

**New Chitose International**

IATA/ICAO CODE:     SPK(CTS)/RJCC  
CITY:                   Sapporo (Chitose)  
COUNTRY:              Japan

**AIRPORT CONTACT**

Information updated by the Japan Civil Aviation Bureau 5/2011

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ELEVATION: 70 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
01L/19R	3000	-	3.0	60
01R/19L	3000	-	3.0	60

**NOISE ABATEMENT PROCEDURES**

In order to reduce aircraft noise around the airport, all jet aircraft are requested to fly via the following SIDs and STARs during the hours from 1300UTC (2200JST) to 2200UTC (0700JST) excepting aircraft in an emergency or in an unavoidable situation:

- 1) Takeoff from Runway01R/01L:  
NAGANUMA THREE DEPARTURE or HOKUTO FIVE DEPARTURE
- 2) Takeoff from runway19R/19L:  
YUFUTSU FOUR DEPARTURE or HOKUTO FIVE DEPARTURE
- 3) Landing on Runway01R/01L:  
YUKII WEST ARRIVAL or YUKII EAST ARRIVAL
- 4) Landing on Runway19R/19L:  
CHITOSE ARRIVAL, NASEL ARRIVAL or KURIS ARRIVAL

Note:  
1. Visual approach shall not be permitted during the hours from 1300UTC (2200JST) to 2200UTC (0700JST).

2. "Aircraft in an emergency or in an unavoidable situation" as described above shall be limited to the followings:
- (1) Aircraft encountered with an abnormal situation
  - (2) Aircraft in which abnormal situation arose among crew or passengers
  - (3) Aircraft operating for the purpose of search-and-rescue activities, etc...
  - (4) Aircraft which need to follow the routes other than the above mentioned SIDs and STARs due to request by ATC or other reasons

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

AIRPORT CURFEWS

Landings and take-offs are restricted as follows during the hours from 1300UTC (2200JST) to 2200UTC (0700JST).

- 1. Stops for non-traffic purposes and training flights shall not be permitted.
- 2. Landings and take-offs shall be limited up to 6 excepting aircraft in an emergency or in an unavoidable situation.

Note: "In an emergency or in an unavoidable situation" as described above shall be limited to the following cases:

- (1) Aircraft encountered with an abnormal situation.
- (2) When abnormal situation arose among crew or passengers.
- (3) Aircraft operating for the purpose of search-and-rescue activities and etc.
- (4) When landing or take-off is considered really unavoidable due to typhoon evacuation or other reasons.

PREFERENTIAL RUNWAYS

Landing Runway

- 1. Runway 01R or 19L will be generally specified for landing unless otherwise required by ATC.**
- 2. In order to avoid misunderstanding of Chitose aerodrome, PALS, SALS and Approach LGT beacon for runway 01R or 19L will be turned on even if in VMC**
- 3. In case of specified landing runway 01R or 19L, PALS and PAPI for runway 01L or 19 R will be normally turned off.**

Departure Runway

Runway 01L or 19R will be generally specified for departure unless otherwise required by ATC.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Permitted Place	Type of aircraft	Permitted time	Restriction etc.
Run-up area (on twy M-5)	All aircraft	2200(UTC) ~ 1300(UTC)	None
Other spots	All aircraft	2200(UTC) ~ 1300(UTC)	Engine power is allowed

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Updated by the JCAB 5/2011

Landing Charges of jet aircraft shall be the total of Basic Landing Charge and Noise Surcharge per each landing.

Basic Landing Charge:

Up to 25 tonnes	JPY 950/tonne
26-100 tonnes	JPY 1380/tonne
101-200 tonnes	JPY 1650/tonne
Over 201 tonnes	JPY 1800/tonne

Noise Surcharge:

Basis: noise level.

Note: Noise level means those of an aircraft determined at a takeoff noise measurement and an approach noise measurement point in accordance with Annex 16 to the Convention on International Civil Aviation. Noise levels of aircraft without those as determined by Annex 16 mean those corresponding to those of Annex 16, which are officially published by the Government authorities of the manufacturing country of said aircraft".

**The noise surcharge is calculated as follows:**

The amount calculated adding the values for flyover and approach, divided by 2, minus 83 (units less than 1 EPNdB are calculated as 1) and then multiplying this value by 3400 yen.

Steps for calculating this part of the noise charge:

1. Add EPNdB values for flyover and approach
2. Divide by 2
3. Subtract 83
4. Round up to the next whole number (example, 7.2 is rounded to 8)
5. Multiply by 3400

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 - [NONE](#)

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](#)