RJTT

Airport information:

Country: Japan
City: TOKYO
Coordinates: N 35° 33.2', E139 46.9
Elevation: 21
Customs: Customs
Fuel: Jet A1
RFF: CAT 9
hours: H24

Runways:

Runway 04
    Takeoff length: 2500, Landing length: 2500
Runway 05
    Takeoff length: 2500, Landing length: 2500
Runway 16L
    Takeoff length: 3000, Landing length: 3000
Runway 16R
    Takeoff length: 3000, Landing length: 3000
Runway 22
    Takeoff length: 2500, Landing length: 2500
Runway 23
    Takeoff length: 2500, Landing length: 2500
Runway 34L
    Takeoff length: 3000, Landing length: 3000
Runway 34R
    Takeoff length: 3000, Landing length: 3000

Aerodrome Briefi ng Card

Haneda INTL TOKYO

1. GEOGRAPHICAL DATA

1.1 The AD is located on reclaimed land on the W side of the Tokyo Bay, 7.6nm S of Tokyo Station. Close to a built-up industrial area with several tall chimneys SSW, W and NW.

1.2 The surrounding terrain is fl at but note the TV towers of 1148ft, 4nm to N.
Waters shallow and tidal, changing land/sea picture noticeably.

2. WEATHER

2.1 During winter the polar front is normally situated far to the S of Tokyo and the prevailing N to NW winds give good conditions except for smoke pollution. Smog may reduce visibility. Occasionally the polar front in winter is displaced northward and Tokyo comes under the wave activity on the front and light to moderate continuous rain causes low ceilings and visibilities. Rapid clearing takes place when the wind shifts to N and NW.

2.2 The main rainy periods are MAY-JUN and SEP-OCT when the polar front is close to Tokyo on its movement N in spring and S in fall. Lifting of the ceiling during the day will, however usually give above minimum conditions during these periods.

2.3 Typhoons may affect the Tokyo area from mid JUN to end of SEP with MAX frequency in AUG.

Apart from strong winds associated with tropical storms, strong gusty winds are associated with cold outbreaks from the Siberian High in winter and the development of a low pressure over the Sea of Japan in spring.

3. TRAFFIC

Open.

4. MISCELLANEOUS

Open.

5. REPORTS

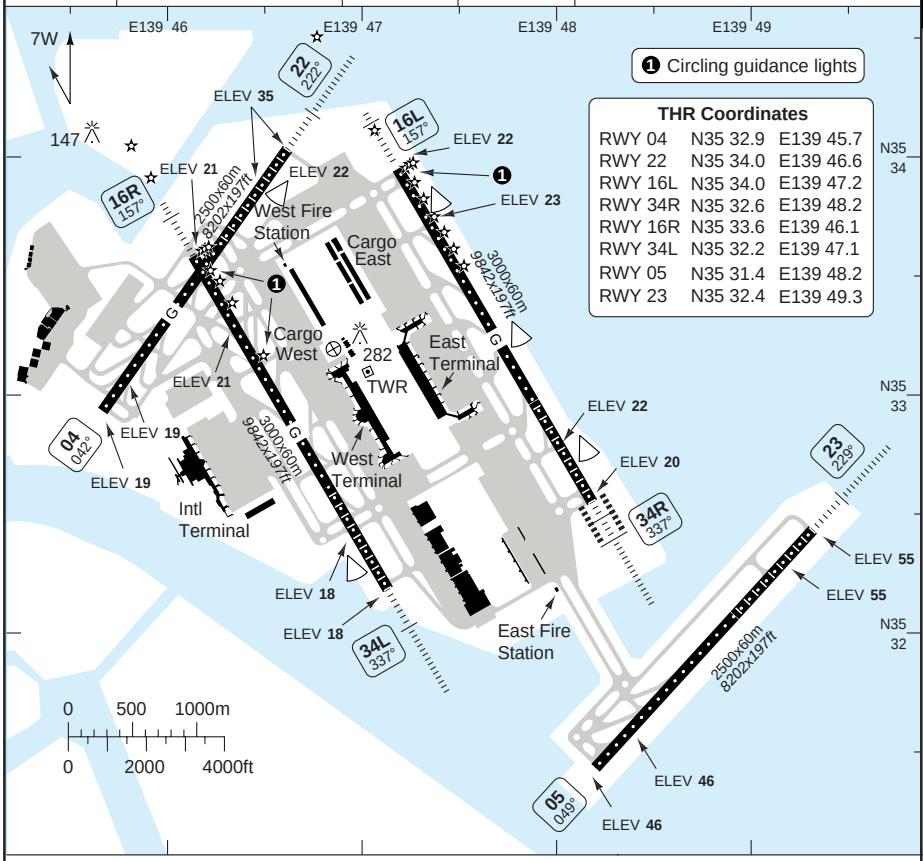
Open.

AERODROME

Haneda INTL TOKYO

Tokyo DLV	GND		TWR			DEP			ATIS
121.825	**121.7**	**118.225**	**118.1**	**118.575**	**118.725**	**126.0**	**120.8**	**127.6**	**128.8**
121.875	**121.625**	**121.975**	**124.35**	**118.8**	**126.2**	**124.2**	**119.6**		

AD Elev **21** | ARP: N35 33.2 E139 46.9 | RFF: CAT 9 | AD HR: H24



RWY	Slope	TORA m/*ft*	LDA m/*ft*	ALS	REDL	RCLL	Additional
04	+0.2	2500 / *8202*	2500 / *8202*	-	H	30m	P 3° (61)
22	- 0.2	2500 / *8202*	2500 / *8202*	H-D	H	30m	P 3° (66)
16L	0	3000 / *9842*	3000 / *9842*	H-H ❷	H	15m	P 3° (75)
34R	0	3000 / *9842*	3000 / *9842*	H-B	H	15m	P 3° (66)
16R	0	3000 / *9842*	3000 / *9842*	H-H ❸	H	30m	P 3° (79)
34L	0	3000 / *9842*	3000 / *9842*	H-D	H	30m	P 3° (66)
05	+0.1	2500 / *8202*	-	-	H	30m	P 3°
23	-0.1	2500 / *8202*	2500 / *8202*	H-D	H	30m	P 3° (66)

❷ 420m, APL beacons at 543m and 892m. ❸ 420m, No EFAS, APL beacons at 685m and 953m.

Change: TWY

STATE	TAKE OFF MINIMA		
With TKOF ALT AD	04, 05, 16R	16L, 34R	34L
Facilities	RVR/VIS	RVR/VIS	RVR/VIS
REDL + RCLL	**-** / **0.4** km	ⓐ **400** m / **0.4** km	**400** m / **0.4** km
REDL or RCLL or RCL	**-** / **0.4** km	ⓑ **400** m / **0.4** km	**400** m / **0.4** km
Nil (Day only)	**-** / **0.5** km	**-** / **0.5** km	**-** / **0.5** km
Without TKOF ALT AD	AVBL LDG MIN		

ⓐ When SSP in force

RVR / VIS: Cat A,B,C **200** m / **0.2** km

Cat D **250** m / **0.25** km

When SSP in force and with multi RVR AVBL

RVR Cat A,B,C **150** m

Cat D **200** m

ⓑ When SSP in force

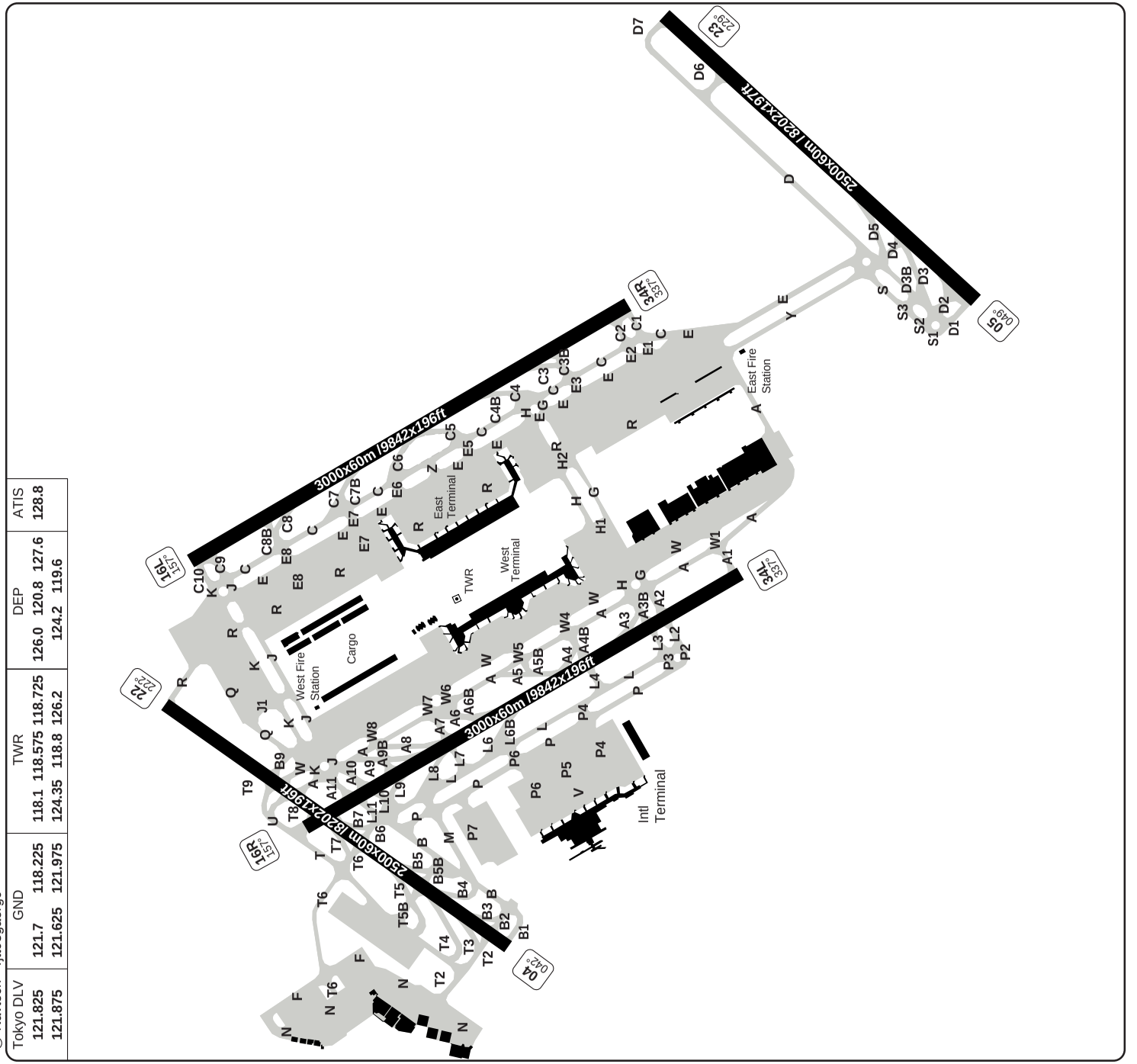
RVR / VIS: Cat A,B,C **250** m / **0.25** km

Cat D **300** m / **0.3** km

Change: Name.

GROUND Overview Taxiway

Haneda INTL TOKYO



Tokyo DLV	GND		TWR		DEP		ATIS
121.825	121.7	118.225	118.1	118.575 118.725	126.0	120.8 127.6	128.8
121.875	121.625	121.975	124.35	118.8 126.2	124.2	119.6	

Change: TWY

Japan - RJTT / HND
Haneda INTL TOKYO

10 - 4 | 22 AUG 12

WEF 20 SEP 12

GROUND Overview Intersection TKOF and holds

Tokyo DLV	GND		TWR			DEP			ATIS
121.825	**121.7**	**118.225**	**118.1**	**118.575**	**118.725**	**126.0**	**120.8**	**127.6**	**128.8**
121.875	**121.625**	**121.975**	**124.35**	**118.8**	**126.2**		**124.2**	**119.6**	

Intersection TKOF
(Rounded down to nearest 10m)

RWY 04

B2/ T2	2310m / *7578ft*
B3/T3	2060m / *6759ft*
B4/T4	1830m / *6000ft*
B5B/T5B	1870m / *6135ft*
B5/T5	1560m / *5118ft*

RWY 16L

C9	2820m / *9252ft*
C8B	2440m / *8005ft*
C8	2120m / *6955ft*
C7	1670m / *5479ft*
C6	1290m / *4232ft*

RWY 34R

C2	2820m / *9252ft*
C3B	2420m / *7940ft*
C3	2100m / *6890ft*
C4	1780m / *5840ft*
C5	1330m / *4363ft*

Intersection TKOF

RWY 16R

RWY 04/22	2770m / *9088ft*
A11	2600m / *8536ft*
A10	2490m / *8169ft*
A9B	2310m / *7579ft*
A9	2000m / *6560ft*
A8	1850m / *6060ft*
A7/L7	1990m / *6529ft*
A6	1500m / *4921ft*
L8	1840m / *6040ft*
L9	2100m / *6890ft*
L10	2440m / *8010ft*
L11	2560m / *8410ft*

RWY 34L

A2/L2	2420m / *7940ft*
A3B/L3	2320m / *7612ft*
A3	2010m / *6594ft*
A4B/L4	1890m / *6201ft*
A4	1570m / *5151ft*

RWY 05

D2	2390m / *7841ft*
D3	1800m / *5910ft*
D4	1940m / *6365ft*
D5	1500m / *4920ft*

Change: TWY

Japan - RJTT / HND
Haneda INTL TOKYO

Tokyo DLV	GND		TWR			DEP			ATIS
121.825	**121.7**	**118.225**	**118.1**	**118.575**	**118.725**	**126.0**	**120.8**	**127.6**	**128.8**
121.875	**121.625**	**121.975**	**124.35**	**118.8**	**126.2**	**124.2**	**119.6**		

GROUND Parking North West

Haneda INTL TOKYO

Japan - RJTT / HND

Change: RWY, TWY, stands

Japan - RJTT / HND
Haneda INTL TOKYO

10 - 6 | 22 AUG 12

WEF 20 SEP 12

GROUND Parking, Cargo and Northern Terminal area

Tokyo DLV	GND		TWR			DEP			ATIS
121.825	121.7	118.225	118.1	118.575	118.725	126.0	120.8	127.6	128.8
121.875	121.625	121.975	124.35	118.8	126.2	124.2	119.6		

Change: TWY

Japan - RJTT / HND
Haneda INTL TOKYO

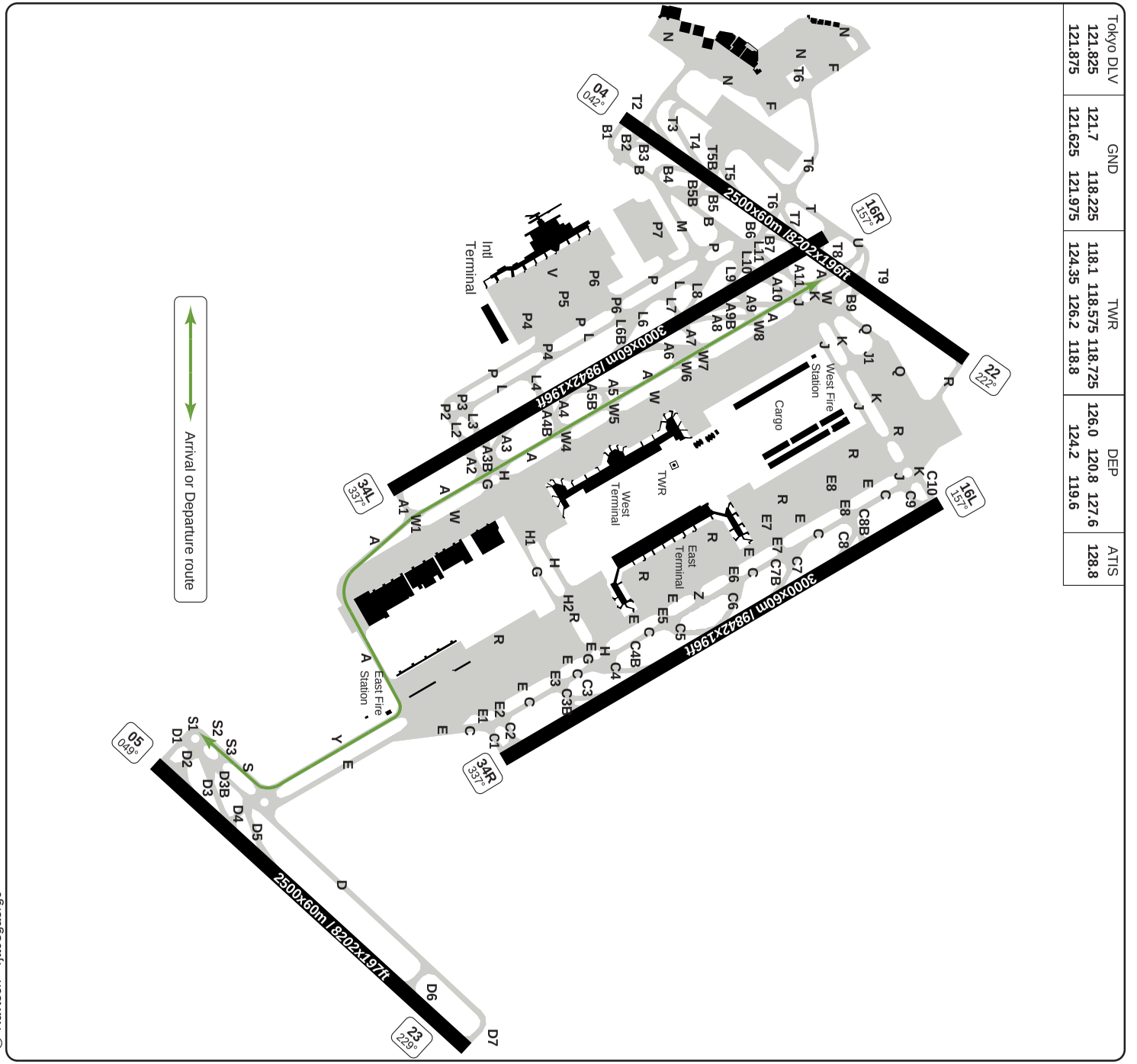
Change: TWY

GROUND Parking, Maintenance and Southern Terminal area

Japan - RJTT / HND

Haneda INTL TOKYO

Tokyo DLV	GND		TWR			DEP			ATIS
121.825	121.7	118.225	118.1	118.575	118.725	126.0	120.8	127.6	128.8
121.875	121.625	121.975	124.35	118.8	126.2	124.2	119.6		

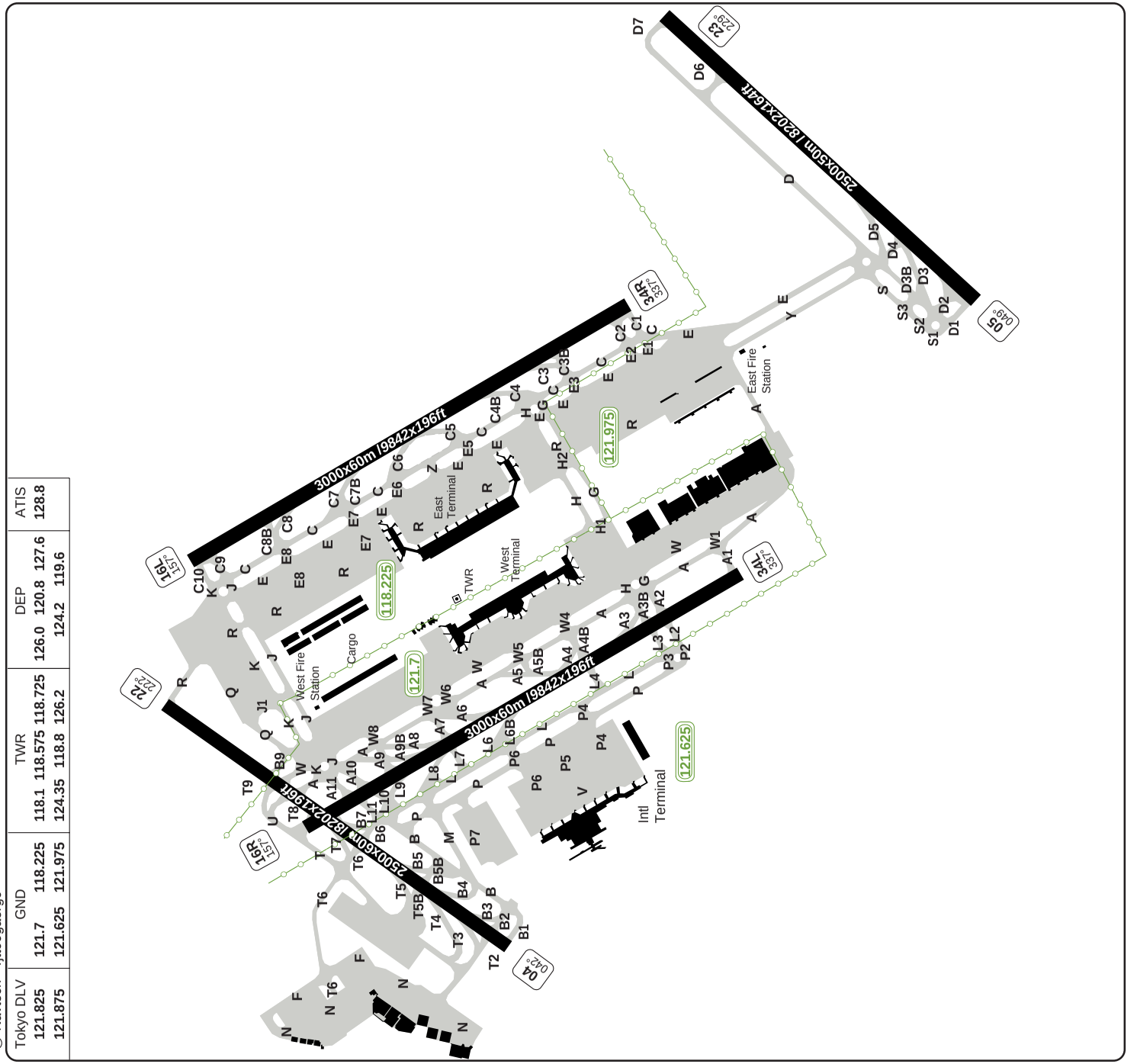


Tokyo DLV	GND	TWR	DEP	ATIS
121.825	121.7	118.1	126.0	128.8
121.875	121.625	118.575	120.8	
	121.975	118.725	127.6	
	118.225	124.35	124.2	
		126.2	119.6	
		118.8		

Change: TWY

GROUND Control Frequency

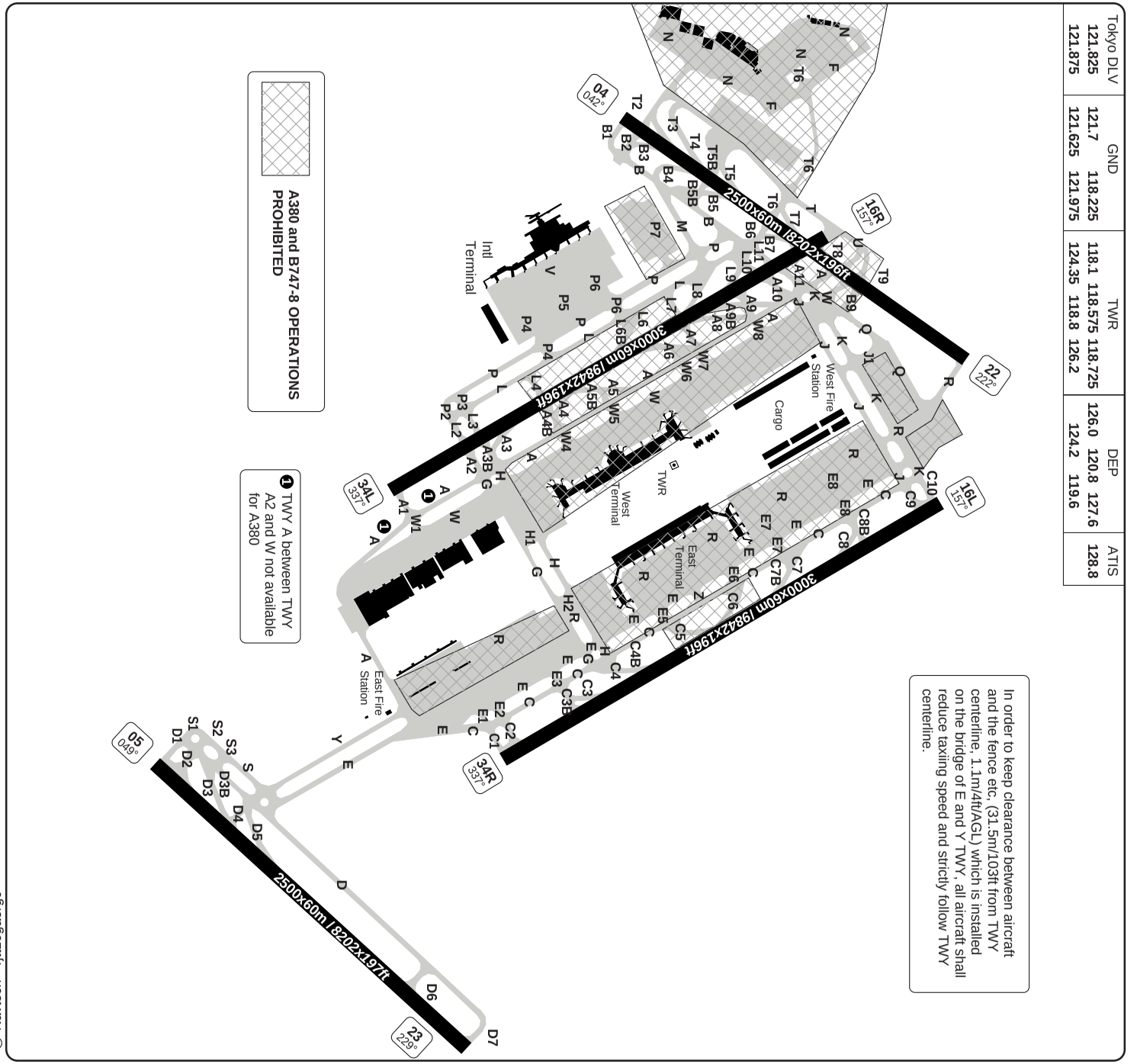
Haneda INTL TOKYO



Tokyo DLV	GND		TWR			DEP			ATIS
121.825	121.7	118.225	118.1	118.575	118.725	126.0	120.8	127.6	128.8
121.875	121.625	121.975	124.35	118.8	126.2		124.2	119.6	

Change: TWY

Tokyo DLV	GND	TWR	DEP	ATIS
121.825	121.7	118.1	126.0	128.8
121.875	118.225	118.575	120.8	
	121.625	118.725	127.6	
	121.975	118.8	124.2	
		124.35	119.6	
		126.2		



Change: TWY

GENERAL Parking position Co-ordinates

Stand	Co-ordinates
1	N35 32.7 E139 47.3
2,3	N35 32.7 E139 47.2
4,5,5R,5L,6,7	N35 32.7 E139 47.1
8,9,10	N35 32.8 E139 47.1
11,12,13,14	N35 32.9 E139 47.0
15	N35 33.0 E139 47.0
16	N35 33.0 E139 46.9
17	N35 33.1 E139 46.9
18,19,20,21	N35 33.1 E139 46.8
22,23	N35 33.1 E139 46.9
24	N35 33.2 E139 46.9
31,32	N35 33.2 E139 46.8
33	N35 33.3 E139 46.8
34,35,36	N35 33.3 E139 46.7
37-38	N35 33.4 E139 46.7
39-41	N35 33.5 E139 46.6
51,52,53	N35 33.3 E139 47.2
54	N35 33.3 E139 47.3
55	N35 33.4 E139 47.3
56	N35 33.3 E139 47.4
57	N35 33.3 E139 47.3
58,59,60	N35 33.2 E139 47.3
61	N35 33.1 E139 47.3
62,63	N35 33.1 E139 47.4
64,65	N35 33.0 E139 47.4
66	N35 32.9 E139 47.5
67L,67R	N35 33.0 E139 47.5
67,68	N35 33.0 E139 47.6
69,70	N35 32.9 E139 47.6
81	N35 33.2 E139 47.4
82	N35 33.2 E139 47.5
83,84	N35 33.1 E139 47.5
101,102,103	N35 32.6 E139 46.5
104,105F,105P	N35 32.5 E139 46.4
106,106R,106L,107, 107R,107L,108,108R, 108L	N35 32.6 E139 46.3
109,110,111	N35 32.7 E139 46.2
112	N35 32.8 E139 46.2
113	N35 32.8 E139 46.2
114	N35 32.9 E139 46.1
115	N35 32.9 E139 46.2
116	N35 32.9 E139 46.3
121,122	N35 32.7 E139 46.4
123,124	N35 32.8 E139 46.4
131	N35 32.7 E139 46.5
132	N35 32.2 E139 46.4
133,134	N35 32.8 E139 46.4
151, 152	N35 33.1 E139 46.2
201,202,203	N35 32.1 E139 47.5
204,205	N35 32.2 E139 47.5
206	N35 32.2 E139 47.4
207,208,209	N35 32.3 E139 47.4
210,211,212	N35 32.4 E139 47.3
213	N35 32.5 E139 47.3
214	N35 32.5 E139 47.2
301,302,303	N35 33.8 E139 46.7
304,305,314	N35 33.8 E139 46.8
311,312,313	N35 33.8 E139 46.7
315	N35 33.9 E139 46.8
401,402	N35 33.7 E139 46.9
403,404,405	N35 33.6 E139 47.0
406	N35 33.5 E139 47.0
407,408	N35 33.5 E139 47.1

Stand	Co-ordinates
501	N35 33.8 E139 47.0
502,503,504	N35 33.7 E139 47.1
505	N35 33.6 E139 47.2
506,507,508	N35 33.5 E139 47.2
509	N35 33.4 E139 47.3
601,602	N35 32.6 E139 47.6
603,604	N35 32.6 E139 47.7
605	N35 32.5 E139 47.7
701	N35 32.7 E139 47.7
702,703	N35 32.7 E139 47.8
704,705	N35 32.6 E139 47.8
706	N35 32.6 E139 47.9
707,708	N35 32.5 E139 47.9
709	N35 32.4 E139 48.0
801	N35 32.7 E139 47.7
802,803	N35 32.7 E139 47.8
804,805	N35 32.6 E139 47.8
806	N35 32.6 E139 47.9
807	N35 32.5 E139 47.9
808,809,810	N35 32.4 E139 48.0
901,902,092R	N35 32.9 E139 46.1
902L,903	N35 33.0 E139 46.1
904,904R,904L,905, 905R,905L	N35 33.0 E139 46.2
911	N35 33.0 E139 46.0
912	N35 33.0 E139 46.1
951-953	N35 33.3 E139 45.6
954-956	N35 33.4 E139 45.7

Change Stands 151 AND 152

N1-N37	Not published
RU1-RU7	Not published
V1,V2	N35 33.4 E139 47.1

Aircraft parking stands NR1 THRU NR4, NR5, NR6 THRU NR24, NR51 THRU NR66, NR67, NR68 THRU NR70, NR105P, NR106, NR107, NR108, NR109 THRU NR114 are equipped with a SAFEDOCK visual docking guidance system.

The pilots of an arriving aircraft assigned to park at one of these parking stands can use this system to be guided and stop the aircraft at the correct parking position.

Spot Out Procedure
After pushing back, aircraft taxiing from the Pushback lane to Taxiway W, shall proceed to Taxiway W from the intersection of the Pushback lane and the guide lane for the used SPOT, so as to intercept Taxiway W centreline near the point crossing the guide lane for the next SPOT. However, when instructed to taxi via the Pushback lane by ATC[*1], aircraft shall taxi on the Pushback lane and then proceed via the auxiliary taxiing line to Taxiway W.

