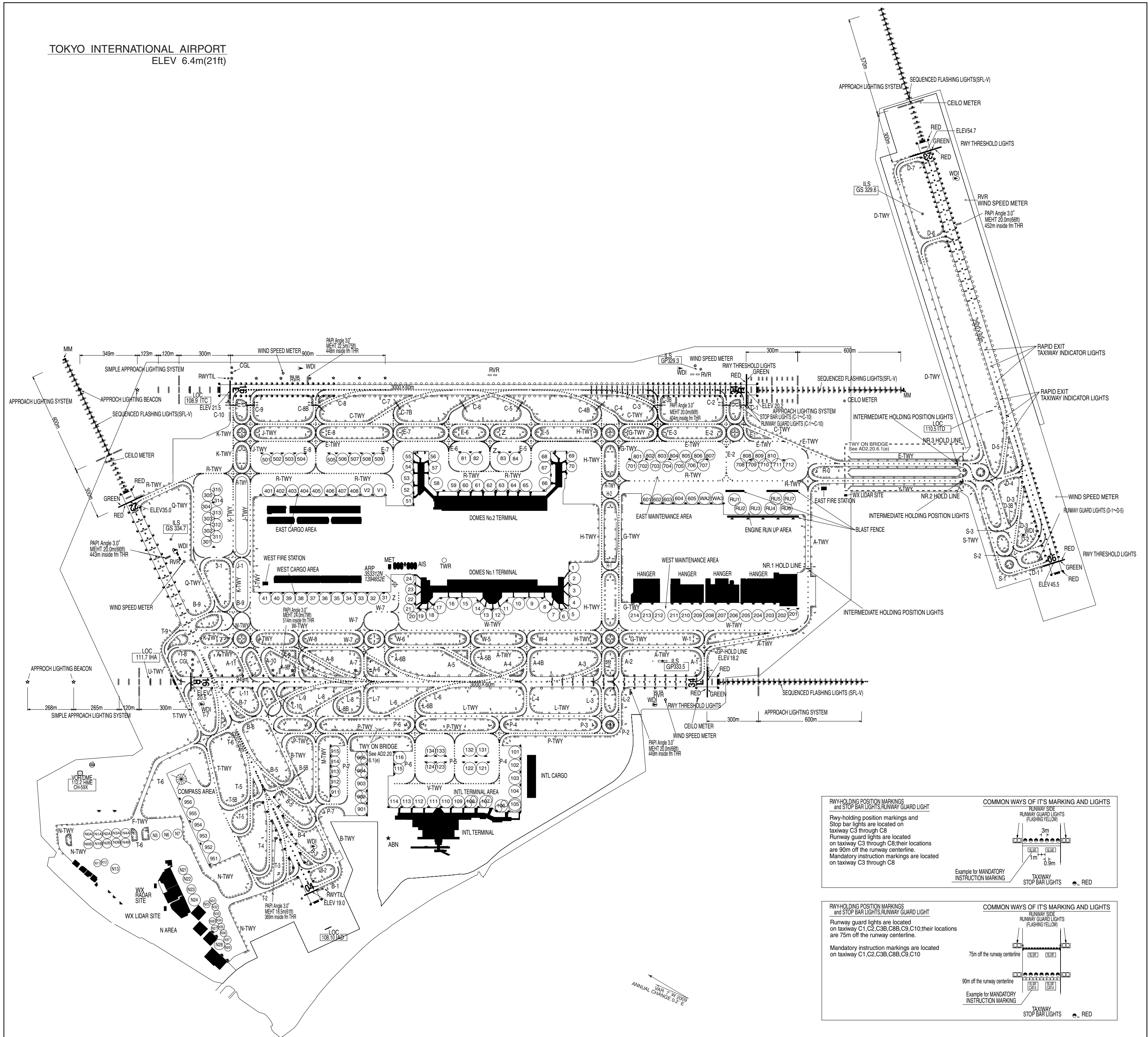
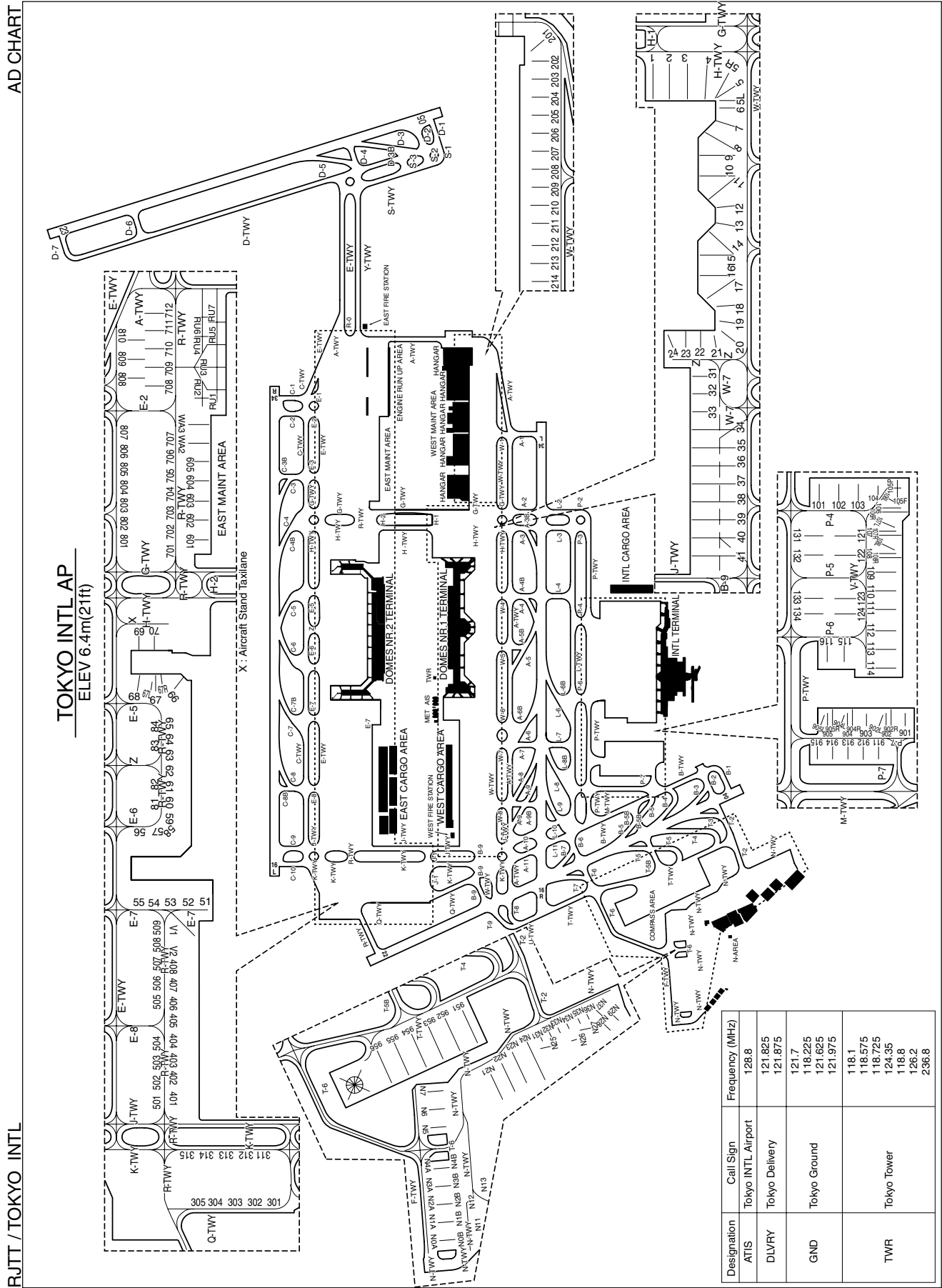






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TAXIING GUIDE LINE AND PARKING AREAS

Legend:

- X : Aircraft Stand Taxilane
- : Pushback-lane

Key Areas and Features:

- Terminals:** Domes NR.1 Terminal, Domes NR.2 Terminal, Intl Terminal
- Cargo Areas:** East Cargo Area, West Cargo Area, Intl Cargo Area
- Maintenance Areas:** East Maint Area, West Maint Area
- Hangars:** Multiple hangars located in the West Maint Area and East Maint Area.
- Fire Stations:** East Fire Station, West Fire Station
- Other Areas:** Compass Area, N Area, Engine Run Up Area

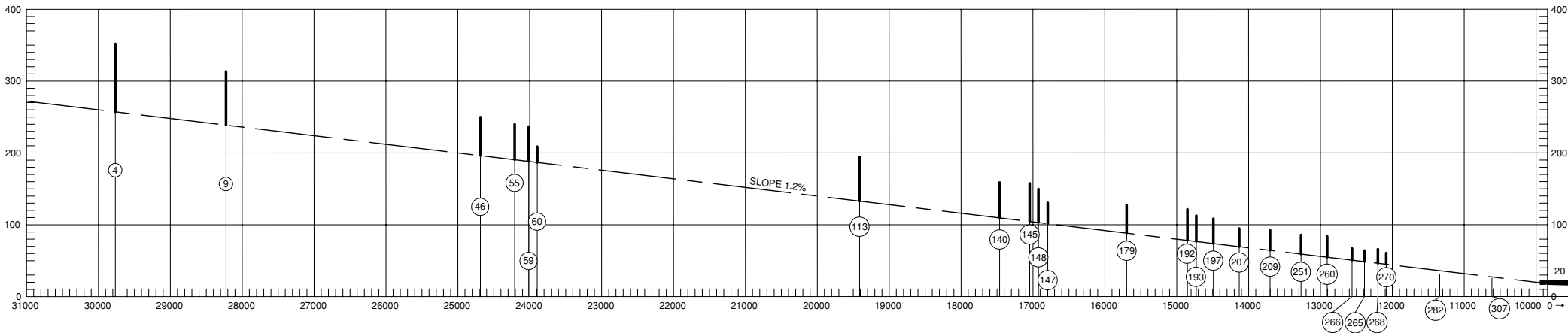
Taxiway and Runway Labels:

- Runways:** 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782,

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

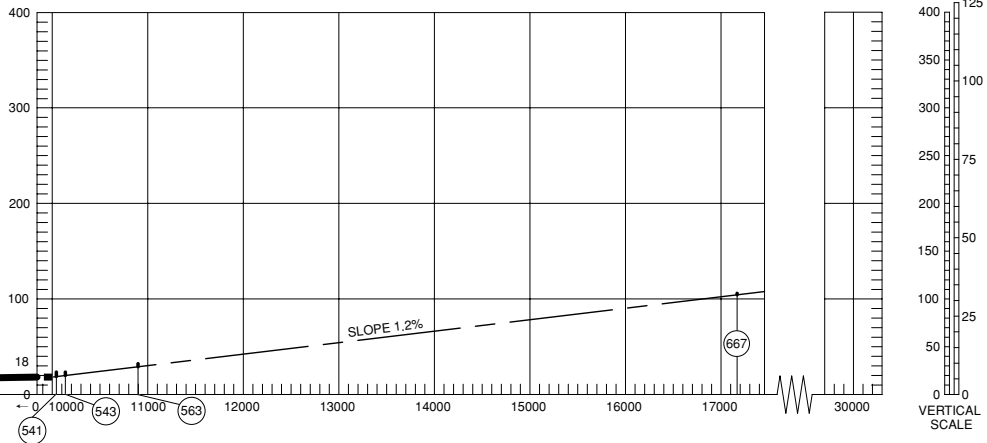
AERODROME OBSTACLE CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 7°00.2' W-JUL 2010



TOKYO INTERNATIONAL AIRPORT
RWY:16R/34L

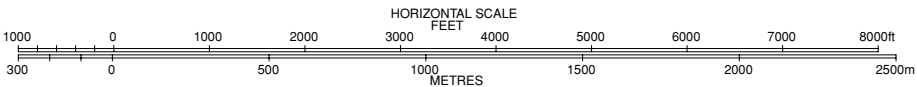
DECLARED DISTANCES			
RWY 16R		RWY 34L	
9840	TAKE OFF RUN AVAILABLE	9840	
9840	TAKE OFF DISTANCE AVAILABLE	9840	
9840	ACCELERATE STOP DISTANCE AVAILABLE	9840	
9840	LANDING DISTANCE AVAILABLE	9840	



FT M
400 125
350 100
300 75
250 50
200 25
150 25
100 25
50 25
0 0
VERTICAL SCALE



LEGEND		AMENDMENT RECORD		
①	IDENTIFICATION NUMBER	Nr	DATE	ENTERED BY
⊙	POLE, TOWER, SPIRE, ANTENNA, ETC.			
✱	TREE			
—+—	RAILROAD			
—+—	TRANSMISSION LINE OR OVERHEAD CABLE			
△	TRIANGULATION POINT			
★	AERONAUTICAL GROUND LIGHT			
—+—	LEVEE			
—+—	RIVER			



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

TOKYO INTERNATIONAL AIRPORT
RWY:04/22

DECLARED DISTANCES

RWY 04		RWY 22
8200	TAKE OFF RUN AVAILABLE	8200
8200	TAKE OFF DISTANCE AVAILABLE	8200
8200	ACCELERATE STOP DISTANCE AVAILABLE	8200
8200	LANDING DISTANCE AVAILABLE	8200

VERTICAL SCALE

HORIZONTAL SCALE

ASPHALT CONCRETE 8200x200

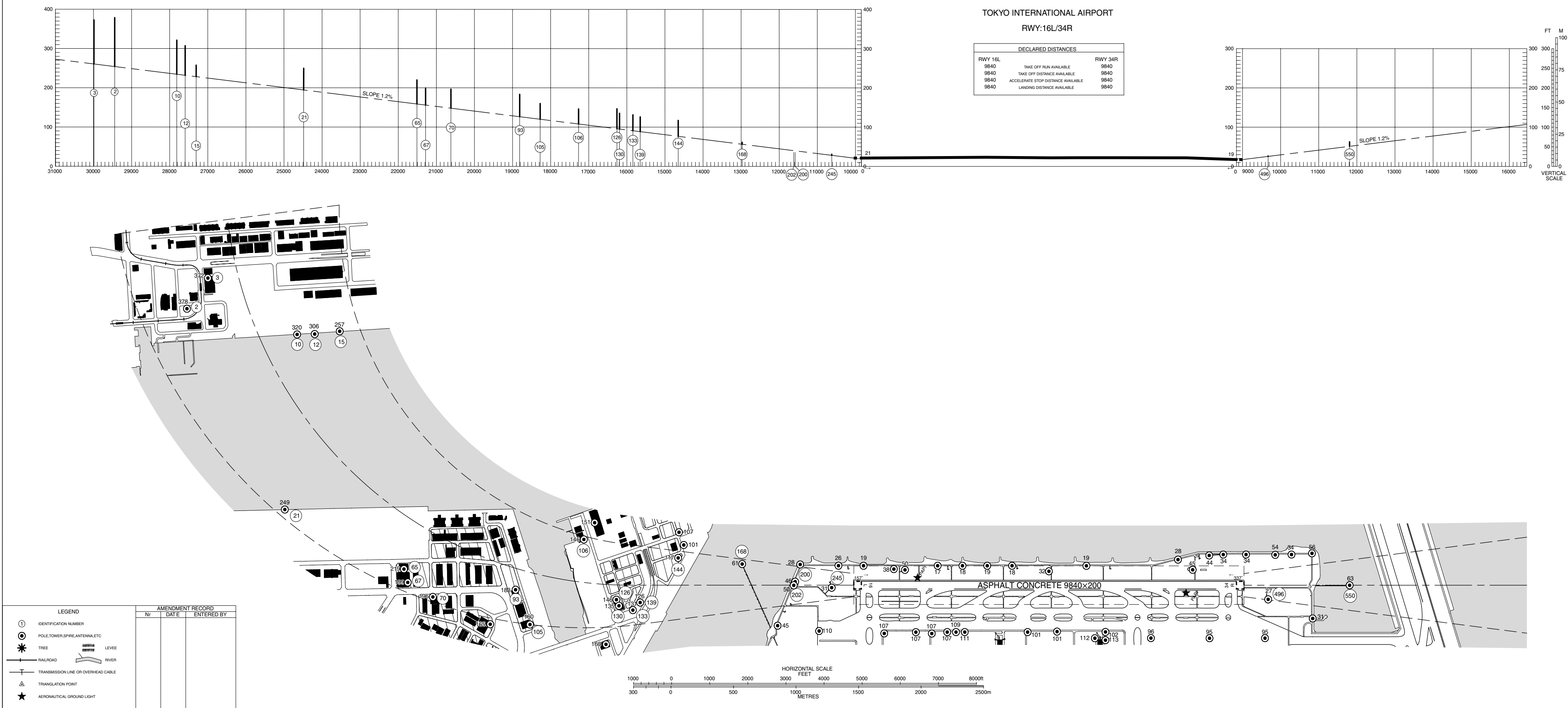
LEGEND

- WIRE ANTENNA, ETC.
- LEVEE
- RIVER
- LINE OR OVERHEAD CABLE
- POINT
- GROUND LIGHT

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

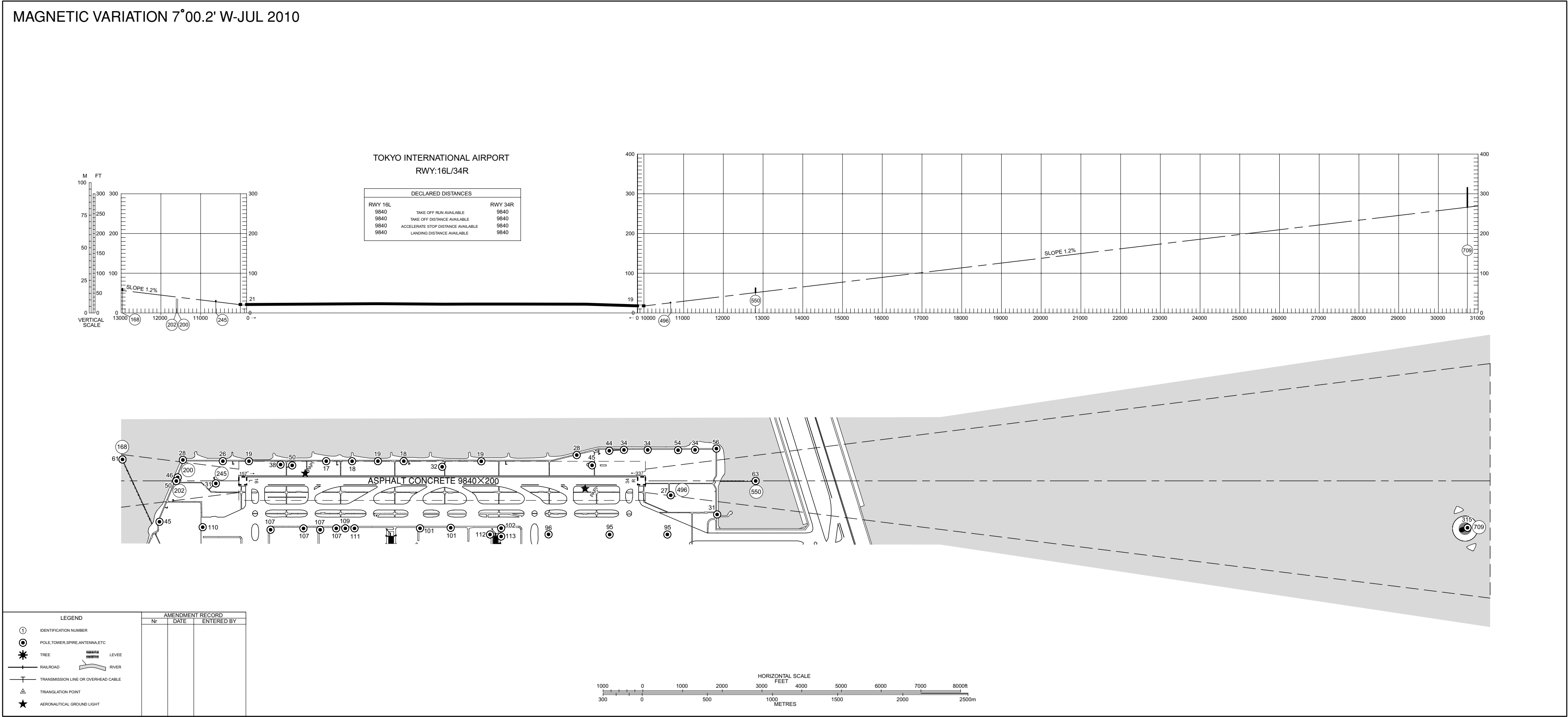
MAGNETIC VARIATION 7°00.2' W-JUL 2010



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

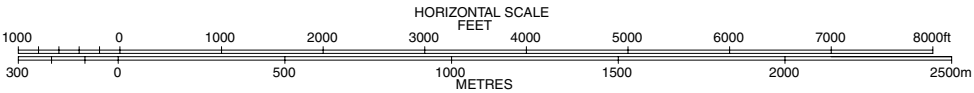
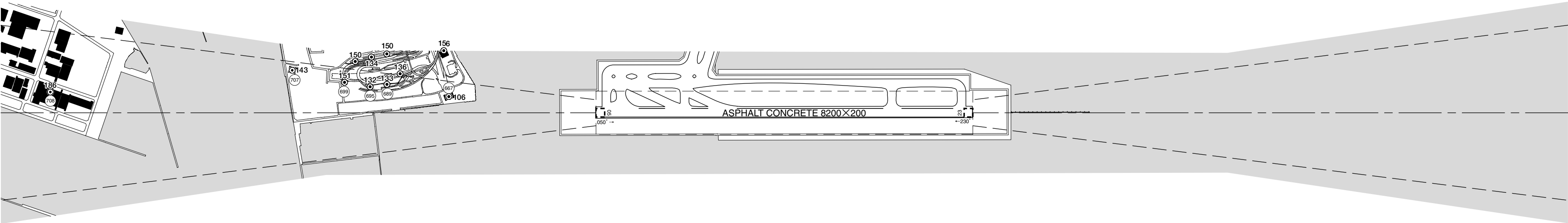
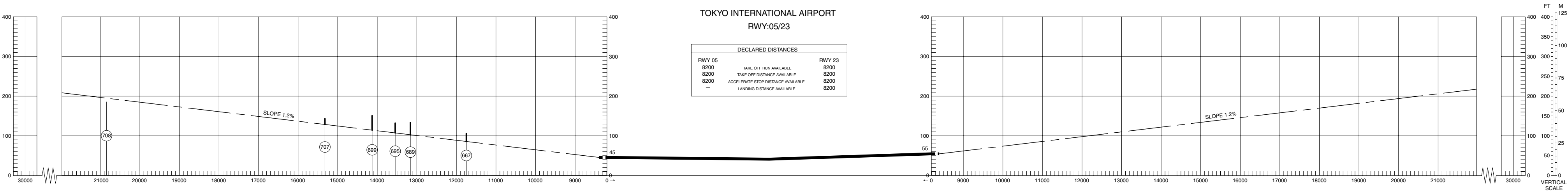
MAGNETIC VARIATION 7°00.2' W-JUL 2010



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

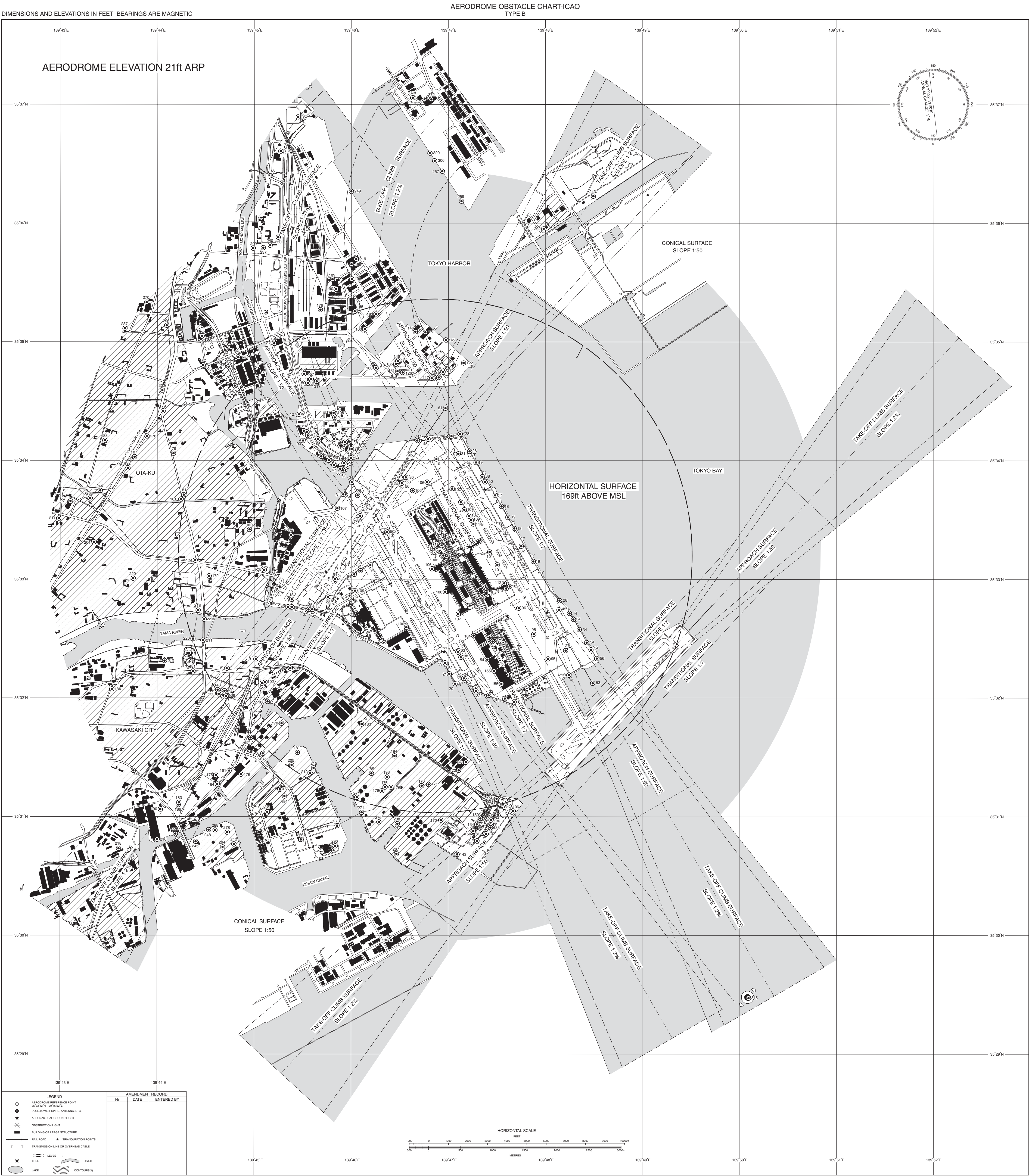
AERODROME OBSTACLE CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 7°00.2' W-JUL 2010



