

## Notice for a new rule for the air navigation service charge

We would like to inform that a rule for the air navigation service charge is to be changed from April 1<sup>st</sup>, 2017 as the attached.

Accordingly, you should be requested to let us know a weight of MTOW as well. Please refer to the necessary information.

The way of sending you related invoice and “How to pay” will have no change.

We would like to indicate the following items.

1) Please refer to the attached information regarding your registration status.  
If your registration to JCAB have no information on weight (MTOW) and noise certificate (TKY overflying and Approach figures), you should be requested to jot them down on the format and back it to us. You should also be requested to submit us a copy (some copies) of certificate(s) clearly indicated figures on MTOW and noise as described above, if you have tantamount flight(s) from now on. The flight schedule should be also submitted to us without fail.

2) Please write the following necessary information and submit it to us **by April 14<sup>st</sup>**, 2017.

(Necessary info.)

A. The official name of your company

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B. Core information about the aircraft

\*Please attach with the necessary information.

C. Contact point in Japan (or agent)

Name:

Address:

Phone number:

Facsimile number:

Person in charge: (indicate full name with gender definition)

E-mail address:

D. Contact description for your parent company (or headquarters)

Name:

Address (with country name):

Phone number:

Facsimile number:

Person in charge: (indicate full name with gender definition)

E-mail address:

Please feel free to contact if you have any inquiries to the following (the same address for you to send a format).

To:

Accounting section, Japan Civil Aviation Bureau (JCAB), Ministry of Land,  
Infrastructure, Transport and Tourism (MLIT)

2-1-3, Kasumigaseki, Chiyoda Ward, Tokyo 100-8918, JAPAN

E-mail address: [hqt-revenue-jcab@ml.mlit.go.jp](mailto:hqt-revenue-jcab@ml.mlit.go.jp)

Appendix

Regarding the revision of Air Navigation Service Charges

We revise Air Navigation Service Charges of Japan as follows.

1. Air Navigation Service Charges

(1) Amounts of Air Navigation Service Charges shall be following:

For each flight by aircraft with MTOW (maximum take-off weight) of more than or equal to 15t, total of the applicable charges among the following categories ①~③ shall be charged:

① Aerodrome Charge

Airport Group Unit Rate<sup>※1</sup> × (MTOW<sup>※2</sup>/50)<sup>0.7</sup>

However, for the time being, upper limit of MTOW is set to be 250t.

※1 Airport Group Unit Rates

Categories	Airport Group	Grp. Unit Rate (yen)
G1	Tokyo INTL	38,800
G2	Chubu Centrair INTL, Kansai INTL, Fukuoka, Naha, Narita INTL, Osaka INTL	17,100
G3	Akita, Aomori, Asahikawa(Civil), Hakodate, Hiroshima, Kagoshima, Kanazawa/Komatsu, Kitakyusyu, Kobe, Kochi, Kumamoto, Kushiro, Matsuyama, Memanbetsu, Miyako, Miyazaki, Nagasaki, Nagoya, New Ishigaki, Niigata, Obihiro, Oita, Okayama, Sapporo/New Chitose, Sapporo/Okadama, Sendai, Takamatsu, Tokushima, Toyama	3,700
G4	Aguni, Amakusa, Amami, Fukue, Fukui, Fukushima, Hachijojima, Hateruma, Hanamaki, Hyakuri, Iejima(Civil), Iki, Iwakuni, Iwami, Izumo, Kamigoto, Kerama, Kikai/Kikaigashima Is., Kitadaito, Kozushima, Kumejima, Matsumoto, Miho, Minami Daito, Misawa, Miyakejima, Monbetsu, Nakashibetsu, Nanki-Shirahama, Nijima, Noto, Odate-Noshiro, Ojika, Oki, Okierabu, Okushiri, Osaka/Yao, Oshima, Rebun, Rishiri Is, Sado, Saga, Shimojishima, Shizuoka, Shonai, Tajima, Tanegashima, Tarama, Tokunoshima Is, Tottori, Tsushima, Wakkanai, Yakushima, Yamagata, Yamaguchi-Ube, Yonaguni Jima, Yoron	470

※2 For MTOW (Maximum Take-Off Weight) here, those submitted to the Civil Aviation Bureau as MTOW shall be used.

② En-route Charge(En-route territorial)

$$5,300 \text{ yen} \times (\text{Distance flown}^{\ast 1} - A\text{km}^{\ast 2})/100 \times (\text{MTOW}/50)^{0.5}$$

However, for the time being, upper limit of MTOW is set to be 250t and upper limit of (Distance flown - Akm) is set to be 1,000 km.

※1 Distance flown is defined as the Great Circle Distance(GCD) based on the relevant pair from the airport reference points, QNH line boundary point, or En-route (oceanic) points of entry/exit (that is, FIR entry/exit point). In case where one flight flies in the En-route (territorial) airspace more than one (1) time, the total of the distances shall be used.

※2 For domestic flight (2 airports) A = 18.52.

For international flight (1 airport) A = 9.26.

③ Oceanic Charge(En-route oceanic)<sup>※1</sup>

13,000 yen/Flight (Datalink-enabled aircraft)

18,000 yen/Flight (Non-datalink-enabled aircraft)

※1 Even if one flight flies in the En-route (oceanic) airspace more than one(1) time, En-route (oceanic) flight is counted as only one(1) time.

