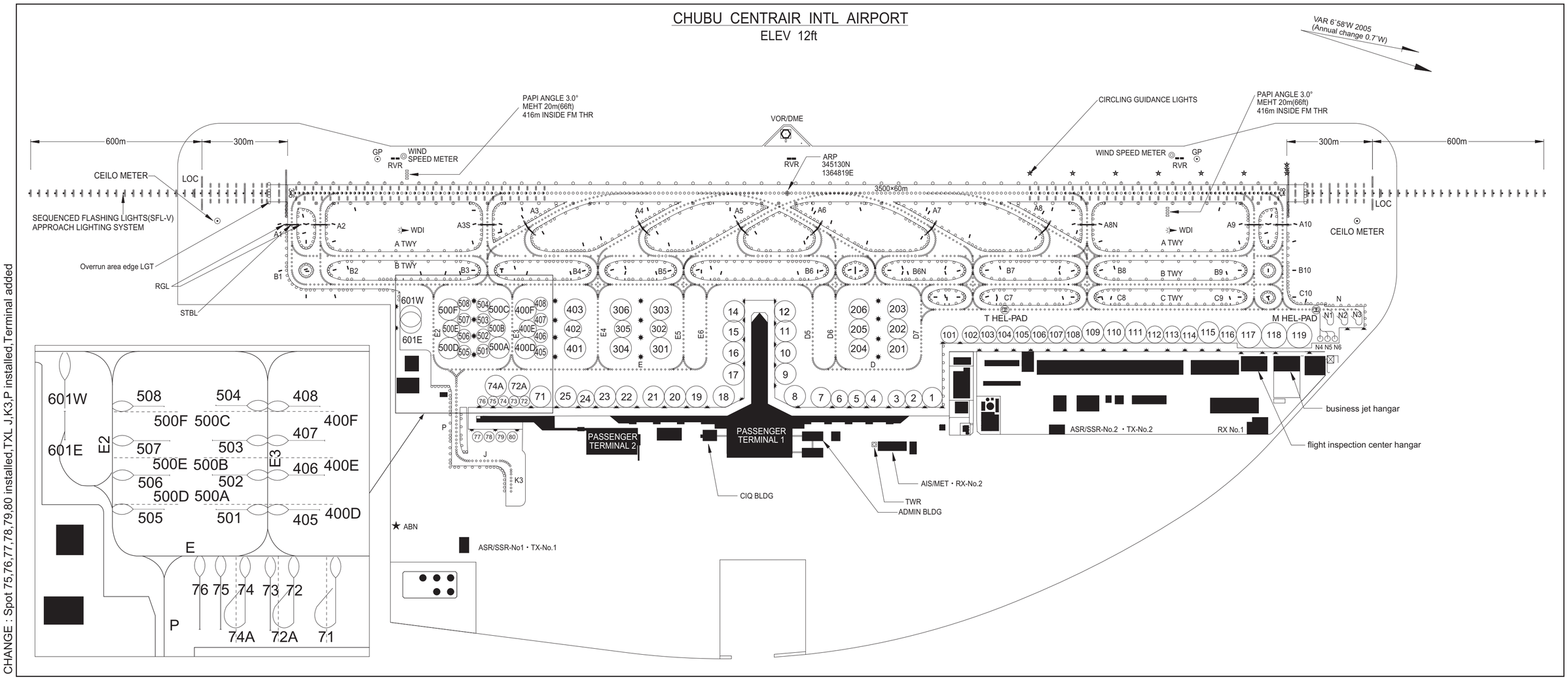
CHUBU CENTRAIR INTL AIRPORT

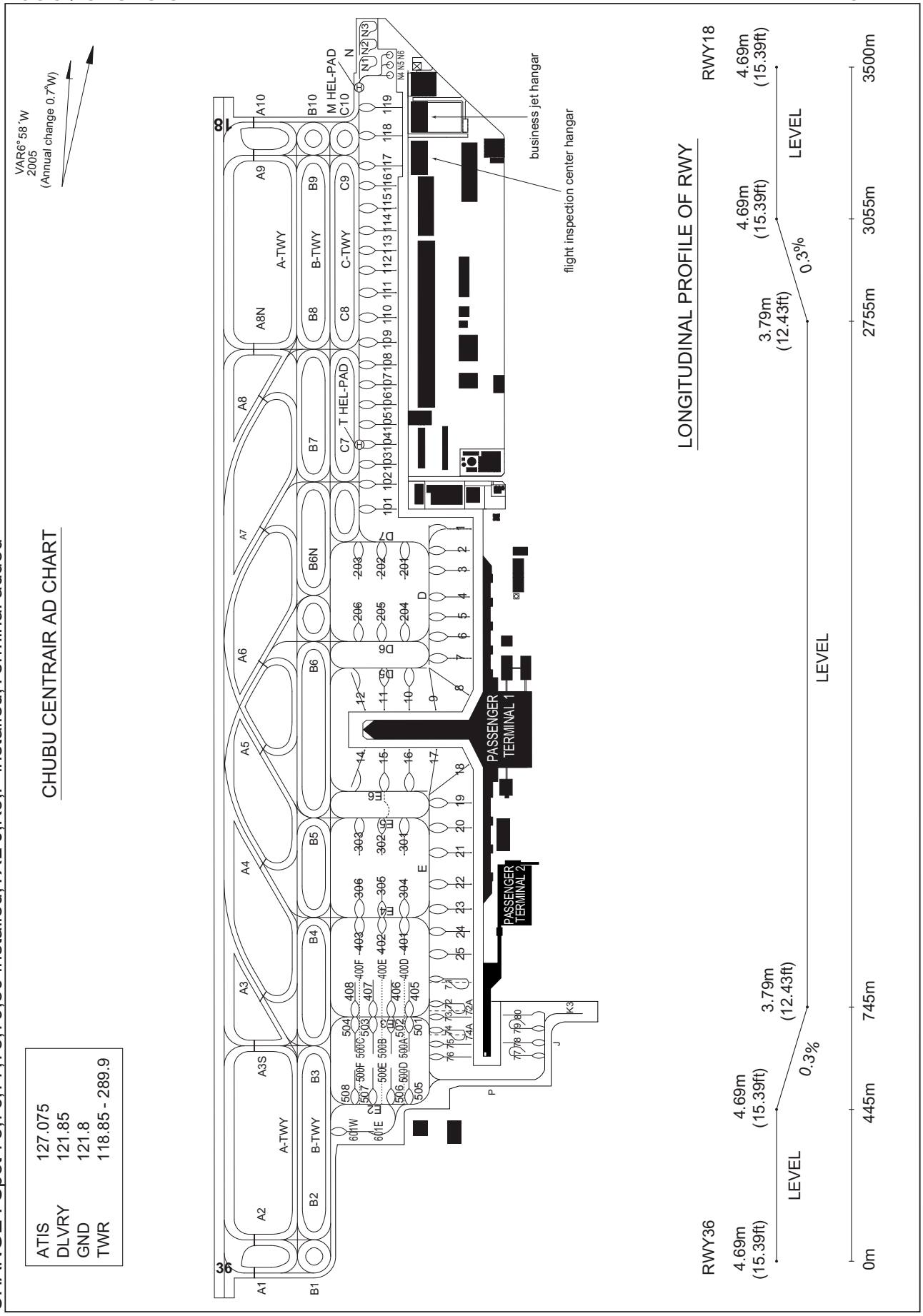
ELEV 12ft



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

RJGG / CHUBU CENTRAIR AD CHART

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

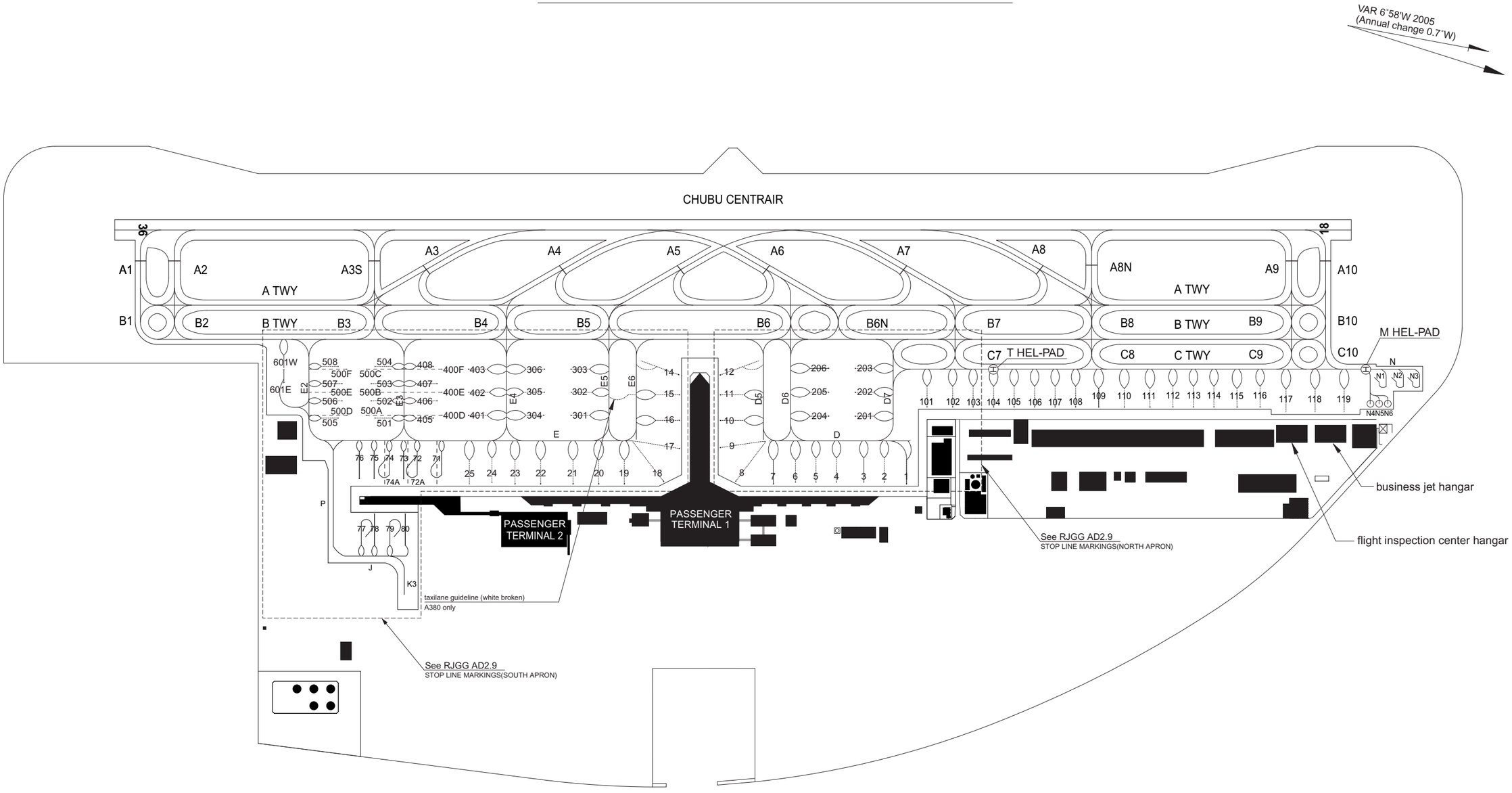


INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART

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

TAXIING GUIDE LINES AND PARKING AREAS



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

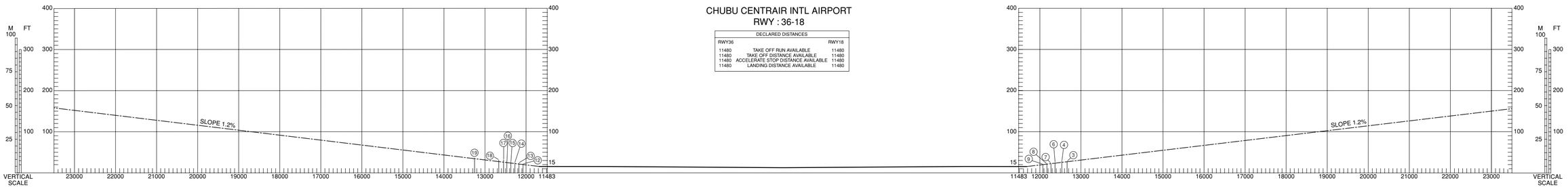
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

