

## 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 / 32°C(2016-2020)
4	Geoid undulation at AD ELEV PSN	125ft
5	MAG VAR/ Annual change	7°W(2021) / Annual Change 4.2'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: <a href="https://www.centrair.jp">https://www.centrair.jp</a>
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

### RJGG AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	Nil
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	<p>Apron:  From aircraft stand NR 1 to 9, from NR 101 to 119, from NR 201 to 206  Surface: cement-concrete, Strength: PCN 87/R/B/X/T  From aircraft stand NR 10 to 25, from NR 71 to 75, from NR 301 to 306, from NR 401 to 408, from NR 501 to 508, 601E, 601W  Surface: cement-concrete, Strength: PCN 101/R/B/X/T  From aircraft stand NR 76 to 80  Surface: cement-concrete, Strength: PCN 74/R/B/X/T  Aircraft stand taxilane D, D6, D7  Surface: cement-concrete, Strength: PCN 87/R/B/X/T  Aircraft stand taxilane D5, E, E2-E6  Surface: cement-concrete, Strength: PCN 101/R/B/X/T  Aircraft stand taxilane J, K3  Surface: cement-concrete, Strength: PCN 74/R/B/X/T  Aircraft stand taxilane P  Surface: asphalt-concrete, Strength: PCN 95/F/A/X/T</p> <p>Small Aircraft Apron:  From aircraft stand NR N1 to N3, N5, N6  Surface: cement-concrete, Strength: PCN 24/R/B/X/T  Aircraft stand NR N4  Surface: asphalt-concrete, Strength: PCN 53/F/A/X/T  Aircraft stand taxilane N  Surface: asphalt-concrete, Strength: PCN 67/F/A/X/T</p>																																						
2	Taxiway width, surface and strength	<p>TWY A(FM 140m N of A2 to 140m S of A9), B(FM B1 to B3, FM C7 to C10), C(behind aircraft stand NR 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 aircraft stand NR 101 to 117, behind NR 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</p>																																						
3	ACL and elevation	Not available																																						
4	VOR checkpoints	Not available																																						
5	INS checkpoints	<p>Aircraft stand NR</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>1 : 345151.18N 1364844.30E</td><td>21 : 345120.10N 1364851.77E</td></tr> <tr><td>2 : 345149.07N 1364844.57E</td><td>22 : 345117.07N 1364852.49E</td></tr> <tr><td>3 : 345147.16N 1364845.03E</td><td>23 : 345114.69N 1364853.07E</td></tr> <tr><td>4 : 345144.61N 1364845.64E</td><td>24 : 345112.50N 1364853.38E</td></tr> <tr><td>5 : 345142.70N 1364846.10E</td><td>25 : 345110.39N 1364854.01E</td></tr> <tr><td>6 : 345140.79N 1364846.56E</td><td>71 : 345107.56N 1364854.75E</td></tr> <tr><td>7 : 345138.76N 1364847.28E</td><td>72 : 345105.52N 1364854.02E</td></tr> <tr><td>8 : 345135.20N 1364847.81E</td><td>72A: 345104.85N 1364855.17E</td></tr> <tr><td>9 : 345133.13N 1364844.34E</td><td>73 : 345104.31N 1364854.80E</td></tr> <tr><td>10 : 345132.63N 1364841.27E</td><td>74 : 345102.84N 1364854.65E</td></tr> <tr><td>11 : 345132.16N 1364838.37E</td><td>74A: 345102.49N 1364855.74E</td></tr> <tr><td>12 : 345131.78N 1364836.14E</td><td>75 : 345101.58N 1364855.43E</td></tr> <tr><td>14 : 345127.95N 1364837.03E</td><td>76 : 345100.28N 1364855.67E</td></tr> <tr><td>15 : 345128.38N 1364839.28E</td><td>77 : 345101.27N 1364901.28E</td></tr> <tr><td>16 : 345128.85N 1364842.17E</td><td>78 : 345102.36N 1364859.76E</td></tr> <tr><td>17 : 345129.37N 1364845.36E</td><td>79 : 345103.94N 1364900.64E</td></tr> <tr><td>18 : 345128.45N 1364849.39E</td><td>80 : 345105.03N 1364859.10E</td></tr> <tr><td>19 : 345124.87N 1364850.62E</td><td></td></tr> <tr><td>20 : 345122.49N 1364851.19E</td><td></td></tr> </tbody> </table>	1 : 345151.18N 1364844.30E	21 : 345120.10N 1364851.77E	2 : 345149.07N 1364844.57E	22 : 345117.07N 1364852.49E	3 : 345147.16N 1364845.03E	23 : 345114.69N 1364853.07E	4 : 345144.61N 1364845.64E	24 : 345112.50N 1364853.38E	5 : 345142.70N 1364846.10E	25 : 345110.39N 1364854.01E	6 : 345140.79N 1364846.56E	71 : 345107.56N 1364854.75E	7 : 345138.76N 1364847.28E	72 : 345105.52N 1364854.02E	8 : 345135.20N 1364847.81E	72A: 345104.85N 1364855.17E	9 : 345133.13N 1364844.34E	73 : 345104.31N 1364854.80E	10 : 345132.63N 1364841.27E	74 : 345102.84N 1364854.65E	11 : 345132.16N 1364838.37E	74A: 345102.49N 1364855.74E	12 : 345131.78N 1364836.14E	75 : 345101.58N 1364855.43E	14 : 345127.95N 1364837.03E	76 : 345100.28N 1364855.67E	15 : 345128.38N 1364839.28E	77 : 345101.27N 1364901.28E	16 : 345128.85N 1364842.17E	78 : 345102.36N 1364859.76E	17 : 345129.37N 1364845.36E	79 : 345103.94N 1364900.64E	18 : 345128.45N 1364849.39E	80 : 345105.03N 1364859.10E	19 : 345124.87N 1364850.62E		20 : 345122.49N 1364851.19E	
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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	<p>Aircraft stand ID signs: NR 1 - 12, 14 - 25, 71 - 80, 72A, 74A            Aircraft stand taxi lane: D, D5, D6, D7, E, E2, E3, E4, E5, E6, J, K3, N and P            (See RJGG AD2.24 CHART)</p> <p>Visual docking guidance system: Aircraft stand NR 2 - 12, 14 - 24 (See attachment)</p>
2	RWY and TWY markings and LGT	<p>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</p> <p>TWY: All TWY            (Marking) TWY CL, TWY side stripe            (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign</p> <p>TWY: TWY A1 - A10            (Marking) RWY HLDG PSN, Mandatory instruction marking (A1-A3S, A8N-A10)            (LGT) Stop bar LGT, RWY guard LGT</p> <p>TWY: TWY A6, TWY B BTN B4 and B6N,            TWY C BTN C9 and C10, behind aircraft stand NR 119            (Marking) SFC painted LCA sign and SFC painted direction sign</p>
3	Stop bars	<p>Stop bar LGT : TWY A1 - A10            Stop bar LGT operations are as follows;</p> <ol style="list-style-type: none"> <li>1) Stop bar LGT installed at each taxi-holding position with RWY 18/36.</li> <li>2) Stop bar LGT will be operated when the visibility or the lowest RVR of RWY 18/36 is at or less than 600m.</li> <li>3) Stop bar LGT on TWY A1,A2 and A9,A10 are controlled individually by ATC.</li> <li>4) Stop bar LGT on TWY A3S through A8N are not controlled individually by ATC.</li> <li>5) During the period stop bar LGT are operated, TWY A3S through A8N are not available for the departing aircraft.</li> </ol>
4	Remarks	<p>(Marking) Overrun area, ACFT PRKG PSN, APN TWY CL            (LGT) Apron flood LGT</p>

## Visual Docking Guidance System (VDGS)

### I.SAFEDOCK

#### 1.General

- (1) 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 visual docking guidance 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.

- (5) The following aircraft parking stands are equipped with a visual docking guidance system:

Safedock Type 1 (T1): NR 22-24

Safedock Type 2 (T2): NR 2-12,14-21

#### 2. Safedock Type 1 (T1)

##### 2.1 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.2)

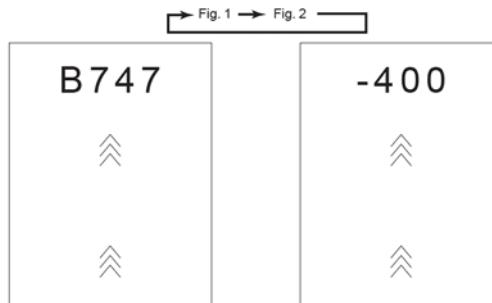


Fig. 1

Fig. 2

- (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.3)

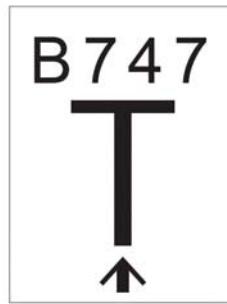


Fig. 3

- (3) At least until the approaching aircraft arrives at a point 15 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 continue displaying "STOP", "ID FAIL". (Fig.4)

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.

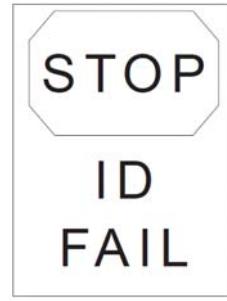


Fig. 4

## 2.2 Spot-in and Lateral Center line Guidance

- (1) When entering an aircraft parking stand 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 decelerate the taxiing speed to avoid overshooting. (Fig.5)

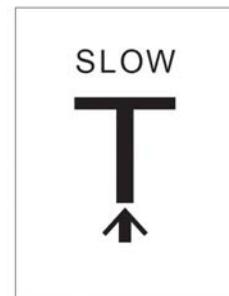


Fig. 5

- (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 the either side indicates the required direction for the aircraft to turn (Fig.6, Fig.7), and numerical value of remaining distance. (Fig.8, Fig.9)

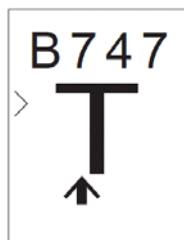


Fig. 6

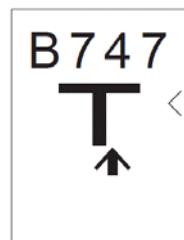


Fig. 7

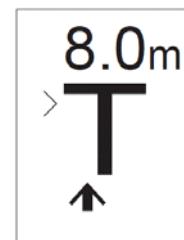


Fig. 8

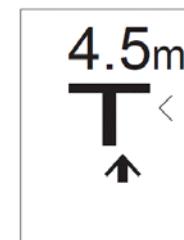


Fig. 9

## 2.3 Stop Guidance

- (1) When the approaching aircraft is within 20 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.10, Fig.11)  
 As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.3 meters.  
 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 countdown is for every 1.0 meters (from 30 to 5 meters to the stopping position) or for every 0.5 meters (from 5 to 2 meters to the stopping position) or for every 0.1 meters (from 2 meters to the stopping position). (Fig.12, Fig.13)

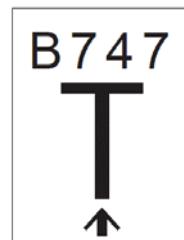


Fig. 10

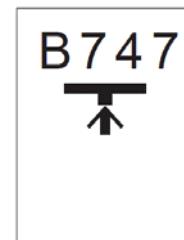


Fig. 11

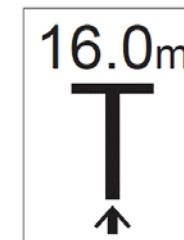


Fig. 12

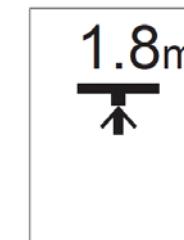


Fig. 13

- (2) When the aircraft reaches the stopping position, a message "STOP" with a red border will be displayed on the screen. (Fig.14)

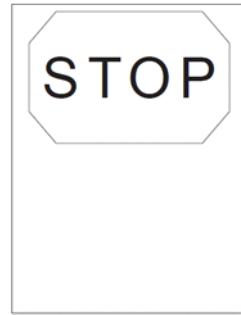


Fig. 14

- (3) When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen in several seconds. (Fig.15)



Fig. 15

- (4) When the operator applies chocks, and switches on "CHOCK ON" switch, a message "CHOCK ON" will be displayed on the screen. (Fig.16)



Fig. 16

- (5) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen. (Fig.17)



Fig. 17

#### 2.4 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.4, Fig.14, Fig.18)



Fig. 18

- (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 will deactivate the floating arrows and show "SLOW". (Fig.19)  
The message will be superseded by the "T" bar as soon as the system detects the approaching aircraft.  
The pilot must not proceed beyond the passenger boarding bridge, unless the "SLOW" message has been superseded by the "T" bar.



Fig. 19

3. Safedock Type 2 (T2)  
 3.1 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.20)

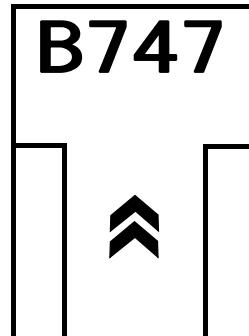


Fig.20

- (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.21)

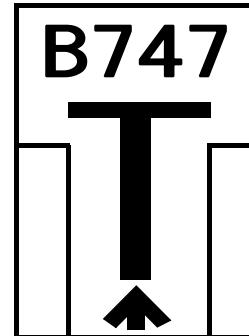


Fig.21

- (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.22, Fig.23, Fig.24)

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.22 → Fig.23 → Fig.24 →

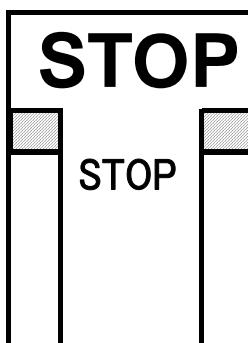


Fig.22

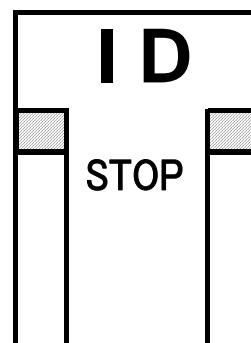


Fig.23

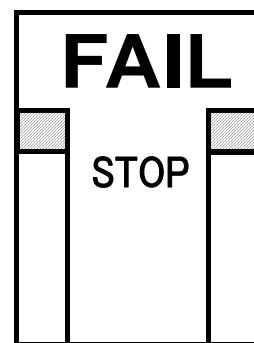


Fig.24

■ 3.2 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.25)

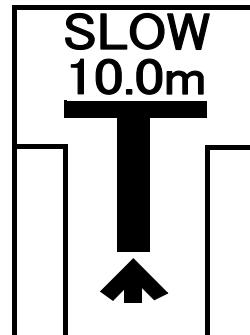


Fig.25

- (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.26, Fig.27)

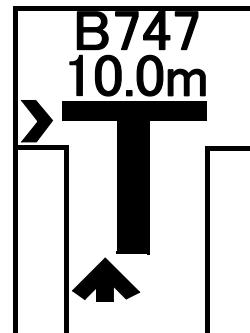


Fig.26

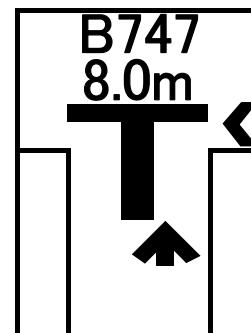


Fig.27

■ 3.3 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 countdown is shown by 1 meter unit between 30 and 2 meters, or by 0.2 meters unit between 2 and 0 meters.

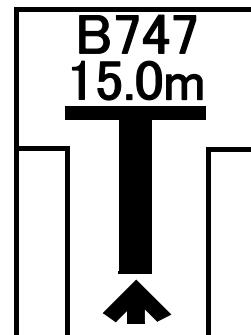


Fig.28

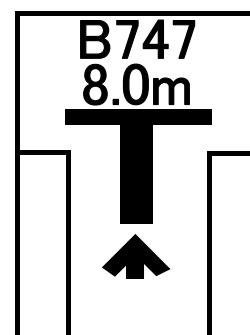


Fig.29

- (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.28, Fig.29)  
As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.5 meters.

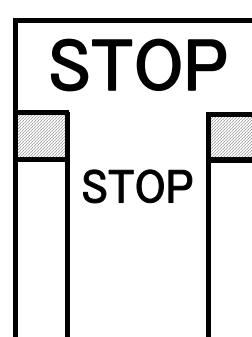


Fig.30

- (4) When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen in several seconds. (Fig.31)

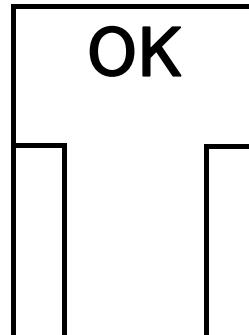


Fig.31

- (5) When the operator applies chocks, and switches on "CHOCK ON" switch, the display screen will display "CHOCK ON". (Fig.32)

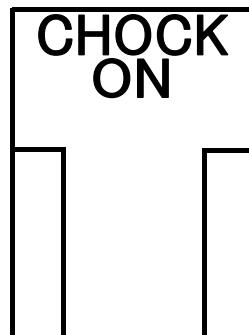


Fig.32

- (6) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen. (Fig.33)

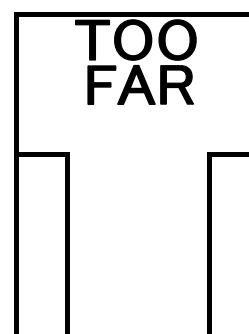


Fig.33

#### 3.4 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.22, Fig.23, Fig.24, Fig.30, Fig.34)

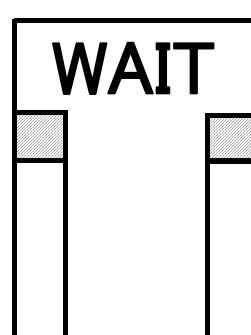


Fig.34

(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.35)

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.

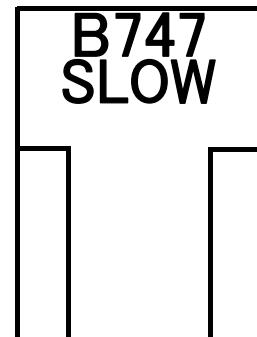


Fig.35

(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.36)

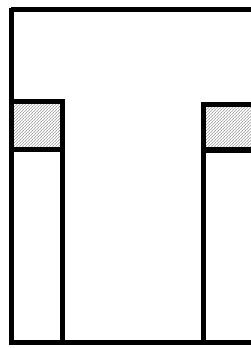


Fig.36

#### 4. 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.37)

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.

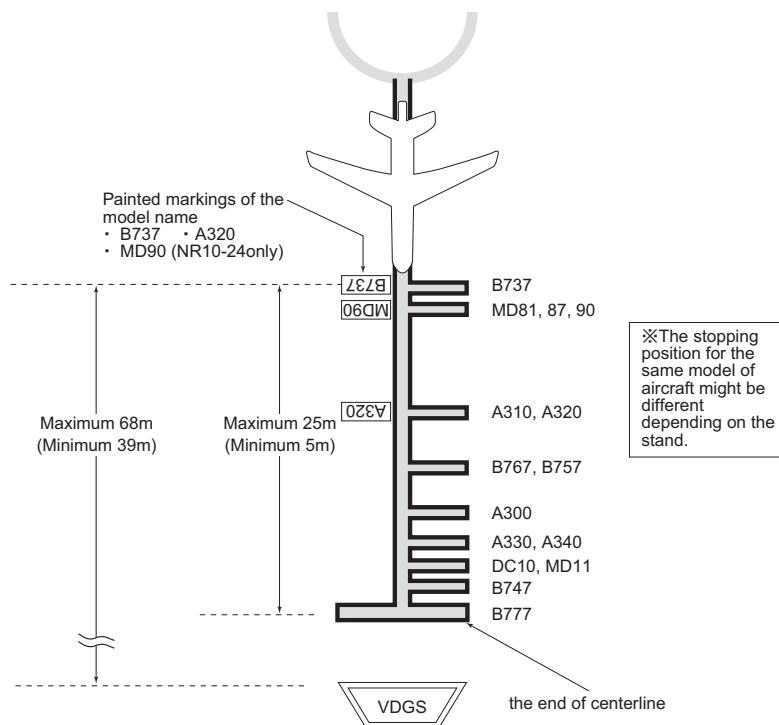


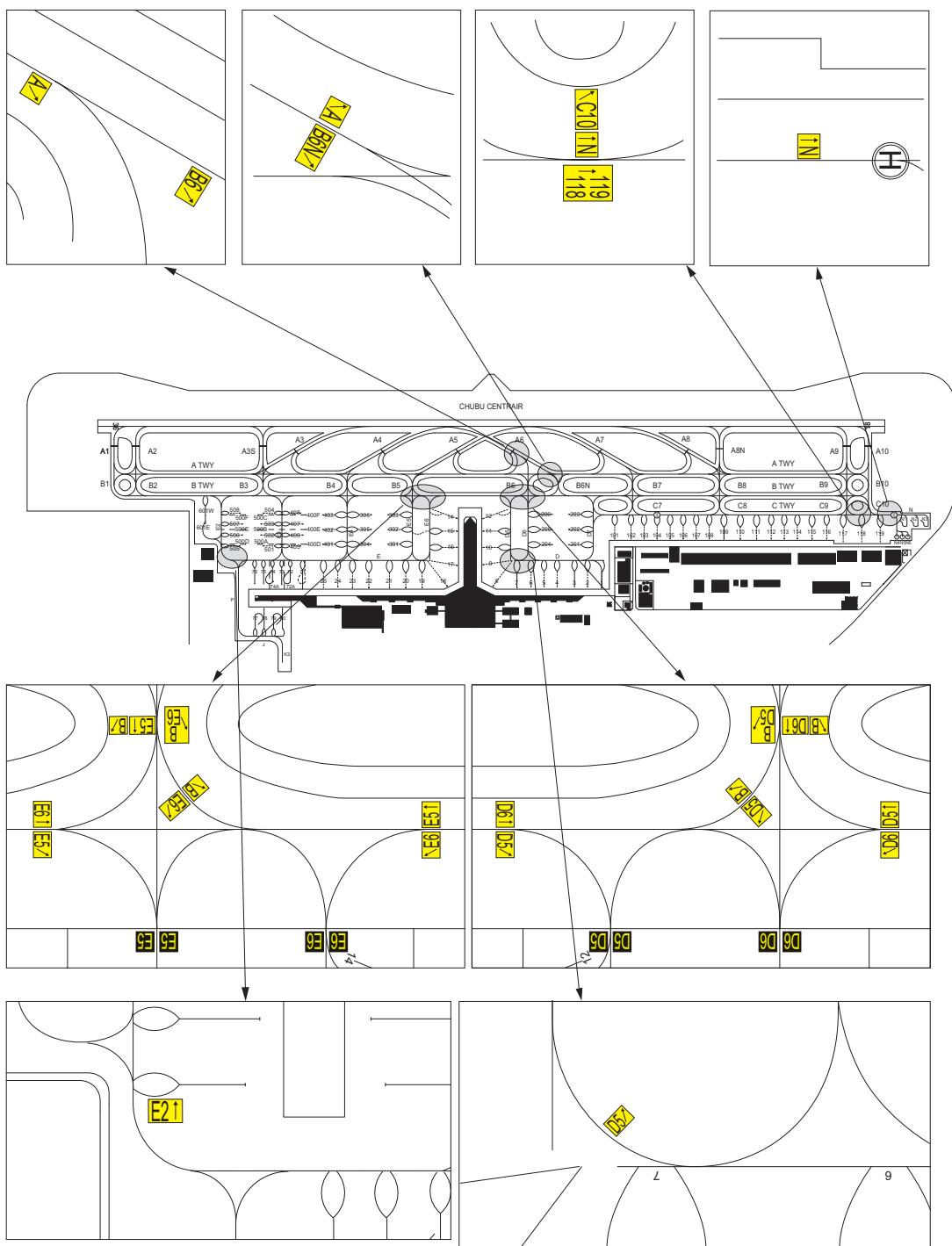
Fig. 37

## Type of Surface Painted Markings

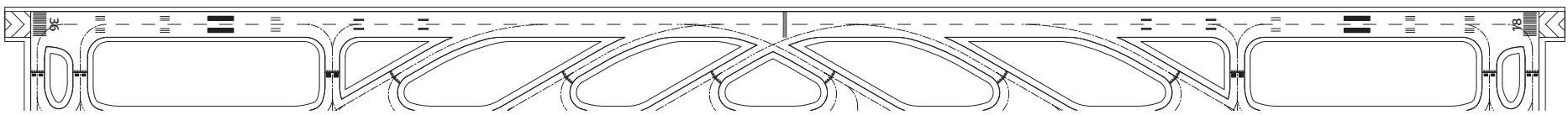
1. Type of Surface Painted Markings
  - Surface Painted Direction Sign
 

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
 

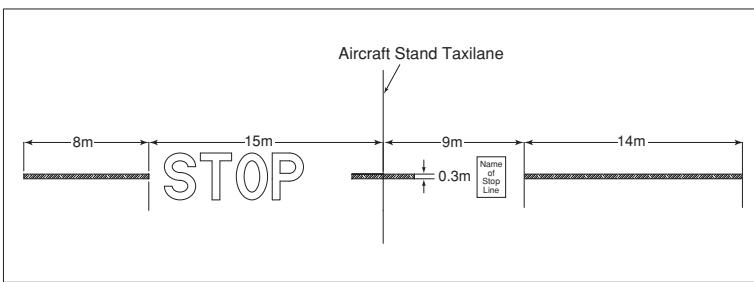
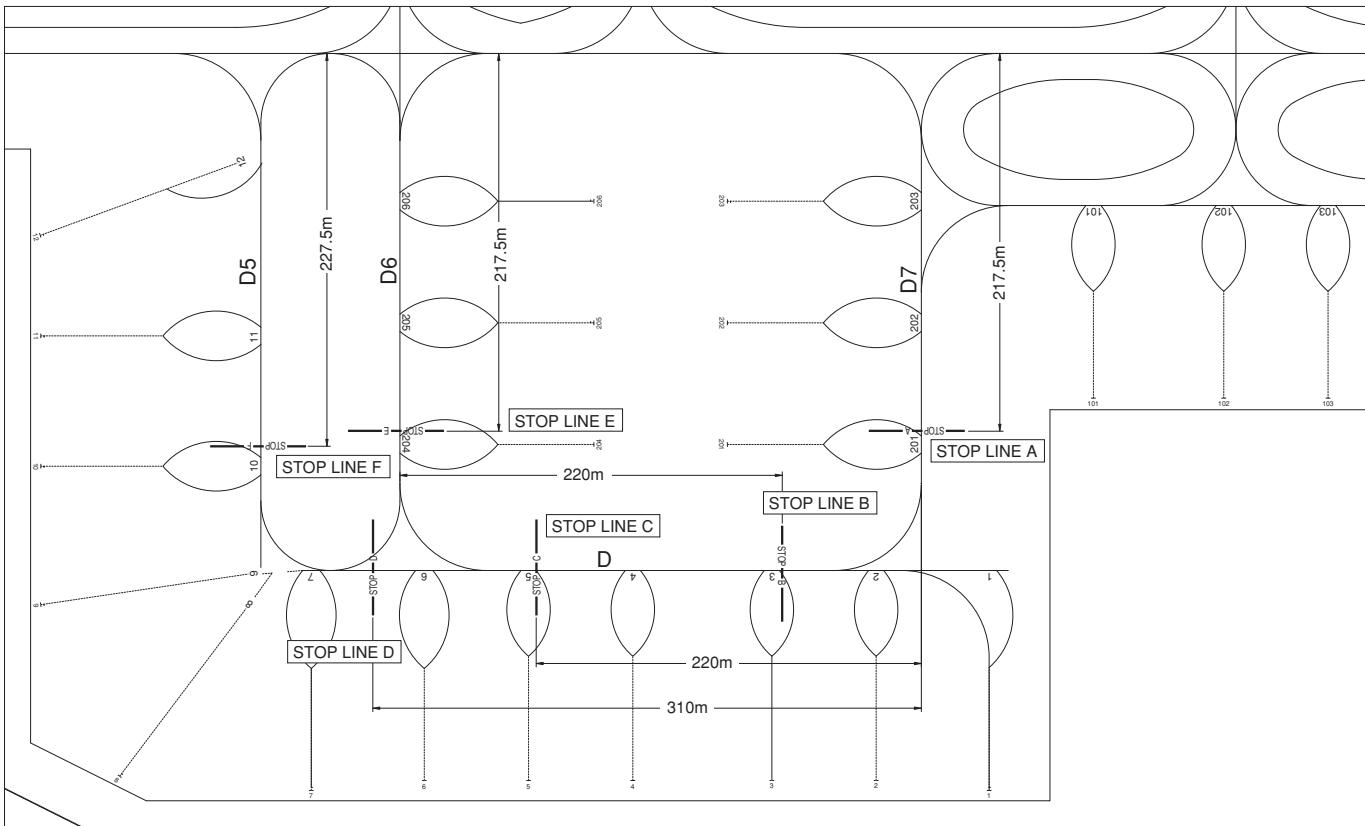
This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and yellow frame.
2. On each of the Taxiway A6, B, B5, B6, C, D5, D6, E5 and E6, surface painted markings are provided(refer attached drawing).



