

Sendai Airport

IATA/ICAO CODE: SDJ/RJSU
CITY: Sendai
COUNTRY: Japan

AIRPORT CONTACT

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

Name: Sendai Airport Office
Title:
Airport: Sendai Airport
Address: Minamihara, Shimomasuda, Natori City, Miyagi Pref.
Japan
Phone: +81 22 211 2432
Fax: +81 22 211 3104
Email:
Airport Web Site: www.sdj-airport.com

ELEVATION: 5.6 ft

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold (m)	Glide Slope(deg)	Width(m)
09/27	3000	-	-	45
12/39	1200	-	-	45

NOISE ABATEMENT PROCEDURES

1. Noise Abatement Operating Procedures

For all jet aircraft, in order to reduce aircraft noise in the vicinity of 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 from RWY27 - Steepest Climb Procedure
- 2. For landing to RWY09 - Delayed Flap Approach Procedure and Reduced Flap Setting Procedure
- 3. Reverse Thrust - None

2. Preferential Runways Procedures

For all jet aircraft and propeller-driven aircraft having a maximum certificated take-off weight of more than 5,700kg (12,500lbs), in principle, RWY09 for take-off and RWY27 for landing are preferentially to be used. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

1. When a pilot-in-command determines that the use of other runway is necessary in consideration of safety of the aircraft operation.
2. When the condition of the specified runway is not suitable for landing or take-off.
3. When the tail wind component, including gusts, exceeds 5 knots.
4. When the cross wind component, including gusts, exceeds 15 knots.
5. When the possibility exists that orderly flow of traffic may be impeded.
6. When the use of other runways is considered especially necessary for the purpose of special training, inspection of navigational facilities, etc.

3. Noise Preferential Routes

Take-off from RWY27

All aircraft departing from RWY27 are urged to avoid, as far as practicable, flying over the residential area located about 4NM WSW of the airport.

Landing on RWY09

All aircraft arriving on RWY09 are urged to avoid, as far as practicable, flying over the residential area located about 2.5NM WNW of the airport. (See the attached chart.)

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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

2. Preferential Runways Procedures

For all jet aircraft and propeller-driven aircraft having a maximum certificated take-off weight of more than 5,700kg (12,500lbs), in principle, RWY09 for take-off and RWY27 for landing are preferentially to be used. However, in order to achieve maximum flight safety, this procedure is not applied under the following circumstances.

1. When a pilot-in-command determines that the use of other runway is necessary in consideration of safety of the aircraft operation.
2. When the condition of the specified runway is not suitable for landing or take-off.
3. When the tail wind component, including gusts, exceeds 5 knots.
4. When the cross wind component, including gusts, exceeds 15 knots.
5. When the possibility exists that orderly flow of traffic may be impeded.
6. When the use of other runways is considered especially necessary for the purpose of special training, inspection of navigational facilities, etc.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

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 - [NONE](#)

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

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

CHAPTER 3 RESTRICTIONS - [NONE](#)