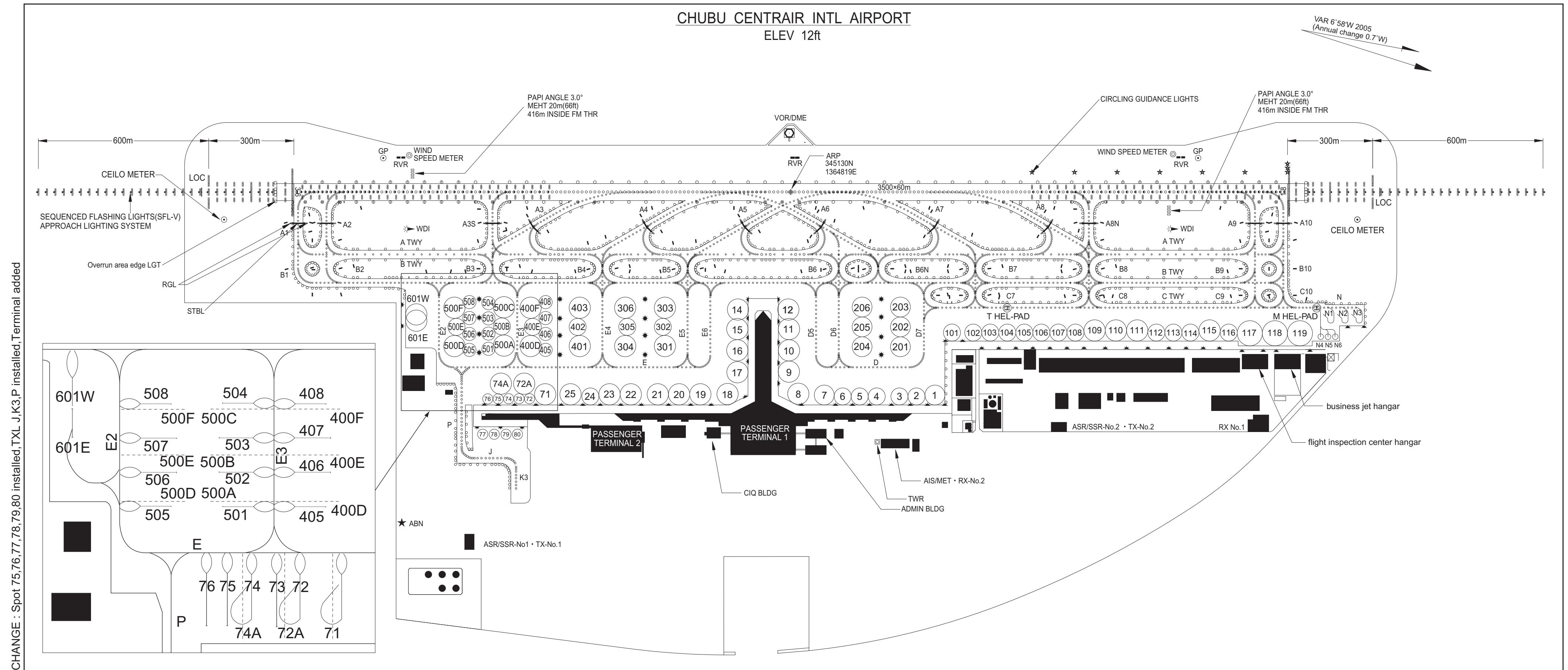


CHUBU CENTRAIR INTL AIRPORT
ELEV 12ft

ELEV 12t

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



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

| | |
|-------|----------------|
| ATIS | 127.075 |
| DLVRY | 121.85 |
| GND | 121.8 |
| TWR | 118.85 - 289.9 |

CHUBU CENTRAIR AD CHART



INTENTIONALLY LEFT BLANK

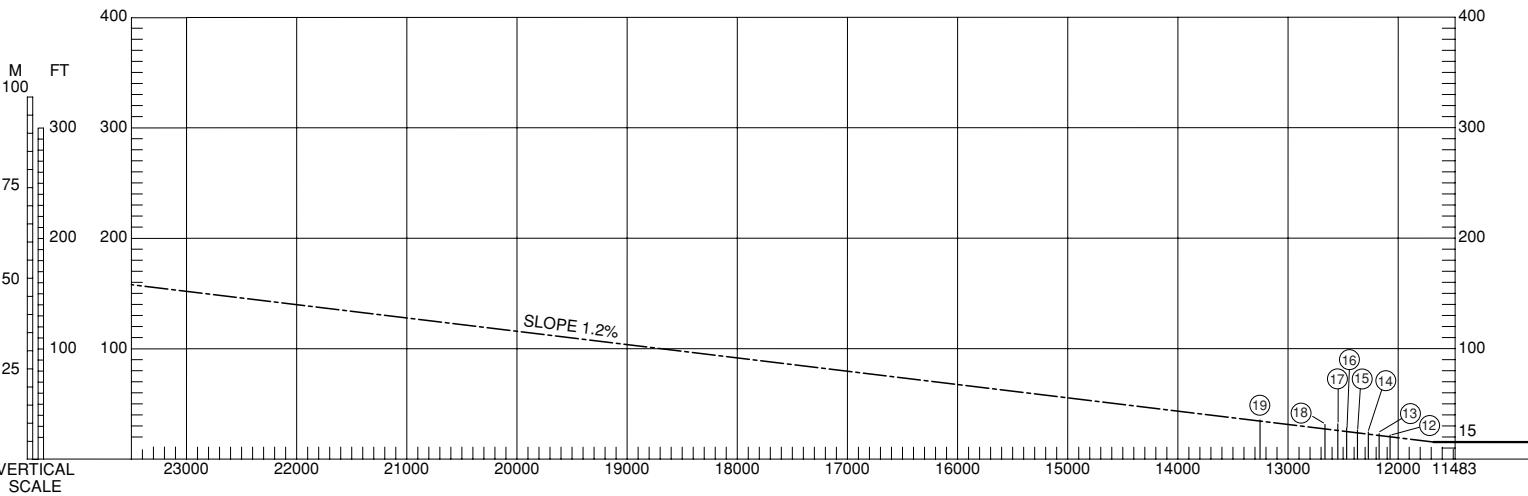
AERODROME GROUND MOVEMENT CHART



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

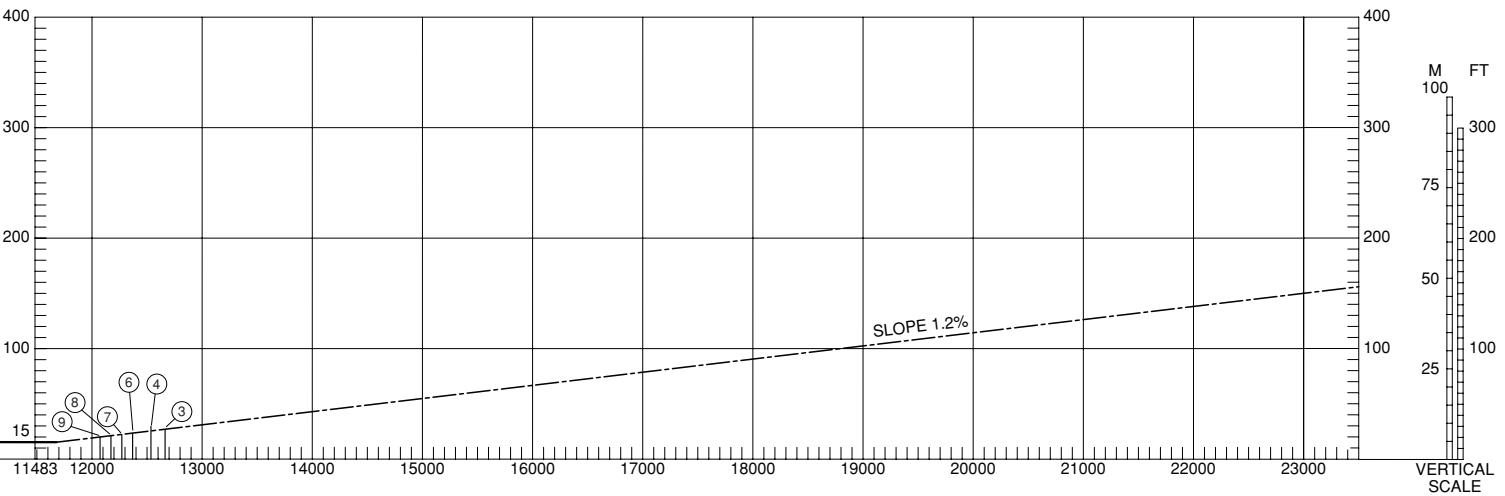
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7° 06' 37" W 2015



CHUBU CENTRAIR INTL AIRPORT
RWY : 36-18

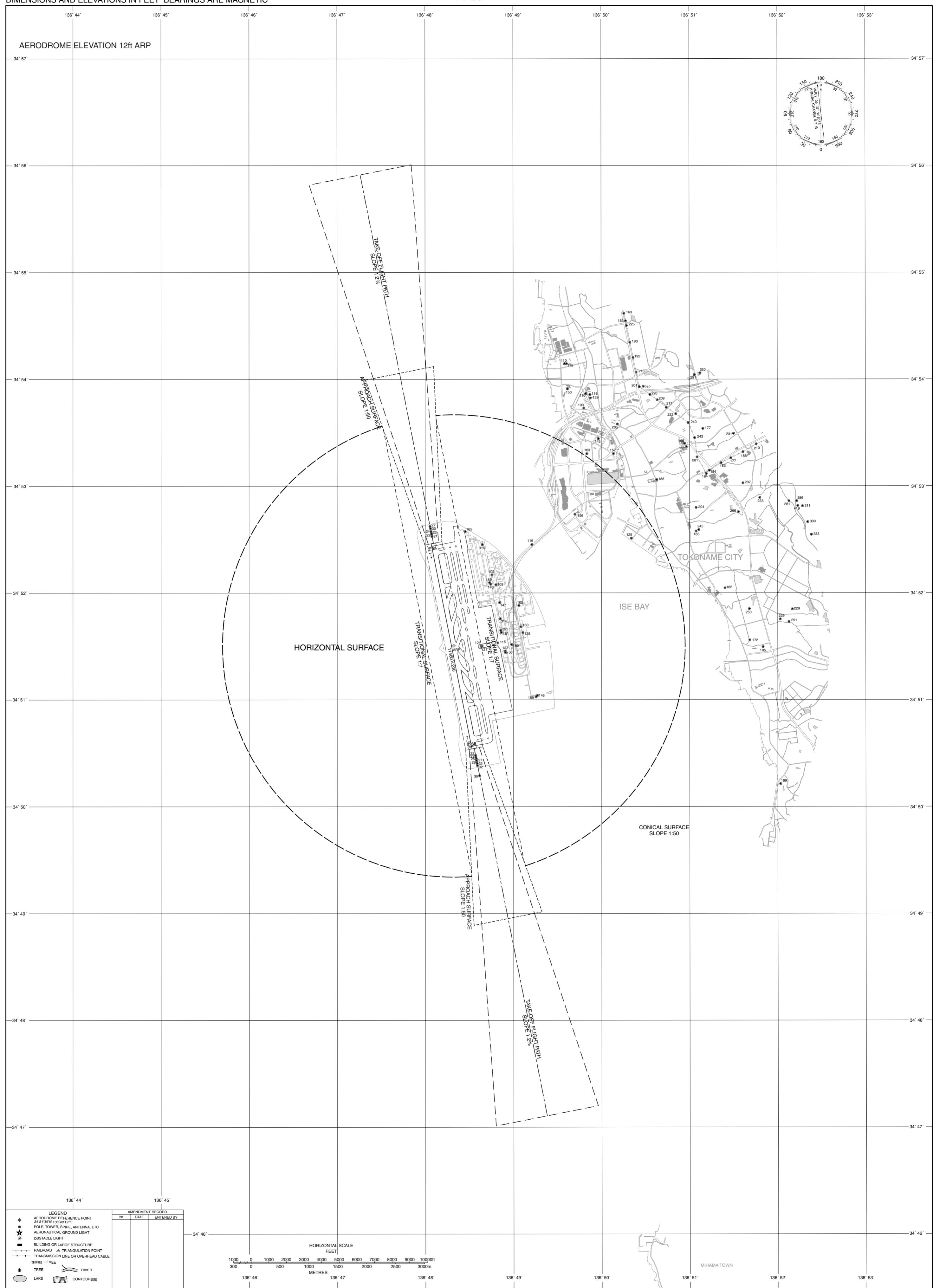
| DECLARED DISTANCES | |
|--------------------|------------------------------------|
| RWY36 | RWY18 |
| 11480 | TAKE OFF RUN AVAILABLE |
| 11480 | TAKE OFF DISTANCE AVAILABLE E |
| 11480 | ACCELERATE STOP DISTANCE AVAILABLE |
| 11480 | LANDING DISTANCE AVAILABLE |



