AD 2 AERODROMES

RJGG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJGG - CHUBU CENTRAIR International

RJGG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*345130N/1364819E* 168° / 1.75km FM RWY 18 THR
2	Direction and distance from (city)	35km S fm Nagoya City
3	Elevation/ Reference temperature	12ft / 31°C(2009-2013)
4	Geoid undulation at AD ELEV PSN	125ft
5	MAG VAR/ Annual change	6°58'W(2005) / Annual Change 0.7'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	CENTRAL JAPAN INTERNATIONAL AIRPORT CO.,LTD.(CJIAC) 1-1, Centrair, Tokoname, Aichi, 479-8701 JAPAN Tel :0569-38-1500 Fax: 0569-38-1510 AFS: RJGGYDYX, Web: https://www.centrair.jp
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Chubu International Airport Office(CAB) 1-1, Centrair, Tokoname, Aichi, 479-0881 JAPAN Tel: 0569-38-2155, Tel: 0569-38-2158(AIS) AFS: RJGGYFYX

RJGG AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

RJGG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All the modern institutions that deal with the weight thing to a Boeing747 type freighter.
2	Fuel/ oil types	Fuel grades: JET A-1 Oil grades: All turbine grades
3	Fuelling facilities/ capacity	Hydrant refueling, Fuel truck/ Ask AD Administration
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Ask AD administration Tel: 0569-38-7850 E-mail: businessjet@cjiac.co.jp
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJGG AD 2.5 PASSENGER FACILITIES

1	Hotels	At Airport
2	Restaurants	At Airport
3	Transportation	Railways, Buses, Taxis and Ships
4	Medical facilities	First aid treatment, ambulance; hospital in Tokoname city 6km
5	Bank and Post Office	At Airport
6	Tourist Office	At Airport
7	Remarks	Nil

RJGG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck × 4 Water-supply truck Lighting power supply truck Emergency medical equipments conveyance truck Destructive wrecking truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJGG AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow remove equipments: 3 snow ploughs and 2 snow sweepers
2	Clearance priorities	Nil
3	Remarks	Seasonal availability: All seasons Snow removal will be commenced,if the RWY and TWY are covered with a depth of 3cm snow or more.

RJGG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Apron: From spot 1 to spot 9, from spot 101 to spot 119, from spot 201 to spot 206 Surface: cement-concrete, Strength: PCN 87/R/B/X/T From spot 10 to spot 25, from spot 71 to spot 75, from spot 301 to spot 306, from spot 401 to spot 408, from spot 501 to spot 508, spot 601E, 601W Surface: cement-concrete, Strength: PCN 101/R/B/X/T From spot 76 to spot 80 Surface: cement-concrete, Strength: PCN 74/R/B/X/T ACFT stand taxilane D, D6, D7 Surface: cement-concrete, Strength: PCN 87/R/B/X/T ACFT stand taxilane D5, E, E2-E6 Surface: cement-concrete, Strength: PCN 101/R/B/X/T ACFT stand taxilane J, K3 Surface: cement-concrete, Strength: PCN 74/R/B/X/T ACFT stand taxilane P Surface: asphalt-concrete, Strength: PCN 90/F/A/X/T Small Aircraft Apron: From spot N1 to spot N3, spot N5, N6 Surface: cement-concrete, Strength: PCN 24/R/B/X/T Spot N4 Surface: asphalt-concrete, Strength: PCN 53/F/A/X/T ACFT stand taxilane N Surface: asphalt-concrete, Strength: PCN 67/F/A/X/T
2	Taxiway width, surface and strength	TWY A(FM 140m N of A2 to 140m S of A9), B(FM B1 to B3, FM C7 to C10), C(behind spot 118): Width: 30m, Surface:asphalt-concrete, Strength: PCN 107/F/A/X/T TWY A(FM A1 to 140m N of A2, FM 140m S of A9 to A10), TWY B(FM E3 to D7), C(FM spot 101 to 117, behind spot 119): Width: 30m, Surface:cement-concrete, Strength: PCN 87/R/B/X/T TWY A1, A10; Width: 32m, Surface:cement-concrete, Strength: PCN 87/R/B/X/T TWY A2, A3S, A8N, A9, B2-B9, C7-C9: Width: 34m, Surface:asphalt-concrete, Strength: PCN 107/F/A/X/T TWY A3, A4, A5, A6, A7, A8: Width: 30m, Surface:asphalt-concrete, Strength: PCN 88/F/A/X/T TWY B1, B10, C10: Width: 32m, Surface:asphalt-concrete, Strength: PCN 107/F/A/X/T
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	Spot NR 1 : *345151.18N 1364844.30E* 2 : *345149.07N 1364844.57E* 3 : *345147.16N 1364845.03E* 4 : *345144.61N 1364845.64E* 5 : *345142.70N 1364846.10E* 6 : *345140.79N 1364846.56E* 7 : *345138.76N 1364847.28E* 8 : *345135.20N 1364847.81E* 9 : *345133.13N 1364844.34E* 10 : *345132.63N 1364841.27E* 11 : *345132.16N 1364838.37E* 12 : *345131.78N 1364836.14E* 14 : *345127.95N 1364837.03E* 15 : *345128.38N 1364839.28E* 16 : *345128.85N 1364842.17E* 17 : *345129.37N 1364845.36E* 18 : *345128.45N 1364849.39E* 19 : *345124.87N 1364850.62E* 20 : *345122.49N 1364851.19E* 21 : *345120.10N 1364851.77E* 22 : *345117.07N 1364852.49E* 23 : *345114.69N 1364853.07E* 24 : *345112.50N 1364853.38E* 25 : *345110.39N 1364854.01E* 71 : *345107.56N 1364854.75E* 72 : *345105.52N 1364854.02E* 72A: *345104.85N 1364855.17E* 73 : *345104.31N 1364854.80E* 74 : *345102.84N 1364854.65E* 74A: *345102.49N 1364855.74E* 75 : *345101.58N 1364855.43E* 76 : *345100.28N 1364855.67E* 77 : *345101.27N 1364901.28E* 78 : *345102.36N 1364859.76E* 79 : *345103.94N 1364900.64E* 80 : *345105.03N 1364859.10E*

5	INS checkpoints	101 : *345151.66N 1364835.12E* 102 : *345154.05N 1364834.55E* 103 : *345155.96N 1364834.09E* 104 : *345157.87N 1364833.63E* 105 : *345159.78N 1364833.17E* 106 : *345201.69N 1364832.71E* 107 : *345203.60N 1364832.25E* 108 : *345205.51N 1364831.79E* 109 : *345207.66N 1364831.31E* 110 : *345210.05N 1364830.73E* 111 : *345212.44N 1364830.16E* 112 : *345214.58N 1364829.61E* 113 : *345216.49N 1364829.15E* 114 : *345218.40N 1364828.69E* 115 : *345220.56N 1364828.21E* 116 : *345222.70N 1364827.66E* 117 : *345225.10N 1364827.58E* 118 : *345227.88N 1364826.91E* 119 : *345230.67N 1364826.24E* 201 : *345145.13N 1364837.76E* 202 : *345144.68N 1364835.06E* 203 : *345144.24N 1364832.35E* 204 : *345142.68N 1364838.35E* 205 : *345142.24N 1364835.65E* 206 : *345141.80N 1364832.94E* 301 : *345118.62N 1364844.03E* 302 : *345118.22N 1364841.42E* 303 : *345117.77N 1364838.82E* 304 : *345116.18N 1364844.62E* 305 : *345115.73N 1364842.02E* 306 : *345115.33N 1364839.40E*	401 : *345109.07N 1364846.32E* 402 : *345108.67N 1364843.71E* 403 : *345108.22N 1364841.11E* 405 : *345105.93N 1364847.35E* 406 : *345105.87N 1364845.36E* 407 : *345105.55N 1364843.43E* 408 : *345104.98N 1364841.56E* 400D : *345106.63N 1364846.91E* 400E : *345106.18N 1364844.31E* 400F : *345105.78N 1364841.70E* 501 : *345100.29N 1364848.71E* 502 : *345059.72N 1364846.84E* 503 : *345059.41N 1364844.90E* 504 : *345059.34N 1364842.91E* 505 : *345057.34N 1364849.41E* 506 : *345057.27N 1364847.42E* 507 : *345056.96N 1364845.49E* 508 : *345056.39N 1364843.62E* 500A : *345059.51N 1364848.59E* 500B : *345059.11N 1364845.98E* 500C : *345058.66N 1364843.38E* 500D : *345058.02N 1364848.95E* 500E : *345057.57N 1364846.35E* 500F : *345057.17N 1364843.74E* 601W : *345050.97N 1364845.23E* 601E : *345051.22N 1364846.75E* N1 : *345233.14N 1364821.96E* N2 : *345234.73N 1364821.57E* N3 : *345236.32N 1364821.19E* N4 : *345232.86N 1364824.78E* N5 : *345233.69N 1364824.58E* N6 : *345234.52N 1364824.38E*
6	Remarks	Nil

RJGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands	ACFT stand ID signs: Spot 1 - 12, 14 - 25, 71 - 80, 72A, 74A ACFT stand taxi lane: D, D5, D6, D7, E, E2, E3, E4, E5, E6, J, K3, N and P (See RJGG AD2.24 CHART) Visual docking guidance system: Spot 1 - 12, 14 - 24 (See attachment)
2	RWY and TWY markings and LGT	RWY: RWY18/36 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL, WBAR TWY: All TWY (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign TWY: TWY A1 - A10 (Marking) RWY HLDG PSN, Mandatory instruction marking (A1-A3S, A8N-A10) (LGT) Stop bar LGT, RWY guard LGT TWY: TWY A6, B-TWY BTN B4 and B6N, C-TWY BTN C9 and C10, behind SPOT 119 (Marking) SFC painted LCA sign and SFC painted direction sign
3	Stop bars	Stop bar LGT : TWY A1 - A10 Stop bar LGT operations are as follows; 1) Stop bar LGT installed at each taxi-holding position with RWY 18/36. 2) Stop bar LGT will be operated when the visibility or the lowest RVR of RWY 18/36 is at or less than 600m. 3) Stop bar LGT on TWY A1,A2 and A9,A10 are controlled individually by ATC. 4) Stop bar LGT on TWY A3S through A8N are not controlled individually by ATC. 5) During the period stop bar LGT are operated, TWY A3S through A8N are not available for the departing aircraft.
4	Remarks	(Marking) Overrun area, ACFT PRKG PSN, APN TWY CL (LGT) Apron flood LGT

Visual Docking Guidance System (VDGS)

I.SAFEDOCK

1.General

(1) Aircraft parking stands NR1 - 12, 14 - 24 are equipped with a SAFEDOCK visual docking guidance system.
The pilots of an arriving aircraft assigned to park at one of these parking stands can use this system to be guided and stop the aircraft at the correct parking position.

(2) This system is operational only in the automatic mode and in an event of a system failure, the aircraft shall be manually guided by a marshaller to the stopping position.

(3) The SAFEDOCK visual docking system consists of a display screen for pilots and a laser scanner.
The system detects and analyses the aircraft type of an approaching aircraft, tracks it through the laser scanner, and displays these results on the display screen.

(4) The display screen indicates the following information:
a) type of the approaching aircraft
b) deviation from the lead-in center line
c) distance to the stopping position.
The above information is provided equally to the pilots on both left seat and right seat.

2.Aircraft Type Indication

(1) A message about the aircraft type from SAFIS (Stand Allocation & Flight Information System) shall be confirmed and put into the system by ground operator.
The system then carries out internal calibration and starts laser scanning simultaneously.
The system shows the aircraft type on the display screen and then will begin to indicate yellow lead-in arrows scrolling upwards prompting the aircraft to proceed. (Fig.1)

Fig.1

(2) When the laser scanner detects the approaching aircraft, the display screen will indicate the aircraft type, a "T" bar, and a lead-in upward arrow in yellow. (Fig.2)

Fig.2

(3) At least until the approaching aircraft arrives at a point 12 meters before the stopping position, the system will identify the aircraft type and will compare with the previously input aircraft type, if these data match, the system will continue its operation. If they do not match, the display screen will repeatedly indicate "STOP", "ID" and "FAIL" in sequence and will indicate 2 illuminated red squares simultaneously. (Fig.3, Fig4, Fig5)
NOTE: At this moment, the pilots must stop the aircraft immediately. When the operator re-input the correct aircraft type into the system and the system finds it correct, it resumes normal operations indicating the correct aircraft type on its display screen.

→ Fig.3 → Fig.4 → Fig.5

Fig.3

Fig.4

Fig.5

3.Taxiing and Lateral Center line Guidance

(1) While taxiing the aircraft using the system, the pilots should maneuver the aircraft at a low speed to the stopping position. In an event when "SLOW" is indicated on the display screen, the pilots should further reduce the taxiing speed until “SLOW” disappears. This “SLOW” is indicated between 24 and 6 meter point from the stopping position. The speed which “SLOW” is indicated is 5kt or more within the 24 meter point, 2.5kt or more within the 6 meter point form the stopping position. (Fig.6)

Fig.6

(2) Deviation of an upward yellow arrow from the center line of "T" indicates the deviation of the approaching aircraft relative to the center line of the parking stand either to right or left. Further, an additional flashing red arrow on either side indicates the required direction for the aircraft to turn. This flashing red arrow is not indicated between 2 and 0 meter point from the stopping position, even if the aircraft shifts from the center line.
(Fig.7, Fig.8)

Fig.7

Fig.8

4.Stop Guidance

(1) When the approaching aircraft is within 30 meters from the stopping position, display of digital countdown will start.
As the aircraft approaches the stopping position, digital count-down is shown by 1 meter unit between 30 and 2 meters, or by 0.2 meters unit between 2 and 0 meters.

(2) When the approaching aircraft is within 16 meters from the stopping position, the shaft of the illuminated "T" will start to reduce in its length from the bottom to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively.(Fig.9, Fig.10)
As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.5 meters.

Fig.9

Fig.10

(3) When the aircraft reaches the stopping position, a message "STOP" will be displayed on the screen together with two red squares, one each at the either side of the screen at the positions previously used for indication of a direction to turn. (Fig.11)

Fig.11

(4) When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen in several seconds. (Fig.12)

Fig.12

(5) When the operator applies chocks, and switches on "CHOCK ON" switch, the display screen will display "CHOCK ON". (Fig.13)

Fig.13

(6) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen. (Fig 14)

Fig.14

5. Cautions and Safety

(1) When the system displays an incorrect aircraft type, or when such a message as "STOP", "ID", "FAIL", or "WAIT" appears on the display screen, the pilots should stop the aircraft immediately. (Fig.3, Fig.4, Fig.5, Fig.11, Fig.15)

Fig.15

(2) Bad weather condition, during heavy fog, rain or snow, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display screen will deactivate the floating arrows and indicate "Aircraft type" and "SLOW". (Fig.16)
This message will be superseded by the "T" bar, as soon as the system detects the approaching aircraft.
The pilot must not proceed beyond the bridge, unless the "SLOW" text has been superseded by the "T" bar.

Fig.16

(3) System breakdown, in case of a severe system failure, the display screen will go black, except for 2 red squares indicator. A manual backup procedure must be used for docking guidance. (Fig.17)

Fig.17

6. Remarks

(1) In CHUBU CENTRAIR, stopping positions are different depending on the aircraft size, aircraft type or each stand. Stopping positions of small aircraft are further than large aircraft from the end of center line. The length is Maximum 25 meters away from the end of center line. (Minimum 5 meters)
And the length is Maximum 68 meters away from the VDGS. (Minimum 39 meters). (Fig.18)
So, small aircraft must reduce the speed sufficiently beforehand. Pilot should keep this in mind, before going into the stand.
As a reference, painted markings of the model name are provided at the stopping positions of some small aircrafts.
*Small aircraft : B737, B757, A320, A310, MD81/87/90 etc.

Fig. 18

Type of Surface Painted Markings

1. Type of Surface Painted Markings
   - Surface Painted Direction Sign
     This type of marking at a taxiway intersection indicates the designation and direction of taxiway leading out of intersection. Black inscriptions with an arrow with a yellow background.
   - Surface Painted Location Sign
     This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and yellow frame.

2. On each of the Taxiway A6, B, B5, B6, C, D5, D6, E5 and E6, surface painted markings are provided(refer attached drawing).

