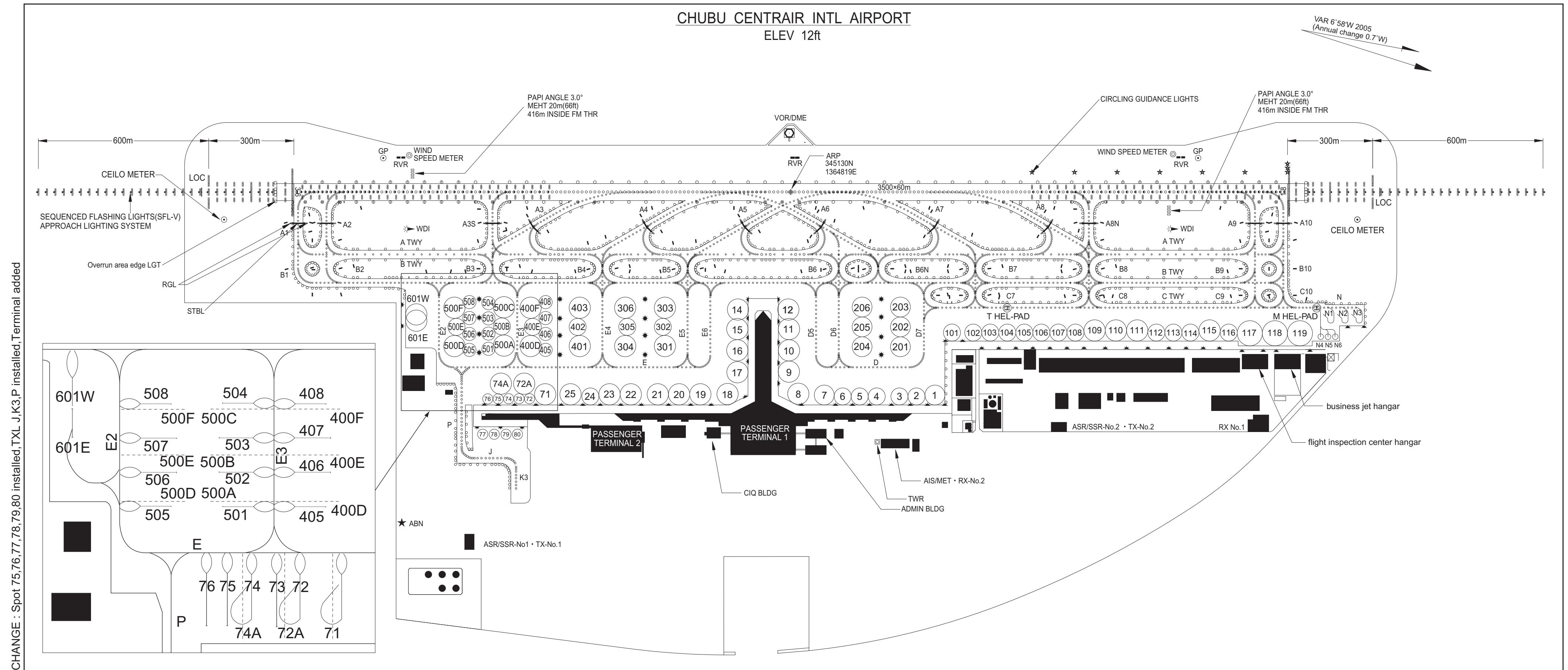


CHUBU CENTRAIR INTL AIRPORT
ELEV 12ft

ELEV 12t

VAR $6^{\circ}58'W$ 2005
(Annual change $0.7^{\circ}W$)



CHANGE : Spot 75,76,77,78,79,80 installed,TXL_J,K3,P installed,Terminal added

ATIS	127.075
DLVRY	121.85
GND	121.8
TWR	118.85 - 289.9

CHUBU CENTRAIR AD CHART



INTENTIONALLY LEFT BLANK

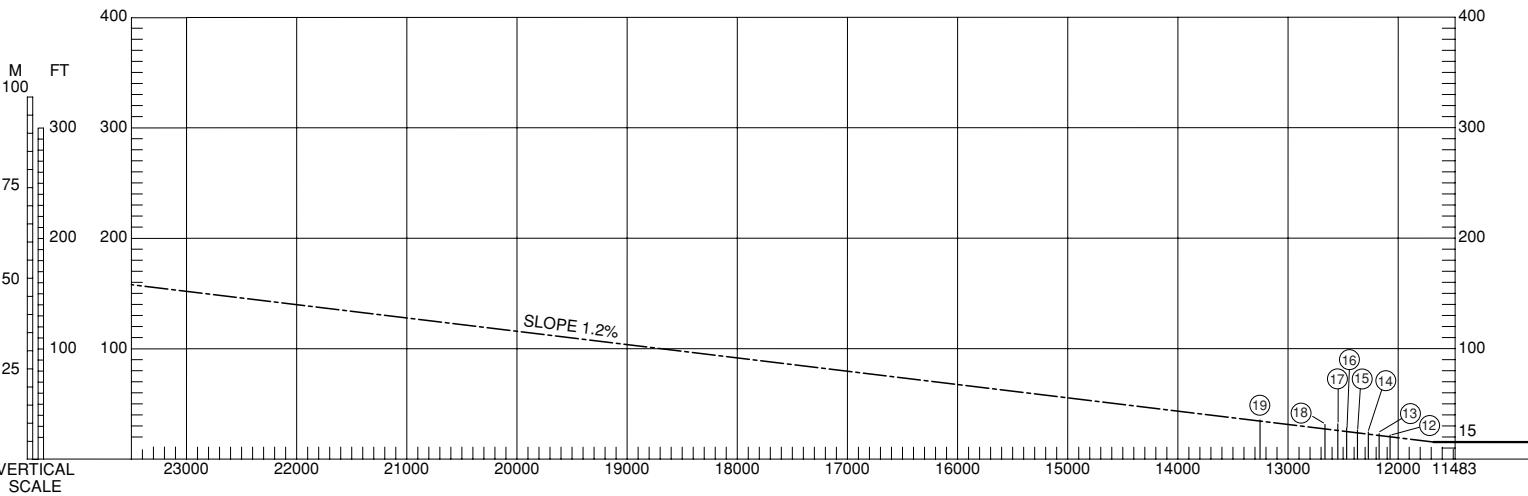
AERODROME GROUND MOVEMENT CHART



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

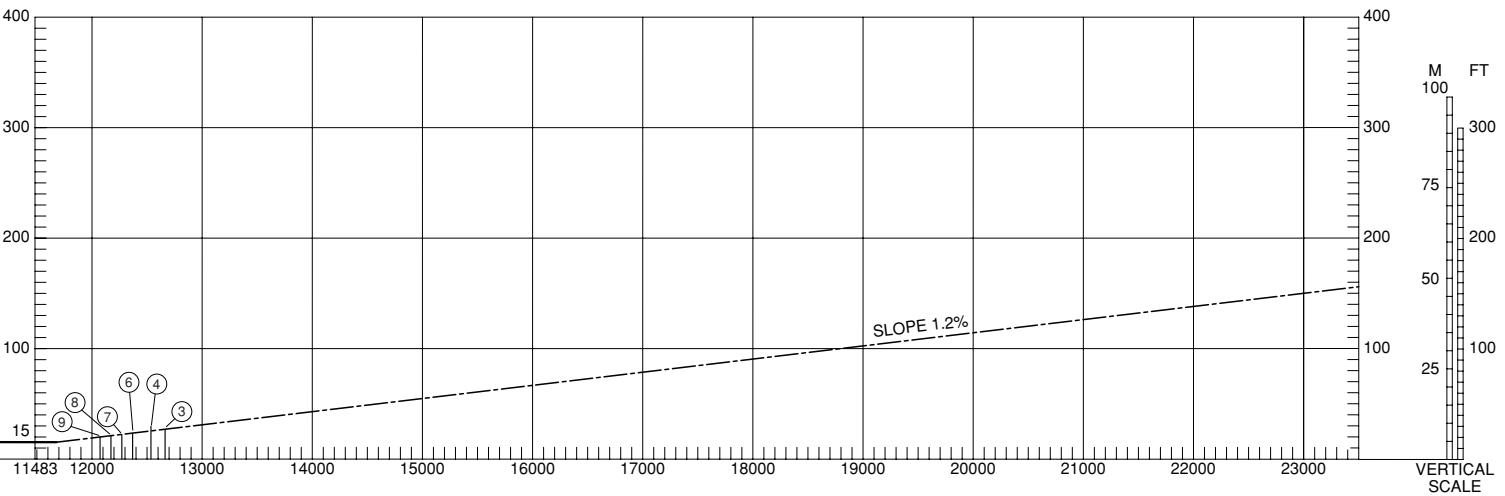
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7° 06' 37" W 2015



CHUBU CENTRAIR INTL AIRPORT
RWY : 36-18

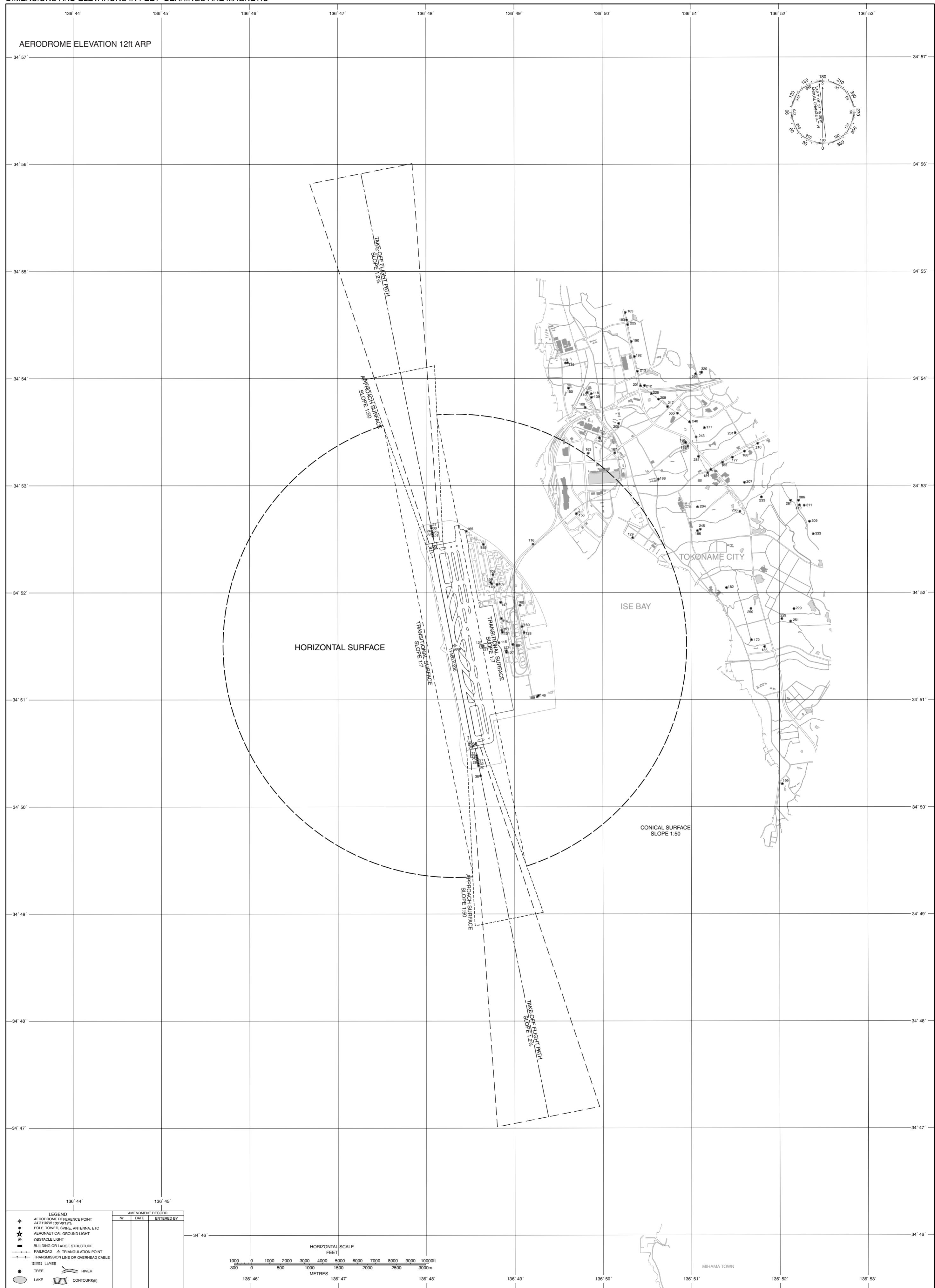
DECLARED DISTANCES	
RWY36	RWY18
11480	TAKE OFF RUN AVAILABLE
11480	TAKE OFF DISTANCE AVAILABLE E
11480	ACCELERATE STOP DISTANCE AVAILABLE
11480	LANDING DISTANCE AVAILABLE



LEGEND		AMENDMENT RECORD	
(1)	IDENTIFICATION NUMBER	Nr	DATE ENTERED BY
●	POLE, TOWER, SPIRE, ANTENNA, ETC		
*	TREE		
	LEVEE		
—	RAILROAD		
—	RIVER		
—	TRANSMISSION LINE OR OVERHEAD CABLE		
△	TRIANGULATION POINT		
★	AERONAUTICAL GROUND LIGHT		

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

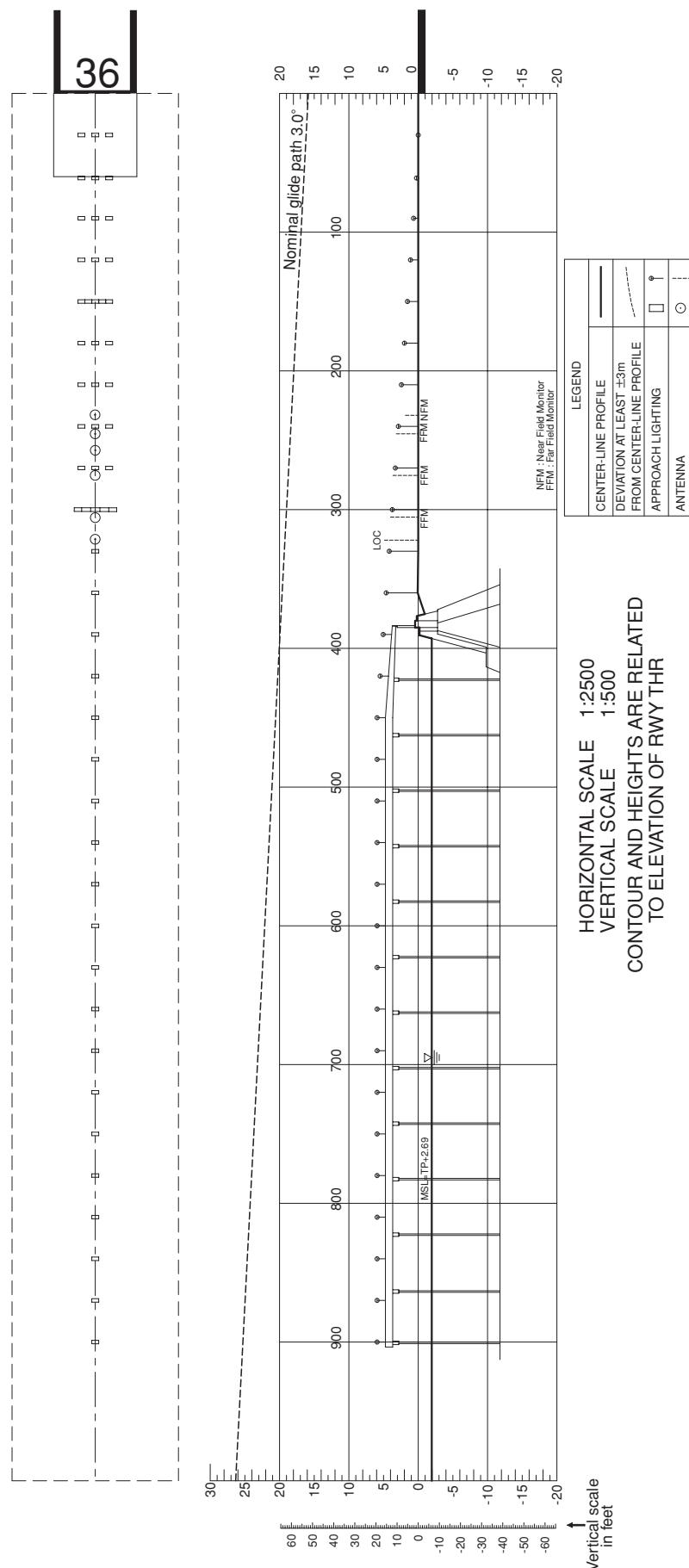


PRECISION APPROACH TERRAIN CHART

CHANGE: IM abolished

RWY 3

DISTANCES AND HEIGHTS IN METRES



PRECISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART -INSTRUMENT

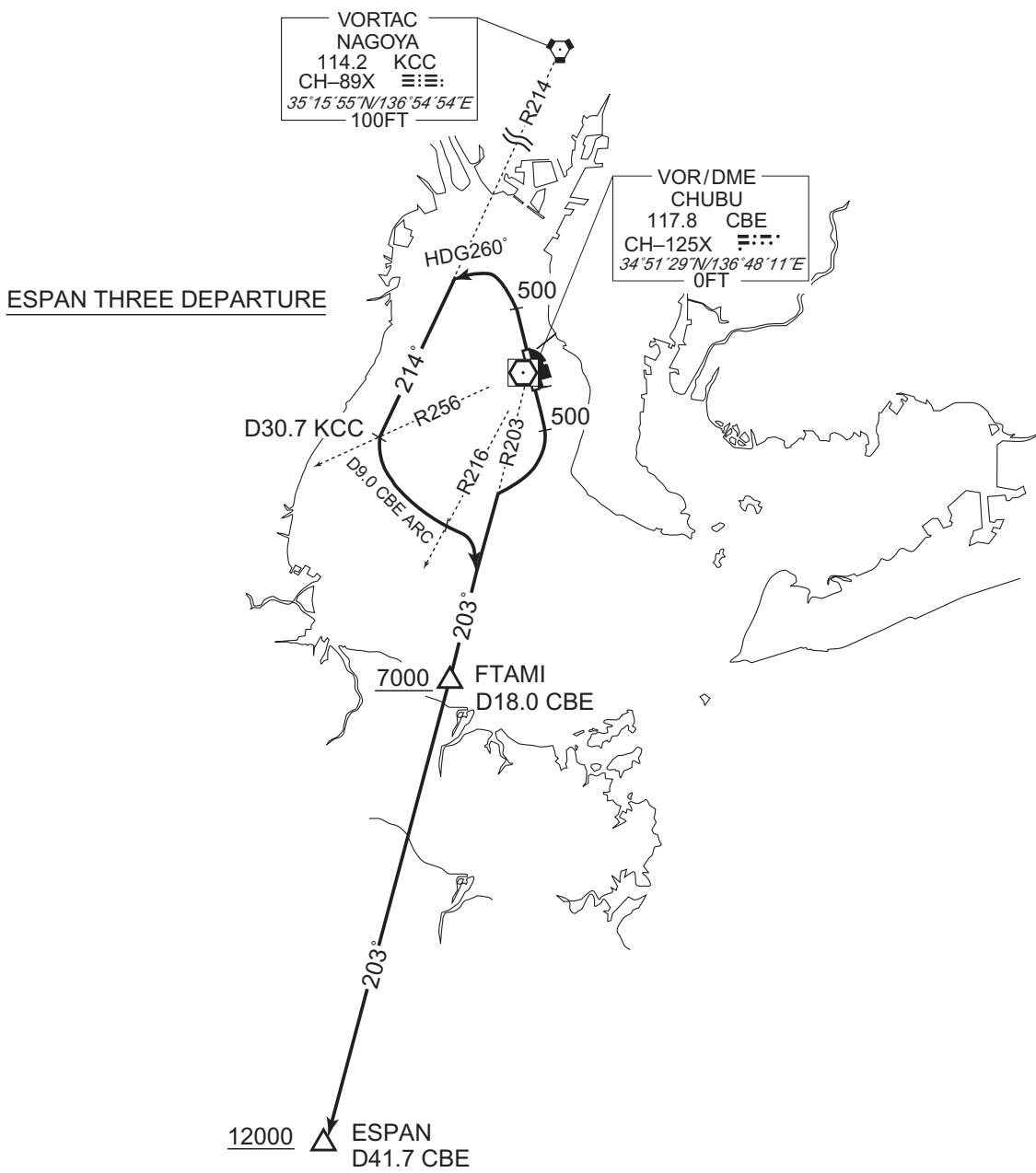
RJGG / CHUBU CENTRAIR

SID

ESPAÑ THREE DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right,...

