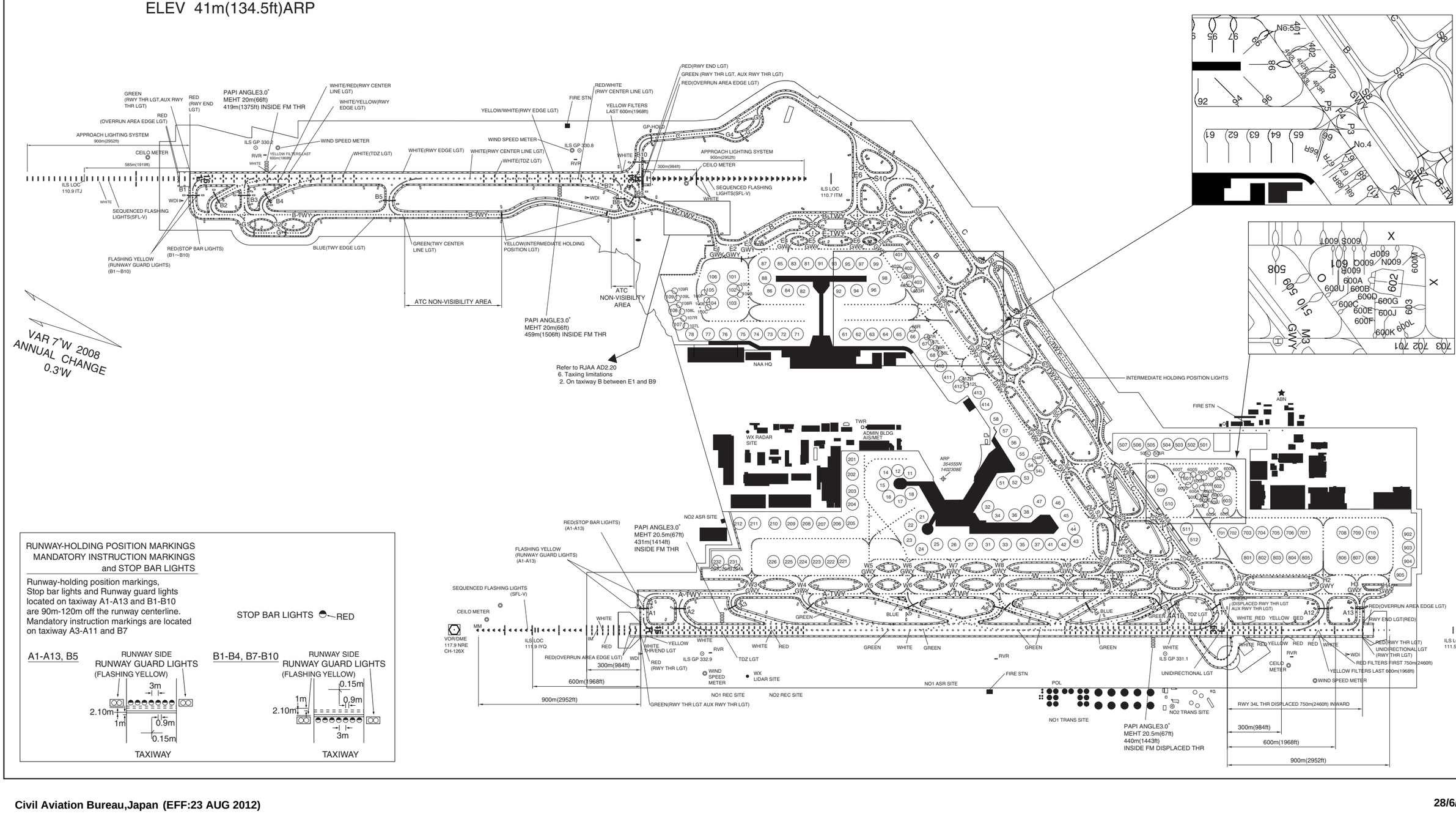
AERODROME CHART

NARITA INTERNATIONAL AIRPORT

ELEV 41m(134.5ft)ARP



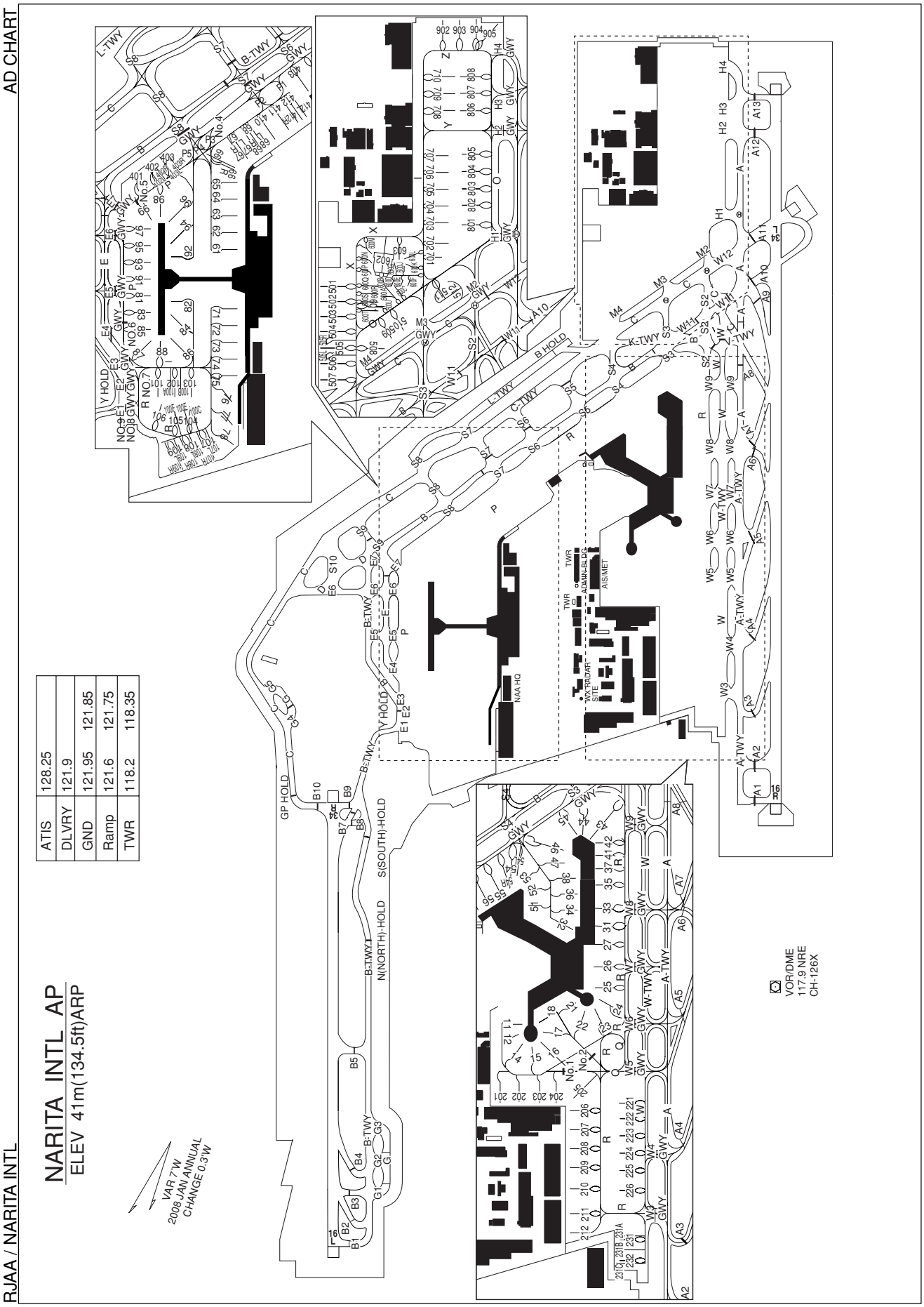
RUNWAY-HOLDING POSITION MARKINGS
MANDATORY INSTRUCTION MARKINGS
and STOP BAR LIGHTS

Runway-holding position markings, Stop bar lights and Runway guard lights located on taxiway A1-A13 and B1-B10 are 90m-120m off the runway centerline. Mandatory instruction markings are located on taxiway A3-A11 and B7

STOP BAR LIGHTS ●—RED

A1-A13, B5

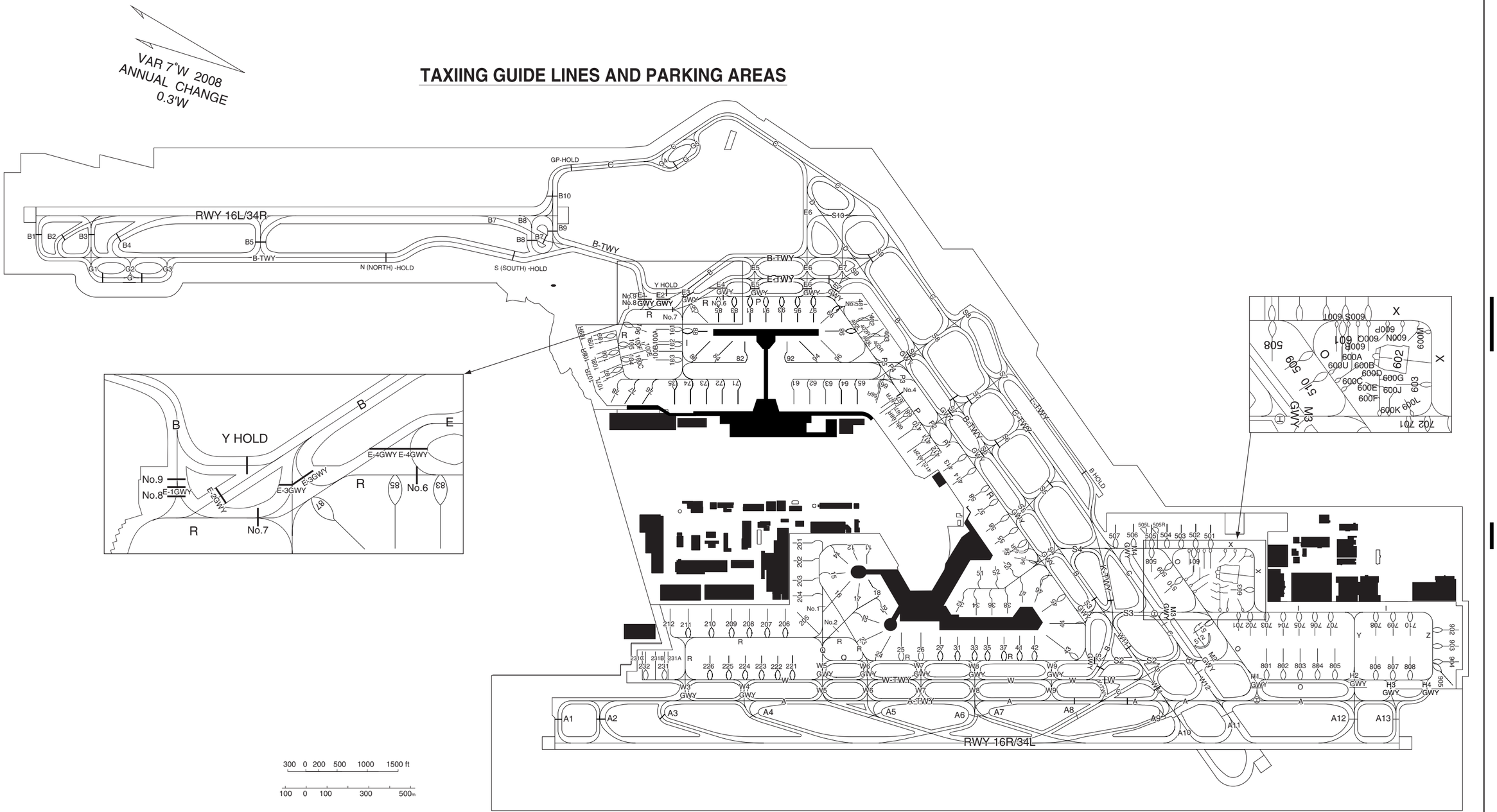
B1-B4, B7-B10


AD CHART
RJAA / NARITA INTL
NARITA INTL AP
ELEV 41m(134.5ft)ARP
VAR 7°W
2008 JAN ANNUAL
CHANGE 0.3°W
ATIS 128.25
DLVRY 121.9
GND 121.95 121.85
Ramp 121.6 121.75
TWR 118.2 118.35
VOR/DME
117.9 NRE
CH-126X
TWR
ADMIN-BLDG
AIS/MET
WX-RADAR SITE
NAA HQ
GP HOLD
S(SOUTH)-HOLD
N(NORTH)-HOLD
Y HOLD
B HOLD
C-TWY
K-TWY
L-TWY
B-TWY
A-TWY
W-TWY

INTENTIONALLY LEFT BLANK

TAXIING GUIDE LINES AND PARKING AREAS

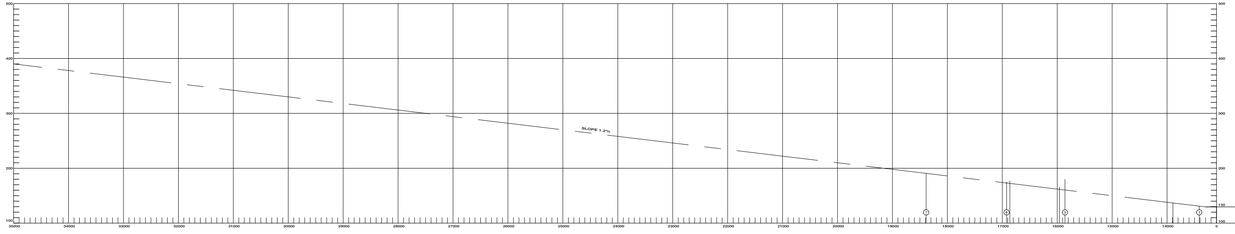
TAXIING GUIDE LINES AND PARKING AREAS



AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

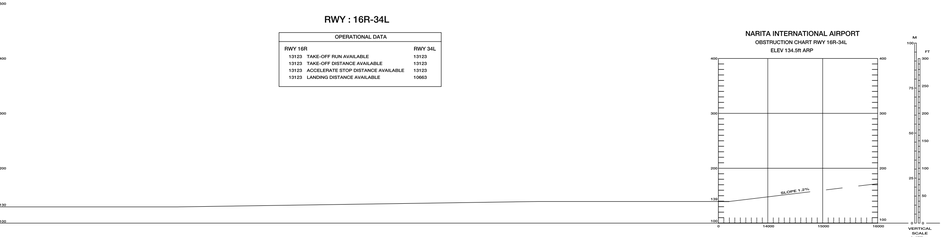
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

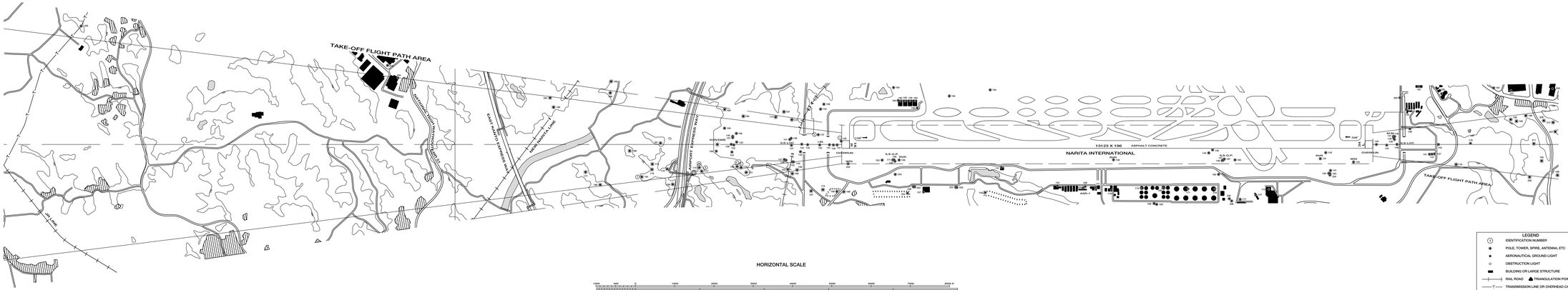
MAGNETC VARIATION 7° W-2008



RWY : 16R-34L

OPERATIONAL DATA	
RWY 16R	RWY 34L
13123 TAKE-OFF RUN AVAILABLE	13123
13123 TAKE-OFF DISTANCE AVAILABLE	13123
13123 ACCELERATE STOP DISTANCE AVAILABLE	13123
13123 LANDING DISTANCE AVAILABLE	10663





HORIZONTAL SCALE

LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAIL ROAD
- TRIANGULATION POINTS
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS (ft)

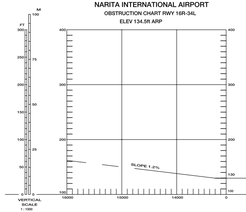
AMENDMENT RECORD		
NR	DATE	ENTERED BY

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

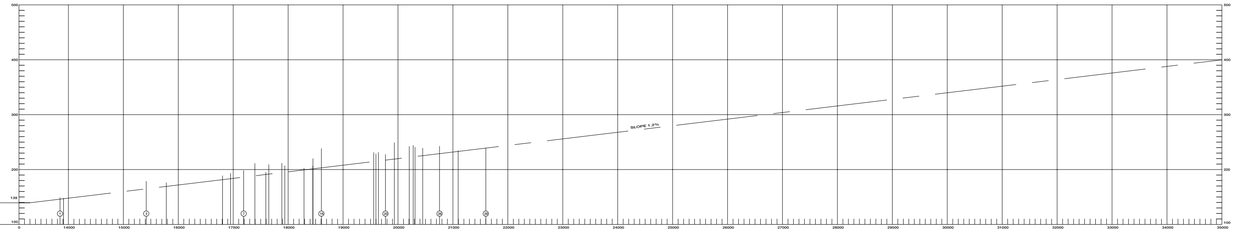
MAGNETC VARIATION 7° W-2008

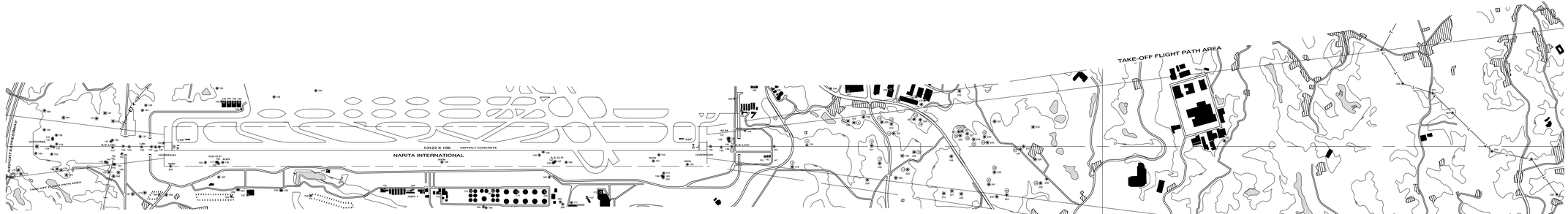
NARITA INTERNATIONAL AIRPORT
OBSTRUCTION CHART RWY 16R-34L
ELEV 134.5ft ARP



RWY : 16R-34L

OPERATIONAL DATA		
RWY 16R		RWY 34L
13123	TAKE-OFF RUN AVAILABLE	13123
13123	TAKE-OFF DISTANCE AVAILABLE	13123
13123	ACCELERATE STOP DISTANCE AVAILABLE	13123
13123	LANDING DISTANCE AVAILABLE	10663





HORIZONTAL SCALE

LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAIL ROAD / TRIANGULATION POINTS
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE / RIVER
- LAKE / CONTOURS (ft)

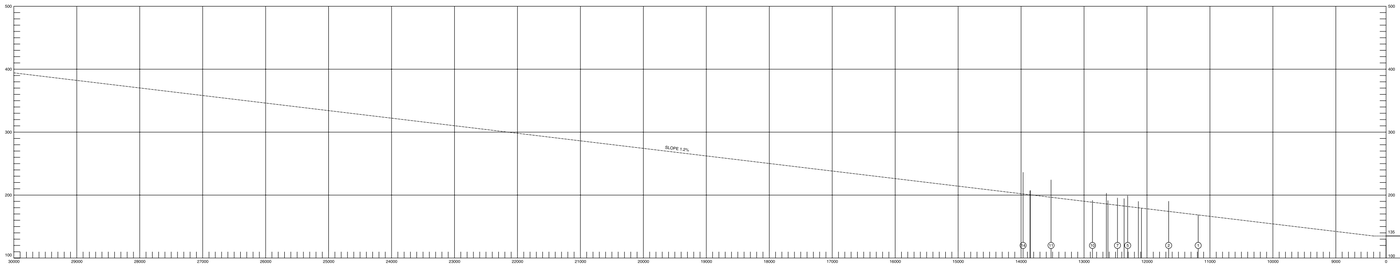
AMENDMENT RECORD		
NR	DATE	ENTERED BY

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

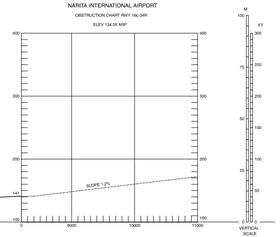
➡ NARITA INTERNATIONAL AIRPORT

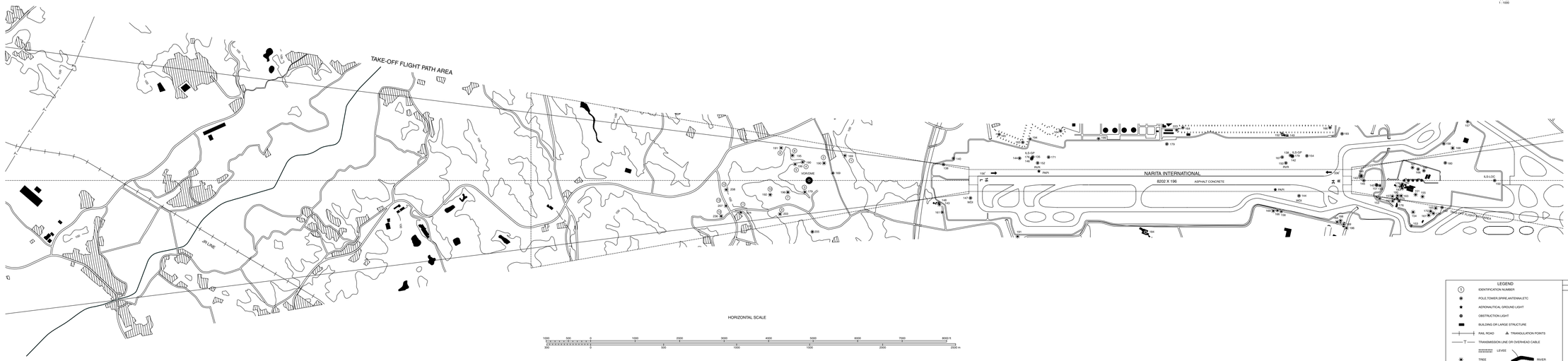
MAGNETIC VARIATION 7° W - 2008



RWY : 16L-34R

OPERATIONAL DATA		
RWY 16L		RWY 34R
8202	TAKE-OFF RUN AVAILABLE	8202
8202	TAKE-OFF DISTANCE AVAILABLE	8202
8202	ACCELERATE STOP DISTANCE AVAILABLE	8202
8202	LANDING DISTANCE AVAILABLE	8202





HORIZONTAL SCALE

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 ft
300 0 500 1000 1500 2000 2500 m

LEGEND

- IDENTIFICATION NUMBER
- POLE,TOWER,SPIRE,ANTENNA,ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAIL ROAD
- TRIANGULATION POINTS
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS (ft)

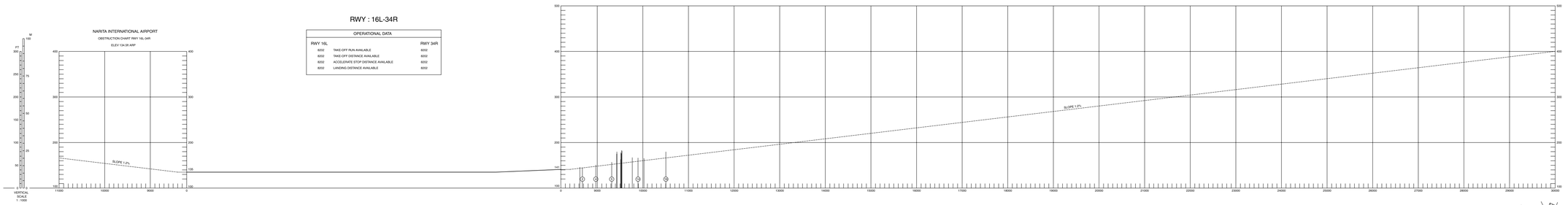
AMENDMENT RECORD		
NR	DATE	ENTERED BY

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

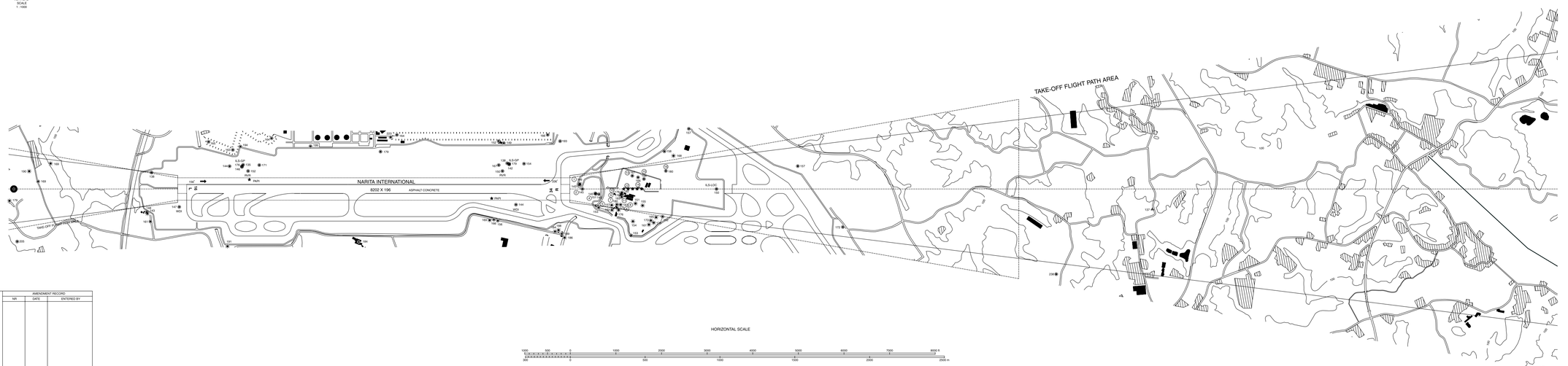
NARITA INTERNATIONAL AIRPORT

MAGNETIC VARIATION 7° W - 2008



RWY : 16L-34R

OPERATIONAL DATA		
RWY 16L		RWY 34R
8202	TAKE-OFF RUN AVAILABLE	8202
8202	TAKE-OFF DISTANCE AVAILABLE	8202
8202	ACCELERATE STOP DISTANCE AVAILABLE	8202
8202	LANDING DISTINCE AVAILABLE	8202



HORIZONTAL SCALE

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 ft
300 0 500 1000 1500 2000 2500 m

LEGEND

- IDENTIFICATION NUMBER
- POLE,TOWER,SPIRE,ANTENNA,ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAIL ROAD
- TRIANGULATION POINTS
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS (ft)

AMENDMENT RECORD		
NR	DATE	ENTERED BY

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

➡ NARITA INTERNATIONAL AIRPORT

LEGEND

- AERODROME REFERENCE POINT 35° 45′ 55″ N 140° 23′ 08″ E
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAIL ROAD / TRIANGULATION POINTS
- AERONAUTICAL BEACON
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE / RIVER
- LAKE / CONTOURS(ft)

AMENDMENT RECORD		
NR	DATE	ENTERED BY

HORIZONTAL SCALE

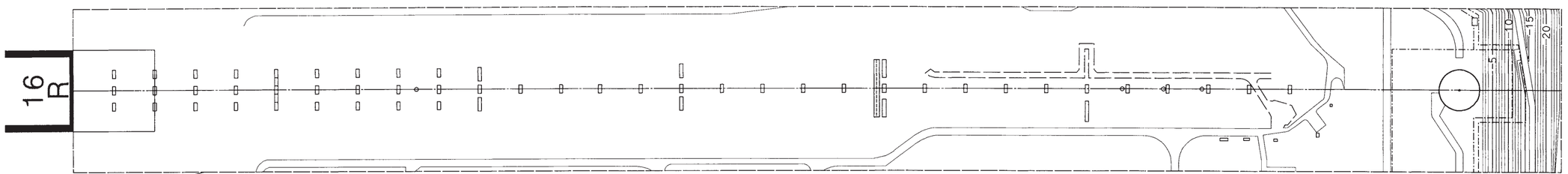
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000Ft
300 0 500 1000 1500 2000 2500 3000m

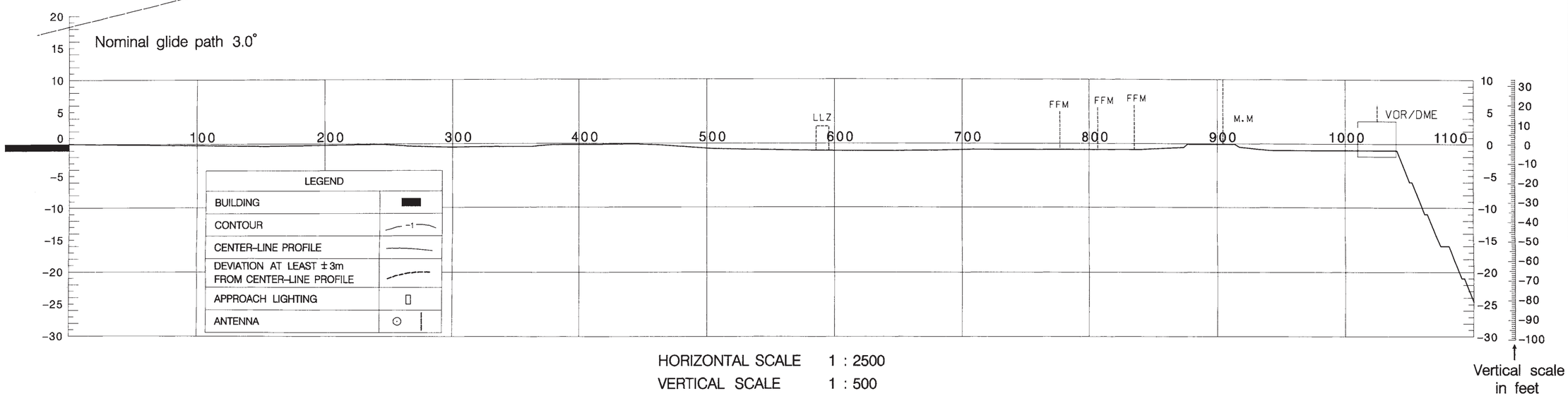
(Data as of 2009)

PRECISION APPROACH TERRAIN PROFILE CHART

DISTANCES AND HEIGHTS IN METERS

RWY 16R





HORIZONTAL SCALE 1 : 2500

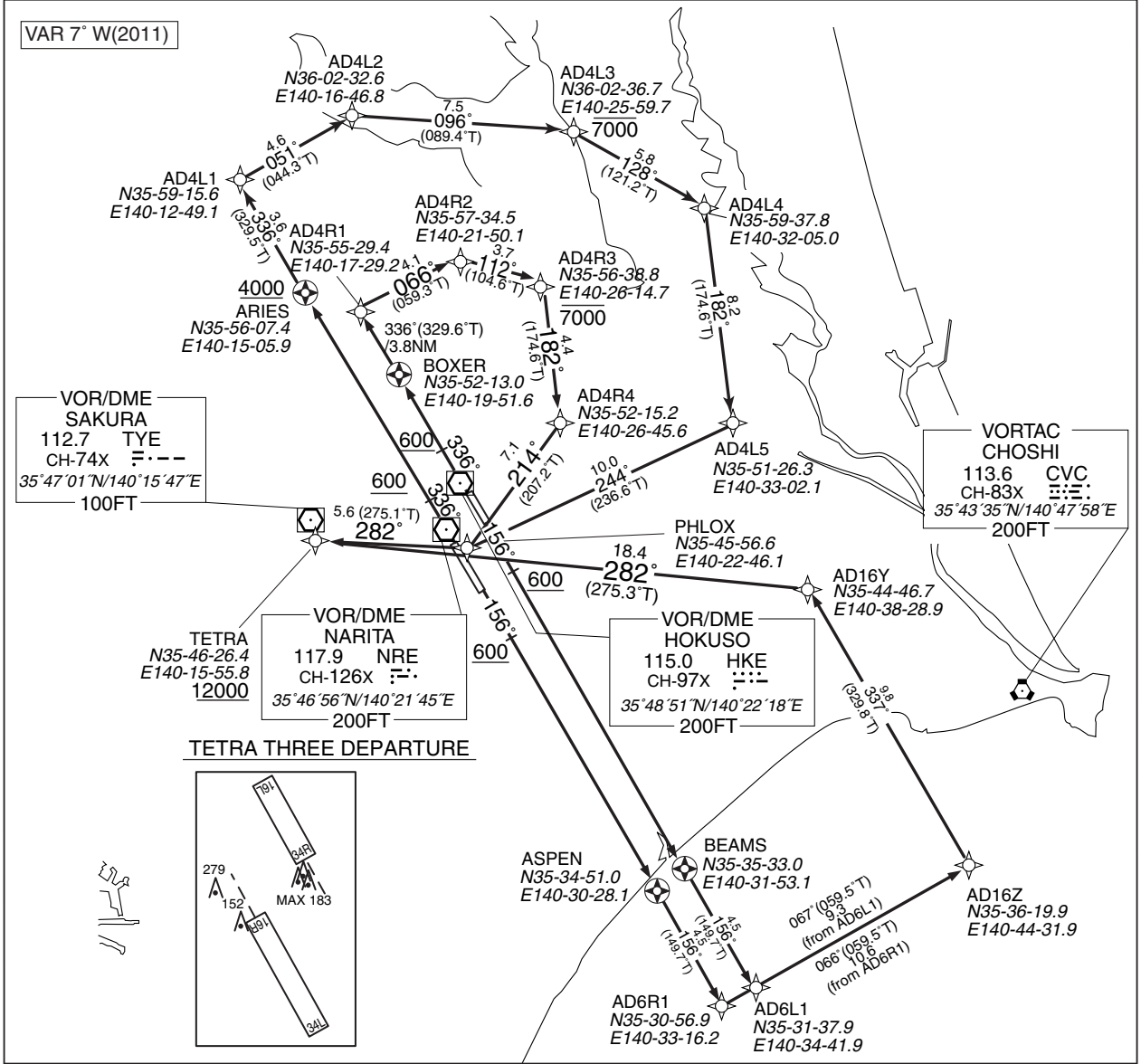
VERTICAL SCALE 1 : 500

CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL — RNAV SID

TETRA THREE DEPARTURE		RNAV1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off rolling. 2) RADAR service required.	Critical DME	RWY16R TLE "from RWY16R DER to 1.3nm" CVC "from AD16Z to 1.8nm" RWY16L TLE "from RWY16L DER to 3.4nm" CVC "from AD16Z to 1.8nm" RWY34L TLE "from RWY34L DER to 1.3nm"
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



TETRA THREE DEPARTURE

RWY16R : Climb on HDG156° at or above 600FT, direct to ASPEN, to AD6R1, to AD16Z, to AD16Y, to TETRA at or above 12000FT.