[*1] example: “TAXI VIA PUSHBACK LANE TO W TAXIWAY”

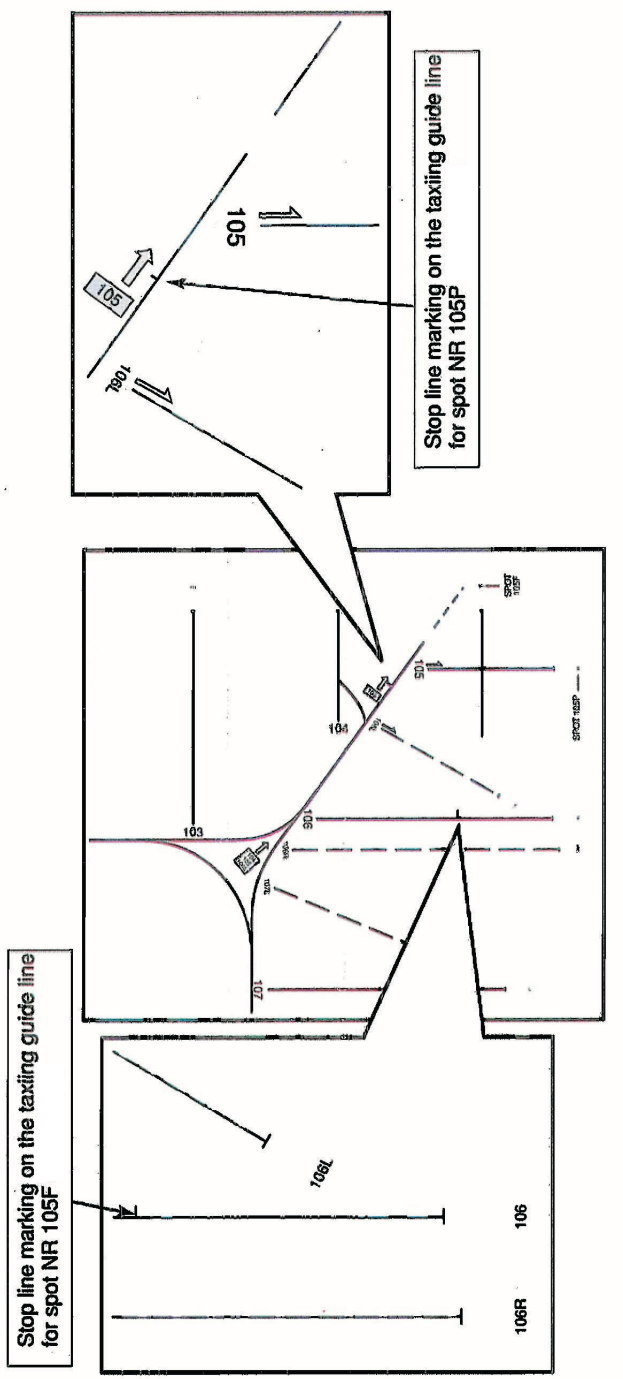
Procedures of taxiing to spot NR104, NR105P, NR105F and NR106 (see 10-13)

1) Spot NR104 and NR106
Aircraft should strictly follow the taxiing guideline.

2) Spot NR105P
Aircraft should strictly follow the taxiing guideline of spot NR105P. When there is an aircraft at spot NR103 in order to avoid the blast damage, aircraft with wingspan 36m/*118ft* or longer should shut down their engines at the stop line on the taxiing guideline, then should be pulled into spot NR105P by the aircraft tug.

3) Spot NR105F
Aircraft should strictly follow the taxiing guideline of spot NR106 and should shut down engines at the stop line on the taxiing guideline, then should be pulled into spot NR105F by the aircraft tug.

Change: Stands with visual docking guidance system



Change: New chart

GENERAL

1. WARNING

1.1 Numerous cranes operate in vicinity of aerodrome.

1.2 Possibility of down draughts on all approaches.

1.3 All aircraft arriving or departing from Tokyo International airport should take appropriate course to avoid overflying the Kawasaki Petrochemical complex.

1.4 Aircraft other than the above are required to not fly over the said area below **3000**.

2. COMMUNICATION FAILURE

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

2.2 Contact TOKYO Tower.

2.3 If unable, proceed in accordance with visual flight rules.

2.3.1 When Runway 34L or Runway 34R in use, proceed to SINGO at last assigned altitude or **4000** whichever is higher, and execute instrument approach.

2.3.2 When Runway 22, Runway 23, Runway 16L or Runway 16R in use, proceed to SMILE at last assigned altitude or **4000** whichever is higher, and execute instrument approach to Runway 23.

2.4 Procedures other than above will be issued when situation required.

3. NOISE ABATEMENT

3.1 **PREFERENTIAL RUNWAYS - TAKE-OFF**

3.1.1 The following runways are generally used except when the said runways are not available or an urgent situation exists.

3.1.2 There are however preferential runways between 2100 to 1400 UTC slots as listed below:

- Runways 16L, 16R, 05 & 34R can be used.
- Runway 04 is used when northeast wind is about 20kts or more. or if Runway 05/34R is closed

3.1.3 For jet aircraft, only scheduled flights are authorised to take off from Runway 34L between 2200-0000 UTC. (See HUMMINGBIRD 4 SID Chart 30-9).

3.1.4 Between 1400-2100 UTC the following applies:

- Runway 05 (north wind operation applied) or Runway 16L (south wind operation applied) is preferentially used.
- When Runway 05 and Runway 16L are not available, Runway 16R is used.
- Runway 34R is available only when north wind operation applied, under following a. or b. circumstance, and Runway 16L/R does not suit for safe take-off.
  a. Runway 05 is closed.
  b. The wind condition on departure exceeds crosswind or tailwind take-off limitations of Runway 05.
- Runway 04 is used when Runway 05, Runway 16L/R and Runway 34R are not available

3.2 **LANDING**

Preferential runways are used for certain time slots as listed below:

- Between 2100-14 UTC
  - Runway 34L and 34R (north wind operation applied) or, Runway 22 and 23 (south wind operation applied) are preferential.
  - Runway 16L is used when southeast wind is about 20knots or more, or when Runway 22 is not available (including the case that Runway 23 is not available and Runway 22 is unsuitable.

- Between 1400-2100 UTC
  - Runway 34R (north wind operation applied) or Runway 23 (south wind operation applied) is preferential.
  - When north wind operation is applied, and Runway 34R is not available, Runway 34L is used.
  - When south wind operation is applied, and Runway 23 is not available, Runway 16L and Runway 22 is used in this order.

Reverse thrust
Unless for safety reasons, pilots are requested to refrain from using reverse thrust other than idle reverse after landing at Runway 34L or 22.

3.3 **ROUTEING AND PROCEDURE**
Except in emergency, or when advised by NOTAM, procedures must be adhered to, however it remains pilots responsibility to ensure safe operation of the aircraft.

Take-off and Landing Runway 04 - right turn as soon as practicable to keep noise level to a minimum in residential areas located north, northwest and northeast of aerodrome.

Take-off Runway 05 - Between 1400-2100 UTC, commence turns as soon as practicable with bank angles and speeds as prescribed in each operator’s flight manuals to keep noise level to a minimum in residential areas located north and northeast of aerodrome.

Take-off Runway 34L - Between 1400-2100 UTC, right turn departure only. For left turn departure left as soon as practicable to keep noise level to a minimum in residential areas located north, northwest and west of aerodrome. Intersection take-offs not permitted. Aircraft should fly at **3000** or above over Kawasaki Petroleum Site.

Take-off Runway 34R - Between 2100-1400 UTC
In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator’s flight manuals.

For right turn departure - In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator’s flight manuals.

Landing Runway 16L - right turn as soon as practicable to keep noise level to a minimum in residential areas located north, northwest and northeast of aerodrome.

Between 1400-2100 UTC, VOR C via JOHAN NIGHT NORTH RNAV, JOHAN NIGHT SOUTH 1 or 2 RNAV STARs. (Other STARs are applicable only in the case of malfunction of FMS etc).

Or LLZ VOR W 34R followed by circling to the east of the runway. (LLZ V 34R is applicable only in case of malfunction of FMS) or visual approach (Radar vectors provided from KAIHO). In order to minimise noise in residential areas north of the airport, a/c should fly along or inside of the course during the circling to final.

Landing Runway 22 - Do not overfly residential areas. For this purpose a lighting facility indicates residential area to the north. Approach guidance lights installed in vicinity on DYE to facilitate final approach.
Visual approach or VOR or VOR B approach is primary, ILS or LLZ approach when others not applicable. Between 1400-2100 UTC, ILS approach is only applied when VOR approach are not applicable.

Change: Take-off Runway 05 and reindexed. AD Name.

Landing Runway 34L/R - To reduce noise levels to the southeast of the aerodrome, the following procedures are applied:
Between 2100-2330 UTC and 1300-1400 UTC:
- ILS or LOC X 34R
- ILS or LOC X 34L

Between 1400-2100 UTC:
- Runway 34R: LOC W 34R (via PQE-KAIHO) LOC V 34R, ILS or LOC X 34R
- Runway 34L: LOC W 34L (via PQE-KAIHO) LOC V 34L, ILS X 34L

Lower landing gear as late as operational requirements permit.
Note: between 1300-2200 UTC apply Delayed Flap Approach Procedures.

3.3 **INTERNATIONAL AND CONNECTING INTERNATIONAL FLIGHTS**
The following additional requirements apply to international flights and for flights connecting to international flights.
Between 1400-2100 UTC: Only aircraft with a valid noise certificate in accordance with ICAO Annex 16, Volume 1, Part II, Chapter 3 are permitted to operate under this paragraph.

Use Of Runways:
Take Off: Runway 16L/34R preferentially used.
When these runways are not available, Runway 16R, 04 or 34L is used as follows:
(i) In order to reduce noise to the north, northeast and northwest of the aerodrome:
Runway 16R is preferred even when tailwind velocity is less than 7kt.
Runway 04 is used when tailwind velocity for Runway 16R is at or greater than 7kt.
Runway 34L is used, only when unable to depart from Runway 04 due to crosswinds from the northwest (20kt or greater). In this case, right turn departures only available.
(ii) Runway 16R, 04 or 34L: MTOW: 19T or less

(iii) When taking off from Runway 04, Take-off roll should be commenced from 300m inside the runway threshold.
Landing: R/W 16L/34R is preferentially used.
When these runways are not available due to crosswind, R/W 22 is used.
When R/W 16L, 22 or 34R are not available, R/W 34L is used.

Routeing and Procedure
Departures:
Use OPPAR TWO departure (see chart 30-3, no alternative procedure provided).
For R/Ws 04, 16L, 16R, 34L, 34R commence turn as soon as practicable.

Arrivals:
For arrivals via PQE-KAIHO (except ILS approach), the IAP are applied as follows:
- For R/W 16L: VOR C via JONAN NIGHT SOUTH (2) RNAV arrival, LOC W 34R, LOC V 34R (followed by circling east of runway) or Visual Approach (Radar vectors provided from KAIHO).
- For R/W 34R: LOC W 34R, LOC V 34R (only when LOC W 34R malfunctioning FMS etc.) of ILS X 34R (when LOC procedures not applicable.
- For R/W 22: VOR, VOR B via ASAHI NIGHT SOUTH 2 RNAV arrival or Visual Approach (Radar vector provided from KAIHO).
- For R/W 34L: LOC W 34L, LOC V 34L (only when LOC W 34L malfunctioning FMS etc.) or ILS X 34L (when LOC procedures not applicable.

Landings R/W 16L - Complete turns as quickly as practicable. Do not overshoot to north of aerodrome.
Landings R/W 22 - Do not fly north of DYE 088R once visual clearance has been authorised.

Reverse Thrust
Unless for safety reasons, pilots are requested to refrain from using reverse thrust other than idle after landing at R/W 34L or 22.

4. LOW LEVEL WINDSHEAR
4.1 The airports surrounding area is subject to low level windshears and has a low level Windshear alerting system in place.

5. LOCAL TRAFFIC REGULATIONS

5.1 A380 and B747-8 are prohibited from operating between 2100 and 1400 UTC. When operating A380-800 or B747-8 between 1400 and 2100 UTC, the aircraft weight restriction is imposed.

5.2 Runway is predetermined by flight direction. Aircraft which use Runway 05/23 for take-off or landing shall comply with the aircraft weight restriction.

5.3 Prior notice of spot number before landing. All arriving aircraft should notify control tower of parking spot number at initial contact.

5.4 " B" added after the taxiway number is called " Branch"), (Ex: B5B is called " Bravo 5 Branch").

5.5 Aircraft type restrictions B747-100/100SR, -200/200SR, -300/300SR and -SP " B747 Classics" are not allowed to operate all day except in emergency or state aircraft.

6. TAXIWAY RESTRICTIONS

6.1 Aircraft with wingspans listed below shall not use the following taxiways or aircraft stand taxi lanes.

6.2

RESTRICTED TAXIWAY or AIRCRAFT STAND TAXI LANE	MAX WINGSPAN	REMARK
N (between F and T6)	33m/*108ft* or greater	
N (from stand N29 - N33)	36m/*118ft* or greater	Except towed aircraft with wingspan less than 48m/*157ft.*
Z (from stand 22 – 24)	48m/*157ft* or greater	
N (from stand N23 – N33)	51m/*167ft* or greater	Except towed aircraft with wingspan less than 65m/*213ft.*
X	greater than 52m/*171ft*	
E5 (between E and R)	61m/*200ft* or greater	
E6 (between E and R)		
R (between E5 and E6)		
Z (between E and R)		
A (between A1 and A2)	*65m/213ft* or greater	
A (between A1 and W)		
A (between Runway 04/22 and A11)		
A3 (between Runway 16R/34L and A3B)		
A4B, A4, A5B A5, A6B, A6, A7, A8, A9B (between A and A9)		
B7, B9 (between Runway 04/22 and Q)		
B9 (between Q and K)		
B9 (between K and J)		
C5, C6, C7B, E (between J and K)		
E2 (between E and R)		
E5, E6 (between C and E)		
E7, E8, F, H1, H2, J1 (between K and Q)		
L4, L6, L6B, L7, N (from T6 to N23)		
P7, R (between A and G)		
R (between E7 and J)		

RESTRICTED TAXIWAY or AIRCRAFT STAND TAXI LANE	MAX WINGSPAN	REMARK
T2 (between T and N)	*65m/213ft* or greater	
T6 (between T and N)		
T7, T8, T9, U, W (between Runway 04/22 and Q)		
W (between K and J)		
W (between H and J)		
W4 thru W8, Z (between W7 and W)		
Z (between C and E)		
E (between H and J)	74m/*243ft* or greater	

6.3 In order to keep clearance between aircraft and the fence etc, (31.5m/*103ft* from taxiway centreline, (1.1m/*4ft*/AGL) which is installed on the bridge of E, P and Y taxiway, all aircraft shall reduce taxiing speed and strictly follow taxiway centreline.

6.4 In order to keep clearances between other aircraft or obstacles, aircraft with wingspans listed below shall reduce taxi speed and adhere strictly to the taxiway centreline when following taxiway.

6.5

RESTRICTED TAXIWAY or AIRCRAFT STAND TAXI LANE	WINGSPAN
R (between E5 and E6)	51m/*167ft* or greater but less than 61m/*200ft*
E5 (between E and R) E6 (between E and R) Z (between E and R)	55m/*180ft* or greater but less than 61m/*200ft*
W (from stand 5 – 20)	55m/*180ft* or greater but less than 65m/*213ft*
W7 (from stand 31 – 32)	
E7 (from stand 55 – 51)	
J1 (between K and Q)	
P7	

RESTRICTED TAXIWAY or AIRCRAFT STAND TAXI LANE	WINGSPAN
E (between H and J)	65m/*213ft* or greater but less than 74m/*243ft*
W (from stand 201 to 214)	71m/*233ft* or greater but less than 80m/*262ft*
P4 (between P and V)	
P5 (between P and V)	
P6 (between P and V)	
V (between P4 and P6)	
E (from stand 801 to 810)	72m/*236ft* or greater but less than 80m/*262ft*
A (from W to hanger)	76m/*249ft* or greater but less than 80m/*262ft*
A (from stand RU6 to RU7)	78m/*256ft* or greater but less than80m/*262ft*

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

6.7 B773 and A346 type aircraft shall not pass through Taxiway F (T6 thru N)

6.8 All aircraft shall hold at GP HOLD LINE on Taxiway A1 until receiving further taxi clearance in order to protect ILS glide slope signal.

7. AIRCRAFT WEIGHT RESTRICTION

When using Runway 05/23, all values of aircraft weight, main gear load AND wheel load shall not exceed the values listed below:

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

8. WING TIP CLEARANCES

8.1 Wing tip clearances at taxiway intersections between aircraft holding at stop markings on taxiway and other aircraft taxiing behind it are as follows:

8.2 B777-300 are requested to pay special attention at taxiways C2, C3B, C8B, C9, E2 (between C and E), G (between C and E), H (between C and E), E7 (between C and E), J (between C and E), K (between C and E), H2, G (between A and W), A2, A5B, A9B, A10, J (between A and W), R (between Q and Runway 04/22), U, T, T2, T6, T8, L10.

A340-500 are requested to pay special attention at Taxiways A (between G and H), A2, A3B, A5B, A9B, A11, B9, C1, C2, C3, C3B, C8B, C9, D1, D2, E1, E7 (between C and E), G (between A and W), H2, L11, R (between Q and Runway 04/22), T2, T6, T8, U.

A340-600 are requested to pay special attention at Taxiways A1 thru A11, A (between G and H), B1 thru B9, C1 thru C10, D1 thru D7, E1 thru E3, E5 (between C and E) thru E8 (between C and E), E (between H and G), E (between K and J), G (between A and W), G (between C and E), H2, H (between A and W), H (between C and E), J (betweeen A and W), J (between C and E), K (between A and W), K (between C and E), L2 thru L11, L (between B and M), M (between L and P), P4 (between P and V), P6 (between P and V), R (between G and H), R (between J and K), R (between Q and RWY 04/22), T2 thru T9, T, U, W1 thru W8, W (between Q and RWY 04/22), Y (between A and S), Z.

Aircraft shall not taxi on the prohibited taxiing course listed below because of the possibility that the wheel of main gear protrudes from the edge of the TWY.

TWY	PROHIBITED TAXIING COURSE
A (BTN G and H)	A2 - A - A3 and the reverse course
C (BTN C9 and C10)	C9 - C - C10 and the reverse course
E7	C (from the south) - E7 - E (to the south) and the reverse course
G (BTN A and W)	A (from the south) - G - W (to the south) and the reverse course
H2	G (from the west) - H2 - H (to the west) and the reverse course
RWY 16L/34R (BTN C1 and C2)	C1 - RWY 16L/34R - C2 and the reverse course
RWY 16L/34R (BTN C9 and C10)	C9 - RWY 16L/34R - C10 and the reverse course

At the corner section of these taxiways, the minimum clearance distances between the main wheel and the edge of the taxiway are less than 4.5m/*15ft* when the nose wheel of B777-300 and A340-500, 600 follows taxiway centreline markings.

8.3 When B744 holding at stop marking (1) or (2) on Taxiway C1, C2, C3B, C8B, C9 or C10

Wingspan of Aircraft taxiing on Taxiway C (1)	Wingtip Clearance
36.4m/*119ft* or less	15m/*49ft*
36.4m/119ft up to 53.4m/*175ft*	6.5m/*21ft* or greater but less than 15m/*49ft.*
Greater than 53.4m/*175ft*	Less than 6.5m/*21ft*

(1) When B744 holding at the stop markings located at 75m/*246ft* off the runway centerline

Wingspan of Aircraft taxiing on Taxiway C (2)	Wingtip Clearance
23.4m/*77ft* or less	6.5m/*21ft* or greater but less than 15m/*49ft*
Greater than 23.4m/*77ft*	Less than 6.5m/*21ft*

(2) When B744 holding at stop markings located at 90m/*295ft* off the runway centreline.

8.4 When B744 holding at stop marking on Taxiway T8

Wingspan of Aircraft taxiing on Taxiway U	Wingtip Clearance
13.3m/*44ft* or less	10.5m/*34ft* or greater but less than 15m/*49ft*
Greater than 13.3m/*44ft*	Less than 10.5m/*34ft*

8.5 When B744 holding at stop marking on Taxiway T6 (between Runway 04/22 and Taxiway T)

Wingspan of Aircraft taxiing on Taxiway T	Wingtip Clearance
33.4m/*110ft* or less	6.5m/*21ft* or greater but less than 15m/*49ft*
Greater than 33.4m/*110ft*	Less than 6.5m/*21ft*

8.6 When B744 holding at stop marking on Taxiway A10, A (between Runway 04/22 and K), W (between Runway 04/22 and K) or L10 or L11

Wingspan of Aircraft taxiing on Taxiway Q, L or A	Wingtip Clearance
32.3m/*106ft* or less	Greater than 15m/*49ft*
32.3m/*106ft* up to 49.3m/*162ft*	6.5m/*21ft* or greater but less than 15m/*49ft*
Greater than 49.3m/*162ft*	Less than 6.5m/*21ft*

8.7 When B744 holding at stop marking on Taxiway A2,A3B, A4B, A7, A9B, B2, B5B, B6, B9, D1, D2, D4, D6, L2, L3, L4, or L7

Wingspan of Aircraft taxiing on Taxiway A, B, D, L or Q	Wingtip Clearance
36.4m/*119ft* or less	Greater than 15m/*49ft*
36.4m/*119ft* up to 53.4m/*175ft*	6.5m/*21ft* or greater but less than 15m/*49ft*
Greater than 53.4m/*175ft*	Less than 6.5m/*21ft*

8.8 When B744 holding at GP HOLD LINE on Taxiway A1

Wingspan of Aircraft taxiing on Taxiway W	Wingtip Clearance
32.2m/*106ft* or less	6.5m/*21ft* or greater but less than 15m/*49ft*
Greater than 32.2m/*106ft*	Less than 6.5m/*21ft*

9. TAXIWAY OPERATIONAL GUIDANCE FOR A380
At the corner section of following taxiways, when nose gear of A380-800 or B747-8 follows taxiway centreline, clearance between the wheel of wing gear and the edge of taxiway is less than 4.5m/*15ft*. Pilots of A380-800 or B747-8 are requested to use judgement steering at the following taxiways:

C2, C3B, C8B, C9, E2 (between C and E, G (between C and E), H (between C and E), J (between C and E), K (between C and E), G (between A and W), A2, A11 J (between A and W) R (between Q and Runway 04/22), T, T2, T6 (between T and Runway 04/22), L11.

10. APRON

10.1 POSITIONS NOT VISIBLE FROM TWR
Stands 1,2,3,4,5,7,8,9,23,24,201,202,203,204,205,206,207, N21 – N37
Taxiway W (from stand 201 – 208) and Taxiway JO

11. LOW VISIBILITY PROCEDURES

11.1 Special Safeguards and Procedures (SSP) CAT II Operations are available when SSP are applied.
SSP will be applied when the following conditions are met:

11.2 Ceiling is at or less than 200ft and/or RVR is at or less than 600m.

11.3 ILS Critical Area is protected.

11.4 In order to protect Critical Area for the succeeding arrival aircraft, an arrival aircraft, may be give the following instruction by ATC “REPORT OUT OF ILS CRITICAL AREA”. The exit taxiway centerline 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 ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

10.5 Approval for CAT II Operations
Operators must obtain operational approval from the State of Registry or the State of Operator, as appropriate, to conduct CAT II Operations. Unless otherwise authorized by ATC.

RWY	EXIT TAXIWAY	DISTANCE FROM THRESHOLD (m/ft)
RWY 34L	A6	1500m/*4920ft*
	A8	1850m/6060ft
	A9	2000m/*6560ft*
	L6	1320m/*4330ft*
	L8	1800m/*5900ft*
	L9	*2080m*/6820ft
RWY 34R	C6	1290m/*4230ft*
	C7	1670m/*5470ft*
	C8	2120m/*6950ft*
RWY 16L	C5	1330m/*4360ft*
	C4	1780m/*5830ft*
	C3	2100m/*6880ft*
RWY 22	B7	1050m/*3440ft*
	B5	1530m/*5010ft*
	B4	1800m/*5900ft*
	B3	2030m/*6660ft*
	T7	1050m/*3440ft*
	T5	1530m/*5010ft*
	T4	1800m/*5900ft*
	T3	2030m/*6660ft*
RWY 23	D5	1500m/*4920ft*
	D3	1800m/*5800ft*

Note: except for aircraft instructed by ATC when in the air or on the ground.

ARRIVAL

1. SPEED

1.1 In order to reduce runway occupancy time, arriving aircraft should adhere to the following (except when CAT II operations are in effect).

1.2 Approach speed (for IFR)
Unless otherwise instructed by ATC, arriving aircraft should cross each points at the speed listed below.

1.2.1 Approach Point Speed

Approach	Point	Speed (IAS)
ILS Z Runway 34 LOC Z Runway 34L	D10 IHA	180kt
	D5 IHA	160kt
ILS Z Runway 34R CATII LOC Z Runway 34R	D10 ITC	180kt
	D5 ITC	160kt
ILS Runway 22 LOC Runway 22	D10 IAD	180kt
	D5 IAD	160kt
LDA Z Runway 22	D8 IKL	180kt
	D3 IKL	160kt
ILS Z Runway 23 LOC Z Runway 23	D10 ITD	180kt
	D5 ITD	160kt
LDA Z Runway 23	D12 ITL	180kt
	D7 ITL	160kt

1.3 Pilots should advise ATC when unable to comply with this procedural speed due to an operational or performance reasons.

1.4 Pilots will be informed by ATC when there is no need to comply with this procedural speed by using the following phrase. “*THE PROCEDURAL SPEED ([number] KNOTS) IS NOT REQUIRED. COMPLY WITH THE PROCEDURAL SPEED ([number] KNOTS) OR GREATER*”.

2. MINIMUM RUNWAY OCCUPANCY

2.1 For a speedy turn Off, The exit taxiways, as a rule, from which arriving aircraft should plan to vacate the runway are listed below.
Note: Except for aircraft going to the N series stands.

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

2.2.1 The intensity of the following taxiway centreline lights will be increased relative to other taxiway lighting to improve recognition:
Runway 16L: C4, C4B;
Runway 22: B4, B5, T4, T5;
Runway 34L: A6, A6B, A8, L8, L8B.

3. SIMULTANEOUS INDEPENDENT LDA APPROACHES (SILA)

3.1 **Applicable instrument approach procedures for SILA**
LDA Z Runway 22 (with VPT) and LDA Z Runway 23 (with VPT).

3.2 Conditions
SILA, where radar separation minima between aircraft on adjacent localizer courses and VPTs are not prescribed, will be conducted when the following conditions are met. Attention should be paid to weather conditions including wind shear on the approach course. If it may endanger aircraft’s safe operation, SILA shall not be applied.

a. No Transgression Zone (NTZ) 610m wide is established equidistant between localizer courses and is depicted on the radar display.
b. Localizer, radar and appropriate frequencies are operating normally.

3.3 **Information on SILA**
Aircraft shall be advised that SILA are in force. This information may be provided through the ATIS broadcasts.
“Simultaneous LDA approaches to Runway 22 and Runway23 are in progress”

4. RADAR MONITORING

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

a. Aircraft shall be provided a minimum of 1000ft vertical separation or a minimum of 3nm radar separation until intercepting localizer course.
The assigned altitude shall be maintained until final approach fix (FAF).

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

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

d. Radar monitoring will automatically be terminated when the aircraft has passed the coverage of NTZ (Runway 22: D2.7 IKL/Runway 23: MAPt).
Note: ATC will not inform pilots when radar monitoring is terminated.

5. **Go around procedure**

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

DEPARTURE

1. STOP BAR LIGHTING

1.1 Stop bar lights are installed at each Runway holding position associated with Runway 16L/34R.

1.2 Stop bar lights will be operated when the visibility of the lowest RVR of Runway 16L/34R is at or less than 600m.

1.3 Stop bar lights on Taxiway C1, C2, C9 and C10 are controlled individually by ATC.

1.4 Stop bar lights on Taxiway C3B thru C8B are not controlled individually by ATC. During the period of stop bar light operation, Taxiway C3B thru C8B are not available for departing Aircraft.

2. INTERSECTION DEPARTURES

2.1 When Runway 16L/34R or 16R is in use departing aircraft may be instructed for intersection departures from C2/C9 or A10/L10 without the pilots consent.

2.2 Aircraft that are unable to comply shall inform ATC accordingly.

2.3 Wake turbulence separation for departures will not be applied to aircraft departing from C2, C9, D2, B2/T2 or A10/L10 behind departing aircraft from A11/L11. Aircraft requiring separation of 3 mins shall advise ATC accordingly.

3. RUNWAY LENGTH REQUIRED

Departure aircraft are required to take-off with runway length 2500m/*8202ft*, except northbound departure which use Runway 34R/16L between 2100-1400 UTC.

4. PREDETERMINED RUNWAY

Predetermined Runway depends on the flight direction.
During 2100-1400 UTC, the aircraft will be assigned departure runway depending on the flight direction.

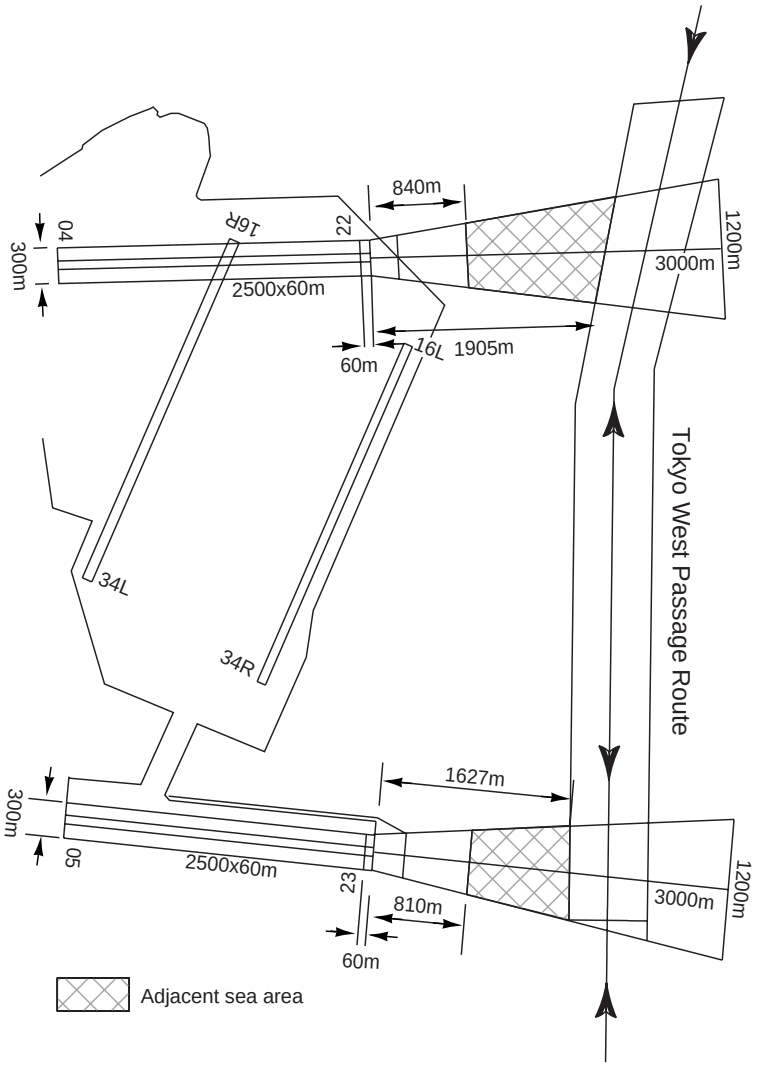
The Airway or Fix filed in Flight Plan (Reference AIC)	Departure Runway
Y11, V11, V15, Y884	Runway 34R/Runway 16L
Y18	Runway 34R or Runway 05/Runway 16L (*)
Y20	Runway 05/Runway 16L or Runway 16R (*)
Y28, Y56, MIURA	Runway 05/Runway 16R

(Note 1) * Departure runway will be assigned when flight schedule is fixed.
(Note 2) For HUMMINGBIRD departure, Runway 34L or Runway 16R will be assigned.
(Note 3) ATC may assign other runway than listed above, if required.

CAUTION:

Vessels may pass through the Runway 22 and Runway 23 approach paths and Runway 04 and Runway 05 climb out via Tokyo west passage route.

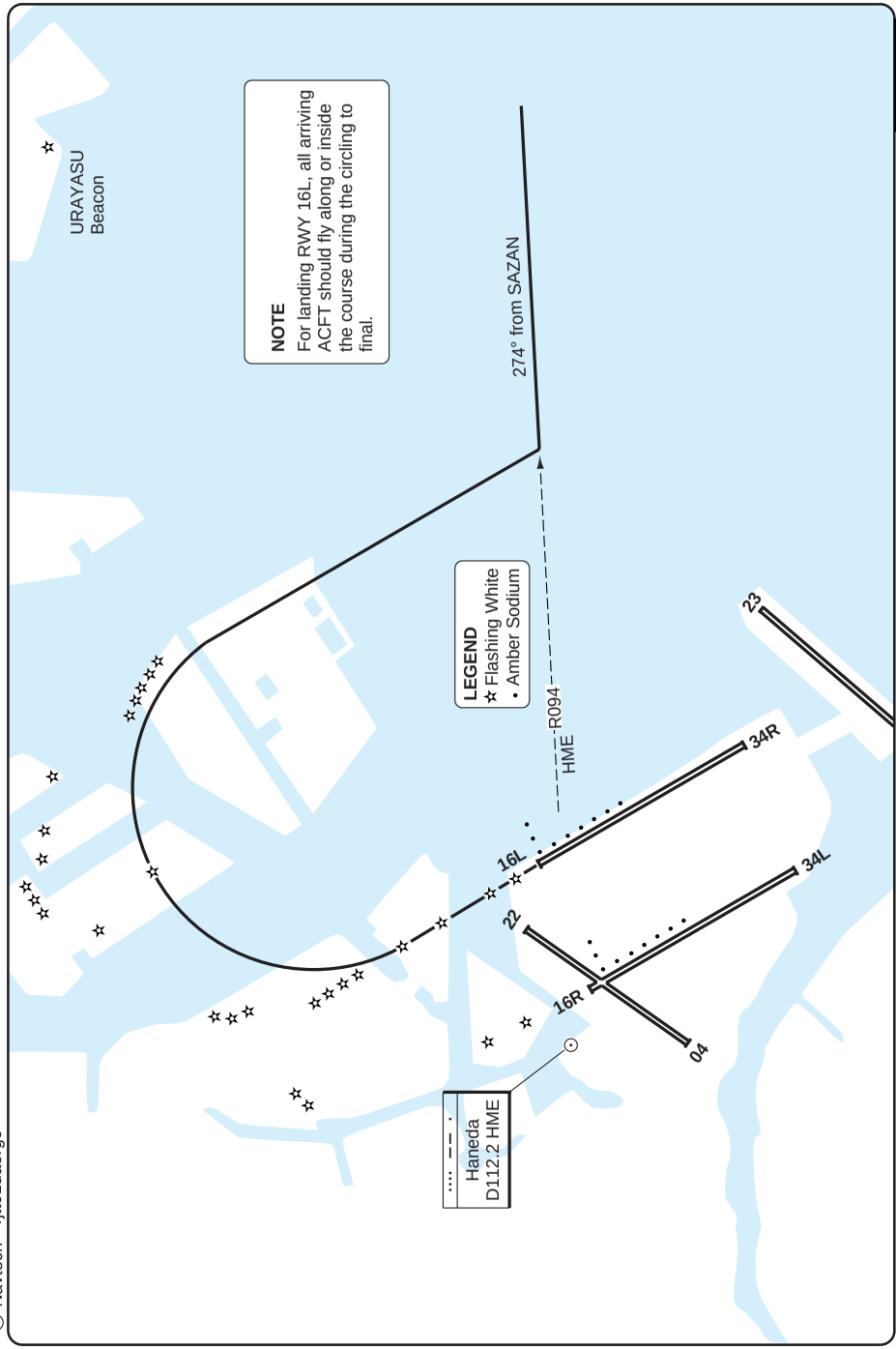
Tokyo West Passage Route and Adjacent sea area



Change Navigation
This Chart Page

VISUAL RWY 16L/R GUIDANCE LIGHTS

Haneda INTL TOKYO



Change: NDB HM removed.

