

SAPPORO/New Chitose (CTS/RJCC)

Elevation 70ft

CATEGORY A

No AV brief available.

GENERAL

- New Chitose Airport opened in 1988 to replace the adjacent Chitose Airport which has now been converted to a Japanese Air Self-Defense Force base.
- It is the largest airport in Hokkaido and in the top 100 busiest airports in the world in terms of passenger numbers
- Air Traffic Control is provided by the Japanese military. Some controllers may be difficult to understand, use standard phraseology.
- Use correct callsign for ATC units; callsigns prefixed “RJCC” are referred to as “Chitose Approach/Tower” etc – NOT “Sapporo”. RJCG_CTR = “Sapporo Control”
- The proximity and near-identical runway layout of Chitose Air Base make misidentification a significant threat
- Terrain rises to the east, west and north
- Altimeter settings may be given in inches or hPa

Threats**CFIT**

- The airfield lies in a wide valley with high ground to the east, west and north
- Significant high points include Mt Tarumae 3,415 ft asl 14 nm SW, Mt Yoichi 4,882 ft asl at 33 nm NW and Mt Yotei, an active volcano of 6,227 ft asl 39 nm W
- The Shokanbetsudake Mountains rise 30 nm north. Mt Shokanbetsu 4,894 ft asl 56 nm N
- The Yubari Mountains rise less than 10 nm E. Mt Yubari 5,471 ft asl is 33 nm NE.

Runway Incursion

- Chitose Air Base is immediately adjacent to the NW of New Chitose Airport and has a near-identical runway layout. Take extreme care to identify the correct runway and make maximum use of all available navigation aids
- Closely spaced parallel runways. Take care if landing Rwy 01R/19L that 01L/19R is not entered without clearance
- If instructed to hold short of Rwy 19R on A1, the inner hold line should be used unless otherwise instructed

Mid Air Collision

- Simultaneous approaches with Chitose Air Base runways may take place

ARRIVAL

Diversion Airports

KUSHIRO	KUH/RJCK	111 nm/091°T	CAT A
HAKODATE	HKD/RJCH	072 nm/223°T	CAT A
TOKYO, Haneda	HND/RJTT	442 nm/202°T	CAT B
TOKYO, Narita	NRT/RJAA	508 nm/188°T	CAT A

Approach

- Use correct callsign for ATC units; callsigns prefixed “RJCC” are referred to as “Chitose Approach/Tower” etc – NOT “Sapporo”.
- Track shortening is a possibility, particularly when arriving from the south and landing 01L/R

GROUND

- There are two hold short lines on Taxiway A1. Departing aircraft instructed to hold short of Rwy 19R on A1 should use the inner line (nearest 19R) unless otherwise instructed
- Wingtip clearance is limited, particularly on Twy K6 behind the International Terminal. Ensure the taxiway centreline is followed precisely and ensure a safe speed is maintained.

WEATHER

- Winters are cold and snowy whilst summers are warm and relatively wet.

OPERATIONAL INFORMATION

Handling Agent	JAL
Handling Agent VHF	
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times