(2) As for the charges in (1), transitional measures shall be taken for 4 years after the implementation of the new system. The new formula is as follows:

(Formula)

$$\text{Current Charges}^{\ast 1} \pm (\text{Difference between New Charges and Current Charges}) \times (100 - 20 \times A)\%$$

※1 Charges calculated under the current formula

① After the new charge system enters into force,

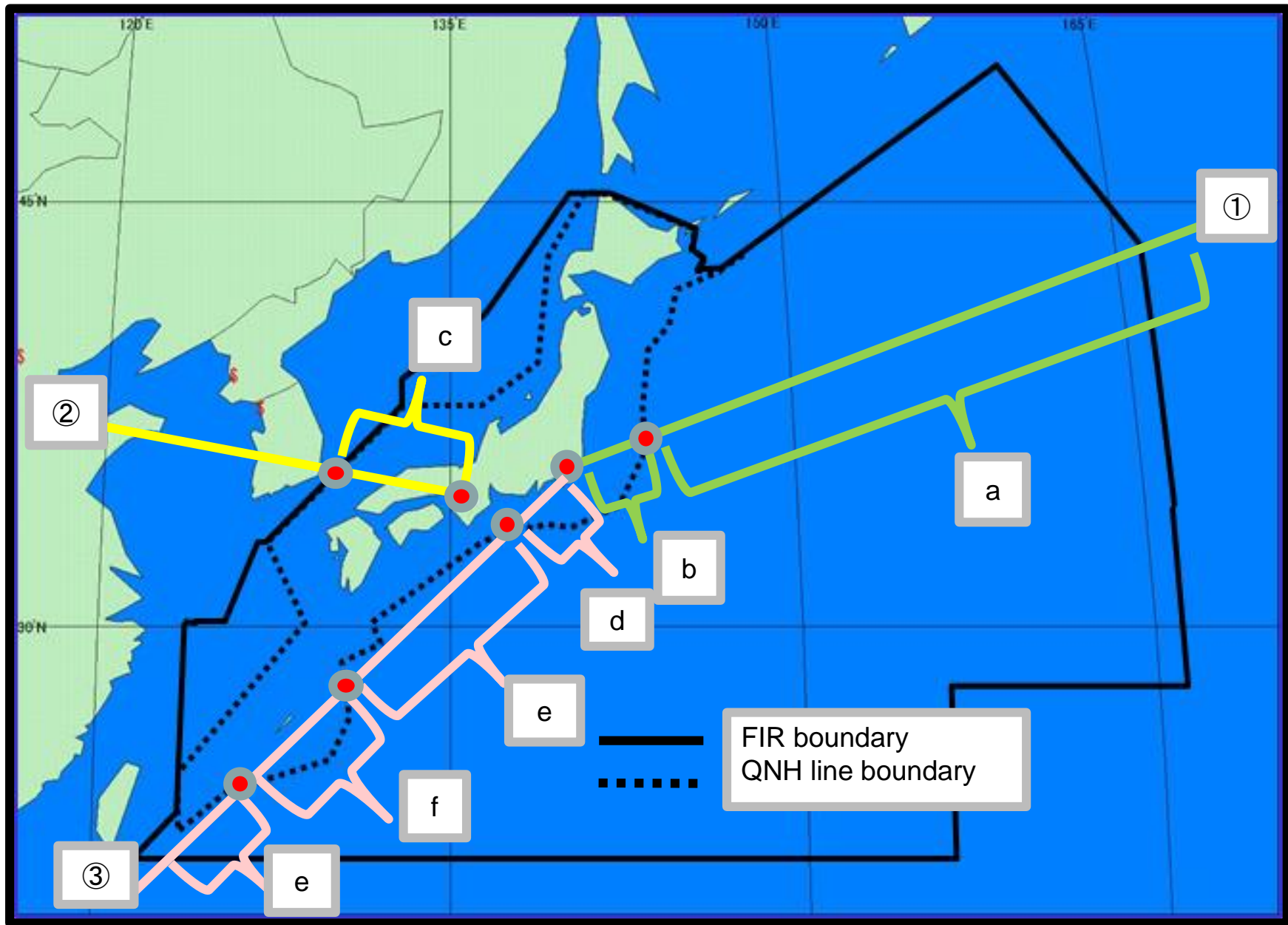
	increase/decrease
1 st year : A = 4	2 0 %
2 nd year : A = 3	4 0 %
3 rd year : A = 2	6 0 %
4 th year : A = 1	8 0 %
5 th year : A = 0	1 0 0 %

During the transitional period, both the increase and the decrease of the charges will be introduced by 20% every year.

(3) For aircraft with weight lighter than 15t, as before, we will not collect charges, for the time being, from those that pass Fukuoka FIR without landing/taking off in Japan, while we collect 120 yen per landing from those that land at an airport in Japan. Moreover, charges shall be one half of the calculated amount with regard to aircraft with weight heavier or equal to 15t and lighter than 20t which takes off and lands at airports in Japan, as before and for the time being.

2. Planned effective date: April 1<sup>st</sup>, 2017

# Measurement of distance flown En-route (territorial)



## ○Distance flown En-route (territorial)

Distance flown En-route (territorial) is the Great Circle Distance (GCD) between airport reference point and the QNH line boundary point on the flight route in the flight plan.

Therefore, in the cases of the above figure:

- For route ①, GCD of b
- For route ②, GCD of c
- For route ③, GCD of d + GCD of f

## ○Charges of En-route (oceanic)

- For route ①, a is applicable and JPY 13,000 or JPY 18,000 is charged
- For route ②, not applicable
- For route ③, e is applicable and JPY 13,000 or JPY 18,000 is charged (multiple oceanic segments are counted as one)