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC,...
...via CBE R203 to ESPAN via FTAMI.
Cross FTAMI at or above 7000FT.
Cross ESPAN at or above 12000FT.



STANDARD DEPARTURE CHART -INSTRUMENT

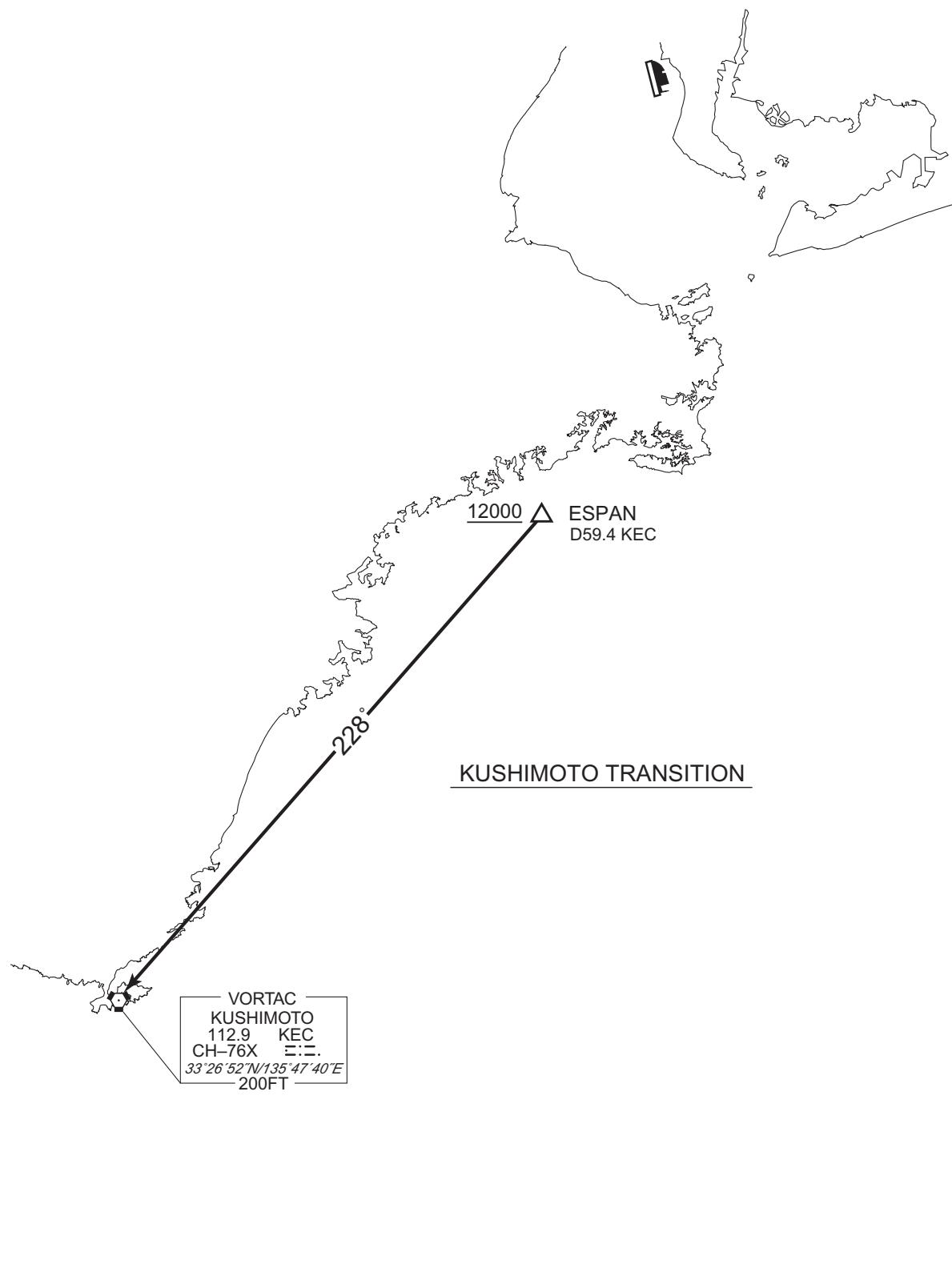
RJGG / CHUBU CENTRAIR

TRANSITION

KUSHIMOTO TRANSITION

From over ESPAN, proceed via KEC R048 to KEC VORTAC.

CHANGE : CHUBU VOR/DME(CBE) deleted.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

HIKNE TWO DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right HDG359°...

RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R351 to 6.0DME, turn left HDG270°...

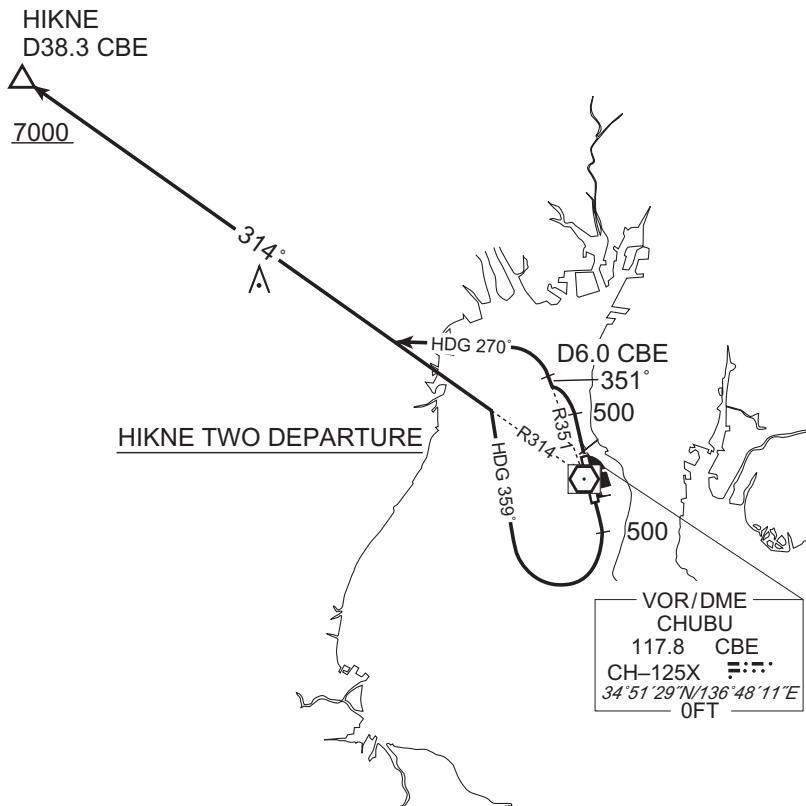
...to intercept and proceed via CBE R314 to HIKNE.

Cross HIKNE at or above 7000FT.

NOTE RWY36 : 3.7% climb gradient required up to 3700FT.

OBST ALT 3544FT located at 22.4NM 313° FM end of RWY36.

CHANGE : PROC renamed. Radial FM CBE.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

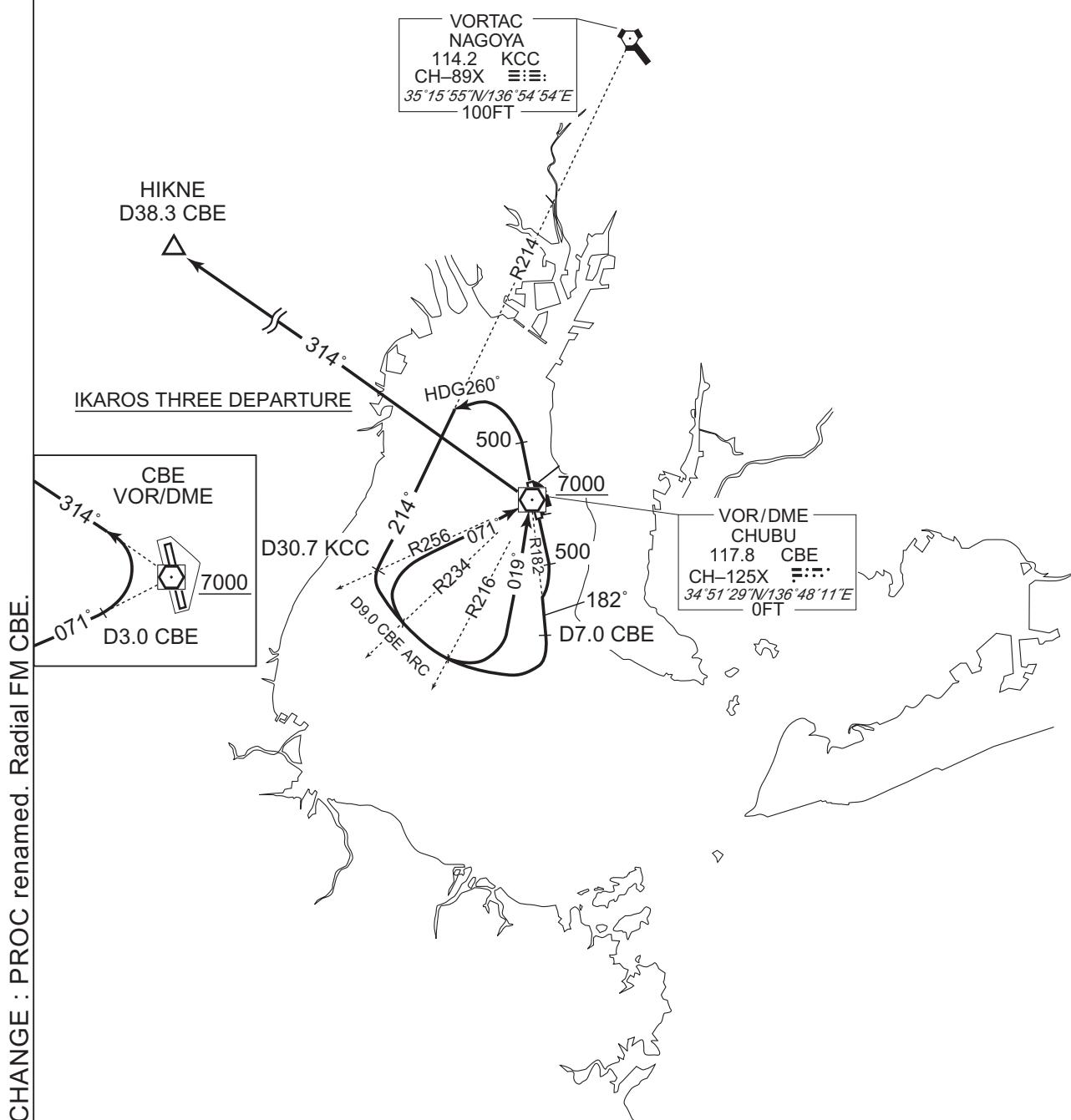
IKAROS THREE DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to 3.0DME, turn left,...

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC, via CBE R199 to CBE VOR/DME,...

...via CBE R314 to HIKNE.

Cross CBE VOR/DME at or above 7000FT.



STANDARD DEPARTURE CHART -INSTRUMENT

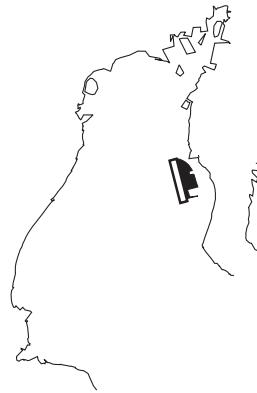
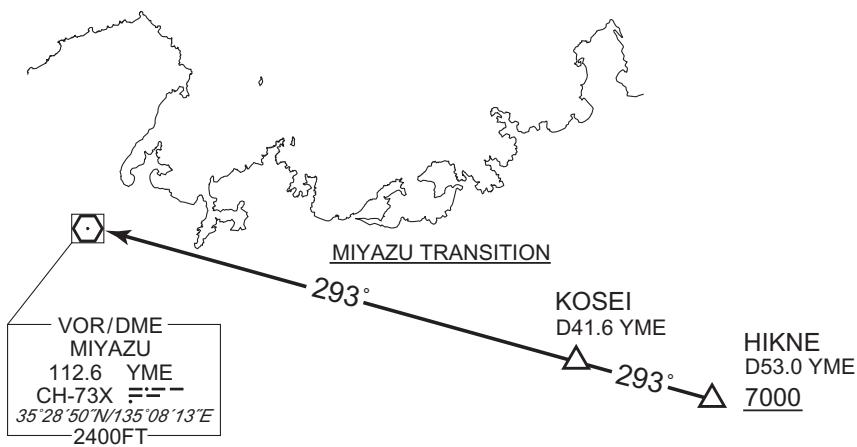
RJGG / CHUBU CENTRAIR

TRANSITION

CHANGE : OTSU TRANSITION abolished. OTSU VOR/DME(CUE) abolished. CHUBU VOR/DME(CBE) deleted.

MIYAZU TRANSITION

From over HIKNE, proceed via YME R113 to YME VOR/DME via KOSEI.



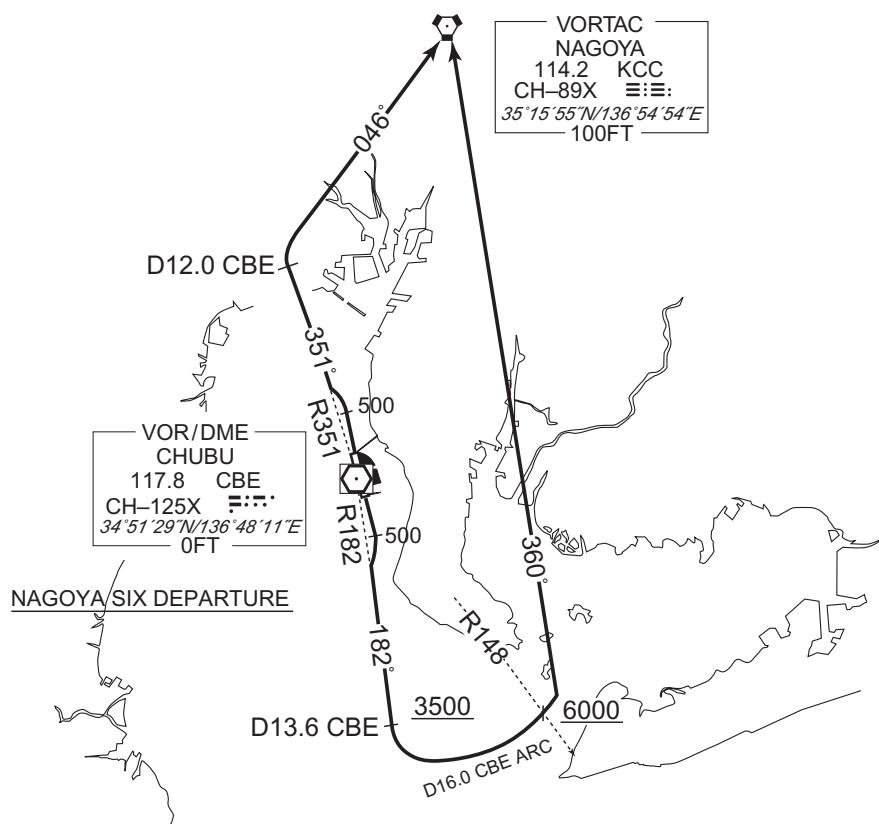
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

NAGOYA SIX DEPARTURE

- RWY18** : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180 to KCC VORTAC. Cross CBE R182/13.6DME at or above 3500FT. Cross CBE R148 at or above 6000FT.
- RWY36** : Climb RWY HDG to 500FT, turn left, via CBE R351 to 12.0DME, turn right, via KCC R226 to KCC VORTAC.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

CASTLE THREE DEPARTURE

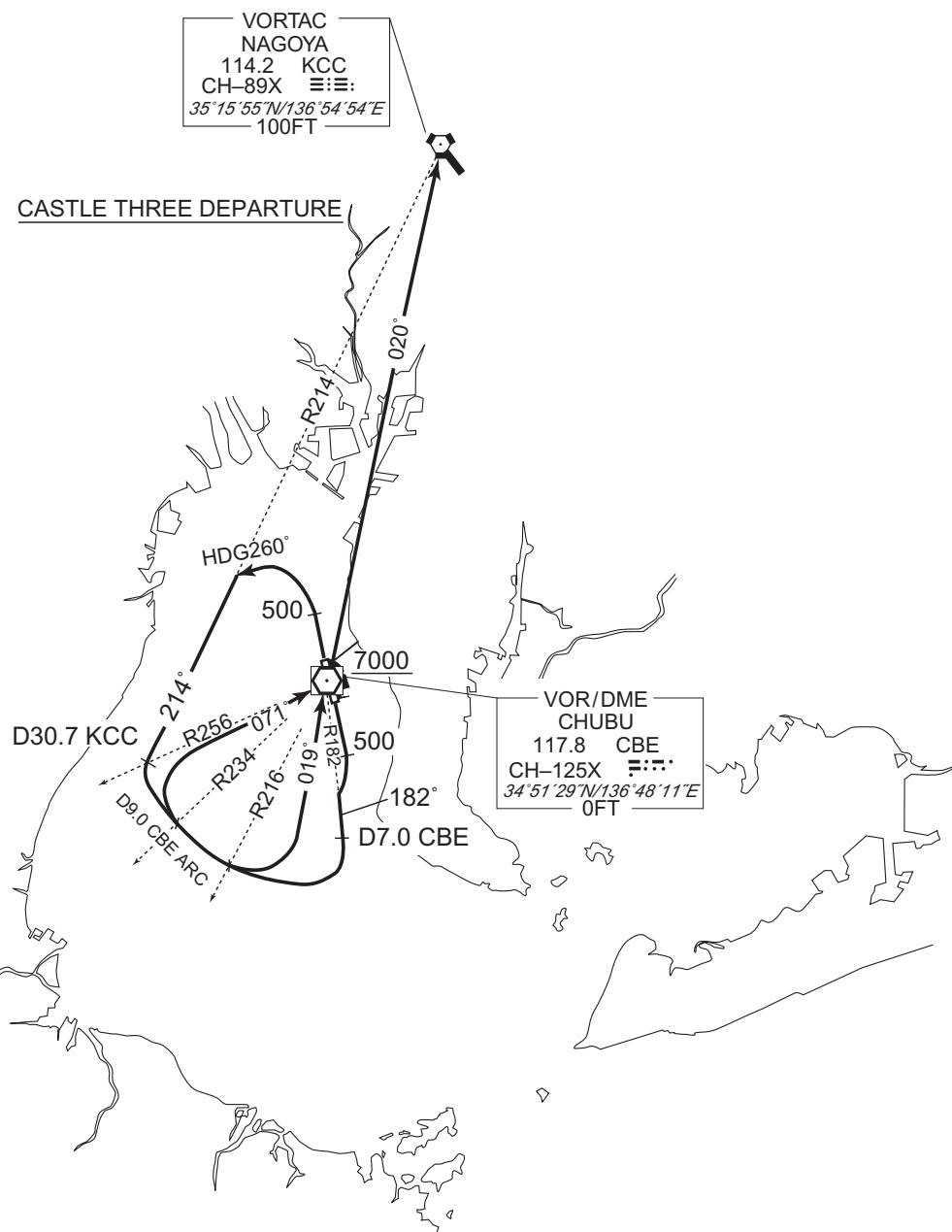
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC, via CBE R199 to CBE VOR/DME,...

...via CBE R020/KCC R200 to KCC VORTAC.

Cross CBE VOR/DME at or above 7000FT.

