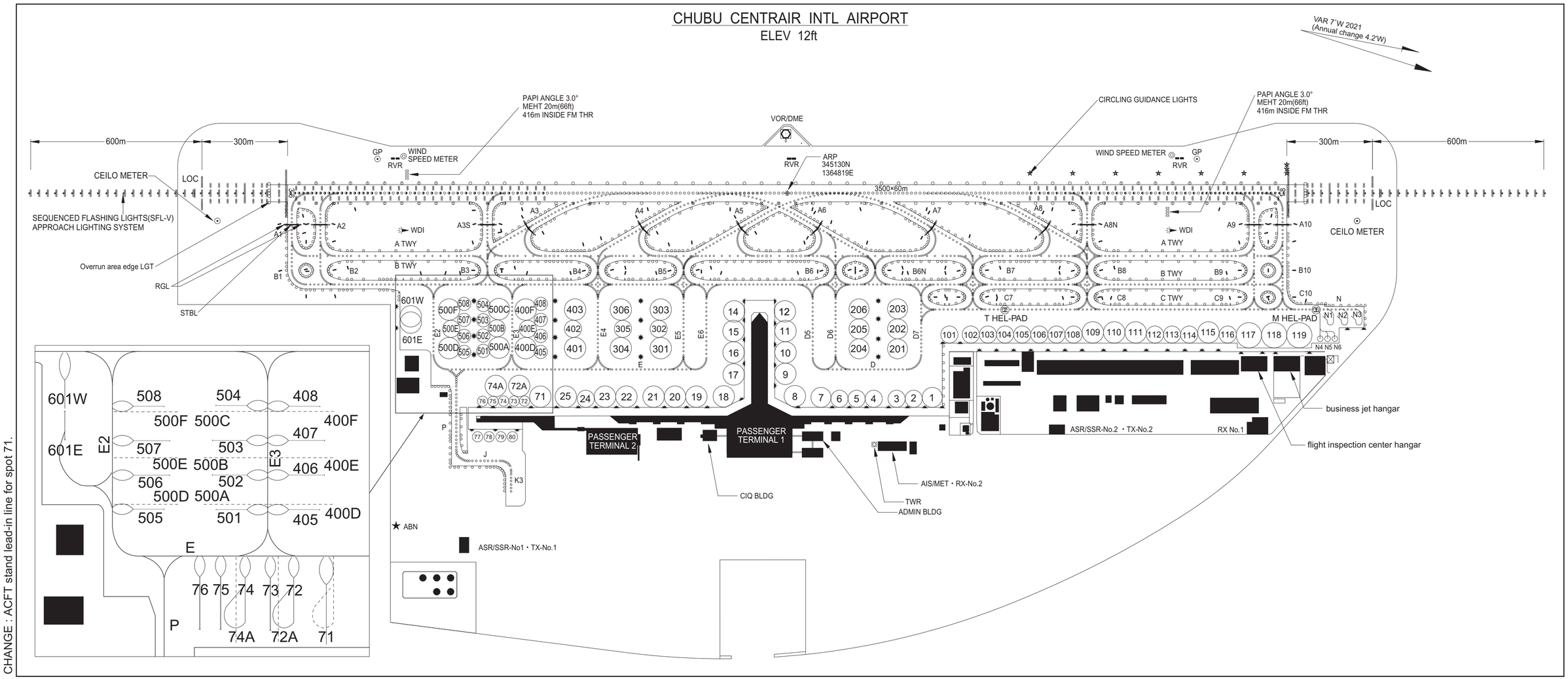
# CHUBU CENTRAIR INTL AIRPORT

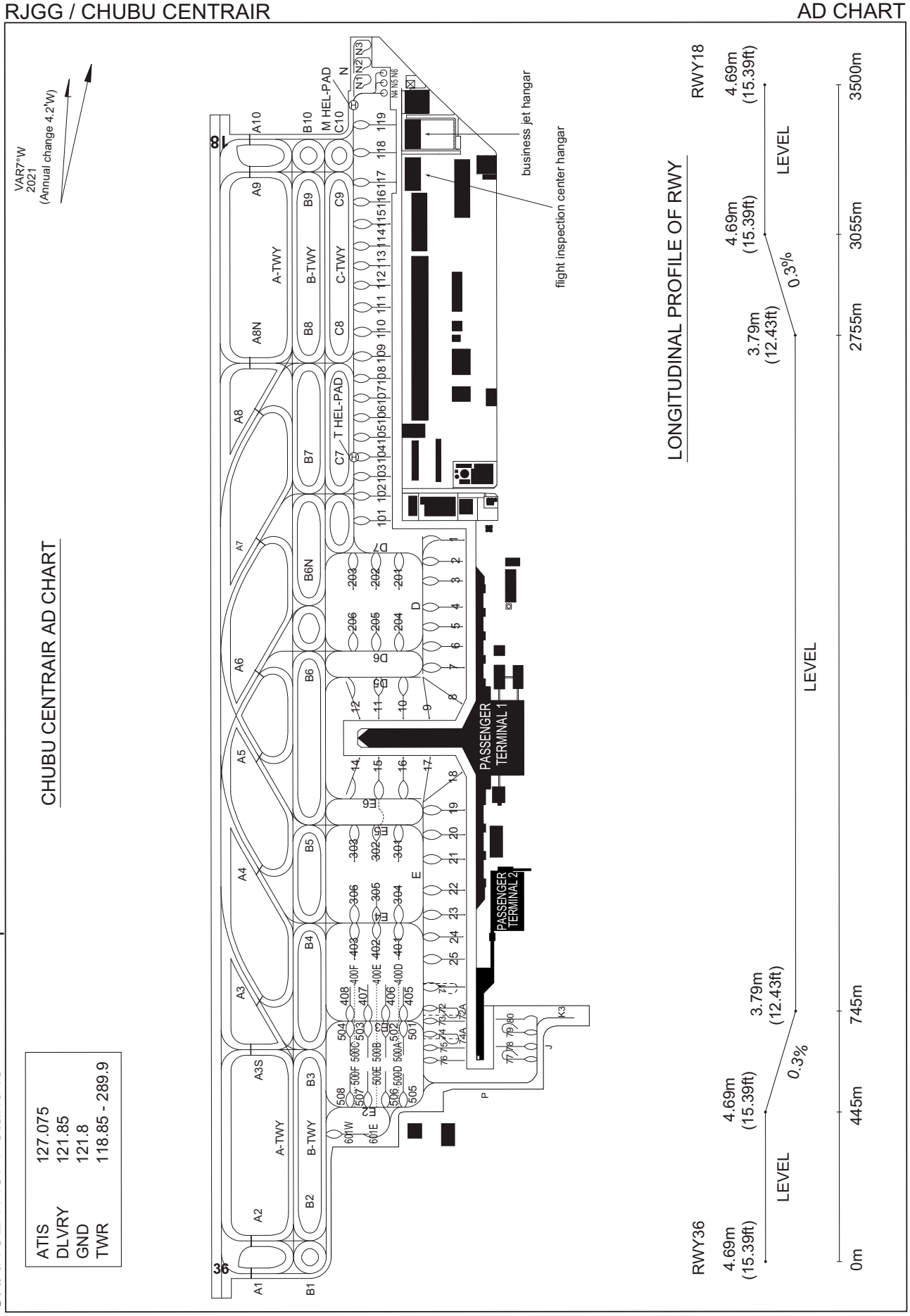
ELEV 12ft




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

RJGG / CHUBU CENTRAIR AD CHART

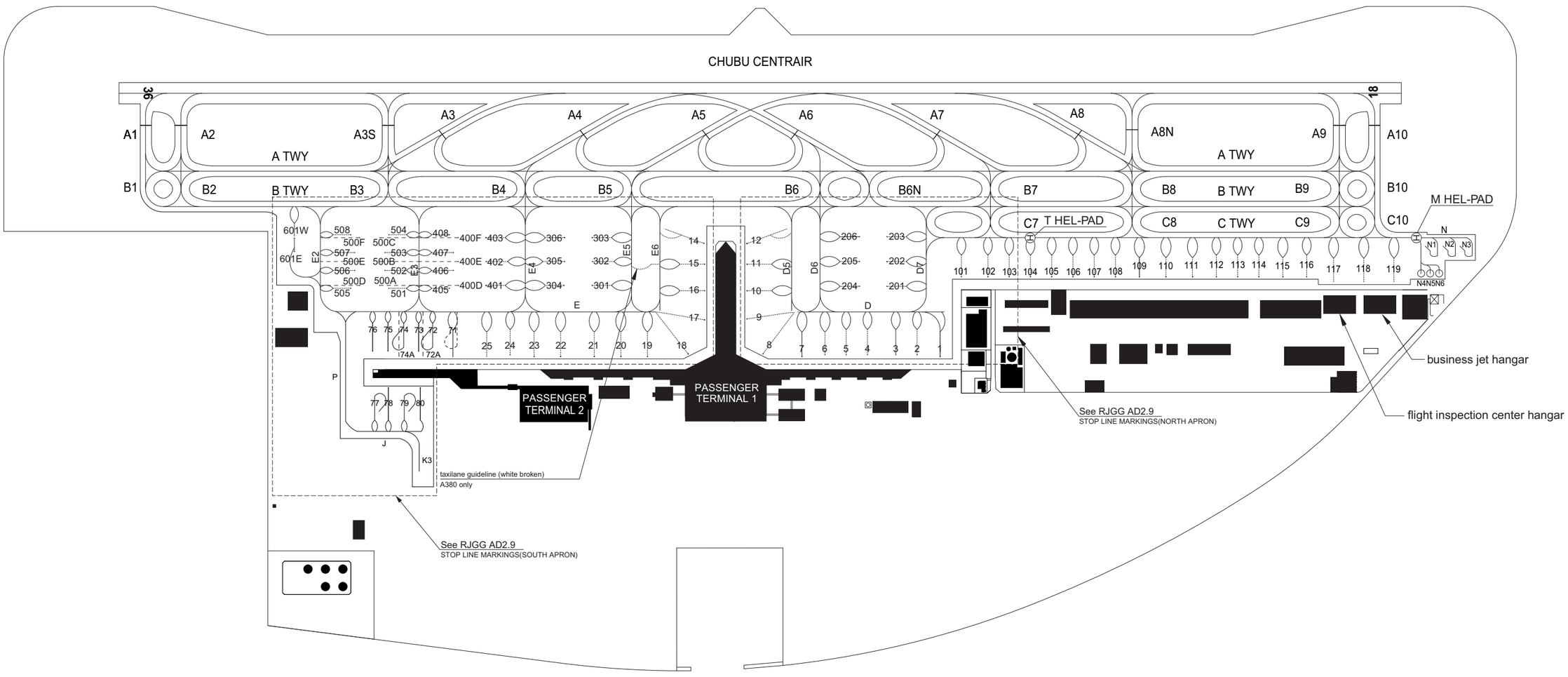
CHANGE : ACFT stand lead-in line for spot 71.



**INTENTIONALLY LEFT BLANK**

AERODROME GROUND MOVEMENT CHART

# TAXIING GUIDE LINES AND PARKING AREAS




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

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

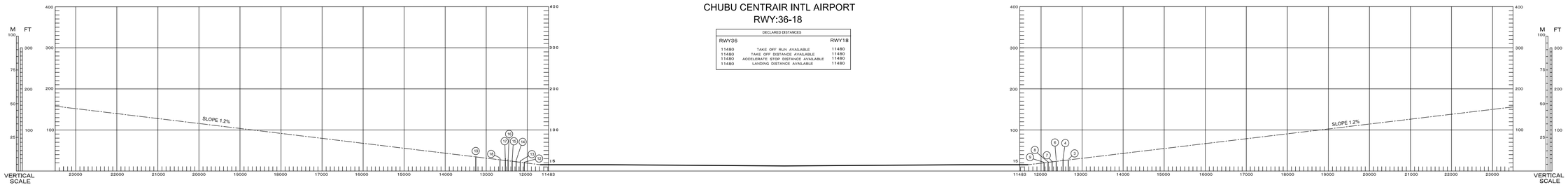
DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

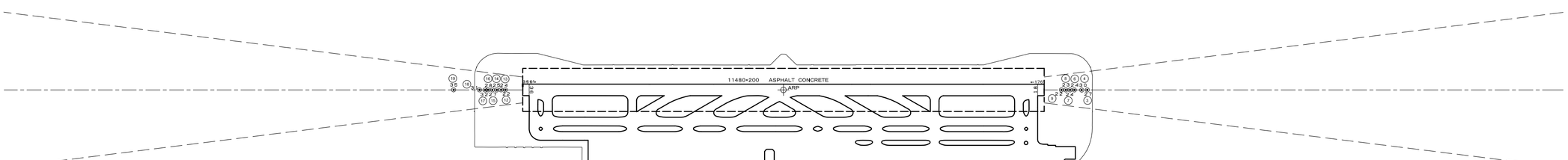
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

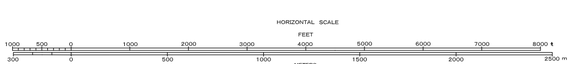
MAGNETIC VARIATION 7°W (2021)

CHUBU CENTRAIR INTL AIRPORT
RWY:36-18

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




LEGEND

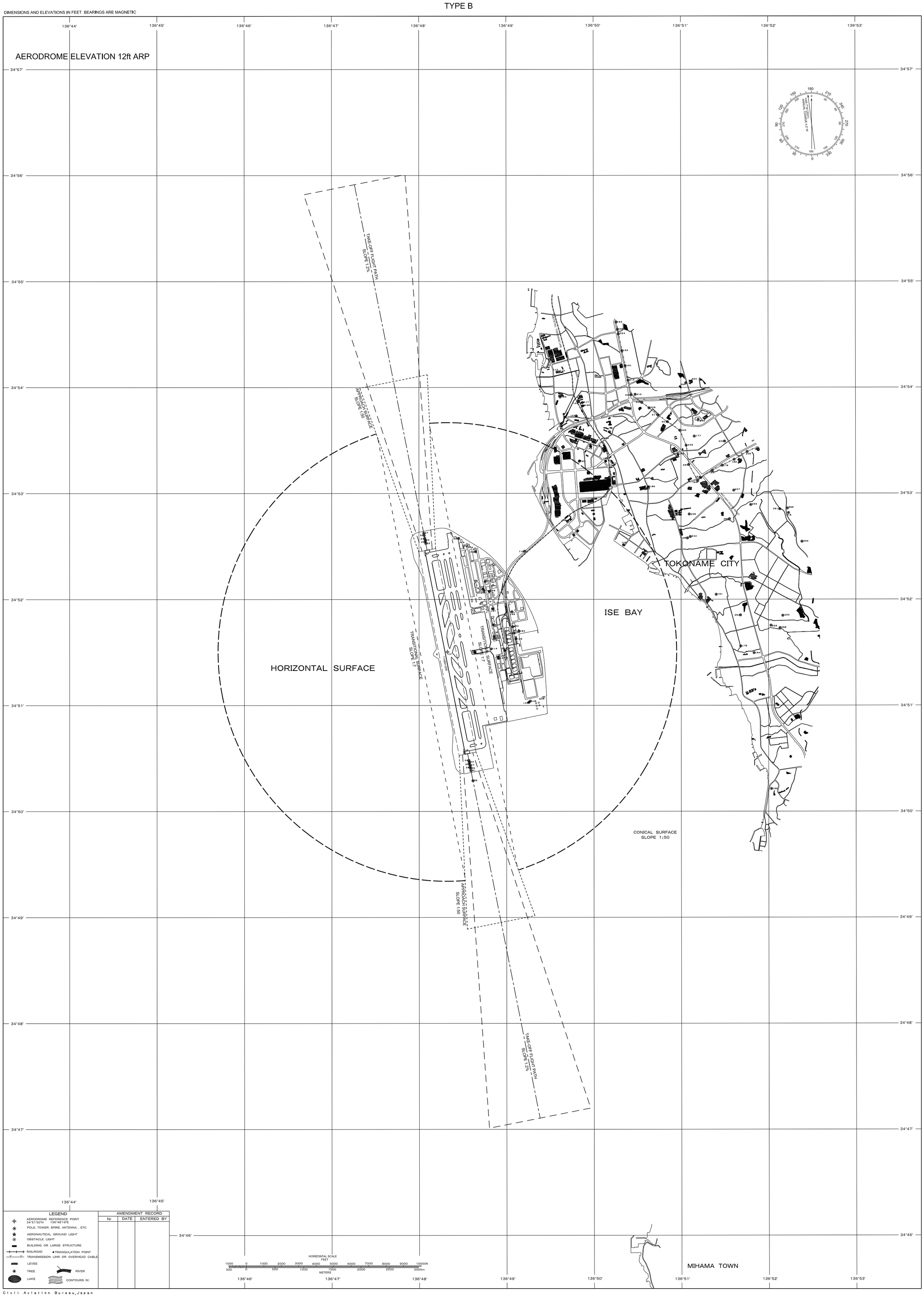
- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- TREE
- LEVEE
- RAILROAD
- RIVER
- TRANSMISSION LINE OR OVERHEADCABLE
- TRIANGULATION POINT
- AERONAUTICAL GROUNDLIGHT

| AMENDMENT RECORD | | |
|---|---|---|
| No | DATE | ENTERED BY |

CHANGE:Update

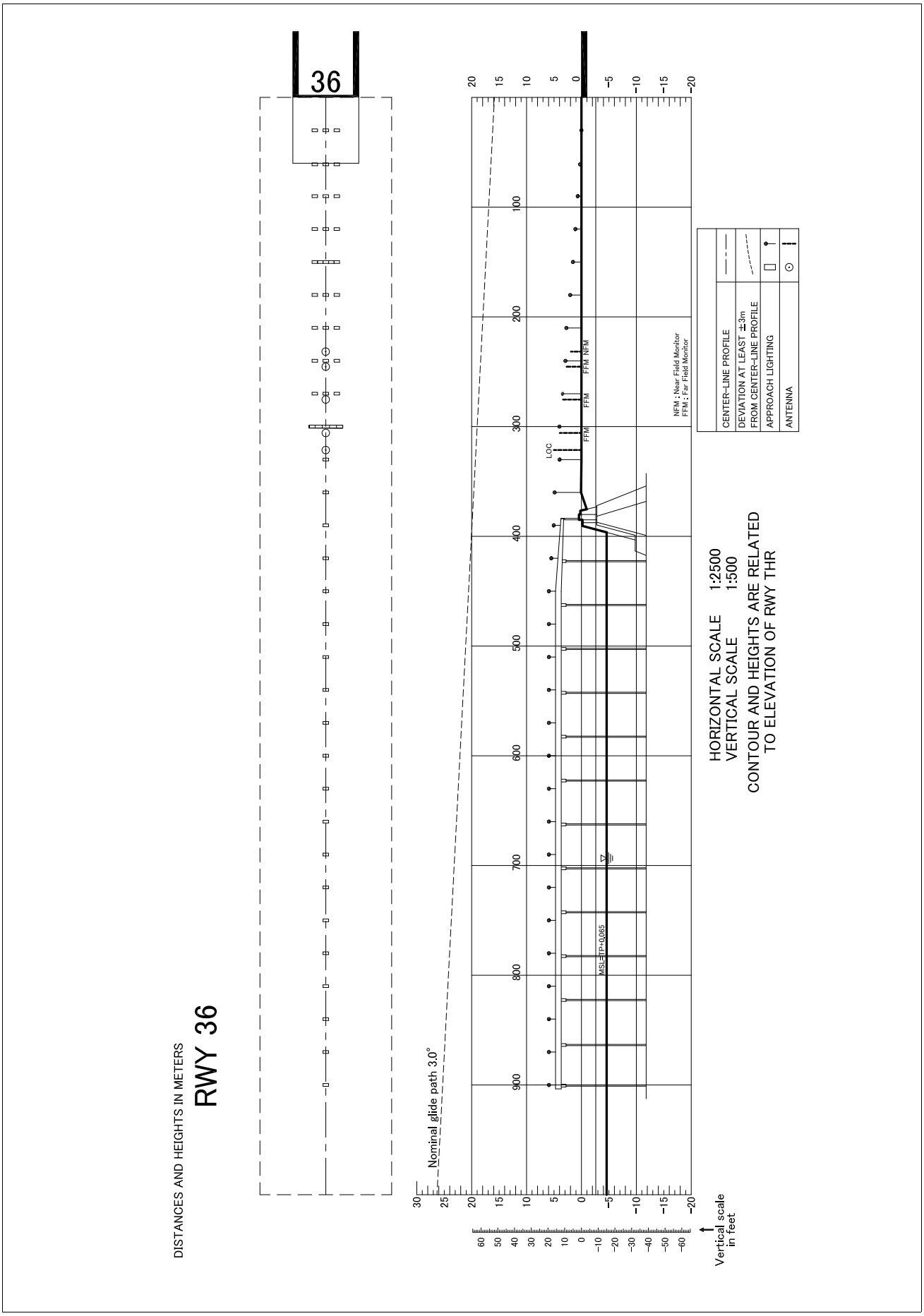
AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



