JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: TOKYO JPN
ICAO/IATA: RJAA / NRT
Lat/Long: N35° 45.92', E140° 23.13'
Elevation: 135 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: Yes
Beacon: Yes

Sunrise: 1924 Z
Sunset: 0949 Z

Runway Information

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

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

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

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

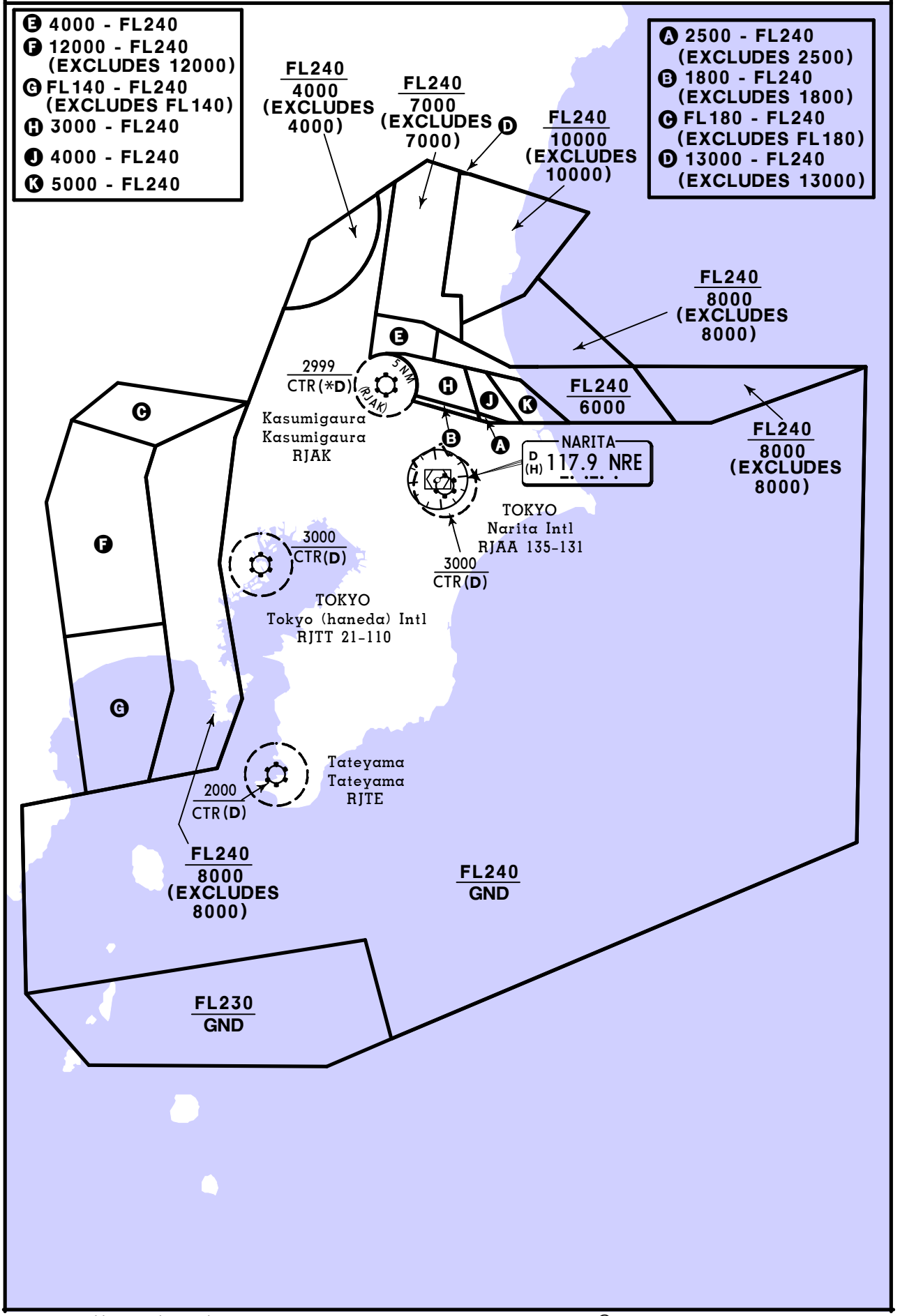
Stopway: 197 ft

Communication Information

ATIS: 128.250
Narita Tower: 118.200
Narita Tower: 126.200
Narita Tower: 122.700
Narita Tower: 118.350
Narita Ground: 121.850
Narita Ground: 121.950
Narita Ramp/Taxi: 121.750
Narita Ramp/Taxi: 121.600
Narita Clearance Delivery: 121.900
Narita Clearance Delivery: 121.650
Tokyo Approach: 127.700
Tokyo Approach: 125.200
Tokyo Approach: 124.400
Tokyo Approach: 125.800
Tokyo Approach: 121.275
Tokyo Terminal Control Area: 119.450
Tokyo Departure: 127.500
Tokyo Departure: 119.600
Tokyo Departure: 120.600
Tokyo Departure: 124.200
Tokyo Departure: 125.525
Tokyo Radar: 120.200

TOKYO APPROACH CONTROL AREA (E)

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



CHANGES: Nikko NDB decmsnd.

SIMULTANEOUS PARALLEL ILS APPROACHES (SPIA)

Simultaneous Parallel ILS Approaches are a type of ILS approach to parallel runways with centerlines spaced by at least 4300 feet and with a No Transgression Zone (NTZ) established between extended runway centerlines, where radar separation minima between aircraft on adjacent extended centerlines are not prescribed. ATC instructions are issued as necessary to ensure aircraft do not enter the NTZ.

1. APPLICABLE RUNWAYS

a. Rwys 16L/16R and 34L/34R.

2. REQUIRED CONDITIONS

SPIA may be cleared when the following conditions are met. However, SPIA shall not be applied under certain adverse weather conditions which might affect safe operations (e.g., windshear on final approach course, etc.).

a. Straight-in landings will be made.

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

c. Missed approach courses diverge by at least 30°.

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

3. NOTIFICATION OF SPIA

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

[PHRASEOLOGY]

"SIMULTANEOUS PARALLEL ILS APPROACHES TO RWYS 34L AND 34R ARE IN PROGRESS."

4. ATC PROCEDURES

a. ATC shall provide a minimum of 1000 feet vertical or a 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 monitor even after aircraft is switched to Tower frequency and instruct aircraft as prescribed in paragraph c. below on the frequency when necessary.

c. ATC shall instruct aircraft to return to the correct final approach course when aircraft are observed to 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, [repeat 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.

(contd on Chart 20-0A)

SIMULTANEOUS PARALLEL ILS APPROACHES (SPIA) [contd]

5. RESPONSE TO "TRAFFIC ALERT"

All breakouts in response to ATC instructions shall be accomplished quickly. These instructions will be issued on Tower frequency when required by the situation.

6. MISSED APPROACH

Pilot roles and responsibilities, when simultaneous parallel ILS approaches are being conducted.

If executing a missed approach prior to reaching the final approach fix (FAF), fly the lateral navigation path of the instrument procedure to the FAF and:

a. ILS Z Rwy 16L

Comply with restrictions in the Instrument Approach Procedure (IAP) chart until reaching MARCH, then maintain 3000 ft until reaching FAF, then climb to the altitude specified for the missed approach procedure, except when another altitude is instructed by the ATC.

b. ILS Rwy 34L

Maintain 4000 ft until reaching FAF, then climb to the altitude specified for the missed approach procedure, except when another altitude is instructed by the ATC.

c. ILS Z Rwy 16R/ILS Z Rwy 34R

Climb to the altitude specified for the missed approach procedure, except when another altitude is instructed by the ATC.

1. GENERAL

1.1 ATIS

D-ATIS 128.25

1.2 LOCAL TRAFFIC REGULATIONS

1.2.1 Operation

1.2.1.1 Gear down operation during an approach to Rwy34L/Rwy34R.

In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ 11.8 DME (NRE 14.3DME) for Rwy 34L/ITJ 13.6DME (NRE 14.0DME) for Rwy 34R as far as the safety of the flight is not compromised.

1.2.1.2 Missed approach

Pilot roles and responsibilities, when simultaneous parallel ILS approaches are being conducted.
If executing a missed approach prior to reaching the final approach fix (FAF), fly the lateral navigation path of the instrument procedure to the FAF. And,

a) ILS Z Rwy 16L

Comply with restrictions in the Instrument Approach Procedure (IAP) chart until reaching MARCH, then maintain 3000' until reaching FAF, then climb to the altitude specified for the missed approach procedure, except when another altitude is instructed by the ATC.

b) ILS Rwy 34L

Maintain 4000' until reaching FAF, then climb to the altitude specified for the missed approach procedure, except when another altitude is instructed by the ATC.

b) ILS Z Rwy 16R/ILS Z Rwy 34R

Climb to the altitude specified for the missed approach procedure, except when another altitude is instructed by the ATC.

1.2.1.3 On use of this airport for small aircraft

a) Take-off and landing of small aircraft shall be restricted by the airport authority excepting those engaged in security mission or permitted in advance.

1.2.2 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 B738 holding at the stop marking on Twy A2

Wing span(WS) of ACFT taxiing on Twy A	WS = < 22.6m(74')	22.6m(74') < WS = < 39.6m(130')	WS > 39.6m(130')
Wing tip clearance	*A	*B	*C

2) When B738 holding at the stop marking on Twy A3

Wing span(WS) of ACFT taxiing on Twy A	WS = < 24.0m(79')	24.0m(79') < WS = < 41.0m(135')	WS > 41.0m(135')
Wing tip clearance	*A	*B	*C

3) When B738 holding at the stop marking on Twy A4

Wing span(WS) of ACFT taxiing on Twy A	WS = < 24.0m(79')	24.0m(79') < WS = < 41.0m(135')	WS > 41.0m(135')
Wing tip clearance	*A	*B	*C

4) When B738 holding at the stop marking on Twy A5

Wing span(WS) of ACFT taxiing on Twy A	WS = < 24.0m(79')	24.0m(79') < WS = < 41.0m(135')	WS > 41.0m(135')
Wing tip clearance	*A	*B	*C

5) When B738 holding at the stop marking on Twy A6

Wing span(WS) of ACFT taxiing on Twy A	WS = < 24.0m(79')	24.0m(79') < WS = < 41.0m(135')	WS > 41.0m(135')
Wing tip clearance	*A	*B	*C

6) When B738 holding at the stop marking on Twy A7

Wing span(WS) of ACFT taxiing on Twy A	WS = < 24.0m(79')	24.0m(79') < WS = < 41.0m(135')	WS > 41.0m(135')
Wing tip clearance	*A	*B	*C

1. GENERAL (contd.)

1.2.2 Taxiing limitations (contd)

7) When B738 holding at the stop marking on Twy A8

Wing span(WS) of ACFT taxiing on Twy A	WS =<24.0m(79')	24.0m(79') <WS = <41.0m(135')	WS >41.0m(135')
Wing tip clearance	*A	*B	*C

8) When B738 holding at the stop marking on Twy A9

Wing span(WS) of ACFT taxiing on Twy A	WS =<24.0m(79')	24.0m(79') <WS = <41.0m(135')	WS >41.0m(135')
Wing tip clearance	*A	*B	*C

9) When B738 holding at the stop marking on Twy B3

Wing span(WS) of ACFT taxiing on Twy B	WS =<84.0m(276')
Wing tip clearance	*A

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

1.2.3 Restrictions on the use of Auxiliary Power Units (APU)

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

- Less than 15 minutes prior to the estimated time of departure.
- The minimum time required for switching over to the fixed power facilities after arrival at the parking stand.
- For the minimum time required for aircraft maintenance purposes if needed.

NOTE: Spots 11, 12, 14-18, 21-27, 31-38, 41-47, 51-56, 57A, 57B, 58A, 58B, 61-68, 71-77, 81-88, 91-99, 151-155, 161-164, 174, 175, 201-204, 206-212, 221-226, 231, 232, 410 and 411 are aircraft parking stands with fixed power facilities.

1.3 FLIGHT PROCEDURES

1.3.1 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;

1) Contact Narita Tower.
2) If unable, proceed in accordance with visual flight rules.
3) If unable,

a) Rwy 34L/R; proceed to GIINA at last assigned altitude or 4000' whichever is higher, and make an instrument approach to Rwy 34L.

b) Rwy 16L/R; proceed to LAKES at last assigned altitude or 6000' whichever is higher, and make an instrument approach to Rwy 16R.

NOTE: Procedures other than above will be issued when situation required.

1. GENERAL (contd.)

1.3.2 Low Visibility Take-Off (LVTO) at Narita International Airport

1.3.2.1 Facilities

The following facilities are available:

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

1.3.2.2 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 Center 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.

1.3.2.3 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 1.3.2.1 above are operational.

2) Taxiway available for LVTO
a) Entering taxiway: A1 and A2
NOTE: Stop bar lights on A1 and A2 are controlled individually by ATC.
b) Taxi routes as shown in 20-9E-1

1.3.3 Category II/ III operations at Narita International Airport

1.3.3.1 Facilities

The following facilities are available:

Rwy 16R
1) ILS RWY 16R - CAT III 2) Lighting system RWY 16R - CAT III 3) RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

1.3.3.2 Conditions

A. The following systems must be operative:

For ILS RWY16R approach (CAT II)	For ILS RWY16R approach (CAT III)
1) ILS comprising: • ILS-LOC 16R with standby transmitter • ILS-GP 16R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM 16R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 16R	1) ILS comprising: • ILS-LOC 16R with standby transmitter (including far field monitor) • ILS-GP 16R with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 16R
2) Lighting systems comprising: • PALS 16R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL	2) Lighting systems comprising: • PALS 16R (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.

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.

1. GENERAL (contd.)

1.3.3.3 Low Visibility Procedures (LVP)

(1) Low Visibility Procedures will be available when the following conditions are met:

a) Ceiling is at or less than 200' and/or RVR is at or less than 600m.

2) Facilities listed 1.3.3.1 are operational.

3) ILS Critical Area is protected.

(2) Taxiway available for CAT II/III Operations

a) Exit taxiway: A7 - A10

NOTE: A6 is not available as exit taxiway. (Its taxiway center line lights will be turned off.)

b) Taxi routes as shown in 20-9E-2

c) In order to protect ILS Critical Area, an arrival aircraft may be given 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 exit taxiway center line lights change from alternate green and yellow to steady green.

1.3.3.4 FOLLOW-ME service

FOLLOW-ME service will be available on request.

1.3.3.5 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.

1.3.4 Additional Information

1.3.4.1 Helipad

(1) Three helipads on TWY intersections of TWY K and S2, K and S1, A and H1. (Refer to 20-9)

(2) Helipad WEST located on the west side of RWY34L. (Refer to 20-9)

1.3.4.2 Scheduled maintenance hours on the runway

Scheduled runway unserviceability due to runway and facilities maintenance. (See NOTAM RJAA)

1.3.4.3 Vehicle traffic lines

White broken lines in the apron areas (15 centimeter wide, 3 meter long, 2 meter apart).

1.3.4.4 Obstruction

There are trees penetrating above the approach surface at the area about 400m (1312') before the Runway 34R threshold.

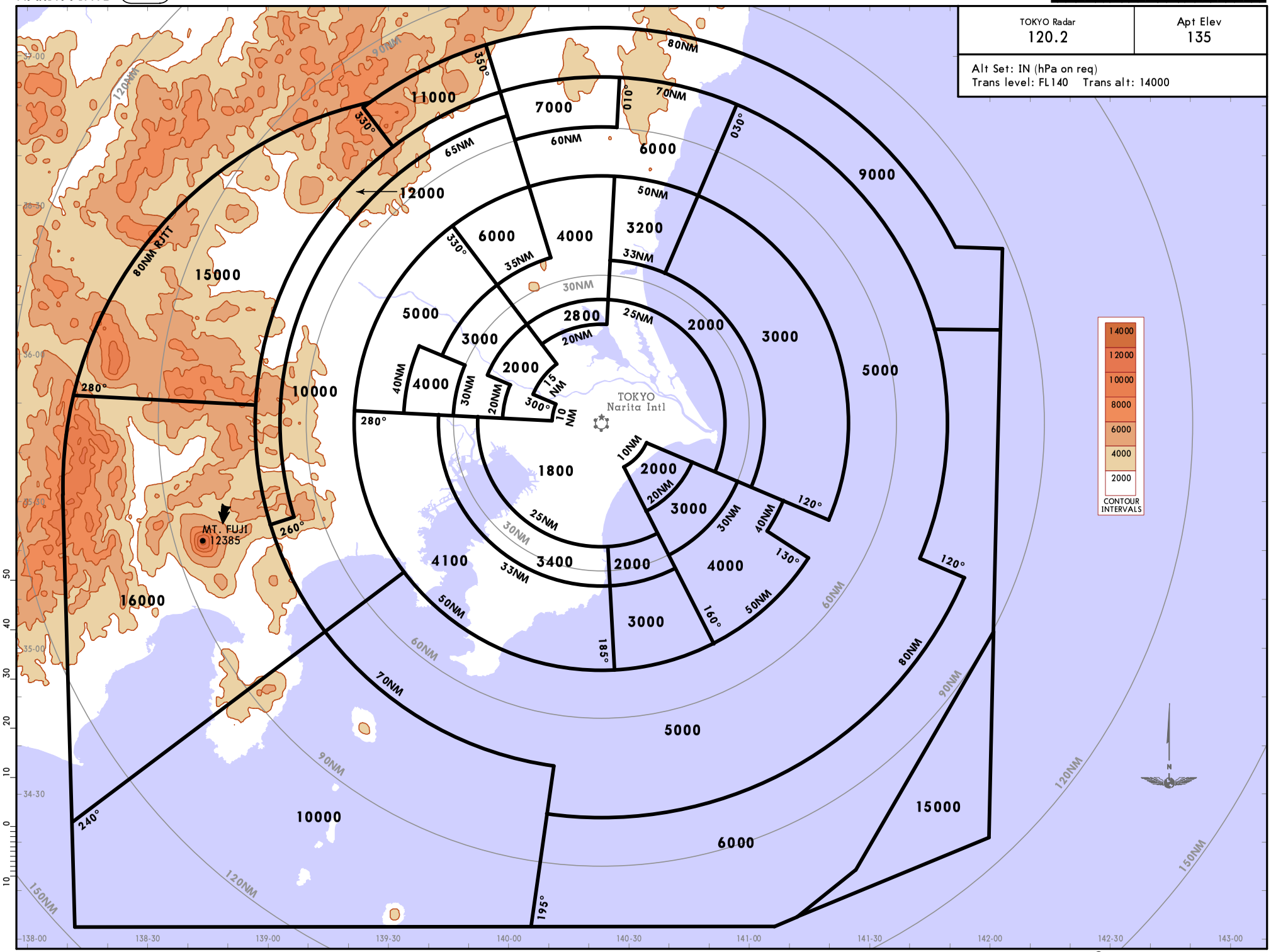
RJAA/NRT JEPPESEN
NARITA INTL 20-1R 23 AUG 19

TOKYO, JAPAN

RADAR MINIMUM ALTITUDES

TOKYO Radar	Apt Elev
120.2	135

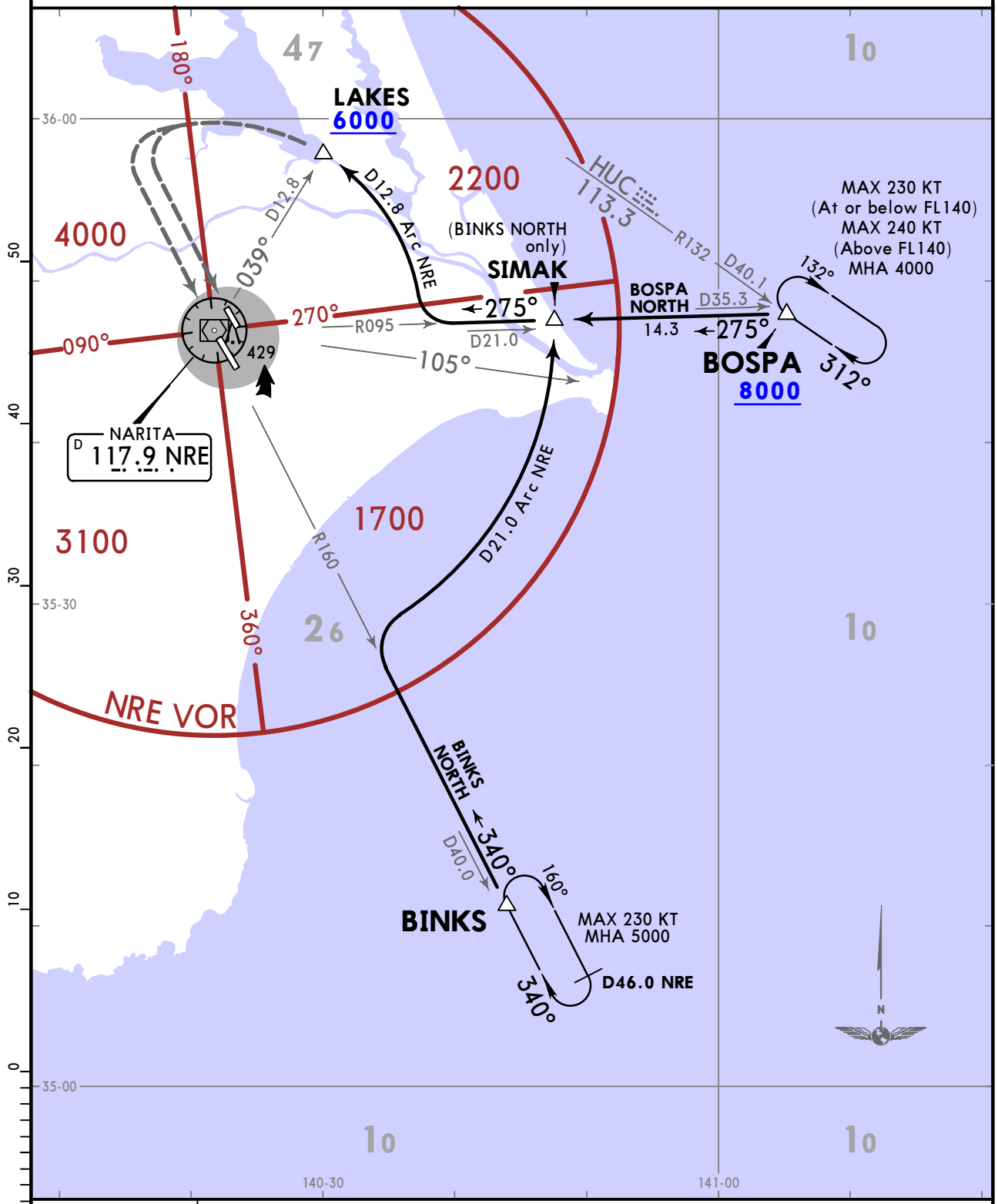
Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000



CHANGES: Sectors revised.

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

BINKS NORTH [BINKSN]
BOSPA NORTH [BOSPAN]
ARRIVALS
(RWYS 16L/R)

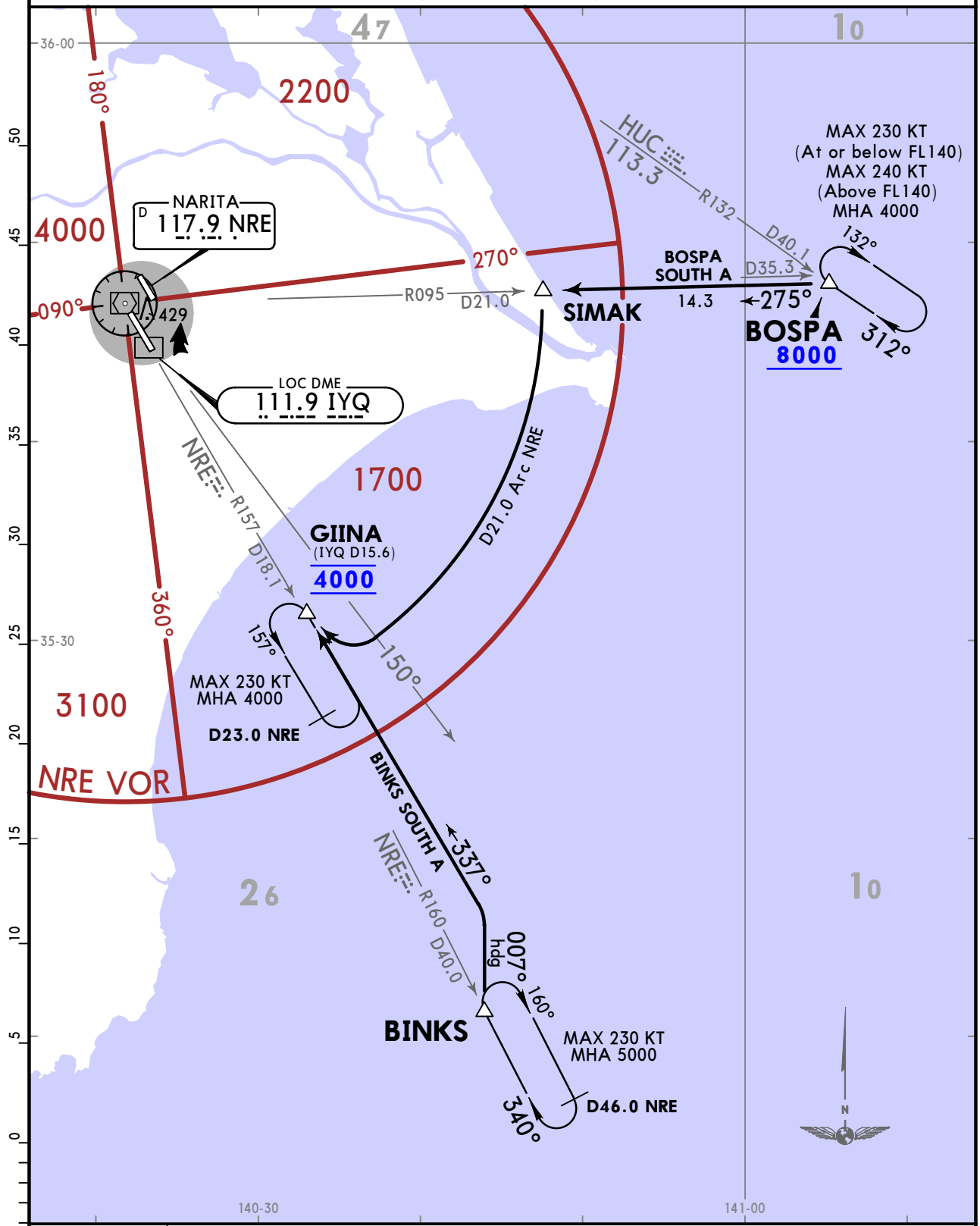


STAR	ROUTING
BINKS NORTH	From over BINKS, via NRE R160 to intercept and proceed via D21.0 Arc NRE counterclockwise to SIMAK, via NRE R095 to intercept and proceed via D12.8 Arc NRE counterclockwise to LAKES. Cross LAKES at or above 6000.
BOSPA NORTH	From over BOSPA, via NRE R095 to intercept and proceed via D12.8 Arc NRE counterclockwise to LAKES. Cross BOSPA at or above 8000, cross LAKES at or above 6000.

CHANGES: Holding over BOSPA revised.

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

BINKS SOUTH A [BINKSA]
BOSPA SOUTH A [BOSPSA]
ARRIVALS
(RWYS 34L/R)

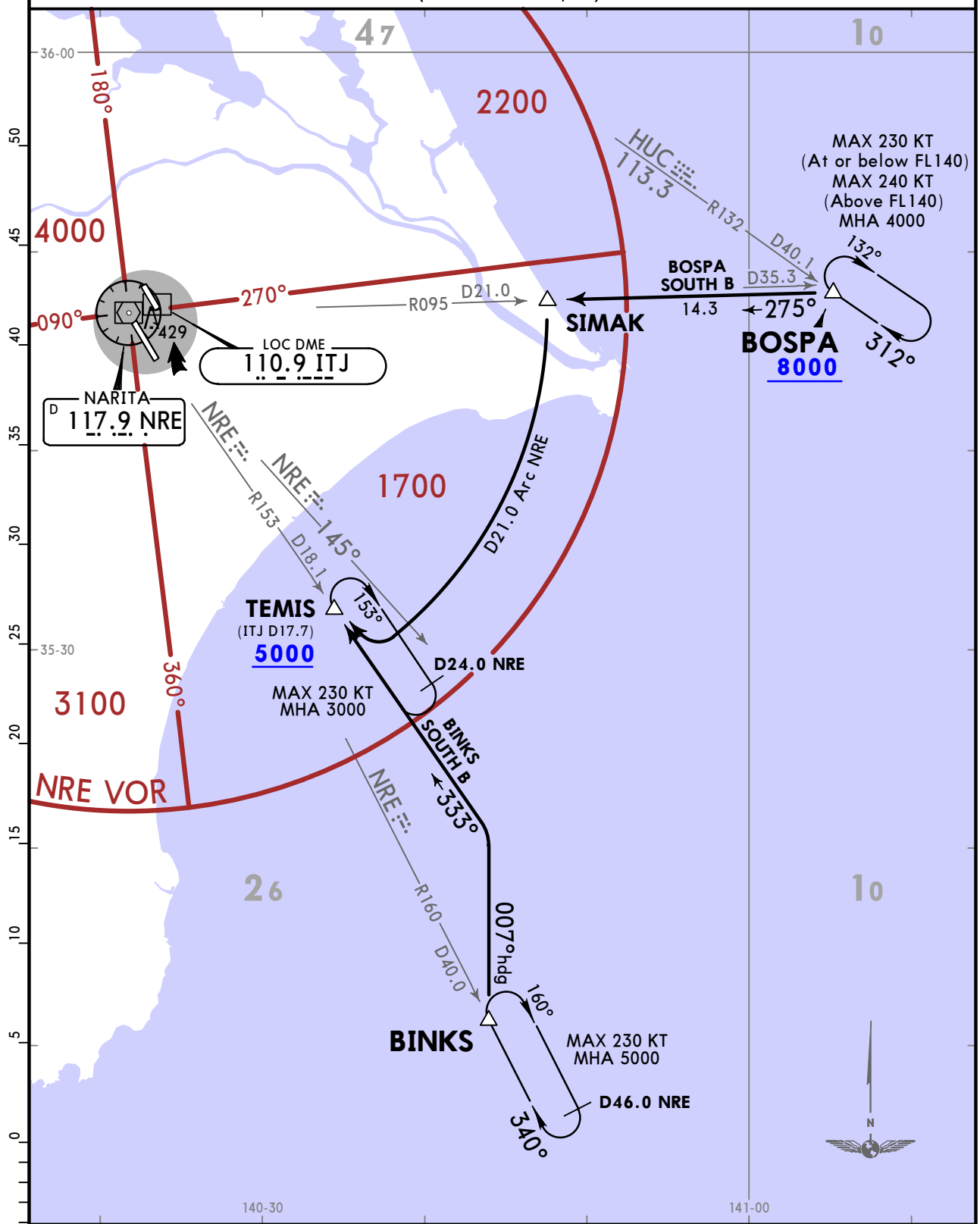


STAR	ROUTING
BINKS SOUTH A	From over BINKS, via heading 007° to intercept and proceed via NRE R157 to GIINA. Cross GIINA at 4000.
BOSPA SOUTH A	From over BOSPA, via NRE R095 to SIMAK, via D21.0 Arc NRE clockwise to intercept and proceed via NRE R157 to GIINA. Cross BOSPA at or above 8000, cross GIINA at 4000.

CHANGES: Holding over BOSPA revised.

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

BINKS SOUTH B [BINKSB]
BOSPA SOUTH B [BOSPSB]
ARRIVALS
(RWYS 34L/R)

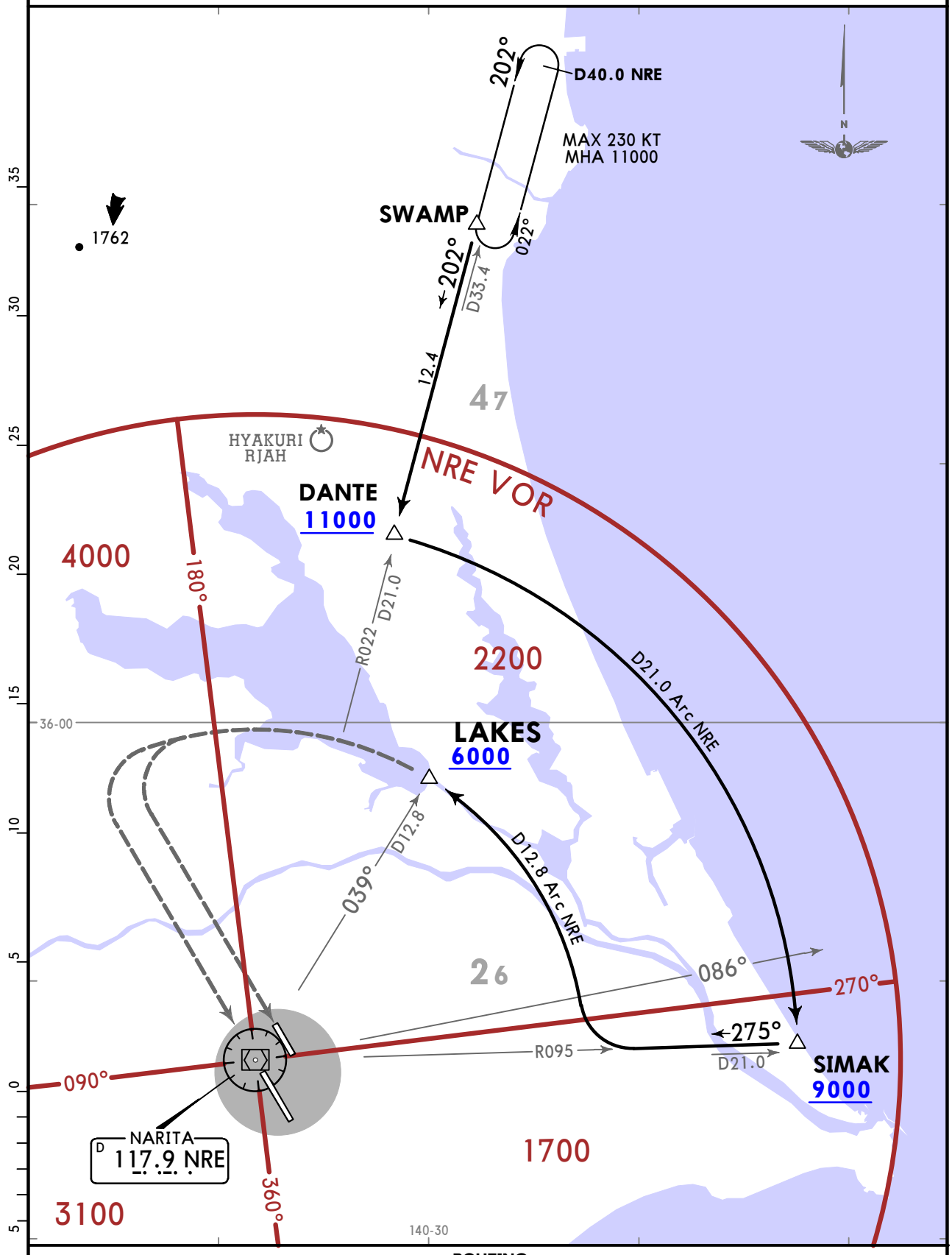


STAR	ROUTING
BINKS SOUTH B	From over BINKS, via heading 007° to intercept and proceed via NRE R153 to TEMIS. Cross TEMIS at or above 5000.
BOSPA SOUTH B	From over BOSPA, via NRE R095 to SIMAK, via D21.0 Arc NRE clockwise to intercept and proceed via NRE R153 to TEMIS. Cross BOSPA at or above 8000, cross TEMIS at or above 5000.

CHANGES: Holding over BOSPA revised.

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

LAKES NORTH ARRIVAL
[LAKESN]
(RWYS 16L/R)



ROUTING

From over SWAMP, via NRE R022 to DANTE, via D21.0 Arc NRE clockwise to SIMAK, via NRE R095 to intercept and proceed via D12.8 Arc NRE counterclockwise to LAKES. Cross DANTE at or above 11000, cross SIMAK at or above 9000, cross LAKES at or above 6000.

CHANGES: None.

LUBLA E [LUBLAE], LUBLA T [LUBLAT] ARRIVALS (RWYS 34L/R)

D-ATIS 128.25

Apt Elev 135

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

STAR	ROUTING
LUBLA E	From LUBLA, to TORCH at or below 9000, to CORGI, to ELGAR.
LUBLA T	From LUBLA, to SOFIA at 9000, to AA458, to AA459, to AA46Ø, to AA461, to BELKS at 9000, to PEAKS at 6000, to TYLER.

LUBLA
MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 5000
161°
341°
297°
280°
15.9 LUBLA E
11.4 LUBLA T

SOFIA
At 220 KT
9000
215°
9.3

TORCH
9000
280°
12.8

AA458
198°
6.2

AA459
217°
6.2

AA46Ø
240°
8.2

AA461
265°
7.5

BELKS
At 220 KT
9000
006°
18.5

CORGI
223°
043°
MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 4000

ELGAR
223°
8.6
043°
MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 3000

PEAKS
6000
298°
MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 4000
298°
118°
5.0

TYLER
337°
157°
MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 3000

10
26
3100
ARP
429
141-30
141-00
140-30
35-30

CHANGES: MSA.

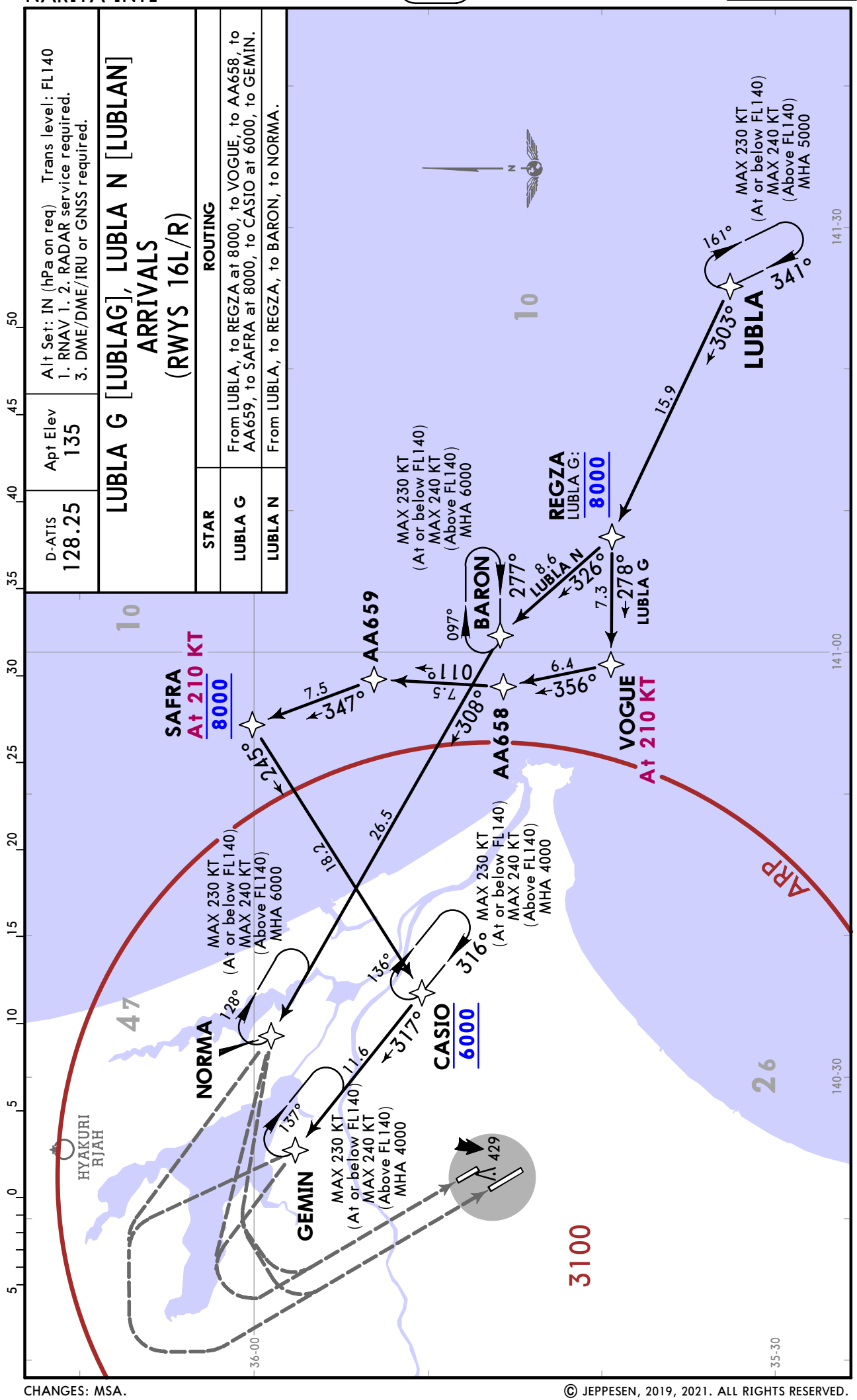
LUBLA G [LUBLAG], LUBLA N [LUBLAN] ARRIVALS (RWYS 16L/R)

D-ATIS 128.25

Apt Elev 135

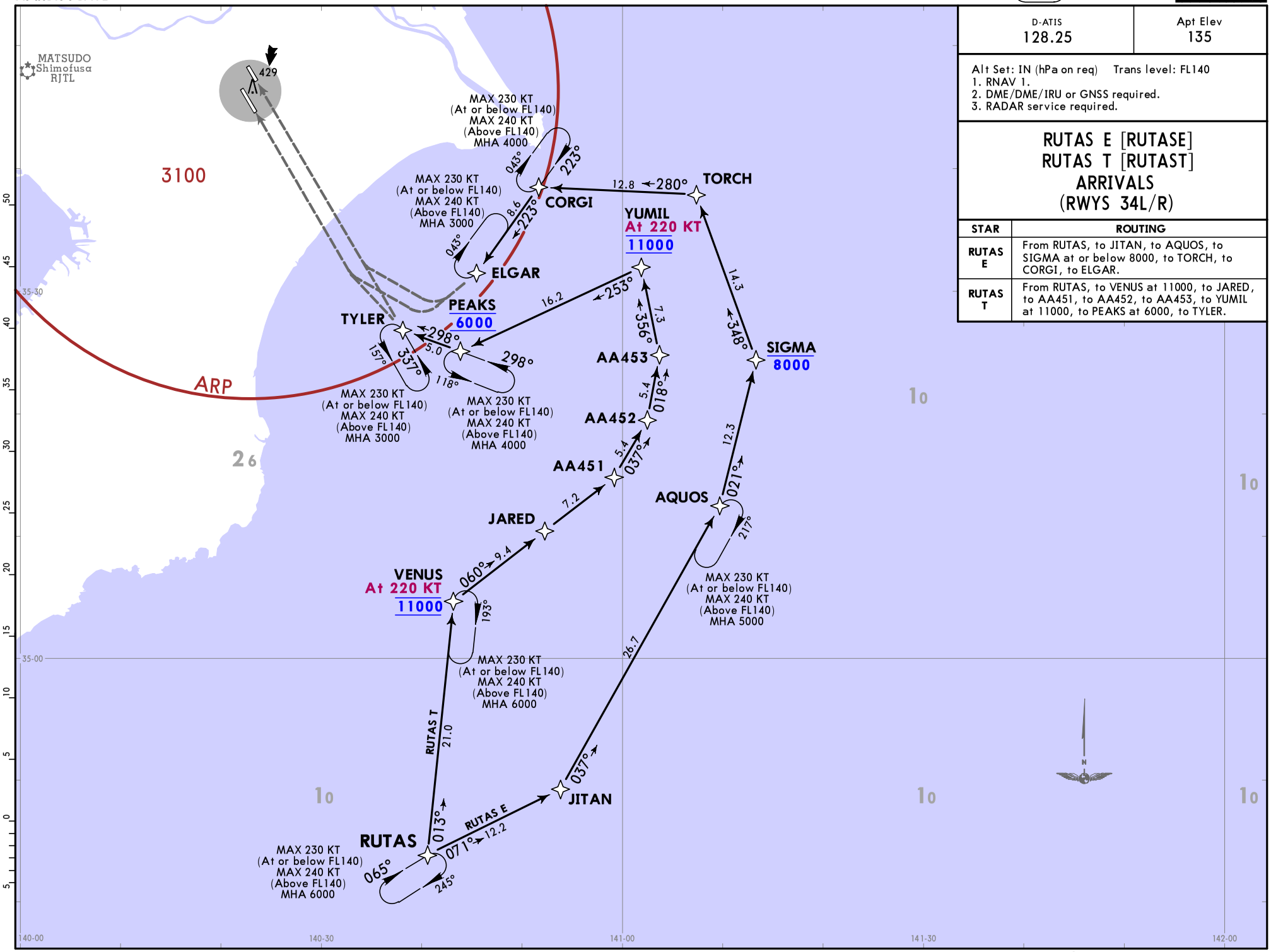
Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1. 2. RADAR service required.
3. DME/DME/IRU or GNSS required.