Japan - RJTT / HNO

VISUAL RWY 22 GUIDANCE LIGHTS

Haneda INTL TOKYO

4 - 2 | 15 JUN 11

Change: NDB HM removed.

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

SID RNAV JYOGA 1

Haneda INTL TOKYO

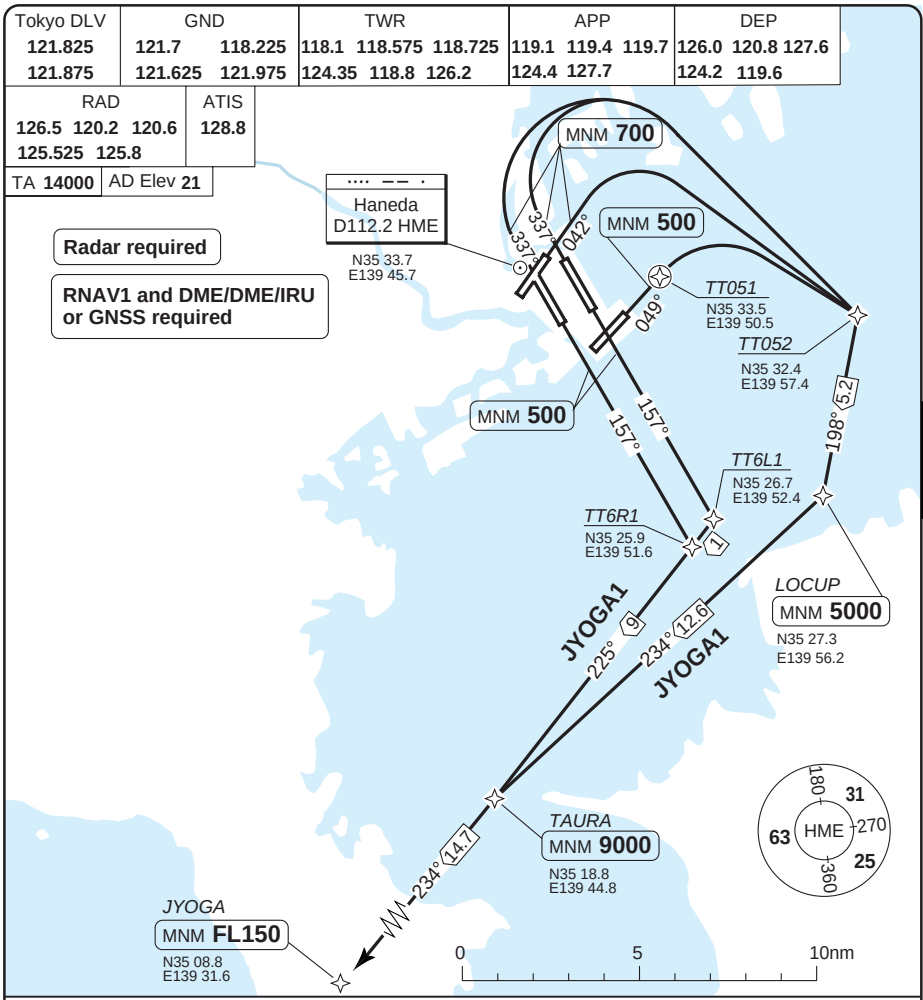
Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** | AD Elev **21**

Radar required

RNAV1 and DME/DME/IRU or GNSS required



SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 04/34L/34R: 5% to **700.** RWY 05: 5% to **500.**

SID	RWY	Routeing	Altitudes
JYOGA 1	04	Climb on 042° to MNM **700** - TT052 - LOCUP - TAURA - JYOGA.	LOCUP MNM **5000** TAURA MNM **9000** JYOGA MNM **FL150**
	16L	Climb on 157° to MNM **500** - TT6L1 - TAURA - JYOGA.	TAURA MNM **9000** JYOGA MNM **FL150**
	16R	Climb on 157° to MNM **500** - TT6R1 - TAURA - JYOGA.	
	34L/R	Climb on 337° to MNM **700** - TT052 - LOCUP - TAURA - JYOGA.	LOCUP MNM **5000** TAURA MNM **9000** JYOGA MNM **FL150**
	05	Climb on 049° to MNM **500** - TT051 - TT052 - LOCUP - TAURA - JYOGA.	

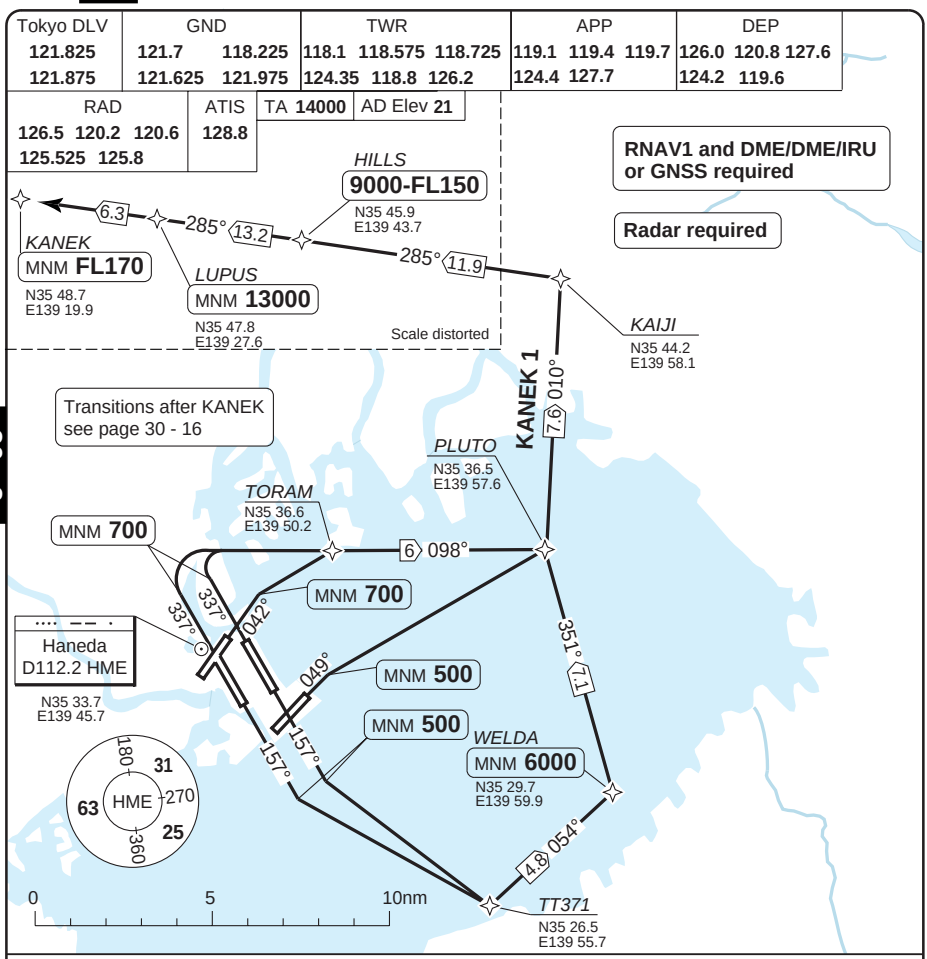
Change: New print

SID RNAV KANEK 1

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS	TA 14000	AD Elev 21
126.5 120.2 120.6 125.525 125.8	128.8		



SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 04/34L/34R: 5% to **700.** RWY 05: 5% to **500.**

SID	RWY	Routeing	Altitudes
KANEK 1	04	Climb on 042° to MNM **700** - TORAM - PLUTO - KAIJI - HILLS - LUPUS - KANEK.	HILLS **9000-FL150** LUPUS MNM **13000** KANEK MNM **FL170**
	05	Climb on 049° to MNM **500** - PLUTO - KAIJI - HILLS - LUPUS - KANEK.	HILLS **9000-FL150** LUPUS MNM **13000** KANEK MNM **FL170**
	16L/R	Climb on 157° to MNM **500** - TT371 - WELDA - PLUTO - KAIJI - HILLS - LUPUS - KANEK.	WELDA MNM **6000** HILLS **9000-FL150** LUPUS MNM **13000** KANEK MNM **FL170**
	34L/R	Climb on 337° to MNM **700** - TORAM - PLUTO - KAIJI - HILLS - LUPUS - KANEK.	HILLS **9000-FL150** LUPUS MNM **13000** KANEK MNM **FL170**

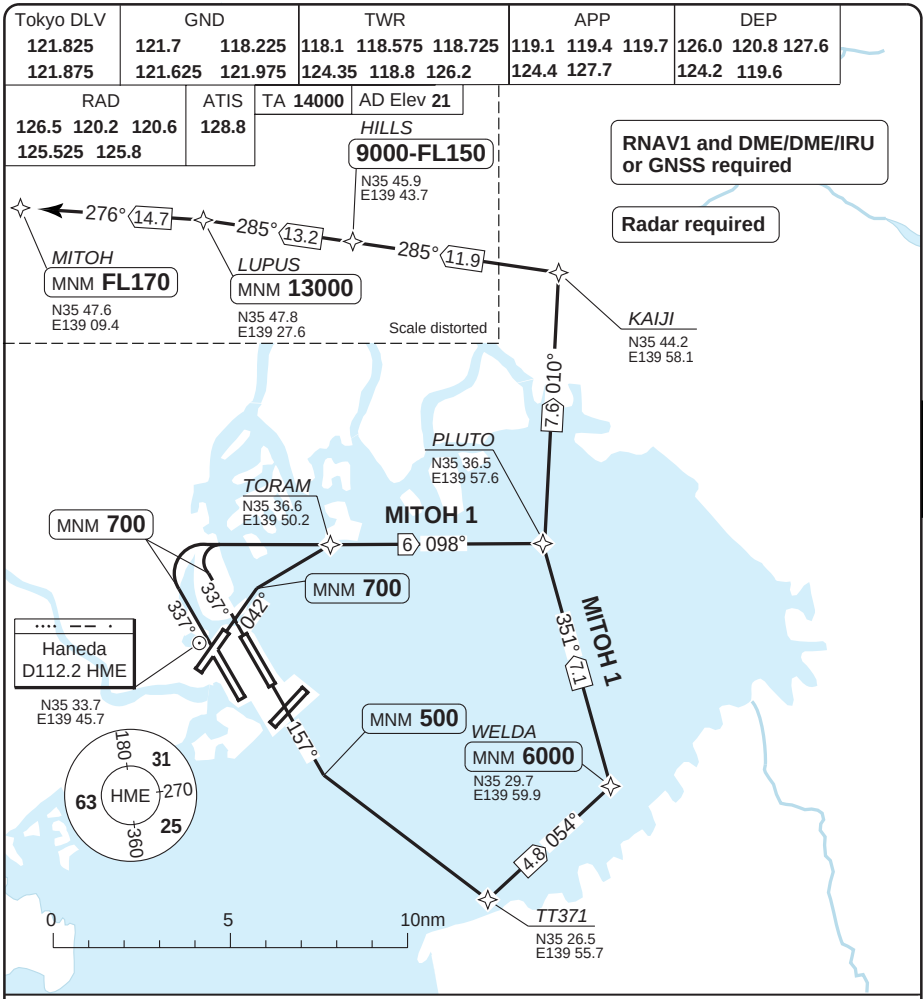
Change: New print

SID RWY 04, 16L, 34L/R RNAV MITOH 1

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS	TA 14000	AD Elev 21
126.5 120.2 120.6 125.525 125.8	128.8		



SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 04/34L/34R: 5% to **700.**

SID	RWY	Routeing	Altitudes
MITOH 1	04	Climb on 042° to MNM **700** - TORAM - PLUTO - KAIJI - HILLS - LUPUS - MITOH.	HILLS **9000-FL150** LUPUS MNM **13000** MITOH MNM **FL170**
	16L	Climb on 157° to MNM **500** - TT371 - WELDA - PLUTO - KAIJI - HILLS - LUPUS - MITOH.	WELDA MNM **6000** HILLS **9000-FL150** LUPUS MNM **13000** MITOH MNM **FL170**
	34L/R	Climb on 337° to MNM **700** - TORAM - PLUTO - KAIJI - HILLS - LUPUS - MITOH.	HILLS **9000-FL150** LUPUS MNM **13000** MITOH MNM **FL170**

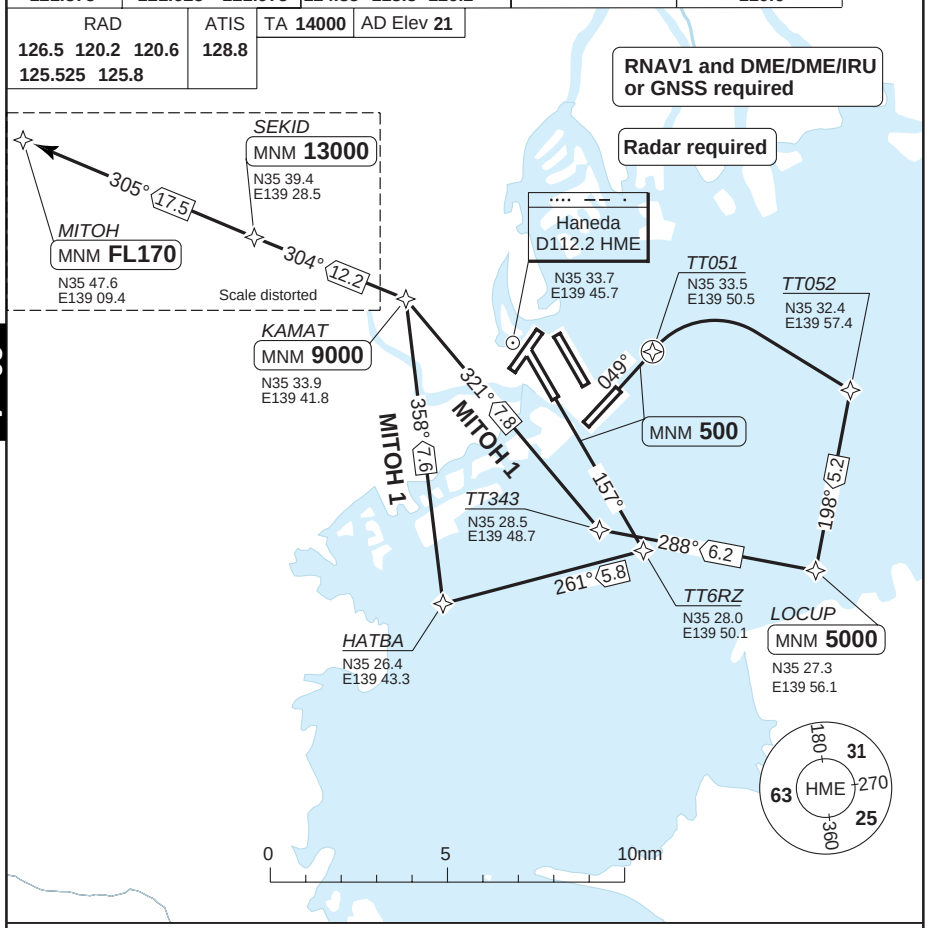
Change: New print

SID RWY 05, 16R RNAV MITOH 1

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS	TA 14000	AD Elev 21
126.5 120.2 120.6 125.525 125.8	128.8		



SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 05: 5% to **500.**

SID	RWY	Routeing	Altitudes
MITOH 1	05	Climb on 049° to MNM **500** - TT051 - TT052 - LOCUP - TT343 - KAMAT - SEKID - MITOH.	LOCUP MNM **5000** KAMAT MNM **9000** SEKID MNM **13000** MITOH MNM **FL170**
	16R	Climb on 157° to MNM **500** - TT6RZ - HATBA - KAMAT - SEKID.	KAMAT MNM **9000** SEKID MNM **13000** MITOH MNM **FL170**

Change: New print

SID RNAV MIURA 1

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

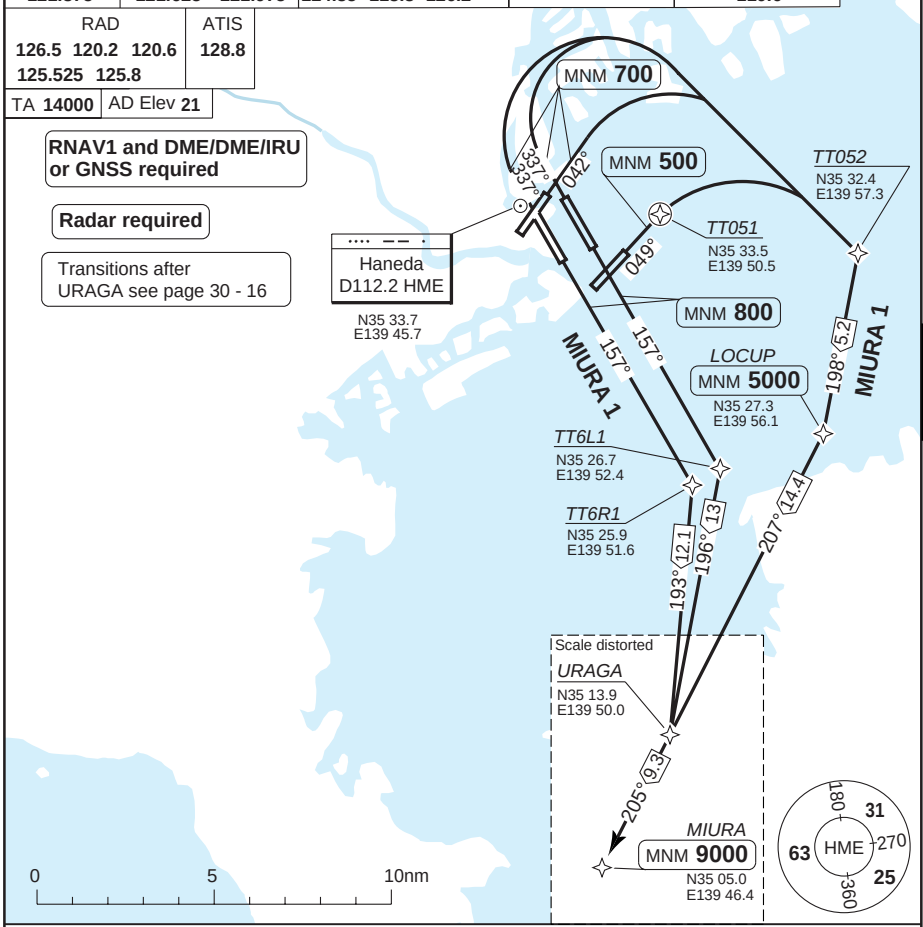
RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** AD Elev **21**

RNAV1 and DME/DME/IRU or GNSS required

Radar required

Transitions after URAGA see page 30 - 16



NOTE: Aircraft unable to comply with altitude restraints inform Tokyo DLV for alternate procedure when requesting clearance.

SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 04/34L/34R: 5% to **700**, RWY 05: 5% to **500**.

SID	RWY	Routeing	Altitudes
MIURA 1	04	Climb on 042° to MNM **700** - TT052 - LOCUP - URAGA - MIURA.	LOCUP MNM **5000** MIURA MNM **9000**
	05	Climb on 049° to MNM **500** - TT051 - TT052 - LOCUP - URAGA - MIURA.	LOCUP MNM **5000** MIURA MNM **9000**
	16L	Climb on 157° to MNM 500 - TT6L1 - URAGA - MIURA.	MIURA MNM **9000**
	16R	Climb on 157° to MNM **500** - TT6R1 - URAGA - MIURA.	MIURA MNM **9000**
	34L/R	Climb on 337° to MNM **700** - TT052 - LOCUP - URAGA - MIURA	LOCUP MNM **5000** MIURA MNM **9000**

Change: New print

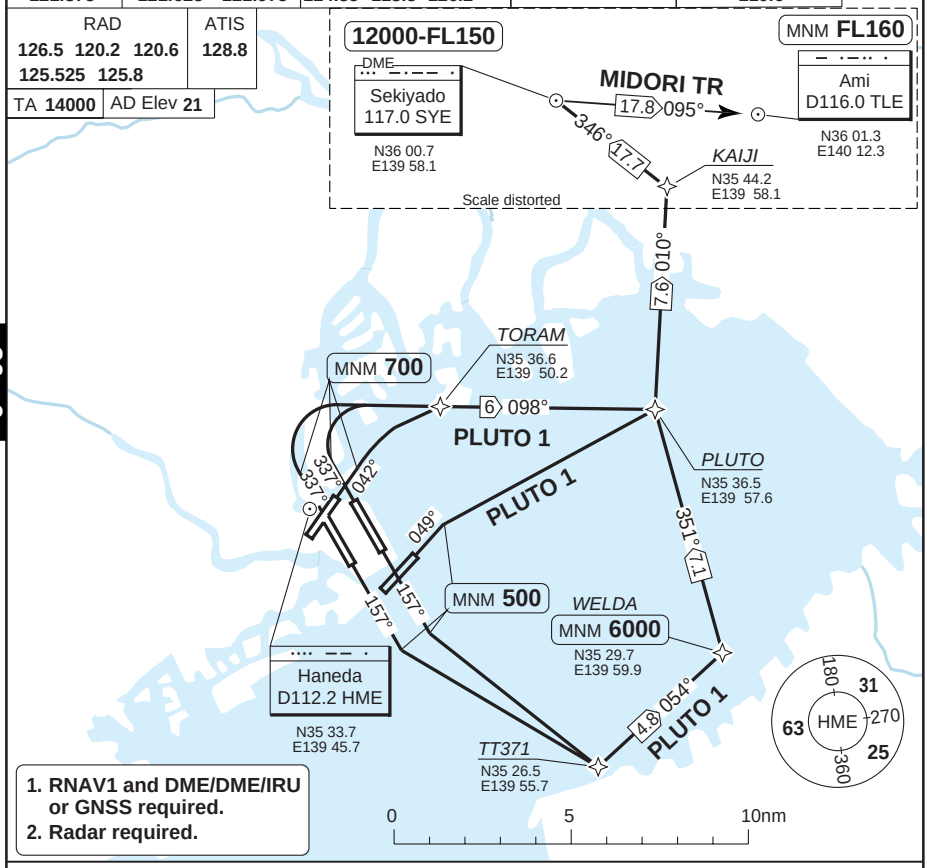
SID RNAV PLUTO 1/ MIDORI Transition

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** AD Elev **21**



1. **RNAV1 and DME/DME/IRU or GNSS required.**
2. **Radar required.**

SPEED: Max 200kt (160kt for piston) at or below **3000** ft.
Max 250kt at or below **10000** ft.

MNM CLIMB GRADIENT: RWY 04/34L/34R: 5% to **700,** RWY 05: 5.0% to **500.**

SID	RWY	Routeing	Altitudes
PLUTO 1	04	Climb on 042° to MNM **700** - TORAM - PLUTO - KAIJI - SYE.	SYE **12000 - FL150**
	05	Climb on 049° to MNM **500** - PLUTO - KAIJI - SYE.	SYE **12000 - FL150**
	16L/R	Climb on 157° to MNM **500** - TT371 - WELDA - PLUTO - KAIJI - SYE.	WELDA MNM **6000** SYE **12000 - FL150**
	34L/R	Climb on 337° to MNM **700** - TORAM - PLUTO - KAIJI - SYE.	SYE **12000 - FL150**
MIDORI Transition		SYE - TLE.	SYE **12000 - FL150** TLE MNM **FL160**

Change: New print

SID RWY 04, 16L, 34L/R RNAV SEKID 1

Haneda INTL TOKYO

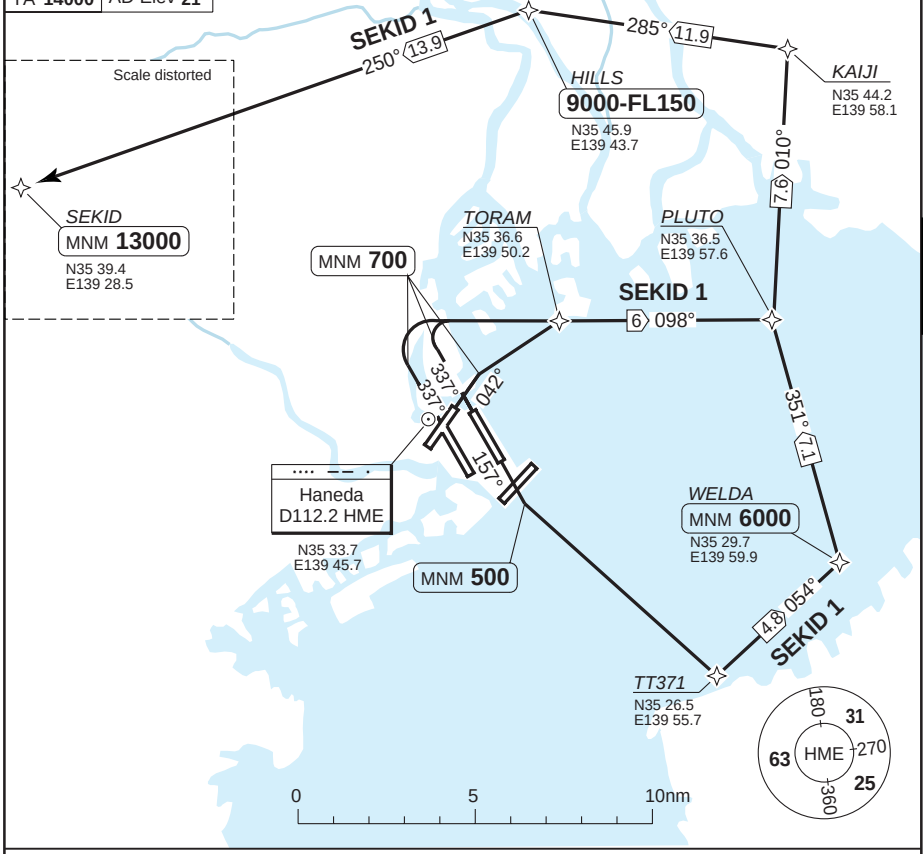
Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** | AD Elev **21**

RNAV1 and DME/DME/IRU or GNSS required

Radar required



SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 04/34L/34R: 5% to **700.**

SID	RWY	Routeing	Altitudes
SEKID 1	04	Climb on 042° to MNM **700** - TORAM - PLUTO - KAIJI - HILLS - SEKID.	HILLS **9000-FL150** SEKID MNM **13000**
	16L	Climb on 157° to MNM **500** - TT371 - WELDA - PLUTO - KAIJI - HILLS - SEKID.	WELDA **6000** HILLS **9000-FL150** SEKID MNM **13000**
	34L/R	Climb on 337° to MNM **700** - TORAM - PLUTO - KAIJI - HILLS - SEKID.	HILLS **9000-FL150** SEKID MNM **13000**

Change: New print

SID RWY 05, 16R RNAV SEKID 1

Haneda INTL TOKYO

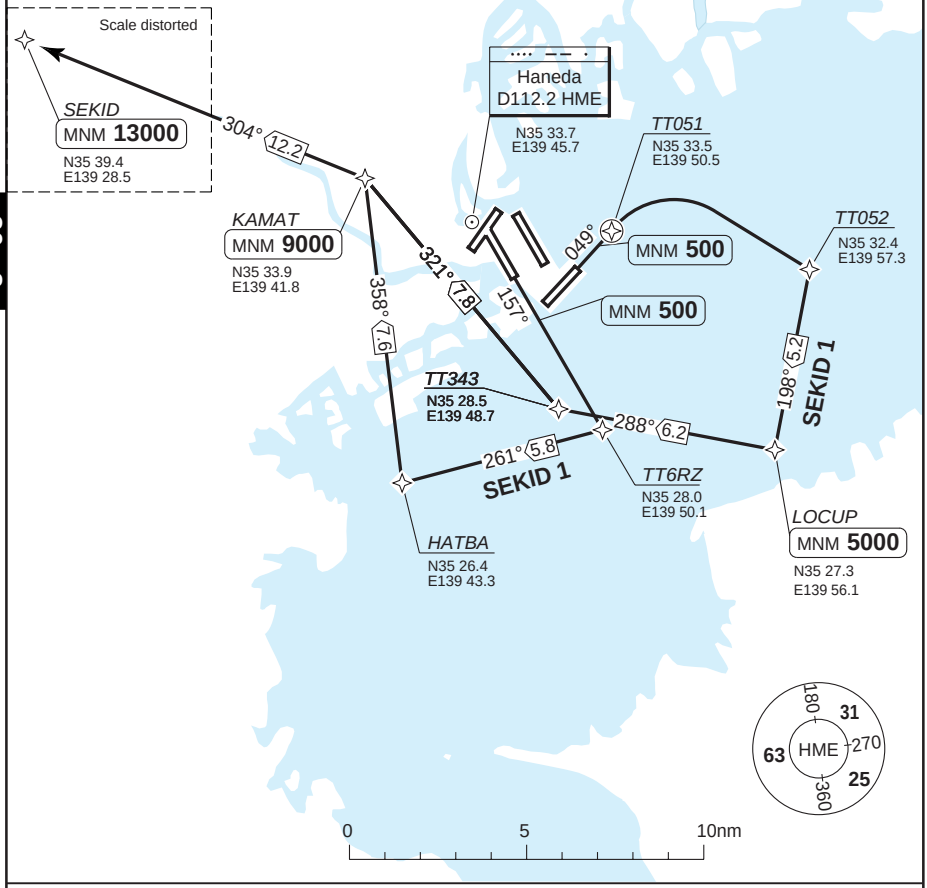
Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** AD Elev **21**

RNAV1 and DME/DME/IRU or GNSS required

Radar required



SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 05: 5% to **500.**

SID	RWY	Routeing	Altitudes
SEKID 1	05	Climb on 049° to MNM **500** - TT051 - TT052 - LOCUP - TT343 - KAMAT - SEKID.	LOCUP MNM **5000** KAMAT MNM **9000** SEKID MNM **13000**
	16R	Climb on 157° to MNM **500** - TT6RZ - HATBA - KAMAT - SEKID.	KAMAT MNM **9000** SEKID MNM **13000**

