GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9
PCN: RWY 18/36: 137/F/A/X/T

Operation

Traffic Note
Low Level Windshear Alert System (LLWAS) in operation.

Low Visibility Procedure
Special Safeguards and Procedures (SSP):
CAT II OPS AVBL when SSP are applied. SSP will be applied when:
- Ceiling is at or below 200ft and/or RVR is at or less than 600m
- ILS Critical Area is protected.

In order to protect ILS Critical Area for succeeding arriving ACFT, an arriving ACFT may be given the following instruction by ATC: "REPORT OUT OF ILS CRITICAL AREA".

The exit TWY CL lights are fixed alternate green and yellow within the ILS Critical Area. If an ACFT is given the above instruction, pilots are expected to advise ATC when TWY CL lights change from alternate green and yellow to steady green.

TWY Restrictions
TWY A 3S - TWY A 8N: not AVBL for DEP ACFT when stop bar lights in operation.

TWY C wingspan above 55m / 180ft : Reduce taxi-speed and follow CL accurately as wing-tip CLR will become less than 15m / 50ft.

Wing-tip CLR at TWY INT between the ACFT HLDG at the stop marking on the TWY and the other ACFT taxiing behind it are as follows.

When B744 HLDG at stop marking on TWY A2, A3S, A8N or A9.

Wingspan (WS) of ACFT taxiing on TWY A	WS ≤28m	WS >28m
Wing-tip CLR	6.5m ≤ Wing-tip CLR <15m	Wing-tip CLR <6.5m

Taxi Routes

Wingspan	AVBL TWY	Restricted TWY *
74m <WS ≤85m	A, A1-A10 B (from B1-E2), B1, B2, B9, B10 C (from spot NR117-NR119), C9, C10	WS >84m C (from spot NR117-NR119)
70m <WS ≤74m	A, A1-A10 B, B1-B10 C (from spot NR117-NR119), C9, C10	WS >73m B (from E2-D7)

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65m <WS ≤70m	A, A1-A10 B, B1-B10 C (from spot NR117-NR119), C9, C10 D, D5-D7 E, E2-E6	-
WS ≤65m	All TWYs and all ACFT stand taxilanes	WS >63m C (from spot NR101-NR116)

* In order to keep CLR between other ACFT or OBST, the ACFT which has wingspan (WS) listed in the table shall reduce taxiing speed and shall strictly follow TWY center line on the following TWY.

In order to avoid damage of break-away jet blast ACFT unless necessary, shall not stop between each stop line and break-out point on each taxi route in the following chart:

(If an ACFT anticipates that it will stop between each stop line and break-out point, the ACFT shall hold on the stop line, then notify GND.)

Taxi route	Name of stop line	Break-out point
D7 -> D	A	behind SPOT 3
D -> D7	B	behind SPOT 202
D -> D6	C	behind SPOT 205
D6 -> D	E	behind SPOT 5
D6 -> SPOT 7, 8, 9	E	SPOT IN
D -> D5	D	behind SPOT 11
D5 -> D	F	behind SPOT 5
E6 -> E	G	behind SPOT 21
E -> E6	I	behind SPOT 15
E5 -> E	H	behind SPOT 21
E -> E5	J	behind SPOT 302
E5 -> SPOT 19, 18, 17	H	SPOT IN
E -> E4	K, M	behind SPOT 305 (402)
E4 -> E (ACFT nose to north)	L	behind SPOT 22
E4 -> E (ACFT nose to south)	L	behind SPOT 25
E -> E3	O, R	behind SPOT 400E (500B)
E3 -> E (ACFT nose to north)	P	behind SPOT 26
E3 -> E (ACFT nose to south)	P	STOP LINE S
E -> E2	S	behind SPOT 500E
E2 -> E	T	STOP LINE R

GENERAL

In order to avoid jet blast, ACFT with MTOW above 204t / 450000lbs with 3 or more ENG are not allowed to make 180° turn. For ACFT which are allowed to 180° turn, use always MNM possible thrust while making 180° turn:

- between D5 and D6 (east side)
- between E5 and E6 (east side
- D to SPOT 201 or SPOT 204
- E to SPOT 301 or SPOT500D
- E (taxi to north) to SPOT 401 or SPOT 500A
- E (taxi to south) to SPOT 304 or SPOT 400D

Taxi/Parking

Use MNM thrust during taxiing on APN.

When holding at an stop line, stop ACFT so that the cockpit comes directly over the line.

Stands 1-12 and 14-24: Docking Guidance System AVBL.

A380-800 can use taxilane E, E2, E5 and B5 TWY with PPR only.

A380-800 should use taxilanes E5 to enter stand 15.

A380-800 PPR REQ for stands 15, 50 and 601E.

A124 taxilane E2, E3, E4 and TWY B5 with PPR only.

APU

Not to be used on parking-stand with fixed PWR facilities except:

- During connection of fixed PWR supply
- the time period less than 30min prior EOBT
- by special acknowledgement.

Warnings

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT at or below 10000ft
MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)
PROP only: MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Communication

COM Failure

If radio COM with APCH/Radar is lost for 1min squawk 7600 and contact TWR, if unable continue VFR, if unable apply following PROCs:
RWY 36: Proceed PROBE or PIXIE at last assigned ALT or 4000ft whichever is higher and perform INSTR APCH.

RWY 18: Proceed QUEST or POKER at last assigned ALT or 4000ft whichever is higher and perform INSTR APCH.

ARRIVAL

Arrival Procedure

Critical DME and DME Gap for DME/DME/IRU Navigation on RNAV STARs

RWY 36

CARDS SOUTH

- RNAV Critical DME
  XMT: 10NM to PROBE - PROBE.

CHESS SOUTH

- RNAV Critical DME
  CBE: 19.1NM to PASSO - 5.1NM to PASSO.
  KCC: PASSO - 4.2NM to SANGU.
  XMT: 11NM to DUGON - PROBE.

SWING SOUTH

- RNAV Critical DME
  KCC: SWING - 12.1NM to LAGNA.
  IRAGO - 3NM to POLPO.
  CBE, XMT: 3NM to PROBE - PROBE.
- RNAV DME GAP
  3NM to POLPO - 3NM to PROBE.

SLIDE SOUTH

- RNAV Critical DME
  KCC: SLIDE - 10.3NM to LAGNA.
  IRAGO - 3NM to POLPO.
  CBE, XMT: 3NM to PROBE - PROBE.
- RNAV DME GAP
  3NM to POLPO - 3NM to PROBE.

DARTS SOUTH

- RNAV Critical DME
  KCC: DARTS - 8.5NM to LAGNA.
  IRAGO - 3NM to POLPO.
  XMT, CBE: 3NM to PROBE - PROBE.
- RNAV DME GAP
  3NM to POLPO - 3NM to PROBE.

RWY 18

CARDS NORTH

- RNAV Critical DME
  KCC: 17.5NM to LICOR - 10.5NM to LICOR.
  7NM to LICOR - QUEST.

CHESS NORTH

- RNAV Critical DME
  CBE: 5.6NM to GG851 - GG851.
  KCC: GG851 - QUEST.

ARRIVAL

SWING NORTH
- RNAV Critical DME
  KCC: SWING - 1NM to PIASS.
  6NM to QUEST - QUEST.
  CBE: 2NM to PIASS - 1NM to PIASS.
  XMT: 6NM to QUEST - 3NM to QUEST.
- RNAV DME GAP
  1NM to PIASS - 6NM to QUEST.

SLIDE NORTH
- RNAV Critical DME
  KCC: SLIDE - 1NM to PIASS.
  6NM to QUEST - QUEST.
  CBE: 2NM to PIASS - 1NM to PIASS.
  XMT: 6NM to QUEST - 3NM to QUEST.
- RNAV DME GAP
  1NM to PIASS - 6NM to QUEST.

DARTS NORTH
- RNAV Critical DME
  KCC: DARTS - 1NM to PIASS.
  6NM to QUEST - QUEST.
  CBE: 2NM to PIASS - 1NM to PIASS.
  XMT: 6NM to QUEST - 3NM to QUEST.
- RNAV DME GAP
  1NM to PIASS - 6NM to QUEST.

CARDS MARINE
- RNAV Critical DME
  KCC: 4NM to SOLON - MINEL

CHESS MARINE
- RNAV Critical DME
  CBE: 30.3NM to KUMOZ - 16.3NM to KUMOZ.
  KCC: 9.3NM to KUMOZ - 2.3NM to KUMOZ.
  4NM to SOLON - MINEL.

SWING MARINE
- RNAV Critical DME
  KCC: SWING - 15.9NM to CBE.
  3NM to CBE - 2NM to ATENA.
  4NM to SOLON - MINEL.
  CBE: 15.9NM to CBE - 3NM to CBE.
  XMT: 5.9NM to CBE - 2NM to ATENA.

SLIDE MARINE
- RNAV Critical DME
  KCC: SLIDE - 20NM to CBE.
  CBE - 2NM to ATENA.
  4NM to SOLON - MINEL.
  CBE: 14NM to CBE - 3NM to CBE.
  XMT: CBE - 2NM to ATENA.

ARRIVAL

DARTS MARINE

- RNAV Critical DME

KCC: DARTS - 23NM to CBE.
3NM to CBE - 2NM to ATENA.
4NM to SOLON - MINEL.

CBE: 11NM to CBE - 3NM to CBE.

XMT: 3NM to CBE - 2NM to ATENA.

MOANA - MALUS

KCC: 4.4NM to MALUS - MALUS

XMT: 4.4NM to MALUS - 1.4NM to MALUS

MINEL - MALUS

KCC: MINEL - MALUS

DME GAP

MOANA - 4.4NM to MALUS

Noise Abatement Procedure:

RWY 36: Do not select final flap configuration until leaving 1500ft.

RWY 18: Do not select gear down/final flap configuration until leaving 3000ft.

Non-standard GP Intercept Position on RWY 18/36

GP intercepts RWY 18/36 at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *3186m / 10453ft.*

DEPARTURE

Take-off Minima

RWY		18/36	
Multi ENG A, B, C	ft - m/km	0 - 150R	-
Multi ENG D		0 - 200R	-

Speed

MAX IAS 250KT at or below 10000ft
MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)
PROP only: MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Departure Procedure

Critical DME and DME Gap for DME/DME/IRU Navigation on RNAV SIDs

CHITA

- RNAV Critical DME
  - RWY 18: **XMT:** 2NM from DER - 4NM to COSTA.
    KCC: 18.7NM to LAURA - LAURA.
  - RWY 36: **XMT:** 1.2NM to DELFI - 4NM to COSTA.
    KCC: 18.7NM to LAURA - LAURA.
    CBE: DELFI - 9.0NM to COSTA.
- RNAV DME GAP
  - RWY 18: DER - 2NM from DER.
    COSTA - 20NM to LAURA.
  - RWY 36: DER - 3NM from DER.
    COSTA - 20NM to LAURA.

HAMANA TR

- RNAV Critical DME
  KCC: LAURA - ENSYU.
  XAC: 5.2NM to ENSYU - ENSYU.

ISE

- RNAV Critical DME
  - RWY 18: **XMT:** 2NM from DER - 16.6NM to ESPAN.
  - RWY 36: **XMT:** 1.2NM to DELFI - DELFI.
    MEOTO - 15.7NM to ESPAN.
    CBE: DELFI - MEOTO.
- RNAV DME GAP
  - RWY 18: DER - 2NM from DER.
    16.6NM to ESPAN - ESPAN.
  - RWY 36: DER - 3NM from DER.
    15.7NM to ESPAN - ESPAN.

DEPARTURE

KOZA TR
- RNAV Critical DME
  CUE: 3NM to KEC - KEC.
  KEC: 13NM to KEC - 6NM to KEC.

MEIJYO
- RNAV Critical DME
  RWY 18: **KCC:** 3.8NM from DEGNA - DEGNA.
  RWY 36: **KCC:** 3NM from DER - PONTE.
  CUE: 3NM to KCC - KCC.
- RNAV DME GAP
  RWY 18: DER - 2NM from DER.
  RWY 36: DER - 3NM from DER.

UOZU TR / MOCHI TR
- RNAV Critical DME
  UOZU TR: **YME:** KCC - KROBE.
  MOCHI TR: **YME:** KCC - GOHEI.

OUMI
- RNAV Critical DME
  RWY 18: **CBE, XMT:** 2NM from DER - 7NM to TITAN.
  KCC: 2NM to TITAN - 23NM to HIKNE.
  RWY 36: **KCC:** 3NM from DER - HIKNE.
- RNAV DME GAP
  RWY 18: DER - 2NM from DER.
  RWY 36: DER - 3NM from DER.

TANGO TR / PIONE TR
- RNAV Critical DME
  TANGO TR: KN**E:** HIKNE - 45NM to YME.
  YOE: 45NM YME - 42NM YME.
  PIONE TR: YM**E, CUE:** HIKNE - 40NM to WAKIT.
  TZT: 10NM PIONE - PIONE.

TOYOTA
- RNAV Critical DME
  RWY 18: **KCC:** 3.8NM to DEGNA - DEGNA
  RWY 36: **KCC:** 3NM from DER - 18NM to MORIZ.
  XMT: 20NM to MORIZ - 18NM to MORIZ.
- RNAV DME GAP
  RWY 18: DER - 2NM from DER.
  RWY 36: DER - 3NM from DER.
  18NM to MORIZ - 14NM to MORIZ.

IIDA TR
- RNAV Critical DME
  XMT: 3.7NM to TSUGU - TSUGU.
  KCC: MORIZ - TSUGU.
  NJT: 1.6NM to CHAUS - CHAUS.

DEPARTURE

Noise Abatement Procedure

See CRAR NAP PROC "Climb" not applicable at this AD.

Use of SIDs

In order to reduce ACFT noise in the vicinity of AD, departing ACFT are requested to fly via the following SIDs:

All ACFT for North America/Europe/Russia and B-747-100, 200, 300 taking off from RWY 36 for Hawaii:

- FOREST
- CASTLE
- IKAROS
- CHITA

During the hours from 1400-2100‡:

- FOREST
- CASTLE
- IKAROS
- ESPAN
- MODEL
- ISE

ATC Slot, Clearance

DLV shall be informed 5min prior to ENG start with following items:

- Call sign
- DEST
- FL, ALT
- Parking PSN
- ALTN flight routes.

After receiving CLR from DLV, monitor GND. Contact GND when ready for push-back and/or taxi.

Advise DLV if delay in push-back and/or ENG start-up is expected.

Intersection DEP from TWY A2 or A9, no separation applied, if time-separation of 3min is required inform GND or TWR.