STAR	ROUTING
LUBLA G	From LUBLA, to REGZA at 8000, to VOGUE, to AA658, to AA659, to SAFRA at 8000, to CASIO at 6000, to GEMIN.
LUBLA N	From LUBLA, to REGZA, to BARON, to NORMA.



CHANGES: MSA.

JEPPESEN TOKYO, JAPAN
19 MAR 21 20-2F Eff 24 Mar 1500Z RNAV STAR



D-ATIS	Apt Elev
128.25	135

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

RUTAS E [RUTASE]
RUTAS T [RUTAST]
ARRIVALS
(RWYS 34L/R)

STAR	ROUTING
RUTAS E	From RUTAS, to JITAN, to AQUOS, to SIGMA at or below 8000, to TORCH, to CORGI, to ELGAR.
RUTAS T	From RUTAS, to VENUS at 11000, to JARED, to AA451, to AA452, to AA453, to YUMIL at 11000, to PEAKS at 6000, to TYLER.

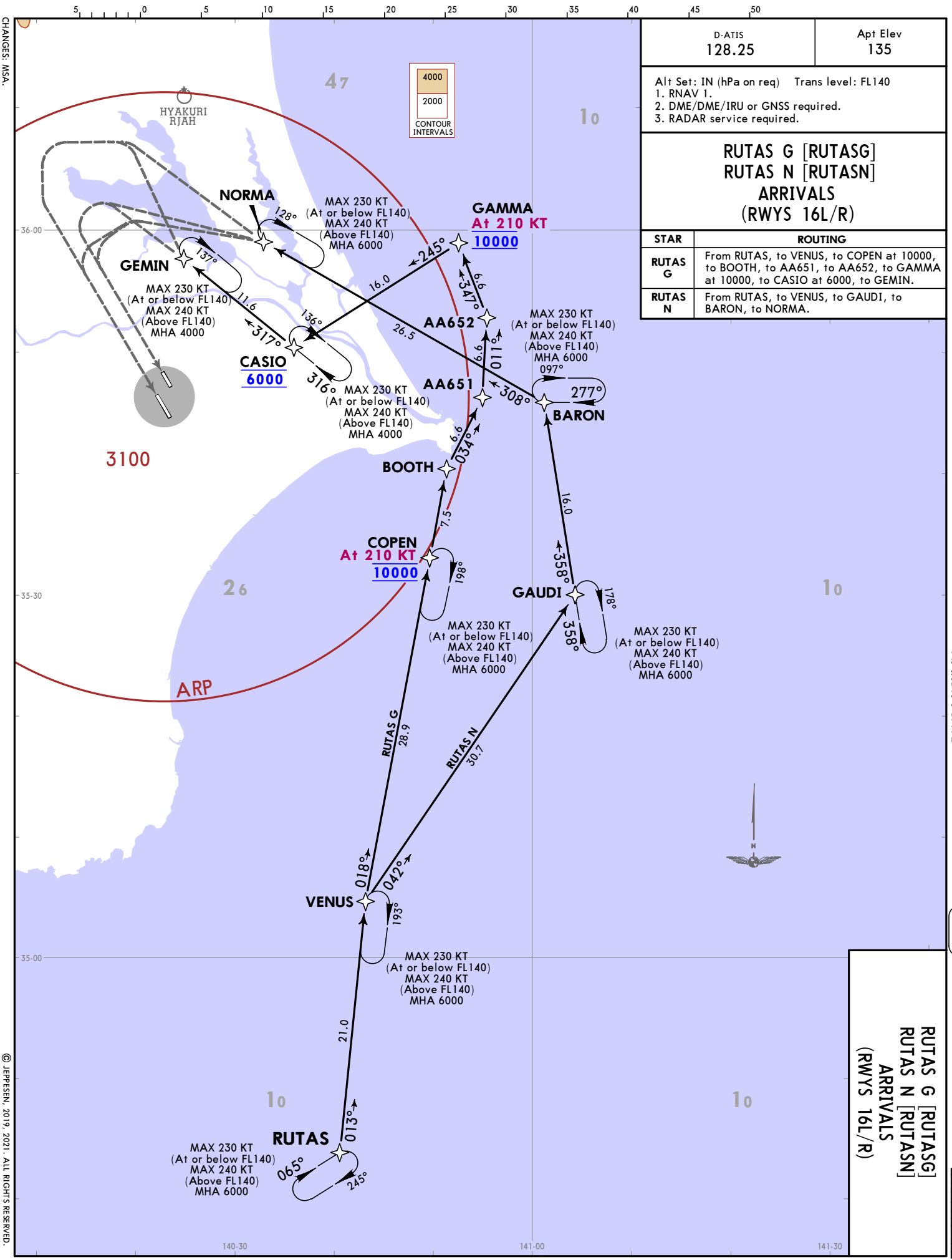
CHANGES: MSA.

D-ATIS	Apt Elev
128.25	135

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

RUTAS G [RUTASG]
RUTAS N [RUTASN]
ARRIVALS
(RWYS 16L/R)

STAR	ROUTING
RUTAS G	From RUTAS, to VENUS, to COPEN at 10000, to BOOTH, to AA651, to AA652, to GAMMA at 10000, to CASIO at 6000, to GEMIN.
RUTAS N	From RUTAS, to VENUS, to GAUDI, to BARON, to NORMA.



RJAA/NRT
NARITA INTL

19 MAR 21 (20-2G) JEPPESEN Eff 24 Mar 1500Z

TOKYO, JAPAN
RNAV STAR

RUTAS G [RUTASG]
RUTAS N [RUTASN]
ARRIVALS
(RWYS 16L/R)

RJAA/NRT
NARITA INTL

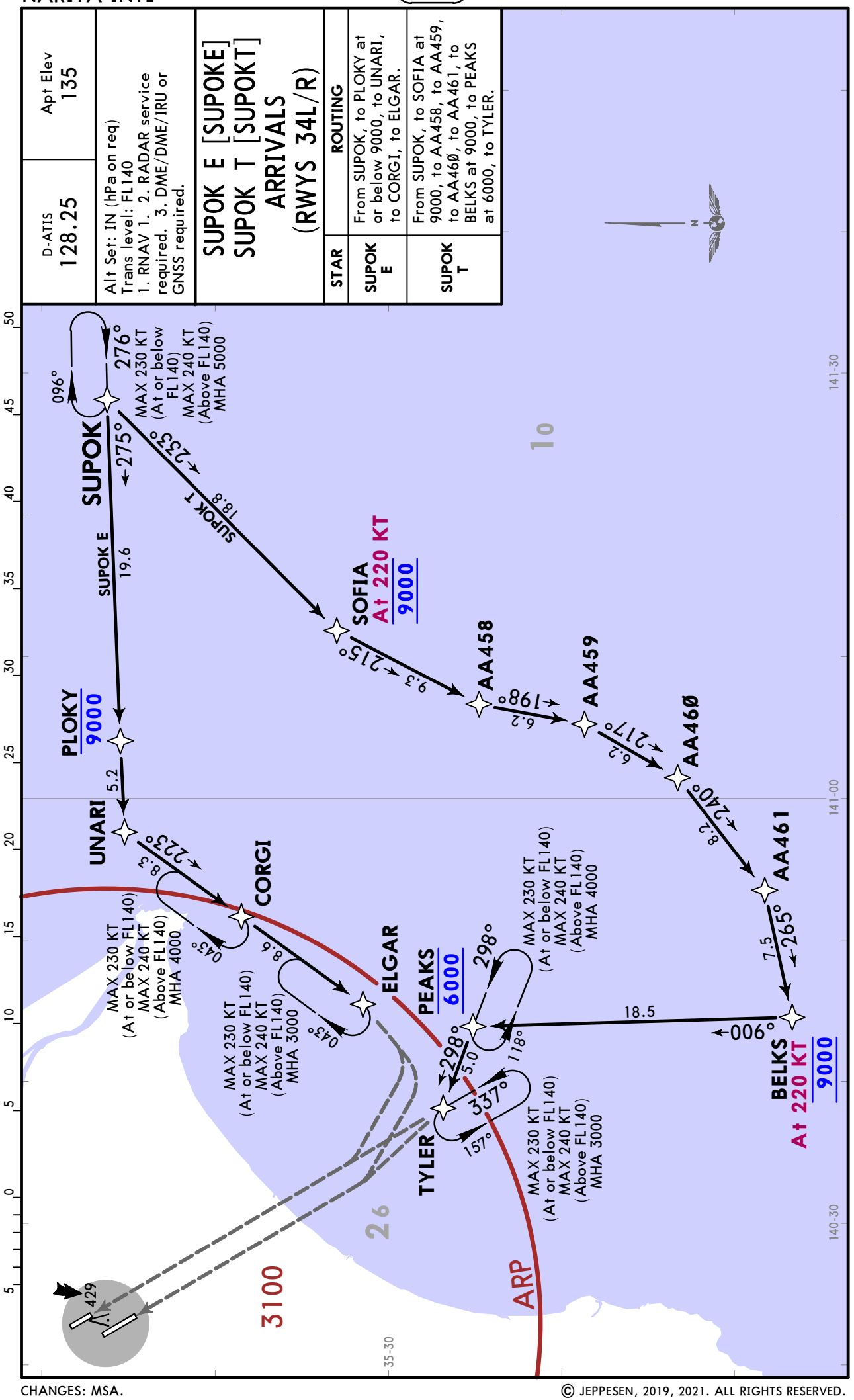
JEPPESEN
19 MAR 21 (20-2H) Eff 24 Mar 1500Z

TOKYO, JAPAN
RNAV STAR

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

SUPOK E [SUPOKE]
SUPOK T [SUPOKT]
ARRIVALS
(RWYS 34L/R)

STAR	ROUTING
SUPOK E	From SUPOK, to PLOKY at or below 9000, to UNARI, to CORGI, to ELGAR.
SUPOK T	From SUPOK, to SOFIA at 9000, to AA458, to AA459, to AA460, to AA461, to BELKS at 9000, to PEAKS at 6000, to TYLER.



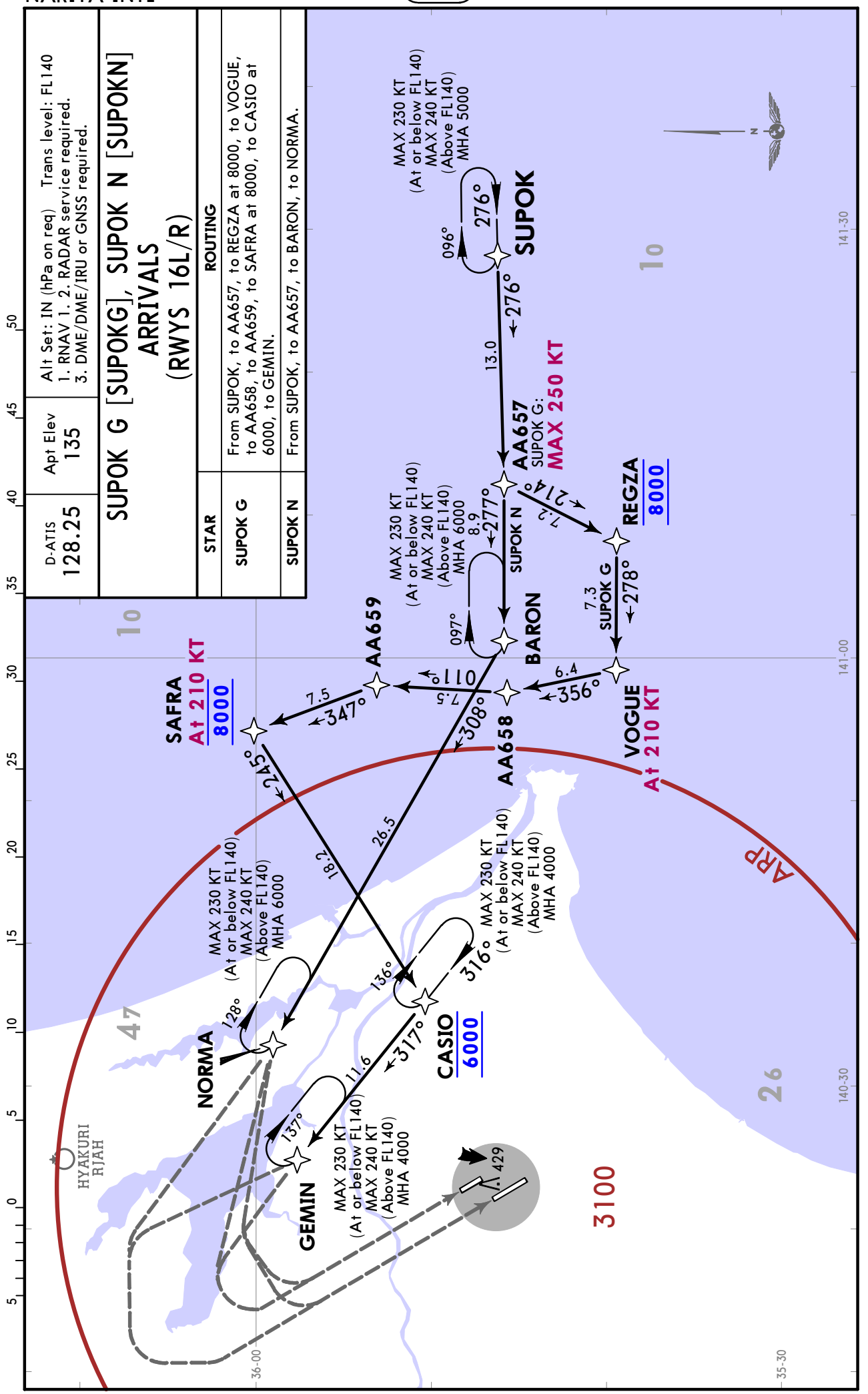
SUPOK G [SUPOKG], SUPOK N [SUPOKN] ARRIVALS (RWYS 16L/R)

D-ATIS 128.25

Apt Elev 135

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

STAR	ROUTING
SUPOK G	From SUPOK, to AA657, to REGZA at 8000, to VOGUE, to AA658, to AA659, to SAFRA at 8000, to CASIO at 6000, to GEMIN.
SUPOK N	From SUPOK, to AA657, to BARON, to NORMA.



CHANGES: MSA.

JEPPESEN
19 MAR 21 20-2K Eff 24 Mar 1500Z

TOKYO, JAPAN

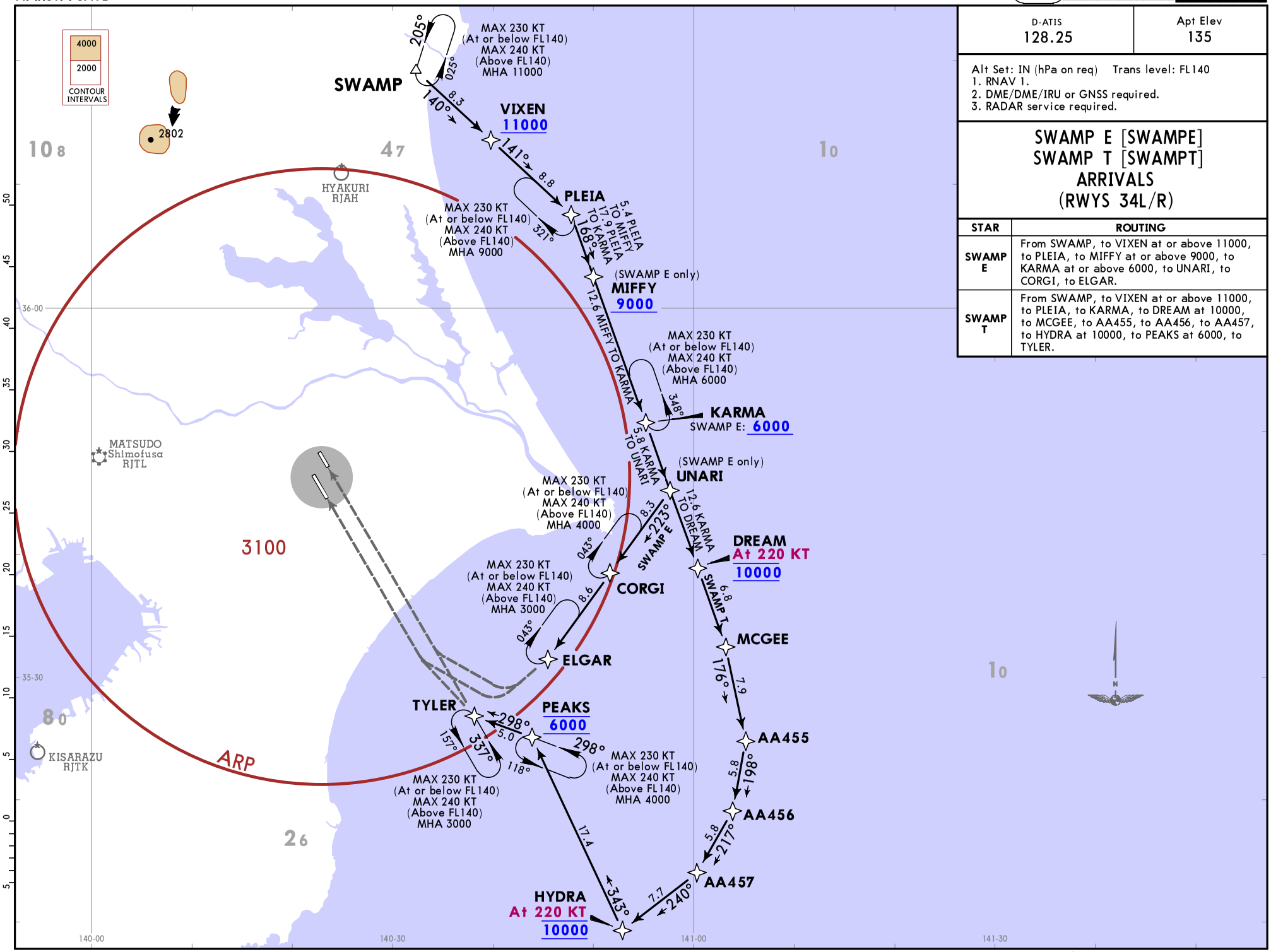
RNAV STAR

D-ATIS	Apt Elev
128.25	135

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

SWAMP E [SWAMPE]
SWAMP T [SWAMPT]
ARRIVALS
(RWYS 34L/R)

STAR	ROUTING
SWAMP E	From SWAMP, to VIXEN at or above 11000, to PLEIA, to MIFFY at or above 9000, to KARMA at or above 6000, to UNARI, to CORGI, to ELGAR.
SWAMP T	From SWAMP, to VIXEN at or above 11000, to PLEIA, to KARMA, to DREAM at 10000, to MCGEE, to AA455, to AA456, to AA457, to HYDRA at 10000, to PEAKS at 6000, to TYLER.



CHANGES: MSA.

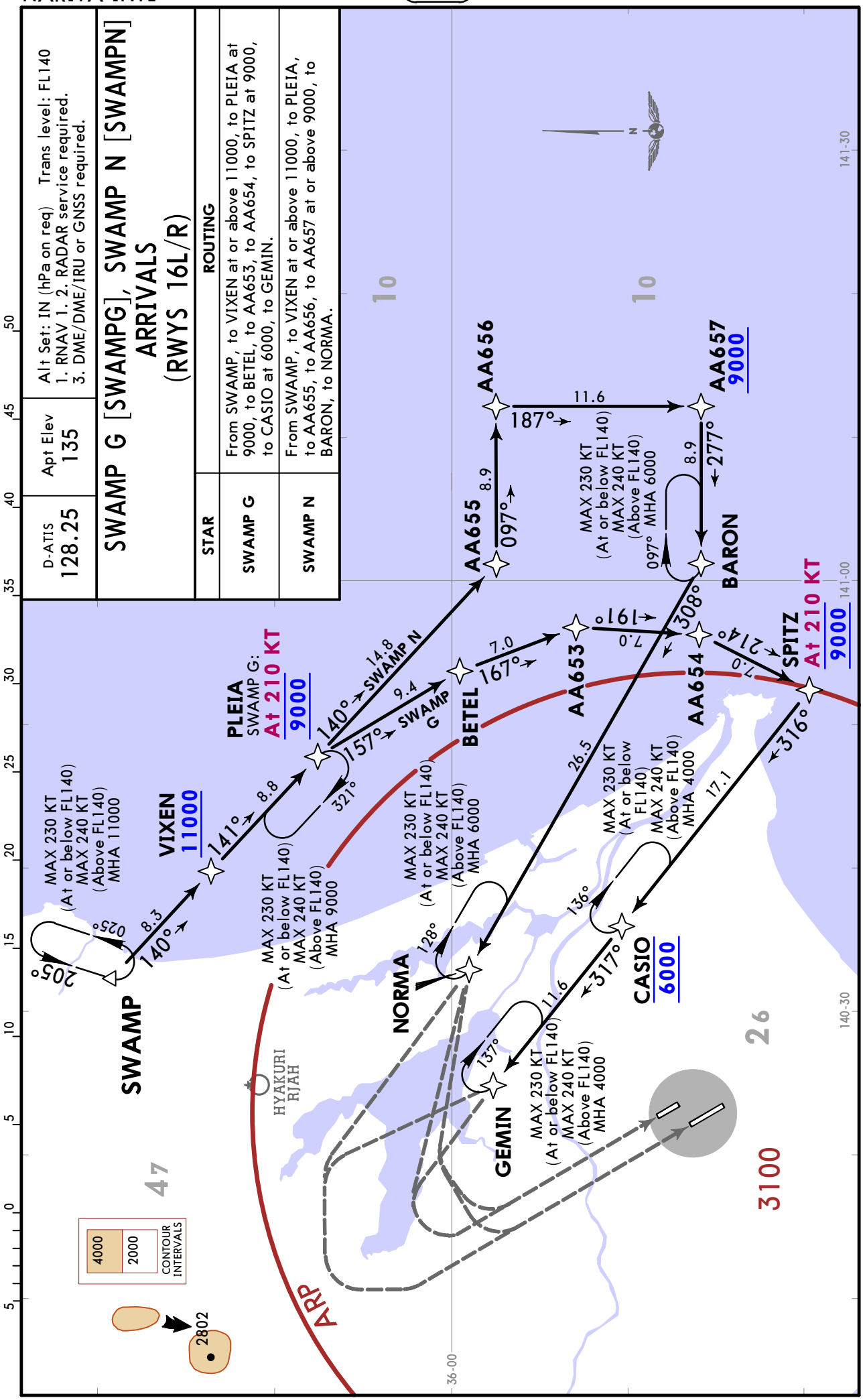
SWAMP G [SWAMPG], SWAMP N [SWAMPN] ARRIVALS (RWYS 16L/R)

D-ATIS 128.25

Apt Elev 135

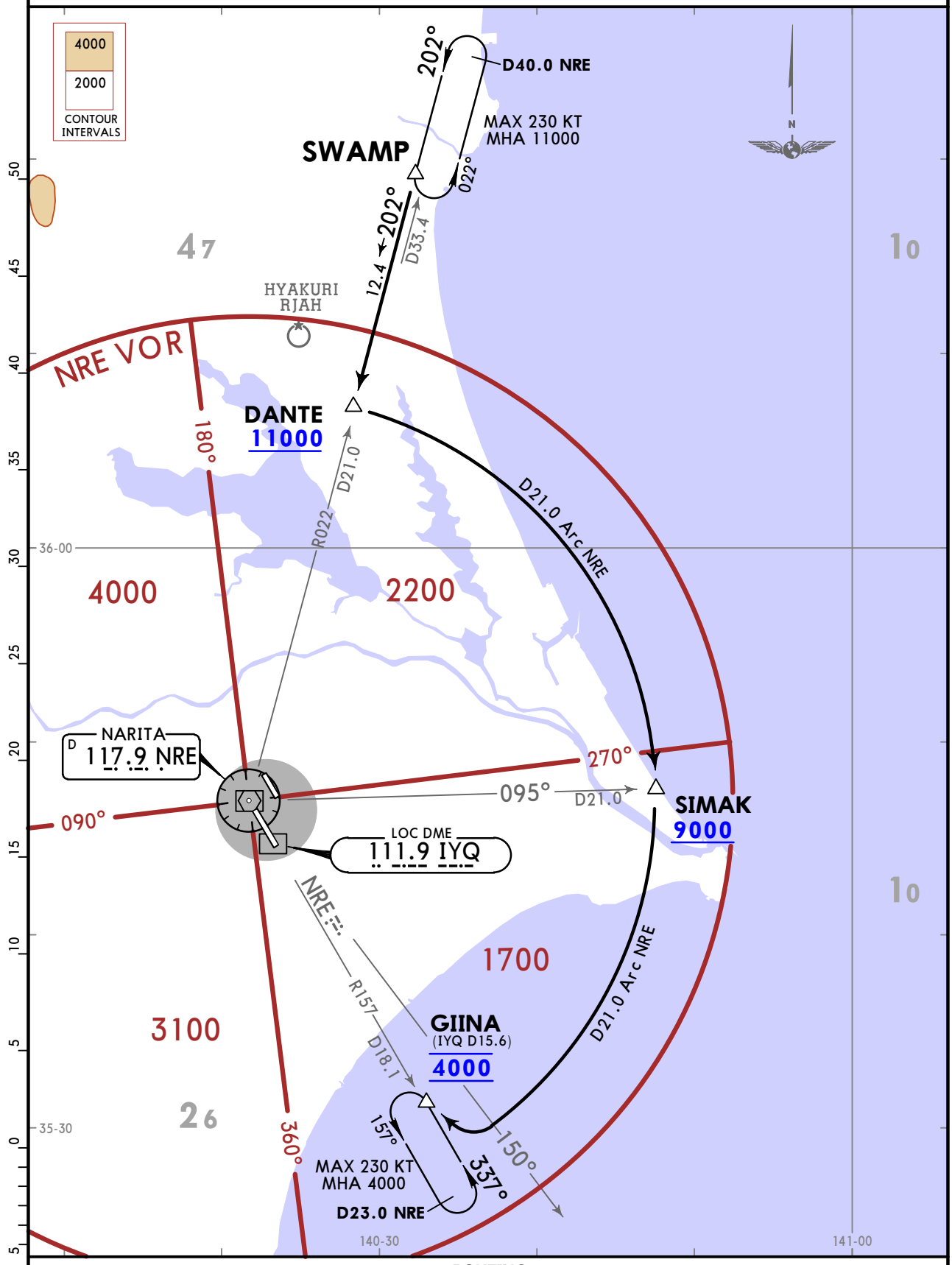
Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1. 2. RADAR service required.
3. DME/DME/IRU or GNSS required.

STAR	ROUTING
SWAMP G	From SWAMP, to VIXEN at or above 11000, to PLEIA at 9000, to BETEL, to AA653, to AA654, to SPITZ at 9000, to CASIO at 6000, to GEMIN.
SWAMP N	From SWAMP, to VIXEN at or above 11000, to PLEIA, to AA655, to AA656, to AA657 at or above 9000, to BARON, to NORMA.



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

SWAMP SOUTH A ARRIVAL
[SWAMSA]
(RWYS 34L/R)



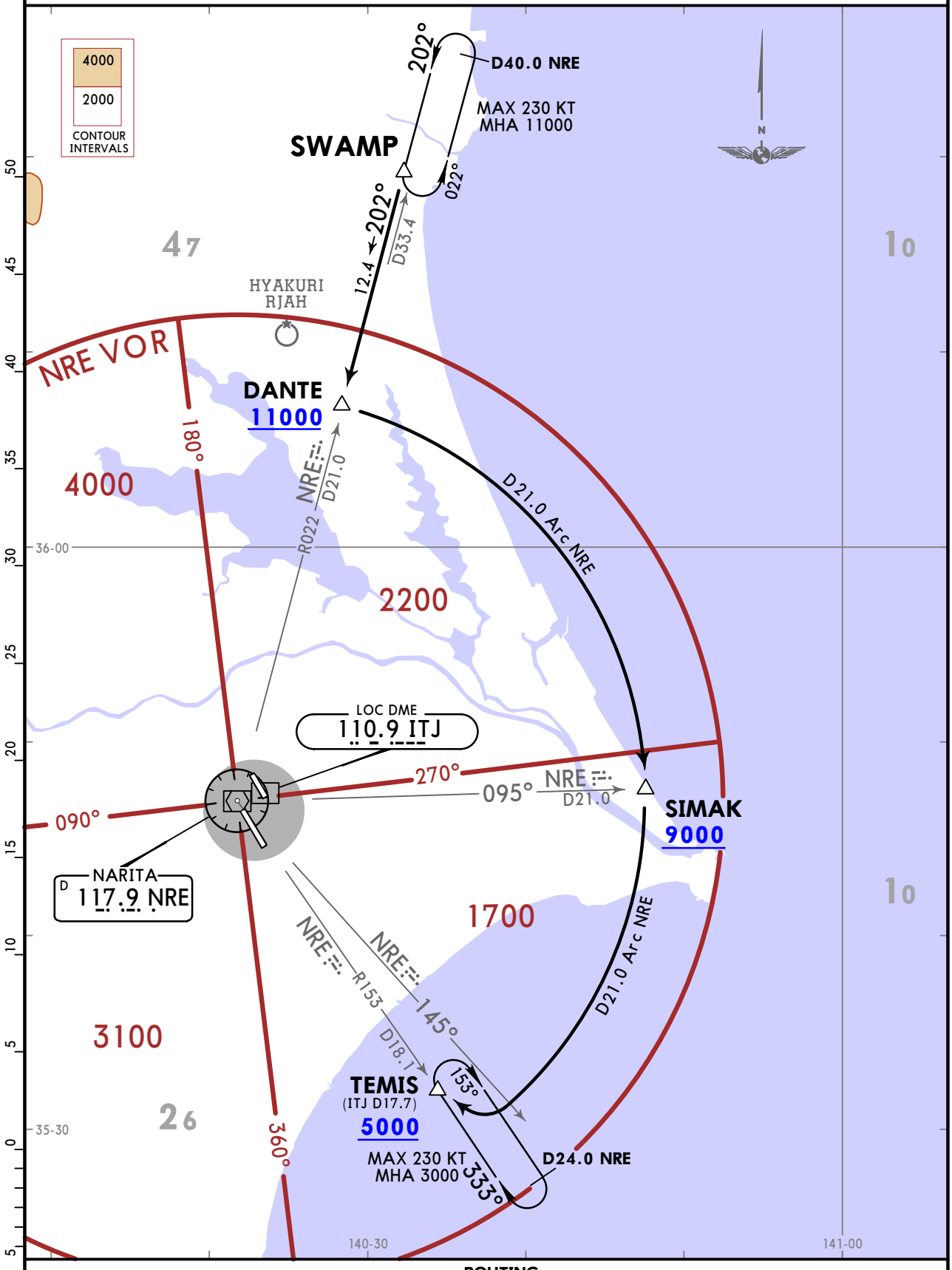
ROUTING

From over SWAMP, via NRE R022 to DANTE, via D21.0 Arc NRE clockwise to intercept and proceed via NRE R157 to GIINA via SIMAK. Cross DANTE at or above 11000, cross SIMAK at or above 9000, cross GIINA at 4000.

CHANGES: WEBBS waypoint replaced by SIMAK waypoint.

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

SWAMP SOUTH B ARRIVAL
[SWAMSB]
(RWYS 34L/R)



ROUTING

From over SWAMP, via NRE R022 to DANTE, via D21.0 Arc NRE clockwise to intercept and proceed via NRE R153 to TEMIS via SIMAK. Cross DANTE at or above 11000, cross SIMAK at or above 9000, cross TEMIS at or above 5000.

CHANGES: WEBBS wpt replaced by SIMAK, HKE VOR withdrawn, holding at TEMIS.

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

ARRIVAL HOLDING PROCEDURES

ALL HOLDS NOT TO SCALE

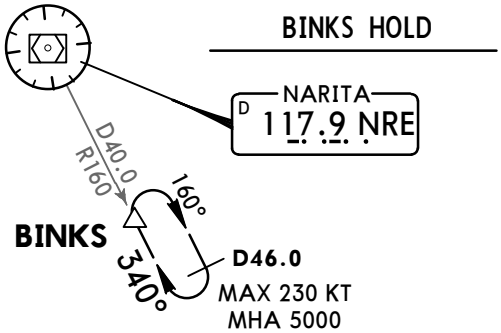
AQUOS HOLD

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

BARON HOLD

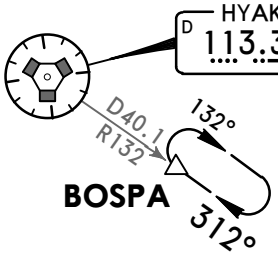
MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 6000

BINKS HOLD



MAX 230 KT
MHA 5000

BOSPA HOLD



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

CASIO HOLD

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

COPEN HOLD

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

CORGI HOLD

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

ELGAR HOLD

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 3000

GAUDI HOLD

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

GEMIN HOLD

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

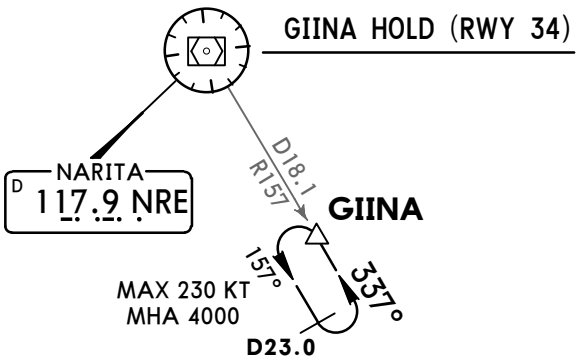
CHANGES: Holding over BOSPA revised.

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

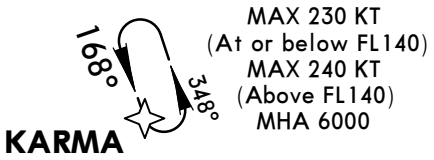
ARRIVAL HOLDING PROCEDURES (CONTD)

ALL HOLDS NOT TO SCALE

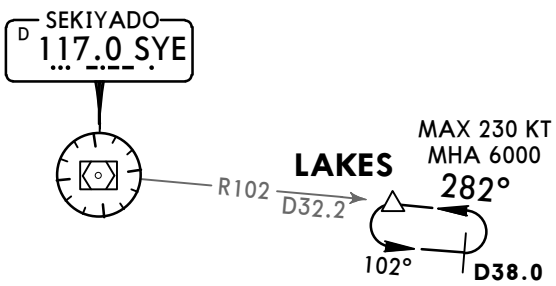
GIINA HOLD (RWY 34)



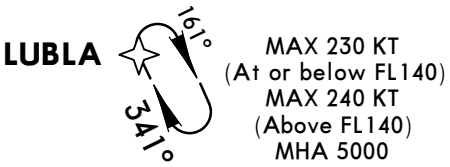
KARMA HOLD



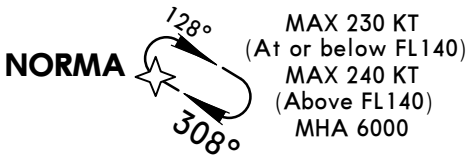
LAKES HOLD (RWY 16)



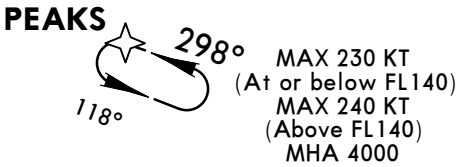
LUBLA HOLD



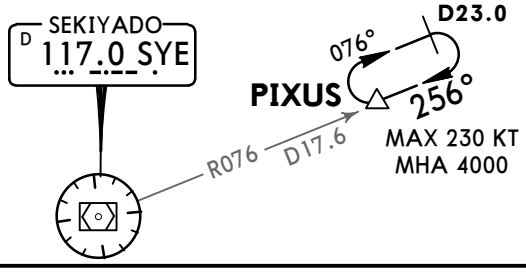
NORMA HOLD



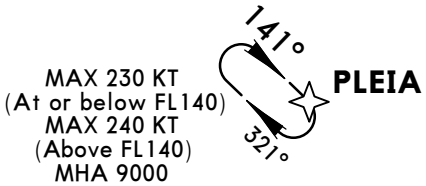
PEAKS HOLD



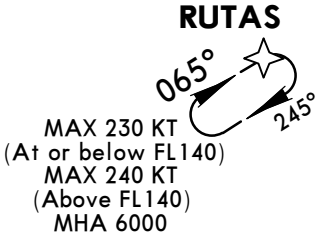
PIXUS HOLD (RWY 16)



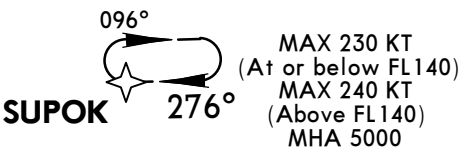
PLEIA HOLD



RUTAS HOLD



SUPOK HOLD

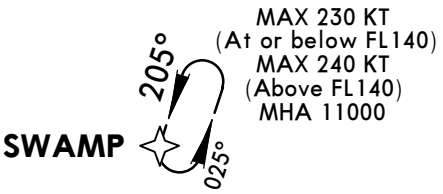


CHANGES: None.

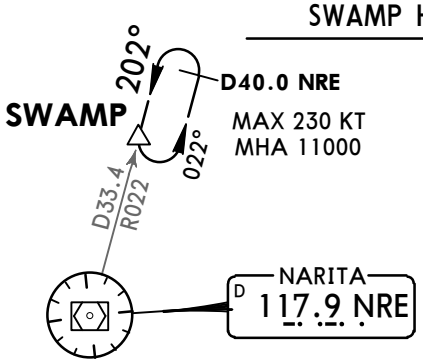
D-ATIS	Apt Elev	
128.25	135	Alt Set: IN (hPa on req) Trans level: FL140

ARRIVAL HOLDING PROCEDURES (CONTD 1)

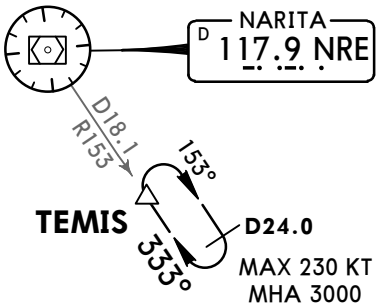
SWAMP RNAV HOLD



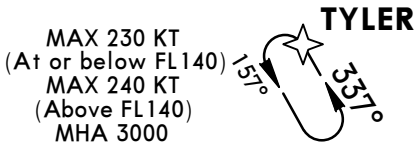
SWAMP HOLD



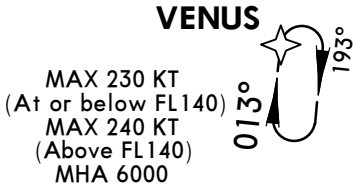
TEMIS HOLD (RWY 34)



TYLER HOLD



VENUS HOLD



ALL HOLDS NOT TO SCALE

CHANGES: Holding over SWIMY withdrawn, holding over TEMIS revised.

SIMULTANEOUS PARALLEL INDEPENDENT DEPARTURES (SPID)

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

Note: For RWY 34R, pilots are required to set the appropriate speed to avoid unintentional deviations (ex. Route Discontinuity on Flight Management System (FMS)), especially under strong wind conditions aloft.

2. Conditions
SPID, where RADAR separation minima between aircraft on the adjacent straight-out departure courses are not prescribed, will be conducted when the following conditions are met. However, SPID shall not be applied under certain adverse weather conditions which might affect safe operations (e.g. windshear, strong crosswind, severe weather activity such as thunderstorms).
(1) Departure No Transgression Zone (DNTZ) 610m wide is established equidistant between initial straight-out segments of departure courses and is depicted on the RADAR display.
(2) RADAR and appropriate frequencies are operating normally.

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

4. FMS Validation and Phraseologies
(1) Pilots shall verify that the required RNAV path to the initial waypoint on the loaded SID is correctly associated with the departure runway. (see Table 1)
The following phraseologies require pilots' action to validate correct programming of the departure runway and departure procedures in FMS prior to take-off.

"VERIFY INITIAL WAYPOINT [initial fix]."
"RNAV TO [initial fix], RUNWAY [number], CLEARED FOR TAKE OFF"

Table 1: The initial fixes on RNAV SIDs associated with runway.

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

* Unless otherwise instructed by ATC, a departure frequency is assigned for each runway.
* Do not change a frequency to the Departure Frequency until instructed by Tower.
** Only for PEDLA [number] DEPARTURE.

(2) If the loaded SID in FMS does not satisfy the initial-waypoint verification, pilots shall immediately advise ATC and shall not take-off until alternative instructions are received.

5. Track monitoring
Track monitoring for SPID shall be provided as follows;
(1) Track monitoring controllers for each runway provide an initial departure control to ensure aircraft does not deviate from required path within the initial straight-out climb.
Note: Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track.
(2) Aircraft observed to continue on a track which will penetrate DNTZ will be instructed a heading to avoid aircraft on the adjacent departure course. If a deviating aircraft fails to respond to such instructions or is observed penetrating DNTZ, the aircraft on the adjacent departure course shall be instructed to avoid the deviating aircraft.

"TRAFFIC ALERT, [repeat aircraft identification], TURN LEFT/RIGHT IMMEDIATELY, HEADING [number], (CLIMB AND) MAINTAIN [altitude]."

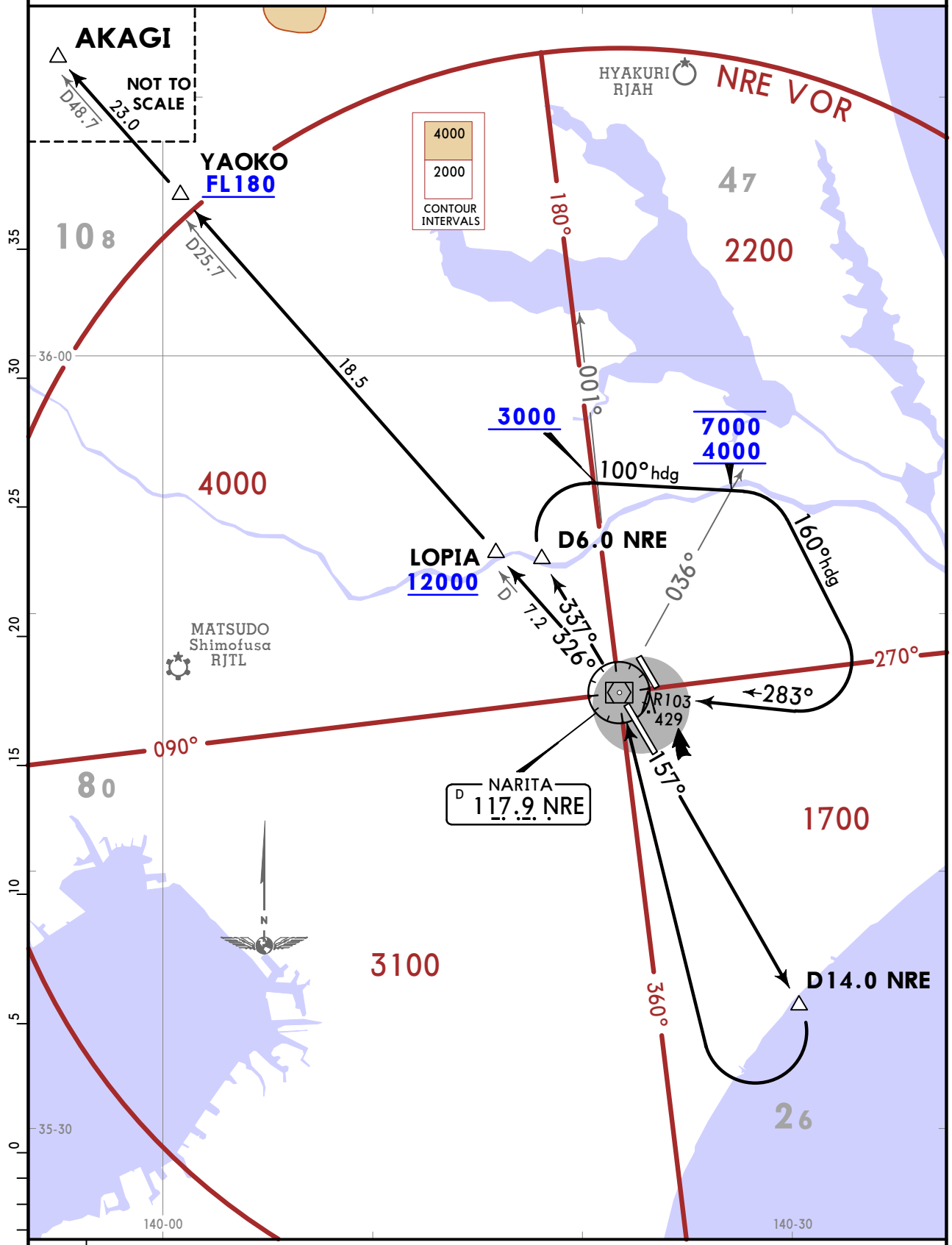
6. Response to "TRAFFIC ALERT"
All breakouts in response to ATC's instructions shall be accomplished quickly. These instructions will be issued on TOWER FREQUENCY or DEPARTURE FREQUENCY when situation required.