MARKING AIDS

STOP LINE MARKINGS（NORTH APRON）

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

STOP LINE MARKINGS (SOUTH APRON)

Taxi route	Name of stop line	Break-out point
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→SPOT19,18,17	H	SPOT IN
E→E4	K, M	behind SPOT 305 (402)
E4→E (Aircraft nose to North)	L	behind SPOT 22
E4→E (Aircraft nose to South)	L	behind SPOT 25
E→E3	O, R	behind SPOT 400E (500B)
E3→E (Aircraft nose to North)	P	behind SPOT 71
E3→E (Aircraft nose to South)	P	behind SPOT 76
E→E2	S	behind SPOT 500E
E2→E	T	behind SPOT 76
P→E2	Z	behind SPOT 500E
P→E(Aircraft nose to North)	Z	behind SPOT 76
E→P	U	STOP LINE Z
E2→P	T	STOP LINE Z

RJGG AD 2.10 AERODROME OBSTACLES

RWY/Area affected	Obstacle type	Coordinates	Elevation	Markings/ LGT	Remarks
See AD2.24 Aerodrome Obstacle Chart					

RJGG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CHUBU
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	CHUBU 30 Hours
4	Trend forecast Interval of issuance	TREND 30min.
5	Briefing/ consultation provided	P, Ja, En
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S_6, U_{85}, U_7, U_5, U_3, U_{25}, U_2/T_r, P_S, P_5, P_3, P_{25}, P_{SWE}, P_{SWF}, P_{SWG}, P_{SWI}, P_{SWM}, P_{SW}(domestic), E, C, W_E, W_F, W_G, W_I, W, N
8	Supplementary equipment available for providing information	Doppler Radar for Airport Weather (See below figure)
9	ATS units provided with information	TWR, APP, ATIS
10	Additional information(limitation of service, etc.)	Nil

Airspace for the advisory service concerning low level wind shear

UPPER LIMIT : 1600ft above FIELD ELEV LEVEL

LOWER LIMIT : FIELD ELEV LEVEL

Airspace for the advisory service concerning low level wind shear

UPPER LIMIT : 1600ft above FIELD ELEV LEVEL

LOWER LIMIT : FIELD ELEV LEVEL

RJGG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	169.00°	3500 × 60	PCN137/F/A/X/T Asphalt Concrete(*)	*345226.01N* *1364806.03E* 138ft	THR ELEV:15ft TDZ ELEV:15ft
36	349.00°	3500 × 60	PCN137/F/A/X/T Asphalt Concrete(*)	*345034.59N* *1364832.81E* 138ft	THR ELEV:15ft TDZ ELEV:15ft

Slope of RWY	Strip Dimensions (M)	RESA (Overrun) Dimensions (M)	Remarks
7	10	11	14
See Below Chart	3620 × 300	240 × 300	(*)First 100m of RWY18/36 Surface: cement-concrete, Strength: PCN 116/R/B/X/T RWY grooving :3500m × 40m
See Below Chart	3620 × 300	240 × 300	(*)First 100m of RWY18/36 Surface: cement-concrete, Strength: PCN 116/R/B/X/T RWY grooving :3500m × 40m

RJGG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	3500	3500	3500	3500	Nil
TWY:A9	3325	3325	3325		
TWY:A8N	2740	2740	2740		
TWY:A8	2300	2300	2300		
TWY:A7	1900	1900	1900		
TWY:A6	1500	1500	1500		
36	3500	3500	3500	3500	Nil
TWY:A2	3325	3325	3325		
TWY:A3S	2740	2740	2740		
TWY:A3	2300	2300	2300		
TWY:A4	1900	1900	1900		
TWY:A5	1555	1555	1555		

TORA,TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.

RJGG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
18	PALS (CAT II) 900m LIH	Green Green	PAPI 3.0°/LEFT 416m 66ft	900m	3,500m 15m Coded color (White/Red) LIH	3,500m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
36	PALS (CAT III) 900m HI	Green Green	PAPI 3.0°/LEFT 416m 66ft	900m	3,500m 15m Coded color (White/Red) LIH	3,500m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red) (*1) See RJGG AD CHART (LIGHTING AIDS)								

LIGHTIG AIDS

RUNWAY 18

RUNWAY 36

RJGG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: *345054N/1364915E*, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI : Nil Anemometer : RWY18: 385m from RWY18 THR,LGTD RWY36: 387m from RWY36 THR,LGTD
3	TWY edge and center line lighting	TEDL: Blue TWY CL LGT: ALTN Green/Yellow FM RWY leaving Report point, other Green
4	Secondary power supply/ switch-over time	Within 1 sec: PALS, PAPI, REDL, RENL, RTHL, WBAR, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT and RWY guard LGT Within 15 sec: Other lights
5	Remarks	WDI LGT

RJGG AD 2.16 HELICOPTER LANDING AREA

Nil

RJGG AD 2.17 ATS AIRSPACE

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHUBU CTR	Area within a radius of 5NM of CHUBU CENTRAIR INTERNATIONAL ARP(*3452N/13648E*)	-------- 3000	D	CENTRAIR TWR En	

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHUBU PCA	1. The airspace bounded by the lines connecting the following points. a) (1) *350926N/1364634E*, (24) *350801N/1363929E*, (23) *350507N/1364034E*, (2) *350628N/1364716E* thence to point(1). The line connecting point(24) to point(1) is the minor arc with a radius of 18NM from Chubu VOR/DME(CBE), and point(2) and (23) is the minor arc with a radius of 15NM from Chubu VOR/DME(CBE). b) (11) *343718N/1365410E*, *(12) 343420N/1365452E*, (13) *343329N/1364801E*, (14) *343629N/1364739E* thence to point(11). The line connecting point(12) to point(13) is the minor arc with a radius of 18NM from Chubu VOR/DME(CBE), and point(14) and (11) is the minor arc with a radius of 15NM from Chubu VOR/DME(CBE).	7000 ------- 3000	C	CENTRAIR APP CENTRAIR RADAR CENTRAIR DEP En	See RJGG Chubu Positive Control Area
	2. The airspace bounded by the lines connecting the following points. a) (2) *350628N/1364716E*, (3) *350436N/1364742E*, (22) *350333N/1364109E*, (23) *350507N/1364034E* thence to point(2). The line connecting point(23) to point(2) is the minor arc with a radius of 15NM from Chubu VOR/DME(CBE). b) (10) *343911N/1365343E*, (11) *343718N/1365410E*, (14) *343629N/1364739E*, (15) *343811N/1364726E* thence to point(10). The line connecting point(11) to point(14) is the minor arc with a radius of 15NM from Chubu VOR/DME (CBE).	7000 -------- 2500			
	3. The airspace bounded by the line connecting the following points. a) (3) *350436N/1364742E*, (4) *350238N/1364810E*, (21) *350138N/1364152E*, (22) *350333N/1364109E* thence to point(3). b) (9) *344109N/1365315E*, (10) *343911N/1365343E*, (15) *343811N/1364726E*, (16) *344011N/1364710E* thence to point(9).	7000 -------- 1800			

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
(cont'd) CHUBU PCA	4. The airspace bounded by the lines connecting the following points. a) (4) *350238N/1364810E*, (5) *345942N/1364852E*, (20) *345845N/1364256E*, (21) *350138N/1364152E* thence to point(4). b) (8) *344406N/1365234E*, (9) *344109N/1365315E*, (16) *344011N/1364710E*, (17) *344310N/1364648E* thence to point(8).	5500 -------- 1300	C	CENTRAIR APP CENTRAIR RADAR CENTRAIR DEP En	See RJGG Chubu Positive Control Area
	5. The airspace bounded by the line connecting thefollowing points. a) (5) *345942N/1364852E*, (6) *345624N/1364939E*, (19) *345514N/1364415E*, (20) ***3****45845N/1364256E* thence to point(5). The line connecting point(6) to point(19) is the minor arc with a radius of 5NM from Chubu VOR/DME (CBE). b) (7) *344724N/1365147E*, (8) *344406N/1365234E,* (17) *344310N/1364648E*, (18) *344647N/1364620E* thence to point(7). The line connecting point(18) to point(7) is the minor arc with a radius of 5NM from Chubu VOR/DME (CBE).	4000 -------- 800			

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHUBU ACA	1. The airspace bounded by the lines connecting the following points. (1) *352955N/1360856E*, (2) *345022N/1373230E*, (3) *344821N/1365837E*, (4) *350711N/1355015E* thence to point(1). Excluding Hamamatsu ACA. The line connecting point(1) to point(2) is the major arc with a radius of 40NM from Nagoya VORTAC(KCC), and point(4) and (1) is the minor arc with a radius of 50NM from Chubu VOR/DME(CBE).	------ FL150	E	CENTRAIR APP CENTRAIR RADAR CENTRAIR DEP En	See RJGG Chubu Approach Control Area
	2. The airspace bounded by the lines connecting the following points. (2) *345022N/1373230E*, (5) *344632N/1372802E*, (6) *342333N/1370930E,* (7) *340150N/1364059E,* (8) *341457N/1360647E,* (9) *343100N/1361905E,* (10) *345633N/1354735E,* (4) *350711N/1355015E*, (3) *344821N/1365837E* thence to point(2). Excluding Hamamatsu ACA and Akeno ACA. The line connecting point(2) to point(5) is the minor arc with a radius of 40NM from Nagoya VORTAC(KCC), and point(5) and (6) is the minor arc with a radius of 33NM from Chubu VOR/DME(CBE), and point(7) and (8) is the minor arc with a radius of 50NM from Chubu VOR/DME (CBE), and point(8) and (9) is the minor arc with a radius of 48NM from point(11), and point(10) and (4) is the minor arc with a radius of 50NM from Chubu VOR/DME(CBE).	------ 12000			
CHUBU TCA	See attached chart				