NGO-RJGG

2-08

Japan Chubu Centrair Intl

NIL

Tempo AFC

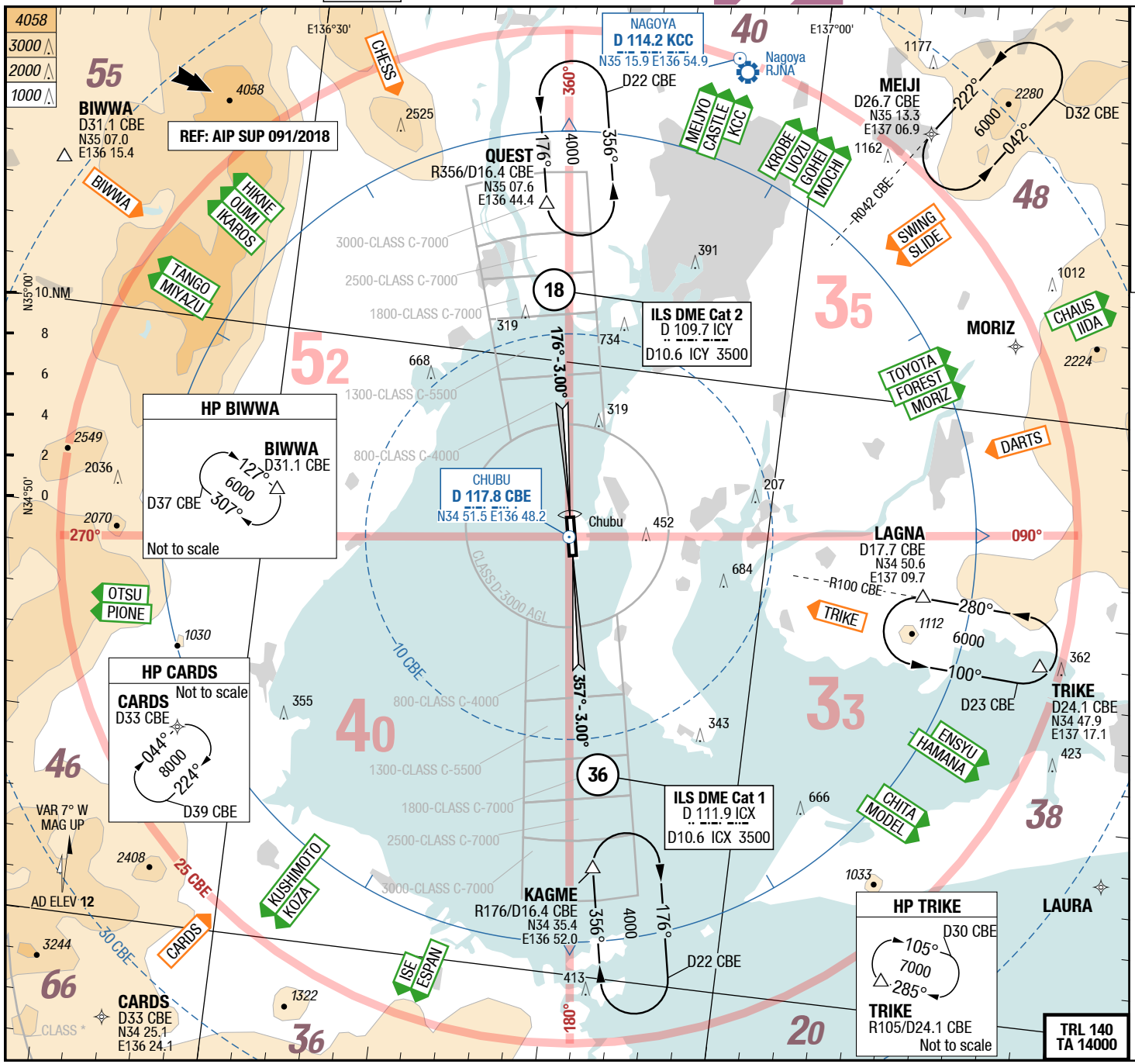
AFC

Centrair Intl Chubu Japan

NIL

Tempo AFC

AFC



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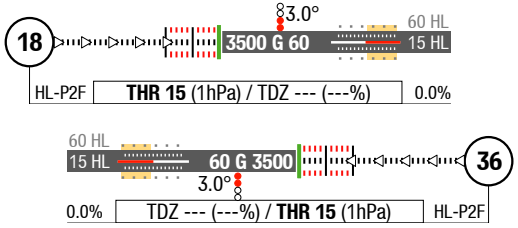
Centrair RAD	125.550	
Centrair APP	119.175 121.050	
Centrair CTL	119.250 121.175	2330-1100 2330-1100
Centrair DEP	120.000	
Centrair TWR	118.850 126.200	
Centrair GND	121.800 126.200	
Centrair DLV	121.850 126.200	

Landing RWY system:



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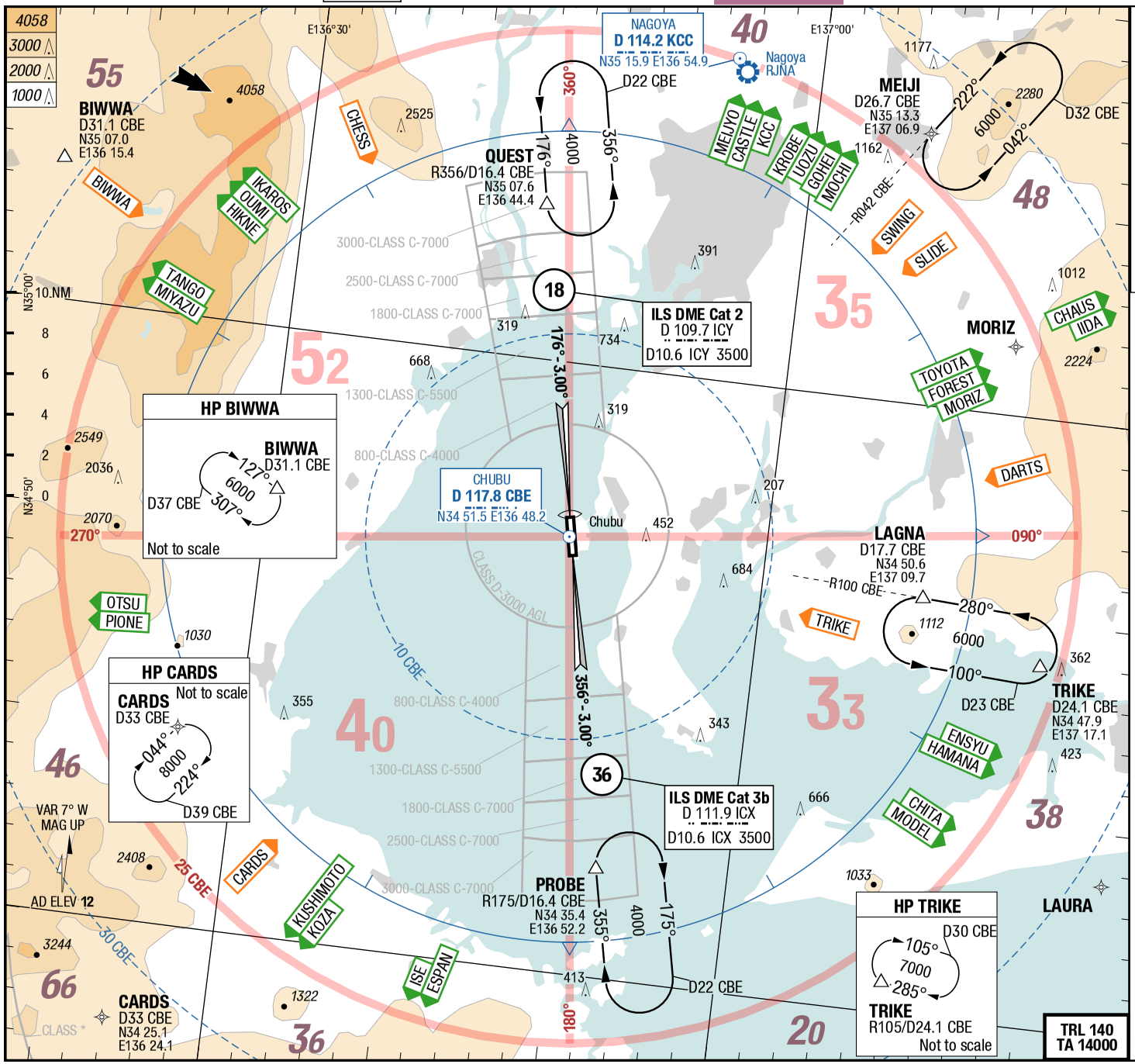
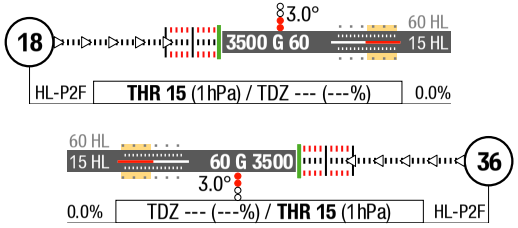


D-ATIS	127.075
Centrair RAD	125.550
Centrair APP	119.175 121.050
Centrair CTL	119.250 2330-1100 121.175 2330-1100
Centrair DEP	120.000
Centrair TWR	118.850 126.200
Centrair GND	121.800 126.200
Centrair DLV	121.850 126.200

Landing RWY system:



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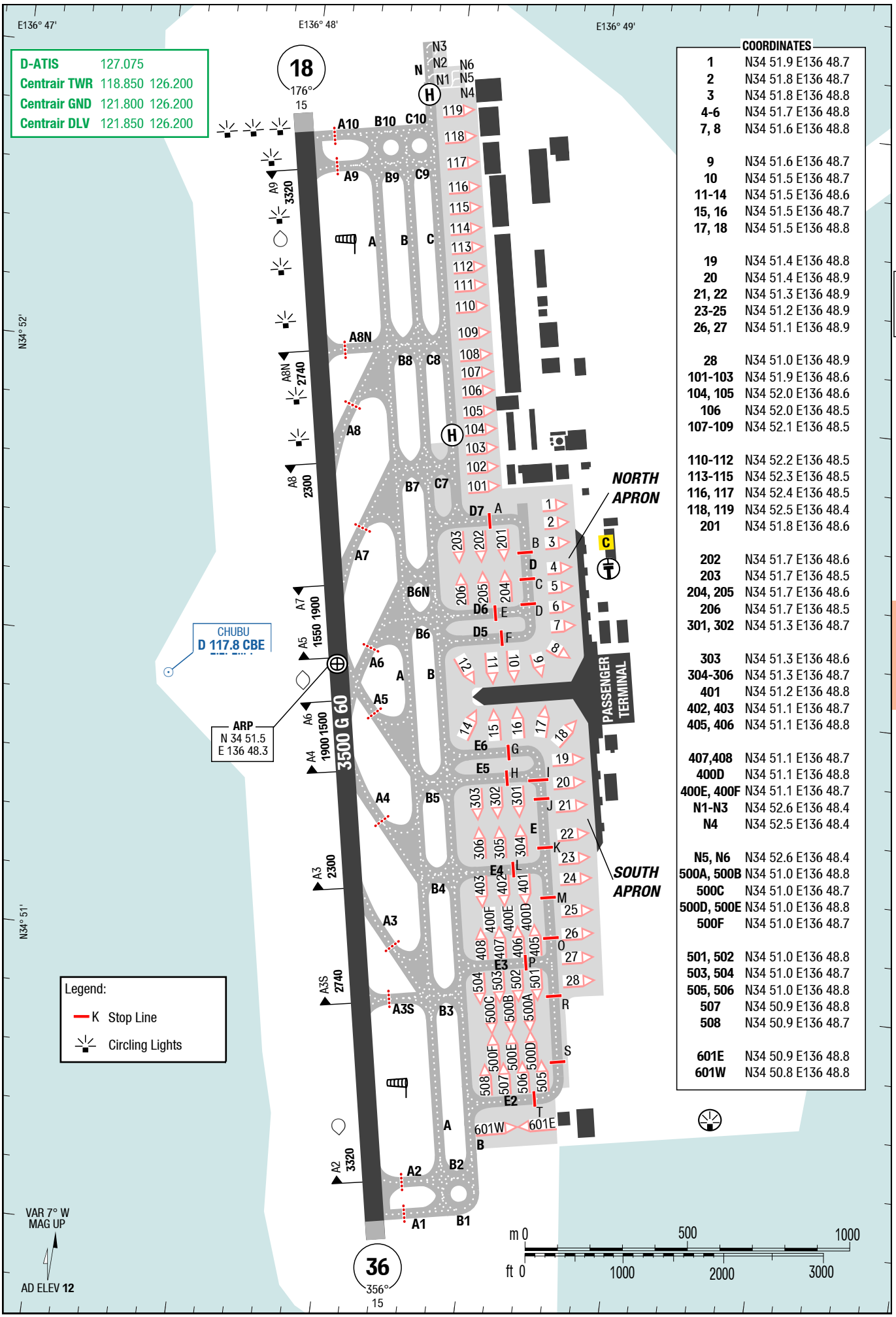

COORDINATES	
1	N34 51.9 E136 48.7
2	N34 51.8 E136 48.7
3	N34 51.8 E136 48.8
4-6	N34 51.7 E136 48.8
7, 8	N34 51.6 E136 48.8
9	N34 51.6 E136 48.7
10	N34 51.5 E136 48.7
11-14	N34 51.5 E136 48.6
15, 16	N34 51.5 E136 48.7
17, 18	N34 51.5 E136 48.8
19	N34 51.4 E136 48.8
20	N34 51.4 E136 48.9
21, 22	N34 51.3 E136 48.9
23-25	N34 51.2 E136 48.9
26, 27	N34 51.1 E136 48.9
28	N34 51.0 E136 48.9
101-103	N34 51.9 E136 48.6
104, 105	N34 52.0 E136 48.6
106	N34 52.0 E136 48.5
107-109	N34 52.1 E136 48.5
110-112	N34 52.2 E136 48.5
113-115	N34 52.3 E136 48.5
116, 117	N34 52.4 E136 48.5
118, 119	N34 52.5 E136 48.4
201	N34 51.8 E136 48.6
202	N34 51.7 E136 48.6
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204, 205	N34 51.7 E136 48.6
206	N34 51.7 E136 48.5
301, 302	N34 51.3 E136 48.7
303	N34 51.3 E136 48.6
304-306	N34 51.3 E136 48.7
401	N34 51.2 E136 48.8
402, 403	N34 51.1 E136 48.7
405, 406	N34 51.1 E136 48.8
407,408	N34 51.1 E136 48.7
400D	N34 51.1 E136 48.8
400E, 400F	N34 51.1 E136 48.7
N1-N3	N34 52.6 E136 48.4
N4	N34 52.5 E136 48.4
N5, N6	N34 52.6 E136 48.4
500A, 500B	N34 51.0 E136 48.8
500C	N34 51.0 E136 48.7
500D, 500E	N34 51.0 E136 48.8
500F	N34 51.0 E136 48.7
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503, 504	N34 51.0 E136 48.7
505, 506	N34 51.0 E136 48.8
507	N34 50.9 E136 48.8
508	N34 50.9 E136 48.7
601E	N34 50.9 E136 48.8
601W	N34 50.8 E136 48.8

SID
Centrair Intl Chubu Japan
RNAV SIDs MEIJO 2/ TOYOTA 2
RNAV SIDs CHITA 2/ ISE 2/ OUMI 1

Changes: WPT, MSA, Track, PROC renumbered

4058
3000
2000
1000

Centrair DEP 120.000
Centrair RAD 125.550
RNAV 1
Radar required
GNSS or DME/DME/IRU required
For critical DME, DME gap and inappropriate NAVAIDs applicable to DME/DME/IRU navigationsee AOI.

