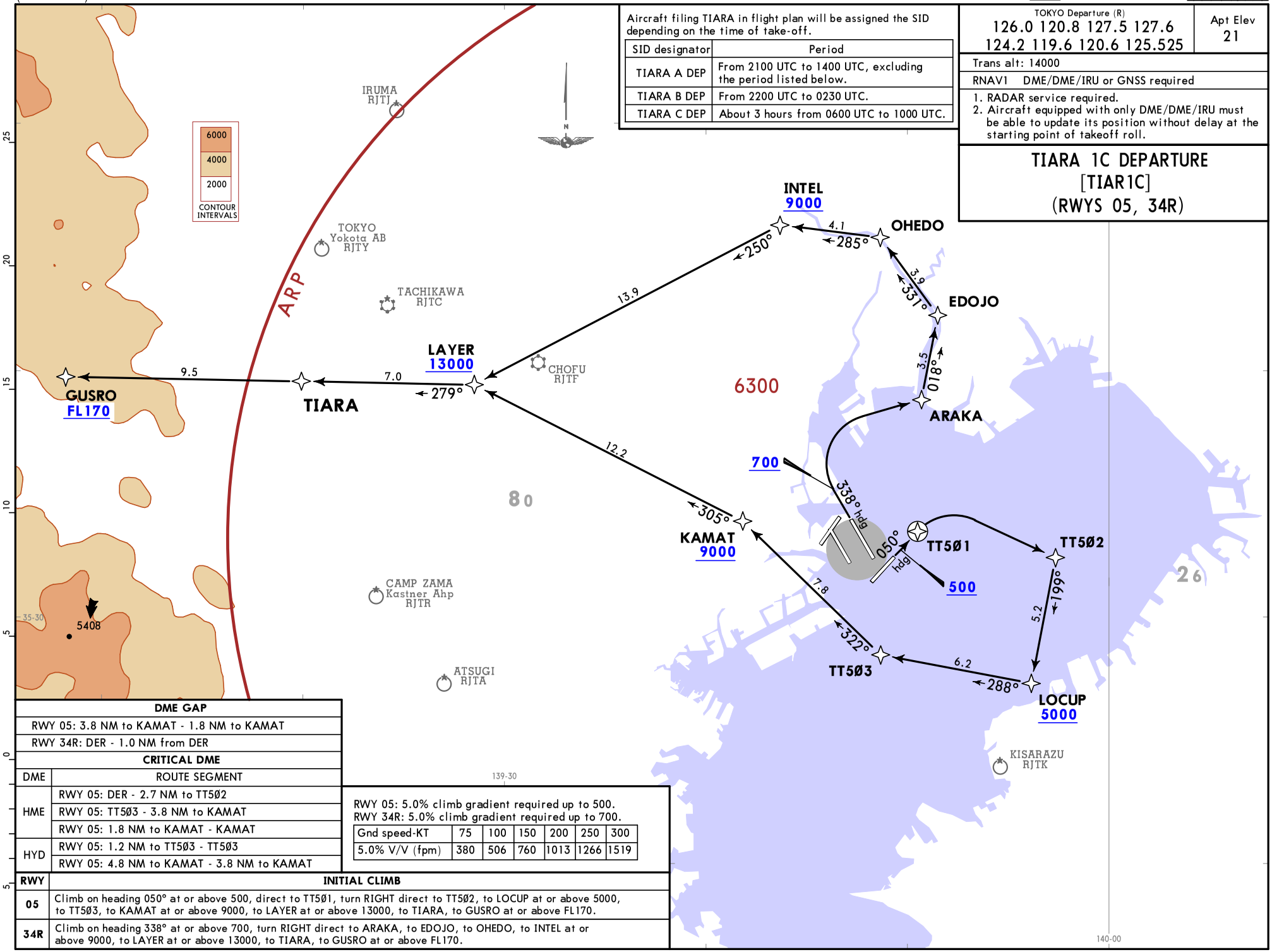
Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

TIARA 1C DEPARTURE
[TIAR1C]
(RWYS 05, 34R)



DME GAP
RWY 05: 3.8 NM to KAMAT - 1.8 NM to KAMAT
RWY 34R: DER - 1.0 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 05: TT5Ø3 - 3.8 NM to KAMAT
	RWY 05: 1.8 NM to KAMAT - KAMAT
HYD	RWY 05: 1.2 NM to TT5Ø3 - TT5Ø3
	RWY 05: 4.8 NM to KAMAT - 3.8 NM to KAMAT

RWY 05: 5.0% climb gradient required up to 500.
RWY 34R: 5.0% climb gradient required 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
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to TT5Ø3, to KAMAT at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.
34R	Climb on heading 338° at or above 700, turn RIGHT direct to ARAKA, to EDOJO, to OHEDO, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.

CHANGES: SID depending on the time of take-off established.

Aircraft filing TIARA in flight plan will be assigned the SID depending on the time of take-off.

SID designator	Period
TIARA A DEP	From 2100 UTC to 1400 UTC, excluding the period listed below.
TIARA B DEP	From 2200 UTC to 0230 UTC.
TIARA C DEP	About 3 hours from 0600 UTC to 1000 UTC.

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

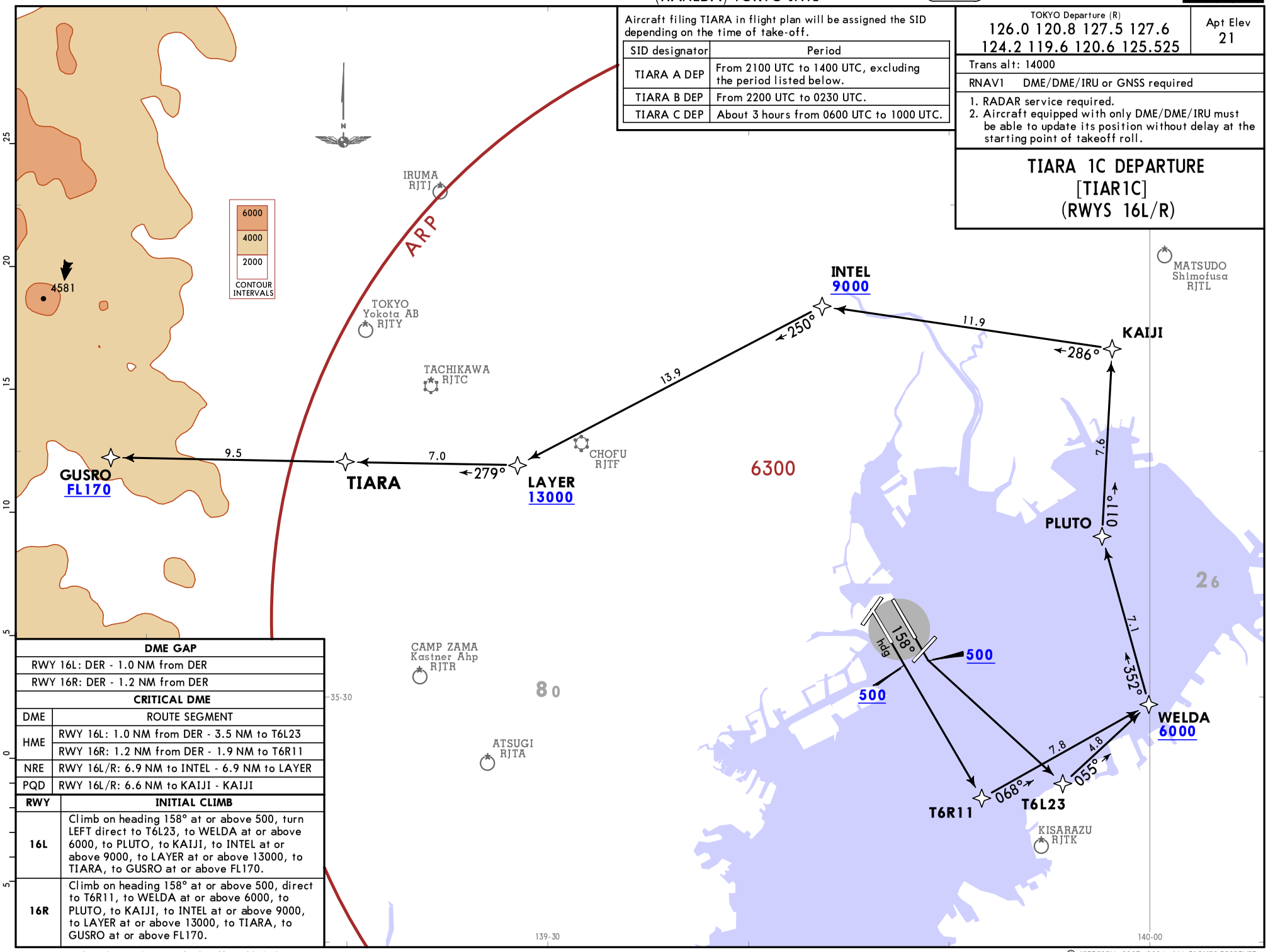
Apt Elev
21

Trans alt: 14000

RNAV1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

TIARA 1C DEPARTURE
[TIAR1C]
(RWYS 16L/R)

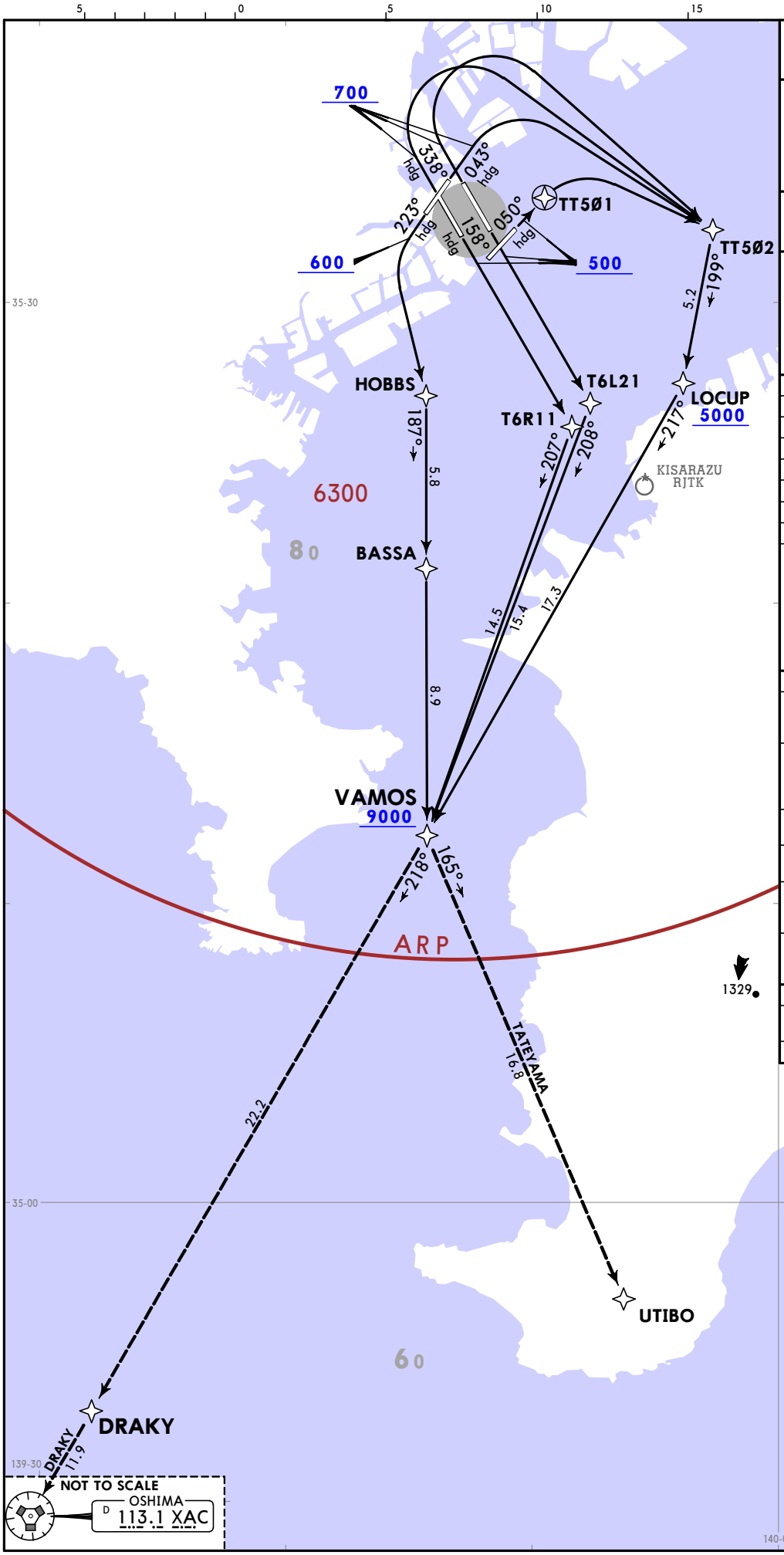


DME GAP
RWY 16L: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 16L: 1.0 NM from DER - 3.5 NM to T6L23
	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11
NRE	RWY 16L/R: 6.9 NM to INTEL - 6.9 NM to LAYER
PQD	RWY 16L/R: 6.6 NM to KAIJI - KAIJI

RWY	INITIAL CLIMB
16L	Climb on heading 158° at or above 500, turn LEFT direct to T6L23, to WELDA at or above 6000, to PLUTO, to KAIJI, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.
16R	Climb on heading 158° at or above 500, direct to T6R11, to WELDA at or above 6000, to PLUTO, to KAIJI, to INTEL at or above 9000, to LAYER at or above 13000, to TIARA, to GUSRO at or above FL170.

CHANGES: SID depending on the time of take-off established.



TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000
1. RNAV1. 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 takeoff roll.

VAMOS 3 DEPARTURE [VAMOS3]

Rwys 04, 34L/R: 5.0% climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required up to 500.
Rwy 22: 5.0% climb gradient required up to 600.

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

DME GAP
RWY 04: DER - 1.7 NM from DER
RWYS 16L, 34R: DER - 1.0 NM from DER
RWY 16R: DER - 1.2 NM from DER
RWY 22: DER - 1.4 NM from DER
RWY 34L: DER - 0.5 NM from DER

CRITICAL DME	
DME	ROUTE SEGMENT
HME	RWY 04: 1.7 NM from DER - 2.5 NM to TT5Ø2
	RWY 05: DER - 2.7 NM to TT5Ø2
	RWY 16L: 1.0 NM from DER - 2.4 NM to T6L21
	RWY 16R: 1.2 NM from DER - 1.9 NM to T6R11
	RWY 34L: 0.5 NM from DER - 2.5 NM to TT5Ø2
	RWY 34R: 1.0 NM from DER - 2.5 NM to TT5Ø2

RWY	INITIAL CLIMB
04	Climb on heading 043° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to VAMOS at or above 9000.
05	Climb on heading 050° at or above 500, direct to TT5Ø1, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to VAMOS at or above 9000.
16L	Climb on heading 158° at or above 500, direct to T6L21, to VAMOS at or above 9000.
16R	Climb on heading 158° at or above 500, direct to T6R11, to VAMOS at or above 9000.
22	Climb on heading 223° at or above 600, turn LEFT direct to HOBBS, to BASSA, to VAMOS at or above 9000.
34L/R	Climb on heading 338° at or above 700, turn RIGHT direct to TT5Ø2, to LOCUP at or above 5000, to VAMOS at or above 9000.

TRANSITIONS	
DRAKY	From VAMOS at or above 9000, to DRAKY to XAC VOR.
TATEYAMA	From VAMOS at or above 9000, to UTIBO.

RJTT/HND
(HANEDA) TOKYO INTL

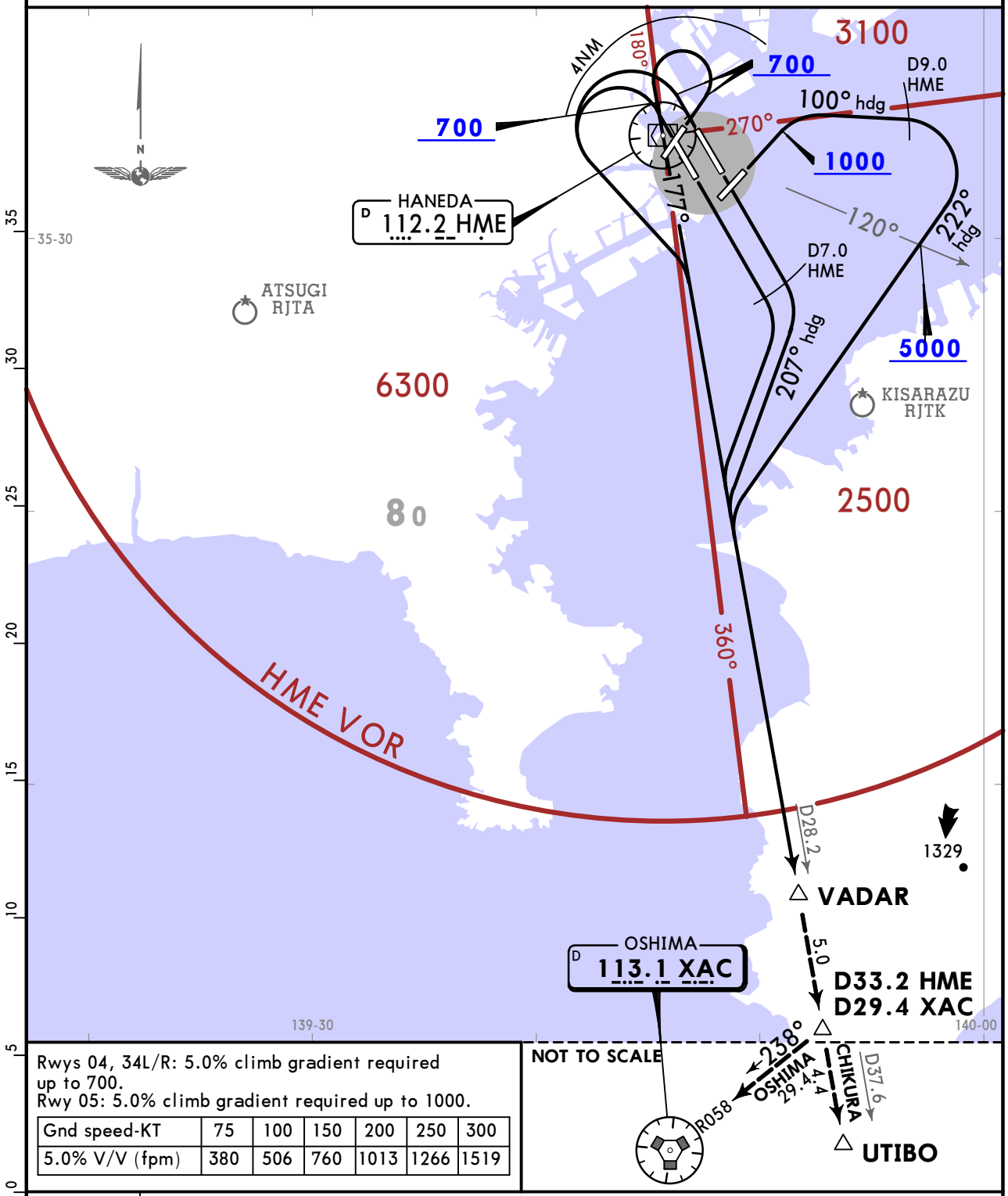
VAMOS 3 DEPARTURE
[VAMOS3]

JEPPESEN
17 MAR 23 (10-3P)
TOKYO, JAPAN
Eff 22 Mar 1500Z
RNAV SID

TOKYO Departure (R)	Apt Elev	Trans alt: 14000
126.0 120.8 127.5 127.6 124.2 119.6 120.6 125.525	21	

ISOGO 2 DEPARTURE [ISOGO2]

(FOR PROP AIRCRAFT ONLY)



Rwys 04, 34L/R: 5.0% climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required 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 or above, turn LEFT within 4 NM, climb via HME R177 to VADAR.
05	Climb runway heading to 1000, turn RIGHT heading 100° to D9.0 HME, turn RIGHT heading 222° to intercept and proceed via HME R177 to VADAR. Cross HME R120 at or above 5000.
16L/R	Climb runway heading to D7.0 HME, turn RIGHT heading 207° to intercept and proceed via HME R177 to VADAR.

TRANSITIONS	
CHIKURA	From over VADAR, via HME R177 to UTIBO.
OSHIMA	From over VADAR, via HME R177 to intercept and proceed via XAC R058 to XAC VOR.

CHANGES: None.

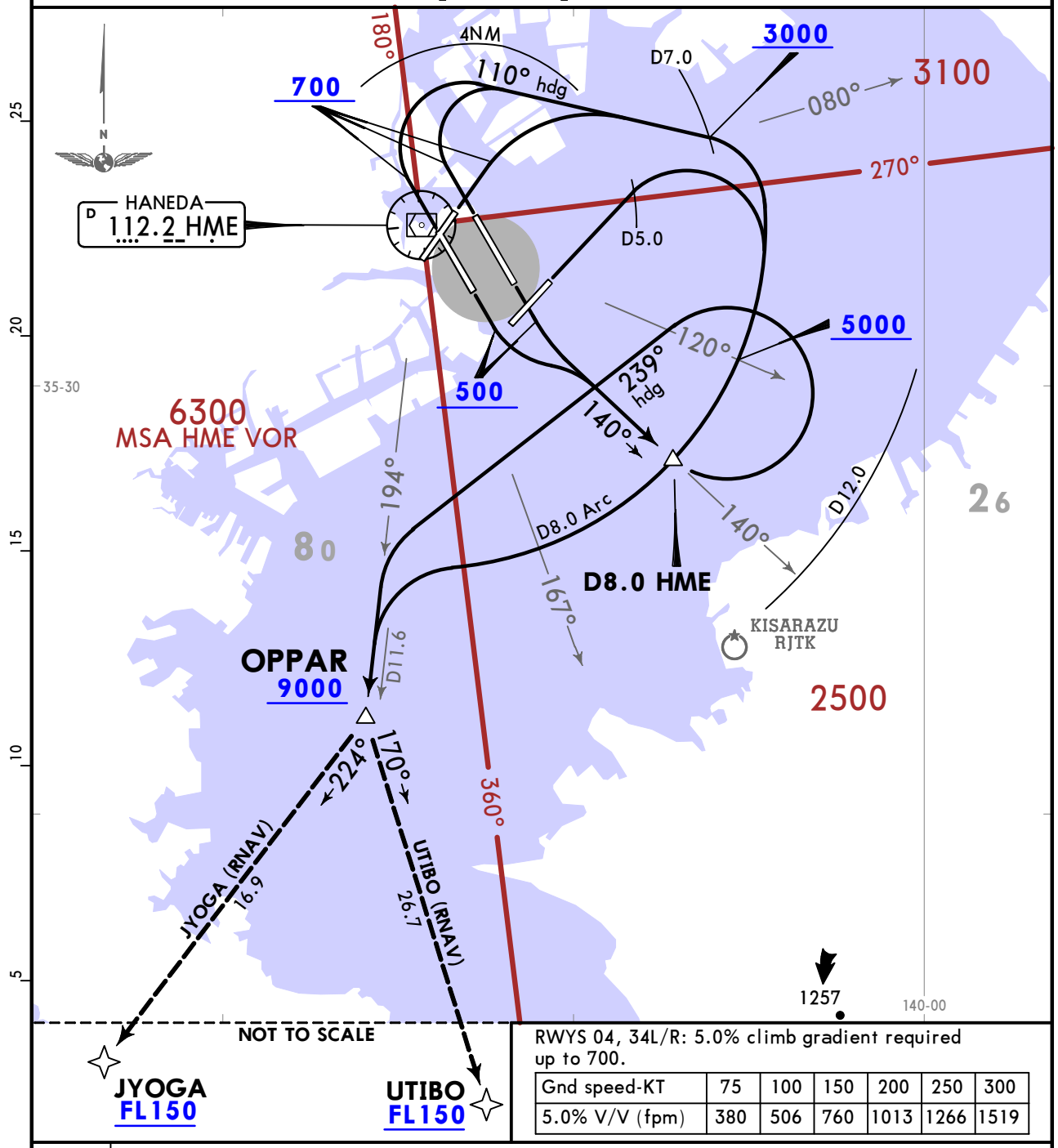
RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
10 MAY 24 (10-3S)

TOKYO, JAPAN
SID

TOKYO Departure (R)	Apt Elev	Trans alt: 14000
126.0 120.8 127.5 127.6 124.2 119.6 120.6 125.525	21	JYOGA and UTIBO Transitions: RNAV1 DME/DME/IRU or GNSS required
		JYOGA and UTIBO Transitions: RADAR service required.

OPPAR 3 DEPARTURE [OPPAR3] (RWYS 04, 05, 16L/R, 34L/R)



RWYS 04, 34L/R: 5.0% climb gradient required 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 D7.0 HME, turn RIGHT, via D8.0 Arc HME clockwise to intercept and proceed via HME R194 to OPPAR. Cross D7.0 HME at or above 3000, cross HME R120 at or above 5000, cross OPPAR at or above 9000.
05	Climb runway heading to D5.0 HME, turn RIGHT, via D8.0 Arc HME clockwise to intercept and proceed via HME R194 to OPPAR. Cross HME R120 at or above 5000, cross OPPAR at or above 9000.
16L/R	Climb runway heading to 500, turn LEFT, climb via HME R140 to D8.0 HME, turn LEFT heading 239° within D12.0 HME to intercept and proceed via HME R194 to OPPAR. Cross OPPAR at or above 9000. NOTE: Aircraft taking off from Rwys 16L/R are required to complete LEFT turns SOUTH of HME R080.

TRANSITIONS	
JYOGA (RNAV)	From OPPAR at or above 9000 to JYOGA at or above FL150.
UTIBO (RNAV)	From OPPAR at or above 9000 to UTIBO at or above FL150.

CHANGES: Reissue.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
17 MAR 23 (10-3T) Eff 22 Mar 1500Z

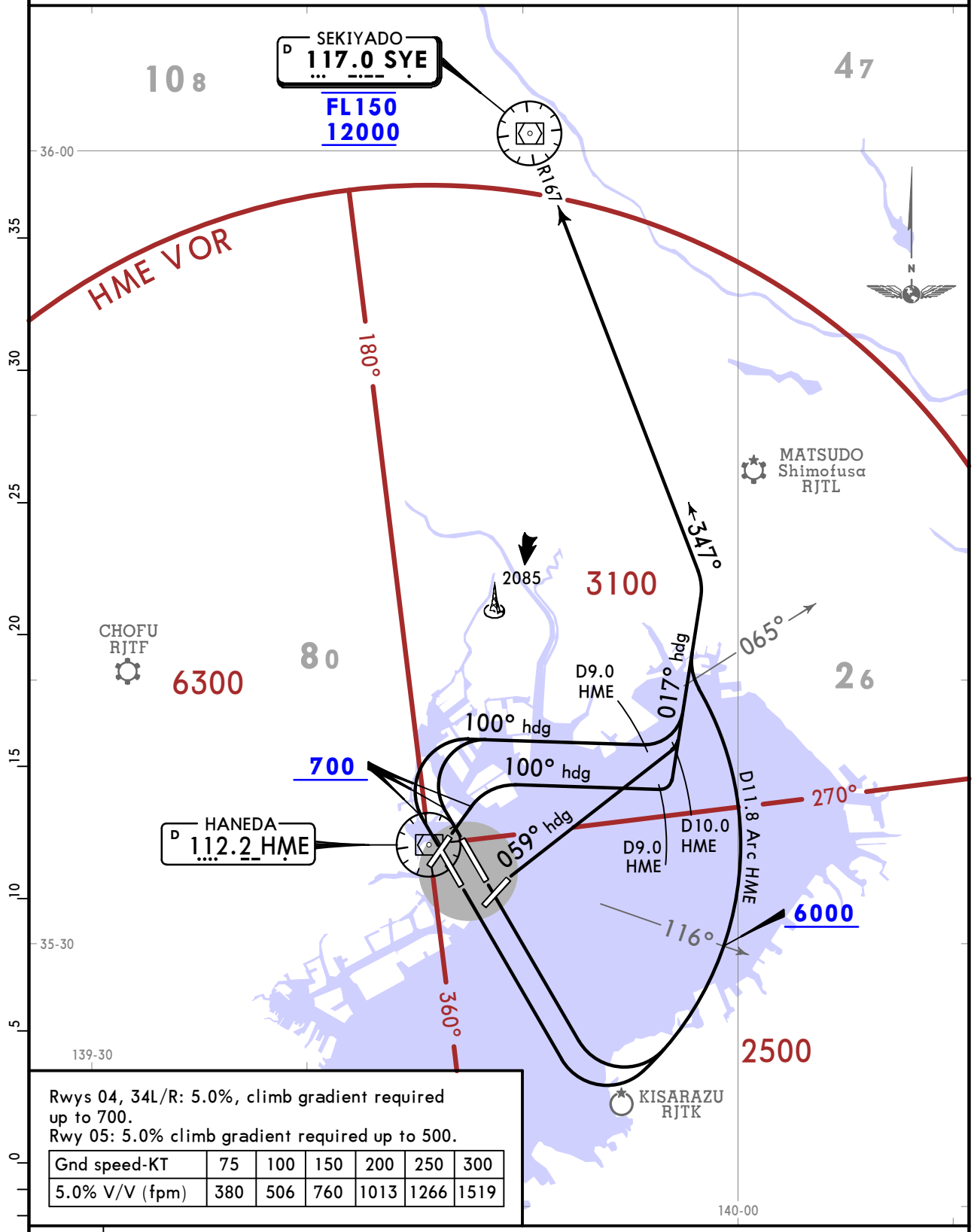
TOKYO, JAPAN
SID

TOKYO Departure (R)
126.0 120.8 127.5 127.6
124.2 119.6 120.6 125.525

Apt Elev
21

Trans alt: 14000

SEKIYADO 3 DEPARTURE [SYE3]



Rwys 04, 34L/R: 5.0%, climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required up to 500.

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

RWY	INITIAL CLIMB
04 34L/R	Climb runway heading to 700, turn RIGHT heading 100° to D9.0 HME, turn LEFT heading 017° to intercept and proceed via SYE R167 to SYE VOR. Cross SYE VOR between 12000 and FL150.
05	Climb on heading 059° to D10.0 HME, turn LEFT heading 017° to intercept and proceed via SYE R167 to SYE VOR. Cross SYE VOR between 12000 and FL150.
16L/R	Climb runway heading to intercept and proceed via D11.8 Arc HME counterclockwise to HME R065, turn RIGHT heading 017° to intercept and proceed via SYE R167 to SYE VOR. Cross HME R116 at or above 6000, cross SYE VOR between 12000 and FL150.

CHANGES: Chart reindexed.

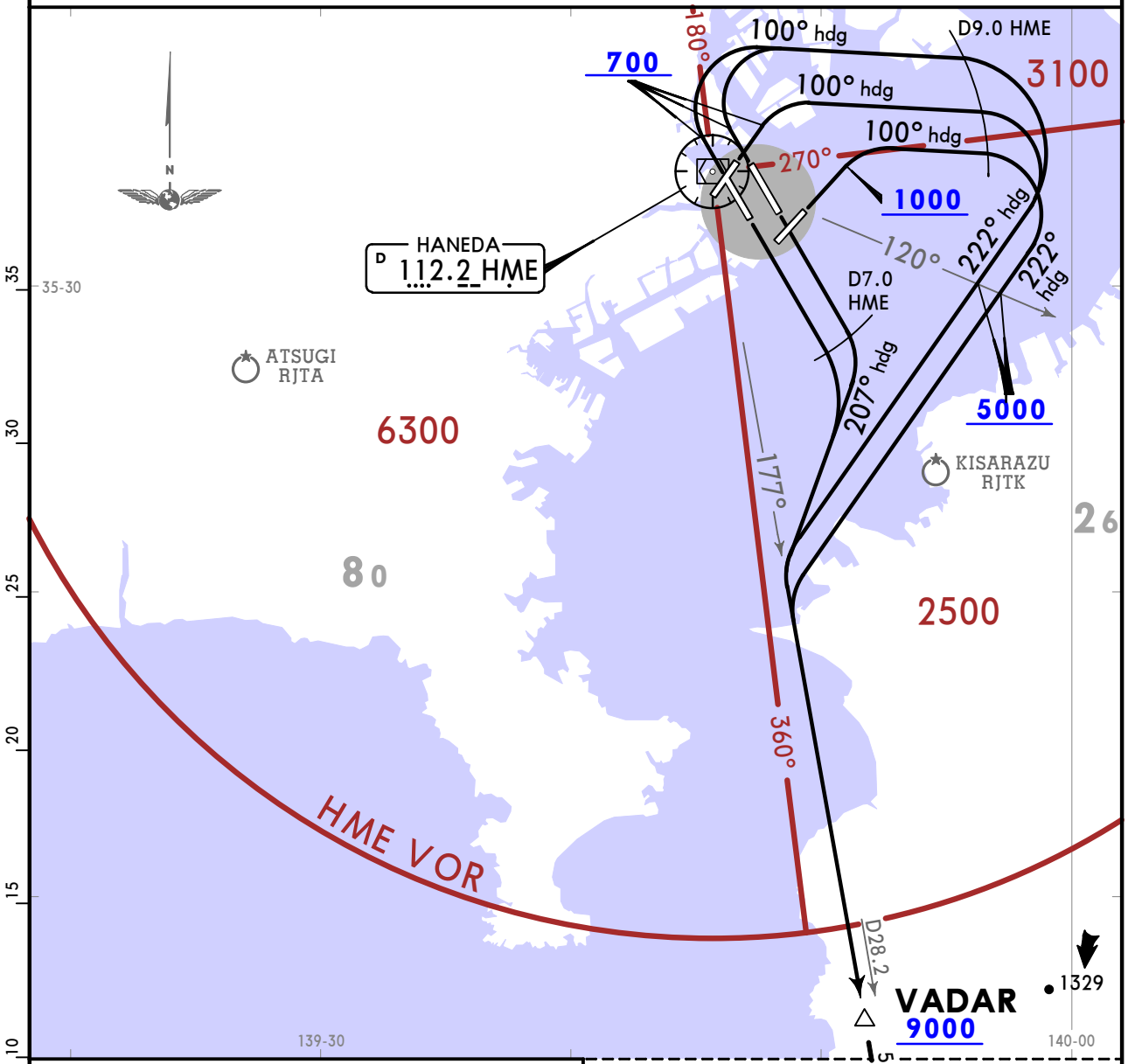
RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
17 MAR 23 | 10-3V | Eff 22 Mar 1500Z

TOKYO, JAPAN
SID

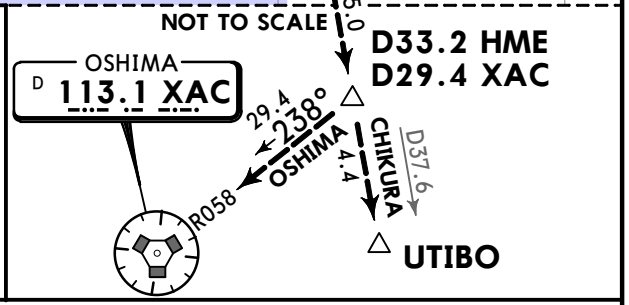
TOKYO Departure (R)	Apt Elev	Trans alt: 14000
126.0 120.8 127.5 127.6 124.2 119.6 120.6 125.525	21	

VADAR 1 DEPARTURE [VADAR1]



Rwys 04, 34L/R: 5.0% climb gradient required up to 700.
Rwy 05: 5.0% climb gradient required 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 D9.0 HME, turn RIGHT heading 222° to intercept and proceed via HME R177 to VADAR. Cross HME R120 at or above 5000, cross VADAR at or above 9000.
05	Climb runway heading to 1000 turn RIGHT heading 100° to D9.0 HME, turn RIGHT heading 222° to intercept and proceed via HME R177 to VADAR. Cross HME R120 at or above 5000, cross VADAR at or above 9000.
16L/R	Climb runway heading to D7.0 HME, turn RIGHT heading 207° to intercept and proceed via HME R177 to VADAR. Cross VADAR at or above 9000.

TRANSITIONS	
CHIKURA	From over VADAR, via HME R177 to UTIBO.
OSHIMA	From over VADAR, via HME R177 to intercept and proceed via XAC R058 to XAC VOR.

CHANGES: Chart reindexed.

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. Except during south wind operation from 0600 UTC to 1000 UTC. ❶ 2. Rwy 04 is used when northeast wind is about 20 knots or more, or, when Rwy 05 or Rwy 34R is closed.
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.

❶ For about 3 hours from 0600 UTC to 1000 UTC, the following runway is used during the south wind operation.
(For Take off) Rwy 16R, Rwy 16L, Rwy 22
(For Landing) Rwy 16R, Rwy 16L

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. Except during south wind operation from 0600 UTC to 1000 UTC. ❶ 2. From 2100 UTC to 0600 UTC and from 1000 UTC to 1400 UTC, 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 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. From 2200 UTC to 0230 UTC and from 0600 UTC to 1000 UTC, when TIARA/BEKLA/ROVER [number] B/C Departure is cleared, Steepest Climb Procedure or NADP2 shall be applied.

❶ For about 3 hours from 0600 UTC to 1000 UTC, the following runway is used during the south wind operation.
(For Take off) Rwy 16R, Rwy 16L, Rwy 22
(For Landing) Rwy 16R, Rwy 16L

CHANGES: Rwy 34R take-off note.

NOISE ABATEMENT PROCEDURES

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

FOR TAKE-OFF (cont.)

From 2100 UTC to 1400UTC	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.
	RWY 05	Nil
	RWY 16L	Nil
	RWY 16R	Nil
	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.
	RWY 22	In order to minimize public annoyance for aircraft noise in the residential areas located 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. Steepest Climb Procedure shall be applied. 3. In principle, aircraft with 4 or more main engines are not allowed to operate. Excluding search and rescue and VIP aircraft. 4. In the following models, using the maximum takeoff thrust as much as possible B777, A330, MD11 5. In principle, B777, A330 should use intersection B14/T14 for takeoff. 6. The noise level (EPNdB) during takeoff at flyover reference noise measurement point in the airworthiness certification shall be less than 89. (Excluding Scheduled flights.)

NOISE ABATEMENT PROCEDURES

FOR TAKE-OFF (cont.)

From 1400 UTC to 2100 UTC	RWY 05	OPPAR DEPARTURE (Not alternate procedures)	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. In order to reduce aircraft noise in the residential area, gear-down should be delayed as far as operationally practicable. Especially, when using Rwy 22 ILS approach, pay attention that residences are dense until 6.3 NM from IAD.

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, 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 W Rwy 23) is primarily applied - see Chart 10-4D, When (LDA W Rwy 23) is not available, (LDA Z (X) Rwy 23), (ILS Z Rwy 23) and (LOC Z Rwy 23) is used in this order.
	RWY 16L	From 2100 UTC to 0600 UTC and from 1000 UTC to 1400 UTC, 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. From 0600 UTC to 1000 UTC, [RNP Rwy 16L] is primarily applied. ❷ [ILS Rwy 16L] is applied only when [RNP Rwy 16L] is not applicable.
	RWY 16R	From 0600 UTC to 1000 UTC, [RNP Rwy 16R] is primarily applied. ❷ [ILS Rwy 16R] is applied only when [RNP Rwy 16R] is not applicable.

❶ For about 3 hours from 0600 UTC to 1000 UTC, the following runway is used during the south wind operation.
(For Take off) Rwy 16R, Rwy 16L, Rwy 22
(For Landing) Rwy 16R, Rwy 16L

❷ Applicable when the runway ❶ is used in about 3 hours from 0600 UTC to 1000 UTC.

NOISE ABATEMENT PROCEDURES

From 1400 UTC to 2100 UTC	Rwy 34R	ILS Y or LOC Y Rwy 34R (via OSHIMA NIGHT ARRIVAL, AKSEL NIGHT ARRIVAL, AROSA NIGHT ARRIVAL or MESSE NIGHT ARRIVAL)
	Rwy 34L	ILS Y or LOC Y Rwy 34L (via OSHIMA NIGHT ARRIVAL, AKSEL NIGHT ARRIVAL, AROSA NIGHT ARRIVAL or MESSE NIGHT 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 34L.
	Rwy 22	LDA Y Rwy 22 (via OSHIMA NIGHT ARRIVAL, AKSEL NIGHT ARRIVAL, AROSA NIGHT ARRIVAL or MESSE NIGHT 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 OSHIMA NIGHT ARRIVAL, AKSEL NIGHT ARRIVAL, AROSA NIGHT ARRIVAL or MESSE NIGHT ARRIVAL) is primarily applied. ILS Y or LOC Y Rwy 23 (via OSHIMA NIGHT ARRIVAL, AKSEL NIGHT ARRIVAL, AROSA NIGHT ARRIVAL or MESSE NIGHT ARRIVAL) is applied only when LDA Y Rwy 23 is not applicable.
	Rwy 16L	VOR A (via OSHIMA V ARRIVAL, AKSEL V ARRIVAL, AROSA V ARRIVAL or MESSE V 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/RWY 23 via DATUM of Tokyo INTL Airport. (Except aircraft intercepting LDA22/LDA23 LOC course by RADAR vector)

3) Routes used for NAAP:
LDA W Rwy 22 and LDA W RWY 23.

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" or "LDA W RWY 23".

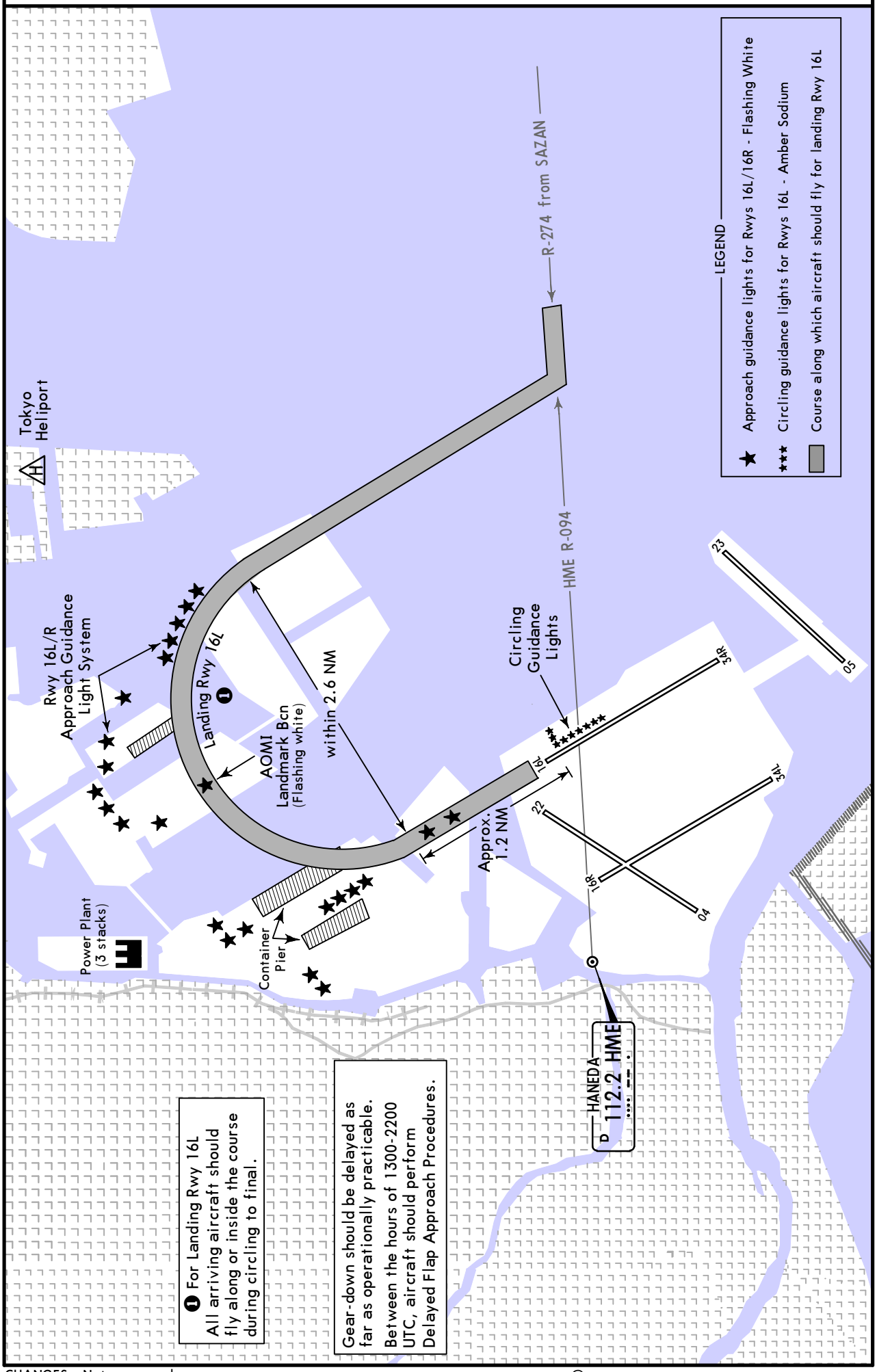
6) Continuous Descent (only LDA W RWY 22).
To avoid nuisance TCAS-RA and reduce noise while conducting NAAP, pilot should make descent continuously with 1500 ft/min or less descending rate between BACON and BEAST.

7) In case NAAP is not available:
If NAAP is not available because of weather conditions, etc., pilots should request LDA Z Rwy 22/LDA Z RWY 23 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.

