



[OFP]

CY8103 15OCT2026 PANC-RJAA A35K DACYA RELEASE 2029 15OCT26
OFP 1 TED STEVENS ANCHORAG-NARITA INTL
WX PROG 1521 1600 1603 1606 OBS 1512 1512 1512 1512

ATC C/S CYB8103 PANC/ANC RJAA/NRT CRZ SYS CI 200
15OCT2026 DACYA 2130/2137 0446/0455 GND DIST 3060
A350-1000 / TRENT XWB-97 STA 0420 AIR DIST 3406
CTOT:.... G/C DIST 2977

MAXIMUM TOW 322000 LAW 236000 ZFW 223000
ESTIMATED TOW 242514 LAW 198978 ZFW 189320
AVG WIND 257/054
AVG W/C M048
AVG ISA P006
AVG FF KGS/HR 6081
FUEL BIAS P00.0
TKOF ALTN

ALTN RJGG
FL STEPS PANC/0360/HAVAM/0380/ISMAV/0400

DISP RMKS LOAD DISTRIBUTION ECO 310 BUS 13 FIRST 7 BAG 5238

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP NRT 43536 0709
CONT 5% 2177 0021
ALTN NGO 5006 0053
FINRES 2475 0030

MINIMUM T/OFF FUEL 53194 0853

EXTRA 0 0000

T/OFF FUEL 53194 0853
TAXI ANC 600 0007

BLOCK FUEL ANC 53794
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 7481
TRIP+TAXI 44136

NO TANKERING RECOMMENDED (P)

I HEREWITH CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING
ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT
INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT
FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: PRISCILLA MAXWELL PIC NAME: ., ...

TEL: +1 800 555 0199 PIC SIGNATURE:



ALTERNATE ROUTE TO:								FINRES		2475	
APT	TRK	DST	VIA					FL	WC	TIME	FUEL
RJGG/36	253	278	PIGOK2	PIGOK	Y50	OLTOM	OLTOMS	340	M046	0053	5006
RJSF/01	001	160	TETRA8	KIMIN	DCT	DAIGO	SOUMAS	190	M002	0033	3173

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
PANC/07L DCT NODLE R220 NICH0 M523 IPGUD Y802 OLDIV Y809 SUPOK
SUPOKE RJAA/34L

DEPARTURE ATC CLEARANCE:

.
.
.

OPERATIONAL IMPACTS

WEIGHT CHANGE	UP	1.0	TRIP	P	0288	KGS	TIME	P	0000
WEIGHT CHANGE	DN	1.0	TRIP	M	0113	KGS	TIME	P	0000
FL CHANGE	UP	FL1	NOT AVAILABLE						
FL CHANGE	DN	FL1	TRIP	P	0774	KGS	TIME	P	0000
FL CHANGE	DN	FL2	TRIP	P	2045	KGS	TIME	M	0000
SPD CHANGE	CI	0	TRIP	M	0401	KGS	TIME	P	0003
SPD CHANGE	CI	400	TRIP	P	0081	KGS	TIME	M	0001

-----
ATIS:.
.-----
RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	2130Z/1330L	2130Z/1330L	Z
OFF	2137Z/1337L	2137Z/1337L	Z
ON	0446Z/1346L	0411Z/1311L	Z
IN	0455Z/1355L	0420Z/1320L	Z
BLOCK TIME	0725	0650	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	330		.....	
BAG/CARGO	8.3		.....	
PAYLOAD	34.3		.....	
ZFW	189.3	223.0	.....	
FUEL	53.8	90.8	.....	POSS EXTRA 37.0
TOW	242.5	279.5	LDG.....	
STAB TRIM			.....	
LAW	199.0	236.0	.....	

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 13400 FEET AT NODLE///MXSHR 06 AT HAVAM

AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
TED STEVENS PANC	N6110.4 W14959.9	0000	...	81	261 277 3060	514	P045		53.2	0.6
DCT NODLE NODLE	N6117.0 W15200.0	0013	...	249 134 81	258 270 2979	.79 514	111/046 P045	M42 M07 300	49.9	3.9
R220 T O C	N6115.4 W15540.4	0012	...	360 39 106	253 267 2873	.85 489 505	120/018 P016 2	M55 P02 311	48.1	5.7
R220 NICH0 NICH0	N6115.0 W15600.0	0001	...	360 66 9	252 263 2864	.85 489 504	120/018 P015 2	M55 P02 310	48.0	5.8
M523 HABSO HABSO	N6041.9 W16251.3	0025	...	360 29 202	245 254 2662	.85 488 497	121/012 P009 3	M56 P01 311	45.4	8.4
M523 HIRAM HIRAM	N6025.1 W16445.4	0007	...	360 30 59	245 252 2603	.85 493 490	322/007 M003 4	M52 P05 296	44.7	9.1
M523 HUTAN HUTAN	N5954.6 W16745.7	0012	...	360 20 95	244 250 2508	.85 494 485	322/025 M009 1	M51 P06 294	43.4	10.4
M523 HUVK0 HUVK0	N5908.9 W17136.5	0015	...	360 20 126	244 248 2382	.85 494 475	318/045 M019 4	M51 P06 300	41.8	12.0
M523 HOWRR HOWRR	N5839.7 W17353.5	0011	...	360 20 77	244 247 2305	.85 491 456	313/073 M035 3	M54 P03 335	40.7	13.1
M523 HELRI HELRI	N5759.8 W17645.9	0013	...	360 20 99	243 245 2206	.85 489 444	300/069 M045 1	M56 P01 353	39.3	14.5
M523 HAVAM HAVAM	N5627.6 E17742.8	0028	...	360 20 202	240 240 2004	.85 488 435	282/065 M053 6	M57 P00 360	36.5	17.3
M523 HAXIT HAXIT	N5435.5 E17224.6	0029	...	380 20 212	233 231 1792	.85 488 441	254/048 M047 5	M55 P02 350	33.4	20.3



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
M523 HEDMI HEDMI	N5315.6 E16941.5	0017 0303	... ...	380 20 125	245 242 1667	.85 494 441	233/053 M053 4	M50 P07 332	31.7	22.1
M523 HEMVU HEMVU	N5255.9 E16840.9	0005 0308	... ...	380 20 41	244 241 1626	.85 496 440	230/057 M056 4	M48 P09 310	31.2	22.6
M523 HUMSA HUMSA	N5114.8 E16403.5	0027 0335	... ...	380 20 198	242 237 1428	.85 498 444	230/055 M054 1	M46 P11 292	28.5	25.3
M523 HIXOR HIXOR	N4950.9 E16046.0	0020 0355	... ...	380 20 151	241 235 1277	.85 502 448	236/054 M054 2	M43 P14 284	26.4	27.4
M523 HARKI HARKI	N4921.4 E15941.1	0007 0402	... ...	380 20 51	239 233 1226	.85 503 439	240/064 M064 2	M43 P14 278	25.7	28.1
FUKUOKA FIR -RJJJ	N4920.9 E15940.8	0000 0402	... ...	0	1226					
M523 IGPAK IGPAK	N4552.5 E15321.8	0046 0448	... ...	380 20 330	236 228 896	.85 502 433	248/071 M069 4	M44 P13 283	21.1	32.7
M523 ISMAV ISMAV	N4204.0 E14750.9	0048 0536	... ...	380 20 330	232 224 566	.85 497 408	255/098 M089 1	M49 P08 332	16.4	37.4
M523 IPGUD IPGUD	N3836.8 E14338.8	0043 0619	... ...	400 20 283	194 186 283	.85 489 400	259/104 M089 1	M55 P02 385	12.4	41.4
Y802 OATIS OATIS	N3749.0 E14332.4	0006 0625	... ...	400 20 48	217 209 235	.85 485 443	260/110 M042 0	M58 M01 451	11.8	42.0
Y802 VESET VESET	N3722.7 E14314.0	0005 0630	... ...	400 20 30	217 208 205	.85 485 408	258/107 M077 0	M58 M01 455	11.4	42.4
Y802 UGTAN UGTAN	N3634.5 E14241.1	0008 0638	... ...	400 20 55	216 208 150	.85 485 410	258/106 M075 1	M58 M01 455	10.7	43.1
Y802 T O D	N3620.5 E14231.7	0002 0640	... ...	400 20 16	215 208 134	.85 486 409	256/106 M077 0	M58 M01 477	10.4	43.3



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN
Y802 NOGIX NOGIX	N3610.9 E14225.2	0002 0642	... ...	367 20 11	234 226 123	.85 419	255/100 M074	M52 P05 474	10.4	43.4
Y802 OLDIV OLDIV	N3547.6 E14155.1	0007 0649	... ...	264 20 34	270 262 89	.76 404	258/073 M064	M28 P10 474	10.3	43.5
Y809 LESP0 LESP0	N3546.6 E14145.6	0001 0650	... ...	239 20 8	276 268 81	.72 392	257/055 M055	M24 P09 474	10.2	43.6
Y809 SUPOK SUPOK	N3546.2 E14128.2	0003 0653	... ...	197 20 14	275 267 67	.66 374	264/042 M042	M15 P09 481	10.2	43.6
SUPOKE PLOKY PLOKY	N3545.5 E14104.0	0004 0657	... ...	136 21 20	275 267 47	.58 349	267/028 M028	M01 P11 482	10.1	43.7
SUPOKE UNARI UNARI	N3545.2 E14057.6	0001 0658	... ...	121 21 5	223 215 42	.57 345	265/023 M023	01 P10 482	10.0	43.7
SUPOKE CORG1 CORG1	N3538.5 E14051.6	0001 0659	... ...	097 20 8	223 215 34	.45 284	264/015 M010	05 P09 482	10.0	43.8
SUPOKE ELGAR ELGAR	N3531.5 E14045.5	0002 0701	... ...	070 22 9	316 308 25	.43 278	272/008 M004	09 P08 482	10.0	43.8
SUPOKE NARITA RJAA	INTL N3545.9 E14023.1	0008 0709	... ...	25					9.7	44.1