CHANGE : PROC renamed. Radial FM CBE.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

MORIZ TWO DEPARTURE

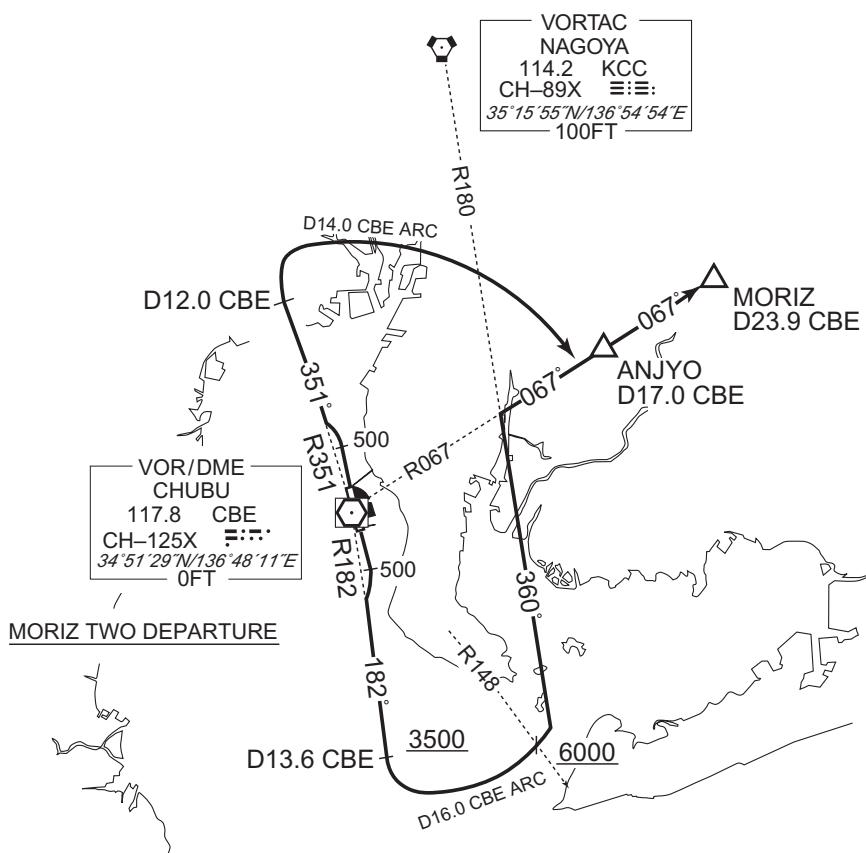
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180,...

Cross CBE R182/13.6DME at or above 3500FT.

Cross CBE R148 at or above 6000FT.

RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R351 to 12.0DME, turn right, via CBE 14.0DME clockwise ARC,...

...via CBE R067 to MORIZ via ANJYO.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

FOREST THREE DEPARTURE

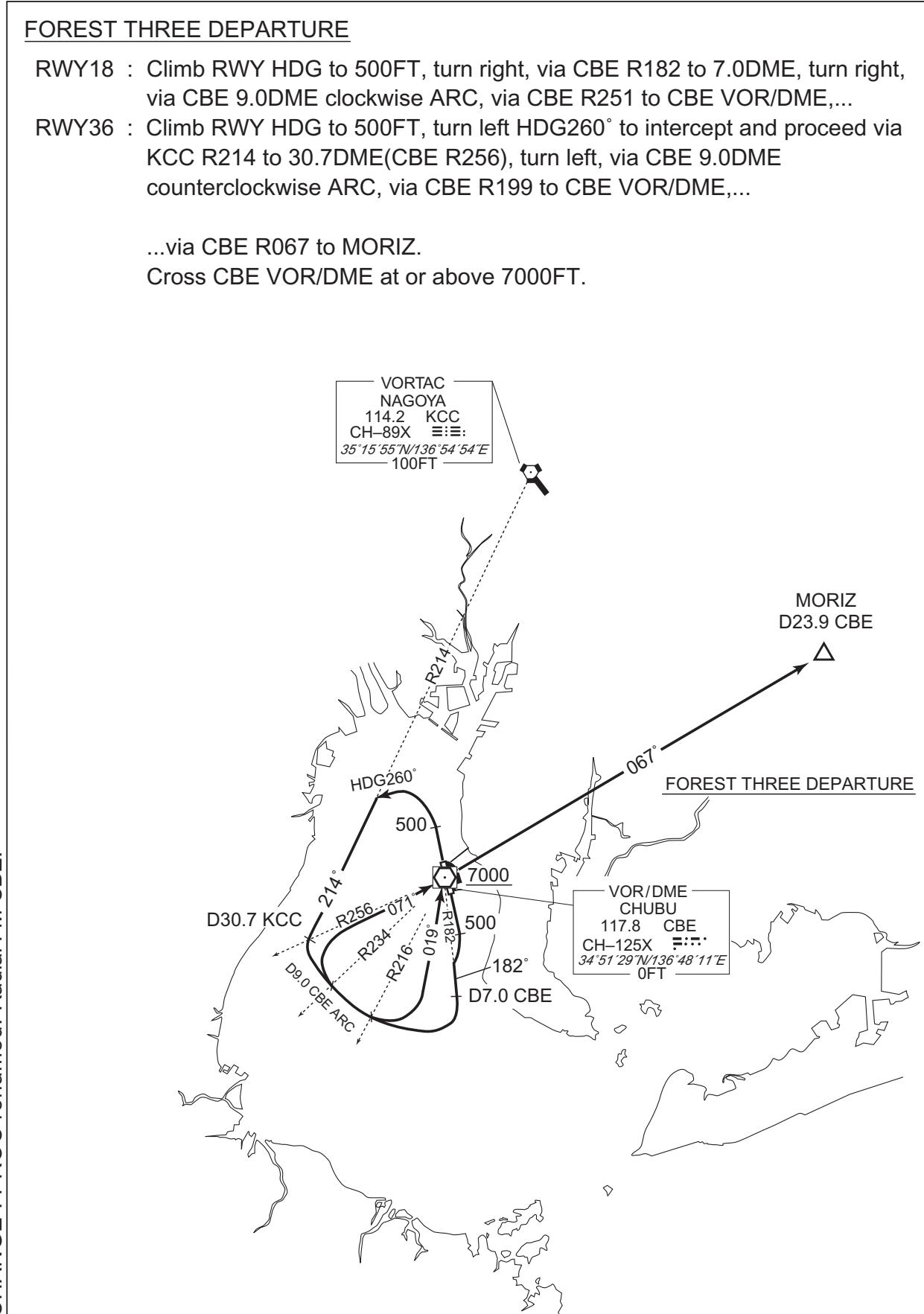
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC, via CBE R199 to CBE VOR/DME,...

...via CBE R067 to MORIZ.

Cross CBE VOR/DME at or above 7000FT.

CHANGE : PROC renamed. Radial FM CBE.



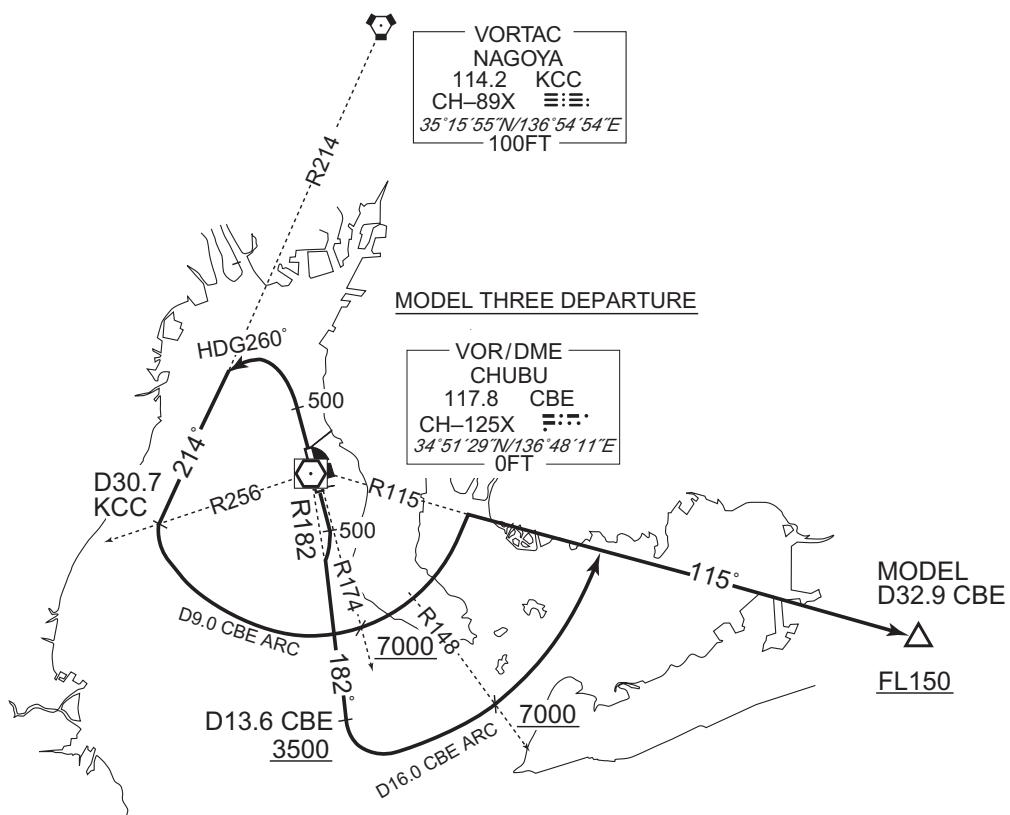
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

MODEL THREE DEPARTURE

- RWY18** : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC,...
 Cross CBE R182/13.6DME at or above 3500FT.
 Cross CBE R148 at or above 7000FT.
- RWY36** : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC,...
 Cross CBE R174 at or above 7000FT.
 ...via CBE R115 to MODEL.
 Cross MODEL at or above FL150.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION

KROBE TRANSITION

From over KCC VORTAC, proceed via KCC R034 to KROBE via STRAW.
Cross STRAW at or above FL200.

GOHEI TRANSITION

From over KCC VORTAC, proceed via KCC R029 to GOHEI via SOBAR.
Cross SOBAR at or above FL200.

CHAUS TRANSITION

From over MORIZ, proceed via CBE R067 to CHAUS via TSUGU.
Cross CHAUS at or above FL150.

ENSYU TRANSITION

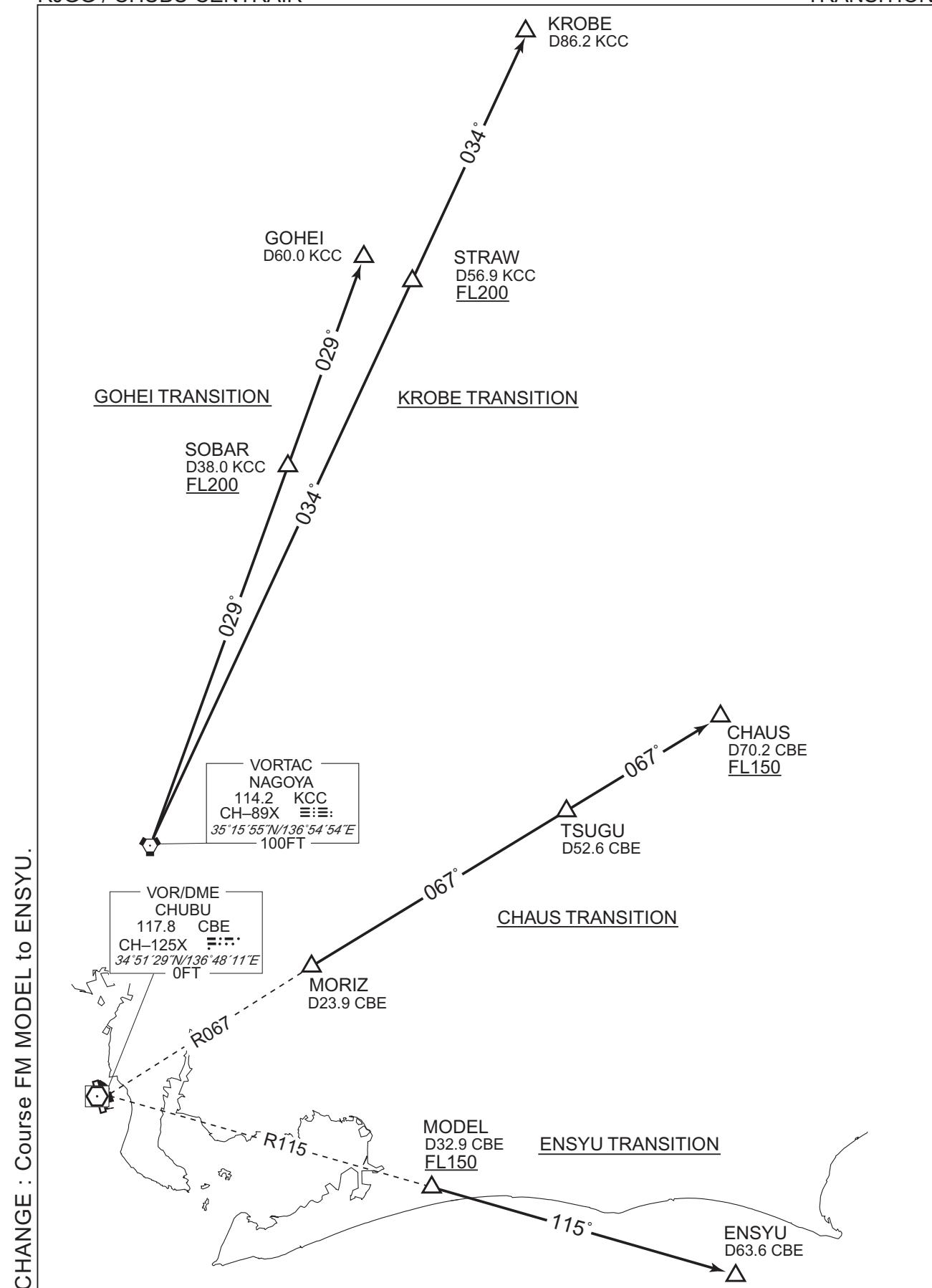
From over MODEL, proceed via CBE R115 to ENSYU.

CHANGE : Course FM MODEL to ENSYU.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION



STANDARD DEPARTURE CHART -INSTRUMENT

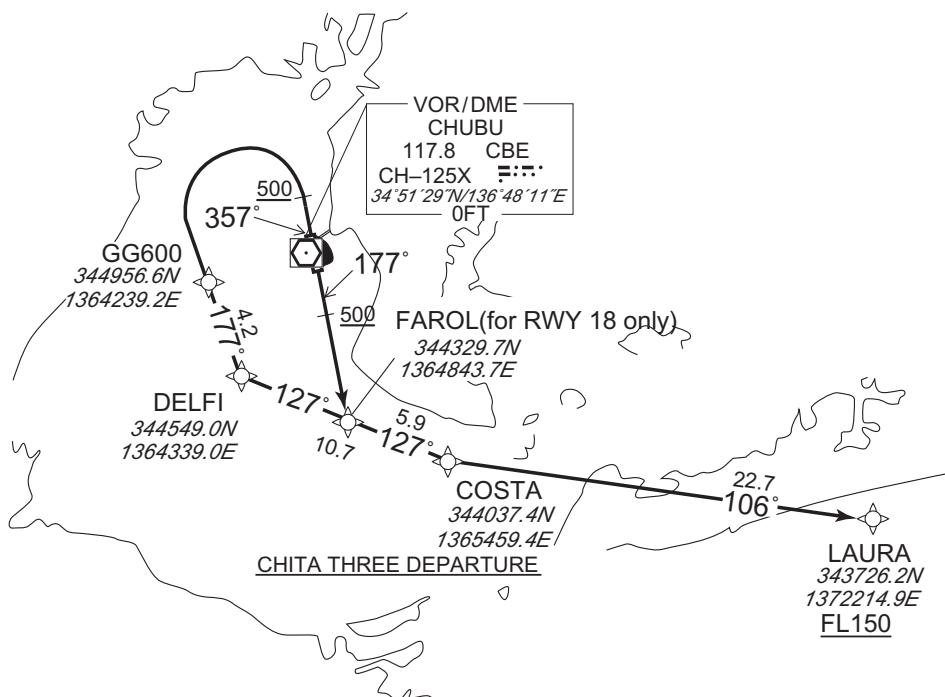
RJGG / CHUBU CENTRAIR

RNAV SID

CHITA THREE DEPARTURE		RNAV 1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.	Critical DME	RWY18 XMT : 2.0NM from DER – 4.0NM to COSTA KCC : 18.7NM to LAURA – LAURA RWY36 XMT : 1.2NM to DELFI – 4.0NM to COSTA KCC : 18.7NM to LAURA – LAURA CBE : DELFI – 9.0NM to COSTA
	DME GAP	RWY18 : DER – 2.0NM from DER COSTA – 20.0NM to LAURA RWY36 : DER – 3.0NM from DER COSTA – 20.0NM to LAURA
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 8°W(2020)

CHANGE : VAR, PROC renamed. PROC course.



CHITA THREE DEPARTURE

RWY18 : Climb on HDG177° at or above 500FT, direct to FAROL, to COSTA, to LAURA at or above FL150.

RWY36 : Climb on HDG357° at or above 500FT, turn left direct to GG600, to DELFI, to COSTA, to LAURA at or above FL150.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

CHITA THREE DEPARTURE

RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	177 (168.8)	-7.8	—	—	+500	—	—	RNAV1
002	DF	FAROL	—	—	-7.8	—	—	—	—	—	RNAV1
003	TF	COSTA	—	127 (119.1)	-7.8	5.9	—	—	—	—	RNAV1
004	TF	LAURA	—	106 (097.9)	-7.8	22.7	—	+FL150	—	—	RNAV1

RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	357 (348.8)	-7.8	—	—	+500	—	—	RNAV1
002	DF	GG600	—	—	-7.8	—	L	—	—	—	RNAV1
003	TF	DELFI	—	177 (168.8)	-7.8	4.2	—	—	—	—	RNAV1
004	TF	COSTA	—	127 (119.1)	-7.8	10.7	—	—	—	—	RNAV1
005	TF	LAURA	—	106 (097.9)	-7.8	22.7	—	+FL150	—	—	RNAV1

CHANGE : VAR. PROC course.

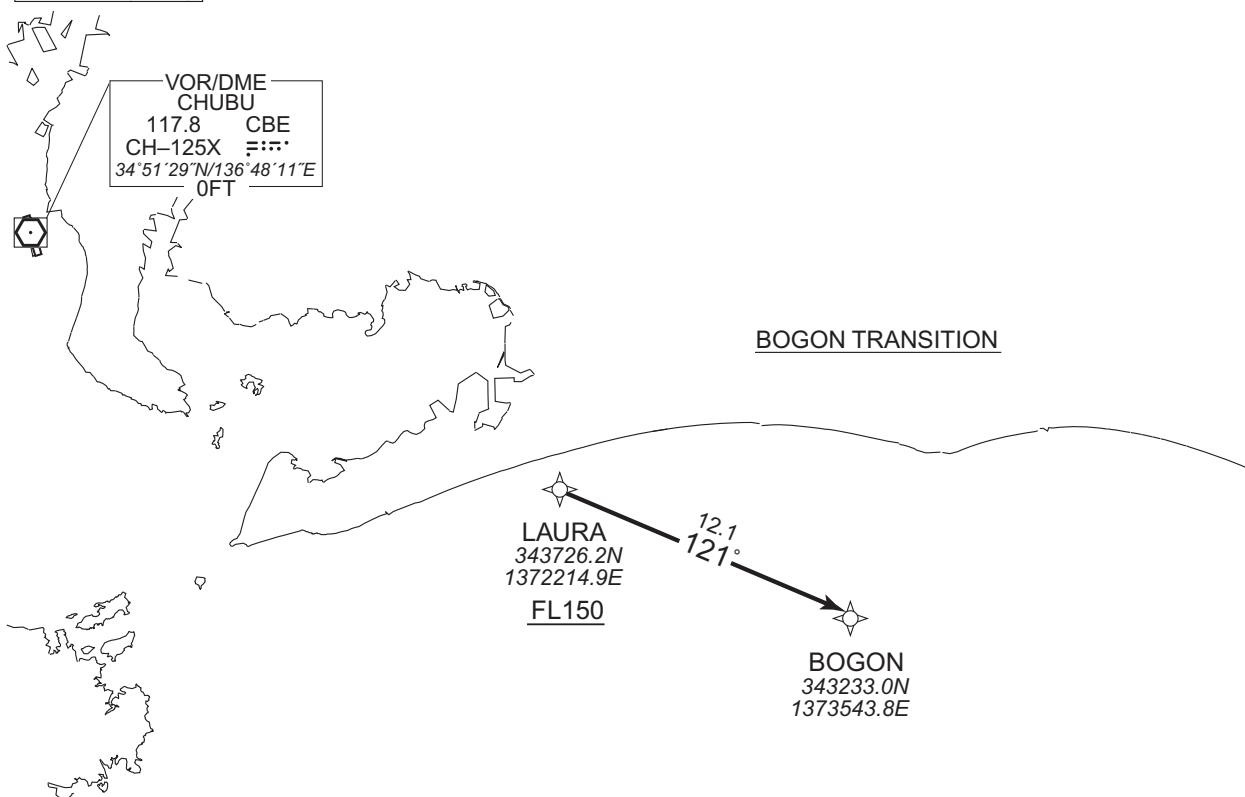
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

BOGON TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	-
	DME GAP	-
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 8°W(2020)



BOGON TRANSITION

From LAURA at or above FL150, to BOGON.