NOISE ABATEMENT PROCEDURES

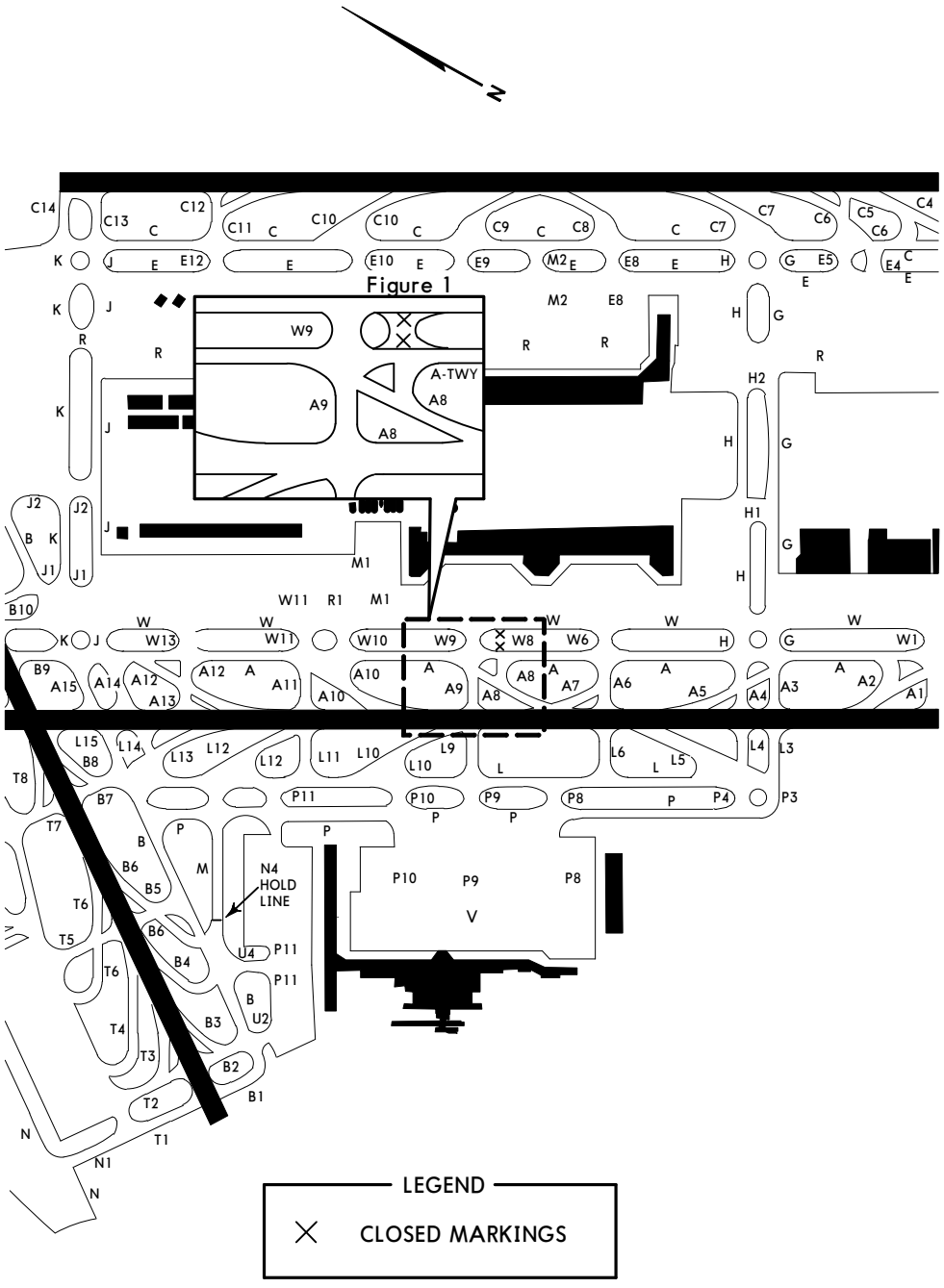


CHANGES: Note removed.

PREVENTION OF TAXIWAY INCURSION AT TOKYO INTL AIRPORT

1. The figure of the abolished TWY is visible as shown in the diagram.
   Accordingly, aircraft should pay attention not to enter those taxiways.
2. Remarks
   Closed marking is gradually installed on the abolished TWY shown in Figure 1.

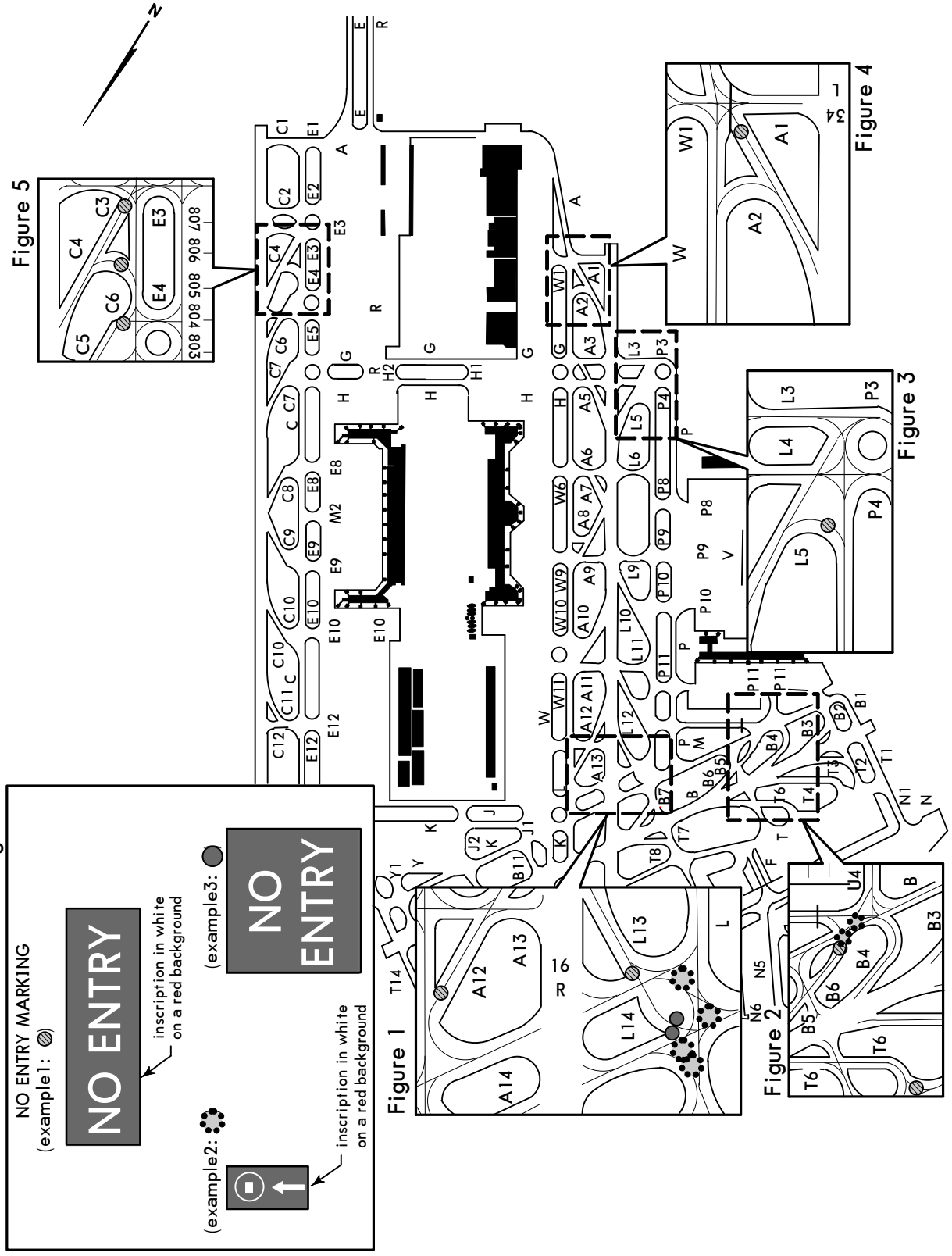
Figure 1



PREVENTION OF RUNWAY INCURSION AT TOKYO INTL AIRPORT

1. As a measure for prevention of RWY incursion at Tokyo INTL AP, NO ENTRY markings on High speed TWY described in the diagram below are installed as a trial.

   Taxiing towards the runway via High speed TWY where NO ENTRY markings are installed is prohibited.



OPERATIONAL RESTRICTIONS AT TOKYO INTL AIRPORT (SUP 093/24)

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

Item	Operational Restrictions		Planning Period (UTC)			Fig.NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
RUNWAY							
1	Grooving for Rwy 04/22	partly, gradually erased or installed	-	Sep 2024	H24		Area: between 1148′ (350m) and 6234′(1900m) from Rwy 04 threshold.
2	Grooving for Rwy 16R/34L	partly, gradually erased or installed	-	Sep 2024	H24		Area: from Rwy 16R threshold to 1545′ (471m).
3	Runway threshold lights for Rwy 23	unserviceable	Jun 2024	Mar 2025	H24	24	Temporarily runway threshold lights for Rwy 23 installed.
4	Runway edge lights for Rwy 04/22	partly unserviceable	-	Mar 2025	H24	40	Available for take-off/landing.
5	Runway centerline lights for Rwy 04/22	unserviceable	-	Mar 2025	H24	40	There is a case in which runway centerline lights are partly lighted.
6	Runway touchdown zone lights for Rwy 22	unserviceable	-	Mar 2025	H24	40	There is a case in which runway touchdown zone lights are partly lighted.
7	Precision approach lighting system for Rwy 16R	unserviceable	-	Mar 2025	H24	30	There is a case in which precision approach lighting system is partly lighted.
8	Runway centerline lights for Rwy 16R/34L	unserviceable	-	Mar 2025	H24	30	There is a case in which runway centerline lights are partly lighted.
9	Runway end lights for Rwy 34L	unserviceable	-	Mar 2025	H24	30	Temporarily runway end lights for Rwy 34L installed 82′(25m) from the end of Rwy 34 to approach end.
10	Runway edge lights for Rwy 16R/34L	partly unserviceable	-	Mar 2025	H24	30	Available for take-off/landing. (A part of runway edge lights shown in Figure gradually turned off or turned on)
11	Rwy 16R/34L	restricted available runway length For take-off: Rwy 16R/34L 9760′(2975m) For landing: Rwy 34L 9760′(2975m)	-	Mar 2025	H24		* CAUTION: Rwy 16R: - TORA: 9760′(2975m) - LDA: 8268′(2520m) Rwy 34L: - TORA: 9760′(2975m) - LDA: 9760′(2975m)

* The runway lengths remaining for intersection departures are as follows:

Rwy	Twy	❶ Rwy Length Remaining
34L	A2	2490m / 8180 ft
	A3/L3	2400m / 7880 ft
	A4/L4	2300m / 7550 ft
	A5	1980m / 6510 ft
	L5	1950m / 6410 ft
	A6/L6	1860m / 6120 ft
	A7	1550m / 5080 ft
	A9/L9	1440m / 4740 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.

28	Runway centerline lights for Rwy 16L/34R	partly unserviceable	-	Mar 2025	H24	20	Available for take-off/landing.
30	Runway threshold identification lights for Rwy 16L	unserviceable	-	Mar 2025	H24	20	

CHANGES: Item 3 added.

OPERATIONAL RESTRICTIONS AT TOKYO INTL AIRPORT (CONTD)

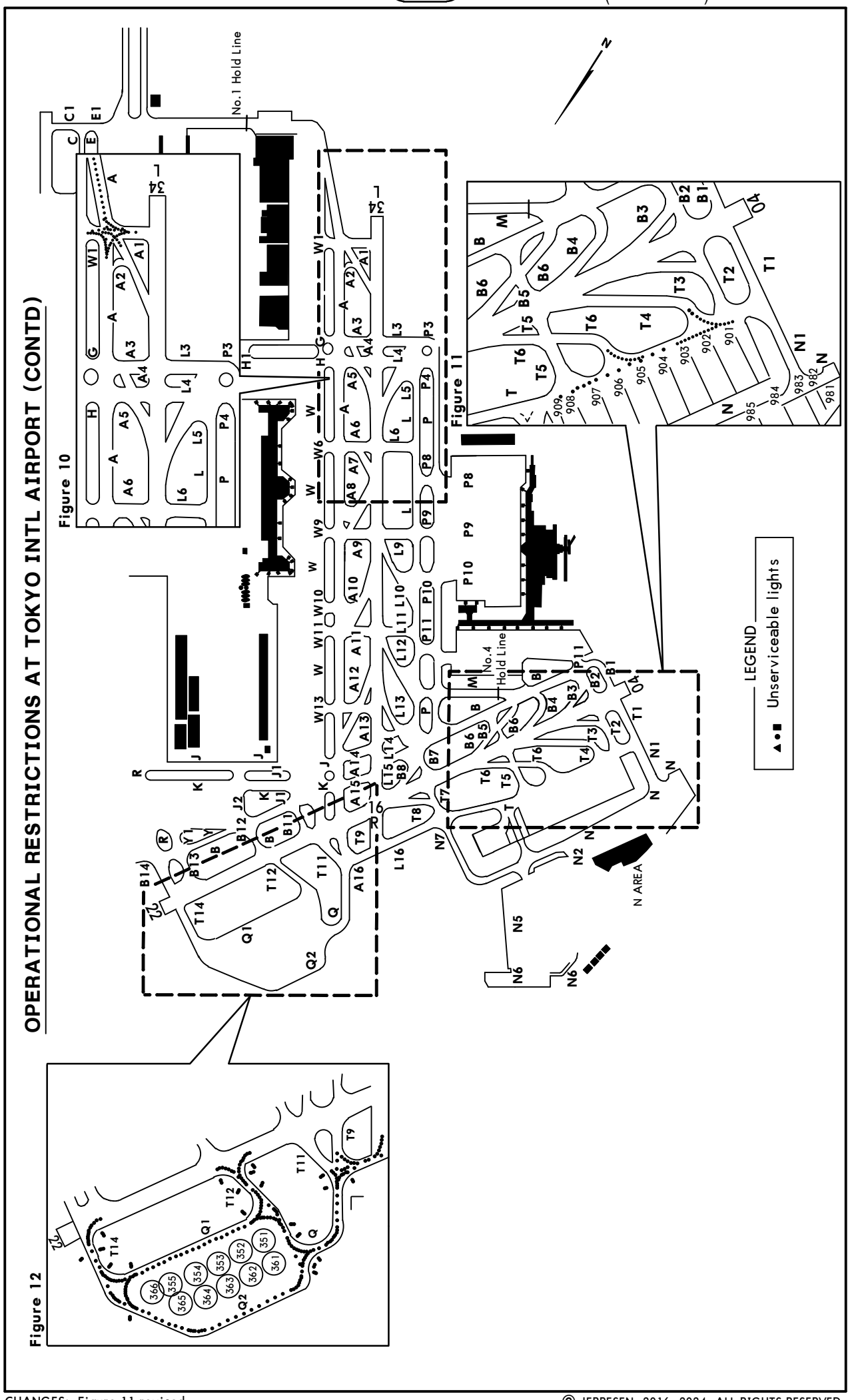
Item	Operational Restrictions		Planning Period (UTC)			Fig.NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
RUNWAY (contd)							
41	Grooving for Rwy 05/23	partly, gradually erased or installed	Jun 2024	Mar 2025	H24		Area: From runway 23 threshold to 2100′(640m).
43	Runway touchdown zone lights for Rwy 23	unserviceable	-	Mar 2025	H24	21	There is a case in which runway touchdown zone lights are partly lighted.
44	Runway centerline lights for Rwy 05/23	unserviceable	-	Mar 2025	H24	21	There is a case in which runway centerline lights are partly lighted.
TAXIWAY							
A	Twy M1 (behind SPOT 23)	closed	-	Jul 2025	H24	22	
B	Twy N2 (between N and SPOT 935)	closed	-	Mar 2027	H24	15	Closed marking installed.
1	Twy centerline lights for A14, A15, L15, L16	partly unserviceable	-	Mar 2025	H24	30	
2	Twy centerline lights for M1, R1, W11 (between W and R1)	unserviceable	-	Jul 2025	H24	22	
3	Twy centerline lights for E10 (behind SPOT 53)	partly unserviceable	-	Mar 2025	H24	23	
5	Twy centerline lights for A (between W and A2), A (intersection of W1), A1 A2 (intersection of A), W1	partly unserviceable	-	Jun 2024	H24	10	
6	Twy centerline lights for A16	unserviceable	-	Jun 2024	H24	12	
7	Twy centerline lights for D6, D7	partly unserviceable	Jun 2024	Mar 2025	H24	24	
8	Twy centerline lights for B8, B9, B10, B11, T8, T11	partly unserviceable	-	Mar 2025	H24	40	
9	Twy centerline lights for B3, B4, B5, B6, B7, T3, T4, T5, T6, T7	partly unserviceable	-	Mar 2025	H24	40	
12	Twy centerline lights for T12, T14, Q, Q1, Q2	unserviceable	-	Mar 2025	H24	12	
13	Taxiing guidance sign for T12, T14, Q, Q1, Q2	unserviceable	-	Mar 2025	H24	12	
14	Twy centerline lights for P (between P10 and P11, intersection of P11)	partly unserviceable	-	Jun 2024	H24	16	
15	Taxiway centerline marking for N2	partly erased	-	Mar 2027	H24	15	
16	Surface painted direction sign for N (intersection of N2)	erased	-	Mar 2027	H24	15	
33	Twy centerline lights for C (intersection of C3), C (intersection of C5)	partly unserviceable	-	Mar 2025	H24	20	
38	Twy centerline lights for T (between T2 and Spot 909), T (intersection of T4), T (intersection of T6)	partly unserviceable	-	Mar 2025	H24	11	
44	Twy centerline lights for C3 (intersection of RWY 16L/34R)	partly unserviceable	-	Mar 2025	H24	20	

CHANGES: Item 42, 4 and 54 withdrawn, item 41 and 7 added.

OPERATIONAL RESTRICTIONS AT TOKYO INTL AIRPORT (CONTD)

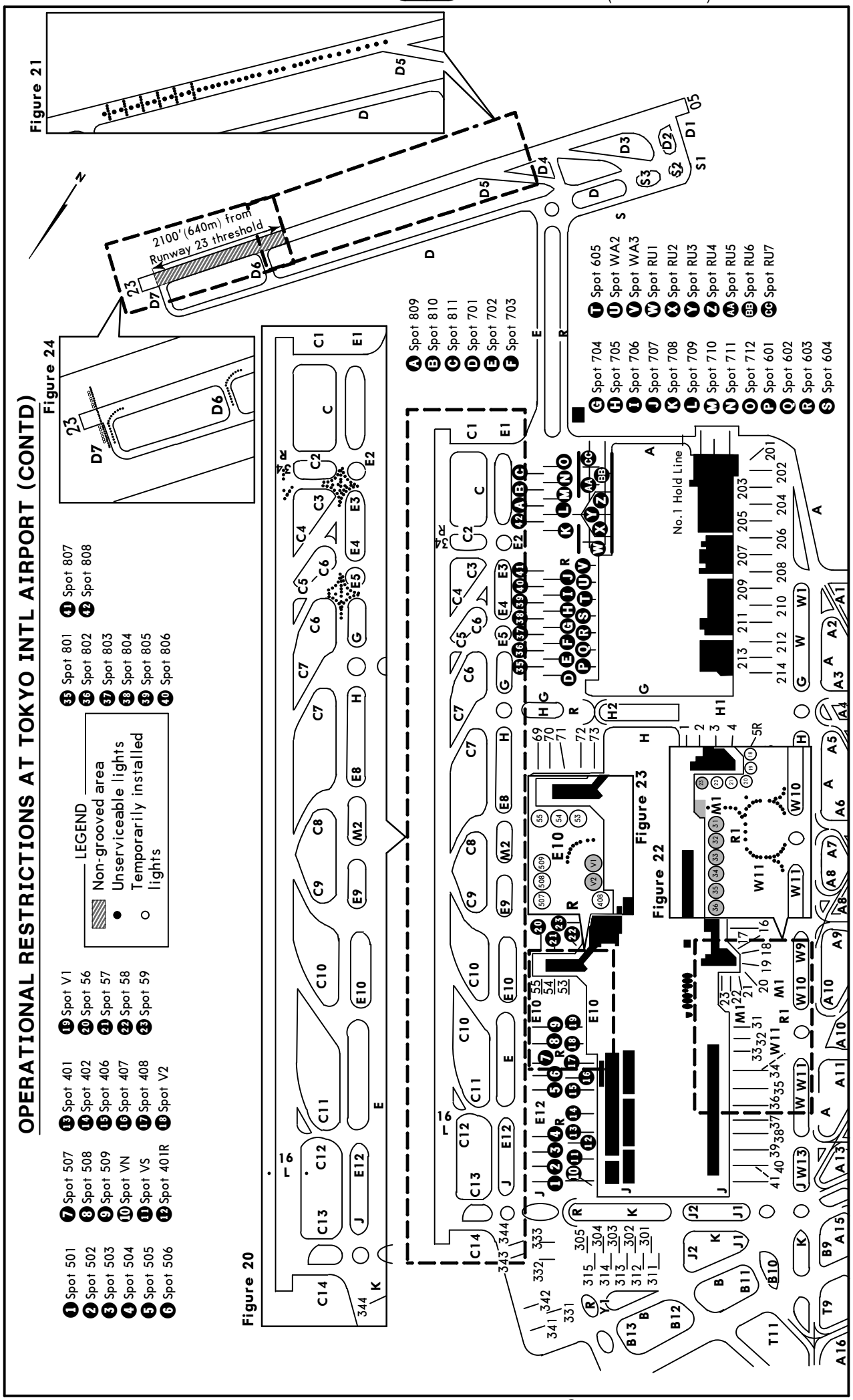
Item	Operational Restrictions		Planning Period (UTC)			Fig.NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
APRON							
B	SPOT 23, 31, 32, 33, 34, 35 36	closed	-	Jul 2025	H24	22	
C	SPOT V1, V2	closed	-	Mar 2025	H24	23	
2	SPOT 408	relocated	-	Mar 2025	H24		INS checkpoint N35 33.5 E139 47.1

CHANGES: None.



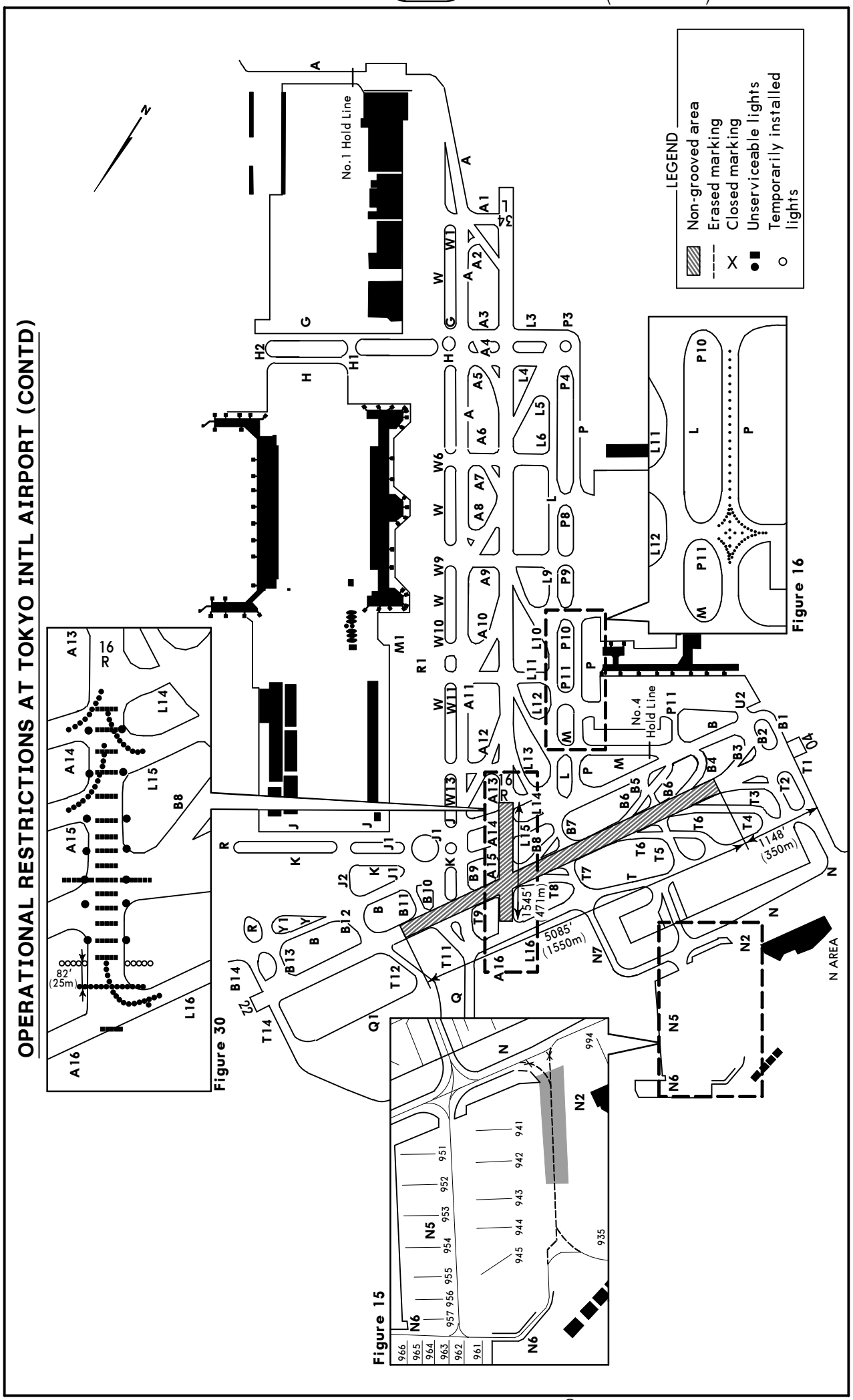
CHANGES: Figure 11 revised.

OPERATIONAL RESTRICTIONS AT TOKYO INTL AIRPORT (CONTD)



CHANGES: Figure 21 revised, figure 24 added.

OPERATIONAL RESTRICTIONS AT TOKYO INTL AIRPORT (CONTD)



OPERATIONAL RESTRICTIONS AT TOKYO INTL AIRPORT (CONTD)

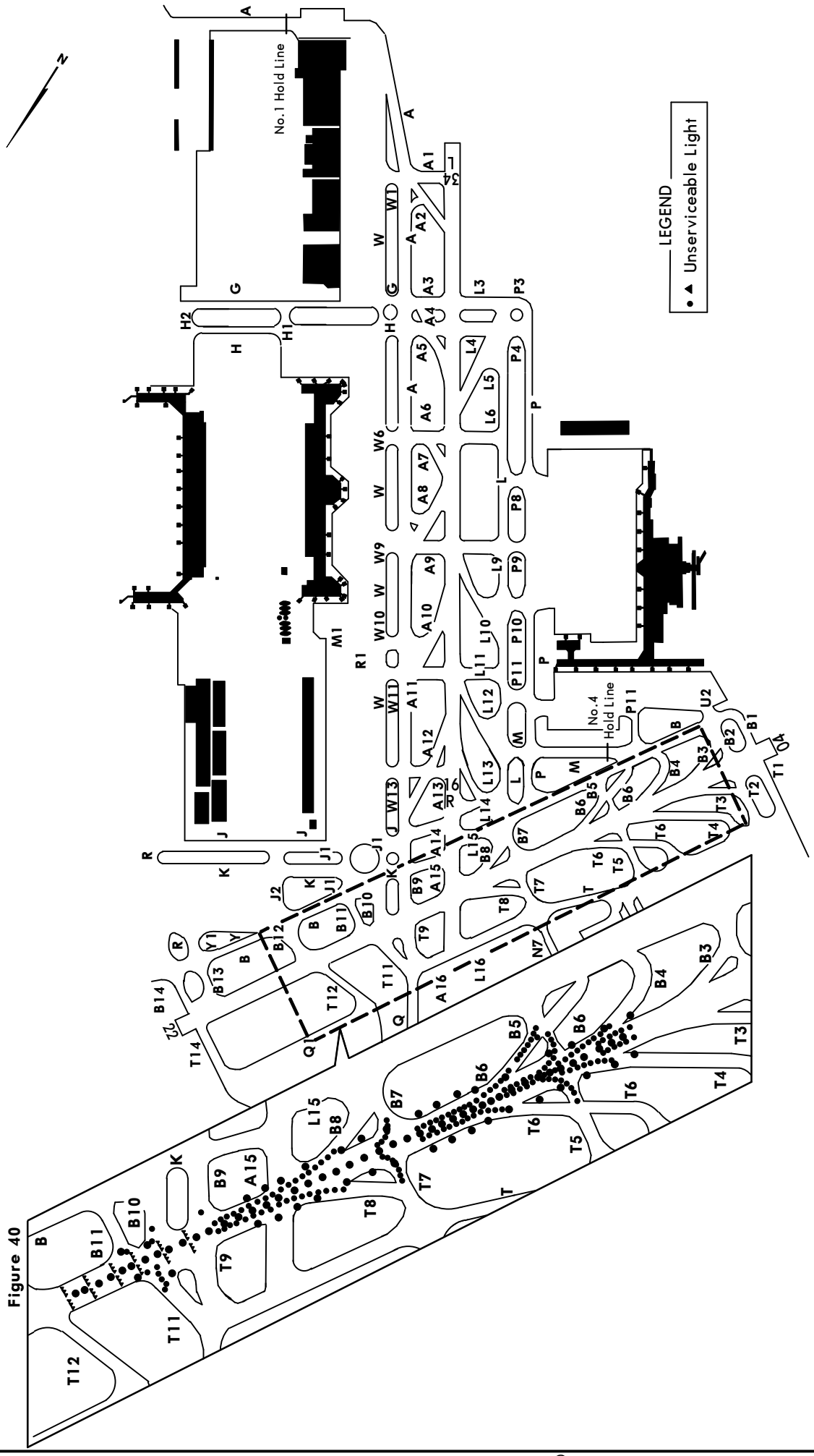
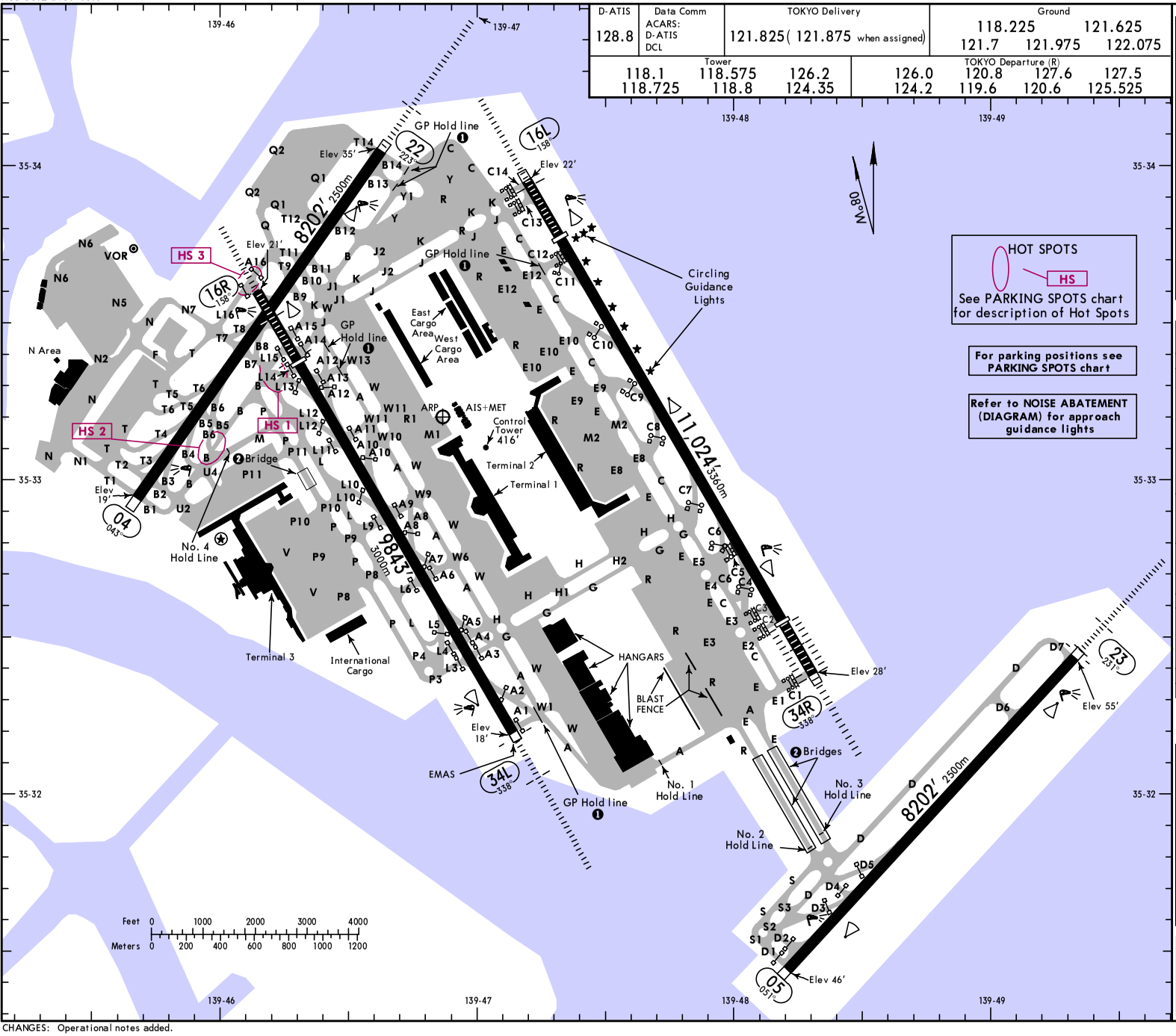


Figure 40

D-ATIS	Data Comm	TOKYO Delivery	Ground	
128.8	ACARS: D-ATIS DCL	121.825(121.875 when assigned)	118.225 121.7	121.625 121.975 122.075
Tower			**TOKYO Departure (R)**	
118.1 118.725	118.575 118.8	126.2 124.35	126.0 124.2	120.8 127.6 127.5 119.6 120.6 125.525



HOT SPOTS
HS
See PARKING SPOTS chart for description of Hot Spots

For parking positions see PARKING SPOTS chart

Refer to NOISE ABATEMENT (DIAGRAM) for approach guidance lights

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

OPERATIONAL NOTES

❶ All aircraft should hold at "GP HOLD LINE" on Twy A1, A12,A13,C12, B13,B14 until receiving further taxi clearance in order to protect ILS glide slope signal.

❷ In order to keep clearance between aircraft and the fence, etc, (103′ (31.5m) from Twy centerline, 4′ (1.1m) AGL) which is installed on the bridge of E, P and R Twy, all aircraft shall reduce taxiing speed and follow the Twy center line strictly.

Runway 05 not usable for landing.

All aircraft shall taxi with minimum power when taxiing on apron taxiways in order to avoid blast damage to vehicles moving along apron taxiways.

Stop Bar Lights Operations:

Stop Bar Lights are installed at each Rwy holding position associated with Rwy 16L/34R.

Stop Bar Lights will be operated when the visibility or the lowest RVR of Rwy 16L/34R is at or less than 600m.

Stop Bar Lights on Twy C1, C2, C13 and C14 are controlled individually by ATC.

Stop Bar Lights on Twy C3 thru C12 are not controlled individually by ATC.

During the period Stop Bar Lights operated, Twy C3 thru C12 are not available for departure aircraft.

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 A3), A (BTN A1 and W)	>= 243′/74m	
A2, A5(BTN RWY16R/34L and A4), A5(BTN A3 and A4), A7, A8, A10, A13(BTN A and A12), J1(BTN B and K), A13(BTN Runway 16R/34L and A12), B8, B9, B10, B11, J1(BTN K and J), C(BTN K and R), C4, C8, C9, C10, C13, E(BTN J and K), E3(BTN E and R),E4, E8(BTN C and E), E9(BTN C and E), E10(BTN C and E), E12, L10, M2(BTN C and E), Y(BTN C and R), R(BTN A and G), R(BTN E10 and J), T8, T9, T11, A16, W10, W11(BTN A and W), W(BTN K and B), E(BTN H and J), W13, W(BTN K and J), W(BTN J and M1)	>= 226′/69m	
E10(BTN E and spot 53), R1, J2(BTN K and Y), F, N(BTN spot NR981 and N5), N1, P11(BTN P and U2), U2, U4, W6, W9, W(BTN H and M1), W11 (BTN W and R1), M1(BTN R1 and W)	>= 213′/65m	
E8(BTN E and R)*, E9(BTN E and R)*, R(from E8 to E9)*, M2(BTN E and R)	>= 200′/61m	*The restrictions are excepted for B77W.
Q	>= 171′/52m	
M1 (from spot 21 to spot 23), N6 (from spot 961 to spot 969)*	>= 118′/36m	*Except towed aircraft of wingspan below 157′/48m
N2	>=108′/33m	
N6 (between spot 961 and N2)	> 94′/28.5m	

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)	>=256′/78m, <262′/80m
A (from W to Hangar)	>=249′/76m, <262′/80m
E (from spots 801 to 807), E (from spots 808 to 811)	>=236′/72m, <262′/80m
W (from spots 201 to 214), P8 (BTN P and V), P9 (BTN P and V), P10 (BTN P and V) and V	>=233′/71m, <262′/80m
C (BTN K and R), E3 (BTN E and R), E12 (BTN E and R), E (BTN H and J), Y (BTN C and R), R (BTN A and G), R (BTN E10 and J), W (BTN J and M1)	>=207′/63m, <226′/69m
W (from spots 5 to 20), E10 (from spots 55 to 53), J2 (BTN K and Y), P11 (BTN P and U2) and F	>=180′/55m, <213′/65m
M2 (BTN E and R)	>=180′/55m, <200′/61m

Taxiways	Guard lights distance to Rwy centerline
C1, C2, C3, C5, C12, C13, C14	246′/ 75m and 295′/90m
C4, C6 thru C11	295′/90m
A1 thru A16, D1 thru D5, L3 thru L16	246′/75m

GENERAL

PPR for aircraft operations other than scheduled.
Birds in vicinity of airport.
Low-level wind shear alert system.
Runway Status Lights (RWSL) consist of Variable Message Signs (VMS) or Runway Entrance Lights (REL) and/or Take-off Hold Lights (THL). See VARIABLE MESSAGE SIGNS chart for additional information.
If the status of these lights differ from tower instructions, re-contact tower.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
04 ❶ 22	HIRL(60m) CL(30m) REIL ❷ PAPI-L (angle 3.0°)				197′ 60m
	HIRL(60m) CL(30m) REIL ❸ALSF-I WBAR TDZ PAPI-L(angle 3.0°) RVR		7090′ 2161m		
05 ❶ 23	HIRL(30m) CL(30m) RVR	❹			197′ 60m
	HIRL(30m) CL(30m) ❺ALSF-I WBAR TDZ PAPI-L (angle 3.0°) RVR		7100′ 2164m		
16L ❶ 34R	HIRL(30m) CL(15m) REIL ❸ALFS-I WBAR TDZ ❻PAPI-L Approach Guidance Lights Circling Guidance Lights RVR	9744′ 2970m	8720′ 2658m		197′ 60m
	HIRL(30m) CL(15m) ❸ALSF-II WBAR TDZ PAPI-R (angle 3.0°) RVR	9843′ 3000m	8806′ 2684m		
16R ❶ 34L	HIRL(60m) CL(30m) ❸ALFS-I WBAR TDZ ❻PAPI-L Approach Guidance Lights RVR	8268′ 2520m	7198′ 2194m		197′ 60m
	HIRL(60m) CL(30m) ❸ALSF-I WBAR TDZ PAPI-L (angle 3.0°) RVR		8734′ 2662m		

❶ Grooving.
❷ Usable area of PAPI for Rwy 04 is within 2.4 NM of Rwy 04 threshold.
❸ Length 900m.
❹ Not usable for landing.
❺ Length 870m.
❻ Angle 3.0°, 3.25° for RNP apch - refer to Airport Briefing Pages.

State — TAKE-OFF

Rwys 16L, 34R

	Multi Eng Acft: With Take-off Altn Apt. Filed — Low Visibility Procedures/Low Visibility Procedures for Departure in Force.					Multi Eng Acft: Without Take-off Altn Apt. Filed	Single Eng Acft
	1 HIRL & CL & Multiple RVR	1 HIRL & CL	1 HIRL & CL or RCLM	1 HIRL & CL	1 HIRL & CL or RCLM / NIL (DAY ONLY)		
A B C	R150m	R/V200m	R/V250m	R/V400m		V500m	Available Landing Minimums	Available Landing Minimums
D	R200m	R/V250m	R/V300m					

Rwys 05, 22, 16R, 34L

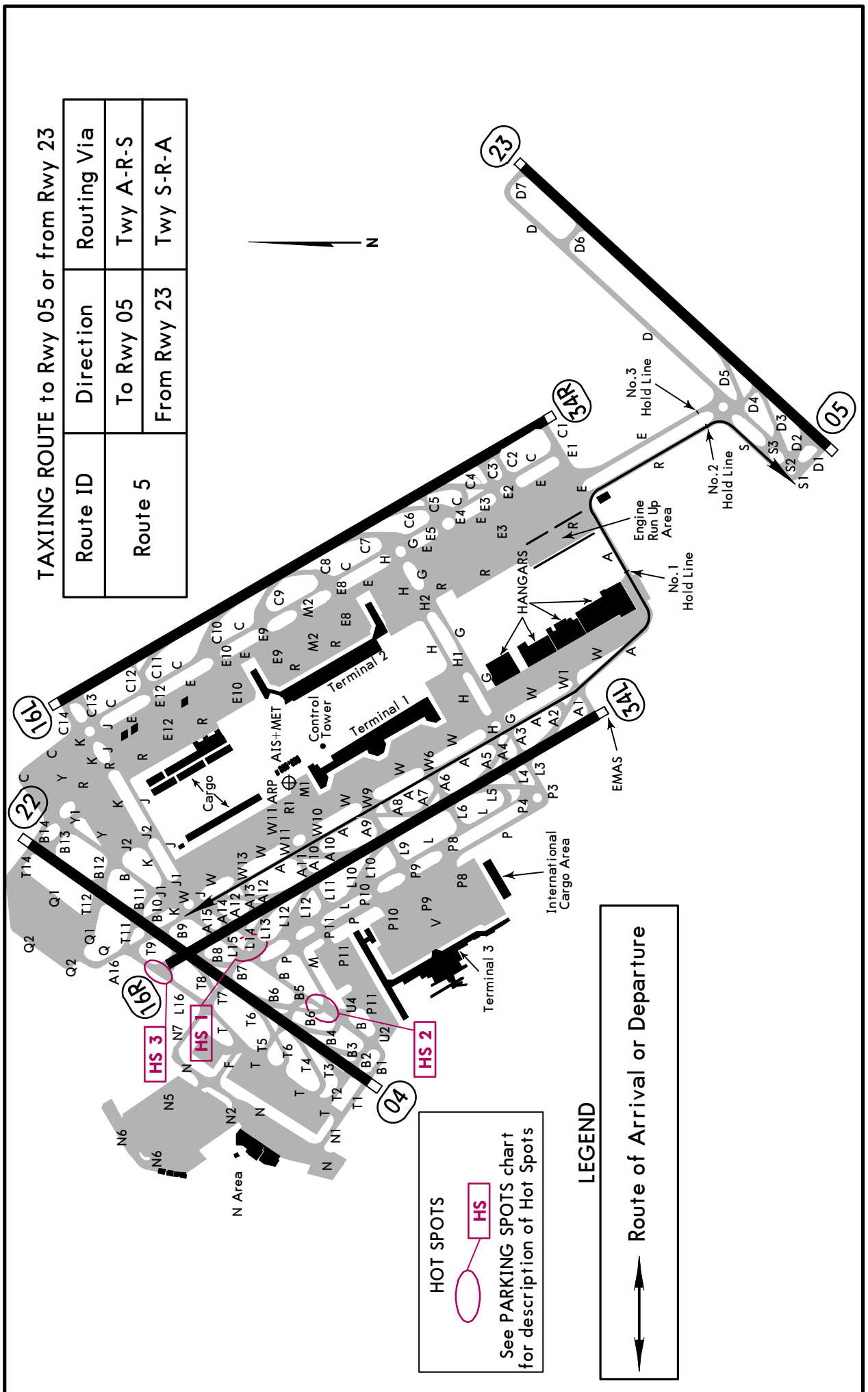
Multi Eng Acft: With Take-off Altn Apt. Filed			Multi Eng Acft: Without Take-off Altn Apt. Filed	Single Eng Acft
1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)		
R/V400m		V500m	Available Landing Minimums	Available Landing Minimums

Rwy 04

Multi Eng Acft: With Take-off Altn Apt. Filed			Multi Eng Acft: Without Take-off Altn Apt. Filed	Single Eng Acft
1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)		
V400m		V500m	Available Landing Minimums	Available Landing Minimums

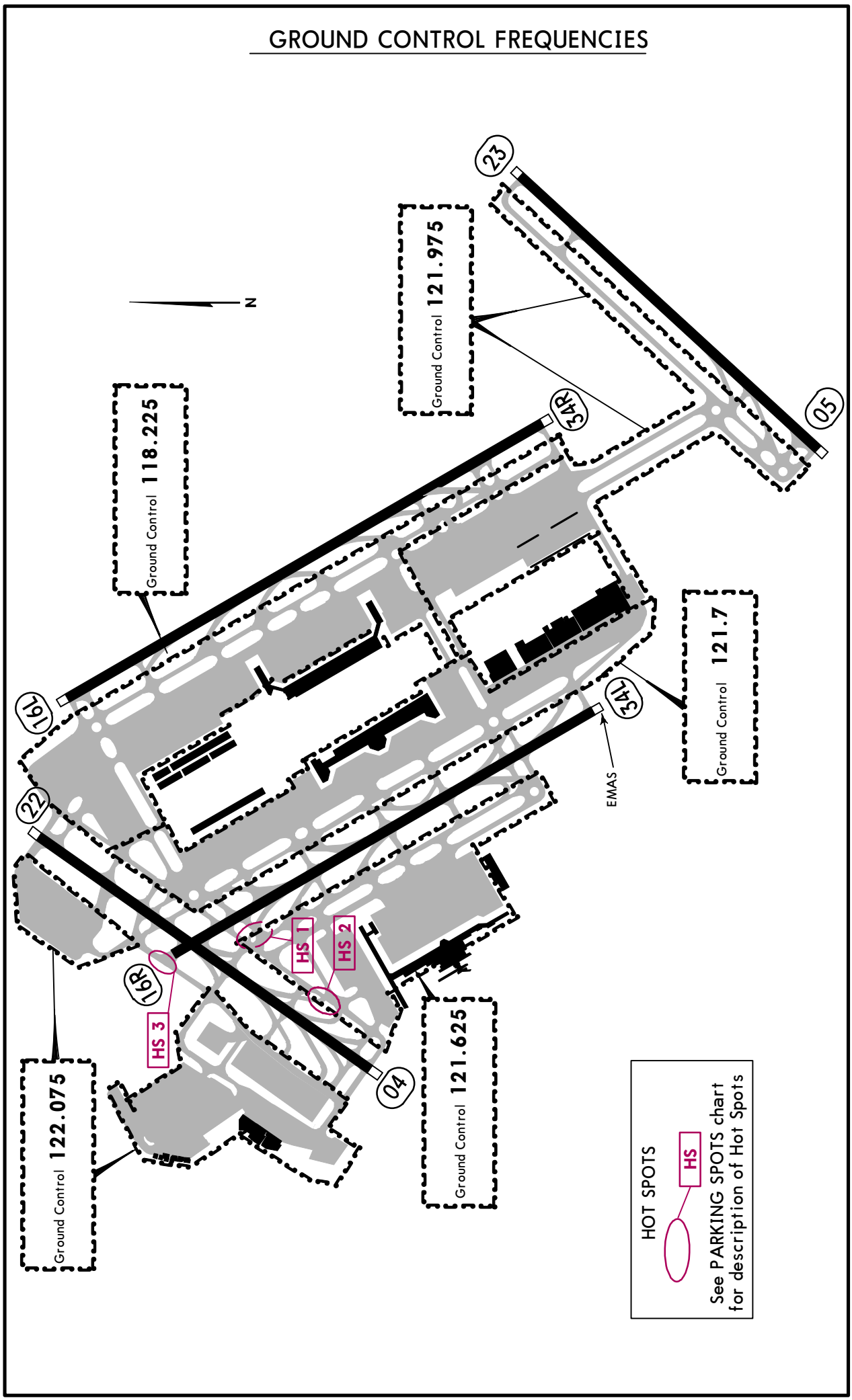
1 HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

CHANGES: Chart format, new AOM concept.