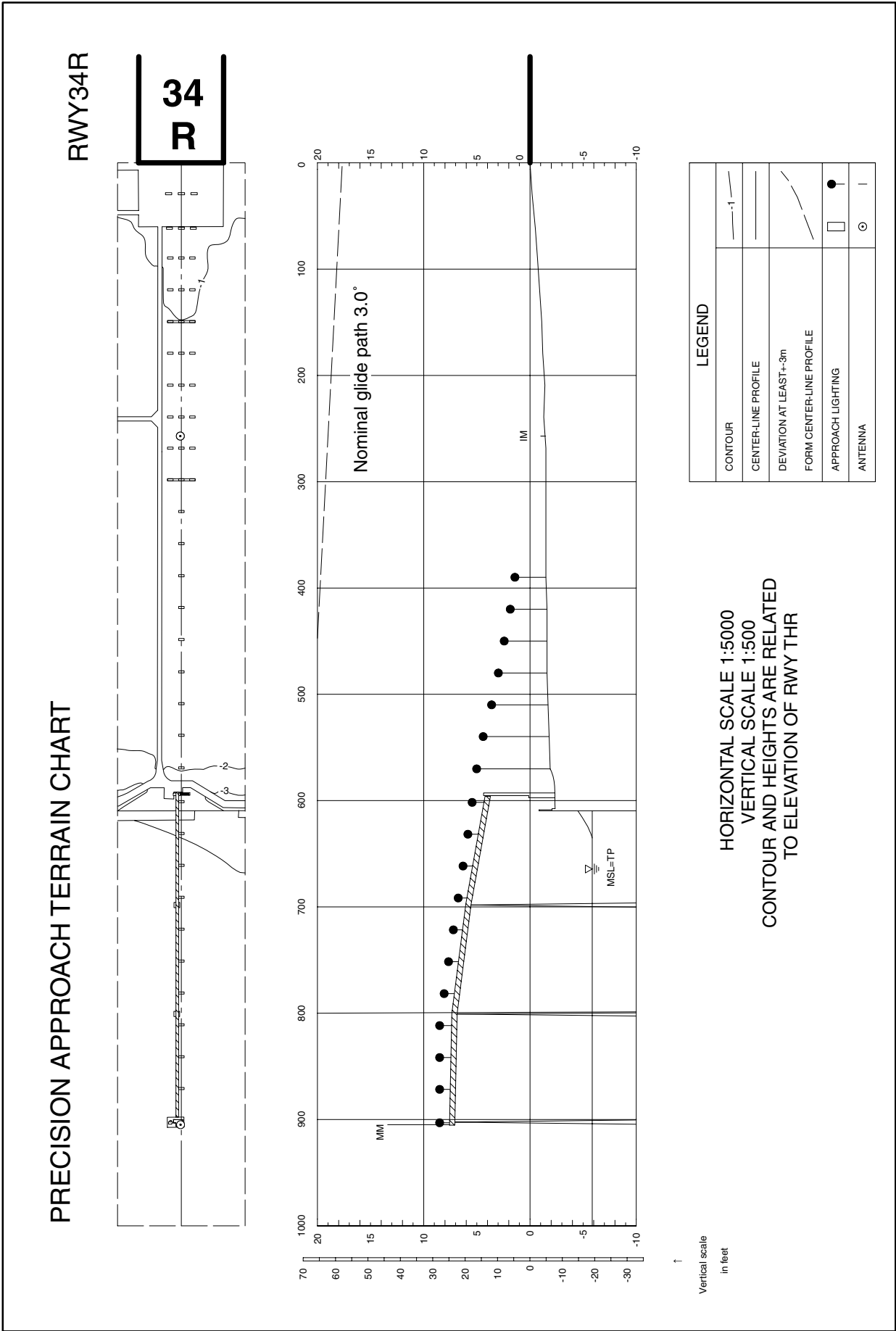
LEGEND		AMENDMENT RECORD		
		Nr	DATE	ENTERED BY
①	IDENTIFICATION NUMBER			
⊙	POLE, TOWER, SPIRE, ANTENNA, ETC.			
✱	TREE			
—+—	RAILROAD			
—+—	TRANSMISSION LINE OR OVERHEAD CABLE			
△	TRIANGULATION POINT			
★	AERONAUTICAL GROUND LIGHT			
	LEVEE			
~~~~~	RIVER			







PRECISION APPROACH TERRAIN CHART

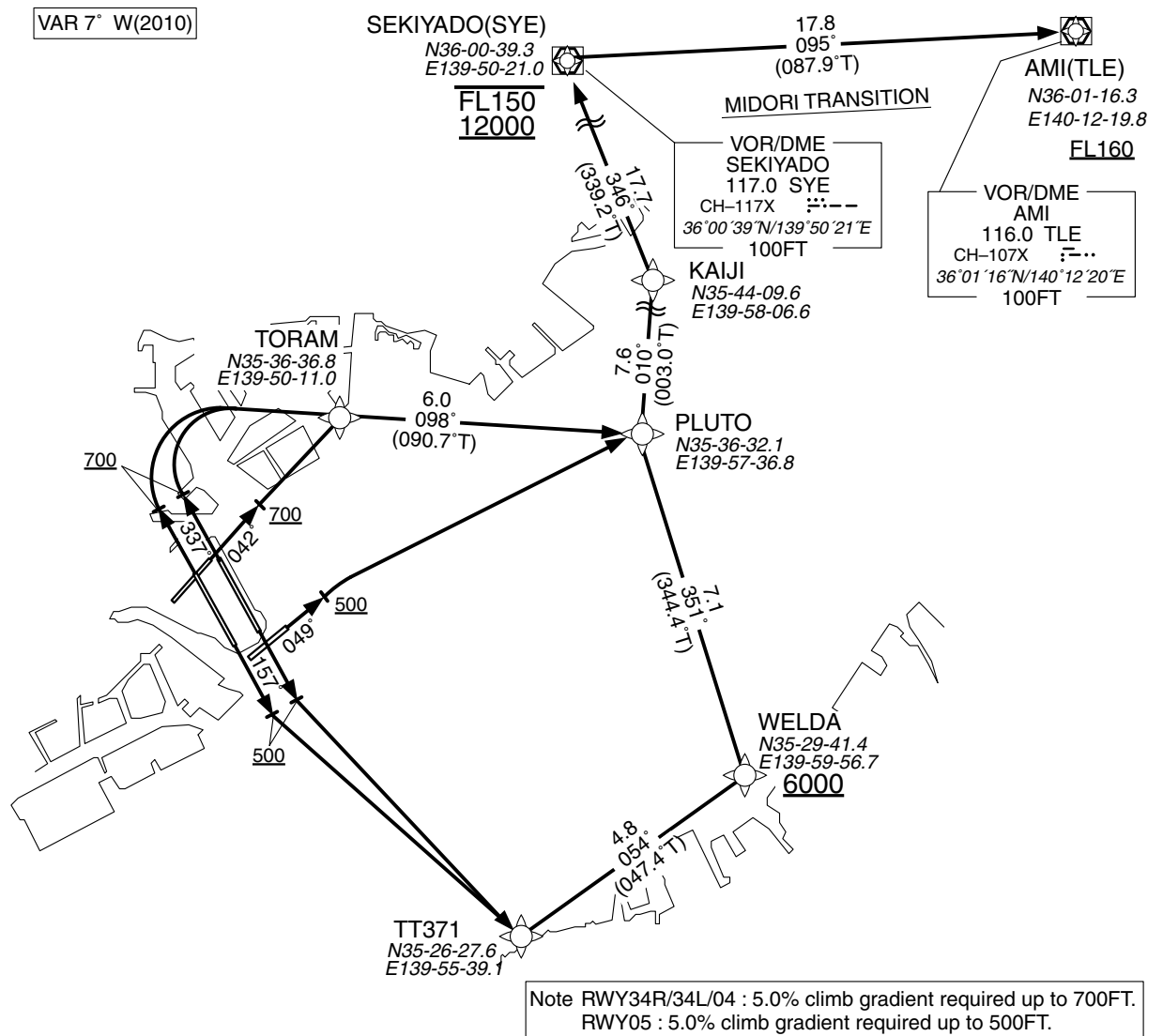


## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

PLUTO ONE DEPARTURE / MIDORI TRANSITION		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 KZE "from RWY16R DER to 1.2nm" RWY16L KZE "from RWY16L DER to 1.2nm" RWY34R KZE "from RWY34R DER to 1.0nm" RWY34L KZE "from RWY34L DER to 0.5nm" RWY04 KZE "from RWY04 DER to 1.7nm"
	DME GAP	—
	Inappropriate Nav aids	See 1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

**PLUTO ONE DEPARTURE**

RWY16L/16R: Climb on HDG157° at or above 500FT, turn left direct to TT371, to WELDA at or above 6000FT, to PLUTO, to KAIJI, to SYE between 12000FT and FL150.

RWY34L/34R: Climb on HDG337° at or above 700FT, turn right direct to TORAM, to PLUTO, to KAIJI, to SYE between 12000FT and FL150.

RWY04: Climb on HDG042° at or above 700FT, direct to TORAM, to PLUTO, to KAIJI, to SYE between 12000FT and FL150.

RWY05: Climb on HDG049° at or above 500FT, turn right direct to PLUTO, to KAIJI, to SYE between 12000FT and FL150.

**MIDORI TRANSITION**

From SEKIYADO(SYE), to AMI(TLE) at or above FL160.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

**PLUTO ONE DEPARTURE**

RWY16L / 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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT371	—	—	—	L	—	—	—	RNAV1
TF	WELDA	—	4.8	054° (047.4°)	—	+6000	—	—	RNAV1
TF	PLUTO	—	7.1	351° (344.4°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	SEKIYADO (SYE)	—	17.7	346° (339.2°)	—	—FL150 +12000	—	—	RNAV1

RWY34L / 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	—	—	—	337° (329.9°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	R	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	SEKIYADO (SYE)	—	17.7	346° (339.2°)	—	—FL150 +12000	—	—	RNAV1

RWY04

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	—	—	—	042° (035.1°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	R	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	SEKIYADO (SYE)	—	17.7	346° (339.2°)	—	—FL150 +12000	—	—	RNAV1

RWY05

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	—	—	—	049° (042.4°)	—	+500	—	—	RNAV1
DF	PLUTO	—	—	—	R	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	SEKIYADO (SYE)	—	17.7	346° (339.2°)	—	—FL150 +12000	—	—	RNAV1

**MIDORI TRANSITION**

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	SEKIYADO (SYE)	—	—	—	—	—	—	—	RNAV1
TF	AMI (TLE)	—	17.8	095° (087.9°)	—	+FL160	—	—	RNAV1

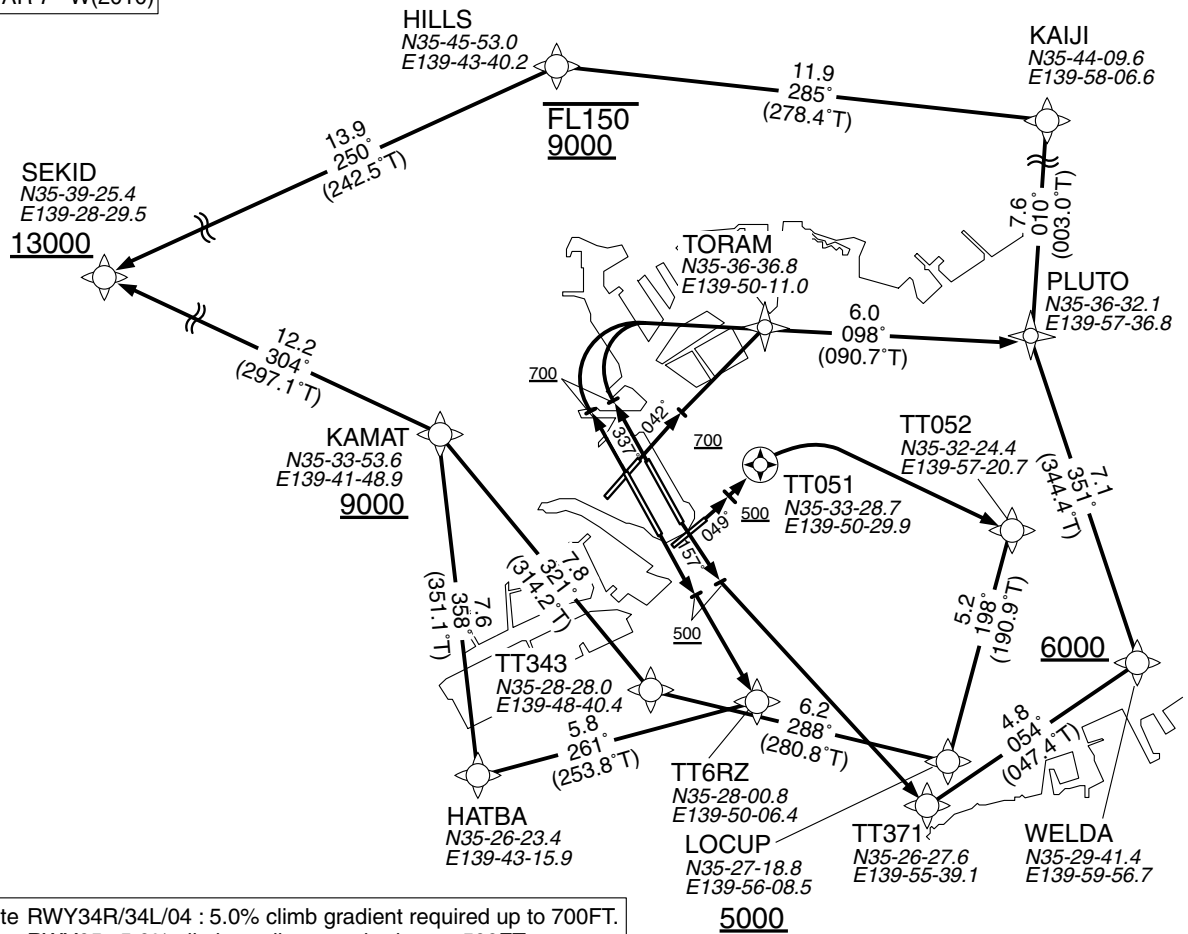
## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

SEKID 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 KZE "from RWY16R DER to 1.2nm" RWY16L KZE "from RWY16L DER to 1.2nm" RWY34R KZE "from RWY34R DER to 1.0nm" RWY34L KZE "from RWY34L DER to 0.5nm" RWY04 KZE "from RWY04 DER to 1.7nm"	
	DME GAP	-	
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

VAR 7° W(2010)

**SEKID ONE DEPARTURE**

- RWY16R: Climb on HDG157° at or above 500FT, direct to TT6RZ, to HATBA, to KAMAT at or above 9000FT, to SEKID at or above 13000FT.
- RWY16L: Climb on HDG157° at or above 500FT, direct to TT371, to WELDA at or above 6000FT, to PLUTO, to KAIJI, to HILLS between 9000FT and FL150, to SEKID at or above 13000FT.
- RWY34L/34R: Climb on HDG337° at or above 700FT, turn right direct to TORAM, to PLUTO, to KAIJI, to HILLS between 9000FT and FL150, to SEKID at or above 13000FT.
- RWY04: Climb on HDG042° at or above 700FT, direct to TORAM, to PLUTO, to KAIJI, to HILLS between 9000FT and FL150, to SEKID at or above 13000FT.
- RWY05: Climb on HDG049° at or above 500FT, direct to TT051, turn right direct to TT052, to LOCUP at or above 5000FT, to TT343, to KAMAT at or above 9000FT, to SEKID at or above 13000FT.

## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

## SEKID 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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6RZ	—	—	—	—	—	—	—	RNAV1
TF	HATBA	—	5.8	261° (253.8°)	—	—	—	—	RNAV1
TF	KAMAT	—	7.6	358° (351.1°)	—	+9000	—	—	RNAV1
TF	SEKID	—	12.2	304° (297.1°)	—	+13000	—	—	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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT371	—	—	—	—	—	—	—	RNAV1
TF	WELDA	—	4.8	054° (047.4°)	—	+6000	—	—	RNAV1
TF	PLUTO	—	7.1	351° (344.4°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	SEKID	—	13.9	250° (242.5°)	—	+13000	—	—	RNAV1

## RWY34L / 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	—	—	—	337° (329.9°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	R	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	SEKID	—	13.9	250° (242.5°)	—	+13000	—	—	RNAV1

## RWY04

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	—	—	—	042° (035.1°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	R	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	SEKID	—	13.9	250° (242.5°)	—	+13000	—	—	RNAV1

## RWY05

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	—	—	—	049° (042.4°)	—	+500	—	—	RNAV1
DF	TT051	Y	—	—	—	—	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	TT343	—	6.2	288° (280.8°)	—	—	—	—	RNAV1
TF	KAMAT	—	7.8	321° (314.2°)	—	+9000	—	—	RNAV1
TF	SEKID	—	12.2	304° (297.1°)	—	+13000	—	—	RNAV1

## STANDARD DEPARTURE CHART-INSTRUMENT

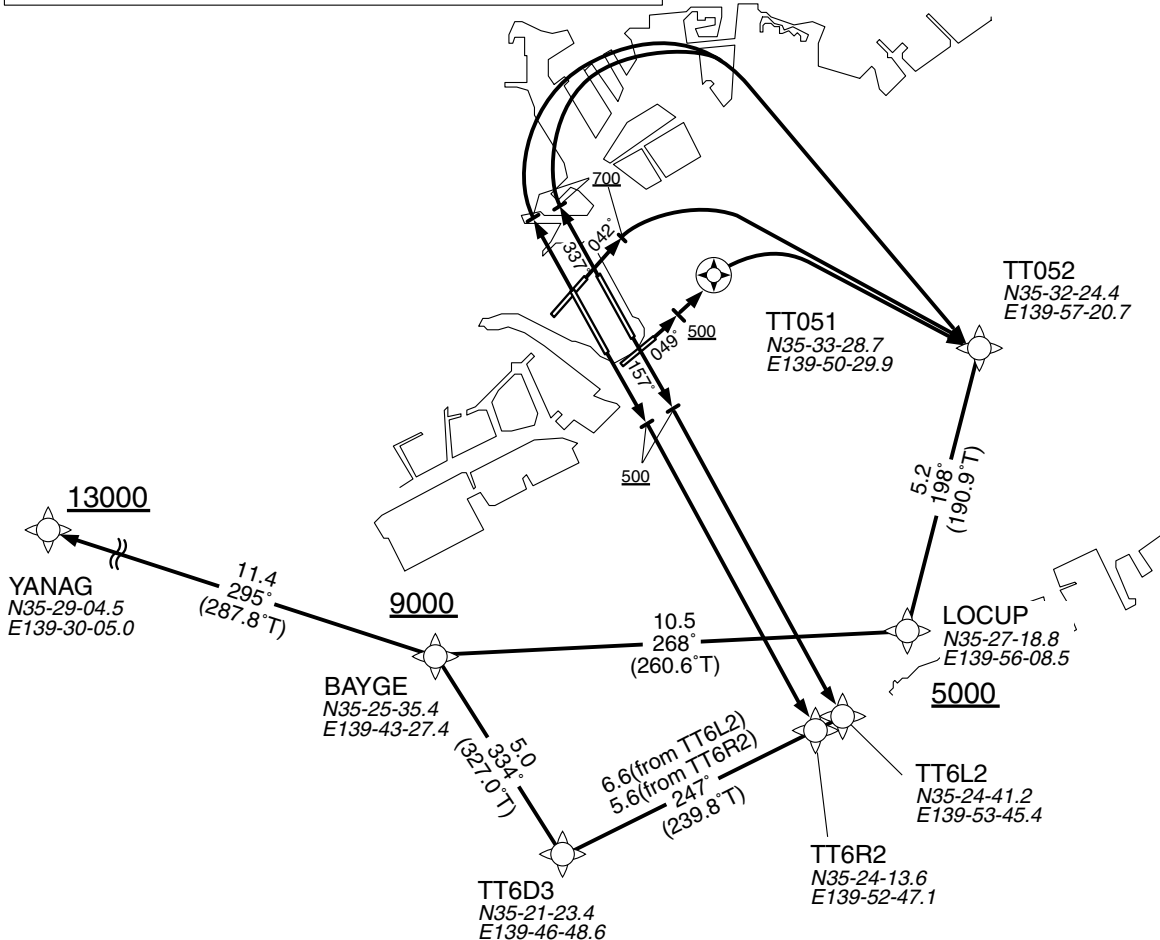
RJTT / TOKYO INTL

RNAV SID

YANAG 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 KZE "from RWY16R DER to 1.2nm" RWY16L KZE "from RWY16L DER to 1.2nm" RWY34R KZE "from RWY34R DER to 1.0nm" RWY34L KZE "from RWY34L DER to 0.5nm" RWY04 KZE "from RWY04 DER to 1.7nm"
	DME GAP	—
	Inappropriate NavAids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Note RWY34R/34L/04 : 5.0% climb gradient required up to 700FT.  
RWY05 : 5.0% climb gradient required up to 500FT.

VAR 7° W(2010)

**YANAG ONE DEPARTURE**

RWY16R: Climb on HDG157° at or above 500FT, direct to TT6R2, to TT6D3, to BAYGE at or above 9000FT, to YANAG at or above 13000FT.

RWY16L: Climb on HDG157° at or above 500FT, direct to TT6L2, to TT6D3, to BAYGE at or above 9000FT, to YANAG at or above 13000FT.

RWY34L/34R: Climb on HDG337° at or above 700FT, turn right direct to TT052, to LOCUP at or above 5000FT, to BAYGE at or above 9000FT, to YANAG at or above 13000FT.

RWY04: Climb on HDG042° at or above 700FT, turn right direct to TT052, to LOCUP at or above 5000FT, to BAYGE at or above 9000FT, to YANAG at or above 13000FT.

RWY05: Climb on HDG049° at or above 500FT, direct to TT051, turn right direct to TT052, to LOCUP at or above 5000FT, to BAYGE at or above 9000FT, to YANAG at or above 13000FT.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

## YANAG 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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6R2	—	—	—	—	—	—	—	RNAV1
TF	TT6D3	—	5.6	247° (239.8°)	—	—	—	—	RNAV1
TF	BAYGE	—	5.0	334° (327.0°)	—	+9000	—	—	RNAV1
TF	YANAG	—	11.4	295° (287.8°)	—	+13000	—	—	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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6L2	—	—	—	—	—	—	—	RNAV1
TF	TT6D3	—	6.6	247° (239.8°)	—	—	—	—	RNAV1
TF	BAYGE	—	5.0	334° (327.0°)	—	+9000	—	—	RNAV1
TF	YANAG	—	11.4	295° (287.8°)	—	+13000	—	—	RNAV1

## RWY34L / 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	—	—	—	337° (329.9°)	—	+700	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	BAYGE	—	10.5	268° (260.6°)	—	+9000	—	—	RNAV1
TF	YANAG	—	11.4	295° (287.8°)	—	+13000	—	—	RNAV1

## RWY04

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	—	—	—	042° (035.1°)	—	+700	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	BAYGE	—	10.5	268° (260.6°)	—	+9000	—	—	RNAV1
TF	YANAG	—	11.4	295° (287.8°)	—	+13000	—	—	RNAV1

## RWY05

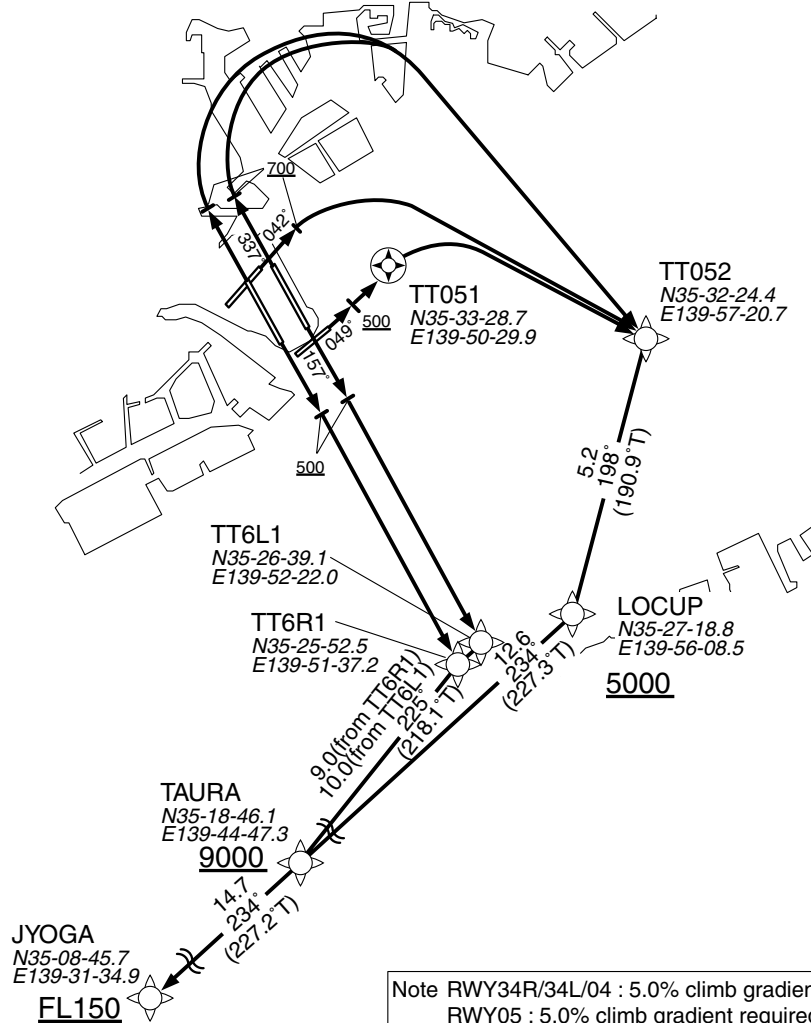
Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	049° (042.4°)	—	+500	—	—	RNAV1