RWY16L : Climb on HDG156° at or above 600FT, direct to BEAMS, to AD6L1, to AD16Z, to AD16Y, to TETRA at or above 12000FT.

RWY34L : Climb on HDG336° at or above 600FT, direct to ARIES at or above 4000FT, to AD4L1, to AD4L2, to AD4L3 at or below 7000FT, to AD4L4, to AD4L5, to PHLOX, to TETRA at or above 12000FT.

RWY34R : Climb on HDG336° at or above 600FT, direct to BOXER, to AD4R1, to AD4R2, to AD4R3 at or below 7000FT, to AD4R4, to PHLOX, to TETRA at or above 12000FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL — RNAV SID

TETRA THREE DEPARTURE

RWY16R

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	ASPEN	Y	–	–	–	–	–	–	RNAV1
TF	AD6R1	–	4.5	156° (149.7°)	–	–	–	–	RNAV1
TF	AD16Z	–	10.6	066° (059.5°)	–	–	–	–	RNAV1
TF	AD16Y	–	9.8	337° (329.8°)	–	–	–	–	RNAV1
TF	TETRA	–	18.4	282° (275.3°)	–	+12000	–	–	RNAV1

RWY16L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	BEAMS	Y	–	–	–	–	–	–	RNAV1
TF	AD6L1	–	4.5	156° (149.7°)	–	–	–	–	RNAV1
TF	AD16Z	–	9.3	067° (059.5°)	–	–	–	–	RNAV1
TF	AD16Y	–	9.8	337° (329.8°)	–	–	–	–	RNAV1
TF	TETRA	–	18.4	282° (275.3°)	–	+12000	–	–	RNAV1

RWY34L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	ARIES	Y	–	–	–	+4000	–	–	RNAV1
TF	AD4L1	–	3.6	336° (329.5°)	–	–	–	–	RNAV1
TF	AD4L2	–	4.6	051° (044.3°)	–	–	–	–	RNAV1
TF	AD4L3	–	7.5	096° (089.4°)	–	–7000	–	–	RNAV1
TF	AD4L4	–	5.8	128° (121.2°)	–	–	–	–	RNAV1
TF	AD4L5	–	8.2	182° (174.6°)	–	–	–	–	RNAV1
TF	PHLOX	–	10.0	244° (236.6°)	–	–	–	–	RNAV1
TF	TETRA	–	5.6	282° (275.1°)	–	+12000	–	–	RNAV1

RWY34R

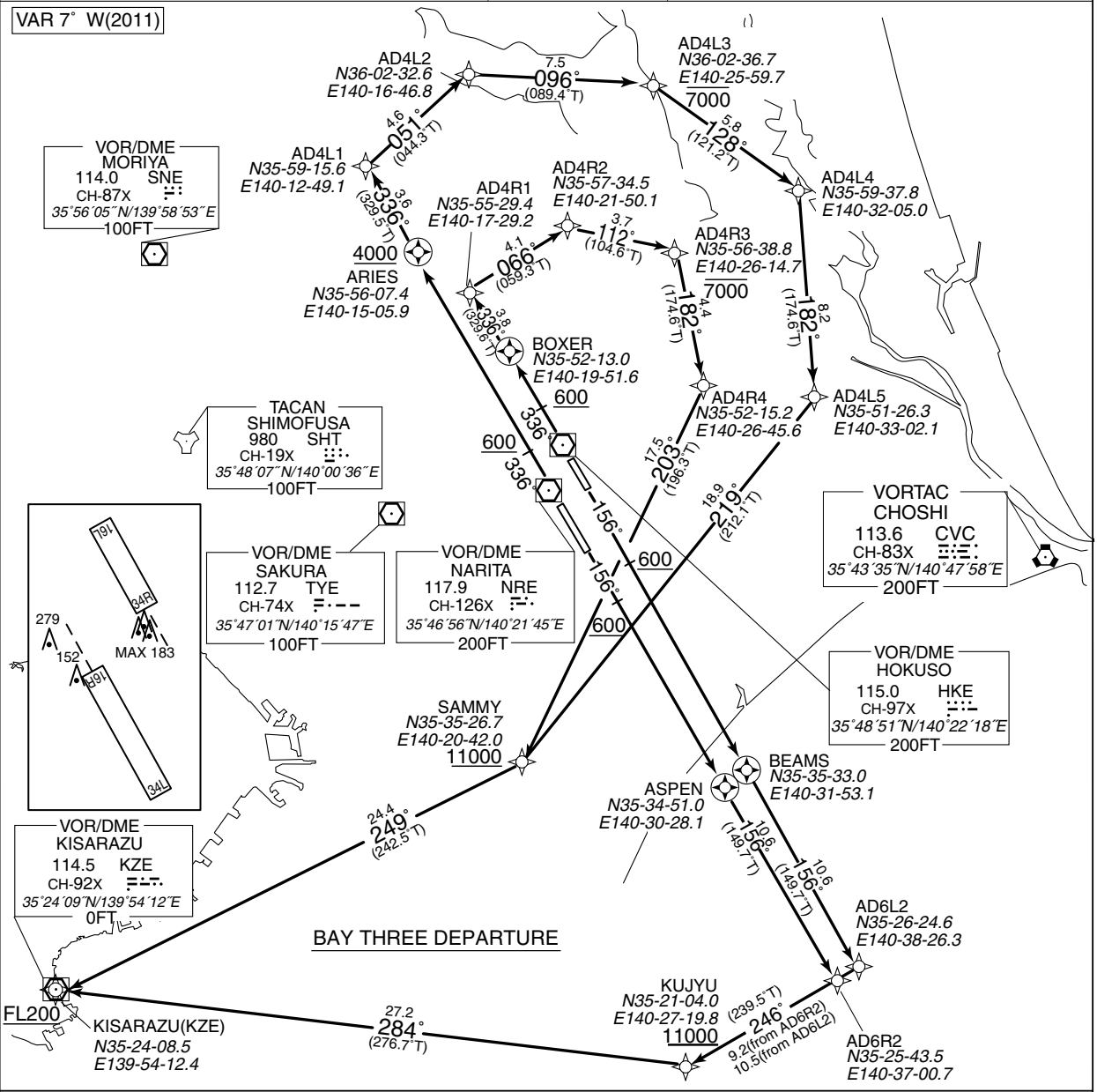
Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	BOXER	Y	–	–	–	–	–	–	RNAV1
TF	AD4R1	–	3.8	336° (329.6°)	–	–	–	–	RNAV1
TF	AD4R2	–	4.1	066° (059.3°)	–	–	–	–	RNAV1
TF	AD4R3	–	3.7	112° (104.6°)	–	–7000	–	–	RNAV1
TF	AD4R4	–	4.4	182° (174.6°)	–	–	–	–	RNAV1
TF	PHLOX	–	7.1	214° (207.2°)	–	–	–	–	RNAV1
TF	TETRA	–	5.6	282° (275.1°)	–	+12000	–	–	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL

RNAV SID

BAY THREE DEPARTURE		RNAV1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off rolling. 2) RADAR service required.	Critical DME	RWY16R TLE "from RWY16R DER to 1.3nm" RWY16L TLE "from RWY16L DER to 3.4nm" RWY34L TLE "from RWY34L DER to 1.3nm"
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



BAY THREE DEPARTURE

RWY16R : Climb on HDG156° at or above 600FT, direct to ASPEN, to AD6R2, to KUJYU at or above 11000FT, to KZE at or above FL200.

RWY16L : Climb on HDG156° at or above 600FT, direct to BEAMS, to AD6L2, to KUJYU at or above 11000FT, to KZE at or above FL200.

RWY34L : Climb on HDG336° at or above 600FT, direct to ARIES at or above 4000FT, to AD4L1, to AD4L2, to AD4L3 at or below 7000FT, to AD4L4, to AD4L5, to SAMMY at or above 11000FT, to KZE at or above FL200.

RWY34R : Climb on HDG336° at or above 600FT, direct to BOXER, to AD4R1, to AD4R2, to AD4R3 at or below 7000FT, to AD4R4, to SAMMY at or above 11000FT, to KZE at or above FL200.

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL

RNAV SID

BAY THREE DEPARTURE

RWY16R

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	ASPEN	Y	–	–	–	–	–	–	RNAV1
TF	AD6R2	–	10.6	156° (149.7°)	–	–	–	–	RNAV1
TF	KUJYU	–	9.2	246° (239.5°)	–	+11000	–	–	RNAV1
TF	KZE	–	27.2	284° (276.7°)	–	+FL200	–	–	RNAV1

RWY16L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	BEAMS	Y	–	–	–	–	–	–	RNAV1
TF	AD6L2	–	10.6	156° (149.7°)	–	–	–	–	RNAV1
TF	KUJYU	–	10.5	246° (239.5°)	–	+11000	–	–	RNAV1
TF	KZE	–	27.2	284° (276.7°)	–	+FL200	–	–	RNAV1

RWY34L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	ARIES	Y	–	–	–	+4000	–	–	RNAV1
TF	AD4L1	–	3.6	336° (329.5°)	–	–	–	–	RNAV1
TF	AD4L2	–	4.6	051° (044.3°)	–	–	–	–	RNAV1
TF	AD4L3	–	7.5	096° (089.4°)	–	–7000	–	–	RNAV1
TF	AD4L4	–	5.8	128° (121.2°)	–	–	–	–	RNAV1
TF	AD4L5	–	8.2	182° (174.6°)	–	–	–	–	RNAV1
TF	SAMMY	–	18.9	219° (212.1°)	–	+11000	–	–	RNAV1
TF	KZE	–	24.4	249° (242.5°)	–	+FL200	–	–	RNAV1

RWY34R

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	BOXER	Y	–	–	–	–	–	–	RNAV1
TF	AD4R1	–	3.8	336° (329.6°)	–	–	–	–	RNAV1
TF	AD4R2	–	4.1	066° (059.3°)	–	–	–	–	RNAV1
TF	AD4R3	–	3.7	112° (104.6°)	–	–7000	–	–	RNAV1
TF	AD4R4	–	4.4	182° (174.6°)	–	–	–	–	RNAV1
TF	SAMMY	–	17.5	203° (196.3°)	–	+11000	–	–	RNAV1
TF	KZE	–	24.4	249° (242.5°)	–	+FL200	–	–	RNAV1

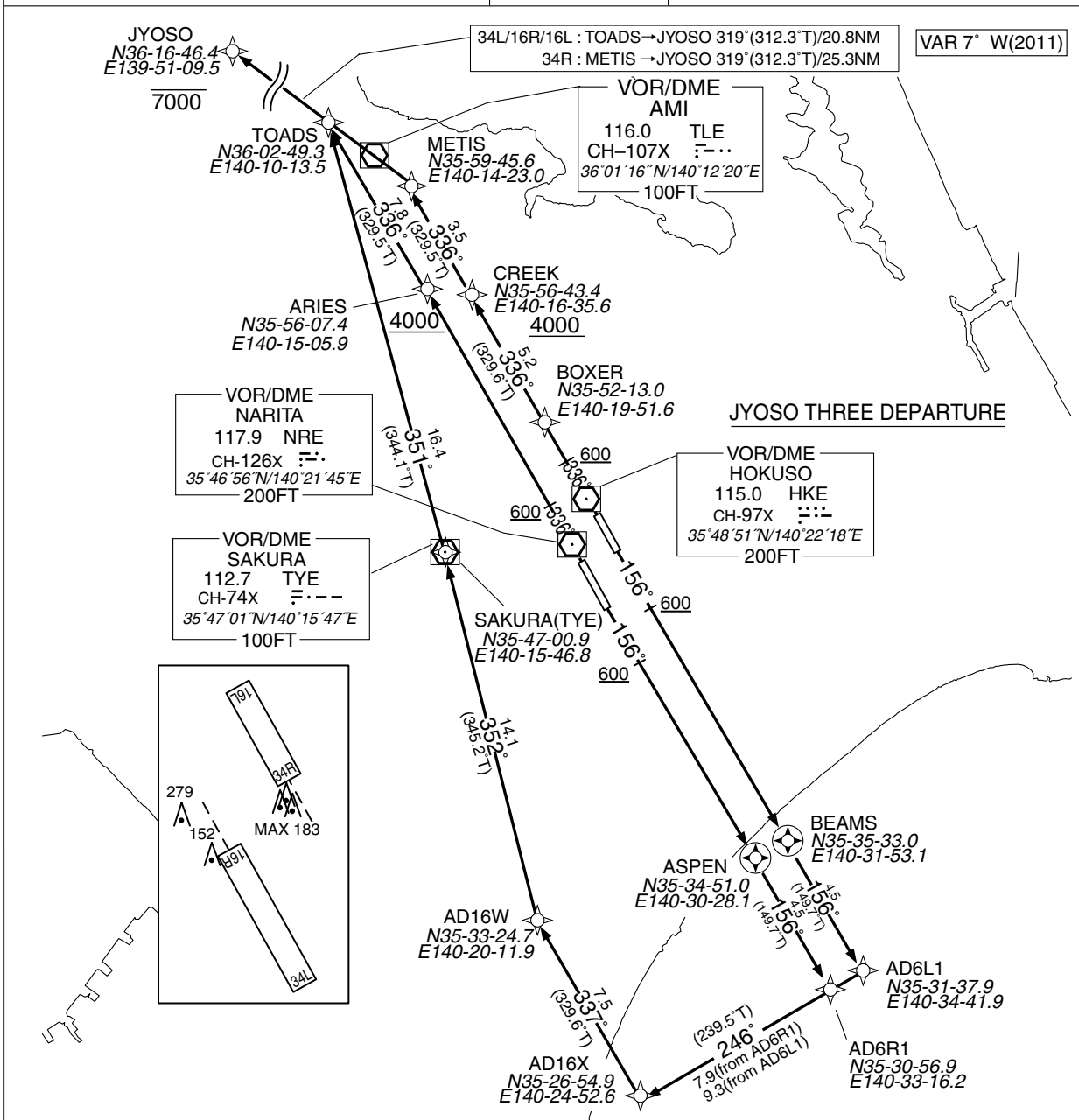
STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL — RNAV SID

JYOSO THREE DEPARTURE — RNAV1

Note 1) DME/DME/IRU or GNSS required.
※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off rolling.
2) RADAR service required.

Critical DME	RWY16R TLE "from RWY16R DER to 1.3nm" RWY16L TLE "from RWY16L DER to 3.4nm" RWY34L TLE "from RWY34L DER to 1.3nm"
DME GAP	–
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



JYOSO THREE DEPARTURE

RWY16R : Climb on HDG156° at or above 600FT, direct to ASPEN, to AD6R1, to AD16X, to AD16W, to TYE , to TOADS, to JYOSO at or below 7000FT.

RWY16L : Climb on HDG156° at or above 600FT, direct to BEAMS, to AD6L1, to AD16X, to AD16W, to TYE , to TOADS, to JYOSO at or below 7000FT.

RWY34L : Climb on HDG336° at or above 600FT, direct to ARIES at or above 4000FT, to TOADS, to JYOSO at or below 7000FT.

RWY34R : Climb on HDG336° at or above 600FT, direct to BOXER, to CREEK at or above 4000FT, to METIS, to JYOSO at or below 7000FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL

RNAV SID

JYOSO THREE DEPARTURE

RWY16R

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	ASPEN	Y	–	–	–	–	–	–	RNAV1
TF	AD6R1	–	4.5	156° (149.7°)	–	–	–	–	RNAV1
TF	AD16X	–	7.9	246° (239.5°)	–	–	–	–	RNAV1
TF	AD16W	–	7.5	337° (329.6°)	–	–	–	–	RNAV1
TF	TYE	–	14.1	352° (345.2°)	–	–	–	–	RNAV1
TF	TOADS	–	16.4	351° (344.1°)	–	–	–	–	RNAV1
TF	JYOSO	–	20.8	319° (312.3°)	–	–7000	–	–	RNAV1

RWY16L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	BEAMS	Y	–	–	–	–	–	–	RNAV1
TF	AD6L1	–	4.5	156° (149.7°)	–	–	–	–	RNAV1
TF	AD16X	–	9.3	246° (239.5°)	–	–	–	–	RNAV1
TF	AD16W	–	7.5	337° (329.6°)	–	–	–	–	RNAV1
TF	TYE	–	14.1	352° (345.2°)	–	–	–	–	RNAV1
TF	TOADS	–	16.4	351° (344.1°)	–	–	–	–	RNAV1
TF	JYOSO	–	20.8	319° (312.3°)	–	–7000	–	–	RNAV1

RWY34L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	ARIES	–	–	–	–	+4000	–	–	RNAV1
TF	TOADS	–	7.8	336° (329.5°)	–	–	–	–	RNAV1
TF	JYOSO	–	20.8	319° (312.3°)	–	–7000	–	–	RNAV1

–

RWY34R

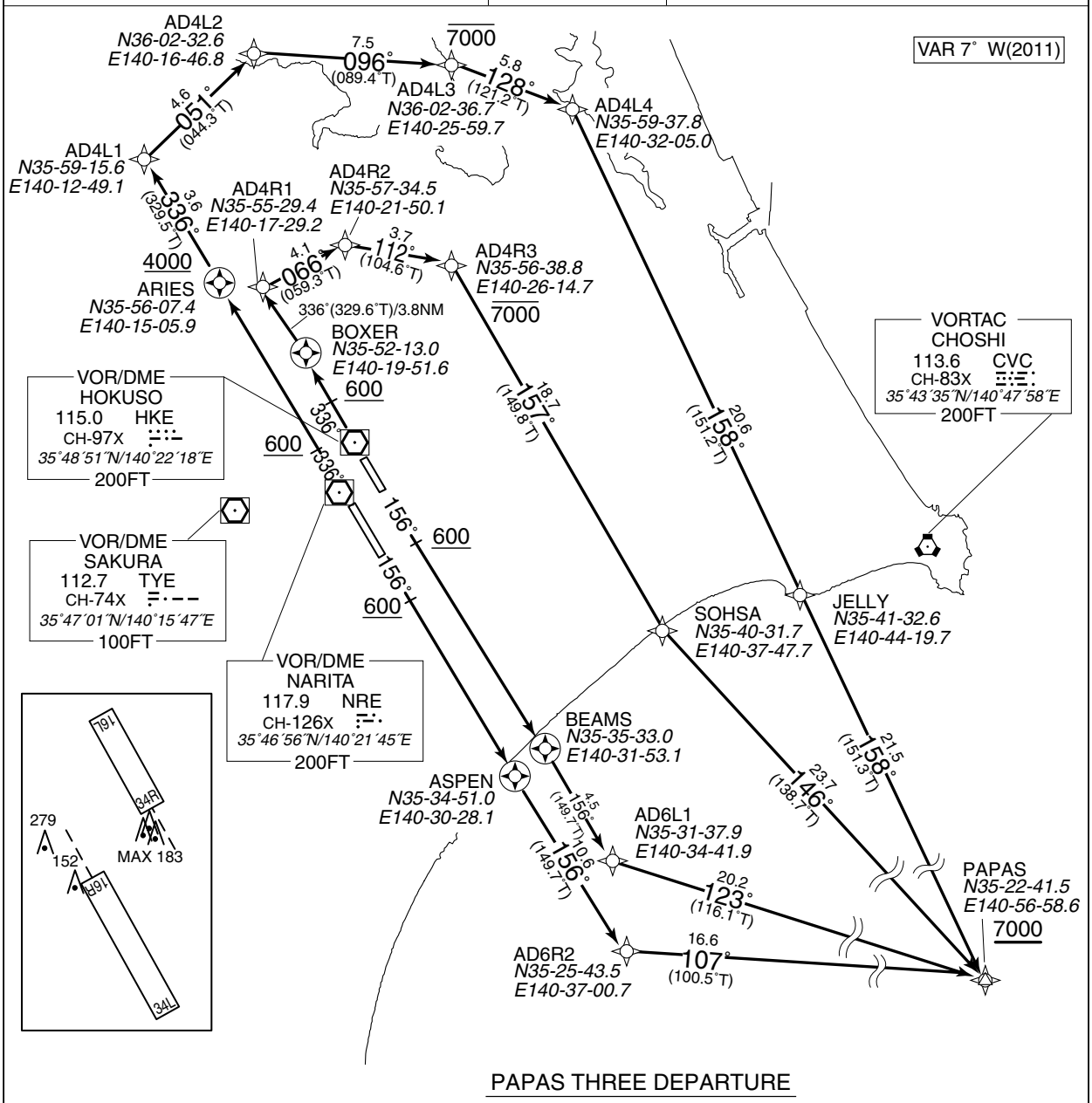
Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	BOXER	–	–	–	–	–	–	–	RNAV1
TF	CREEK	–	5.2	336° (329.6°)	–	+4000	–	–	RNAV1
TF	METIS	–	3.5	336° (329.5°)	–	–	–	–	RNAV1
TF	JYOSO	–	25.3	319° (312.3°)	–	–7000	–	–	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL — RNAV SID

PAPAS THREE DEPARTURE — RNAV1

Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off rolling. 2) RADAR service required.	Critical DME	RWY16R TLE "from RWY16R DER to 1.3nm" RWY16L TLE "from RWY16L DER to 3.4nm" RWY34L TLE "from RWY34L DER to 1.3nm"
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



PAPAS THREE DEPARTURE

PAPAS THREE DEPARTURE

RWY16R : Climb on HDG156° at or above 600FT, direct to ASPEN, to AD6R2, to PAPAS at or above 7000FT.

RWY16L : Climb on HDG156° at or above 600FT, direct to BEAMS, to AD6L1, to PAPAS at or above 7000FT.

RWY34L : Climb on HDG336° at or above 600FT, direct to ARIES at or above 4000FT, to AD4L1, to AD4L2, to AD4L3 at or below 7000FT, to AD4L4, to JELLY, to PAPAS at or above 7000FT.

RWY34R : Climb on HDG336° at or above 600FT, direct to BOXER, to AD4R1, to AD4R2, to AD4R3 at or below 7000FT, to SOHSA, to PAPAS at or above 7000FT.

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL — RNAV SID

PAPAS THREE DEPARTURE

RWY16R

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	ASPEN	Y	–	–	–	–	–	–	RNAV1
TF	AD6R2	–	10.6	156° (149.7°)	–	–	–	–	RNAV1
TF	PAPAS	–	16.6	107° (100.5°)	–	+7000	–	–	RNAV1

RWY16L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	BEAMS	Y	–	–	–	–	–	–	RNAV1
TF	AD6L1	–	4.5	156° (149.7°)	–	–	–	–	RNAV1
TF	PAPAS	–	20.2	123° (116.1°)	–	+7000	–	–	RNAV1

RWY34L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	ARIES	Y	–	–	–	+4000	–	–	RNAV1
TF	AD4L1	–	3.6	336° (329.5°)	–	–	–	–	RNAV1
TF	AD4L2	–	4.6	051° (044.3°)	–	–	–	–	RNAV1
TF	AD4L3	–	7.5	096° (089.4°)	–	–7000	–	–	RNAV1
TF	AD4L4	–	5.8	128° (121.2°)	–	–	–	–	RNAV1
TF	JELLY	–	20.6	158° (151.2°)	–	–	–	–	RNAV1
TF	PAPAS	–	21.5	158° (151.3°)	–	+7000	–	–	RNAV1

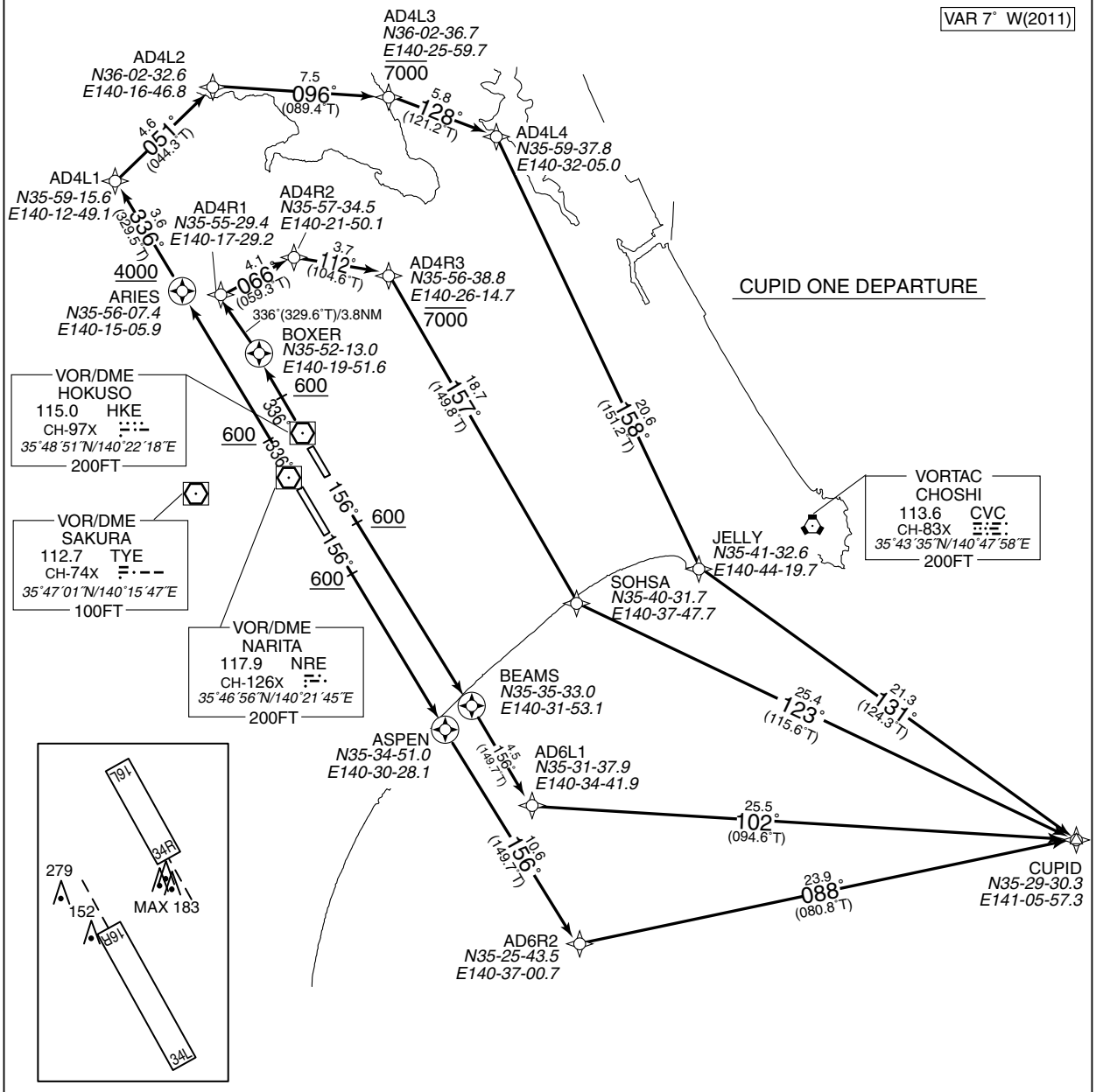
RWY34R

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	BOXER	Y	–	–	–	–	–	–	RNAV1
TF	AD4R1	–	3.8	336° (329.6°)	–	–	–	–	RNAV1
TF	AD4R2	–	4.1	066° (059.3°)	–	–	–	–	RNAV1
TF	AD4R3	–	3.7	112° (104.6°)	–	–7000	–	–	RNAV1
TF	SOHSA	–	18.7	157° (149.8°)	–	–	–	–	RNAV1
TF	PAPAS	–	23.7	146° (138.7°)	–	+7000	–	–	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL ➡ RNAV SID

CUPID ONE DEPARTURE		RNAV1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off rolling. 2) RADAR service required.	Critical DME	RWY16R TLE "from RWY16R DER to 1.3nm" RWY16L TLE "from RWY16L DER to 3.4nm" RWY34L TLE "from RWY34L DER to 1.3nm"
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



CUPID ONE DEPARTURE

RWY16R : Climb on HDG156° at or above 600FT, direct to ASPEN, to AD6R2, to CUPID.

RWY16L : Climb on HDG156° at or above 600FT, direct to BEAMS, to AD6L1, to CUPID.

RWY34L : Climb on HDG336° at or above 600FT, direct to ARIES at or above 4000FT, to AD4L1, to AD4L2, to AD4L3 at or below 7000FT, to AD4L4, to JELLY, to CUPID.

RWY34R : Climb on HDG336° at or above 600FT, direct to BOXER, to AD4R1, to AD4R2, to AD4R3 at or below 7000FT, to SOHSA, to CUPID.

STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL ➡ RNAV SID

CUPID ONE DEPARTURE

RWY16R

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	ASPEN	Y	–	–	–	–	–	–	RNAV1
TF	AD6R2	–	10.6	156° (149.7°)	–	–	–	–	RNAV1
TF	CUPID	–	23.9	088° (080.8°)	–	–	–	–	RNAV1

RWY16L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	156° (149.6°)	–	+600	–	–	RNAV1
DF	BEAMS	Y	–	–	–	–	–	–	RNAV1
TF	AD6L1	–	4.5	156° (149.7°)	–	–	–	–	RNAV1
TF	CUPID	–	25.5	102° (094.6°)	–	–	–	–	RNAV1

RWY34L

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	ARIES	Y	–	–	–	+4000	–	–	RNAV1
TF	AD4L1	–	3.6	336° (329.5°)	–	–	–	–	RNAV1
TF	AD4L2	–	4.6	051° (044.3°)	–	–	–	–	RNAV1
TF	AD4L3	–	7.5	096° (089.4°)	–	–7000	–	–	RNAV1
TF	AD4L4	–	5.8	128° (121.2°)	–	–	–	–	RNAV1
TF	JELLY	–	20.6	158° (151.2°)	–	–	–	–	RNAV1
TF	CUPID	–	21.3	131° (124.3°)	–	–	–	–	RNAV1

RWY34R

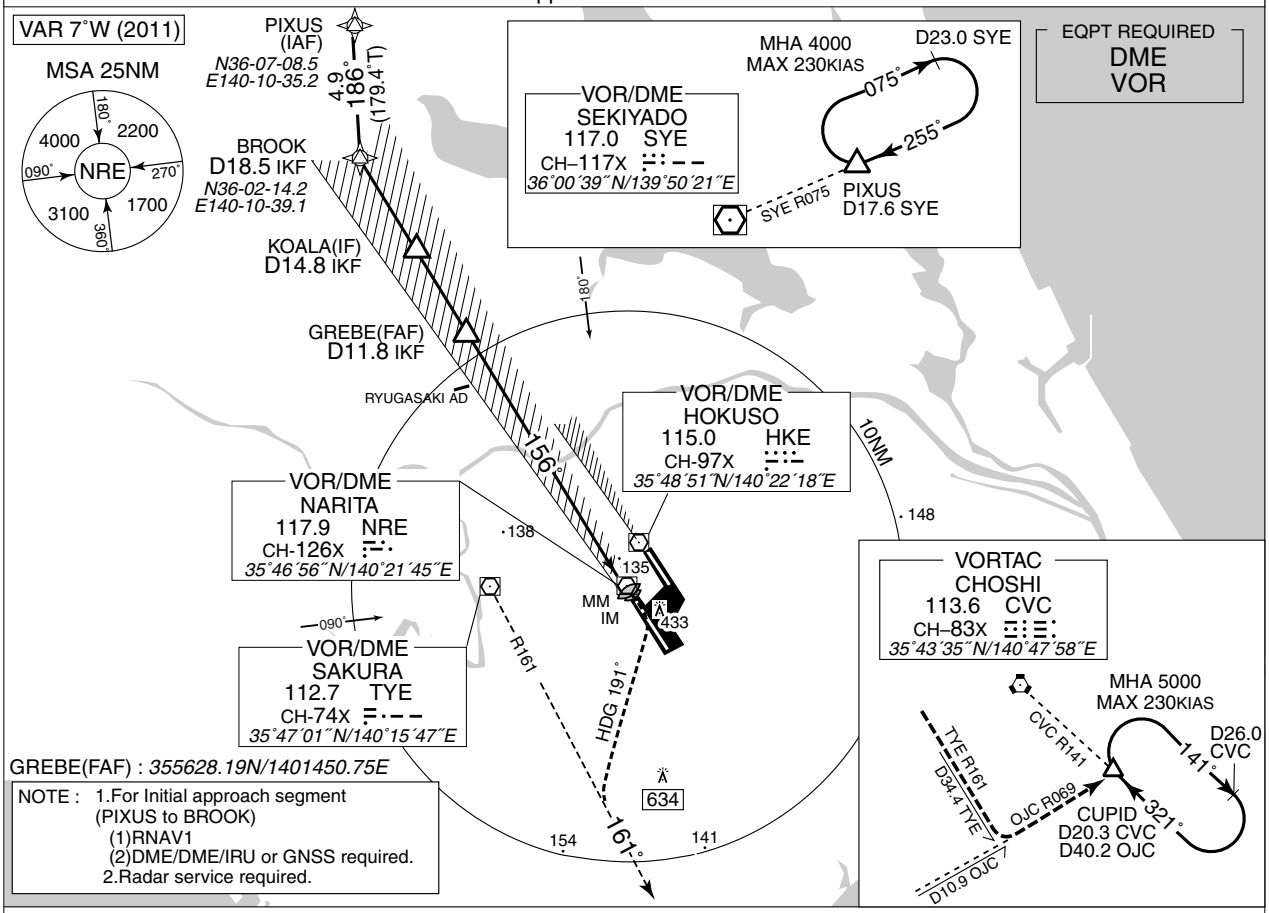
Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	–	–	–	336° (329.6°)	–	+600	–	–	RNAV1
DF	BOXER	Y	–	–	–	–	–	–	RNAV1
TF	AD4R1	–	3.8	336° (329.6°)	–	–	–	–	RNAV1
TF	AD4R2	–	4.1	066° (059.3°)	–	–	–	–	RNAV1
TF	AD4R3	–	3.7	112° (104.6°)	–	–7000	–	–	RNAV1
TF	SOHSA	–	18.7	157° (149.8°)	–	–	–	–	RNAV1
TF	CUPID	–	25.4	123° (115.6°)	–	–	–	–	RNAV1

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — ILS Z RWY16R (CAT Ⅱ & Ⅲ)

TOKYO APP	ILS-LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	111.5 IKF ILS–GP 332.9 ILS–DME CH–52X	118.2–122.7–126.2 236.8–121.95G	ATIS 128.25

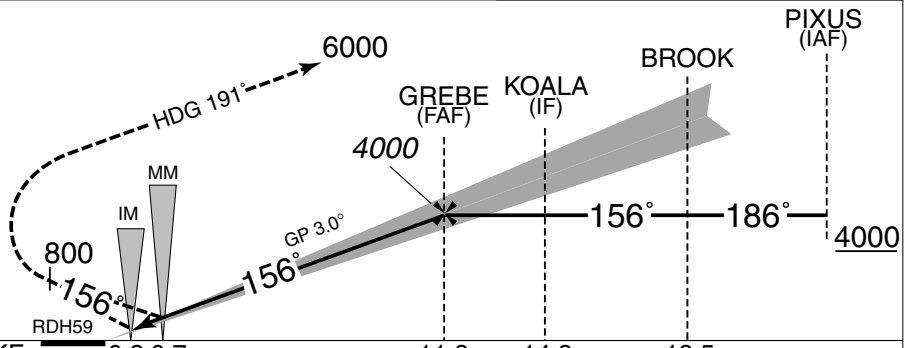
Simultaneous approach authorized with RWY16L



MISSED APPROACH

Climb on HDG156° to 800FT, turn right, climb to 6000FT via HDG 191° to intercept and proceed via TYE R161, via OJC R069 to CUPID and hold.
Contact TOKYO APP.