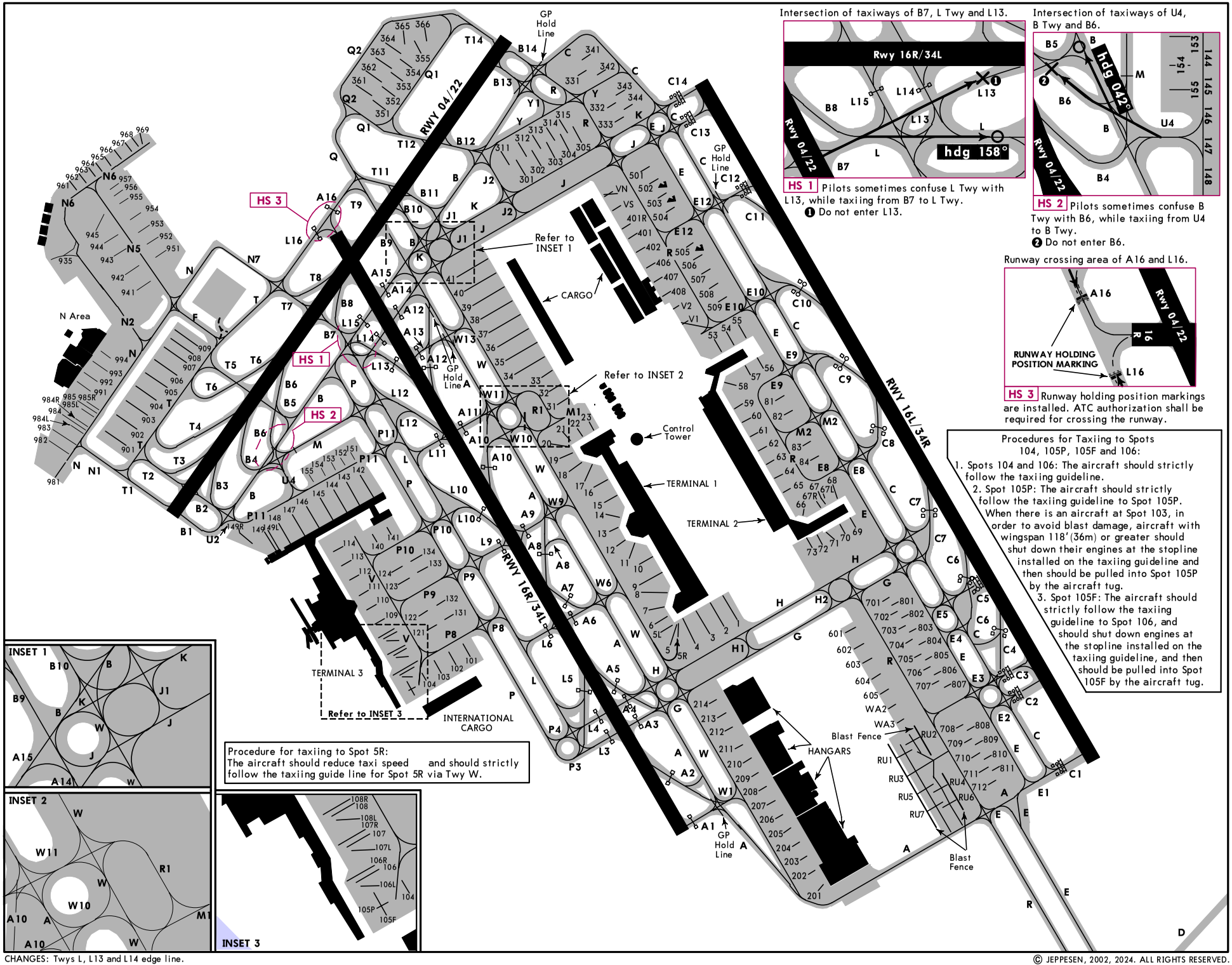


CHANGES: Twy L, L13, L14 edge shape.

GROUND CONTROL FREQUENCIES



CHANGES: Area in Ground Control 121.625.



Intersection of taxiways of B7, L Twy and L13.

HS 1 Pilots sometimes confuse L Twy with L13, while taxiing from B7 to L Twy.

❶ Do not enter L13.

Intersection of taxiways of U4, B Twy and B6.

HS 2 Pilots sometimes confuse B Twy with B6, while taxiing from U4 to B Twy.

❷ Do not enter B6.

Runway crossing area of A16 and L16.

HS 3 Runway holding position markings are installed. ATC authorization shall be required for crossing the runway.

Procedures for Taxiing to Spots 104, 105P, 105F and 106:

1. Spots 104 and 106: The aircraft should strictly follow the taxiing guideline.
2. Spot 105P: The aircraft should strictly follow the taxiing guideline to Spot 105P. When there is an aircraft at Spot 103, in order to avoid blast damage, aircraft with wingspan 118'(36m) or greater should shut down their engines at the stopline installed on the taxiing guideline and then should be pulled into Spot 105P by the aircraft tug.
3. Spot 105F: The aircraft should strictly follow the taxiing guideline to Spot 106, and should shut down engines at the stopline installed on the taxiing guideline, and then should be pulled into Spot 105F by the aircraft tug.

Procedure for taxiing to Spot 5R:
The aircraft should reduce taxi speed and should strictly follow the taxiing guide line for Spot 5R via Twy W.

CHANGES: Twys L, L13 and L14 edge line.

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
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
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, 67	N35 33.0 E139 47.5
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
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
140	N35 32.9 E139 46.2
141	N35 32.9 E139 46.3
142, 143	N35 33.0 E139 46.2
144	N35 33.0 E139 46.1
145, 146	N35 32.9 E139 46.1
147, 148	N35 32.9 E139 46.0
149, 149R, 149L	N35 32.9 E139 45.9
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
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
351	N35 33.9 E139 46.2
352	N35 33.9 E139 46.3
353, 354	N35 34.0 E139 46.3
355	N35 34.1 E139 46.4
361	N35 33.9 E139 46.2
362 thru 365	N35 34.0 E139 46.3
366	N35 34.1 E139 46.4
401R	N35 33.6 E139 47.0
401, 402	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
811	N35 32.3 E139 48.0
901	N35 33.1 E139 45.5
902, 903	N35 33.2 E139 45.5
904	N35 33.2 E139 45.6
905 thru 907	N35 33.3 E139 45.6

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
908, 909	N35 33.4 E139 45.7
935	N35 33.5 E139 45.4
941	N35 33.5 E139 45.6
942, 943	N35 33.5 E139 45.5
944, 945	N35 33.6 E139 45.5
951, 952	N35 33.6 E139 45.7
953	N35 33.6 E139 45.6
954	N35 33.7 E139 45.6
955 thru 957	N35 33.7 E139 45.5
961 thru 963	N35 33.7 E139 45.4
964 thru 967	N35 33.8 E139 45.5
968 thru 969	N35 33.8 E139 45.6
981	N35 33.0 E139 45.3
982, 983	N35 33.1 E139 45.3
984L, 984, 984R	N35 33.2 E139 45.3
985L, 985, 985R	N35 33.2 E139 45.4
991, 992	N35 33.2 E139 45.4
993, 994	N35 33.3 E139 45.4
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
VN	N35 33.7 E139 46.9
VS	N35 33.6 E139 46.9
WA2, WA3	N35 32.5 E139 47.7

SURFACE PAINTED DIRECTION SIGNS

1. Type of Surface Painted Markings

Surface Painted Direction Sign

This type of marking at a taxiway intersection indicates the designation and direction of the taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.

Surface Painted Location Sign

This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and yellow frame.

2. On each of the taxiways A, A14, A15, A16, B, B6, B7, B9, B10, F, H, J, K, L, L13, L15, L16, M, N, N2, N5, T, T7, T9, T11, U2, U4, W, surface painted markings are provided. (see Diagrams).

DIAGRAM 1

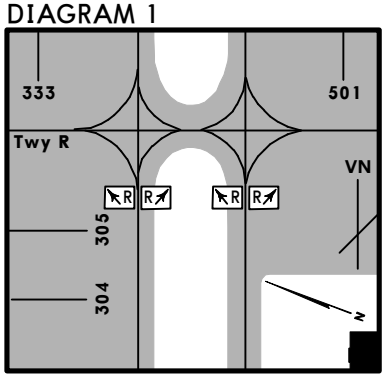


DIAGRAM 2

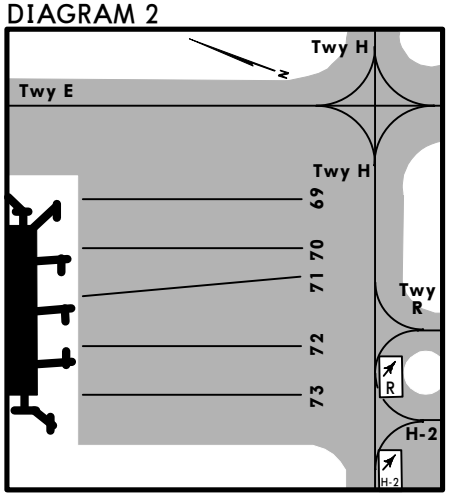


DIAGRAM 3

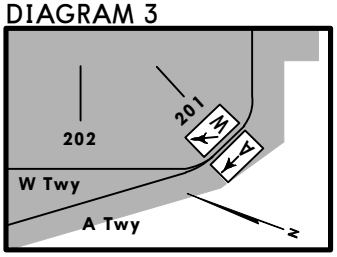
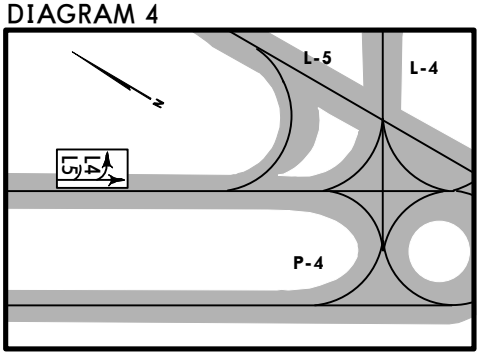


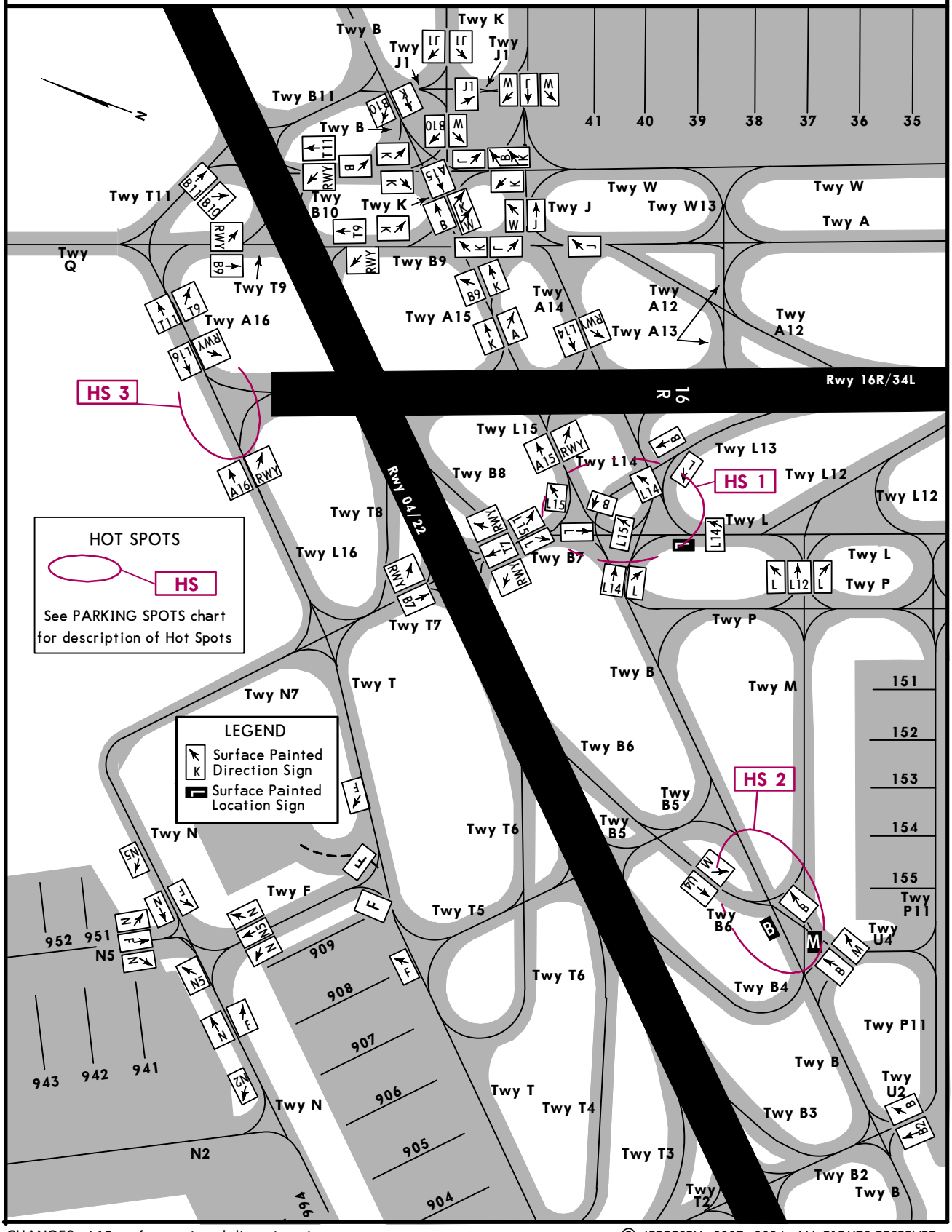
DIAGRAM 4



See SURFACE PAINTED SIGNS (DIAGRAM) (CONTD) for Diagram 5

SURFACE PAINTED DIRECTION SIGNS (CONTD)

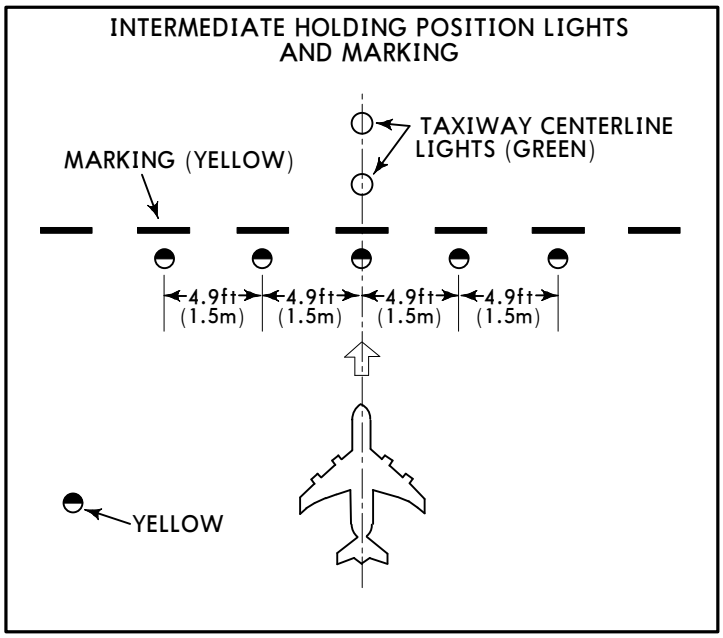
DIAGRAM 5

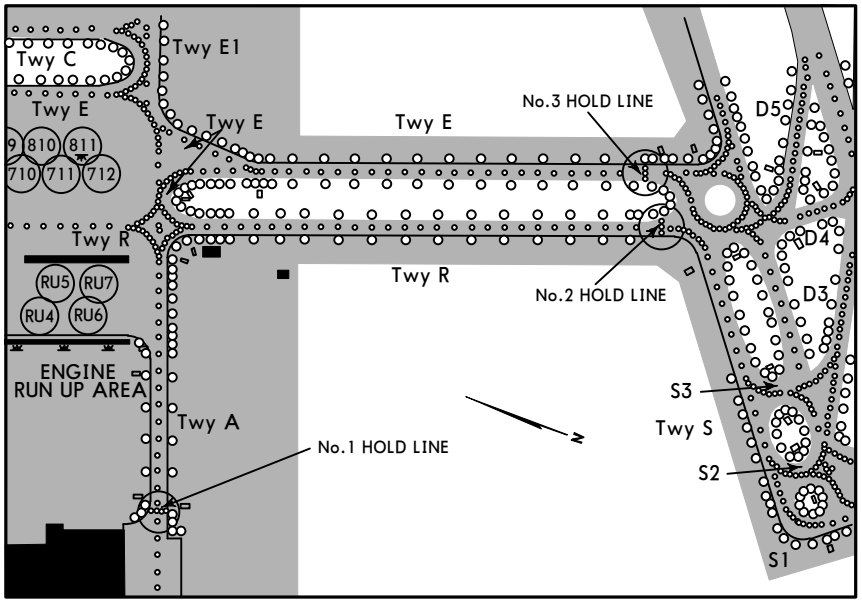


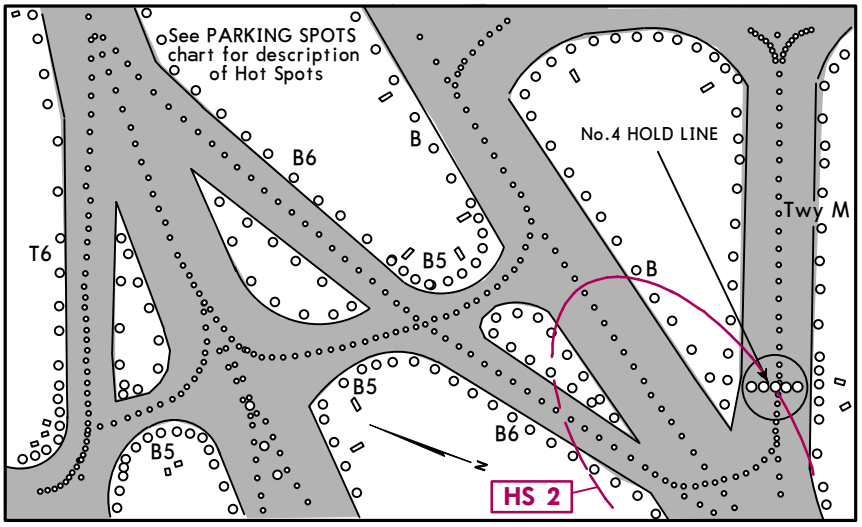
CHANGES: L15 surface painted direction sign.

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:

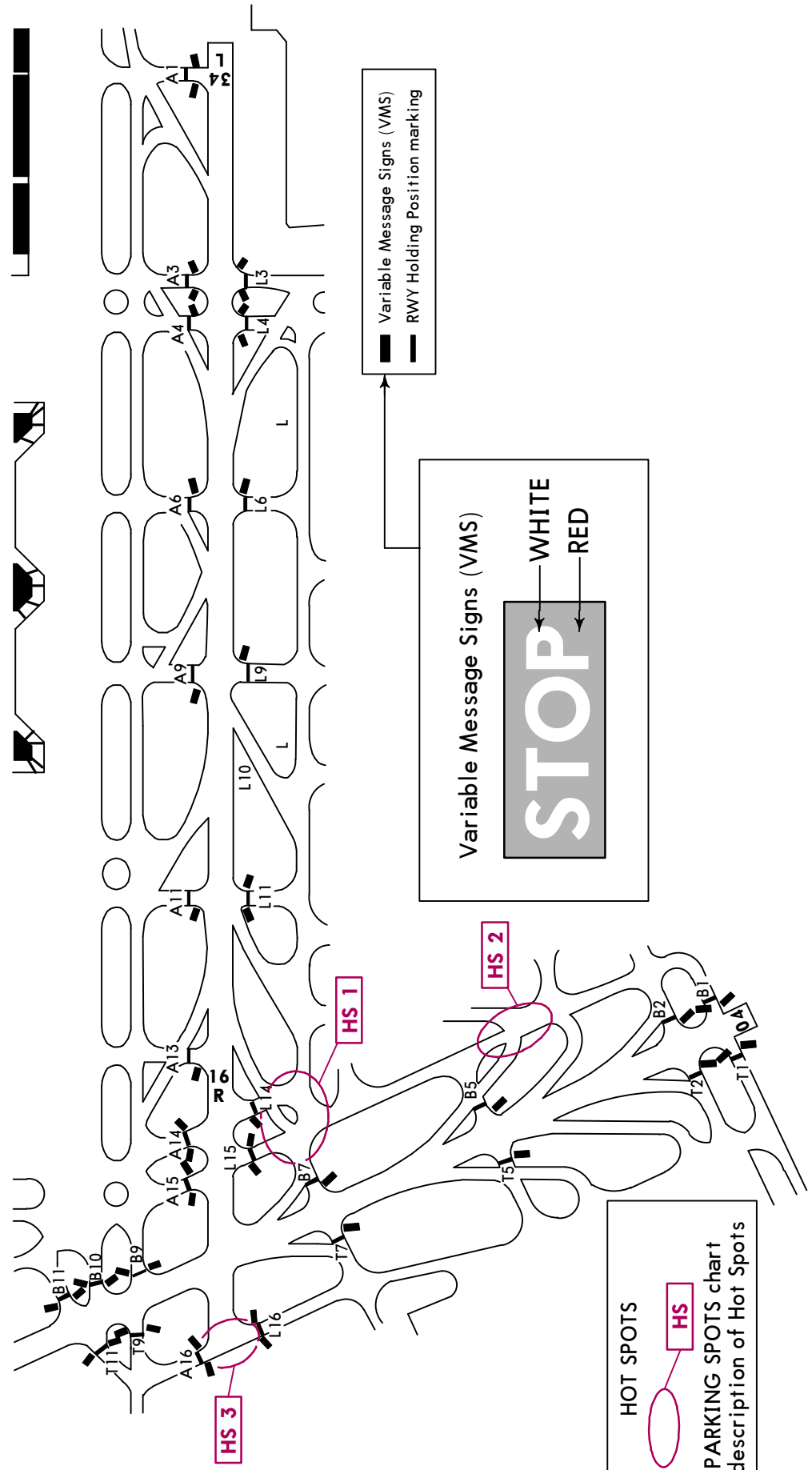






CHANGES: None.

Variable Message Signs (VMS)



CHANGES: Twys L, L13 and L14 edge line.

OPERATION FOR DEPARTURE CLEARANCE BY DATA LINK (DCL)

Operation for Departure Clearance by data link (DCL) in departure clearance, Operation for Departure Clearance by data link (DCL) is conducted for ACARS equipped aircraft. VHF data link and Satellite data link are utilized for communications between airborne and ground systems.

1. Applicable airport

Tokyo International Airport, Narita International Airport, Chubu Centrair International Airport, Kansai International Airport, Osaka International Airport, Fukuoka Airport, Kagoshima Airport

2. Applicable time

Tokyo INTL AP/RJTT: 24Hrs
Narita INTL AP/RJAA: 2045-1530Z
Chubu Centrair INTL/RJGG: 24Hrs
Kansai INTL AP/RJBB: 24Hrs
Osaka INTL AP/RJOO: 2200-1200Z
Fukuoka AP/RJFF: 2130-1300Z
Kagoshima AP/RJFK: 2200-1300Z

3. Definition of messages

Definition of messages for DCL is as follows:

(1) RCD: DCL Request
(2) CLD: DCL Clearance message
(3) CDA: DCL Clearance Echoback message
(4) FSM: Flight System Message

4. Procedures

This 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 shall obey these specifications and the following procedures.

(1) Aircraft except one departing from Osaka Intl airport and Kagoshima airport shall request DCL at 15 minutes prior to starting engine.
(2) When clearance is requested by DCL, clearance will be delivered by DCL.
(3) Aircraft capable of DCL may request clearance on voice. When clearance is requested on voice, clearance will be delivered on voice.
(4) Pilot shall monitor the frequency of the Clearance Delivery (CD), even after clearance is requested by DCL, until getting an FSM for CDA in order to respond to the voice communication immediately.
(5) CLD will be deferred when engine start cannot be approved due to congested situation. When aircraft is ready to start engine and CLD is not yet received, pilot should advise to ATC "Ready to start engine" on voice via CD frequency.
(6) In 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, and CLD is available, CD will advise to the pilot by using the phraseology below.
Sample of Message on voice;
"STAND BY FOR CLEARANCE BY DATALINK"
"STAND BY DCL"
(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 the Item (8).
(8) When CD delivers clearance on voice to an aircraft capable of DCL, 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, pilot shall enter the capital letter "P" followed by a proposing altitude in three-digit number ("Pxxx") in the RMK field. (Sample of entry; P340)
(10) No text should be entered in the RMK field other than the proposing altitude as item (9).
(11) The call sign must be used by the ICAO cable address of three characters.
(12) Aircraft registration number shall be included in the item 18 of a flight plan.

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

(1) Clearance request by DCL (downlink from aircraft)
Sample of message;
RCD
ABC123-RJTT-GATE 12-RJOO
ATIS D
-TYP/B787
-RMK/P240

CHANGES: Airports added to applicable airports, notes revised.

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

(2) Confirmation of reception (uplink from ground)
Sample of message;
FSM hhmm yymmdd RJTT
ABC123 RCD RECEIVED
REQUEST BEING PROCESSED
STANDBY

(3) Clearance issue by DCL (uplink from ground)
Sample of message;
CLD hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJOO OFF 05 VIA
LAXAS3 DEPARTURE FPR*
MNTN F200 EXP F240
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F**
*When the flight planned route has been changed before a "RCD", whole route 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) Clearance read back by DCL (downlink from aircraft)
Sample of message;
CDA hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJOO OFF 05 VIA
LAXAS3 DEPARTURE FPR*
MNTN F200 EXP F240
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F
*When the flight planned route has been changed before a "RCD", whole route 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, departure clearance by DCL will be cancelled.
Sample of message;
CDA REJECTED
CLEARANCE CANCELLED
REVERT TO VOICE PROCEDURES

6. Suspension of the operation for DCL

The operation for DCL suspended, and that will be notified by NOTAM at applicable airport when Data Link communication circumstances get worse or system trouble occurs or by other reasons.

7. Distribution of information for DCL

Aircraft operators who want to receive information for DCL, contact the following address and request. The information for DCL will be delivered to the AFTN address which coordinated and designated.

8. For further questions

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

Air traffic Control Division (for the whole operation)
TEL: +81-3-5253-8749

Operation and Flight Inspection Division (For distribution of information for DCL)
TEL: +81-3-5253-8751

VISUAL DOCKING GUIDANCE SYSTEM

SAFEDOCK

1. GENERAL

(1) Aircraft parking stands NR1 thru NR4, NR5, NR6 thru NR23, NR53 thru NR66, NR67, NR68 thru NR73, NR105P, NR106, NR107, NR108, NR109 thru NR114, NR140 thru NR149, NR406 thru NR408 are equipped with a SAFEDOCK visual docking guidance system. The pilots of an arriving aircraft assigned to park at one 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).

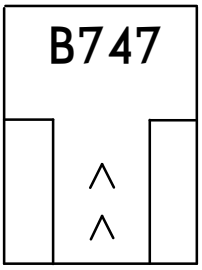


Figure 1

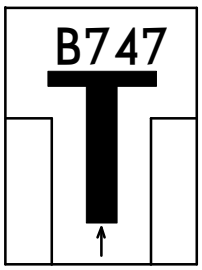


Figure 2

(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).

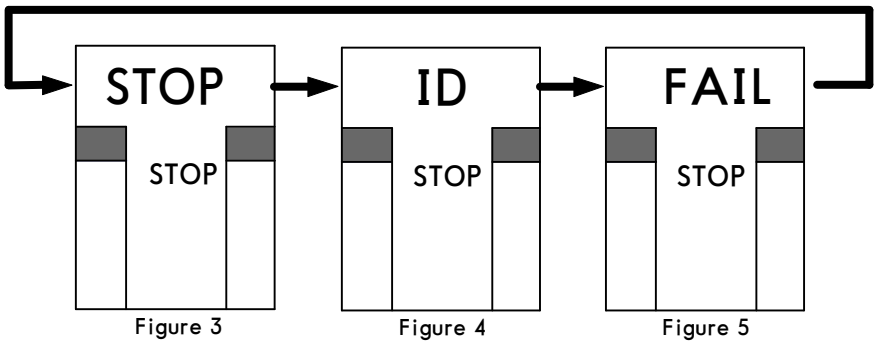


Figure 3 Figure 4 Figure 5

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.

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).

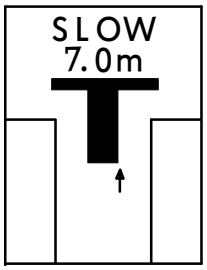


Figure 6

(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).

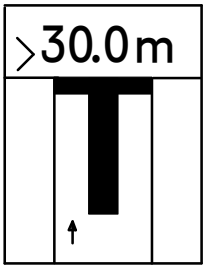


Figure 7

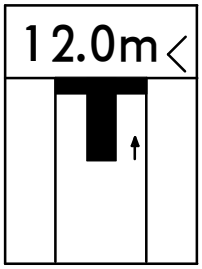


Figure 8

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.

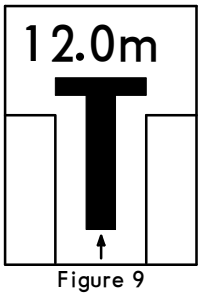


Figure 9

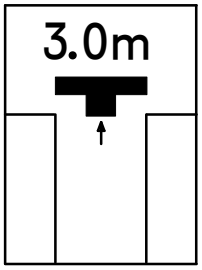


Figure 10

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).

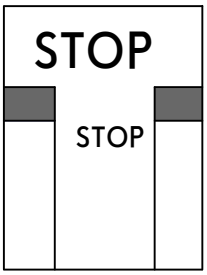


Figure 11

(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).

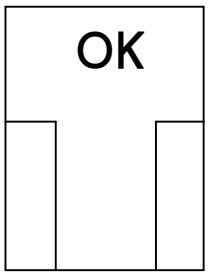


Figure 12

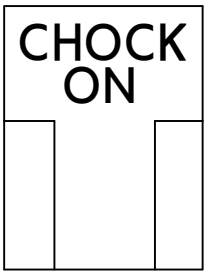


Figure 13

(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).

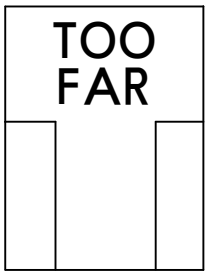


Figure 14

CHANGES: New chart.

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).

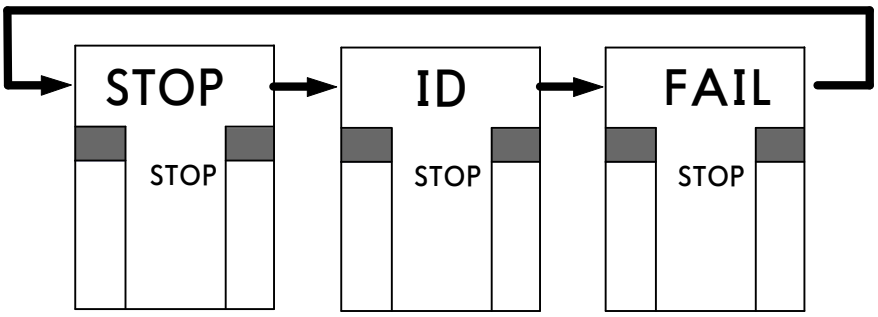


Figure 3

Figure 4

Figure 5

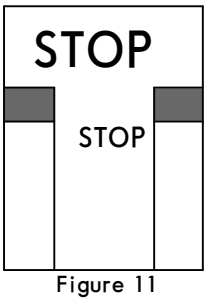


Figure 11

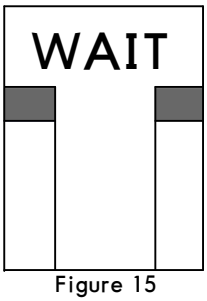


Figure 15

(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).

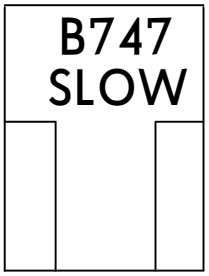


Figure 16

(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).

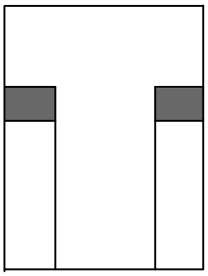


Figure 17

CHANGES: New chart.

TSAT OPERATION OF TOKYO INTL AIRPORT

1. Definition

Words used in this chart are defined as follows:

1-1 TSAT (Target Start Up Approval Time)

A target time at which an aircraft can expect to receive the off-block (including pushback and self-taxi-out) approval.

1-2 TOBT (Target Off-Block Time)

A target time at which an aircraft is ready for off-block immediately upon reception of clearance from ATC.

1-3 TSAT Operation

The Operation designates the off-block time using TSAT, which aims to improve the capacity of runway and optimizing taxi times on the ground.

2. Subject Aircraft

All IFR departures whose EOBT stated in flight plan between 2120 UTC and 1359 UTC except for a following aircraft.

(1) An aircraft whose EDCT is 60 minutes after EOBT due to flow control, including when this EDCT is changed or cancelled.

(2) An aircraft that is assigned to hold on the ground due to flow control.

3. Operation procedures

3-1 TOBT

3-1-1 When the flight is expected delay more than 5 minutes, the Aircraft Operator(AO)/ Ground Handler (GH) must provide suitable TOBT to the ATC. In case there is no input of TOBT, the EOBT stated in flight plan is processed as TOBT.

3-1-2 An aircraft should be ready within TOBT +5 minutes. If the aircraft is not ready within TOBT +5 minutes, the AO/GH should update predictable TOBT accordingly.

3-1-3 Delay messages described below may not be substituted by TOBT.

- The delay messages (DLA MSG) shall be transmitted to related ATS units when the departure of an aircraft, for which basic flight plan data has been sent, is delayed by more than 30 minutes after the estimated off-block time (EOBT) contained in the basic flight plan data.
- When EOBT is delayed 30 minutes and over 0000 (UTC) the modification messages (CHG MSG) shall be transmitted to related ATS units when any change (it removes, when it corresponds to the message above) is to be made to basic flight plan data contained in previously transmitted FPL data.

3-2 Issue of TSAT

3-2-1 TSAT is issued by voice communication or data link at Clearance Delivery.

[Example]

Voice 'TSAT 0930'
Data link 'TSAT 0930'

3-2-2 TSAT is displayed on Visual Docking Guidance System (VDGS) 20 minutes prior to TSAT.

[Example]

First row: 'TSAT', Second row: 'TSAT time', Third row: Countdown to TSAT in minutes (Figure 1)
After countdown of '0', it is displayed as 'DLA' for 30 minutes. (Figure 2)

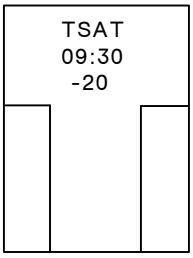


Figure 1

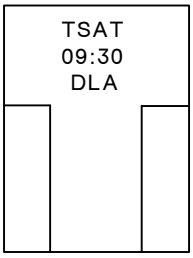


Figure 2

3-2-2-1 When TSAT is revised, it is informed by the message on VDGS.

[Example]

When TSAT on the second row is changed, the third row becomes 'CHG' for 3 minutes and starts countdown. (Figure 3)

3-2-2-2 When TSAT is voided, it is displayed on VDGS. (Figure 4)

CHANGES: Operation procedures paragraph.

TSAT OPERATION OF TOKYO INTL AIRPORT CONTD

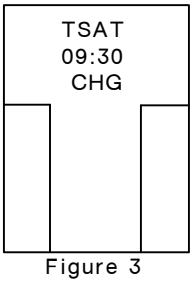


Figure 3

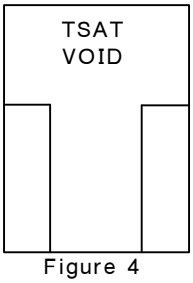


Figure 4

3-2-3 If VDGS is not installed or unserviceable in a parking stand, TSAT is issued as Paragraph 3-2-1 and follows.

3-2-3-1 When the AO/GH modifies the TOBT after ATC clearance has been issued, the AO/GH is responsible for notifying the new TSAT to the pilot.

3-2-3-2 When EDCT is assigned or changed after ATC clearance has been issued, ATC informs a new TSAT to the pilot.

3-3 Cancellation

ATC notifies the pilot by voice communication or data link when TSAT is cancelled.

[Example]

Voice: 'TSAT CANCELLED'
Data link 'TSAT CNL'

3-4 Pushback/Taxi Request

3-4-1 Pilots should ensure the aircraft is ready for Pushback/Taxi at TSAT. Regardless of above, pilots are able to request Pushback/Taxi from 3 minutes earlier than TSAT when the aircraft is ready earlier than TSAT.

3-4-2 The pilot should recognize the TSAT displayed in VDGS as the valid TSAT.

3-4-3 If the VDGS is not installed or unserviceable, pilots should recognize the last TSAT notified by ATC or the AO/GH as the valid TSAT.

3-4-4 If the flight cannot achieve TSAT, pilots should request Pushback/Taxi as soon as the aircraft being ready.

3-4-5 Pilots are able to request Pushback/Taxi when the aircraft being ready to start-up if ATC inform the TSAT has been cancelled regardless of displayed on VDGS or notified by the AO/GH.

3-4-6 ATC may give an instruction of Pushback/Taxi if the aircraft is ready even before the TSAT depending on capacity of ground traffic.

4. Suspension of TSAT operation

In case of suspension of TSAT operation, it is announced by NOTAM RJTT.

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

Runway 34L and 34R, Runway 16L and 16R.

2. REQUIRED CONDITIONS

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

a. Straight-in landings will be made.

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

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

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

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

3. INFORMATION 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.

5. RESPONSE TO "TRAFFIC ALERT"

All breakouts in response to ATC's instructions shall be accomplished quickly. These instructions will be issued on TOWER FREQUENCY when situation required.

SIMULTANEOUS INDEPENDENT LDA APPROACHES (SILA)

1. APPLICABLE INSTRUMENT APPROACH PROCEDURES FOR SILA

a. LDA W Rwy 22 (with VPT), LDA W Rwy 23 (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. However, SILA shall not be applied under certain adverse weather conditions which might affect safe operations (e.g. windshear on the final approach course, etc.).

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).

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.

6. RESPONSE TO "TRAFFIC ALERT"

All breakouts in response to ATC's instructions shall be accomplished quickly. These instructions will be issued on TOWER FREQUENCY when situation required.

SIMULTANEOUS INDEPENDENT RNP APPROACHES (SIRA)

1. APPLICABLE INSTRUMENT APPROACH PROCEDURES FOR SIRA

RNP Rwy 16L, RNP Rwy 16R

2. CONDITIONS

SIRA, where radar separation minima between aircrafts on adjacent approach courses are not prescribed, will be conducted when the following conditions are met. However, SIRA shall not be applied under certain adverse weather conditions which might affect safe operations (e.g. windshear on the final approach course, etc.).

a. No Transgression Zone (NTZ) 2001ft (610m) wide is established equidistant between 16R final approach course and 16L final approach course is depicted on the radar display.

b. Wide Area Multilateration (WAM), radar and appropriate frequencies are operating normally.

c. Mode S transponder is activating normally. In case of Mode S transponder which has failed or be not equipped, the pilot should inform the ATC facility.

3. INFORMATION OF SIRA

Aircraft shall be advised that SIRA are in force. This information may be provided through the ATIS broadcasts.

"Simultaneous RNP approaches to RWY16L and RWY16R are in progress."

4. RADAR MONITORING

Radar monitoring is provided for each simultaneous RNP approach to ensure aircraft do not deviate from the approach 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 the following point; intersection of an extension line of the north short side of NTZ with RWY 16L/R RNP approach courses.

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 deviate from the approach course or continue on a track which will penetrate the NTZ will be advised by ATC. If a deviating aircraft is observed penetrating the NTZ, the aircraft on the adjacent approach course shall be instructed to avoid the deviating aircraft.

d. Radar monitoring will automatically be terminated when visual separation is applied by ATC.

Note: ATC will not inform pilots when radar monitoring is terminated.

5. RESPONSE TO "TRAFFIC ALERT"

All breakouts in response to ATC's instructions shall be accomplished quickly. These instructions will be issued on TOWER FREQUENCY when situation required.

PROCEDURAL 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. Procedural Speed (for IFR)

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

APPROACH	POINT	PROCEDURAL 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 LDA W Rwy 23	ITL12.0 DME	180 KIAS
	ITL 7.0 DME	160 KIAS
ILS Rwy 16R	ITA 10.0 DME	180 KIAS
	ITA 5.0 DME	160 KIAS
RNP Rwy 16R	10.2 NM from THR	170 KIAS
ILS Rwy 16L	IOC 10.0 DME	180 KIAS
	IOC 5.0 DME	160 KIAS
RNP Rwy 16L	9.2 NM from THR	170 KIAS

b. 1) When speed adjustment is made after approach clearance issued, ATC will instruct to comply with Procedural Speed by the phrase as below instead of "RESUME PUBLISHED SPEED (ref ENR1.6.1.8.7)".
Example: COMPLY WITH PROCEDURAL SPEED.
2) 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.
3) Pilots will be informed by ATC when there is no need to comply with this Procedural Speed. Example: PROCEDURAL SPEED [number] KNOTS IS NOT REQUIRED. Example: MAINTAIN PROCEDURAL SPEED OR GREATER.

2. Speedy Turn Off Procedure

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	A10	1500m / 4920 ft	for Terminal 1 and Terminal 2 ❶
	A12	2000m / 6560 ft	
	L10	1320m / 4330 ft	for Terminal 3 and "N" Area ❶
	L12	1800m / 5900 ft	
	L13	2080m / 6820 ft	
16R	A5	1530m / 5020 ft	for Terminal 1 and Terminal 2 ❶
	A2	2040m / 6690 ft	
	L5	1500m / 4920 ft	for Terminal 3 and "N" Area ❶
34R	C9	1290m / 4230 ft	
	C10	1670m / 5470 ft	
	C11	2120m / 6950 ft	
16L	C7	1390m / 4570 ft	
	C6	1710m / 5640 ft	
	C4	2000m / 6560 ft	
22	B8	1050m / 3440 ft	Except for "N" Area ❶
	B6	1530m / 5010 ft	
	B4	1800m / 5900 ft	
	B3	2030m / 6660 ft	
	T8	1050m / 3440 ft	for "N" Area ❶
	T6	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: Procedure names.

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	C4, C6, C7
34R	C10, C11
22	B4, B6, T4, T6
16R	A2, A5, L5
34L	A10, A12, L12

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 (14) 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 without approvals of RNAV1 and RNAV5 is prohibited from operating.
   (6) RNP Rwy 16R/Rwy 16L are set for the purpose of noise reduction and applied between 0600 UTC and 1000 UTC in southerly wind condition with good weather. All landing aircraft are required to be ready to conduct RNP Rwy 16R/Rwy 16L during that period. In case of aircraft which is not possible to conduct RNP Rwy 16R/Rwy 16L for inevitable reasons, it will be assigned another runway or type of approach with reasonable delay which depends on traffic flow at the time. So, the pilot should notify at initial contact with Tokyo Approach.
   (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) Pilot should ensure that they are able to follow the clearance to the take-off position or the take-off clearance without delay to reduce runway occupancy time. Cockpit check should be completed prior to line-up and checks requiring completion on the runway should be kept to a minimum. If unable to do so, notify to Tokyo Tower.
   (9) Pilot should ensure that they are able to follow the instruction for runway crossing without delay. Upon runway crossing, pilot should vacate the runway as soon as soon as possible and pass through the runway holding position marking on the exit taxiway.
   (10) Departure aircraft is required to take-off with runway length 8202′ (2500m) except:
   a. Between 2100 UTC and 1400 UTC: Departure aircraft ❶ for North America, Europe and Turkey.
   b. Between 1400 UTC and 2100 UTC: Departure specified and allowed in advance (see RJTT 10-4-series charts for Noise Abatement Preferential Runways).
   ❶Between 0600UTC and 1000UTC, non-scheduled flight is required to take off with runway length 8202′ (2500m), even though bound for North America, Europe and Turkey.
   (11) Predetermined Runway depends on the flight direction.
   Between 2100 UTC and 1400 UTC, the aircraft will be assigned a departure runway depending on its flight direction.

Airway or Fix in Flight Plan (Reference ATC)	Departure Runway		
	North wind operation	South wind operation 1 (Rwy 22/23 approaches in progress)	South wind operation 2 (Rwy 16L/R approaches in progress between 0600 UTC and 1000 UTC)
ROVER, Y884, Y885	Rwy 34R	Rwy 16L	Rwy 16R ❷
Y18 ❸	Rwy 34R	Rwy 16L	Rwy 16R
	Rwy 05	Rwy 16R	Rwy 22
Y20 ❸	Rwy 34R	Rwy 16L	Rwy 16R
	Rwy 05	Rwy 16R	Rwy 22
Y28, Y56, XAC	Rwy 05	Rwy 16R	Rwy 22

❷ Scheduled flight only for North America, Europe and Turkey will be assigned Rwy 16L.
❸ Departure runway will be assigned when Fight schedule is fixed.
ATC may assign other runway that listed above, if required.

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

4. Procedures other than 1. and 2. (see Chart 11-0B) and information (cont.):

(12) Runway is predetermined by flight direction.
Aircraft which uses Rwy 05 for take-off shall comply with the aircraft weight restrictions in paragraph (14) below. Even though aircraft weight exceeds the restrictions, the other runway shall not be used.

(13) Prior notice of spot number before landing.
All arriving aircraft should notify control tower of the parking spot number at initial contact.

(14) Aircraft weight restriction. 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)

INTERSECTION DEPARTURE

1. When Rwys 34R/16L, 05, 16R, 04/22 are in use, departing aircraft may be instructed intersection departure from Twys C2, C3, C13, D2, A15/L15, A14/L14, B2/T2 or B13 without pilot's consent. Aircraft unable to depart from Twys C2, C3, C13, D2, A15/L15, A14/L14, B2/T2 or B13 intersection shall advise "TOKYO GROUND/TOWER" accordingly.

2. Separation for departure will not be applied to aircraft departing from Twys C13, D2, B2/T2, B13, Twy C3 behind departing aircraft from Twy C2 or Twys A14/L14 behind departing aircraft from Twys A15/L15. Aircraft requiring separation shall advise "TOKYO GROUND/TOWER" accordingly.

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
	C5	2420m / 7930 ft
	C6	2100m / 6880 ft
	C7	1780m / 5830 ft
	C8	1330m / 4360 ft
16L	C13	3180m / 10,440 ft
	C12	2800m / 9190 ft
	C11	2480m / 8160 ft
	C10	2030m / 6680 ft
	C9	1650m / 5430 ft
34L	A2	2520m / 8260 ft
	A3/L3	2420m / 7960 ft
	A4/L4	2320m / 7630 ft
	A5	2010m / 6590 ft
	L5	1980m / 6490 ft
	A6/L6	1890m / 6200 ft
	A7	1570m / 5150 ft
	A9/L9	1470m / 4820 ft
16R	Rwy 04/22	2770m / 9080 ft
	A15	2600m / 8550 ft
	L15	2550m / 8370 ft
	A14	2490m / 8190 ft
	L14	2440m / 8010 ft
	A13	2310m / 7570 ft
	A12	2000m / 6560 ft
	L13	2080m / 6850 ft
	L12	1800m / 5910 ft
	A11/L11	1930m / 6350 ft
	A10	1500m / 4920 ft
04	B2/T2	2310m / 7570 ft
	B3/T3	2030m / 6670 ft
	B4/T4	1800m / 5900 ft
	B5/T5	1810m / 5950 ft
	B6/T6	1530m / 5030 ft
22	B13	2320m / 7620 ft
	B12	1930m / 6340 ft
	T12	1880m / 6170 ft
	B11	1660m / 5460 ft
	T11	1630m / 5370 ft
	B10	1580m / 5190 ft
	B9	1470m / 4830 ft
	T9	1520m / 5010 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, C5, C12, C13 and C14.