HIKNE
OUMI 1
JUNOH
VENTO
TITAN
GG600
DELFI
FAROL (RWY 18 only)
COSTA
CHITA 2
LAURA FL150
MEOTO 7000
FTAMI 7000
ISE 2
ESPAN

Nagoya RJNA
Chubu
CHUBU D 117.8 CBE
N34 51.5 E136 48.2

3000-CLASS C-7000
2500-CLASS C-7000
1800-CLASS C-7000
1300-CLASS C-5500
800-CLASS C-4000
CLASS D-3000 AGL

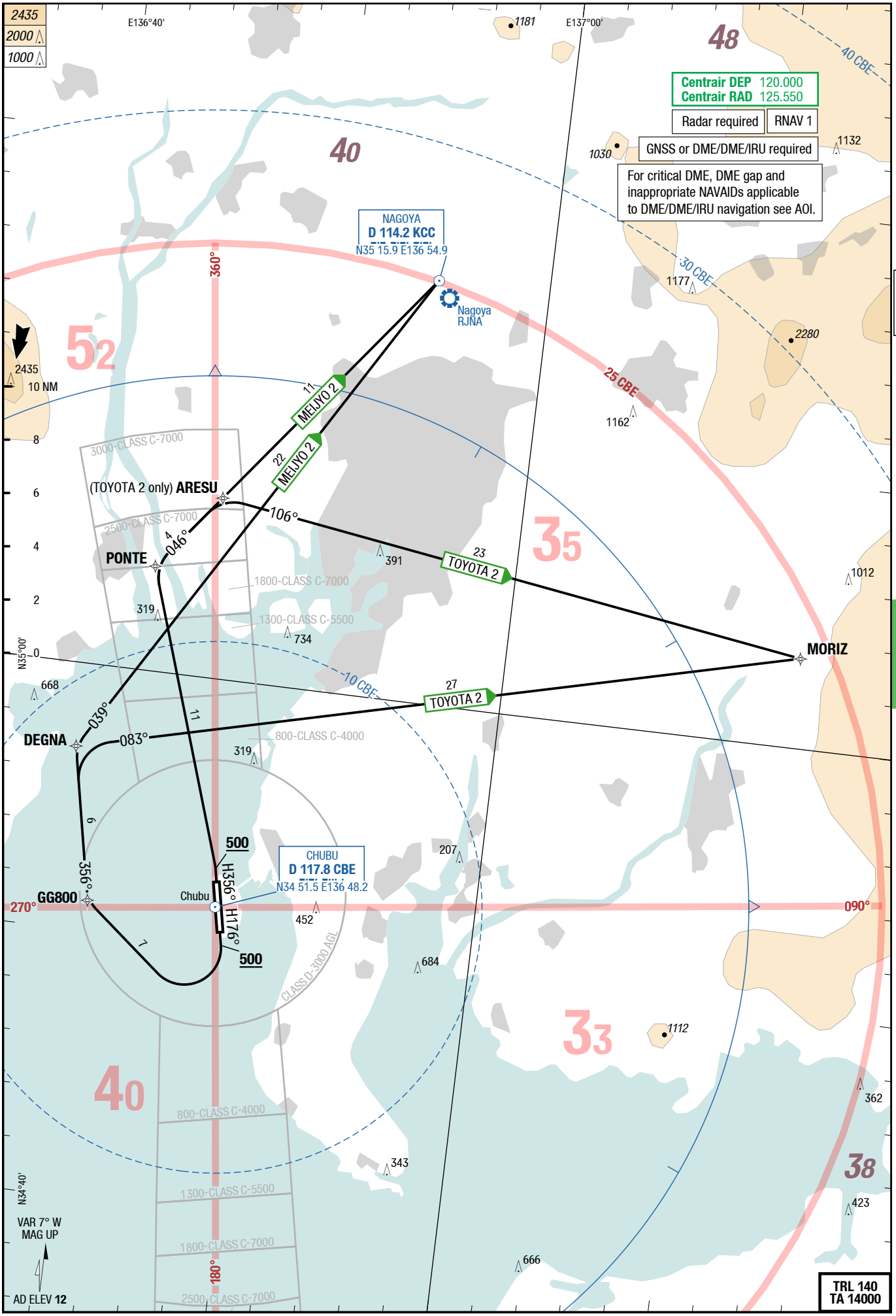
30 CBE
25 CBE
10 CBE

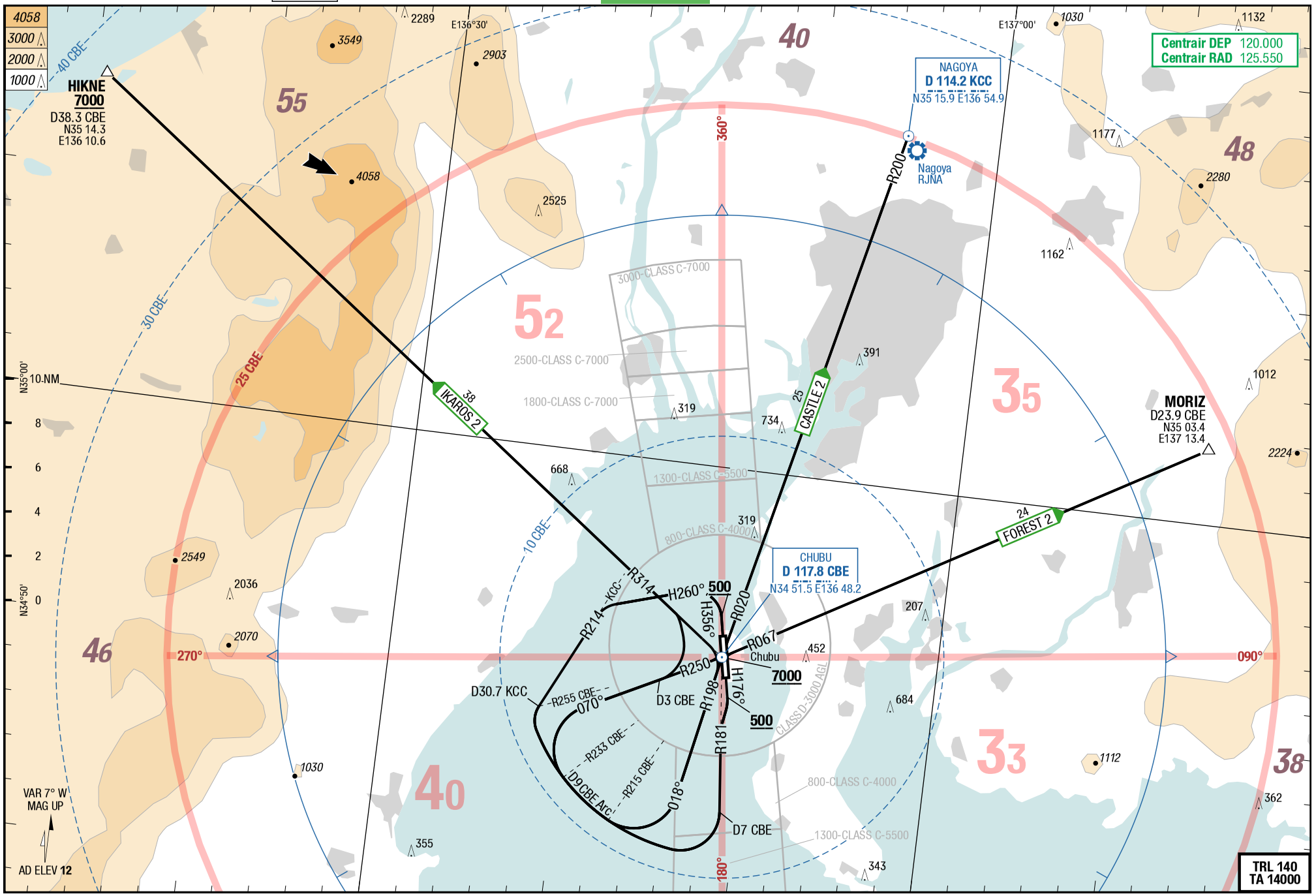
TRL 140
TA 14000

MTA KILO1-2
MTA KILO1-1

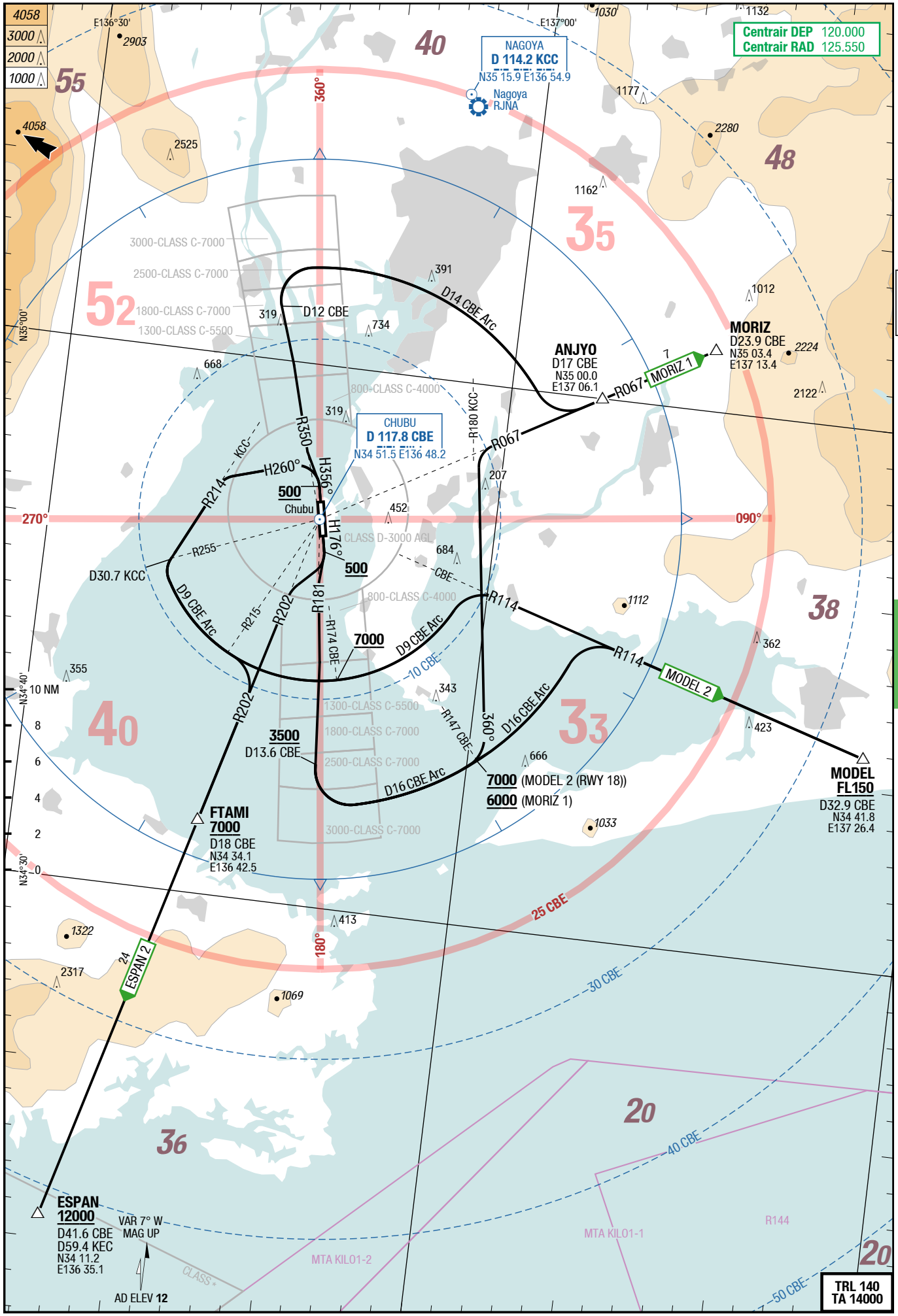
VAR 7° W
MAG UP
AD ELEV 12

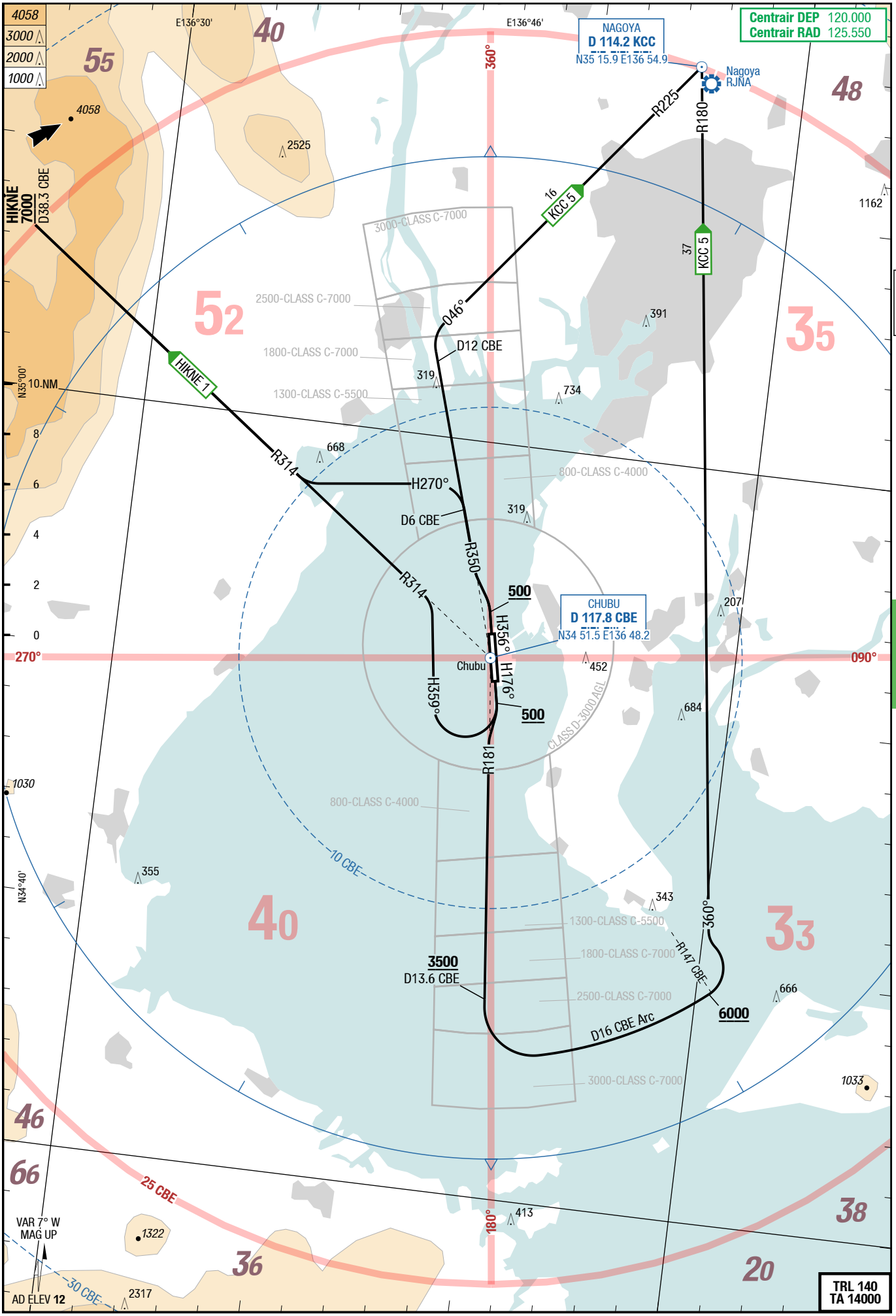
Changes: WPT, MSA, PROC renumbered




4058
3000
2000
1000
HIKNE
7000
D38.3 CBE
N35 14.3
E136 10.6
40 CBE
30 CBE
25 CBE
10 CBE
IKAROS 2
38
CASTLE 2
25
FOREST 2
24
MORIZ
D23.9 CBE
N35 03.4
E137 13.4
NAGOYA
D 114.2 KCC
N35 15.9 E136 54.9
Nagoya
RJNA
R200
Centrair DEP 120.000
Centrair RAD 125.550
CHUBU
D 117.8 CBE
N34 51.5 E136 48.2
Chubu
7000
500
R314
KCC
H260°
H356°
R020
R067
R214
R250
H176°
R198
R181
D30.7 KCC
R255 CBE
070°
D3 CBE
R233 CBE
R215 CBE
D9 CBE Arc
018°
D7 CBE
3000-CLASS C-7000
2500-CLASS C-7000
1800-CLASS C-7000
1300-CLASS C-5500
800-CLASS C-4000
CLASS D-3000 AGL
10 NM
N35°00'
N34°50'
E136°30'
E137°00'
360°
180°
270°
090°
VAR 7° W
MAG UP
AD ELEV 12
TRL 140
TA 14000
© Lido 2018