TOKYO Departure (R)
124.2 119.6 120.6 125.525 127.5

Apt Elev
135

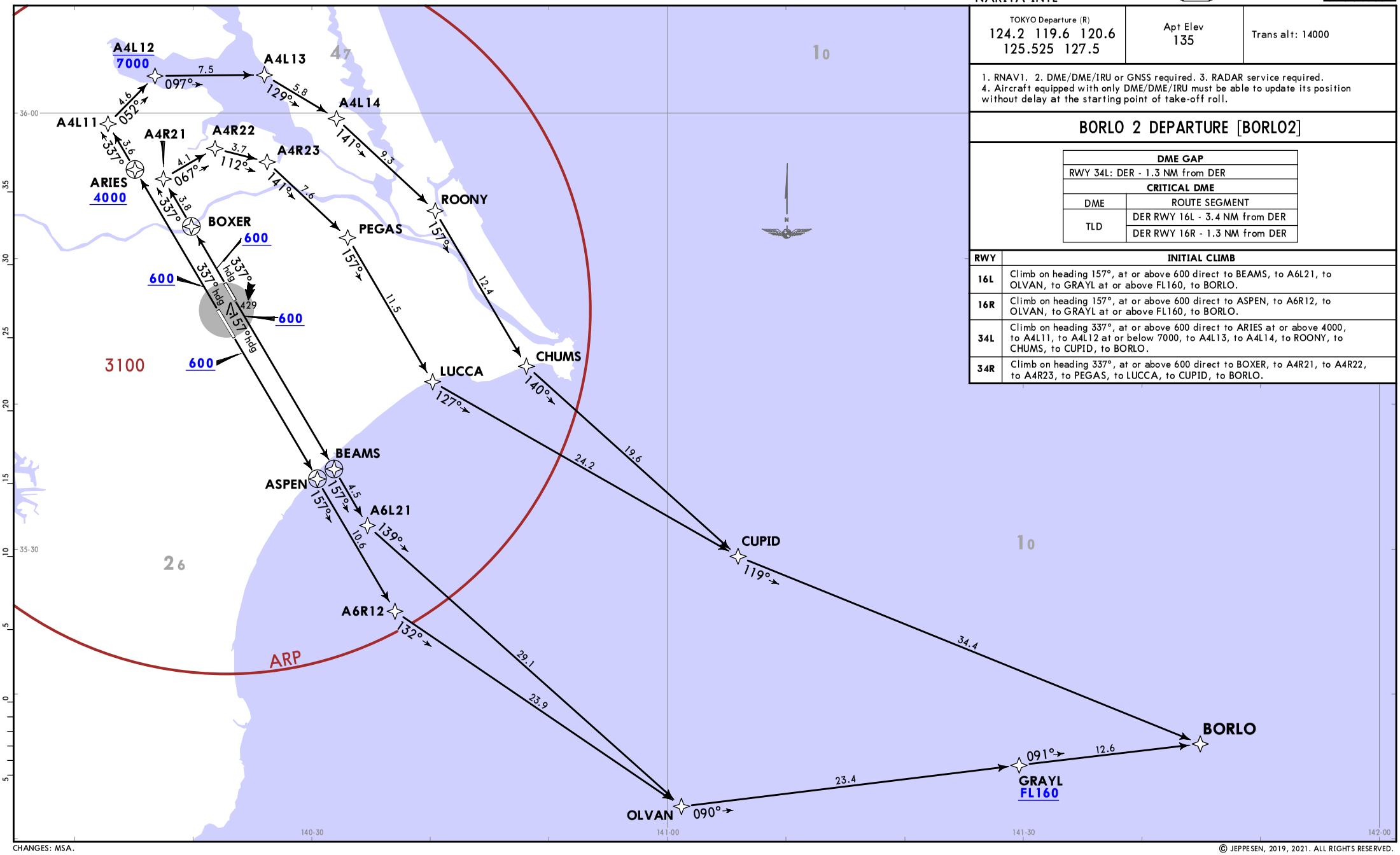
Trans alt: 14000

AKAGI 4 DEPARTURE [AKAGI4]



RWY	INITIAL CLIMB
16R	Climb via NRE R157 to D14.0 NRE, turn RIGHT direct to NRE VOR, via NRE R326 to AKAGI via LOPIA and YAOKO. Cross LOPIA at or above 12000, cross YAOKO at or above FL180.
34L	Climb via NRE R337 to D6.0 NRE, turn RIGHT heading 100° until crossing NRE R036, turn RIGHT heading 160° to intercept and proceed via NRE R103 to NRE VOR, via NRE R326 to AKAGI via LOPIA and YAOKO. Cross NRE R001 at or above 3000, cross NRE R036 between 4000 and 7000, cross LOPIA at or above 12000, cross YAOKO at or above FL180.

CHANGES: Procedure renumbered & revised.



TOKYO Departure (R)	Apt Elev	Trans alt: 14000
124.2 119.6 120.6 125.525 127.5	135	

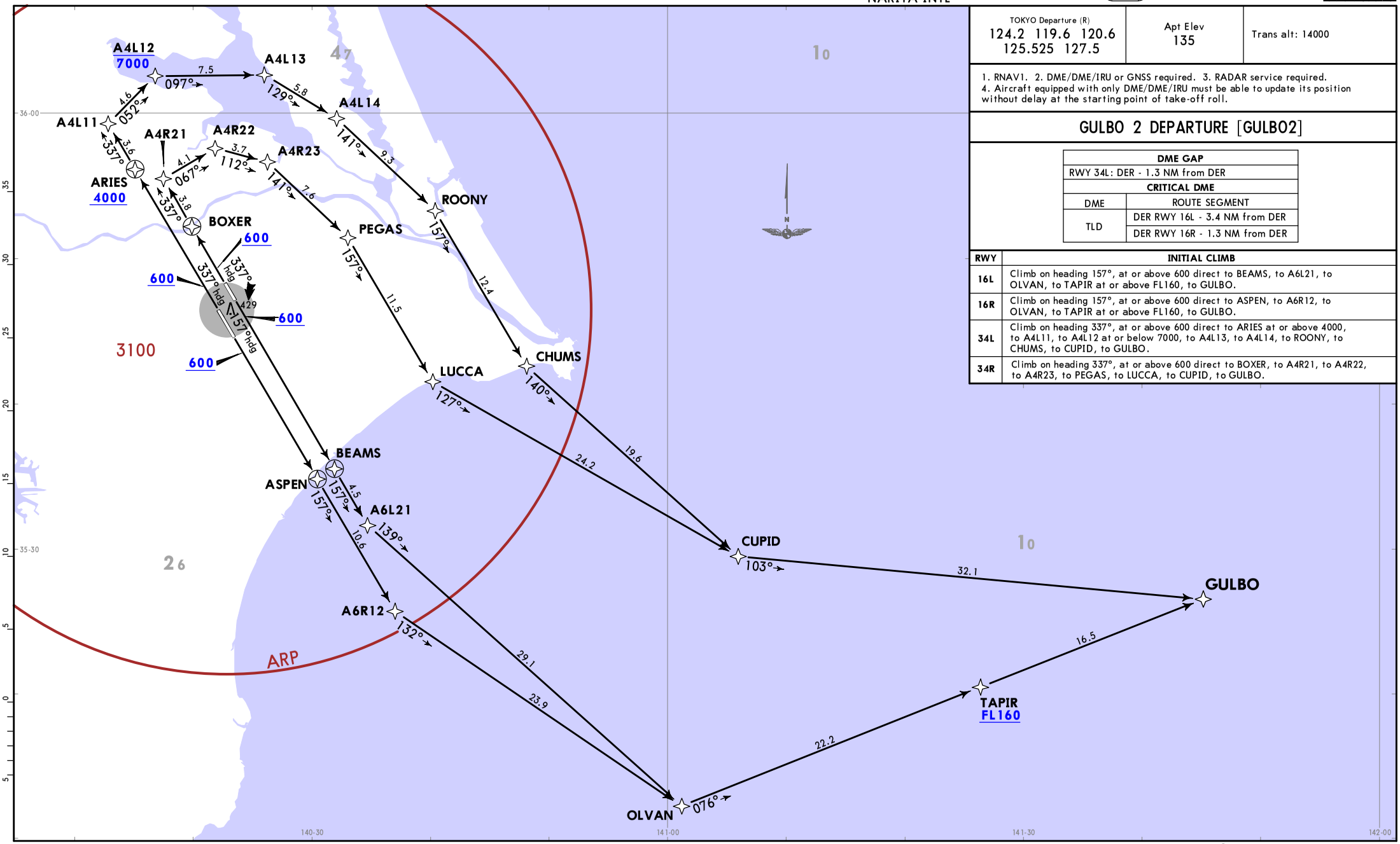
1. RNAV1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

BORLO 2 DEPARTURE [BORLO2]

DME GAP	
RWY 34L: DER - 1.3 NM from DER	
CRITICAL DME	
DME	ROUTE SEGMENT
TLD	DER RWY 16L - 3.4 NM from DER
	DER RWY 16R - 1.3 NM from DER

RWY	INITIAL CLIMB
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to OLVAN, to GRAYL at or above FL160, to BORLO.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R12, to OLVAN, to GRAYL at or above FL160, to BORLO.
34L	Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY, to CHUMS, to CUPID, to BORLO.
34R	Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23, to PEGAS, to LUCCA, to CUPID, to BORLO.

CHANGES: MSA.



TOKYO Departure (R)
124.2 119.6 120.6
125.525 127.5

Apt Elev
135

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 take-off roll.

GULBO 2 DEPARTURE [GULBO2]

DME GAP	
RWY 34L: DER - 1.3 NM from DER	
CRITICAL DME	
DME	ROUTE SEGMENT
TLD	DER RWY 16L - 3.4 NM from DER
	DER RWY 16R - 1.3 NM from DER

RWY	INITIAL CLIMB
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to OLVAN, to TAPIR at or above FL160, to GULBO.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R12, to OLVAN, to TAPIR at or above FL160, to GULBO.
34L	Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY, to CHUMS, to CUPID, to GULBO.
34R	Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23, to PEGAS, to LUCCA, to CUPID, to GULBO.

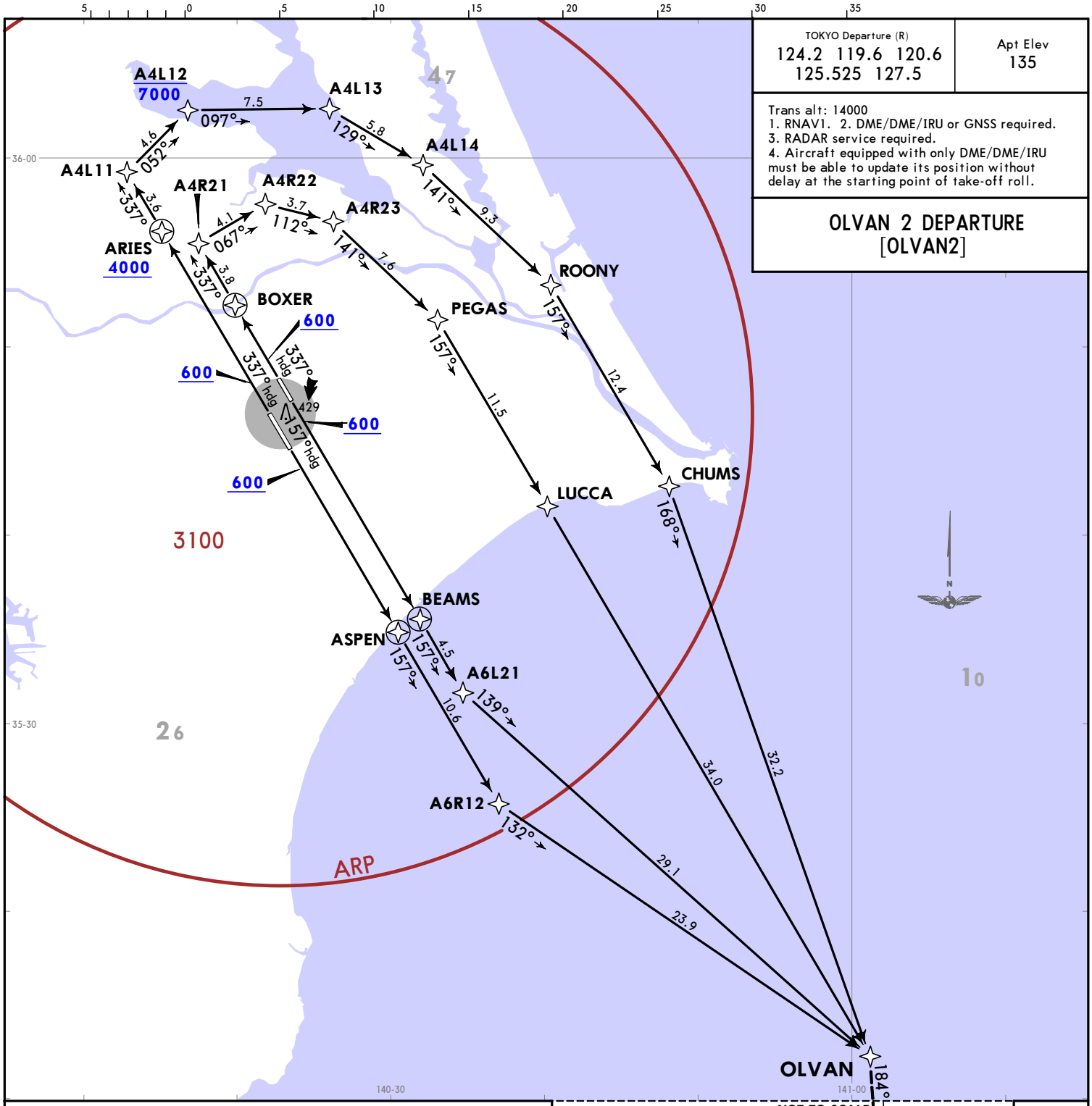
CHANGES: MSA.

TOKYO Departure (R)
124.2 119.6 120.6
125.525 127.5

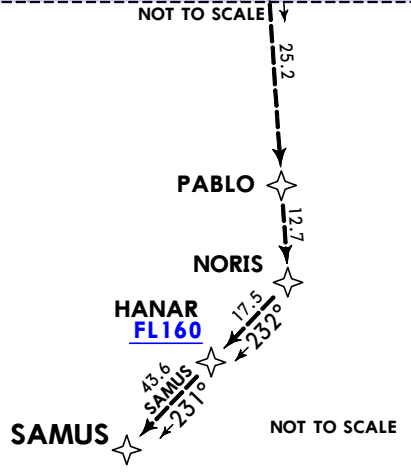
Apt Elev
135

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 take-off roll.

OLVAN 2 DEPARTURE
[OLVAN2]



NOT TO SCALE



DME GAP	
RWY 34L: DER - 1.3 NM from DER	
CRITICAL DME	
DME	ROUTE SEGMENT
TLD	DER RWY 16L - 3.4 NM from DER
	DER RWY 16R - 1.3 NM from DER

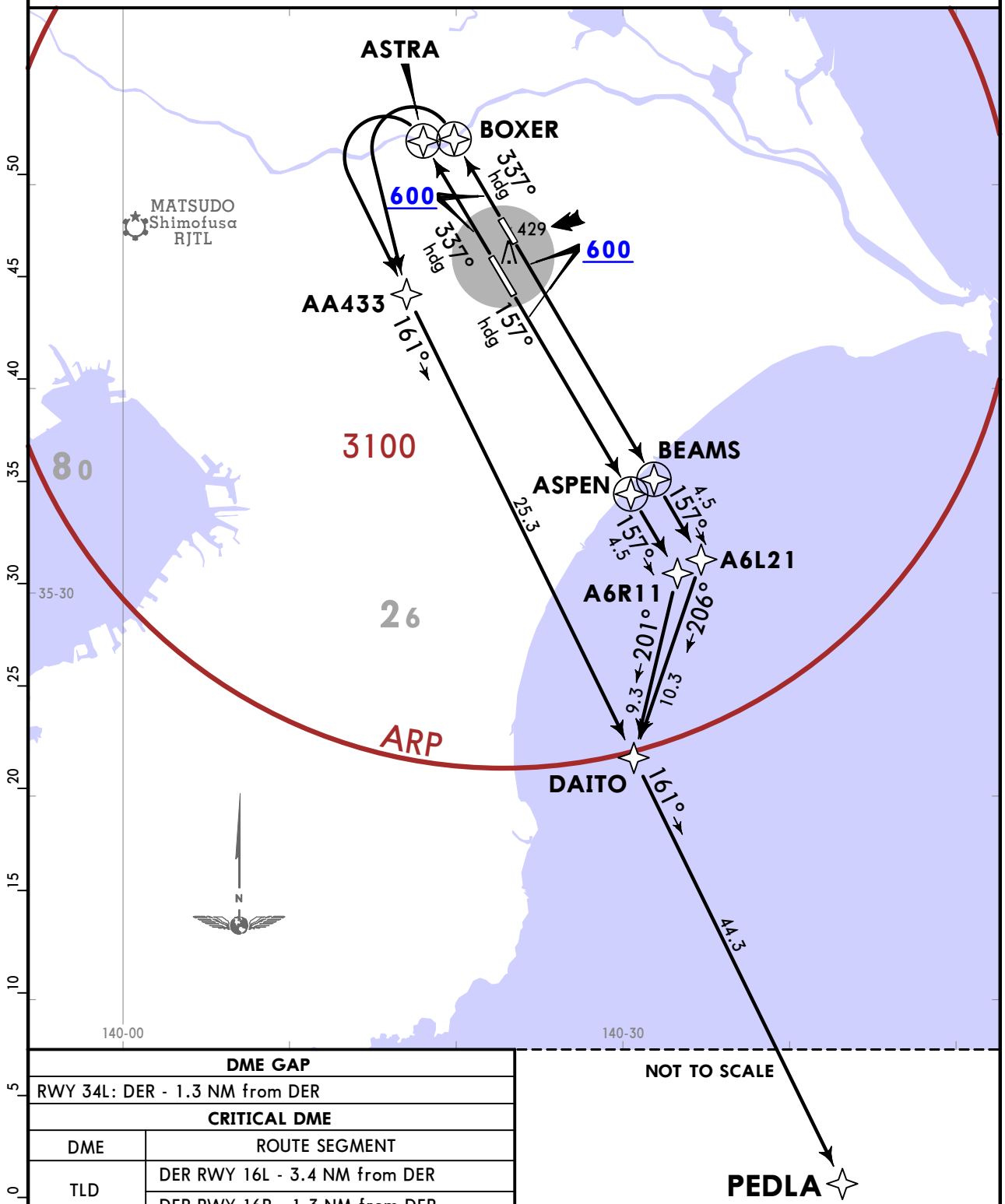
RWY	INITIAL CLIMB
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to OLVAN.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R12, to OLVAN.
34L	Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY, to CHUMS, to OLVAN.
34R	Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23, to PEGAS, to LUCCA, to OLVAN.

TRANSITION	
SAMUS	From OLVAN, to PABLO, to NORIS, to HANAR at or above FL160, to SAMUS.

OLVAN 2 DEPARTURE
[OLVAN2]

TOKYO Departure (R) 124.2 119.6 120.6 125.525 127.5	Apt Elev 135	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 take-off roll.

PEDLA 1 DEPARTURE [PEDLA1]



DME GAP	
RWY 34L: DER - 1.3 NM from DER	
CRITICAL DME	
DME	ROUTE SEGMENT
TLD	DER RWY 16L - 3.4 NM from DER
	DER RWY 16R - 1.3 NM from DER

NOT TO SCALE

RWY	INITIAL CLIMB
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to DAITO, to PEDLA.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R11, to DAITO, to PEDLA.
34L	Climb on heading 337°, at or above 600 direct to ASTRA, turn LEFT direct to AA433, to DAITO, to PEDLA.
34R	Climb on heading 337°, at or above 600 direct to BOXER, turn LEFT direct to AA433, to DAITO, to PEDLA.

CHANGES: MSA.

JEPPESEN
19 MAR 21 (20-3F)
Eff 24 Mar 1500Z

TOKYO, JAPAN

RNAV SID

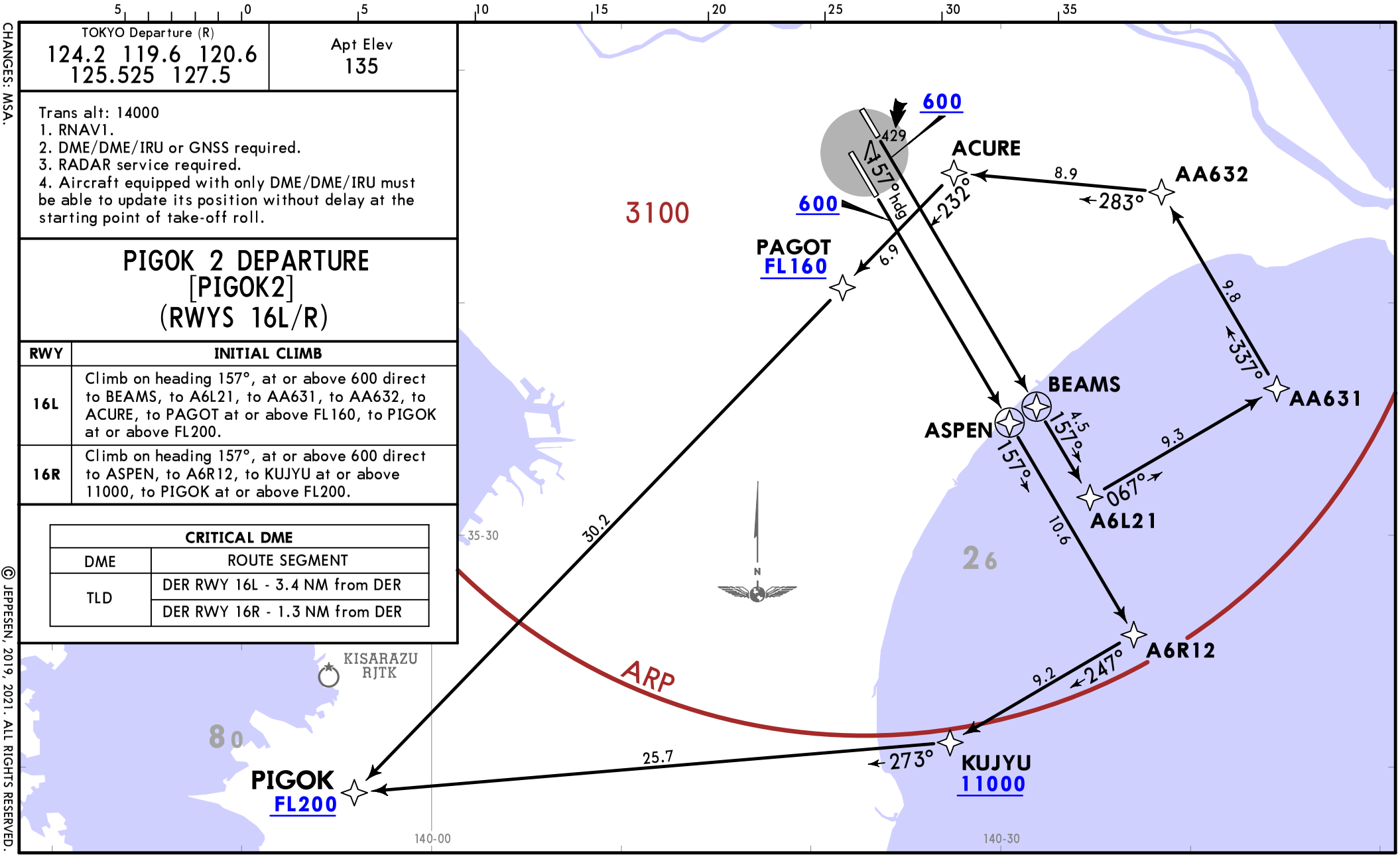
TOKYO Departure (R)	Apt Elev
124.2 119.6 120.6 125.525 127.5	135

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 take-off roll.

PIGOK 2 DEPARTURE
[PIGOK2]
(RWYS 16L/R)

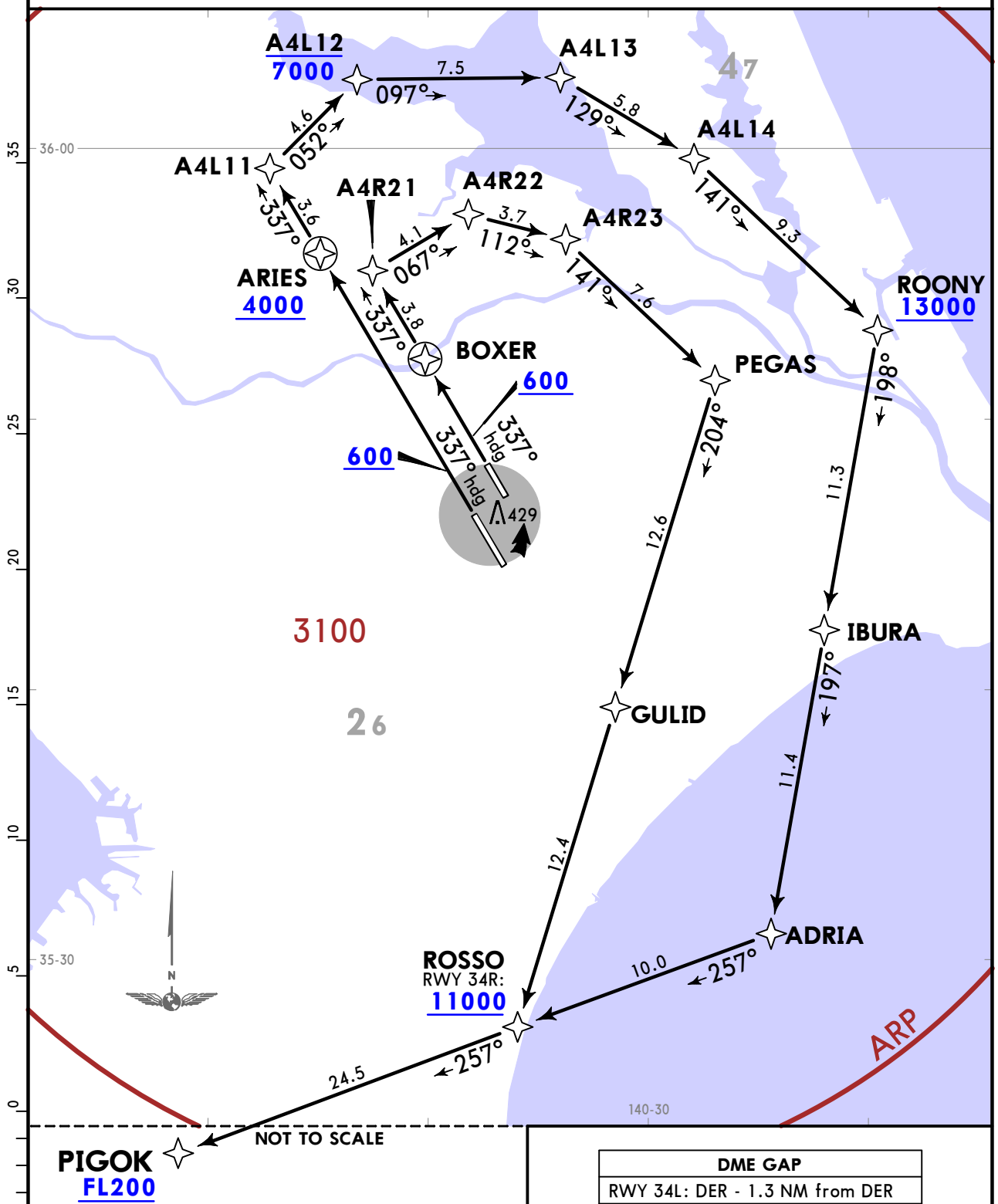
RWY	INITIAL CLIMB
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to AA631, to AA632, to ACURE, to PAGOT at or above FL160, to PIGOK at or above FL200.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R12, to KUJYU at or above 11000, to PIGOK at or above FL200.

CRITICAL DME	
DME	ROUTE SEGMENT
TLD	DER RWY 16L - 3.4 NM from DER
	DER RWY 16R - 1.3 NM from DER



TOKYO Departure (R) 124.2 119.6 120.6 125.525 127.5	Apt Elev 135	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 take-off roll.

PIGOK 2 DEPARTURE [PIGOK2]
(RWYS 34L/R)



DME GAP
RWY 34L: DER - 1.3 NM from DER

RWY	INITIAL CLIMB
34L	Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY at or above 13000, to IBURA, to ADRIA, to ROSSO, to PIGOK at or above FL200.
34R	Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23, to PEGAS, to GULID, to ROSSO at or above 11000, to PIGOK at or above FL200.

CHANGES: MSA.

REDEK 2 DEPARTURE
[REDEK2]
(RWYS 16L/R)

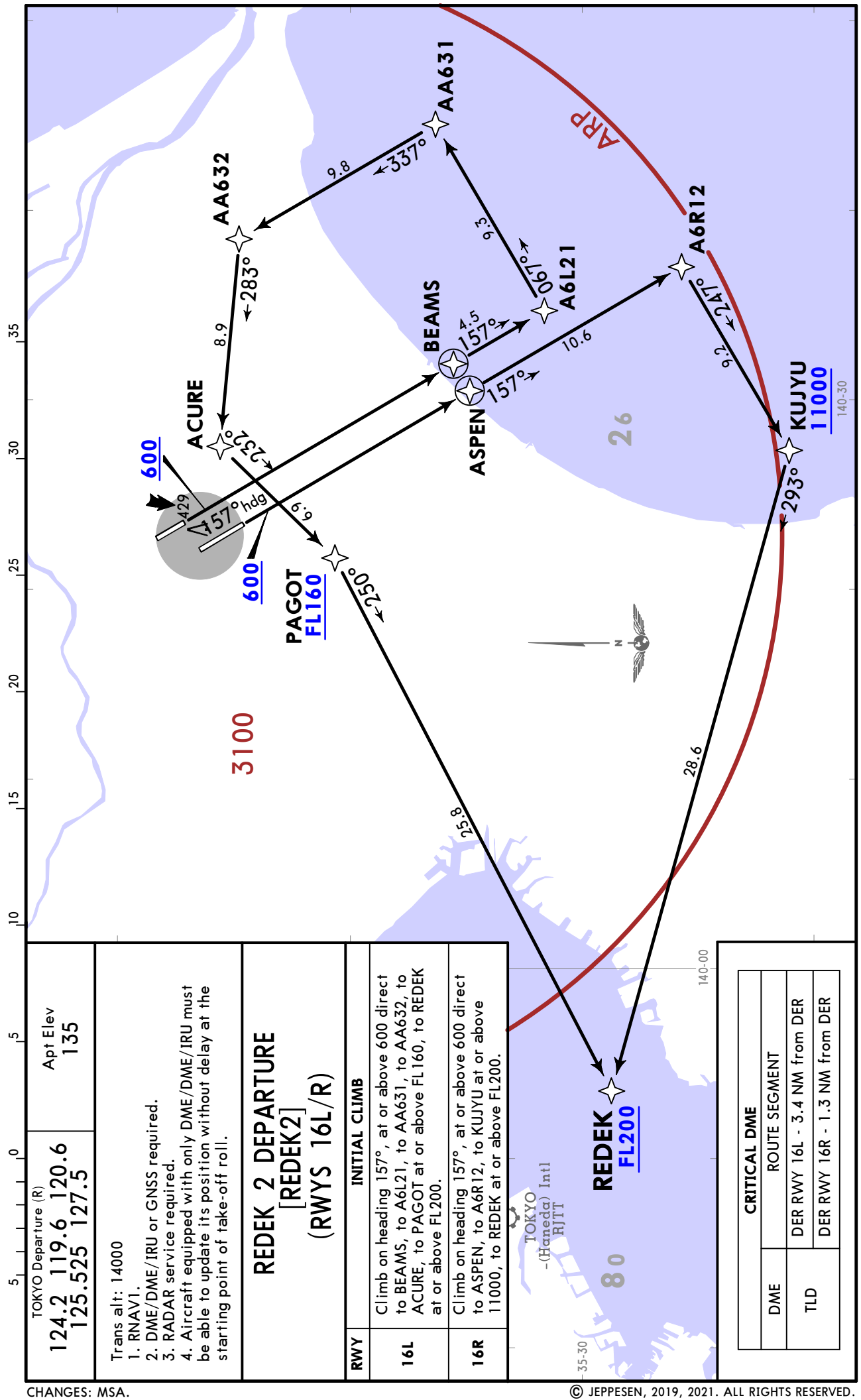
TOKYO Departure (R)
124.2 119.6 120.6
125.525 127.5

Apt Elev
135

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 take-off roll.

RWY	INITIAL CLIMB
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to AA631, to AA632, to ACURE, to PAGOT at or above FL160, to REDEK at or above FL200.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R12, to KUJYU at or above 11000, to REDEK at or above FL200.

CRITICAL DME	
DME	ROUTE SEGMENT
TLD	DER RWY 16L - 3.4 NM from DER
	DER RWY 16R - 1.3 NM from DER



TOKYO Departure (R)	Apt Elev
124.2 119.6 120.6 125.525 127.5	135

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 take-off roll.

REDEK 2 DEPARTURE
[REDEK2]
(RWYS 34L/R)

RWY	INITIAL CLIMB
34L	Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY at or above 13000, to IBURA, to GULID, to PORCO, to REDEK at or above FL200.
34R	Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23 to PEGAS, to GULID, to PORCO at or above 11000, to REDEK at or above FL200.

DME GAP
RWY 34L: DER - 1.3 NM from DER

A4L12
7000
A4L13
A4L14
A4L11
A4R21
A4R22
A4R23
ARIES
4000
BOXER
600
PEGAS
ROONY
13000
IBURA
PORCO
RWY 34R:
11000
GULID
REDEK
FL200
MATSUDO
Shimofusa
RJTL
TOKYO
-(Haneda) Intl
RJTT
3100
429
097°
052°
337°
067°
112°
141°
129°
198°
204°
257°
7.5
5.8
4.6
3.6
4.1
3.7
9.3
7.6
3.8
12.6
11.3
8.2
8.5
21.9
47
80
26
36-00
35-30
140-00
140-30
ARP

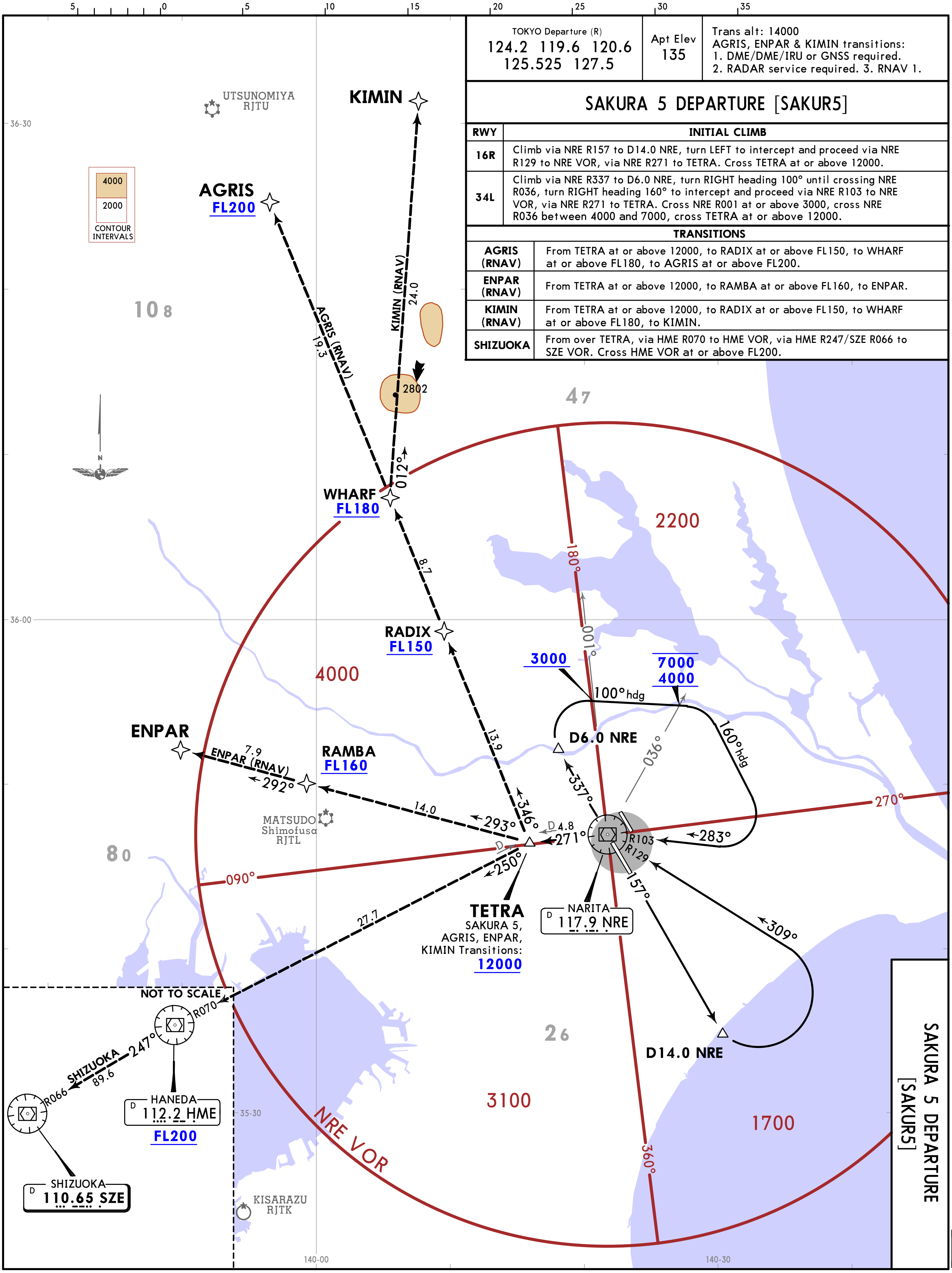
JEPPESEN
17 MAR 23 (20-3K) Eff 22 Mar 1500Z
SID

TOKYO Departure (R)	Apt Elev	
124.2 119.6 120.6 125.525 127.5	135	Trans alt: 14000 AGRIS, ENPAR & KIMIN transitions: 1. DME/DME/IRU or GNSS required. 2. RADAR service required. 3. RNAV 1.

SAKURA 5 DEPARTURE [SAKUR5]

RWY	INITIAL CLIMB
16R	Climb via NRE R157 to D14.0 NRE, turn LEFT to intercept and proceed via NRE R129 to NRE VOR, via NRE R271 to TETRA. Cross TETRA at or above 12000.
34L	Climb via NRE R337 to D6.0 NRE, turn RIGHT heading 100° until crossing NRE R036, turn RIGHT heading 160° to intercept and proceed via NRE R103 to NRE VOR, via NRE R271 to TETRA. Cross NRE R001 at or above 3000, cross NRE R036 between 4000 and 7000, cross TETRA at or above 12000.

TRANSITIONS	
AGRIS (RNAV)	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to AGRIS at or above FL200.
ENPAR (RNAV)	From TETRA at or above 12000, to RAMBA at or above FL160, to ENPAR.
KIMIN (RNAV)	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to KIMIN.
SHIZUOKA	From over TETRA, via HME R070 to HME VOR, via HME R247/SZE R066 to SZE VOR. Cross HME VOR at or above FL200.



SAKURA 5 DEPARTURE [SAKUR5]

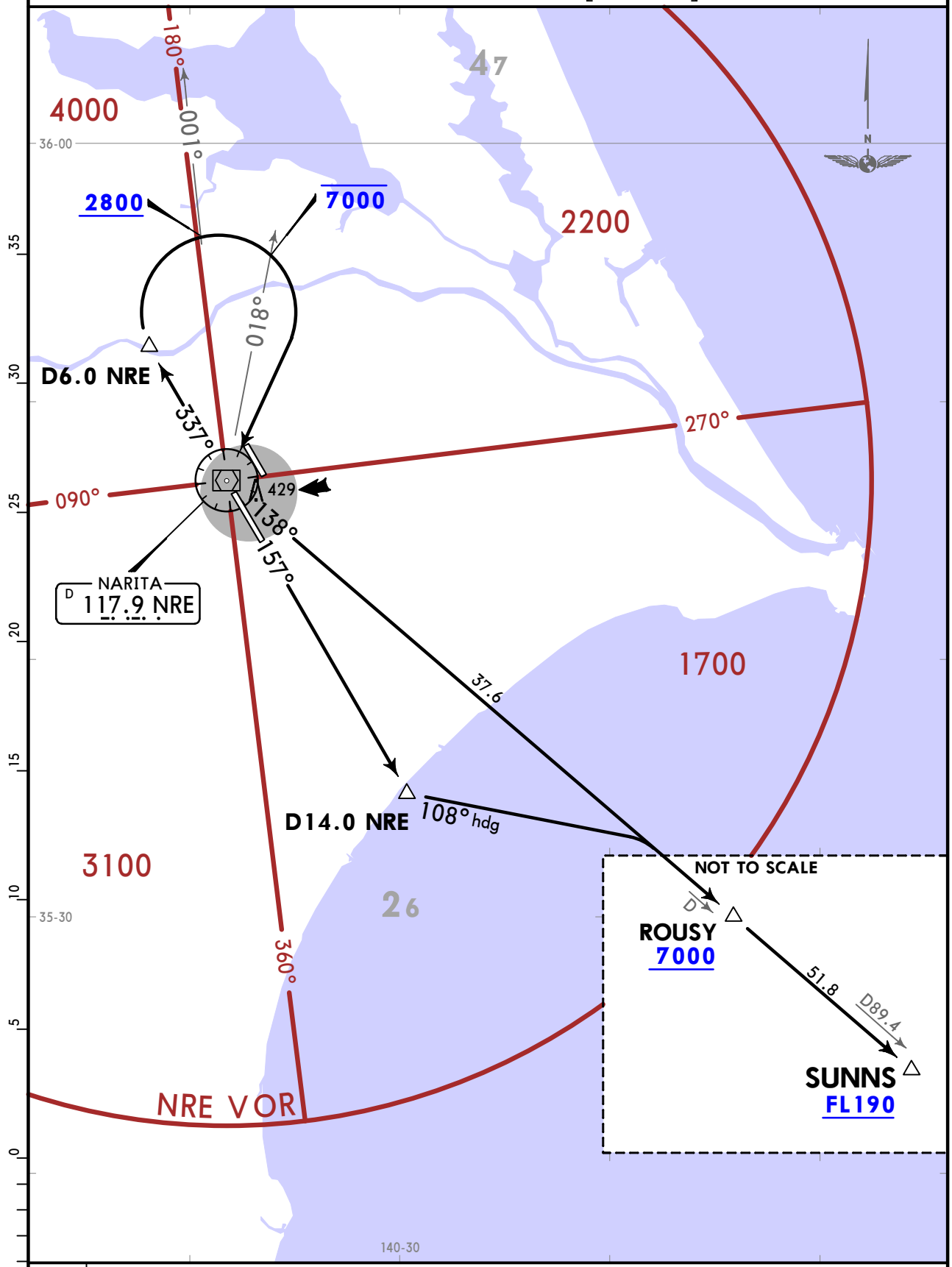
CHANGES: Radial from SZE VOR to HME VOR added.

TOKYO Departure (R)
124.2 119.6 120.6 125.525 127.5

Apt Elev
135

Trans alt: 14000

SUNNS 2 DEPARTURE [SUNNS2]



RWY	INITIAL CLIMB
16R	Climb via NRE R157 to D14.0 NRE, turn LEFT heading 108° to intercept and proceed via NRE R138 to SUNNS via ROUSY. Cross ROUSY at or above 7000, cross SUNNS at or above FL190.
34L	Climb via NRE R337 to D6.0 NRE, turn RIGHT direct to NRE VOR, via NRE R138 to SUNNS via ROUSY. Cross NRE R001 at or above 2800, cross NRE R018 at or below 7000, cross ROUSY at or above 7000, cross SUNNS at or above FL190.

CHANGES: None.

TOKYO Departure (R)	Apt Elev	Trans alt: 14000
124.2 119.6 120.6 125.525 127.5	135	

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 take-off roll.

TETRA 8 DEPARTURE [TETRA8]
(RWYS 16L/R)

CRITICAL DME	
DME	ROUTE SEGMENT
TLD	DER RWY 16L - 3.4 NM from DER
	DER RWY 16R - 1.3 NM from DER

RWY	INITIAL CLIMB
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to AA631, to AA632, to PHLOX at or above FL160, to TETRA.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R11, to A6R13, to A6R14, to TETRA.

