

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RJAA

Terminal Charts For RJAA

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

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

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 7.0° W

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

Sunrise: 2007 Z
Sunset: 0911 Z

Runway Information

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

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

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

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

Communication Information

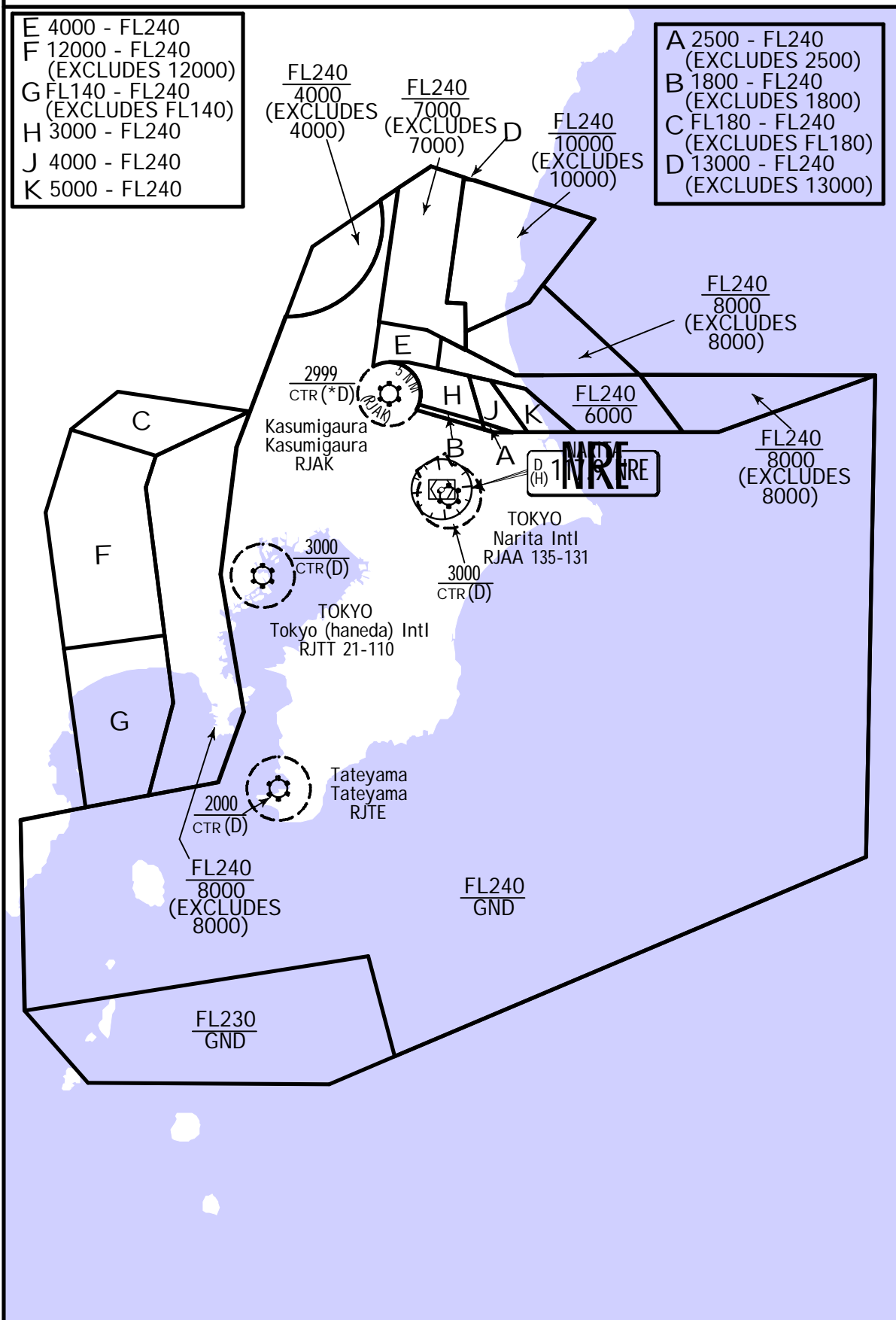
ATIS: 128.250
Narita Tower: 126.200
Narita Tower: 122.700
Narita Tower: 118.350
Narita Tower: 118.200
Narita Ground: 121.950
Narita Ground: 121.850
Narita Ramp/Taxi: 121.750
Narita Ramp/Taxi: 121.600
Narita Clearance Delivery: 121.650
Narita Clearance Delivery: 121.900
Tokyo Approach: 121.275
Tokyo Approach: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

TOKYO APPROACH CONTROL AREA (E)

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

- E 4000 - FL240
- F 12000 - FL240
(EXCLUDES 12000)
- G FL140 - FL240
(EXCLUDES FL140)
- H 3000 - FL240
- J 4000 - FL240
- K 5000 - FL240

- A 2500 - FL240
(EXCLUDES 2500)
- B 1800 - FL240
(EXCLUDES 1800)
- C FL180 - FL240
(EXCLUDES FL180)
- D 13000 - FL240
(EXCLUDES 13000)



RJAA/NRT



 24 JAN 20 (20-0) .Eff.29.Jan.1500Z.

 PARALLEL ILS APP
 TOKYO, JAPAN
 NARITA INTL

SIMULTANEOUS PARALLEL ILS APPROACHES (SPIA)

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

1. APPLICABLE RUNWAYS

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

2. REQUIRED CONDITIONS

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

- a. Straight-in landings will be made.
- b. ILS, radar and appropriate frequencies are operating normally.
- c. Missed approach courses diverge by at least 30°.
- d. The NTZ is depicted on the radar display and ATC is monitoring the approaches to each runway.

3. NOTIFICATION OF SPIA

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

[PHRASEOLOGY]

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

4. ATC PROCEDURES

- a. ATC shall provide a minimum of 1000 feet vertical or a minimum of 3.0 NM radar separation until each aircraft intercepts each localizer course and then aircraft at the higher altitude intercepts glide path.
- b. ATC shall continue radar monitor even after aircraft is switched to Tower frequency and instruct aircraft as prescribed in paragraph c. below on the frequency when necessary.
- c. ATC shall instruct aircraft to return to the correct final approach course when aircraft are observed to overshoot or to continue on a track which will penetrate the NTZ, and instruct aircraft on the adjacent final approach course to avoid the deviating aircraft when an aircraft is observed penetrating the NTZ.

[PHRASEOLOGY]

Instruction to return to the correct localizer course:

"TURN LEFT/RIGHT AND RETURN TO THE LOCALIZER COURSE."

Instruction to avoid the deviating aircraft:

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

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

(contd on Chart 20-0A)

RJAA/NRT

 **JEPPESEN**
24 JAN 20 (20-0A) .Eff.29.Jan.1500Z.

PARALLEL ILS APP
TOKYO, JAPAN
NARITA INTL

SIMULTANEOUS PARALLEL ILS APPROACHES (SPIA) [contd]

5. RESPONSE TO "TRAFFIC ALERT"

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

6. MISSED APPROACH

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

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

a. ILS Z Rwy 16L

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

b. ILS Rwy 34L

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

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

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

1. GENERAL

1.1 ATIS

D-ATIS 128.25

1.2 LOCAL TRAFFIC REGULATIONS

1.2.1 Operation

1.2.1.1 Gear down operation during an approach to RWY34L/RWY34R.

In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to RWY34L/RWY34R from the seashore are required to complete gear down and locked before reaching 1YQ 11.8 DME (NRE 14.3DME) for RWY 34L/ITJ 13.6DME (NRE 14.0DME) for RWY34R as far as the safety of the flight is not compromised.

1.2.1.2 Missed approach

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

a) ILS Z RWY 16L

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

b) ILS RWY 34L

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

b) ILS Z RWY 16R/ILS Z RWY34R

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

1.2.1.3 On use of this airport for small aircraft

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

b) All small aircraft engaged in news report within Narita control zone are requested to inform flight schedule in advance to ATC office by telephone (0476-32-6532).

1.2.2 Taxiing limitations

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

1) When B738 holding at the stop marking on TWY A2

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

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

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

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

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

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

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

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

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

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

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

1. GENERAL (contd.)

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

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

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

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

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

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

Legend

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

*C: wing tip clearance < 6.5m(21')

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

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

- Less than 30 minutes prior to the estimated time of departure.
- The minimum time required for switching over to the fixed power facilities after arrival at the parking stand.
- For the minimum time required for aircraft maintenance purposes if needed.

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

1.3 FLIGHT PROCEDURES

1.3.1 Lost communication procedures for arrival aircraft under radar navigational guidance

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

- 1) Contact Narita Tower.
- 2) If unable, proceed in accordance with visual flight rules.
- 3) If unable,
 - a) RWY 34L/R; proceed to GIINA at last assigned altitude or 4000' whichever is higher, and make an instrument approach to RWY34L.
 - b) RWY 16L/R; proceed to LAKES at last assigned altitude or 6000' whichever is higher, and make an instrument approach to RWY16R.

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

1. GENERAL (contd.)

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

1.3.2.1 Facilities

The following facilities are available:

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

1.3.2.2 Conditions

A. The following systems must be operative:

For LVTO
1) Lighting system comprising: <ul style="list-style-type: none"> • High Intensity Runway Edge Lights • High Intensity Runway End Lights • Runway Center Line Lights
2) Secondary power supply

B. The following information must be currently available:

- 1) Surface wind speed and direction
- 2) RVR or VIS

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

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

1) LVP/LVPD will be available when the following conditions are met:

- a) RVR is at or less than 600m.
- b) Facilities listed 1.3.2.1 above are operational.

2) Taxiway available for LVTO

- a) Entering taxiway: A1 and A2

NOTE: Stop bar lights on A1 and A2 are controlled individually by ATC.

- b) Taxi routes as shown in 20-9E-1

1.3.3 Category II/ III operations at Narita International Airport

1.3.3.1 Facilities

The following facilities are available:

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

1.3.3.2 Conditions

A. The following systems must be operative:

For ILS RWY16R approach (CAT II)	For ILS RWY16R approach (CAT III)
1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 16R with standby transmitter • ILS-GP 16R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM 16R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 16R 	1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 16R with standby transmitter (including far field monitor) • ILS-GP 16R with standby transmitter (When any standby transmitters or far field monitor unserviceable, downgrade ILS-CAT I.) • ILS-DME 16R
2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 16R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL 	2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 16R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
3) Secondary power supply	3) Secondary power supply
4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	4) RVR by forward-scatter meters at the touchdown zone, mid-point and stop-end of the runway.

B. The following information must be currently available:

- 1) Surface wind speed and direction
- 2) RVR

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

RJAA/NRT
NARITA INTL

JEPPESSEN
3 FEB 23 (20-1P3)

TOKYO, JAPAN
.AIRPORT.BRIEFING.

1. GENERAL (contd.)

1.3.3.3 Low Visibility Procedures (LVP)

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

- a) Ceiling is at or less than 200' and/or RVR is at or less than 600m.
- 2) Facilities listed 1.3.3.1 are operational.
- 3) ILS Critical Area is protected.

(2) Taxiway available for CAT II/III Operations

- a) Exit taxiway: A7 - A10

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

- b) Taxi routes as shown in 20-9E-2
- c) In order to protect ILS Critical Area, an arrival aircraft may be given following instruction by ATC.

" REPORT OUT OF ILS CRITICAL AREA "

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

1.3.3.4 FOLLOW-ME service

FOLLOW-ME service will be available on request.

1.3.3.5 Approval for CAT II / III Operations

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

1.3.4 Additional Information

1.3.4.1 Helipad

- (1) Three helipads on TWY intersections of TWY K and S2, K and S1, A and H1. (Refer to 20-9)
- (2) Helipad WEST located on the west side of RWY34L. (Refer to 20-9)

1.3.4.2 Scheduled maintenance hours on the runway

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

1.3.4.3 Vehicle traffic lines

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

1.3.4.4 Obstruction

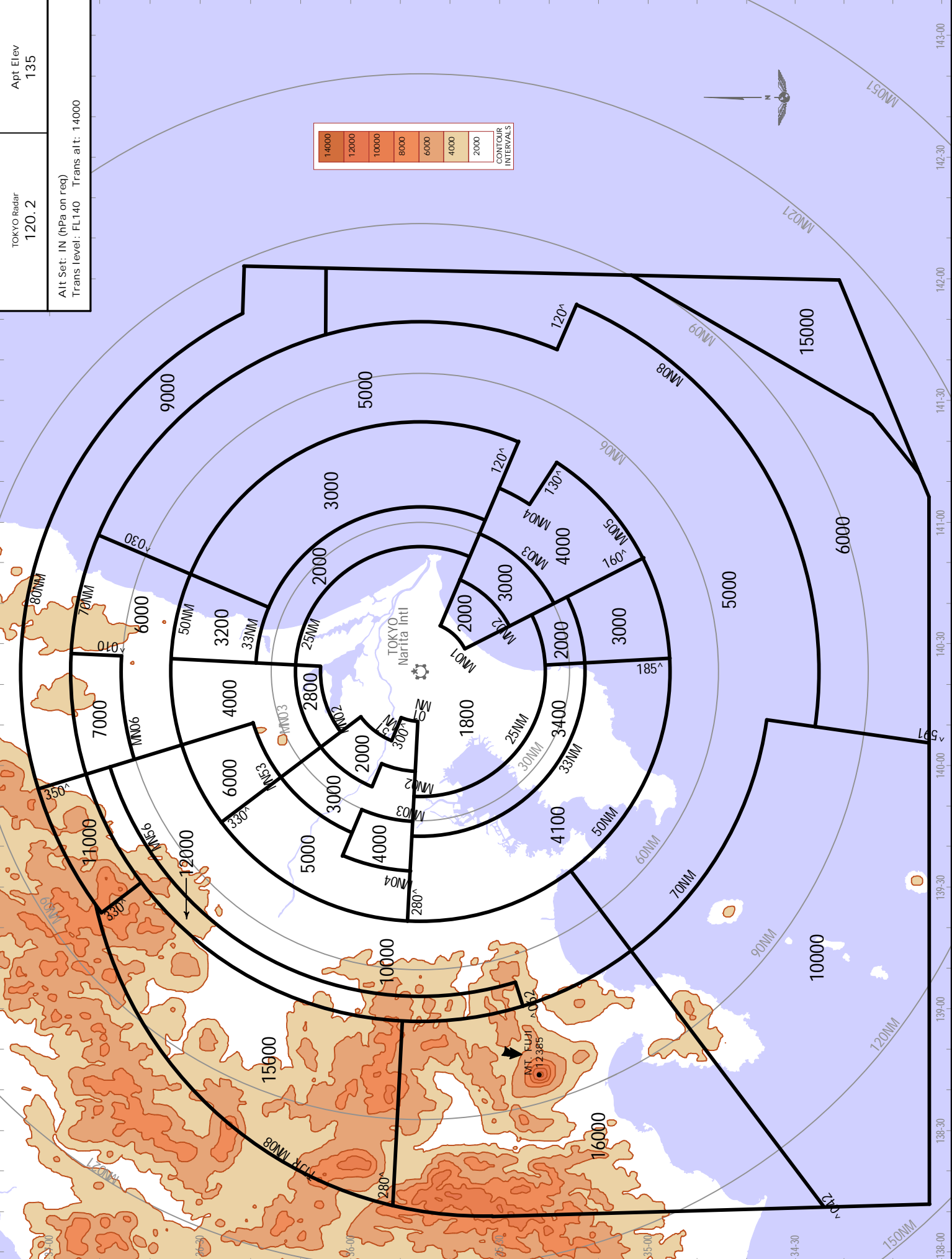
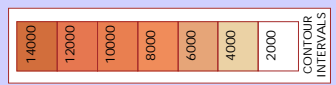
There are trees penetrating above the approach surface at the area about 400m (1312') before the Runway 34R threshold.

TOKYO, JAPAN RADAR MINIMUM ALTITUDES

TOKYO Radar
120.2

Apt Elev
135

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



RJAA/NRT
NARITA INTL

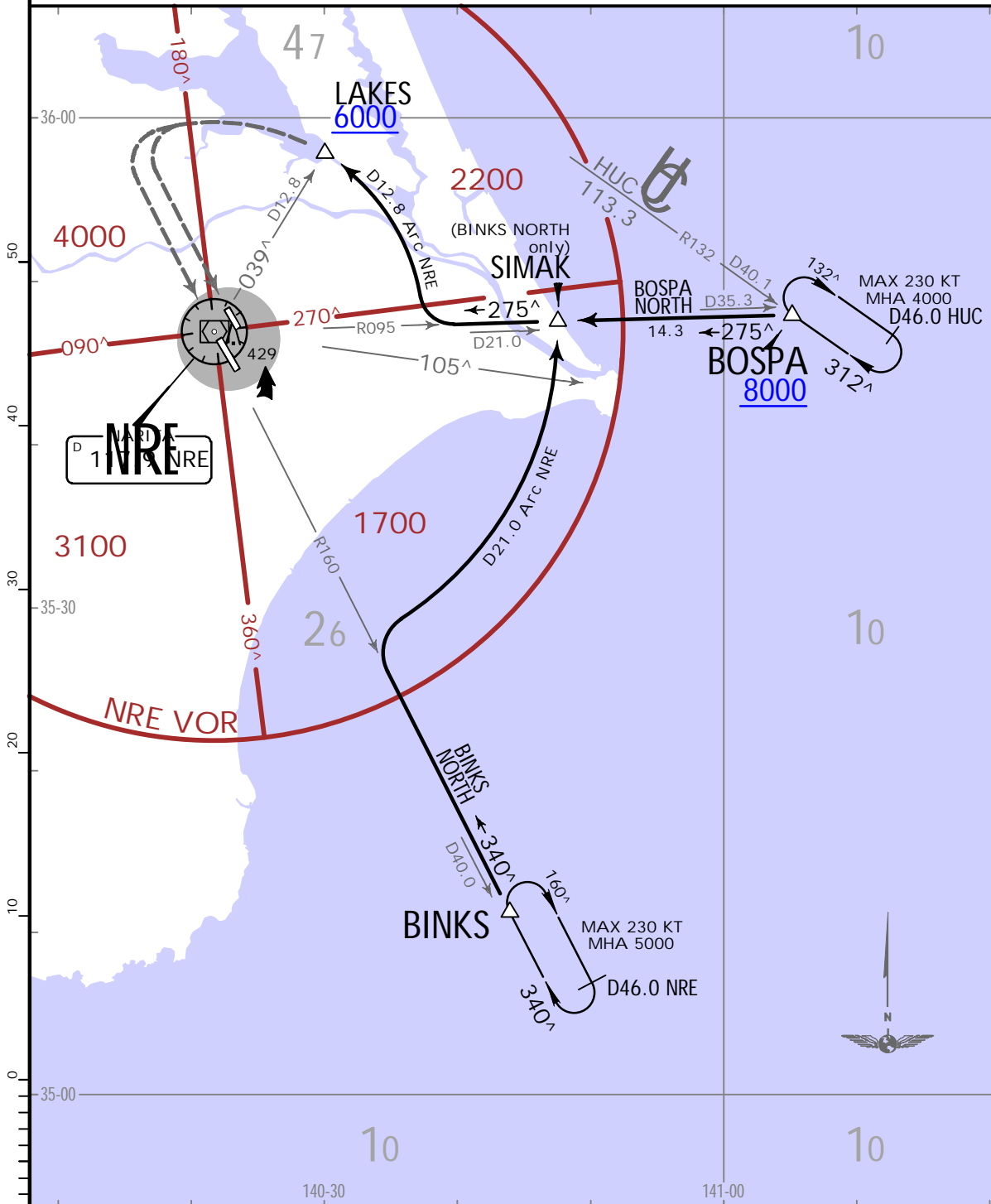


TOKYO, JAPAN
.STAR.

16 APR 21 (20-2)

D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans Level: FL140
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**BINKS NORTH [BINKSN]
BOSPA NORTH [BOSPAN]
ARRIVALS
(RWYS 16L/R)**



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

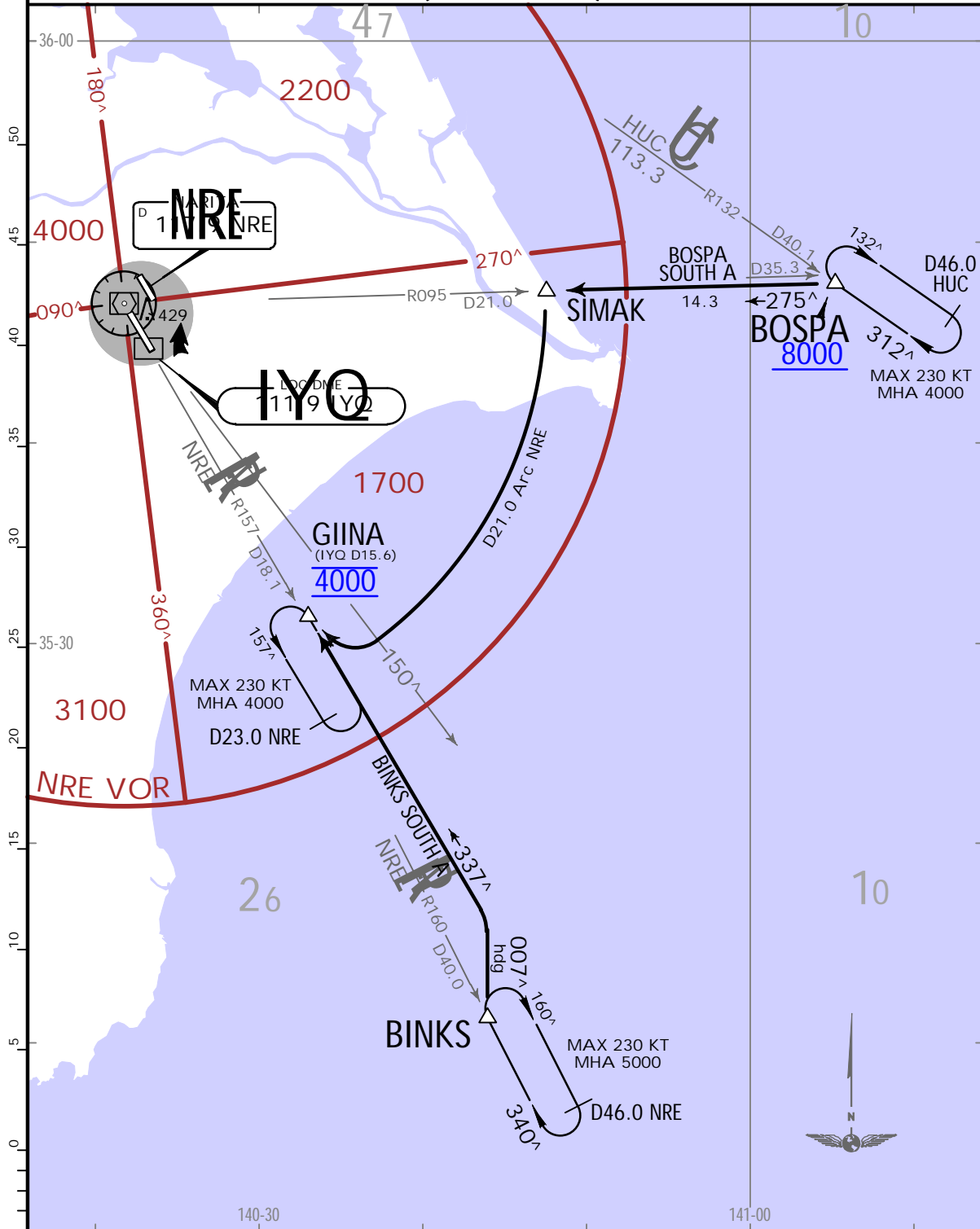
RJAA/NRT
NARITA INTL

JEPPESSEN
16 APR 21 20-2A

TOKYO, JAPAN
.STAR.

D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans level: FL140
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BINKS SOUTH A [BINKSA]
BOSPA SOUTH A [BOSPSA]
ARRIVALS
(RWYS 34L/R)



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

CHANGES: None.

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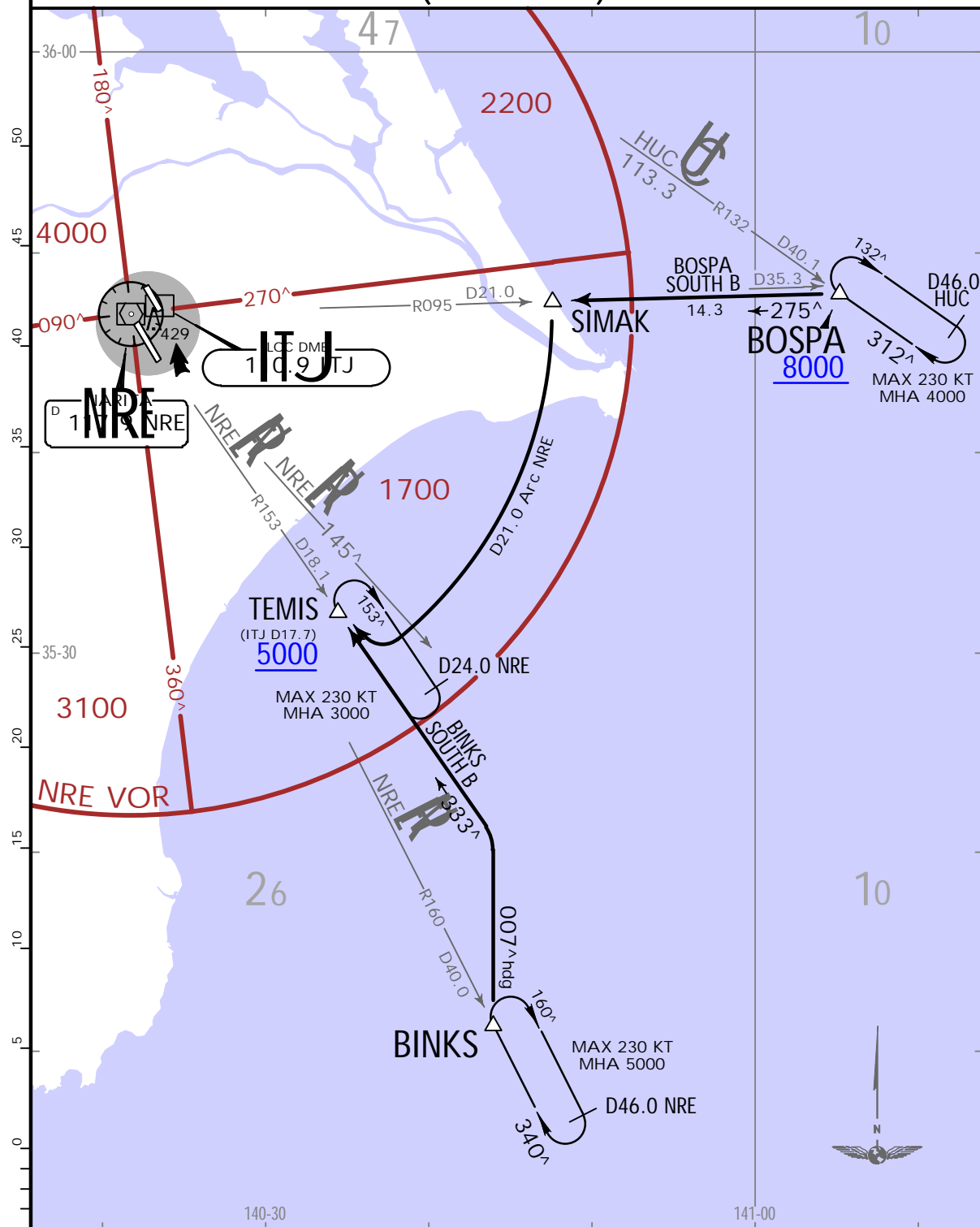
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NARITA INTL

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

TOKYO, JAPAN
.STAR.

D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans level: FL140
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**BINKS SOUTH B [BINKSB]
BOSPA SOUTH B [BOSPSB]
ARRIVALS
(RWYS 34L/R)**



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

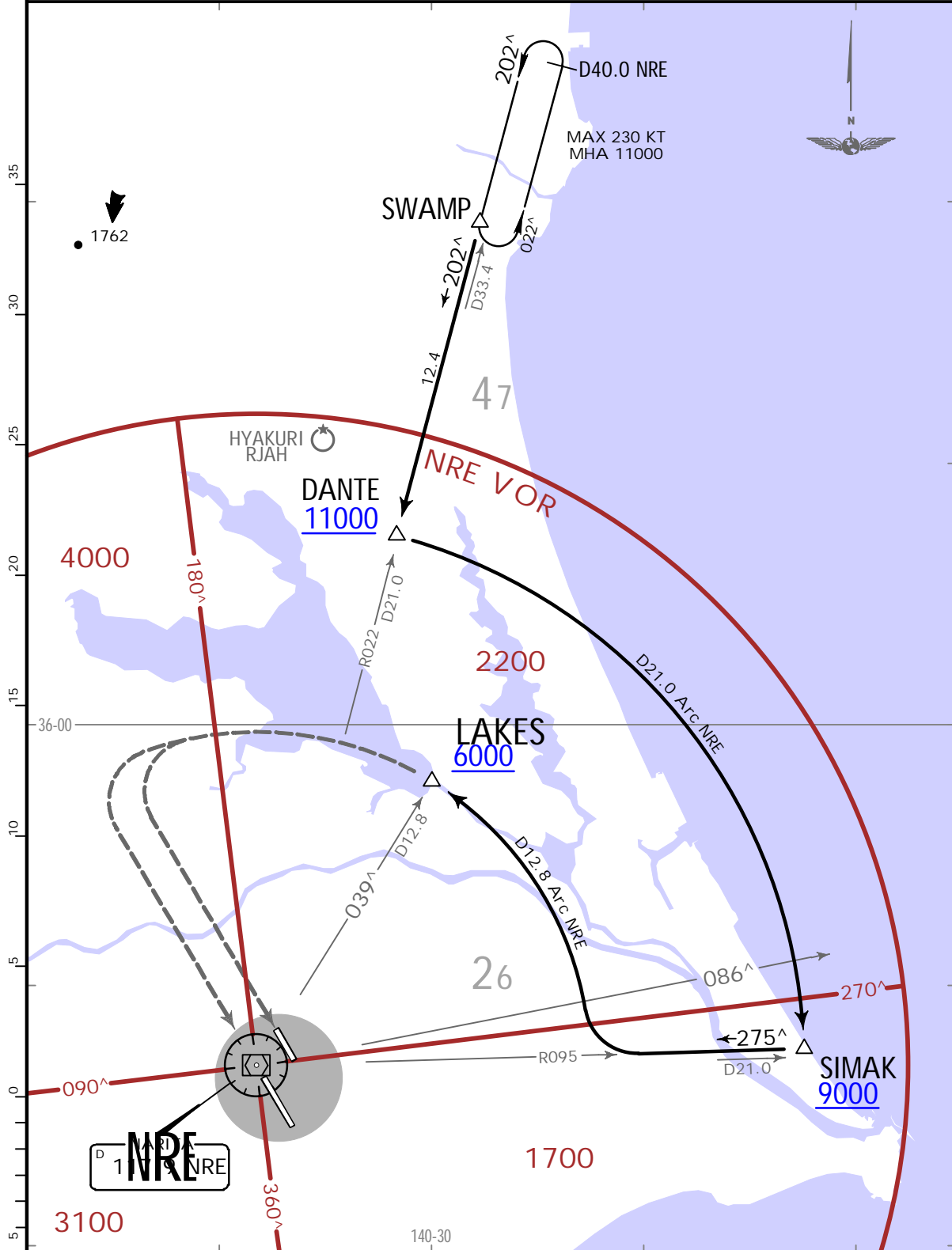
RJAA/NRT
NARITA INTL

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

TOKYO, JAPAN
.STAR.

D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans level: FL140
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LAKES NORTH ARRIVAL [LAKESN] (RWYS 16L/R)



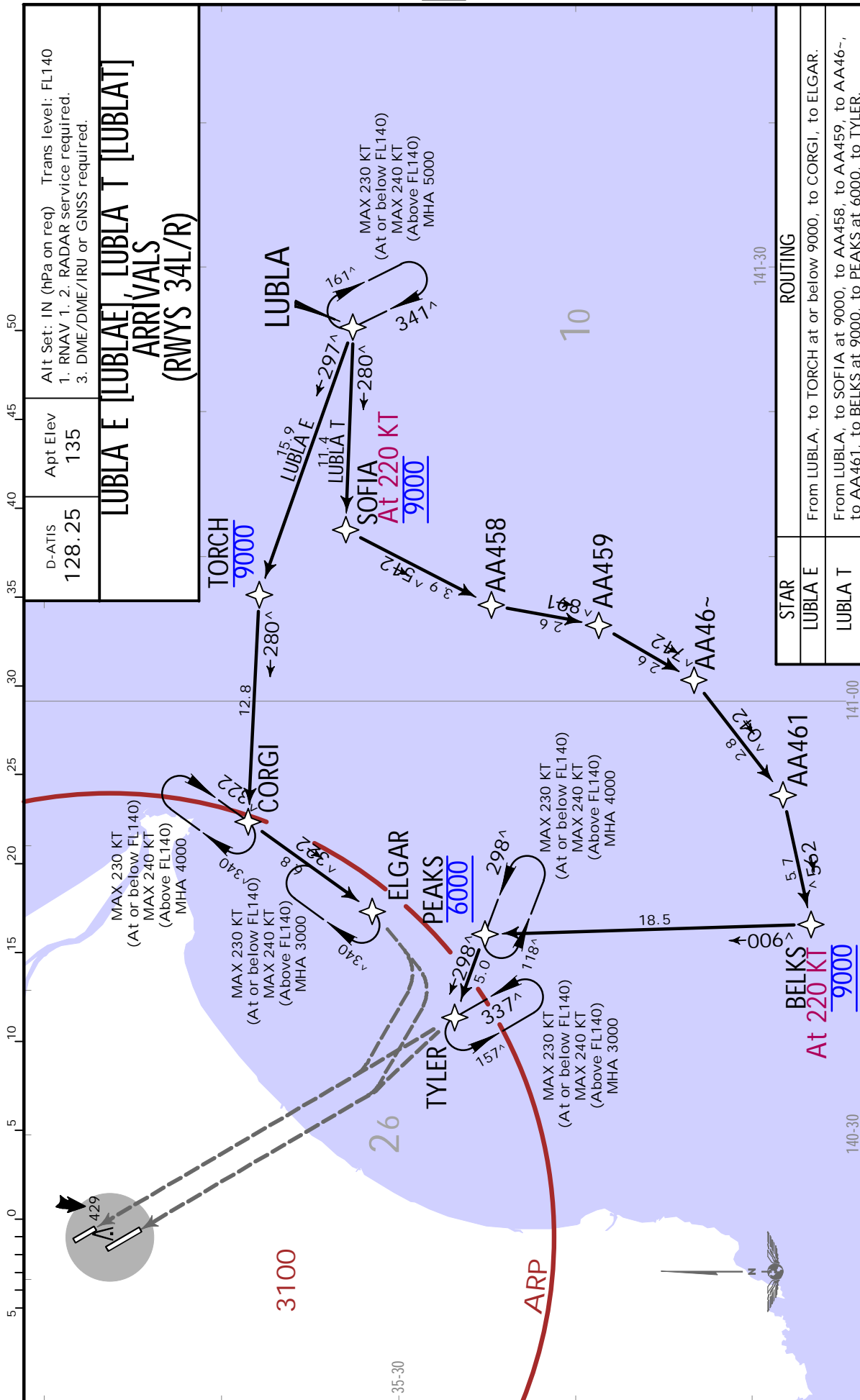
ROUTING

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

RJAA/NRT
NARITA INTL

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

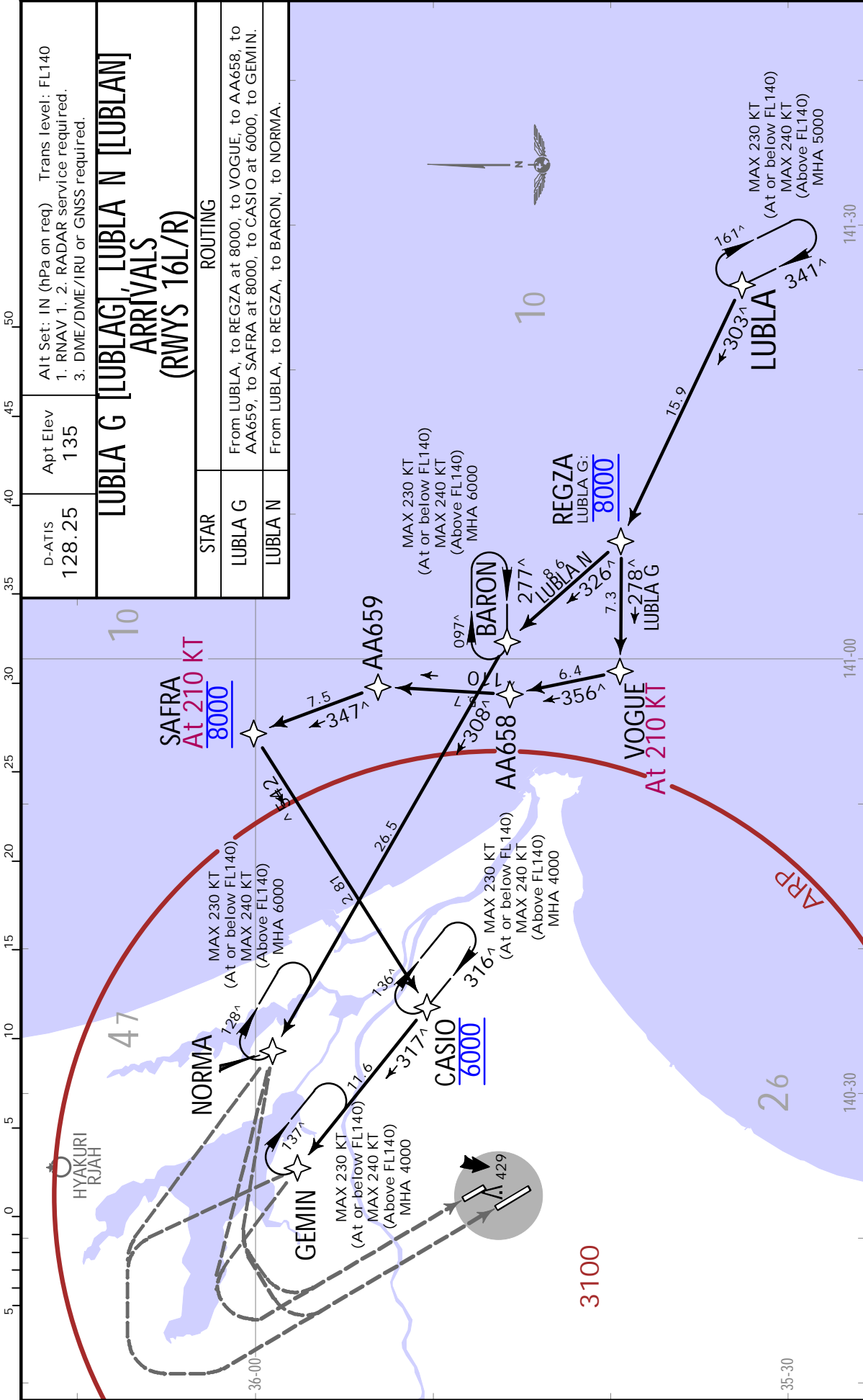
TOKYO, JAPAN
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RJAA/NRT
NARITA INTL

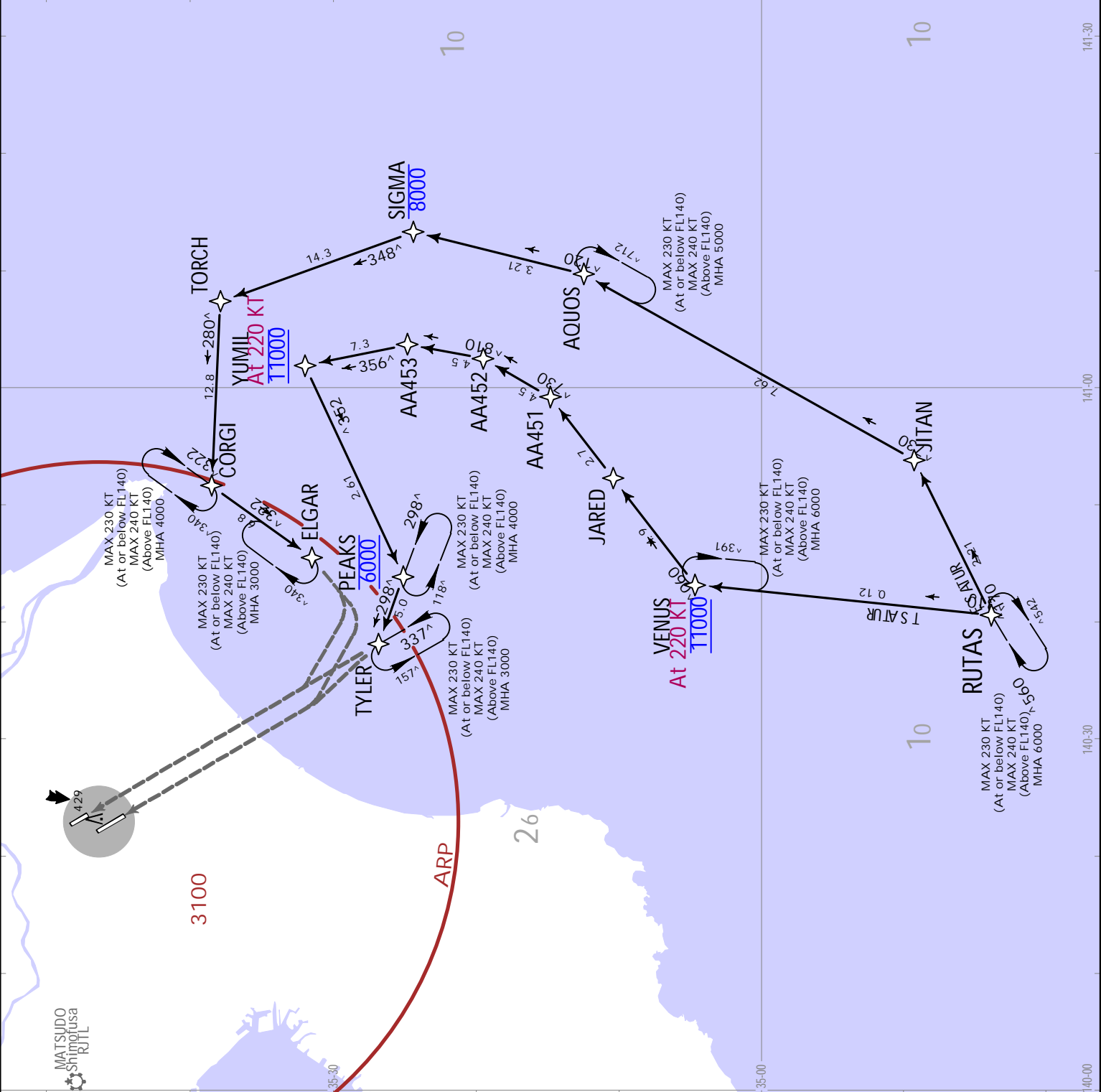
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19 MAR 21 (20-2E) .Eff.24.Mar.1500Z.