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

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 17 NOV 17 (11-1)

MISSED APCH CLIMB GRADIENT MIM 6.0%

TOKYO, JAPAN
ILS Rwy 22

BRIEFING STRIP TM

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

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

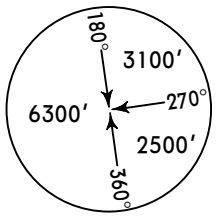
MISSED APCH: Climb on heading 222° to 500′, turn RIGHT, climb to 4000′ outbound via HME VOR R-015 /SYE VOR R-196 inbound to KASGA and hold. Contact Tokyo APP.

Minima with Missed Approach climb gradient below 6.0% are not established.

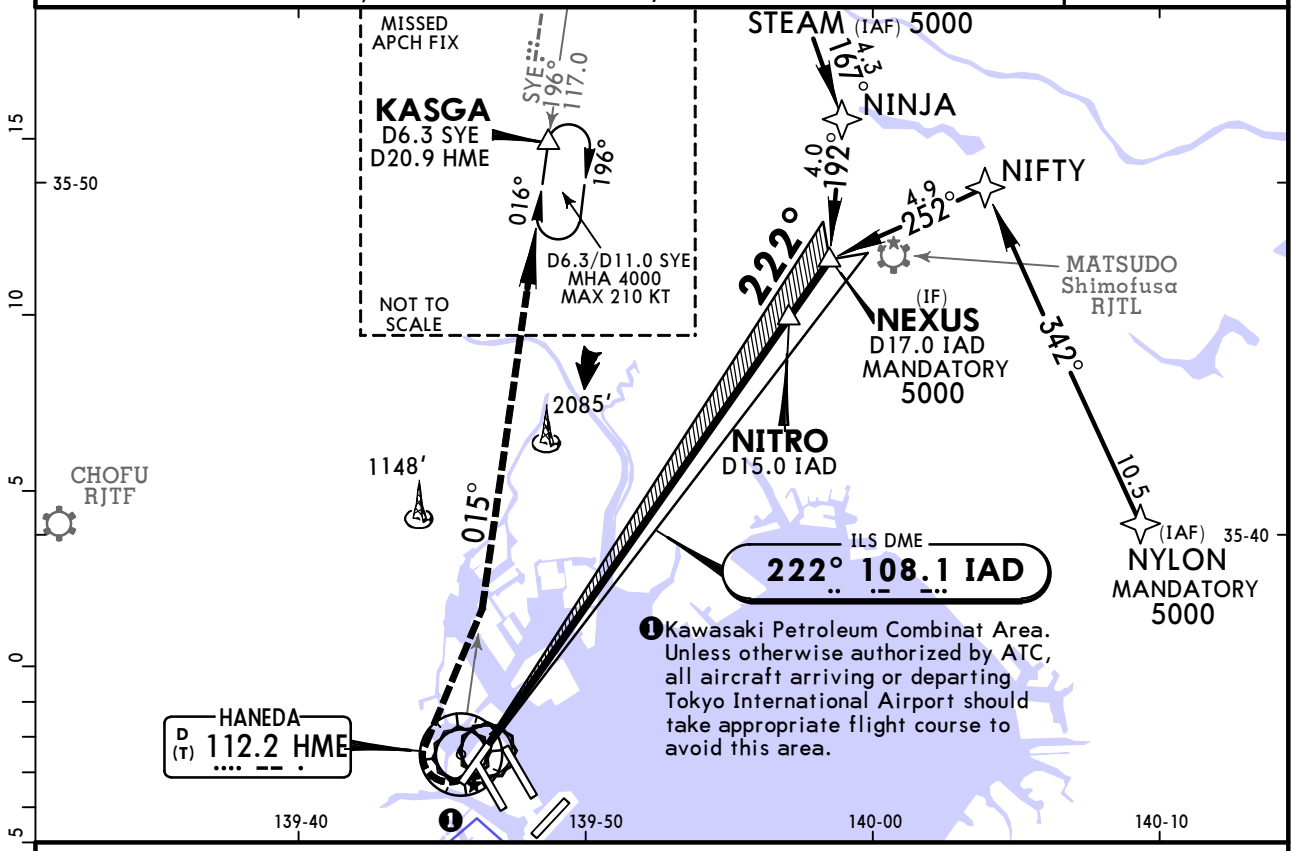
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

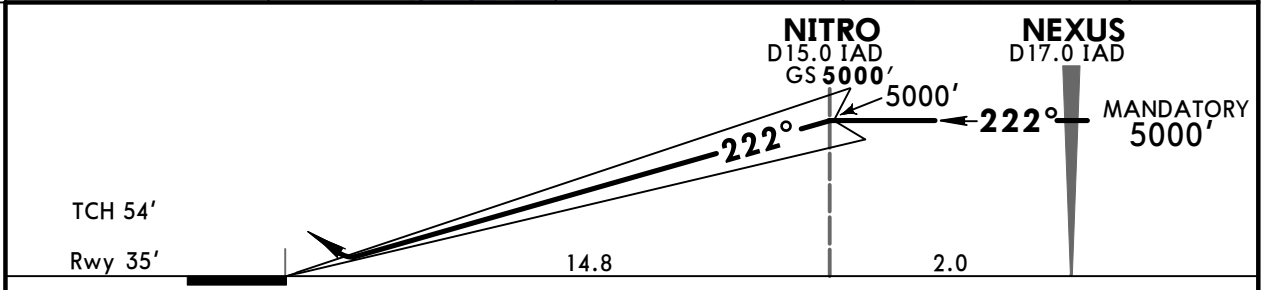
1. DME and VOR required. 2. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required. 3. Radar required.

4. 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
REIL
PAPI
500′
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 B C D	RVR 550m	RVR 750m	RVR 1000m

1 CIRCLE-TO-LAND

Missed apch climb gradient mim 6.0% due to airspace restrictions

Max Kts	MDA(H)
90 120	730′ (709′) -1600m
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: Approach lighting.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 17 NOV 17 (11-2)

MISSED APCH CLIMB GRADIENT MIM 4.0%

TOKYO, JAPAN
LOC Rwy 22

BRIEFING STRIP TM

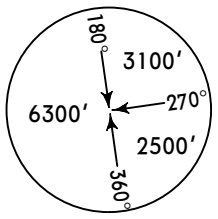
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

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

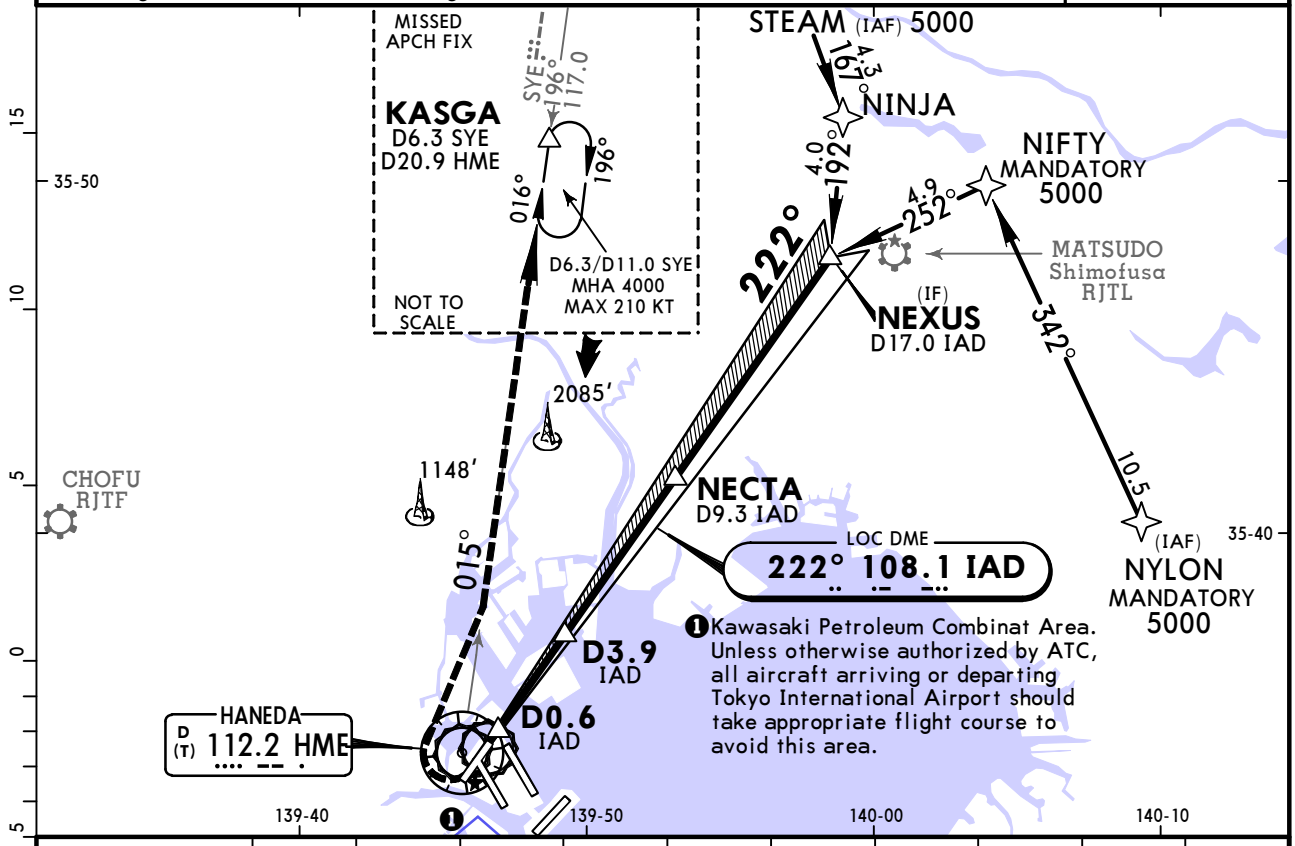
MISSED APCH: Turn RIGHT, climb to 4000′ outbound via HME VOR R-015 /SYE VOR R-196 inbound to KASGA and hold. Contact Tokyo APP.
Minima with Missed Approach climb gradient of 2.5% are not established.

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

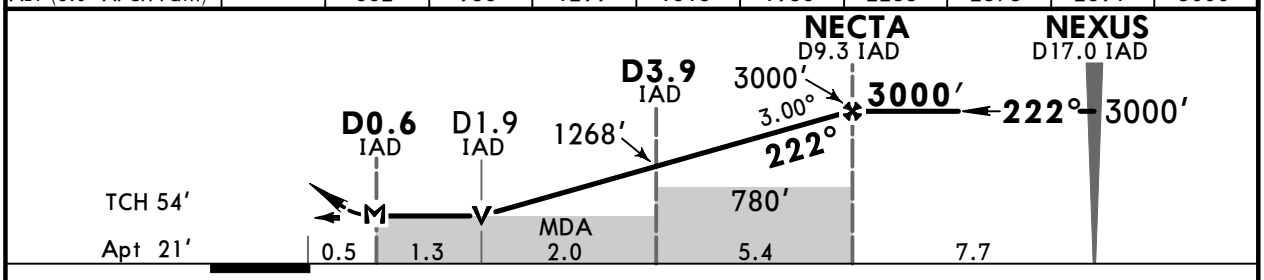
1. DME and VOR required. 2. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required. 3. Radar required.
4. IAS 180 Kts at D10.0 IAD, IAS 160 Kts at D5.0 IAD; if unable advise ATC.
5. Timing not authorized for defining the MAP. 6. No turn before the MAP.



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
REIL
PAPI

4000′ RT via HME 112.2 R-015 or SYE 117.0 R-196

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	90	730′ (709′) -1600m
B	RVR 1200m	120	
C	RVR 1500m	140	730′ (709′) -2400m
D	RVR 1600m	165	730′ (709′) -3200m

[1] CIRCLE-TO-LAND
Missed apch climb gradient mim 4.0%

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: Approach lighting.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

19 OCT 18 (11-2A)

MISSED APCH CLIMB GRADIENT MIM 4.0%

TOKYO, JAPAN
LDA Z Rwy 22

BRIEFING STRIP™

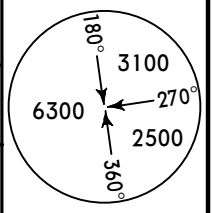
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97

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

MISSED APCH: At MAP, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-196 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

NOT TO SCALE

MISSED APCH FIX

KASGA
D6.3 SYE
D20.9 HME

SYE 196° 117.0

016° 4000 196°

D6.3/11.0 SYE
MAX 210 KT

FOR VISUAL PRESCRIBED TRACK
SEE 11-2B

CAUTION: Be alert to Rwy assignment.

LDA DME
277° 110.1 IKL
Loc Crs offset 55°

35-40

OFFSET LOC

❶D1.1
IKL
[MX22]

015°

BONDO
D12.7 IKL

(IF)
BEAST
D15.8 IKL

BIBLO
5000
MANDATORY

277°

2.4
307°

3.4
351°

(IAF)
BACON
5000
MANDATORY

❶ Do not turn left until D1.1 IKL.

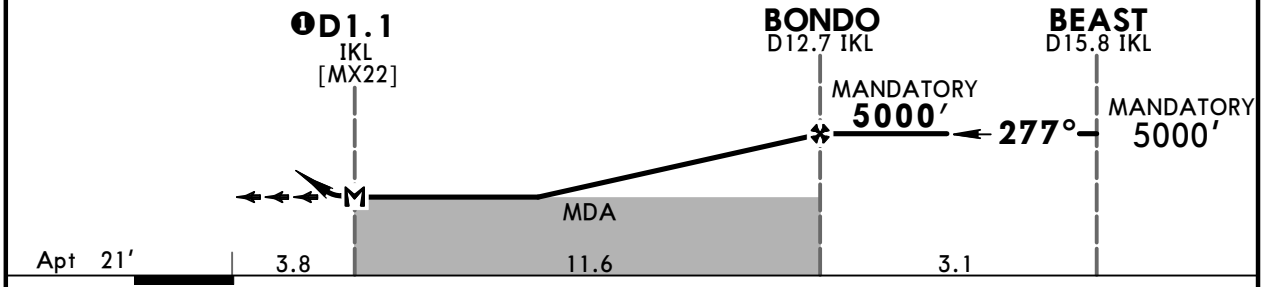
❷ Kawasaki Petroleum Combinat Area. Unless otherwise authorized by ATC, all aircraft arriving or departing Tokyo International Airport should take appropriate flight course to avoid this area.

HANEDA
D (T) 112.2 HME

35-30

10 5 0 5

139-50 140-00 140-10



MAP at D1.1 IKL									

ALSF-I
REIL
PAPI

4000′ RT via HME 112.2 R-015 or SYE 117.0 R-196

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

ALS out

A	
B	
C	VIS 6000m
D	

CHANGES: CNF, profile.

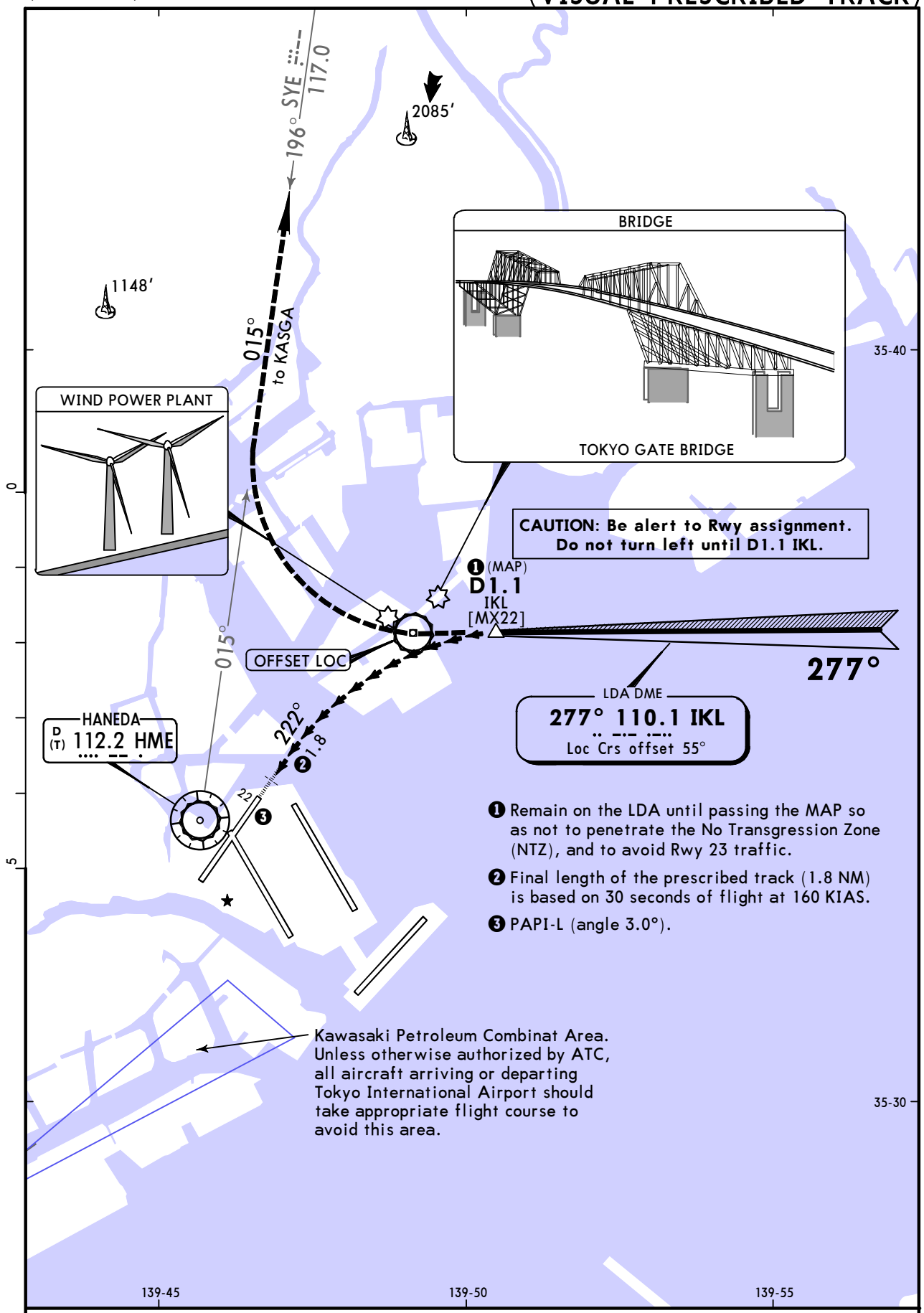
RJTT/HND

(HANEDA) TOKYO INTL

JEPPESEN

19 OCT 18 (11-2B)

TOKYO, JAPAN
LDA Z Rwy 22
(VISUAL PRESCRIBED TRACK)



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-196 and missed approach procedure.

CHANGES: CNF.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

12 JUL 19 (11-2C) Eff 17 Jul 1500Z

TOKYO, JAPAN
LDA Y Rwy 22

BRIEFING STRIP™

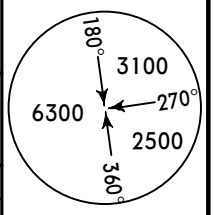
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

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

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

RNAV 1 | Alt Set: IN (hPa on req) | Trans level: FL 140 | Trans alt: 14000′

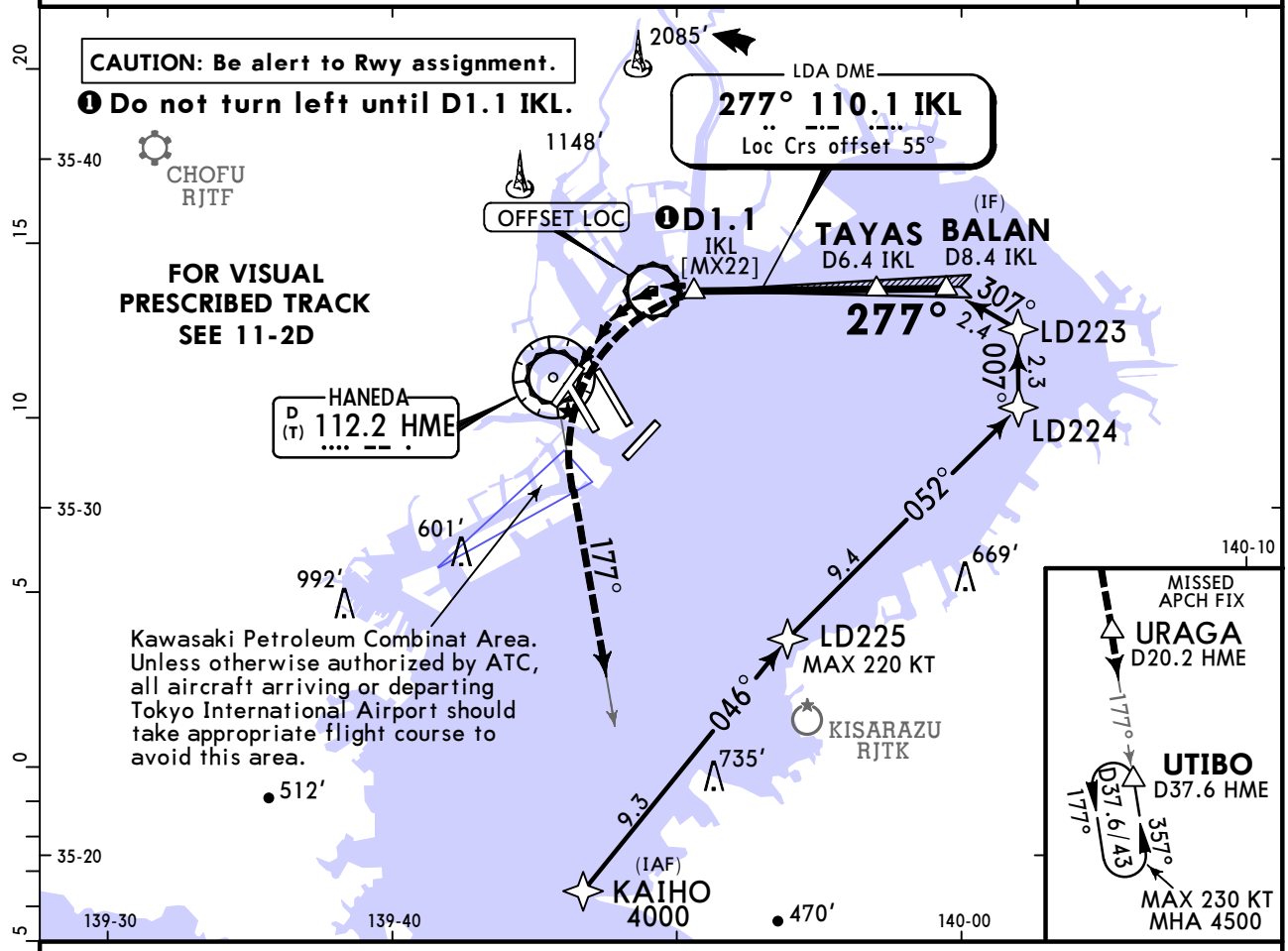
1. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required, Radar required. 2. DME and VOR required. 3. Critical DME; HYD : KAIHO-1.3NM to LD225; LD224 - BALAN ; HME : LD224 - BALAN. 4. Timing not authorized for defining the MAP.

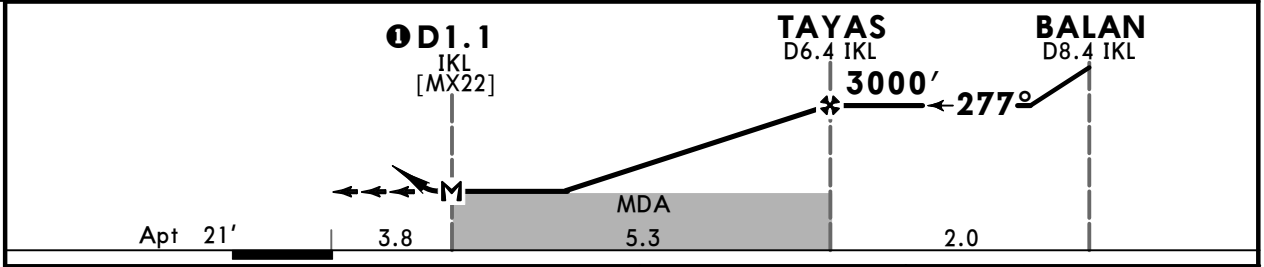


MSA HME VOR

CAUTION: Be alert to Rwy assignment.

❶ Do not turn left until D1.1 IKL.





MAP at D1.1 IKL								

ALSF-I
REIL
PAPI

4500′ HME
via 112.2 R-177
LT

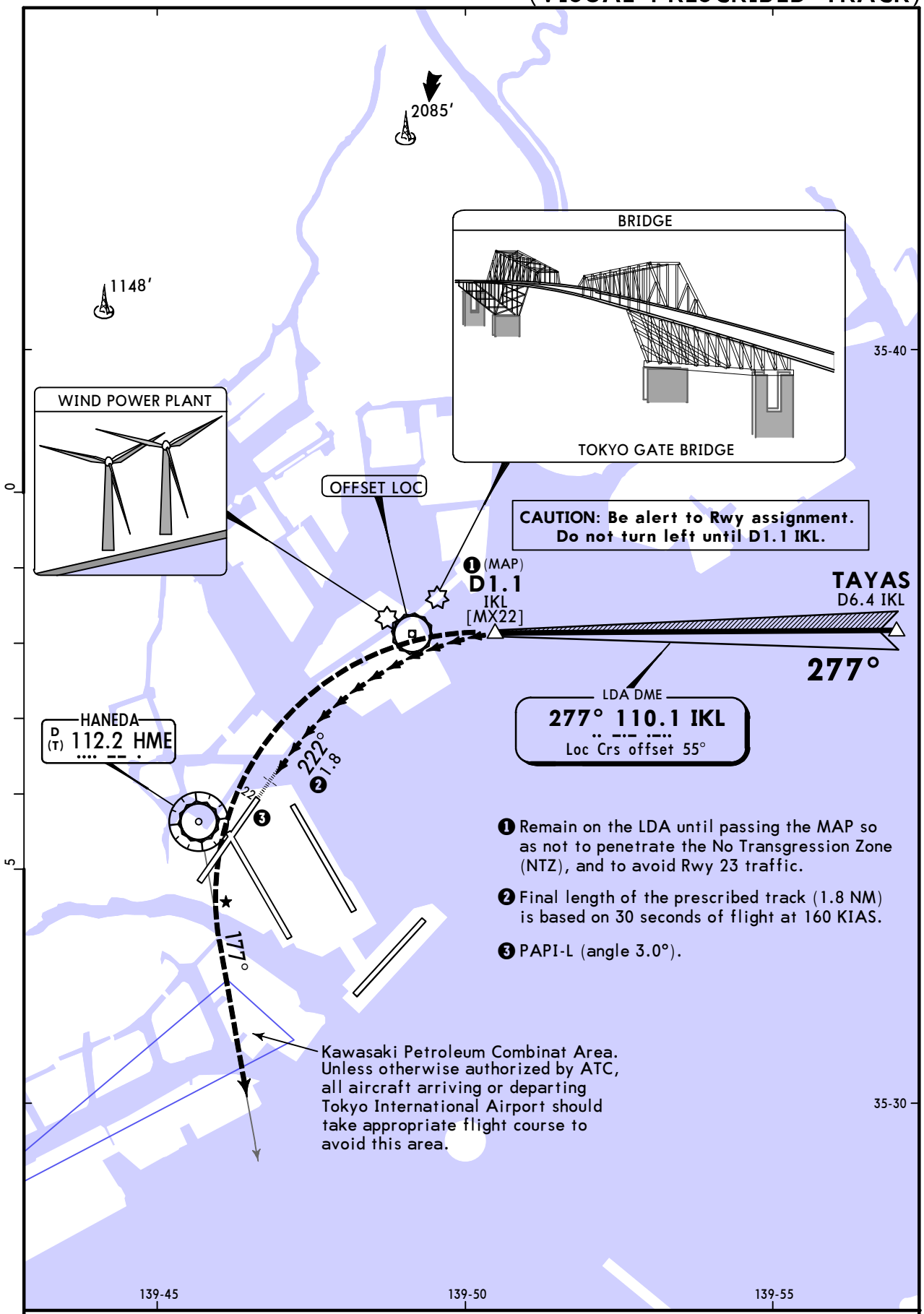
LANDING RWY 22

MDA(H) 1000′ (979′)

ALS out

A	
B	
C	VIS 6000m
D	

CHANGES: Procedure.



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 and missed approach procedure.

CHANGES: Format.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 19 OCT 18 (11-3)

MISSED APCH CLIMB GRADIENT MIM 4.0%

TOKYO, JAPAN
LDA X Rwy 22

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

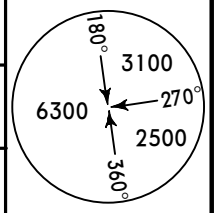
BRIEFING STRIP™

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

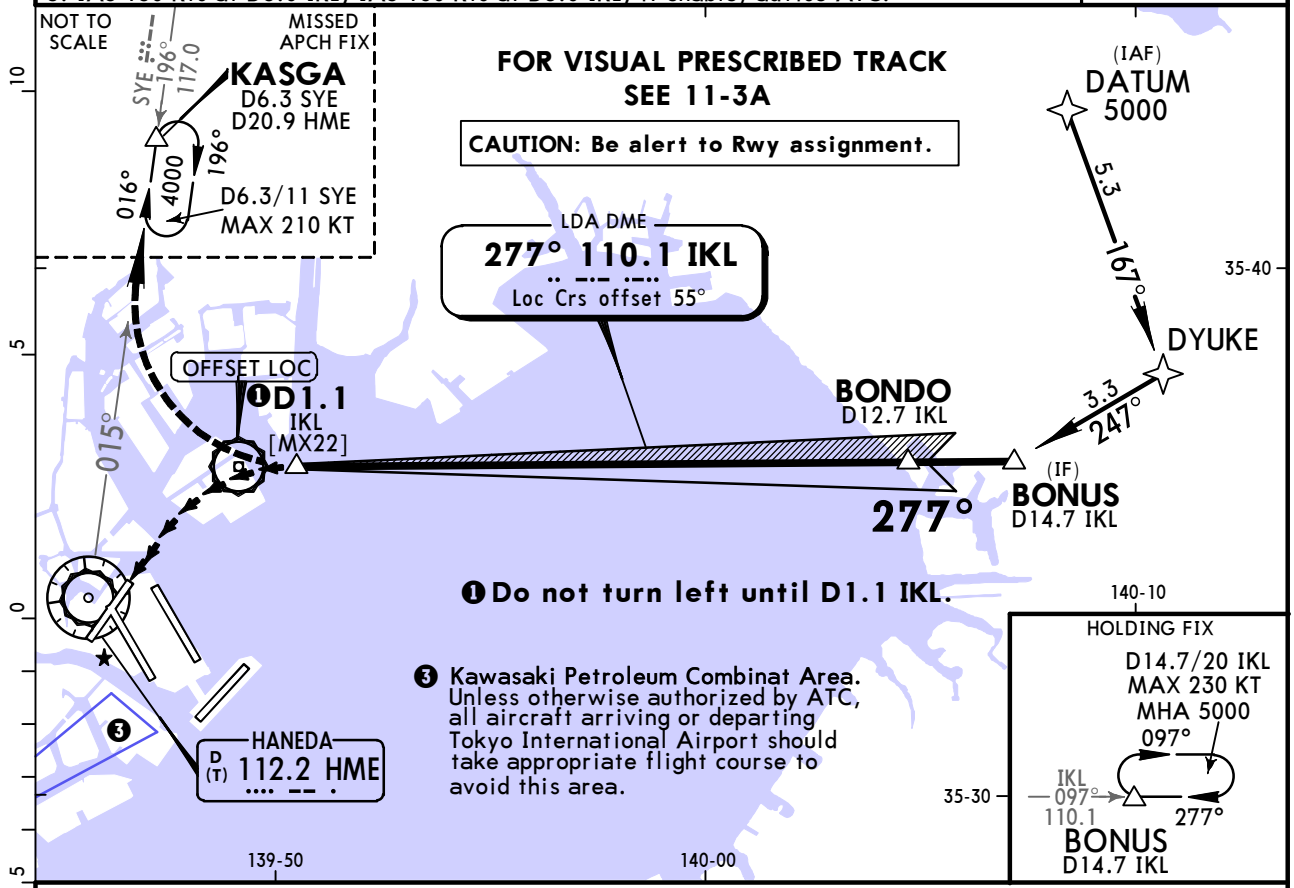
MISSED APCH: At MAP, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-196 inbound to KASGA and hold. Contact Tokyo Approach. Minima with Missed Approach Climb Gradient of 2.5% are not established.

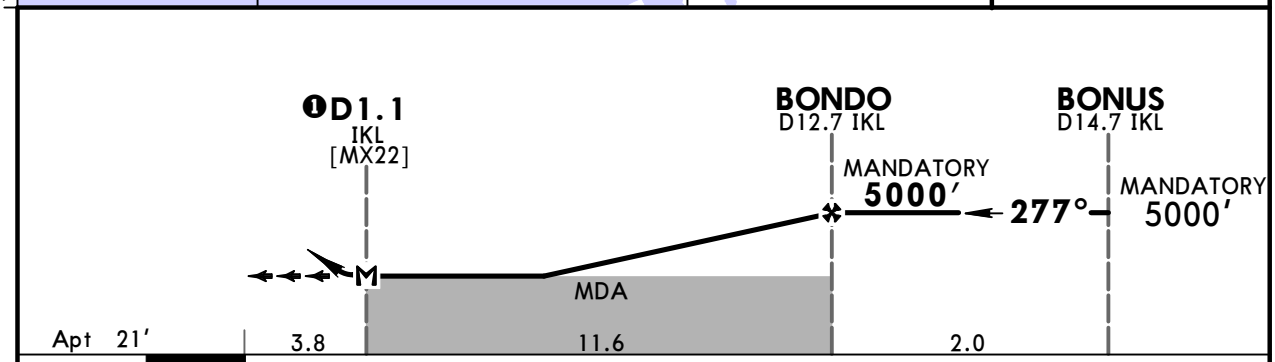
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

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





MAP at D1.1 IKL								ALSF-I REIL PAPI	4000′ RT

via	HME	or	SYE
	112.2 R-015		117.0 R-196

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

A	VIS 6000m
B	
C	
D	

CHANGES: CNF, profile.

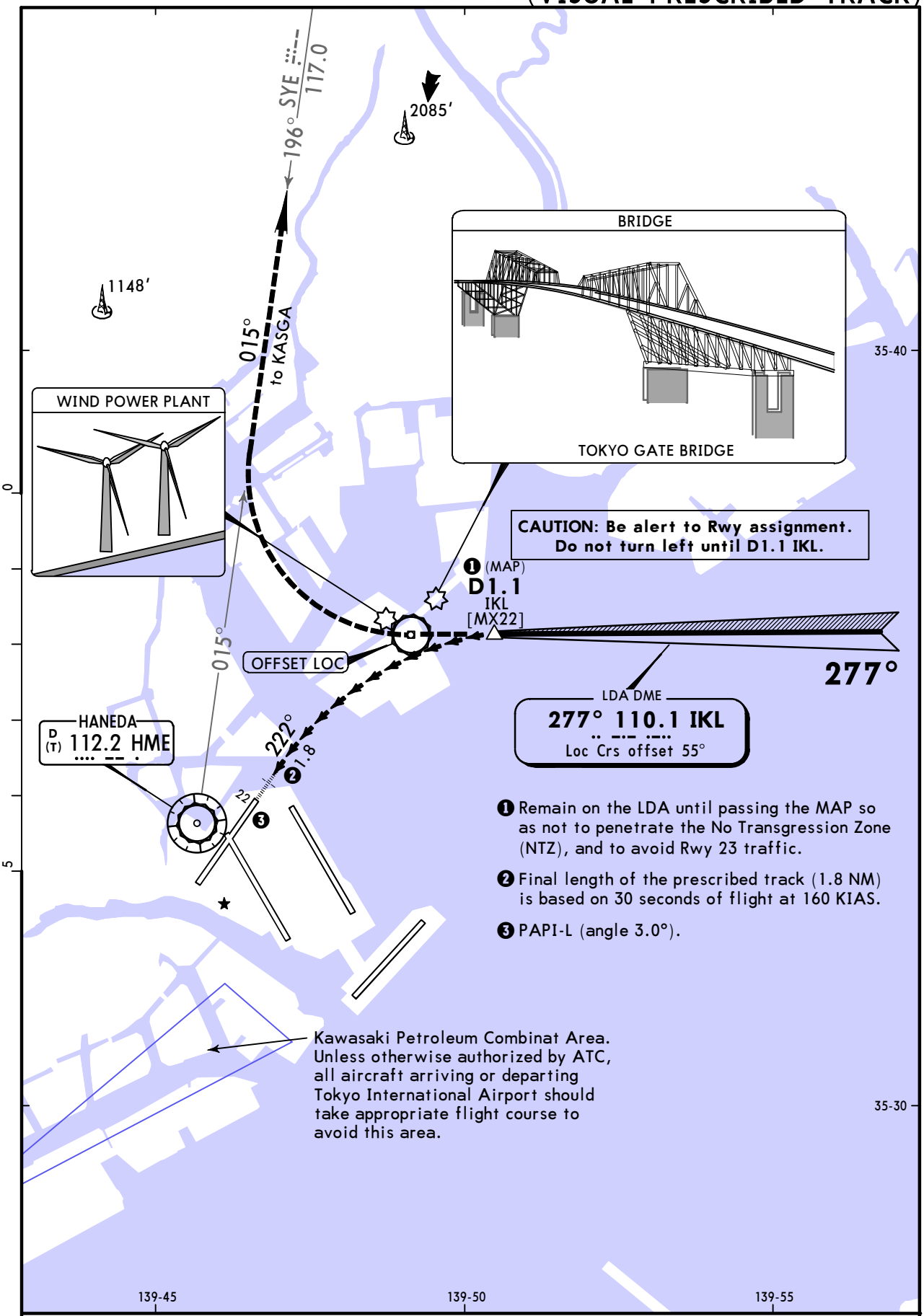
RJTT/HND

(HANEDA) TOKYO INTL

JEPPESEN

19 OCT 18 (11-3A)

TOKYO, JAPAN
LDA X Rwy 22
(VISUAL PRESCRIBED TRACK)



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-196 and missed approach procedure.

CHANGES: CNF.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 19 OCT 18 (11-4)

MISSED APCH CLIMB GRADIENT MIM 4.0%

TOKYO, JAPAN
LDA W Rwy 22

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

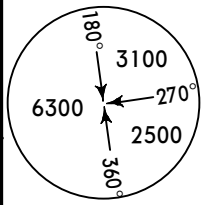
BRIEFING STRIP™

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

MISSED APCH: At MAP, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-196 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

NOT TO SCALE

MISSED APCH FIX

KASGA
D6.3 SYE
D20.9 HME

SYE 196° 117.0

016° 4000 196°

D6.3/11.0 SYE
MAX 210 KT

FOR VISUAL PRESCRIBED TRACK
SEE 11-4A

CAUTION: Be alert to Rwy assignment.

LDA DME
277° 110.1 IKL
Loc Crs offset 55°

35-40

OFFSET LOC

❶D1.1
IKL
[MX22]

015°

BONDO
D12.7 IKL

(IF)
BEAST
D15.8 IKL

BIBLO
6000

277°

2.4
307°

3.4
351°

(IAF)
BACON
7000

❶ Do not turn left until D1.1 IKL.

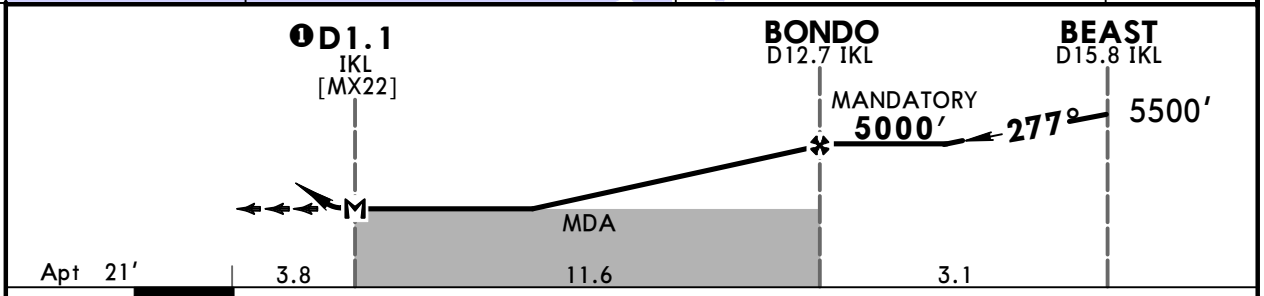
❷ Kawasaki Petroleum Combinat Area. Unless otherwise authorized by ATC, all aircraft arriving or departing Tokyo International Airport should take appropriate flight course to avoid this area.

HANEDA
D (T) 112.2 HME

35-30

10 5 0 5

139-50 140-00 140-10



MAP at D1.1 IKL								

ALSF-I
REIL
PAPI

4000′ RT via HME 112.2 R-015 or SYE 117.0 R-196

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

ALS out

A	
B	
C	VIS 6000m
D	

CHANGES: CNF, profile.

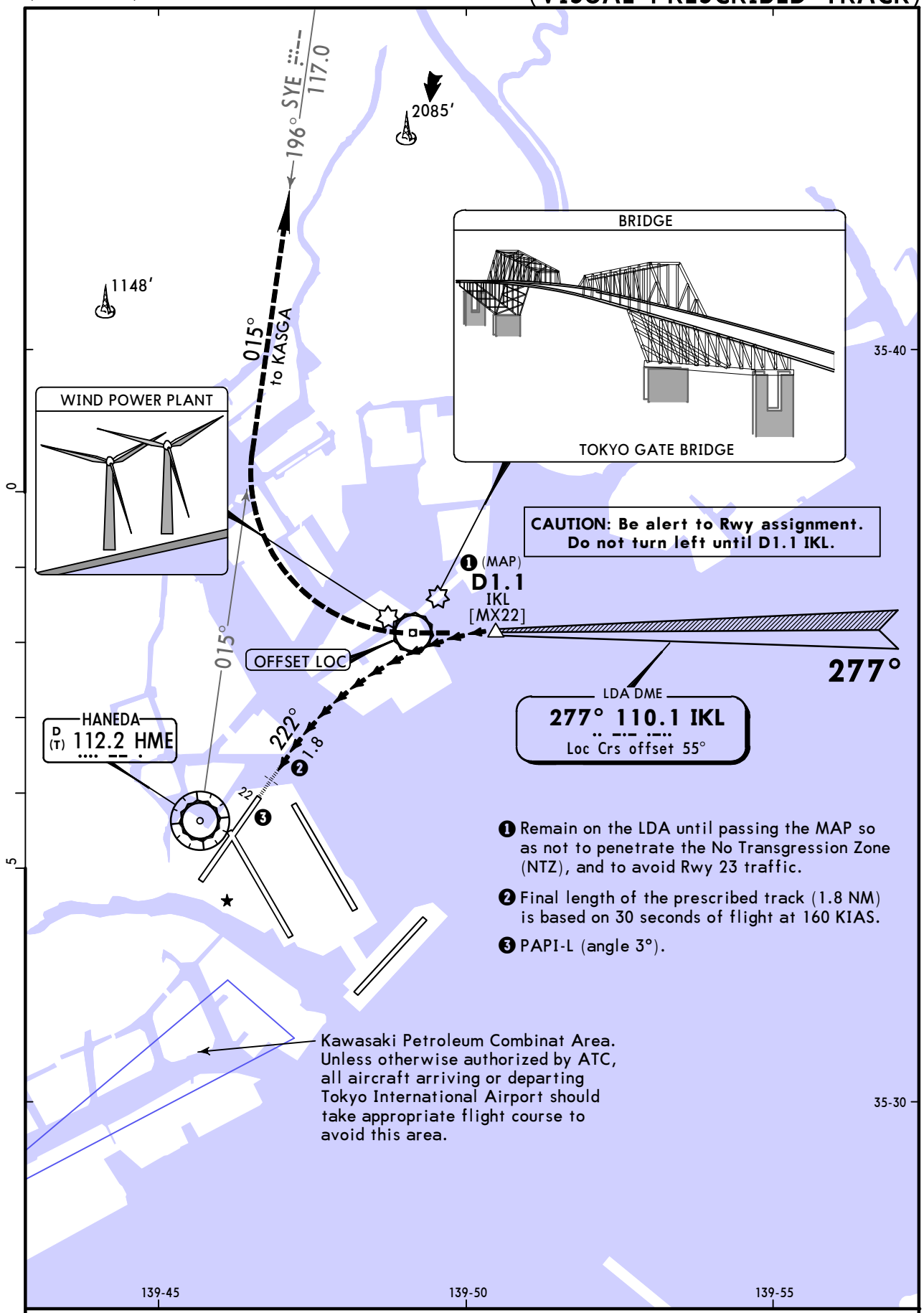
RJTT/HND

(HANEDA) TOKYO INTL

JEPPESEN

19 OCT 18 (11-4A)

TOKYO, JAPAN
LDA W Rwy 22
(VISUAL PRESCRIBED TRACK)



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-196 and missed approach procedure.

