

TOYKO HANEDA (HND/RJTT)

Elevation 128ft

CATEGORY B

No AV brief available.

GENERAL

- RJTT is major domestic and international airport for Greater Tokyo Area
- It is a hub for – expect heavy traffic flows, look out for ATC instructions:
 - Japan Airlines, All Nippon Airways, Skymark Airlines, Air Do, Solaseed Air, StarFlyer
- RJTT has two main parallel runways, RWY 16R/34L and RWY 16L/34R and two secondary RWYs to be used mainly in a south wind operation; RWY 04/22 RWY 05/23
- Operations are affected by winds and also noise abatement procedures
- RJTT is surrounded by a port to the North and North-East of the field, Tokyo Bay to the East, South of the field, Kawasaki Petrochemical Plant to the South-West, and residential and commercial real estate is to the West, and North-West of the field
- Maximum speed at or below 10000' in a terminal area is 250 kts
- Max. speed at or below 3000' in control zones is 200 kts for jet aircraft
- Altimeter settings in Japan are provided in inHg vs. hPa
- ATC communication may be challenging due to difficulty to understand instructions

Threats**Runway Incursion**

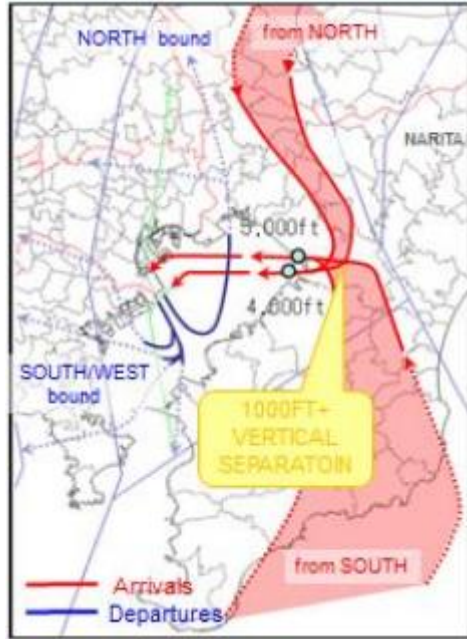
- RWYs and TWYs are clearly marked in most cases, there are some potential conflict areas – refer to chart 10-9B (Inset 1 and Inset 2)
- Hot-Spots are described in detail on chart 10-9B, brief in advance for them:
 - ACFT may confuse TWY L with TWY L13 when taxiing from TWY B7 to TWY L
 - ACFT may confuse TWY B with TWY B6, when taxiing from TWY U4 to TWY B
 - RWY Holding positions marking are installed on TWY A16 and TWY L16, obtain ATC clearance to cross RWY 16 from both respective locations

Loss of Control

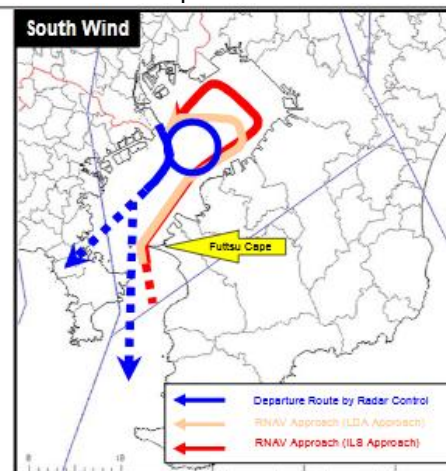
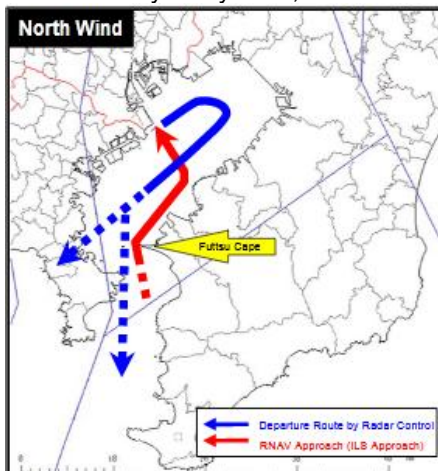
- Birds in vicinity of airport

Loss of Separation

- For North wind operations
 - When on approach to RWY 34R, be cautious of departures on RWY 05
 - When on approach to RWY 34L, be cautious of crossing traffic
 - Departing traffic from RWY 34R and RWY 05 may experience a conflict
- For South wind operations
 - When on approach to RWY 24, be cautious of traffic departing/on RWY 16R
 - When on approach to RWY 25, be cautious of traffic departing RWY 16L and RWY 16R
 - When departing RWY 16R, be cautious of traffic crossing the RWY
- During South wind operations, traffic on approach to RWY 22 and RWY 24 may cross each other at 1000' separation – maintain good situational awareness
 - Refer to inset below:


