

Important Points in Tokyo International Airport 2026S schedule

Ministry of Land, Infrastructure, Transport and Tourism
Air Navigation Services Planning Division

&

Tokyo International Airport Air Traffic Control office

29.MARCH.2026

1 (1). Overview of Flight Routes (North wind operation)

Operation Hour **2100 ~ 1400** (UTC)

(exc. the operation hour of New Flight Routes)

SIDs with "A" in the name of the SID will be assigned.
(Ex: ROVER O**A** DEP, BEKLA O**A** DEP, etc.)

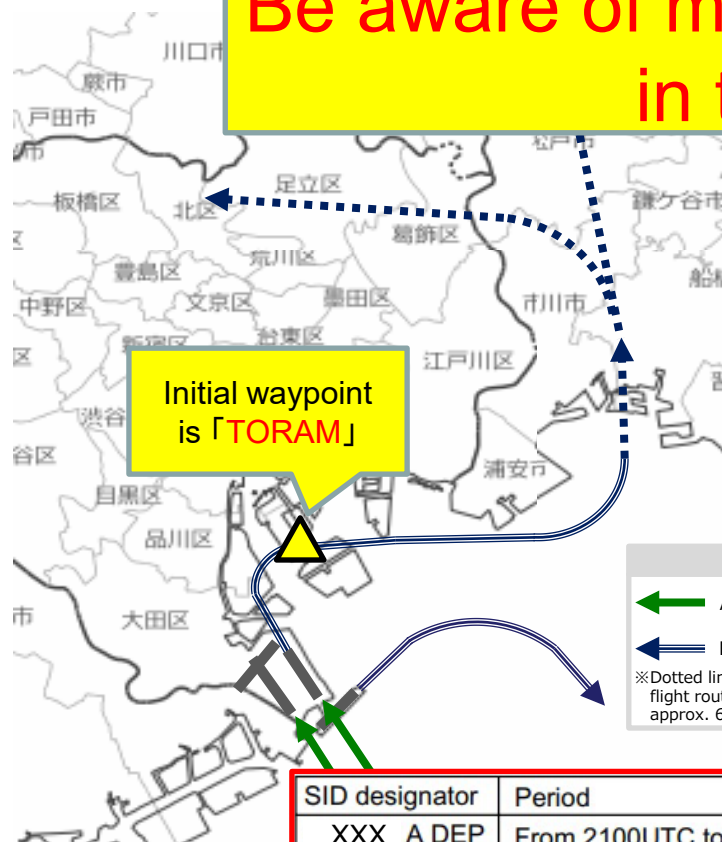
New Flight Routes

Operation Hour **2200 ~ 0230 & 0600 ~ 1000** (UTC)

(approx. 3 hours within 0600 ~ 1000)

SIDs with "B or C" in the name of the SID will be assigned.
(example: ROVER O**B** DEP, BEKLA O**C** DEP, etc.)

Be aware of misunderstandings of the suffix in the assigned SID.



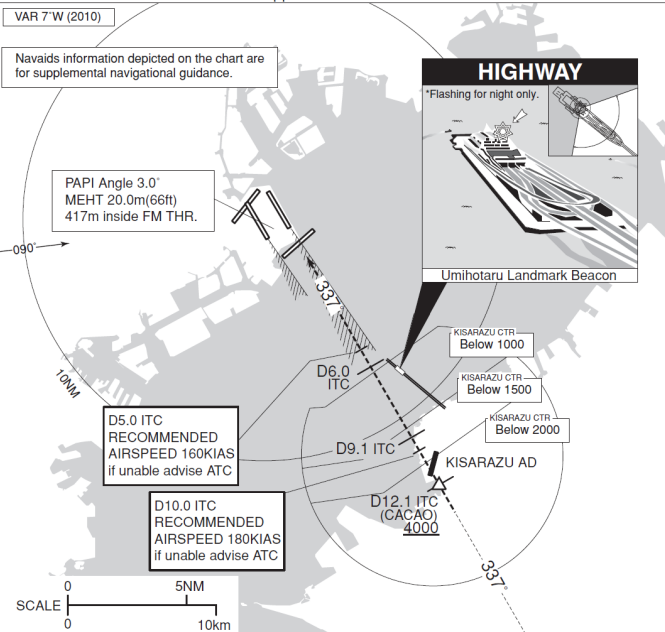
SID designator	Period
XXX A DEP	From 2100UTC to 1400UTC, excluding the period listed below.
XXX B DEP	From 2200UTC to 0230UTC
XXX C DEP	About 3hours from 0600UTC to 1000UTC

1 (2) . Highway Visual Runway 34R Approach

Approach Chart of HIGHWAY VISUAL RWY34R

RJTT / TOKYO INTL		VISUAL APPROACH HIGHWAY VISUAL RWY34R	
TOKYO APP	ILS - LOC	TOKYO TOWER	ATIS 128.8
119.1 - 119.4 - 119.7	ITC 108.9	124.35 - 118.1 - 118.575	
126.5 - 236.8 - 261.2	ILS-GP 329.3	118.725 - 118.8	

Simultaneous approach authorized with RWY34L



When visual approaches to RWY34R are in progress, arriving aircraft may be vectored to CACAO for HIGHWAY VISUAL RWY34R APPROACH.
In the event of a go-around, climb via ITC LOC and after THR HDG030° to 3000FT until receiving ATC instructions.

<HIGHWAY VISUAL RWY34R APPROACH>

After CACAO, aircraft proceed to RWY34R (ITC LOC course).

For avoid entering KISARAZU CTR, aircraft is recommended ITC 9.1DME at or above 2500FT, ITC 6.0DME at or above 1500FT.

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

Note2: Reference NAVAIDS(ITC LOC) must be operating.

Note3: RADAR service required.