-----
WIND INFORMATION

CLIMB

350 117/023 -55
310 103/039 -55
200 128/041 -30
150 140/040 -20
100 137/032 -10

T O C

400 150/014 -51
380 135/015 -52
360 120/018 -55
340 110/021 -58
320 104/027 -56

NICH0

400 150/014 -51
380 135/015 -52
360 120/018 -55
340 110/021 -58
320 104/027 -56

HABSO

400 305/006 -52
380 309/003 -53
360 118/004 -56
340 120/011 -59
320 131/017 -57

HIRAM

400 319/017 -51
380 318/014 -51
360 322/007 -52
340 057/001 -54
320 164/015 -55

HUTAN

400 316/029 -51
380 319/027 -51
360 321/025 -51
340 324/023 -51
320 323/020 -51

HUVKO

400 314/056 -52
380 316/062 -52
360 317/070 -52
340 318/079 -53
320 319/085 -51

HOWRR

400 310/059 -53
380 312/066 -54
360 312/073 -54
340 313/079 -54
320 314/087 -51

HELRI

400 298/062 -55
380 299/066 -56
360 299/068 -56
340 299/070 -56
320 298/070 -52

HAVAM

400 271/050 -57
380 270/051 -57
360 262/060 -57
340 257/070 -56
320 259/065 -51

HAXIT

420 248/044 -52
400 244/043 -51
380 238/045 -52
360 227/055 -53
340 219/066 -55

HEDMI

420 240/054 -50
400 236/057 -49
380 231/060 -49
360 221/062 -50
340 212/066 -52

HEMVU

420 237/052 -49
400 235/054 -48
380 230/057 -48
360 220/060 -48
340 212/065 -49

HUMSA

420 236/050 -47
400 235/051 -45
380 234/052 -44
360 235/055 -44
340 236/059 -44

HIXOR

420 244/054 -46
400 241/055 -44
380 239/057 -43
360 240/061 -43
340 242/064 -43

HARKI

420 244/063 -47
400 242/063 -45
380 241/064 -43
360 242/069 -44
340 244/074 -44

IGPAK

420 250/071 -48
400 252/078 -47
380 254/086 -47
360 255/095 -47
340 257/104 -47

ISMAV

420 259/100 -54
400 258/102 -53
380 258/104 -52
360 259/104 -51
340 259/104 -50

IPGUD

440 260/104 -59
420 259/106 -58
400 259/108 -57
380 259/109 -55
360 261/110 -52

OATIS

440 261/111 -62
420 260/111 -60
400 260/110 -58
380 260/110 -55
360 262/111 -52

VESET

440 261/106 -61
420 259/106 -60
400 258/106 -58
380 258/106 -55
360 258/105 -51

UGTAN

440 261/106 -61
420 259/106 -60
400 258/106 -58
380 257/106 -55
360 258/105 -51

T O D

440 258/104 -63
420 257/105 -60
400 256/106 -58
380 256/105 -55
360 256/098 -51

DESCENT

350 255/093 -49
310 257/087 -39
200 263/042 -15
150 267/033 -03
100 264/016 +05



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF PAZAZQZX RJJJZQZX
152029 CYULSBFP
(FPL-CYB8103-IS
-A35K/H-SDE2E3GHIJ1J3J4J5LM10RWXY/LB1D1
-PANC2130
-N0489F360 DCT NODLE R220 NICH0 M523 HAVAM/N0488F380 M523
ISMAV/N0489F400 M523 IPGUD Y802 OLDIV Y809 SUP0K SUP0KE
-RJAA0659 RJGG RJSF
-PBN/A1B1C1D1L101S2 D0F/261015 REG/DACYA EET/RJJJ0402 CODE/AC1248
RVR/550 OPR/CY PER/D CS/CYBER IVAOVA/CYB RMK/TCAS CYBER AIR)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O CY8103 PANC/RJAA



[Runway Analysis]

TAKEOFF AND LANDING REPORT CY 8103 PANC-RJAA 15OCT26
TLR-1 SEQ-189880247 15OCT26 2029Z
A/C D-ACYA A350-1000 TRENT XWB-97 BEW/CG 155000/.....

/// TAKEOFF DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRTW	FLP	MT	V1	VR	V2	PTOW	MFPTW	LIMIT
PANC	07L	6.0	324M08	29.17	3015	1	52	49	49	58	2425	2795	FLD

RMKS FLEX - SEL TEMP 52
BLEEDS ON

RWY	OAT	WIND	QNH	MRTW	FLP	V1	VR	V2	PWR	CONFIG/CONDITION
-----	-----	------	-----	------	-----	----	----	----	-----	------------------

RWY	ACARS	LENGTH	PMTOW	NOTES
07L		10600	3015	ILS 109.90
07R		10900	3065	ILS 111.30
15		10865	2804	ILS 111.75
25L		12400	3220	
25R		10600	3065	
33		10865	3161	

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
07L	3112	61	FLEX - BLEEDS ON	1	150	150	157	FLD
07R	3152	63	FLEX - BLEEDS ON	1	151	151	158	FLD
15	3082	59	FLEX - BLEEDS ON	1	147	150	157	FLD
25L	3220	66	FLEX - BLEEDS ON	1	153	153	159	AFM
25R	3035	56	FLEX - BLEEDS ON	1	150	150	157	FLD
33	3084	59	FLEX - BLEEDS ON	1	150	150	157	FLD

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
07L	3112	57	FLEX - BLEEDS ON	1	152	152	159	FLD
07R	3152	59	FLEX - BLEEDS ON	1	152	153	159	FLD
15	3082	55	FLEX - BLEEDS ON	1	149	152	159	FLD
25L	3220	62	FLEX - BLEEDS ON	1	153	153	159	AFM
25R	3035	53	FLEX - BLEEDS ON	1	151	152	159	FLD
33	3084	55	FLEX - BLEEDS ON	1	152	152	159	FLD

RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT
07L	3009	54	FLEX - BLEEDS ON	1	144	149	157	FLD
07R	3057	57	FLEX - BLEEDS ON	1	145	150	157	FLD
15	2999	52	FLEX - BLEEDS ON	1	141	149	157	FLD
25L	3162	63	FLEX - BLEEDS ON	1	146	154	159	FLD
25R	2936	51	FLEX - BLEEDS ON	1	144	149	157	FLD
33	2980	52	FLEX - BLEEDS ON	1	145	150	157	FLD



```
----- WET RWY - PTOW PLUS 6000 - CALM WIND - ENG A/I ON -----
RWY      MTOW MT CONFIG      FLP  V1  VR  V2  LIMIT
07L      3009 50 FLEX - BLEEDS ON      1 146 151 159 FLD
07R      3057 52 FLEX - BLEEDS ON      1 147 151 159 FLD
15       3126 57 FLEX - BLEEDS ON      2 139 156 161 FLD
25L      3162 60 FLEX - BLEEDS ON      1 147 155 161 FLD
25R      3050 54 FLEX - BLEEDS ON      2 141 147 154 FLD
33       3096 55 FLEX - BLEEDS ON      2 143 148 154 FLD
```

/// LANDING DATA ///

```
APT  PRWY  POAT PWIND  PQNH  PMRLW  FLP  PLDW  LIMIT
RJAA 34L   16.0 008M08 1020  2360  FULL 1990  AFM
```

RMKS NONE

```
-----
RWY      OAT  WIND  QNH  MRLW  FLP VREF  PWR CONFIG/CONDITION
-----
RWY      ACARS  LENGTH PMRLW NOTES
16L      8202  2360 ILS 110.70
16R      13123 2360 ILS 111.50
34L      13123 2360 ILS 111.90
34R      8202  2360 ILS 110.90
-----
```

```
----- FLAPS FULL - PACKS ON - NO ENROUTE ICING -----
DRY RWY / WET RWY
      16L      16R      34L      34R
      8202 FT  13123 FT  13123 FT  8202 FT
OAT   2360A/2360A 2360A/2360A 2360A/2360A 2360A/2360A
11    2360A/2360A 2360A/2360A 2360A/2360A 2360A/2360A
/ 16  2360A/2360A 2360A/2360A 2360A/2360A 2360A/2360A
21    2360A/2360A 2360A/2360A 2360A/2360A 2360A/2360A
HW/10KT 0/ 0      0/ 0      0/ 0      0/ 0
TW/10KT 0/ -360   0/ 0      0/ 0      0/ -364
```

```
----- LANDING DISTANCE - FLAPS FULL - MAX MANUAL BRAKING -----
      ACTUAL      FACTORED
LDW  VREF  DRY  WET  DRY  WET
1950 131   4440 5328 5731 6752
1980 132   4484 5380 5795 6826
/ 2010 133  4531 5438 5864 6906
2040 134   4586 5503 5940 6995
2070 135   4642 5570 6017 7085
HW/KT -27   -33  -31  -38
TW/KT 81    97   114  132
```

END TAKEOFF AND LANDING REPORT CY 8103 PANC-RJAA 15OCT26

**[Airport WX List]**

PANC --> RJAA CY 8103 / 15OCT2026
LIDO/WEATHER SERVICE DATE : 15Oct2026 TIME : 20:29 UTC

AIRMETs:
No Wx data available

SIGMETs:
No Wx data available

Tropical Cyclone SIGMETs:
No Wx data available

Volcanic Ash SIGMETs:
No Wx data available

Departure:
PANC/ANC TED STEVENS ANCHORAGE INTL
SA 151953 34008KT 10SM BKN065 OVC090 06/M01 A2917 RMK A02 SLP880
T00611006 \$
FT 151723 1518/1624 36010KT P6SM VCSH BKN080
FM152200 01009KT P6SM -RA FEW025 BKN045
FM160300 15007KT P6SM VCSH FEW025 BKN050
FM161200 17003KT P6SM OVC080

