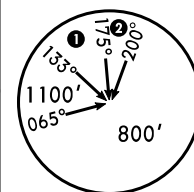
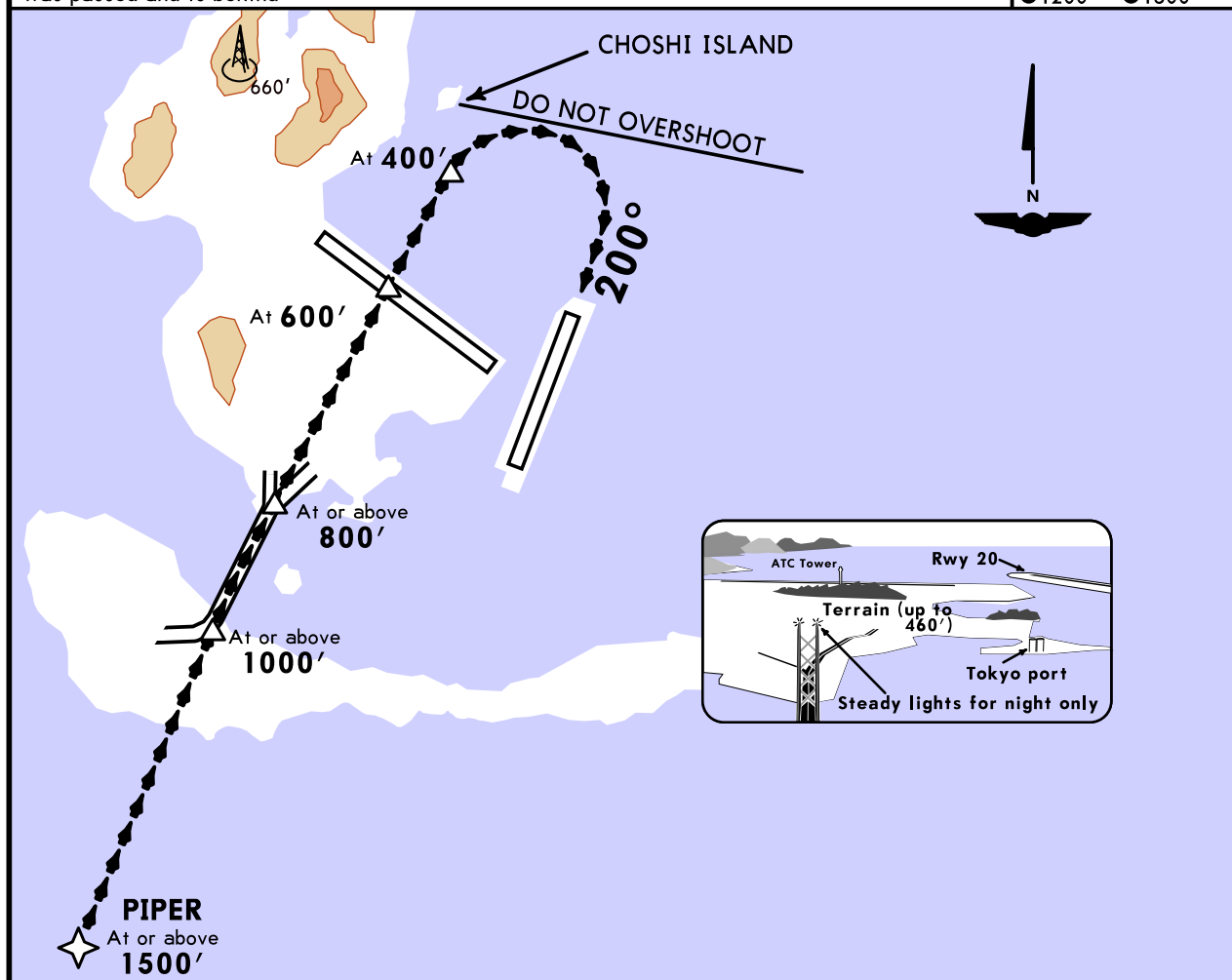


D-ATIS 128.800	TOKYO Approach 121.400	TOKYO Tower 118.100	TOKYO Ground 118.225 121.625
VISUAL	Final Apch Crs 200°	No FAF	No Published Weather Minimums
MISSED APCH: Climb PRESENT HEADING to 2000'. Maintain maximum rate of climb till reaching MSA. Expect vectors.			
Trans alt: 3000' Trans FL: by ATC 1. Only on pilot's request. 2. Radar service required. 3. Pilots must have ATC tower, Tokyo port, Tokyo bridge and Runway 20 in sight at all stages of approach (unless visual point was passed and is behind)			



MSA HME VOR
within 5 nm
① 1200' ② 1600'



HIGHWAY VISUAL APPROACH Rwy 20

If pilot requests **HIGHWAY VISUAL APPROACH** to Rwy 20, they will be vectored to PIPER for this approach. Although there is no published weather minimum, all 4 significant visual points must be seen by pilot at all times, unless they were already overflown. These points are: Tokyo Bridge, Tokyo Port, Haneda Intl. ATC Tower, Rwy 20.

HIGHWAY VISUAL Rwy 20 APPROACH :

After PIPER (at or above 1500') proceed direct to southern tip of Tokyo Bridge. Align with bridge and fly past it with highway heading. Pass ATC Tower and pass runway 13/31 at 600'. Approaching CHOSHI ISLAND start a right turn to final Rwy 20. Do NOT overshoot the island. Before turn reach 400'. In turn, maintain final approach speed and descend continuously with constant vertical speed.