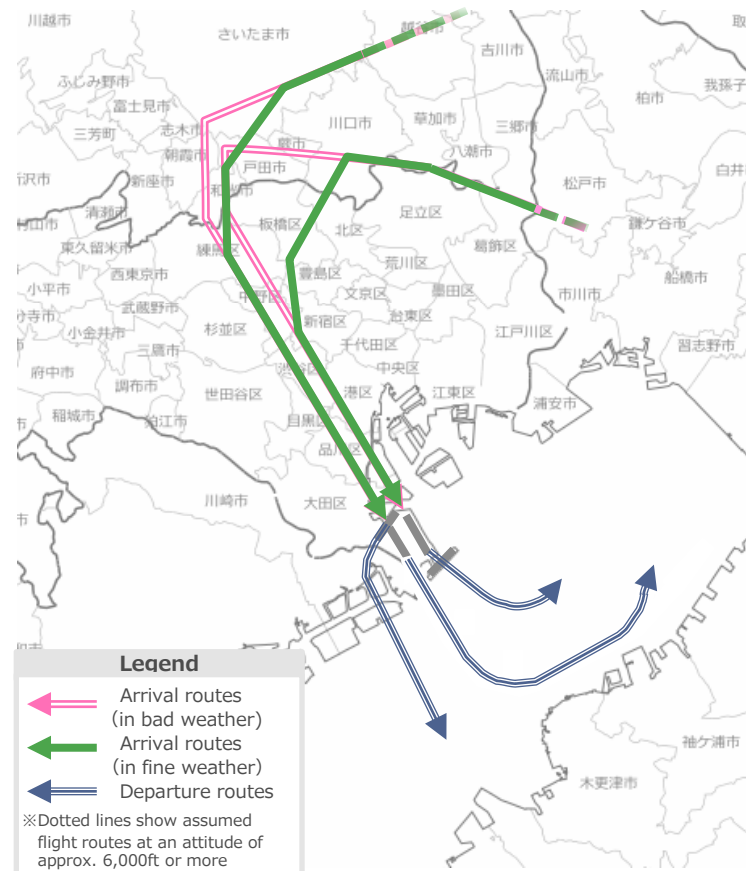
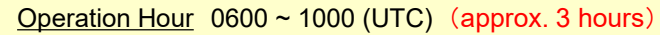
Note4: Procedure not authorized at night in case of Umihotaru Landmark Beacon not operated.

Note5: When cleared HIGHWAY VISUAL RWY34R APPROACH, aircraft should fly via last routing cleared until CACAO.

After receiving approach clearance,
DO NOT proceed to CACAO or the final
approach course directly unless instructed
to do so by ATC. ⇒ (Refer to Note5)

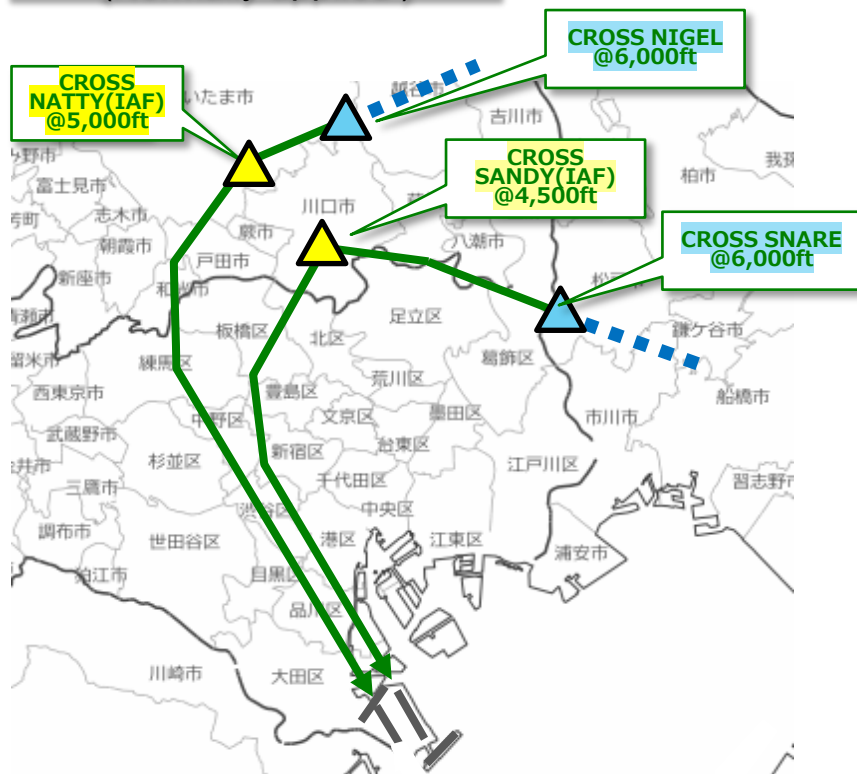
Note5: When cleared HIGHWAY VISUAL
RWY34R APPROACH, aircraft should fly
via last routing cleared until CACAO.

Operation Hour 2100 ~ 1400 (UTC)
(exc. the operation hour of South wind operation 2)

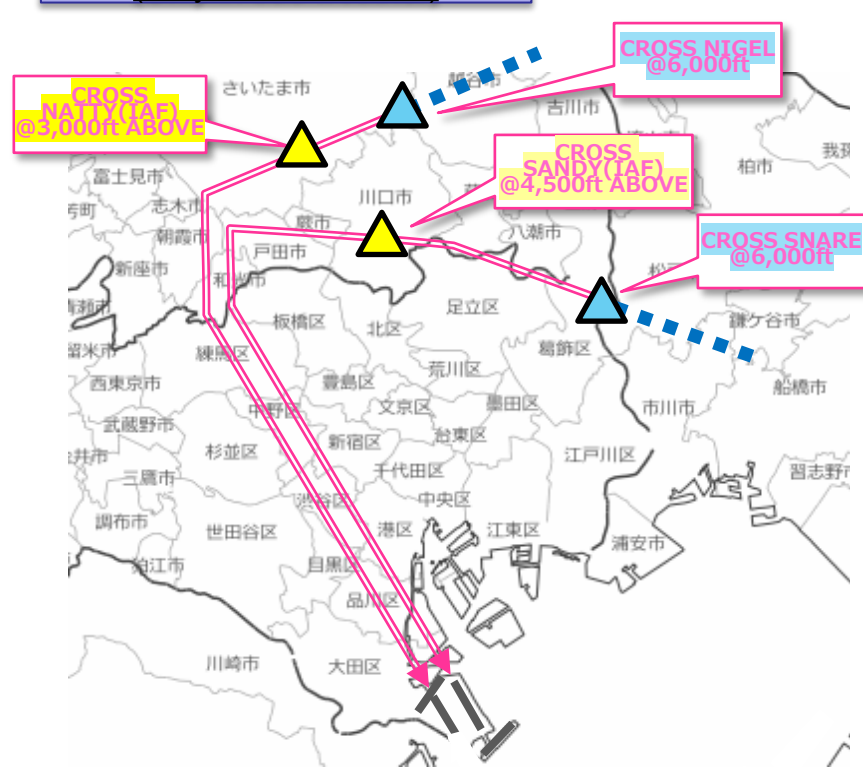


2. The Difference between ILS and RNP (When Landing Runway 16L/R in use)

RNP Runway 16L/R (Normally applied)



ILS Runway 16L/R (Only in bad weather)



- RNP approach is preferred over ILS for noise abatement.
- The blue dotted area should be flown at 6,000ft or higher for noise abatement.
- IAF passing altitude changes between ILS and RNP.