DF	TT051	Y	—	—	—	—	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	BAYGE	—	10.5	268° (260.6°)	—	+9000	—	—	RNAV1
TF	YANAG	—	11.4	295° (287.8°)	—	+13000	—	—	RNAV1

## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

JYOGA 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 KZE "from RWY16R DER to 1.2nm" RWY16L KZE "from RWY16L DER to 1.2nm" RWY34R KZE "from RWY34R DER to 1.0nm" RWY34L KZE "from RWY34L DER to 0.5nm" RWY04 KZE "from RWY04 DER to 1.7nm"
	DME GAP	—
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



Note RWY34R/34L/04 : 5.0% climb gradient required up to 700FT.  
RWY05 : 5.0% climb gradient required up to 500FT.

**JYOGA ONE DEPARTURE**

RWY16R: Climb on HDG157° at or above 500FT, direct to TT6R1, to TAURA at or above 9000FT, to JYOGA at or above FL150.

RWY16L: Climb on HDG157° at or above 500FT, direct to TT6L1, to TAURA at or above 9000FT, to JYOGA at or above FL150.

RWY34L/34R: Climb on HDG337° at or above 700FT, turn right direct to TT052, to LOCUP at or above 5000FT, to TAURA at or above 9000FT, to JYOGA at or above FL150.

RWY04: Climb on HDG042° at or above 700FT, turn right direct to TT052, to LOCUP at or above 5000FT, to TAURA at or above 9000FT, to JYOGA at or above FL150.

RWY05: Climb on HDG049° at or above 500FT, direct to TT051, turn right direct to TT052, to LOCUP at or above 5000FT, to TAURA at or above 9000FT, to JYOGA at or above FL150.

## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

## JYOGA 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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6R1	—	—	—	—	—	—	—	RNAV1
TF	TAURA	—	9.0	225° (218.1°)	—	+9000	—	—	RNAV1
TF	JYOGA	—	14.7	234° (227.2°)	—	+FL150	—	—	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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6L1	—	—	—	—	—	—	—	RNAV1
TF	TAURA	—	10.0	225° (218.1°)	—	+9000	—	—	RNAV1
TF	JYOGA	—	14.7	234° (227.2°)	—	+FL150	—	—	RNAV1

## RWY34L / 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	—	—	—	337° (329.9°)	—	+700	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	TAURA	—	12.6	234° (227.3°)	—	+9000	—	—	RNAV1
TF	JYOGA	—	14.7	234° (227.2°)	—	+FL150	—	—	RNAV1

## RWY04

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	—	—	—	042° (035.1°)	—	+700	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	TAURA	—	12.6	234° (227.3°)	—	+9000	—	—	RNAV1
TF	JYOGA	—	14.7	234° (227.2°)	—	+FL150	—	—	RNAV1

## RWY05

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	—	—	—	049° (042.4°)	—	+500	—	—	RNAV1
DF	TT051	Y	—	—	—	—	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	TAURA	—	12.6	234° (227.3°)	—	+9000	—	—	RNAV1
TF	JYOGA	—	14.7	234° (227.2°)	—	+FL150	—	—	RNAV1

## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

## MIURA 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

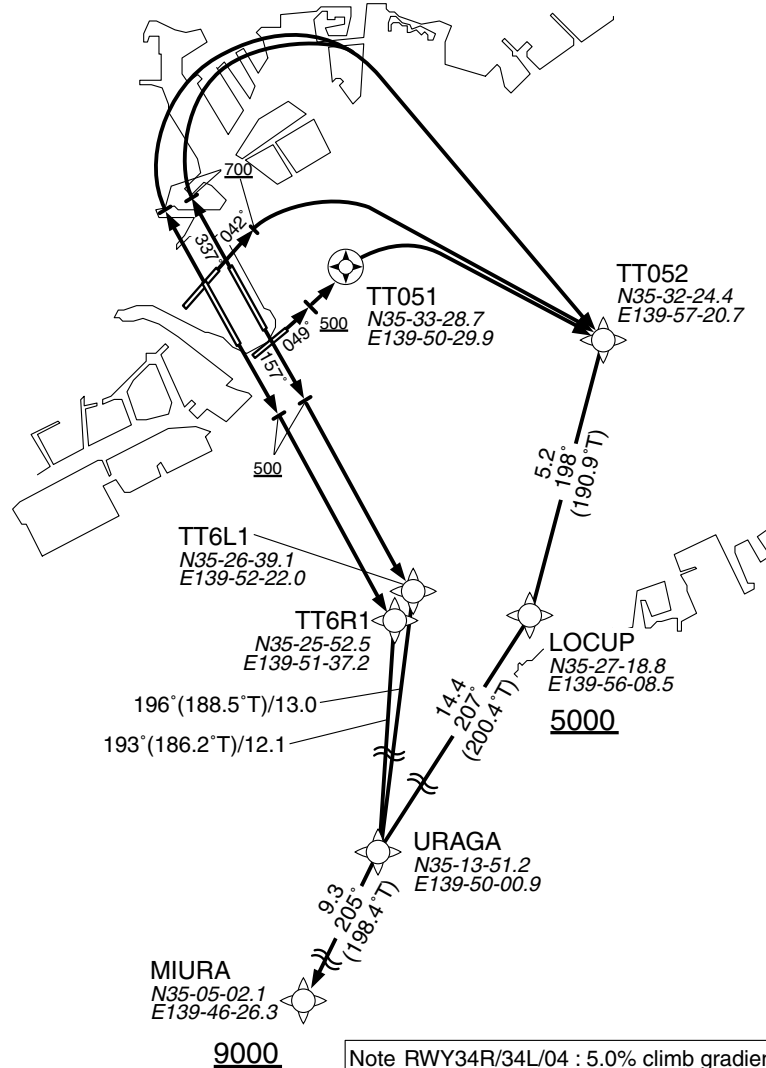
RWY16R KZE "from RWY16R DER to 1.2nm"  
RWY16L KZE "from RWY16L DER to 1.2nm"  
RWY34R KZE "from RWY34R DER to 1.0nm"  
RWY34L KZE "from RWY34L DER to 0.5nm"  
RWY04 KZE "from RWY04 DER to 1.7nm"

DME GAP

-

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

MIURA ONE DEPARTURE

RWY16R: Climb on HDG157° at or above 500FT, direct to TT6R1, to URAGA, to MIURA at or above 9000FT.

RWY16L: Climb on HDG157° at or above 500FT, direct to TT6L1, to URAGA, to MIURA at or above 9000FT.

RWY34L/34R: Climb on HDG337° at or above 700FT, turn right direct to TT052, to LOCUP at or above 5000FT, to URAGA, to MIURA at or above 9000FT.

RWY04: Climb on HDG042° at or above 700FT, turn right direct to TT052, to LOCUP at or above 5000FT, to URAGA, to MIURA at or above 9000FT.

RWY05: Climb on HDG049° at or above 500FT, direct to TT051, turn right direct to TT052, to LOCUP at or above 5000FT, to URAGA, to MIURA at or above 9000FT.

## STANDARD DEPARTURE CHART-INSTRUMENT

## RJTT / TOKYO INTL

## RNAV SID

## MIURA 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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6R1	—	—	—	—	—	—	—	RNAV1
TF	URAGA	—	12.1	193° (186.2°)	—	—	—	—	RNAV1
TF	MIURA	—	9.3	205° (198.4°)	—	+9000	—	—	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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6L1	—	—	—	—	—	—	—	RNAV1
TF	URAGA	—	13.0	196° (188.5°)	—	—	—	—	RNAV1
TF	MIURA	—	9.3	205° (198.4°)	—	+9000	—	—	RNAV1

## RWY34L / 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	—	—	—	337° (329.9°)	—	+700	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	URAGA	—	14.4	207° (200.4°)	—	—	—	—	RNAV1
TF	MIURA	—	9.3	205° (198.4°)	—	+9000	—	—	RNAV1

## RWY04

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	—	—	—	042° (035.1°)	—	+700	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	URAGA	—	14.4	207° (200.4°)	—	—	—	—	RNAV1
TF	MIURA	—	9.3	205° (198.4°)	—	+9000	—	—	RNAV1

## RWY05

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	—	—	—	049° (042.4°)	—	+500	—	—	RNAV1
DF	TT051	Y	—	—	—	—	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	URAGA	—	14.4	207° (200.4°)	—	—	—	—	RNAV1
TF	MIURA	—	9.3	205° (198.4°)	—	+9000	—	—	RNAV1

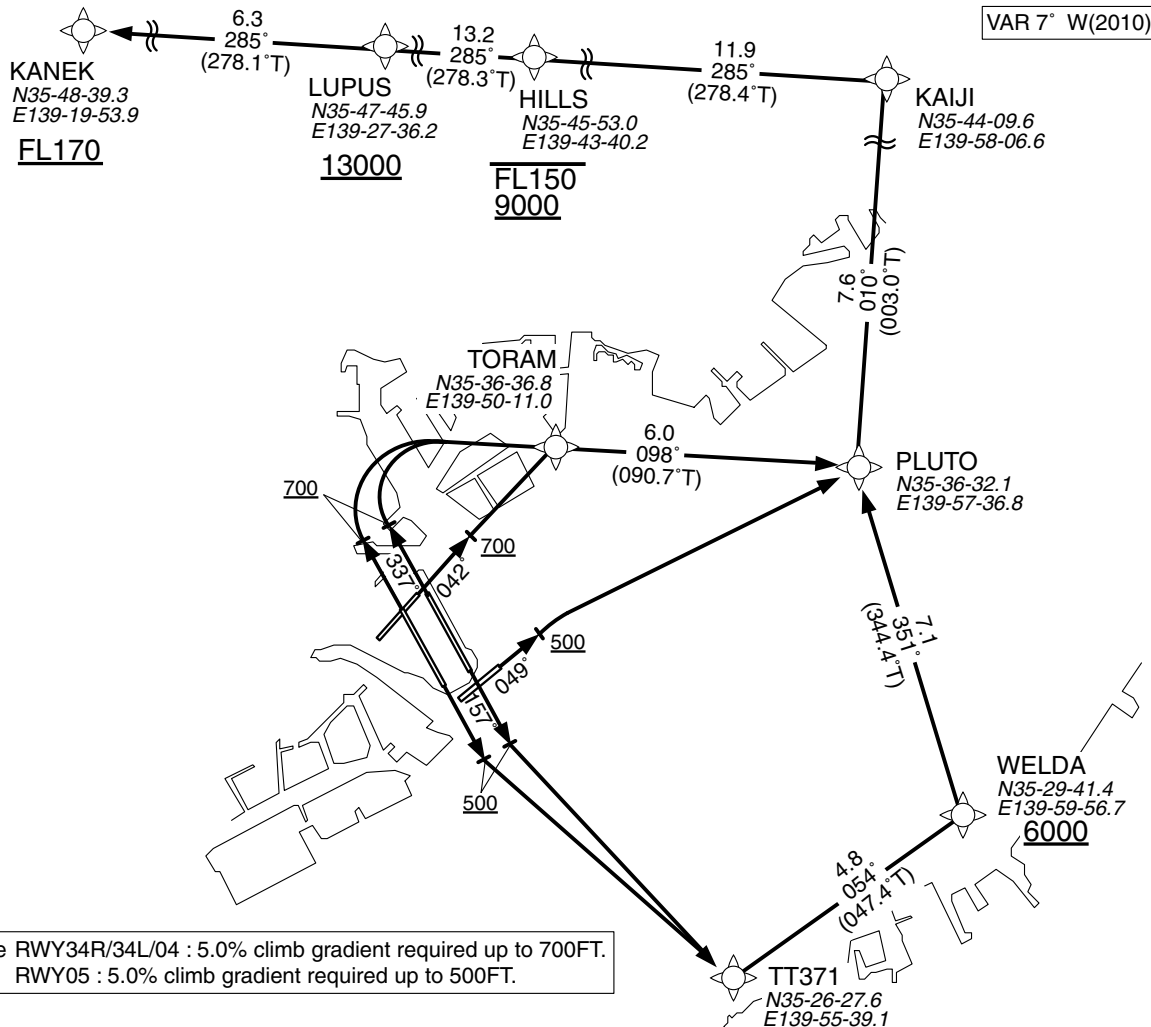


## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

KANEK 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 KZE "from RWY16R DER to 1.2nm" RWY16L KZE "from RWY16L DER to 1.2nm" RWY34R KZE "from RWY34R DER to 1.0nm" RWY34L KZE "from RWY34L DER to 0.5nm" RWY04 KZE "from RWY04 DER to 1.7nm"
	DME GAP	—
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

**KANEK ONE DEPARTURE**

RWY16L/16R: Climb on HDG157° at or above 500FT, direct to TT371, to WELDA at or above 6000FT, to PLUTO, to KAIJI, to HILLS between 9000FT and FL150, to LUPUS at or above 13000FT, to KANEK at or above FL170.

RWY34L/34R: Climb on HDG337° at or above 700FT, turn right direct to TORAM, to PLUTO, to KAIJI, to HILLS between 9000FT and FL150, to LUPUS at or above 13000FT, to KANEK at or above FL170.

RWY04: Climb on HDG042° at or above 700FT, direct to TORAM, to PLUTO, to KAIJI, to HILLS between 9000FT and FL150, to LUPUS at or above 13000FT, to KANEK at or above FL170.

RWY05: Climb on HDG049° at or above 500FT, direct to PLUTO, to KAIJI, to HILLS between 9000FT and FL150, to LUPUS at or above 13000FT, to KANEK at or above FL170.

## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

## KANEK ONE DEPARTURE

## RWY16R / 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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT371	—	—	—	L	—	—	—	RNAV1
TF	WELDA	—	4.8	054° (047.4°)	—	+6000	—	—	RNAV1
TF	PLUTO	—	7.1	351° (344.4°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	LUPUS	—	13.2	285° (278.3°)	—	+13000	—	—	RNAV1
TF	KANEK	—	6.3	285° (278.1°)	—	+FL170	—	—	RNAV1

## RWY34L / 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	—	—	—	337° (329.9°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	R	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	LUPUS	—	13.2	285° (278.3°)	—	+13000	—	—	RNAV1
TF	KANEK	—	6.3	285° (278.1°)	—	+FL170	—	—	RNAV1

## RWY04

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	—	—	—	042° (035.1°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	R	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	LUPUS	—	13.2	285° (278.3°)	—	+13000	—	—	RNAV1
TF	KANEK	—	6.3	285° (278.1°)	—	+FL170	—	—	RNAV1

## RWY05

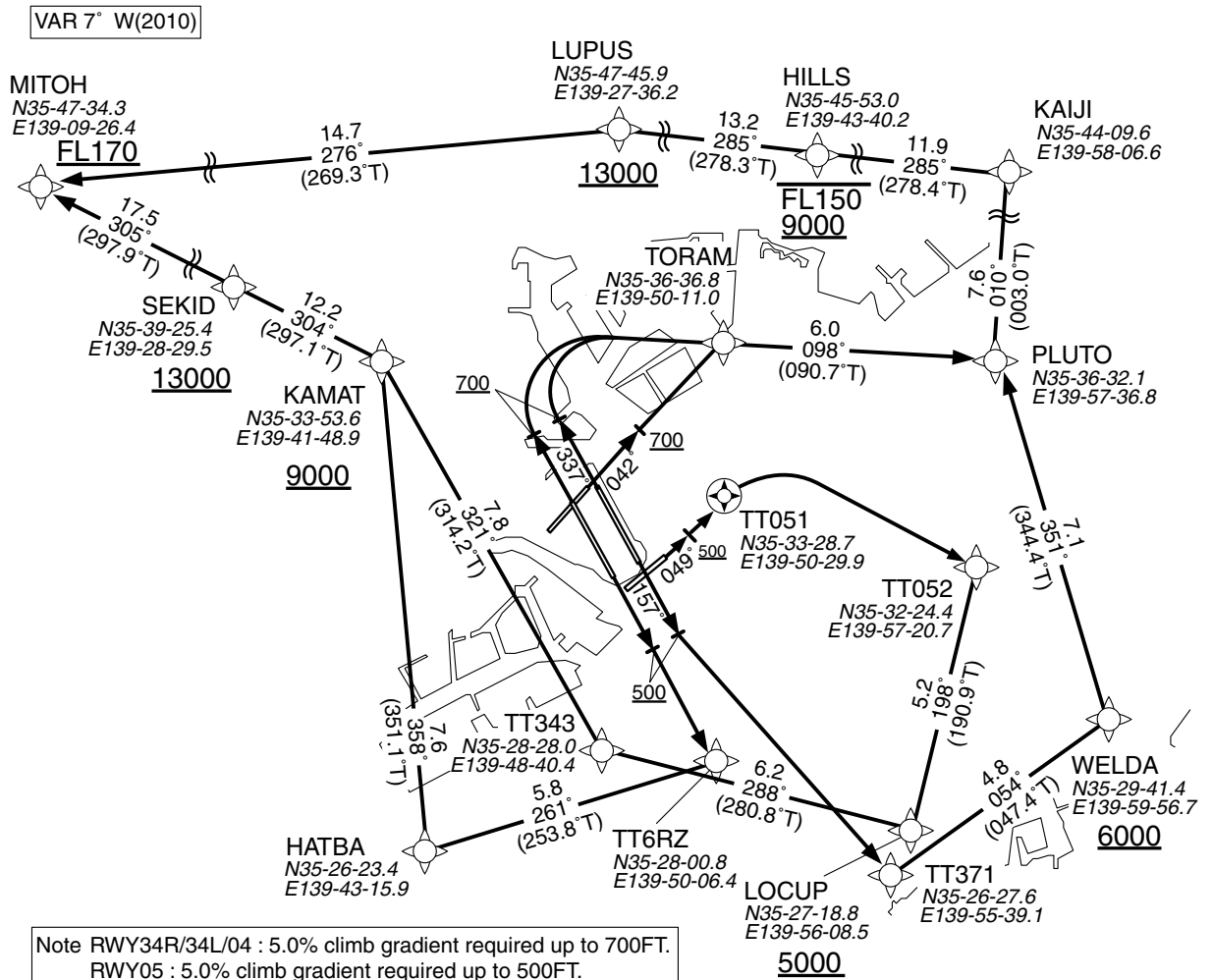
Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit(KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	049° (042.4°)	—	+500	—	—	RNAV1
DF	PLUTO	—	—	—	R	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	LUPUS	—	13.2	285° (278.3°)	—	+13000	—	—	RNAV1
TF	KANEK	—	6.3	285° (278.1°)	—	+FL170	—	—	RNAV1

## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

MITOH 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 KZE "from RWY16R DER to 1.2nm" RWY16L KZE "from RWY16L DER to 1.2nm" RWY34R KZE "from RWY34R DER to 1.0nm" RWY34L KZE "from RWY34L DER to 0.5nm" RWY04 KZE "from RWY04 DER to 1.7nm"
	DME GAP	—
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV SID

## MITOH 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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT6RZ	—	—	—	—	—	—	—	RNAV1
TF	HATBA	—	5.8	261° (253.8°)	—	—	—	—	RNAV1