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

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

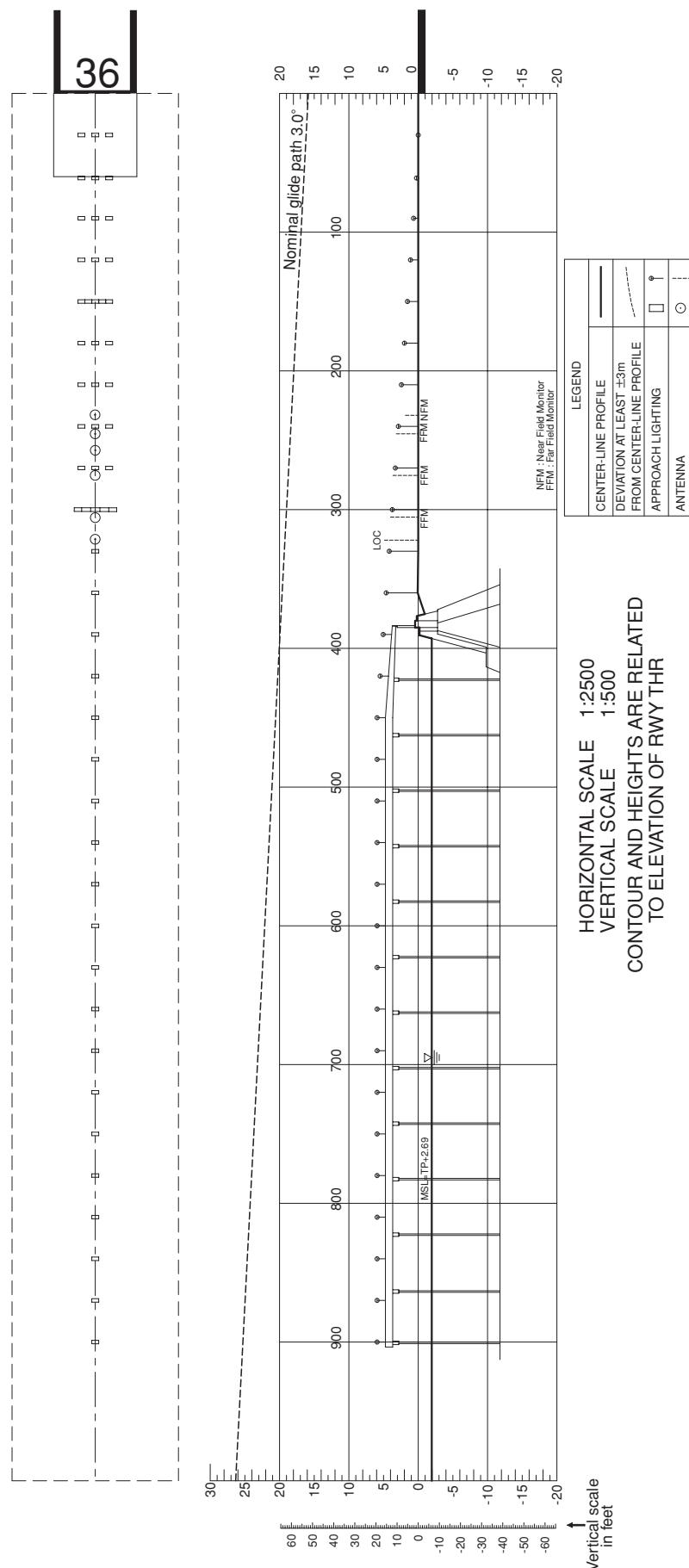


PRECISION APPROACH TERRAIN CHART

CHANGE: IM abolished

RWY 3

DISTANCES AND HEIGHTS IN METRES



PRECISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART -INSTRUMENT

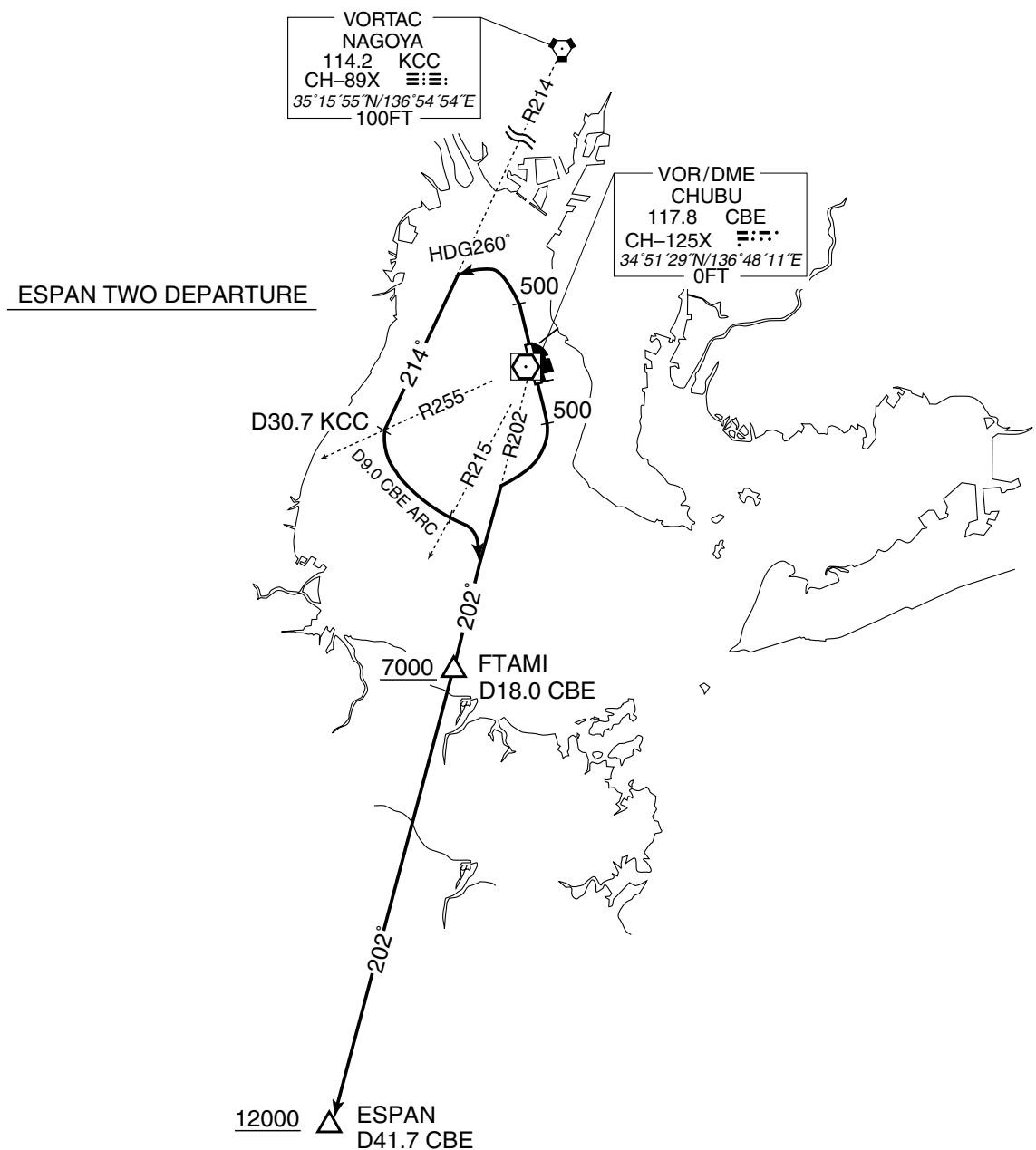
RJGG / CHUBU CENTRAIR

SID

ESPAÑ TWO 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 R255), turn left, via CBE 9.0DME counterclockwise ARC,...
...via CBE R202 to ESPAN via FTAMI.
Cross FTAMI at or above 7000FT.
Cross ESPAN at or above 12000FT.



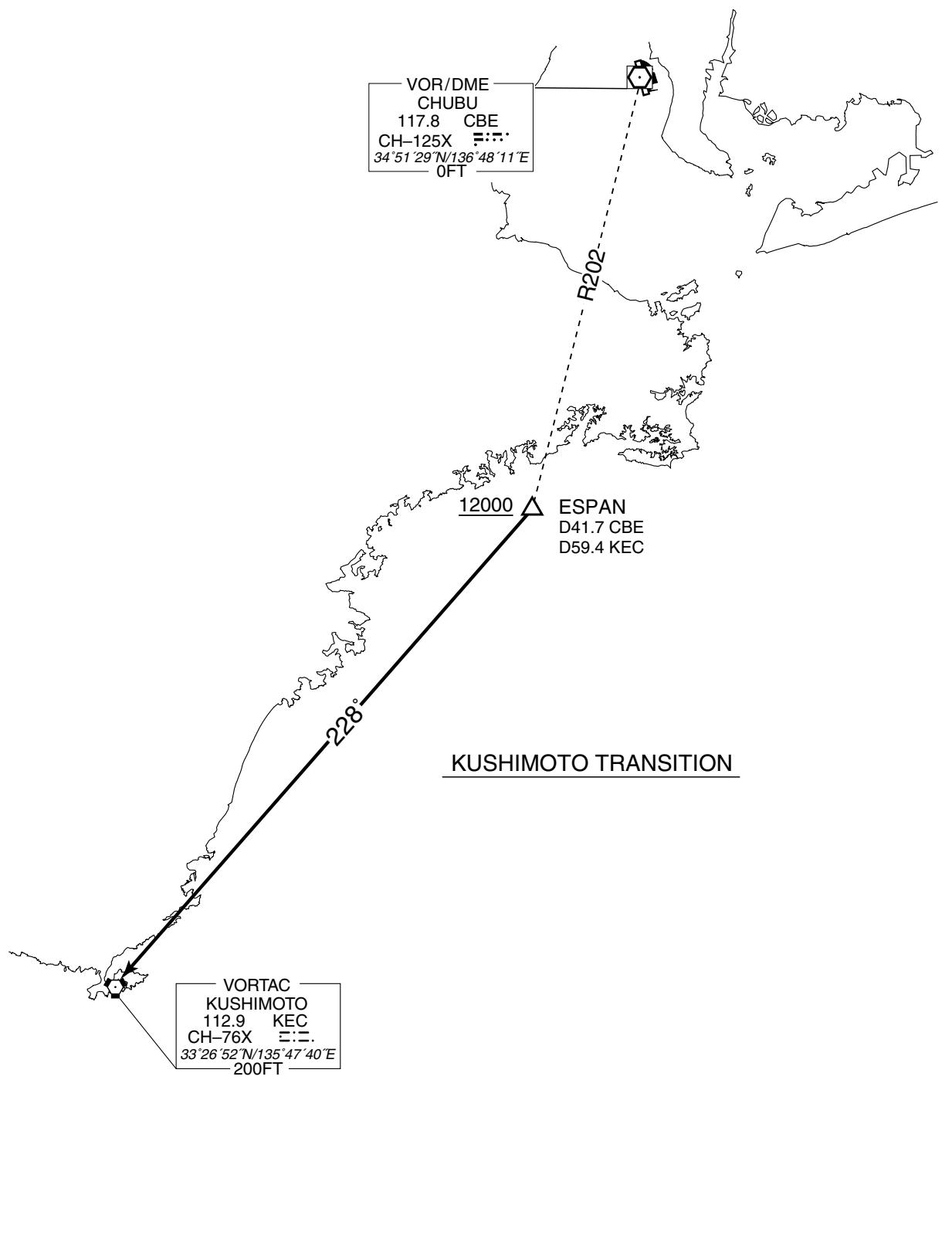
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION

KUSHIMOTO TRANSITION

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



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

HIKNE ONE DEPARTURE

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

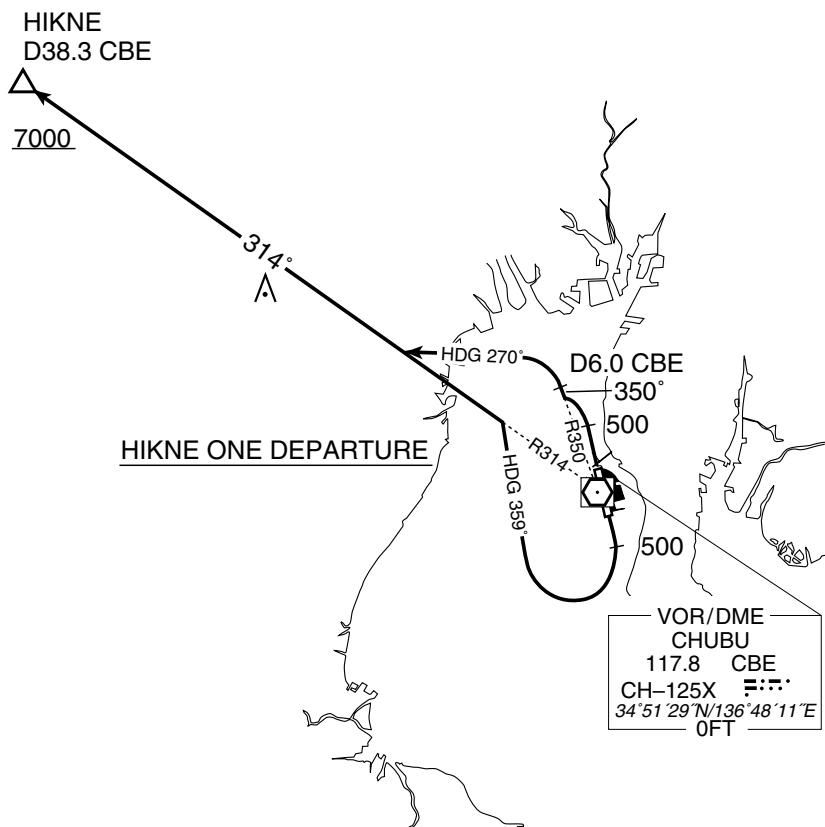
RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R350 to 6.0DME, turn left HDG270°...

...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.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

IKAROS TWO DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R181 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R250 to CBE VOR/DME,...

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R255), turn left, via CBE 9.0DME counterclockwise ARC, via CBE R198 to CBE VOR/DME,...

...via CBE R314 to HIKNE.

