

HANEDA D-Runway Report (No.1) PROLOGUE

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Tokyo International Airport (HANEDA Airport)
HANEDA Airport Construction Office
<http://www.pa.ktr.mlit.go.jp/haneda>

ABSTRACT

Tokyo international airport, which is usually called “HANEDA Airport” from its regional name “HANEDA”, is now in the dramatic period towards the future air transportation in Japan.

HANEDA airport, which is functioning as a central airport in Japan, is located in the Metropolitan Tokyo, at the mouth of Tama-river, facing Tokyo Bay. It has now three runways (A-runway: 3,000m, B-runway: 2,500m, C-runway: 3,000m), two domestic passenger terminals (Terminal 1 and Terminal 2), a temporary international terminal and cargo handling facilities, etc.

In 2006, HANEDA airport handled around 800 daily flights, 300 thousand annual flights and 66 million annual passengers. Especially, the number of passengers per flight exceeds 200, far beyond the average number of other international major airport. Due to limited air space and limitation of taking-off and landing direction avoiding nearby residents, the number of flights has already reached the maximum of its ability. Although it can not accommodate any more flights, strong demand for flights to and from HANEDA has been arising in Japan.

In 2003, due to above mentioned reasons, a new runway, the fourth runway named “D-runway”, was planned to be constructed in the sea off the existing airport. If HANEDA airport starts its new services by four runways, it will accommodate 407 thousand annual flights and 94 million annual passengers and more, including international flights.

PROJECT HISTORY

(1) In July 2001, the pre-feasibility committee on the third Metropolitan airport reported that re-expansion of HANEDA airport has an advantage on existing airport stocks and accessibility.

(2) In December 2001, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan reported its basic plan for re-expansion of HANEDA airport.



A picture of HANEDA airport and the new D-runway



(3) In June 2002, the Cabinet Council determined to re-expand HANEDA airport by the end of the first decade of the 21st century.

(4) In October 2002, the construction method evaluation committee reported that all method is applicable to the new D-runway, among

1. Reclamation and pile-founded steel-jacket-platform hybrid method,
2. Pile founded steel-jacket-platform method, and
3. Floating structure method.

(5) The committee also reported that “Design-Build” bidding should be applied to this project including long time maintenance in order to secure and clarify the contractor’s responsibility.

(6) In March 2005, a Joint Venture (JV) of 15 major construction companies in Japan, headed by KAJIMA Corporation, bided 598.5 billion Japanese Yen for this project, and the MLIT agreed to sign the contract of the project with the Joint Venture of 15 companies.

(To be continued)