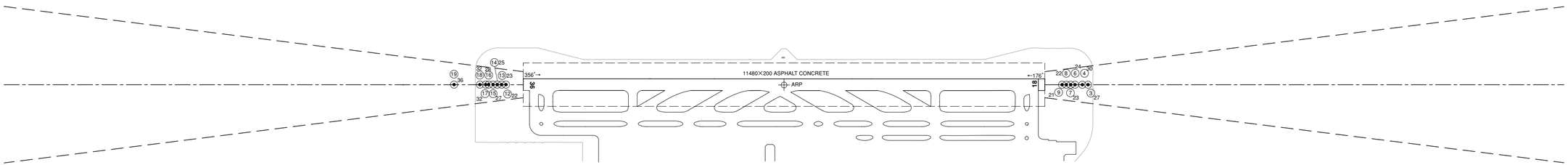
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 7˚ 06´ 37˝ W 2015

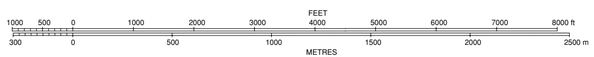
CHUBU CENTRAIR INTL AIRPORT
RWY : 36-18

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





HORIZONTAL SCALE

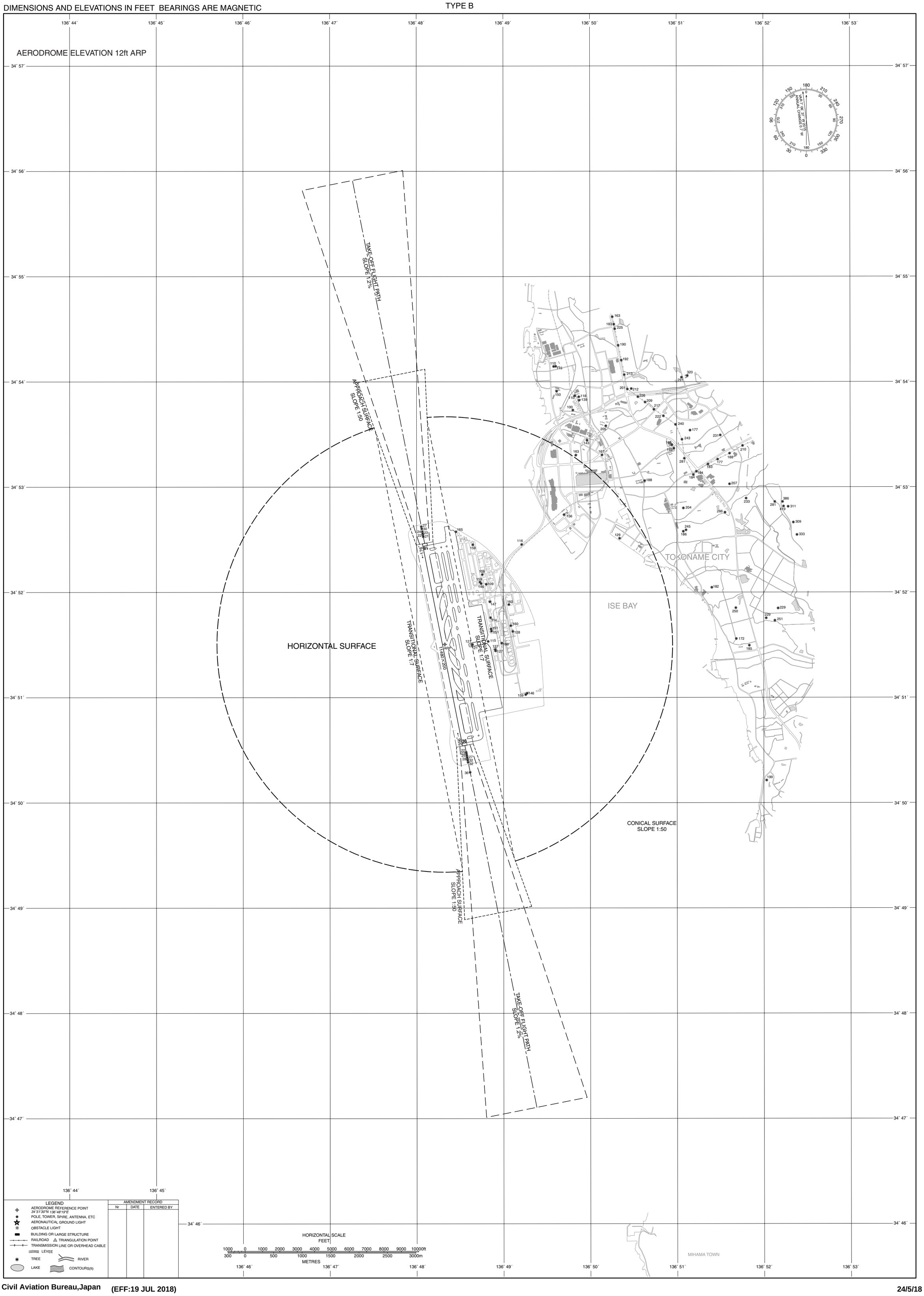


LEGEND	
①	IDENTIFICATION NUMBER
◉	POLE, TOWER, SPIRE, ANTENNA, ETC
✳	TREE
	LEVEE
	RAILROAD
	RIVER
	TRANSMISSION LINE OR OVERHEAD CABLE
△	TRIANGULATION POINT
★	AERONAUTICAL GROUND LIGHT