TOKYO, JAPAN
.RNAV.STAR.



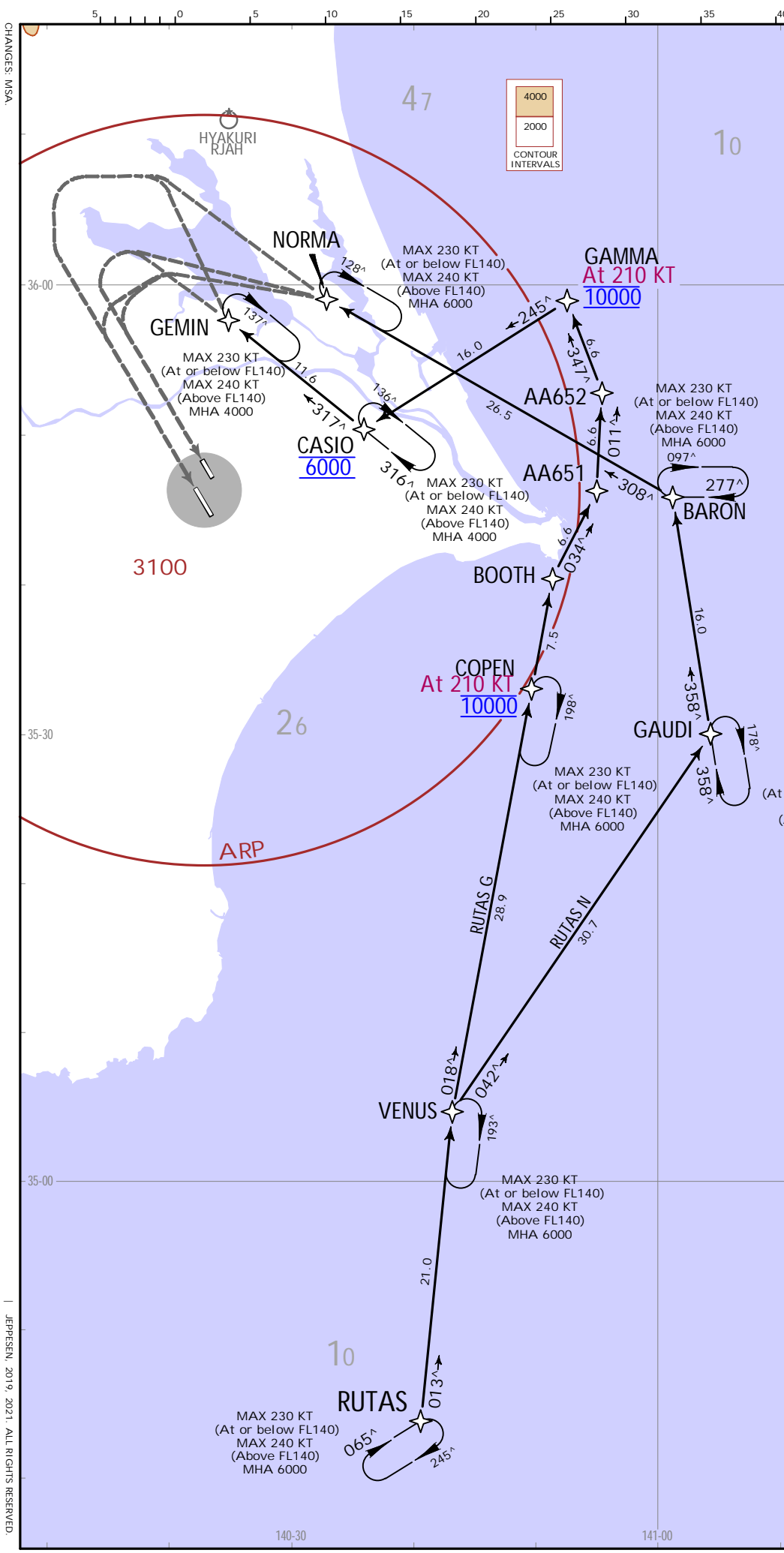
JEPPESEN
TOKYO, JAPAN
 19 MAR 21 (20-F) Eff: 24 Mar 1500Z . RNAV.S.TAR

D-ATIS 128.25	Apt Elev 135
Alt Set: IN (hPa on req) Trans level: FL140 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.	
RUTAS E [RUTASE] RUTAS T [RUTAST] ARRIVALS (RWYS 34L/R)	
STAR RUTAS E	ROUTING From RUTAS, to JITAN, to AQUOS, to SIGMA at or below 8000, to TORCH, to CORGI, to ELGAR.
RUTAS T	From RUTAS, to VENUS at 11000, to JARED, to AA451, to AA452, to AA453, to YUMIL at 11000, to PEAKS at 6000, to TYLER.



RJAA/NRT
 NARITA INTL





D-ATIS 128.25		Apt Elev 135	
Alt Set: IN (hPa on req) Trans Level: FL140			
1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.			
RUTAS G [RUTASG] RUTAS N [RUTASN] ARRIVALS (RWYS 16L/R)			
STAR	ROUTING		
RUTAS G	From RUTAS, to VENUS, to COPEN at 10000, to BOOTH, to AA651, to AA652, to GAMMA at 10000, to CASIO at 6000, to GEMIN.		
RUTAS N	From RUTAS, to VENUS, to GAUDI, to BARON, to NORMA.		

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

**RJAA/NRT
NARITA INTL**

JEPPesen
 19 MAR 21 20-2G Eff: 24 Mar 1500Z

TOKYO, JAPAN
 RNAV STAR

RJAA/NRT
NARITA INTL

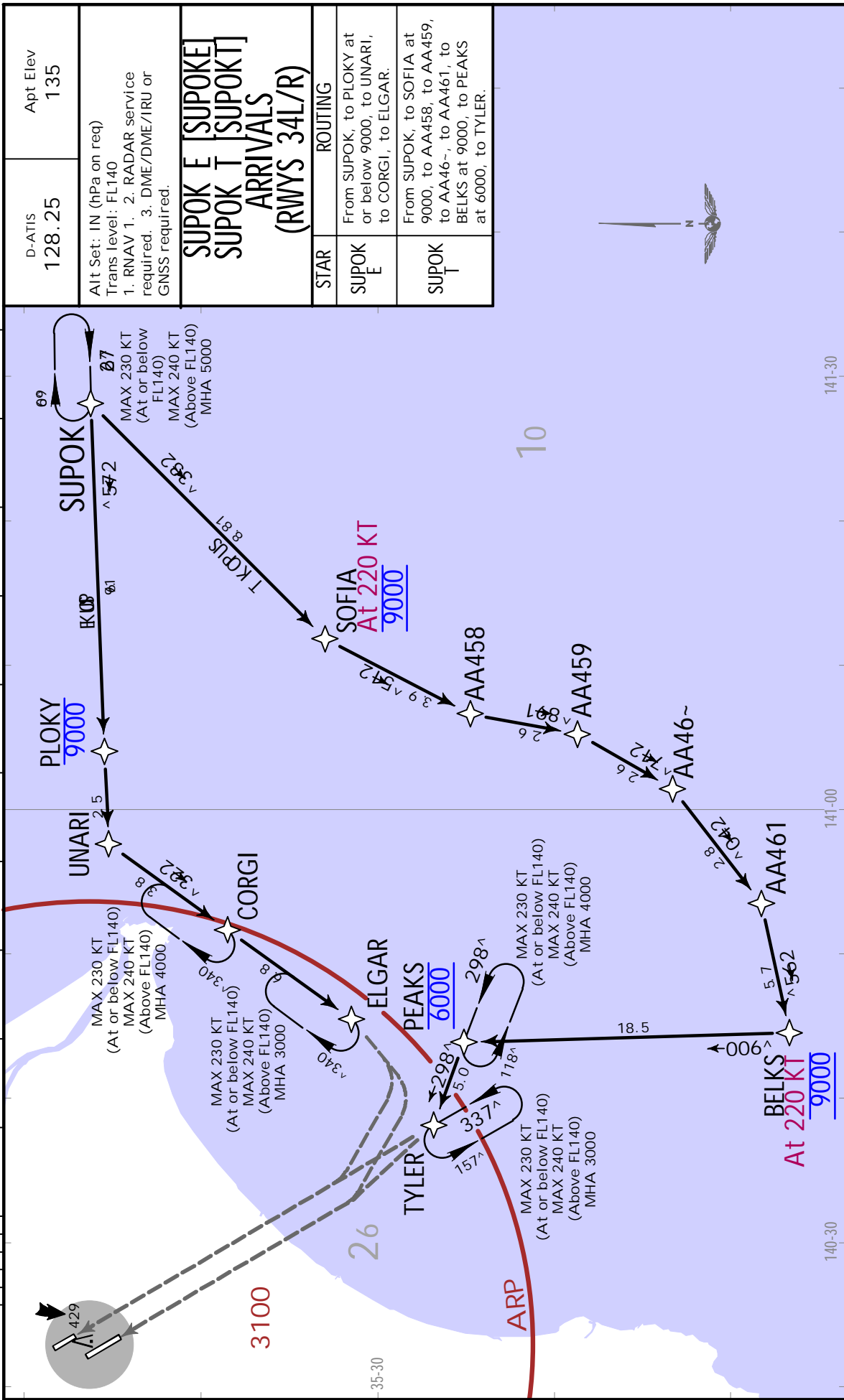


19 MAR 21

20-2H

.Eff.24.Mar.1500Z.

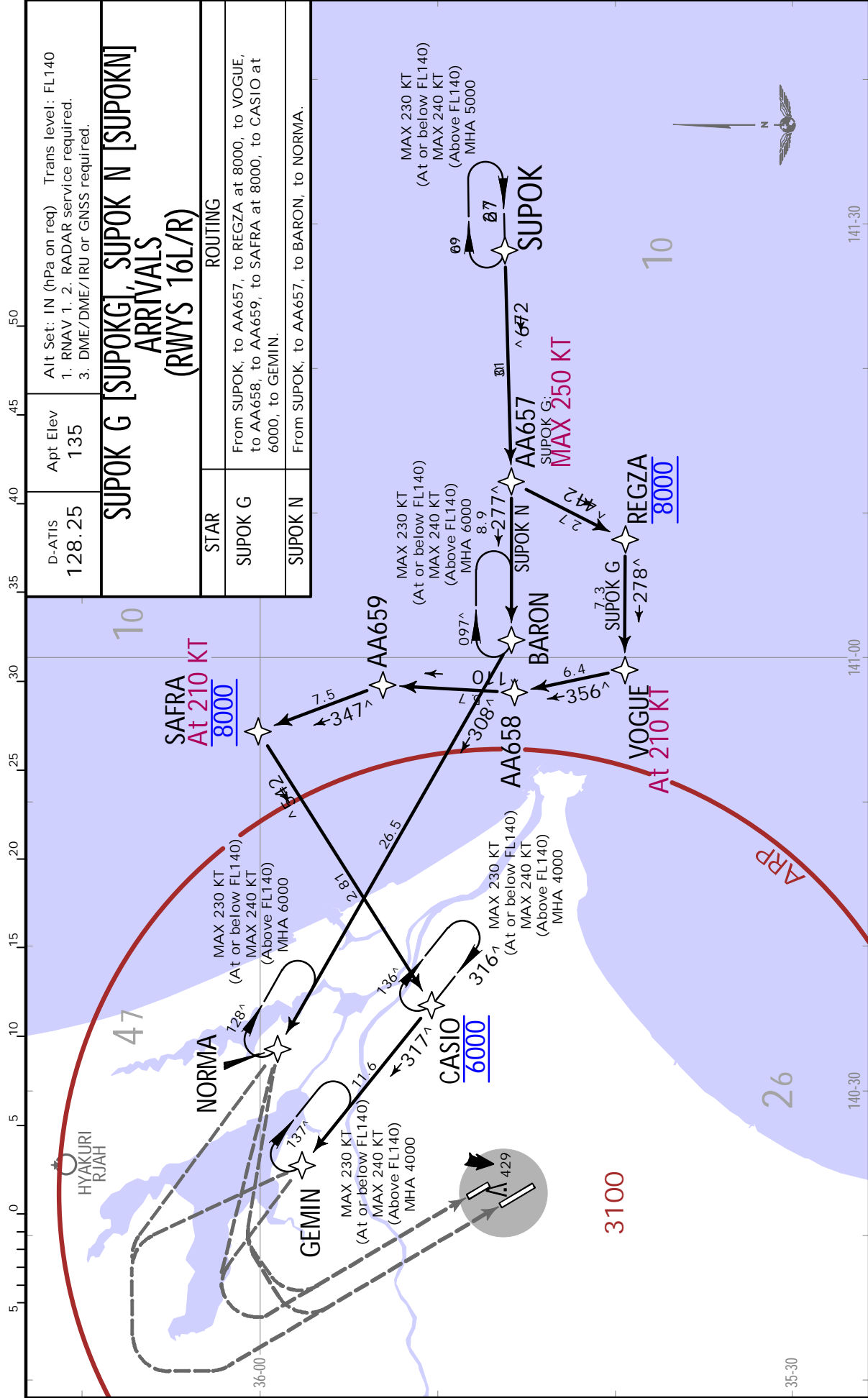
TOKYO, JAPAN
.RNAV.STAR.



RJAA/NRT
NARITA INTL

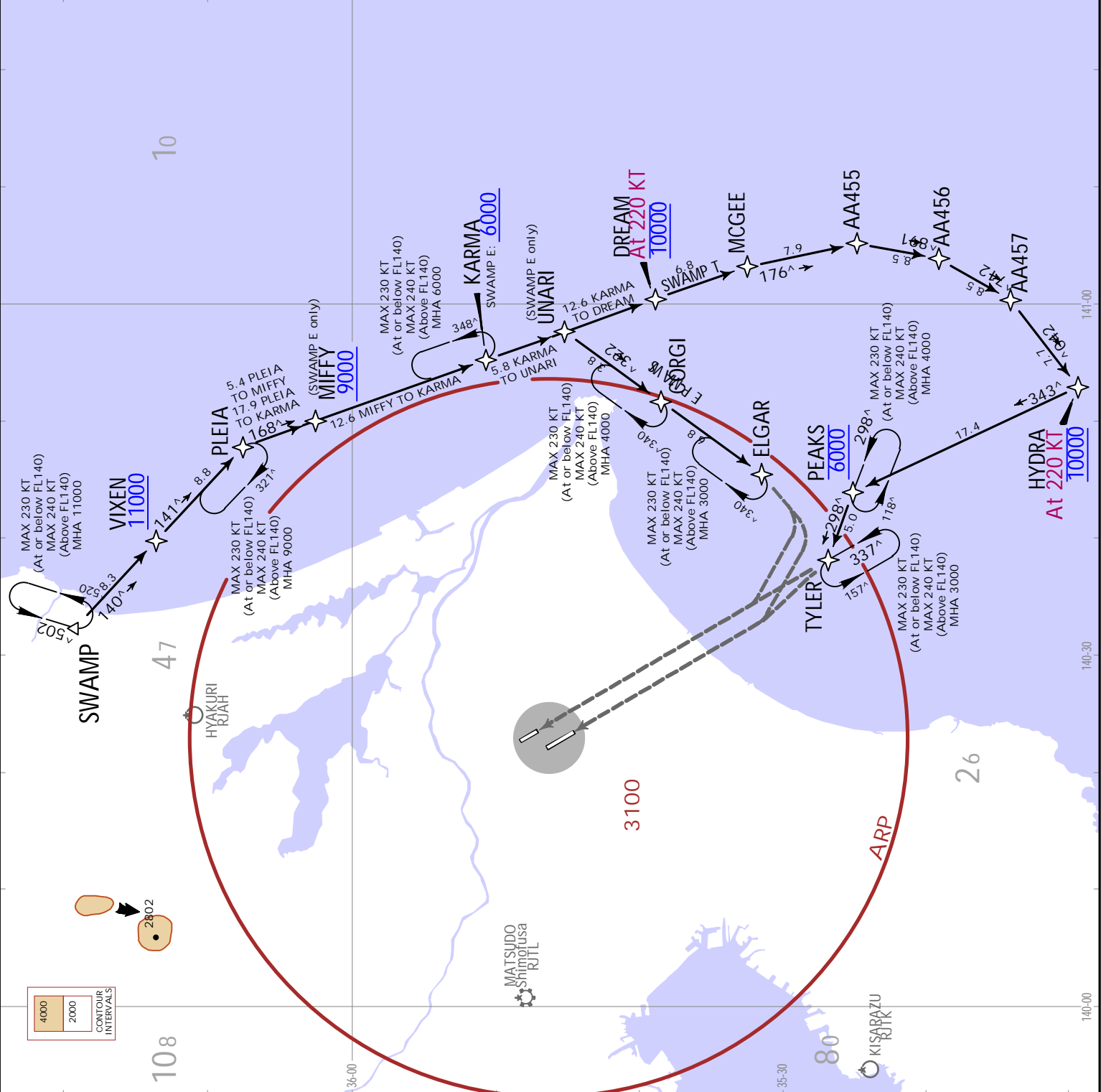
JEPPESSEN
19 MAR 21 (20-2J) .Eff.24.Mar.1500Z.

TOKYO, JAPAN
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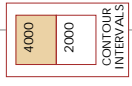


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 TOKYO, JAPAN
 19 MAR 21 (20-2K). Eff. 24 Mar. 1500Z. .RNAV.S.TAR.

D-ATIS	Apt Elev
128.25	135
AIt Set: IN (hPa on req) Trans level: FL140	
1. RNAV 1.	
2. DME/DME/IRU or GNSS required.	
3. RADAR service required.	
SWAMP E [SWAMPE] SWAMP T [SWAMPT] ARRIVALS (RWYS 34L/R)	
STAR	ROUTING
SWAMP E	From SWAMP, to VIXEN at or above 11000, to PLEIA, to MIFFY at or above 9000, to KARMA at or above 6000, to UNARI, to GORGI, to ELGAR.
SWAMP T	From SWAMP, to VIXEN at or above 11000, to PLEIA, to KARMA, to DREAM at 10000, to MCGEE, to AA455, to AA456, to AA457, to HYDRA at 10000, to PEAKS at 6000, to TYLER.



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 NARITA INTL

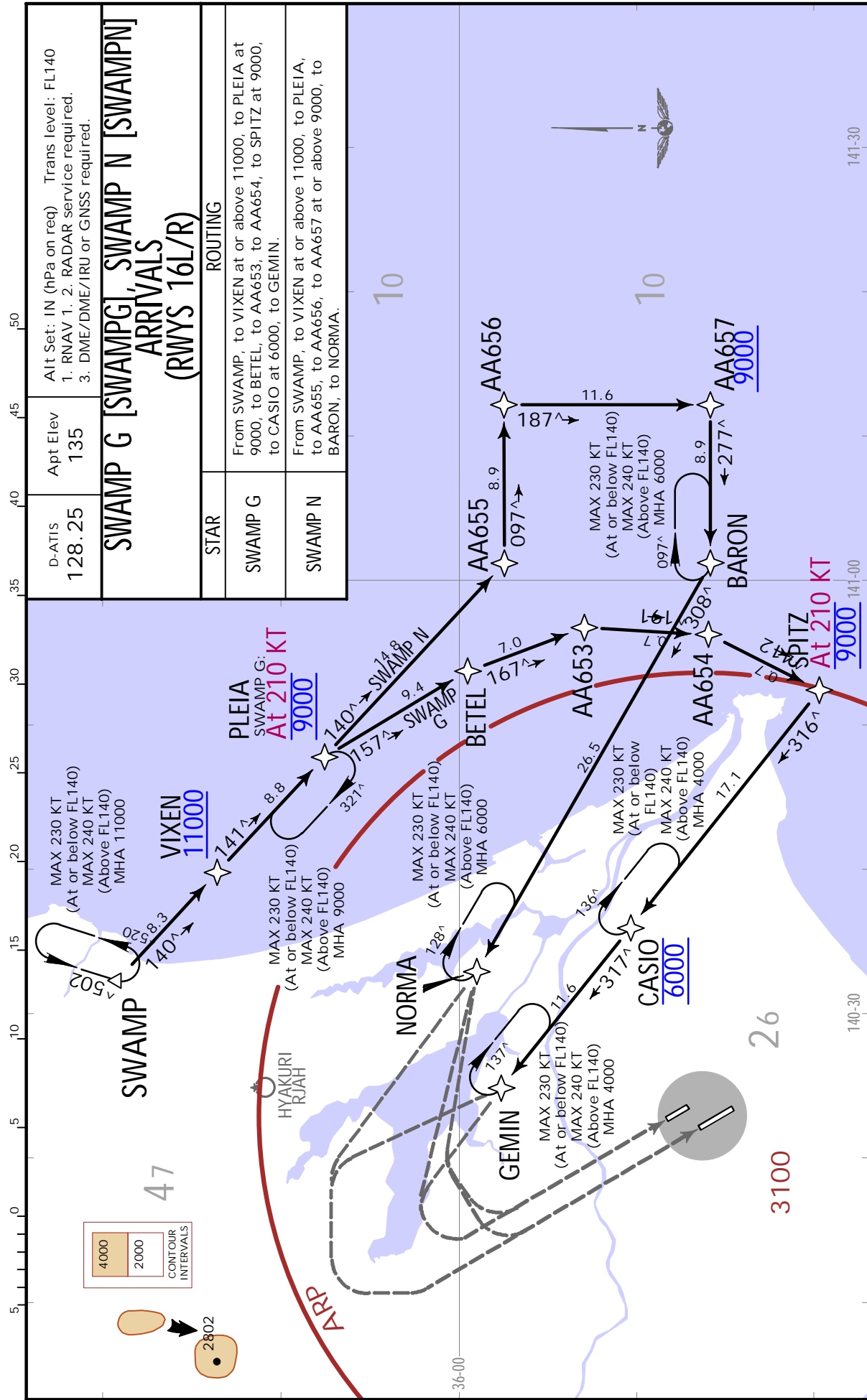


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19 MAR 21 (20-2L) .Eff.24.Mar.1500Z.

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CHANGES: MSA.

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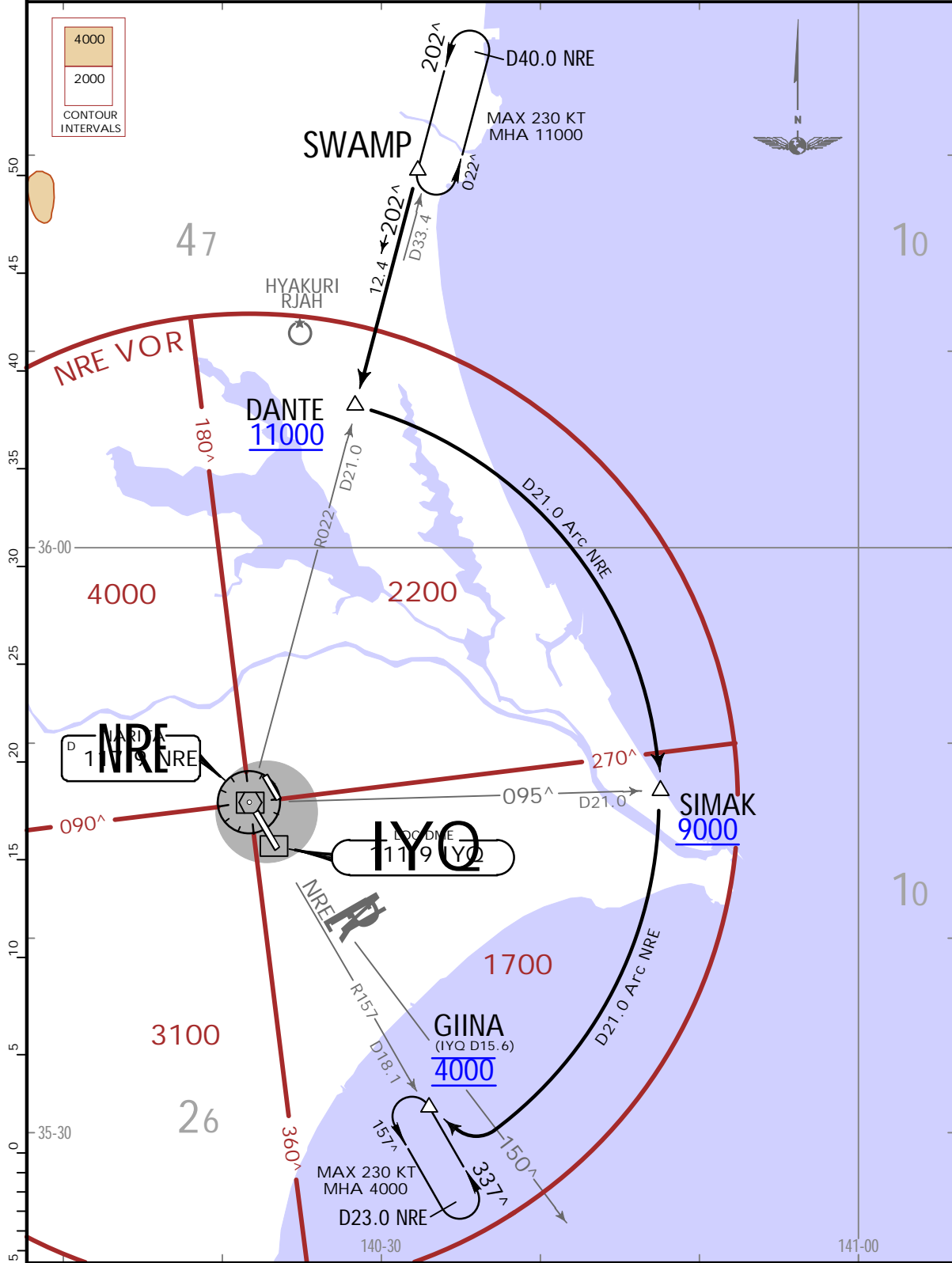


19 MAR 21 (20-2M) .Eff.24.Mar.1500Z.

TOKYO, JAPAN
.STAR.

D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans level: FL140
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SWAMP SOUTH A ARRIVAL
[SWAMSA]
(RWYS 34L/R)



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

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NARITA INTL

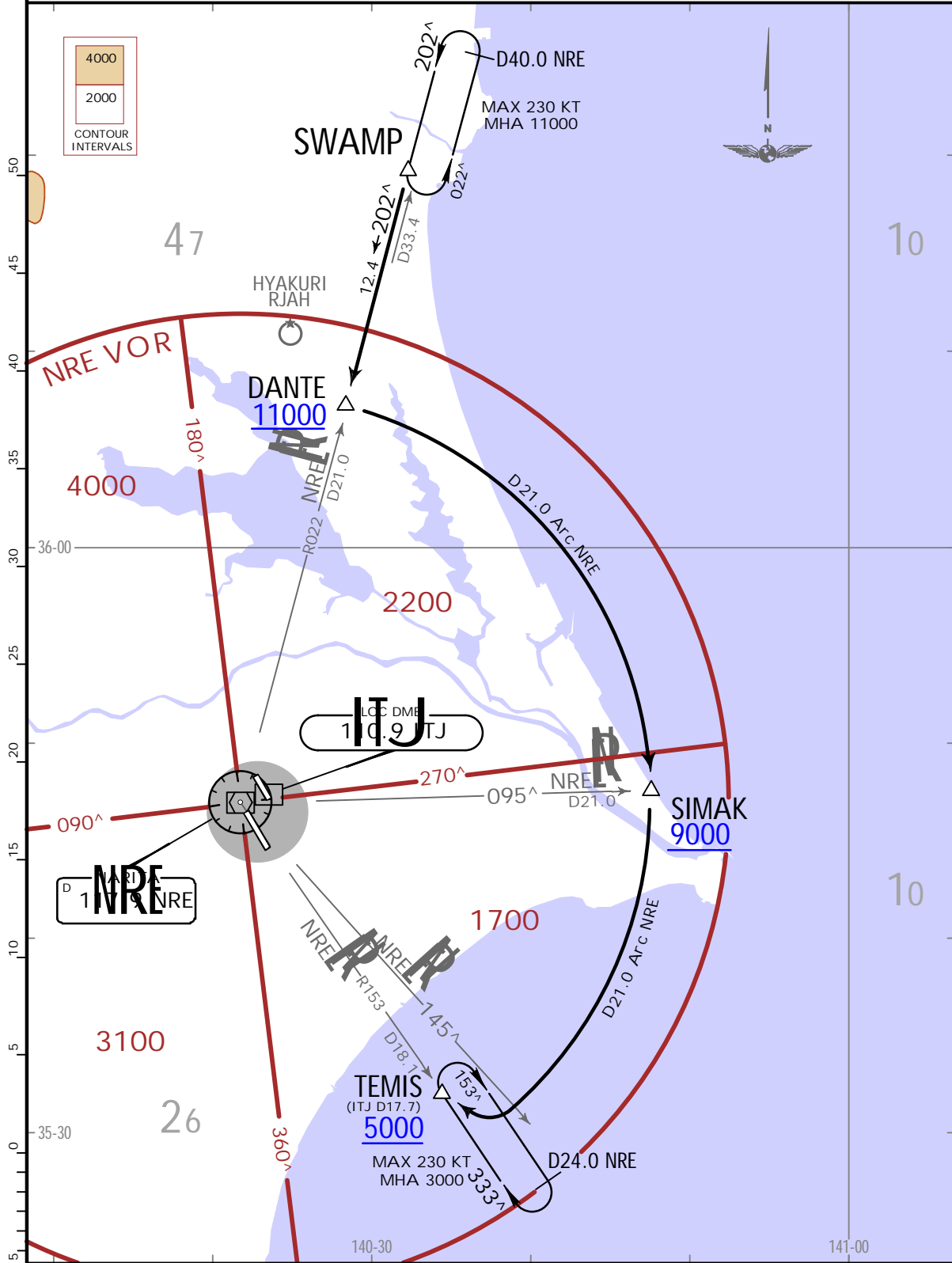


19 MAR 21 (20-2N) .Eff.24.Mar.1500Z.

TOKYO, JAPAN
.STAR.

D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans Level: FL140
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SWAMP SOUTH B ARRIVAL [SWAMSB] (RWYS 34L/R)



ROUTING

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

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19 MAR 21 **20-2P** .Eff.24.Mar.1500Z.

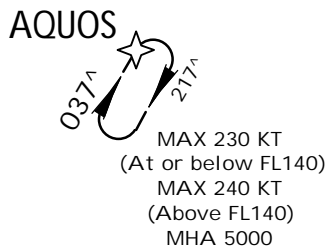
TOKYO, JAPAN
.STAR.

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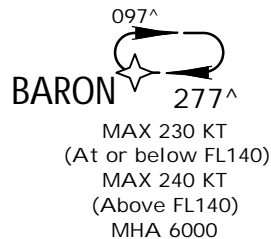
ARRIVAL HOLDING PROCEDURES

ALL HOLDS NOT TO SCALE

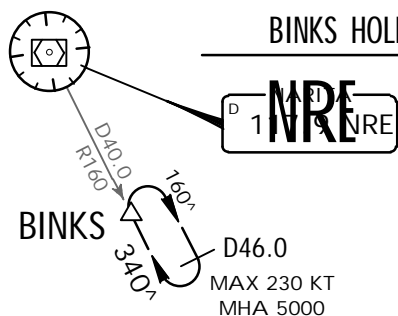
AQUOS HOLD



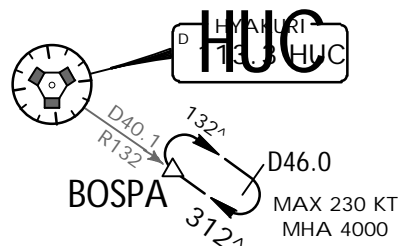
BARON HOLD



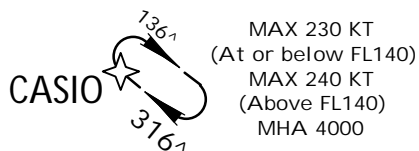
BINKS HOLD



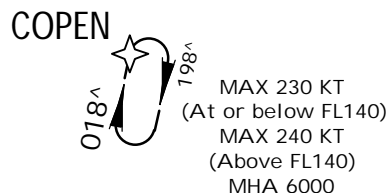
BOSPA HOLD



CASIO HOLD



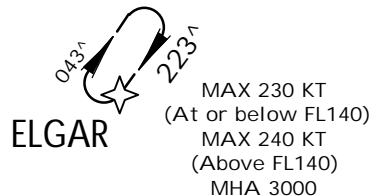
COPEN HOLD



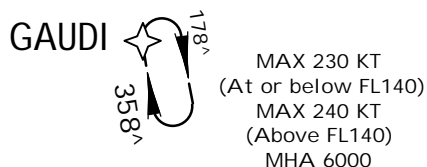
CORGI HOLD



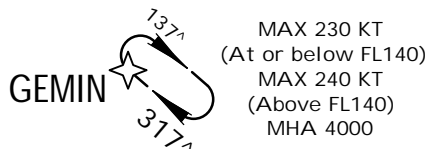
ELGAR HOLD



GAUDI HOLD



GEMIN HOLD



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19 MAR 21 **(20-20)** .Eff.24.Mar.1500Z.

TOKYO, JAPAN
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D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans level: FL140
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ARRIVAL HOLDING PROCEDURES (CONTD)

<p>GIINA HOLD (RWY 34)</p>	<p>KARMA HOLD</p> <p>MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 6000</p>
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<p>LAKES HOLD (RWY 16)</p> <p>MAX 230 KT MHA 6000</p>	<p>LUBLA HOLD</p> <p>MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 5000</p>
--	--

<p>NORMA HOLD</p> <p>MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 6000</p>	<p>PEAKS HOLD</p> <p>MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 4000</p>
--	--

<p>PIXUS HOLD (RWY 16)</p> <p>MAX 230 KT MHA 4000</p>	<p>PLEIA HOLD</p> <p>MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 9000</p>
--	--

<p>RUTAS HOLD</p> <p>MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 6000</p>	<p>SUPOK HOLD</p> <p>MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 5000</p>
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ALL HOLDS NOT TO SCALE

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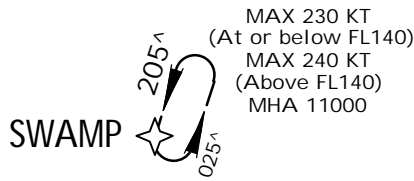
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19 MAR 21 (20-2S) .Eff.24.Mar.1500Z.

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.STAR.

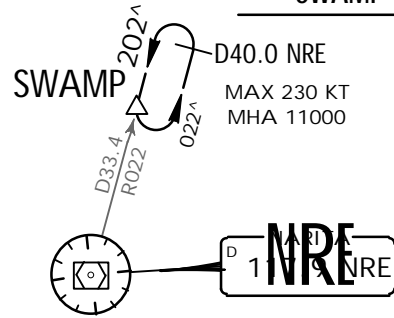
D-ATIS 128.25	Apt Elev 135	Alt Set: IN (hPa on req) Trans level: FL140
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ARRIVAL HOLDING PROCEDURES (CONTD 1)

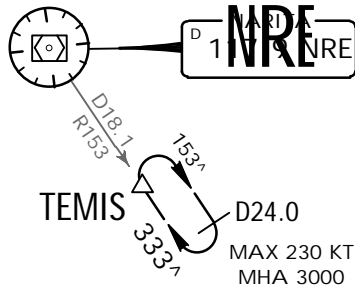
SWAMP RNAV HOLD



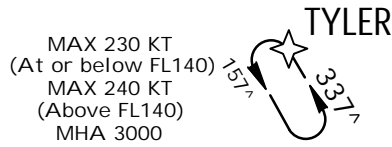
SWAMP HOLD



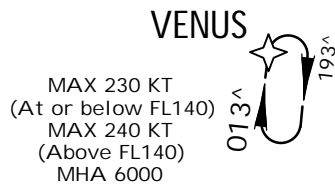
TEMIS HOLD (RWY 34)



TYLER HOLD



VENUS HOLD



ALL HOLDS NOT TO SCALE

SIMULTANEOUS PARALLEL INDEPENDENT DEPARTURES (SPID)

1. Applicable aircraft for SPID

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

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

2. Conditions

SPID, where RADAR separation minima between aircraft on the adjacent straight-out departure courses are not prescribed, will be conducted when the following conditions are met. However, SPID shall not be applied under certain adverse weather conditions which might affect safe operations (e.g. windshear, strong crosswind, severe weather activity such as thunderstorms).

- (1) Departure No Transgression Zone (DNTZ) 610m wide is established equidistant between initial straight-out segments of departure courses and is depicted on the RADAR display.
- (2) RADAR and appropriate frequencies are operating normally.

3. Information of SPID

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

"Simultaneous parallel departures (from runway [number] left and right are) in progress."

4. FMS Validation and Phraseologies

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

"VERIFY INITIAL WAYPOINT [initial fix]."

"RNAV TO [initial fix], RUNWAY [number], CLEARED FOR TAKE OFF"

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

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

* Unless otherwise instructed by ATC, a departure frequency is assigned for each runway.

* Do not change a frequency to the Departure Frequency until instructed by Tower.

** Only for PEDLA [number] DEPARTURE.

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

5. Track monitoring

Track monitoring for SPID shall be provided as follows:

- (1) Track monitoring controllers for each runway provide an initial departure control to ensure aircraft does not deviate from required path within the initial straight-out climb.

Note: Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track.

- (2) Aircraft observed to continue on a track which will penetrate DNTZ will be instructed a heading to avoid aircraft on the adjacent departure course. If a deviating aircraft fails to respond to such instructions or is observed penetrating DNTZ, the aircraft on the adjacent departure course shall be instructed to avoid the deviating aircraft.

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

6. Response to "TRAFFIC ALERT"

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

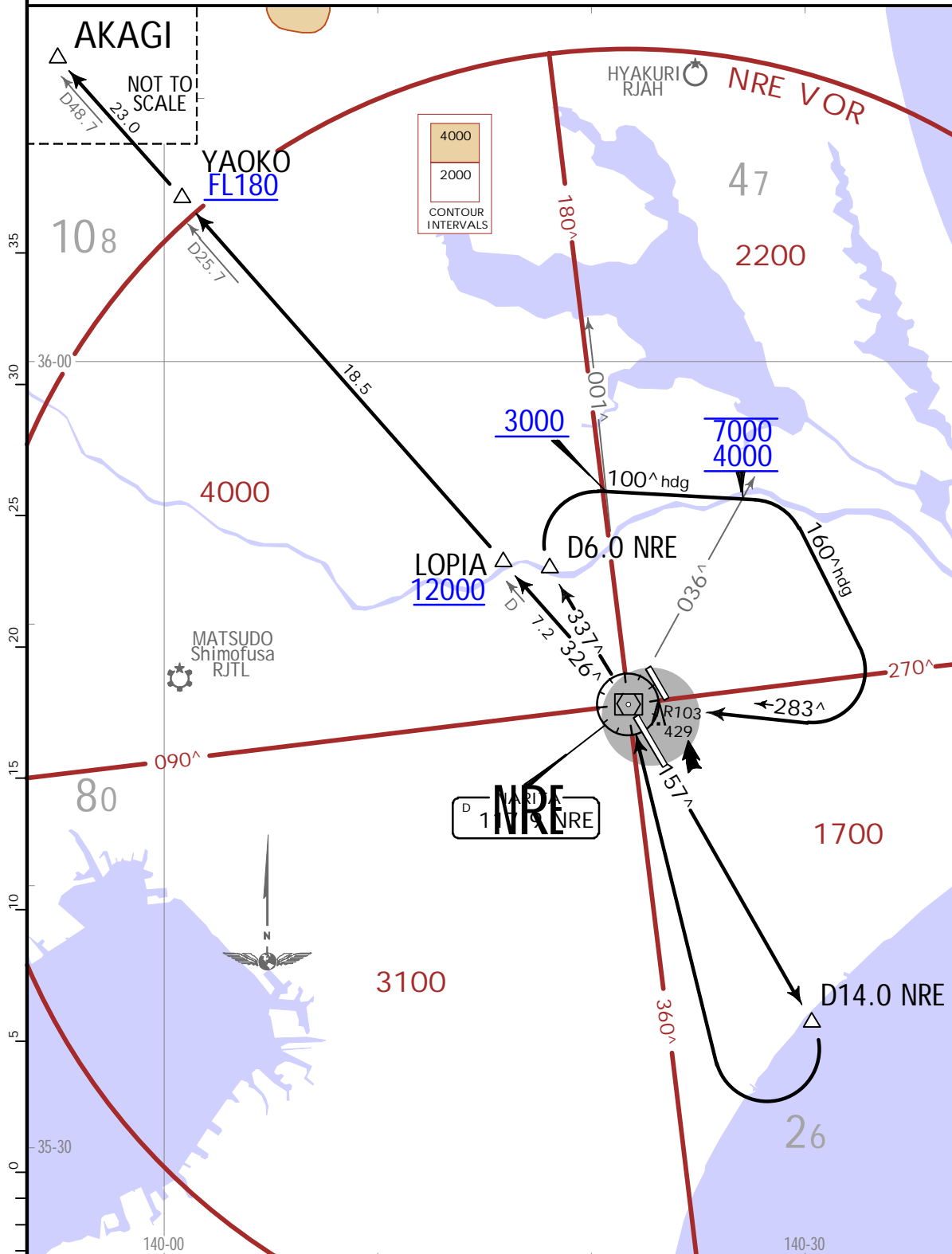
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JEPPESSEN
19 MAR 21 **(20-3A)** .Eff.24.Mar.1500Z.

