

HANEDA D-Runway Report (No.3) OKITEN PROJECT

July 2009

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

DIFFICULTIES in the 1970's

In the 1970's, due to a rapid increasing of air-transportation in passengers and cargos, HANEDA airport was gradually being in the condition that it was not able to catch up with the demand of times by its basic facilities out of date, such as close parallel runways of A & C, narrow aprons and a terminal building. And the noise problem was getting worse and worse.

Although, in 1971, B-runway was extended to 2,500m from 1,676m, HANEDA airport was requiring a drastic change in runways, area of aprons and passenger terminals in the light of the increasing number of flights as well as the noise problem of



IN 1970, congestion in the apron



IN 1971, after B-runway extension

B-runway

C-runway
A-runway

jet-aircrafts.

In this situation, in 1970, the MLIT started the talk with the Tokyo Metropolitan Government and the HANEDA regional community in order to resolve the problem on the decreasing function of the airport as well as the noise.

In 1978, the new Tokyo international airport (NARITA airport) was opened in NARITA, CHIBA prefecture, which locates about 70km far from Tokyo. Then, almost all international flights were transferred to NARITA from HANEDA, and NARITA was mainly working for international flights and HANEDA for domestics. However, congestion in HANEDA airport did not

decrease a lot.

In 1983, after more than 10 year's efforts of talk, the above mentioned talk had finally brought to an amicable settlement, and under this agreement, the MLIT had decided to expand HANEDA airport in a large scale for future, by utilizing the land made by reclamation for the disposal of construction waste soil. This expansion project from 1984 is called the "OKITEN" project, from the abbreviation for "OKIAI TENKAI" in Japanese, which means the "seaward expansion".

"OKITEN" PROJECT (1)

The OKITEN project started in 1984, which was aiming for 1) dealing with more flights by constructing new three runways, widening aprons and strengthening the function of access roads and railways to the airport, 2) achieving the resolution of the noise problem by seaward expansion, and 3) utilizing the land made by reclamation for disposal of construction waste soil.

The OKITEN project was composed of three construction stages. The new A-runway was constructed in the first stage, the passenger terminal 1 was in the second stage, and the new B & C-runways and the passenger terminal building 2 were in the third stage, respectively.



IN 1983,
before the OKITEN project

(To be continued)