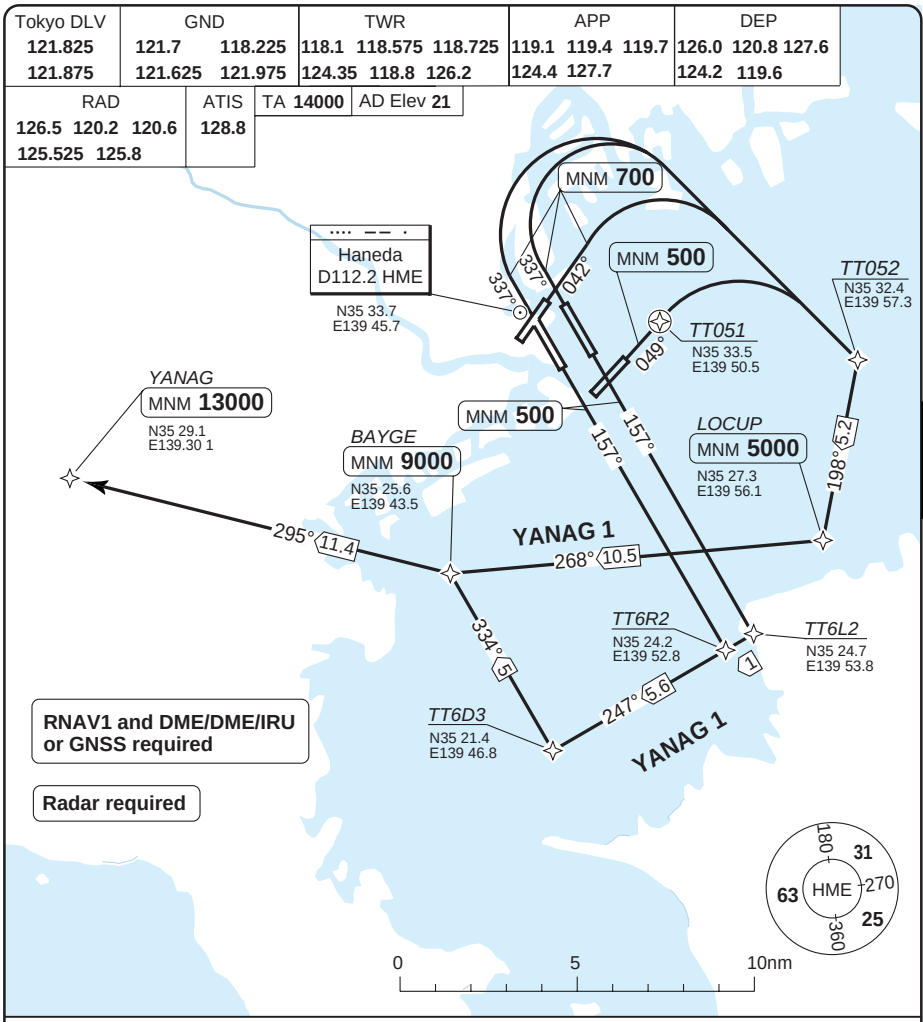
Change: New print

SID RNAV YANAG 1

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS	TA 14000	AD Elev 21
126.5 120.2 120.6 125.525 125.8	128.8		



SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM CLIMB GRADIENT: RWY 04/34L/34R: 5% to **700,** RWY 05: 5% to **500.**

SID	RWY	Routeing	Altitudes
YANAG 1	04	Climb on 042° to MNM **700** - TT052 - LOCUP - BAYGE - YANAG.	LOCUP MNM **5000** BAYGE MNM **9000** YANAG MNM **13000**
	05	Climb on 049° to MNM **700** - TT051 - TT052 - LOCUP - BAYGE - YANAG.	LOCUP MNM **5000** BAYGE MNM **9000** YANAG MNM **13000**
	16L	Climb on 157° to MNM **500** - TT6L2 - TT6D3 - BAYGE - YANAG.	BAYGE MNM **9000**
	16R	Climb on 157° to MNM **500** - TT6R2 - TT6D3 - BAYGE - YANAG.	YANAG MNM **13000**
	34L/R	Climb on 337° to MNM **700** - TT052 - LOCUP - BAYGE - YANAG.	LOCUP MNM **5000** BAYGE MNM **9000** YANAG MNM **13000**

Change: New print

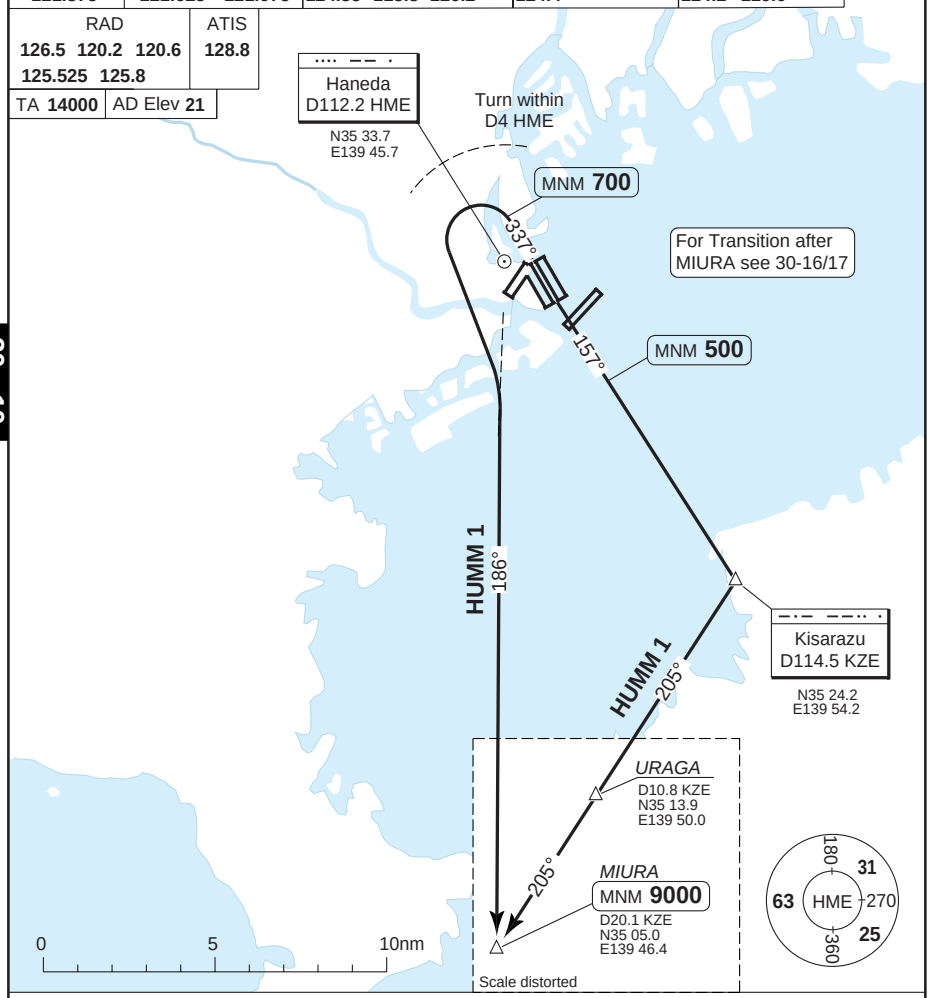
SID HUMMINGBIRD 1 (JET Only)

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** | AD Elev **21**



NOTE: SID applies to authorized scheduled flights only.
Aircraft intending to use this SID shall inform TOKYO DELIVERY when requesting ATC clearance.
Aircraft unable to comply with the altitude restrictions shall request an alternate procedure when requesting clearance.

SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM Climb gradient: RWY 34L: 5% to **700.**

SID	RWY	Routeing	Altitudes
HUMMINGBIRD 1	16L/R	Climb on 157° to MNM **500** - KZE - turn right R205 KZE - URAGA - MIURA.	MIURA MNM **9000**
	34L	Climb on 337° to MNM **700** - Turn left (within D4 HME) to intercept R186 HME - MIURA.	

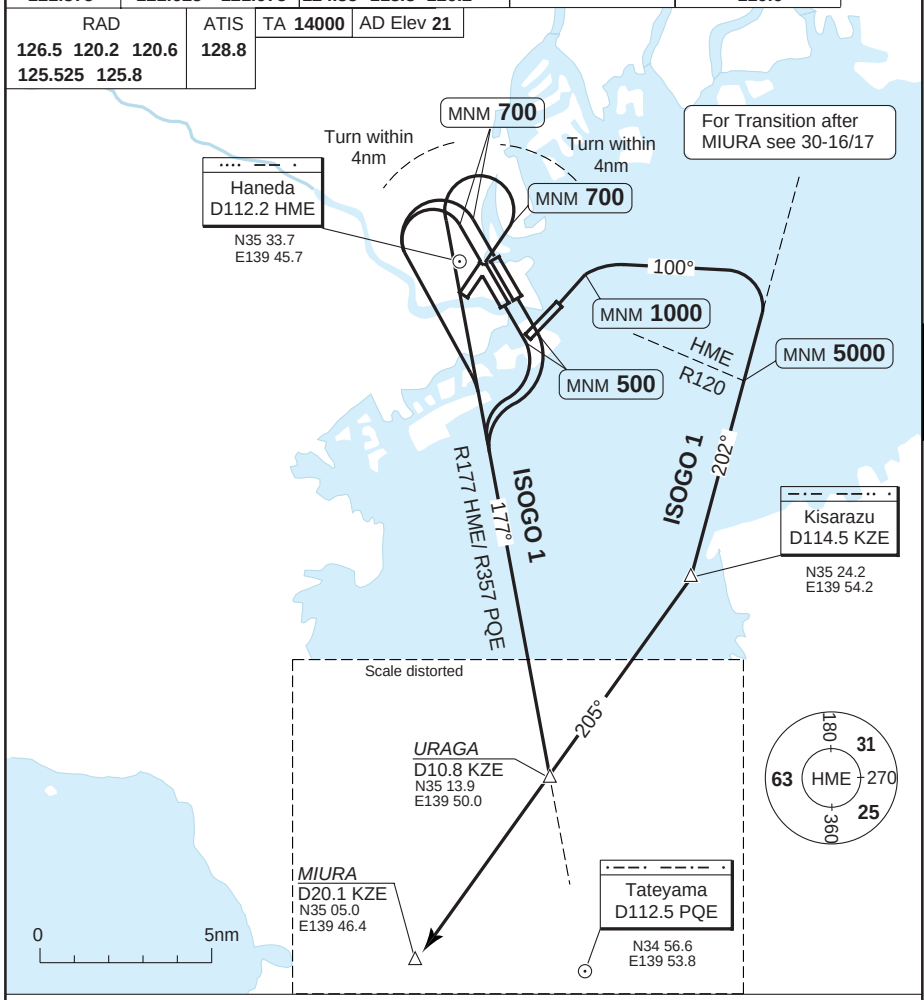
Change: New print

SID ISOGO 1 (PROP Only)

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS	TA 14000	AD Elev 21
126.5 120.2 120.6 125.525 125.8	128.8		



SPEED: Max 160kt below **3000** within CTR. Max 250kt below **10000** or Above **3000** inside CTR.

MNM Climb gradient: RWY 34L/R, 04: 5% to **700.** RWY 05: 5% to **500.**

SID	RWY	Routeing	Altitudes
ISOGO 1	04	Climb on 042° to MNM **700** - turn left (within 4nm) Intcp R177 HME - URAGA - KZE - MIURA.	
	05	Climb on 049° to MNM **1000** turn right HDG 100° - Intcp 202°/R022 KZE - KZE - URAGA - MIURA.	Cross R120 HME MNM **5000**
	16L/R	Climb on 157° to MNM **500** - turn right - intcp R177 HME - URAGA - MIURA.	
	34L/R	Climb on 337° to MNM **700** - turn left within 4nm) Intcp R177 HME - URAGA - MIURA.	

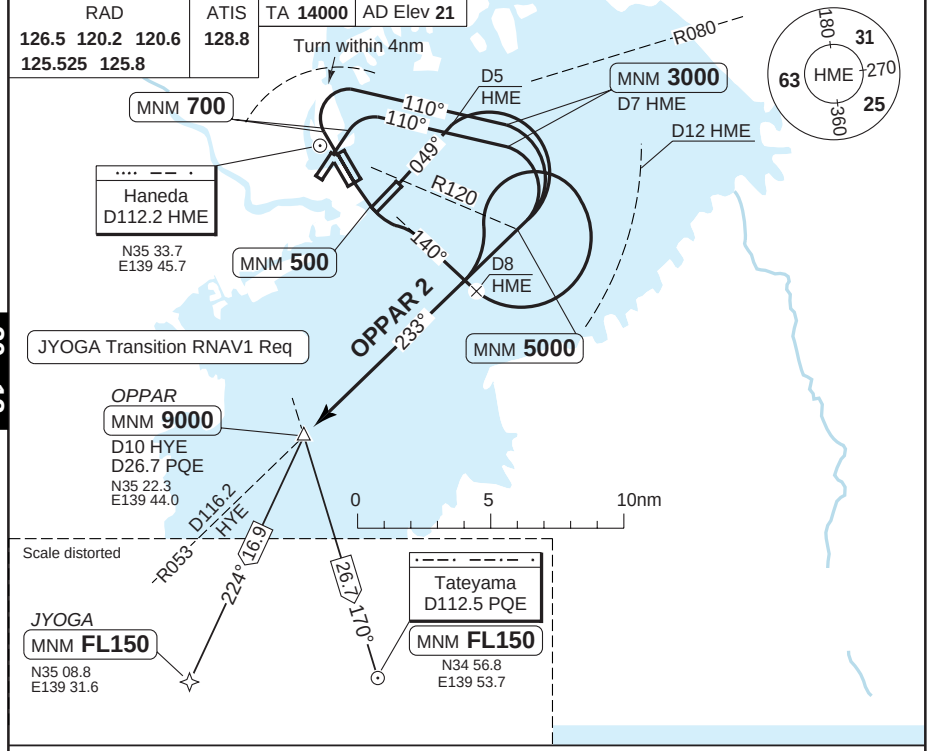
Change: New print

SID OPPAR 2, JYOGA Transition, CHIKURA Transition

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS	TA 14000	AD Elev 21
126.5 120.2 120.6 125.525 125.8	128.8		



NOTE: Aircraft departing from RWY 16L/16R are required to complete left turns south of R080 HME

SPEED: Max 200kt below **3000** within CTR. Max 250kt below **10000** or Above **3000** inside CTR.

MNM Climb Gradient: RWY 04, 34L/R: 5% to **700.**

SID	RWY	Routeing	Altitudes
OPPAR 2	04	Climb on 042° to MNM **700** - turn right (within 4nm) HDG 110° - at D7 HME turn right to intcp 233°/R053 HYE - OPPAR.	Cross D7 HME MNM **3000** Cross R120 HME MNM **5000** OPPAR MNM **9000**
	05	Climb on 049° to D5 HME turn right to intcp 233°/R053 HYE - OPPAR.	Cross R120 HME MNM **5000** OPPAR MNM **9000**
	16L/R	Climb on 157° to MNM **500** - turn left to intcp R140 HME - At D8 HME turn left (within D12 HME) to intcp 233°/R053 HYE - OPPAR.	OPPAR MNM **9000**
	34L/R	Climb on 337° to MNM **700** - turn right (within 4nm) HDG 110° - at D7 HME turn right to intcp 233°/R053 HYE - OPPAR.	Cross D7 HME MNM **3000** Cross R120 HME MNM **5000** OPPAR MNM **9000**
JYOGA Transition		From OPPAR TO JYOGA.	JYOGA MNM **FL150**
CHIKURA Transition		From OPPAR - 170°/R350 PQE - PQE.	PQE MNM **FL150**

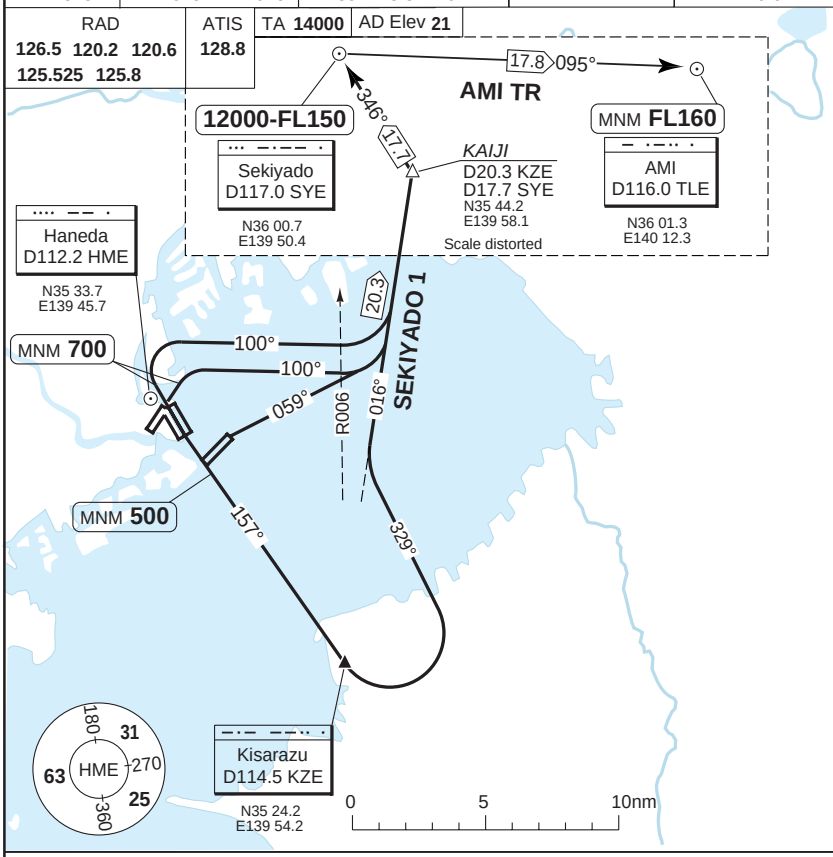
Change: New print

SID SEKIYADO 1, AMI Transition

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS	TA 14000	AD Elev 21
126.5 120.2 120.6 125.525 125.8	128.8		



SPEED: Max 200kt (160kt Prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM Climb Gradient: RWY 05: 5% to **500.**
RWY 34L/R, RWY 04: 5% to **700.**

SID	RWY	Routeing	Altitudes
SEKIYADO 1	04	Climb on 042° to MNM **700** - turn right HDG 100° - R006 KZE turn left to intcp R016 KZE - KAIJI - SYE.	SYE **12000- FL150**
	05	Climb on HDG 059° to intcp R016 KZE - KAIJI - SYE.	
	16L/R	Climb on 157° to MNM **500** - KZE - turn left HDG 329° - intcp R016 KZE - KAIJI - SYE.	
	34L/R	Climb on 337° to MNM 700 - turn right HDG 100° - R006 KZE turn left to intcp R016 KZE - KAIJI - SYE.	
AMI Transition		From SYE proceed on the R095 SYE to TLE.	TLE MNM **FL160**

Change: New print

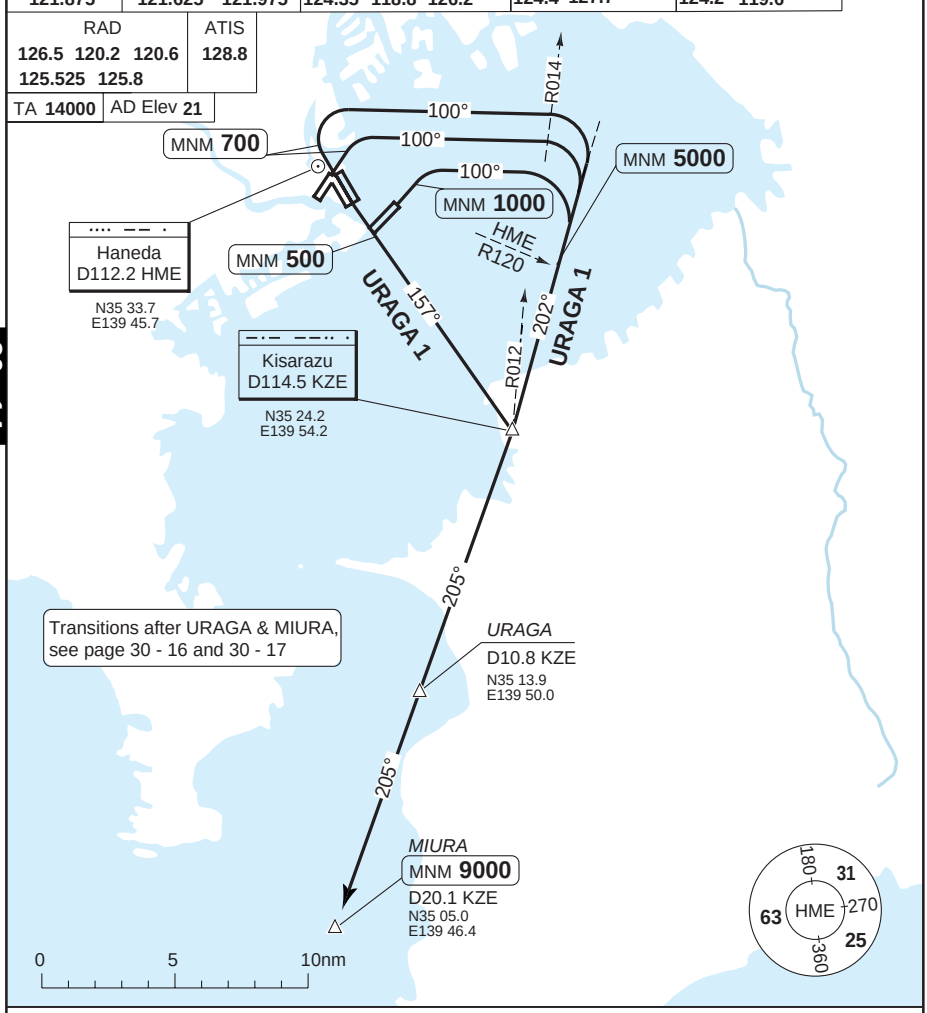
SID URAGA 1

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** | AD Elev **21**



SPEED: Max 200kt (160kt Prop) below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM Climb gradient: RWY 05: 5% to **700.**
RWY 04/ 34L/R: 5% to **1000.**

SID	RWY	Routeing	Altitudes
URAGA 1	04	Climb on 042° to MNM **700** - turn right HDG 100° to intcp 202°/R022 KZE - KZE - R205 KZE - URAGA - MIURA.	R120 HME MNM **5000** MIURA MNM **9000**
	05	Climb on 049° to MNM **1000** - turn right HDG 100° to intcp 202°/R022 KZE - KZE - R205 KZE - URAGA - MIURA.	R120 HME MNM **5000** MIURA MNM **9000**
	16L/R	Climb on 157° to MNM **500** - KZE - turn right R205 KZE - URAGA - MIURA.	MIURA MNM **9000**
	34L/R	Climb on 337° to MNM **700** - turn right HDG 100° to intcp 202°/R022 KZE - KZE - R205 KZE - URAGA - MIURA.	R120 HME MNM **5000** MIURA MNM **9000**

Change: New print

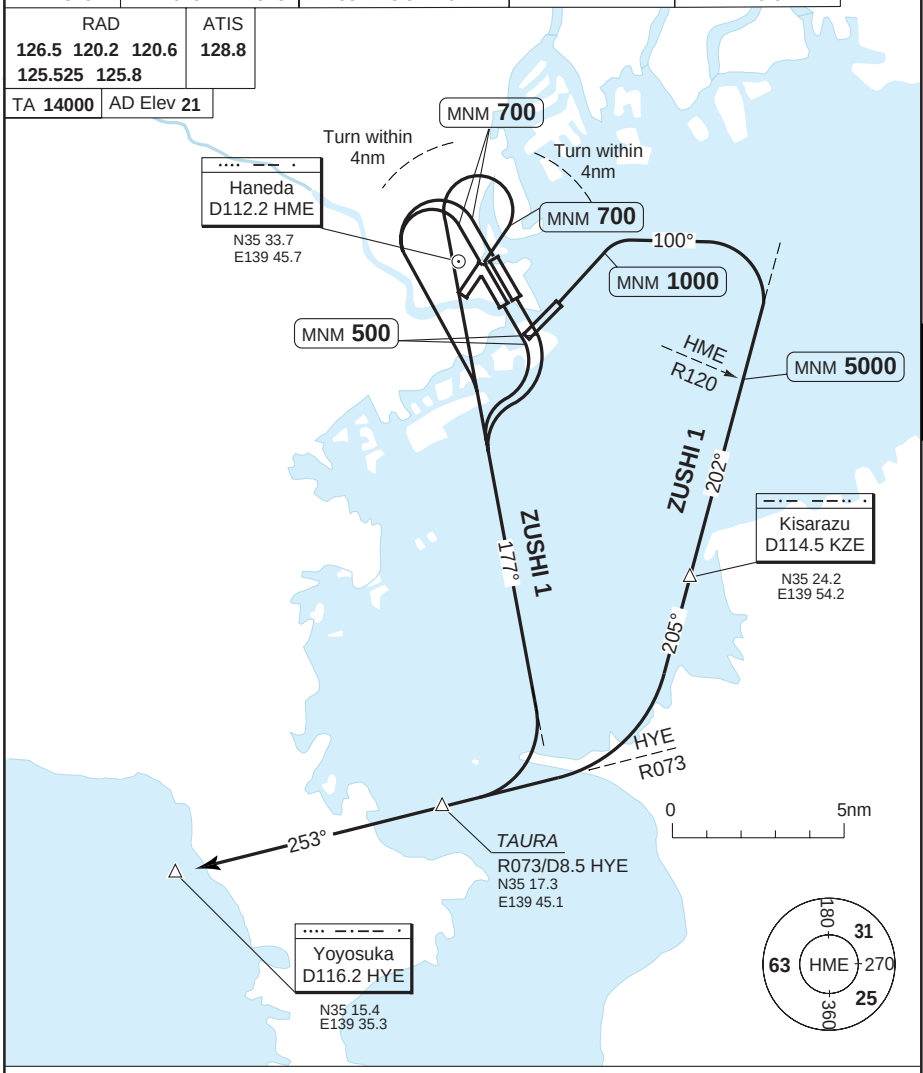
SID ZUSHI 1 (PROP Only)

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** | AD Elev **21**



SPEED: Max 160kt below **3000** within CTR.
Max 250kt below **10000** or Above **3000** inside CTR.

MNM Climb gradient: RWY 04, 34L/R: 5% to **700.**

SID	RWY	Routeing	Altitudes
ZUSHI 1	04	Climb on 042° to MNM **700** - turn left (within 4nm) - intcp R177 HME - turn right to intcp 253°/R073 HYE - TAURA - HYE.	
	05	Climb on 049° to MNM **1000** - turn right HDG 100° - intcp 202°/R022 KZE - KZE - R205 KZE - intcp 253°/R073 HYE - TAURA - HYE.	R120 HME MNM **5000**
	16L/R	Climb on 157° to MNM **500** - turn right to intcp R177 HME - turn right to intcp 253°/R073 HYE - TAURA - HYE.	
	34L/R	Climb on 337° to MNM **700** - turn left (within 4nm) - intcp R177 HME - turn right to intcp 253°/R073 HYE - TAURA - HYE.	

Change: New print

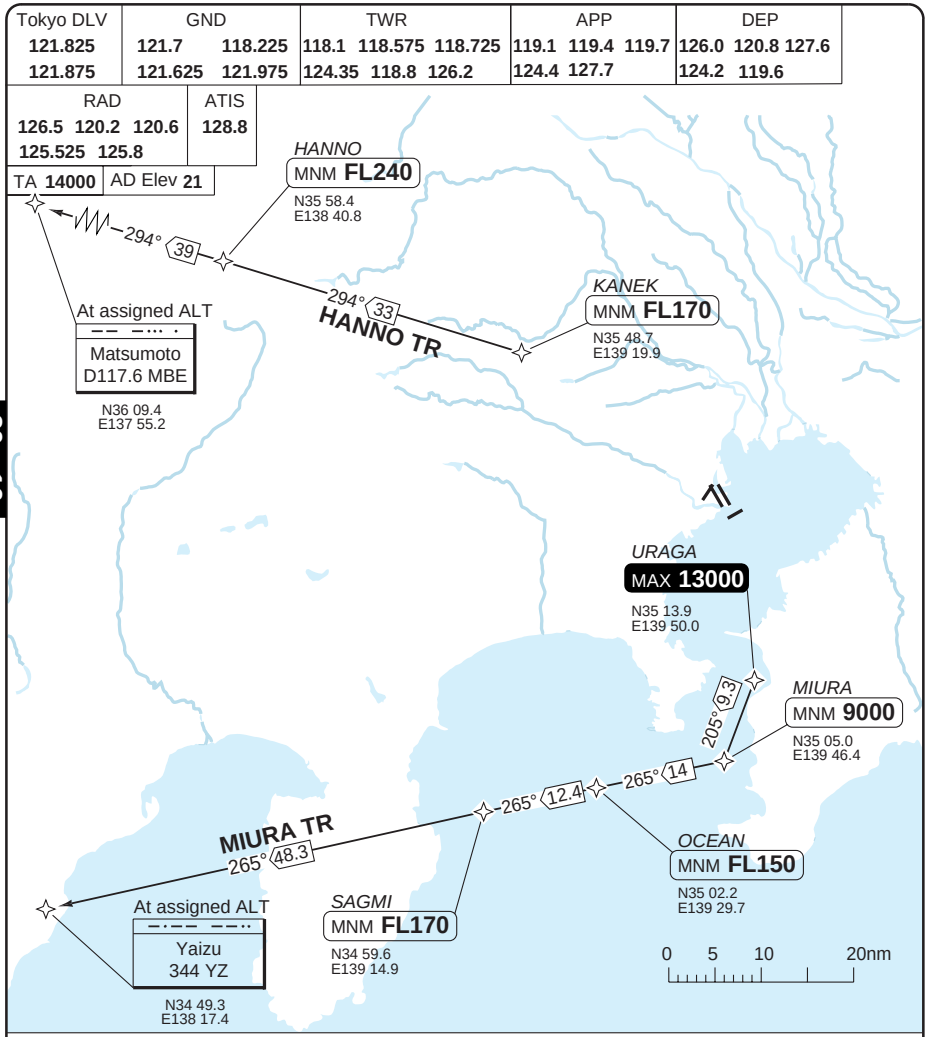
DEPARTURE TRANSITION Routes RNAV

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA 14000 | AD Elev 21



NOTE: Inform Tokyo DLV if unable to comply with ALT restrictions.
SPEED: Max 200kt (160kt for piston) at or below **3000** ft.
Max 250kt at or below **10000** ft.

Transition	Routeing	Altitudes
HANNO	KANEK - HANNO - MBE.	KANEK MNM **FL170** HANNO MNM **FL240** MBE At assigned ALT
MIURA	URAGA - MIURA - OCEAN - SAGMI - YZ.	URAGA MAX **13000** MIURA MNM **9000** OCEAN MNM **FL150** SAGMI MNM **FL170** YZ At assigned ALT

Change: New print

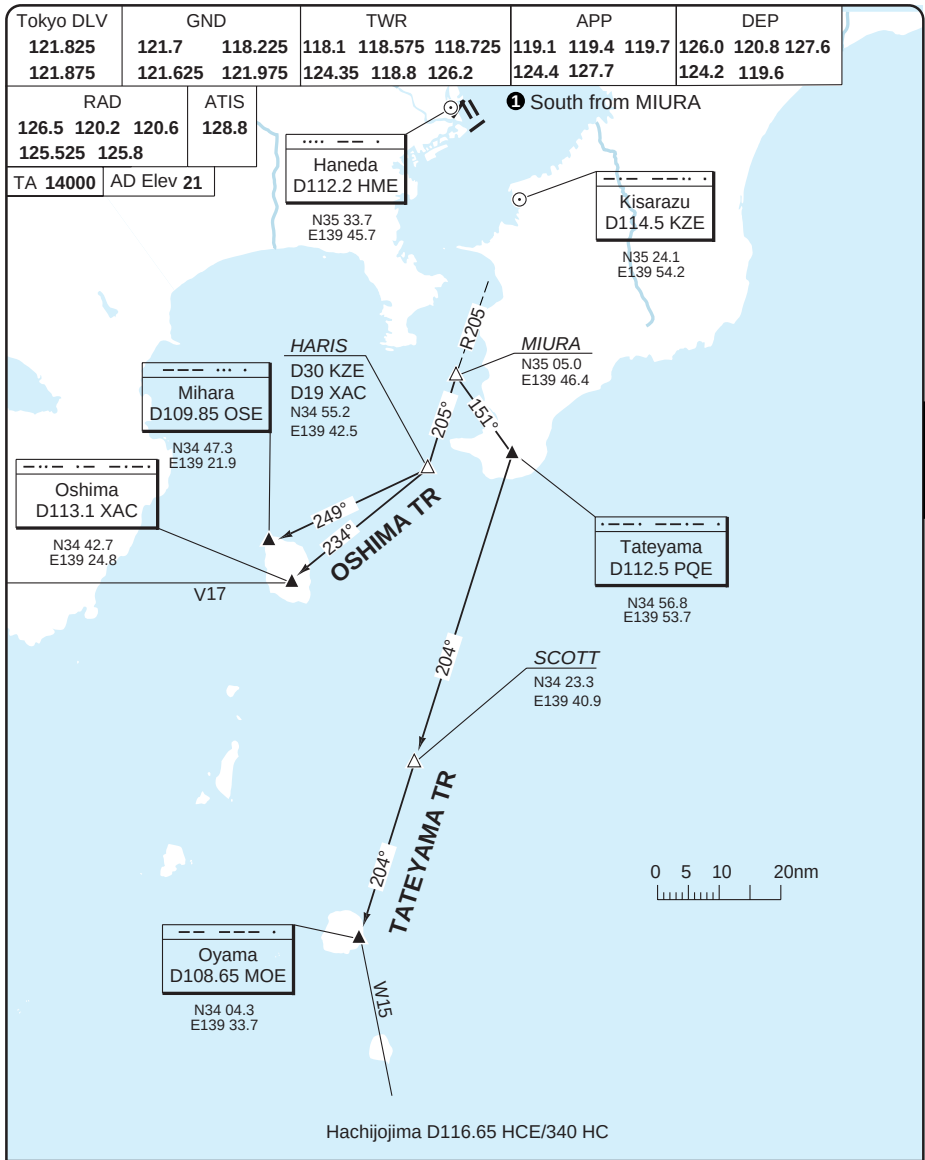
DEPARTURE TRANSITION Routes ❶

Haneda INTL TOKYO

Tokyo DLV	GND	TWR	APP	DEP
121.825	121.7 118.225	118.1 118.575 118.725	119.1 119.4 119.7	126.0 120.8 127.6
121.875	121.625 121.975	124.35 118.8 126.2	124.4 127.7	124.2 119.6

RAD	ATIS
126.5 120.2 120.6 125.525 125.8	128.8

TA **14000** | AD Elev **21**



NOTE: Inform Tokyo DLV if unable to comply with ALT restrictions.
SPEED: Max 200kt (160kt prop) below **3000** within CTR.
Max 250kt at or below **10000** ft.