*No turn before MM/IKF 0.7DME.



MINIMA THR elev. 130 AD elev. 135

CAT	CAT ⅢB	CAT ⅢA	CAT Ⅱ			CAT Ⅰ		CIRCLING	
	RVR	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	VIS
A	100	200	230 (100)	101	350	330 (200)	550	730 (595)	1600
B									
C									2400
D									3200

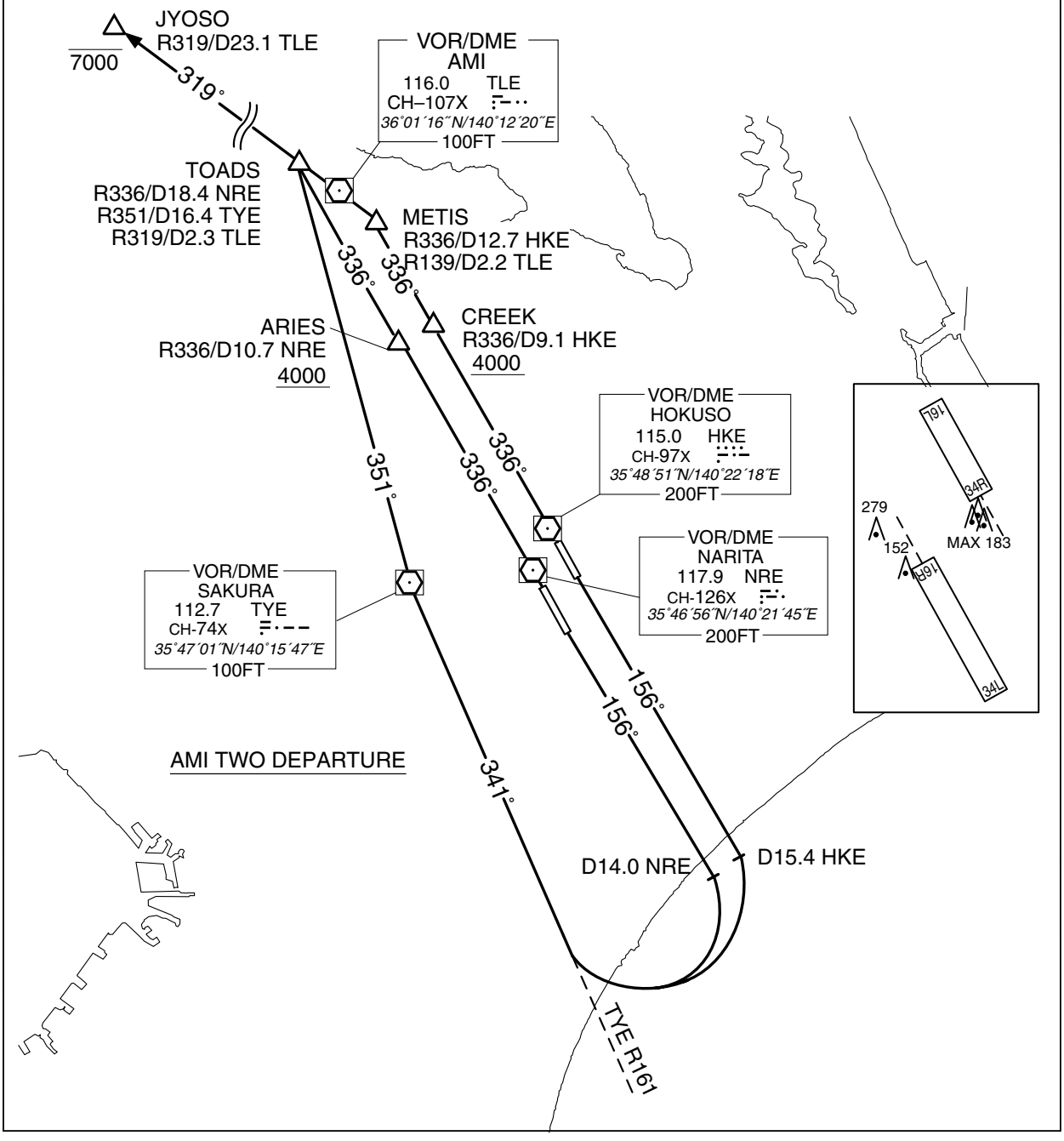
STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL SID

AMI TWO DEPARTURE

RWY16R : Climb via NRE R156 to 14.0DME,....
RWY16L : Climb via HKE R156 to 15.4DME,....
.... turn right to intercept and proceed via TYE R161 to TYE VOR/DME, via TYE R351 to TOADS, via TLE R319 to JYOSO.
Cross JYOSO at or below 7000FT.

RWY34L : Climb via NRE R336 to TOADS via ARIES, cross ARIES at or above 4000FT,....
RWY34R : Climb via HKE R336 to METIS via CREEK, cross CREEK at or above 4000FT, via TLE R139 to TLE VOR/DME,....
....via TLE R319 to JYOSO.
Cross JYOSO at or below 7000FT.



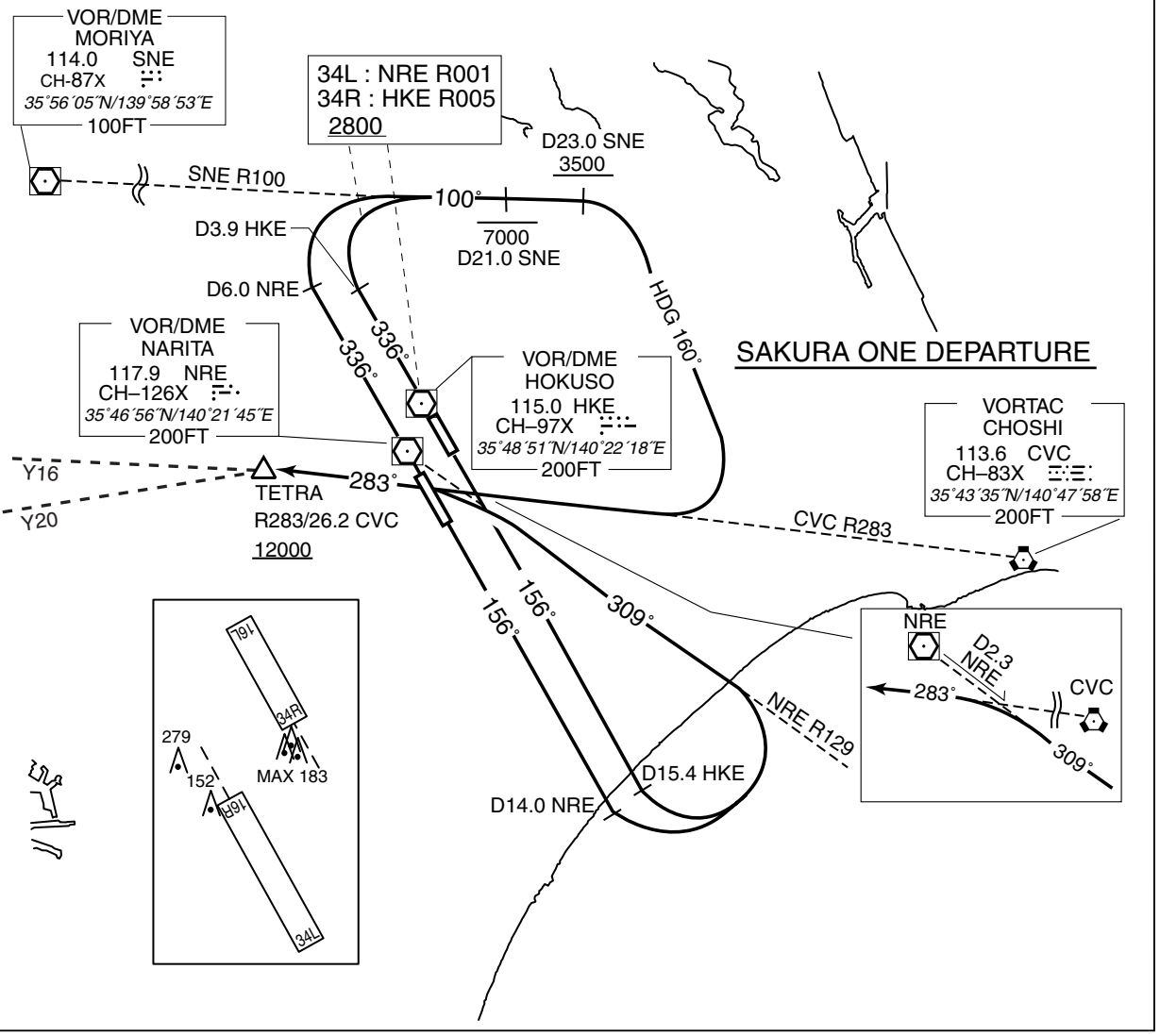
STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL SID

SAKURA ONE DEPARTURE

RWY 16R : Climb via NRE R156 to 14.0DME,...
RWY 16L : Climb via HKE R156 to 15.4DME,...
....turn left to intercept and proceed via NRE R129, via CVC R283 to TETRA.
Cross TETRA at or above 12000FT.

RWY 34L : Climb via NRE R336 to 6.0DME,....
RWY 34R : Climb via HKE R336 to 3.9DME,....
....turn right to intercept and proceed via SNE R100 to 23.0DME, turn right HDG 160˚ to intercept and proceed via CVC R283 to TETRA.
Cross NRE R001(RWY34L)/HKE R005(RWY34R) at or above 2800FT, cross SNE R100/21.0DME at or below 7000FT, cross SNE R100/23.0DME at or above 3500FT, cross TETRA at or above 12000FT.



STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL SID

MAMAS ONE DEPARTURE

RWY16R : Climb via NRE R156 to 14.0DME,...

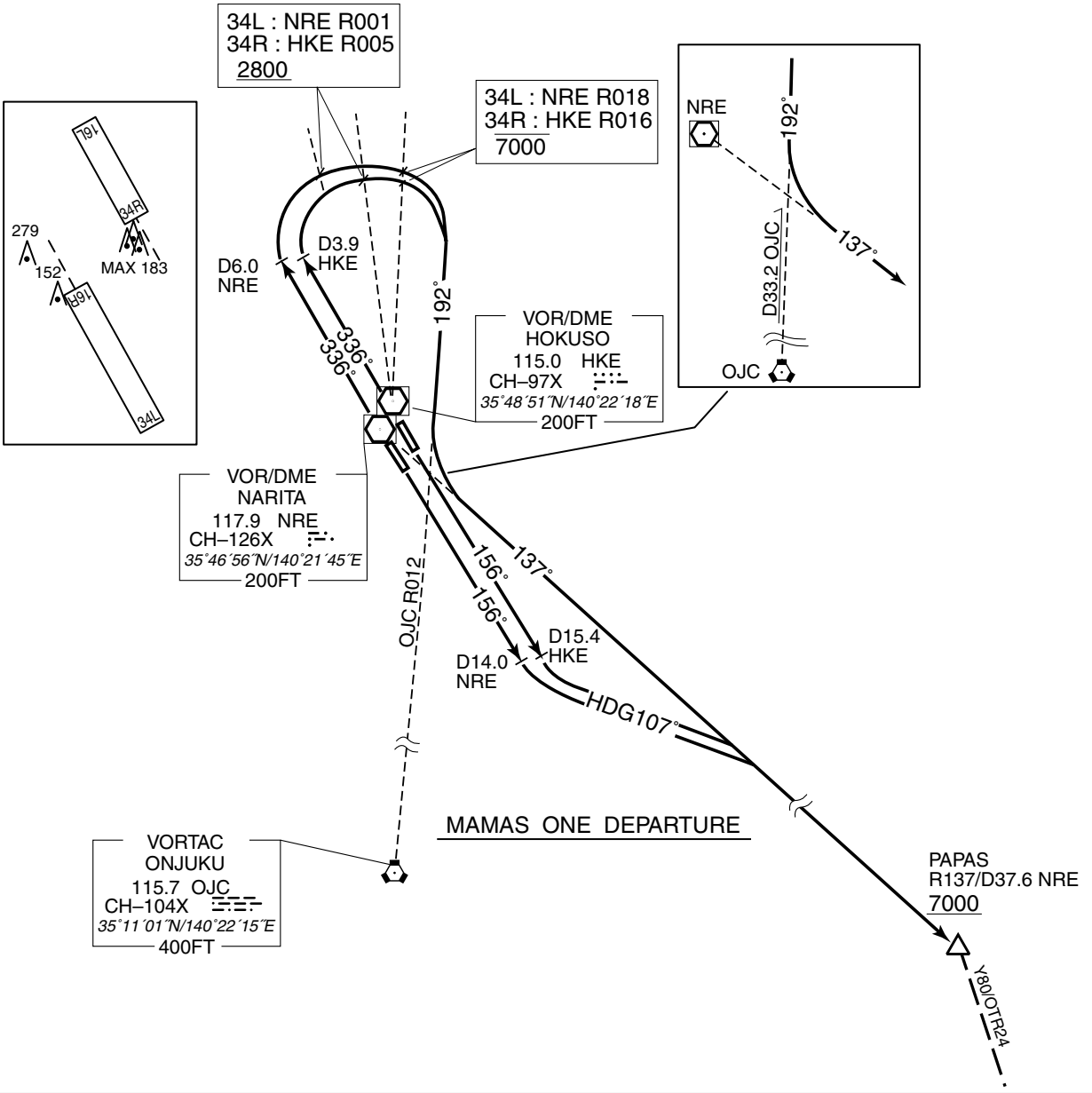
RWY16L : Climb via HKE R156 to 15.4DME,...

....turn left HDG 107˚ to intercept and proceed via NRE R137 to PAPAS.
Cross PAPAS at or above 7000FT.

RWY34L : Climb via NRE R336 to 6.0DME,...

RWY34R : Climb via HKE R336 to 3.9DME,...

....turn right, via OJC R012 to intercept and proceed via NRE R137 to PAPAS.
Cross NRE R001(RWY34L)/HKE R005(RWY34R) at or above 2800FT, cross NRE R018(RWY34L)/HKE R016(RWY34R) at or below 7000FT, cross PAPAS at or above 7000FT.



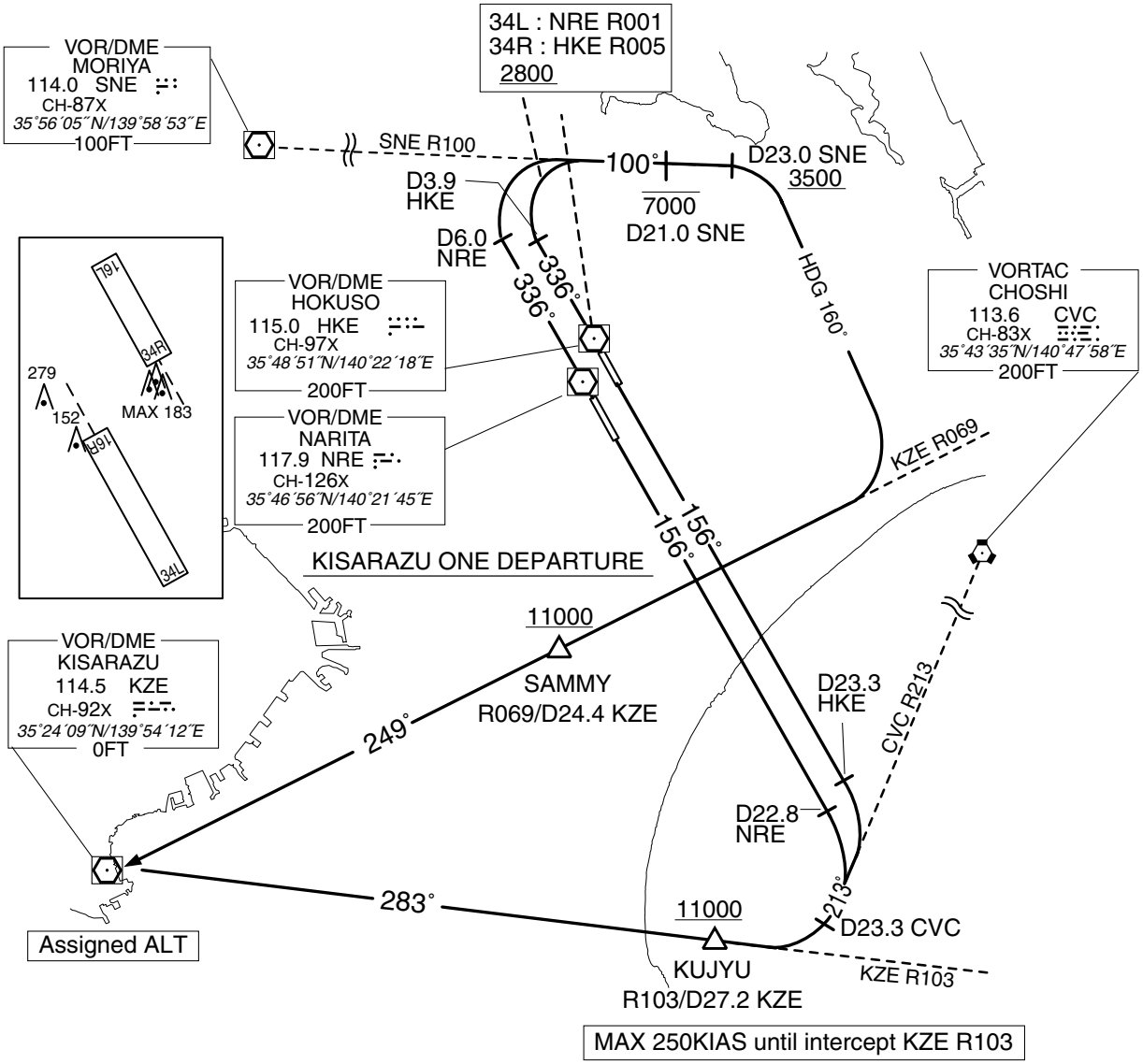
STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL SID

KISARAZU ONE DEPARTURE

RWY16R : Climb via NRE R156 to 22.8DME,....
RWY16L : Climb via HKE R156 to 23.3DME,....
.... turn right to intercept and proceed via CVC R213 to 23.3DME, turn right to intercept and proceed via KZE R103 to KZE VOR/DME via KUJYU.
Cross KUJYU at or above 11000FT, cross KZE VOR/DME at assigned altitude.
Maintain IAS 250KT or less until intercept KZE R103.

RWY34L : Climb via NRE R336 to 6.0DME,....
RWY34R : Climb via HKE R336 to 3.9DME,....
.... turn right to intercept and proceed via SNE R100 to 23.0DME, turn right HDG 160˚ to intercept and proceed via KZE R069 to KZE VOR/DME via SAMMY.
Cross NRE R001(RWY34L) / HKE R005(RWY34R) at or above 2800FT, cross SNE R100/21.0DME at or below 7000FT, cross SNE R100/23.0DME at or above 3500FT,cross SAMMY at or above 11000FT, cross KZE VOR/DME at assigned altitude.



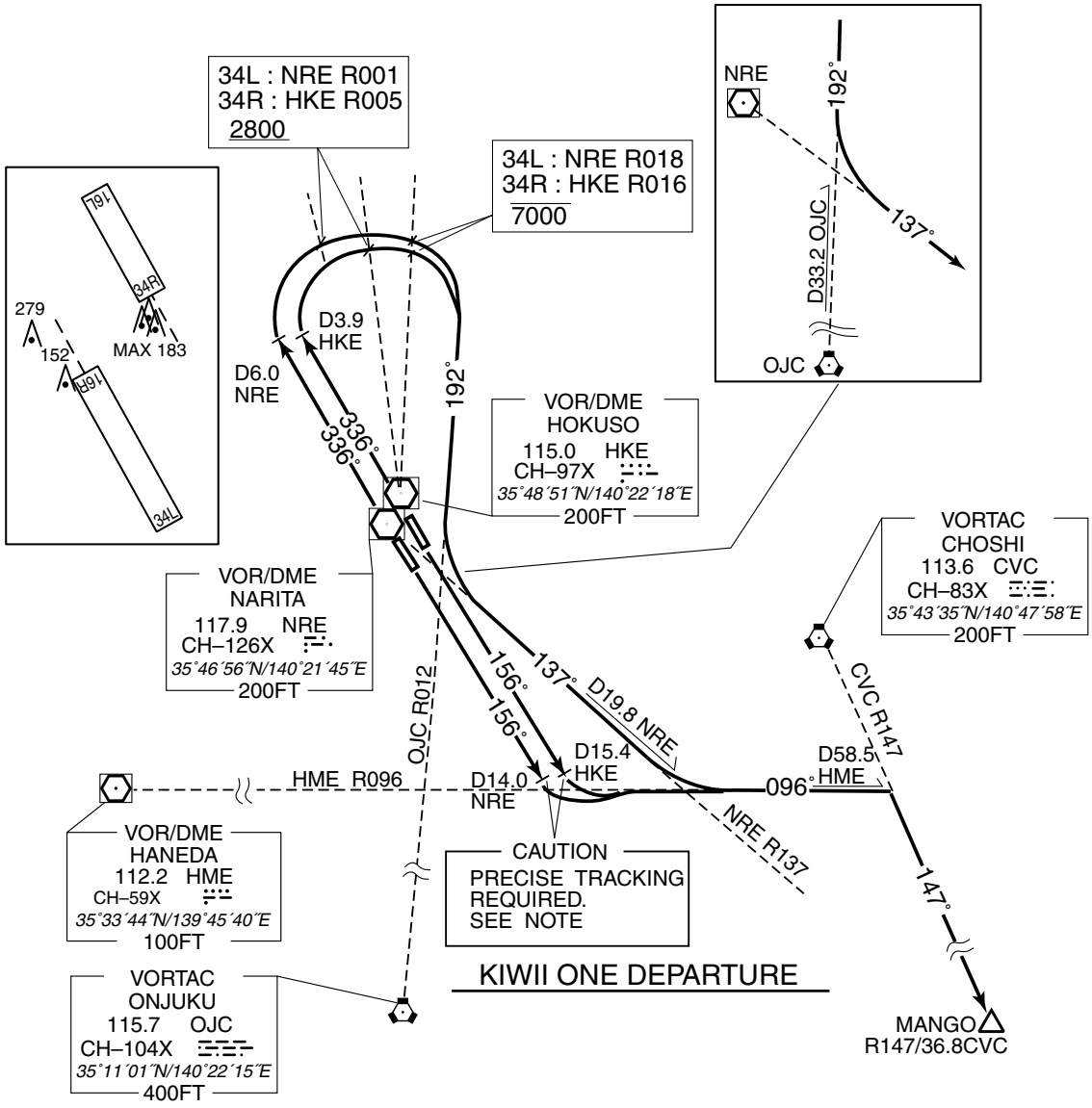
STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL SID

KIWII ONE DEPARTURE

RWY16R : Climb via NRE R156 to 14.0DME,...
RWY16L : Climb via HKE R156 to 15.4DME,...
....turn left to intercept and proceed via HME R096, via CVC R147 to MANGO.
Note : Aircraft should make left turn after passing NRE R156/14.0DME(RWY16R), HKE R156/15.4DME(RWY16L).

RWY34L : Climb via NRE R336 to 6.0DME,...
RWY34R : Climb via HKE R336 to 3.9DME,...
....turn right, via OJC R012 to intercept and proceed via NRE R137, via HME R096, via CVC R147 to MANGO.
Cross NRE R001 (RWY34L) / HKE R005 (RWY34R) at or above 2800FT, cross NRE R018 (RWY34L) / HKE R016 (RWY34R) at or below 7000FT.

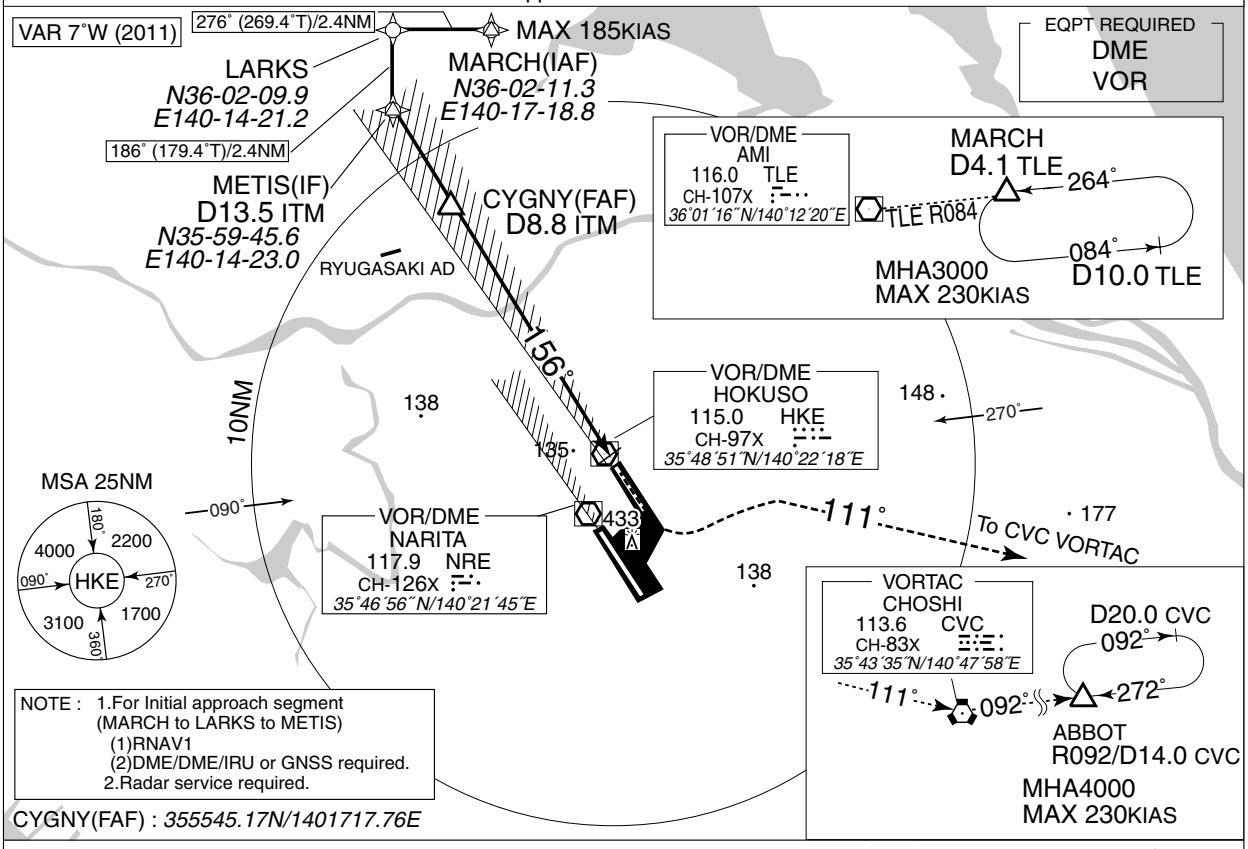


INSTRUMENT APPROACH CHART

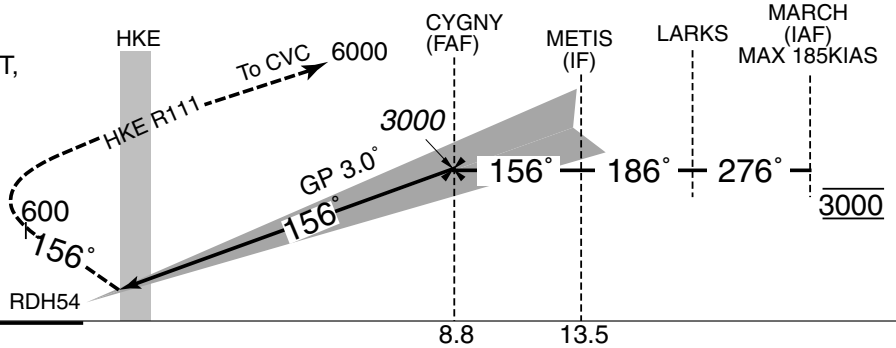
RJAA / NARITA INTL — ILS Z RWY16L

TOKYO APP	ILS – LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	110.7 ITM ILS – GP 330.2 ILS – DME CH–44X	118.35 –122.7–126.2 236.8–121.85G	ATIS 128.25

Simultaneous approach authorized with RWY16R



MISSED APPROACH
Climb on HDG156° to 600FT, turn left, climb to 6000FT via HKE R111 to CVC VORTAC, via CVC R092 to ABBOT and hold.
Contact TOKYO APP.



DME to ITM	8.8	13.5
NM to THR	8.6	13.3

MINIMA	THR elev. 135		AD elev. 135	
CAT	CAT I		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	VIS
A	335 (200)	550	730 (595)	1600
B				
C				2400
D				3200

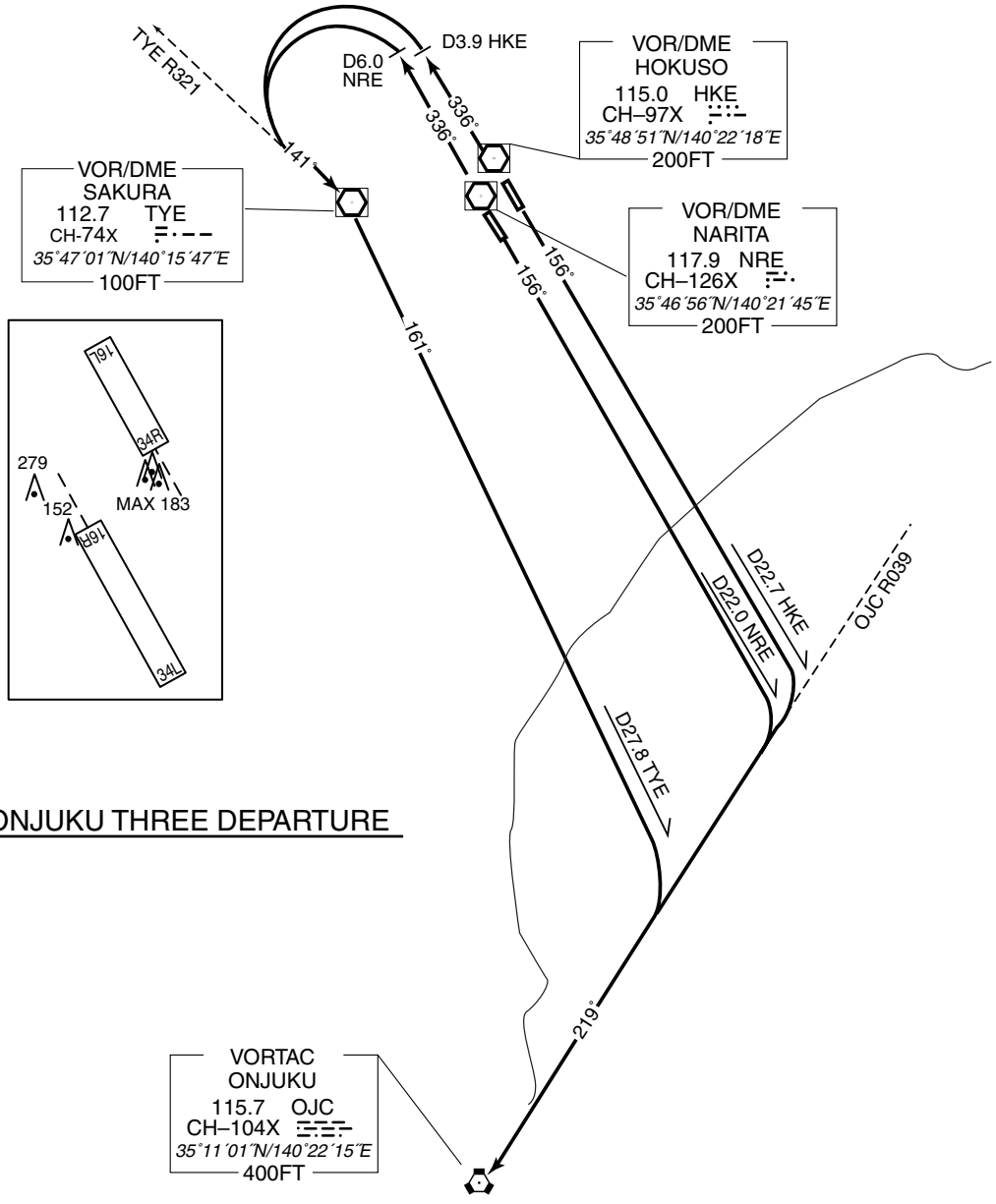
STANDARD DEPARTURE CHART -INSTRUMENT

RJAA / NARITA INTL SID

ONJUKU THREE DEPARTURE

RWY 16R : Climb via NRE R156 ,...
RWY 16L : Climb via HKE R156 ,...
.... to intercept and proceed via OJC R039 to OJC VORTAC.