Cross CBE VOR/DME at or above 7000FT.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

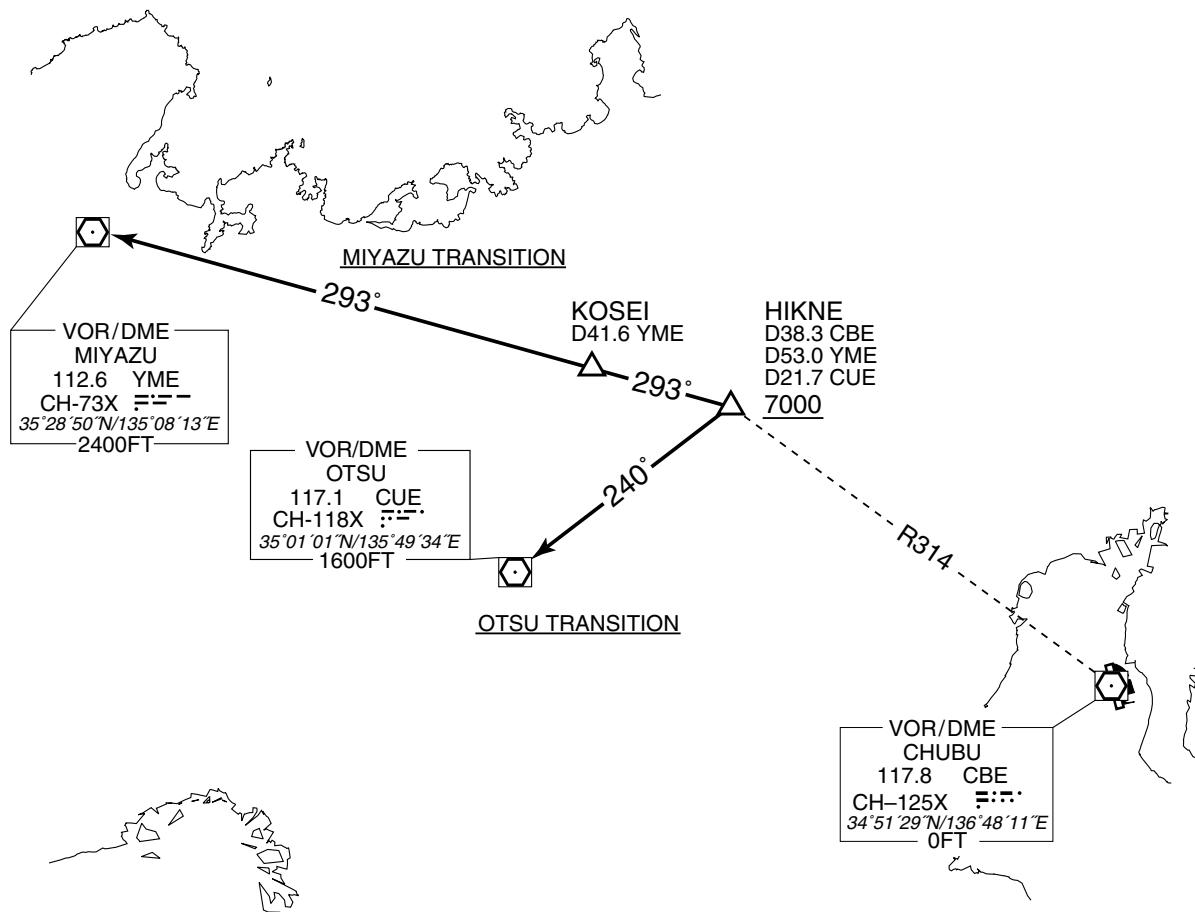
TRANSITION

MIYAZU TRANSITION

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

OTSU TRANSITION

From over HIKNE, proceed via CUE R060 to CUE VOR/DME.



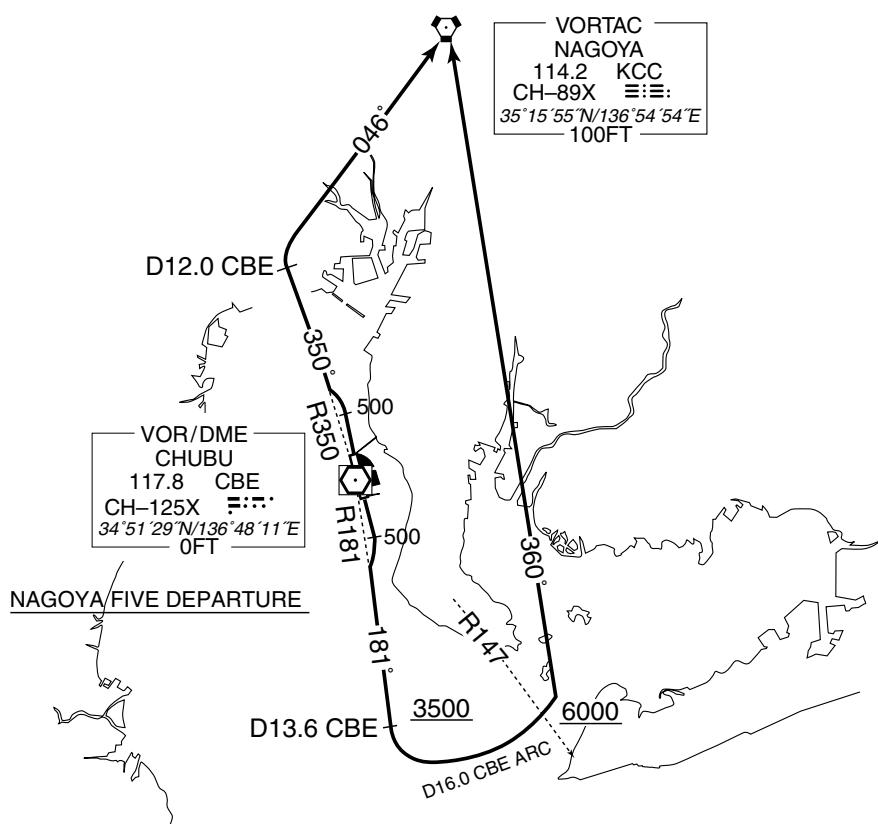
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

NAGOYA FIVE DEPARTURE

- RWY18** : Climb RWY HDG to 500FT, turn right, via CBE R181 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180 to KCC VORTAC. Cross CBE R181/13.6DME at or above 3500FT. Cross CBE R147 at or above 6000FT.
- RWY36** : Climb RWY HDG to 500FT, turn left, via CBE R350 to 12.0DME, turn right, via KCC R226 to KCC VORTAC.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

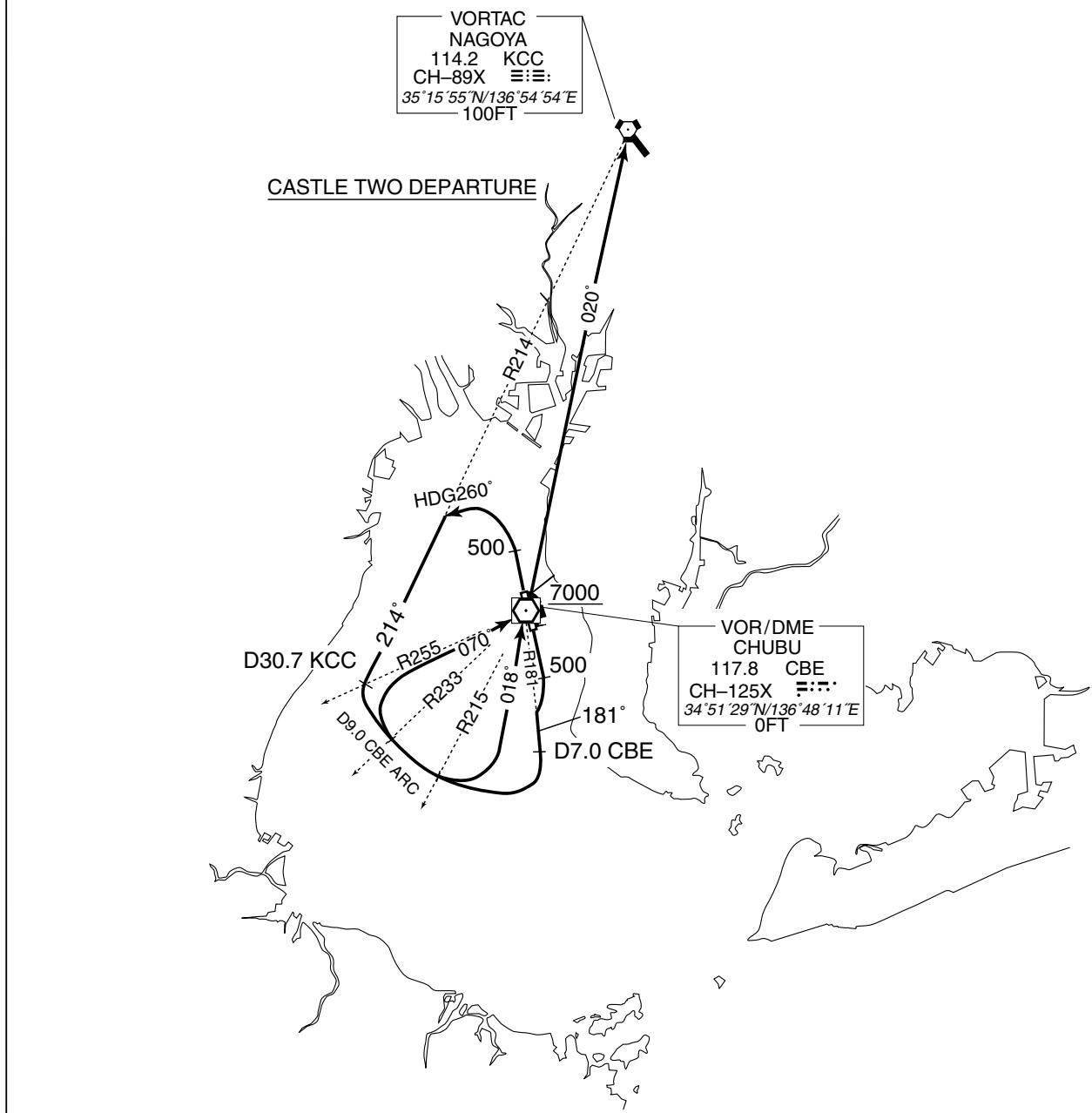
CASTLE TWO DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R181 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R250 to CBE VOR/DME,...

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R255), turn left, via CBE 9.0DME counterclockwise ARC, via CBE R198 to CBE VOR/DME,...

...via CBE R020(KCC R200) to KCC VORTAC.

Cross CBE VOR/DME at or above 7000FT.



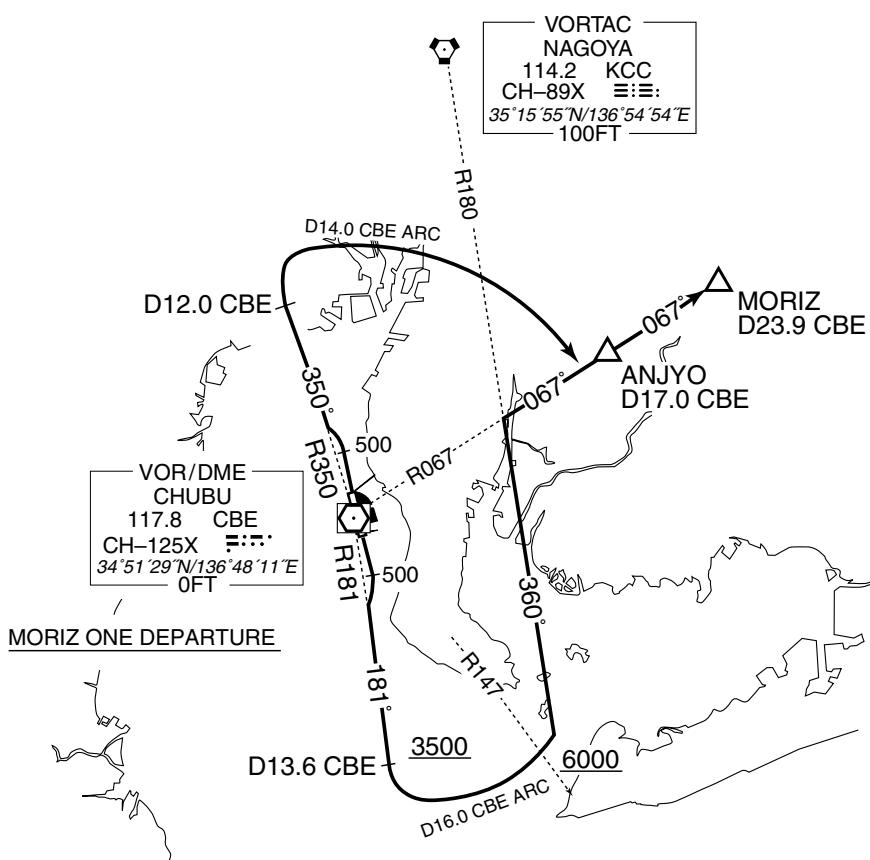
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

MORIZ ONE DEPARTURE

- RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R181 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180,...
 Cross CBE R181/13.6DME at or above 3500FT.
 Cross CBE R147 at or above 6000FT.
- RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R350 to 12.0DME, turn right, via CBE 14.0DME clockwise ARC,...
 ...via CBE R067 to MORIZ via ANJYO.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

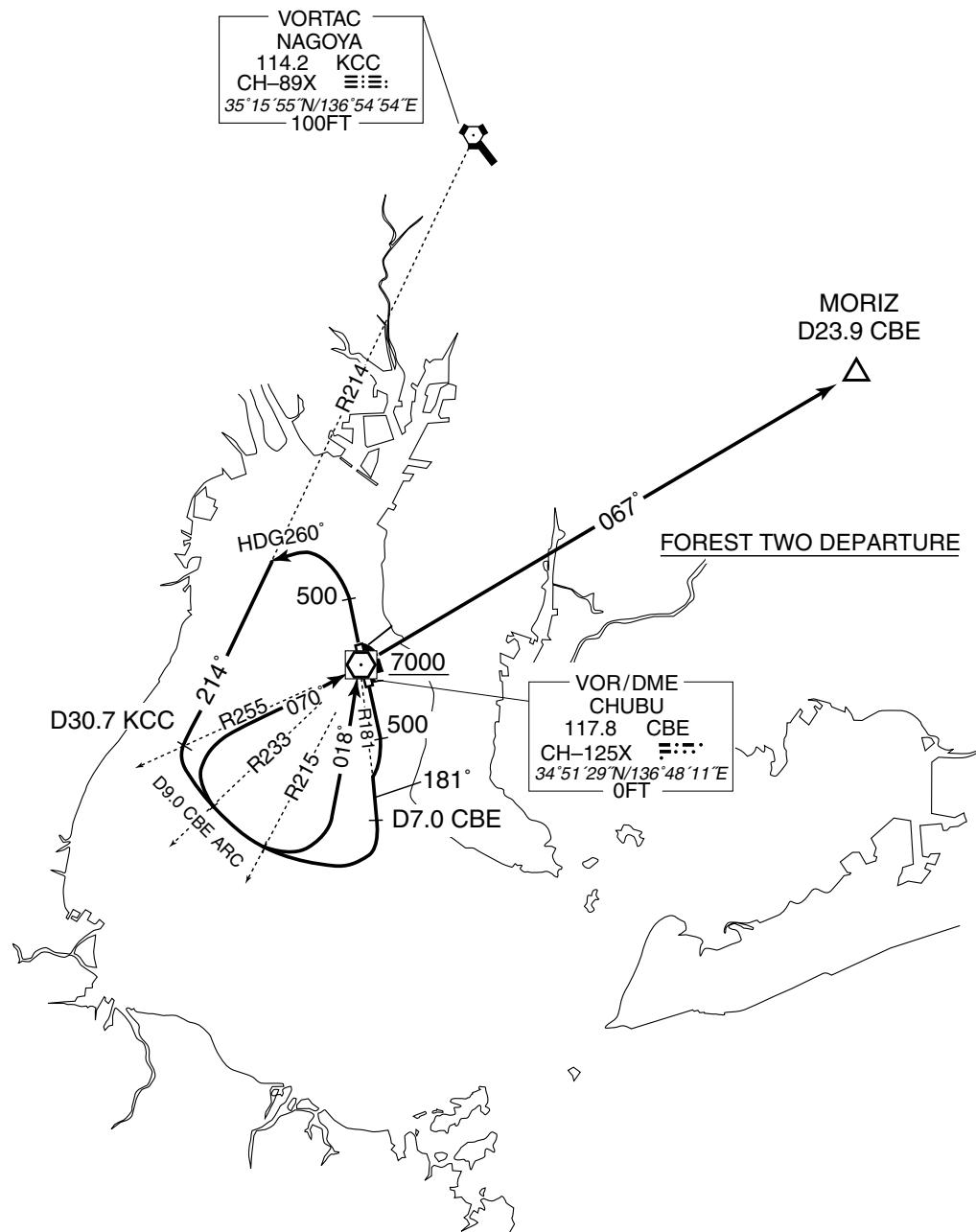
FOREST TWO DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R181 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R250 to CBE VOR/DME,...