Destination:
RJAA/NRT NARITA INTL
SA 152000 AUTO 33006KT 9999 SCT037 BKN042 BKN047 16/14 Q1020
NOSIG
FT 151705 1518/1700 36008KT 9999 FEW012 BKN020
BECMG 1606/1609 13006KT
BECMG 1612/1615 01012KT
TEMPO 1615/1618 4000 BR

Destination Alternates:
RJGG/NGO CHUBU CENTRAIR INTL
SA 152000 AUTO 35012KT 9999 NCD 16/12 Q1021 NOSIG
FT 151705 1518/1700 36012KT 9999 FEW030

RJSF/FKS FUKUSHIMA
SA 152000 AUTO VRB01KT 9999 NCD 12/10 Q1021
FT 151705 1518/1700 14004KT 9999 FEW012 BKN020
BECMG 1600/1602 35010KT

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2610152130 - 2610160848 STD(EOBT)+TRIP+ALTN+3HRS
CY 8103 /15OCT OFP-NR: 1
ROUTE: PANC - RJAA ALTN: RJGG RJSF
N0489F360 DCT NODLE R220 NICH0 M523 HAVAM/N0488F380 M523
ISMAV/N0489F400 M523 IPGUD Y802 OLDIV Y809 SUPOK SUPOK

=====

DEPARTURE AIRPORT - DETAILED INFO

=====

PANC/ANC TED STEVENS ANCHORAGE INTL

+++++ AIRPORT +++++

A6039/26 VALID: 15-OCT-26 1630 - 16-OCT-26 0200

TWY E3 BTN NORTH TERMINAL APN SPOT N6 AND TWY E CLSD

A6040/26

AD AP ALL SFC WIP SN REMOVAL TRAINING

A6033/26

TWY S CLSD TO BACK TAXI ON RWY 15

A6024/26

TWY R CL LGT BTN RWY 07L/25R AND RWY 07R/25L U/S

A5776/26

TWY E3 BTN TWY N6 AND TWY M CLSD TO ACFT WINGSPAN MORE THAN 118FT

A5760/26

ODP TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. TAKEOFF MINIMUMS
AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8... DEPARTURE PROCEDURE
NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,
ENA **VOR OUT OF SERVICE.**

09/251

AIRSPACE UAS WI AN AREA DEFINED AS .1NM RADIUS
611019N1495456W (TED066001) SFC-200 FT AGL

A5714/26

TWY E BTN TWY L AND TWY M CLSD

09/265

TWY E SFC MARKINGS BTN TWY E3 AND TWY M NOT STD

09/263

TWY M TWY DIRECTION SIGN BTN TWY E AND TWY G1
MISSING

09/262

TWY E LOCATION SIGN BTN REMOTE APN SPOT R11 AND
REMOTE APN SPOT R12 MISSING

09/261

TWY L LOCATION SIGN EAST SIDE BTN TWY E AND TWY G1
NOT STD

09/260

APRON REMOTE APN SPOT R10, REMOTE APN SPOT R8 CL
MARKINGS NOT STD

A5598/26

TWY J STOP BAR LGT U/S

08/261

TWY E LOCATION SIGN SOUTH SIDE BTN RWY 07R/25L AND
TWY Z MISSING

A5138/26

TWY S BTN ALASKA CARGO PORT SOUTH RAMP AND EVERTS AIR CARGO HANGAR
RAMP **WIP** CONST ADJ NORTH SHOULDER

**A4378/26**

TWY J RUNUP AREA EDGE LGT U/S

A4182/26

SVC AUTOMATED SURFACE OBSERVING SYSTEM TEL CHG TO 907-560-7681

A4115/26

TWY Q, TWY R BTN ALASKA CARGO PORT RAMP AND TWY Q CLSD

+++++ RUNWAY +++++

A5722/26

RWY 15 SEQUENCED FLG LGT U/S

+++++ SID +++++

A5762/26

SID TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. TURNAGAIN EIGHT DEPARTURE... DEPARTURE PROCEDURE **DME** REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ENA **VOR** OUT OF SERVICE.

A3696/25

ANC SID TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK.

TURNAGAIN EIGHT DEPARTURE...

DEPARTURE PROCEDURE **DME** REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

ENA **VOR** 348-015 BEYOND 20NM **UNUSABLE** ALL ALTITUDES.

+++++ APPROACH PROCEDURES +++++

A5778/26

IAP TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. **ILS** OR **LOC RWY 7L**, AMDT 5... **ILS** OR **LOC RWY 7R**, AMDT 5... **ILS RWY 7L** (SA CAT I-II), AMDT 5... **ILS RWY 7R** (SA CAT I), AMDT 5... **ILS RWY 7R** (CAT II-III), AMDT 5... RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ENA **VOR** OUT OF SERVICE.

A4415/26

IAP TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. **ILS** OR **LOC RWY 7R**, AMDT 5A... **ILS RWY 7R** (SA CAT I), AMDT 5A... **ILS RWY 7R** (CAT II-III), AMDT 5A ... MISSED APPROACH: CLIMB TO 780 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND ON TED **VOR/DME** R-210 TO JUKEP/TED 15.00 **DME** AND HOLD. (TACAN AIRCRAFT CLIMB TO 780 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND EDF **TACAN** R-213 TO JUKEP/EDF 22.63 **DME** AND HOLD; HOLDING, NE, RT, 212.63 INBOUND).

A4414/26

IAP TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. **ILS** OR **LOC RWY 7L**, AMDT 5A... **ILS RWY 7L** (SA CAT I-II), AMDT 5A ... MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND TED **VOR/DME** R-210 TO JUKEP/TED 15.00 **DME** AND HOLD. (TACAN AIRCRAFT CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND EDF **TACAN** R-213 TO JUKEP/EDF 22.63 **DME** AND HOLD; HOLDING, NE JUKEP/EDF 22.63 **DME**, RT, 212.63 INBOUND).

A4412/26

IAP TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. **ILS** OR **LOC RWY 7R**, AMDT 5A... MISSED APPROACH: CLIMB TO 780 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND ON TED **VOR/DME** R-210 TO JUKEP/TED 15.00 **DME** AND HOLD. (TACAN AIRCRAFT CLIMB TO 780 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 230 AND EDF **TACAN** R-213 TO JUKEP/EDF 22.63 **DME** AND HOLD; HOLDING, NE, RT, 212.63 INBOUND.

**A4413/26**

IAP TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. **ILS OR LOC RWY 7L**,
AMDT 5A... MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN
TO 3000 ON HEADING 230 AND TED **VOR/DME** R-210 TO JUKEP/TED 15.00
DME AND HOLD. (TACAN AIRCRAFT CLIMB TO 600 THEN CLIMBING RIGHT
TURN TO 3000 ON HEADING 230 AND EDF **TACAN** R-213 TO JUKEP/EDF 22.63
DME AND HOLD; HOLDING, NE JUKEP/EDF 22.63 **DME**, RT, 212.63
INBOUND).

A4189/25

ANC IAP TED STEVENS ANCHORAGE INTL,
ANCHORAGE, AK.
RNAV (GPS) **RWY 7L**, AMDT 3...
LNAV MDA 620/HAT 492 ALL CATS.

A4133/25

ANC IAP TED STEVENS ANCHORAGE INTL,
ANCHORAGE, AK.
RNAV (GPS) Y **RWY 7R**, AMDT 5...
LPV DA 369/HAT 237 ALL CATS.

A4115/25

ANC IAP TED STEVENS ANCHORAGE INTL,
ANCHORAGE, AK.
RNAV (GPS) **RWY 15**, AMDT 3...
LNAV/VNAV MDA 406/HAT 255 ALL CATS.

A4082/25

ANC IAP TED STEVENS ANCHORAGE INTL,
ANCHORAGE, AK.
RNAV (RNP) **RWY 33**, AMDT 1A...
RNP 0.11 DA 465/HAT 344 ALL CATS. RNP 0.20 DA 542/HAT 421 ALL
CATS, VISIBILITY ALL CATS 1 1/4..

A3975/25

ANC IAP TED STEVENS ANCHORAGE INTL,
ANCHORAGE, AK.
ILS OR LOC RWY 7L, AMDT 5...
S-LOC 7L VISIBILITY CATS C/D/E RVR 3500.

+++++ STAR ++++++

A3981/25

ANC STAR TED STEVENS ANCHORAGE INTL, ANCHORAGE,
AK..TAGER NINE ARRIVAL..MC GRATH TRANSITION (MCG.TAGER9) NOT AUTH
EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
MCG **VOR** R-102 **UNUSABLE** BEYOND 20NM.