Transition	Routeing
OSHIMA	MIURA - R205 KZE - HARIS - 234°/R054 XAC - XAC or 249°/R069 OSE - OSE
TATEYAMA	MIURA - 151°/R331 PQE - PQE - 204°/R204 PQE - SCOTT - MOE

STAR RWY 34L/R RNAV ARLON, CREAM

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL 140 | AD Elev 21

SPEED
Max 250kt below **10000** or above **3000** within CTR.
Max 200kt (160kt prop) below **3000** within CTR.

DME/DME/IRU or GNSS required

RADAR required

D22
TLE

016° MAX 250kt 11000 196°

STONE
MAX 250kt
At **11000**
D15.7 TLE
N36 16.8
E140 15.4

15.7

CREAM

196°

Ami
D116.0 TLE
N36 01.3
E140 12.3

9.8

186°

CURRY
D5.2 TYE
N35 51.5
E140 12.6

D12
TYE

157° MAX 230kt 8000 337°

Sakura
D112.7 TYE
N35 47.0
E140 15.8

14.6

COUPE
MNM **8000**
N35 36.9
E140 13.0

186°

DME
111.7 IHA

9.2

180°

TLE

193° MAX 230kt 4000 013°

D39
TLE

Haneda
D112.2 HME
N35 33.7
E139 45.7

12.1

221°

CUTIE
N35 27.8
E140 14.4

CREAM

ARLON
D21.3 HME
D19.6 IHA
N35 15.4
E139 59.0

156° MAX 230kt 4000 336°

CREAM
D43.9 TLE
N35 17.7
E140 06.2

Onjuku
D115.7 OJC
N35 11.0
E140 22.3

D27
HME

337° *ARLON* 18.3

ADDUM
MAX 230kt
At **10000**
D18.7 OJC
N34 53.5
E140 14.4

AWARD
N34 59.6
E140 10.1

337°

7

027° MAX 250kt 5000 207°

D25
OJC

180 22 270 25 360 63 HME

0 5 10nm

40 - 1

Change: Coord, Dist, MT

STAR RWY 22/23 RNAV BACON, DATUM — Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 124.4	120.2 120.6 125.525	118.1 118.575 118.725	121.7 118.225	128.8
119.7 127.7	126.5 125.8	124.35 118.8 126.2	121.625 121.975	

TL **FL140** | AD Elev **21**

DME/DME/IRU or GNSS required

RADAR required

SPEED
Max 250kt below **10000** or above **3000** within CTR.
Max 200kt (160kt prop) below **3000** within CTR.

D22
TLE

STONE
MAX 250kt
At **11000**
D15.7 TLE
N36 16.8
E140 15.4

016° MAX 250kt **11000** 196°

D15
SNE

007° MAX 230kt **8000** 187°

DATUM
233° 18.5

DREAD
MNM **8000**
D7.9 SNE
N36 04.0
E139 59.0

Ami
D116.0 TLE
N36 01.3
E140 12.3

16.5 167°

Moriya
D114.0 SNE
N35 56.1
E139 58.9

D46
OJC

DENNY
D39.8 OJC
N35 48.5
E140 05.9

167° MAX 230kt **4000** 347°

5.8

DATUM
N35 43.0
E140 08.4

❶ *BACON*
D22.5 OJC
N35 31.9
E140 12.3

MAX 230kt **4000** 165° 345°

D18
OJC

❶ *BACON*
D22.5 OJC
N35 31.9
E140 12.3

Haneda
D112.2 HME
N35 33.7
E139 45.7

8.3

BRASS
D14.2 OJC
N35 23.9
E140 15.0

MAX 230kt **4000** 162° 342°

D10
OJC

351°

Onjuku
D115.7 OJC
N35 11.0
E140 22.3

17

BLITZ
N35 07.5
E140 20.7

BACON 027° 15

ADDUM
MAX 230kt
At **10000**
D18.7 OJC
N34 53.5
E140 14.4

027° MAX 250kt **5000** 207°

D25
OJC

180 22 63 HME 270 25 360

0 5 10nm

40 - 2

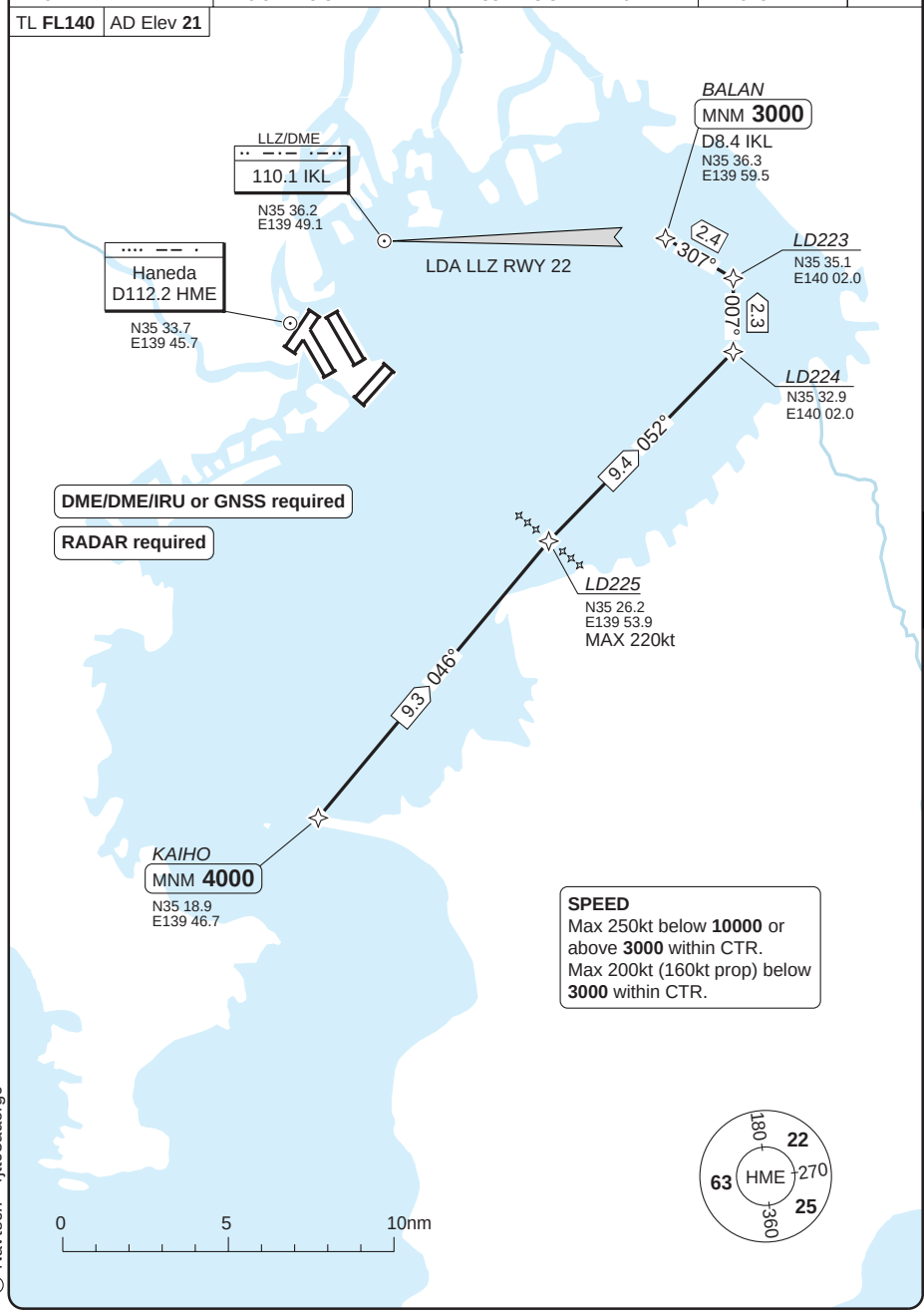
Change: SPEED

STAR RWY 22 RNAV BALAN

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL **FL140** | AD Elev **21**



Change: COM.

STAR RWY 34L/R RNAV CACAO

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL 140 | AD Elev 21

Scale distorted

HNE
152° MAX 230kt 4000 332°
D19 HME
CACAO
D14 HME
D12.1 ITC
N35 22.2
E139 55.5
CREAM
D43.9 TLE
N35 17.7
E140 06.2
CLOAK
N35 15.8
E140 02.1
CAMEL
N35 17.3
E139 59.0
337° 5.7
307° 3
247° 3.8
221° 12.1

D22 TLE
STONE
MAX 250kt
At 11000
D15.7 TLE
N36 16.8
E140 15.4
016° MAX 250kt 11000 196°

DME/DME/IRU or GNSS required

RADAR required

Ami
D116.0 TLE
N36 01.3
E140 12.3
196° 15.7

CURRY
D5.2 TYE
N35 51.5
E140 12.6
186° 9.8

D12 TYE
157° MAX 230kt 8000 337°

TLE
193° MAX 230kt 4000 013°
D39 TLE
CREAM

Sakura
D112.7 TYE
N35 47.0
E140 15.8

CACAO
186° 14.6

DME
108.9 ITC

COUPE
MNM 8000
N35 36.9
E140 13.0
180° 9.2

CUTIE
N35 27.8
E140 14.4
221° 12.1

LOC RWY 34R
VOR RWY 34L

Haneda
D112.2 HME
N35 33.7
E139 45.7

CACAO
CAMEL
CLOAK
CREAM
D43.9 TLE
N35 17.7
E140 06.2

SPEED
Max 250kt below **10000** or above **3000** within CTR.
Max 200kt (160kt prop) below **3000** within CTR.

0 5 10nm

180 22 270 63 HME 25 360

40 - 4

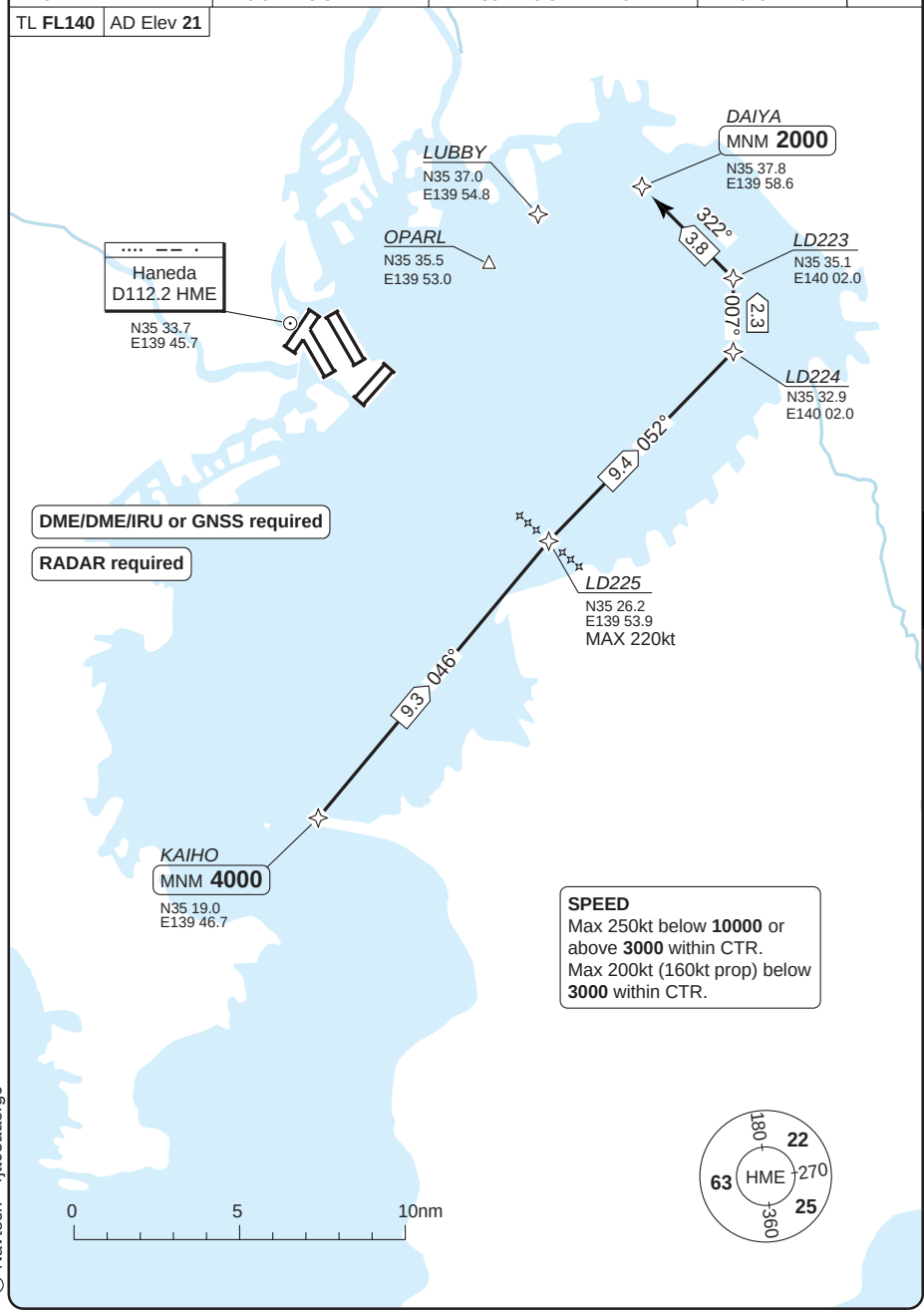
Change: Coord, Dist, MT

STAR RWY 23 RNAV DAIYA

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL **FL140** | AD Elev **21**



40 - 5

Change: COM.

STAR RNAV DARKS

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL **FL140** | AD Elev **21**

DME/DME/IRU or GNSS required

RADAR required

DARKS
MNM **1800**
N35 34.3
E139 59.1

Haneda
D112.2 HME
N35 33.7
E139 45.7

2.8
307°

LD224
N35 32.9
E140 02.0

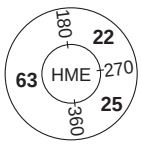
9.4
052°

LD225
N35 26.2
E139 53.9
MAX 220kt

9.3
046°

KAIHO
MNM **4000**
N35 19.0
E139 46.7

SPEED
Max 250kt below **10000** or above **3000** within CTR.
Max 200kt (160kt prop) below **3000** within CTR.



0 5 10nm

Change: COM.

STAR RWY 34L/R RNAV KAIHO

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL **140** | AD Elev **21**

DME/DME/IRU required

RADAR required

SPEED
Max 250kt below **10000** or above **3000** within CTR.
Max 200kt (160kt prop) below **3000** within CTR.

Haneda
D112.2 HME
N35 33.7
E139 45.7

KAIHO
MNM **4000**
N35 19.0
E139 46.7

352° 6.9

UMUKI
MNM **6000**
N35 12.3
E139 48.8

313° 10

NANSO
D29.3 HME
N35 06.4
E139 58.7

MAX 230kt **6000**
166° 346°

D35
HME

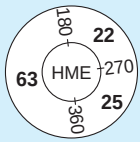
313° 11.6

KAIHO

AWARD
N34 59.6
E140 10.1

337° 7

ADDUM
MAX 230kt
At **10000**
N34 53.5
E140 14.4



0 5 10nm

40 - 7

Change: NANSO

STAR RWY 22, 23 RNAV NYLON, STEAM

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL 140 | AD Elev 21

SQUAD
D9.5 SYE
238°
MAX 230kt
8000
058°
D16
SYE
SYE

SCREW
D8 SNE
D14
SNE
MAX 230kt
4000
157°
337°
SNE

D22
TLE
016°
MAX 250kt
11000
196°
R016

STONE
MAX 250kt
At 11000
D15.7 TLE
N36 16.8
E140 15.4

SQUAD
MNM 8000
D9.5 SYE
N36 06.6
E140 00.6
239°
16.4
STEAM

SCREW
D8 SNE
N36 03.0
E139 54.0
238°
5.7
7.6
167°

Ami
D116.0 TLE
N36 01.3
E140 12.3

Moriya
D114 SNE
N35 56.1
E139 58.9

Sekiyado
D117.0 SYE
N36 00.7
E139 50.4

STEAM
N35 55.9
E139 57.1

NYLON
D31.1 OJC
N35 40.3
E140 09.3
MAX 230kt
4000
167°
347°
D26
OJC
351°
17.1

Haneda
D112.2 HME
N35 33.7
E139 45.7

BRASS
D14.2 OJC
N35 23.9
E140 15.0
MAX 230kt
4000
162°
342°
D10
OJC
351°

Onjuku
D115.7 OJC
N35 11.0
E140 22.2

BLITZ
N35 07.5
E140 20.7
17
NYLON
027°
15

ADDUM
MAX 230kt
At 10000
D18.7 OJC
N34 53.5
E140 14.4
027°
MAX 250kt
5000
207°
D25
OJC

DME/DME/IRU or GNSS required

RADAR required

SPEED
Max 250kt below **10000** or above **3000** within CTR.
Max 200kt (160kt prop) below **3000** within CTR.

0 5 10nm

180 22 270 63 HME 25 360

40 - 8

Change: SQUAD HP, SCREW HP

STAR EGARI, KENJI, NAGAI, SINGO

Haneda INTL TOKYO

Tokyo APP			RAD			TWR			GND		ATIS
119.1	119.4	124.4	120.2	120.6	125.525	118.1	118.575	118.725	121.7	118.225	128.8
119.7	127.7		126.5	125.8		124.35	118.8	126.2	121.625	121.975	

TL **FL140** | AD Elev **21**

SPEED
Max 250kt below **10000** or above **3000** within CTR.
Max 200kt (160kt prop) below **3000** within CTR.

STONE
MAX 250kt
At **11000**
D15.7 TLE
D25.9 SYE
N36 16.8
E140 15.4

D14.3 SYE
MNM **8000**

EGARI
238°
R058
R328
196°
SINGO

Ami
D116.0 TLE
N36 01.3
E140 12.3

Sekiyado
D117.0 SYE
N36 00.7
E139 50.4

R198
R187

D15 TLE
MNM **8000**

NAGAI
D26.4 OJC
N35 36.4
E140 13.3

EGARI
D27 TLE
N35 34.3
E140 12.5

Haneda
D112.2 HME
N35 33.7
E139 45.7

189°
351°
NAGAI

D45.9 TLE
MNM **5000**

R301
290°
KENJI

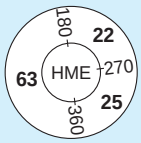
ARLON
D19.5 OJC
N35 15.4
E139 59.0

SINGO
D18.3 OJC
N35 15.1
E140 00.5

Onjuku
D115.7 OJC
N35 11.0
E140 22.3

027°

ADDUM
MAX 230kt
At **10000**
D18.7 OJC
N34 53.5
E140 14.4



0 5 10nm

40 - 9

Reverse side blank

Change: COM.

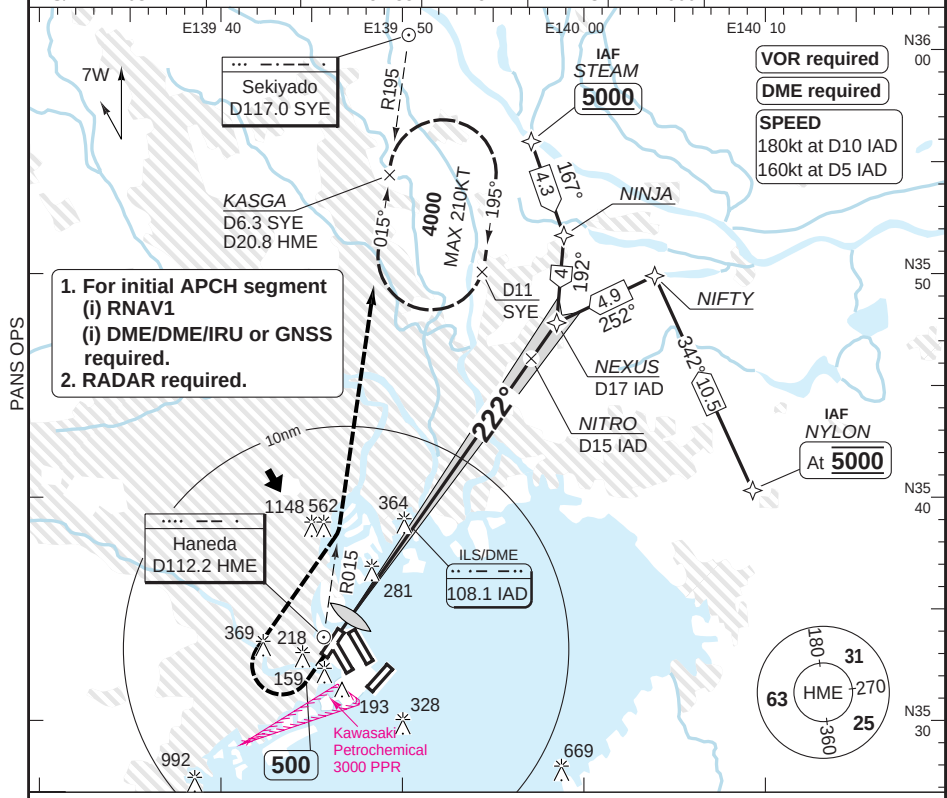
Japan - RJTT / HND

ILS RWY 22

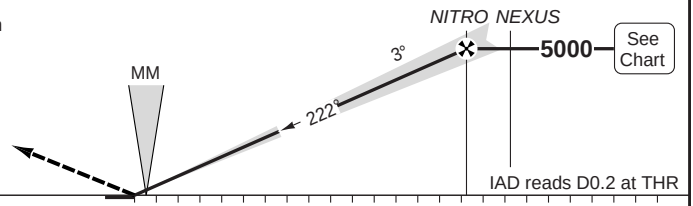
Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

ILS/DME **108.1 IAD** | FAT **222°** | THR Elev **35** | AD Elev **21** | TL **ATC** | TA **14000**



Climb on 222° to **500** turn right and climb to **4000** R015 HME /R195 SYE to KASGA then hold.
Contact TOKYO APP.



ACFT	ILS+DME 6.0% ⓐ	Circling ⓑ
A	240 (200) 550m	730 (709) 1.6km
B		730 (709) 2.4km
C		730 (709) 2.4km
D		730 (709) 3.6km

STATE

ⓐ MISAP MNM Climb gradient

ⓑ NA during HN, except anticlockwise to 16L/R and clockwise to 23, 34L/R.

LDA 2500x60
8202x197ft
P 3° (66)

GS	80	100	120	140	160
ROD 3°	440	550	650	760	870

FALS

Change: Spec update, Minima

Japan - RJTT / HND

LOC RWY 22

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LOC/DME **108.1 IAD** | FAT **222°** | THR Elev **35** | AD Elev **21** | TL **ATC** | TA **14000**

PANS OPS

E139 40 E139 50 E140 00 E140 10 N36 00 N35 50 N35 40 N35 30

7W

Sekiyado D117.0 SYE

R195

IAF STEAM **5000**

VOR required

DME required

KASGA D6.3 SYE D20.8 HME

015° 4000 MAX 210KT 195°

SPEED
180kt at D10 IAD
160kt at D5 IAD

1. For initial APCH segment
   (i) RNAV1
   (i) DME/DME/IRU or GNSS required.
2. RADAR required.

167° 4.1 NINJA

NIFTY At **5000**

192° 4 4.9 252°

D11 SYE

NEXUS D17 IAD

342° 10.5

IAF NYLON At **5000**

222°

10nm

1148 562 364

NECTA D9.3 IAD

Haneda D112.2 HME

R015

281

LOC/DME 108.1 IAD

369 218 159

D0.6 IAD

193 328

Kawasaki Petrochemical 3000 PPR

992

669

Timing not authorised for defining MAPt

180 31 270 63 HME 25 360

50 - 2

MAPt D0.6 IAD / MM

D0.6 IAD | D1.9 IAD | D3.9 IAD | NECTA D9.3 IAD | NEXUS D17 IAD

Turn right and climb to **4000**
R015 HME /R195 SYE
to KASGA and hold.
Contact TOKYO APP.

Note: Do not turn before MAPt

3° 222° 3000 3000 See Chart

NO GP

1270 780 MDA

IAD reads D0.2 at THR

RDH 54

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 nm

ACFT	LOC+DME 4.0% ⓐ	Circling ⓑ
A	600 (579) 1500m	730 (709) 1.6km
B		
C	600 (579) 1900m	730 (709) 2.4km
D		730 (709) 3.6km

STATE

ⓐ MISAP MNM Climb gradient

ⓑ NA during HN, except anticlockwise to 16L/R and clockwise to 23, 34L/R.

GS	80	100	120	140	160
ROD 3°	440	550	650	760	870

DME IAD	3° ALT
9	2900
8	2580
7	2260
6	1950
5	1630
4	1310
3	990
2	670

LDA 2500x60
8202x197ft
P 3° (66)

FALS

Change: Spec update, Minima

LDA X RWY 22

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME **110.1 IKL** | FAT **277°** | THR Elev **35** | AD Elev **21** | TL **ATC** | TA **14000**

PANS OPS

E139 40 E139 50 E140 00 E140 10 N36 00 N35 50 N35 40 N35 30

Sekiyado D117.0 SYE

R195

7W

KASGA
D6.3 SYE
D20.8 HME

015° 4000 MAX 210kt 195°

D11 SYE

1. For initial APCH segment
   (i) RNAV1
   (i) DME/DME/IRU or GNSS required.
2. RADAR required.

Simultaneous parallel APCH authorised with LDA RWY 23

10nm

Haneda D112.2 HME

R015

1148 562 364 281 369 218 159 193 328 992 669

D1.1 IKL

BONDO
D12.7 IKL

277°

LDA LOC/DME
110.1 IKL

BONUS
At 5000
D14.7 IKL

IAF DATUM 5000

167° 5.3

DYUKE

247° 3.3

5

IAF NAGAI 5000
D19.7 IKL

Kawasaki Petrochemical 3000 PPR

HME 180 31 270 25 63 360

DME required

VOR required

SPEED
180kt at D8 IKL
160kt at D6 IKL

Timing not authorised for defining MAPt

Offset LOC IKL
LOC course offset from LDG RWY by 55° right of THR.

50 - 3

MAPt | D1.1 IKL

Turn right and climb to 4000
R015 HME /R195 SYE
to KASGA and hold.
Contact TOKYO APP.

HME

BONDO D12.7 IKL

BONUS D14.7 IKL

5000

See Chart

3°

277°

MDA

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 nm

ACFT	LDA+DME (LOC) 4% ⓐ
A	1000 (979) 6.0km
B	
C	
D	

STATE

Note: Circling NA
ATC will only offer this approach with cloudbase 1500ft or better.
MAPt is approx 200ft above MDA.
ⓐ MISAP MNM Climb gradient

DME IKL	3° ALT
12.7	5000
12	4780
10	4150
8	3510
6	2870
4	2230
2	1600
0.2	1000

LDA 2500x60
8202x197ft
P 3° (66)

G

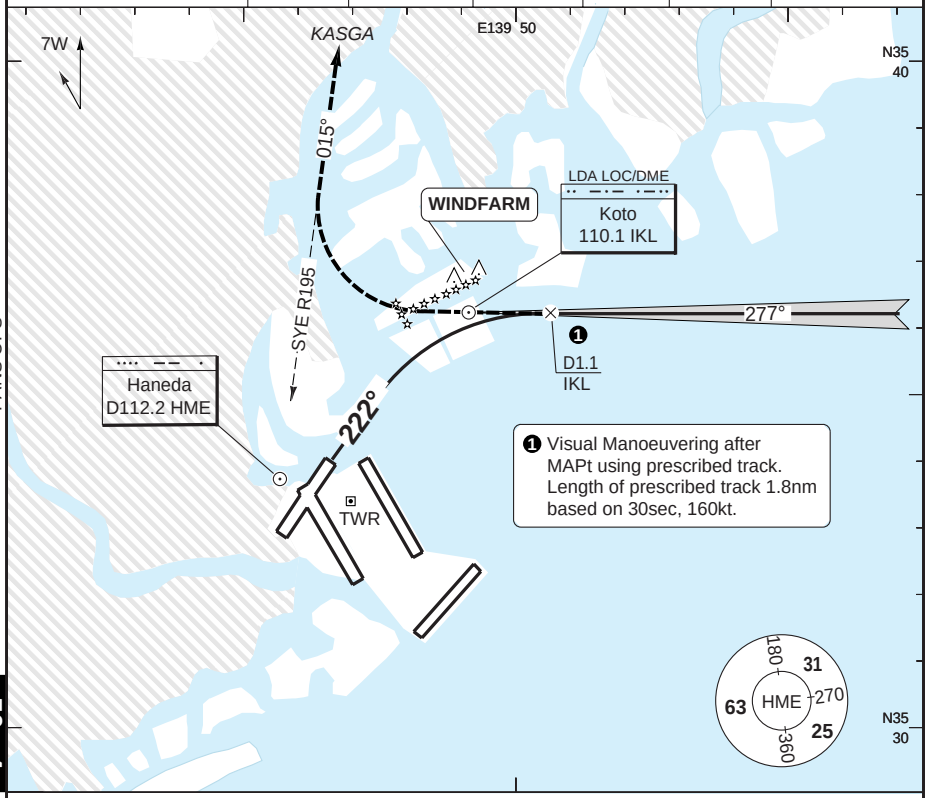
FALS

Change: Spec update, Minima

LDA X RWY 22 VISUAL PRESCRIBED TRACK — Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME 110.1 IKL	FAT 222°	THR Elev 35	AD Elev 21	TL ATC	TA 14000



In case of GO AROUND, contact ATC as soon as practicable.
Until receiving ATC instructions, turn right to join R015 HME (R195 SYE) and Missed approach procedure.

LDA 2500x60
8202x197ft
P 3° (66)
G
FALS

PANS OPS

50 - 4

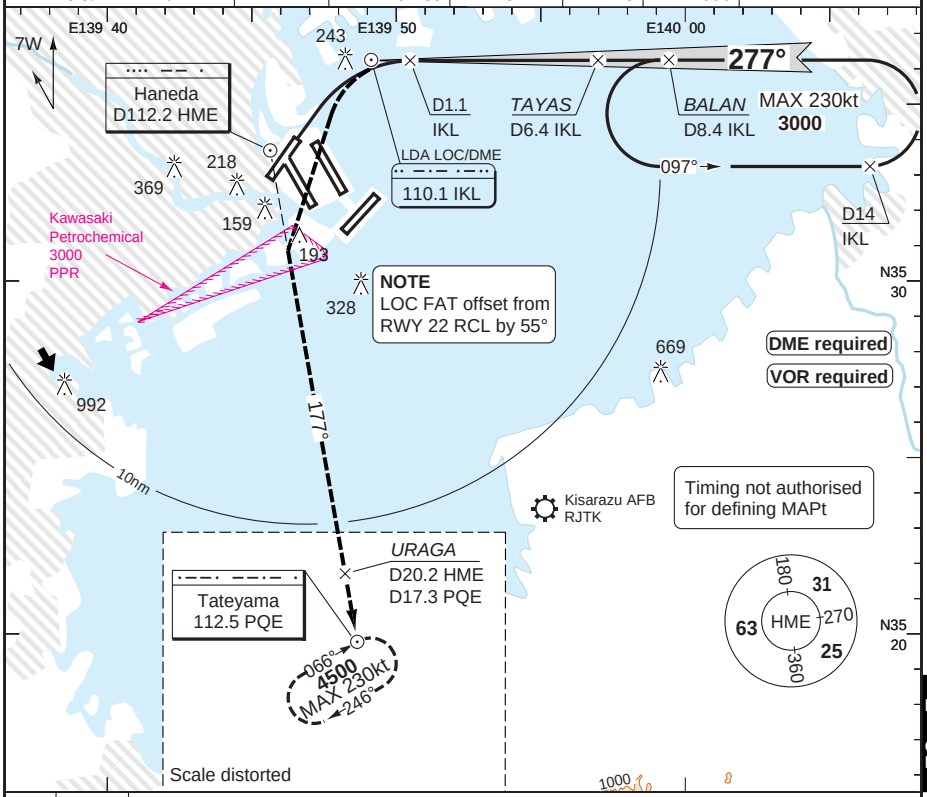
Change: New

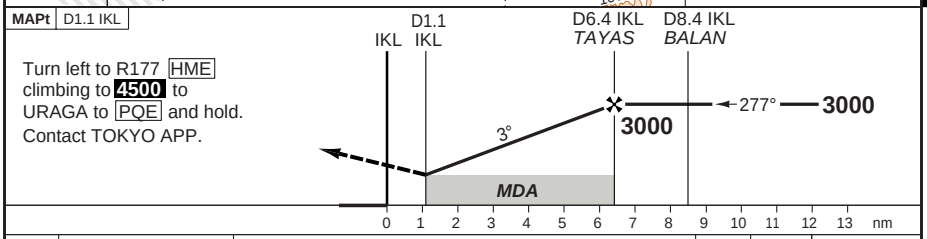
LDA Y RWY 22

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME **110.1 IKL** | FAT **277°** | THR Elev **35** | AD Elev **21** | TL **ATC** | TA **14000**





ACFT	LDA+DME (LOC)
A	**1000** (979) 6.0km
B	
C	
D	

STATE

Note: Circling NA
ATC will only offer this approach with cloudbase 1500ft or better.
MAPt is approx 200ft above MDA.

