General Info

Tokyo, JPN
N 35° 45.9' E140° 23.2' Mag Var: 6.9°W
Elevation: 135'

Public, Control Tower, IFR, No Fee, Low Level Wind Shear Alert System, Rotating Beacon, No Customs
Fuel: Jet A-1

Time Zone Info: GMT+9:00 no DST

Runway Info

Runway 16L-34R 7152' x 197' asphalt
Runway 16R-34L 13123' x 197' asphalt

Runway 16L (156.0°M) TDZE 135'
Lights: Edge, ALS, Centerline, TDZ
Stopway Distance 197'
Runway 16R (156.0°M) TDZE 130'
Lights: Edge, ALS, Centerline, TDZ
Stopway Distance 197'
Runway 34L (336.0°M) TDZE 139'
Lights: Edge, ALS, Centerline, TDZ
Displaced Threshold Distance 2461'
Stopway Distance 197'
Runway 34R (336.0°M) TDZE 141'
Lights: Edge, ALS, Centerline, TDZ
Stopway Distance 197'

Airport Information
RJAA (Narita Intl)
JEPPESEN
JeppView 3.5.2.0

Communications Info

ATIS **128.25**
Narita Tower **126.2**
Narita Tower **122.7**
Narita Tower **118.35**
Narita Tower **118.2**
Narita Ground Control **121.95**
Narita Ground Control **121.85**
Narita Ramp/Taxi Control **125.75**
Narita Ramp/Taxi Control **121.6**
Narita Clearance Delivery **121.9**
Narita Clearance Delivery **121.65**
Narita Approach Control **127.7**
Narita Approach Control **124.4**
Narita TCA **119.45**
Narita Departure Control **124.2**
Narita Departure Control **119.6**
Narita Radar **125.8**
Narita Radar **125.525**
Narita Radar **120.6**
Narita Radar **120.2**
Tokyo Radio **21925** Air-Ground
Tokyo Radio **17946** Air-Ground
Tokyo Radio **17904** Air-Ground
Tokyo Radio **13300** Air-Ground
Tokyo Radio **13273** Air-Ground
Tokyo Radio **11384** Air-Ground
Tokyo Radio **11330** Air-Ground
Tokyo Radio **10048** Air-Ground
Tokyo Radio **8951** Air-Ground
Tokyo Radio **8915** Air-Ground
Tokyo Radio **8903** Air-Ground
Tokyo Radio **6655** Air-Ground
Tokyo Radio **6532** Air-Ground
Tokyo Radio **5667** Air-Ground
Tokyo Radio **5628** Air-Ground
Tokyo Radio **4666** Air-Ground
Tokyo Radio **3455** Air-Ground
Tokyo Radio **2998** Air-Ground
Tokyo Radio **2932** Air-Ground
Tokyo Radio **126.9** Air-Ground

Notebook Info

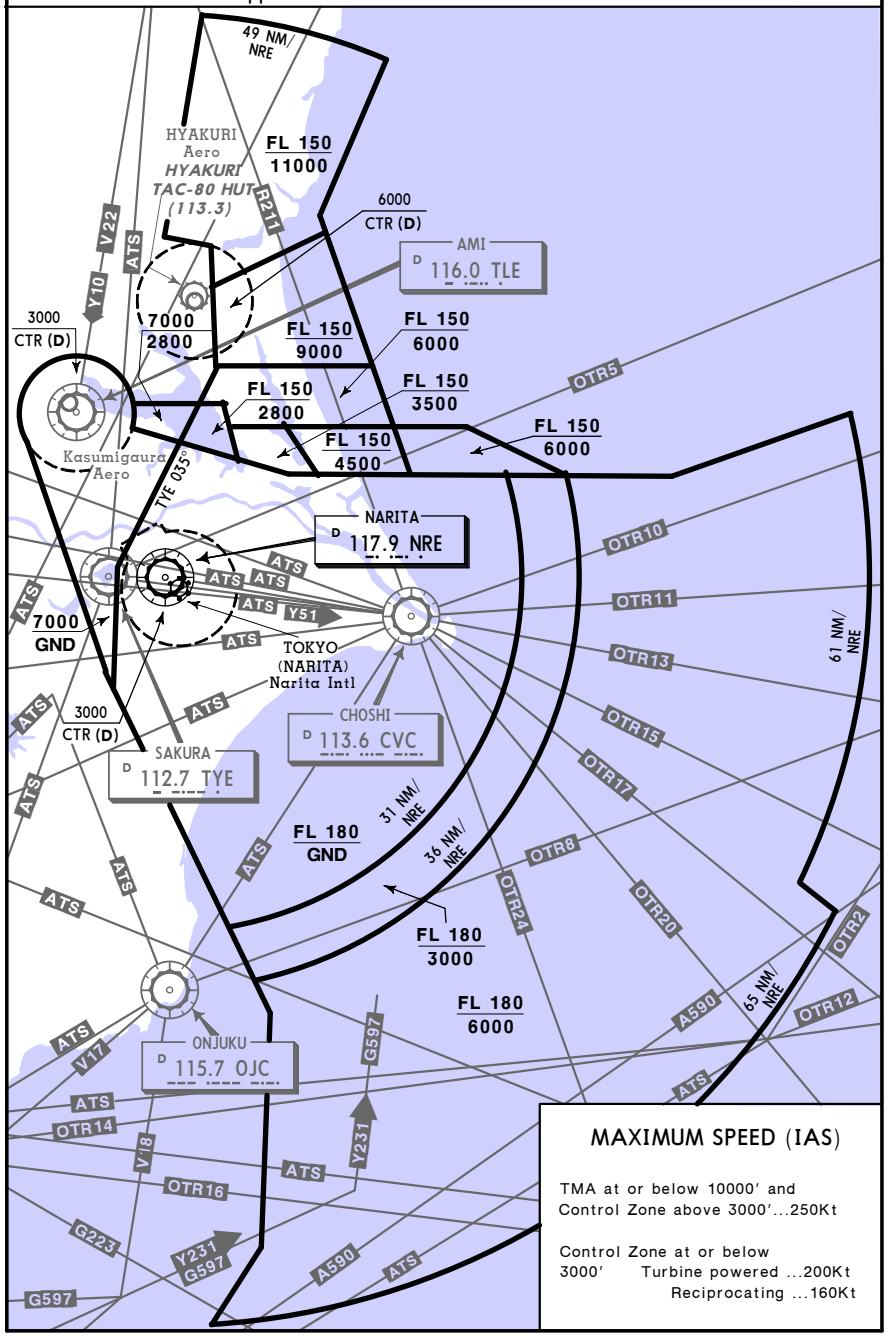
TMA

JEPPESEN 30 JUN 06 (20-1B)

TOKYO, JAPAN
NARITA INTL

NARITA APPROACH CONTROL AREA (E)

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



MAXIMUM SPEED (IAS)

TMA at or below 10000′ and Control Zone above 3000′...250Kt

Control Zone at or below 3000′ Turbine powered ...200Kt
Reciprocating ...160Kt

CHANGES: NDB's decmsnd.

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JEPPESEN
JeppView 3.5.2.0

STAR

JEPPESEN 31 JAN 03 (20-2)

TOKYO, JAPAN
NARITA NEW TOKYO INTL

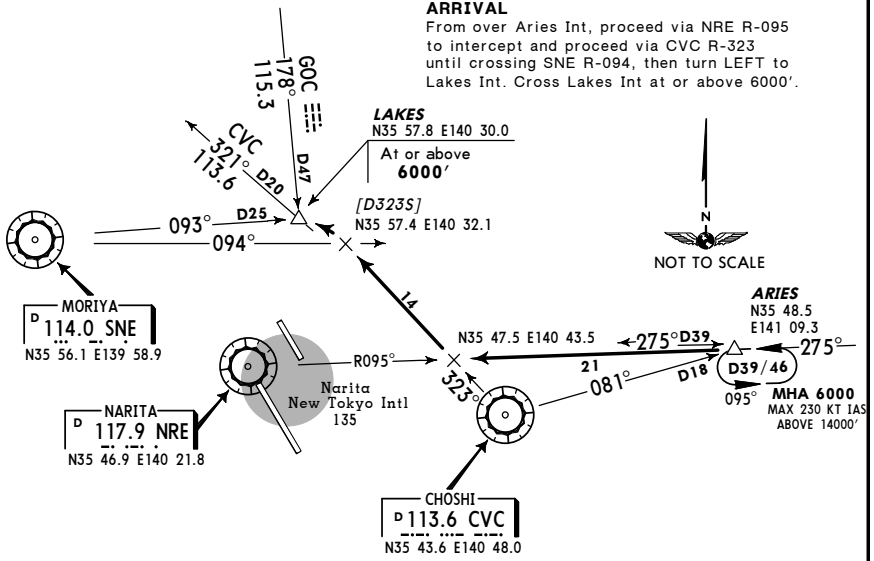
ATIS 128.25

TRANS LEVEL: FL 140
TRANS ALT: 14000′

ARIES NORTH ARRIVAL *[ARIESN]*

(RWY 16L/R)

ARRIVAL
From over Aries Int, proceed via NRE R-095 to intercept and proceed via CVC R-323 until crossing SNE R-094, then turn LEFT to Lakes Int. Cross Lakes Int at or above 6000′.

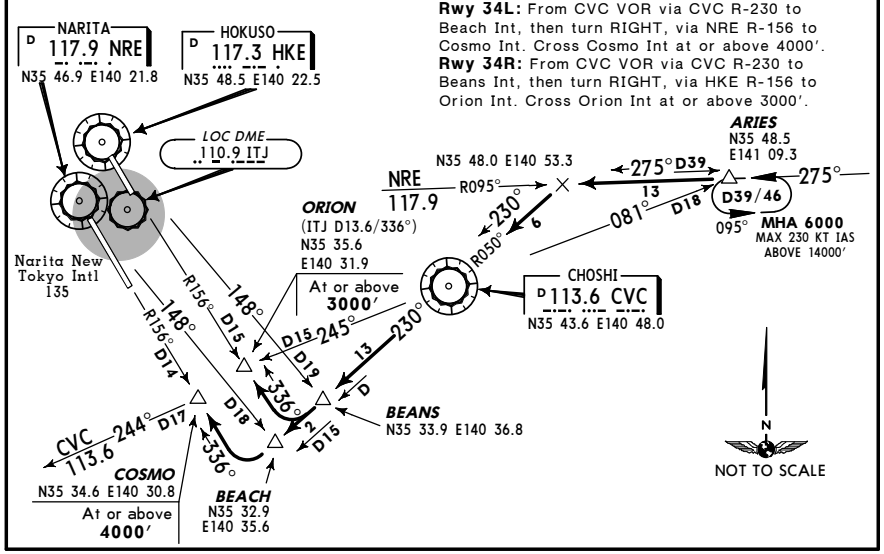


TRANS LEVEL: FL 140
TRANS ALT: 14000′

ARIES SOUTH ARRIVAL *[ARIESS]*

(RWY 34L/R)

ARRIVALS
From over Aries Int, proceed via NRE R-095 to intercept and proceed via CVC R-050 to CVC VOR, thence
Rwy 34L: From CVC VOR via CVC R-230 to Beach Int, then turn RIGHT, via NRE R-156 to Cosmo Int. Cross Cosmo Int at or above 4000′.
Rwy 34R: From CVC VOR via CVC R-230 to Beans Int, then turn RIGHT, via HKE R-156 to Orion Int. Cross Orion Int at or above 3000′.



CHANGES: Holding at Aries Int.

STAR

JEPPESEN 31 JAN 03 (20-2A)

TOKYO, JAPAN

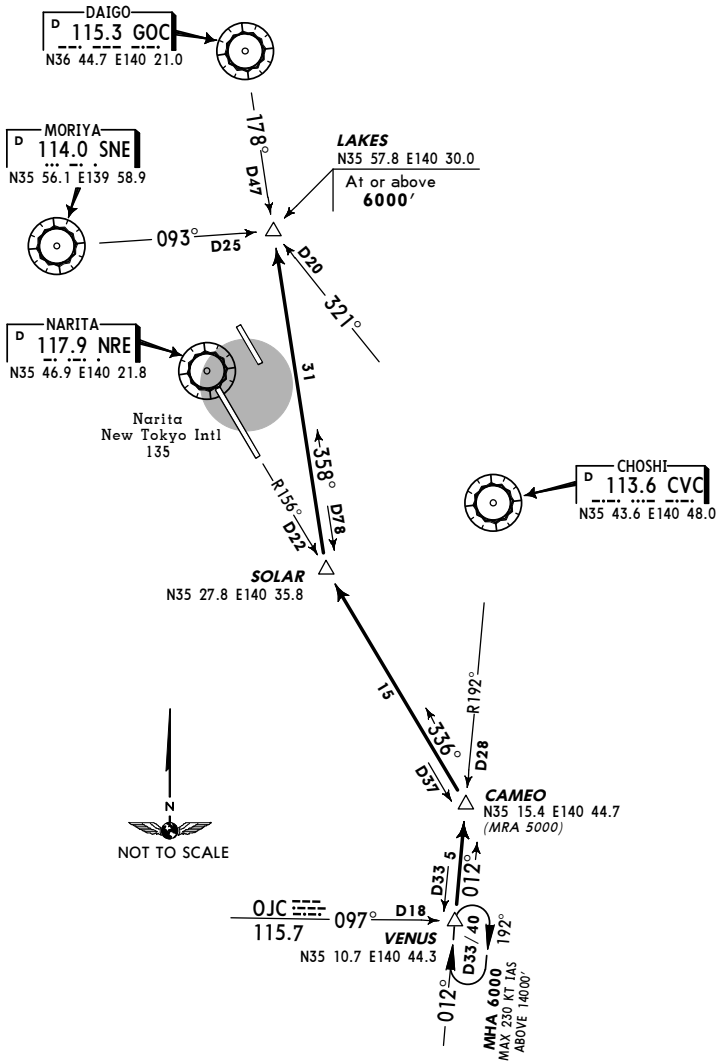
NARITA NEW TOKYO INTL

ATIS **128.25**

TRANS LEVEL: FL 140
TRANS ALT: 14000′

COSMO NORTH ARRIVAL
[COSMON]
(RWY 16L/R)

ARRIVAL
From over Venus Int, proceed via CVC R-192 to Cameo Int, then via NRE R-156 to Solar Int, then via GOC R-178 to Lakes Int. Cross Lakes Int at or above 6000′.



CHANGES: Holding at Venus Int.

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JeppView 3.5.2.0

STAR

JEPPESEN 31 JAN 03 (20-2B)

TOKYO, JAPAN

NARITA NEW TOKYO INTL

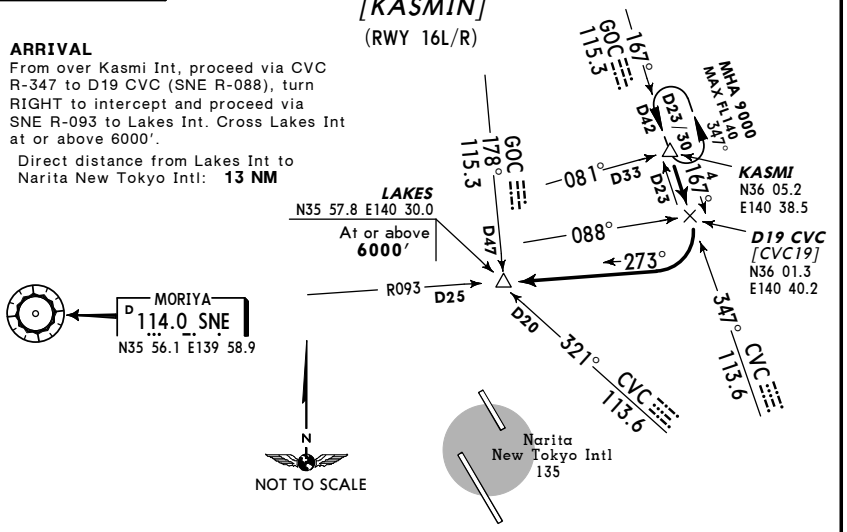
ATIS **128.25**

TRANS LEVEL: FL 140
TRANS ALT: 14000′

KASMI NORTH ARRIVAL
[KASMIN]
(RWY 16L/R)

ARRIVAL
From over Kasmi Int, proceed via CVC R-347 to D19 CVC (SNE R-088), turn RIGHT to intercept and proceed via SNE R-093 to Lakes Int. Cross Lakes Int at or above 6000′.

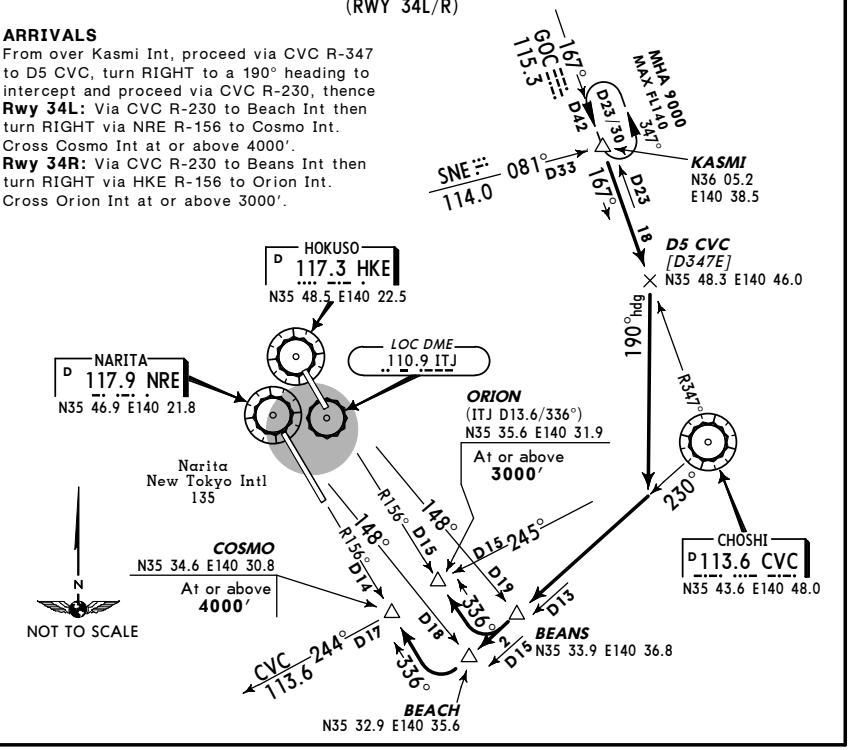
Direct distance from Lakes Int to Narita New Tokyo Intl: **13 NM**



KASMI SOUTH ARRIVAL
[KASMIS]
(RWY 34L/R)

TRANS LEVEL: FL 140
TRANS ALT: 14000′

ARRIVALS
From over Kasmi Int, proceed via CVC R-347 to D5 CVC, turn RIGHT to a 190° heading to intercept and proceed via CVC R-230, thence
Rwy 34L: Via CVC R-230 to Beach Int then turn RIGHT via NRE R-156 to Cosmo Int. Cross Cosmo Int at or above 4000′.
Rwy 34R: Via CVC R-230 to Beans Int then turn RIGHT via HKE R-156 to Orion Int. Cross Orion Int at or above 3000′.



CHANGES: See other side.

STAR

JEPPESEN 31 JAN 03 (20-2C)

TOKYO, JAPAN

NARITA NEW TOKYO INTL

ATIS **128.25**

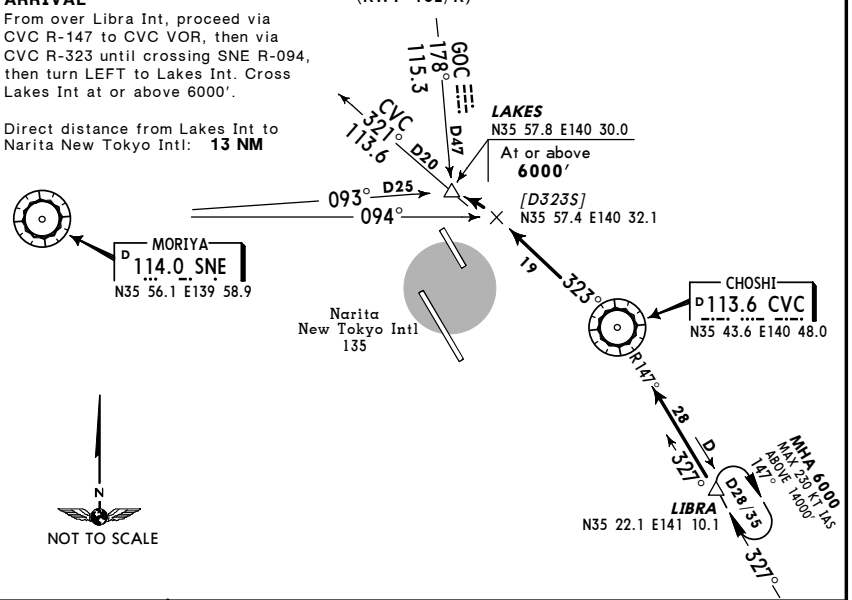
TRANS LEVEL: FL 140
TRANS ALT: 14000′

LIBRA NORTH ARRIVAL *[LIBRAN]*

(RWY 16L/R)

ARRIVAL
From over Libra Int, proceed via CVC R-147 to CVC VOR, then via CVC R-323 until crossing SNE R-094, then turn LEFT to Lakes Int. Cross Lakes Int at or above 6000′.

Direct distance from Lakes Int to Narita New Tokyo Intl: **13 NM**

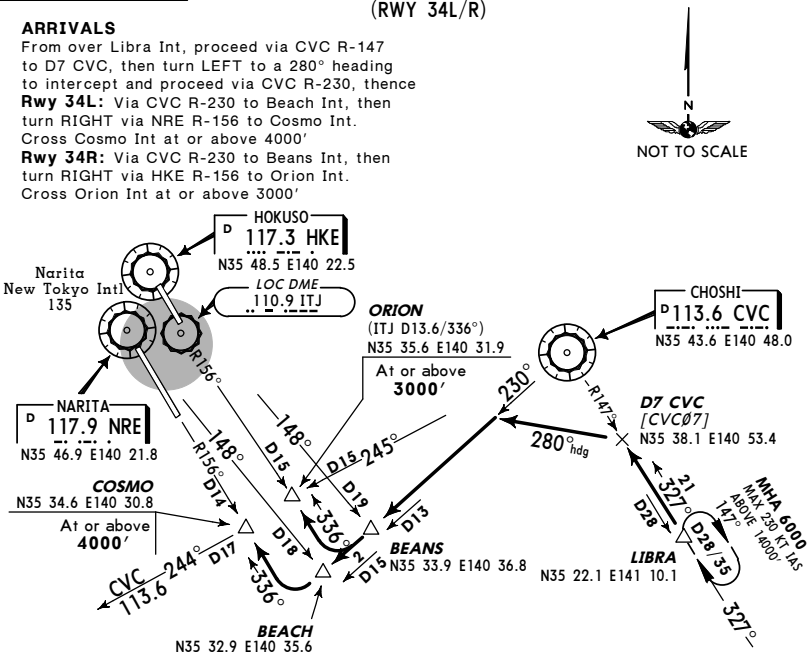


TRANS LEVEL: FL 140
TRANS ALT: 14000′

LIBRA SOUTH ARRIVAL *[LIBRAS]*

(RWY 34L/R)

ARRIVALS
From over Libra Int, proceed via CVC R-147 to D7 CVC, then turn LEFT to a 280° heading to intercept and proceed via CVC R-230, thence
Rwy 34L: Via CVC R-230 to Beach Int, then turn RIGHT via NRE R-156 to Cosmo Int. Cross Cosmo Int at or above 4000′
Rwy 34R: Via CVC R-230 to Beans Int, then turn RIGHT via HKE R-156 to Orion Int. Cross Orion Int at or above 3000′



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STAR

JEPPESEN 4 JUN 04 (20-2D) Eff 09 Jun 1500Z

TOKYO, JAPAN

NARITA INTL

ATIS **128.25**

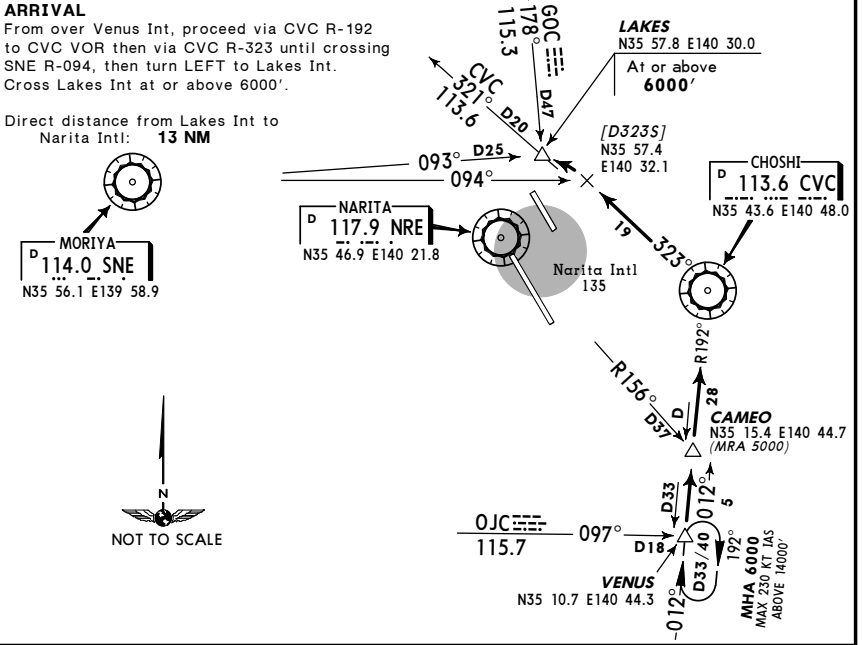
TRANS LEVEL: FL 140
TRANS ALT: 14000′

VENUS NORTH ARRIVAL *[VENUSN]*

(RWY 16L/R)

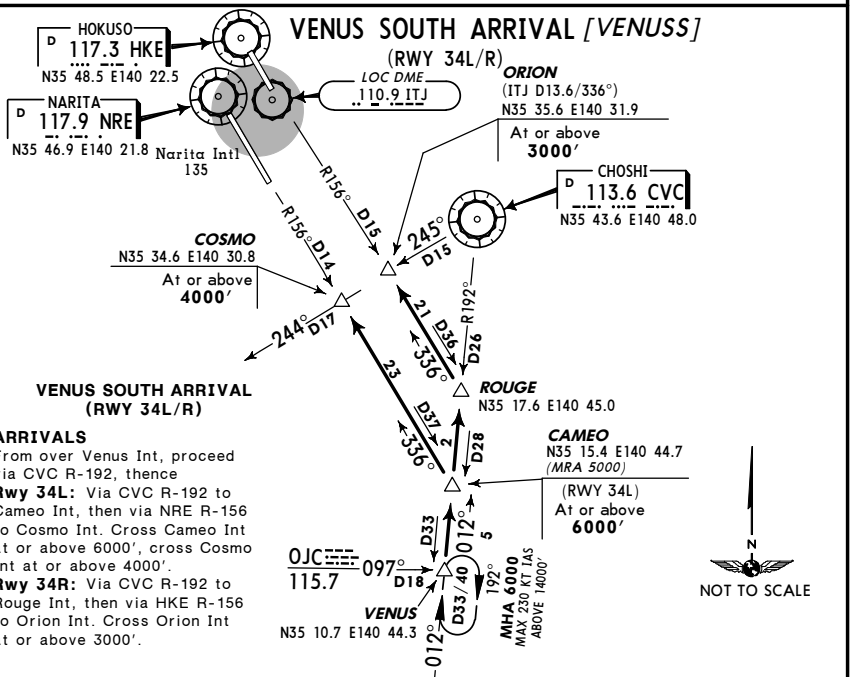
ARRIVAL
From over Venus Int, proceed via CVC R-192 to CVC VOR then via CVC R-323 until crossing SNE R-094, then turn LEFT to Lakes Int. Cross Lakes Int at or above 6000′.