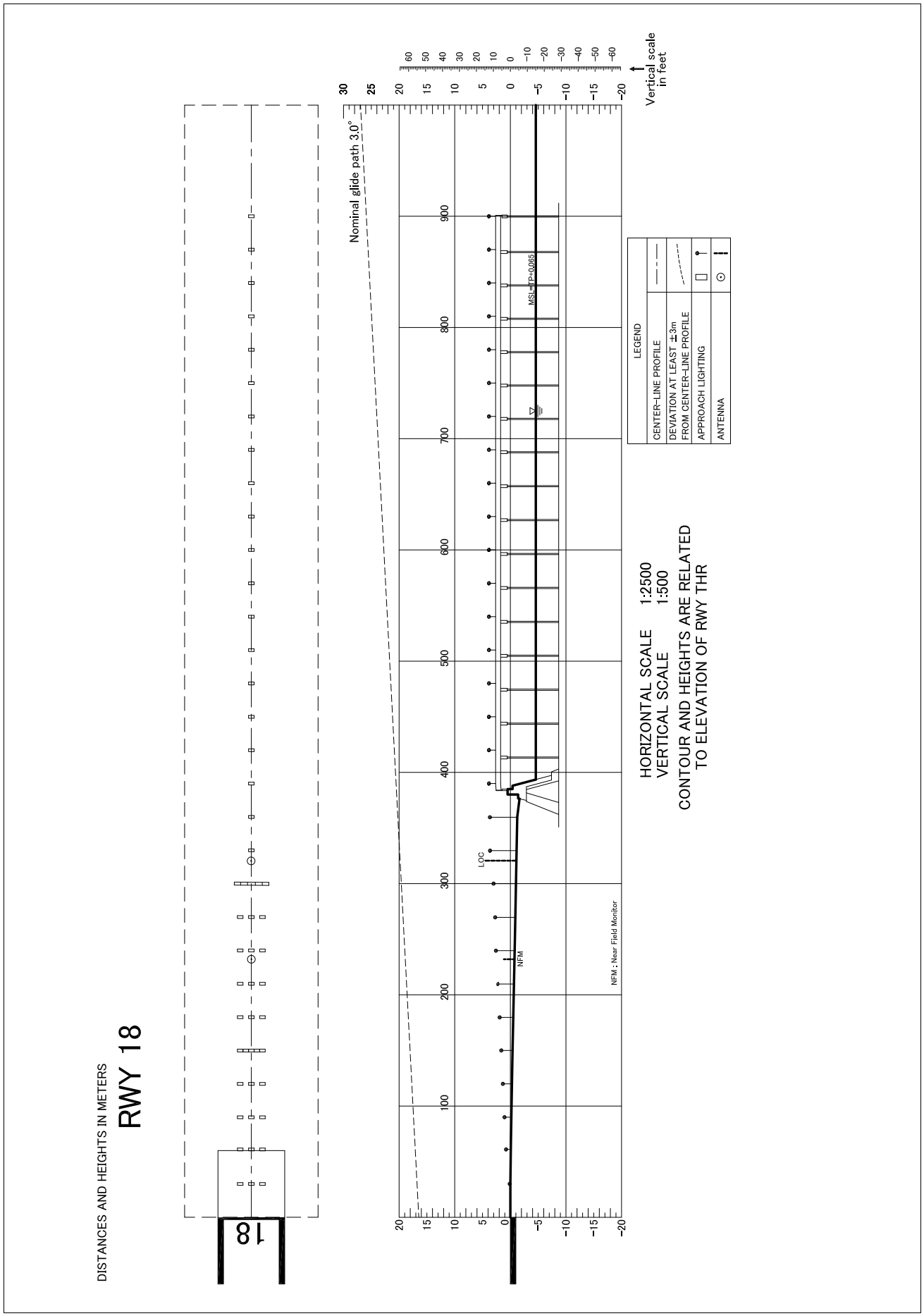

CHANGE:Update

**PRECISION APPROACH TERRAIN CHART**




CHANGE:Update

**PRECISION APPROACH TERRAIN CHART**




CHANGE:Update

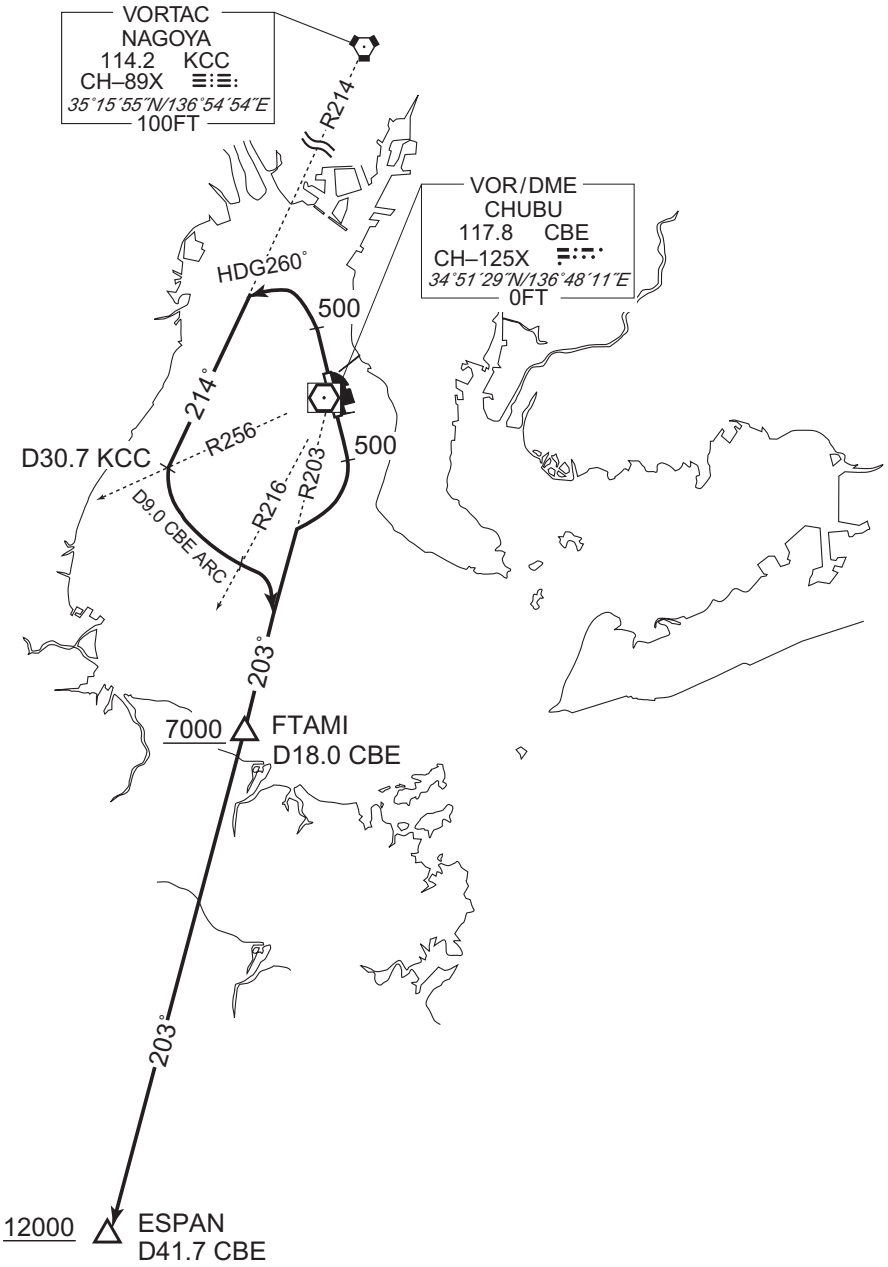
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR SID

ESPAN THREE DEPARTURE

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

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



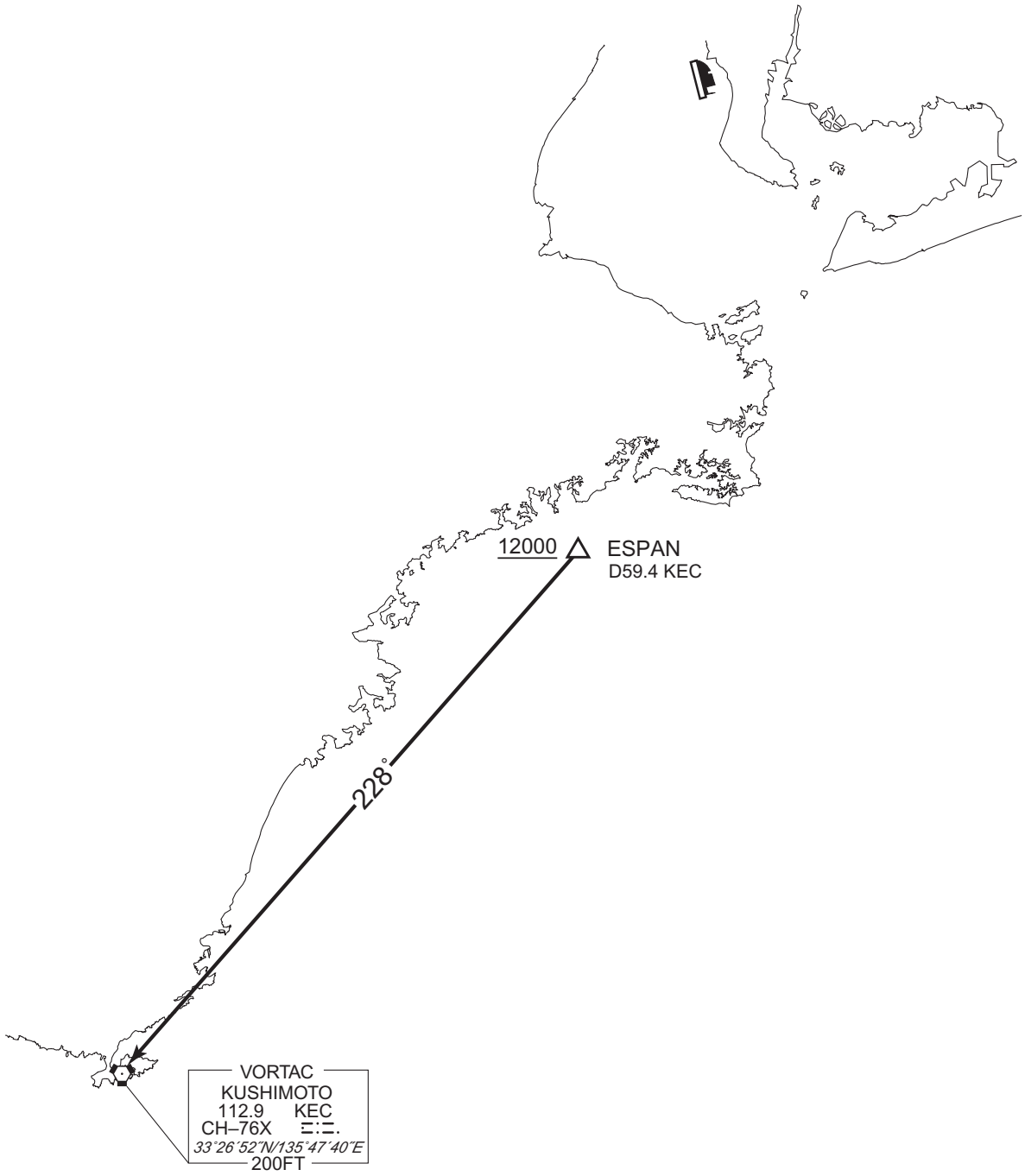

CHANGE : Description of PROC name.

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

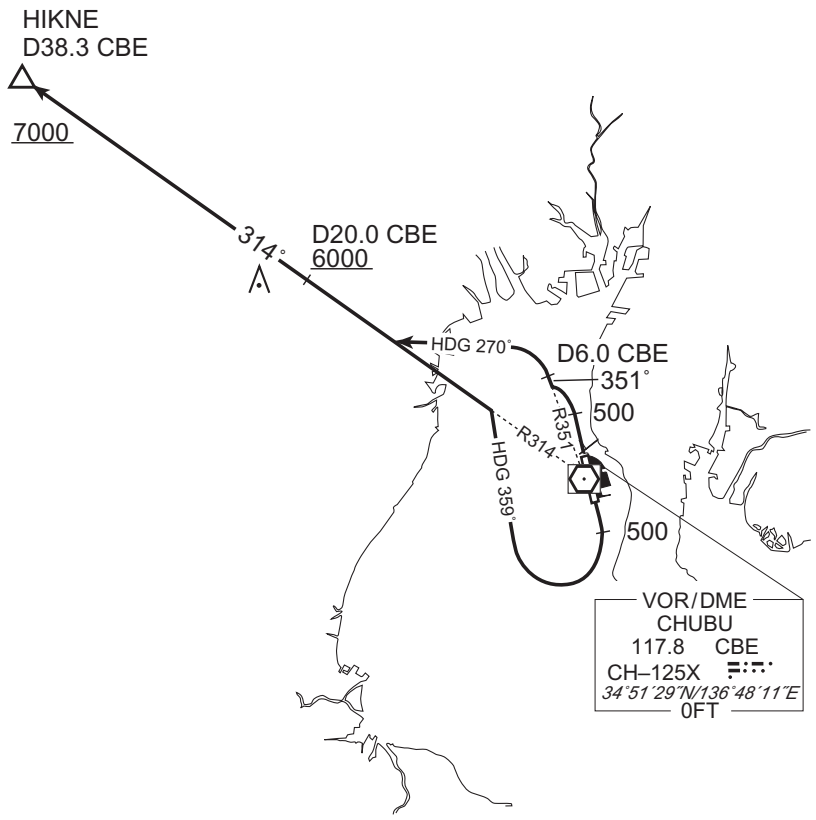
RJGG / CHUBU CENTRAIR SID

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

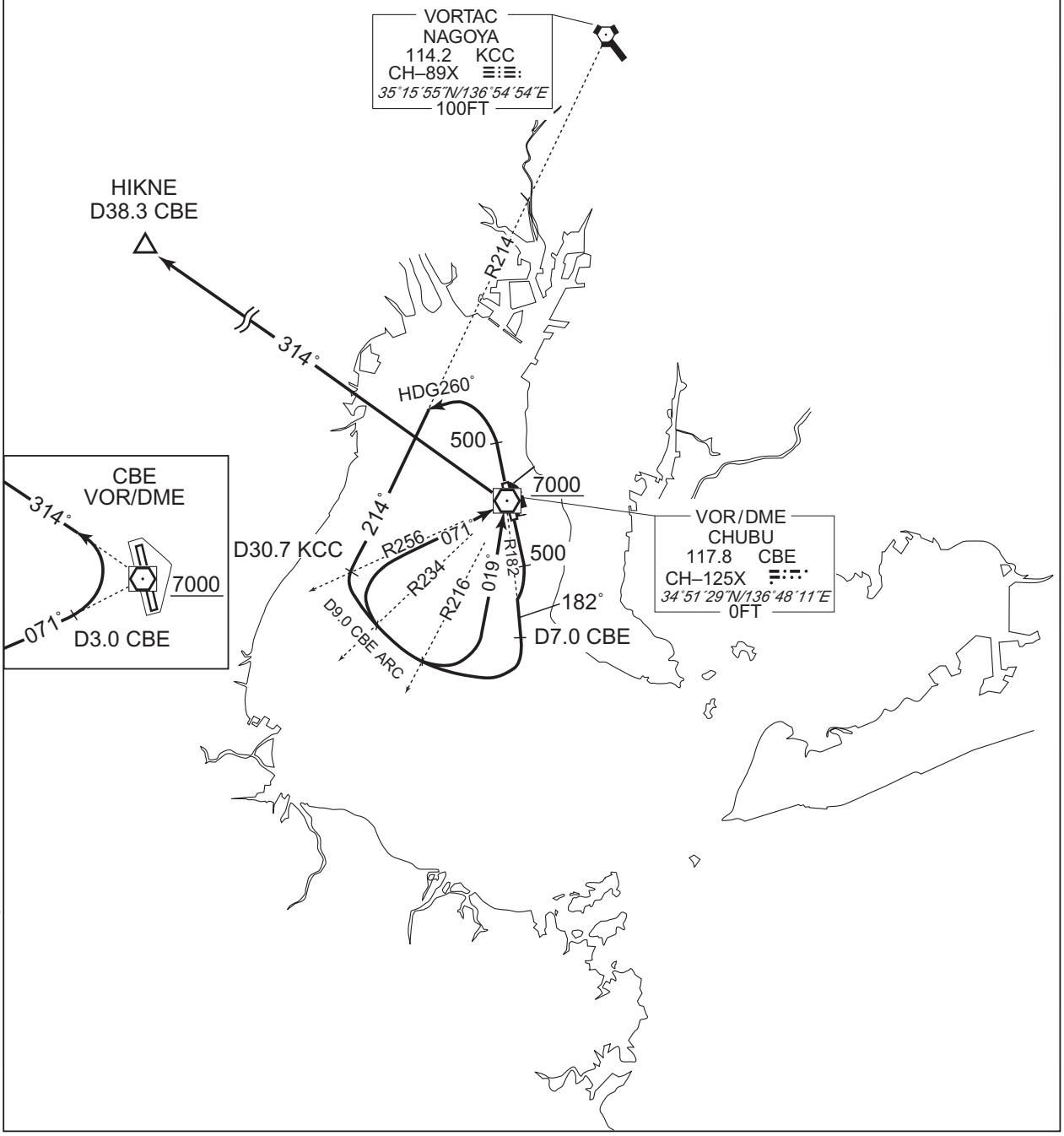
RJGG / CHUBU CENTRAIR SID

## 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.



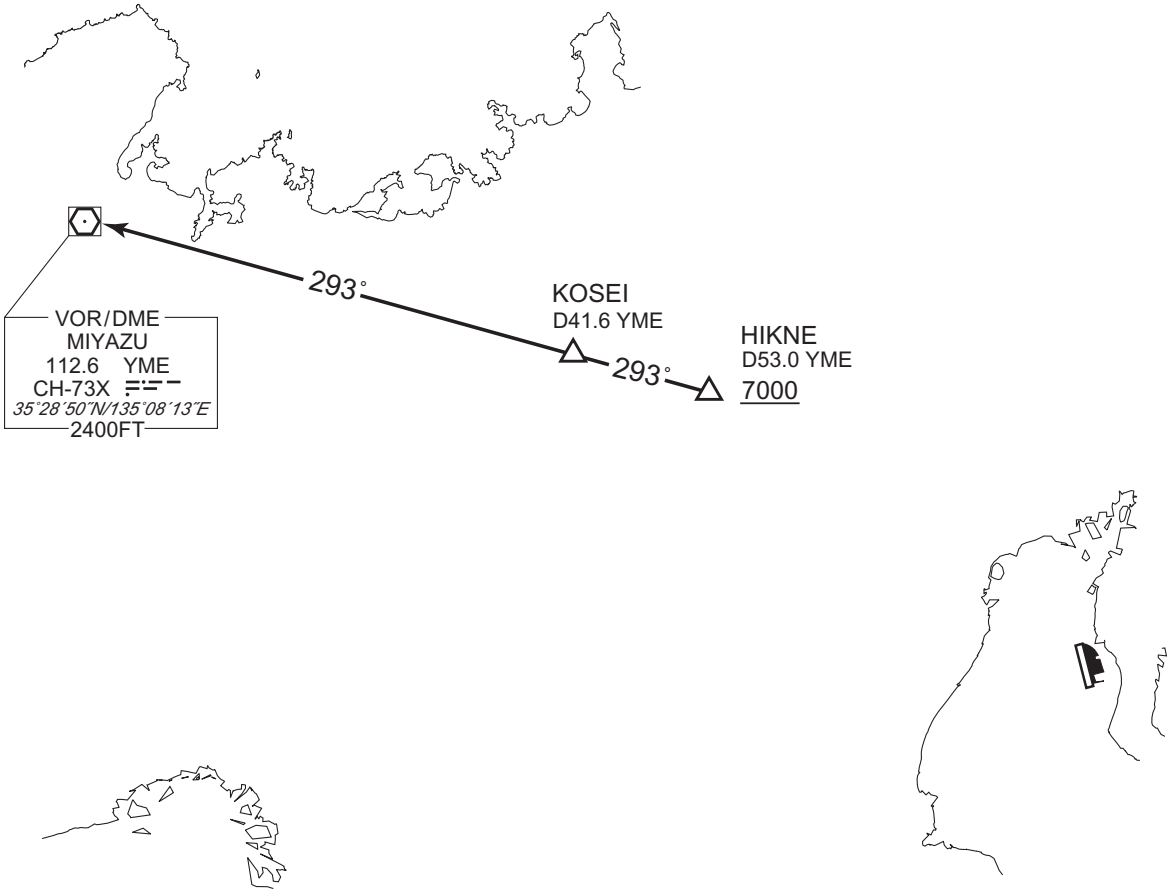

CHANGE : Description of PROC name.

