ITKO/TKO
(HANEDA) TOKYO INTL

◉ **ROPPESEN**
16 AUG 24 (10-1P)

TOKYO, ORENJI
AIRPORT BRIEFING

1. GENERAL

1.1.   ATIS
D-ATIS   128.800

1.2.   NOISE ABATEMENT PROCEDURES

1.2.1.   GENERAL

Noise abatement procedures during approach, take-of and climb may be carried out by all ACFT. These procedures are not compulsory for ATC24.
However no ACFT are monitored since it's ATC24.

1.2.2.   USE OF APU

Auxiliary Power Unit (APU) only to be used when neither Fixed Electrical Ground Power (FEGP) nor Ground Power Unit (GPU) is supplied. APU should be used for the least possible time during engine start up. APU should be shut down at the earliest opportunity on arrival on stand.

1.3.   LOW VISIBILITY PROCEDURES (LVP)

ATC24 has no taxiway or runway lights. LVPs cannot be carried out at aerodrome. When visibility is below 2500 meters and winds only permit to use Rwy 31 for arrival aerodrome doesn't accept any arrivals. When visibility is below 2000 meters aerodrome doesn't accept any arrivals no matter the winds. When visibility is below 1700 meters aerodrome doesn't serve any departures, all operations are halted.

Aerodrome doesn't have Runway Visibility Range (RVR) measurement equipment.

1.4.   TAXI PROCEDURES

All taxi procedures should be done after receiving an appropriate clearance. Pilots must readback all hold short instructions. There are certain limitations for heavy aircraft.

1.5.   RWY OPERATIONS

Pilots must readback all hold short instructions. Pilots must fully vacate the runway.
Full runway vacation is defined as passing the runway hold short line with all gears and tail. Pilots should expedite vacating during rush hours. Pilots should exercise caution.
B747 and A340 can't use 02/20 due to being unable to taxi via E and F bridges

2. ARRIVAL

2.1.   SPEED RESTRICTIONS

Pilots should maintain speed of 250 knots below FL030. Pilots of arriving aircraft are asked not to enter the airspace at speeds above 350 knots.

2.2.   USE OF STANDARD ARRIVALS

Pilots should use the following procedures for flight planning. STARs are assigned by ATC. DO NOT follow STAR unless you've got it assigned by ATC.

In order show that you are able to follow STAR, file expected STAR into flight plan or add "STAR" after the last waypoint of flight plan. Last waypoint of flight plan should match the first waypoint of STAR.

Flights from Grindavik and Sauthmeptona should utilise EURAD and BLANK arrivals.
Flights from Rockford and Barthelemy should utilise RENDR arrivals.
Flights from Cyprus should utilise ONDER arrivals.
Flights from Perth should utilise HONDA arrivals.
Flights from Izolirani passing thru Perth FIR should utilise HONDA arrivals, otherwise they should utilise ONDER arrivals.

Flights from Barthelemy can additionally use ONDER arrivals.

Expect following arrivals (by default):
Rwy 13: BLANK 1H, EURAD 1H, HONDA 1H, ONDER 1H, RENDR 1H;
Rwy 20: BLANK 1N, EURAD 1N, HONDA 1E, ONDER 1E, RENDR 1E;
Rwy 31: BLANK 1K, EURAD 1K, HONDA 1K, ONDER 1K, RENDR 1K.

Other STARs are provided with ATC clearance (STAR by ATC).