DME IKL	3° ALT
6.4	3000
6	2870
5	2550
4	2230
3	1920
2	1600

LDA 2500x60
8202x197ft
P 3° (66)
G
FALS

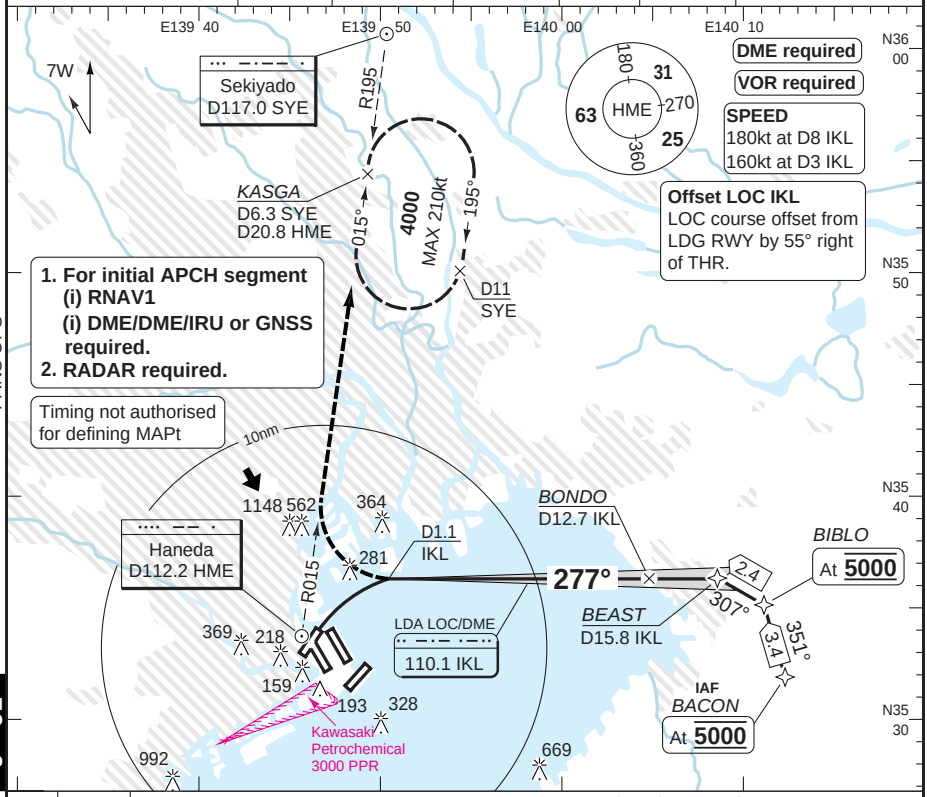
Change: Renumbered

LDA Z RWY 22

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME **110.1 IKL** | FAT **277°** | THR Elev **35** | AD Elev **21** | TL **ATC** | TA **14000**

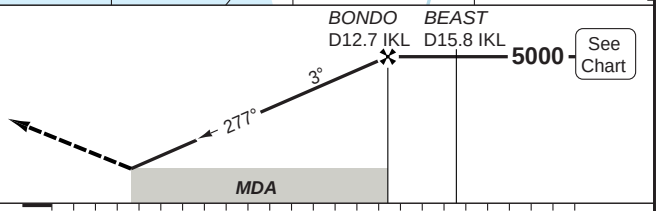


PANS OPS

50 - 6

MAPt | D1.1 IKL

Turn right and climb to **4000**
R015 HME /R195 SYE
to KASGA and hold.
Contact TOKYO APP.



ACFT	LDA+DME (LOC) 4.0% ⓐ
A	**1000** (979)
B	6.0km
C	
D	

STATE

NOTE: Circling NA
ATC will only offer this approach with cloudbase 1500ft or better.
MAPt is approx 200ft above MDA.
ⓐ MISAP MNM Climb gradient

DME IKL	3° ALT
12.7	5000
12	4780
10	4150
8	3510
6	2870
4	2230
3	1920
2	1600

LDA 2500x60
8202x197ft
P 3° (66)

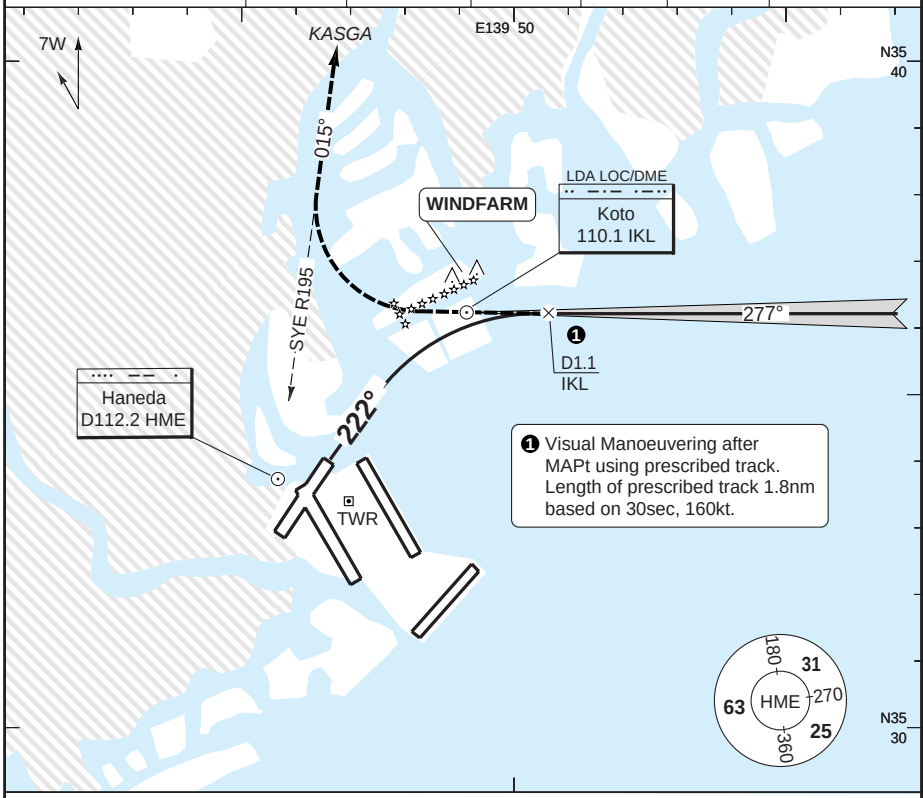
FALS

Change: Spec update, Minima

LDA Z RWY 22 VISUAL PRESCRIBED TRACK — Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME 110.1 IKL	FAT 222°	TDZ Elev 35	AD Elev 21	TL ATC	TA 14000



PANS OPS

50 - 7

In case of GO AROUND, contact ATC as soon as practicable.
Until receiving ATC instructions, turn right to join R015 HME (R195 SYE) and Missed approach procedure.

LDA 2500x60
8202x197ft
P 3° (66)
G
FALS

Change: Renumbered

Japan - RJTT / HNO

VISUAL RWY 22 GUIDANCE LIGHTS Haneda INTL TOKYO

50 - 8 | 11 JAN 12

WEF 09 FEB 12

Haneda
D112.2 HME

URAYASU
Beacon

LEGEND
☆ Flashing White
• Amber Sodium

04
16R
22
16L
34L
34R
23

HME
63
31
25
180
270
360

Change: Renumbered

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

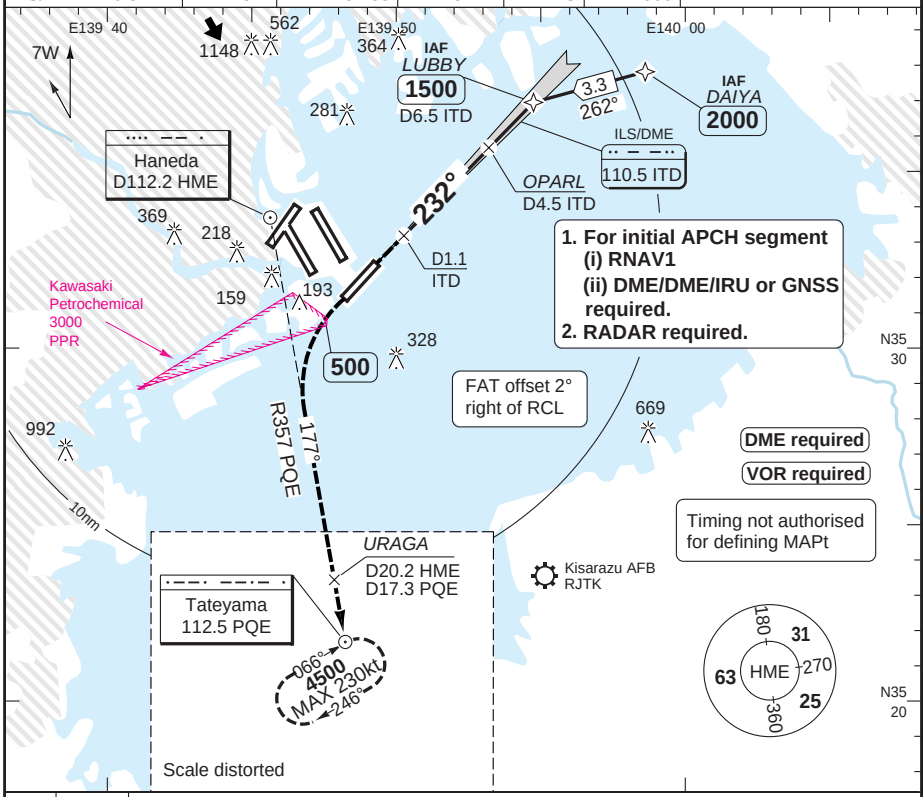
PANS OPS

ILS Y or LOC Y RWY 23

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

ILS/DME **110.5 ITD** | FAT **232°** | THR Elev **55** | AD Elev **21** | TL **ATC** | TA **14000**

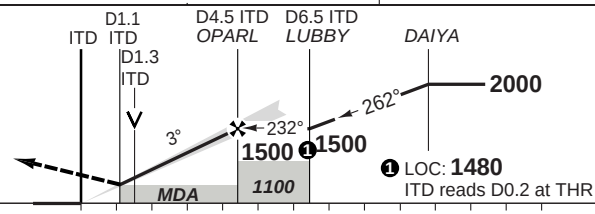


PANS OPS

50 - 9

MAPt | D1.1 ITD

Climb on 232° to **500** turn left and climb to **4500** on R177 HME /R357 PQE via URAGA to PQE and hold.
Contact TOKYO APP.
Note: Do not turn before MAPt



TCH 51

ACFT	ILS+DME	LOC+DME	Circling ⓐ
A	**390** (328) 800m	**440** (419) 1200m	**730** (709) 1.6km
B			**730** (709) 2.4km
C			
D		**440** (419) 1400m	**730** (709) 3.6km

ⓐ NA during HN, except anticlockwise to 16L/R, 22 and clockwise to 34L/R.

DME ITD	3° ALT
6.1	**2000**
5	**1660**
4	**1340**
3	**1030**
2	**710**
1.3	**440**

LDA 2500x60
8202x197ft
P 3° (66)

FALS

GS	80	100	120	140	160
ROD 3°	420	520	630	730	840

Change: Renumbered

ILS Z RWY 23

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

ILS/DME **110.5 ITD** | FAT **232°** | THR Elev **55** | AD Elev **21** | TL **ATC** | TA **14000**

E139 40 | E139 50 | E140 00 | E140 10

7W

SPEED
180kt at D10 ITD
160kt at D5 ITD

DME required

VOR required

FAT offset 2° right of RCL

1. For initial APCH segment
   (i) RNAV1
   (i) DME/DME/IRU or GNSS required.
2. RADAR required.

IAF *STEAM* At **4000**

125° 4.5 | 115° 3.9 | *SNAKE* | *SWEET*

202° 8.2 | *SMILE* At **4000** D17.2 ITD

322° 6.1 | IAF *NYLON* **4000**

N35 50 | N35 40 | N35 30

ILS/DME 110.5 ITD

SALVO D12 ITD

232°

10nm

1148 562 364 281 369 218 159 193 328 992

Haneda D112.2 HME

Kawasaki Petrochemical 3000 PPR

500

R357 PQE | 177°

Tateyama 112.5 PQE

URAGA D20.2 HME D17.3 PQE

066° 4500 MAX 230kt 246°

HME: 180 31 270 63 25 360

PANS OPS

50 - 10

Climb on 232° to **500** turn left and climb to **4500** R177 HME/R357 PQE via URAGA to PQE and hold. Contact TOKYO APP.

SALVO D12 ITD | *SMILE* D17.2 ITD

3° | 232° | **4000** | See Chart

ITD reads D0.2 at THR

TCH 51

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 nm

ACFT	ILS+DME	Circling ⓐ
A	**390** (328) 800m	**730** (709) 1.6km
B		**730** (709) 2.4km
C		**730** (709) 3.6km
D		**730** (709) 3.6km

STATE

ⓐ NA during HN, except anticlockwise to 16L/R, 22 and clockwise to 34L/R.

LDA 2500x60
8202x196ft
P 3° (66)

FALS

Change: Renumbered

LOC Z RWY 23

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LOC/DME **110.5 ITD** | FAT **232°** | THR Elev **55** | AD Elev **21** | TL **ATC** | TA **14000**

PANS OPS

E139 40 | E139 50 | E140 00 | E140 10 | N35 50 | N35 40 | N35 30

7W

FAT offset 2° right of RCL

1. For initial APCH segment
   (i) RNAV1
   (ii) DME/DME/IRU or GNSS required.
2. RADAR required.

SPEED
180kt at D10 ITD
160kt at D5 ITD
If unable advise ATC

IAF STEAM At **4000**

125° 4.5 | 115° 3.9 | SNAKE | SWEET | 8.2 | 202°

SMILE D17.2 ITD

322° 6.1

IAF NYLON **4000**

LOC/DME 110.5 ITD

232°

SAVER D9.3 ITD

DME required

VOR required

10nm

1148 562 364 281 369 218 159 193 328 992

Haneda D112.2 HME

Kawasaki Petrochemical 3000 PPR

D1.1 ITD

Tateyama 112.5 PQE

URAGA D20.2 HME D17.3 PQE

066° 4500 MAX 230kt 246°

R357 PQE 177°

500

HME 180 31 270 63 25 360

50 - 11

MAPt | D1.1 ITD

Climb on 232° to **500** turn left and climb to **4500** on R177 HME /R357 PQE via URAGA to PQE and hold.
Contact TOKYO APP.
Note: Do not turn before MAPt

D1.1 ITD | SDF D4 ITD | D1.3 ITD | SAVER D9.3 ITD | SMILE D17.2 ITD | 4000 | See Chart

232° | 3000 | 232° | 3° | 1320 | 840 | MDA

NO GP

ITD reads D0.2 at THR

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 nm

ACFT	LOC+DME	Circling ⓐ
A	440 (419) 1200m	730 (709) 1.6km
B		
C		730 (709) 2.4km
D	440 (419) 1400m	730 (709) 3.6km

STATE

ⓐ NA during HN, except anticlockwise to 16L/R, 22 and clockwise to 34L/R.

GS	80	100	120	140	160
ROD 3°	430	530	640	740	850
FAF -MAPt	6:09	4:55	4:06	3:31	3:04

DME ITD	3° ALT
12.4	4000
11	3550
9	2910
7	2270
5	1630
3	990
2	670
1.3	440

LDA 2500x60
8202x197ft
P 3° (66)

FALS

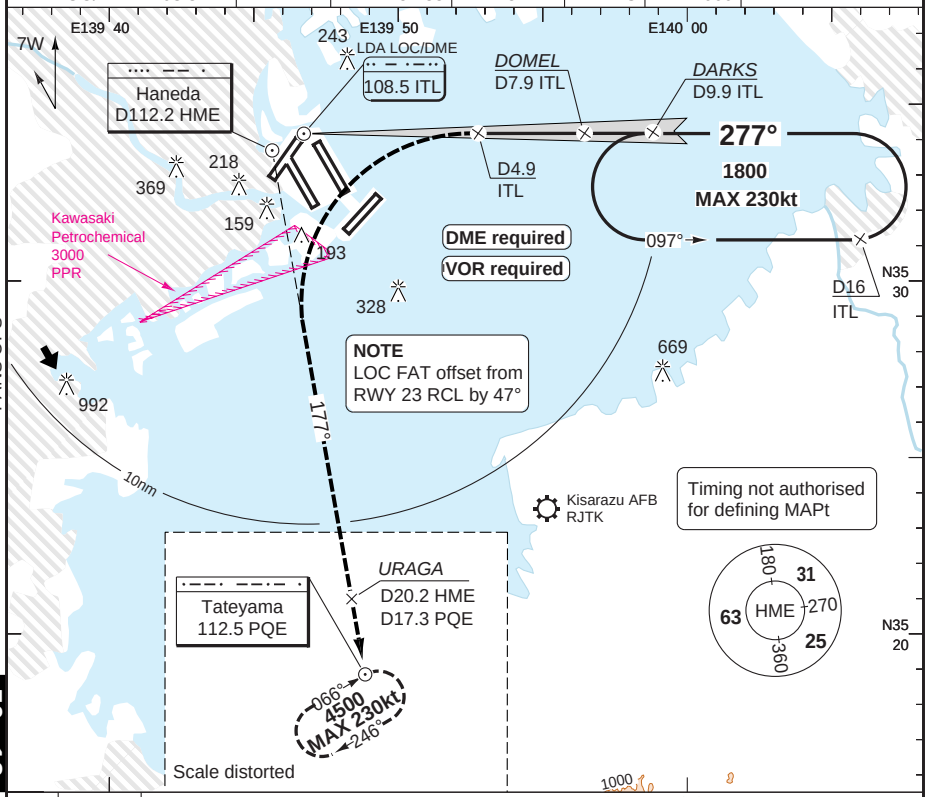
Change: Renumbered

LDA Y RWY 23

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME **108.5 ITL** | FAT **277°** | THR Elev **55** | AD Elev **21** | TL **ATC** | TA **14000**

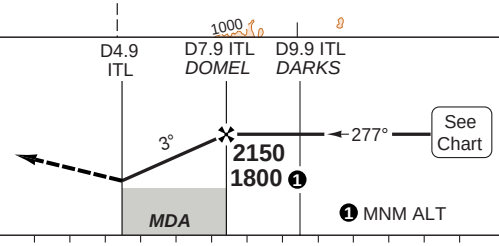


PANS OPS

50 - 12

MAPt D4.9 ITL

Turn left and climb to **4500**
R177 HME / R357 PQE
via URAGA to PQE and hold.
Contact TOKYO APP.



ACFT	LDA+DME (LOC)
A	**1000** (979) 6.0km
B	
C	
D	

STATE

Note: Circling NA
ATC will only offer this approach with cloudbase 1500ft or better.
MAPt is approx 200ft above MDA.

DME ITL	3° ALT
7.9	2150
7	1860
6	1540
5	1220
4.3	1000

LDA 2500x60
8202x196ft
P 3° (66)

FALS

Change: Renumbered

LDA X RWY 23

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME **108.5 ITL** | FAT **277°** | THR Elev **55** | AD Elev **21** | TL **ATC** | TA **14000**

PANS OPS

E139 40 | 7W | 1148 | 562 | E139 50 | 364 | 281 | 369 | 218 | 159 | 193 | 328 | 992 | 669

Haneda
D112.2 HME

LDA LOC/DME
108.5 ITL

DME required

VOR required

277°

D4.9
ITL

DAMBO
D14.5 ITL

DOYLE
D16.5 ITL

IAF
EGARI
5000
D20.8 ITL

277° 4.3

307° 4.8

IAF
BACON
4000

Scale distorted

N35 30

Kawasaki Petrochemical 3000 PPR

HME R177 / PQE R357

SPEED
180kt at D12 ITL
160kt at D7 ITL
If unable advise ATC

NOTE
LOC FAT offset from RWY 23 RCL by 47°

Timing not authorised for defining MAPt

Simultaneous parallel APCH authorised with LDA RWY 22

10nm

Kisarazu AFB
RJTK

1. For initial APCH segment over BACON/DATUM
(i) RNAV1
(i) DME/DME/IRU or GNSS required.
2. RADAR required.

URAGA
D20.2 HME
D17.3 PQE

Tateyama
112.5 PQE

066° 4500 MAX 230kt 246°

180 31 270 63 HME 25 360

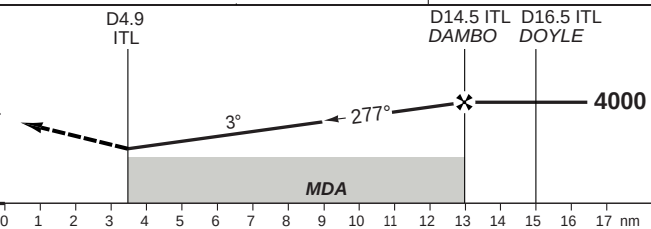
N35 20

Scale distorted

50 - 13

MAPt | D4.9 ITL

Turn left and climb to **4500**
R177 HME / R357 PQE
via URAGA to PQE and hold.
Contact TOKYO APP.



ACFT	LDA+DME (LOC)
A	**1000** (979) 6.0km
B	
C	
D	

STATE

Note: Circling NA
ATC will only offer this approach with cloudbase 1500ft or better.
MAPt is approx 200ft above MDA.

DME ITL	3° ALT
14.5	**4000**
12	**3250**
10	**2640**
8	**2030**
6	**1420**
5	**1120**
4.6	**1000**

LDA 2500x60
8202x196ft
P 3° (66)

FALS

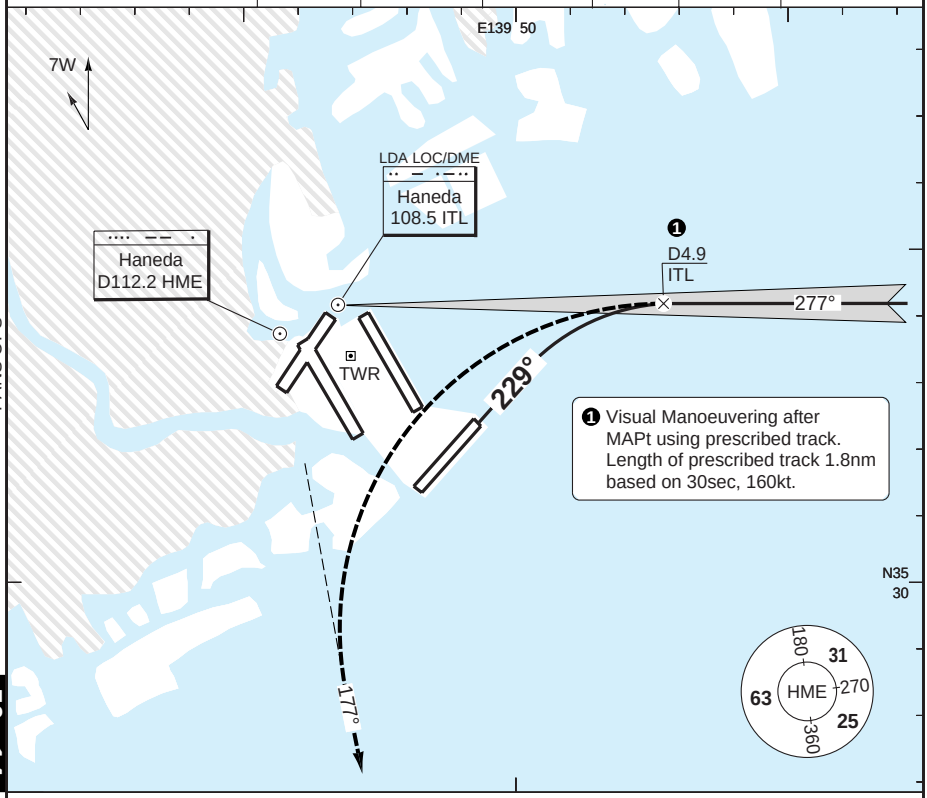
GS	80	100	120	140	160
ROD 3°	440	550	650	760	870

Change: Minima

LDA X RWY 23 VISUAL PRESCRIBED TRACK — Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME	FAT	THR Elev	AD Elev	TL	TA
108.5 ITL	229°	55	21	ATC	14000



PANS OPS

50 - 14

In case of GO AROUND, contact ATC as soon as practicable.
Until receiving ATC instructions, turn left HDG 229° to join R177 HME (R357 PQE) and Missed approach procedure.

LDA 2500x60
8202x196ft
P 3° (66)

FALS

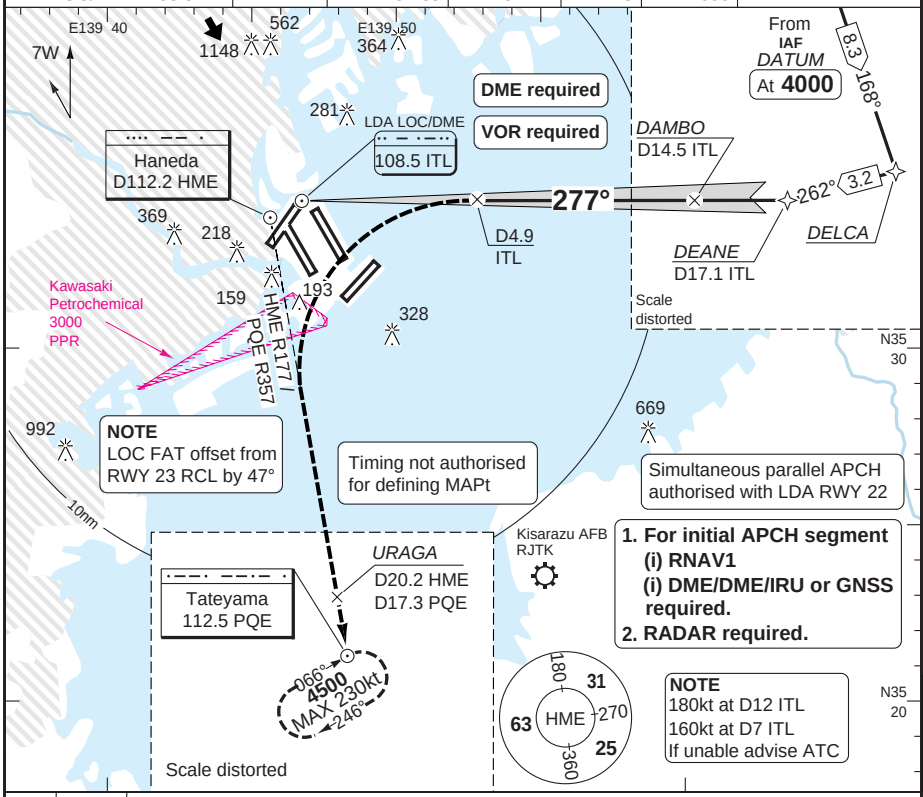
Change: New

LDA Z RWY 23

Haneda INTL TOKYO

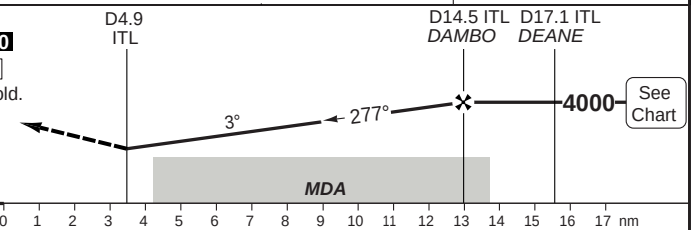
Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME **108.5 ITL** | FAT **277°** | THR Elev **55** | AD Elev **21** | TL **ATC** | TA **14000**



MAPt D4.9 ITL

Turn left and climb to **4500**
R177 HME / R357 PQE
via URAGA to PQE and hold.
Contact TOKYO APP.



ACFT	LDA+DME (LOC)
A	**1000** (979) 6.0km
B	
C	
D	

STATE

Note: Circling NA
ATC will only offer this approach with cloudbase 1500ft or better.
MAPt is approx 200ft above MDA.

DME ITL	3° ALT
14.5	**4000**
12	**3270**
10	**2640**
8	**2000**
6	**1370**
5	**1050**
4.9	**1000**

LDA 2500x60
8202x196ft
P 3° (66)

FALS

PANS OPS

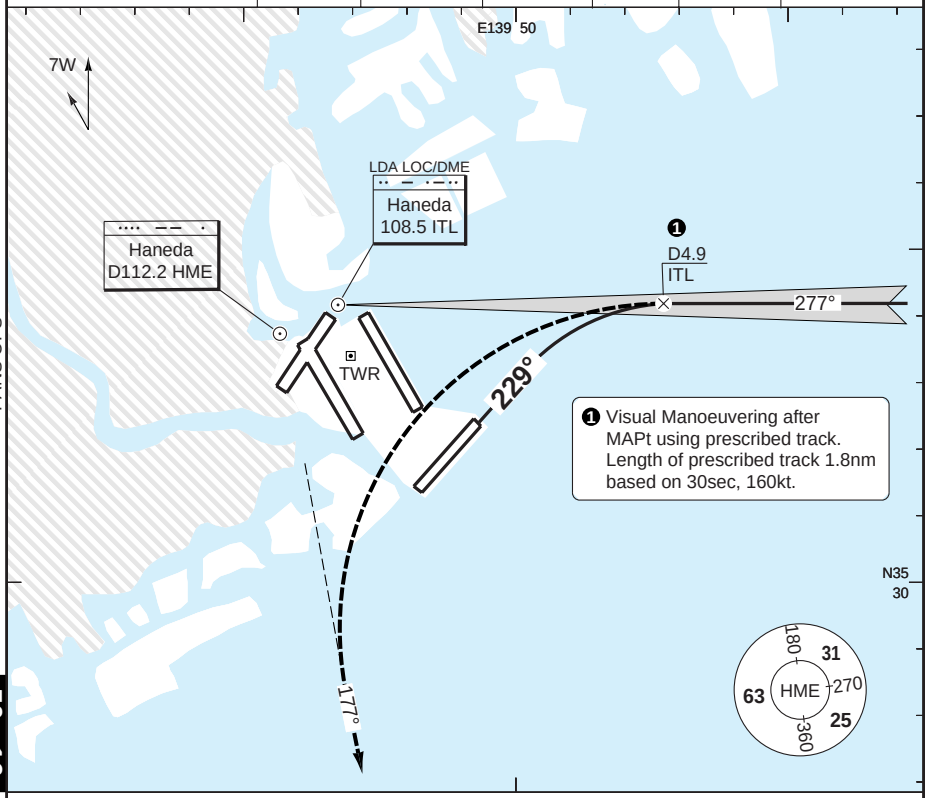
50 - 15

Change: WPT, Procedures, Renumbered

LDA Z RWY 23 VISUAL PRESCRIBED TRACK — Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LDA LOC/DME	FAT	THR Elev	AD Elev	TL	TA
108.5 ITL	229°	55	21	ATC	14000



In case of GO AROUND, contact ATC as soon as practicable.
Until receiving ATC instructions, turn left HDG 229° to join R177 HME (R357 PQE) and Missed approach procedure.