MARKING AIDS

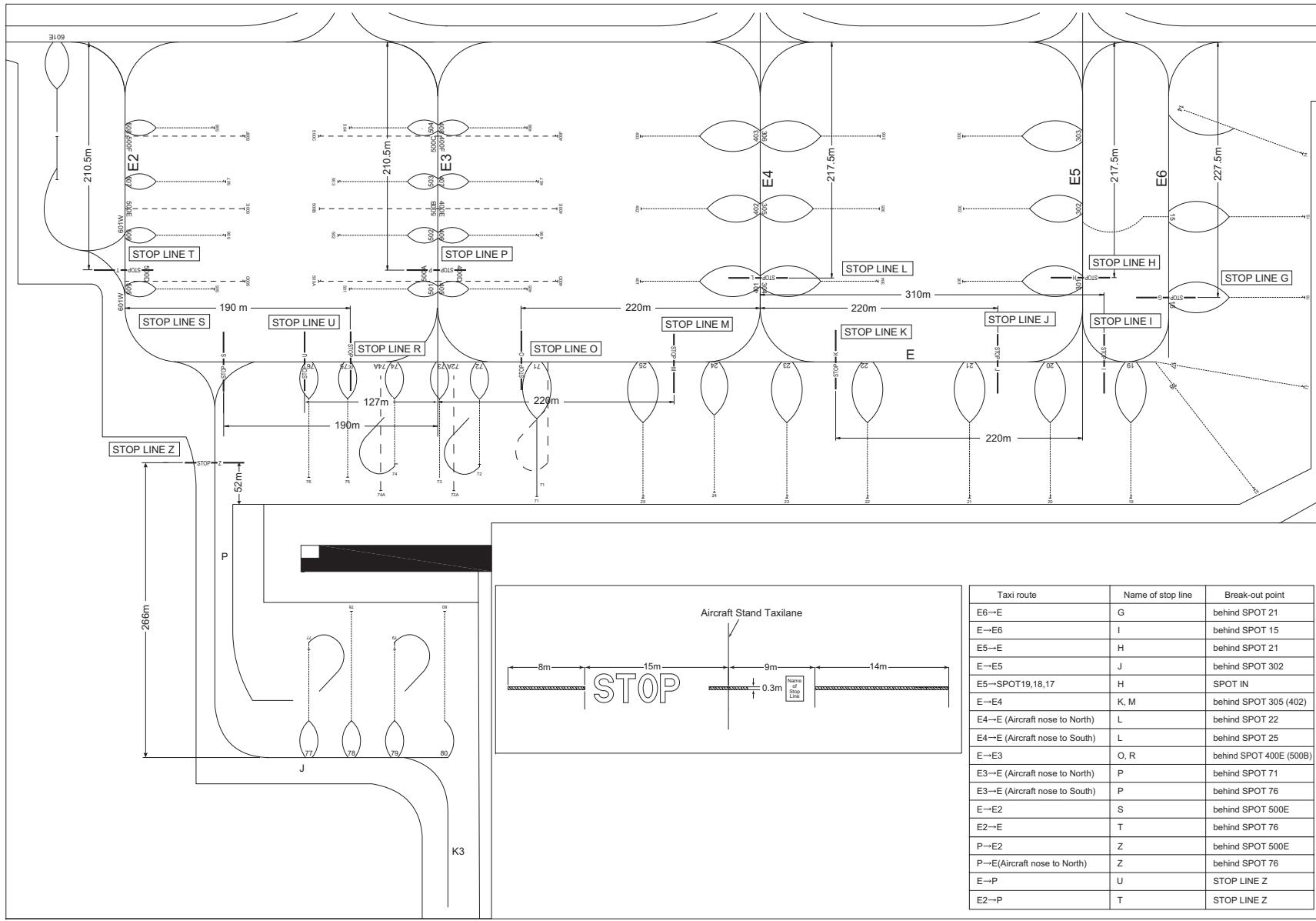


## STOP LINE MARKINGS (NORTH APRON)



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)



**RJGG AD 2.10 AERODROME OBSTACLES**

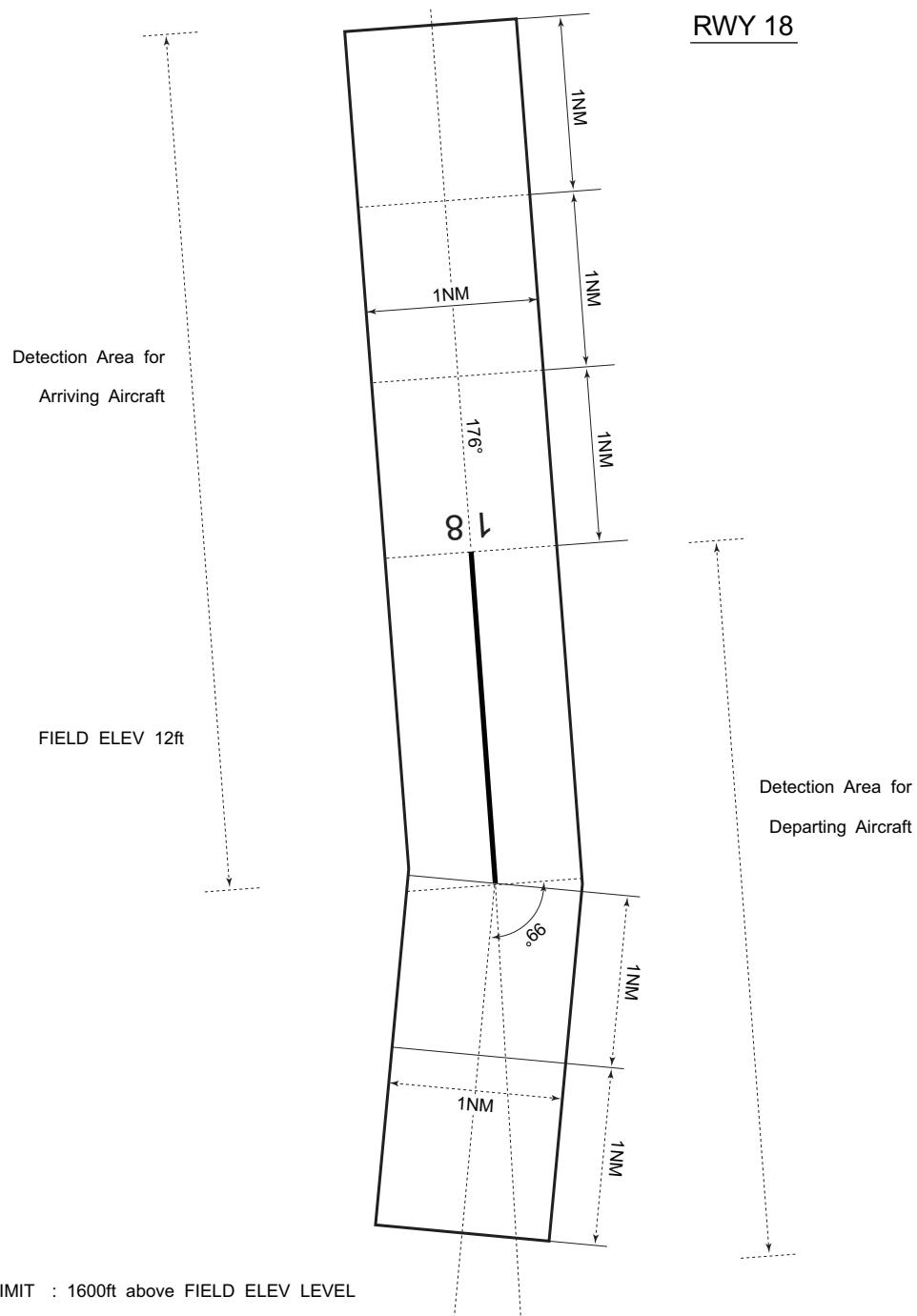
In Area 2 See Obstacle data

In Area 3 To be developed

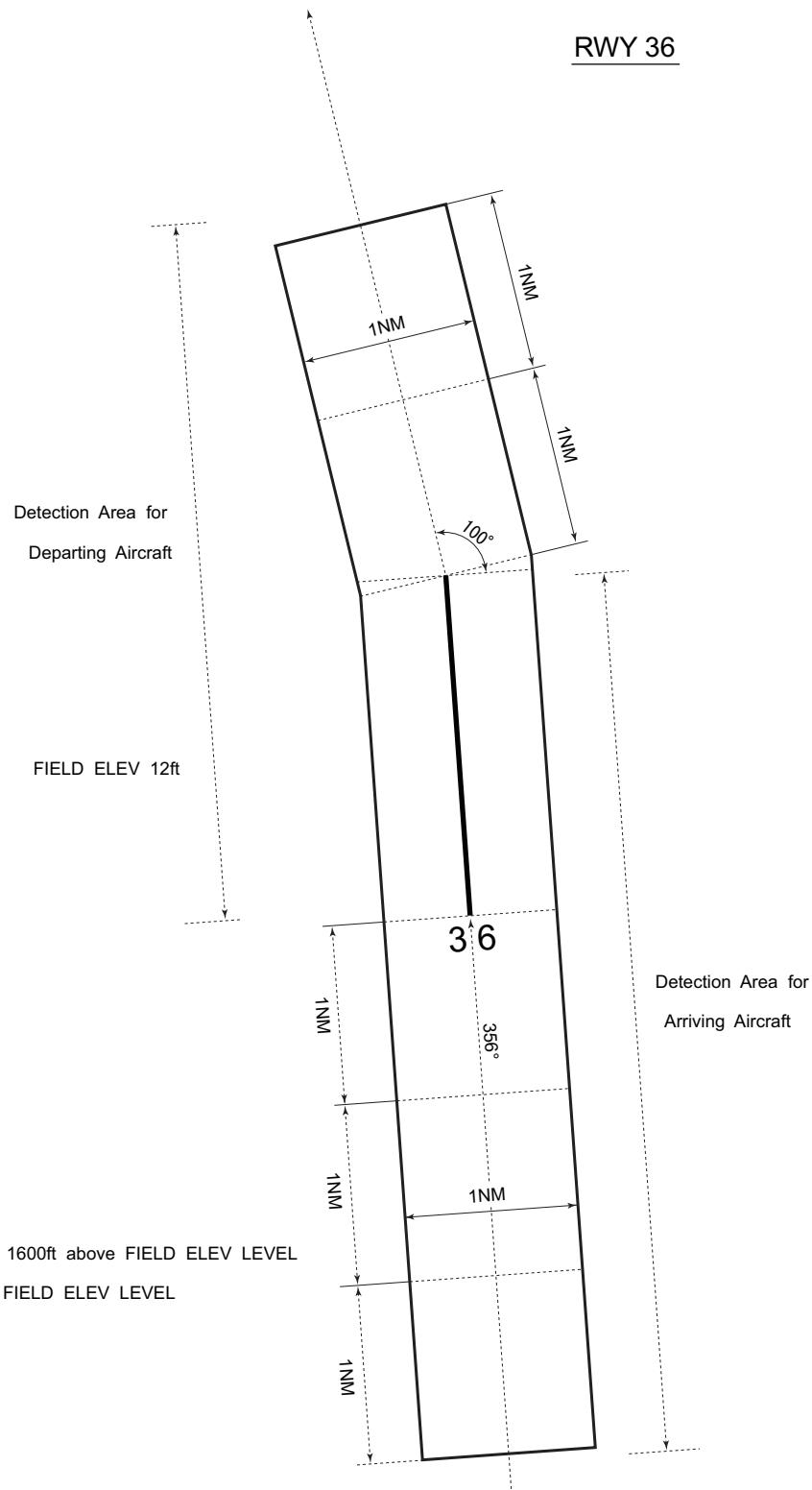
**RJGG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

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 <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2/T<sub>r</sub></sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , 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 ser- vice, etc.)	Nil

Airspace for the advisory service concerning low level wind shear



Airspace for the advisory service  
concerning low level wind shear



### 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			
<b>RWY 18</b>			<b>RWY 36</b>				

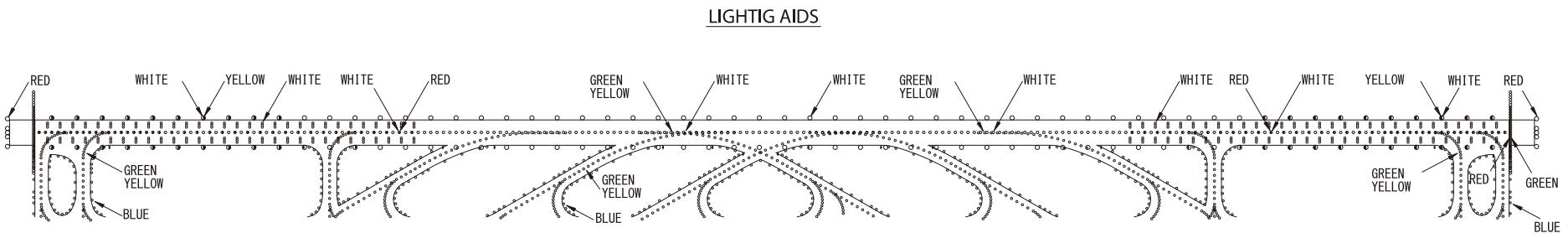
### RJGG AD 2.13 DECLARED DISTANCES

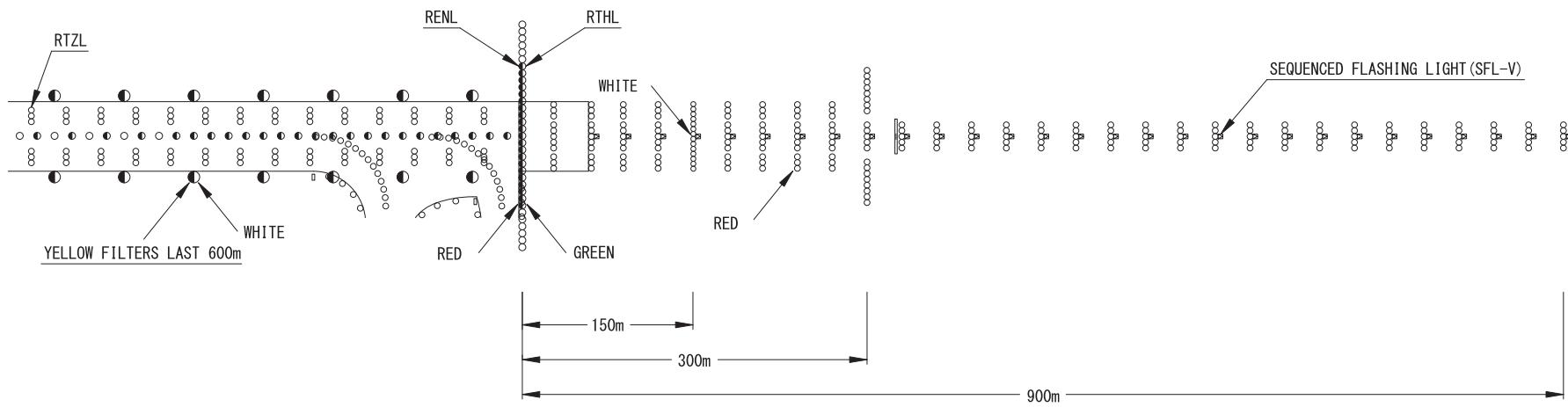
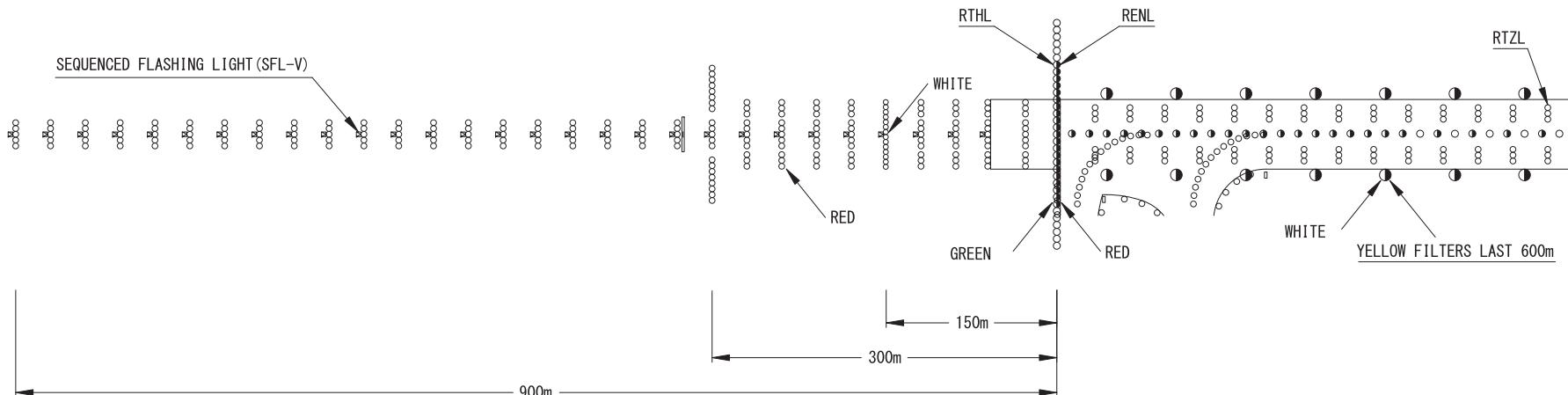
RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
18	3500	3500	3500	3500	Nil
TWY:A9	3325	3325	3325		
TWY:A8N	2740	2740	2740		
TWY:A8	2300	2300	2300		
TWY:A7	1900	1900	1900		
TWY:A6	1500	1500	1500		
36	3500	3500	3500	3500	Nil
TWY:A2	3325	3325	3325		
TWY:A3S	2740	2740	2740		
TWY:A3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



RUNWAY 18RUNWAY 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	TWY edge and center line lights installed, see AD2.9
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

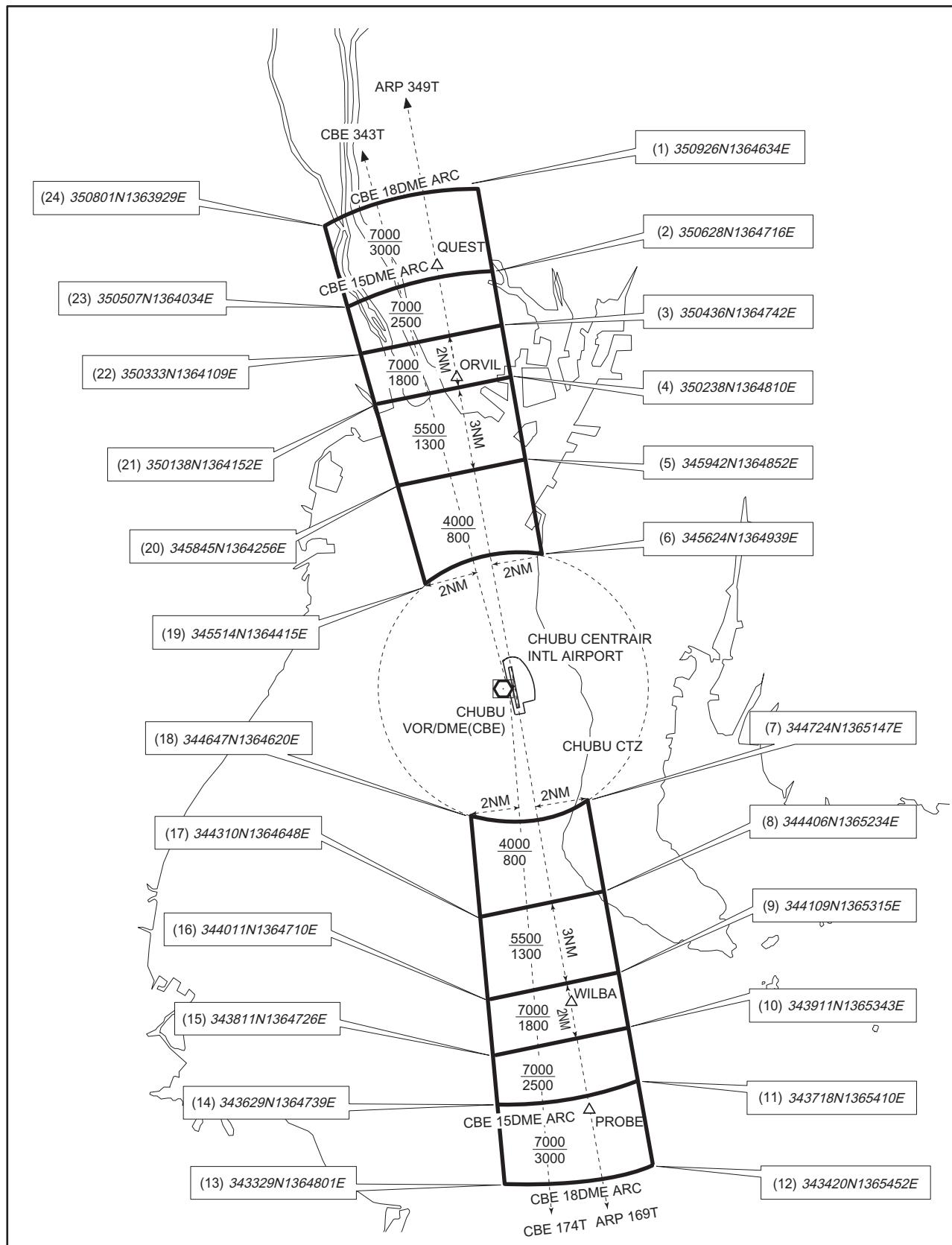
## RJGG AD 2.17 ATS AIRSPACE

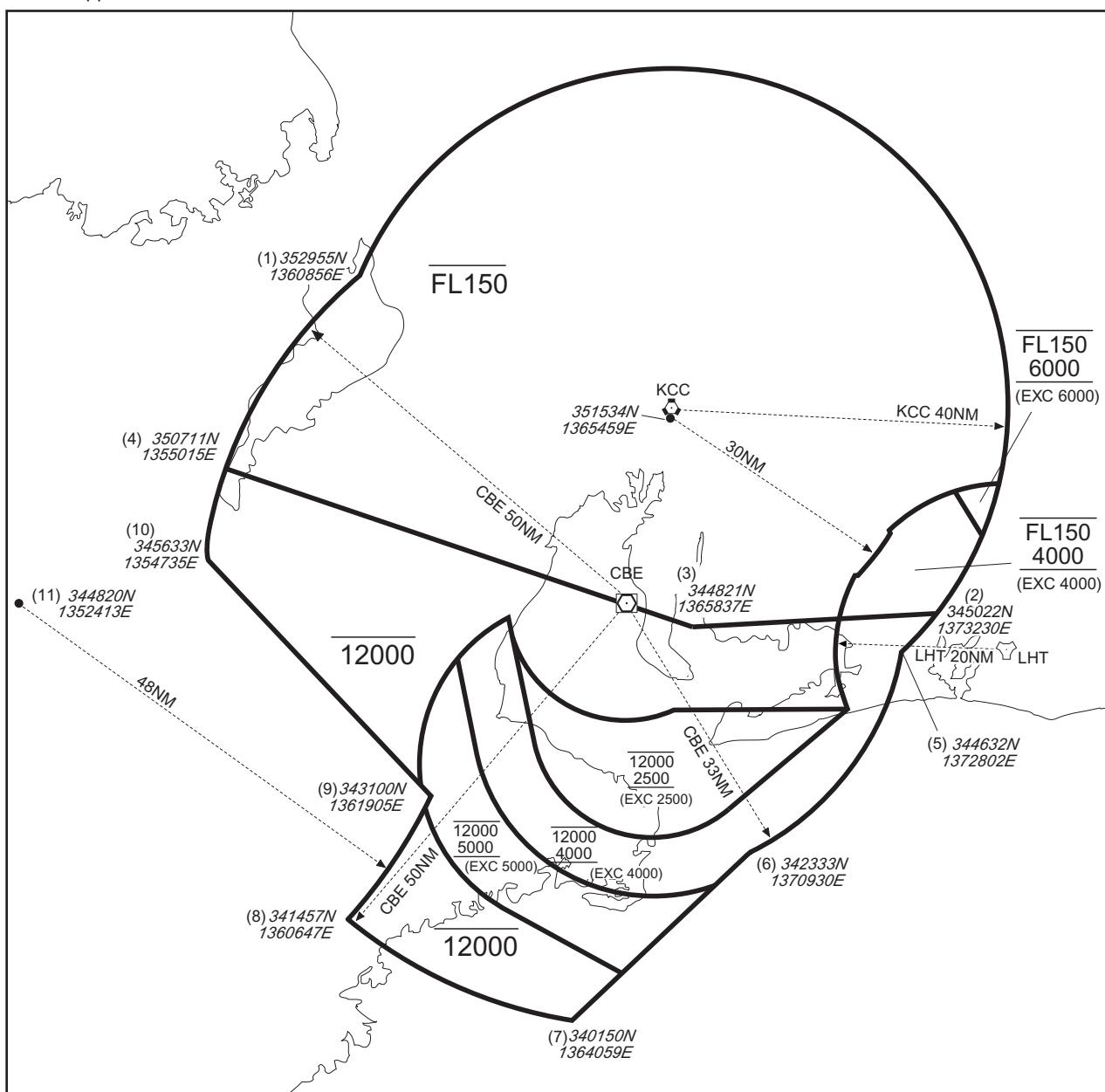
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHUBU CTR	Area within a radius of 5NM of CHUBU CENTRAIR INTERNATIONAL ARP(3452N/13648E)	----- 3000	D	CENTRAIR TWR En	
	1. The airspace bounded by the lines connecting the following 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			
CHUBU PCA	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	C	CENTRAIR APP CENTRAIR RADAR CENTRAIR DEP En	See RJGG Chubu Positive Control Area
	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 the following points.  a) (5) 345942N/1364852E, (6) 345624N/1364939E, (19) 345514N/1364415E, (20) 345845N/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			

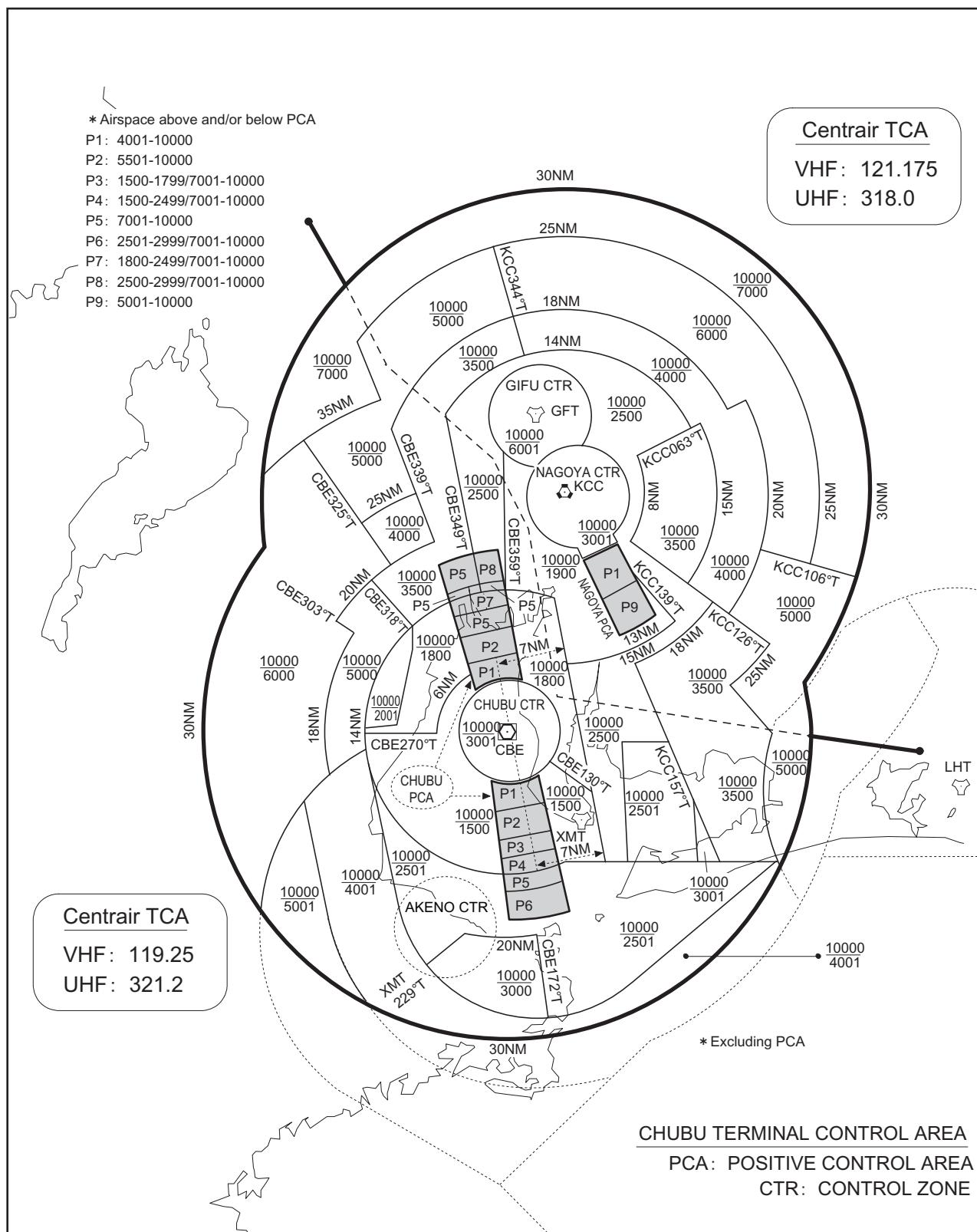
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
CHUBU ACA	1. The airspace bounded by the lines connecting the following points.  (1) 352955N/1360856E, (2) 345022N/1373230E, (3) 344821N/1365837E, (4) 350711N/1355015E thence to 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