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.

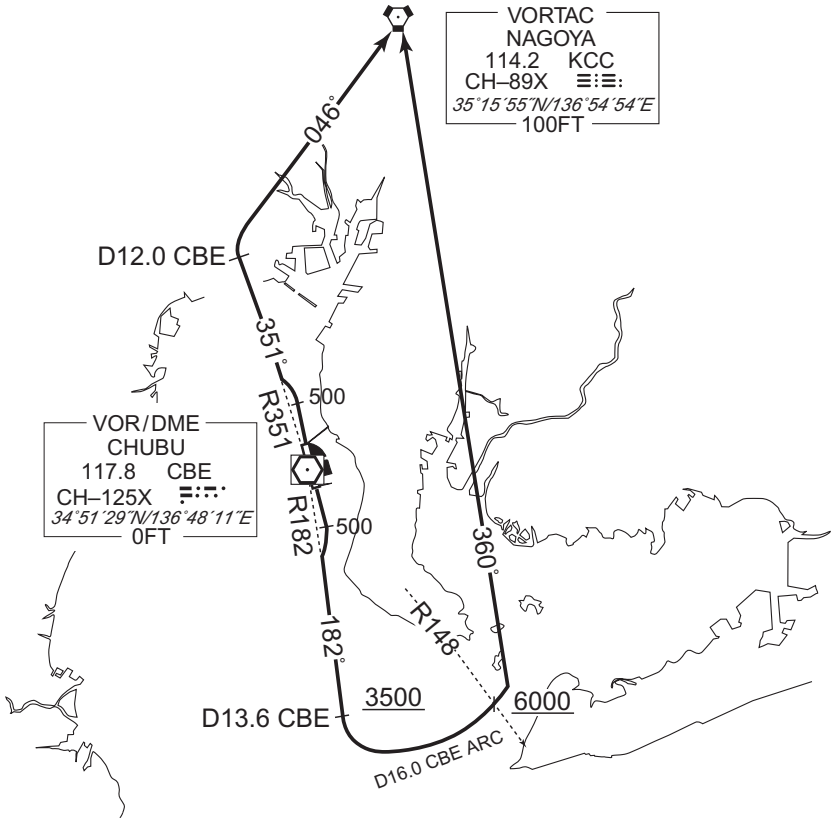
STANDARD DEPARTURE CHART -INSTRUMENT

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

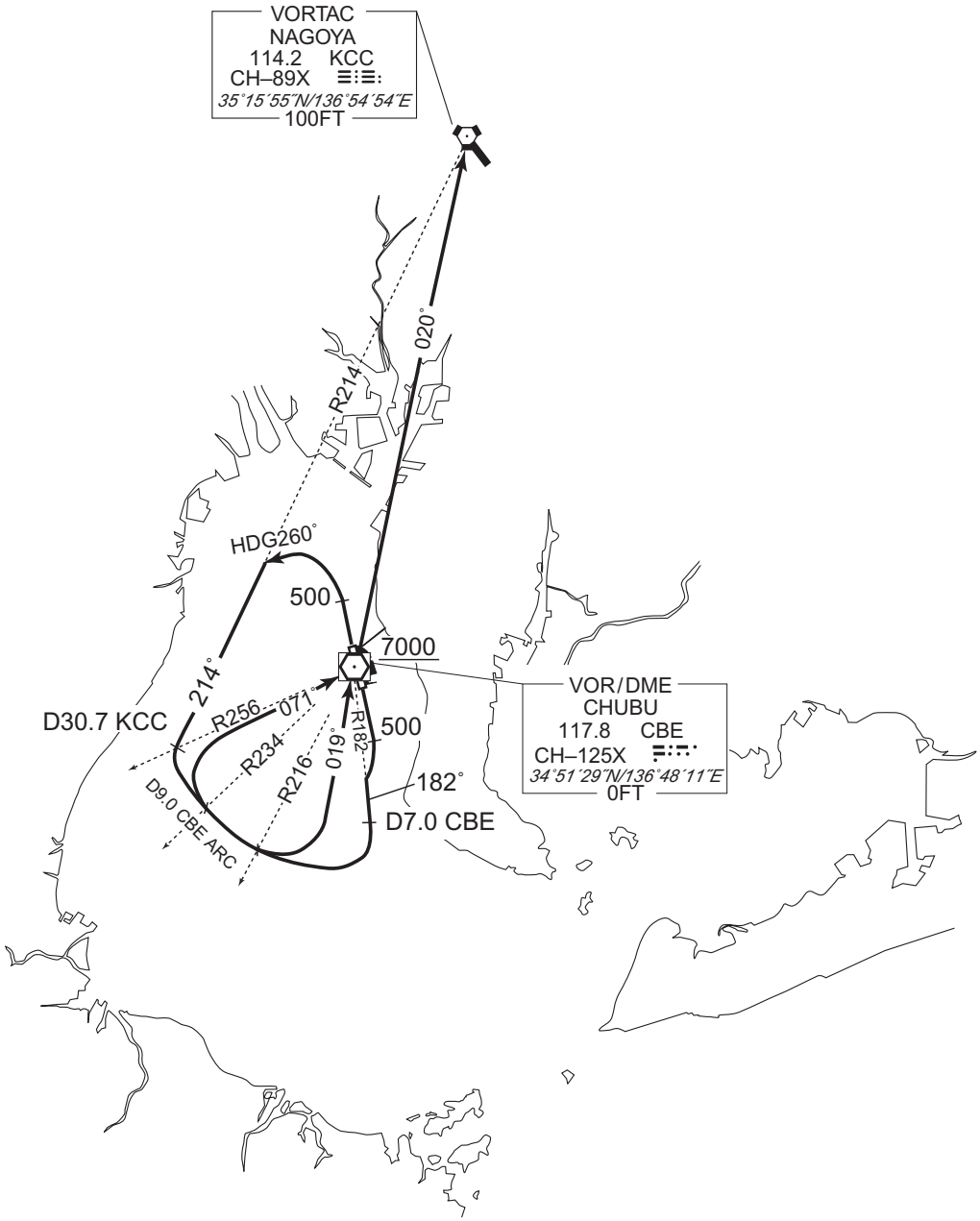
RJGG / CHUBU CENTRAIR SID

## 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

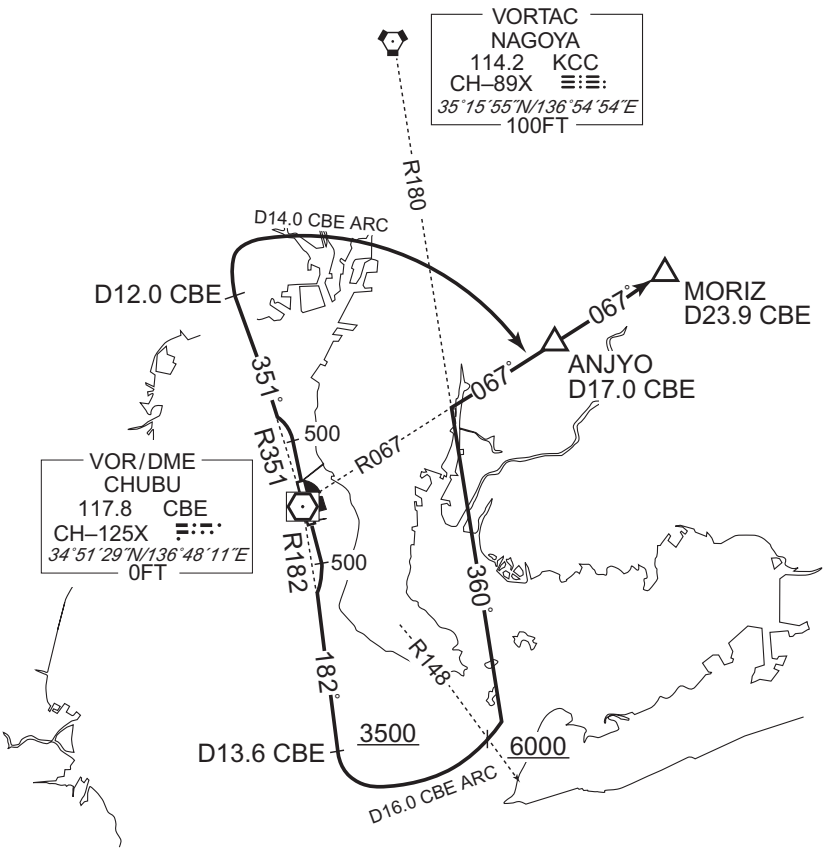
RJGG / CHUBU CENTRAIR SID

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

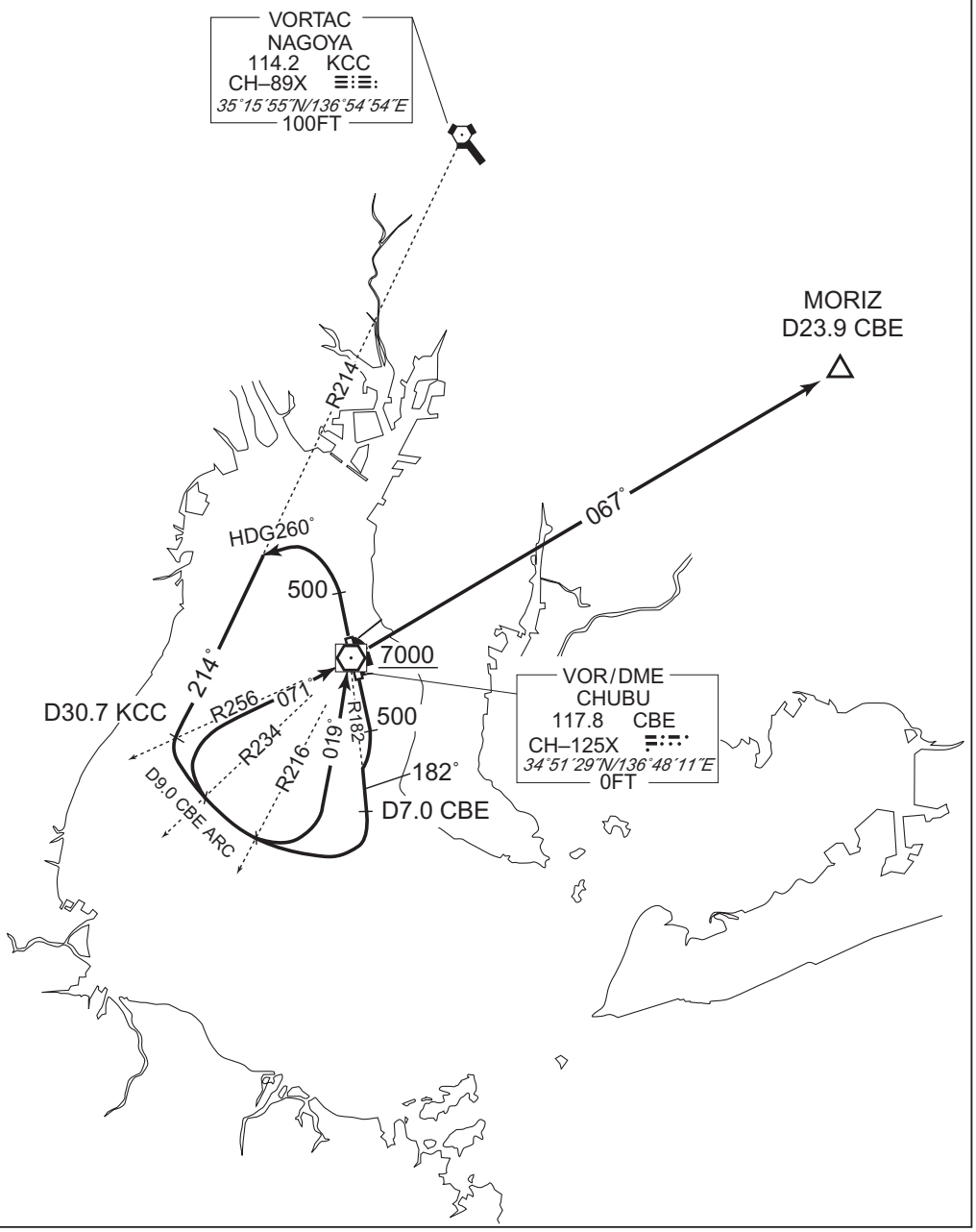
RJGG / CHUBU CENTRAIR SID

## 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.

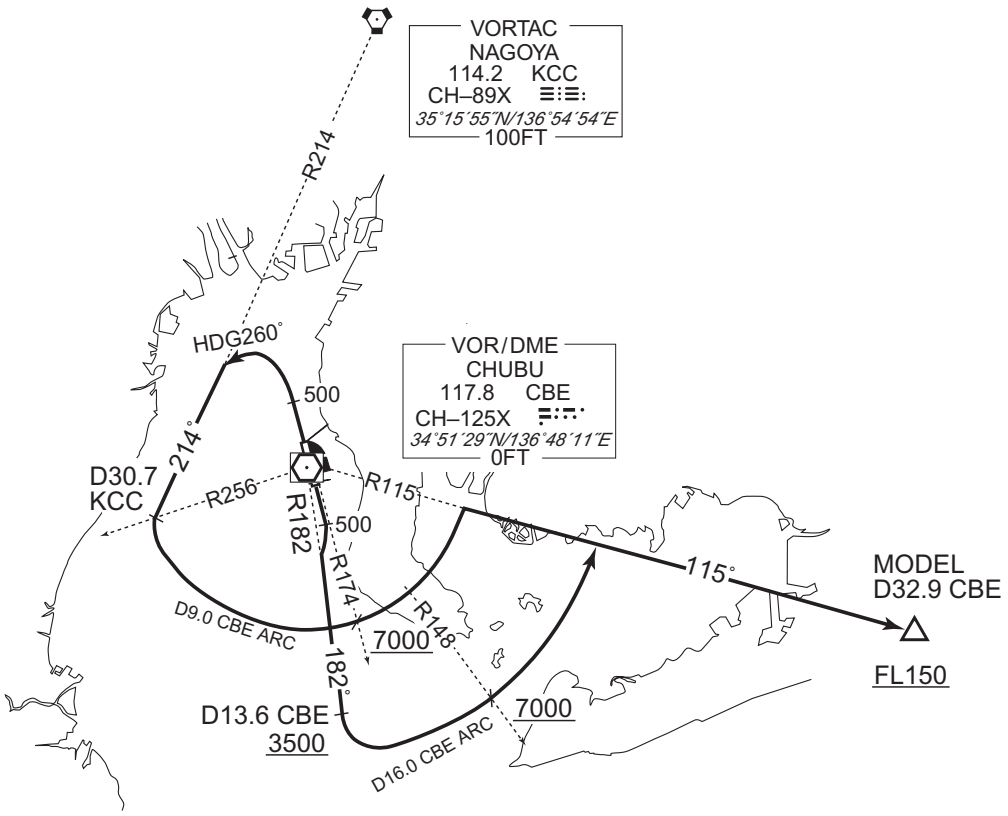
STANDARD DEPARTURE CHART -INSTRUMENT

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

KROBE TRANSITION

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

GOHEI TRANSITION

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

CHAUS TRANSITION

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

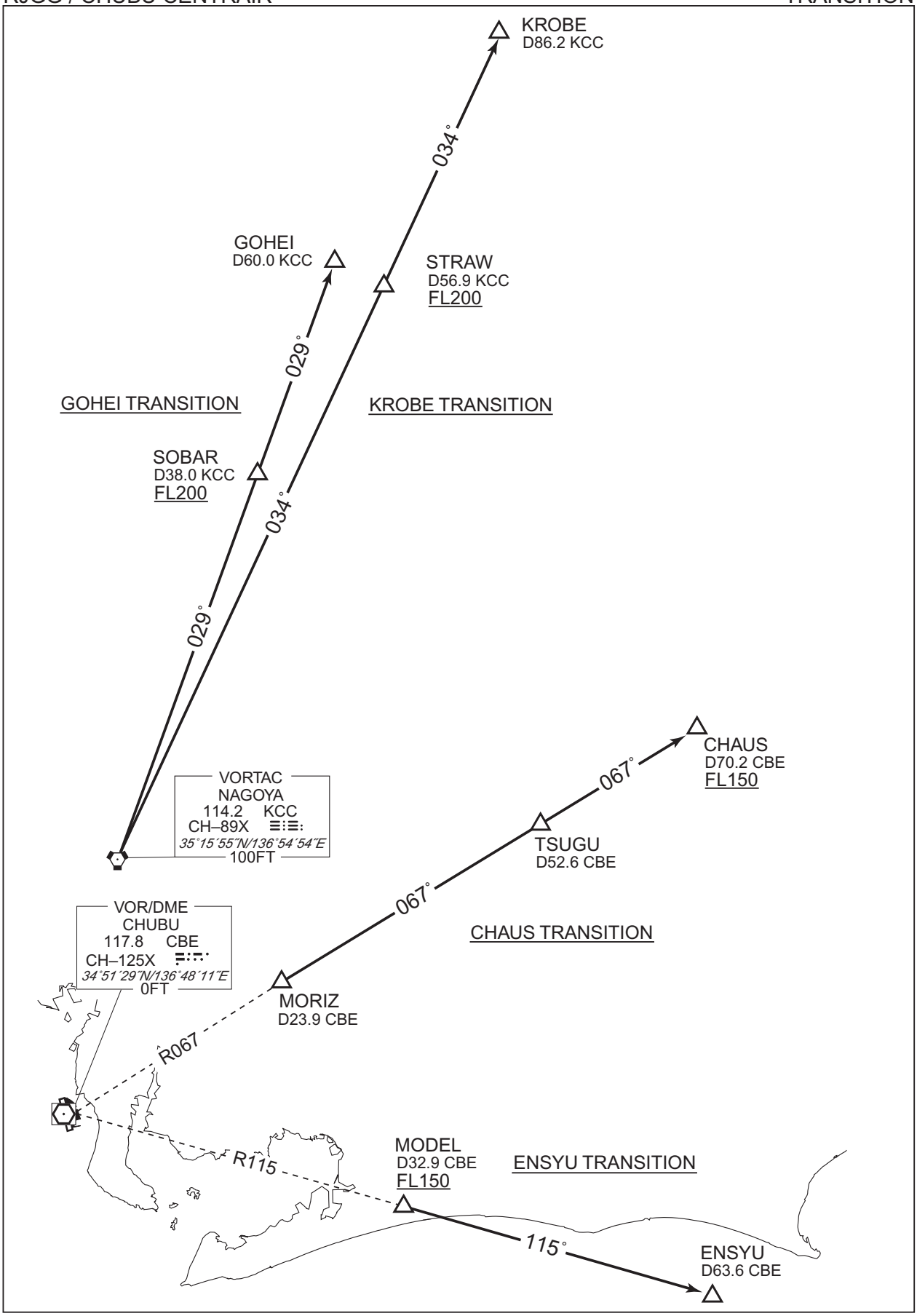
ENSYU TRANSITION

From over MODEL, proceed via CBE R115 to ENSYU.

CHANGE : Course FM MODEL to ENSYU.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR TRANSITION




CHANGE : Course FM MODEL to ENSYU.

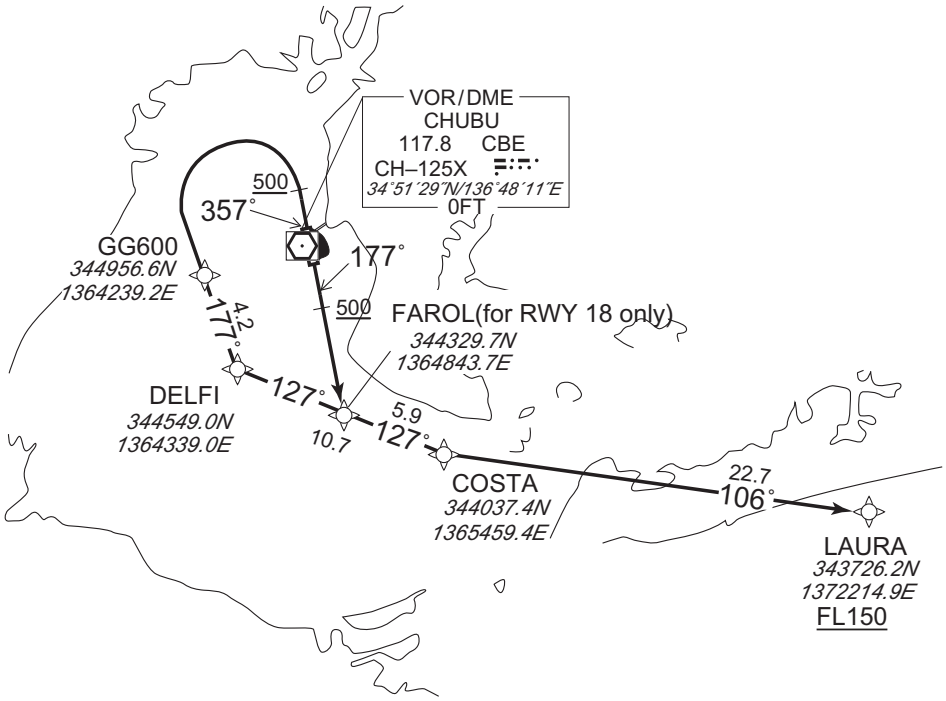
**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV SID

| CHITA THREE DEPARTURE | RNAV 1 |
|---|---|

| | | |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>※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.<br>2 ) RADAR service required. | Critical DME | RWY18<br>XMT : 2.0NM from DER – 4.0NM to COSTA<br>KCC : 18.7NM to LAURA – LAURA<br>RWY36<br>XMT : 1.2NM to DELFI – 4.0NM to COSTA<br>KCC : 18.7NM to LAURA – LAURA<br>CBE : DELFI – 9.0NM to COSTA |
| | DME GAP | RWY18 : DER – 2.0NM from DER<br>COSTA – 20.0NM to LAURA<br>RWY36 : DER – 3.0NM from DER<br>COSTA – 20.0NM to LAURA |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

VAR 8˚W




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

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

CHANGE : Description of VAR and PROC name.