3. Prevention Of Runway Incursion

JAPAN

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AIC

Nr 018/24
8 AUG 2024

018/24

滑走路誤進入を防止するための基本動作及び手順等の徹底について

本航空情報サーキュラーは、我が国における滑走路誤進入を防止するため、AIP ENR 1.1 一般規則、ENR1.5.1.8 飛行場管制及びENR1.5.1.9 復唱要領について、補足するものである。

1. 管制官からは、航空機の離陸順序を示す情報（No.1、No.2 等）が提供されることがある。その場合であっても、滑走路進入には、次の4つの許可又は指示のいずれかが必要になる。

- (1) "Cleared for take-off"（離陸許可）
- (2) "Cross runway"（滑走路横断指示）
- (3) "Line up and wait"（滑走路における待機指示）
- (4) "Taxi via runway / Backtrack runway"
（滑走路上の地上走行指示）

2. 基本動作の徹底及び AIP ENR 1.5.1.9 復唱要領に従った管制承認、管制指示又は管制許可を受けた場合における確実な復唱を含む安全運航のための手順等を改めて徹底すること。

3. 管制官からの許可や指示について、的確に把握するよう努めた上で、その内容に疑問がある場合には、管制官に対して確認を行うこと。

4. 滑走路進入時及び着陸進入時において、特に注意して外部監視を行うこと。

018/24

Thorough implementation of basic operation and procedures pertaining to prevention of runway incursion

This Aeronautical Information Circular supplements AIP ENR 1.1 General Rules, ENR 1.5.1.8 Airport Traffic Control and ENR 1.5.1.9 Read Back Procedure to prevent runway incursion in Japan.

1. Pilots may receive information regarding the sequence of take-off, such as No.1 and No.2, from the controller. Even in this case, pilots need to be provided one of the following 4 clearances and instructions to enter the runway.

- (1) "Cleared for take-off"
- (2) "Cross runway"
- (3) "Line up and wait"
- (4) "Taxi via runway/Backtrack runway"

2. Pilots shall thoroughly implement again the basic operation and procedures for safe operations including definite readback when receiving clearances and instructions in accordance with AIP ENR 1.5.1.9 Read Back Procedure.

3. Pilots shall attempt to understand the content of the clearances and instructions from the controller accurately and shall confirm to the controller if there are any questions.

4. Pilots shall maintain vigilance to the outside of the aircraft with particular attention, especially when entering runway and approaching runway for landing.

➤ The runway, as a rule, pilots should plan to depart from 2100UTC to 1400UTC is shown below.

2. Noise Preferential Runways
- Runways described below are used except when those runways are not available or urgent situation exists.

(For Take off)

1. RWY05 and 34R(north wind operation applied) or, RWY16L and 16R(south wind operation applied) are preferentially used. Except during south wind operation from 0600UTC to 1000UTC.(*1)
2. RWY04 is used when northeast wind is about 20 knots or more, or, when RWY05 or RWY34R is closed.

➤ During 2100UTC and 1400UTC, the aircraft will be assigned departure runway depending on the flight direction.

The Airway or Fix filed in Flight Plan (Reference AIC)	Departure Runway		
	North wind operation	South wind operation 1 (RWY22/23 approaches in progress)	South wind operation 2 (RWY16L/R approaches in progress between 0600UTC and 1000UTC)
ROVER, Y884, Y885	RWY34R	RWY16L	RWY16R(*1)
Y18(*2)	RWY34R	RWY16L	RWY16R
	RWY05	RWY16R	RWY22
Y20(*2)	RWY34R	RWY16L	RWY16R
	RWY05	RWY16R	RWY22
Y28, Y56, XAC	RWY05	RWY16R	RWY22

(Note1) *1 Scheduled flight only for North America, Europe and Turkey will be assigned RWY16L.
(Note2) *2 Departure runway will be assigned when Flight schedule is fixed.
(Note3) ATC may assign other runway that listed above, if required.

5. Speedy Turn Off Procedure (REF. AIP RJTT AD2.20.1)

- The exit taxiways, as a rule, from which **arriving aircraft should plan to vacate the runway are listed below.**
- Pilots should vacate the runway for which **the nearest side of the arriving spot.**

RWY	EXIT TAXIWAY	DISTANCE FROM THRESHOLD (m/ft)	REMARKS
34L	A10	1,500/4,920	for Terminal 1 and Terminal 2*
	A12	2,000/6,560	
	L10	1,320/4,330	for Terminal 3 and "N" Area*
	L12	1,800/5,900	
	L13	2,080/6,820	
16R	A5	1,530/5,020	for Terminal 1 and Terminal 2*
	A2	2,040/6,690	for Terminal 3 and "N" Area*
	L5	1,500/4,920	
34R	C9	1,290/4,230	
	C10	1,670/5,470	
	C11	2,120/6,950	
16L	C7	1,390/4,570	
	C6	1,710/5,640	
	C4	2,000/6,560	
22	B8	1,050/3,440	Except for "N" Area*
	B6	1,530/5,010	
	B4	1,800/5,900	
	B3	2,030/6,660	
	T8	1,050/3,440	for "N" Area*
	T6	1,530/5,010	
	T4	1,800/5,900	
	T3	2,030/6,660	
23	D5	1,500/4,920	
	D3	1,800/5,900	