Direct distance from Lakes Int to Narita Intl: **13 NM**



VENUS SOUTH ARRIVAL *[VENUSS]*

(RWY 34L/R)



VENUS SOUTH ARRIVAL
(RWY 34L/R)

ARRIVALS
From over Venus Int, proceed via CVC R-192, thence
Rwy 34L: Via CVC R-192 to Cameo Int, then via NRE R-156 to Cosmo Int. Cross Cameo Int at or above 6000′, cross Cosmo Int at or above 4000′.
Rwy 34R: Via CVC R-192 to Rouge Int, then via HKE R-156 to Orion Int. Cross Orion Int at or above 3000′.

STAR

JEPPESEN 4 JUN 04 (20-2E) Eff 09 Jun 1500Z

TOKYO, JAPAN
NARITA INTL

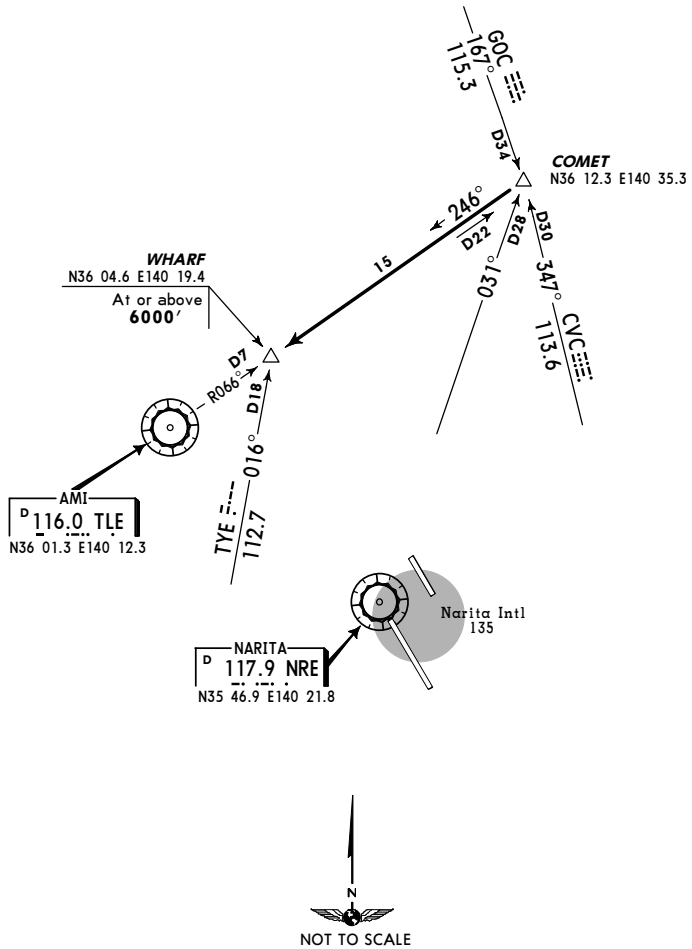
ATIS **128.25**

TRANS LEVEL: FL 140
TRANS ALT: 14000′

WHARF NORTH ARRIVAL
[WHARFN]
(RWY 16L/R)

ARRIVAL
From over Comet Int, proceed via TLE R-066 to Wharf Int. Cross Wharf Int at or above 6000′.

Direct distance from Wharf Int to Narita Intl: **19 NM**



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RJAA/NRT
NARITA INTL

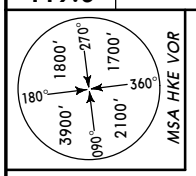
JEPPESEN 13 JUL 07 (20-3)

TOKYO, JAPAN
SID

NARITA Departure (R)	Apt Elev
124.2 119.6	135′

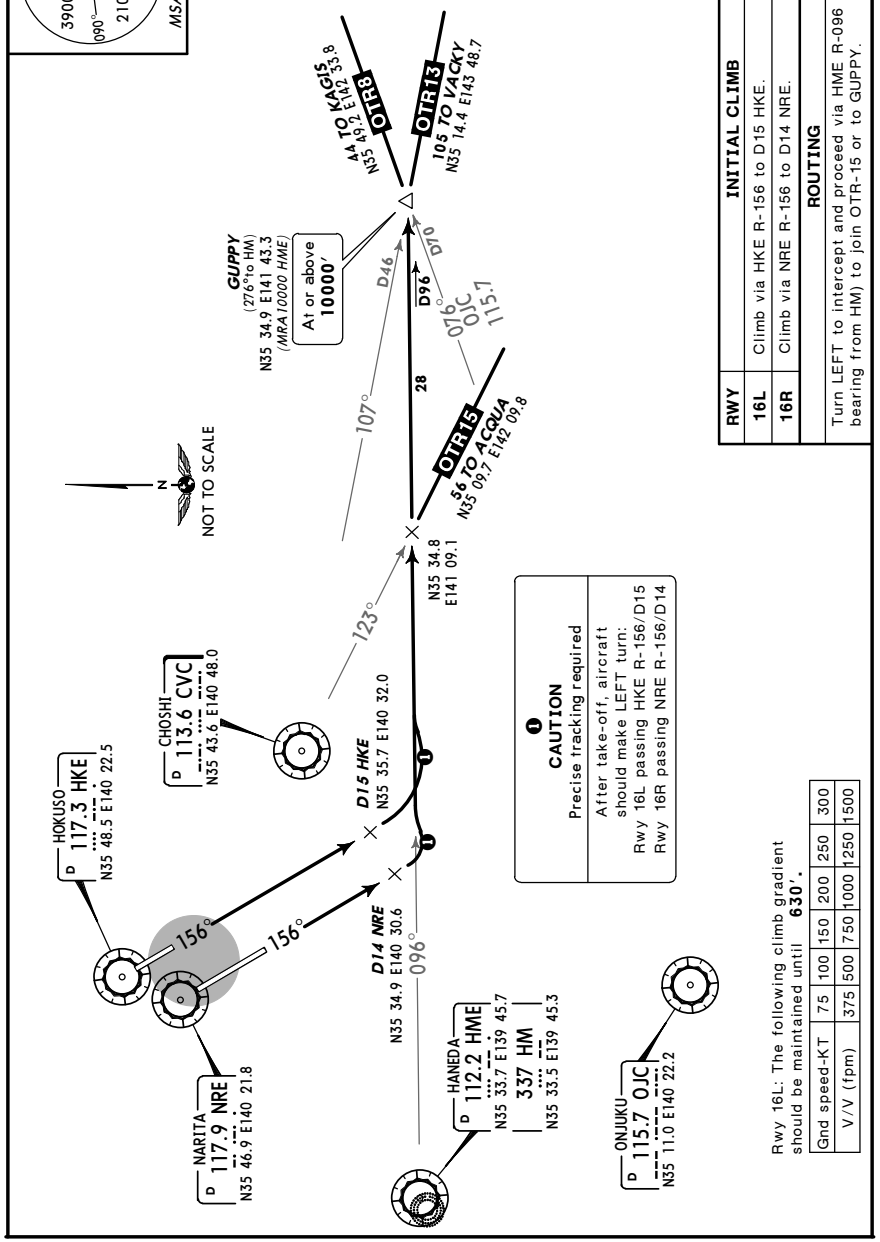
Trans level: FL 140 Trans alt: 14000′
Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.

CHOSHI TWO DEPARTURE
(RWYS 16L/R)



INITIAL CLIMB	
RWY	
16L	Climb via HKE R-156 to D15 HKE.
16R	Climb via NRE R-156 to D14 NRE.

ROUTING
Turn LEFT to intercept and proceed via HME R-096 (096° bearing from HM) to join OTR-15 or to GUPPY.



Rwy 16L: The following climb gradient should be maintained until **630′**.

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RJAA/NRT NARITA INTL

JEPPESEN 13 JUL 07 20-3A

TOKYO, JAPAN

SID

NARITA Departure (R)
124.2
119.6

Apt Elev 135′

Trans level: FL 140 Trans alt: 14000′
Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.

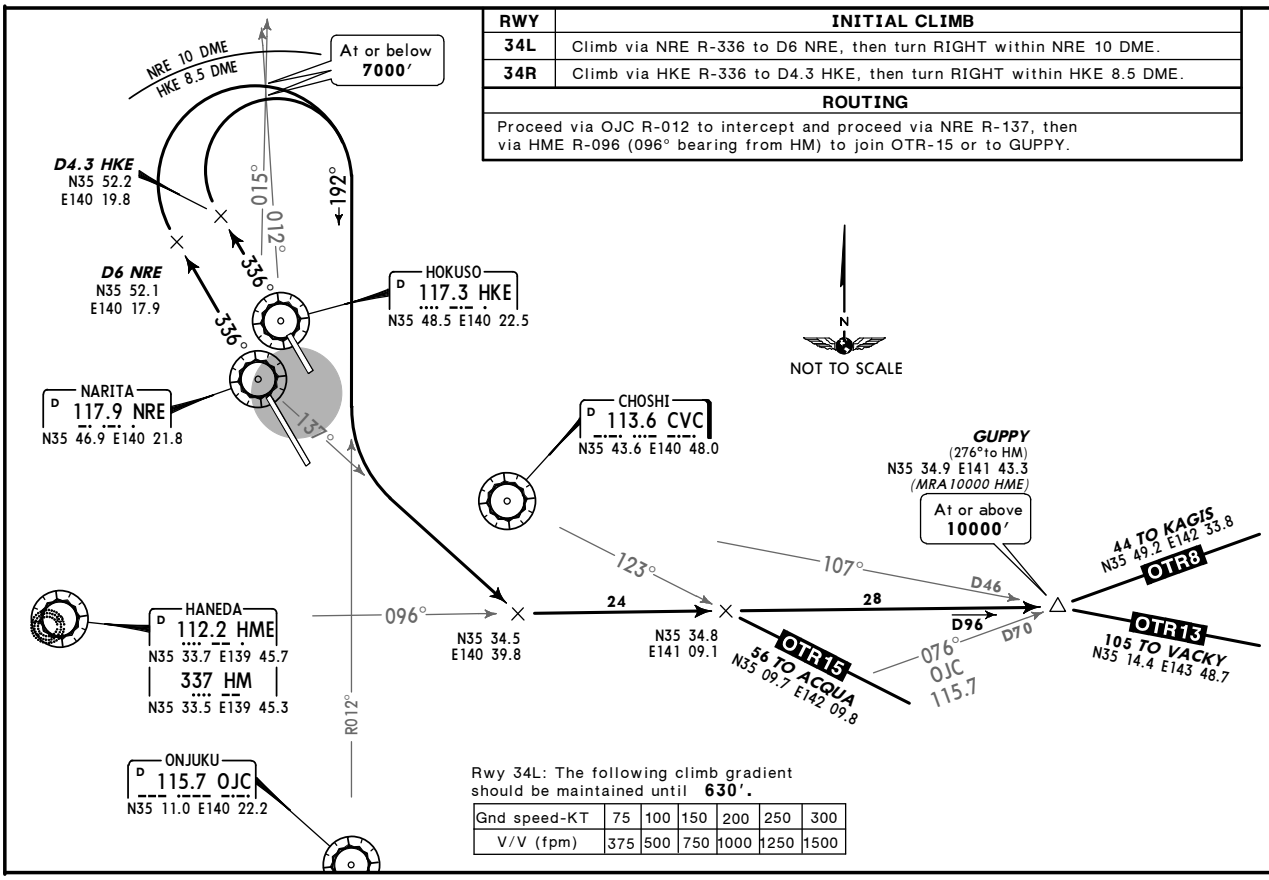
CHOSHI TWO DEPARTURE

(RWYS 34L/R)

RWY	INITIAL CLIMB
34L	Climb via NRE R-336 to D6 NRE, then turn RIGHT within NRE 10 DME.
34R	Climb via HKE R-336 to D4.3 HKE, then turn RIGHT within HKE 8.5 DME.

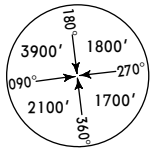
ROUTING

Proceed via OJC R-012 to intercept and proceed via NRE R-137, then via HME R-096 (096° bearing from HM) to join OTR-15 or to GUPPY.



Rwy 34L: The following climb gradient should be maintained until **630′.**

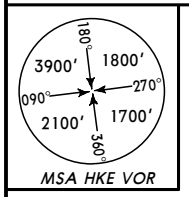
Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500



CHANGES: GUPPY formation radial, MSA depiction.

RJAA/NRT
NARITA INTL

NARITA Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	
124.2 119.6	135′		1. For departures Rwys 34L/R see 20-3C. 2. Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



NARITA REVERSAL EIGHT DEPARTURE
[NRE8R]
(RWYS 16L/R)
BAY, CHINO, HAKONE, HANEDA, KISARAZU AND MORIYA TRANSITIONS

Rwy 16L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15 HKE, then turn LEFT to intercept and proceed via NRE R-129 within NRE 20 DME, then via CVC R-272 to TETRA.
16R	Climb via NRE R-156 to D14 NRE, then turn LEFT to intercept and proceed via NRE R-129 within NRE 20 DME, then via CVC R-272 to TETRA.

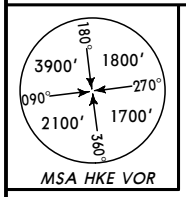
TRANSITIONS	
BAY	From over TETRA, proceed via KZE R-055 to KZE, then via KZE R-247 to HYE, then via HYE R-262 to XMC.
CHINO	From over TETRA, via DYE R-084 to DYE, then via DYE R-293 to CHINO.
HAKONE	From over TETRA, proceed via KZE R-055 to KZE, then via KZE R-247 to HYE.
HANEDA	From over TETRA, proceed via HME R-080 to HME (260° to HM), then via HME R-270 (270° bearing from HM) to KCC (KC).
KISARAZU	From over TETRA, proceed via KZE R-055 to KZE, then via KZE R-247 to HYE, then via HYE R-259 to LHE.
MORIYA	From over TETRA, proceed via SNE R-139 to SNE.

CHANGES: XM removed.

RJAA/NRT
NARITA INTL

TOKYO, JAPAN
SID

NARITA Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	
124.2 119.6	135′		1. For departures Rwys 16L/R see 20-3B. 2. Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



MSA HKE VOR

NARITA REVERSAL EIGHT DEPARTURE
[NRE8R]
(RWYS 34L/R)
BAY, CHINO, HAKONE, HANEDA, KISARAZU AND MORIYA TRANSITIONS

NOT TO SCALE

[HKEØ7]
RUNWAY 34R
At or above **2800′**

HKE 117.3 004°

D21 SNE
At or below **7000′**

D23 SNE
N35 54.8 E140 27.2
At or above **3500′**

HKE 8.5 DME
At or above **2800′**

D4.3 HKE
N35 52.2
E140 19.8

D6 NRE
N35 52.1
E140 17.9

MORIYA
D 114.0 SNE
N35 56.1 E139 58.9

NARITA
D 117.9 NRE
N35 46.9 E140 21.8

HOKUSO
D 117.3 HKE
N35 48.5 E140 22.5

CHOSHI
D 113.6 CVC
N35 43.6 E140 48.0

D10 SNE
At or above **FL 160**

CHINO
(115.3 GOC R-246/D100.5)
(KCC R-072/D88.7)
(117.6 MBE R-125/D35.3)
(XMC R-054/D105.9)
N35 53.1 E138 33.9

D12 DYE
At or above **FL 240**

DAIBA
D 111.0 DYE
N35 36.2 E139 49.1

At or above **FL 210**

NAGOYA
D 114.2 KCC
N35 15.9 E136 54.9
360 KC
N35 15.6 E136 55.0

D24
TETRA
(HM 260° bearing)
N35 41.7 E140 18.5
Between **FL 150** and **FL 180**

At or above **FL 200**

HANEDA
D 112.2 HME
N35 33.7 E139 45.7
337 HM
N35 33.5 E139 45.3

KOWA
D 113.5 XMC
N34 42.3 E136 57.5

D30 HYE
At or above **FL 260**

D60 HYE
At assigned altitude

KISARAZU
D 114.5 KZE
N35 24.1 E139 54.2

YOKOSUKA
D 116.2 HYE
N35 15.3 E139 35.3

HAMAMATSU
D 110.0 LHE
N34 44.9 E137 40.8

BAY AND HAKONE TRANSITIONS
At or above **FL 200**

KISARAZU TRANSITION
At assigned altitude

Rwy 34L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
34L	Climb via NRE R-336 to D6 NRE, then turn RIGHT to intercept and proceed via SNE R-100 to D23 SNE, then turn RIGHT to a 160° heading to intercept and proceed via CVC R-272 to TETRA.
34R	Climb via HKE R-336 to D4.3 HKE, then turn RIGHT to intercept and proceed via SNE R-100 to D23 SNE (intercept SNE R-100 within HKE 8.5 DME), then turn RIGHT to a 160° heading to intercept and proceed via CVC R-272 to TETRA.

TRANSITIONS	
BAY	From over TETRA, proceed via KZE R-055 to KZE, then via KZE R-247 to HYE, then via HYE R-262 to XMC.
CHINO	From over TETRA, via DYE R-084 to DYE, then via DYE R-293 to CHINO.
HAKONE	From over TETRA, proceed via KZE R-055 to KZE, then via KZE R-247 to HYE.
HANEDA	From over TETRA, proceed via HME R-080 to HME (260° to HM), then via HME R-270 (270° bearing from HM) to KCC (KC).
KISARAZU	From over TETRA, proceed via KZE R-055 to KZE, then via KZE R-247 to HYE, then via HYE R-259 to LHE.
MORIYA	From over TETRA, proceed via SNE R-139 to SNE.

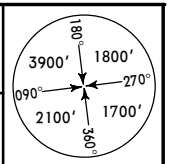
CHANGES: XM removed.

RJAA/NRT
NARITA INTL

JEPPESEN
13 JUL 07 (20-3D)

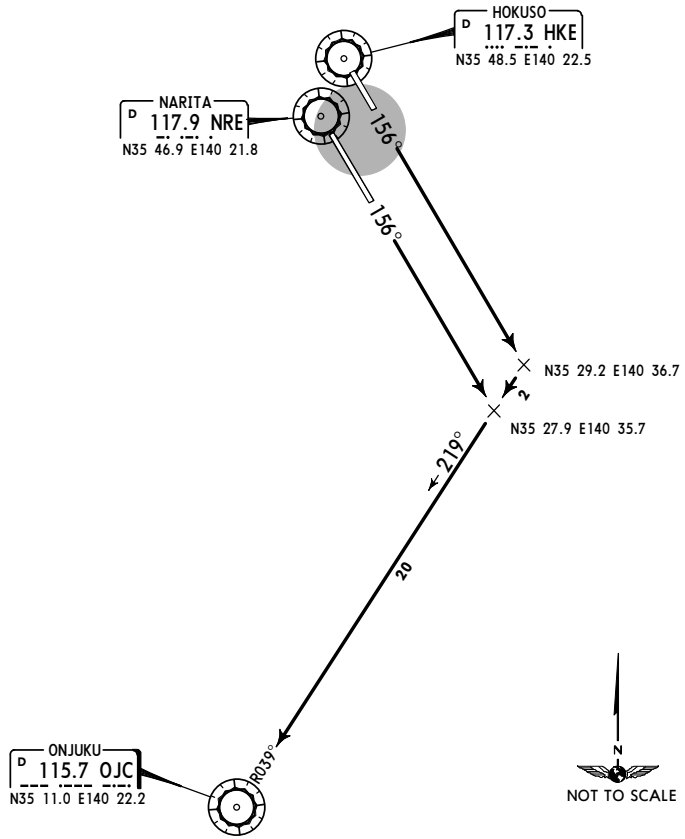
TOKYO, JAPAN
SID

NARITA Departure (R)	Apt Elev	
124.2 119.6	135′	Trans level: FL 140 Trans alt: 14000′ Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



MSA HKE VOR

ONJUKU ONE DEPARTURE
(RWYS 16L/R)



Direct distance from NARITA INTL to:
OJC **35NM**

Rwy 16L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to intercept and proceed via OJC R-039 to OJC.
16R	Climb via NRE R-156 to intercept and proceed via OJC R-039 to OJC.

CHANGES: CVC removed.

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RJAA/NRT
NARITA INTL

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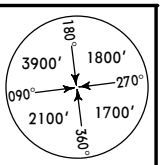
13 JUL 07 (20-3E)

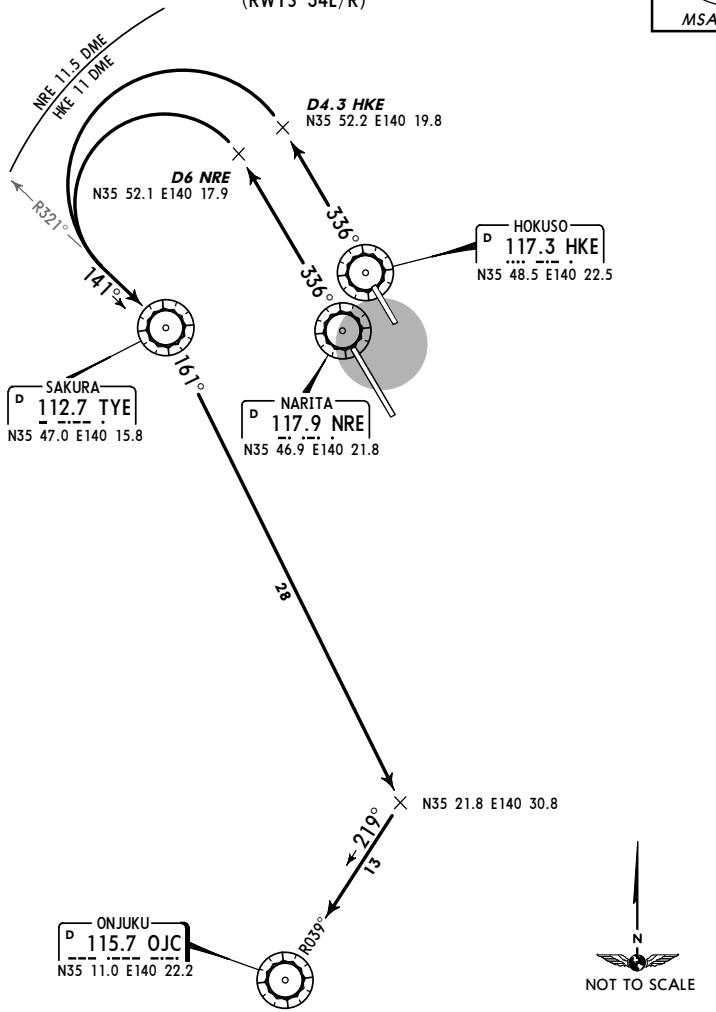
TOKYO, JAPAN
SID

NARITA Departure (R)	Apt Elev	
124.2 119.6	135′	Trans level: FL 140 Trans alt: 14000′ Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



MSA HKE VOR

ONJUKU ONE DEPARTURE
(RWYS 34L/R)



Rwy 34L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
34L	Climb via NRE R-336 to D6 NRE, turn LEFT to intercept and proceed via TYE R-321 within NRE 11.5 DME to TYE.
34R	Climb via HKE R-336 to D4.3 HKE, turn LEFT to intercept and proceed via TYE R-321 within HKE 11 DME to TYE.

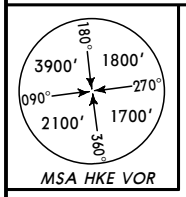
ROUTING

Then via TYE R-161 to intercept and proceed via OJC R-039 to OJC.

CHANGES: CVC removed.

RJAA/NRT
NARITA INTL

NARITA Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	1. For departures Rwys 34L/R see 20-3G. 2. Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.
124.2 119.6	135′		



PAPAS EIGHT DEPARTURE
[PAPAS8]
(RWYS 16L/R)
APPLE, CUPID, FAIRY, AND PETAL TRANSITIONS

SAKURA D 112.7 TYE N35 47.0 E140 15.8
HOKUSO D 117.3 HKE N35 48.5 E140 22.5
CHOSHI D 113.6 CVC N35 43.6 E140 48.0
HANEDA D 112.2 HME N35 33.7 E139 45.7
337 HM N35 33.5 E139 45.3
NARITA D 117.9 NRE N35 46.9 E140 21.8
KISARAZU D 114.5 KZE N35 24.1 E139 54.2
ONJUKU D 115.7 OJC N35 11.0 E140 22.2
TATEYAMA 373 PQ N34 59.6 E139 52.5

D15 HKE N35 35.7 E140 32.0
D14 NRE N35 34.9 E140 30.6
PAPAS N35 22.7 E140 57.0 (MRA 7000 NRE)
At or above 7000′
N35 19.5 E141 11.7
CUPID N35 12.9 E141 11.0 (MRA 8000 NRE)
At or above 8000′
APPLE N35 00.3 E141 06.5
At or above 13000′
MERED N34 14.3 E141 26.5 (MRA 7000 CVC)
TANUK N34 20.9 E140 03.0
N34 10.7 E139 58.7
FAIRY N33 52.2 E139 52.4
At or above FL250
51 TO TEMAR N33 20.3 E140 06.4 [CUPTE/FARTE]

156° 156° NRE 117.9 137° 167° 147° 133° TYE 112.7 D41 D38 D22 108° 12 PETAL D53 15 CUPID D64 APPLE/FAIRY 24 D46 107° KZE 114.5 OTR 20 HME 108° 112.2 (107° from HM) KZE 118° 114.5 D64 KZE 153° 114.5 APPLE OTR 24 49 D95 PQ 307° 373 G223 KZE 180° 114.5 360° OJC 204° 115.7 D64 D53 KZE 64 DME Arc CUPID/FAIRY B586 10 [CUPFA/FARFA] 20 D83

N
NOT TO SCALE

Rwy 16L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15 HKE.
16R	Climb via NRE R-156 to D14 NRE.

