



ULUSLARARASI TEMSİL IFALPA BELGESİ

Belge: NEW APPROACHES FOR HANEDA

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SAFETY BULLETIN

21SAB17

15 December 2021

New Approaches for Haneda

NOTE

This paper supersedes 20SAB01 of the same name.

BACKGROUND

The new RNAV approaches for Runways 16R&L at Tokyo/Haneda airport have been implemented since March 2020. These approaches are set at 3.45° angle and used exclusively. However, the PAPIs for both of these runways are set at 3° which are to be used for standard 3° approaches. As of 2 December 2021, in addition to the existing 3° PAPI, a new set of PAPI angled at 3.25° have been installed for the following reason.

In advance to the implementation of the RNAV approaches, Japan Civil Aviation Bureau (JCAB) received requests from both domestic and foreign carriers to install a new set of PAPI for the purpose of facilitating 3.45° approach path.

JCAB also received feedbacks from the pilots who flew those approaches and operators after implementation of the new RNAV approaches and recognized their needs for the visual aids which will provide support not only for the 3.45° RNAV approaches but also for the “tailored approaches” preferred to be used during hot temperatures. For this, the JCAB has decided to install 3.25° PAPIs to provide visual assistance for both operations.

PAPI Operation as of 2 December 2021 at Tokyo/Haneda RWY 16R/L

Two PAPIs will be installed for each runway emitting different angles independently. Similar operations are conducted at airports in different parts of the world, such as Frankfurt/Main runway 07L/25R, but the PAPI angles coincide to each type of approaches.

The following is information written in the AIP issued by JCAB:

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(1) When RNAV(GNSS) RWY16R&L are in operation, 3.25° PAPI will be emitted and 3°PAPI will be not be emitted, (Diagram 1).

DIAGRAM1

(2) The on-course sector for a 3.25° PAPI is set between 3.0° and 3.5°, (Diagram 2).

DIAGRAM 2

(3) 3° PAPI and 3.25° PAPI will not be emitted simultaneously.

(4) A changeover between 3.0° PAPI and 3.25° PAPI will be accomplished before an aircraft reaches 5NM from runway threshold.

(5) When the pilot is uncertain of the PAPI angle in operation, pilot should contact ATC for confirmation.

PILOT: CONFIRM PAPI ANGLE ATC: PAPI ANGLE 3.0/3.25

(6) When ATC intend to carry out a changeover between 3.0° PAPI and 3.25° PAPI in response to a change in approach procedure, ATC will inform pilots as necessary.

ATC: PAPI ANGLE CHANGE TO 3.0/3.25

Procedures for responding to 3.25° PAPI outage

In case of 3.25° PAPI outages due to system failure, 3.0° PAPI will be emitted as an alternative guidance. ATC will inform pilots about PAPI conditions as necessary.

ATC: 3.25 PAPI UNSERVICEABLE (DUE TO TROUBLE)” ATC: ALTERNATE PAPI ANGLE 3.0 AVAILABLE”

NOTE

When approach procedures other than RNAV(GNSS) RWY16R/16L are in operation, 3.25° PAPI will not be emitted as an alternative guidance even if 3.0° PAPI becomes unserviceable due to system failure.

QUESTIONS & ANSWERS TO JCAB FROM ALPA JAPAN

Q Can both PAPIs be emitted at the same time? A They CANNOT be emitted simultaneously by the system.

Q How can pilots find out which PAPI is emitted? A Basically, when ILS is in operation, 3°PAPI will be used and when RNAV(GNSS) is in operation, 3.25° PAPI will be used. If other than this operation is conducted due to maintenance reasons, it will be notified in ATIS. Cf. AIP RJTT (Tokyo/Haneda) AD2.20 “LOCAL TRAFFIC REGULATIONS” published by JCAB.

Q Can pilot request for 3°/3.25° PAPI? A To avoid human error for both ATCO and Pilot, it will not be accepted.