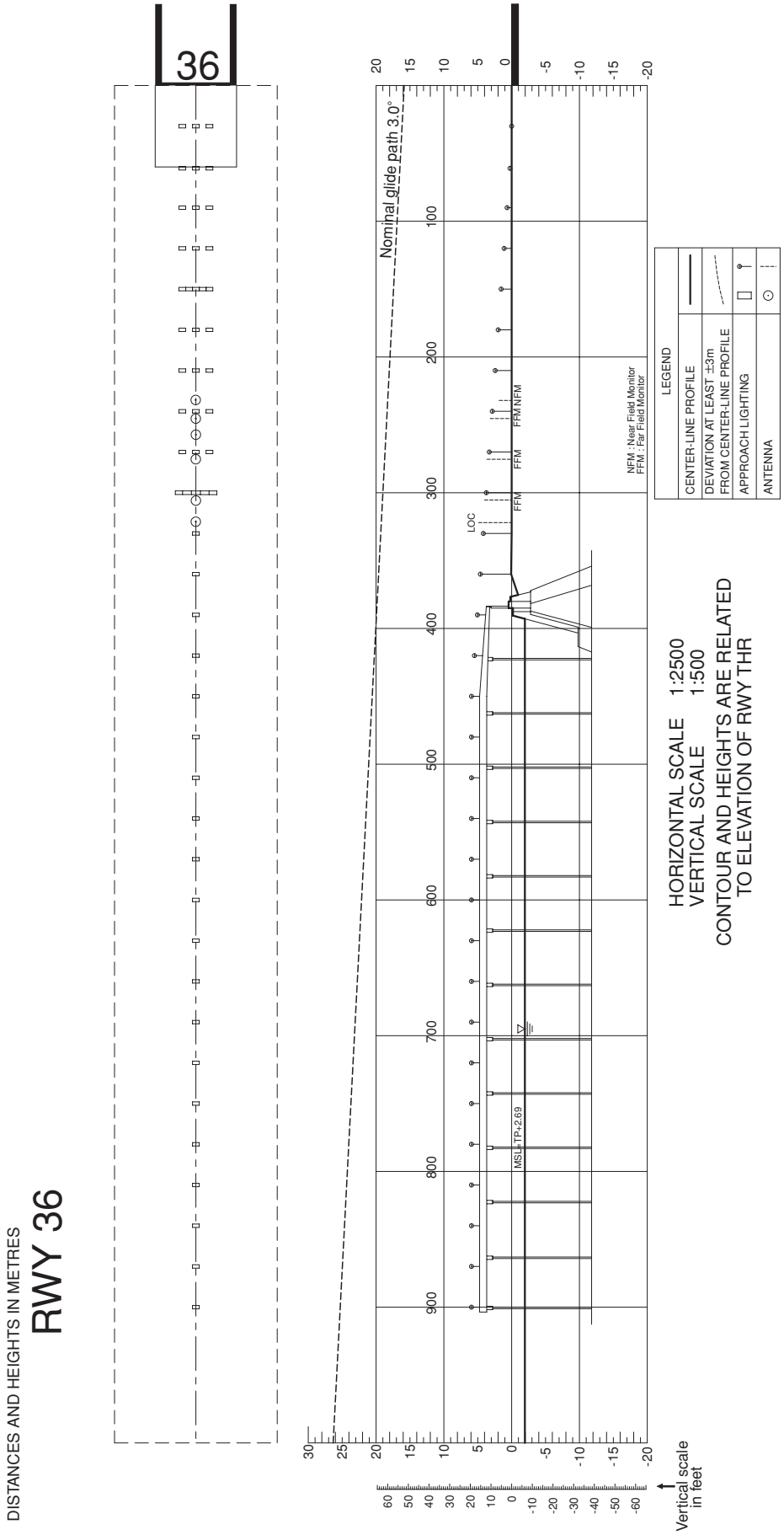
AMENDMENT RECORD		
Nr	DATE	ENTERED BY

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



PRECISION APPROACH TERRAIN CHART

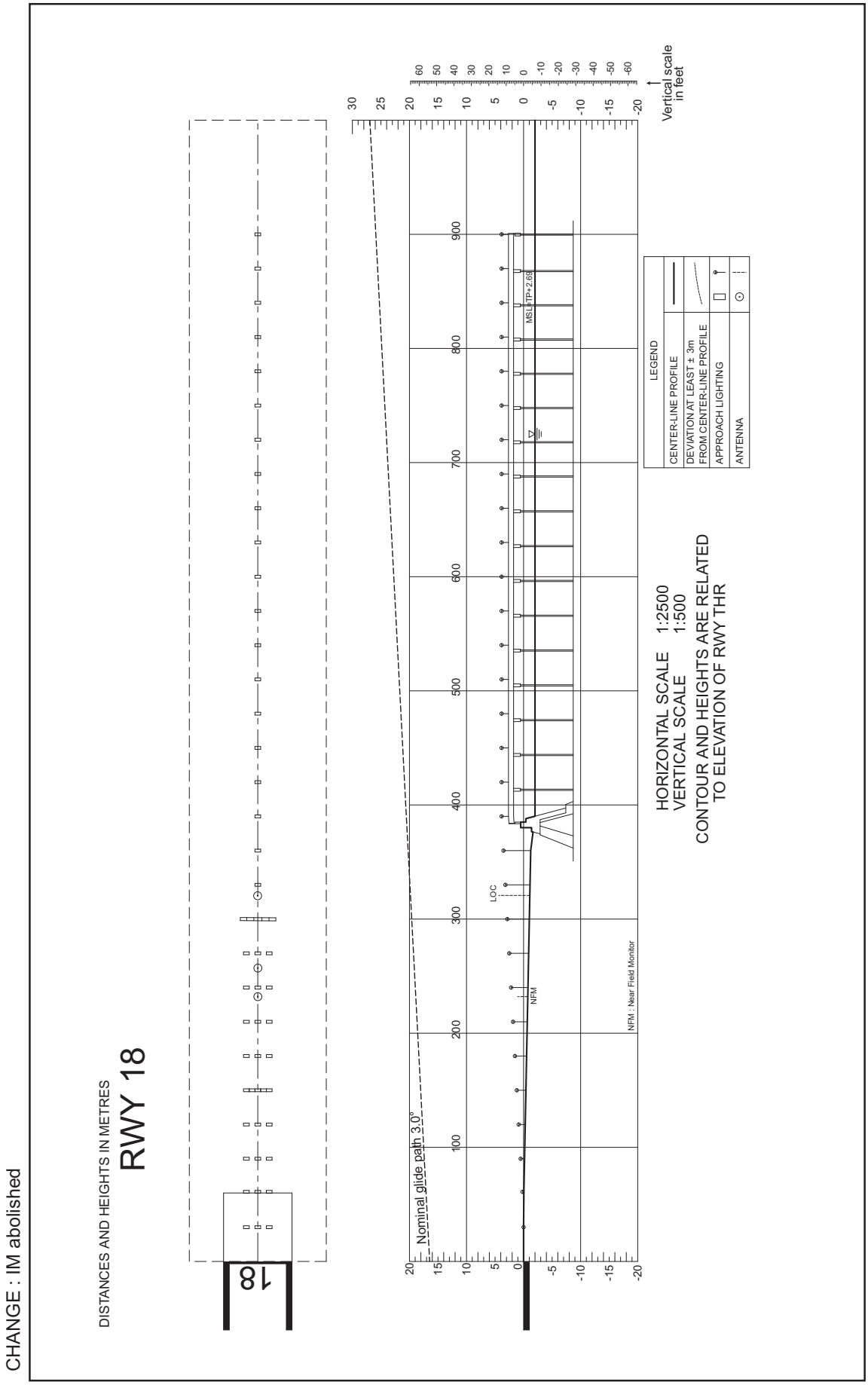


DISTANCES AND HEIGHTS IN METRES

RWY 36

CHANGE: IM abolished

PRECISION APPROACH TERRAIN CHART



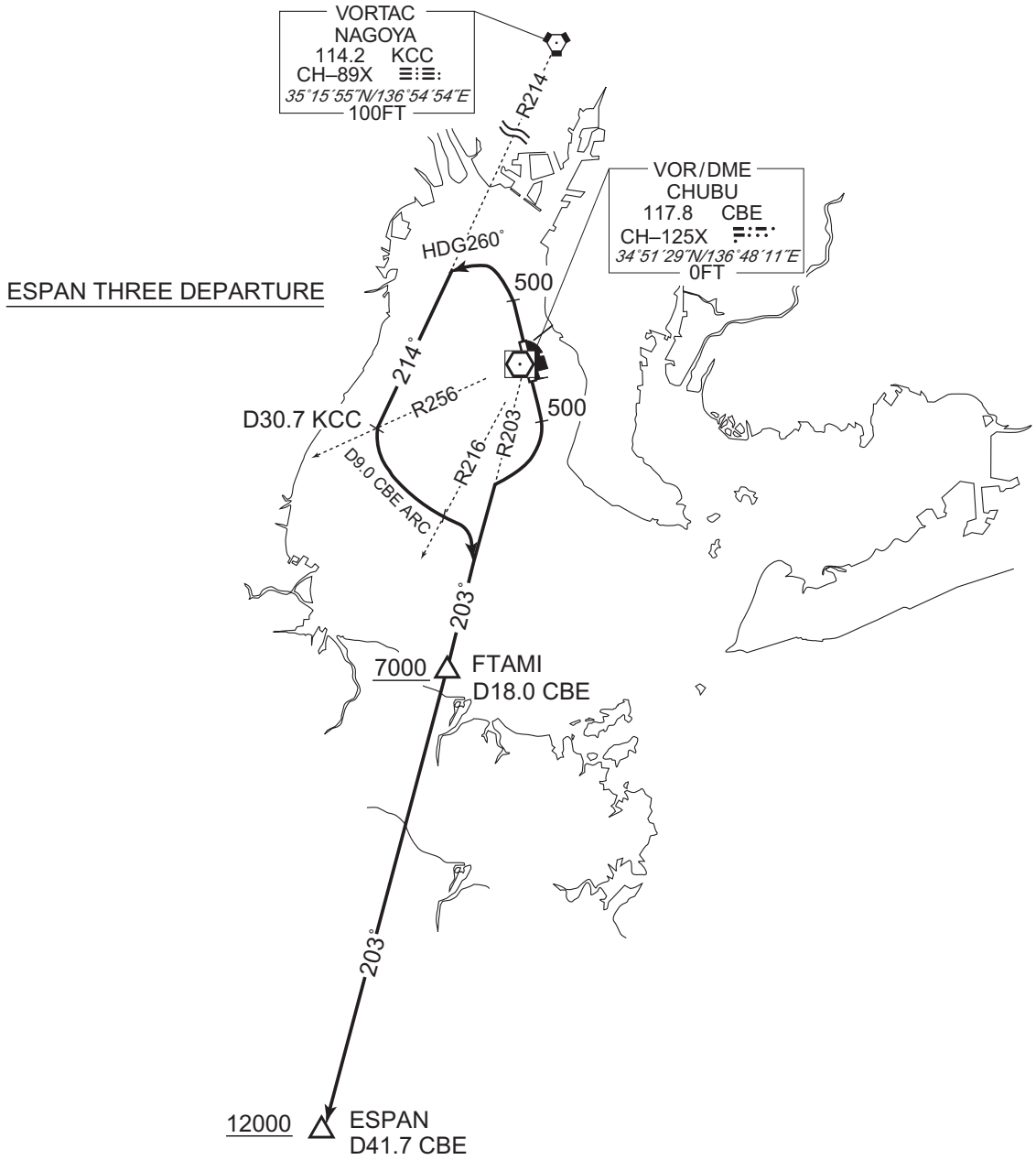
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR SID

ESPAN THREE DEPARTURE

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

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



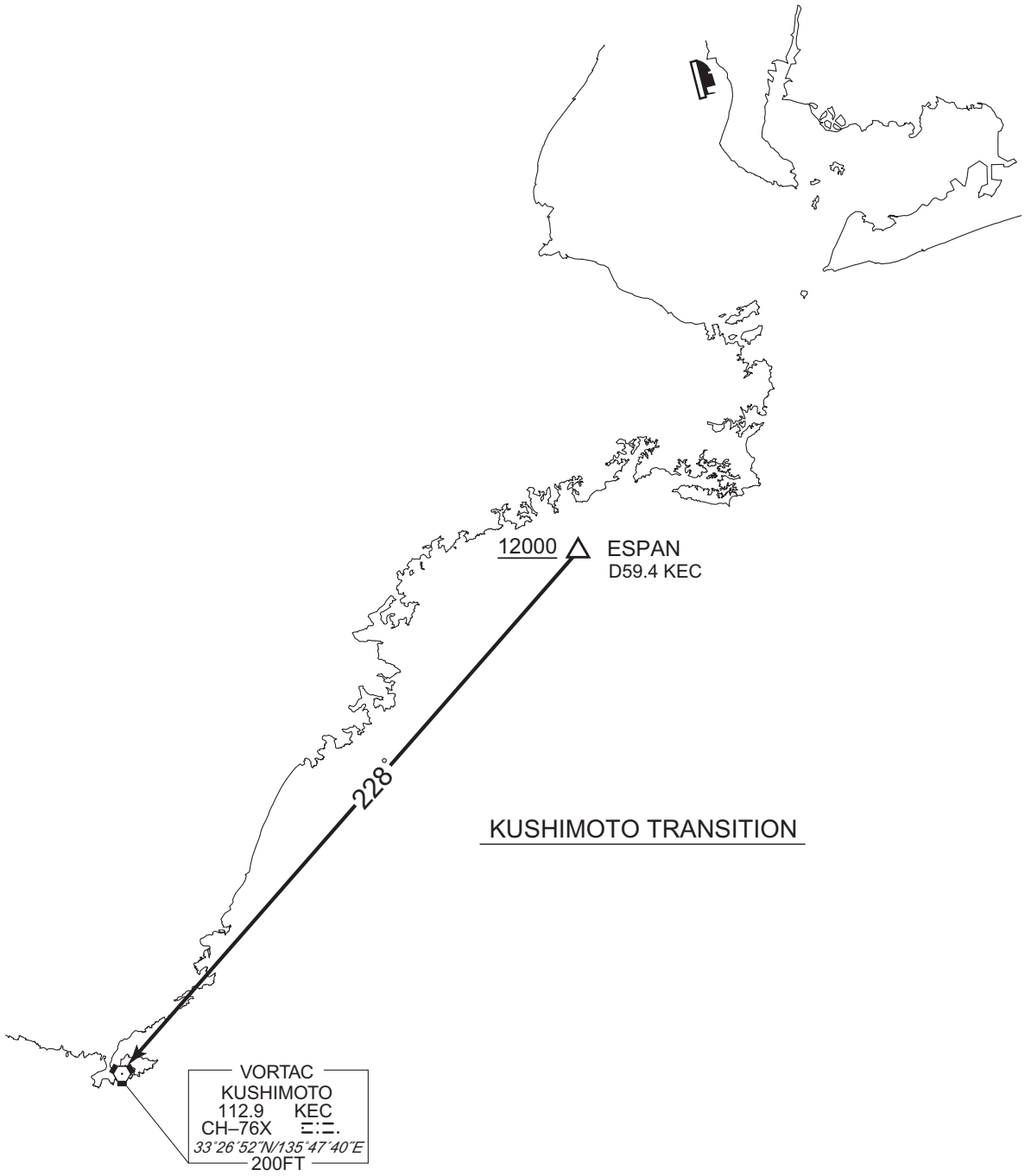
CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR TRANSITION

KUSHIMOTO TRANSITION

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



CHANGE : CHUBU VOR/DME(CBE) deleted.

