TOKYO/HANEDA (HND/RJTT)

Elevation 21ft

CATEGORY C

No AV brief required.

GENERAL

- Tokyo Haneda is one of two primary airports in the Greater Tokyo Area and serves as a major international and domestic airport.
- Haneda is surrounded by a port to the North and North-East of the field, Tokyo Bay to the East and South of the field, Kawasaki Petrochemical Plant to the South-West, and residential and commercial real estate to the West, and North-West of the airfield.
- Japan altimeter is provided in inHg vs. hPa.
- Maximum speed at or below 10000' in the Tokyo Terminal Area is 250 kts.
- Maximum speed at or below 3000' in control zones is 200kts for all jet aircraft.

Threats

Runway Incursion

- RWYs and TWYs are clearly marked in most cases, there are potential conflict areas – refer to chart 10-9B (Inset 1 and Inset 2)
- Hot-Spots are described in detail on chart 10-9B, brief well in advanced:
  - Crews may confuse TWY L with TWY L13 when taxiing from TWY B7 to TWY L
  - Crews may confuse TWY B with TWY B6, when taxiing from TWY U4 to TWY B
  - RWY holding area markings are installed on TWY A16 and TWY L16, obtain ATC clearance to cross RW16 from both locations respectively

Loss of Control

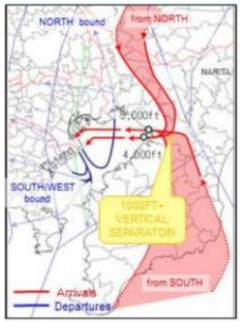
- Birds in vicinity of the airport

Special Considerations

- Noise Abatement:
  - Refer to charts 10-4, 10-4A – 10-4E for detailed information
  - **ALL** ACFT departing from and arriving to Tokyo Haneda **must not overfly Metropolitan Tokyo,** unless at or above an altitude prescribed by ATC
  - Crews must not overfly residential areas to the North side of HND or the oil refinery area located on the western side of the airport.
  - Crews may not fly over Chiba Prefecture, unless they fly at or above a prescribed altitude.
- Kawasaki Petrochemical Complex area – South – west of the field
  - Maintain at least 3000' when overflying

Mid Air Collision

- For North wind operations
  - When on approach to RWY34R, be cautious of departures on RWY 05
  - When on approach to RWY 34L, be cautious of crossing traffic
  - Departing on RWY 34R and RWY 05 may cause conflictions
- For South wind operations
  - When on approach to RWY 23, be cautious of traffic departing on RWY 16R
  - When on approach to RWY 22, be cautious of traffic departing RWY 16L and RWY16R
  - When departing RWY16R, be cautious of crossing traffic
- During South wind operations, TFC on approach to RWY 22 and RWY 23 may cross each other at 1000' separation – maintain high situational awareness and refer to inset below:



ARRIVAL

Diversion Airports			
TOKYO/NARITA	RJAA/NRT	032 nm/074°T	CAT A
OSAKA/KANSAI	RJBB/KIX	234 nm/262°T	CAT A

Approach

- LDA Approach and Steep RNAV APP in use – refer to brief below and LIDO IAC charts
- LDA APP – Captain ONLY landing
- Refer to CCI GND section for AOI reference table
- Expect track shortening
- RNAV LDA overlay available from FMC -Manual LOC tuning is required.
- Do **NOT** request straight in ILS RWY 22/23 in lieu of LDA – Will generate a letter of non-compliance and noise violation for the company.

Time	Arrival modes	Expected APP
Before 1400z	North Wind	ILS Z 34L/ILS Z 34R
	South Wind/Good WX	LDA W22
	South Wind/Poor WX	ILS22/ILS Z 23
After 1400z	North Wind	ILS X 34L/ILS Y 34R
	South Wind/Good WX	LDA Y 22/23
	South Wind/Poor WX	ILS Y 23

- ATC may activate night OPS procedures from 1300z dependant on traffic flow.
- RNAV 16L/R APPR path up to 3.45° - see IAC chart and consider ROD.
- FMC contains two RNAV APPRs to each RWY (16L/16R) – Consider using **tailored RNAV-X** to regain 3° path before landing (alternative is 3.45° path to landing).
  - Remain 3.45° from IF to FAF (LAUDA)
  - Recommended flaps 15 2nm prior to position LAUDA
  - Comply with speed 170KT chart note at 9.2NM from THR (LAUDA) or advise ATC – use speedbrake to control MAX 170KT
  - Configure remaining flaps as required

  - Lido AOI require delayed gear operation – Consider delaying as far as operationally practical while remaining inside of the safe approach criteria as prescribed by the company.
- **State RNAV 16L/R** (3.45° until landing) consider possibility of GPWS "SINK RATE" warnings
  - Possibility of becoming unstable at a low altitude, be "go-around"-minded.
  - Engine thrust status of the aircraft as aircraft may spool up from idle thrust (especially in windshear conditions)
  - Avoid temptation to dive for the correct PAPI indications (expect 4 whites)
  - Brief actions in case of a long landing
- Consider extra fuel for the increased probability of a go-around due to the RNP approach, and the significant holding should ILS be required.
- **LDA RNAV Overlay RWY22/23** guidance:
  - Manual tuning LOC is required after selecting the required APP in the FMC
  - Recommended to be flown in LOC/VNAV
  - Recycle FDs and continue with TRK SEL and V/S (700-800fpm recommended) and align with RWY
  - RWY must be kept visual at all times
  - Two possible missed approach scenarios are published for each approach – FMC missed approach begins from RWY and may differ from charted missed approach
  - Missed approach tracking may not be available from the FMC – Basic modes may be needed to follow charted missed approaches and must be briefed for both scenarios (missed approach/balked landing)
  - Observe notes for Kawasaki Petroleum area
  - Consider no altitude/glidepath protection as MCP ALT set to missed approach altitude
  - If In doubt, → Go around
  - File RNAV AR Feedback form after completing RNAV overlay APP

GROUND

- For standard taxi routes see Lido AOI (10-9 and 10-9A1)
- All ACFT should hold at "GP HOLD LINE" on TWY A1, A12, A13, C12, B13, B14 until further ATC clearance has been given
- TSAT and TOBT operations in use
- Multiple frequency changes

DEPARTURE

- Night Operations are in force 1400z-2100z comply with restrictions.
- Several SIDs are offered, brief for all and brief in detail altitude and speed restrictions.
- Cockpit preparations should be completed before line up and check required to be completed on the runway should be completed promptly – crews unable to comply with this, advice ATC in advance.

WEATHER

- Tokyo has a humid subtropical climate, with hot and humid summers and cool winters with cold spells
- Average annual temperature is 15.6C with rainfall nearly 1435mm
- Summers are generally wetter, and winters are drier
- Snowfall is sporadic, but does occur almost annually

- Typhoons occur every year, though few are strong – plan accordingly for possible flight disruption.

OPERATIONAL INFORMATION

Handling Agent	Japan Airlines
Handling Agent VHF	132.075 MHz
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times (APU restricted to 30mins prior ETD)
If BOTH electrical power and air conditioning is required:	Use both ground services at all times