TOKYO, JAPAN
.SID.

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

AKAGI 4 DEPARTURE [AKAGI4]



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

CHANGES: Procedure renumbered & revised.

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TOKYO, JAPAN

19 MAR 21 20-3B Eff. 24 Mar. 1500Z. RNAV SID

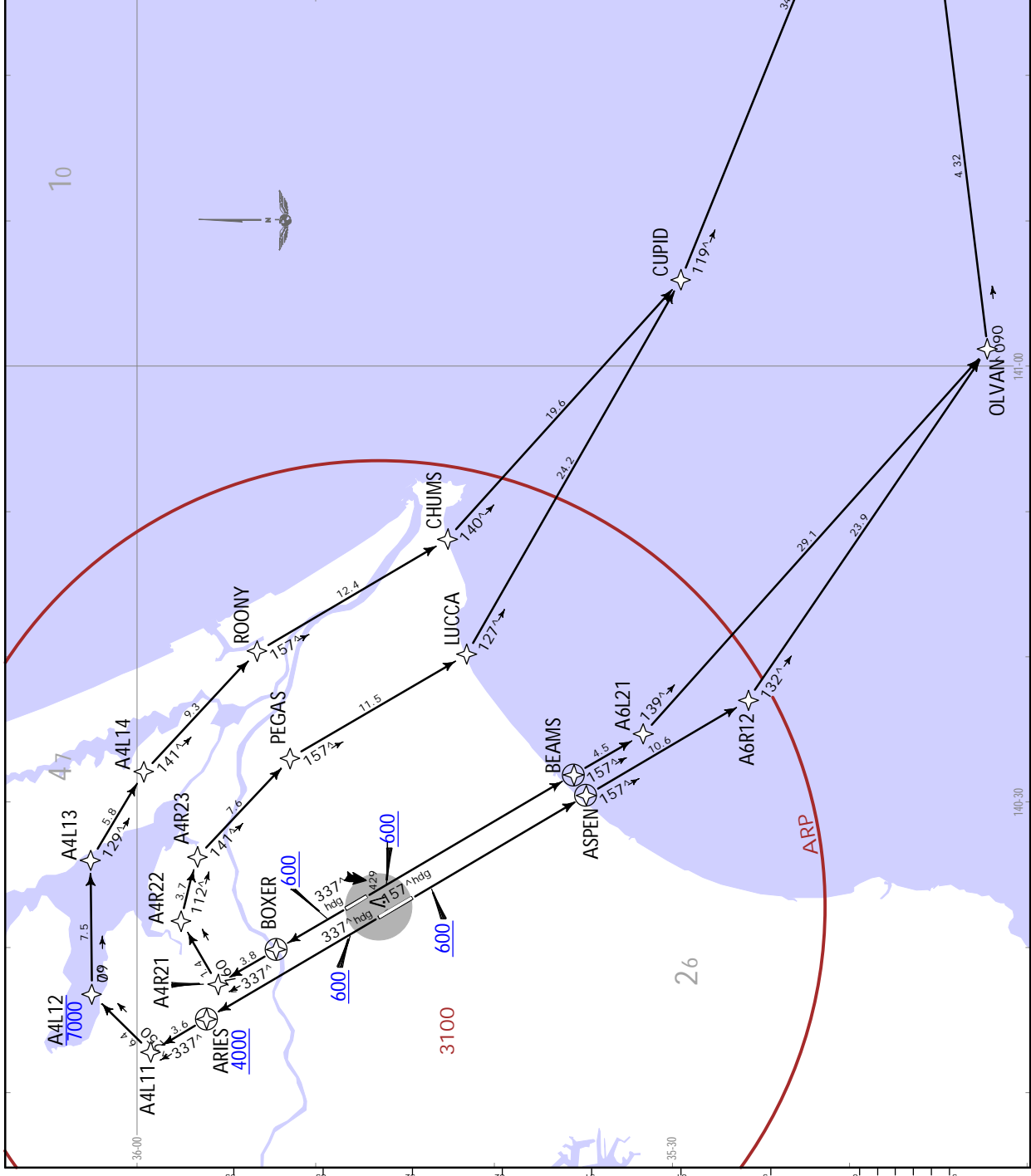
TOKYO Departure (R)	Apt Elev	Trans alt: 14000
124.2 119.6 120.6	135	
125.525 127.5		

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

BORLO 2 DEPARTURE [BORLO2]

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

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



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19 MAR 21 (20-3C) Eff. 24 Mar. 1500Z.

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

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

GULBO 2 DEPARTURE [GULBO2]

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

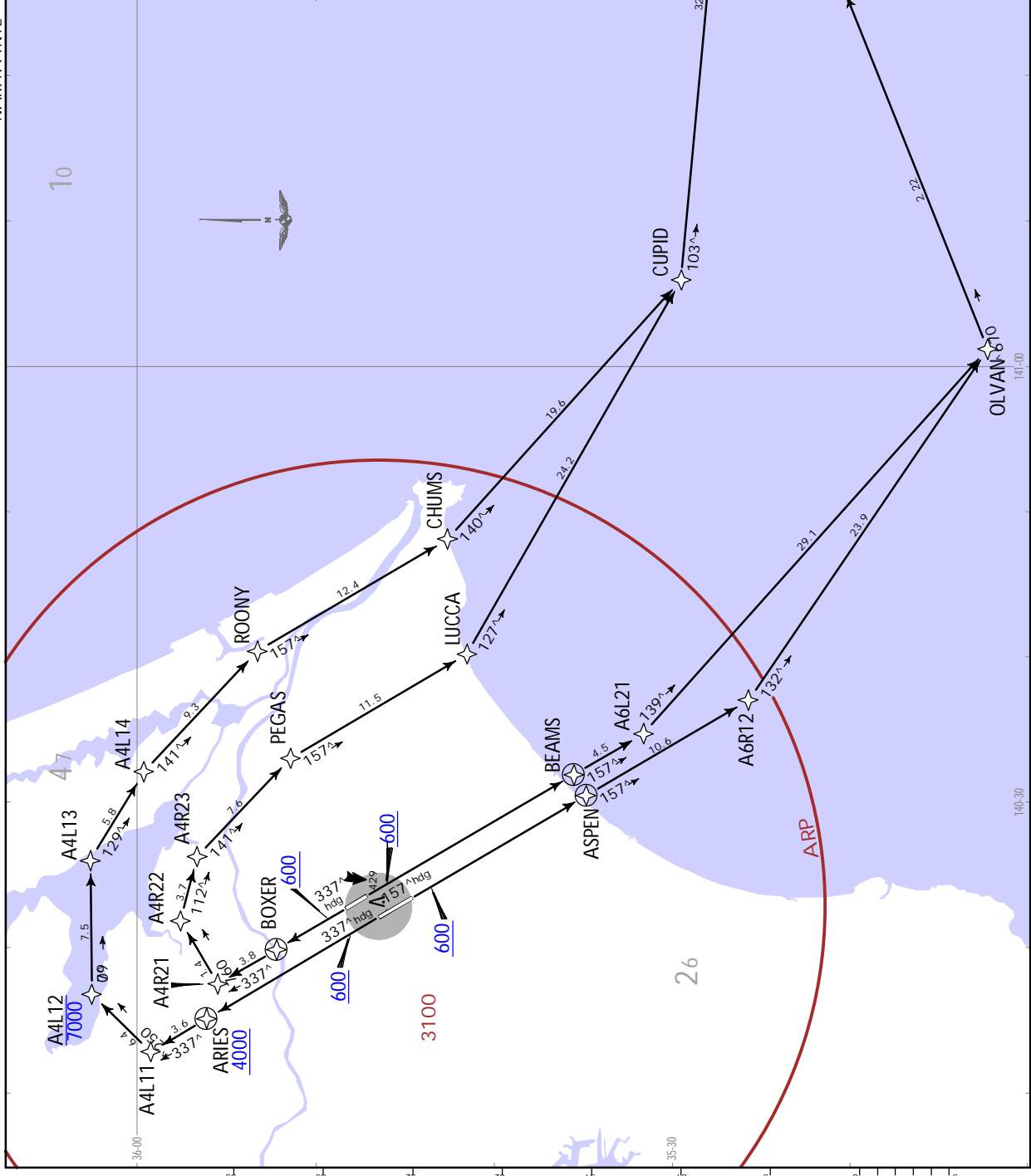
INITIAL CLIMB

16L Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to OLVAN, to TAPIR at or above FL160, to GULBO.

16R Climb on heading 157°, at or above 600 direct to ASPEN, to A6R12, to OLVAN, to TAPIR at or above FL160, to GULBO.

34L Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY, to CHUMS, to CUPID, to GULBO.

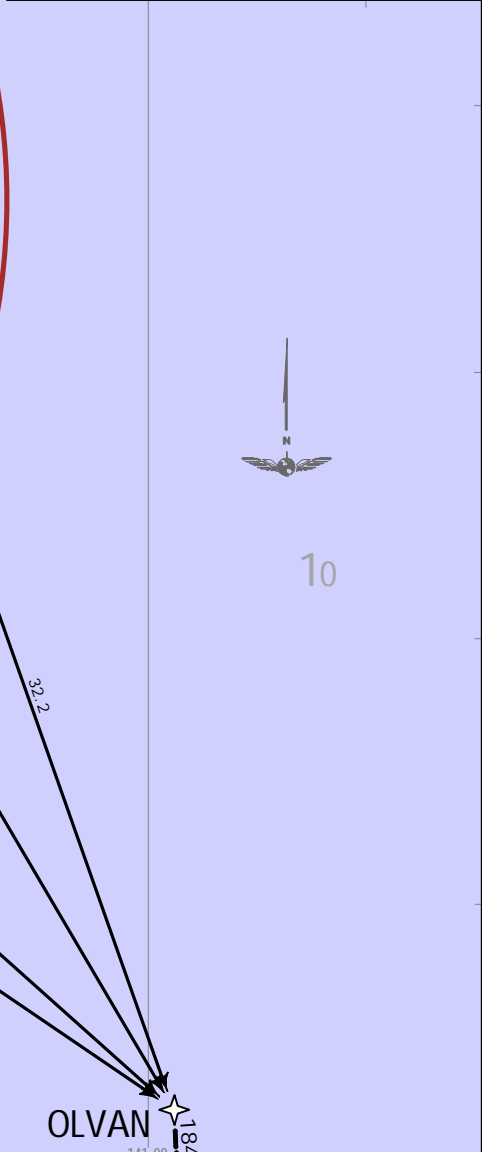
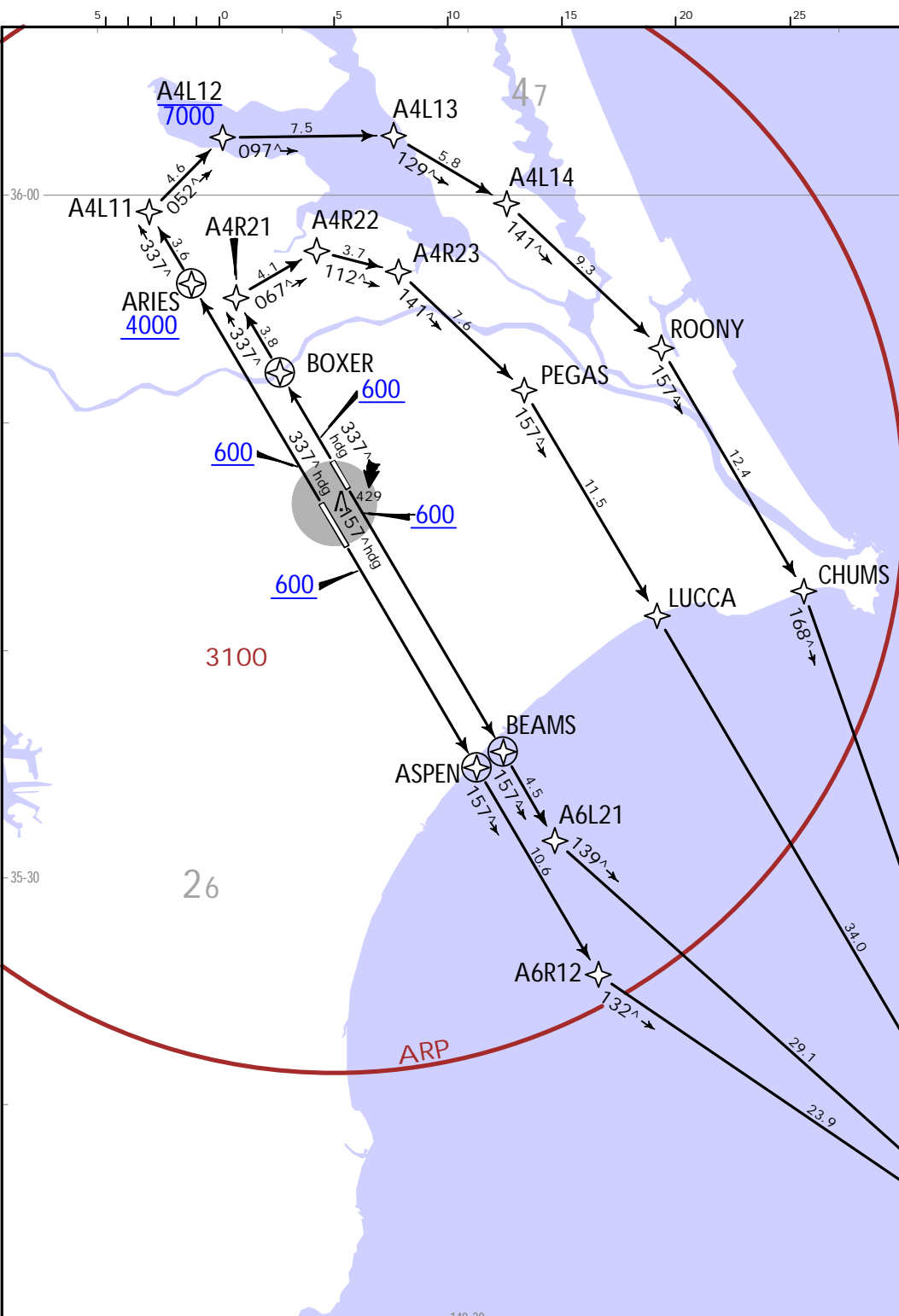
34R Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23, to PEGAS, to LUCCA, to CUPID, to GULBO.



CHANGES: MSA

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TOKYO Departure (R) 124.2 119.6 120.6 125.525 127.5	Apt Elev 135
Trans alt: 14000 1. RNAV1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.	
OLVAN 2 DEPARTURE [OLVAN2]	



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

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

OLVAN 2 DEPARTURE
[OLVAN2]

RJAA/NRT
NARITA INTL

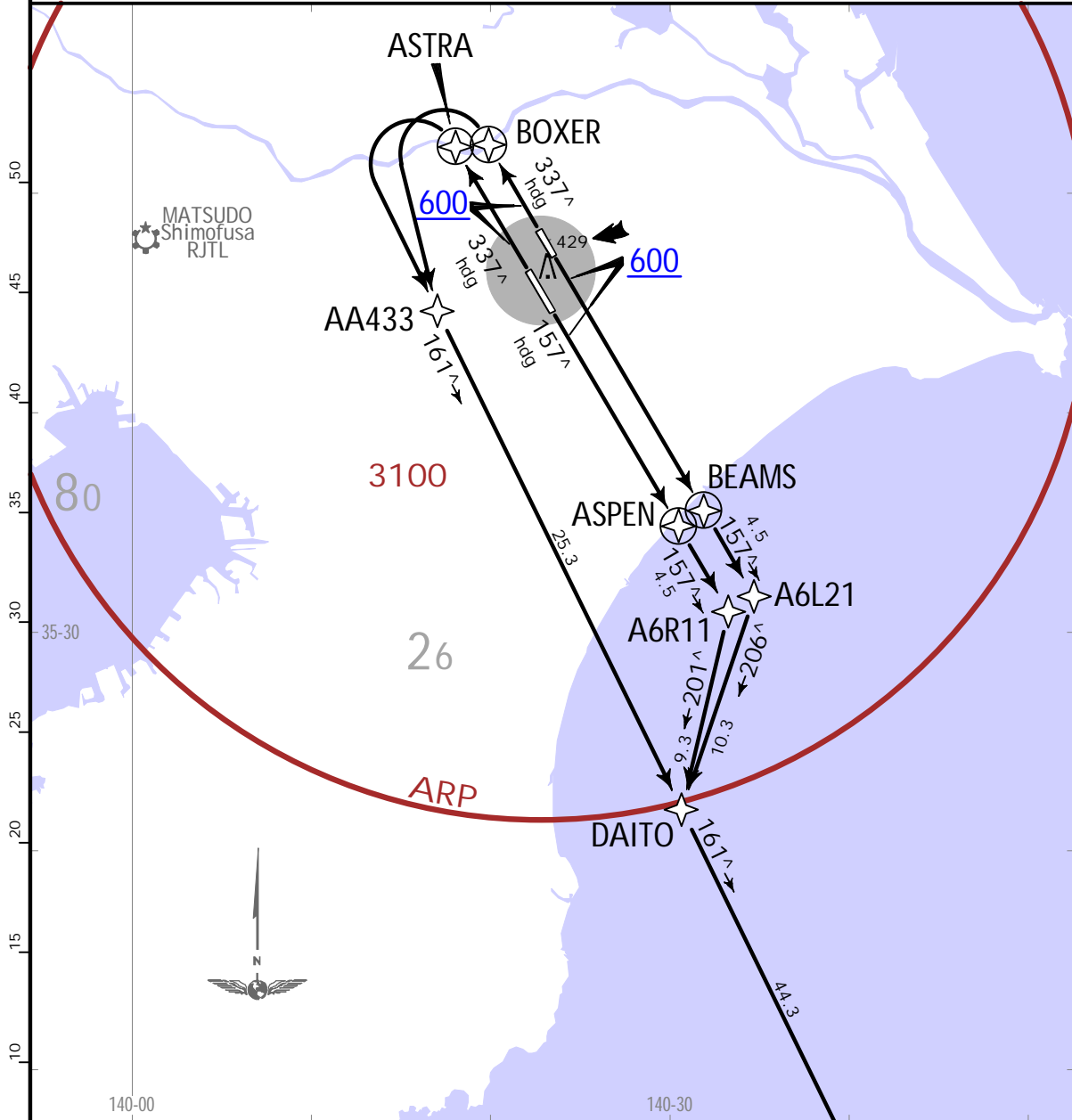


19 MAR 21 (20-3E) .Eff.24.Mar.1500Z.

TOKYO, JAPAN
.RNAV.SID.

TOKYO Departure (R) 124.2 119.6 120.6 125.525 127.5	Apt Elev 135	Trans alt: 14000 1. RNAV1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
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PEDLA 1 DEPARTURE [PEDLA1]



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

NOT TO SCALE

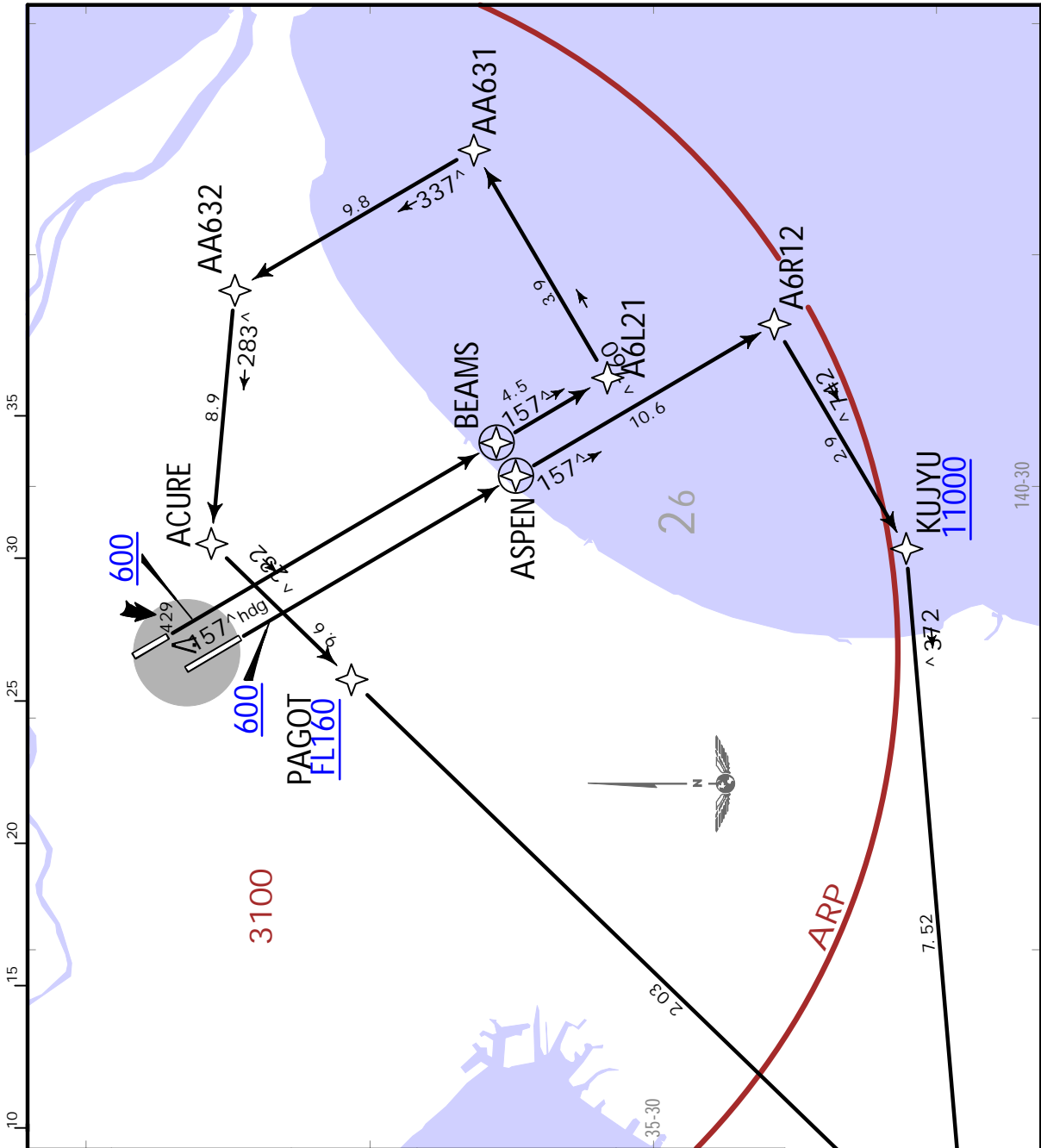
PEDLA ✧

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

RJAA/NRT
NARITA INTL

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

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.RNAV.SID.



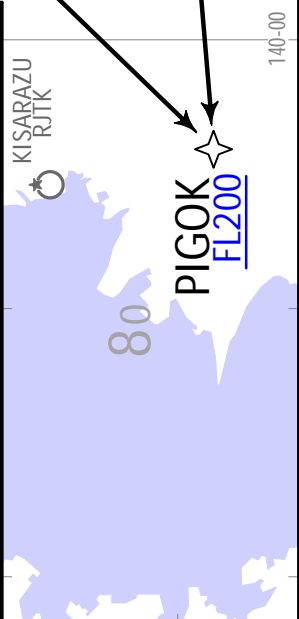
TOKYO Departure (R)		Apt Elev 135
124.2	119.6	120.6
125.525	127.5	

- Trans alt: 14000
1. RNAV1.
 2. DME/DME/IRU or GNSS required.
 3. RADAR service required.
 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

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

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

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



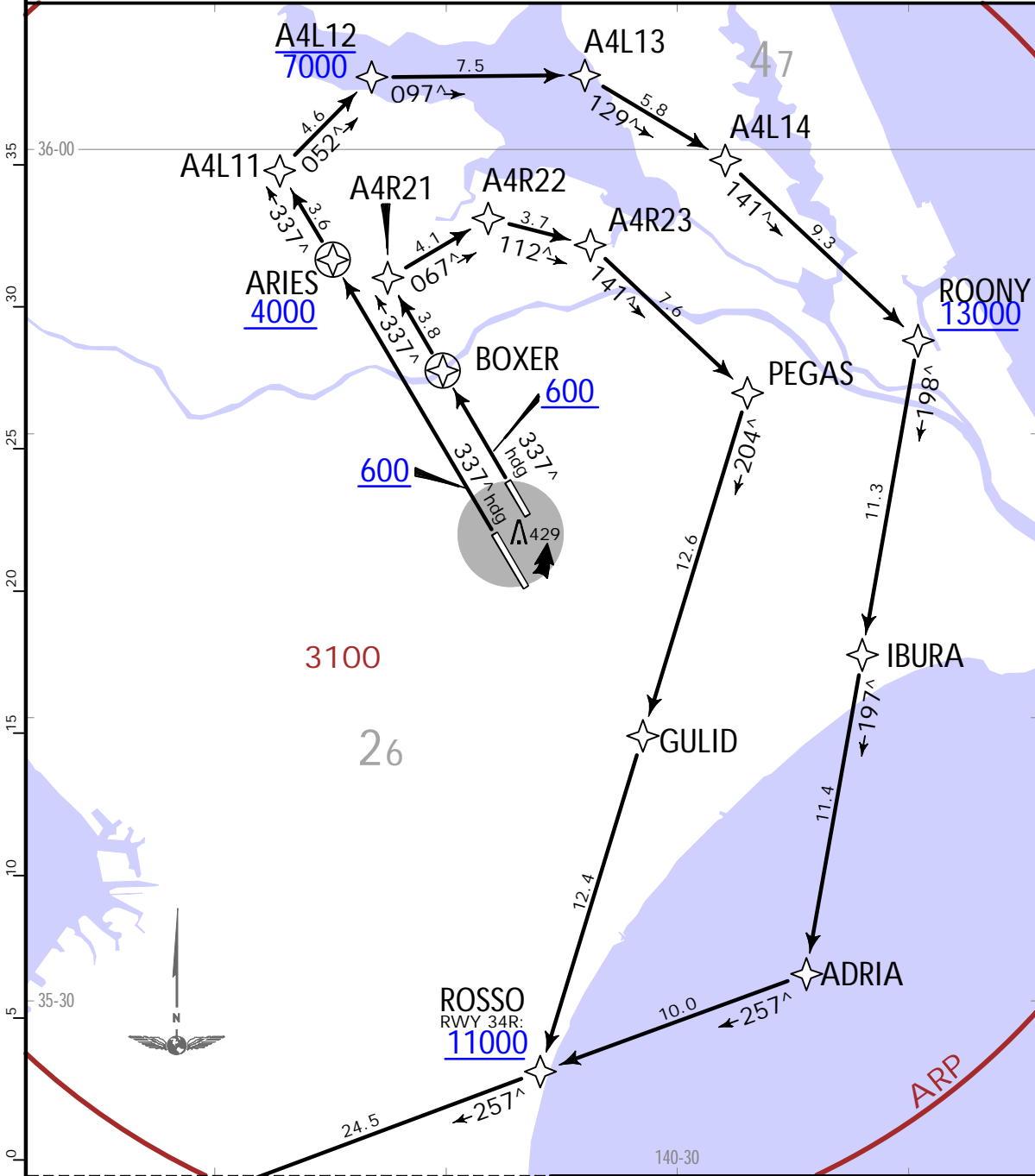
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19 MAR 21 (20-3G) .Eff.24.Mar.1500Z.

TOKYO, JAPAN
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TOKYO Departure (R) 124.2 119.6 120.6 125.525 127.5	Apt Elev 135	Trans alt: 14000 1. RNAV1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
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**PIGOK 2 DEPARTURE [PIGOK2]
(RWYS 34L/R)**

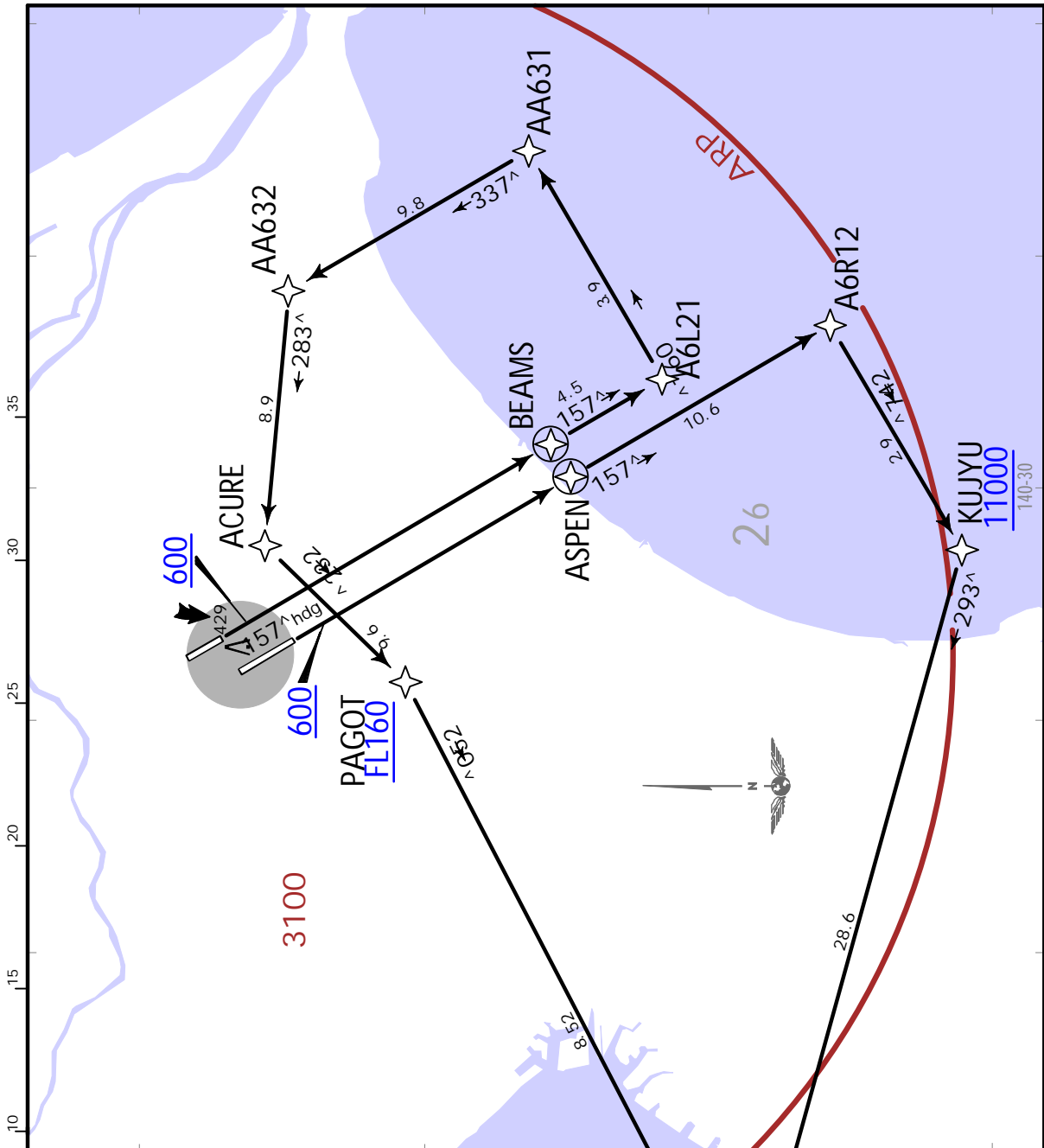


	NOT TO SCALE	DME GAP RWY 34L: DER - 1.3 NM from DER
RWY	INITIAL CLIMB	
34L	Climb on heading 337 [^] , at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY at or above 13000, to IBURA, to ADRIA, to ROSSO, to PIGOK at or above FL200.	
34R	Climb on heading 337 [^] , at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23, to PEGAS, to GULID, to ROSSO at or above 11000, to PIGOK at or above FL200.	

RJAA/NRT
NARITA INTL

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

TOKYO, JAPAN
.RNAV.SID.



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

- Trans alt: 14000
1. RNAV1.
 2. DME/DME/IRU or GNSS required.
 3. RADAR service required.
 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

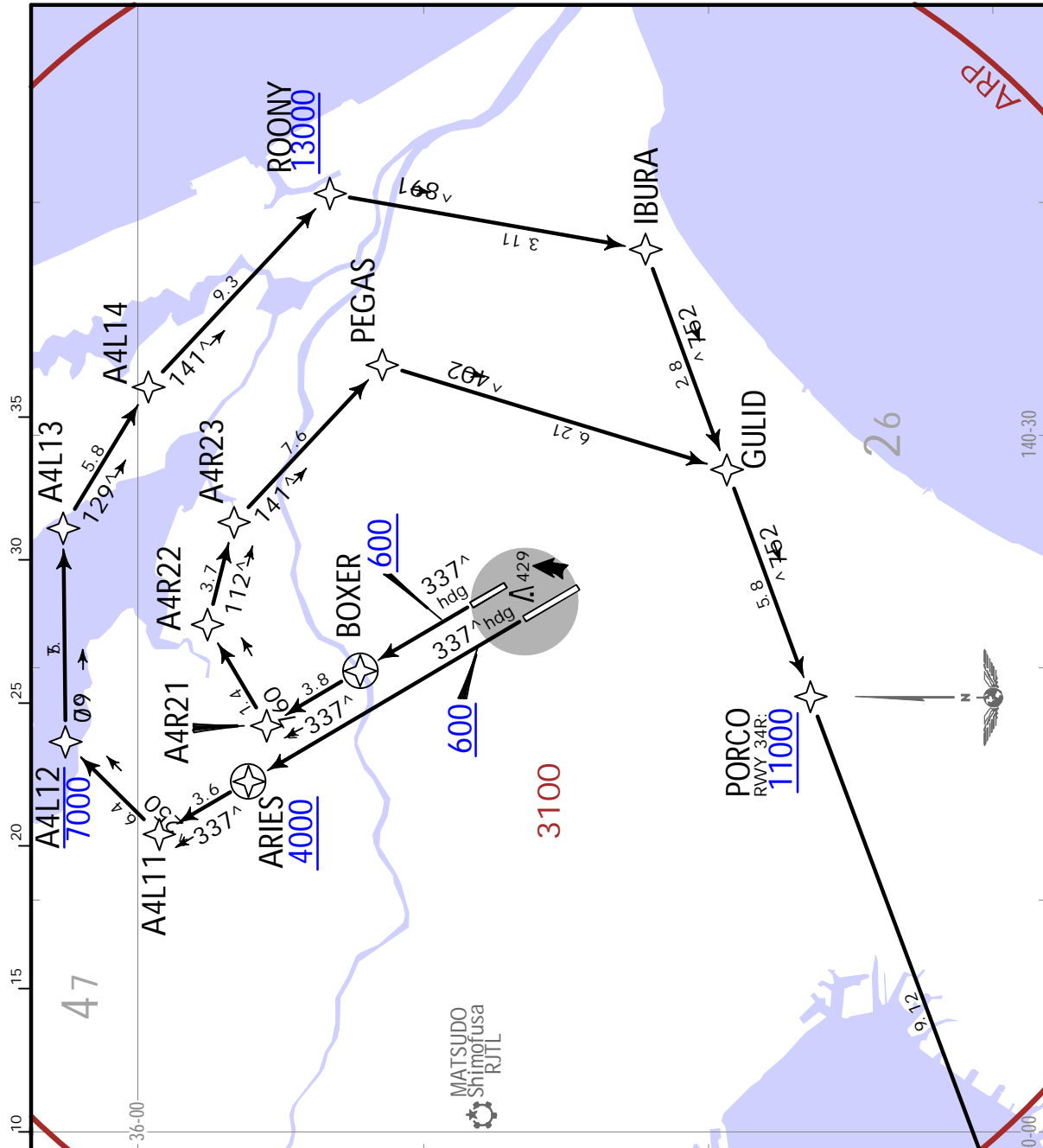
REDEK 2 DEPARTURE [REDEK2J] (RWYS 16L/R)	
INITIAL CLIMB	
RWY	
16L	Climb on heading 157°, at or above 600 direct to BEAMS, to A6L21, to AA631, to AA632, to ACURE, to PAGOT at or above FL160, to REDEK at or above FL200.
16R	Climb on heading 157°, at or above 600 direct to ASPEN, to A6R12, to KUJYU at or above 11000, to REDEK at or above FL200.

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

RJAA/NRT
NARITA INTL

JEPPESSEN
19 MAR 21 (20-3J) .Eff.24.Mar.1500Z.

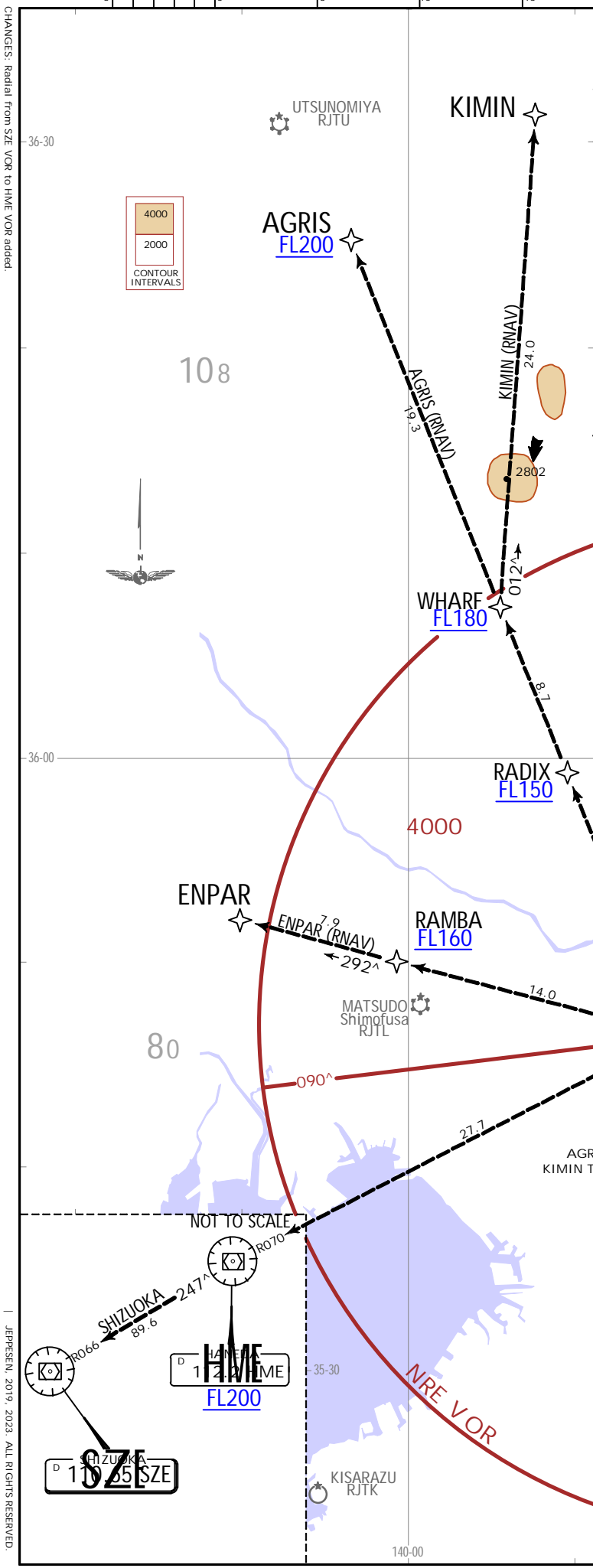
TOKYO, JAPAN
.RNAV.SID.