TRANSITIONS	
AGRIS	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to AGRIS at or above FL200.
ENPAR	From TETRA at or above 12000, to RAMBA at or above FL160, to ENPAR.
KIMIN	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to KIMIN.
SHIZUOKA	From over TETRA, via HME R070 to HME VOR, via HME R247/SZE R066 to SZE VOR. Cross HME VOR at or above FL200.

UTSUNOMIYA RJTU

KIMIN

AGRIS FL200

KIMIN 24.0

AGRIS 19.3

10 8

4 7

2802

4000
2000
CONTOUR INTERVALS

012°

WHARF FL180

8.7

RADIX FL150

13.9

346°

ENPAR

7.9 ENPAR

292°

RAMBA FL160

14.0

293°

8 0

MATSUDO Shimofusa RJTL

3100

600

5.6

PHLOX FL160

157° Hdg

12.8

AA632

283°

250°

27.7

TETRA

AGRIS, ENPAR, KIMIN Transitions:

12000

600

HANEDA D 112.2 HME FL200

NOT TO SCALE

R070

247°

SHIZUOKA

89.6

R066

SHIZUOKA D 110.65 SZE

13.5

353°

BEAMS

ASPEN

9.8

337°

AA631

4.5

157°

4.5

157°

9.3

067°

A6L21

A6R11

7.9

247°

7.5

337°

A6R14

A6R13

2 6

8 0

ARP

KISARAZU RJTK

35-30

36-30

36-00

140-00

140-30

RJAA/NRT
NARITA INTL

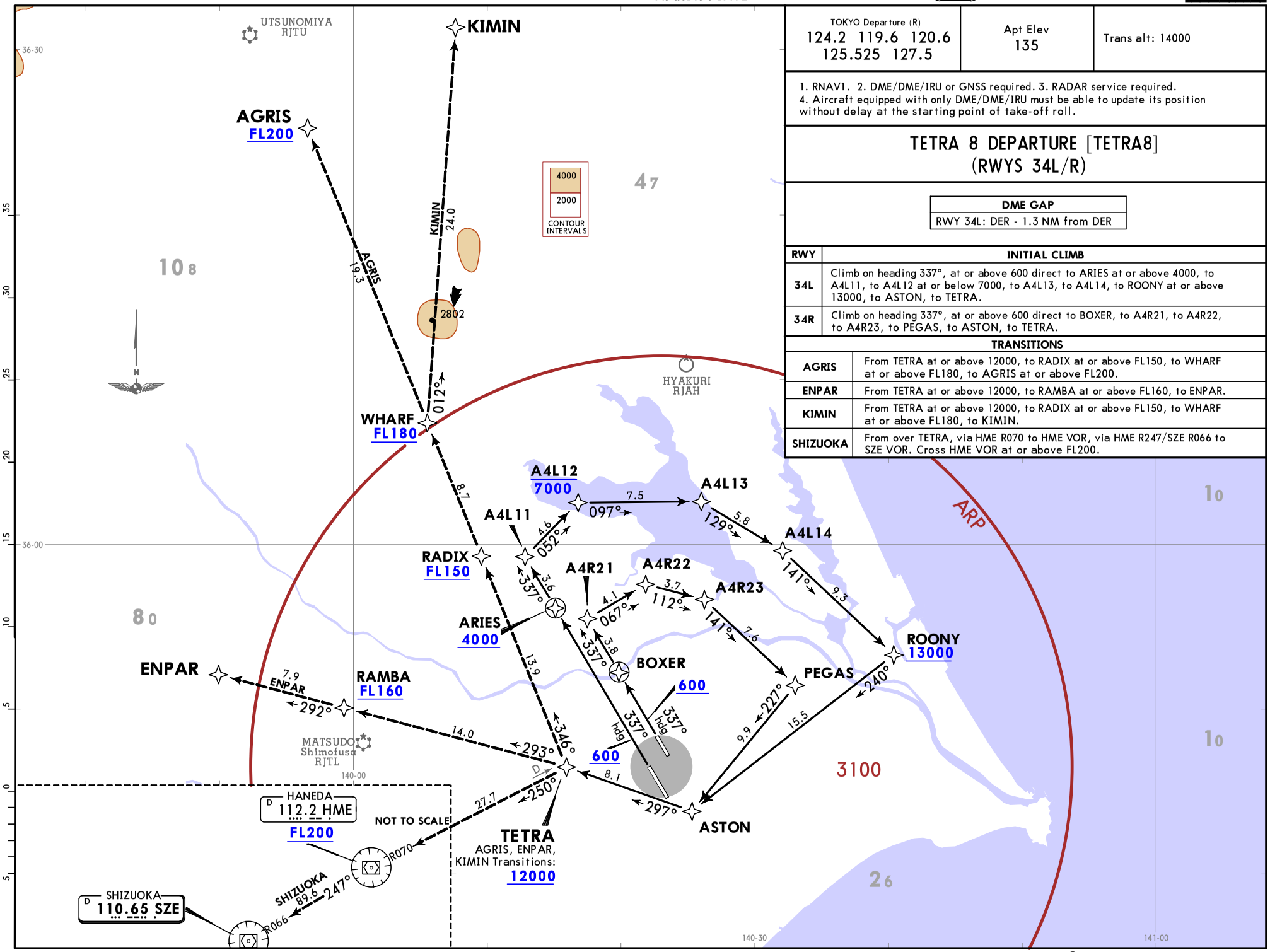
TETRA 8 DEPARTURE [TETRA8]
(RWYS 16L/R)

17 MAR 23 (20-3M)

JEPPESEN TOKYO, JAPAN

Eff 22 Mar 1500Z

RNAV SID



TOKYO Departure (R)	Apt Elev	Trans alt: 14000
124.2 119.6 120.6 125.525 127.5	135	

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 take-off roll.

TETRA 8 DEPARTURE [TETRA8]
(RWYS 34L/R)

DME GAP
RWY 34L: DER - 1.3 NM from DER

RWY	INITIAL CLIMB
34L	Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY at or above 13000, to ASTON, to TETRA.
34R	Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23, to PEGAS, to ASTON, to TETRA.

TRANSITIONS	
AGRIS	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to AGRIS at or above FL200.
ENPAR	From TETRA at or above 12000, to RAMBA at or above FL160, to ENPAR.
KIMIN	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to KIMIN.
SHIZUOKA	From over TETRA, via HME R070 to HME VOR, via HME R247/SZE R066 to SZE VOR. Cross HME VOR at or above FL200.

CHANGES: Radial from SZE VOR to HME VOR added.

NOISE ABATEMENT PROCEDURES

TIME RESTRICTIONS ON DEPARTURES AND ARRIVALS

A. No take-off or landing shall be permitted during the hours from 1500UTC to 2100UTC with the exception of aircraft in an emergency or in an unavoidable situation.
NOTE: "In an emergency or in an unavoidable situation" as described above shall be limited to the following cases:
(a) Aircraft encountering an abnormal situation.
(b) When abnormal situations arise among crew or passengers.
(c) Aircraft operating for the purpose of search-and-rescue activities.
(d) Aircraft operating for the purpose of urgent news collection activities.
(e) When take-off or landing is considered unavoidable due to typhoon evacuation or other reasons.
(f) When the necessity of urgent refueling arises due to unusual weather conditions.

B. The airport office JCAB shall not accept flight plans in violation of the above paragraph.

C. (1) Only RWY 16R/34L is available during the hours from 1400UTC to 1500UTC.
(2) All aircraft taking off from/landing at Narita International Airport during the hours from 1400UTC to 1500UTC shall meet the following requirement.

The sum of noise values of the aircraft is at least 10 EPNdB (Effective perceived noise in decibels), below the total noise standard values at the flyover, approach and sideline measurement points as defined in Annex 16 to the Convention on International Civil Aviation Volume I Chapter 3 and all of the individual noise values measured at each of the measurement points are at least 2 EPNdB below the noise standard values at the corresponding points.

(3) All aircraft scheduled to take off from/land at Narita International Airport during the hours from 2100UTC to 1400UTC shall also meet the criteria mentioned on paragraph (2) above in case they take off/land from 1400UTC to 1500UTC due to delay.

(4)The provisions of the paragraph (1), (2), or (3) above shall not be applied in an emergency or in an unavoidable situation mentioned on the paragraph (A) above.

SPECIAL PROVISION FOR LANDING AND TAKE-OFF RESTRICTIONS

Special Provisions for Landing and Take-off Restrictions are implemented at Narita Intl Apt/ RJAA. These are exceptional measures to allow Landing and Take-off operation of aircraft under specific extraordinary circumstances during certain time zones of restrictions on Landing and Take-off, with the exception of aircraft in emergency or unavoidable situations.
1. Applicable Time Zones: Rwy 16R/34L - Between 1500UTC and 1530UTC.
2. Applicable Aircraft: Aircraft satisfying both conditions 1) and 2) below.
1) Aircraft falling under Narita Aircraft Noise Rating Index Categories A, B and C.
2) Landing and Take-off operation in one of the following cases, except for causes attributable to the operator:
(a) Landing of aircraft destined to RJAA delayed due to unusual weather conditions, sudden/serious medical cases or failure of essential airport functions at the port of departure.
(b) Landing of aircraft destined to RJAA delayed due to landing at another airport for unusual weather conditions or other irregular circumstances en route.
(c) Landing of aircraft destined to RJAA delayed as a result of serial delays caused by unusual weather conditions, irregular circumstances or ensuring safety of flight operation.
(d) Landing of aircraft turned back to RJAA due to unusual weather conditions or other irregular circumstances at destination airport.
(e) Take-off/landing of aircraft delayed due to unusual, irregular circumstances other than those in a) thru d) above and/or ensuring safety of operation.

(Contd on 20-4A)

NOISE ABATEMENT PROCEDURES (contd)

NOISE ABATEMENT OPERATING PROCEDURES

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

TAKE-OFF

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

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

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

APPROACH (Delayed Flap and Reduced Flap Setting)

(a) Extend final landing flaps after passing D4.0 IKF for Rwy 16R, D4.0 ITM for Rwy 16L, D4.0 ITJ for Rwy 34R or D4.0 IYQ for Rwy 34L.

(b) Use, as the final landing flap setting, the minimum certificated landing flap setting published in the approved performance information in the Airplane Flight Manual for the applicable conditions.

OTHER INFORMATION

(A) Notwithstanding item (C) below, for improvement of noise abatement procedures, all aircraft departing from Narita Intl Airport strictly follow extension of the runway centerline until passing D14.0 NRE VOR for Rwy 16R, D14.0 NRE VOR for Rwy 16L, D6.0 NRE VOR for Rwy 34L or D5.5 NRE VOR for Rwy 34R.

(B) Aircraft Engine Ground Run-up
In order to minimize noise disturbances in areas adjacent to the airport, ground run-up of aircraft engine(s) is controlled in accordance with instructions specified in Narita Intl Airport Administrative Regulations (KUKO KANRI KITEI).

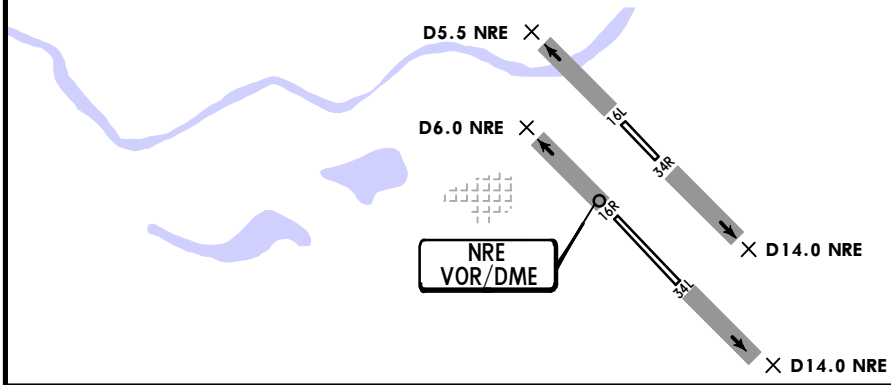
(C) Observance of Flight Routes
Unless otherwise instructed by ATC or except under unavoidable circumstances, all aircraft arriving at and/or departing from the airport, in the inland area, are requested to follow the routes as prescribed in STARs and SIDs.

PARTS DEPARTING AIRCRAFT (PDA) REPORTING TO NAA

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

NOISE ABATEMENT PROCEDURES (contd)

TAKE-OFF PROCEDURES

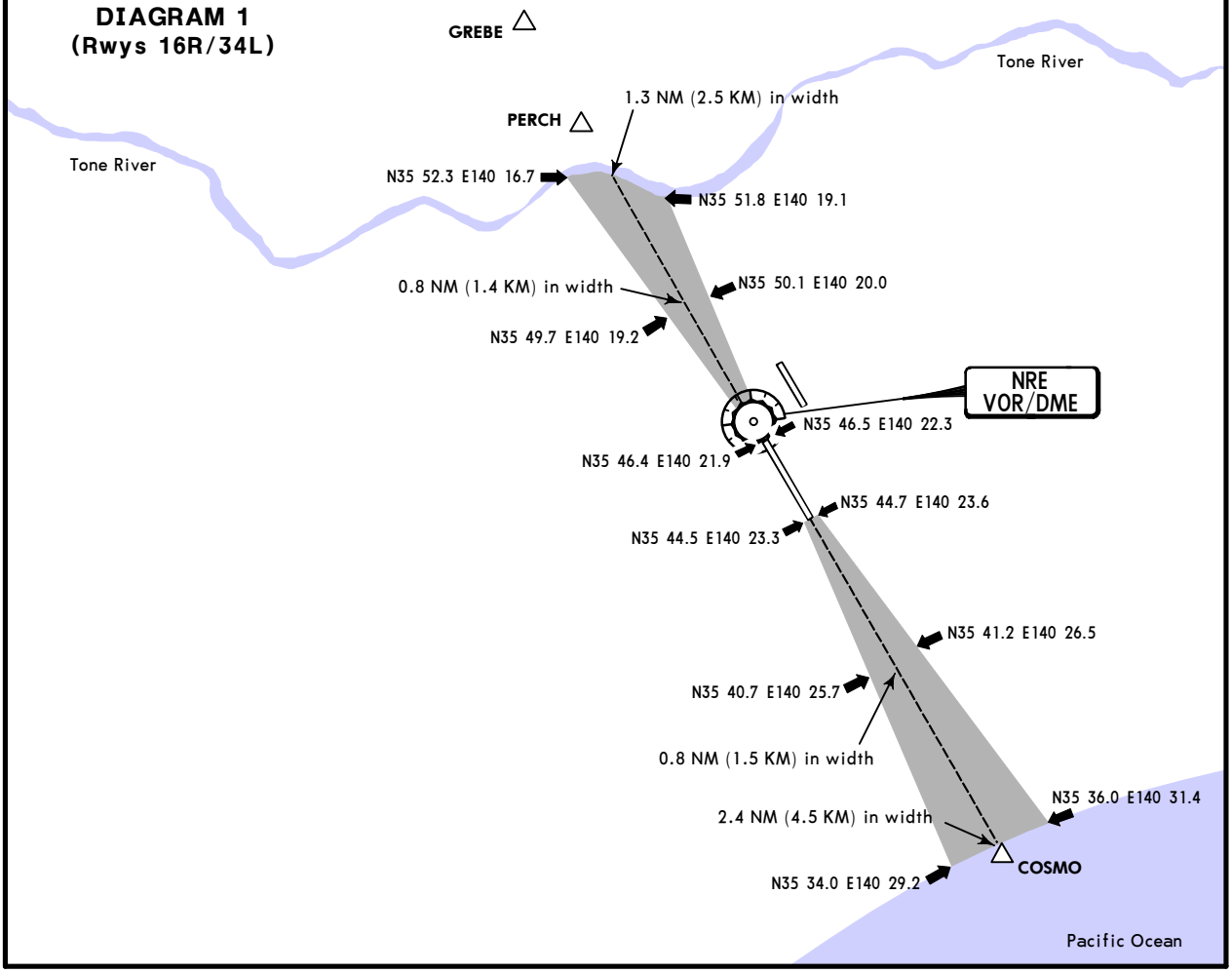


FLIGHT TRACK MONITORING AT NARITA INTL AIRPORT

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

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

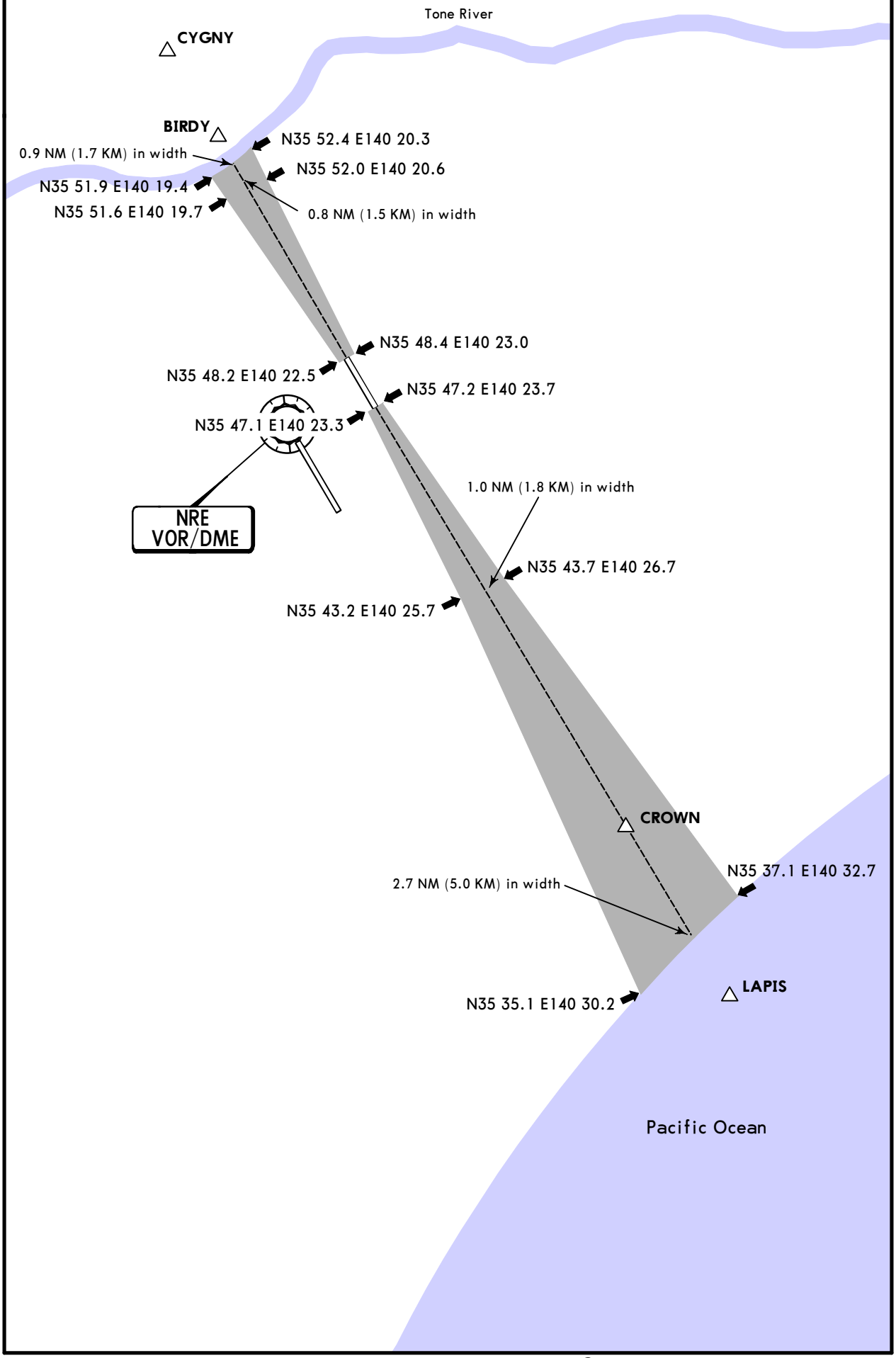
DIAGRAM 1 (Rwys 16R/34L)



CHANGES: HKE VOR removed.

FLIGHT TRACK MONITORING (contd)

DIAGRAM 2
(Rwys 16L/34R)



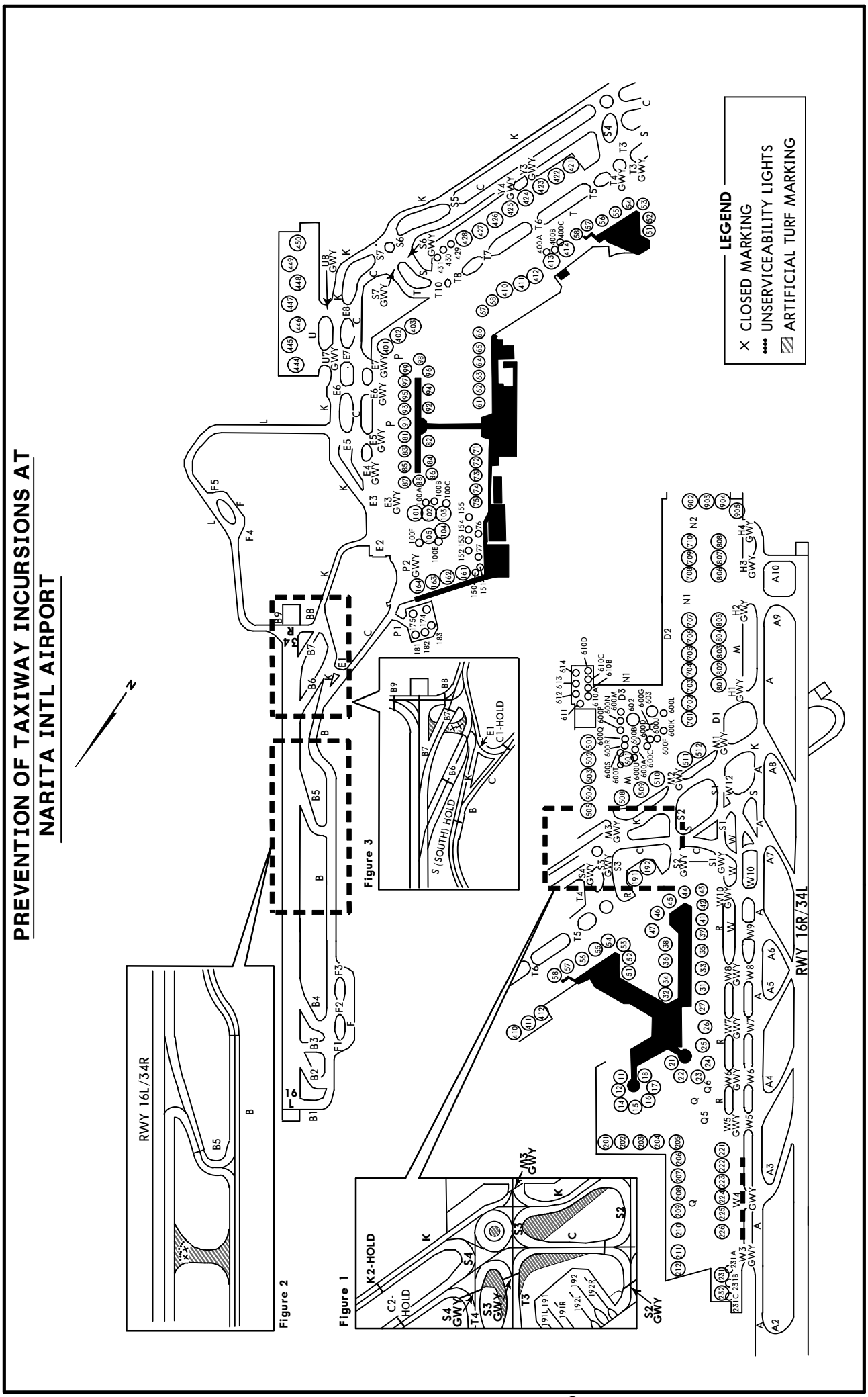
CHANGES: HKE VOR removed.

PREVENTION OF TAXIWAY INCURSIONS AT NARITA INTL AIRPORT

1. The figures of the abolished taxiway are visible as shown on Jeppesen 20-8A. Accordingly, aircraft should pay special attention not to enter those taxiways.

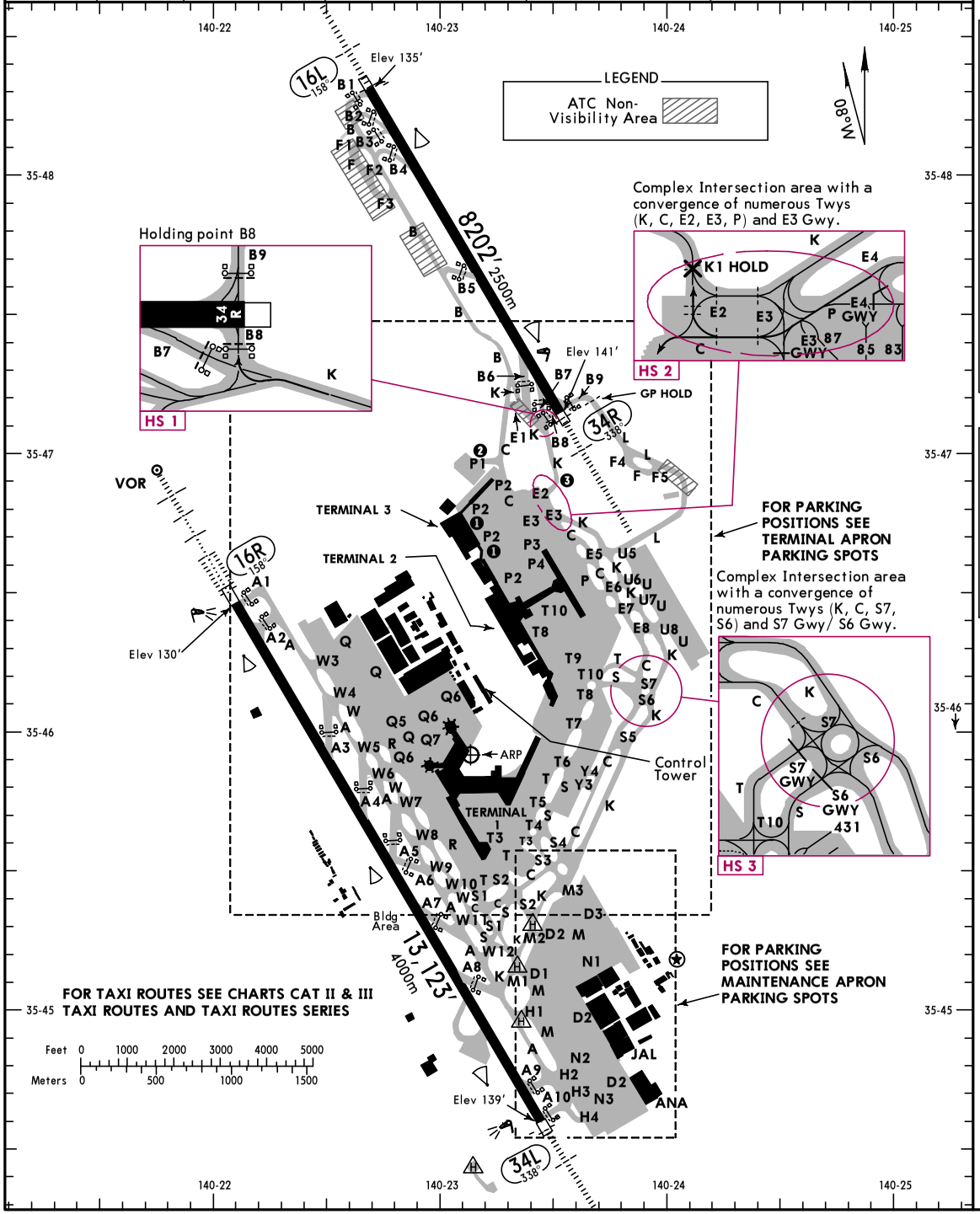
2. Remarks:
   (1) Artificial turf marking is installed on the abolished taxiway, between Taxiway S2 and Taxiway S4. (See Figure 1 on Jeppesen 20-8A).
   (2) Closed marking, unserviceability lights and artificial turf marking are installed on the abolished taxiway, between Taxiway B4 and Taxiway B5. (See Figure 2 on Jeppesen 20-8A).
   (3) Closed marking and artificial turf marking are installed on the abolished taxiway, between Taxiway B6 and Taxiway B8. (See Figure 3 on Jeppesen 20-8A).

PREVENTION OF TAXIWAY INCURSIONS AT NARITA INTL AIRPORT



CHANGES: Figure 4 removed.

D-ATIS	Data Comm ACARS: D-ATIS DCL	NARITA Delivery	Ground	Tower	TOKYO Departure (R)
128.25		121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6 120.6 127.5 125.525



OPERATIONAL NOTES:

All aircraft for Rwy 34R shall hold at "GP HOLD" on Twy L until receiving further taxi clearance to protect ILS glide slope signal.

MD11/DC10 operations on Rwy 16L/34R: MD11/DC10 needs to taxi with its center engine at idle on Twy B between F3 and K, Twy K between B and E2, in order to prevent jet blast. MD11/DC10 cannot enter Rwy 16L/34R from B8, due to jet blast.

Stop bar lights are installed at each runway-holding position associated with Rwy 16R/34L and 16L/34R.

Stop bar lights will be operated when the visibility or the lowest RVR of Rwy 16R/34L and 16L/34R is at or less than 600m(1968ft)

Stop bar lights on Twy A1, A2, B8 and B9 are controlled individually by ATC.

Stop bar lights on Twy A3 - A10, B1 - B7 are not controlled individually by ATC.

During the period stop bar lights are operated, Twy A3 - A10, B1 - B7 are not available for the departing aircraft.

RESTRICTED TAXIWAY NOTES:

-While taxiing in the apron area, follow yellow guidelines strictly.

❶ In order to keep clearance between other aircraft or obstacles while taxiing behind spots 76 and 77, all aircraft with a wingspan of 197′ (60m) or longer shall reduce taxiing speed and follow the taxiway centerline strictly.

❷ Only acft with wingspan less than 118′(36m) can use Twy P1.

❸ On Twy K between Twys E2 and B8: Larger acft (such as B747-8, A340-600, B747-400, B777-200LR, B777-300/300ER and B777F) need to reduce taxiing speed so as to accurately track the centerline, as separation between either wing tip and the boundary fence in certain areas of the taxiway is limited to 34′ (10.5m).

HOT SPOTS:

For information only, not to be construed as ATC instructions.

HS 1 Pilots taxiing to holding point B8 are to make a slight left turn to join the centerline correctly.

HS 2 Numerous cases of entering the wrong Twy occur in this area. In particular, entering K by mistake will cause "head-on" traffic with aircraft vacating from Rwy 16L. Pilots taxiing to Rwy 16L via C must not make a right turn at E2 without ATC authorization.

HS 3 Pilots taxiing via S7 or S6 should pay extra attention to signs and markings to avoid misunderstanding of Twys.

CHANGES: Runway bearings.

GENERAL

Efficient use of 16L/34R

To maximize operational efficiency of the airport, pilots should plan to utilize the runway directed by ATC, which has determined usage based on overall traffic conditions. Arriving aircraft must be prepared to land on Rwy 16L/34R (8202'/2500m) if so assigned by ATC. Departing aircraft must also be prepared to accept take-off from the shorter runway (after consideration of aircraft performance and distance to destination) if directed by ATC. However, if the assigned runway cannot be accepted due to unavoidable circumstances, such as weather conditions, arriving aircraft must notify ATC of its intentions at initial contact with Tokyo approach and departing aircraft must notify ATC when requesting ATC clearance.

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	LANDING BEYOND: Glide Slope	TAKE-OFF	WIDTH
16R ❶ 34L	HIRL(30m) CL(15m) ❷HIALS-II SFL-V TDZ ❸PAPI-L RVR		12,008'3660m		197' 60m
	HIRL(30m) CL(15m) ❹ALSF-I SFL-V TDZ ❸PAPI-L RVR		12,014'3662m		

❶ Dimension of grooved area is 12,549' (3825m) x 197' (60m) from the threshold of Rwy 34L.
❷ Length 900m.
❸ angle 3.0°
❹ Length 750m.

16L ❺ 34R	HIRL(30m) CL(30m) ❻ALSF-I SFL-V TDZ ❼PAPI-L RVR		6992' 2131m		197' 60m
	HIRL(30m) CL(30m) ❻ALSF-I SFL-V TDZ ❼PAPI-R RVR		7071' 2155m		

❺ Grooved.
❻ Length 900m.
❼ angle 3.0°

TAKE-OFF

Rwy 16R

	Multi Engine Aircraft: With Take-Off Alternate Airport Filed: ❶LVP/LVPD in Force: ❷HIRL & CL & Multiple RVR	❷HIRL & CL	❷HIRL or CL or RCLM	❷HIRL & CL	❷HIRL or CL or RCLM	NIL (DAY ONLY)	Without Take-off Altn Apt Filed	Single Eng Acft
A B C	RVR 150m	200m	250m	400m		VIS 500m	Available Landing Minimums	Available Landing Minimums
D	RVR 200m	250m	300m					

Rwy 34R

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

Rwy 34L

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

Rwy 16L

	Multi Eng Acft: With Take-off Altn Apt. Filed: ❷HIRL & CL	❷HIRL or CL or RCLM	NIL (DAY ONLY)	Without Take-off Altn Apt. Filed	Single Eng Acft
A B C D	200'- 1600m		200'- VIS 1600m	Available Landing Minimums	Available Landing Minimums

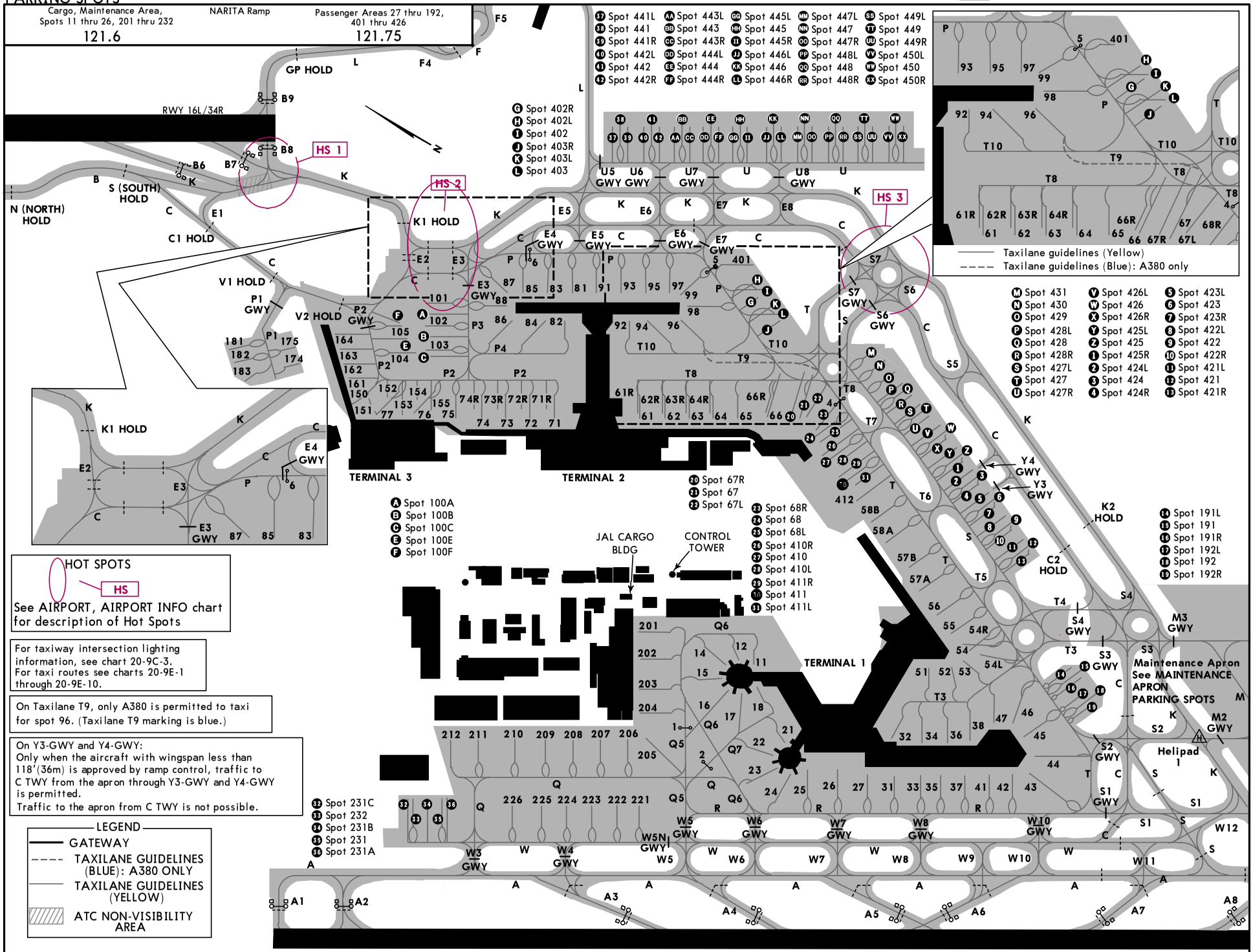
❶ Low Visibility Procedures/Low Visibility Procedures for Departure in Force.
❷ HIRL and Runway Threshold Lights (which indicate DER) required for night operations.

CHANGES: None.

RJAA/NRT
TERMINAL APRON PARKING SPOTS

JEPPESEN
13 OCT 23 (20-9B)

TOKYO, JAPAN
NARITA INTL



CHANGES: Hot spots added.

RJAA/NRT
TERMINAL APRON
PARKING SPOT COORDINATES

TOKYO, JAPAN
NARITA INTL

PARKING SPOT COORDINATES

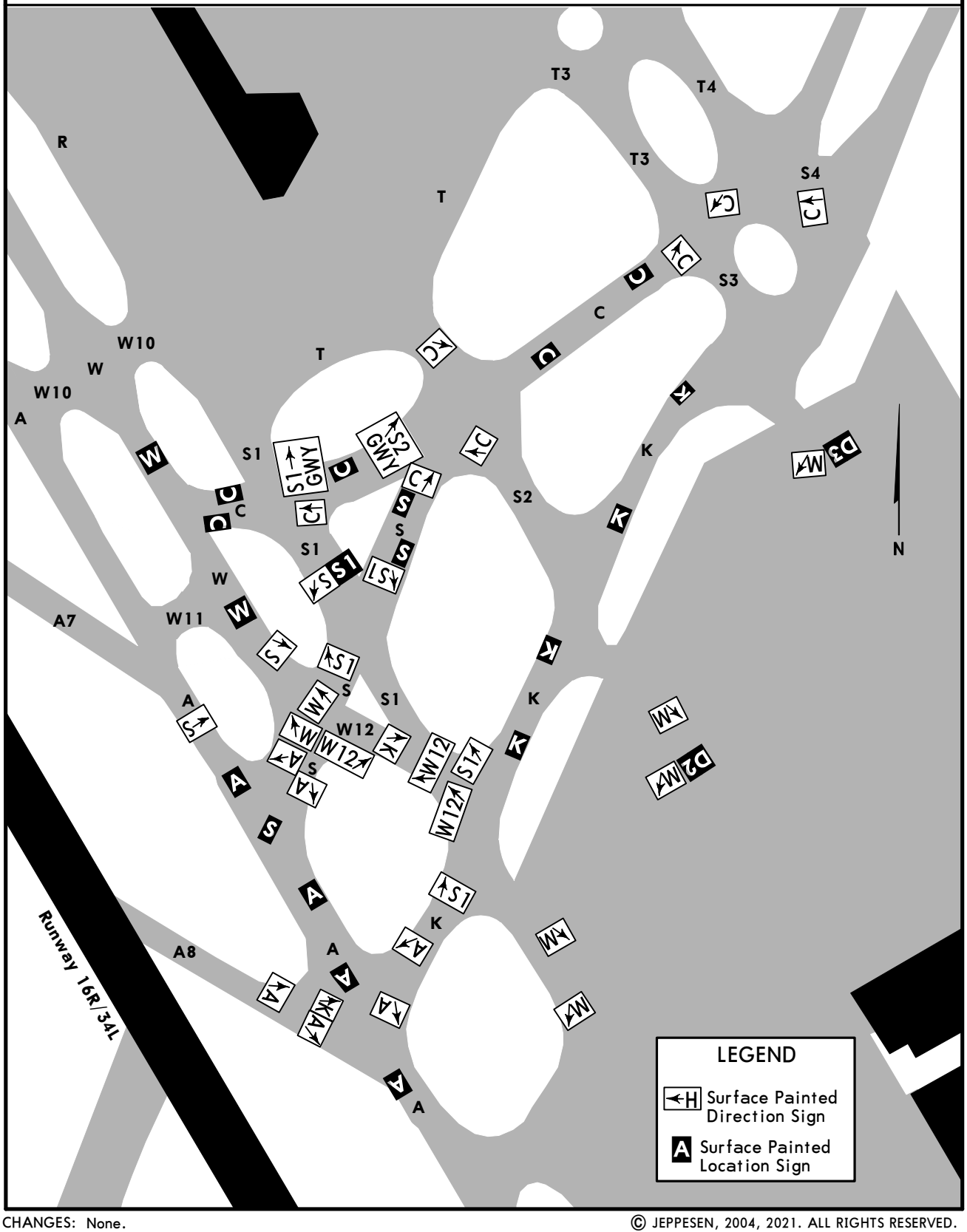
SPOT No.	COORDINATES	SPOT No.	COORDINATES
11, 12, 14	N35 46.0 E140 23.1	161, 162	N35 46.8 E140 23.2
15 thru 18	N35 46.0 E140 23.0	163, 164	N35 46.9 E140 23.2
21	N35 45.9 E140 23.0	174, 175	N35 46.9 E140 23.2
22 thru 24	N35 45.9 E140 22.9	181	N35 47.0 E140 23.2
25	N35 45.8 E140 22.9	182	N35 47.0 E140 23.1
26, 27	N35 45.8 E140 23.0	183	N35 46.9 E140 23.1
31	N35 45.7 E140 23.0	191 thru 192R	N35 45.5 E140 23.4
32	N35 45.8 E140 23.1	201, 202	N35 46.2 E140 23.0
33, 34	N35 45.7 E140 23.1	203	N35 46.2 E140 22.9
35	N35 45.6 E140 23.1	204	N35 46.1 E140 22.9
36	N35 45.7 E140 23.1	205, 206	N35 46.1 E140 22.8
37	N35 45.6 E140 23.1	207, 208	N35 46.2 E140 22.8
38	N35 45.6 E140 23.2	209	N35 46.2 E140 22.7
41	N35 45.6 E140 23.1	210, 211	N35 46.3 E140 22.7
42 thru 44	N35 45.5 E140 23.2	212	N35 46.4 E140 22.6
45	N35 45.6 E140 23.2	221 thru 223	N35 46.1 E140 22.7
46	N35 45.6 E140 23.3	224 thru 226	N35 46.2 E140 22.6
47	N35 45.6 E140 23.2	231, 231A	N35 46.3 E140 22.5
51	N35 45.8 E140 23.3	231B, 231C, 232	N35 46.4 E140 22.5
52 thru 54R	N35 45.7 E140 23.3	401, 402, 402L	N35 46.3 E140 23.8
55	N35 45.8 E140 23.3	402R,403,403L,403R	N35 46.3 E140 23.7
56, 57A	N35 45.8 E140 23.4	410, 410L, 410R	N35 46.1 E140 23.5
57B, 58A	N35 45.9 E140 23.4	411,411L,411R,412	N35 46.0 E140 23.5
58B	N35 46.0 E140 23.5	421 thru 421R	N35 45.7 E140 23.6
61, 61R, 62R	N35 46.4 E140 23.4	422 thru 424	N35 45.8 E140 23.6
62, 63	N35 46.3 E140 23.4	424L	N35 45.9 E140 23.6
63R, 64 , 64R	N35 46.3 E140 23.5	424R	N35 45.8 E140 23.6
65, 66, 66R, 67, 67R	N35 46.2 E140 23.5	425 thru 426R	N35 45.9 E140 23.7
67L	N35 46.1 E140 23.6	427 thru 428R	N35 46.0 E140 23.7
68, 68L, 68R	N35 46.1 E140 23.5	429	N35 46.1 E140 23.7
71, 71R, 72, 72R	N35 46.5 E140 23.3	430 thru 431	N35 46.1 E140 23.8
73 , 73R	N35 46.6 E140 23.3	441	N35 46.6 E140 23.9
74, 74R, 75	N35 46.6 E140 23.2	441L	N35 46.7 E140 23.9
76	N35 46.7 E140 23.2	441R thru 442R	N35 46.6 E140 23.9
77	N35 46.8 E140 23.1	443 thru 443R	N35 46.6 E140 24.0
81 thru 85	N35 46.6 E140 23.5	444 thru 445R	N35 46.5 E140 24.0
86	N35 46.6 E140 23.4	446	N35 46.4 E140 24.1
87, 88	N35 46.7 E140 23.5	446L	N35 46.4 E140 24.0
91 thru 93	N35 46.5 E140 23.6	446R	N35 46.4 E140 24.1
94	N35 46.4 E140 23.6	447 thru 448L	N35 46.4 E140 24.1
95	N35 46.5 E140 23.6	448R thru 449L	N35 46.3 E140 24.1
96	N35 46.4 E140 23.6	449R thru 450R	N35 46.3 E140 24.2
97	N35 46.4 E140 23.7		
98	N35 46.4 E140 23.6		
99	N35 46.4 E140 23.7		
100A	N35 46.8 E140 23.4		
100B, 100C	N35 46.7 E140 23.3		
100E, 100F	N35 46.8 E140 23.3		
101	N35 46.8 E140 23.4		
102	N35 46.8 E140 23.3		
103	N35 46.7 E140 23.3		
104, 105	N35 46.8 E140 23.3		
150, 151	N35 46.8 E140 23.1		
152 thru 155	N35 46.7 E140 23.2		

CHANGES: None.