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R255), turn left, via CBE 9.0DME counterclockwise ARC, via CBE R198 to CBE VOR/DME,...

...via CBE R067 to MORIZ.

Cross CBE VOR/DME at or above 7000FT.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

MODEL TWO DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R181 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC,...

Cross CBE R181/13.6DME at or above 3500FT.

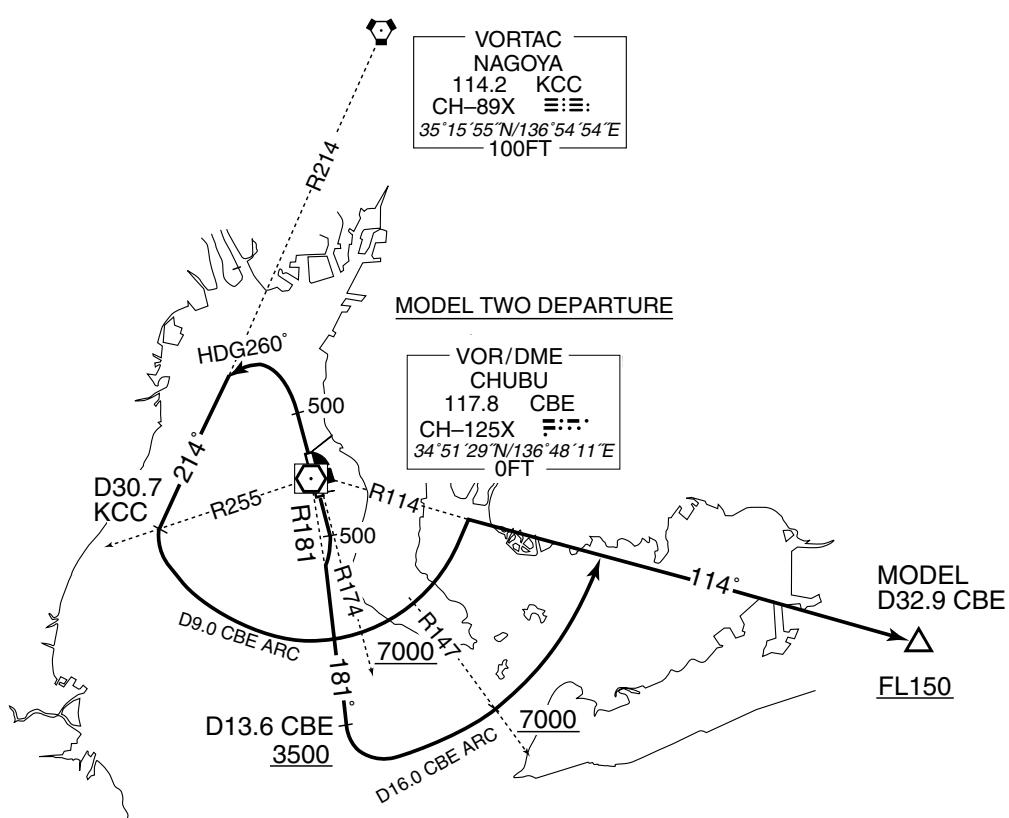
Cross CBE R147 at or above 7000FT.

RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R255), turn left, via CBE 9.0DME counterclockwise ARC,...

Cross CBE R174 at or above 7000FT.

...via CBE R114 to MODEL.

Cross MODEL at or above FL150.



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 R114 to ENSYU.

STANDARD DEPARTURE CHART -INSTRUMENT



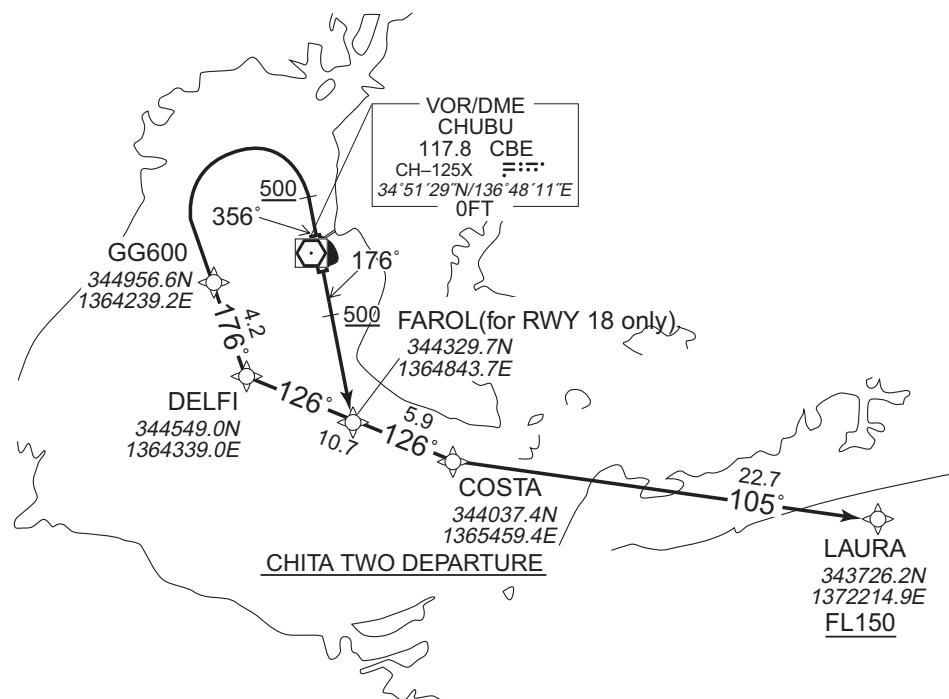
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

| CHITA 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 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 7°W(2014)



CHITA TWO DEPARTURE

- RWY18 : Climb on HDG176° at or above 500FT, direct to FAROL, to COSTA, to LAURA at or above FL150.
RWY36 : Climb on HDG356° at or above 500FT, turn left direct to GG600, to DELFI, to COSTA, to LAURA at or above FL150.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

CHITA 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 | — | — | 176 (168.8) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | FAROL | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 003 | TF | COSTA | — | 126 (119.1) | -7.2 | 5.9 | — | — | — | — | RNAV1 |
| 004 | TF | LAURA | — | 105 (097.9) | -7.2 | 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 | — | — | 356 (348.8) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | GG600 | — | — | -7.2 | — | L | — | — | — | RNAV1 |
| 003 | TF | DELFI | — | 176 (168.8) | -7.2 | 4.2 | — | — | — | — | RNAV1 |
| 004 | TF | COSTA | — | 126 (119.1) | -7.2 | 10.7 | — | — | — | — | RNAV1 |
| 005 | TF | LAURA | — | 105 (097.9) | -7.2 | 22.7 | — | +FL150 | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

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

VAR 8°W(2018)



BOGON TRANSITION

From LAURA at or above FL150, to BOGON.

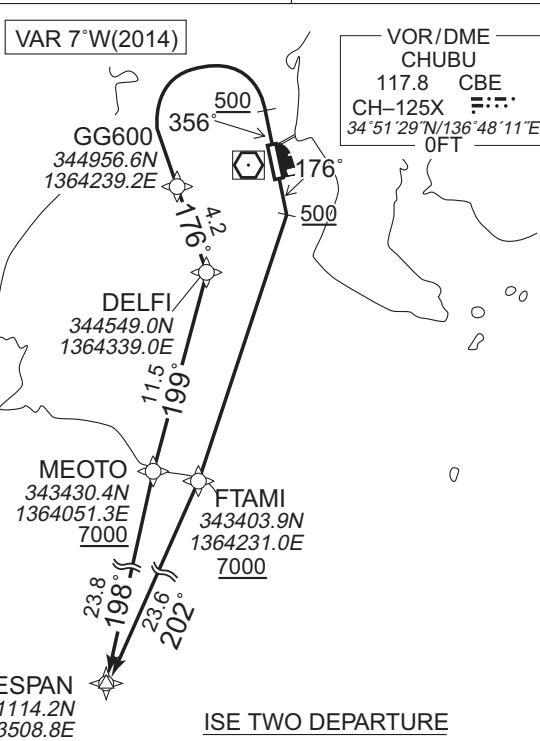
BOGON TRANSITION

| 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 | - | - | -7.6 | - | - | +FL150 | - | - | RNAV1 |
| 002 | TF | BOGON | - | 121 (113.7) | -7.6 | 12.1 | - | - | - | - | RNAV1 |

CHANGE : New PROC

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

| ISE TWO DEPARTURE | | RNAV SID |
|---|---|--|
| | | RNAV 1 |
| Note 1) DME/DME/IRU or GNSS required. *The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required. | |  <p>VAR 7°W(2014)</p> <p>VOR/DME CHUBU 117.8 CBE CH-125X 34°51'29"N/136°48'11"E OFT</p> |
| Critical DME | RWY18 : XMT : 2.0NM from DER – 16.6NM to ESPAN RWY36 : XMT : 1.2NM to 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 TWO DEPARTURE

RWY18 : Climb on HDG176° at or above 500FT, turn right direct to FTAMI at or above 7000FT, to ESPAN.

RWY36 : Climb on HDG356° at or above 500FT, turn left direct to GG600, to DELFI, to MEOTO at or above 7000FT, to ESPAN.

ISE 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 | — | — | 176 (169.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | FTAMI | — | — | -7.2 | — | R | +7000 | — | — | RNAV1 |
| 003 | TF | ESPAÑ | — | 202 (195.0) | -7.2 | 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 | — | — | 356 (349.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | GG600 | — | — | -7.2 | — | L | — | — | — | RNAV1 |
| 003 | TF | DELFI | — | 176 (168.8) | -7.2 | 4.2 | — | — | — | — | RNAV1 |
| 004 | TF | MEOTO | — | 199 (191.5) | -7.2 | 11.5 | — | +7000 | — | — | RNAV1 |
| 005 | TF | ESPAÑ | — | 198 (191.5) | -7.2 | 23.8 | — | — | — | — | RNAV1 |

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 | CUE : 3NM to KEC – KEC KEC : 13NM to KEC – 6NM to KEC |
| | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1. |

VAR 7°W(2014)



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 | ESPAÑ | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | KEC | — | 229 (221.9) | -7.2 | 59.4 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

**MEIJO TWO DEPARTURE**

RWY18 : Climb on HDG176° at or above 500FT, turn right direct to GG800, to DEGNA, to KCC.

RWY36 : Climb on HDG356° at or above 500FT, direct to PONTE, to KCC.

MEIJO 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 | — | — | 176 (169.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | GG800 | — | — | -7.2 | — | R | — | — | — | RNAV1 |
| 003 | TF | DEGNA | — | 356 (348.8) | -7.2 | 5.8 | — | — | — | — | RNAV1 |
| 004 | TF | KCC | — | 038 (030.8) | -7.2 | 22.2 | — | — | — | — | RNAV1 |

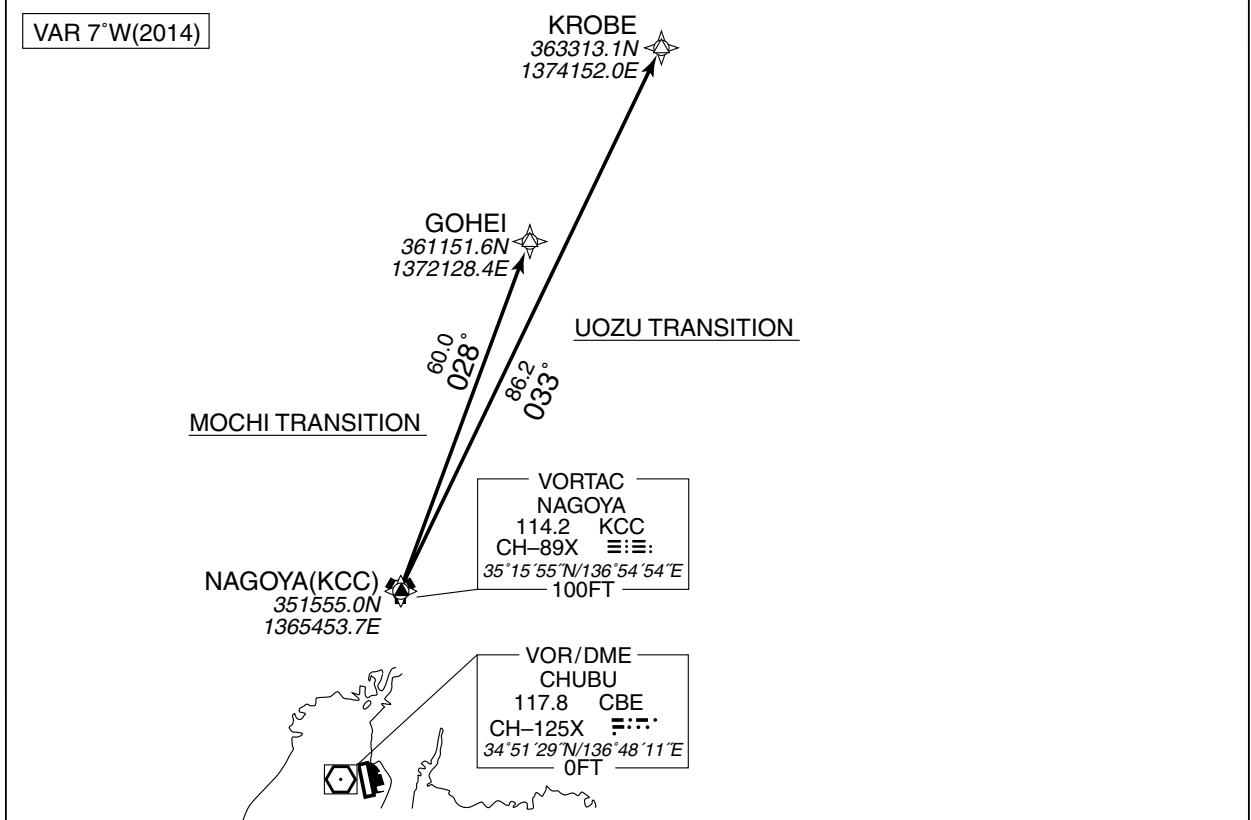
RWY36

| 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 | — | — | 356 (349.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | PONTE | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 003 | TF | KCC | — | 045 (037.7) | -7.2 | 15.1 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

| 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.