BOGON TRANSITION

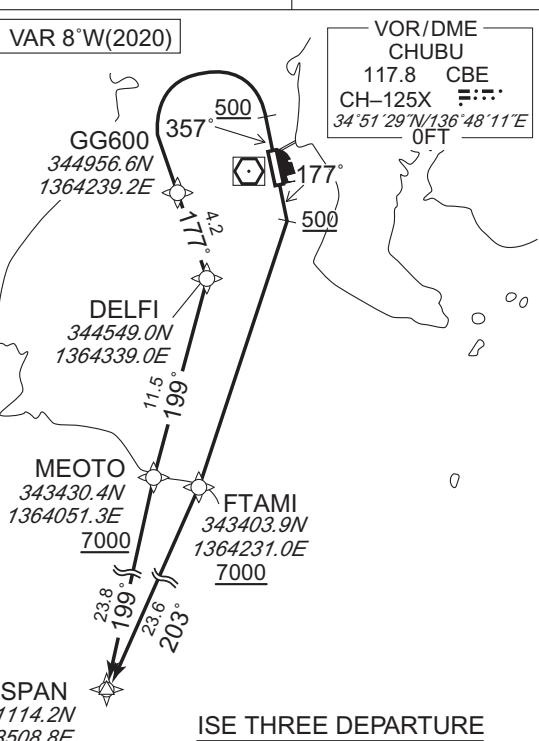
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	LAURA	-	-	-7.8	-	-	+FL150	-	-	RNAV1
002	TF	BOGON	-	121 (113.7)	-7.8	12.1	-	-	-	-	RNAV1

CHANGE : VARIATION

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

ISE THREE DEPARTURE		RNAV 1																																																																																																																							
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.		 <p>The chart shows the RNAV SID ISE THREE Departure route. It starts at DER (117.8 CBE) and branches into two main paths. The left path goes through GG600 (344956.6N, 1364239.2E), DELFI (344549.0N, 1364339.0E), MEOTO (343430.4N, 1364051.3E), and FTAMI (343403.9N, 1364231.0E) before reaching ESPAN (341114.2N, 1363508.8E). The right path goes through CH-125X (34°51'29"N/136°48'11"E) before turning right onto HDG 177° to reach ESPAN. Both paths involve altitude changes of +500ft and +7000ft, and turns at 357° and 177°.</p>																																																																																																																							
Critical DME	RWY18 : XMT : 2.0NM from DER – 16.6NM to ESPAN RWY36 : XMT : 1.2NM DELFI – DELFI MEOTO – 15.7NM to ESPAN CBE : DELFI – MEOTO																																																																																																																								
DME GAP	RWY18 : DER – 2.0NM from DER – 16.6NM to ESPAN – ESPAN RWY36 : DER – 3.0NM from DER – 15.7NM to ESPAN – ESPAN																																																																																																																								
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ISE THREE DEPARTURE RWY18 : Climb on HDG177° at or above 500FT, turn right direct to FTAMI at or above 7000FT, to ESPAN. RWY36 : Climb on HDG357° at or above 500FT, turn left direct to GG600, to DELFI, to MEOTO at or above 7000FT, to ESPAN.																																																																																																																									
ISE THREE DEPARTURE RWY18 <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>VA</td> <td>—</td> <td>—</td> <td>177 (169.0)</td> <td>-7.8</td> <td>—</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>DF</td> <td>FTAMI</td> <td>—</td> <td>—</td> <td>-7.8</td> <td>—</td> <td>R</td> <td>+7000</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>ESPAÑ</td> <td>—</td> <td>203 (195.0)</td> <td>-7.8</td> <td>23.6</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table> RWY36 <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>VA</td> <td>—</td> <td>—</td> <td>357 (349.0)</td> <td>-7.8</td> <td>—</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>DF</td> <td>GG600</td> <td>—</td> <td>—</td> <td>-7.8</td> <td>—</td> <td>L</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>DELFI</td> <td>—</td> <td>177 (168.8)</td> <td>-7.8</td> <td>4.2</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>004</td> <td>TF</td> <td>MEOTO</td> <td>—</td> <td>199 (191.5)</td> <td>-7.8</td> <td>11.5</td> <td>—</td> <td>+7000</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>005</td> <td>TF</td> <td>ESPAÑ</td> <td>—</td> <td>199 (191.5)</td> <td>-7.8</td> <td>23.8</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table>		Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification	001	VA	—	—	177 (169.0)	-7.8	—	—	+500	—	—	RNAV1	002	DF	FTAMI	—	—	-7.8	—	R	+7000	—	—	RNAV1	003	TF	ESPAÑ	—	203 (195.0)	-7.8	23.6	—	—	—	—	RNAV1	Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification	001	VA	—	—	357 (349.0)	-7.8	—	—	+500	—	—	RNAV1	002	DF	GG600	—	—	-7.8	—	L	—	—	—	RNAV1	003	TF	DELFI	—	177 (168.8)	-7.8	4.2	—	—	—	—	RNAV1	004	TF	MEOTO	—	199 (191.5)	-7.8	11.5	—	+7000	—	—	RNAV1	005	TF	ESPAÑ	—	199 (191.5)	-7.8	23.8	—	—	—	—	RNAV1
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005	TF	ESPAÑ	—	199 (191.5)	-7.8	23.8	—	—	—	—	RNAV1																																																																																																														

CHANGE : VAR. PROC renamed. PROC course.

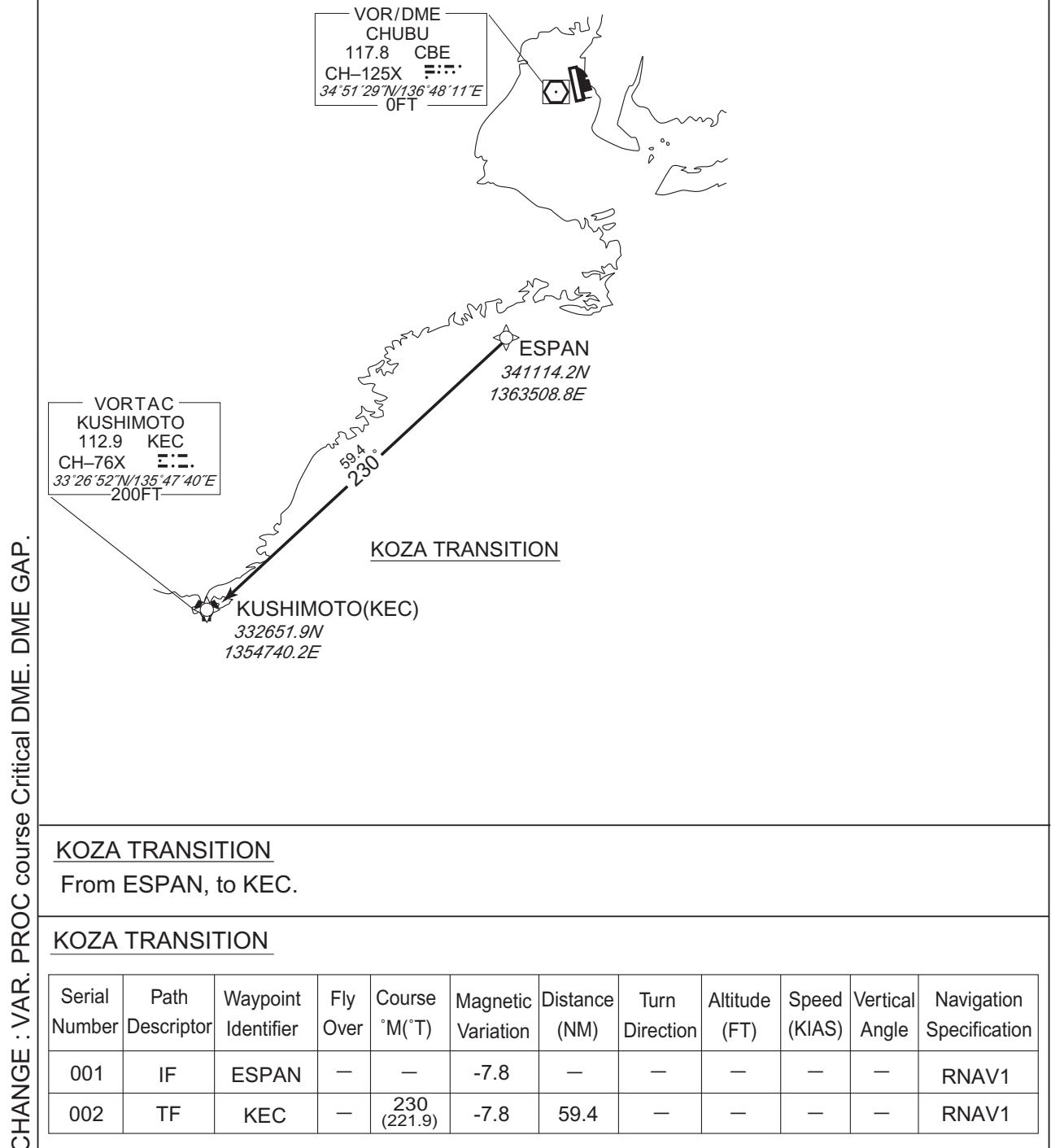
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

KOZA TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	KEC : 13NM to KEC – 6NM to KEC
	DME GAP	3.0NM to KEC – KEC
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

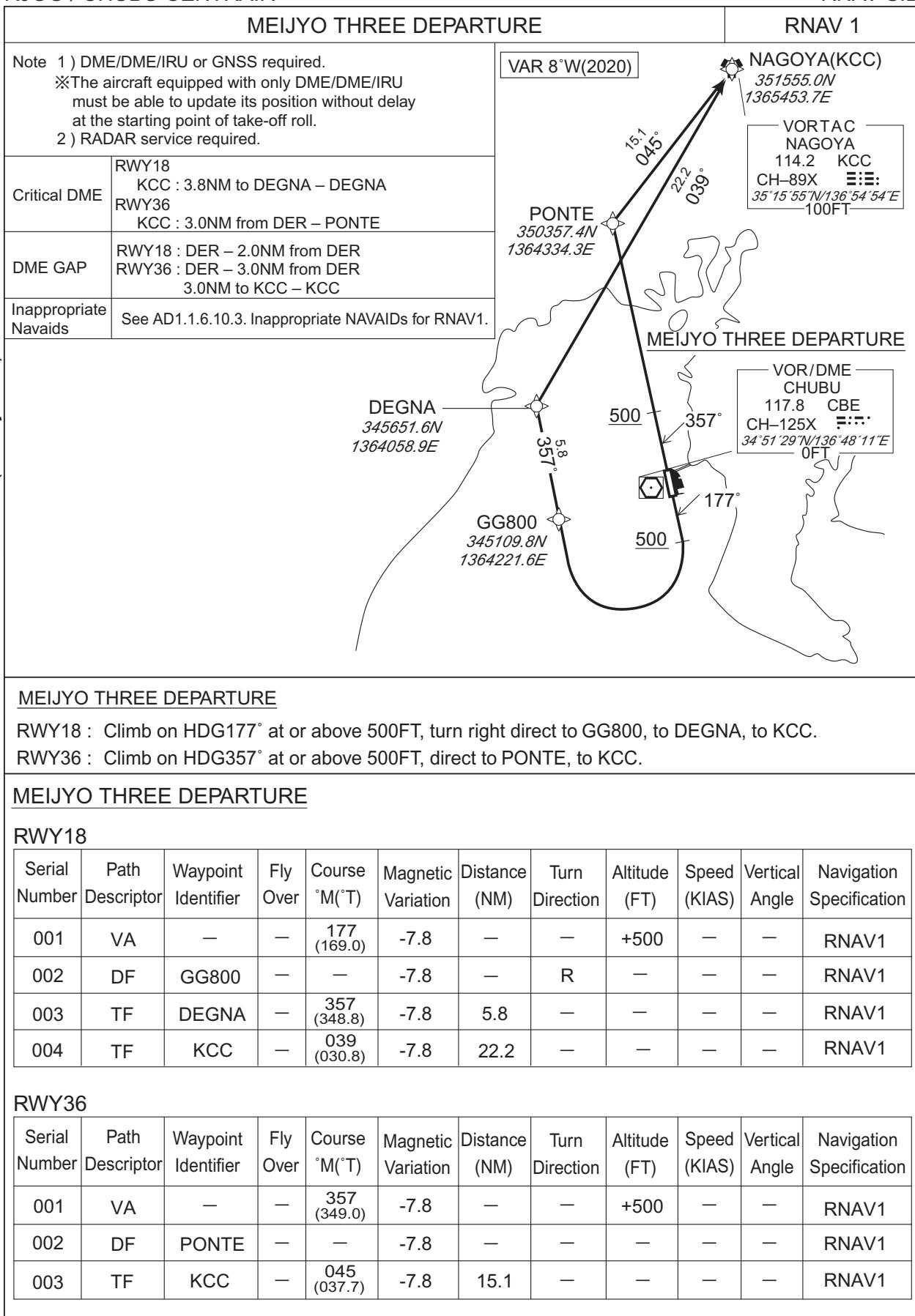
VAR 8°W(2020)



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID



CHANGE : VAR. PROC renamed. PROC course. Critical DME. DME GAP. NAGOYA(FIX symbol).

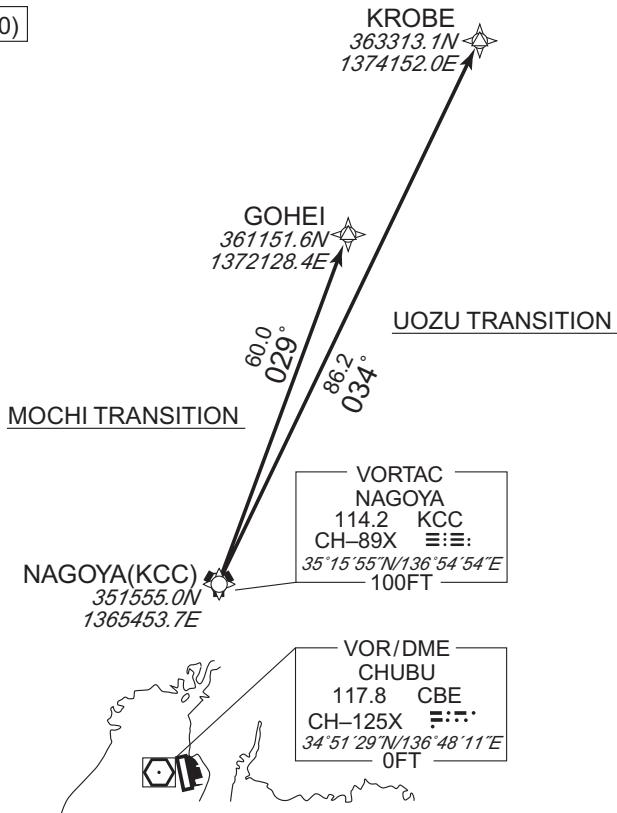
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

UOZU TRANSITION / MOCHI TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	UOZU TRANSITION : YME : KCC – KROBE MOCHI TRANSITION : YME : KCC – GOHEI
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 8°W(2020)



UOZU TRANSITION

From KCC, to KROBE.

MOCHI TRANSITION

From KCC, to GOHEI.

UOZU TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KCC	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	KROBE	—	034 (026.0)	-7.8	86.2	—	—	—	—	RNAV1

MOCHI TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KCC	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	GOHEI	—	029 (021.0)	-7.8	60.0	—	—	—	—	RNAV1

CHANGE : VAR. PROC course. NAGOYA(FIX symbol).

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

OUMI TWO DEPARTURE			RNAV 1
<p>Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.</p>	Critical DME	RWY18 CBE, XMT : 2.0NM from DER – 7.0NM to TITAN KCC : 2.0NM to TITAN – 23.0NM to HIKNE RWY36 KCC : 3.0NM from DER – HIKNE	
	DME GAP	RWY18 : DER – 2.0NM from DER RWY36 : DER – 3.0NM from DER	
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

OUMI TWO DEPARTURE

RWY18 : Climb on HDG177° at or above 500FT, turn right direct to TITAN, to HIKNE.

RWY36 : Climb on HDG357° at or above 500FT, direct to VENTO, to JUNOH, to HIKNE.

NOTE RWY36: 3.7% climb gradient required up to 3800FT.
OBST ALT 3680FT located at 22.5NM 313° FM end of RWY36.

OUMI TWO DEPARTURE

RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	177 (169.0)	-7.8	—	—	+500	—	—	RNAV1
002	DF	TITAN	—	—	-7.8	—	R	—	—	—	RNAV1
003	TF	HIKNE	—	318 (309.7)	-7.8	31.5	—	—	—	—	RNAV1

RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	357 (349.0)	-7.8	—	—	+500	—	—	RNAV1
002	DF	VENTO	—	—	-7.8	—	—	—	—	—	RNAV1
003	TF	JUNOH	—	268 (260.7)	-7.8	6.6	—	—	—	—	RNAV1
004	TF	HIKNE	—	314 (306.6)	-7.8	27.3	—	—	—	—	RNAV1

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR		RNAV TRANSITION																																					
TANGO TRANSITION / PIONE TRANSITION / MIDER TRANSITION			RNAV 1																																				
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.		Critical DME	TANGO TRANSITION KNE : HIKNE - 45.0NM to YME YOE : 45.0NM YME - 42.0NM to YME																																				
DME GAP	PIONE TRANSITION HIKNE - 40.0NM to WAKIT		PIONE TRANSITION TZT : 10.0NM to PIONE - PIONE																																				
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.		MIDER TRANSITION YME : 10.6NM to MIDER - 5.5NM to MIDER																																				
<p>The map illustrates the RNAV transition routes. It shows the locations of HIKNE, YME, MIDER, PIONE, and WAKIT, along with their coordinates and the courses for the TANGO, PIONE, and MIDER transitions. The TANGO transition is from HIKNE to YME via a course of 53.0 at 294°. The PIONE transition is from HIKNE to WAKIT via a course of 62.7 at 267°. The MIDER transition is from HIKNE to MIDER via a course of 21.7 at 240°. The PIONE transition continues from WAKIT to PIONE via a course of 49.8 at 252°. The chart also includes information about VOR/DME stations at MIYAZU and CHUBU.</p>																																							
TANGO TRANSITION From HIKNE, to YME.																																							
PIONE TRANSITION From HIKNE, to WAKIT, to PIONE.																																							
MIDER TRANSITION From HIKNE, to MIDER.																																							
TANGO TRANSITION																																							
<table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(°T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>IF</td> <td>HIKNE</td> <td>—</td> <td>—</td> <td>-7.8</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>TF</td> <td>YME</td> <td>—</td> <td>294 (286.3)</td> <td>-7.8</td> <td>53.0</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table>				Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification	001	IF	HIKNE	—	—	-7.8	—	—	—	—	—	RNAV1	002	TF	YME	—	294 (286.3)	-7.8	53.0	—	—	—	—	RNAV1
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification																												
001	IF	HIKNE	—	—	-7.8	—	—	—	—	—	RNAV1																												
002	TF	YME	—	294 (286.3)	-7.8	53.0	—	—	—	—	RNAV1																												

CHANGE : VAR. MIDER TRANSITION established. PROC course. Critical DME. DME GAP. MIYAZU(FIX symbol).

