While Tokyo benefits from the services of two airports Narita (RJAA) and Haneda (RJTT), Haneda’s relative proximity to downtown Tokyo has meant that demand for growth at this airport has been the greater of the two. This demand was further enhanced with the re-opening of the airport to overseas operators. Accordingly, in 2008, it was announced that capacity at Tokyo Haneda would be boosted by the construction of a fourth runway at the airport. As a result of this expansion the airport expects to increase annual movements to 407,000 (compared with 252,480 in 2010).

Naturally the ALPA Japan Aerodrome and Ground Environment (AGE) experts got involved with the project when the fourth runway was announced. However, their advice has gone unheeded by the Japan Civil Aeronautics Board with the result that the risk for on-ground and approach related incidents is significantly elevated. ALPA Japan’s AGE team have identified a number of point which pilots operating into Haneda should be aware of and pay special attention to.

There are airport operations issues such as noise abatement, weather, traffic flow in the Fukokua FIR, international terminal location, traffic distribution and arrivals.