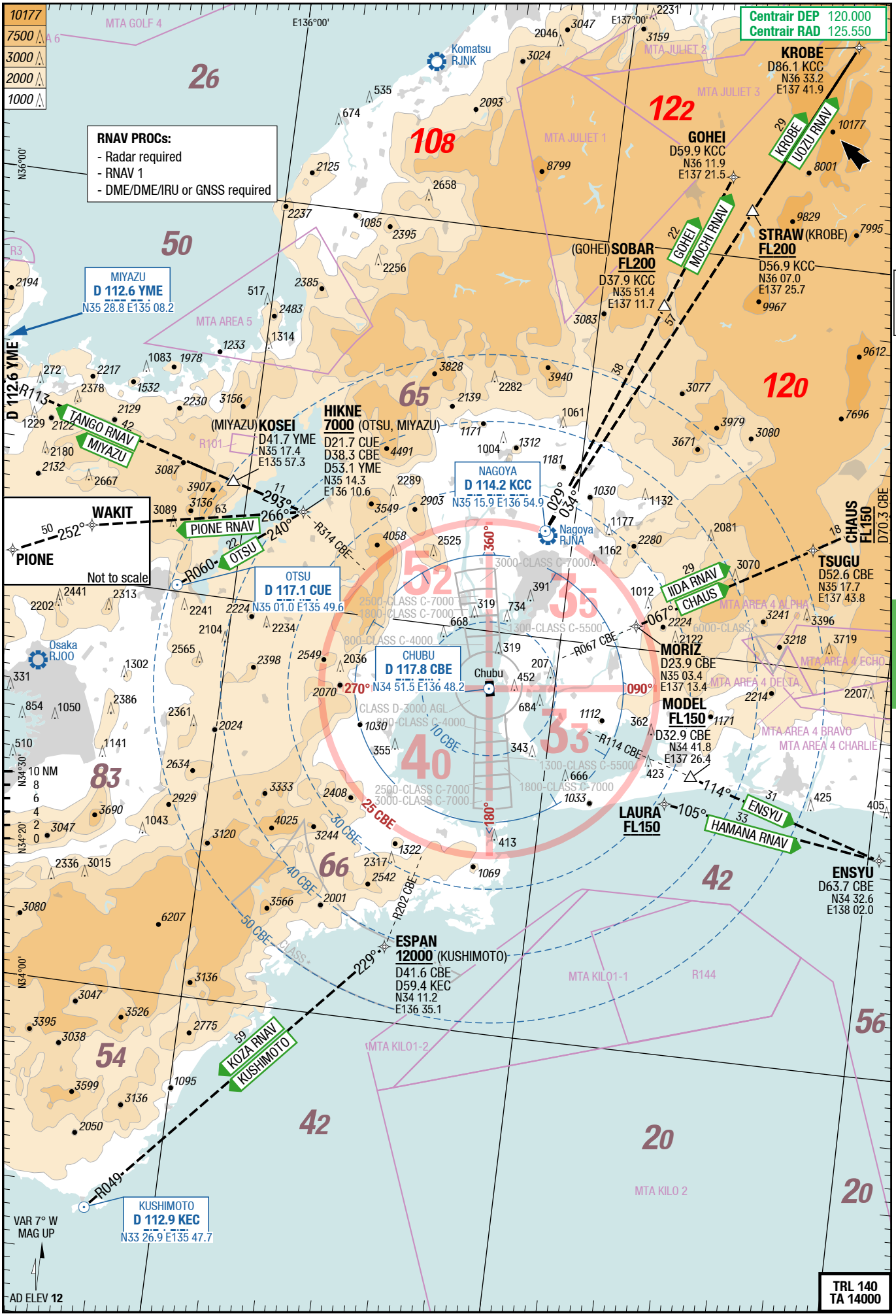
Changes: MSA


4058
3000
2000
1000
Centrair DEP 120.000
Centrair RAD 125.550
NAGOYA
D 114.2 KCC
N35 15.9 E136 54.9
Nagoya
RJNA
CHUBU
D 117.8 CBE
N34 51.5 E136 48.2
ANJYO
D17 CBE
N35 00.0
E137 06.1
MORIZ
D23.9 CBE
N35 03.4
E137 13.4
MODEL
FL150
D32.9 CBE
N34 41.8
E137 26.4
FTAMI
7000
D18 CBE
N34 34.1
E136 42.5
ESPAN
12000
D41.6 CBE
D59.4 KEC
N34 11.2
E136 35.1
D12 CBE
D14 CBE Arc
D16 CBE Arc
D9 CBE Arc
D30.7 KCC
MORIZ 1
MODEL 2
ESPAN 2
3000-CLASS C-7000
2500-CLASS C-7000
1800-CLASS C-7000
1300-CLASS C-5500
800-CLASS C-4000
CLASS D-3000 AGL
7000
6000 (MORIZ 1)
7000 (MODEL 2 (RWY 18))
3500
500
Chubu
10 NM
25 CBE
30 CBE
40 CBE
50 CBE
MTA KILO1-1
MTA KILO1-2
R144
VAR 7° W
MAG UP
AD ELEV 12
TRL 140
TA 14000



Changes: MSA, OBST

Changes: MSA, OBST



CHITA 2 / ISE 2 / OUMI 1
RWYs 18 (176°) / 36 (356°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
CHITA 2 **120.000**	H176° [A500+] - DCT FAROL - COSTA - LAURA	LAURA MNM **FL150**
ISE 2 **120.000**	H176° [A500+ ;R] - DCT FTAMI - ESPAN	FTAMI MNM **7000**
OUMI 1 **120.000**	H176° [A500+ ;R] - DCT TITAN - HIKNE	
	Runway 36	
CHITA 2 **120.000**	H356° [A500+ ;L] - DCT GG600 - DELFI - COSTA - LAURA	LAURA MNM **FL150**
ISE 2 **120.000**	H356° [A500+ ;L] - DCT GG600 - DELFI - MEOTO - ESPAN	MEOTO MNM **7000**
OUMI 1 3.7% to 3800 **120.000** ①	H356° [A500+] - DCT VENTO - JUNOH - HIKNE	

① OBST ALT 3680ft located at 22.5NM 313° from end of RWY 36.

Changes: Completely revised

MEIJYO 2 / TOYOTA 2

RWYs 18 (176°) / 36 (356°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
MEIJYO 2 **120.000**	H176° [A500+ ;R] - DCT GG800 - DEGNA - KCC	
TOYOTA 2 **120.000**	H176° [A500+ ;R] - DCT GG800 - DEGNA - MORIZ	
	Runway 36	
MEIJYO 2 **120.000**	H356° [A500+] - DCT PONTE - KCC	
TOYOTA 2 **120.000**	H356° [A500+] - DCT PONTE - ARESU - MORIZ	

Changes: Completely revised

CASTLE 2 / FOREST 2 / IKAROS 2

RWYs 18 (176°) / 36 (356°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
CASTLE 2 **120.000**	HDG 176° - at MNM **500 RT** intercept R181 **CBE** - at D7 **CBE RT** follow D9 **CBE** Arc - crossing R233 **CBE** intercept R250 **CBE** to **CBE** - R020 **CBE** (R200 **KCC**) to **KCC**	**CBE** MNM **7000**
FOREST 2 **120.000**	HDG 176° - at MNM **500 RT** intercept R181 **CBE** - at D7 **CBE RT** follow D9 **CBE** Arc - crossing R233 **CBE** intercept R250 **CBE** to **CBE** - R067 **CBE** to MORIZ	**CBE** MNM **7000**
IKAROS 2 **120.000**	HDG 176° - at MNM **500 RT** intercept R181 **CBE** - at D7 **CBE RT** follow D9 **CBE** Arc - crossing R233 **CBE** intercept R250 **CBE** to **CBE** - R314 **CBE** to HIKNE	**CBE** MNM **7000** HIKNE MNM **7000**
	Runway 36	
CASTLE 2 **120.000**	HDG 356° - at MNM **500 LT** HDG 260° - intercept R214 **KCC** - at D30.7 **KCC** (R255 **CBE**) **LT** follow D9 **CBE** Arc - crossing R215 **CBE LT** intercept R198 **CBE** to **CBE** - R020 **CBE** (R200 **KCC**) to **KCC**	**CBE** MNM **7000**
FOREST 2 **120.000**	HDG 356° - at MNM **500 LT** HDG 260° - intercept R214 **KCC** - at D30.7 **KCC** (R255 **CBE**) **LT** follow D9 **CBE** Arc - crossing R215 **CBE LT** intercept R198 **CBE** to **CBE** - R067 **CBE** to MORIZ	**CBE** MNM **7000**
IKAROS 2 **120.000**	HDG 356°- at MNM **500 LT** HDG 260° - intercept R214 **KCC** - at D30.7 **KCC** (R255 **CBE**) **LT** follow D9 **CBE** Arc - crossing R215 **CBE LT** intercept R198 **CBE** to **CBE** - R314 **CBE** to HIKNE	**CBE** MNM **7000** HIKNE MNM **7000**

Changes: PROC renumbered, Editorial

ESPAN 2 / MODEL 2 / MORIZ 1

RWYs 18 (176°) / 36 (356°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ESPAN 2 **120.000**	HDG 176° - at MNM **500 RT** intercept R202 **CBE** to FTAMI - ESPAN	FTAMI MNM **7000** ESPAN MNM **12000**
MODEL 2 **120.000**	HDG 176° - at MNM **500 RT** intercept R181 **CBE** - at D13.6 **CBE LT** follow D16 **CBE** Arc - intercept R114 **CBE** to MODEL	R181/D13.6 **CBE** MNM **3500** R147/D16 **CBE** MNM **7000** MODEL MNM **FL150**
MORIZ 1 **120.000**	HDG 176°- at MNM **500 RT** intercept R181 **CBE** - at D13.6 **CBE LT** follow D16 **CBE** Arc - crossing R147 **CBE** intercept R180 **KCC** inbound - intercept R067 **CBE** to ANJYO - MORIZ	R181/D13.6 **CBE** MNM **3500** R147/D16 **CBE** MNM **6000**
	Runway 36	
ESPAN 2 **120.000**	HDG 356° - at MNM **500 LT** HDG 260° - intercept R214 **KCC** - at D30.7 **KCC** (R255 **CBE**) **LT** follow D9 **CBE** Arc - crossing R215 **CBE RT** intercept R202 **CBE** to FTAMI - ESPAN	FTAMI MNM **7000** ESPAN MNM **12000**
MODEL 2 **120.000**	HDG 356° - at MNM **500 LT** HDG 260° - intercept R214 **KCC** - at D30.7 **KCC** (R255 **CBE**) **LT** follow D9 **CBE** Arc - intercept R114 **CBE** to MODEL	R174/D9 **CBE** MNM **7000** MODEL MNM **FL150**
MORIZ 1 **120.000**	HDG 356° - at MNM **500 LT** intercept R350 **CBE** - at D12 **CBE RT** follow D14 **CBE** Arc - intercept R067 **CBE** to ANJYO - MORIZ	

Changes: PROC renumbered, Editorial

HIKNE 1 / NAGOYA 5

RWYs 18 (176°) / 36 (356°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
HIKNE 1 **120.000**	HDG 176° - at MNM **500 RT** HDG 359° - intercept R314 **CBE** to HIKNE	HIKNE MNM **7000**
NAGOYA 5 **KCC 5** **120.000**	HDG 176° - at MNM **500 RT** intercept R181 **CBE** - at D13.6 **CBE LT** follow D16 **CBE** Arc - crossing R147 **CBE LT** intercept R180° **KCC** to **KCC**	R181/D13.6 **CBE** MNM **3500** R147/D16 **CBE** MNM **6000**
	Runway 36	
HIKNE 1 3.7% to 3700 **120.000**	HDG 356° - at MNM **500 LT** intercept R350 **CBE** - at D6 **CBE LT** HDG 270° - intercept R314 **CBE** to HIKNE	HIKNE MNM **7000**
NAGOYA 5 **KCC 5** **120.000**	HDG 356° - at MNM **500 LT** intercept R350 **CBE** - at D12 **CBE RT** intercept R225 **KCC** to **KCC**	

Changes: PROC renumbered, Editorial

CHAUS / ENSYU / GOHEI / HAMANA RNAV / IIDA RNAV / KOZA RNAV / KROBE / KUSHIMOTO / MIYAZU / MOCHI RNAV / OTSU / PIONE RNAV / TANGO RNAV / UOZU RNAV

RWYs 18 (176°) / 36 (356°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
CHAUS **120.000**	MORIZ - R067 **CBE** to TSUGU - CHAUS	CHAUS MNM **FL150**
ENSYU **120.000**	MODEL - R114 **CBE** to ENSYU	MODEL MNM **FL150**
GOHEI **120.000**	**KCC** - R029 **KCC** to SOBAR - GOHEI	SOBAR MNM **FL200**
HAMANA RNAV **120.000**	LAURA - ENSYU	LAURA MNM **FL150**
IIDA RNAV **120.000**	MORIZ - TSUGU - CHAUS	CHAUS MNM **FL150**
KOZA RNAV **120.000**	ESPAN - **KEC**	
KROBE **120.000**	**KCC** - R034 **KCC** to STRAW - KROBE	STRAW MNM **FL200**
KUSHIMOTO **120.000**	ESPAN - R049 **KEC** to **KEC**	ESPAN MNM **12000**
MIYAZU **120.000**	HIKNE - R113 **YME** to KOSEI - **YME**	HIKNE MNM **7000**
MOCHI RNAV **120.000**	**KCC** - GOHEI	
OTSU **120.000**	HIKNE - R060 **CUE** to **CUE**	HIKNE MNM **7000**
PIONE RNAV **120.000**	HIKNE - WAKIT - PIONE	
TANGO RNAV **120.000**	HIKNE - **YME**	
UOZU RNAV **120.000**	**KCC** - KROBE	

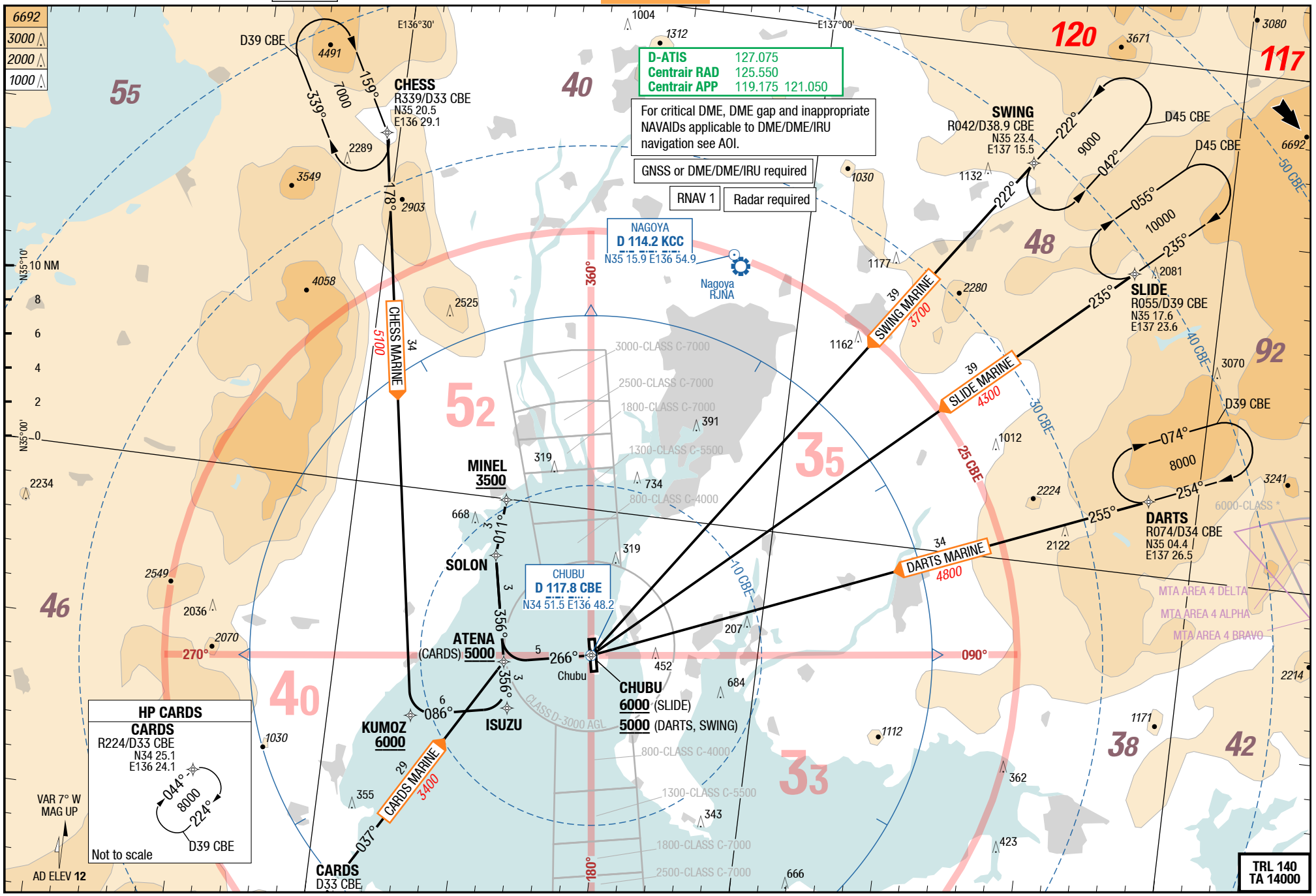
Japan Chubu Centrair Intl

RNAV STARs RWY 18 (NORTH ARRs)

