

TOKYO Narita (NRT/RJAA)

Elevation 135ft

ALL

CATEGORY A

AV brief – not required

ALL

GENERAL

Threats

Mid Air Collision

- Exercise caution with pressure settings provided by ATC in Japan. Refer to Mid/Far East Area Brief for details.
- 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.

ALL

ARRIVAL

Diversion Airports

TOKYO Haneda	HND/RJTT	32 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.

ALL

Descent

- Tokyo ATC will likely issue descent clearance well before FMC top of descent point.
- On airway Y301, expect FL280 by KAMOH and FL250 by RINOA.
- Track miles to touchdown may well be reduced by radar vectors.

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Approach

- As BA use Terminal 2 arriving aircraft are often asked to land on Rwy 16L/34R. This runway is much shorter than 16R/34L so careful consideration should be given especially if a rwy switch occurs during the approach.
- When landing on Rwy 34L/R it is a requirement to lower the landing gear no later than when crossing the coast on final approach. Crews should ensure gear is down and locked before reaching IYQ 11.9d (NRE14d) for 34L and ITJ 13.6d (HKE 15.4d) for 34R.

- When landing 16L there is the chance of significant track shortening with ATC possibly providing radar vectors from the vicinity of waypoint Comet direct to the ILS.
- When landing 16L against the sun, the glare can light up an old painted-over cross marking, making it temporarily more prominent than other, still active markings.

GROUND

ALL

- Normal BA parking gate 72 at Terminal 2. After landing 34R, expect taxiway B to G then enter ramp via E3 Gateway.

B777 B787

- B777/B787 aircraft cannot use Twy B between E1 and B9 in the apron to runway direction, but are permitted to use it in the opposite direction.

ALL

DEPARTURE

- Refer to Mid/Far East Area Brief, for information on the requirements to prevent objects falling from aircraft.
- Simultaneous Parallel Independent Departures are in use at the airfield for RNAV SIDs. ATC will require confirmation of the initial waypoint on the SID and crew should validate correct programming of the runway and departure in the FMS before take-off.

ALL

WEATHER

- Early morning fog a possibility throughout the year.
- Snow falls occur during the period Jan to Mar.
- Typhoons affect Japan from Jun to Nov.
- Prevailing wind N'ly from Oct to Mar becoming SW'ly in Summer.

ALL

OPERATIONAL INFORMATION

Handling Agent	BA
Handling Agent Coverage	2200Z-0730Z
Handling Agent VHF	131.70 (speedbird NRT)
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