CHANGES: CNF.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
12 JUL 19
11-5 Eff 17 Jul 1500Z

TOKYO, JAPAN
ILS Y or LOC Y Rwy 23

BRIEFING STRIP ™

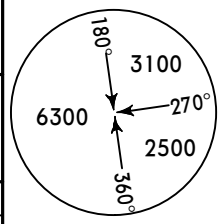
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

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

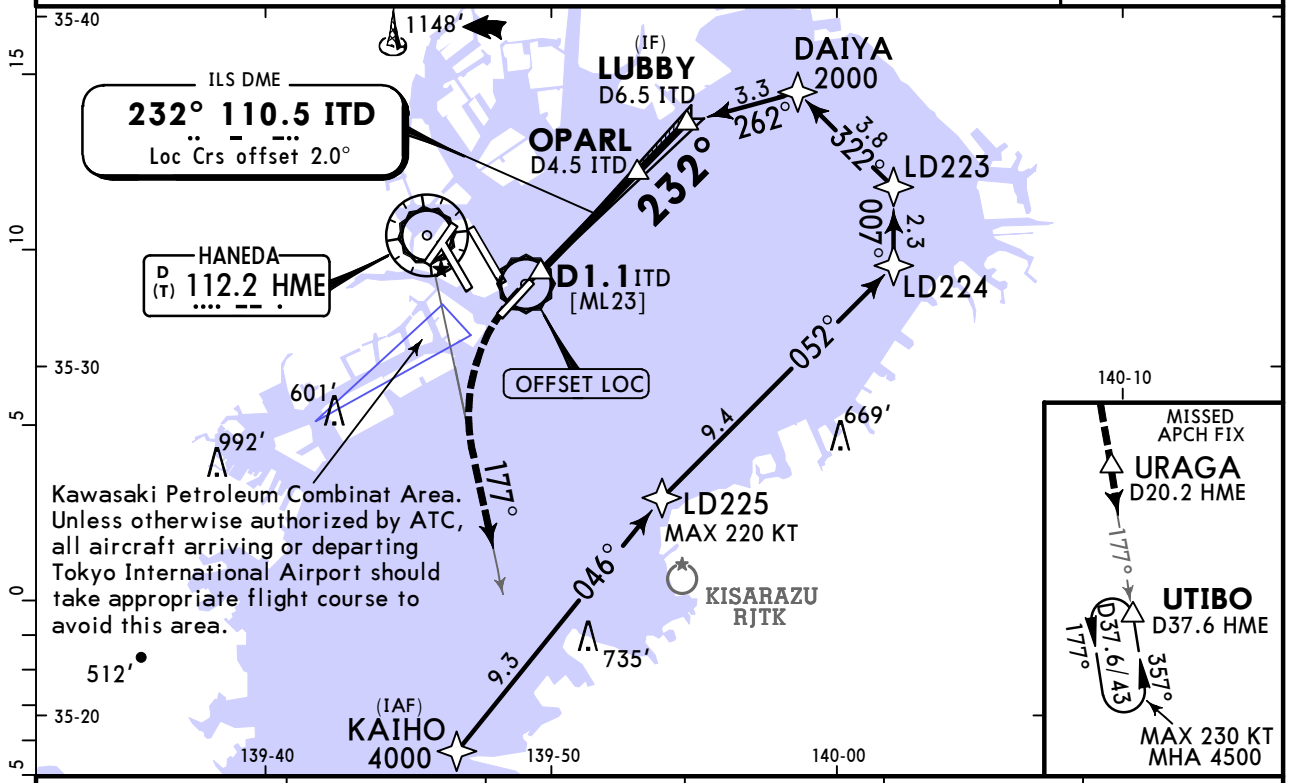
MISSED APCH: Climb on heading 232° to 500′, turn LEFT, climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.

RNAV 1 | Alt Set: IN (hPa on req) | Trans level: FL 140 | Trans alt: 14000′

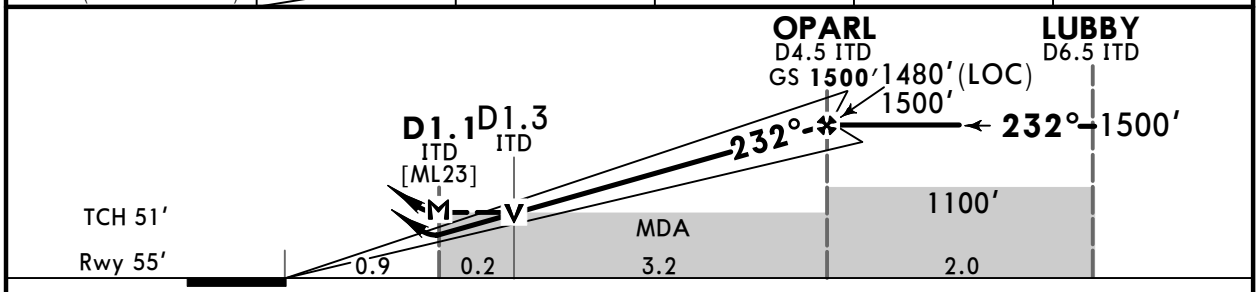
1. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required, Radar required. 2. DME and VOR required. 3. Critical DME; HYD : KAIHO-1.3NM to LD225; LD224 - DAIYA ; HME : LD224 - DAIYA. 4. Timing not authorized for defining the MAP. 5. No turn before MAP.



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′)			LOC (GS out) MDA(H) 440′(419′)		1 CIRCLE-TO-LAND	
	FULL	TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 800m	RVR 800m	RVR 1200m	RVR 900m	RVR 1500m	90	730′(709′) -1600m
B						120	
C				RVR 1000m	RVR 1800m	140	730′(709′) -2400m
D				RVR 1400m	CMV 2000m	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: Procedure.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
12 JUL 19 (11-6) Eff 17 Jul 1500Z

TOKYO, JAPAN
ILS Z Rwy 23

BRIEFING STRIP ™

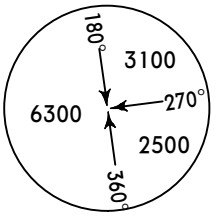
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

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

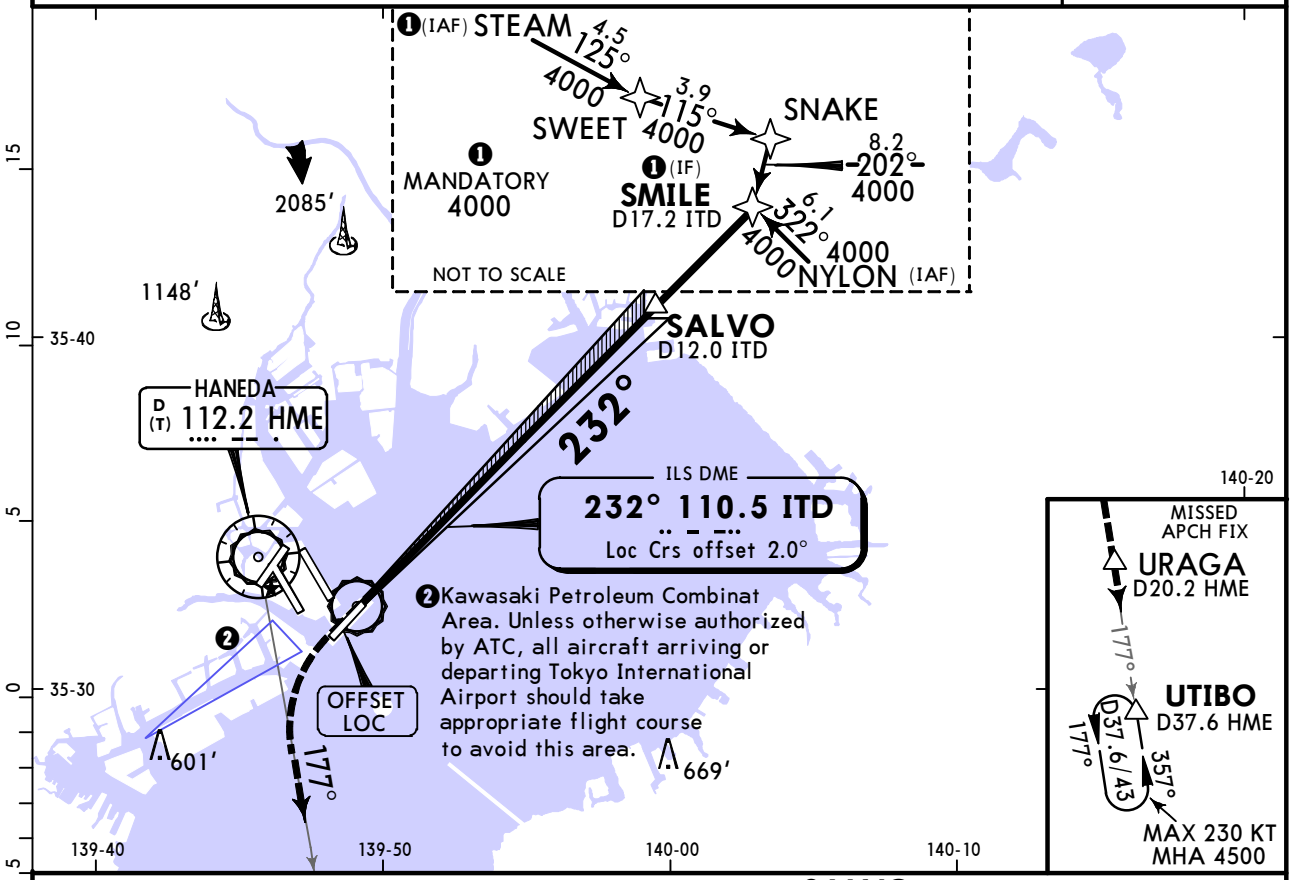
MISSED APCH: Climb on heading 232° to 500′, turn LEFT, climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.

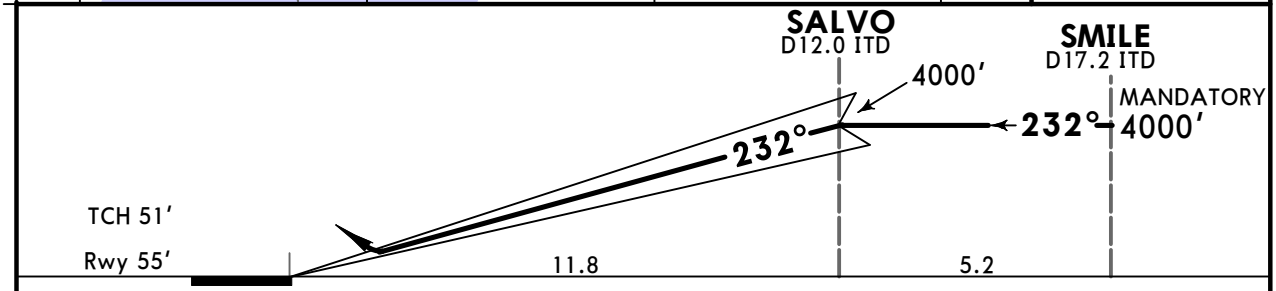
RNAV 1	Alt Set: IN (hPa on req)	Trans level: FL 140	Trans alt: 14000′

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

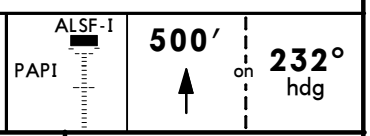


MSA HME VOR





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



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: Ground frequency, format.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
27 FEB 15 (11-6A) **Eff 4 Mar 1500Z**

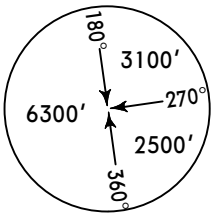
TOKYO, JAPAN
LOC Z Rwy 23

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™

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

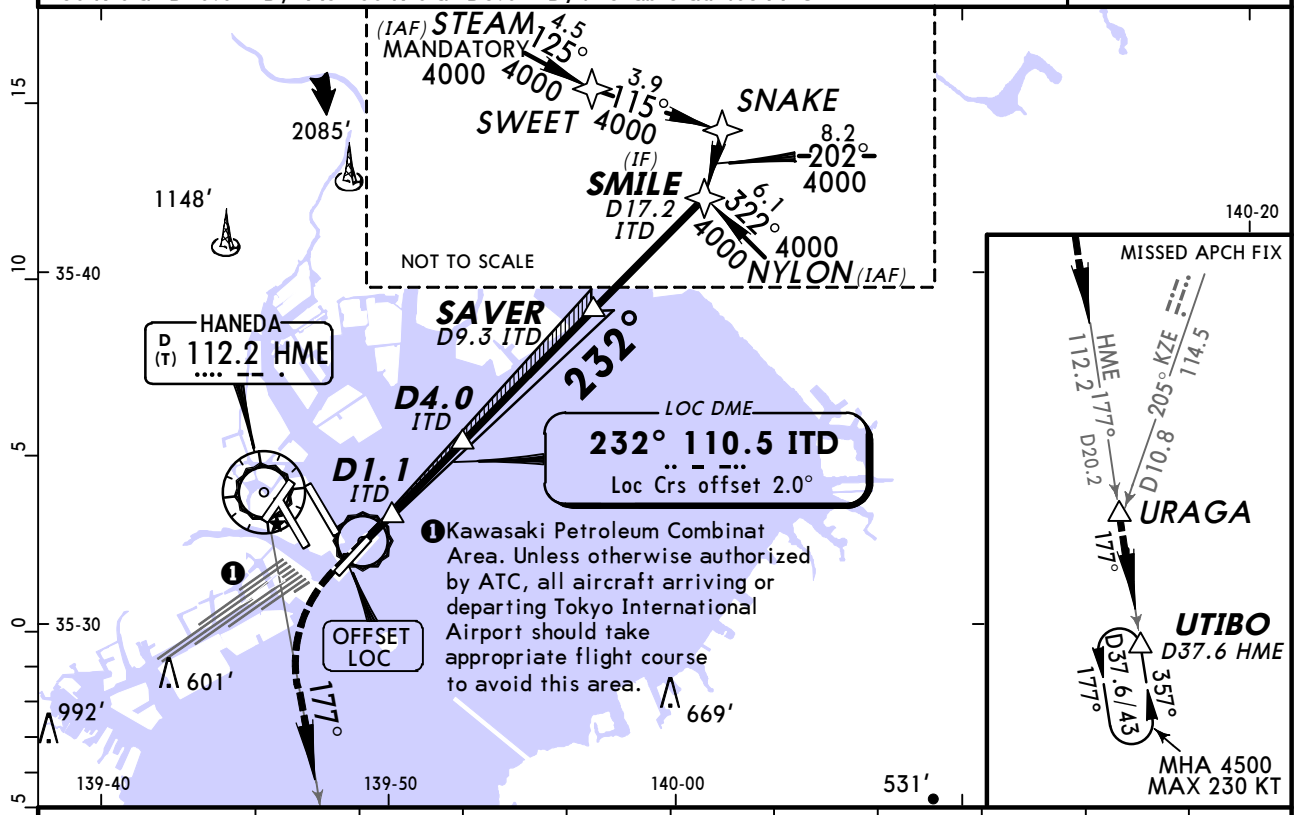
MISSED APCH: Climb on heading 232° to 500′, turn LEFT, climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.



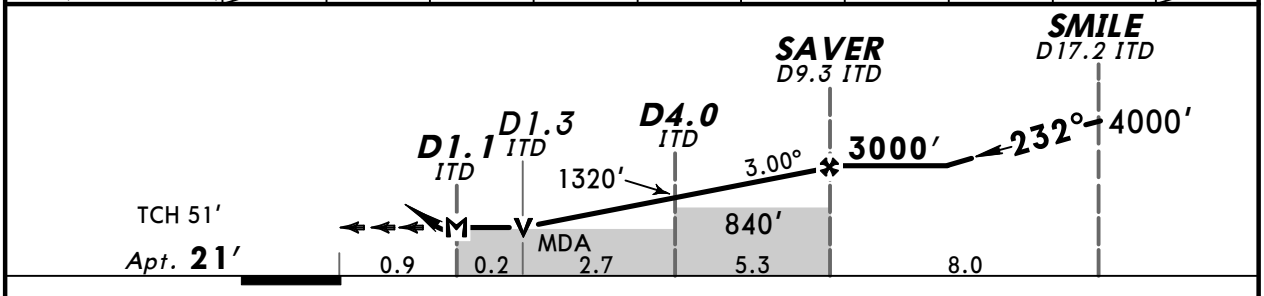
MSA HME VOR

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. No turn before MAP. 4. IAS 180 Kts at D10.0 ITD, IAS 160 Kts at D5.0 ITD; if unable advise ATC



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′)

1 CIRCLE-TO-LAND

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

CHANGES: Procedure.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

19 OCT 18 (11-6B)

TOKYO, JAPAN
LDA W Rwy 23

BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.22 121.62 121.97

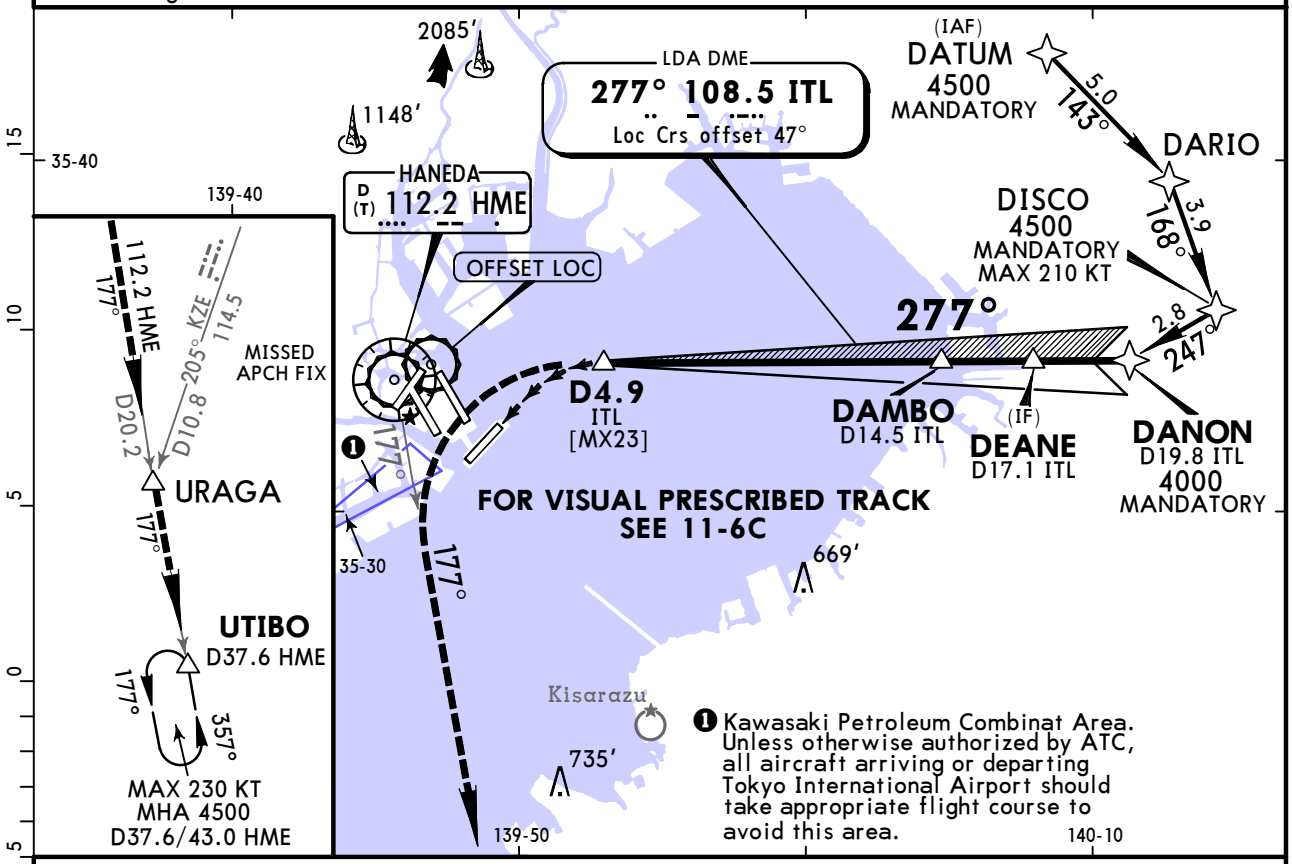
LDA ITL **108.5**	Final Apch Crs **277°**	Mandatory Alt **DAMBO** **4000′** (3979′)	MDA(H) **1000′** (979′)	Apt Elev 21′ Rwy 55′

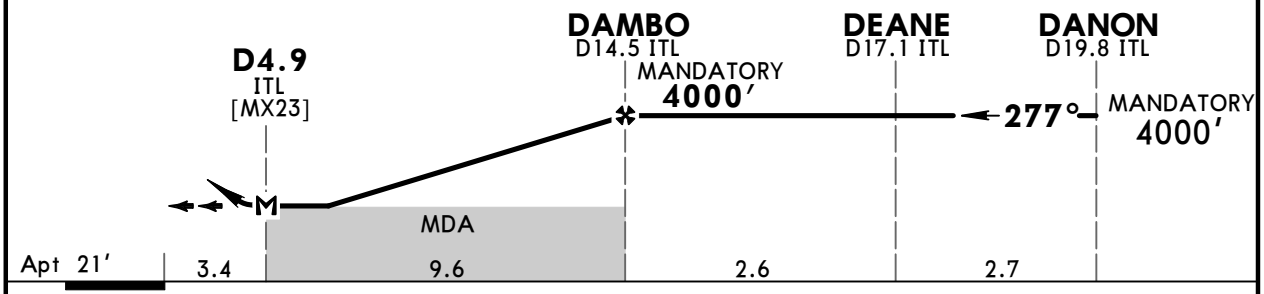
MISSED APCH: At MAP, turn LEFT, climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.

180° 3100 270° 2500 360° 6300
MSA HME VOR

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

1. DME and VOR required. 2. For initial approach segment (Up to DANON), 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.





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

LANDING RWY **23**

MDA(H) **1000′** (979′)

ALS out

A	VIS 6000m
B	
C	
D	

CHANGES: Profile.

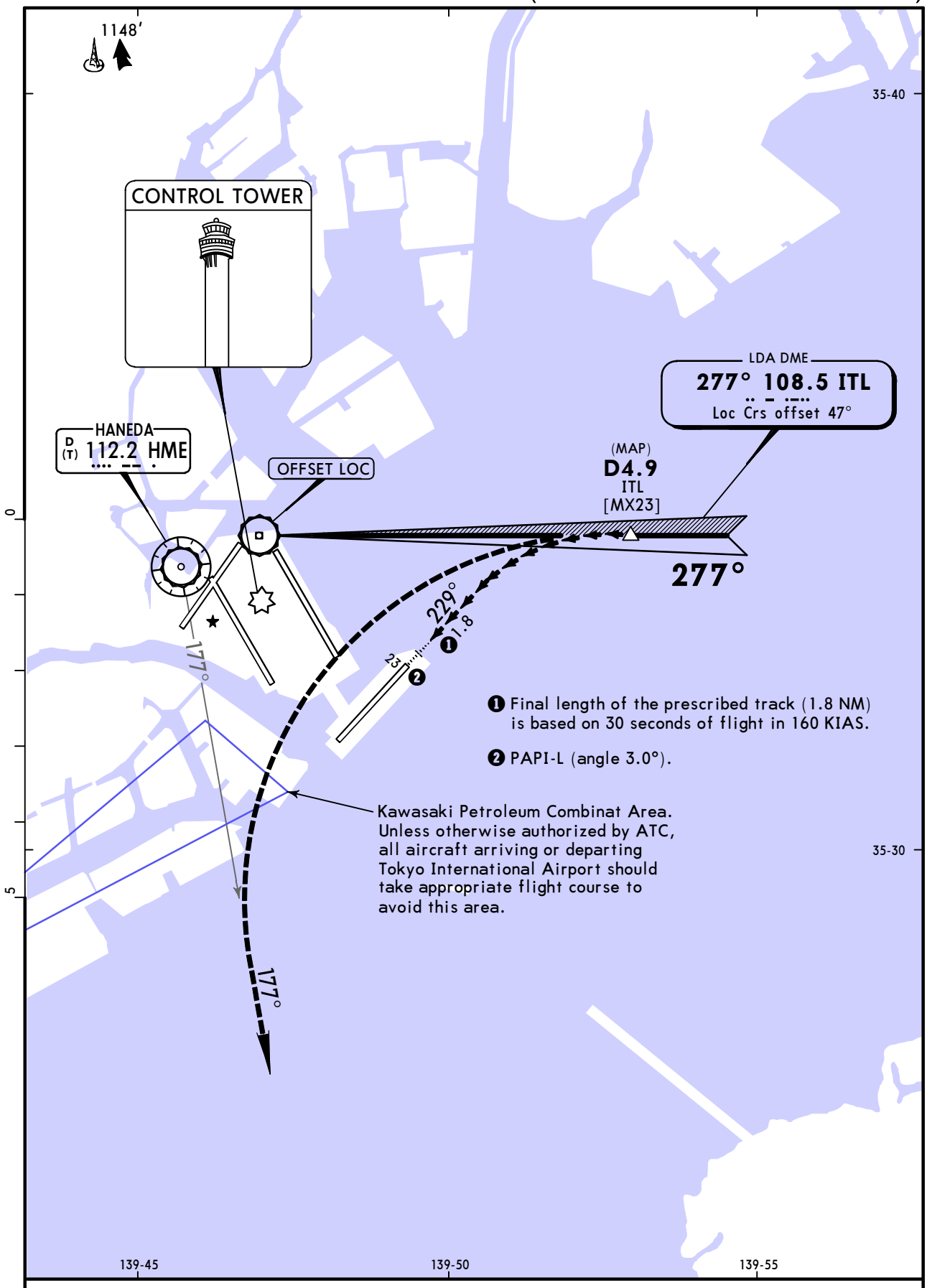
RJTT/HND

JEPPESEN

19 OCT 18 (11-6C)

(HANEDA) TOKYO INTL

TOKYO, JAPAN
LDA W Rwy 23
(VISUAL PRESCRIBED TRACK)



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° for joining HME VOR R-177 and missed approach procedure.

CHANGES: CNF.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

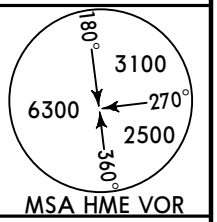
19 OCT 18 (11-7)

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

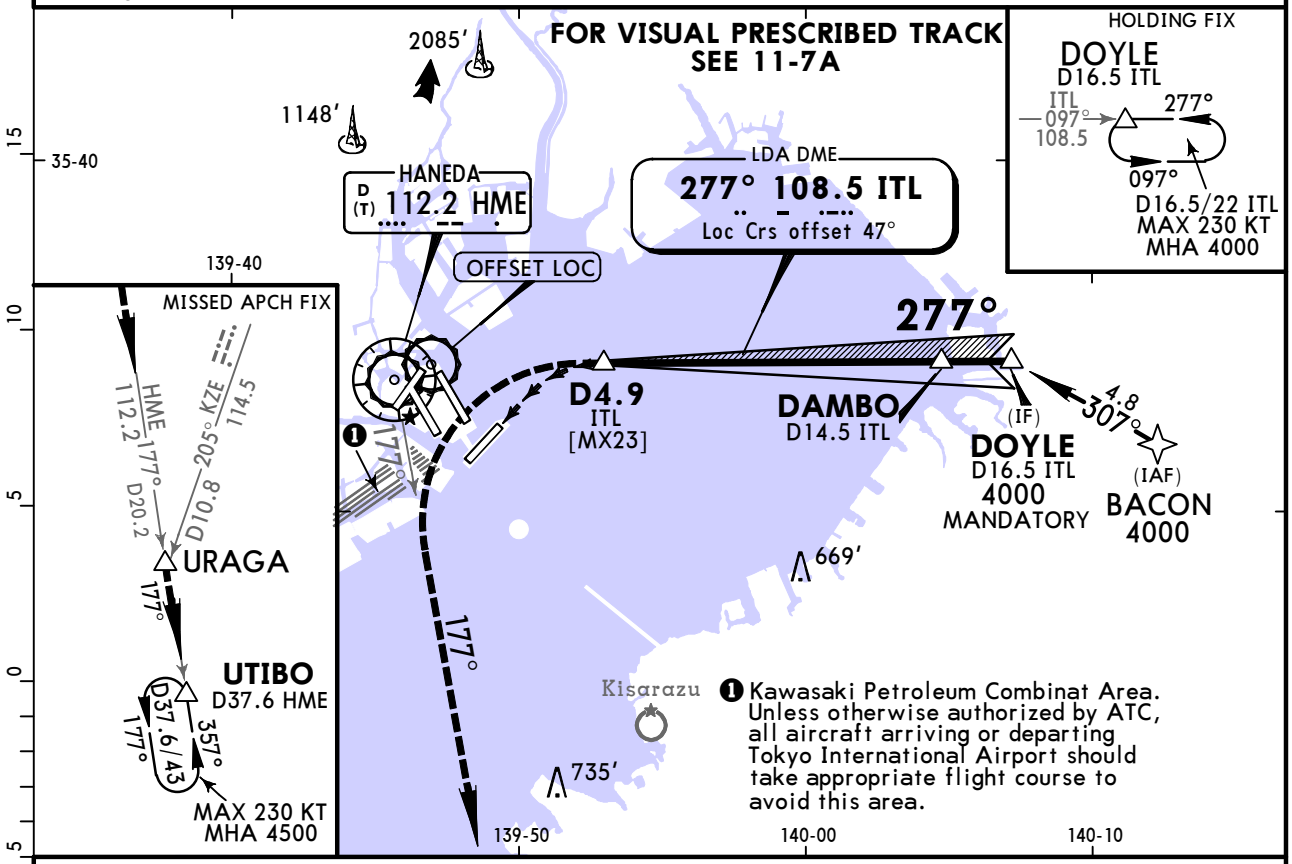


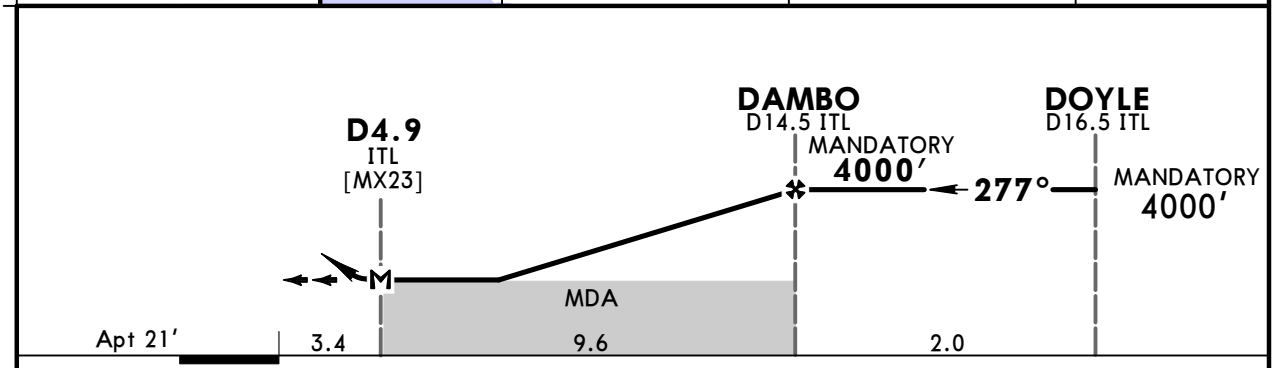
MSA HME VOR

MISSED APCH: At MAP, turn LEFT climb to 4500′ outbound via HME VOR R-177 to UTIBO 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 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.





								ALSF-I PAPI	LT
MAP at D4.9 ITL									

4500′ HME via 112.2 R-177

LANDING RWY **23**

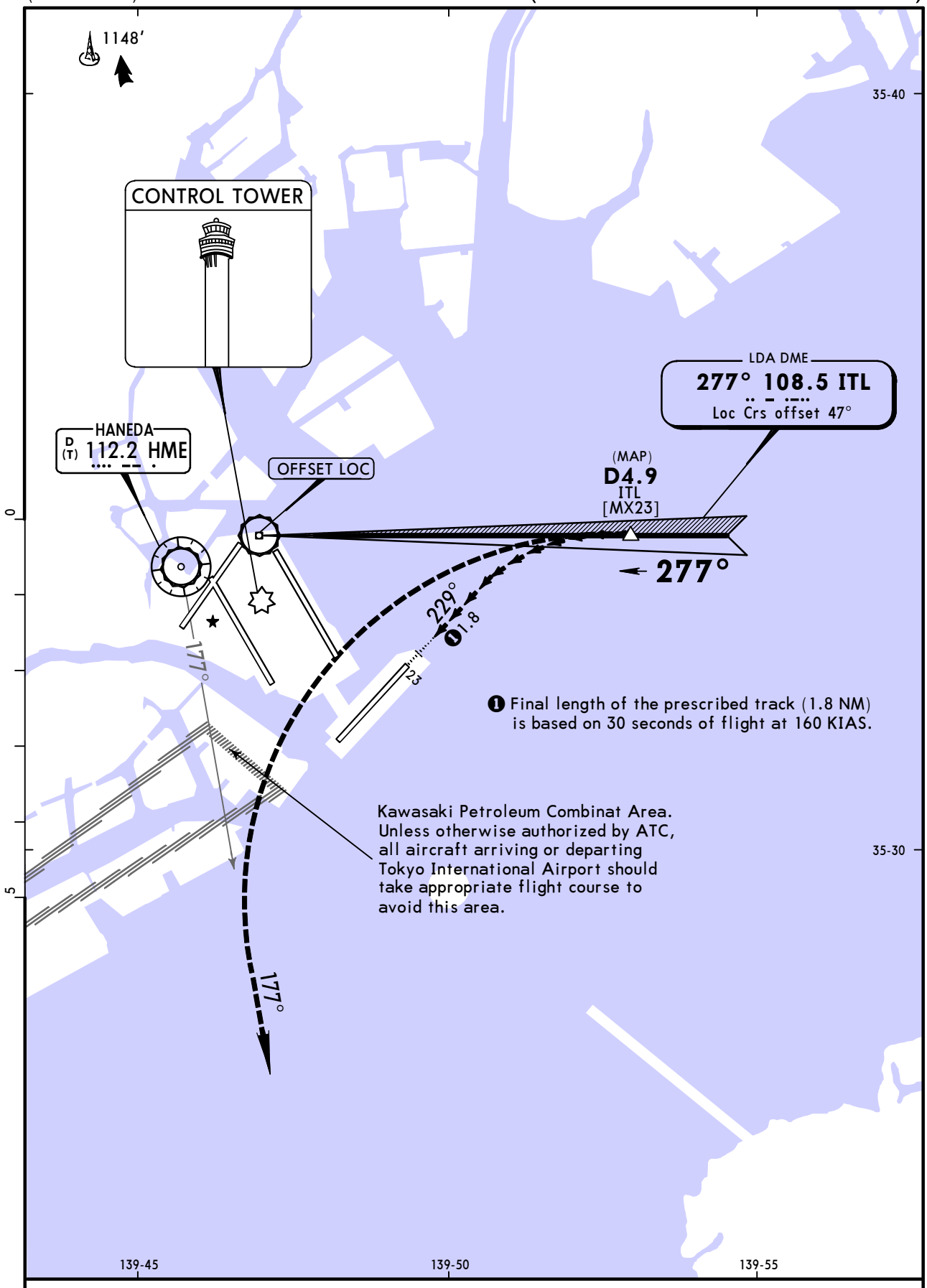
MDA(H) **1000′**(979′)

ALS out

A	VIS 6000m
B	
C	
D	

CHANGES: Profile, CNF.

TOKYO, JAPAN
LDA X Rwy 23
(VISUAL PRESCRIBED TRACK)



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 and missed approach procedure.

CHANGES: CNF.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
12 JUL 19 (11-8) Eff 17 Jul 1500Z

TOKYO, JAPAN
LDA Y Rwy 23

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

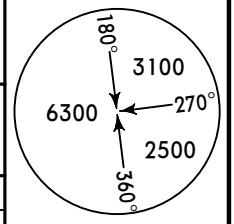
BRIEFING STRIP ™

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

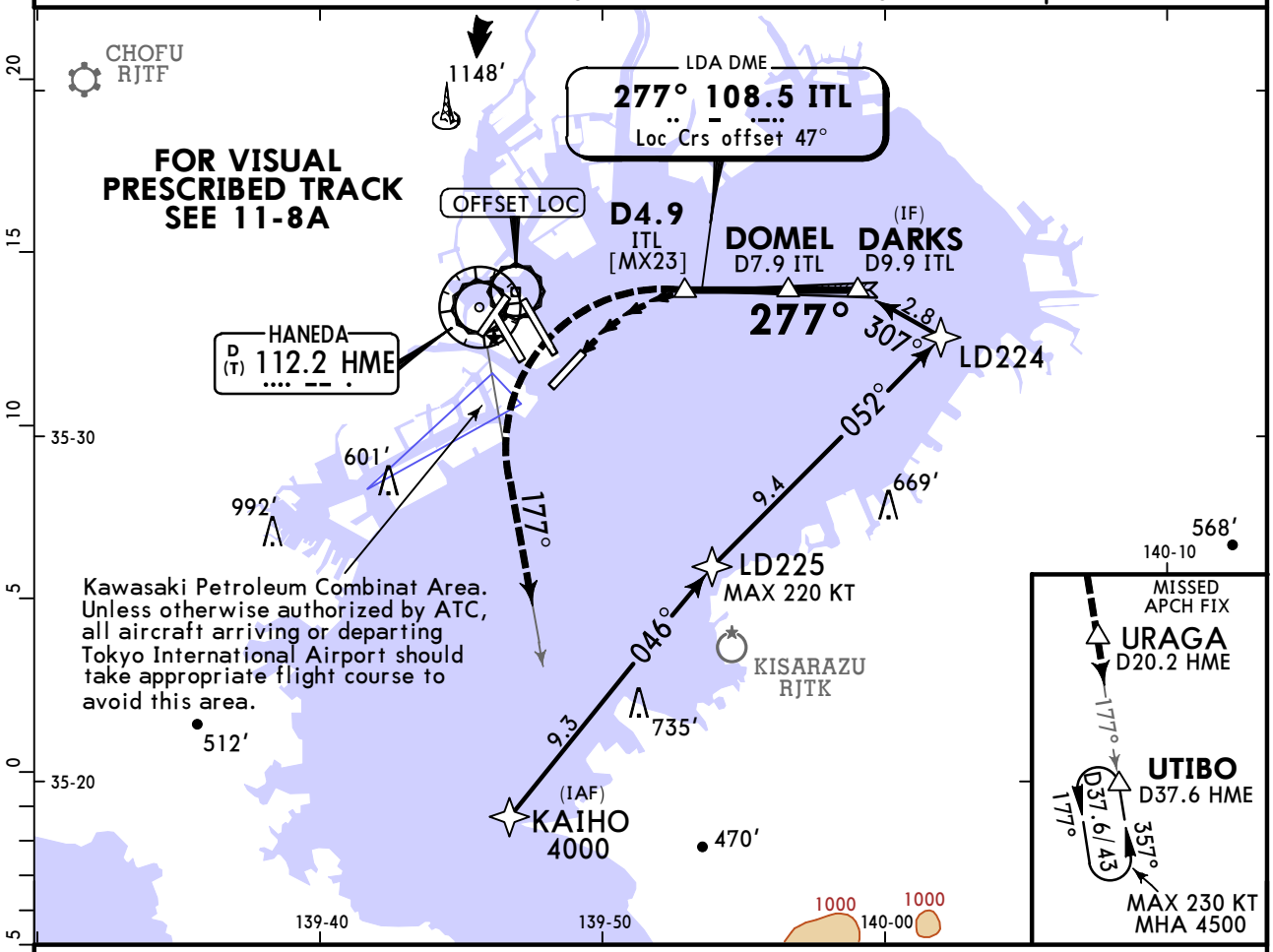
MISSED APCH: At MAP, turn LEFT climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.

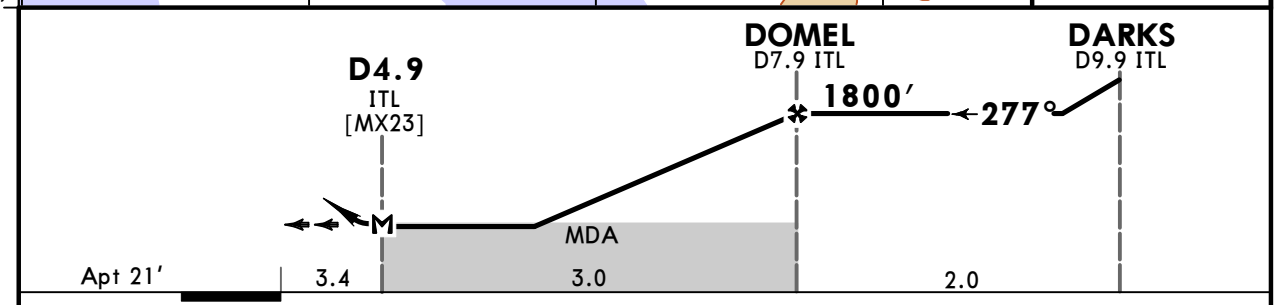
RNAV 1	Alt Set: IN (hPa on req)	Trans level: FL 140	Trans alt: 14000′

1. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required, Radar required. 2. DME and VOR required. 3. Critical DME; HYD : KAIHO-1.3NM to LD225; LD224 - DARKS ; HME : LD224 - DARKS. 4. Timing not authorized for defining the MAP.



MSA HME VOR





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

LANDING RWY 23

MDA(H) 1000′ (979′)

ALS out

A	VIS 6000m
B	
C	
D	

CHANGES: Procedure.

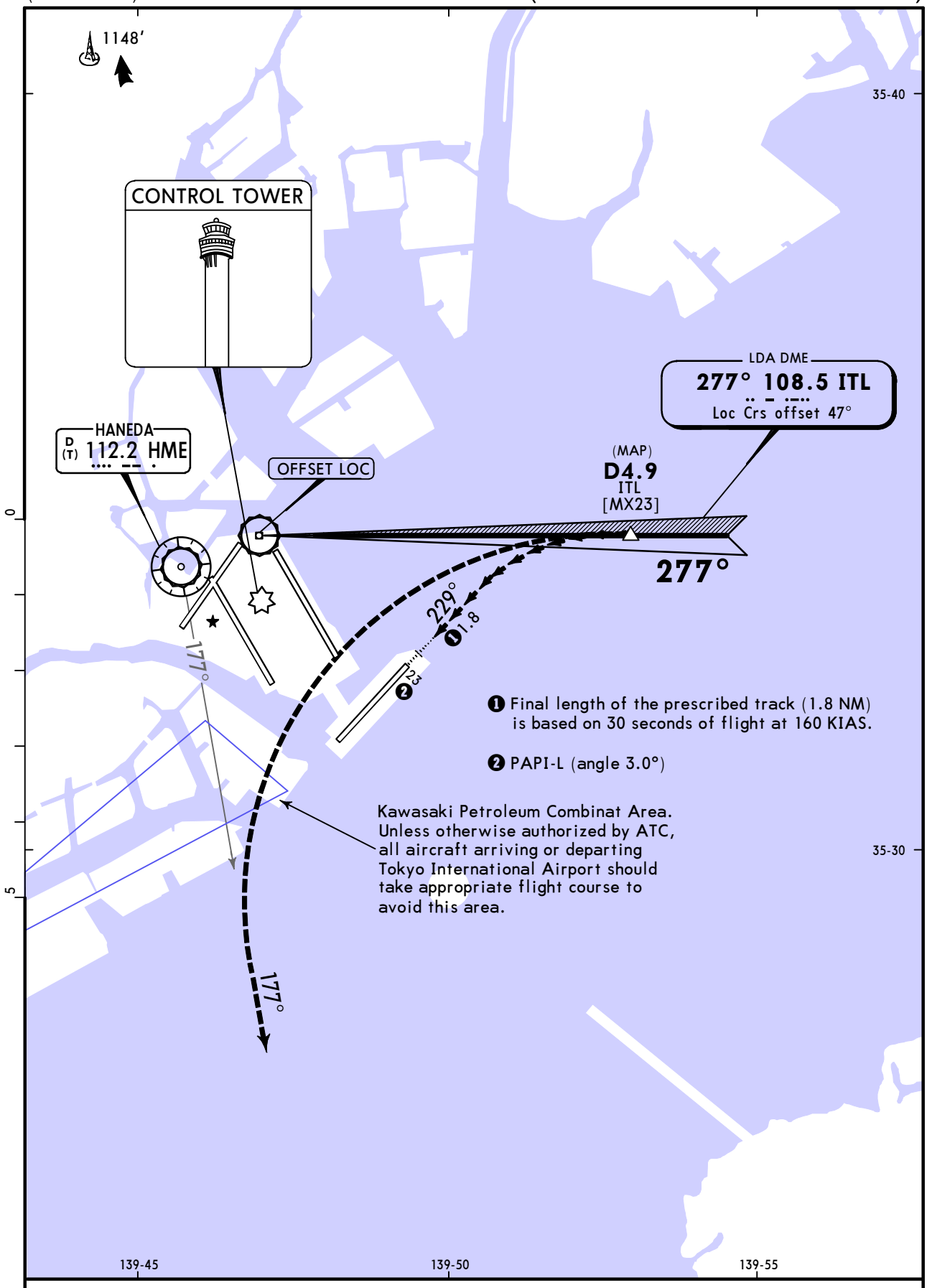
RJTT/HND

JEPPESEN

12 JUL 19 | 11-8A | Eff 17 Jul 1500Z

TOKYO, JAPAN
LDA Y Rwy 23
(VISUAL PRESCRIBED TRACK)

(HANEDA) TOKYO INTL



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 and missed approach procedure.

CHANGES: Format.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

19 OCT 18 (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 ITL **108.5**	Final Apch Crs **277°**	Mandatory Alt **DAMBO** **4000′**(3979′)	MDA(H) **1000′**(979′)	Apt Elev **21′** Rwy 23 55′

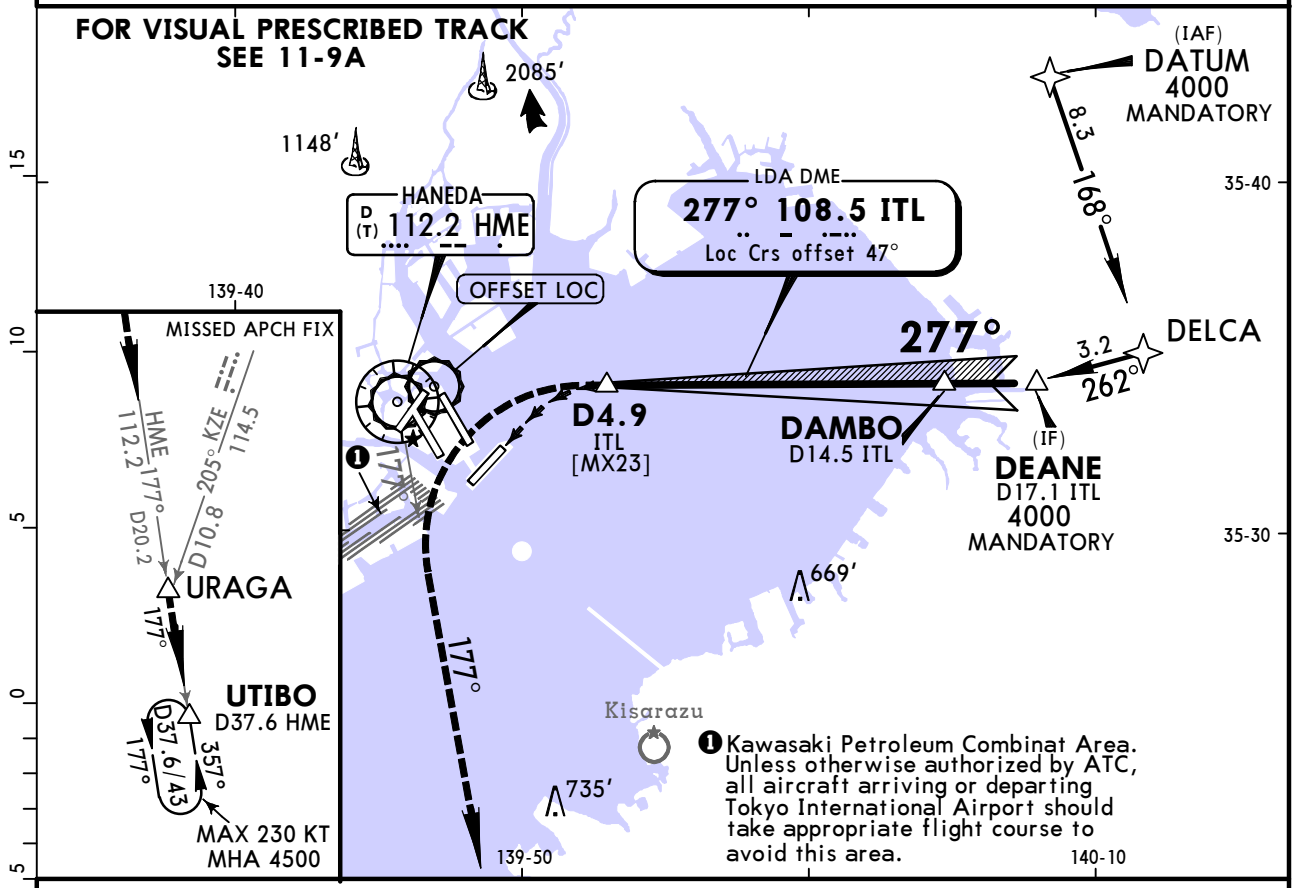
MSA HME VOR: 180° 3100 270° 2500 360° 6300

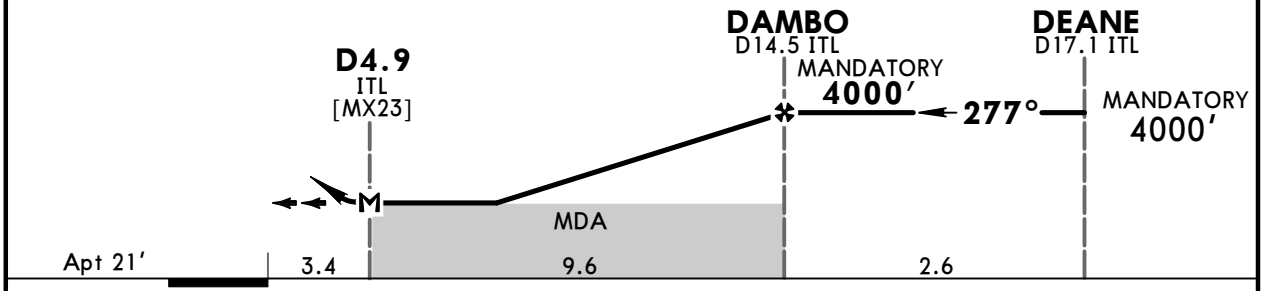
MISSED APCH: At MAP, turn LEFT climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.