TF	KAMAT	—	7.6	358° (351.1°)	—	+9000	—	—	RNAV1
TF	SEKID	—	12.2	304° (297.1°)	—	+13000	—	—	RNAV1
TF	MITOH	—	17.5	305° (297.9°)	—	+FL170	—	—	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	—	—	—	157° (149.9°)	—	+500	—	—	RNAV1
DF	TT371	—	—	—	L	—	—	—	RNAV1
TF	WELDA	—	4.8	054° (047.4°)	—	+6000	—	—	RNAV1
TF	PLUTO	—	7.1	351° (344.4°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	LUPUS	—	13.2	285° (278.3°)	—	+13000	—	—	RNAV1
TF	MITOH	—	14.7	276° (269.3°)	—	+FL170	—	—	RNAV1

## RWY34L / 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	—	—	—	337° (329.9°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	—	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	LUPUS	—	13.2	285° (278.3°)	—	+13000	—	—	RNAV1
TF	MITOH	—	14.7	276° (269.3°)	—	+FL170	—	—	RNAV1

## RWY04

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	—	—	—	042° (035.1°)	—	+700	—	—	RNAV1
DF	TORAM	—	—	—	—	—	—	—	RNAV1
TF	PLUTO	—	6.0	098° (090.7°)	—	—	—	—	RNAV1
TF	KAIJI	—	7.6	010° (003.0°)	—	—	—	—	RNAV1
TF	HILLS	—	11.9	285° (278.4°)	—	—FL150 +9000	—	—	RNAV1
TF	LUPUS	—	13.2	285° (278.3°)	—	+13000	—	—	RNAV1
TF	MITOH	—	14.7	276° (269.3°)	—	+FL170	—	—	RNAV1

## RWY05

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	—	—	—	049° (042.4°)	—	+500	—	—	RNAV1
DF	TT051	Y	—	—	—	—	—	—	RNAV1
DF	TT052	—	—	—	R	—	—	—	RNAV1
TF	LOCUP	—	5.2	198° (190.9°)	—	+5000	—	—	RNAV1
TF	TT343	—	6.2	288° (280.8°)	—	—	—	—	RNAV1
TF	KAMAT	—	7.8	321° (314.2°)	—	+9000	—	—	RNAV1
TF	SEKID	—	12.2	304° (297.1°)	—	+13000	—	—	RNAV1
TF	MITOH	—	17.5	305° (297.9°)	—	+FL170	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

➔ SID and TRANSITION

SEKIYADO ONE DEPARTURE

RWY04/34R/34L: Climb RWY HDG to 700FT, turn right HDG100° until KZE R006, turn left,....

RWY16R/16L: Climb RWY HDG to 500FT, proceed to KZE VOR/DME, turn left HDG329°,....

RWY05: Climb on HDG059°,....

....to intercept and proceed via KZE R016 to KAIJI, then to intercept and proceed via SYE R166 to SYE VOR/DME.

Cross SYE VOR/DME between 12000 and FL150.

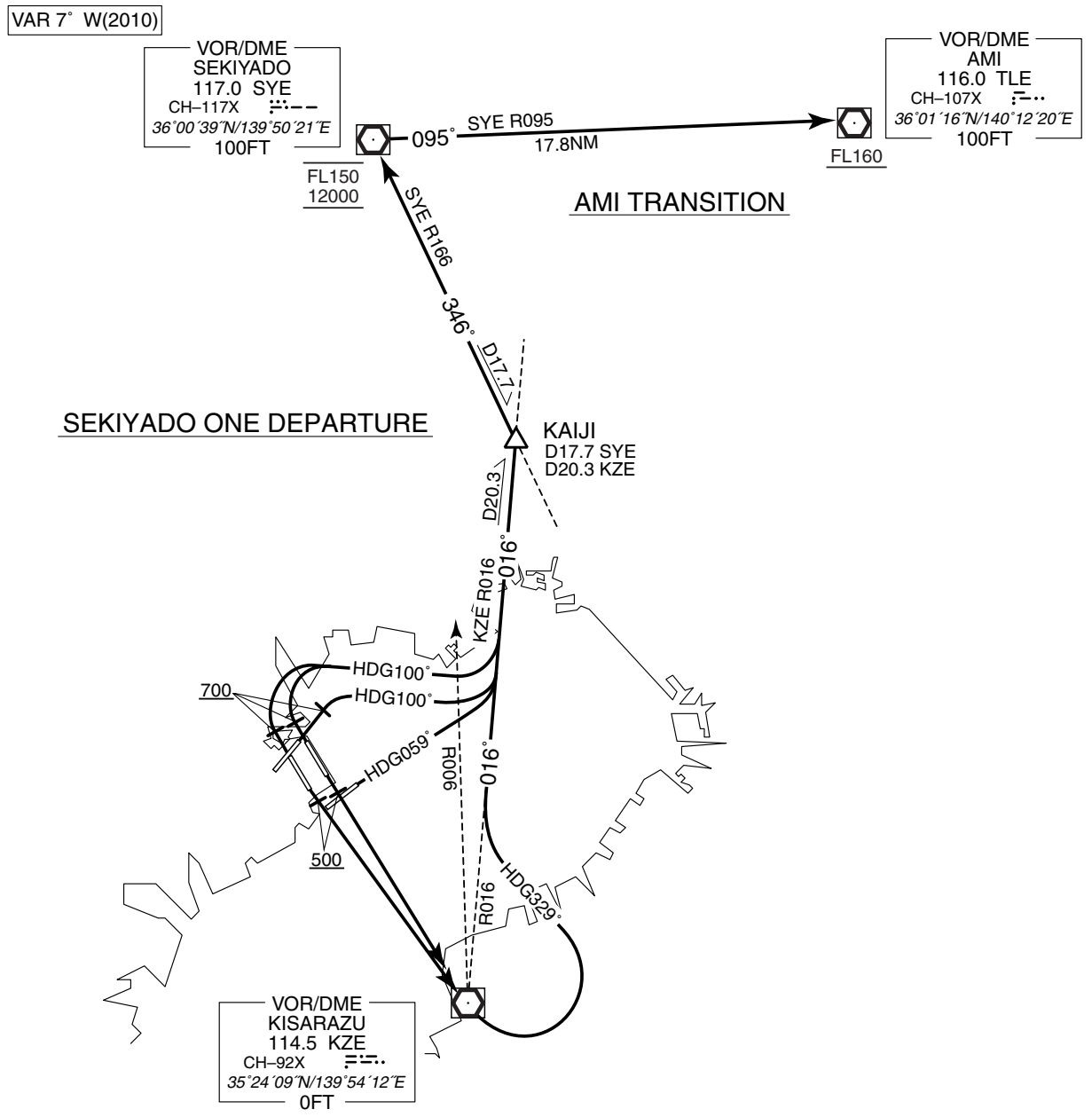
Note RWY34R/34L/04: 5.0% climb gradient required up to 700FT.

RWY05: 5.0% climb gradient required up to 500FT.

AMI TRANSITION

From over SYE VOR/DME, proceed via SYE R095 to TLE VOR/DME.

Cross TLE VOR/DME at or above FL160.





## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

➔ SID

URAGA ONE DEPARTURE

RWY04/34R/34L: Climb RWY HDG to 700FT, turn right HDG100° to intercept and proceed via KZE R022 to KZE VOR/DME, via KZE R205 to URAGA, via KZE R205 to MIURA.

Cross HME R120 at or above 5000FT, cross MIURA at or above 9000FT.

RWY16R/16L: Climb RWY HDG to 500FT, proceed to KZE VOR/DME, via KZE R205 to URAGA, via KZE R205 to MIURA.

Cross MIURA at or above 9000FT.

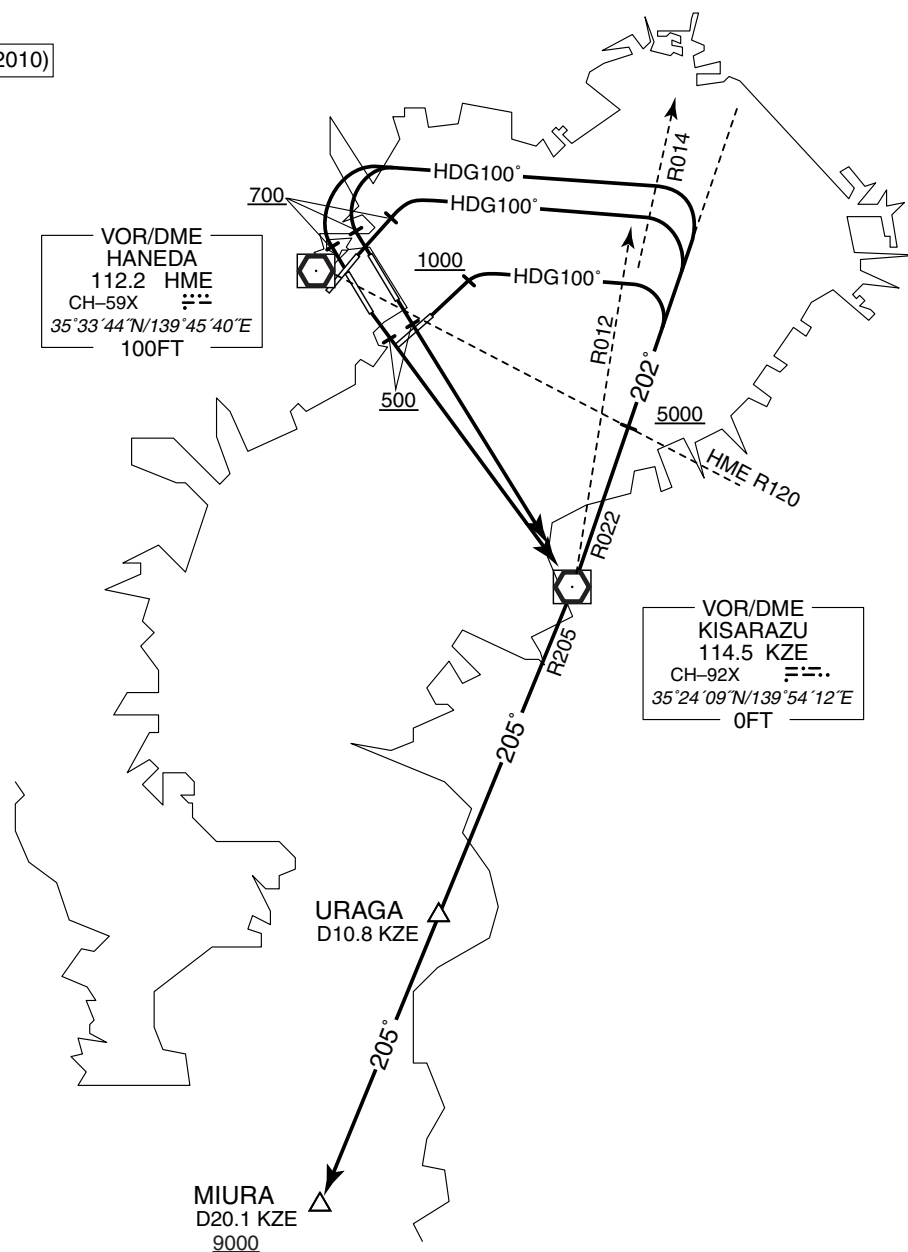
RWY05: Climb RWY HDG to 1000FT, turn right HDG100° to intercept and proceed via KZE R022 to KZE VOR/DME, via KZE R205 to URAGA, via KZE R205 to MIURA.

Cross HME R120 at or above 5000FT, cross MIURA at or above 9000FT.

Note RWY04/34R/34L: 5.0% climb gradient required up to 700FT.

RWY05: 5.0% climb gradient required up to 1000FT.

VAR 7° W(2010)



STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

SID and TRANSITION

**OPPAR TWO DEPARTURE**

RWY04/34R/34L: Climb RWY HDG to 700FT, turn right within 4NM, climb via HDG 110° to HME 7.0DME, turn right to intercept and proceed via HYE R053 to OPPAR.

Cross HME 7.0DME at or above 3000FT, cross HME R120 at or above 5000FT, cross OPPAR at or above 9000FT.

RWY16R/16L: Climb RWY HDG to 500FT, turn left climb via HME R140 to 8.0DME, turn left within HME 12.0DME to intercept and proceed via HYE R053 to OPPAR.

Cross OPPAR at or above 9000FT.

RWY05: Climb RWY HDG to HME 5.0DME, turn right to intercept and proceed via HYE R053 to OPPAR.

Cross HME R120 at or above 5000FT, cross OPPAR at or above 9000FT.

Note Aircraft taking off from RWY16R/16L are required to complete left turns south of HME R080.

RWY34R/34L/04: 5.0% climb gradient required up to 700FT.

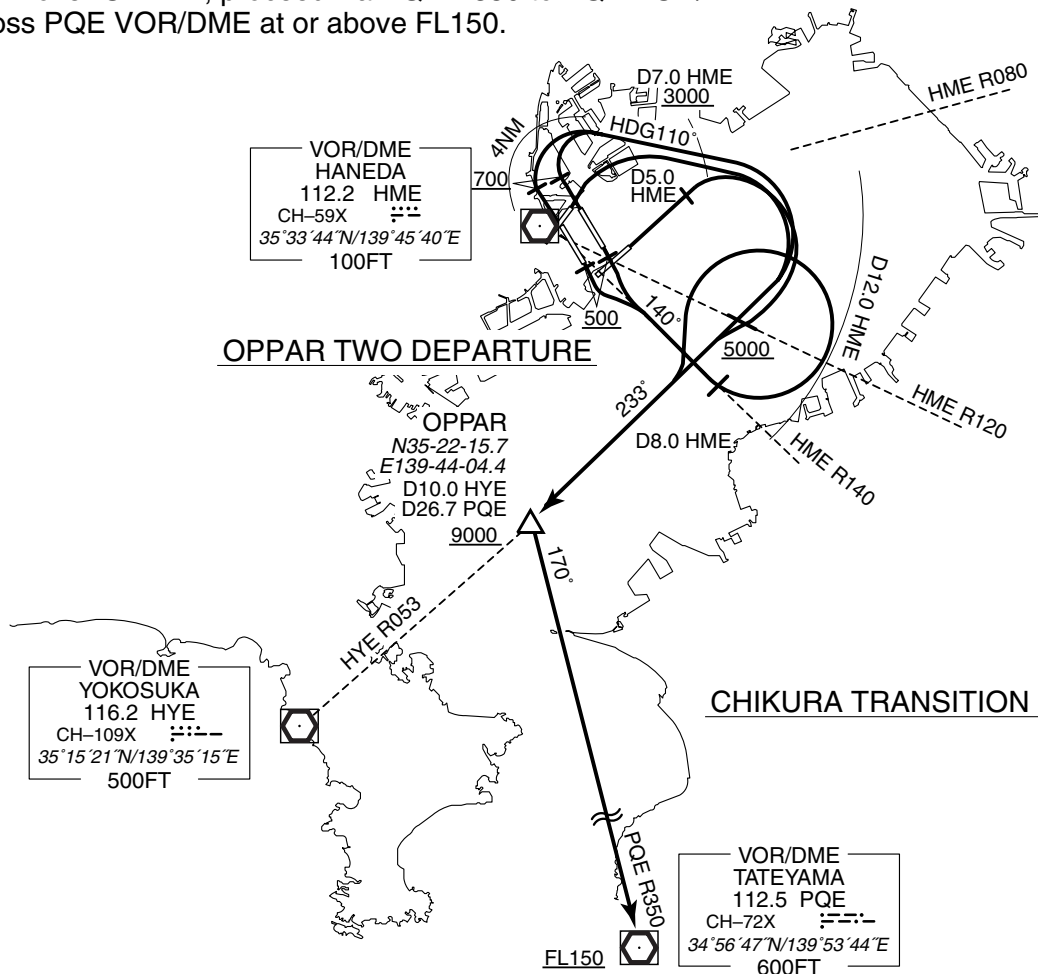
**JYOGA TRANSITION (RNAV1 required)**

From OPPAR to JYOGA at or above FL150.

**CHIKURA TRANSITION**

From over OPPAR, proceed via PQE R350 to PQE VOR/DME.

Cross PQE VOR/DME at or above FL150.



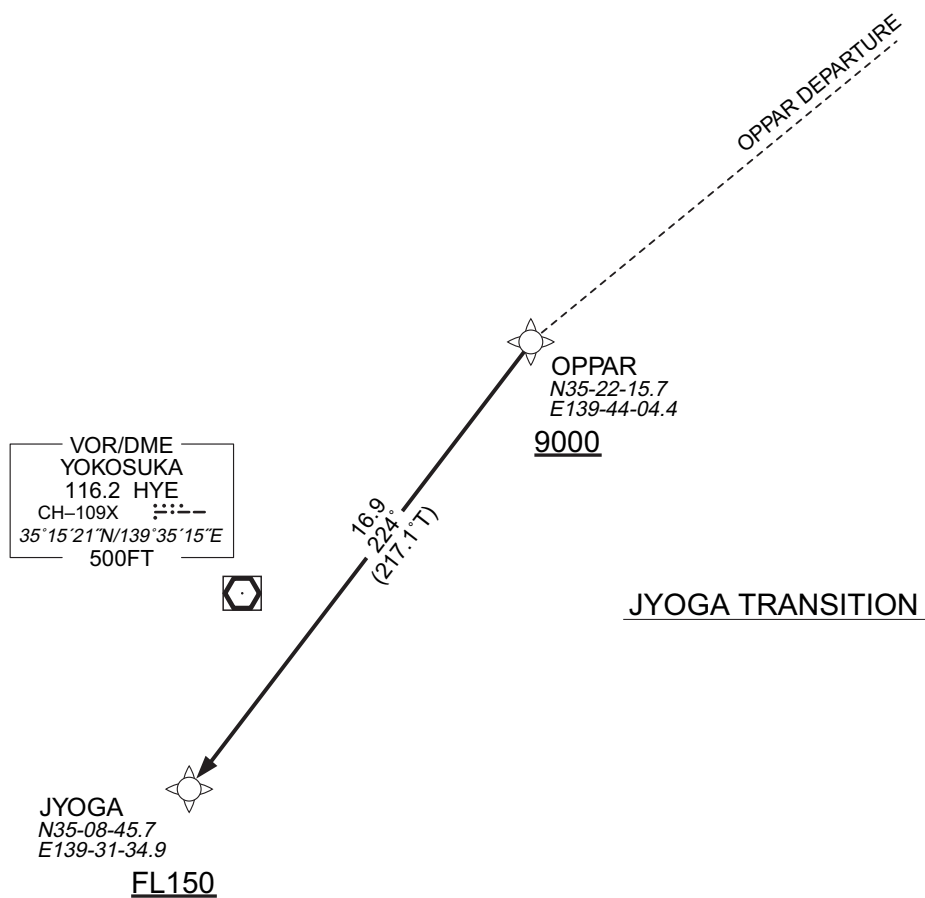
## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

➡ RNAV TRANSITION

JYOGA TRANSITION		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	—
	DME GAP	—
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2010)

JYOGA TRANSITION

From OPPAR to JYOGA at or above FL150.

STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

SID

ZUSHI ONE DEPARTURE (FOR PROP ONLY)

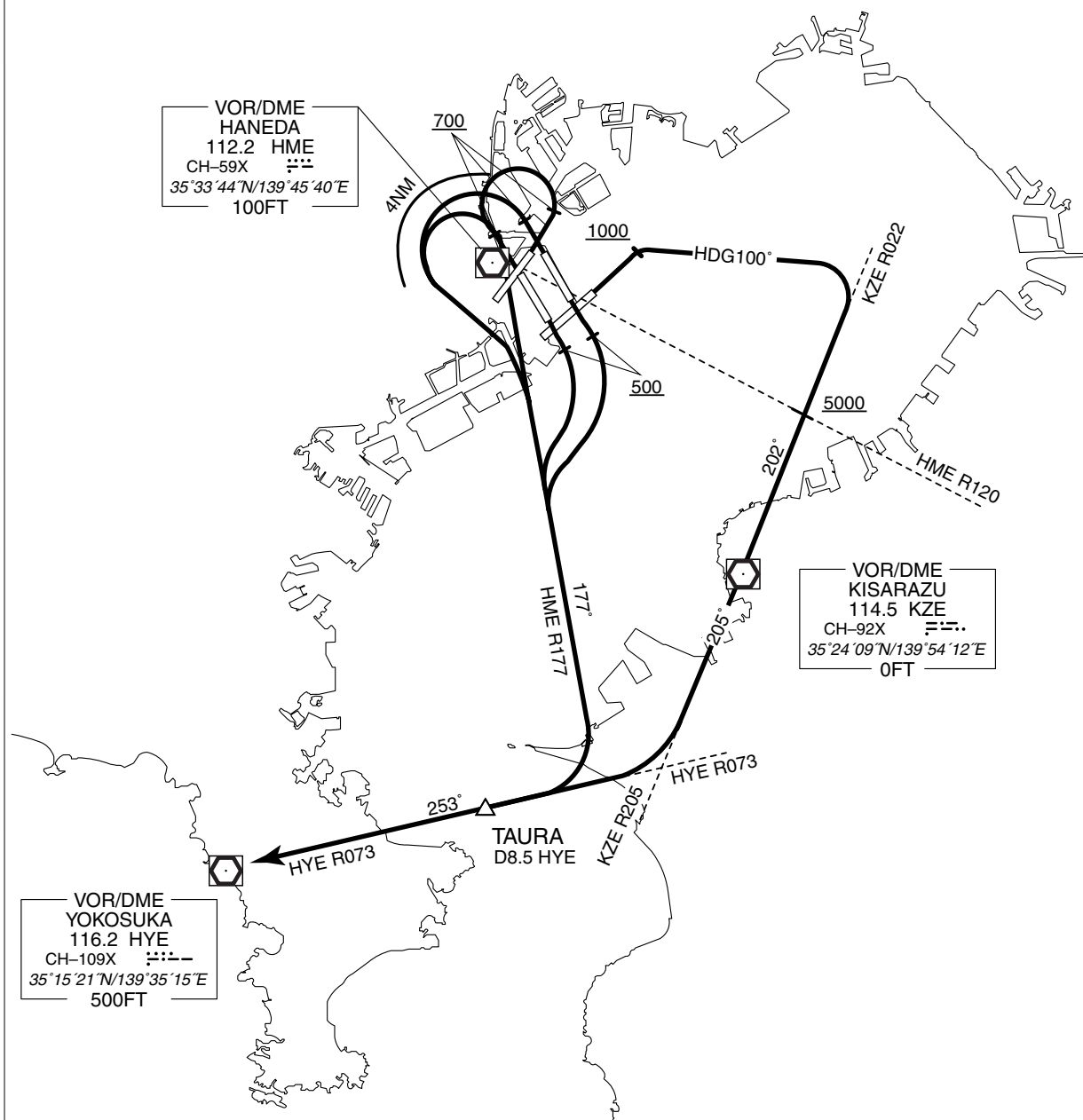
RWY04/34R/34L: Climb RWY HDG to 700FT or above, turn left within 4NM, climb via HME R177 to intercept and proceed via HYE R073 to HYE VOR/DME via TAURA.

RWY16R/16L: Climb RWY HDG to 500FT or above, turn right, climb via HME R177 to intercept and proceed via HYE R073 to HYE VOR/DME via TAURA.

RWY05: Climb RWY HDG to 1000FT, turn right HDG100° to intercept and proceed via KZE R022 to KZE VOR/DME, via KZE R205 to intercept and proceed via HYE R073 to HYE VOR/DME via TAURA.

Cross HME R120 at or above 5000FT.

Note RWY34R/34L/04: 5.0% climb gradient required up to 700FT.



## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

➔ SID

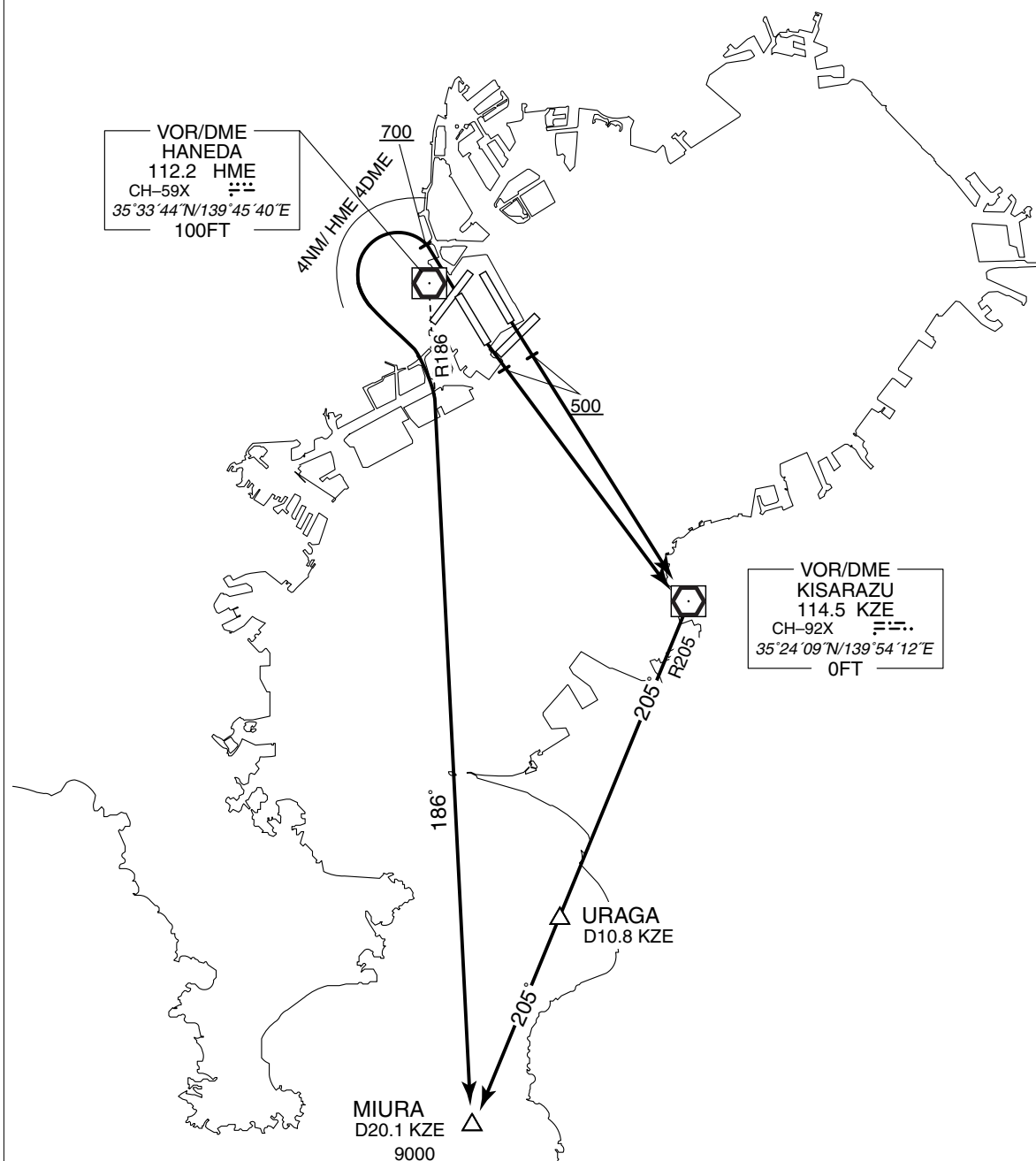
HUMMINGBIRD ONE DEPARTURE (FOR JET AIRCRAFT ONLY)

RWY34L: Climb RWY HDG to 700FT or above, turn left within 4NM / HME 4DME, climb via HME R186 to MIURA.

RWY16R/16L: Climb RWY HDG to 500FT or above, proceed to KZE VOR/DME, via KZE R205 to MIURA via URAGA.

Cross MIURA at or above 9000FT.

Note RWY34L: 5.0% climb gradient required up to 700FT.



STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

➔ SID

ISOGO ONE DEPARTURE (FOR PROP ONLY)

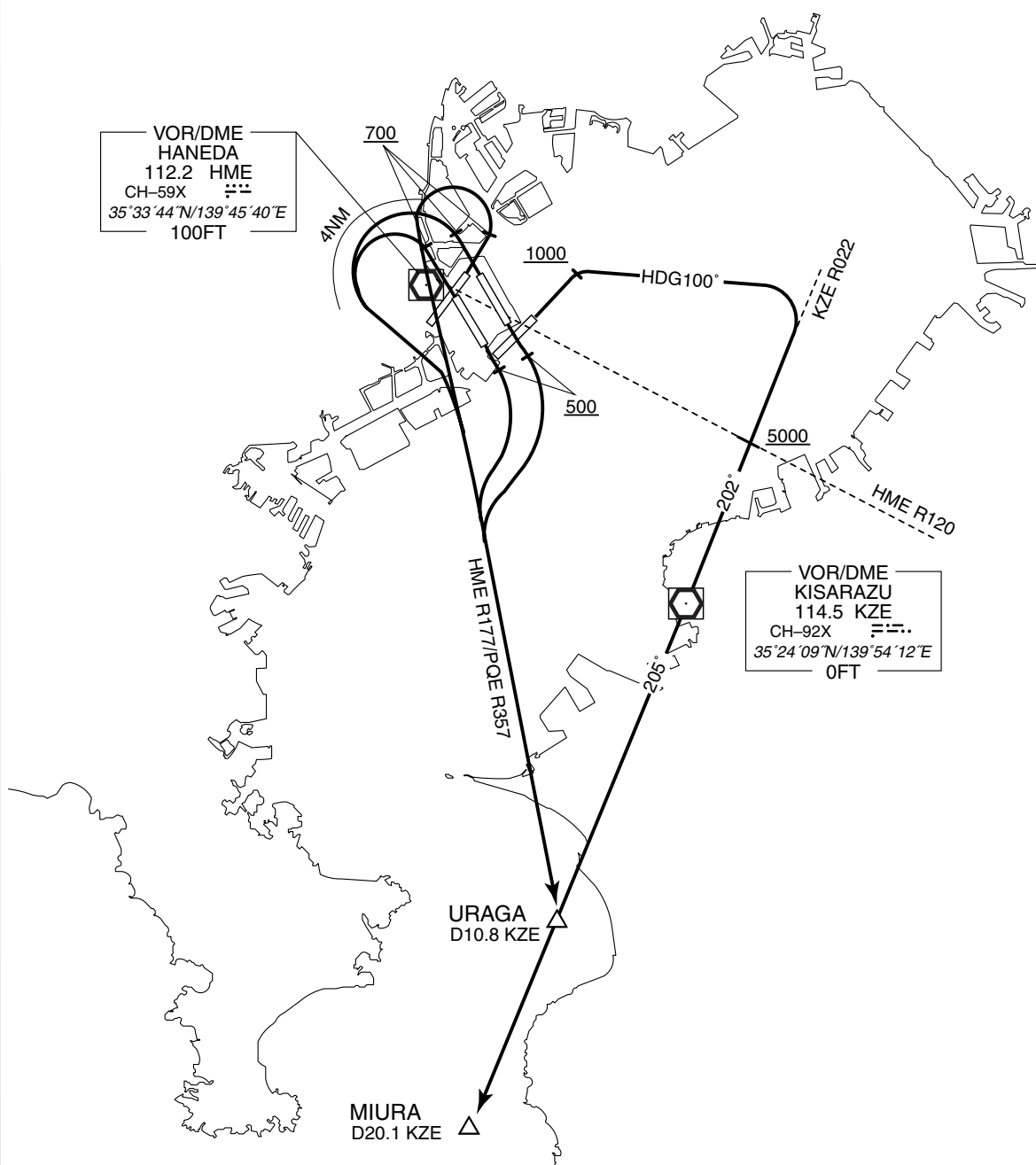
RWY04/34R/34L: Climb RWY HDG to 700FT or above, turn left within 4NM, climb via HME R177 / PQE R357 to URAGA, via KZE R205 to MIURA.

RWY16R/16L: Climb RWY HDG to 500FT or above, turn right, climb via HME R177 / PQE R357 to URAGA, via KZE R205 to MIURA.

RWY05: Climb RWY HDG to 1000FT, turn right HDG100° to intercept and proceed via KZE R022 to KZE VOR/DME, via KZE R205 to MIURA via URAGA.  
Cross HME R120 at or above 5000FT.

Note RWY34R/34L/04: 5.0% climb gradient required up to 700FT.

RWY05: 5.0% climb gradient required up to 500FT.





## STANDARD DEPARTURE CHART-INSTRUMENT

RJTT / TOKYO INTL

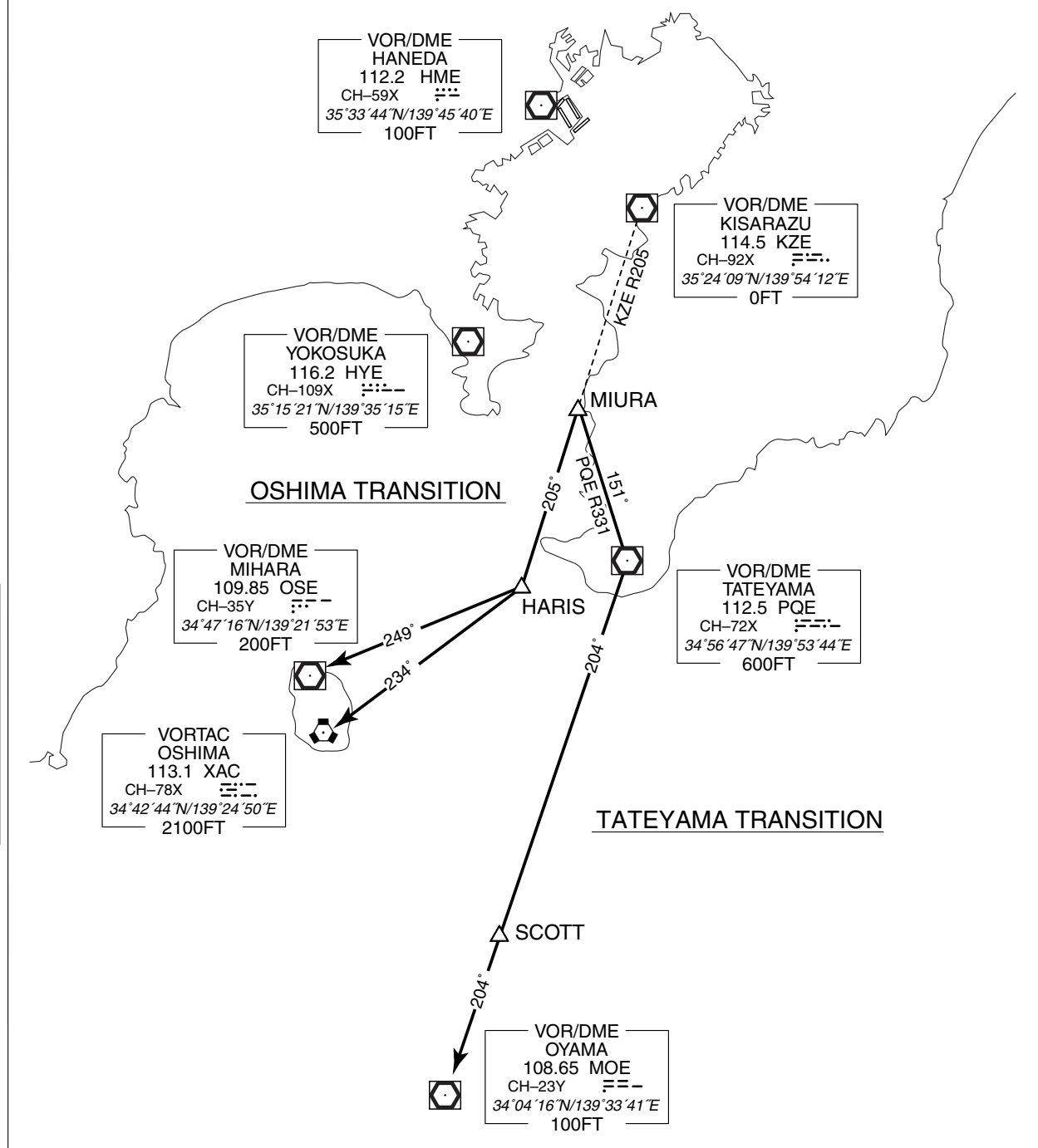
TRANSITION

OSHIMA TRANSITION

From over MIURA, proceed via KZE R205 to HARIS,...  
 for XAC VORTAC: .... via XAC R054 to XAC VORTAC.  
 for OSE VOR/DME: ...OSE R069 to OSE VOR/DME.

TATEYAMA TRANSITION

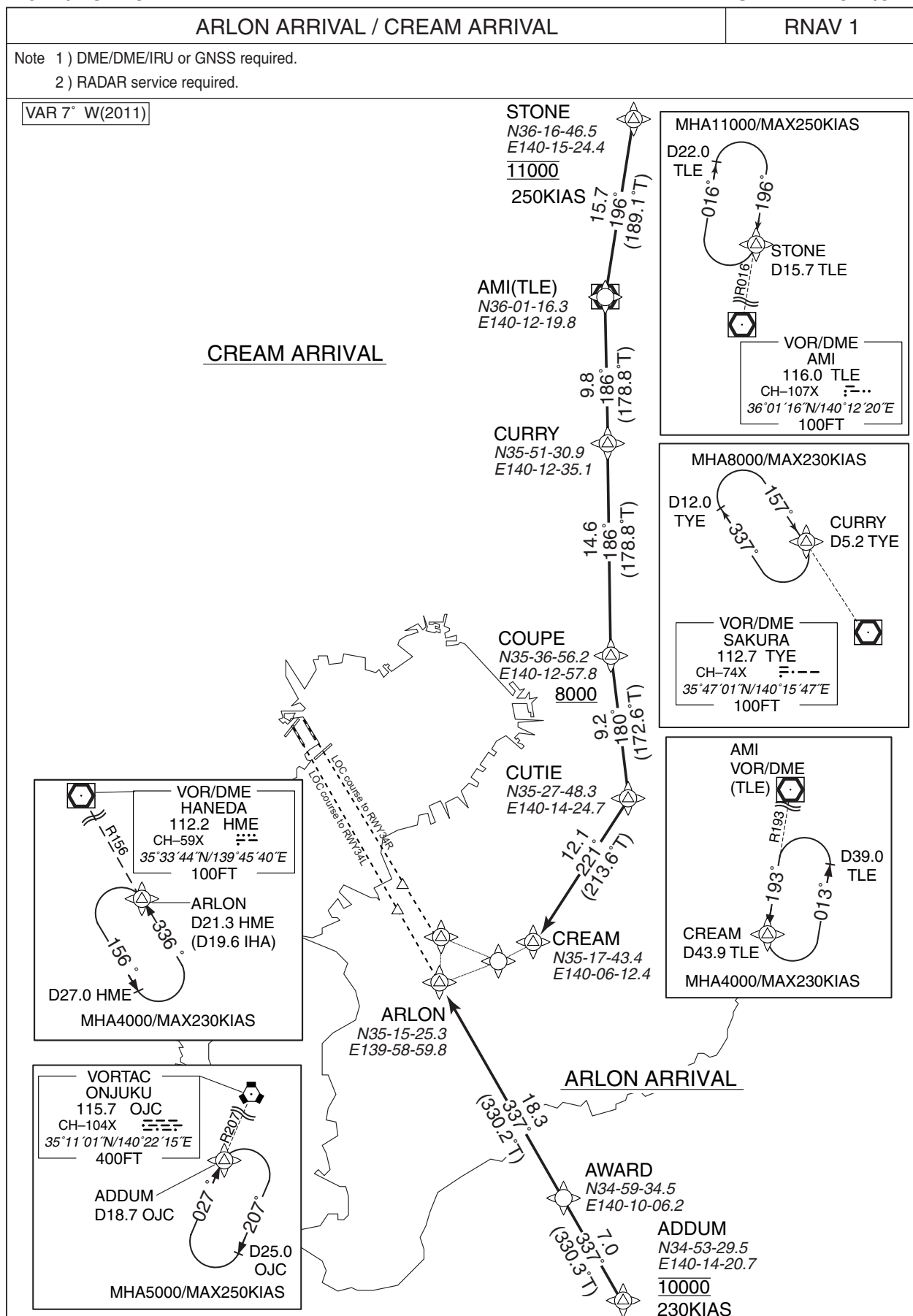
From over MIURA,...  
 for PQE VOR/DME: ...proceed via PQE R331 to PQE VOR/DME.  
 for SCOTT: ...proceed via PQE R331 to PQE VOR/DME, via PQE R204 to SCOTT.  
 for MOE VOR/DME: ...proceed via PQE R331 to PQE VOR/DME, via PQE R204 to MOE VOR/DME.



STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV STAR RWY34R/34L



## STANDARD ARRIVAL CHART-INSTRUMENT

## RJTT / TOKYO INTL

## RNAV STAR RWY34R/34L

CREAM ARRIVAL

From STONE at 11000FT, 250KIAS, to TLE, to CURRY, to COUPE at or above 8000FT, to CUTIE, to CREAM.

FIX	DESIGNATION	COORDINATES
	STONE	361646.5N 1401524.4E
	AMI(TLE)	360116.3N 1401219.8E
	CURRY	355130.9N 1401235.1E
	COUPE	353656.2N 1401257.8E
	CUTIE	352748.3N 1401424.7E
	CREAM	351743.4N 1400612.4E
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	STONE	—	—	—	—	11000	250	—	RNAV1
TF	AMI (TLE)	—	15.7	196° (189.1°)	—	—	—	—	RNAV1
TF	CURRY	—	9.8	186° (178.8°)	—	—	—	—	RNAV1
TF	COUPE	—	14.6	186° (178.8°)	—	+8000	—	—	RNAV1
TF	CUTIE	—	9.2	180° (172.6°)	—	—	—	—	RNAV1
TF	CREAM	—	12.1	221° (213.6°)	—	—	—	—	RNAV1

ARLON ARRIVAL

From ADDUM at 10000FT, 230KIAS, to AWARD, to ARLON.

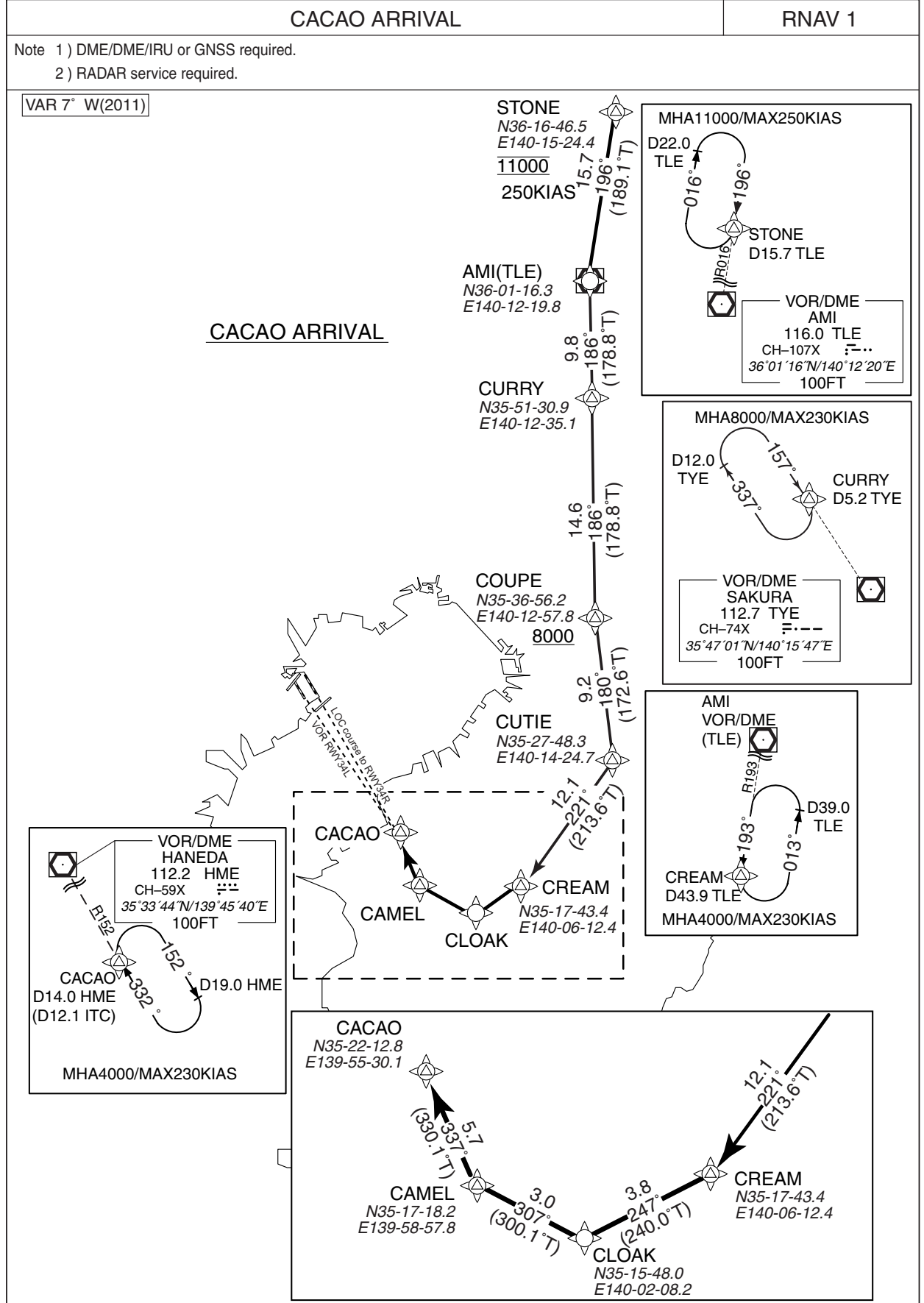
FIX	DESIGNATION	COORDINATES
	ADDUM	345329.5N 1401420.7E
	AWARD	345934.5N 1401006.2E
	ARLON	351525.3N 1395859.8E
Critical DME		—
DME GAP		—