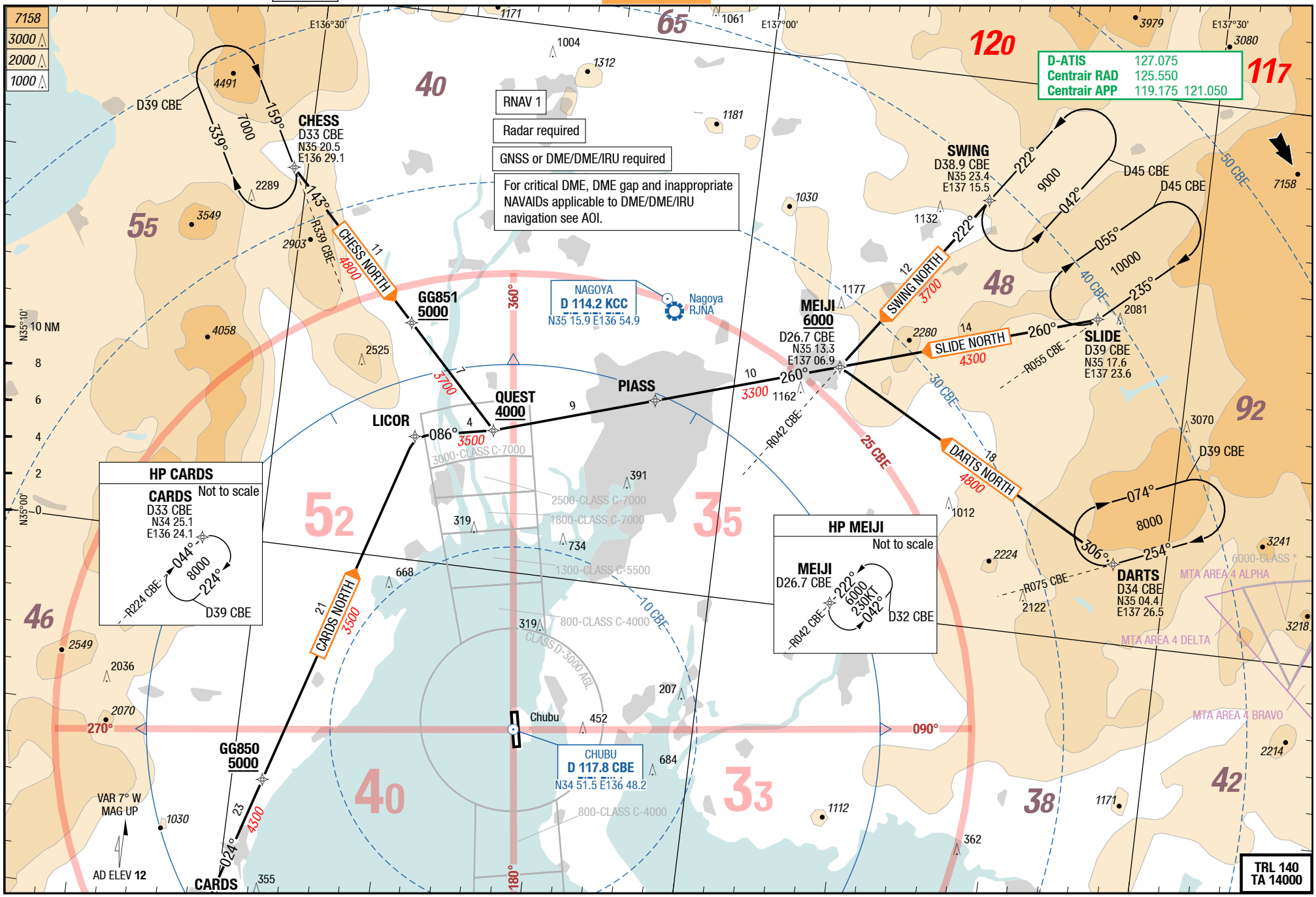
RNAV STARs RWY 18 (MARINE ARRs)

STAR STAR

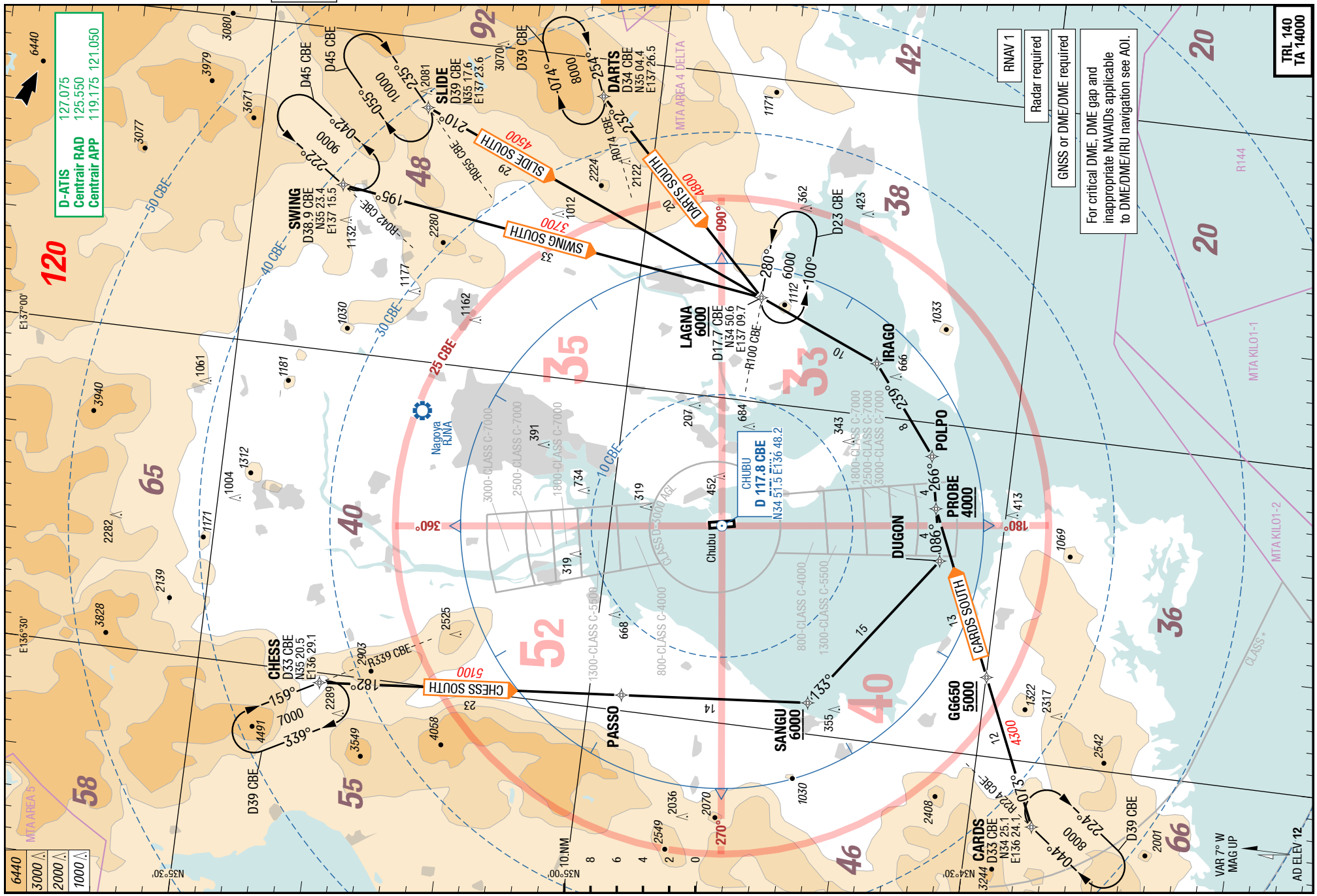
Centrair Intl Chubu Japan
RNAV STARs RWY 18 (NORTH ARRs)
RNAV STARs RWY 18 (MARINE ARRs)