TOKYO Departure (R)		Apt Elev
124.2	119.6	135
125.525	127.5	
Trans alt: 14000		
1. RNAV1.		
2. DME/DME/IRU or GNSS required.		
3. RADAR service required.		
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.		
REDEK 2 DEPARTURE [REDEK2] (RWYS 34L/R)		
INITIAL CLIMB		
RWY	Climb on heading 337°, at or above 600 direct to ARIES at or above 4000, to A4L11, to A4L12 at or below 7000, to A4L13, to A4L14, to ROONY at or above 13000, to IBURA, to GULID, to PORCO, to REDEK at or above FL200.	
34L	Climb on heading 337°, at or above 600 direct to BOXER, to A4R21, to A4R22, to A4R23 to PEGAS, to GULID, to PORCO at or above 11000, to REDEK at or above FL200.	
34R		
DME GAP		
RWY 34L: DER - 1.3 NM from DER		

RNAA/NRT
NARITA INTL

TOKYO Departure (R) 124.2 119.6 120.6 125.525 127.5		Apt Elev 135	Trans alt: 14000 AGRS, ENPAR & KIMIN transitions: 1. DME/DME/IRU or GNSS required. 2. RADAR service required. 3. RNAV 1.
SAKURA 5 DEPARTURE [SAKUR5]			
RWY	INITIAL CLIMB		
16R	Climb via NRE R157 to D14.0 NRE, turn LEFT to intercept and proceed via NRE R129 to NRE VOR, via NRE R271 to TETRA. Cross TETRA at or above 12000.		
34L	Climb via NRE R337 to D6.0 NRE, turn RIGHT heading 100° until crossing NRE R036, turn RIGHT heading 160° to intercept and proceed via NRE R103 to NRE VOR, via NRE R271 to TETRA. Cross NRE R001 at or above 3000, cross NRE R036 between 4000 and 7000, cross TETRA at or above 12000.		
TRANSITIONS			
AGRS (RNAV)	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to AGRIS at or above FL200.		
ENPAR (RNAV)	From TETRA at or above 12000, to RAMBA at or above FL160, to ENPAR.		
KIMIN (RNAV)	From TETRA at or above 12000, to RADIX at or above FL150, to WHARF at or above FL180, to KIMIN.		
SHIZUOKA	From over TETRA, via HME R070 to HME VOR, via HME R247/SZE R066 to SZE VOR. Cross HME VOR at or above FL200.		



JEPPESSEN TOKYO, JAPAN
17 MAR 23 (20-3K) .EFF. 22. Mar. 1500Z.
SAKURA 5 DEPARTURE [SAKUR5] .SID

CHANGES: Radial from SZE VOR to HME VOR added.

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RJAA/NRT
NARITA INTL

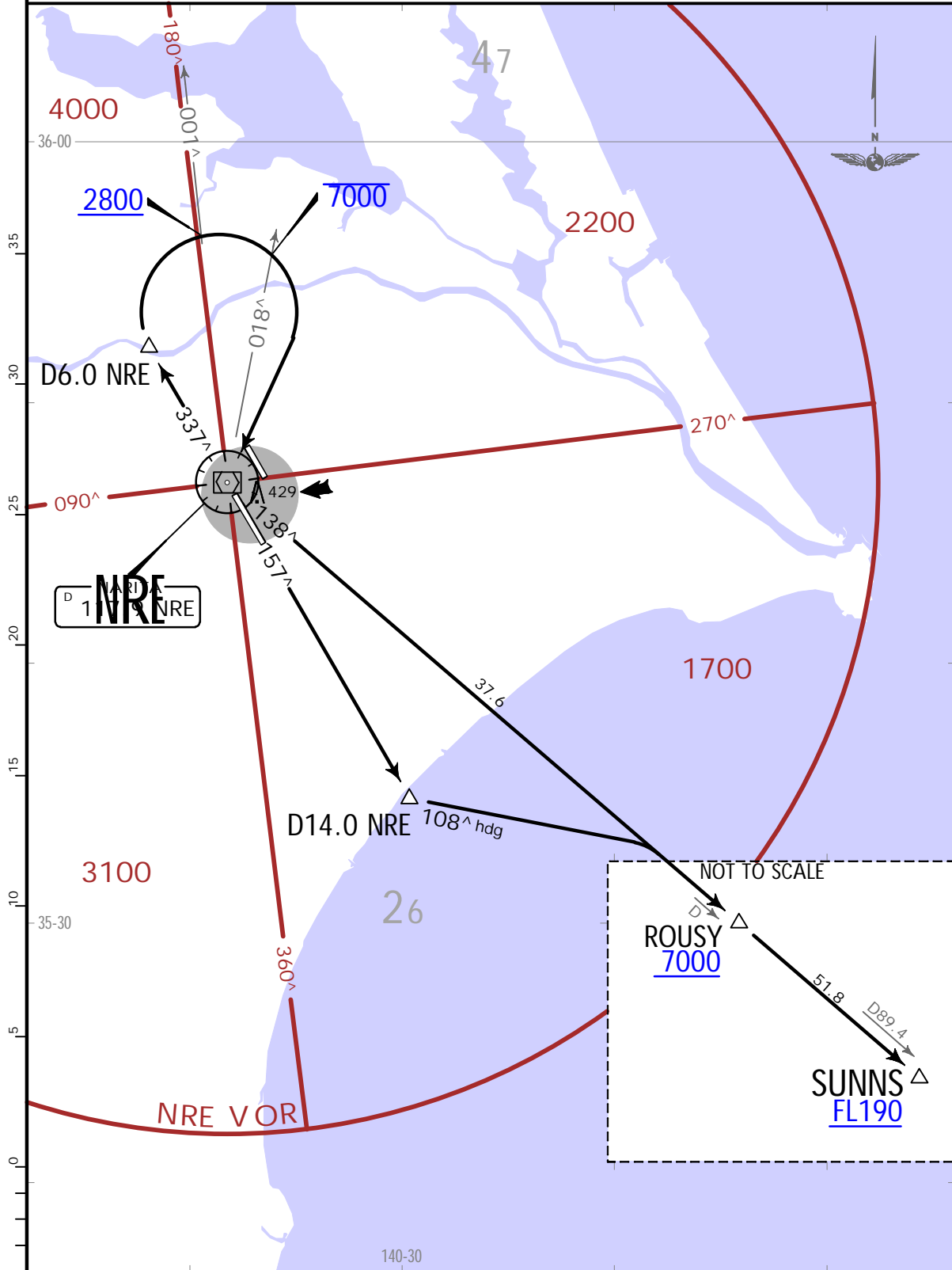


17 MAR 23 (20-3L) .Eff.22.Mar.1500Z.

TOKYO, JAPAN
.SID.

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

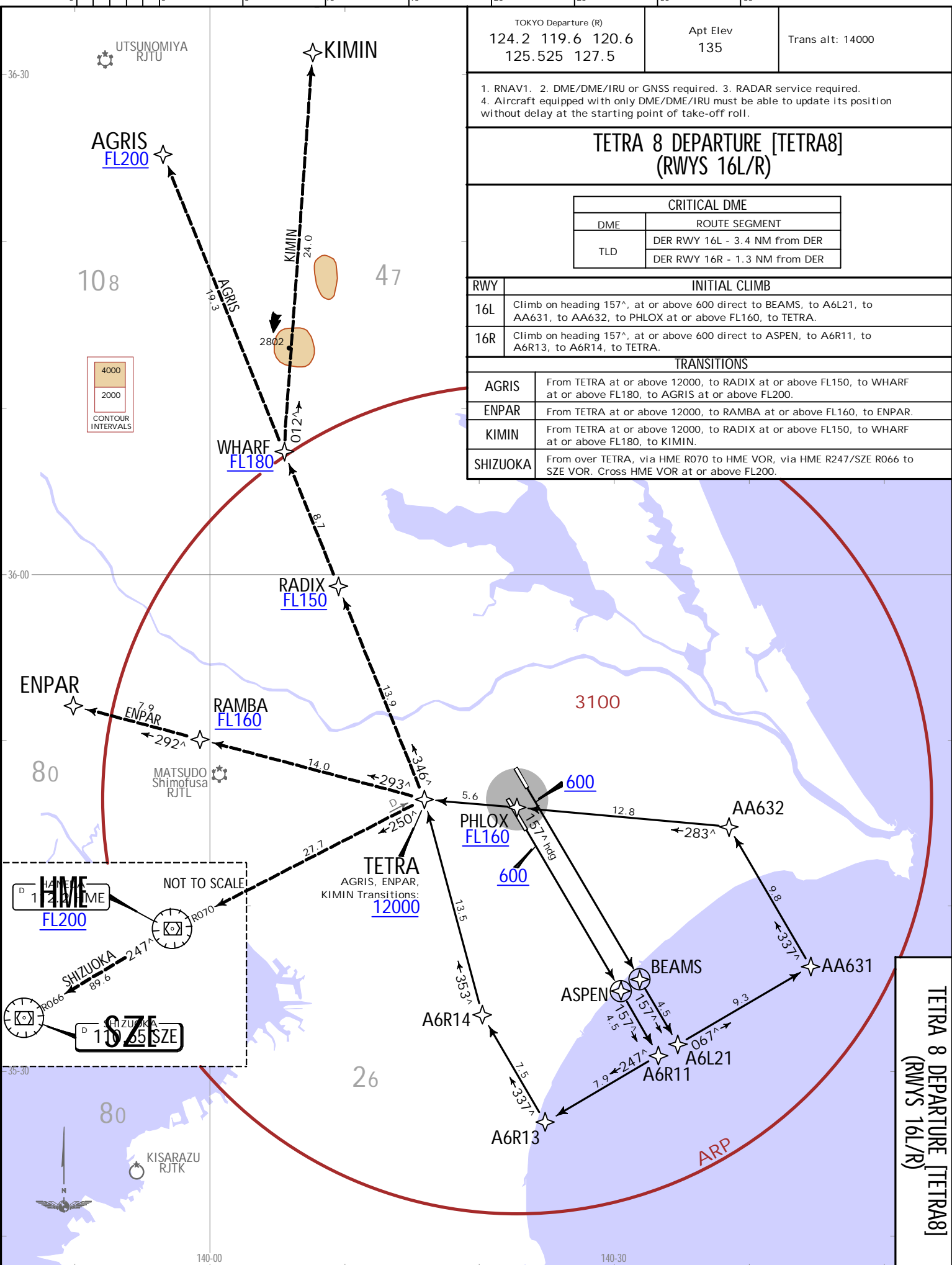
SUNNS 2 DEPARTURE [SUNNS2]



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

CHANGES: Radial from SZE VOR to HME VOR added.

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NARITA INTL



TOKYO Departure (R) 124.2 119.6 120.6 125.525 127.5	Apt Elev 135	Trans alt: 14000
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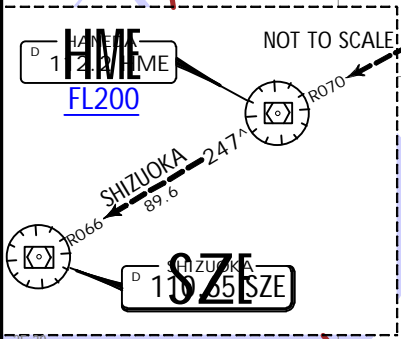
1. RNAV1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

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

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

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

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



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17 MAR 23 (20-3M) .EFF: 22.MAR.1500Z .RNAV.SID.
TETRA 8 DEPARTURE [TETRA8]
(RWYS 16L/R)

JEPPESEN
TOKYO, JAPAN
RNAV.SID.

17 MAR 23 (20-3N) .Eff. 22.Mar.1500Z.

RJAA/NRT
NARITA INTL

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

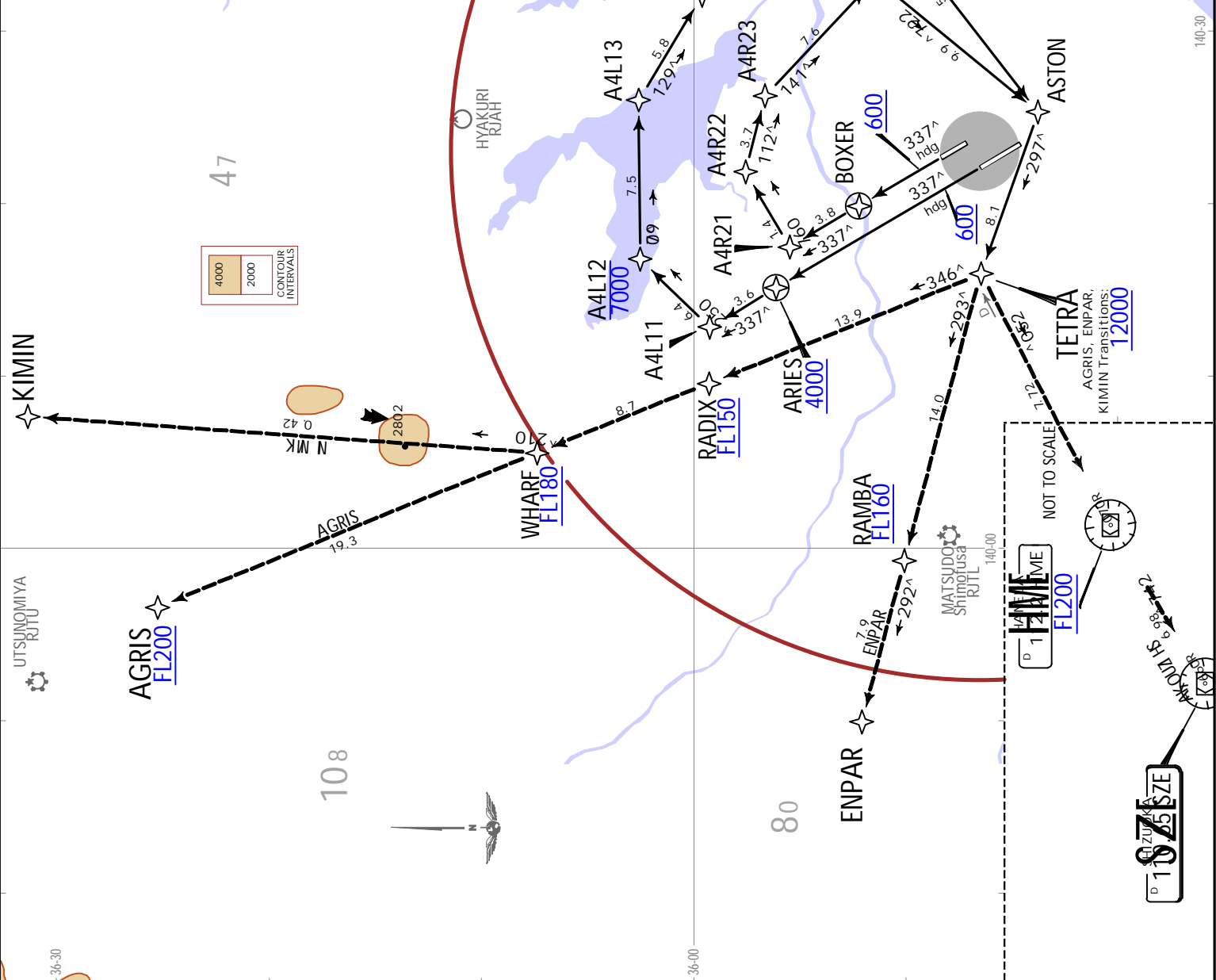
1. RNAV1, 2. DME/DME/IRU or GNSS required, 3. RADAR service required.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

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

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

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

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



RJAA/NRT

NARITA INTL



30 APR 21

20-4

.NOISE.
TOKYO, JAPAN

NOISE ABATEMENT PROCEDURES

TIME RESTRICTIONS ON DEPARTURES AND ARRIVALS

A. No take-off or landing shall be permitted during the hours from 1500UTC to 2100UTC with the exception of aircraft in an emergency or in an unavoidable situation.

NOTE: "In an emergency or in an unavoidable situation" as described above shall be limited to the following cases:

- (a) Aircraft encountering an abnormal situation.
- (b) When abnormal situations arise among crew or passengers.
- (c) Aircraft operating for the purpose of search-and-rescue activities.
- (d) Aircraft operating for the purpose of urgent news collection activities.
- (e) When take-off or landing is considered unavoidable due to typhoon evacuation or other reasons.
- (f) When the necessity of urgent refueling arises due to unusual weather conditions.

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

C. (1) Only RWY 16R/34L is available during the hours from 1400UTC to 1500UTC.

(2) All aircraft taking off from/landing at Narita International Airport during the hours from 1400UTC to 1500UTC shall meet the following requirement.

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

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

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

SPECIAL PROVISION FOR LANDING AND TAKE-OFF RESTRICTIONS

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

1. Applicable Time Zones: Rwy 16R/34L - Between 1500UTC and 1530UTC.

2. Applicable Aircraft: Aircraft satisfying both conditions 1) and 2) below.

1) Aircraft falling under Narita Aircraft Noise Rating Index Categories A, B and C.

2) Landing and Take-off operation in one of the following cases, except for causes attributable to the operator:

- (a) Landing of aircraft destined to RJAA delayed due to unusual weather conditions, sudden/serious medical cases or failure of essential airport functions at the port of departure.
- (b) Landing of aircraft destined to RJAA delayed due to landing at another airport for unusual weather conditions or other irregular circumstances en route.
- (c) Landing of aircraft destined to RJAA delayed as a result of serial delays caused by unusual weather conditions, irregular circumstances or ensuring safety of flight operation.
- (d) Landing of aircraft turned back to RJAA due to unusual weather conditions or other irregular circumstances at destination airport.
- (e) Take-off/landing of aircraft delayed due to unusual, irregular circumstances other than those in a) thru d) above and/or ensuring safety of operation.

(Contd on 20-4A)

RJAA/NRT

NARITA INTL



30 APR 21 (20-4A)

.NOISE.
TOKYO, JAPAN

NOISE ABATEMENT PROCEDURES (contd)

NOISE ABATEMENT OPERATING PROCEDURES

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

TAKE-OFF

- (a) Take-off to 1500' AGL (1635' MSL):
 - take-off power
 - take-off flaps or optimum flap setting for noise reduction
 - climb at speed to gain maximum climb angle or as limited by body angle, e.g., $V_2 + 10$ kt or $1.3 V_s$, whichever is greater
- (b) At 1500' AGL (1635' MSL):
 - reduce power to not less than climb power
 - flaps and speed same as in (a) above
- (c) At 3000' AGL (3135' MSL) or above:
 - normal speed and flap retraction schedule to enroute climb

APPROACH (Delayed Flap and Reduced Flap Setting)

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

OTHER INFORMATION

- (A) Notwithstanding item (C) below, for improvement of noise abatement procedures, all aircraft departing from Narita Intl Airport strictly follow extension of the runway centerline until passing D14.0 NRE VOR for Rwy 16R, D14.0 NRE VOR for Rwy 16L, D6.0 NRE VOR for Rwy 34L or D5.5 NRE VOR for Rwy 34R.
- (B) Aircraft Engine Ground Run-up
In order to minimize noise disturbances in areas adjacent to the airport, ground run-up of aircraft engine(s) is controlled in accordance with instructions specified in Narita Intl Airport Administrative Regulations (KUKO KANRI KITEI).
- (C) Observance of Flight Routes
Unless otherwise instructed by ATC or except under unavoidable circumstances, all aircraft arriving at and/or departing from the airport, in the inland area, are requested to follow the routes as prescribed in STARs and SIDs.

PARTS DEPARTING AIRCRAFT (PDA) REPORTING TO NAA

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

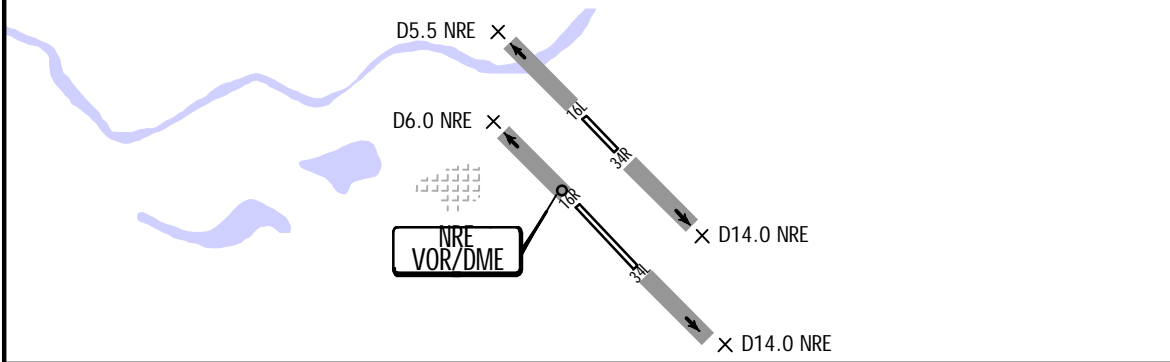
RJAA/NRT
NARITA INTL

JEPPESEN
19 MAR 21 (20-4B). Eff. 24. Mar. 1500Z.

NOISE.
TOKYO, JAPAN

NOISE ABATEMENT PROCEDURES (contd)

TAKE-OFF PROCEDURES

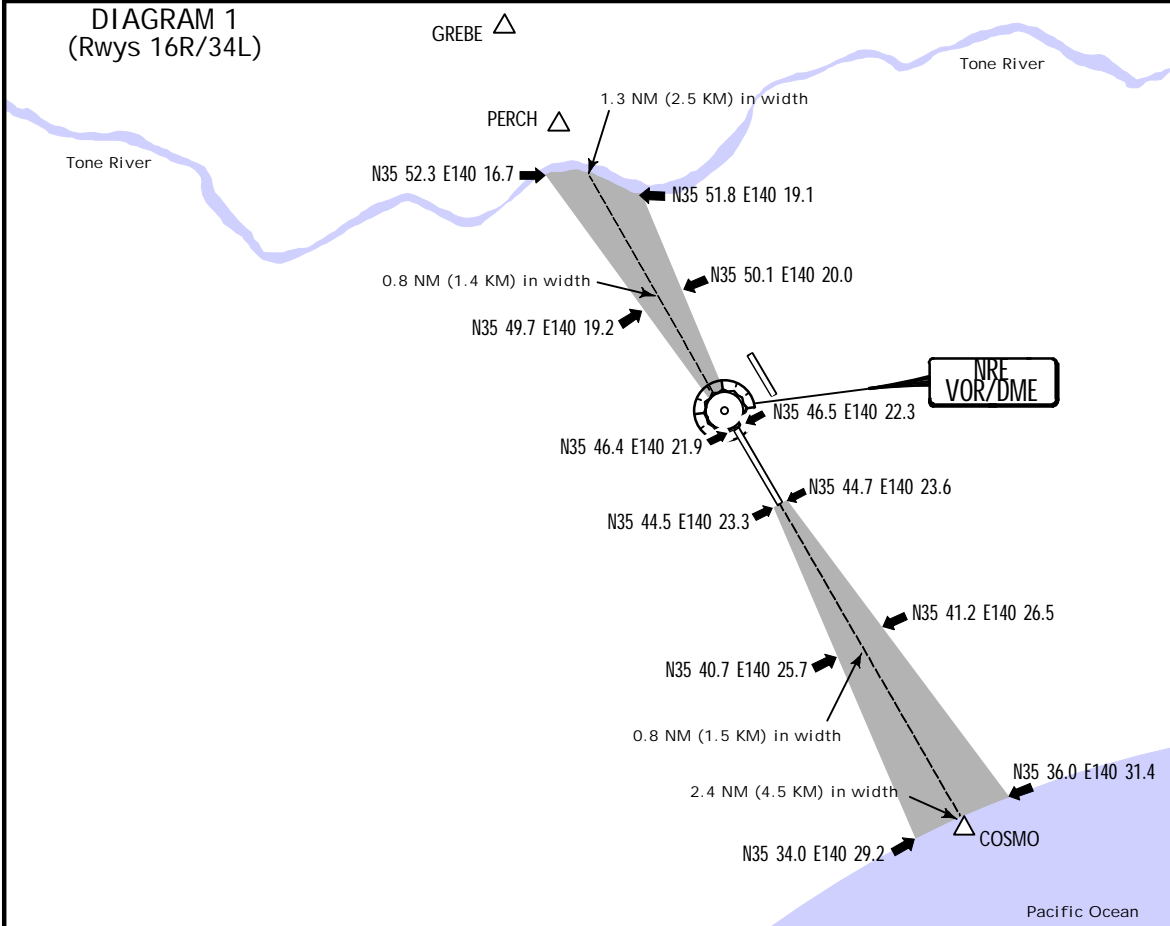


FLIGHT TRACK MONITORING AT NARITA INTL AIRPORT

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

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

DIAGRAM 1
(Rwys 16R/34L)



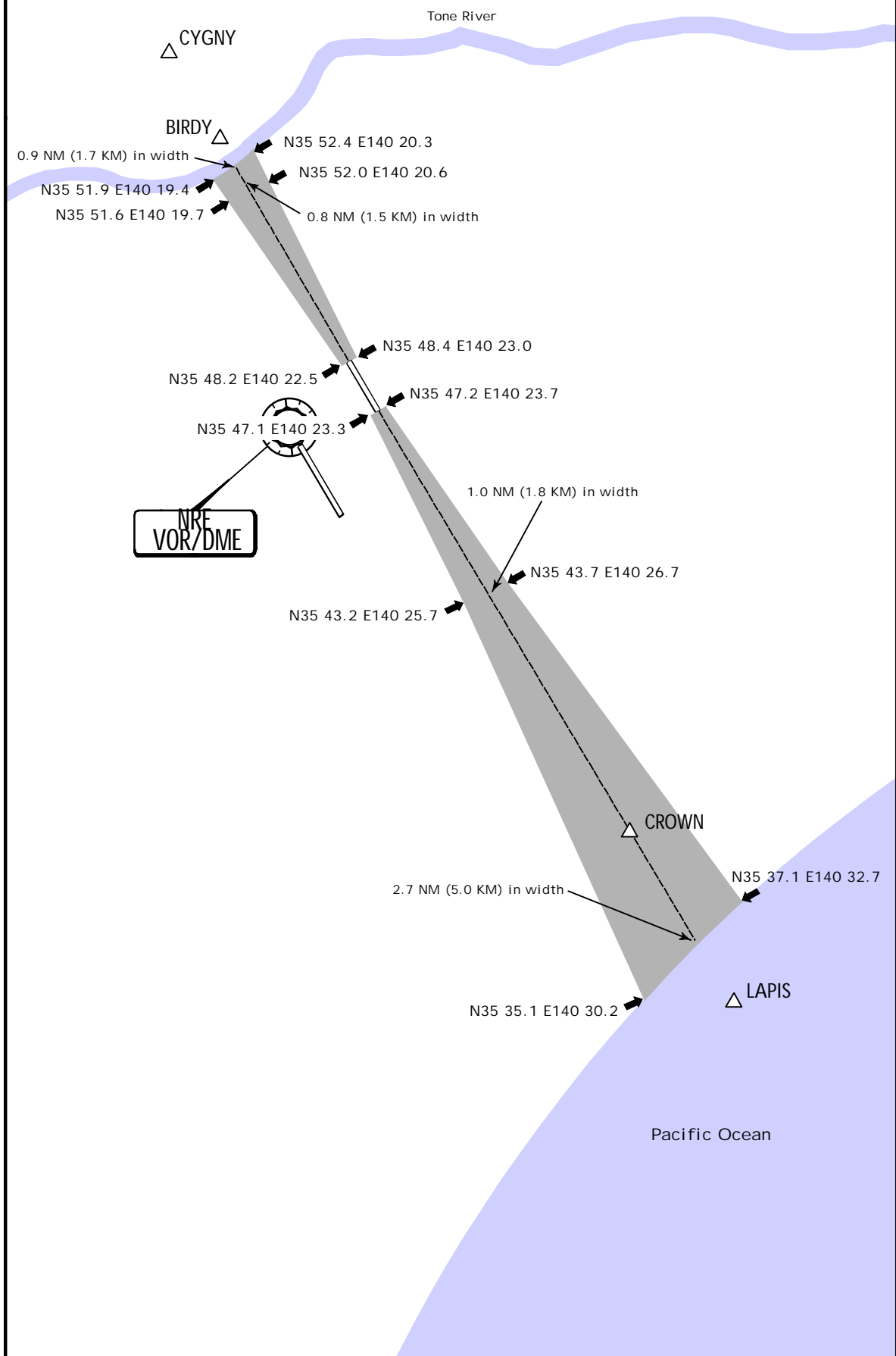
RJAA/NRT
NARITA INTL

JEPPESEN
19 MAR 21 (20-4C) .Eff.24.Mar.1500Z.

NOISE
TOKYO, JAPAN

FLIGHT TRACK MONITORING (contd)

DIAGRAM 2
(Rwys 16L/34R)



CHANGES: HKE VOR removed.

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RJAA/NRT

 **JEPPESEN**
6 AUG 21 (20-8).Eff.11.Aug.2100Z.

TOKYO, JAPAN
NARITA INTL

PREVENTION OF TAXIWAY INCURSIONS AT NARITA INTL AIRPORT

1. The figures of the abolished taxiway are visible as shown on Jeppesen 20-8A.
Accordingly, aircraft should pay special attention not to enter those taxiways.
2. Remarks:
 - (1) Artificial turf marking is installed on the abolished taxiway, between Taxiway S2 and Taxiway S4. (See Figure 1 on Jeppesen 20-8A).
 - (2) Closed marking, unserviceability lights and artificial turf marking are installed on the abolished taxiway, between Taxiway B4 and Taxiway B5.
(See Figure 2 on Jeppesen 20-8A).
 - (3) Closed marking and artificial turf marking are installed on the abolished taxiway, between Taxiway B6 and Taxiway B8. (See Figure 3 on Jeppesen 20-8A).

PREVENTION OF TAXIWAY INCURSIONS AT NARITA INTL AIRPORT

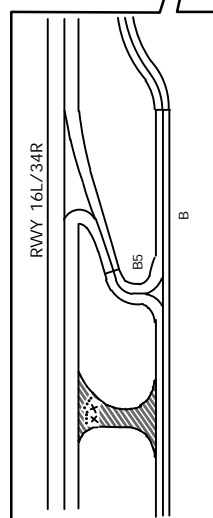


Figure 2

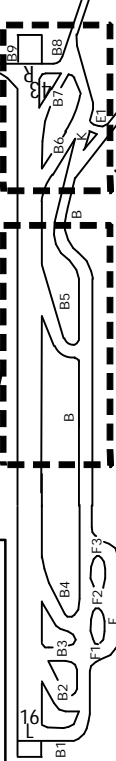


Figure 1

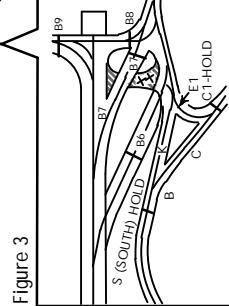
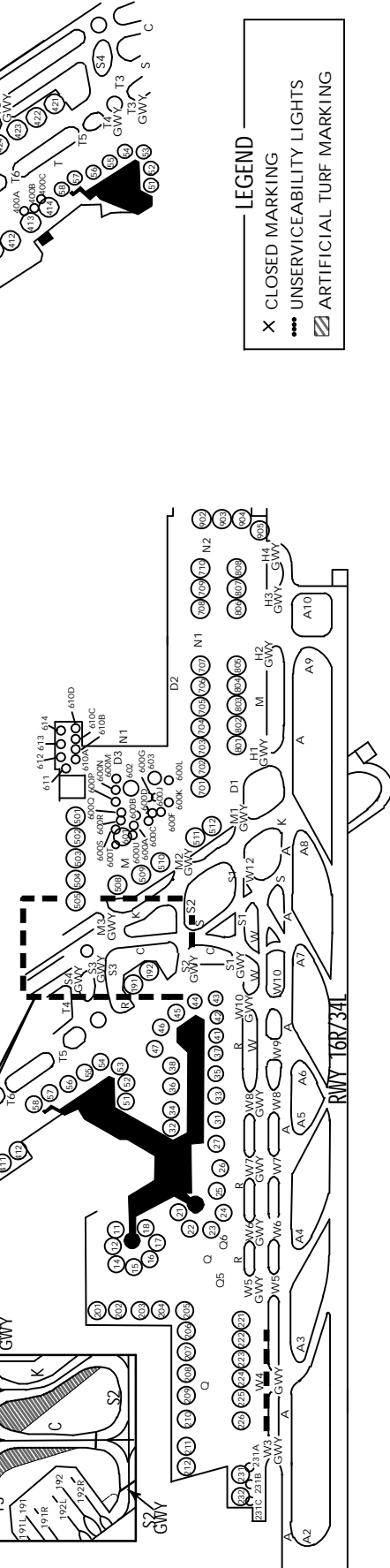


Figure 3



LEGEND

- X CLOSED MARKING
- UNSERVICEABILITY LIGHTS
- ▨ ARTIFICIAL TURF MARKING



D-ATIS	128.25	140-21
Data Comm	121.9	140-22
ACARS	121.9	140-22
D-ATIS DCL	121.9	140-22
NARITA Delivery	121.85	140-23
Tower	118.2	140-24
TOKYO Departure (R)	124.2	140-25
	119.6	120.6
	127.5	125.525

OPERATIONAL NOTES:

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

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

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

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

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

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

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

RESTRICTED TAXIWAY NOTES:

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

- 1 In order to keep clearance between other aircraft or obstacles while taxiing behind spots 76 and 77, all aircraft with a wingspan of 197' (60m) or longer shall reduce taxiing speed and follow the taxiway centerline strictly.
- 2 Only acft with wingspan less than 118' (36m) can use twy P1.
- 3 On Twy K between Twys E2 and B8: Larger acft (such as B747-8, A340-600, B747-400, B777-200LR, B777-300/300ER and B777F) need to reduce taxiing speed so as to accurately track the centerline, as separation between either wing tip and the boundary fence in certain areas of the taxiway is limited to 34' (10.5m).

LEGEND

ATC Non-visibility Area

For AIRPORT BRIEFING refer to 20-1P pages.

FOR TAXI ROUTES SEE CHARTS 20-9E-1 THROUGH 20-9E-10

FOR PARKING POSITIONS SEE 20-9B

FOR PARKING POSITIONS SEE 20-9D

GENERAL

Efficient use of 16L/34R

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

Low-level wind shear alert system.

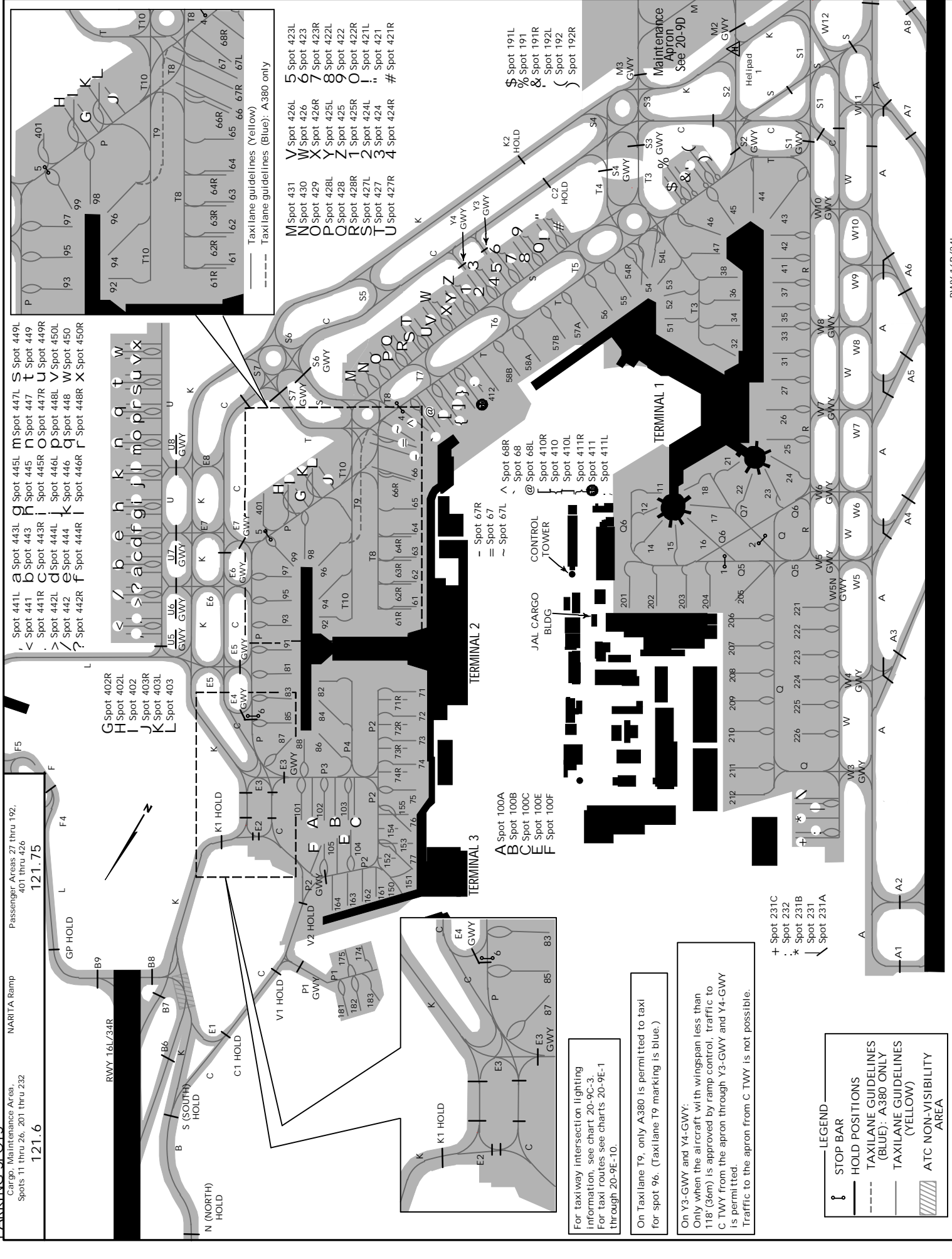
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			TAKE-OFF	WIDTH
		Threshold	Glide Slope	BEYOND		
16R	HIRL CL HIALS-II TDZ PAPI-L (angle 3.0°)	RVR		12,008' 3660m		197' 60m
	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°)	RVR		12,014' 3662m		
1 Dimension of grooved area is 12,549' (3825m) x 197' (60m) from the threshold of Rwy 34L.						
16L	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°)	RVR		6992' 2131m		197' 60m
	HIRL CL ALSF-I TDZ PAPI-R (angle 3.0°)	RVR		7071' 2155m		
2 Grooved.						

TAKE-OFF							Single Eng Acft
Rwy 16R							
Multi Engine Aircraft							
With Take-Off Alternate Airport Filed							Without Take-off Altn Apt Filed
1 LVP/LVPD in Force							
2 HIRL & CL & Multiple RVR		2 HIRL & CL	2 HIRL or CL or RCLM	2 HIRL & CL	2 HIRL or CL or RCLM	NIL (DAY ONLY)	
A	RVR 150m	200m	250m	400m	400m	vis 500m	Available Landing Minimums
B	RVR 200m	250m	300m				Available Landing Minimums
C							
D							
Multi Eng Acft							Single Eng Acft
With Take-off Altn Apt. Filed							Without Take-off Altn Apt. Filed
2 HIRL & CL		2 HIRL or CL or RCLM	NIL (DAY ONLY)				
A	400m	400m	VIS 500m				Available Landing Minimums
B							
C							
D							

TAKE-OFF							Single Eng Acft
Rwy 34L							
Multi Engine Aircraft							
With Take-Off Altn Apt. Filed							Without Take-off Altn Apt. Filed
2 HIRL & CL		2 HIRL or CL or RCLM	NIL (DAY ONLY)				
A	400m	400m	VIS 500m				Available Landing Minimums
B							
C							
D							
Multi Eng Acft							Single Eng Acft
With Take-off Altn Apt. Filed							Without Take-off Altn Apt. Filed
2 HIRL & CL		2 HIRL or CL or RCLM	NIL (DAY ONLY)				
A	400m	400m	VIS 500m				Available Landing Minimums
B							
C							
D							

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



Passenger Areas 27 thru 192, 401 thru 426

121.6	121.75
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Cargo, Maintenance Area, Spots 11 thru 26, 201 thru 232

121.6	121.75
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NARITA Ramp

121.6	121.75
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GP HOLD

121.6	121.75
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Spot 402R
 Spot 402L
 Spot 402
 Spot 403R
 Spot 403L
 Spot 403

U5	U6	U7	U8
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Spot 441L
 Spot 441
 Spot 441R
 Spot 442L
 Spot 442
 Spot 442R
 Spot 443L
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 Spot 445L
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 Spot 445R
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Spot 423L
 Spot 423
 Spot 423R
 Spot 424L
 Spot 424
 Spot 424R
 Spot 425L
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Spot 420R
 Spot 402L
 Spot 402
 Spot 403R
 Spot 403L
 Spot 403

For taxiway intersection lighting information, see chart 20-9C-3. For taxi routes see charts 20-9E-1 through 20-9E-10.

On Taxi lane T9, only A380 is permitted to taxi for spot 96. (Taxi lane T9 marking is blue.)

On Y3-GWY and Y4-GWY:
 Only when the aircraft with wingspan less than 118' (36m) is approved by ramp control, traffic to C TWY from the apron through Y3-GWY and Y4-GWY is permitted.
 Traffic to the apron from C TWY is not possible.

- + Spot 231C
- Spot 232
- * Spot 231B
- Spot 231
- Spot 231A

LEGEND

- ⊢ STOP BAR
- HOLD POSITIONS
- - - TAXILANE GUIDELINES (BLUE): A380 ONLY
- TAXILANE GUIDELINES (YELLOW)
- ▨ ATC NON-VISIBILITY AREA

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TOKYO, JAPAN

TERMINAL APRON

6 AUG 21

(20-9C) .Eff.11.Aug.1500Z.