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 |

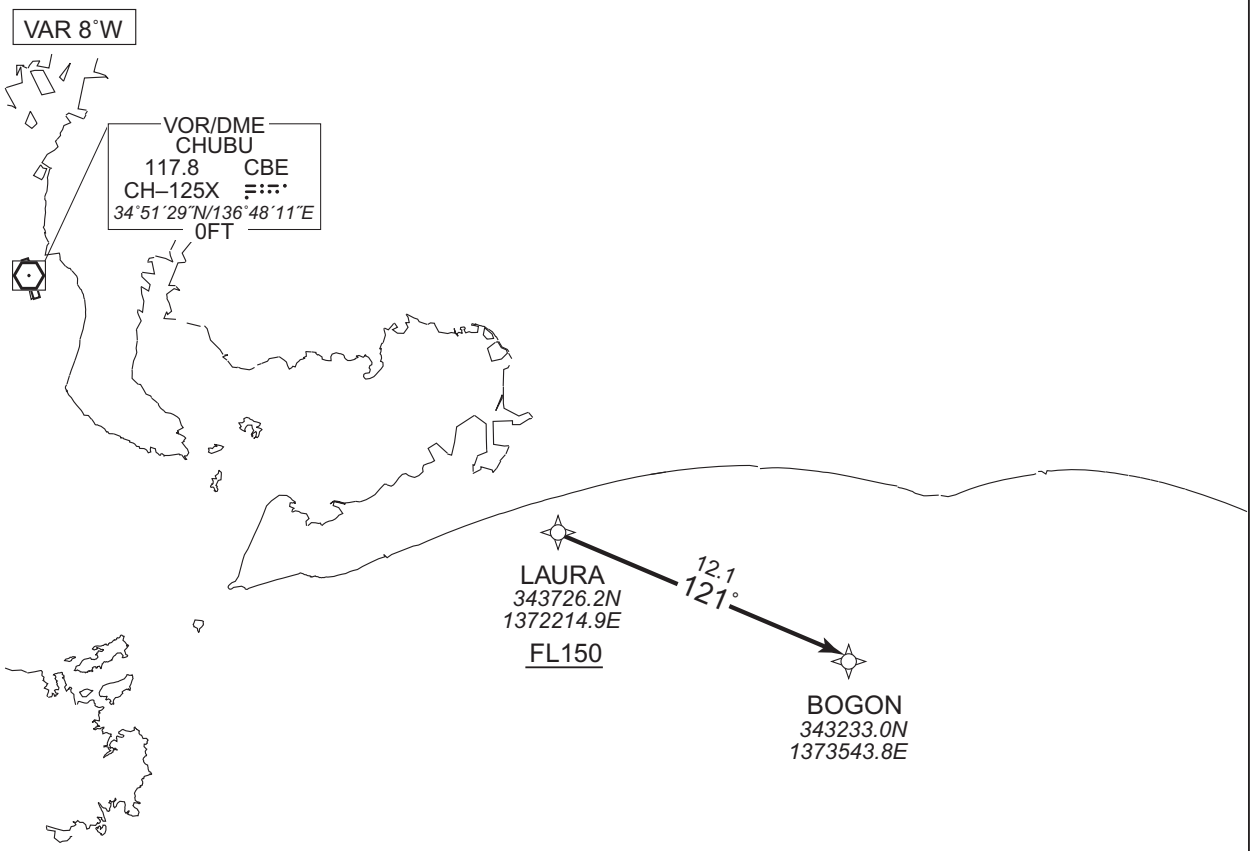
CHANGE : VAR. PROC course.

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

| BOGON TRANSITION | RNAV 1 |
|---|---|

| Note 1 ) DME/DME/IRU or GNSS required.<br>2 ) RADAR service required. | Critical DME | – |
|---|---|---|
| | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |




From LAURA at or above FL150, to BOGON.

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

CHANGE : Description of VAR and PROC name.

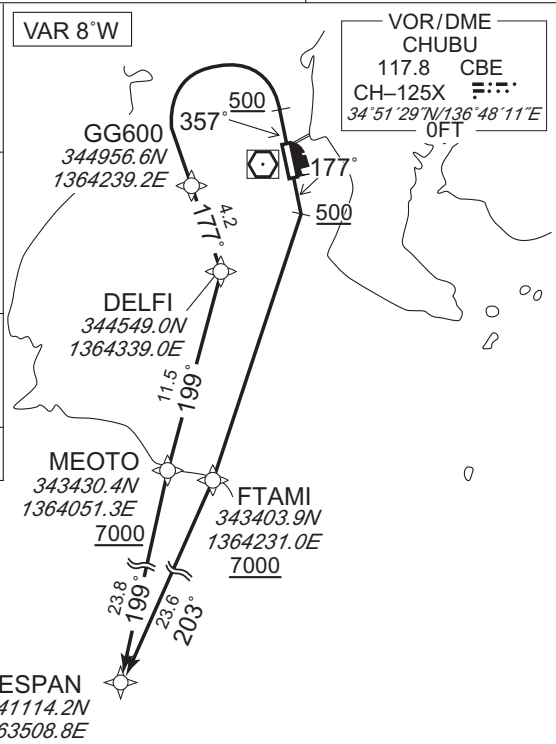
**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV SID

## ISE THREE DEPARTURE — RNAV 1

Note 1 ) DME/DME/IRU or GNSS required.
※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
2 ) RADAR service required.

| | |
|---|---|
| Critical DME | RWY18<br>XMT : 2.0NM from DER – 16.6NM to ESPAN<br>RWY36<br>XMT : 1.2NM DELFI – DELFI<br>MEOTO – 15.7NM to ESPAN<br>CBE : DELFI – MEOTO |
| DME GAP | RWY18 : DER – 2.0NM from DER<br>16.6NM to ESPAN – ESPAN<br>RWY36 : DER – 3.0NM from DER<br>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.

CHANGE : Description of VAR and PROC name.

RWY18

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | — | — | 177 (169.0) | -7.8 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | FTAMI | — | — | -7.8 | — | R | +7000 | — | — | RNAV1 |
| 003 | TF | ESPAN | — | 203 (195.0) | -7.8 | 23.6 | — | — | — | — | RNAV1 |

RWY36

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | — | — | 357 (349.0) | -7.8 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | GG600 | — | — | -7.8 | — | L | — | — | — | RNAV1 |
| 003 | TF | DELFI | — | 177 (168.8) | -7.8 | 4.2 | — | — | — | — | RNAV1 |
| 004 | TF | MEOTO | — | 199 (191.5) | -7.8 | 11.5 | — | +7000 | — | — | RNAV1 |
| 005 | TF | ESPAN | — | 199 (191.5) | -7.8 | 23.8 | — | — | — | — | RNAV1 |

**STANDARD DEPARTURE CHART -INSTRUMENT**

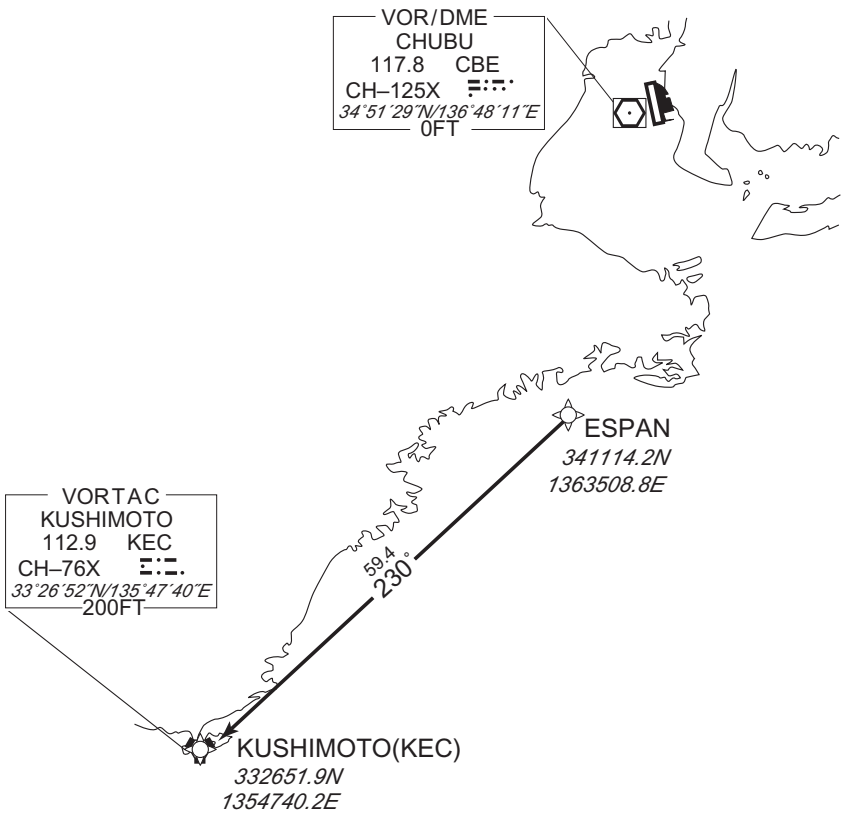
RJGG / CHUBU CENTRAIR

RNAV TRANSITION

| KOZA TRANSITION | RNAV 1 |
|---|---|

| | | |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>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




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 |

CHANGE : Description of VAR and PROC name.

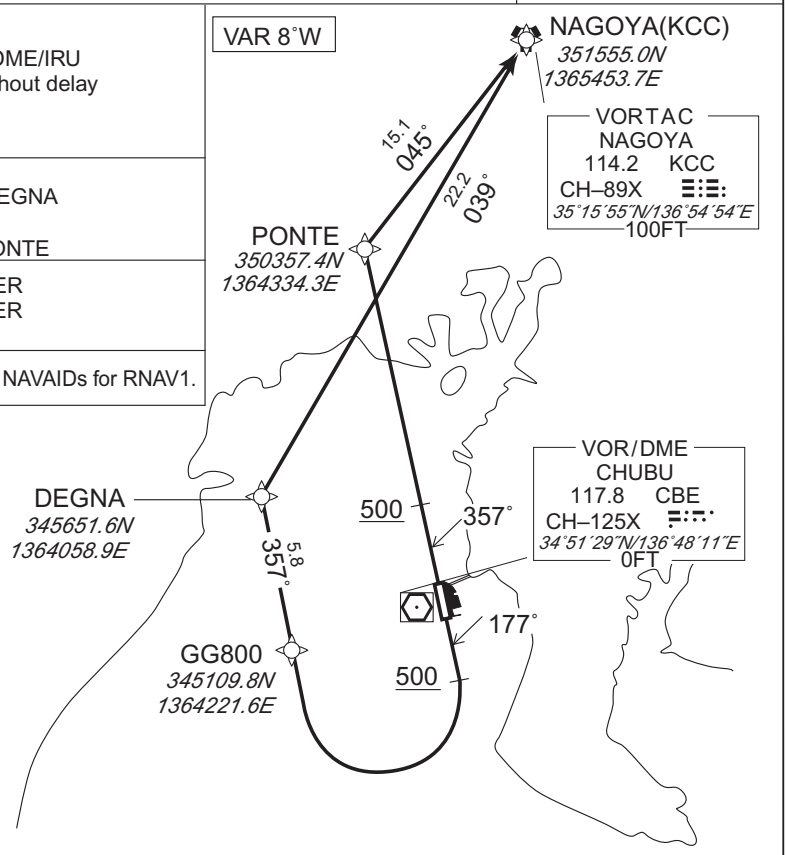
**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV SID

## MEIJYO THREE DEPARTURE — RNAV 1

Note 1 ) DME/DME/IRU or GNSS required.
※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
2 ) RADAR service required.

| | |
|---|---|
| Critical DME | RWY18<br>KCC : 3.8NM to DEGNA – DEGNA<br>RWY36<br>KCC : 3.0NM from DER – PONTE |
| DME GAP | RWY18 : DER – 2.0NM from DER<br>RWY36 : DER – 3.0NM from DER<br>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.

CHANGE : Description of VAR and PROC name.

### RWY18

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | — | — | 177 (169.0) | -7.8 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | GG800 | — | — | -7.8 | — | R | — | — | — | RNAV1 |
| 003 | TF | DEGNA | — | 357 (348.8) | -7.8 | 5.8 | — | — | — | — | RNAV1 |
| 004 | TF | KCC | — | 039 (030.8) | -7.8 | 22.2 | — | — | — | — | RNAV1 |

### RWY36

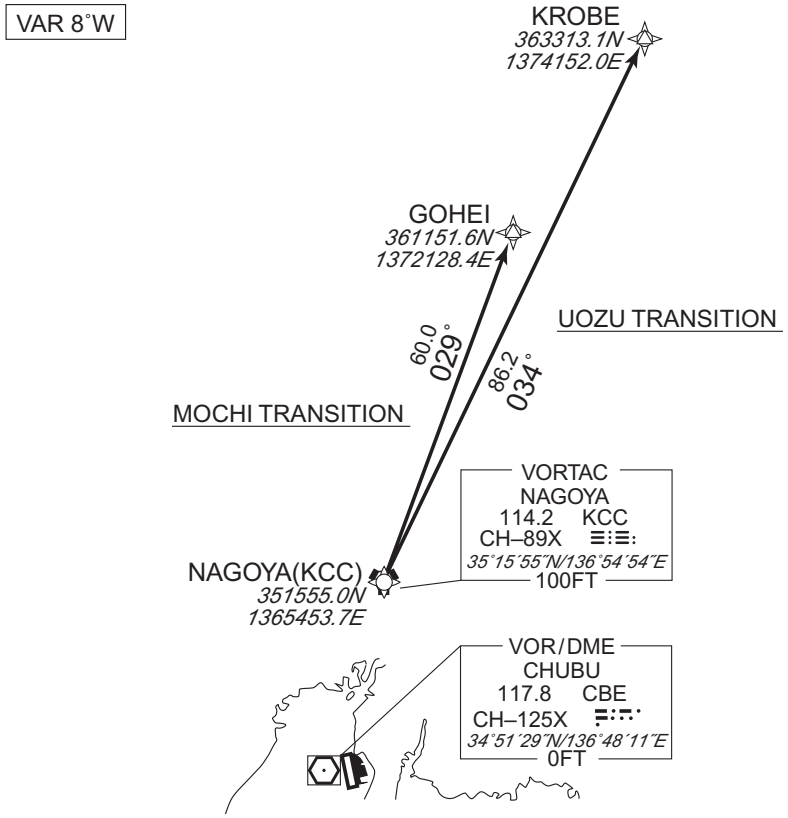
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | VA | — | — | 357 (349.0) | -7.8 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | PONTE | — | — | -7.8 | — | — | — | — | — | RNAV1 |
| 003 | TF | KCC | — | 045 (037.7) | -7.8 | 15.1 | — | — | — | — | RNAV1 |

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

| UOZU TRANSITION / MOCHI TRANSITION | RNAV 1 |
|---|---|

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




UOZU TRANSITION
From KCC, to KROBE.
MOCHI TRANSITION
From KCC, to GOHEI.

## UOZU TRANSITION

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

## MOCHI TRANSITION

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

CHANGE : Description of VAR.

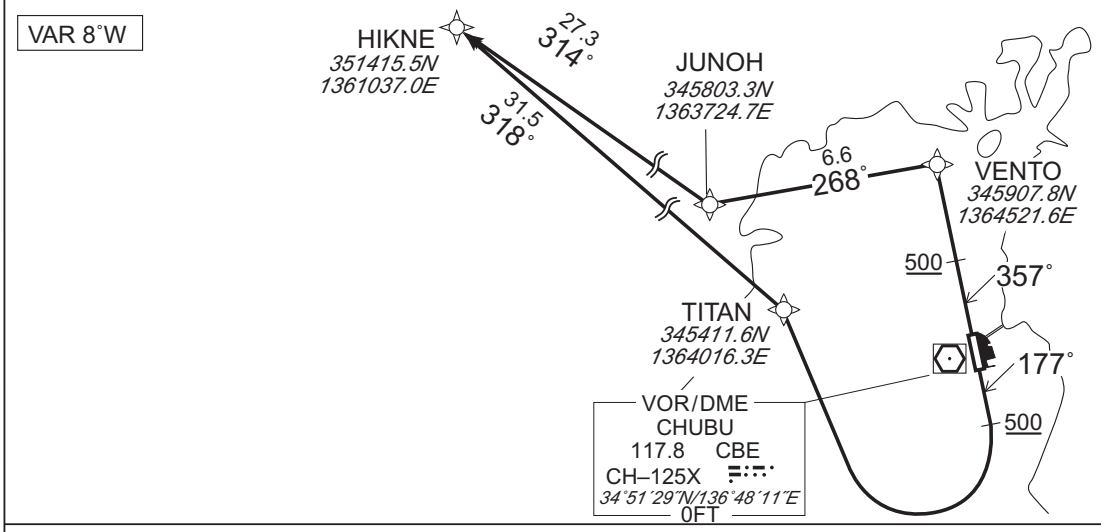
**STANDARD DEPARTURE CHART -INSTRUMENT**

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 | RWY18<br>CBE, XMT : 2.0NM from DER – 7.0NM to TITAN<br>KCC : 2.0NM to TITAN – 23.0NM to HIKNE<br>RWY36<br>KCC : 3.0NM from DER – HIKNE |
| DME GAP | RWY18 : DER – 2.0NM from DER<br>RWY36 : DER – 3.0NM from DER |
| Inappropriate Navaids | 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.

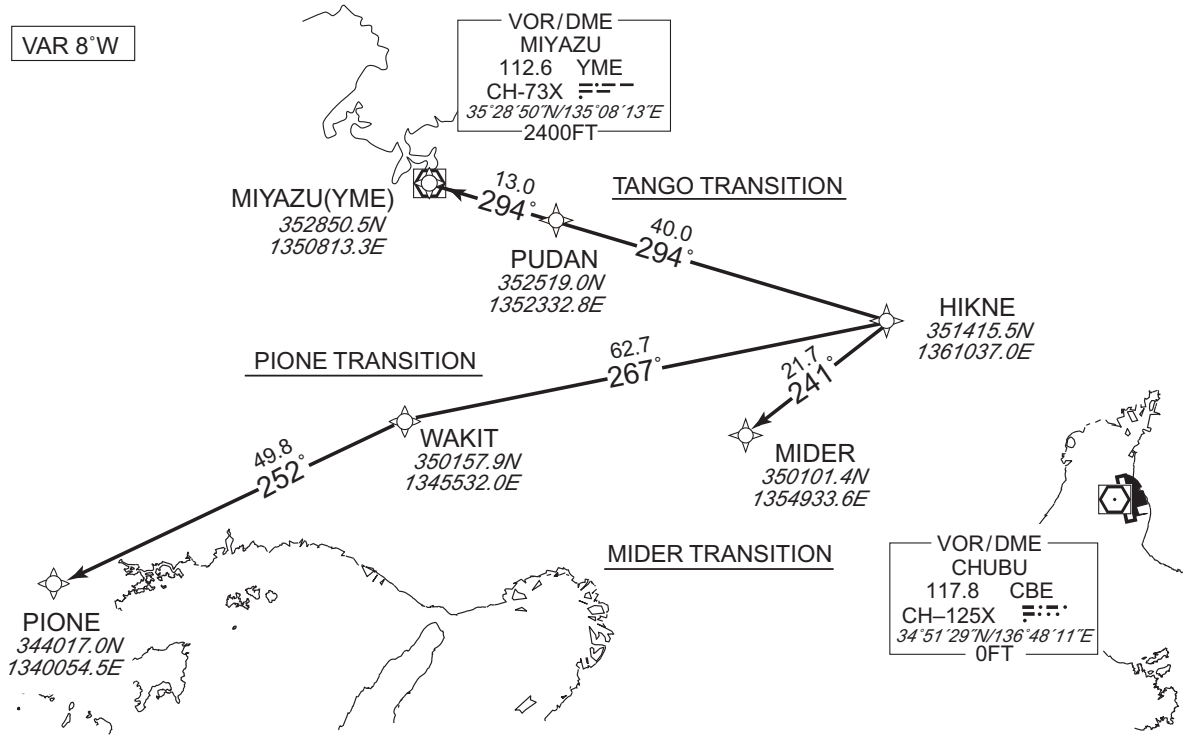
**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

## TANGO TRANSITION / PIONE TRANSITION / MIDER TRANSITION

RNAV 1

| | | | |
|---|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>2 ) RADAR service required. | | Critical DME | TANGO TRANSITION<br>YME : 29.8NM to PUDAN - 25.0NM to PUDAN<br>YME : 12.2NM to YME - 3.0NM to YME<br>PIONE TRANSITION<br>TZT : 10.0NM to PIONE - PIONE<br>MIDER TRANSITION<br>YME : 10.6NM to MIDER - 5.5NM to MIDER |
| DME GAP | TANGO TRANSITION<br>3.0NM to YME - YME<br>PIONE TRANSITION<br>HIKNE - 40.0NM to WAKIT | | |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. | | |




TANGO TRANSITION
From HIKNE, to PUDAN, to YME.