Inappropriate Navaids		See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

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	ADDUM	—	—	—	—	10000	230	—	RNAV1
TF	AWARD	—	7.0	337° (330.3°)	—	—	—	—	RNAV1
TF	ARLON	—	18.3	337° (330.2°)	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV STAR RWY34R/34L



## STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV STAR RWY34R/34L

CACAO ARRIVAL

From STONE at 11000FT, 250KIAS, to TLE, to CURRY, to COUPE at or above 8000FT, to CUTIE, to CREAM, to CLOAK, to CAMEL, to CACAO.

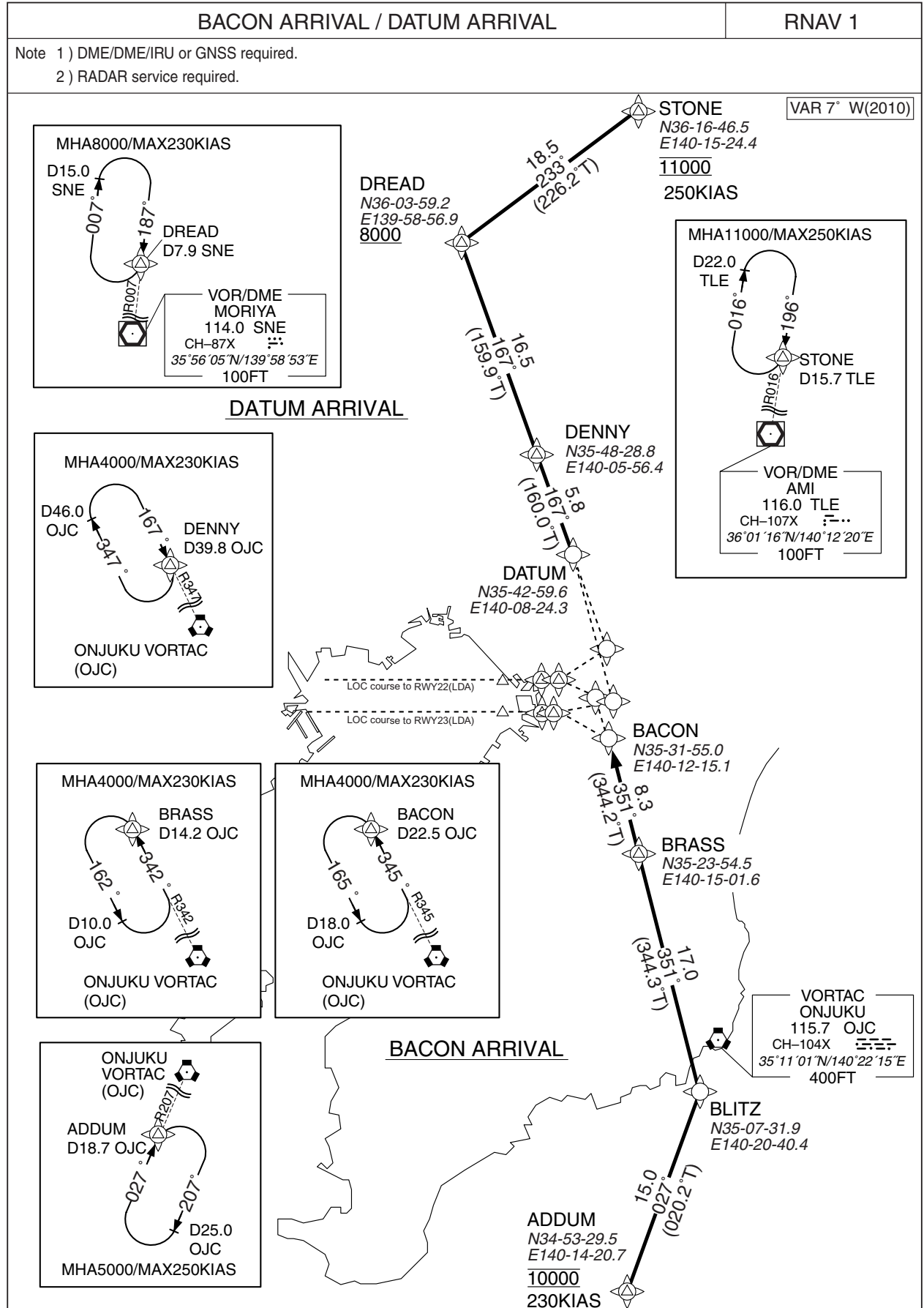
FIX	DESIGNATION	COORDINATES
	STONE	361646.5N 1401524.4E
	AMI(TLE)	360116.3N 1401219.8E
	CURRY	355130.9N 1401235.1E
	COUPE	353656.2N 1401257.8E
	CUTIE	352748.3N 1401424.7E
	CREAM	351743.4N 1400612.4E
	CLOAK	351548.0N 1400208.2E
	CAMEL	351718.2N 1395857.8E
	CACAO	352212.8N 1395530.1E
Critical DME		—
DME 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	STONE	—	—	—	—	11000	250	—	RNAV1
TF	AMI (TLE)	—	15.7	196° (189.1°)	—	—	—	—	RNAV1
TF	CURRY	—	9.8	186° (178.8°)	—	—	—	—	RNAV1
TF	COUPE	—	14.6	186° (178.8°)	—	+8000	—	—	RNAV1
TF	CUTIE	—	9.2	180° (172.6°)	—	—	—	—	RNAV1
TF	CREAM	—	12.1	221° (213.6°)	—	—	—	—	RNAV1
TF	CLOAK	—	3.8	247° (240.0°)	—	—	—	—	RNAV1
TF	CAMEL	—	3.0	307° (300.1°)	—	—	—	—	RNAV1
TF	CACAO	—	5.7	337° (330.1°)	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV STAR RWY22/23





## STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

→ RNAV STAR RWY22/23

DATUM ARRIVAL

From STONE at 11000FT, 250KIAS, to DREAD at or above 8000FT, to DENNY, to DATUM.

FIX	DESIGNATION	COORDINATES
	STONE	361646.5N 1401524.4E
	DREAD	360359.2N 1395856.9E
	DENNY	354828.8N 1400556.4E
	DATUM	354259.6N 1400824.3E
Critical DME		—
DME GAP		—
Inappropriate Nav aids		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	STONE	—	—	—	—	11000	250	—	RNAV1
TF	DREAD	—	18.5	233° (226.2°)	—	+8000	—	—	RNAV1
TF	DENNY	—	16.5	167° (159.9°)	—	—	—	—	RNAV1
TF	DATUM	—	5.8	167° (160.0°)	—	—	—	—	RNAV1

BACON ARRIVAL

From ADDUM at 10000FT, 230KIAS, to BLITZ, to BRASS, to BACON.

FIX	DESIGNATION	COORDINATES
	ADDUM	345329.5N 1401420.7E
	BLITZ	350731.9N 1402040.4E
	BRASS	352354.5N 1401501.6E
	BACON	353155.0N 1401215.1E
Critical DME		—
DME GAP		—
Inappropriate Nav aids		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	ADDUM	—	—	—	—	10000	230	—	RNAV1
TF	BLITZ	—	15.0	027° (020.2°)	—	—	—	—	RNAV1
TF	BRASS	—	17.0	351° (344.3°)	—	—	—	—	RNAV1
TF	BACON	—	8.3	351° (344.2°)	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

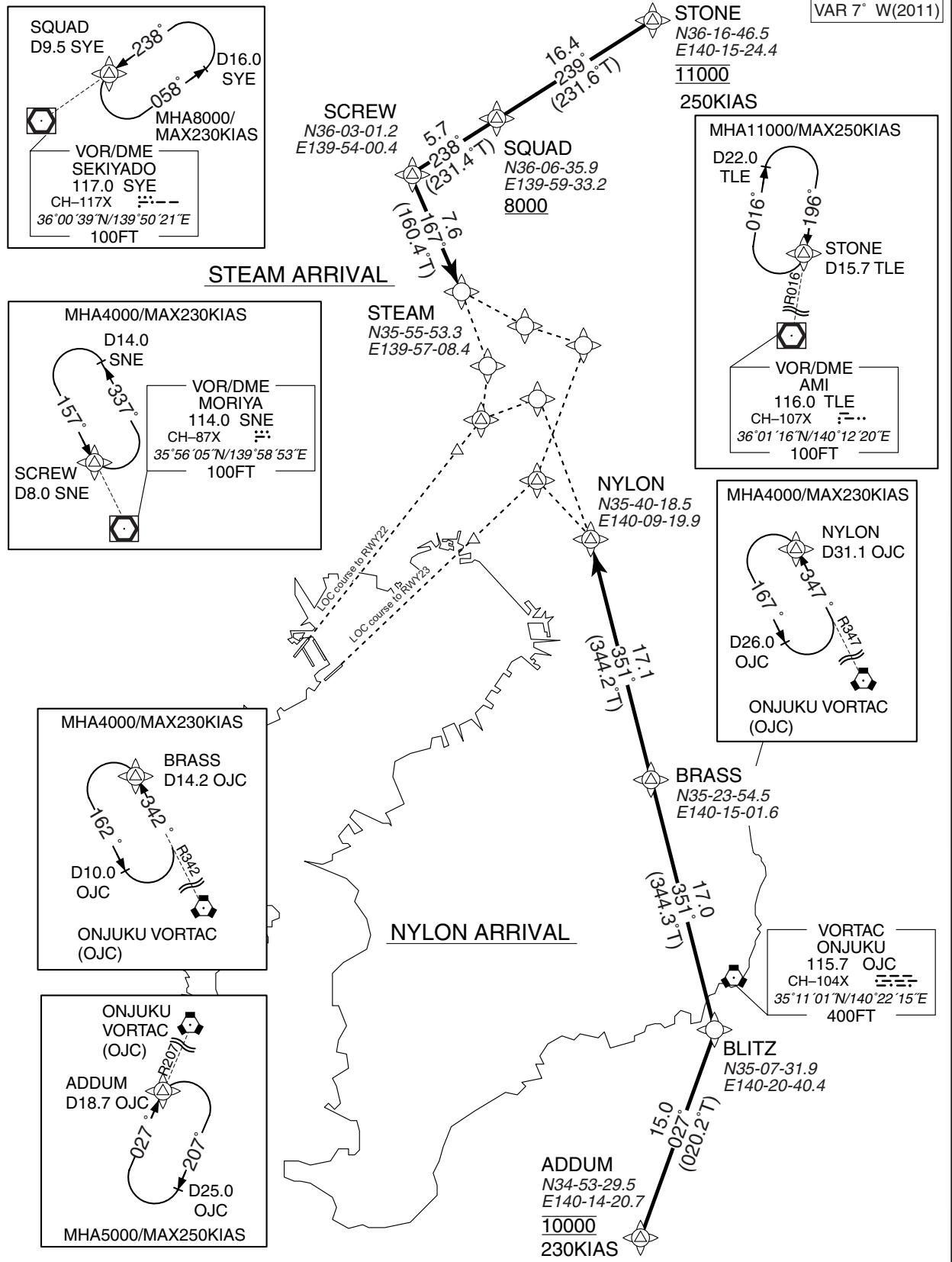
RJTT / TOKYO INTL

RNAV STAR RWY22/23

NYLON ARRIVAL / STEAM ARRIVAL

RNAV 1

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



## STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV STAR RWY22/23

STEAM ARRIVAL

From STONE at 11000FT, 250KIAS, to SQUAD at or above 8000FT, to SCREW, to STEAM.

FIX	DESIGNATION	COORDINATES
	STONE	361646.5N 1401524.4E
	SQUAD	360635.9N 1395933.2E
	SCREW	360301.2N 1395400.4E
	STEAM	355553.3N 1395708.4E
Critical DME		—
DME GAP		—
Inappropriate Nav aids		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	STONE	—	—	—	—	11000	250	—	RNAV1
TF	SQUAD	—	16.4	239° (231.6°)	—	+8000	—	—	RNAV1
TF	SCREW	—	5.7	238° (231.4°)	—	—	—	—	RNAV1
TF	STEAM	—	7.6	167° (160.4°)	—	—	—	—	RNAV1

NYLON ARRIVAL

From ADDUM at 10000FT, 230KIAS, to BLITZ, to BRASS, to NYLON.

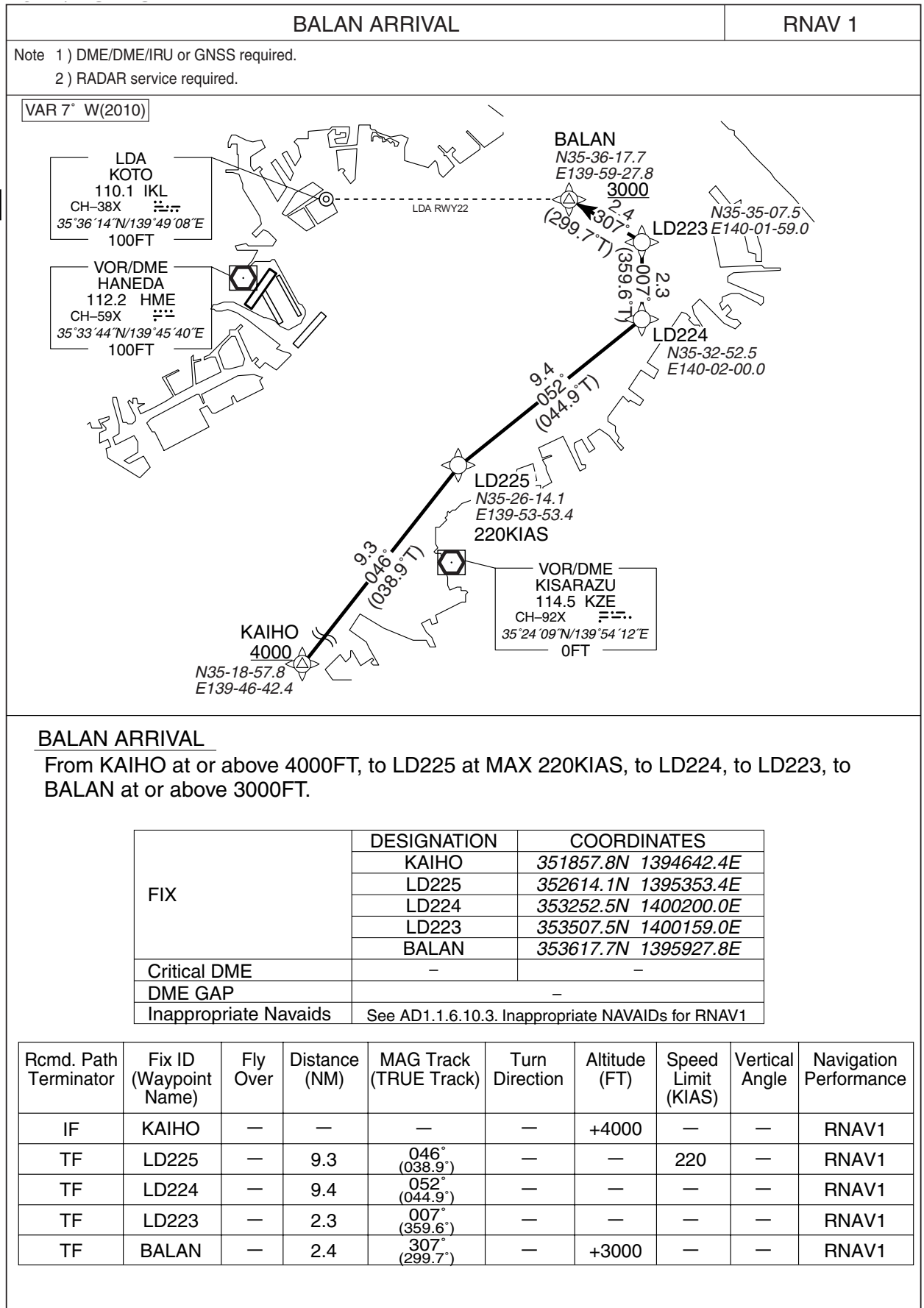
FIX	DESIGNATION	COORDINATES
	ADDUM	345329.5N 1401420.7E
	BLITZ	350731.9N 1402040.4E
	BRASS	352354.5N 1401501.6E
	NYLON	354018.5N 1400919.9E
Critical DME		—
DME GAP		—
Inappropriate Nav aids		See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

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	ADDUM	—	—	—	—	10000	230	—	RNAV1
TF	BLITZ	—	15.0	027° (020.2°)	—	—	—	—	RNAV1
TF	BRASS	—	17.0	351° (344.3°)	—	—	—	—	RNAV1
TF	NYLON	—	17.1	351° (344.2°)	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV STAR RWY22



## STANDARD ARRIVAL CHART-INSTRUMENT

## RJTT / TOKYO INTL

## RNAV STAR

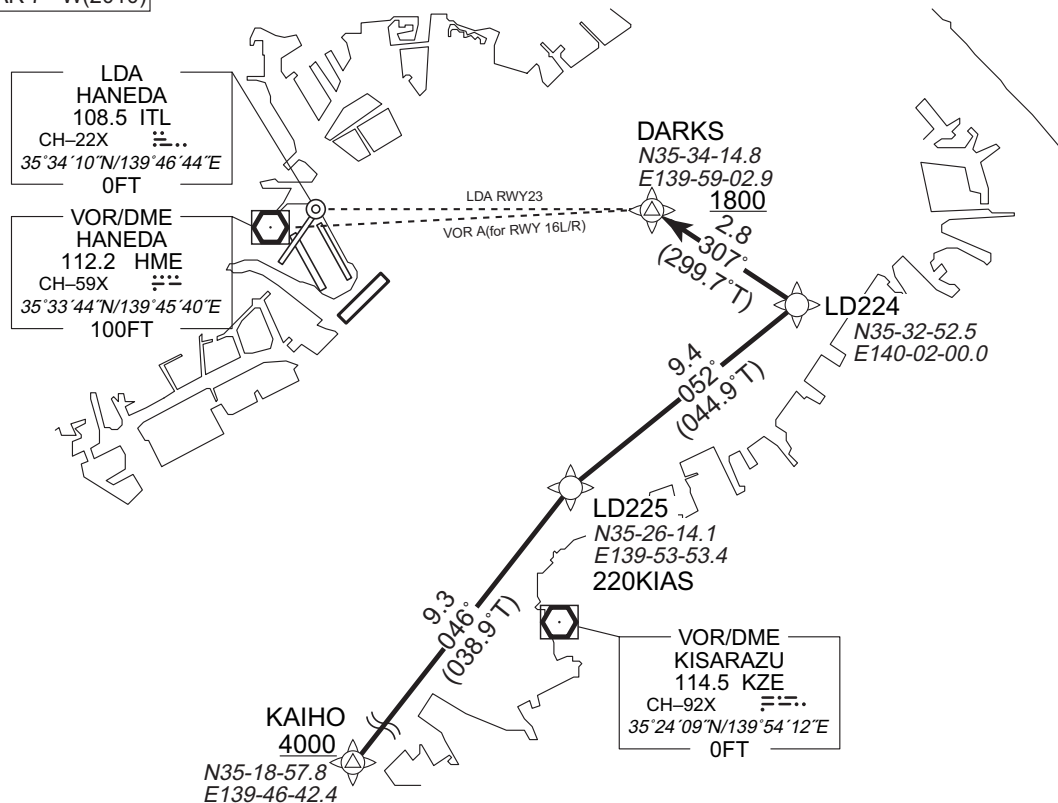
## DARKS ARRIVAL

## RNAV 1

Note 1 ) DME/DME/IRU or GNSS required.

2 ) RADAR service required.

VAR 7° W(2010)

DARKS ARRIVAL

From KAIHO at or above 4000FT, to LD225 at MAX 220KIAS, to LD224, to DARKS at or above 1800FT.

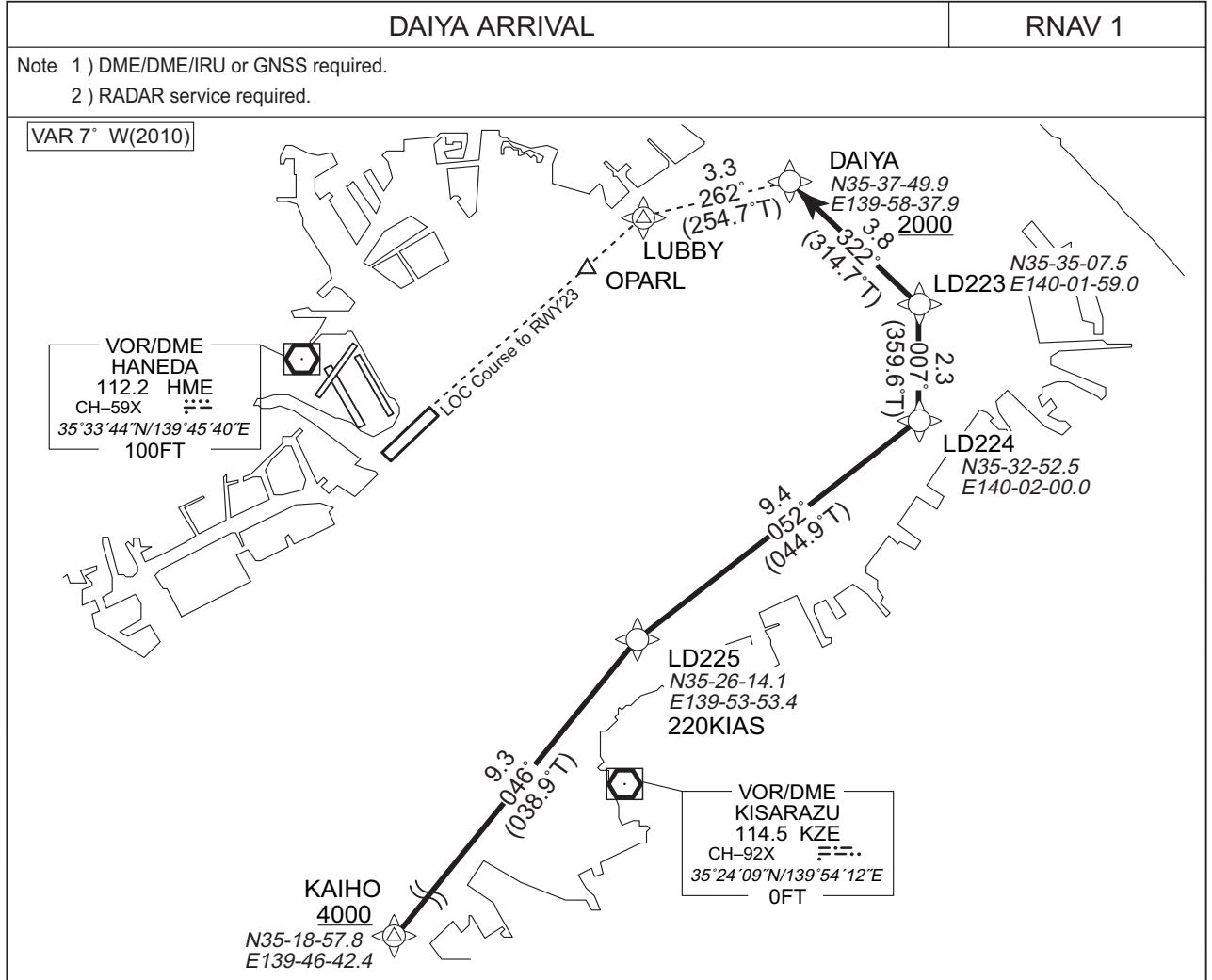
FIX	DESIGNATION	COORDINATES
	KAIHO	351857.8N 1394642.4E
	LD225	352614.1N 1395353.4E
	LD224	353252.5N 1400200.0E
Critical DME	—	—
DME GAP	—	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	KAIHO	—	—	—	—	+4000	—	—	RNAV1
TF	LD225	—	9.3	046° (038.9°)	—	—	220	—	RNAV1
TF	LD224	—	9.4	052° (044.9°)	—	—	—	—	RNAV1
TF	DARKS	—	2.8	307° (299.7°)	—	+1800	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

RNAV STAR RWY 23



DAIYA ARRIVAL

From KAIHO at or above 4000FT, to LD225 at MAX 220KIAS, to LD224, to LD223, to DAIYA at or above 2000FT.

FIX	DESIGNATION	COORDINATES
	KAIHO	351857.8N 1394642.4E
	LD225	352614.1N 1395353.4E
	LD224	353252.5N 1400200.0E
	LD223	353507.5N 1400159.0E
	DAIYA	353749.9N 1395837.9E
Critical DME	-	-
DME GAP	-	-
Inappropriate NavAids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

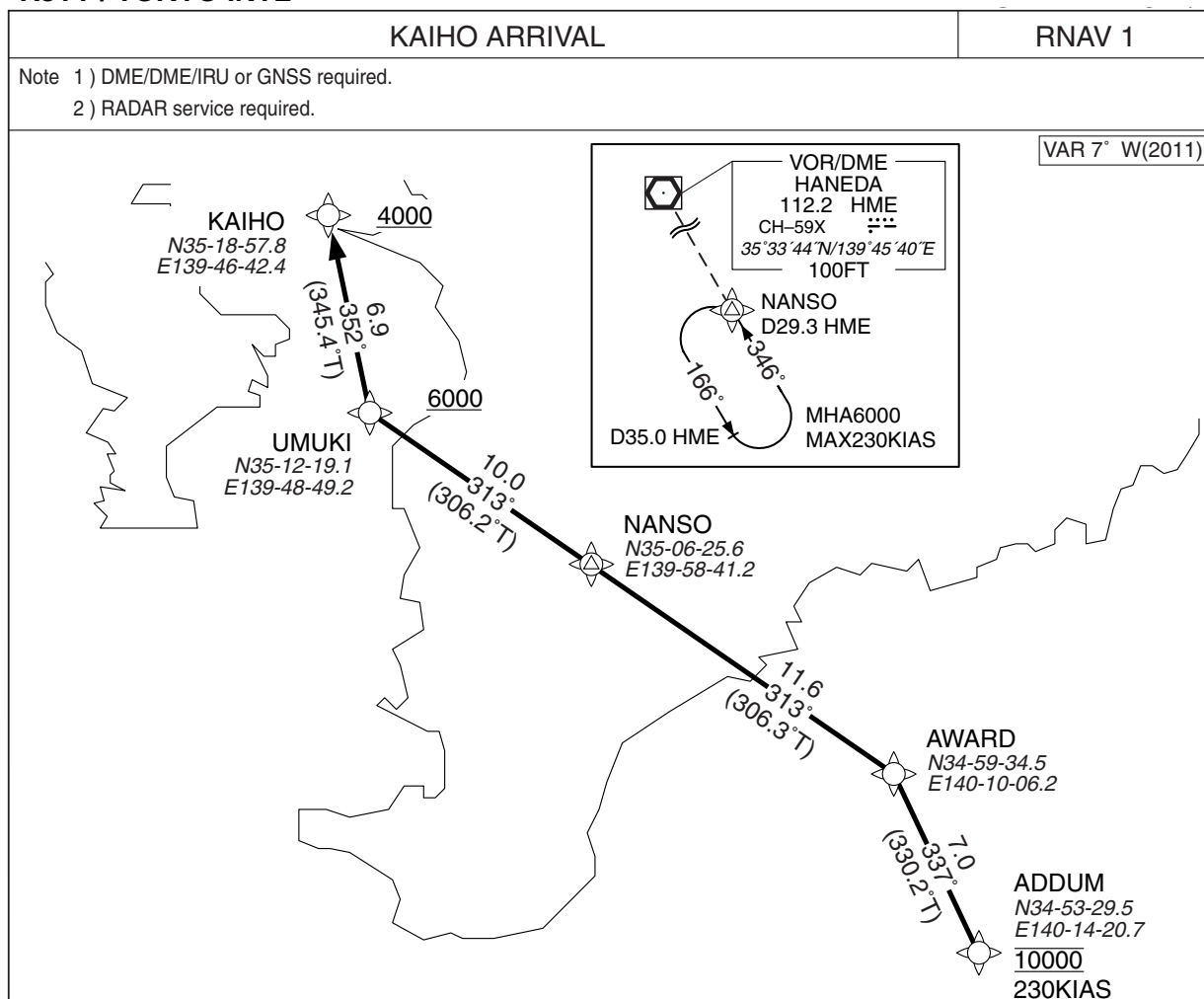
Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	KAIHO	—	—	—	—	+4000	—	—	RNAV1
TF	LD225	—	9.3	046° (038.9°)	—	—	220	—	RNAV1
TF	LD224	—	9.4	052° (044.9°)	—	—	—	—	RNAV1
TF	LD223	—	2.3	007° (359.6°)	—	—	—	—	RNAV1
TF	DAIYA	—	3.8	322° (314.7°)	—	+2000	—	—	RNAV1



## STANDARD ARRIVAL CHART-INSTRUMENT

## RJTT / TOKYO INTL

## RNAV STAR RWY34L/R

**KAIHO ARRIVAL**

From ADDUM at 10000FT, 230KIAS, to AWARD, to NANSO, to UMIKI at or above 6000FT, to KAIHO at or above 4000FT.

FIX	DESIGNATION	COORDINATES
	ADDUM	345329.5N 1401420.7E
	AWARD	345934.5N 1401006.2E
	NANSO	350625.6N 1395841.2E
	UMUKI	351219.1N 1394849.2E
	KAIHO	351857.8N 1394642.4E
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	ADDUM	—	—	—	—	10000	230	—	RNAV1
TF	AWARD	—	7.0	337° (330.2°)	—	—	—	—	RNAV1
TF	NANSO	—	11.6	313° (306.3°)	—	—	—	—	RNAV1
TF	UMUKI	—	10.0	313° (306.2°)	—	+6000	—	—	RNAV1
TF	KAIHO	—	6.9	352° (345.4°)	—	+4000	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

➡ STAR

EGARI ARRIVAL

From over STONE at 11000FT, 250KIAS, proceed via SYE R058 to SYE 14.3DME(TLE R328), via TLE 10.6DME counterclockwise ARC to intercept and proceed via TLE R187 to EGARI.

Cross STONE at 11000FT, cross SYE R058/14.3DME at or above 8000FT.

SINGO ARRIVAL

From over STONE at 11000FT, 250KIAS, proceed via TLE R016 to TLE VOR/DME, via TLE R189 to intercept and proceed via OJC R290 to SINGO.

Cross STONE at 11000FT, cross TLE R189/15.0DME at or above 8000FT, cross TLE R189/45.9DME(OJC R301) at or above 5000FT.

KENJI ARRIVAL

From over ADDUM at 10000FT, 230KIAS, proceed via OJC R207 to OJC VORTAC, via OJC R290 to ARLON.

Cross ADDUM at 10000FT.

NAGAI ARRIVAL

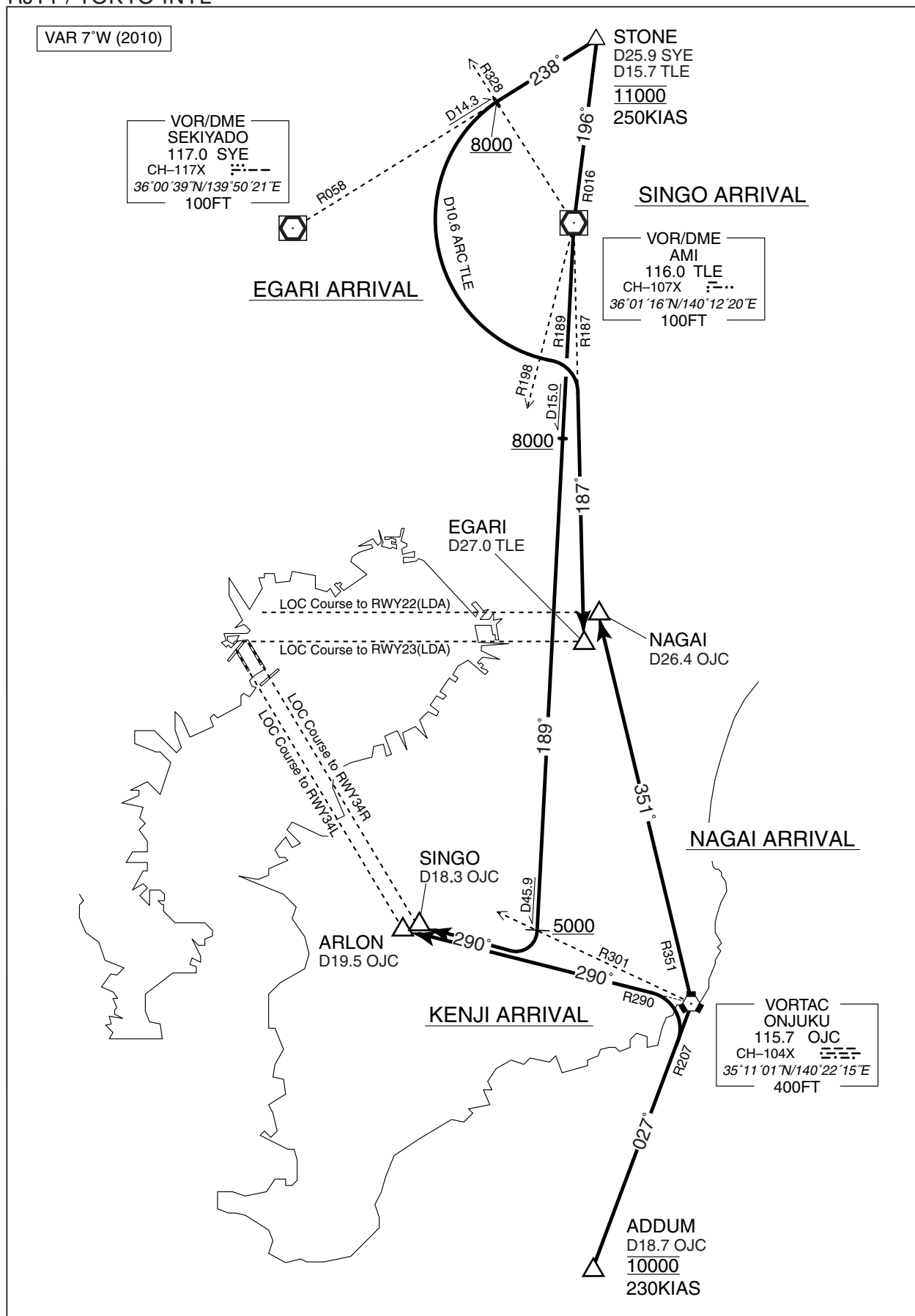
From over ADDUM at 10000FT, 230KIAS, proceed via OJC R207 to OJC VORTAC, via OJC R351 to NAGAI.

Cross ADDUM at 10000FT.

## STANDARD ARRIVAL CHART-INSTRUMENT

RJTT / TOKYO INTL

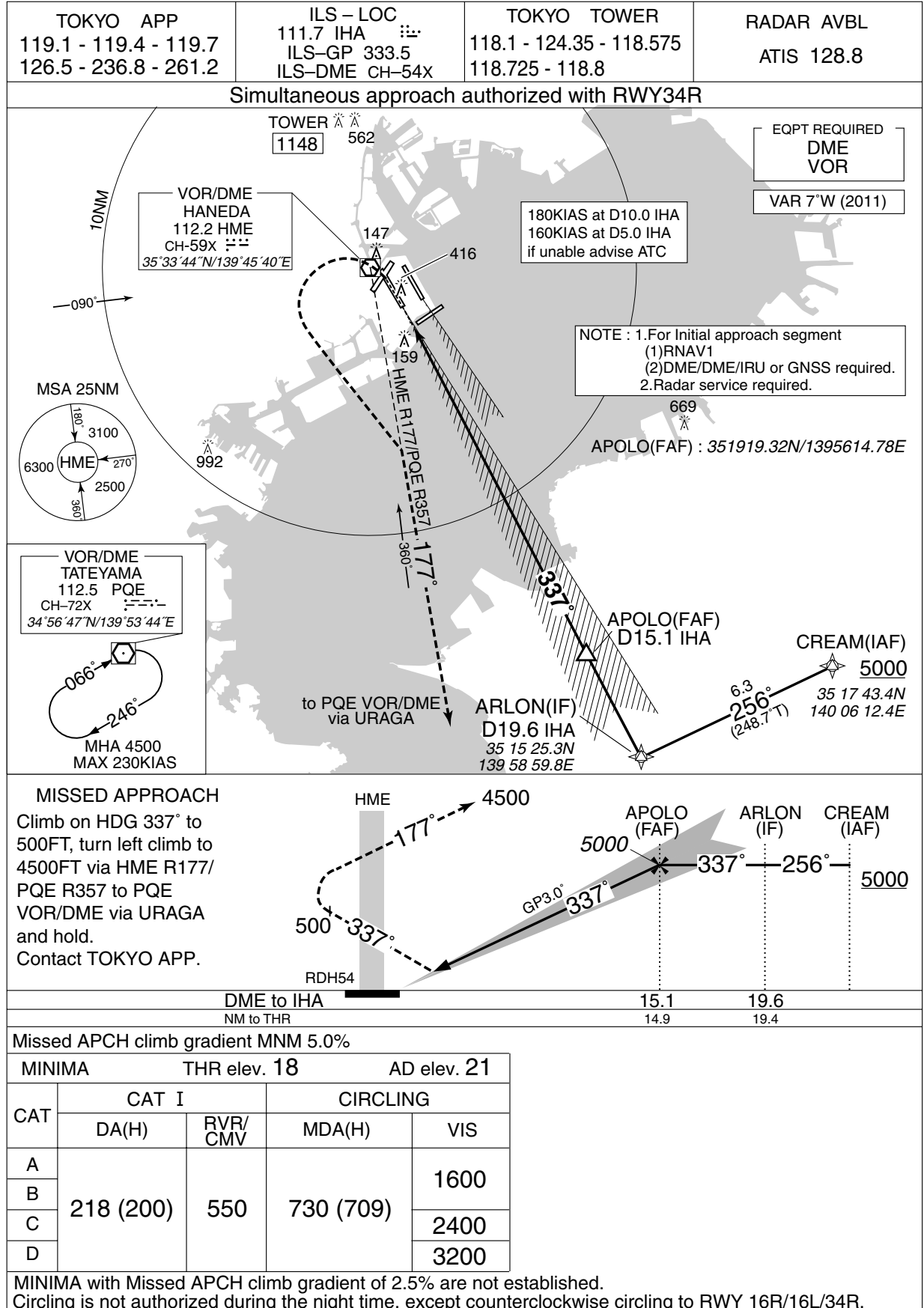
➔ STAR



INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

ILS Z RWY34L

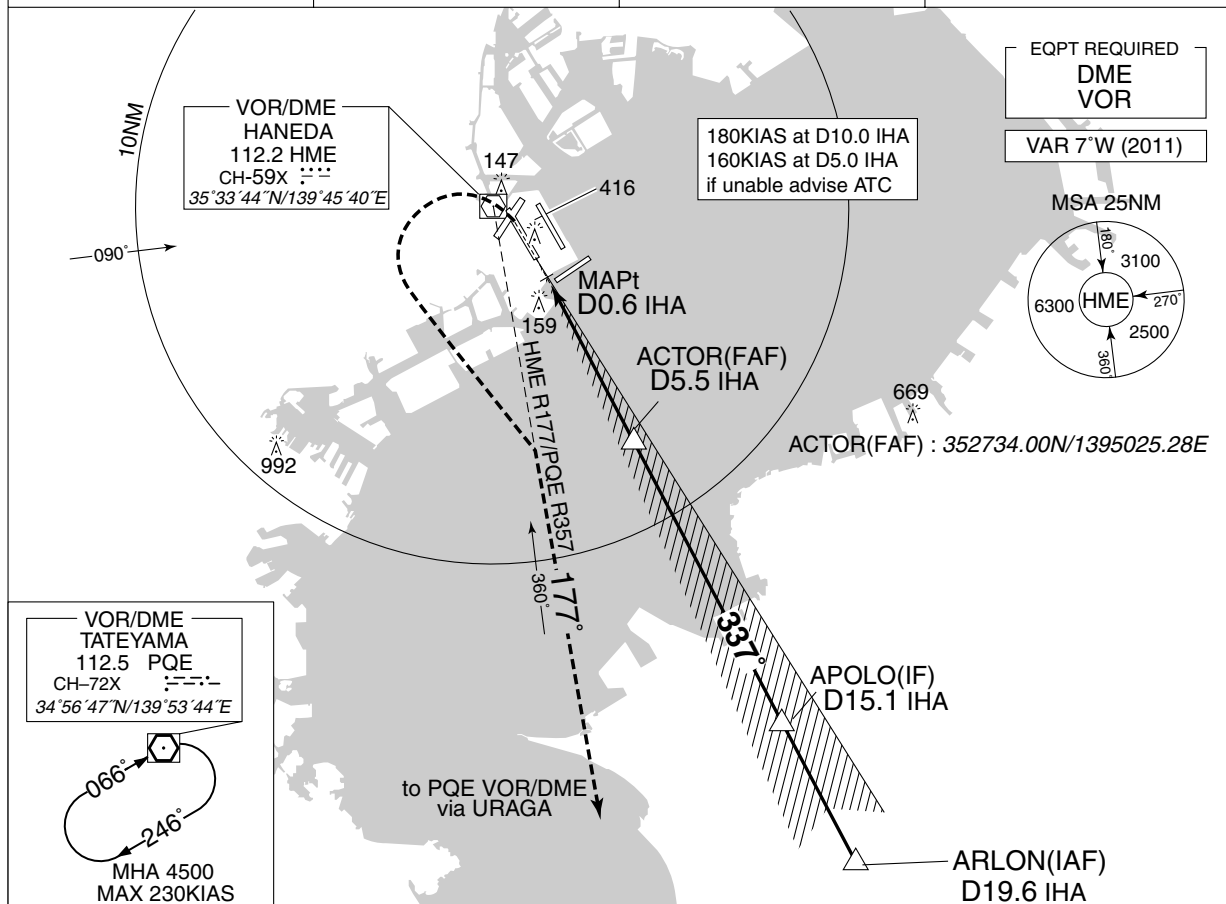


## INSTRUMENT APPROACH CHART

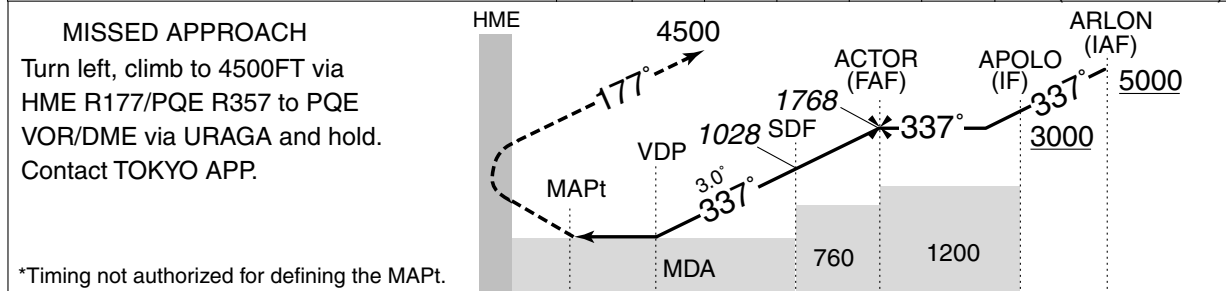
RJTT / TOKYO INTL

LOC Z RWY34L

TOKYO APP 119.1 - 119.4 - 119.7 126.5 - 236.8 - 261.2	ILS - LOC 111.7 IHA ILS-DME CH-54X	TOKYO TOWER 118.1 - 124.35 - 118.575 118.725 - 118.8	RADAR AVBL ATIS 128.8
-------------------------------------------------------------	------------------------------------------	------------------------------------------------------------	--------------------------



MAPt	2	3	4	5	FAF	NM to IHA
-	646	964	1283	1601	1768	ALT (3.0° APCH Path)



*Timing not authorized for defining the MAPt.

DME to IHA	0.6	1.8	3.2	5.5	15.1	19.6
NM to THR	0.5	1.6	3.0	5.3	14.9	19.4

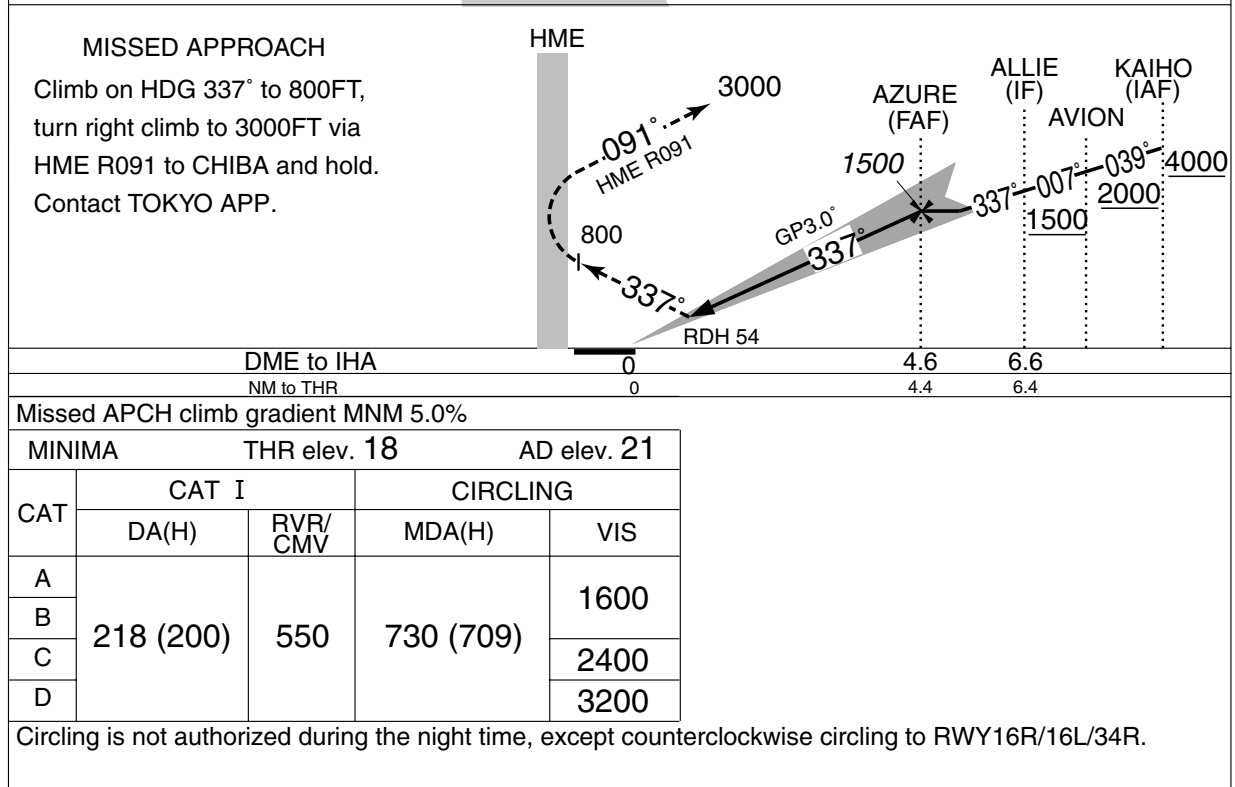
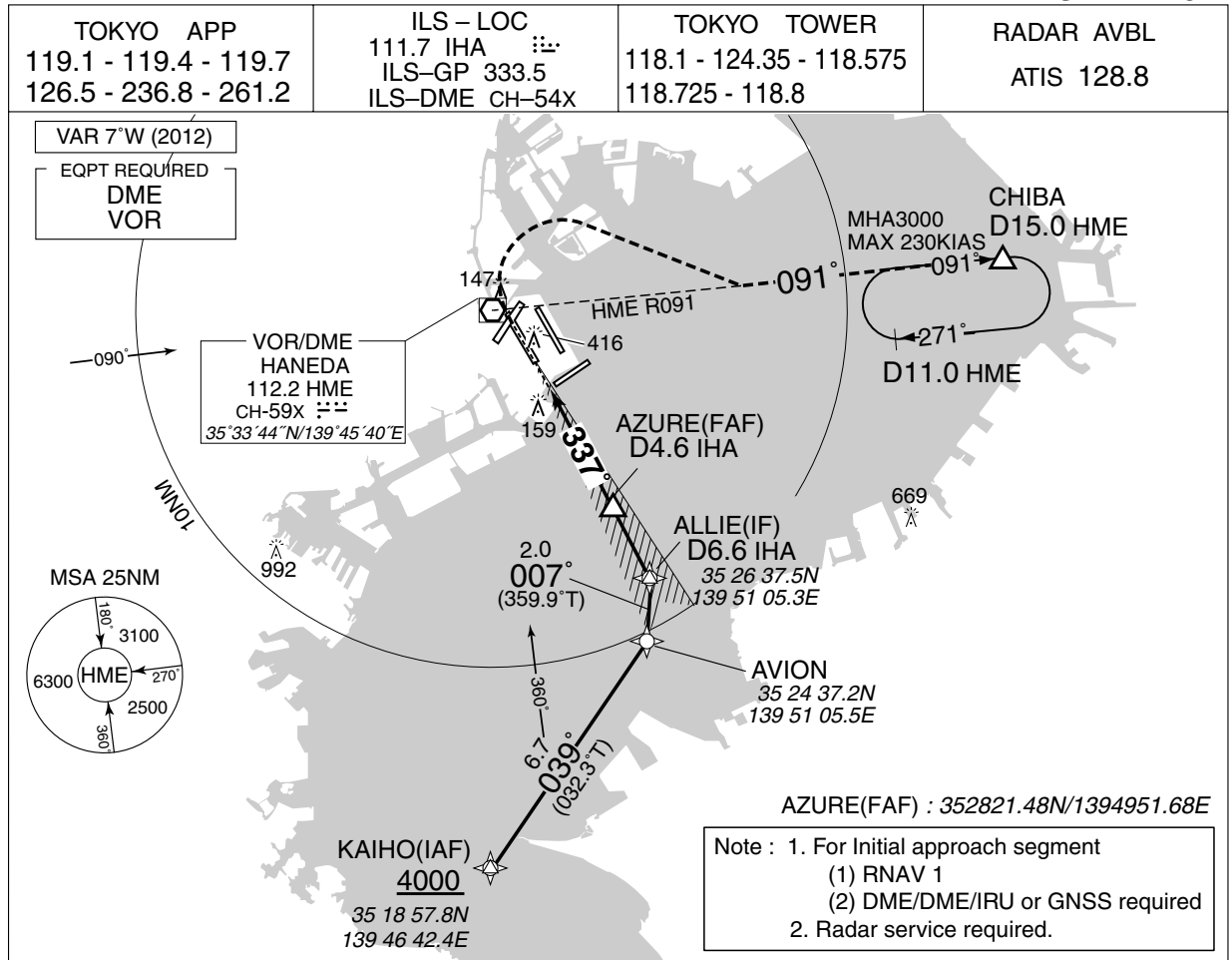
MINIMA		THR elev. 18		AD elev. 21		
CAT	LOC		CIRCLING			
	MDA(H)	RVR/ CMV	MDA(H)	VIS		
A	560 (539)	1000	730 (709)	1600		
B		1200				
C						2400
D						