From FRS₀ to Kondo 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | KROBE | — | 033 (026.0) | -7.2 | 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | GOHEI | — | 028 (021.0) | -7.2 | 60.0 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

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

OMUI ONE DEPARTURE

RWY18 : Climb on HDG176° at or above 500FT, turn right direct to TITAN, to HIKNE.

RWY36 : Climb on HDG356° 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 ONE 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 | — | — | 176 (169.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | TITAN | — | — | -7.2 | — | R | — | — | — | RNAV1 |
| 003 | TF | HIKNE | — | 317 (309.7) | -7.2 | 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 | — | — | 356 (349.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | VENTO | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 003 | TF | JUNOH | — | 268 (260.7) | -7.2 | 6.6 | — | — | — | — | RNAV1 |
| 004 | TF | HIKNE | — | 314 (306.6) | -7.2 | 27.3 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART -INSTRUMENT

| RJGG / CHUBU CENTRAIR | | RNAV TRANSITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---------------------|--|---------------|--------------------|-----------------|---------------------|---------------|---------------|--------------------|--------------------------|----------------|---------------|--------------|----------------|--------------------------|-----|----|-------|---|---|------|---|---|---|---|---|-------|-----|----|-------|---|-------------|------|------|---|---|---|---|-------|-----|----|-------|---|-------------|------|------|---|---|---|---|-------|
| TANGO TRANSITION / PIONE 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 YME, CUE : HIKNE - 40.0NM to WAKIT TZT : 10.0NM to PIONE - PIONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DME GAP | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TANGO TRANSITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(°T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>IF</td> <td>HIKNE</td> <td>-</td> <td>-</td> <td>-7.2</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>TF</td> <td>YME</td> <td>-</td> <td>293 (286.3)</td> <td>-7.2</td> <td>53.0</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNAV1</td> </tr> </tbody> </table> | | | | | Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification | 001 | IF | HIKNE | - | - | -7.2 | - | - | - | - | - | RNAV1 | 002 | TF | YME | - | 293 (286.3) | -7.2 | 53.0 | - | - | - | - | RNAV1 | | | | | | | | | | | | |
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 001 | IF | HIKNE | - | - | -7.2 | - | - | - | - | - | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 002 | TF | YME | - | 293 (286.3) | -7.2 | 53.0 | - | - | - | - | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PIONE TRANSITION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(°T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>IF</td> <td>HIKNE</td> <td>-</td> <td>-</td> <td>-7.2</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>TF</td> <td>WAKIT</td> <td>-</td> <td>266 (259.0)</td> <td>-7.2</td> <td>62.7</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>PIONE</td> <td>-</td> <td>252 (244.4)</td> <td>-7.2</td> <td>49.8</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>RNAV1</td> </tr> </tbody> </table> | | | | | Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification | 001 | IF | HIKNE | - | - | -7.2 | - | - | - | - | - | RNAV1 | 002 | TF | WAKIT | - | 266 (259.0) | -7.2 | 62.7 | - | - | - | - | RNAV1 | 003 | TF | PIONE | - | 252 (244.4) | -7.2 | 49.8 | - | - | - | - | RNAV1 |
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 001 | IF | HIKNE | - | - | -7.2 | - | - | - | - | - | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 002 | TF | WAKIT | - | 266 (259.0) | -7.2 | 62.7 | - | - | - | - | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 003 | TF | PIONE | - | 252 (244.4) | -7.2 | 49.8 | - | - | - | - | RNAV1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

TOYOTA 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

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

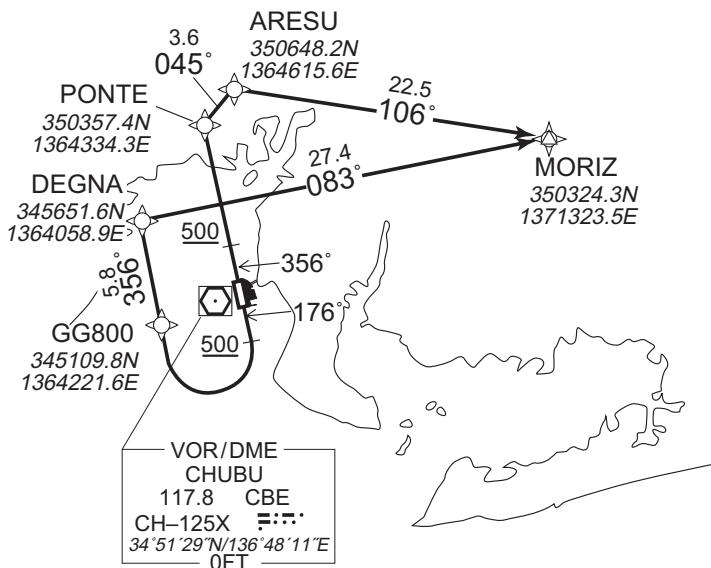
RWY36 : DER – 3.0NM from DER

18.0NM to MORIZ – 14.0NM to MORIZ

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 7°W(2014)

TOYOTA TWO DEPARTURE

TOYOTA TWO DEPARTURE

RWY18 : Climb on HDG176° at or above 500FT, turn right direct to GG800, to DEGNA, to MORIZ.

RWY36 : Climb on HDG356° at or above 500FT, direct to PONTE, to ARESU, to MORIZ.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

TOYOTA 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 | — | — | 176 (169.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | GG800 | — | — | -7.2 | — | R | — | — | — | RNAV1 |
| 003 | TF | DEGNA | — | 356 (348.8) | -7.2 | 5.8 | — | — | — | — | RNAV1 |
| 004 | TF | MORIZ | — | 083 (076.0) | -7.2 | 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 | — | — | 356 (349.0) | -7.2 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | PONTE | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 003 | TF | ARESU | — | 045 (037.7) | -7.2 | 3.6 | — | — | — | — | RNAV1 |
| 004 | TF | MORIZ | — | 106 (098.6) | -7.2 | 22.5 | — | — | — | — | RNAV1 |

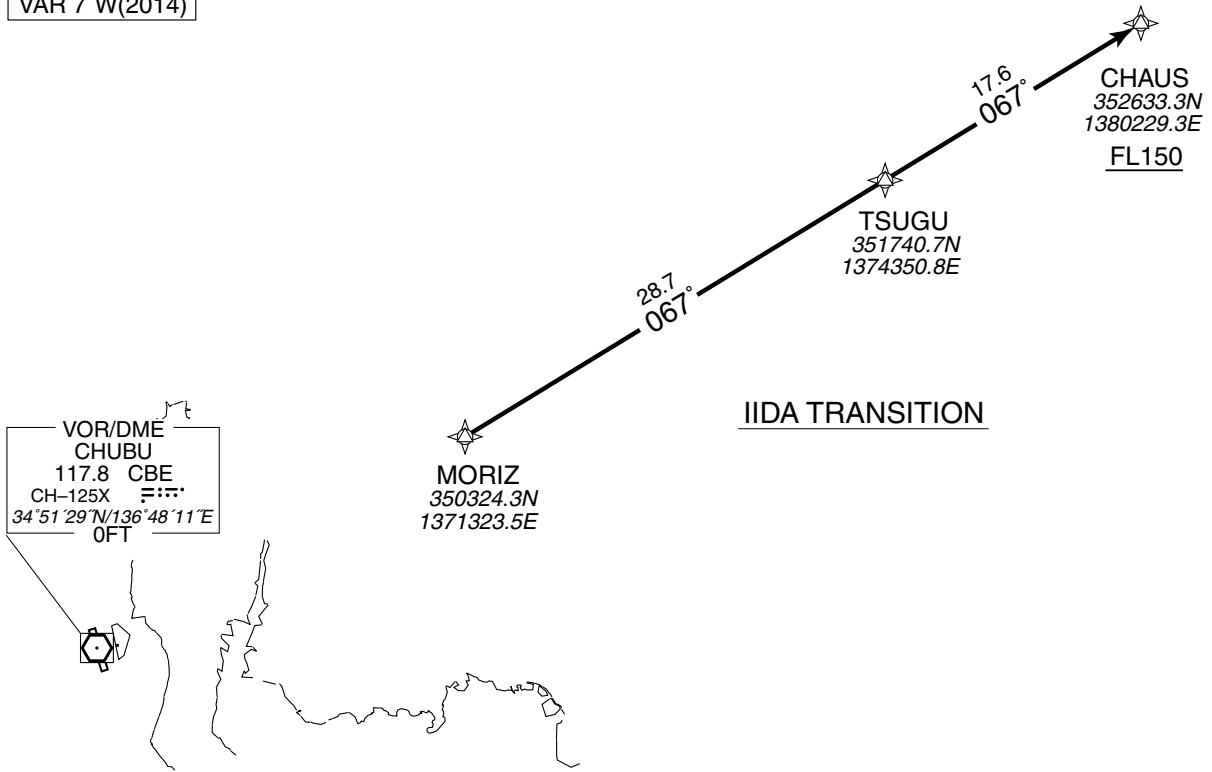
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

| IIDA TRANSITION | | RNAV 1 |
|---|-----------------------|---|
| Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required. | Critical DME | XMT : 3.7NM to TSUGU – TSUGU KCC : MORIZ – TSUGU NJT : 1.6NM to CHAUS – CHAUS |
| | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

VAR 7°W(2014)

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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | TSUGU | — | 067 (060.0) | -7.2 | 28.7 | — | — | — | — | RNAV1 |
| 003 | TF | CHAUS | — | 067 (059.6) | -7.2 | 17.6 | — | +FL150 | — | — | RNAV1 |

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR RWY36

SOUTH ARC ARRIVAL

From over CARDS, via CBE R224, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....
From over CHESS, via CBE R339, 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 R055, turn left, via CBE 21.0DME clockwise ARC, turn right....
From over TRIKE, via CBE R105,turn left ,via CBE 21.0DME clockwise ARC, turn right....
From over BIWWA, via CBE R307, 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 R208 at or above 6000FT, cross CBE R195 at or above 5000FT(when started from CARDS or BIWWA or CHESS).

Cross CBE R124 at or above 5000FT(when started from SWING or SLIDE or TRIKE).

Cross PROBE at or above 4000FT.

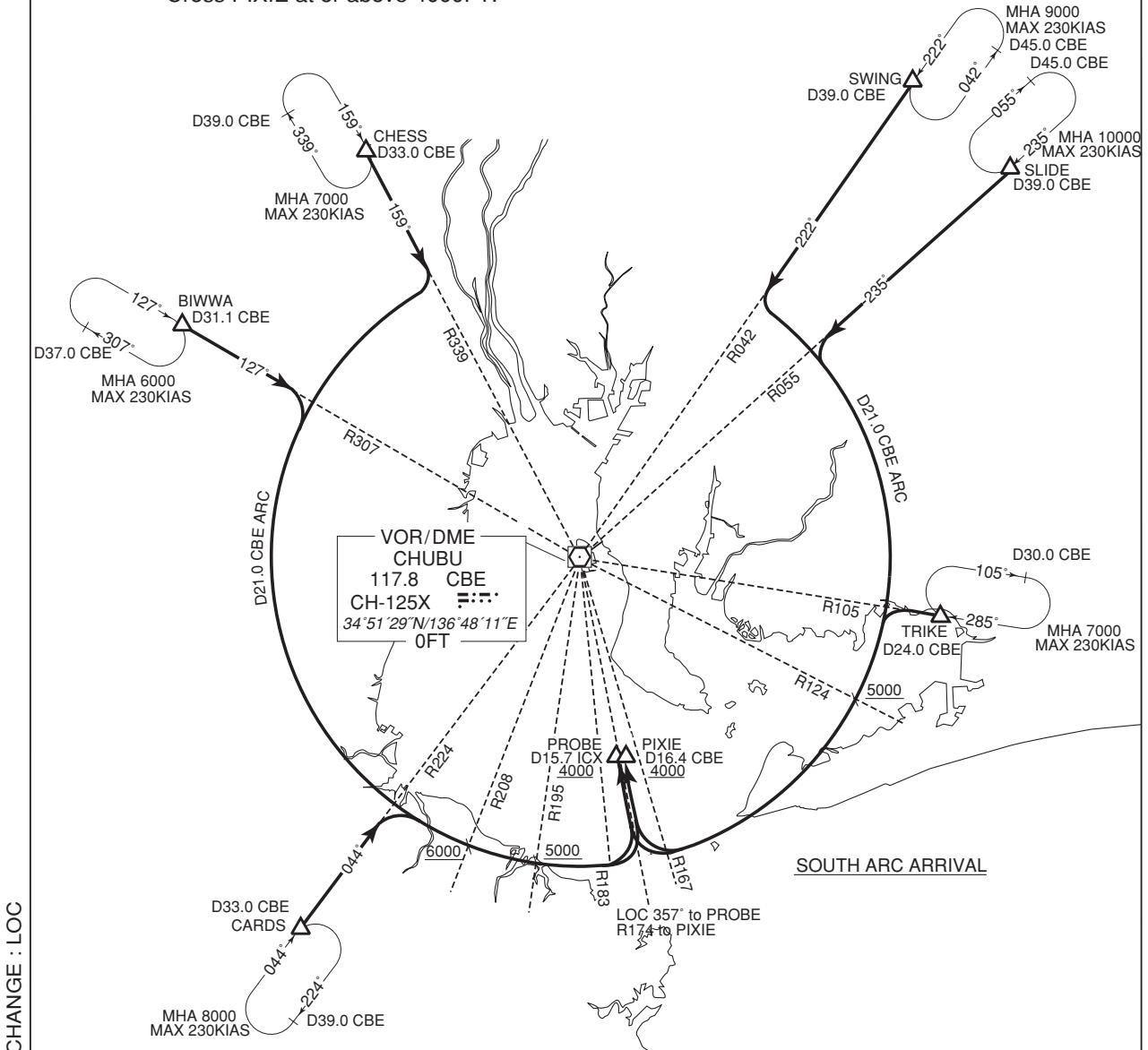
for VOR RWY36:

....to intercept and proceed via CBE R174 to PIXIE.