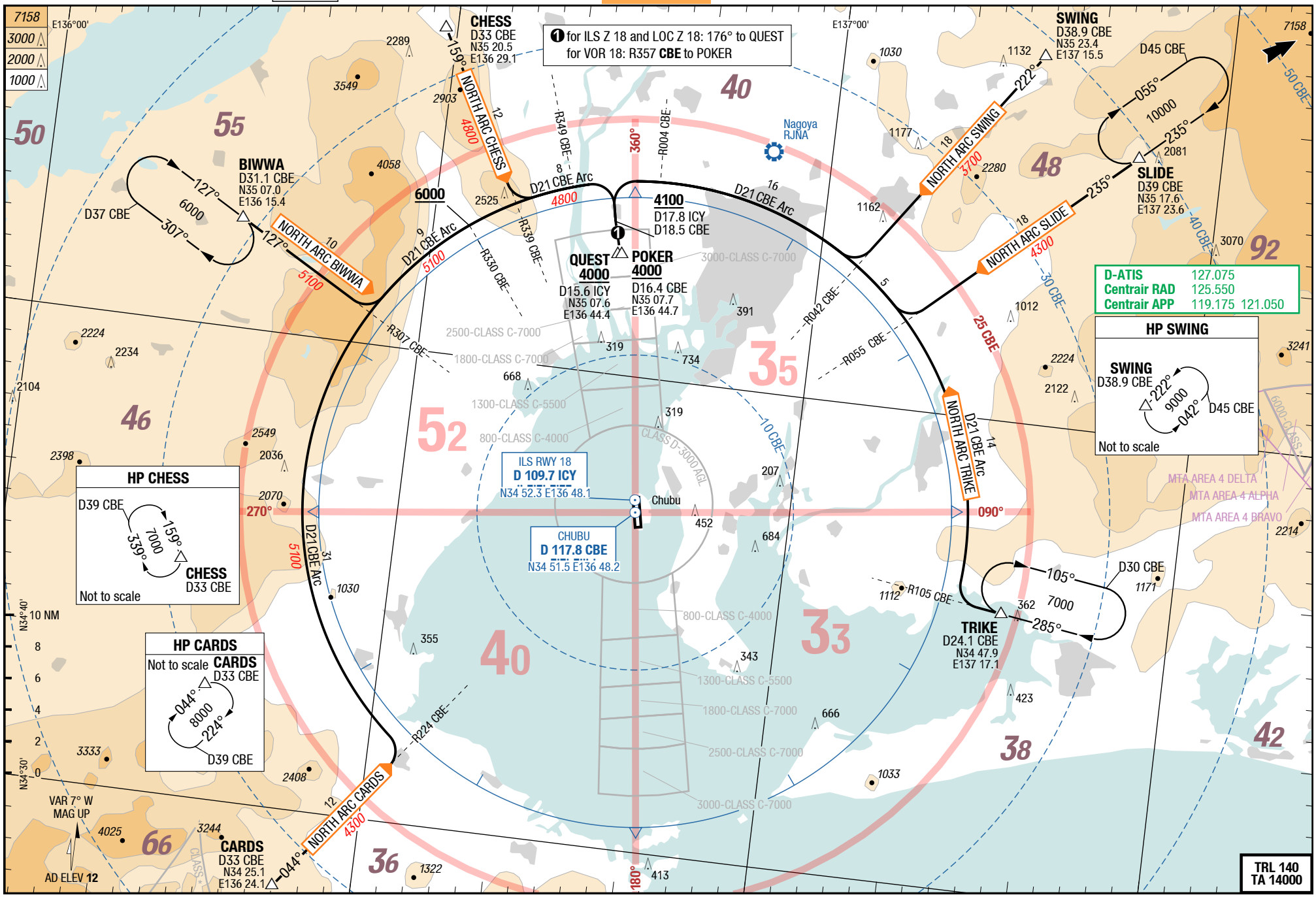
Changes: Completely revised



Changes: chart title, MSA, ALT, WPT



Changes: chart title, ALT, MSA



Changes: Completely revised

NGO-RJGG

Japan **Chubu** Centrair Intl

NIL

Tempo STARs RWY 36

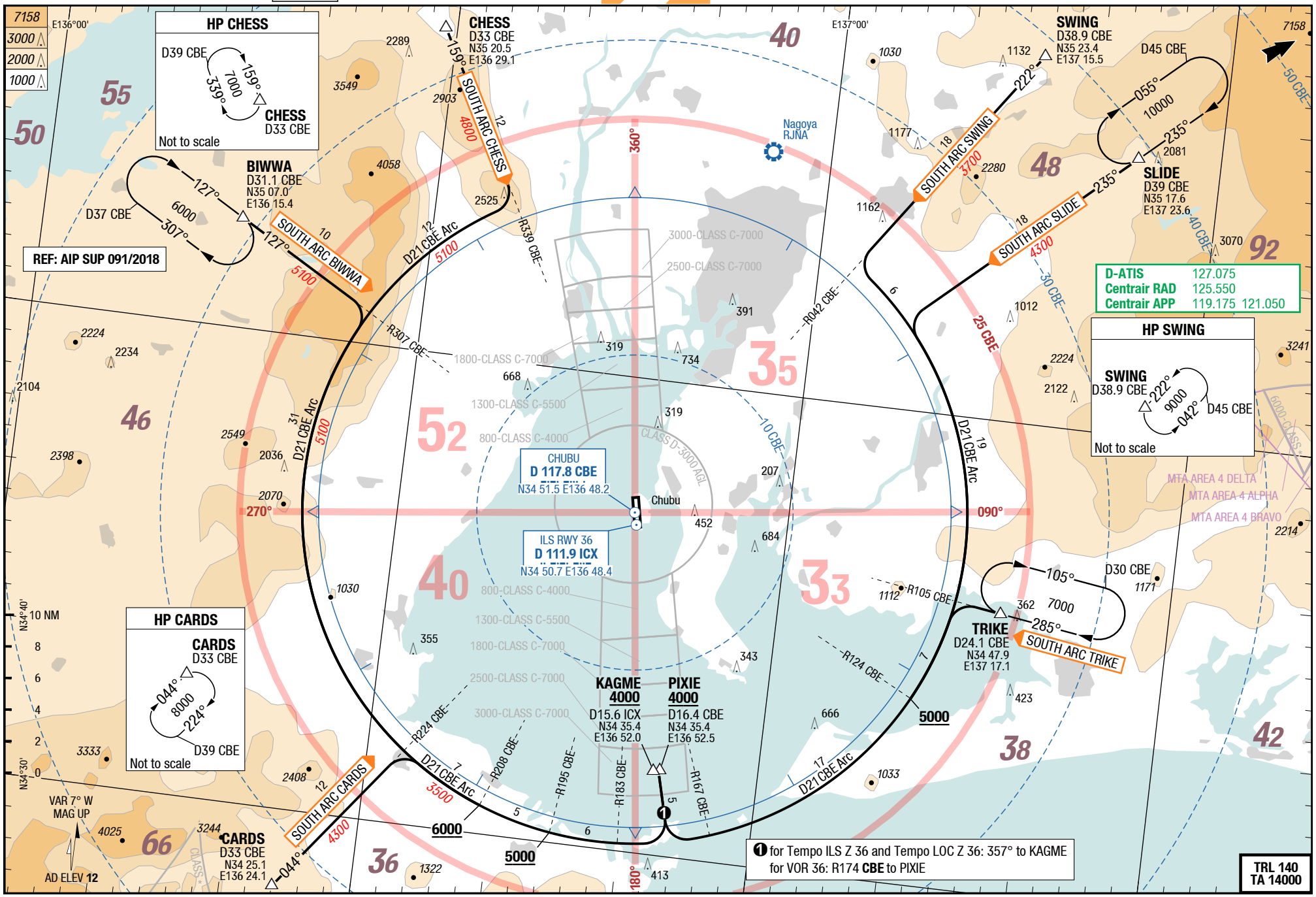
STAR

Centrair Intl **Chubu** Japan

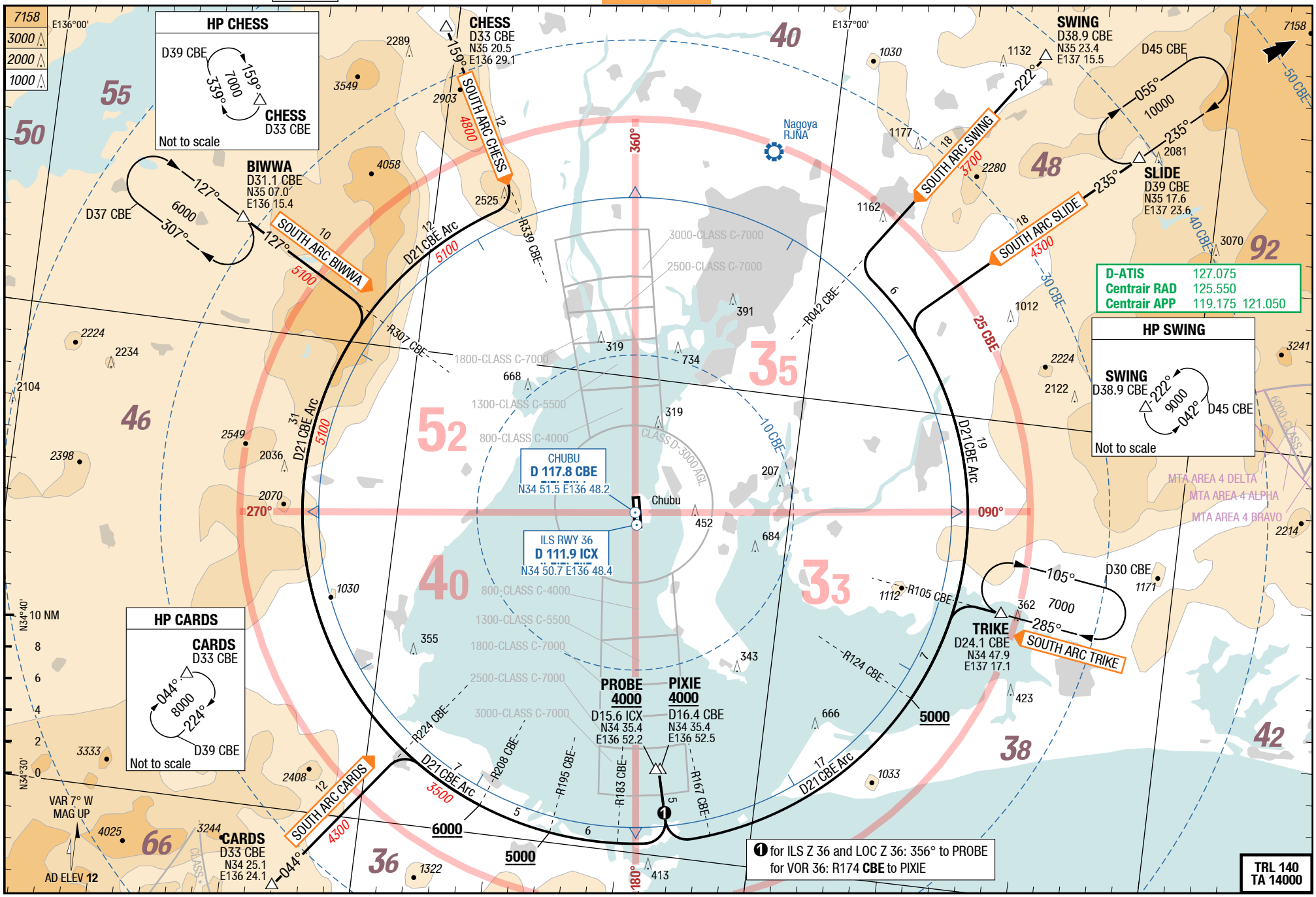
NIL

Tempo STARs RWY 36

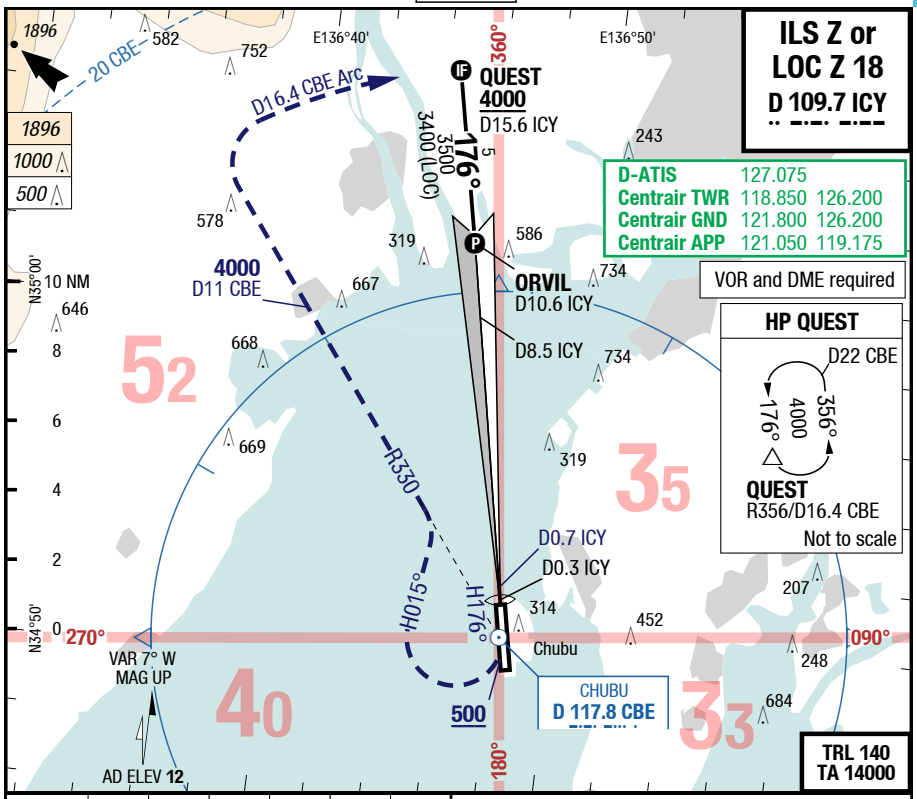
STAR



Changes: new



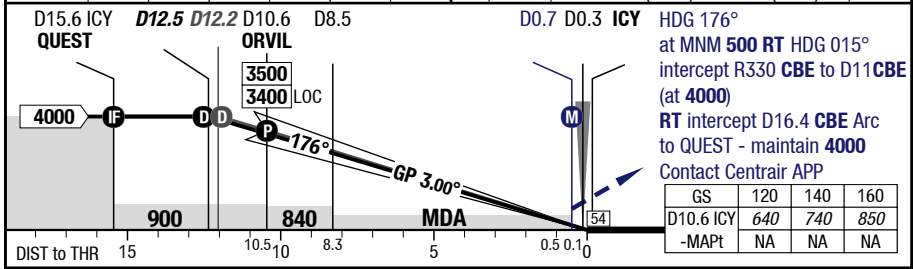
Changes: Completely revised



LOC 3.00° D ICY	12.5	9	6	4	3	2
	4000	2880	1930	1290	970	650

18 — 3.0° — 3500 G 60 — 60 HL — 15 HL

HL-P2F — **THR 15** (1hPa) / TDZ --- (---%) — 0.0%



GS	120	140	160
D10.6 ICY	*640*	*740*	*850*
-MAPt	NA	NA	NA

18		Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME		Circling 3) TERPS
C	ft - m/km ft	100 - 300R **100** RA	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**		600 - 2.4V **620**
D	ft - m/km ft	100 - 300R **100** RA 4)	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**		700 - 3.6V **720**

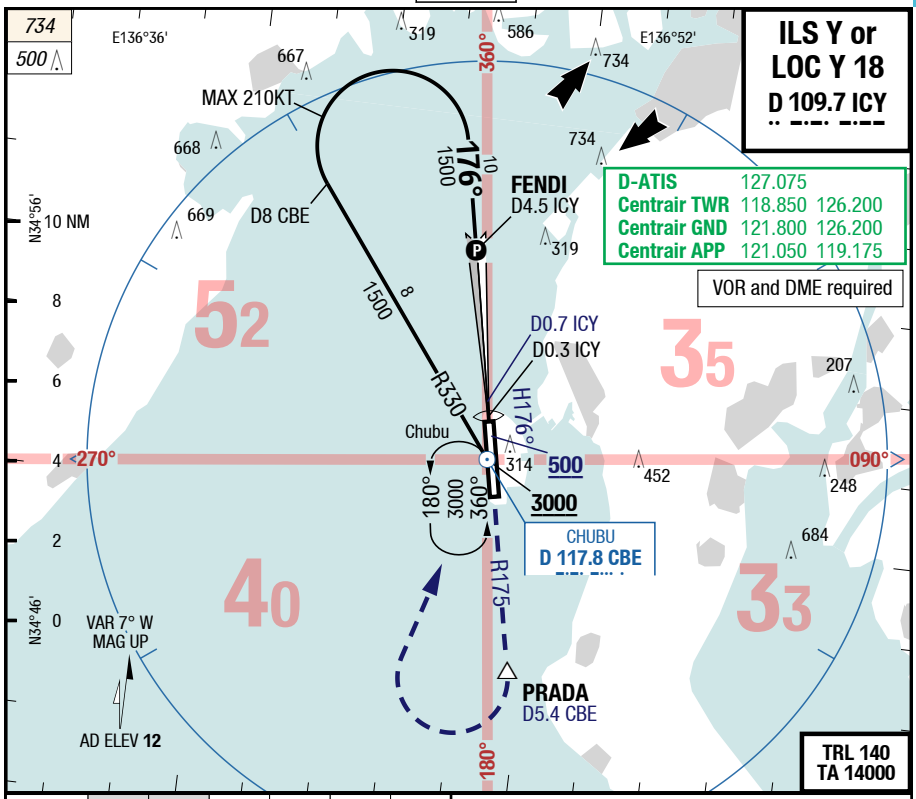
1) With EVS 350m
2) With EVS 500m
3) W of RWY only
4) If not conducting autoland RVR 350m required

Changes: Completely revised

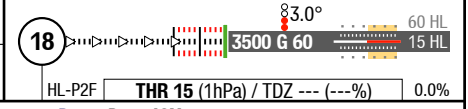
NGO-RJGG

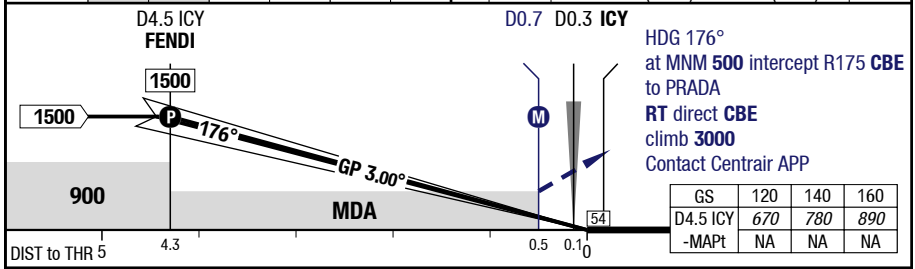
7-20

ILS Y or LOC Y 18



LOC 3.15° D ICY			4.5	4	3	2
			1500	*1350*	*1010*	*680*





GS	120	140	160
D4.5 ICY	*670*	*780*	*890*
-MAPt	NA	NA	NA

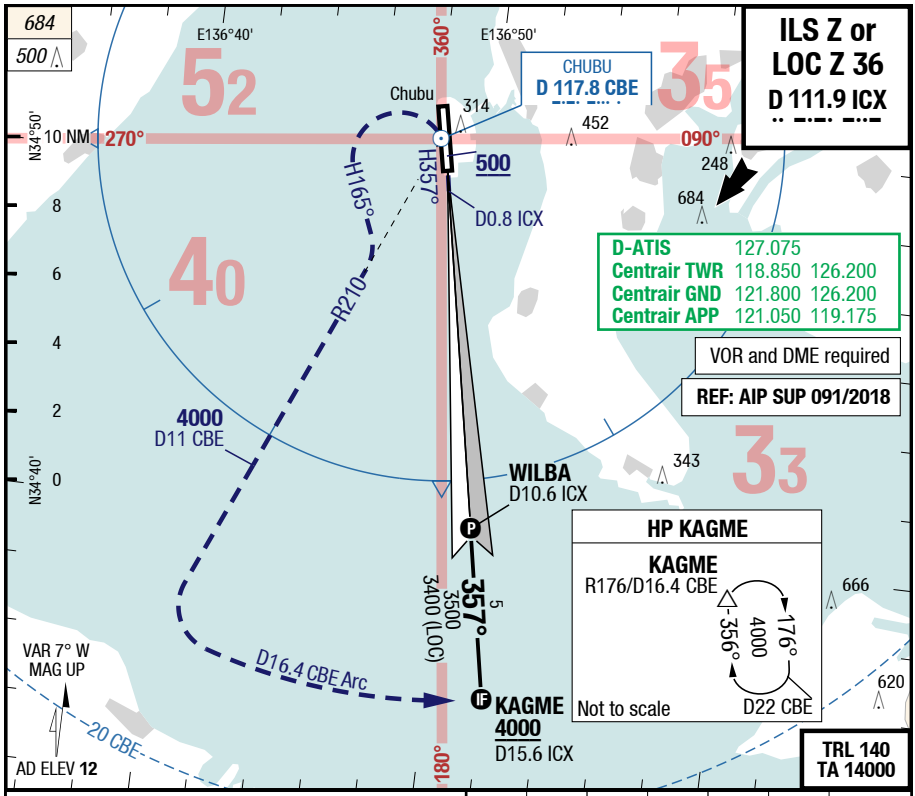
18		Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME		Circling 3) TERPS
C	ft - m/km ft	100 - 300R **100** RA	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**		600 - 2.4V **620**
D	ft - m/km ft	100 - 300R **100** RA 4)	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**		700 - 3.6V **720**

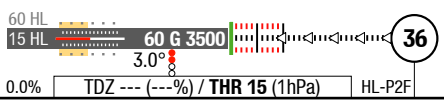
1) With EVS 350m
2) With EVS 500m
3) W of RWY only
4) If not conducting autoland RVR 350m required

Changes: Completely revised

NGO-RJGG

Tempo ILS Z or LOC Z 36

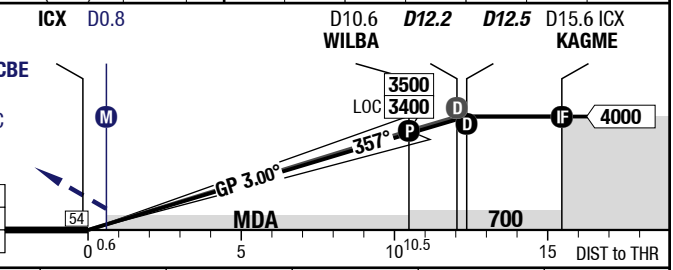




2	3	4	6	8	12.5	LOC 3.00° D ICX
650	970	1290	1930	2560	4000	

HDG 357°
at MNM **500 LT** HDG 165°
intercept R210 **CBE** to D11 **CBE**
(at **4000**)
LT intercept D16.4 **CBE** ARC
to KAGME - maintain **4000**
Contact Cantrair APP

GS	120	140	160
WILBA	*640*	*740*	*850*
-MAPt	NA	NA	NA



36		Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME			Circling 3) TERPS
C	ft - m/km ft	260 - 650 **270**	260 - 750 **270**	510 - 1.6 **520**			600 - 2.4V **620**
D	ft - m/km ft	260 - 650 **270**	260 - 750 **270**	510 - 1.6 **520**			700 - 3.6V **720**

