Narita International Airport

IATA/ICAO CODE:	NRT/RJAA
CITY:	Tokyo
COUNTRY:	Japan

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Saburo Ogata
Title:	Director, Environment Management, Community and Environment Affairs Department Narita International Airport Corporation (NAA)
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Airport Web Site:	www.narita-airport.jp/en/index.html or www.mlit.go.jp/koku/english/02_international/narita.html

ELEVATION: 135 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16R/34L	13123	34/2460	3.0	196
16L/34R	8202	-	3.0	196
Caution: THR of Rwy 34L is displaced 2460ft inward. Useable length of Rwy 34L in case of landing is 10662ft. Useable length of Rwy 34L in case of takeoff is 13123ft. Useable length of Rwy 16R is 13123ft for both landing and take-off.				

NOISE ABATEMENT PROCEDURES

It is strongly requested of all pilots to apply the following procedures, or any other appropriate procedures which are in effect equivalent to these procedures, in order to minimize public annoyance due to aircraft noise in the vicinity of the airport. The final authority to apply these procedures, however, rests on each pilot in command, and he may use other appropriate procedures if he determines it is necessary in the interest of safety.

Takeoff:

a) Takeoff to 1500' AGL (1635' MSL)

- takeoff power

- takeoff flaps or optimum flap setting for noise reduction
- climb at speed to gain maximum climb angle or as limited by body angle (e.g. V2 + 10KT or 1.3 Vs which ever is greater)

b) At 1500' AGL (1635' MSL)

- reduce power to not less than climb power
- flaps and speed the same as in a)

c) At 3000' AGL (3135' MSL)

- normal speed and flap retraction schedule to en route climb

Other Information

a) Notwithstanding item (c) below, for the improvement of noise abatement procedures, all aircraft departing from Narita strictly follow extension of the runway centerline until passing 14 DME from NRE for Runway 16R, 15.4 DME from HKE for Runway 16L, 6 DME from NRE for Runway 34L or 3.9 DME from HKE for Runway 34R.

c) Observance of the flight routes: Unless otherwise instructed by ATC or except under unavoidable circumstances, all aircraft arriving at and/or departing from the airport, over the inland area, are requested to follow the routes as prescribed in STARs and SIDs (see AIP Japan)

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

1. No takeoff or landing shall be permitted during the hours from 1400 to 2100 UTC with the exception of aircraft in an emergency or in an unavoidable situation.

Note: In an emergency or in an unavoidable situation as described above shall be limited to the following cases:

a) Aircraft encountered with an abnormal situation.
b) When abnormal situation arose among crew or passengers.
c) Aircraft operating for the purpose of search-and-rescue activities.
d) Aircraft operating for the purpose of urgent news collection activities.
e) When takeoff or landing is considered really unavoidable due to typhoon evacuation or other reasons.
f) When there arose necessity of urgent refueling due to unusual weather conditions.

2. The airport office JCAB shall not accept flight plans in violation of the paragraph above.

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

In order to minimize noise disturbance in areas adjacent to this airport, ground run-up of aircraft engine(s) is controlled in accordance with instructions specified in Narita International Airport Administrative Regulations (KUKO KANRI KITEI).

APU OPERATING RESTRICTIONS

When an aircraft is using an aircraft parking stand with fixed power facilities, APU shall not be used outside the time periods specified below except when specifically acknowledged by the authority as necessary.

- Less than 30 minutes prior to the estimated time of departure.
- The minimum time required for switching over to the fixed power facilities after arrival at the parking stand.
- For the minimum time required for aircraft maintenance purposes if needed

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

Note: There are two different noise surcharges at Narita. One is for International operations and the other is for Domestic flights. The noise surcharge for International flights went into effect 10/1/2005

Aircraft Category*	**International Landing Charges**
Noise Rating Index A	JPY 1650/t
Noise Rating Index B	JPY 1750/t
Noise Rating Index C	JPY 1850/t
Noise Rating Index D	JPY 1950/t
Noise Rating Index E	JPY 2050/t
Noise Rating Index F	JPY 2100/t
Minimum Charge	JPY 50000

