

# Chubu Centrair International

IATA/ICAO CODE: NGO/RJGG  
 CITY: Tokoname  
 COUNTRY: Japan

## AIRPORT CONTACT

Information updated by Japan Civil Aviation Bureau in 2011

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 Operation Control Division  
 Operations Headquarters  
 Airport: Chubu Centrair International  
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 Airport Web Site: [http://www.cjiac.co.jp/english/eng\\_index.html](http://www.cjiac.co.jp/english/eng_index.html)  
[http://www.mlit.go.jp/koku/english/02\\_international/chubu.html](http://www.mlit.go.jp/koku/english/02_international/chubu.html)

ELEVATION: 12ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
18/36	3500	-	3	60

## NOISE ABATEMENT PROCEDURES

### 1. Noise Abatement Operating Procedures

(1) For all jet aircraft, in order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

i) For take-off - None

ii) For landing to : (Approach to)

RWY 36

a) Delayed Flap Approach Procedure

Do not extend final landing flaps until leaving 1,500FT.

RWY 18

- a) Make gear down after leaving 3,000FT.
  - b) Delayed Flap Approach Procedure
- Do not extend final landing flaps until leaving 3,000FT.

iii) Reverse Thrust - None

- (2) Preferential Runways Procedures  
Nil
- (3) Noise Preferential Routes - None

2. USE of SIDs

In order to reduce aircraft noise in the vicinity of airport, in principle, departure aircrafts are requested to fly via the following SIDs.

- (1) All aircraft for North America/Europe/Russia, and B-747-100, 200, 300 taking off from RWY36 for Hawaii.

ANJYO REVERSAL ONE DEPARTURE  
NAGOYA REVERSAL ONE DEPARTURE  
LAKE REVERSAL TWO DEPARTURE  
CHITA ONE RNAV DEPARTURE

- (2) During the hours from 1400UTC to 2100UTC

ANJYO REVERSAL ONE DEPARTURE  
NAGOYA REVERSAL ONE DEPARTURE  
LAKE REVERSAL TWO DEPARTURE  
BAY FOUR DEPARTURE  
CRADLE TWO DEPARTURE  
ISE ONE RNAV DEPARTURE

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

In order to reduce aircraft noise in the vicinity of the airport, Approved during 2100 UTC(0600 JST)-1300 UTC(2200 JST) as a general rule. And detail of ground run-up of aircraft engine(s) is controlled in accordance with instructions specified in Chubu Centrair International Airport Administrative Regulations (CHIJO SHIUNNTEN KITEI)

APU OPERATING RESTRICTIONS

1.3 Restrictions about the use of auxiliary power units(APU)

When an aircraft is using an aircraft parking stand with fixed power facilities, APU shall not be used outside the time periods specified below except when specifically acknowledge by "CJIAC" as necessary.

- 1. Less than 30 minutes prior to the estimated off-block time.

- 2. The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.
- 3. For the minimum time required for aircraft maintenance purposes if needed.

NOTE:  
Spot 2 - 12,14 - 28,107,109,110,111, 113,115, 116,117,118 and 119 are aircraft parking stands with fixed power facilities.

Spot 2 - 12 and 14 - 24 are equipped with electric power unit and pre-conditioned air unit.

Spot 25-28 107,109,110,111,113,115,116,117,118, and 119 are equipped with electric power unit.

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM  
4 permanent stations are installed.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 jet powered aircraft operations are not allowed in Japan as of April 1, 2002.

## CHAPTER 2 PHASEOUT

All Chapter 2 jet powered aircraft have been phase out in Japan as of April 1, 2002.

## CHAPTER 3 RESTRICTIONS - [NONE](#)