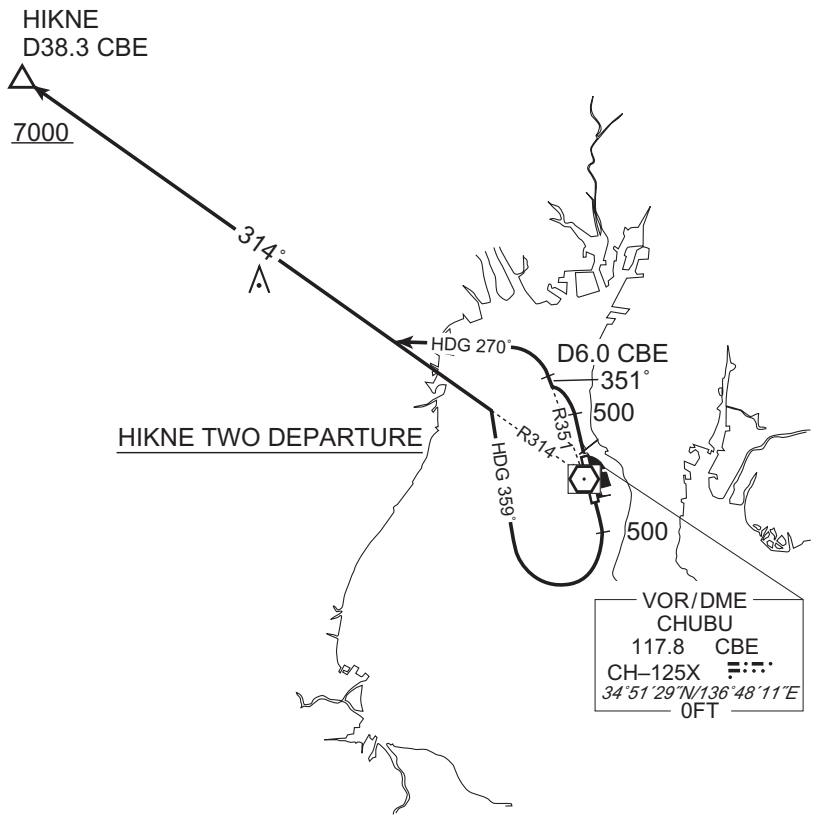
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR SID

HIKNE TWO DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right HDG359˚...
RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R351 to 6.0DME, turn left HDG270˚...
...to intercept and proceed via CBE R314 to HIKNE.
Cross HIKNE at or above 7000FT.

NOTE RWY36 : 3.7% climb gradient required up to 3700FT.
OBST ALT 3544FT located at 22.4NM 313˚ FM end of RWY36.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

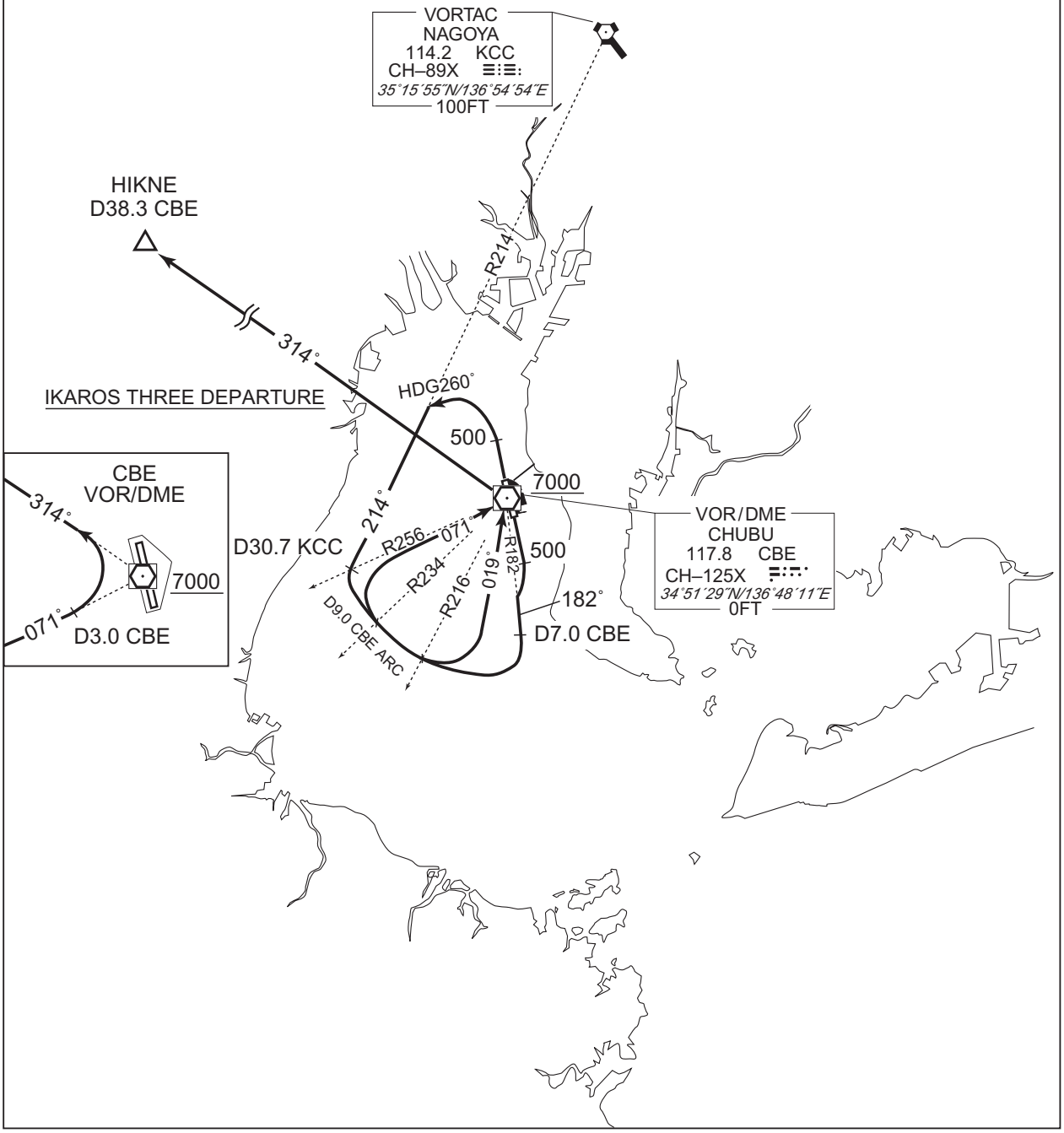
RJGG / CHUBU CENTRAIR SID

IKAROS THREE DEPARTURE

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

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

...via CBE R314 to HIKNE.
Cross CBE VOR/DME at or above 7000FT.



CHANGE : PROC renamed. Radial FM CBE.

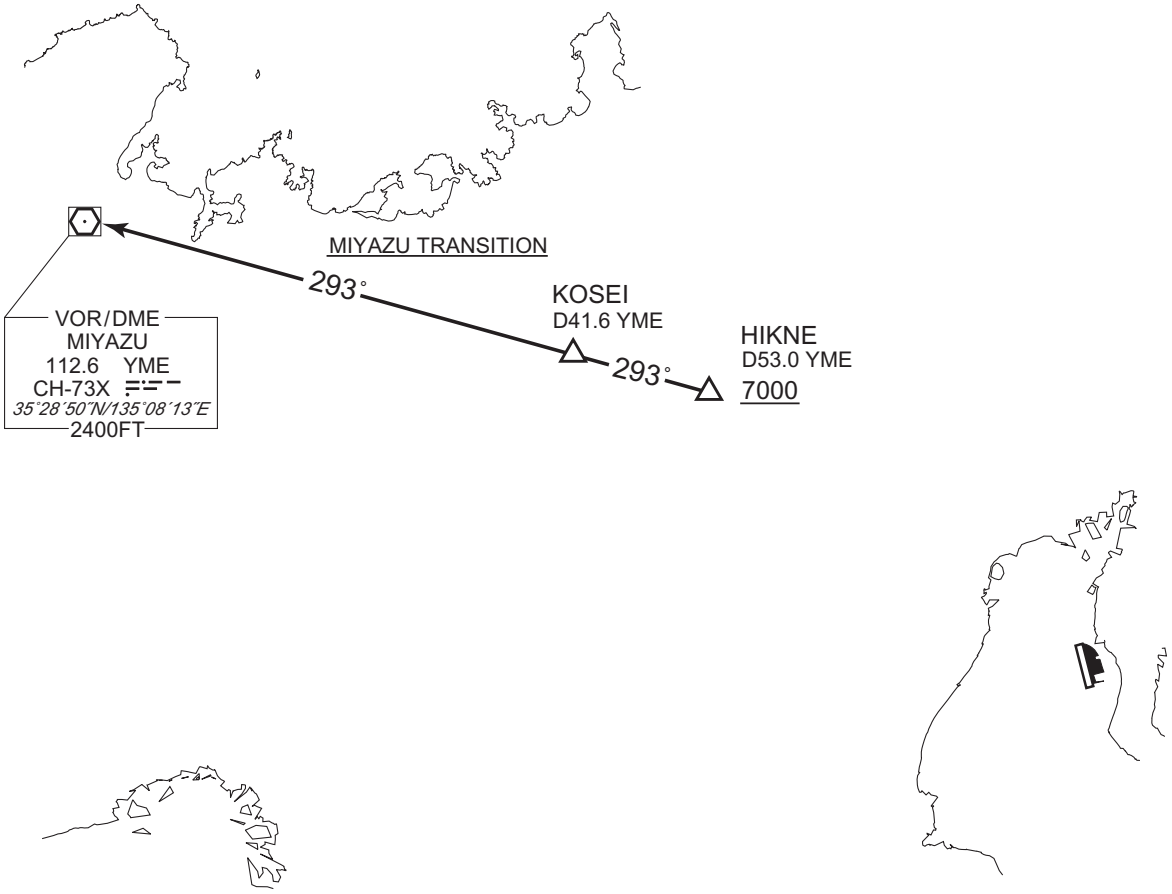
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR TRANSITION

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

MIYAZU TRANSITION

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



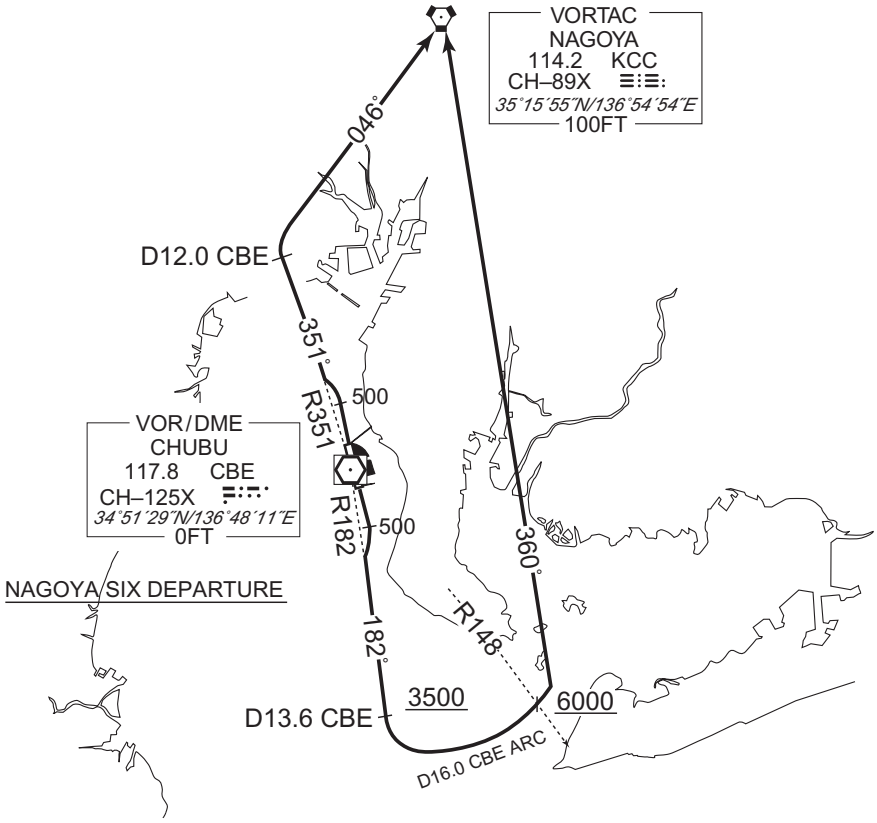
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR SID