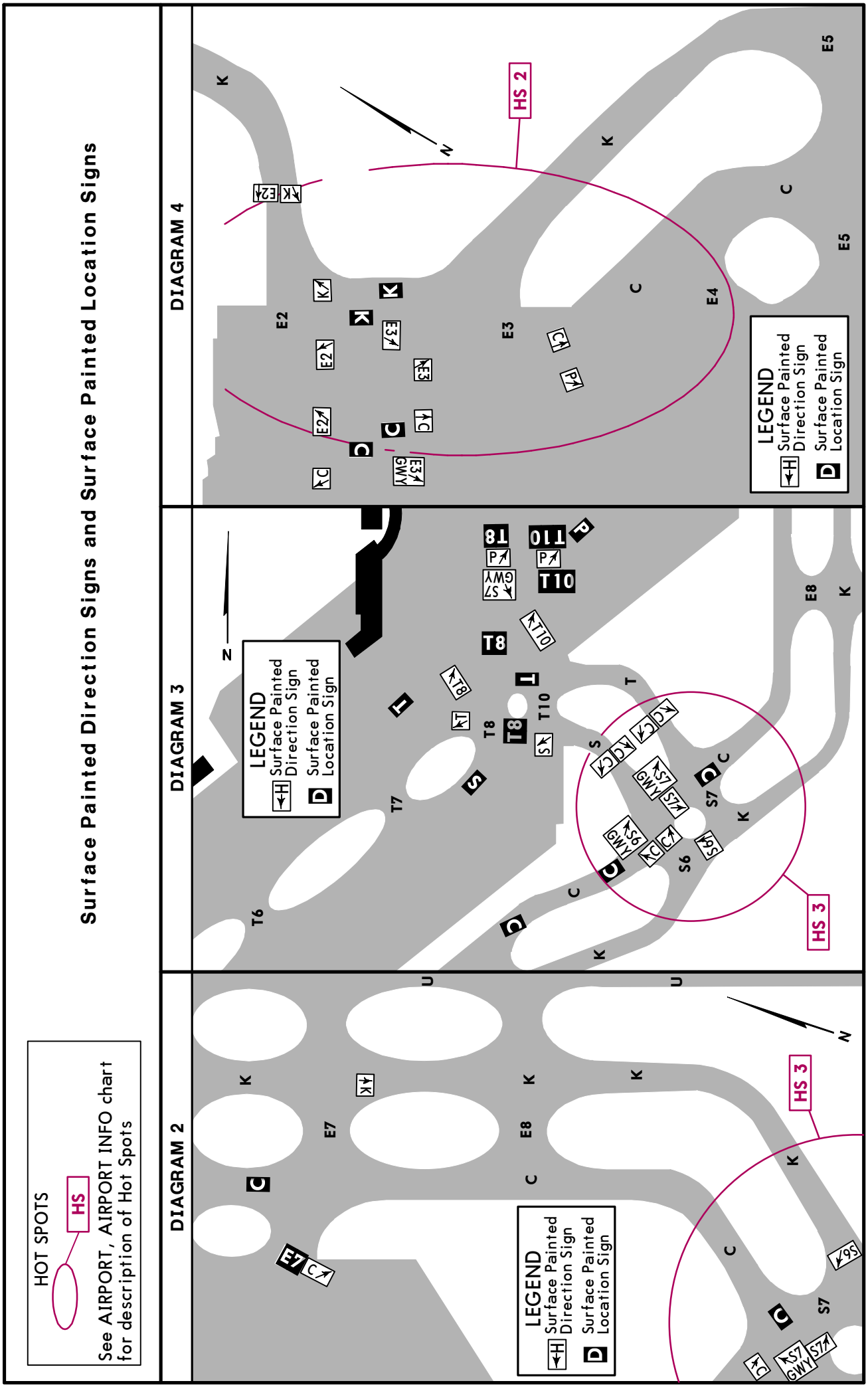
Surface Painted Direction Signs and Surface Painted Location Signs

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

DIAGRAM 1



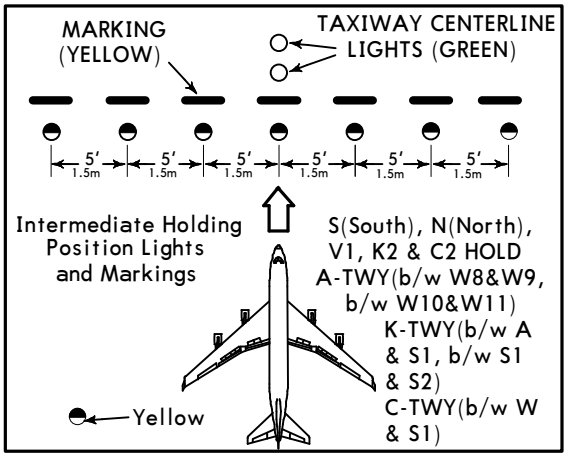
Surface Painted Direction Signs and Surface Painted Location Signs

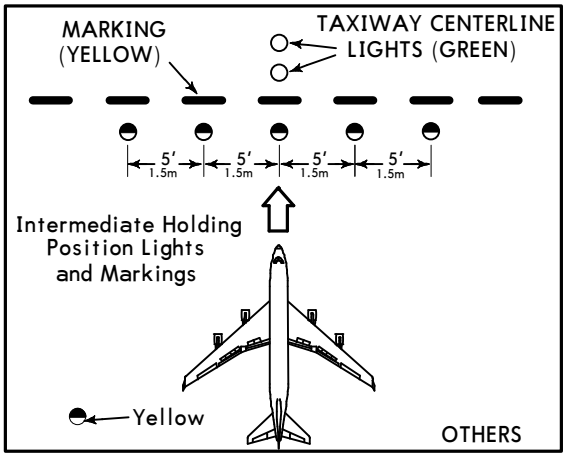


CHANGES: Diagram 3 signs revised, hot spots added.

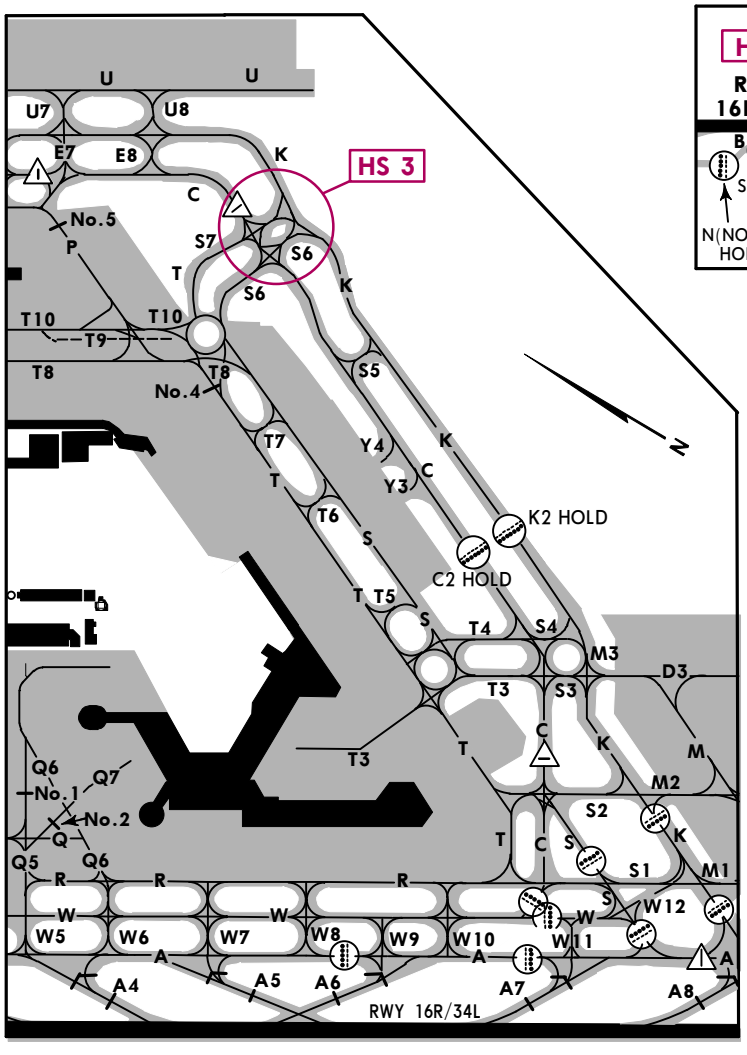
INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS

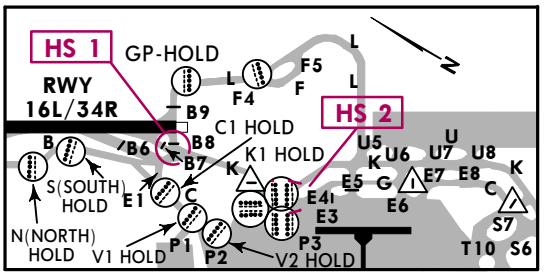
1. The intermediate holding position lights and markings identify the position where aircraft are to hold to prevent collision with other aircraft on the taxiway. The intermediate holding position lights operate simultaneously with the taxiway centerline lights. The intermediate holding position lights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





INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS





LEGEND
Intermediate holding position lights and marking
Intermediate holding position marking only

HOT SPOTS
HS
See AIRPORT, AIRPORT INFO chart for description of Hot Spots

CHANGES: Hold ident.

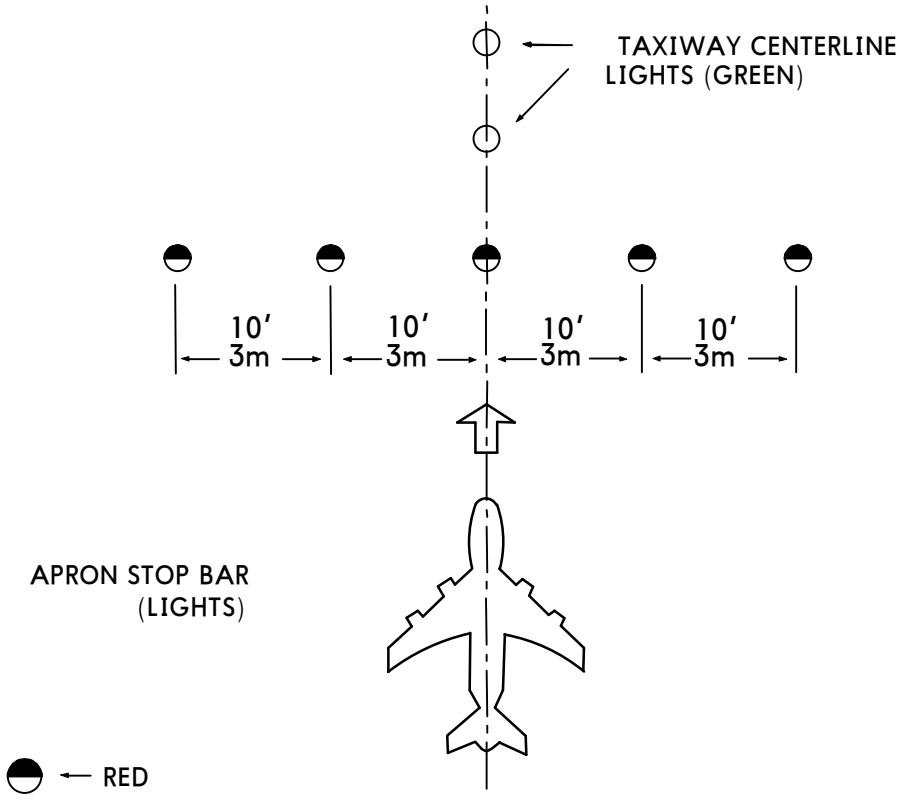
INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS (CONTD)

APRON STOP BAR

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

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

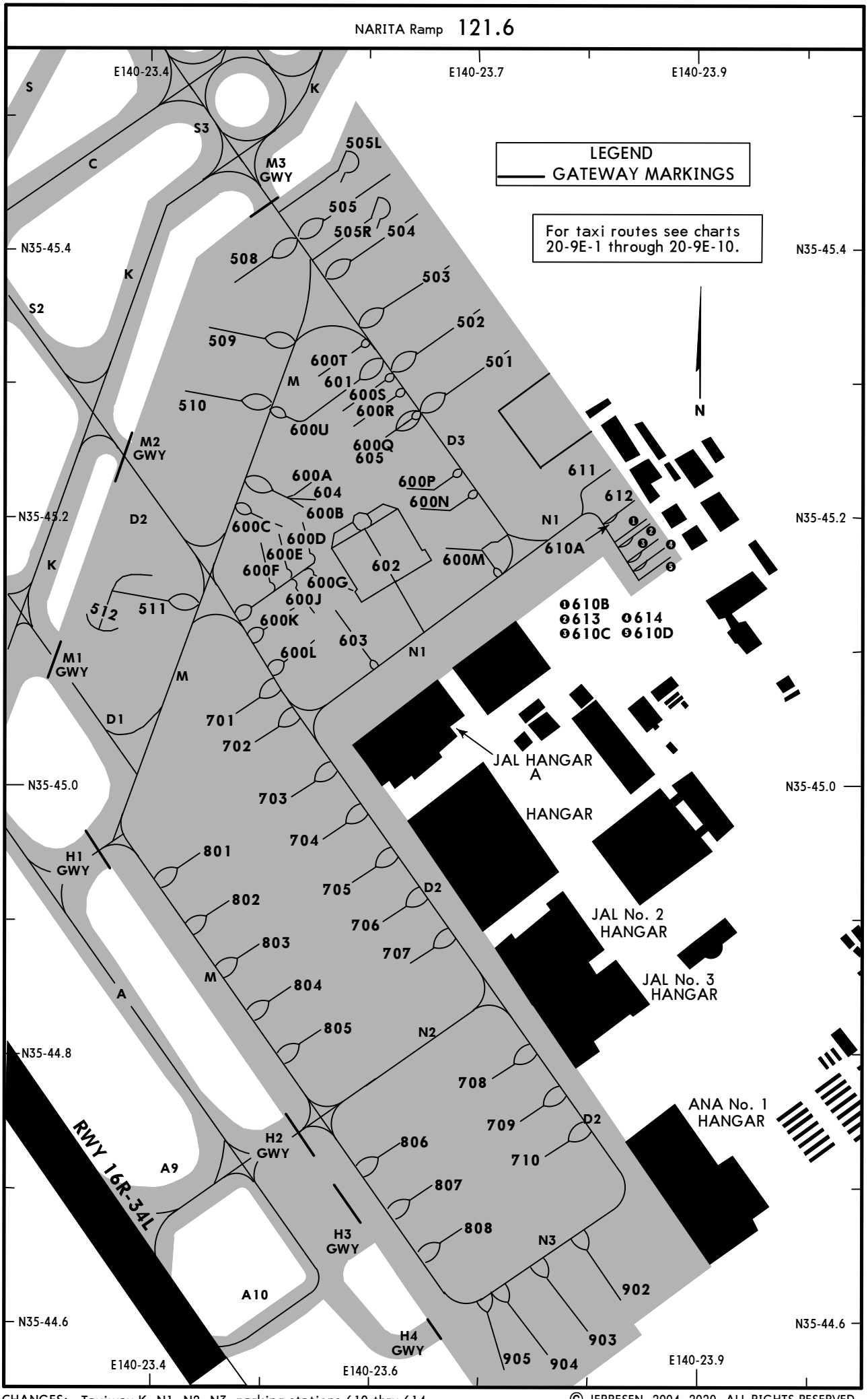
As shown below, the red lights are visible when an aircraft following the yellow apron taxilane centerline/green centerline light approaches the apron stop bar.



RJAA/NRT
MAINTENANCE APRON PARKING SPOTS

JEPPESEN
20 MAR 20 (20-9D) Eff 25 Mar 2100Z

TOKYO, JAPAN
NARITA INTL



CHANGES: Taxiway K, N1, N2, N3, parking stations 610 thru 614.

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
501, 502	N35 45.3 E140 23.7
503, 504	N35 45.4 E140 23.7
505	N35 45.4 E140 23.6
505L, 505R	N35 45.4 E140 23.6
508, 509	N35 45.4 E140 23.5
510	N35 45.3 E140 23.5
511, 512	N35 45.2 E140 23.4
600A	N35 45.3 E140 23.6
600B thru 600E	N35 45.2 E140 23.6
600F	N35 45.2 E140 23.5
600G	N35 45.2 E140 23.6
600J thru 600L	N35 45.2 E140 23.6
600M, 600N	N35 45.2 E140 23.7
600P, 600Q	N35 45.2 E140 23.6
600R thru 600U	N35 45.3 E140 23.6
601	N35 45.3 E140 23.6
602 thru 605	N35 45.2 E140 23.6
610A, 611, 612	N35 45.2 E140 23.8
610B, 610C, 610D	N35 45.2 E140 23.9
613, 614	
701, 702	N35 45.1 E140 23.5
703, 704	N35 45.0 E140 23.5
705	N35 45.0 E140 23.6
706, 707	N35 44.9 E140 23.6
708	N35 44.8 E140 23.7
709, 710	N35 44.7 E140 23.7
801, 802	N35 45.0 E140 23.5
803	N35 44.9 E140 23.5
804, 805	N35 44.9 E140 23.6
806	N35 44.8 E140 23.7
807, 808	N35 44.7 E140 23.7
902	N35 44.6 E140 23.9
903, 904	N35 44.6 E140 23.8
905	N35 44.6 E140 23.7

CHANGES: Parking stations 610 thru 614.

JEPPESEN

RJAA/NRT

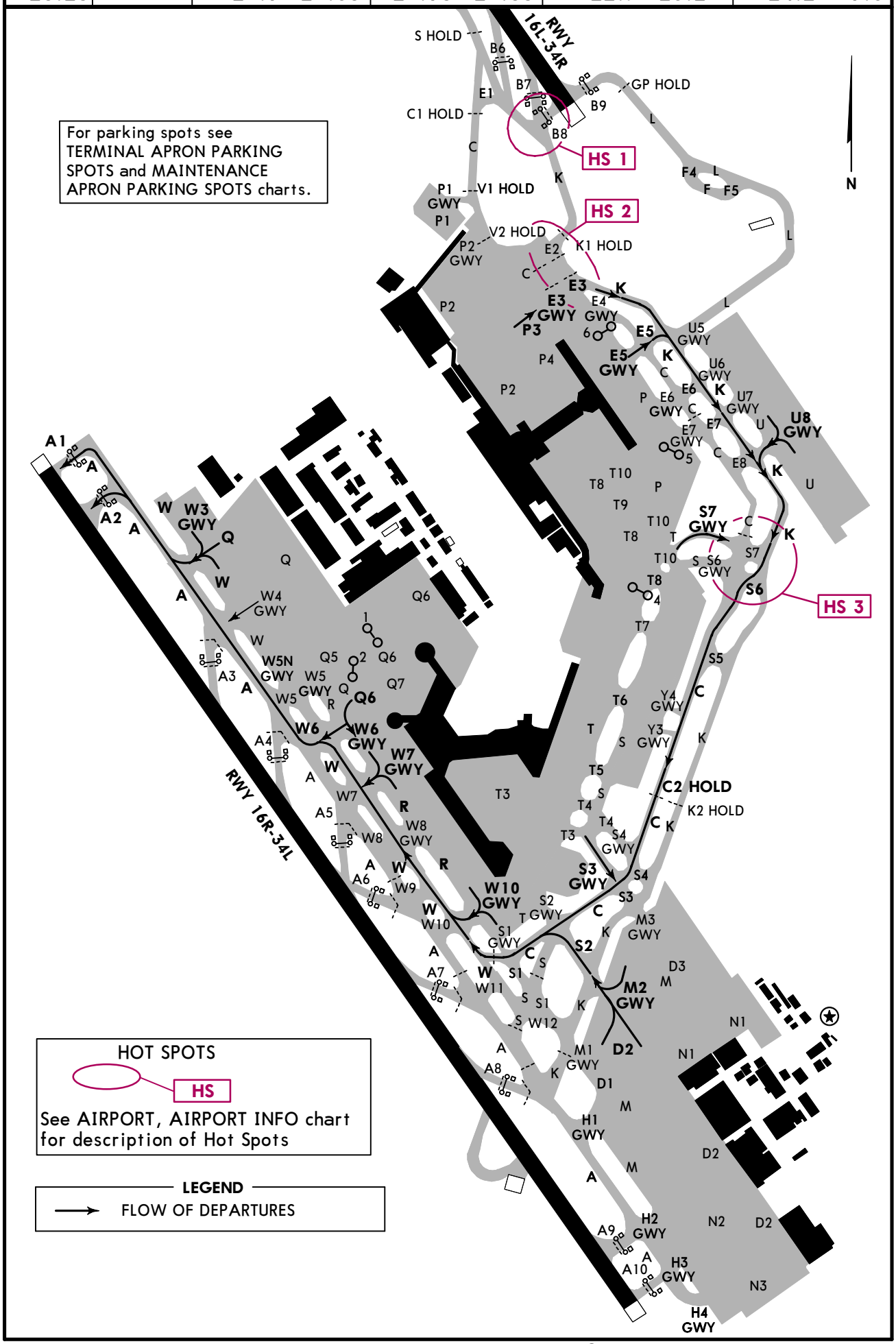
Apt Elev 135′

13 OCT 23 (20-9E-1)

TOKYO, JAPAN
NARITA INTL

CAT II & III TAXI ROUTES DEPARTURES Rwy 16R

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



CHANGES: Hot Spots added.

JEPPESEN

RJAA/NRT

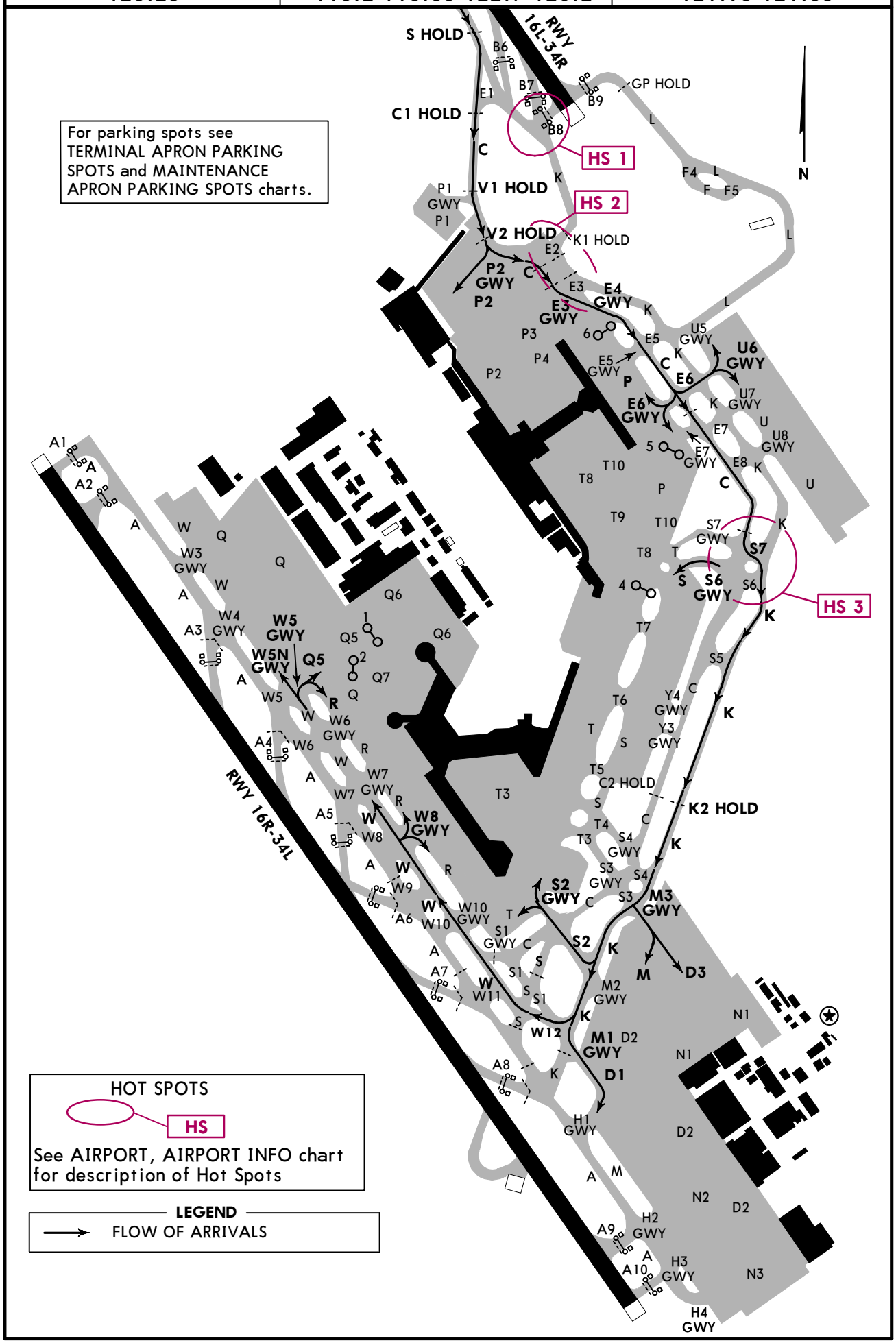
Apt Elev **135′**

13 OCT 23 (20-9E-10)

TOKYO, JAPAN
NARITA INTL

TAXI ROUTES ARRIVALS Rwy 34R

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



CHANGES: Hot Spots added.

JEPPESEN

RJAA/NRT

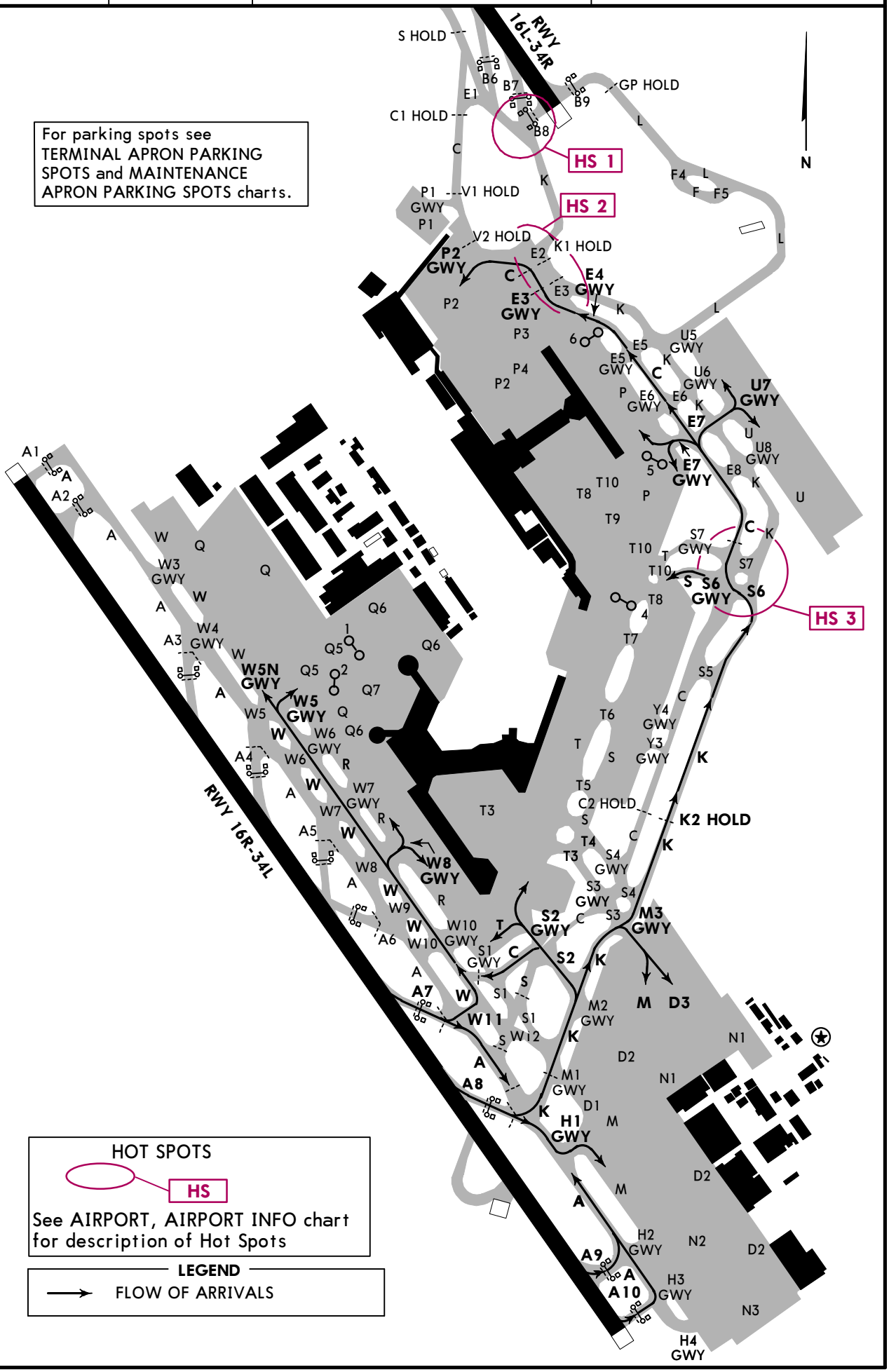
Apt Elev 135′

13 OCT 23 (20-9E-2)

TOKYO, JAPAN
NARITA INTL

CAT II & III TAXI ROUTES ARRIVALS Rwy 16R

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



CHANGES: Hot Spots added.

JEPPESEN

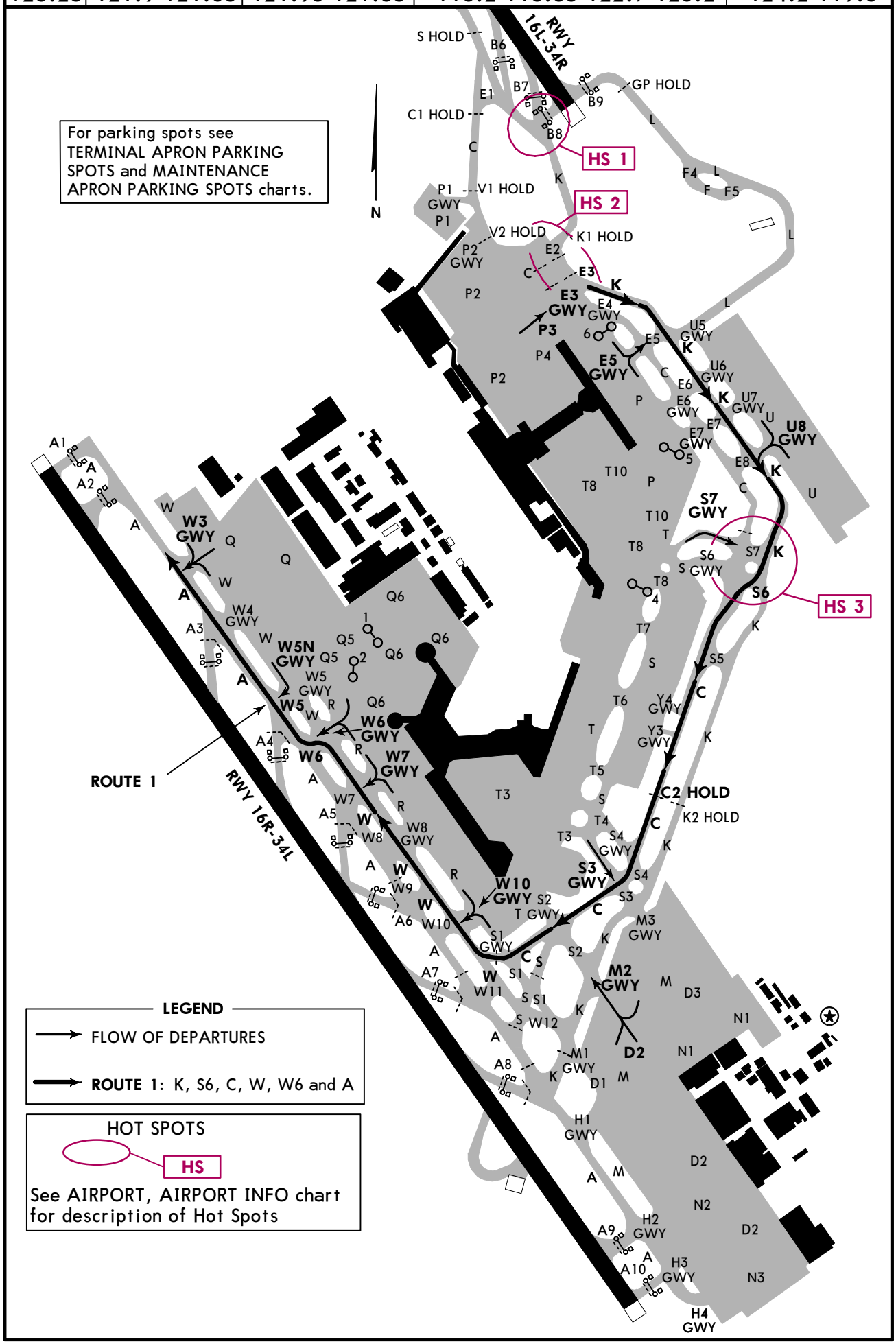
RJAA/NRT

Apt Elev **135′**

13 OCT 23 (20-9E-3)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES DEPARTURES Rwy 16R

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



CHANGES: Hot Spots added.

JEPPESEN

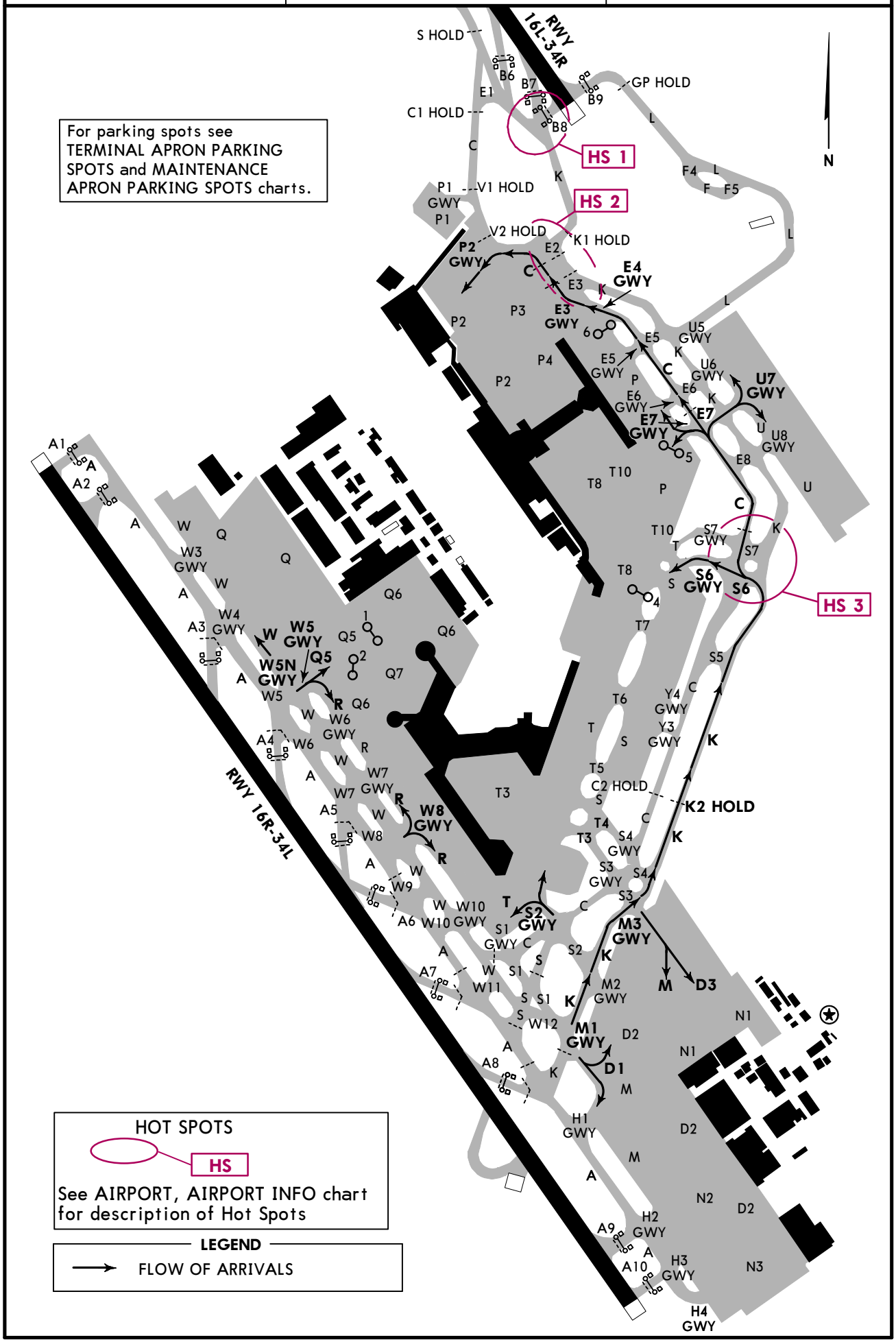
RJAA/NRT

Apt Elev 135′

13 OCT 23 (20-9E-4)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES ARRIVALS Rwy 16R

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



CHANGES: Hot Spots added.

JEPPESEN

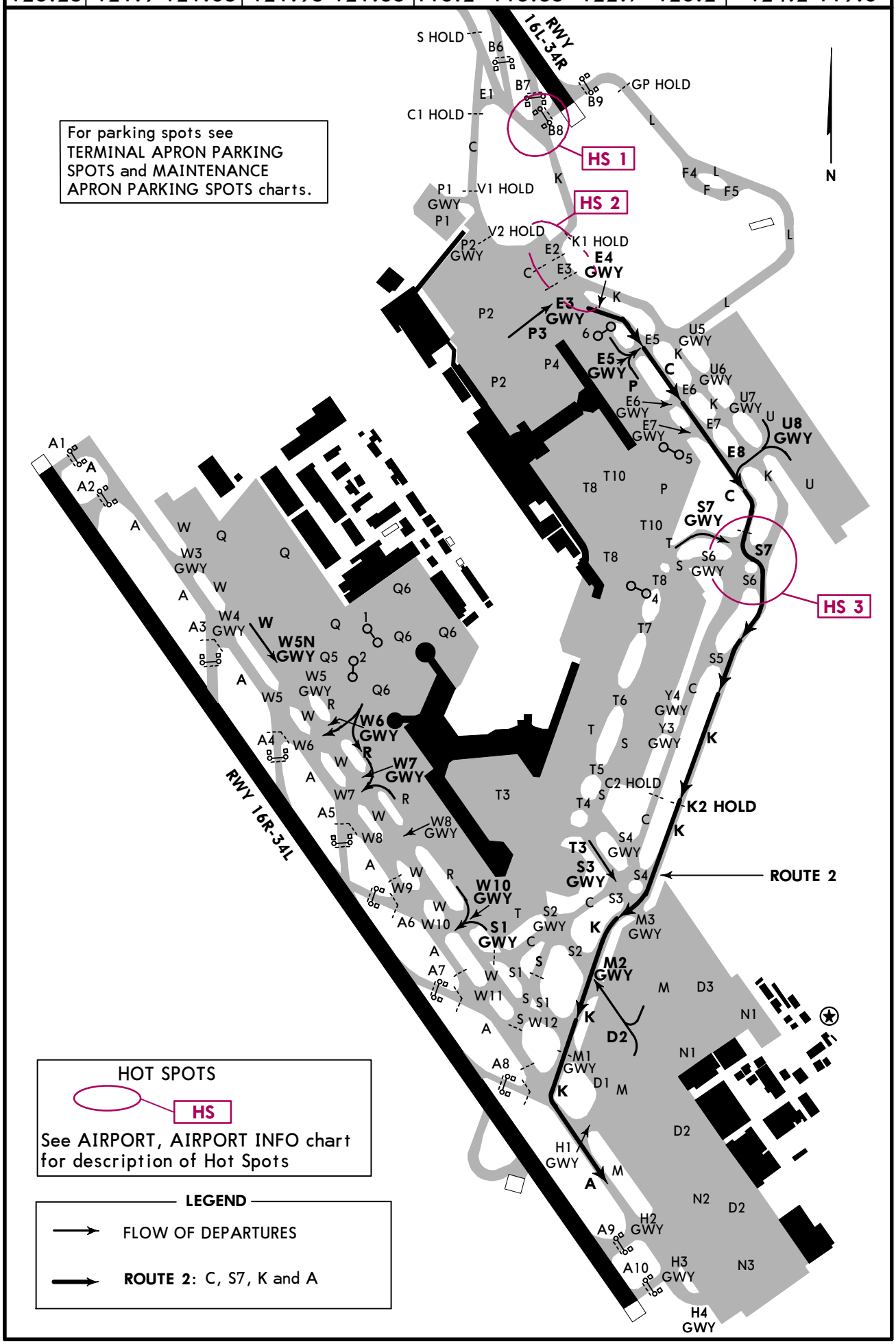
RJAA/NRT

Apt Elev **135′**

13 OCT 23 (20-9E-5)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES DEPARTURES Rwy 34L

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



CHANGES: Hot Spots added.

JEPPESEN

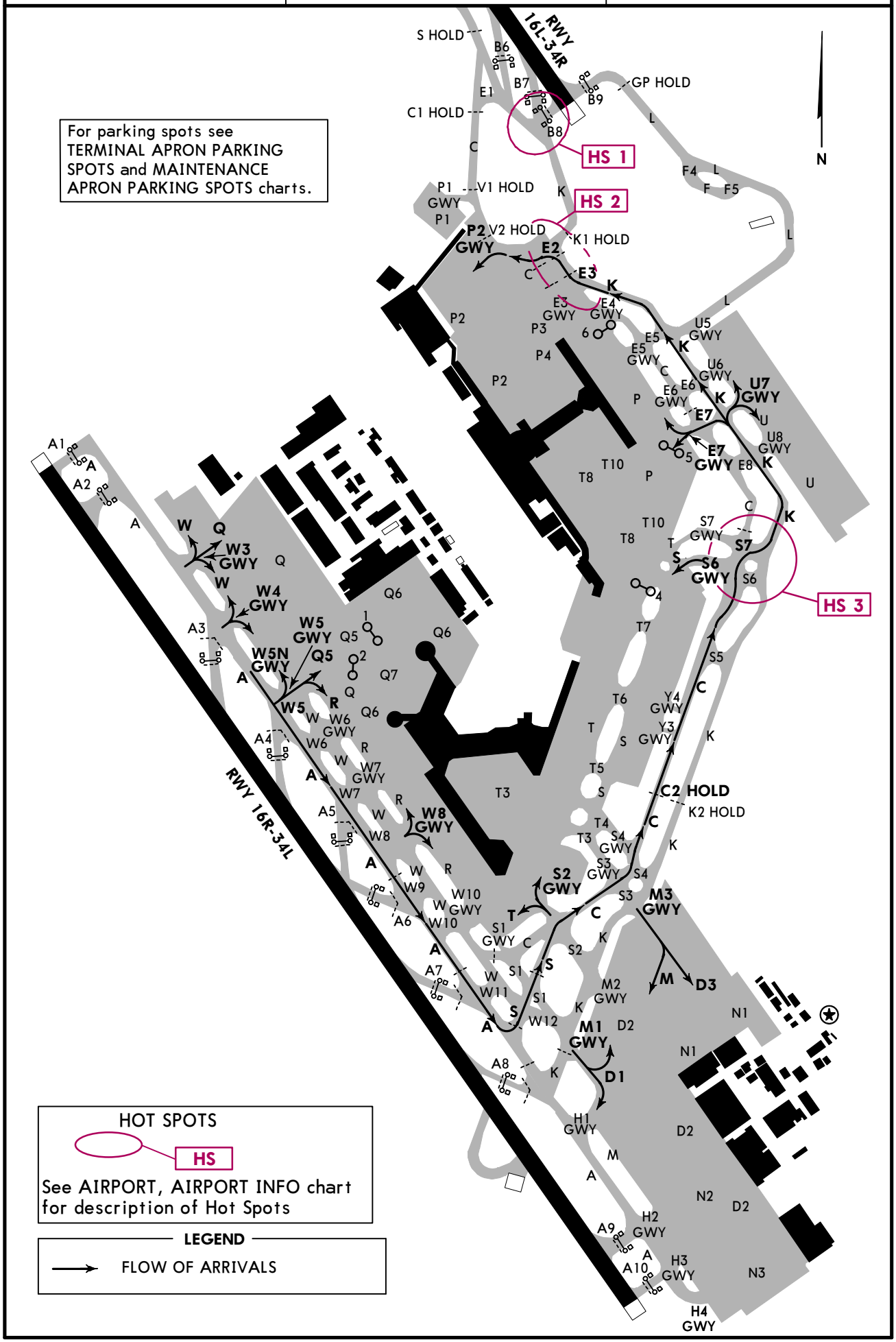
RJAA/NRT

Apt Elev **135′**

13 OCT 23 (20-9E-6)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES ARRIVALS Rwy 34L

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



CHANGES: Hot Spots added.