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

<u>PIONE TRANSITION</u>											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	HIKNE	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	WAKIT	—	267 (259.0)	-7.8	62.7	—	—	—	—	RNAV1
003	TF	PIONE	—	252 (244.4)	-7.8	49.8	—	—	—	—	RNAV1

<u>MIDER TRANSITION</u>											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	HIKNE	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	MIDER	—	240 (232.6)	-7.8	21.7	—	—	—	—	RNAV1

CHANGE : VAR. Course FM HIKNE to WAKIT. MIDER TRANSITION established.

STANDARD DEPARTURE CHART -INSTRUMENT

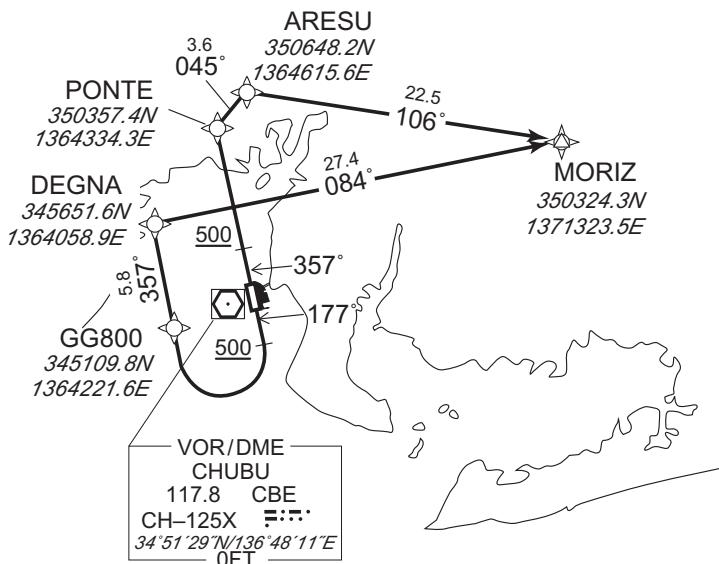
RJGG / CHUBU CENTRAIR

RNAV SID

TOYOTA THREE DEPARTURE		RNAV 1
Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.	Critical DME	RWY18 KCC : 3.8NM to DEGNA – DEGNA RWY36 KCC : 3.0NM from DER – 18.0NM to MORIZ XMT : 20.0NM to MORIZ – 18.0NM to MORIZ
	DME GAP	RWY18 : DER – 2.0NM from DER RWY36 : DER – 3.0NM from DER 18.0NM to MORIZ – 14.0NM to MORIZ
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 8°W(2020)

TOYOTA THREE DEPARTURE



CHANGE : VAR. PROC renamed. PROC course.

TOYOTA THREE DEPARTURE

RWY18 : Climb on HDG177° at or above 500FT, turn right direct to GG800, to DEGNA, to MORIZ.

RWY36 : Climb on HDG357° at or above 500FT, direct to PONTE, to ARESU, to MORIZ.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

TOYOTA THREE DEPARTURE

RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	177 (169.0)	-7.8	—	—	+500	—	—	RNAV1
002	DF	GG800	—	—	-7.8	—	R	—	—	—	RNAV1
003	TF	DEGNA	—	357 (348.8)	-7.8	5.8	—	—	—	—	RNAV1
004	TF	MORIZ	—	084 (076.0)	-7.8	27.4	—	—	—	—	RNAV1

RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	357 (349.0)	-7.8	—	—	+500	—	—	RNAV1
002	DF	PONTE	—	—	-7.8	—	—	—	—	—	RNAV1
003	TF	ARESU	—	045 (037.7)	-7.8	3.6	—	—	—	—	RNAV1
004	TF	MORIZ	—	106 (098.6)	-7.8	22.5	—	—	—	—	RNAV1

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR		RNAV TRANSITION																																																	
IIDA TRANSITION		RNAV 1																																																	
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.		Critical DME	XMT : 3.7NM to TSUGU – TSUGU KCC : MORIZ – TSUGU NJT : 1.6NM to CHAUS – CHAUS																																																
		DME GAP	–																																																
		Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.																																																
VAR 8°W(2020)																																																			
IIDA TRANSITION From MORIZ, to TSUGU, to CHAUS at or above FL150.																																																			
IIDA TRANSITION From MORIZ, to TSUGU, to CHAUS at or above FL150.																																																			
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Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification																																								
001	IF	MORIZ	–	–	-7.8	–	–	–	–	–	RNAV1																																								
002	TF	TSUGU	–	068 (060.0)	-7.8	28.7	–	–	–	–	RNAV1																																								
003	TF	CHAUS	–	067 (059.6)	-7.8	17.6	–	+FL150	–	–	RNAV1																																								

CHANGE : VAR. Course FM MORIZ to TSUGU.

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STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR RWY36

SOUTH ARC ARRIVAL

From over CARDS, via CBE R225, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....
From over CHESS, via CBE R340, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....
From over SWING, via CBE R042, turn left ,via CBE 21.0DME clockwise ARC, turn right....
From over SLIDE, via CBE R056, turn left, via CBE 21.0DME clockwise ARC, turn right....
From over TRIKE, via CBE R106,turn left ,via CBE 21.0DME clockwise ARC, turn right....
From over BIWWA, via CBE R308, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....

for ILS Z RWY36 and LOC Z RWY36 :

....to intercept and proceed via ICX-LOC to PROBE.

Cross CBE R209 at or above 6000FT, cross CBE R196 at or above 5000FT(when started from CARDS or BIWWA or CHESS).

Cross CBE R125 at or above 5000FT (when started from SWING or SLIDE or TRIKE).

Cross PROBE at or above 4000FT.

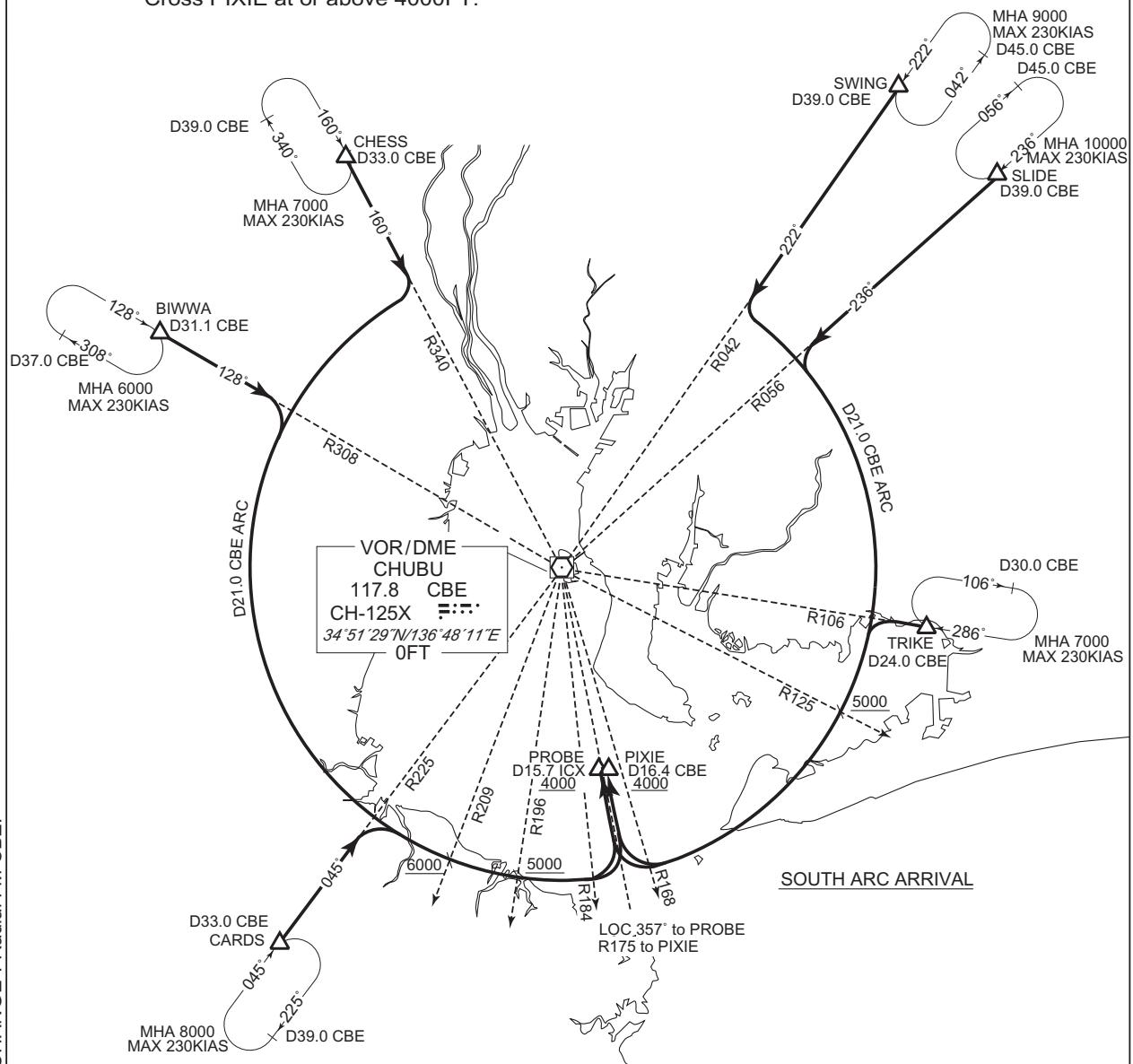
for VOR RWY36;

....to intercept and proceed via CBE R175 to PIXIE.

Cross CBE R209 at or above 6000FT, cross CBE R196 at or above 5000FT(when started from CARDS or BIWWA or CHESS).

Cross CBE R125 at or above 5000FT (when started from SWING or SLIDE or TRIKE).

Cross PIXIE at or above 4000FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR RWY18

NORTH ARC ARRIVAL

From over CARDS, via CBE R225, turn left, via CBE 21.0DME clockwise ARC, turn right....
 From over CHESS, via CBE R340 turn left, via CBE 21.0DME clockwise ARC, turn right....
 From over SWING, via CBE R042 turn right, via CBE 21.0DME counterclockwise ARC, turn left....
 From over SLIDE, via CBE R056 turn right, via CBE 21.0DME counterclockwise ARC, turn left....
 From over TRIKE, via CBE R106 turn right, via CBE 21.0DME counterclockwise ARC, turn left....
 From over BIWWA, via CBE R308 turn left, via CBE 21.0DME clockwise ARC, turn right....

for ILS Z RWY18 and LOC Z RWY18 :

....to intercept and proceed via ICY-LOC to QUEST.

Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)

Cross ICY 17.8DME at or above 4100FT, cross QUEST at or above 4000FT.

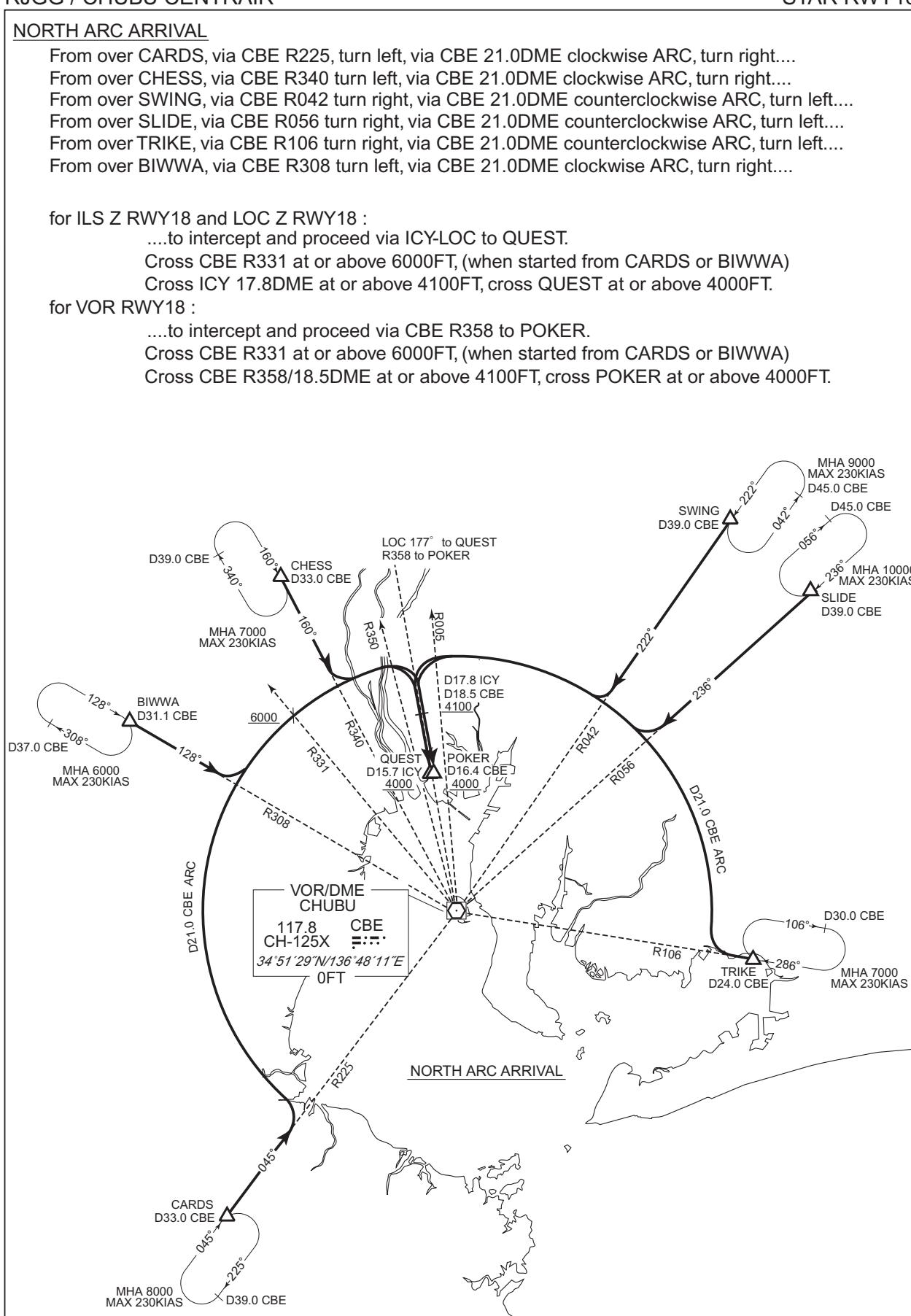
for VOR RWY18 :

....to intercept and proceed via CBE R358 to POKER.

Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)

Cross CBE R358/18.5DME at or above 4100FT, cross POKER at or above 4000FT.

CHANGE : Radial FM CBE.



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

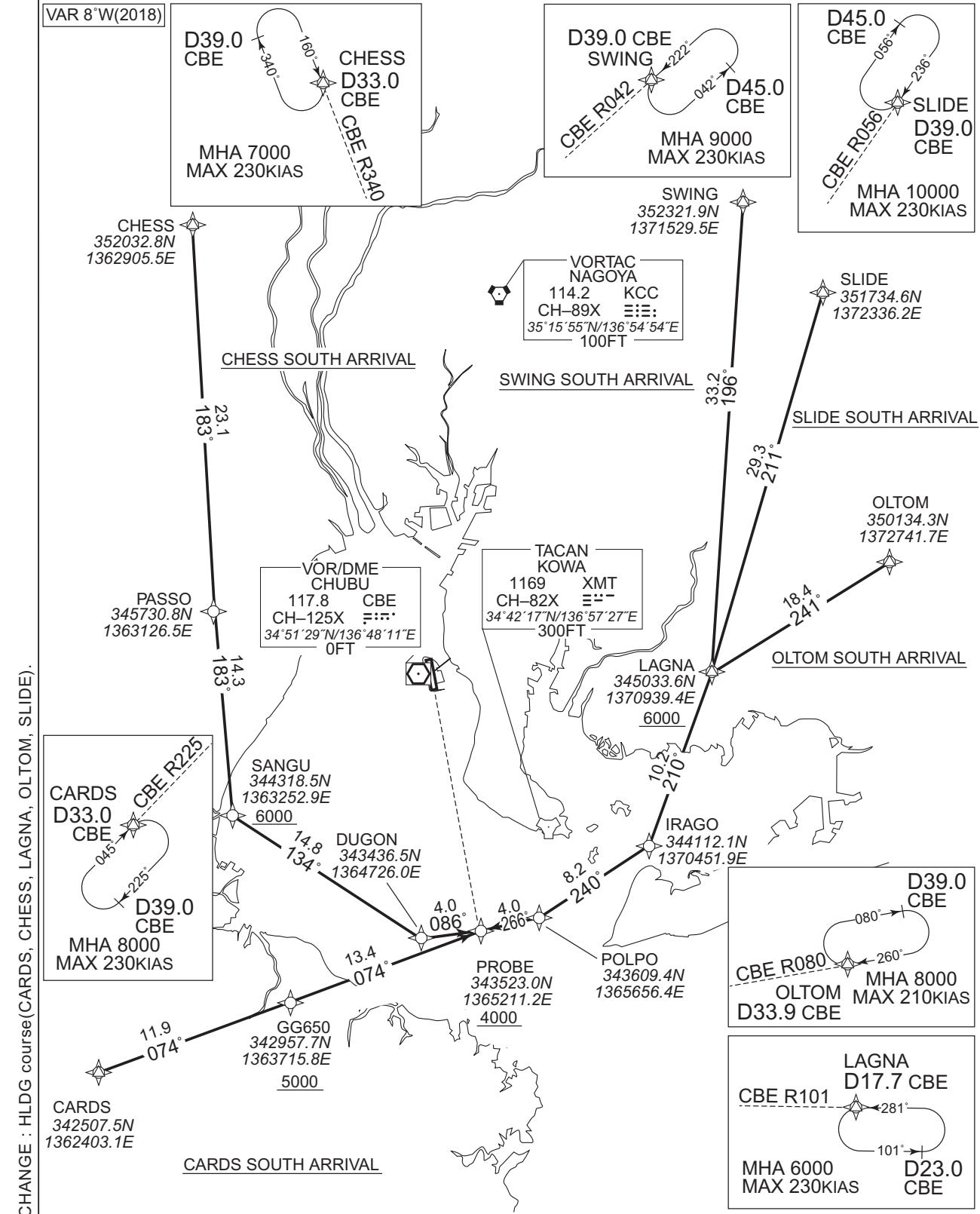
RNAV STAR RWY36

CARDS SOUTH ARRIVAL / CHESS SOUTH ARRIVAL
SWING SOUTH ARRIVAL / SLIDE SOUTH ARRIVAL
OLTOM SOUTH ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 8°W(2018)



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

CARDS SOUTH ARRIVAL

From CARDS, to GG650 at or above 5000FT, to PROBE at or above 4000FT.

Critical DME	XMT : 10.0NM to PROBE~PROBE
DME GAP	—
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CARDS	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	GG650	—	074 (066.0)	-7.6	11.9	—	+5000	—	—	RNAV1
003	TF	PROBE	—	074 (066.1)	-7.6	13.4	—	+4000	—	—	RNAV1

CHESS SOUTH ARRIVAL

From CHESS, to PASSO, to SANGU at or above 6000FT, to DUGON, to PROBE at or above 4000FT.

Critical DME	CBE : 19.1NM to PASSO~5.1NM to PASSO KCC : PASSO~4.2NM to SANGU XMT : 11.0NM to DUGON~PROBE
DME GAP	—
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CHESS	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	PASSO	—	183 (175.2)	-7.6	23.1	—	—	—	—	RNAV1
003	TF	SANGU	—	183 (175.2)	-7.6	14.3	—	+6000	—	—	RNAV1
004	TF	DUGON	—	134 (125.9)	-7.6	14.8	—	—	—	—	RNAV1
005	TF	PROBE	—	086 (078.8)	-7.6	4.0	—	+4000	—	—	RNAV1

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

SWING SOUTH ARRIVAL

From SWING, to LAGNA at or above 6000FT, to IRAGO, to POLPO, to PROBE at or above 4000FT.

