

**Twenty Fifth Meeting of the  
Informal South Pacific ATS Co-ordinating Group (ISPACG/25)**

**Honolulu, Hawaii, USA, 24-25 March 2011**

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**Agenda Item 2: Updates From ATSPs**

**Outline of Projects at Haneda and Narita Airport**

**Presented by JCAB**

**SUMMARY**

The fourth runway of Haneda airport has been in operation in 21. Oct. 2010. JCAB is realizing the policy for increasing capacity of metropolitan airports, Haneda and Narita gradually in order to respond great aviation demand.

**1. INTRODUCTION**

- 1.1 According to so great demand of aviation especially around Tokyo area, JCAB have been required to increase capacity of metropolitan airport Haneda and Narita.
- 1.2 In order to respond to public demand and expectation, Japan has decided to increase capacity and to promote further internationalization at Haneda and Narita airport, and achieving the policy in detail from last year.

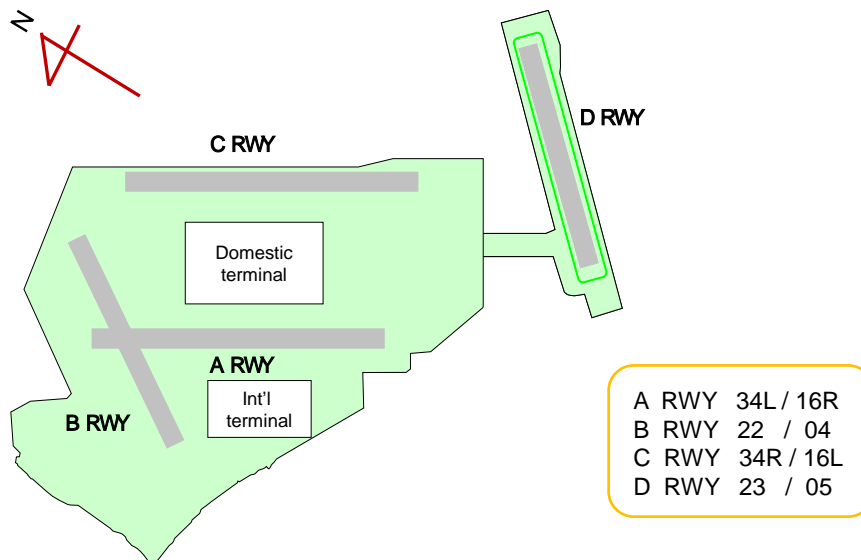
**2. DISCUSSION**

HANEDA Airport

- 2.1 Haneda Approach Control Airspace (ACA) and neighboring Narita ACA were integrated into one ACA namely "Tokyo Approach area" in January 2010. We could be utilizing its airspace more flexibly and efficiently each other according to the operational situation, such as traffic congestion, WX, etc.
- 2.2 In October 2010, the fourth runway started to be in operation at Haneda airport, in addition, we improved structure of metropolitan terminal area and surrounding airspace by establishing new sector at Tokyo ACC and downsizing Tokyo Approach area in order to treat increasing traffic solely.

- 2.3 The runway configuration is shown in **Figure 1**. There are two main parallel runways, Runway 34L/16R (3000m and Runway 34R/16L (3000m). In addition, there are two more runways to be used mainly in a south wind operation; Runway 22/04 (2500m) and Runway 23/05 (2500m). All four (4) runways are used in case of south wind condition.
- 2.4 There are various complexities in formulating ATC procedures such as the operational constraints surrounding the aerodrome and also in approach control airspace. In addition, careful consideration was given to assure the safety and punctuality of aircraft operations, since this is the first time the simultaneous operation of a 4 runway configuration is being used in Japan.

### Runway construction - Figure1

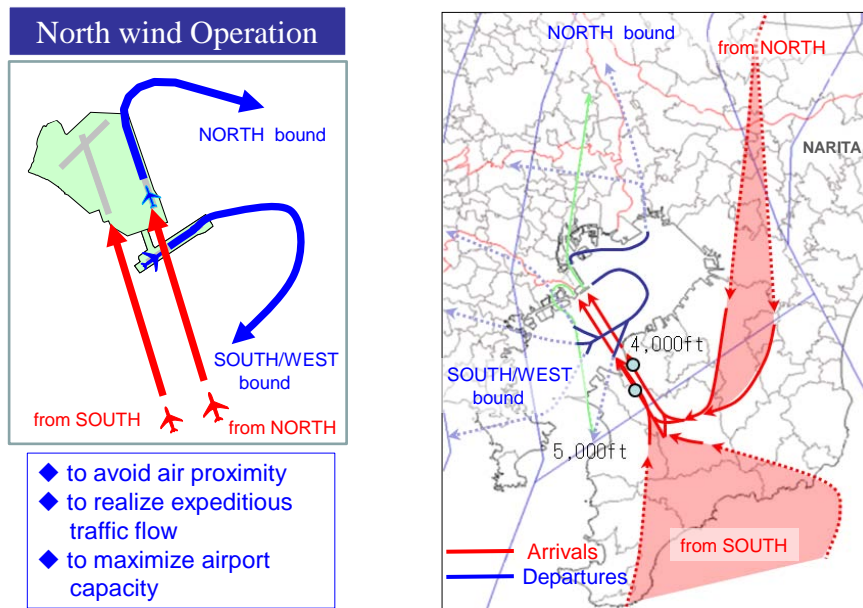


#### *North Wind Operation (Approach Control)*

- 2.6 The use of runways will be designated to aircraft depending on entry fix (point) in order to expedite traffic flow and increase airport capacity. The north wind operation traffic pattern plan is shown in **Figure 2**.
- 2.7 Domestic traffic arriving from the north (30 percent) will be assigned to Runway 34R, and domestic traffic from the south (70 percent) will be assigned to Runway 34L in order to prevent the traffic from crossing in the air.
- 2.8 International flights arriving from the south, e.g. flights from Southeast Asian countries, will be assigned to land on Runway 34R.