JEPPESEN

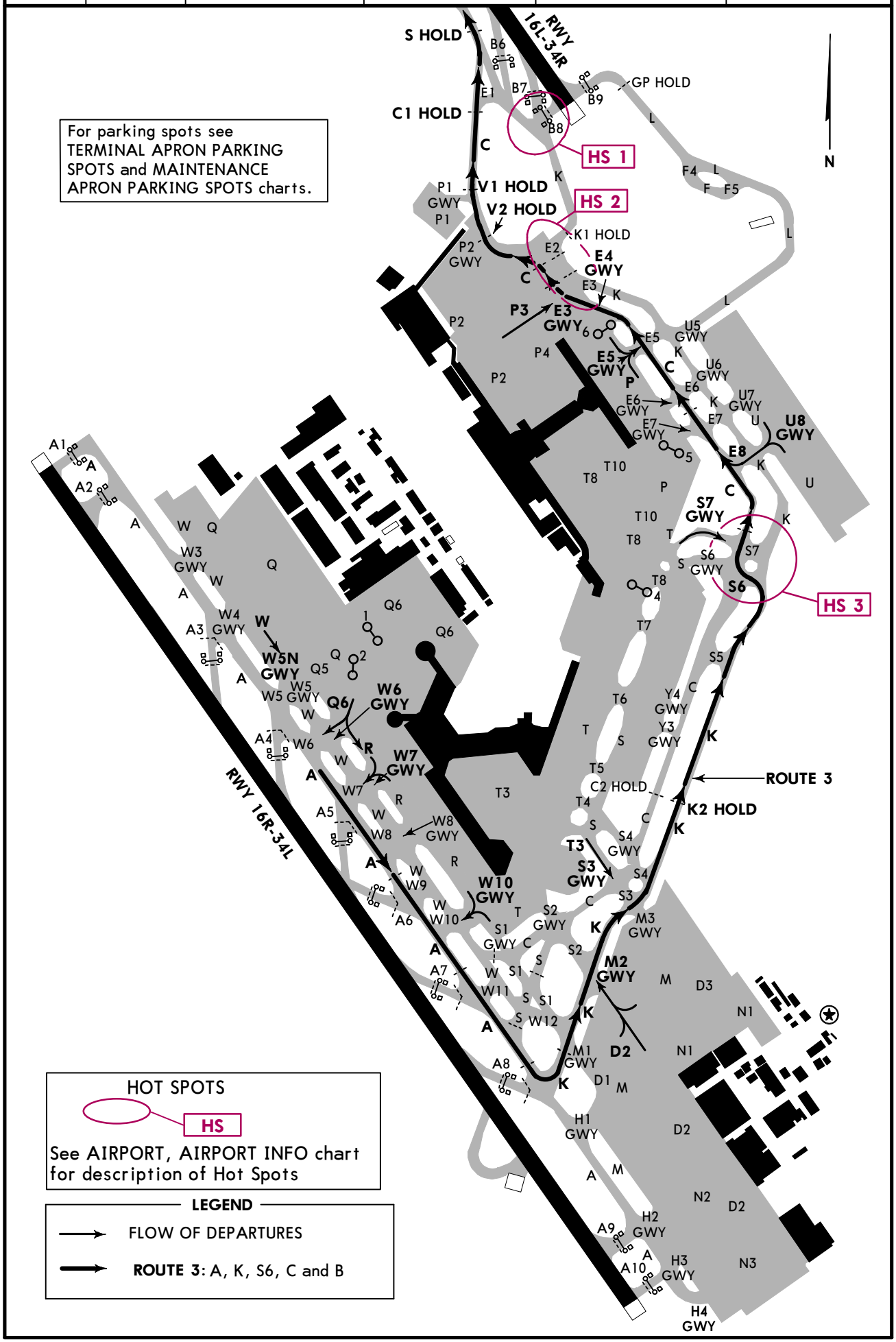
RJAA/NRT

Apt Elev **135′**

13 OCT 23 (20-9E-7)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES DEPARTURES Rwy 16L

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



CHANGES: Hot Spots added.

JEPPESEN

RJAA/NRT

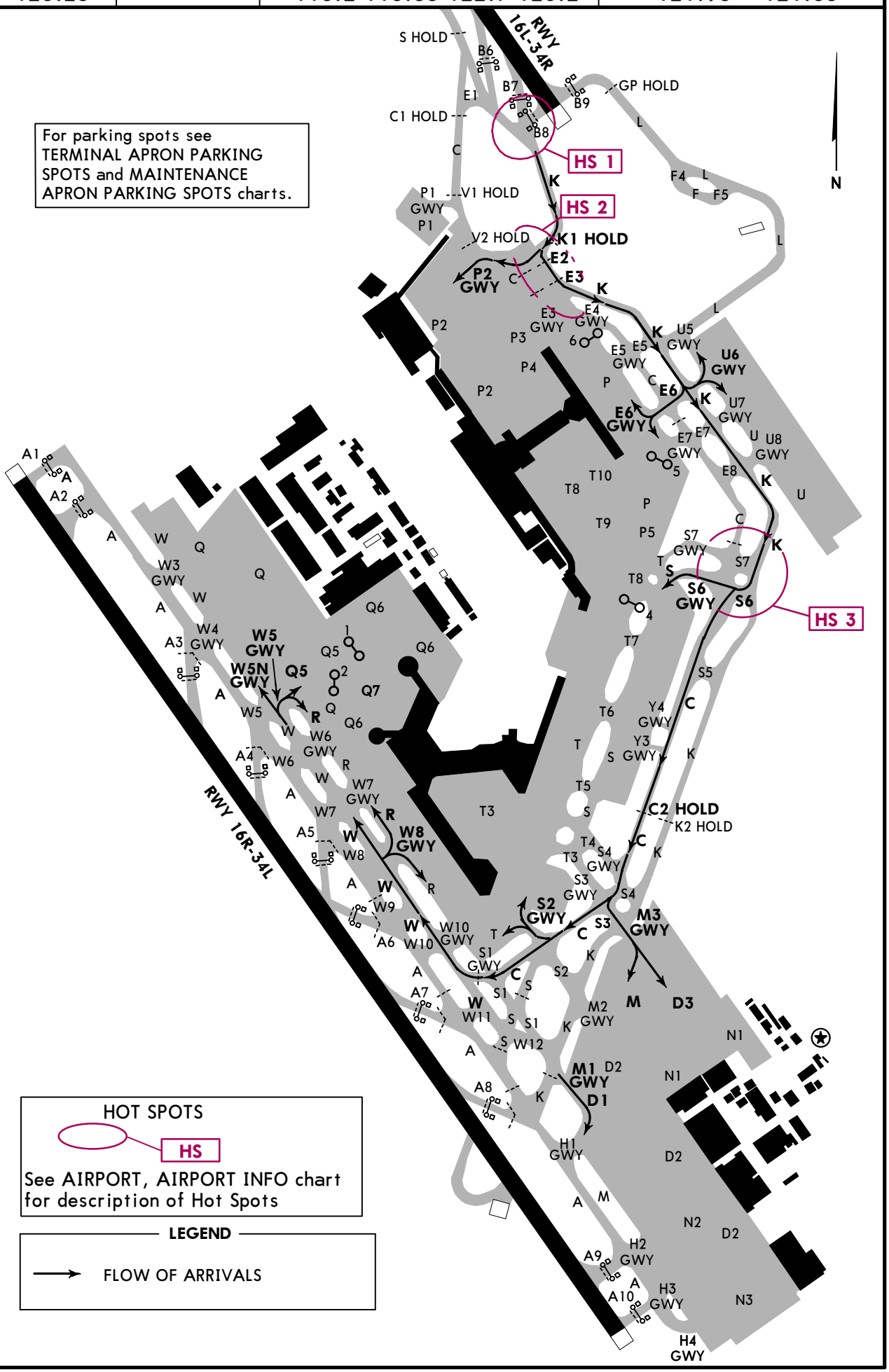
Apt Elev **135′**

13 OCT 23 (20-9E-8)

TOKYO, JAPAN
NARITA INTL

TAXI ROUTES ARRIVALS Rwy 16L

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



CHANGES: Hot Spots added.

JEPPESEN

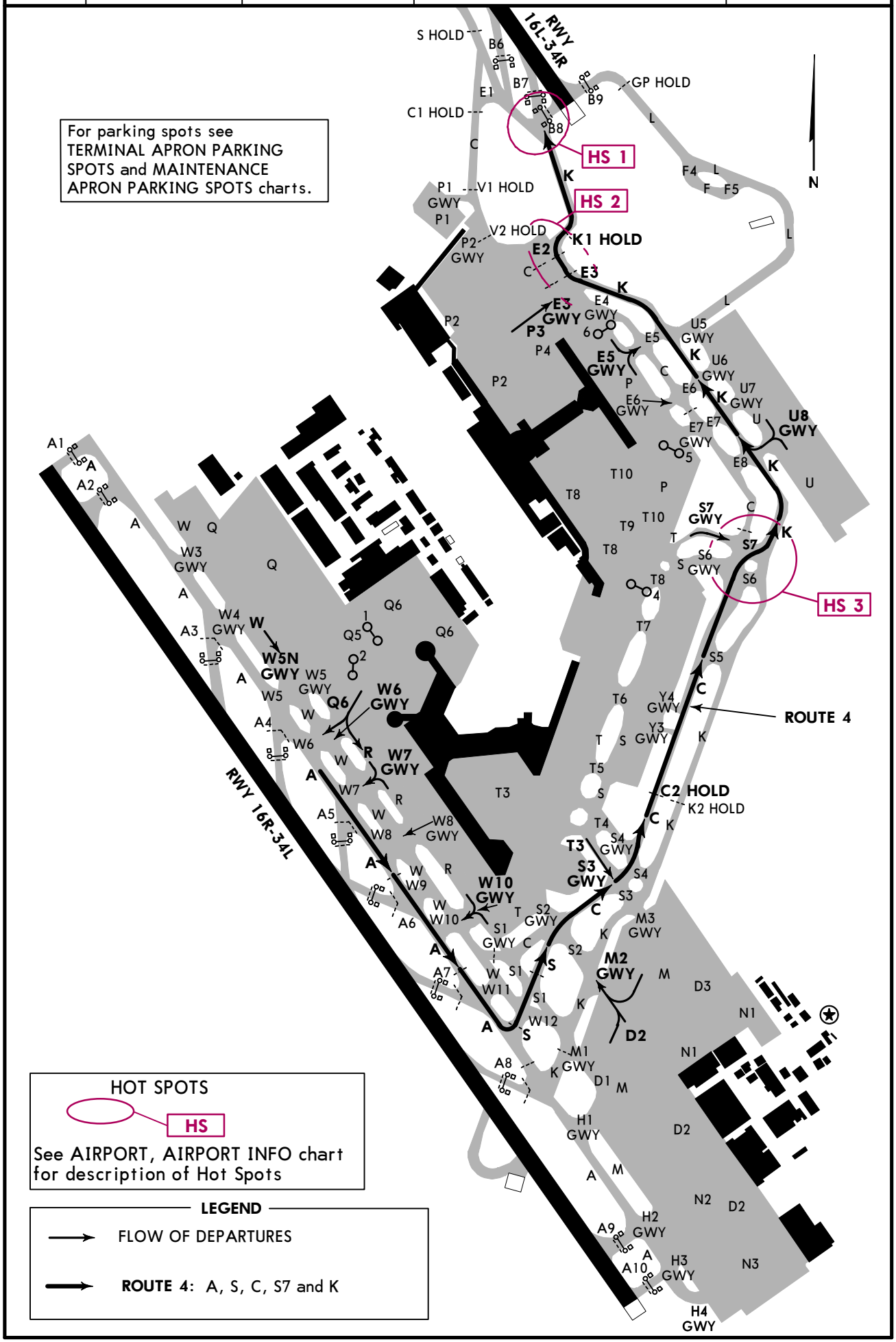
RJAA/NRT

Apt Elev **135′**

13 OCT 23 (20-9E-9)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES DEPARTURES Rwy 34R

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



CHANGES: Hot Spots added.

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

Pilots of arriving aircraft assigned to park at one of these parking stands can use the system to be guided and stop the aircraft at the correct parking position. The visual docking system is operational only in the automatic mode. In the event of a system failure, the aircraft shall be manually guided by a marshaller to the stopping position.
The visual docking system consists of a display screen for pilots and a laser scanner. The system detects and analyzes the aircraft type of an approaching aircraft, tracks it through the laser scanner and displays this information on the display screen. The display screen indicates the following information:
a. the type of the approaching aircraft;
b. deviation from the lead-in centerline; and
c. distance to the stopping position.
The above information is provided equally to pilots in the left seat and right seat.

The following aircraft parking stands are equipped with a visual docking guidance system:
Safedock Type 1 (T1): 11, 12, 14-17, 22-27, 31-38, 41-47, 51-56, 57A, 57B, 58A, 58B
Safedock Type 2 (T2): 61-68, 71-75, 81-88, 91-99

SAFEDOCK TYPE 1 (T1)

AIRCRAFT TYPE INDICATION
An operator on the ground shall input the aircraft type into the system before the aircraft approaches the parking stand.
Upon accepting the input, the system carries out an internal calibration, starts the laser scanner simultaneously and indicates the aircraft type according to the input. The system will then begin to indicate yellow lead-in arrows scrolling upwards, prompting the aircraft to proceed (see Figure 1).

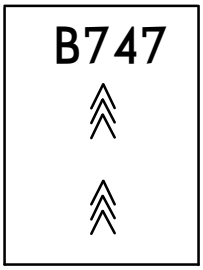


Figure 1

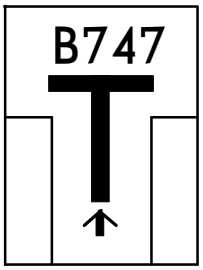


Figure 2

When the laser scanner detects the approaching aircraft, the display screen will indicate the aircraft type, a "T" bar and a lead-in upward arrow in yellow (see Figure 2).
At least until the approaching aircraft arrives at a point 49′ (15m) before the stopping position, the system will identify the aircraft type and compare it with the previously input aircraft type. If these data match, the system will continue its operation. If they do not match, the display screen will continue displaying "STOP", "ID FAIL" (see Figure 3).

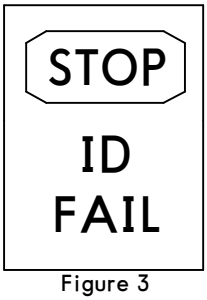


Figure 3

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

When ground operator re-input 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 (contd)

SPOT-IN AND LATERAL CENTER LINE GUIDANCE

While entering an aircraft parking stand using the system, pilots should maneuver the aircraft at a low speed to the stopping position. In the event when "SLOW" is indicated on the display screen, the pilots should further decelerate their taxi speed to avoid overshooting (see Figure 4).

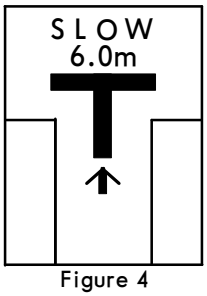


Figure 4

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 the right or to the left. Further, an additional flashing red arrow on the either side indicates the required direction for the aircraft to turn (see Figures 5 and 6), and numerical value of remaining distance (see Figures 7, 8).

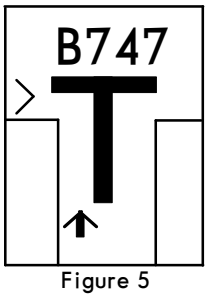


Figure 5

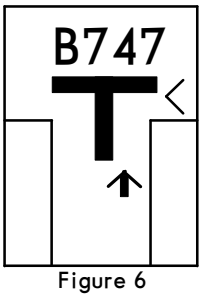


Figure 6

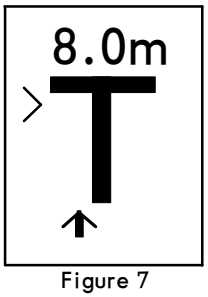


Figure 7

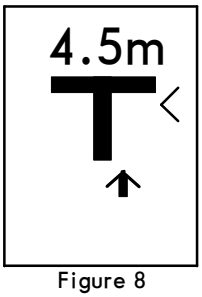


Figure 8

STOPPING GUIDANCE

When the approaching aircraft is within 66′ (20m) from the stopping position, the shaft of the illuminated "T" bar will begin to retract upward 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" will retract one row for every 1.0′ (0.3m).

When the approaching aircraft is within 98′ (30m) from the stopping position, display of digital countdown will start.
As the aircraft approaches the stopping position, digital countdown is for every 3.3′ (1.0m) (from 98′ to 16′ (30m to 5m) to the stopping position) or for every 1.6′ (0.5m) (from 16′ to 6.6′ (5m to 2m) to the stopping position) or for every 0.3′ (0.1m) (from 6.6′ (2m) to the stopping position) (Figures 11, 12).

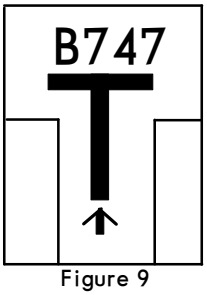


Figure 9

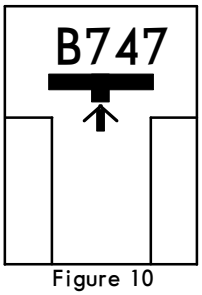


Figure 10

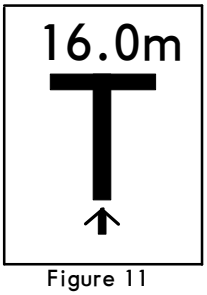


Figure 11

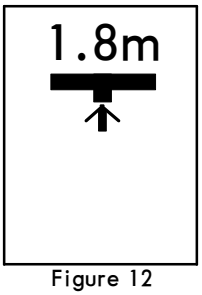


Figure 12

When the aircraft reaches the stopping position, "STOP" with a red border will be displayed on the screen (Figure 13).

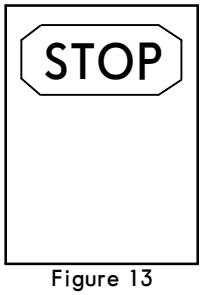


Figure 13

VISUAL DOCKING GUIDANCE SYSTEM (contd)

When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen after several seconds (Figure 14).
When the operator applies chocks and switches on "CHOCK ON" switch, a message "CHOCK ON" will be displayed on the screen (Figure 15).
If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen (Figure 16).

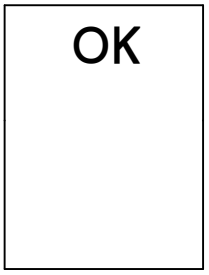


Figure 14

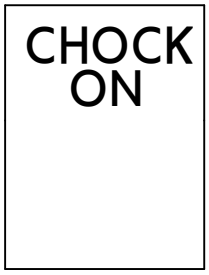


Figure 15

Figure 16

CAUTION AND SAFETY

When the system displays an incorrect aircraft type, or when a message such as "STOP", "ID", "FAIL" or "WAIT" appears on the display screen, pilots should stop the aircraft immediately (see Figure 3, Figure 13 and Figure 17).

During heavy fog, rain or snow the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show "SLOW" (Figure 18).
The message will be superseded by the closing rate bar as soon as the system detects the approaching aircraft. The pilot must not proceed beyond the passenger boarding bridge, unless the "SLOW" message has been superseded by the closing rate bar.

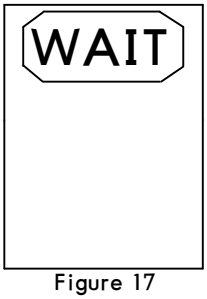


Figure 17

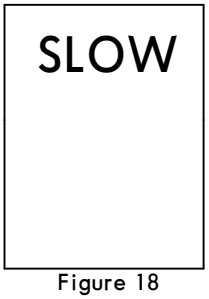


Figure 18

SAFEDOCK TYPE 2 (T2)

AIRCRAFT TYPE INDICATION

An operator on the ground shall input the aircraft type into the system before the aircraft approaches the parking stand.
Upon accepting the input, the system carries out an internal calibration, starts the laser scanner simultaneously and indicates the aircraft type according to the input. The system will then begin to indicate yellow lead-in arrows scrolling upwards, prompting the aircraft to proceed (see Figure 19).

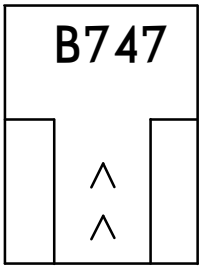


Figure 19

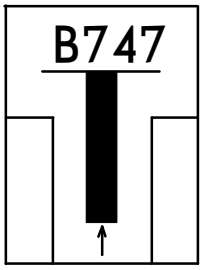


Figure 20

When the laser scanner detects the approaching aircraft, the display screen will indicate the aircraft type, a "T" bar and a lead-in upward arrow in yellow (see Figure 20).

VISUAL DOCKING GUIDANCE SYSTEM (contd)

At least until the approaching aircraft arrives at a point 39′ (12m) before the stopping position, the system will identify the aircraft type and compare it with the previously input aircraft type. If these data 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 2 illuminated red squares simultaneously (see Figure 21 thru Figure 23).

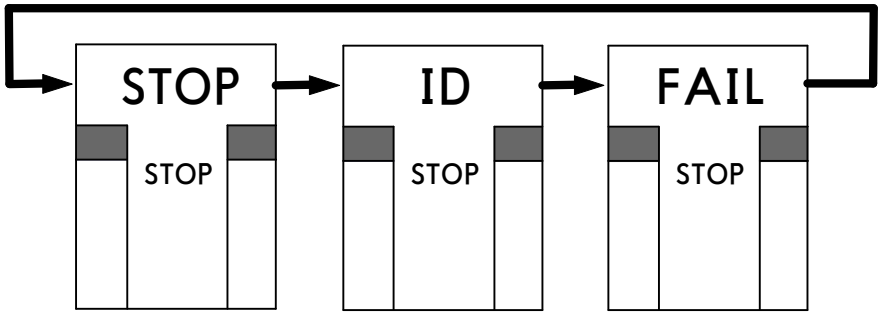


Figure 21 Figure 22 Figure 23

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

When ground operator re-input 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.

SPOT-IN AND LATERAL CENTER LINE GUIDANCE

When entering an aircraft parking stand using the system, pilots should maneuver the aircraft at a low speed to the stopping position. In the event when "SLOW DOWN" is indicated on the display screen, the pilots should further decelerate their taxi speed to avoid overshooting (see Figure 24).

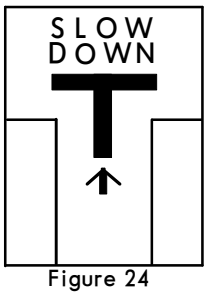


Figure 24

Deviation of an upward yellow arrow from the center line of "T" indicates the deviation of the approaching aircraft relative to the center line of the parking stand either to the right or to the left. Further, an additional flashing red arrow on the either side indicates the required direction for the aircraft to turn (Figures 25, 26).

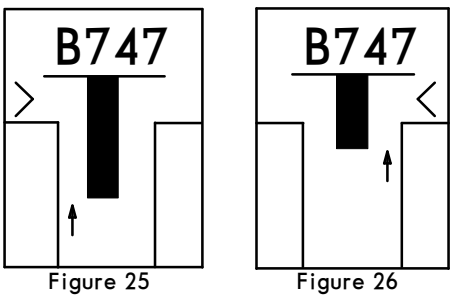


Figure 25 Figure 26

VISUAL DOCKING GUIDANCE SYSTEM (contd)

STOPPING GUIDANCE

When the approaching aircraft is within 52′ (16m) from the stopping position, the shaft of the illuminated "T" will begin to retract upward from the bottom, to indicate the approaching rate of the aircraft, indicationg the remaining distance to the stopping position successively (Figures 27, 28).
As the aircraft approaches the stopping position, the shaft of the illuminated "T" will retract one row for every 1.6′ (0.5m).

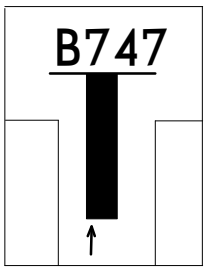


Figure 27

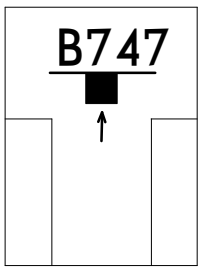


Figure 28

When the aircraft reaches the stopping position, "STOP" will be displayed on the screen along with two red squares on either side of the screen at the positions previously used to indicate direction of turn (see Figure 29).

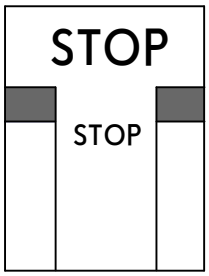


Figure 29

When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen after several seconds (Figure 30).
When the operator applies chocks and switches on "CHOCK ON" switch, a message "CHOCK ON" will be displayed on the screen (Figure 31).
If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen (Figure 32).

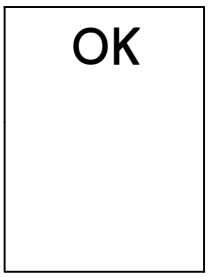


Figure 30

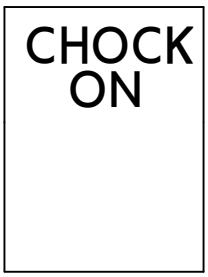


Figure 31

Figure 32

CAUTION AND SAFETY

When the system displays an incorrect aircraft type, or when a message such as "STOP", "ID", "FAIL" or "WAIT" appears on the display screen, pilots should stop the aircraft immediately (see Figure 21 thru Figure 23, Figure 29, Figure 33).

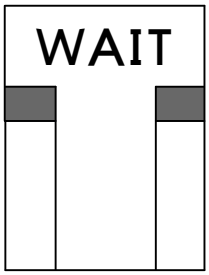


Figure 33

CHANGES: None.

VISUAL DOCKING GUIDANCE SYSTEM (contd)

During heavy fog, rain or snow the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show "DOWN GRADE" (Figure 34, 35). The message will be superseded by the closing rate bar as soon as the system detects the approaching aircraft. The pilot must not proceed beyond the passenger boarding bridge, unless the "DOWN GRADE" message has been superseded by the closing rate bar.

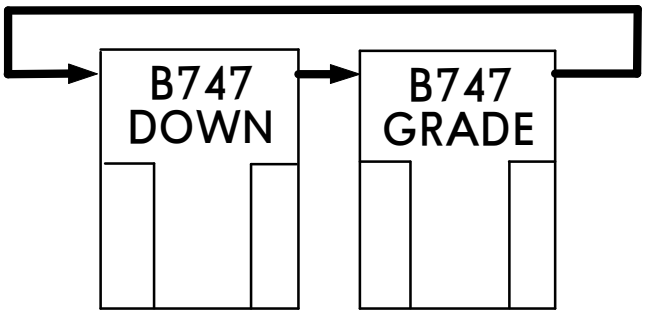


Figure 34

Figure 35

TSAT OPERATION OF NARITA 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 Narita Ramp Control.

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 2100 UTC and 1130 UTC except for a following aircraft.

(1) An aircraft whose EDCT is 60 minutes or more 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 Aircraft Operator (AO) / Ground Handler (GH) should report TOBT no later than 25 minutes prior to EOBT. EOBT stated in flight plan will be processed as TOBT if manual input of TOBT cannot be accomplished.

3-1-2 TOBT should be input via Narita Airport Collaborative Decision Making (CDM) System ('CDM System').

3-1-3 TOBT can never be earlier than 15 minutes prior to EOBT, not later than 30 minutes after EOBT.

3-1-4 An aircraft should be ready within +/- 5 minutes of TOBT. If the aircraft is not ready within +/- 5 minutes of last reported TOBT, the AO / GH should update TOBT accordingly.

3-1-5 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 radiotelephone (Voice RTF) or data link at Clearance Delivery.

[Example]

Voice RTF 'TSAT 0930'
Data link 'TSAT 0930'

3-2-2 TSAT is displayed on Visual Docking Guidance System (VDGS) 20 minutes prior to the TSAT. It should be noted that TSAT is generated 20 minutes prior to EOBT.

[Example]

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

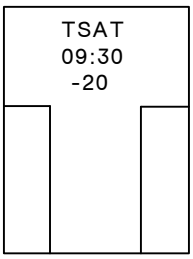


Figure 1

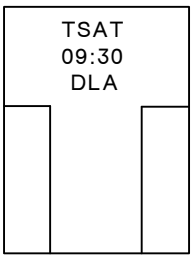


Figure 2

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)

TSAT OPERATION OF NARITA INTL AIRPORT (CONTD)

3-2-2-2 When TSAT is voided, it is displayed on VDGS.

[Example]

When TSAT is voided, the second row becomes 'VOID' for 5 minutes. Then All displays go out. (Figure 4)

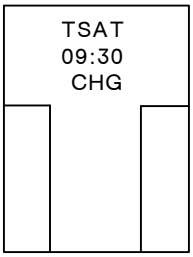


Figure 3

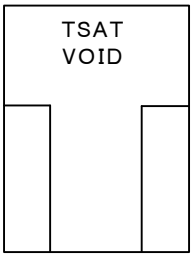


Figure 4

3-2-3 If VDGS is unserviceable or not installed in a parking stand, and TSAT is changed after ATC clearance has been issued, Narita Delivery or Narita Ramp Control informs a new TSAT to an aircraft.

3-3 Validation of TSAT

3-3-1 The aircraft should recognize the TSAT displayed on VDGS as the valid TSAT.

3-3-2 If the VDGS is not installed or unserviceable, an aircraft should recognize the last TSAT notified by Narita Delivery or Narita Ramp Control as the valid TSAT.

3-4 Cancellation

Narita Delivery or Narita Ramp Control notifies the aircraft by voice RTF or data link when TSAT is cancelled.

[Example]

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

3-5 Pushback/Taxi Request

3-5-1 An aircraft should ensure the aircraft is ready for Pushback/Taxi at TSAT after obtaining ATC clearance following 20-9K ATC procedures. Regardless of above, an aircraft is able to request Pushback/Taxi from 3 minutes earlier than TSAT when the aircraft is ready.

3-5-2 If the aircraft cannot achieve TSAT, TOBT should be updated accordingly. If manual input of TOBT cannot be accomplished, the aircraft should request Pushback/Taxi as soon as the aircraft is ready.

3-5-3 An aircraft is able to request Pushback/Taxi if Narita Delivery or Narita Ramp Control informs the TSAT has been cancelled regardless of displayed on VDGS.

3-5-4 Narita Ramp Control may give an instruction of Pushback/Taxi even before the TSAT depending on capacity of ground traffic. For that, the aircraft is requested to monitor the frequency instructed by Narita Delivery after obtaining ATC clearance.

4. Suspension / Resumption of TSAT operation

In case of suspension / resumption of TSAT Operation, it is announced by NOTAM RJAA and CDM System.

ATC PROCEDURES

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

(1) GENERAL

(A) Standard Taxi Routes: Rwy 16R (see Chart 20-9E-3), Rwy 34L (see Chart 20-9E-5), Rwy 16L (see Chart 20-9E-7), Rwy 34R (see Chart 20-9E-9).
Unless otherwise required, the standard taxiing routes for departure are provided by ATC using route names in the table below.

Departure to:	Route Name:	Routing via:
Rwy 16R	ROUTE 1	K, S6, C, W, W6 and A
Rwy 34L	ROUTE 2	C, S7, K and A
Rwy 16L	ROUTE 3	A, K, S6, C and B
Rwy 34R	ROUTE 4	A, S, C, S7 and K

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

(2) DEPARTURE

(A) ATC Clearance
ATC clearance will be obtained by "Voice radiotelephone (Voice RTF)" or Departure Clearance by data link (DCL)".

Shown in detail below (a) or (b).

CLEARANCE FLOW	(a) Voice RTF	(b) DCL Refer to ENR 1.5.4.1 (Operation for Departure Clearence by data link (DCL))
REQUEST CLEARANCE	Call Narita Delivery (121.9) at 15 minutes before starting engines, with the following information. (1) Call sign (2) Destination (3) Proposed flight level (4) Parking position (spot number)	-Send RCD message at 15 minutes before starting engines -Monitor Narita Delivery (121.9) NOTE: -Start monitoring Narita Delivery (121.9) once RCD message is sent. In case coordination is required, Narita Delivery calls the pilot on Voice RTF.
OBTAIN CLEARANCE	Clearance will be delivered on Voice RTF or DCL as soon as possible after coordination with TOKYO ACC. NOTE: - Clearance to specific aircraft will be deferred when coordination is not completed. If ATC clearance is not received in spite of being ready to start engines, the pilot shall inform Narita Delivery (121.9)	
CALL READY	Call Narita Delivery (121.9) when ready to start engines. Regardless of clearance source, pilots shall report ready to start engines (=doors are closed, boarding bridge removed, push-back vehicle connected) to Narita Delivery (121.9). NOTE: -ATC will give different frequency (Narita Delivery 121.65 or Narita Ramp Control 121.6/121.75) to call ready to start engines if the situation requires.	
START ENGINES	-Delay information will be given if the situation requires -Contact Narita Ramp Control for approval to start engines ONLY WHEN instructed either Voice RTF or DCL by ATC	

(CONTINUE)

CHANGES: Clearance flow revised.

ATC PROCEDURES (contd)

(B) Intersection Departure

The runway lengths remaining for intersection departures are as follows:

Runway	Taxiway	Remaining Runway Length*
34L	A9	11,930′ (3630m)
16R	A2	11,870′ (3610m)
34R	B6 B7	6100′ (1860m) 6890′ (2100m)
16L	B2 B3 B4	6660′ (2030m) 7050′ (2150m) 5710′ (1740m)

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

(C) 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 Rwy should be kept to a minimum. If unable to do so, notify to Narita Tower.

ARRIVAL

(A) Aircraft on final approach and in the control zone are recommended to turn on their landing lights.

(B) Speedy Turn-Off Procedure

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

(b) As a rule, the exit taxiways which arriving aircraft should plan to use for vacating the runway are listed below.

Runway	Taxiway	Distance from Threshold	Remarks
34L	A5	5900′ (1800m)	BTCL
	A4	7380′ (2250m)	BTCL
16R	A6	5900′ (1800m)	BTCL
	A7	7380′ (2250m)	BTCL
34R	B4	5700′ (1740m)	BTCL
	B2	6660′ (2030m)	(None)
16L	B6	6100′ (1860m)	BTCL
	B7	6890′ (2100m)	(None)

Remarks: Brighter Taxiway Centerline Lights (BTCL) Installation

For purposes of assisting a speedy turn-off, the intensity of the taxiway centerline lights listed above will be brighter than those of other taxiways to improve the recognition of these locations.

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

(c) If the pilot plans to use an exit taxiway other than those listed above, he should inform ATC when possible. However, ATC may be unable to assign the requested exit taxiway due to traffic conditions or other reasons.

RAMP CONTROL

1. Ramp Control Services

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

2. Area of Competence

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

3. Procedures

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

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

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

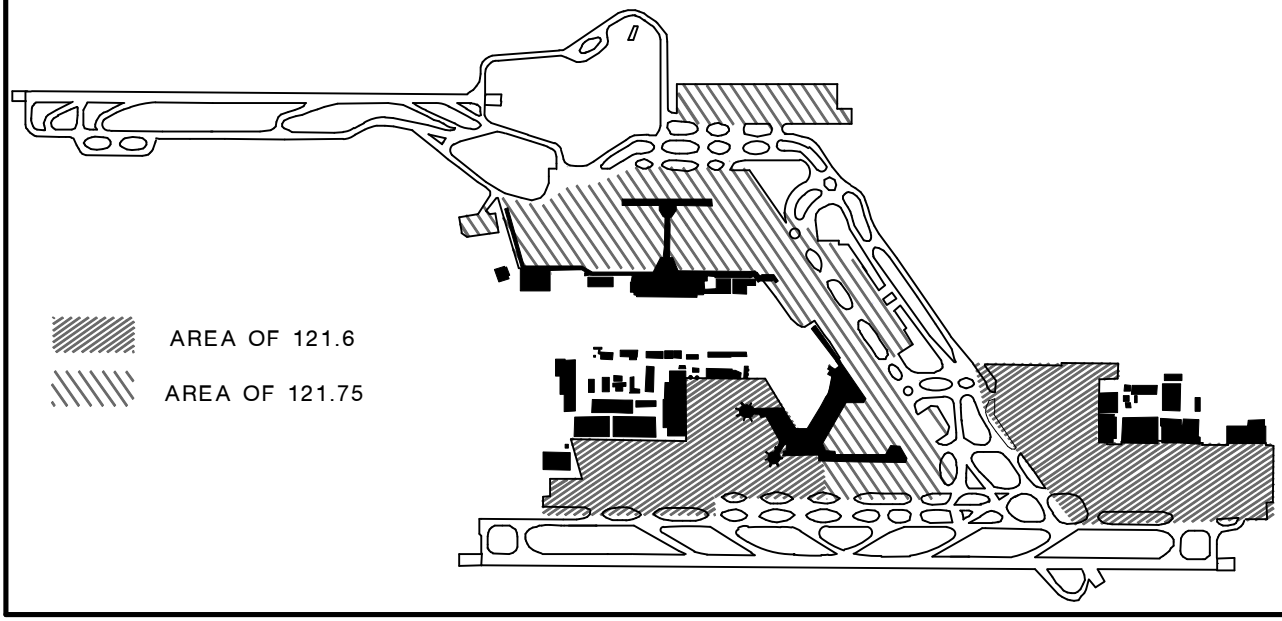
(B) Taxi Procedures for Arriving Aircraft into Terminal Apron

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

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

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

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



CHANGES: Apron shape, buildings.

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

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

2. Applicable time

Narita INTL AP/RJAA: 2045-1530Z
Tokyo INTL AP/RJTT: 24Hrs
Chubu Centrair INTL AP/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.

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

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

(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

RJAA/NRT
NARITA INTL

JEPPESEN
15 MAR 24
Eff 20 Mar 1500Z
21-1

TOKYO, JAPAN
ILS Y or LOC Y Rwy 16L

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

BRIEFING STRIP

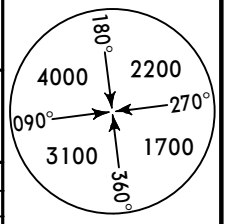
LOC ITM	Final Apch Crs	BIRDY	ILS DA(H)	Apt Elev 135′
110.7	157°	1800′ (1665′)	335′ (200′)	Rwy 135′

MISSED APCH: Climb to 600′ on heading 157°, turn LEFT, climb to 8000′ outbound via NRE VOR R-095 to BOSPA and hold. Contact Tokyo APP.

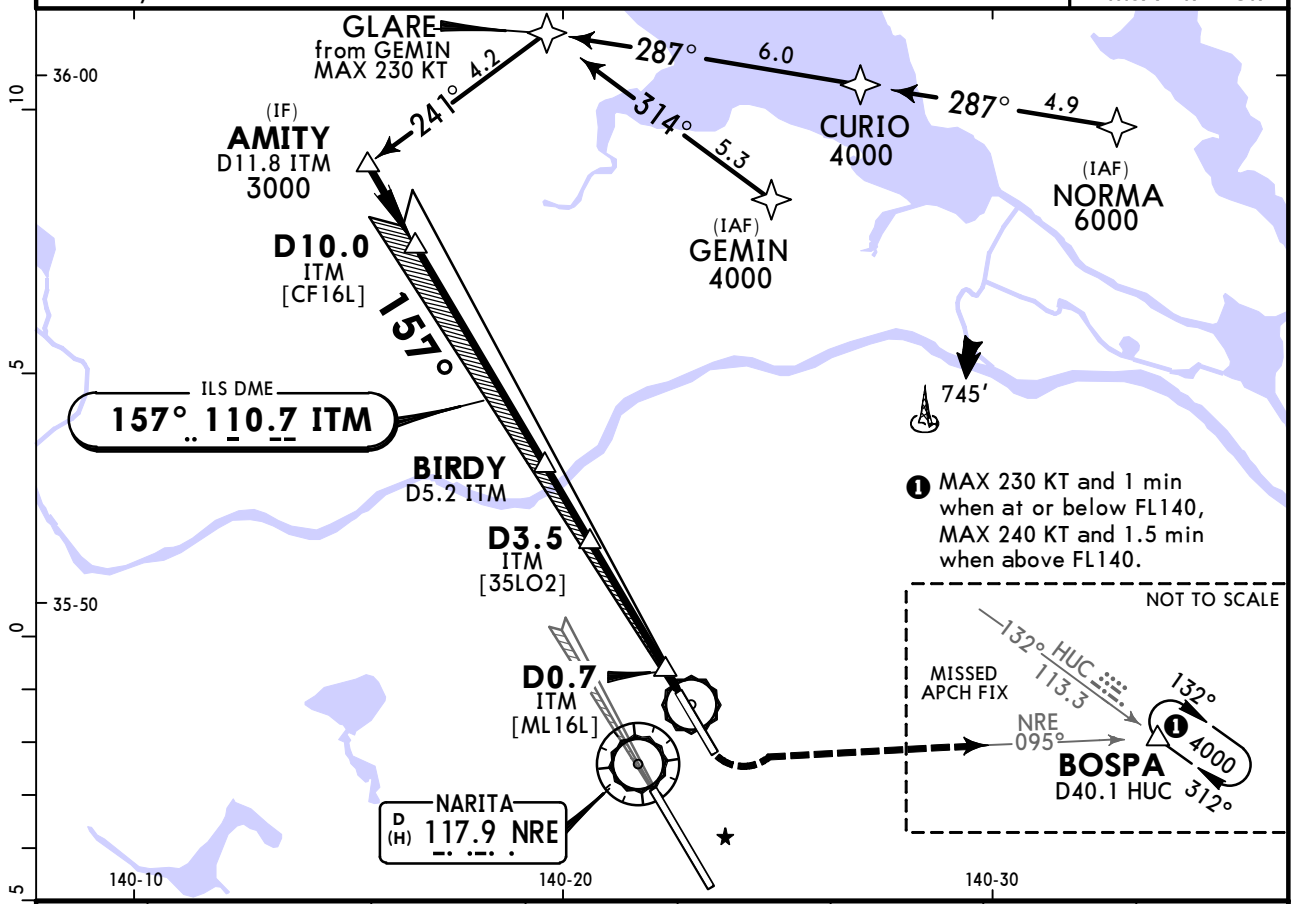
Alt Set: IN (hPa O/R) | Trans level: FL140 | Trans alt: 14000′

RNAV1, DME/DME/IRU or GNSS required for initial approach

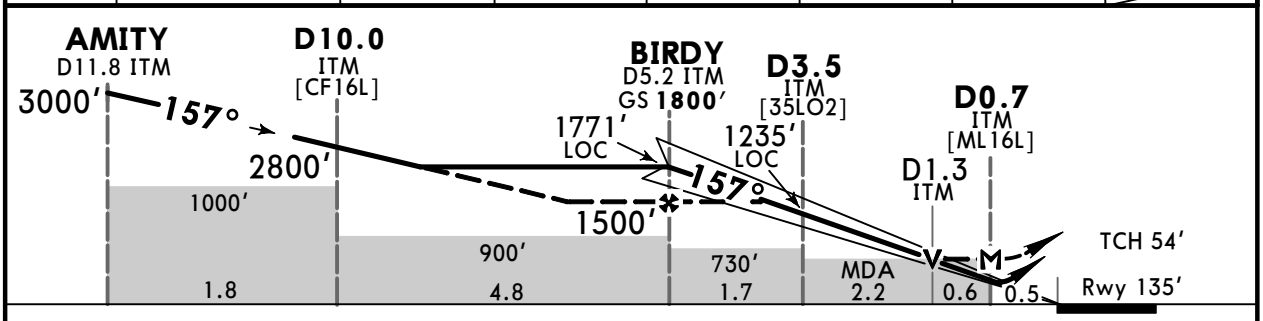
1. VOR and DME required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 16R.