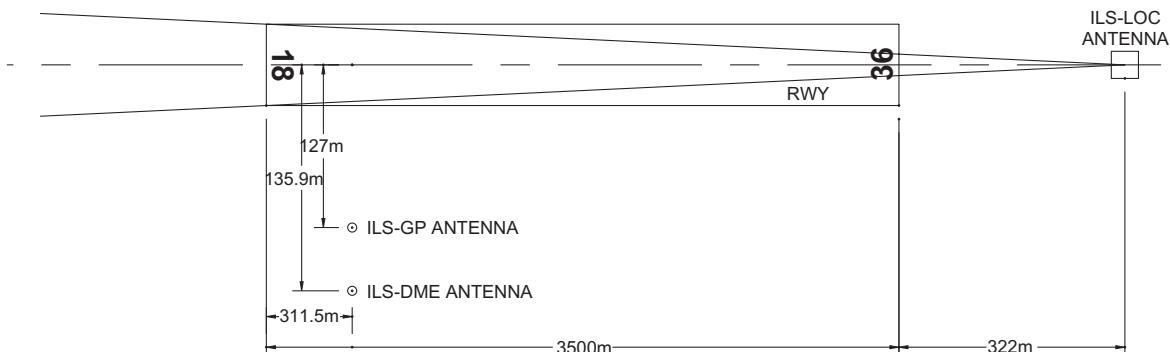


**RJGG AD 2.18 ATS COMMUNICATION FACILITIES**

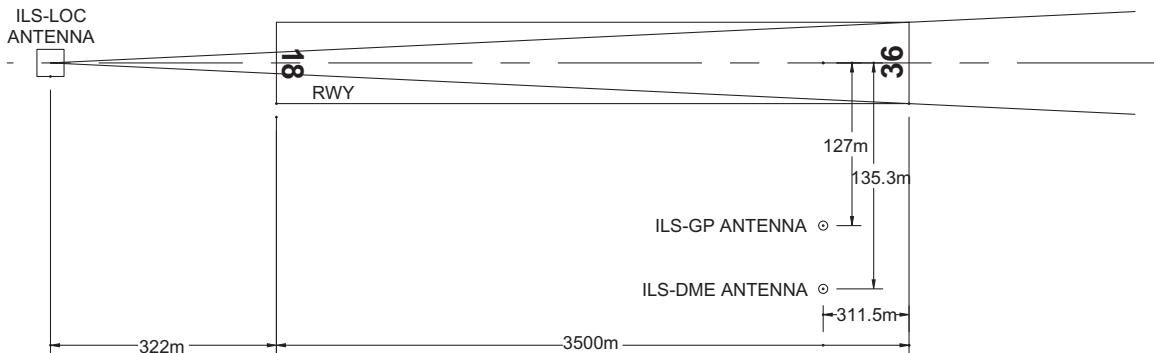
Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Centrair Approach	121.05MHz (1) 228.4MHz (1) 119.175MHz 245.3MHz 121.5MHz (E) 243.0MHz (E)	H24	(1) Primary
RADAR	Centrair Radar	125.55MHz 121.225MHz 227.2MHz 121.5MHz (E) 243.0MHz (E)	H24	
DEP	Centrair Departure	120.0MHz 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		VOR unusable: 260°-270° beyond 35nm BLW 5000ft.
DME	CBE	1212MHz (CH-125X)	H24	345128.82N 1364811.41E	40ft	DME unusable: 240°-250° beyond 35nm BLW 7000ft. 280°-290° beyond 20nm BLW 5000ft.
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

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**

出発機は次に掲げる方に従うこと。

**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**

Departing aircraft shall comply with the following procedures.

(1) ATC Clearance

ATC clearance will be obtained by "Voice radiotelephone (Voice RTF)" or "Departure Clearance by data link (DCL)".  
Shown in detail below (a) or (b).

CLEARANCE FLOW	(a) Voice RTF	(b) DCL Refer to ENR 1.5.4.1(Operation for Departure Clearance by data link (DCL))
REQUEST CLEARANCE	Call "CENTRAIR DELIVERY" (121.85MHz) at 5 minutes before starting engines, with the following information. (1) Call sign (2) Destination (3) Proposed flight level/altitude (alternative flight level/altitude, if any) (4) Parking position (spot number) (5) Alternative flight routes, if any	- Send RCD message at 15 minutes before starting engines. - Monitor "CENTRAIR DELIVERY"(121.85MHz). NOTE: - Start monitoring "CENTRAIR DELIVERY"(121.85MHz) once RCD message is sent. In case coordination is required, CENTRAIR DELIVERY calls the pilot on Voice RTF.
OTHERS	After receiving clearance from "CENTRAIR DELIVERY", monitor "CENTRAIR GROUND". Call "CENTRAIR GROUND" when ready for push back/for taxiing. NOTE: - 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.	

(2) インターセクション・ディバーチャー

- 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 からのインターフェクションディバ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。

(2) 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.

**1.3 据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据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据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。

**1.4 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 によるスポット誘導経路 E (スポット 20 から 21)、E2、E5 及び誘導路 B5 の使用は、空港管理者の事前承認があつた場合に限ること。
- (b) A380-800 がスポット誘導経路 E5 を使用しているときは、スポット誘導経路 E6 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、スポット誘導経路 E5 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 によるスポット誘導経路 E2、E3 又は E4 の使用は、空港管理者の事前承認があつた場合に限ること。

**(2) スポット**

A380-800 が駐機可能なスポットはスポット 15、20、117、118、119 及び 601E である。ただし、スポット 15、20 及び 601E の使用については、空港管理者の事前承認があつた場合に限ること。

**1.5 A380-800 及び B747-8 に係る運用について**

A380-800 及び B747-8 は、進入において正確な進路を維持するため、デジタル・アビオニクスを備え、かつ作動させること。

**1.6 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@cjac.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blast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航空機を停止させること。

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

When an aircraft is using an aircraft 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 aircraft stand.
- 3) For the minimum time required for aircraft maintenance purposes if needed.

**NOTE:**

Aircraft stands NR 2 - 12, 14 - 25, 71 - 80, 72A, 74A, 107, 109, 110, 111, 113, 115, 116, 118 and 119 are aircraft stands with fixed power facilities.

Aircraft stands NR 2 - 12 and 14 - 24 are equipped with electric power unit and pre-conditioned air unit.

Aircraft stands NR 25, 71-80, 72A, 74A, 107, 109, 110, 111, 113, 115, 116, 118 and 119 are equipped with electric power unit.

**1.4 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 aircraft stand taxilane E (BTN NR20 and 21), E2 and E5, and TWY B5 with prior approval from airport administration.
- b) When A380-800 is on aircraft stand taxilane E5, wing span of the aircraft on aircraft stand taxilane E6 should be 65m or less.
- c) When entering aircraft stand NR15, A380-800 should taxi via aircraft stand taxilane E5, and use the broken lead-in line.
- d) AN-124 can only use aircraft stand taxilane E2, E3 and E4 with prior approval from airport administration.

**2) Aircraft stands**

Aircraft stands for A380-800 are: NR15, 20, 117, 118, 119 and 601E.

However prior approval from airport administration is required when using aircraft stands NR15, 20 and 601E.

**1.5 Operation for A380-800 and B747-8**

A380-800 and B747-8 should equip and activate digital avionics to maintain the precise path during approach.

**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

#### 6.2 Available TWY and safety measures

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。

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

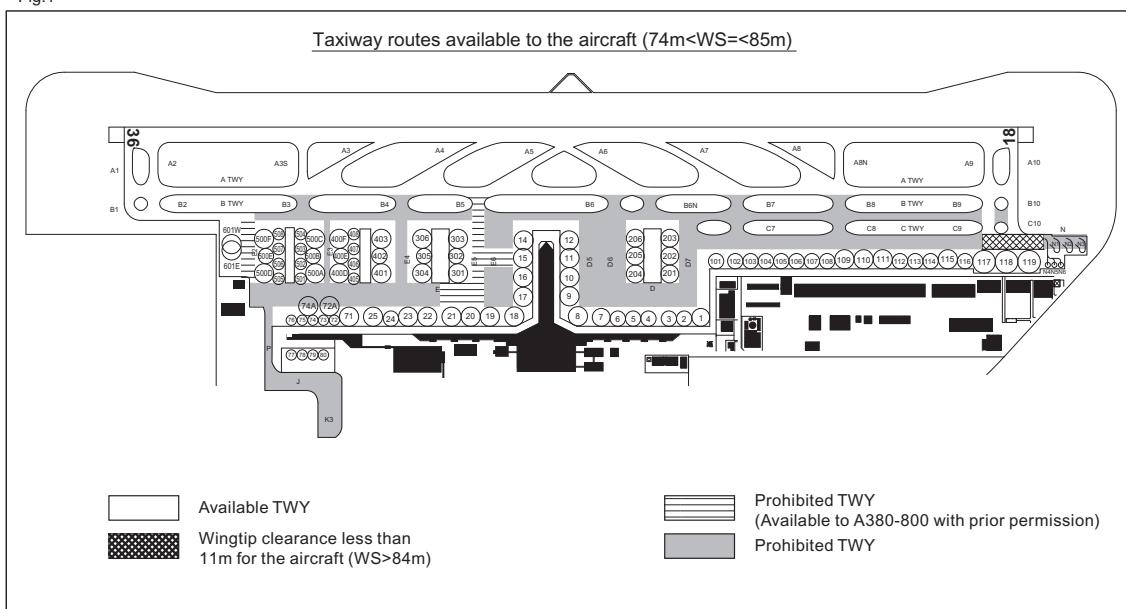
Wing Span (WS)	Available TWY	TWY with Restrictions (*1)	Remarks
74m < WS <= 85m (*2)	A, A1 THRU A10 B(from B1 to E2), B1, B2, B9, B10 C(from aircraft stand NR117 to 119), C9, C10	WS > 84m C(from aircraft stand NR117 to 119)	See attached Fig.1
70m < WS <= 74m (*3)	A, A1 THRU A10 B, B1 THRU B10 C(from aircraft stand NR117 to 119), 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 aircraft stand NR117 to 119), C9, C10 D, D5 THRU D7 E, E2 THRU E6	-	See attached Fig.3
WS <= 65m	All TWY and all aircraft stand taxilanes	WS > 63m C(from aircraft stand NR101 to 116)	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.

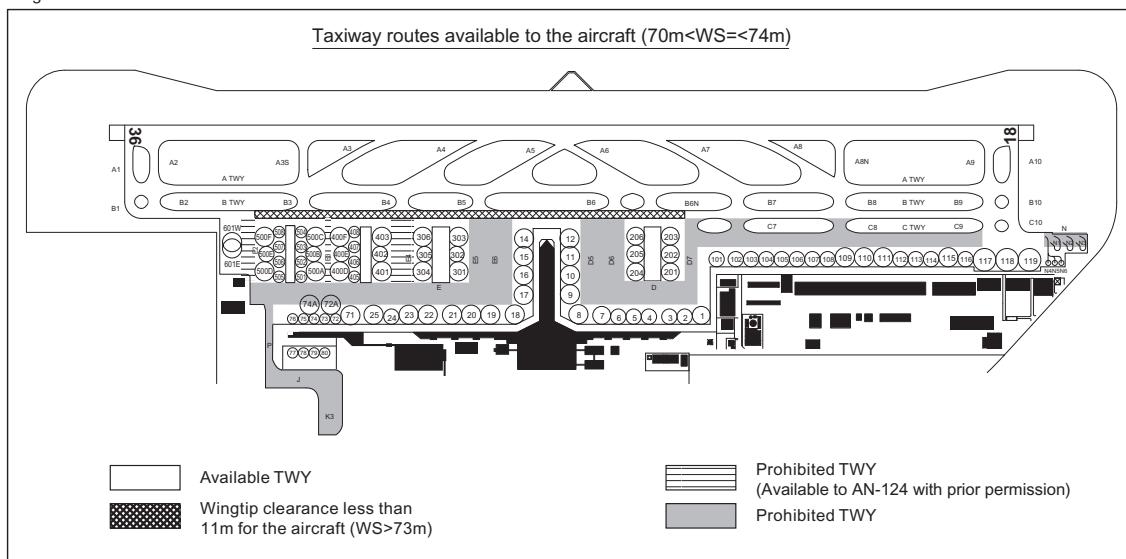
\*2: Taxiing operation of A380-800 is described on AD2.20.1.5 (1) (a), (b) and (c).

\*3: Taxiing operation of AN-124 is described on AD2.20.1.5 (1) (d).

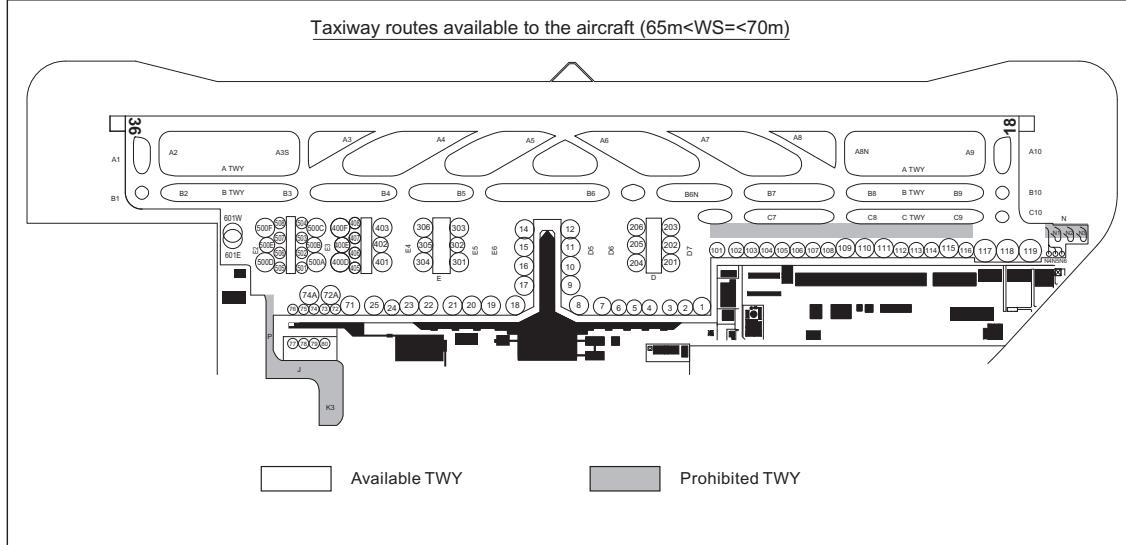
&lt;Fig.1&gt;



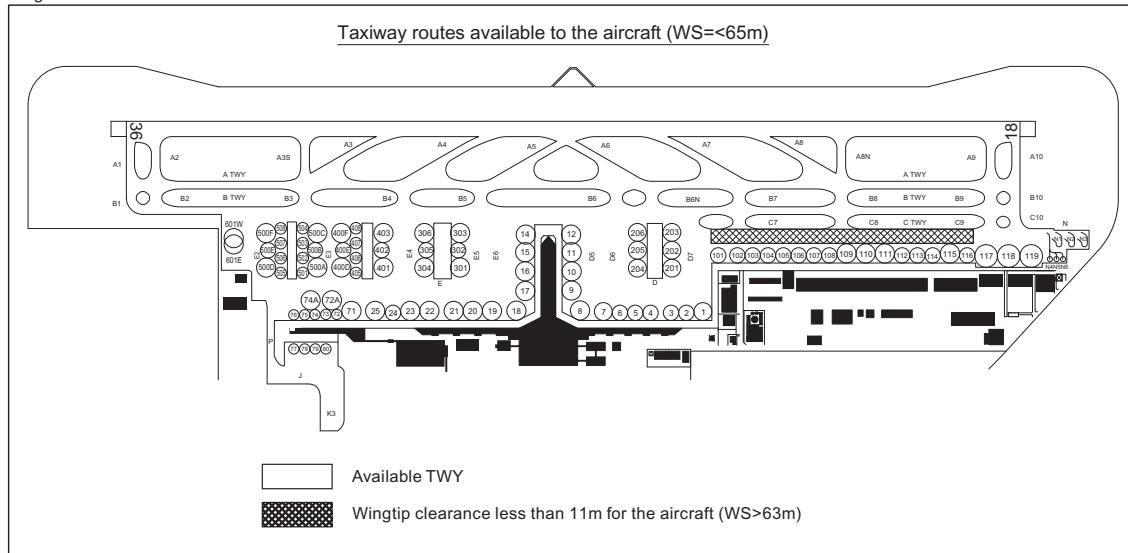
&lt;Fig.2&gt;



&lt;Fig.3&gt;



<Fig.4>



### 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。
- (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
- (4) ジェットblastによる影響を回避するため、最大離陸重量が450,000ポンドを超えるかつエンジンを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

## 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. Noise Abatement Operating Procedures
<p>(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。</p> <p>i) 離陸について なし</p> <p>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</p> <p>iii) リバース・スラストについて なし</p> <p>(2) 優先滑走路方式 なし</p> <p>(3) 優先飛行経路 なし</p>	<p>(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.</p> <p>i) For take-off Nil</p> <p>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.</p> <p>iii) Reverse Thrust Nil</p> <p>(2) Preferential Runways Procedures Nil</p> <p>(3) Noise Preferential Routes Nil</p>

2. 標準計器出発方式の使用	2. USE of SIDs
<p>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。</p> <p>(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</p> <p>FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE CHITA DEPARTURE</p> <p>(2) 1400UTC (2300JST) から 2100UTC (0600JST) の間</p> <p>FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE ESPAÑ DEPARTURE MODEL DEPARTURE ISE DEPARTURE</p>	<p>In order to reduce aircraft noise in the vicinity of airport, in principle, departure aircrafts are requested to fly via the following SIDs.</p> <p>(1) All aircraft for North America/Europe/Russia, and B-747-100, 200, 300 taking off from RWY36 for Hawaii.</p> <p>FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE CHITA DEPARTURE</p> <p>(2) During the hours from 1400UTC to 2100UTC</p> <p>FOREST DEPARTURE CASTLE DEPARTURE IKAROS DEPARTURE ESPAÑ DEPARTURE MODEL DEPARTURE ISE DEPARTURE</p>

## 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
	18	A,B,C,D	AVBL LDG MINIMA					
	36		AVBL LDG MINIMA					

\* APPLICABLE when LVP/LVPD IN FORCE.

\*\* APPLICABLE when LVP/LVPD 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. Trajectory-based 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

**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 運航

### 5.1 Facilities

The following facilities are available:

Runway 18	Runway 36
<ul style="list-style-type: none"> <li>• ILS Runway 18-CAT II</li> <li>• Lighting system Runway 18-CAT II</li> <li>• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)</li> </ul>	<ul style="list-style-type: none"> <li>• ILS Runway 36-CAT III</li> <li>• Lighting system Runway 36-CAT III</li> <li>• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)</li> </ul>

### 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; <ul style="list-style-type: none"> <li>• ILS-LOC 18 with standby transmitter</li> <li>• ILS-GP 18 with standby transmitter</li> <li>(When any standby transmitters unserviceable, down-grade ILS-CAT I.)</li> </ul> • ILS-DME 18	(1) ILS comprising; <ul style="list-style-type: none"> <li>• ILS-LOC 36 with standby transmitter</li> <li>• ILS-GP 36 with standby transmitter</li> <li>(When any standby transmitters unserviceable, down-grade ILS-CAT I.)</li> <li>• ILS-DME 36</li> </ul>
(2) Lighting system comprising; <ul style="list-style-type: none"> <li>• PALS 18 (including side row barrettes)</li> <li>• High INTST REDL</li> <li>• High INTST RTHL</li> <li>• RCLL and RTZL</li> </ul>	(2) Lighting system comprising; <ul style="list-style-type: none"> <li>• PALS 36 (including side row barrettes)</li> <li>• High INTST REDL</li> <li>• High INTST RTHL</li> <li>• RCLL and RTZL</li> </ul>
(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; <ul style="list-style-type: none"> <li>• ILS-LOC 36 with standby transmitter(including far field monitor)</li> <li>• ILS-GP 36 with standby transmitter</li> <li>(When any standby transmitter or far field monitor unserviceable, downgrade ILS-CAT I.)</li> <li>• ILS-DME 36</li> </ul>
(2) Lighting system comprising; <ul style="list-style-type: none"> <li>• PALS 36 (including side row barrettes)</li> <li>• High INTST REDL</li> <li>• High INTST RTHL</li> <li>• RCLL and RTZL</li> </ul>
(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 (Instrument Approach Chart) are observed.

#### 5.5 LVP

LVP will be available 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 5.1 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)

## 6. LVTO at Chubu Centrair International Airport

### 6.1 Facilities

The following facilities are available:

RWY 18	RWY 36
<ul style="list-style-type: none"><li>• Lighting system RWY 18 for LVTO</li><li>• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)</li></ul>	<ul style="list-style-type: none"><li>• Lighting system RWY 36 for LVTO</li><li>• RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)</li></ul>

### 6.2 Conditions

A. The following systems must be operative:

For LVTO
(1) Lighting system comprising: <ul style="list-style-type: none"><li>• High INTST REDL</li><li>• High INTST RENL</li><li>• RCLL</li></ul>
(2) Secondary power supply

B. The following information must be currently available:

- a) Surface wind speed and direction
- b) RVR or VIS

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

### 6.3 Operating Minima

Take-off minima stated in AD2.22 (TAKE-OFF MINIMA) are observed.

### 6.4 LVP/LVPD

LVP/LVPD will be available when the following conditions are met:

- a) RVR is at or less than 500m.
- b) Facilities listed 6.1 above are operational.

### 6.5 Runway Holding position Marking

Runway holding position markings are displayed on taxiways A1 through A10 and A3S, A8N which are located at 107.5m off the runway center line.

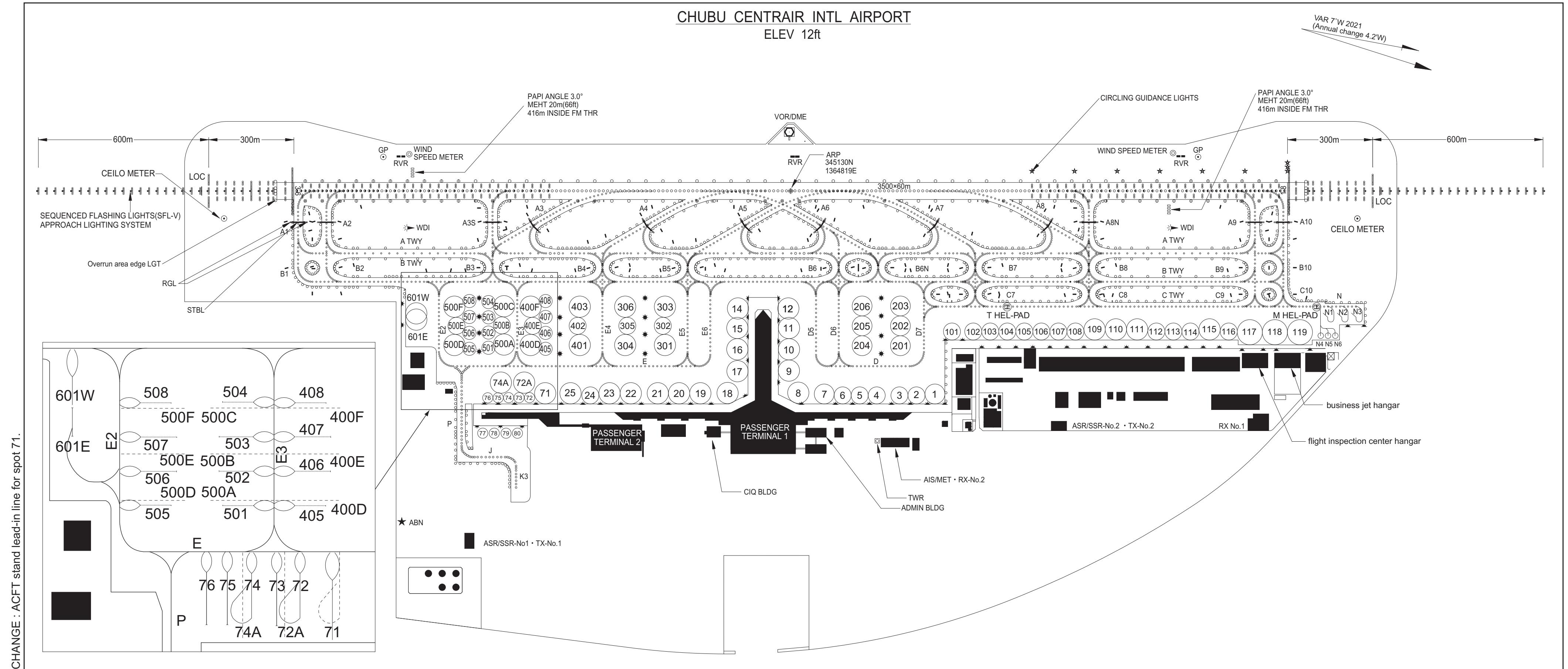
Note: The common way of its markings is shown in RJGG AD2.24

## RJGG AD 2.23 ADDITIONAL INFORMATION

- |  |
|--|
| 1. Vessel (Max height 210ft/MSL) will occasionally pass in the vicinity of the airport.(See LDG CHART)<br>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 (ESPAÑ)  
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 (MEIJKYO-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 (RNP RWY36)  
Instrument Approach Chart (RNP RWY18)  
Other chart (Visual REP)  
Other chart (LDG CHART)  
Other chart (MVA CHART)



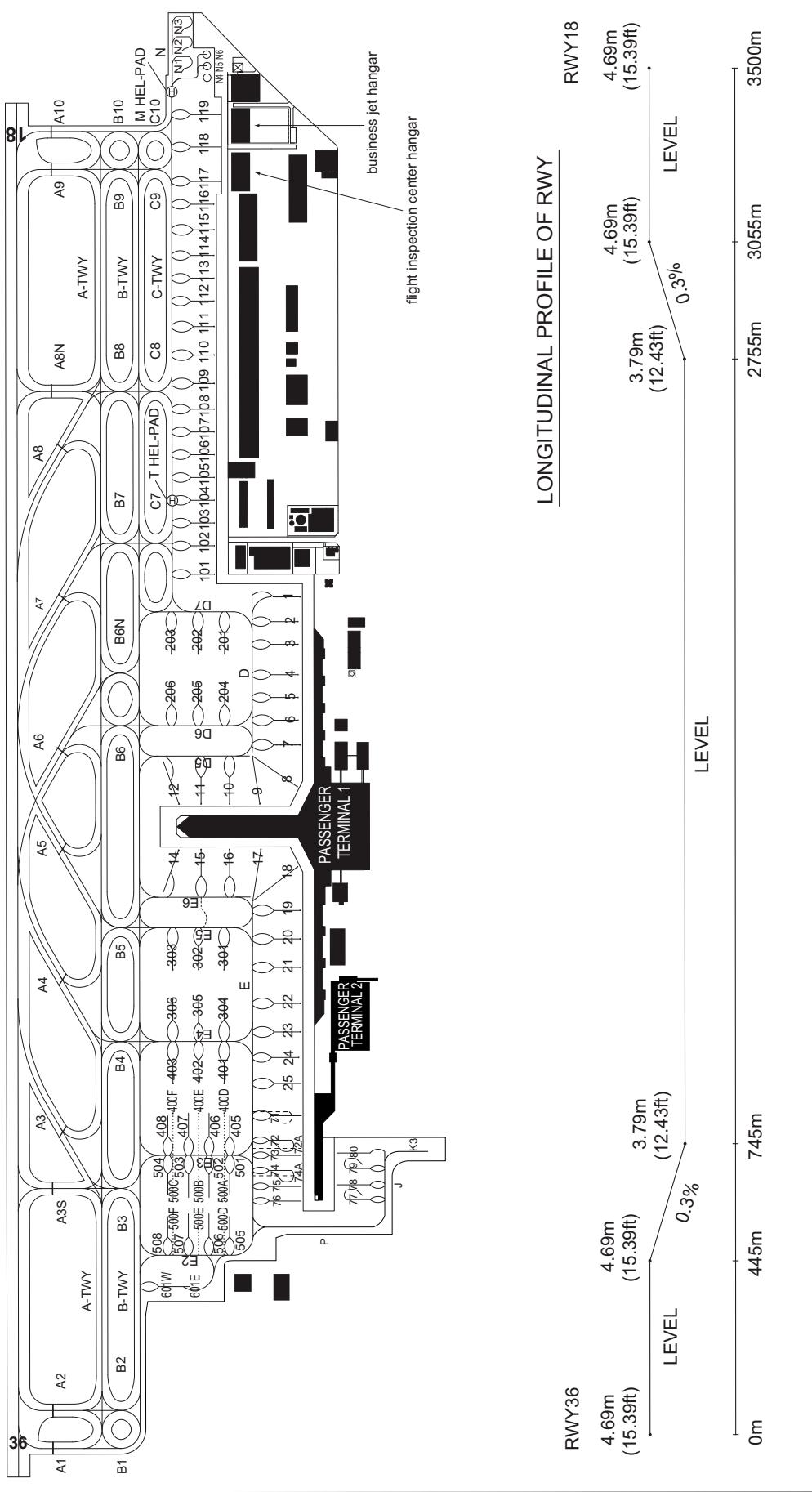
CHANGE : ACFT stand lead-in line for spot 71.