NARITA INTL

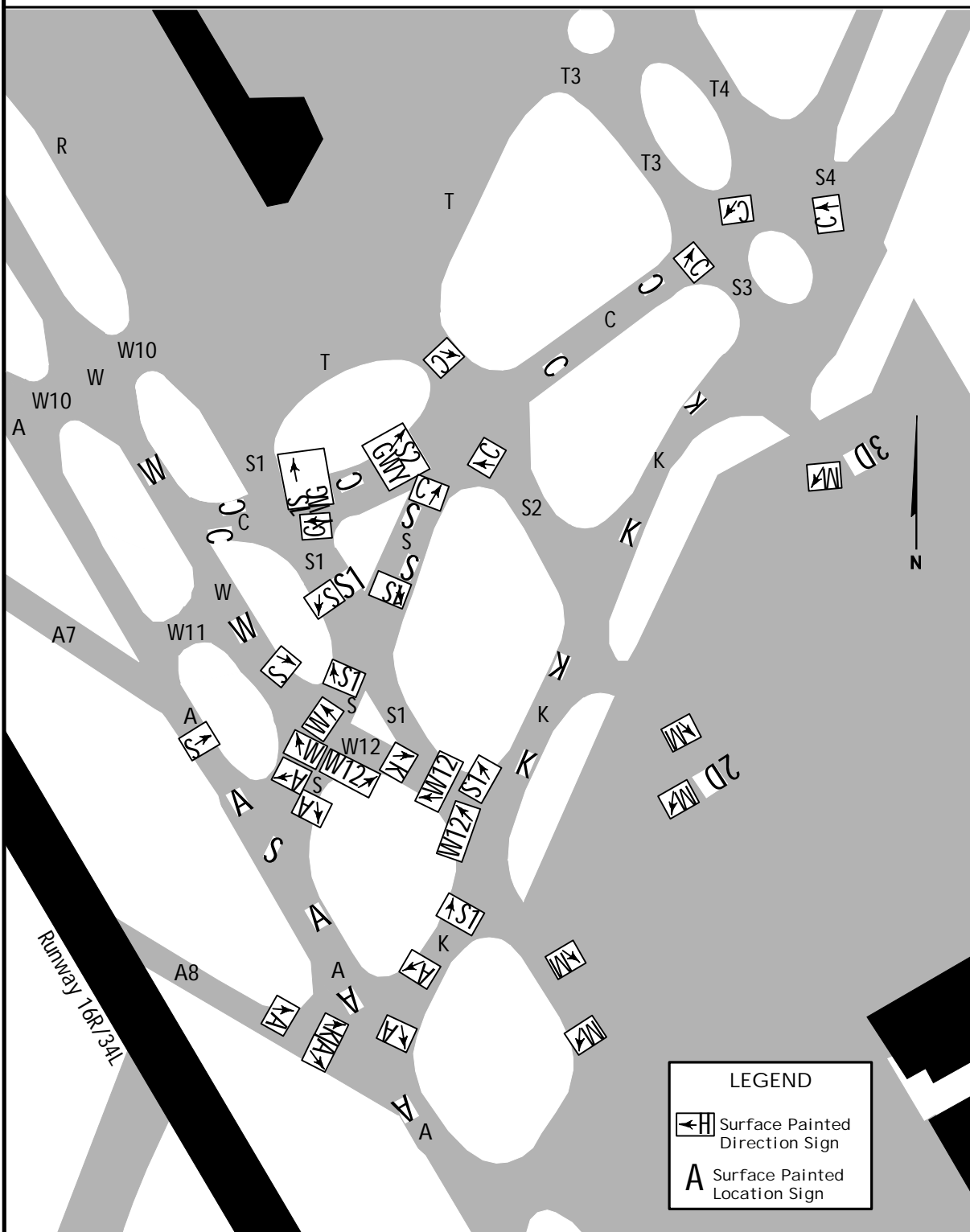
PARKING SPOT COORDINATES

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

Surface Painted Direction Signs and Surface Painted Location Signs

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

DIAGRAM 1

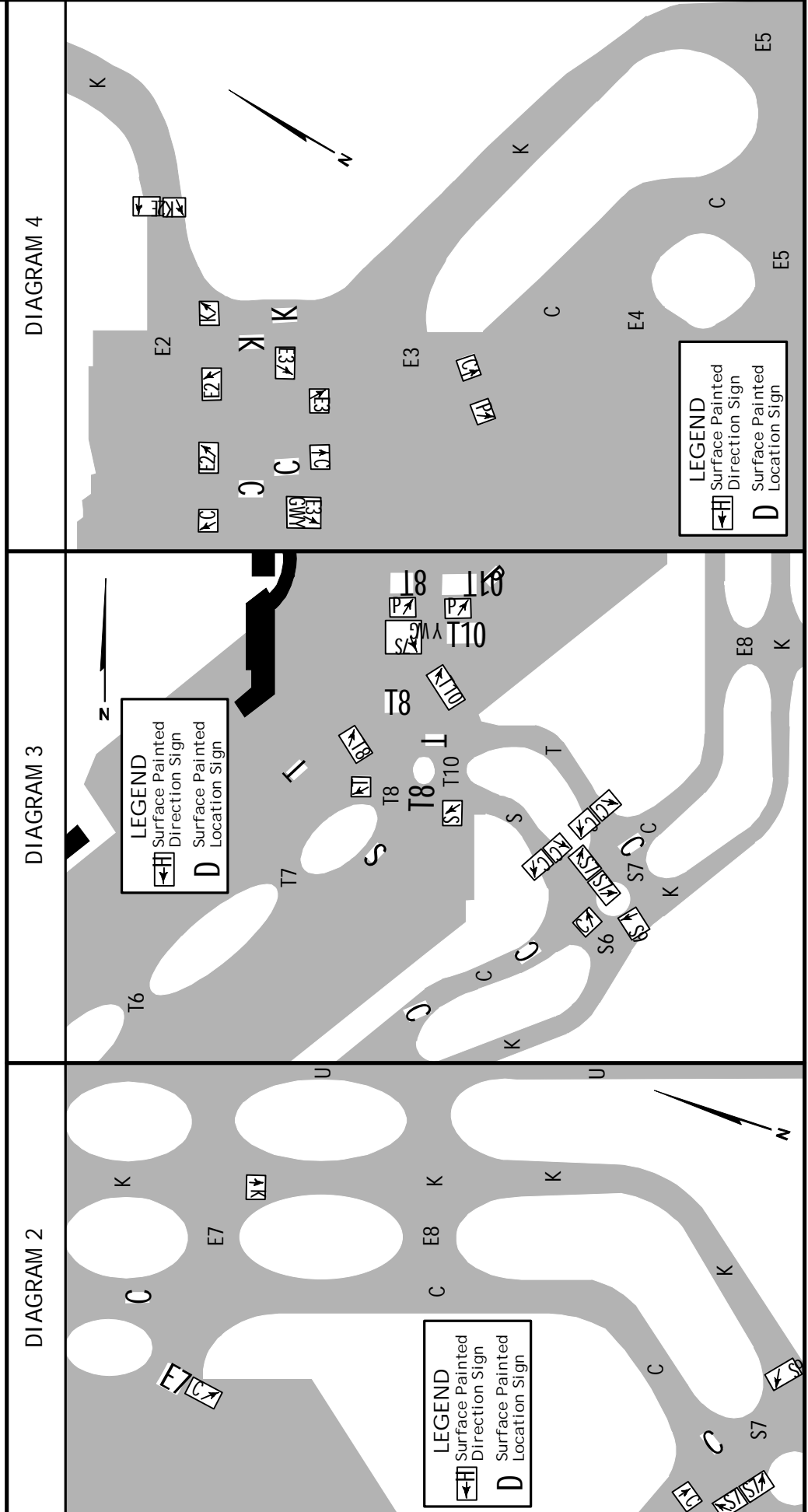


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14 OCT 22 **JEPPESEN** 20-9C-2

TOKYO, JAPAN
NARITA INTL

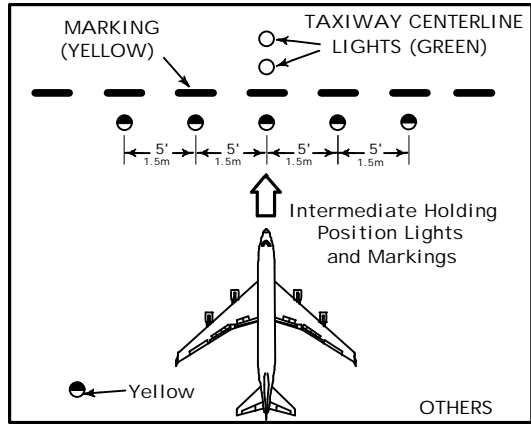
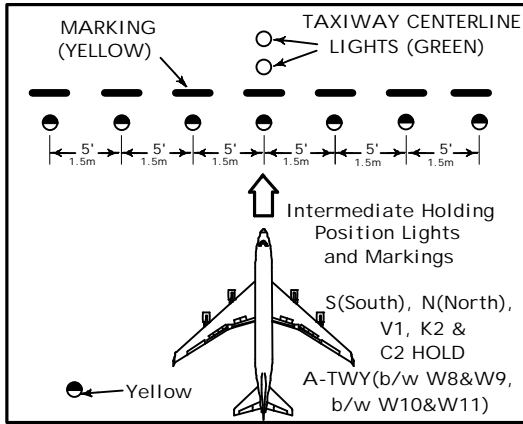
Surface Painted Direction Signs and Surface Painted Location Signs



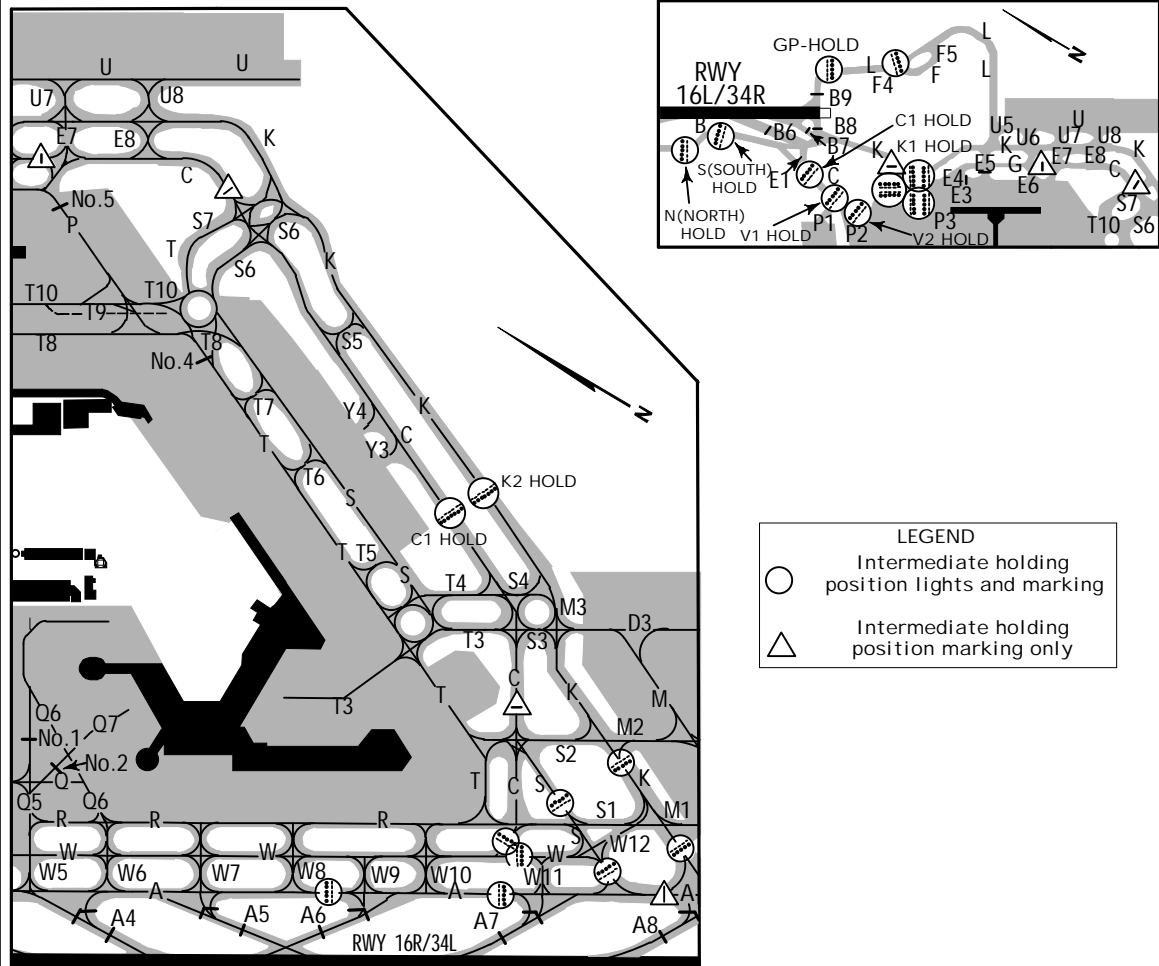
CHANGES: Sign S6 position adjusted.

INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS

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



INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS



CHANGES: Twys U5 & U6 added, apron shape.

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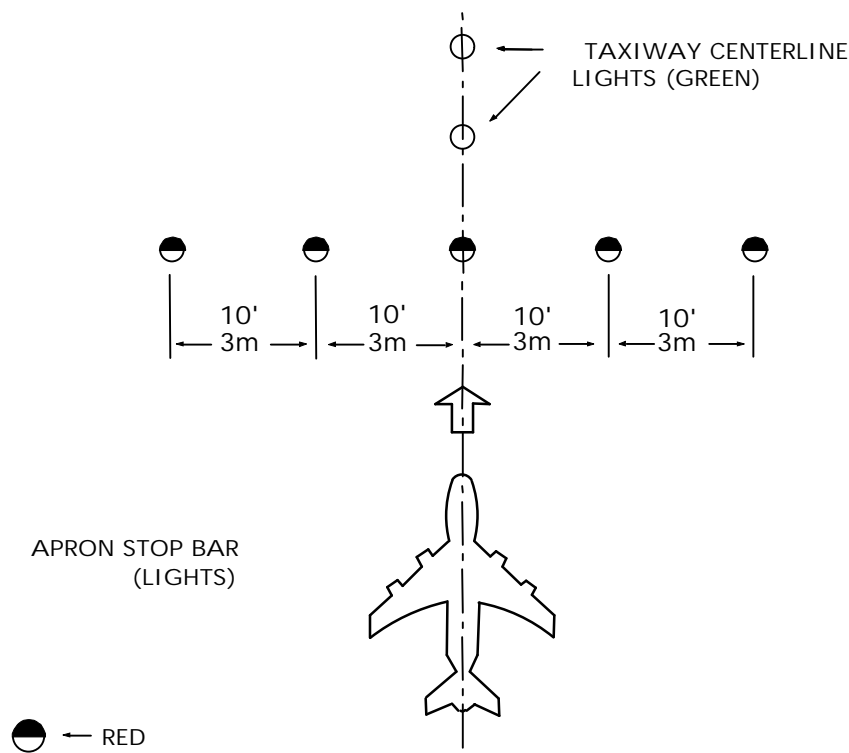
INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS (CONTD)

APRON STOP BAR

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

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

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



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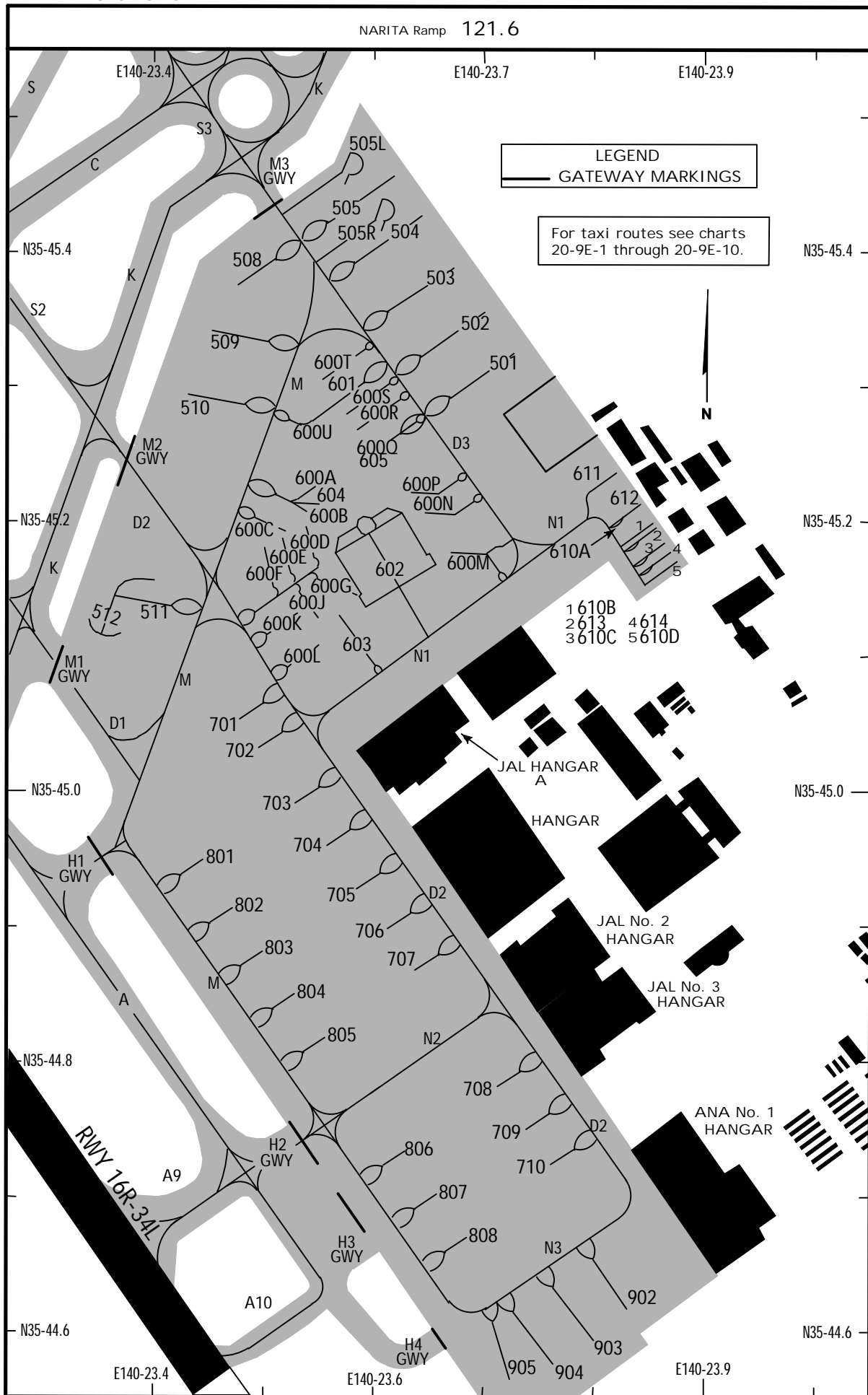
MAINTENANCE APRON
PARKING SPOTS



20 MAR 20 **20-9D**.Eff.25.Mar.2100Z.

TOKYO, JAPAN

NARITA INTL



NARITA Ramp 121.6

LEGEND
GATEWAY MARKINGS

For taxi routes see charts
20-9E-1 through 20-9E-10.

RJAA/NRT

MAINTENANCE APRON
PARKING SPOT COORDINATES



20 MAR 20

20-9E

.Eff.25.Mar.2100Z.

TOKYO, JAPAN

NARITA INTL

PARKING SPOT COORDINATES

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

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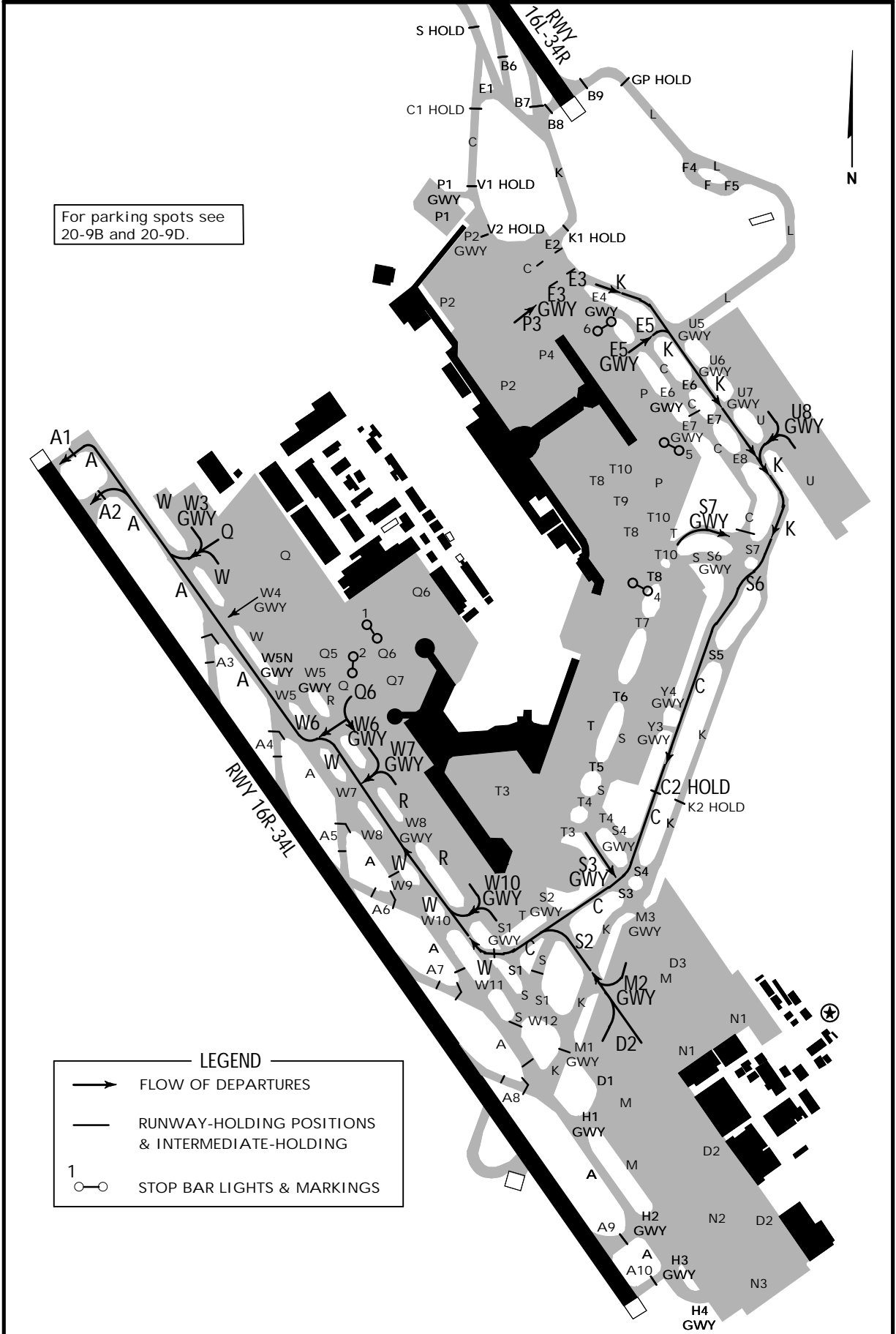
Apt Elev 135'

6 AUG 21 (20-9E-1) .Eff.11.Aug.1500Z.

NARITA INTL

CAT II & III TAXI ROUTES DEPARTURES Rwy 16R

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



RJAA/NRT

Apt Elev 135'



6 AUG 21

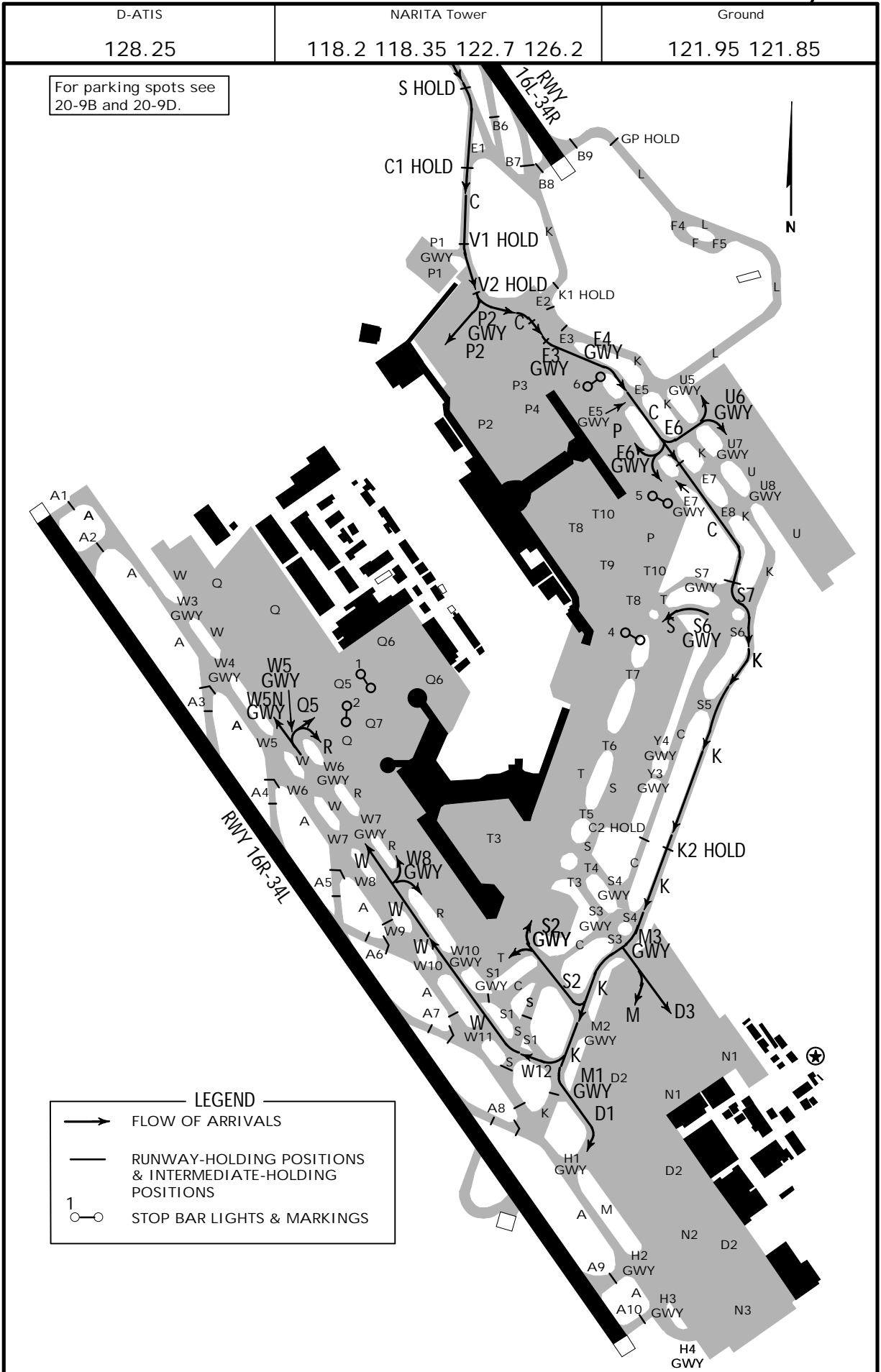
20-9E-10

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TOKYO, JAPAN

NARITA INTL

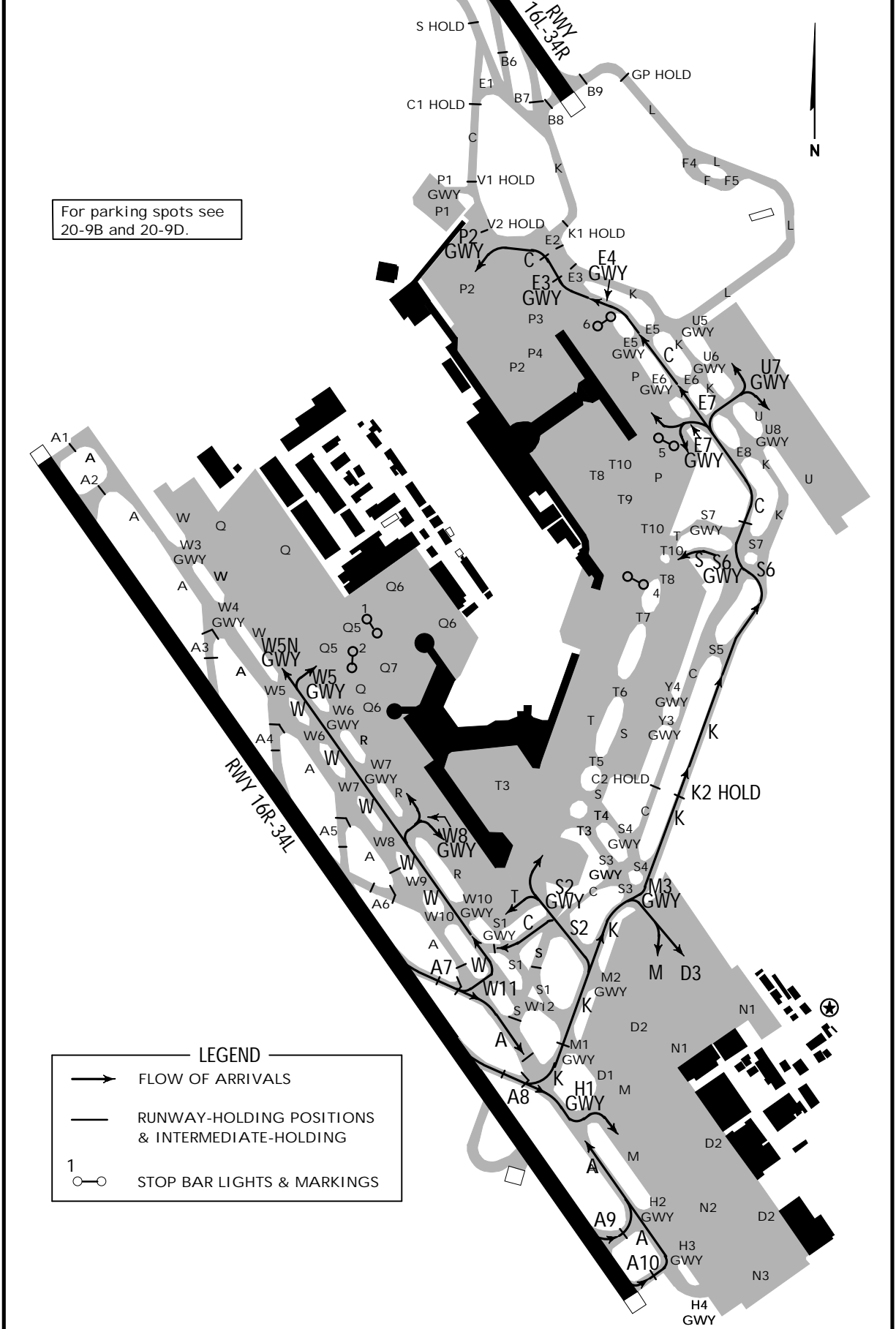
TAXI ROUTES ARRIVALS Rwy 34R



RJAA/NRT
Apt Elev 135'

JEPPESEN TOKYO, JAPAN
6 AUG 21 (20-9E-2) .Eff.11.Aug.1500Z.
NARITA INTL
CAT II & III TAXI ROUTES ARRIVALS Rwy 16R

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



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12 NOV 21

20-9E-3

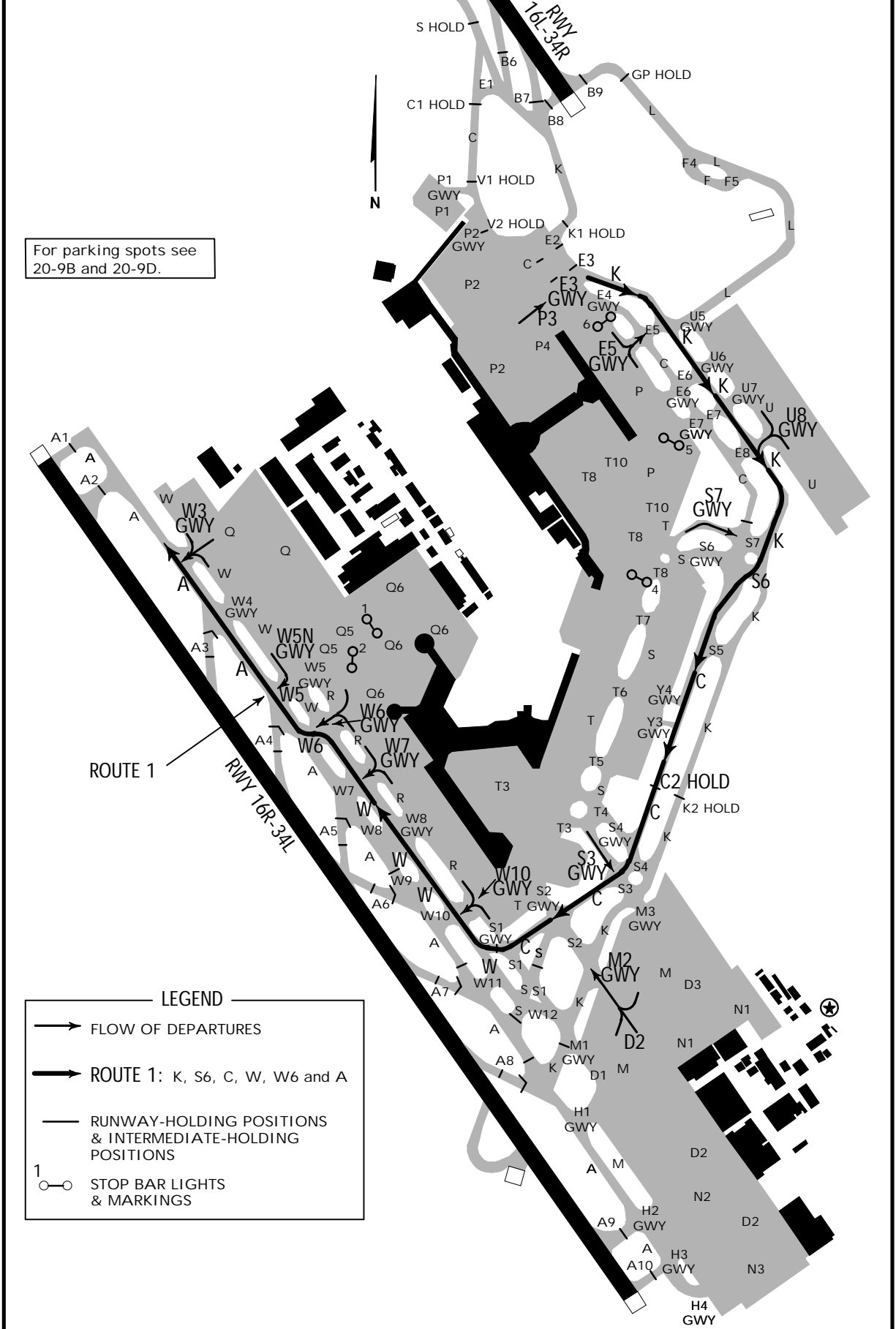
TOKYO, JAPAN

NARITA INTL

Apt Elev 135'

TAXI ROUTES DEPARTURES Rwy 16R

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



For parking spots see 20-9B and 20-9D.

LEGEND

- FLOW OF DEPARTURES
- ROUTE 1: K, S6, C, W, W6 and A
- RUNWAY-HOLDING POSITIONS & INTERMEDIATE-HOLDING POSITIONS
- STOP BAR LIGHTS & MARKINGS

CHANGES: Flow of departures GWY 7 added, GWY 8 removed.

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12 NOV 21

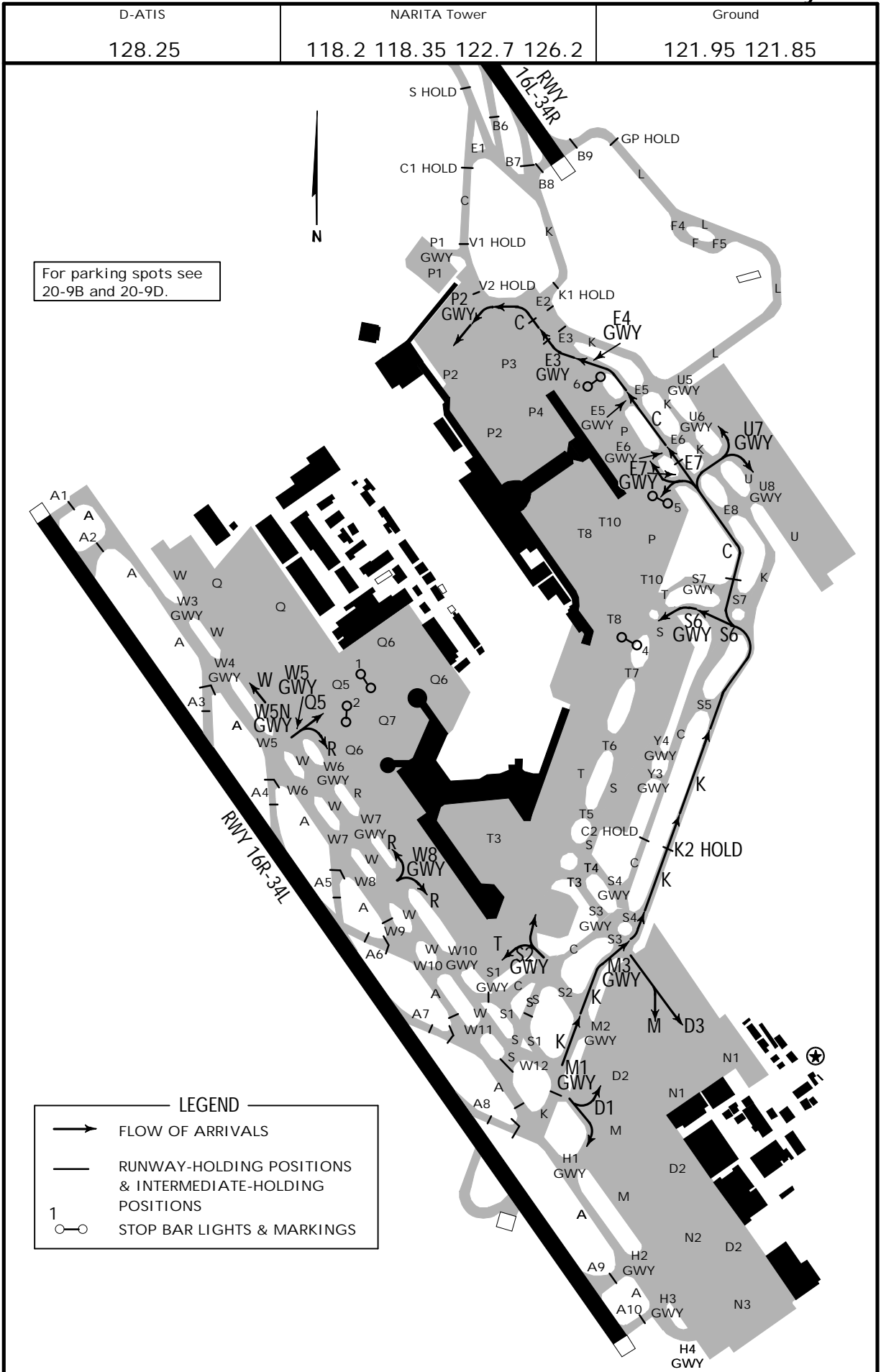
20-9E-4

TOKYO, JAPAN

NARITA INTL

TAXI ROUTES ARRIVALS Rwy 16R

Apt Elev 135'



RJAA/NRT

Apt Elev 135'

JEPPESEN

6 AUG 21

20-9E-5

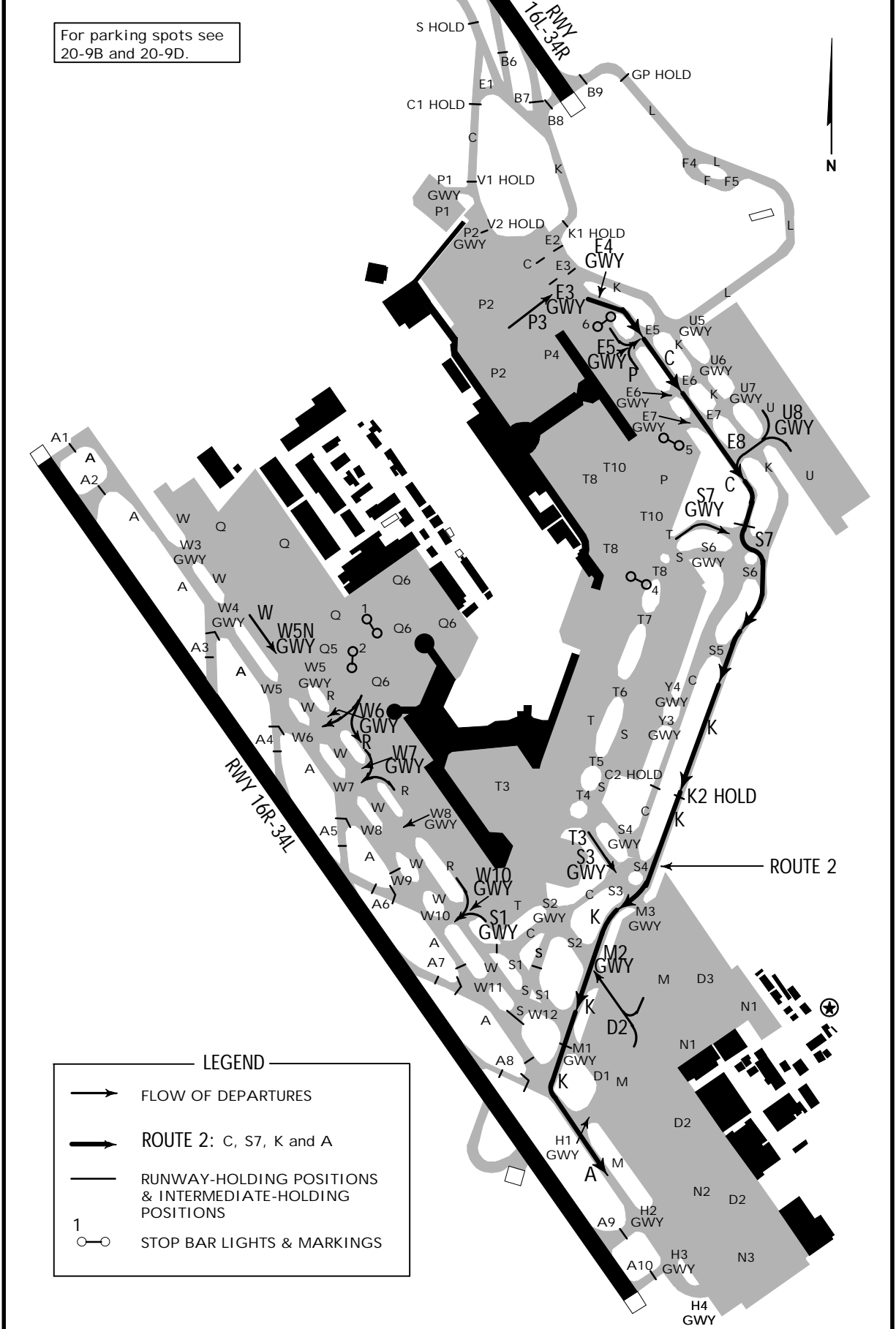
.Eff.11.Aug.1500Z.