=====
DESTINATION AIRPORT - DETAILED INFO
=====

RJAA/NRT **NARITA INTL**

+++++ AIRPORT ++++++

A1520/26

VISUAL-DOCKING-GUIDANCE-SYSTEM FOR SPOT 22 **U/S** DUE TO TROUBLE

**A1499/26**

13-16 19-23 26-30 1430/2000

HVY EQPT EXIST ABV TRANSITIONAL SFC FOR **RWY 16L/34R**

1.PSN : BOUNDED BY FLW POINT

354814.73N1402253.42E - 354808.61N1402257.85E -

354807.32N1402255.17E - 354813.44N1402250.74E -

354814.73N1402253.42E

(262M TO 481M BEYOND **RWY 16L** THR AND 125M TO 203M LEFT RCL)

(NARITA-SHI IN CHIBA)

2.NUMBER : MAX 5

3.RMK : WX MNM, INSTRUMENT APCH PROC, SID, STAR NO CHANGE

F) SFC G) 275FT AMSL

A1500/26

13-16 19-23 26-30 0000/1100

HVY EQPT EXIST ABV TRANSITIONAL SFC FOR **RWY 16L/34R**

1.PSN : BOUNDED BY FLW POINT

354812.23N1402256.61E - 354809.10N1402258.88E -

354808.00N1402256.59E - 354811.14N1402254.33E -

354812.23N1402256.61E

(369M TO 481M BEYOND **RWY 16L** THR AND 166M TO 233M LEFT RCL)

(NARITA-SHI IN CHIBA)

2.NUMBER : MAX 5

3.RMK : WX MNM, INSTRUMENT APCH PROC, SID, STAR NO CHANGE

F) SFC G) 162FT AMSL

A1511/26 VALID: 12-OCT-26 2300 - 16-OCT-26 0800

2300/0800

BEYOND VISUAL LINE OF SIGHT UNMANNED ACFT(FIXED WING) :

AREA: BOUNDED BY FLW POINTS

354307N1405211E - 354304N1405324E - 354451N1405403E -

355815N1404547E - 360129N1405245E - 354425N1410307E -

353511N1410000E -

352618N1403227E - 352737N1402638E - 353611N1403313E -

354141N1404900E - 354056N1405239E - 354232N1405313E -

354307N1405211E

(CHOSHI-SHI IN CHIBA)

WT: 52KG

CONTACT INFORMATION: 03-6824-7020

RMK: THIS AREA IS INCLUDED IN KK5-1

F) SFC G) 489FT AMSL

A1510/26OBST LGT **U/S**

TYPE: POWER LINE TOWER

PSN: 355632.6N1402542.1E ELEV: 204FT AMSL

(INASHIKI-SHI IN IBARAKI)

A1481/26

VISUAL-DOCKING-GUIDANCE-SYSTEM FOR SPOT 64, 68, 74, 81, 87, 93, 94, 99

U/S RMK: (1)REF AIP SUP 229/26 ITEM APRON:1

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

A1492/26OBST LGT **U/S**

TYPE: POWER LINE TOWER

PSN: 354729.1N1400722.4E ELEV: 323FT AMSL

(INZAI-SHI IN CHIBA)

A1444/26

1510/2030

TWY A, A1, A3 THRU A10 CLSD DUE TO MAINT

1.EXC ACFT IN AIC 051/19 ITEM 3

2.EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR

**A1446/26**

1510/2030

TWY K(BTN E1 AND K1-HOLD),C(INT OF E1),C(BTN E1 AND P1),E1 **CLSD**
DUE TO MAINT

A1445/26

1410/2030

TWY B,B1 THRU B9,F(BTN F1 AND F3),F(BTN F4 AND F5),F1 THRU F5,
K(BTN B AND B6),C(BTN B AND E1),L(BTN B9 AND U5) **CLSD** DUE TO MAINT

A1428/26

30-OCT 02 05-09 12-16 19-23 26-30 1510/2020

HVY EQPT EXIST ABV APCH SFC FOR **RWY 34L**

1.PSN: BOUNDED BY FLW POINT

354432.91N1402326.38E - 354431.92N1402324.32E -

354434.16N1402322.71E - 354435.15N1402324.77E -

354432.91N1402326.38E (77.5M BFR TO 3M BEYOND **RWY 34L** THR AND 53M
TO 113M LEFT RCL)

(NARITA-SHI IN CHIBA)

2.NUMBER: 1

3.RMK: (1)WX MNM, INSTRUMENT APCH PROC, SID, STAR NO CHANGE

(2)EXC ACFT IN AIC 051/19 ITEM 3

(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR

F) SFC G) 355FT AMSL

A1455/26

30-OCT 02 05-09 13-16 19-23 26-30 1510/2000

HVY EQPT EXIST ABV TRANSITIONAL SFC FOR **RWY 16R/34L**

1.PSN : (1)BOUNDED BY FLW POINT

354444.68N1402315.25E - 354440.43N1402318.32E -

354439.31N1402315.99E - 354443.56N1402312.92E -

354444.68N1402315.25E

(225M TO 377M BEYOND **RWY 34L** THR AND 110M TO 178M LEFT
RCL)

HGT: 270FT AMSL

(2)BOUNDED BY FLW POINT

354444.44N1402311.82E - 354442.26N1402313.39E -

354441.02N1402310.82E - 354443.20N1402309.25E -

354444.44N1402311.82E

(336M TO 414M BEYOND **RWY 34L** THR AND 188M TO 263M LEFT
RCL)

HGT: 236FT AMSL

(3)BOUNDED BY FLW POINT

354441.20N1402311.85E - 354437.07N1402314.84E -

354435.99N1402312.61E - 354437.53N1402311.50E -

354440.76N1402310.92E - 354441.20N1402311.85E

(180M TO 328M BEYOND **RWY 34L** THR AND 238M TO 303M LEFT
RCL)

HGT: 234FT AMSL

(NARITA-SHI IN CHIBA)

2.NUMBER: MAX 5

3.RMK : (1)WX MNM, INSTRUMENT APCH PROC, SID, STAR NO CHANGE

(2)EXC ACFT IN AIC 051/19 ITEM 3

(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR

F) SFC G) 270FT AMSL

**A1456/26**

30-OCT 02 05-09 13-16 19-23 26-30 1510/2000

HVY EQPT EXIST ABV APCH SFC FOR **RWY 34L**

1.PSN : (1)BOUNDED BY FLW POINT

354421.89N1402334.76E - 354419.93N1402336.17E -

354418.71N1402333.63E - 354420.67N1402332.22E -

354421.89N1402334.76E

(477M TO 547M BFR **RWY 34L** THR AND 44M TO 118M LEFT

EXTENDED RCL)

HGT: 179FT AMSL

(2)BOUNDED BY FLW POINT

354421.80N1402337.87E - 354421.08N1402338.40E -

354420.10N1402336.37E - 354420.83N1402335.85E -

354421.80N1402337.87E

(519M TO 545M BFR **RWY 34L** THR AND 37M LEFT TO 22M RIGHT

EXTENDED RCL)

HGT: 184FT AMSL

(3)BOUNDED BY FLW POINT

354418.47N1402337.28E - 354417.27N1402338.15E -

354416.89N1402337.36E - 354417.38N1402335.01E -

354418.47N1402337.28E

(600M TO 643M BFR **RWY 34L** THR AND 43M TO 108M LEFT

EXTENDED RCL)

HGT: 183FT AMSL

(SANBU-GUN IN CHIBA)

2.NUMBER: MAX 5

3.RMK : (1)WX MNM, INSTRUMENT APCH PROC, SID,STAR NO CHANGE

(2)EXC ACFT IN AIC 051/19 ITEM 3

(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR

F) SFC G) 184FT AMSL

A1459/26

30-OCT 02 05-09 13-16 19-23 26-30 1510/2000

HVY EQPT EXIST ABV APCH SFC FOR **RWY 16R**

1.PSN : (1)BOUNDED BY FLW POINT

354644.15N1402158.88E - 354637.08N1402203.99E -

354634.34N1402158.30E - 354641.42N1402153.18E -

354644.15N1402158.88E

(270M TO 523M BFR **RWY 16R** THR AND 106M LEFT TO 60M RIGHT

EXTENDED RCL)

HGT: 230FT AMSL

(2)BOUNDED BY FLW POINT

354646.22N1402157.94E - 354645.14N1402157.89E -

354644.73N1402157.03E - 354645.51N1402156.46E -

354646.22N1402157.94E

(562M TO 590M BFR **RWY 16R** THR AND 75M TO 118M LEFT

EXTENDED RCL)

HGT: 169FT AMSL

(NARITA-SHI IN CHIBA)

2.NUMBER: MAX 5

3.RMK : (1)WX MNM, INSTRUMENT APCH PROC, SID,STAR NO CHANGE

(2)EXC ACFT IN AIC 051/19 ITEM 3

(3)EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR

F) SFC G) 230FT AMSL

A1472/26PALS FOR **RWY 16L** PARTLY **U/S**

RMK: (1)REF AIP SUP 229/26 ITEM RWY:1

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

A1473/26SEQUENCED-FLG-LGT FOR **RWY 16L U/S**

RMK: (1)REF AIP SUP 229/26 ITEM RWY:2

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

**A1474/26**TWY-CL-LGT FOR **TWY A,A2 U/S**

RMK: (1)REF AIP SUP 229/26 ITEM TWY:2

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

A1475/26STOP-BAR-LGT FOR **TWY B1 THRU B9 U/S**

RMK: (1)REF AIP SUP 229/26 ITEM TWY:5

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

A1400/26SPOT 94 **CLSD** DUE TO CONST

EXC ACFT WITH PRIOR PERMISSION

A1430/26TWY-CL-LGT FOR **TWY N2,D1(INT OF M),M(BTN D2 AND H1) U/S** DUE TO CONST**A1397/26**

15 17 23-24 27-OCT 01 04-08 12-15 18-22 25-26, 1500/2000

TWY D2(BTN N2 AND SPOT 706),D2(INT OF N2) CLSD DUE TO CONST**A1390/26**TWY-CL-LGT FOR **TWY D1 U/S** DUE TO TROUBLE**A1346/26****TWY A2 CLSD** DUE TO CONSTRMK: **CLSD** MARKING AND UNSERVICEABILITY LGT INSTL**A1349/26**TWY-CL-LGT FOR **TWY Q6(INT OF Q),Q6,Q7(BTN SPOT 11 AND SPOT 16) U/S** DUE TO CONST**A1261/26**OBST LGT **U/S**