Special Considerations

- All departure routes and arrival routes are established by RNAV
 - Between the hours of 2300L – 0555L, RNAV1 and RNAV5 certification are required to operate in/out RJTT
- There is Kawasaki Petrochemical Complex area – South-West of the field
 - Maintain at least 3000' when overflying
 - Located South-West of the field
- Noise Abatement:
 - Kindly refer to charts 10-4, 10-4A – 10-4E for detailed information
 - All ACFT departing from and arriving at RJTT **may not fly over Metropolitan Tokyo**, unless they fly at or above a prescribed altitude.
 - ACFT may not fly over the residential area located on the North side of RJTT or the oil refinery area located on the west side of the airport.
 - ACFT may not fly over Chiba Prefecture, unless they fly at or above a prescribed altitude.
 - Between the hours of 2300L – 0555L, the departure and arrival routes are limited over the Tokyo Bay area, with over flight of land areas prohibited

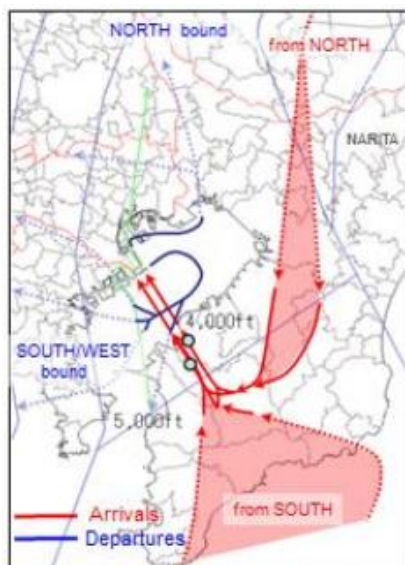


ARRIVAL
Diversion Airports

NARITA INTL	NRT/RJAA	32 nm/074°T	CAT A
FUKUSHIMA	FKS/RJSF	105 nm/105°T	CAT A
CHUBU CENTRAIR INTL	NGO/RJGG	152 nm/262°T	CAT A
OSAKA INTL	ITM/RJOO	218 nm/267°T	CAT A
KANSAI INTL	KIX/RJBB	234 nm/262°T	CAT A
FUKUOKA INTL	FUK/RJFF	477 nm/266°T	CAT A

Approach

- For North wind operations:
 - Domestic traffic arriving from the north is usually assigned to the RWY 34R
 - Domestic traffic from the south (majority) can expect RWY 34L in order to prevent the traffic from crossing in the air
 - International flights coming from north like Trans-Siberia or NOPAC routes, expect RWY 34R
 - International flights arriving from the south (Southeast Asian countries) will be assigned to land on the RWY34L

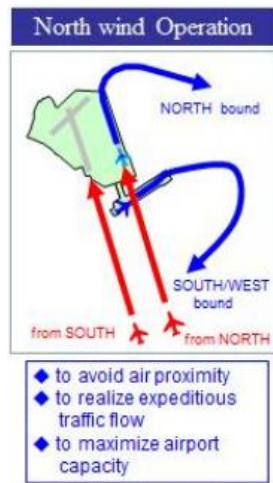


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- For South wind operations:
 - Domestic traffic arriving from the north (30 percent) will be assigned to the RWY 25
 - Domestic traffic arriving from the south (70 percent) will be assigned to the RWY 24
 - International flights coming from the north, such as Trans-Siberia or NOPAC route traffic, will be assigned to the RWY 23
 - International flights coming from south, i.e., flights from South East Asian countries, will be assigned to the RWY 24
- Simultaneous approach operations, generally used under good weather conditions, is the LDA approach (Localizer Type Directional Aid) – see APP charts for RWY 22 and RWY 23
- Under bad weather conditions, ILS approaches to the RWY 22 and RWY 23 will be used
- There are several STARs from various directions, all have speed and altitude restrictions

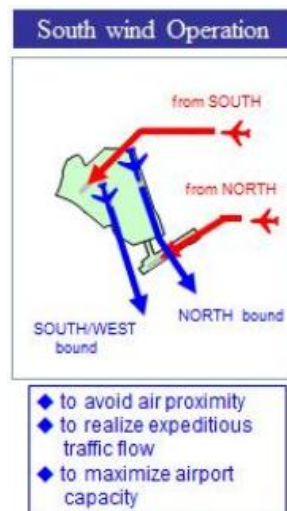
- ACFT is usually cleared to descend via STAR
 - Plan accordingly and in advance – ATC and traffic volume can get busy at times
 - Plan to meet all restrictions (speed and altitude)
- ATC vectors are to be expected at the end of the STAR to final approach
- Be ready to be offered short cuts if traffic is light – make sure that you can meet criteria prior to acceptance
- Expect speed limit instructions from the ATC
- Vacate landing RWY expeditiously and ensure to be fully vacated before stopping