LDA 2500x60
8202x196ft
P 3° (66)

FALS

PANS OPS

50 - 16

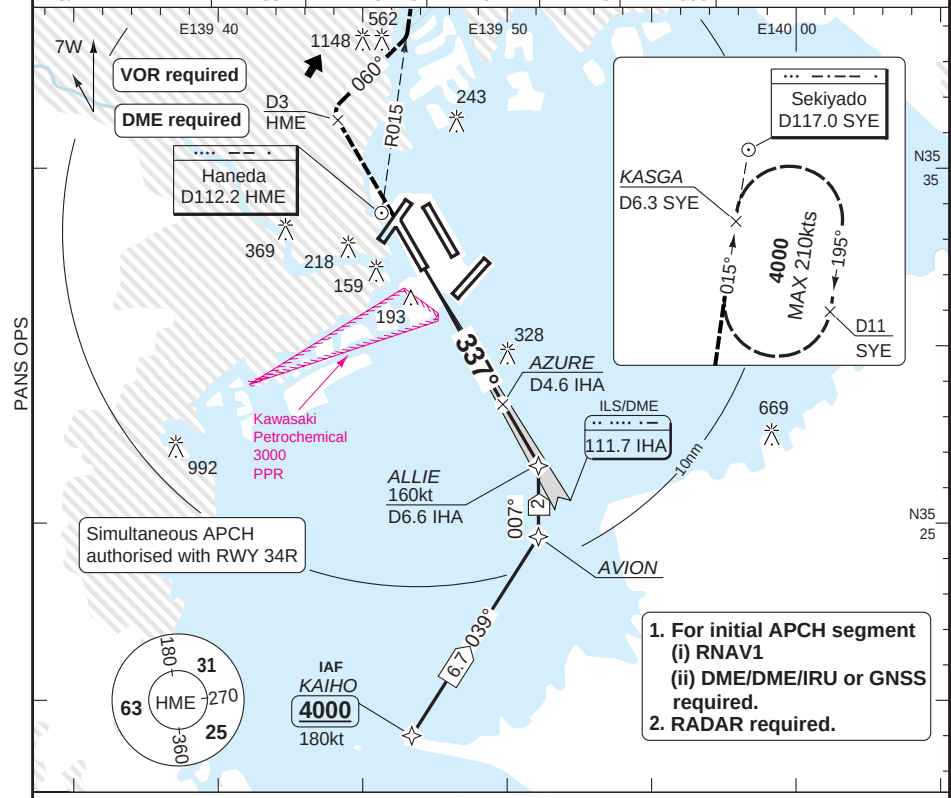
Change: Renumbered

ILS X RWY 34L

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

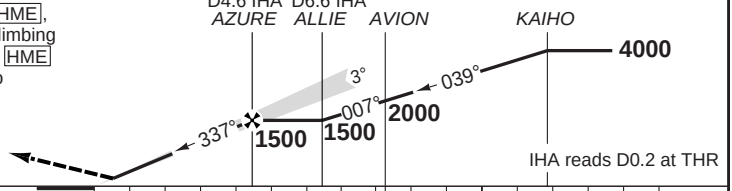
ILS/DME **111.7 IHA** | FAT **337°** | THR Elev **18** | AD Elev **21** | TL **ATC** | TA **14000**



PANS OPS

50 - 17

Climb on 337° to D3 HME, turn right HDG 060° climbing to **4000**, incpt R015 HME or 015°/R195 SYE to KASGA and hold.
Contact TOKYO APP.



TCH 54

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 nm

ACFT	ILS+DME 5.0% ⓐ	Circling ⓑ
A	220 (200) 550m	730 (709) 1.6km
B		730 (709) 2.4km
C		730 (709) 2.4km
D		730 (709) 3.6km

STATE

ⓐ MISAP MNM Climb gradient

ⓑ NA during HN, except anticlockwise to 16L/R, 34R.

LDA 3000x60
9842x197ft
P 3° (66)
G
FALS

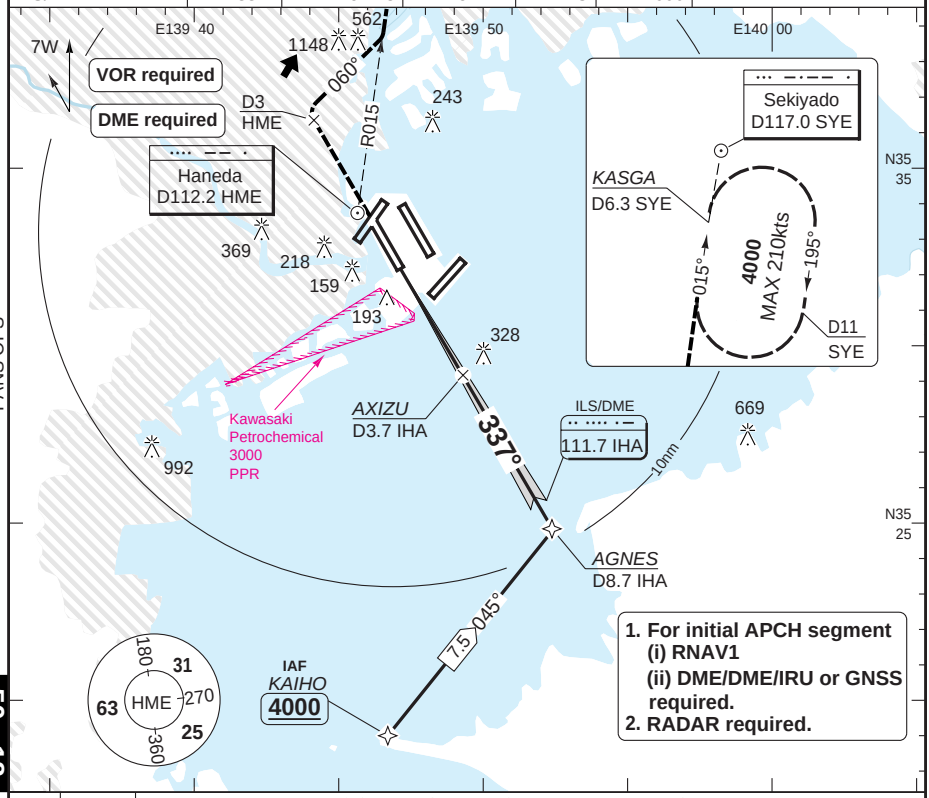
Change: New

LOC X RWY 34L

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

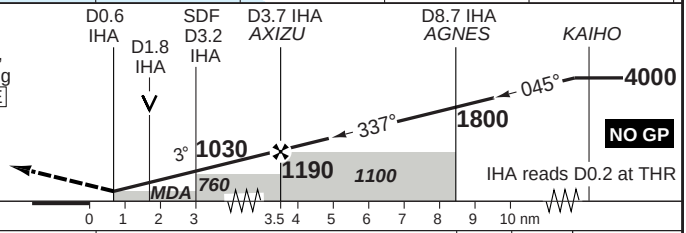
ILS/DME **111.7 IHA** | FAT **337°** | THR Elev **18** | AD Elev **21** | TL **ATC** | TA **14000**



1. For initial APCH segment
   (i) RNAV1
   (ii) DME/DME/IRU or GNSS required.
2. RADAR required.

MAPt | D0.6 IHA

Climb on 337° to D3 HME, turn right HDG 060° climbing to **4000**, incpt R015 HME or 015°/R195 SYE to KASGA and hold.
Contact TOKYO APP.



ACFT	LOC+DME 3% ⓐ	Circling ⓑ
A	**560** (539) 1500m	**730** (709) 1.6km
B		
C	**560** (539) 1700m	**730** (709) 2.4km
D		**730** (709) 3.6km

ⓐ MISAP MNM Climb gradient

ⓑ NA during HN, except anticlockwise to 16L/R, 34R.

GS	80	100	120	140	160
ROD 3°	430	540	640	750	860

DME IHA	3° ALT
12.4	**4000**
11	**3540**
9	**2890**
7	**2250**
5	**1610**
4	**1290**
3	**970**
1.7	**560**

LDA 3000x60
9842x197ft
P 3° (66)

FALS

Change: New

ILS Y RWY 34L

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

ILS/DME **111.7 IHA** | FAT **337°** | THR Elev **18** | AD Elev **21** | TL **ATC** | TA **14000**

PANS OPS

E139 40 | E139 50 | E140 00 | N35 25

7W

1148 562 243 369 218 159 193 328 992 669

Haneda D112.2 HME

800

VOR required

DME required

CHIBA D15 HME

091°

3000

MAX 230kt

271°

D11 HME

337°

AZURE D4.6 IHA

ILS/DME 111.7 IHA

Kawasaki Petrochemical 3000 PPR

ALLIE D6.6 IHA

007°

2

10nm

AVION

039°

6.7

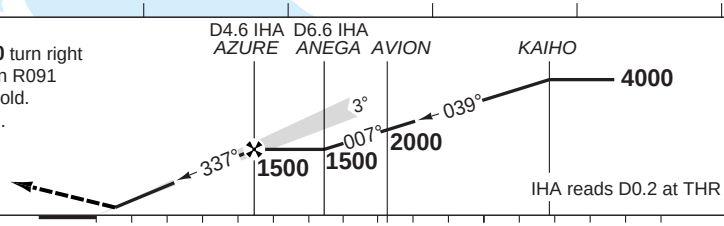
IAF KAIHO 4000

180 31 63 HME 270 25 360

1. For initial APCH segment
   (i) RNAV1
   (ii) DME/DME/IRU or GNSS required.
2. RADAR required.

50 - 19

Climb on 337° to **800** turn right and climb to **3000** on R091 HME to CHIBA and hold. Contact TOKYO APP.



ACFT	ILS+DME 5.0% ⓐ	Circling ⓑ
A	220 (200) 550m	730 (709) 1.6km
B		730 (709) 2.4km
C		730 (709) 2.4km
D		730 (709) 3.6km

STATE

ⓐ MISAP MNM Climb gradient

ⓑ NA during HN, except anticlockwise to 16L/R, 34R.

LDA 3000x60
9842x197ft
P 3° (66)

FALS

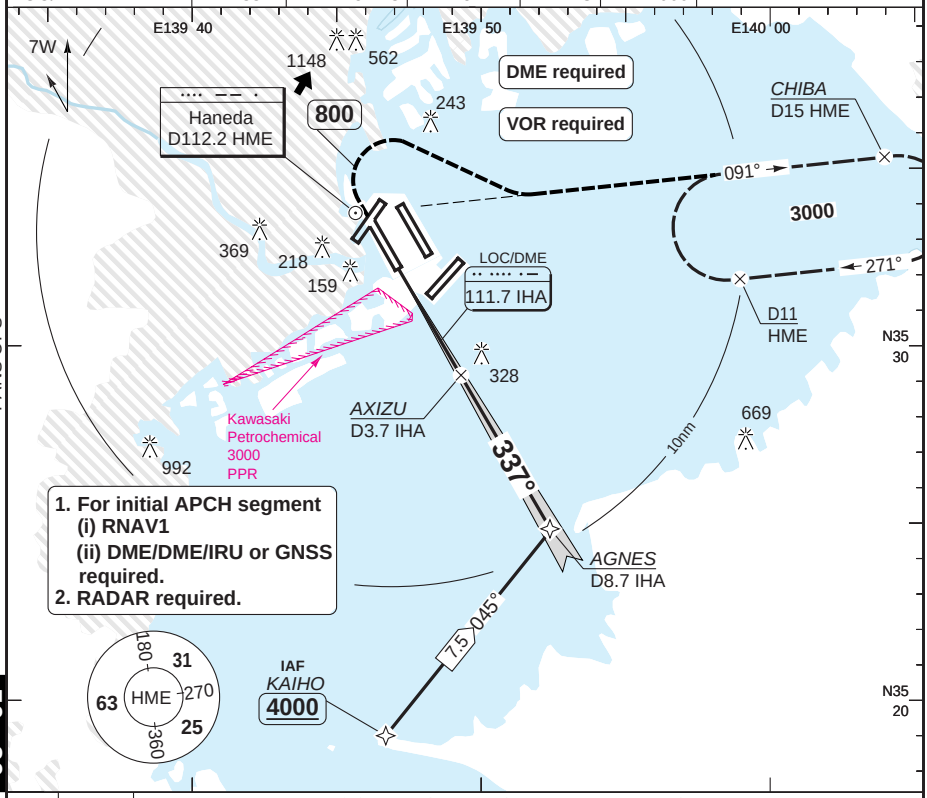
Change: WP, speed, renumbered

LOC Y RWY 34L

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LOC/DME **111.7 IHA** | FAT **337°** | THR Elev **18** | AD Elev **21** | TL **ATC** | TA **14000**

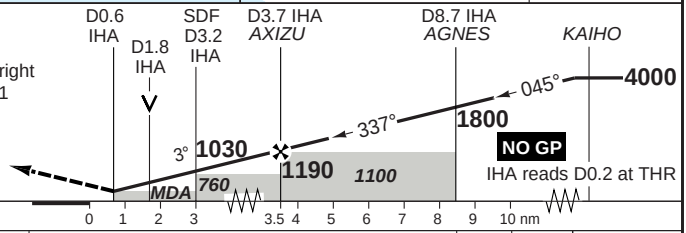


PANS OPS

50 - 20

MAPt | D0.6 IHA

Climb on 337° to **800** turn right and climb to **3000** on R091 HME to CHIBA and hold. Contact TOKYO APP.



ACFT		LOC+DME	Circling ⓐ
STATE	A	**560** (539) 1500m	**730** (709) 1.6km
	B		
	C	**560** (539) 1700m	**730** (709) 2.4km
	D		**730** (709) 3.6km

ⓐ NA during HN, except anticlockwise to 16L/R, 34R.

DME IHA	3° ALT
12.5	**4000**
11	**3530**
9	**2890**
7	**2250**
5	**1610**
3	**970**
1.7	**560**

LDA 3000x60
9842x197ft
P 3° (66)
TCH G
FALS

GS	80	100	120	140	160
ROD 3°	430	530	640	750	850

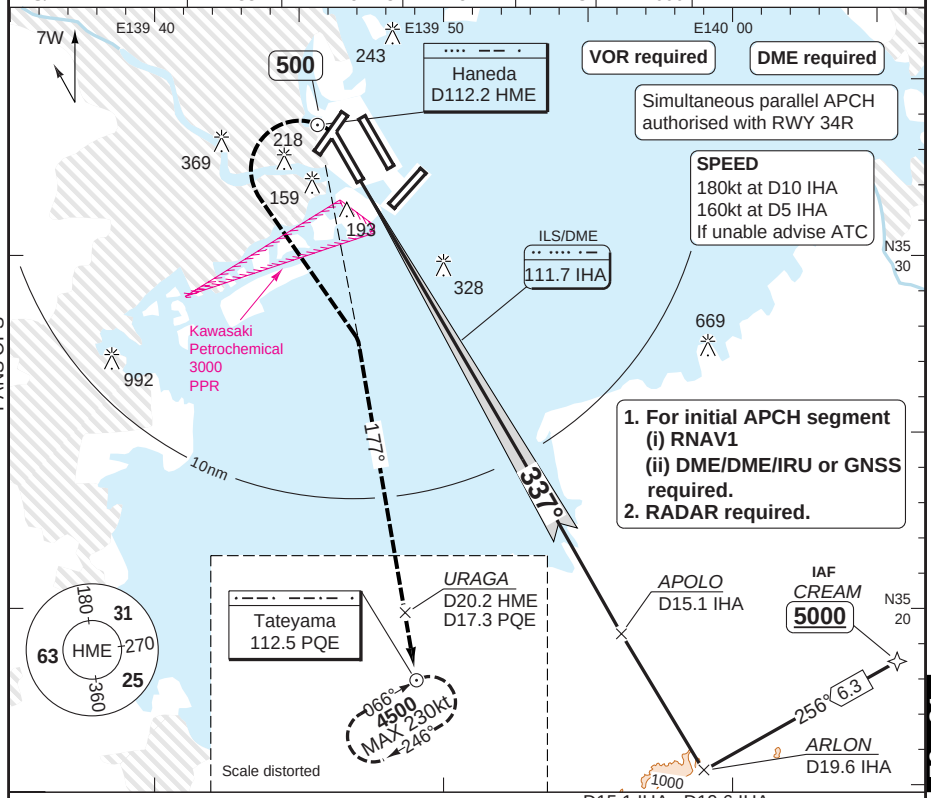
Change: Renumbered

ILS Z RWY 34L

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

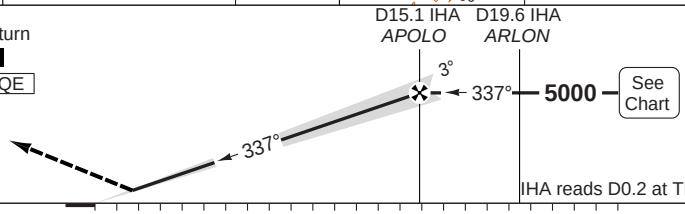
ILS/DME **111.7 IHA** | FAT **337°** | THR Elev **18** | AD Elev **21** | TL **ATC** | TA **14000**



PANS OPS

50 - 21

Climb on 337° to **500** turn left and climb to **4500**
R177 HME / R357 PQE
to PQE via URAGA
and hold.
Contact TOKYO APP.



TCH 54

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 nm

ACFT	ILS+DME 5.0% ⓐ	Circling ⓑ
A	220 (200) 550m	730 (709) 1.6km
B		730 (709) 2.4km
C		730 (709) 2.4km
D		730 (709) 3.6km

STATE

ⓐ MISAP MNM Climb gradient

ⓑ NA during HN, except anticlockwise to 16L/R, 34R

LDA 3000x60
9842x197ft
P 3° (66)

FALS

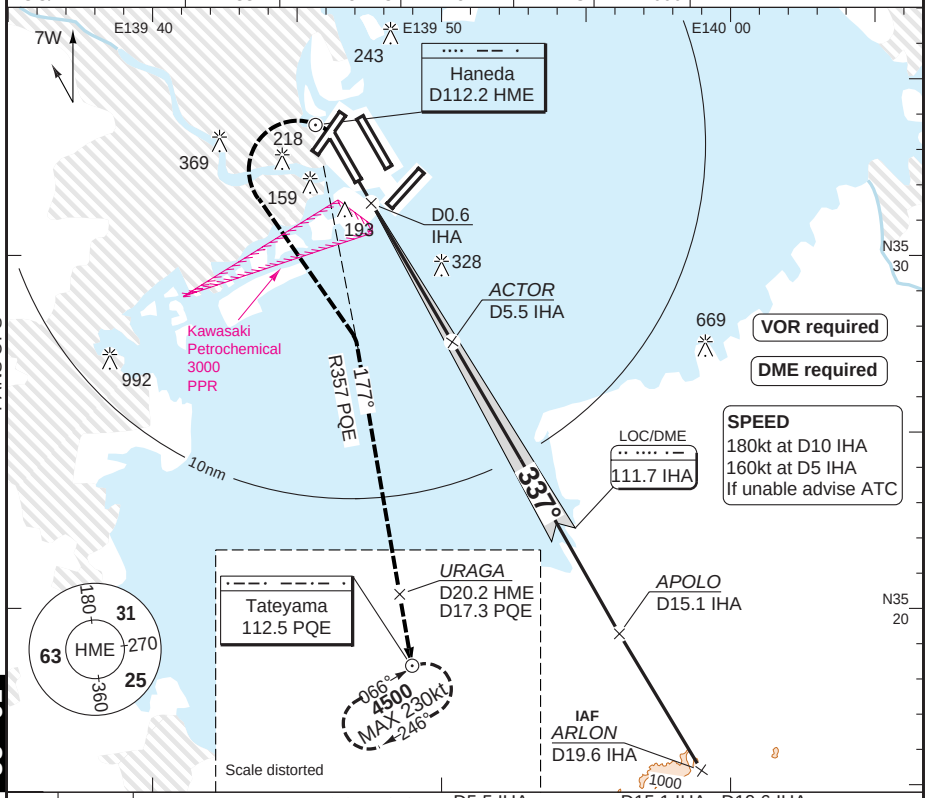
Change: Renumbered

LOC Z RWY 34L

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LOC/DME **111.7 IHA** | FAT **337°** | THR Elev **18** | AD Elev **21** | TL **ATC** | TA **14000**

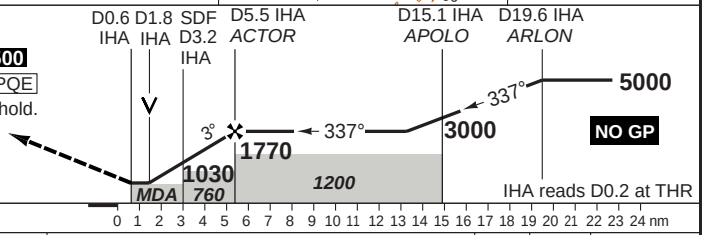


PANS OPS

50 - 22

MAPt | D0.6 IHA

Turn left and climb to **4500**
on R177 HME / R357 PQE
via URAGA to PQE and hold.
Contact TOKYO APP.



ACFT	LOC+DME	Circling ⓐ
A	**560** (539) 1500m	**730** (709) 1.6km
B		
C	**560** (539) 1700m	**730** (709) 2.4km
D		**730** (709) 3.6km

STATE

ⓐ NA during HN, except anticlockwise to 16L/R, 34R.

GS	80	100	120	140	160
ROD 3°	430	540	640	750	860

DME IHA	3° ALT
15.6	**5000**
13	**4180**
10	**3220**
8	**2570**
6	**1930**
4	**1290**
2	**650**
1.7	**560**

LDA 3000x60
9842x197ft
P 3° (66)

FALS

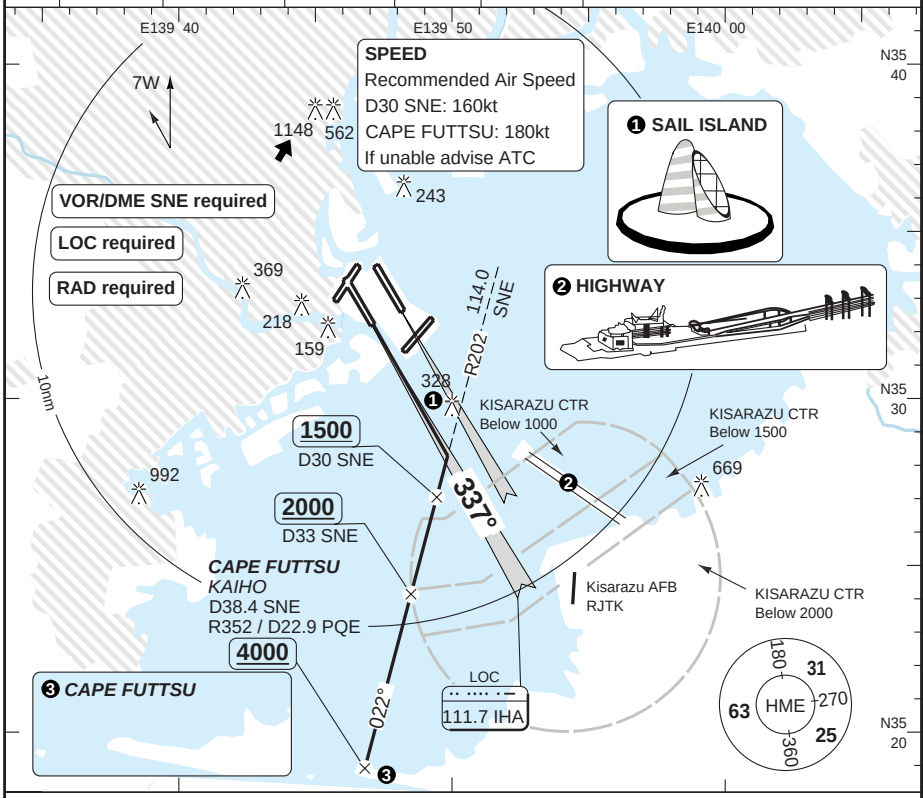
Change: Renumbered

FUTTSU VISUAL RWY 34L

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

-	FAT 337°	TDZ Elev 18	AD Elev 21	TL ATC	TA 14000



When visual approaches to RWY 34L are in progress, arriving aircraft may be vectored to CAPE FUTTSU for FUTTSU VISUAL RWY 34L APPROACH.
In the event of a go-around, climb via IHA LOC and RWY HDG to **3000** until receiving ATC instructions.

HIGHWAY VISUAL RWY 34R
After CAPE FUTTSU proceed to SAIL ISLAND (R202 SNE), to intercept and follow RWY 34L centreline (IHA LOC course).

Note: Simultaneous approach authorised with RWY 34R.
Report to ATC immediately on losing sight of landmarks (CAPE FUTTSU and SAIL ISLAND) and the preceding aircraft.
Procedure not authorised at night.
Navaid information depicted on the chart are for supplemental navigation guidance.

LDA 2500x60
8202x197ft
P 3° (66)
G
FALS

PANS OPS

50 - 23

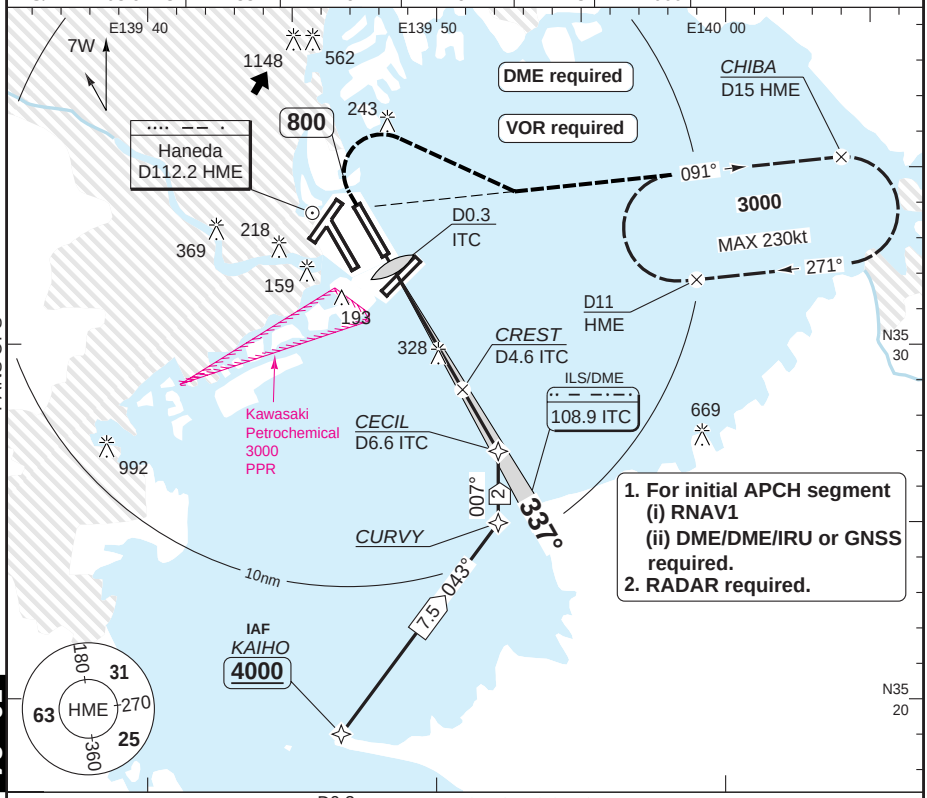
Change: Renumbered

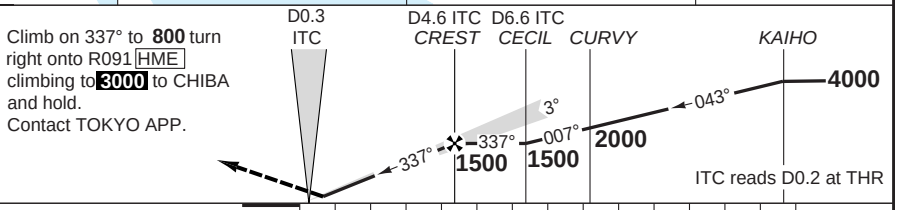
ILS Y RWY 34R

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

ILS/DME **108.9 ITC** | FAT **337°** | TDZ Elev **22** | AD Elev **21** | TL **ATC** | TA **14000**





ACFT	CAT II 5.0% ⓐ	ILS+DME 5.0% ⓐ	Circling ⓒ
A	RA **100** 350m ⓑ	**220** (200) 550m	**730** (709) 1.6km
B			**730** (709) 2.4km
C			**730** (709) 3.6km
D			

ⓐ MISAP MNM Climb gradient

ⓑ SSP must be in force.

ⓒ NA during HN, except anti-clockwise to 16L/R and clockwise to 34L.

LDA 3000x60
9842x197ft
P 3° (66)

FALS

PANS OPS

50 - 24

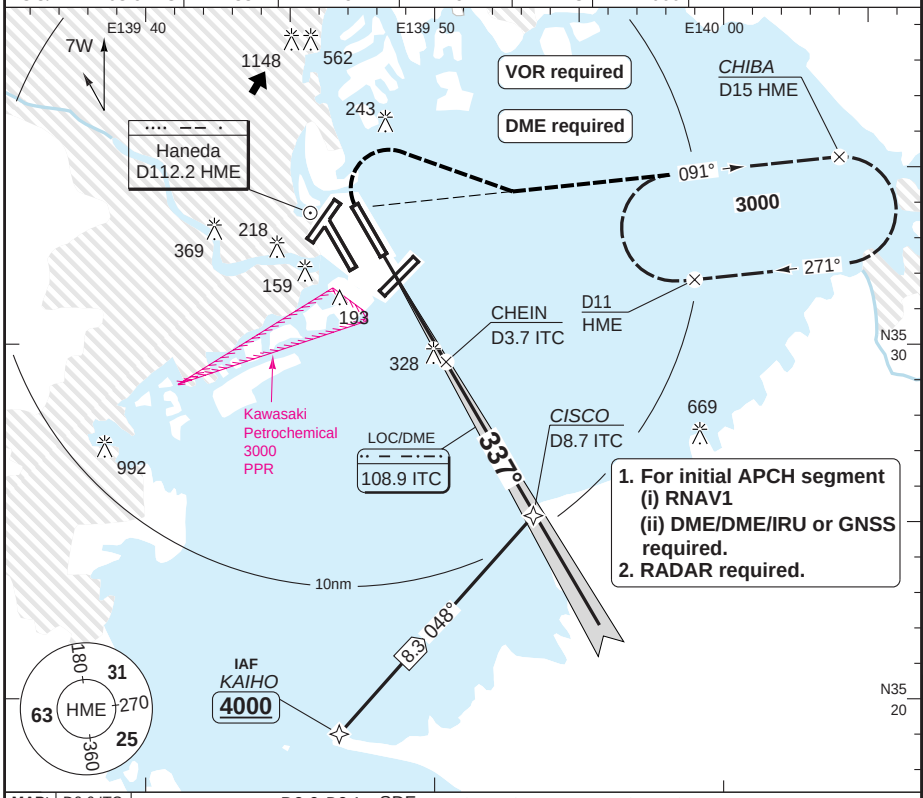
Change: Renumbered

LOC Y RWY 34R — Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LOC/DME **108.9 ITC** | FAT **337°** | TDZ Elev **22** | AD Elev **21** | TL **ATC** | TA **14000**

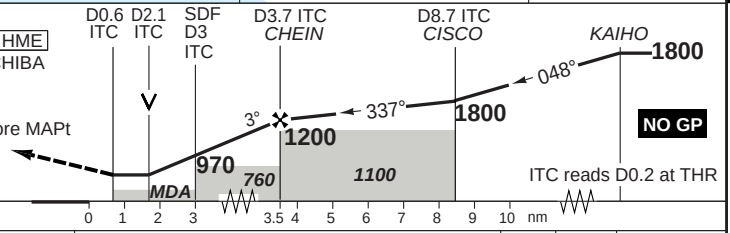
PANS OPS



50 - 25

MAPt | D0.6 ITC

Turn right onto R091 HME climbing to **3000** to CHIBA and hold.
Contact TOKYO APP.
Note: Do not turn before MAPt



ACFT	LOC+DME	Circling ⓐ
A	**700** (679) 1500m	**730** (709) 1.6km
B		
C	**700** (679) 2400m	**730** (709) 2.4km
D		**730** (709) 3.6km

STATE

ⓐ NA during HN, except anti-clockwise to 16L/R and clockwise to 34L

DME IHA	3° ALT
5.6	**1800**
5	**1620**
4	**1300**
3	**970**
2.2	**700**

LDA 3000x60
9842x197ft
P 3° (66)
G
FALS

GS	80	100	120	140	160
ROD 3°	430	540	650	750	860

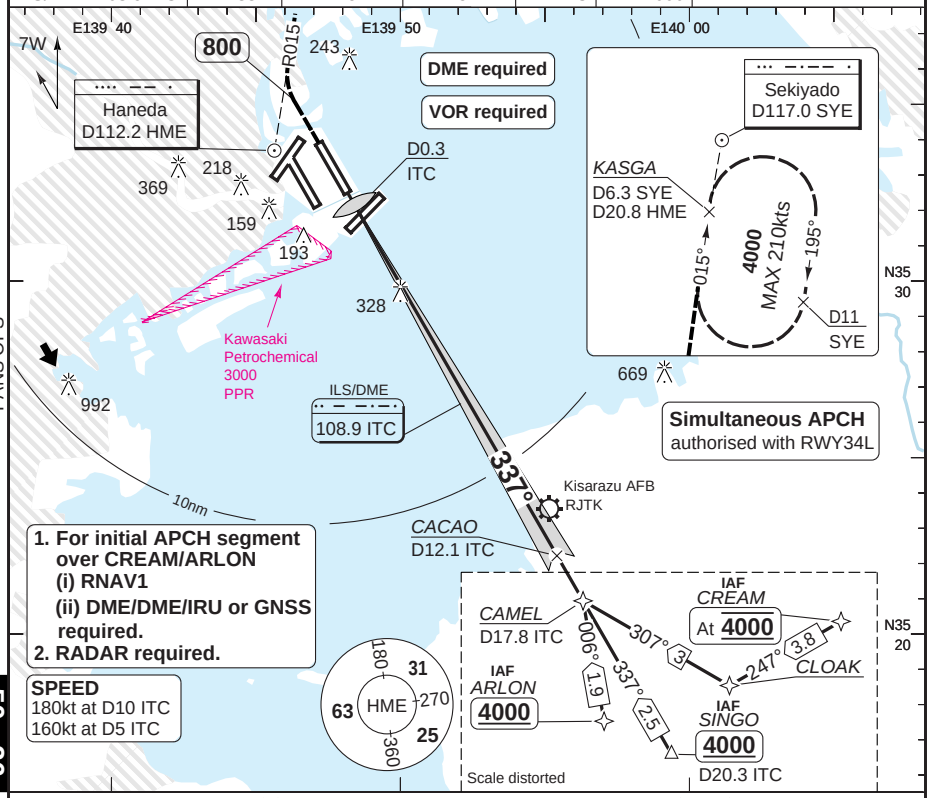
Change: Renumbered

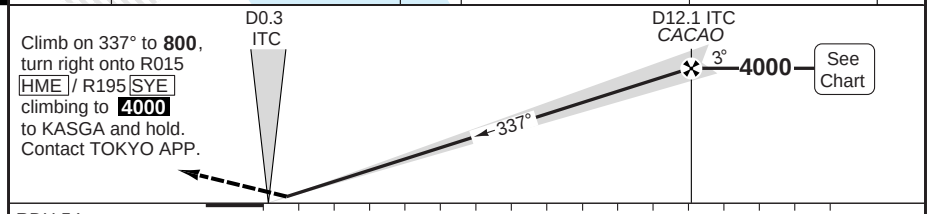
ILS Z RWY 34R

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

ILS/DME **108.9 ITC** | FAT **337°** | TDZ Elev **22** | AD Elev **21** | TL **ATC** | TA **14000**





ACFT	CAT II 5.0% ⓐ	ILS+DME 5.0% ⓐ	Circling ⓒ
A	RA **100** 350m ⓑ	**220** (200) 550m	**730** (709) 1.6km
B			**730** (709) 2.4km
C			**730** (709) 3.6km
D			

STATE

ⓐ MISAP MNM Climb gradient
ⓑ SSP must be in force.
ⓒ NA during HN, except anti-clockwise to 16L/R and clockwise to 34L.