(*) Categorisation as per NAA Noise Index

Example: B777-200 (MTOW: 276t - Category A Rank)
[Current Total Landing Charge Payable] JPY455,400/aircraft
[Reduced Total Landing Charge Payable] JPY420,900/aircraft
(- JPY34,500/aircraft)

Noise Surcharge Basis for International flights: Basis of Noise Charge Categories (ACI Noise Rating Method): An airplane's category is based on the lowest category rating as determined from the two requirements below. Example: An aircraft's cumulative margin is 20 EPNdB below Chapter 3. The aircraft has individual margins of more than 4 EPNdB at takeoff and sideline but only a 3 EPNdB margin at approach. This airplane would be in Noise Class B.	Categories
1. Cumulative EPNdB reduction from ICAO Chapter 3 of at least:	A: 20 or more B: 15 or more C: 10 or more D: 5 or more E: 0 or more F: A/C not classified

2. Individual EPNdB reduction from ICAO Chapter 3 at each noise measurement point of at least:	A: 4 or more B: 3 or more C: 2 or more D: 1 or more E: 0 or more F: A/C not classified

Landing and Noise Surcharge for Domestic Flights:

- Turbo jet engine aircraft
The sum of charges (a) and (b) applies on each landing by a turbo jet engine aircraft. With regards charge (a), the aircraft is classified by weight and a specific rate is applied according to weight classification.

(a) Weight-proportionate charge
Aircraft weight (tonnes) Rate per tonne (yen)

25 or less	1,100
26to 100	1,500
101 to 200	1,700
201 or more	1,800

(b) Noise-proportionate charge
3,400 yen × (Noise value - 83) EPNdB
The noise value is an arithmetic average value of the noise monitored at the flyover and approach monitoring points as prescribed by Annex 16 of the International Civil Aviation Convention (If these values are not available, the values disclosed by the government agency of the country where the aircraft was manufactured are used). (Values below 1 EPNdB calculated as 1 EPNdB.)

- Propeller aircraft
Each time a propeller aircraft makes a landing, the aircraft is classified by weight and a specific rate applied according to weight classification.

(a) Aircraft weighing 6 tonnes or less
1,000 yen per landing

(b) Aircraft weighing over 6 tonnes
Aircraft weight (tonnes) Rate (yen)

6 or less	700 yen per landing
7 or more	590 yen per tonne

- Minimum landing fee for domestic services

When the sum calculated using the method outlined above is less than 3,500 yen (2,000 yen for rotary wing aircraft), the sum of 3,500 yen (2,000 yen for rotary wing aircraft) shall apply.