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. 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.

FOR VISUAL PRESCRIBED TRACK
SEE 11-9A





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

LANDING RWY **23**

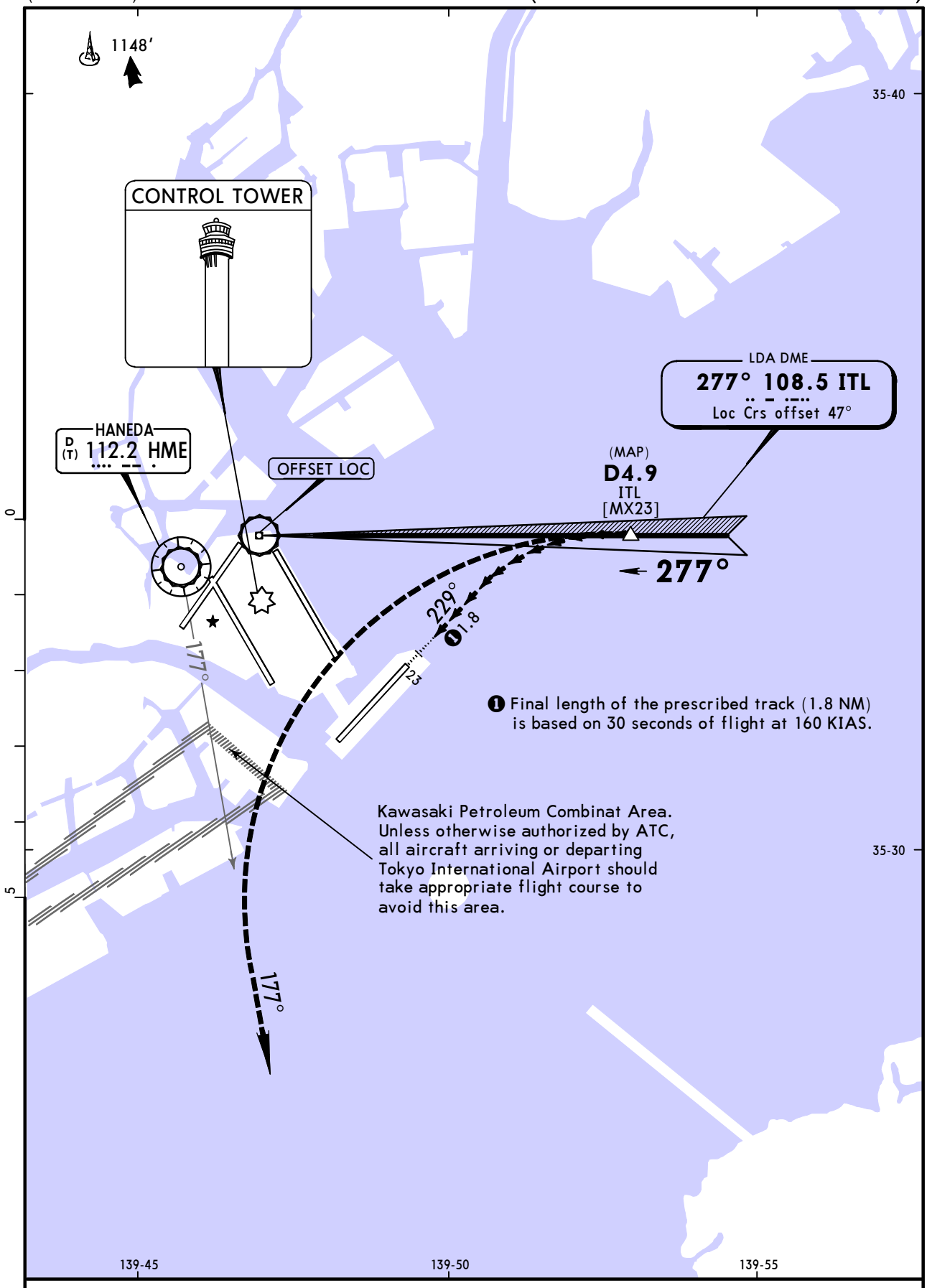
MDA(H) **1000′**(979′)

ALS out

A	VIS 6000m
B	
C	
D	

CHANGES: Profile, CNF.

TOKYO, JAPAN
LDA Z Rwy 23
(VISUAL PRESCRIBED TRACK)



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 and missed approach procedure.

CHANGES: CNF.

RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN

8 SEP 17
Eff 13 Sep 1500Z

11-10

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS X Rwy 34L

BRIEFING STRIP

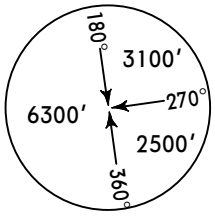
D-ATIS	TOKYO Approach (R)		TOKYO Tower		Ground	
128.8	119.1	119.4	118.1	118.575	121.7	118.225
	119.7	126.5	118.725	118.8 124.35	121.625	121.975

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

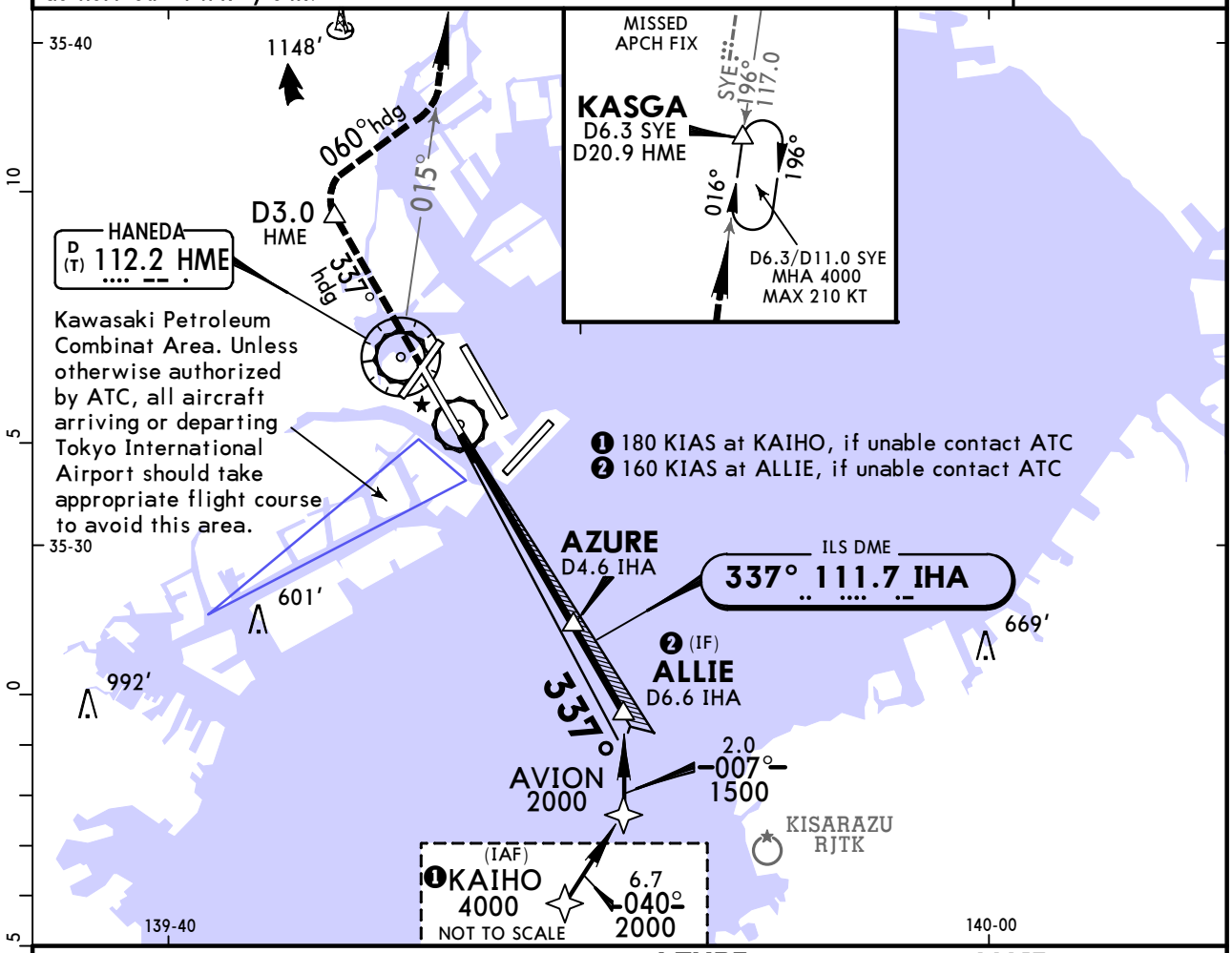
MISSED APCH: Climb on heading 337° to D3.0 HME VOR, turn RIGHT heading 060° to intercept and proceed outbound via HME VOR R-015/ SYE VOR R-196 to KASGA and hold at 4000′. Contact Tokyo APP.
Minima with Missed Approach climb gradient of 2.5% are not established.

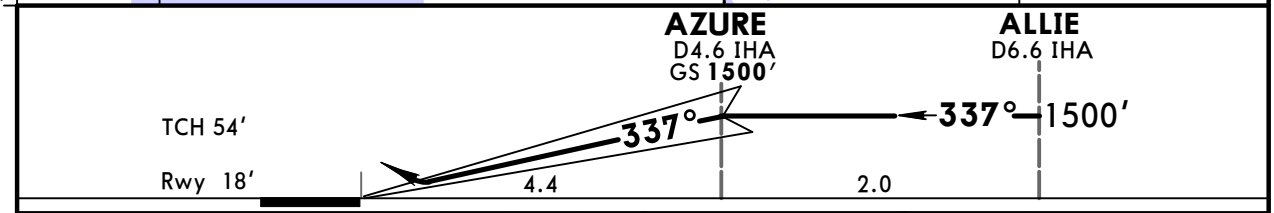
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For Initial approach segment, RNAV 1 and 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

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

Missed apch climb gradient mim 5.0%

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

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

CHANGES: Holding at KASGA.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 8 SEP 17 (11-10AA)

MISSED APCH CLIMB GRADIENT MIM 3.0% Eff 13 Sep 1500Z

TOKYO, JAPAN
LOC X Rwy 34L

BRIEFING STRIP™

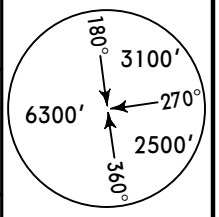
D-ATIS	TOKYO Approach (R)		TOKYO Tower		Ground	
128.8	119.1	119.4	118.1	118.575	121.7	118.225
	119.7	126.5	118.725	118.8 124.35	121.625	121.975

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

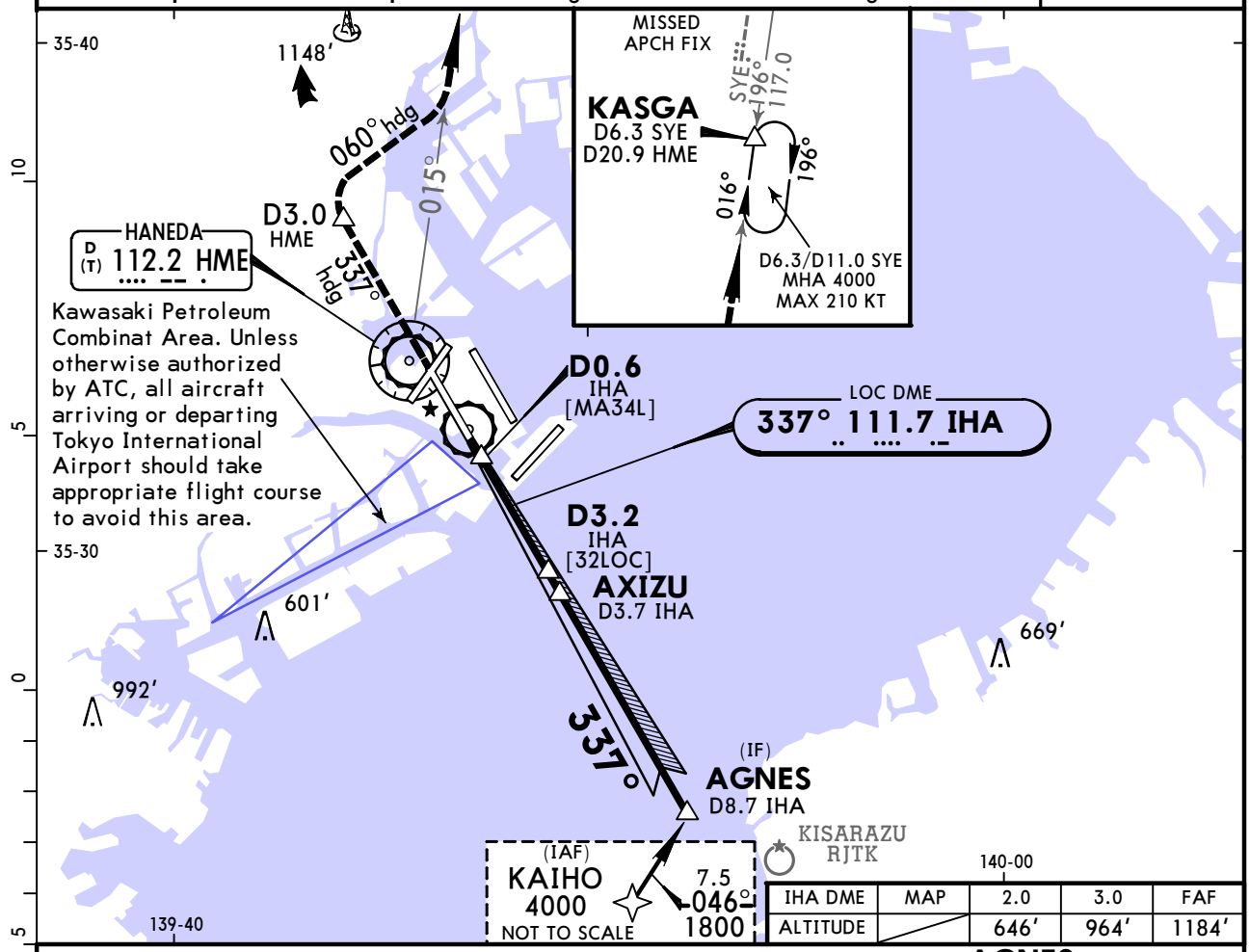
MISSED APCH: Climb on heading 337° to D3.0 HME VOR, turn RIGHT heading 060° to intercept and proceed outbound via HME VOR R-015/ SYE VOR R-196 to KASGA and hold at 4000′. Contact Tokyo APP.
Minima with Missed Approach climb gradient of 2.5% are not established.

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

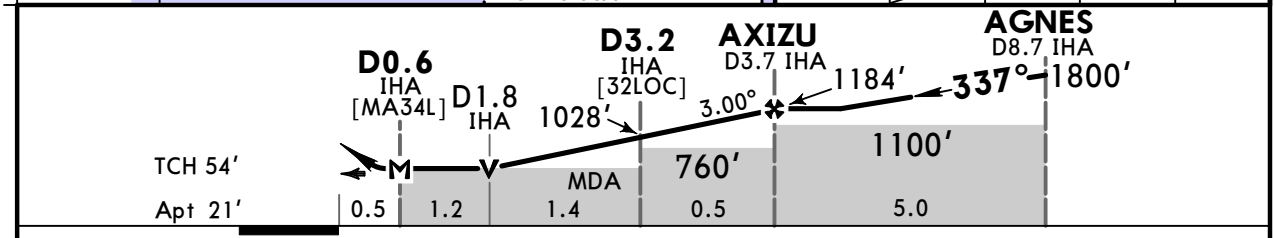
1. DME and VOR required. 2. For Initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required. 3. Radar required. 4. Timing not authorized for defining the MAP.



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

STRAIGHT-IN LANDING RWY 34L
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
Missed apch climb gradient mim 3.0%

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

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

CHANGES: Holding at KASGA.

RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN

2 JUN 17 (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	118.1	118.575	121.7	118.225
	119.7	126.5	118.725	118.8 124.35	121.625	121.975

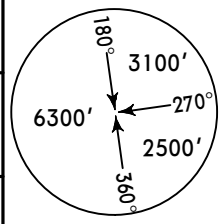
LOC IHA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21′
111.7	337°	AZURE 1500′ (1482′)	218′ (200′)	Rwy 18′

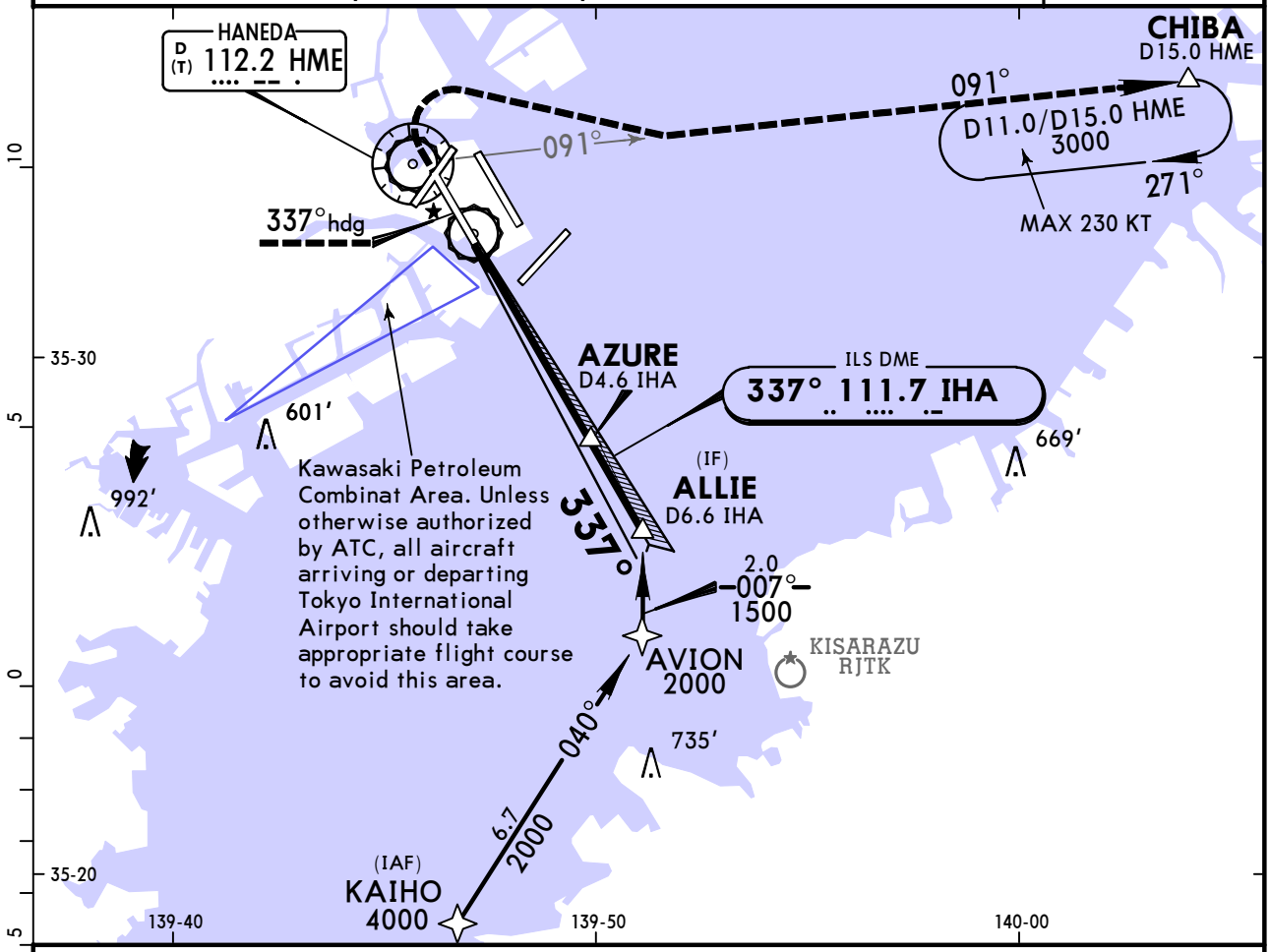
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP. Minima with Missed Approach climb gradient of 2.5% are not established.

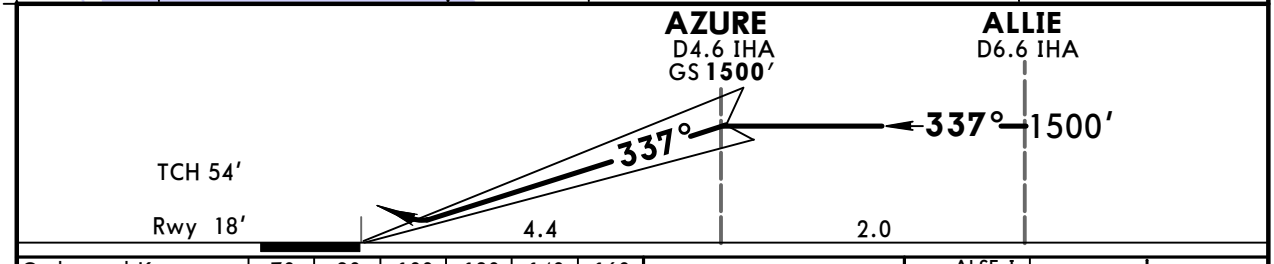
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For Initial approach segment, RNAV 1 and 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

1 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			

2 CIRCLE-TO-LAND
Missed apch climb gradient mim 5.0%

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

CHANGES: Profile, minima note.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

2 JUN 17 (11-11AA)

TOKYO, JAPAN
LOC Y Rwy 34L

BRIEFING STRIP™

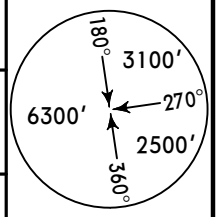
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

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

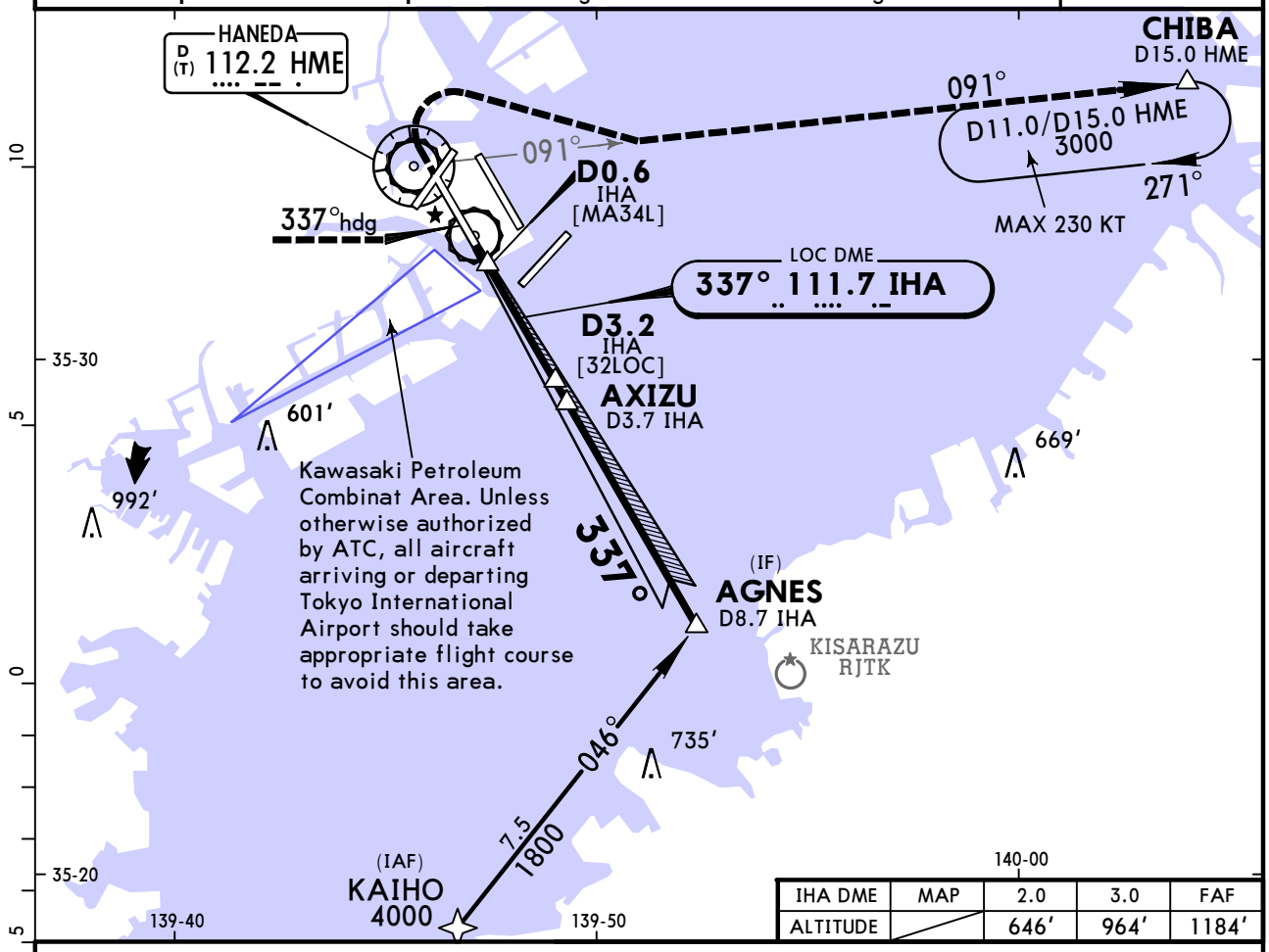
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.

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 and DME/DME/IRU or GNSS required. 3. Radar required. 4. Timing not authorized for defining the MAP.

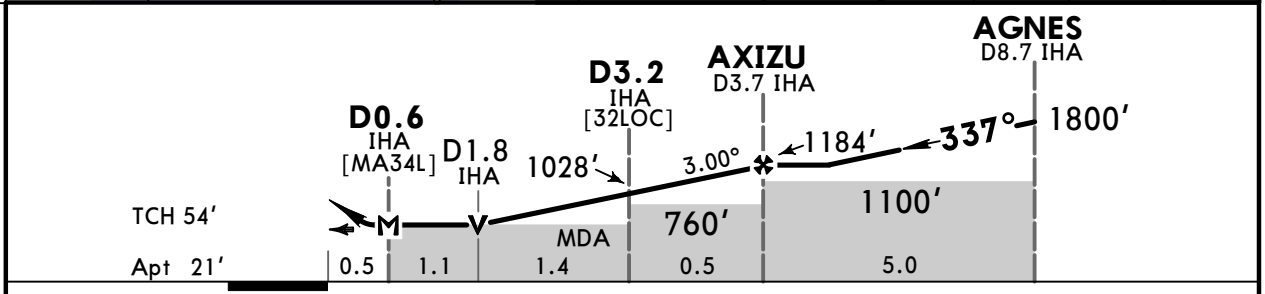


MSA HME VOR



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

140-00



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 RWY 34L
LOC (GS out)
MDA(H) 560′ (539′)

	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 Rwys 16R/16L/34R.

CHANGES: None.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 5 JUN 15 (11-12)

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS Z Rwy 34L

BRIEFING STRIP™

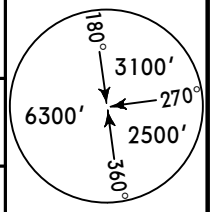
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

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

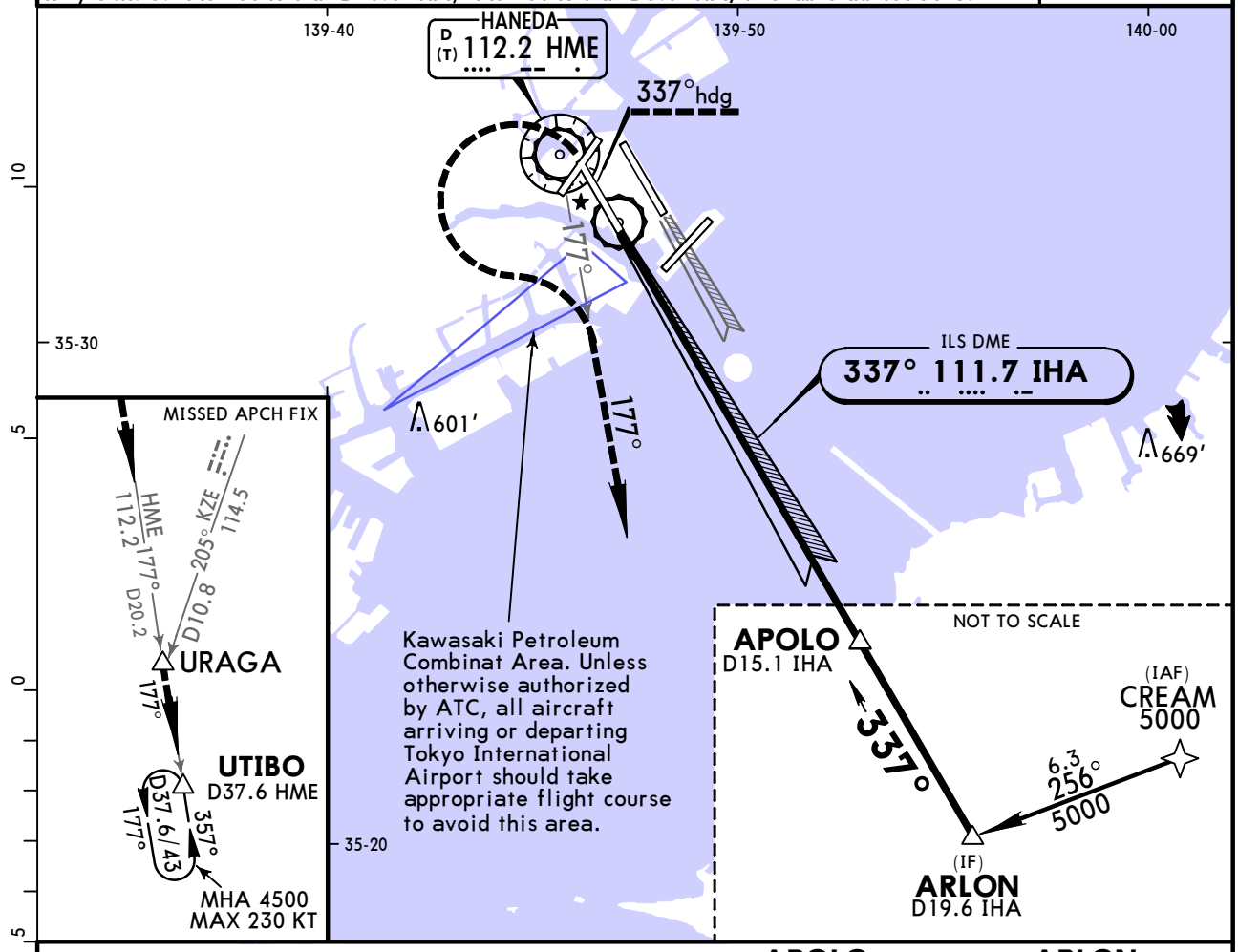
MISSED APCH: Climb on heading 337° to 500′, turn LEFT climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact TOKYO APP. Minima with Missed Approach climb gradient of 2.5% are not established.

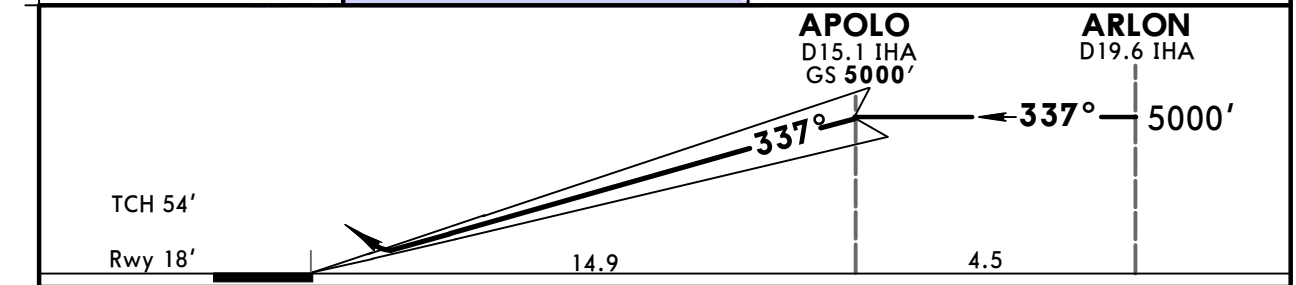
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME and VOR required. 2. For Initial approach segment RNAV 1 and DME/DME/IRU or GNSS required. 3. Radar required. 4. Simultaneous approach authorized with Rwy 34R. 5. 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

STRAIGHT-IN LANDING RWY 34L
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 CIRCLE-TO-LAND
Missed apch climb gradient mim 5.0%

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 Rwys 16R/16L/34R.

CHANGES: Note and chart format.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
5 JUN 15 (11-13)

TOKYO, JAPAN
LOC Z Rwy 34L

D-ATIS	TOKYO Approach (R)		TOKYO Tower		Ground	
128.8	119.1	119.4	118.1	118.575	121.7	118.225
	119.7	126.5	118.725	118.8 124.35	121.625	121.975

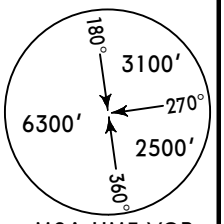
BRIEFING STRIP ™

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

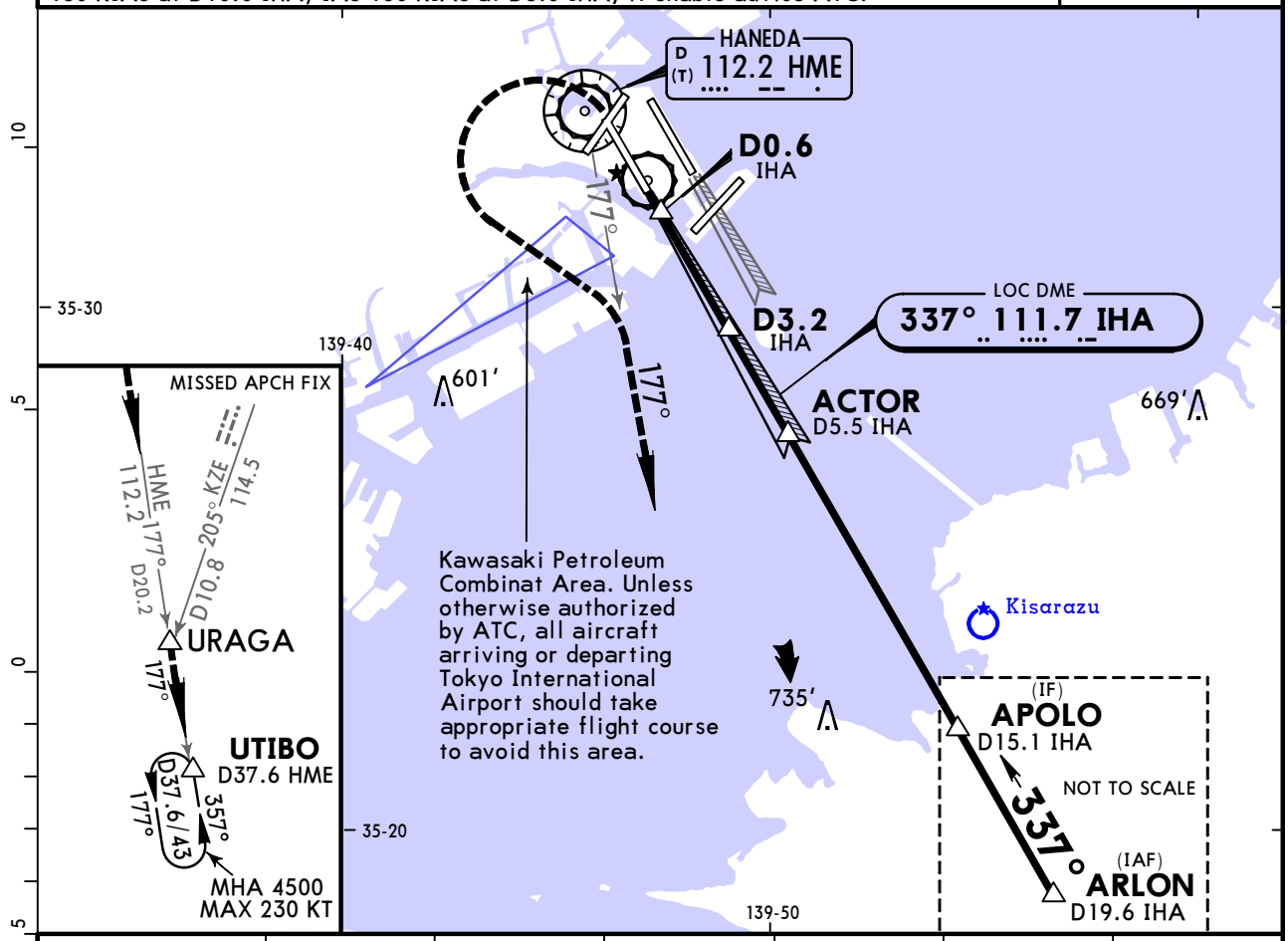
MISSED APCH: Turn LEFT, climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.

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

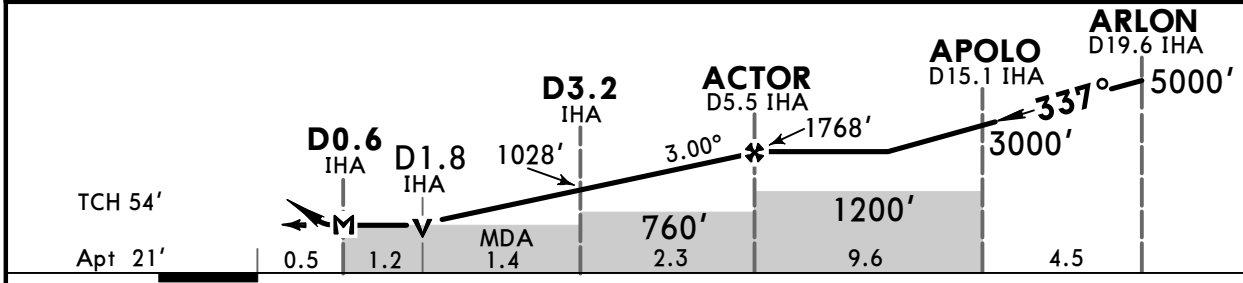
1. DME and VOR required. 2. Timing not authorized for defining the MAP. 3. IAS 180 KIAS at D10.0 IHA, IAS 160 KIAS at D5.0 IHA; if unable advise ATC.



MSA HME VOR



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′ via HME 112.2 R-177
LT

STRAIGHT-IN LANDING RWY 34L
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 Rwys 16R/16L/34R.

CHANGES: Note and chart format.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

21 SEP 18 (11-14)

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS Y Rwy 34R

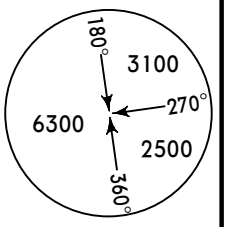
BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

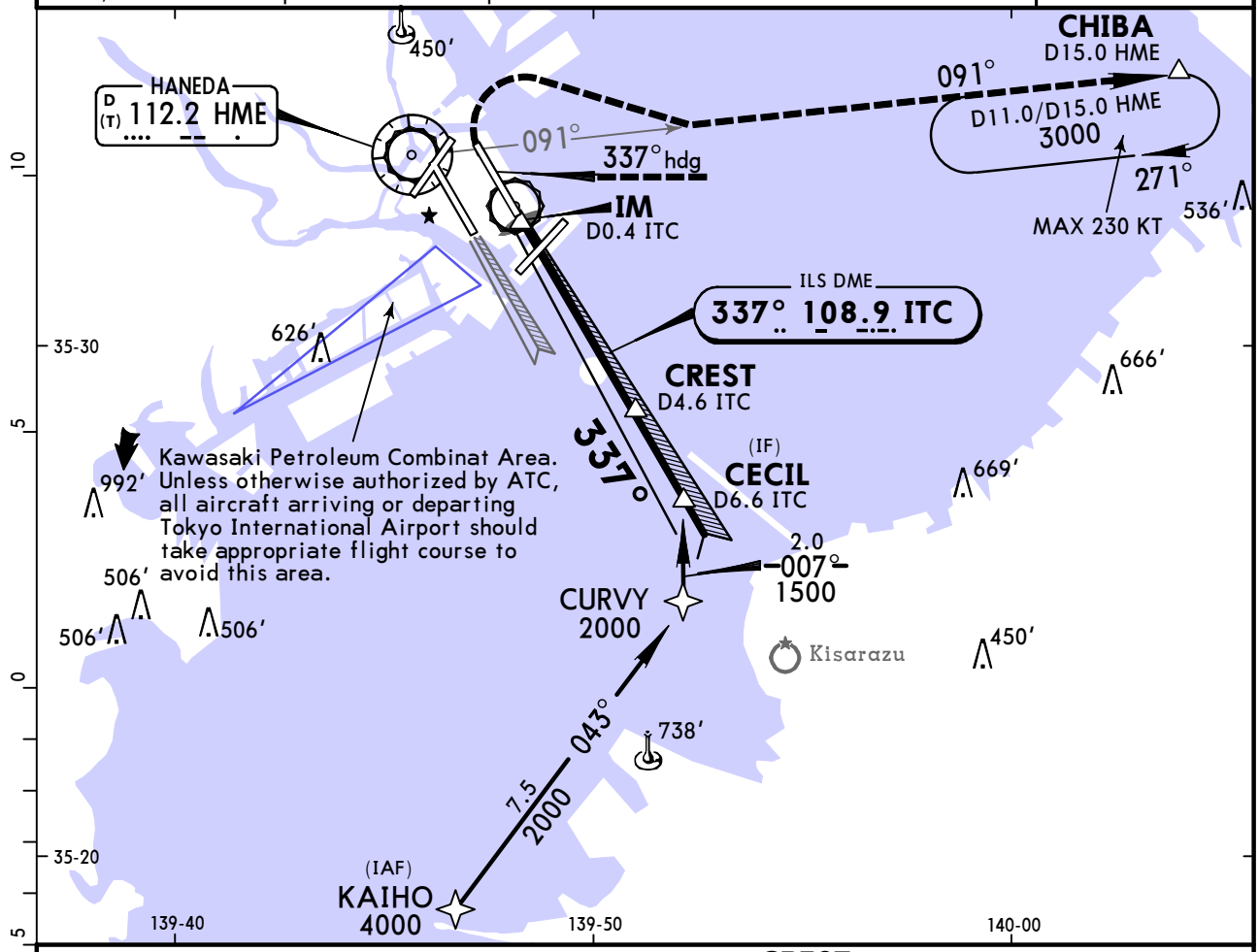
LOC ITC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21′
108.9	337°	CREST 1500′ (1480′)	220′ (200′)	Rwy 20′

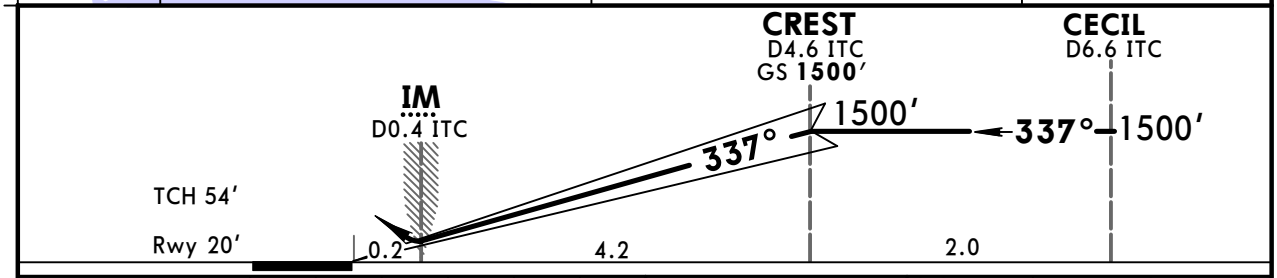
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.
Minima with Missed Approach climb gradient of 2.5% are not established.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′
1. DME and VOR required. 2. For Initial approach segment, RNAV1 and 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 RWY 34R
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			

1 CIRCLE-TO-LAND
Missed apch climb gradient mim 5.0%

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 34L.

CHANGES: Approach lights.

RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN

19 FEB 21
Eff 24 Feb 1500Z

11-14AA

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS Y Rwy 34R CAT II & III

BRIEFING STRIP™

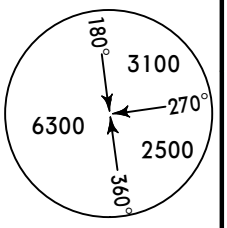
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

LOC ITC	Final Apch Crs	Procedure Alt	CAT III	CAT II ILS	Apt Elev 21′
108.9	337°	CREST 1500′(1480′)	Refer to Minimums	RA 100′ DA(H) 120′(100′)	Rwy 20′

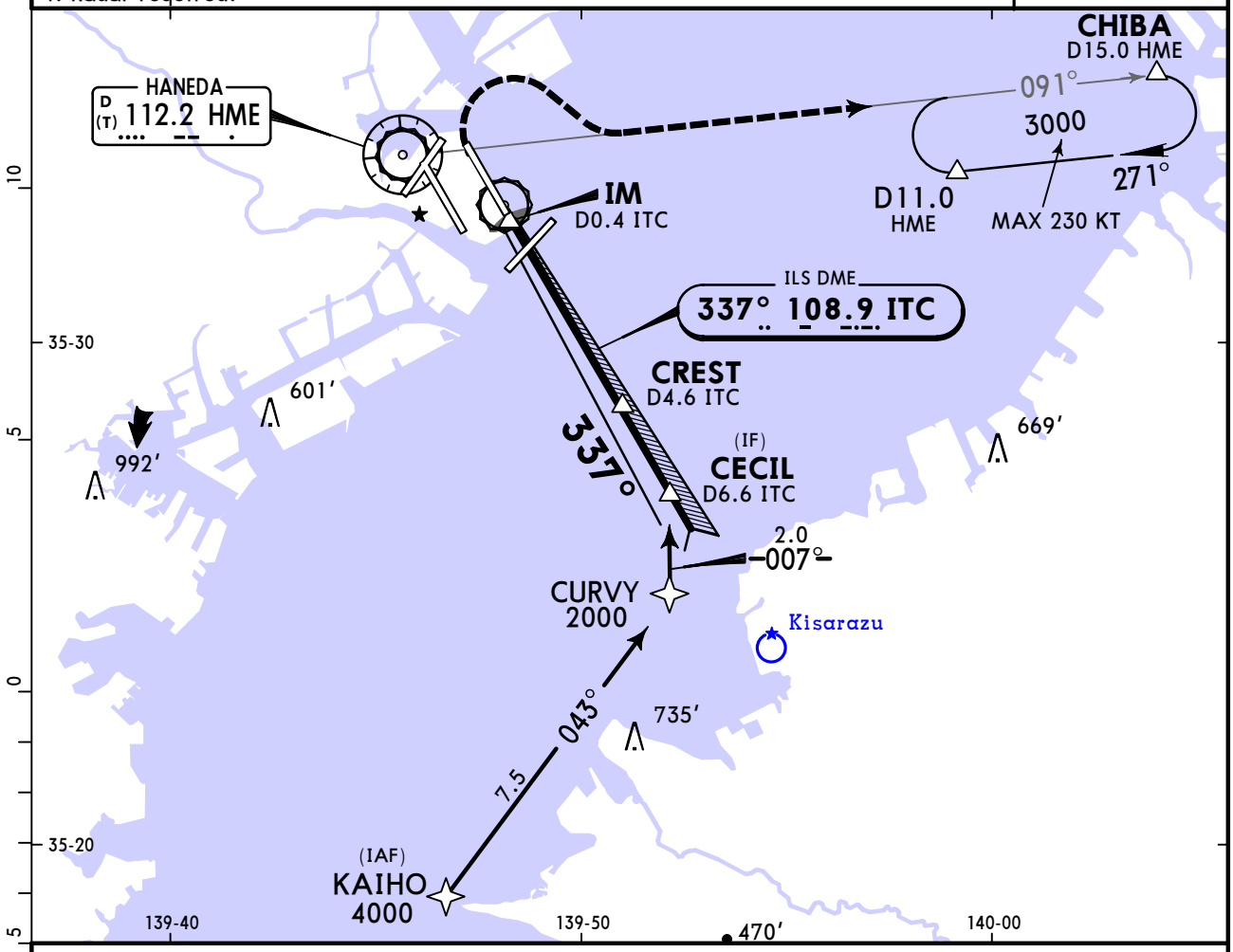
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.
Missed Apch Climb Gradient Mim 5.0%

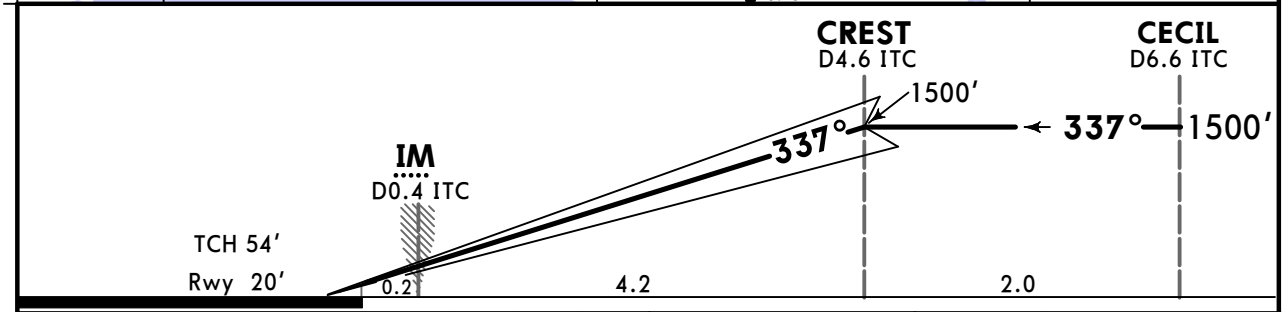
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew and Acft Certification Required. 2. DME and VOR required.
3. For initial approach segment: RNAV1, DME/DME/IRU or GNSS required.
4. Radar required.



MSA HME VOR





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

ALSF-II PAPI

800′ on 337° hdg

1 STRAIGHT-IN LANDING RWY 34R

CAT III ILS	CAT II ILS RA 100′ DA(H) 120′(100′)
RVR 100m	RVR 300m

1 Minima with Missed Apch Gradient of 2.5% are not established.

CHANGES: Cat III minimums, Ground frequency.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
21 SEP 18 (11-15)

TOKYO, JAPAN
LOC Y Rwy 34R

BRIEFING STRIP TM

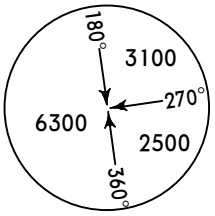
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

LOC ITC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 21′
108.9	337°	Refer to Profile	700′(679′)	Rwy 20′

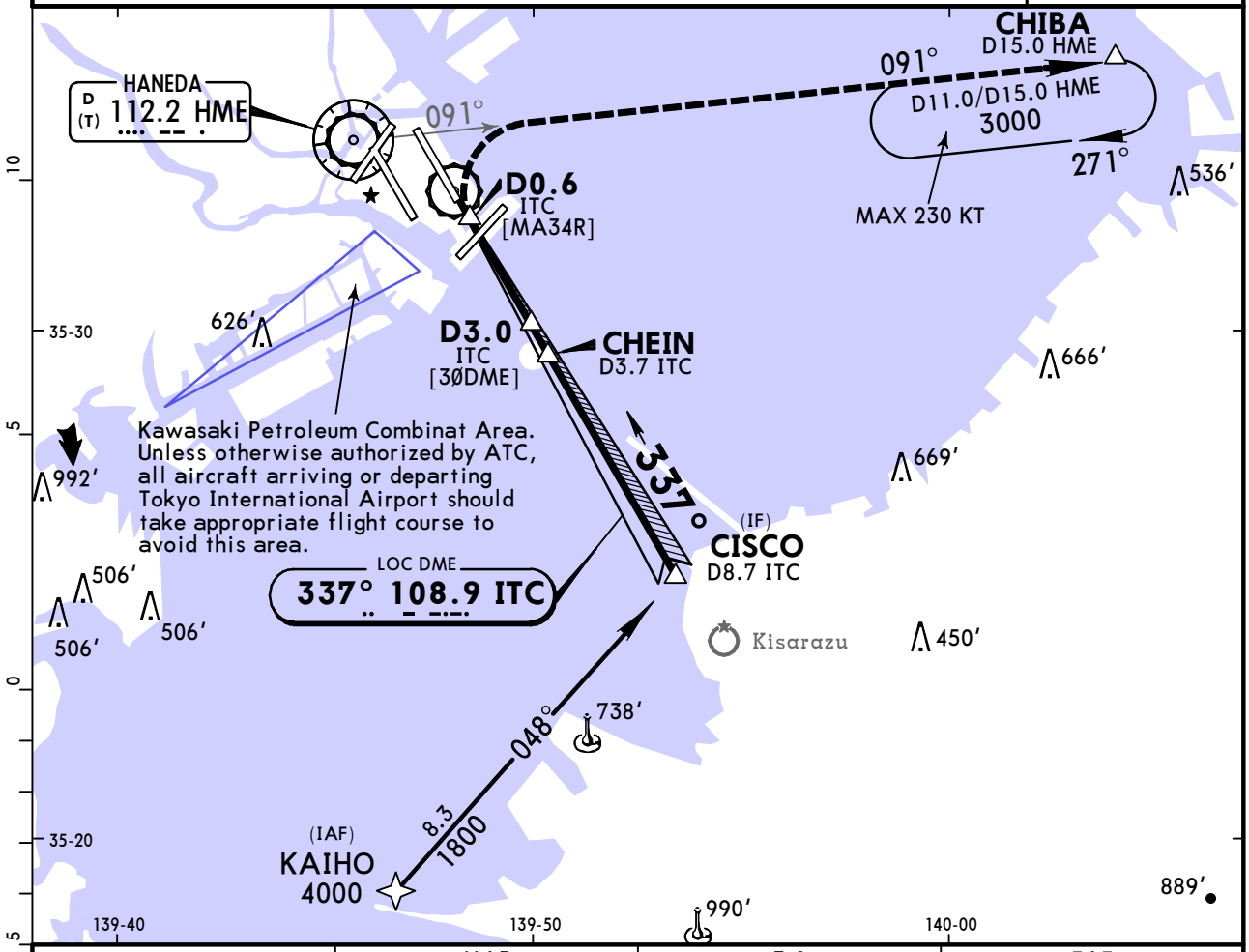
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.

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

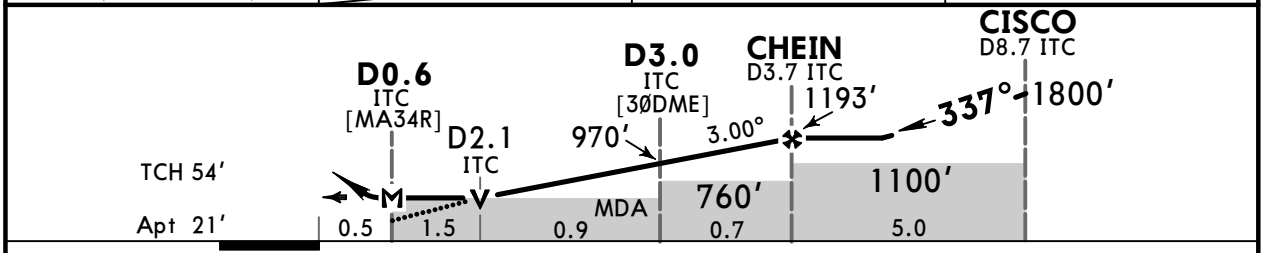
1. DME and VOR required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 3. Radar required. 4. Timing not authorized for defining the MAP. 5. No turn before MAP.



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

CIRCLE-TO-LAND

Not authorized during the night time, 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: Approach lights.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

21 SEP 18 (11-16)

MISSED APCH CLIMB GRADIENT MIM 5.0%

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	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

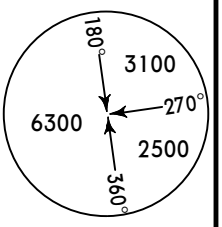
ILS ITC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21'
108.9	337°	CACAO 4000'(3980')	220'(200')	Rwy 20'

MISSED APCH: Climb on heading 337° to 800', turn RIGHT, climb to 4000' outbound via HME VOR R-015/SYE VOR R-196 inbound to KASGA and hold. Contact Tokyo APP.

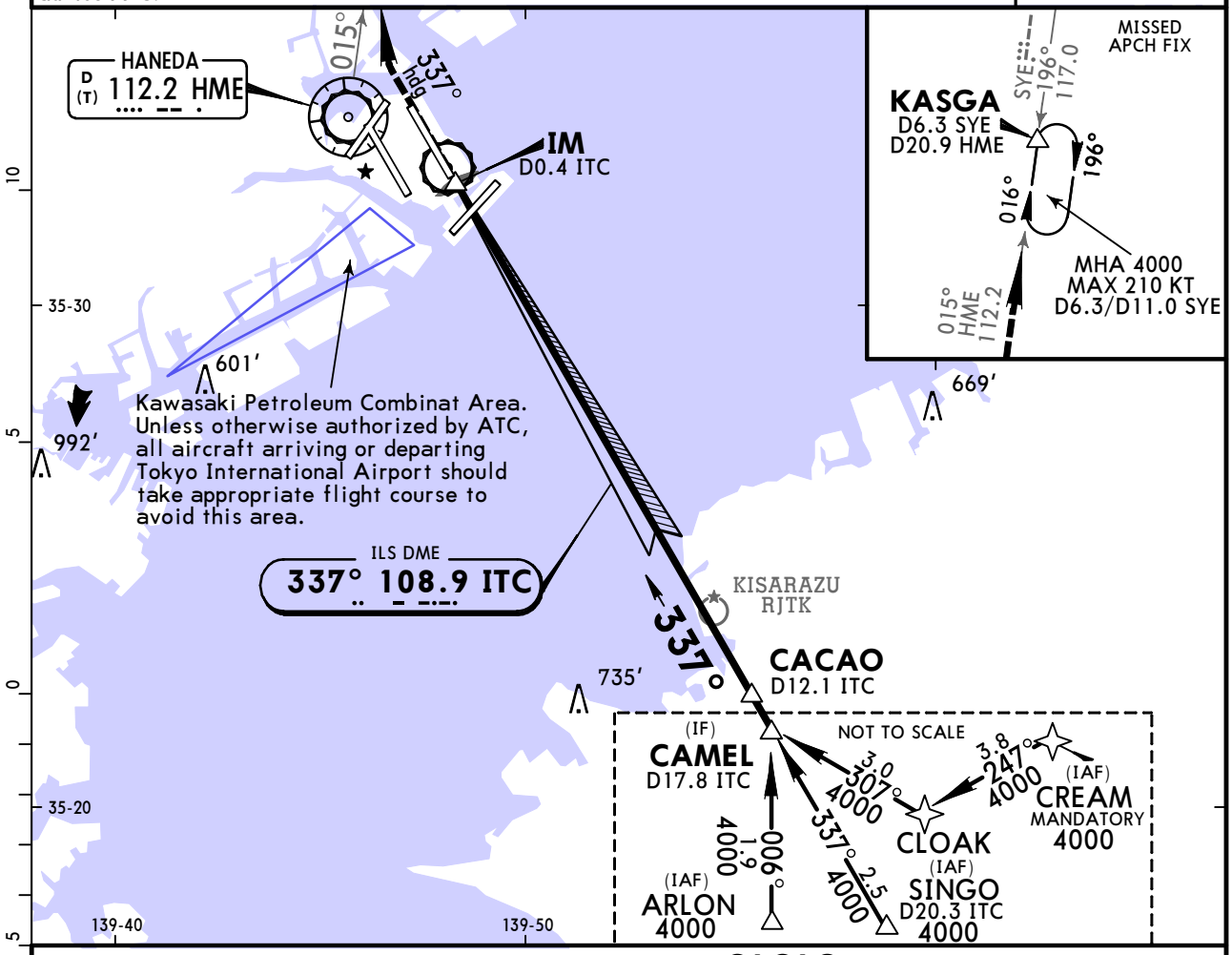
Minima with Missed Approach Climb Gradient of 2.5% are not established.

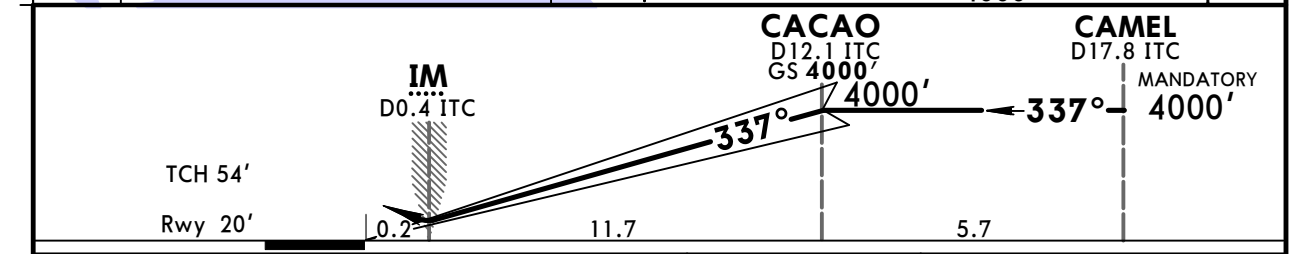
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'

1. DME and VOR required. 2. For Initial approach segment from over CREAM/ARLON, RNAV1 and 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 RWY 34R
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			

1 CIRCLE-TO-LAND
Missed apch climb gradient mim 5.0%

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 34L.

CHANGES: Approach lights.

RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN

19 FEB 21
Eff 24 Feb 1500Z

11-16AA

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS Z Rwy 34R CAT II & III

BRIEFING STRIP™

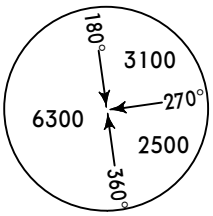
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

ILS ITC	Final Apch Crs	Procedure Alt	CAT III	CAT II ILS	Apt Elev 21′
108.9	337°	CACAO 4000′ (3980′)	Refer to Minimums	RA 100′ DA(H) 120′ (100′)	Rwy 20′

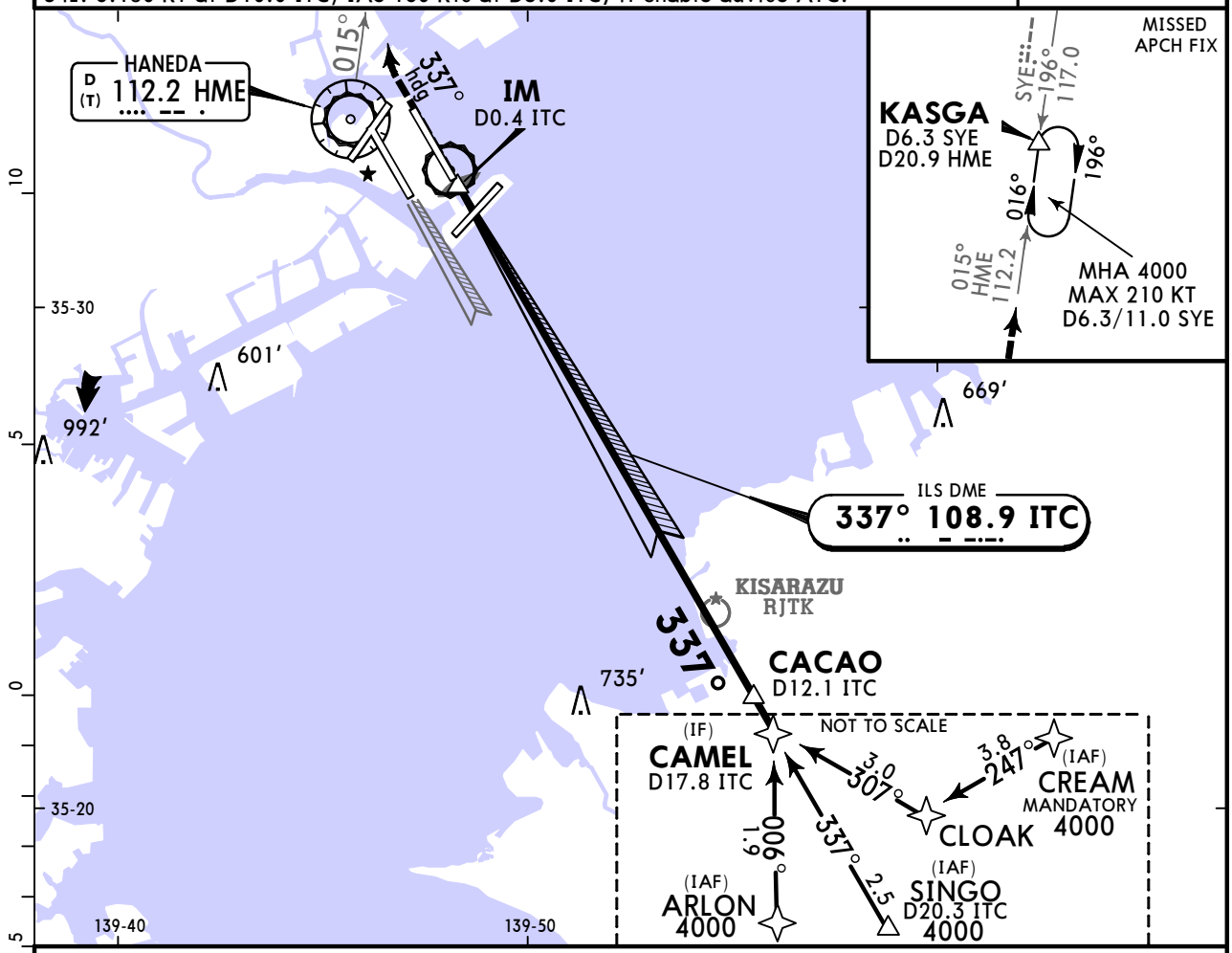
MISSED APCH: Climb on heading 337° to 800′, turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-196 inbound to KASGA and hold. Contact Tokyo APP.
Missed Apch Climb Gradient Mim 5.0%

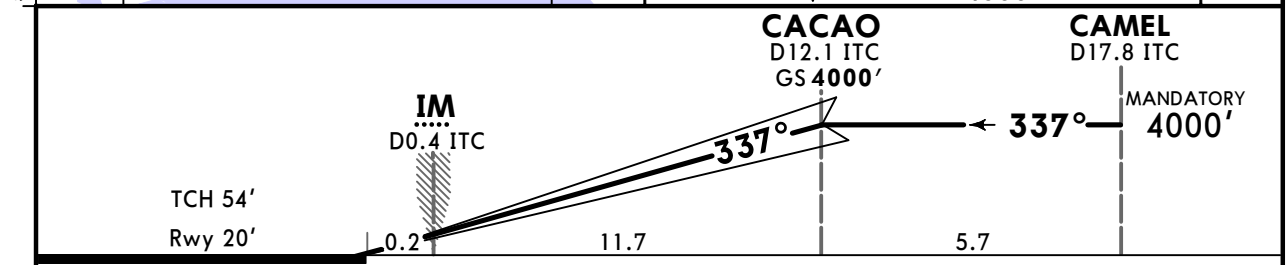
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Special Aircrew and Acft Certification Required. 2. DME and VOR required. 3. For initial approach segment from over CREAM/ARLON: RNAV1, DME/DME/IRU or GNSS required. 4. Radar required. 5. Simultaneous approach authorized with Rwy 34L. 6.180 KT 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

ALSF-II PAPI

800′ on 337° hdg

1 STRAIGHT-IN LANDING RWY **34R**

CAT III ILS	CAT II ILS RA 100′ DA(H) 120′ (100′)
RVR 100m	RVR 300m

1 Minima with Missed Apch Gradient of 2.5% are not established.

CHANGES: Cat III minimums, Ground fequency.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 21 SEP 18 (11-17)

MISSED APCH CLIMB GRADIENT MIM 3.0%

TOKYO, JAPAN
LOC Z Rwy 34R

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

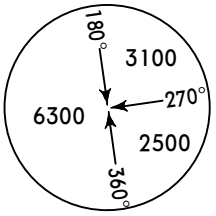
BRIEFING STRIP™

LOC ITC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 21′
108.9	337°	Refer to Profile	700′(679′)	Rwy 20′

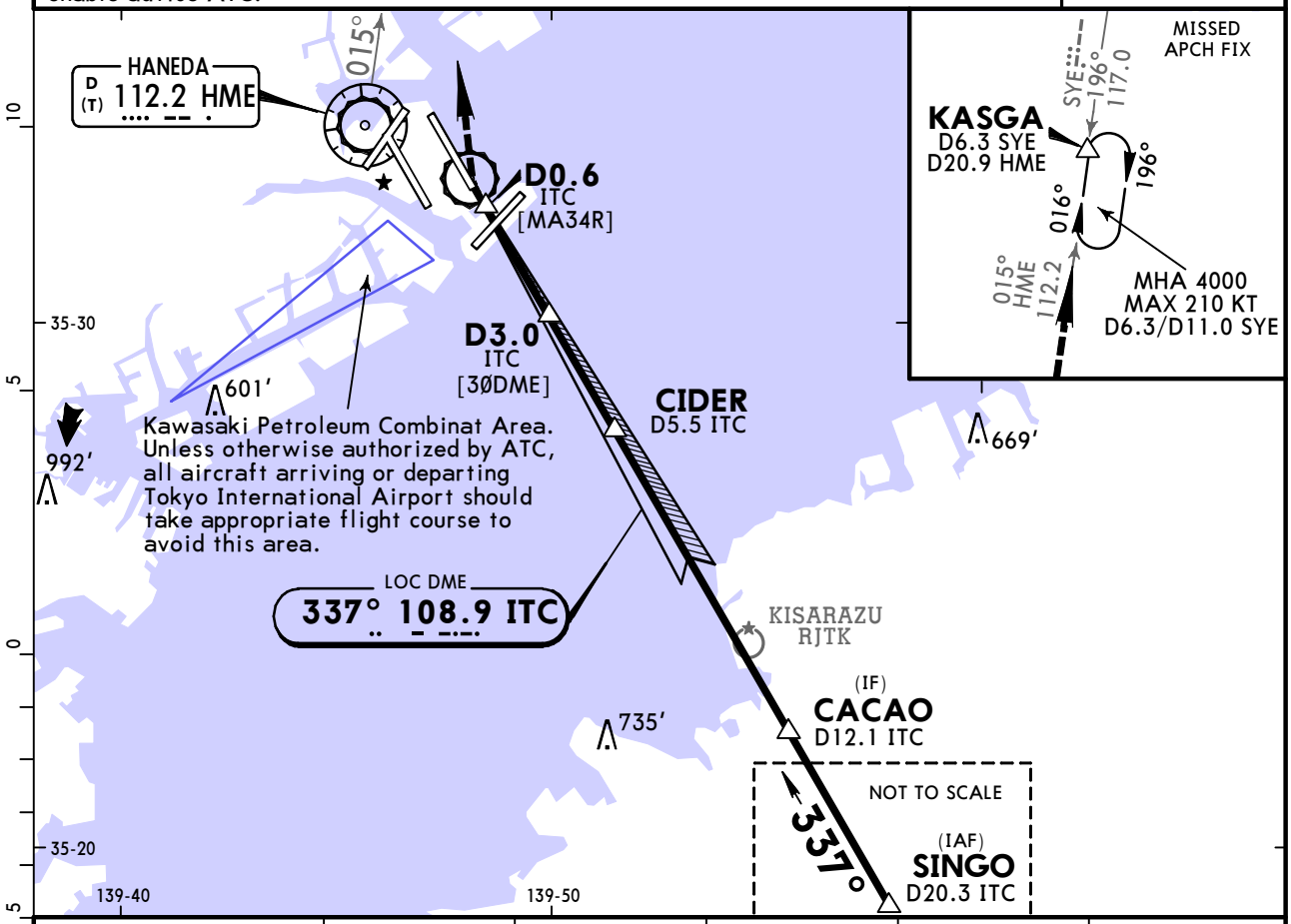
MISSED APCH: Turn RIGHT, climb to 4000′ outbound via HME VOR R-015/SYE VOR R-196 inbound to KASGA and hold. Contact Tokyo APP. Minima with Missed Approach climb gradient of 2.5% are not established.

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

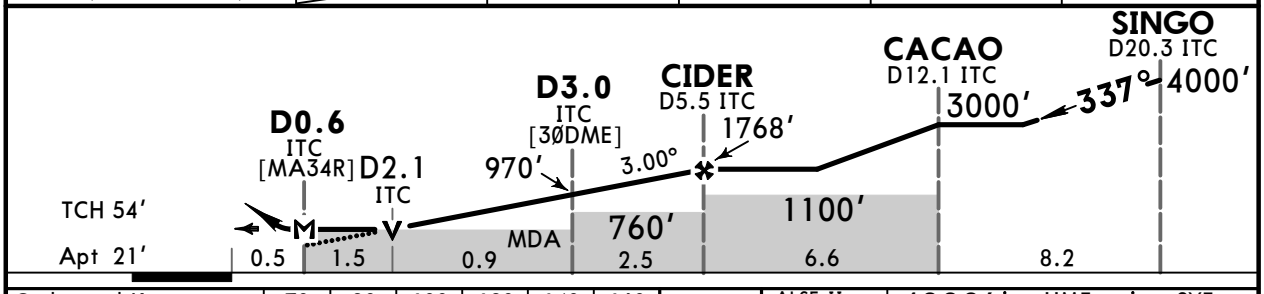
1. DME and VOR required. 2. Timing not authorized for defining the MAP.
3. No turn before MAP. 4. IAS 180 Kts at D10.0 ITC, IAS 160 Kts at D5.0 ITC; if unable advise ATC.



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 via HME 112.2 R-015 or SYE 117.0 R-196

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	

1 CIRCLE-TO-LAND

Missed apch climb gradient mim 3.0%

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 34L.

CHANGES: Approach lights.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN MISSED APCH CLIMB GRADIENT MIM 5.0% TOKYO, JAPAN

11-18 | 12 MAY 23 | Eff 17 May 1500Z

ILS or LOC Rwy 16L

BRIEFING STRIP ™

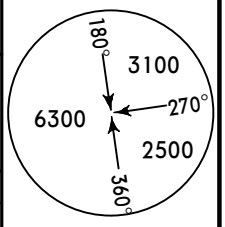
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

LOC IOC	Final Apch Crs	Refer to Profile	ILS DA(H)	Apt Elev 21′ Rwy 19′
111.95	157°		219′(200′)	

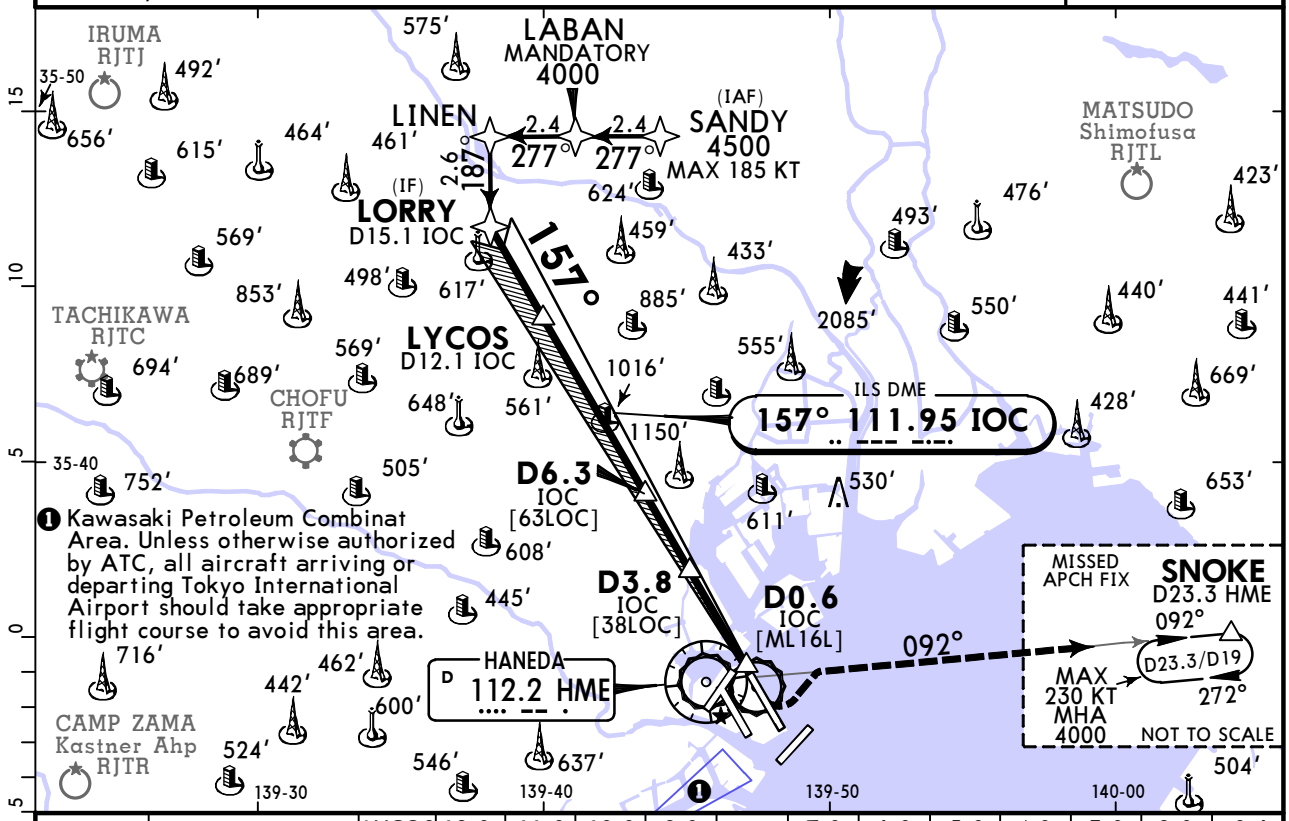
MISSED APCH: Climb on heading 157° to 700′, turn LEFT to intercept and proceed outbound via HME VOR R-092 to SNOKE and hold at 4000′. Contact Tokyo APP. Missed approach requires a minimum climb of 5.0% (304′/NM).

RNAV 1 | Alt Set: IN (hPa on req) | Trans level: FL 140 | Trans alt: 14000′

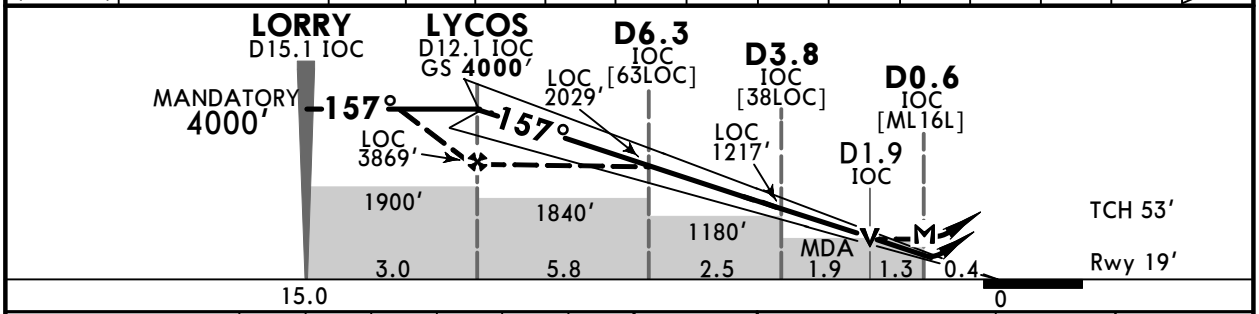
1. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required. Radar required. 2. DME and VOR required. 3. Simultaneous approach authorized with Rwy 16R (ILS). 4. No turn before D0.6 IOC. 5. 180 KT at D10.0 IOC, 160 KT at D5.0 IOC; if unable, advise ATC.



MSA HME VOR



LOC (GS out)	IOC DME	LYCOS	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.6
	ALTITUDE	3869′	3833′	3515′	3197′	2878′	2560′	2241′	1923′	1604′	1286′	967′	649′	



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IOC							
Timing not authorized for defining the MAP.							

HIALS
REIL
PAPI

700′ on 157° hdg

4000′ LT via HME 112.2 R-092

1 STRAIGHT-IN LANDING RWY 16L

	ILS DA(H) 219′(200′)			LOC (GS out) MDA(H) 590′(569′)	
	FULL	TDZ and/or CL out	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 1000m	RVR 1500m
B					
C				RVR 1200m	RVR 2000m
D				RVR 1600m	

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 apch climb gradient of 2.5% are not established. **2** Circling is not authorized at night, except counter clockwise circling to Rwy 16R, clockwise circling to Rwy 22/23/34R/34L.

CHANGES: CNF, LOC altitude, SMA, MDA(H), distances.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

11-19

12 MAY 23
Eff 17 May 1500Z

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
ILS or LOC Rwy 16R

BRIEFING STRIP ™

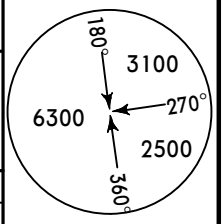
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

LOC ITA	Final Apch Crs	Refer to Profile	ILS DA(H)	Apt Elev 21′ Rwy 16′
111.55	157°		216′(200′)	

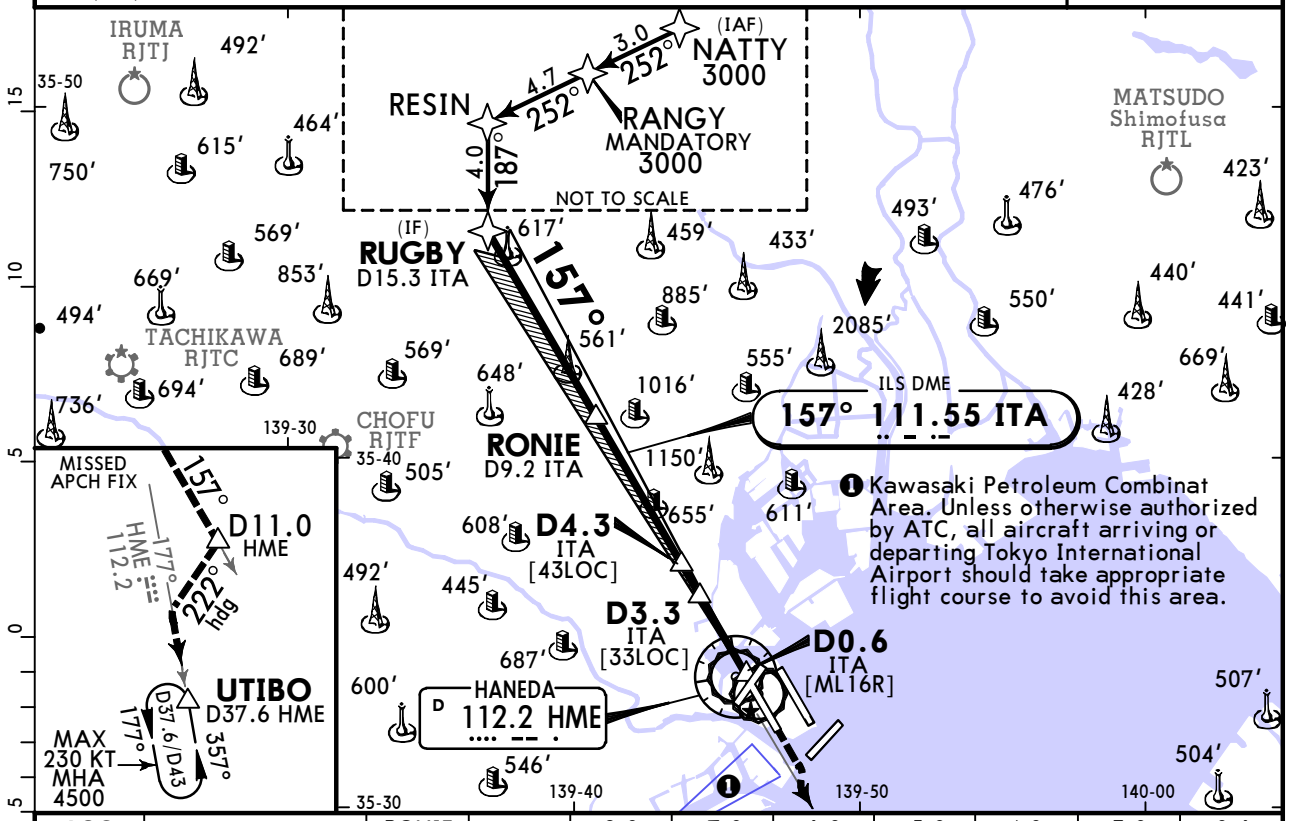
MISSED APCH: Climb on heading 157° to 700′. Then, intercept outbound HME VOR R-157 to D11.0 HME, turn RIGHT heading 222° to intercept and proceed outbound via HME VOR R-177 to UTIBO and hold at 4500′. Contact Tokyo APP. Missed approach requires a minimum climb of 5.0% (304′/NM).

RNAV 1 | Alt Set: IN (hPa on req) | Trans level: FL 140 | Trans alt: 14000′

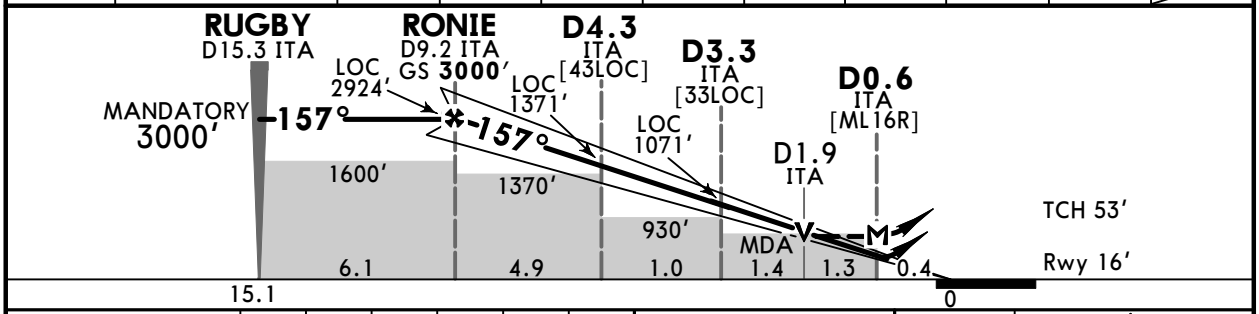
1. For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required. Radar required. 2. DME and VOR required. 3. Simultaneous approach authorized with Rwy 16L (ILS). 4. 180 KT at D10.0 ITA, 160 KT at D5.0 ITA; if unable, advise ATC.



MSA HME VOR



LOC (GS out)	ITA DME	RONIE	9.0	8.0	7.0	6.0	5.0	4.0	3.0	0.6
	ALTITUDE	2924′	2873′	2554′	2236′	1918′	1599′	1281′	962′	



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 ITA							
Timing not authorized for defining the MAP.							

HIALS | PAPI

700′ on 157° hdg

❶ STRAIGHT-IN LANDING RWY 16R

	ILS DA(H) 216′(200′)			LOC (GS out) MDA(H) 570′(549′)	
	FULL	TDZ and/or CL out	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 1000m	RVR 1500m
B					
C				RVR 1200m	RVR 2000m
D				RVR 1600m	

❶❷ CIRCLE-TO-LAND

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. ❷ Circling is not authorized at night, except clockwise circling to Rwy 16L/22/23/34R/34L.

CHANGES: SMA.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

12 MAY 23 (12-1) Eff 17 May 1500Z

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
RNP Rwy 16L

BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

RNAV	Final Apch Crs	Refer to Profile	LNAV MDA(H)	Apt Elev 21′ Rwy 19′
	158°		640′(619′)	

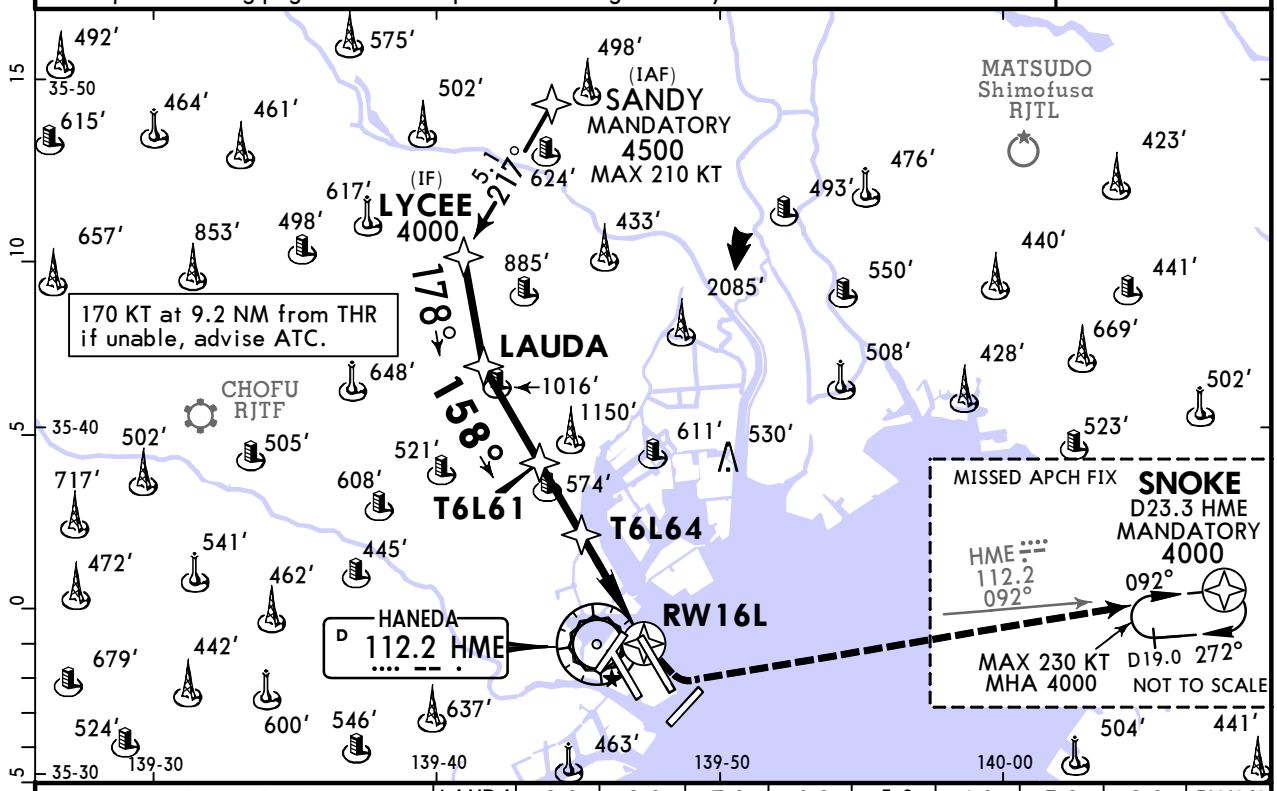
MISSED APCH: Turn LEFT direct SNOKE and hold at 4000′. Contact Tokyo APP.
Missed approach requires a minimum climb of 5.0% (304′/NM).

Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

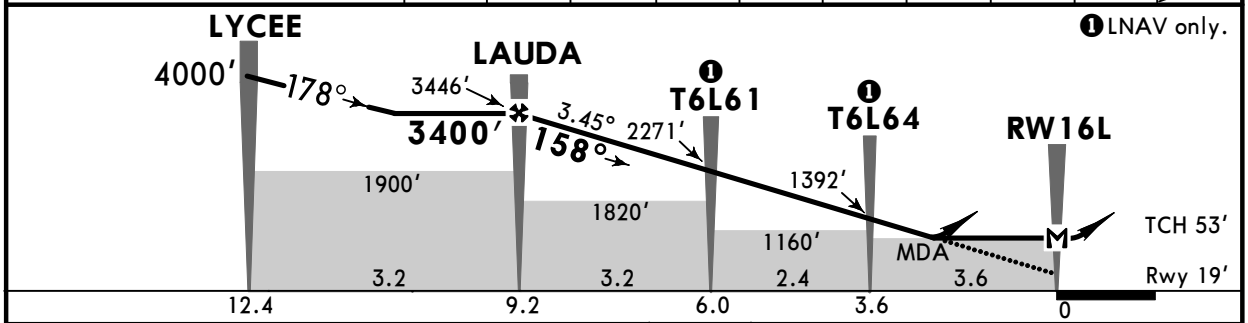
RNP Apch

1. Baro-VNAV not authorized below -10°C. 2. Simultaneous approach authorized with Rwy 16R (RNP). 3. PAPI and descent angle not coincident (PAPI Angle 3.25°). 4. Refer to Airport Briefing pages for PAPI Operation during RNP Rwy 16L.

6300
MSA ARP



DIST to RW16L	LAUDA	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	RW16L
ALTITUDE	3446′	3370′	3004′	2637′	2271′	1905′	1539′	1172′	806′	



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.45°	427	549	611	733	855	977
MAP at RW16L						

HIALS
REIL
PAPI 3.25°
4000′ LT
SNOKE

1 STRAIGHT-IN LANDING RWY **16L**

	LNAV/VNAV DA(H) 640′(621′)		LNAV MDA(H) 640′(619′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1600m	

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 apch climb gradient of 2.5% are not established. **2** Circling is not authorized at night, except counter clockwise circling to Rwy 16R, clockwise circling to Rwy 22/23/34R/34L.

CHANGES: Missed Apch, wpt T6L64, SMA, distances.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
12 MAY 23 (12-2) Eff 17 May 1500Z

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
RNP Rwy 16R

BRIEFING STRIP™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

RNAV	Final Apch Crs	Refer to Profile	LNAV MDA(H)	Apt Elev 21′ Rwy 16′
	158°		630′(609′)	

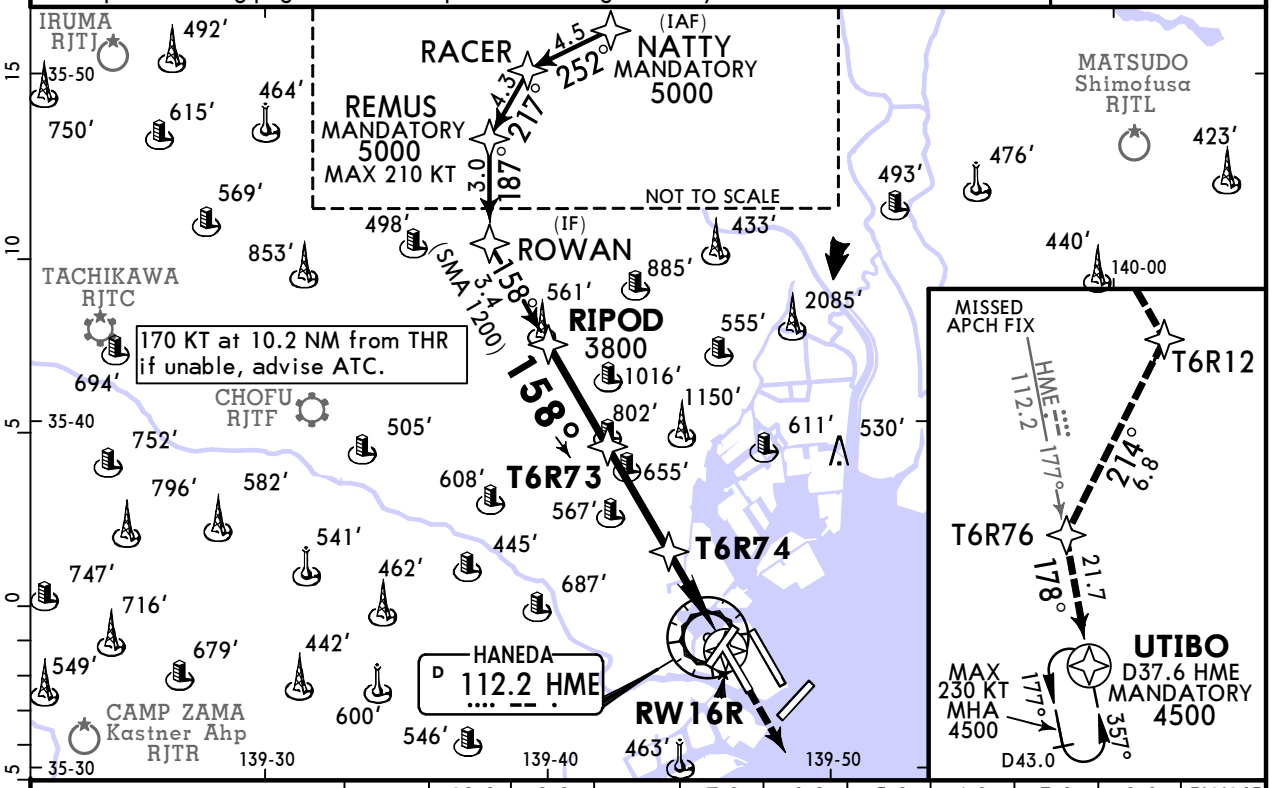
MISSED APCH: Direct to T6R12, to T6R76, to UTIBO and hold at 4500′. Contact Tokyo APP.
Missed approach requires a minimum climb of 5.0% (304′/NM).

6300
MSA ARP

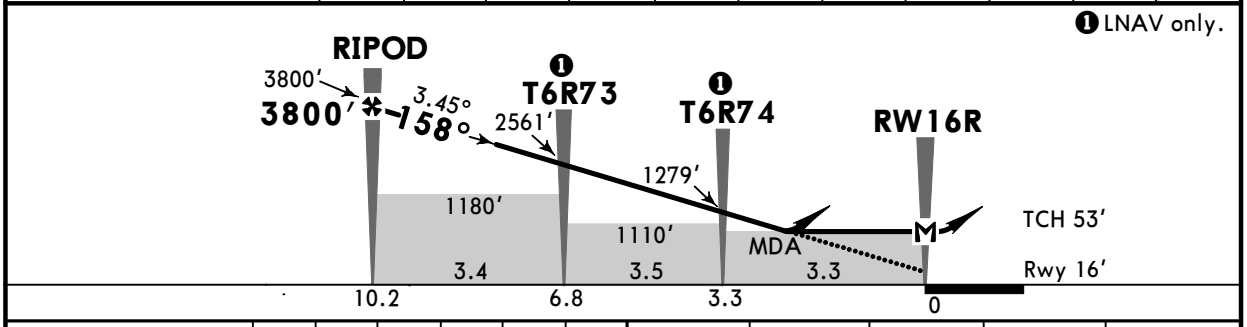
Alt Set: IN (hPa on req) | Trans level: FL140 | Trans alt: 14000′

RNP Apch

1. Baro-VNAV not authorized below -10°C. 2. Simultaneous approach authorized with Rwy 16L (RNP). 3. PAPI and descent angles not coincident (PAPI Angle 3.25°). 4. Refer to Airport Briefing pages for PAPI Operation during RNP Rwy 16R.



DIST to RW16R	RIPOD	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	RW16R
ALTITUDE	3800′	3734′	3367′	3001′	2635′	2268′	1902′	1536′	1169′	803′	



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.45°	427	549	611	733	855	977
MAP at RW16R						

HIALS
PAPI 3.25°

T6R12	T6R76	4500′

1 STRAIGHT-IN LANDING RWY **16R**

	LNAV/VNAV DA(H) 630′(614′)		LNAV MDA(H) 630′(609′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1600m	

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 apch climb gradient of 2.5% are not established. **2** Circling is not authorized at night, except clockwise circling to Rwy 16L/22/23/34R/34L.

CHANGES: Missed approach, SMA.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN

30 SEP 22
Eff 5 Oct 1500Z

12-20

MISSED APCH CLIMB GRADIENT MIM 5.0%

CAT C & D

TOKYO, JAPAN
RNP Rwy 23 (AR)

BRIEFING STRIP

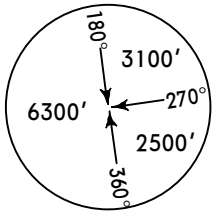
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.57 118.72 118.8 124.35	121.7 118.22 121.62 121.97 122.075

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

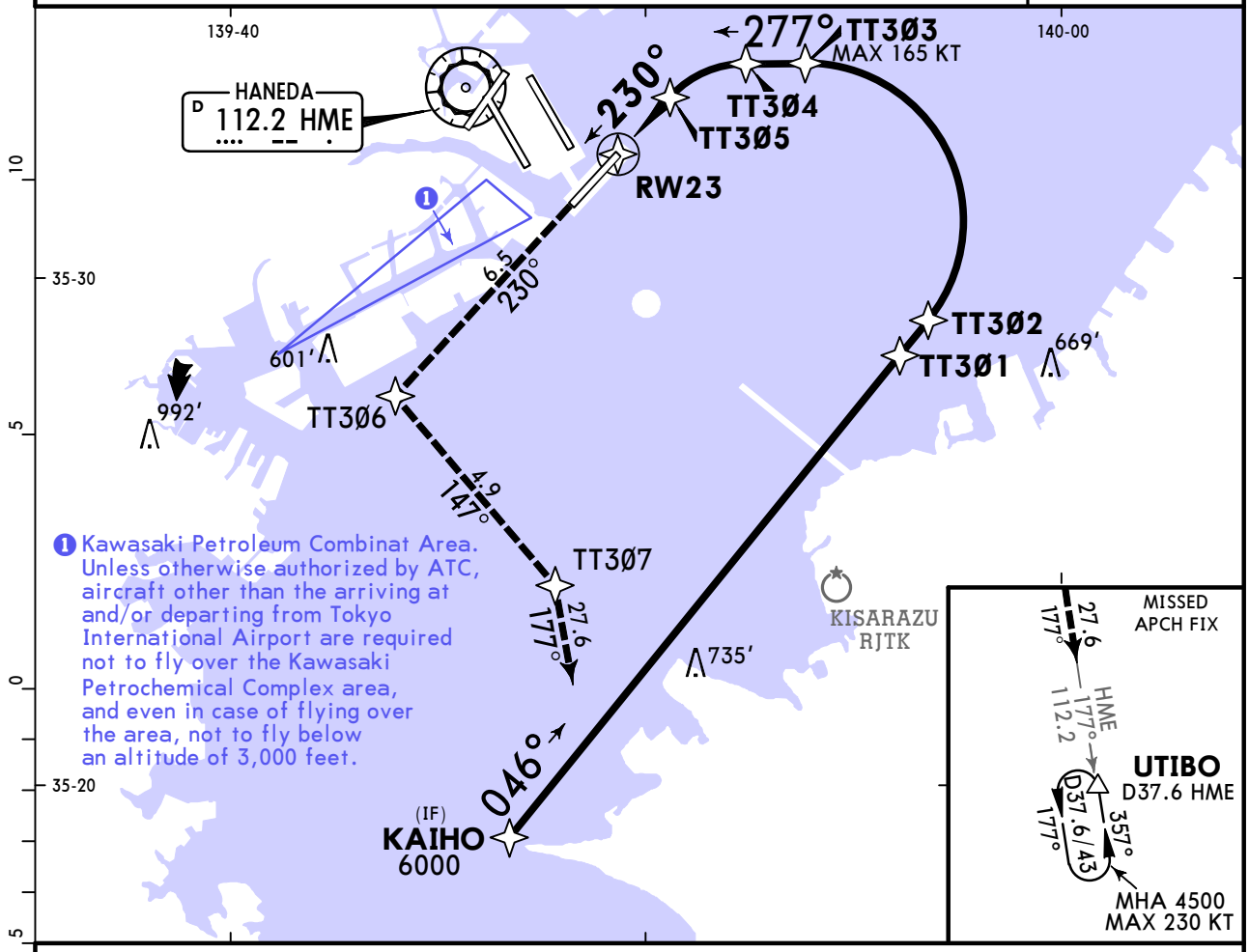
MISSED APCH: Climb to 4500′, to TT3Ø6, to TT3Ø7, to UTIBO and hold. Contact Tokyo APP. Missed apch climb gradient mim 5.0%

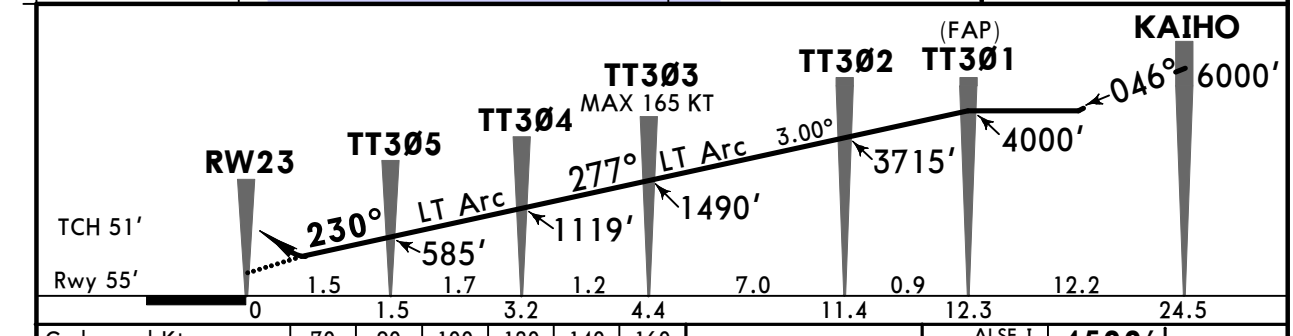
RNP AR Apch | Alt Set: IN (hPa on req) | Trans level: FL140 | Trans alt: 14000′

1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 45°C.



MSA RW23





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

ALSF-I
PAPI

4500′ to TT3Ø6

1 STRAIGHT-IN LANDING RWY 23

RNP 0.30

DA(H) **330′** (275′)

		ALS out
C	RVR 800m	RVR 1600m
D	RVR 1200m	RVR 1800m

1 Minima with missed approach climb gradient of 2.5% are not established.

CHANGES: Procedure name, requirement notes.

Operational trial of GBAS APCH at Tokyo INTL AP/RJTT

Operational trial of GBAS (Ground Based Augmentation System) approach will be conducted as follows.
The augmentation information generated by GBAS includes corrections on error on GPS satellites, corrections on ionospheric delay and integrity information on GPS satellites.
The augmentation information improves accuracy of GPS positioning.
Aircraft can also display the deviation from appropriate approach course as well as ILS by using the final approach segment data generated by GBAS.

1. Objectives of the trial
   The objectives are to assess a stability of GBAS approach.

2. Applicable time
   From 1400UTC to 2100UTC

3. Applicable aircraft
   Aircraft operated by pilot who has provability to operate CAT I approach with GBAS landing system. Operators employing this trial shall pre-coordinate with CNS Planning Office, Air Navigation Services Engineering Division of JCAB.

4. GBAS Approach Procedures
   GBAS Approach procedures may only be conducted in this trial.

5. Operation procedure
   Pilots intending to conduct GBAS approach should check ILS Y Rwy 34L or ILS Y Rwy 34R is applied in Tokyo International Airport, then request for GBAS approach upon initial contact with Tokyo Approach. Controller may deny the request because of traffic conditions.

6. Phraseology
   Pilots should request GBAS approach using the following phraseology:
   "REQUEST GLS APPROACH."
   Tokyo Approach will issue a clearance to the pilot using the following phraseology:
   "CLEARED FOR GLS Y RWY (number) APPROACH."

7. Provision of the predicted information of GBAS service

   In case that GBAS service unavailability due to degradation of GPS satellite constellation is predicted, the information will be notified by NOTAM RJTT.

7-1. Range of NOTAM to be provided
   The predicted information of GBAS service will be provided in case that GBAS service is predicted to be unavailable for more than 3 minutes from 1400UTC to 2100UTC.

7-2. Scheduled prediction
   The prediction for the next 48 hour period will be conducted by 1500UTC daily.

7-3.Non-scheduled prediction

   In case of an anomaly such as an outage of GPS satellite, an additional prediction will be conducted.

8. Operational trial of GBAS approach report.

8.1 Action to be taken by pilot
   When a pilot operated GBAS approach, a pilot will submit the GBAS approach report.

8.2 Action to be taken by Aircraft operators
   The operator will promptly send the report submitted by the pilot to CNS Planning Office every one month.

9. Suspension of the operational trial
   Suspension of the trial operation will be notified by NOTAM RJTT when it can't be continued.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 2 APR 21 (12-41-0)

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
GLS Y Rwy 34L

BRIEFING STRIP ™

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

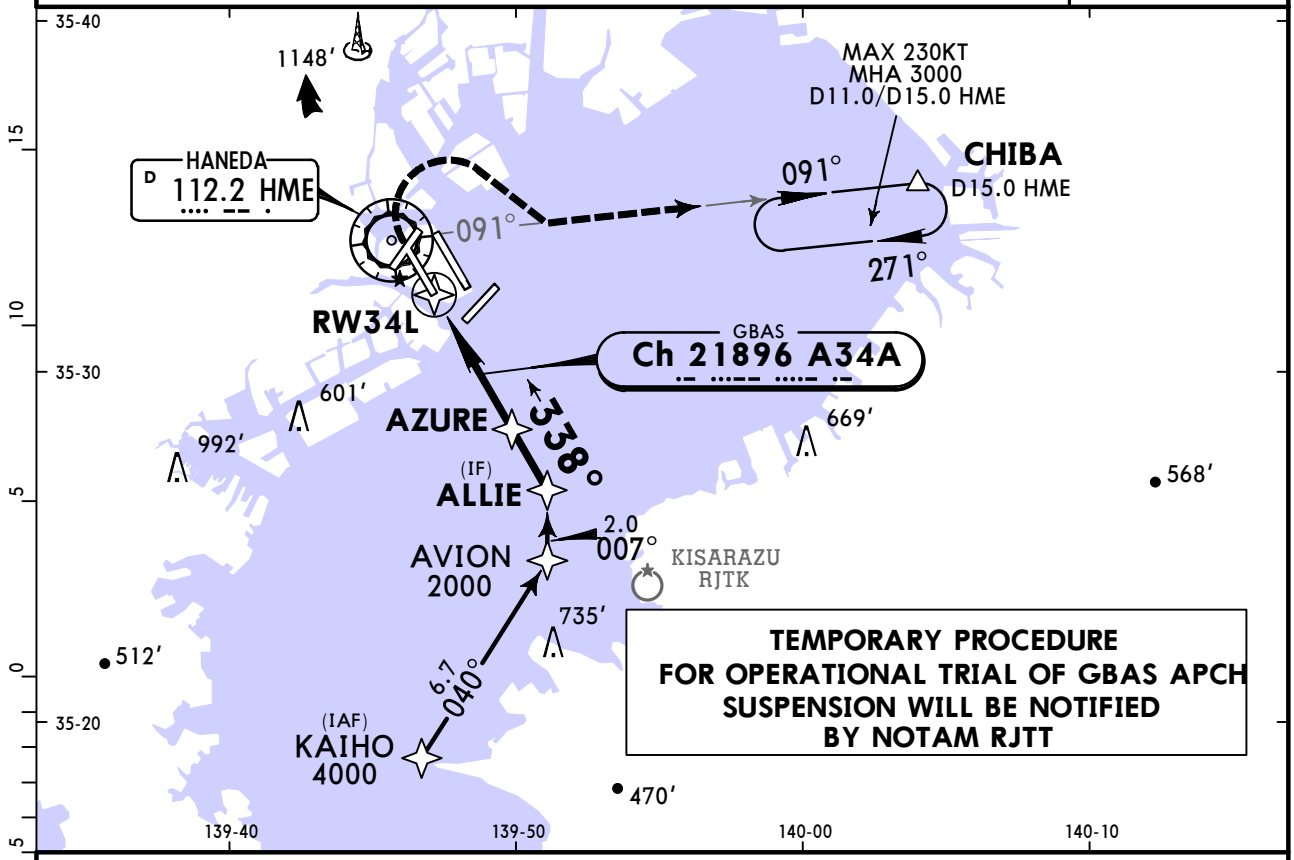
GBAS	Final Apch Crs	AZURE	GLS DA(H)	Apt Elev 21′ Rwy 18′
Ch 21896 A34A	338°	1500′ (1482′)	1000′(982′)	

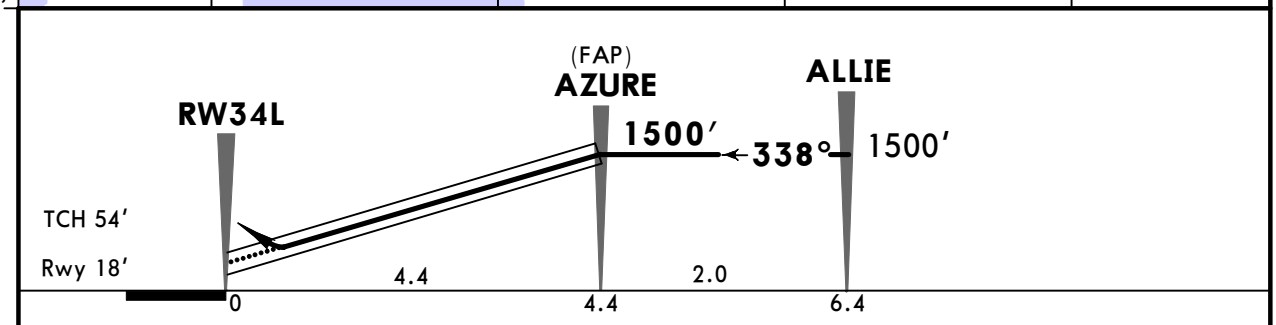
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.
Missed apch climb gradient mim 5.0%

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

1. GNSS required. 2. For initial, intermediate approach RNAV 1 and DME/DME/IRU or GNSS required. 3. DME VOR equipment required. 4. Radar service required.

6300
MSA ARP





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

ALSF-I
PAPI
RT
3000′

1 STRAIGHT-IN LANDING RWY **34L**
GLS
DA(H) **1000′**(982′)

	FULL	TDZ and/or CL out	ALS out
A	6000m		
B			
C			
D			

1 2 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′(979′)-6000m
120	
140	
165	

1 Minima with missed apch climb gradient of 2.5% are not established. **2** Circling is not authorized at night, except counter clockwise circling to Rwy 16R/16L/34R.

CHANGES: None.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN 11 DEC 20 12-42-0

MISSED APCH CLIMB GRADIENT MIM 5.0%

TOKYO, JAPAN
GLS Y Rwy 34R

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975 122.075

BRIEFING STRIP ™

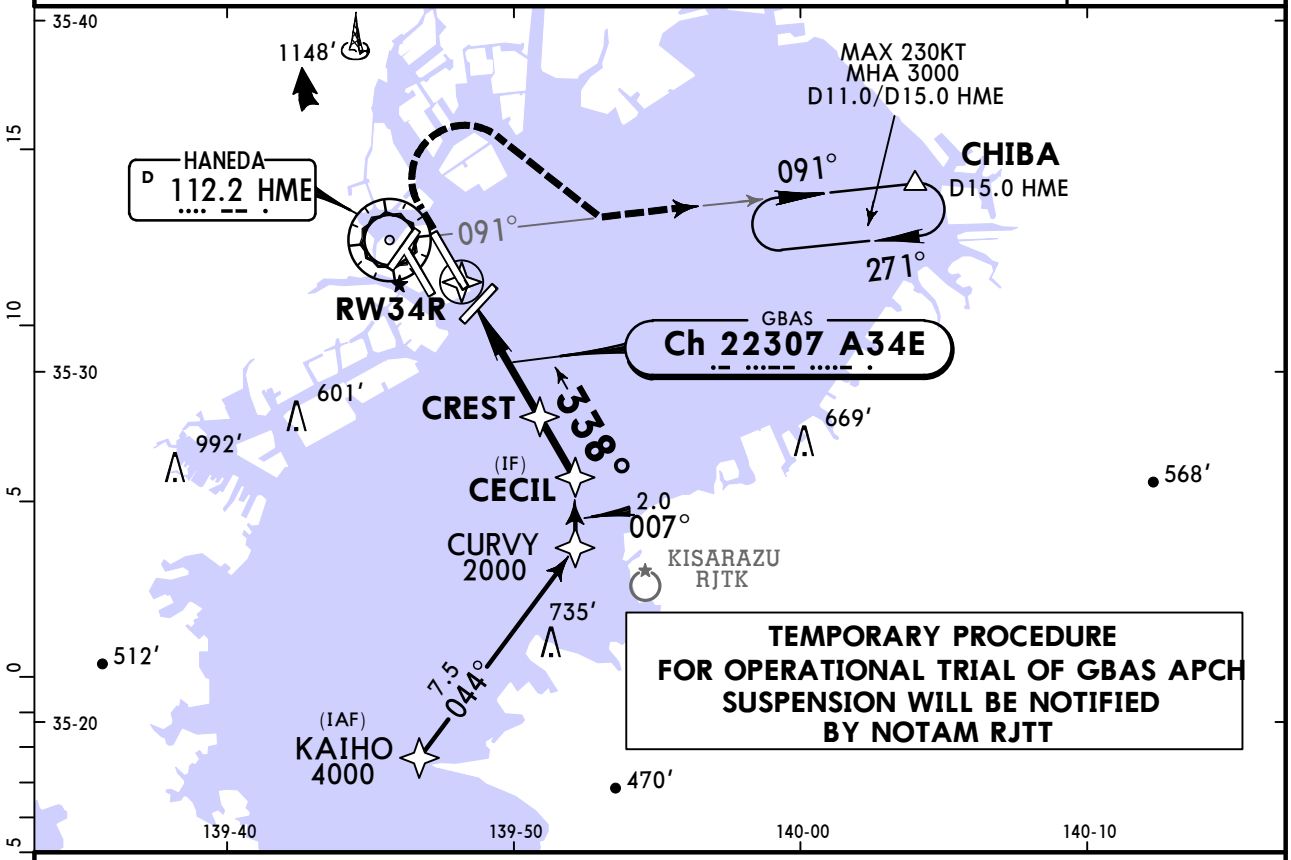
GBAS	Final Apch Crs	CREST	GLS DA(H)	Apt Elev 21′ Rwy 20′
Ch 22307 A34E	338°	1500′ (1480′)	1000′ (980′)	

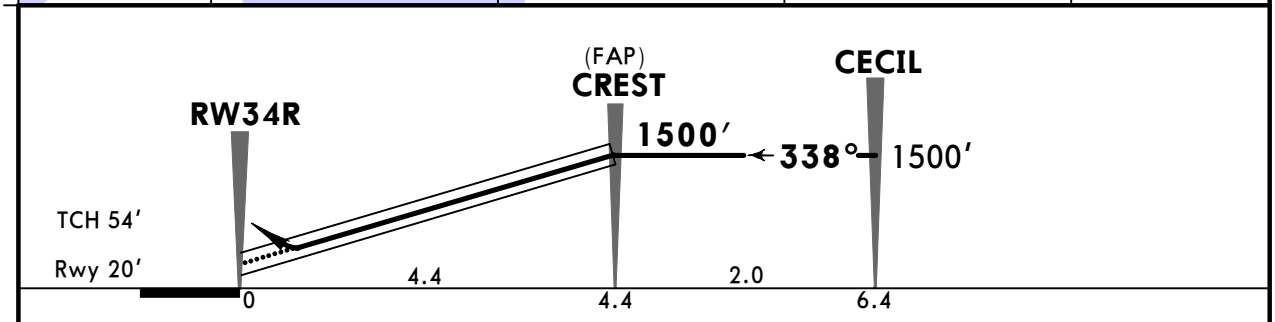
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via HME VOR R-091 to CHIBA and hold. Contact Tokyo APP.
Missed apch climb gradient mim 5.0%

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

1. GNSS required. 2. For initial, intermediate approach RNAV 1 and DME/DME/IRU or GNSS required. 3. DME VOR equipment required. 4. Radar service required.

6300
MSA ARP





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

ALSF-II PAPI RT 3000′

1 STRAIGHT-IN LANDING RWY **34R**
GLS
DA(H) **1000′** (980′)

	FULL	TDZ and/or CL out	ALS out
A	6000m		
B			
C			
D			

1 2 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (979′) -6000m
120	
140	
165	

1 Minima with missed apch climb gradient of 2.5% are not established. **2** Circling is not authorized at night, except counter clockwise circling to Rwy 16R/16L and clockwise circling to Rwy 34L.

CHANGES: Suspension note.

RJTT/HND (HANEDA) TOKYO INTL

JEPPESEN

1 DEC 17 (13-1) Eff 6 Dec 1500Z

TOKYO, JAPAN VOR A (Rwy 16L/R)

D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.22 121.62 121.97

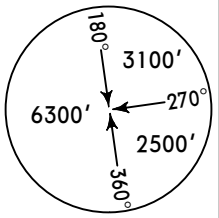
BRIEFING STRIP™

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

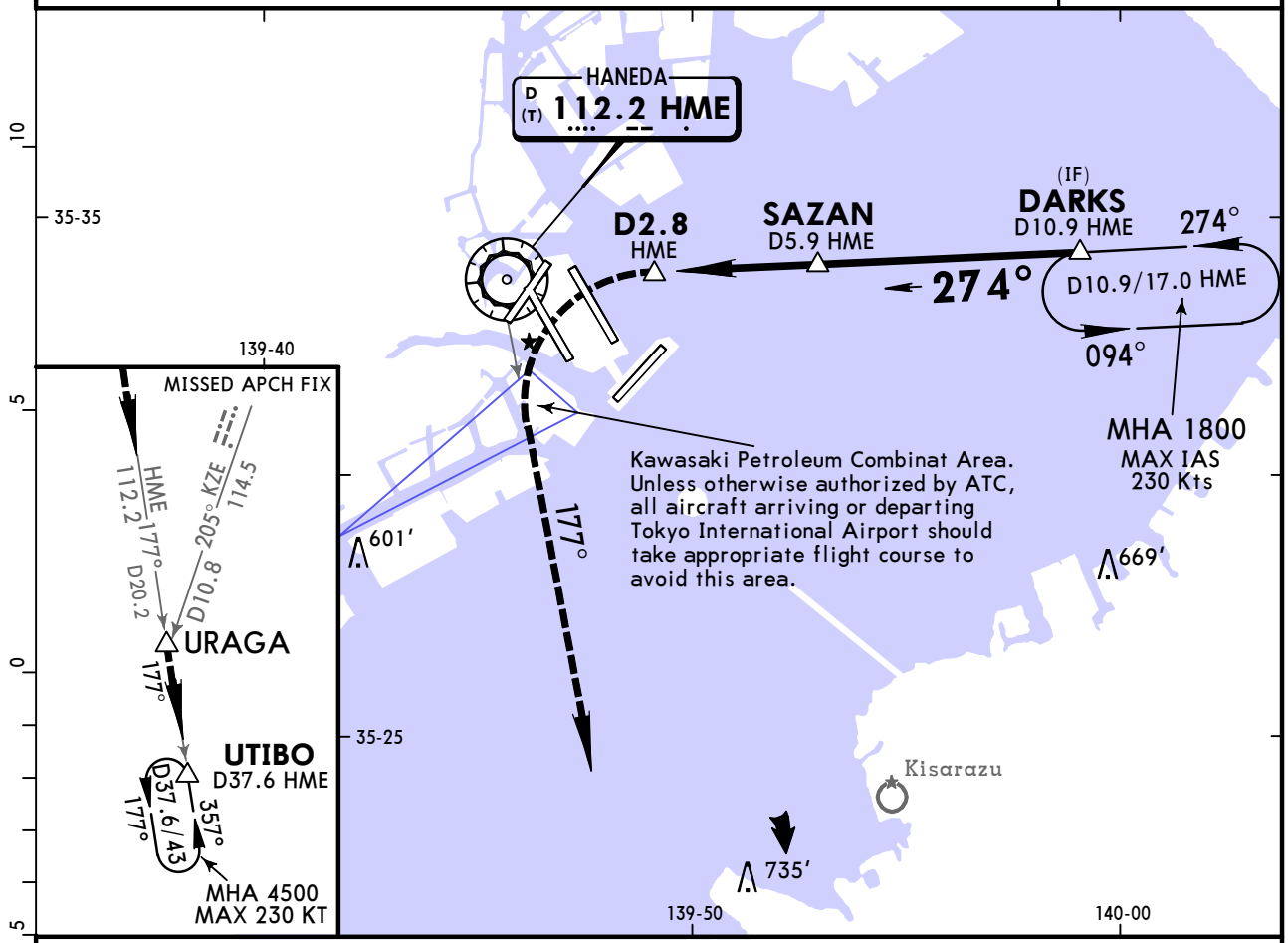
MISSED APCH: Turn LEFT, climb to 4500′ outbound via HME VOR R-177 to UTIBO via URAGA and hold. Contact Tokyo APP.

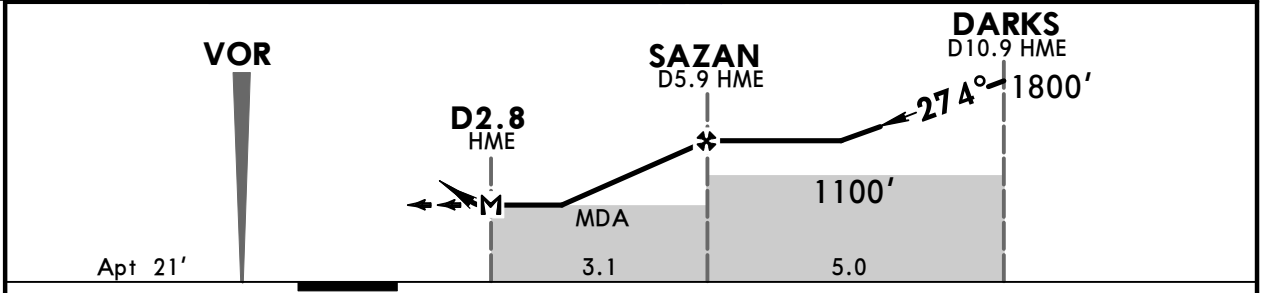
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. DME required. 2. CAUTION: Be Alert to runway misunderstanding. 3. Refer to 10-4E for approach guidance lights. 4. Timing not authorized for defining the MAP. 5. No turn before MAP.



MSA HME VOR





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

CIRCLE-TO-LAND

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

CHANGES: Frequencies, notes, minimums.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
1 DEC 17 (13-2) Eff 6 Dec 1500Z

TOKYO, JAPAN
VOR Rwy 34L

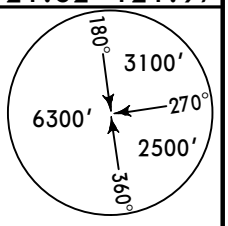
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.22 121.62 121.97

BRIEFING STRIP™

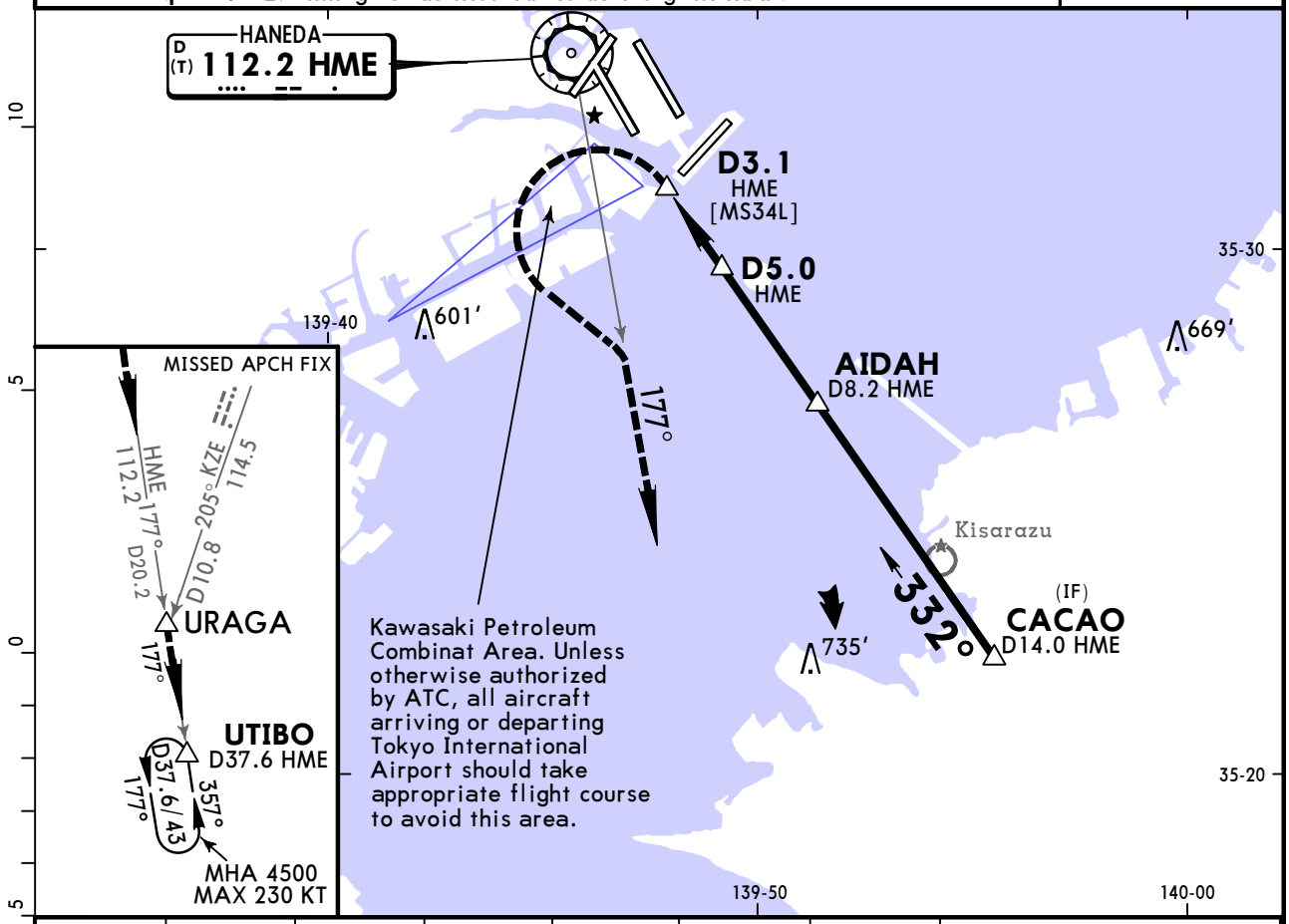
VOR HME	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 21′
112.2	332°	AIDAH 2043′ (2022′)	580′ (559′)	Rwy 18′

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

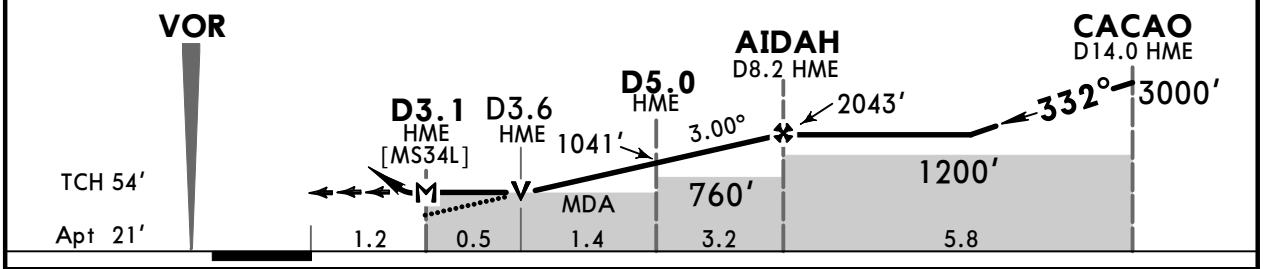
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′
1. DME required. 2. Timing not authorized for defining the MAP.



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
LT
4500′ via HME 112.2 R-177

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: Frequencies, computer navigation fixes.

RJTT/HND
(HANEDA) TOKYO INTL

JEPPESEN
21 SEP 18 (19-1)

TOKYO, JAPAN
HIGHWAY VISUAL Rwy 34R

BRIEFING STRIP TM

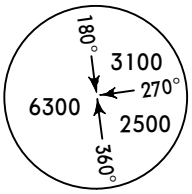
D-ATIS	TOKYO Approach (R)	TOKYO Tower	Ground
128.8	119.1 119.4 119.7 126.5	118.1 118.575 118.725 118.8 124.35	121.7 118.225 121.625 121.975

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

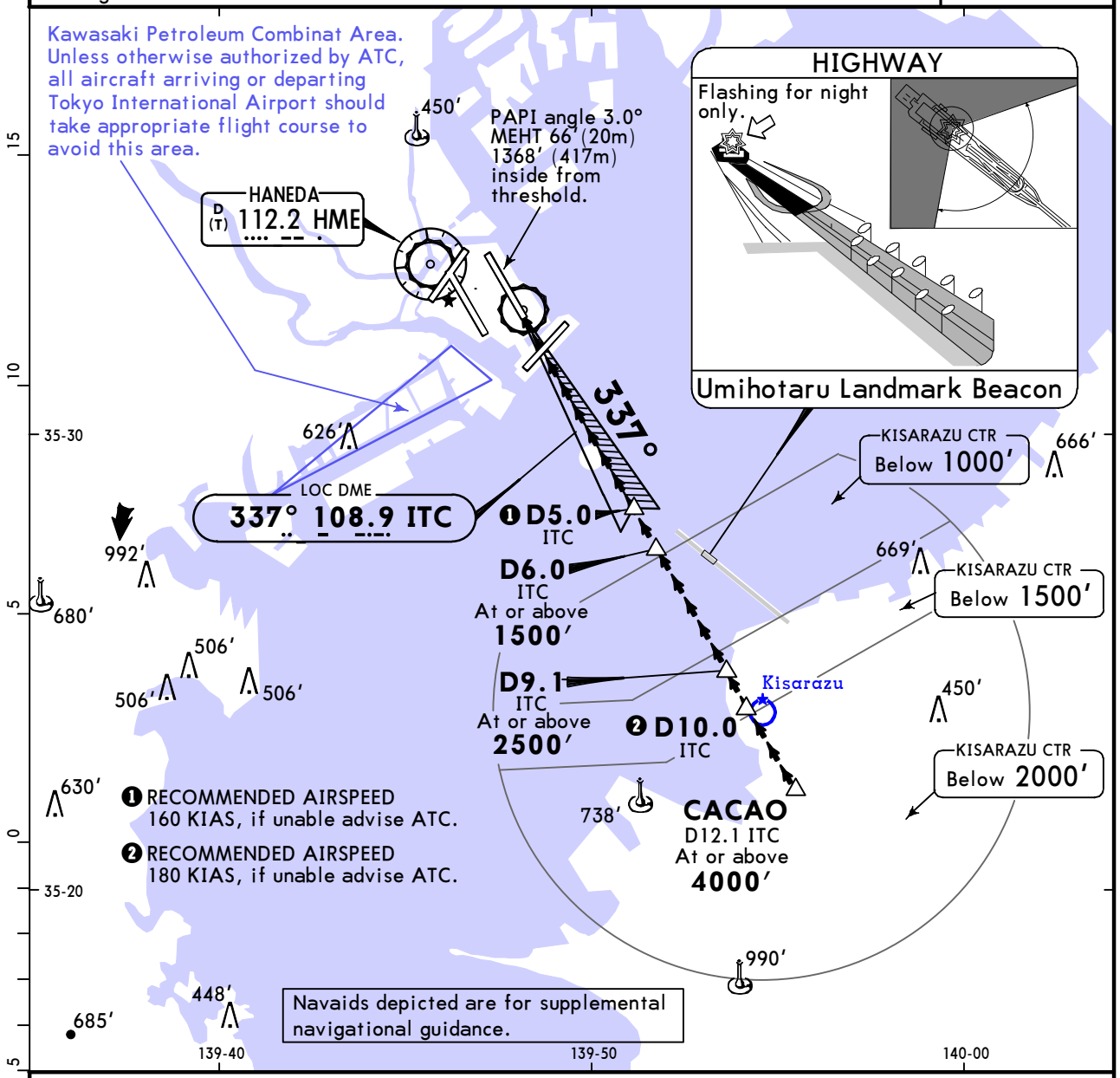
MISSED APCH: No missed approach procedure. In the event of a go-around, climb via ITC LOC and after THR heading 030° to 3000′ until receiving ATC instructions.

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



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: Approach lights.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOKYO, (TOKYO (HANEDA) INTL - RJTT)				
REV	BEKLA 2A RNAV DEP (RWYS 0...	10-3	24 May 2024	
REV	BEKLA 2A RNAV DEP (RWYS 1...	10-3A	24 May 2024	
REV	BEKLA 2B RNAV DEP (RWYS 0...	10-3B	24 May 2024	
REV	BEKLA 2B RNAV DEP (RWYS 1...	10-3B1	24 May 2024	
REV	BEKLA 3C RNAV DEP (RWYS 0...	10-3C	24 May 2024	
REV	BEKLA 3C RNAV DEP (RWYS 1...	10-3C1	24 May 2024	
REV	ROVER 2A RNAV DEP	10-3G	24 May 2024	
REV	ROVER 2B RNAV DEP	10-3H	24 May 2024	
REV	ROVER 2C RNAV DEP	10-3J	24 May 2024	
REV	RUTAS 2 RNAV DEP	10-3K	24 May 2024	
REV	TIARA 1A RNAV DEP (RWYS 0...	10-3L	24 May 2024	
REV	TIARA 1A RNAV DEP (RWYS 1...	10-3L1	24 May 2024	
REV	TIARA 1B RNAV DEP (RWYS 0...	10-3M	24 May 2024	
REV	TIARA 1B RNAV DEP (RWYS 1...	10-3M1	24 May 2024	
REV	TIARA 1C RNAV DEP (RWYS 0...	10-3N	24 May 2024	
REV	TIARA 1C RNAV DEP (RWYS 1...	10-3N1	24 May 2024	
REV	OPS RESTRICTIONS (TEMP) (...	10-8B	24 May 2024	
REV	OPS RESTRICTIONS (TEMP) (...	10-8C	24 May 2024	
REV	OPS RESTRICTIONS (TEMP) (...	10-8D	24 May 2024	
REV	OPS RESTRICTIONS (TEMP) (...	10-8E	24 May 2024	
REV	OPS RESTRICTIONS (TEMP) (...	10-8F	24 May 2024	
REV	OPS RESTRICTIONS (TEMP) (...	10-8G	24 May 2024	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RJTT

Type: Terminal
Effectivity: Temporary
Begin Date: 20200325
End Date: Until Further Notice

APPROACH PROCEDURES: Kawasaki Petroleum note revised to say: Unless otherwise authorized by ATC Aircraft other than the arriving at and/or departing from Tokyo International Airport are required not to fly over the Kawasaki Petrochemical Complex area, and even in case of flying over the area, not to fly below an altitude of 3,000 feet.

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

For construction works refer to temporary charts, 10-8 series, and latest NOTAMs.

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

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

Type: Terminal
Effectivity: Permanent
Begin Date: 20190718
End Date: No end date

Ground frequency 122.075 added.

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.