



Ministry of Land, Infrastructure, Transport and Tourism
CIVIL AVIATION BUREAU, JAPAN



Better Access to Tokyo Metropolitan Gateways

*Facility Improvement, Procedural Improvement, and Capacity
Increase at Narita & Haneda Int'l Airports*

20 June 2009

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Narita Airport ***- Facility Improvement -***

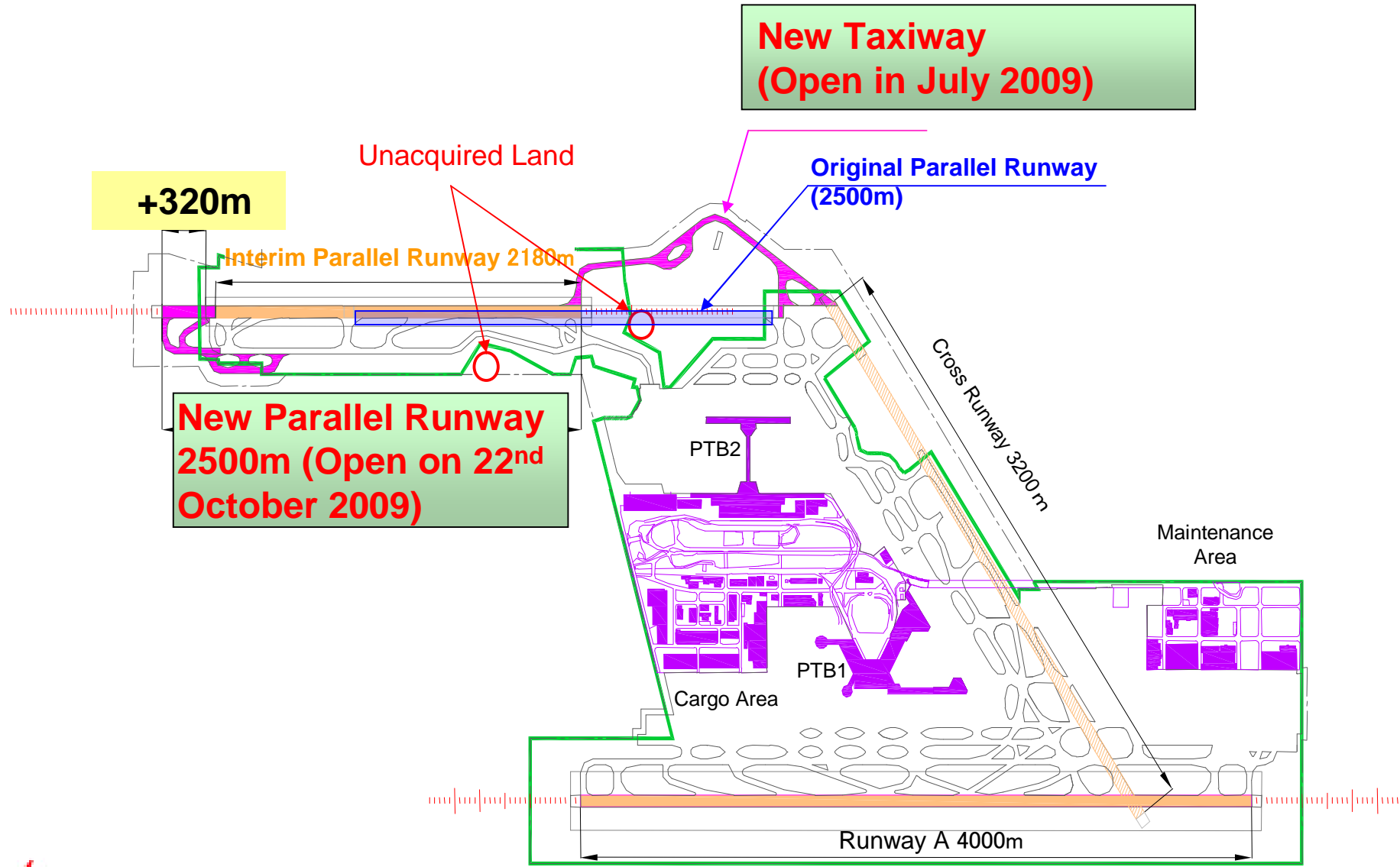
- ◆ Extension of B' R/W 2,180m → 2,500m
 - Including Installation/ Relocation of Nav. Aids and Aeronautical Lighting
 - Open on 22 October 2009 (5 months in advance of the original plan)

- ◆ Improvement of Taxiways
 - New eastern taxiway of B' R/W (July 2009)
 - Improvement of the existing taxiway relating to B R/W.