TOKYO, JAPAN

NARITA INTL

TAXI ROUTES DEPARTURES Rwy 34L

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



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Apt Elev 135'

6 AUG 21

JEPPesen

20-9E-6

.Eff.11.Aug.1500Z.

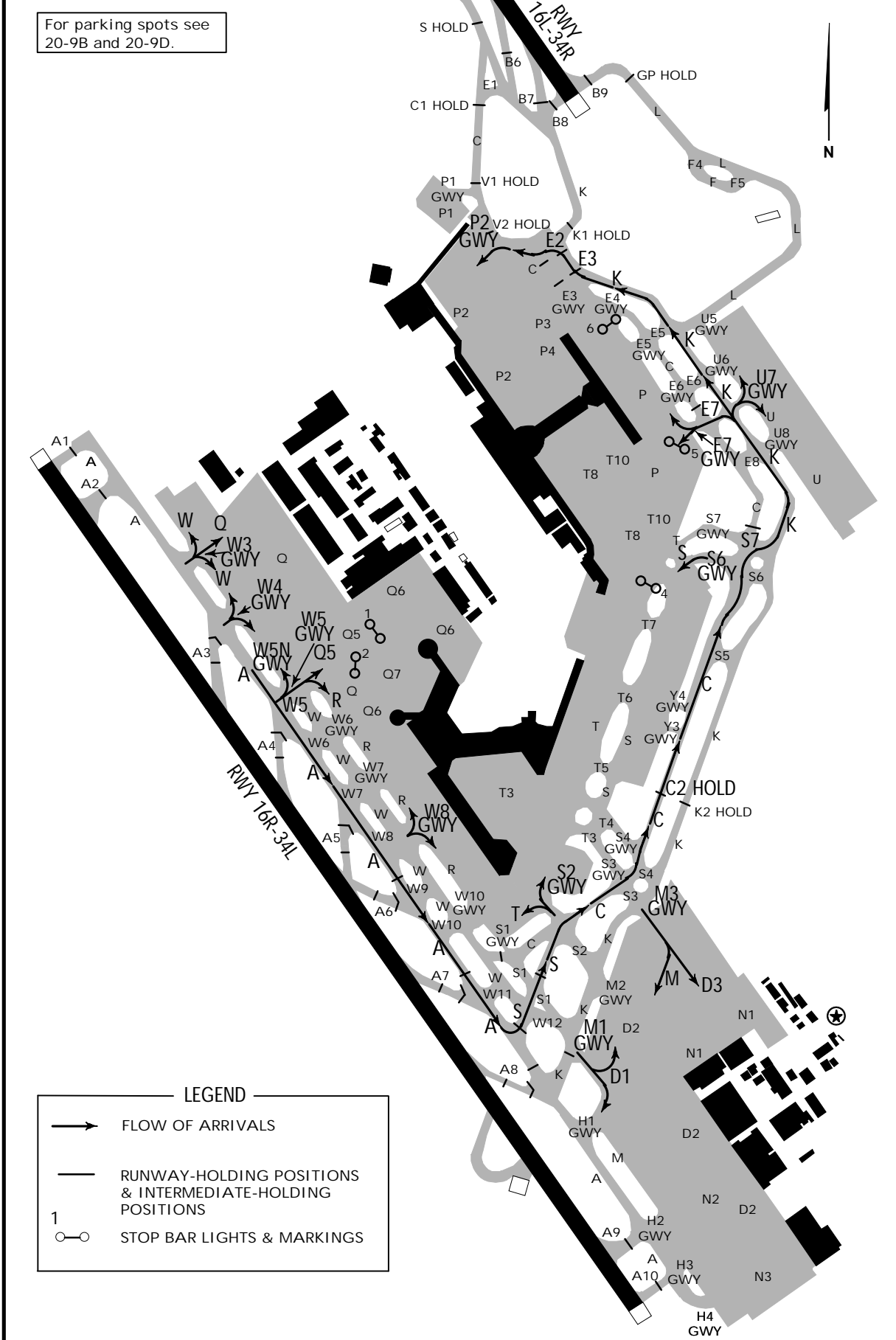
TOKYO, JAPAN

NARITA INTL

TAXI ROUTES ARRIVALS Rwy 34L

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

For parking spots see 20-9B and 20-9D.



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TOKYO, JAPAN

6 AUG 21

20-9E-7

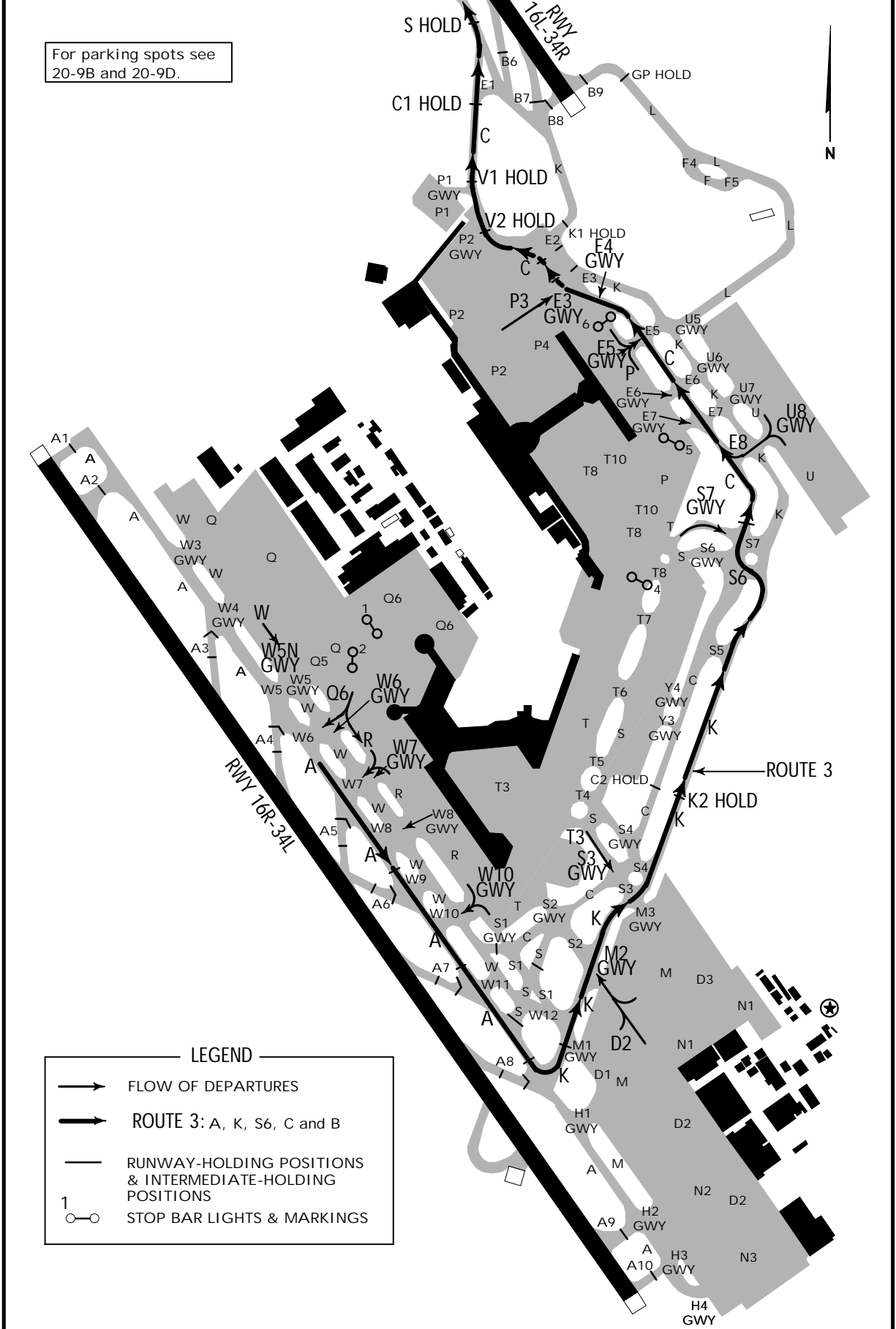
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NARITA INTL

Apt Elev 135'

TAXI ROUTES DEPARTURES Rwy 16L

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



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Apt Elev 135'



6 AUG 21

20-9E-8

.Eff.11.Aug.1500Z.

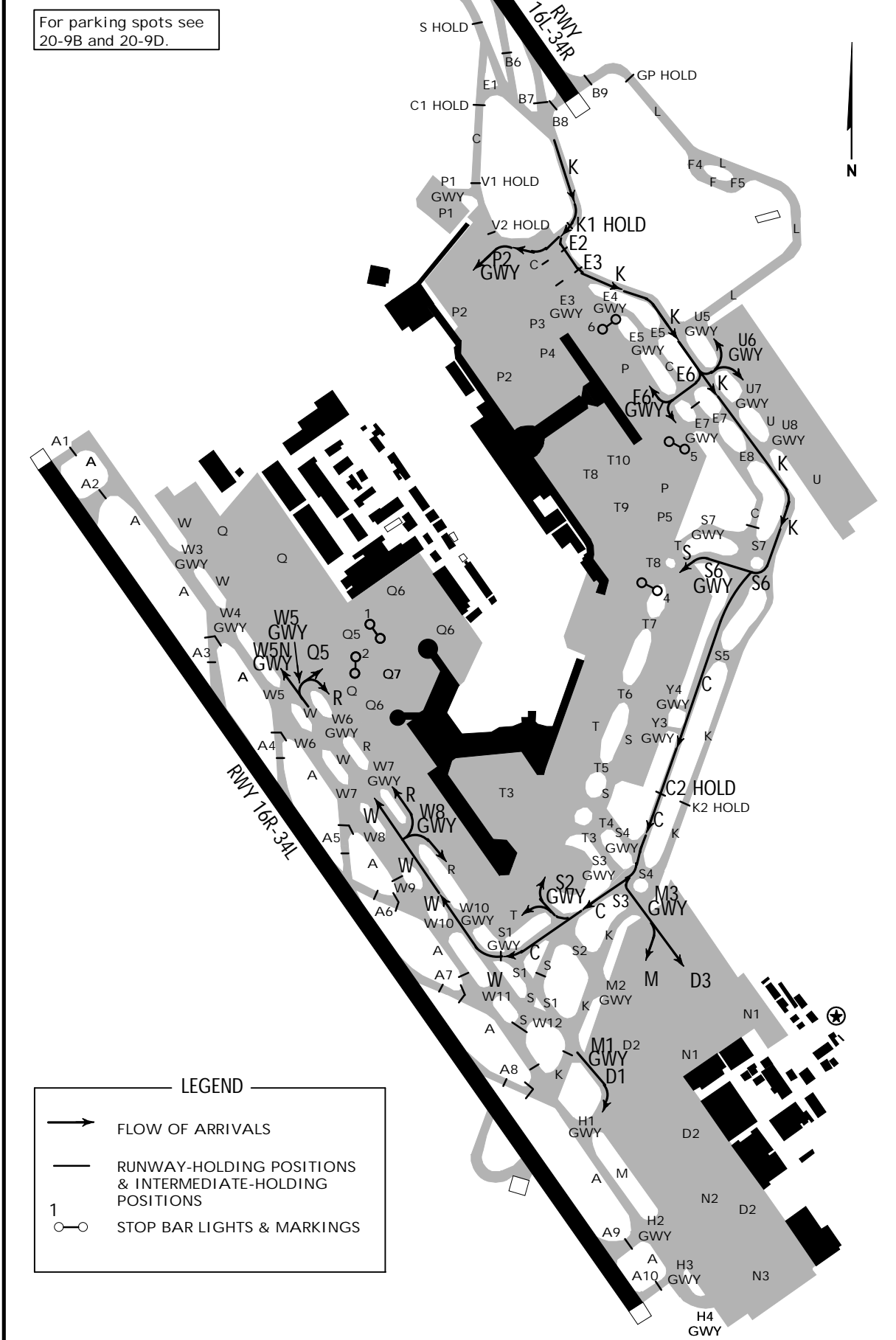
TOKYO, JAPAN

NARITA INTL

TAXI ROUTES ARRIVALS Rwy 16L

D-ATIS 128.25	ACARS: D-ATIS DCL	NARITA Tower 118.2 118.35 122.7 126.2				Ground 121.95 121.85	
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For parking spots see 20-9B and 20-9D.



CHANGES: Flow of arrivals, Twy U5 & U6 added, apron shape, buildings.

RJAA/NRT

Apt Elev 135'

JEPPESEN

6 AUG 21

20-9E-9

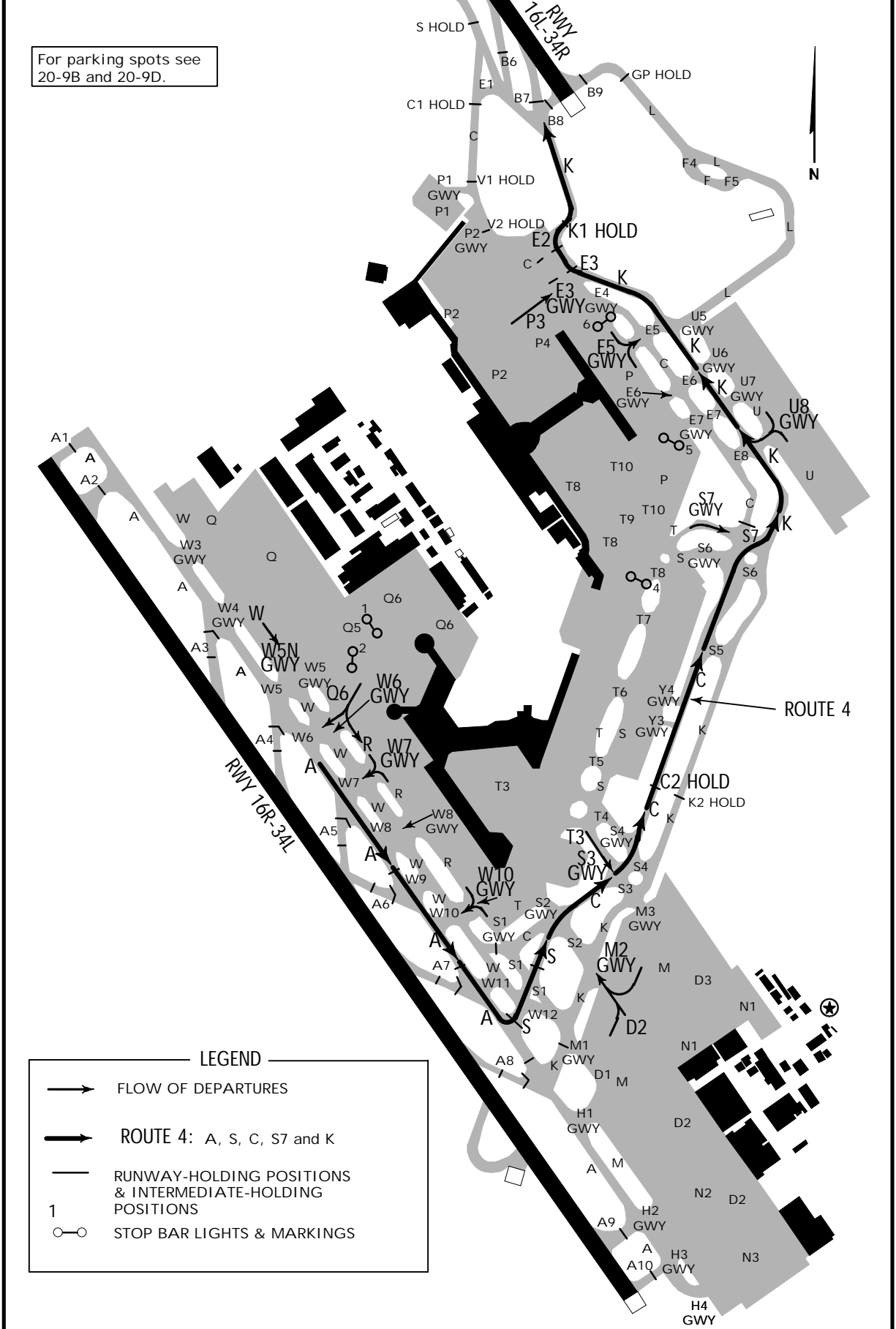
.Eff.11.Aug.1500Z.

TOKYO, JAPAN

NARITA INTL

TAXI ROUTES DEPARTURES Rwy 34R

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



VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

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

The visual docking system is operational only in the automatic mode. In the event of a system failure, the aircraft shall be manually guided by a marshaller to the stopping position.

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

- a. the type of the approaching aircraft;
- b. deviation from the lead-in centerline; and
- c. distance to the stopping position.

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

The following aircraft parking stands are equipped with a visual docking guidance system:

Safedock Type 1 (T1): 11, 12, 25-27, 31, 37, 41, 57A, 57B, 58A, 58B

Safedock Type 2 (T2): 14-17, 22-24, 32-36, 38 42-47, 51-56, 61-68, 71-75, 81-88, 91-99

SAFEDOCK TYPE 1 (T1)

AIRCRAFT TYPE INDICATION

An operator on the ground shall input the aircraft type into the system before the aircraft approaches the parking stand.

Upon accepting the input, the system carries out an internal calibration, starts the laser scanner simultaneously and indicates the aircraft type according to the input. The system will then begin to indicate yellow lead-in arrows scrolling upwards, prompting the aircraft to proceed (see Figure 1).

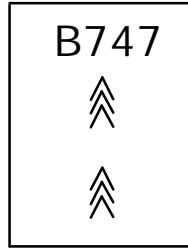


Figure 1

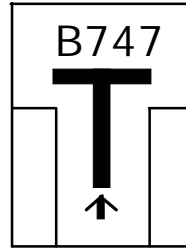


Figure 2

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

At least until the approaching aircraft arrives at a point 49' (15m) before the stopping position, the system will identify the aircraft type and compare it with the previously input aircraft type. If these data match, the system will continue its operation. If they do not match, the display screen will continue displaying "STOP", "ID FAIL" (see Figure 3).

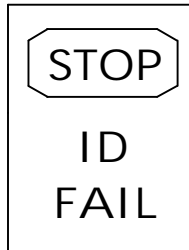


Figure 3

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

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

VISUAL DOCKING GUIDANCE SYSTEM (contd)

SPOT-IN AND LATERAL CENTER LINE GUIDANCE

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

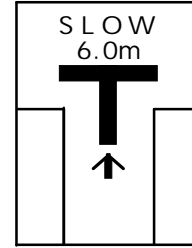


Figure 4

Deviation of an upward yellow arrow from the centerline of "T" indicates the deviation of the approaching aircraft relative to the centerline of the parking stand either to the right or to the left. Further, an additional flashing red arrow on the either side indicates the required direction for the aircraft to turn (see Figures 5 and 6), and numerical value of remaining distance (see Figures 7, 8).

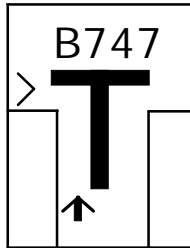


Figure 5

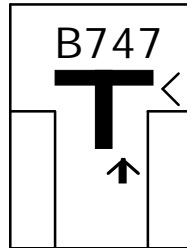


Figure 6

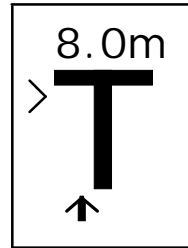


Figure 7

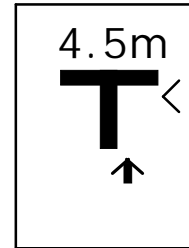


Figure 8

STOPPING GUIDANCE

When the approaching aircraft is within 66' (20m) from the stopping position, the shaft of the illuminated "T" bar will begin to retract upward from the bottom, to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively (Figures 9, 10).

As the aircraft approaches the stopping position, the shaft of the illuminated "T" will retract one row for every 1.0' (0.3m).

When the approaching aircraft is within 98' (30m) from the stopping position, display of digital countdown will start.

As the aircraft approaches the stopping position, digital countdown is for every 3.3' (1.0m) (from 98' to 16' (30m to 5m) to the stopping position) or for every 1.6' (0.5m) (from 16' to 6.6' (5m to 2m) to the stopping position) or for every 0.3' (0.1m) (from 6.6' (2m) to the stopping position) (Figures 11, 12).

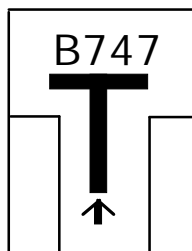


Figure 9

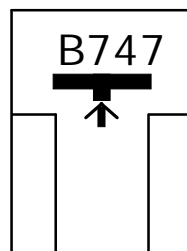


Figure 10

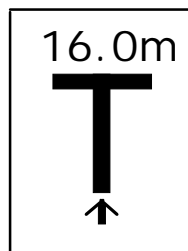


Figure 11

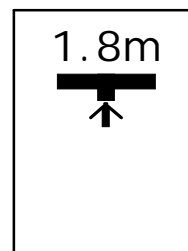


Figure 12

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

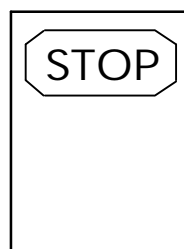


Figure 13

VISUAL DOCKING GUIDANCE SYSTEM (contd)

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

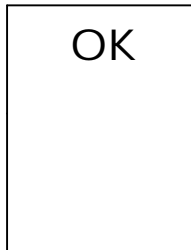


Figure 14

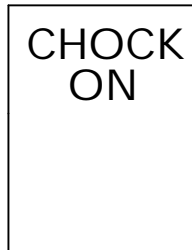


Figure 15



Figure 16

CAUTION AND SAFETY

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

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

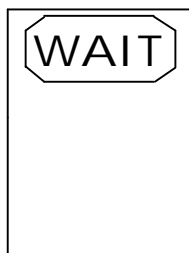


Figure 17

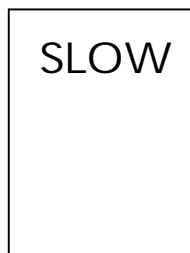


Figure 18

SAFEDOCK TYPE 2 (T2)

AIRCRAFT TYPE INDICATION

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

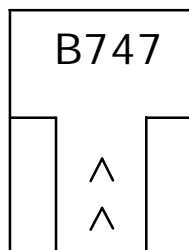


Figure 19

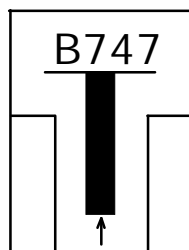
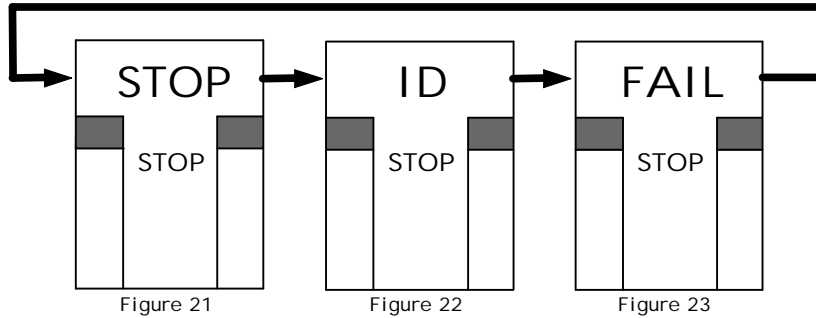


Figure 20

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

VISUAL DOCKING GUIDANCE SYSTEM (contd)

At least until the approaching aircraft arrives at a point 39' (12m) before the stopping position, the system will identify the aircraft type and compare it with the previously input aircraft type. If these data match, the system will continue its operation. If they do not match, the display screen will repeatedly indicate "STOP", "ID" and "FAIL" in sequence and will indicate 2 illuminated red squares simultaneously (see Figure 21 thru Figure 23).



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

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

SPOT-IN AND LATERAL CENTER LINE GUIDANCE

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

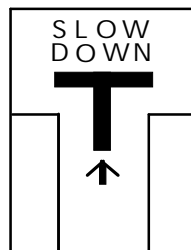


Figure 24

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

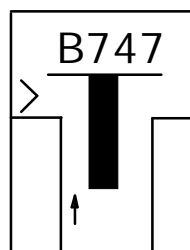


Figure 25

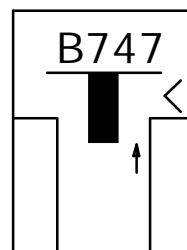


Figure 26

VISUAL DOCKING GUIDANCE SYSTEM (contd)

STOPPING GUIDANCE

When the approaching aircraft is within 52' (16m) from the stopping position, the shaft of the illuminated "T" will begin to retract upward from the bottom, to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively (Figures 27, 28). As the aircraft approaches the stopping position, the shaft of the illuminated "T" will retract one row for every 1.6' (0.5m).

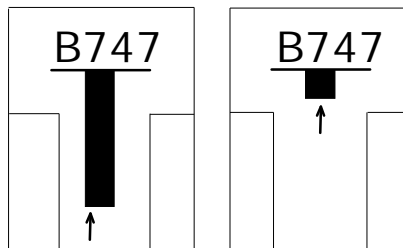


Figure 27

Figure 28

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

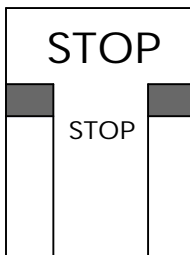


Figure 29

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



Figure 30

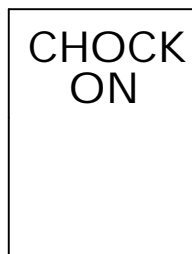


Figure 31

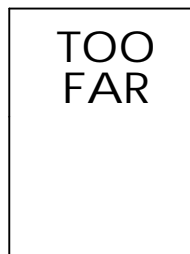


Figure 32

CAUTION AND SAFETY

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

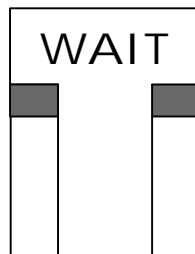


Figure 33

VISUAL DOCKING GUIDANCE SYSTEM (contd)

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

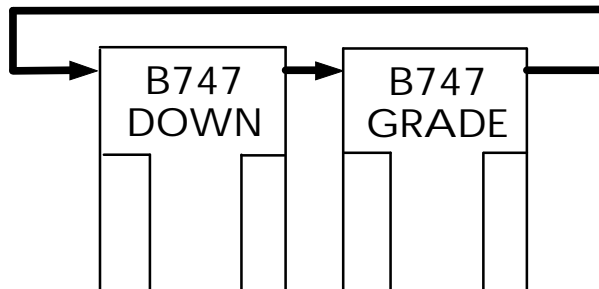


Figure 34

Figure 35

ATC PROCEDURES

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

(1) GENERAL

(A) Standard Taxi Routes: Rwy 16R (see Chart 20-9E-3), Rwy 34L (see Chart 20-9E-5), Rwy 16L (see Chart 20-9E-7), Rwy 34R (see Chart 20-9E-9).

Unless otherwise required, the standard taxiing routes for departure are provided by ATC using route names in the table below.

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

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

(2) DEPARTURE

(A) ATC Clearance

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

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

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

(CONTINUE)

ATC PROCEDURES (contd)

(B) Intersection Departure

The runway lengths remaining for intersection departures are as follows:

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

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

(C) Pilot should ensure that they are able to follow the clearance to the take-off position or the take-off clearance without delay to reduce runway occupancy time. Cockpit check should be completed prior to line-up and checks requiring completion on the Rwy should be kept to a minimum. If unable to do so, notify to Narita Tower.

ARRIVAL

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

(B) Speedy Turn-Off Procedure

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

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

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

Remarks: Brighter Taxiway Centerline Lights (BTCL) Installation

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

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

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

RAMP CONTROL

1. Ramp Control Services

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

2. Area of Competence

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

3. Procedures

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

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

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

(B) Taxi Procedures for Arriving Aircraft into Terminal Apron

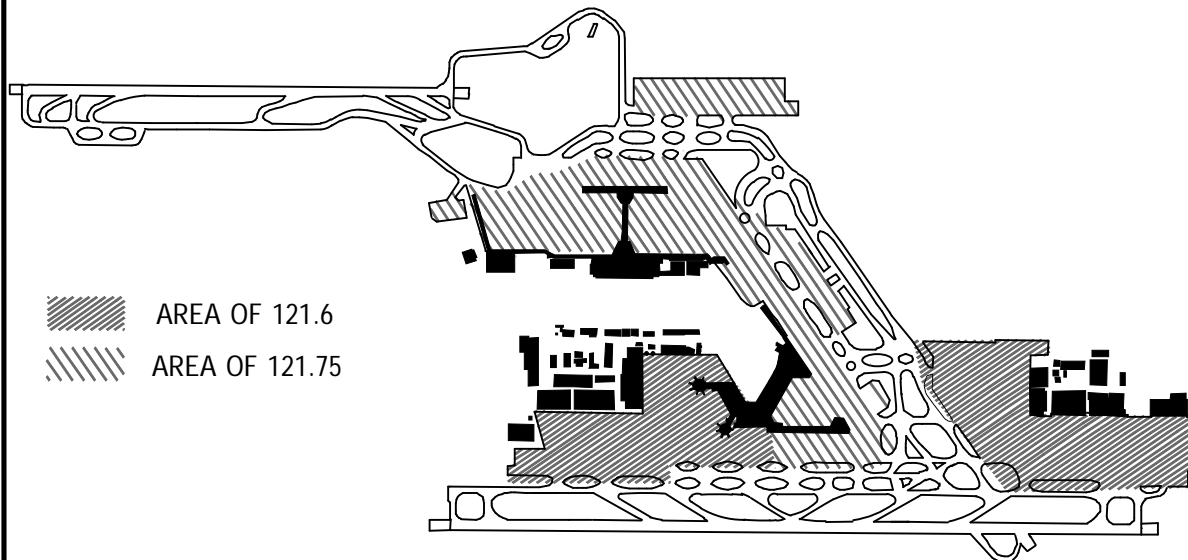
- (a) When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
- (b) The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.
- (c) Unless otherwise specified by the "NARITA RAMP CONTROL", follow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

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

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

(D) Ground Movement of Towed Aircraft

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



RJAA/NRT



TOKYO, JAPAN

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NARITA INTL

OPERATION FOR DEPARTURE CLEARANCE BY DATA LINK (DCL)

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

1. Applicable airport

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

2. Applicable time

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

3. Definition of messages

Definition of messages for DCL is as follows:

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

4. Procedures

This operation is based on EUROCAE document ED-85A ("Data-Link Application System Document (DLASD) for the Departure Clearance Data link Service") and ARINC specification 623-3. Aircraft shall obey these specifications and the following procedures.

- (1) Aircraft except one departing from Osaka Intl airport and Kagoshima airport shall request DCL at 15 minutes prior to starting engine.
- (2) When clearance is requested by DCL, clearance will be delivered by DCL.
- (3) Aircraft capable of DCL may request clearance on voice. When clearance is requested on voice, clearance will be delivered on voice.
- (4) Pilot shall monitor the frequency of the Clearance Delivery (CD), even after clearance is requested by DCL, until getting an FSM for CDA in order to respond to the voice communication immediately.
- (5) CLD will be deferred when engine start cannot be approved due to congested situation. When aircraft is ready to start engine and CLD is not yet received, pilot should advise to ATC "Ready to start engine" on voice via CD frequency.
- (6) In case that any prior coordination with CD regarding an assignment of a cruising altitude is necessary for aircraft to fly beyond the Fukuoka FIR, the coordination will be conducted on voice before CLD is issued. After completion of the coordination, and CLD is available, CD will advise to the pilot by using the phraseology below.

Sample of Message on voice;

"STAND BY FOR CLEARANCE BY DATALINK"

"STAND BY DCL"

- (7) As a result of coordination above, when CLD cannot be transmitted and/or time restriction (VIFNO etc.) is necessary, the clearance will be delivered on voice according to the Item (8).
- (8) When CD delivers clearance on voice to an aircraft capable of DCL, procedures will switch to voice from DCL by using the phraseology "Clearance on voice" with message transmission of "REVERT TO VOICE PROCEDURES" via data link.
- (9) If requesting a different altitude from the flight planned altitude, pilot shall enter the capital letter "P" followed by a proposing altitude in three-digit number ("Pxxx") in the RMK field. (Sample of entry; P340)
- (10) No text should be entered in the RMK field other than the proposing altitude as item (9).
- (11) The call sign must be used by the ICAO cable address of three characters.
- (12) Aircraft registration number shall be included in the item 18 of a flight plan.

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

5. The flow from the beginning to the completion of DCL
 - (1) Clearance request by DCL (downlink from aircraft)

Sample of message;
RCD
ABC123-RJTT-GATE 12-RJOO
ATIS D
-TYP/B787
-RMK/P240
 - (2) Confirmation of reception (uplink from ground)

Sample of message;
FSM hhmm yymmdd RJTT
ABC123 RCD RECEIVED
REQUEST BEING PROCESSED
STANDBY
 - (3) Clearance issue by DCL (uplink from ground)

Sample of message;
CLD hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJOO OFF 05 VIA
LAXAS3 DEPARTURE FPR*
MNTN F200 EXP F240
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F**

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

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

Note; ADT: Approved Departure Time
EDCT: Expected Departure Clearance Time
 - (4) Clearance read back by DCL (downlink from aircraft)

Sample of message;
CDA hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJOO OFF 05 VIA
LAXAS3 DEPARTURE FPR*
MNTN F200 EXP F240
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F

*When the flight planned route has been changed before a "RCD", whole route may be displayed instead of "FPR"
 - (5) Confirmation of reception (uplink from ground)

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

Note; When CDA is not sent within 10 minutes after receiving CLD, departure clearance by DCL will be cancelled.

Sample of message;
CDA REJECTED
CLEARANCE CANCELLED
REVERT TO VOICE PROCEDURES
6. Suspension of the operation for DCL

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

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

Air Navigation Services Department, Civil Aviation Bureau,
Ministry of Land, Infrastructure, Transport and Tourism.
2-1-3 Kasumigaseki, Chiyoda-ku Tokyo, Japan 100-8918
Air traffic Control Division (for the whole operation)
TEL: +81-3-5253-8749

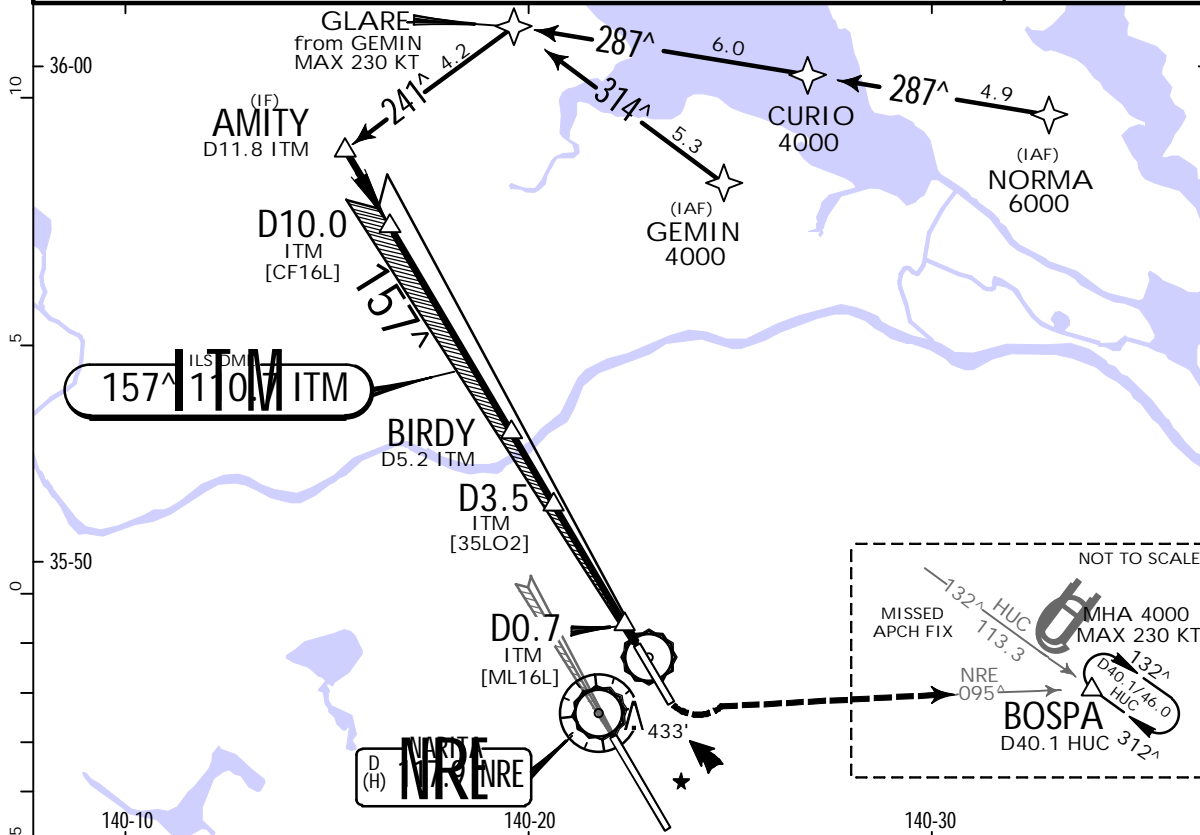
Operation and Flight Inspection Division (For distribution of information for DCL)
TEL: +81-3-5253-8751

RJAA/NRT
NARITA INTL

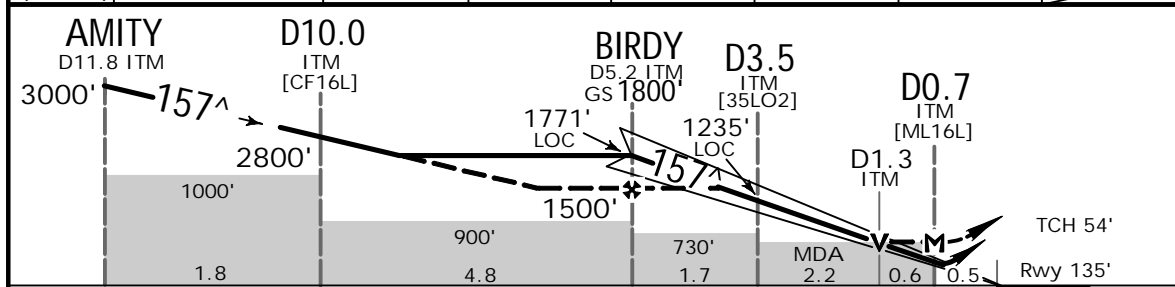
JEPPesen
30 APR 21 (21-1)

TOKYO, JAPAN
ILS Y or LOC Y Rwy 16L

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7		NARITA Tower 118.35 122.7 126.2			Ground 121.85 121.95	
LOC ITM 110.7	Final Apch Crs 157 [^]	Minimum Alt Refer to Profile	ILS DA(H) 335' (200')	Apt Elev 135' Rwy 135'			
MISSED APCH: Climb to 600' on heading 157 [^] , turn LEFT, climb to 8000' outbound via NRE VOR R-095 to BOSPA and hold. Contact Tokyo APP.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. VOR and DME required. 2. For initial approach segment, RNAV1 DME/DME/IRU or GNSS required. Radar required. 3. Simultaneous approach authorized with Rwy 16R. 4. Timing not authorized for defining the MAP.							