ROUTING

Turn LEFT to intercept and proceed via NRE R-137 to PAPAS.

TRANSITIONS

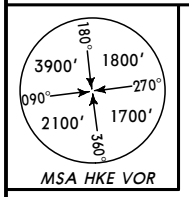
APPLE	From over PAPAS, proceed via CVC R-167 to MERED.
CUPID *[CUPFA]* *[CUPTE]*	From over PAPAS, proceed via NRE R-137 to CUPID, then via KZE 64 DME Arc clockwise to TANUK, then via OJC R-204 to FAIRY; or via OJC R-204 to join B-586.
FAIRY *[FARFA]* *[FARTE]*	From over PAPAS, proceed via CVC R-167 to APPLE, then via KZE 64 DME Arc clockwise to TANUK, then via OJC R-204 to FAIRY; or via OJC R-204 to join B-586.
PETAL	From over PAPAS, proceed via HME R-108 (107° bearing from HM) to join OTR-20.

CHANGES: Procedure identifiers added, communications, new format.

RJAA/NRT
NARITA INTL

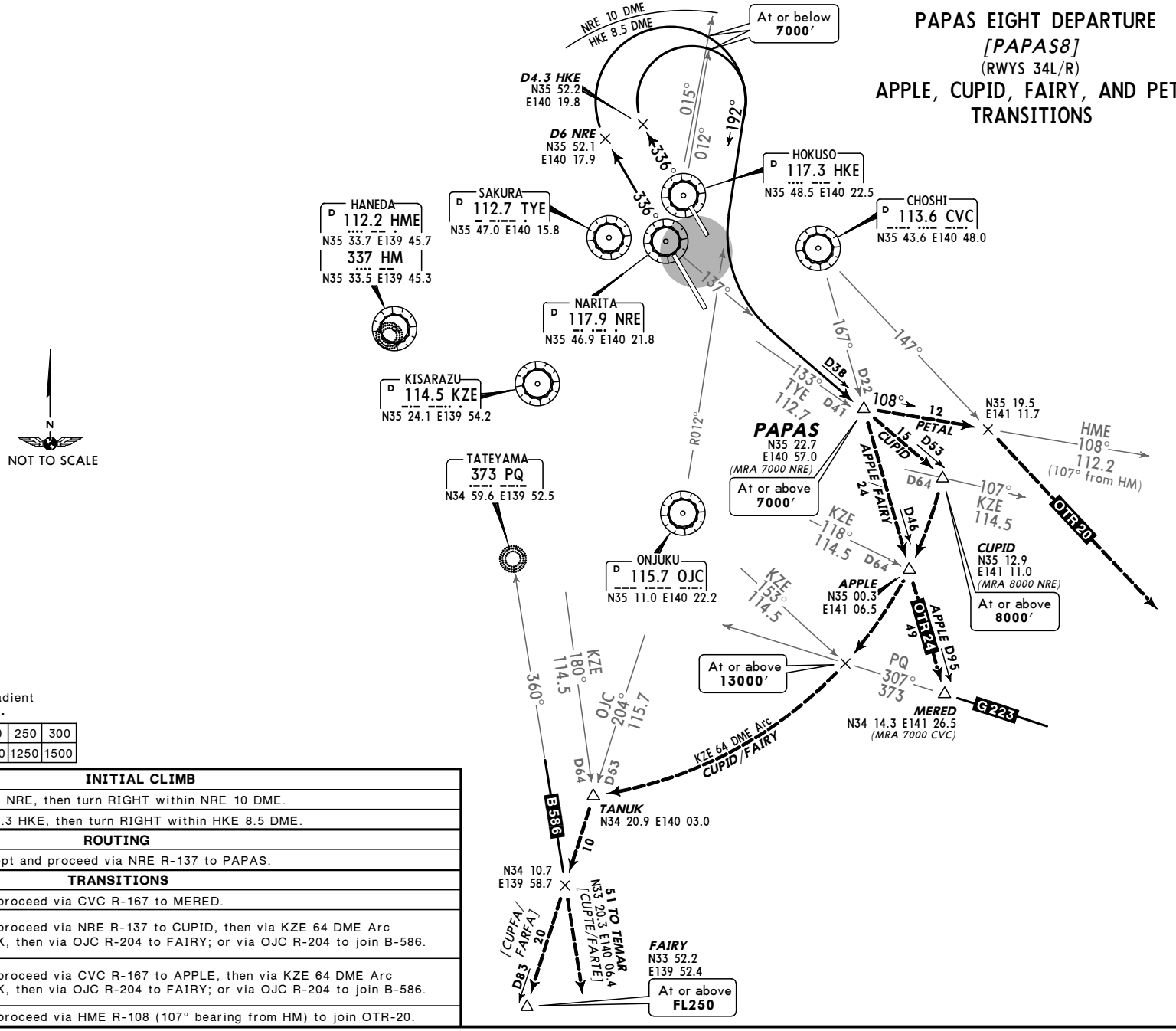
TOKYO, JAPAN
SID

NARITA Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	
124.2 119.6	135′		1. For departures Rwys 16L/R see 20-3F. 2. Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



MSA HKE VOR

PAPAS EIGHT DEPARTURE
[PAPAS8]
(RWYS 34L/R)
APPLE, CUPID, FAIRY, AND PETAL TRANSITIONS



Rwy 34L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
34L	Climb via NRE R-336 to D6 NRE, then turn RIGHT within NRE 10 DME.
34R	Climb via HKE R-336 to D4.3 HKE, then turn RIGHT within HKE 8.5 DME.

ROUTING

Proceed via OJC R-012 to intercept and proceed via NRE R-137 to PAPAS.

TRANSITIONS

APPLE	From over PAPAS, proceed via CVC R-167 to MERED.
CUPID *[CUPFA] [CUPTE]*	From over PAPAS, proceed via NRE R-137 to CUPID, then via KZE 64 DME Arc clockwise to TANUK, then via OJC R-204 to FAIRY; or via OJC R-204 to join B-586.
FAIRY *[FARFA] [FARTE]*	From over PAPAS, proceed via CVC R-167 to APPLE, then via KZE 64 DME Arc clockwise to TANUK, then via OJC R-204 to FAIRY; or via OJC R-204 to join B-586.
PETAL	From over PAPAS, proceed via HME R-108 (107° bearing from HM) to join OTR-20.

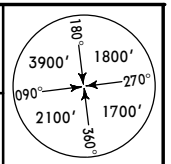
CHANGES: Procedure identifiers added, communications, new format.

RJAA/NRT
NARITA INTL

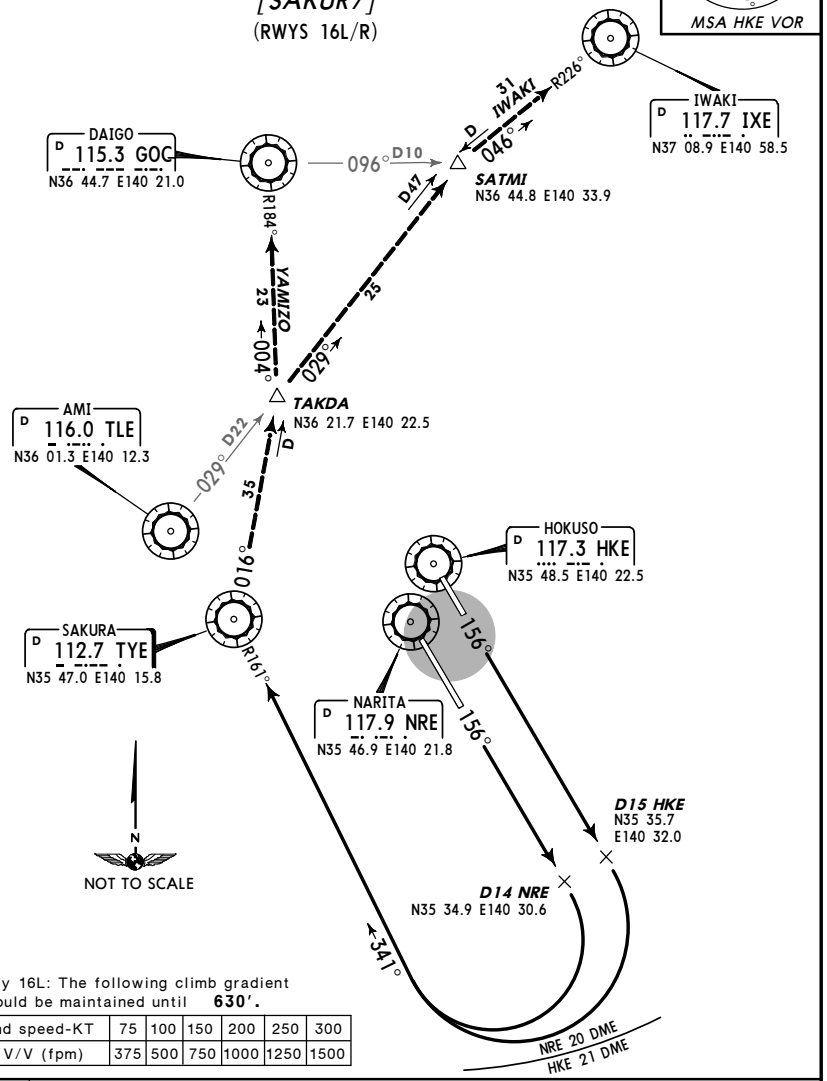
JEPPESEN
20 OCT 06 (20-3H)

TOKYO, JAPAN
SID

NARITA Departure (R)	Apt Elev	
124.2 119.6	135′	Trans level: FL 140 Trans alt: 14000′ Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



SAKURA SEVEN DEPARTURE
[SAKUR7]
(RWYS 16L/R)



Rwy 16L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15 HKE, then turn RIGHT to intercept and proceed via TYE R-161 to TYE within HKE 21 DME.
16R	Climb via NRE R-156 to D14 NRE, then turn RIGHT to intercept and proceed via TYE R-161 to TYE within NRE 20 DME.

TRANSITIONS	
IWAKI	From over TYE, proceed via TYE R-016 to TAKDA, then via TLE R-029 to SATMI, then via IXE R-226 to IXE.
YAMIZO	From over TYE, proceed via TYE R-016 to TAKDA, then via GOC R-184 to GOC.

CHANGES: Communications, GOC coordinates, new format.

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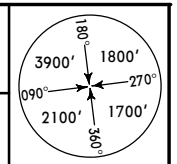
RJAA/NRT
NARITA INTL

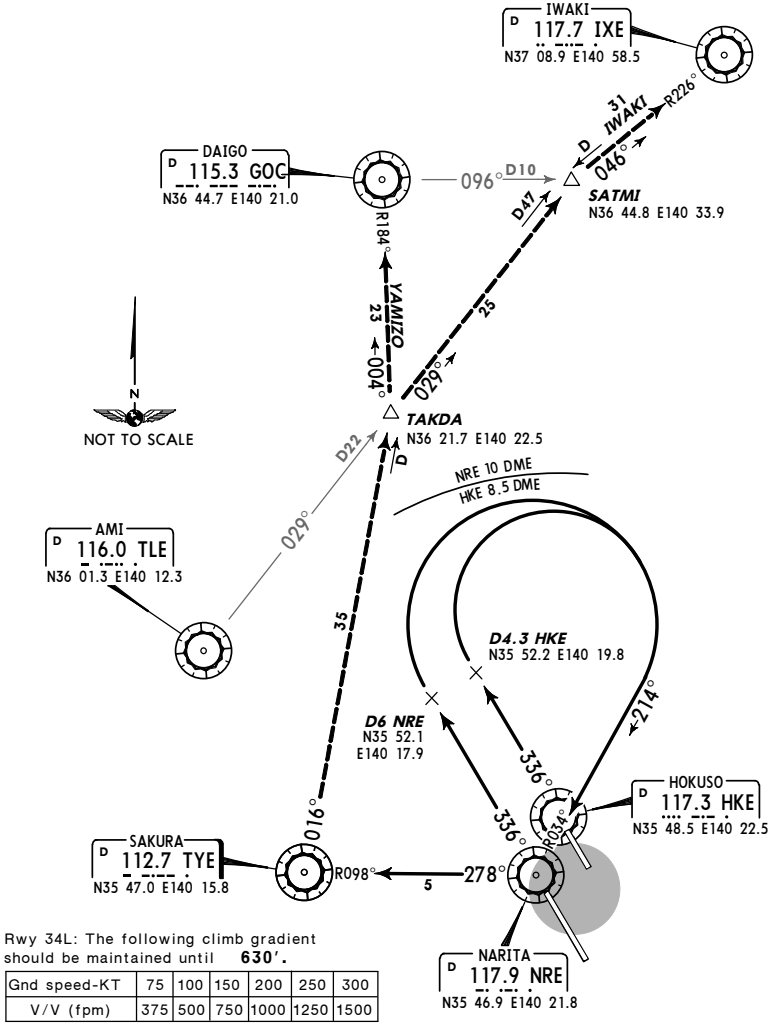
JEPPESEN
20 OCT 06 (20-3J)

TOKYO, JAPAN
SID

NARITA Departure (R)	Apt Elev	
124.2 119.6	135′	Trans level: FL 140 Trans alt: 14000′ Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



SAKURA SEVEN DEPARTURE
[SAKUR7]
(RWYS 34L/R)



Rwy 34L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

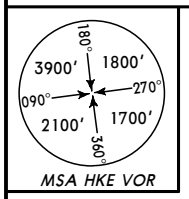
RWY	INITIAL CLIMB
34L	Climb via NRE R-336 to D6 NRE, then turn RIGHT to intercept and proceed via NRE R-034 to NRE within NRE 10 DME, then proceed to TYE.
34R	Climb via HKE R-336 to D4.3 HKE, then turn RIGHT to intercept and proceed via NRE R-034 to NRE within HKE 8.5 DME, then proceed to TYE.

TRANSITIONS	
IWAKI	From over TYE, proceed via TYE R-016 to TAKDA, then via TLE R-029 to SATMI, then via IXE R-226 to IXE.
YAMIZO	From over TYE, proceed via TYE R-016 to TAKDA, then via GOC R-184 to GOC.

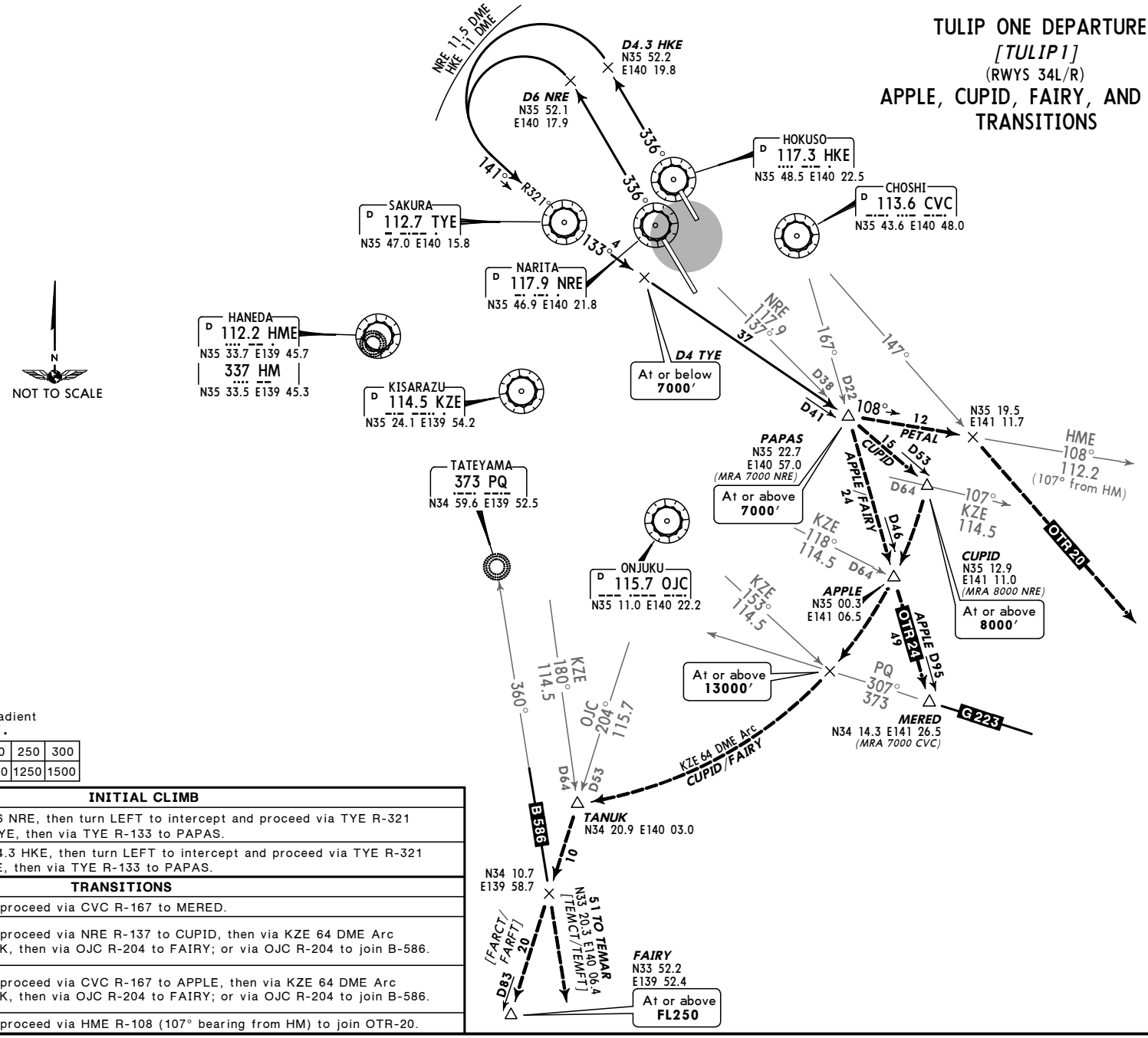
CHANGES: Communications, GOC coordinates, new format.

RJAA/NRT
NARITA INTL

NARITA Departure (R)	Apt Elev	Trans level: FL140 Trans alt: 14000′	Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.
124.2 119.6	135′		



TULIP ONE DEPARTURE
[TULIP1]
(RWYS 34L/R)
APPLE, CUPID, FAIRY, AND PETAL TRANSITIONS



Rwy 34L: The following climb gradient should be maintained until **630′.**

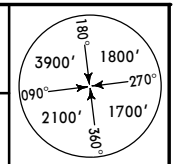
Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
34L	Climb via NRE R-336 to D6 NRE, then turn LEFT to intercept and proceed via TYE R-321 within NRE 11.5 DME to TYE, then via TYE R-133 to PAPAS.
34R	Climb via HKE R-336 to D4.3 HKE, then turn LEFT to intercept and proceed via TYE R-321 within HKE 11 DME to TYE, then via TYE R-133 to PAPAS.

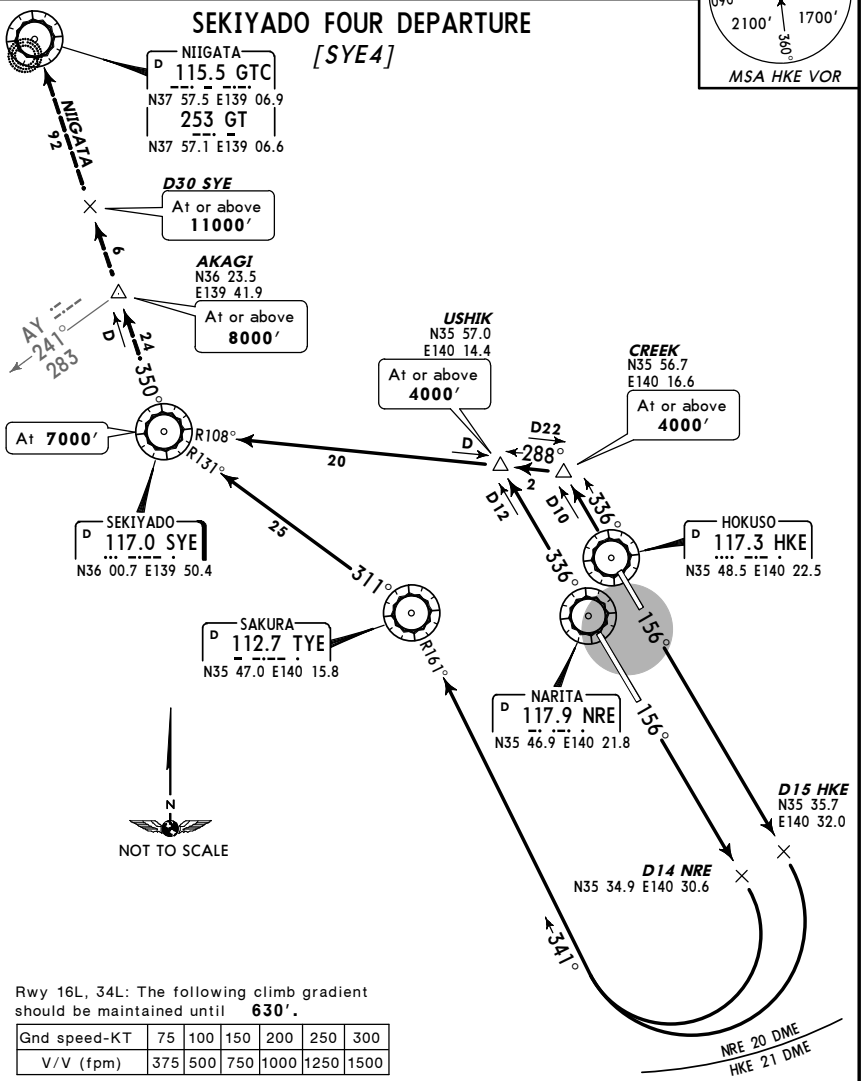
TRANSITIONS	
APPLE	From over PAPAS, proceed via CVC R-167 to MERED.
CUPID *[FARCT] [TEMCT]*	From over PAPAS, proceed via NRE R-137 to CUPID, then via KZE 64 DME Arc clockwise to TANUK, then via OJC R-204 to FAIRY; or via OJC R-204 to join B-586.
FAIRY *[FARFT] [TEMFT]*	From over PAPAS, proceed via CVC R-167 to APPLE, then via KZE 64 DME Arc clockwise to TANUK, then via OJC R-204 to FAIRY; or via OJC R-204 to join B-586.
PETAL	From over PAPAS, proceed via HME R-108 (107° bearing from HM) to join OTR-20.

CHANGES: Procedure identifiers.

NARITA Departure (R)	Apt Elev	
124.2 119.6	135′	Trans level: FL 140 Trans alt: 14000′ Aircraft unable to comply with the flight restrictions, inform NARITA DELIVERY for alternate procedure when requesting ATC clearance.



SEKIYADO FOUR DEPARTURE [SYE4]



Rwy 16L, 34L: The following climb gradient should be maintained until **630′.**

Gnd speed-KT	75	100	150	200	250	300
V/V (fpm)	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
16L	Climb via HKE R-156 to D15 HKE, then turn RIGHT to intercept and proceed via TYE R-161 to TYE within HKE 21 DME, then via SYE R-131 to SYE.
16R	Climb via NRE R-156 to D14 NRE, then turn RIGHT to intercept and proceed via TYE R-161 to TYE within NRE 20 DME, then via SYE R-131 to SYE.
34L	Climb via NRE R-336 to USHIK, then turn LEFT to intercept and proceed via SYE R-108 to SYE.
34R	Climb via HKE R-336 to CREEK, then turn LEFT to intercept and proceed via SYE R-108 to SYE.

TRANSITION	
NIIGATA	From over SYE, proceed via SYE R-350 to GTC (GT).

CHANGES: None.

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NOISE ABATEMENT PROCEDURES

TIME RESTRICTIONS ON DEPARTURES AND ARRIVALS

1. No take-off or landing shall be permitted during the hours from 1400Z to 2100Z 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 encountered with 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 really unavoidable due to typhoon evacuation or other reasons.
   (f) When the necessity of urgent refuelling arises due to unusual weather conditions.
2. The airport office JCAB shall not accept flight plans in violation of the paragraph above.

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, and he may use other appropriate procedures if he determines it is 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)
(c) At 3000′ AGL (3135′ MSL) or above
-normal speed and flap retraction schedule to enroute climb.

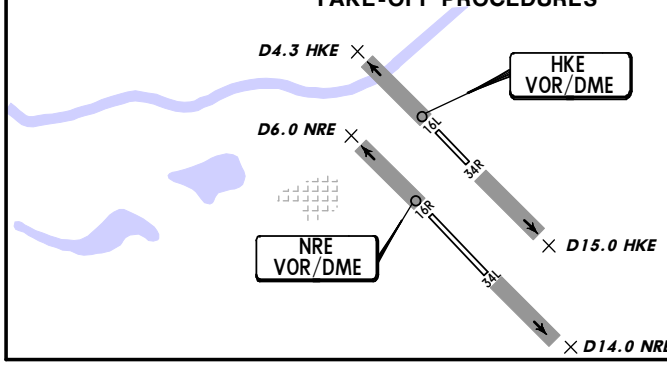
APPROACH (Delayed flap and reduced flap setting)

(a) Extend final landing flaps after passing 4 DME from IKF for Rwy 16R, 4 DME from ITM for Rwy 16L, 4 DME from ITJ for Rwy 34R or 4 DME from IYQ for Rwy 34L.
(b) Use, as the final landing flap setting, the minimum certificated landing flaps setting set forth in the approved performance information in the Airplane Flight Manual for the applicable conditions.

OTHER INFORMATION

(a) Notwithstanding item (c) below, for the improvement of noise abatement procedures, all aircraft departing from Narita Intl Airport strictly follow extension of the runway centerline until passing 14 DME from NRE for Rwy 16R, 15 DME from HKE for Rwy 16L, 6 DME from NRE for Rwy 34L or 4.3 DME from HKE for Rwy 34R.
(b) Aircraft engine ground run-up
In order to minimize noise disturbance in areas adjacent to this 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 the 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.

TAKE-OFF PROCEDURES



CHANGES: None.