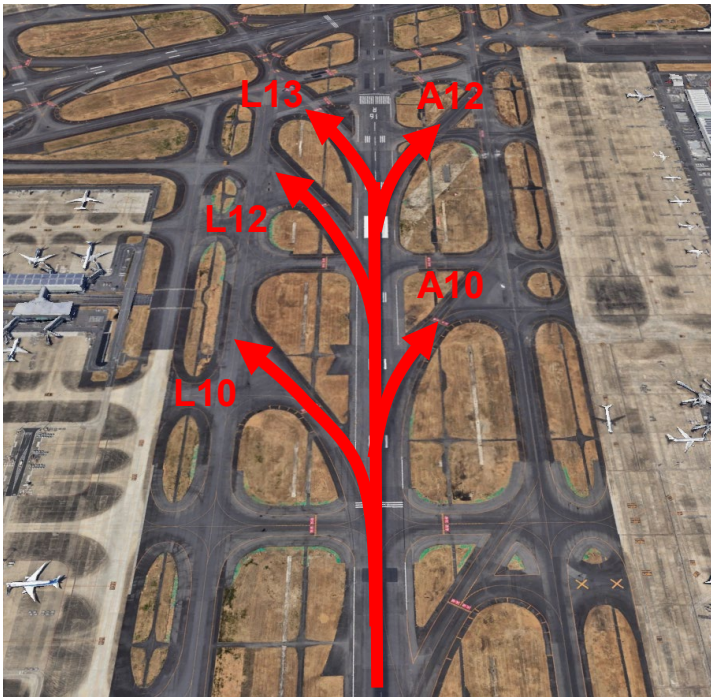
*Except for Instructed by ATC when the Aircraft is on the air or on the ground

- Pilots should plan which exit taxiway to be used to vacate the runway in approach/landing briefing. Upon landing, **pilots should vacate the runway without delay and pass the runway holding position marking on the exit taxiway.** It is better, in terms of runway occupancy time, to aim for an exit which can be made, rather than to aim for an earlier one, just to miss it and then to roll slowly to the next.

5. Speedy Turn Off Procedure

◆ North wind operation

ARRIVAL for RWY34L



ARRIVAL for RWY34R



5. Speedy Turn Off Procedure

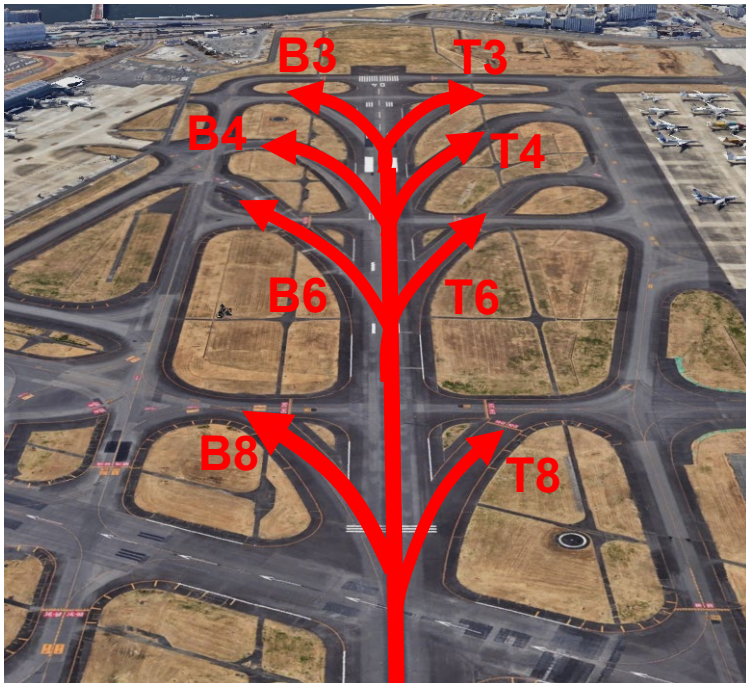
◆ South wind operation1(ILS &LDA Approaches)

Operation Hour: 06:00 ~ 23:00(JST)

(exc. the operation hour of South wind operation2)

ARRIVAL for RWY22

FOR
“T3”



FOR
“N” area

ARRIVAL for RWY23



Vacate direction depends on your arriving spot

5. Speedy Turn Off Procedure

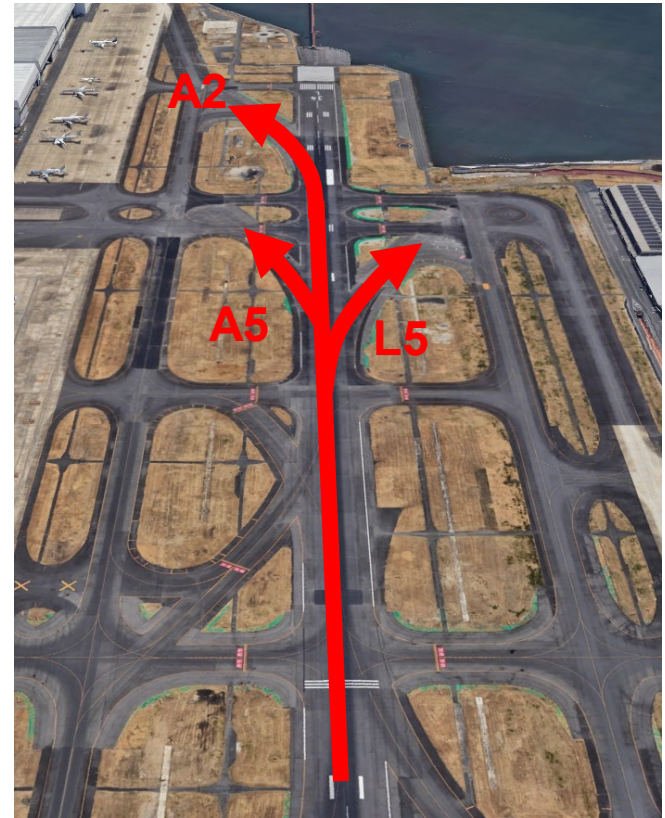
◆ South wind operation2

Operation Hour: 15:00 ~ 19:00(JST)
(approx. 3 hours within 15:00 ~ 19:00)