中部特別管制区
Chubu Positive Control Area

中部進入管制区
Chubu Approach Control Area

中部ターミナルコントロールエリア
Chubu Terminal Control Area

RJGG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Centrair Approach	121.05MHz (1) 228.4MHz (1) 119.175MHz 245.3MHz 121.5MHz (E) 243.0MHz (E)	H24	(1) Primary
RADAR	Centrair Radar	125.55MHz 121.225MHz 227.2MHz 121.5MHz (E) 243.0MHz (E)	H24	
DEP	Centrair Departure	120.0MHz 225.2MHz 121.5MHz (E) 243.0MHz (E)	H24	
TCA	Centrair TCA	119.25MHz 321.2MHz 121.175MHz 318.0MHz	2330 - 1100	
TWR	Centrair Tower	118.85MHz 289.9MHz 126.2MHz 121.5MHz (E) 243.0MHz (E)	H24	
GND	Centrair Ground	121.8MHz 126.2MHz	H24	
DLVRY	Centrair Delivery	121.85MHz 126.2MHz	H24	
ATIS	Chubu Centrair INTL Airport	127.075MHz	H24	

RJGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (8°W / 2019)	CBE	117.8MHz	H24	*345128.82N 1364811.41E*		
DME	CBE	1212MHz (CH-125X)	H24	*345128.82N 1364811.41E*	40ft	
ILS-LOC 18 (CAT-II)	ICY	109.7MHz	H24	*345024.34N 1364835.27E*		BRG(MAG)177° 322m away FM RWY36 THR
ILS-GP 18	-	333.2MHz	H24	*345215.26N 1364803.51E*		GP angle 3.0° HGT of ILS Ref datum 54ft. 311.5m inside FM RWY18 THR 127m W of RCL
ILS-DME18	ICY	995MHz (CH-34X)	H24	*345215.19N 1364803.19E*	24ft	311.5m inside FM RWY18 THR 135.9m W of RCL
ILS-LOC 36 (CAT-III)	ICX	111.9MHz	H24	*345236.25N 1364803.57E*		BRG(MAG)357° 322m away FM RWY18 THR
ILS-GP 36	-	331.1MHz	H24	*345043.73N 1364825.51E*		GP angle 3.0° HGT of ILS Ref datum 53ft. 311.5m inside FM RWY36 THR 127m W of RCL
ILS-DME 36	ICX	1017MHz (CH-56X)	H24	*345043.69N 1364825.19E*	26ft	311.5m inside FM RWY36 THR 135.3m W of RCL
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based

ILS FOR RWY 18

REMARKS: 1. LOC beam BRG(MAG) 177˚
2. HGT of ILS REF datum 54ft
3. GP Angle 3.0°
4. ELEV of ILS-DME 24ft

ILS FOR RWY 36

REMARKS: 1. LOC beam BRG(MAG) 357˚
2. HGT of ILS REF datum 53ft
3. GP Angle 3.0°
4. ELEV of ILS-DME 26ft

RJGG AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 定期便または緊急事態以外の航空機の取扱い

当空港の使用について、航空機の運航者は、空港管理者の許可を得ること。

1.2 管制方式

1.2.1 出発機は次に掲げる方式に従うこと。

1) 管制承認
出発機はエンジン始動 5 分前の通報に合わせて、次に掲げる項目を“ セントレアデリバリー ”に通報すること
a) 航空機呼出符号
b) 目的地
c) 要求高度 (もしあれば、代替要求高度)
d) 駐機位置 (スポット番号)
e) 代替飛行経路（もしあれば）

2) “ セントレアデリバリー ”から管制承認を受領した後は、“ セントレアグランド ”の周波数を聴取し、プッシュバックまたは、TAXI の準備が完了した場合は、“ セントレアグランド ”へ通報すること。

3) パイロットはプッシュバック及び / またはエンジン始動時期が遅れることが予想される場合は、“ セントレアグランド / デリバリー ”に対しその旨通報すること。
ただし、他の航空機の地上交通による遅延または出発制御時刻等が付加されたために生じる遅延を除く。

4) インターセクション・ディパーチャー
a) AD1.1.6.3.2.2(2)2) 項に記載されている出発機間の管制間隔は、誘導路 A2 または A9 から出発する航空機には適用されない。
AD1.1.6.3.2.2(2)2) における管制間隔を必要とする航空機は、その旨を“ セントレアグランド / タワー ”に適宜通報すること。
b) 出発機は、パイロットの同意がなくても誘導路 A2/A9 からのインターセクションディパーチャーを指示されることがある。誘導路 A2/A9 から出発することができない航空機は、その旨適宜“ セントレアグランド / タワー ”に対し通報すること。

1.2.2 バードストライクを防止するため、風速が概ね 7 ノット以下の場合、鳥の活動場所を考慮して滑走路が選定されることがある。

1.1 Aircraft operations other than scheduled flights or in an emergency.

On use of this airport, aircraft operator is required to obtain the permission of airport administration.

1.2 ATC Procedures

1.2.1 Departing aircraft shall comply with the following procedures.

1) ATC clearance
Advise “CENTRAIR DELIVERY” 5 minutes prior to starting engines with the following items
a) call sign
b) destination
c) proposed flight level/ altitude
(alternative flight level/altitude, if any)
d) parking position (spot number)
e) alternative flight routes, if any

2) After receiving clearance from "CENTRAIR DELIVERY", monitor "CENTRAIR GROUND". Call "CENTRAIR GROUND" when ready for push back/for Taxiing.

3) Pilots shall advise "CENTRAIR GROUND/ DELIVERY" if any delay in push-back and/or engine start-up is anticipated except when delay has been caused by other ground traffic or departure time restriction such as release time.

4) Intersection departure
a) Separation for departure as in AD1.1.6.3.2.2(2)2) will not be applied to aircraft departing from TWY A2 or A9. Aircraft requiring separation in AD1.1.6.3.2.2(2)2) shall advise “CENTRAIR GROUND / TOWER” accordingly.

b) Departing aircraft may be instructed intersection departure from TWY A2/A9 without pilot's consent. Aircraft unable to depart from TWY A2/ A9 shall advise "CENTRAIR GROUND/TOWER" accordingly.

1.2.2 To prevent bird-strikes, runway may be selected considering the location of bird activity when wind is about 7 knots or less.

1.3 補助動力装置の使用制限

航空機が固定動力設備付きのスポットを使用する場合は、空港管理者が特に必要と認める場合を除き、次に掲げる時間を越えて補助動力装置を使用してはならない。

(1) 出発予定時刻前の 30 分間

(2) 到着後、固定動力設備が使用可能となるまでに必要とする最小限度の時間。

(3) 航空機が点検整備のため補助動力装置を必要とする場合は、それに要する最小限度の時間

備考：
スポット 2-12, 14-25, 71-80, 72A, 74A, 107, 109, 110, 111, 113, 115 ,116, 118 及び 119 は、固定動力設備が設置されている。
スポット 2-12 及び 14-24 は、固定電源及び空調設備が設置されている。
スポット 25, 71-80, 72A, 74A, 107, 109, 110, 111, 113, 115, 116, 118 及び 119 は、固定電源設備が設置されている。

1.3 Restrictions about the use of auxiliary power units(APU)

When an aircraft is using an aircraft parking stand with fixed power facilities, APU shall not be used outside the time periods specified below except when specifically acknowledge by airport administration as necessary.
1) Less than 30 minutes prior to the estimated off-block time.
2) The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.
3) For the minimum time required for aircraft maintenance purposes if needed.

NOTE:
Spot 2 - 12, 14 - 25, 71 - 80, 72A, 74A, 107, 109, 110, 111, 113, 115, 116, 118 and 119 are aircraft parking stands with fixed power facilities.
Spot 2 - 12 and 14 - 24 are equipped with electric power unit and pre-conditioned air unit.
Spot 25, 71-80, 72A, 74A, 107, 109, 110, 111, 113, 115, 116,118 and 119 are equipped with electric power unit.