NAGOYA SIX DEPARTURE

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

RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R351 to 12.0DME, turn right, via KCC R226 to KCC VORTAC.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

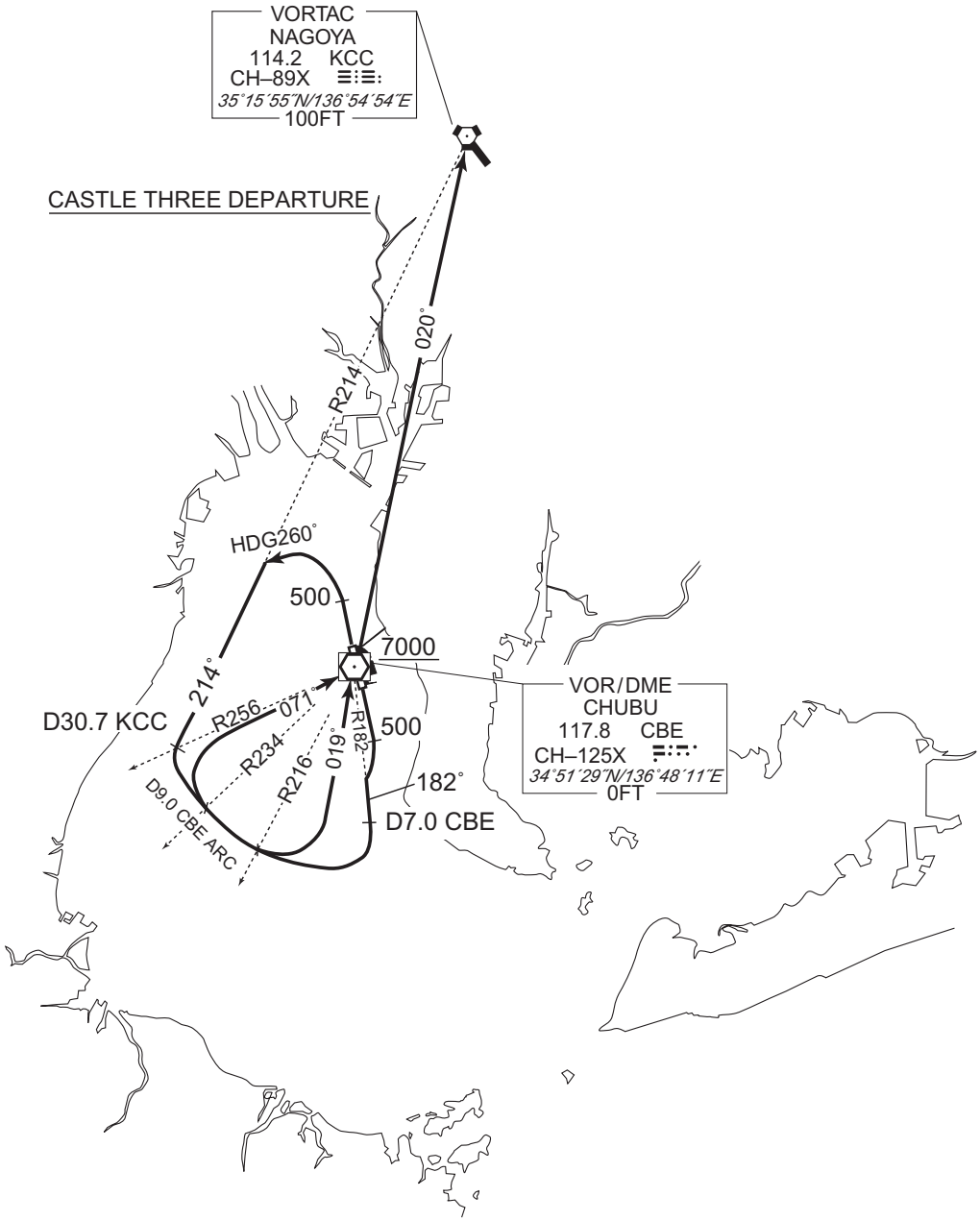
RJGG / CHUBU CENTRAIR SID

CASTLE THREE DEPARTURE

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

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

...via CBE R020/KCC R200 to KCC VORTAC.
Cross CBE VOR/DME at or above 7000FT.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

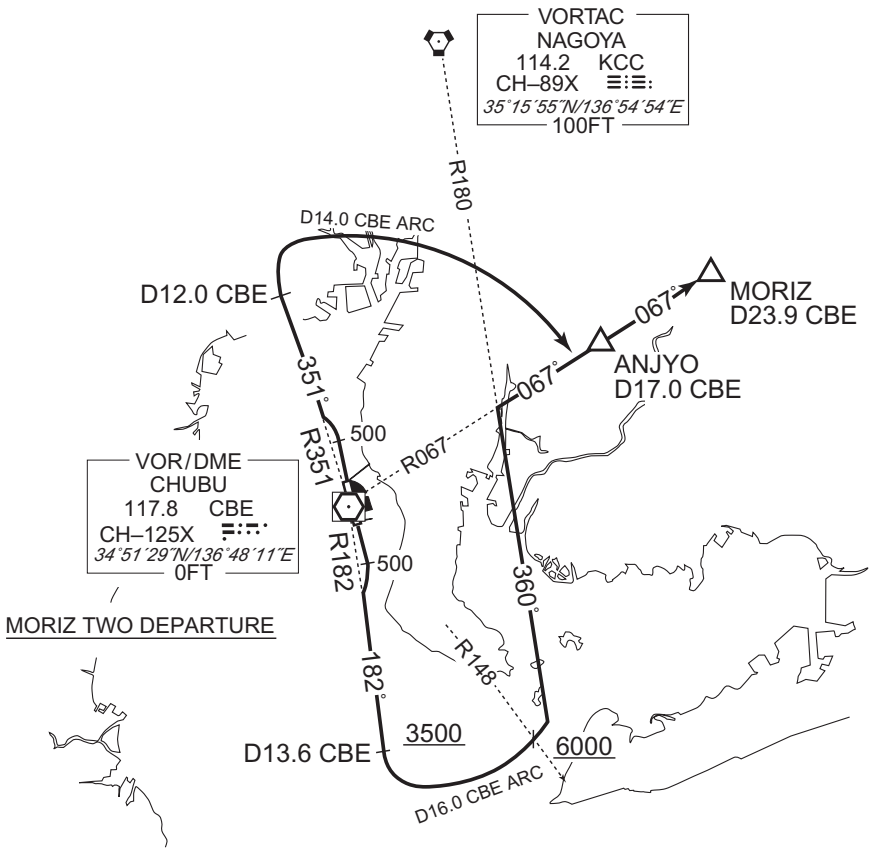
RJGG / CHUBU CENTRAIR SID

MORIZ TWO DEPARTURE

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

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

...via CBE R067 to MORIZ via ANJYO.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

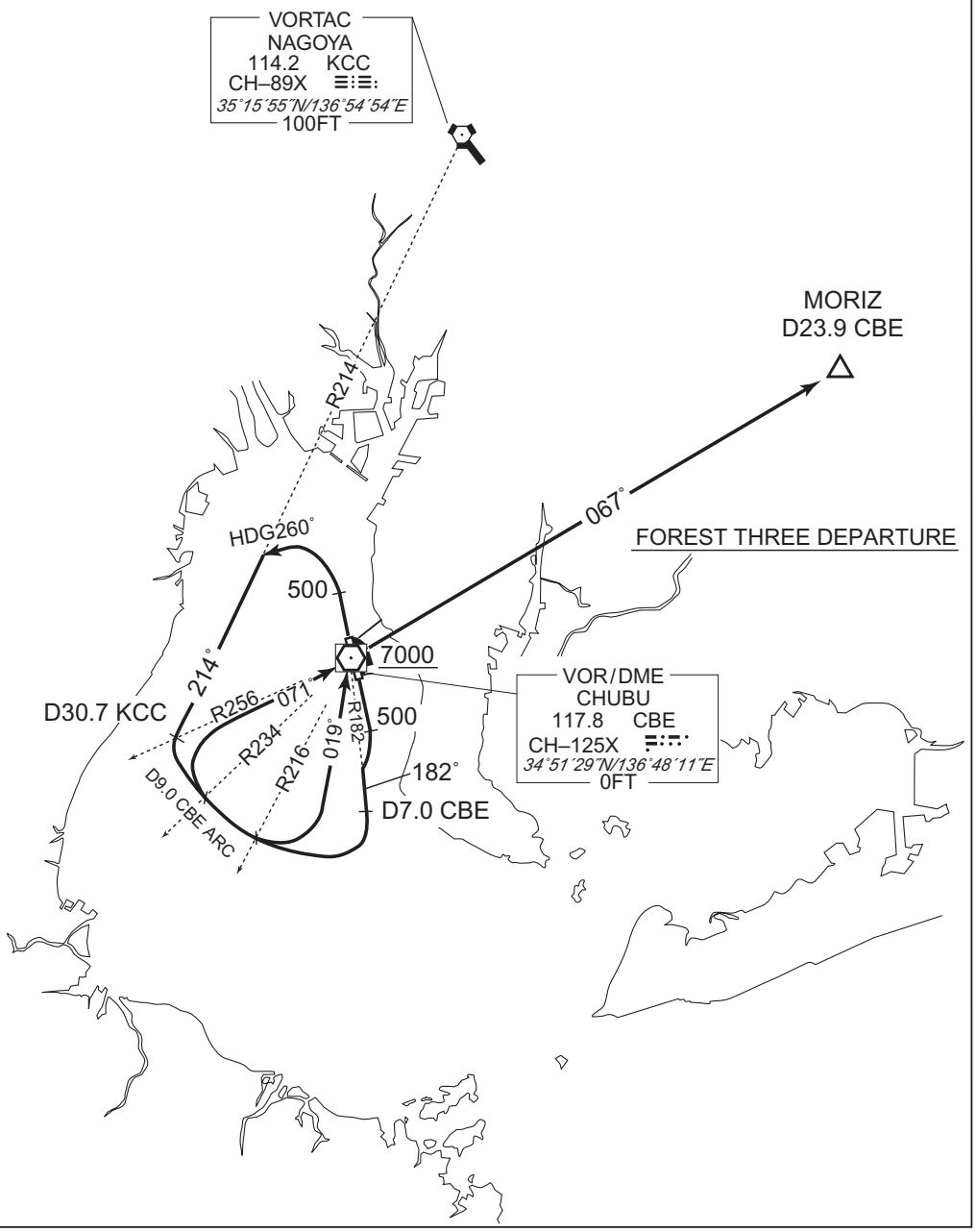
RJGG / CHUBU CENTRAIR SID

FOREST THREE DEPARTURE

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

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

...via CBE R067 to MORIZ.
Cross CBE VOR/DME at or above 7000FT.



CHANGE : PROC renamed. Radial FM CBE.