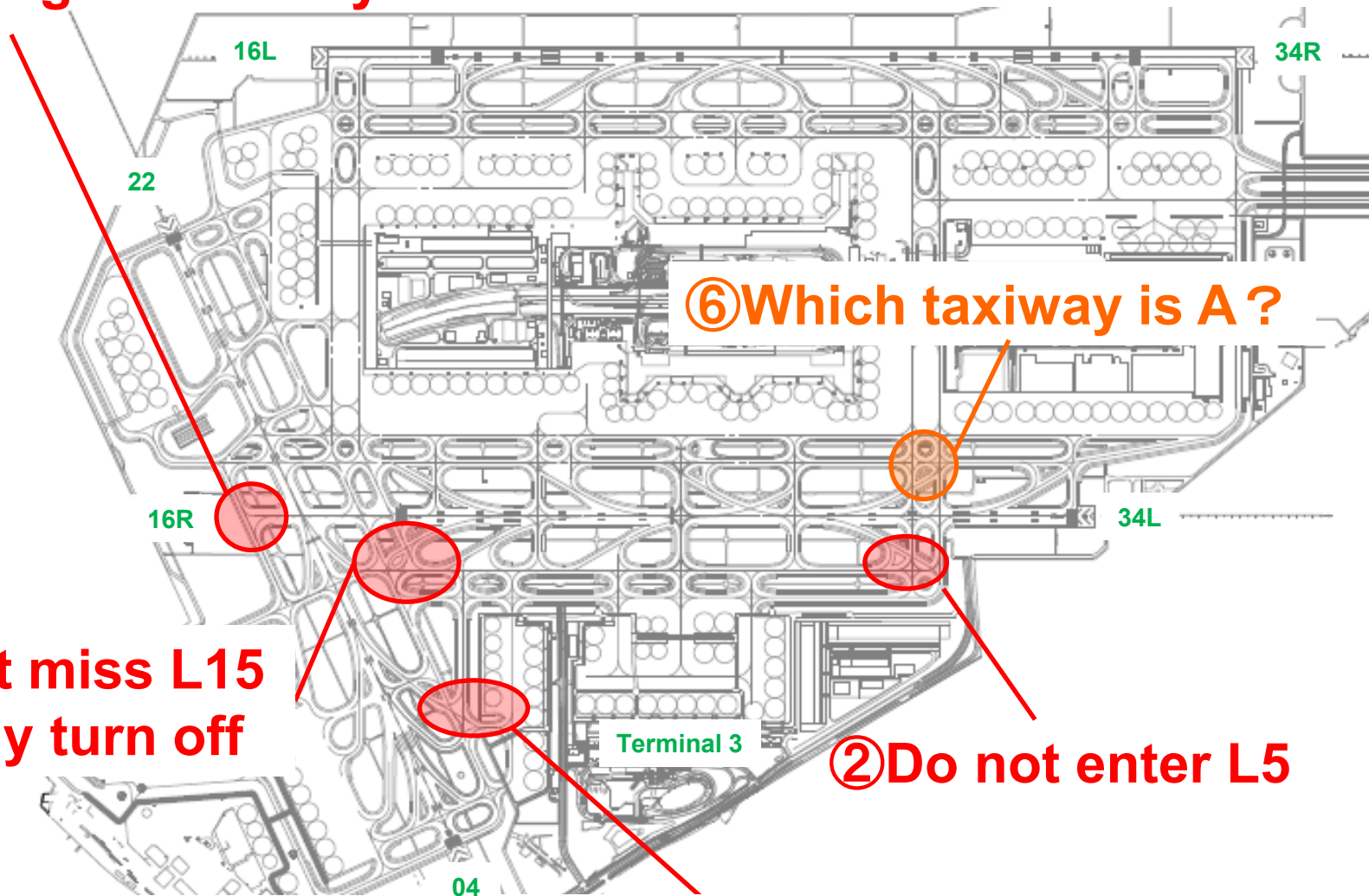
ARRIVAL for RWY16L



ARRIVAL for RWY16R



⑤ ATC authorization shall be required for crossing the runway



⑥ Which taxiway is A ?

③ Do not miss L15

④ Speedy turn off

② Do not enter L5

① Do not enter B6 from U4

6. ① Do not enter B6 from U4

B-TWY

M-TWY

B-5

NR.4
HOLD
LINE

B-6

B-4

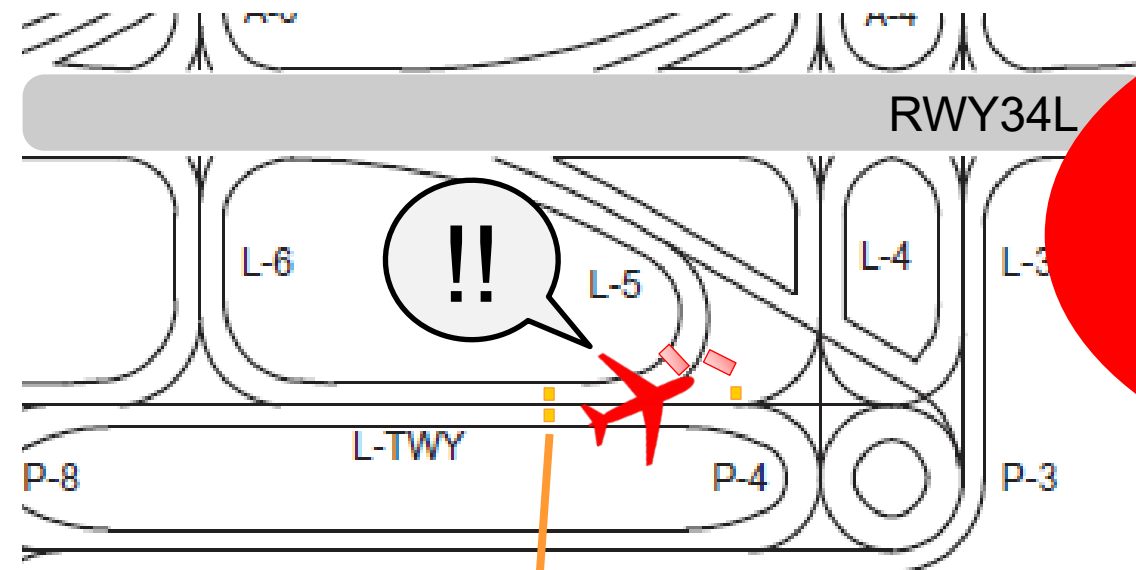
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When you are issued taxi clearance "taxi via U4 B", taxi carefully not to enter B6.

