

Tokyo Haneda International

IATA/ICAO CODE: HND/RJTT
 CITY: Tokyo
 COUNTRY: Japan

AIRPORT CONTACT

Information updated by the Japan Civil Aviation Bureau 5/2011

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ELEVATION: 21 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04/22	2500	-	3.0	60
05/23	2500	-	3.0	60
16R/34L	3000	-	3.0	60
16L/34R	3000	-	3.0	60

NOISE ABATEMENT PROCEDURES

1. Noise restrictions

Following noise abatement procedures on Tokyo INTL Airport are in force.

- Noise Preferential Runways
- Preferential Routes and Aircraft Operating Procedures for Noise Abatement

2. Noise Preferential Runways

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

(For Take off)

From 2100UTC to	<p>1. RWY05 and 34R(north wind operation applied) or, RWY16L and 16R(south wind operation applied) are preferentially used.</p> <p>2. RWY04 is used when northeast wind is about 20 knots or more, or, when RWY05 or RWY34R is closed.</p>
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1400UTC	From 2200UTC to 0000UTC	For jet aircraft, only authorized scheduled flights are permitted to takeoff from RWY34L. (HUMMING BIRD Departure/ See RJTT AD2.24)
From 1400UTC to 2100UTC	<p>1. RWY 05(north wind operation applied) or RWY16L(south wind operation applied) is preferentially used.</p> <p>2. When RWY05 and RWY16L are not available, RWY16R is used.</p> <p>3. RWY34R is available only when north wind operation applied, under following a. or b.circumstance, and RWY16L/R does not suit for safe take-off. However, in each case, all aircraft should take off with 2,500m RWY length and keep it's weight, main gear load and wheel load, on departure, at or below the limitations for RWY05/23(see RJTT AD2.23.7). (Because RWY34R is used as a substitute for RWY05.)</p> <p>a. RWY 05 is closed.</p> <p>b. The wind condition on departure exceeds crosswind or tailwind take-off limitations of RWY 05.</p> <p>*The operator of the aircraft which has made take-off from RWY34R, shall report following information to Environment and Regional Development Division Tokyo international airport office.</p> <p>a) date and time of the take-off b) call-sign and type of the aircraft c) weight and balance data of the aircraft on the departure d) reason for using RWY34R (RWY05 closed/tailwind limitation/crosswind limitation) e) wind direction and wind velocity f) runway conditions (wet/dry, etc.) g) other information concerning if the take-off is made due to 3.b. above, following item h) shall be added, h) limitation and actual value of crosswind and/or tailwind on the departure which conflicts take-off limit</p> <p>Environment and Regional Development Division Tokyo International Airport Office FAX: 03-5756-1511(+81-3-5756-1511)</p> <p>* Aircrafts departing from RWY05 or landing to RWY34R have priority over the aircraft which departs from RWY34R due to 3.b. above.</p> <p>* No aircraft shall depart from RWY34R only because of being over the Aircraft weight restriction of RWY05/23 (RJTT AD2.23.7).</p> <p>* As for 3.b. above, when take off from RWY34R beyond reasonable level is made, suspending/deleting the item(3.b.) , or other appropriate measures will be implemented.</p> <p>4. RWY04 is used when RWY05, RWY16L/R and RWY34R are not available.</p>	
(For Landing)		
From 2100UTC	1. RWY34L and 34R (north wind operation applied) or, RWY22 and 23 (south wind operation applied) are preferentially used.	

to 1400UTC		2. RWY16L is used when southeast wind is about 20knots or more, or, when RWY22 is not available (including the case that RWY23 is not available and RWY22 is unsuitable.).
From 1400UTC to 2100UTC		1. RWY34R(north wind operation applied) or RWY23(south wind operation applied) is preferentially used. 2. When north wind operation is applied, and RWY34R is not available, RWY34L is used. 3. When south wind operation is applied, and RWY23 is not available, RWY16L and RWY22 is used in this order.
<h3>3. Preferential Routes and Aircraft Operating Procedures for Noise Abatement</h3> <p>Except in the event an aircraft is in an emergency, an unavoidable situation or unless otherwise specified by NOTAMs, the following procedures shall be adhered to by all aircraft. However, none of the procedures herein is intended, in any manner, to abrogate the responsibility of the pilot in command to assure the safe operations of the aircraft.</p>		
(For Take off)		
From 2100UTC to 1400UTC	RWY 34R	(For right turn departure) In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.
	RWY 05	Nil
	RWY 16L	Nil
	RWY 16R	Nil
	RWY 34L	(For left turn departure) In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and west of the airport, the aircraft should comply with following procedures. 1. Aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals. 2. Intersection departure is not permitted. 3. Aircraft should fly at or above 3,000ft over Kawasaki Petrochemical complex area.(See AD2.24)
	RWY 04	(For right turn departure) In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.