(1)TYPE: POWER LINE TOWER

PSN: 353907.7N1401112.2E ELEV: 347FT AMSL

(YOTSUKAIDO-SHI IN CHIBA)

(2)TYPE: POWER LINE TOWER

PSN: 354124.0N1401134.0E ELEV: 381FT AMSL

(YOTSUKAIDO-SHI IN CHIBA)

RMK:OBST LGT IN PLACE OF OBST DAY MARKING FOR POWER LINE TOWER

(3)TYPE: POWER LINE TOWER

PSN: 354426.0N1400912.0E ELEV: 447FT AMSL

(SAKURA-SHI IN CHIBA)

A1221/26VISUAL-DOCKING-GUIDANCE-SYSTEM FOR SPOT 61,66,71,84,85,88,97 **U/S** DUE TO CONST**A1193/26****RWY** INCURSION WARNING OPERATION **SUSPENDED** DUE TO MAINT**A1190/26**OBST LGT **U/S**

TYPE: POWER LINE TOWER

PSN: 355419.6N1403104.0E ELEV: 253FT AMSL

(KATORI-SHI IN CHIBA)

+++++ RUNWAY +++++

A1483/26GROOVING FOR **RWY 16R/34L** PARTLY ERASED DUE TO CONST

(1)

LEN: 4.5M (BTN 1665.0M AND 1669.5M FM **RWY 34L** THR)

WID: 14.5M (BTN 0.5M AND 15.0M ON THE EAST SIDE OF RCL)

(2)

LEN: 6.0M (BTN 1675.0M AND 1681.0M FM **RWY 34L** THR)

WID: 11.0M (BTN 2.0M AND 13.0M ON THE EAST SIDE OF RCL)

**A1443/26**

1510/2030

RWY 16R/34L CLSD DUE TO MAINT

1.EXC ACFT IN AIC051/19 ITEM3

2.EXC EMERG ACFT WITH PRIOR PERMISSION AT LEAST 1HR BFR

A1442/26

1410/2030

RWY 16L/34R CLSD DUE TO MAINT**A1388/26**GROOVING FOR **RWY 16R/34L** PARTLY ERASED DUE TO CONSTLEN: 35.0M (BTN 14.45M AND 49.45M FM **RWY 34L** THR)

WID: 5.4M (BTN 24.6M AND 30.0M ON THE EAST SIDE OF RCL)

A1306/26GROOVING FOR **RWY 16R/34L** PARTLY ERASED DUE TO CONSTLEN: 10.0M (BTN 22.0M AND 32.0M FM **RWY 34L** THR)

WID: 7.0M (BTN 5.0M AND 12.0M ON THE EAST SIDE OF RCL)

A1275/26GROOVING FOR **RWY 16R/34L** PARTLY ERASED DUE TO CONSTLEN: 21.0M (BTN 274.9M AND 295.9M FM **RWY 16R** THR)

WID: 6.0M (BTN 2.0M AND 8.0M ON THE WEST SIDE OF RCL)

A1205/26GROOVING FOR **RWY 16R/34L** PARTLY ERASED DUE TO CONSTLEN: 10.0M (BTN 229.7M AND 239.7M FM **RWY 16R** THR)

WID: 6.0M (BTN 9.0M AND 15.0M ON THE WEST SIDE OF RCL)

A1179/26GROOVING FOR **RWY 16R/34L** PARTLY ERASED DUE TO CONSTLEN: 25.0M (BTN 241.15M AND 266.15M FM **RWY 16R** THR)

WID: 6.0M (BTN 2.0M AND 8.0M ON THE WEST SIDE OF RCL)

=====

DESTINATION ALTERNATE AIRPORT(S)

=====

RJGG/NGO CHUBU CENTRAIR INTL

+++++ AIRPORT ++++++

G2440/26

11 18 25 1330/2200

TWY A(INT OF B3),A3S,A3,B3,A(INT OF B8),A8,A8N,B8 **CLSD** DUE TO CONST**G2442/26**

11 18 25 1330/2200

TWY-CL-LGT FOR **TWY A3,A5,A6,A8 U/S** DUE TO CONST

RMK: UNSERVICEABLE AREA INCLUDE AIP SUP 225/26

**G2422/26**

02-03 09-11 2100/0836 16-17 23-24 30 2101/0817

MAX 30 HOT AIR BALLOONS:

1.FLT AREA/ALT : BOUNDED BY FLW POINTS

(1)345446N1363653E - 345723N1362502E - 344027N1362142E -
344019N1363211E - 344707N1363220E - 345446N1363653E

/AT OR BLW 4000FT AMSL

(2)345446N1363653E - 344707N1363220E - 344019N1363211E -
345416N1363909E - 345446N1363653E

/AT OR BLW 2000FT AMSL

(SUZUKA-SHI,KAMEYAMA-SHI,TSU-SHI,YOKKAICHI-SHI IN MIE)

(APRX QTE/290DEG 8.0NM FM RJGG ARP)

2.CHARACTERISTICS : DIAMETER/15-20M SHAPE/TEAR-DROP TYPE
TOTAL-WT/APRX 300-600KG COLOR/VARIOUS

3.WX COND : VMC ONLY

4.RMK : THIS AREA IS INCLUDED IN CK1-3

F) SFC G) 4000FT AMSL)

G2401/26

SEP 30-OCT 01 04-08 12-15 2100/2330 18-22 25-29, 2102/2330

MAX 6 HOT AIR BALLOONS:

1.FLT AREA/ALT : BOUNDED BY FLW POINTS

(1)345446N1363653E - 345723N1362502E - 344706N1362301E -
344707N1363220E - 345446N1363653E

/AT OR BLW 4000FT AMSL

(2)345446N1363653E - 344707N1363220E - 344707N1363534E -
345416N1363909E - 345446N1363653E

/AT OR BLW 2000FT AMSL

(SUZUKA-SHI,KAMEYAMA-SHI,TSU-SHI,YOKKAICHI-SHI IN MIE)

(APRX QTE/290DEG 8.0NM FM RJGG ARP)

2.CHARACTERISTICS : DIAMETER/15-20M SHAPE/TEAR-DROP TYPE
TOTAL-WT/APRX 300-600KG COLOR/VARIOUS

3.WX COND : VMC ONLY

4.RMK : THIS AREA IS INCLUDED IN CK1-3

F) SFC G) 4000FT AMSL

G2360/26TWY-CL-LGT FOR TWY A,A1 THRU A4,A6 THRU A10,B2 THRU B10,C7,C9,E4
U/S

RMK: (1)REF AIP SUP 225/26 ITEM TWY:4

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2361/26TWY-CL-MARKING FOR A,A1 THRU A10,B1 THRU B10,C7,C9,E4 PARTLY
ERASED RMK: (1)REF AIP SUP 225/26 ITEM TWY:6

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2363/26TWY-SIDE-STRIPE-MARKING FOR A1,A3S,A3,A8,A8N,A10,B1,B3,B8,B10
TEMPO INSTL

RMK: (1)REF AIP SUP 225/26 ITEM TWY:8

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2365/26

TWY-EDGE-LGT FOR A3S,A3,A8,A8N,B3,B8 TEMPO INSTL

RMK: (1)REF AIP SUP 225/26 ITEM TWY:7

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2366/2630 1500/2200 OCT 01-03 05-10 12-17 19-24 26-27, 1330/2200 28
1330/1500

TWY A(INT OF B3),A3S,A3,B3,A(INT OF B8),A8,A8N,B8 CLSD

RMK: (1)REF AIP SUP 225/26 ITEM TWY:D

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

**G2367/26**

30 1500/2200 OCT 01-03 05-10 12-17 19-24 26-27, 1330/2200 28
1330/1500

TWY-CL-LGT FOR **TWY** A3,A5,A6,A8 **U/S**

RMK: (1)REF AIP SUP 225/26 ITEM TWY:5

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2358/26

TWY A(BTN B1 AND B3),A2,B2,A(BTN B3 AND B5),A4,B4,A(BTN B6 AND B8),A7,B6N,B7,A(BTN B8 AND B10),A9,B9 **CLSD**

RMK: (1)REF AIP SUP 225/26 ITEM TWY:C

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2357/26

RWY-SIDE-STRIPE-MARKING FOR **RWY 18/36** TEMPO INSTL

RMK: (1)REF AIP SUP 225/26 ITEM RWY:2

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2359/26

STOP-BAR-LGT FOR A1 THRU A10 **U/S**

RMK:(1)REF AIP SUP 225/26 ITEM TWY:3

(2)THE EXACT TIME OF NEXT PERIOD WILL BE NOTIFIED BY FURTHER NOTAM

G2233/26

OBST DAY MARKING ERASED

TYPE: POWER LINE TOWER

PSN: 350323.4N1364740.2E ELEV: 228FT AMSL

(YATOMI-SHI IN AICHI)

G2218/26

2031/0908

BEYOND VISUAL LINE OF SIGHT UNMANNED ACFT:

AREA: BOUNDED BY FLW POINTS

345646N1364123E - 350124N1364600E - 345900N1365012E -

345407N1364548E - 345646N1364123E

(YATOMI-SHI, AMA-GUN, TOKONAME-SHI, CHITA-SHI IN AICHI,
YOKKAICHI-SHI, MIE-GUN, KUWANA-SHI, KUWANA-GUN IN MIE)

WT: 95KG

FLT TIME: HJ

CONTACT INFORMATION: 0859-44-0935

F) SFC G) 296FT AMSL

G2104/26

OBST LGT **U/S**

TYPE: BLDG

PSN: 345256.0N1363502.0E ELEV: 387FT AMSL

(SUZUKA-SHI IN MIE)