LDA 3000x60
9842x197ft
P 3° (66)
G
FALS

PANS OPS

50 - 26

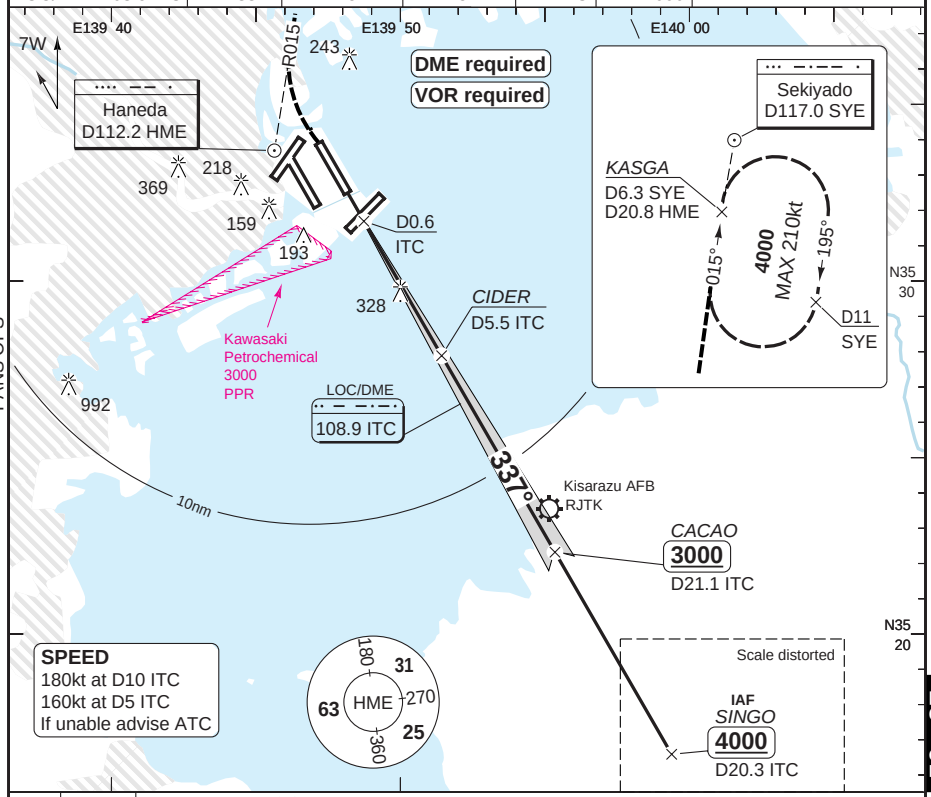
Change: Renumbered

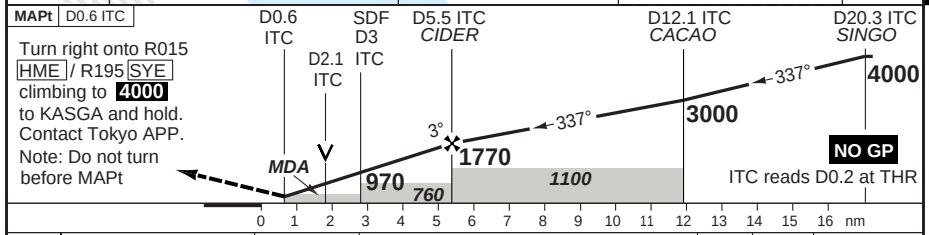
LOC Z RWY 34R

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

LOC/DME **108.9 ITC** | FAT **337°** | TDZ Elev **22** | AD Elev **21** | TL **ATC** | TA **14000**





ACFT	LOC+DME 3.0% ⓐ	Circling ⓑ
A	700 (679) 1500m	730 (709) 1.6km
B		
C	700 (679) 2400m	730 (709) 2.4km
D		730 (709) 3.6km

STATE

GS	80	100	120	140	160
ROD 3°	430	540	640	750	860

ⓐ MISAP MNM Climb gradient

ⓑ NA during HN, except anti-clockwise to 16L/R and clockwise to 34L.

DME ITC	3° ALT
12.4	4000
11	3540
9	2890
7	2250
5	1610
4	1290
3	970
2.2	700

LDA 3000x60
9842x197ft
P 3° (66)

FALS

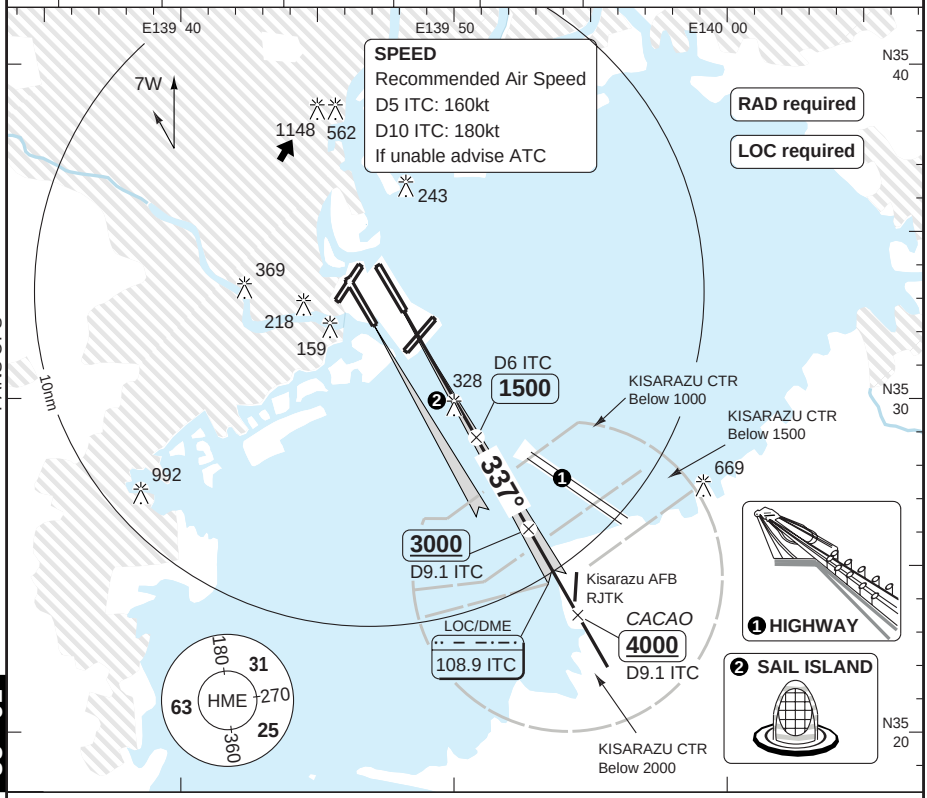
Change: Renumbered

HIGHWAY VISUAL RWY 34R

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

-	FAT 337°	TDZ Elev 22	AD Elev 21	TL ATC	TA 14000



When visual approaches to RWY 34R are in progress, arriving aircraft may be vectored to CACAO for HIGHWAY VISUAL RWY 34R APPROACH.
In the event of a go-around, climb via ITC LOC and after THR HDG 030° to **3000** until receiving ATC instructions.

HIGHWAY VISUAL RWY 34R

Proceed to CACAO to intercept and follow RWY 34R centreline (ITC LOC course).

Note: Simultaneous approach authorised with RWY 34L.

Report to ATC immediately on losing sight of landmarks (HIGHWAY and SAIL ISLAND) and the preceding aircraft.

Procedure not authorised at night.

Navaid information depicted on chart are for supplemental navigation guidance.

LDA 3000x60
9842x197ft
P 3° (66)

G

FALS

PANS OPS

50 - 28

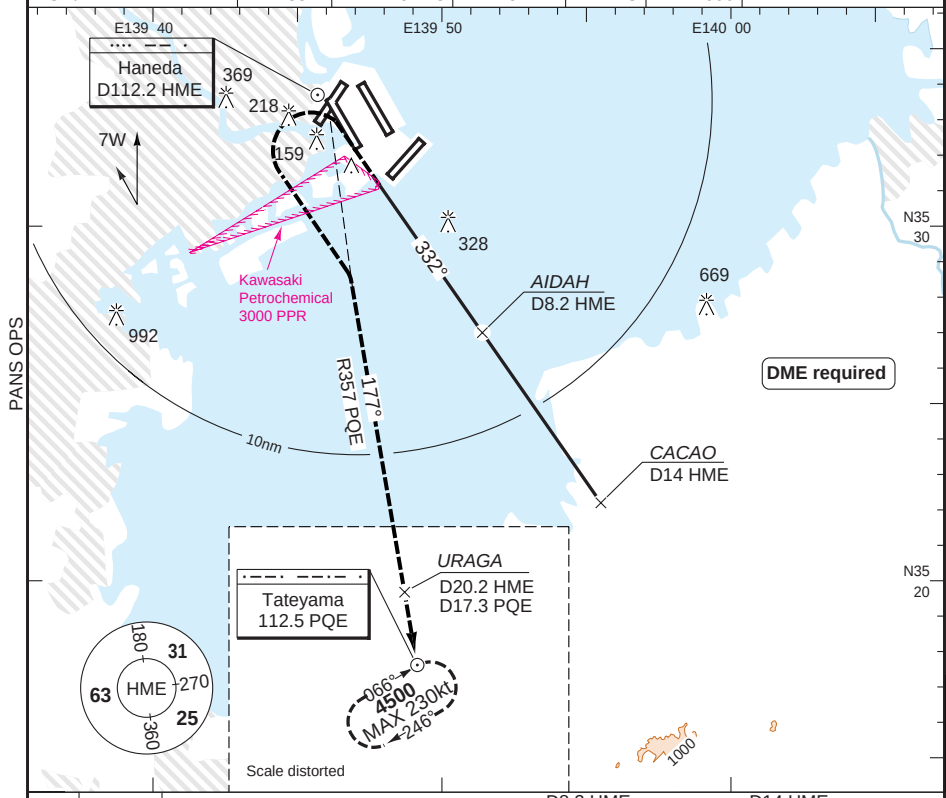
Change: Renumbered

VOR RWY 34L

Haneda INTL TOKYO

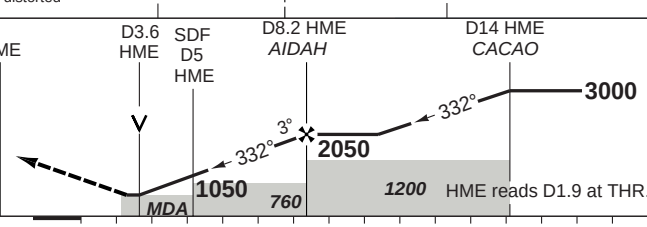
Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

VOR/DME **112.2 HME** | FAT **332°** | THR Elev **18** | AD Elev **21** | TL **ATC** | TA **14000**



MAPt | D3.1 HME

Turn left climb to **4500** on R177 HME / R357 PQE via URAGA to PQE and hold.
Contact TOKYO APP.



ACFT	VOR+DME	Circling
A	**580** (559) 1500m	**730** (709) 1.6km
B		
C	**580** (559) 1800m	**730** (709) 2.4km
D		**730** (709) 3.6km

STATE

GS	80	100	120	140	160
ROD 3°	420	520	630	730	830

DME HME	3° ALT
11.2	**3000**
10	**2620**
8	**2000**
7	**1680**
6	**1360**
5	**1050**
4	**740**
3.6	**580**

LDA 2500x60
8202x197ft
P 3° (66)
G
FALS

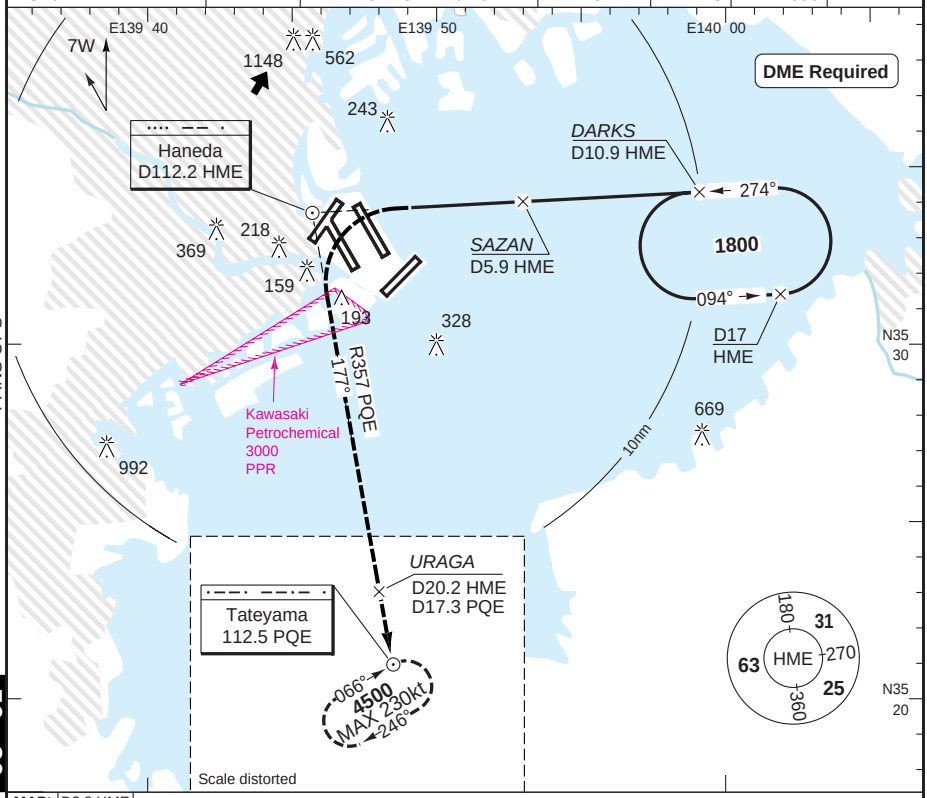
Change: MISAP, Renumbered

VOR A RWY 16L/R

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	126.5 120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7	125.525 125.8	124.35 118.8 126.2	121.625 121.975	

VOR/DME **112.2 HME** | FAT **274°** | THR Elev 16L **22** / 16R **21** | AD Elev **21** | TL **ATC** | TA **14000**

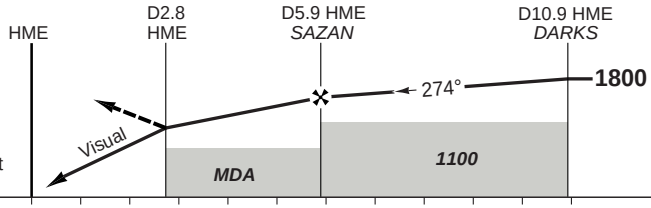


PANS OPS

50 - 30

MAPt D2.8 HME

Turn left and climb on R117 HME / R357 PQE via URAGA to PQE to **4500** and hold.
Contact TOKYO APP.
Note: Do not turn before MAPt



DME Distances from HME 0 1 2 3 4 5 6 7 8 9 10 11 DME

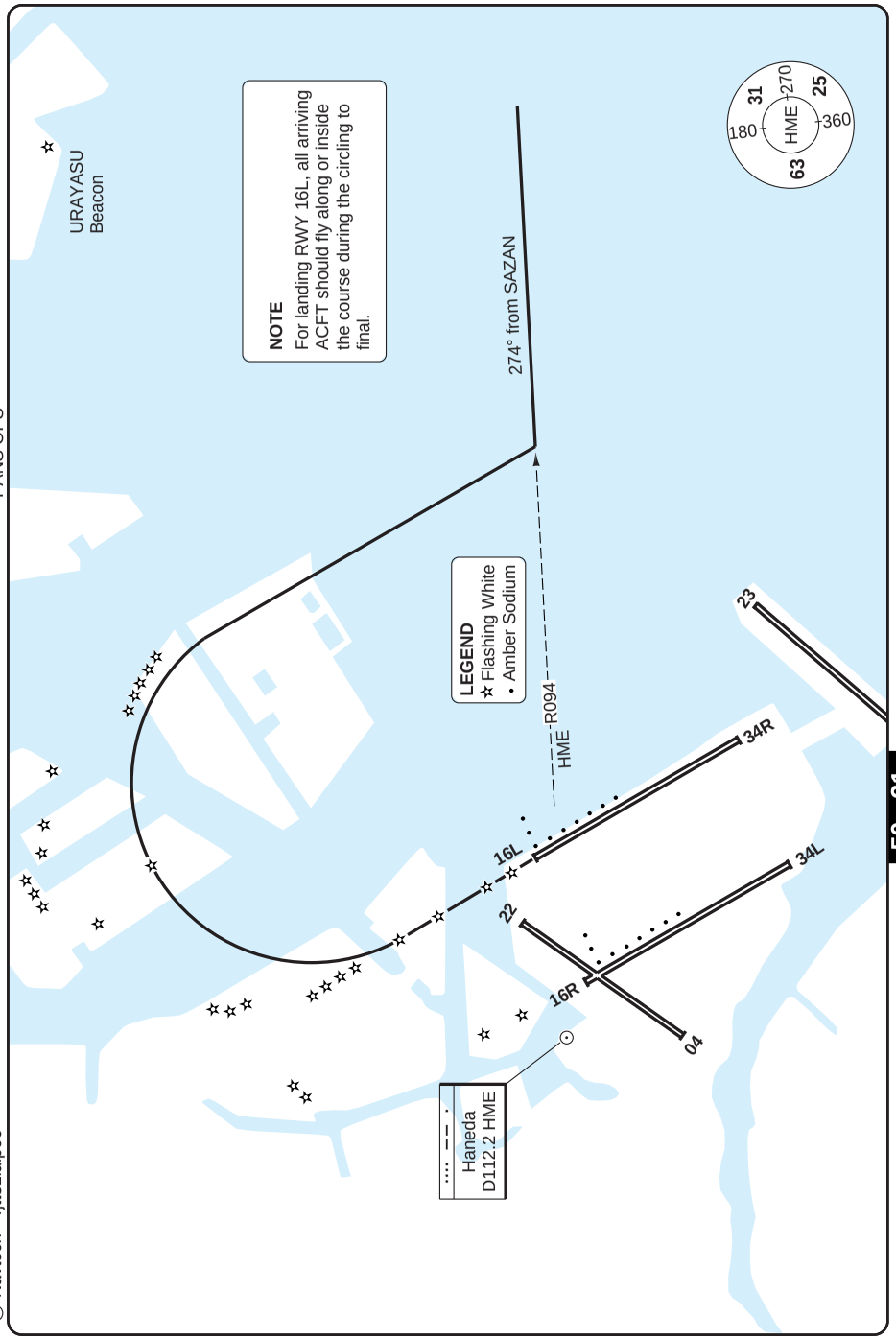
ACFT	VOR+DME Circling 16L/16R	LDA 3000x60 9842x197ft P 3° (79)	LDA 3000x60 9842x197ft P 3° (75)
A	**760** (739) 1.6km	G	G
B			
C	**760** (739) 2.4km		
D	**760** (739) 3.6km		
		IALS 16R	IALS 16L
		420	420

STATE

Change: Renumbered

VISUAL RWY 16L/R GUIDANCE LIGHTS

Haneda INTL TOKYO



PANS OPS

50 - 31

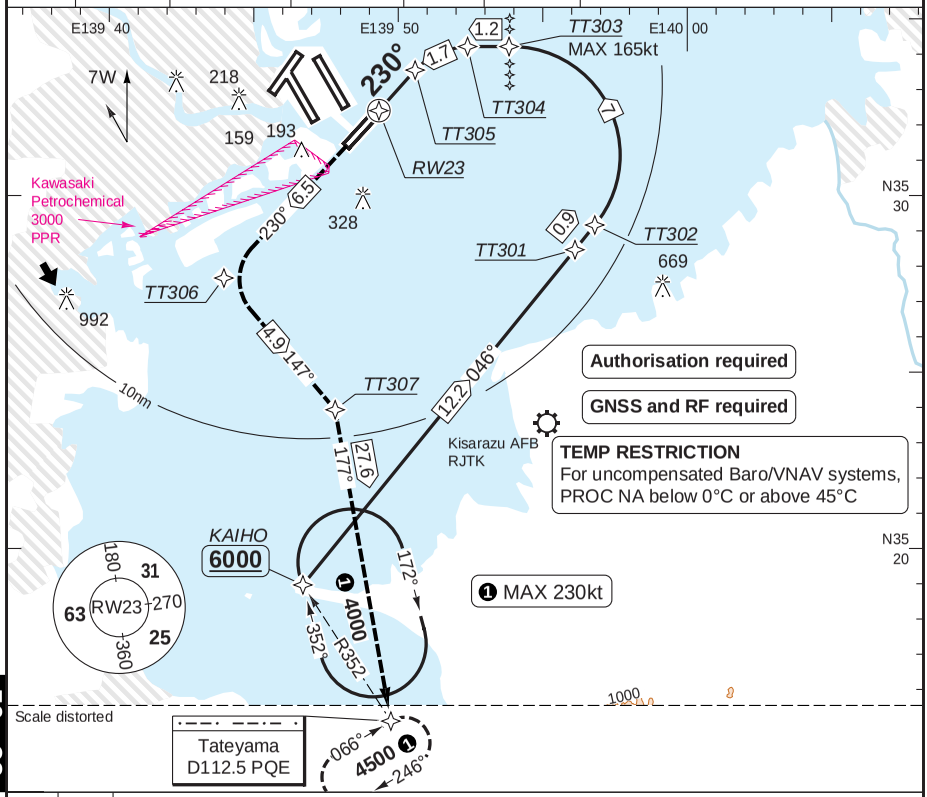
Change: Renumbered

RNAV (RNP) RWY 23

Haneda INTL TOKYO

Tokyo APP	RAD	TWR	GND	ATIS
119.1 119.4 119.7	120.2 120.6	118.1 118.575 118.725	121.7 118.225	128.8
124.4 127.7 126.5	125.525 125.8	124.35 118.8	121.625 121.975	

RNAV | FAT 230° | THR Elev 55 | AD Elev 21 | TL ATC | TA 14000

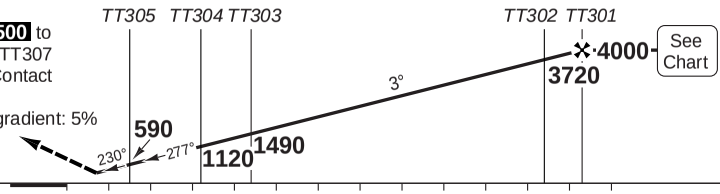


PANS OPS

50 - 32

MAPt | RW23

Climb on 230° to **4500** to TT306. Turn left via TT307 to PQE and hold. Contact TOKYO APP.
MISAP MNM climb gradient: 5%



ACFT	RNP 0.30 5.0% (LNAV/VNAV) ⓐ
STATE A	NA
STATE B	NA
STATE C	330 (275) 800m
STATE D	330 (275) 1200m

ⓐ MISAP MNM Climb gradient

GS	80	100	120	140	160
ROD 3°	420	530	630	740	850

nm THR 23	3° ALT
18.6	6000
15	4860
10	3270
7	2320
4	1370
2	740
1	420
0.7	330

LDA 2500x60
8202x197ft
P 3° (66)
FALS

Change: Renumbered

JAR-OPS Landing Minima

Haneda INTL TOKYO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
22	ILS/DME (M/App 6.0%)	**240**	200	550	1000	**240**	200	550	1000
22	LOC/DME (M/App 4.0%)(1)	**600**	580	1200	2000	**600**	580	1600	2000
22	LDA(LOC) Y(M/App 2.5%)(1)(2)	**1000**	980	6000	6000	**1000**	980	6000	6000
22	LDA(LOC) Z(M/App 4.0%)(1)(2)	**1000**	980	6000	6000	**1000**	980	6000	6000
23	ILS/DME Y, Z	**390**	330	800	1200	**390**	330	800	1200
23	LOC/DME Y, Z (1)	**390**	370	1000	1800	**390**	370	1400	2000
23	LDA (LOC) Y, Z (1)(2)	**1000**	980	6000	6000	**1000**	980	6000	6000
34L	ILS/DME Y (M/App 2.5%)	**220**	200	550	1000	**220**	200	550	1000
34L	ILS/DME Z (M/App 5.0%)	**220**	200	550	1000	**220**	200	550	1000
34L	LOC/DME Y, Z (1)	**560**	540	1200	2000	**560**	540	1600	2000
34L	VOR/DME (1)	**580**	560	1200	2000	**580**	560	1600	2000
34R	ILS/DME Y (M/App 2.5%)	**220**	200	550	1000	**220**	200	550	1000
34R	LOC/DME Y (M/App 2.5%)(1)	**700**	680	1400	2000	**700**	680	1800	2000
34R	ILS/DME Z (M/App 5.0%)	**220**	200	550	1000	**220**	200	550	1000
34R	LOC/DME Z (M/App 3.0%)(1)	**700**	680	1400	2000	**700**	680	1800	2000

Notes:
(1) Procedure based on aerodrome elevation.
(2) Values shown are Vis not RVR.

CIRCLING		C			D		
R/W	Procedure	**MDA QNH ft**	MDH QFE ft	Vis m	**MDA QNH ft**	MDH QFE ft	Vis m
16L/R VOR/DME A		**730**	710	2400	**730**	710	3600
22 All Procs (1)(5)		**730**	710	2400	**730**	710	3600
23 All Procs (2)(5)		**730**	710	2400	**730**	710	3600
34L All Procs (3)		**730**	710	2400	**730**	710	3600
34R All Procs (4)		**730**	710	2400	**730**	710	3600

Notes:
(1) N/A during HN, except anticlockwise to RWY 16L, 16R and clockwise to RWY 23, 34L, 34R.
(2) N/A during HN, except anticlockwise to RWY 16L, 16R, 22 and clockwise to RWY 34L, 34R.
(3) ILS, LOC procs: N/A during HN, except anticlockwise to RWY 16L, 16R, 34R.
(4) N/A during HN, except anticlockwise to RWY 16L, 16R and clockwise to RWY 34L.
(5) All LDA (LOC) procs N/A.

Continued/....

JAR-OPS Landing Minima

Haneda INTL TOKYO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

TAKE-OFF		C		D	
Runway	**Facilities**	**RVR**	**Vis**	**RVR**	**Vis**
16L/34R (1)(3)	REDL + RCLL	150	-	200	-
16L/ 34R (1)(2)	REDL + RCLL	200	200	250	250
16L/34R (1)(2)	REDL or RCLL or RCL	250	250	300	300
16L, 34L, 34R (1)	REDL or RCLL or RCL	400	400	400	400
04, 05, 16R (1)	REDL or RCLL or RCL	-	400	-	400
04, 05, 16L/R, 34L/R (1)	Nil (Day only)	-	500	-	500
04, 05, 16L/R, 34L/R (4)	-	-	-	-	-

Notes:

(1) Multi-engine aircraft with take-off alternate filed.

(2) SSP in force.

(3) SSP in force and multi RVRs available.

(4) Use available landing minima.

JAR-OPS Landing Minima

Haneda INTL TOKYO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
22	ILS/DME (M/App 6.0%)	**240**	200	550	1000	**240**	200	550	1000
22	LOC/DME (M/App 4.0%)(1)	**600**	580	1000	1500	**600**	580	1200	1500
22	LDA(LOC) Y(M/App 2.5%)(1)(2)	**1000**	980	6000	6000	**1000**	980	6000	6000
22	LDA(LOC) Z(M/App 4.0%)(1)(2)	**1000**	980	6000	6000	**1000**	980	6000	6000
23	ILS/DME Y, Z	**390**	330	800	1200	**390**	330	800	1200
23	LOC/DME Y, Z (1)	**390**	370	900	1500	**390**	370	1000	1500
23	LDA (LOC) Y, Z (1)(2)	**1000**	980	6000	6000	**1000**	980	6000	6000
34L	ILS/DME Y (M/App 2.5%)	**220**	200	550	1000	**220**	200	550	1000
34L	ILS/DME Z (M/App 5.0%)	**220**	200	550	1000	**220**	200	550	1000
34L	LOC/DME Y, Z (1)	**560**	540	1000	1500	**560**	540	1200	1500
34L	VOR/DME (1)	**580**	560	1000	1500	**580**	560	1200	1500
34R	ILS/DME Y (M/App 2.5%)	**220**	200	550	1000	**220**	200	550	1000
34R	LOC/DME Y (M/App 2.5%)(1)	**700**	680	1200	1500	**700**	680	1400	1500
34R	ILS/DME Z (M/App 5.0%)	**220**	200	550	1000	**220**	200	550	1000
34R	LOC/DME Z (M/App 3.0%)(1)	**700**	680	1200	1500	**700**	680	1400	1500

Notes:
(1) Procedure based on aerodrome elevation.
(2) Values shown are Vis not RVR.

CIRCLING		A			B		
R/W	Procedure	**MDA QNH ft**	MDH QFE ft	Vis m	**MDA QNH ft**	MDH QFE ft	Vis m
16L/R	VOR/DME A	**730**	710	1600	**730**	710	1600
22	All Procs (1)(5)	**730**	710	1600	**730**	710	1600
23	All Procs (2)(5)	**730**	710	1600	**730**	710	1600
34L	All Procs (3)	**730**	710	1600	**730**	710	1600
34R	All Procs (4)	**730**	710	1600	**730**	710	1600

Notes:
(1) N/A during HN, except anticlockwise to RWY 16L, 16R and clockwise to RWY 23, 34L, 34R.
(2) N/A during HN, except anticlockwise to RWY 16L, 16R, 22 and clockwise to RWY 34L, 34R.
(3) ILS, LOC procs: N/A during HN, except anticlockwise to RWY 16L, 16R, 34R.
(4) N/A during HN, except anticlockwise to RWY 16L, 16R and clockwise to RWY 34L.
(5) All LDA (LOC) procs N/A.

Continued/....

JAR-OPS Landing Minima

Haneda INTL TOKYO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

TAKE-OFF		A		B	
Runway	**Facilities**	**RVR**	**Vis**	**RVR**	**Vis**
16L/34R (1)(3)	REDL + RCLL	150	-	150	-
16L/ 34R (1)(2)	REDL + RCLL	200	200	200	200
16L/34R (1)(2)	REDL or RCLL or RCL	250	250	250	250
16L, 34L, 34R (1)	REDL or RCLL or RCL	400	400	400	400
04, 05, 16R (1)	REDL or RCLL or RCL	-	400	-	400
04, 05, 16L/R, 34L/R (1)	Nil (Day only)	-	500	-	500
04, 05, 16L/R, 34L/R (4)	-	-	-	-	-

Notes:

(1) Multi-engine aircraft with take-off alternate filed.

(2) SSP in force.

(3) SSP in force and multi RVRs available.

(4) Use available landing minima.

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

CAT II

Special aircrew and aircraft certification required.

	C				D			
	DA QNH	DH QFE	**RA**	RVR	**DA QNH**	DH QFE	**RA**	RVR
Runways	**ft**	ft	**ft**	m	**ft**	ft	**ft**	m
34R (**1**)(2)	**120**	100	100	350	**120**	100	100	350
34R (Restricted)(**1**)(2)	**170**	150	150	450	**170**	150	150	450

Notes:

1) M/App 5.0%.

2) SSP must be in force.

	A				B			
	DA QNH	DH QFE	**RA**	RVR	**DA QNH**	DH QFE	**RA**	RVR
Runways	**ft**	ft	**ft**	m	**ft**	ft	**ft**	m
34R (1)(2)	**120**	100	100	350	**120**	100	100	350
34R (Restricted)(1)(2)	**170**	150	150	450	**170**	150	150	450

Notes:

1) M/App 5.0%.

2) SSP must be in force.