Cross CBE R208 at or above 6000FT, cross CBE R195 at or above 5000FT(when started from CARDS or BIWWA or CHESS).

Cross CBE R124 at or above 5000FT(when started from SWING or SLIDE or TRIKE).

Cross PIXIE at or above 4000FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR RWY18

NORTH ARC ARRIVAL

From over CARDS, via CBE R224, turn left, via CBE 21.0DME clockwise ARC, turn right....
 From over CHESS, via CBE R339 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 R055 turn right, via CBE 21.0DME counterclockwise ARC, turn left....
 From over TRIKE, via CBE R105 turn right, via CBE 21.0DME counterclockwise ARC, turn left....
 From over BIWWA, via CBE R307 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 R330 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 R357 to POKER.

Cross CBE R330 at or above 6000FT, (when started from CARDS or BIWWA)

Cross CBE R357/18.5DME at or above 4100FT, cross POKER at or above 4000FT.

CHANGE : Correction of misdescription(CBE)



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

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

RNAV 1

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

VAR 8°W(2018)



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

CARDS SOUTH ARRIVAL

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

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

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

CHESS SOUTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

SWING SOUTH ARRIVAL

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

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

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

SLIDE SOUTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

OLTOM SOUTH ARRIVAL

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

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

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

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

STANDARD ARRIVAL CHART -INSTRUMENT

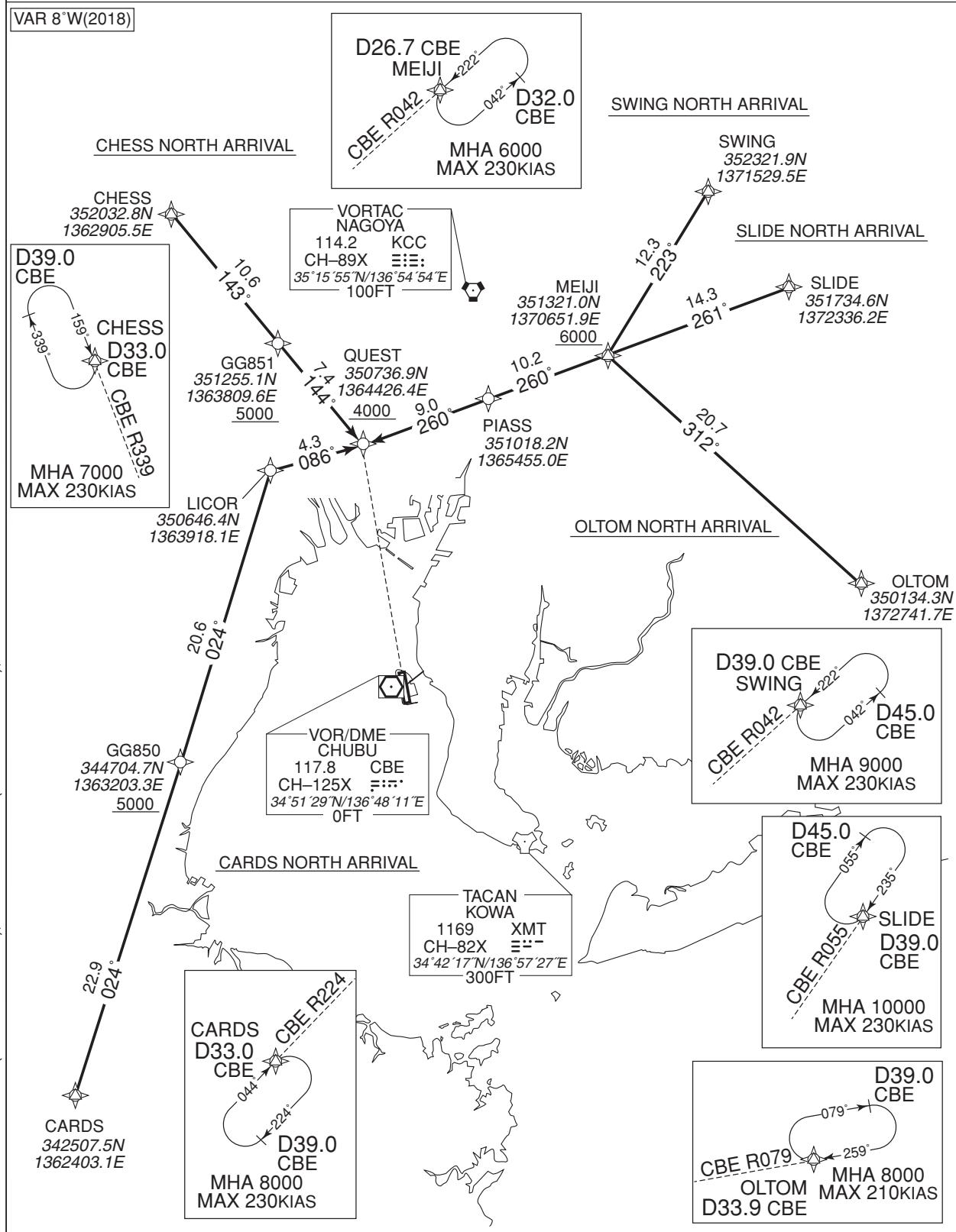
RJGG / CHUBU CENTRAIR

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

RNAV STAR RWY18

RNAV 1

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



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS NORTH ARRIVAL

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

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

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

CHESS NORTH ARRIVAL

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

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

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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

SWING NORTH ARRIVAL

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

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

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

SLIDE NORTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

OLTOM NORTH ARRIVAL

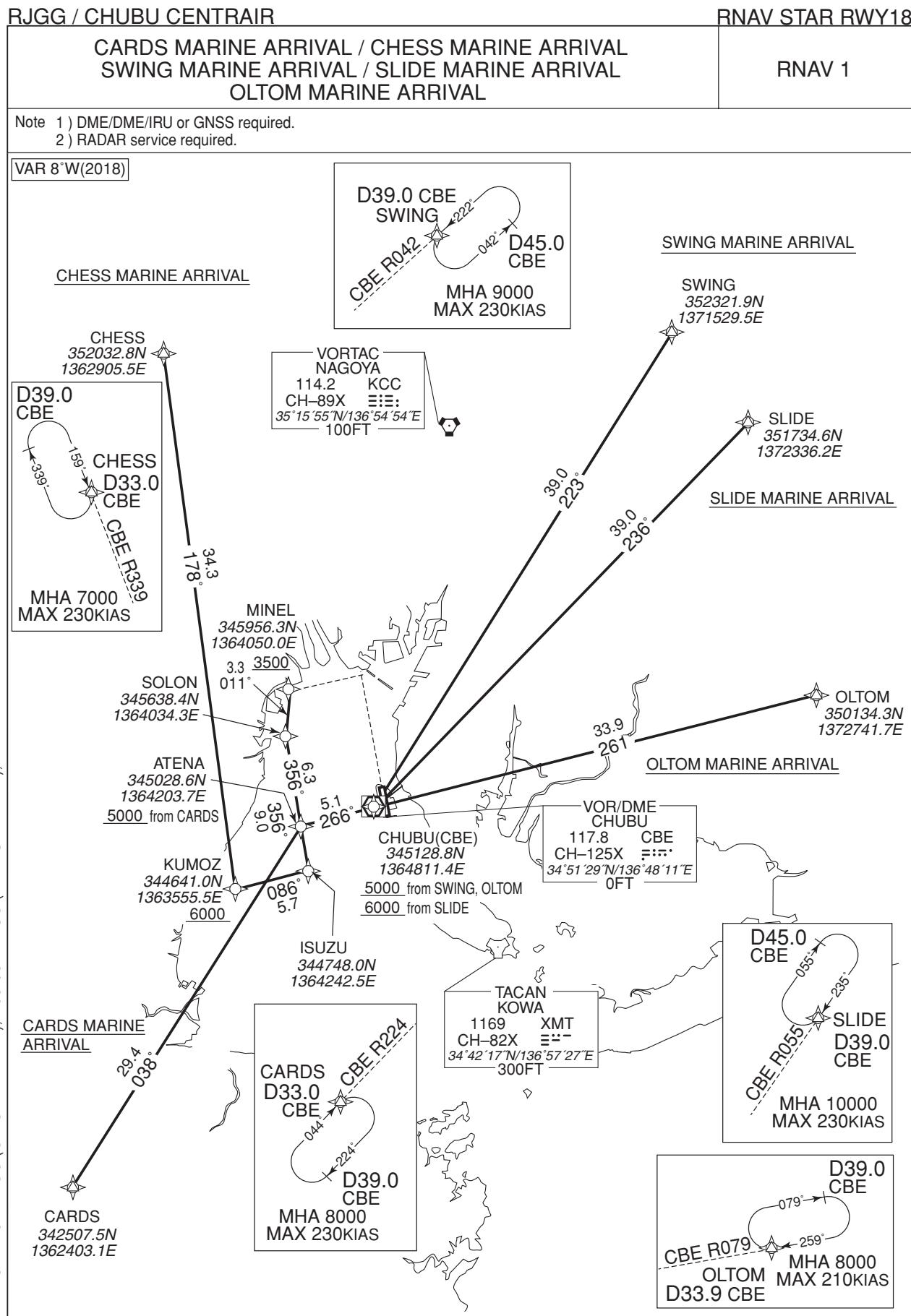
From OLTOM, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 4000FT.