From 1400UTC to 2100UTC	RWY 05		In order to minimize public annoyance for aircraft noise in the residential areas located north and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.
	RWY 16L	[OPPAR DEPARTURE]	Nil
	RWY 16R	(Not alternate procedures)	Nil
	RWY 34R		In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.
	RWY 04		In order to minimize public annoyance for aircraft noise in the residential areas located north, northwest and northeast of the airport, the aircraft should commence turns as soon as practicable with bank angles and speeds as prescribed in each operator's flight manuals.
(For Landing)			
1. Gear-down should be delayed as far as operationally practicable.			
2. Between the hours of 1300UTC and 2200UTC, aircraft should perform Delayed Flap Approach Procedure.			
From 2100UTC to 1400UTC	RWY 34R		[HIGHWAY VISUAL RWY34R] is primarily applied. [ILS Z or LOC Z RWY34R] is applied only when [HIGHWAY VISUAL RWY34R] is not applicable.
	RWY 34L		[FUTTSU VISUAL RWY34L] is primarily applied. [ILS Z or LOC Z RWY34L] is applied only when [FUTTSU VISUAL RWY34L] is not applicable.
	RWY 22		[LDA Z RWY22] is primarily applied. [ILS or LOC RWY22] is applied only when [LDA Z RWY22] is not applicable.
	RWY 23		[LDA Z RWY23] is primarily applied. [ILS Z RWY23] or [LOC Z RWY23] is applied only when [LDA Z RWY23] is not applicable.
	RWY 16L		In order to minimize public annoyance for aircraft noise in the residential areas located north of the airport, aircraft should fly along or inside of the course shown in attached chart during the circling to final.
From 1400UTC to	RWY 34R		[ILS Y or LOC Y RWY34R] (via KAIHO)
	RWY 34L		[ILS Y or LOC Y RWY34L] (via KAIHO) Reverse Thrust In order to reduce aircraft noise in the vicinity of the airport, pilots are requested to limit the use of reverse thrust to idle power after landing at RWY34L.
	RWY 22		[LDA Y RWY22] (via BALAN ARRIVAL) Reverse Thrust In order to reduce aircraft noise in the vicinity of the airport, pilots are

2100UTC		requested to limit the use of reverse thrust to idle power after landing at RWY22.
RWY 23		[LDA Y RWY23] (via DARKS ARRIVAL) is primarily applied. [ILS Y or LOC Y RWY23] (via DAIYA ARRIVAL) is applied only when [LDA Y RWY23] is not applicable.
RWY 16L		[VOR A] (via DARKS ARRIVAL) In order to minimize public annoyance for aircraft noise in the residential areas located north of the airport, aircraft should fly along or inside of the course shown in attached chart during the circling to final.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Permitted Place	Type of aircraft	Permitted time	Restriction etc.
Spot RU1~RU7	All aircraft	ALL DAY	Run-up with 85% or greater power is permitted for only one aircraft at each time.
N area	All aircraft	N5~N7: 2100(UTC)~1330(UTC) N11,N12,N22~N24: 2200(UTC)~0900(UTC) Other spots: not be permitted	Engine power is allowed at or lower than idle power, and within 5minutes. Multiple run-ups simultaneously in spots adjoin each other shall not be permitted.
Other spots	All aircraft	ALL DAY	Engine power is allowed at or lower than idle power. Multiple run-ups simultaneously in spots adjoin each other shall not be permitted.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Updated by JCAB 5/2011

Landing Charges of jet aircraft shall be the total of Basic Landing Charge and Noise Surcharge per each landing.

Basic Landing Charge:	
Up to 25 tonnes	JPY 950/tonne
26-100 tonnes	JPY 1380/tonne
101-200 tonnes	JPY 1650/tonne

Over 201 tonnes

JPY 1800/tonne

Noise Surcharge:

Basis: noise level.

Note: Noise level means those of an aircraft determined at a takeoff noise measurement and an approach noise measurement point in accordance with Annex 16 to the Convention on International Civil Aviation. Noise levels of aircraft without those as determined by Annex 16 mean those corresponding to those of Annex 16, which are officially published by the Government authorities of the manufacturing country of said aircraft".

The noise surcharge is calculated as follows:

The amount calculated adding the values for flyover and approach, divided by 2, minus 83 (units less than 1 EPNdB are calculated as 1) and then multiplying this value by 3400 yen.

Steps for calculating this part of the noise charge:

1. Add EPNdB values for flyover and approach
2. Divide by 2
3. Subtract 83
4. Round up to the next whole number (example, 7.2 is rounded to 8)
5. Multiply by 3400

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

14 permanent stations are installed.

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 jet powered aircraft operations are not allowed in Japan as of April 1, 2002.

CHAPTER 2 PHASEOUT

Chapter 2 jet powered aircraft have been phase out in Japan as of April 1, 2002.

CHAPTER 3 RESTRICTIONS

B747-100/100SR, -200/200SR, -300/300SR and -SP(so-called "B747 Classics") are not allowed to operate all day except in emergency or state aircraft.