PIONE TRANSITION
From HIKNE, to WAKIT, to PIONE.

MIDER TRANSITION
From HIKNE, to MIDER.

### TANGO TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | HIKNE | — | — | -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

## PIONE TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | HIKNE | — | — | -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 |

## MIDER TRANSITION

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

CHANGE : VAR. Course FM HIKNE to MIDER.

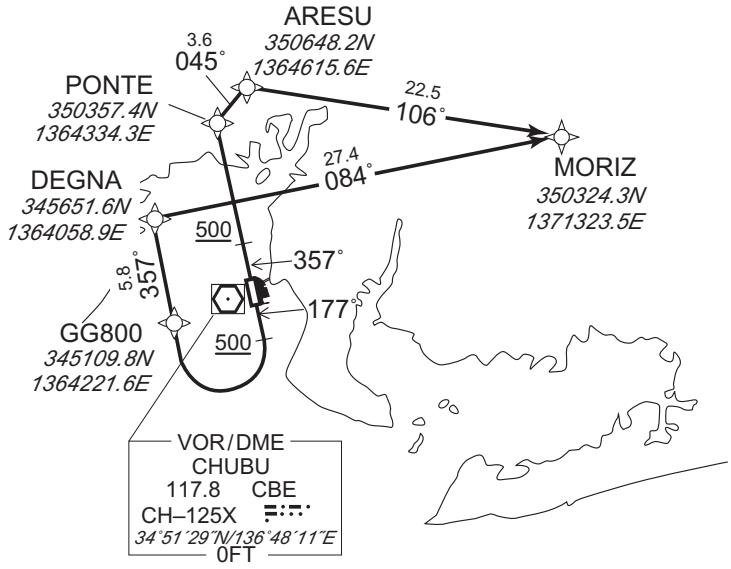
**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV SID

| TOYOTA THREE DEPARTURE | RNAV 1 |
|---|---|

| | | |
|---|---|---|
| Note 1 ) DME/DME/IRU or GNSS required.<br>※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.<br>2 ) RADAR service required. | Critical DME | RWY18<br>KCC : 3.8NM to DEGNA – DEGNA<br>RWY36<br>KCC : 3.0NM from DER – 18.0NM to MORIZ<br>XMT : 20.0NM to MORIZ – 18.0NM to MORIZ |
| | DME GAP | RWY18 : DER – 2.0NM from DER<br>RWY36 : DER – 3.0NM from DER<br>18.0NM to MORIZ – 14.0NM to MORIZ |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

VAR 8˚W




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

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV SID

## TOYOTA THREE DEPARTURE

### RWY18

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

### RWY36

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

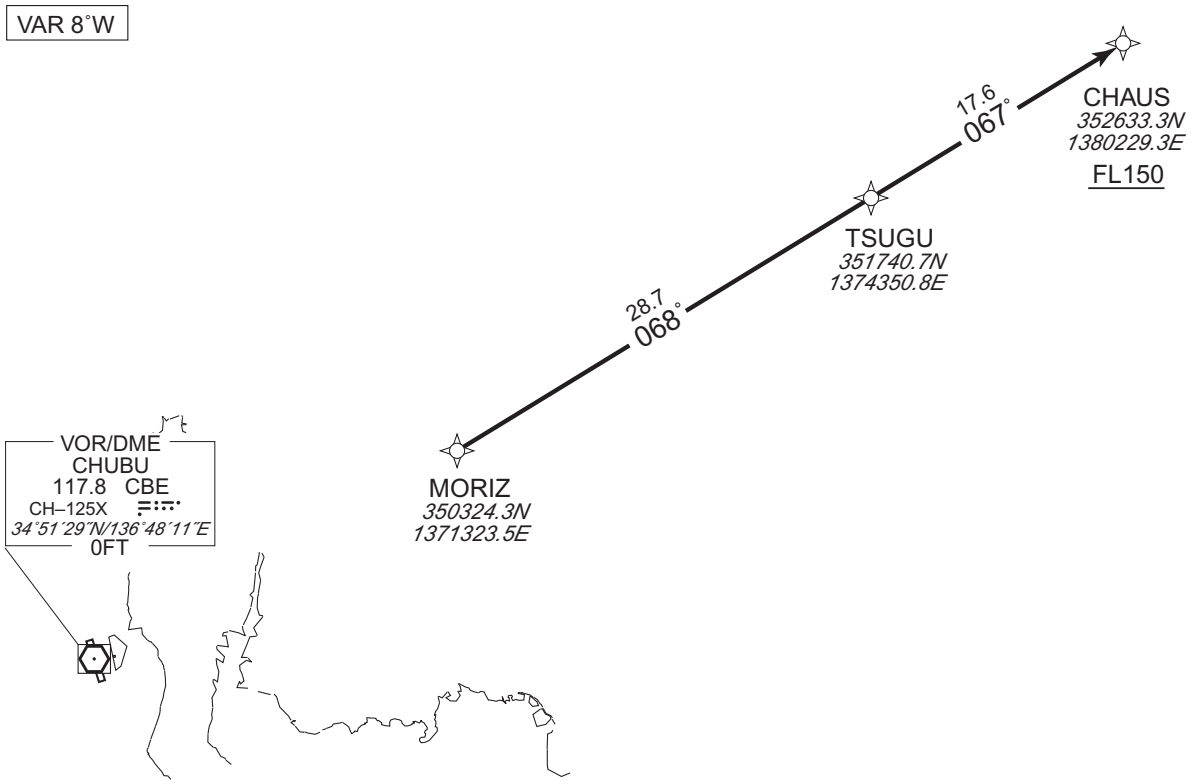
CHANGE : VAR. PROC renamed. PROC course.

**STANDARD DEPARTURE CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

| IIDA TRANSITION | RNAV 1 |
|---|---|

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




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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | MORIZ | — | — | -7.8 | — | — | — | — | — | RNAV1 |
| 002 | TF | TSUGU | — | 068 (060.0) | -7.8 | 28.7 | — | — | — | — | RNAV1 |
| 003 | TF | CHAUS | — | 067 (059.6) | -7.8 | 17.6 | — | +FL150 | — | — | RNAV1 |

CHANGE : Description of VAR and PROC name.

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**STANDARD ARRIVAL CHART -INSTRUMENT**

## RJGG / CHUBU CENTRAIR — STAR RWY36

SOUTH ARC ARRIVAL

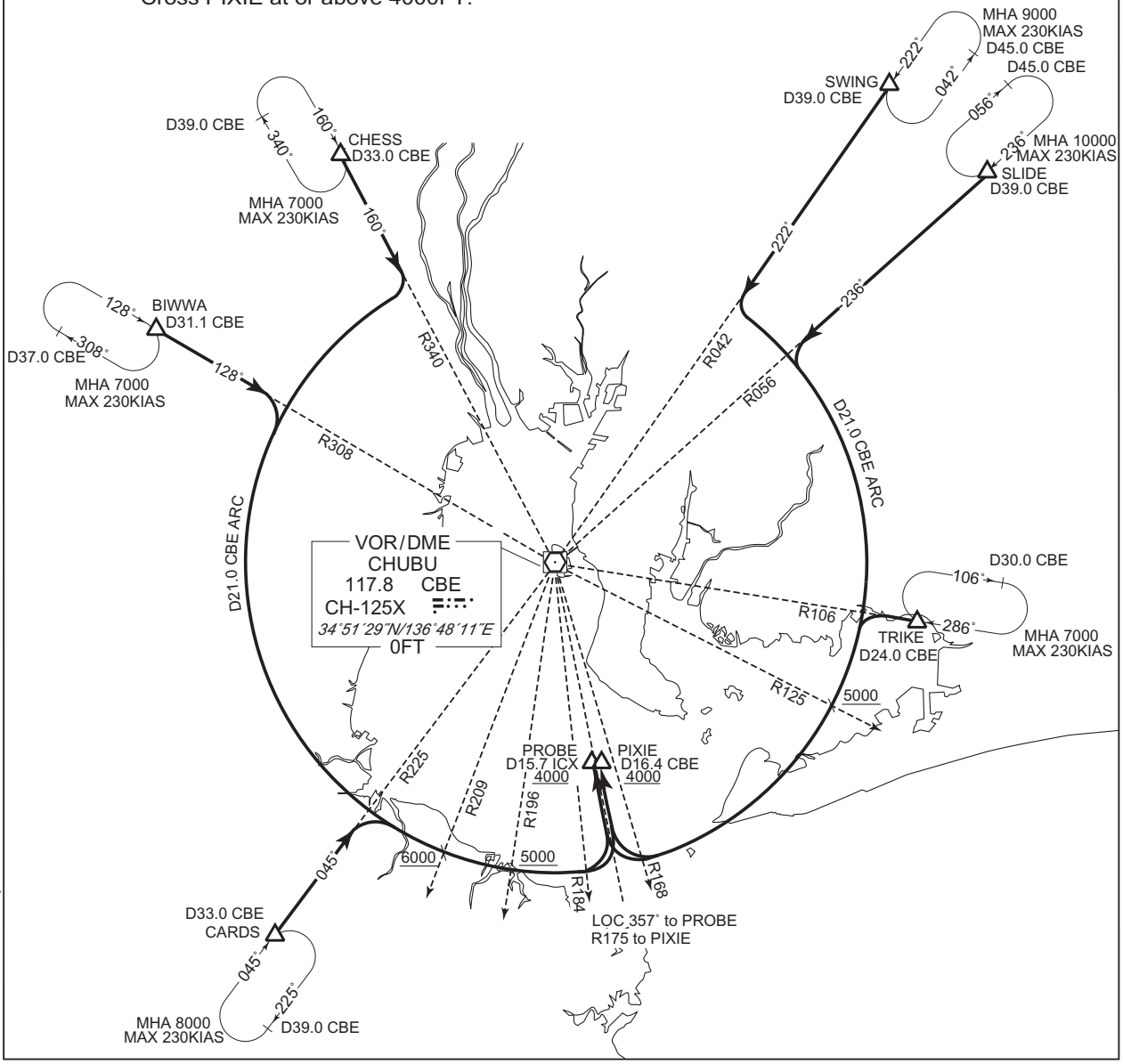
From over CARDS, via CBE R225, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....
From over CHESS, via CBE R340, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....
From over SWING, via CBE R042, turn left ,via CBE 21.0DME clockwise ARC, turn right....
From over SLIDE, via CBE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

for ILS Z RWY36 and LOC Z RWY36 :

....to intercept and proceed via ICX-LOC to PROBE.
Cross CBE R209 at or above 6000FT, cross CBE R196 at or above 5000FT(when started from CARDS or BIWWA or CHESS).
Cross CBE R125 at or above 5000FT(when started from SWING or SLIDE or TRIKE).
Cross PROBE at or above 4000FT.

for VOR RWY36:

....to intercept and proceed via CBE R175 to PIXIE.
Cross CBE R209 at or above 6000FT, cross CBE R196 at or above 5000FT(when started from CARDS or BIWWA or CHESS ).
Cross CBE R125 at or above 5000FT(when started from SWING or SLIDE or TRIKE).
Cross PIXIE at or above 4000FT.




CHANGE : Description of PROC name.

**STANDARD ARRIVAL CHART -INSTRUMENT**

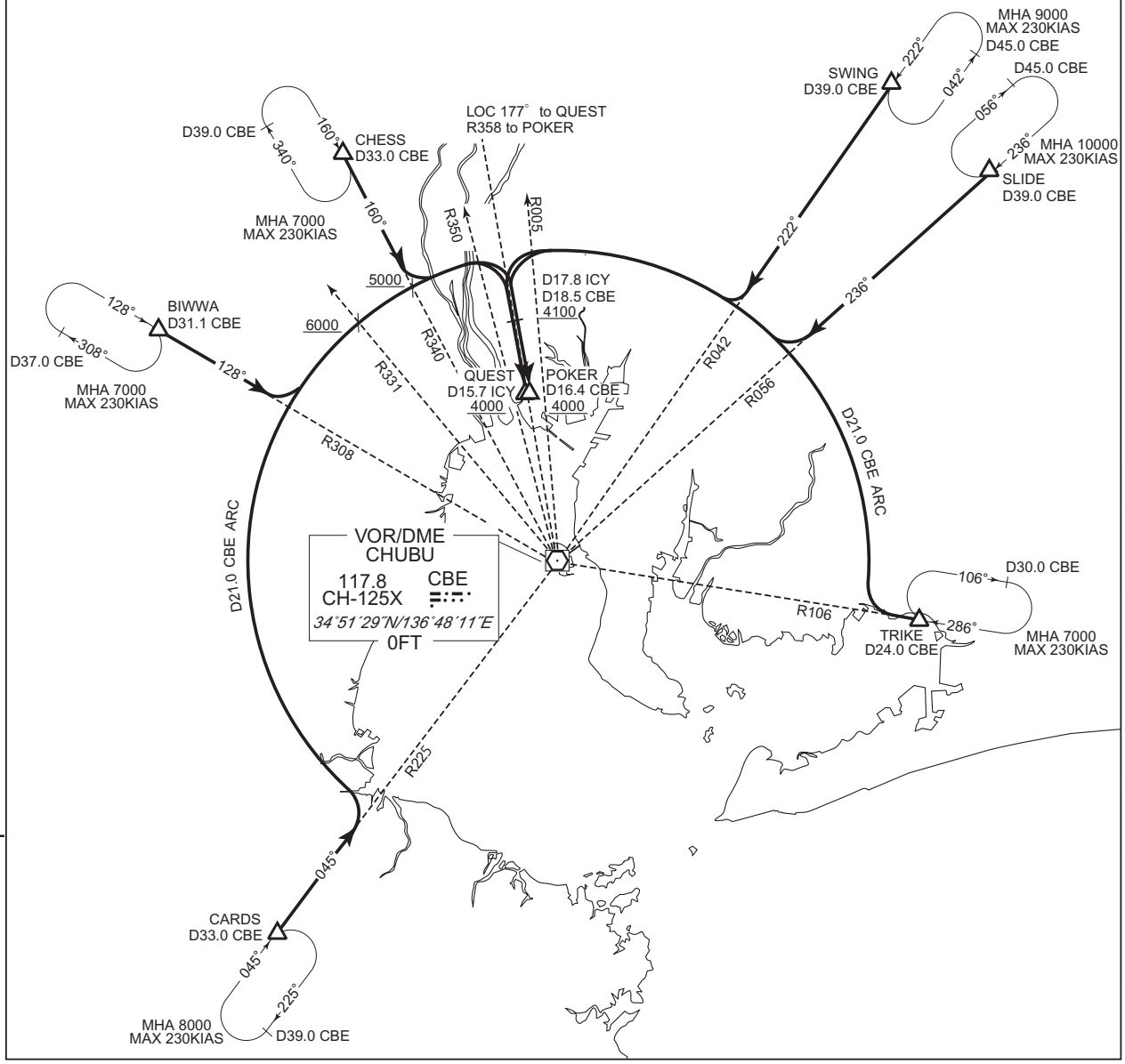
RJGG / CHUBU CENTRAIR STAR RWY18

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**

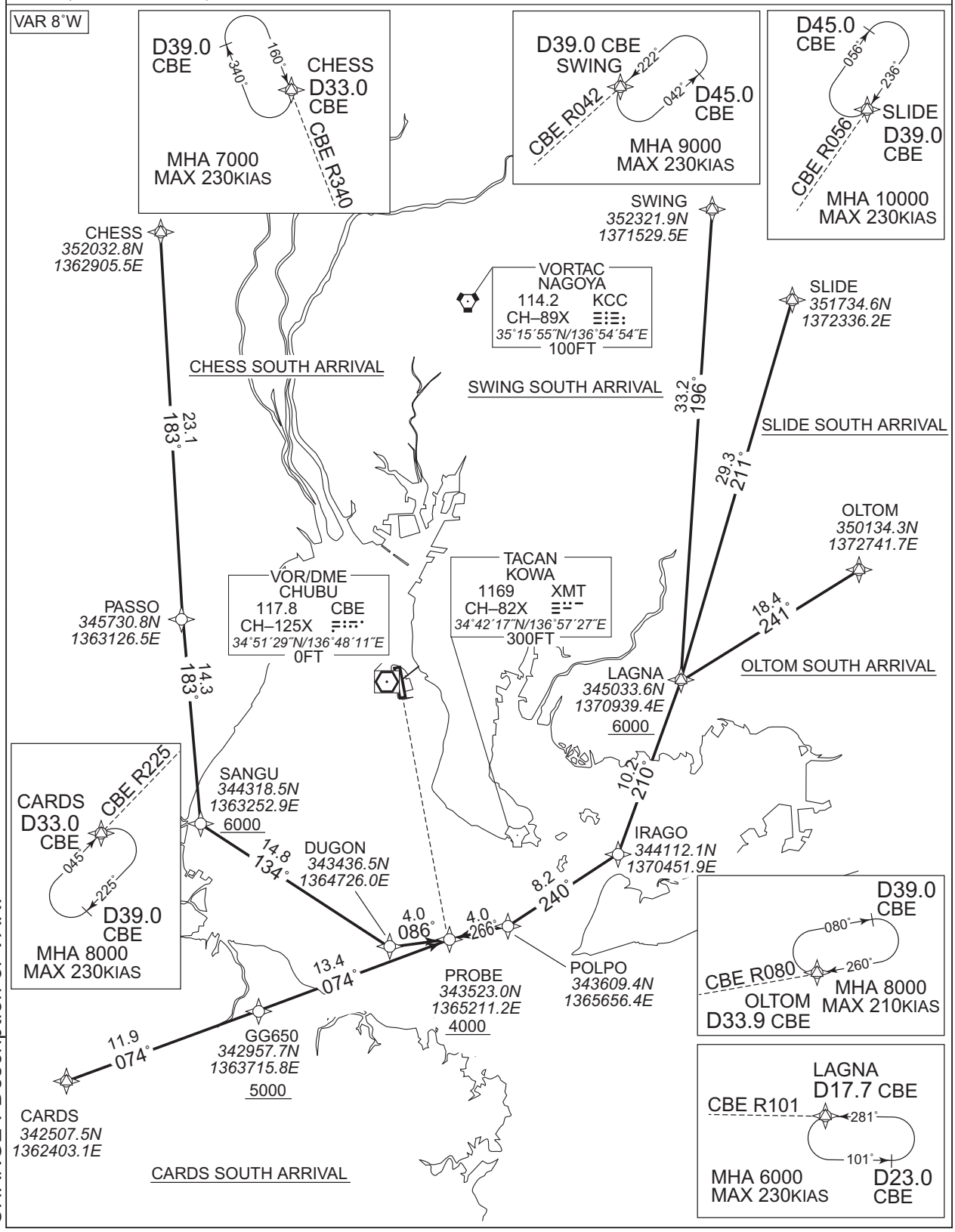
RJGG / CHUBU CENTRAIR

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.




CHANGE : Description of VAR.