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

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

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

STANDARD ARRIVAL CHART -INSTRUMENT



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS MARINE ARRIVAL

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

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

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

CHESS MARINE ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

SWING MARINE ARRIVAL

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

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

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

SLIDE MARINE ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

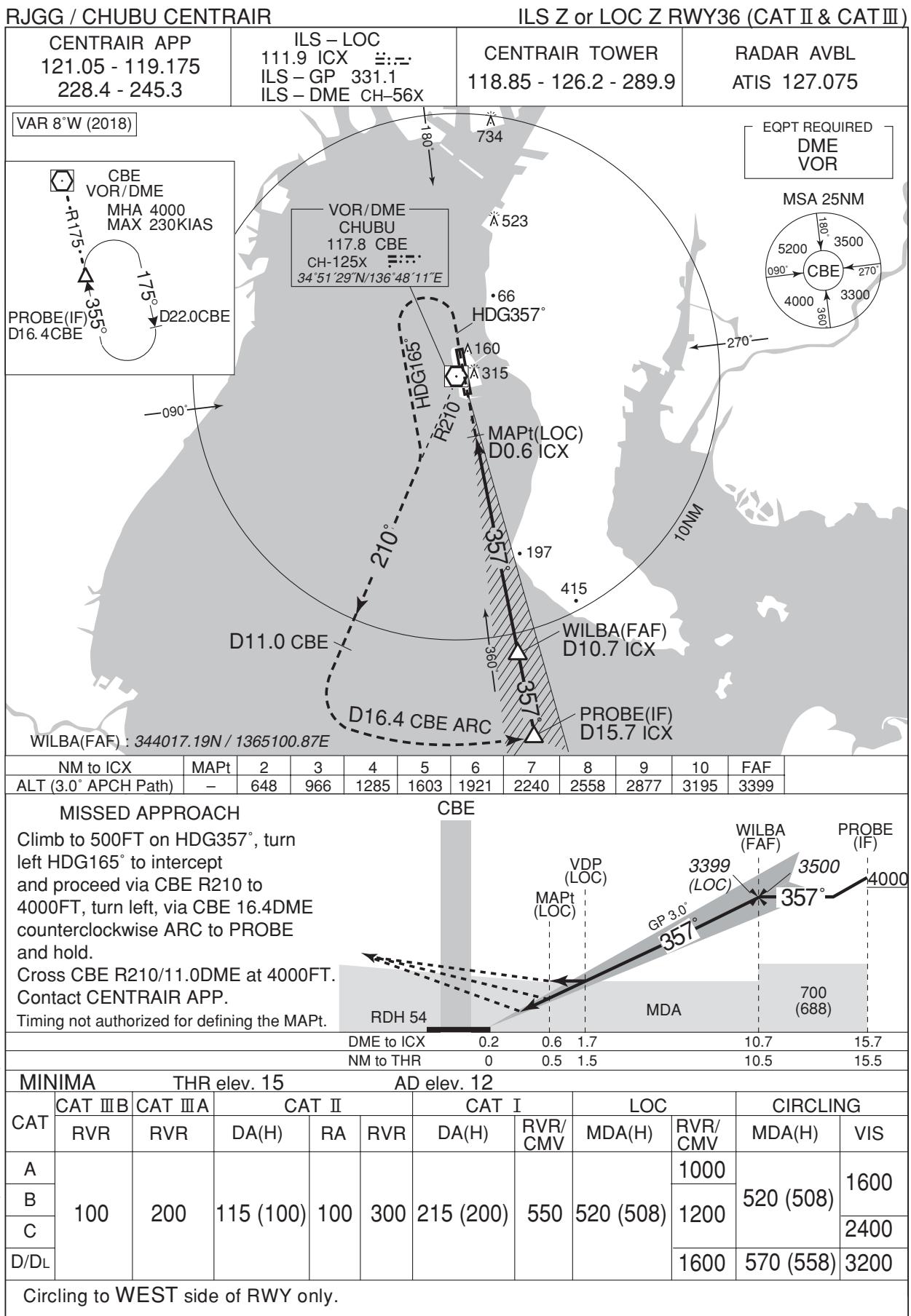
OLTOM MARINE ARRIVAL

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

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

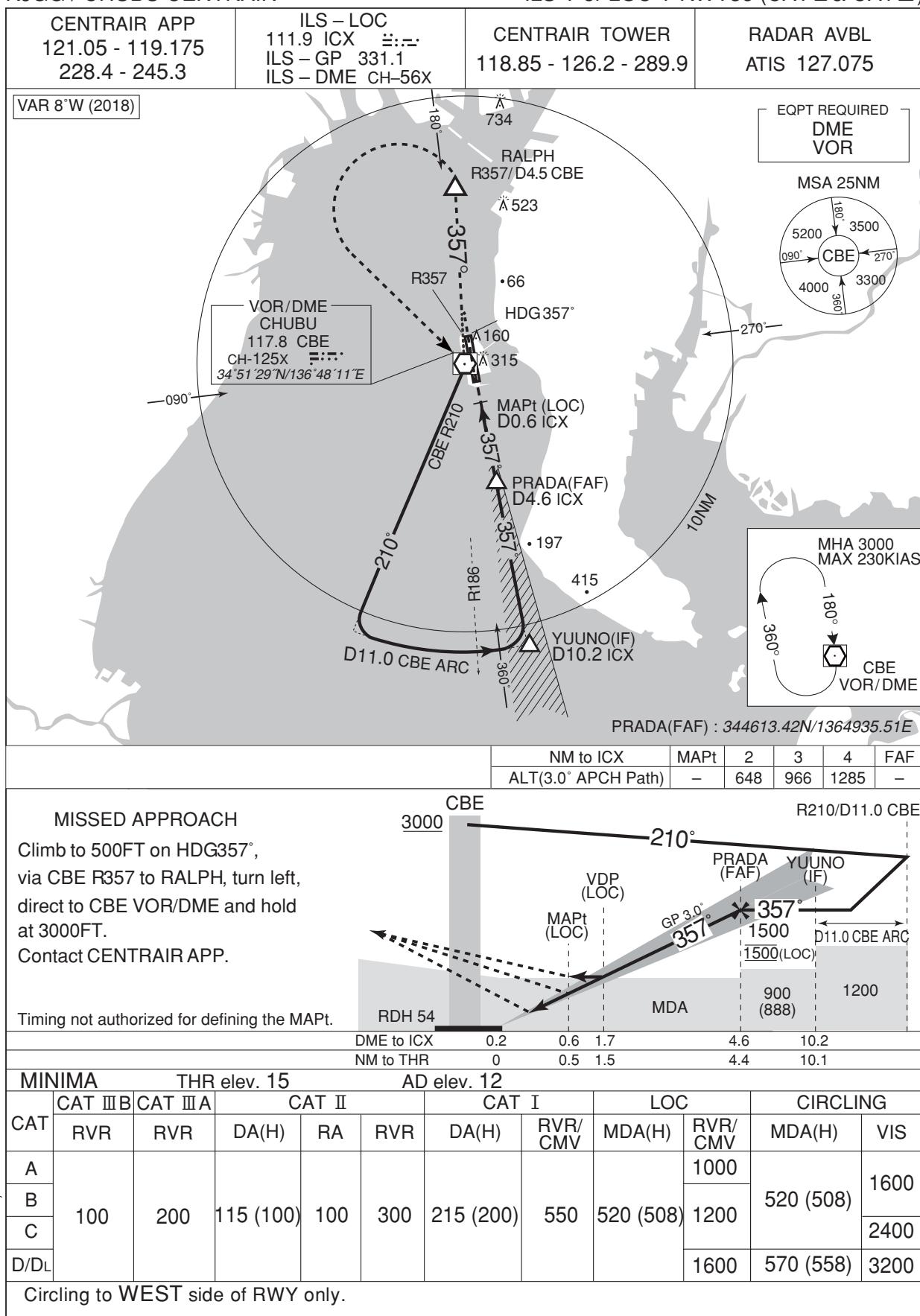
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|-----------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

INSTRUMENT APPROACH CHART

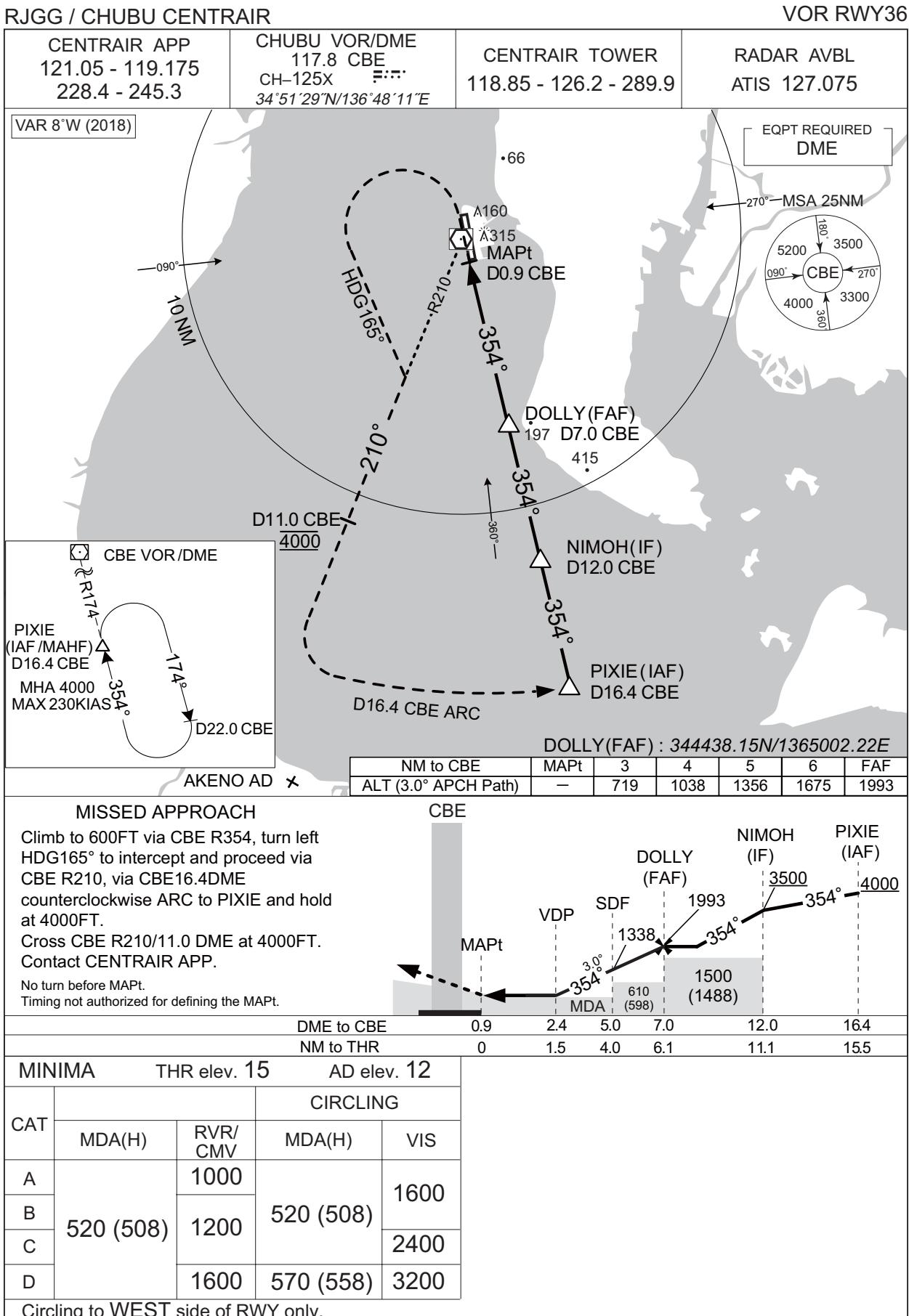


INSTRUMENT APPROACH CHART

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



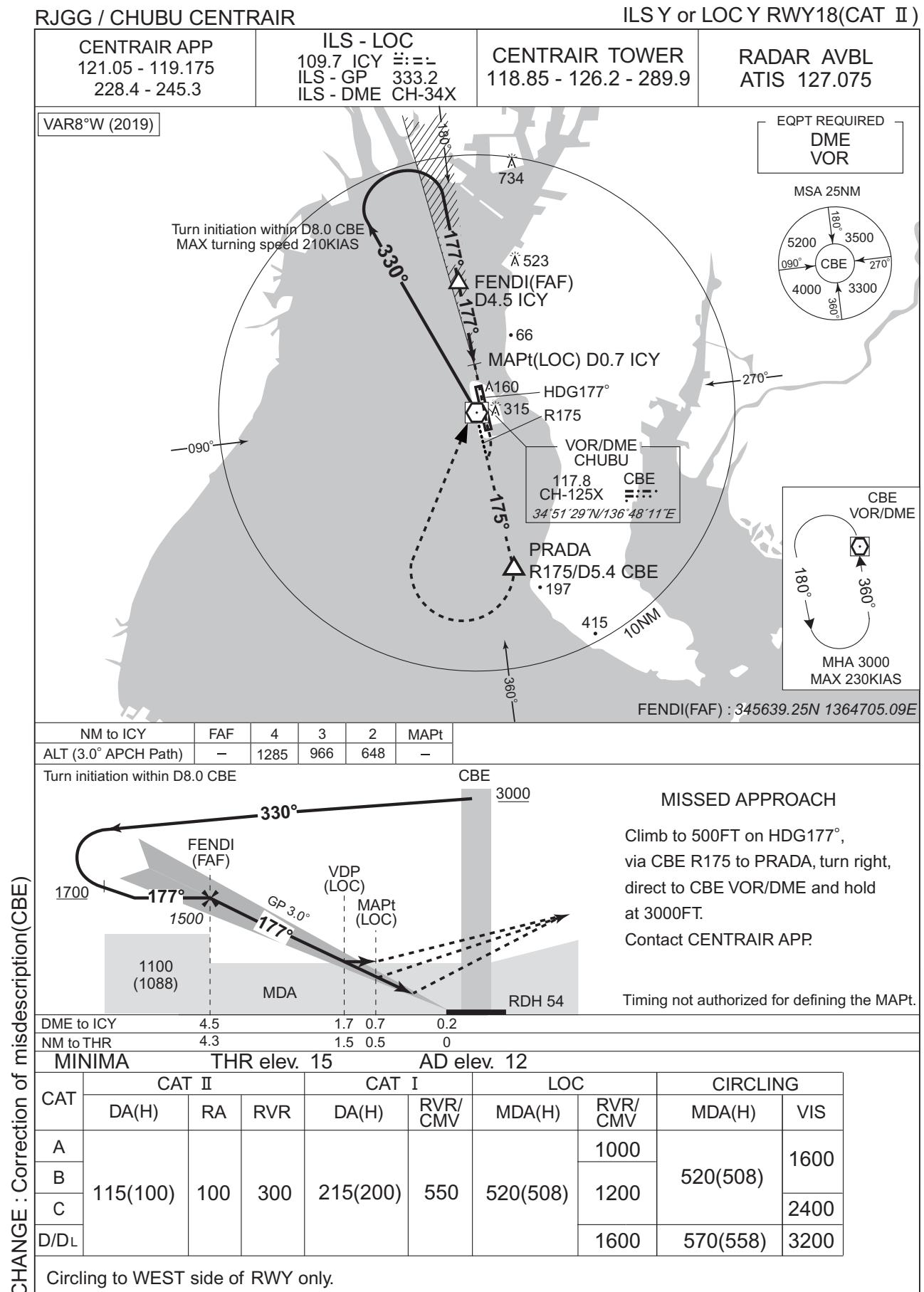
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