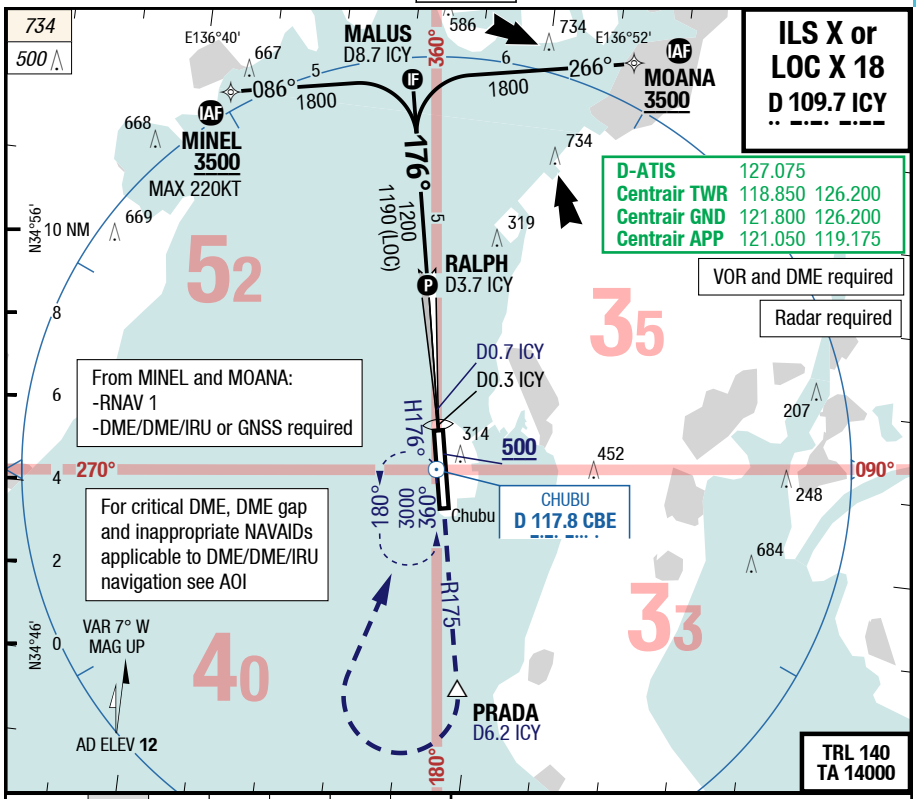
1) With EVS 450m
2) With EVS 500m
3) W of RWY only

Changes: new

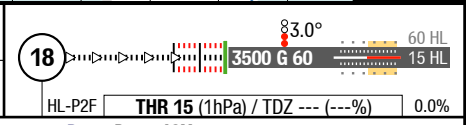
NGO-RJGG

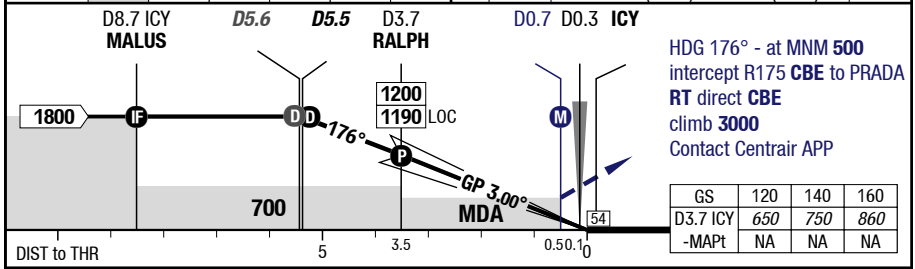
7-30

ILS X or LOC X 18



LOC 3.04° D ICY	5.5	5	4	3	2
	1800	1630	1300	980	660





GS	120	140	160
D3.7 ICY	650	750	860
-MAPt	NA	NA	NA

18		Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME		Circling 3) TERPS
C	ft - m/km ft	100 - 300R **100** RA	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**		600 - 2.4V **620**
D	ft - m/km ft	100 - 300R **100** RA 4)	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**		700 - 3.6V **720**

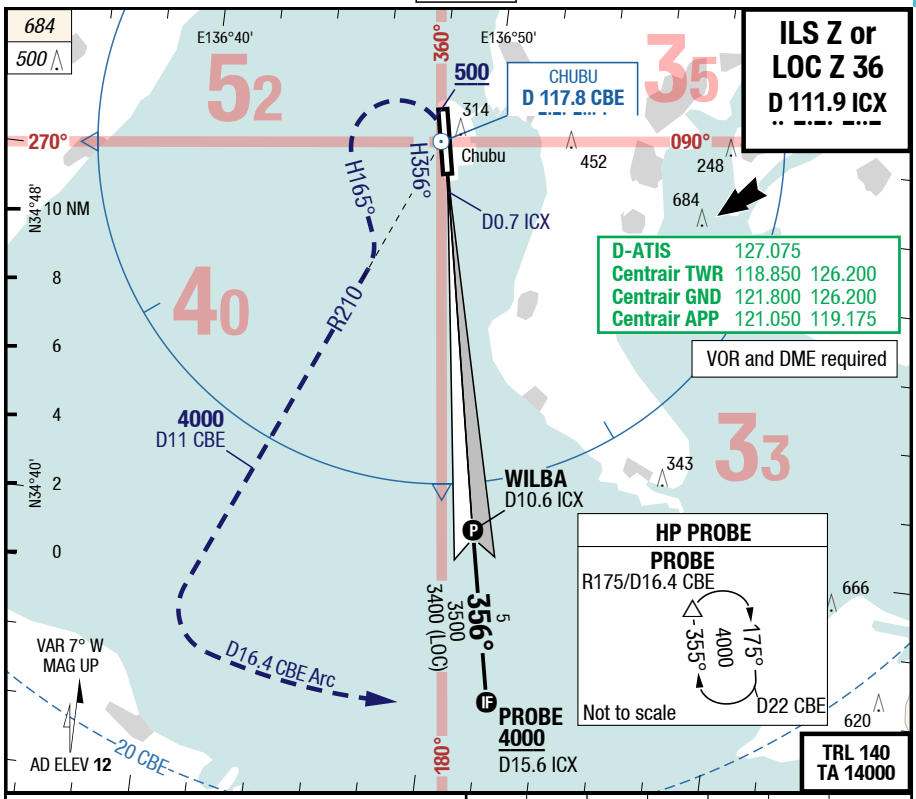
1) With EVS 350m
2) With EVS 500m
3) W of RWY only
4) If not conducting autoland RVR 350m required

Changes: Nil

NGO-RJGG

7-40

ILS Z or LOC Z 36

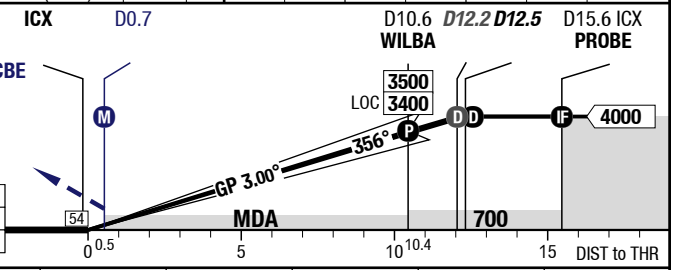


2	3	4	6	8	12.5
650	*970*	*1290*	*1930*	*2570*	4000

LOC *3.01°*
D ICX

HDG 356°
at MNM **500 LT** HDG 356°
intercept R210 **CBE** to D11 **CBE**
(at **4000**)
LT intercept D16.4 **CBE** Arc
to PROBE - maintain **4000**
Contact Centrair APP

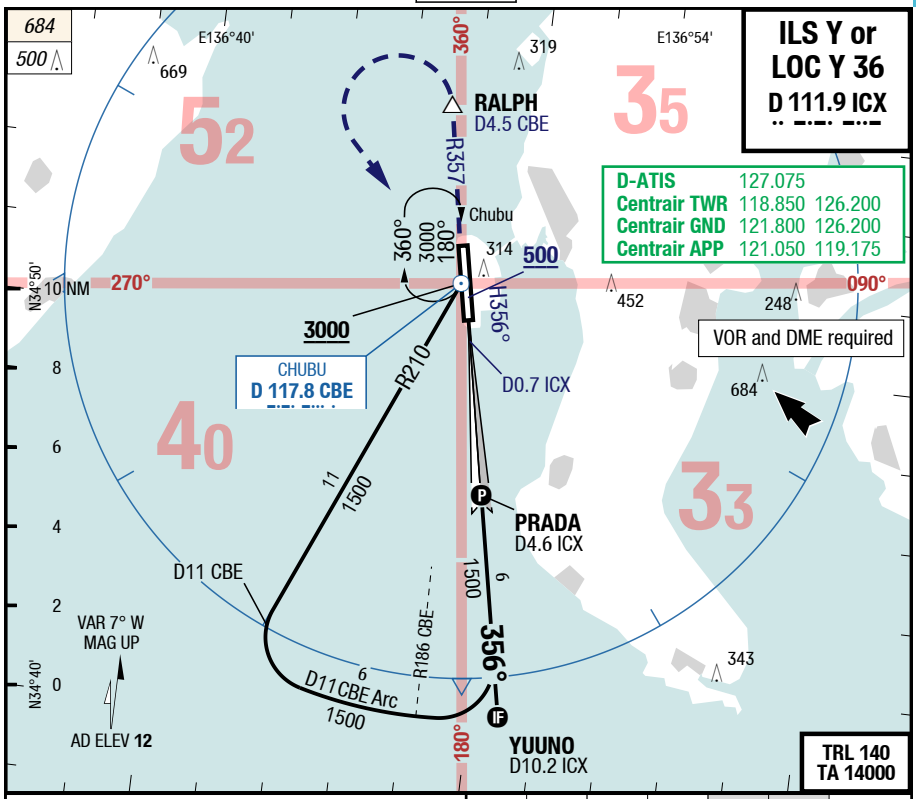
GS	120	140	160
D10.6 ICX	*640*	*750*	*850*
-MAPt	NA	NA	NA

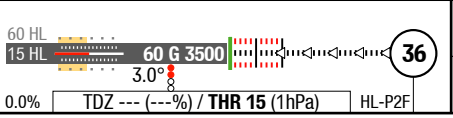


36		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME	Circling 3) TERPS
C	ft - m/km ft	0 - 100R **Company**	100 - 300R **100** RA	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**	600 - 2.4V **620**
D	ft - m/km ft	0 - 100R **Company**	100 - 300R **100** RA 4)	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**	700 - 3.6V **720**

1) With EVS 350m
2) With EVS 500m
3) W of RWY only
4) If not conducting autoland RVR 350m required

Changes: IM, TCH

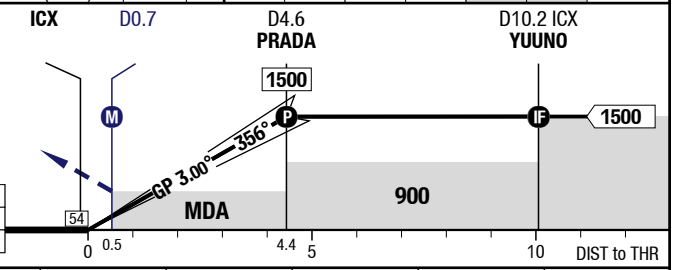




2	3	4	4.6			LOC 3.01° D ICX
660	990	1310	1500			

HDG 356°
at MNM **500** intercept
R357 **CBE** to RALPH
LT direct **CBE**
climb **3000**
Contact Centrair APP

GS	120	140	160
D4.6 ICX	*650*	*760*	*860*
-MAPt	NA	NA	NA



36		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME	Circling 3) TERPS
C	ft - m/km ft	0 - 100R **Company**	100 - 300R **100** RA	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**	600 - 2.4V **620**
D	ft - m/km ft	0 - 100R **Company**	100 - 300R **100** RA 4)	200 - 550 **220**	200 - 750 **220**	510 - 1.6 **520**	700 - 3.6V **720**

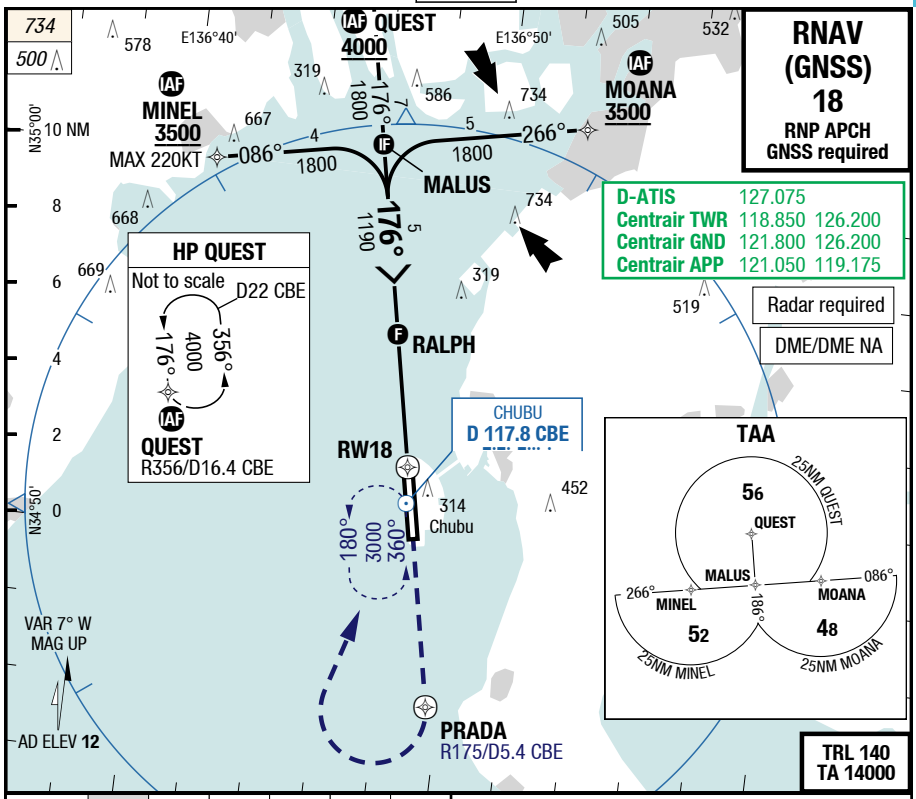
1) With EVS 350m
2) With EVS 500m
3) W of RWY only
4) If not conducting autoland RVR 350m required

Changes: IM, TCH

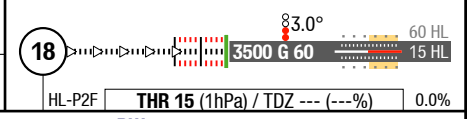
NGO-RJGG

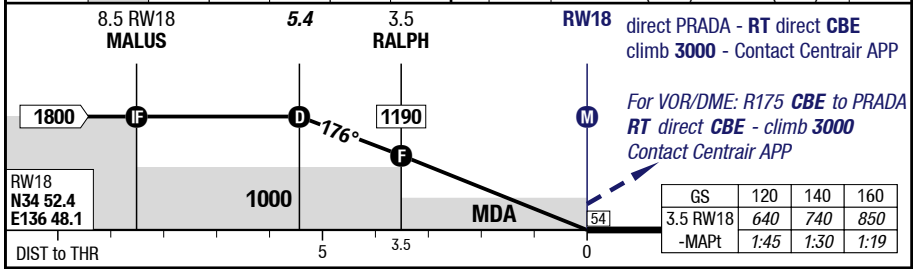
7-70

RNAV (GNSS) 18



3.00° RW18		5.4	5	4	3	2
		1800	*1670*	*1350*	*1030*	*710*





GS	120	140	160
3.5 RW18	*640*	*740*	*850*
-MAPt	*1:45*	*1:30*	*1:19*

18		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling 3) TERPS
C	ft - m/km ft	510 - 1.6 **520**	510 - 1.6 **520**				600 - 2.4V **620**
D	ft - m/km ft	510 - 1.6 **520**	510 - 1.6 **520**				700 - 3.6V **720**