OBST LGT IN PLACE OF OBST DAY MARKING FOR BLDG

G2000/26

OBST LGT **U/S**

TYPE: CHIMNEY

PSN: 345824.7N1363849.5E ELEV: 668FT AMSL

(YOKKAICHI-SHI IN MIE)

OBST LGT IN PLACE OF OBST DAY MARKING FOR CHIMNEY

G1903/26

RWY INCURSION WARNING OPERATION **SUSPENDED** DUE TO MAINT

G1840/26

OBST LGT **U/S**

TYPE: CHIMNEY

PSN: 350025.3N1364116.6E ELEV: 668FT AMSL

(MIE-GUN)

OBST LGT IN PLACE OF OBST DAY MARKING FOR CHIMNEY



+++++ RUNWAY +++++

G2431/26

03 10-11 17-18 1450/2045
RWY 18/36 CLSD DUE TO CONST

RJSF/FKS FUKUSHIMA

+++++ AIRPORT +++++

L4004/26

0000/0700

UNMANNED ACFT:

(1)AREA: RADIUS 1798M CENTER 372125N1401811E

(2)AREA: RADIUS 6584M CENTER 371132N1403456E

(3)AREA: RADIUS 2456M CENTER 370639N1405605E

(4)AREA: RADIUS 1803M CENTER 371027N1401816E

(KOORIYAMA-SHI, IWAKI-SHI, ISHIKAWA-GUN, TAMURA-GUN, NISHISHIRAKAWA-GUN IN FUKUSHIMA)

WT: 15.8KG

RMK: THIS AREA IS INCLUDED IN TH13-1

F) SFC G) 2494FT AMSL



[Company NOTAM]

=====

CREW ALERT

SB007/14

SUBJECT: AUTO COST INDEXES

WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

SB003/13

SUBJECT: FLIGHT RELEASE UNITS

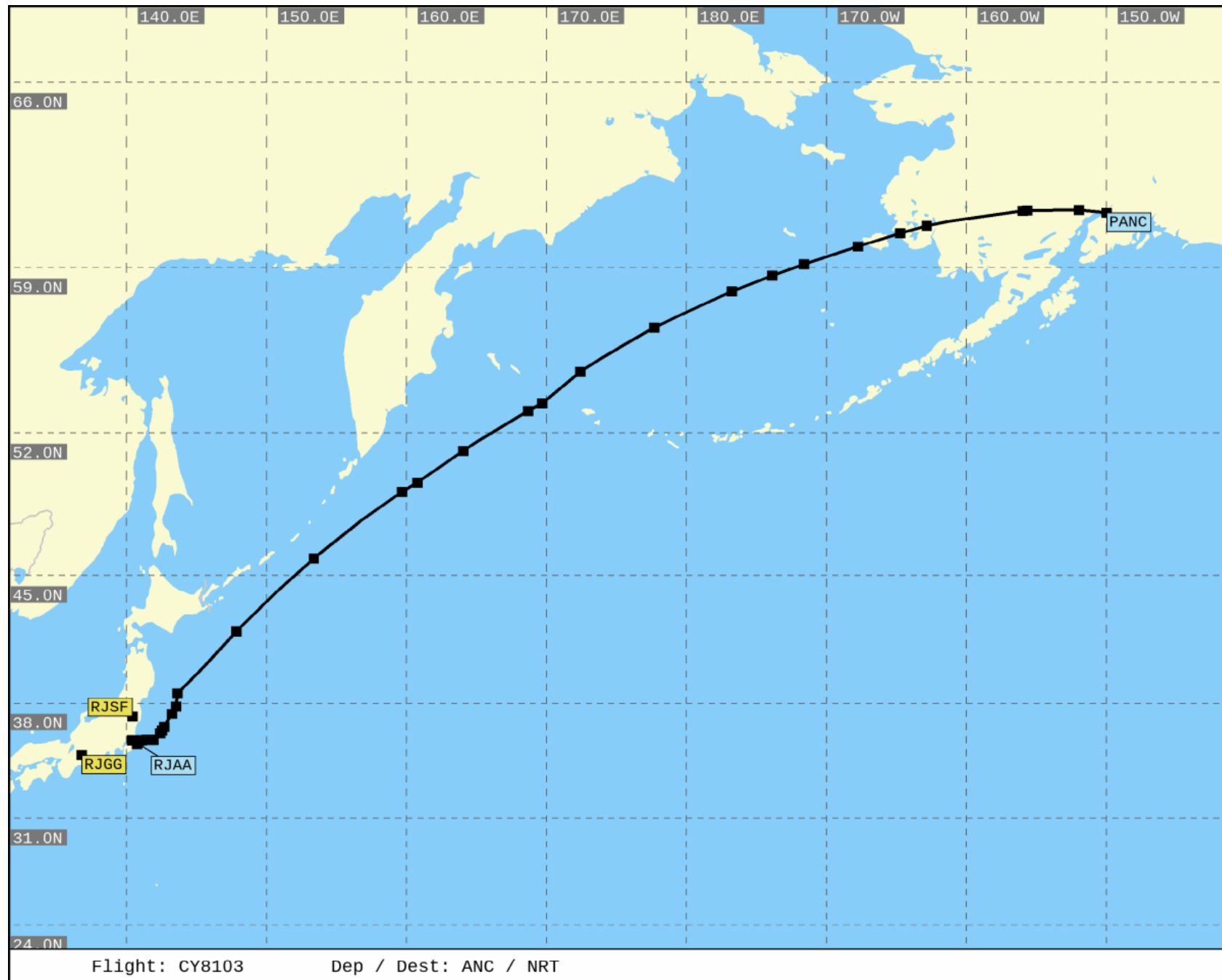
ALL FLIGHT CREW: PLEASE PAY SPECIAL ATTENTION TO THE UNITS SELECTION WHEN GENERATING A FLIGHT PLAN. FAILURE TO IDENTIFY THE CORRECT UNITS WHEN REFUELING PRIOR TO FLIGHT CAN RESULT IN DEPARTING WITH INSUFFICIENT FUEL AND/OR AN ERRONEOUS PAYLOAD.