1.5 A380-800 及び AN-124 に係る運用について

(1) 誘導路及びエプロン
A380-800 の地上移動については AD2.20 6.2<Fig1> に示される範囲内、AN-124 の地上移動については AD2.20 6.2 <Fig2> に示される範囲内に限ること。

(a) A380-800 による E（スポット 20 から 21）、E2、E5 スポット誘導経路及び B5 誘導路の使用は、空港管理者の事前承認があった場合に限ること。
(b) A380-800がE5スポット誘導経路を使用しているときは、E6スポット誘導経路の使用機材は翼幅65m以下の航空機に限ること。
(c) A380-800 がスポット 15 に駐機する際は、E5 スポット誘導経路を経由し、破線で示された航空機導入線を活用すること。
(d) AN-124 による E2、E3 又は E4 スポット誘導経路の使用は、空港管理者の事前承認があった場合に限ること。

(2) 駐機場
A380-800 が駐機可能なスポットは NR15、NR20、NR117、NR118、NR119 及び NR601E である。ただし、NR15、NR20 及び NR601E の使用については、空港管理者の事前承認があった場合に限ること。

1.5 Operation for A380-800 and AN-124

1) Taxiway and Apron
Ground movement of A380-800 and AN-124 is only permitted within the area shown on the attached chart "AD2.20 6.2 <Fig1>" and"AD2.20 6.2 <Fig2>", respectively.
a) A380-800 can only use E (BTN SPOT NR20 and NR21), E2 and E5 aircraft stand taxilane, and B5-TWY with prior approval from airport administration.
b) When A380-800 is on E5 aircraft stand taxilane, WS of the aircraft on E6 aircraft stand taxilane should be 65m or less.
c) When entering SPOT NR15, A380-800 should taxi via E5 aircraft stand taxilane, and use the broken lead-in line.
d) AN-124 can only use E2, E3 and E4 aircraft stand taxilane with prior approval from airport administration.

2) Parking stands
Parking stands for A380-800 are: NR15, NR20, NR117, NR118, NR119 and NR601E.
However prior approval from airport administration is required when using spots NR15, NR20 and NR601E.

1.4 PDA(parts departing aircraft) reporting to Airport Administration

In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of Chubu Centrair International Airport, aircraft operators are required to notify Airport Administration (Tel 0569-38-1500, Fax 0569-38-1510, E-mail centrair-notice@cjiac.co.jp) of any “Parts Departing Aircraft” from flights operating to/from Chubu Centrair International Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

2. Taxiing to and from stands

2.1 エプロンにおけるジェットブラストによる影響の回避

(1) エプロンを地上走行する場合、可能な限りエンジン出力を絞ること。
(2) RJGG AD2.9 に示されているストップラインで待機する場合、操縦席がラインの真上に来るように航空機を停止させること。

2.1 Avoidance jet blast damage on the apron.

1) When taxiing on the apron, reduce engine power to the extent practicable.
2) When holding at the stop line shown on RJGG AD2.9, stop the aircraft so that the cockpit comes directly over the line.

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

6.1 誘導路交差地点の翼端クリアランス

（AD1.1.6.8 参照）

誘導路上の停止位置に待機中の航空機と後方の誘導路を走行する航空機の翼端クリアランスは以下のとおりである。

6.1 Wing tip clearance at the TWY intersection

(REF. AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

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

Wing Span (WS) of aircraft taxiing on A TWY	WS =< 28m	WS > 28m
Wing tip clearance	*B	*C

Legend:
*A : wing tip clearance >= 15m
*B : 6.5m =< wing tip clearance < 15m
*C : wing tip clearance < 6.5m

6.2 走行可能な誘導路及び安全対策

航空機の翼幅毎の走行可能な誘導路及び安全対策は以下のとおり。

6.2 Available TWY and safety measures

TWY and safety measures for each aircraft wing span(WS) are as follows.

Wing Span (WS)	Available TWY	TWY with Restrictions (*1)	Remarks
74m <WS=< 85m (*2)	A, A1 THRU A10 B(from B1 to E2), B1, B2, B9, B10 C(from spot NR117 to NR119), C9, C10	WS > 84m C(from spot NR117 to NR119)	See attached Fig.1
70m <WS=< 74m (*3)	A, A1 THRU A10 B, B1 THRU B10 C(from spot NR117 to NR119), C9, C10	WS > 73m B(between E2 and D7)	See attached Fig.2
65m <WS=< 70m	A, A1 THRU A10 B, B1 THRU B10 C(from spot NR117 to NR119), C9, C10 D, D5 THRU D7 E, E2 THRU E6	-	See attached Fig.3
WS =< 65m	All TWY and all ACFT stand taxilanes	WS > 63m C(from spot NR101 to NR116)	See attached Fig.4

*1: In order to keep clearance between other aircraft or obstacle, the aircraft which has wing span(WS) listed in the table shall reduce taxiing speed and shall strictly follow the taxiway center line on the following TWY.
*2: Taxiing operation of A380-800 is described on AD2.20.1.5 (1) (a), (b) and (c).
*3: Taxiing operation of AN-124 is described on AD2.20.1.5 (1) (d).

<Fig.1>

Taxiway routes available to the aircraft (74m<WS=<85m)

<Fig.2>

Taxiway routes available to the aircraft (70m<WS=<74m)

Available TWY

Wingtip clearance less than 11m for the aircraft (WS>73m)

Prohibited TWY (Available to AN-124 with prior permission)

Prohibited TWY

<Fig.3>

Taxiway routes available to the aircraft (65m<WS=<70m)

Available TWY

Prohibited TWY

<Fig.4>

Taxiway routes available to the aircraft (WS=<65m)

Available TWY

Wingtip clearance less than 11m for the aircraft (WS>63m)

6.3 スポット誘導経路等の走行に係る制限（プロップを除く）
（RJGG AD2.9 参照）

(1) 航空機の移動開始時におけるジェットブラストによる影響を回避するため、航空機は次表の各経路を走行する場合において、操縦席が各ストップラインの真上に来る地点からそれぞれの離脱地点までの間、やむを得ない場合を除き、停止してはならない。

6.3 Restrictions relating to taxiing on the aircraft stand taxilanes etc. (except prop) (See RJGG AD2.9)

(1) In order to avoid damage of break-away jet blast, aircraft, unless necessary, shall not stop between the point where the cockpit is above the stop line and the break-out point on each taxi route in the following chart.

Taxi route	Name of stop line	Break-out point (* 1)
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 --> SPOT7,8,9	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 --> SPOT19,18,17	H	SPOT IN
E --> E4	K,M	behind SPOT 305 (402)
E4 --> E (Aircraft nose to North)	L	behind SPOT 22
E4 --> E (Aircraft nose to South)	L	behind SPOT 25
E --> E3	O,R	behind SPOT 400E (500B)
E3 --> E (Aircraft nose to North)	P	behind SPOT 71
E3 --> E (Aircraft nose to South)	P	behind SPOT 76
E --> E2	S	behind SPOT 500E
E2 --> E	T	behind SPOT 76
P --> E2	Z	behind SPOT 500E
P --> E (Aircraft nose to North)	Z	behind SPOT 76
E --> P	U	STOP LINE Z
E2 --> P	T	STOP LINE Z

* 1: Details of the break-out point are as follows.
1) behind SPOT “x”: The point where the cockpit is right next to the lead-in center line of spot “x”.
2) SPOT IN: The stopping position in each aircraft parking stand.
3) STOP LINE “x”: The point where the aircraft cross the stop line “x” completely.

(2) 航空機は、各ストップラインから離脱地点までの間の区域内にて停止しなければならないと判断される場合は、各ストップラインにおいて停止するとともに、“ セントレアグランド ” に通報しなければならない。

(2) If an aircraft anticipates that he will stop between each stop line and break-out point, the aircraft shall hold on the stop line, then notify to "CENTRAIR GROUND".

(3) 各ストップラインから離脱地点までの間の区域内にて停止してしまった場合は、速やかに “ セントレアグランド ” に通報し、待機すること

(3) In case of unavoidable stopping between each stop line and break-out point, the aircraft shall notify to "CENTRAIR GROUND" immediately and keep holding.