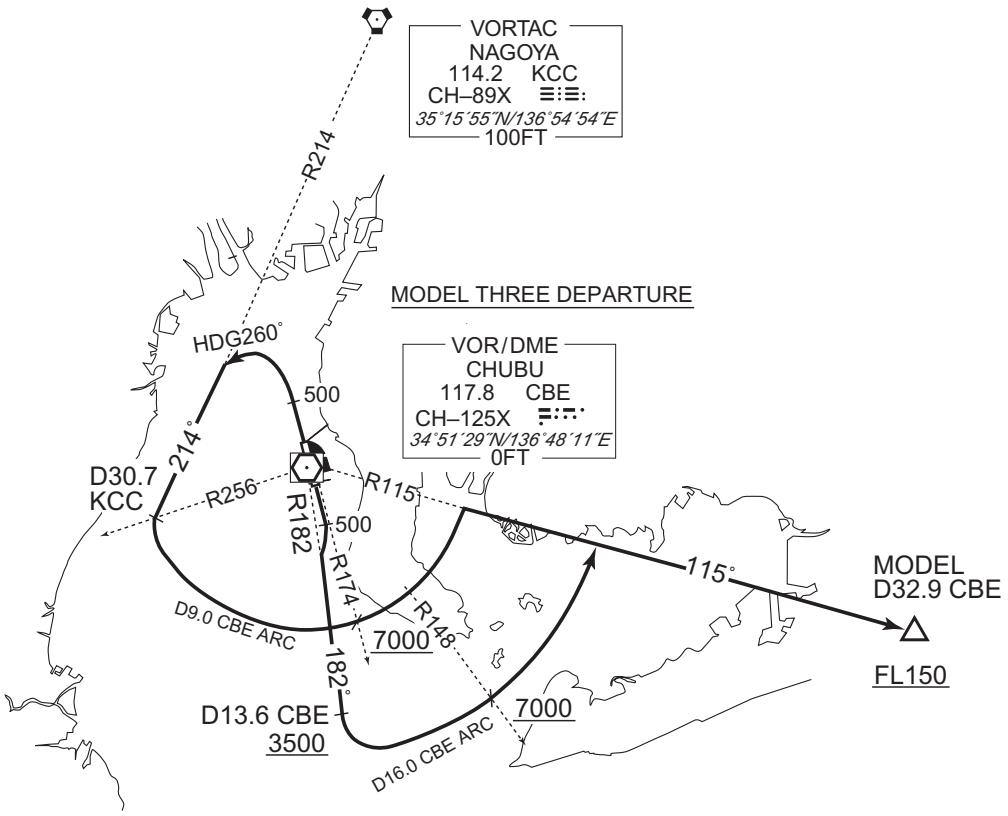
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR SID

MODEL THREE DEPARTURE

RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC,...
Cross CBE R182/13.6DME at or above 3500FT.
Cross CBE R148 at or above 7000FT.

RWY36 : Climb RWY HDG to 500FT, turn left HDG260˚ to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC,...
Cross CBE R174 at or above 7000FT.
...via CBE R115 to MODEL.
Cross MODEL at or above FL150.



CHANGE : PROC renamed. Radial FM CBE.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR TRANSITION

KROBE TRANSITION

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

GOHEI TRANSITION

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

CHAUS TRANSITION

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

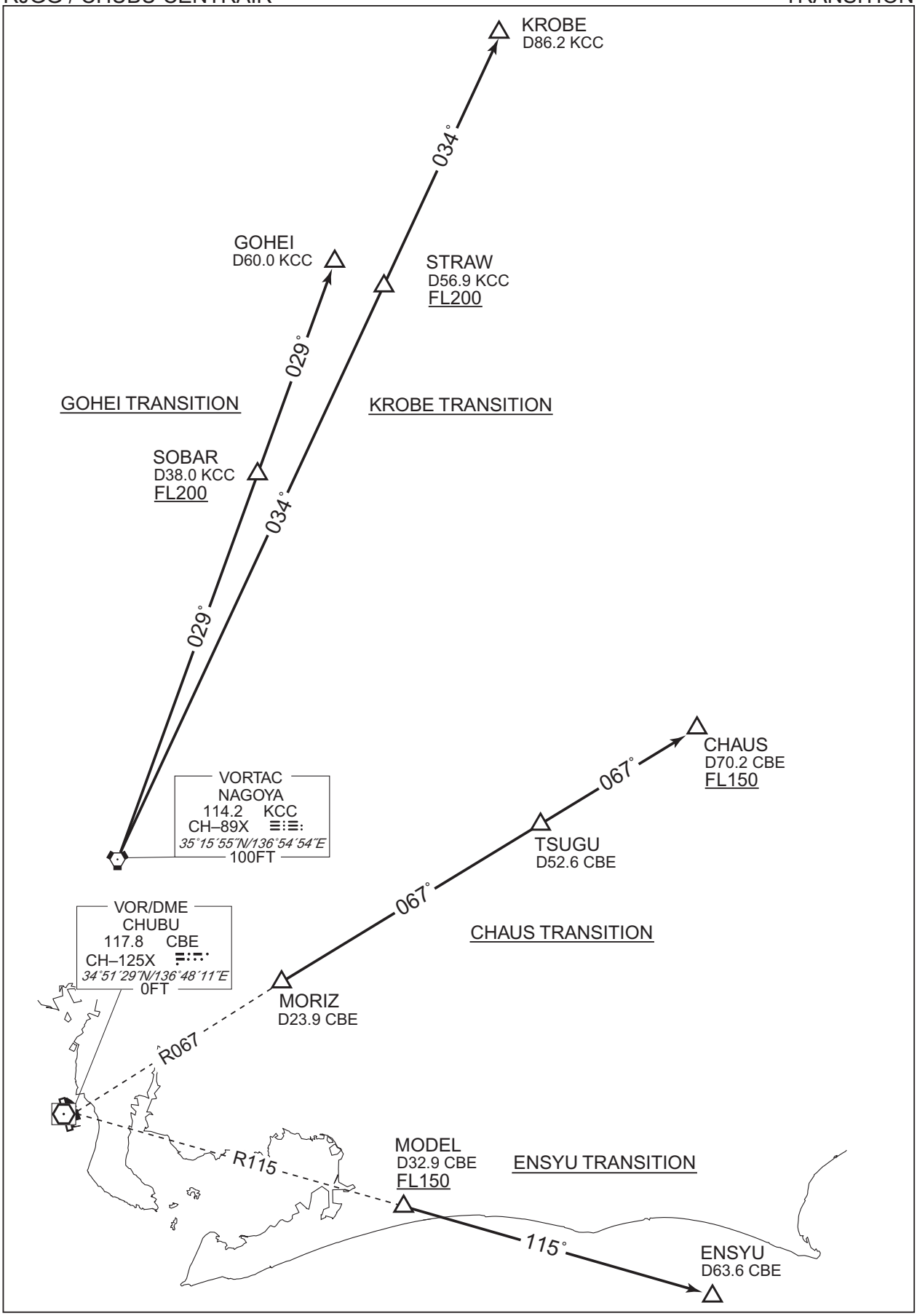
ENSYU TRANSITION

From over MODEL, proceed via CBE R115 to ENSYU.

CHANGE : Course FM MODEL to ENSYU.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR TRANSITION



CHANGE : Course FM MODEL to ENSYU.

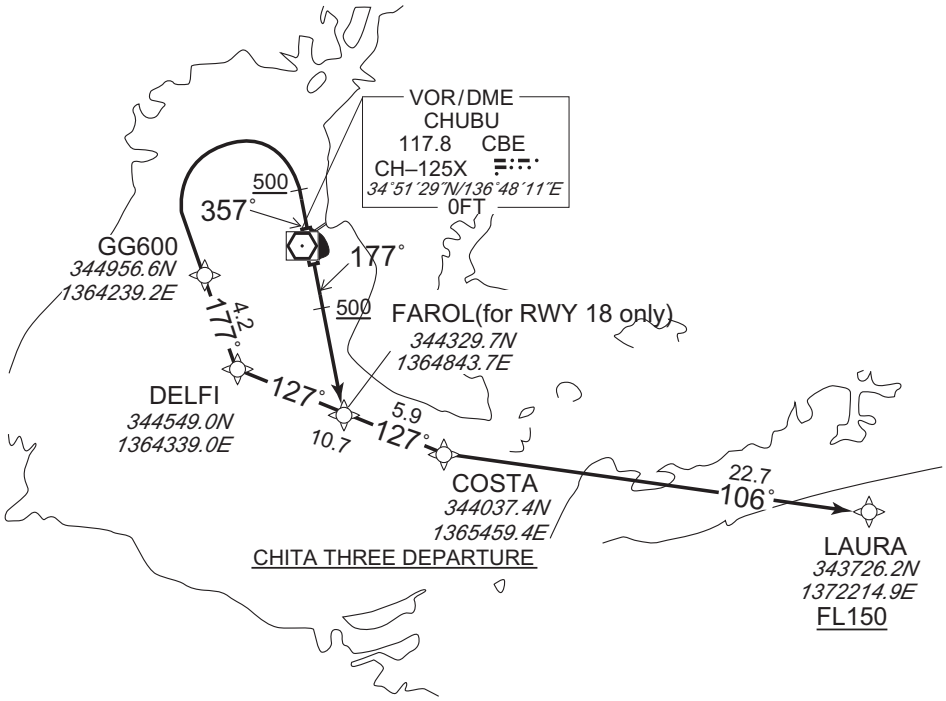
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV SID

CHITA THREE DEPARTURE	RNAV 1

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

VAR 8˚W(2020)



CHITA THREE DEPARTURE

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

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

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV SID

CHITA THREE DEPARTURE

RWY18

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

RWY36

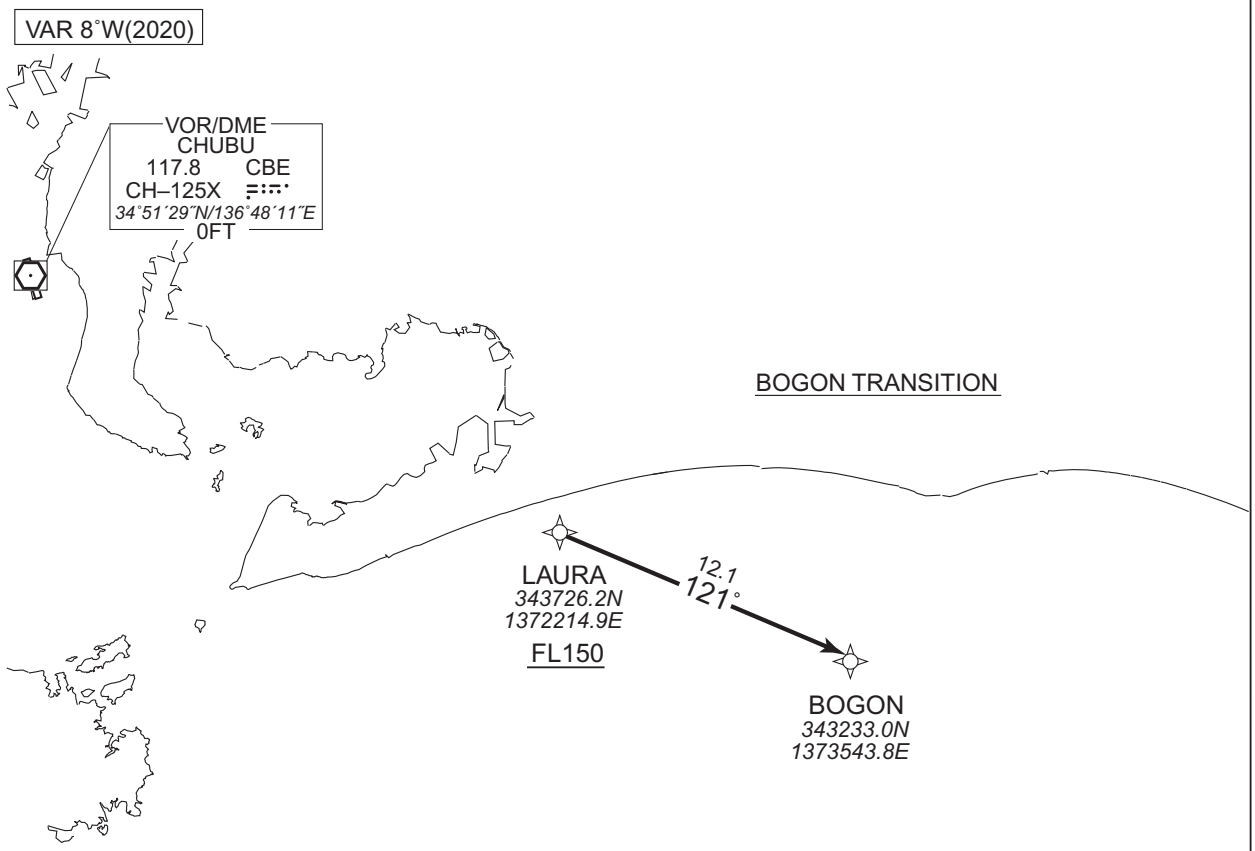
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	357 (348.8)	-7.8	—	—	+500	—	—	RNAV1
002	DF	GG600	—	—	-7.8	—	L	—	—	—	RNAV1
003	TF	DELFI	—	177 (168.8)	-7.8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

CHANGE : VAR. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

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



BOGON TRANSITION

From LAURA at or above FL150, to BOGON.