ATIS	127.075
DLVRY	121.85
GND	121.8
TWR	118.85 - 289.9

CHUBU CENTRAIR AD CHART

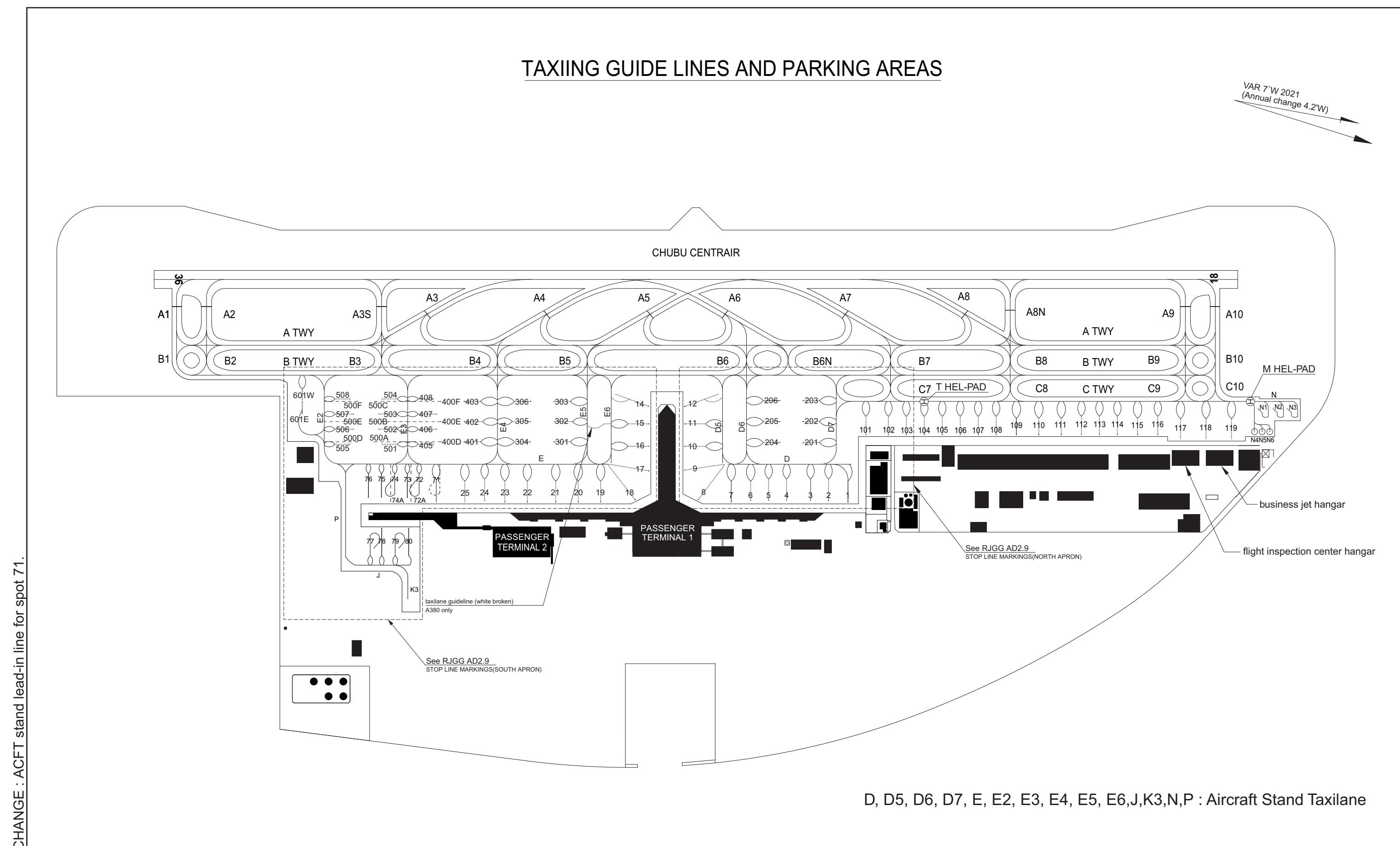
RJGG / CHUBU CENTRAIR

## AD CHART



**INTENTIONALLY LEFT BLANK**

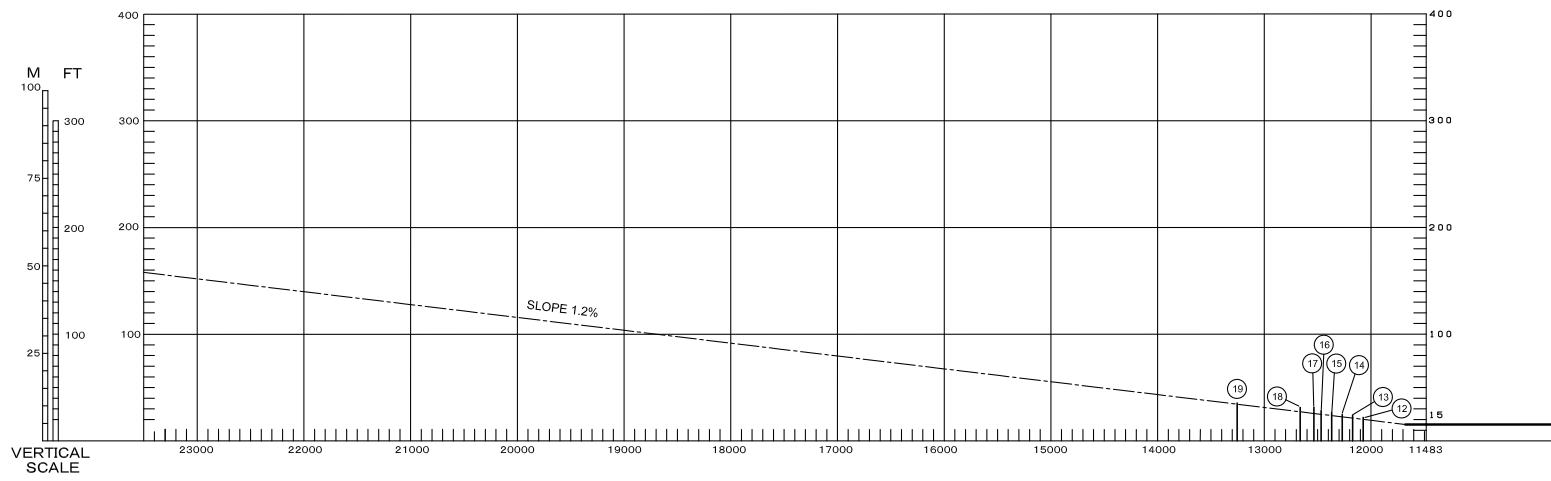
AERODROME GROUND MOVEMENT CHART

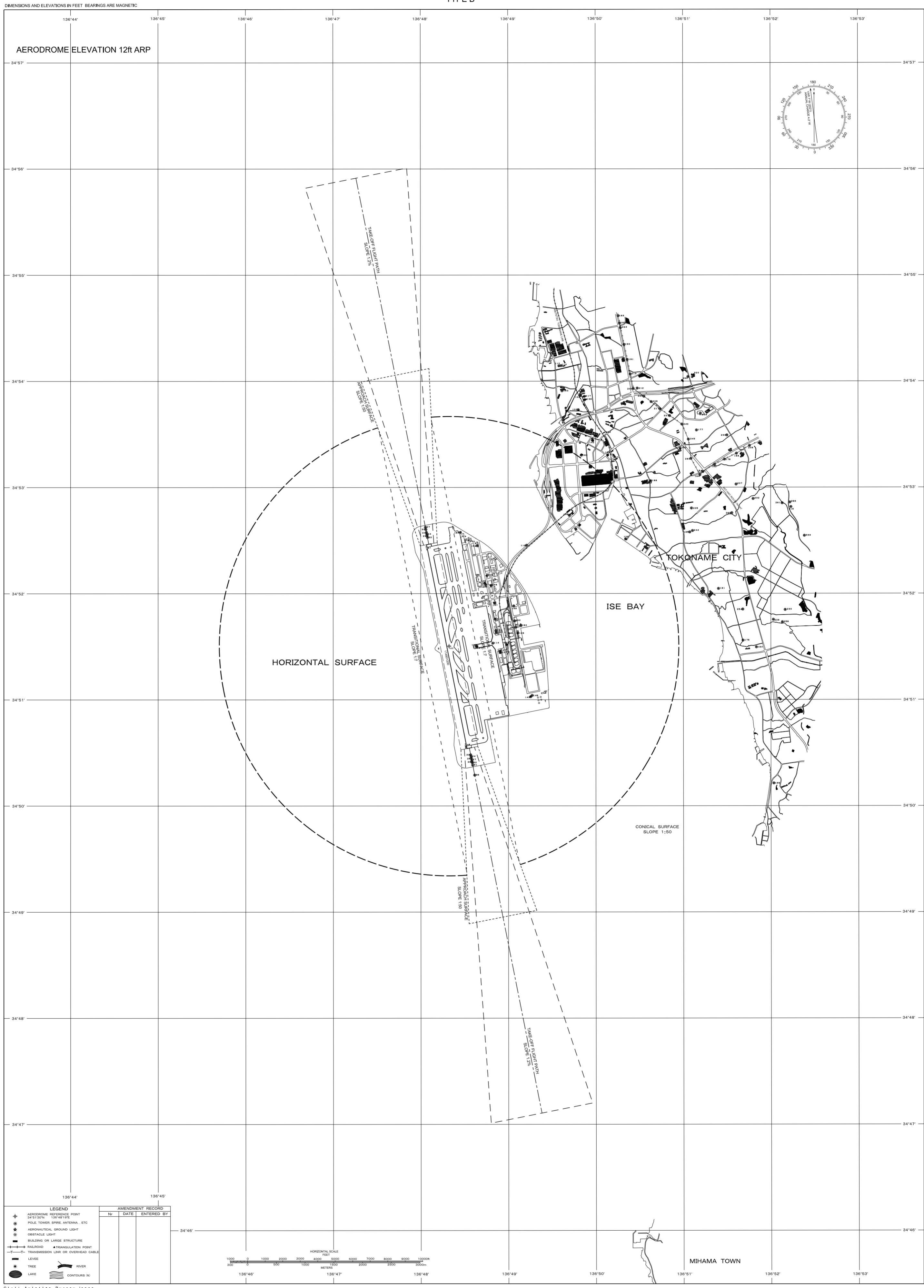


DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7°W (2021)

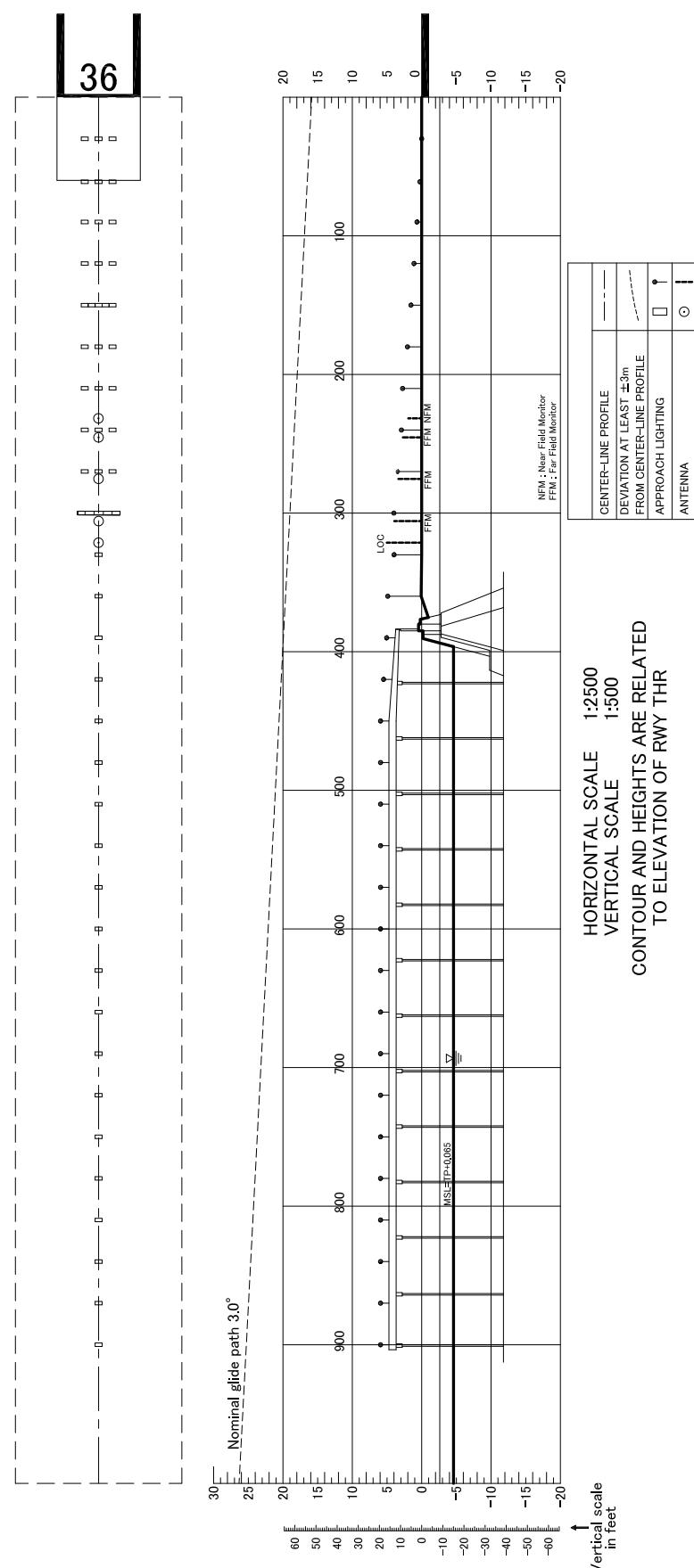


AERODROME OBSTACLE CHART-ICAO  
TYPE B

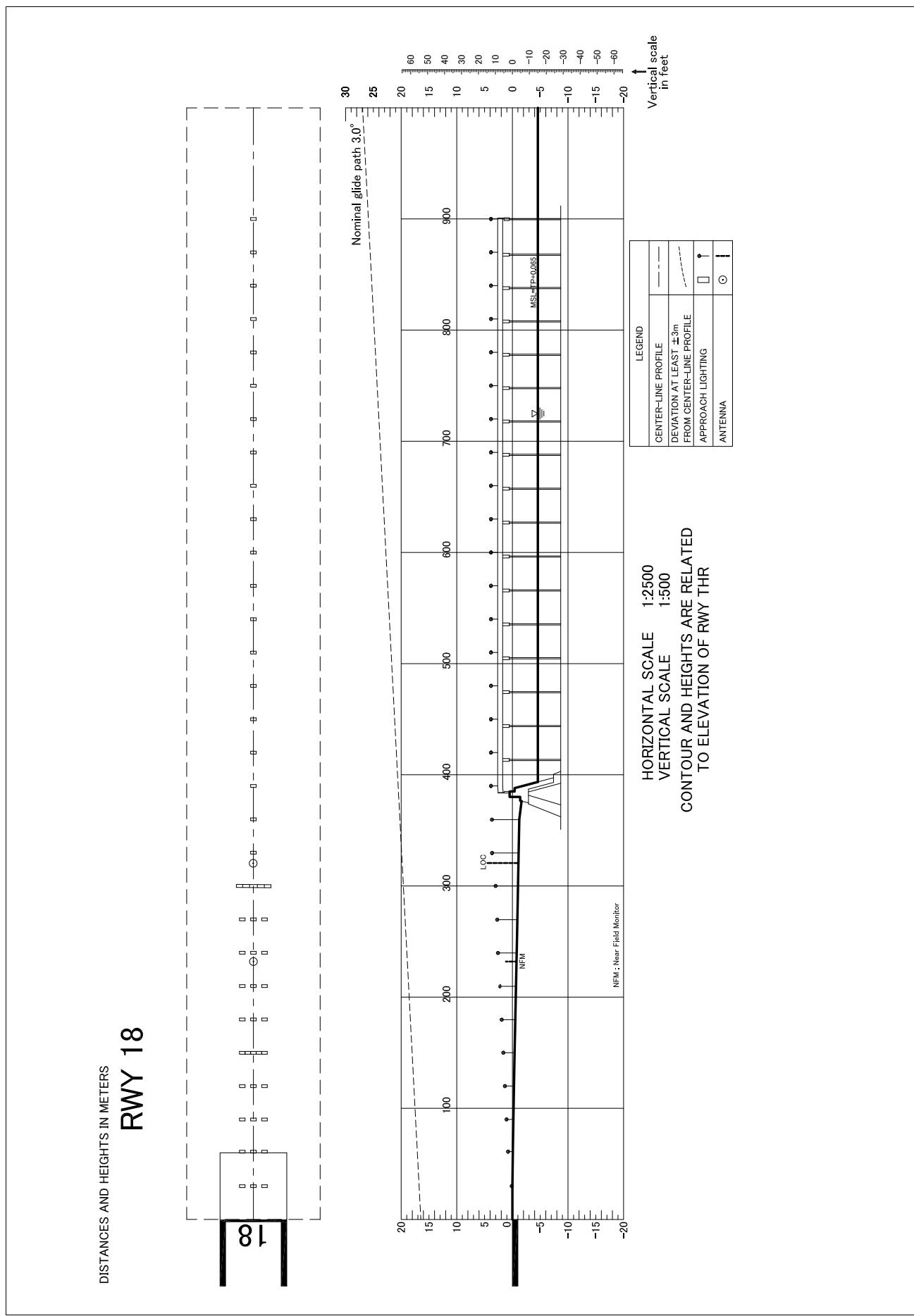
PRECISION APPROACH TERRAIN CHART

CHANGE:Update

DISTANCES AND HEIGHTS IN METERS  
**RWY 36**



## PRECISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

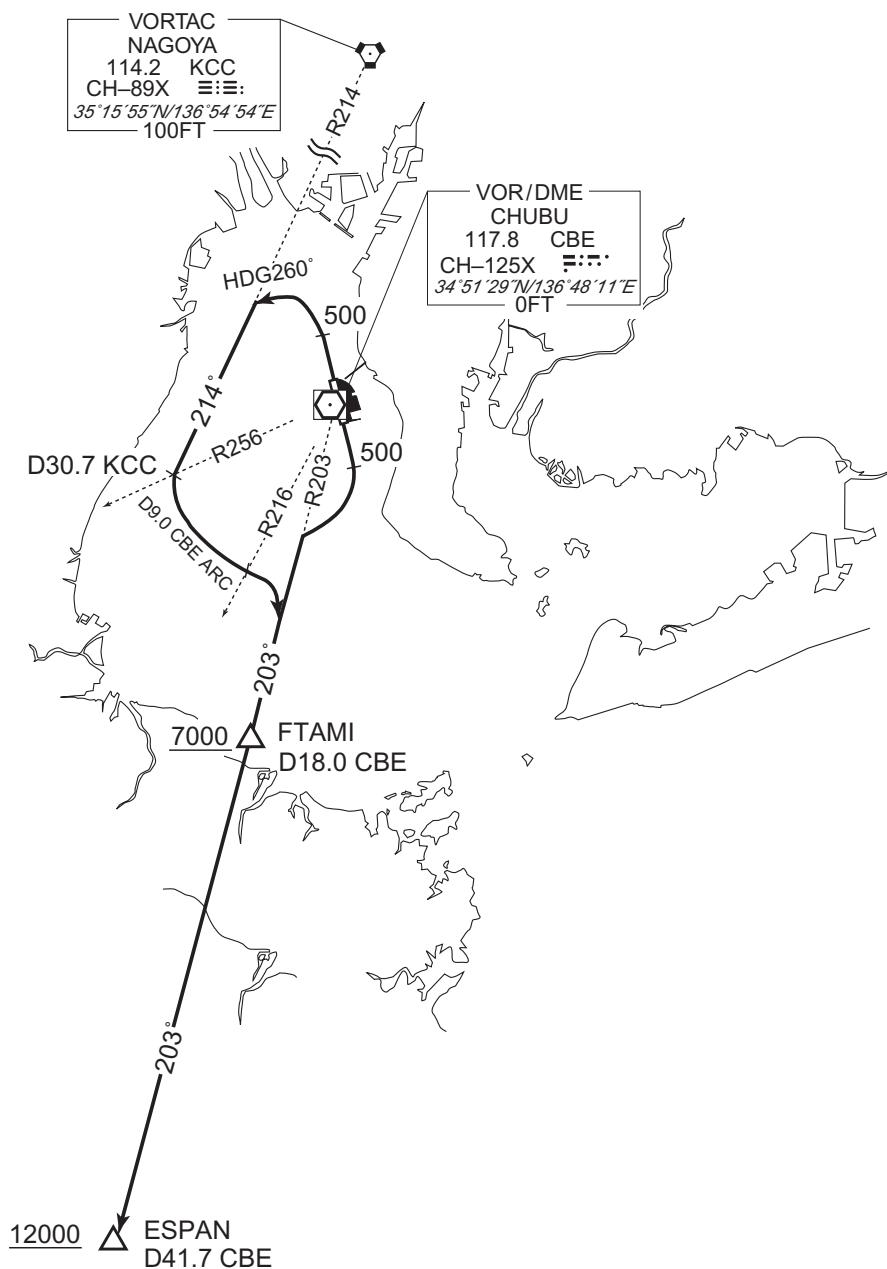
SID

ESPAÑ THREE DEPARTURE

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

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

CHANGE : Description of PROC name.



## STANDARD DEPARTURE CHART -INSTRUMENT

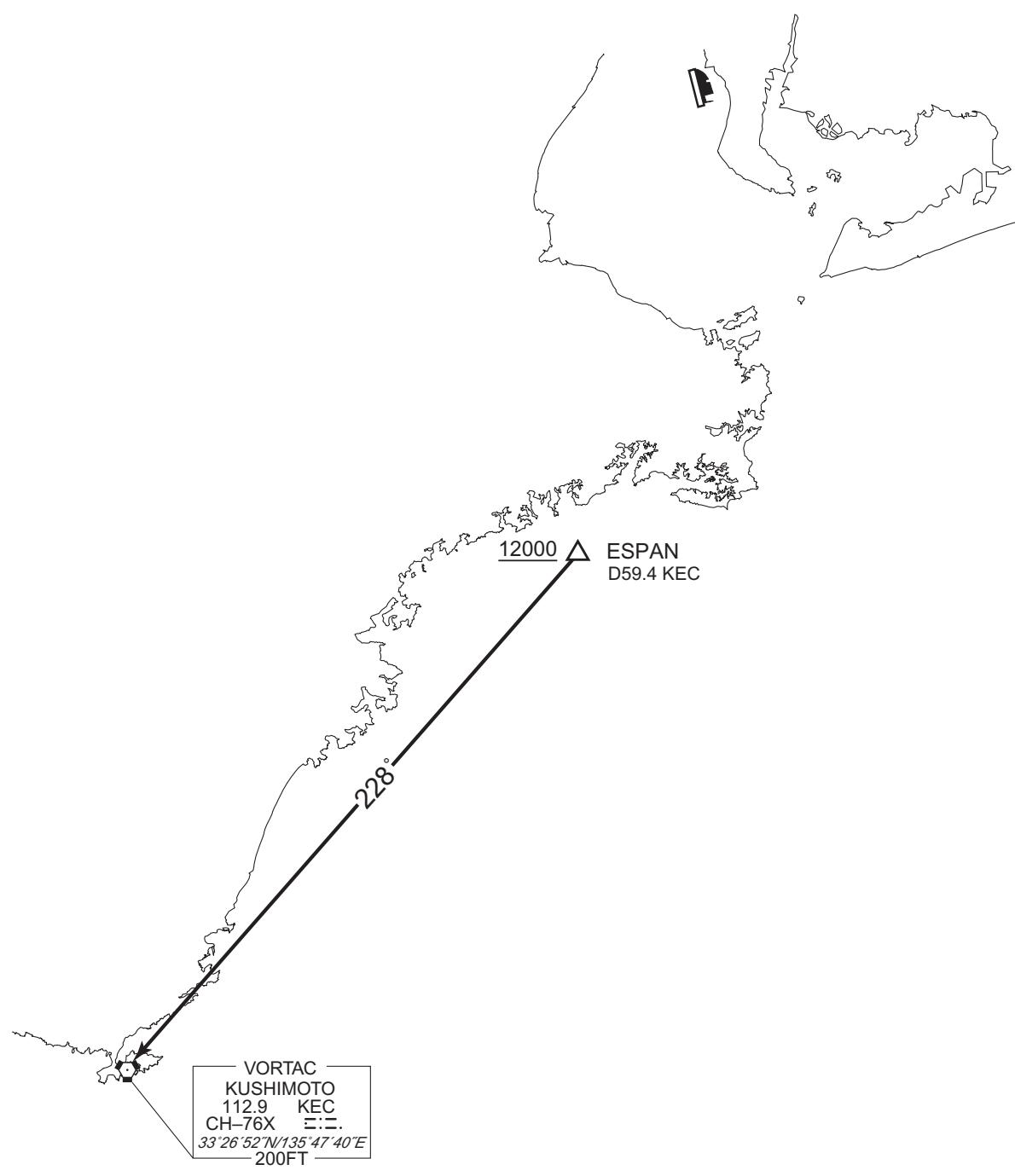
RJGG / CHUBU CENTRAIR

TRANSITION

KUSHIMOTO TRANSITION

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

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

HIKNE THREE 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.