=====

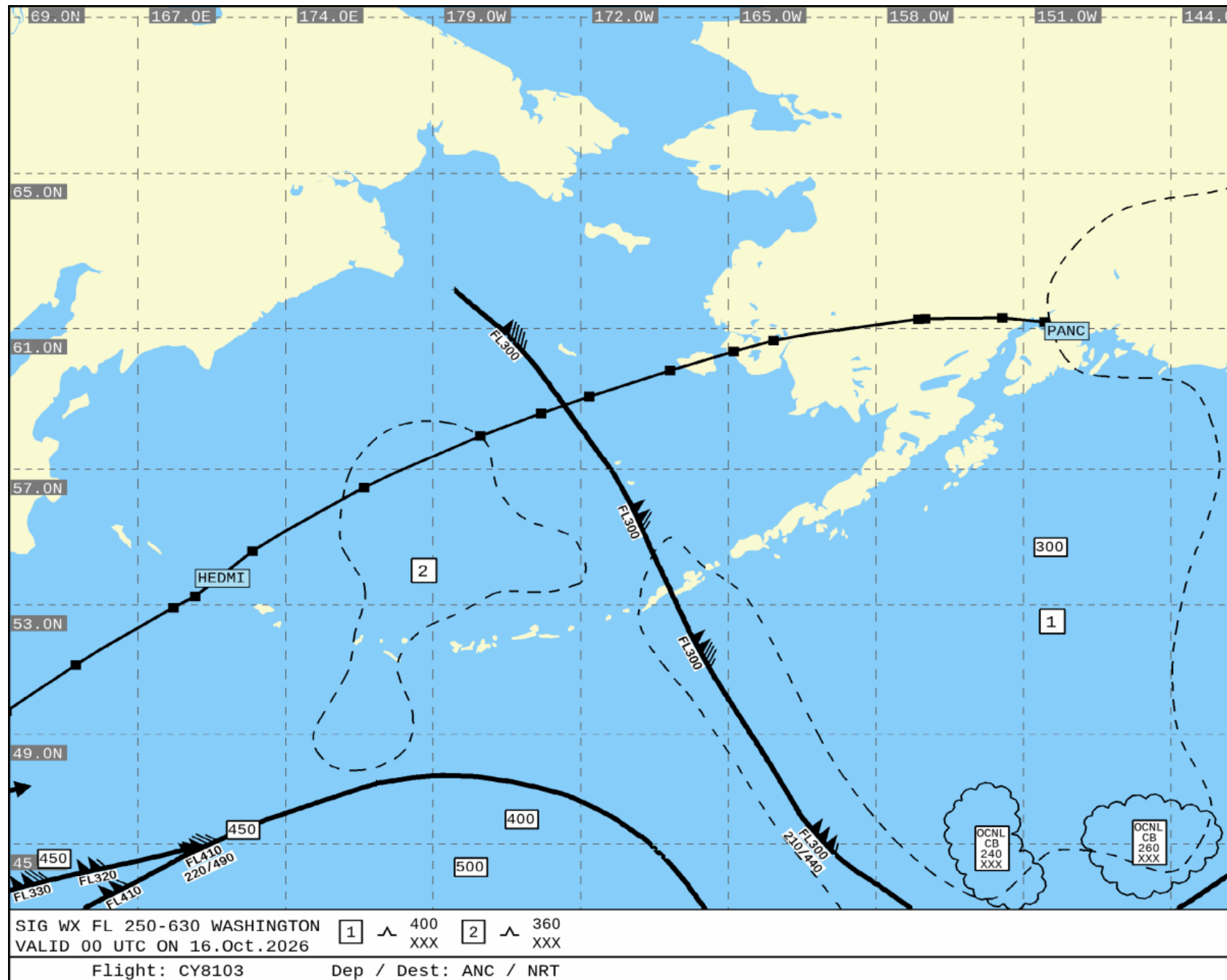
CREW BULLETIN

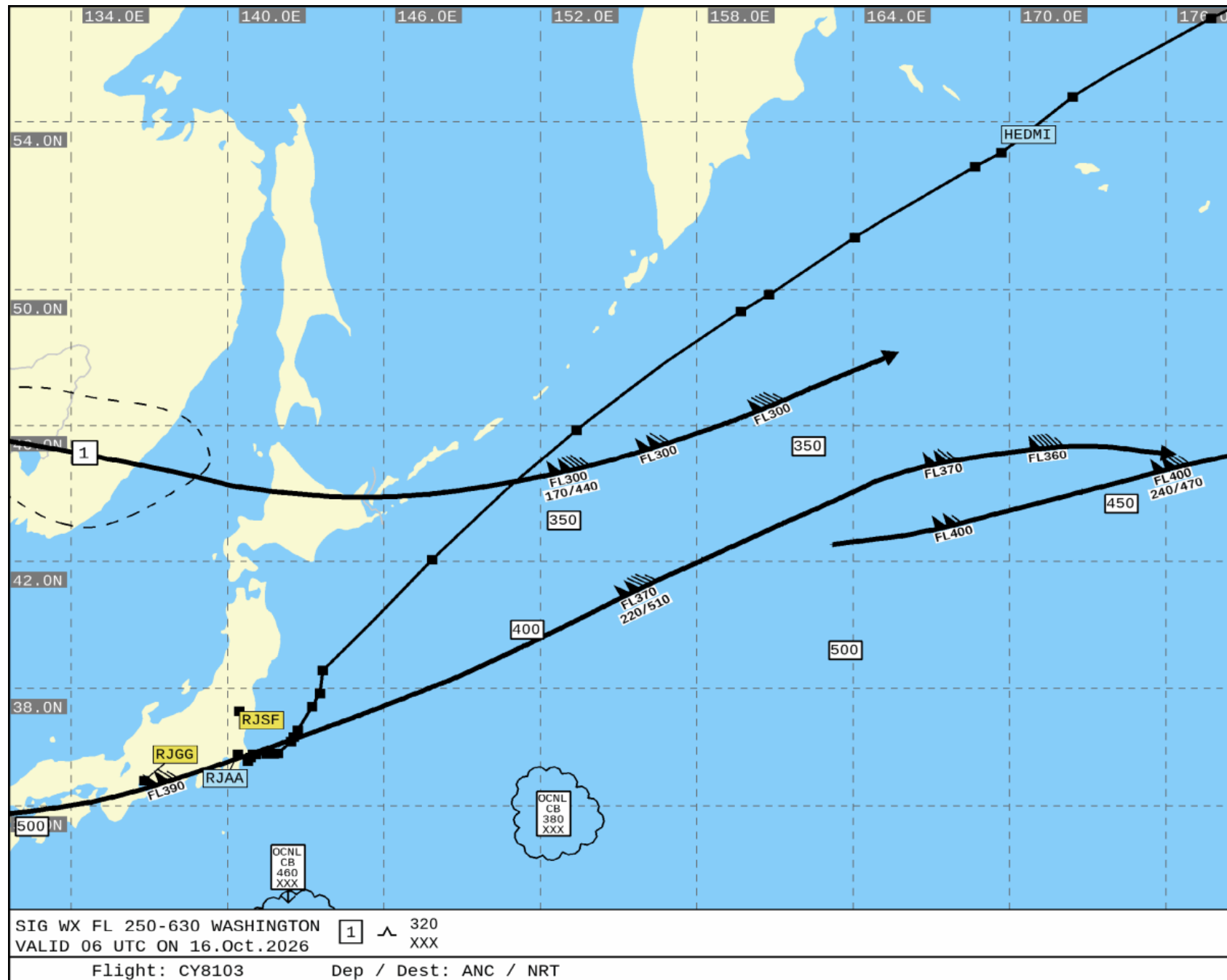
NIL

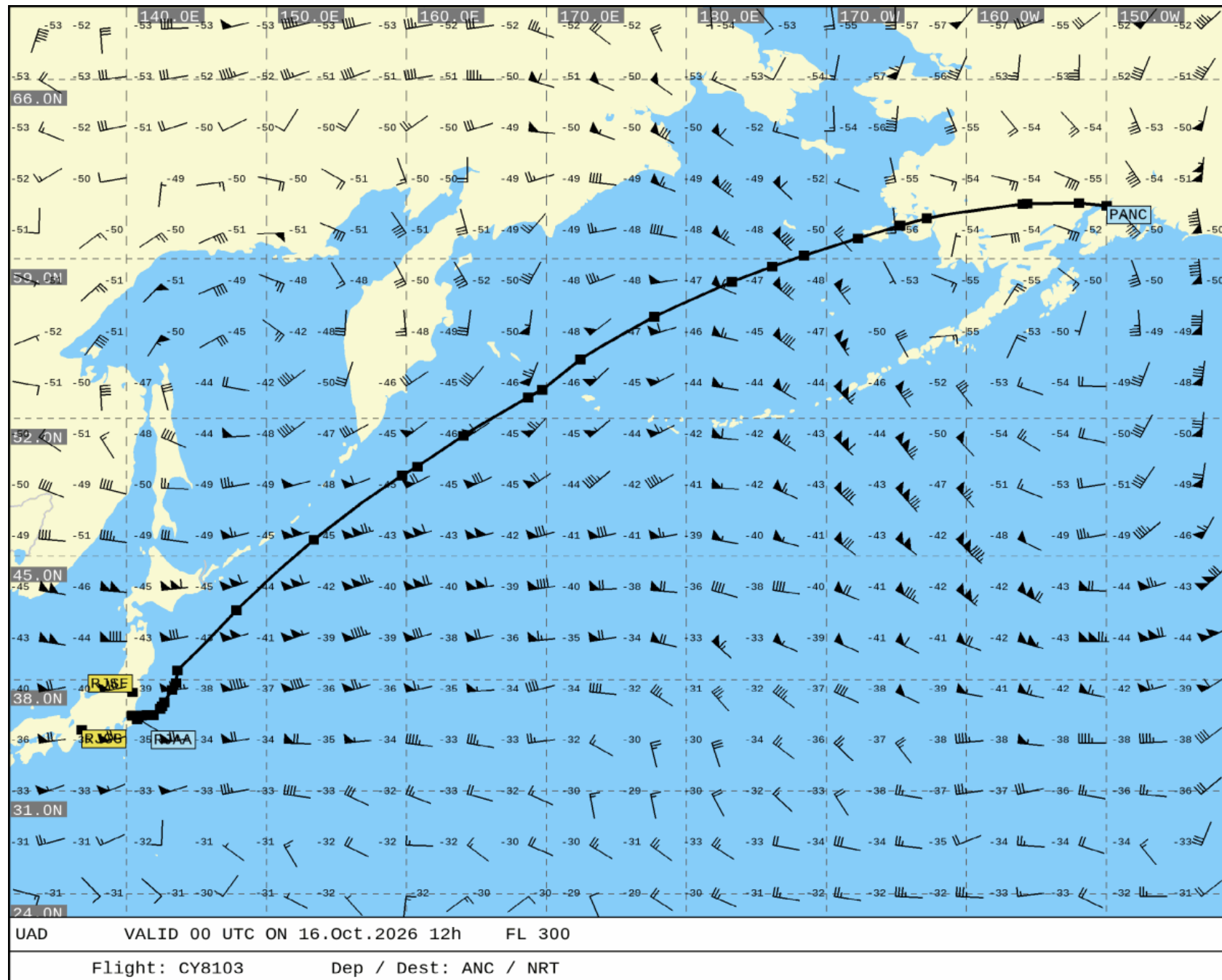
===== END OF LIDO-NOTAM-BULLETIN =====



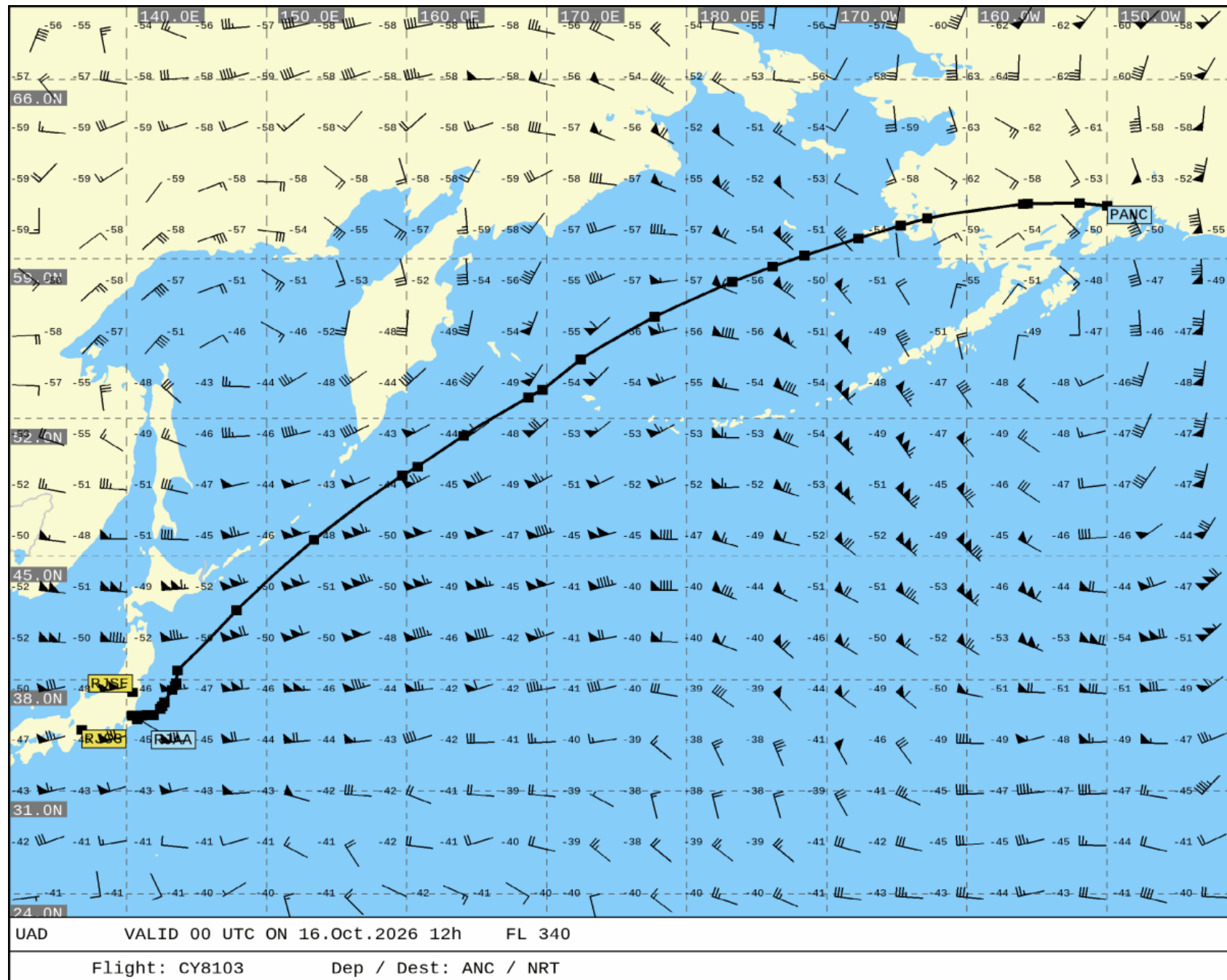
- Not for real world navigation -