- ◆ New Apron to provide more Parking Spots
 - Open in March 2010



Facility Improvement at Narita Airport



Facility Improvement will result in:

Q Improved Capability of the Airport in case of Emergency (Closure of A R/W)

When the A R/W was closed due to the aircraft accident in 2009, many flights were cancelled due to the physical limitations of the current B' R/W.

Q Relaxation of Restrictions on Aircraft Type to be Operated on B' R/W

In principle, all large-capacity, long-haul aircraft type except A380 can be accommodated.

Q Capacity Increase (from S2010)

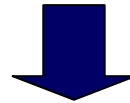


Narita Airport ***- Procedural Improvement -***

◆ Current Procedures on the use of runways

Take-offs and Landings shall be conducted using the pre-assigned runway.

(Time slots are allocated specifying the runway to be used.)



◆ Improved Procedures (from S2010)

Restrictions mentioned above will be lifted, in principle.

(Time slots will be allocated without specifying runway.

Runway to be used will be assigned by ATC in the course of operations.)

※Exceptions due to noise problems

0600-0700JST: Only A runway may be used

2000-2300JST: Current procedures will remain as they are



Procedural Improvement will result in:

- ◆ Improved Handling Capability, which may lead to;
 - Q increased airport capacity,
 - Q more flexibility for airlines to obtain their desired time slots
 - Q reduced fuel consumption resulted from elimination or reduction of waiting/ holding time; and

- ◆ Change of U/L rule, as follows;
 - Q Until W2009: U/L rule will be applied on the basis of pre-assigned runway. (Use of runway different from pre-assigned runway will be considered as non-use.)
 - Q From S2010: Runway used will not affect the application of U/L rule, except for 2000 – 2300 JST, during which the current practice will continue to apply.



Narita Airport *- Capacity Increase -*

- ◆ Based on the agreement with the local community, from S2010, number of take-offs and landings per year will be increased.

approx. 200,000 → approx. 220,000

- ◆ Accordingly, number of slots per day will be increased.

370 (A R/W) + 176 (B' R/W) → 604 in total

- ◆ In addition, number of slots per hour will be increased.

32 (A R/W) + 14 (B' R/W) → 54 in total

(Number of take-offs and landings shall be up to 30 per hour respectively. (No changes in this respect.))

- ◆ As in previous cases, JCAB has been negotiating with its bilateral partners on additional traffic rights to and from Narita.



Capacity Increase:

◆ Special Treatment in 2000-2300 JST

As already presented, during 2000 – 2300JST, time slots will be allocated specifying the runway to be used.

● Number of slots at A R/W

2000 – 2055JST : 25

2100 – 2155JST : 16

2200 – 2259JST : 10

● Number of slots at B' R/W

2000 – 2055JST : 16 (currently 14)

2100 – 2125JST : 8 (currently 7)

2130 – 2259JST : 10

◆ Firebreak Zone

It will be established twice per day, as it is done currently.

Number of slots during Firebreak Zone will be 21 per 30 min.



Narita Airport

- Others -

◆ Further Increase of Capacity

- Narita International Airport Company (NAA), in cooperation with JCAB, started study on further increase of airport capacity up to 300,000 take-offs and landings per year.

◆ Punctuality

- To realize the benefit of capacity increase in 2010 and to enhance the consideration on future capacity increase, airlines are strongly requested to operate very punctually.
- Especially, delays during 2000 – 2300JST have been a serious problem for NAA, JCAB, and the local community.