Circling is not authorized during the night time, except counterclockwise circling to RWY 16R/16L/34R.

INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

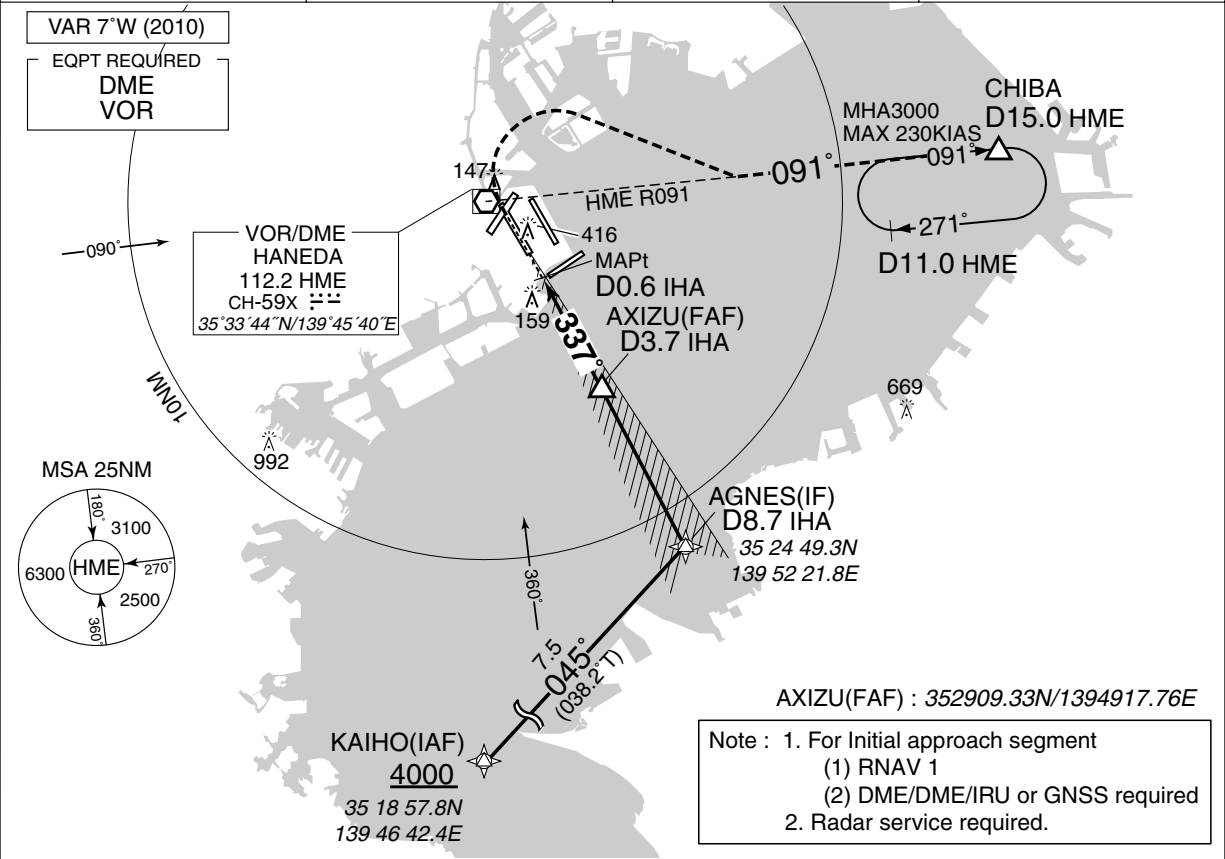
ILS Y RWY34L



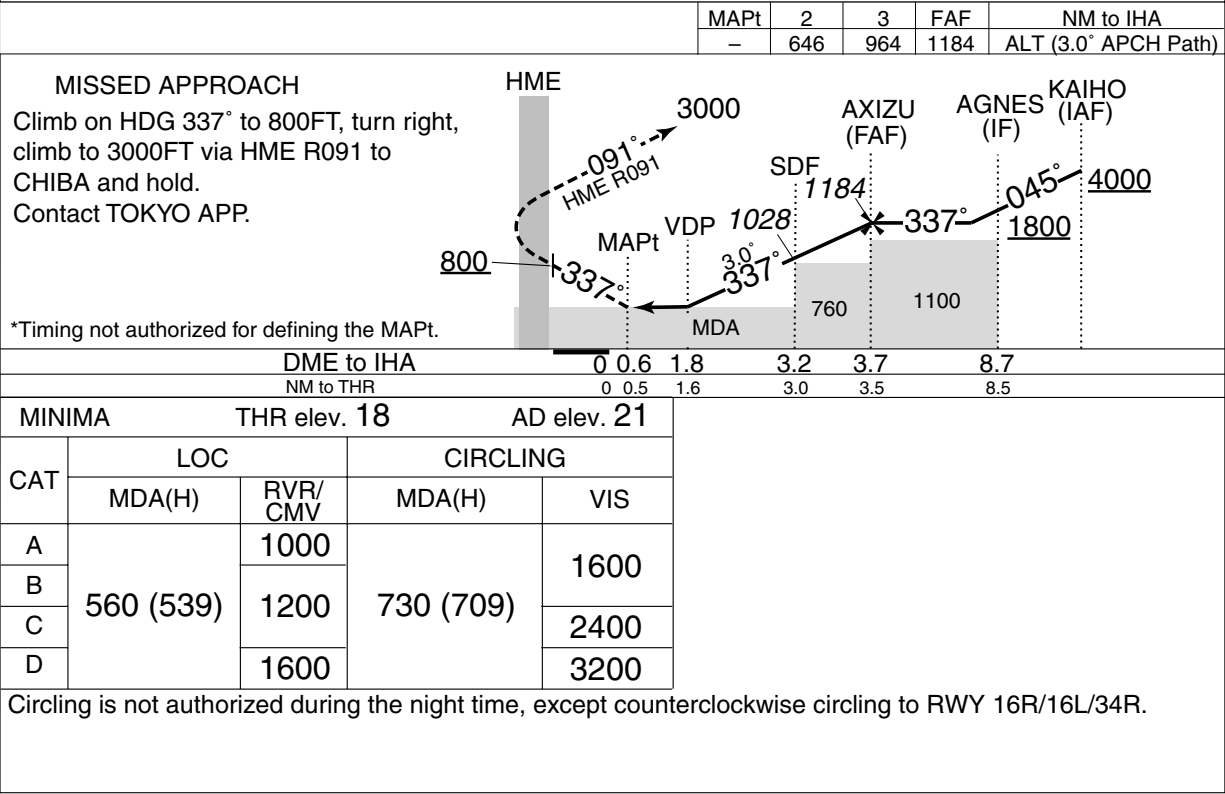
INSTRUMENT APPROACH CHART

RJTT / TOKYO INTLLOC Y RWY34L

TOKYO APP 119.1 - 119.4 - 119.7 126.5 - 236.8 - 261.2	ILS – LOC 111.7 IHA ILS–DME CH–54X	TOKYO TOWER 118.1 - 124.35 - 118.575 118.725 - 118.8	RADAR AVBL ATIS 128.8
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MAPt	2	3	FAF	NM to IHA
–	646	964	1184	ALT (3.0° APCH Path)



DME to IHA	0	0.6	1.8	3.2	3.7	8.7
NM to THR	0	0.5	1.6	3.0	3.5	8.5

MINIMA		THR elev. 18	AD elev. 21	
CAT	LOC	MDA(H)	RVR/CMV	CIRCLING
A			1000	
B				1600
C	560 (539)	1200		2400
D		1600		3200

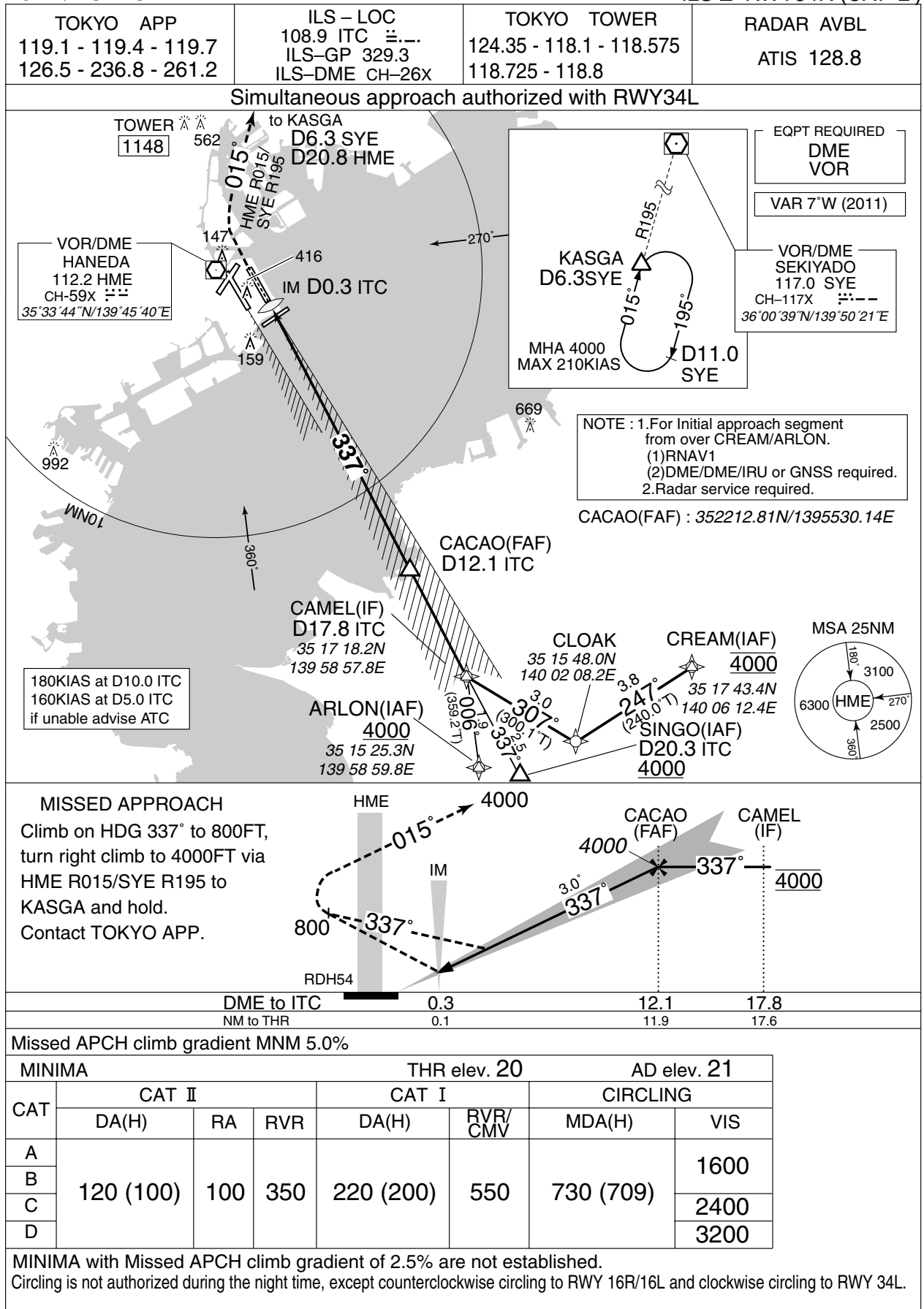
Circling is not authorized during the night time, except counterclockwise circling to RWY 16R/16L/34R.



INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

ILS Z RWY34R (CAT II)

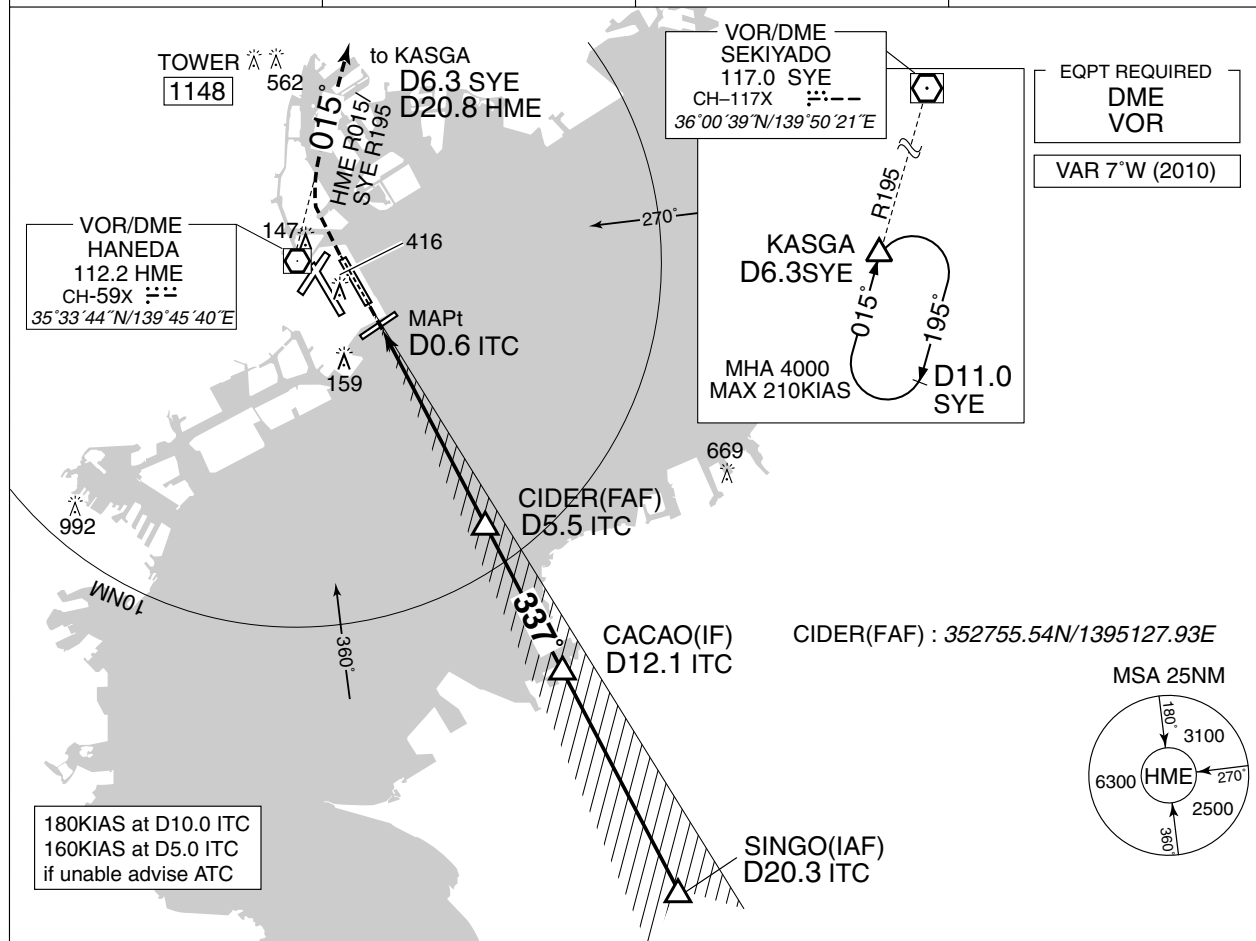


## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

LOC Z RWY34R

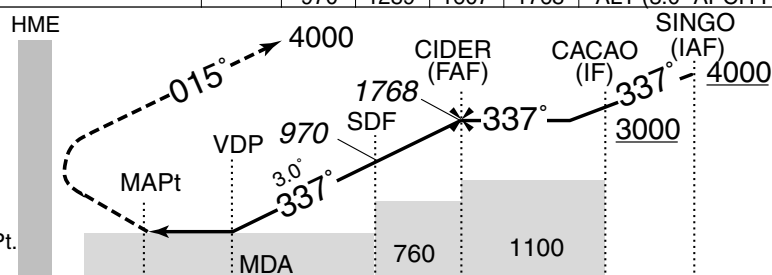
TOKYO APP 119.1 - 119.4 - 119.7 126.5 - 236.8 - 261.2	ILS - LOC 108.9 ITC $\equiv$ ... ILS-DME CH-26X	TOKYO TOWER 124.35 - 118.1 - 118.575 118.725 - 118.8	RADAR AVBL ATIS 128.8
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MAPt	3	4	5	FAF	NM to ITC
-	970	1289	1607	1768	ALT (3.0° APCH Path)

**MISSED APPROACH**  
Turn right, climb to 4000FT via  
HME R015/SYE R195 to KASGA  
and hold.  
Contact TOKYO APP.

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



DME to ITC	0.6	2.1	3.0	5.5	12.1	20.3
NM to THR	0.5	1.9	2.8	5.3	11.9	20.1

Missed APCH climb gradient MNM 3.0%

MINIMA		THR elev. 20		AD elev. 21		
CAT	LOC		CIRCLING			
	MDA(H)	RVR/ CMV	MDA(H)	VIS		
A	700 (679)	1200	730 (709)	1600		
B		1400				
C						2400
D						

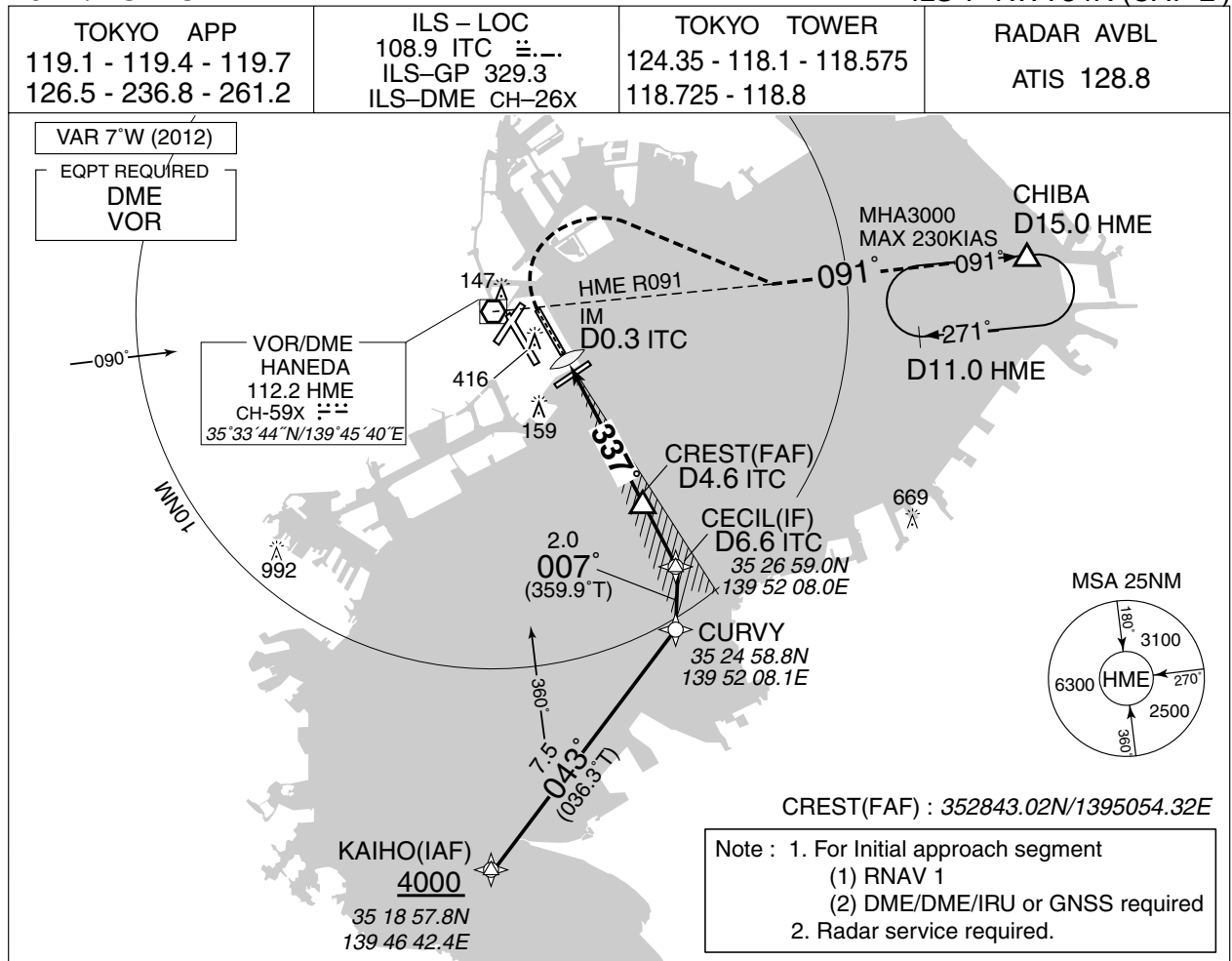
MINIMA with Missed APCH climb gradient of 2.5% are not established.

Circling is not authorized during the night time, except counterclockwise circling to RWY 16R/16L and clockwise circling to RWY 34L.

INSTRUMENT APPROACH CHART

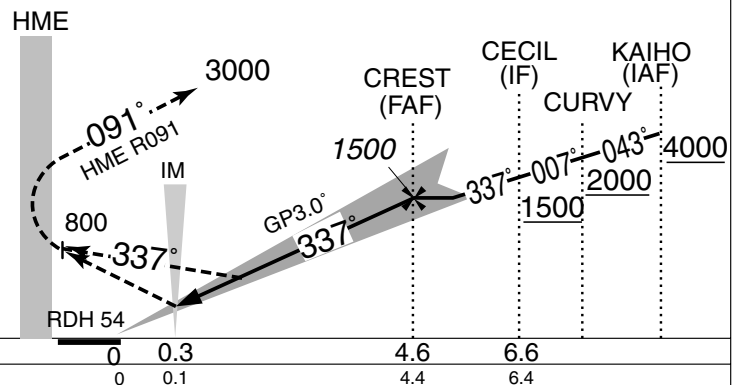
RJTT / TOKYO INTL

ILS Y RWY34R (CAT II)



MISSED APPROACH

Climb on HDG 337° to 800FT,  
turn right climb to 3000FT via  
HME R091 to CHIBA and hold.  
Contact TOKYO APP.



Missed APCH climb gradient MNM 5.0%

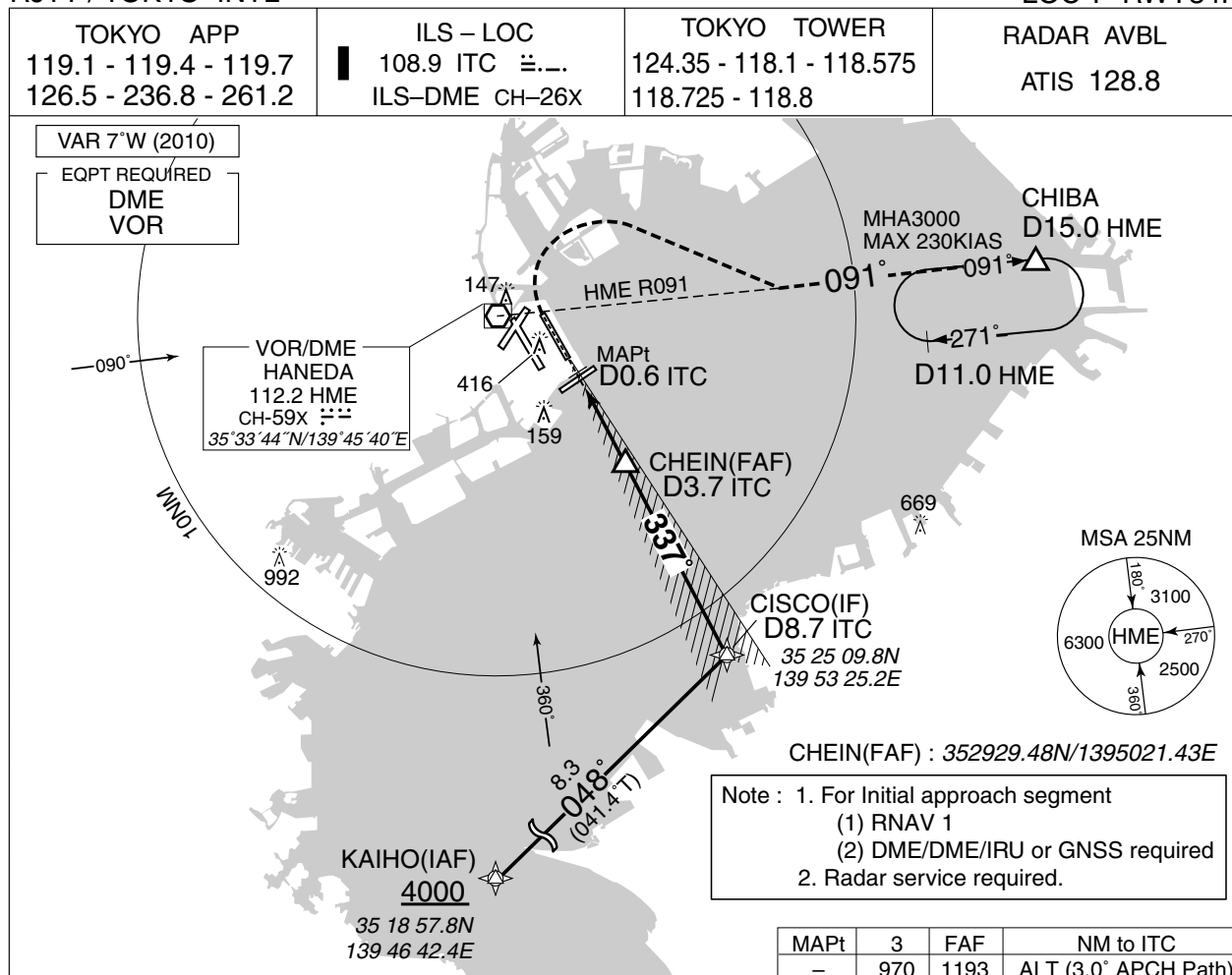
MINIMA				THR elev. 20		AD elev. 21	
CAT	CAT II			CAT I		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	VIS
A	120 (100)	100	350	220 (200)	550	730 (709)	1600
B							2400
C							3200
D							

Circling is not authorized during the night time, except counterclockwise circling to RWY 16R/16L and clockwise circling to RWY 34L.

## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

LOC Y RWY34R



## MISSED APPROACH

Turn right, climb to 3000FT via  
 HME R091 to CHIBA and hold.  
 Contact TOKYO APP.

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

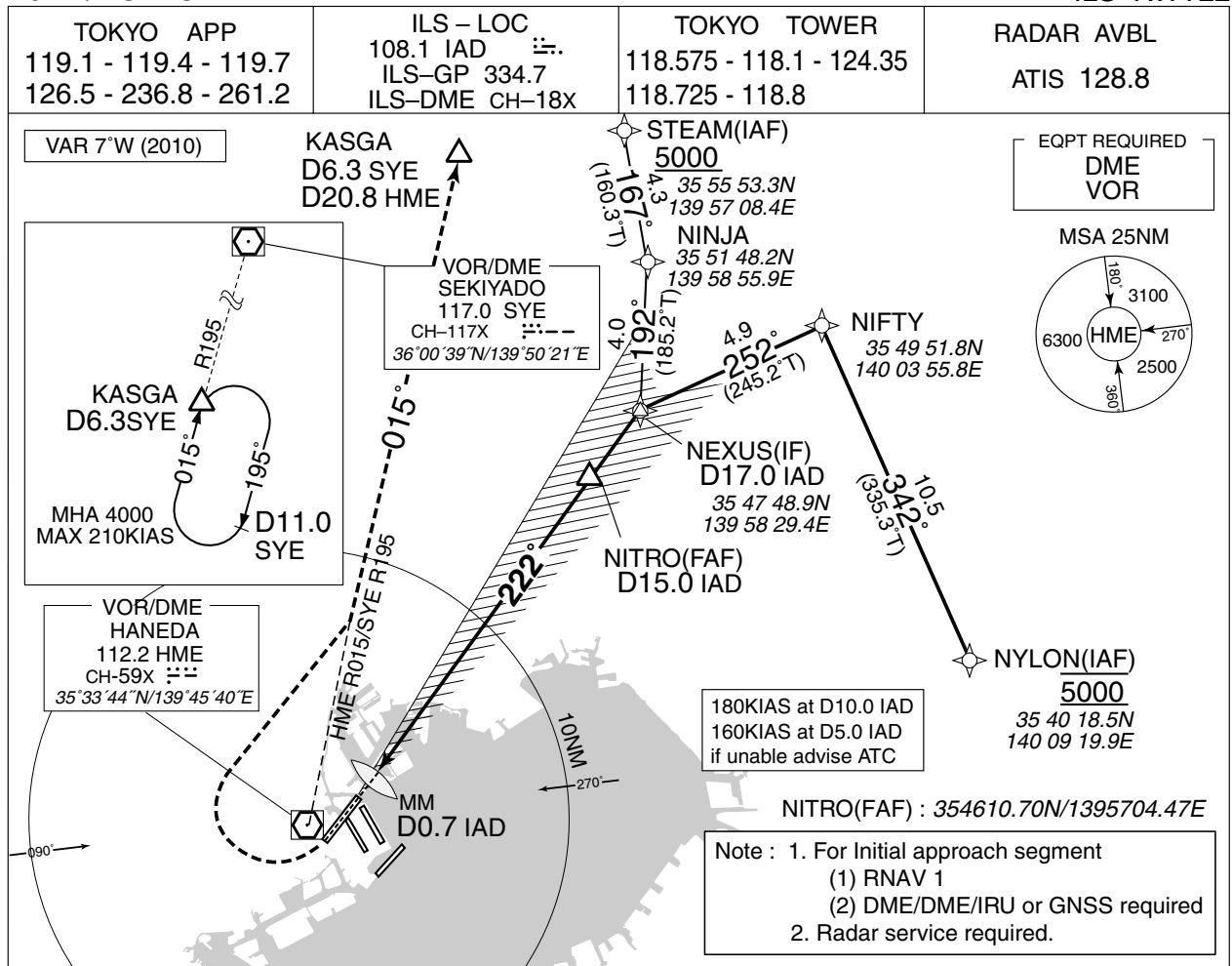
DME to ITC				0	0.6	2.1	3.0	3.7	8.7
NM to THR				0	0.5	1.9	2.8	3.5	8.5
MINIMA		THR elev. 20		AD elev. 21					
CAT	LOC		CIRCLING						
	MDA(H)	RVR/ CMV	MDA(H)	VIS					
A	700 (679)	1200	730 (709)	1600					
B		1400		2400					
C									
D					1800	3200			

Circling is not authorized during the night time, except counterclockwise circling to RWY 16R/16L and clockwise circling to RWY 34L.

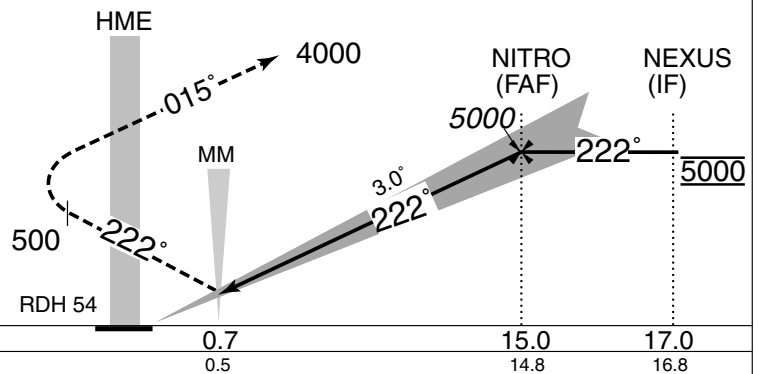
INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

ILS RWY22



**MISSED APPROACH**  
 Climb on HDG222° to 500FT,  
 turn right climb to 4000FT via  
 HME R015/SYE R195 to  
 KASGA and hold.  
 Contact TOKYO APP.



Missed APCH climb gradient MNM 6.0% due to airspace restrictions.

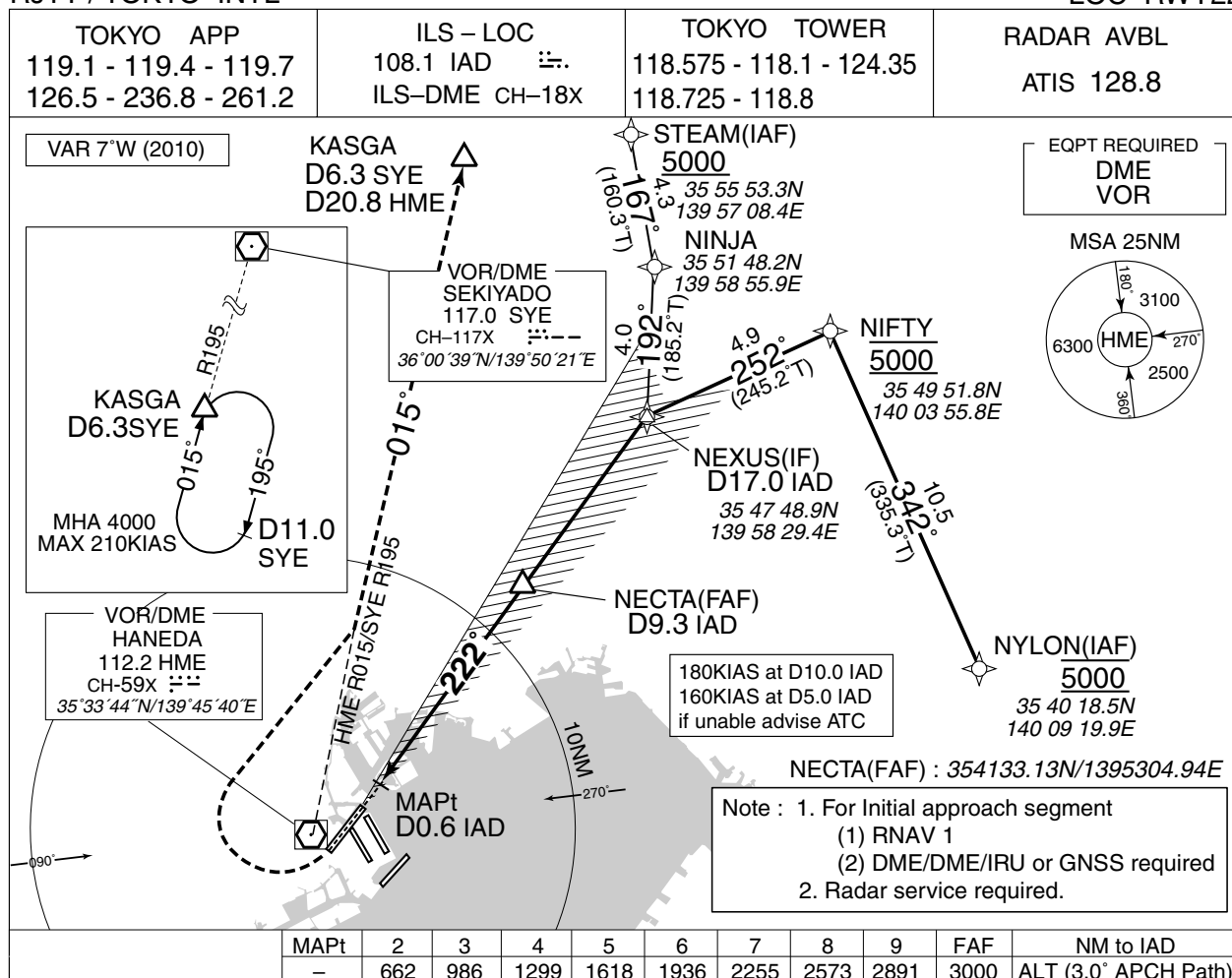
MINIMA		THR elev. 35	AD elev. 21	
CAT	CAT I		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	VIS
A	235 (200)	550	730 (709)	1600
B				2400
C				
D				

MINIMA with Missed APCH climb gradient below 6.0% are not established.  
 Circling is not authorized during the night time, except counterclockwise circling to RWY16R/16L and clockwise circling to RWY23,RWY34R/34L.

## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

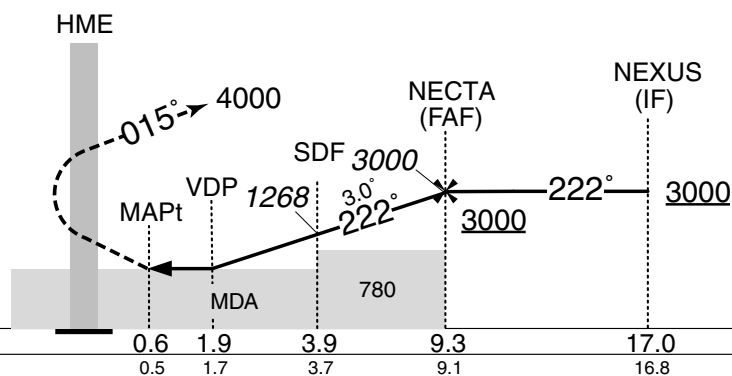
LOC RWY22



## MISSED APPROACH

Turn right, climb to 4000FT via HME  
R015 /SYE R195 to KASGA and hold.  
Contact TOKYO APP.

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



Missed APCH climb gradient MNM 4.0%

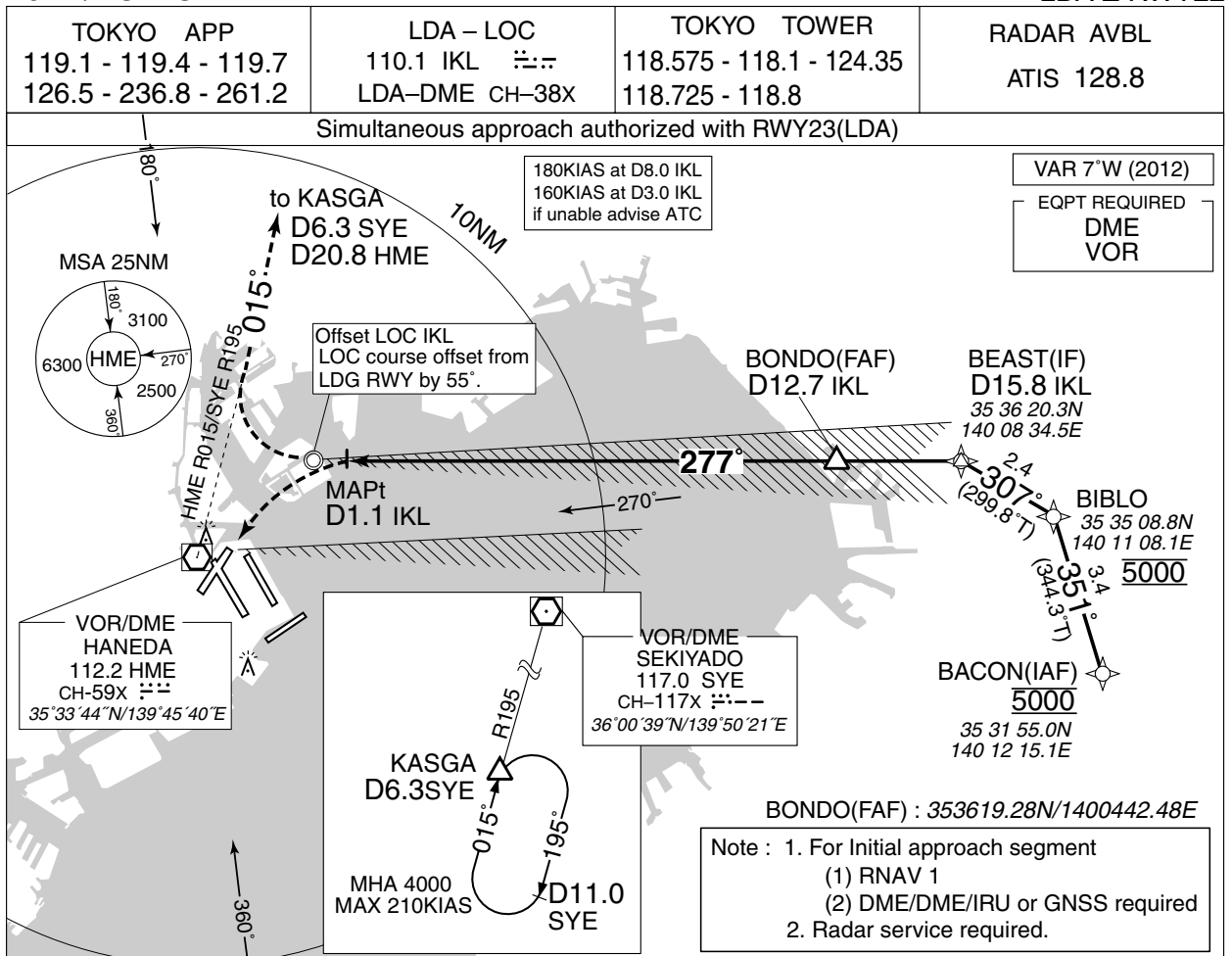
MINIMA		THR elev. 35	AD elev. 21	
CAT	LOC		CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	600 (579)	1000	730 (709)	1600
B		1200		
C				2400
D				

MINIMA with Missed APCH climb gradient of 2.5% are not established.  
Circling is not authorized during the night time, except counterclockwise circling to RWY16R/16L and clockwise circling to RWY23, RWY34R/34L.

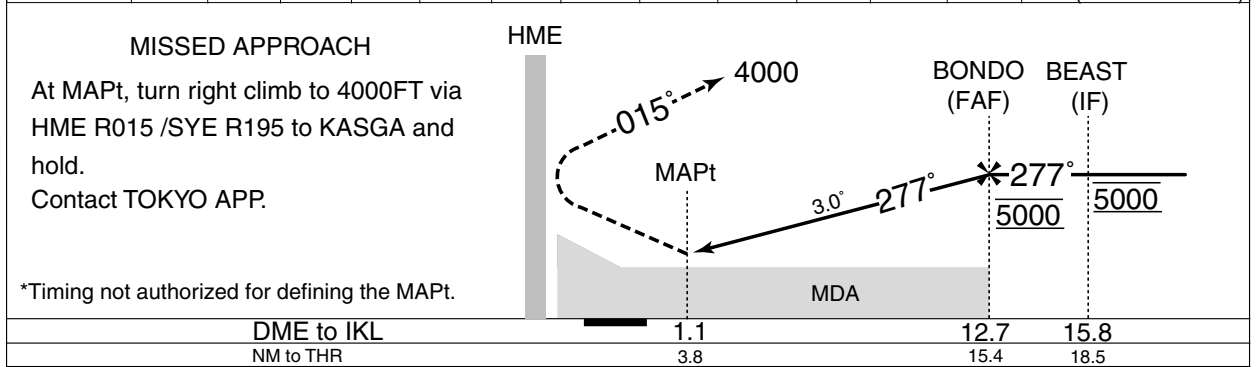
INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

LDA Z RWY22



MAPt	2	3	4	5	6	7	8	9	10	11	12	FAF	NM to IKL
-	1593	1912	2230	2549	2867	3187	3506	3824	4143	4461	4779	-	ALT (3.0° APCH Path)



Missed APCH climb gradient MNM 4.0%

MINIMA	THR elev. 35	AD elev. 21
CAT	MDA(H)	VIS
A	1000 (979)	6000
B		
C		
D		

MINIMA with Missed APCH climb gradient of 2.5% are not established.  
MINIMA APPLICATION CRITERIA in AD1.6.10.1.4 are not applicable.



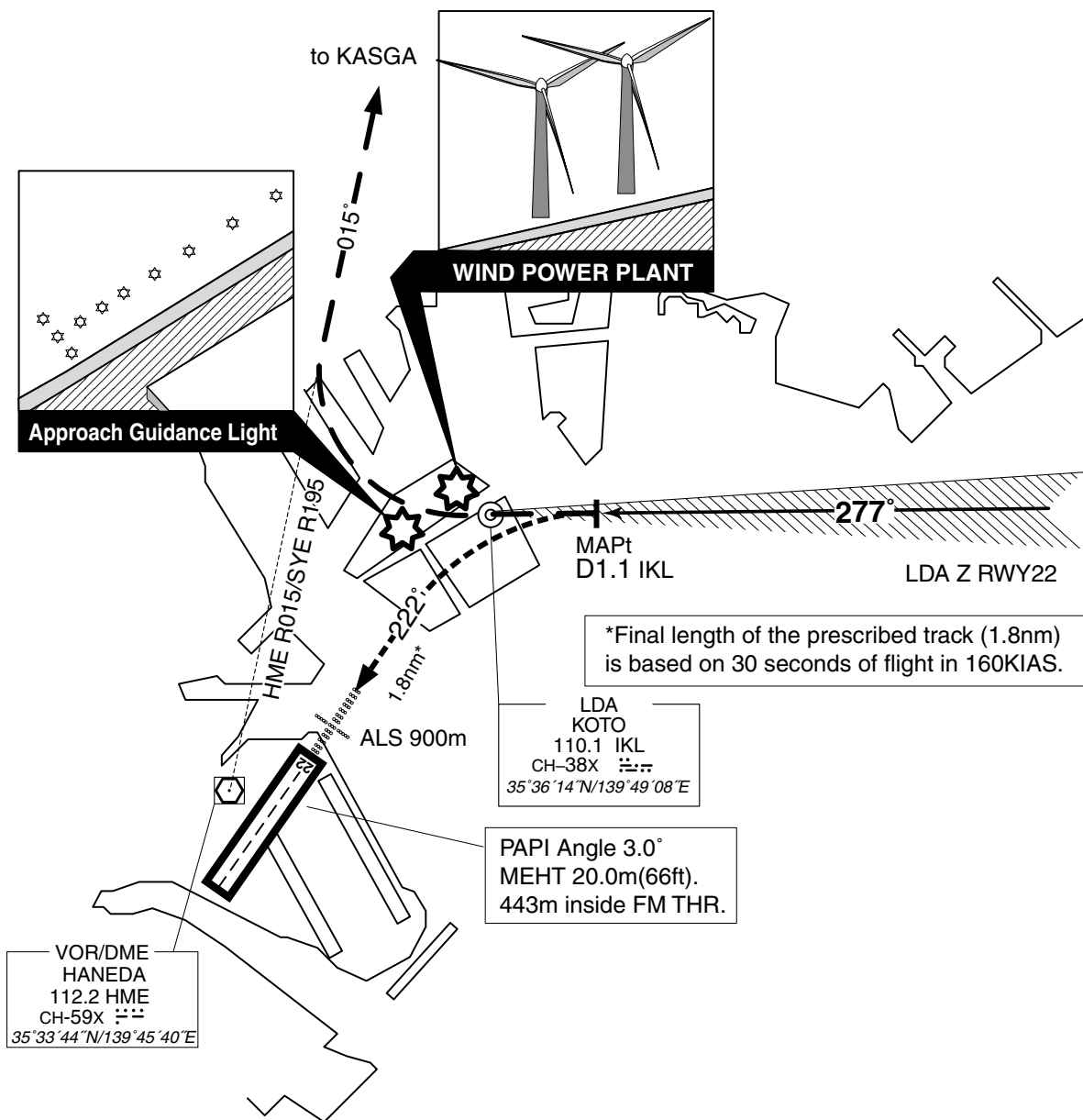
## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

LDA Z RWY22

## Visual Prescribed Track for LDA Z RWY22

Visual manoeuvre with Prescribed Track (VPT) : VPT stands for visual maneuvering after the MAPt using prescribed track.



In case of GO AROUND, pilot should report ATC as soon as practicable.  
Until receiving ATC instructions, aircraft turn right for joining HME R015/SYE R195 and missed approach procedure.

INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

LDA Y RWY22

TOKYO APP 119.1 - 119.4 - 119.7 126.5 - 236.8 - 261.2	LDA - LOC 110.1 IKL LDA-DME CH-38X	TOKYO TOWER 118.575 - 118.1 - 124.35 118.725 - 118.8	RADAR AVBL ATIS 128.8
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VAR 7°W (2011)

VOR/DME  
HANEDA  
112.2 HME  
CH-59X  
35°33'44"N/139°45'40"E

VOR/DME  
TATEYAMA  
112.5 PQE  
CH-72X  
34°56'47"N/139°53'44"E



IKL

MAPt  
D1.1 IKL

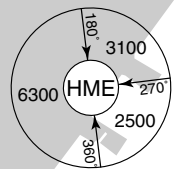
TAYAS(FAF)  
D6.4 IKL

BALAN(IF)  
D8.4 IKL

MHA 3000  
MAX 230KIAS

D14.0 IKL

MSA 25NM



TAYAS(FAF) : 353616.81N/1395700.61E

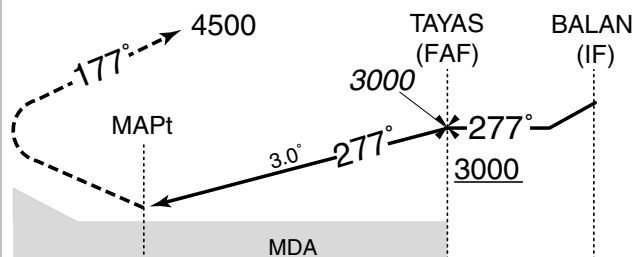
MAPt	2	3	4	5	6	FAF	NM to IKL
-	1593	1912	2230	2549	2867	3000	ALT (3.0° APCH Path)

MISSED APPROACH

At MAPt, turn left, climb to 4500FT via HME R177/PQE R357 to PQE VOR/DME via URAGA and hold.  
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.

HME



DME to IKL

NM to THR

1.1

3.8

6.4

9.1

8.4

11.1

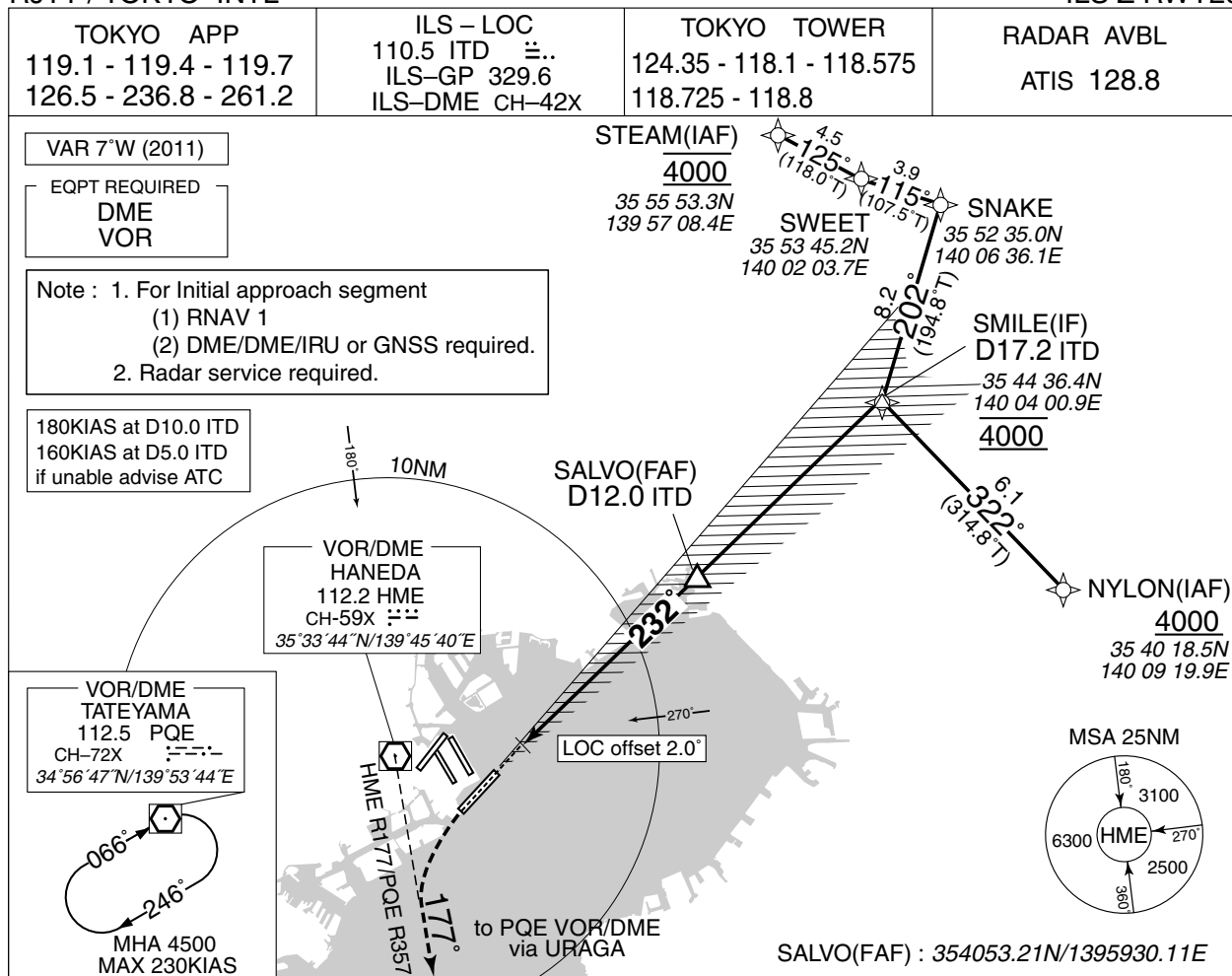
MINIMA	THR elev. 35	AD elev. 21
CAT	MDA(H)	VIS
A	1000 (979)	6000
B		
C		
D		

MINIMA APPLICATION CRITERIA in AD1.1.6.10.1.4 are not applicable.

## INSTRUMENT APPROACH CHART

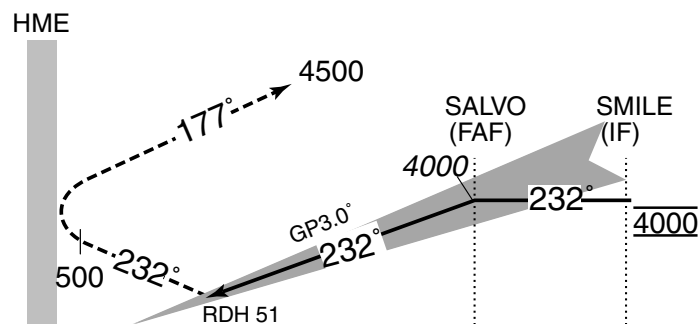
RJTT / TOKYO INTL

ILS Z RWY23



## MISSED APPROACH

Climb on HDG232° to 500FT,  
turn left climb to 4500FT via  
HME R177/PQE R357 to PQE  
VOR/DME via URAGA and hold.  
Contact TOKYO APP.



DME to ITD  
NM to THR

12.0  
11.8

17.2  
17.1

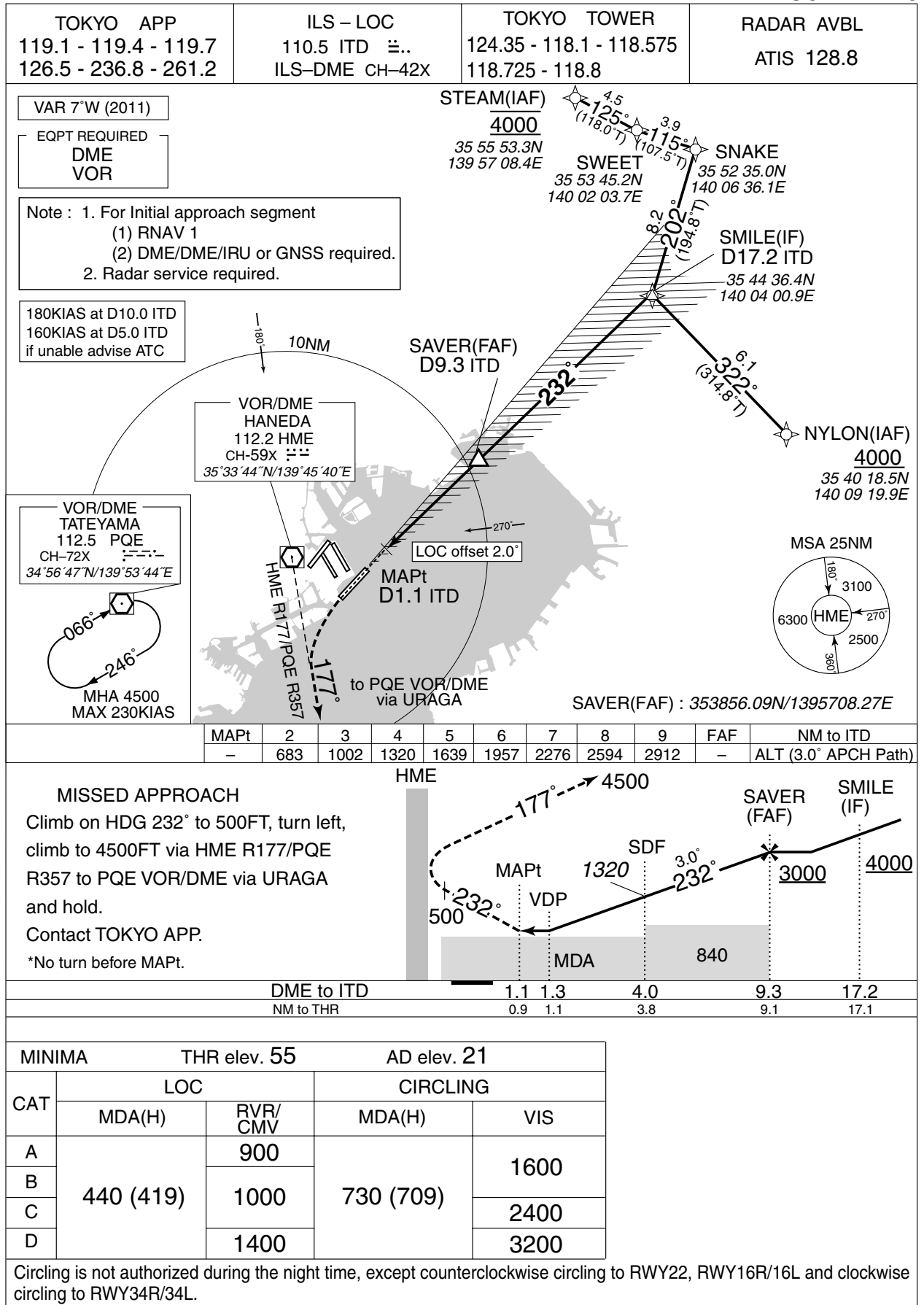
MINIMA		THR elev. 55	AD elev. 21	
CAT	CAT I		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	VIS
A	383 (328)	800	730 (709)	1600
B				2400
C				3200
D				

Circling is not authorized during the night time, except counterclockwise circling to RWY22, RWY16R/16L and clockwise circling to RWY34R/34L.

## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

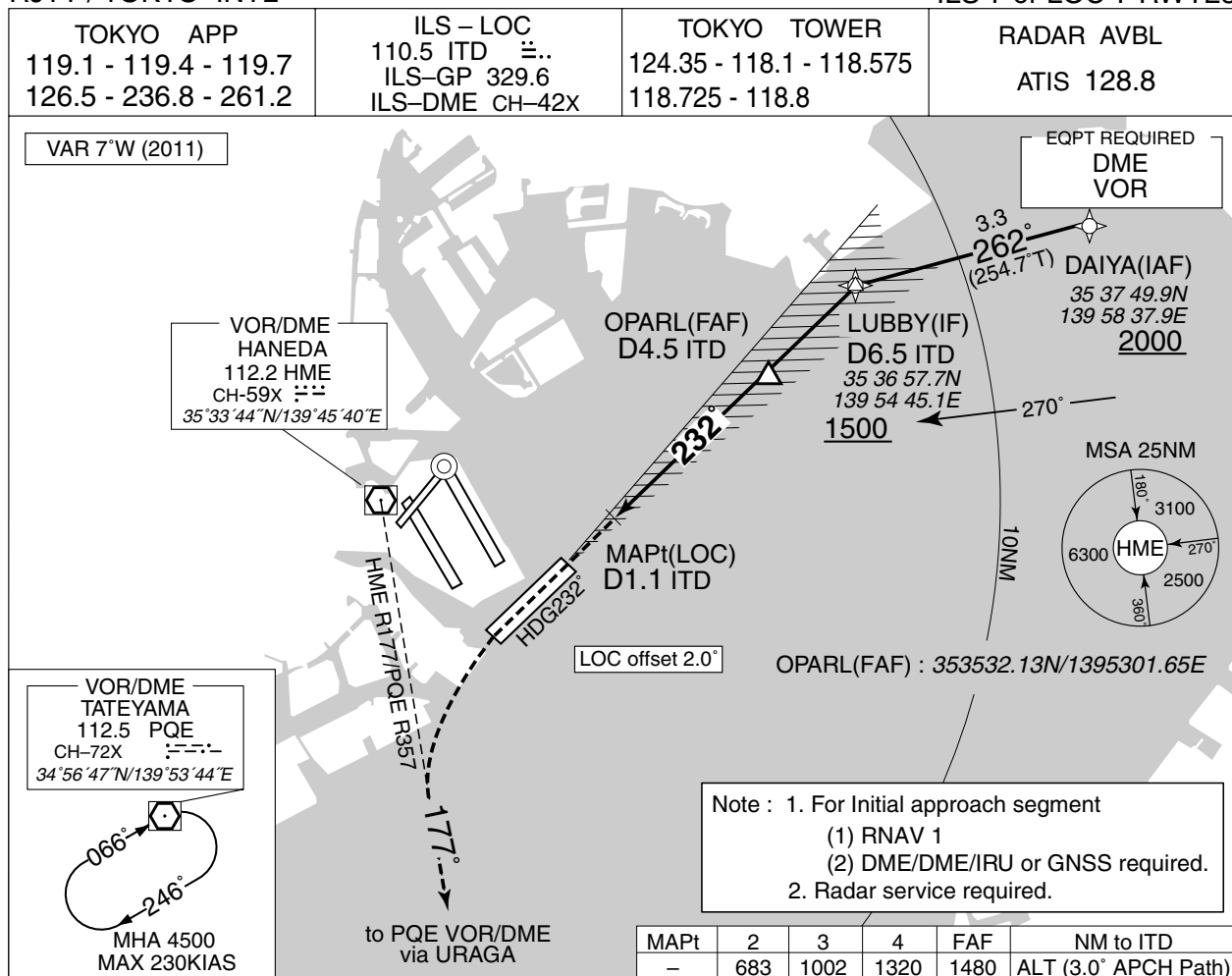
LOC Z RWY23



## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

ILS Y or LOC Y RWY23

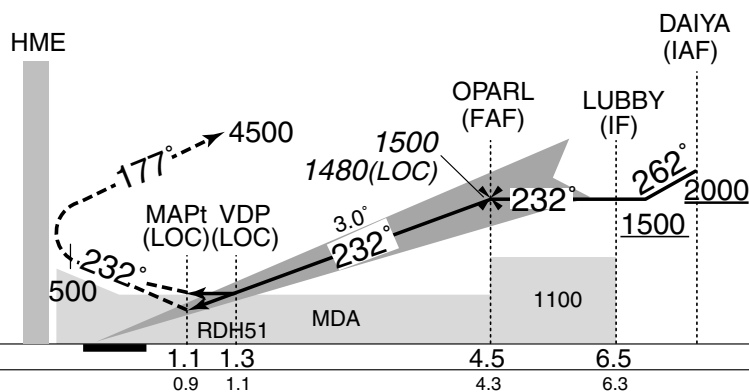


## MISSED APPROACH

Climb on HDG232° to 500FT, turn left, climb to 4500FT via HME R177/PQE R357 to PQE VOR/DME via URAGA and hold.