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<br>KCC : PASSO～4.2NM to SANGU<br>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<br>IRAGO～3.0NM to POLPO<br>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<br>IRAGO～3.0NM to POLPO<br>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<br>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)

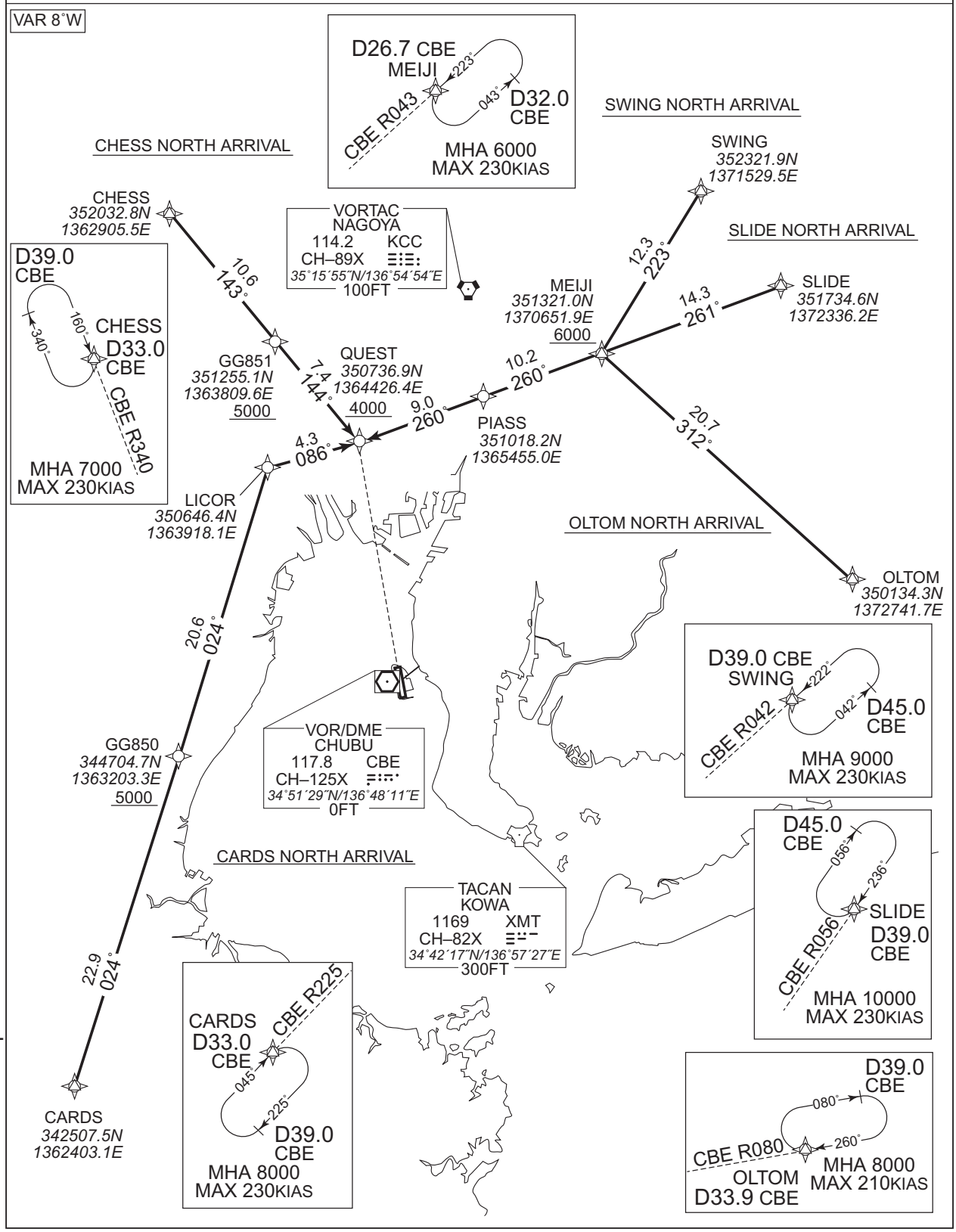
**STANDARD ARRIVAL CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

| CARDS NORTH ARRIVAL / CHESS NORTH ARRIVAL<br>SWING NORTH ARRIVAL / SLIDE NORTH ARRIVAL<br>OLTOM NORTH ARRIVAL | RNAV 1 |
|---|---|

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




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<br>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<br>KCC : GG851～QUEST |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY18

SWING NORTH ARRIVAL

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

| | |
|---|---|
| Critical DME | KCC : SWING～1.0NM to PIASS<br>6.0NM to QUEST～QUEST<br>CBE : 2.0NM to PIASS～1.0NM to PIASS<br>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<br>6.0NM to QUEST～QUEST<br>CBE : 2.0NM to PIASS～1.0NM to PIASS<br>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<br>6.0NM to QUEST～QUEST<br>CBE : 2.0NM to PIASS～1.0NM to PIASS<br>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 |

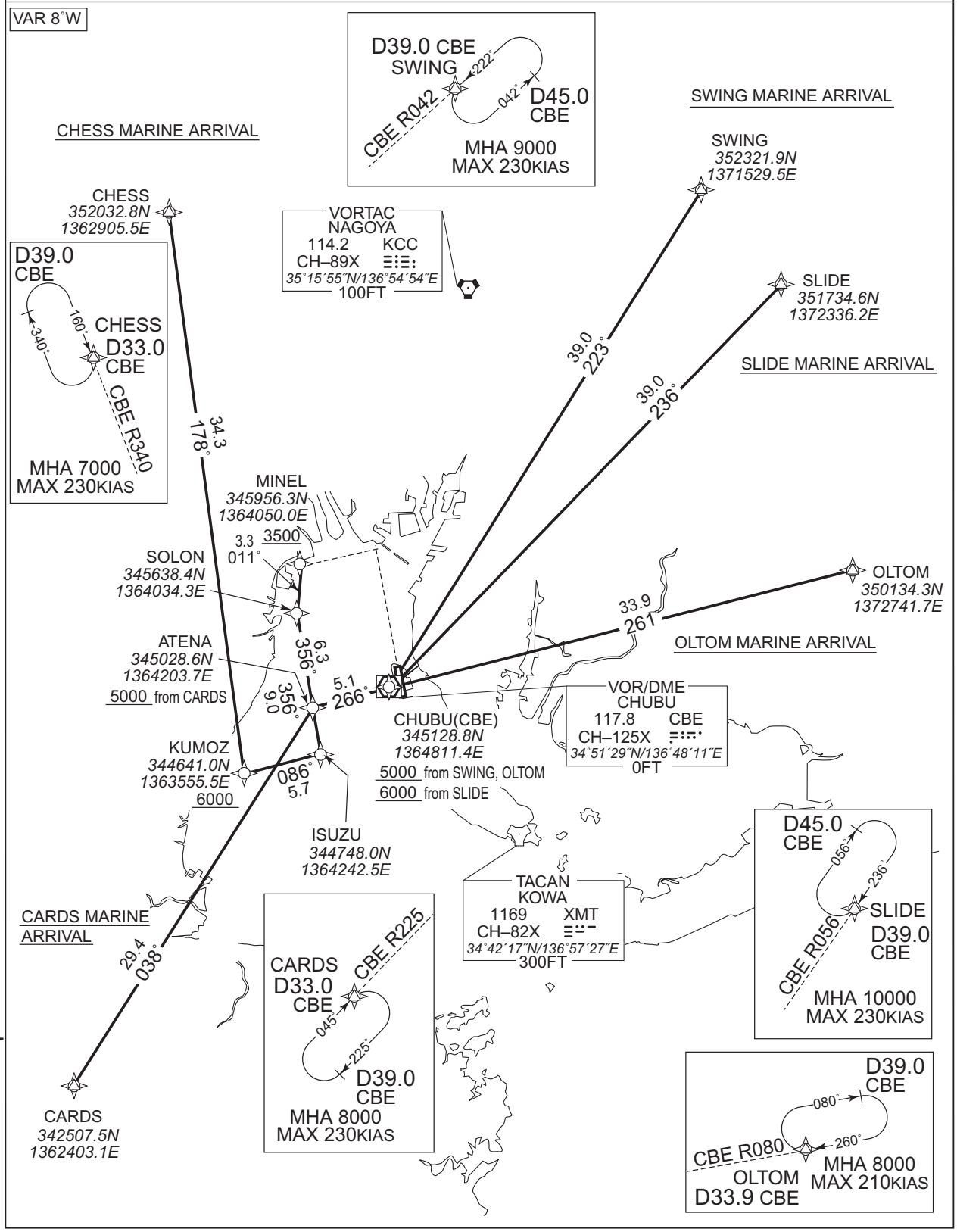
CHANGE : New PROC (OLTOM NORTH), Abolition PROC (DARTS NORTH)

**STANDARD ARRIVAL CHART -INSTRUMENT**

RJGG / CHUBU CENTRAIR — RNAV STAR RWY18

| CARDS MARINE ARRIVAL / CHESS MARINE ARRIVAL<br>SWING MARINE ARRIVAL / SLIDE MARINE ARRIVAL<br>OLTOM MARINE ARRIVAL | RNAV 1 |
|---|---|

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




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<br>KCC : 9.3NM to KUMOZ～2.3NM to KUMOZ<br>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<br>3.0NM to CBE～2.0NM to ATENA<br>4.0NM to SOLON～MINEL<br>CBE : 15.9NM to CBE～3.0NM to CBE<br>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<br>CBE～2.0NM to ATENA<br>4.0NM to SOLON～MINEL<br>CBE : 14.0NM to CBE～3.0NM to CBE<br>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<br>4.0NM to SOLON～MINEL<br>XMT : 3.0NM to CBE～2.0NM to ATENA |
| DME GAP | – |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

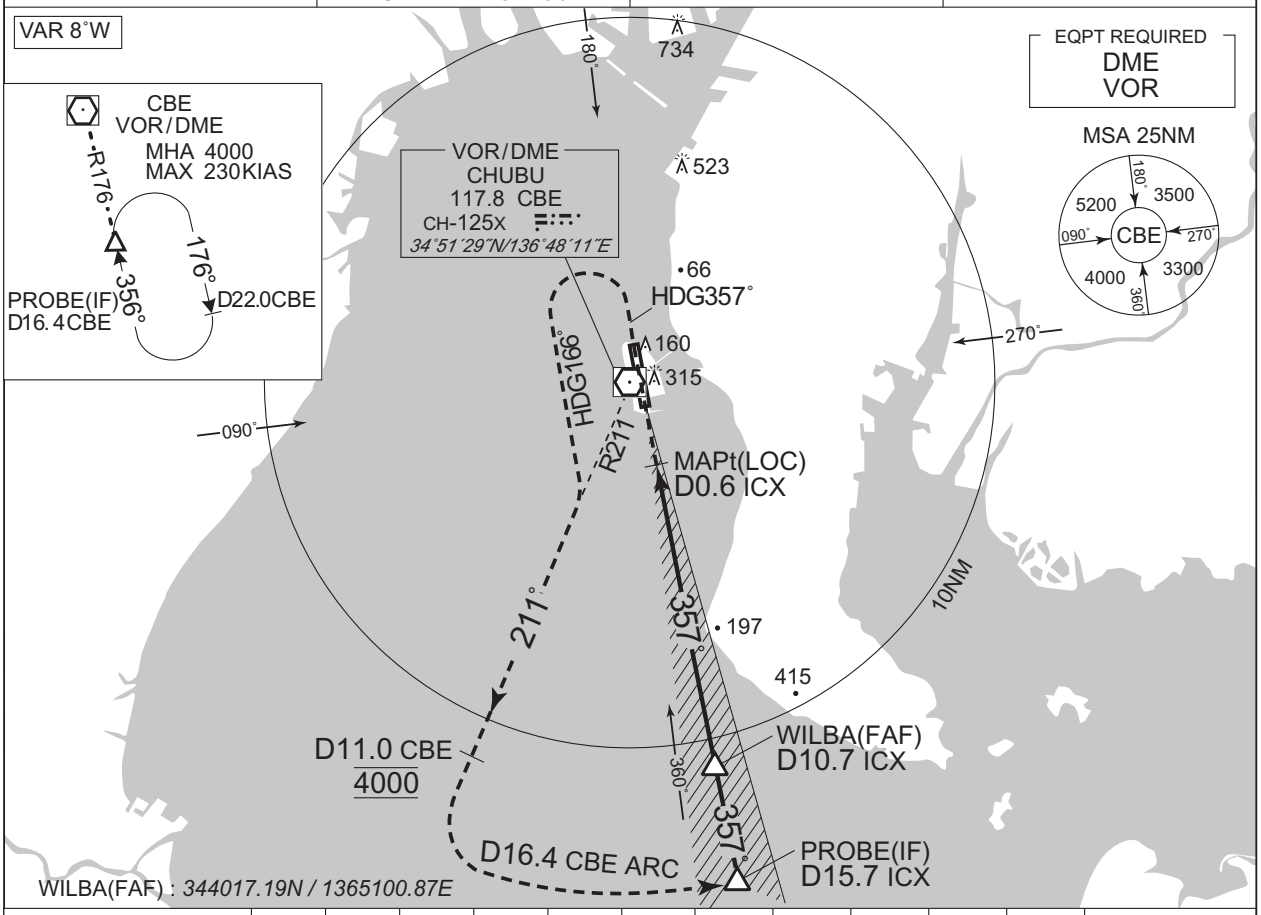
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course ˚M(˚T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | OLTOM | – | – | -7.6 | –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

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

**INSTRUMENT APPROACH CHART**

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

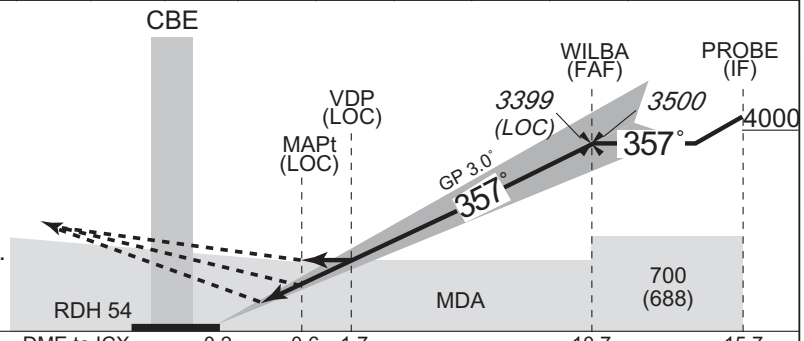
| CENTRAIR APP | ILS – LOC | CENTRAIR TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 - 119.175<br>228.4 - 245.3 | 111.9 ICX<br>ILS – GP 331.1<br>ILS – DME CH–56X | 118.85 - 126.2 - 289.9 | ATIS 127.075 |




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

MISSED APPROACH

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




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

MINIMA THR elev. 15 AD elev. 12

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

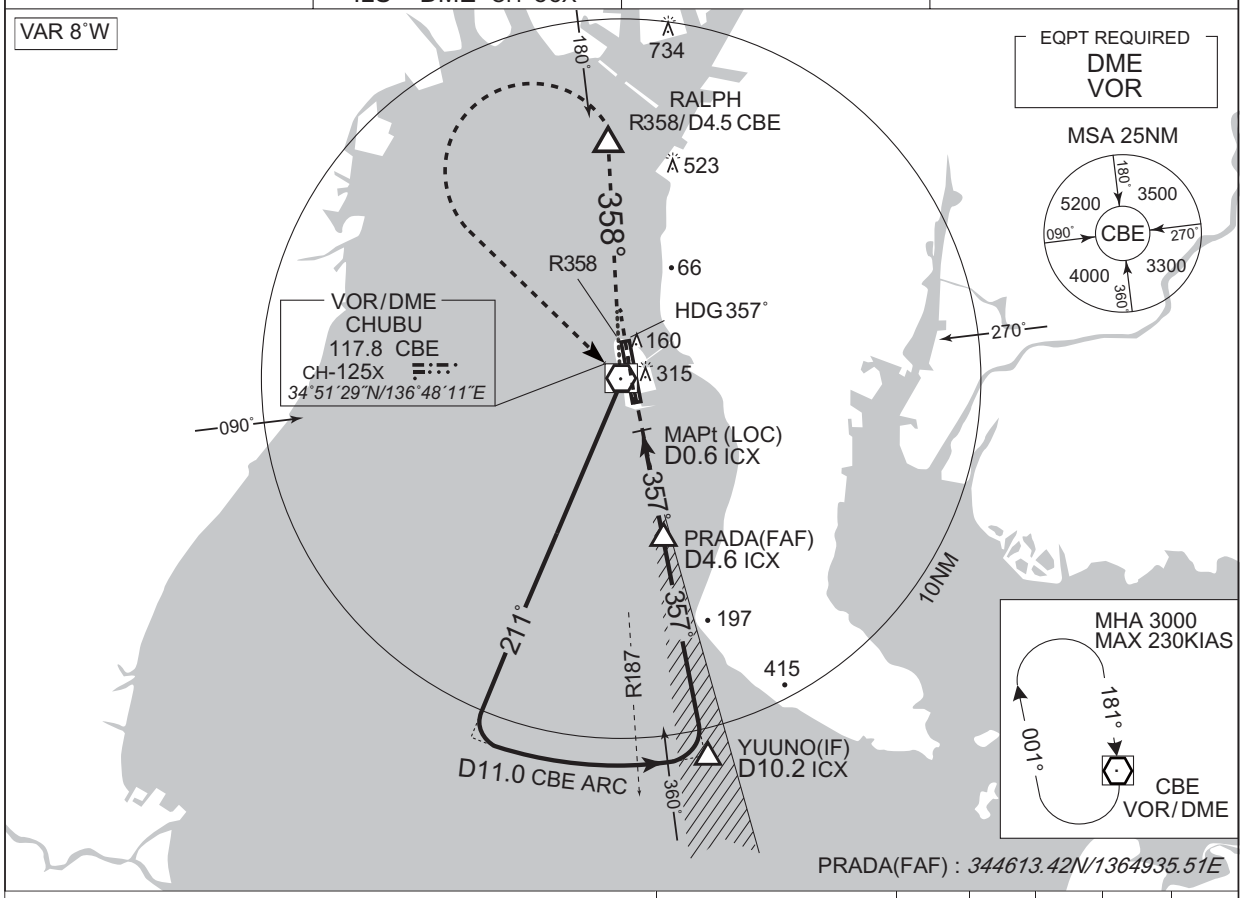
Circling to WEST side of RWY only.

CHANGE : Description of VAR.

**INSTRUMENT APPROACH CHART**

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

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

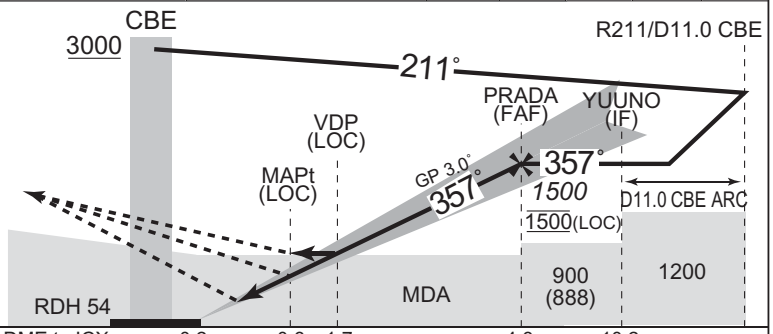



| NM to ICX | MAPt | 2 | 3 | 4 | FAF |
|---|---|---|---|---|---|
| ALT(3.0° APCH Path) | – | 648 | 966 | 1285 | – |

MISSED APPROACH

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

Timing not authorized for defining the MAPt.




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

MINIMA THR elev. 15 AD elev. 12

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

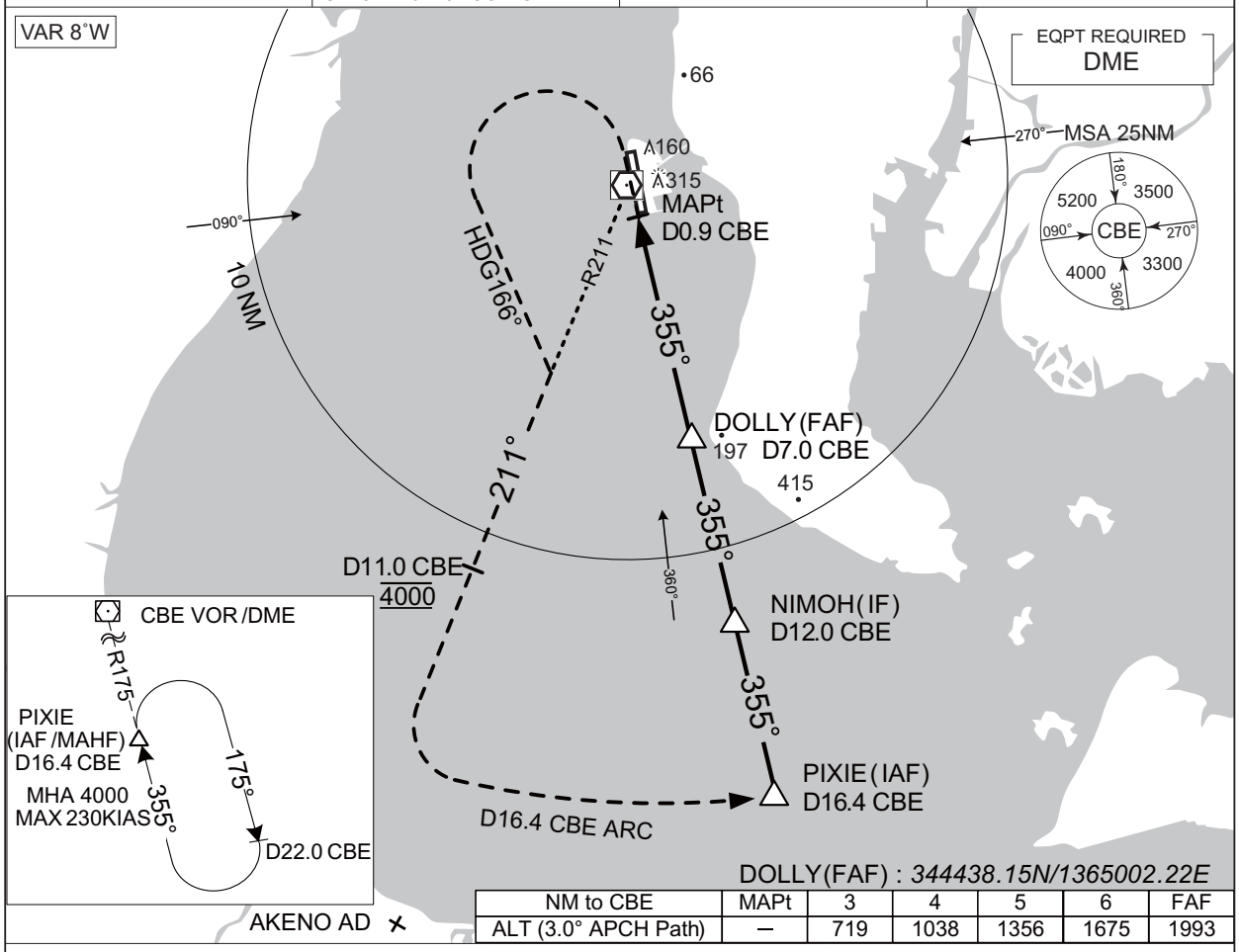
Circling to WEST side of RWY only.