RWY 34L : Climb via NRE R336 to 6.0DME,...
RWY 34R : Climb via HKE R336 to 3.9DME,...
....turn left to intercept and proceed via TYE R321 to TYE VOR/DME, via TYE R161 to intercept and proceed via OJC R039 to OJC VORTAC.



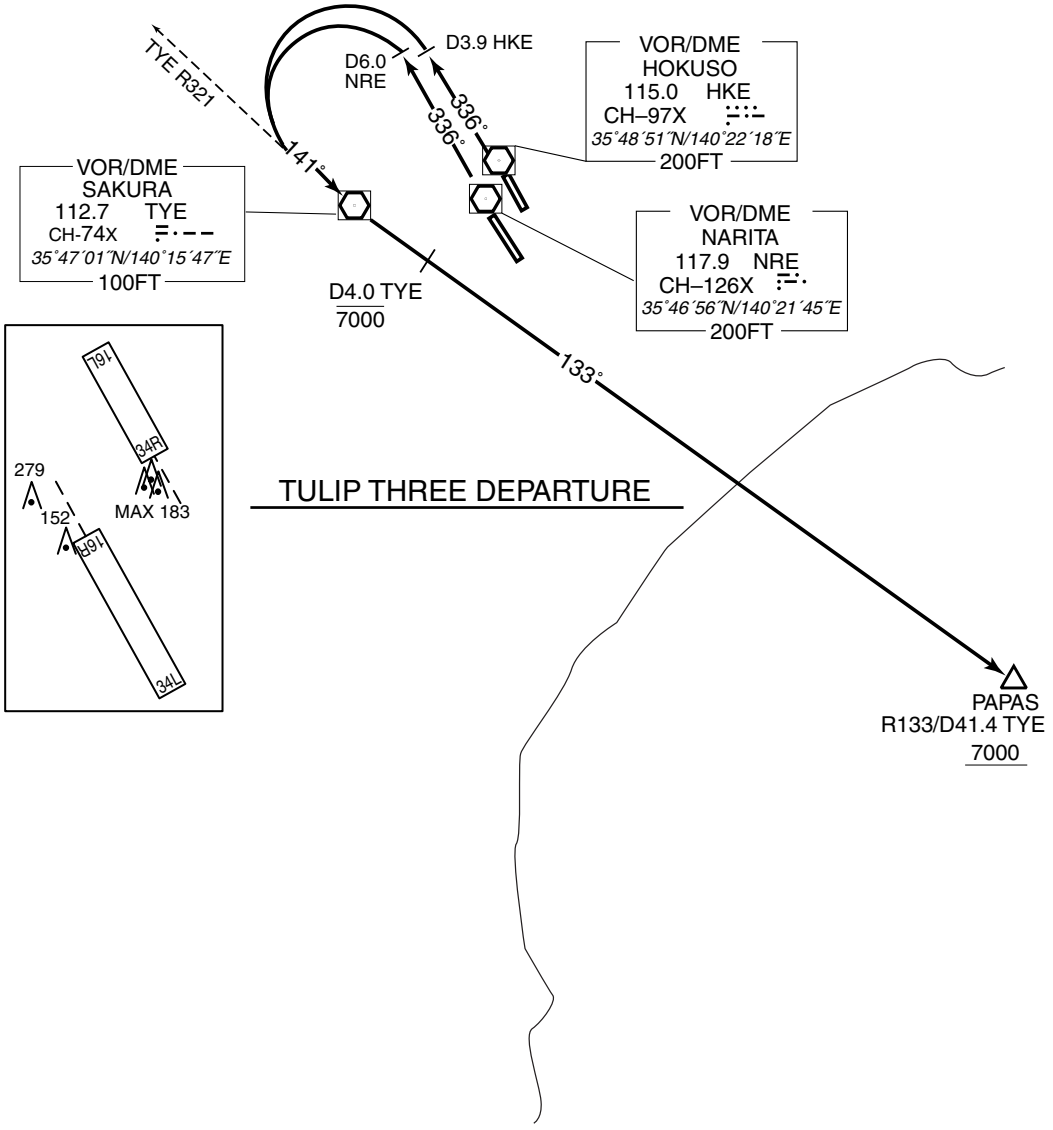
ONJUKU THREE DEPARTURE

STANDARD DEPARTURE CHART -INSTRUMENT

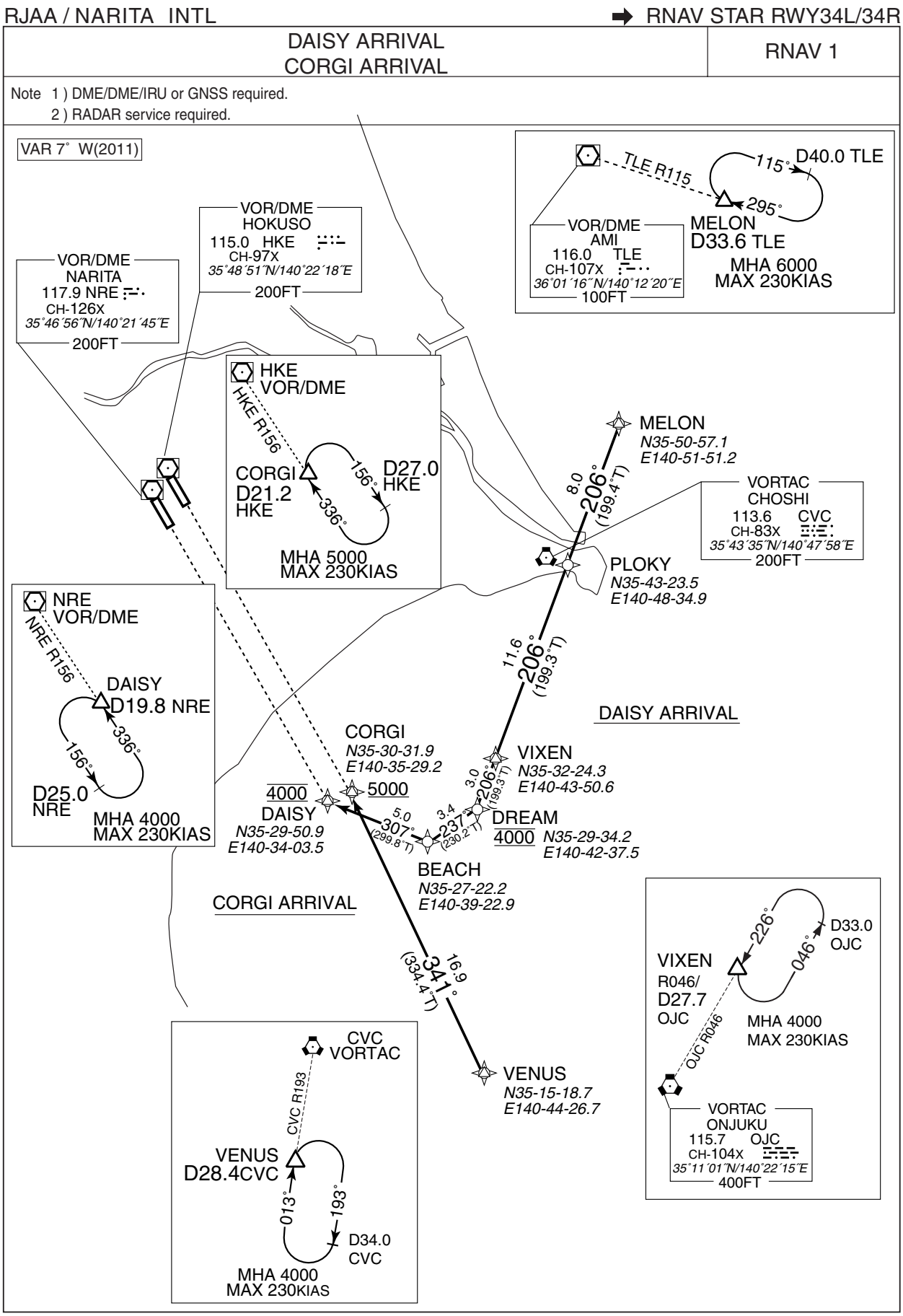
RJAA / NARITA INTL SID

TULIP THREE DEPARTURE

RWY 34L : Climb via NRE R336 to 6.0DME,...
RWY 34R : Climb via HKE R336 to 3.9DME,...
....turn left to intercept and proceed via TYE R321 to TYE VOR/DME, via TYE R133 to PAPAS.
Cross TYE R133/4.0DME at or below 7000FT, cross PAPAS at or above 7000FT.



STANDARD ARRIVAL CHART - INSTRUMENT



RJAA / NARITA INTL ➡ RNAV STAR RWY34L/34R

DAISY ARRIVAL

From MELON, to PLOKY, to VIXEN, to DREAM at 4000FT, to BEACH, to DAISY at 4000FT.

	DESIGNATION	COORDINATES
FIX	MELON	*355057.1N 1405151.2E*
	PLOKY	*354323.5N 1404834.9E*
	VIXEN	*353224.3N 1404350.6E*
	DREAM	*352934.2N 1404237.5E*
	BEACH	*352722.2N 1403922.9E*
	DAISY	*352950.9N 1403403.5E*
Critical DME	–	–
DME GAP	–	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
IF	MELON	–	–	–	–	–	–	–	RNAV1
TF	PLOKY	–	8.0	206° (199.4°)	–	–	–	–	RNAV1
TF	VIXEN	–	11.6	206° (199.3°)	–	–	–	–	RNAV1
TF	DREAM	–	3.0	206° (199.3°)	–	4000	–	–	RNAV1
TF	BEACH	–	3.4	237° (230.2°)	–	–	–	–	RNAV1
TF	DAISY	–	5.0	307° (299.8°)	–	4000	–	–	RNAV1

CORGI ARRIVAL

From VENUS, to CORGI at or above 5000FT.

	DESIGNATION	COORDINATES
FIX	VENUS	*351518.7N 1404426.7E*
	CORGI	*353031.9N 1403529.2E*
Critical DME	–	–
DME GAP	–	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
IF	VENUS	–	–	–	–	–	–	–	RNAV1
TF	CORGI	–	16.9	341° (334.4°)	–	+5000	–	–	RNAV1

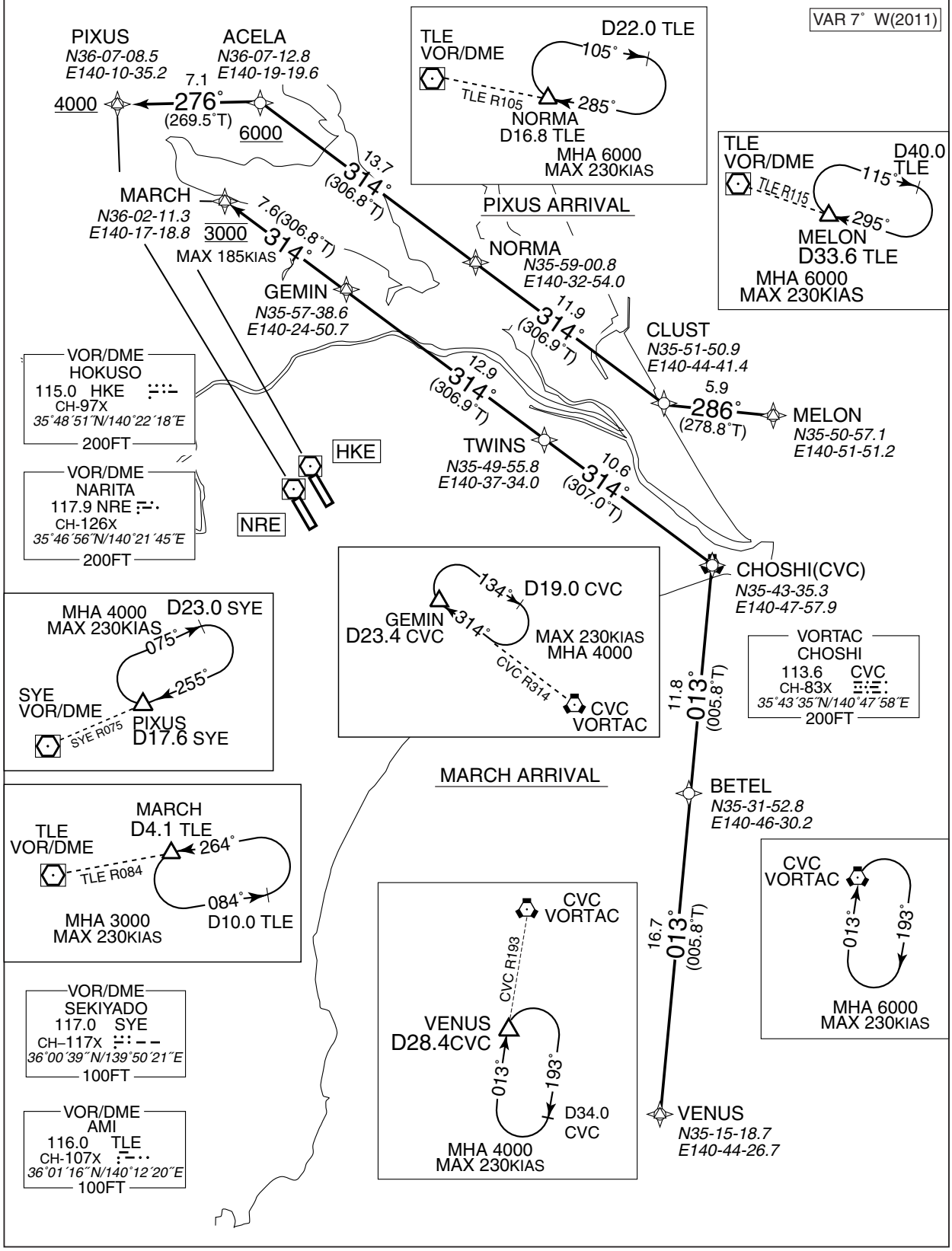
STANDARD ARRIVAL CHART - INSTRUMENT

RJAA / NARITA INTL — RNAV STAR RWY16R/16L

PIXUS ARRIVAL
MARCH ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.



RJAA / NARITA INTL RNAV STAR RWY16R/16L

PIXUS ARRIVAL

From MELON, to CLUST, to NORMA, to ACELA at or above 6000FT, to PIXUS at or above 4000FT.

	DESIGNATION	COORDINATES
FIX	MELON	*355057.1N 1405151.2E*
	CLUST	*355150.9N 1404441.4E*
	NORMA	*355900.8N 1403254.0E*
	ACELA	*360712.8N 1401919.6E*
	PIXUS	*360708.5N 1401035.2E*
Critical DME	–	–
DME GAP	–	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
IF	MELON	–	–	–	–	–	–	–	RNAV1
TF	CLUST	–	5.9	286° (278.8°)	–	–	–	–	RNAV1
TF	NORMA	–	11.9	314° (306.9°)	–	–	–	–	RNAV1
TF	ACELA	–	13.7	314° (306.8°)	–	+6000	–	–	RNAV1
TF	PIXUS	–	7.1	276° (269.5°)	–	+4000	–	–	RNAV1

MARCH ARRIVAL

From VENUS, to BETEL, to CHOSHI(CVC), to TWINS, to GEMIN, to MARCH at 3000FT.

※Max speed 185KIAS at MARCH.

	DESIGNATION	COORDINATES
FIX	VENUS	*351518.7N 1404426.7E*
	BETEL	*353152.8N 1404630.2E*
	CHOSHI(CVC)	*354335.3N 1404757.9E*
	TWINS	*354955.8N 1403734.0E*
	GEMIN	*355738.6N 1402450.7E*
	MARCH	*360211.3N 1401718.8E*
Critical DME	–	–
DME GAP	–	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
IF	VENUS	–	–	–	–	–	–	–	RNAV1
TF	BETEL	–	16.7	013° (005.8°)	–	–	–	–	RNAV1
TF	CHOSHI (CVC)	–	11.8	013° (005.8°)	–	–	–	–	RNAV1
TF	TWINS	–	10.6	314° (307.0°)	–	–	–	–	RNAV1
TF	GEMIN	–	12.9	314° (306.9°)	–	–	–	–	RNAV1
TF	MARCH	–	7.6	314° (306.8°)	–	3000	-185	–	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJAA / NARITA INTL STAR

CHOSHI SOUTH ALFA ARRIVAL

From over CVC VORTAC, via CVC R167 to intercept and proceed via NRE 24.0DME clockwise ARC to TUKMO, via NRE R156 to DAISY.
Cross DAISY at 4000FT.

CHOSHI SOUTH BRAVO ARRIVAL

From over CVC VORTAC, via CVC R167 to intercept and proceed via HKE 25.0DME clockwise ARC to LIBRA, via HKE R156 to CORGI.
Cross CORGI at or above 5000FT.

ABBOT SOUTH ALFA ARRIVAL

From over ABBOT, via CVC R092 to intercept and proceed via NRE 24.0DME clockwise ARC to TUKMO, via NRE R156 to DAISY.
Cross DAISY at 4000FT.

ABBOT SOUTH BRAVO ARRIVAL

From over ABBOT, via CVC R092 to intercept and proceed via HKE 25.0DME clockwise ARC to LIBRA, via HKE R156 to CORGI.
Cross CORGI at or above 5000FT.

VENUS SOUTH ALFA ARRIVAL

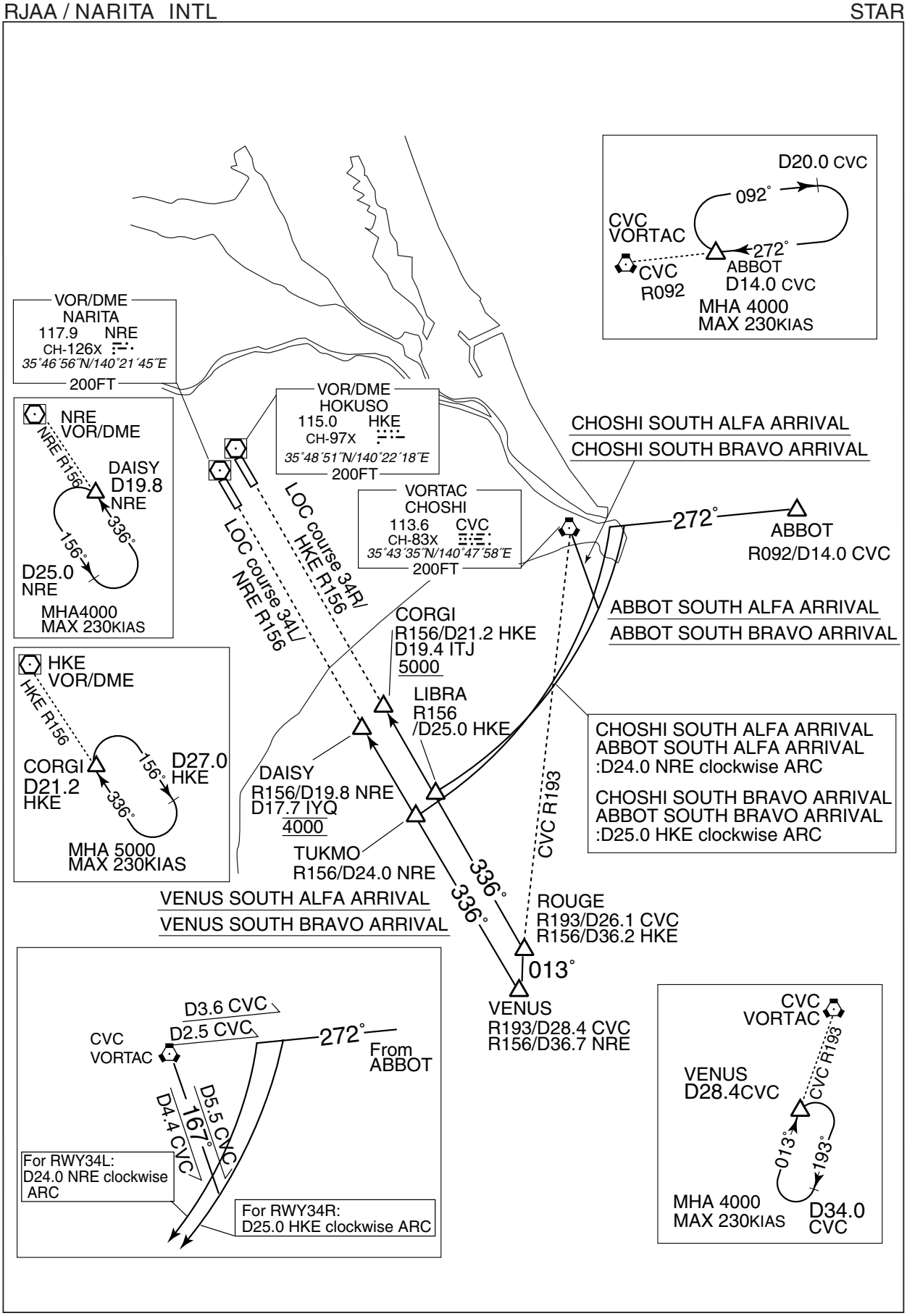
From over VENUS, via NRE R156 to DAISY via TUKMO.
Cross DAISY at 4000FT.

VENUS SOUTH BRAVO ARRIVAL

From over VENUS, via CVC R193 to ROUGE, via HKE R156 to CORGI via LIBRA.
Cross CORGI at or above 5000FT.

STANDARD ARRIVAL CHART -INSTRUMENT

RJAA / NARITA INTL STAR



STANDARD ARRIVAL CHART -INSTRUMENT

RJAA / NARITA INTL STAR

CHOSHI NORTH ARRIVAL

From over CVC VORTAC, via CVC R321 to LAKES.
Cross LAKES at or above 6000FT.

ABBOT NORTH ARRIVAL

From over ABBOT, via CVC R092 to CVC VORTAC, via CVC R321 to LAKES.
Cross LAKES at or above 6000FT.

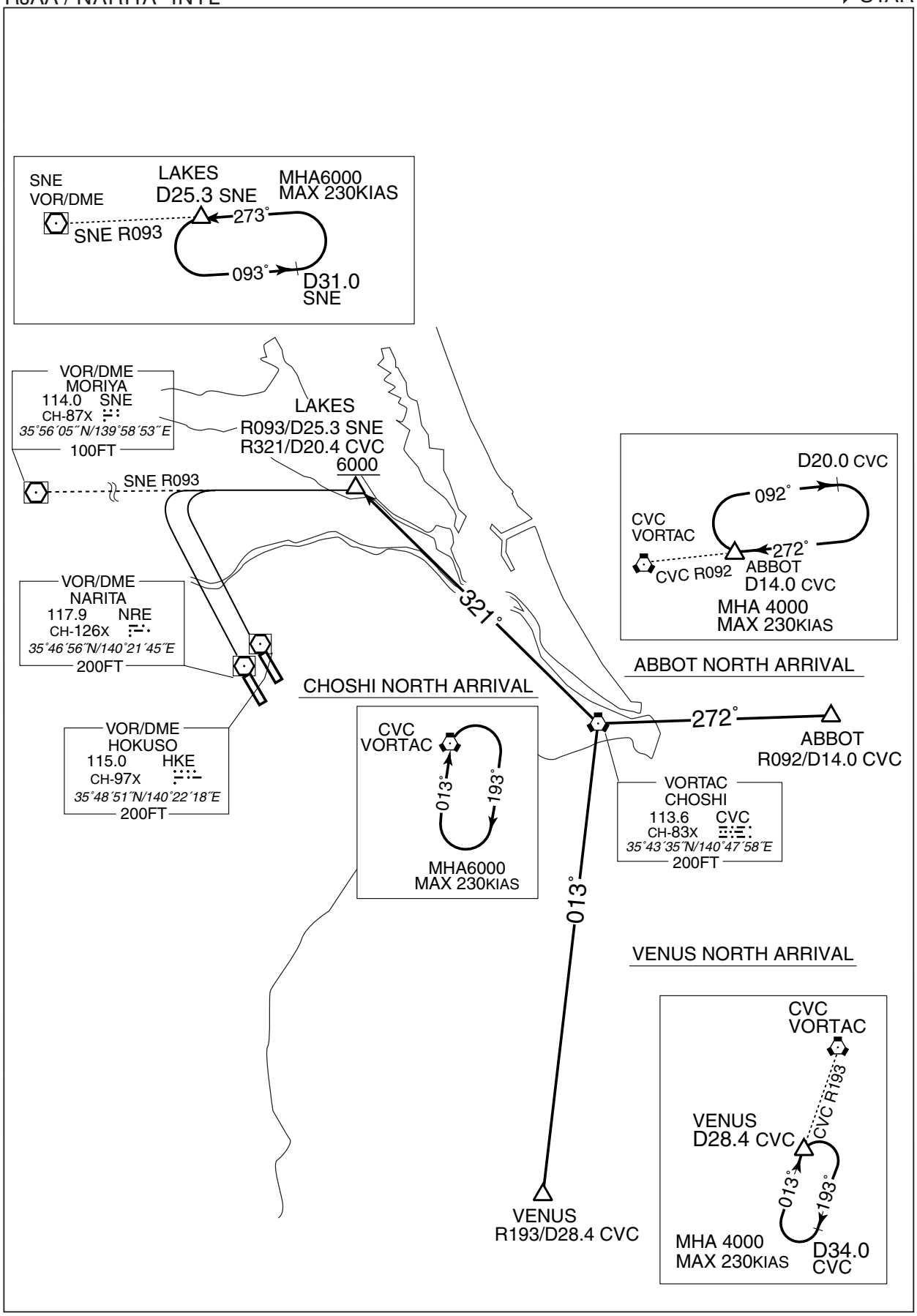
VENUS NORTH ARRIVAL

From over VENUS, via CVC R193 to CVC VORTAC, via CVC R321 to LAKES.
Cross LAKES at or above 6000FT.

STANDARD ARRIVAL CHART -INSTRUMENT

RJAA / NARITA INTL

➡ STAR

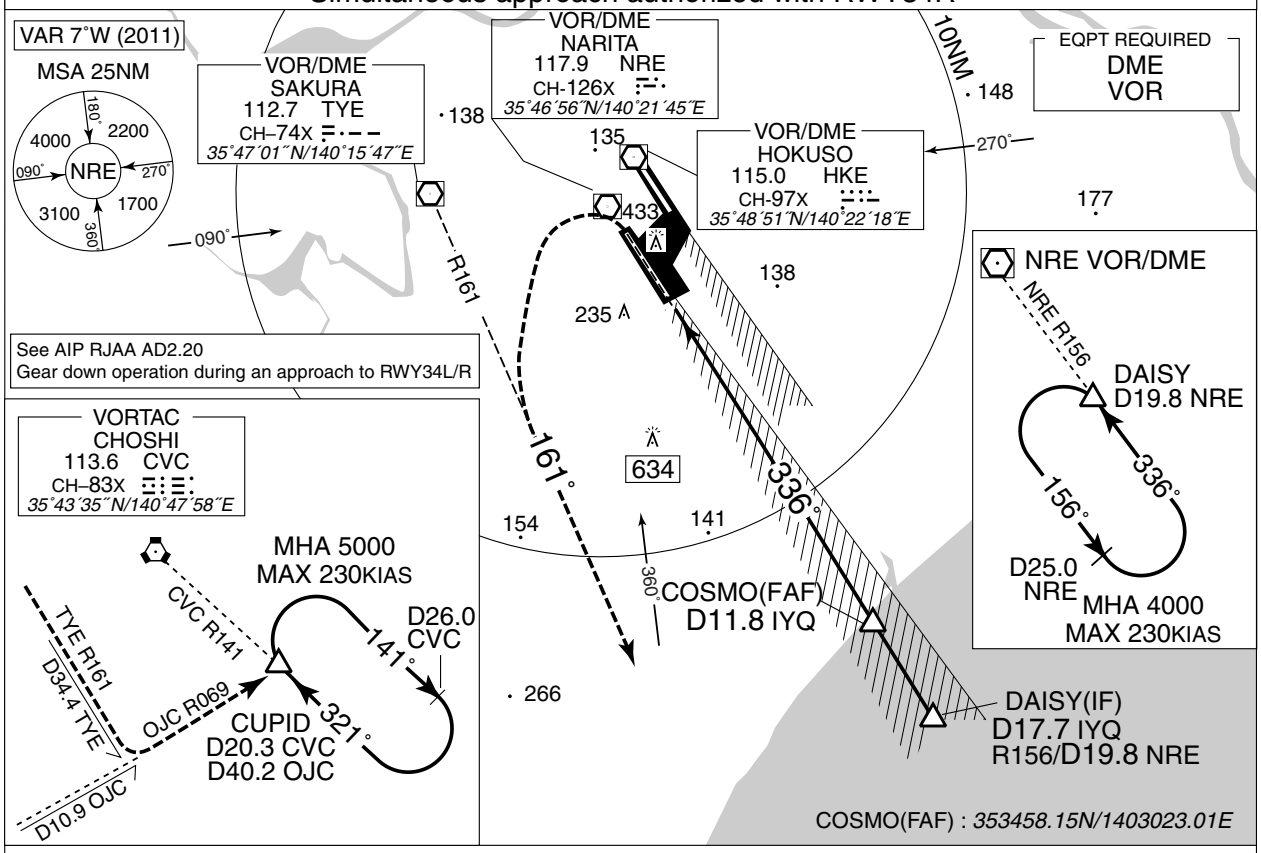


INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — ILS RWY34L

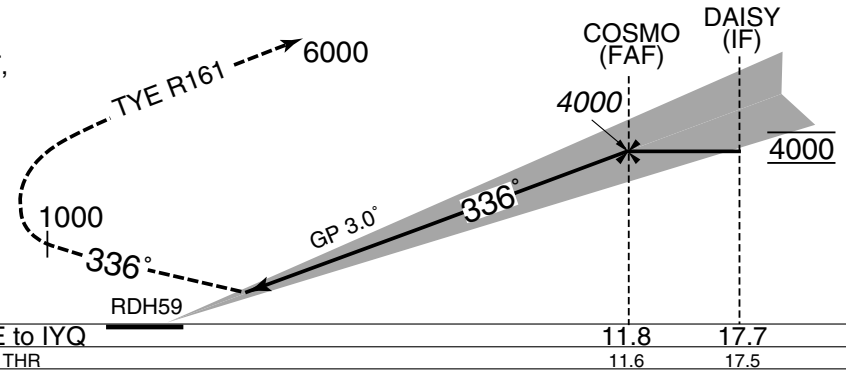
TOKYO APP	ILS – LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	111.9 IYQ ILS – GP 331.1 ILS – DME CH–56X	118.2–122.7–126.2 236.8–121.95G	ATIS 128.25

Simultaneous approach authorized with RWY34R



MISSED APPROACH
Climb on HDG 336° to 1000FT, turn left, climb to 6000FT via TYE R161, via OJC R069 to CUPID and hold.
Contact TOKYO APP.

* No turn before IYQ0.8DME.