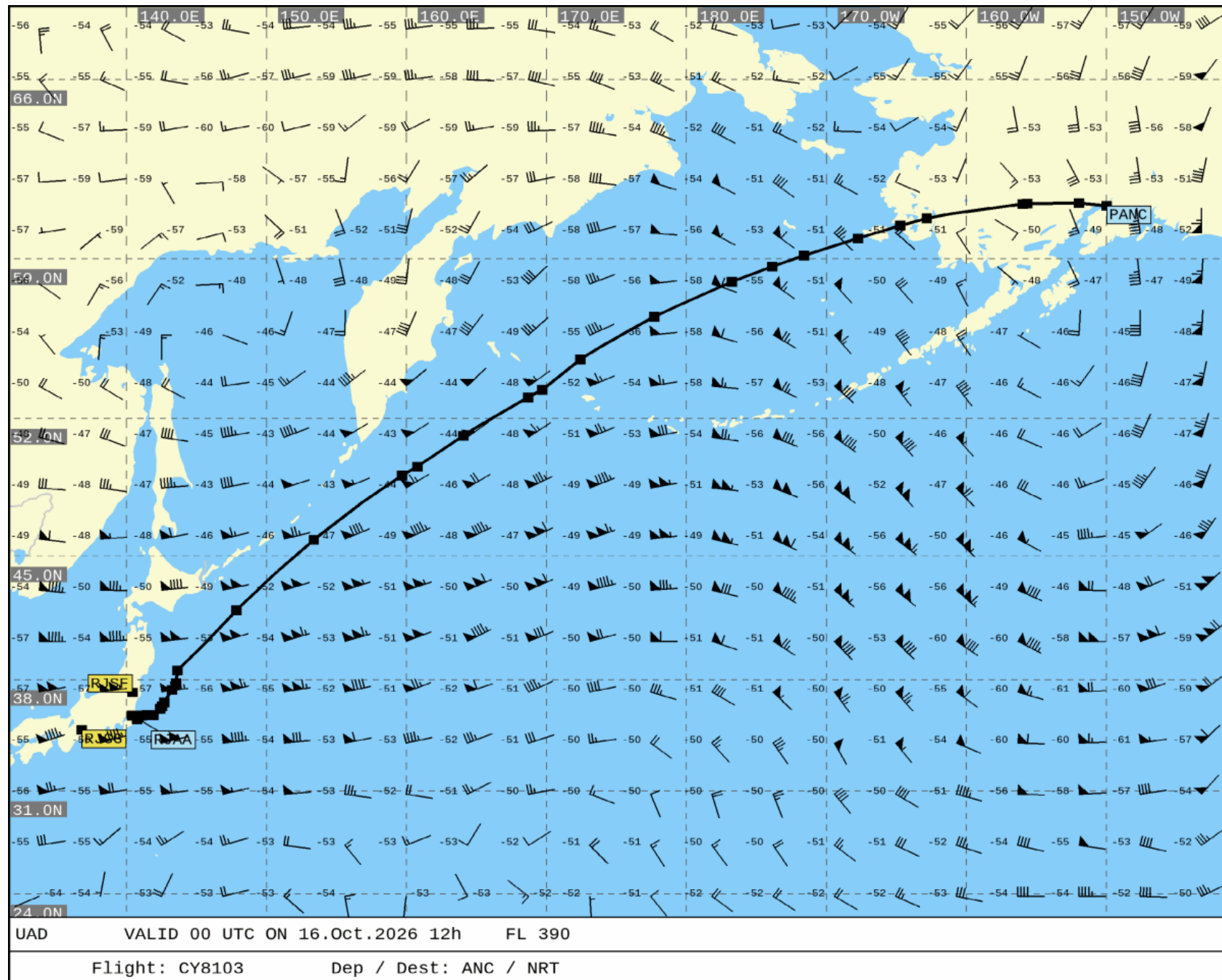




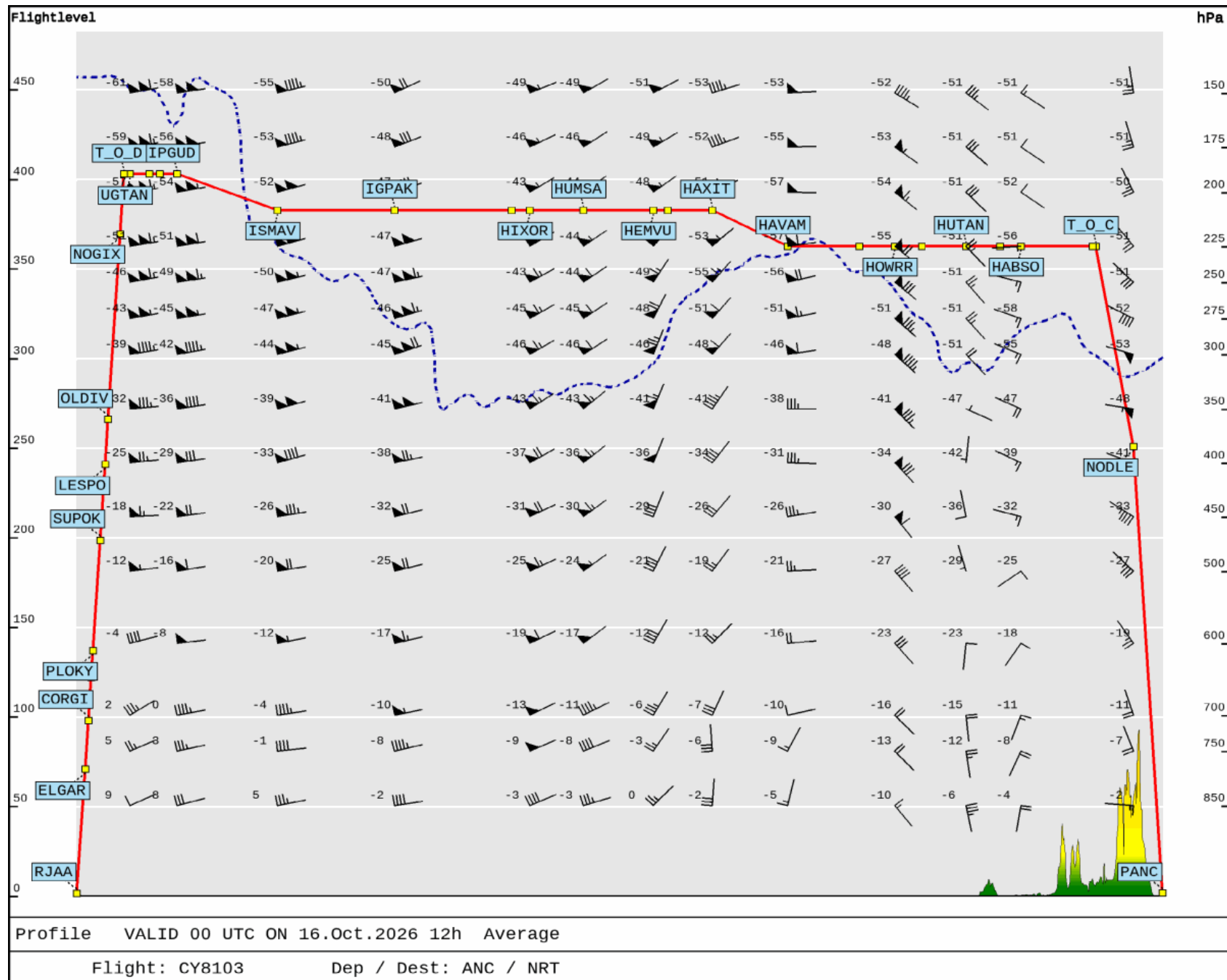
- Not for real world navigation -



- Not for real world navigation -



- Not for real world navigation -





End of Document: Total Number of Pages: 32