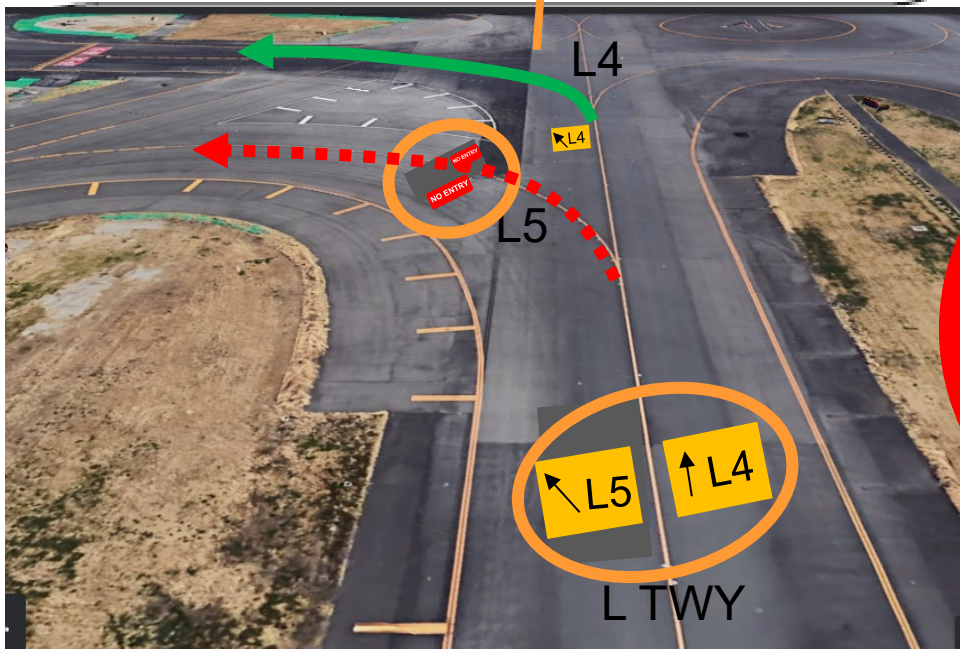
NO ENTRY marking is installed to prevent wrong-entering.
Pay attention for this marking, especially during the night and rain condition.



6. ② Do not enter L5

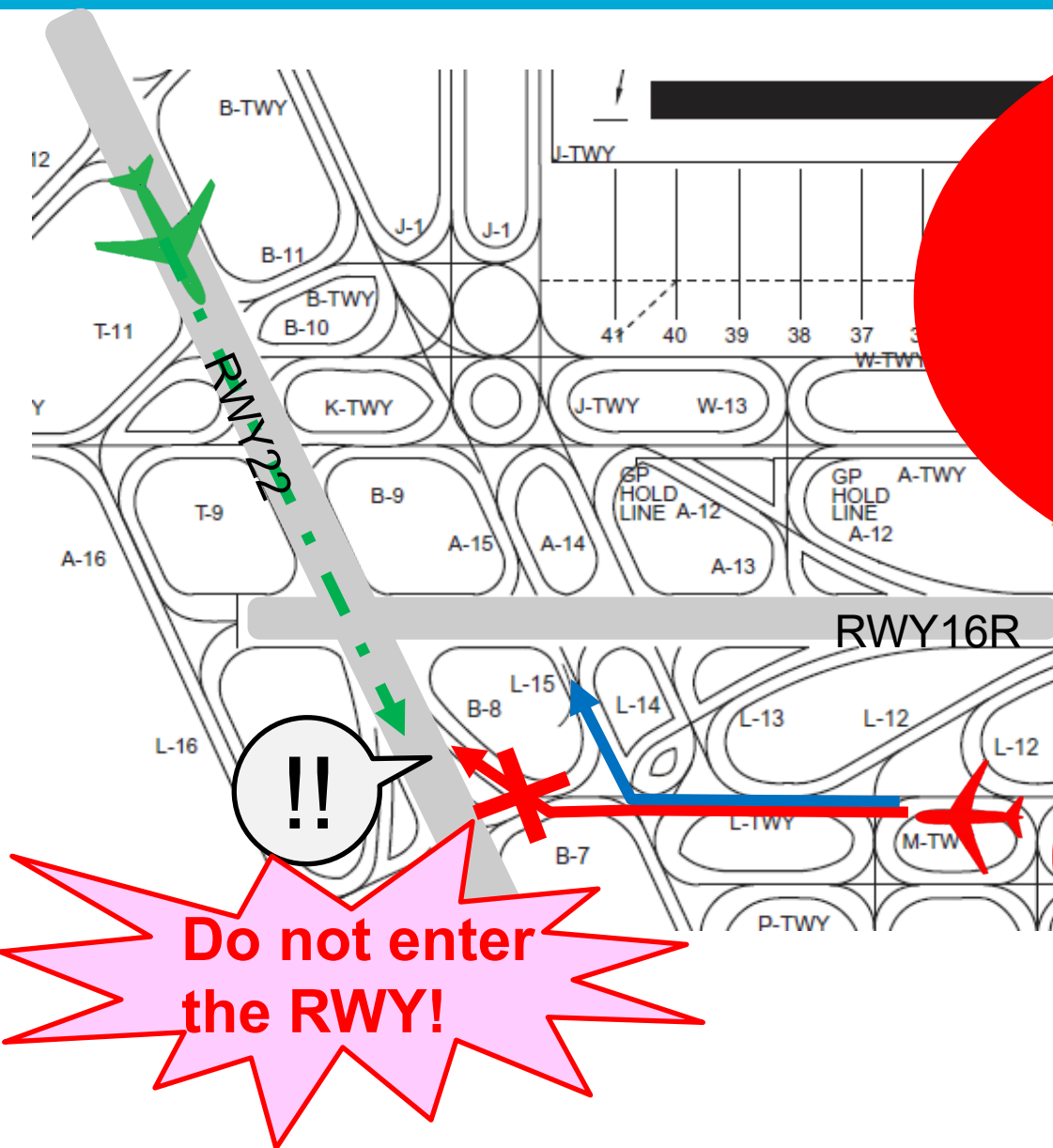


When you are issued taxi clearance "taxi via L-L4", taxi carefully not to enter L5.