(4) ジェットブラストによる影響を回避するため、最大離陸重量が 450,000 ポンドを超え、かつエンジンを 3 つ以上備える航空機は次の各経路の 180° 旋回を伴う走行を禁止する。
また 180° 旋回可能な航空機にあっても、可能な限りエンジン出力を絞ること。

1) D5 及び D6 相互間（東側）
2) E5 及び E6 相互間（東側）
3) D から SPOT201 又は SPOT204
4) E から SPOT301 又は SPOT500D
5) E(北向き走行) から SPOT401 又は SPOT500A
6) E(南向き走行) から SPOT304 又は SPOT400D

(4) In order to avoid the effect of jet blast, aircraft with a maximum take-off weight which exceeds 450,000 lbs with three or more engines are not allowed to make 180 degree turns.
For aircraft which are allowed to make 180 degree turns, always use minimum possible thrust while making the 180 degree turn.

1) between D5 and D6 (East side)
2) between E5 and E6 (East side)
3) D to SPOT201 or SPOT204
4) E to SPOT301 or SPOT500D
5) E(taxiing to north) to SPOT401 or SPOT500A
6) E(taxiing to south) to SPOT304 or SPOT400D

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. 騒音軽減運航方式 (1) すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。 i) 離陸について なし ii) 着陸（進入）について 滑走路 36 a）ディレイド･フラップ進入方式 1,500FT を通過するまで、最終着陸フラップ角にしないこと 滑走路 18 a）3,000FT 通過後、脚下げを行うこと b）ディレイド･フラップ進入方式 3,000FT を通過するまで、最終着陸フラップ角にしないこと iii) リバース･スラストについて なし (2) 優先滑走路方式 なし (3) 優先飛行経路 なし	**1. Noise Abatement Operating Procedures** (1) For all jet aircraft,in order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent. i) For take-off Nil ii) For landing to : (For approach to :) RWY 36 a) Delayed Flap Approach Procedure Do not extend final landing flaps until leaving 1,500FT. RWY 18 a) Make gear down after leaving 3,000FT. b) Delayed Flap Approach Procedure Do not extend final landing flaps until leaving 3,000FT. iii) Reverse Thrust Nil (2) Preferential Runways Procedures Nil (3) Noise Preferential Routes Nil

2. 標準計器出発方式の使用 空港周辺における航空機騒音軽減のため、出発機は原則として、次の標準計器出発方式により飛行することが要求される。 (1) 北米／欧州／ロシア方面行きの全機及びハワイ方面行きの RWY36 から離陸する B747-100、200、300 型機 FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE CHITA DEPARTURE (2) 1400UTC (2300JST) から 2100UTC (0600JST) の間 FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE ESPAN DEPARTURE MODEL DEPARTURE ISE DEPARTURE	**2. USE of SIDs** In order to reduce aircraft noise in the vicinity of airport, in principle, departure aircrafts are requested to fly via the following SIDs. (1) All aircraft for North America/Europe/Russia, and B-747-100, 200, 300 taking off from RWY36 for Hawaii. FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE CHITA DEPARTURE (2) During the hours from 1400UTC to 2100UTC FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE ESPAN DEPARTURE MODEL DEPARTURE ISE DEPARTURE

RJGG AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	18	A,B,C	400m *200m **150m	400m *200m	400m *250m	400m *250m	-	500m
		D	400m *250m **200m	400m *250m	400m *300m	400m *300m	-	500m
	36	A,B,C	400m *200m **150m	400m *200m	400m *250m	400m *250m	-	500m
		D	400m *250m **200m	400m *250m	400m *300m	400m *300m	-	500m
OTHER	18	A,B,C,D	AVBL LDG MINIMA					
	36							

* APPLICABLE when SSP IN FORCE.
** APPLICABLE when SSP IN FORCE and MULTIPLE RVRs AVAILABLE.

2. Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with Centrair Approach/Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and ;

(I) 1. Contact Centrair Tower.
2. If unable, proceed in accordance with Visual Flight Rules.
3. If unable,
- RWY36 in use : Proceed to PROBE or PIXIE at the last assigned altitude or 4,000FT whichever is higher and execute Instrument Approach.
- RWY18 in use : Proceed to QUEST or POKER at the last assigned altitude or 4,000FT whichever is higher and execute Instrument Approach.

(II) Procedures other than above will be issued when situation required.

3. Trajectorized Airport Traffic Data Processing System(TAPS)

セントレアアプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対し、その旨通報すること。

Aircraft flying under control of Centrair approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

4. 場周経路における高度について

到着機が輻輳することを避け、かつ秩序ある飛行場周辺の航空交通の流れを促進するために、場周経路において航空機は以下の高度で飛行することが望ましい。

ただし、天候等により以下の高度により飛行できない場合は、″セントレアタワー″に希望飛行高度とともにその旨通報すること。

場周経路を飛行する際の高度は以下のとおり

(1) 固定翼航空機
i) ジェット 1,500ft
ii) プロペラ 1,000ft
(2) 回転翼航空機 800ft

4.Traffic Pattern Altitude

In order to avoid congestion of arriving aircrafts and to make orderly flow on Traffic Pattern, aircraft are desirable to fly at the altitude.

However, in case it is difficult to fly at the altitude due to weather and so on, aircraft shall report it to "Centrair TWR" with your proposed altitude.

Traffic Pattern altitude as follows.

(1) Fixed aircraft
i) Jet 1,500ft
ii) Propeller 1,000ft
(2) Rotor craft 800ft

5. Category II/III Operations at Chubu Centrair International Airport
中部国際空港におけるカテゴリーⅡ／Ⅲ航行

5.1 Facilities
The following Categories are available:

Runway 18	Runway 36
• ILS Runway 18-CAT II • Lighting system Runway 18-CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	• ILS Runway 36-CAT III • Lighting system Runway 36-CAT III • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

5.2 Conditions

A. The following systems must be operative:

For ILS RWY 18 approach (CAT II)	For ILS RWY 36 approach (CAT II)
(1) ILS comprising; • ILS-LOC 18 with standby transmitter • ILS-GP 18 with standby transmitter (When any standby transmitters unserviceable, down-grade ILS-CAT I.) • ILS-DME 18	(1) ILS comprising; • ILS-LOC 36 with standby transmitter • ILS-GP 36 with standby transmitter (When any standby transmitters unserviceable, down-grade ILS-CAT I.) • ILS-DME 36
(2) Lighting system comprising; • PALS 18 (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL	(2) Lighting system comprising; • PALS 36 (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
(3) Secondary power supply	(3) Secondary power supply
(4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	(4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).

For ILS RWY 36 approach (CAT III)
(1) ILS comprising; • ILS-LOC 36 with standby transmitter(including far field monitor) • ILS-GP 36 with standby transmitter (When any standby transmitter or far field monitor unser-viceable, downgrade ILS-CAT I.) • ILS-DME 36
(2) Lighting system comprising; • PALS 36 (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
(3) Secondary power supply
(4) RVR by forward-scatter meters at the touchdown zone, the mid-point and stop-end of the runway.

B. The following information must be currently available:
1) Surface wind speed and direction
2) RVR

C. ITEM A and/or B are not met,the relevant information will be notified to the pilots as soon as practicable.

5.3 Precision Approach Terrain Profile Chart

See RJGG AD2.24

5.4 Operating Minimum

Approach minima stated in AD2.24 are observed.

5.5 Special Safeguards and Procedures (SSP)

CAT II/III Operations are available when SSP are applied.
SSP will be applied when the following conditions are met:
a) Ceiling is at or less than 200ft and/or RVR is at or less than 600m.
b) Facilities listed 1.above are operational.
c) ILS Critical Area is protected.
In order to protect Critical Area for the succeeding arrival aircraft,an arrival aircraft may be given following instruction by ATC.
" REPORT OUT OF ILS CRITICAL AREA "
The exit taxiway center line lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, she is expected to advise the ATC when the taxiway center line lights change from alternate green and yellow to steady green.