Critical DME	KCC : SWING~12.1NM to LAGNA IRAGO~3.0NM to POLPO CBE, XMT : 3.0NM to PROBE~PROBE
DME GAP	3.0NM to POLPO~3.0NM to PROBE
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	SWING	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	LAGNA	—	196 (188.3)	-7.6	33.2	—	+6000	—	—	RNAV1
003	TF	IRAGO	—	210 (202.8)	-7.6	10.2	—	—	—	—	RNAV1
004	TF	POLPO	—	240 (232.3)	-7.6	8.2	—	—	—	—	RNAV1
005	TF	PROBE	—	266 (258.8)	-7.6	4.0	—	+4000	—	—	RNAV1

SLIDE SOUTH ARRIVAL

From SLIDE, to LAGNA at or above 6000FT, to IRAGO, to POLPO, to PROBE at or above 4000FT.

Critical DME	KCC : SLIDE~10.3NM to LAGNA IRAGO~3.0NM to POLPO CBE, XMT : 3.0NM to PROBE~PROBE
DME GAP	3.0NM to POLPO ~ 3.0NM to PROBE
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	SLIDE	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	LAGNA	—	211 (203.0)	-7.6	29.3	—	+6000	—	—	RNAV1
003	TF	IRAGO	—	210 (202.8)	-7.6	10.2	—	—	—	—	RNAV1
004	TF	POLPO	—	240 (232.3)	-7.6	8.2	—	—	—	—	RNAV1
005	TF	PROBE	—	266 (258.8)	-7.6	4.0	—	+4000	—	—	RNAV1

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

OLTOM SOUTH ARRIVAL

From OLTOM, to LAGNA at or above 6000FT, to IRAGO, to POLPO, to PROBE at or above 4000FT.

Critical DME	KCC : IRAGO~3.0NM to POLPO XMT, CBE : 3.0NM to PROBE~PROBE
DME GAP	3.0NM to POLPO~3.0NM to PROBE
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	OLTOM	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	LAGNA	—	241 (233.4)	-7.6	18.4	—	+6000	—	—	RNAV1
003	TF	IRAGO	—	210 (202.8)	-7.6	10.2	—	—	—	—	RNAV1
004	TF	POLPO	—	240 (232.3)	-7.6	8.2	—	—	—	—	RNAV1
005	TF	PROBE	—	266 (258.8)	-7.6	4.0	—	+4000	—	—	RNAV1

CHANGE : New PROC (OLTOM SOUTH), Abolition PROC (DARTS SOUTH)

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

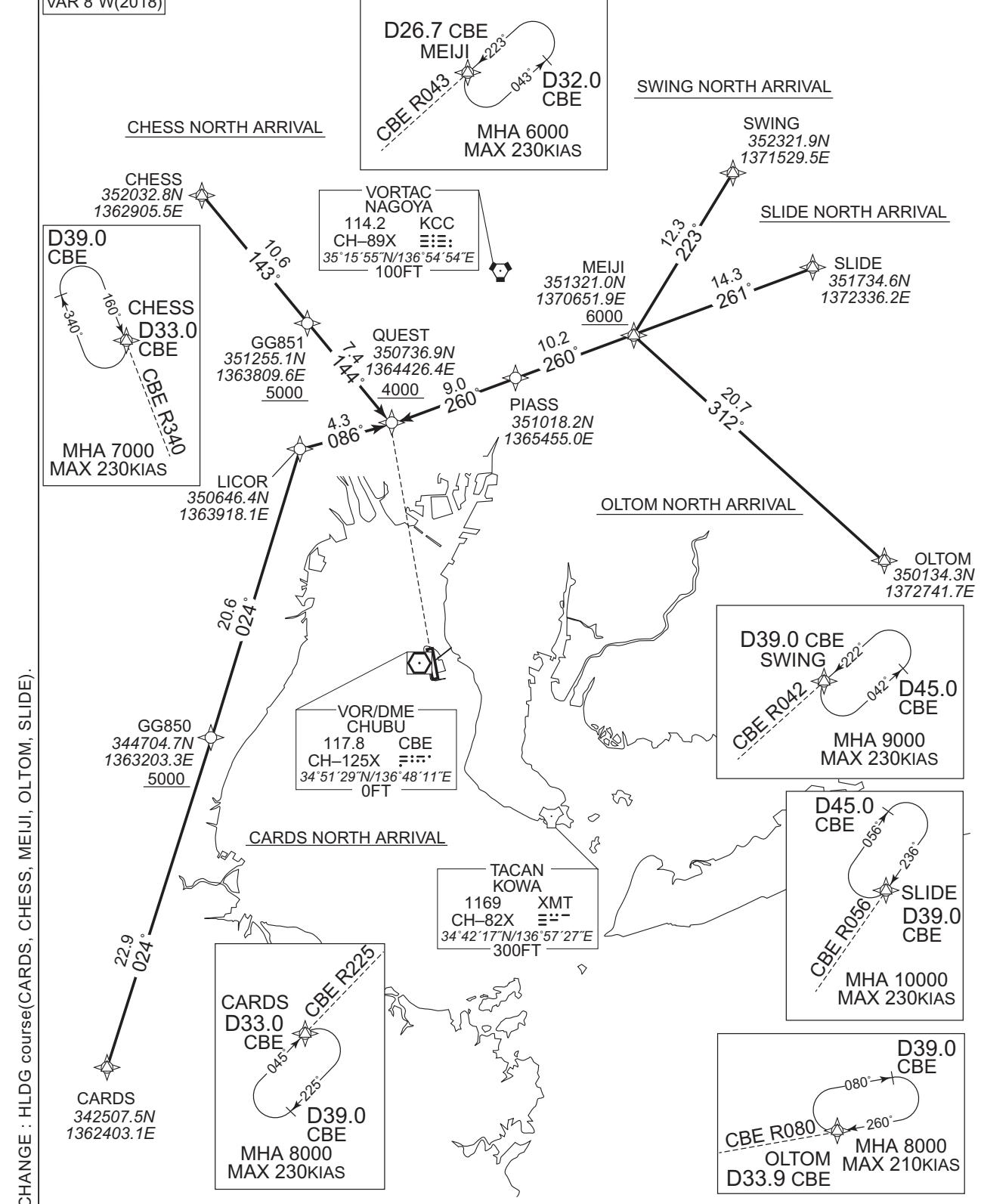
RNAV STAR RWY18

CARDS NORTH ARRIVAL / CHESS NORTH ARRIVAL
SWING NORTH ARRIVAL / SLIDE NORTH ARRIVAL
OLTOM NORTH ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 8°W(2018)



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS NORTH ARRIVAL

From CARDS, to GG850 at or above 5000FT, to LICOR, to QUEST at or above 4000FT.

Critical DME	KCC : 17.5NM to LICOR~10.5NM to LICOR 7.0NM to LICOR~QUEST
DME GAP	—
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CARDS	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	GG850	—	024 (016.7)	-7.6	22.9	—	+5000	—	—	RNAV1
003	TF	LICOR	—	024 (016.8)	-7.6	20.6	—	—	—	—	RNAV1
004	TF	QUEST	—	086 (078.7)	-7.6	4.3	—	+4000	—	—	RNAV1

CHESS NORTH ARRIVAL

From CHESS, to GG851 at or above 5000FT, to QUEST at or above 4000FT.

Critical DME	CBE : 5.6NM to GG851~GG851 KCC : GG851~QUEST
DME GAP	—
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CHESS	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	GG851	—	143 (135.8)	-7.6	10.6	—	+5000	—	—	RNAV1
003	TF	QUEST	—	144 (135.9)	-7.6	7.4	—	+4000	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

SWING NORTH ARRIVAL

From SWING, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 4000FT.

Critical DME	KCC : SWING~1.0NM to PIASS 6.0NM to QUEST~QUEST CBE : 2.0NM to PIASS~1.0NM to PIASS XMT : 6.0NM to QUEST~3.0NM to QUEST
DME GAP	1.0NM to PIASS~6.0NM to QUEST
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	SWING	–	–	-7.6	–	–	–	–	–	RNAV1
002	TF	MEIJI	–	223 (215.1)	-7.6	12.3	–	+6000	–	–	RNAV1
003	TF	PIASS	–	260 (252.7)	-7.6	10.2	–	–	–	–	RNAV1
004	TF	QUEST	–	260 (252.6)	-7.6	9.0	–	+4000	–	–	RNAV1

SLIDE NORTH ARRIVAL

From SLIDE, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 4000FT.

Critical DME	KCC : SLIDE~1.0NM to PIASS 6.0NM to QUEST~QUEST CBE : 2.0NM to PIASS~1.0NM to PIASS XMT : 6.0NM to QUEST~3.0NM to QUEST
DME GAP	1.0NM to PIASS~6.0NM to QUEST
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	SLIDE	–	–	-7.6	–	–	–	–	–	RNAV1
002	TF	MEIJI	–	261 (252.9)	-7.6	14.3	–	+6000	–	–	RNAV1
003	TF	PIASS	–	260 (252.7)	-7.6	10.2	–	–	–	–	RNAV1
004	TF	QUEST	–	260 (252.6)	-7.6	9.0	–	+4000	–	–	RNAV1

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

OLTOM NORTH ARRIVAL

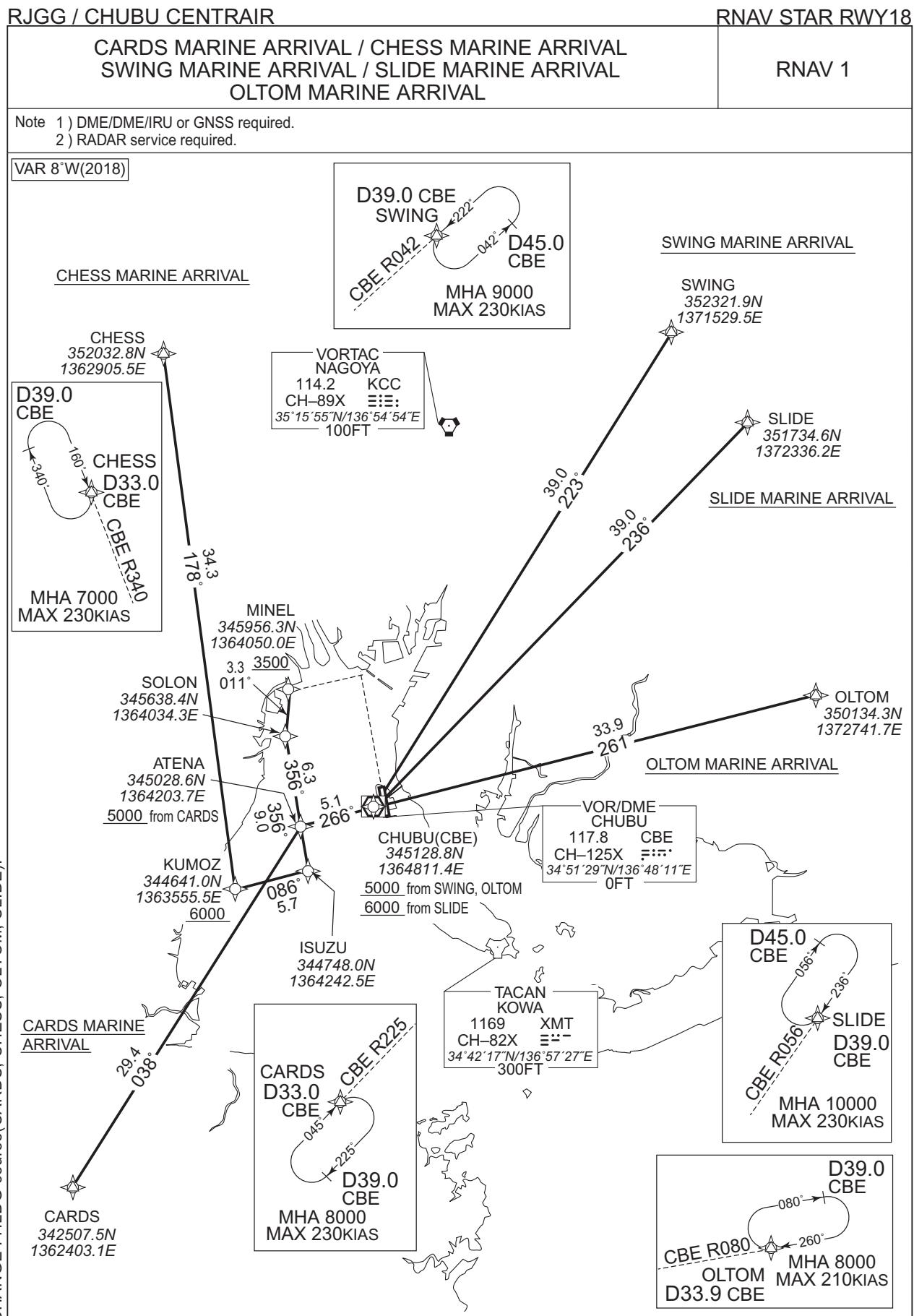
From OLTOM, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 4000FT.

Critical DME	KCC : MEIJI~1.0NM to PIASS 6.0NM to QUEST~QUEST CBE : 2.0NM to PIASS~1.0NM to PIASS XMT : 6.0NM to QUEST~3.0NM to QUEST
DME GAP	1.0NM to PIASS~6.0NM to QUEST
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	OLTOM	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	MEIJI	—	312 (304.8)	-7.6	20.7	—	+6000	—	—	RNAV1
003	TF	PIASS	—	260 (252.7)	-7.6	10.2	—	—	—	—	RNAV1
004	TF	QUEST	—	260 (252.6)	-7.6	9.0	—	+4000	—	—	RNAV1

CHANGE : New PROC (OLTOM NORTH), Abolition PROC (DARTS NORTH)

STANDARD ARRIVAL CHART -INSTRUMENT



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS MARINE ARRIVAL

From CARDS, to ATENA at or above 5000FT, to SOLON, to MINEL at or above 3500FT.

Critical DME	KCC : 4.0NM to SOLON~MINEL		
DME GAP	—		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1.		

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CARDS	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	ATENA	—	038 (030.2)	-7.6	29.4	—	+5000	—	—	RNAV1
003	TF	SOLON	—	356 (348.8)	-7.6	6.3	—	—	—	—	RNAV1
004	TF	MINEL	—	011 (003.7)	-7.6	3.3	—	+3500	—	—	RNAV1

CHESS MARINE ARRIVAL

From CHESS, to KUMOZ at or above 6000FT, to ISUZU, to SOLON, to MINEL at or above 3500FT.

Critical DME	CBE : 30.3NM to KUMOZ~16.3NM to KUMOZ KCC : 9.3NM to KUMOZ~2.3NM to KUMOZ 4.0NM to SOLON~MINEL		
DME GAP	—		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1.		

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	CHESS	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	KUMOZ	—	178 (170.6)	-7.6	34.3	—	+6000	—	—	RNAV1
003	TF	ISUZU	—	086 (078.6)	-7.6	5.7	—	—	—	—	RNAV1
004	TF	SOLON	—	356 (348.8)	-7.6	9.0	—	—	—	—	RNAV1
005	TF	MINEL	—	011 (003.7)	-7.6	3.3	—	+3500	—	—	RNAV1

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

SWING MARINE ARRIVAL

From SWING, to CBE at or above 5000FT, to ATENA, to SOLON, to MINEL at or above 3500FT.

Critical DME	KCC : SWING~15.9NM to CBE 3.0NM to CBE~2.0NM to ATENA 4.0NM to SOLON~MINEL CBE : 15.9NM to CBE~3.0NM to CBE XMT : 5.9NM to CBE~2.0NM to ATENA
DME GAP	—
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	SWING	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	CBE	—	223 (215.1)	-7.6	39.0	—	+5000	—	—	RNAV1
003	TF	ATENA	—	266 (258.7)	-7.6	5.1	—	—	—	—	RNAV1
004	TF	SOLON	—	356 (348.8)	-7.6	6.3	—	—	—	—	RNAV1
005	TF	MINEL	—	011 (003.7)	-7.6	3.3	—	+3500	—	—	RNAV1

SLIDE MARINE ARRIVAL

From SLIDE, to CBE at or above 6000FT, to ATENA, to SOLON, to MINEL at or above 3500FT.

Critical DME	KCC : SLIDE~20.0NM to CBE CBE~2.0NM to ATENA 4.0NM to SOLON~MINEL CBE : 14.0NM to CBE~3.0NM to CBE XMT : CBE~2.0NM to ATENA
DME GAP	—
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	SLIDE	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	CBE	—	236 (228.2)	-7.6	39.0	—	+6000	—	—	RNAV1
003	TF	ATENA	—	266 (258.7)	-7.6	5.1	—	—	—	—	RNAV1
004	TF	SOLON	—	356 (348.8)	-7.6	6.3	—	—	—	—	RNAV1
005	TF	MINEL	—	011 (003.7)	-7.6	3.3	—	+3500	—	—	RNAV1

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

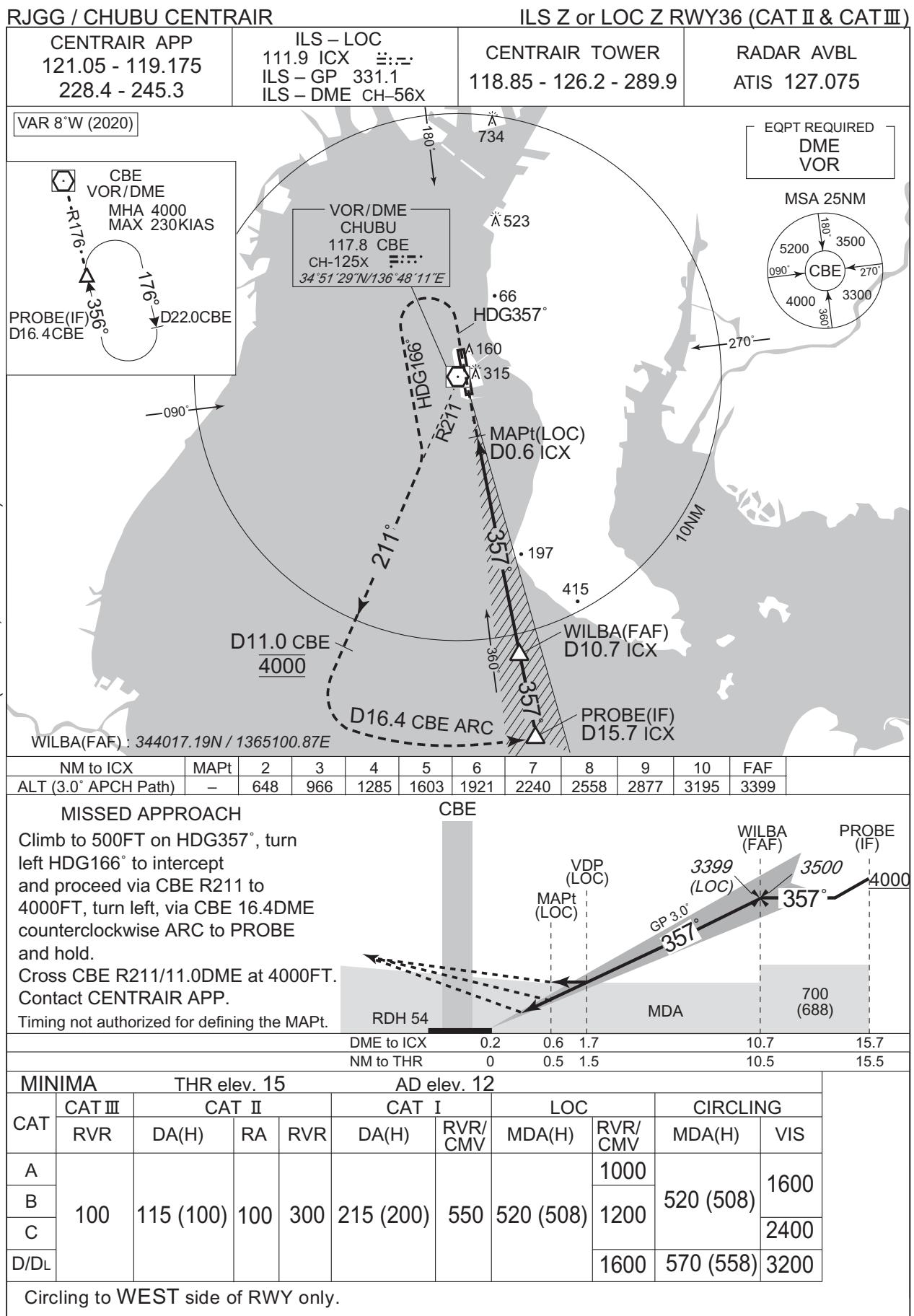
OLTOM MARINE ARRIVAL

From OLTOM, to CBE at or above 5000FT, to ATENA, to SOLON, to MINEL at or above 3500FT.