Q How is the changeover of PAPI be conducted, manually or automatically? A Manually

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CONSIDERATIONS

(from original Safety Bulletin 20SAB01)

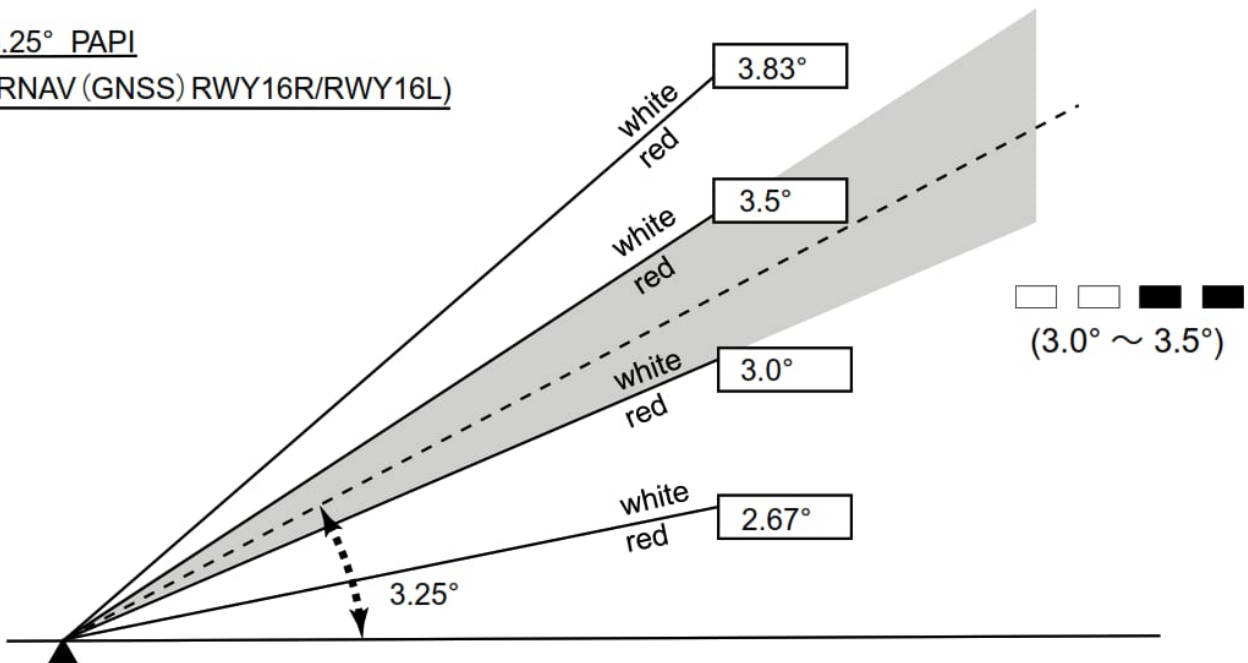
- Briefings should include energy management and configuration. The effect of temperature on the glide path should also be considered. Simulator trials show that gear down and landing flaps before the FAF allow for the best energy management on the final approach path.
- Brief the possibility of GPWS “Sink Rate” warnings and how they will be managed.
- Brief the strong possibility of becoming unstable, even at low altitude and be “go-around”-minded.
- At all times during the approach, but particularly during final approach, be aware of the thrust status of the aircraft as the engines may need to spool up from idle thrust. This will be particularly important during wind shear conditions.
- Avoid the temptation to “dive” for the correct PAPI indications. This may generate a GPWS warning and possibly destabilize the aircraft.
- Brief the flare technique and consider the impact of flaring too early or too late.
- With a reduced Landing Distance Available, the briefing should mention the scenario of a long landing.
- Consider carrying extra fuel due to the probability of having to go-around from the RNP approach and the significant holding if the ILS is required.

ALPA Japan will continue to monitor the situation as foreign traffic is gradually increasing to operate into Tokyo/Haneda. If you have any questions or concerns, please contact ALPA Japan at airport@alpajapan.org

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3.25° PAPI

(RNAV (GNSS) RWY16R/RWY16L)

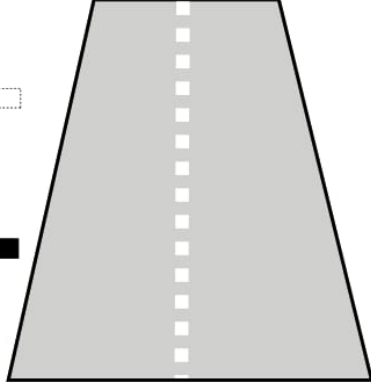


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RNAV (GNSS) RWY16R/RWY16L

3.0° PAPI
□ □ □ □
(turn off)

3.25° PAPI
□ □ ■ ■
(turn on)



Other Approach Procedure
for RWY16R/RWY16L

3.0° PAPI
□ □ ■ ■
(turn on)

3.25° PAPI
□ □ □ □
(turn off)