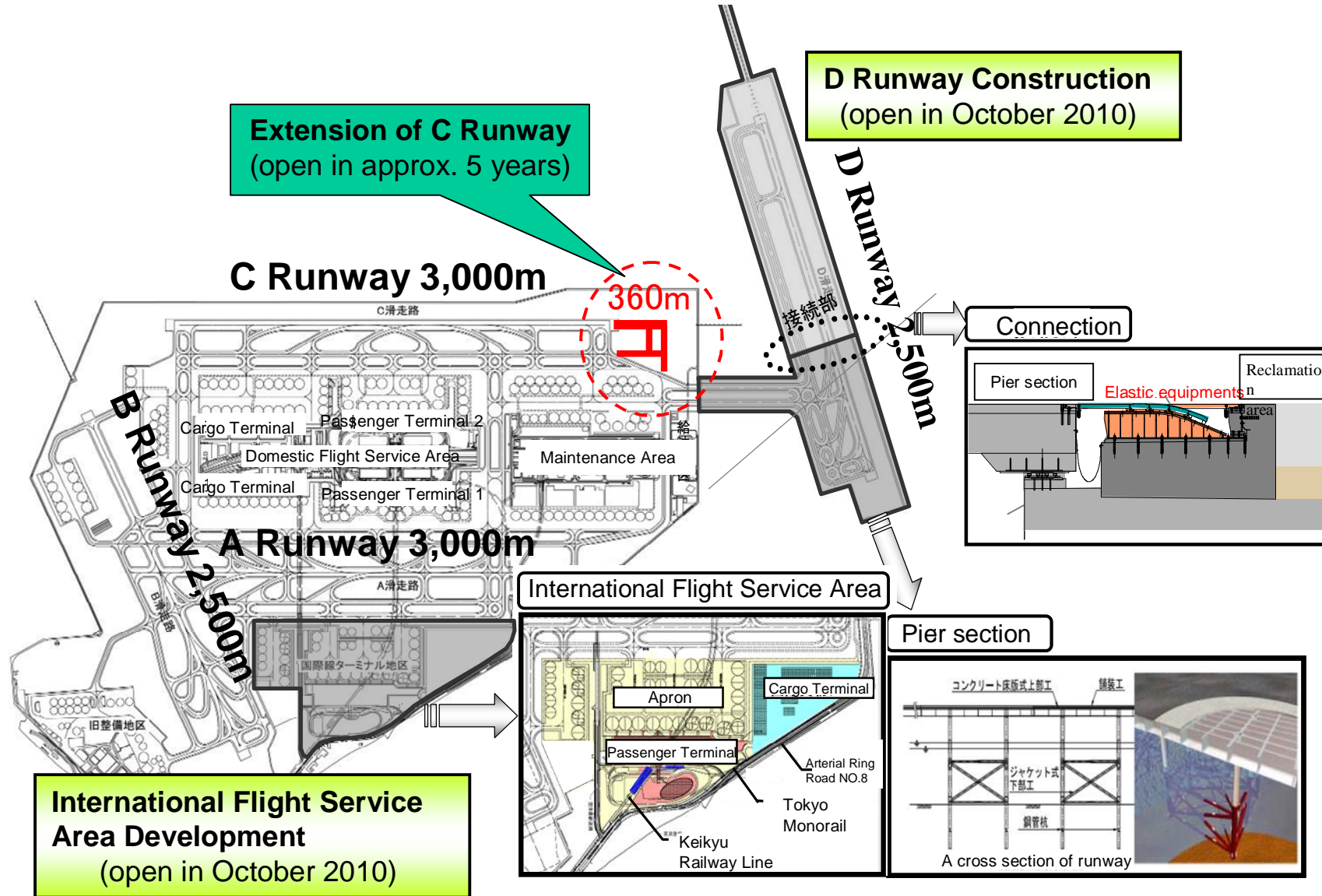


Haneda Airport - Facility Improvement -

- ◆ Opening of D R/W (2,500m) (Oct. 2010)
- ◆ Development of Taxiways, Aprons (Oct. 2010)
- ◆ Construction of International Flight Service Area (Passenger and Cargo Terminals) (Oct. 2010)
- ◆ Extension of C R/W (3000m → 3360m)
(Approx. 5 years from now)



Facility Improvement at Haneda Airport



Introduction of International Scheduled Services To Haneda Airport:

- ◆ Based on the decision made by the Cabinet, international scheduled services will be introduced at Haneda Airport from Oct. 2010, making use of additional slots, as follows:
 - daytime hours:
30,000 slots per year will be used for short-haul passenger services covering business demand to Asian major cities
 - late night and early morning hours:
30,000 slots per year will be used for passenger and/or all-cargo services to worldwide major cities



Introduction of International Scheduled Services To Haneda Airport (Cont.):

- ◆ JCAB has been negotiating with its bilateral partners on the traffic rights to and from Haneda Airport.
- ◆ Slot coordination will be done by NRT/KIX schedule coordination office.
- ◆ Detailed information will be presented to the next session of the Conference in November.



Thank you very much!

Q & A