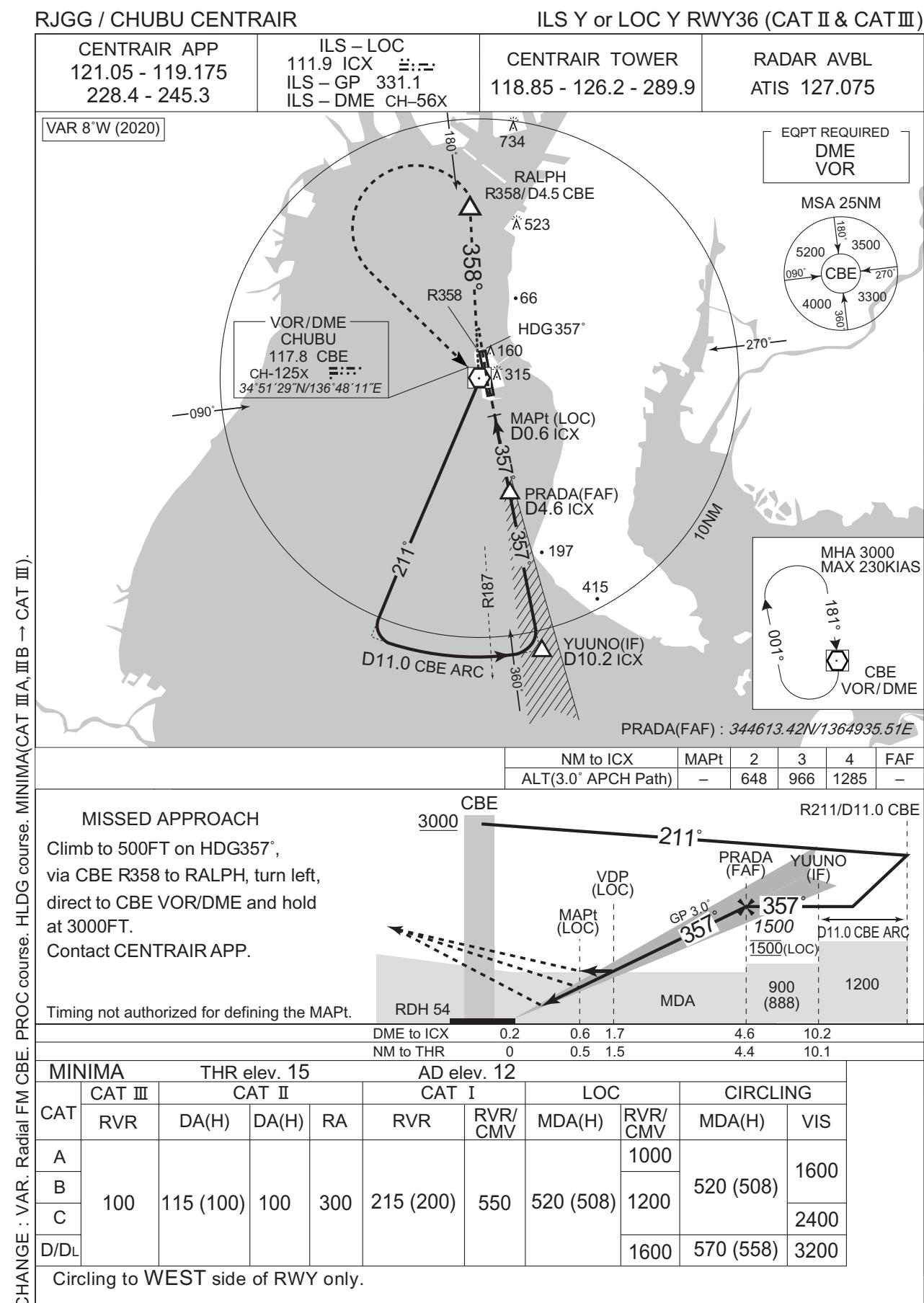
Critical DME	KCC : CBE~2.0NM to ATENA 4.0NM to SOLON~MINEL XMT : 3.0NM to CBE~2.0NM to ATENA
DME GAP	—
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	OLTOM	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	CBE	—	261 (252.9)	-7.6	33.9	—	+5000	—	—	RNAV1
003	TF	ATENA	—	266 (258.7)	-7.6	5.1	—	—	—	—	RNAV1
004	TF	SOLON	—	356 (348.8)	-7.6	6.3	—	—	—	—	RNAV1
005	TF	MINEL	—	011 (003.7)	-7.6	3.3	—	+3500	—	—	RNAV1

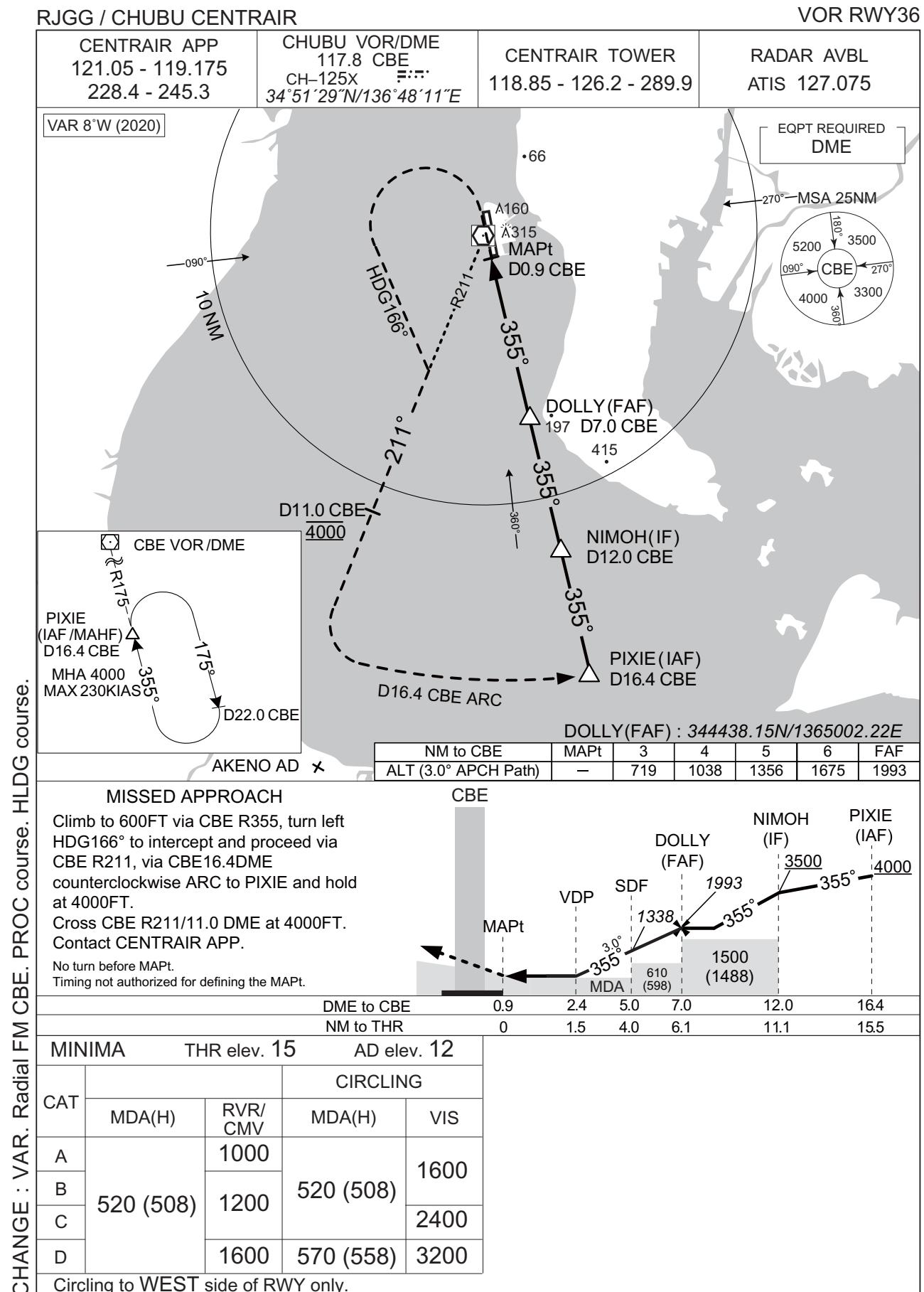
INSTRUMENT APPROACH CHART



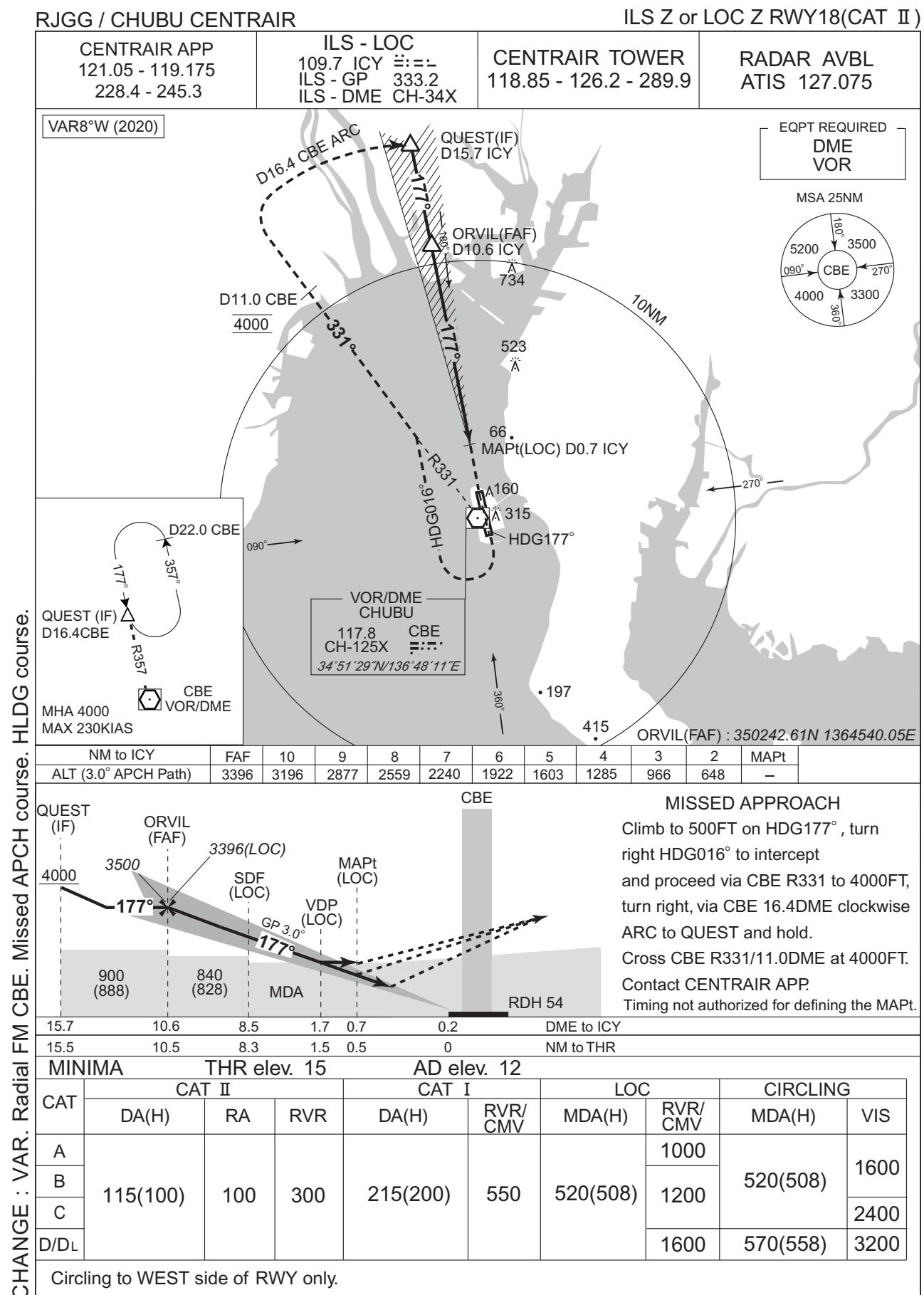
INSTRUMENT APPROACH CHART



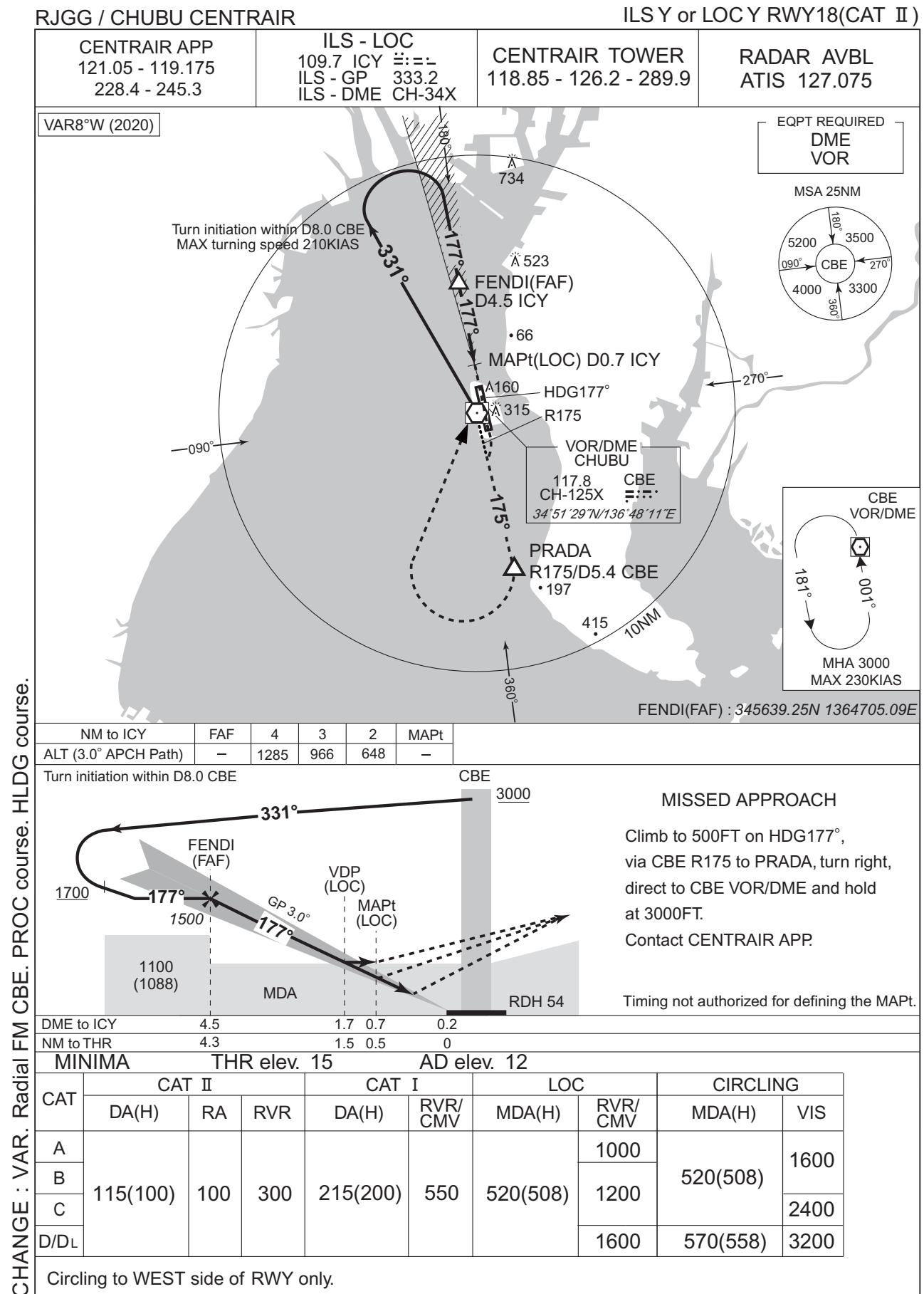
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



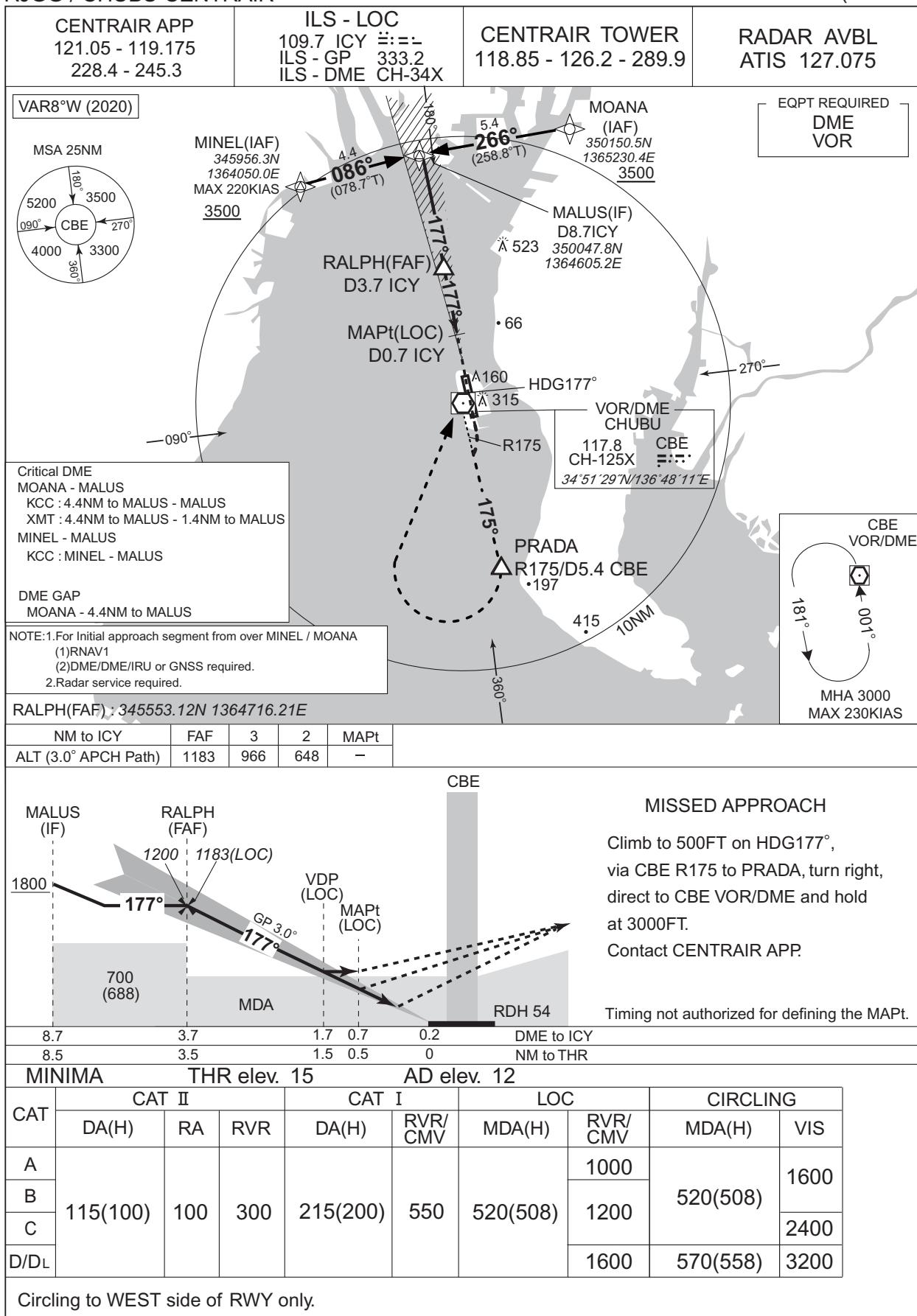
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS X or LOC X RWY18(CAT II)



INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

RNAV(GNSS) RWY36

CENTRAIR APP
121.05 - 119.175
228.4 - 245.3

**1.DME/DME not authorized.
2.RADAR service required.
3.GNSS required.**

CENTRAIR TOWER
118.85 - 126.2 - 289.9

RADAR AVBL
ATIS 127.075

Baro-VNAV not authorized below -5°C

VAR 8° W (2018)

VOR/DME CHUBU
117.8 CBE
CH-125X
34°51'29"N/136°48'11"E

RALPH (MATF)
R358/D4.5 CBE

CBE (MAHF)

RW36 (MAPt)

PRADA (FAF)

ARIEL (IAF)

YUUNO (IF)

BUNNY (IAF)
3500

PROBE (IAF)
4000

MHA 3000 MAX 230KIAS

CBE VOR/DME

10NM

181°

001°

5200

5023

• 66

• 160

• 315

• 197

• 415

• 3800

270°

356°

356° (348.9°T)

356° (348.9°T)

356° (258.8°T)

266°

5.4

5.4

5.4

5.4

266°

266°

356°

356°

4500

PROBE

CBE

VOR/DME

MHA 4000 MAX 230KIAS

PROBE(IAF)
D16.4 CBE

D22.0 CBE

NM to Next Fix	MAPt	2	3	4	FAF
ALT (3.0° APCH Path)	-	704	1022	1341	1478

PROBE (IAF)
343523.00N
1365211.20E

ARIEL (IAF)
343937.84N
1364425.75E

BUNNY (IAF)
344145.05N
1365724.44E

YUUNO (IF)
344041.62N
1365055.02E

PRADA (FAF)
344613.42N
1364935.51E

RW36 (MAPt)
345034.59N
1364832.81E

RALPH (MATF)
345553.12N
1364716.21E

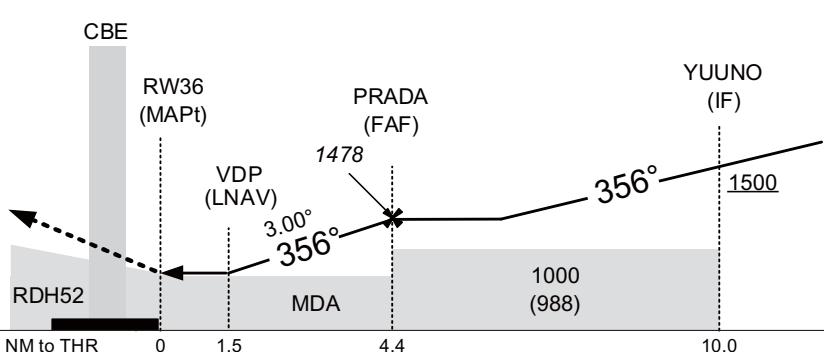
CBE (MAHF)
345128.82N
1364811.41E

CHANGE : Radial FM CBE. Missed APCH course. HLDG course.

MISSED APPROACH

Direct to RALPH, turn left direct to CBE and hold at 3000FT.
Contact CENTRAIR APP.

(For using VOR/DME)
Climb via CBE R358 to RALPH,
turn left, direct to CBE VOR/DME
and hold at 3000FT.
Contact CENTRAIR APP.



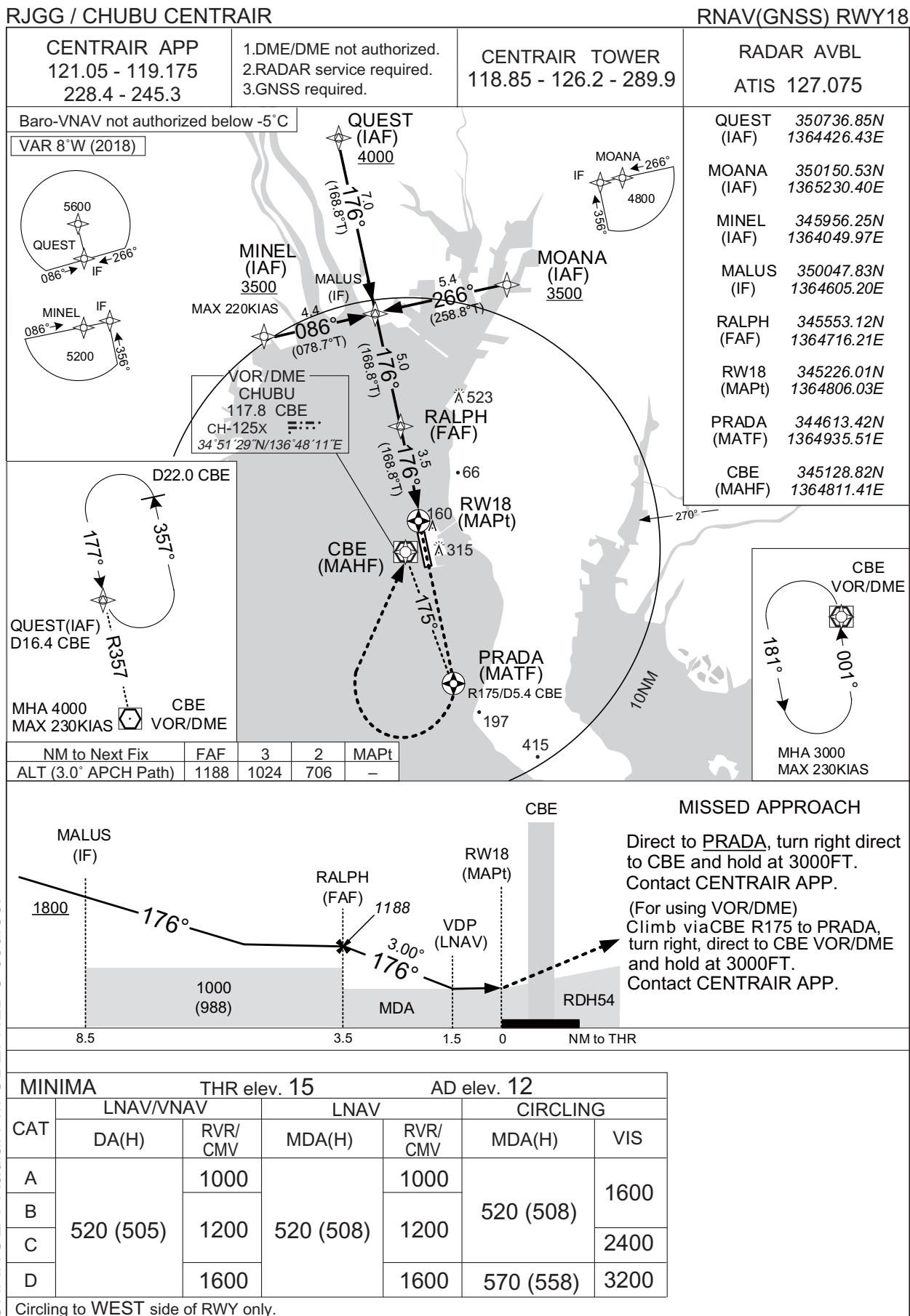
MINIMA

THR elev. 15

AD elev 12

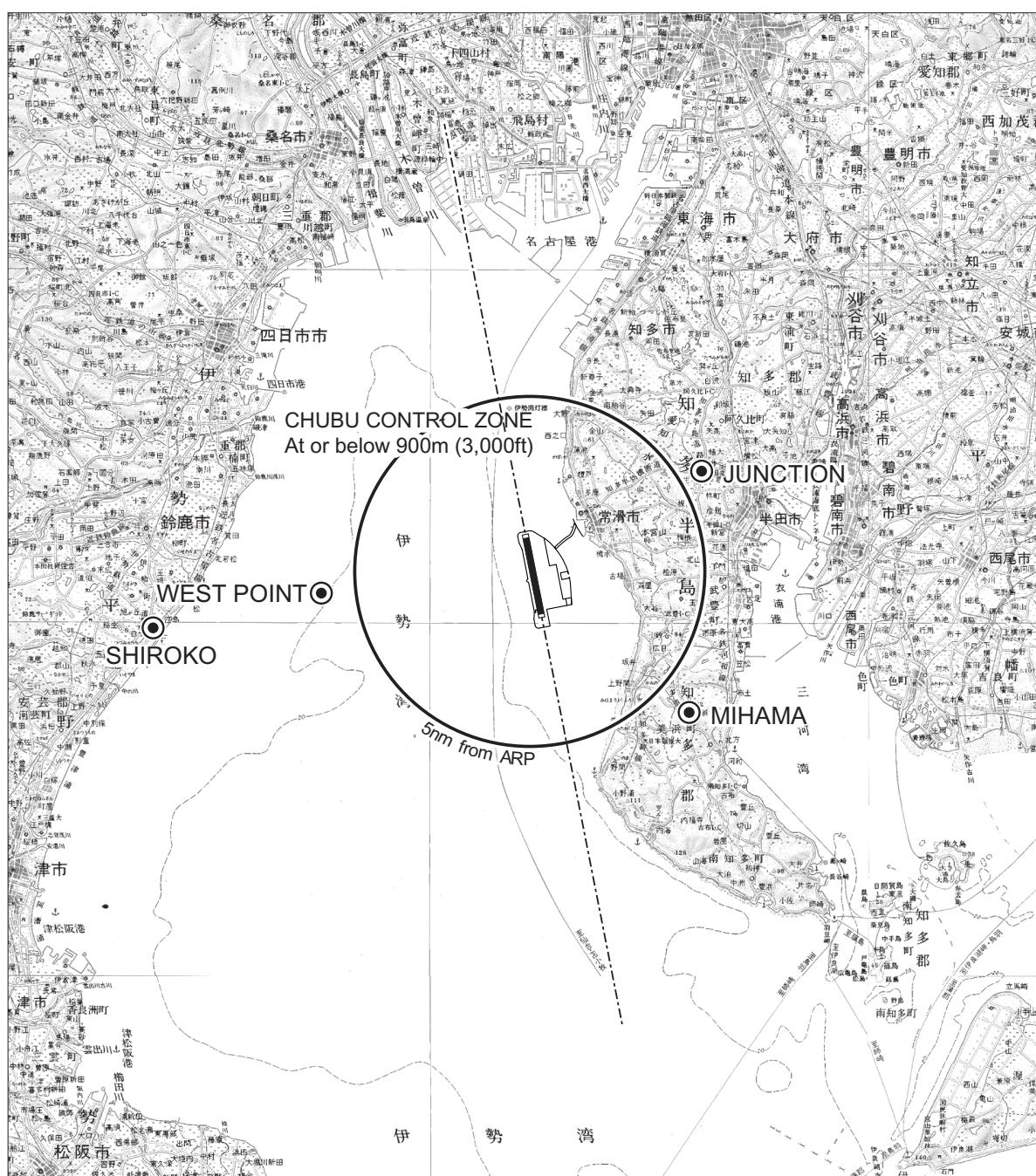
MINIMA		THR elev. 15		AD elev. 12		
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	520 (505)	1000	520 (508)	1000	520 (508)	1600
B		1200		1200		2400
C		1600		1600	570 (558)	3200
D						

INSTRUMENT APPROACH CHART



RJGG / CHUBU CENTRAIR

Visual REP

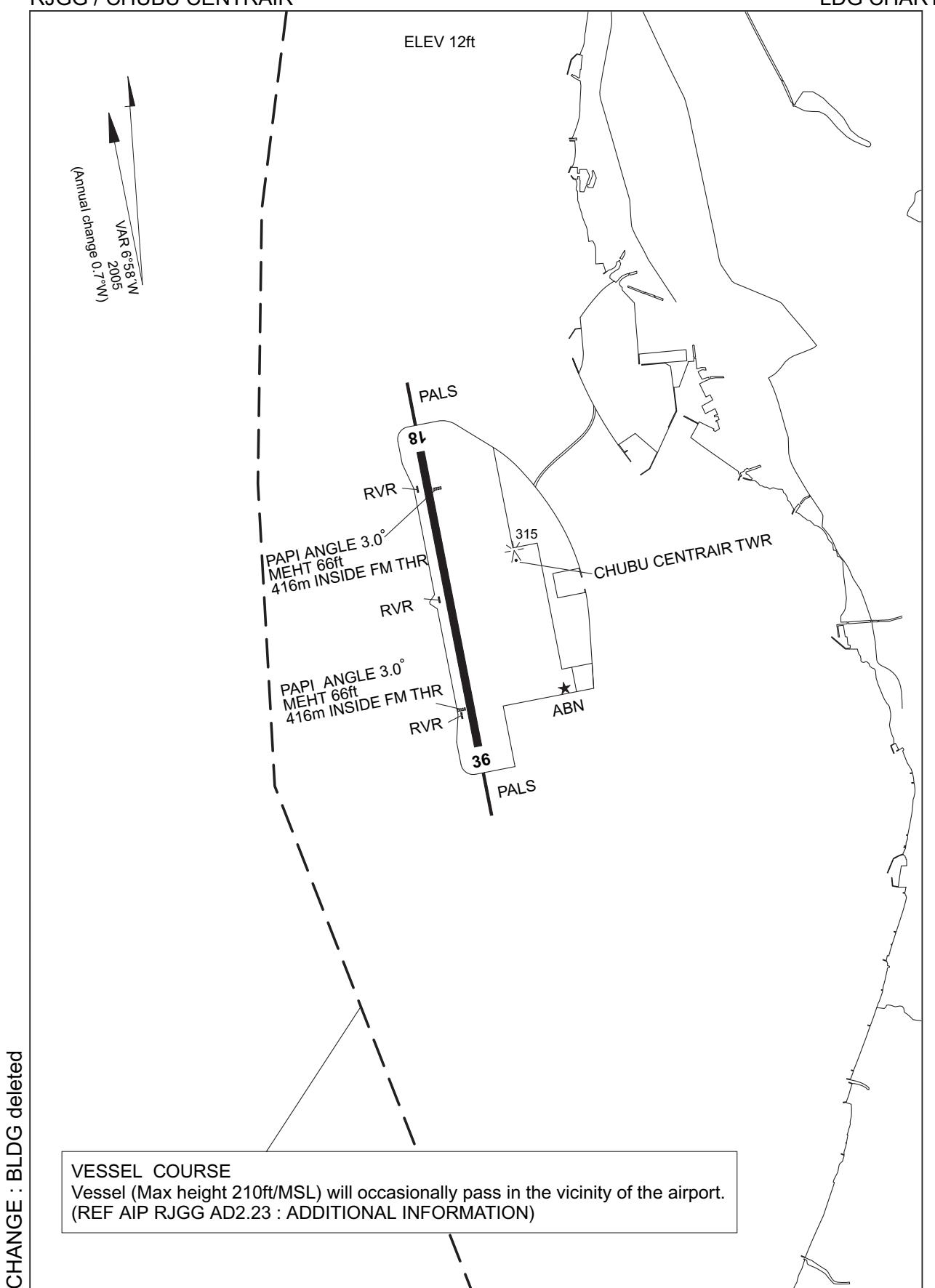


CHANGE : Update

Call sign	BRG / DIST from ARP	Remarks
ジャンクション Junction	066°/ 5.5NM	半田中央ジャンクション HANDA-CHUOU Junction
美 浜 Mihamma	137°/ 5.8NM	美浜インターチェンジ MIHAMMA Interchange
ウエストポイント West Point	270°/ 6.0NM	空港西6NM海上 Over the sea, CBE R270/6DME
白 子 Shiroko	269°/10.8NM	近鉄白子駅 SHIROKO Station

RJGG / CHUBU CENTRAIR

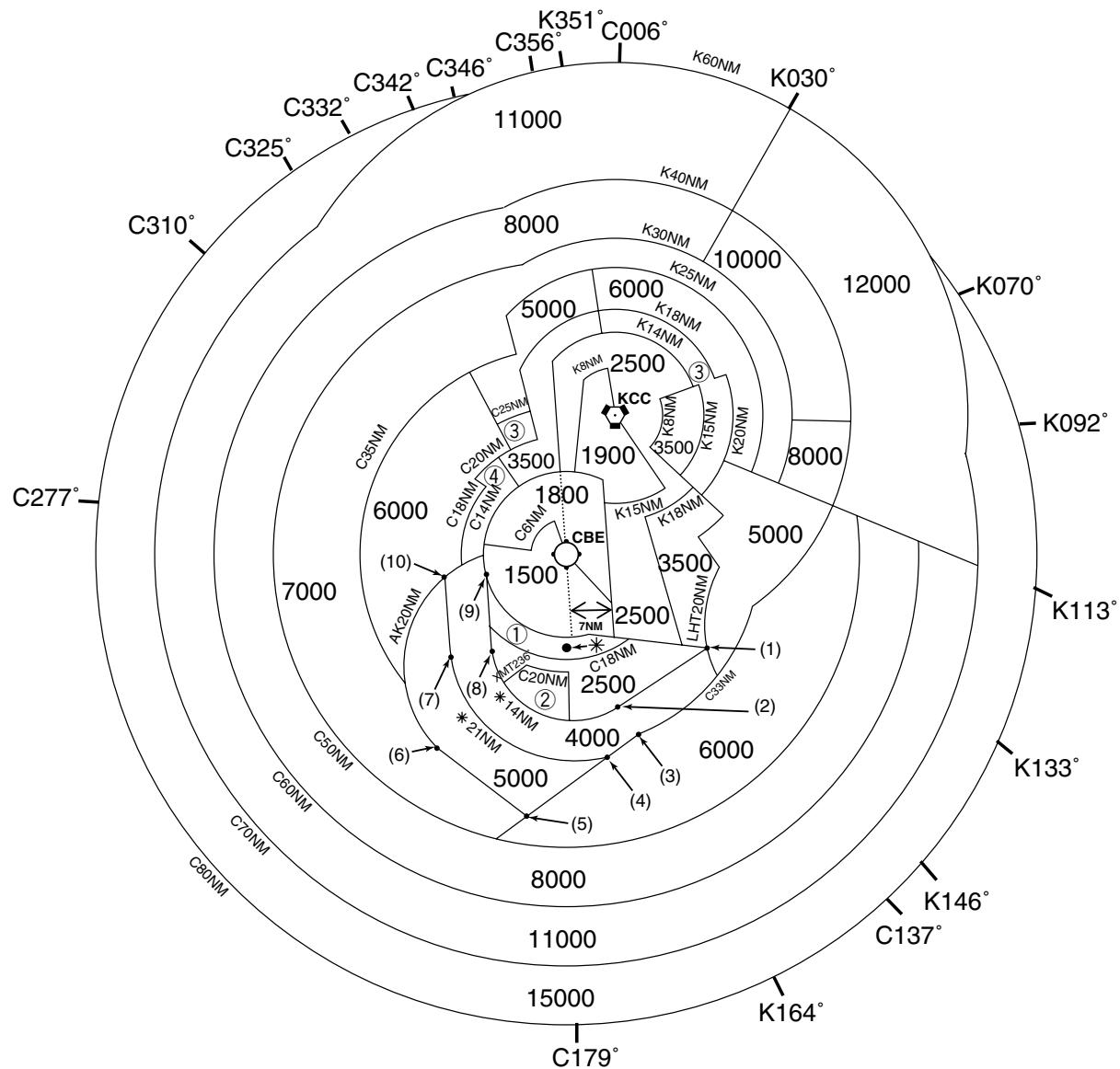
LDG CHART



RJGG / CHUBU CENTRAIR

Minimum Vectoring Altitude CHART

VAR 7°W (2009)



- ① 2000 (1) 343821N/1371935E (6) 341414N/1362958E
 ② 3000 (2) 342638N/1370237E (7) 343322N/1362638E
 ③ 4000 (3) 342240N/1370744E (8) 343442N/1363458E
 ④ 5000 (4) 341804N/1370143E (9) 344656N/1363203E
 (5) 340628N/1364640E (10) 344507N/1362348E

CENTER : 345129N/1364811E (C : CBE)
 CENTER : 351555N/1365454E (K : KCC)
 * : 343722N/1365140E