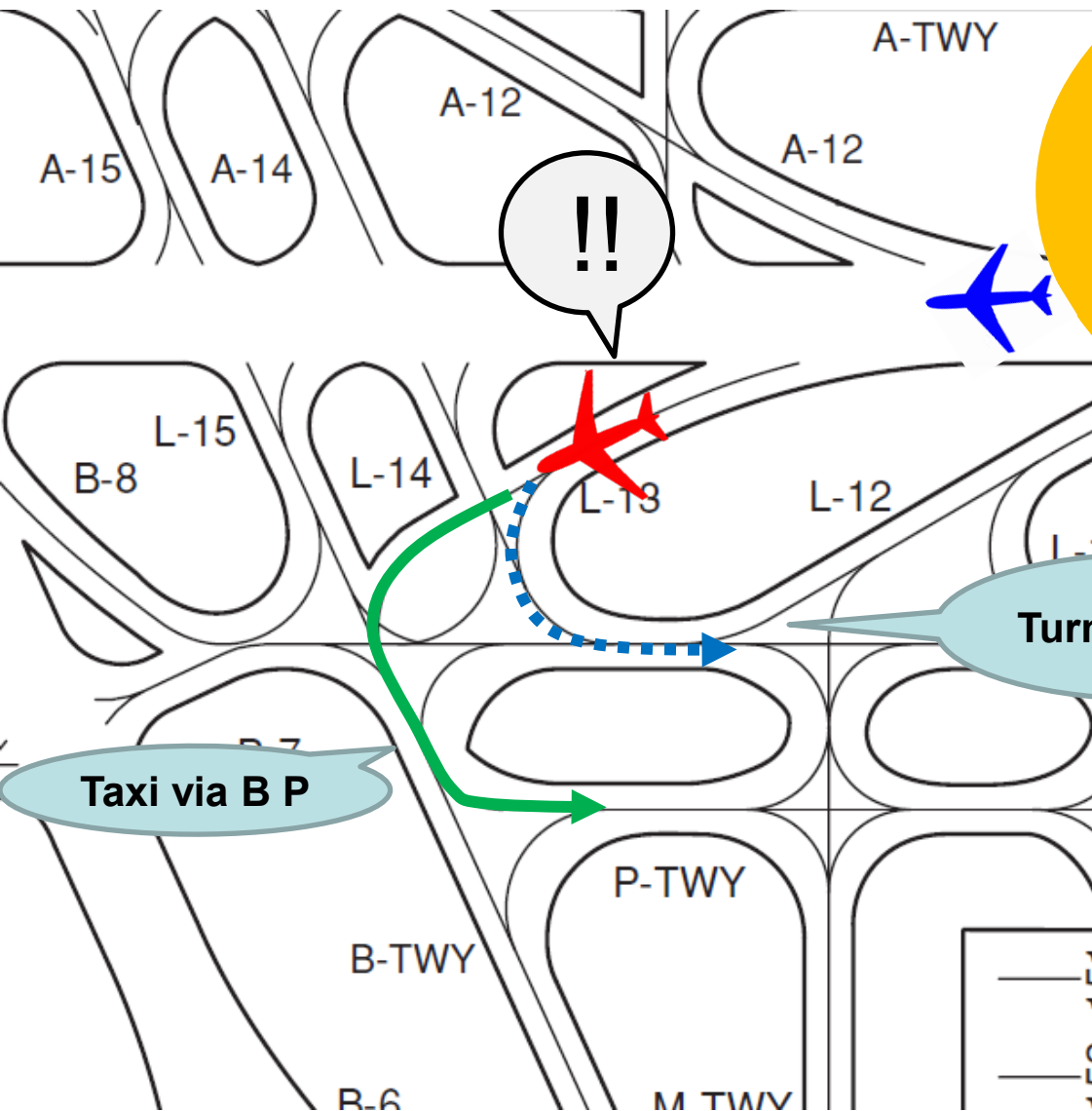
NO ENTRY marking and Surface Painted Markings are installed so as not to enter L5 by mistake. Pay attention for this marking, especially during the night and rain condition.

6. ③ Do not miss L15



When you are
taxing on L
northbound, be
careful not to
miss L15.

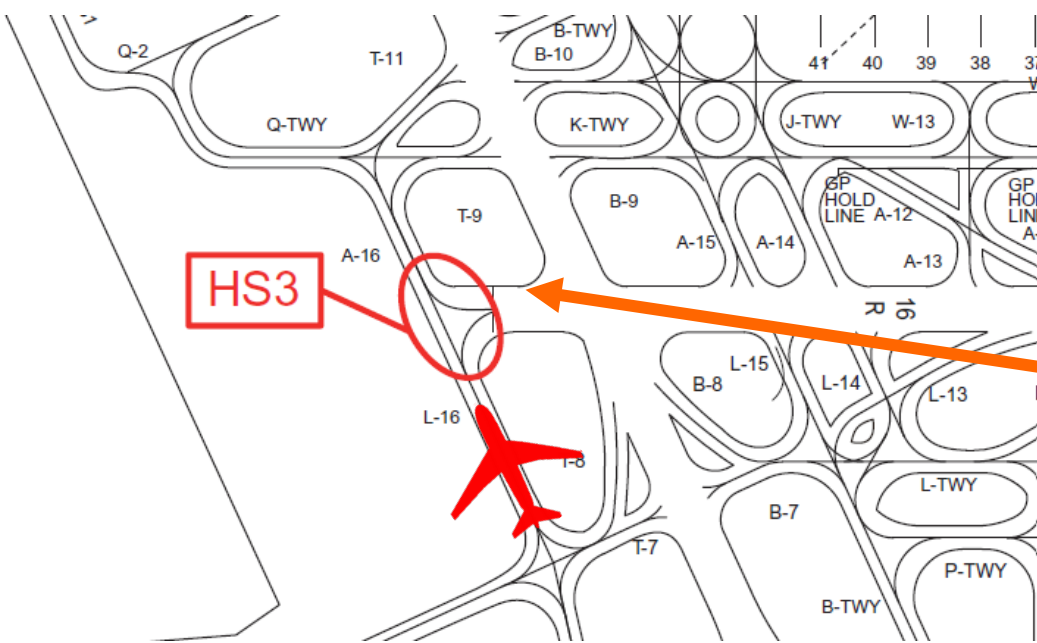
RWY22 is in use for
departure or arrival.
There is a risk of
Runway incursion.