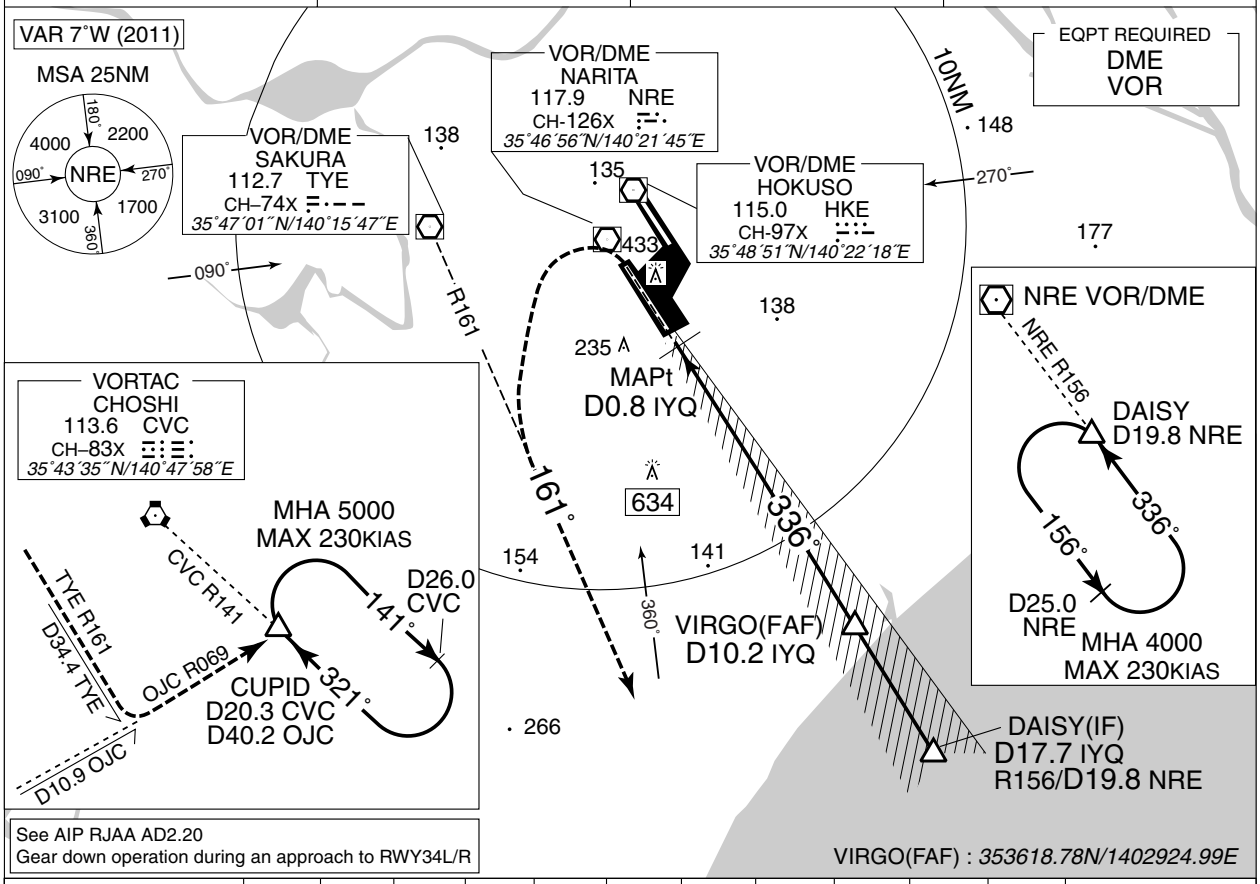


MINIMA	THR elev. 139		AD elev. 135	
CAT	CAT I		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	VIS
A	339 (200)	550	730 (595)	1600
B				
C				2400
D				3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — LOC RWY34L

TOKYO APP	ILS – LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	111.9 IYQ ILS – DME CH–56X	118.2–122.7–126.2 236.8–121.95G	ATIS 128.25



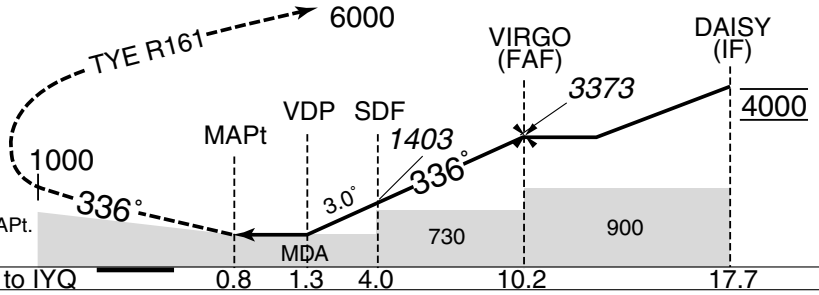
See AIP RJAA AD2.20
Gear down operation during an approach to RWY34L/R

VIRGO(FAF) : *353618.78N/1402924.99E*

NM to IYQ	MAPt	2	3	4	5	6	7	8	9	10	FAF
ALT (3.0° APCH Path)	–	766	1085	1403	1722	2040	2358	2677	2995	3314	3373

MISSED APPROACH
Climb on HDG 336° to 1000FT, turn left, climb to 6000FT via TYE R161, via OJC R069 to CUPID and hold.
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.
* No turn before MAPt.



DME to IYQ	0.8	1.3	4.0	10.2	17.7
NM to THR	0.6	1.1	3.8	10.0	17.5

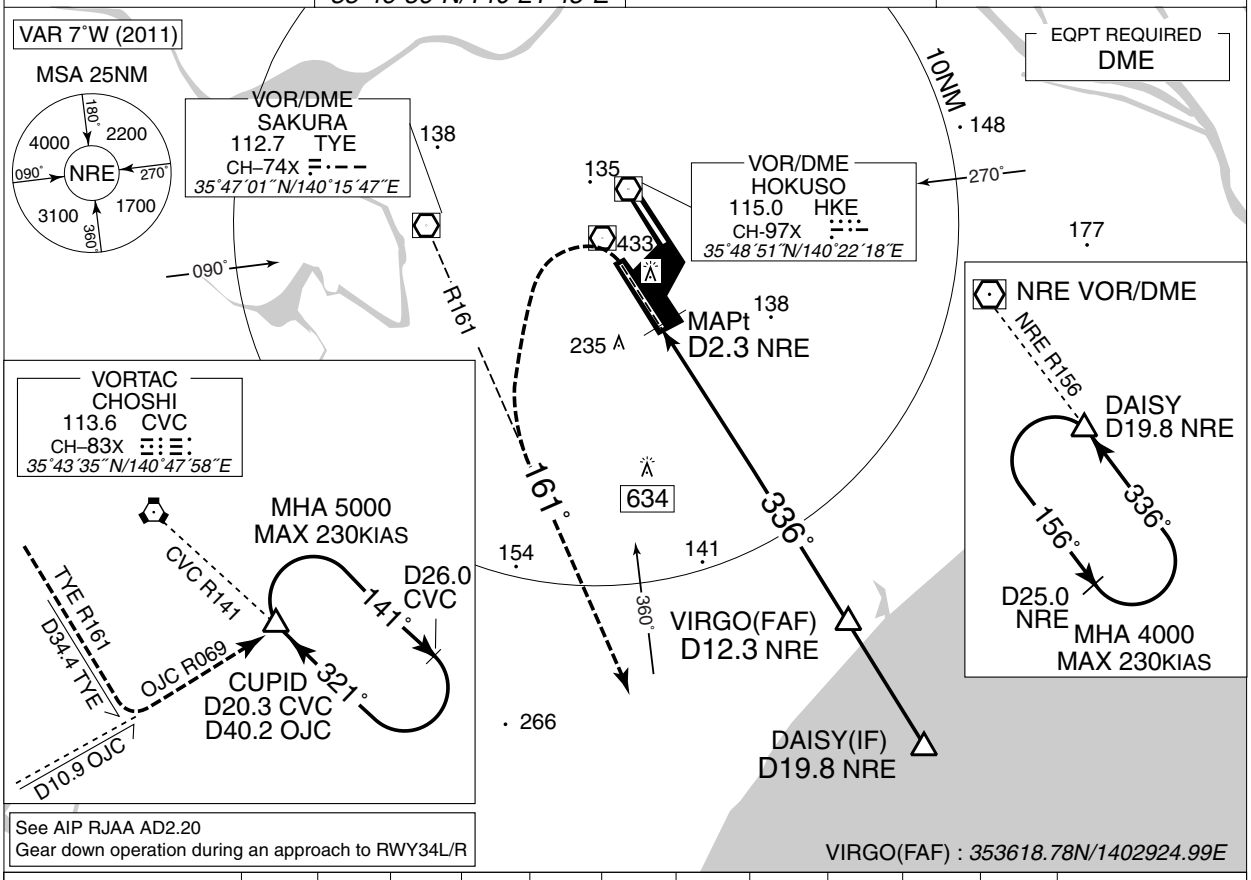
MINIMA THR elev. 139 AD elev. 135

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	520 (385)	900	730 (595)	1600
B		1000		
C				2400
D		1400		3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — VOR RWY34L

TOKYO APP	NARITA VOR/DME	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	117.9 NRE CH-126X *35°46′56″N/140°21′45″E*	118.2–122.7–126.2 236.8–121.95G	ATIS 128.25



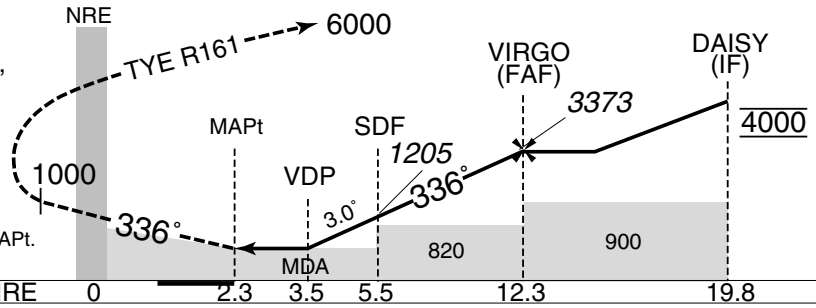
See AIP RJAA AD2.20
Gear down operation during an approach to RWY34L/R

VIRGO(FAF) : *353618.78N/1402924.99E*

NM to NRE	MAPt	4	5	6	7	8	9	10	11	12	FAF
ALT (3.0° APCH Path)	–	728	1046	1364	1683	2001	2320	2638	2957	3275	3373

MISSED APPROACH
Climb via NRE R156 to 1000FT, turn left, climb to 6000FT via TYE R161, via OJC R069 to CUPID and hold.
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.
* No turn before MAPt.



DME to NRE	0	2.3	3.5	5.5	12.3	19.8
NM to THR		0	1.2	3.2	10.0	17.5

MINIMA — THR elev. 139 — AD elev. 135

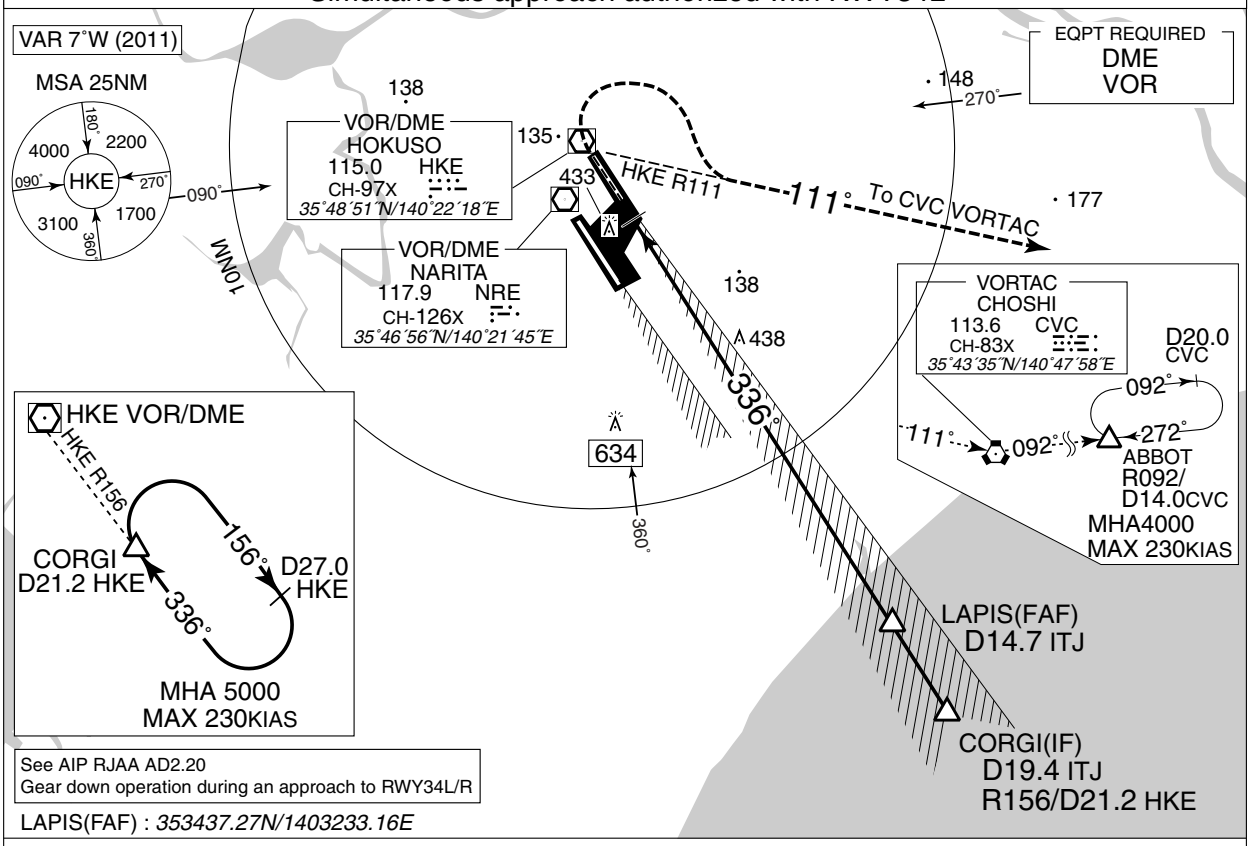
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	560 (425)	900	730 (595)	1600
B		1000		
C				2400
D		1400		3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — ILS Z RWY34R

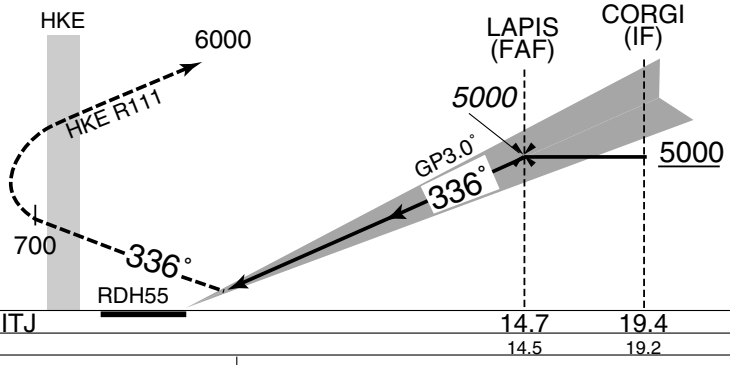
TOKYO APP	ILS – LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	110.9 ITJ ILS – GP 330.8 ILS – DME CH–46X	118.35–122.7–126.2 236.8–121.85G	ATIS 128.25

Simultaneous approach authorized with RWY34L



MISSED APPROACH

Climb on HDG336° to 700FT, turn right, climb to 6000FT via HKE R111 to CVC VORTAC, via CVC R092 to ABBOT and hold.
Contact TOKYO APP.



MINIMA THR elev. 141 AD elev. 135

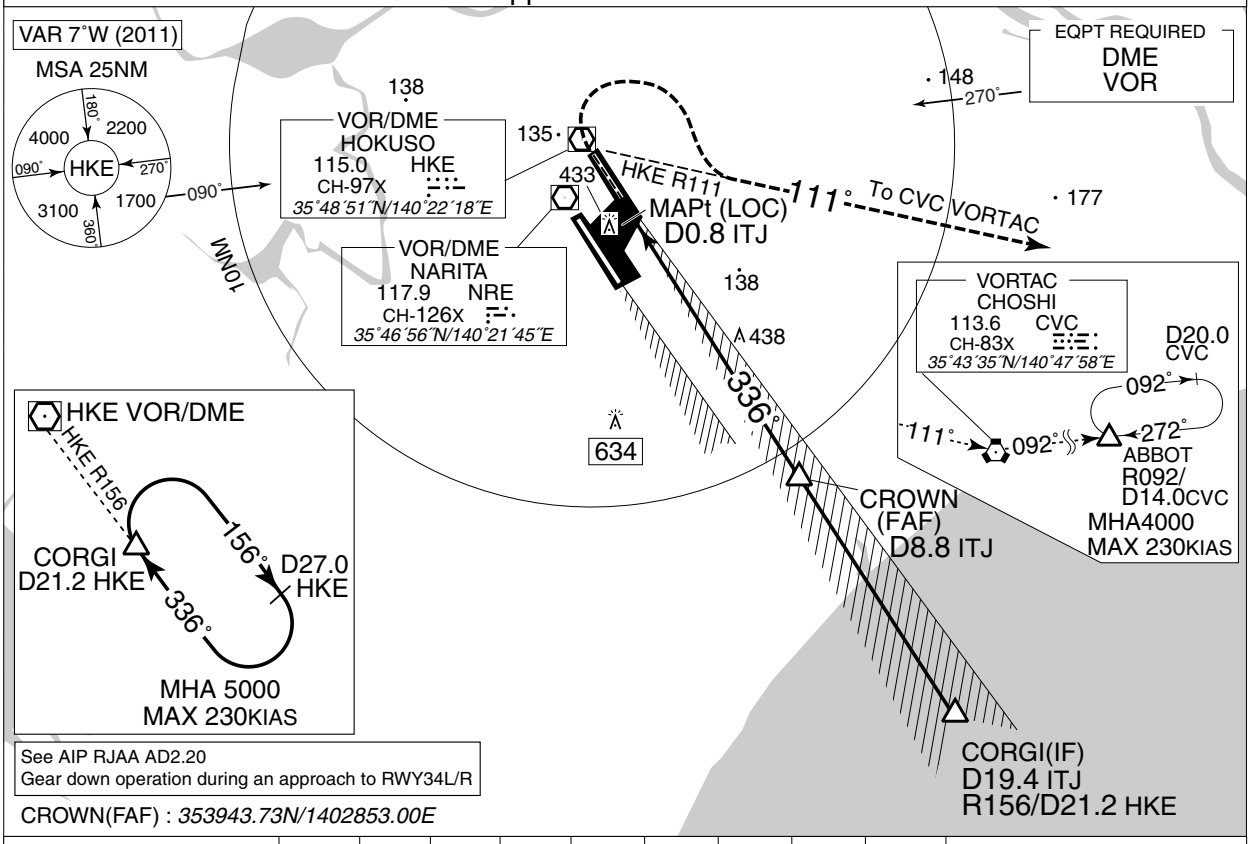
CAT	CAT I		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	VIS
A	391 (250)	600	730 (595)	1600
B				
C				2400
D				3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — ILS Y or LOC RWY34R

TOKYO APP	ILS – LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	110.9 ITJ ILS – GP 330.8 ILS – DME CH–46X	118.35–122.7–126.2 236.8–121.85G	ATIS 128.25

Simultaneous approach authorized with RWY34L

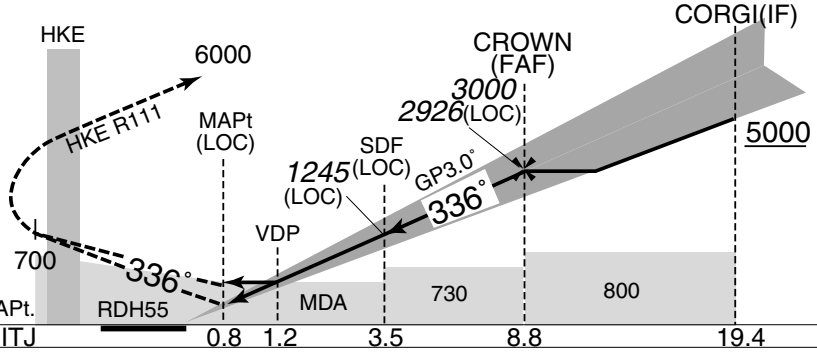


NM to ITJ	MAPt	2	3	4	5	6	7	8	FAF
ALT (3.0° APCH Path)	–	767	1086	1404	1723	2041	2360	2678	2926

MISSED APPROACH

Climb on HDG336° to 700FT, turn right, climb to 6000FT via HKE R111 to CVC VORTAC, via CVC R092 to ABBOT and hold.
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.



DME to ITJ		0.8	1.2	3.5	8.8	19.4
NM to THR		0.6	1.0	3.3	8.6	19.2

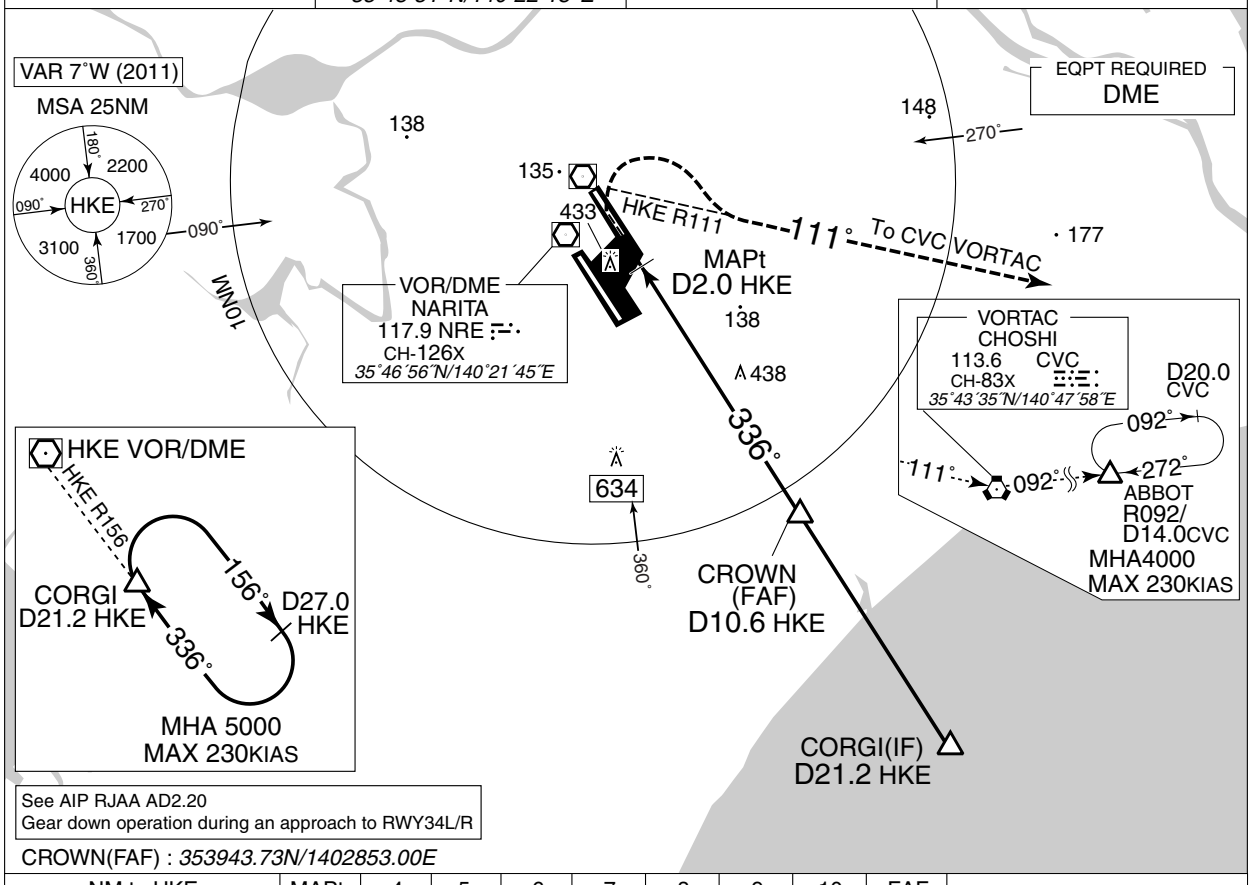
MINIMA THR elev. 141 AD elev. 135

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	391 (250)	600	510 (375)	900	730 (595)	1600
B				1000		
C						2400
D				1400		3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — VOR RWY34R

TOKYO APP	HOKUSO VOR/DME	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	115.0 HKE CH–97X *35°48′51″N/140°22′18″E*	118.35–122.7–126.2 236.8–121.85G	ATIS 128.25



See AIP RJAA AD2.20
Gear down operation during an approach to RWY34L/R

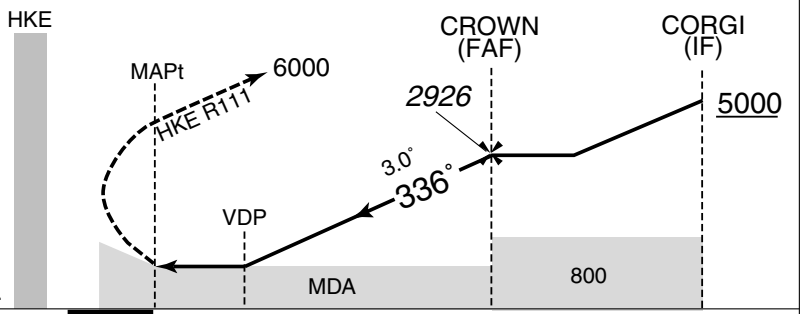
CROWN(FAF) : *353943.73N/1402853.00E*

NM to HKE	MAPt	4	5	6	7	8	9	10	FAF
ALT (3.0° APCH Path)	–	836	1154	1473	1791	2109	2428	2746	2926

MISSED APPROACH

Turn right, climb to 6000FT via HKE R111 to CVC VORTAC, via CVC R092 to ABBOT and hold.
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.



DME to HKE	2.0	3.7	10.6	21.2
NM to THR	0	1.7	8.6	19.2

MINIMA THR elev. 141 AD elev. 135

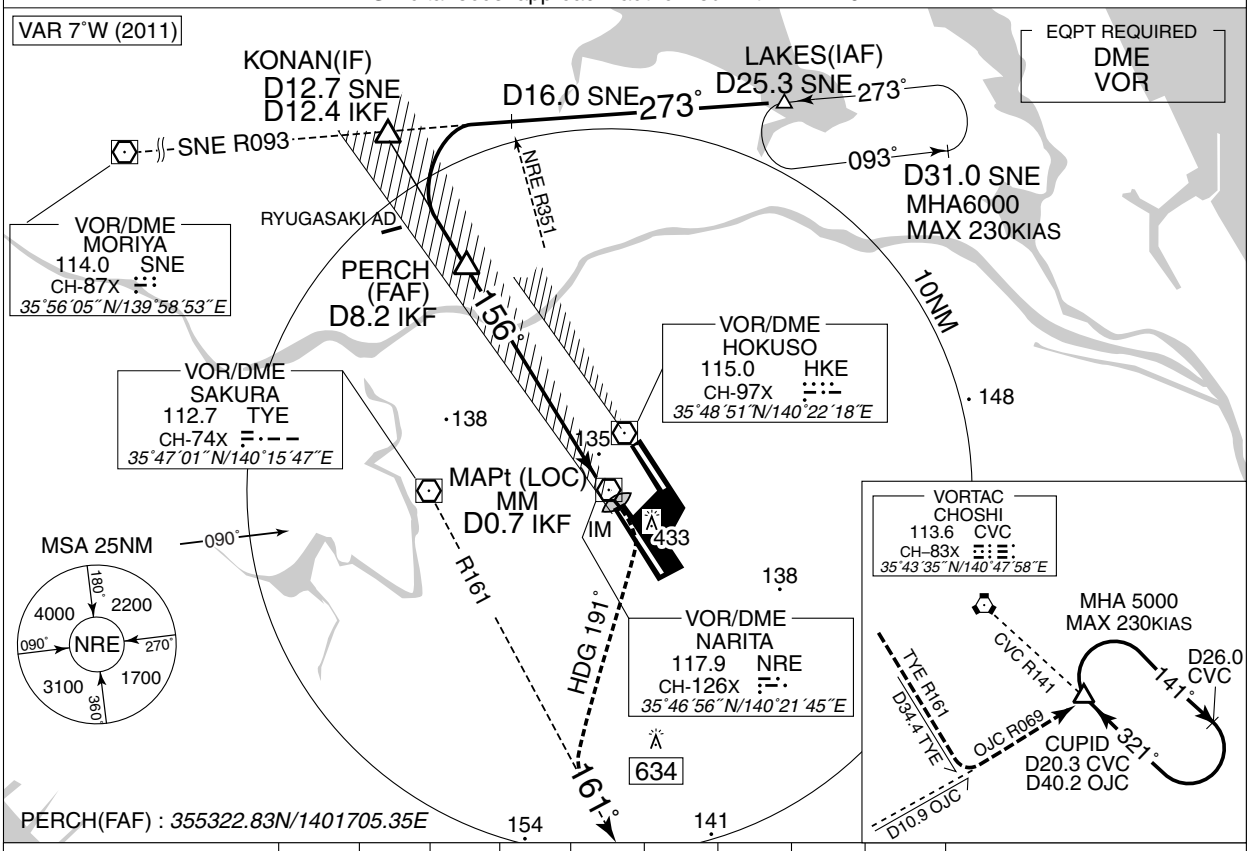
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	700 (565)	1000	730 (595)	1600
B		1200		
C				2400
D		1600		3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — ILS Y or LOC RWY16R (CAT Ⅱ & Ⅲ)

TOKYO APP	ILS-LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	111.5 IKF ILS–GP 332.9 ILS–DME CH–52X	118.2–122.7–126.2 236.8–121.95G	ATIS 128.25

Simultaneous approach authorized with RWY16L



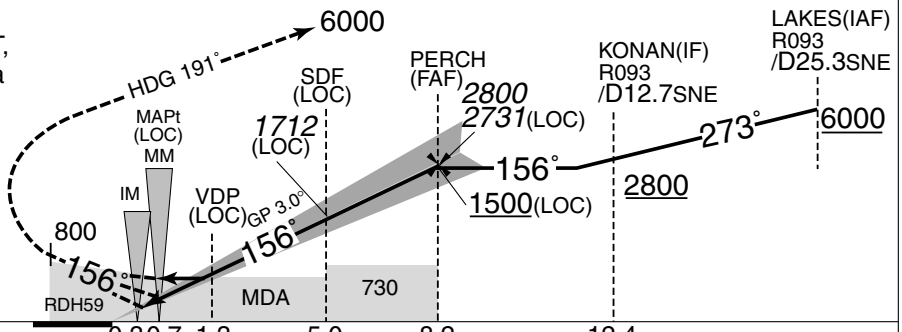
NM to IKF	MAPt	2	3	4	5	6	7	8	FAF
ALT (3.0° APCH Path)	–	757	1075	1394	1712	2031	2349	2668	2731

MISSED APPROACH

Climb on HDG156° to 800FT, turn right, climb to 6000FT via HDG 191° to intercept and proceed via TYE R161, via OJC R069 to CUPID and hold.
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.

*No turn before MM/IKF 0.7DME.



DME to IKF		0.3	0.7	1.3	5.0	8.2	12.4
NM to THR		0.1	0.5	1.1	4.8	8.0	12.2

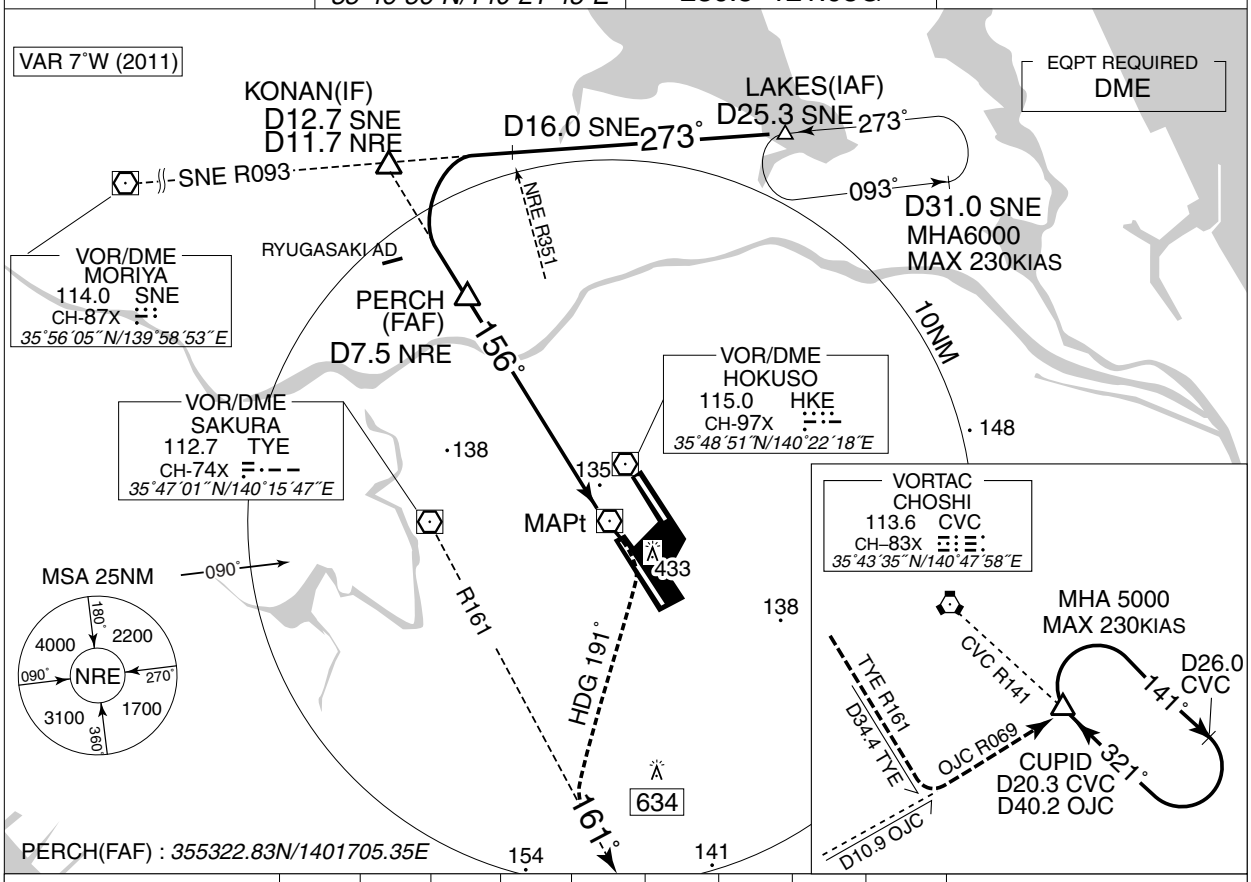
MINIMA THR elev. 130 AD elev. 135

CAT	CAT ⅢB	CAT ⅢA	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	200	230 (100)	101	350	330 (200)	550	510 (375)	900	730 (595)	1600
B									1000		
C											2400
D									1400		3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — VOR RWY16R

TOKYO APP	NARITA VOR/DME	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	117.9 NRE CH-126X *35°46′56″N/140°21′45″E*	118.2–122.7–126.2 236.8–121.95G	ATIS 128.25

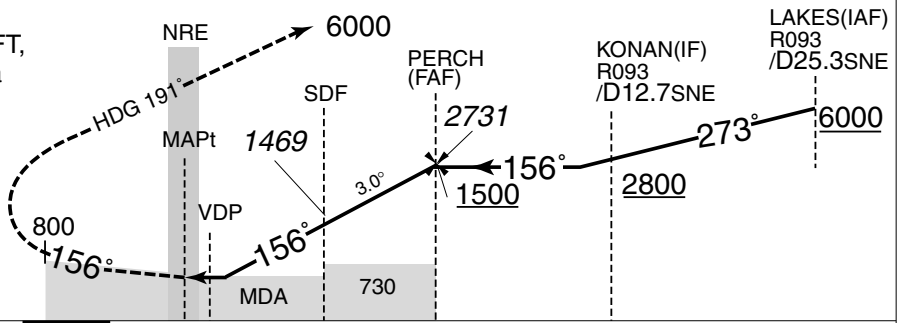


NM to NRE	MAPt	1	2	3	4	5	6	7	FAF
ALT (3.0° APCH Path)	–	673	992	1310	1629	1947	2266	2584	2731

MISSED APPROACH

Climb via NRE R156 to 800FT, turn right, climb to 6000FT via HDG 191° to intercept and proceed via TYE R161, via OJC R069 to CUPID and hold.
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.
*No turn before MAPt.