CHANGE : Description of VAR.

**INSTRUMENT APPROACH CHART**

RJGG / CHUBU CENTRAIR — VOR RWY36

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

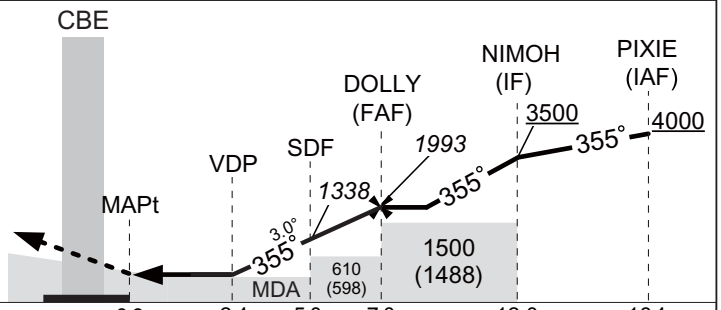



| NM to CBE | MAPt | 3 | 4 | 5 | 6 | FAF |
|---|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | — | 719 | 1038 | 1356 | 1675 | 1993 |

MISSED APPROACH

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

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




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

MINIMA THR elev. 15 AD elev. 12

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

Circling to WEST side of RWY only.

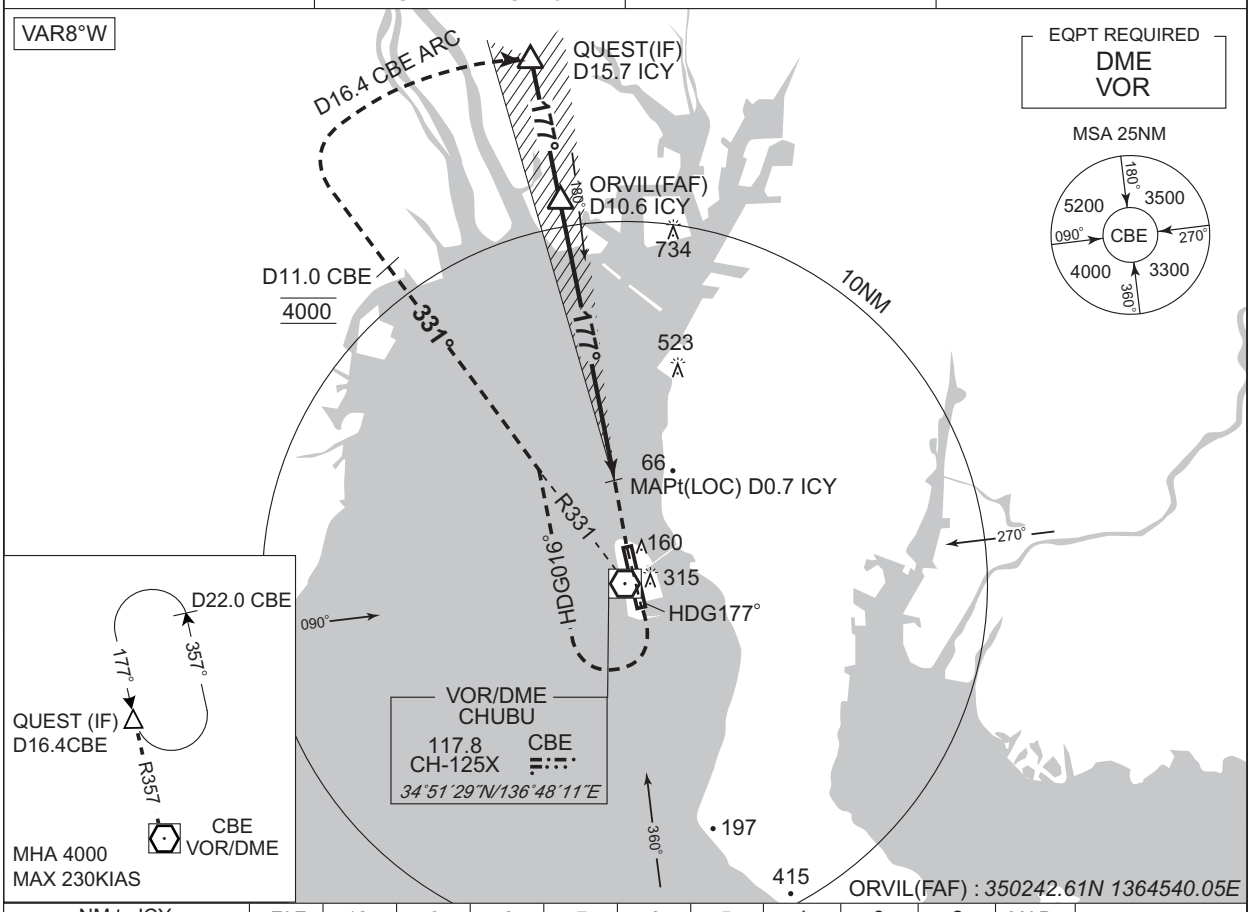
CHANGE : Description of VAR.

**INSTRUMENT APPROACH CHART**

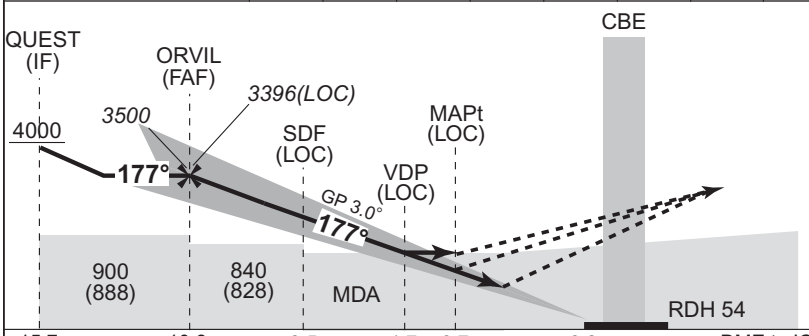
RJGG / CHUBU CENTRAIR

ILS Z or LOC Z RWY18(CAT Ⅱ)

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




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




MISSED APPROACH

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

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

MINIMA THR elev. 15 AD elev. 12

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

Circling to WEST side of RWY only.

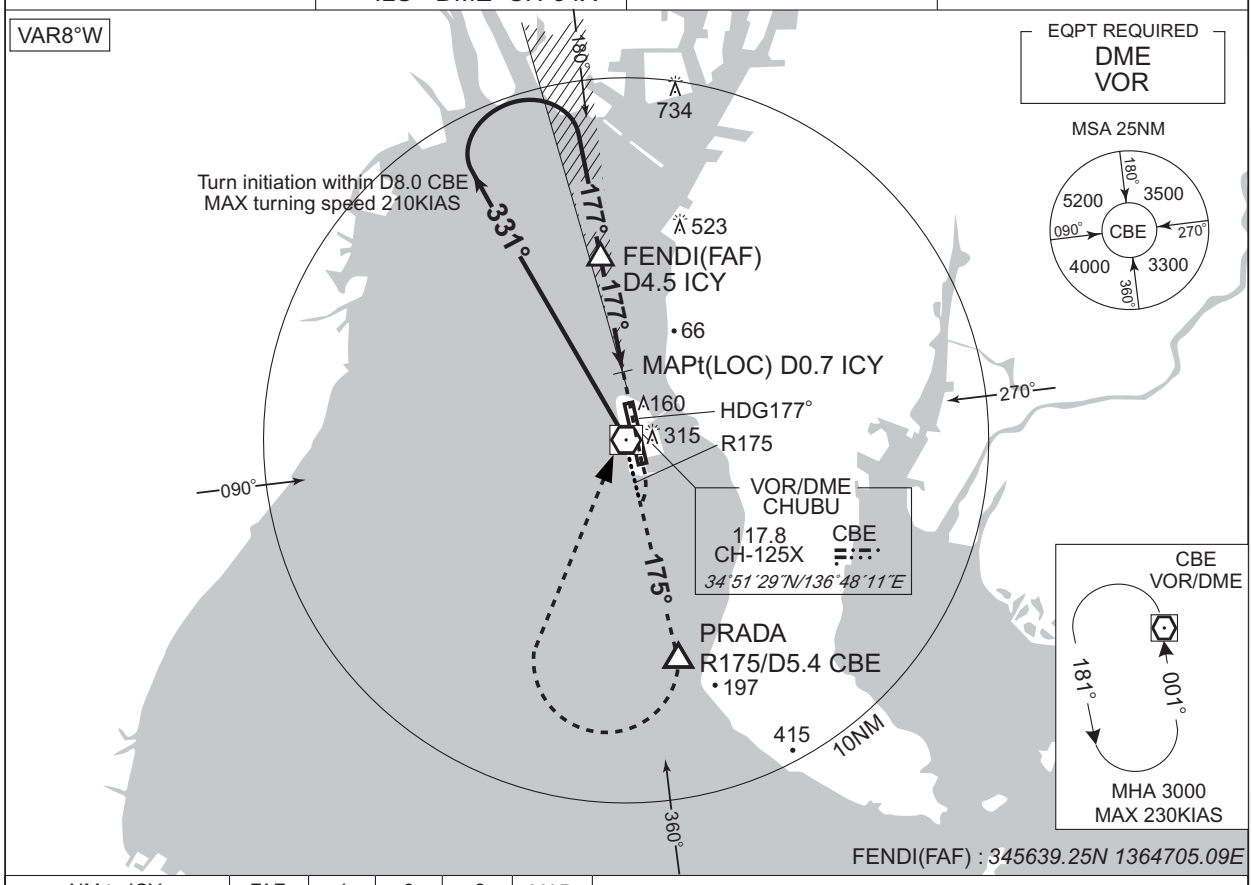
CHANGE : Description of VAR.

**INSTRUMENT APPROACH CHART**

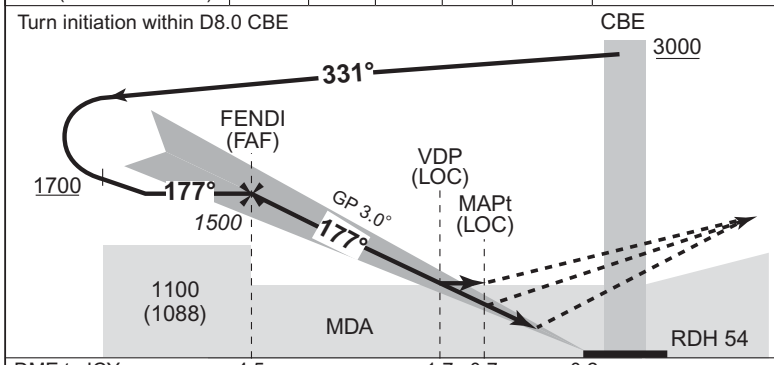
RJGG / CHUBU CENTRAIR

ILS Y or LOC Y RWY18(CAT Ⅱ)

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




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




MISSED APPROACH

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

Timing not authorized for defining the MAPt.

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

MINIMA THR elev. 15 AD elev. 12

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

Circling to WEST side of RWY only.

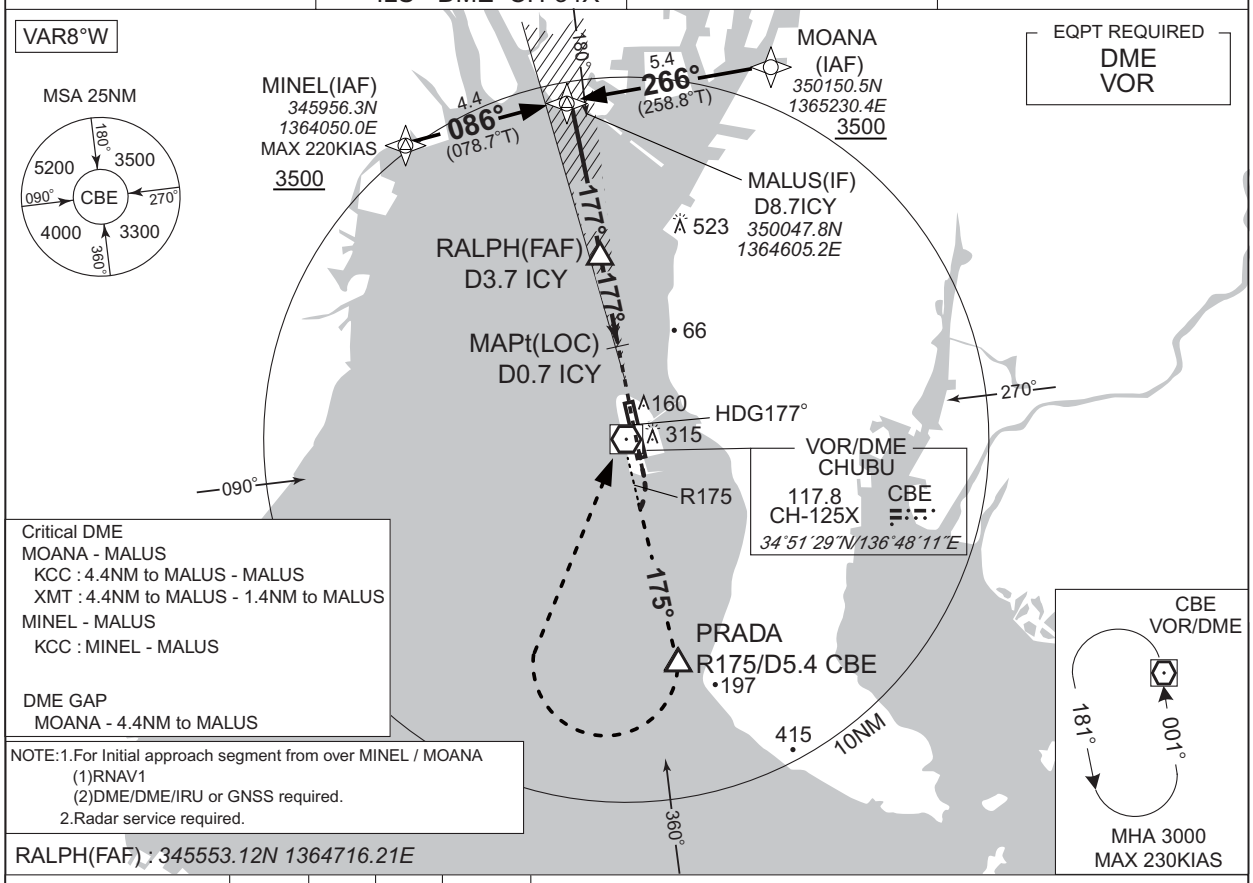
CHANGE : Description of VAR.

**INSTRUMENT APPROACH CHART**

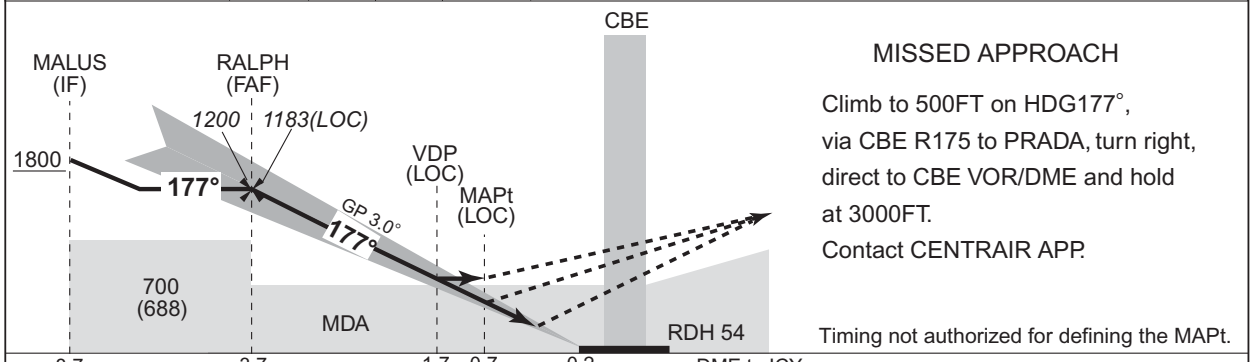
RJGG / CHUBU CENTRAIR

ILS X or LOC X RWY18(CAT Ⅱ)

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




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




MISSED APPROACH

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

Timing not authorized for defining the MAPt.

MINIMA THR elev. 15 AD elev. 12

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

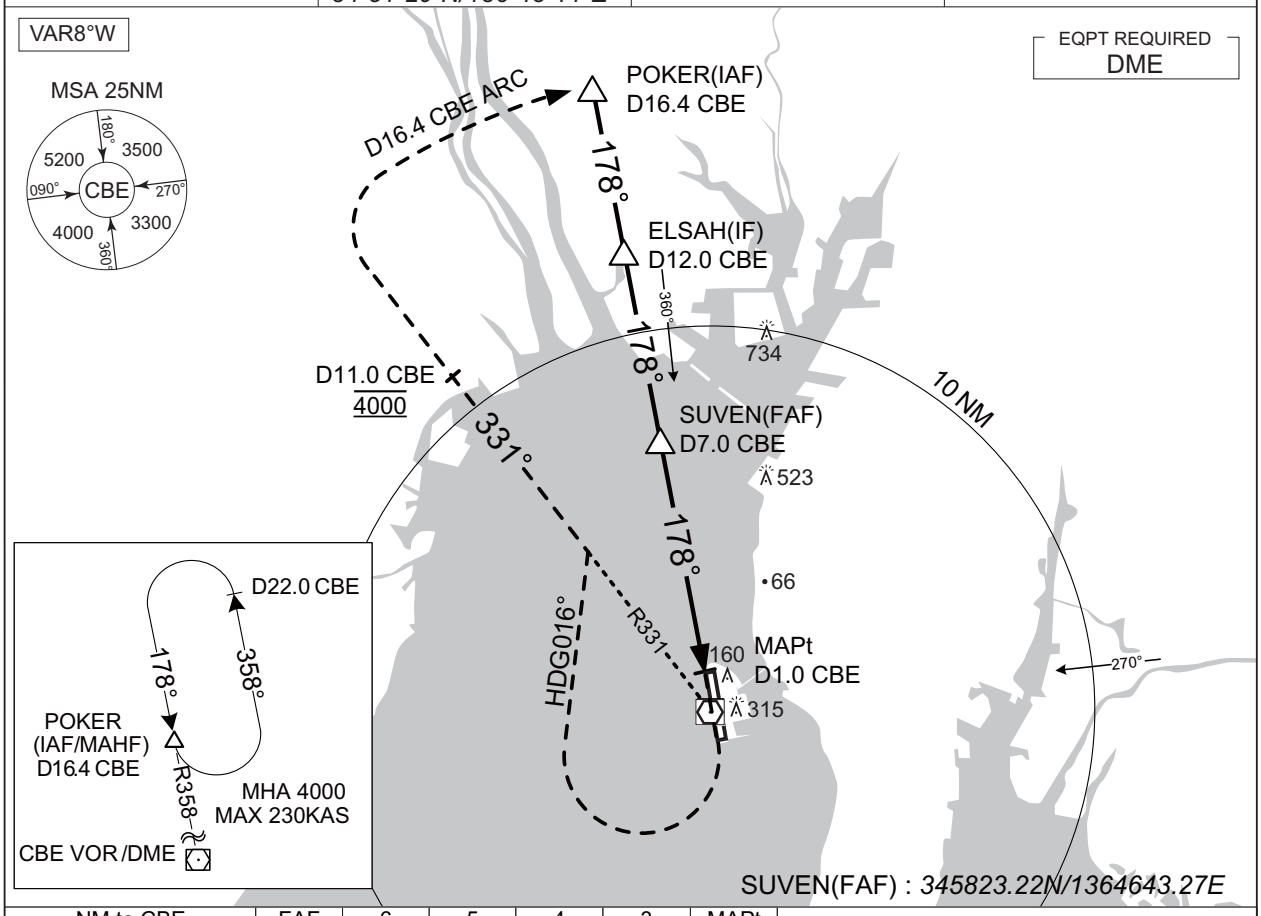
Circling to WEST side of RWY only.