When you are instructed to taxi via B P after vacating from L13, please enter to B smoothly.

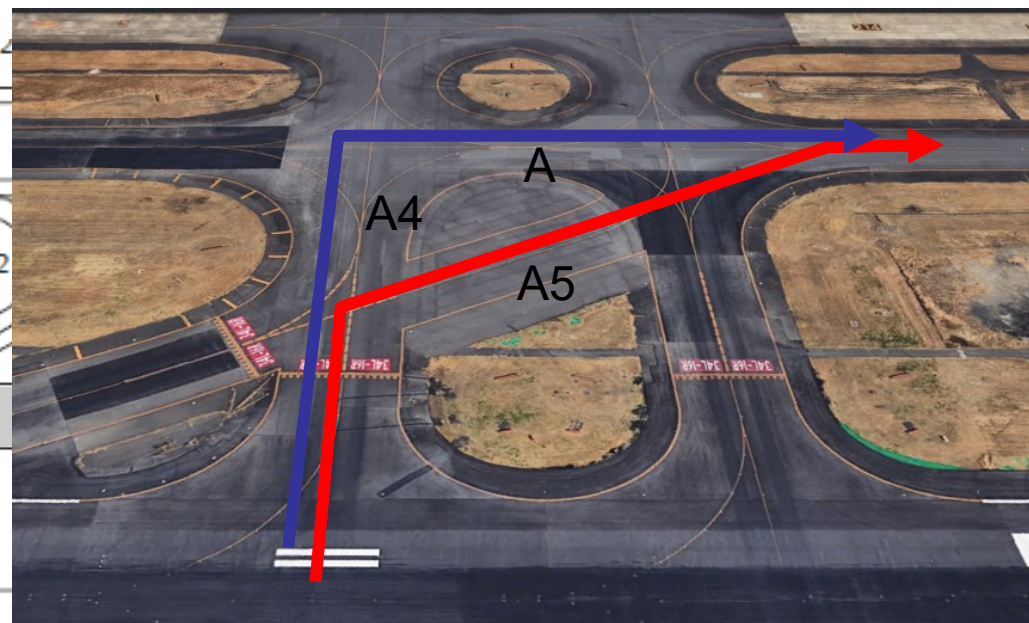
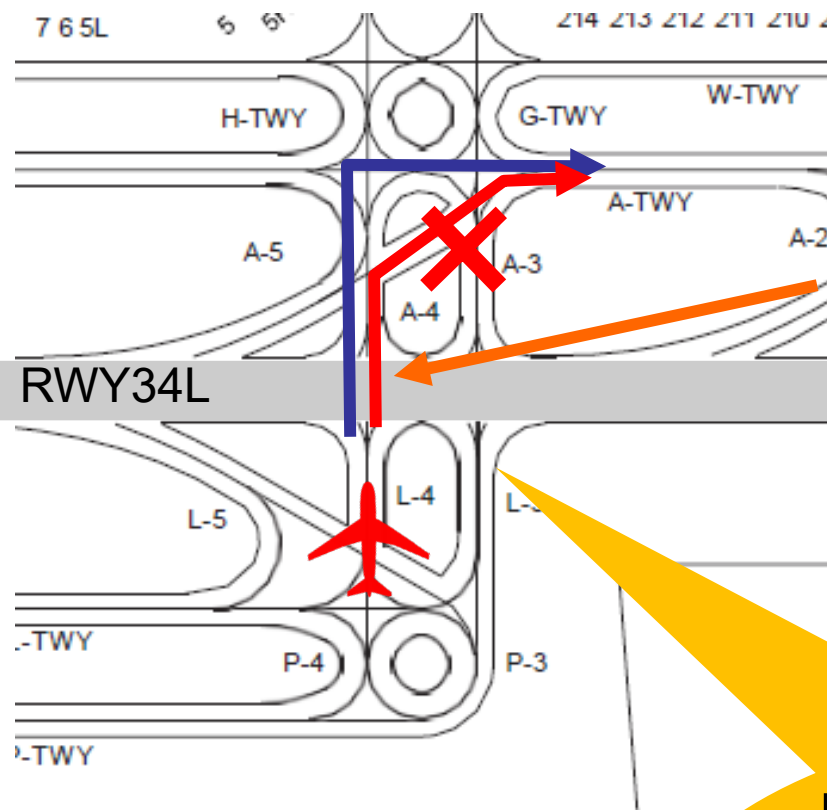
Please cooperate for reducing Runway occupancy time!!

6. ⑤ ATC authorization shall be required for crossing the runway



Runway holding position markings
are installed.
ATC authorization shall be required
for crossing the runway.

6. ⑥ Which taxiway is A?



**Just after crossing RWY34L,
taxiway divides into A5 and A4.
Please follow BLUE line showed
above to enter A.
Be careful not to enter A5.**

TIA Runway Safety Hazard Map

Tokyo International Airport Runway Safety Team

Ver 2024.08.23

【T11 → A16】①
Slope inclined downward toward RWY16R/34L.

【T11 → RWY04/22 → B10】②
Right turn while crossing RWY04/22.



HS 【L16 - RWY16R/34L - A16】
Runway holding position markings are installed. ATC authorization shall be required for crossing the runway.



【L → L15】
Caution not to miss the turn onto L15 and enter B8, while taxiing north on TWY L.



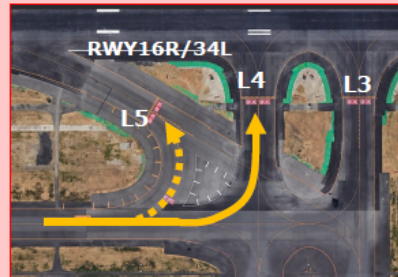
HS 【B7 → L】
Pilots sometimes confuse L with L13 while taxiing from B7 to L. Do not enter L13.



HS 【U4 → B-TWY】
Pilots sometimes confuse B with B6 while taxiing from U4 to B. Do not enter B6.



HS 【L5, L4】
Pilots sometimes confuse L4 with L5 while taxiing from L to L4. Do not enter L5.



【A4, A5】
When vacating from A5, turn left A4 for TWY H, continue A5 for TWY G.



【L3, L4】
Caution misunderstanding RWY cross instructions issued to other aircraft. There may be more than 2 aircrafts waiting to cross RWY16R/34L.