FLIGHT TRACK MONITORING AT NARITA INTL AIRPORT

Flight track monitoring is in effect at Narita Intl Airport, as depicted in diagrams 1 and 2. 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 diagrams 1 (Rwys 16R/34L) and 2 (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)

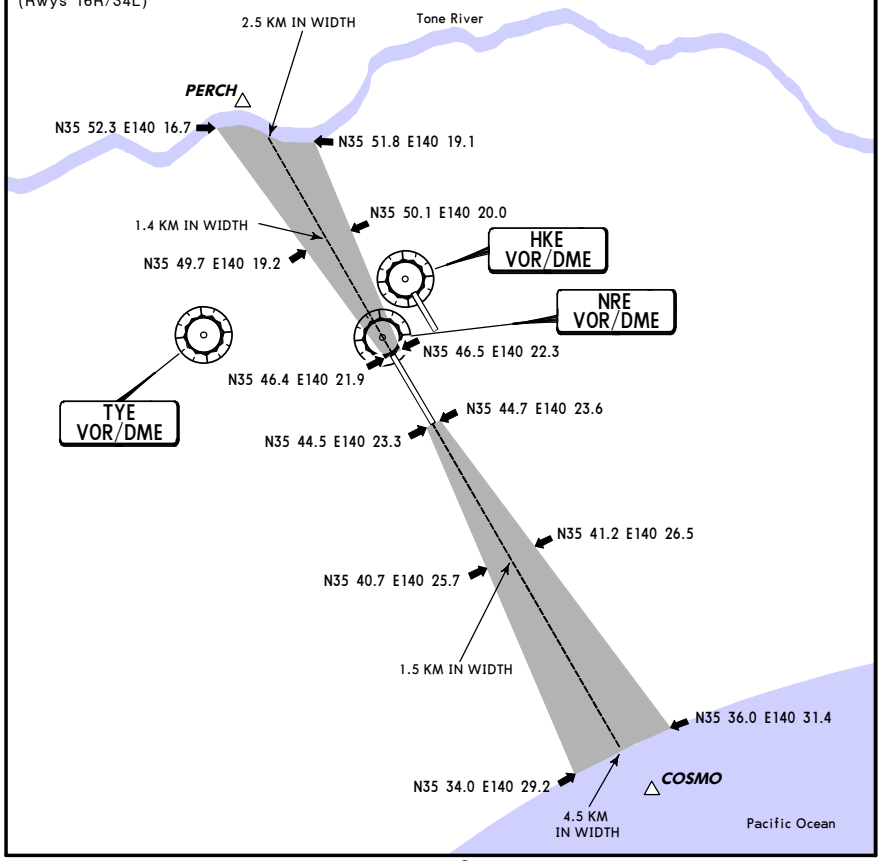


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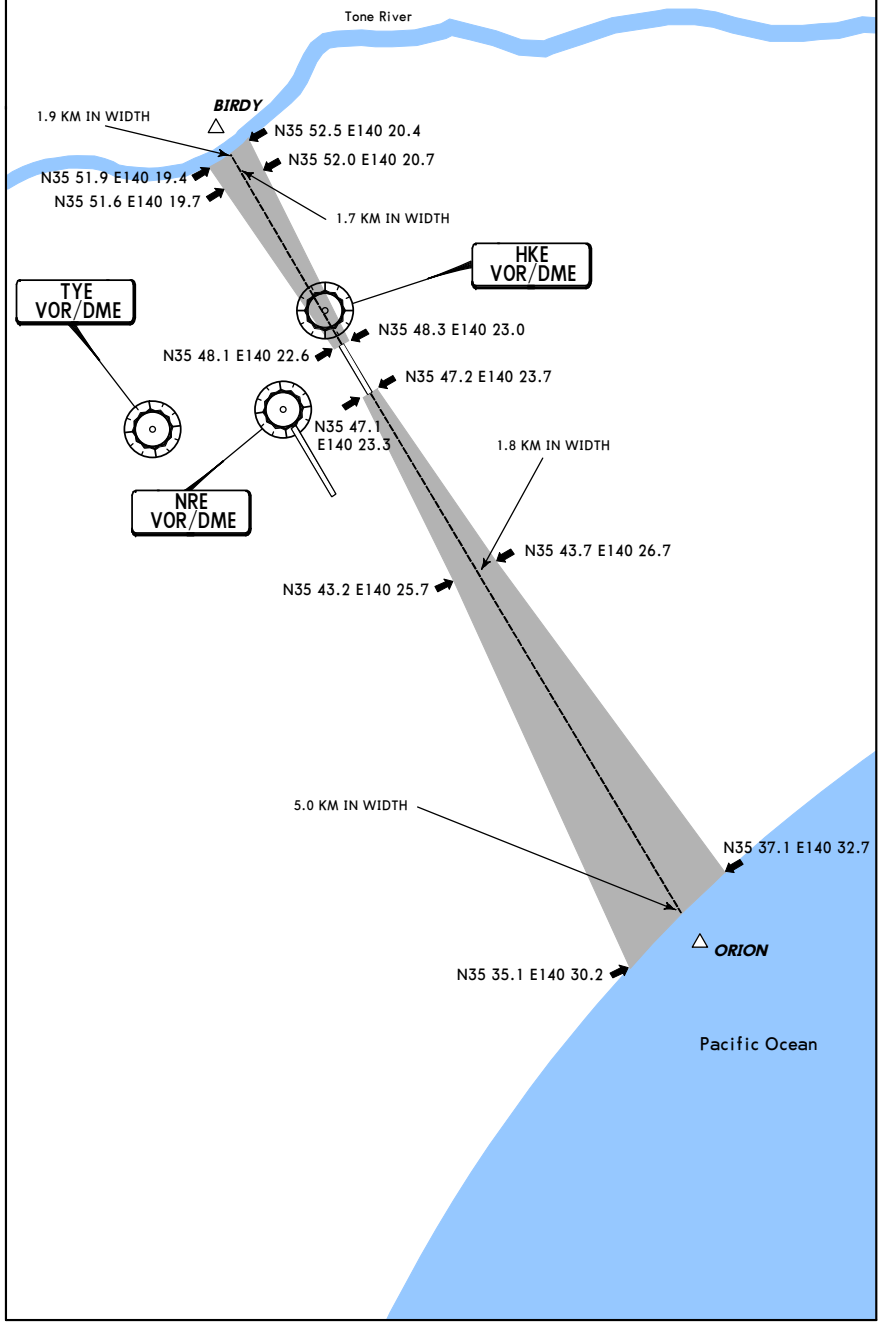
DIAGRAM 2

(Rwys 16L/ 34R)



OPERATIONAL RESTRICTIONS AT NARITA INTL AIRPORT

Operational restrictions at Narita International Airport will be placed due to construction as follows:
The exact date/time and change of planning period will be notified by further NOTAM RJAA.

Item	Operational Restrictions		Planning Period (UTC)			Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time	
RUNWAY						
A	16L/34R	Closed		late OCT 2008	1330-2100 daily	
1	PALS and Sequenced flashing LGT for RWY16L	Partly unserviceable		mid MAR 2010	H24	Available approach Light Length: 1673' (510m)
2	Overrun area edge LGT (RWY16L side)	Unserviceable		mid MAR 2010	H24	
TAXIWAY						
A	A part of Taxiway B (between E4 and E5) and a part of Taxiway B (intersection of taxiway E4)	Closed		late APR 2009	H24	Unserviceability LGT and closed marking installed.
B	Taxiway B (between E2-GWY and B7)	Closed	early JUN 08	late JAN 2009	1330-2100 daily	
1	Marking from Taxiway B2 to RWY16L threshold.	Erased		mid OCT 2008	H24	
APRON						
A	A part of APRON TWY YANKEE	Relocated		late JUN 2008	H24	
B	SPOT NR902	Closed		late SEP 2008	H24	
C	SPOT NR512	Closed		24 SEP 2008 2100	H24	
D	SPOT NR801, 802, 803.	Closed		early OCT 2008	H24	Unserviceability LGT installed.
E	SPOT NR702, 704, 706, 600P	Closed	mid AUG 2008	mid MAR 2009	H24	Unserviceability LGT installed.
F	A part of APRON TWY YANKEE and X-RAY	Closed	mid AUG 2008	mid MAR 2009	H24	Unserviceability LGT and closed marking installed.
1	TEMPO SPOT a, b	Installed	early AUG 2008	mid JAN 2009	H24	

CHANGES: Text.

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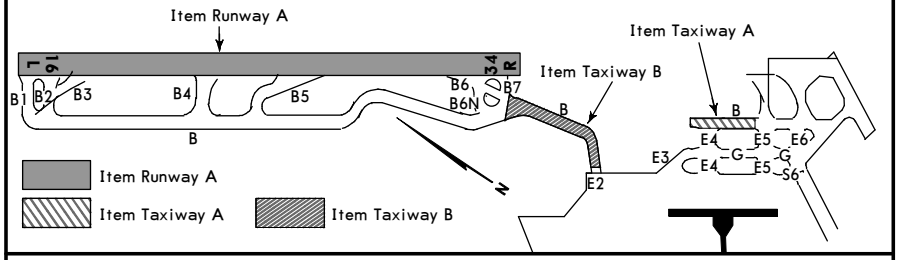
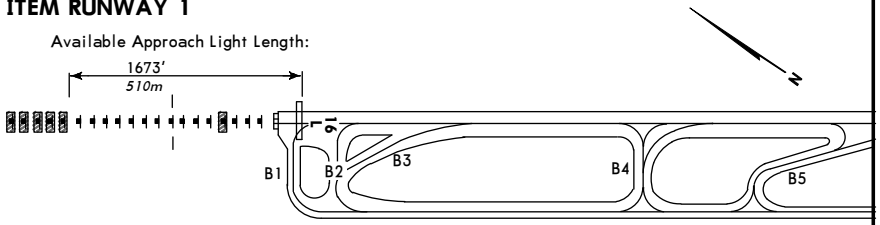
ITEM RUNWAY A / ITEM TAXIWAY A / ITEM TAXIWAY B

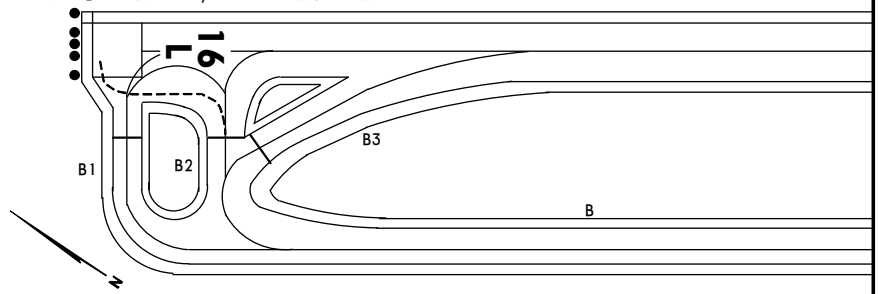


ITEM RUNWAY 1



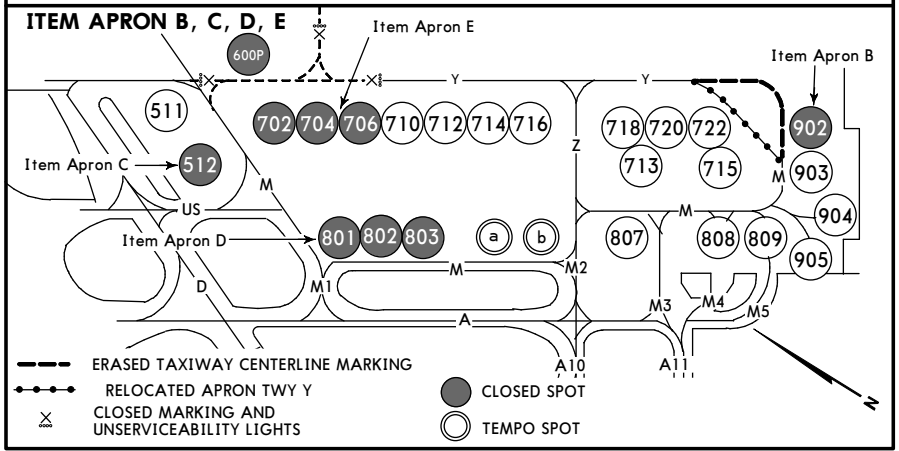
UNSERVICEABLE APPROACH LIGHTS AND SEQUENCED FLASHING LIGHTS

ITEM RUNWAY 2 / ITEM TAXIWAY 1



ERASED MARKING ● UNSERVICEABLE LIGHT

ITEM APRON B, C, D, E



ERASED TAXIWAY CENTERLINE MARKING
RELOCATED APRON TWY Y
CLOSED MARKING AND UNSERVICEABILITY LIGHTS
CLOSED SPOT
TEMPO SPOT

CHANGES: Diagram.

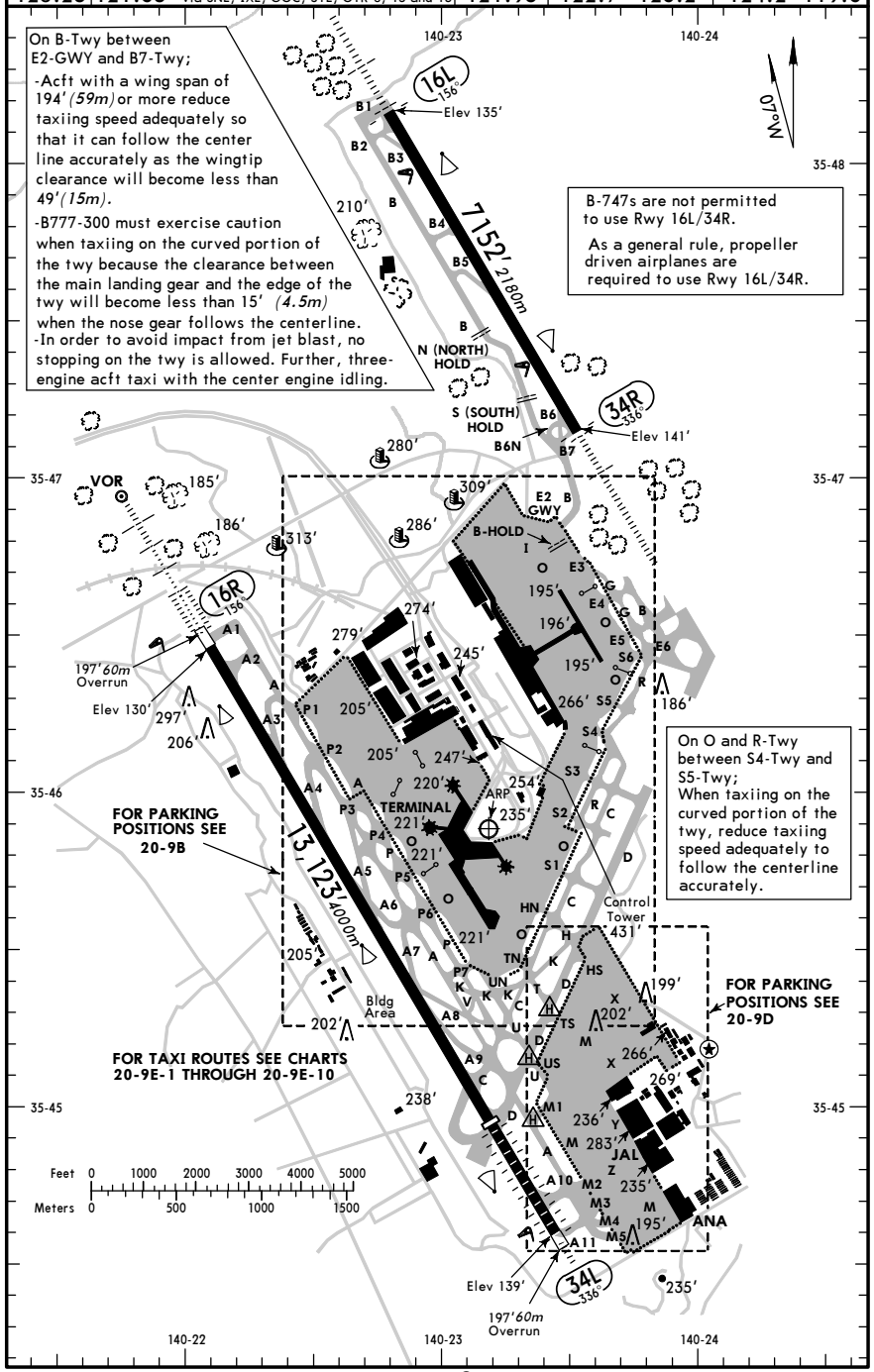
RJAA/NRT

Apt Elev 135′
N35 45.9 E140 23.2

JEPPESEN
14 DEC 07 (20-9)

TOKYO, JAPAN
NARITA INTL

D-ATIS	NARITA Delivery	Ground	Tower	NARITA Departure (R)
128.25	121.9 via PAPAS, OJC, HME, KZE, KWE 121.65 via SNE, IXE, GOC, SYE, OTR-8, 13 and 15	121.85 121.95	118.2 118.35 122.7 126.2	124.2 119.6



CHANGES: Ramp revised.

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RJAA/NRT

JEPPESEN
14 DEC 07 (20-9A)

TOKYO, JAPAN
NARITA INTL

GENERAL

No take-off or landings shall be permitted during the hours 1400-2100Z with exception of aircraft in emergency or unavoidable situation.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
16R ❶ 34L	HIRL CL HIALS SFL TDZ PAPI-L (angle 3.0°)	RVR		12,008′ 3660m		197′ 60m
	HIRL CL HIALS TDZ PAPI-L (angle 3.0°)	RVR	10,663′ 3250m	9534′ 2906m		
16L ❶ 34R	HIRL CL HIALS TDZ PAPI-L (angle 3.0°)	RVR		6119′ 1865m		197′ 60m
	HIRL CL HIALS TDZ PAPI-L (angle 3.0°)	RVR		6020′ 1835m		

❶ Rwy grooved.

TAKE-OFF

Rwy 16R

	Take-off Alternate Apt. Filed: HIRL & CL, 3 RVR	HIRL & CL, 2 RVR	HIRL & CL	HIRL or CL	HIRL & CL out	Other
1 & 2 Eng 3 & 4 Eng	RVR 200m	RVR 300m	RVR 500m VIS 400m	600m	800m	Available Landing Minimums

Rwy 34R

	Take-off Alternate Apt. Filed: HIRL & CL, 2 RVR	HIRL & CL	HIRL or CL	HIRL & CL out	Other
1 & 2 Eng 3 & 4 Eng	RVR 300m	RVR 500m VIS 400m	600m	800m	Available Landing Minimums

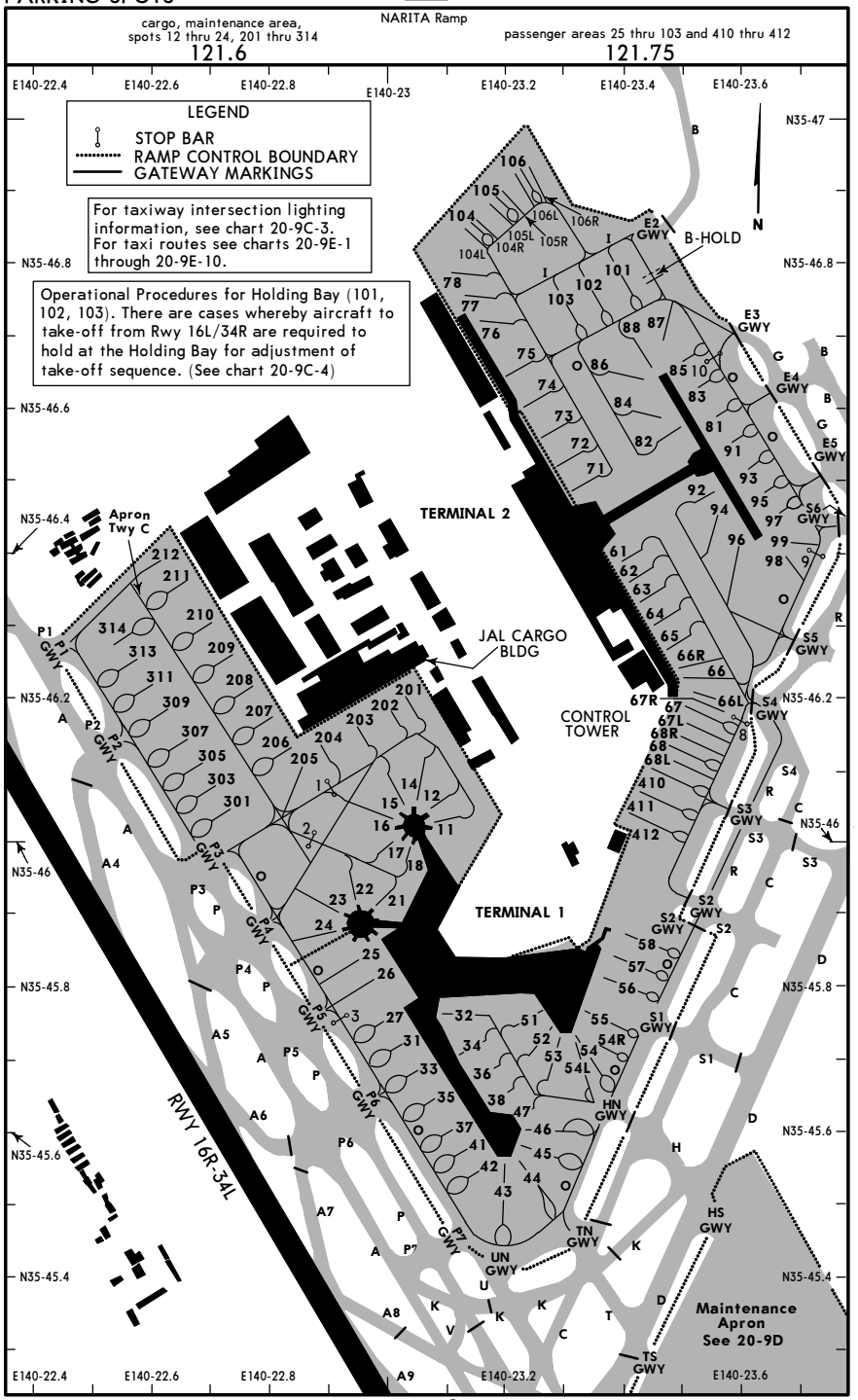
	Rwy 34L: Take-off Alternate Apt. Filed	Rwy 34L: Other	Rwy 16L: Take-off Alternate Apt. Filed	Rwy 16L: Other
1 & 2 Eng 3 & 4 Eng	200′-800m	Available Landing Minimums	200′-1600m	Available Landing Minimums

CHANGES: None.

RJAA/NRT
TERMINAL APRON PARKING SPOTS

JEPPESEN
11 JAN 08 (20-9B)

TOKYO, JAPAN
NARITA INTL



CHANGES: Stop bar 10 location.

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RJAA/NRT
TERMINAL APRON PARKING SPOT COORDINATES

JEPPESEN
11 JAN 08 (20-9C)

TOKYO, JAPAN
NARITA INTL

START-UP/TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

1. Contact NARITA DELIVERY on 121.9 or 121.65 five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.85 or 121.95 before leaving apron.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC

TAXI PROCEDURES FOR ARRIVING AIRCRAFT INTO TERMINAL APRON

1. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
2. The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.

DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL

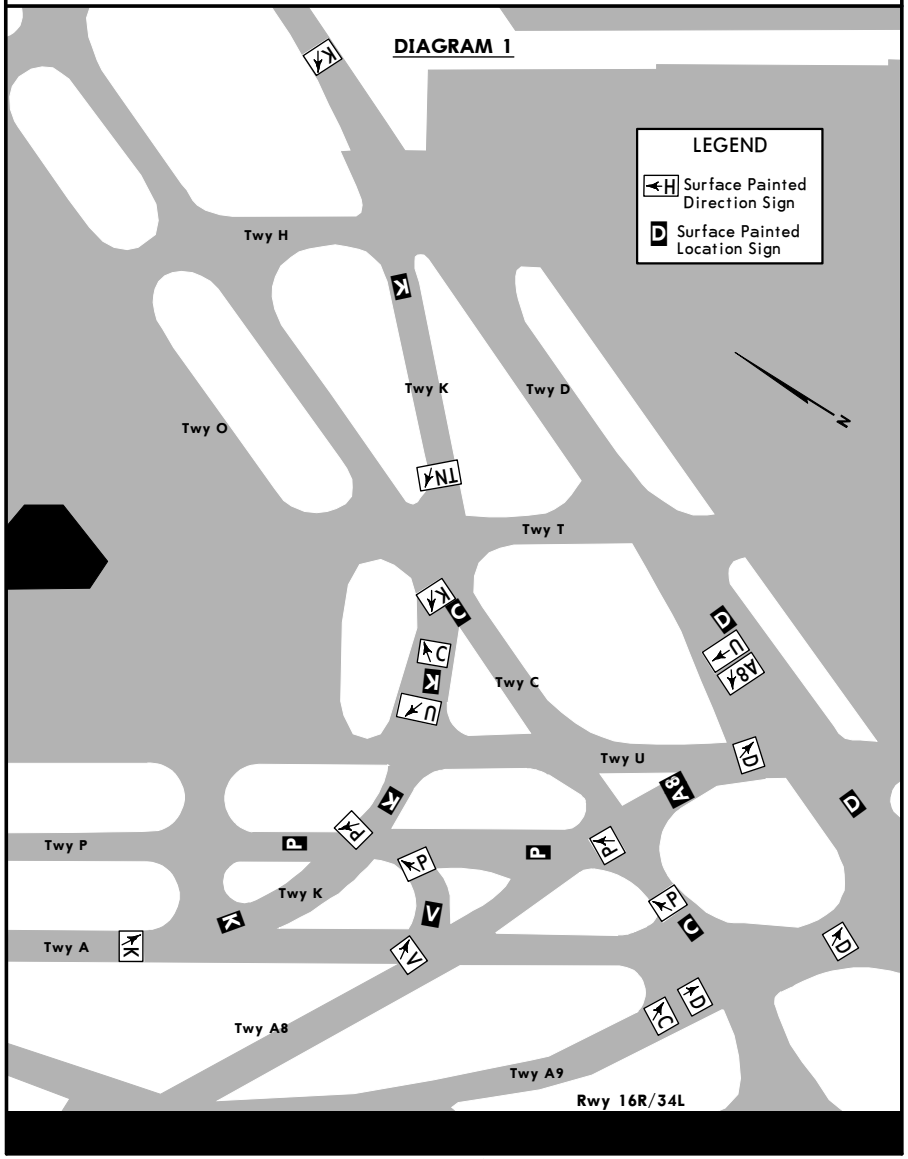
PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
11, 12, 14	N35 46.0 E140 23.1	81 thru 85	N35 46.6 E140 23.5
15 thru 18	N35 46.0 E140 23.0	86	N35 46.6 E140 23.4
21	N35 45.9 E140 23.0	87, 88	N35 46.7 E140 23.5
22 thru 24	N35 45.9 E140 22.9	91 thru 93	N35 46.5 E140 23.6
25	N35 45.8 E140 22.9	94	N35 46.4 E140 23.6
26, 27	N35 45.8 E140 23.0	95	N35 46.5 E140 23.6
31	N35 45.7 E140 23.0	96	N35 46.4 E140 23.6
32	N35 45.8 E140 23.1	97	N35 46.4 E140 23.7
33, 34	N35 45.7 E140 23.1	98	N35 46.4 E140 23.6
35	N35 45.6 E140 23.1	99	N35 46.4 E140 23.7
36	N35 45.7 E140 23.1	101, 102	N35 46.8 E140 23.4
37	N35 45.6 E140 23.1	103	N35 46.7 E140 23.3
38	N35 45.6 E140 23.2	104L, 104, 104R	N35 46.8 E140 23.2
41	N35 45.6 E140 23.1	105L thru 106R	N35 46.9 E140 23.2
42, 43	N35 45.5 E140 23.2	201, 202	N35 46.2 E140 23.0
44	N35 45.5 E140 23.2	203	N35 46.2 E140 22.9
45	N35 45.6 E140 23.2	204	N35 46.1 E140 22.9
46	N35 45.6 E140 23.3	205, 206	N35 46.1 E140 22.8
47	N35 45.6 E140 23.2	207, 208	N35 46.2 E140 22.8
51	N35 45.8 E140 23.3	209	N35 46.2 E140 22.7
52 thru 54R	N35 45.7 E140 23.3	210, 211	N35 46.3 E140 22.7
55	N35 45.8 E140 23.3	212	N35 46.4 E140 22.6
56, 57	N35 45.8 E140 23.4	301	N35 46.0 E140 22.7
58	N35 45.9 E140 23.4	303, 305, 307	N35 46.1 E140 22.7
61	N35 46.4 E140 23.4	309, 311, 313	N35 46.2 E140 22.6
62, 63	N35 46.3 E140 23.4	314	N35 46.3 E140 22.5
64	N35 46.3 E140 23.5	410	N35 46.1 E140 23.5
65 thru 67R	N35 46.2 E140 23.5	411	N35 46.1 E140 23.4
68, 68L, 68R	N35 46.1 E140 23.5	412	N35 46.0 E140 23.4
71, 72	N35 46.5 E140 23.3		
73	N35 46.6 E140 23.3		
74, 75	N35 46.6 E140 23.2		
76	N35 46.7 E140 23.2		
77	N35 46.7 E140 23.1		
78	N35 46.8 E140 23.1		

CHANGES: None.