CHANGE : Description of VAR.

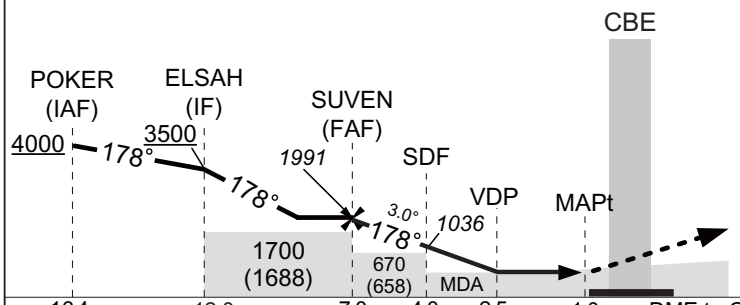
**INSTRUMENT APPROACH CHART**

RJGG / CHUBU CENTRAIR — VOR RWY18

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




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




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

### MISSED APPROACH

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

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

MINIMA — THR elev. 15 — AD elev. 12

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

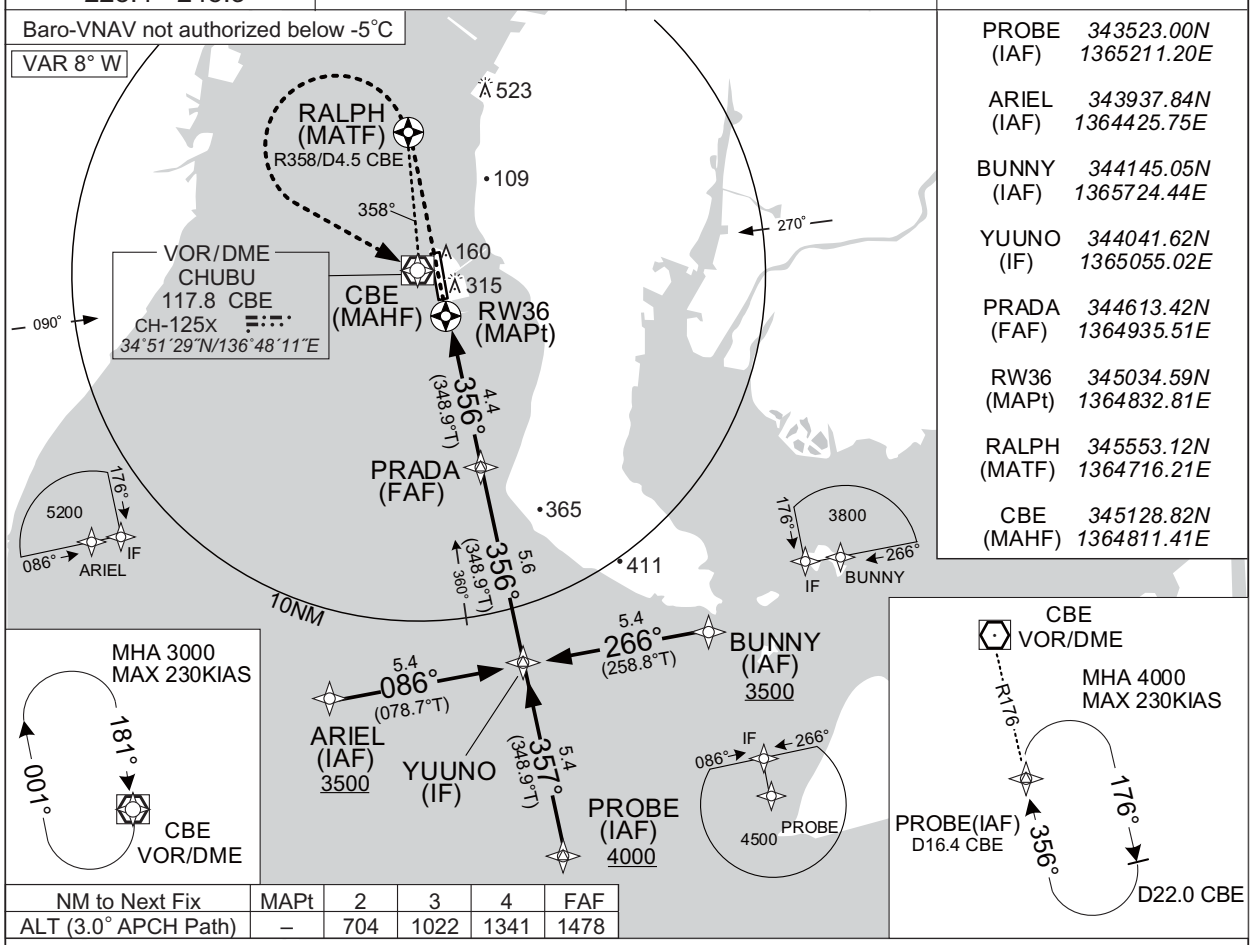
Circling to WEST side of RWY only.

CHANGE : Description of VAR.

**INSTRUMENT APPROACH CHART**

RJGG / CHUBU CENTRAIR — RNP RWY36

| CENTRAIR APP | RNP APCH | CENTRAIR TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 - 119.175<br>228.4 - 245.3 | | 118.85 - 126.2 - 289.9 | ATIS 127.075 |



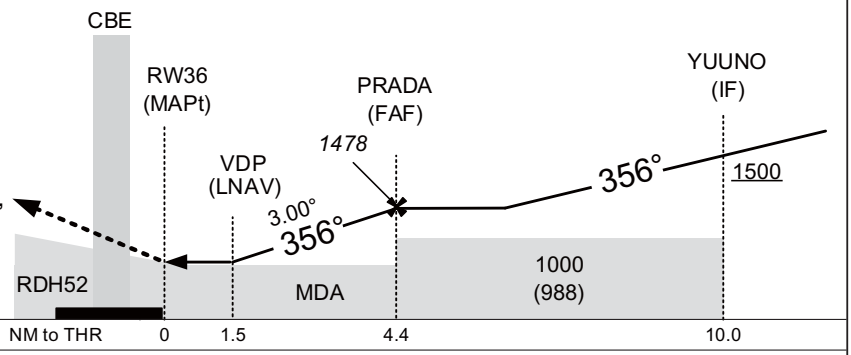

| NM to Next Fix | MAPt | 2 | 3 | 4 | FAF |
|---|---|---|---|---|---|
| ALT (3.0° APCH Path) | – | 704 | 1022 | 1341 | 1478 |

| | | | | | | |
|---|---|---|---|---|---|---|
| PROBE (IAF) | 343523.00N 1365211.20E | ARIEL (IAF) | 343937.84N 1364425.75E | BUNNY (IAF) | 344145.05N 1365724.44E | YUUNO (IF) | 344041.62N 1365055.02E |
| PRADA (FAF) | 344613.42N 1364935.51E | RW36 (MAPt) | 345034.59N 1364832.81E | RALPH (MATF) | 345553.12N 1364716.21E | CBE (MAHF) | 345128.82N 1364811.41E |

MISSED APPROACH

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

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




MINIMA — THR elev. 15 — AD elev. 12

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

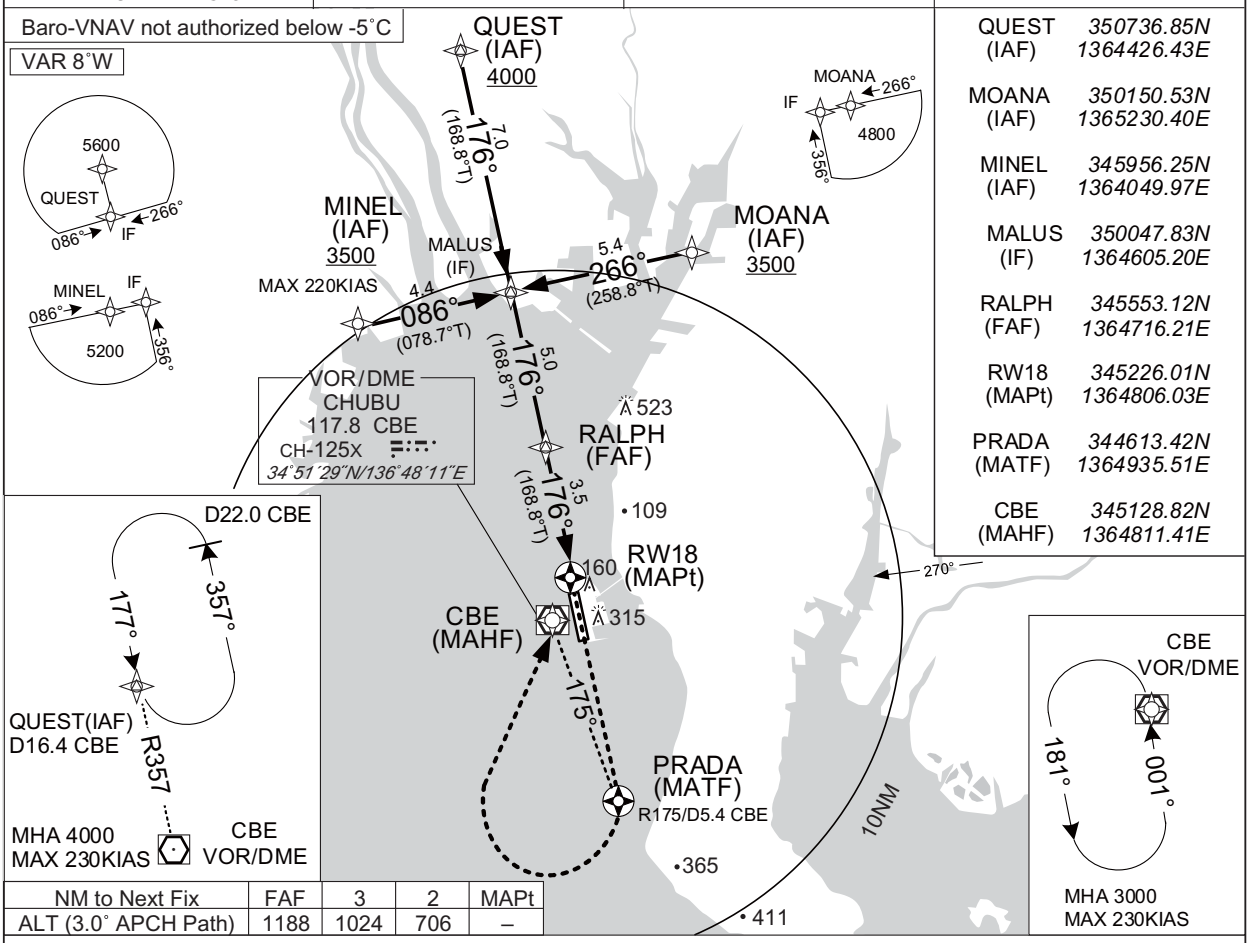
Circling to WEST side of RWY only.

CHANGE : Description of VAR.

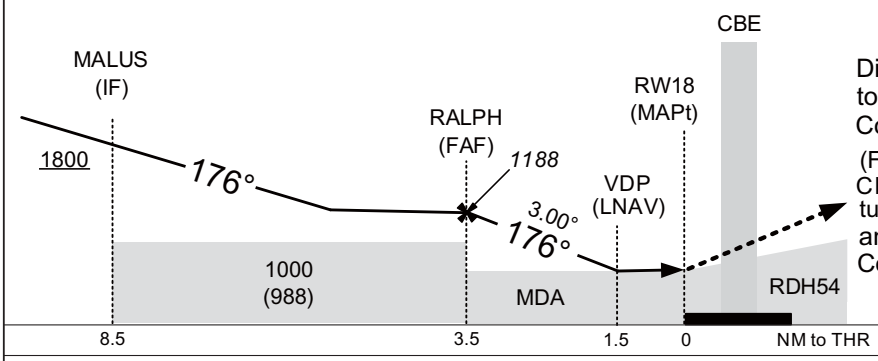
**INSTRUMENT APPROACH CHART**

RJGG / CHUBU CENTRAIR — RNP RWY18

| CENTRAIR APP | RNP APCH | CENTRAIR TOWER | RADAR AVBL |
|---|---|---|---|
| 121.05 - 119.175<br>228.4 - 245.3 | | 118.85 - 126.2 - 289.9 | ATIS 127.075 |




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




**MISSED APPROACH**

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

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

CHANGE : Description of VAR.

MINIMA — THR elev. 15 — AD elev. 12

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

Circling to WEST side of RWY only.

RJGG / CHUBU CENTRAIR

Visual REP

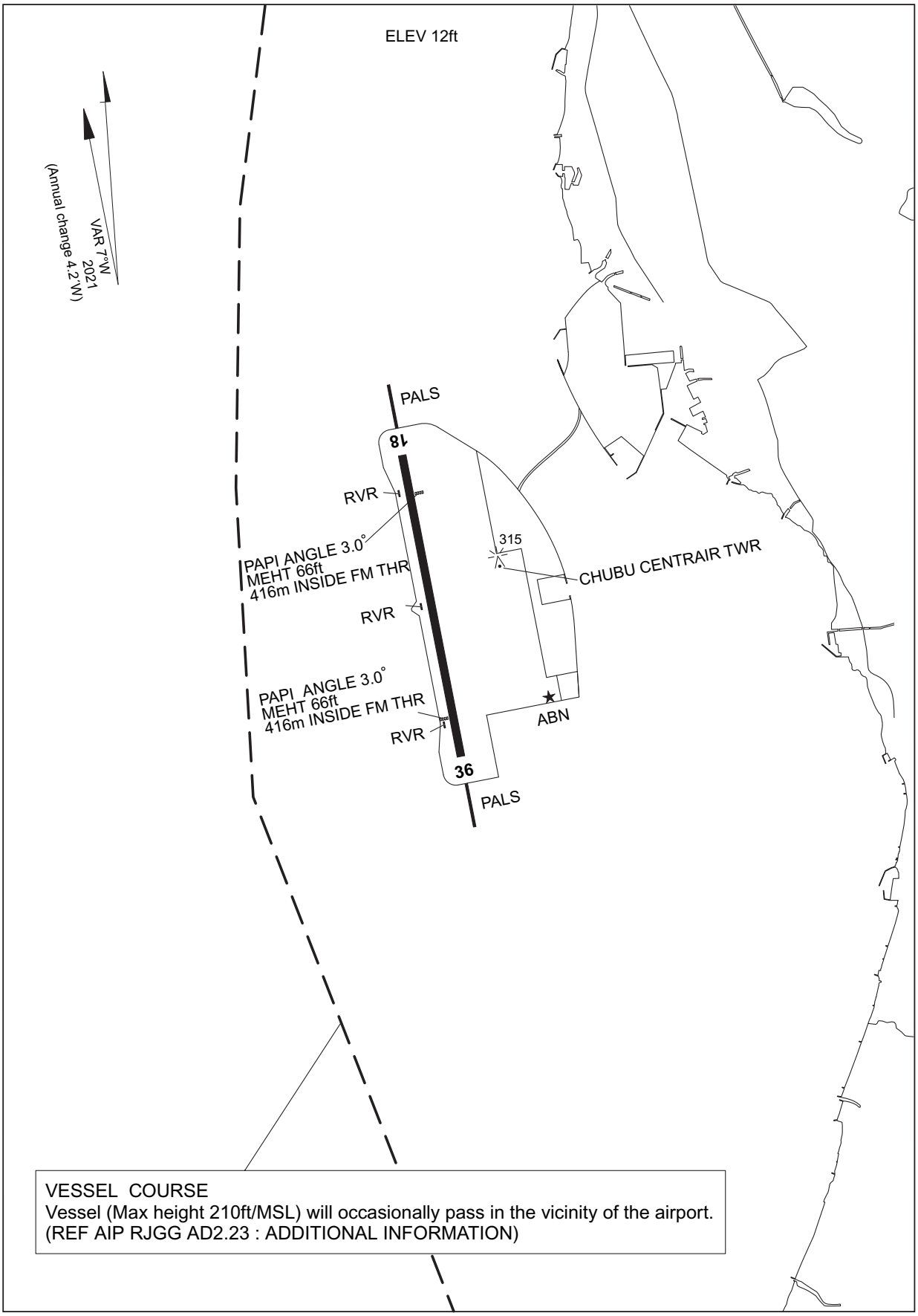
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : VAR.

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

RJGG / CHUBU CENTRAIR

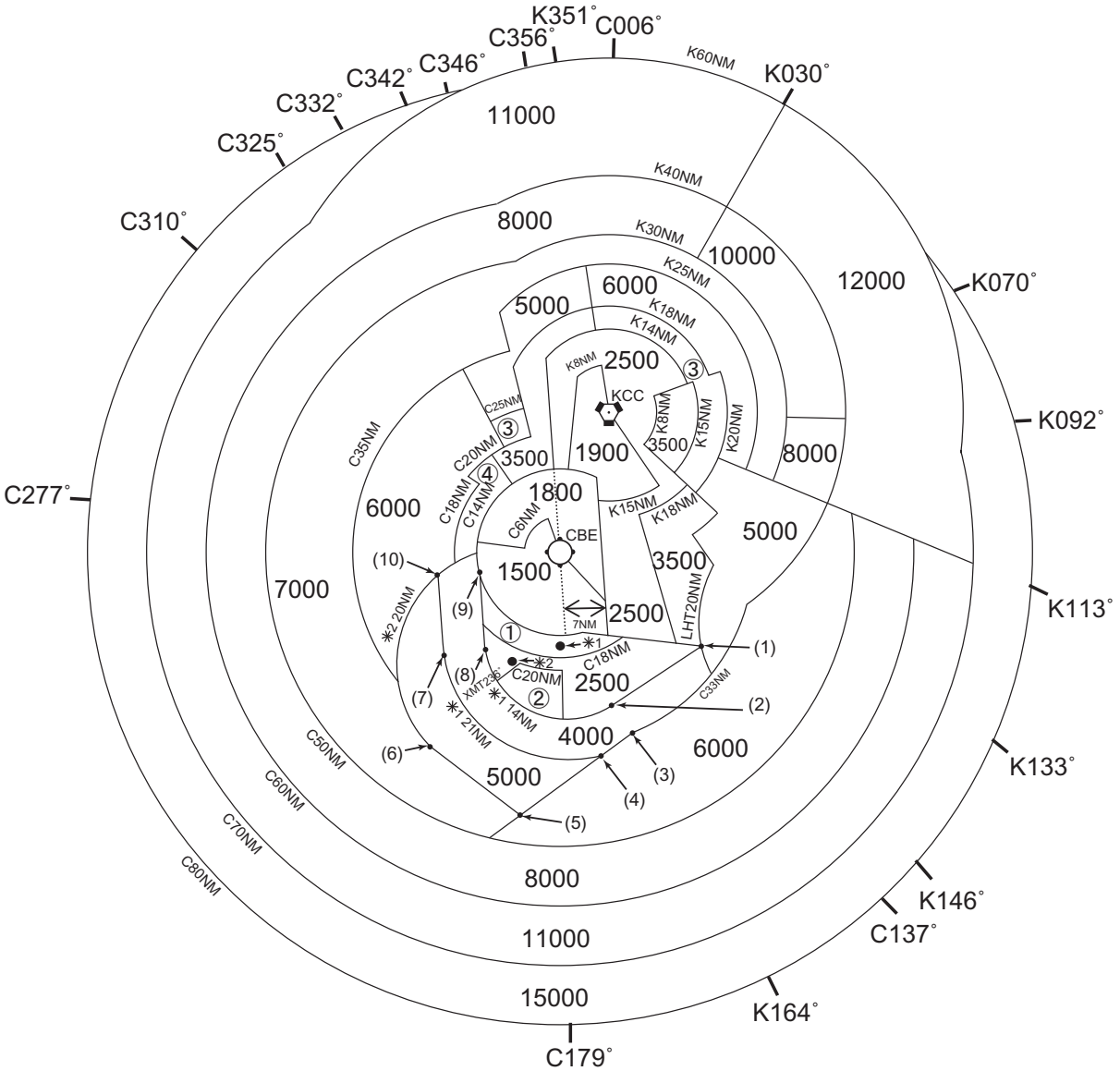
LDG CHART




CHANGE : VAR.

RJGG / CHUBU CENTRAIR Minimum Vectoring Altitude CHART

VAR 7°W (2009)




① 2000
② 3000
③ 4000
④ 5000

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

CENTER : *345129N/1364811E* (C : CBE)
CENTER : *351555N/1365454E* (K : KCC)
✳1 : *343722N/1365140E*
✳2 : *343140N/1364148E*

CHANGE : AKENO NDB(AK) abolished.