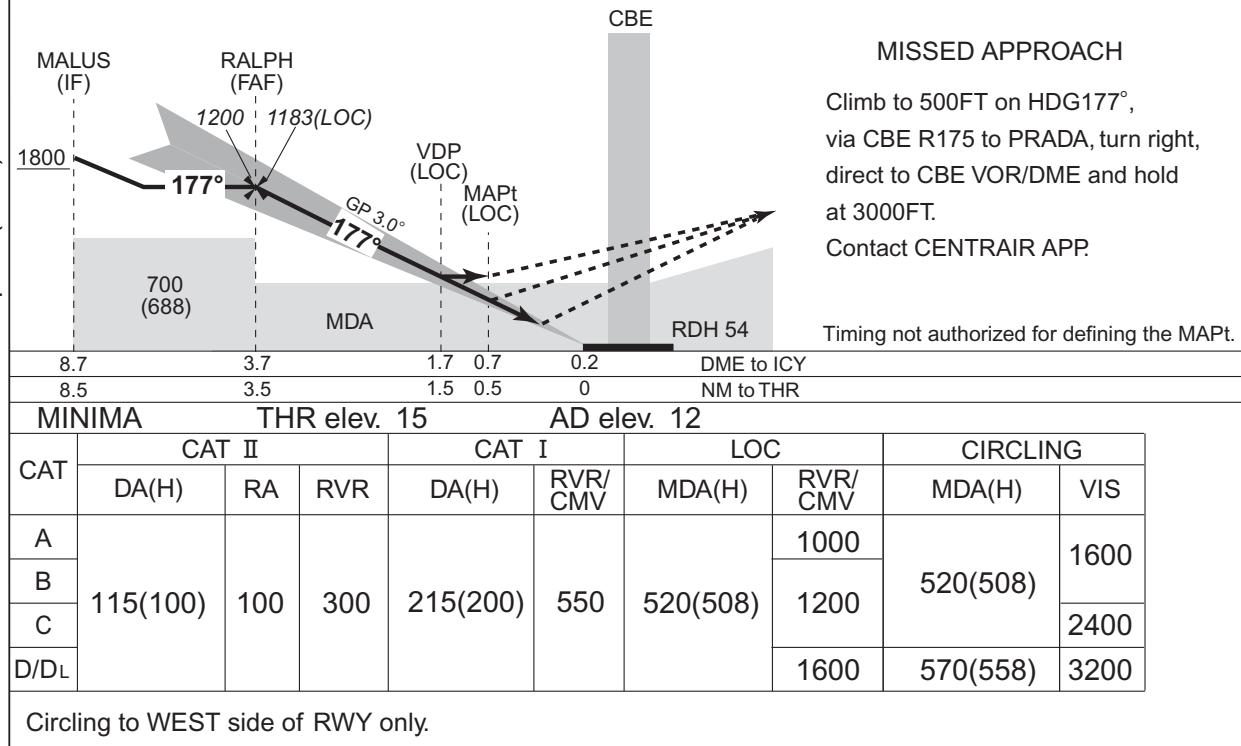
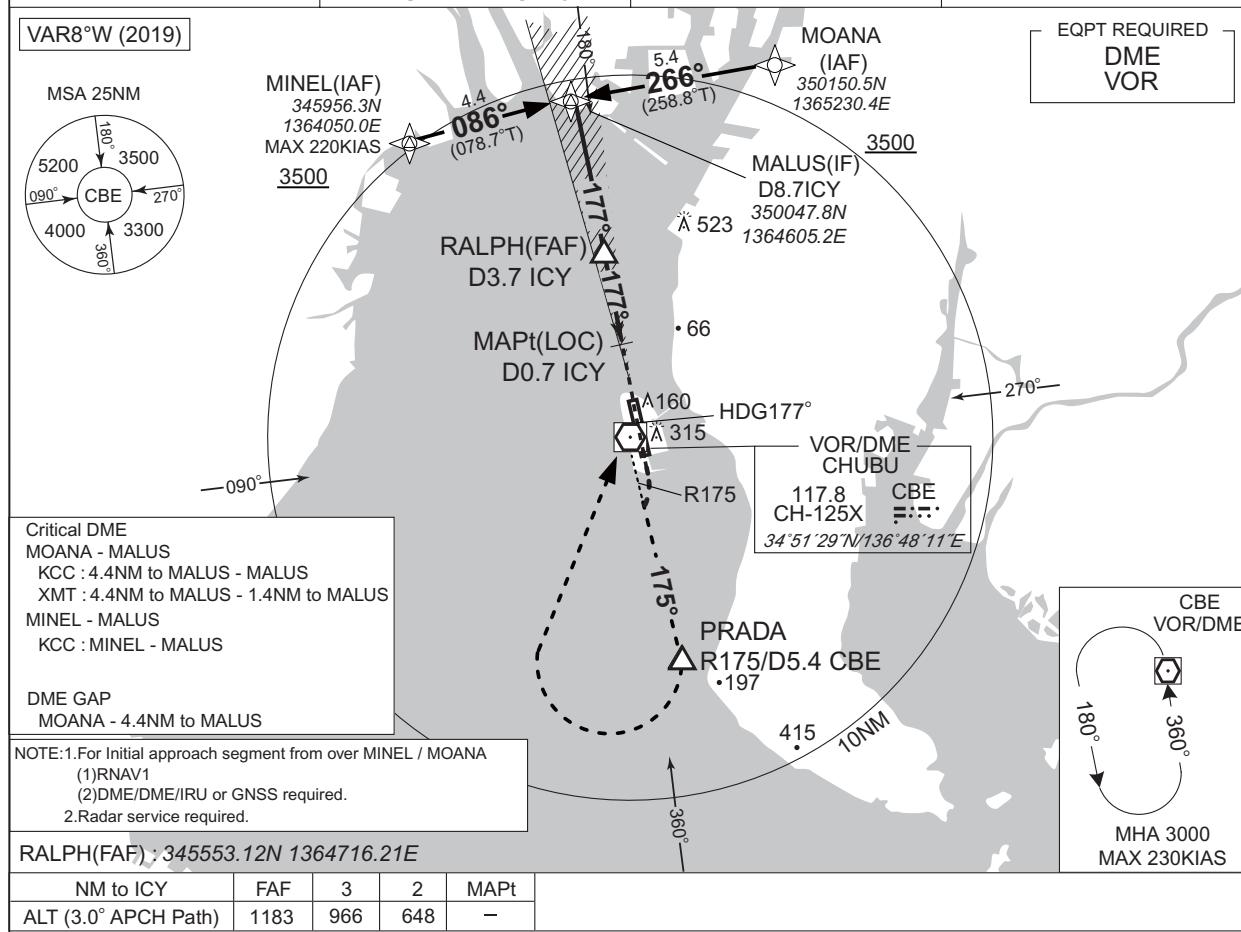


INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS X or LOC X RWY18(CAT II)

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



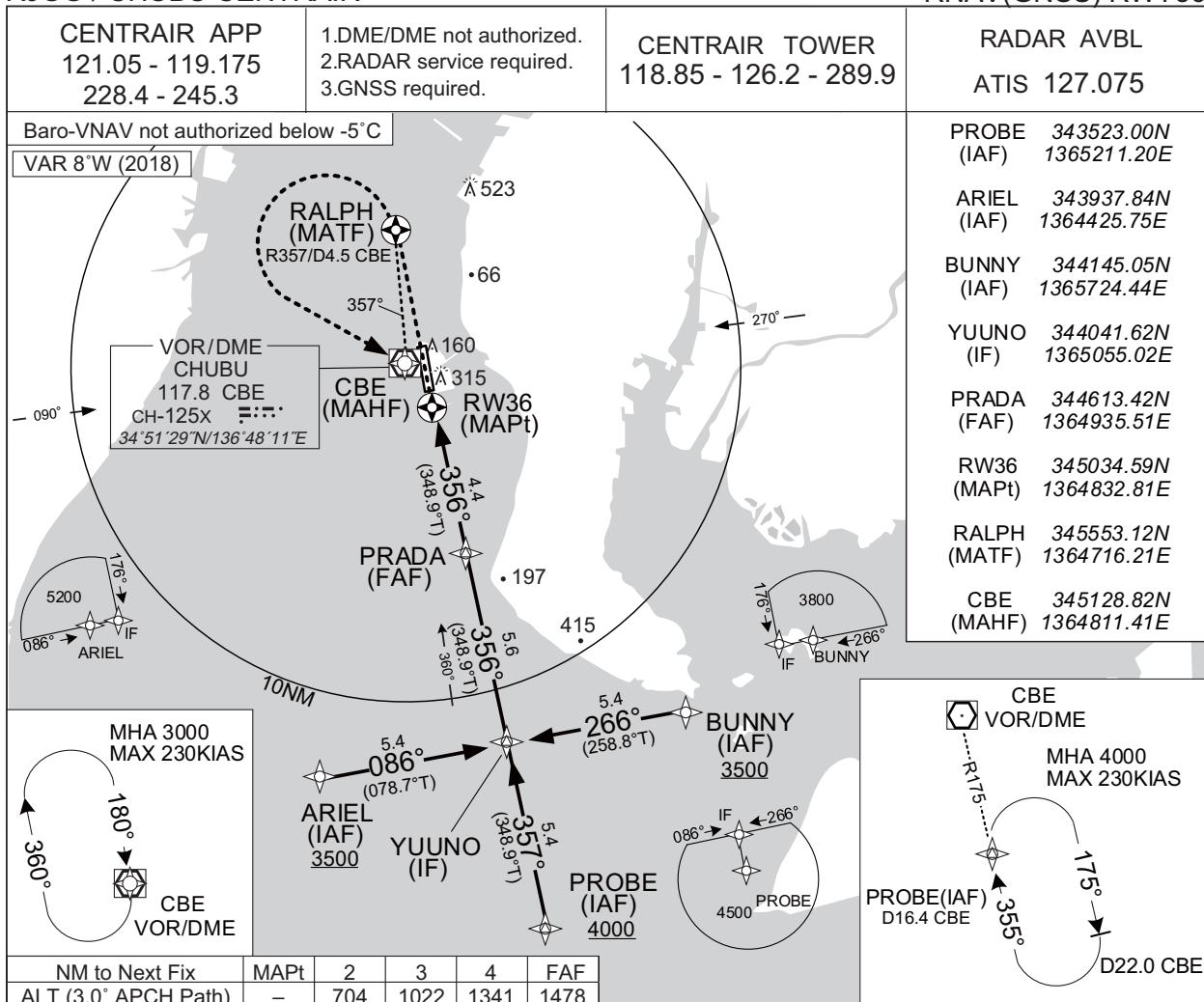
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

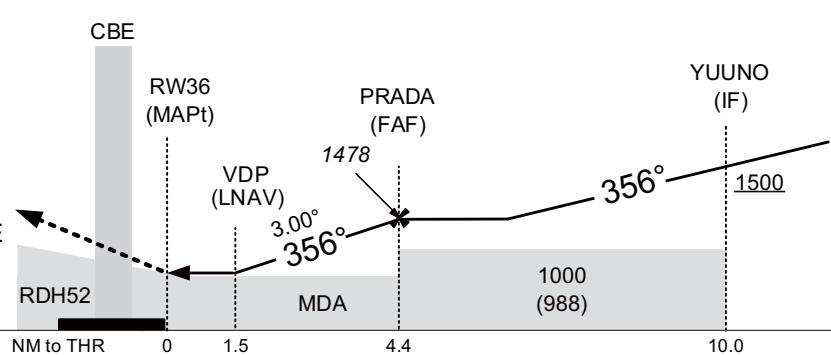
→ RNAV(GNSS) RWY36



MISSIED APPROACH

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

(For using VOR/DME)
Climb via CBE R357 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 | | LNAV | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | | 1000 | | 1000 | | |
| B | | | | | 520 (508) | 1600 |
| C | 520 (505) | 1200 | 520 (508) | 1200 | | 2400 |
| D | | 1600 | | 1600 | 570 (558) | 3200 |

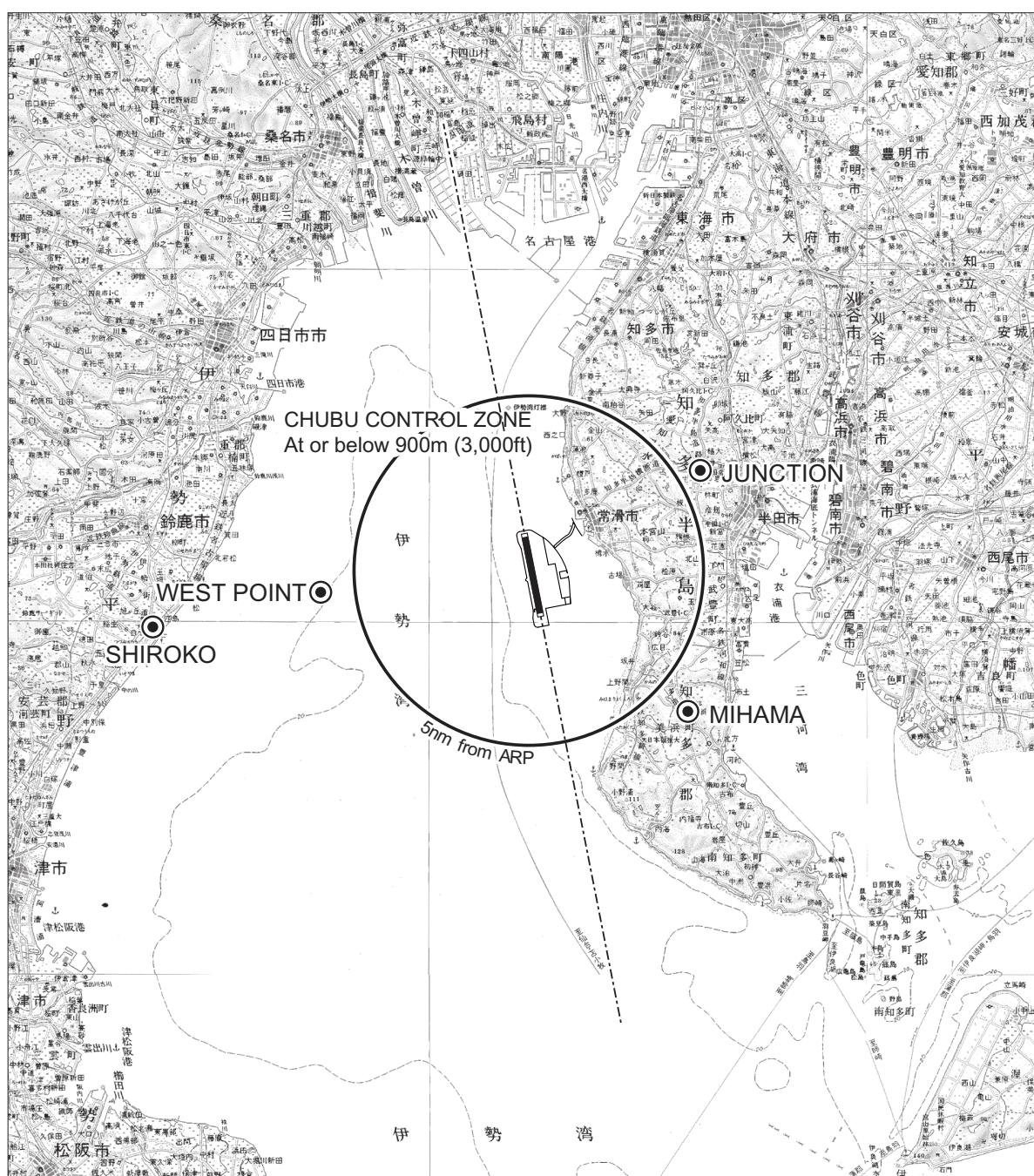
Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART



RJGG / CHUBU CENTRAIR

Visual REP



CHANGE : Update

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

RJGG / CHUBU CENTRAIR

LDG CHART



RJGG / CHUBU CENTRAIR

Minimum Vectoring Altitude CHART

VAR 7°W (2009)



- ① 2000
- 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