DME to NRE	0	0.6	3.5	7.5	11.7
NM to THR	0.6	1.2	4.1	8.0	12.2

MINIMA THR elev. 130 AD elev. 135

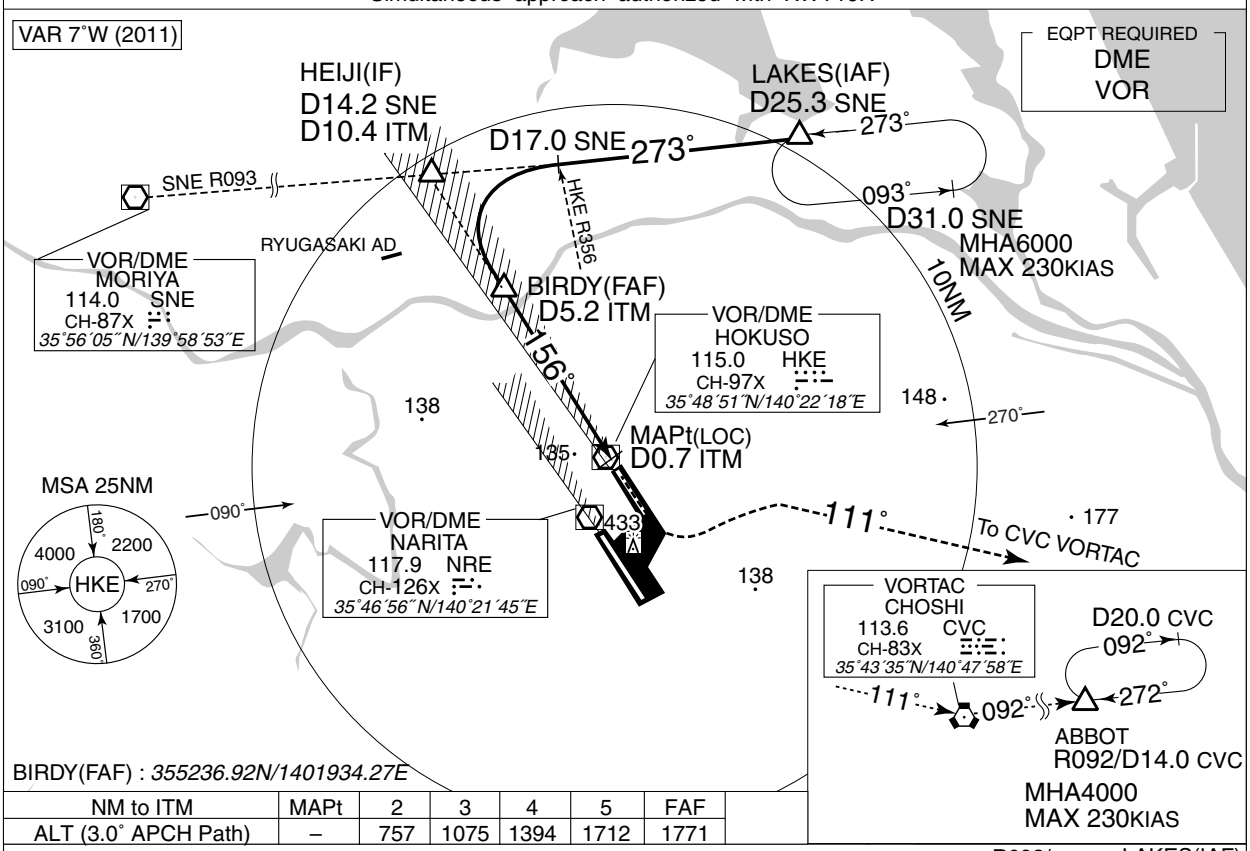
CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	540 (405)	900	730 (595)	1600
B		1000		
C				2400
D		1400		3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — ILS Y or LOC RWY16L

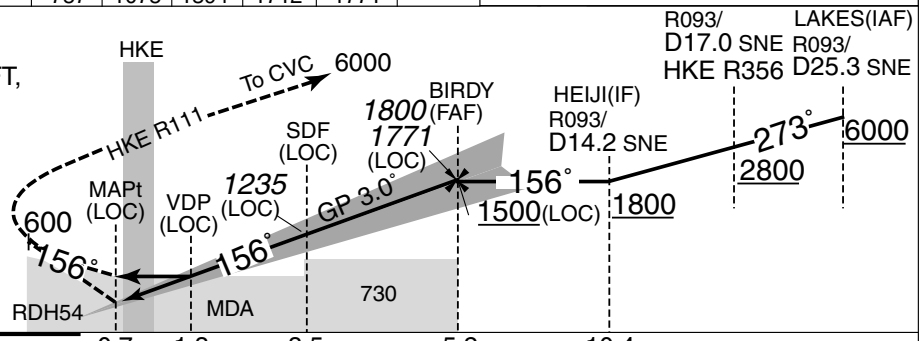
TOKYO APP	ILS – LOC	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	110.7 ITM ILS – GP 330.2 ILS – DME CH–44X	118.35 –122.7–126.2 236.8–121.85G	ATIS 128.25

Simultaneous approach authorized with RWY16R



NM to ITM	MAPt	2	3	4	5	FAF
ALT (3.0° APCH Path)	–	757	1075	1394	1712	1771

MISSED APPROACH
Climb on HDG156° to 600FT, turn left, climb to 6000FT via HKE R111 to CVC VORTAC, via CVC R092 to ABBOT and hold.
Contact TOKYO APP.
*Timing not authorized for defining the MAPt.



DME to ITM	0.7	1.3	3.5	5.2	10.4
NM to THR	0.5	1.1	3.3	5.0	10.2

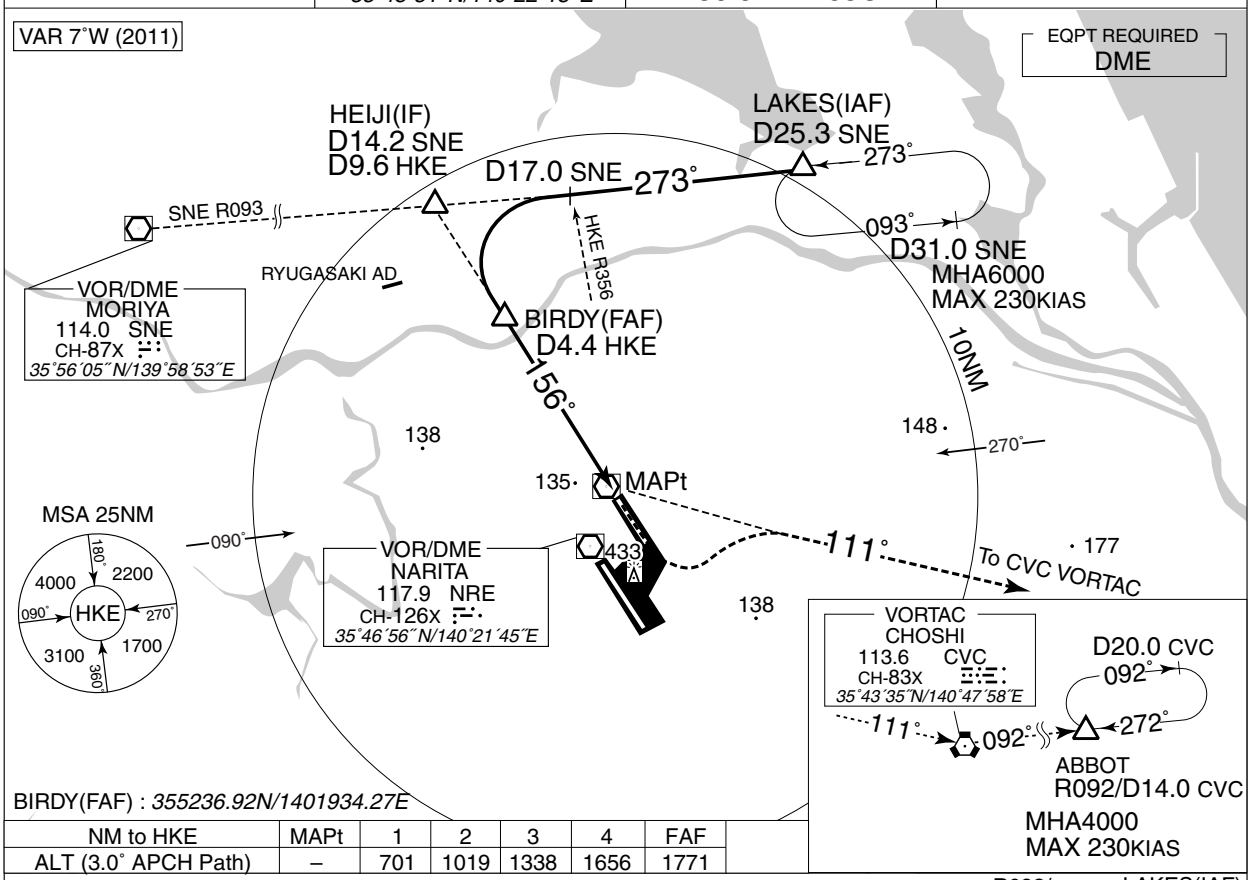
MINIMA — THR elev. 135 — AD elev. 135

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	335 (200)	550	510 (375)	900	730 (595)	1600
B				1000		
C						2400
D				1400		3200

INSTRUMENT APPROACH CHART

RJAA / NARITA INTL — VOR RWY16L

TOKYO APP	HOKUSO VOR/DME	NARITA TOWER	RADAR AVBL
124.4 – 127.7 125.8 – 261.2	115.0 HKE CH–97X *35°48′51″N/140°22′18″E*	118.35 –122.7–126.2 236.8–121.85G	ATIS 128.25

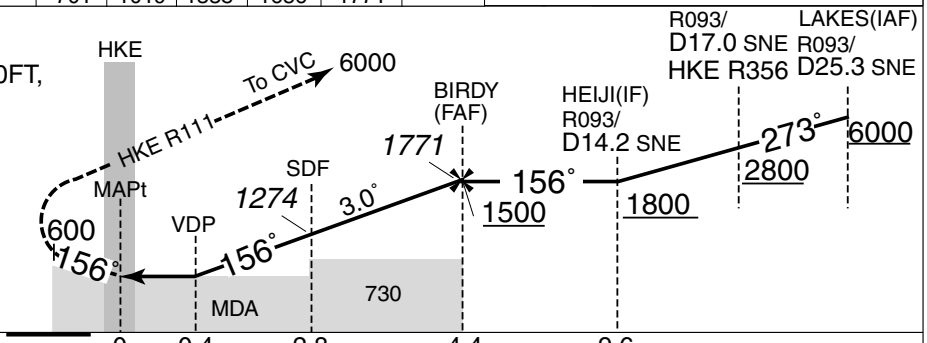


NM to HKE	MAPt	1	2	3	4	FAF
ALT (3.0° APCH Path)	–	701	1019	1338	1656	1771

MISSED APPROACH

Climb via HKE R156 to 600FT, turn left, climb to 6000FT via HKE R111 to CVC VORTAC, via CVC R092 to ABBOT and hold. Contact TOKYO APP.

*Timing not authorized for defining the MAPt.

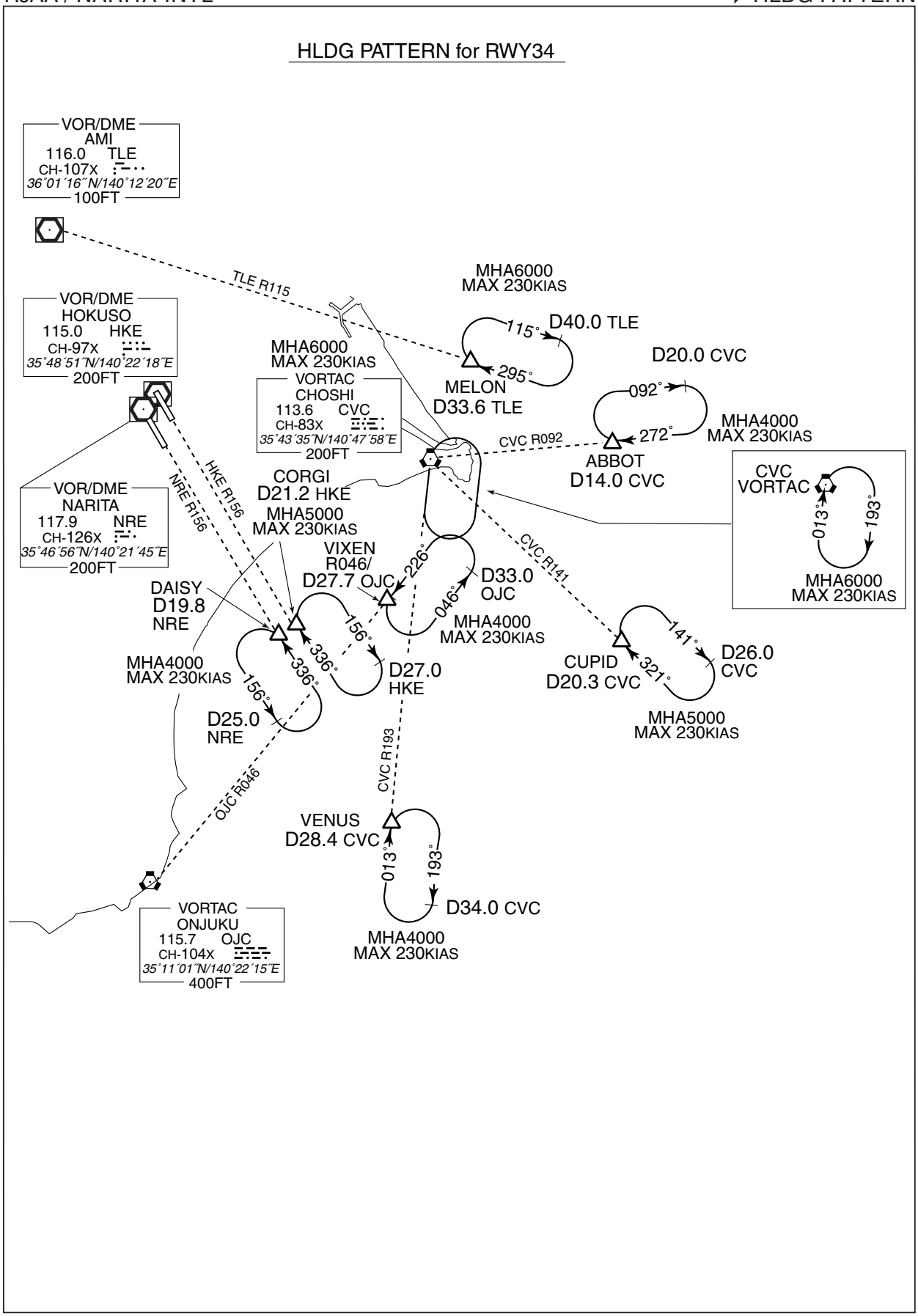


DME to HKE	0	0.4	2.8	4.4	9.6
NM to THR	0.6	1.1	3.4	5.0	10.2

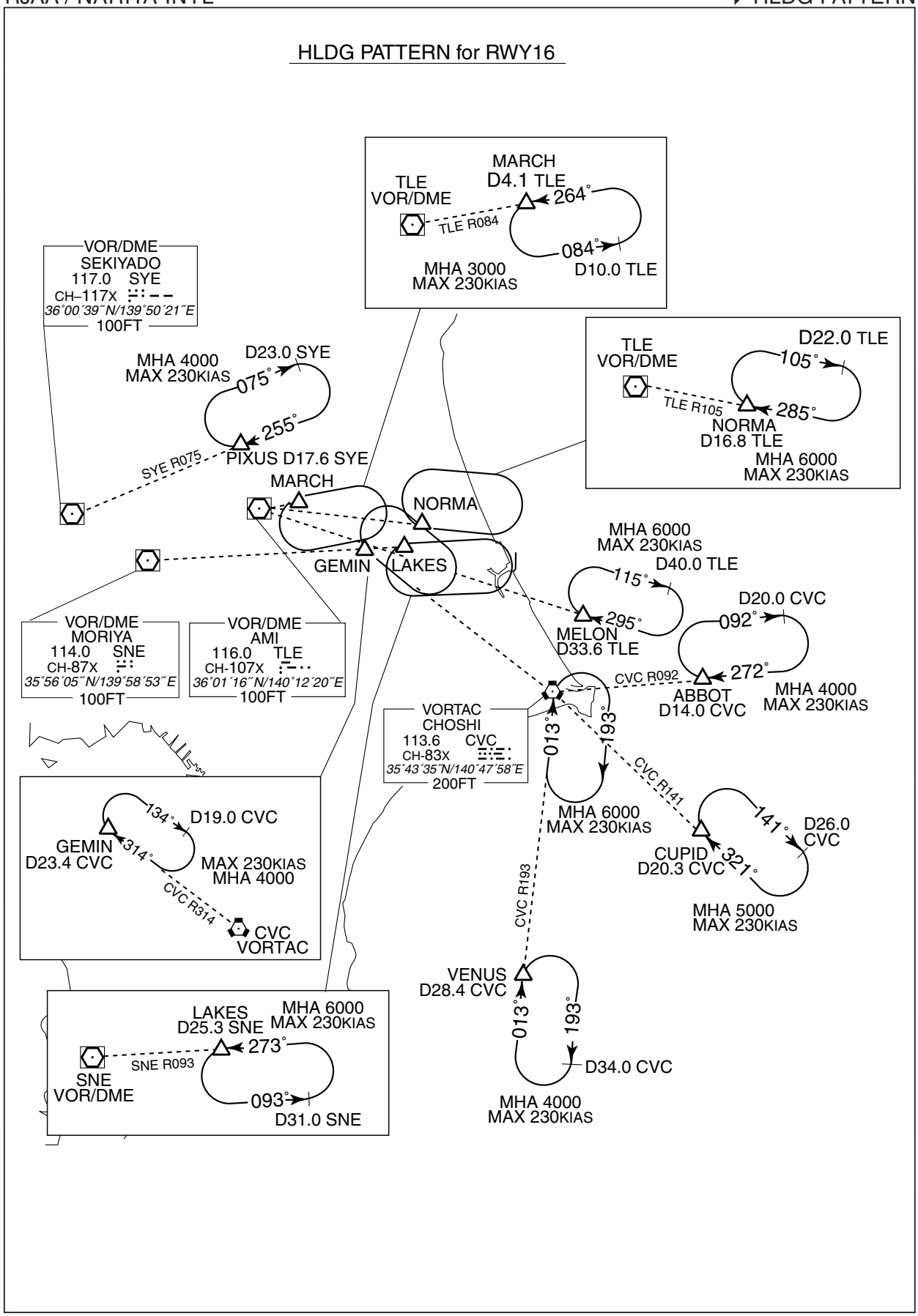
MINIMA THR elev. 135 AD elev. 135

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	510 (375)	900	730 (595)	1600
B		1000		
C				2400
D		1400		3200

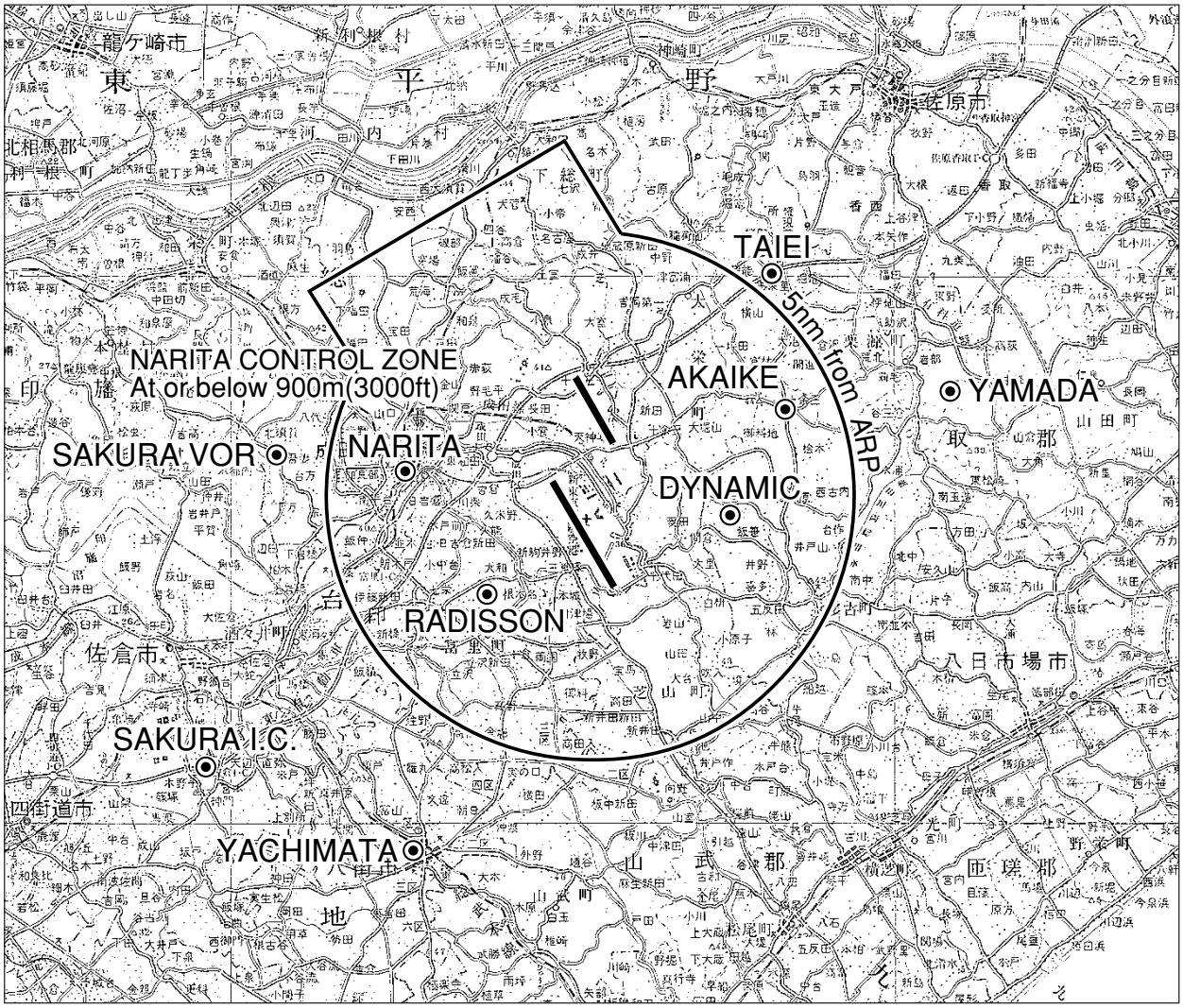
RJAA / NARITA INTL ➡ HLDG PATTERN



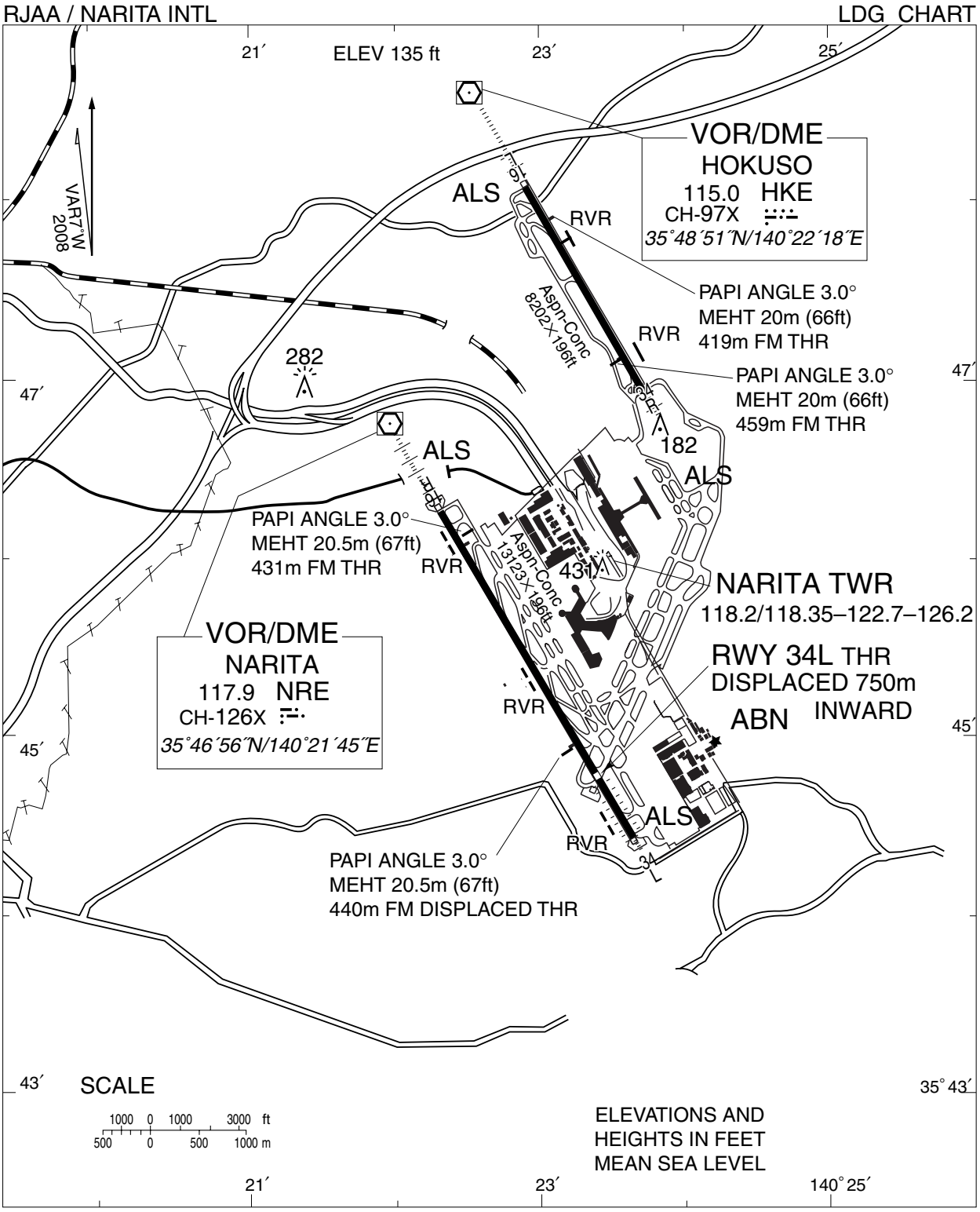
RJAA / NARITA INTL ➡ HLDG PATTERN



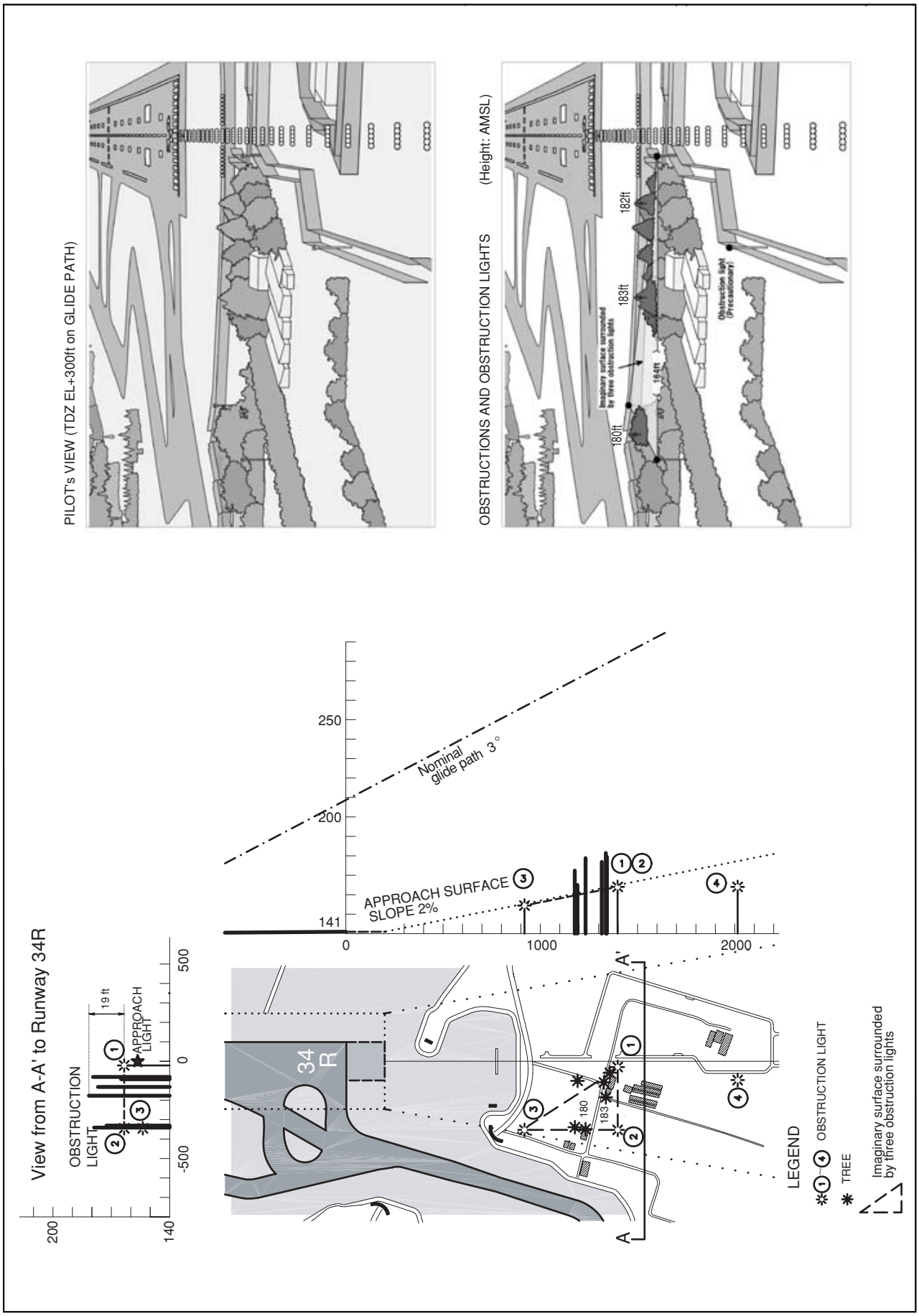
RJAA / NARITA INTL Visual REP



Call sign	BRG / DIST from ARP	Remarks
山　田 Yamada	083˚/6.9NM	山田 ARSRサイト Yamada ARSR Site
八　街 Yachimata	209˚/7.0NM	JR 八街駅 JR Station
佐倉インターチェンジ Sakura Interchange	237˚/8.6NM	東関東自動車道佐倉インターチェンジ Interchange
佐倉VOR Sakura VOR	281˚/6.1NM	佐倉VOR VOR
成　田 Narita	281˚/3.7NM	JR 成田駅 JR Narita Station
ラディソン Radisson	236˚/2.5NM	ラディソンホテル Radisson Hotel
ダイナミック Dynamic	092˚/2.5NM	ダイナミックゴルフ倶楽部クラブハウス Dynamic Golf Club House
赤　池 Akaike	061˚/3.8NM	赤池交差点 Akaike Intersection
大　栄 Taiei	036˚/5.3NM	東関東自動車道大栄インターチェンジ Interchange


RJAA / NARITA INTL
LDG CHART
21′
ELEV 135 ft
23′
25′
VAR7°W
2008
VOR/DME
HOKUSO
115.0 HKE
CH-97X
35°48′51″N/140°22′18″E
ALS
RVR
PAPI ANGLE 3.0°
MEHT 20m (66ft)
419m FM THR
Aspn-Conc
8202×196ft
RVR
PAPI ANGLE 3.0°
MEHT 20m (66ft)
459m FM THR
282
47′
182
ALS
ALS
PAPI ANGLE 3.0°
MEHT 20.5m (67ft)
431m FM THR
RVR
Aspn-Conc
13123×196ft
431
NARITA TWR
118.2/118.35–122.7–126.2
VOR/DME
NARITA
117.9 NRE
CH-126X
35°46′56″N/140°21′45″E
RWY 34L THR
DISPLACED 750m
ABN
INWARD
RVR
45′
ALS
RVR
34L
PAPI ANGLE 3.0°
MEHT 20.5m (67ft)
440m FM DISPLACED THR
43′
SCALE
1000 0 1000 3000 ft
500 0 500 1000 m
ELEVATIONS AND
HEIGHTS IN FEET
MEAN SEA LEVEL
35° 43′
21′
23′
140° 25′

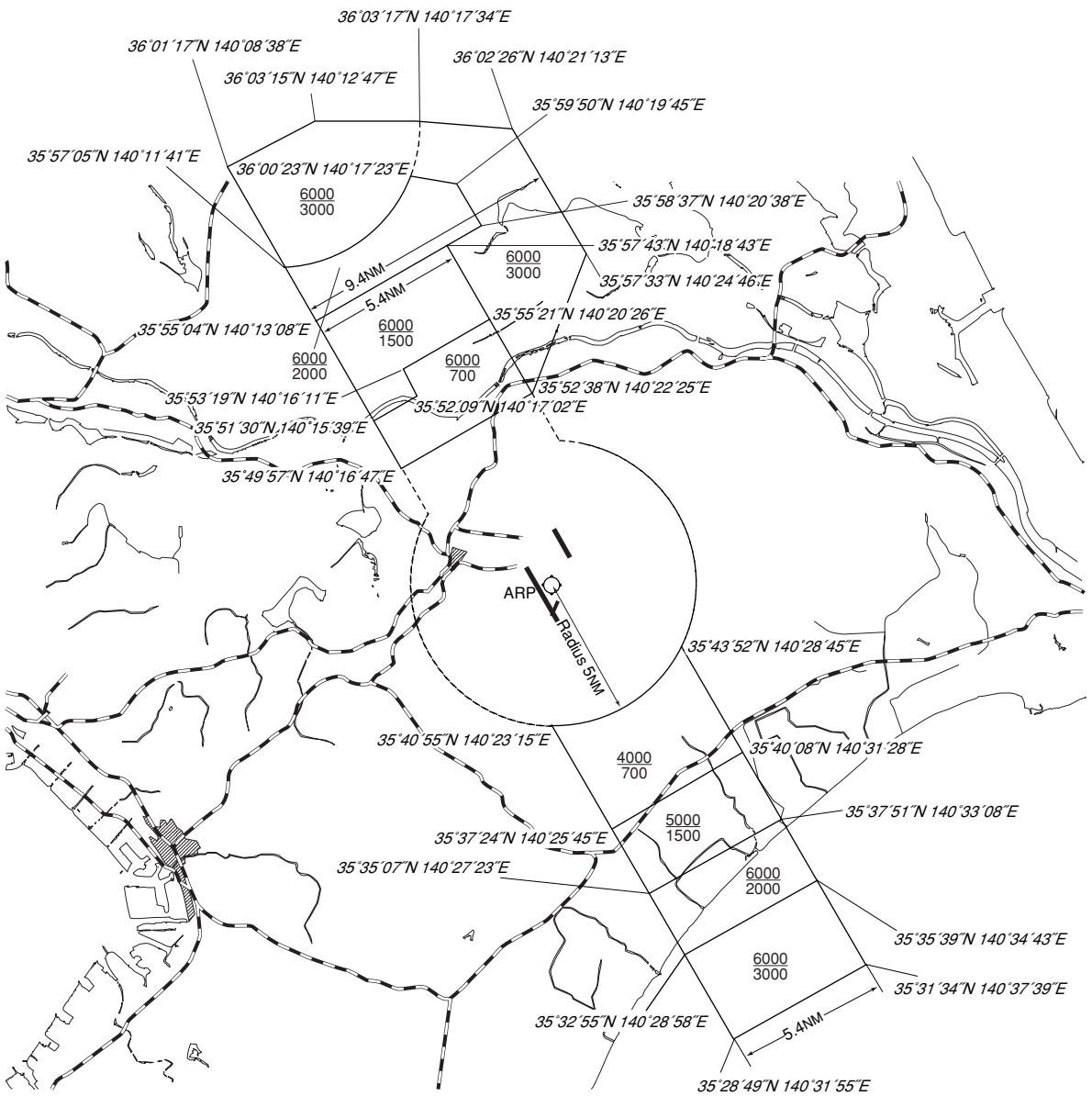
LDG CHART (Trees existence on final approach area of Runway 34R)



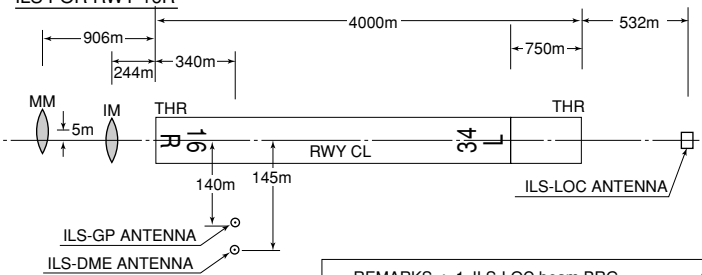
Airspace for the advisory service concerning low level wind shear

UPPER LIMIT : 1600ft above FIELD ELEV LEVEL
LOWER LIMIT : FIELD ELEV LEVEL

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
成田 Narita	**下記に示された区域** The area shown below		Primary Tokyo APP 124.4 127.7 261.2 Secondary Narita Tower 118.2 118.35 236.8	**当該空域を飛行しようとする航空機は東京アプローチ又は成田タワーに連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。** Pilot of aircraft operating in this area shall contact Tokyo APP or Narita Tower for ATC instructions giving informations on aircraft identification, position, altitude and pilot's intentions.