BOGON TRANSITION

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

CHANGE : VAR.

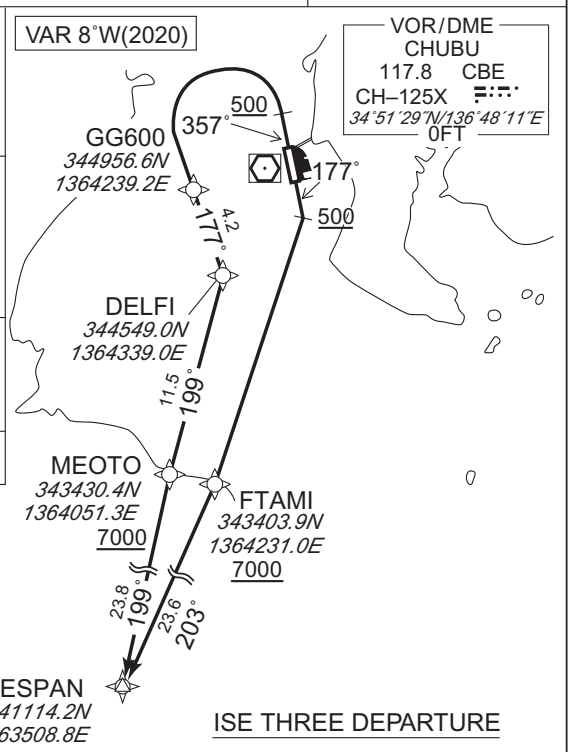
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV SID

ISE THREE DEPARTURE — RNAV 1

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

Critical DME	RWY18 XMT : 2.0NM from DER – 16.6NM to ESPAN RWY36 XMT : 1.2NM DELFI – DELFI MEOTO – 15.7NM to ESPAN CBE : DELFI – MEOTO
DME GAP	RWY18 : DER – 2.0NM from DER 16.6NM to ESPAN – ESPAN RWY36 : DER – 3.0NM from DER 15.7NM to ESPAN – ESPAN
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.



ISE THREE DEPARTURE

RWY18 : Climb on HDG177˚ at or above 500FT, turn right direct to FTAMI at or above 7000FT, to ESPAN.

RWY36 : Climb on HDG357˚ at or above 500FT, turn left direct to GG600, to DELFI, to MEOTO at or above 7000FT, to ESPAN.

ISE THREE DEPARTURE

RWY18

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

RWY36

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

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

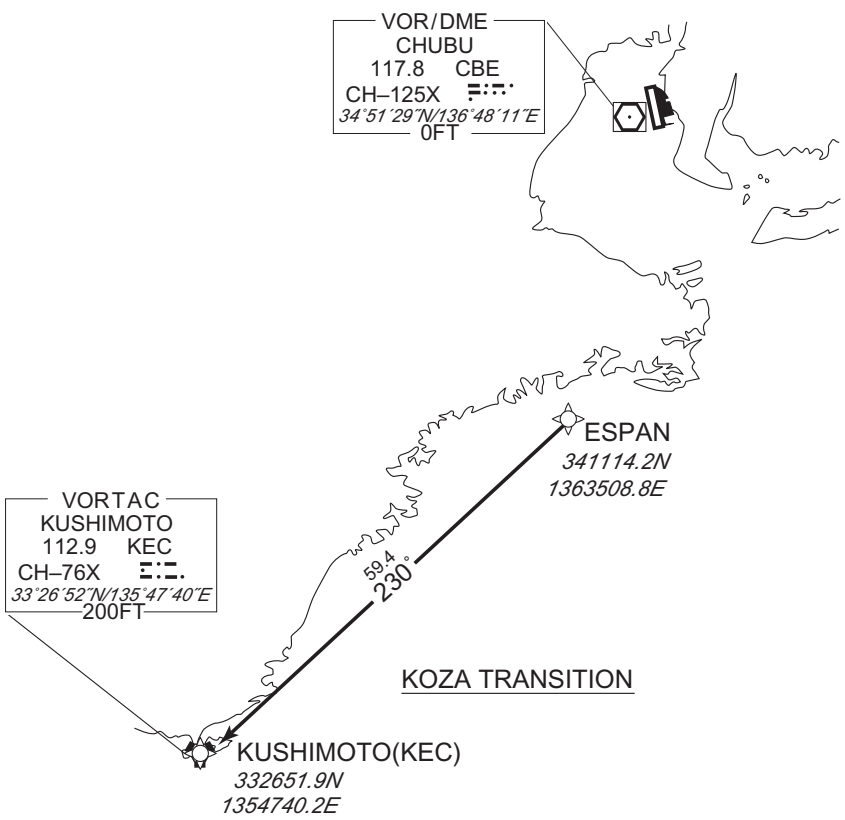
RJGG / CHUBU CENTRAIR

RNAV TRANSITION

KOZA TRANSITION	RNAV 1

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

VAR 8˚W(2020)



KOZA TRANSITION

From ESPAN, to KEC.

KOZA TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	ESPAN	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	KEC	—	230 (221.9)	-7.8	59.4	—	—	—	—	RNAV1

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

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

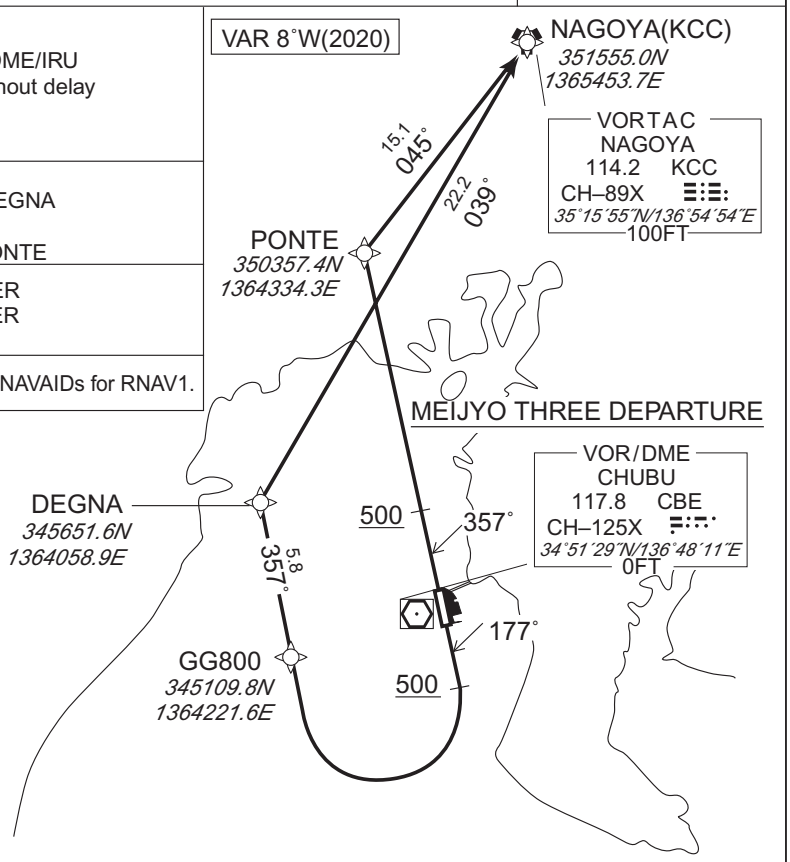
RNAV SID

MEIJYO THREE DEPARTURE

RNAV 1

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

Critical DME	RWY18 KCC : 3.8NM to DEGNA – DEGNA RWY36 KCC : 3.0NM from DER – PONTE
DME GAP	RWY18 : DER – 2.0NM from DER RWY36 : DER – 3.0NM from DER 3.0NM to KCC – KCC
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.



MEIJYO THREE DEPARTURE

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

MEIJYO THREE DEPARTURE

RWY18

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

RWY36

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

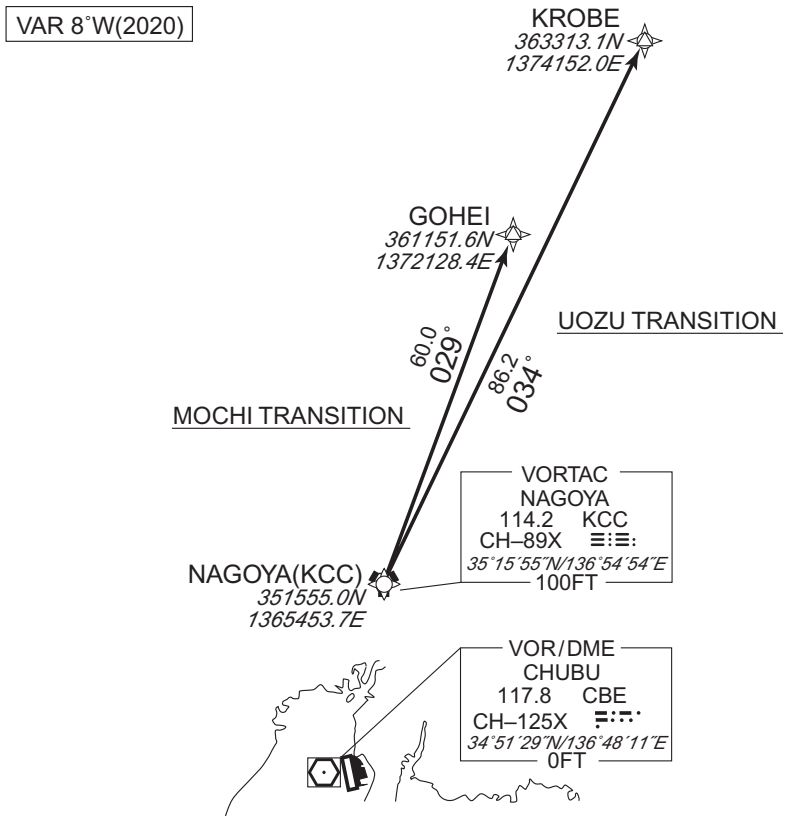
CHANGE : VAR. PROC renamed. PROC course. Critical DME. DME GAP. NAGOYA(FIX symbol).