Surface Painted Direction Sign and Surface Painted Location Sign

I. 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.
II. On each of the Taxiways A8, A9, V, P, U, R, D, C and K in the area where the taxiways along Runway 16R/34L and Taxiway D crosses, and the Standard Taxiing Route, surface painted taxiway location and direction markings are provided (refer to Diagrams 1 & 2).



CHANGES: Diagram.

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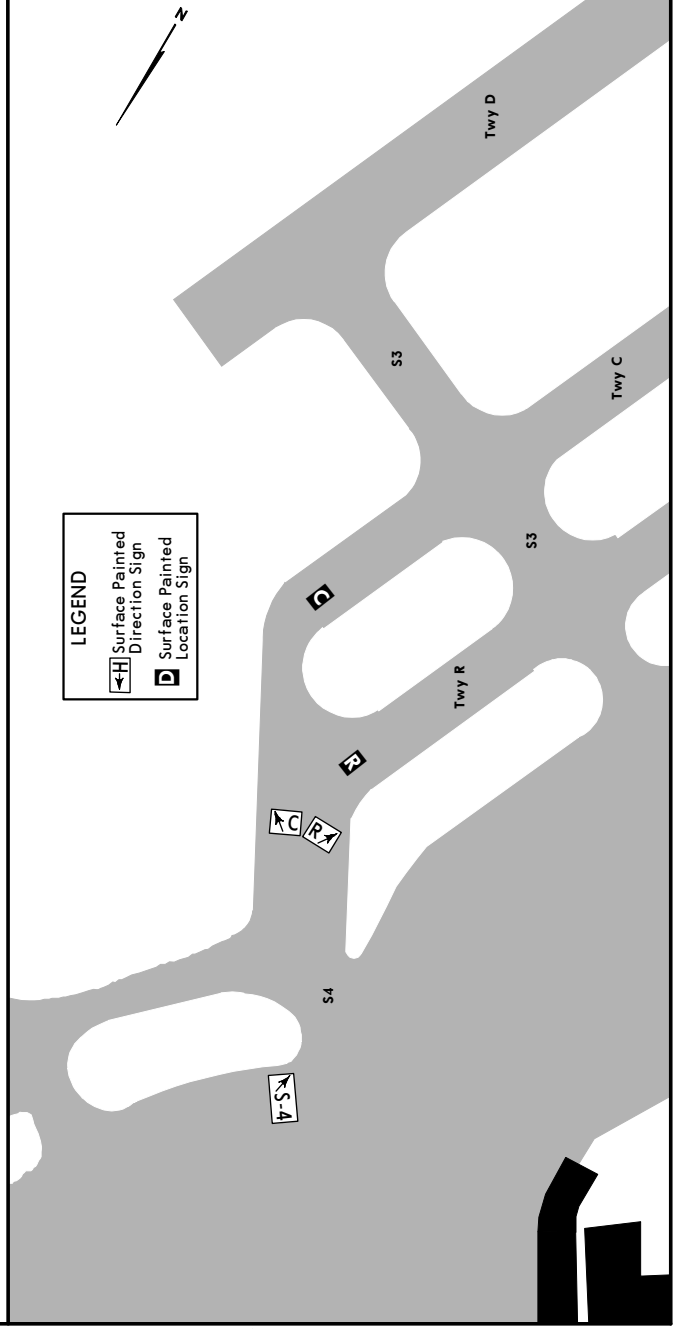
Surface Painted Direction Sign and Surface Painted Location Sign

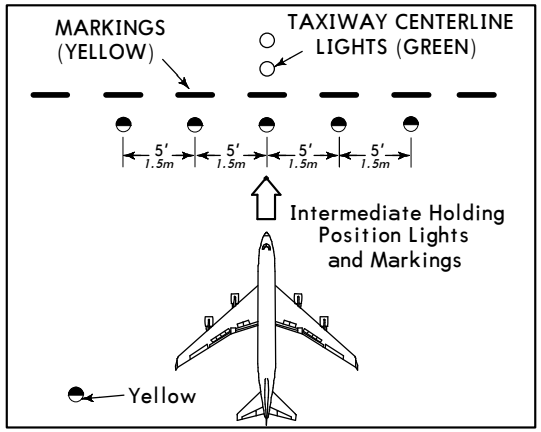
DIAGRAM 2



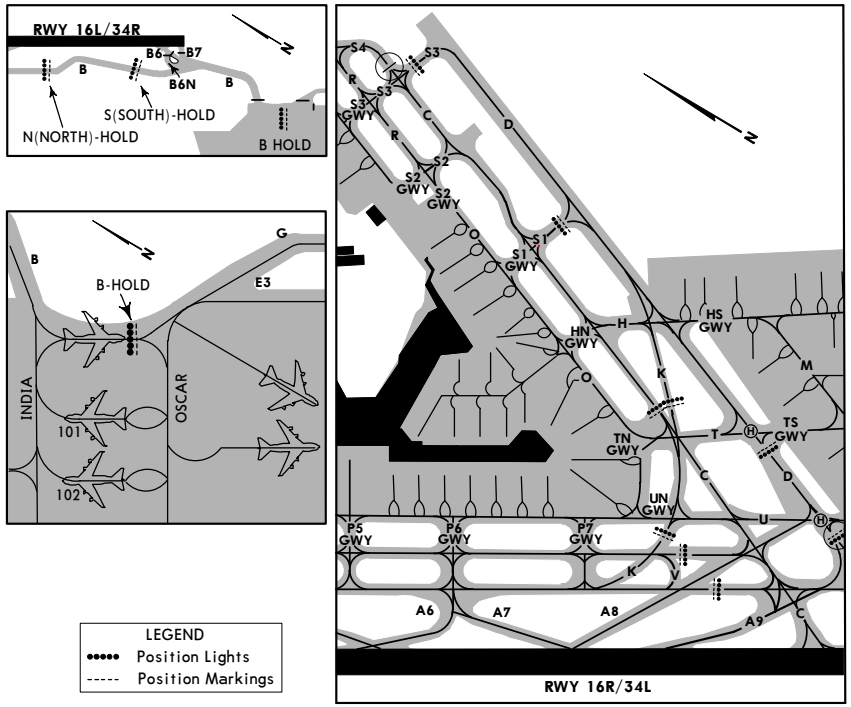
CHANGES: None.

INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS

1. INTERMEDIATE HOLDING POSITION LIGHTS AND MARKINGS
The intermediate holding position lights and markings identify the position where the aircraft is to hold to prevent collision with other aircraft on the taxiway. The intermediate holding lights operate simultaneously with the taxiway centerline lights. The intermediate holding lights consist of 5 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



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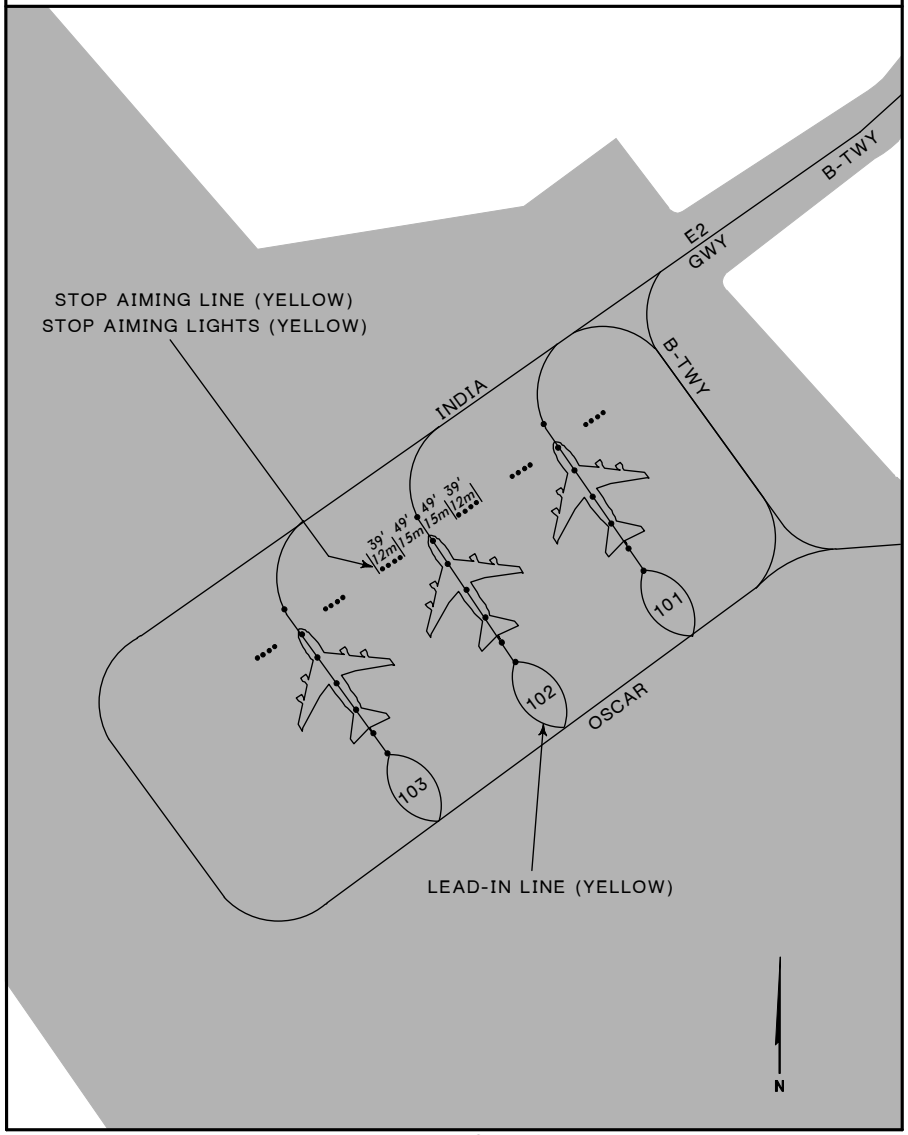
Operational Procedures for Holding Bay (101, 102, 103)

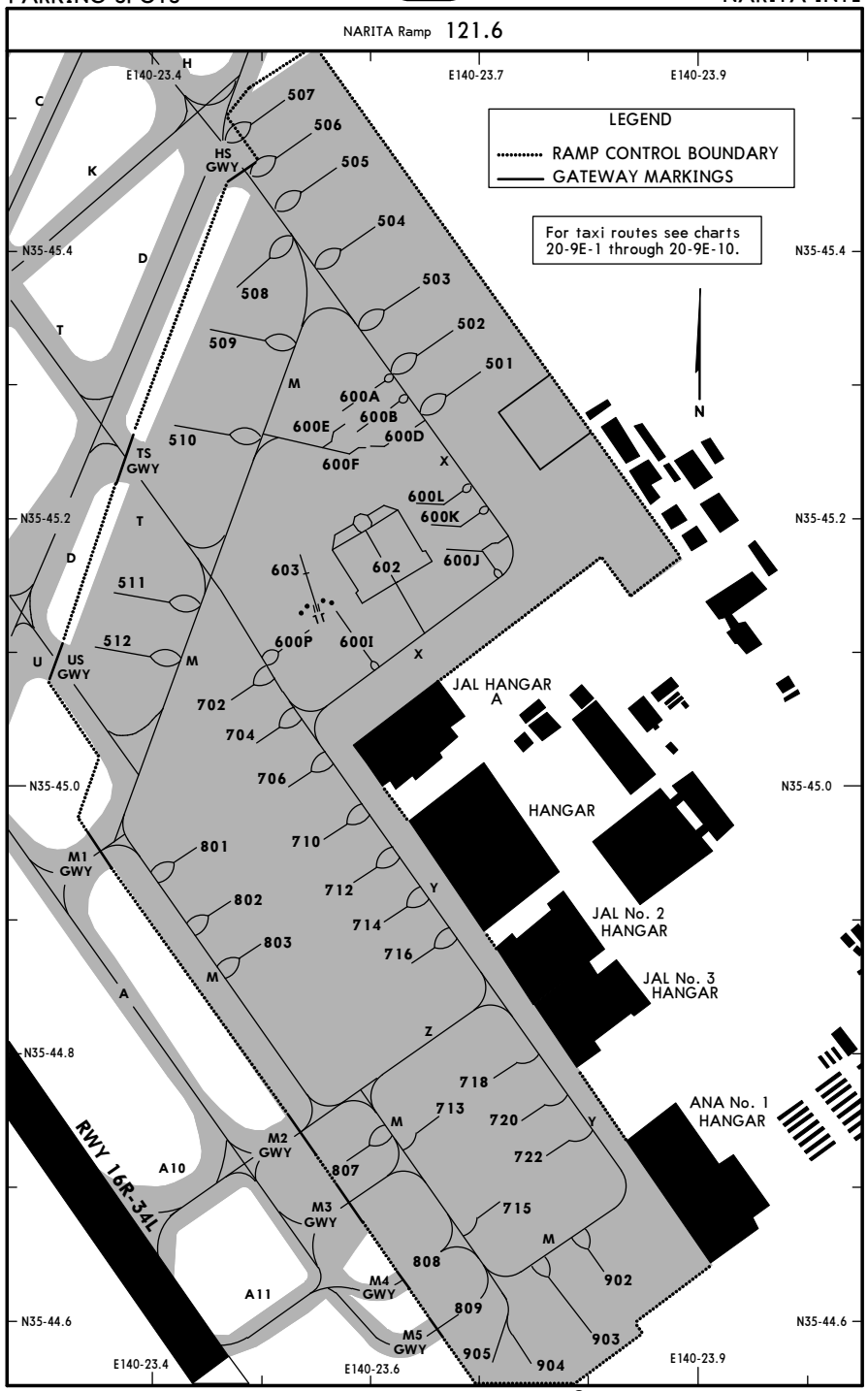
- Aircraft instructed to hold at the Holding Bay, upon entering the Holding Bay, taxi following the lead-in line (yellow) precisely and stop as close as possible at the position where the cockpit aligns laterally with the stop-aiming line (yellow) or the stop-aiming lights (yellow and illuminated during the night hours), to secure clearance between the aircraft taxiing on OSCAR and INDIA, which taxiways are located in front and in the rear of the Holding Bay respectively.
- In the event the aircraft is stopped at a position where clearances from OSCAR and INDIA are not secured, the pilot should move the aircraft according to the instruction from Ramp Control.
- The taxi clearance out from the Holding Bay will be issued by ATC.



RJAA/NRT
MAINTENANCE APRON
PARKING SPOTS

JEPPESEN
21 MAR 08 (20-9D)

TOKYO, JAPAN
NARITA INTL



CHANGES: Parking spots.

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RJAA/NRT
MAINTENANCE APRON
PARKING SPOT COORDINATES

JEPPESEN
21 MAR 08 (20-9E)

TOKYO, JAPAN
NARITA INTL

START-UP/TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM MAINTENANCE APRON

1. Contact NARITA DELIVERY on 121.9 or 121.65 five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or121.75 for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.85 or 121.95 before leaving apron.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC

TAXI PROCEDURES FOR ARRIVING AIRCRAFT INTO MAINTENANCE APRON

1. When instructed by ATC contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
2. The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.

DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL

PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
501, 502	N35 45.3 E140 23.7	716	N35 44.9 E140 23.6
503, 504	N35 45.4 E140 23.7	718, 720	N35 44.8 E140 23.7
505	N35 45.4 E140 23.6	722	N35 44.7 E140 23.7
506, 507	N35 45.5 E140 23.6	801	N35 45.0 E140 23.5
508, 509	N35 45.4 E140 23.5	802, 803	N35 44.9 E140 23.5
510	N35 45.3 E140 23.5	807, 808	N35 44.7 E140 23.6
511, 512	N35 45.2 E140 23.4	809	N35 44.6 E140 23.6
600A, 600B	N35 45.3 E140 23.6	902 thru 904	N35 44.6 E140 23.8
600D	N35 45.2 E140 23.6	905	N35 44.6 E140 23.7
600E	N35 45.3 E140 23.6		
600F, 600I	N35 45.2 E140 23.6		
600J thru 600L	N35 45.2 E140 23.7		
600P, 602, 603	N35 45.2 E140 23.6		
702, 704	N35 45.1 E140 23.5		
706	N35 45.0 E140 23.5		
710, 712	N35 45.0 E140 23.6		
713	N35 44.8 E140 23.7		
714	N35 44.9 E140 23.6		
715	N35 44.7 E140 23.7		

CHANGES: None.

JEPPESEN

RJAA/NRT

Apt Elev 135′

14 DEC 07 (20-9E-1)

TOKYO, JAPAN
NARITA INTL

CAT II & III TAXI ROUTES DEPARTURES Rwy 16R

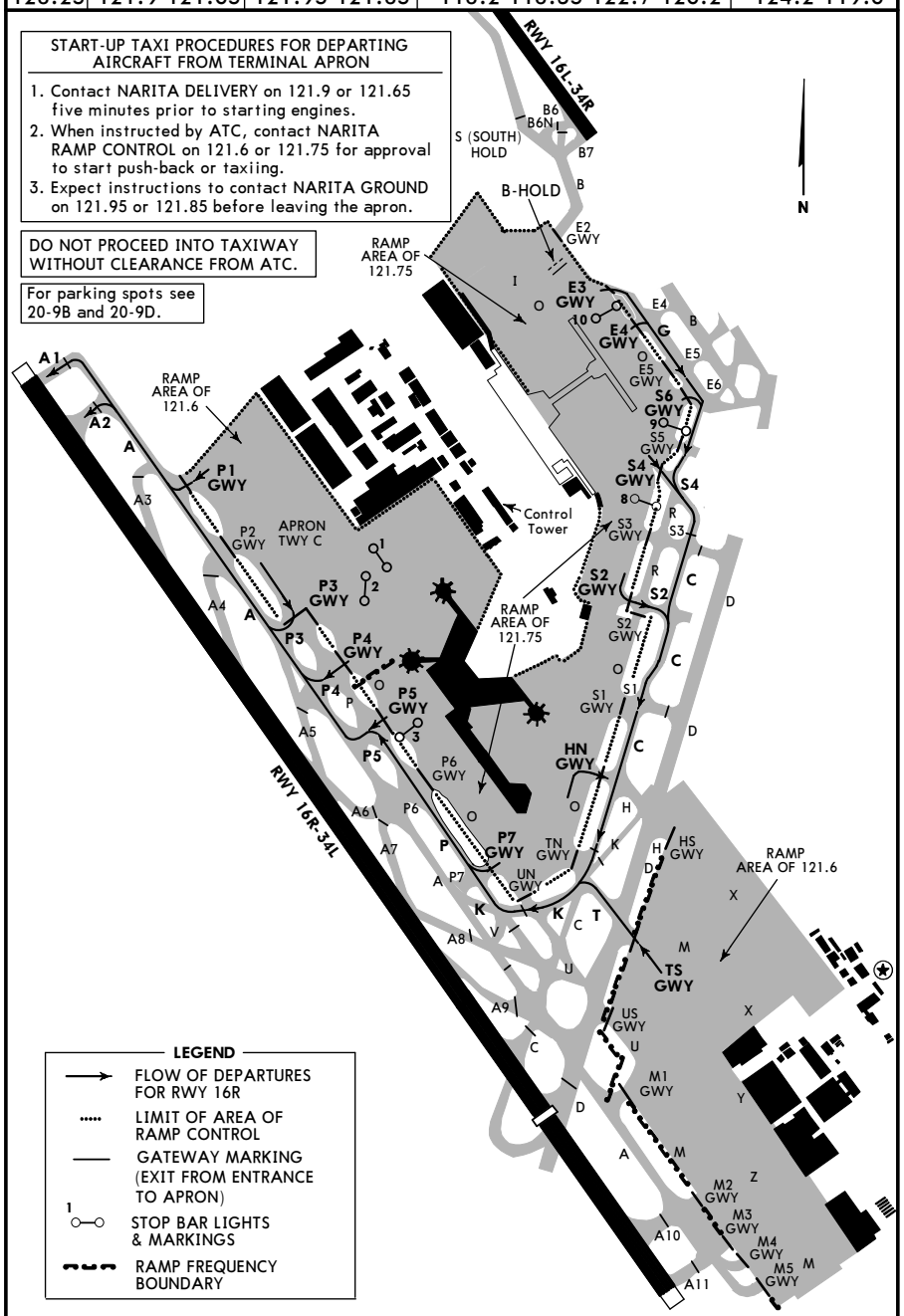
D-ATIS	NARITA Delivery	Ground	Tower	NARITA Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6

START-UP TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

1. Contact NARITA DELIVERY on 121.9 or 121.65 five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.95 or 121.85 before leaving the apron.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC.

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



CHANGES: Ramp revised.

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JEPPESEN

RJAA/NRT

Apt Elev 135′

14 DEC 07 (20-9E-2)

TOKYO, JAPAN
NARITA INTL

CAT II & III TAXI ROUTES ARRIVALS Rwy 16R

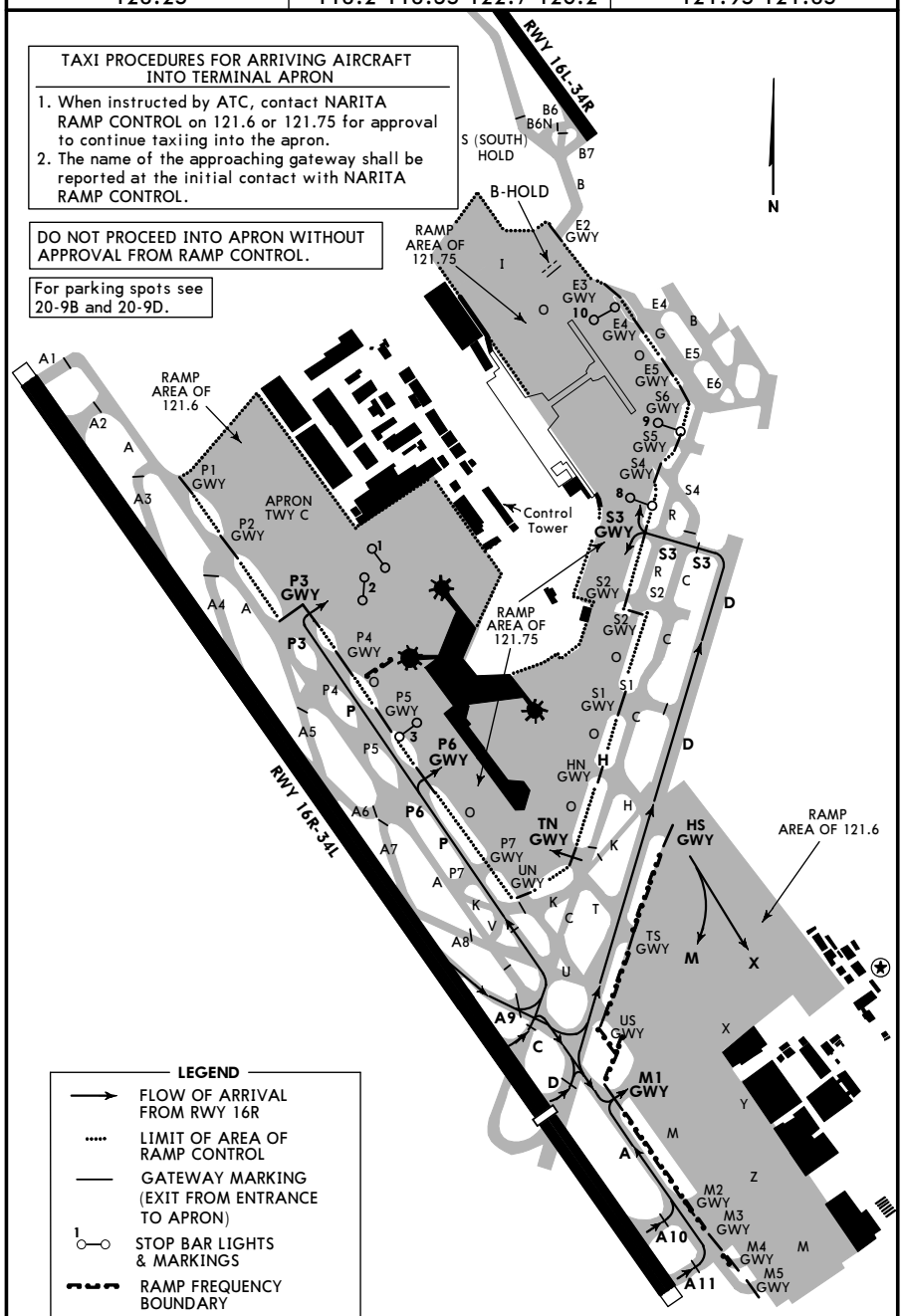
D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85

TAXI PROCEDURES FOR ARRIVING AIRCRAFT INTO TERMINAL APRON

1. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
2. The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.

DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL.

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



CHANGES: Ramp revised.

JEPPESEN

RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-3)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES DEPARTURES Rwy 16R

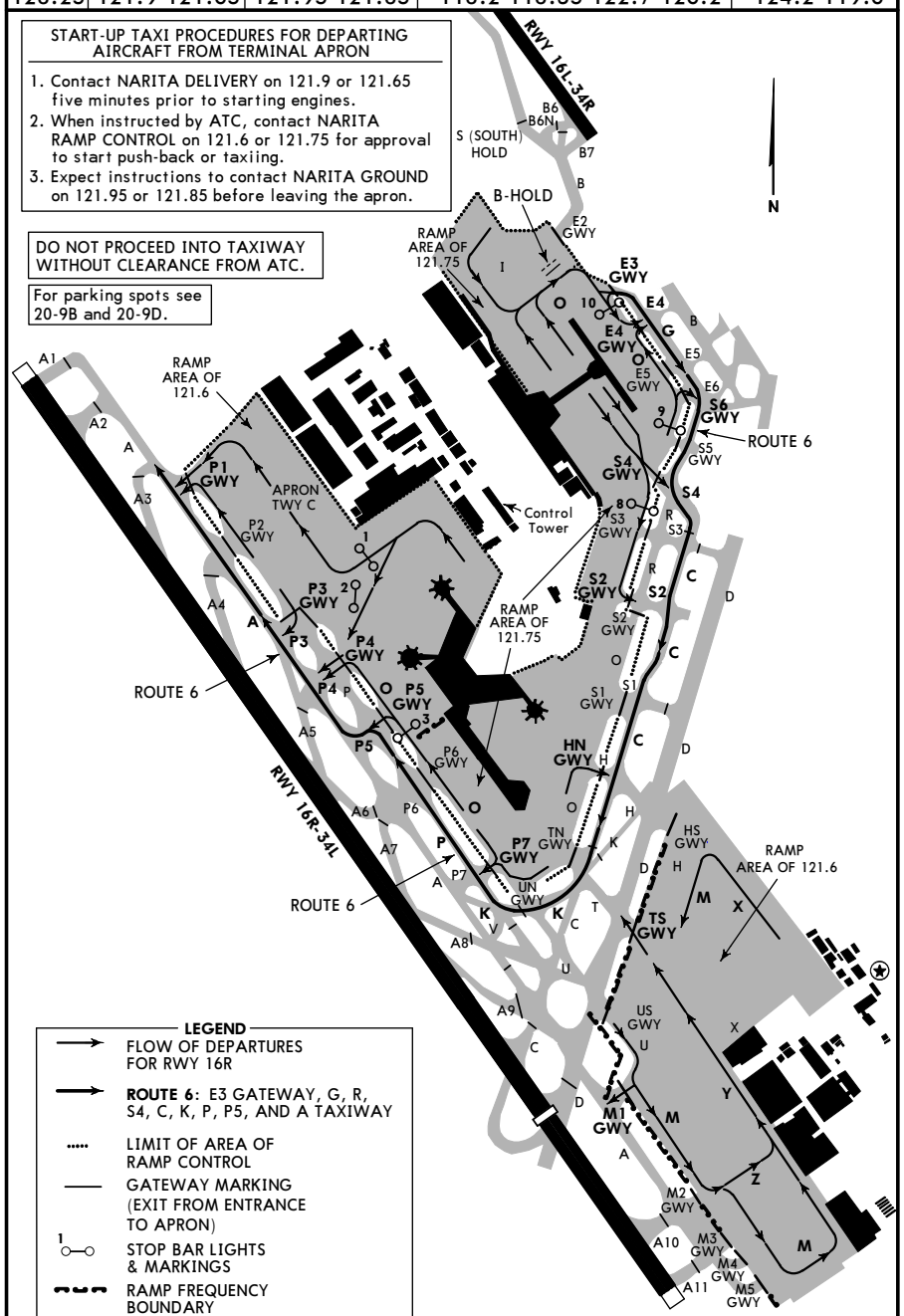
D-ATIS	NARITA Delivery	Ground	Tower	NARITA Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6

START-UP TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

1. Contact NARITA DELIVERY on 121.9 or 121.65 five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.95 or 121.85 before leaving the apron.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC.

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



CHANGES: Ramp frequency boundry, taxi routes.

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JEPPESEN

RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-4)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES ARRIVALS Rwy 16R

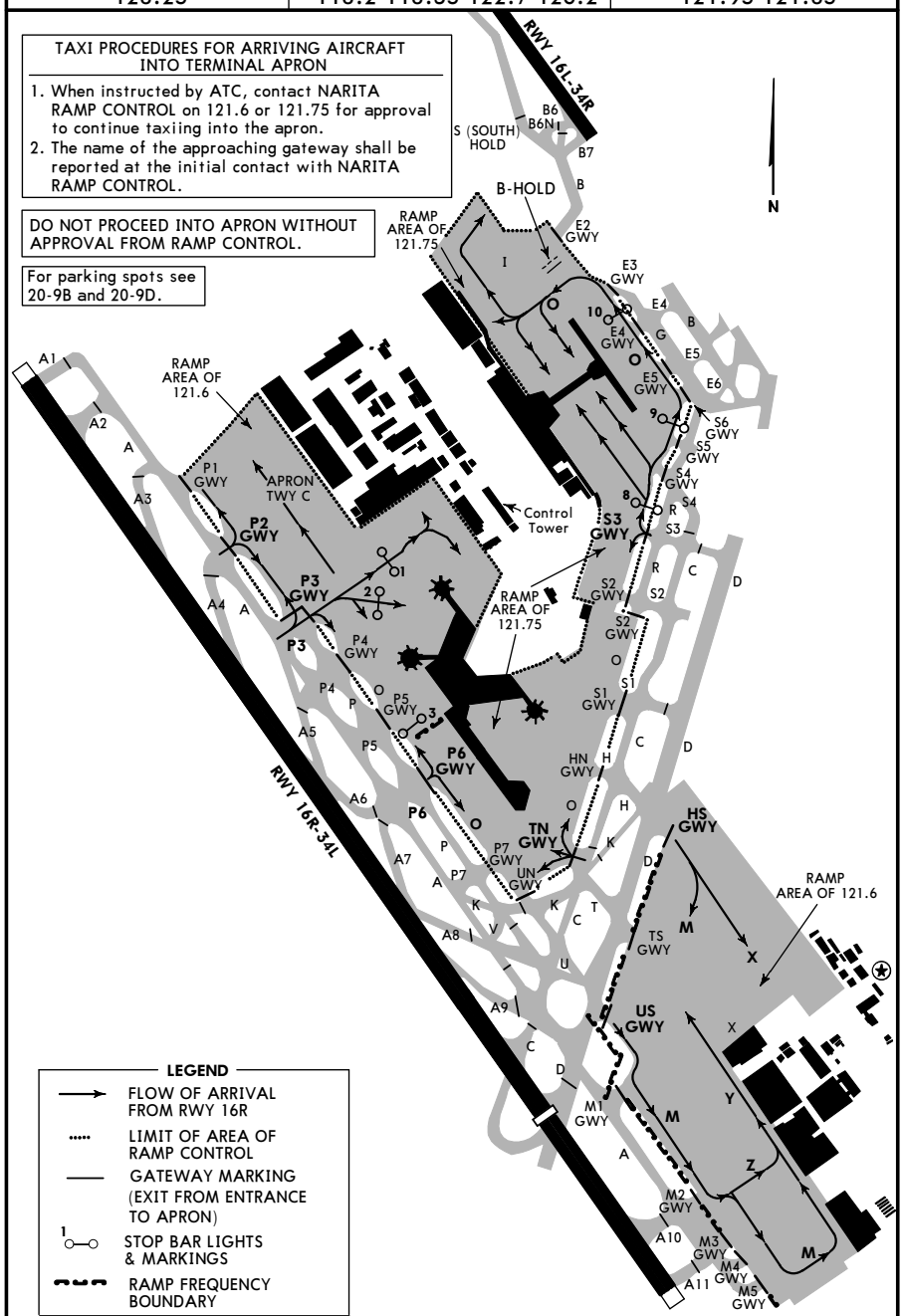
D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85

TAXI PROCEDURES FOR ARRIVING AIRCRAFT INTO TERMINAL APRON

1. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
2. The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.

DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL.

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



CHANGES: Ramp frequency boundry, taxi routes.

JEPPESEN

RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-5)

TOKYO, JAPAN
NARITA INTL

TAXI ROUTES DEPARTURES Rwy 34L

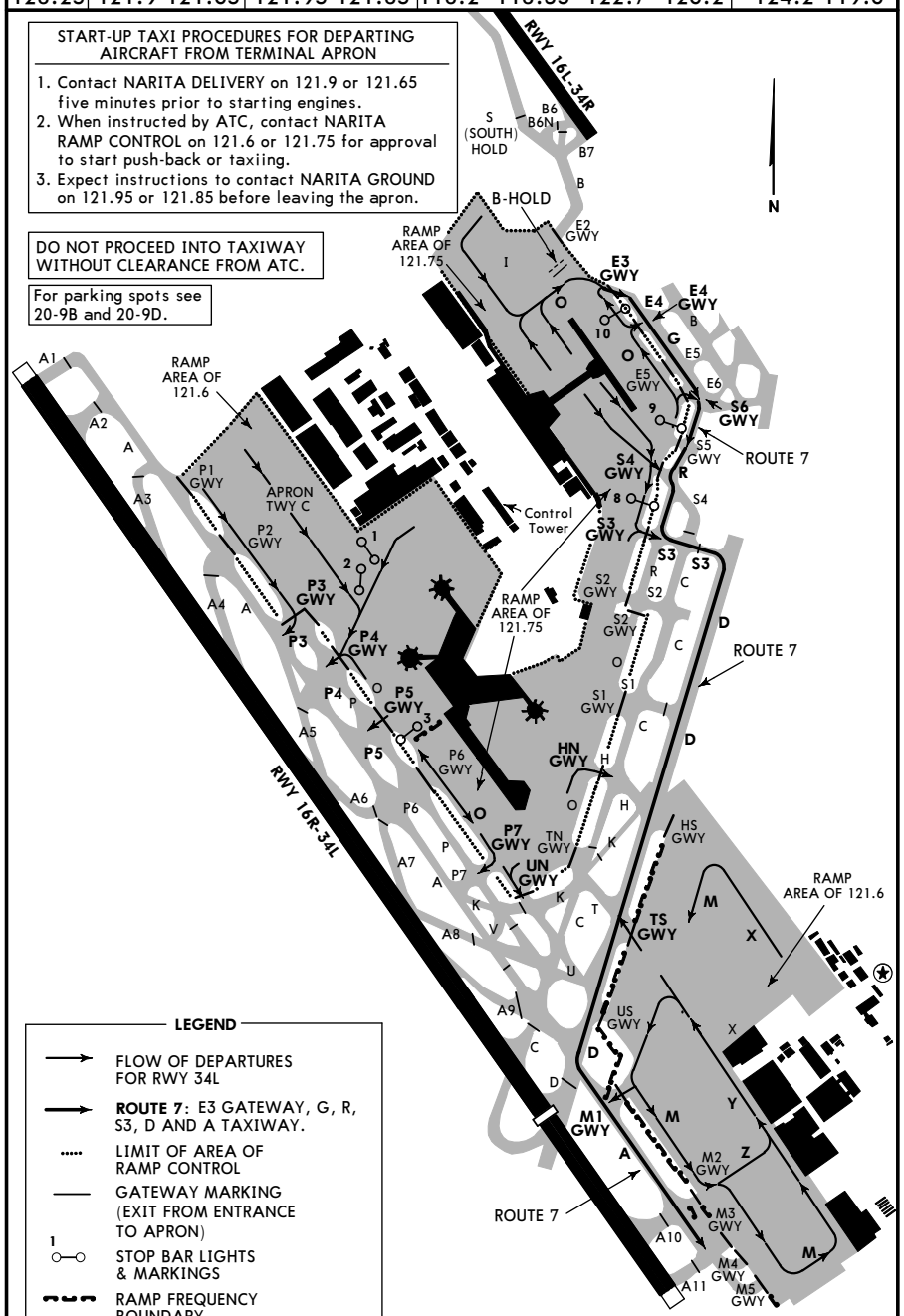
D-ATIS	NARITA Delivery	Ground	Tower				NARITA Departure (R)
128.25	121.9	121.65	121.95	121.85	118.2	118.35	122.7	126.2	124.2	119.6

START-UP TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

1. Contact NARITA DELIVERY on 121.9 or 121.65 five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.95 or 121.85 before leaving the apron.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC.

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



CHANGES: Ramp frequency boundry, taxi routes.

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RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-6)

TOKYO, JAPAN
NARITA INTL

TAXI ROUTES ARRIVALS Rwy 34L

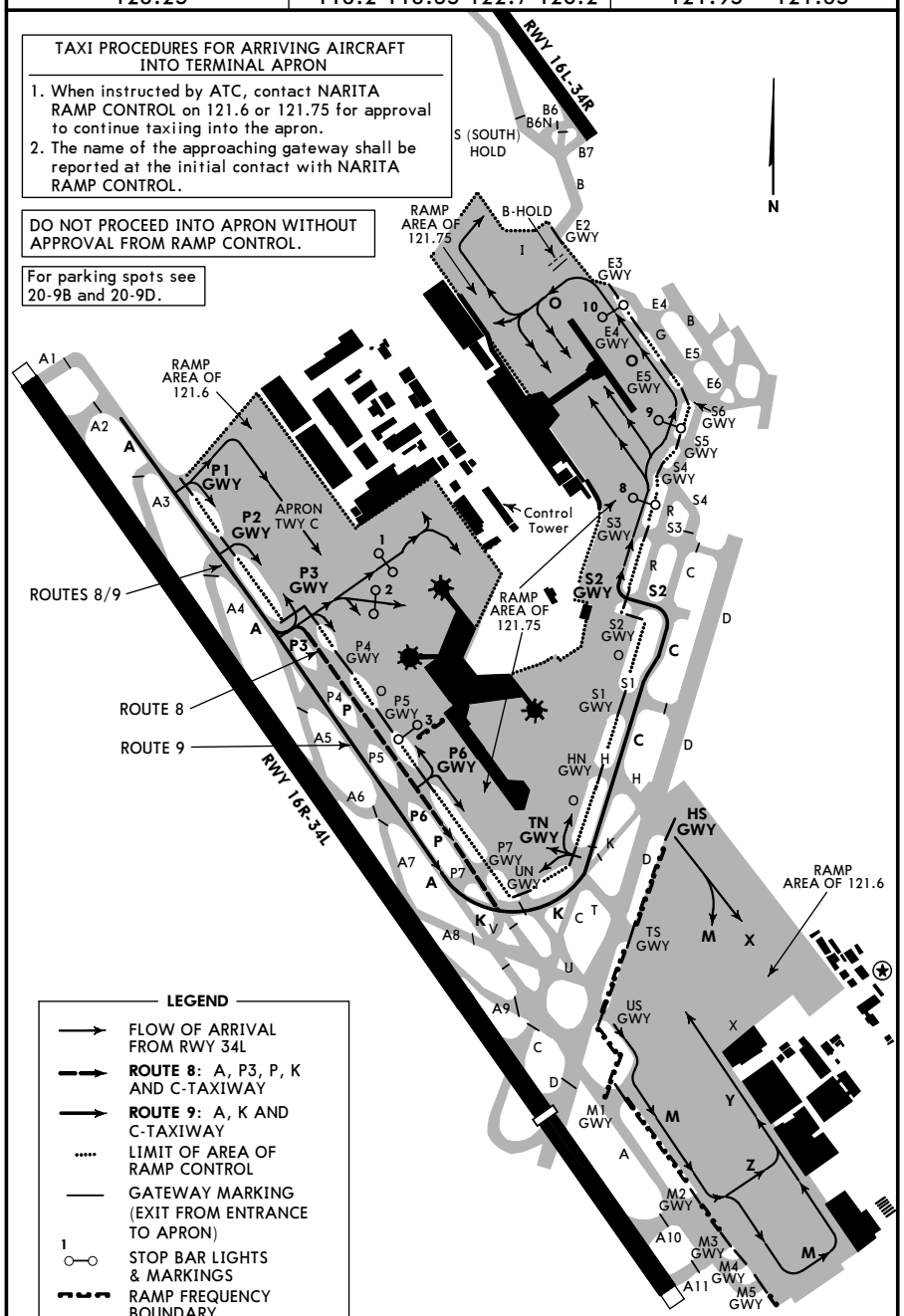
D-ATIS	NARITA Tower				Ground	
128.25	118.2	118.35	122.7	126.2	121.95	121.85

TAXI PROCEDURES FOR ARRIVING AIRCRAFT INTO TERMINAL APRON

1. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
2. The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.

DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL.

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



CHANGES: Ramp frequency boundry, taxi routes.

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RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-7)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES DEPARTURES Rwy 16L

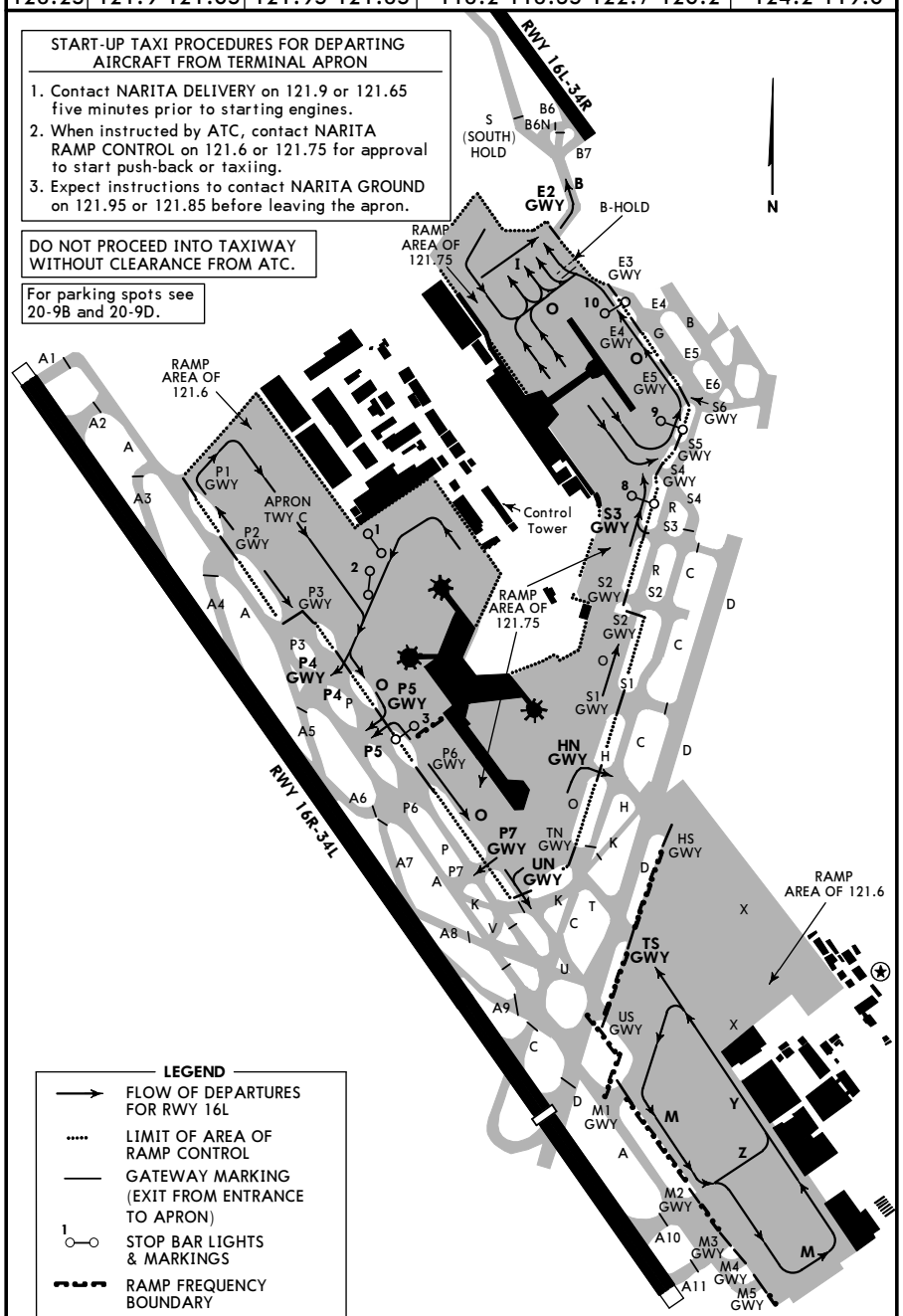
D-ATIS	NARITA Delivery	Ground	Tower	NARITA Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6

START-UP TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

1. Contact NARITA DELIVERY on 121.9 or 121.65 five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.95 or 121.85 before leaving the apron.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC.

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



CHANGES: Ramp frequency boundry, taxi routes.

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RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-8)

TOKYO, JAPAN
NARITA INTL
TAXI ROUTES ARRIVALS Rwy 16L

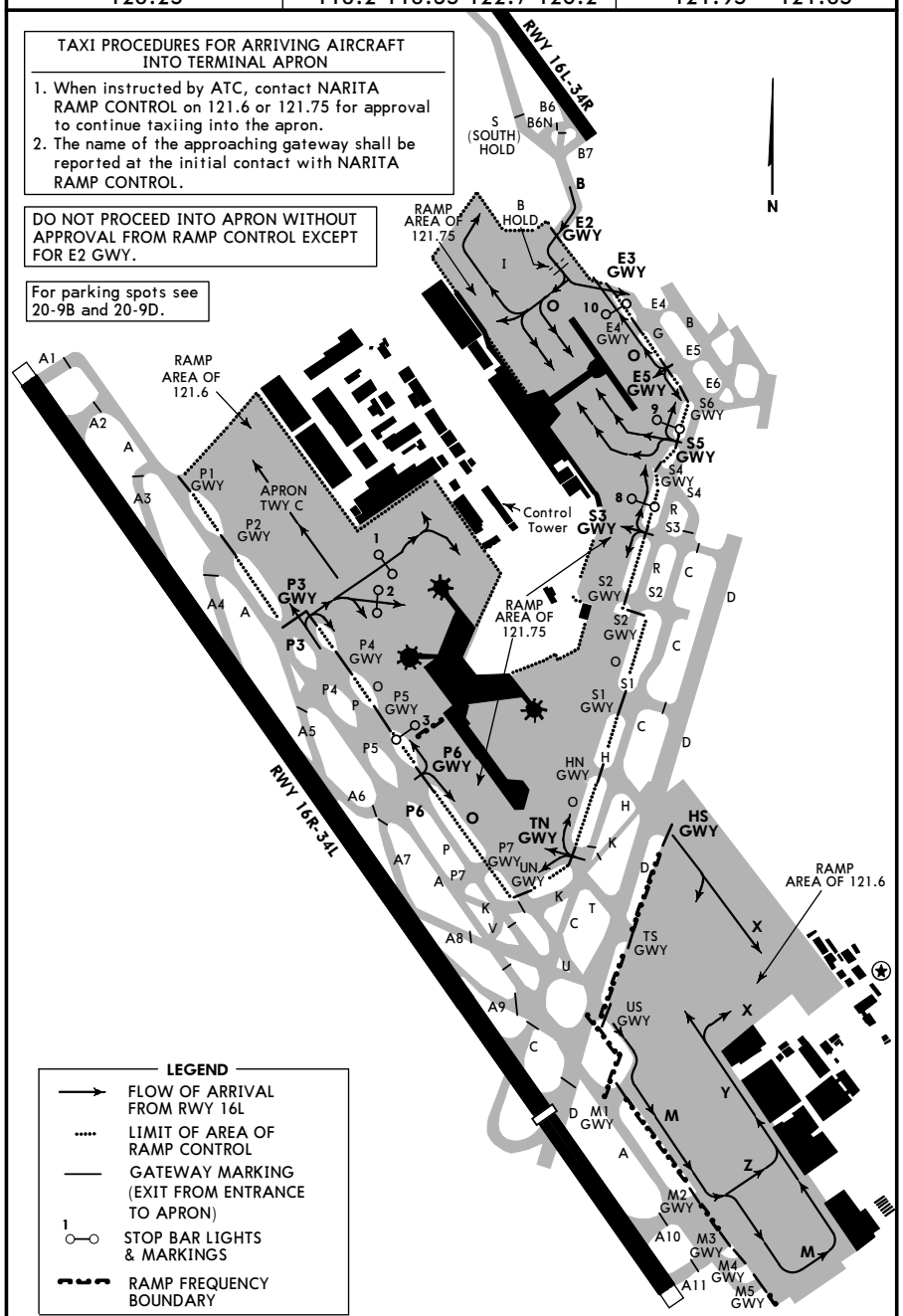
D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85

TAXI PROCEDURES FOR ARRIVING AIRCRAFT INTO TERMINAL APRON

1. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
2. The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.

DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL EXCEPT FOR E2 GWY.

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



CHANGES: Ramp frequency boundry, taxi routes.