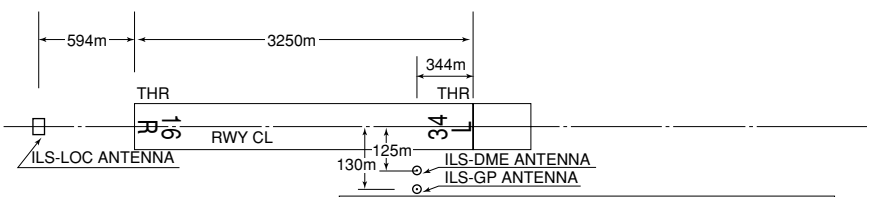


ILS FOR RWY 16R



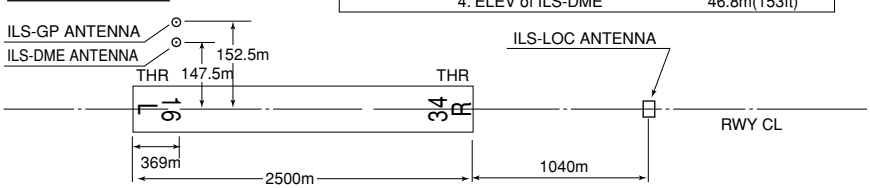
REMARKS :		
	1. ILS-LOC beam BRG	156°
	2. ILS-GP Angle	3.0°
	3. ILS REF datum	17.89m(58.7ft)
	4. ELEV of ILS-DME	44.3m(145ft)

ILS FOR RWY 34L



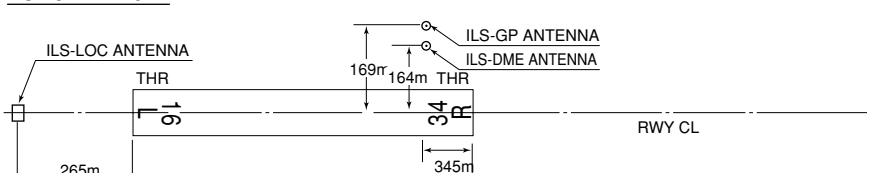
REMARKS :		
	1. ILS-LOC beam BRG(MAG)	336°
	2. ILS-GP Angle	3.0°
	3. ILS REF datum	18.0m(59ft)
	4. ELEV of ILS-DME	46.8m(153ft)

ILS FOR RWY 16L



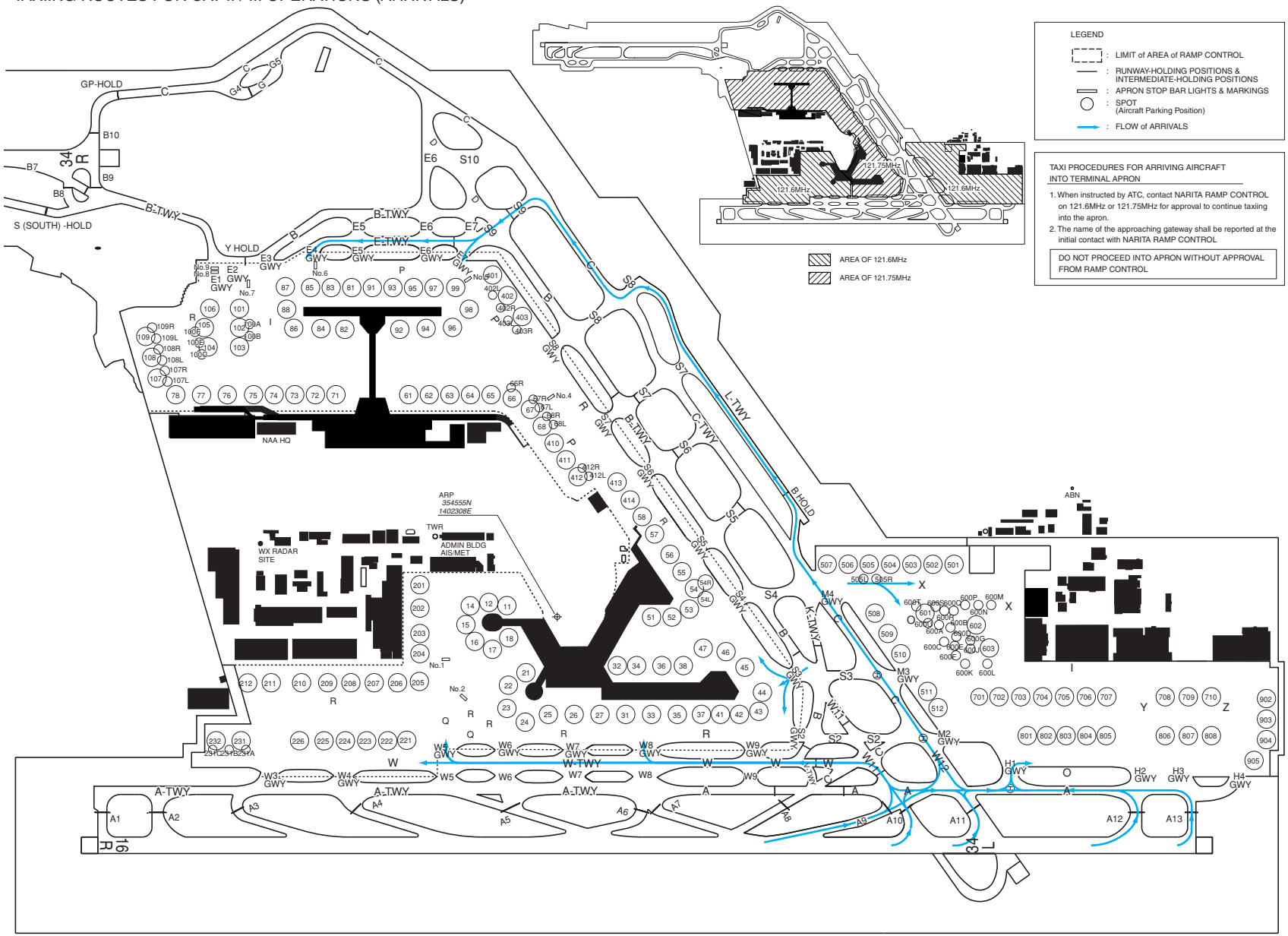
REMARKS :		
	1. ILS-LOC beam BRG	156°
	2. ILS-GP Angle	3.0°
	3. ILS REF datum	16.53m(54.2ft)
	4. ELEV of ILS-DME	44.5m(146ft)

ILS FOR RWY 34R

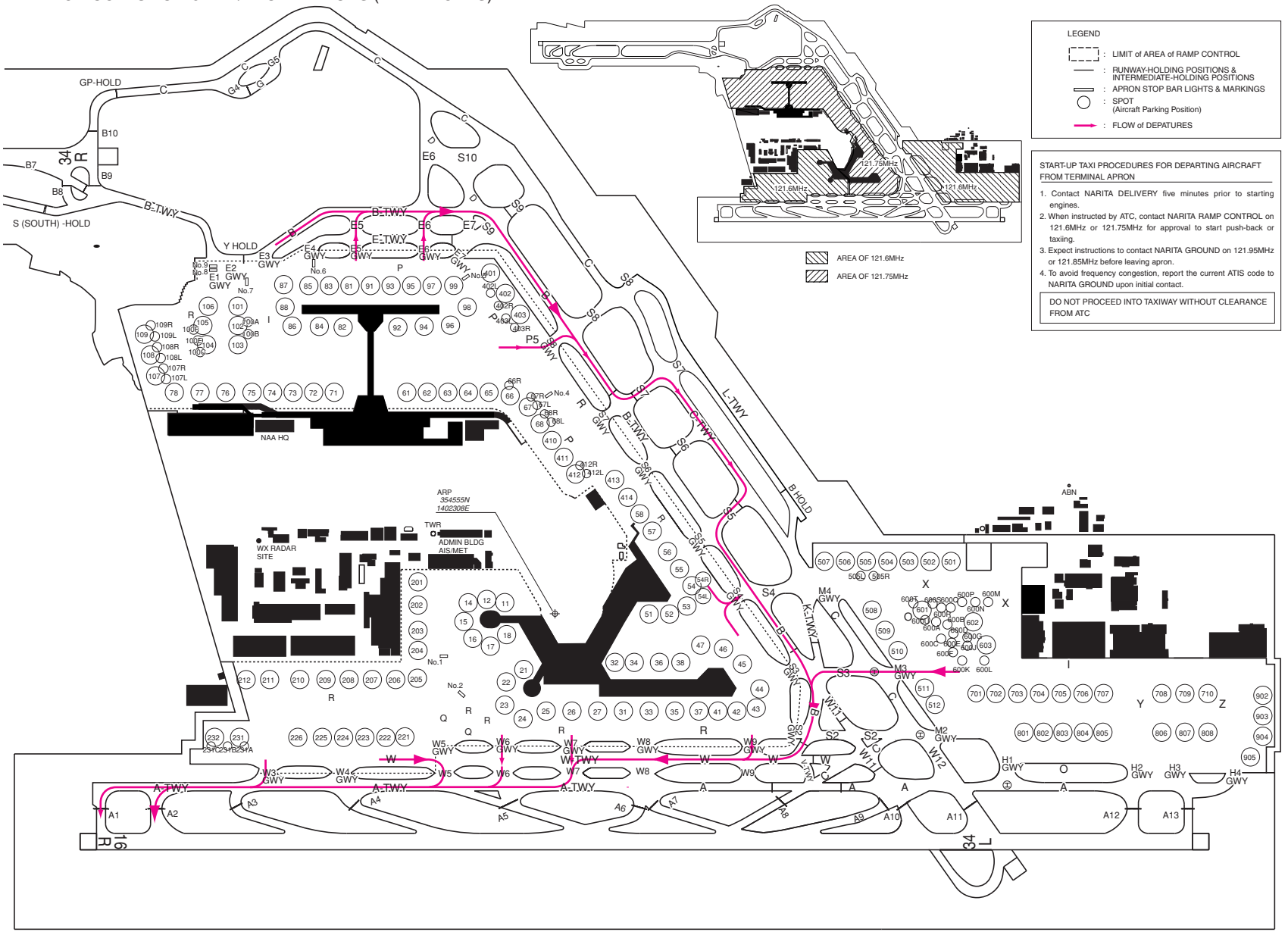


REMARKS :		
	1. ILS-LOC beam BRG	336°
	2. ILS-GP Angle	3.0°
	3. ILS REF datum	16.8m(55.1ft)
	4. ELEV of ILS-DME	45.4m(148ft)

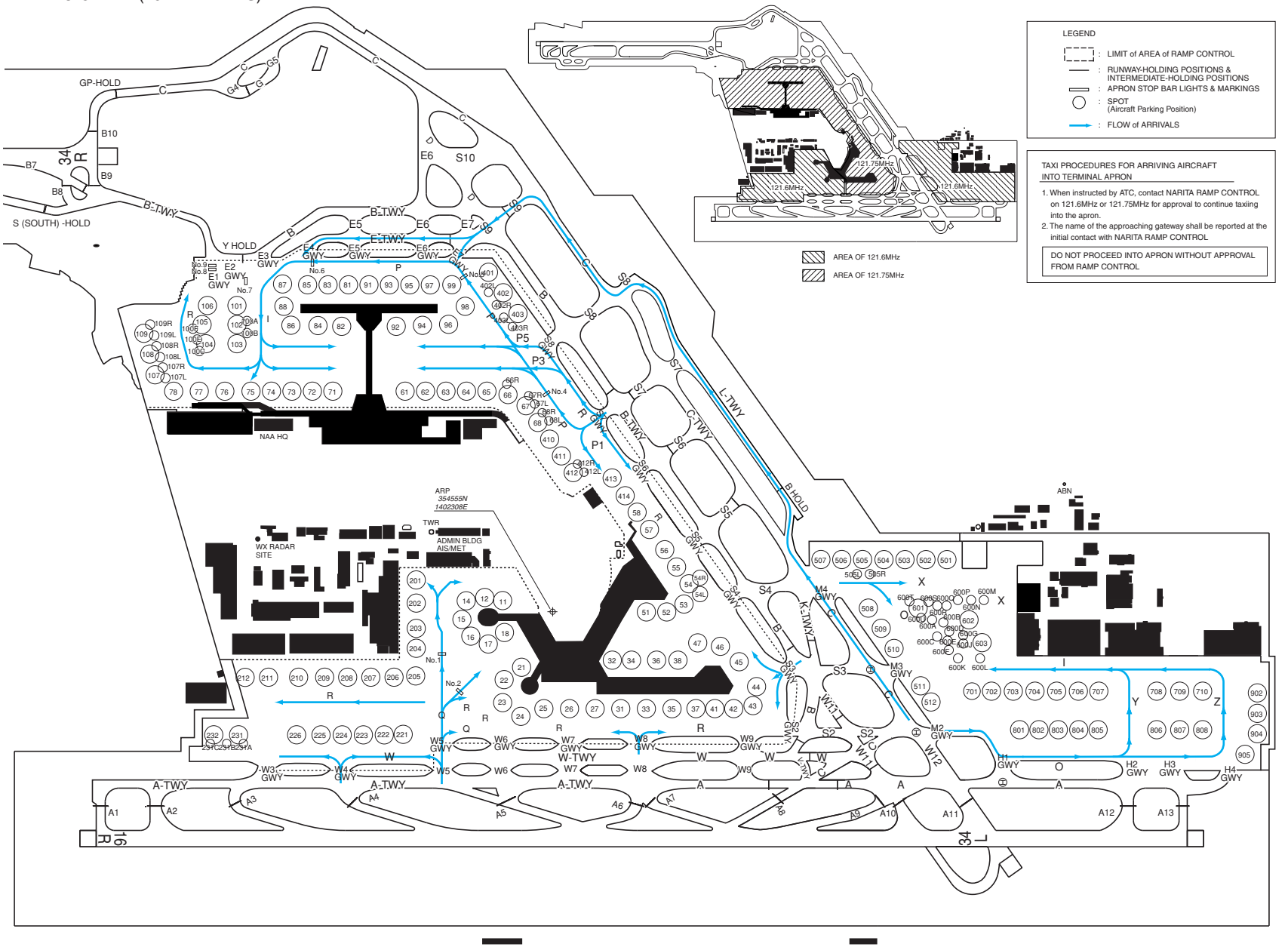
TAXIING ROUTES FOR CAT II / III OPERATIONS (ARRIVALS)



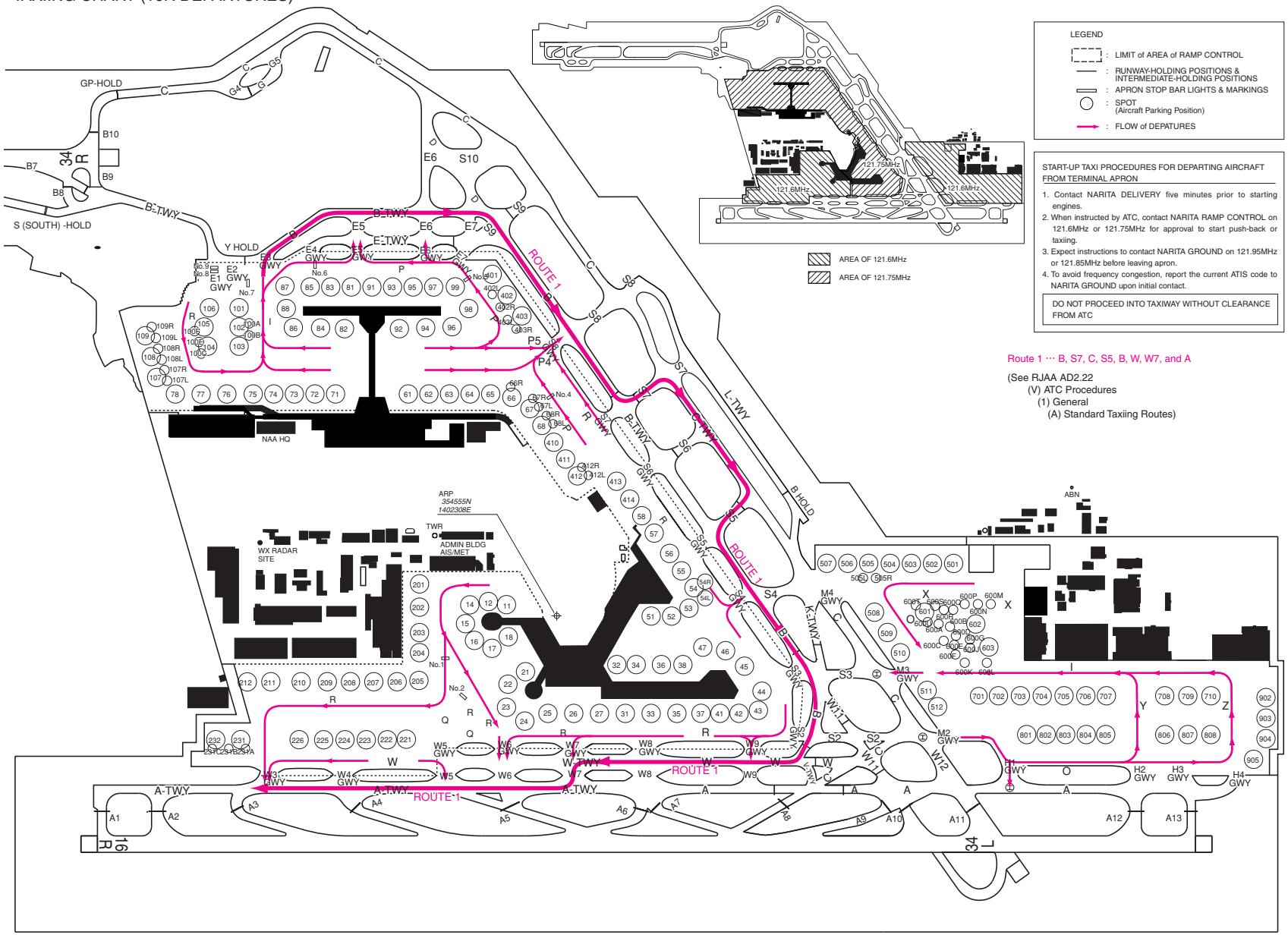
TAXIING ROUTES FOR CAT II / III OPERATIONS (DEPARTURES)



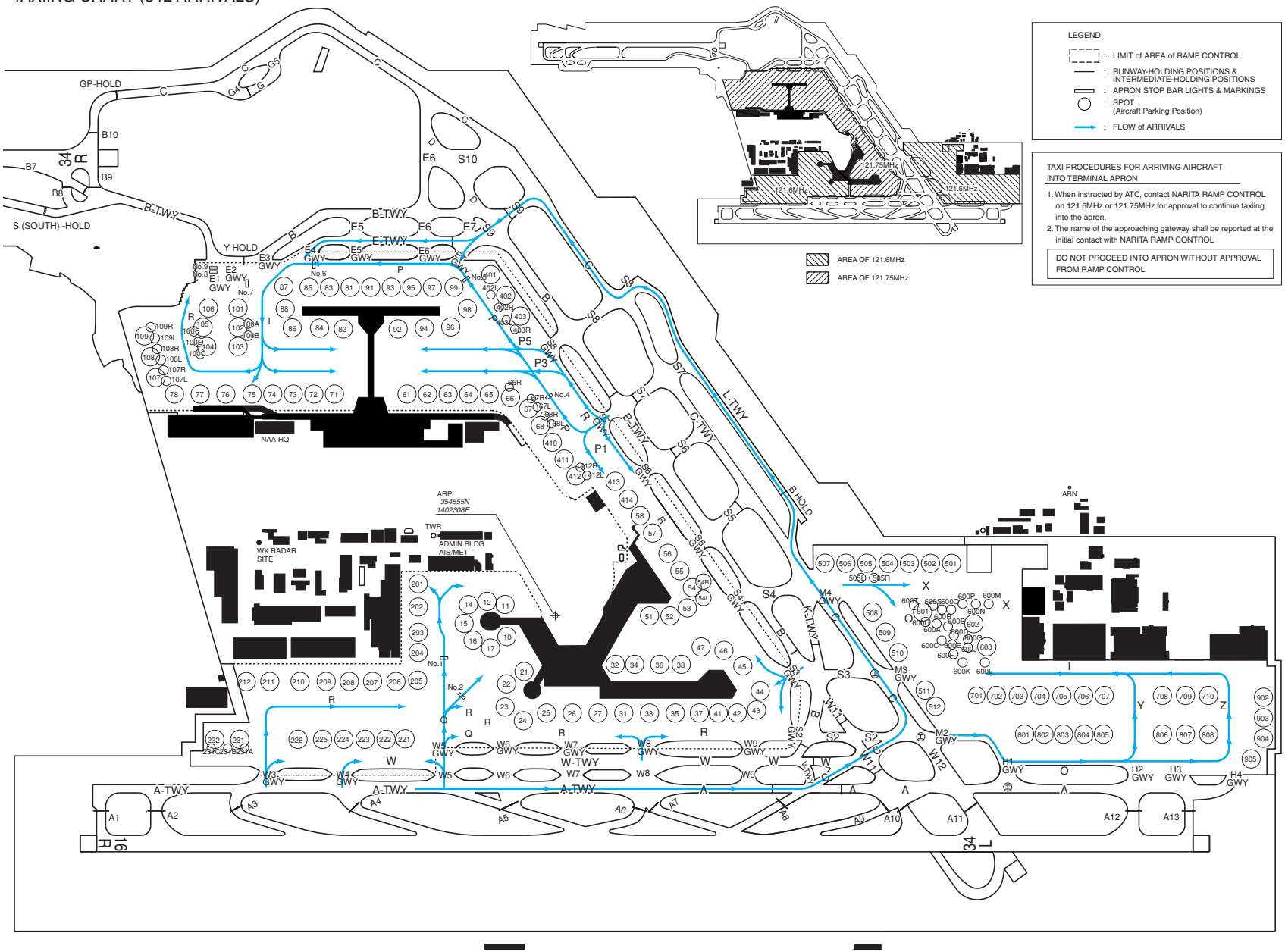
TAXIING CHART (16R ARRIVALS)



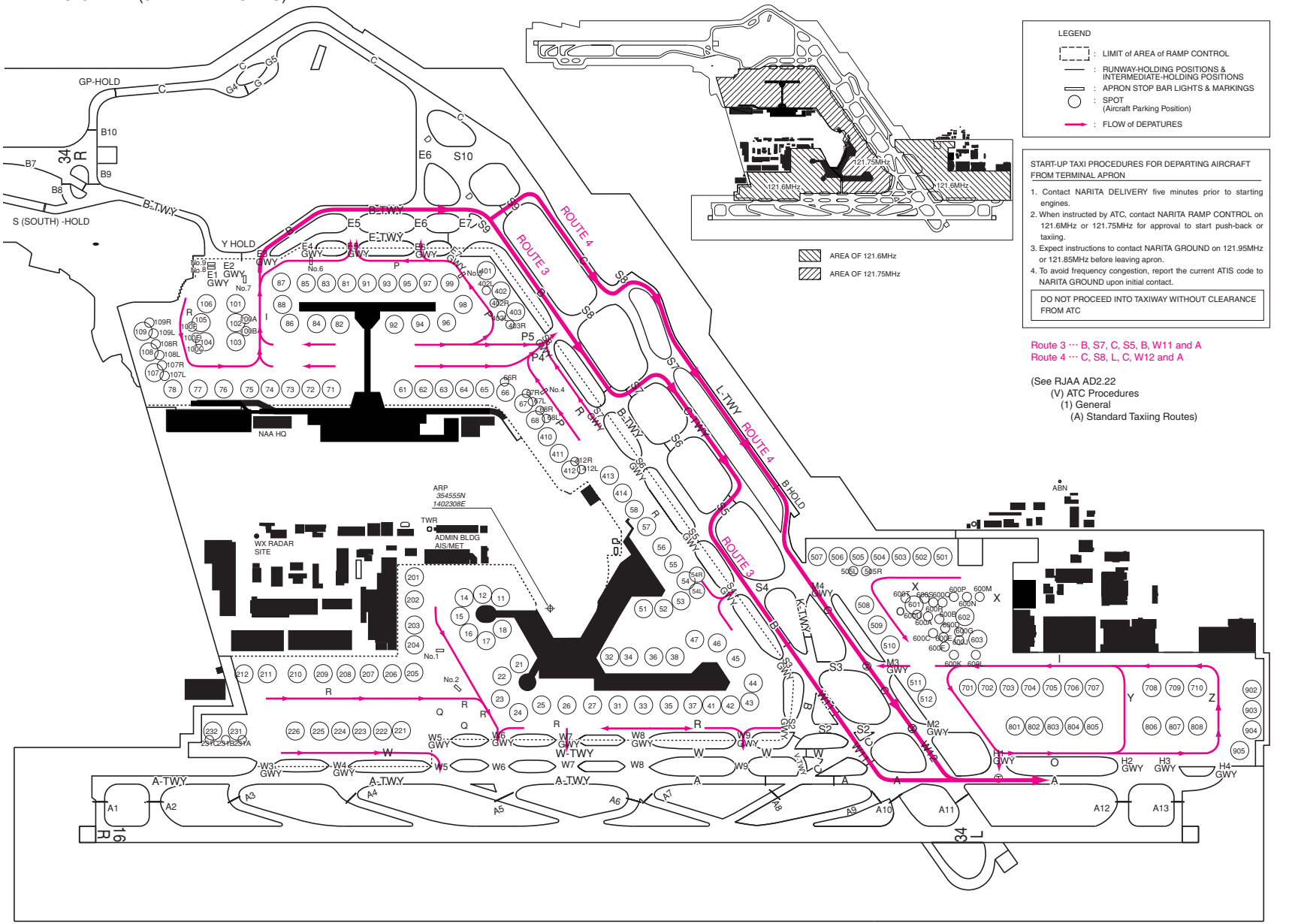
TAXIING CHART (16R DEPARTURES)



TAXIING CHART (34L ARRIVALS)



TAXIING CHART (34L DEPARTURES)



START-UP TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

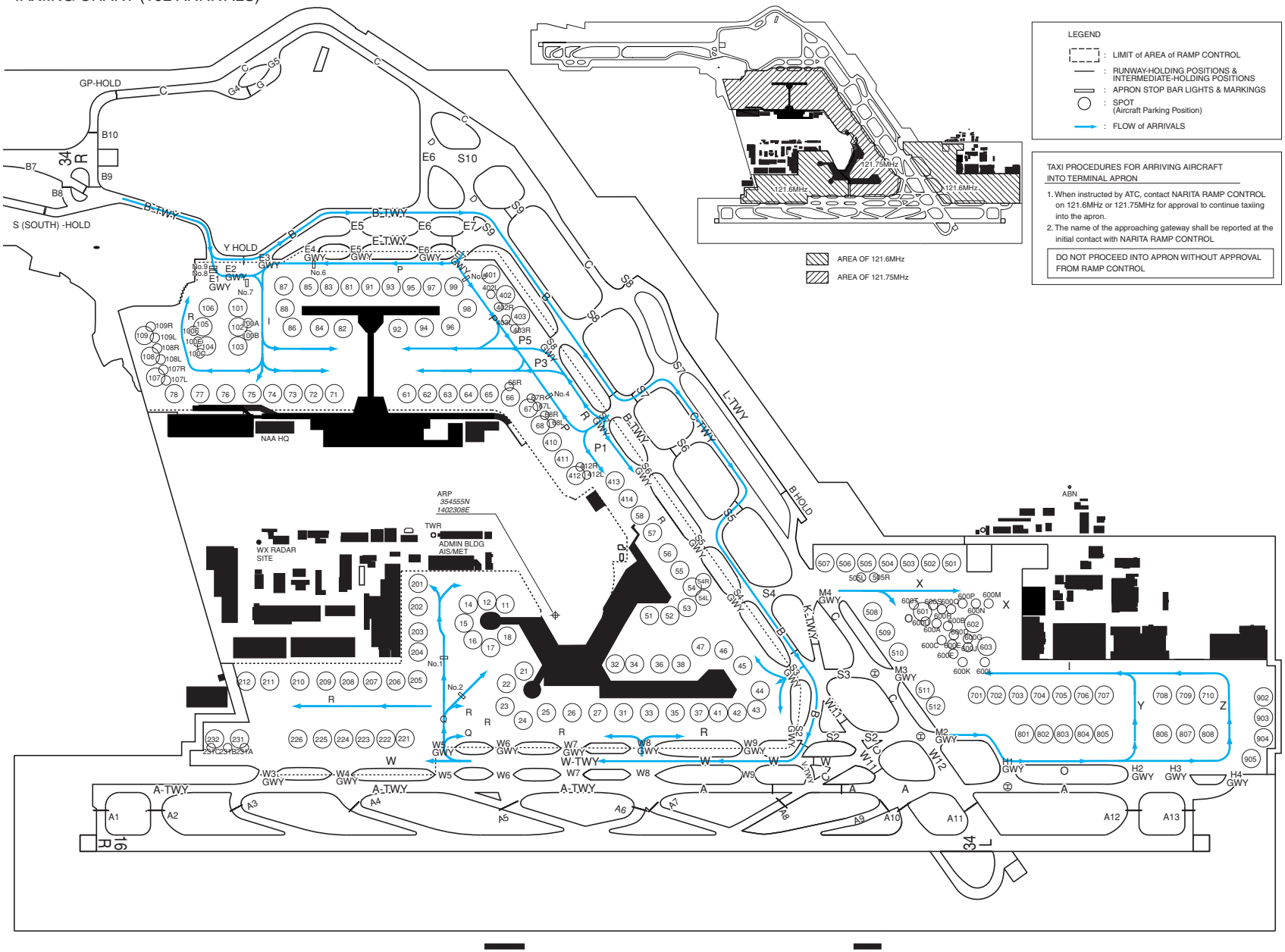
1. Contact NARITA DELIVERY five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6MHz or 121.75MHz for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.95MHz or 121.85MHz before leaving apron.
4. To avoid frequency congestion, report the current ATIS code to NARITA GROUND upon initial contact.

DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC

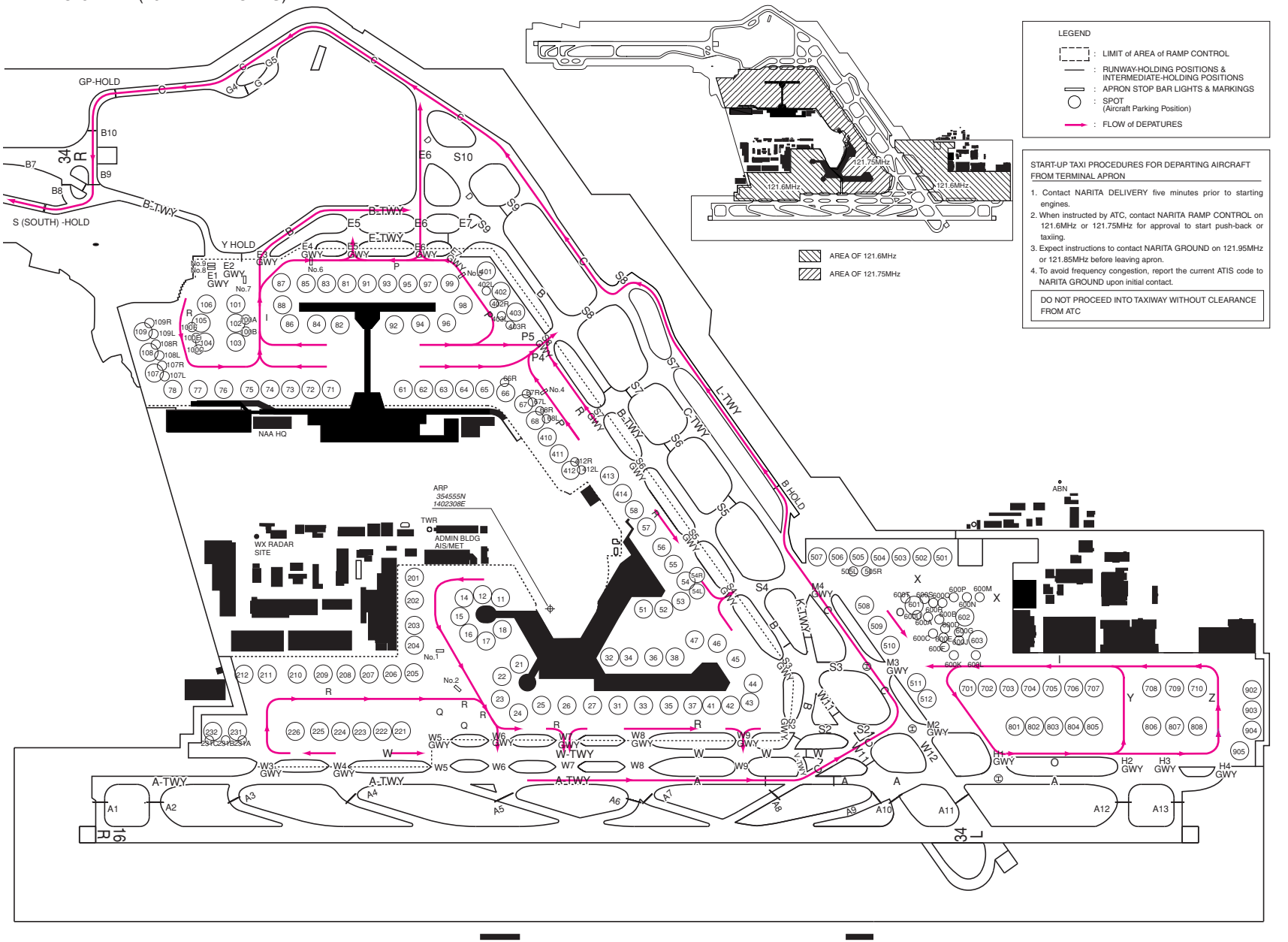
Route 3 ··· B, S7, C, S5, B, W11 and A
Route 4 ··· C, S8, L, C, W12 and A

(See RJAA AD2.22
(V) ATC Procedures
(1) General
(A) Standard Taxiing Routes)

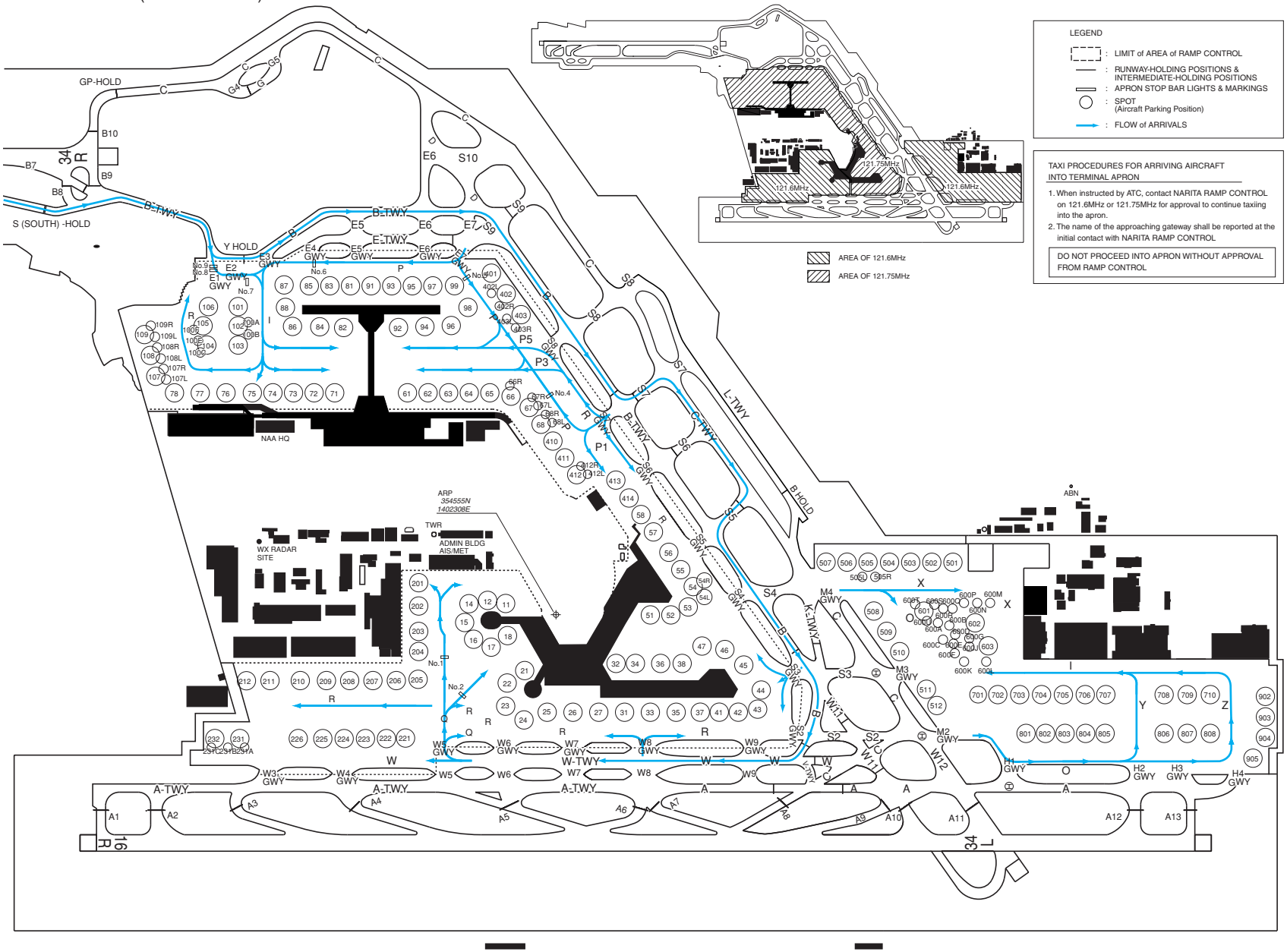
TAXIING CHART (16L ARRIVALS)



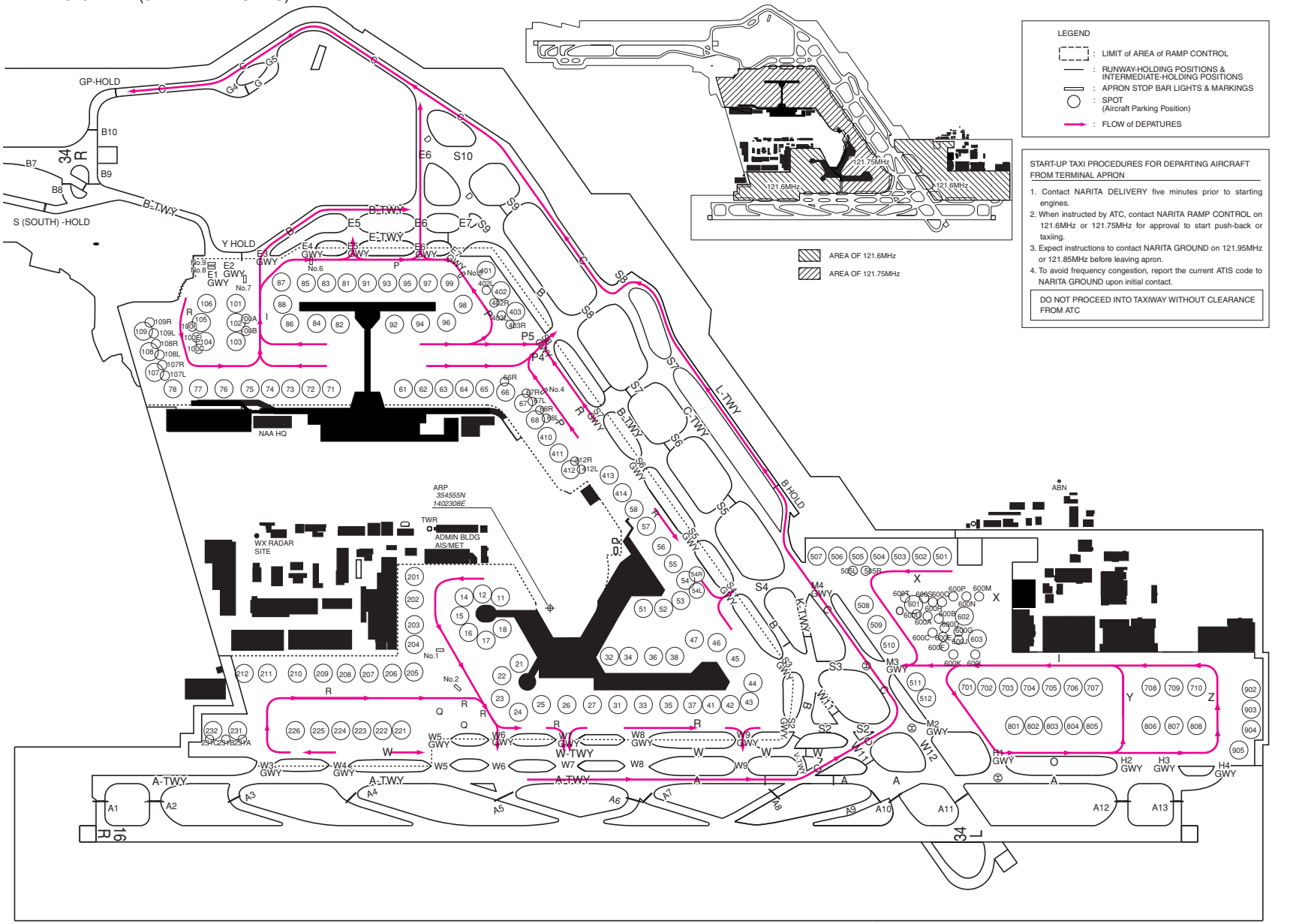
TAXIING CHART (16L DEPARTURES)



TAXIING CHART (34R ARRIVALS)



TAXIING CHART (34R DEPARTURES)



LEGEND

- : LIMIT of AREA of RAMP CONTROL
- : RUNWAY-HOLDING POSITIONS & INTERMEDIATE-HOLDING POSITIONS
- : APRON STOP BAR LIGHTS & MARKINGS
- : SPOT (Aircraft Parking Position)
- : FLOW of DEPATURES

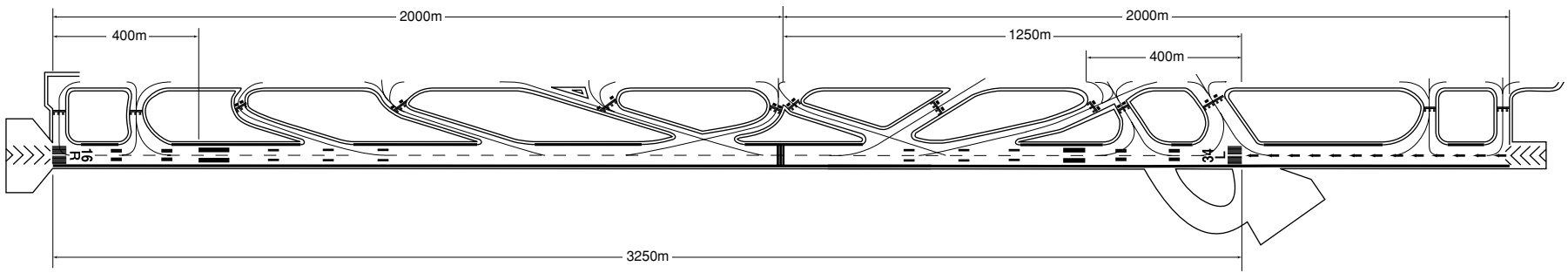
START-UP TAXI PROCEDURES FOR DEPARTING AIRCRAFT FROM TERMINAL APRON

1. Contact NARITA DELIVERY five minutes prior to starting engines.
2. When instructed by ATC, contact NARITA RAMP CONTROL on 121.6MHz or 121.75MHz for approval to start push-back or taxiing.
3. Expect instructions to contact NARITA GROUND on 121.95MHz or 121.85MHz before leaving apron.
4. To avoid frequency congestion, report the current ATIS code to NARITA GROUND upon initial contact.

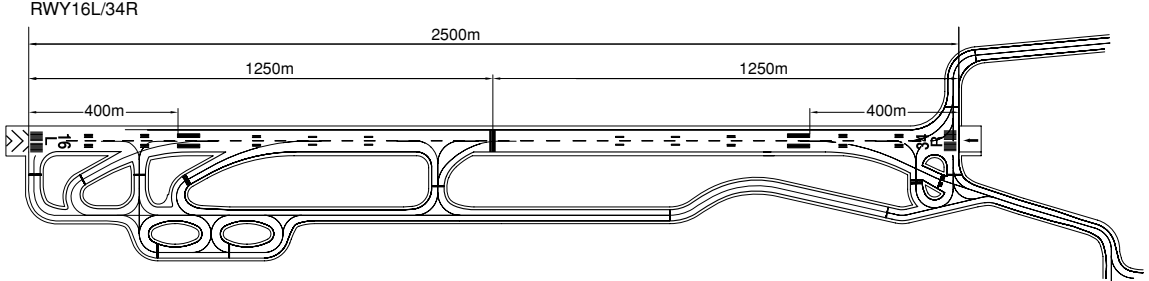
DO NOT PROCEED INTO TAXIWAY WITHOUT CLEARANCE FROM ATC

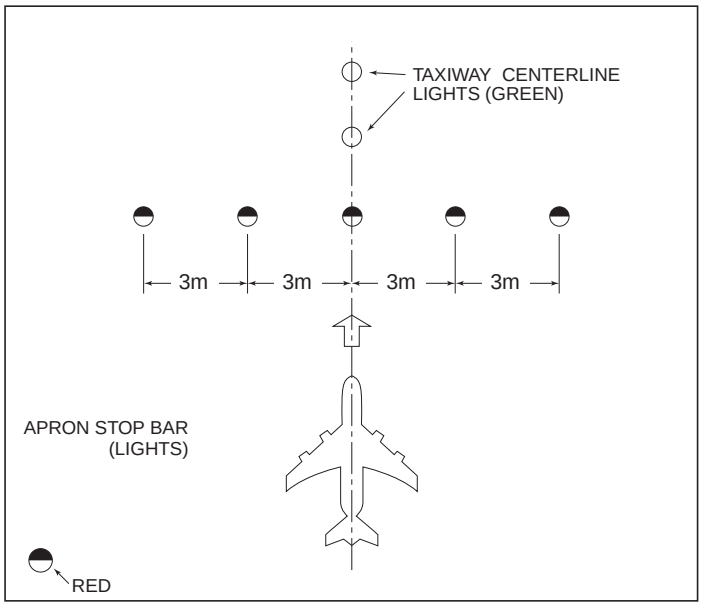
MARKING AIDS

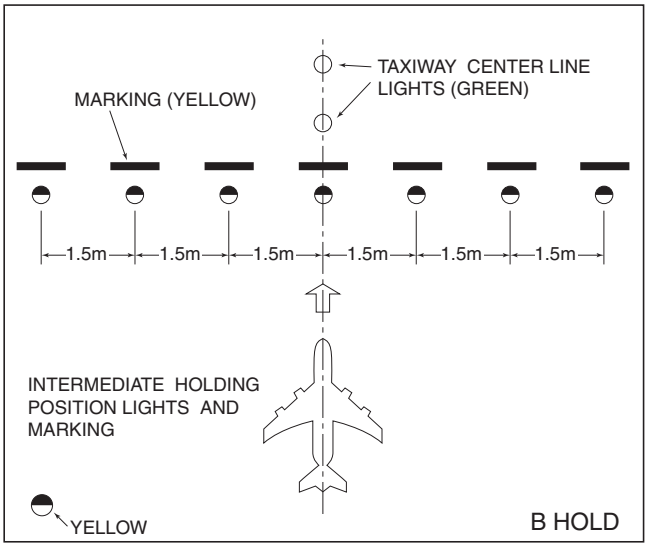
RWY16R/34L

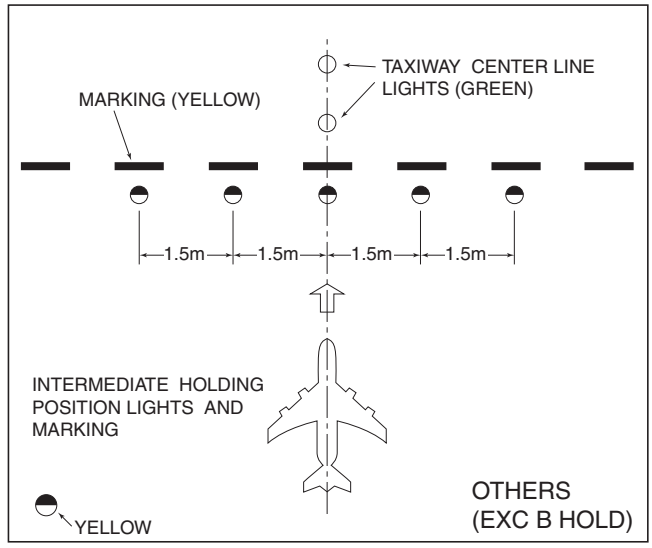


RWY16L/34R

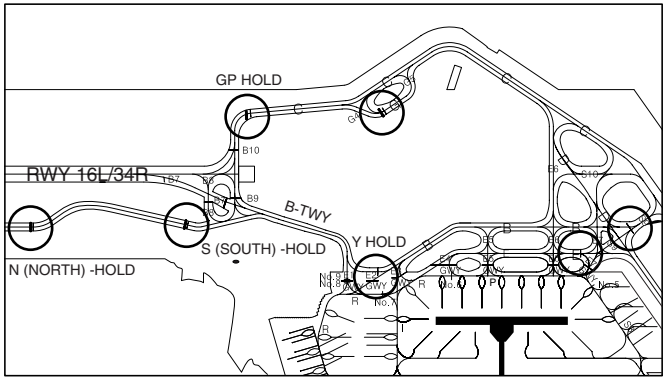


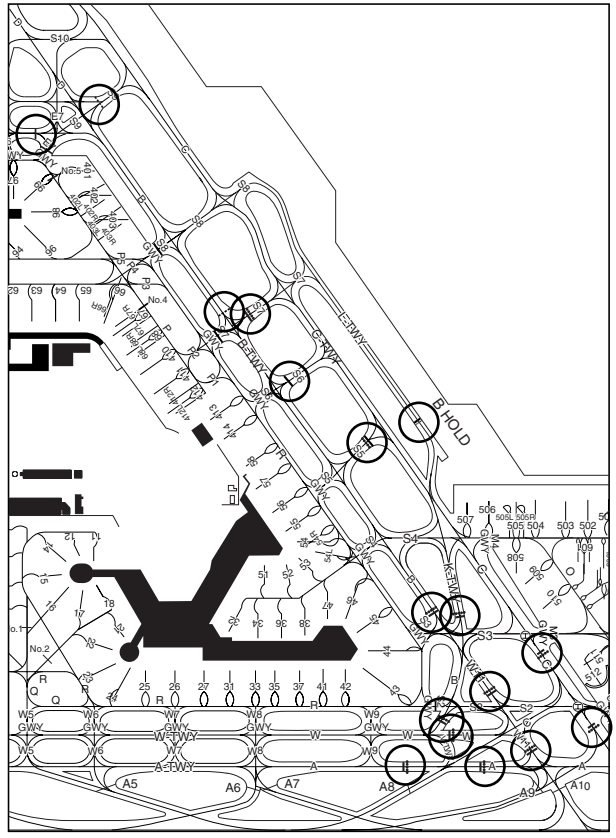

TAXIWAY CENTERLINE
LIGHTS (GREEN)
3m
3m
3m
3m
APRON STOP BAR
(LIGHTS)
RED





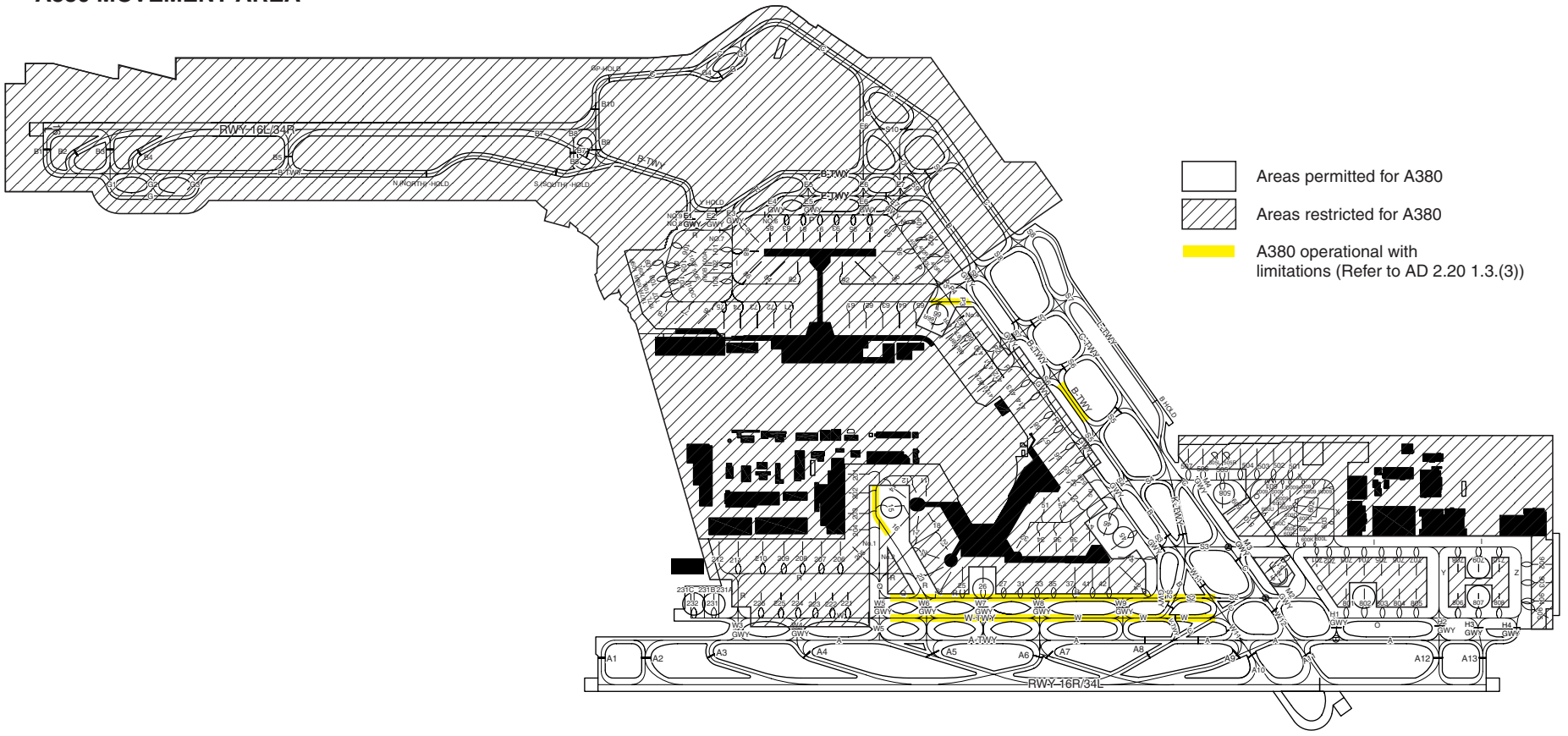
Intermediate holding position lights and markings



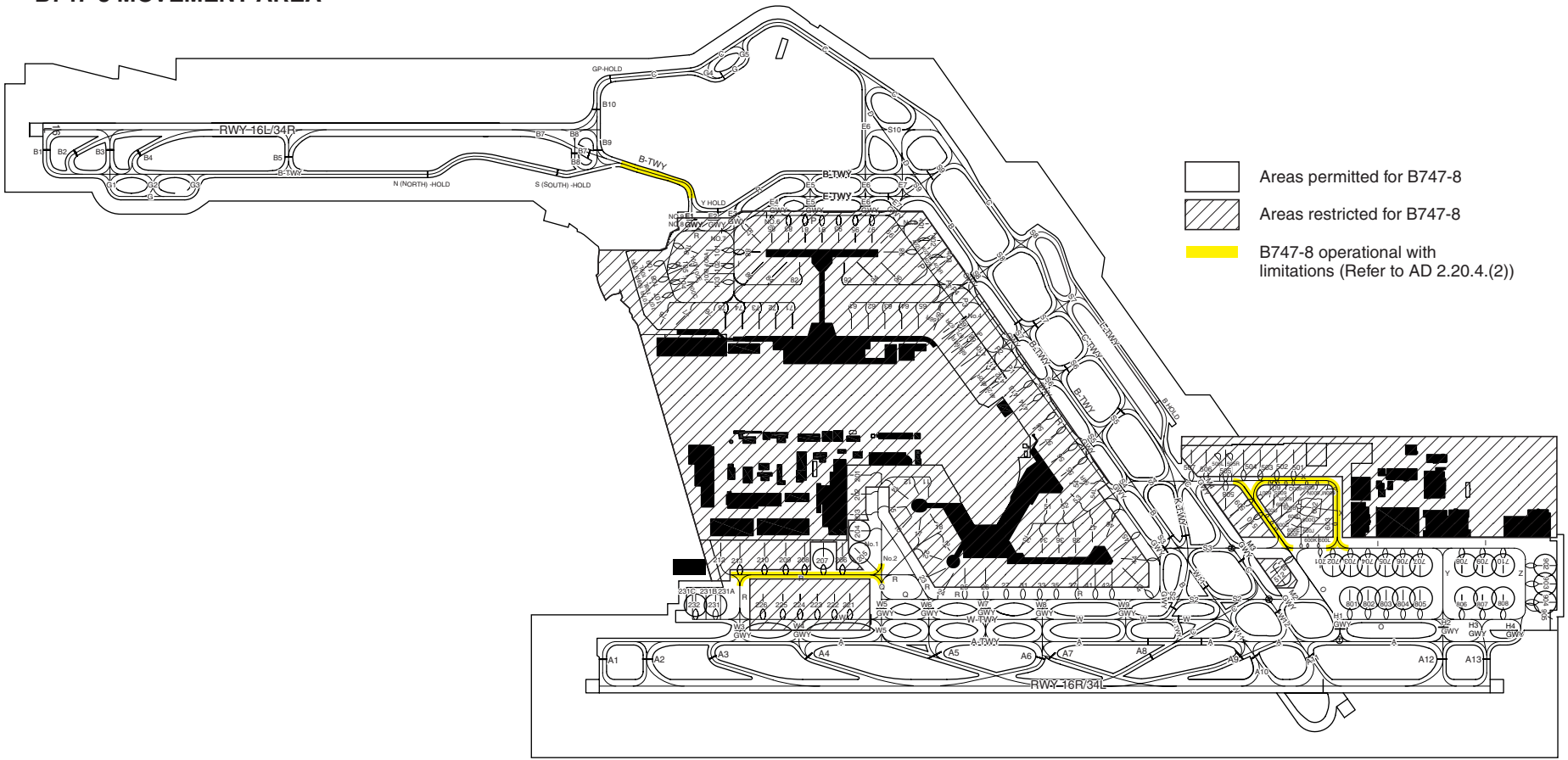


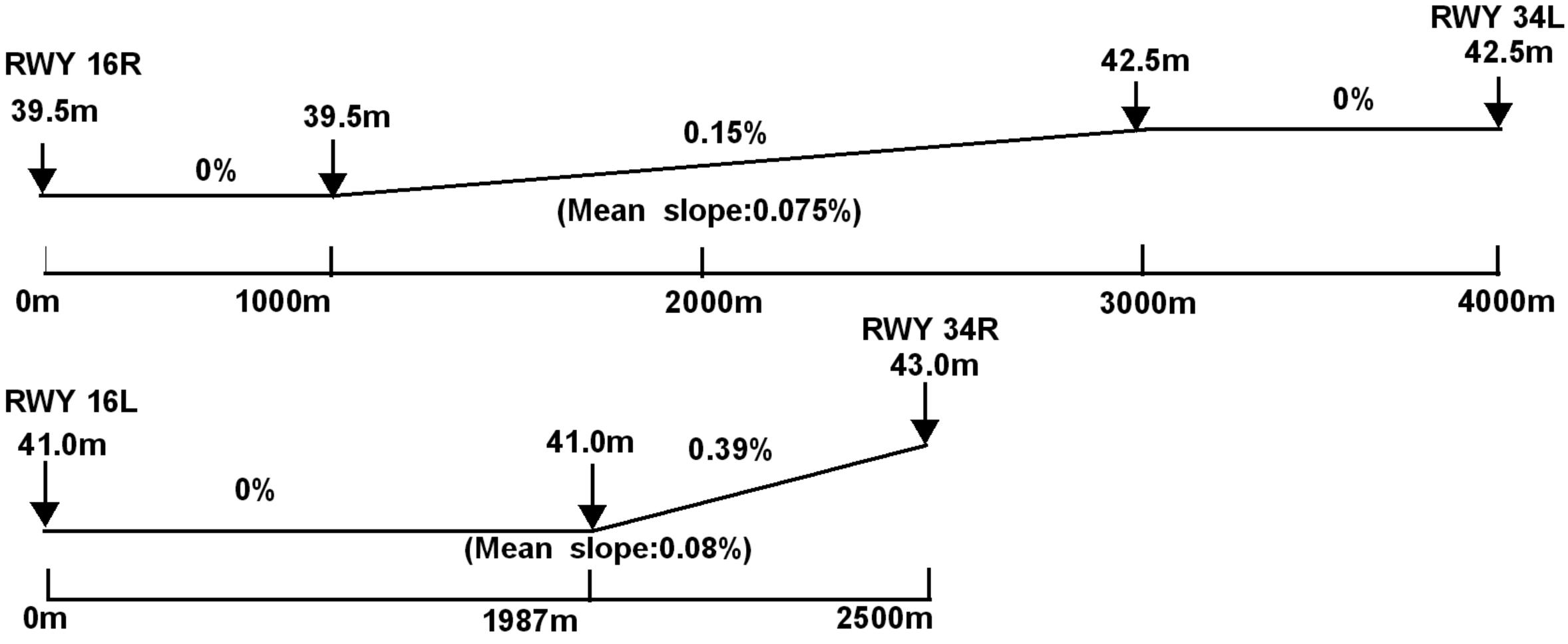
B
B
E5
E4
E1
E2
E3
B
E6
E7
E
S9
C
S8
S7
L-TWY
C-TWY
B-TWY
S6
S5
S4
K-TWY
R
S3
W-TWY
W
O
A-TWY
A
A8-TWY
A9-TWY
W11
W12
S2

A380 MOVEMENT AREA



B747-8 MOVEMENT AREA




RWY 16R
39.5m
39.5m
0%
0.15%
42.5m
0%
RWY 34L
42.5m
(Mean slope:0.075%)
0m
1000m
2000m
3000m
4000m
RWY 34R
43.0m
RWY 16L
41.0m
41.0m
0.39%
0%
(Mean slope:0.08%)
0m
1987m
2500m