LOC (GS out)	NM to ITM	FAF	5.0	4.0	3.0	2.0	MAP
	ALT (3.0 [^] APCH Path)	1771'	1712'	1394'	1075'	757'	



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

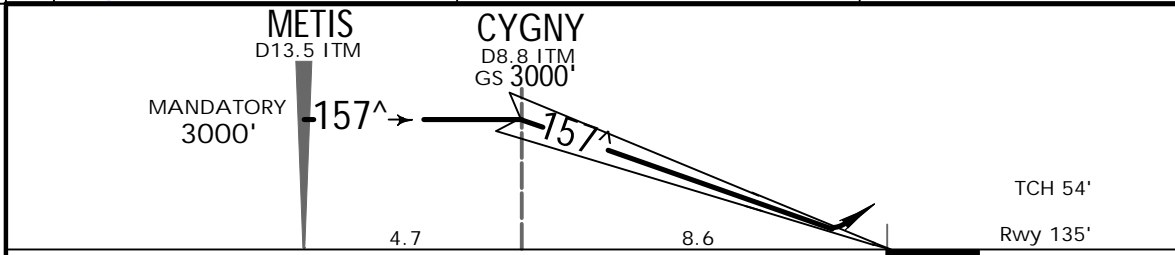
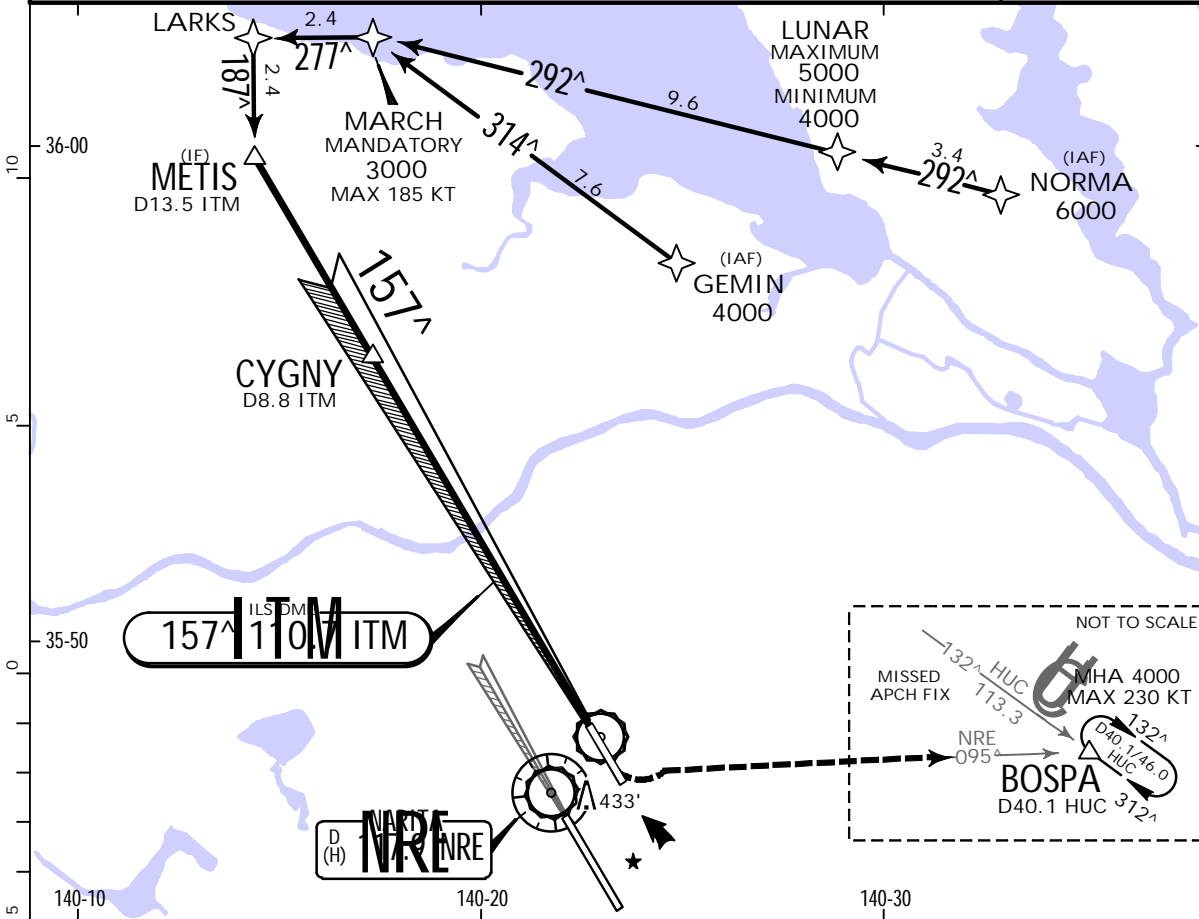
STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
ILS DA(H) 335' (200')		LOC (GS out) MDA(H) 510' (375')			
FULL	IDZ &/or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				90	730'(595') -1600m
B				120	730'(595') -2400m
C	RVR 550m	RVR 750m	RVR 1000m	140	730'(595') -3200m
D				165	730'(595') -3200m

RJAA/NRT
NARITA INTL

JEPPESEN
30 APR 21 (21-2)

TOKYO, JAPAN
ILS Z Rwy 16L

BRIEFING STRIP™	D-ATIS	TOKYO Approach (R)		NARITA Tower			Ground			
	128.25	124.4	127.7	118.35	122.7	126.2	121.85	121.95		
	LOC ITM 110.7	Final Apch Crs 157[^]	Procedure Alt CYGNY 3000' (2865')	ILS DA(H) 335' (200')	Apt Elev 135' Rwy 135'					
	MISSED APCH: Climb to 600' on heading 157 [^] , turn LEFT, climb to 8000' outbound via NRE VOR R-095 to BOSPA and hold. Contact Tokyo APP.									
	Alt Set: IN (hPa on req)		Trans level: FL 140			Trans alt: 14000'				
1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. Radar required. 3. Simultaneous approach authorized with Rwy 16R.										
MSA NRE VOR										



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 600' on 157 [^] hdg 8000' via 117.9 R-095 LT
GS	3.00 [^]	372	478	531	637	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND	
ILS DA(H) 335' (200')			Max Kts	MDA(H)
FULL	IDZ &/or CL out	ALS out	90	730' (595') -1600m
A			120	730' (595') -2400m
B	RVR 550m	RVR 750m	140	730' (595') -2400m
C		RVR 1000m	165	730' (595') -3200m
D				

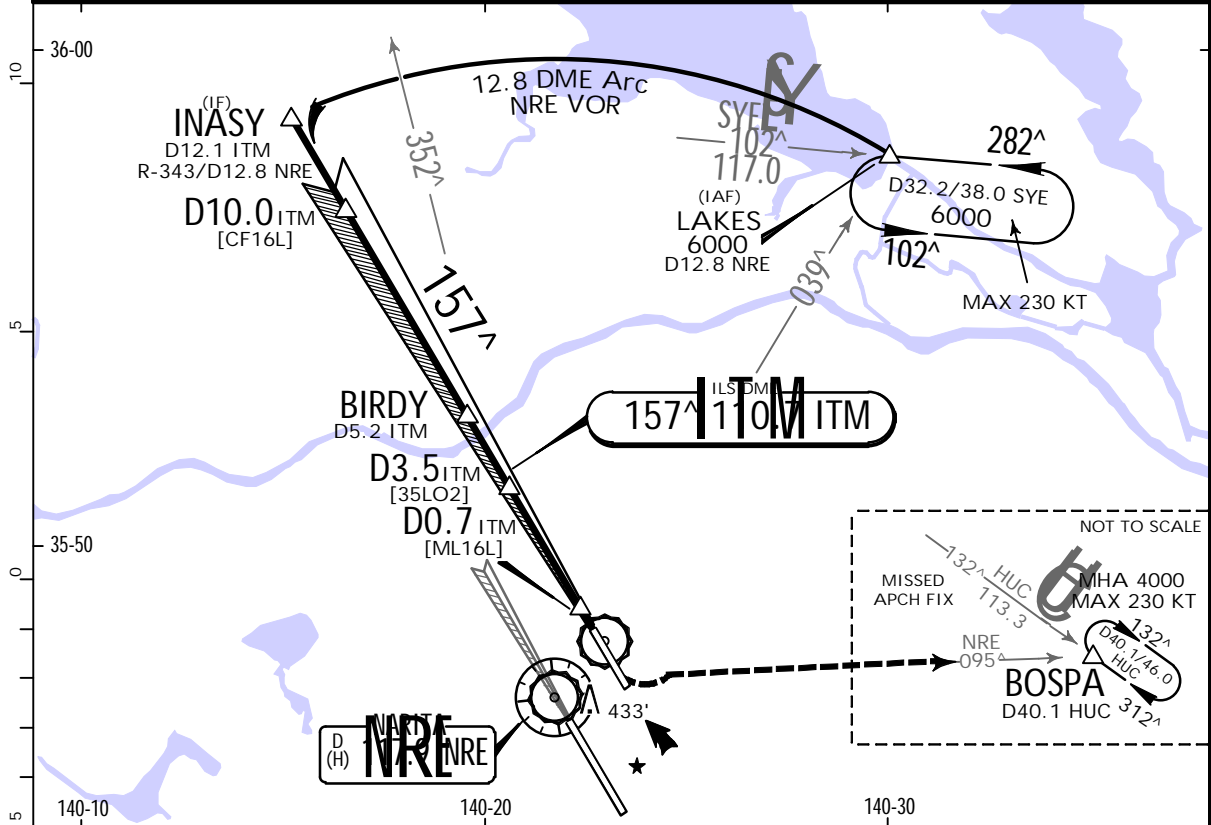
CHANGES: None.

RJAA/NRT
NARITA INTL

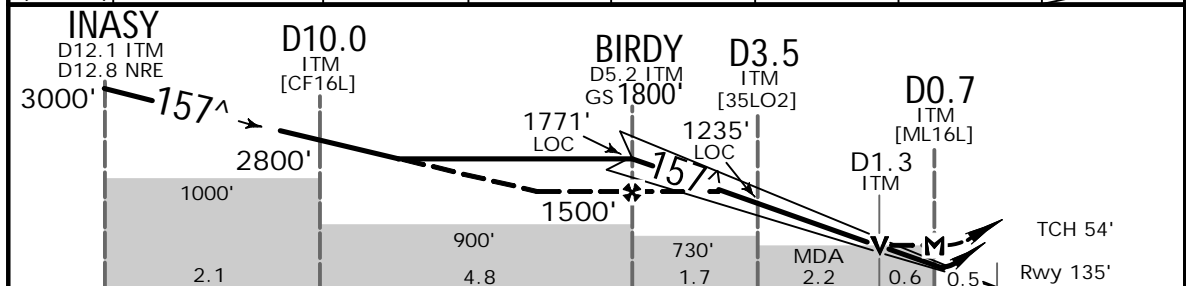
19 MAR 21
Eff. 24 Mar. 1500Z. **(21-2A)**

TOKYO, JAPAN
ILS X or LOC X Rwy 16L

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7		NARITA Tower 118.35 122.7 126.2			Ground 121.85 121.95		
LOC ITM 110.7	Final Apch Crs 157[^]	Minimum Alt Refer to Profile	ILS DA(H) 335' (200')	Apt Elev 135' Rwy 135'				
MISSED APCH: Climb to 600' on heading 157 [^] , turn LEFT, climb to 8000' outbound via NRE VOR R-095 to BOSPA and hold. Contact Tokyo APP.								
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'				
1. VOR and DME required. 2. Simultaneous approach authorized with Rwy 16R. 3. Timing not authorized for defining the MAP.								



LOC (GS out)	NM to ITM	FAF	5.0	4.0	3.0	2.0	MAP
	ALT (3.0 [^] APCH Path)	1771'	1712'	1394'	1075'	757'	



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI 600' on 157 [^] hdg 8000' NRE via 117.9 R-095 LT
GS	3.00 [^]	372	478	531	637	743	
MAP at DO.7 ITM							

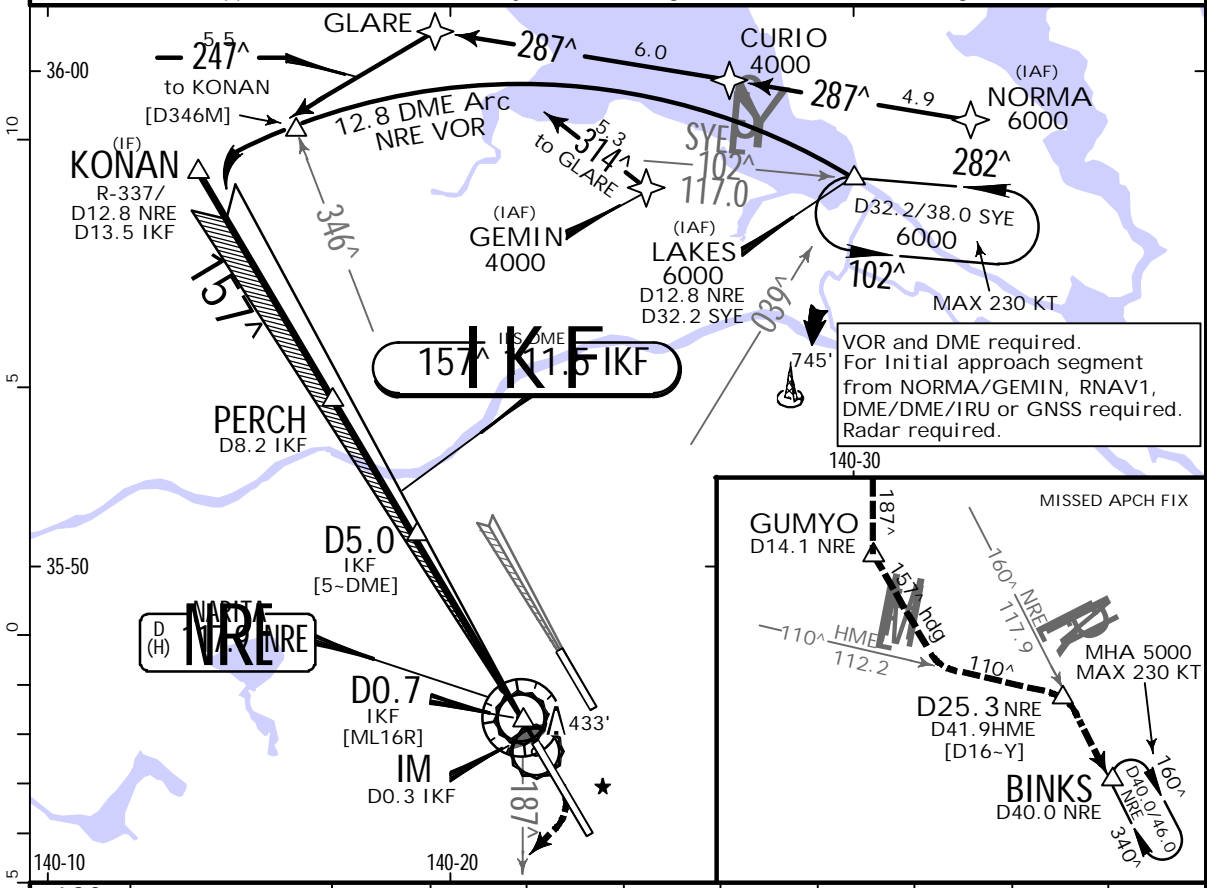
STRAIGHT-IN LANDING RWY16L				CIRCLE-TO-LAND	
ILS DA(H) 335' (200')		LOC (GS out) MDA(H) 510' (375')		Max Kts	MDA(H)
FULL	IDZ &/or CL out	ALS out	ALS out	90	730'(595') -1600m
A			RVR 900m	120	
B			RVR 1500m	140	730'(595') -2400m
C	RVR 550m	RVR 750m	RVR 1000m	165	730'(595') -3200m
D			RVR 1400m		

RJAA/NRT
NARITA INTL

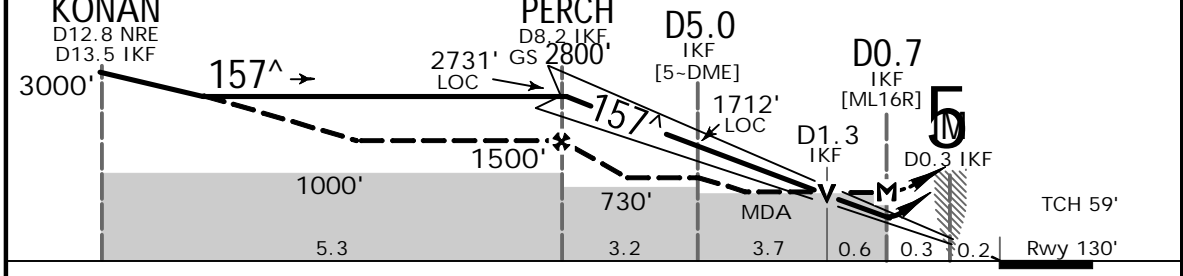
JEPPESSEN
27 MAY 22 (21-3)

TOKYO, JAPAN
ILS Y or LOC Rwy 16R

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 118.35 122.7 126.2				Ground 121.95 121.85	
LOC IKF 111.5	Final Apch Crs 157 [^]	Minimum Alt Refer to profile	ILS DA(H) 330' (200')	Apt Elev 135' Rwy 130'			
MISSED APCH: Climb to 800' on heading 157 [^] , turn RIGHT, climb to 6000' outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157 [^] to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.7 IKF.							MSA NRE VOR
Alt Set: IN (hPa on req)			Trans level: FL 140		Trans alt: 14000'		
1. Simultaneous approach authorized with Rwy 16L. 2. Timing not authorized for defining the MAP.							



LOC (GS out)	NM to IKF	FAF	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
	ALT (3.0 [^] APCH Path)	2731'	2668'	2349'	2031'	1712'	1394'	1075'	757'	



Gnd speed-Kts	70	90	100	120	140	160		800'	157 [^] hdg	6000'	NRE via 117.9 R-187
GS	3.00 [^]	372	478	531	637	849					
MAP at D0.7 IKF											

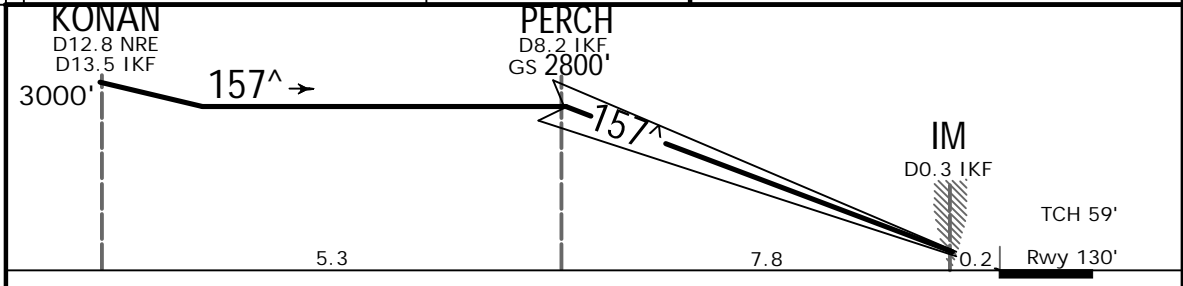
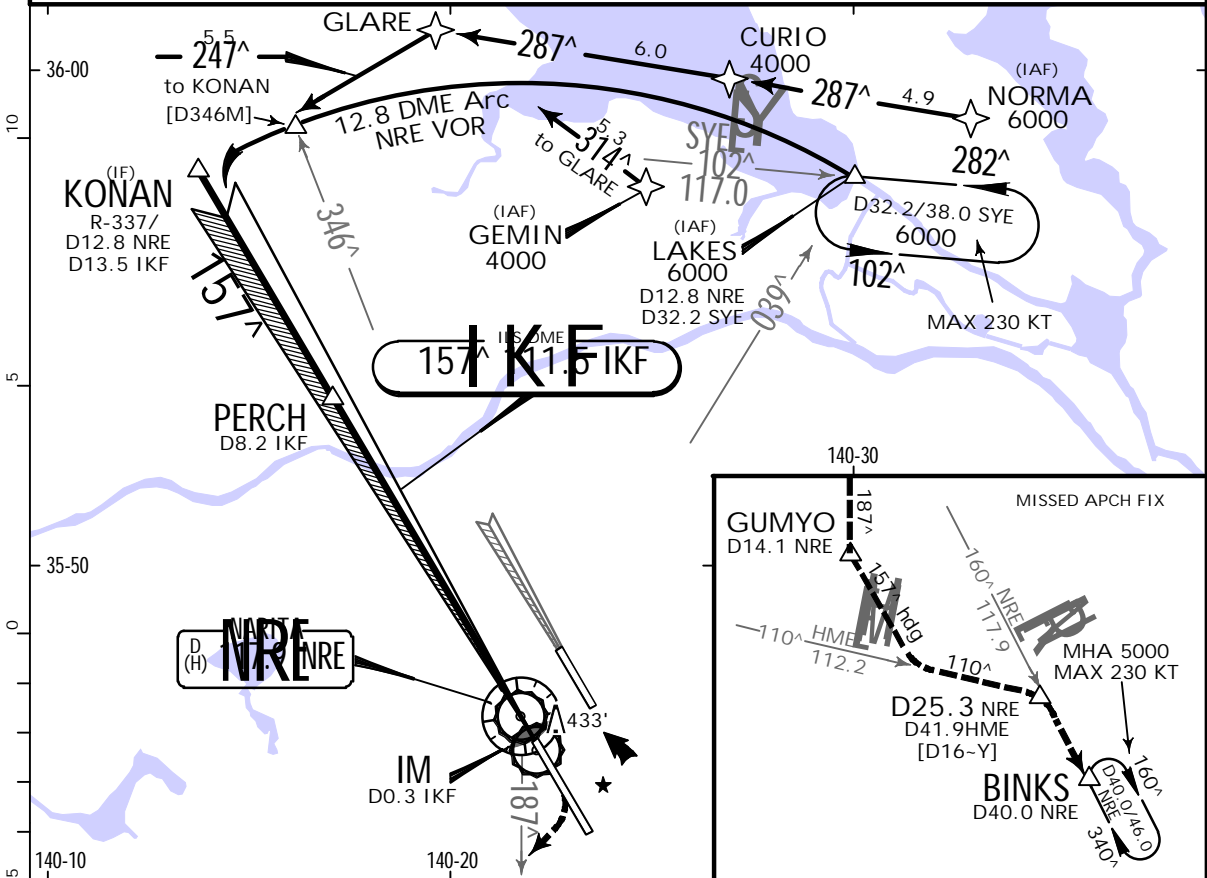
STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND							
FULL			IDZ &/or CL out			ALS out			ALS out			Max Kts	MDA(H)
DA(H) 330' (200')			MDA(H) 520' (385')										
A					RVR 900m				RVR 1500m	90	730'(595') -1600m		
B										120	730'(595') -2400m		
C	RVR 550m	RVR 750m	RVR 1000m		RVR 1000m				RVR 1800m	140	730'(595') -2400m		
D					RVR 1400m				RVR 2000m	165	730'(595') -3200m		

RJAA/NRT
NARITA INTL

JEPPESSEN
27 MAY 22 (21-3A)

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

D-ATIS 128.25		TOKYO Approach (R) 124.4 127.7		NARITA Tower 118.2 118.35 122.7 126.2				Ground 121.95 121.85	
LOC IKF 111.5	Final Apch Crs 157[^]	Procedure Alt PERCH 2800' (2670')	CAT III Refer to Minimums	CAT II RA 101' DA(H) 230' (100')		Apt Elev 135' Rwy 130'			
MISSED APCH: Climb to 800' on heading 157 [^] , turn RIGHT, climb to 6000' outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157 [^] to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.7 IKF.								MSA NRE VOR	
Alt Set: IN (hPa on req)				Trans level: FL 140		Trans alt: 14000'			
RNAV1, DME/DME/IRU or GNSS required for initial approach from NORMA/GEMIN						RADAR required			
1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. Simultaneous approach authorized with Rwy 16L. 4. Timing not authorized for defining the MAP.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 800' on 157 [^] hdg 6000' via RT 117.9 NRE R-187
GS	3.00 [^]	372	478	531	637	849	

CAT III ILS		STRAIGHT-IN LANDING RWY 16R		CAT II ILS RA 101' DA(H) 230' (100')	
RVR 100m				RVR 300m	

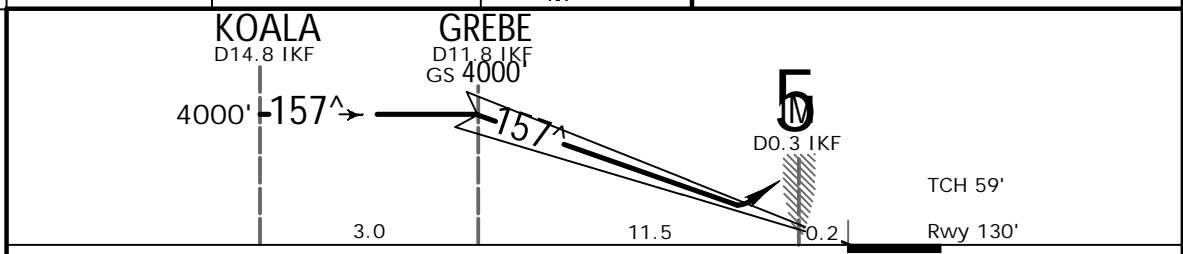
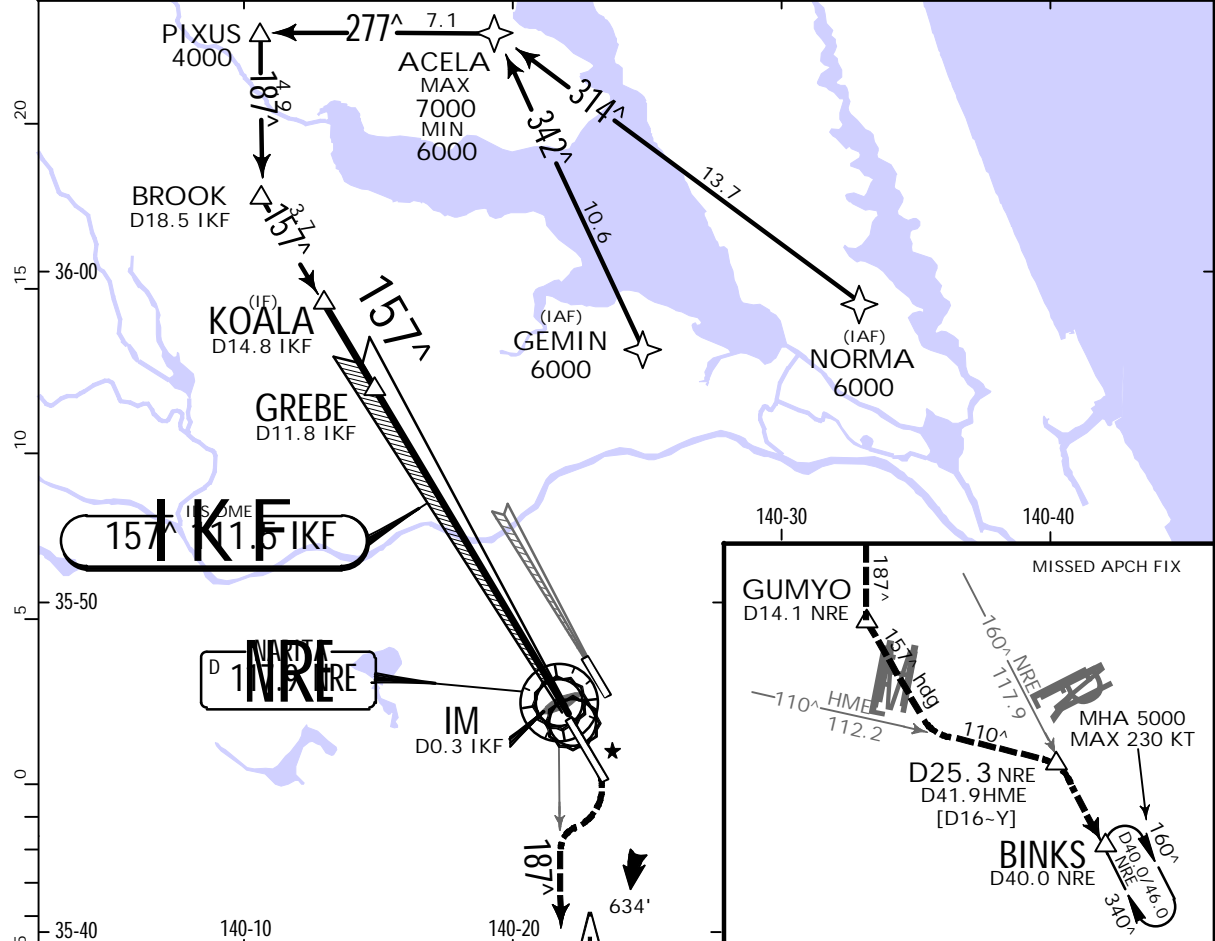
CHANGES: None.

RJAA/NRT
NARITA INTL

JEPPESEN
19 MAR 21 (21-4) .Eff.24.Mar.1500Z.

TOKYO, JAPAN
ILS Z Rwy 16R

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 118.35 122.7 126.2				Ground 121.95 121.85
LOC IKF 111.5	Final Apch Crs 157 [^]	Procedure Alt GREBE 4000' (3870')	ILS DA(H) 330' (200')	Apt Elev 135' Rwy 130'		<p>MISA NRE VOR</p>
<p>MISSED APCH: Climb to 800' on heading 157[^], turn RIGHT, climb to 6000' outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157[^] to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.7 IKF.</p>						
Alt Set: IN (hPa on req)			Trans level: FL 140		Trans alt: 14000'	
RNAV1, DME/DME/IRU or GNSS required for initial approach to BROOK					RADAR required	
1. VOR and DME required. 2. Simultaneous approach authorized with Rwy 16L.						



Gnd speed-Kts	70	90	100	120	140	160		800'	157 [^]	6000'	NRE	
GS	3.00 [^]	372	478	531	637	849		↑	on	hdg	via	117.9
MAP at DA										RT	R-187	

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND	
ILS DA(H) 330' (200')						Max Kts	
FULL		TDZ &/or CL out		ALS out		MDA(H)	
A						90	730'(595') -1600m
B						120	730'(595') -2400m
C	RVR 550m		RVR 750m		RVR 1000m	140	730'(595') -3200m
D						165	730'(595') -3200m

RJAA/NRT
NARITA INTL

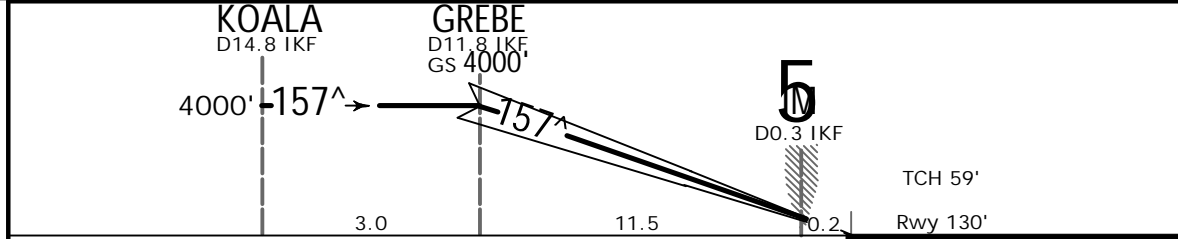
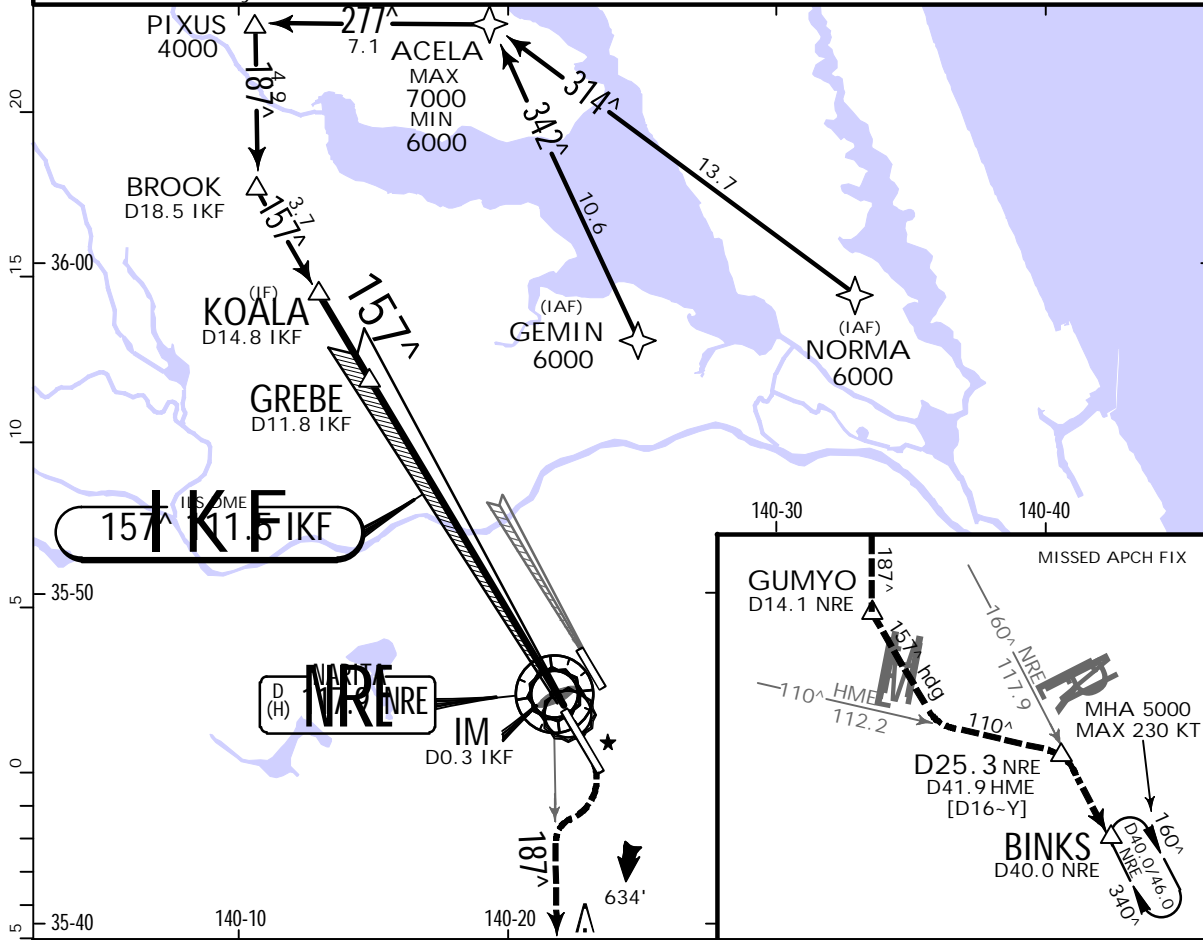
19 MAR 21
Eff. 24 Mar. 1500Z.

JEPPESEN

(21-4A)

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

D-ATIS 128.25		TOKYO Approach (R) 124.4 127.7		NARITA Tower 118.2 118.35 122.7 126.2			Ground 121.95 121.85	
LOC IKF 111.5	Final Apch Crs 157^	Procedure Alt 4000' (3870')	CAT III Refer to Minimums	CAT II RA 101' DA(H) 230' (100')	Apt Elev 135' Rwy 130'			
MISSED APCH: Climb to 800' on heading 157^, turn RIGHT, climb to 6000' outbound via NRE VOR R-187 to GUMYO, turn LEFT on heading 157^ to intercept and proceed outbound via HME VOR R-110, outbound via NRE R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.7 IKF.								
Alt Set: IN (hPa on req)				Trans level: FL 140		Trans alt: 14000'		
RNAV1, DME/DME/IRU or GNSS required for initial approach to BROOK						RADAR required		
1. Special Aircrew & Acft Certification Required. 2. VOR and DME required. 3. Simultaneous approach authorized with Rwy 16L.								



Gnd speed-Kts	70	90	100	120	140	160		800'	on 157^	6000'	NRE
GS	3.00^	372	478	531	637	849		↑	hdg	RT	via 117.9

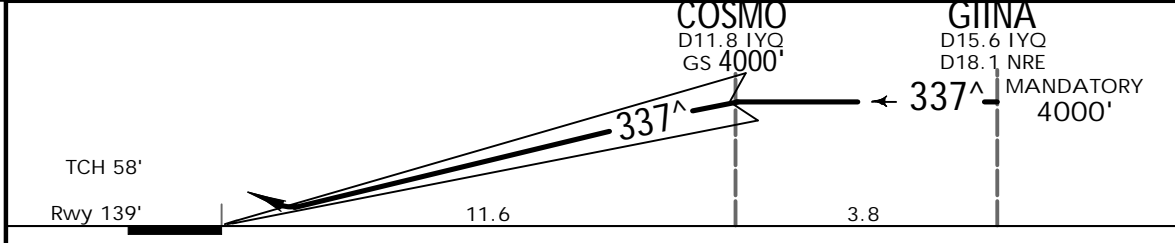
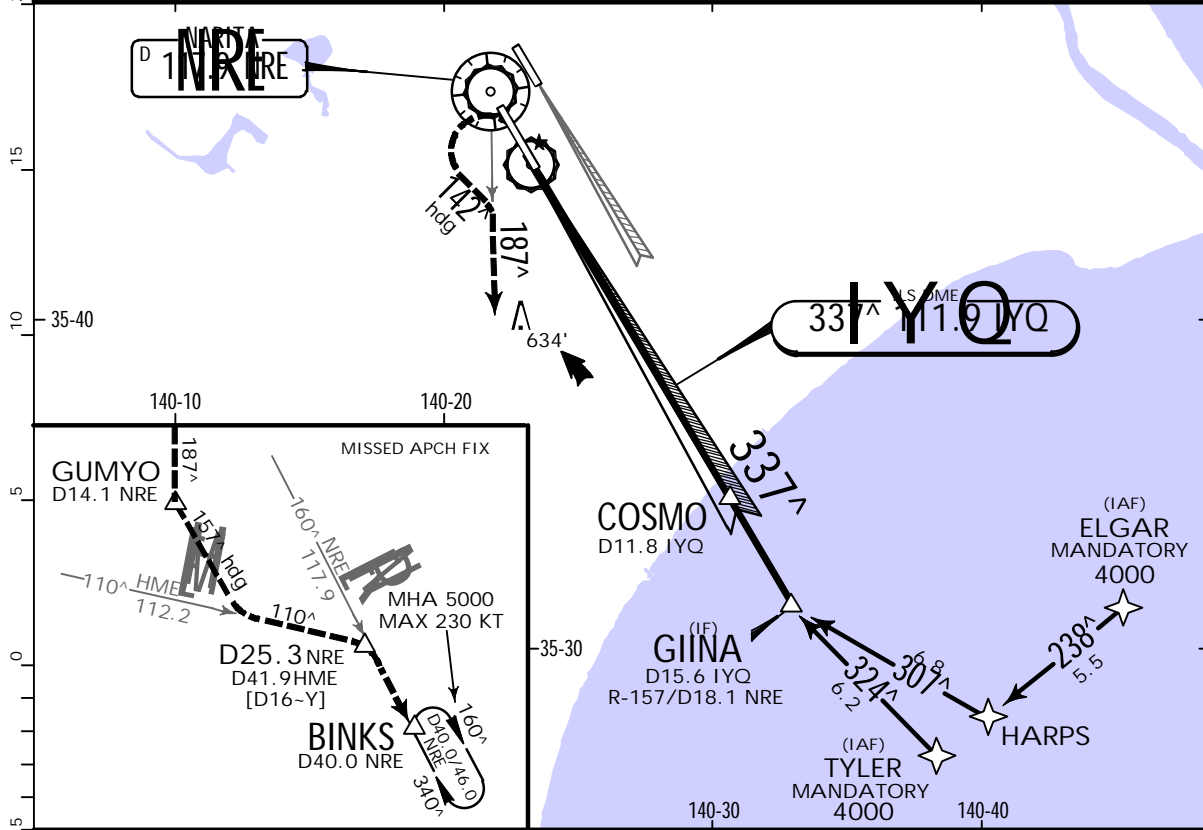
STRAIGHT-IN LANDING RWY 16R	
CAT III ILS	CAT II ILS RA 101' DA(H) 230' (100')
RVR 100m	RVR 300m

RJAA/NRT
NARITA INTL

JEPPESSEN
16 APR 21 (21-5)

TOKYO, JAPAN
ILS Rwy 34L

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 118.35 122.7 126.2				Ground 121.95 121.85
LOC IYQ 111.9	Final Apch Crs 337 [^]	Procedure Alt COSMO 4000' (3861')	ILS DA(H) 339' (200')	Apt Elev 135' Rwy 139'		
MISSED APCH: Climb to 1000' on heading 337 [^] , turn LEFT, climb to 6000' via heading 142 [^] to intercept and proceed outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157 [^] to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP. No turn before D0.6 IYQ.						
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		
RNAV1, DME/DME/IRU or GNSS required for initial approach				RADAR required		
1. VOR and DME required. 2. Simultaneous approach authorized with Rwy 34R. 3. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.						