- 2.9 The traffic departing to the north (30 percent) will be assigned to Runway 34R, and south and west-bound traffic (70 percent) will be assigned to Runway 23, new runway, in order to prevent the traffic from crossing in the air. The separation of both departure paths will be maintained by departure controllers in this arrangement.

Flight directions and routes – Figure 2



✕ Restriction for the number of departure and arrival based on routes might be introduced.

### *South Wind Operation (Approach Control)*

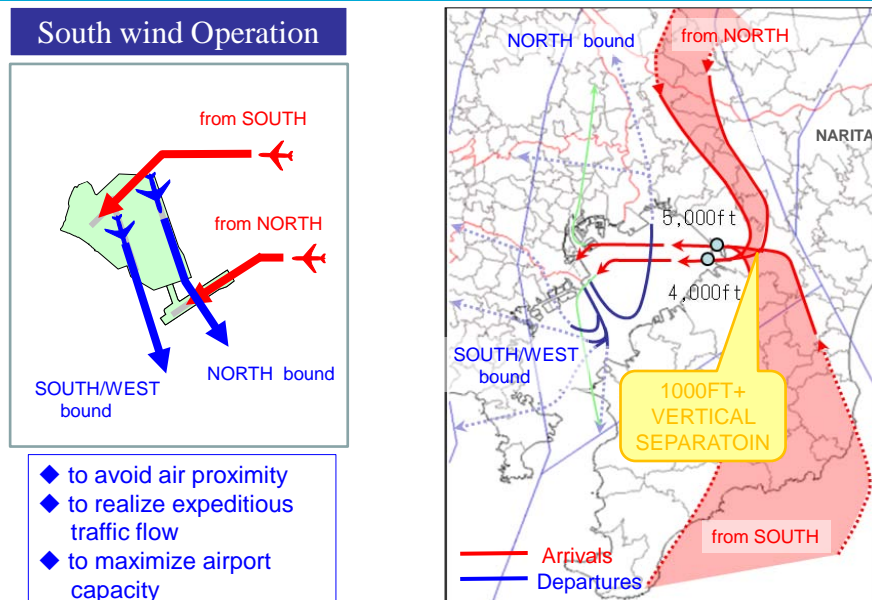
- 2.10 The south wind operational traffic pattern plan is shown in **Figure 3**. Domestic traffic arriving from the north (30 percent) will be assigned to Runway 05. Domestic traffic arriving from the south (70 percent) will be assigned to Runway 04. In this arrangement, the arrival flight paths cross each other using at least 1,000ft separation.

An operational advantage is gained because the use of Runway 04 by the higher volume (70 percent) domestic traffic coming from south and west will minimize the interface with the departing traffic from Runway 16L and 16R. International flights coming from the north, such as Trans-Siberia or NOPAC route traffic, will be assigned to Runway 05. International flights from the south, i.e., flights from South East Asian countries, will be assigned to Runway 04.

- 2.11 Simultaneous arrival operations to Runway 05 and 04 are conducted. One of these simultaneous approach operations, generally used under good weather conditions, is the LDA approach (Localizer Type Directional Aid Approach). Under bad weather conditions, ILS approaches to Runway 05 and 04 will be used. The traffic departing to the north (30 percent) will be assigned to Runway 16L. The traffic departing to the south and west (70 percent) will be assigned to Runway 16R. In this arrangement, departing traffic flight paths do not cross.

- 2.12 Based on JCAB's analysis, the number of departures and arrivals per hour is 40/40 as the maximum number possible while maintaining safety and regularity of flights. However, this number of flights may be increased incrementally while ensuring that the safety and punctuality of aircraft operations are maintained. The number of departure and arrival flights will be increased as ATC personnel and flight crews' familiarization with these new procedures increases in the future.  
34 Departures / 33 Arrivals now  
35 Departures / 35 arrivals at Apr. 2011
- 2.13 The collaboration between ATC personnel and flight crews is very important and essential in order to maintain the safety of flight operations and the expeditious flow of flights at Haneda airport.

Flight directions and routes – Figure 3



※ Restriction for the number of departure and arrival based on routes might be introduced.

### NARITA Airport

- 2.14 On the other hand, it has been very difficult to increase capacity of Narita airport because of many environmental constraints. However, the principle that of increasing capacity of Narita airport step by step was confirmed through discussion among stakeholders including local government and local residents.
- 2.15 In Oct. 2011, JCAB will introduce the simultaneous departure procedure from parallel runway through the safety assessment in order to enhance capacity during the period of many departures expected. In addition, as a result of coordination among stakeholders, the simultaneous ILS approach to parallel runway will be possible regardless of wind direction.

- 2.16 We are planning establishment of new sector at Tokyo ACC which can twine a lot of arrival traffic from Trans-Siberia and North America into efficient flow. The efficient operational procedure during peak period is now under consideration in detail
- 2.17 The number of departures and arrivals per year is three hundred thousand, as the maximum number possible while maintaining safety and regularity of flights. However, this number may be increased incrementally through the coordination among the parties concerned.  
235 thousand (Dep. and Arr.) in Winter schedule, 2011  
250 thousand (Dep. and Arr.) in Summer schedule, 2012

### **3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to note this information.