TOKYO / Narita (NRT/RJAA)

Elevation 135ft

CATEGORY A

AV brief not required.

GENERAL

Threats

Mid Air Collision

- Exercise caution with pressure settings provided by ATC in Japan
- Departure clearances may include, for example, A110. This is a clearance to an altitude of 11,000ft. This clearance does not in itself override the need to comply with the altitude constraints on the SID.

ARRIVAL

Diversion Airports

TOKYO Haneda	HND/RJTT	032 nm/247°T	CAT B
CHUBU CENTRAIR Intl	NGO/RJGG	184 nm/253°T	CAT A
SAPPORO	CTS/RJCC	426 nm/008°T	CAT A
FUKUOKA	FUK/RJFF	508 nm/255°T	CAT B

Others that may be used are Sendai and Osaka.

Approach

- Simfest use Terminal 2. As a result you may be asked to land on Rwy 16L/34R. This runway is much shorter than 16R/34L so consideration must be given, especially if a runway switch occurs late during the approach.
- Landing 34L/R it is a requirement to lower the landing gear no later than when crossing the coast on final approach. Crews should ensure the gear is down and locked no later than IYQ 11.9d (NRE 14d) for 34L and ITJ 13.6d (HKE 15.4d) for 34R
- Landing 16L significant track shortening is possible with radar vectors from the vicinity of COMET direct to the ILS likely.

GROUND

- T2 northern ramp must be entered vis U2, following Twy U anticlockwise to gates
- B777/B787 cannot use Twy B between E1 and B9 in the apron to runway direction, but are permitted to use it in the opposite direction.

WEATHER

- Early morning fog a possibility throughout the year

- Snowfalls occur Jan-Mar
- Typhoons may be encountered Jun-Nov
- Prevailing wind Northerly Oct-Mar, Southwesterly in summer.

OPERATIONAL INFORMATION

Handling Agent	British Airways
Handling Agent VHF	
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times