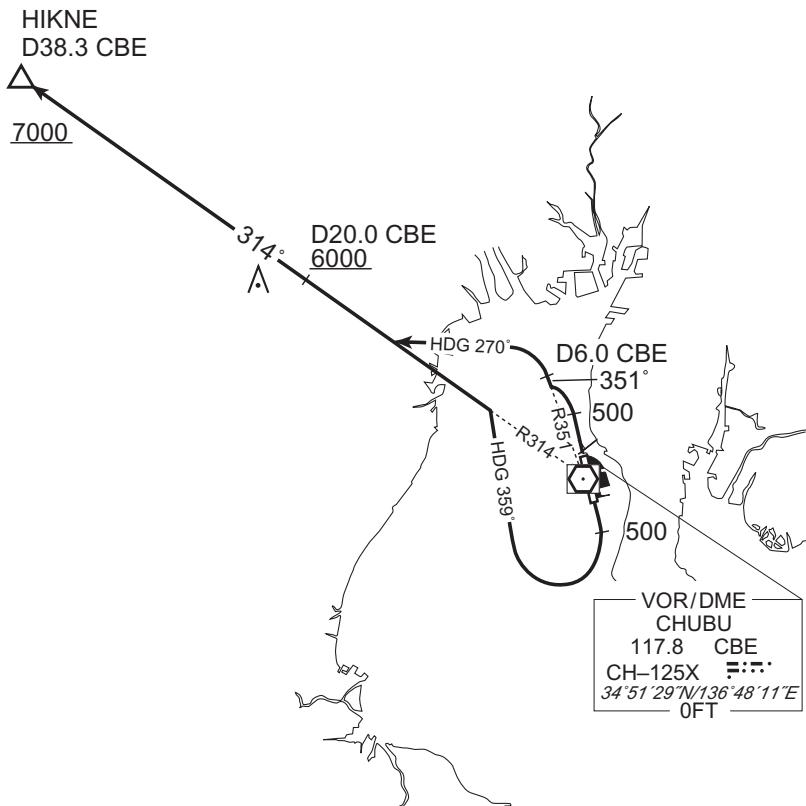
Cross CBE R314/20.0DME at or above 6000FT.

Cross HIKNE at or above 7000FT.

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

OBST ALT 3675FT located at 21.1NM 311° FM end of RWY36.

CHANGE : Description of PROC name.



## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

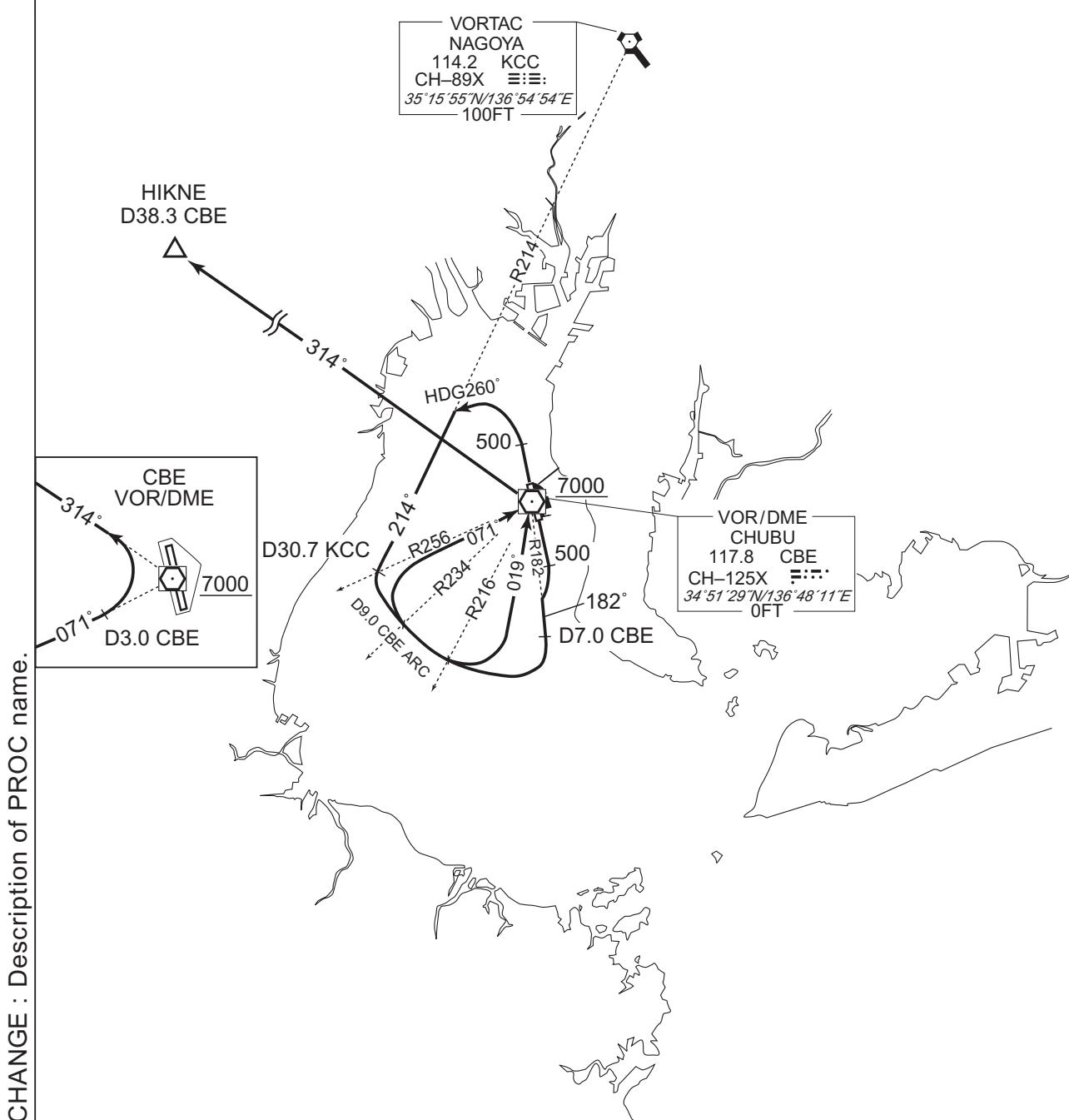
IKAROS FOUR DEPARTURE

**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 R314 to HIKNE.

Cross CBE VOR/DME at or above 7000FT.



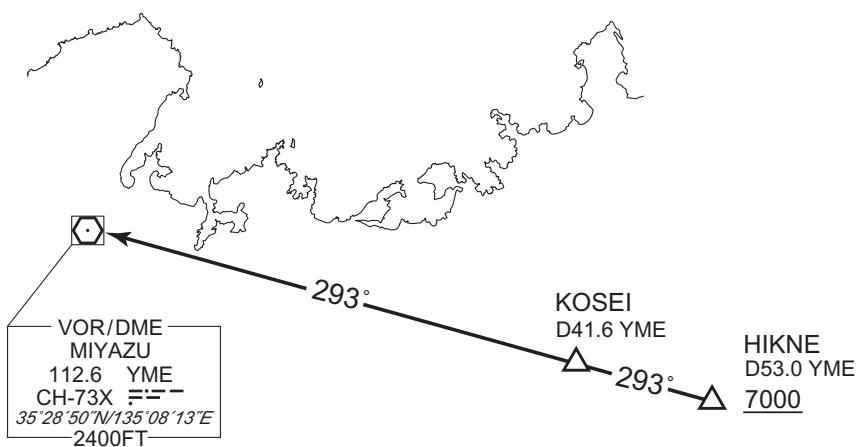
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION

MIYAZU TRANSITION

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



CHANGE : Description of PROC name.

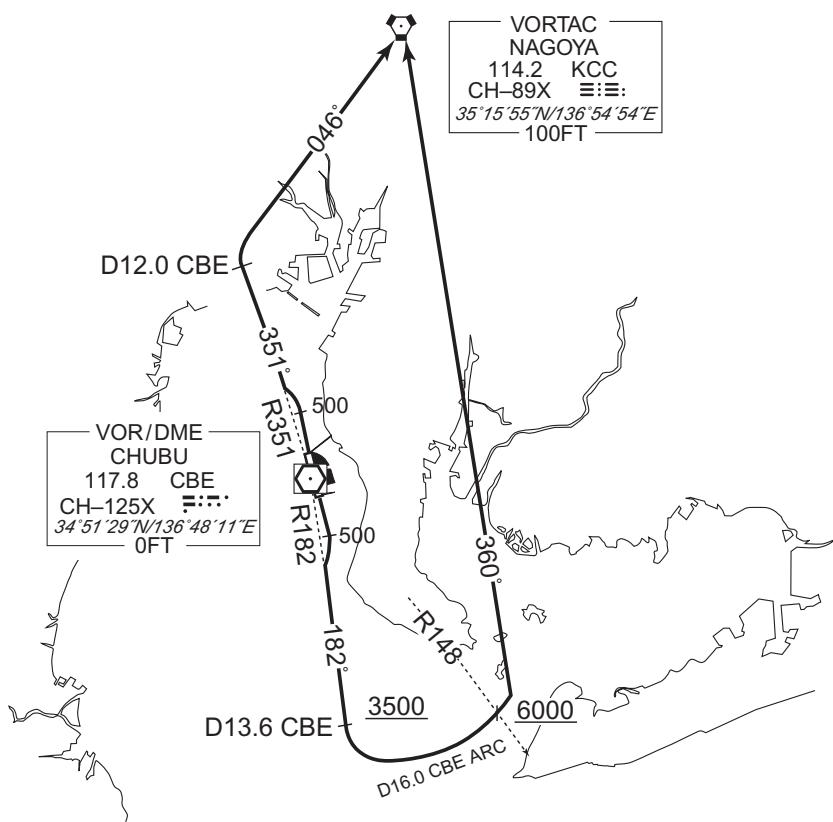
## STANDARD DEPARTURE CHART -INSTRUMENT

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 : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

CASTLE THREE DEPARTURE

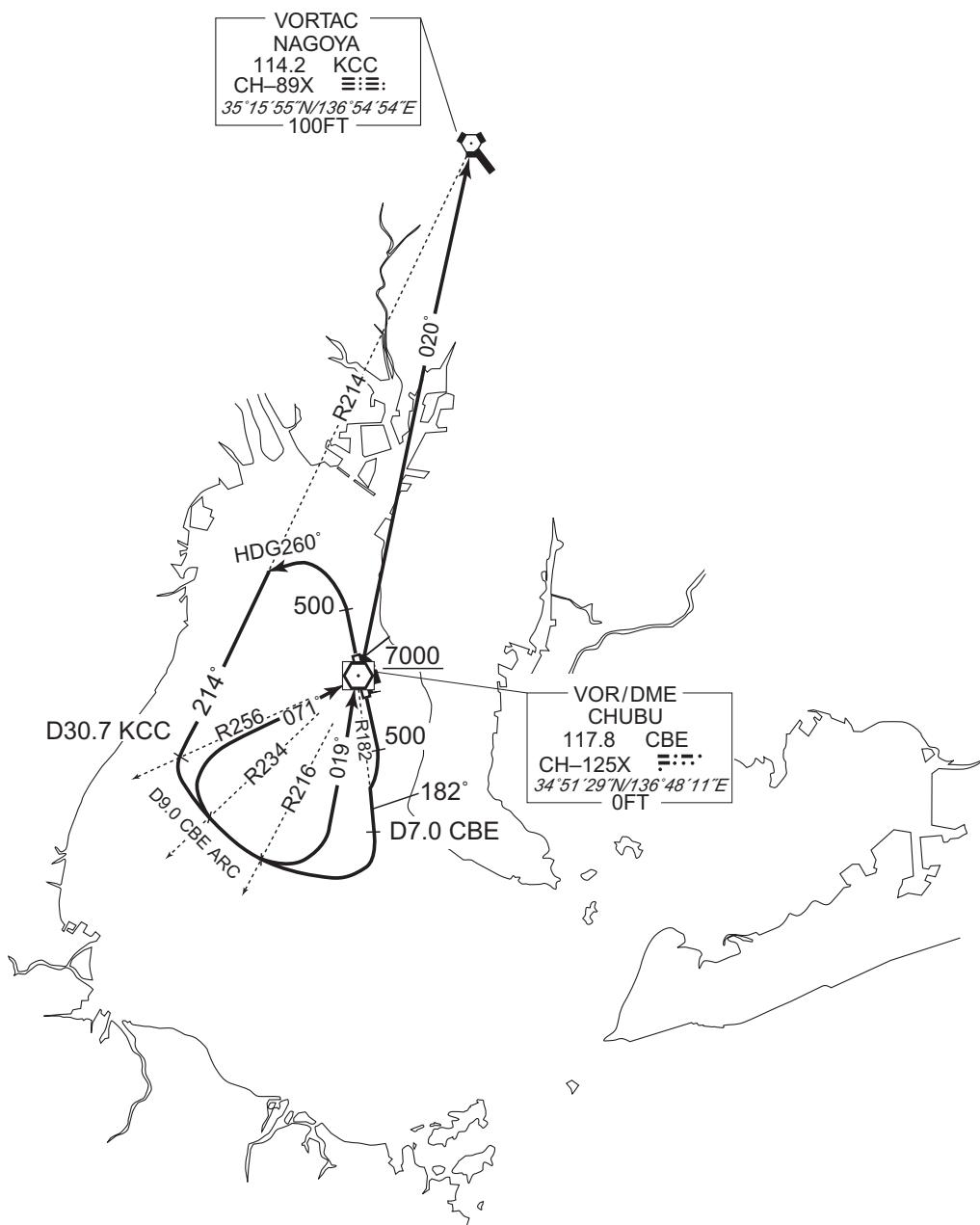
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...

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 : Description of PROC name.



## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

MORIZ TWO DEPARTURE

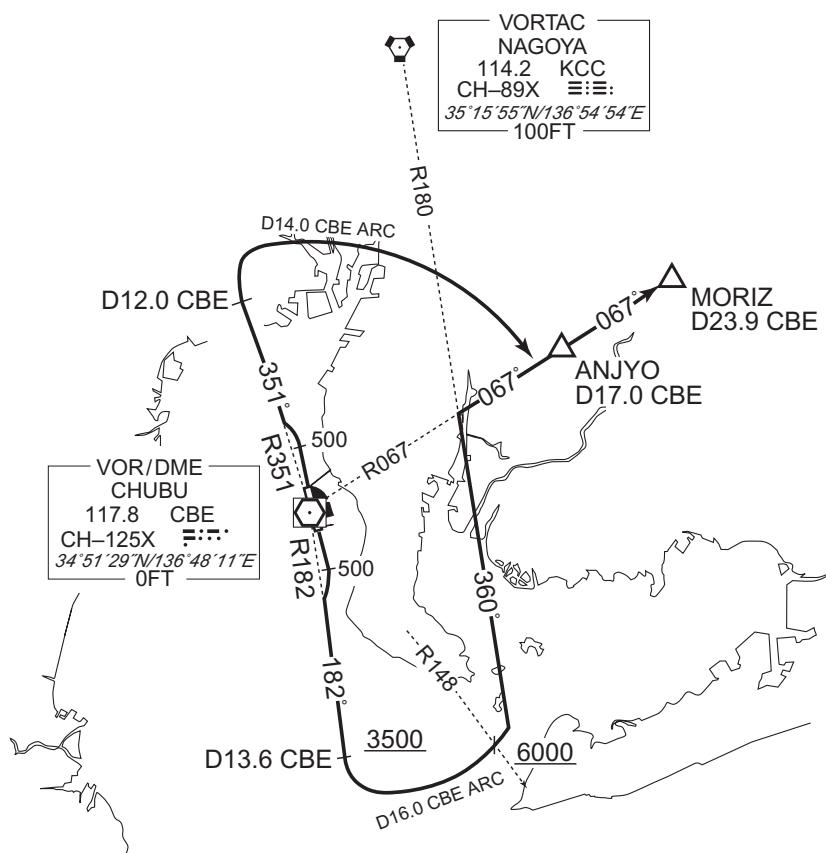
**RWY18** : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180,...

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 : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

FOREST THREE DEPARTURE

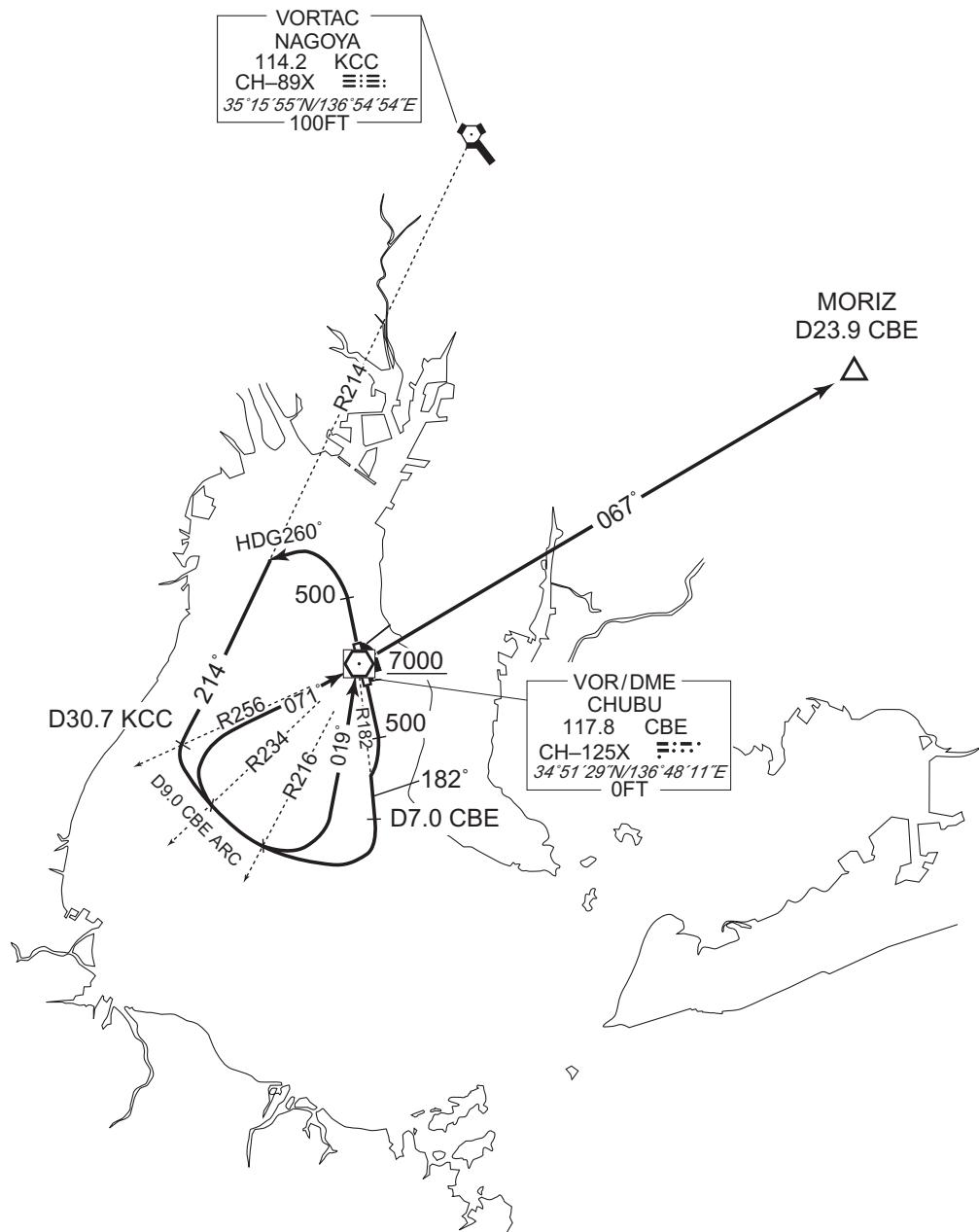
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...

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 : Description of PROC name.



## STANDARD DEPARTURE CHART -INSTRUMENT

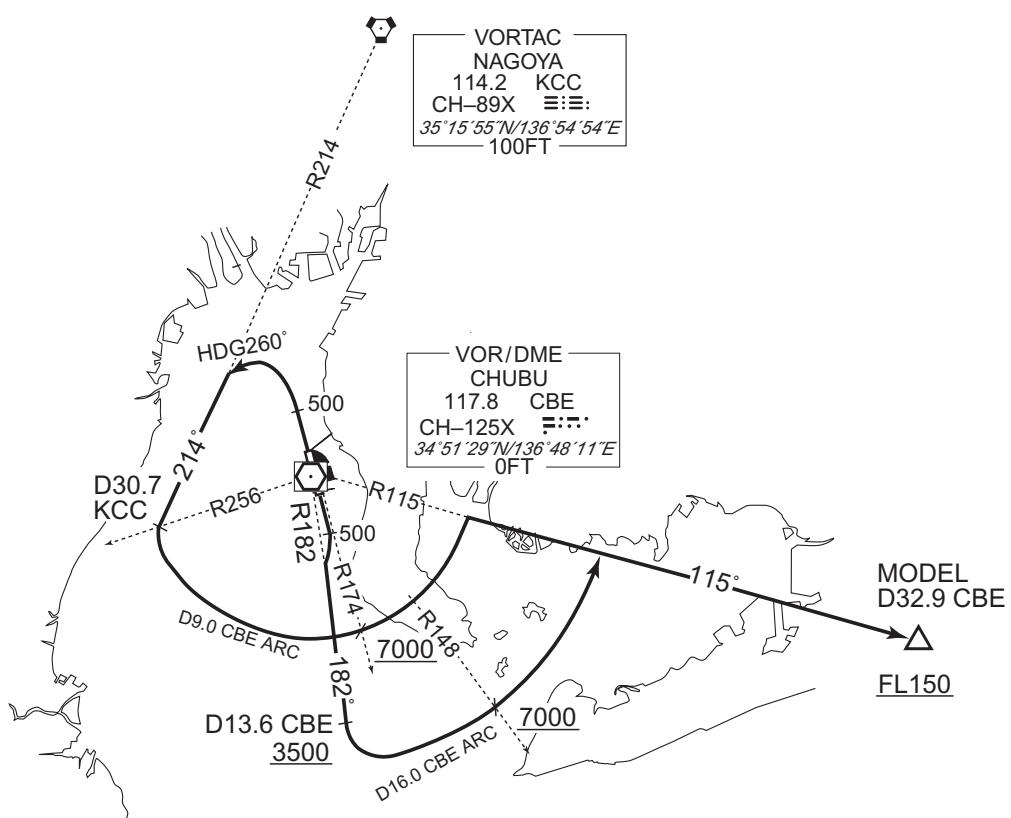
RJGG / CHUBU CENTRAIR

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 : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR	TRANSITION
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KROBE TRANSITION

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

GOHEI TRANSITION

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

CHAUS TRANSITION

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

ENSYU TRANSITION

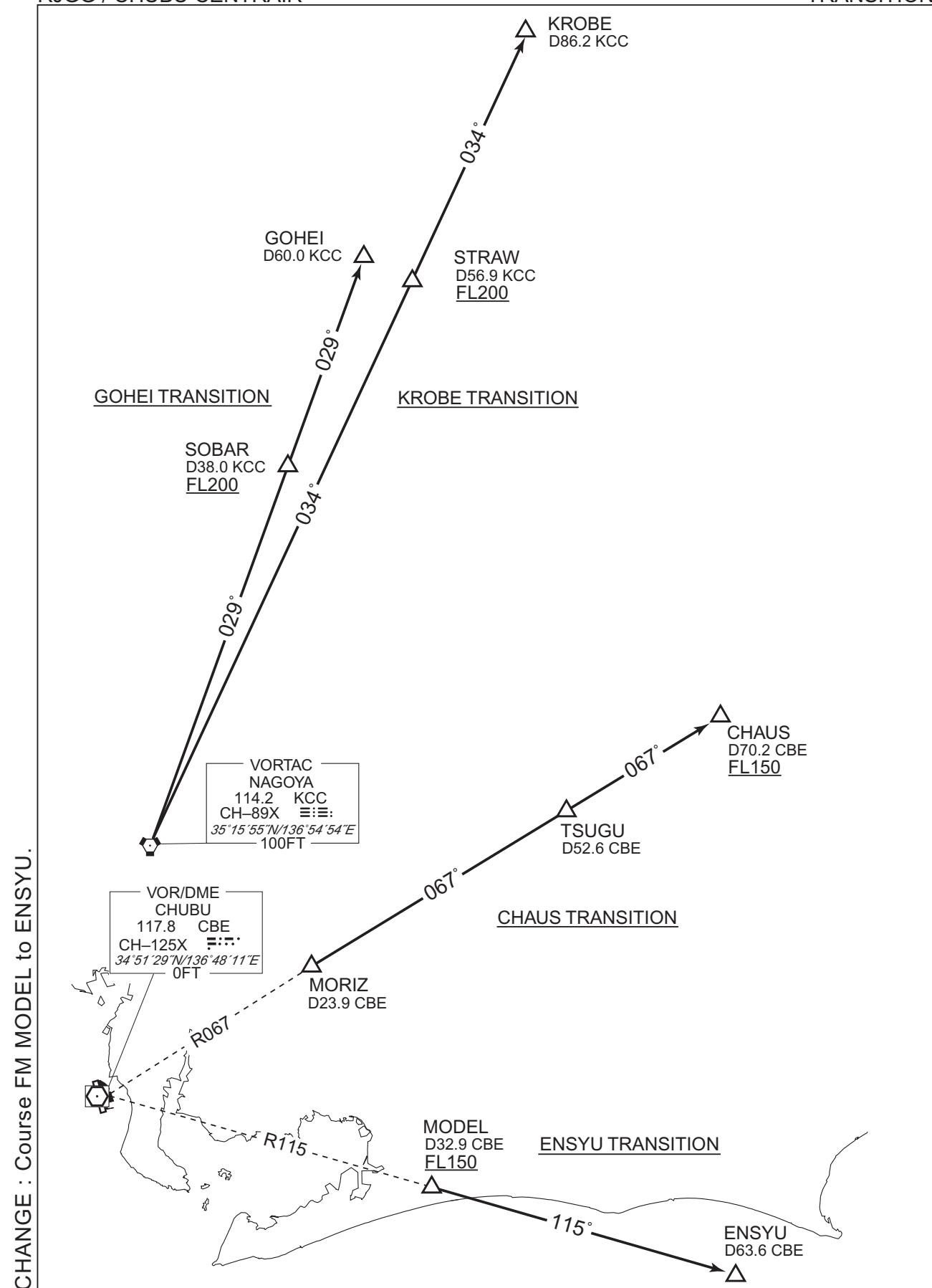
From over MODEL, proceed via CBE R115 to ENSYU.

CHANGE : Course FM MODEL to ENSYU.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION



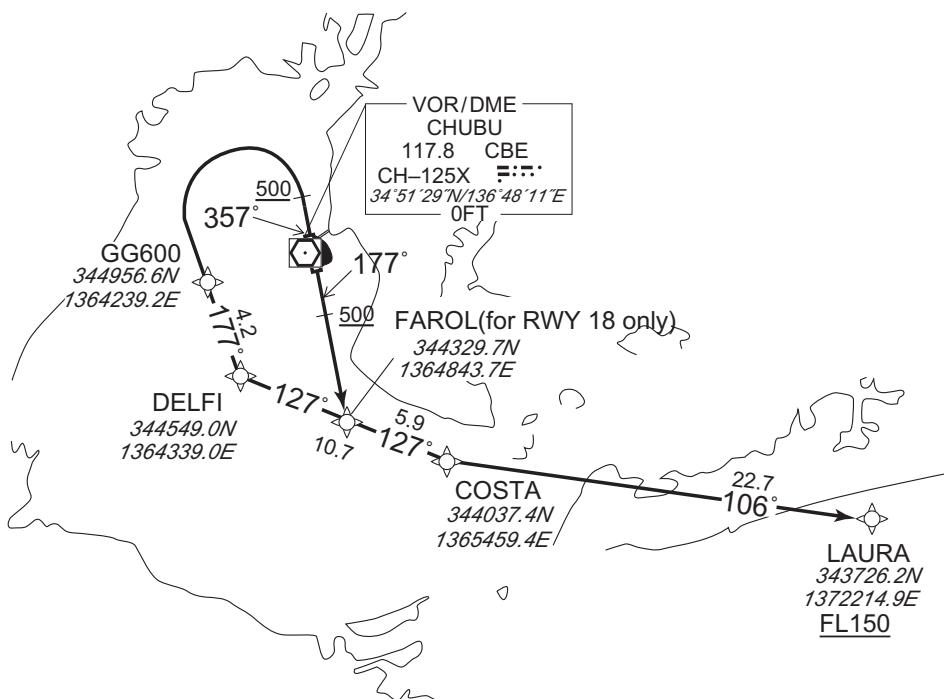
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

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

VAR 8°W



CHANGE : Description of VAR and PROC name.