MSA NRE VOR



LOC (GS out)	ITM DME	BIRDY	5.0	4.0	3.0	2.0	0.7
	ALTITUDE	1771′	1712′	1394′	1075′	757′	



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

Timing not authorized for defining the MAP.

HIALS
PAPI

600′ on 157° hdg

8000′ LT via NRE 117.9 R-095

State

STRAIGHT-IN LANDING

	ILS DA(H) 335′ (200′) TDZ &/or CL out	ILS DA(H) 335′ (200′) ALS out	LOC (GS out) MDA(H) 510′ (375′)	LOC (GS out) MDA(H) 510′ (375′) ALS out
A	R550m	R750m	R900m	R1500m
B			R1000m	
C				R1800m
D			R1400m	R2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′) V1600m
120	
140	730′ (595′) V2400m
165	730′ (595′) V3200m

NATL

CHANGES: Holding at BOSPA, new AOM concept.

RJAA/NRT
NARITA INTL

JEPPESEN
15 MAR 24 (21-2) Eff 20 Mar 1500Z

TOKYO, JAPAN
ILS Z Rwy 16L

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

BRIEFING STRIP

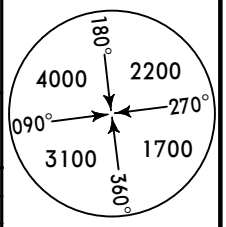
LOC ITM	Final Apch Crs	CYGNY	ILS DA(H)	Apt Elev 135′
110.7	157°	3000′ (2865′)	335′ (200′)	Rwy 135′

MISSED APCH: Climb to 600′ on heading 157°, turn LEFT, climb to 8000′ outbound via NRE VOR R-095 to BOSPA and hold. Contact Tokyo APP.

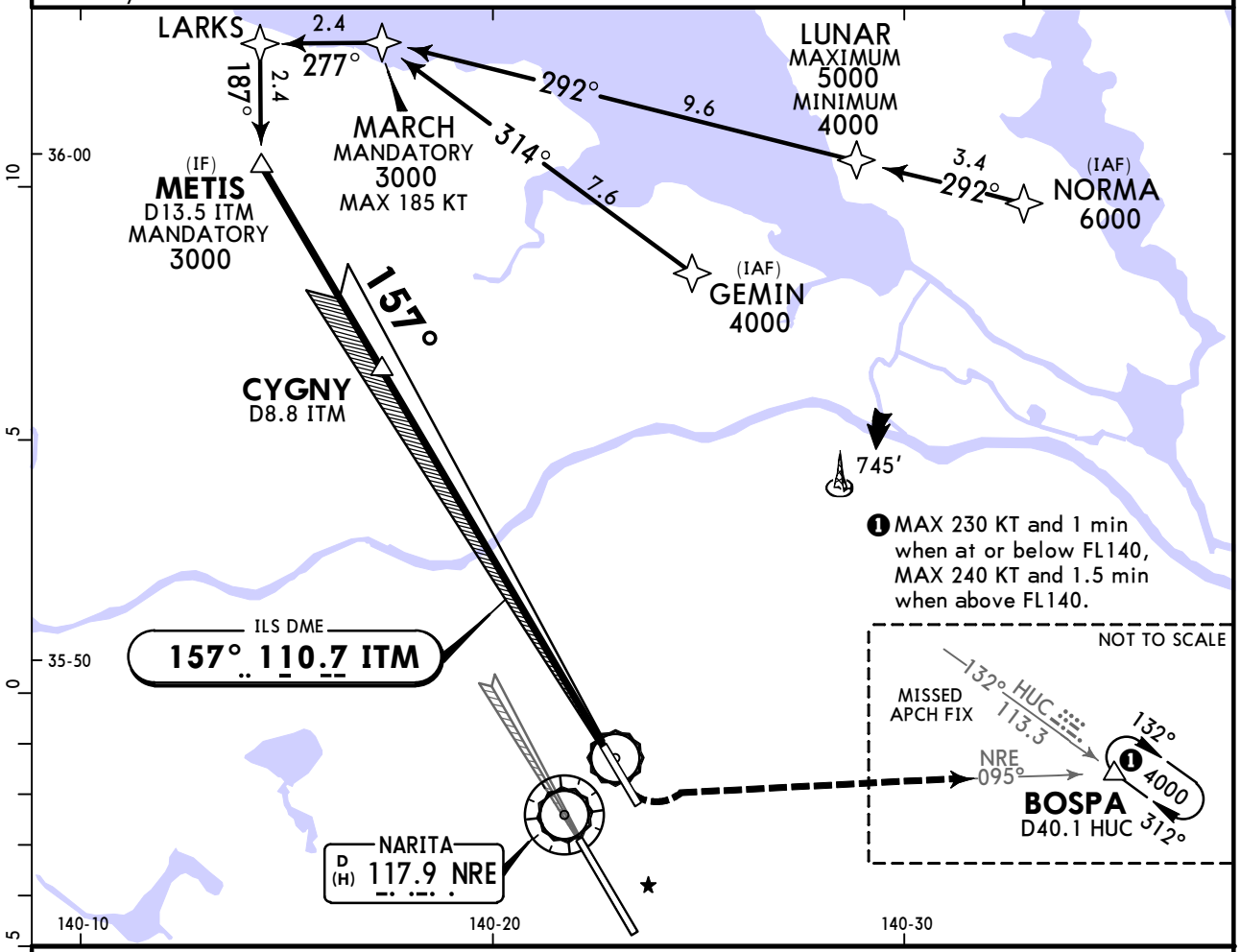
Alt Set: IN (hPa O/R) Trans level: FL140 Trans alt: 14000′

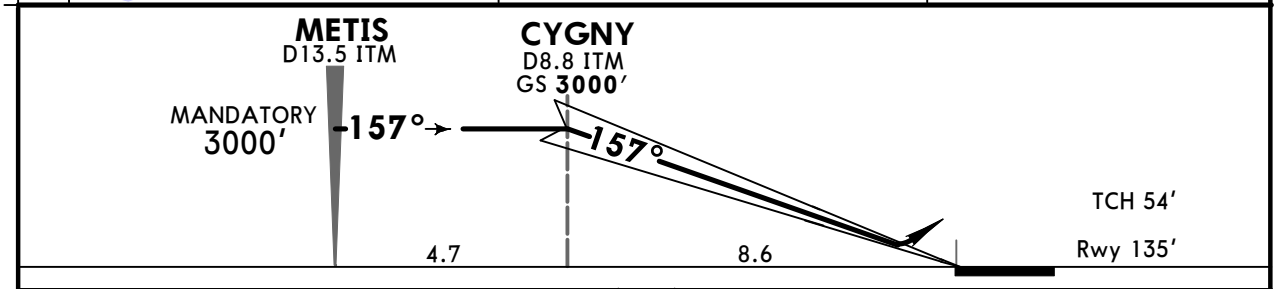
RNAV1, DME/DME/IRU or GNSS required for initial approach

1. VOR and DME required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 16R.



MSA NRE VOR





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

HIALS PAPI | 600′ on 157° hdg | 8000′ LT via NRE 117.9 R-095

State

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

	TDZ &/or CL out	ALS out
A B C D	R550m	R750m	R1000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′) V1600m
120	
140	730′ (595′) V2400m
165	730′ (595′) V3200m

NATL

CHANGES: Holding at BOSPA, new AOM concept.

RJAA/NRT NARITA INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1500Z

21-2A

TOKYO, JAPAN
ILS X or LOC X Rwy 16L

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

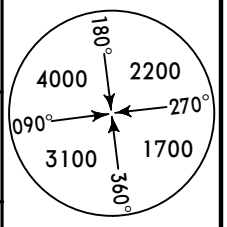
BRIEFING STRIP

LOC ITM	Final Apch Crs	BIRDY	ILS DA(H)	Apt Elev 135′
110.7	157°	1800′ (1665′)	335′ (200′)	Rwy 135′

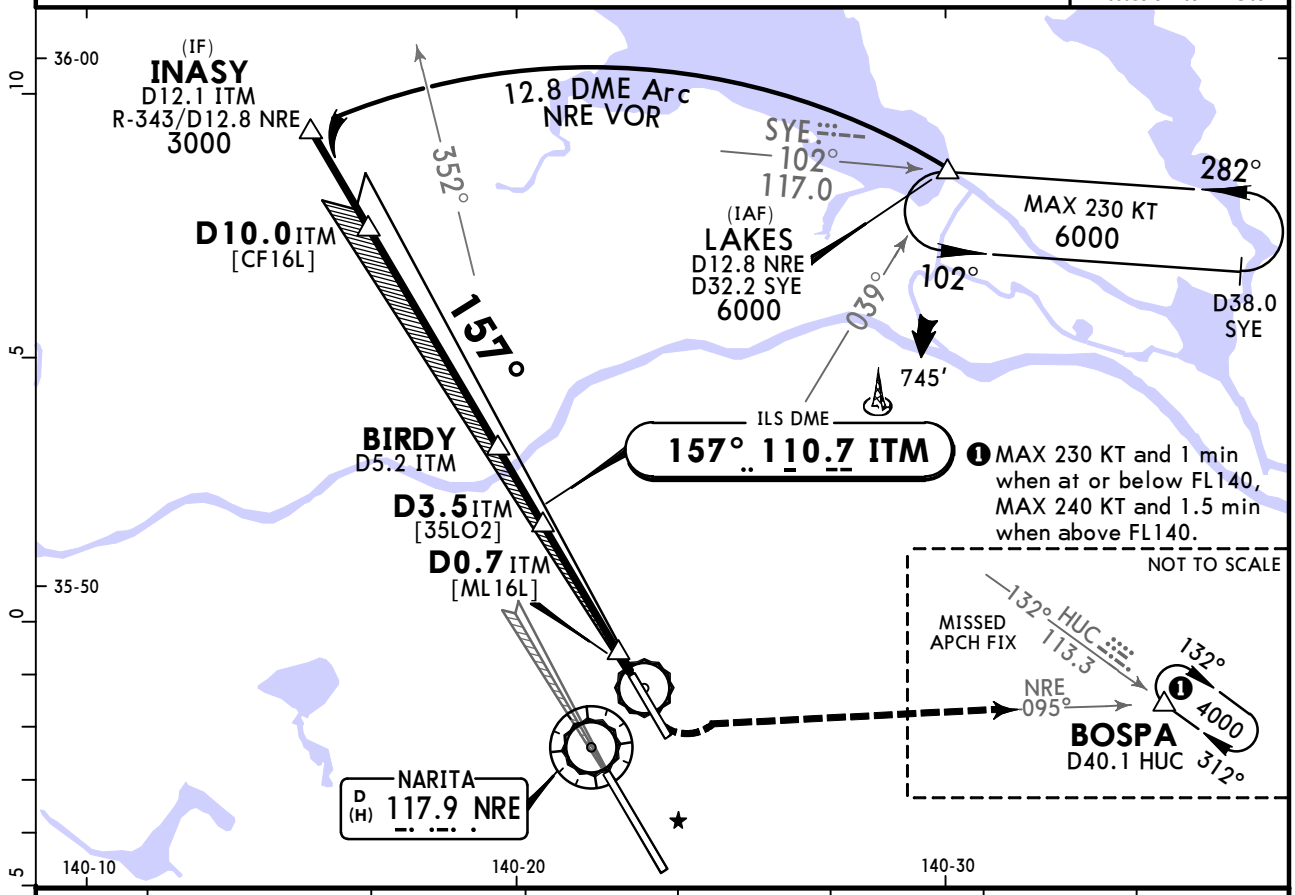
MISSED APCH: Climb to 600′ on heading 157°, turn LEFT, climb to 8000′ outbound via NRE VOR R-095 to BOSPA and hold.
Contact Tokyo APP.

Alt Set: IN (hPa O/R) | Trans level: FL140 | Trans alt: 14000′

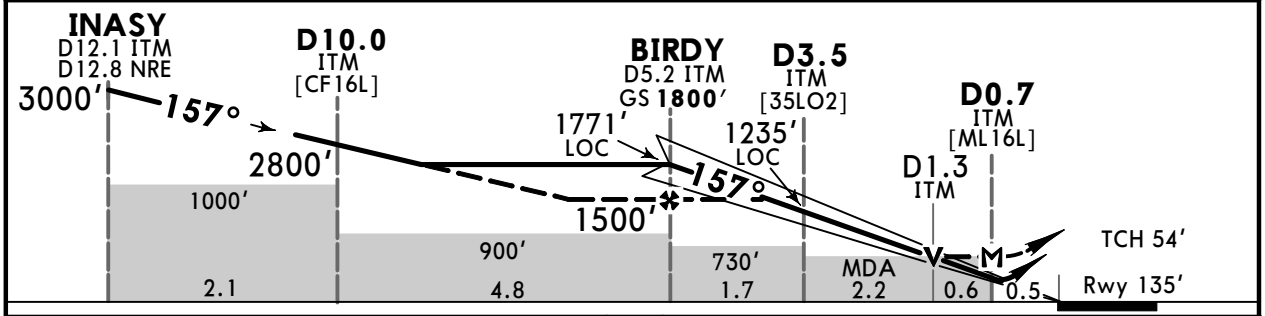
1. VOR and DME required. 2. Simultaneous approach authorized with Rwy 16R.



MSA NRE VOR



LOC (GS out)	ITM DME	BIRDY	5.0	4.0	3.0	2.0	0.7
	ALTITUDE	1771′	1712′	1394′	1075′	757′	



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

Timing not authorized for defining the MAP.

HIALS
PAPI

600′ on 157° hdg

8000′ LT via NRE 117.9 R-095

State	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ILS DA(H) 335′ (200′)			LOC (GS out) MDA(H) 510′ (375′)			
		TDZ &/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	R550m	R750m	R1000m	R900m	R1500m	90	730′ (595′) V1600m
B						120	
C				R1000m	R1800m	140	730′ (595′) V2400m
D				R1400m	R2000m	165	730′ (595′) V3200m

NATL

CHANGES: Holding at BOSPA, new AOM concept.

RJAA/NRT NARITA INTL

JEPPESEN

14 APR 23
Eff 19 Apr 1500Z

21-3

TOKYO, JAPAN
ILS Y or LOC Rwy 16R

D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 127.7	118.2 118.35 122.7 126.2	121.95 121.85

BRIEFING STRIP

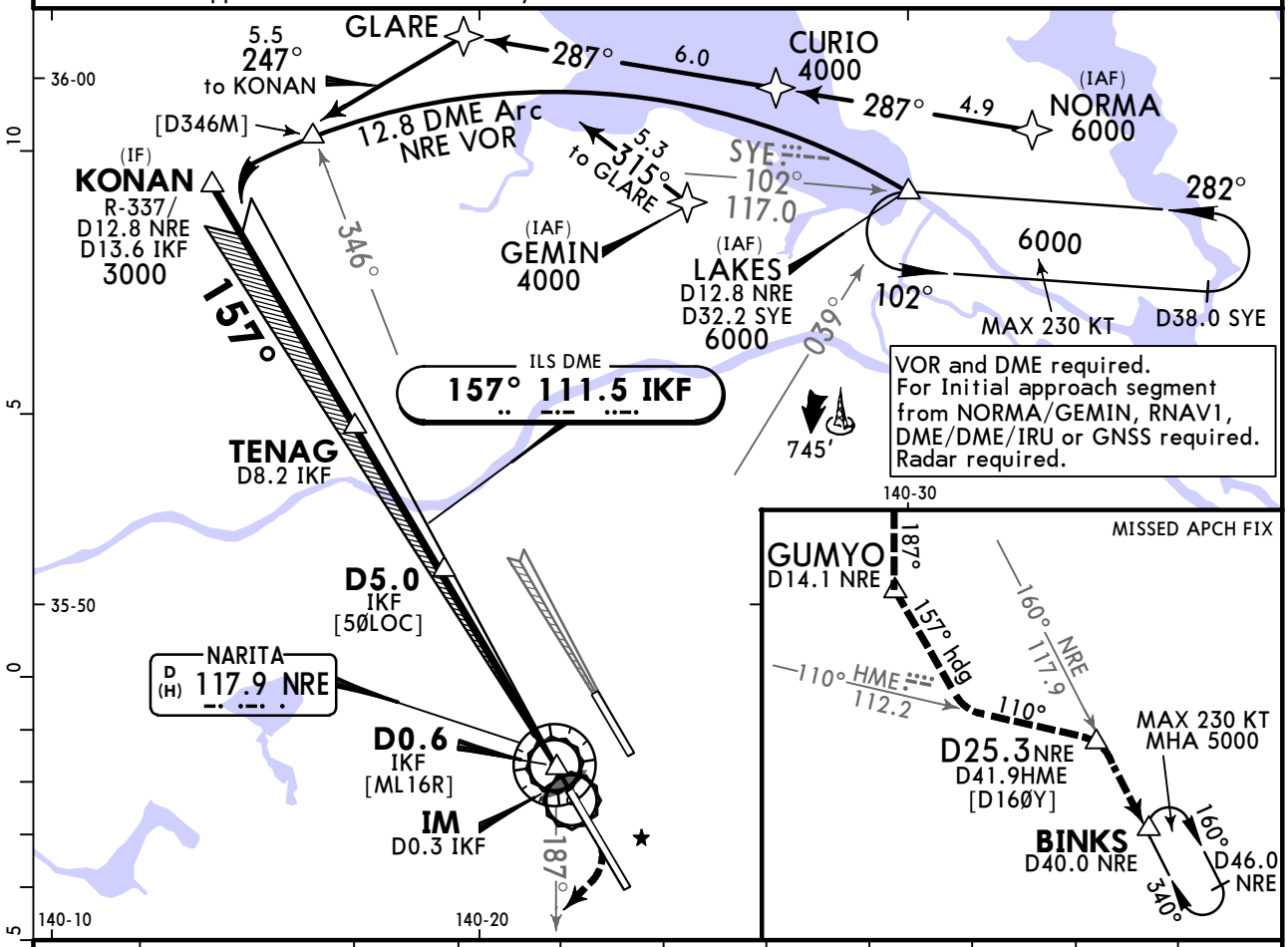
LOC IKF	Final Apch Crs	TENAG	ILS DA(H)	Apt Elev 135′
111.5	157°	2800′(2670′)	330′(200′)	Rwy 130′

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

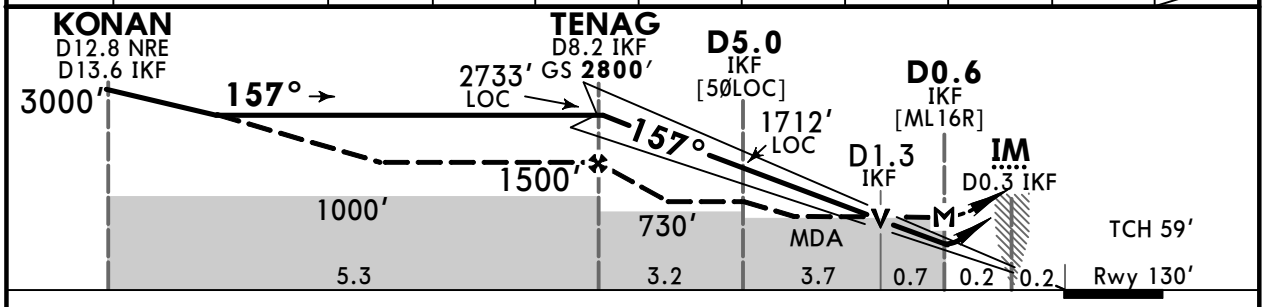
MISSED APCH: Climb to 800′ on heading 157°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.6 IKF.

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

Simultaneous approach authorized with Rwy 16L.



LOC (GS out)	IKF DME	TENAG	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.6
	ALTITUDE	2733′	2667′	2349′	2030′	1712′	1393′	1075′	756′	



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

Timing not authorized for defining the MAP.

HIALS PAPI

800′ on 157° hdg

6000′ RT via NRE 117.9 R-187

STRAIGHT-IN LANDING RWY 16R

	ILS DA(H) 330′(200′) FULL	ILS DA(H) 330′(200′) TDZ and/or CL out	ILS DA(H) 330′(200′) ALS out	LOC (GS out) MDA(H) 520′(385′)	LOC (GS out) MDA(H) 520′(385′) ALS out
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m
B				RVR 1000m	
C					RVR 1800m
D				RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

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

NATL

CHANGES: Course from GEMIN to GLARE, wpt TENAG, DME altitude band.

RJAA/NRT NARITA INTL

JEPPESEN

14 APR 23 **Eff 19 Apr 1500Z** (21-3A)

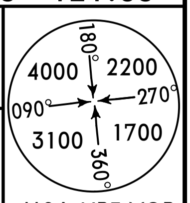
TOKYO, JAPAN — ILS Y Rwy 16R CAT II & III

D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 127.7	118.2 118.35 122.7 126.2	121.95 121.85

LOC IKF	Final Apch Crs	TENAG	CAT III	CAT II ILS	Apt Elev 135′
111.5	157°	2800′(2670′)	Refer to Minimums	RA 101′ DA(H) 230′(100′)	Rwy 130′

BRIEFING STRIP ™

MISSED APCH: Climb to 800′ on heading 157°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.6 IKF.

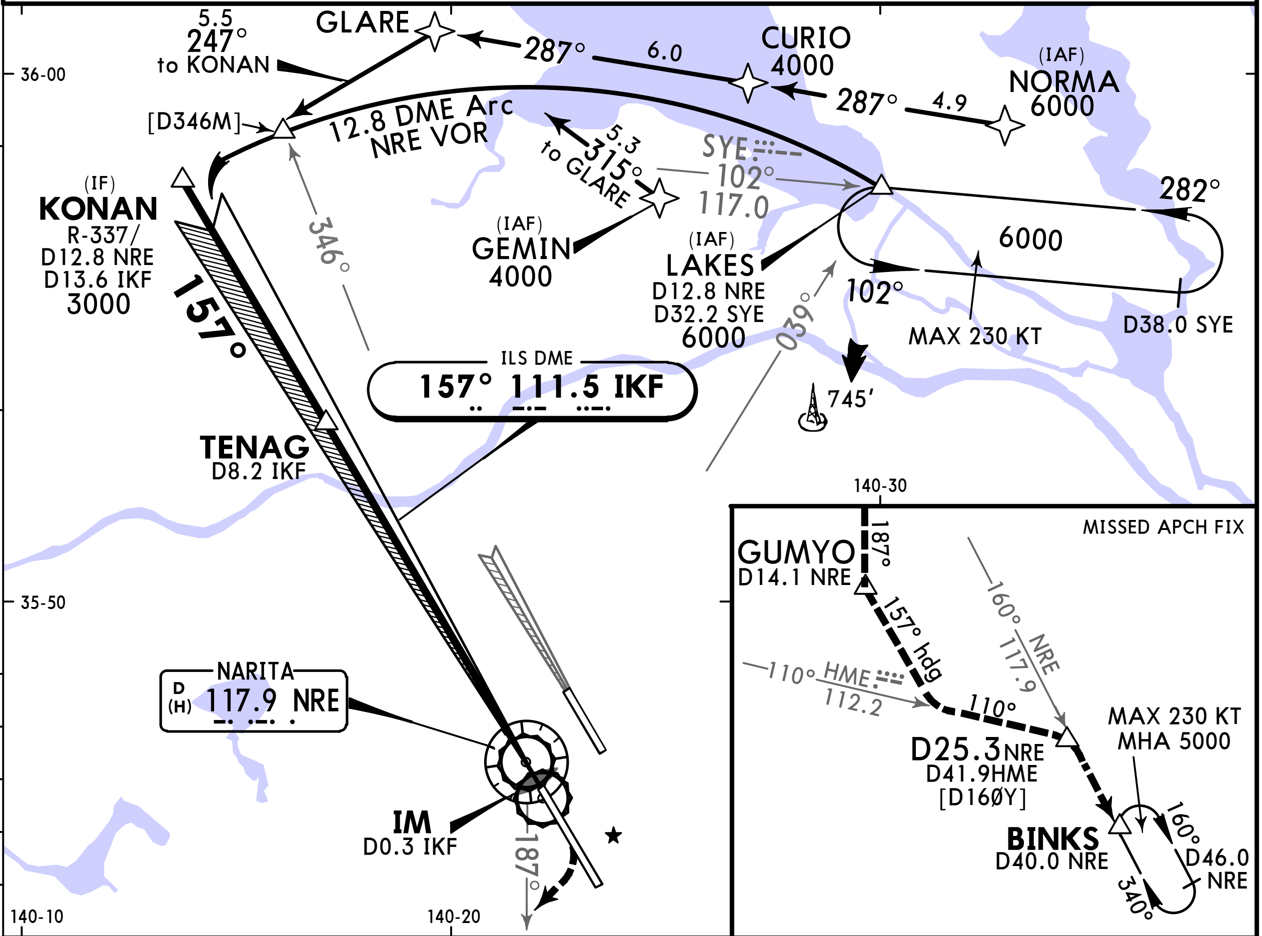


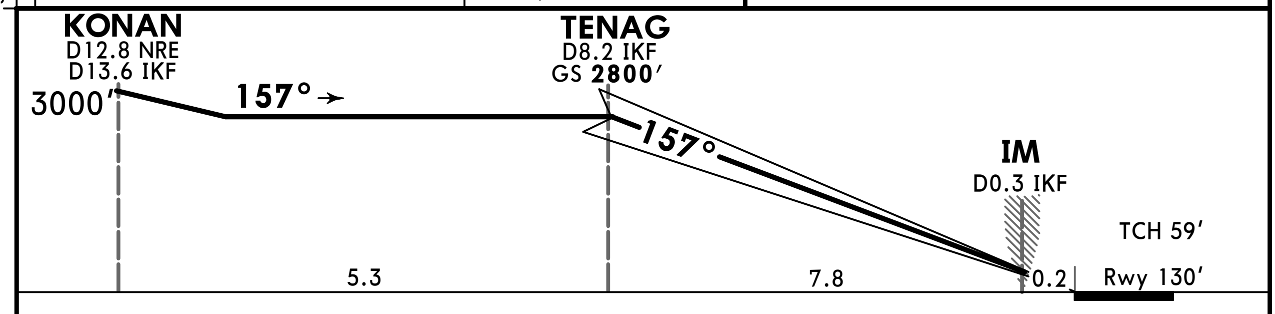
MSA NRE VOR

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

RNAV1, DME/DME/IRU or GNSS required for initial approach from NORMA/GEMIN

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. Radar required.
4. Simultaneous approach authorized with Rwy 16L.





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

HIALS PAPI

800′ on 157° hdg — 6000′ RT via NRE 117.9 R-187

STRAIGHT-IN LANDING RWY **16R**

CAT III ILS	**CAT II ILS** RA 101′ DA(H) 230′(100′)
RVR 100m	RVR 300m

NATL

CHANGES: Course from GEMIN to GLARE, wpt TENAG.

RJAA/NRT
NARITA INTL

JEPPESEN
14 APR 23 (21-4) Eff 19 Apr 1500Z

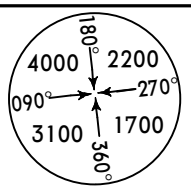
TOKYO, JAPAN
ILS Z Rwy 16R

D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 127.7	118.2 118.35 122.7 126.2	121.95 121.85

BRIEFING STRIP™

LOC IKF	Final Apch Crs	GOKOR	ILS DA(H)	Apt Elev 135′
111.5	157°	4000′ (3870′)	330′ (200′)	Rwy 130′

MISSED APCH: Climb to 800′ on heading 157°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.6 IKF.

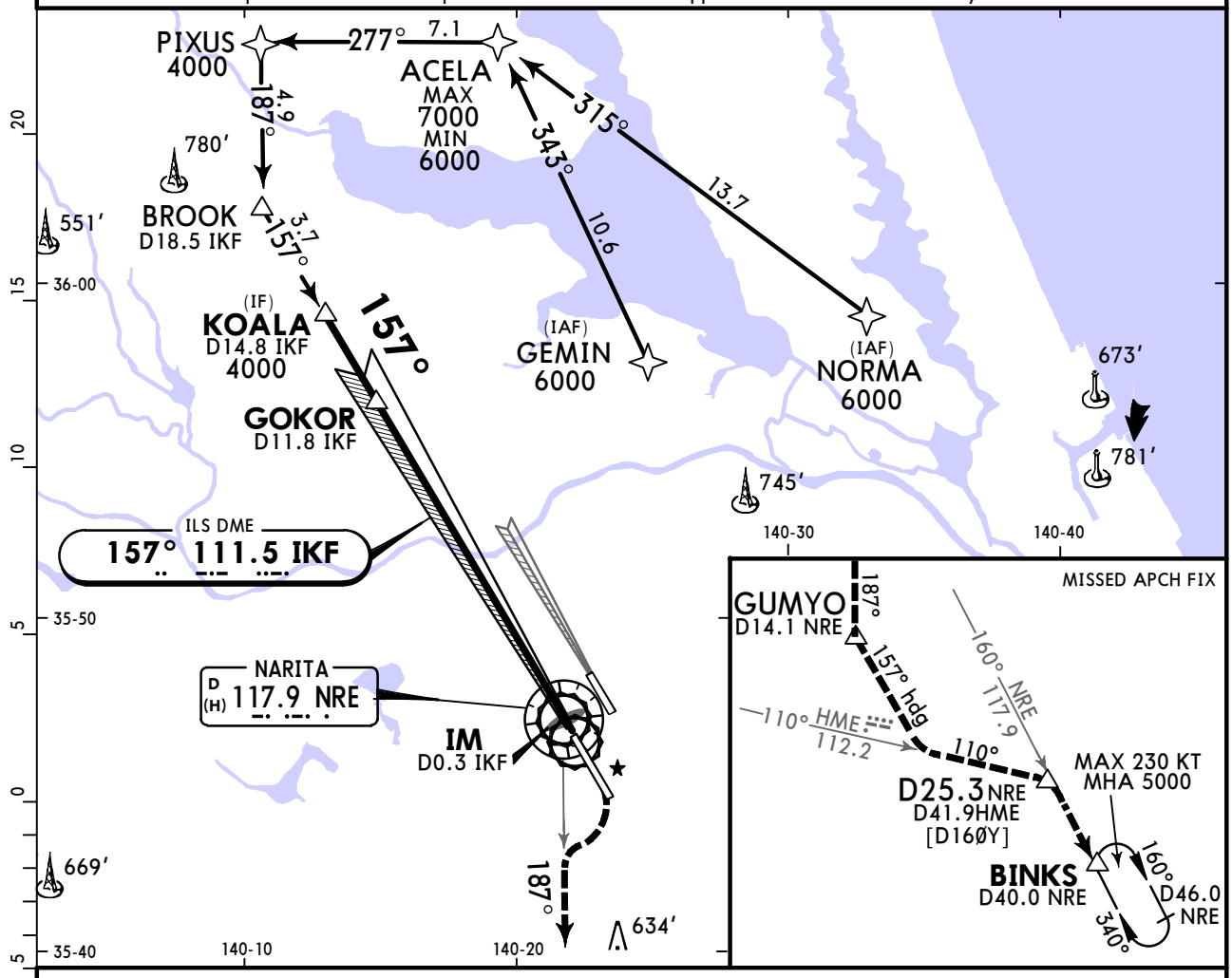


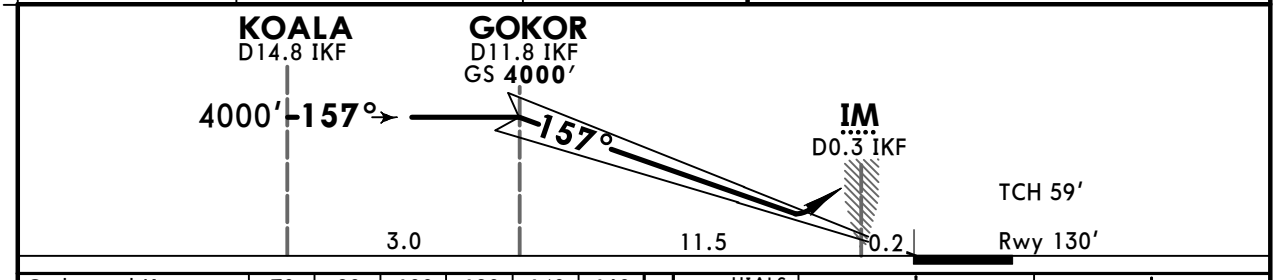
MSA NRE VOR

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

RNAV1, DME/DME/IRU or GNSS required for initial approach to BROOK

1. VOR and DME required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 16L.





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

HIALS | PAPI

800′ on 157° hdg

6000′ RT via NRE 117.9 R-187

STRAIGHT-IN LANDING RWY 16R
ILS
DA(H) 330′ (200′)

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

CIRCLE-TO-LAND

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

NATL

CHANGES: Procedure course, waypoint GOKOR.

RJAA/NRT NARITA INTL

14 APR 23
Eff 19 Apr 1500Z

JEPPESEN

21-4A

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

D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 127.7	118.2 118.35 122.7 126.2	121.95 121.85

BRIEFING STRIP™

LOC IKF	Final Apch Crs	GOKOR	CAT III	CAT II ILS	Apt Elev 135′
111.5	157°	4000′(3870′)	Refer to Minimums	RA 101′ DA(H) 230′(100′)	Rwy 130′

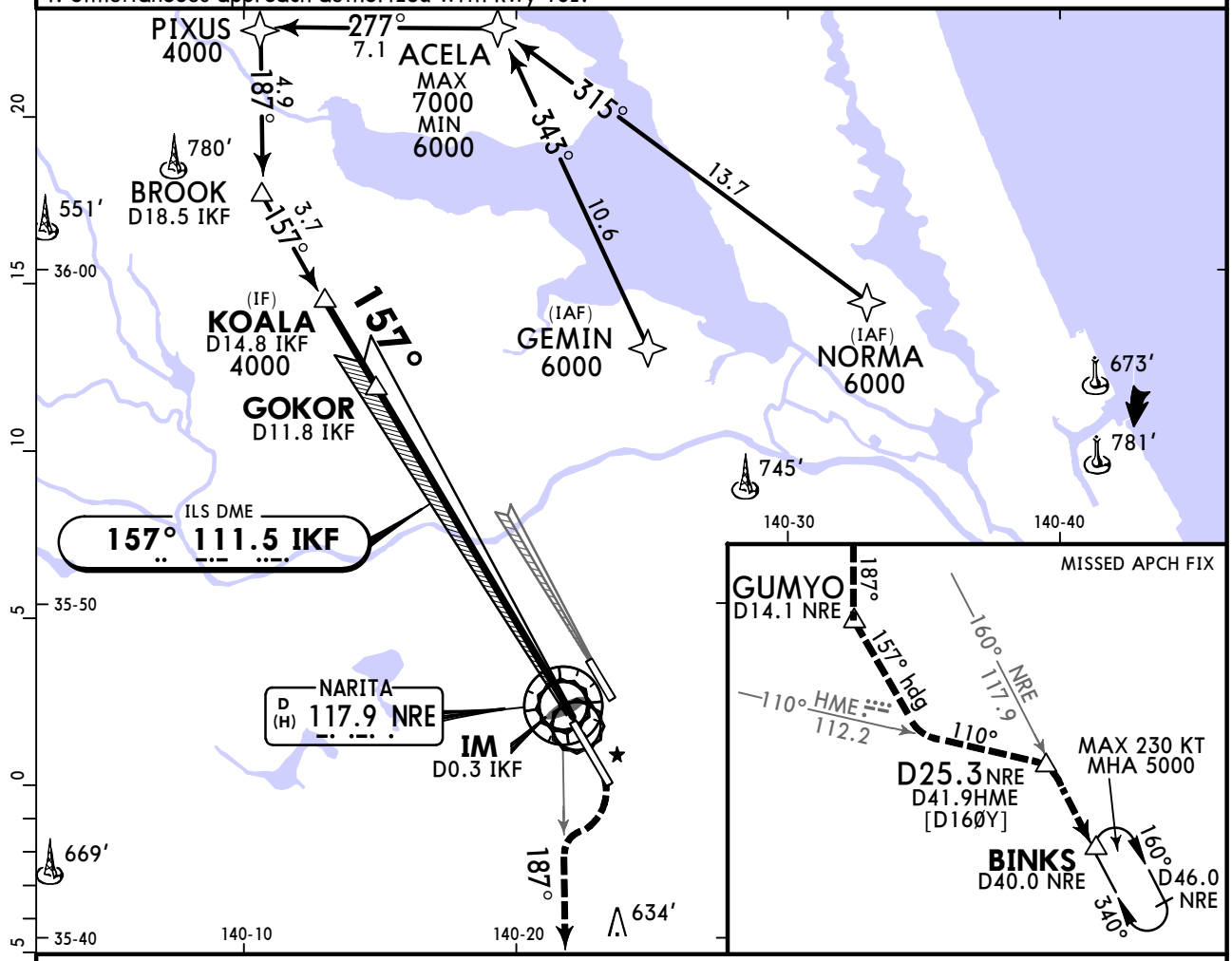
MISSED APCH: Climb to 800′ on heading 157°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.6 IKF.

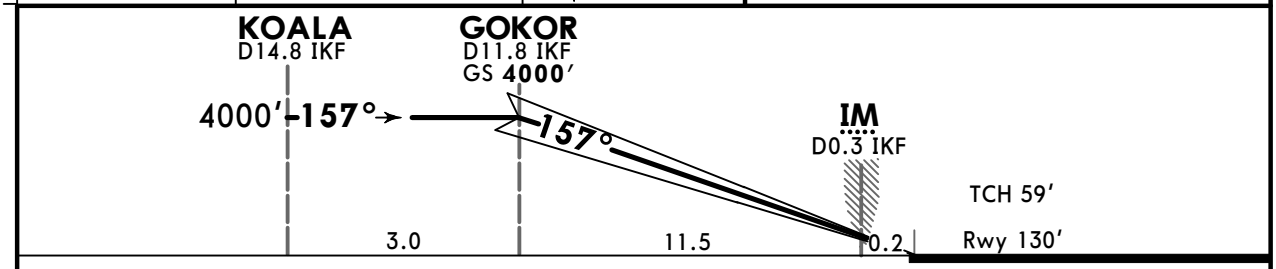
MSA NRE VOR
180° 4000 2200 270° 090° 1700 3100 360°

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

RNAV1, DME/DME/IRU or GNSS required for initial approach to BROOK

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. Radar required.
4. Simultaneous approach authorized with Rwy 16L.





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

HIALS PAPI

800′ on 157° hdg

6000′ RT via NRE 117.9 R-187

STRAIGHT-IN LANDING RWY 16R

CAT III ILS	CAT II ILS
	RA 101′ DA(H) 230′(100′)
RVR 100m	RVR 300m

NATL

CHANGES: Procedure course, waypoint GOKOR.

RJAA/NRT
NARITA INTL

JEPPESEN
15 MAR 24 (21-5) Eff 20 Mar 1500Z

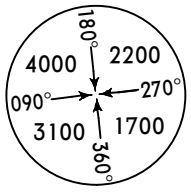
TOKYO, JAPAN
ILS Rwy 34L

D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 127.7	118.2 118.35 122.7 126.2	121.95 121.85

BRIEFING STRIP™

LOC IYQ	Final Apch Crs	COSMO	ILS DA(H)	Apt Elev 135′
111.9	337°	4000′ (3861′)	339′ (200′)	Rwy 139′

MISSED APCH: Climb to 1000′ on heading 337°, turn LEFT, climb to 6000′ via heading 142° to intercept and proceed outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP.
No turn before D0.6 IYQ.

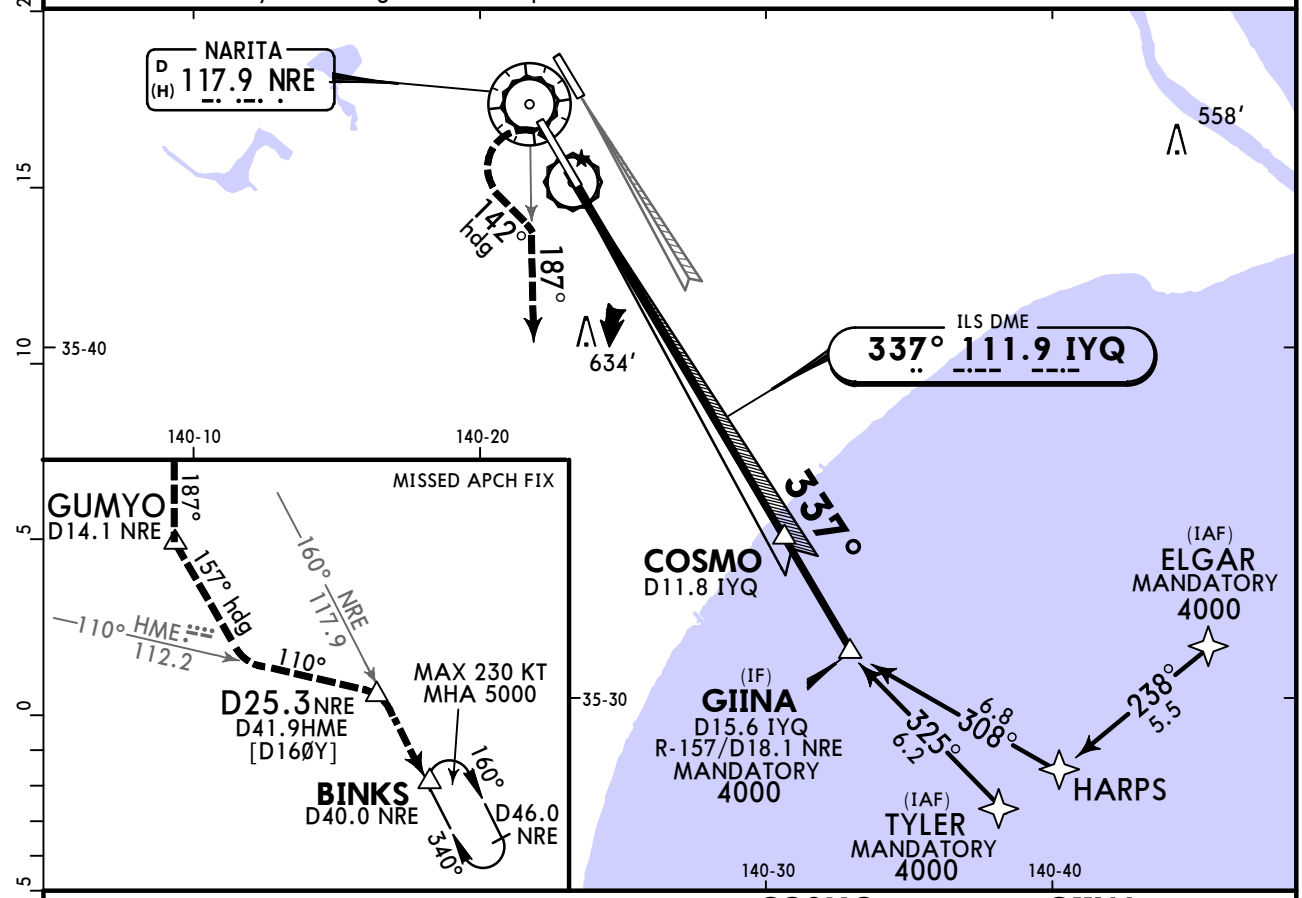


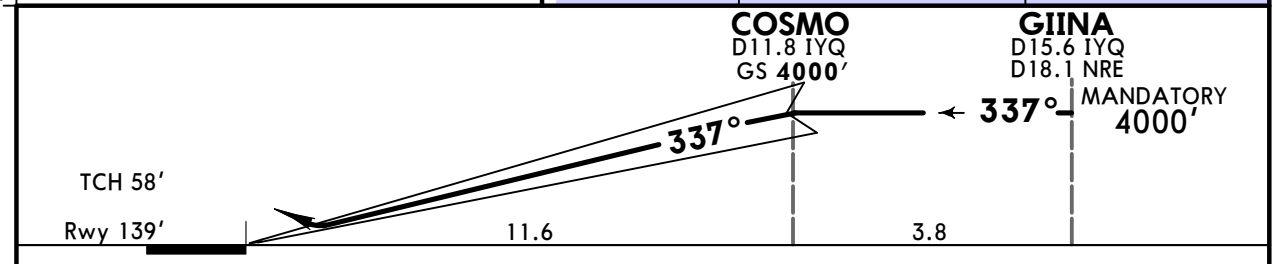
MSA NRE VOR

Alt Set: IN (hPa O/R) | Trans level: FL140 | Trans alt: 14000′

RNAV1, DME/DME/IRU or GNSS required for initial approach

1. VOR and DME required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 34R. 4. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.





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

ALSF-I
PAPI
1000′ on
337° hdg

State

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

	TDZ and/or CL out	ALS out
A, B, C, D	R550m	R750m	R1000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′) V1600m
120	
140	730′ (595′) V2400m
165	730′ (595′) V3200m

NATL

CHANGES: New AOM concept.