JEPPESEN

RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-9)

TOKYO, JAPAN
NARITA INTL

TAXI ROUTES DEPARTURES Rwy 34R

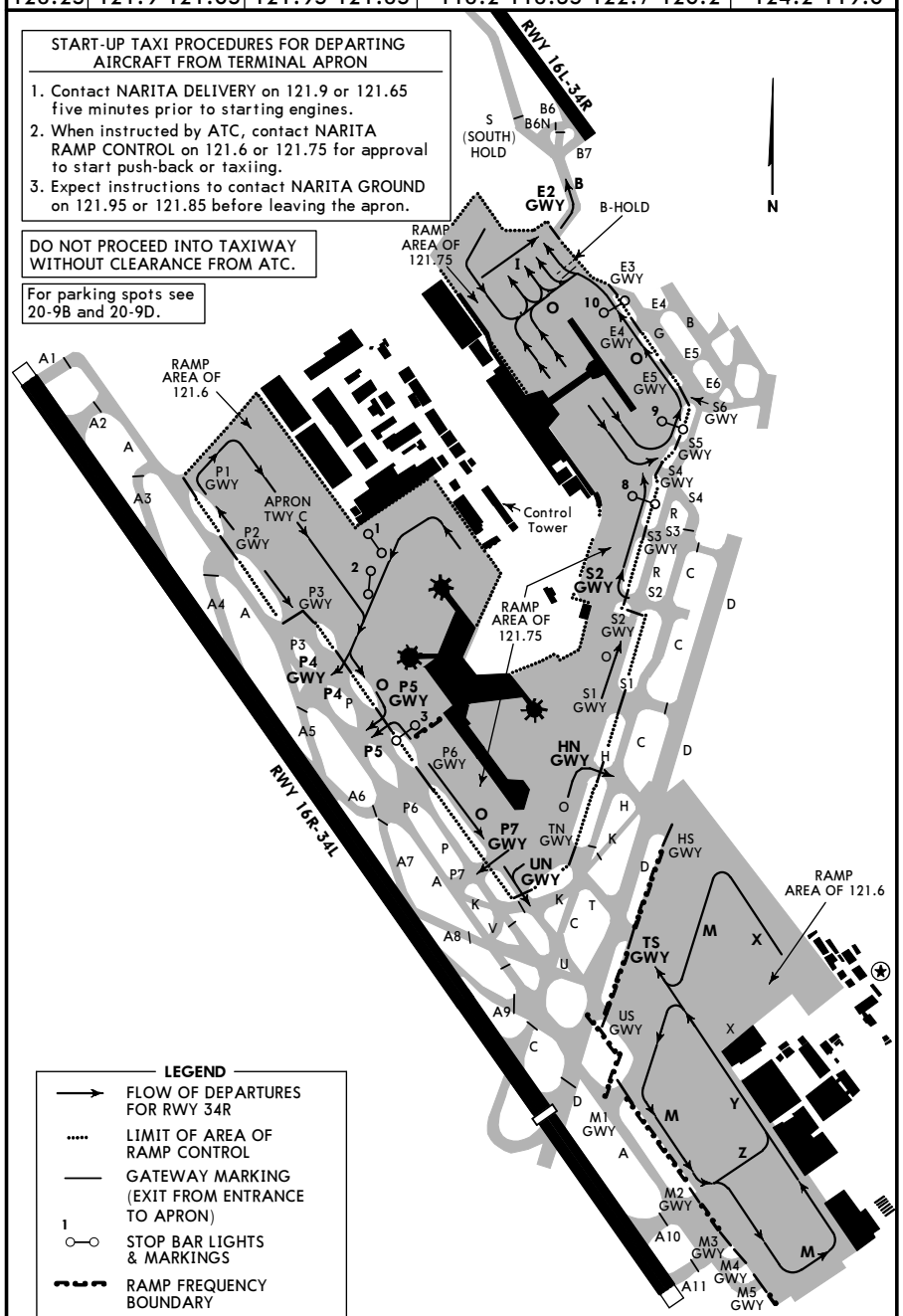
D-ATIS	NARITA Delivery	Ground	Tower	NARITA Departure (R)
128.25	121.9 121.65	121.95 121.85	118.2 118.35 122.7 126.2	124.2 119.6

START-UP TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

1. Contact NARITA DELIVERY on 121.9 or 121.65 five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.95 or 121.85 before leaving the apron.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC.

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



CHANGES: Ramp frequency boundry, taxi routes.

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RJAA/NRT

Apt Elev 135′

22 FEB 08 (20-9E-10)

TOKYO, JAPAN
NARITA INTL

TAXI ROUTES ARRIVALS Rwy 34R

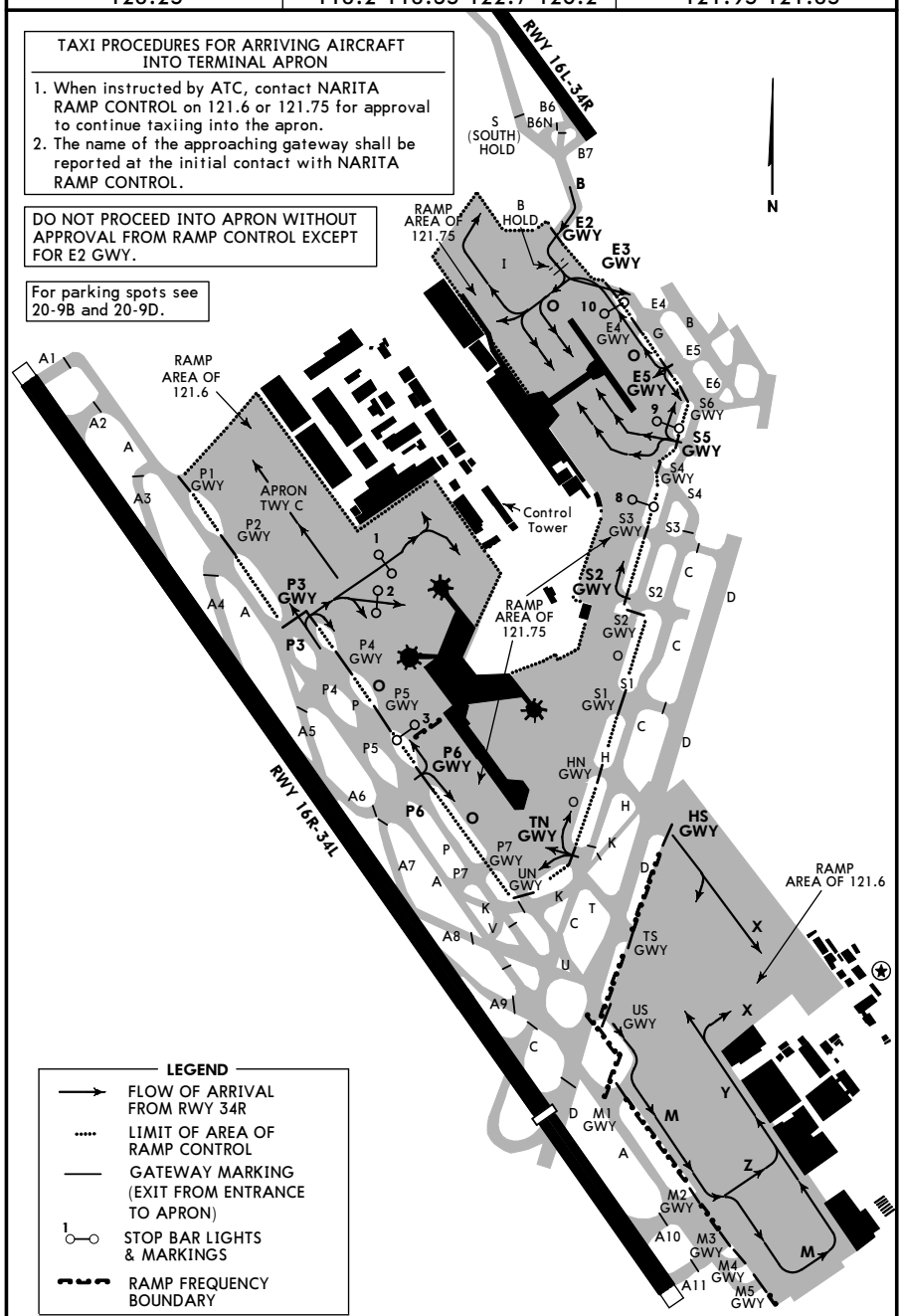
D-ATIS	NARITA Tower	Ground
128.25	118.2 118.35 122.7 126.2	121.95 121.85

TAXI PROCEDURES FOR ARRIVING AIRCRAFT INTO TERMINAL APRON

1. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6 or 121.75 for approval to continue taxiing into the apron.
2. The name of the approaching gateway shall be reported at the initial contact with NARITA RAMP CONTROL.

DO NOT PROCEED INTO APRON WITHOUT APPROVAL FROM RAMP CONTROL EXCEPT FOR E2 GWY.

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



CHANGES: Ramp frequency boundry, taxi routes.

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

Aircraft parking stands 11, 12, 14 thru 18, 21 thru 27, 31 thru 38, 41 thru 47, 51 thru 58, 61 thru 66, 71 thru 76, 81 thru 88, and 91 thru 99 are equipped with a visual docking guidance system. Pilots of arriving aircraft assigned to park at one of these parking stands can use the system positioning and stopping guidance to correctly position the aircraft. The visual docking system is operational only in the automatic mode. In the event of a system failure, the aircraft will be guided into the parking stand by a marshaller on the ground.

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.

AIRCRAFT TYPE INDICATION

An operator on the ground shall input the aircraft type into the system prior to the aircraft approaching the parking stand. Upon accepting the input, the system carries out an internal calibration, starts the laser scanner, and indicates the aircraft type according to the input. The system will then begin to display yellow lead-in arrows scrolling upwards, prompting the aircraft to proceed (see figure 1).

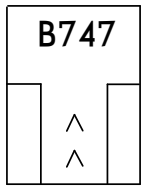


Figure 1

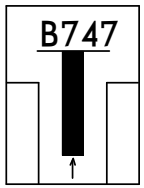


Figure 2

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).

Prior to the aircraft reaching a point 12 meters before the stopping position, the system will identify the aircraft type and compare it with the previously input aircraft type. If these match, the system will continue its operation. If they do not match, the display screen will repeatedly indicate "STOP", "ID", "FAIL" in sequence, and will display two illuminated red squares simultaneously (see figures 3 thru 5).

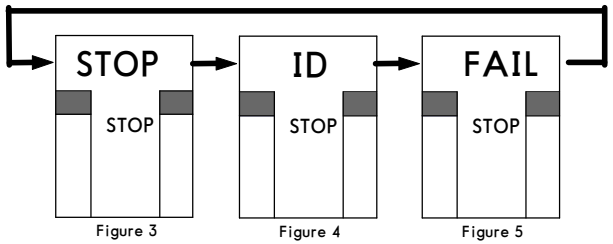


Figure 3 Figure 4 Figure 5

NOTE: If this occurs, the pilot must stop the aircraft immediately.

The ground operator will then re-input the correct aircraft type into the system. If the input matches, SAFEDOCK will then resume normal operation with the correct aircraft type indicated on the display.

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VISUAL DOCKING GUIDANCE SYSTEM

TAXIING AND CENTERLINE GUIDANCE

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

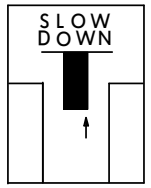

Figure 6

Centerline guidance is provided by an upward moving yellow arrow displayed beneath the "T" bar. If the aircraft deviates from the centerline, the yellow arrow will be displayed on the same side of the "T" bar that the aircraft is deviating from the centerline. In addition, a flashing red arrow will be displayed, indicating the direction of turn required to regain the centerline (see figures 7 & 8).

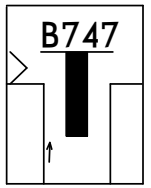

Figure 7

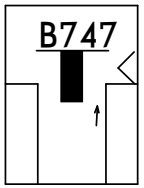

Figure 8

STOPPING GUIDANCE

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

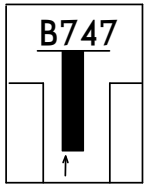

Figure 9

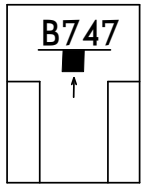

Figure 10

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 11). If the aircraft is stopped in the correct parking position, the screen will then display the message "OK" for several seconds (see figure 12). If the aircraft stops beyond the correct parking position, the screen will display "TOO FAR" (see figure 13).

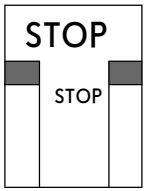

Figure 11

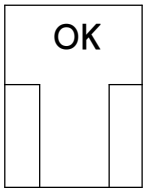

Figure 12

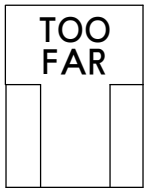

Figure 13

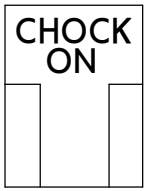

Figure 14

When the ground operator applies chocks, and turns on the "CHOCK ON" switch, the screen will display "CHOCK ON" (see figure 14).

VISUAL DOCKING GUIDANCE SYSTEM

CAUTION: Should the system display an incorrect aircraft type, or at any time a message such as "STOP", "ID"-"FAIL", or "WAIT" (see figure 15) appears on the display screen, the pilots should stop the aircraft immediately.

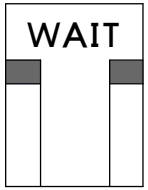

Figure 15

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" (see figures 16 &17).

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 bridge, unless the "DOWN GRADE" text has been superseded by the closing rate bar.

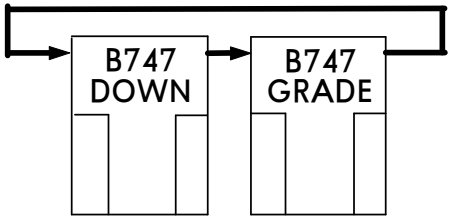

Figure 16 Figure 17

RESTRICTIONS ON THE USE OF AUXILIARY POWER UNITS

When aircraft are using aircraft parking stands equipped with fixed power facilities (ground facilities installed for the purpose of providing electrical power and pre-conditioned air to aircraft), auxiliary power units shall not be used beyond the time periods specified below, except when specifically acknowledged by the Airport Authority as necessary:

- Thirty (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 stand.
- When required for aircraft maintenance purposes, the minimum time required for each occasion.

NOTE: Spot 11, 12, 14-18, 21-27, 31-38, 41-47, 51-58, 61-66, 71-77, 81-88, 91-99 are aircraft parking stands with fixed power facilities.

CHANGES: Note.

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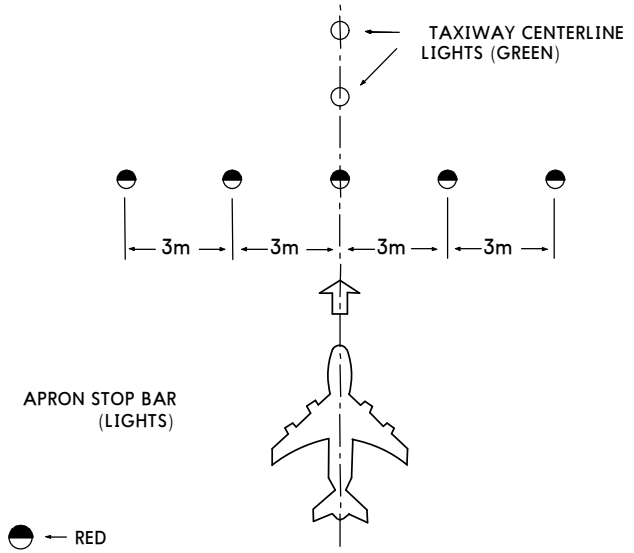
VISUAL DOCKING GUIDANCE SYSTEM

APRON STOP BAR

On the passenger terminal apron, six (6) apron stop bars are installed. (See Airport Chart for their locations.) An apron stop bar consists of five (5) lights showing red in the direction of a maneuvering aircraft when turned on by the Ramp Controller. The apron stop bars designated No. 1, 2 and 3 are used for arriving aircraft, while No. 8, 9 and 10 are used for departing and arriving aircraft.

An aircraft is required to hold at the stop bar until the red lights go off and "CLEARED TO TAXI" is given by radio.

As an aircraft approaches an apron stop bar along the yellow apron taxi centerline and centerline lights, red lights will be visible as shown below.



CHANGES: None.

ATC PROCEDURES

For the purpose of ensuring the orderly flow of air traffic in and out of Narita, aircraft operators are strongly urged to observe prearranged / scheduled times and to comply with the following.

GENERAL

Standard Taxiing Routes (See TAXI ROUTE Diagrams for arrival and departure for Rwy 16R and Rwy 34L). Unless otherwise requested, the standard taxiing routes for Arrival/ Departure are instructed by ATC using route names in the table below.

		Route Name	Routing via
Departure	to Rwy 16R	ROUTE 6	E-3 gate way, G, R, S4, C, K, P, P5, and A-taxiway
	to Rwy 34L	ROUTE 7	E-3 gate way, G, R, S3, D, and A-taxiway
Arrival	from Rwy 34L to S-2 GWY	ROUTE 8	A, P3, P, K and C-taxiway
		ROUTE 9	A, K and C-taxiway

DEPARTURE

a. Departing aircraft should contact Narita Delivery on 121.9 or 121.65 MHz for ATC clearance 5 minutes prior to starting engines with the following information.

1. call sign;
2. destination;
3. proposed flight level and alternative flight levels, if any;
4. alternative flight routes, if any; and
5. parking position (spot number).

b. ATC clearance will be issued in order of the call-up from departing aircraft when ready to start engines.

Pilots should, in so far as practicable, accept an alternate route and/or altitude recommended by ATC so as to maintain an orderly flow of traffic between departing aircraft from Narita and transiting aircraft from other airports.

Delay information may be given, if the situation requires, after coordination with Tokyo ACC.

Pilots should start engines as soon as ATC clearance is received, unless otherwise instructed by Narita Delivery.

c. In case engine start cannot be accomplished within 5 minutes after receiving ATC clearance, pilots should notify Narita Delivery.

If an aircraft is not ready to taxi out within 10 minutes from the time the engines should have been started, or is returning to the spot or is unable to continue taxiing for departure because of operational reasons, ATC clearance may be cancelled except in the following circumstances:

1. Push back has been delayed due to other ground traffic.
2. ATC clearance includes a departure time restriction (such as release time and clearance void time) in order to establish longitudinal separation.
3. VIP aircraft and the other aircraft which the Airport Authority has permitted to be delayed due to special circumstances.

Pilots who are ready to depart after cancellation of ATC clearance shall follow the same procedure prescribed in paragraph a. above.

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ATC PROCEDURES

d. Intersection departure

1. Separation for departure (3 minutes for medium or light aircraft behind heavy aircraft) will not be applied to aircraft departing from B-2. Aircraft requiring separation of 3 minutes shall advise ATC accordingly.
2. The remaining runway length for intersection departures are as follows:

Runway	Taxiway	Remaining runway length*
34L	A-10	3630m (11930 feet)
	D	3070m (10090 feet)
	C	2890m (9490 feet)
	A-9	2320m (7630 feet)
	A-8	2100m (6880 feet)
16R	A-2	3610m (11870 feet)
	A-3	3040m (10000 feet)
	A-4	2560m (8420 feet)
	A-5	1980m (6510 feet)
34R	B-6N	2000m (6560 feet)
	B-6	1780m (5830 feet)
	B-4	720m (2360 feet)
16L	B-2	2040m (6690 feet)
	B-3	1740m (5700 feet)
	B-4	1350m (4420 feet)
	B-5	650m (2130 feet)

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

e. Once takeoff clearance has been received, aircraft should commence takeoff roll without delay. If unable to do so, notify Narita Tower.

ARRIVAL

a. When passing 10 NM on final approach course, turbojet aircraft should adjust speed to maintain 160 KIAS until IYQ 4.8 DME (Rwy 34L) / IKF 4.1 DME (Rwy 16R) unless otherwise instructed by ATC. Aircraft unable to comply with the above speed restriction should advise and request Narita Approach / Radar an acceptable minimum IAS.

b. *Gear down operation on approach to Rwy 34L / Rwy 34R* - Unless the safety of the flight will be compromised, aircraft on approach to Rwy 34L / Rwy 34R from the seashore are required to complete gear down and locked prior to IYQ 12.3 DME (NRE 14 DME) for Rwy 34L and ITJ 13.6 DME (HKE 15 DME) for Rwy 34R. This requirement is intended to prevent ice blocks from falling to the ground from the aircraft.

c. It is recommended that aircraft on final approach and in the control zone turn landing lights on.

d. After landing, pilots should proceed to the nearest taxiway listed below, and exit the runway as soon as practicable.

Runway 16R -
Taxiway A-6, A-8, A-9, D, C

Runway 34L -
Taxiway A-7, A-5, A-4, A-3

Pilots should advise Narita Tower if unable to comply with the above procedure as soon as practicable.

RAMP CONTROL PROCEDURES

a. Ground Movement of Departing Aircraft

1. Obtain an approval for push-back from the 'NARITA RAMP CONTROL' prior to beginning pushback.
2. Taxi is to be started from a safe position with due regard to the effects of engine exhaust blast.
3. Obtain an approval for taxi from the 'NARITA RAMP CONTROL' prior to taxiing.
4. 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 TAXI ROUTES charts.
5. Prior to entering a taxiway from the apron, establish radio contact with ATC and follow instructions from ATC.

b. Ground Movement of Arriving Aircraft

1. Prior to entering the apron from a taxiway, report the approaching gateway number to 'NARITA RAMP CONTROL' and obtain approval.
2. Unless otherwise specified by the 'NARITA RAMP CONTROL ', follow the route to the parking position from the gateway, as shown on the TAXI ROUTES charts.
3. When holding at an apron stop bar, stop the aircraft in front of stop bar lights.
4. 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.

c. Ground Movement of Aircraft not Departing or Arriving -

Ground movement under aircraft's own power within the apron areas by aircraft other than departing and arriving aircraft shall be conducted in conformity with the provisions of paragraph **a.** (Item 1. is excluded) and **b.** above.

d. Ground Movement of Towed Aircraft

Towed aircraft are also subject to Ramp Control.

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

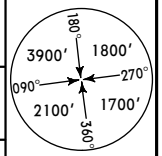
BRIEFING STRIP™

LOC ITM	Final Apch Crs	GS BIRDY	ILS DA(H)	Apt Elev 135′
110.7	156°	MANDATORY 1800′ (1665′)	335′ (200′)	RWY 16L 135′

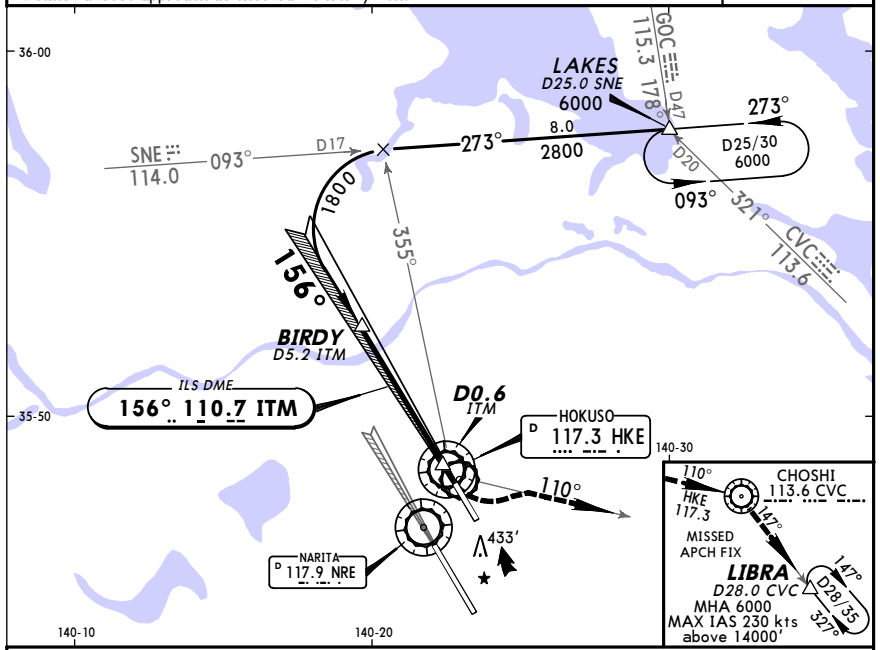
MISSED APCH: Turn LEFT, climb outbound via HKE VOR R-110 to CVC VOR, then outbound via CVC VOR R-147 to LIBRA D28.0 CVC and hold at 6000′. Contact Narita APP.

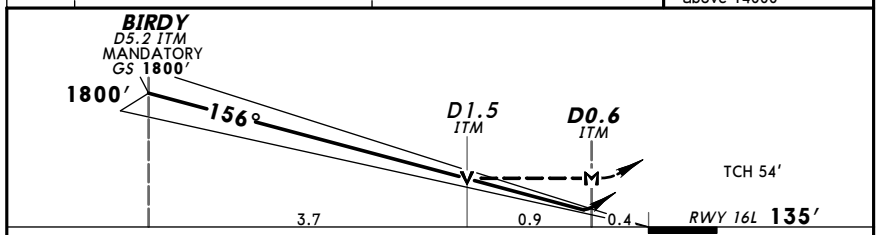
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Simultaneous approach authorized with Rwy 16R.



MSA HKE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.6 ITM						

HIALS PAPI LT via HKE 117.3 R-110 CVC 113.6

STRAIGHT-IN LANDING RWY 16L

	ILS DA(H) 335′ (200′)			LOC (GS out) MDA(H) 580′ (445′)		CIRCLE-TO-LAND	
	FULL	TDZ &/or CL out	ALS out		ALS out	Max Kts.	MDA(H)
A	RVR 700m	RVR 750m	RVR 1000m	RVR 1200m	RVR 1500m	90	740′ (605′) - 1600m
B				RVR 1300m		120	
C				RVR 1400m	CMV 1800m	140	740′ (605′) - 2400m
D				RVR 1600m	CMV 2000m	165	740′ (605′) - 3200m

CHANGES: Communications, minimums.

RJAA/NRT NARITA INTL — TOKYO, JAPAN

JEPPESEN 17 NOV 06 (21-2) Eff 25 Nov 1500Z

ILS Rwy 16R

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

BRIEFING STRIP™

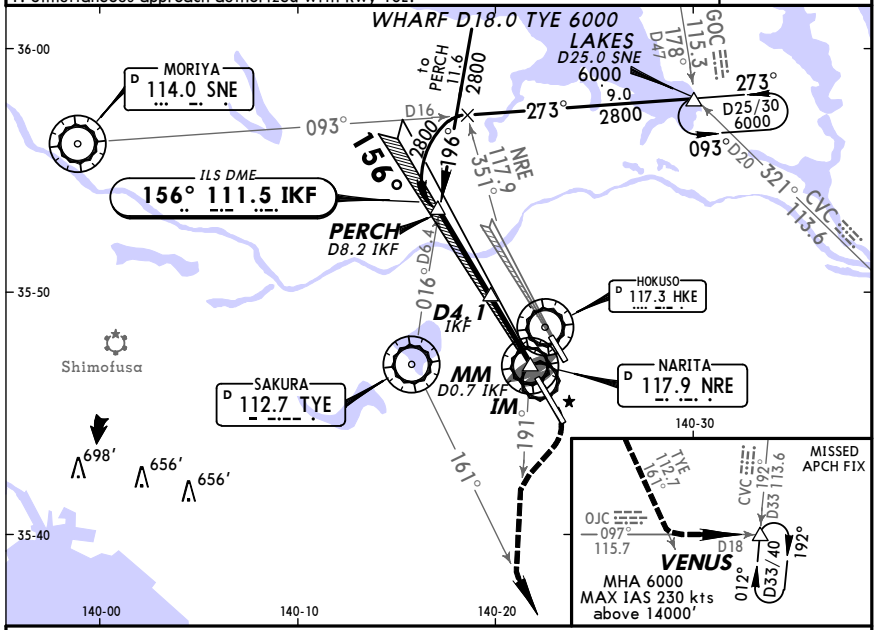
LOC IKF 111.5	Final Apch Crs 156°	GS PERCH MANDATORY 2800′ (2670′)	ILS DA(H) 330′ (200′)	Apt Elev 135′ RWY 16R 130′

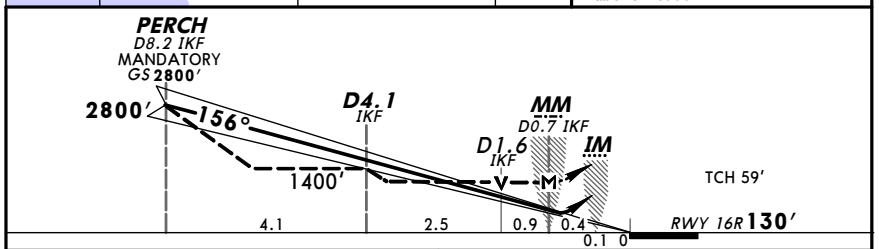
MISSED APCH: Climb on heading 156° to 800′, turn RIGHT, climb outbound via NRE VOR R-191 to intercept and proceed outbound via TYE VOR R-161, then outbound via OJC VOR R-097 to VENUS and hold at 6000′. Contact Narita APP. CAT I Turn must not be commenced before MM.