5.6 Approval for CAT II/III Operations

Operators must obtain operational approval from the State of Registry or the State of Operator,as appropriate,to conduct CAT II/III Operations. (See GEN1.5)

5.7 Runway Holding position Marking

Runway holding position markings are displayed on taxiways A1 through A10 and A3S, A8N; their locations are 107.5m off the runway center line.
Note:The common way of its markings so shown in RJGG AD2.24

RJGG AD 2.23 ADDITIONAL INFORMATION

1. Vessel (Max height 210ft/MSL) will occasionally pass in the vicinity of the airport.(See LDG CHART)
空港周辺を船舶（最高高さ 210ft）が通過する場合がある。

RJGG AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart -1
Aerodrome Chart -2
Aerodrome Ground Movement Chart
Aerodrome Obstacle Chart - ICAO type A
Aerodrome Obstacle Chart - ICAO type B
Precision Approach Terrain Chart (RWY36)
Precision Approach Terrain Chart (RWY18)
Standard Departure Chart - Instrument (ESPAN)
Standard Departure Chart - Instrument (HIKNE, IKAROS)
Standard Departure Chart - Instrument (NAGOYA)
Standard Departure Chart - Instrument (CASTLE)
Standard Departure Chart - Instrument (MORIZ)
Standard Departure Chart - Instrument (FOREST)
Standard Departure Chart - Instrument (MODEL)
Standard Departure Chart - Instrument
Standard Departure Chart - Instrument (CHITA-RNAV)
Standard Departure Chart - Instrument (ISE-RNAV)
Standard Departure Chart - Instrument (MEIJYO-RNAV)
Standard Departure Chart - Instrument (OUMI-RNAV)
Standard Departure Chart - Instrument (TOYOTA-RNAV)
Standard Arrival Chart - Instrument (SOUTH)
Standard Arrival Chart - Instrument (NORTH)
Standard Arrival Chart - Instrument (CARDS, CHESS, SWING, SLIDE, OLTOM-SOUTH RNAV)
Standard Arrival Chart - Instrument (CARDS, CHESS, SWING, SLIDE, OLTOM-NORTH RNAV)
Standard Arrival Chart - Instrument (CARDS, CHESS, SWING, SLIDE, OLTOM-MARINE RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY36 CAT II & CAT III)
Instrument Approach Chart (ILS Y or LOC Y RWY36 CAT II & CAT III)
Instrument Approach Chart (VOR RWY36)
Instrument Approach Chart (ILS Z or LOC Z RWY18 CAT II)
Instrument Approach Chart (ILS Y or LOC Y RWY18 CAT II)
Instrument Approach Chart (ILS X or LOC X RWY18 CAT II)
Instrument Approach Chart (VOR RWY18)
Instrument Approach Chart (RNAV(GNSS) RWY36)
Instrument Approach Chart (RNAV(GNSS) RWY18)
Other chart (Visual REP)
Other chart (LDG CHART)
Other chart (MVA CHART)

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CHUBU CENTRAIR INTL AIRPORT

ELEV 12ft

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

RJGG / CHUBU CENTRAIR AD CHART

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

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AERODROME GROUND MOVEMENT CHART

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

TAXIING GUIDE LINES AND PARKING AREAS

D, D5, D6, D7, E, E2, E3, E4, E5, E6,J,K3,N,P : Aircraft Stand Taxilane

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 7˚ 06´ 37˝ W 2015

CHUBU CENTRAIR INTL AIRPORT
RWY : 36-18

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

HORIZONTAL SCALE

LEGEND	
①	IDENTIFICATION NUMBER
◉	POLE, TOWER, SPIRE, ANTENNA, ETC
✳	TREE
	LEVEE
	RAILROAD
	RIVER
	TRANSMISSION LINE OR OVERHEAD CABLE
△	TRIANGULATION POINT
★	AERONAUTICAL GROUND LIGHT

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

PRECISION APPROACH TERRAIN CHART

DISTANCES AND HEIGHTS IN METRES

RWY 36

CHANGE: IM abolished

PRECISION APPROACH TERRAIN CHART

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR SID

ESPAN 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.

CHANGE : PROC renamed. Radial FM CBE.

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.

CHANGE : PROC renamed. Radial FM CBE.

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

CHANGE : Course FM MODEL to ENSYU.

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)

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.

CHANGE : VAR. PROC renamed. PROC course.

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.

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 : VAR.

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.

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
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

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

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	ESPAN	—	203 (195.0)	-7.8	23.6	—	—	—	—	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	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	ESPAN	—	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)

KOZA TRANSITION

From ESPAN, to KEC.

KOZA 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	ESPAN	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	KEC	—	230 (221.9)	-7.8	59.4	—	—	—	—	RNAV1

CHANGE : VAR. PROC course Critical DME. DME GAP.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

MEIJYO 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 – PONTE
DME GAP	RWY18 : DER – 2.0NM from DER RWY36 : DER – 3.0NM from DER 3.0NM to KCC – KCC
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

MEIJYO THREE DEPARTURE

RWY18 : Climb on HDG177˚ at or above 500FT, turn right direct to GG800, to DEGNA, to KCC.
RWY36 : Climb on HDG357˚ at or above 500FT, direct to PONTE, to KCC.

MEIJYO 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	KCC	—	039 (030.8)	-7.8	22.2	—	—	—	—	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	KCC	—	045 (037.7)	-7.8	15.1	—	—	—	—	RNAV1

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.

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

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 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 PIONE TRANSITION TZT : 10.0NM to PIONE - PIONE MIDER TRANSITION YME : 10.6NM to MIDER - 5.5NM to MIDER
DME GAP	PIONE TRANSITION HIKNE - 40.0NM to WAKIT		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.		

TANGO TRANSITION
From HIKNE, to YME.

PIONE TRANSITION
From HIKNE, to WAKIT, to PIONE.

MIDER TRANSITION
From HIKNE, to MIDER.

TANGO 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	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

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

PIONE 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	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

MIDER 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	HIKNE	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	MIDER	—	240 (232.6)	-7.8	21.7	—	—	—	—	RNAV1

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

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.

CHANGE : VAR. PROC renamed. PROC course.

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.

IIDA TRANSITION

From MORIZ, to TSUGU, to CHAUS at or above FL150.

IIDA 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	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.

CHANGE : Radial FM CBE.

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.

CHANGE : HLDG course(CARDS, CHESS, LAGNA, OLTOM, SLIDE).

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.

CHANGE : HLDG course(CARDS, CHESS, MEIJI, OLTOM, SLIDE).

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

CHANGE : VAR

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

RJGG / CHUBU CENTRAIR — RNAV STAR RWY18

CARDS MARINE ARRIVAL / CHESS MARINE ARRIVAL SWING MARINE ARRIVAL / SLIDE MARINE ARRIVAL OLTOM MARINE ARRIVAL	RNAV 1

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

CHANGE : HLDG course(CARDS, CHESS, OLTOM, SLIDE).

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

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

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — ILS Z or LOC Z RWY36 (CAT Ⅱ & CAT Ⅲ)

CENTRAIR APP	ILS – LOC	CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	111.9 ICX ILS – GP 331.1 ILS – DME CH–56X	118.85 - 126.2 - 289.9	ATIS 127.075

WILBA(FAF) : *344017.19N / 1365100.87E*

NM to ICX	MAPt	2	3	4	5	6	7	8	9	10	FAF
ALT (3.0˚ APCH Path)	–	648	966	1285	1603	1921	2240	2558	2877	3195	3399

MISSED APPROACH

Climb to 500FT on HDG357˚, turn left HDG166˚ to intercept and proceed via CBE R211 to 4000FT, turn left, via CBE 16.4DME counterclockwise ARC to PROBE and hold.
Cross CBE R211/11.0DME at 4000FT.
Contact CENTRAIR APP.
Timing not authorized for defining the MAPt.

DME to ICX	0.2	0.6	1.7	10.7	15.7
NM to THR	0	0.5	1.5	10.5	15.5

MINIMA — THR elev. 15 — AD elev. 12

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	115 (100)	100	300	215 (200)	550	520 (508)	1000	520 (508)	1600
B								1200		
C										2400
D/DL								1600	570 (558)	3200

Circling to WEST side of RWY only.

CHANGE : VAR. Radial FM CBE. Missed APCH course. HLDG course. MINIMA(CAT ⅢA,ⅢB → CAT Ⅲ).

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — ILS Y or LOC Y RWY36 (CAT Ⅱ & CAT Ⅲ)

CENTRAIR APP	ILS – LOC	CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	111.9 ICX ILS – GP 331.1 ILS – DME CH–56X	118.85 - 126.2 - 289.9	ATIS 127.075

NM to ICX	MAPt	2	3	4	FAF
ALT(3.0° APCH Path)	–	648	966	1285	–

MISSED APPROACH

Climb to 500FT on HDG357°,
via CBE R358 to RALPH, turn left,
direct to CBE VOR/DME and hold
at 3000FT.
Contact CENTRAIR APP.

Timing not authorized for defining the MAPt.

DME to ICX	0.2	0.6	1.7	4.6	10.2
NM to THR	0	0.5	1.5	4.4	10.1

MINIMA THR elev. 15 AD elev. 12

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	DA(H)	RA	RVR	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	100	115 (100)	100	300	215 (200)	550	520 (508)	1000	520 (508)	1600
B								1200		
C										2400
D/DL								1600	570 (558)	3200

Circling to WEST side of RWY only.