GROUND

- RWYs:
 - RWY 16L/34R
 - RWY 16R/34L
 - RWY 04/22
 - RWY 05/23 – RWY 05 NOT USABLE FOR LANDING
- Operations:
 - North wind operations - *Preferred operations:*
 - Departures: RWYs 34R/05
 - Arrivals: RWYs 34R/34L



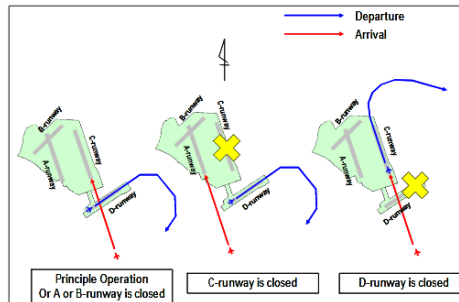
- South wind operations – *used roughly 30% at times*
 - Departures: RWYs 16R/16L
 - Arrivals: RWYs 22/23



- During Late Night and Early Morning Hours – *Noise abatement configuration (in use 2300L – 0555L):*

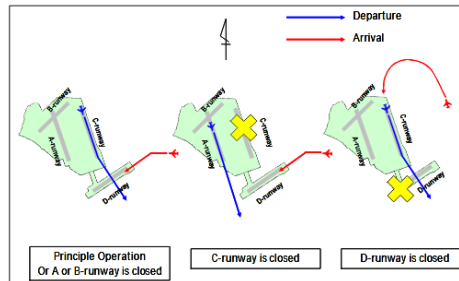
- *North wind operations:*

- Departures: RWY 05
- Arrivals: RWY 34R



- *North wind operations:*

- Departures: RWY 16R
- Arrivals: RWY 23



- For standard taxi routes, kindly refer to chart 10-9 and chart 10-9A-1
- All ACFT should hold at “GP HOLD LINE” on TWY A1, TWY A12, TWY A13, TWY C12, TWY B13, TWY B14 until further ATC clearance
- Several ACFT have limited ground operations
- Refer to charts 10-9A-3, 10-9A-4, 10-9A-5, 10-9A-6, 10-9A-7, 10-9A-8, 10-9A-9, 10-9A-10
 - Limited ACFT types:
 - A388, A346, A345, A351, A359
 - B748, B773, B77W, B764, B788, B789, B78X
- TSAT and TOBT operations in use – see charts 10-9J and 10-9K
- Preferred Gates:
 - Pax: Terminal 3
 - Gates: 107 – 114, 142 - 148
 - Cargo: International Cargo
 - Gates: 101 – 103

DEPARTURE

- Departure Clearance by Data Link is in operations – 24/7 – see charts 10-9D-5 and 10-9D-6
- Intersection departures are possible – refer with dispatch, ACFT performance tables, and confirm length remaining in chart 11-0D
- For North wind operations (majority of the time) - to prevent the traffic from crossing in the air:
 - The traffic departing to the north (30% of traffic) will be assigned to the RWY 34L
 - The traffic departing to the south and west-bound traffic (70%) expect the RWY 05
- For South wind operations (30% of the time):
 - The traffic departing to the north will be assigned to the RWY 16L
 - The traffic departing to the south and west (70% of the time) expect the RWY 16R

- Several SIDs to various locations are offered – kindly make sure that you have briefed in detail for all restrictions (speed and altitude) and expected routing
- Pilots should be ready for a rapid line-up according to ATC instructions
- Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to a minimum required. Commence take-off roll immediately after receiving take-off clearance. Pilots not able to comply with the above requirements shall notify ATC as soon as possible

WEATHER

- RJTT has humid subtropical climate, with hot and humid summers and cool winters with cold spells
- Average annual temperature is 15.6°C
- Annual rainfall averages nearly 1435 mm
- Summers are generally wetter and winters drier
- Snowfall is sporadic, but does occur almost annually – plan accordingly for possible delays
- Typhoon occur every year, though few are strong – plan accordingly for possible flight disruptions
- Prevailing winds are northerly about 60 percent of the year, and the prevailing winds are southerly the remainder of the year



OPERATIONAL INFORMATION

Handling Agent	Haneda Turtle Service Co. / Qantas Freight
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