Contact TOKYO APP.

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



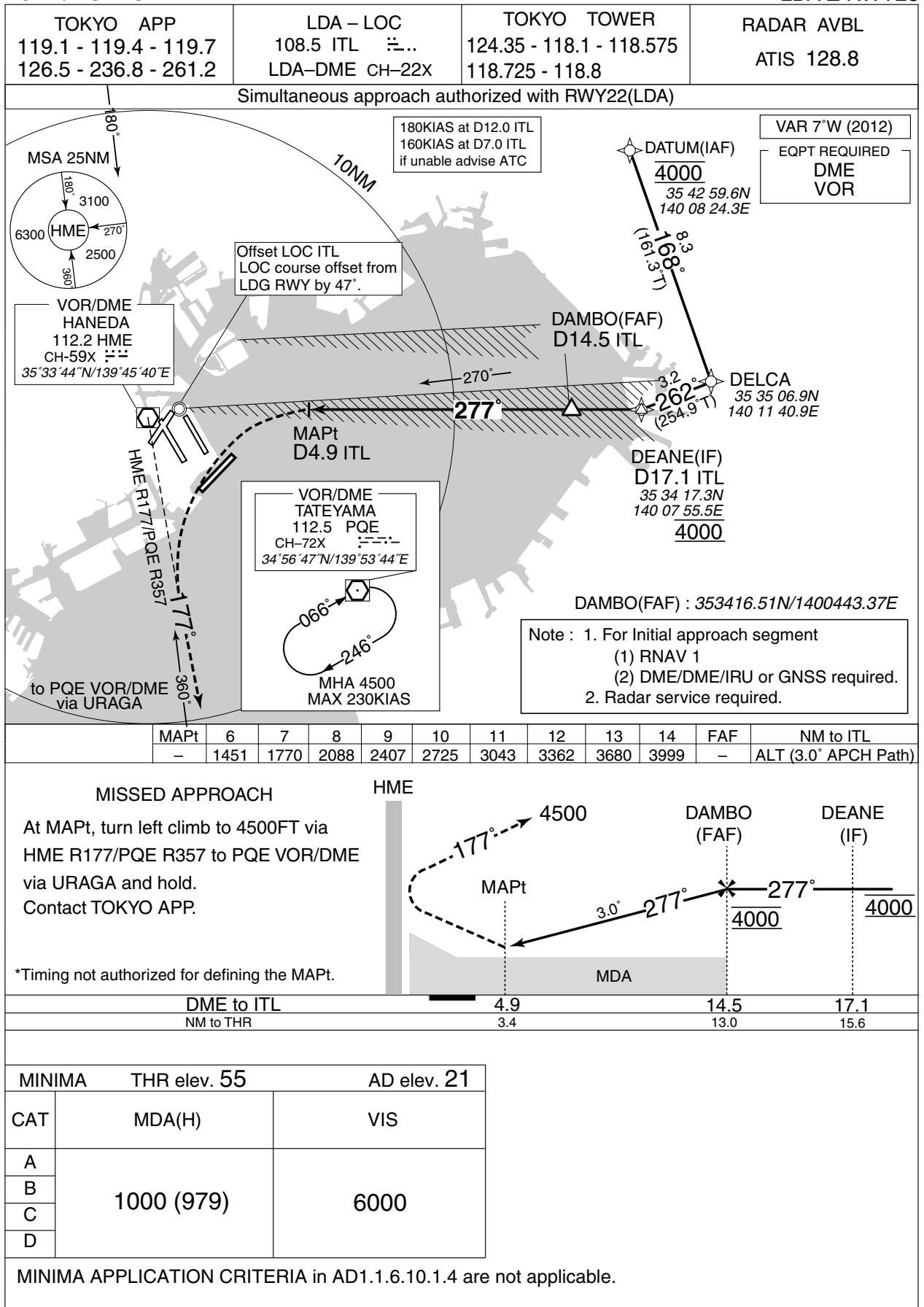
MINIMA			THR elev. 55		AD elev. 21	
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	383 (328)	800	440 (419)	900	730 (709)	1600
B				1000		2400
C				1400		3200
D						

Circling is not authorized during the night time, except counterclockwise circling to RWY22, RWY16R/16L and clockwise circling to RWY34R/34L.

INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

LDA Z RWY23



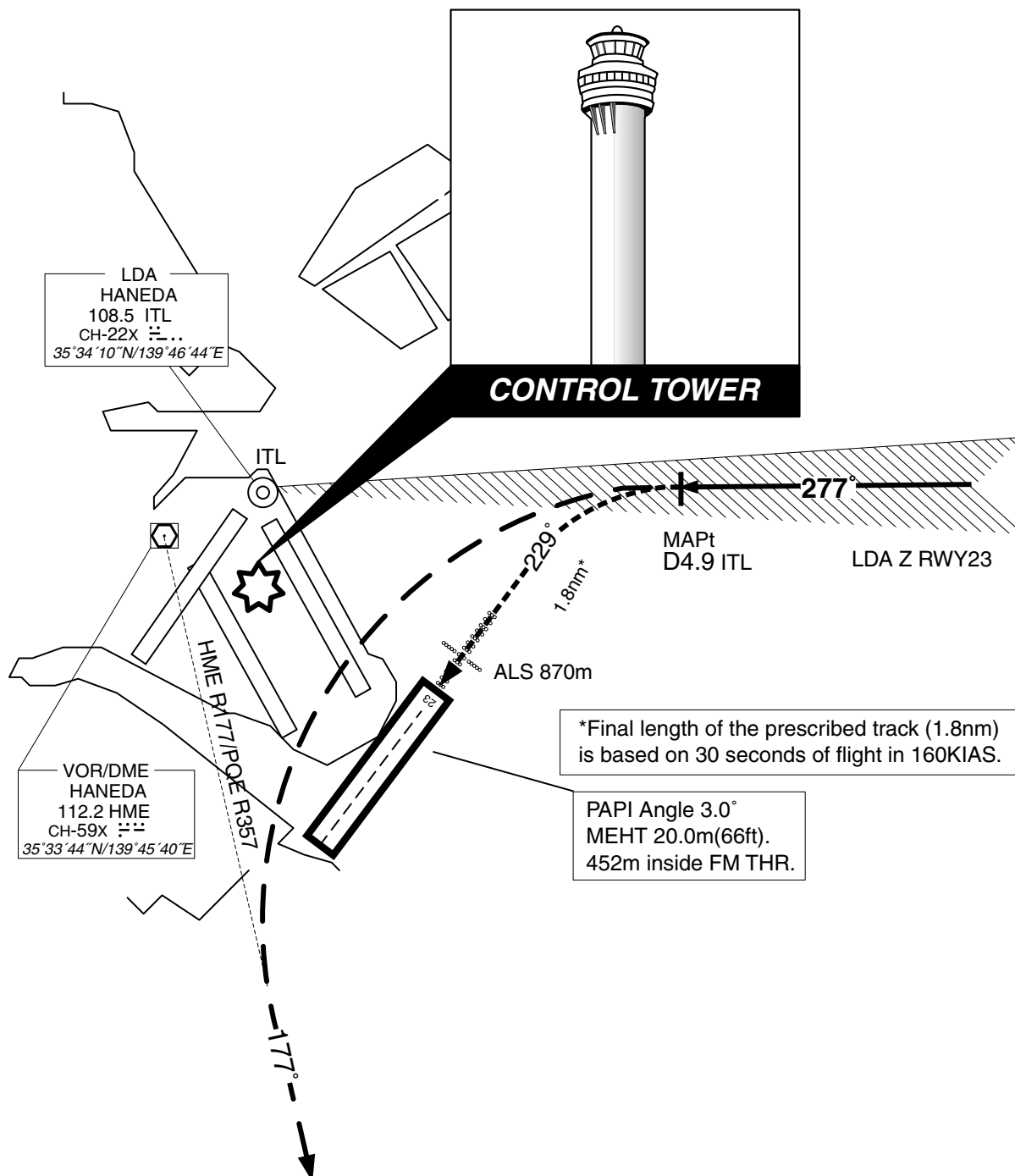
## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

LDA Z RWY23

## Visual Prescribed Track for LDA Z RWY23

Visual manoeuvre with Prescribed Track (VPT) : VPT stands for visual maneuvering after the MAPt using prescribed track.

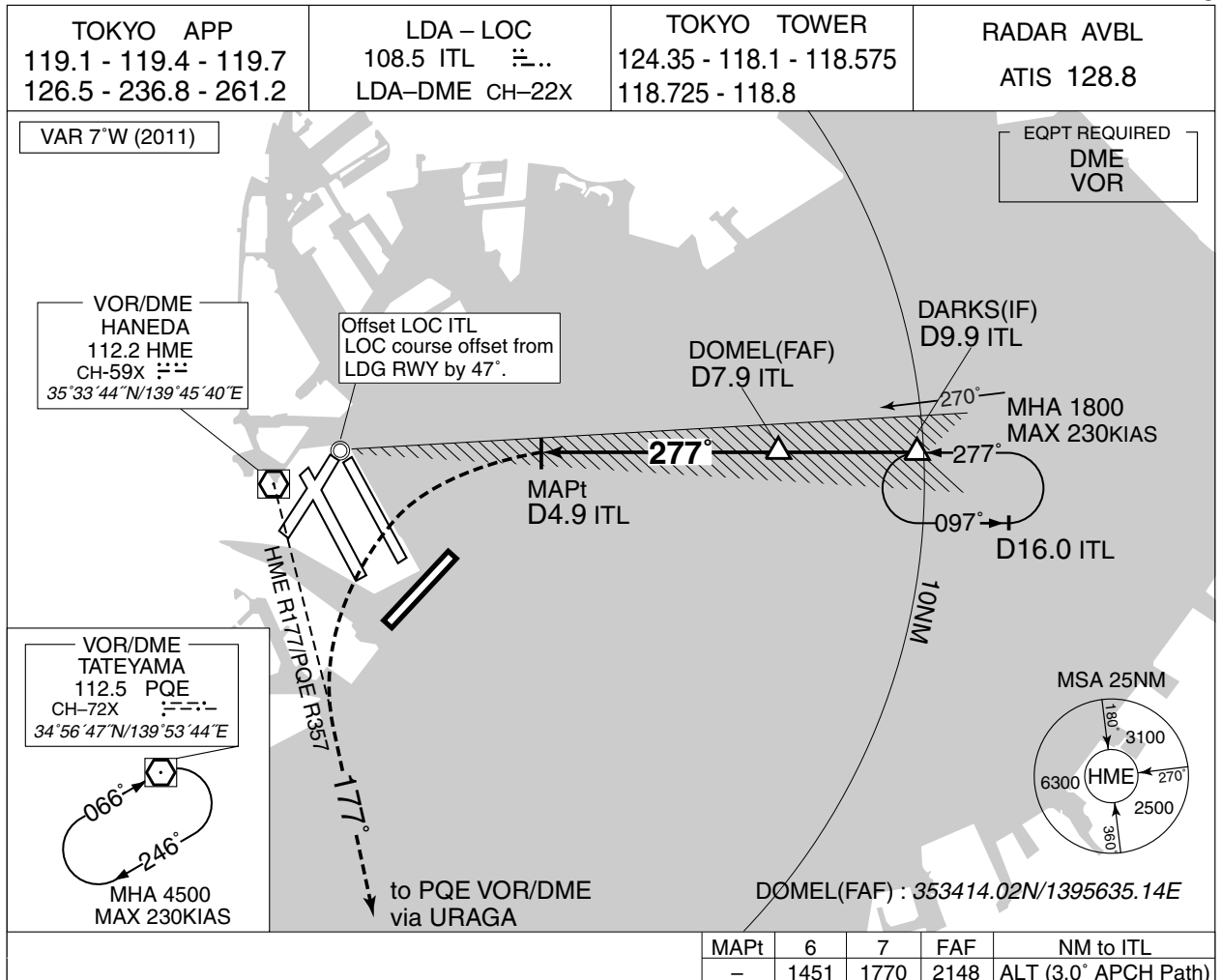


In case of GO AROUND, pilot should report ATC as soon as practicable.  
Until receiving ATC instructions, aircraft turn left HDG 229° for joining HME R177/PQE R357 and missed approach procedure.

INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

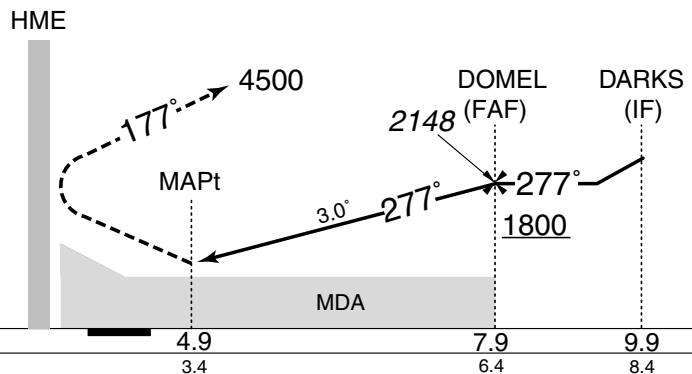
LDA Y RWY23



**MISSED APPROACH**

At MAPt, turn left climb to 4500FT via HME R177/PQE R357 to PQE VOR/DME via URAGA and hold.  
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.



MINIMA		THR elev. 55	AD elev. 21
CAT	MDA(H)	VIS	
A	1000 (979)	6000	
B			
C			
D			

MINIMA APPLICATION CRITERIA in AD1.1.6.10.1.4 are not applicable.

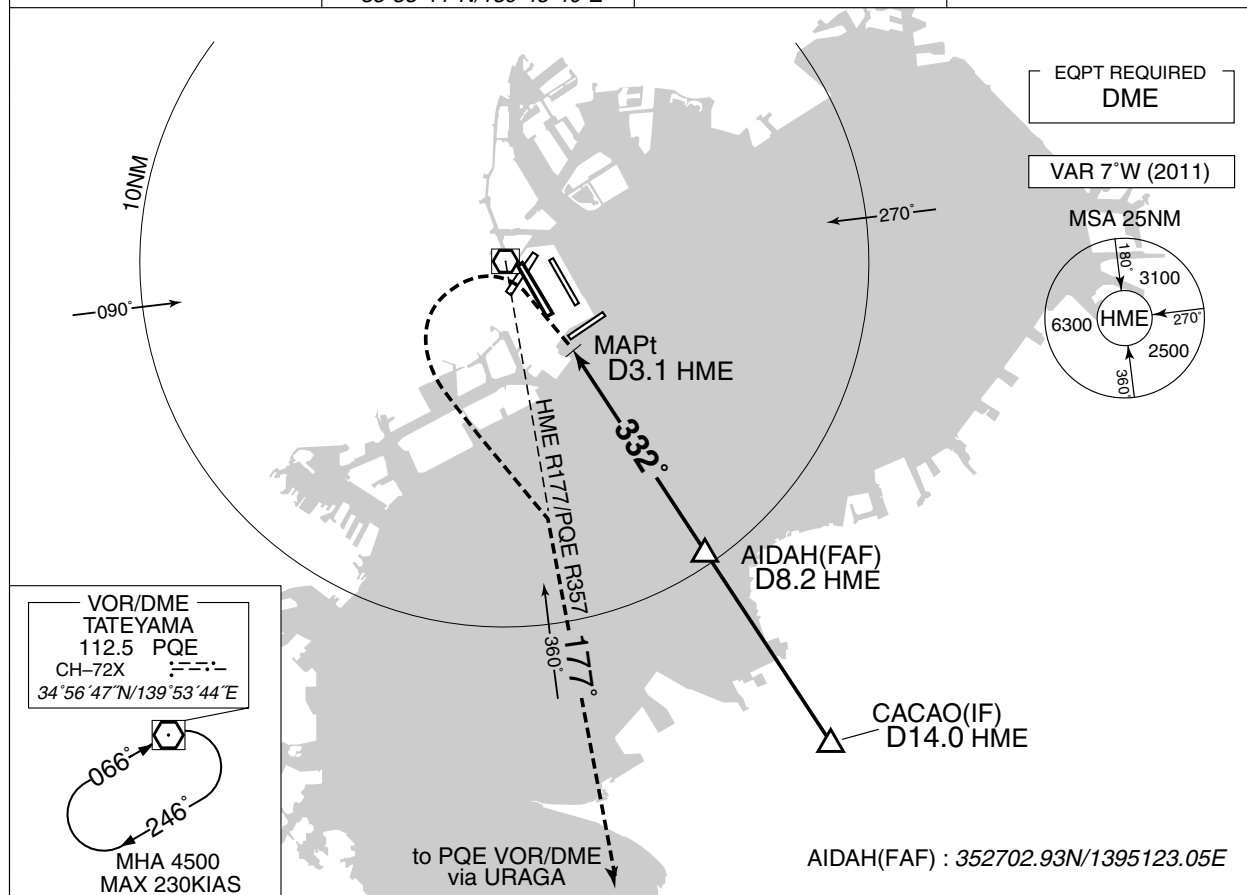


## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

VOR RWY34L

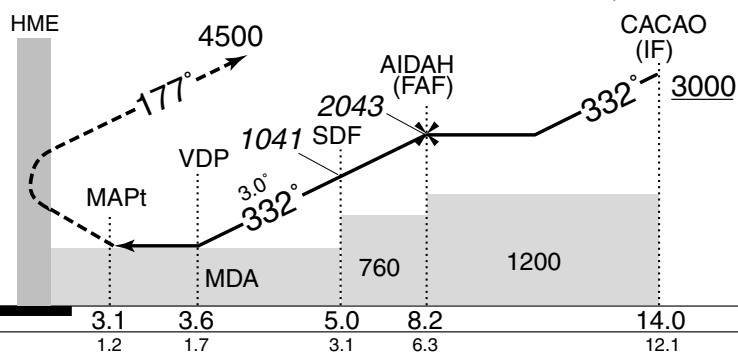
TOKYO APP 119.1 - 119.4 - 119.7 126.5 - 236.8 - 261.2	HANEDA VOR/DME 112.2 HME CH-59X 59.0 35°33'44"N/139°45'40"E	TOKYO TOWER 118.1 - 124.35 - 118.575 118.725 - 118.8	RADAR AVBL ATIS 128.8
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	MAPt	4	5	6	7	8	FAF	NM to HME
	-	722	1041	1359	1678	1996	2043	ALT (3.0° APCH Path)

**MISSED APPROACH**  
Turn left climb to 4500FT via  
HME R177/PQE R357 to PQE  
VOR/DME via URAGA and hold.  
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.

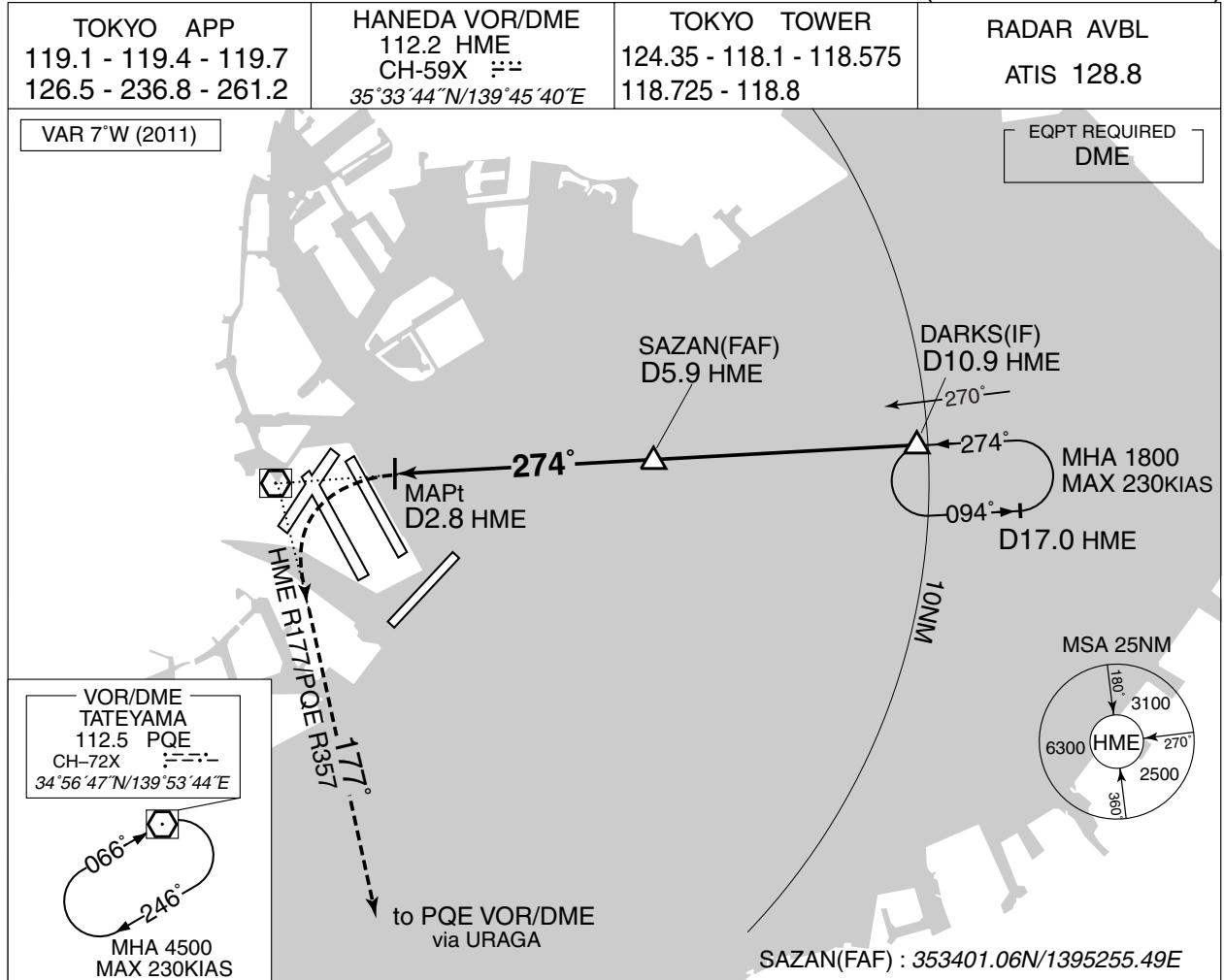


MINIMA		THR elev. 18	AD elev. 21	
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	580 (559)	1000	730 (709)	1600
B		1200		
C				2400
D				

INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

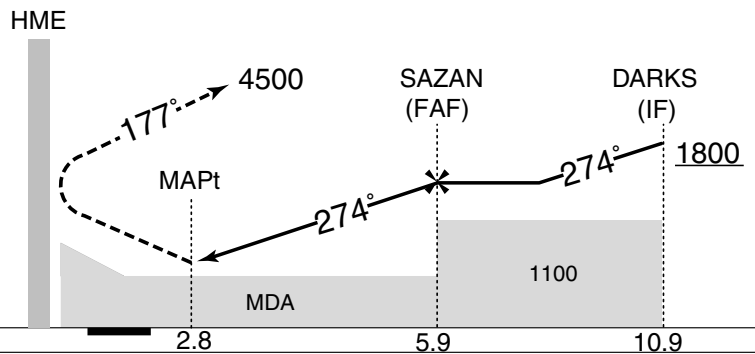
VOR A (for RWY16R/RWY16L)



MISSED APPROACH

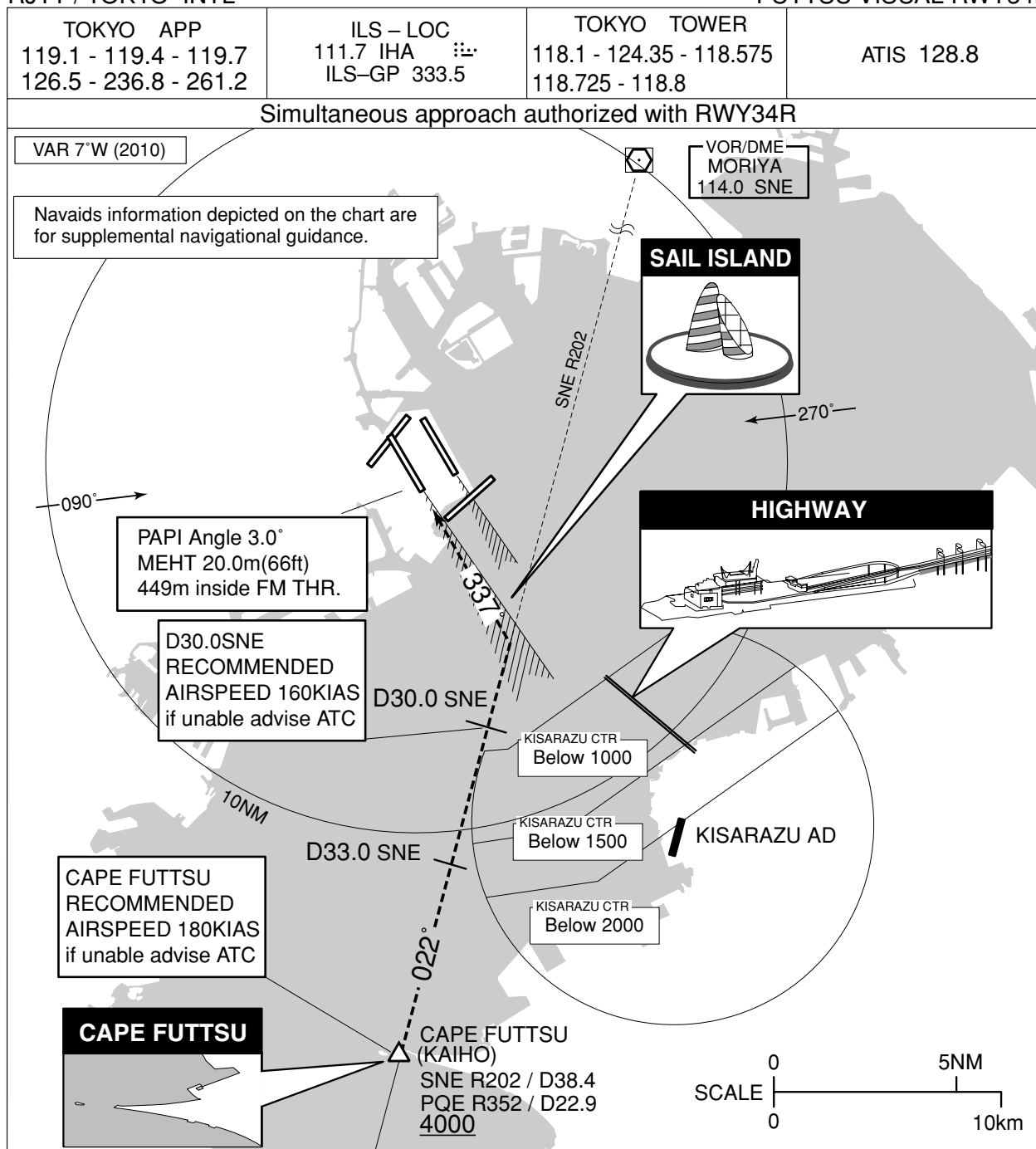
Turn left, climb to 4500FT via HME  
R177/PQE R357 to PQE VOR/DME  
via URAGA and hold.  
Contact TOKYO APP.

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



MINIMA		AD elev. 21
CAT	CIRCLING	
	MDA(H)	VIS
A	760 (739)	1600
B		2400
C		3200
D		

## RJTT / TOKYO INTL

VISUAL APPROACH  
FUTTSU VISUAL RWY34L

When visual approaches to RWY 34L are in progress, arriving aircraft may be vectored into the CAPE FUTTSU for FUTTSU VISUAL RWY34L APPROACH.

In the event of a go-around, climb via IHA LOC and RWY HDG to 3000FT until receiving ATC instructions.

#### <FUTTSU VISUAL RWY34L APPROACH>

After CAPE FUTTSU, aircraft proceed to SAIL ISLAND(SNE R202) until intercept to RWY34L RWY center line, and proceed to RWY34L(IHA LOC course).

For avoid entering KISARAZU CTR, aircraft is recommended SNE 33.0DME at or above 2000FT, SNE 30.0DME at or above 1500FT.

Note1: Pilot is urged to report promptly to ATC when lose sight of landmark(CAPE FUTTSU and SAIL ISLAND) and the preceding aircraft concerned.

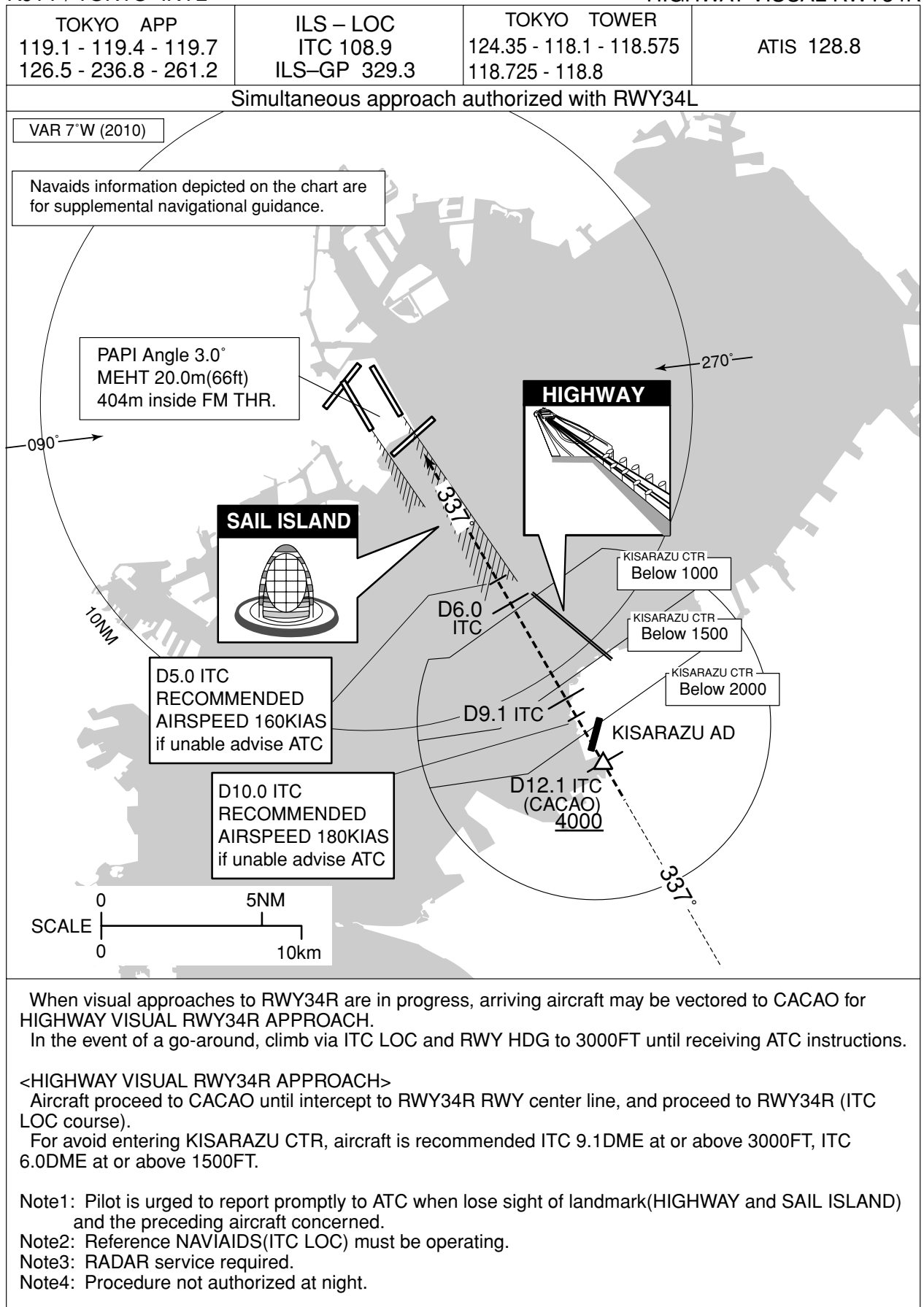
Note2: Reference NAVAIDS(SNE and IHA LOC) must be operating.

Note3: RADAR service required.

Note4: Procedure not authorized at night.

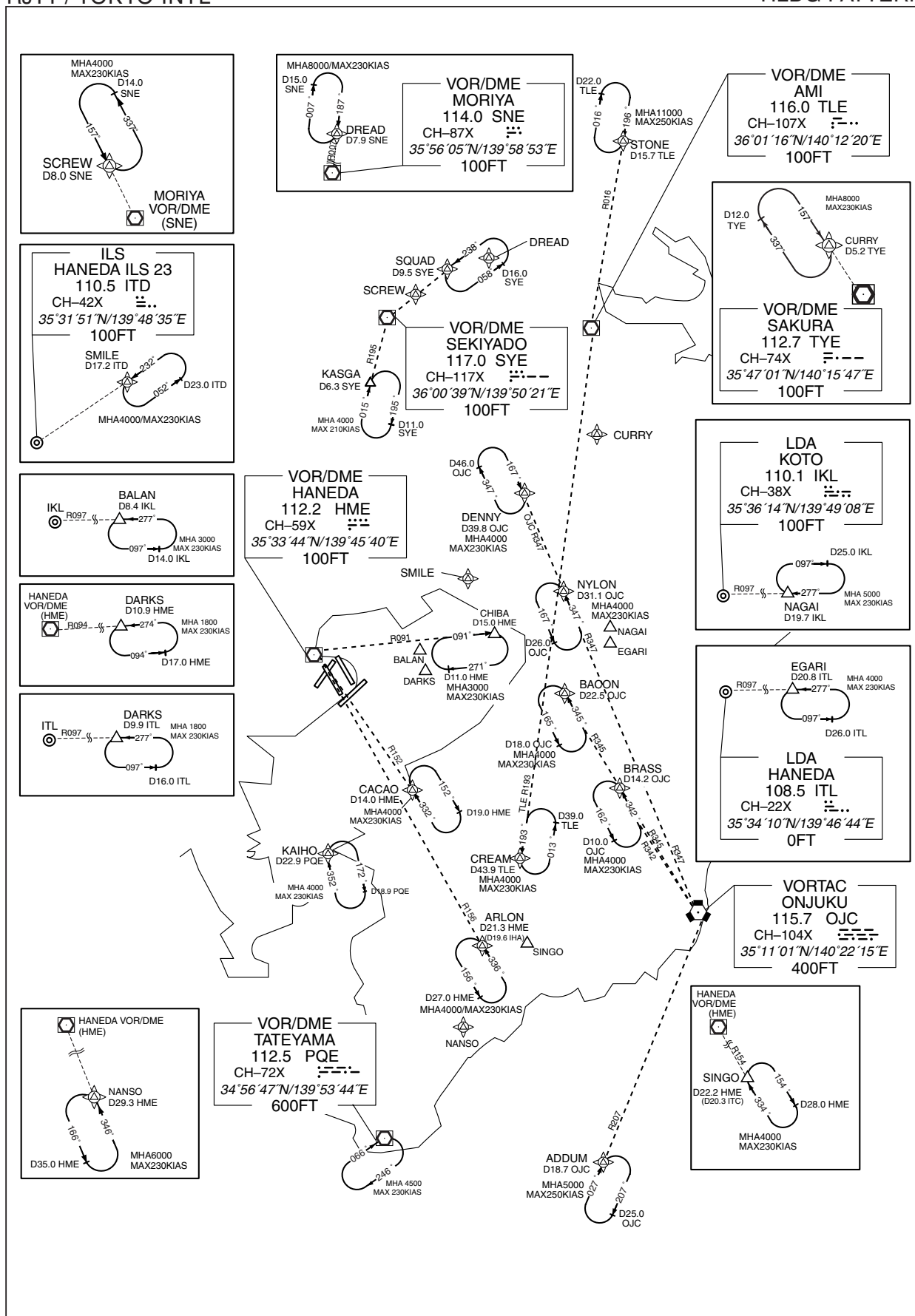
RJTT / TOKYO INTL

**VISUAL APPROACH**  
**HIGHWAY VISUAL RWY34R**



## RJTT / TOKYO INTL

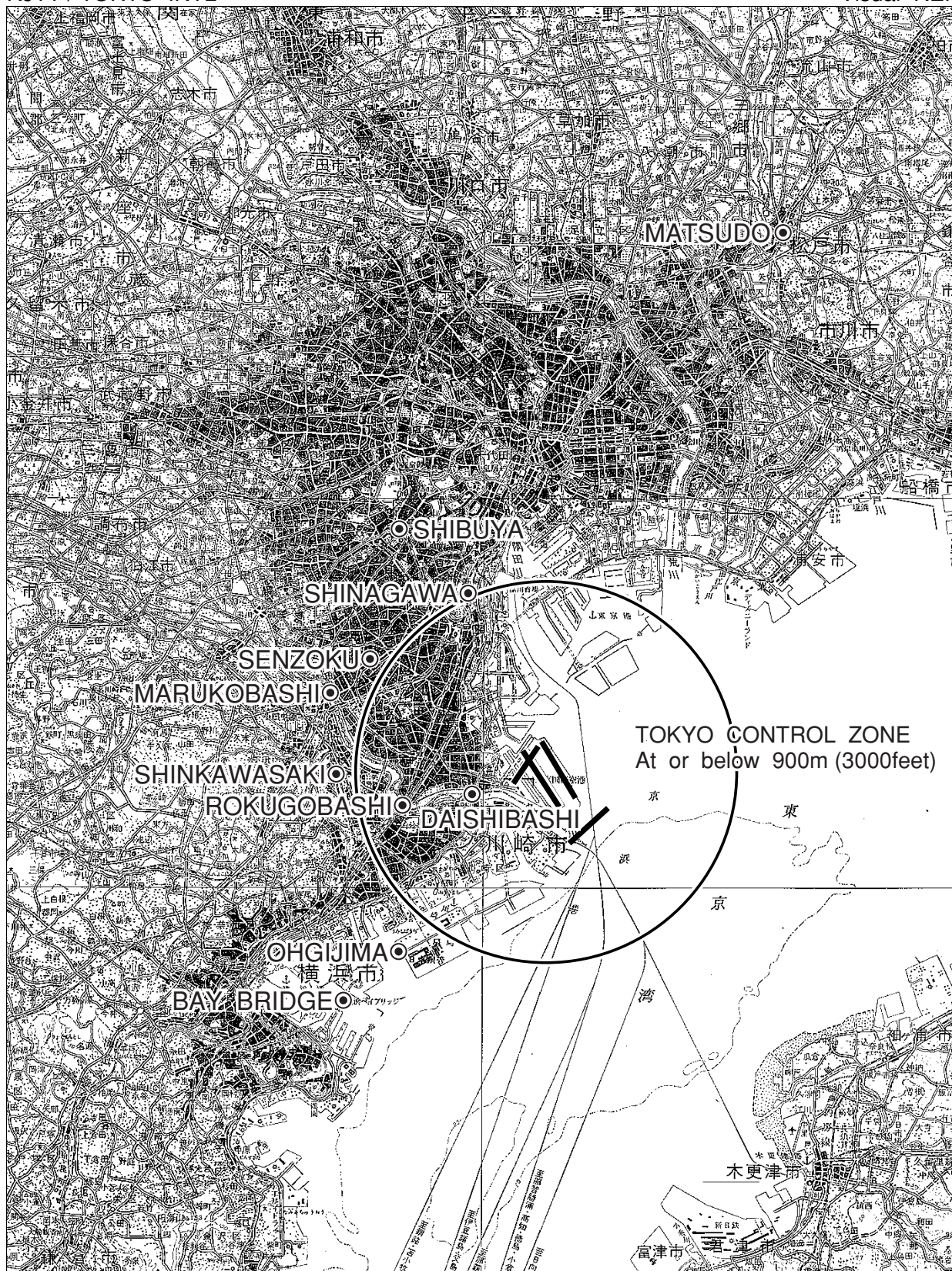
## HLDG PATTERN





RJTT / TOKYO INTL

Visual REP

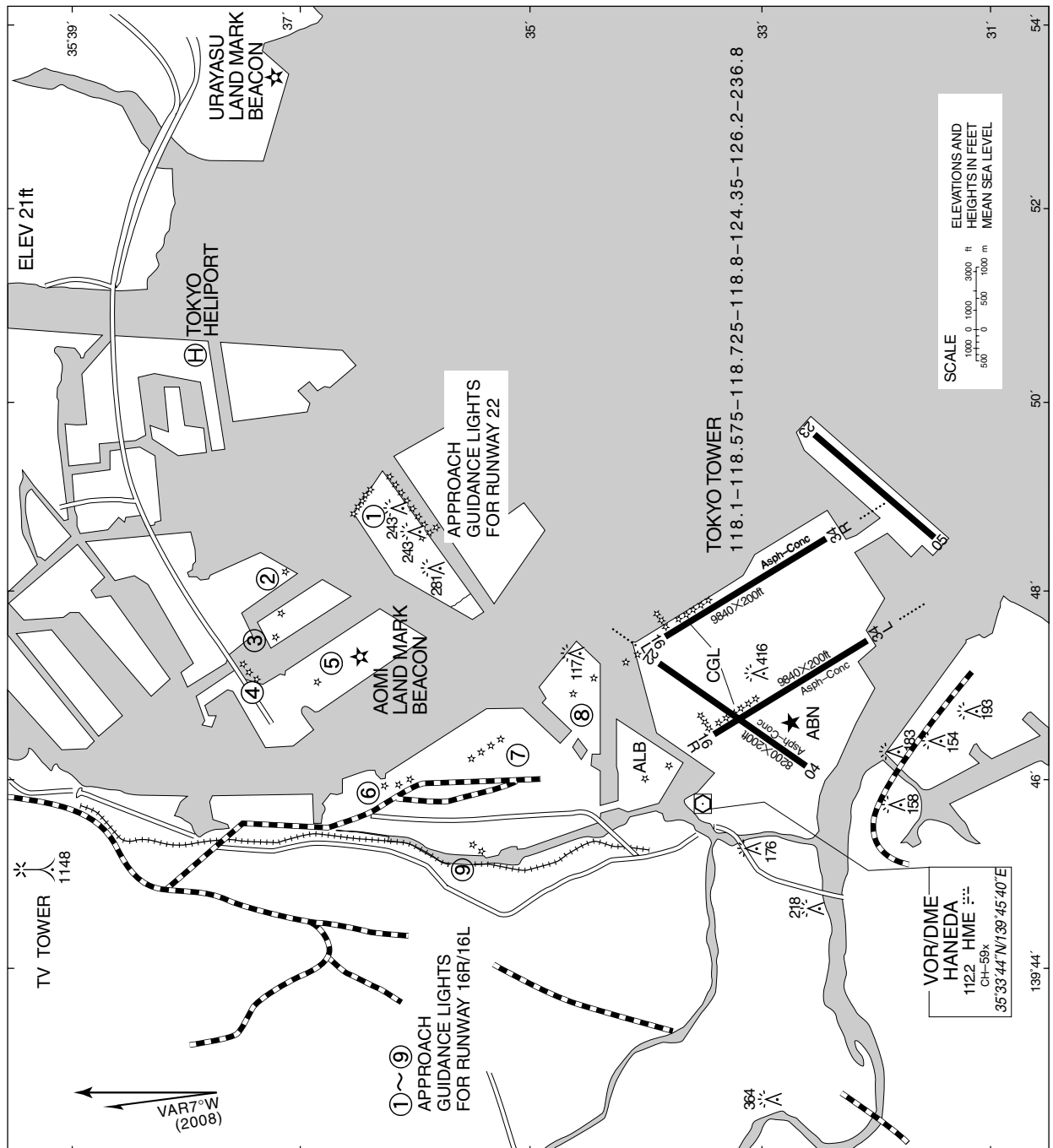


RJTT / TOKYO INTL

Visual REP

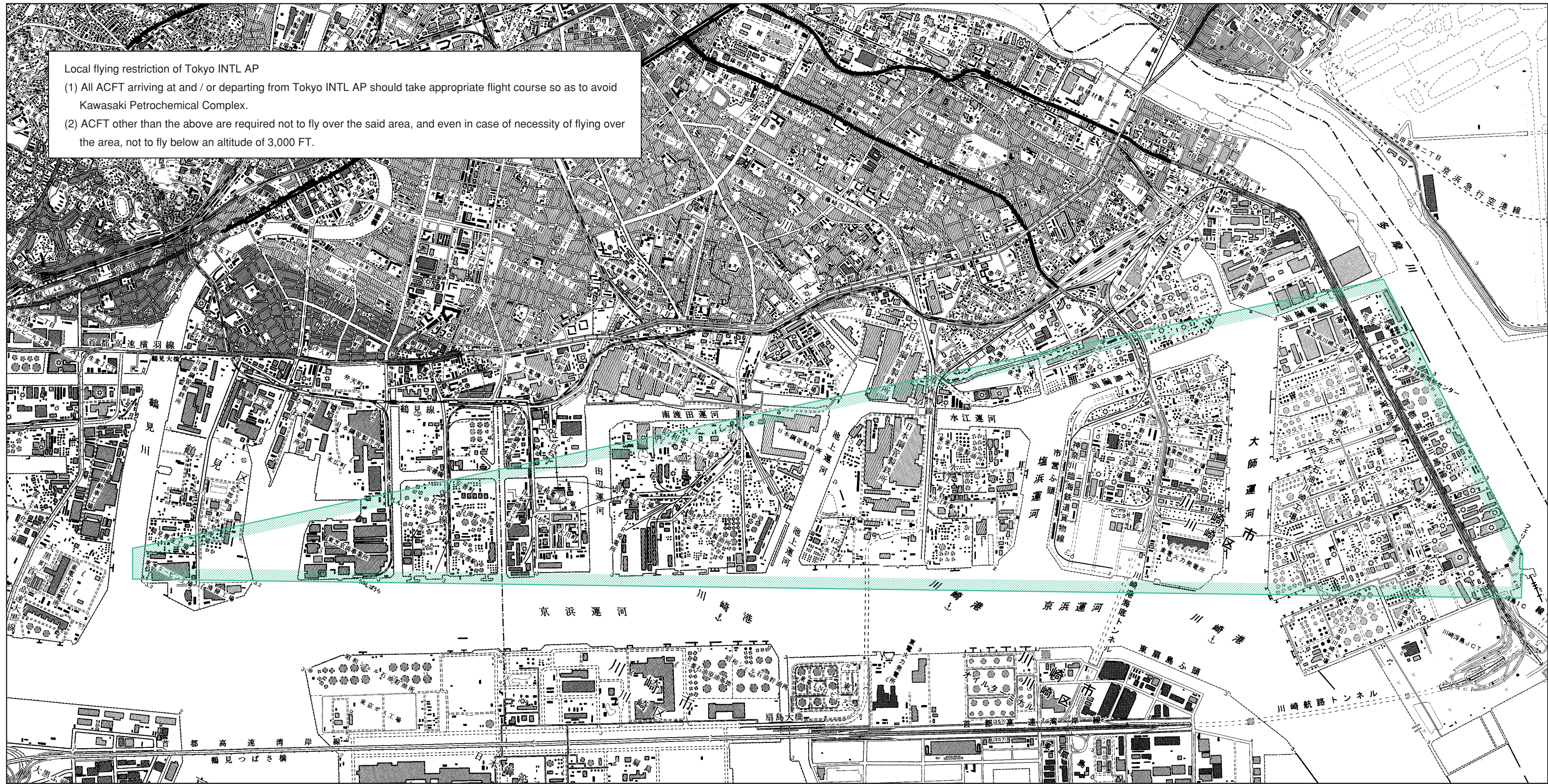
Call sign	BRG/DIST from ARP	Remarks
品 川 Shinagawa	353° /5.0NM	JR駅 JR Station
洗 足 Senzoku	311° /5.2NM	池 Pond
松 戸 Matsudo	030° /15NM	JR駅 JR Station
扇 島 Ohgijima	225° /5.9NM	扇島の西端 West edge of the island
大師橋 Daishibashi	257° /1.9NM	橋 Bridge
六郷橋 Rokugobashi	261° /3.6NM	橋 Bridge
新川崎 Shinkawasaki	276° /5.3NM	JR駅 JR Station
丸子橋 Marukobashi	296° /5.7NM	橋 Bridge
渋谷 Shibuya	336° /7.3NM	JR駅 JR Station
ベイブリッジ Bay Bridge	227° /8.0NM	(首都高速湾岸線) 橋 Bridge

PAPI:  
 RWY 16L-3.0°, MEHT 22.5m (75ft)  
 448m inside from THR.  
 RWY34R-3.0°, MEHT 20.0m (66ft)  
 404m inside from THR.  
 RWY16R-3.0°, MEHT 24.0m (79ft)  
 514m inside from THR.  
 RWY34L-3.0°, MEHT 20.0m (66ft)  
 449m inside from THR.  
 RWY04-3.0°, MEHT 18.5m (61ft)  
 369m inside from THR.  
 RWY 22-3.0°, MEHT 20.0m (66ft)  
 443m inside from THR.  
 RWY 23-3.0°, MEHT 20.0m (66ft)  
 452m inside from THR.  
 RWY Grooving :  
 RWY 16L/34R 3000m X 40m  
 RWY 16R/34L 3000m X 40m  
 RWY 04/22 2500m X 40m  
 RWY 05/23 2500m X 40m





Attachment-1

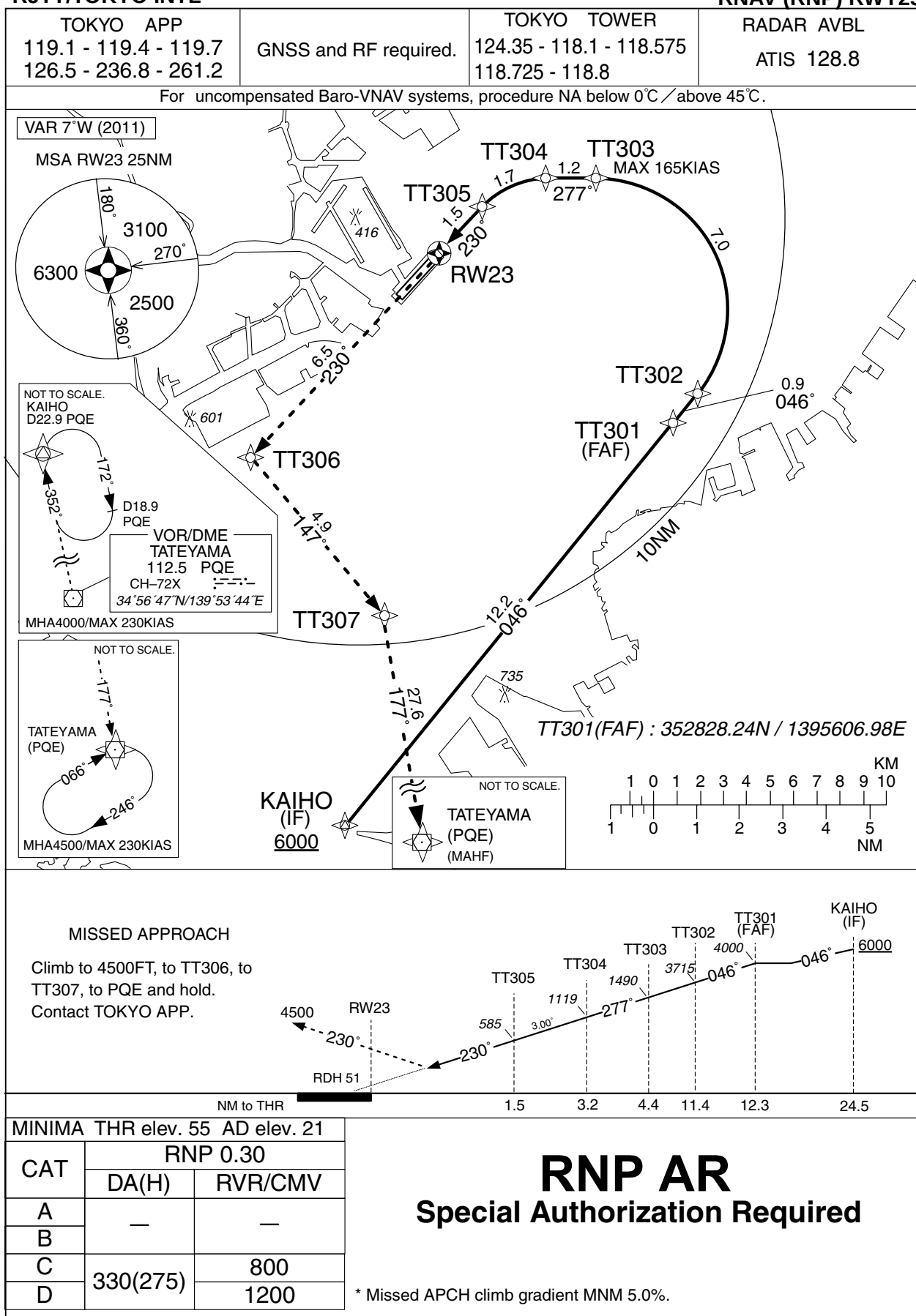




## INSTRUMENT APPROACH CHART

## RJTT/TOKYO INTL

## RNAV (RNP) RWY23



## INSTRUMENT APPROACH CHART

## RJTT/TOKYO INTL

## RNAV (RNP) RWY23

RNAV (RNP) RWY23Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly over	Course [°M(°T)]	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/RDH (°/FT)	RNP Value
001	IF	KAIHO	—	—	-7.2	—	—	+6000	—	—	—
002	TF	TT301	—	046 (038.8)	-7.2	12.2	—	4000	—	—	1.0
003	TF	TT302	—	046 (038.8)	-7.2	0.9	—	—	—	—	0.3
004	RF Center: TTRF1 r=3.10NM	TT303	—	—	-7.2	7.0	L	—	-165	—	0.3
005	TF	TT304	—	277 (269.6)	-7.2	1.2	—	—	—	—	0.3
006	RF Center: TTRF2 r=2.00NM	TT305	—	—	-7.2	1.7	L	—	—	—	0.3
007	TF	RW23	Y	230 (222.5)	-7.2	1.5	—	—	—	-3.00/51	0.3
008	TF	TT306	—	230 (222.5)	-7.2	6.5	—	—	—	—	1.0
009	TF	TT307	—	147 (139.9)	-7.2	4.9	—	—	—	—	1.0
010	TF	PQE	—	177 (169.9)	-7.2	27.6	—	4500	—	—	1.0

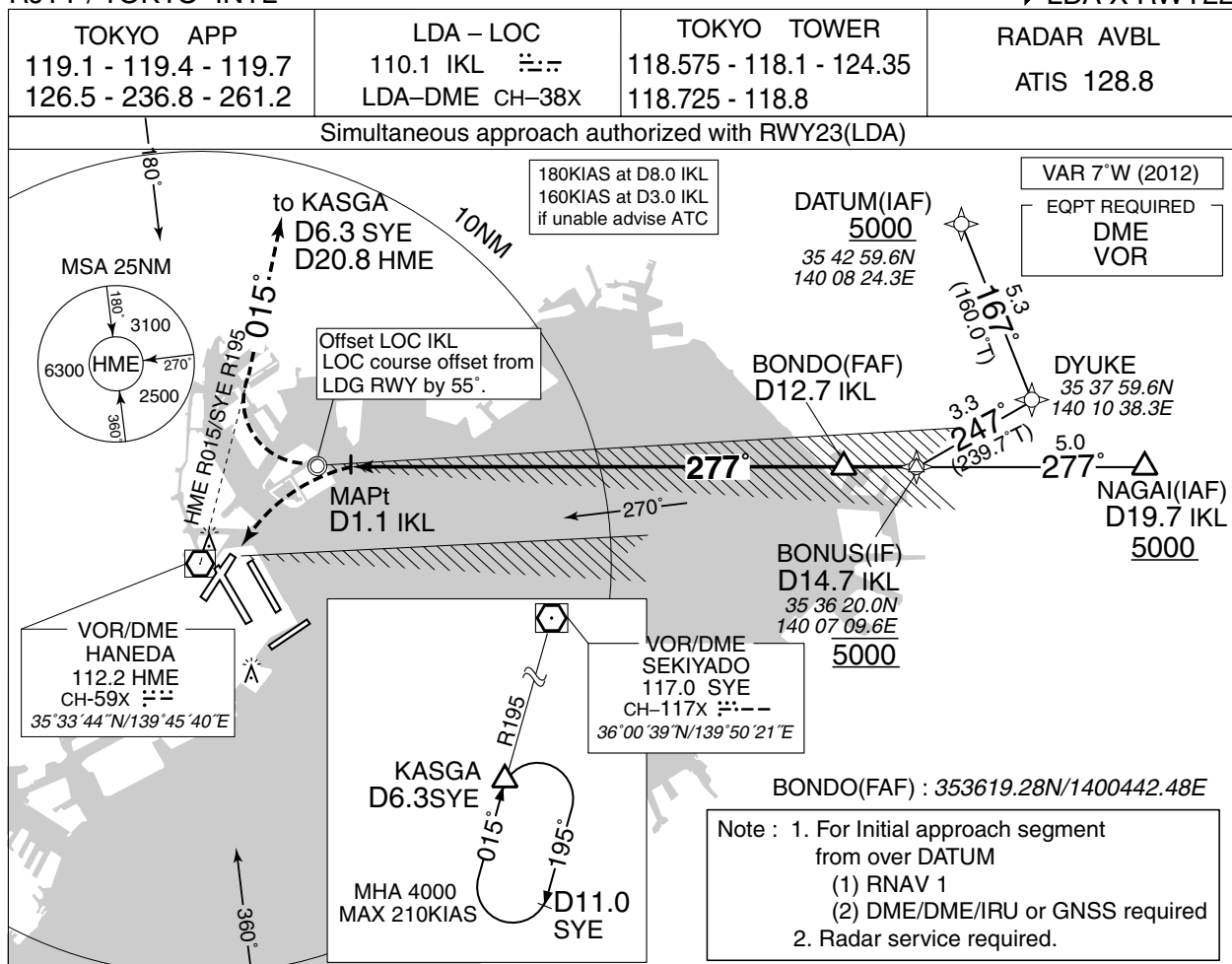
Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
KAIHO	351857.83N / 1394642.43E	TTRF1	353106.44N / 1395349.88E
TT301	352828.24N / 1395606.98E	TTRF2	353212.62N / 1395225.48E
TT302	352909.99N / 1395647.99E		
TT303	353413.28N / 1395350.00E		
TT304	353412.77N / 1395224.45E		
TT305	353332.98N / 1395034.74E		
RW23	353226.15N / 1394919.61E		
TT306	352740.05N / 1394357.98E		
TT307	352356.01N / 1394749.03E		
PQE	345647.02N / 1395343.90E		

## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

➔ LDA X RWY22

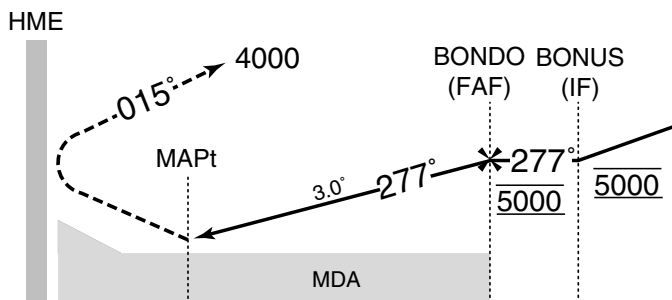


MAPt	2	3	4	5	6	7	8	9	10	11	12	FAF	NM to IKL
-	1593	1912	2230	2549	2867	3187	3506	3824	4143	4461	4779	-	ALT (3.0° APCH Path)

## MISSED APPROACH

At MAPt, turn right climb to 4000FT via HME R015 /SYE R195 to KASGA and hold.  
Contact TOKYO APP.

*Timing not authorized for defining the MAPt.



DME to IKL	1.1	12.7	14.7
NM to THR	3.8	15.4	17.4

Missed APCH climb gradient MNM 4.0%

MINIMA	THR elev. 35	AD elev. 21
CAT	MDA(H)	VIS
A	1000 (979)	6000
B		
C		
D		

MINIMA with Missed APCH climb gradient of 2.5% are not established.  
MINIMA APPLICATION CRITERIA in AD1.1.6.10.1.4 are not applicable.

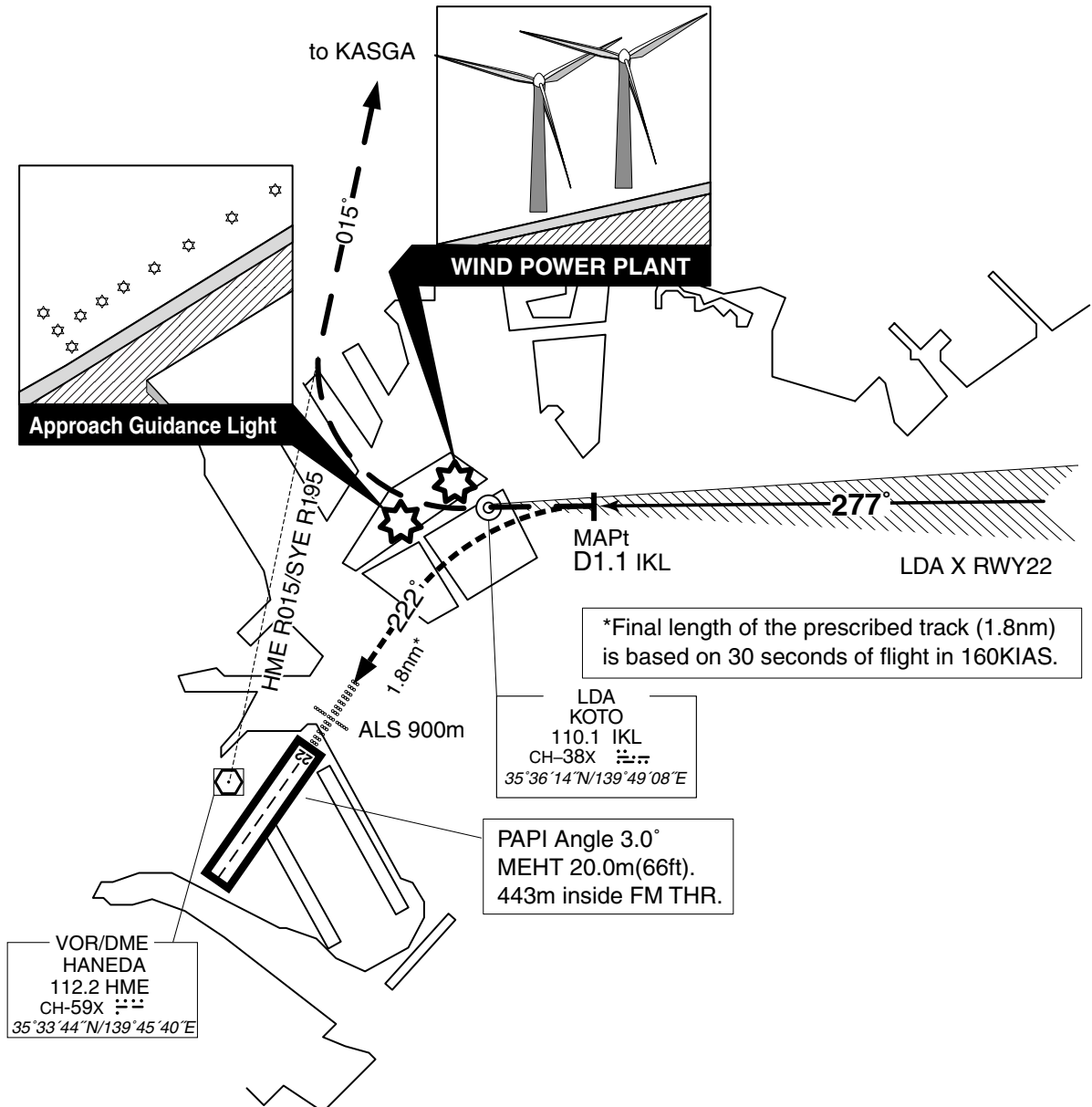
INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

➔ LDA X RWY22

Visual Prescribed Track for LDA X RWY22

Visual manoeuvre with Prescribed Track (VPT) : VPT stands for visual maneuvering after the MAPt using prescribed track.

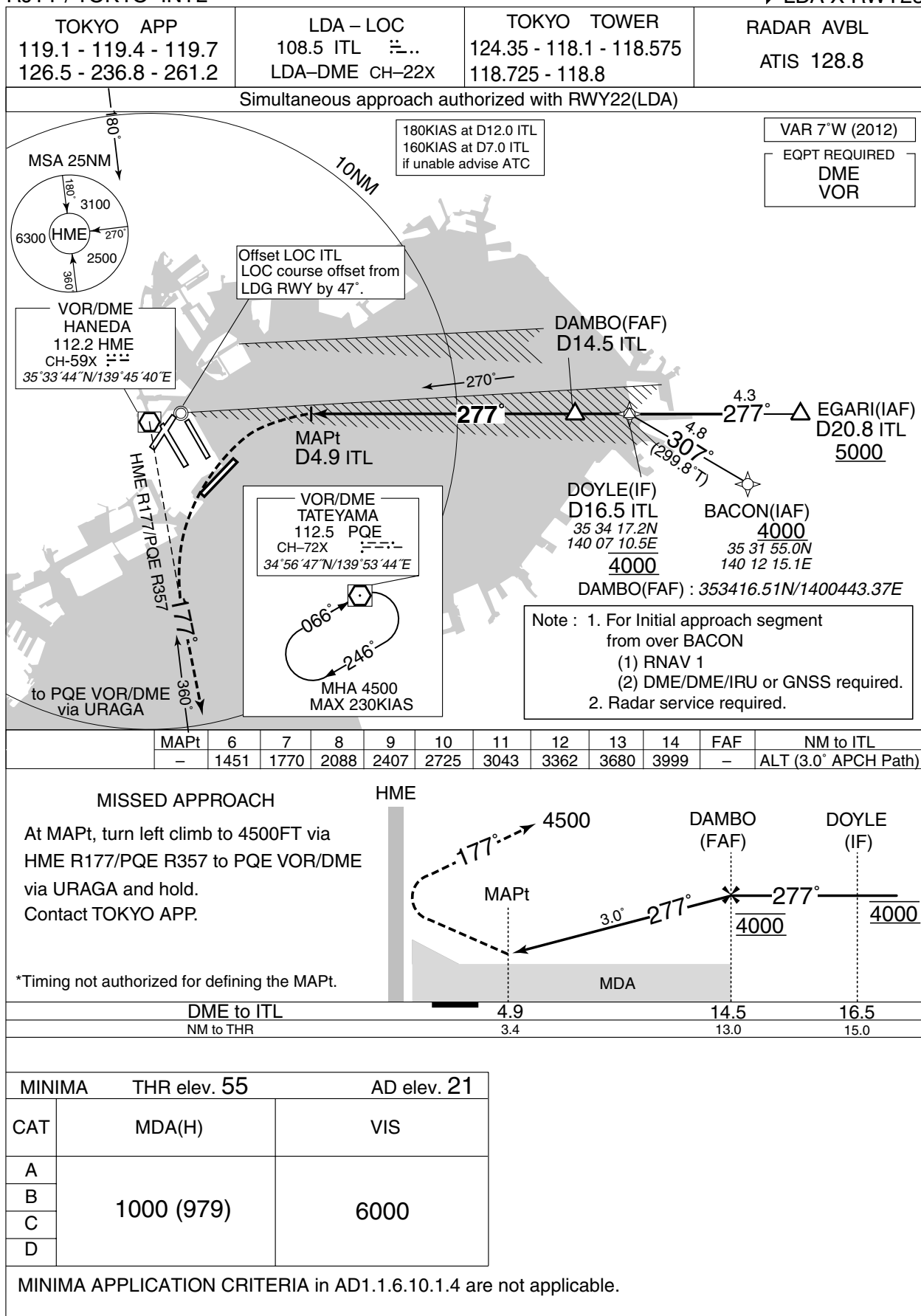


In case of GO AROUND, pilot should report ATC as soon as practicable.  
Until receiving ATC instructions, aircraft turn right for joining HME R015/SYE R195 and missed approach procedure.

## INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

➔ LDA X RWY23



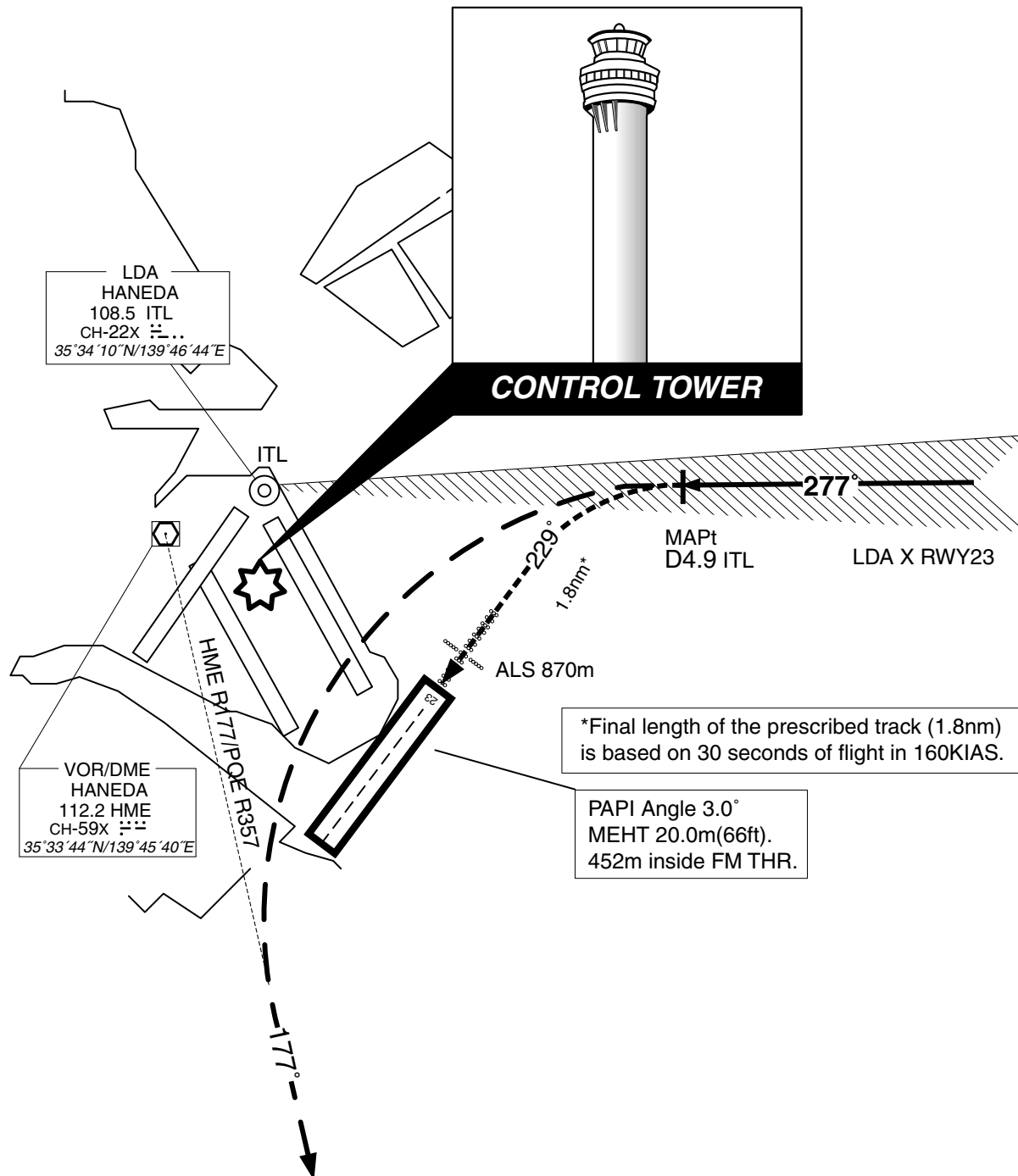
INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

➔ LDA X RWY23

Visual Prescribed Track for LDA X RWY23

Visual manoeuvre with Prescribed Track (VPT) : VPT stands for visual maneuvering after the MAPt using prescribed track.



In case of GO AROUND, pilot should report ATC as soon as practicable.