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

1. Simultaneous approach authorized with Rwy 16L.

MSA NRE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at MM/D0.7 IKF							

PAPI HIALS 800′ on 156° hdg

STRAIGHT-IN LANDING RWY 16R

	ILS DA(H) 330′ (200′) FULL	ILS TDZ &/or CL out	ILS ALS out	LOC (GS out) MDA(H) 580′ (450′) RVR	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	740′ (605′) - 1600m
B						120	
C				RVR 1000m	CMV 1800m	140	740′ (605′) - 2400m
D				RVR 1400m	CMV 2000m	165	740′ (605′) - 3200m

CHANGES: Missed apch note.

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JEPPESEN JeppView 3.5.2.0

RJAA/NRT NARITA INTL — TOKYO, JAPAN

JEPPESEN 17 NOV 06 Eff 25 Nov 1500Z (21-2A)

ILS Rwy 16R CAT II & III

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

BRIEFING STRIP™

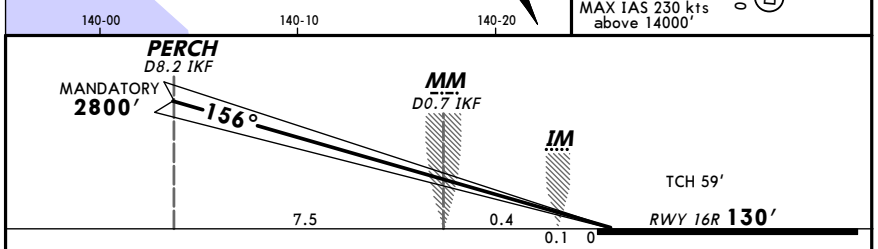
LOC IKF 111.5	Final Apch Crs 156°	GS PERCH MANDATORY 2800′ (2670′)	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II RA 101′ DA(H) 230′ (100′)	Apt Elev 135′ RWY 16R 130′

MISSED APCH: Climb on heading 156° to 800′, turn RIGHT, climb outbound via NRE VOR R-191 to intercept and proceed outbound via TYE VOR R-161, then outbound via OJC VOR R-097 to VENUS and hold at 6000′. Contact Narita APP. CAT II & III turn must not be commenced before IM.

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

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 16L. 3. DA(H) 280′(150′)-RA154′ for the operators on operational evaluation phases prior to CAT II operations.

MSA NRE VOR



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

PAPI HIALS 800′ on 156° hdg

STRAIGHT-IN LANDING RWY 16R

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 230′ (100′)
RVR 100m	RVR 200m	RVR 350m

CHANGES: Missed apch note.

RJAA/NRT NARITA INTL

JEPPESEN 20 OCT 06 (21-3) Eff 25 Oct 1500Z

TOKYO, JAPAN ILS Rwy 34L

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

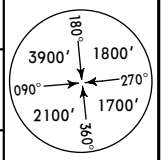
BRIEFING STRIP™

LOC IYQ	Final Apch Crs	GS	ILS	Apt Elev	
111.9	336°	D11.8 IYQ MANDATORY 4000′ (3861′)	DA(H) 339′ (200′)	135′	RWY 34L 139′

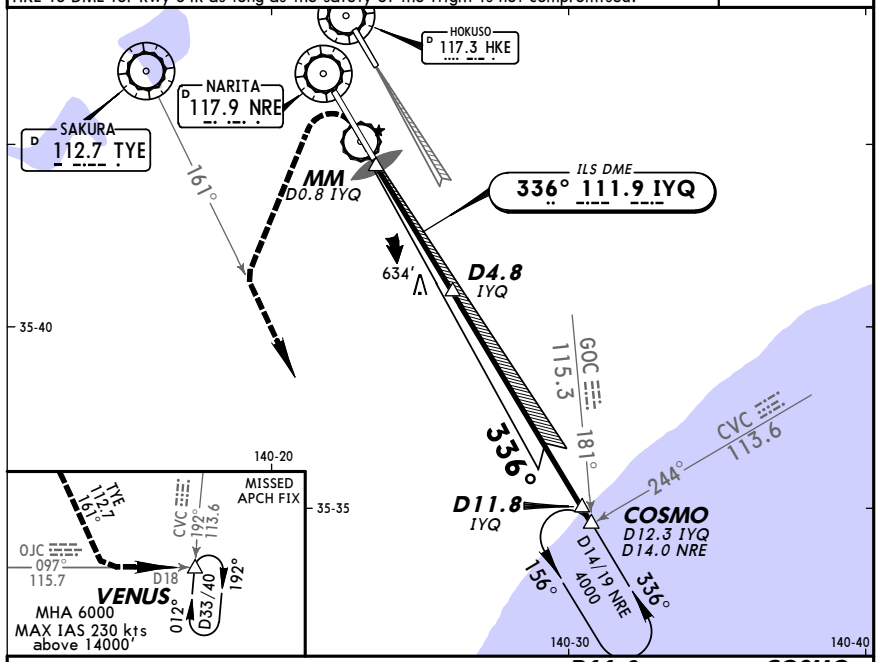
MISSED APCH: Climb on heading 336° to 600′, turn LEFT to intercept and proceed outbound via TYE VOR R-161, then outbound via OJC VOR R-097 to VENUS and hold at 6000′. Contact Narita APP.
Turn must not be commenced before MM.

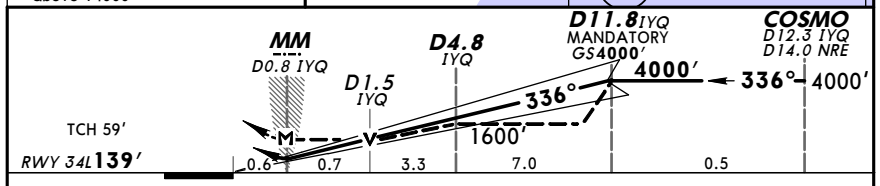
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Simultaneous approach authorized with Rwy 34R. 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 NRE 14 DME for Rwy 34L/ HKE 15 DME for Rwy 34R as long as the safety of the flight is not compromised.



MSA NRE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at MM/D0.8 IYQ							

PAPI HIALS 600′ on 336° hdg

STRAIGHT-IN LANDING RWY 34L

	ILS DA(H) 339′ (200′) FULL	ILS TDZ &/or CL out	ILS ALS out	LOC (GS out) MDA(H) 580′ (445′)	LOC ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	740′ (605′)-1600m
B				RVR 1000m		120	
C					CMV 1800m	140	740′ (605′)-2400m
D				RVR 1400m	CMV 2000m	165	740′ (605′)-3200m

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RJAA/NRT NARITA INTL

JEPPESEN 20 OCT 06 (21-4) Eff 25 Oct 1500Z

TOKYO, JAPAN ILS Rwy 34R

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

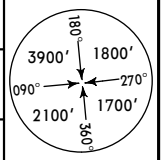
BRIEFING STRIP™

LOC ITJ	Final Apch Crs	GS	ILS	Apt Elev	
110.9	336°	CROWN MANDATORY 3000′ (2859′)	DA(H) 391′ (250′)	135′	RWY 34R 141′

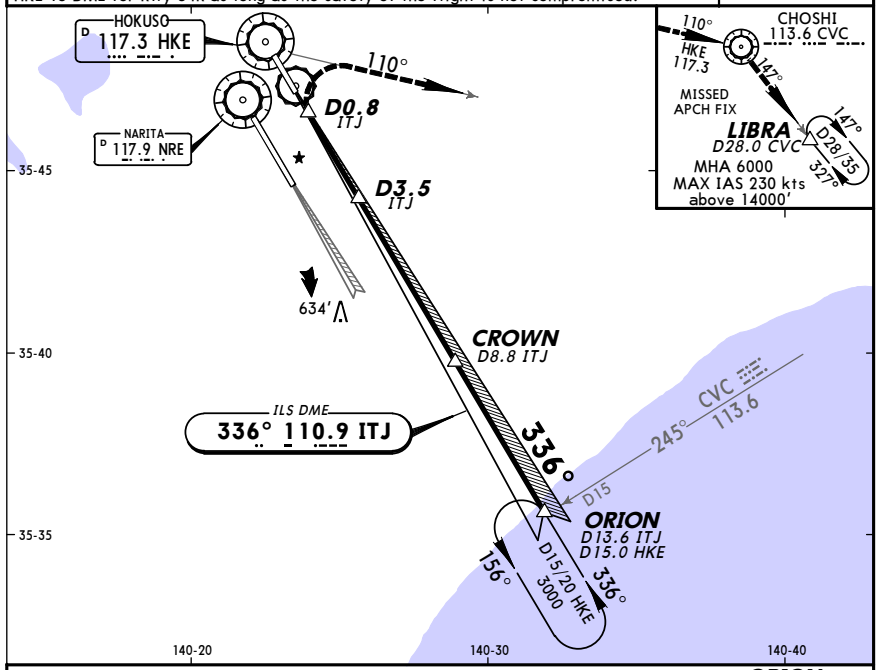
MISSED APCH: Turn RIGHT, climb outbound via HKE VOR R-110 to CVC VOR, then outbound via CVC VOR R-147 to LIBRA D28.0 CVC and hold at 6000′. Contact Narita APP.

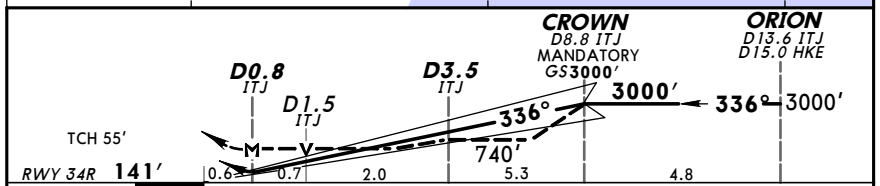
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Simultaneous approach authorized with Rwy 34L. 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 NRE 14 DME for Rwy 34L/ HKE 15 DME for Rwy 34R as long as the safety of the flight is not compromised.



MSA HKE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.8 ITJ							

PAPI HIALS RT HKE via 117.3 R-110 CVC 113.6

STRAIGHT-IN LANDING RWY 34R

	ILS DA(H) 391′ (250′) FULL	ILS TDZ &/or CL out	ILS ALS out	LOC (GS out) MDA(H) 580′ (445′)	LOC ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 600m	RVR 750m	RVR 1000m	RVR 900m	RVR 1500m	90	740′ (605′)-1600m
B				RVR 1000m		120	
C					CMV 1800m	140	740′ (605′)-2400m
D				RVR 1400m	CMV 2000m	165	740′ (605′)-3200m

RJAA/NRT
NARITA INTL

JEPPESEN
20 OCT 06 (23-1) Eff 25 Oct 1500Z

TOKYO, JAPAN
VOR DME Rwy 16L

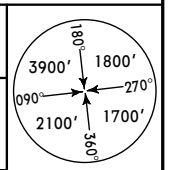
BRIEFING STRIP™

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

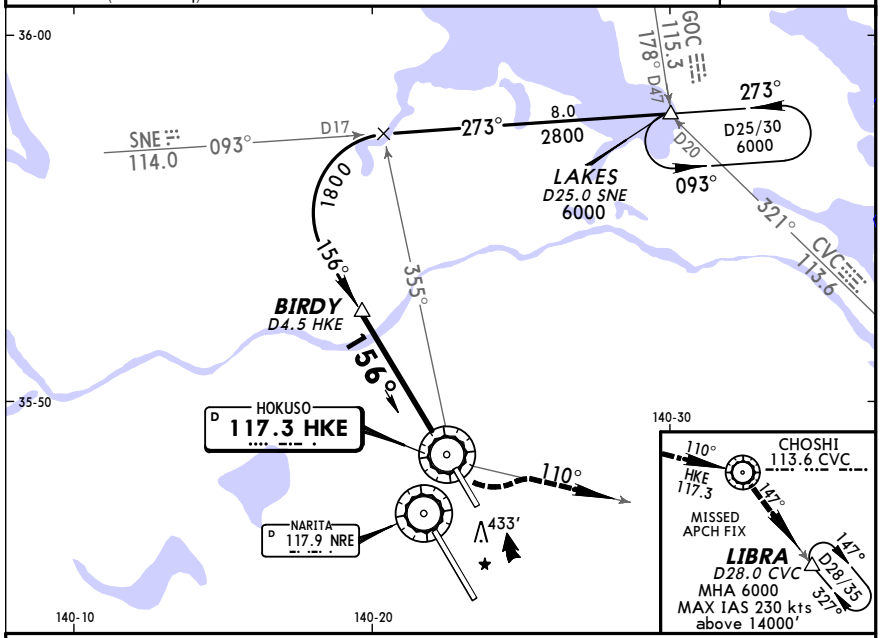
VOR HKE 117.3	Final Apch Crs 156°	Minimum Alt BIRDY 1800′ (1665′)	MDA(H) 580′ (445′)	Apt Elev 135′ RWY 16L 135′

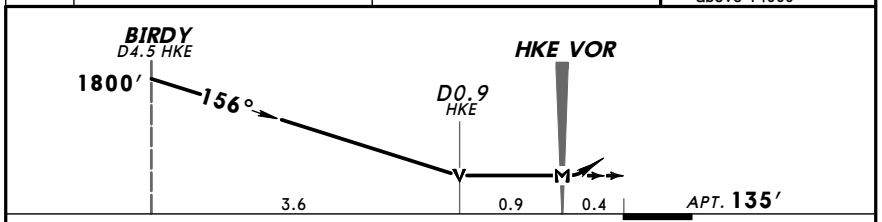
MISSED APCH: Turn LEFT, climb outbound via HKE VOR R-110 to CVC VOR, then outbound via CVC VOR R-147 to LIBRA D28.0 CVC and hold at 6000′. Contact Narita APP.

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



MSA HKE VOR





MAP at VOR										HIALS PAPI	LT		HKE via 117.3 R-110	CVC 113.6

STRAIGHT-IN LANDING RWY 16L
MDA(H) 580′ (445′)

		ALS out	Max Kts.	CIRCLE-TO-LAND MDA(H)
A	RVR 1200m	RVR 1500m	90	740′ (605′) - 1600m
B	RVR 1300m		120	
C	RVR 1400m	CMV 1800m	140	740′ (605′) - 2400m
D	RVR 1600m	CMV 2000m	165	740′ (605′) - 3200m

CHANGES: Communications, minimums.

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RJAA/NRT
NARITA INTL

JEPPESEN
20 OCT 06 (23-2) Eff 25 Oct 1500Z

TOKYO, JAPAN
VOR DME Rwy 16R

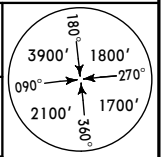
BRIEFING STRIP™

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

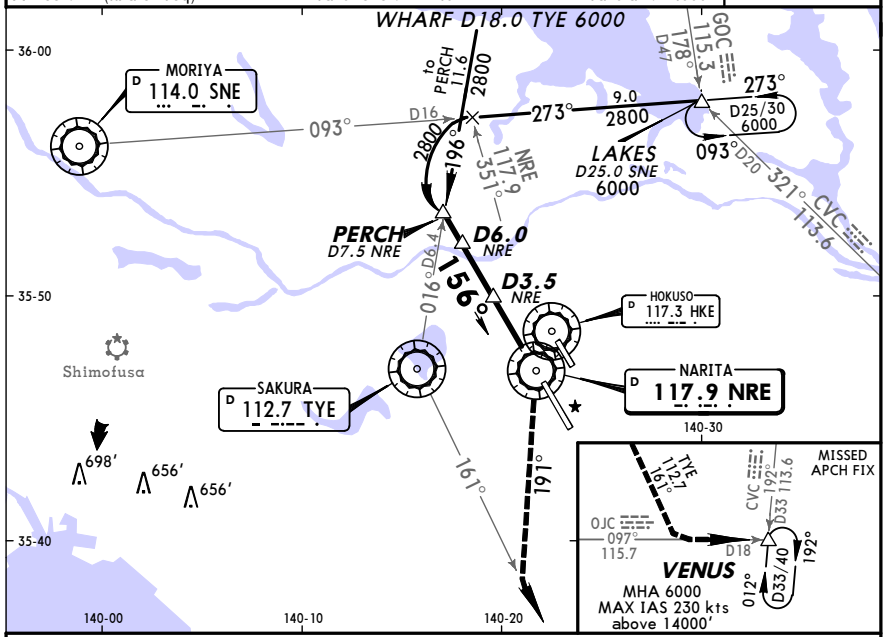
VOR NRE 117.9	Final Apch Crs 156°	Minimum Alt D3.5 NRE 900′ (765′)	MDA(H) 600′ (465′)	Apt Elev 135′ RWY 16R 130′

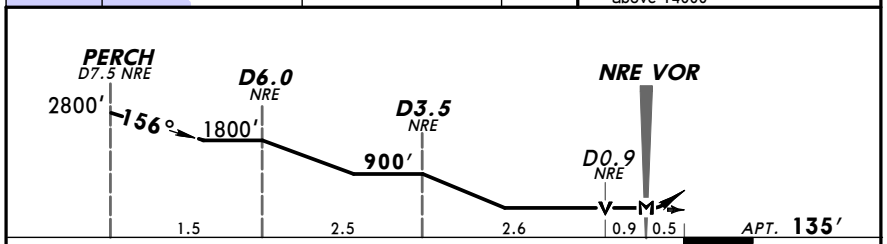
MISSED APCH: Turn RIGHT, climb outbound via NRE VOR R-191 to intercept and proceed outbound via TYE VOR R-161, then outbound via OJC VOR R-097 to VENUS and hold at 6000′. Contact Narita APP.

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



MSA NRE VOR





MAP at VOR										HIALS PAPI	RT		NRE via 117.9 R-191

STRAIGHT-IN LANDING RWY 16R
MDA(H) 600′ (465′)

		ALS out	Max Kts.	CIRCLE-TO-LAND MDA(H)
A	RVR 1000m	RVR 1500m	90	740′ (605′) - 1600m
B	RVR 1200m		120	
C		CMV 2000m	140	740′ (605′) - 2400m
D	RVR 1600m		165	740′ (605′) - 3200m

CHANGES: Communications, minimums.

RJAA/NRT
NARITA INTL

JEPPESEN
20 OCT 06 (23-3) Eff 25 Oct 1500Z

TOKYO, JAPAN
VOR DME Rwy 34L

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

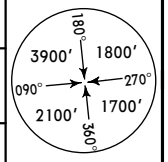
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY 34L
NRE 117.9	336°	D4.5 NRE 940′ (805′)	580′ (445′)	135′ / 139′

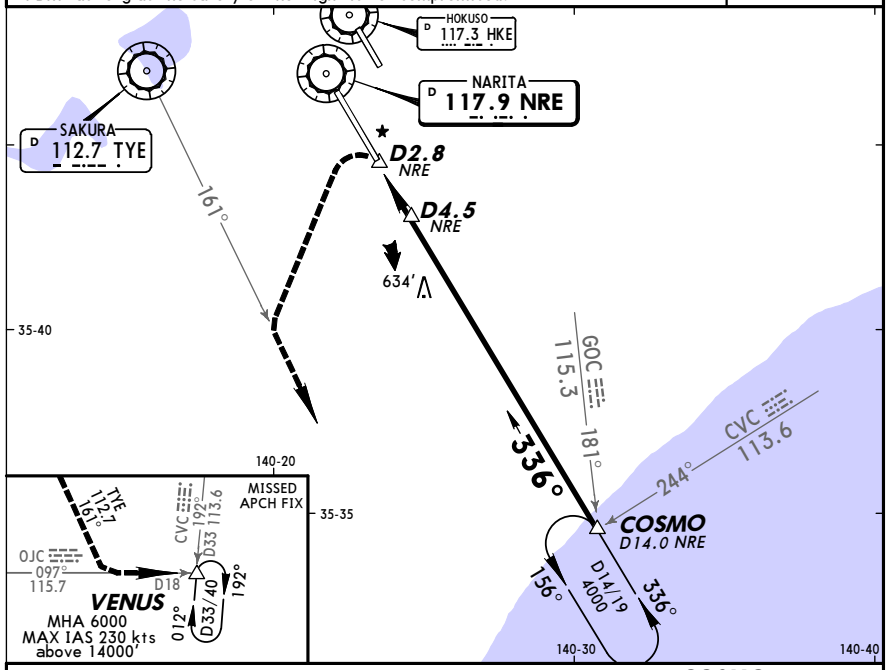
MISSED APCH: Turn LEFT to intercept and proceed outbound via TYE VOR R-161, then outbound via OJC VOR R-097 to VENUS and hold at 6000′. Contact Narita APP.

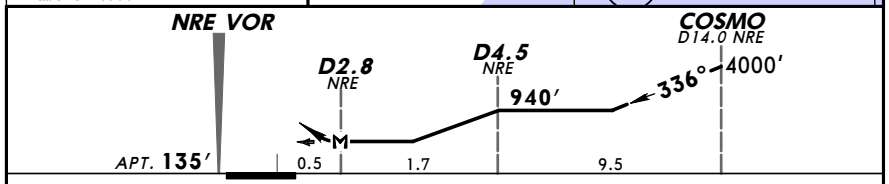
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Gear down operation during an approach to Rwy 34L. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34L from the seashore are required to complete gear down and locked before reaching NRE 14 DME as long as the safety of the flight is not compromised.



MSA NRE VOR





MAP at D2.8 NRE								PAPI	HIALS	LT	via	TYE 112.7 R-161

STRAIGHT-IN LANDING RWY34L — CIRCLE-TO-LAND

MDA(H) 580′ (445′)

	ALS out		Max Kts	MDA(H)
A	RVR 900m	RVR 1500m	90	740′ (605′)-1600m
B	RVR 1000m		120	
C		CMV 1800m	140	740′ (605′)-2400m
D	RVR 1400m	CMV 2000m	165	740′ (605′)-3200m

CHANGES: Communications, minimums.

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Notice: After 4 Jul 2008 0901Z, this chart may no longer be valid. Disc 12-2008
JEPPESEN
JeppView 3.5.2.0

RJAA/NRT
NARITA INTL

JEPPESEN
20 OCT 06 (23-4) Eff 25 Oct 1500Z

TOKYO, JAPAN
VOR DME Rwy 34R

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

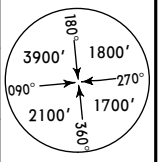
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY 34R
HKE 117.3	336°	D6.5 HKE 940′ (805′)	740′ (605′)	135′ / 141′

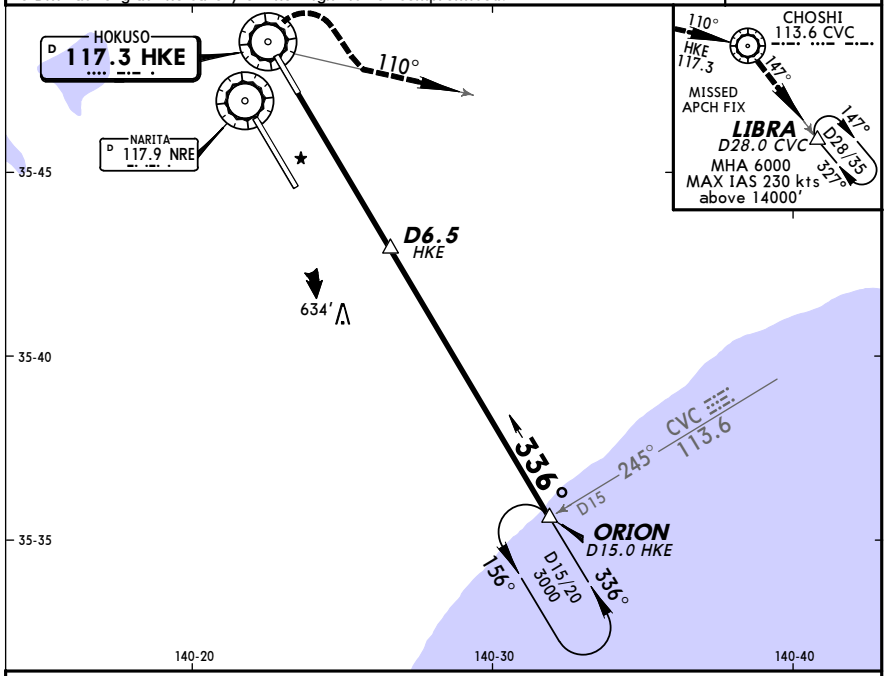
MISSED APCH: Turn RIGHT, climb outbound via HKE VOR R-110 to CVC VOR, then outbound via CVC VOR R-147 to LIBRA D28.0 CVC and hold at 6000′. Contact Narita APP.

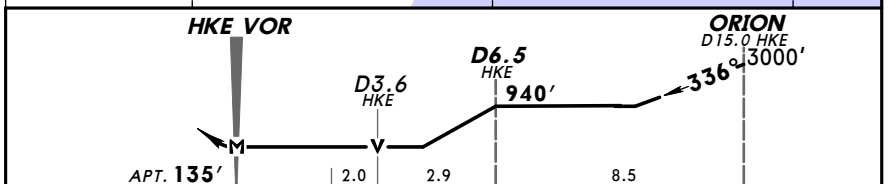
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000′

1. Gear down operation during an approach to Rwy 34R. In order to prevent ice blocks falling from aircraft onto the ground, all flights making an approach to Rwy 34R from the seashore are required to complete gear down and locked before reaching HKE 15 DME as long as the safety of the flight is not compromised.



MSA HKE VOR





MAP at VOR								PAPI	HIALS	RT	via	HKE 117.3 R-110	CVC 113.6

STRAIGHT-IN LANDING RWY34R — CIRCLE-TO-LAND

MDA(H) 740′ (605′)

	ALS out		Max Kts	MDA(H)
A	RVR 1000m	RVR 1500m	90	740′ (605′)-1600m
B	RVR 1200m		120	
C		CMV 2000m	140	740′ (605′)-2400m
D	RVR 1600m		165	740′ (605′)-3200m

CHANGES: Communications, minimums.