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

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

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

CHITA THREE DEPARTURE

## RWY18

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

## RWY36

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

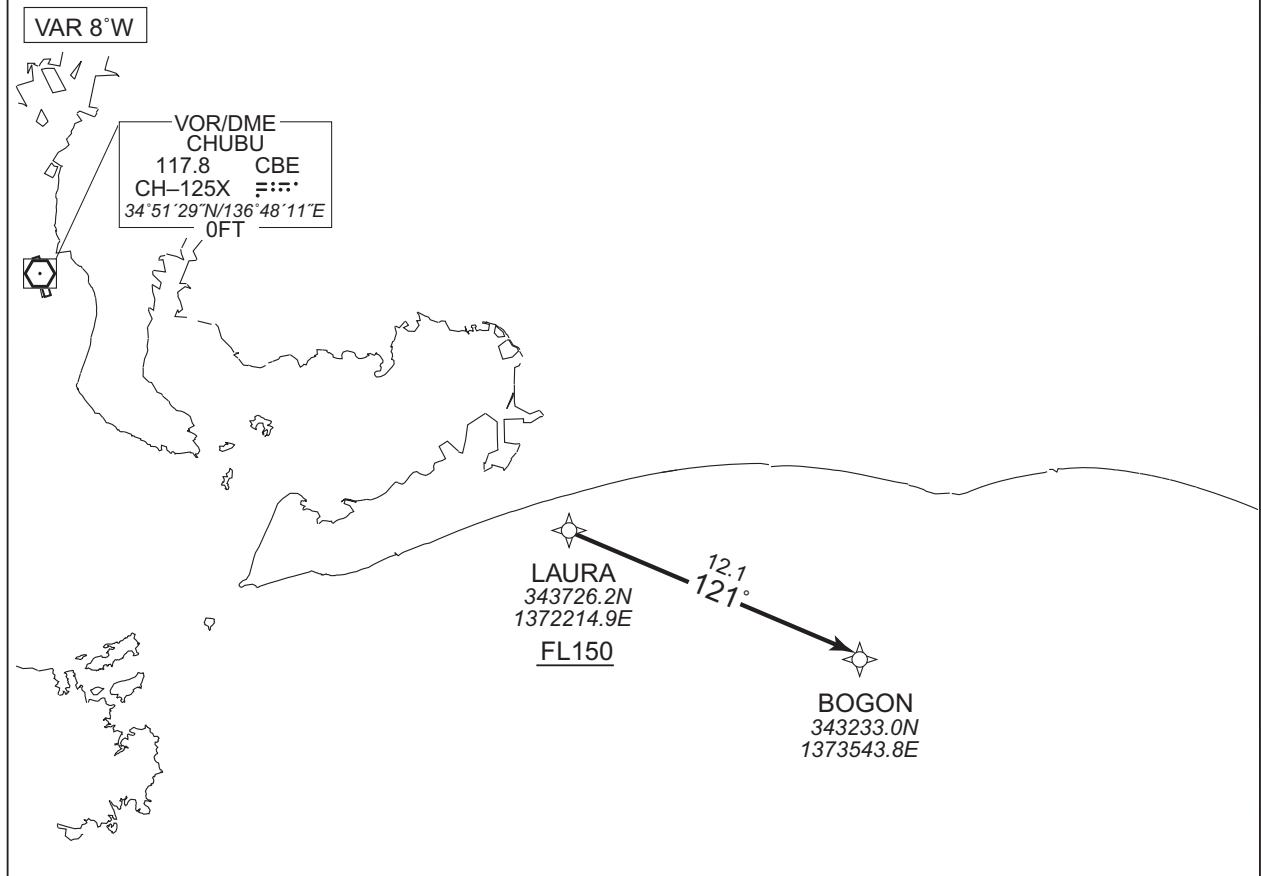
CHANGE : VAR. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

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



From LAURA at or above FL150, to BOGON.

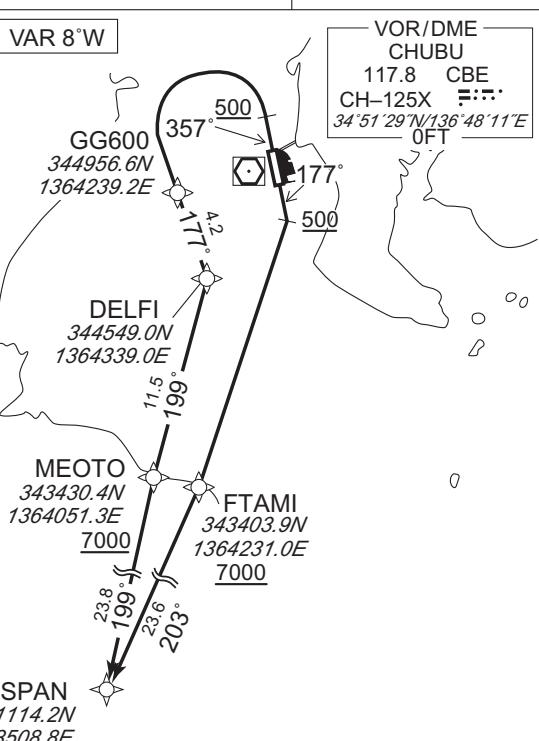
CHANGE : Description of VAR and PROC name.

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

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

ISE THREE DEPARTURE		RNAV 1																																																																																																																								
Note 1 ) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2 ) RADAR service required.		 <p>The chart illustrates the RNAV SID ISE THREE Departure. It shows flight paths originating from various waypoints (GG600, DELFI, MEOTO, FTAMI, ESPAN) and converging towards ESPAN. Key points include:</p> <ul style="list-style-type: none"> <li><b>GG600:</b> 344956.6N 1364239.2E</li> <li><b>DELFI:</b> 344549.0N 1364339.0E</li> <li><b>MEOTO:</b> 343430.4N 1364051.3E</li> <li><b>FTAMI:</b> 343403.9N 1364231.0E</li> <li><b>ESPAÑA (ESPAÑ):</b> 341114.2N 1363508.8E</li> </ul> <p>Flight levels indicated: 500, 7000. Heading labels: 357°, 177°, 11.5°, 199°, 23.8°, 23.6°, &gt;203°.</p>																																																																																																																								
Critical DME	RWY18 XMT : 2.0NM from DER – 16.6NM to ESPAN RWY36 XMT : 1.2NM DELFI – DELFI MEOTO – 15.7NM to ESPAN CBE : DELFI – MEOTO																																																																																																																									
DME GAP	RWY18 : DER – 2.0NM from DER – 16.6NM to ESPAN – ESPAN RWY36 : DER – 3.0NM from DER – 15.7NM to ESPAN – ESPAN																																																																																																																									
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.																																																																																																																									
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.																																																																																																																										
<b>RWY18</b> <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>VA</td> <td>—</td> <td>—</td> <td>177 (169.0)</td> <td>-7.8</td> <td>—</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>DF</td> <td>FTAMI</td> <td>—</td> <td>—</td> <td>-7.8</td> <td>—</td> <td>R</td> <td>+7000</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>ESPAÑ</td> <td>—</td> <td>203 (195.0)</td> <td>-7.8</td> <td>23.6</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table> <b>RWY36</b> <table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>VA</td> <td>—</td> <td>—</td> <td>357 (349.0)</td> <td>-7.8</td> <td>—</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>DF</td> <td>GG600</td> <td>—</td> <td>—</td> <td>-7.8</td> <td>—</td> <td>L</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>DELFI</td> <td>—</td> <td>177 (168.8)</td> <td>-7.8</td> <td>4.2</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>004</td> <td>TF</td> <td>MEOTO</td> <td>—</td> <td>199 (191.5)</td> <td>-7.8</td> <td>11.5</td> <td>—</td> <td>+7000</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>005</td> <td>TF</td> <td>ESPAÑ</td> <td>—</td> <td>199 (191.5)</td> <td>-7.8</td> <td>23.8</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table>			Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification	001	VA	—	—	177 (169.0)	-7.8	—	—	+500	—	—	RNAV1	002	DF	FTAMI	—	—	-7.8	—	R	+7000	—	—	RNAV1	003	TF	ESPAÑ	—	203 (195.0)	-7.8	23.6	—	—	—	—	RNAV1	Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification	001	VA	—	—	357 (349.0)	-7.8	—	—	+500	—	—	RNAV1	002	DF	GG600	—	—	-7.8	—	L	—	—	—	RNAV1	003	TF	DELFI	—	177 (168.8)	-7.8	4.2	—	—	—	—	RNAV1	004	TF	MEOTO	—	199 (191.5)	-7.8	11.5	—	+7000	—	—	RNAV1	005	TF	ESPAÑ	—	199 (191.5)	-7.8	23.8	—	—	—	—	RNAV1
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																																																																																																															
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001	VA	—	—	357 (349.0)	-7.8	—	—	+500	—	—	RNAV1																																																																																																															
002	DF	GG600	—	—	-7.8	—	L	—	—	—	RNAV1																																																																																																															
003	TF	DELFI	—	177 (168.8)	-7.8	4.2	—	—	—	—	RNAV1																																																																																																															
004	TF	MEOTO	—	199 (191.5)	-7.8	11.5	—	+7000	—	—	RNAV1																																																																																																															
005	TF	ESPAÑ	—	199 (191.5)	-7.8	23.8	—	—	—	—	RNAV1																																																																																																															

CHANGE : Description of VAR and PROC name.

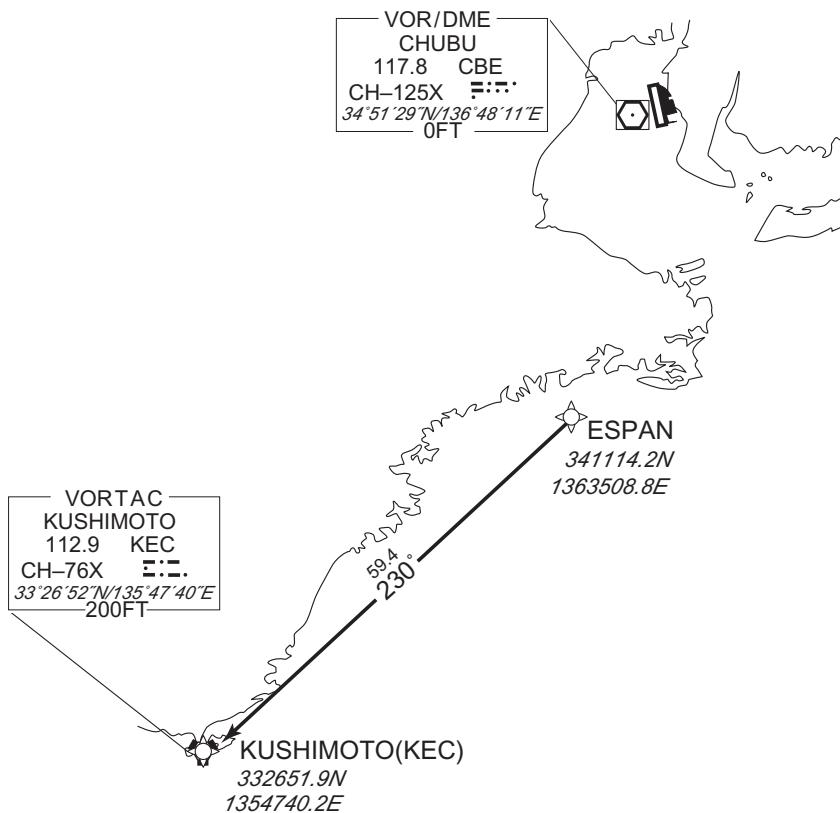
STANDARD DEPARTURE CHART -INSTRUMENT

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



CHANGE : Description of VAR and PROC name.

From ESPAN, to KEC.

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

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

MEIYJO 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.												VAR 8'W												
2 ) RADAR service required.												NAGOYA(KCC) 351555.0N 1365453.7E												
Critical DME	RWY18 KCC : 3.8NM to DEGNA – DEGNA RWY36 KCC : 3.0NM from DER – PONTE											VORTAC NAGOYA 114.2 KCC CH-89X EEE: 35°15'55"N/136°54'54"E 100FT												
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.																							
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.																								
<b>RWY18</b>																								
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													
<b>RWY36</b>																								
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 : Description of VAR and PROC name.

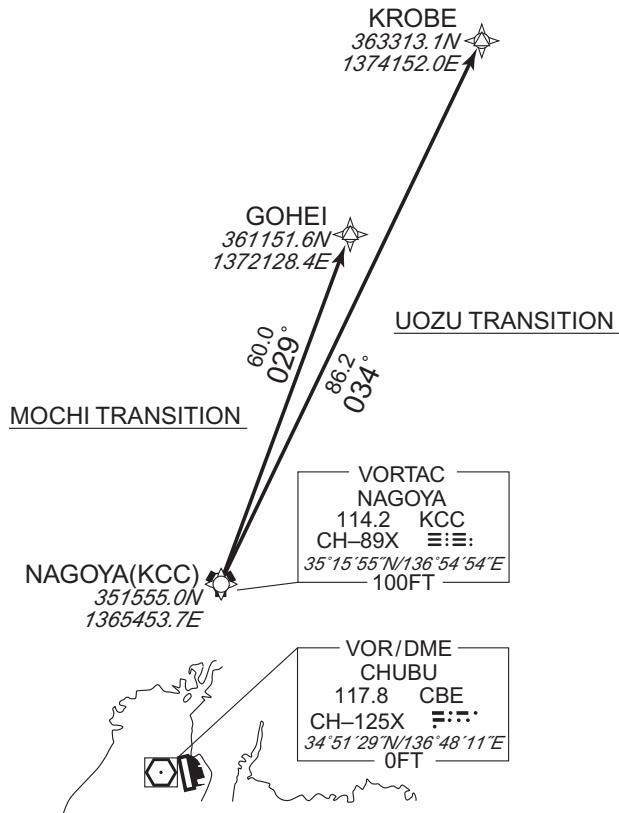
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

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

VAR 8°W



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

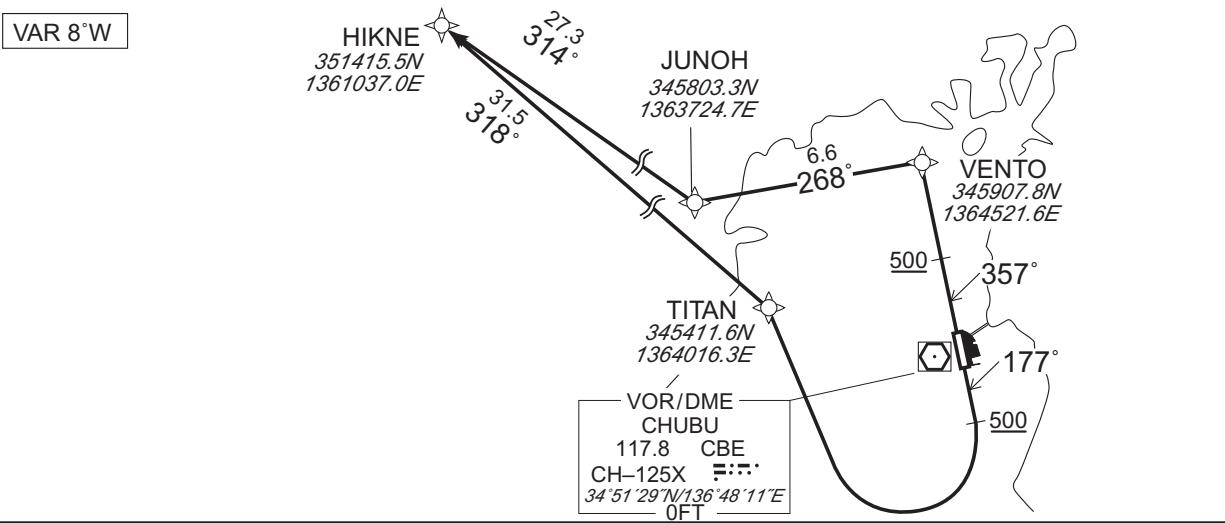
CHANGE : Description of VAR.

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



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.

## 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 : Description of VAR and PROC name.

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 YME : 29.8NM to PUDAN - 25.0NM to PUDAN YME : 12.2NM to YME - 3.0NM to YME																																																
DME GAP	TANGO TRANSITION 3.0NM to YME PIONE TRANSITION HIKNE - 40.0NM to WAKIT		PIONE TRANSITION TZT : 10.0NM to PIONE - PIONE																																																
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.		MIDER TRANSITION YME : 10.6NM to MIDER - 5.5NM to MIDER																																																
<p>The chart illustrates the RNAV transition routes. It shows the locations of VOR/DME stations MIYAZU (112.6) and CH-73X, and VOR/DME CHUBU (117.8). The routes are as follows:</p> <ul style="list-style-type: none"> <li><b>TANGO TRANSITION:</b> From HIKNE (351415.5N, 1361037.0E) to PUDAN (352519.0N, 1352332.8E) via a bearing of 294° (294°).</li> <li><b>PIONE TRANSITION:</b> From HIKNE to WAKIT (350157.9N, 1345532.0E) via a bearing of 252° (252°), and from WAKIT to PIONE (344017.0N, 1340054.5E) via a bearing of 49.8° (49.8°).</li> <li><b>MIDER TRANSITION:</b> From HIKNE to MIDER (350101.4N, 1354933.6E) via a bearing of 241° (241°), and from MIDER to CHUBU via a bearing of 62.7° (267°).</li> </ul>																																																			
<p><b>TANGO TRANSITION</b> From HIKNE, to PUDAN, to YME.</p> <p><b>PIONE TRANSITION</b> From HIKNE, to WAKIT, to PIONE.</p> <p><b>MIDER TRANSITION</b> From HIKNE, to MIDER.</p> <p><b>TANGO TRANSITION</b></p> <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>-8.0</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>TF</td> <td>PUDAN</td> <td>—</td> <td>294 (286.3)</td> <td>-8.0</td> <td>40.0</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>YME</td> <td>—</td> <td>294 (285.8)</td> <td>-8.0</td> <td>13.0</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	—	—	-8.0	—	—	—	—	—	RNAV1	002	TF	PUDAN	—	294 (286.3)	-8.0	40.0	—	—	—	—	RNAV1	003	TF	YME	—	294 (285.8)	-8.0	13.0	—	—	—	—	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	—	—	-8.0	—	—	—	—	—	RNAV1																																								
002	TF	PUDAN	—	294 (286.3)	-8.0	40.0	—	—	—	—	RNAV1																																								
003	TF	YME	—	294 (285.8)	-8.0	13.0	—	—	—	—	RNAV1																																								

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

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

<u>PIONE TRANSITION</u>											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	HIKNE	—	—	-8.0	—	—	—	—	—	RNAV1
002	TF	WAKIT	—	267 (259.0)	-8.0	62.7	—	—	—	—	RNAV1
003	TF	PIONE	—	252 (244.4)	-8.0	49.8	—	—	—	—	RNAV1

<u>MIDER TRANSITION</u>											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	HIKNE	—	—	-8.0	—	—	—	—	—	RNAV1
002	TF	MIDER	—	241 (232.6)	-8.0	21.7	—	—	—	—	RNAV1

CHANGE : VAR. Course FM HIKNE to MIDER.

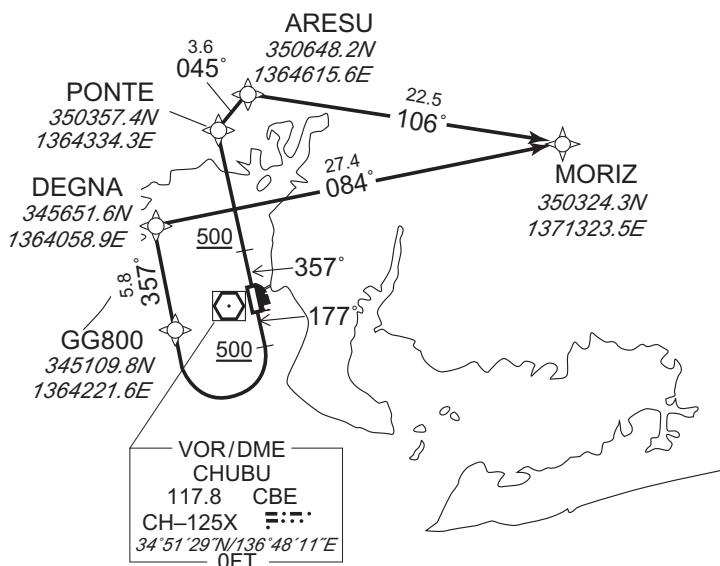
STANDARD DEPARTURE CHART -INSTRUMENT

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



CHANGE : Description of VAR and PROC name.

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

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

## TOYOTA THREE DEPARTURE

## RWY18

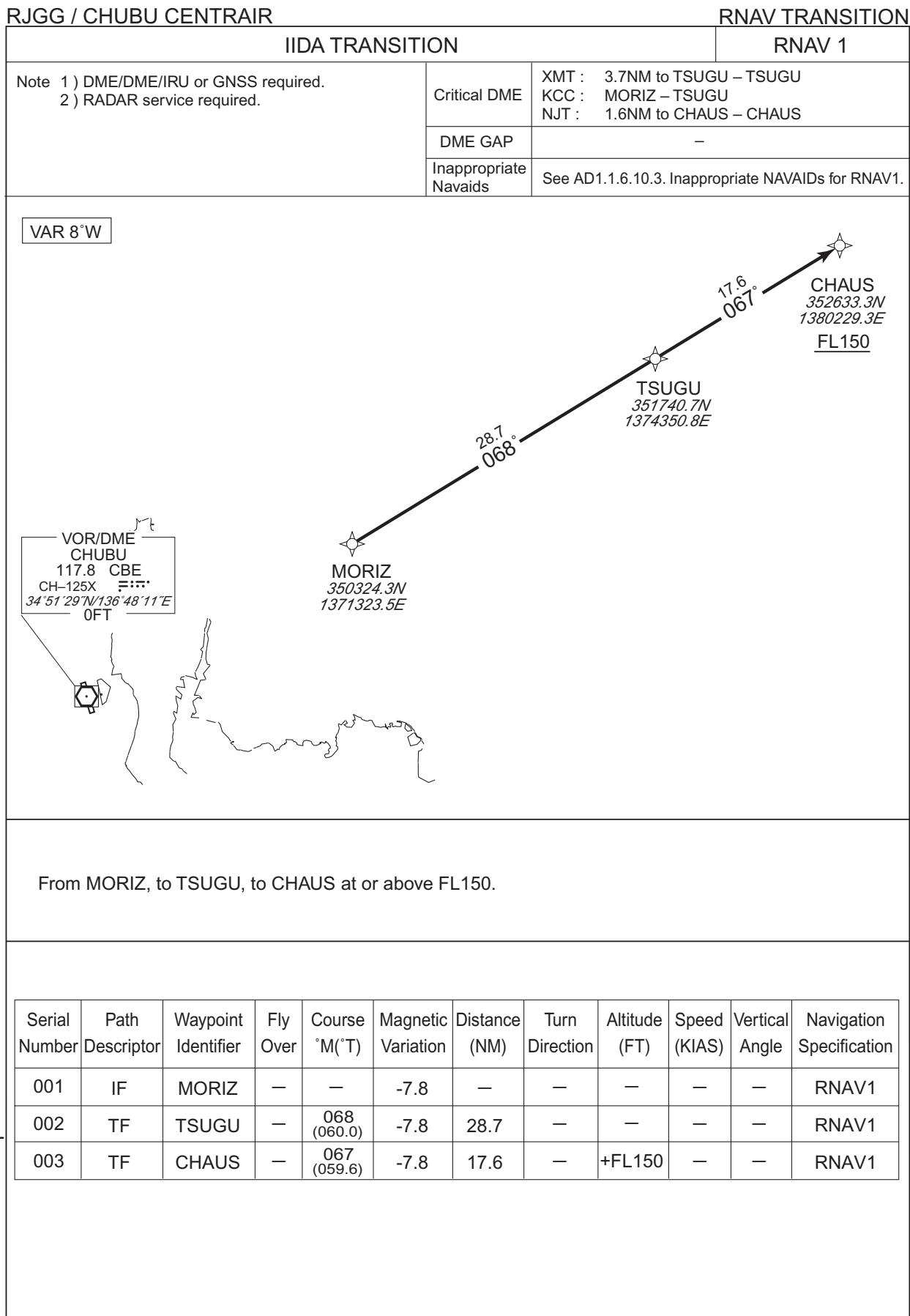
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	177 (169.0)	-7.8	—	—	+500	—	—	RNAV1
002	DF	GG800	—	—	-7.8	—	R	—	—	—	RNAV1
003	TF	DEGNA	—	357 (348.8)	-7.8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

## RWY36

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

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT



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STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR RWY36

SOUTH ARC ARRIVAL

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

for ILS Z RWY36 and LOC Z RWY36 :

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

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

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

Cross PROBE at or above 4000FT.

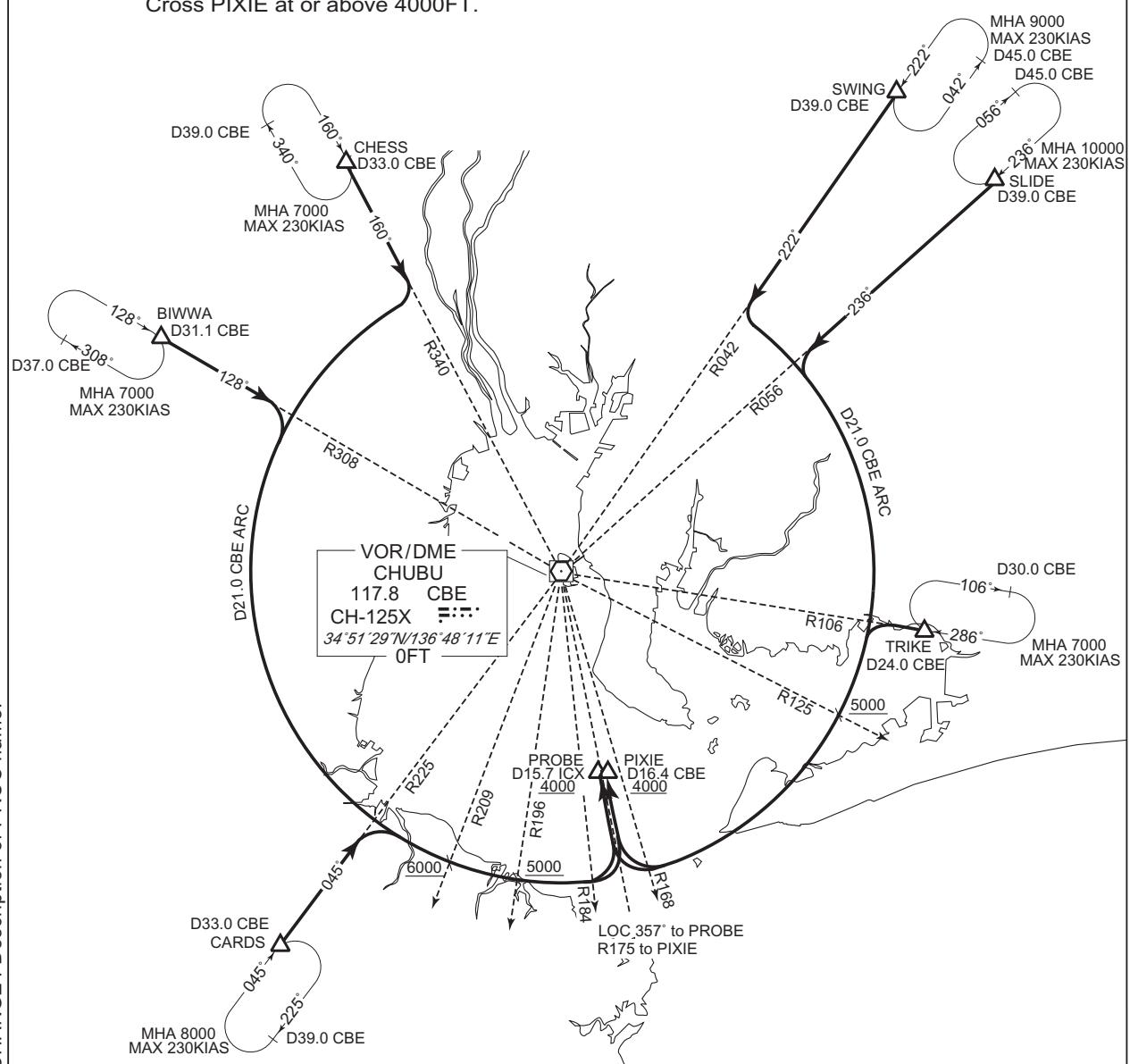
for VOR RWY36:

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

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

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

Cross PIXIE at or above 4000FT.



## STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR RWY18

NORTH ARC ARRIVAL

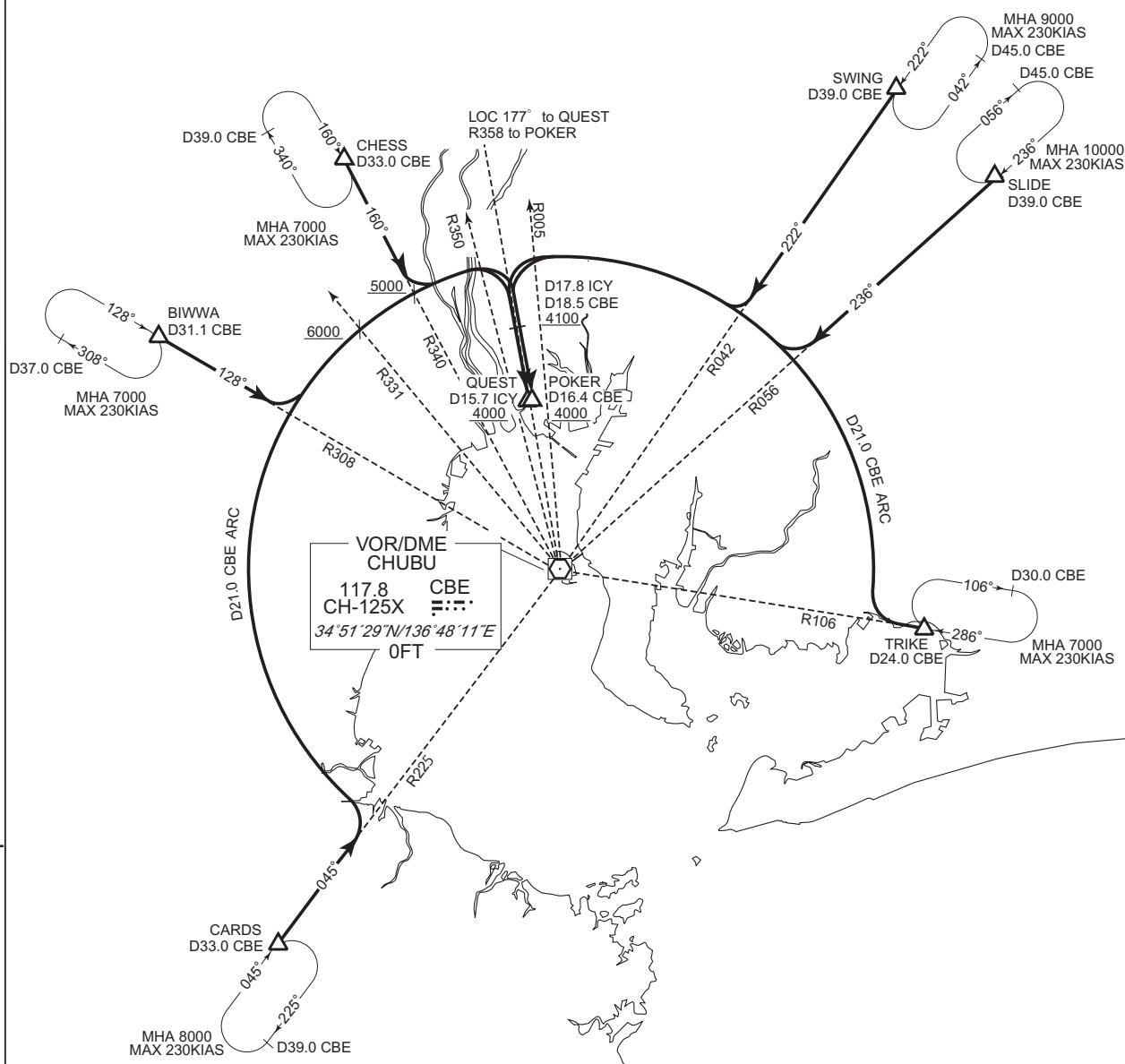
From over CARDS, via CBE R225, turn left, via CBE 21.0DME clockwise ARC, turn right....  
 From over CHESS, via CBE R340 turn left, via CBE 21.0DME clockwise ARC, turn right....  
 From over SWING, via CBE R042 turn right, via CBE 21.0DME counterclockwise ARC, turn left....  
 From over SLIDE, via CBE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

for ILS Z RWY18 and LOC Z RWY18 :

....to intercept and proceed via ICY-LOC to QUEST.  
 Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)  
 Cross CBE R340 at or above 5000FT (when started from CARDS or BIWWA or CHESS).  
 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 R340 at or above 5000FT (when started from CARDS or BIWWA or CHESS).  
 Cross CBE R358/18.5DME at or above 4100FT, cross POKER at or above 4000FT.



CHANGE : Description of PROC name.

STANDARD ARRIVAL CHART -INSTRUMENT

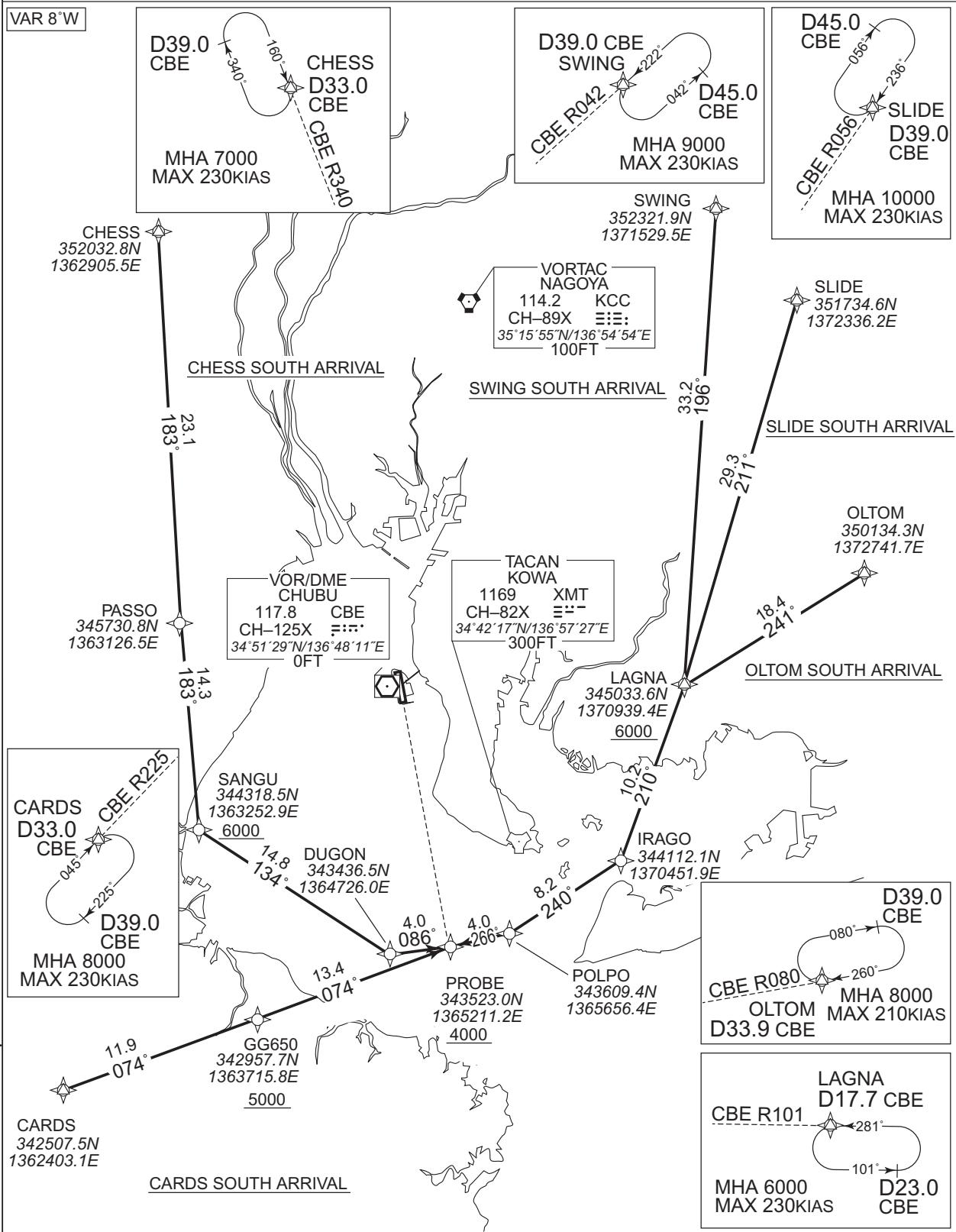
RJGG / CHUBU CENTRAIR

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.



## STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

CARDS SOUTH ARRIVAL

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

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

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

CHESS SOUTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

SWING SOUTH ARRIVAL

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

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

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

SLIDE SOUTH ARRIVAL

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

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

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

CHANGE : VAR

## STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

OLTOM SOUTH ARRIVAL

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

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

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

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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

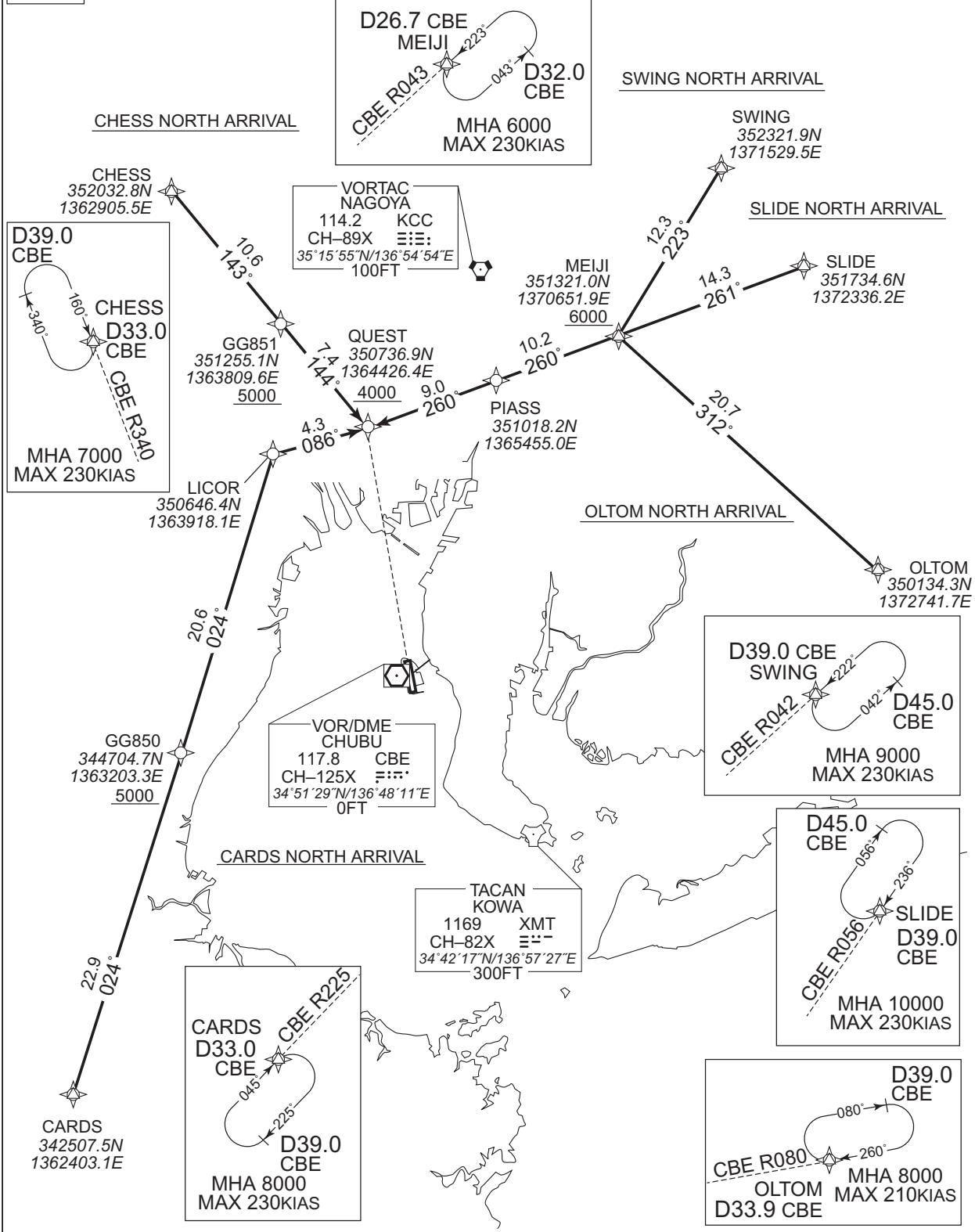
RNAV STAR RWY18

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

RNAV 1

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

VAR 8°W



CHANGE : Description of VAR.

## 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

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.

VAR 8°W

CHESS MARINE ARRIVAL

CHESS  
352032.8N  
1362905.5E

D39.0  
CBE

180°  
340°

CHESS  
D33.0  
CBE

MHA 7000  
MAX 230KIAS

SOLON  
345638.4N  
1364034.3E

ATENA  
345028.6N  
1364203.7E

KUMOZ  
344641.0N  
1363555.5E

ISUZU  
344748.0N  
1364242.5E

CARDS MARINE  
ARRIVAL

CARDS  
342507.5N  
1362403.1E

264°  
038°

CARDS  
D33.0  
CBE

MHA 8000  
MAX 230KIAS

D39.0  
CBE

045°  
225°

CBE R225

D39.0 CBE  
SWING  
222°  
042°

MHA 9000  
MAX 230KIAS

SWING MARINE ARRIVAL

SWING  
352321.9N  
1371529.5E

SLIDE  
351734.6N  
1372336.2E

SLIDE MARINE ARRIVAL

OLTOM  
350134.3N  
1372741.7E

OLTOM MARINE ARRIVAL

VOR/DME  
CHUBU  
117.8  
CH-125X  
34°51'29"N/136°48'11"E  
0FT

TACAN  
KOWA  
1169  
CH-82X  
34°42'17"N/136°57'27"E  
300FT

D45.0  
CBE  
236°  
056°

SLIDE  
D39.0  
CBE  
CBE R056

MHA 10000  
MAX 230KIAS

D39.0  
CBE  
080°  
260°

OLTOM  
MAX 210KIAS  
D33.9 CBE

CHANGE : Description of VAR.

## 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

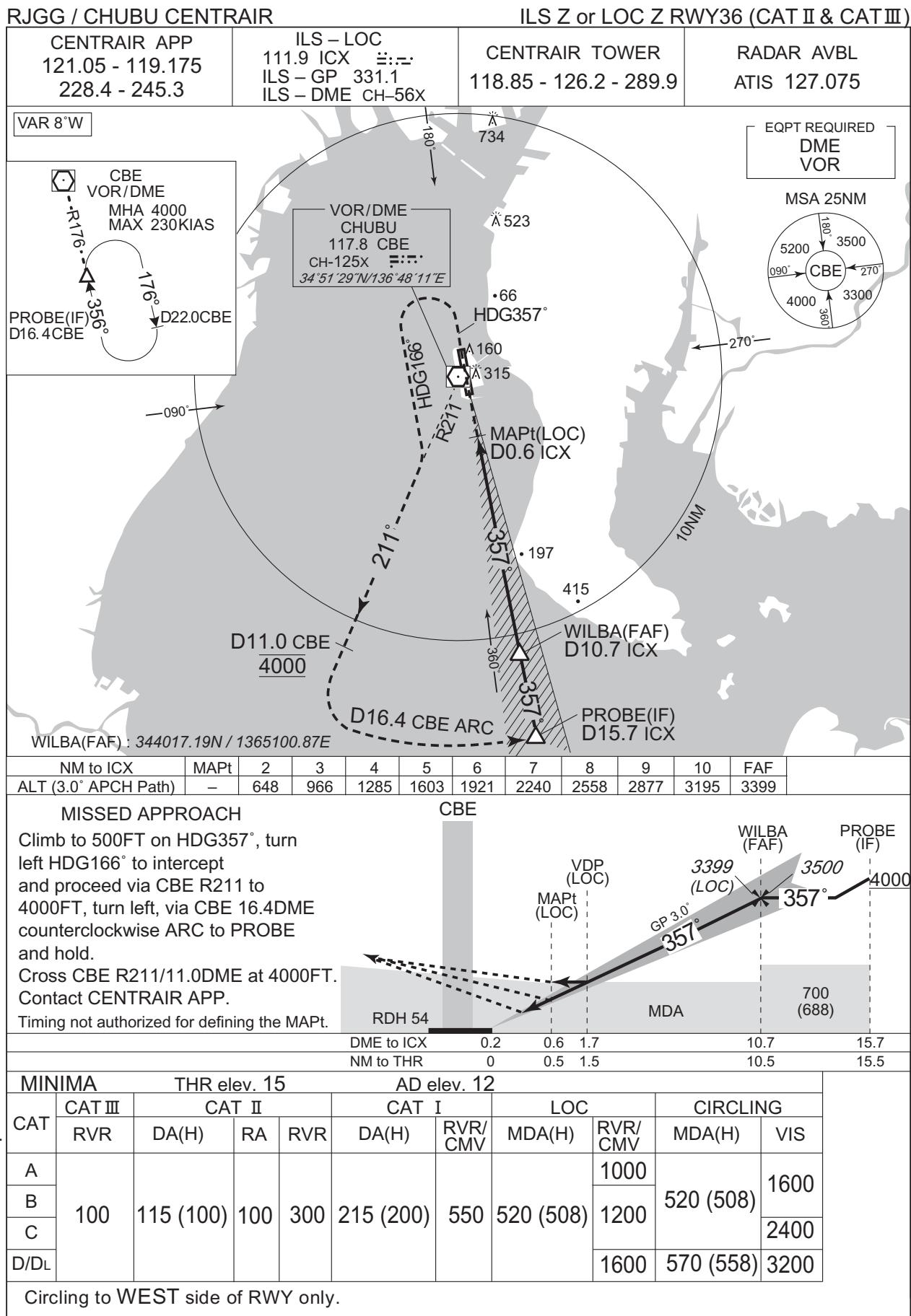
OLTOM MARINE ARRIVAL

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.

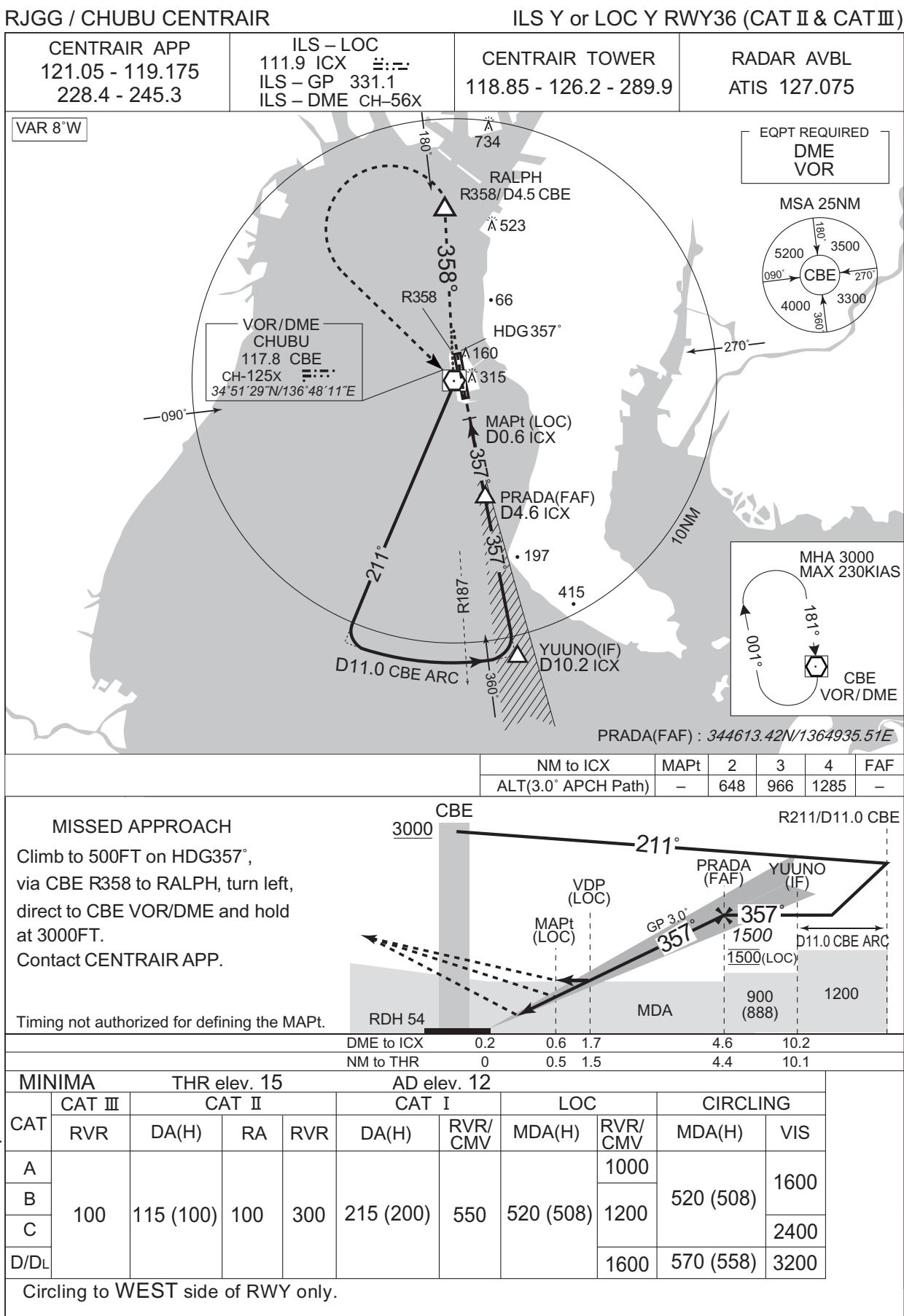
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	OLTOM	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	CBE	—	261 (252.9)	-7.6	33.9	—	+5000	—	—	RNAV1
003	TF	ATENA	—	266 (258.7)	-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



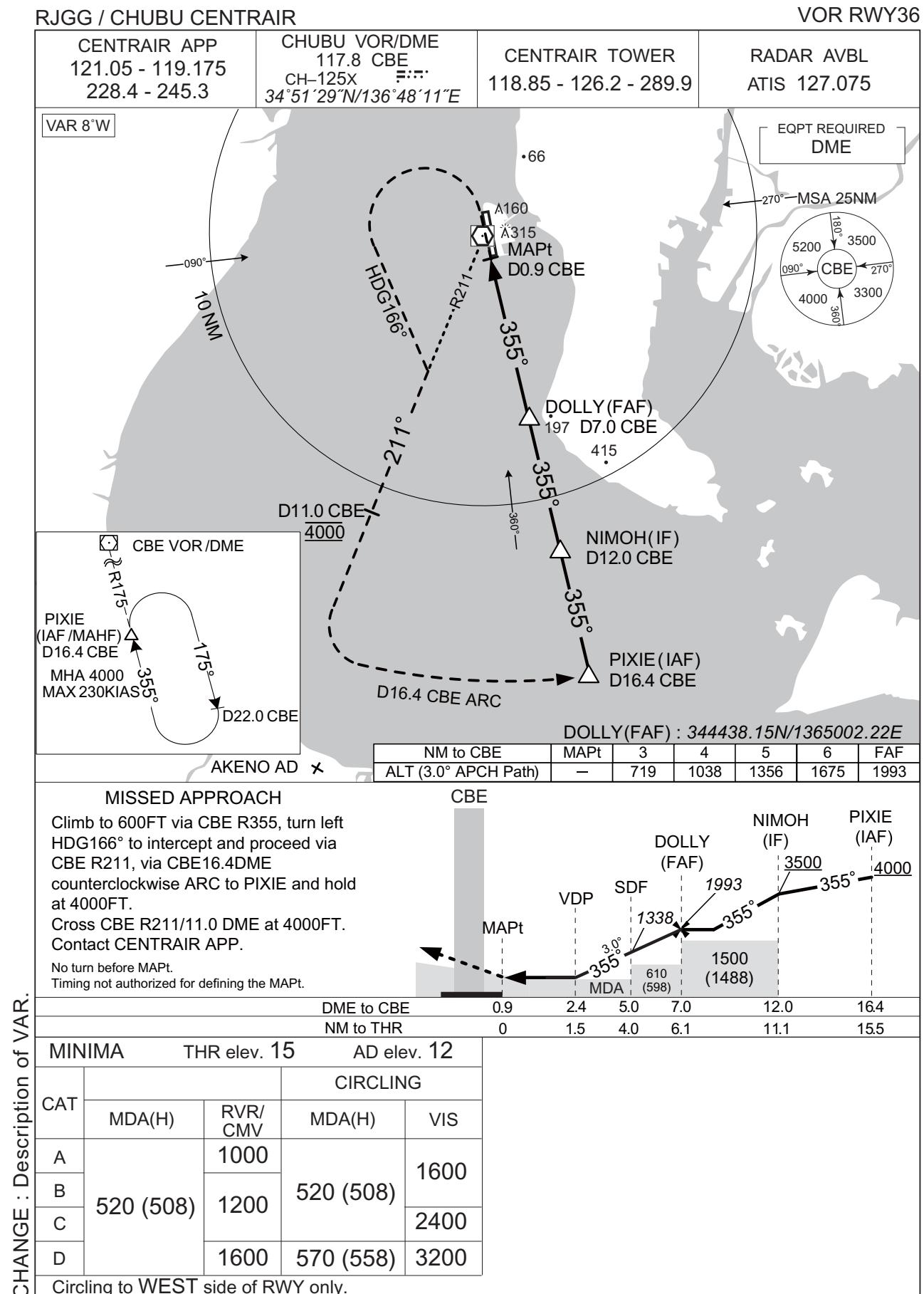
CHANGE : Description of VAR.

## INSTRUMENT APPROACH CHART



CHANGE : Description of VAR.