Until receiving ATC instructions, aircraft turn left HDG 229° for joining HME R177/PQE R357 and missed approach procedure.

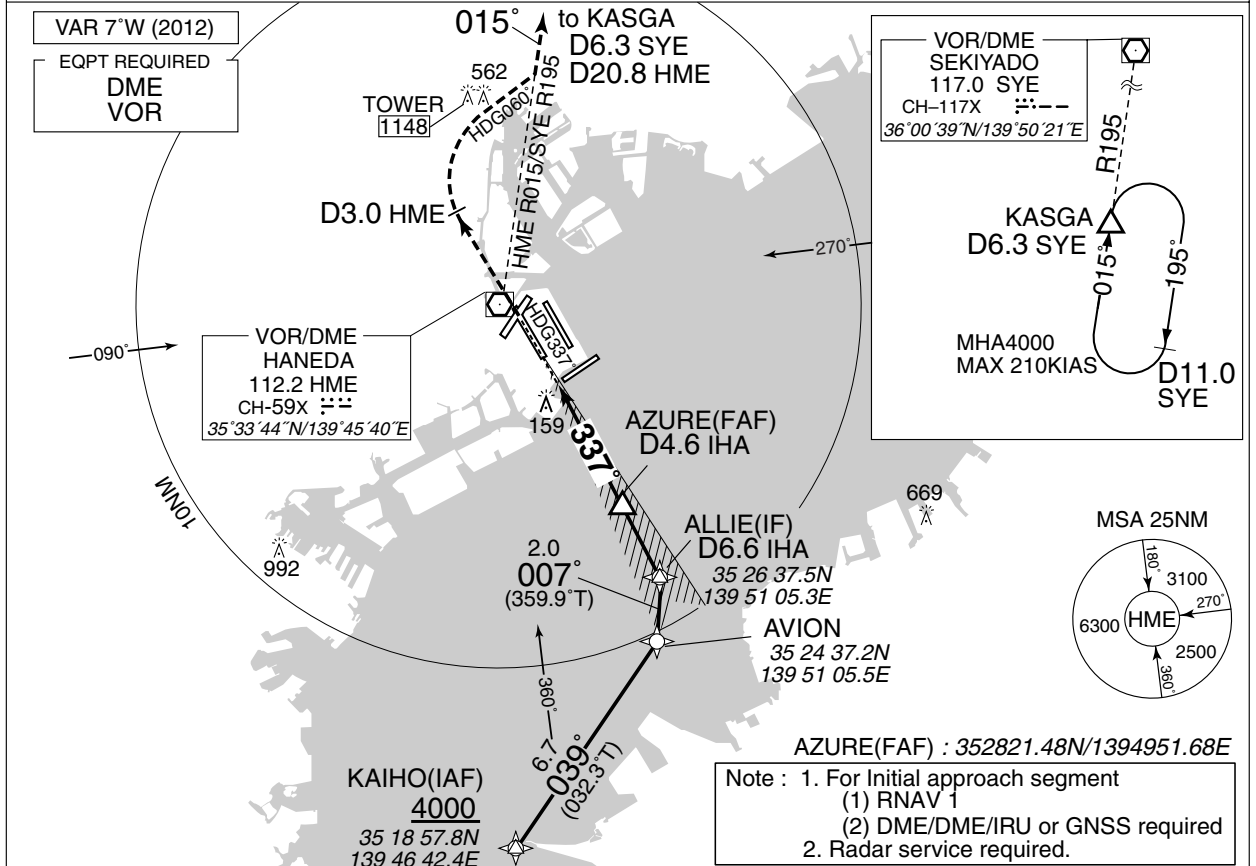
INSTRUMENT APPROACH CHART

RJTT / TOKYO INTL

➔ ILS X RWY34L

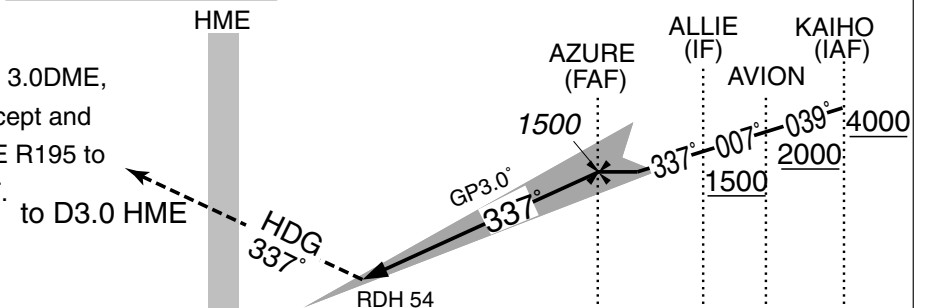
TOKYO APP 119.1 - 119.4 - 119.7 126.5 - 236.8 - 261.2	ILS - LOC 111.7 IHA ILS-GP 333.5 ILS-DME CH-54X	TOKYO TOWER 118.1 - 124.35 - 118.575 118.725 - 118.8	RADAR AVBL ATIS 128.8
-------------------------------------------------------------	----------------------------------------------------------	------------------------------------------------------------	--------------------------

Simultaneous approach authorized with RWY34R



MISSED APPROACH

Climb on HDG 337° to HME 3.0DME, turn right HDG 060° to intercept and proceed via HME R015/SYE R195 to KASGA and hold at 4000FT. Contact TOKYO APP.



DME to IHA

NM to THR

0

0

4.6

4.4

6.6

6.4

Missed APCH climb gradient MNM 5.0%

MINIMA		THR elev. 18		AD elev. 21	
CAT	CAT I		CIRCLING		
	DA(H)	RVR/ CMV	MDA(H)	VIS	
A	218 (200)	550	730 (709)	1600	
B					
C				2400	
D				3200	

MINIMA with Missed APCH climb gradient of 2.5% are not established.

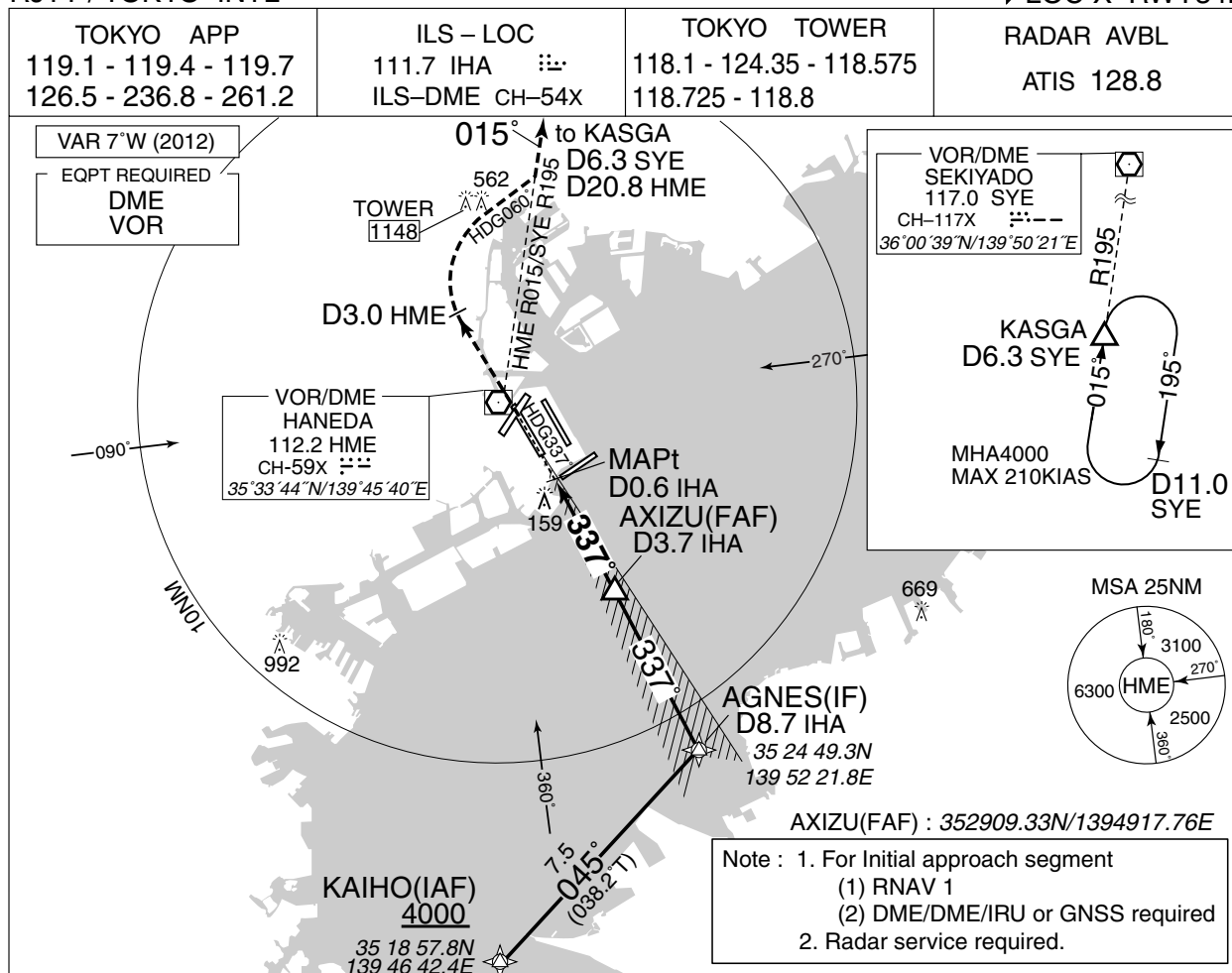
Circling is not authorized during the night time, except counterclockwise circling to RWY16R/16L/34R.



## INSTRUMENT APPROACH CHART

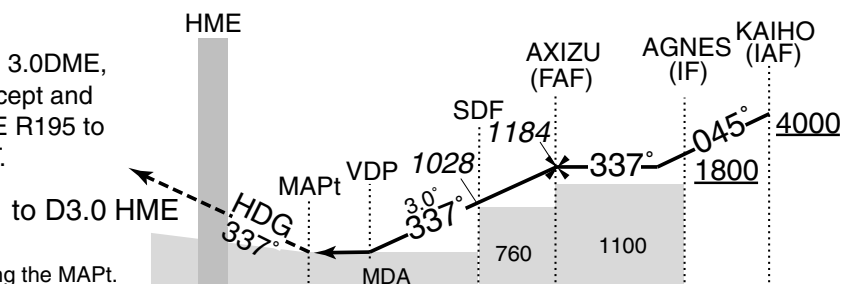
RJTT / TOKYO INTL

➔ LOC X RWY34L

**MISSED APPROACH**

Climb on HDG 337° to HME 3.0DME, turn right HDG 060° to intercept and proceed via HME R015/SYE R195 to KASGA and hold at 4000FT. Contact TOKYO APP.

*Timing not authorized for defining the MAPt.



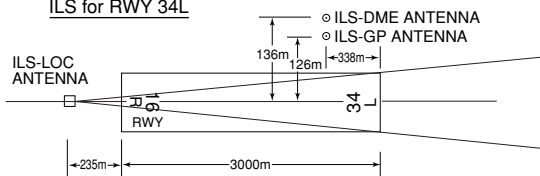
DME to IHA	0	0.6	1.8	3.2	3.7	8.7
NM to THR	0	0.5	1.6	3.0	3.5	8.5

Missed APCH climb gradient MNM 3.0%

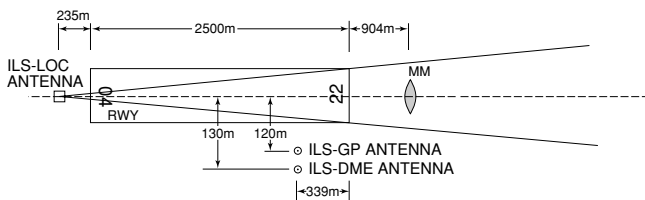
MINIMA		THR elev. 18		AD elev. 21		
CAT	LOC		CIRCLING			
	MDA(H)	RVR/ CMV	MDA(H)	VIS		
A	560 (539)	1000	730 (709)	1600		
B		1200				
C						2400
D						3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.

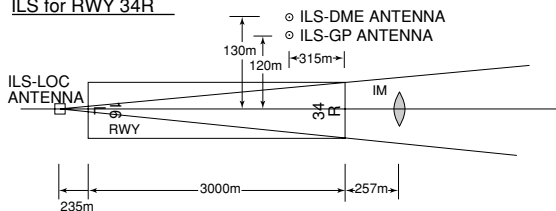
Circling is not authorized during the night time, except counterclockwise circling to RWY16R/16L/34R.

ILS for RWY 34L

REMARKS : 1. LOC beam BRG (MAG) 337°  
 2. HGT of ILS REF datum 16.5m(54ft)  
 3. GP Angle 3.0°  
 4. ELEV of ILS-DME 11.7m(38ft)

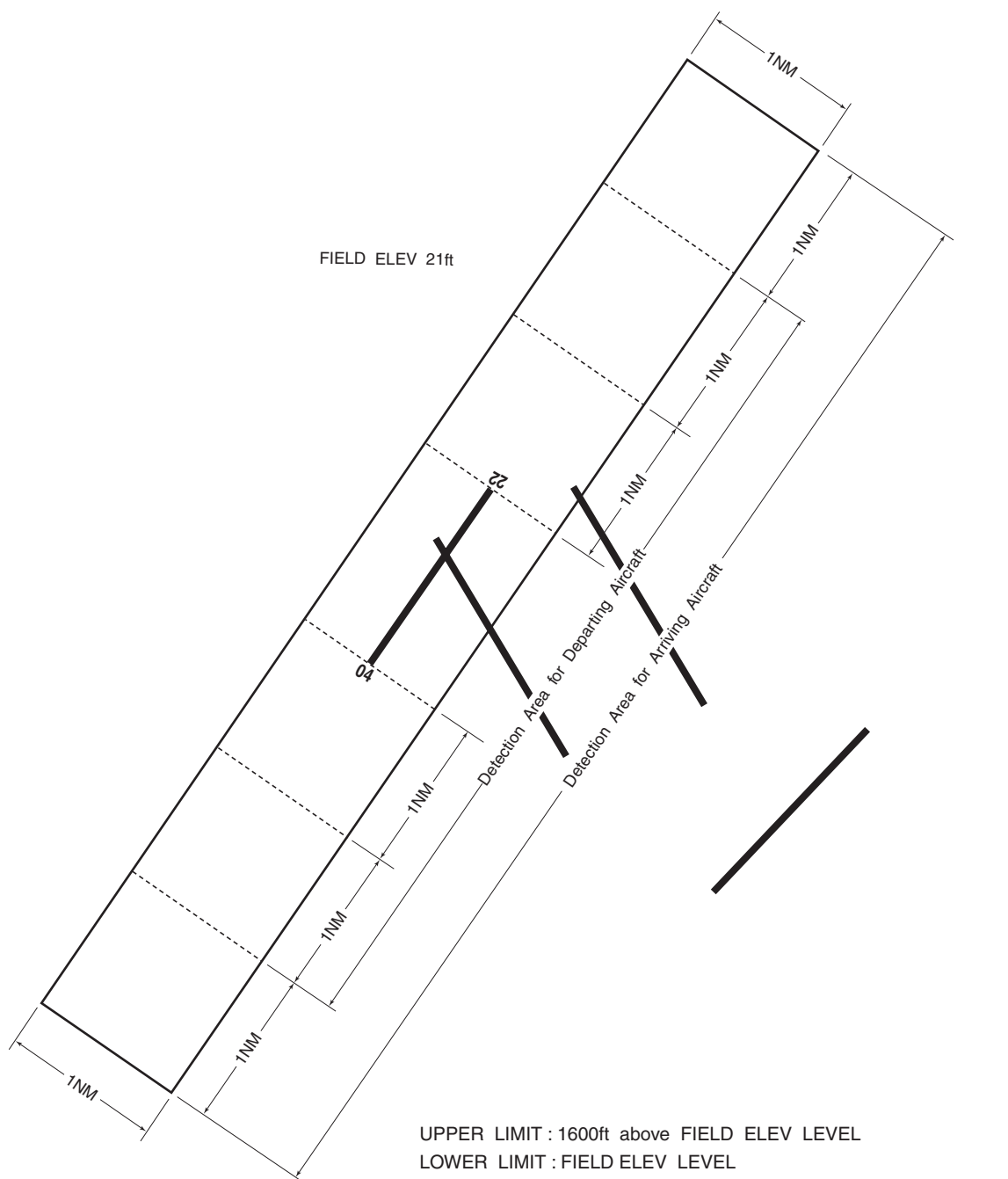
ILS for RWY22

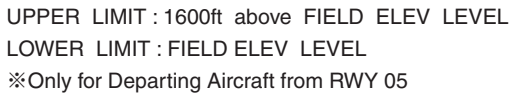
REMARKS : 1. LOC beam BRG(MAG) 222°  
 2. HGT of ILS REF datum 16.5m(54ft)  
 3. GP Angle 3.0°  
 4. ELEV of ILS-DME 13.9m(46ft)

ILS for RWY 34R

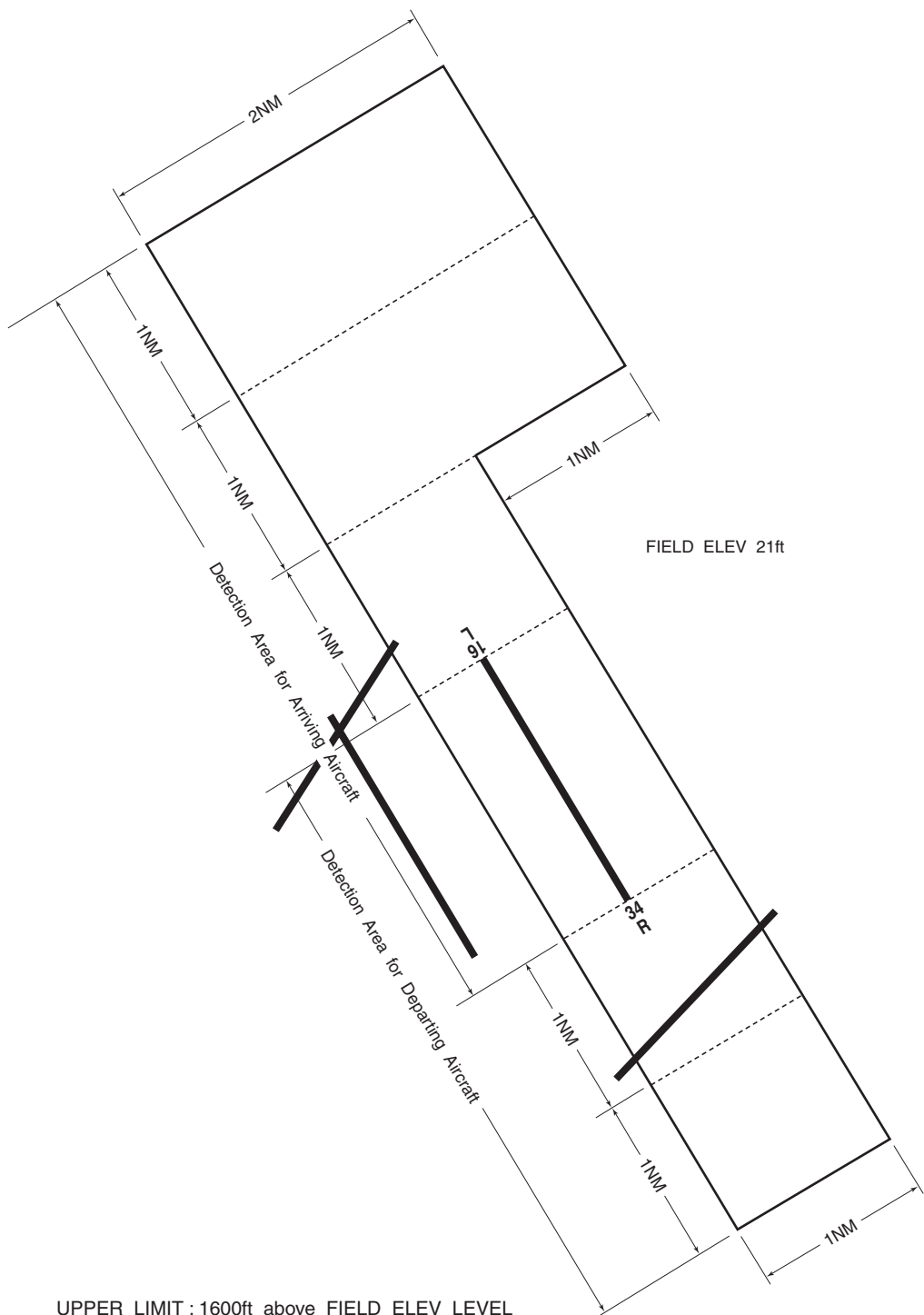
REMARKS : 1. LOC BEAM BRG(MAG) 337°  
 2. HGT of ILS REF datum 16.5m(54ft)  
 3. GP Angle 3.0°  
 4. ELEV of ILS-DME 6.5m(21ft)

### Airspace for the advisory service concerning low level wind shear (RWY 04/22)



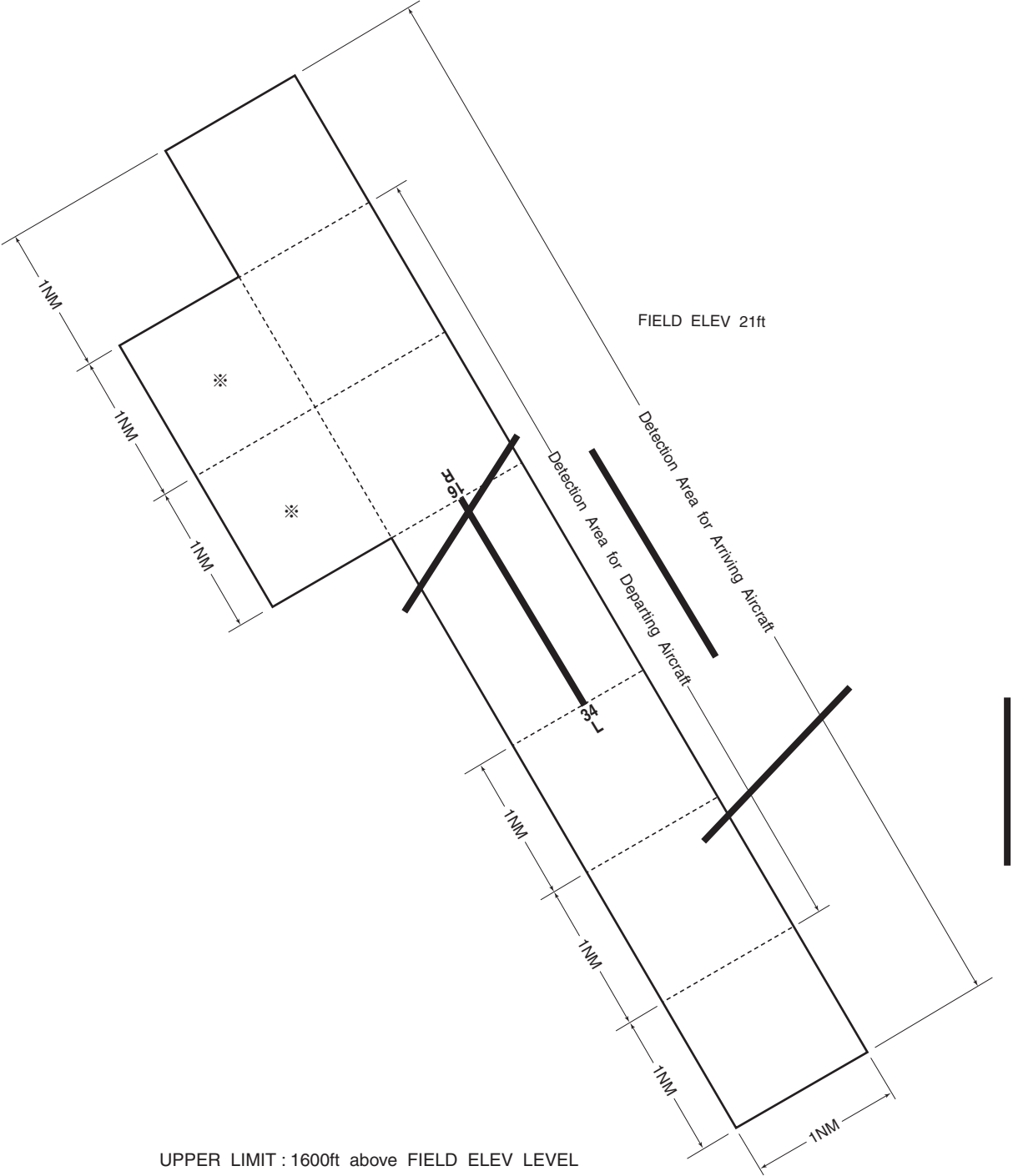


**Airspace for the advisory service concerning low level wind shear (RWY 16L)**



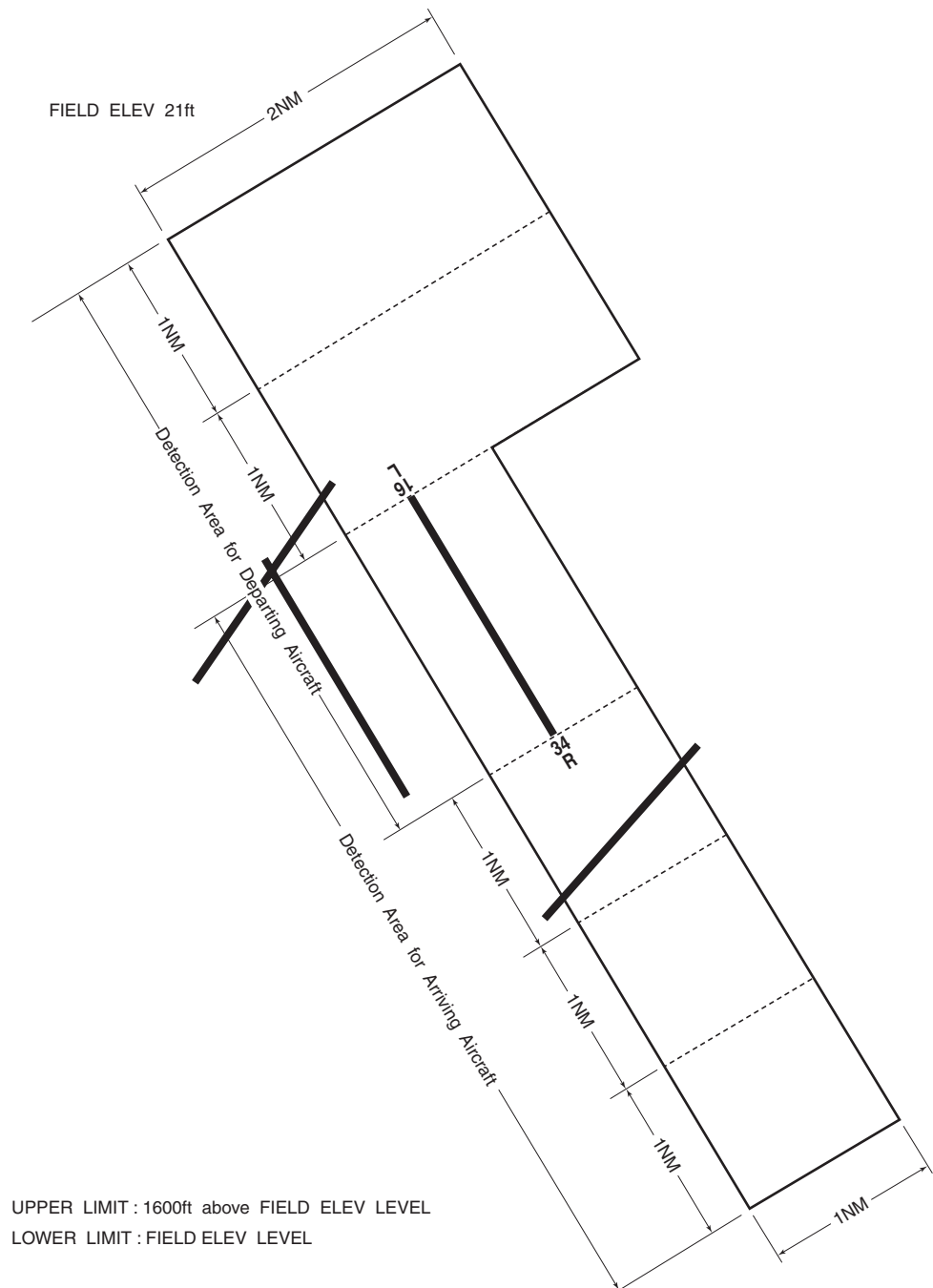
UPPER LIMIT : 1600ft above FIELD ELEV LEVEL  
LOWER LIMIT : FIELD ELEV LEVEL

Airspace for the advisory service concerning low level wind shear (RWY 16R/34L)



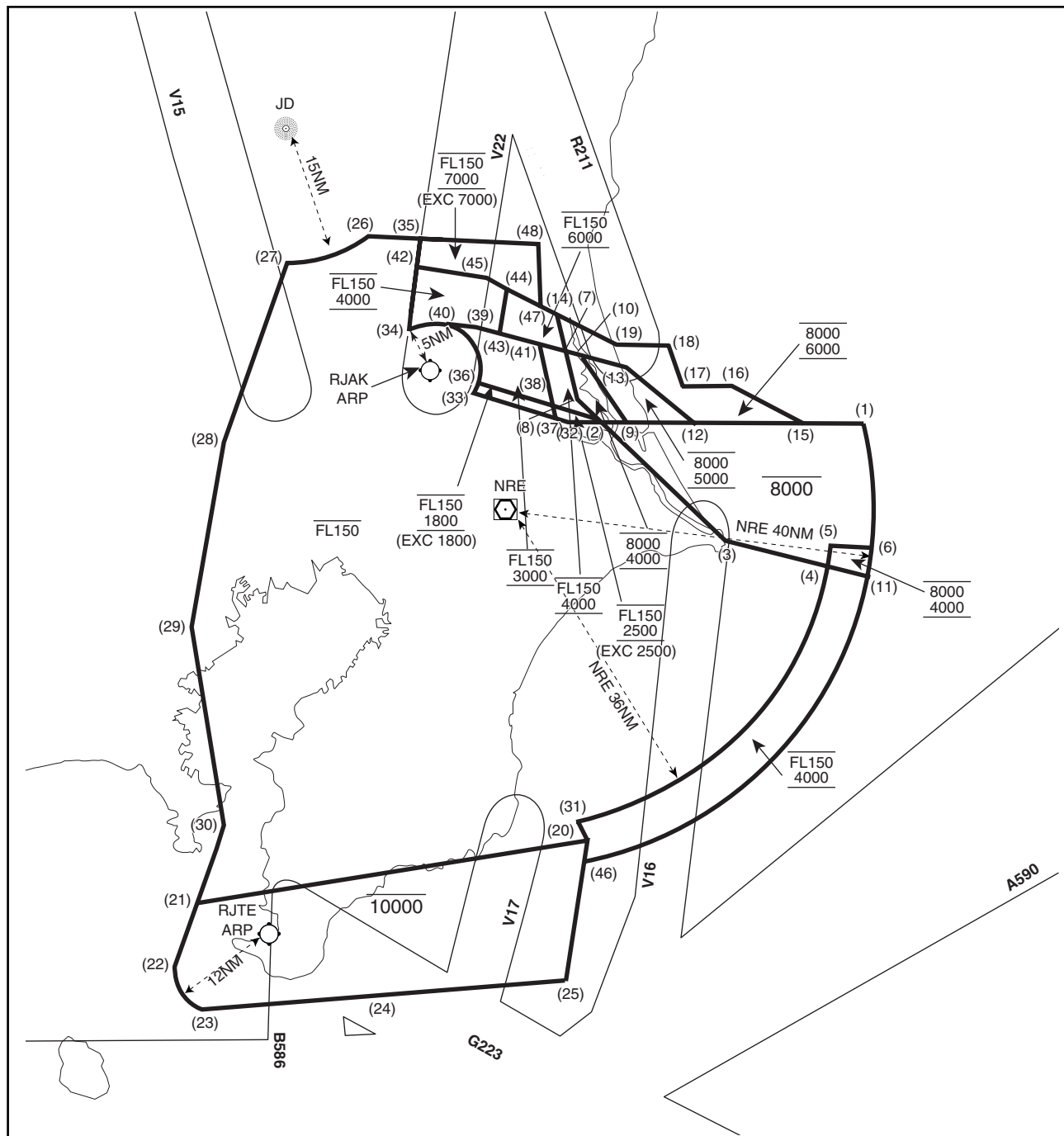
UPPER LIMIT : 1600ft above FIELD ELEV LEVEL  
LOWER LIMIT : FIELD ELEV LEVEL  
※ Only for Departing Aircraft from RWY 34L

## Airspace for the advisory service concerning low level wind shear (RWY 34R)





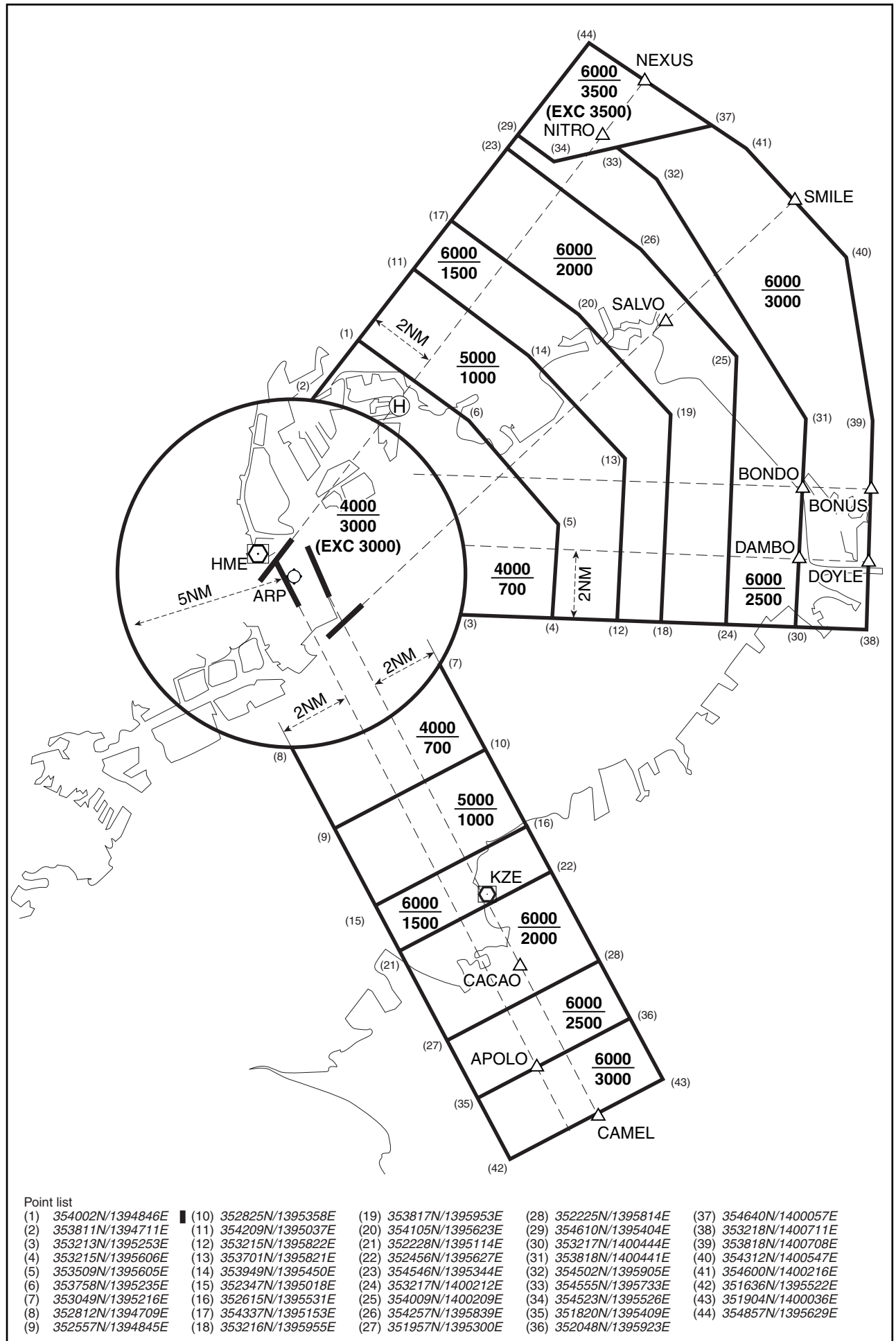
東京進入管制区  
Tokyo Approach Control Area

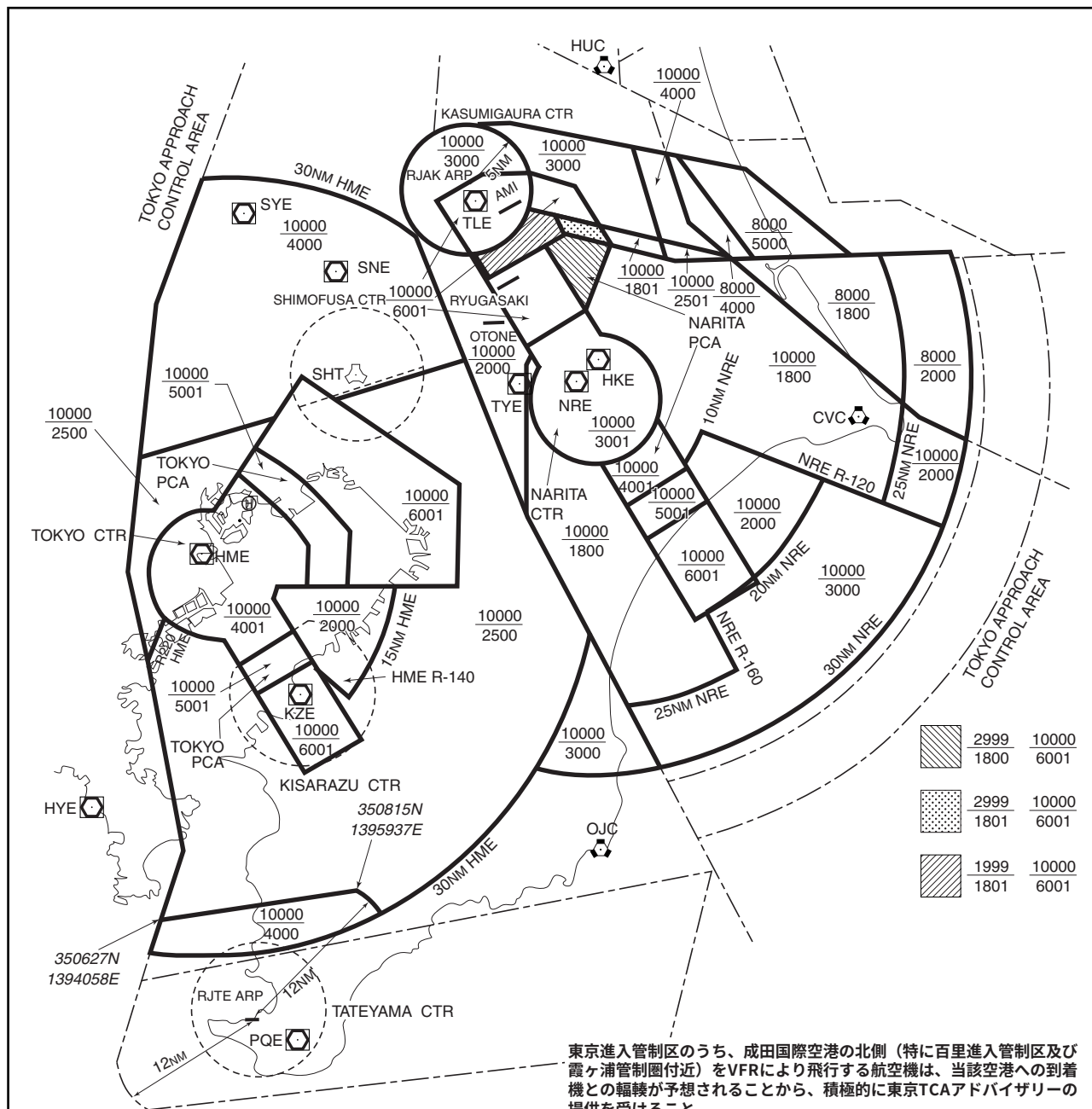


Point list

(1) 355600N/1410947E	(11) 353618N/1410912E	(21) 350128N/1393851E	(31) 351149N/1403119E	(41) 360453N/1402703E
(2) 355600N/1403535E	(12) 355600N/1404746E	(22) 345509N/1393610E	(32) 355600N/1403154E	(42) 361321N/1400930E
(3) 354238N/1405407E	(13) 360250N/1403803E	(23) 345016N/1394014E	(33) 355930N/1401651E	(43) 360602N/1402056E
(4) 353811N/1410444E	(14) 360811N/1402818E	(24) 345221N/1400153E	(34) 360623N/1400824E	(44) 361053N/1402147E
(5) 354007N/1410517E	(15) 355600N/1410308E	(25) 345450N/1402919E	(35) 361659N/1401015E	(45) 361204N/1401853E
(6) 353916N/1411004E	(16) 360011N/1405241E	(26) 361717N/1400301E	(36) 360023N/1401723E	(46) 350755N/1403225E
(7) 360420N/1403000E	(17) 360012N/1404554E	(27) 361415N/1395123E	(37) 355626N/1403002E	(47) 360858N/1402626E
(8) 355800N/1403248E	(18) 360500N/1404347E	(28) 355339N/1394146E	(38) 355732N/1402939E	(48) 361619N/1402619E
(9) 355600N/1403828E	(19) 360500N/1403600E	(29) 353325N/1393840E	(39) 360705N/1401514E	
(10) 360407N/1403112E	(20) 350927N/1403247E	(30) 351136N/1394310E	(40) 360705N/1401134E	

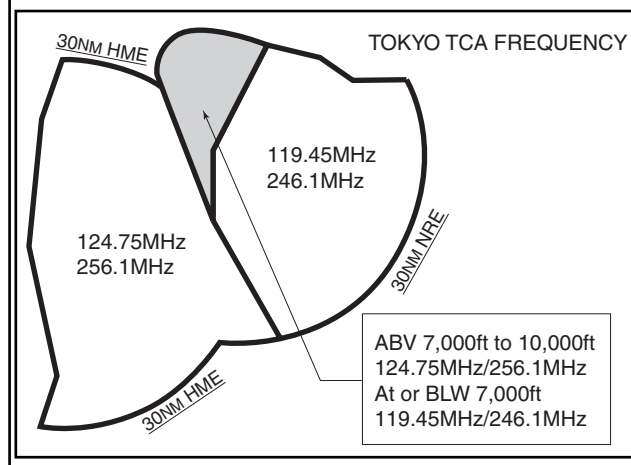
東京特別管制区  
Tokyo Positive Control Area



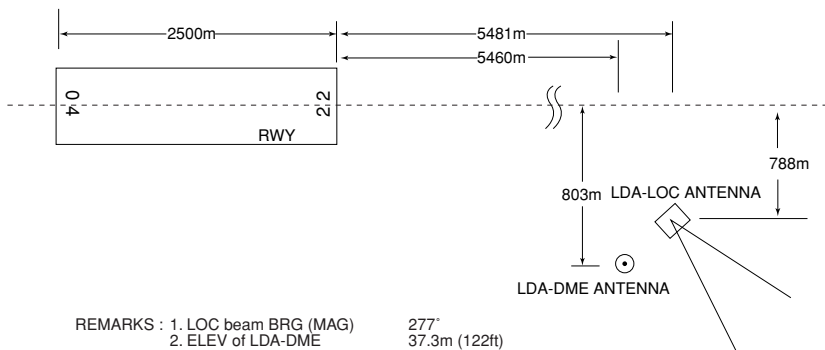


東京進入管制区のうち、成田国際空港の北側（特に百里進入管制区及び霞ヶ浦管制圏付近）をVFRにより飛行する航空機は、当該空港への到着機との輻輳が予想されることから、積極的に東京TCAアドバイザーの提供を受けること。

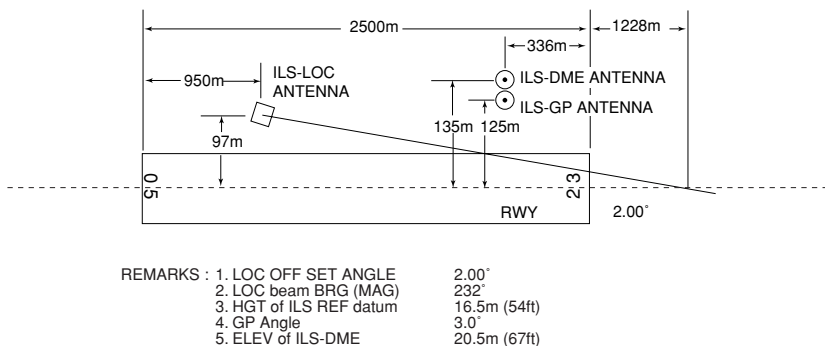
VFR AIRCRAFT ARE REQUESTED TO USE POSITIVELY TOKYO TCA ADVISORY SERVICE AROUND THE NORTHERN AREA OF RJAA (ESPECIALLY NEAR HYAKURI APPROACH CONTROL AREA AND KASUMIGAURA CTR) WITHIN TOKYO APPROACH CONTROL AREA.



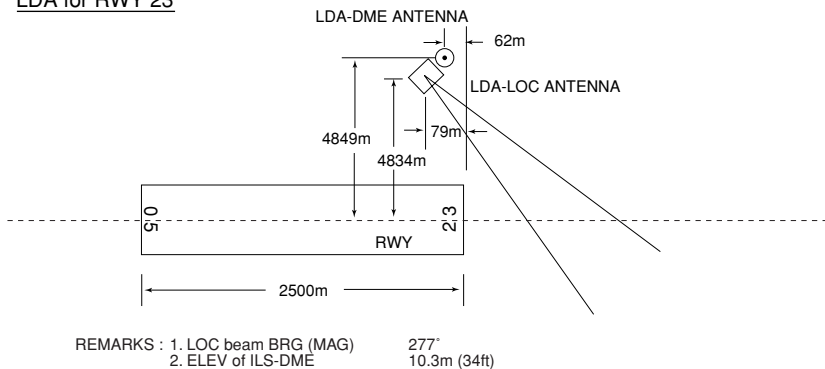
## LDA for RWY 22



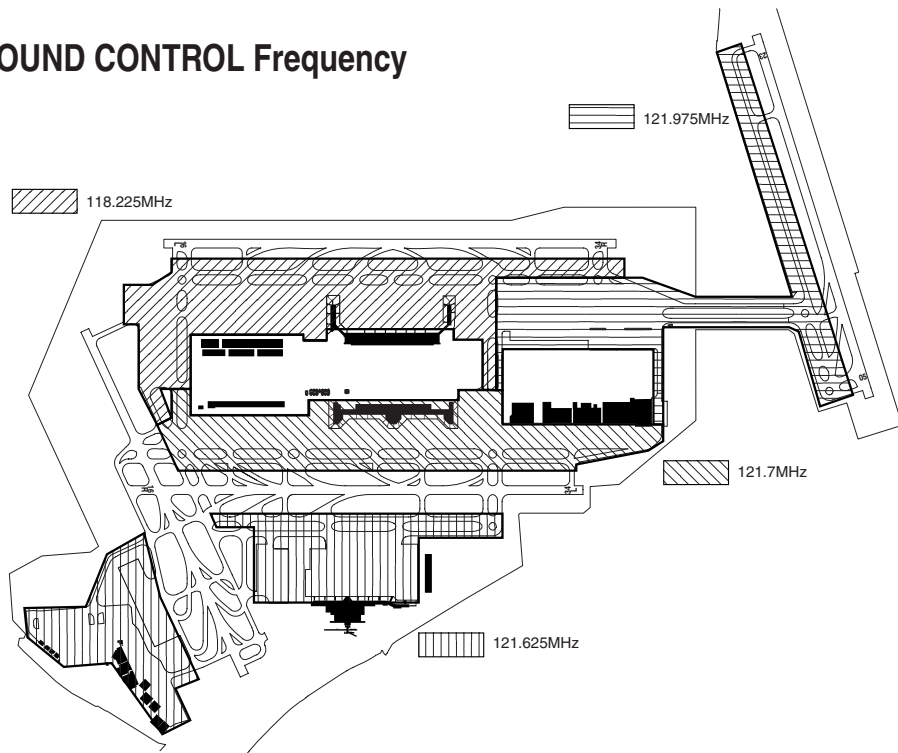
## ILS for RWY 23



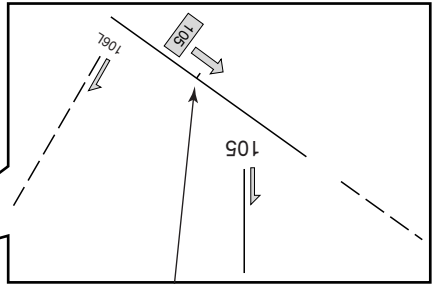
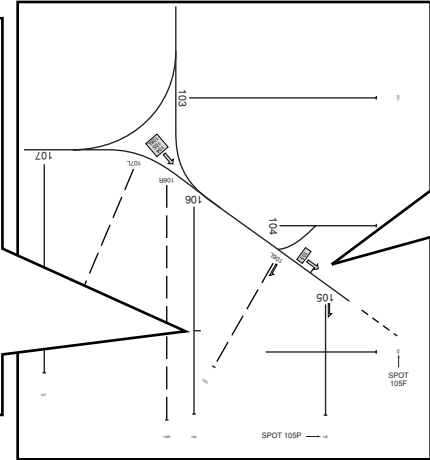
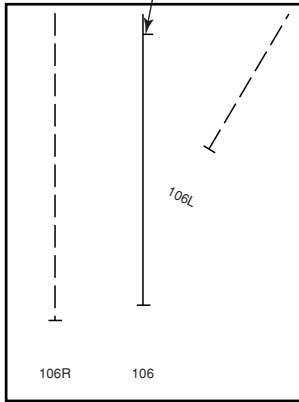
## LDA for RWY 23



# GROUND CONTROL Frequency

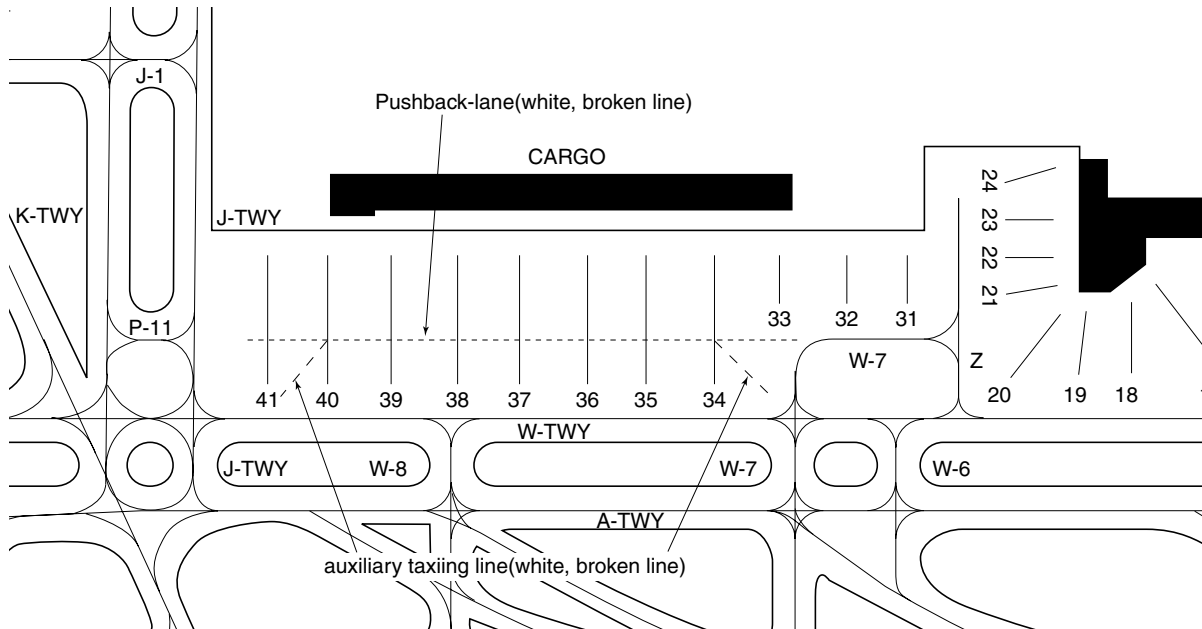


Stop line marking on the taxiing guide line  
for spot NR 105F (See 6.5(3))



Stop line marking on the taxiing guide line  
for spot NR 105P (See 6.5(2))

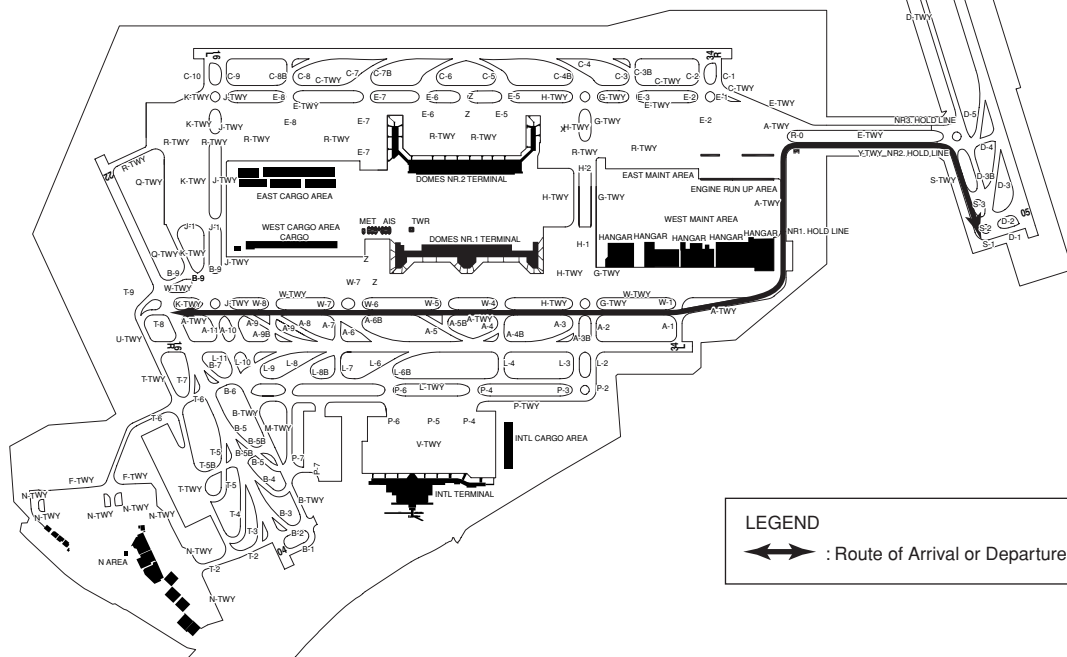
# SPOT OUT procedure from SPOT 33-41



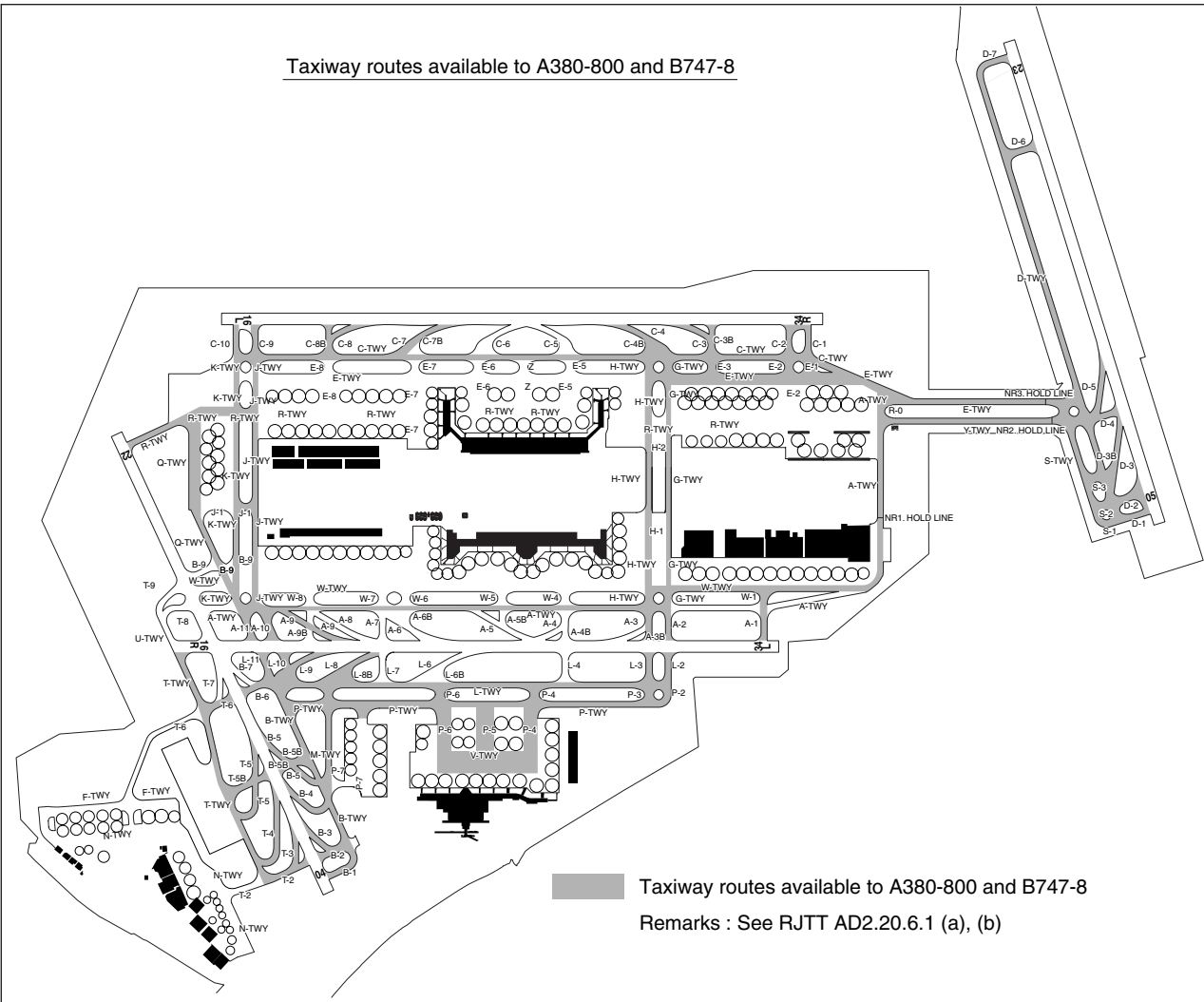


## TAXIING ROUTE to RWY05 or from RWY23

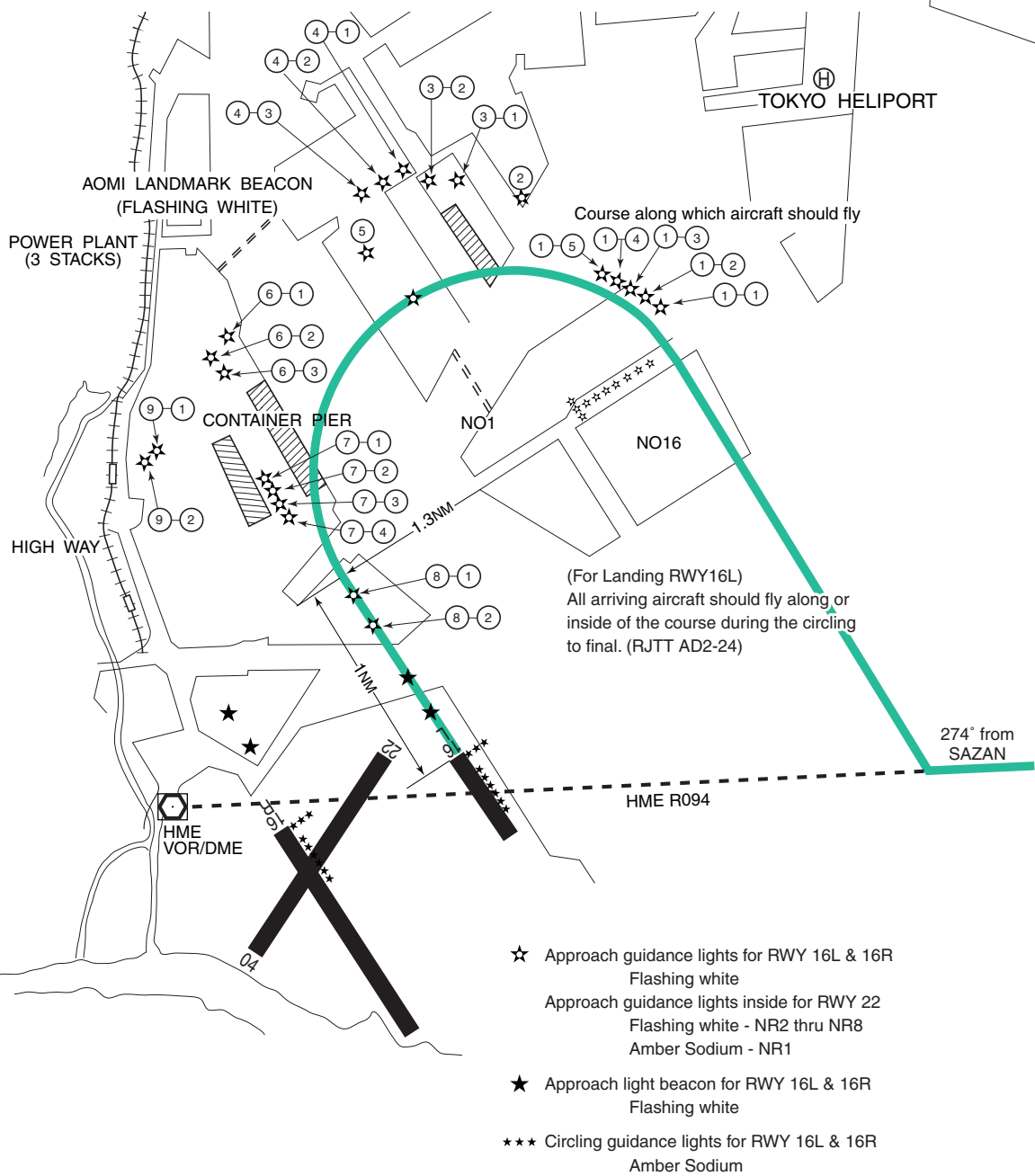
Route ID	Direction	Routing Via
Route 5	To RWY05	TWY A-Y-S
	From RWY23	TWY S-Y-A



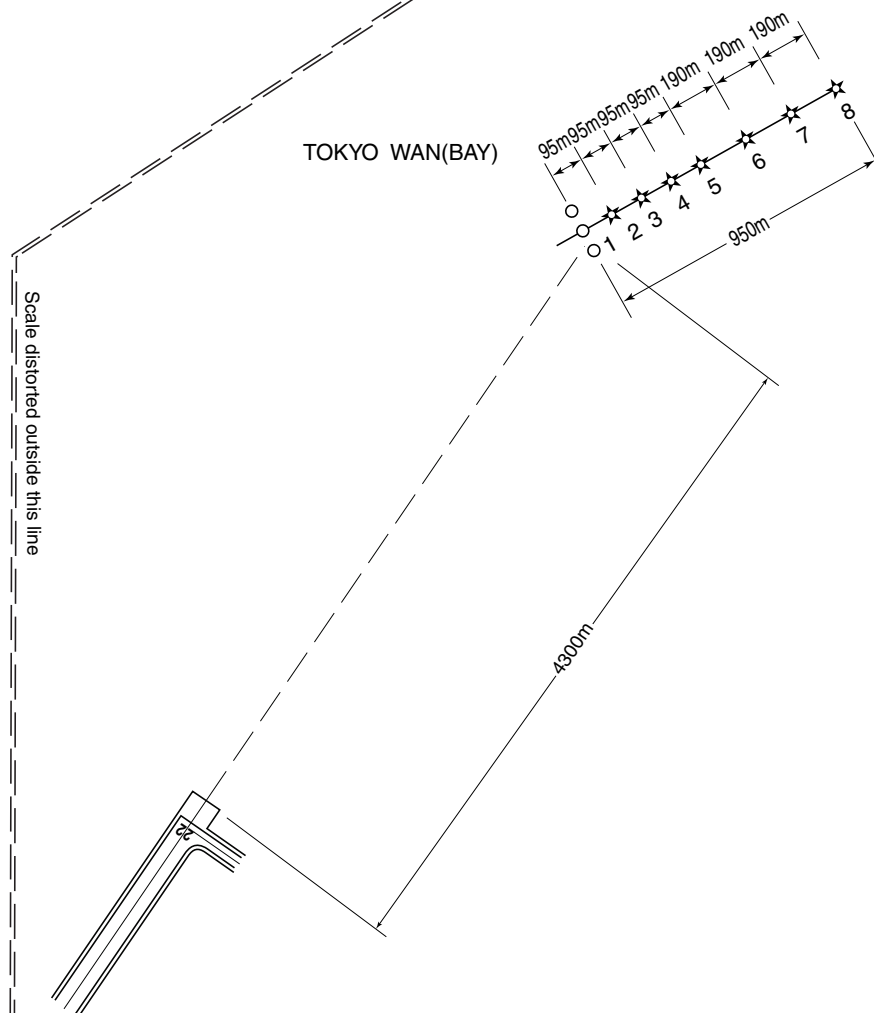
# Taxiway routes available to A380-800 and B747-8



Preferential Routes and Aircraft Operating Procedures for Noise Abatement (For General)



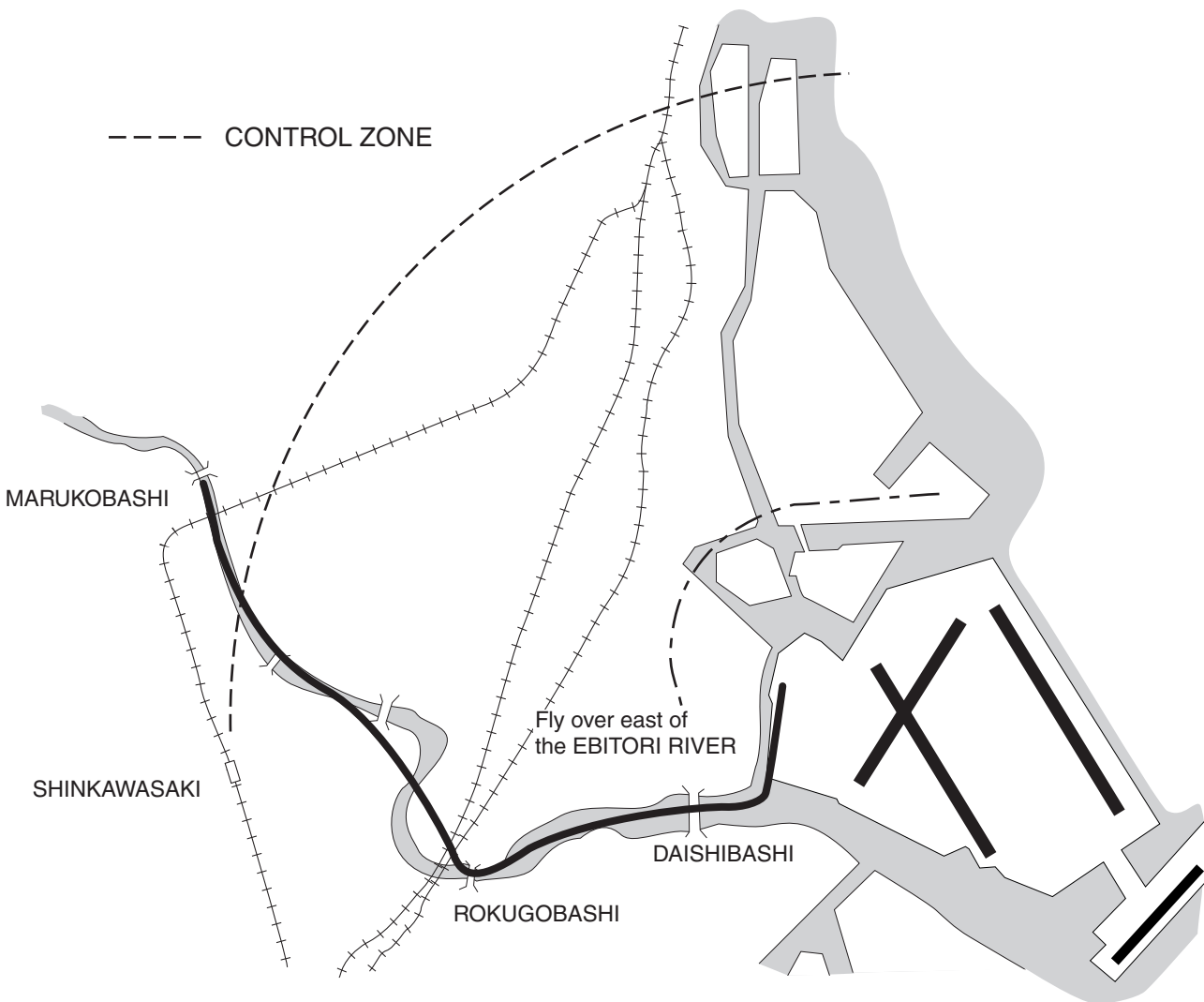
Scale distorted outside this line



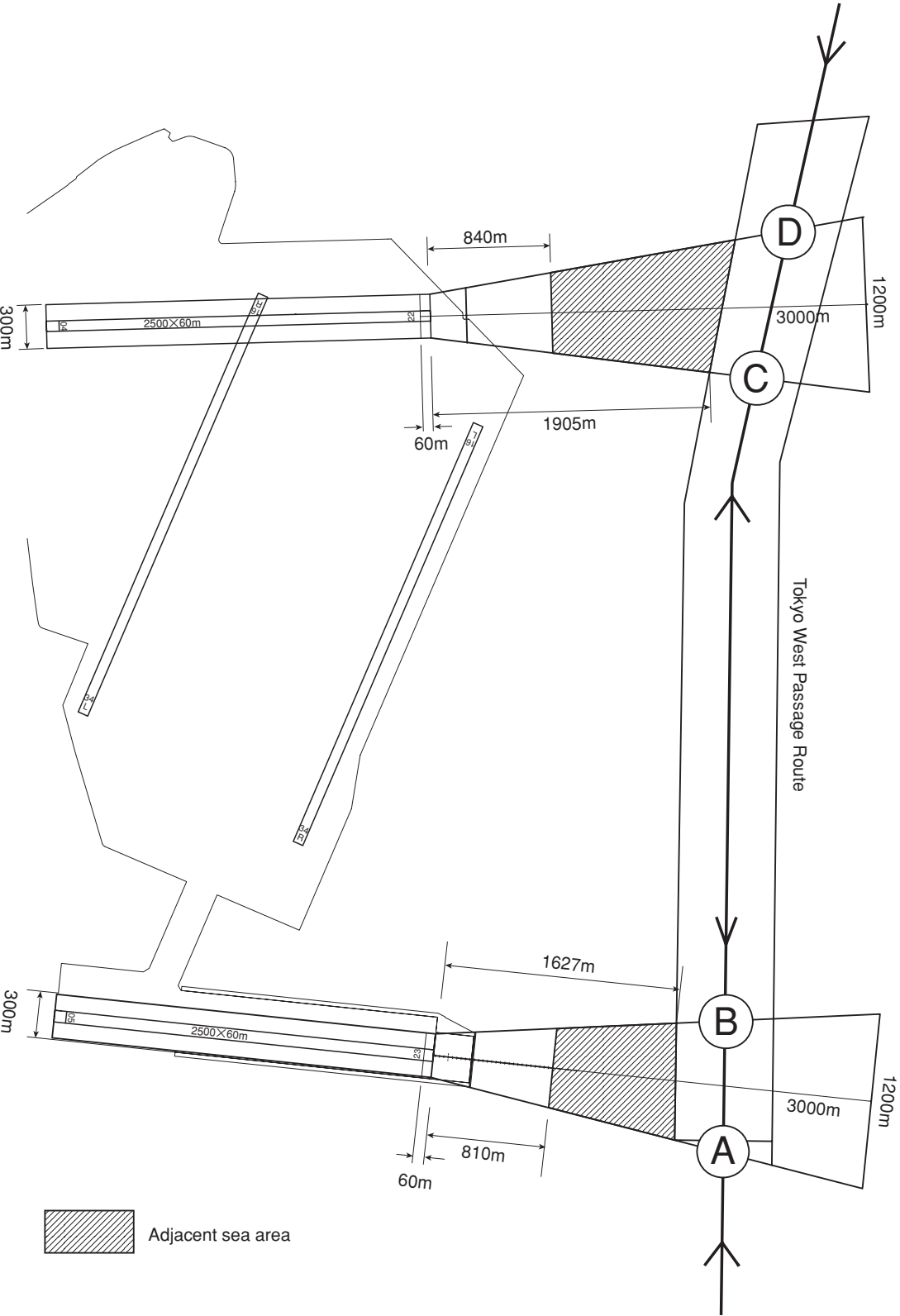
# SPECIAL VFR FLIGHT ROUTE FOR HELICOPTER

Special VFR flight route for helicopter in  
the TOKYO Control ZONE

Daishibashi - (along the Tama River) - Marukobashi



Tokyo West passage Route and Adjacent sea area



(断面図)

- 航空機の運航に影響がある高さの船舶：  
側傍海域にあっては、N.H.H.W.L + 24.0m以上の船舶

東京西航路にあっては、N.H.H.W.L + 56.3m以上の船舶

- N.H.H.W.L：満潮時でこれより高くならないと想定される潮位

(profile view)

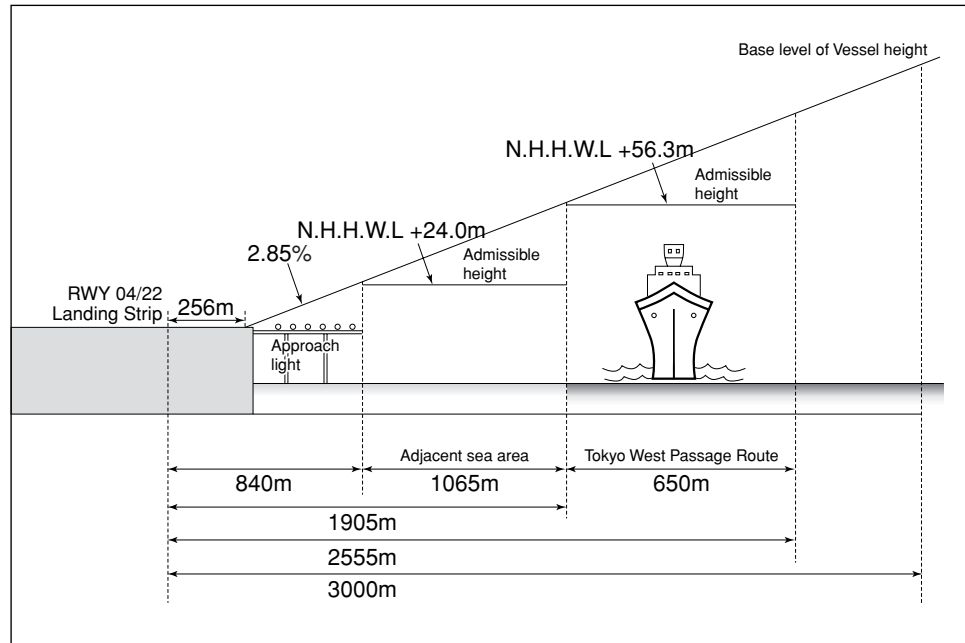
- The Vessel height which affects aircraft operations adjacent sea area：

Vessel height is at or above N.H.H.W.L + 24.0m

Tokyo West Passage Route：

Vessel height is at or above N.H.H.W.L + 56.3m

- N.H.H.W.L: Nearly Highest High Water Level



(断面図)

- 航空機の運航に影響がある高さの船舶：  
側傍海域にあっては、N.H.H.W.L + 28.4m以上の船舶

東京西航路にあっては、N.H.H.W.L + 53.7m以上の船舶

- N.H.H.W.L：満潮時でこれより高くならないと想定される潮位

(profile view)

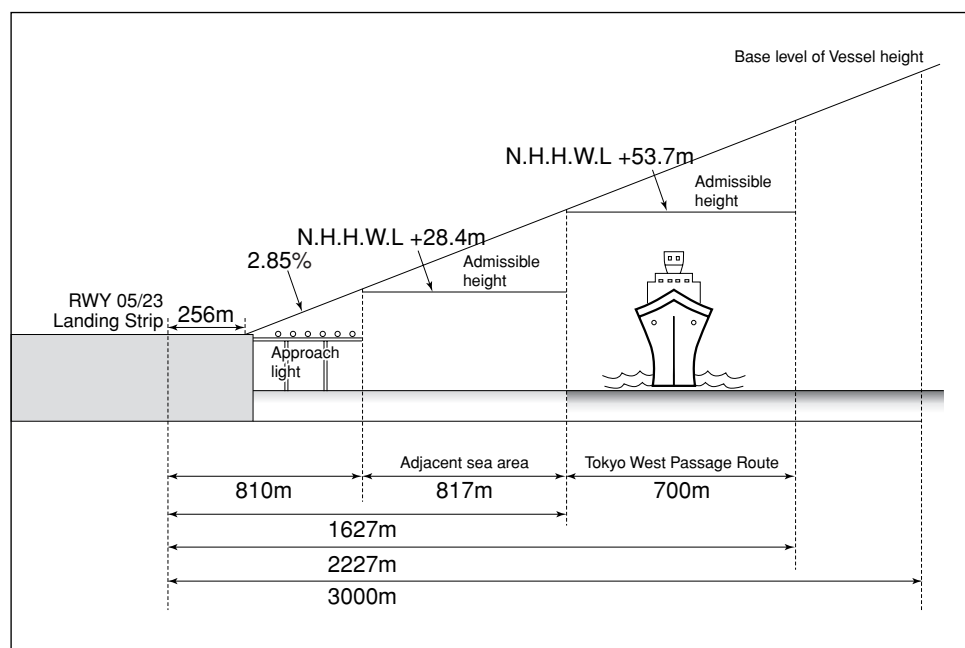
- The Vessel height which affects aircraft operations adjacent sea area：

Vessel height is at or above N.H.H.W.L + 28.4m

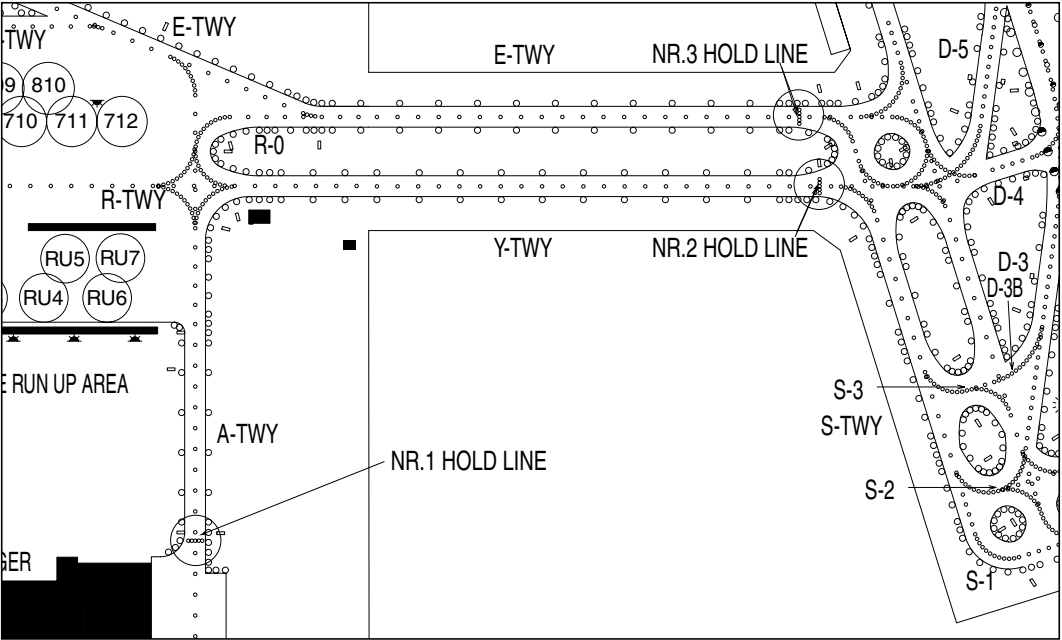
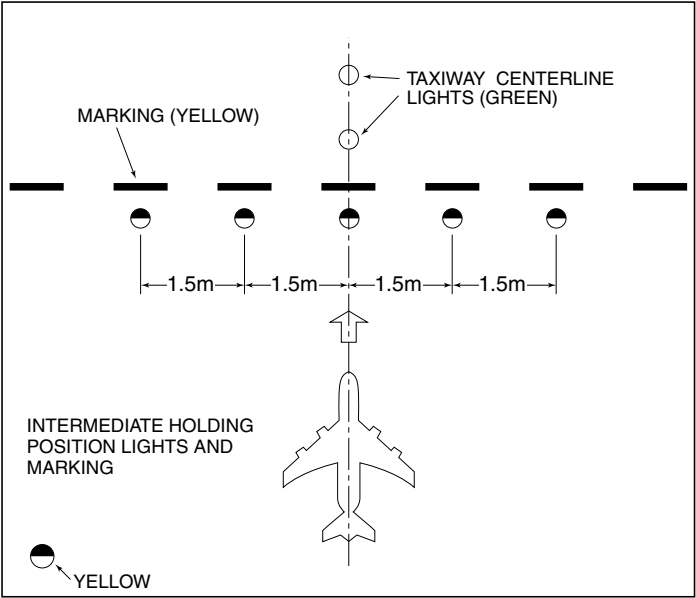
Tokyo West Passage Route：

Vessel height is at or above N.H.H.W.L + 53.7m

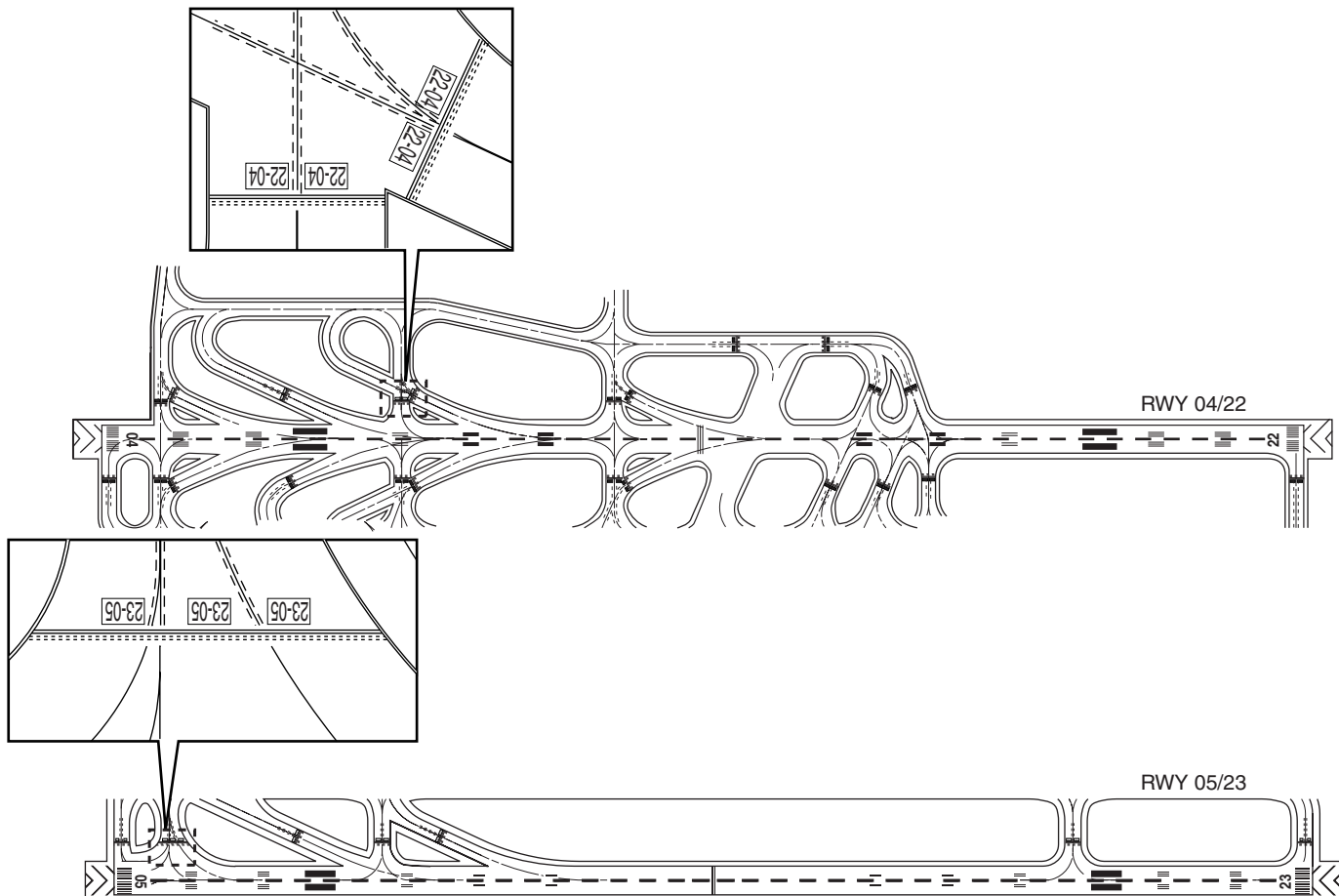
- N.H.H.W.L: Nearly Highest High Water Level



Intermediate Holding Position Marking and Intermediate Holding Position Light Chart



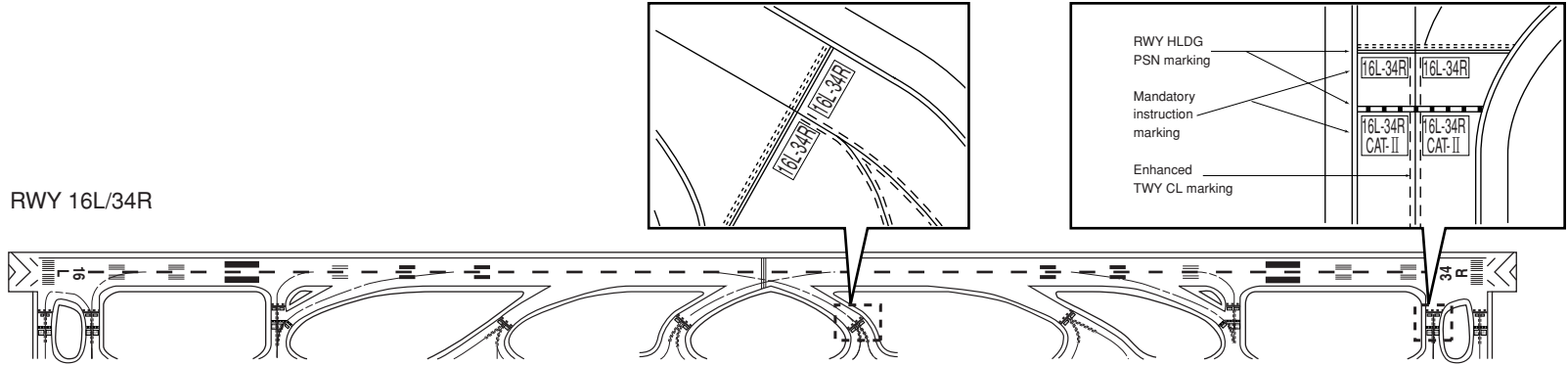
# MARKING AIDS





## MARKING AIDS

RWY 16L/34R



RWY 16R/34L

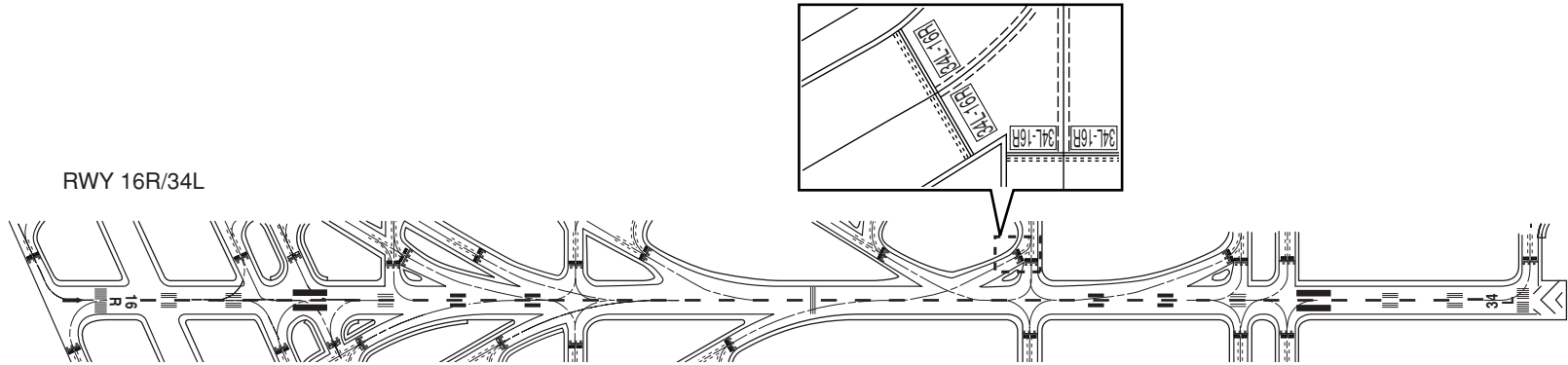


Fig.2

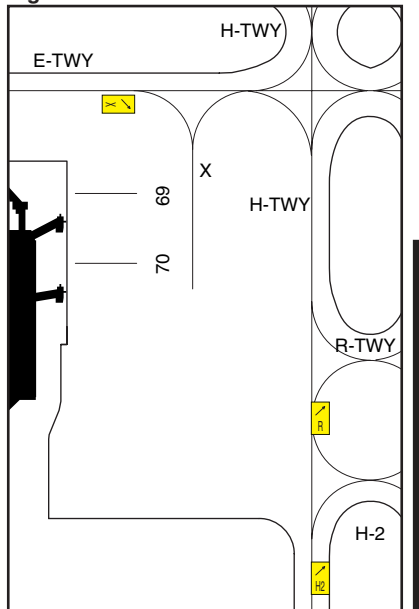
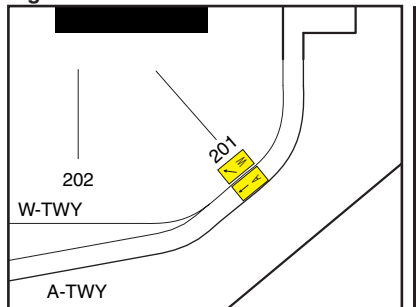


Fig.3



# Type of Surface Painted Markings

## 1.Type of Surface Painted Markings

Surface Painted Direction Sign(ex. )

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.

2.On each of the taxiways A, A10, A11, B5, B9, E, H, J, K, L11, M, T, T6, T8, T9, U, W, surface painted markings are provided (refer attached drawing).

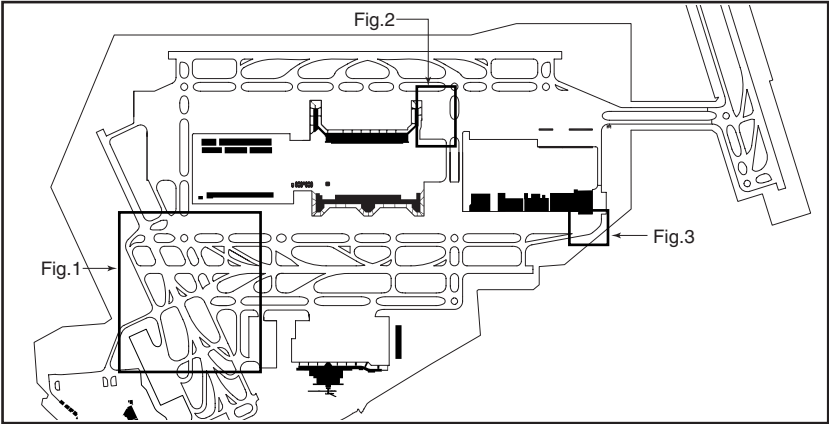


Fig.1