CHANGE : VAR. Radial FM CBE. PROC course. HLDG course. MINIMA(CAT ⅢA,ⅢB → CAT Ⅲ).

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — VOR RWY36

CENTRAIR APP	CHUBU VOR/DME	CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	117.8 CBE CH–125X *34˚51´29˝N/136˚48´11˝E*	118.85 - 126.2 - 289.9	ATIS 127.075

NM to CBE	MAPt	3	4	5	6	FAF
ALT (3.0° APCH Path)	—	719	1038	1356	1675	1993

MISSED APPROACH

Climb to 600FT via CBE R355, turn left HDG166° to intercept and proceed via CBE R211, via CBE16.4DME counterclockwise ARC to PIXIE and hold at 4000FT.
Cross CBE R211/11.0 DME at 4000FT.
Contact CENTRAIR APP.

No turn before MAPt.
Timing not authorized for defining the MAPt.

DME to CBE	0.9	2.4	5.0	7.0	12.0	16.4
NM to THR	0	1.5	4.0	6.1	11.1	15.5

MINIMA THR elev. 15 AD elev. 12

CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	520 (508)	1000	520 (508)	1600
B		1200		
C				2400
D		1600	570 (558)	3200

Circling to WEST side of RWY only.

CHANGE : VAR. Radial FM CBE. PROC course. HLDG course.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS Z or LOC Z RWY18(CAT Ⅱ)

CENTRAIR APP	ILS - LOC	CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	109.7 ICY ILS - GP 333.2 ILS - DME CH-34X	118.85 - 126.2 - 289.9	ATIS 127.075

NM to ICY	FAF	10	9	8	7	6	5	4	3	2	MAPt
ALT (3.0° APCH Path)	3396	3196	2877	2559	2240	1922	1603	1285	966	648	–

MISSED APPROACH

Climb to 500FT on HDG177°, turn right HDG016° to intercept and proceed via CBE R331 to 4000FT, turn right, via CBE 16.4DME clockwise ARC to QUEST and hold.
Cross CBE R331/11.0DME at 4000FT.
Contact CENTRAIR APP.
Timing not authorized for defining the MAPt.

15.7	10.6	8.5	1.7	0.7	0.2	DME to ICY
15.5	10.5	8.3	1.5	0.5	0	NM to THR

MINIMA THR elev. 15 AD elev. 12

CAT	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	115(100)	100	300	215(200)	550	520(508)	1000	520(508)	1600
B							1200		
C									2400
D/DL							1600	570(558)	3200

Circling to WEST side of RWY only.

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

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS Y or LOC Y RWY18(CAT Ⅱ)

CENTRAIR APP	ILS - LOC	CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	109.7 ICY ILS - GP 333.2 ILS - DME CH-34X	118.85 - 126.2 - 289.9	ATIS 127.075

NM to ICY	FAF	4	3	2	MAPt
ALT (3.0° APCH Path)	–	1285	966	648	–

MISSED APPROACH

Climb to 500FT on HDG177°,
via CBE R175 to PRADA, turn right,
direct to CBE VOR/DME and hold
at 3000FT.
Contact CENTRAIR APP.

Timing not authorized for defining the MAPt.

DME to ICY	4.5	1.7	0.7	0.2
NM to THR	4.3	1.5	0.5	0

MINIMA THR elev. 15 AD elev. 12

CAT	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	115(100)	100	300	215(200)	550	520(508)	1000	520(508)	1600
B							1200		
C									2400
D/DL							1600	570(558)	3200

Circling to WEST side of RWY only.

CHANGE : VAR. Radial FM CBE. PROC course. HLDG course.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS X or LOC X RWY18(CAT Ⅱ)

CENTRAIR APP	ILS - LOC	CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	109.7 ICY ILS - GP 333.2 ILS - DME CH-34X	118.85 - 126.2 - 289.9	ATIS 127.075

RALPH(FAF) : *345553.12N 1364716.21E*

NM to ICY	FAF	3	2	MAPt
ALT (3.0° APCH Path)	1183	966	648	–

MISSED APPROACH

Climb to 500FT on HDG177°,
via CBE R175 to PRADA, turn right,
direct to CBE VOR/DME and hold
at 3000FT.
Contact CENTRAIR APP.

Timing not authorized for defining the MAPt.

MINIMA THR elev. 15 AD elev. 12

CAT	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	115(100)	100	300	215(200)	550	520(508)	1000	520(508)	1600
B							1200		
C									2400
D/DL							1600	570(558)	3200

Circling to WEST side of RWY only.

CHANGE : VAR. HLDG course.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — VOR RWY18

CENTRAIR APP	CHUBU VOR/DME	CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	117.8 CBE CH–125X *34˚51´29˝N/136˚48´11˝E*	118.85 - 126.2 - 289.9	ATIS 127.075

NM to CBE	FAF	6	5	4	3	MAPt
ALT (3.0° APCH Path)	1991	1673	1355	1036	718	—

16.4	12.0	7.0	4.0	2.5	1.0	DME to CBE
15.5	11.1	6.1	3.1	1.5	0	NM to THR

MISSED APPROACH

Climb to 600FT via CBE R178, turn right HDG016° to intercept and proceed via CBE R331, via CBE16.4DME clockwise ARC to POKER and hold at 4000FT. Cross CBE R331/11.0 DME at 4000FT. Contact CENTRAIR APP.

No turn before MAPt.
Timing not authorized for defining the MAPt.

MINIMA — THR elev. 15 — AD elev. 12

CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	520 (508)	1000	520 (508)	1600
B		1200		
C				2400
D		1600	570 (558)	3200

Circling to WEST side of RWY only.

CHANGE : VAR. Radial FM CBE. PROC course. HLDG course.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — RNAV(GNSS) RWY36

CENTRAIR APP		CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	1.DME/DME not authorized. 2.RADAR service required. 3.GNSS required.	118.85 - 126.2 - 289.9	ATIS 127.075

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

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

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

CAT	LNAV/VNAV DA(H)	LNAV/VNAV RVR/CMV	LNAV MDA(H)	LNAV RVR/CMV	CIRCLING MDA(H)	CIRCLING VIS
A	520 (505)	1000	520 (508)	1000	520 (508)	1600
B		1200		1200		
C						2400
D		1600		1600	570 (558)	3200

Circling to WEST side of RWY only.

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

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — RNAV(GNSS) RWY18

CENTRAIR APP		CENTRAIR TOWER	RADAR AVBL
121.05 - 119.175 228.4 - 245.3	1.DME/DME not authorized. 2.RADAR service required. 3.GNSS required.	118.85 - 126.2 - 289.9	ATIS 127.075

Baro-VNAV not authorized below -5˚C

VAR 8˚W (2018)

QUEST (IAF)	350736.85N 1364426.43E
MOANA (IAF)	350150.53N 1365230.40E
MINEL (IAF)	345956.25N 1364049.97E
MALUS (IF)	350047.83N 1364605.20E
RALPH (FAF)	345553.12N 1364716.21E
RW18 (MAPt)	345226.01N 1364806.03E
PRADA (MATF)	344613.42N 1364935.51E
CBE (MAHF)	345128.82N 1364811.41E

NM to Next Fix	FAF	3	2	MAPt
ALT (3.0˚ APCH Path)	1188	1024	706	–

MISSED APPROACH

Direct to PRADA, turn right direct to CBE and hold at 3000FT.
Contact CENTRAIR APP.

(For using VOR/DME)
Climb viaCBE R175 to PRADA, turn right, direct to CBE VOR/DME and hold at 3000FT.
Contact CENTRAIR APP.

CHANGE : Radial FM CBE. HLDG course.

MINIMA — THR elev. 15 — AD elev. 12

CAT	LNAV/VNAV DA(H)	LNAV/VNAV RVR/CMV	LNAV MDA(H)	LNAV RVR/CMV	CIRCLING MDA(H)	CIRCLING VIS
A	520 (505)	1000	520 (508)	1000	520 (508)	1600
B		1200		1200		
C						2400
D		1600		1600	570 (558)	3200

Circling to WEST side of RWY only.

RJGG / CHUBU CENTRAIR

Visual REP

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 Mihama	137°/ 5.8NM	美浜インターチェンジ MIHAMA 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

CHANGE : Update

RJGG / CHUBU CENTRAIR LDG CHART

CHANGE : BLDG deleted

RJGG / CHUBU CENTRAIR Minimum Vectoring Altitude CHART

VAR 7˚W (2009)

① 2000
② 3000
③ 4000
④ 5000

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

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