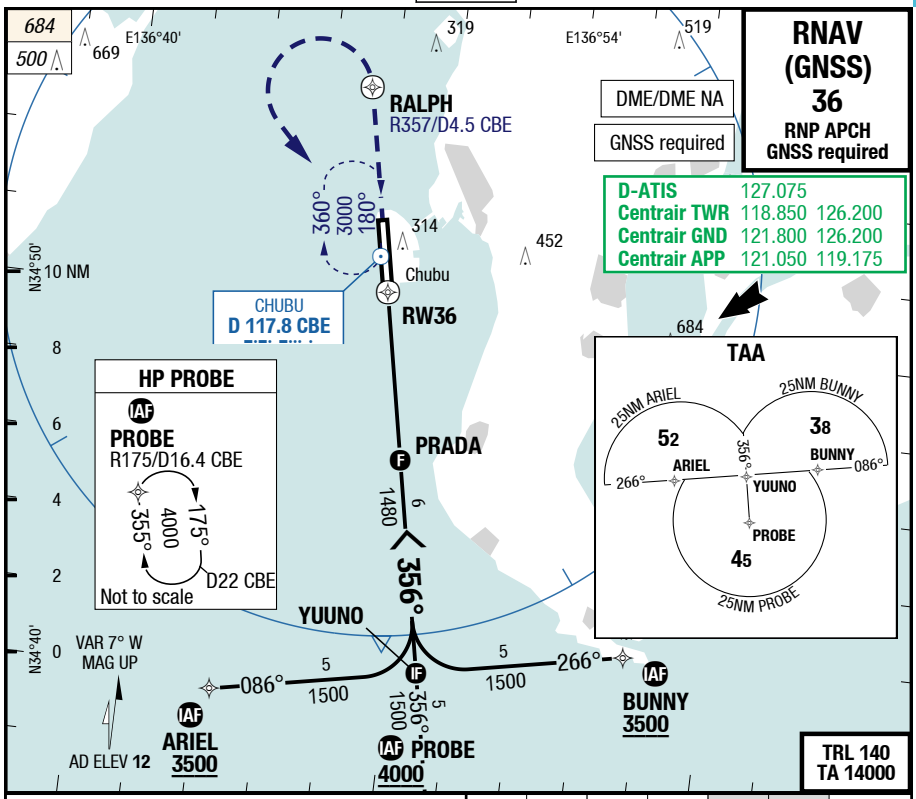
1) Uncompensated BARO VNAV NA below -5°C (23°F)
2) With EVS 1.1km
3) W of RWY only

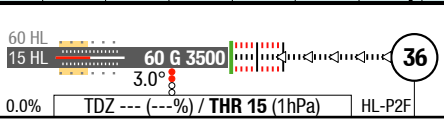
Changes: new

NGO-RJGG

7-80

RNAV (GNSS) 36



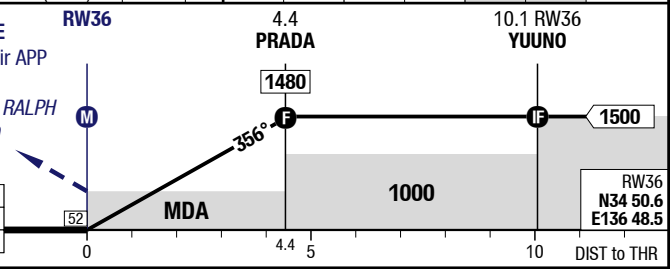


2	3	4	4.4			3.00°
710	*1030*	*1340*	1480			RW36

direct RALPH - **LT** direct **CBE**
climb **3000** - Contact Centrair APP

*For VOR/DME: R357 **CBE** to RALPH*
LT** direct **CBE** - climb **3000
Contact Centrair APP

GS	120	140	160
4.4 RW36	*640*	*740*	*850*
-MAPt	*2:13*	*1:54*	*1:40*



36		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling 3) TERPS
C	ft - m/km ft	510 - 1.6 **520**	510 - 1.6 **520**				600 - 2.4V **620**
D	ft - m/km ft	510 - 1.6 **520**	510 - 1.6 **520**				700 - 3.6V **720**

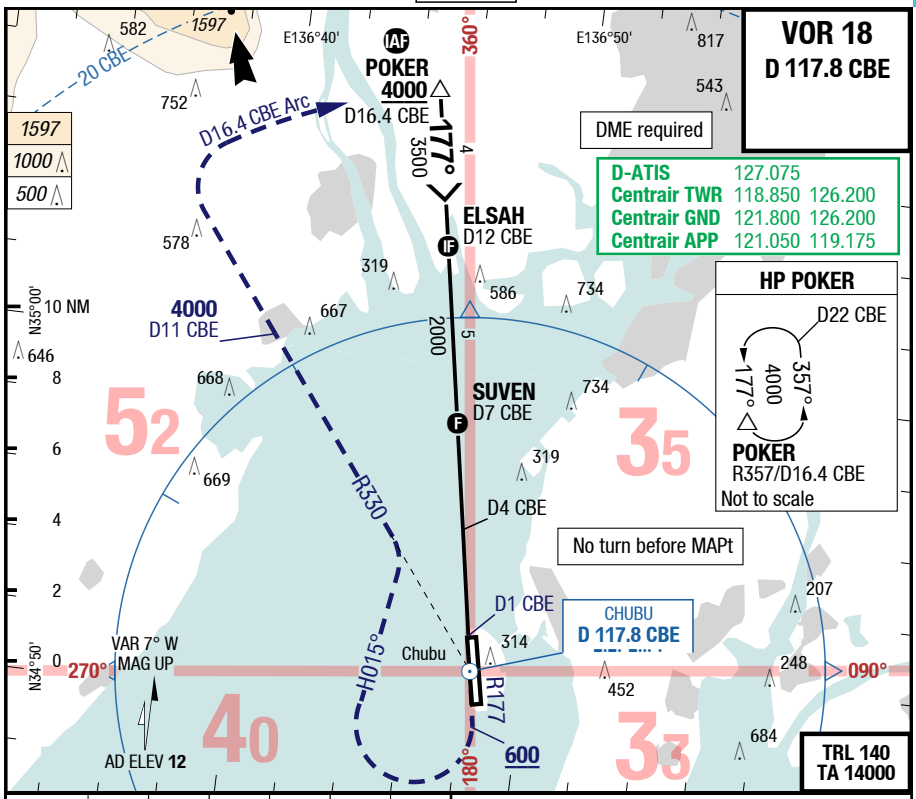
1) Uncompensated BARO VNAV NA below -5°C (23°F)
2) With EVS 1.1km
3) W of RWY only

Changes: new

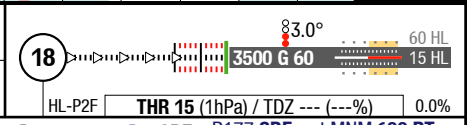
NGO-RJGG

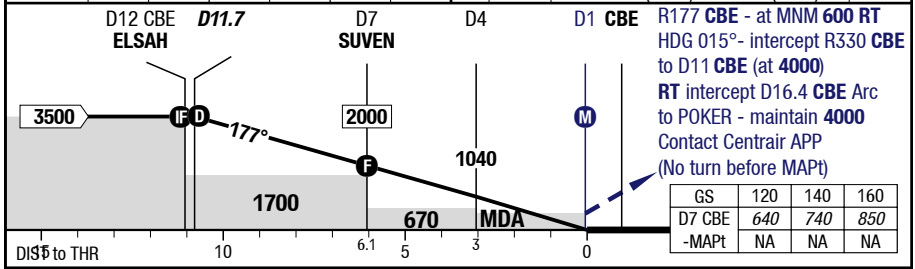
7-90

VOR 18



3.00° D CBE 177° RWY 176°	11.7	10	9	8	6	5
	3500	2950	2630	2310	1680	1360





R177 **CBE** - at MNM **600 RT**
HDG 015°- intercept R330 **CBE**
to D11 **CBE** (at **4000**)
RT intercept D16.4 **CBE** Arc
to POKER - maintain **4000**
Contact Centrair APP
(No turn before MAPt)

GS	120	140	160
D7 CBE	*640*	*740*	*850*
-MAPt	NA	NA	NA

18		VOR DME					Circling 1) TERPS
C	ft - m/km ft	510 - 1.6 **520**					600 - 2.4V **620**
D	ft - m/km ft	510 - 1.6 **520**					700 - 3.6V **720**

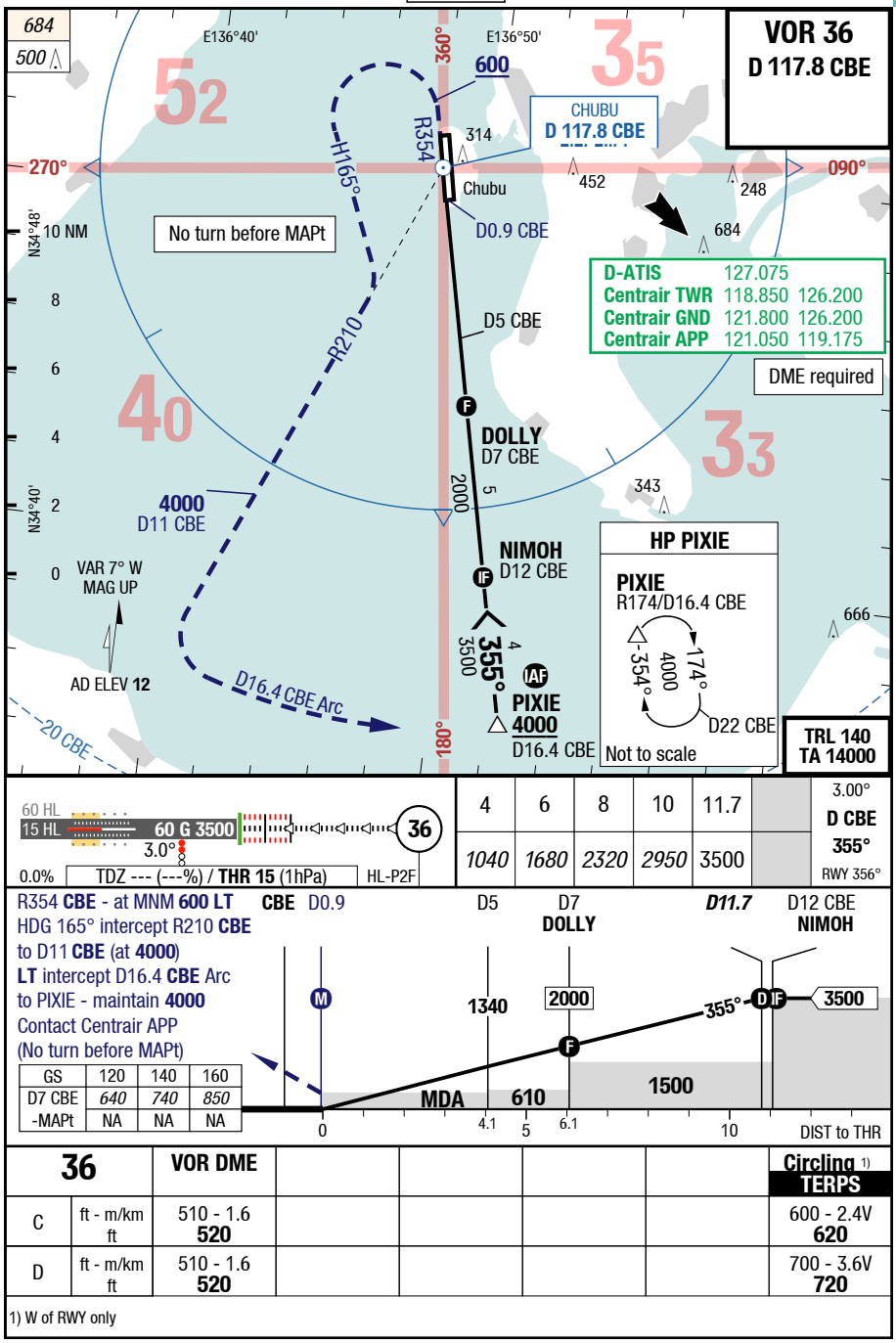
1) W of RWY only

Changes: Completely revised

NGO-RJGG

7-100

VOR 36



4	6	8	10	11.7	
1040	*1680*	*2320*	*2950*	3500	

3.00°
D CBE
355°
RWY 356°

R354 **CBE** - at MNM **600 LT**
HDG 165° intercept R210 **CBE**
to D11 **CBE** (at **4000**)
LT intercept D16.4 **CBE** Arc
to PIXIE - maintain **4000**
Contact Centrair APP
(No turn before MAPt)

GS	120	140	160
D7 CBE	*640*	*740*	*850*
-MAPt	NA	NA	NA

36		VOR DME					Circling 1) TERPS
C	ft - m/km ft	510 - 1.6 **520**					600 - 2.4V **620**
D	ft - m/km ft	510 - 1.6 **520**					700 - 3.6V **720**

1) W of RWY only

Changes: Completely revised

06-SEP-2018

NGO-RJGG

8-10

Japan **Chubu** Centrair Intl

NIL

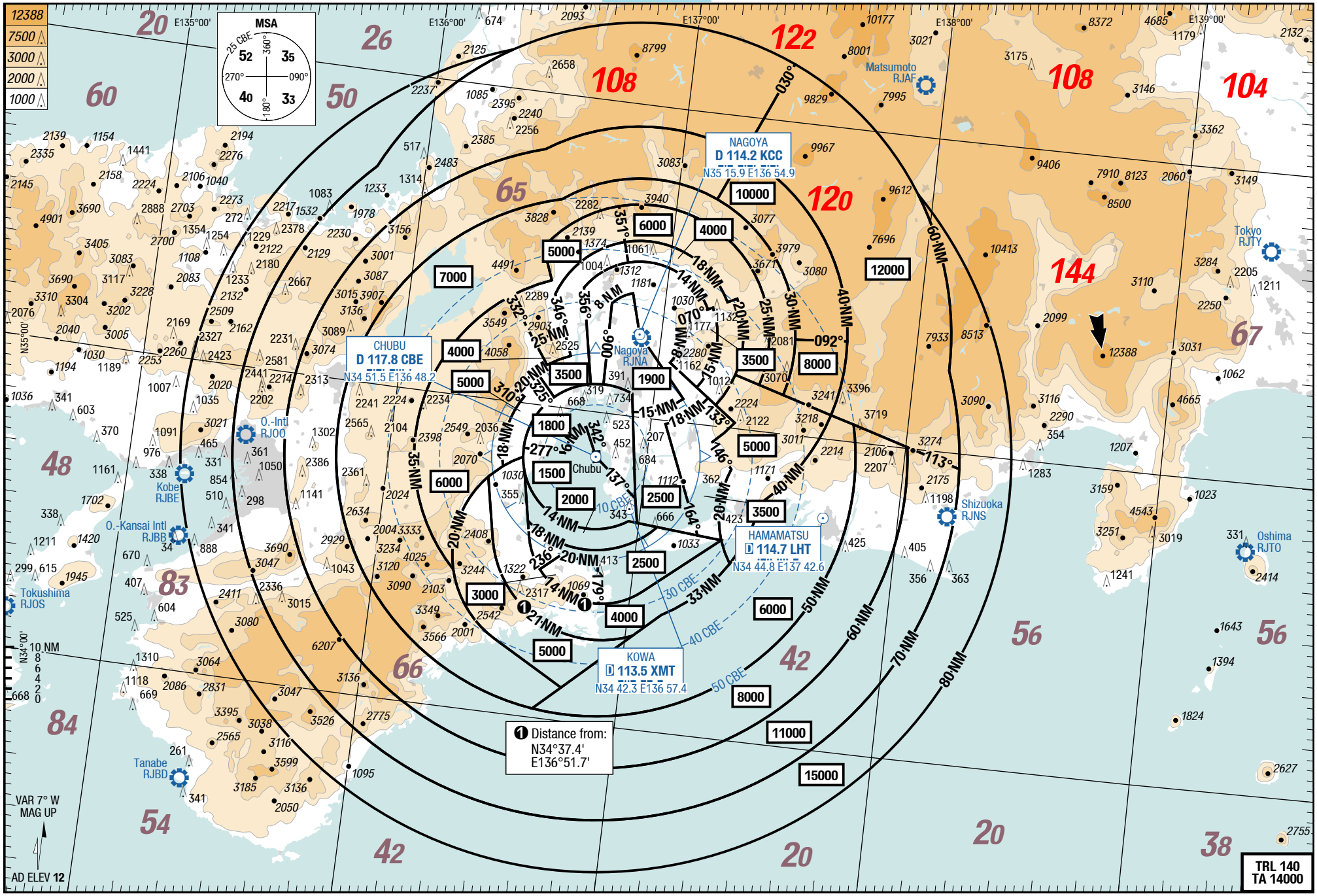
MRC

MRC MRC

Centrair Intl **Chubu** Japan

NIL

MRC



Changes: MGA, Navaid , OBST