RJAA/NRT NARITA INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1500Z

21-6

TOKYO, JAPAN
ILS Y or LOC Rwy 34R

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

BRIEFING STRIP™

LOC ITJ	Final Apch Crs	CROWN	ILS DA(H)	Apt Elev 135′ Rwy 141′
110.9	337°	3000′(2859′)	391′(250′)	

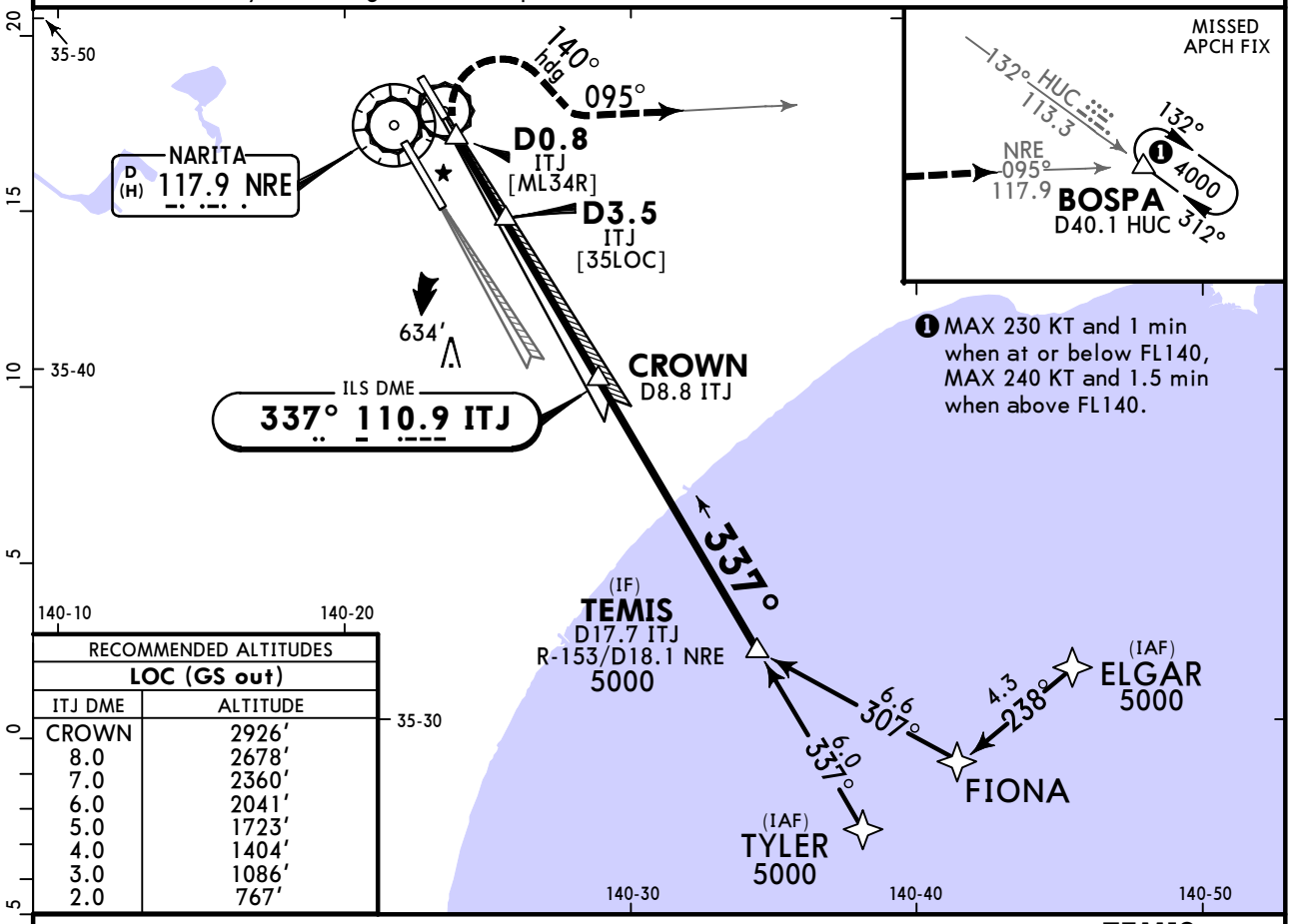
MISSED APCH: Climb to 700′ on heading 337°, turn RIGHT heading 140° to intercept and proceed outbound via NRE VOR R-095 to BOSPA and hold at 8000′. Contact Tokyo APP.

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

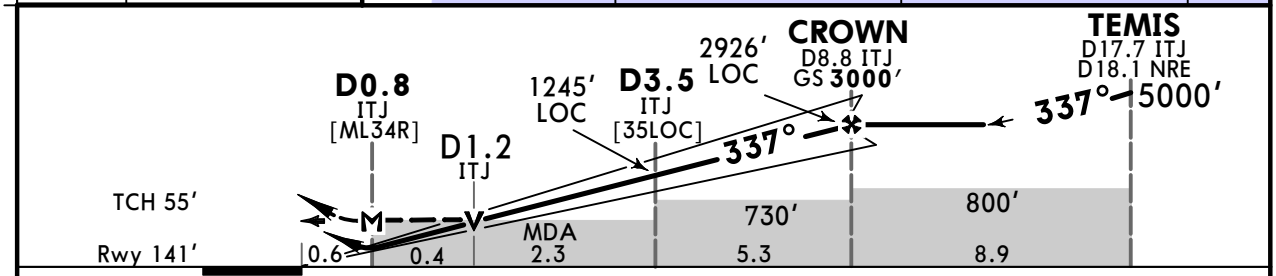
Alt Set: IN (hPa O/R) | Trans level: FL140 | Trans alt: 14000′

RNAV1, DME/DME/IRU or GNSS required for initial approach

1. VOR and DME required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 34L. 4. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.



RECOMMENDED ALTITUDES LOC (GS out)	
ITJ DME	ALTITUDE
CROWN	2926′
8.0	2678′
7.0	2360′
6.0	2041′
5.0	1723′
4.0	1404′
3.0	1086′
2.0	767′



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

Timing not authorized for defining the MAP.

ALSF-I PAPI 700′ on 337° hdg

State	STRAIGHT-IN LANDING ILS DA(H) 391′(250′) TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 510′(375′)	ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	R600m	R750m	R1000m	R900m	R1500m	90 730′(595′)V1600m
B						120
C				R1000m	R1800m	140 730′(595′)V2400m
D				R1400m	R2000m	165 730′(595′)V3200m

NATL

CHANGES: Holding at BOSPA, new AOM concept.

RJAA/NRT
NARITA INTL

JEPPESEN
15 MAR 24 (21-7) Eff 20 Mar 1500Z

TOKYO, JAPAN
ILS Z Rwy 34R

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

BRIEFING STRIP

LOC ITJ	Final Apch Crs	LAPIS	ILS DA(H)	Apt Elev 135′
110.9	337°	5000′ (4859′)	391′ (250′)	Rwy 141′

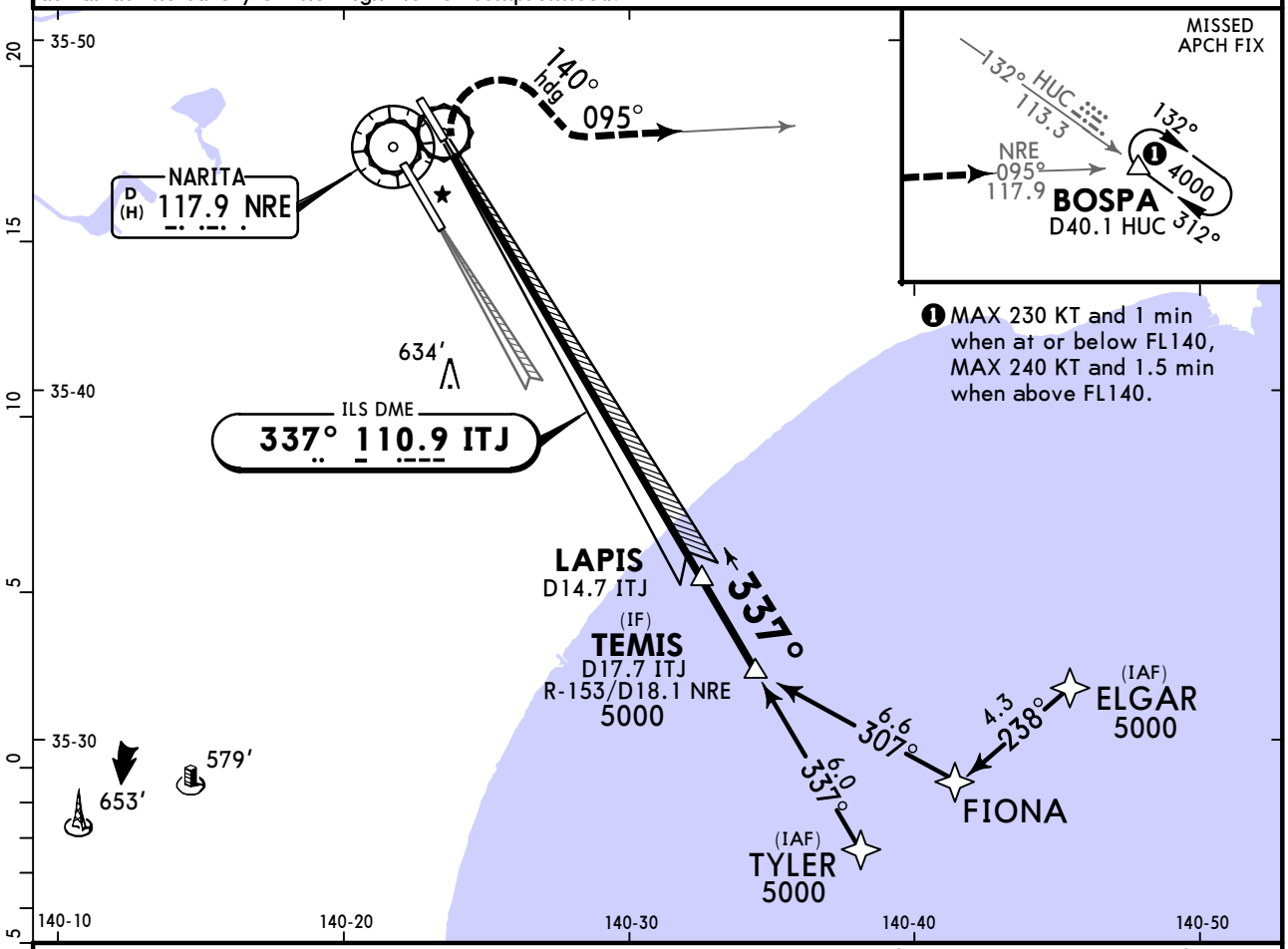
MISSED APCH: Climb to 700′ on heading 337°, turn RIGHT heading 140° to intercept and proceed outbound via NRE VOR R-095 to BOSPA and hold at 8000′. Contact Tokyo APP.

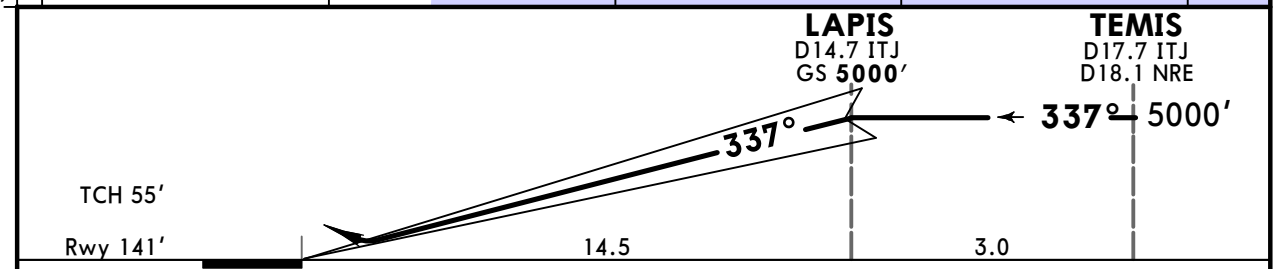
MSA NRE VOR
180° 2200
270° 1700
360° 3100
090° 4000

Alt Set: IN (hPa O/R) | Trans level: FL140 | Trans alt: 14000′

RNAV1, DME/DME/IRU or GNSS required for initial approach

1. VOR and DME required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 34L. 4. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.





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

ALSF-I
PAPI
700′ on
337° hdg

State

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

	TDZ and/or CL out	ALS out
A, B, C, D	R600m	R750m	R1000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′ (595′) V1600m
120	
140	730′ (595′) V2400m
165	730′ (595′) V3200m

NATL

CHANGES: Holding at BOSPA, new AOM concept.

RJAA/NRT
NARITA INTL

JEPPESEN
15 MAR 24 (21-8) Eff 20 Mar 1500Z

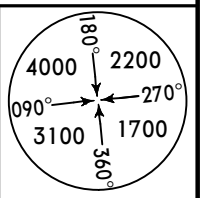
TOKYO, JAPAN
LOC Rwy 34L

BRIEFING STRIP

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

LOC IYQ	Final Apch Crs	Refer to profile	MDA(H)	Apt Elev 135′ Rwy 139′
111.9	337°		530′ (395′)	

MISSED APCH: Climb to 1000′ on heading 337°, turn LEFT, climb to 6000′ via heading 142° to intercept and proceed outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP. No turn before MAP.

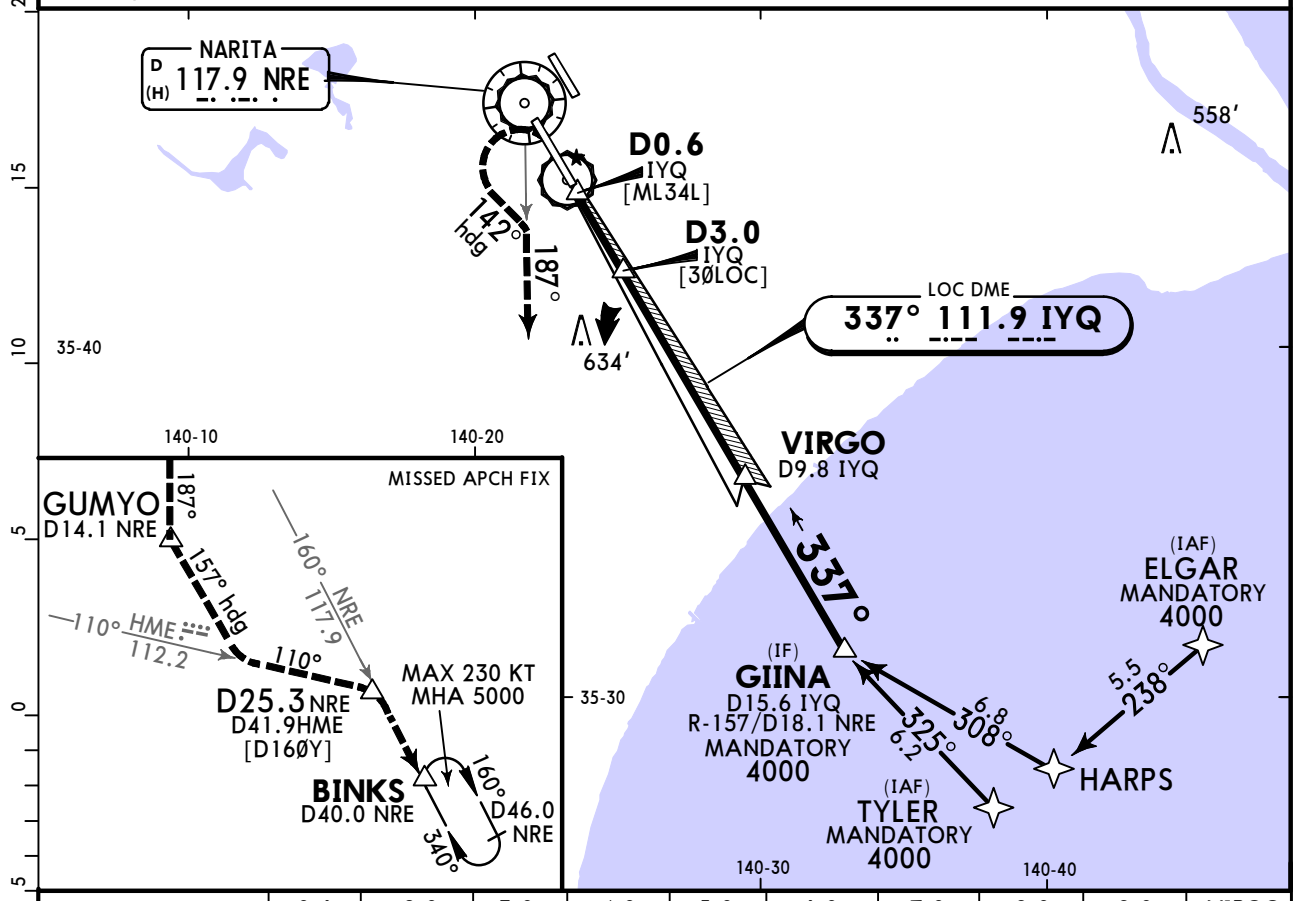


MSA NRE VOR

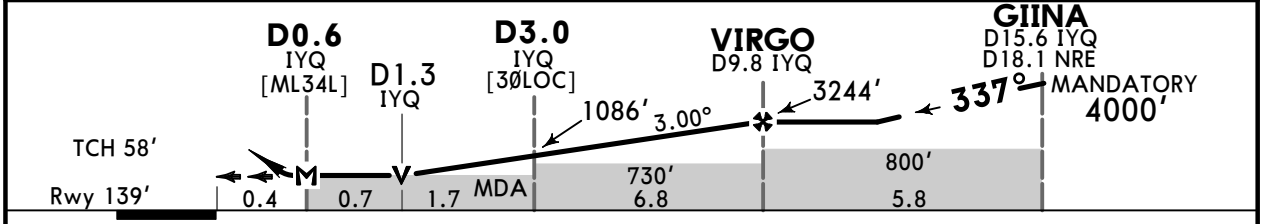
Alt Set: IN (hPa O/R) | Trans level: FL140 | Trans alt: 14000′

RNAV1, DME/DME/IRU or GNSS required for initial approach

1. VOR and DME required. 2. Radar required. 3. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.



IYQ DME	0.6	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	VIRGO
ALTITUDE		767′	1086′	1404′	1723′	2041′	2359′	2678′	2996′	3244′



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

Timing not authorized for defining the MAP.

ALSF-I
PAPI
1000′ on
337° hdg

State

	STRAIGHT-IN LANDING MDA(H) 530′ (395′)		CIRCLE-TO-LAND	
		ALS out	Max Kts	MDA(H)
A	R900m	R1500m	90	730′ (595′) V1600m
B	R1000m		120	
C		R1800m	140	730′ (595′) V2400m
D	R1400m	R2000m	165	730′ (595′) V3200m

NATL

CHANGES: New AOM concept.

RJAA/NRT
NARITA INTL

JEPPESEN
15 MAR 24 (22-1) Eff 20 Mar 1500Z

TOKYO, JAPAN
RNP Rwy 16L

BRIEFING STRIP™

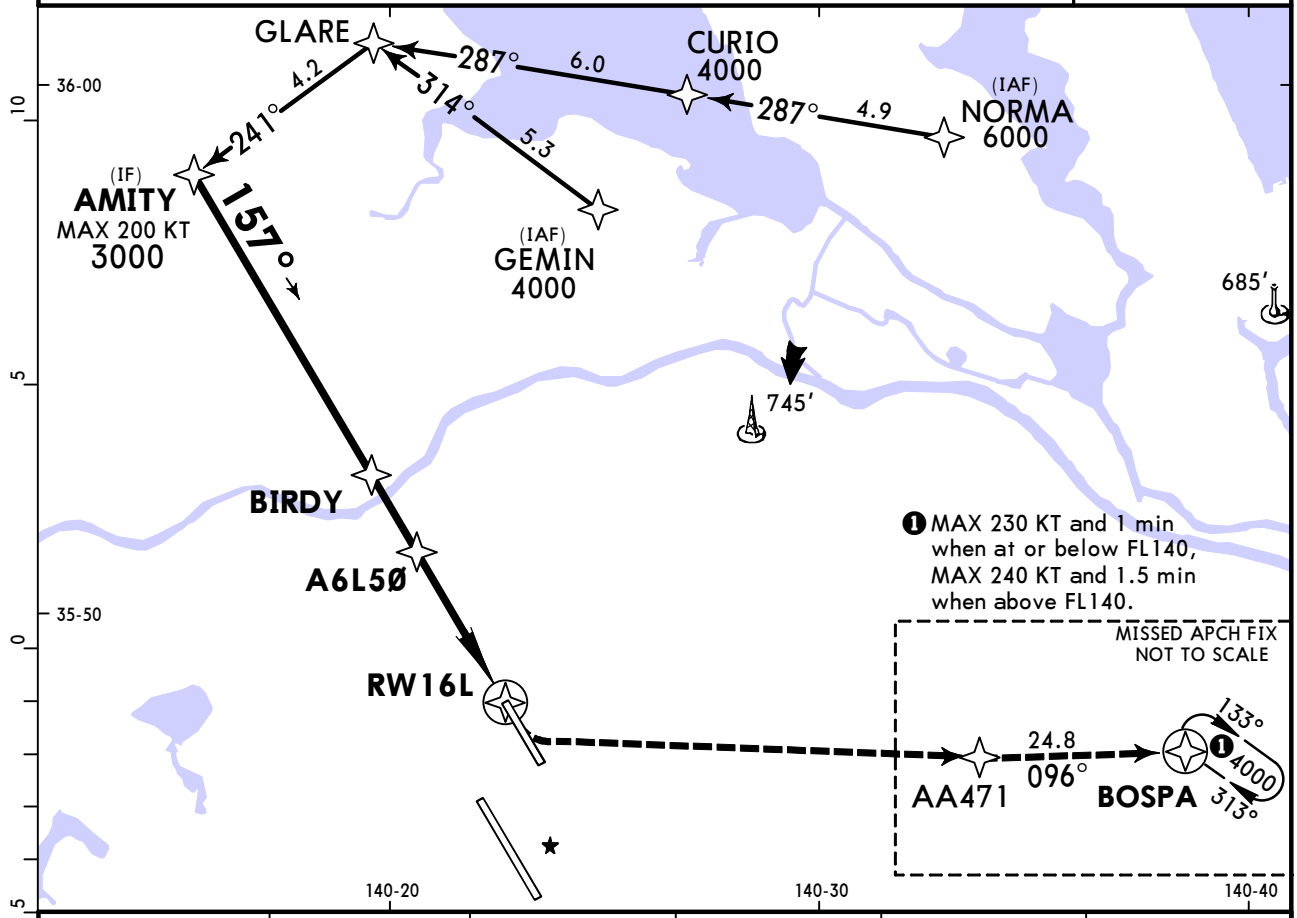
D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 127.7	118.2 118.35 122.7 126.2	121.95 121.85

RNAV	Final Apch Crs 157°	Refer to Profile	LNAV/VNAV DA(H) 490′(355′)	Apt Elev 135′ Rwy 135′

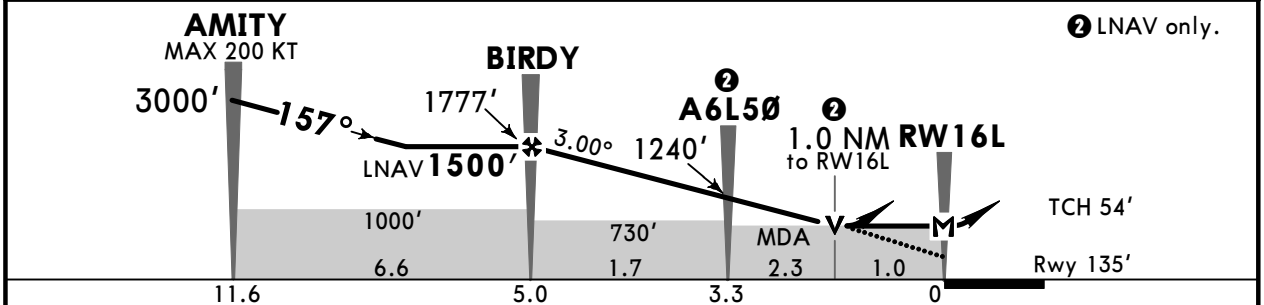
MISSED APCH: Turn LEFT direct to AA471, to BOSPA and hold at 8000′. Contact Tokyo APP.

Alt Set: IN(hPa O/R) Trans level: FL140 Trans alt: 14000′
RNP Apch
Baro-VNAV not authorized below -10°C.

3100
MSA ARP



DIST to RW16L	BIRDY	4.0	3.0	2.0	RW16L
ALTITUDE	1777′	1462′	1144′	826′	



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16L							

ALSF-I
PAPI
LT

AA471

State

	STRAIGHT-IN LANDING LNAV/VNAV DA(H) 490′(355′)		STRAIGHT-IN LANDING LNAV MDA(H) 490′(355′)		CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
		ALS out		ALS out		
A	R900m	R1500m	R900m	R1500m	90	730′(595′) V1600m
B	R1000m		R1000m		120	
C		R1800m		R1800m	140	730′(595′) V2400m
D	R1400m	R2000m	R1400m	R2000m	165	730′(595′) V3200m

NATL

CHANGES: Missed apch, VOR removed, holding at BOSPA, new AOM concept.

RJAA/NRT NARITA INTL

JEPPESEN
15 MAR 24 (22-2) Eff 20 Mar 1500Z

TOKYO, JAPAN RNP Rwy 34R

D-ATIS	TOKYO Approach (R)	NARITA Tower	Ground
128.25	124.4 127.7	118.2 118.35 122.7 126.2	121.95 121.85

BRIEFING STRIP™

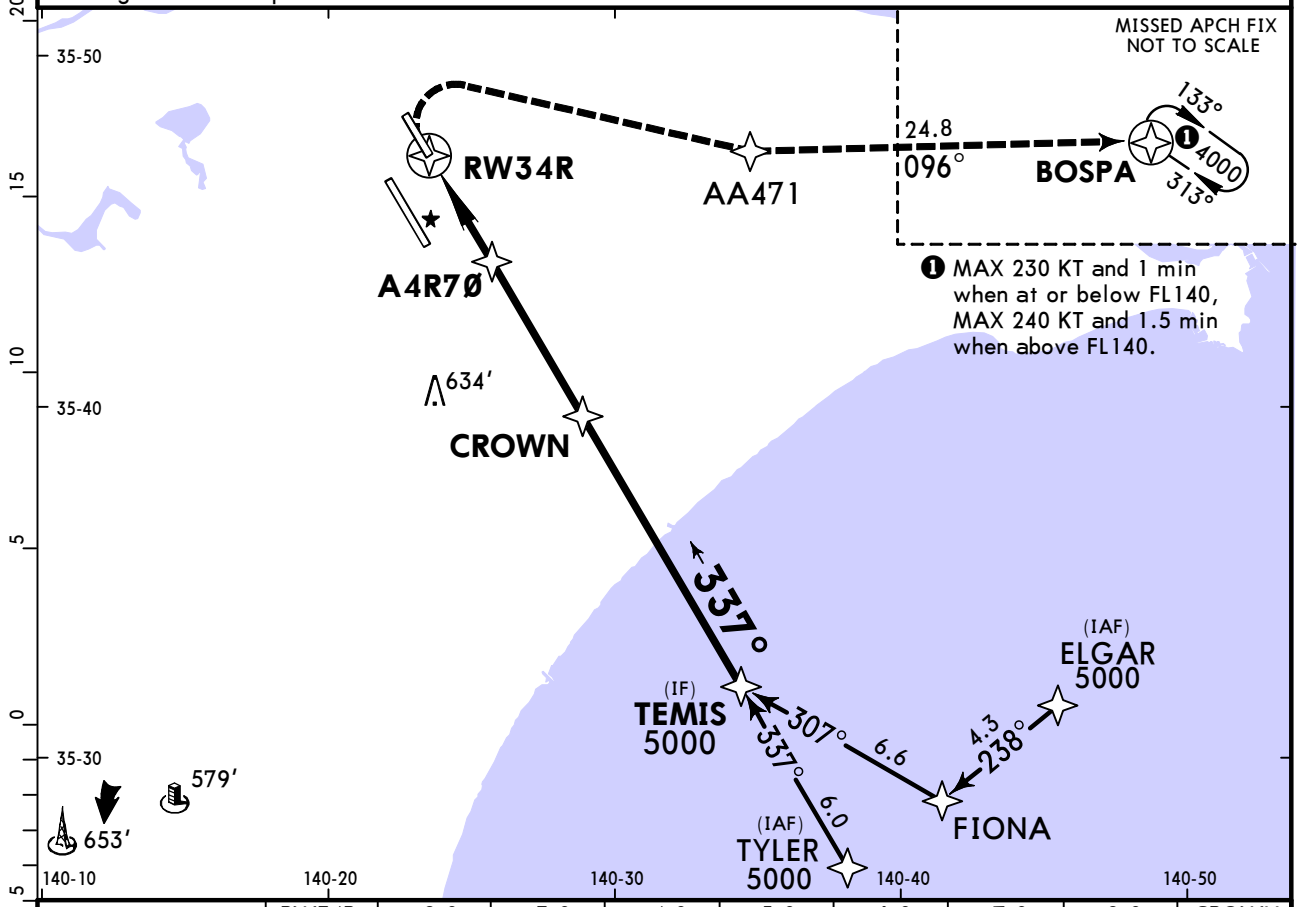
RNAV	Final Apch Crs 337°	Refer to Profile	LNAV/VNAV DA(H) 560′(419′)	Apt Elev 135′ Rwy 141′

MISSED APCH: Turn RIGHT direct to AA471, to BOSPA and hold at 8000′. Contact Tokyo APP.

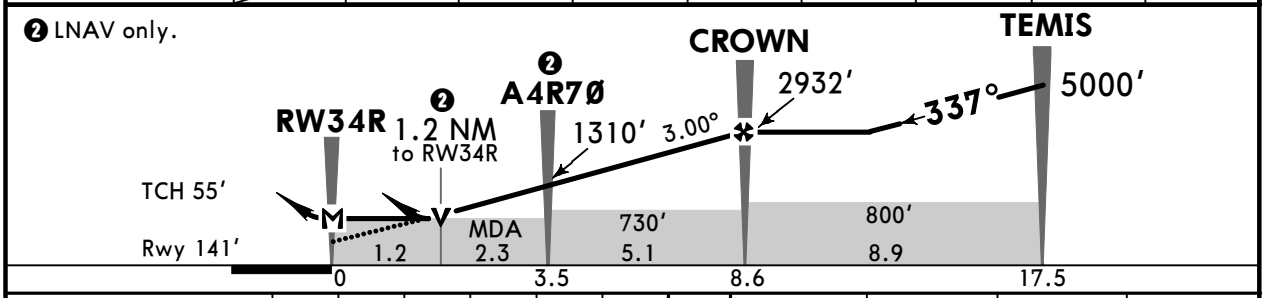
3100
MSA ARP

RNP Apch | Alt Set: IN (hPa O/R) | Trans level: FL140 | Trans alt: 14000′

1. Baro-VNAV not authorized below -10°C. 2. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.



DIST to RW34R	RW34R	2.0	3.0	4.0	5.0	6.0	7.0	8.0	CROWN
ALTITUDE		833′	1151′	1470′	1788′	2106′	2454′	2743′	2932′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34R							

ALSF-I
PAPI
RT
AA471

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 560′(419′)		LNAV MDA(H) 560′(425′)	
		ALS out		ALS out
A	R900m	R1500m	R900m	R1500m
B	R1000m		R1000m	
C		R1800m		R1800m
D	R1400m	R2000m	R1400m	R2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	730′(595′) V1600m
120	
140	730′(595′) V2400m
165	730′(595′) V3200m

NATL

CHANGES: Missed apch, VOR removed, holding at BOSPA, new AOM concept.

RJAA/NRT
NARITA INTL

JEPPESEN
14 APR 23 (23-1) Eff 19 Apr 1500Z

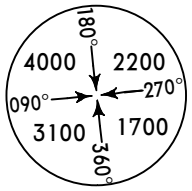
TOKYO, JAPAN
VOR Rwy 16R

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

BRIEFING STRIP™

VOR NRE	Final Apch Crs	Refer to Profile	MDA(H)	Apt Elev 135′
117.9	157°		540′ (405′)	Rwy 130′

MISSED APCH: Climb to 800′ on heading 157°, turn RIGHT, climb to 6000′ outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP. No turn before MAP.

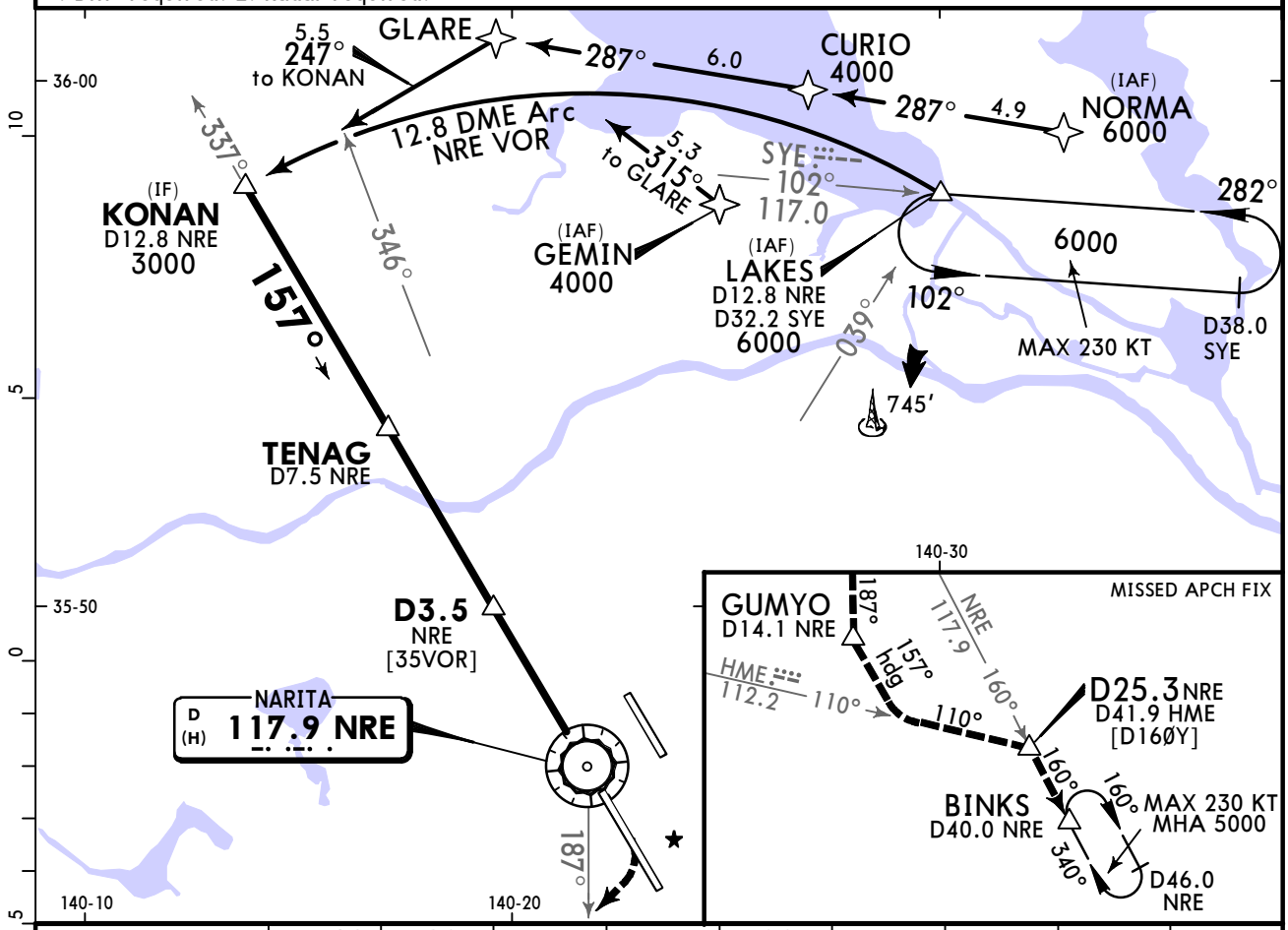


MSA NRE VOR

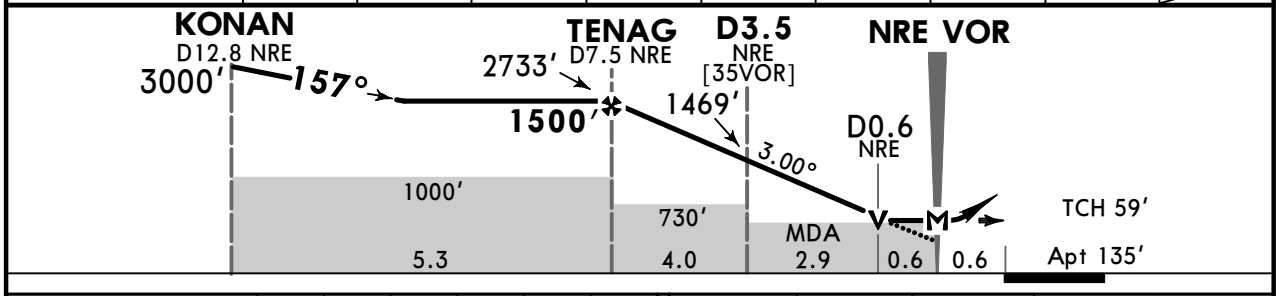
Alt Set: IN (hPa on req) | Trans level: FL140 | Trans alt: 14000′

RNAV1, DME/DME/IRU or GNSS required for initial approach from NORMA/GEMIN

1. DME required. 2. Radar required.



NRE DME	TENAG	7.0	6.0	5.0	4.0	3.0	2.0	1.0	VOR
ALTITUDE	2733′	2584′	2266′	1947′	1629′	1310′	992′	673′	



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

Timing not authorized for defining the MAP.

PAPI HIALS | 800′ on 157° hdg | 6000′ RT via NRE 117.9 R-187

STRAIGHT-IN LANDING RWY 16R

MDA(H) 540′ (405′)

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

CIRCLE-TO-LAND

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

NATL

CHANGES: Procedure course, wpt TENAG, FAF altitude.

JEPPESEN

RJAA/NRT
NARITA INTL

14 APR 23 (23-2) Eff 19 Apr 1500Z

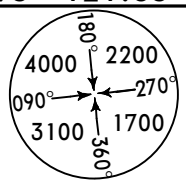
TOKYO, JAPAN
VOR Rwy 34L

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

BRIEFING STRIP™

VOR NRE 117.9	Final Apch Crs 337°	Refer to Profile	MDA(H) 540′(405′)	Apt Elev 135′ Rwy 139′

MISSED APCH: Climb to 1000′ inbound via NRE VOR R-157, turn LEFT, climb to 6000′, via heading 142° to intercept and proceed outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157° to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP.
No turn before MAP.

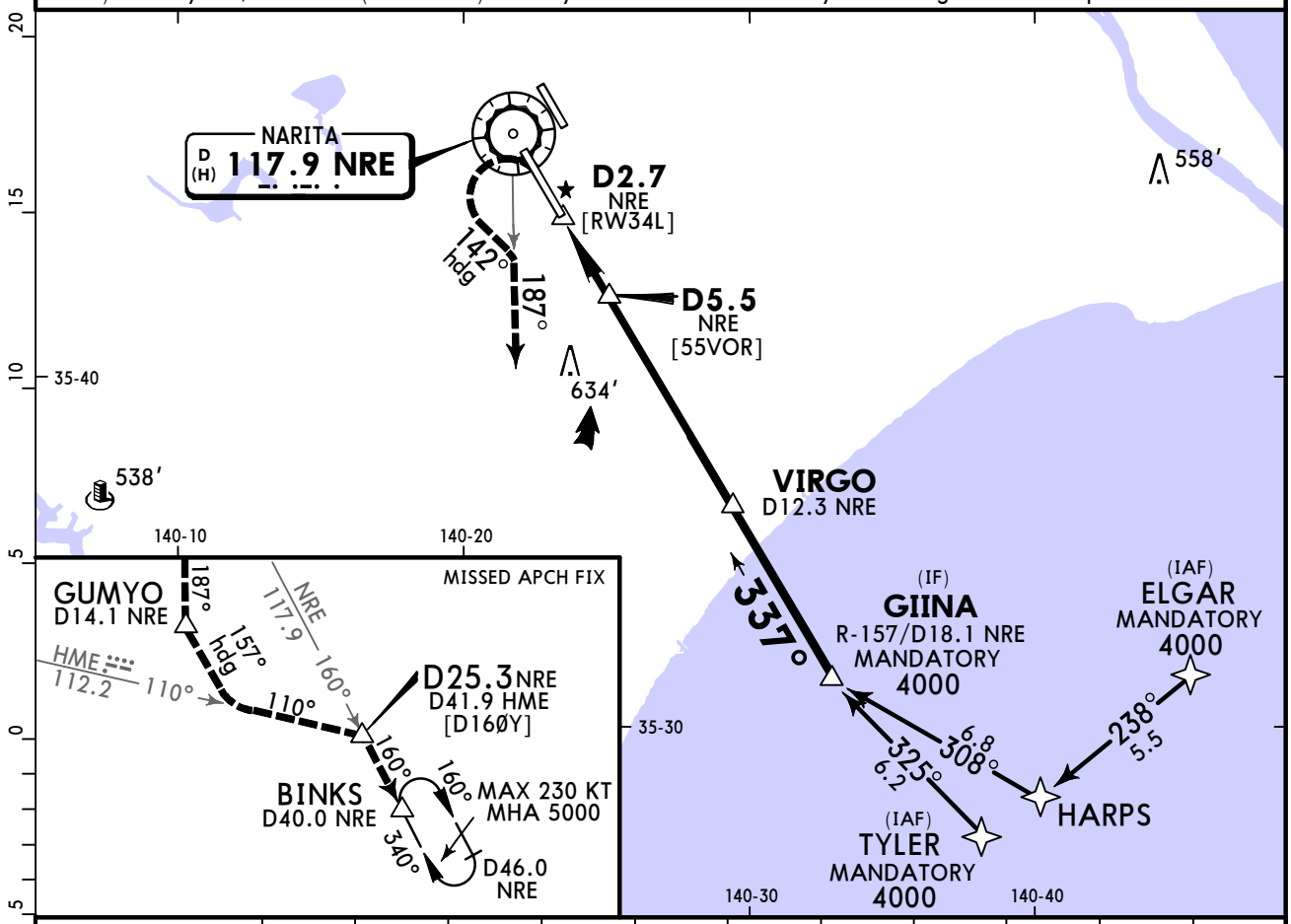


MSA NRE VOR

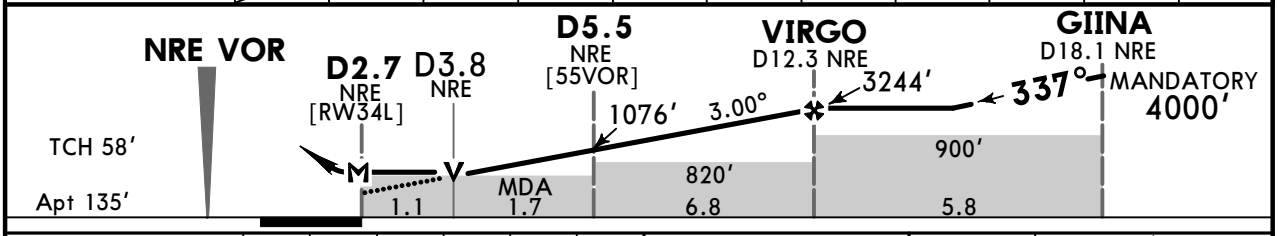
Alt Set: IN (hPa on req) | Trans level: FL140 | Trans alt: 14000′

RNAV1, DME/DME/IRU or GNSS required for initial approach

1. DME required. 2. Radar required. 3. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.



NRE DME	2.7	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	VIRGO
ALTITUDE		599′	917′	1235′	1554′	1872′	2191′	2509′	2828′	3146′	3244′



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

Timing not authorized for defining the MAP.

ALSF-I
PAPI

1000′ NRE via 117.9 R-157

STRAIGHT-IN LANDING RWY34L

MDA(H) 540′(405′)

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

NATL

CHANGES: Procedure course.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOKYO, (NARITA INTL - RJAA)				
REV	AIRPORT, AIRPORT INFO	20-9	24 May 2024	
REV	AIRPORT INFO (CONTD), TAK...	20-9A	24 May 2024	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RJAA

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: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Display of Target Start Up Approval Time (TSAT) on Visual docking Guidance System for spot 61 thru 68, 71 thru 75, 81 thru 88, 91 thru 99 unserviceable until further notice.