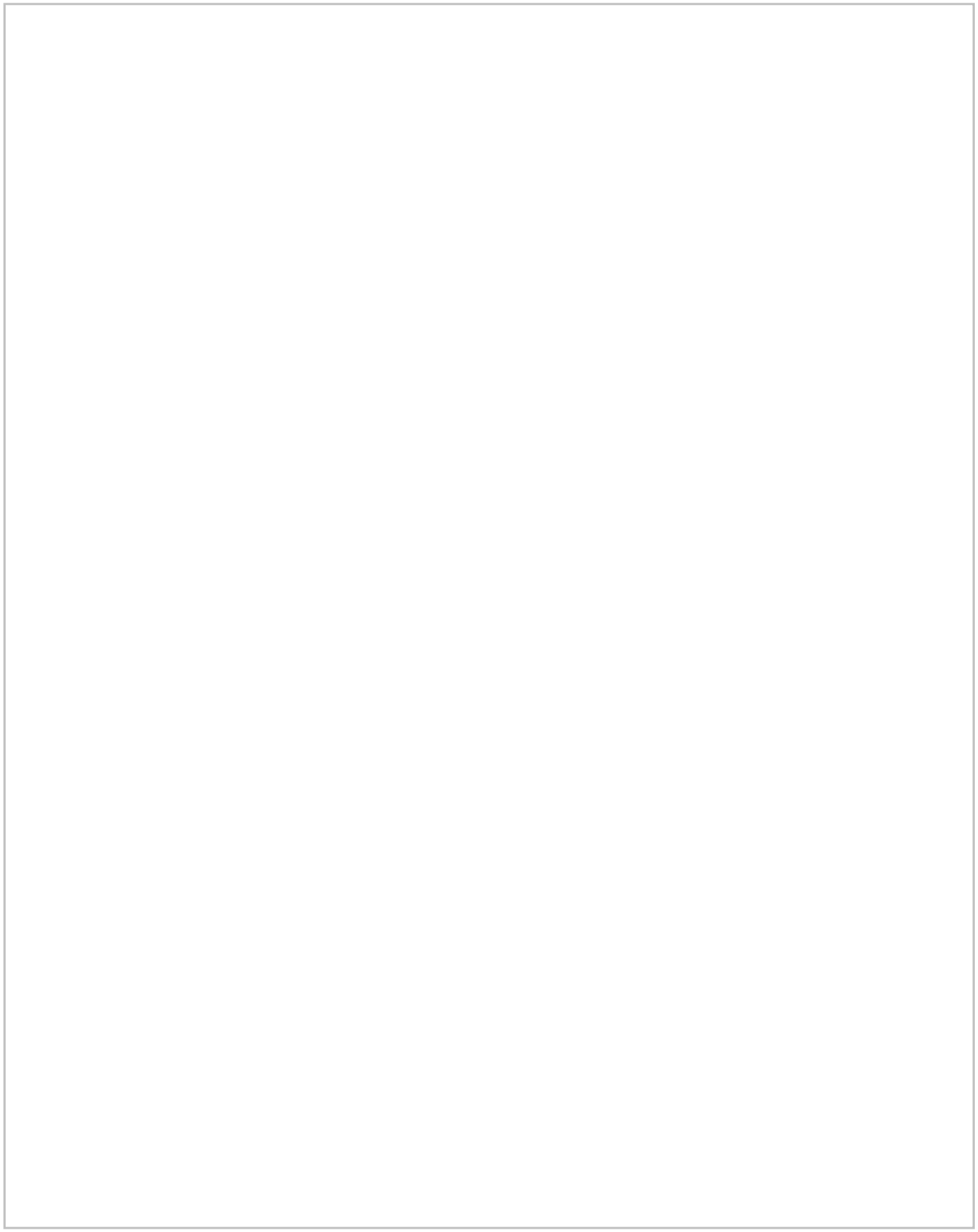
NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date	Status

	Implemented	
Sound Insulation (Residences and Public Buildings)	1978 1970	4,670 residences to date 258 public buildings to date
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	1967 1978	·Noise prevention law enacted ·Another special noise prevention law enacted
Real Estate/Property Disclosure Laws	-	none
Acquire Land for Noise Compatibility to date	1970	781.2 ha
Population within each noise contour level relative to aircraft operations	-	Households: Class 1 zone:6,222 Class 2 zone: 74 Class 3 zone: 1
Airport Noise Contour Overlay Maps	-	Narita International Airport/Map of Noise Impact Zones
Total Cost of Noise Mitigation Programs to Date	-	JPY 350.0 billion
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Landing charge cover the Program

NOISE MONITORING SYSTEM

Locations of unattended noise monitoring stations (figure)



Year-round monitoring:33 unattended aircraft noise monitoring stations in and around the airport installed by NAA monitor and report aircraft noise 365 days a year. Local government also installed additional 70 unattended monitoring stations.

Short-term monitoring:Short-term monitoring is carried out continuously in 56 locations in the noise impact zones around the airport for one week both in winter and summer. These noise impact zones were defined in accordance with the specifications of the national Noise Prevention Law.
In locations where more stringent monitoring is required, additional monitoring is carried out.

FLIGHT TRACK MONITORING SYSTEM

A flight track monitoring is in effect at the airport. Strict adherence to published SIDS, approach and noise abatement procedures is expected. (See AIP Japan)

1. Purpose:
To minimize the impact of noise made by aircraft operating to and from the airport.

2. Flight corridors:
Flight corridors are established (RWYS 16R/34L and RWYS 16L/34R). See AIP Japan for diagram.

3. Application:
All IFR aircraft operating to and from the airport.

4. Hours of monitoring:
24 hours a day

5. Procedure:
Aircraft deviating from the flight corridor may be asked the reason for the deviation. Reasons for deviations, including flight numbers, may be made public, except for those made in the interest of safety.

6. Remarks:
For arriving aircraft, this procedure is applicable only to aircraft on an ILS approach.

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

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

CHAPTER 3 RESTRICTIONS - NONE