Osaka International (Itami)

IATA/ICAO CODE:	ITM/RJOO
CITY:	Osaka
COUNTRY:	Japan

AIRPORT CONTACT

Information updated by the Japan Civil Aviation Bureau 5/2011

Name:	Seiji Nukushina
Title:	Noise Abatement Technology Office
Airport:	Osaka International (Itami)
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ELEVATION: 39 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
14R/32L	9843	-	-	197
14L/32R	5997	-	-	148

NOISE ABATEMENT PROCEDURES

Noise Abatement Operating Procedures:

1. In order to reduce the noise impact in the vicinity of airport, no jet airplane fitted with three or more engines shall be permitted to operate except in an emergency situation or with prior permission of the airport administrator.

2. For all jet aircraft, in order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

(1) For take-off: Steepest Climb Procedure.

(2) For landing: Delayed Flap Approach Procedure and Reduced Flap Setting Procedure.

(3) Reverse Thrust (landing RWY32L): Between 1000UTC (1900JST) and 1200UTC (2100JST), the use of reverse thrust is limited to idle except for

safety reasons.

Noise Preferential Routes

For all departing aircraft, in order to prevent the enlargement of aircraft noise affected area around the airport, the following noise preferential routes are applied except for safety reasons.

1. Takeoff from RWY32L/R:
After takeoff, execute continuous left climbing turn so as to pass over near OW NDB and keep flight track within the area defined by Chugoku Express Way at the north end, ponds of Zuga and Koya at the south end, and Muko River at the west end until crossing OWE VOR/DME R-270, then proceed via SID.

2. Takeoff from RWY14L/R:
After take off, strictly follow extended runway centerline until passing Hanshin Express Way and then execute climbing turn so as to proceed via SID.

Other Noise Abatement Procedures

1. Aircraft using taxiway B and departing from runway 32L, in principle, shall make intersection takeoff via taxiway W-2. In this case, available runway length is 2700m from runway14R threshold. In case of having intention of making full length takeoff for the operational requirements, the pilot shall advise ATC to that effect when he initiates a call for ATC clearance and shall follow procedures under specified:

a) In principle, departing aircraft shall not hold on taxiway W-1.
b) In principle, aircraft shall hold short of Nr. 1 stop line until receiving taxi clearance.
c) Whenever practicable, pilots are urged to make rolling take-off without stopping at threshold and to achieve take-off power at position 370m from the threshold with gradual advance of power lever after passing the threshold

2. For landing on Runway14 and 32: No instrument or visual approach shall not be made at an angle less than that determined by the ILS glide path or PAPI indication.

3. For circling approach to Runway14: Weather conditions permitting, an aircraft making circling approach is to be requested to maintain an altitude as high as practicable.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS
1200UTC(2100JST) - 2100UTC(0700JST)

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA
370 Scheduled movements per day, of which up to 200 may be jets.

ENGINE RUN-UP RESTRICTIONS
1. Engine run-up is not allowed between 1300UTC (2200JST) and 2130UTC (0630JST).

2. Engine run-up is not allowed except in unavoidable cases during periods as follows:

1. From Monday to Saturday (ex. national holiday) : between 1200UTC (2100JST) and 1300UTC (2200JST), and between 2130UTC (0630JST) and 2200UTC (0700JST).
2. Sunday and national holiday : between 2130UTC(0630JST) and 1300UTC(2200JST)

3. Engine run-up should be commenced in the noise fence.

4. Available engine power

Between 2130UTC (0630JST) and 2200UTC (0700JST) idle to 50% power Between 2200UTC (0700JST) and 1100UTC (2000JST) idle to full power Between 1100UTC (2000JST) and 1300UTC (2200JST) idle power only.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE
Updated by the 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

	Date	

Type of Program	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

11 permanent stations are installed.

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

No aircraft which produce the noise exceeding the maximum allowable levels shown below, shall, except in an emergency situation, be permitted to operate. However, A300 type of aircraft shall not exceed the noise level 97 dB(A) whenever take off from Runway32L/R

Time Bracket	Max. Allowable Noise Level*
2200UTC - 1100UTC	107 dB(A)
1101UTC - 1200UTC	100 dB(A) for takeoff 107 dB(A) for landing

a) All aircraft operators are requested to present in advance their "Operation Manuals" to the airport authority, giving there in the detailed information on the following items specified for each time bracket and aircraft type.

i) Maximum takeoff weight calculated for each runway to be used, temperature, and headwind component.

ii) Flap angle

iii)Climb speed

b) The figures of the noise levels shown in the above table will be the value to be measured by the noise monitoring equipment installed at the position 2400 meters (1.3nm) from the threshold of Runway14R on 315 degrees magnetic (Kushiro Primary School).

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