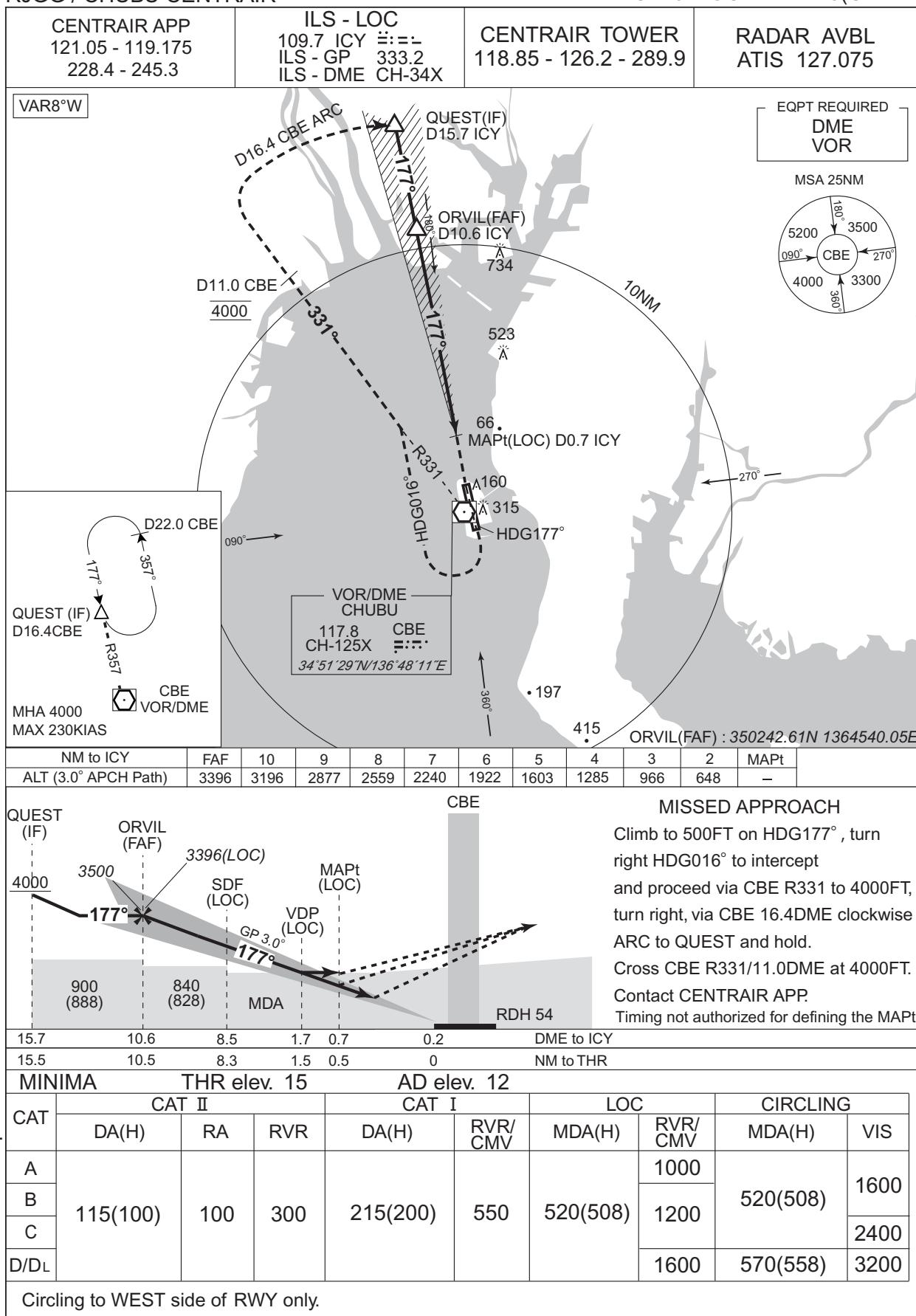
INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

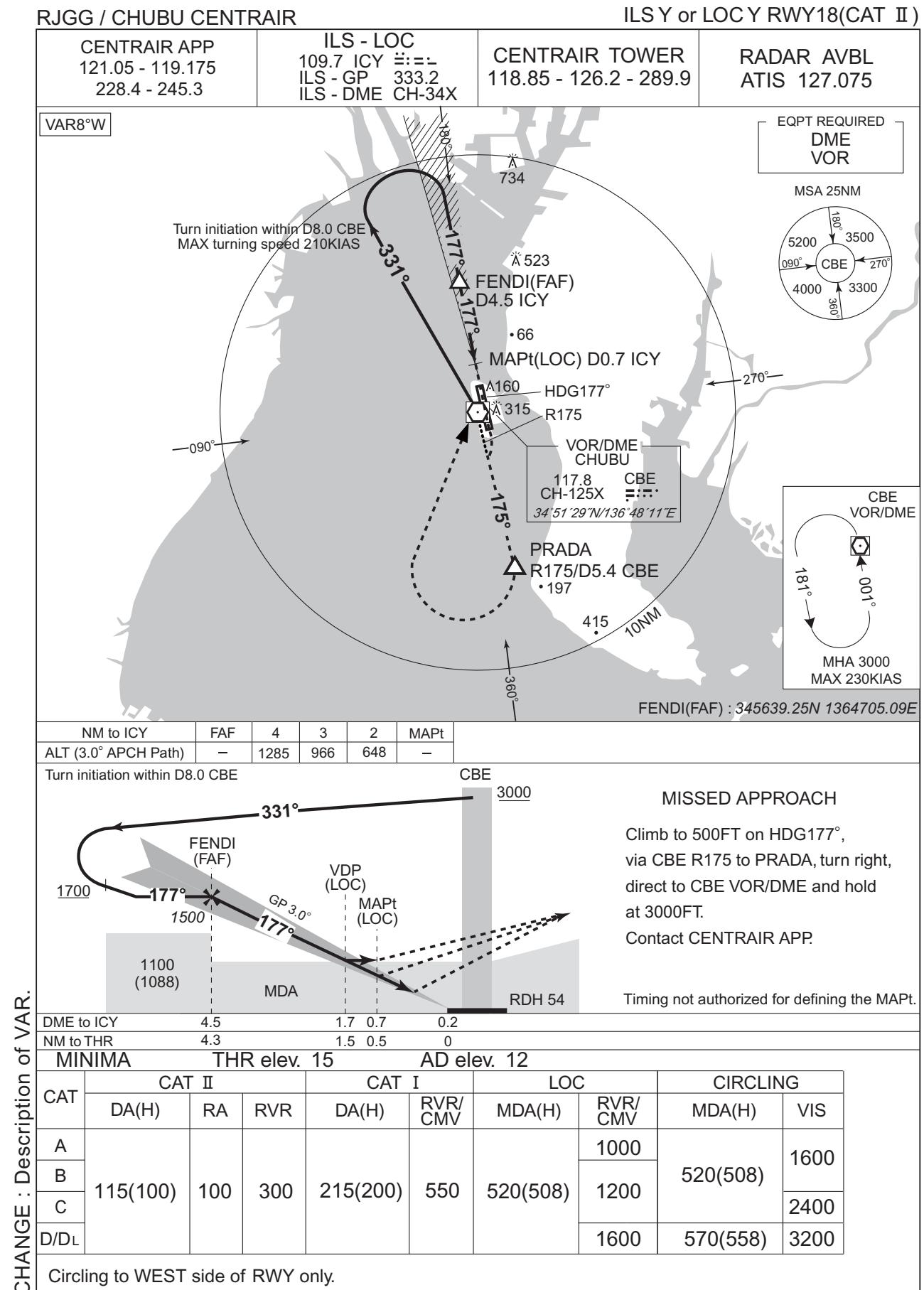
RJGG / CHUBU CENTRAIR

ILS Z or LOC Z RWY18(CAT II)



CHANGE : Description of VAR.

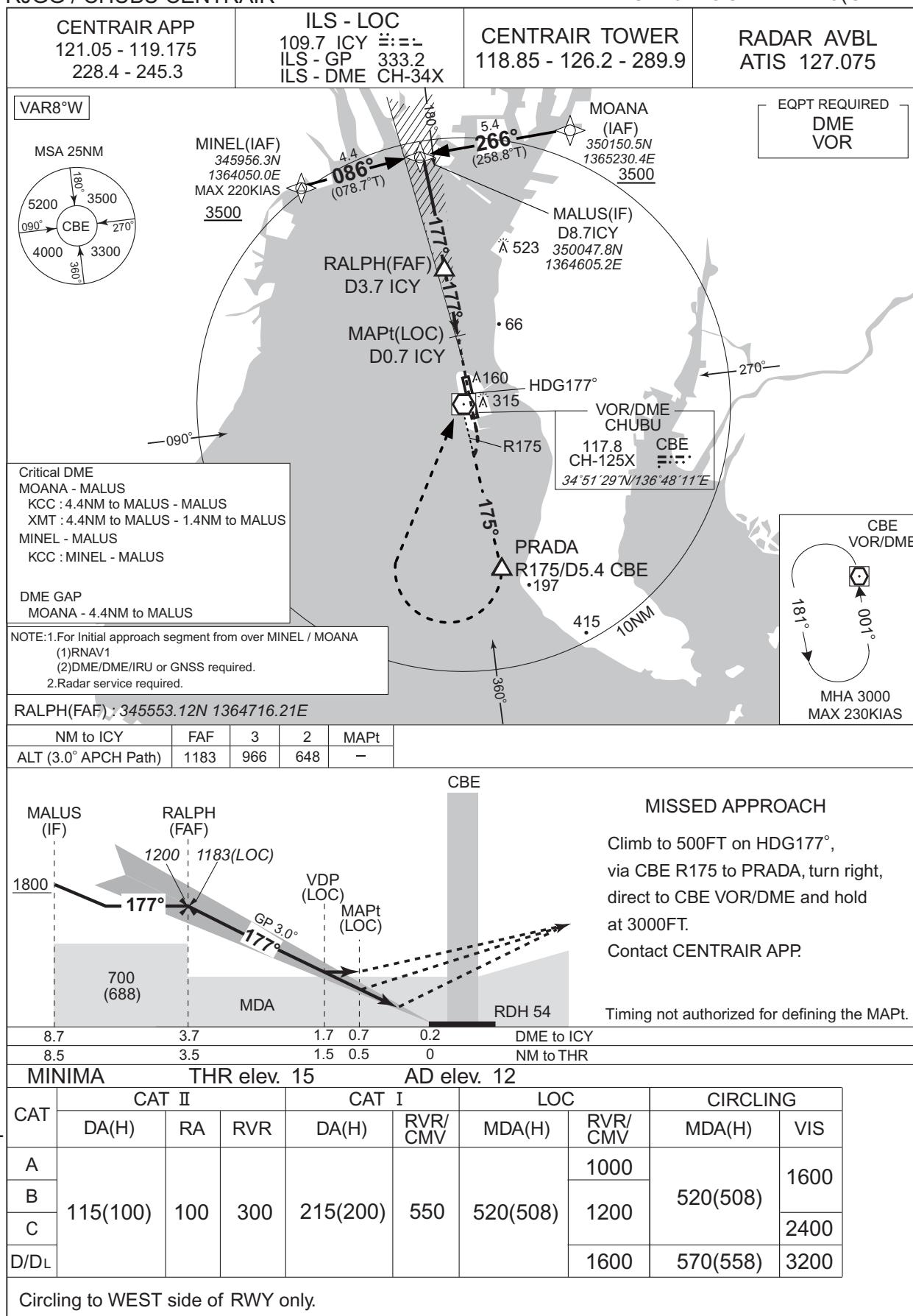
INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

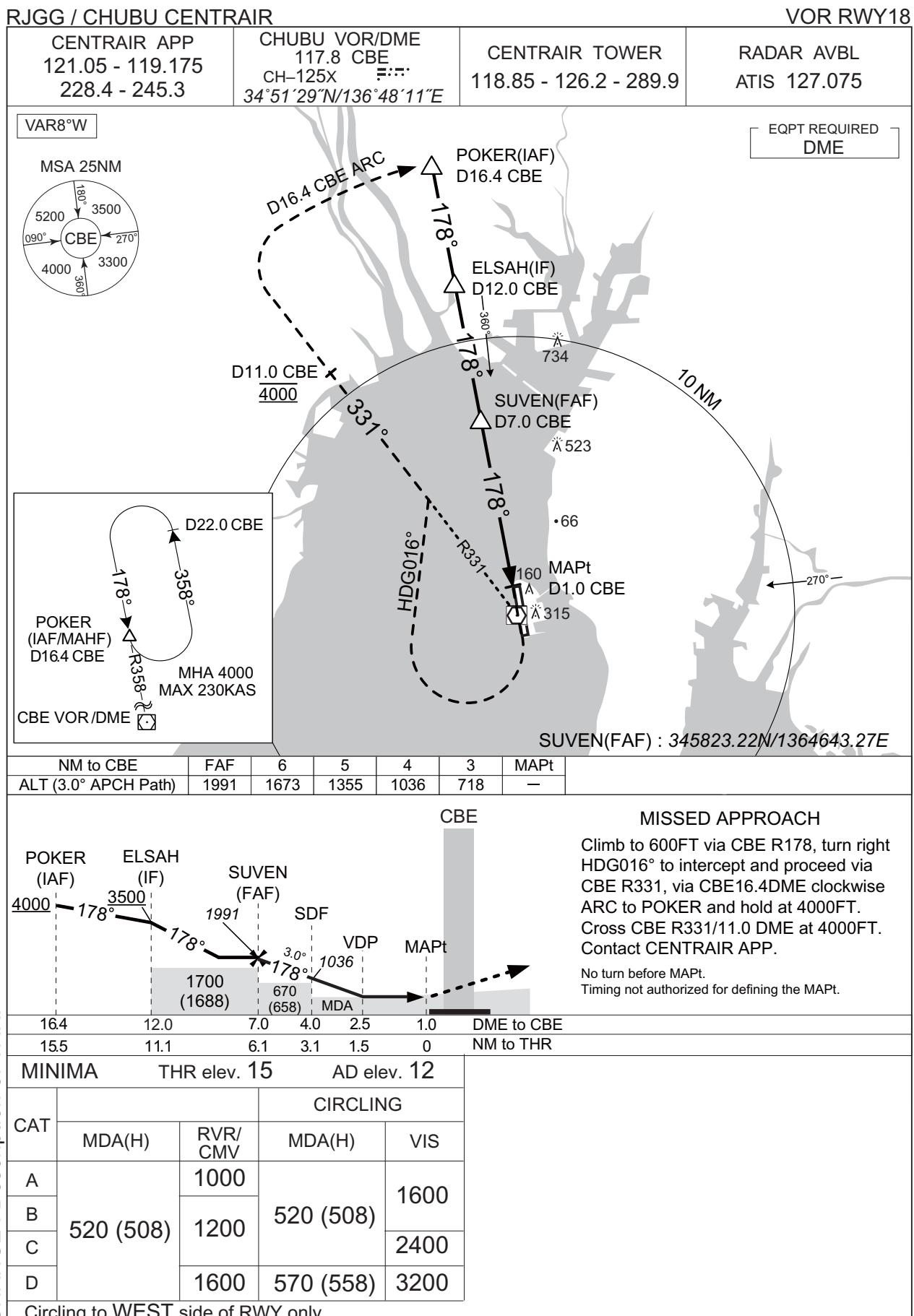
RJGG / CHUBU CENTRAIR

ILS X or LOC X RWY18(CAT II)

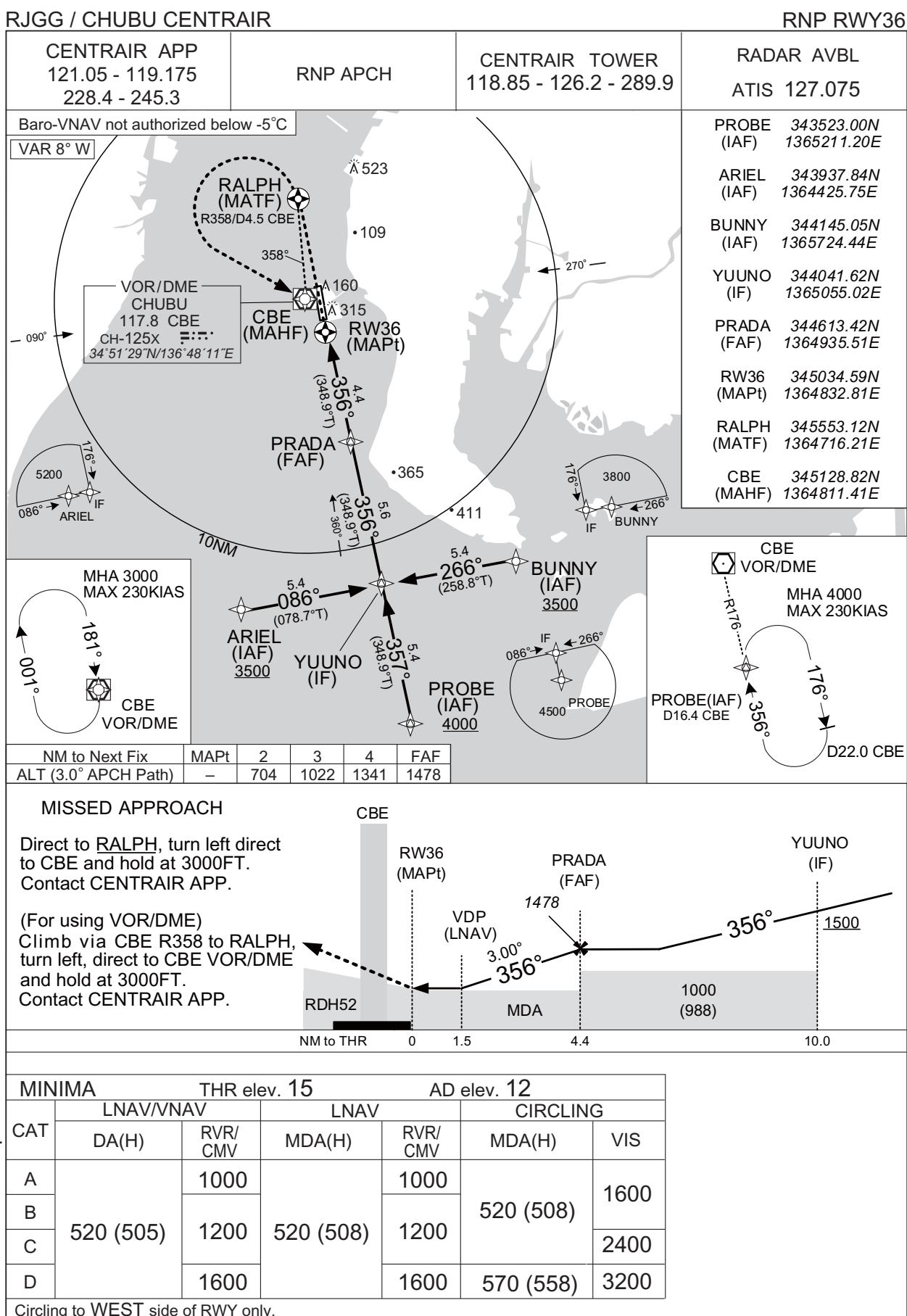


CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

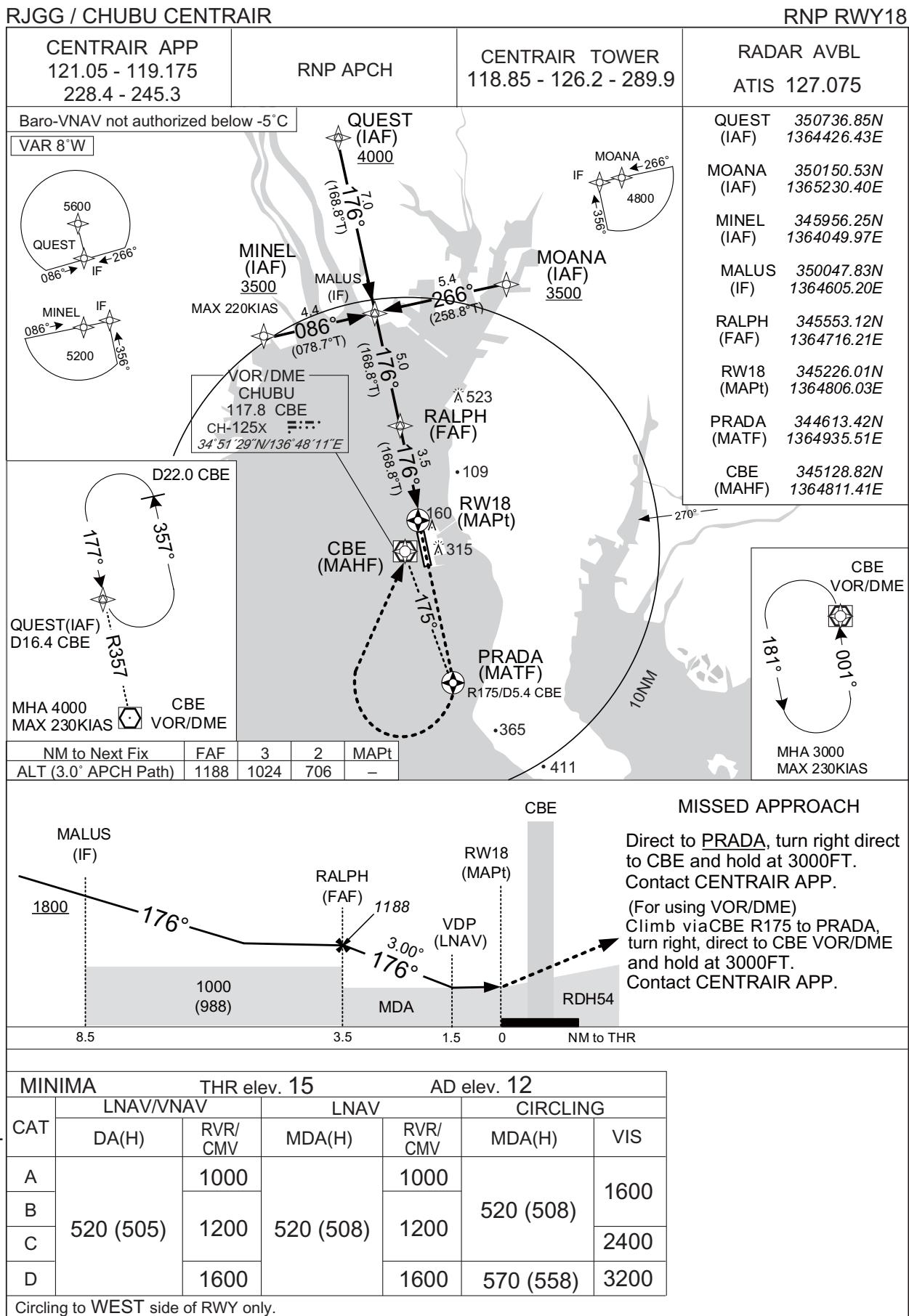


## INSTRUMENT APPROACH CHART



CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART



CHANGE : Description of VAR.

RJGG / CHUBU CENTRAIR

Visual REP



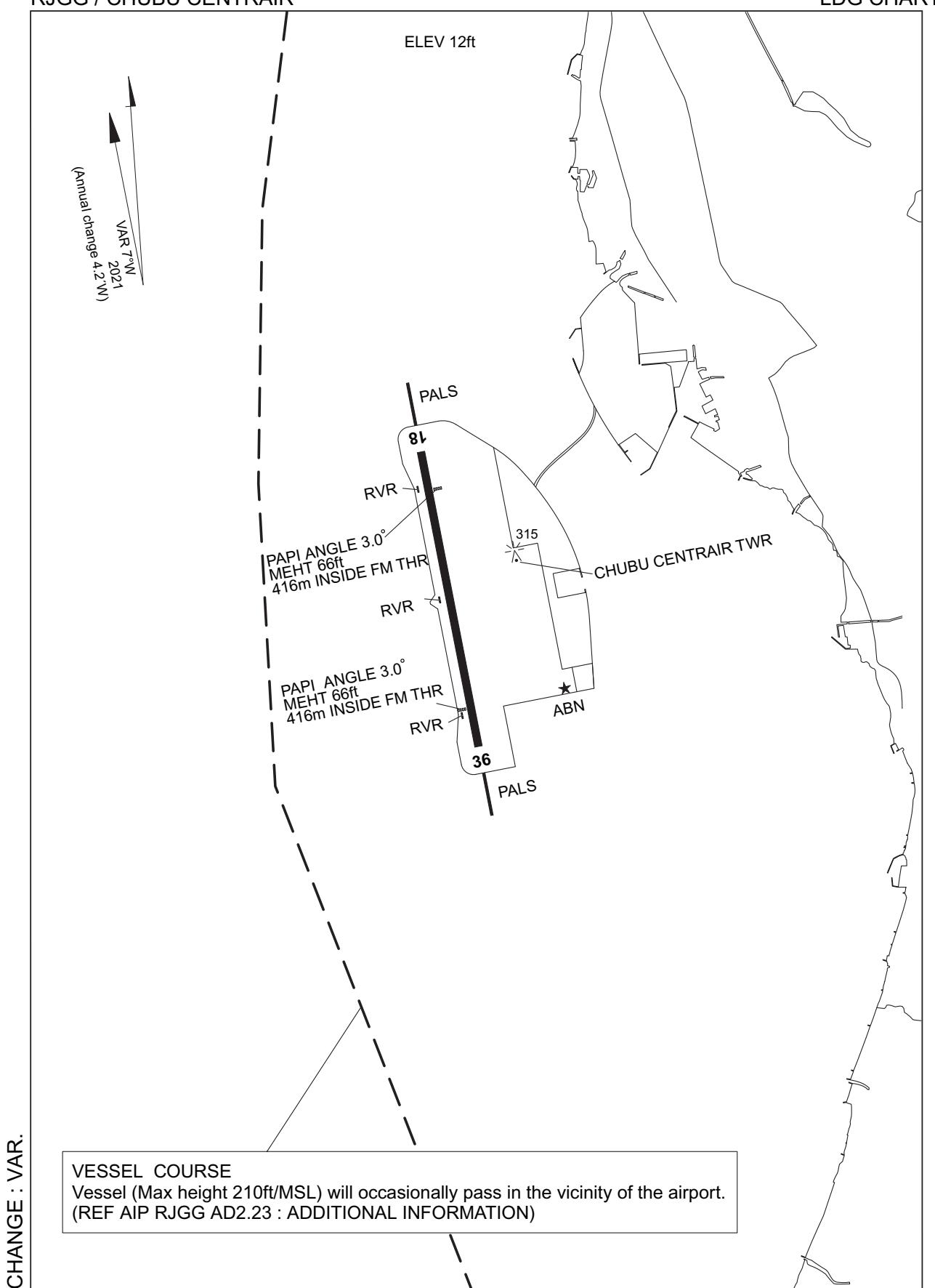
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : VAR.

Call sign	BRG / DIST from ARP	Remarks
ジャンクション Junction	060°T / 5.4NM	半田中央ジャンクション HANDA-CHUO Junction
ウエストポイント West Point	270°T / 6.0NM	海上 Over the sea
白子 Shiroko	262°T / 10.8NM	近鉄白子駅 SHIROKO Station
美浜 Mihamma	130°T / 5.7NM	美浜インターチェンジ MIHAMMA Interchange

## RJGG / CHUBU CENTRAIR

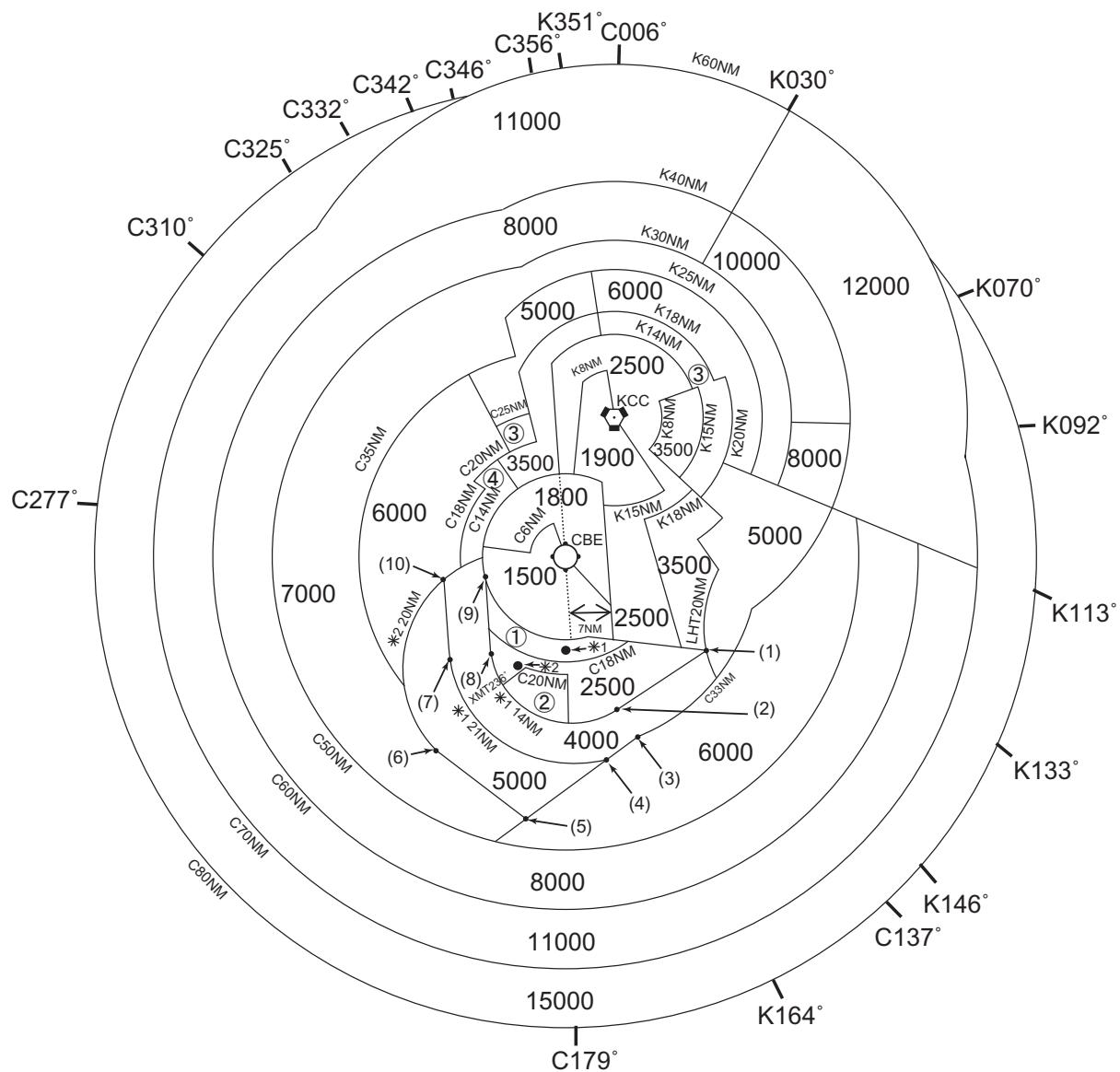
## LDG CHART



RJGG / CHUBU CENTRAIR

## Minimum Vectoring Altitude CHART

VAR 7°W (2009)



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

CENTER : 345129N/1364811E (C : CBE)

CENTER : 351555N/1365454E (K : KCC)

\*1: 343722N/1365140E

\*2: 343140N/1364148E