Gnd speed-Kts	70	90	100	120	140	160		1000' on 337 [^] hdg		
GS	3.00 [^]	372	478	531	637	743			849	
MAP at DA										
STRAIGHT-IN LANDING RWY 34L							CIRCLE-TO-LAND			
ILS DA(H) 339' (200')							Max Kts			
FULL		TDZ &/or CL out		ALS out			MDA(H)			
A								90		
B	RVR 550m		RVR 750m		RVR 1000m			120		
C								140		
D								165		
							730' (595')-1600m			
							730' (595')-2400m			
							730' (595')-3200m			

RJAA/NRT
NARITA INTL

JEPPESEN
16 APR 21 **(21-6)**

TOKYO, JAPAN
ILS Y or LOC Rwy 34R

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.35 122.7 126.2	Ground 121.85 121.95
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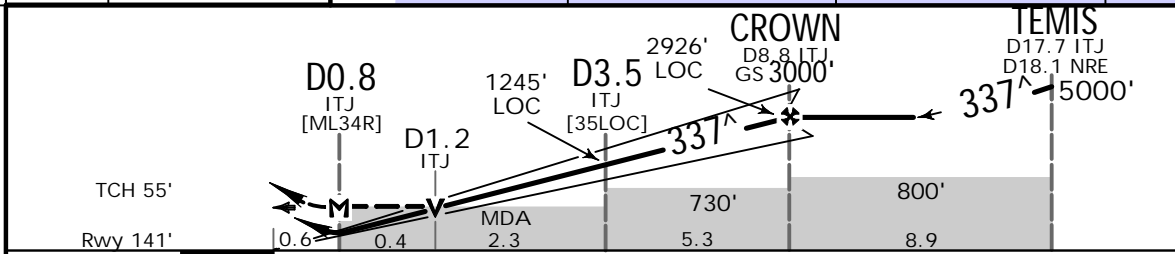
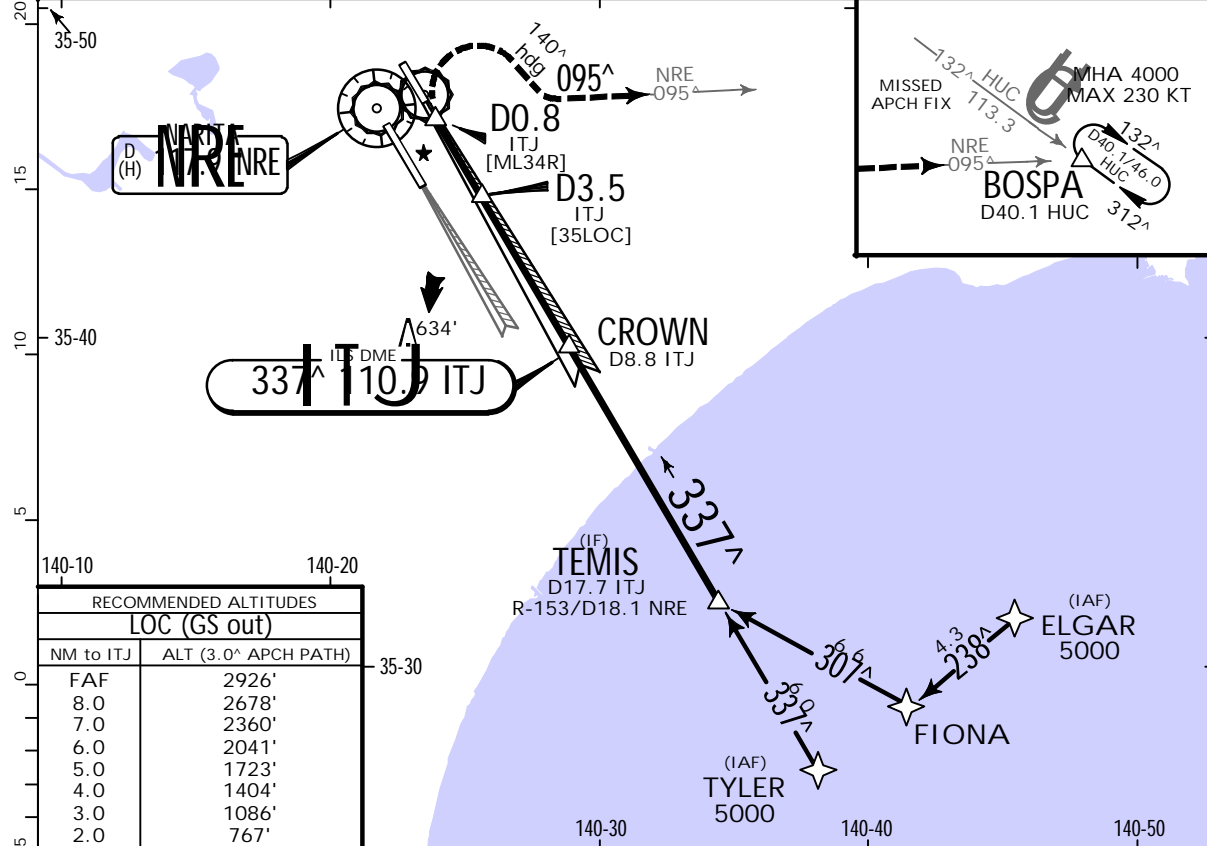
LOC ITJ 110.9	Final Apch Crs 337[^]	Minimum Alt Refer to Profile	ILS DA(H) 391['] (250 ['])	Apt Elev 135' Rwy 141'	
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MISSED APCH: Climb to 700' on heading 337[^], turn RIGHT heading 140[^] to intercept and proceed outbound via NRE VOR R-095 to BOSPA and hold at 8000'. Contact Tokyo APP.
MSA NRE VOR

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

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

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



Gnd speed-Kts	70	90	100	120	140	160		700' ↑ on 337 [^] hdg	
GS	3.00 [^]	372	478	531	637	743			849
MAP at D0.8 ITJ									

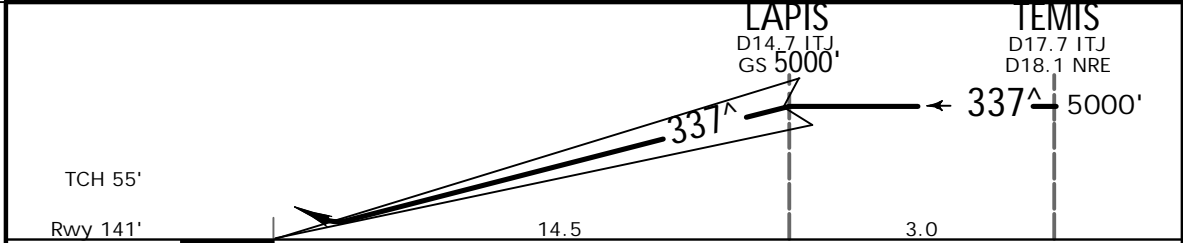
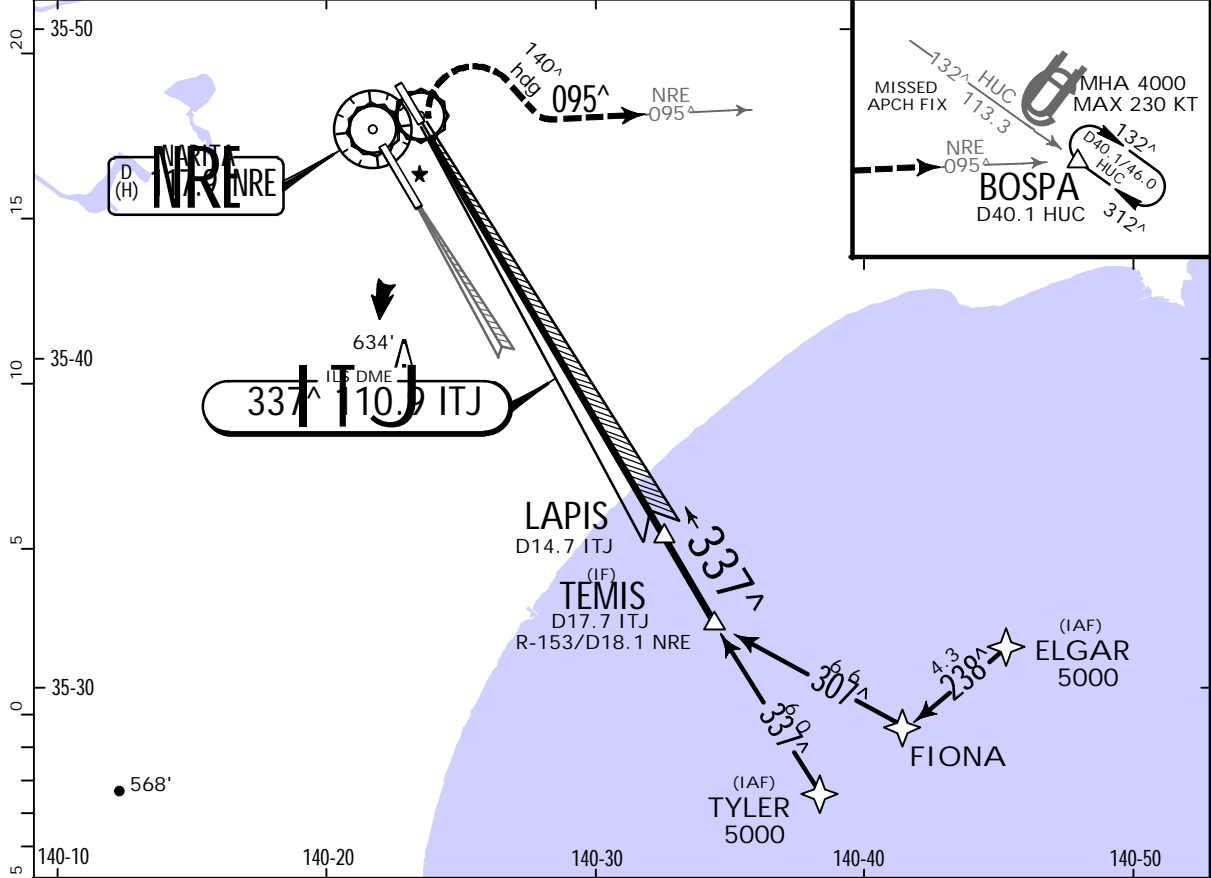
STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND		
FULL		IDZ &/or CL out		ALS out		Max Kts
ILS DA(H) 391 ['] (250 ['])		LOC (GS out) MDA(H) 510 ['] (375 ['])				
A	RVR 600m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90
B				RVR 1000m	RVR 1800m	120
C				RVR 1400m	RVR 2000m	140
D						165
						MDA(H)
						730' (595')-1600m
						730' (595')-2400m
						730' (595')-3200m

RJAA/NRT
NARITA INTL



TOKYO, JAPAN
ILS Z Rwy 34R

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.35 122.7 126.2	Ground 121.85 121.95
LOC ITJ 110.9	Final Apch Crs 337 [^]	Procedure Alt LAPIS 5000' (4859')	ILS DA(H) 391' (250')
Apt Elev 135' Rwy 141'			
MISSED APCH: Climb to 700' on heading 337 [^] , turn RIGHT heading 140 [^] to intercept and proceed outbound via NRE VOR R-095 to BOSPA and hold at 8000'. Contact Tokyo APP.			
Alt Set: IN (hPa on req)		Trans level: FL 140	Trans alt: 14000'
RNAV1, DME/DME/IRU or GNSS required for initial approach		RADAR required	
1. VOR and DME required. 2. Simultaneous approach authorized with Rwy 34L. 3. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI
GS	3.00 [^]	372	478	531	637	849	
MAP at DA							

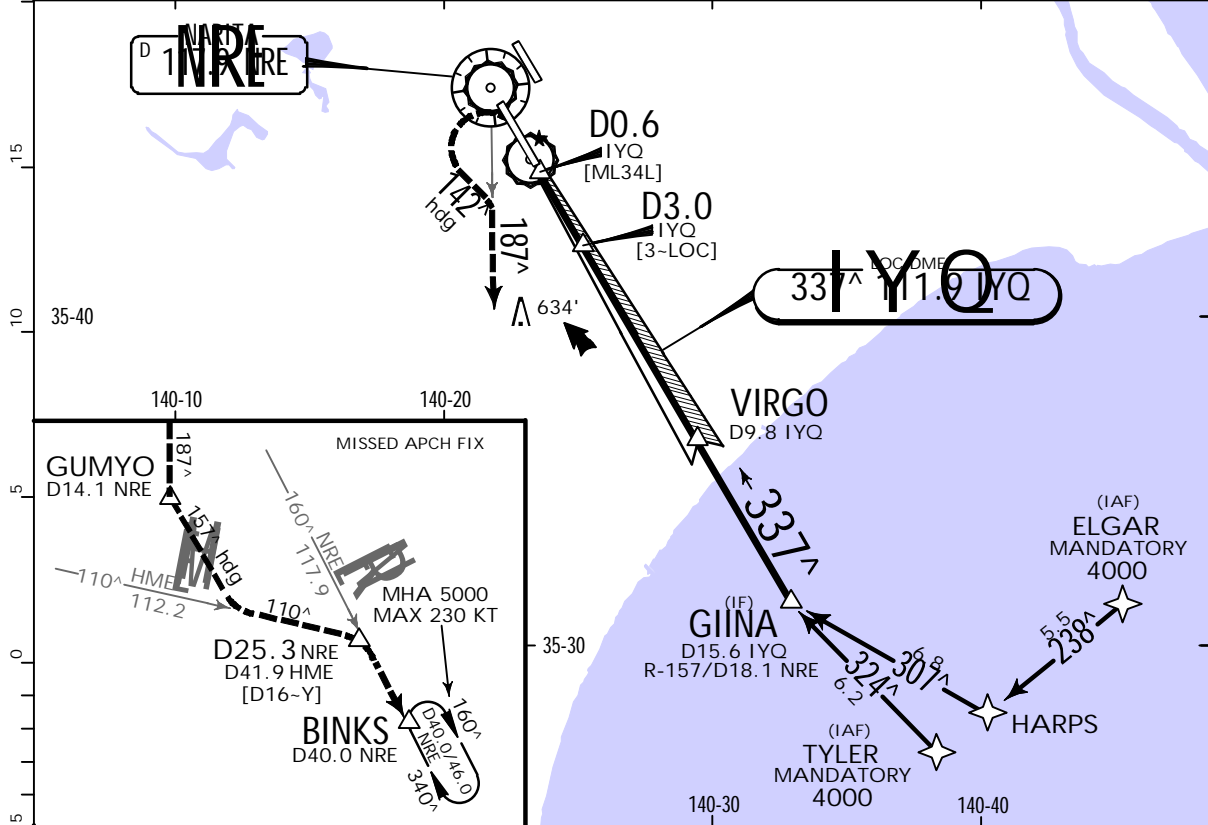
STRAIGHT-IN LANDING RWY 34R			CIRCLE-TO-LAND	
ILS DA(H) 391' (250')			Max Kts MDA(H)	
FULL	IDZ &/or CL out	ALS out	90	730' (595')-1600m
A			120	730' (595')-2400m
B	RVR 600m	RVR 750m	140	730' (595')-2400m
C			165	730' (595')-3200m
D				

RJAA/NRT
NARITA INTL

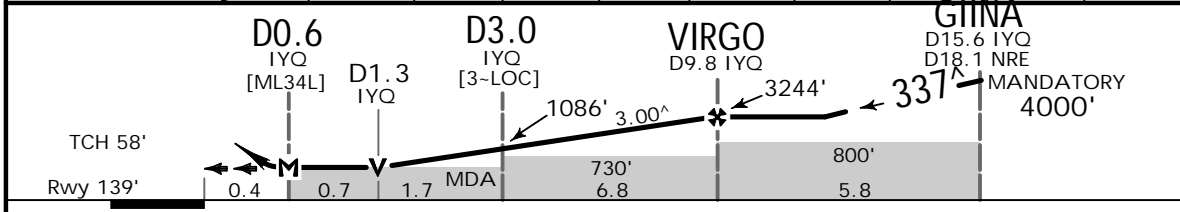
JEPPESEN
16 APR 21 (21-8)

TOKYO, JAPAN
LOC Rwy 34L

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 122.7 126.2			Ground 121.85 121.95
LOC IYQ 111.9	Final Apch Crs 337 [^]	Procedure Alt VIRGO 3244' (3109')	MDA(H) 530' (395')	Apt Elev 135' Rwy 139'	
MISSED APCH: Climb to 1000' on heading 337 [^] , turn LEFT, climb to 6000' via heading 142 [^] to intercept and proceed outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157 [^] to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP. No turn before MAP.					
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'	
RNAV1, DME/DME/IRU or GNSS required for initial approach				RADAR required	
1. VOR and DME required. 2. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised. 3. Timing not authorized for defining the MAP.					



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 PAPI
Descent Angle	3.00 [^]	372	478	531	637	743	
MAP at D0.6 IYQ							

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
MDA(H) 530' (395')				ALS out			
A	RVR 900m			RVR 1500m	Max Kts	MDA(H)	
B	RVR 1000m			RVR 1800m	90	730' (595')-1600m	
C	RVR 1400m			RVR 2000m	120	730' (595')-2400m	
D	RVR 1400m				140	730' (595')-3200m	
					165	730' (595')-3200m	

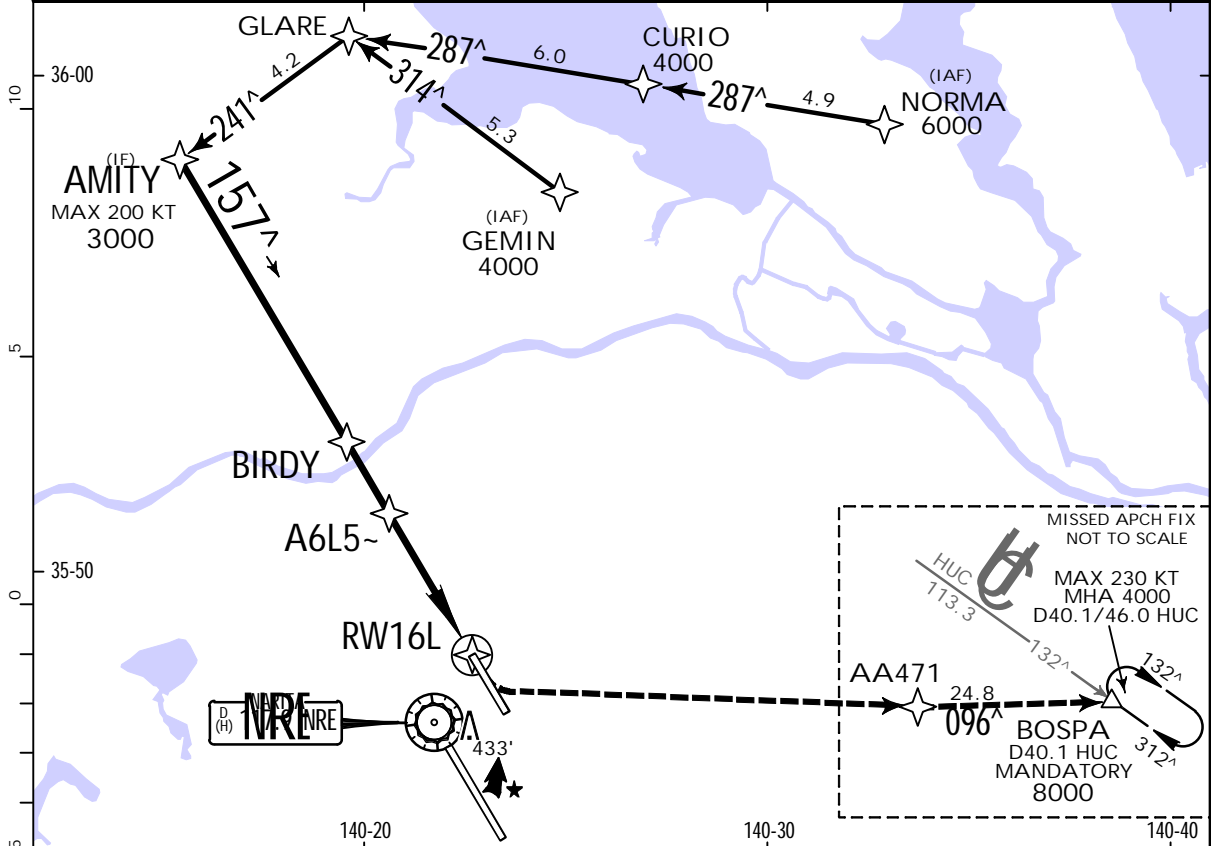
CHANGES: Gear down operation note updated.

RJAA/NRT
NARITA INTL

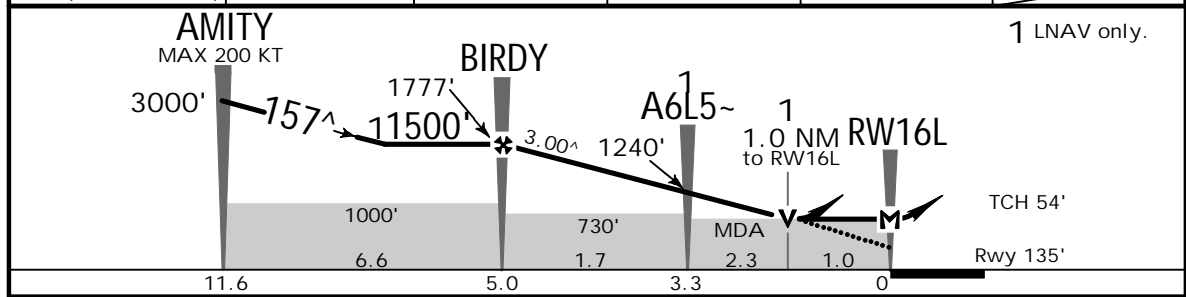
JEPPESSEN
30 SEP 22 **(22-1)** .Eff.5.Oct.1500Z.

TOKYO, JAPAN
RNP Rwy 16L

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 118.35 122.7 126.2				Ground 121.95 121.85		
RNAV	Final Apch Crs 157[^]	Refer to Profile	LNNAV/VNAV DA(H) 490' (355')	Apt Elev 135'	Rwy 135'			
MISSED APCH: Turn LEFT direct to AA471, to BOSPA and hold at 8000'. Using VOR/DME: Turn LEFT, climb to 8000' outbound via NRE VOR R-095 to BOSPA and hold. Contact TOKYO App.						3100 MSA ARP		
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
RNP Apch		Baro-VNAV not authorized below -10°C.						



NM to NEXT WPT	FAF	4.0	3.0	2.0	MAP
ALT (3.00 [^] APCH Path)	1777'	1462'	1144'	826'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI LT AA471
Descent Angle	3.00 [^]	372	478	531	637	849	
LNNAV/VNAV: MAP at DA							
LNNAV: MAP at RW16L							

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
LNNAV/VNAV DA(H) 490' (355')		LNNAV MDA(H) 490' (355')		Max Kts	MDA(H)
A	RVR 900m	ALS out	RVR 900m	90	730'(595') -1600m
B	RVR 1000m	RVR 1500m	RVR 1500m	120	
C	RVR 1000m	RVR 1800m	RVR 1000m	140	730'(595') -2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	165	730'(595') -3200m

RJAA/NRT
NARITA INTL

JEPPESSEN
30 SEP 22 (22-2) .Eff.5.Oct.1500Z.

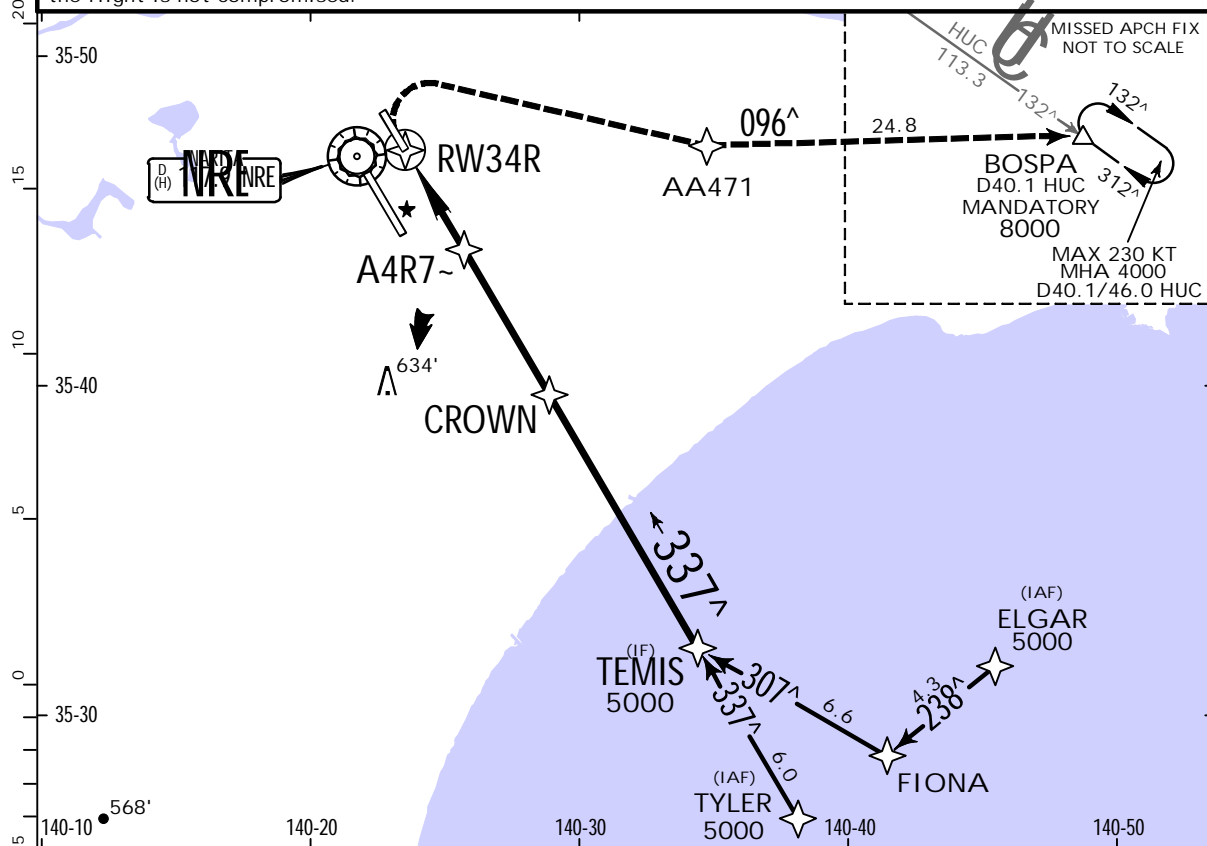
TOKYO, JAPAN
RNP Rwy 34R

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 118.35 122.7 126.2			Ground 121.95 121.85
RNAV	Final Apch Crs 337[^]	Refer to Profile	LNAV/VNAV DA(H) 560' (419')	Apt Elev 135' Rwy 141'	3100

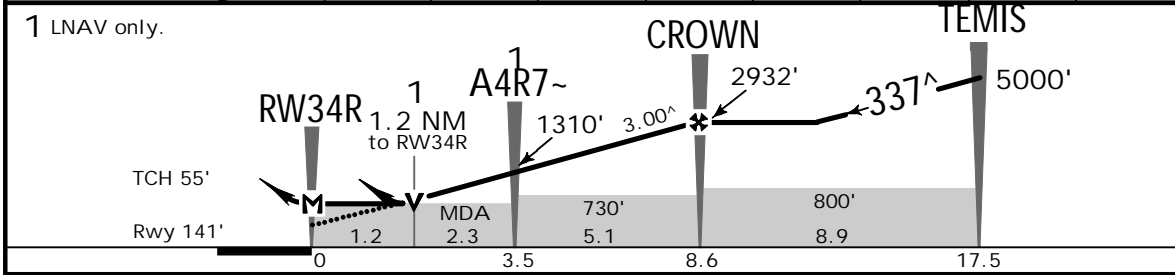
BRIEFING STRIP

MISSED APCH: Turn RIGHT direct to AA471, to BOSPA and hold at 8000'.
Using VOR/DME: Turn RIGHT heading 140[^] to intercept and proceed outbound via NRE VOR R-095 to BOSPA and hold at 8000'. Contact TOKYO App.
MSA ARP

RNP Apch Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'
1. Baro-VNAV not authorized below -10°C. 2. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.



NM to NEXT WPT	MAP	2.0	3.0	4.0	5.0	6.0	7.0	8.0	FAF
ALT (3.00 [^] APCH Path)		833'	1151'	1470'	1788'	2106'	2454'	2743'	2932'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	RT	AA471
Descent Angle 3.00 [^]	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA									
LNAV: MAP at RW34R									

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 560' (419')		LNAV MDA(H) 560' (425')		Max Kts	MDA(H)
ALS out		ALS out			
A	RVR 900m	RVR 1500m	RVR 900m	90	730' (595') -1600m
B	RVR 1000m	RVR 1800m	RVR 1000m	120	
C	RVR 1400m	RVR 2000m	RVR 1400m	140	730' (595') -2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	165	

RJAA/NRT



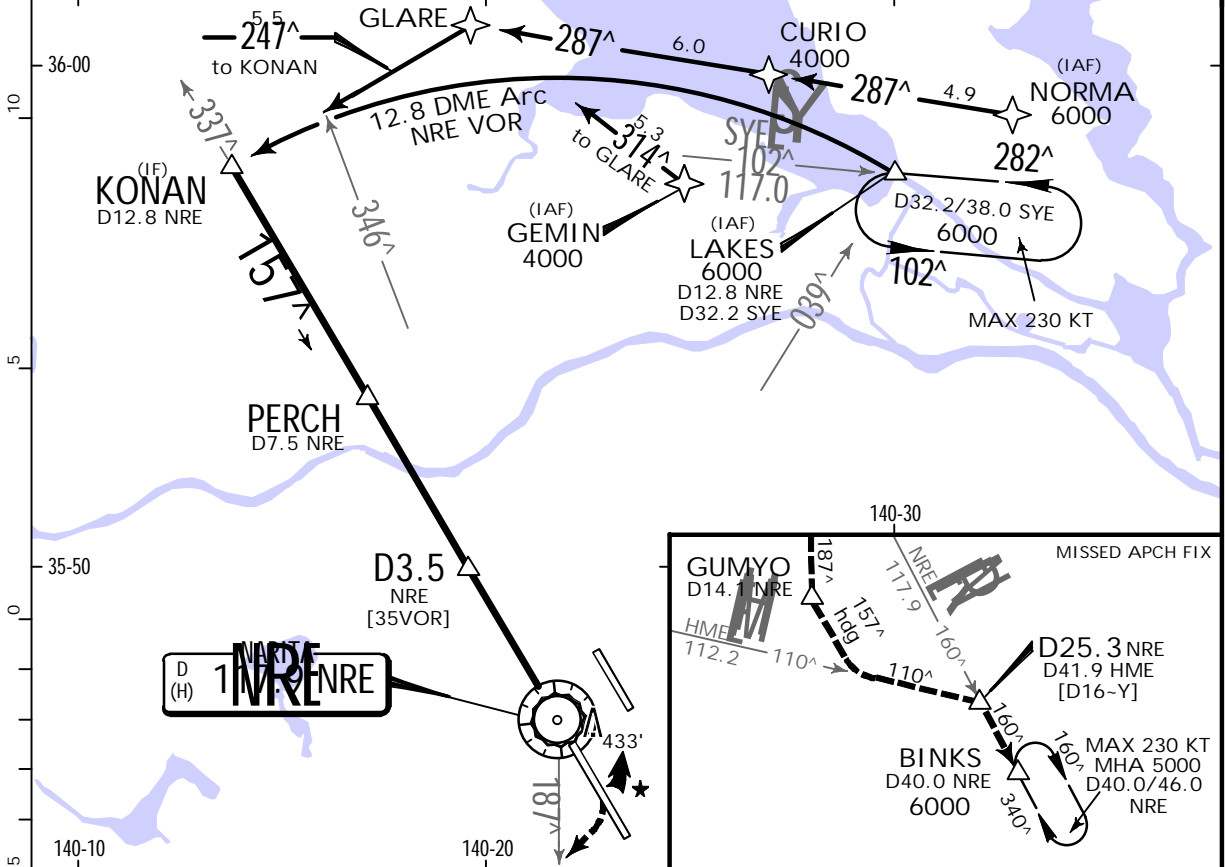
TOKYO, JAPAN

VOR Rwy 16R

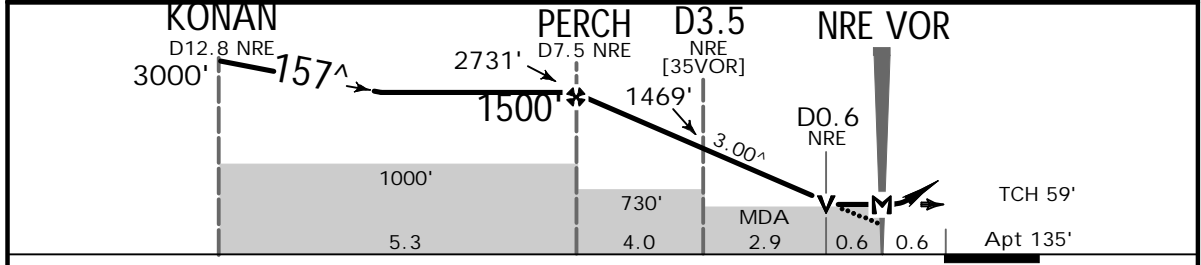
NARITA INTL

19 MAR 21 (23-1). Eff. 24. Mar. 1500Z.

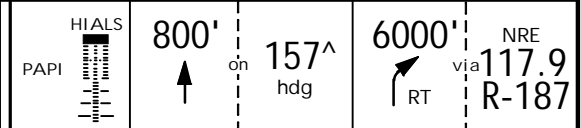
D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 122.7 126.2			Ground 121.95 121.85
VOR NRE 117.9	Final Apch Crs 157 [^]	Minimum Alt Refer to Profile	MDA(H) 540' (405')	Apt Elev 135' Rwy 130'	<p>MSA NRE VOR</p>
<p>MISSED APCH: Climb to 800' on heading 157[^], turn RIGHT, climb to 6000' outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157[^] to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP. No turn before MAP.</p>					
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'	
RNAV1, DME/DME/IRU or GNSS required for initial approach from NORMA/GEMIN				RADAR required	
DME required.					



NM to NRE VOR	FAF	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
ALT (3.00 [^] APCH Path)	2731'	2584'	2266'	1947'	1629'	1310'	992'	673'	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00 [^]	372	478	531	637	743	849
MAP at NRE VOR						
Timing not authorized for defining the MAP.						



STRAIGHT-IN LANDING RWY 16R			CIRCLE-TO-LAND		
MDA(H) 540' (405')			ALS out		
A	RVR 900m			Max Kts	MDA(H)
B	RVR 1000m	RVR 1500m	90	730'(595') -1600m	
C	RVR 1000m	RVR 1800m	120	730'(595') -2400m	
D	RVR 1400m	RVR 2000m	140	730'(595') -3200m	
			165	730'(595') -3200m	

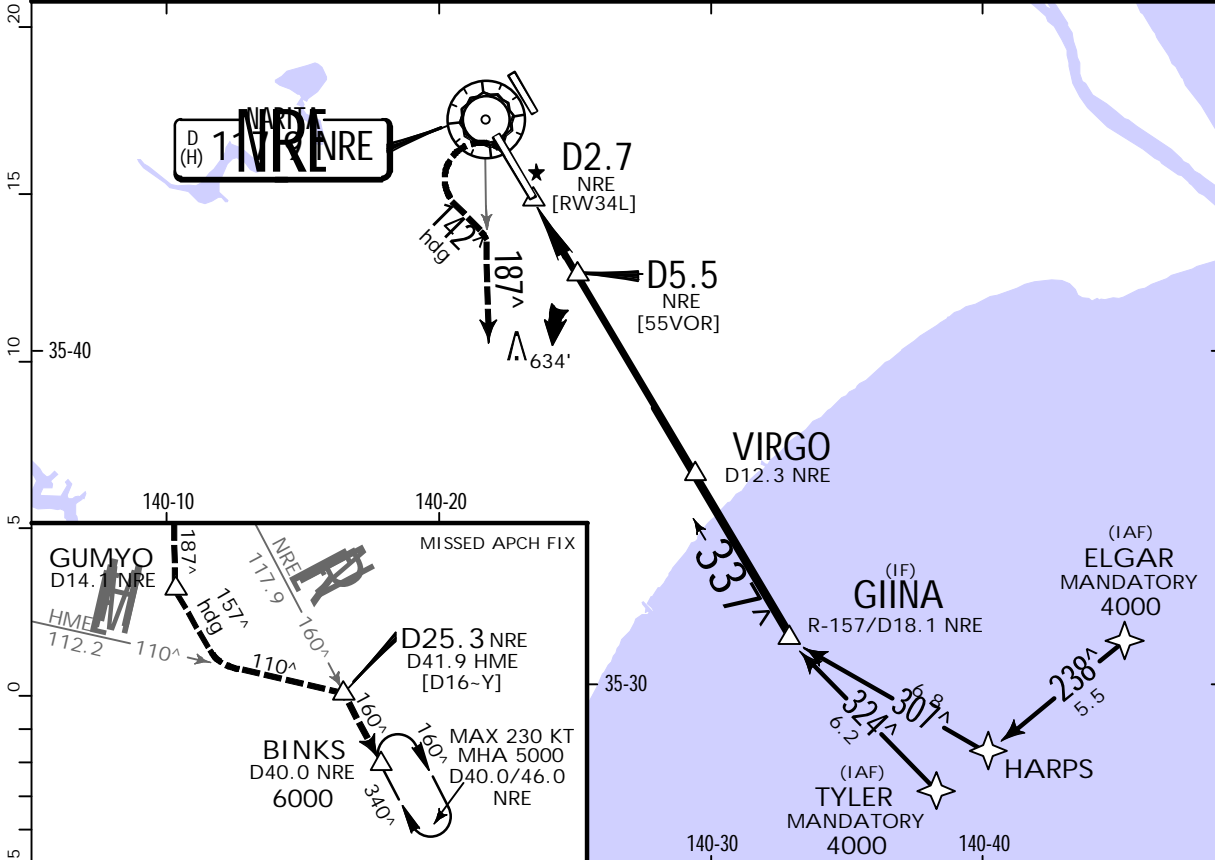
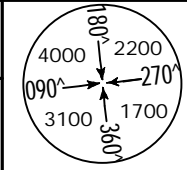
RJAA/NRT

NARITA INTL

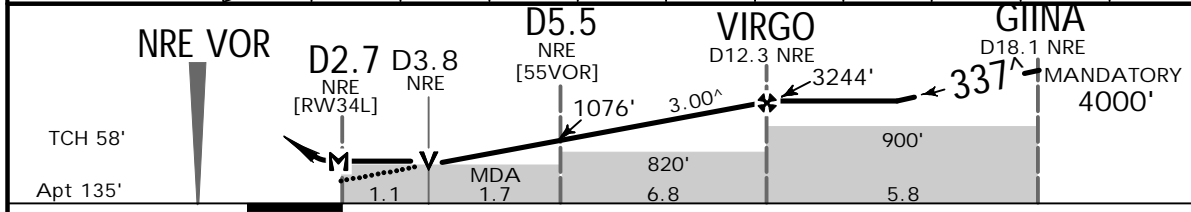
JEPPESSEN
19 MAR 21 (23-2). Eff. 24. Mar. 1500Z.

TOKYO, JAPAN
VOR Rwy 34L

D-ATIS 128.25	TOKYO Approach (R) 124.4 127.7	NARITA Tower 118.2 122.7 126.2	Ground 121.95 121.85
VOR NRE 117.9	Final Apch Crs 337 ^Λ	Minimum Alt Refer to Profile	MDA(H) 540' (405')
Apt Elev 135'		Rwy 139'	
<p>MISSED APCH: Climb to 1000' inbound via NRE VOR R-157, turn LEFT, climb to 6000', via heading 142^Λ to intercept and proceed outbound via NRE VOR R-187 to GUMYO, turn LEFT heading 157^Λ to intercept and proceed outbound via HME VOR R-110, outbound via NRE VOR R-160 to BINKS and hold. Contact Tokyo APP. No turn before MAP.</p>			
Alt Set: IN (hPa on req)		Trans level: FL 140	Trans alt: 14000'
RNAV1, DME/DME/IRU or GNSS required for initial approach		RADAR required	
<p>1. DME required. 2. Gear down operation during an approach to Rwy 34L/Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L/Rwy 34R from the seashore are required to complete gear down and locked before reaching IYQ D11.8 (NRE D14.3) for Rwy 34L/ITJ D13.6 (NRE D14.0) for Rwy 34R as far as the safety of the flight is not compromised.</p>			



NM to NRE VOR	MAP	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	FAF
ALT (3.00 ^Λ APCH Path)		599'	917'	1235'	1554'	1872'	2191'	2509'	2828'	3146'	3244'



Gnd speed-Kts	70	90	100	120	140	160	ALS-I PAPI	1000' NRE via 117.9 R-157	
Descent Angle 3.00 ^Λ	372	478	531	637	743	849			
MAP at D2.7 NRE	Timing not authorized for defining the MAP.								

STRAIGHT-IN LANDING RWY34L			CIRCLE-TO-LAND		
MDA(H) 540' (405')			ALS out		
A	RVR 900m		RVR 1500m	Max Kts 90	730' (595')-1600m
B				120	
C	RVR 1000m		RVR 1800m	140	730' (595')-2400m
D	RVR 1400m		CMV 2000m	165	730' (595')-3200m

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

TOKYO, (NARITA INTL - RJAA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport RJAA

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All approach procedure straight-in minimums up to and including 2000m should be read as RVR.