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

UOZU TRANSITION / MOCHI TRANSITION	RNAV 1

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



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

UOZU TRANSITION

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

MOCHI TRANSITION

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

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

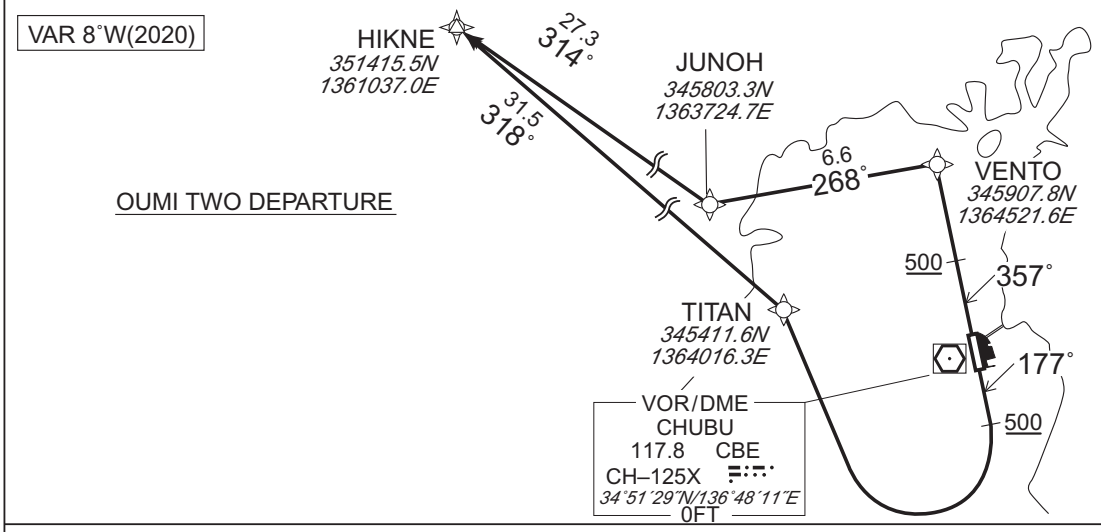
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV SID

OUMI TWO DEPARTURE — RNAV 1

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

Critical DME	RWY18 CBE, XMT : 2.0NM from DER – 7.0NM to TITAN KCC : 2.0NM to TITAN – 23.0NM to HIKNE RWY36 KCC : 3.0NM from DER – HIKNE
DME GAP	RWY18 : DER – 2.0NM from DER RWY36 : DER – 3.0NM from DER
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.



OUMI TWO DEPARTURE

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

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

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

OUMI TWO DEPARTURE

RWY18

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

RWY36

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

CHANGE : VAR. PROC renamed. PROC course.

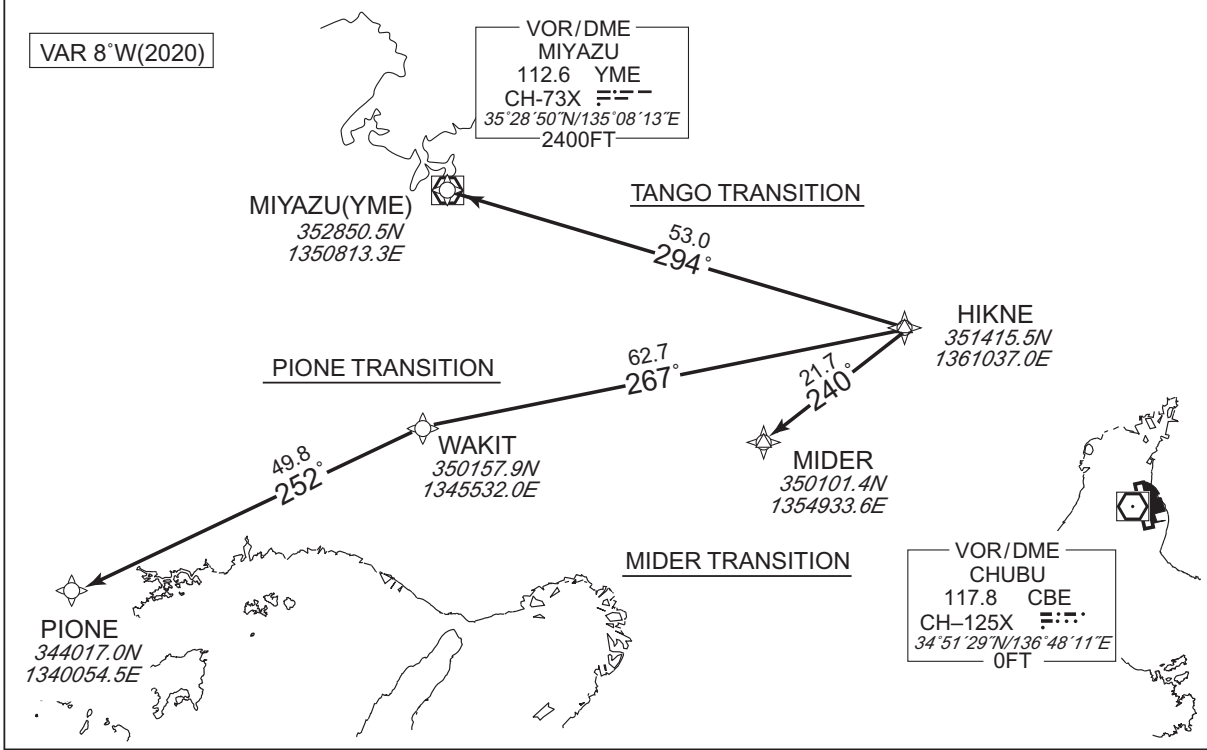
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

TANGO TRANSITION / PIONE TRANSITION / MIDER TRANSITION

RNAV 1

Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.		Critical DME	PIONE TRANSITION TZT : 10.0NM to PIONE - PIONE MIDER TRANSITION YME : 10.6NM to MIDER - 5.5NM to MIDER
DME GAP	PIONE TRANSITION HIKNE - 40.0NM to WAKIT		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.		



TANGO TRANSITION
From HIKNE, to YME.

PIONE TRANSITION
From HIKNE, to WAKIT, to PIONE.

MIDER TRANSITION
From HIKNE, to MIDER.

TANGO TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	HIKNE	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	YME	—	294 (286.3)	-7.8	53.0	—	—	—	—	RNAV1

CHANGE : Critical DME.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV TRANSITION

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

PIONE TRANSITION

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

MIDER TRANSITION

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

STANDARD DEPARTURE CHART -INSTRUMENT

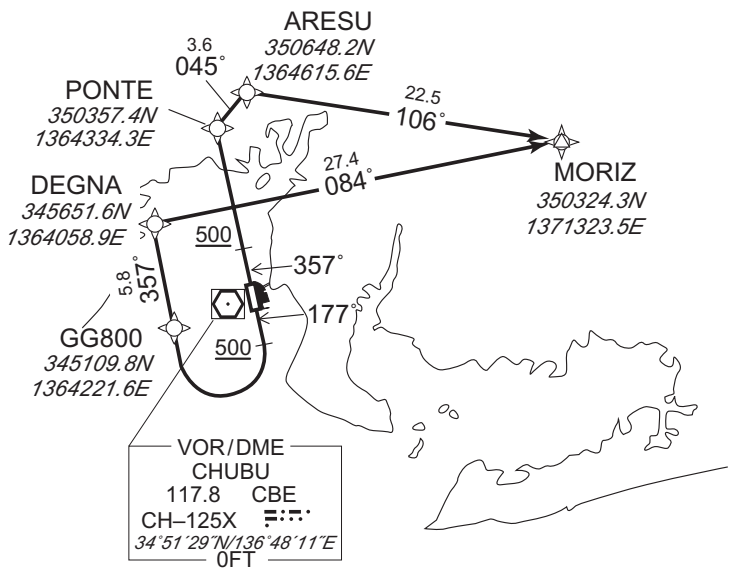
RJGG / CHUBU CENTRAIR — RNAV SID

TOYOTA THREE DEPARTURE	RNAV 1

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

VAR 8˚W(2020)

TOYOTA THREE DEPARTURE



TOYOTA THREE DEPARTURE

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

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

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV SID

TOYOTA THREE DEPARTURE

RWY18

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

RWY36

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

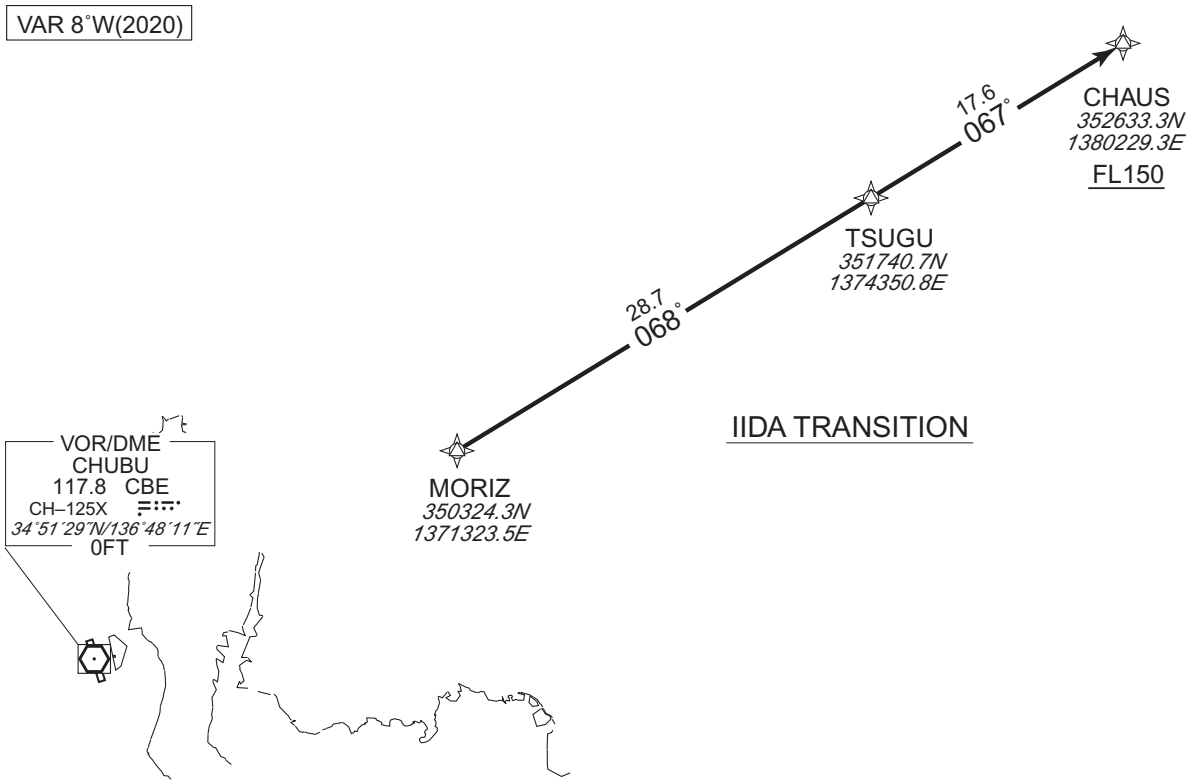
CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV TRANSITION

IIDA TRANSITION	RNAV 1

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



IIDA TRANSITION

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

IIDA TRANSITION

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

CHANGE : VAR. Course FM MORIZ to TSUGU.

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STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — STAR RWY36

SOUTH ARC ARRIVAL

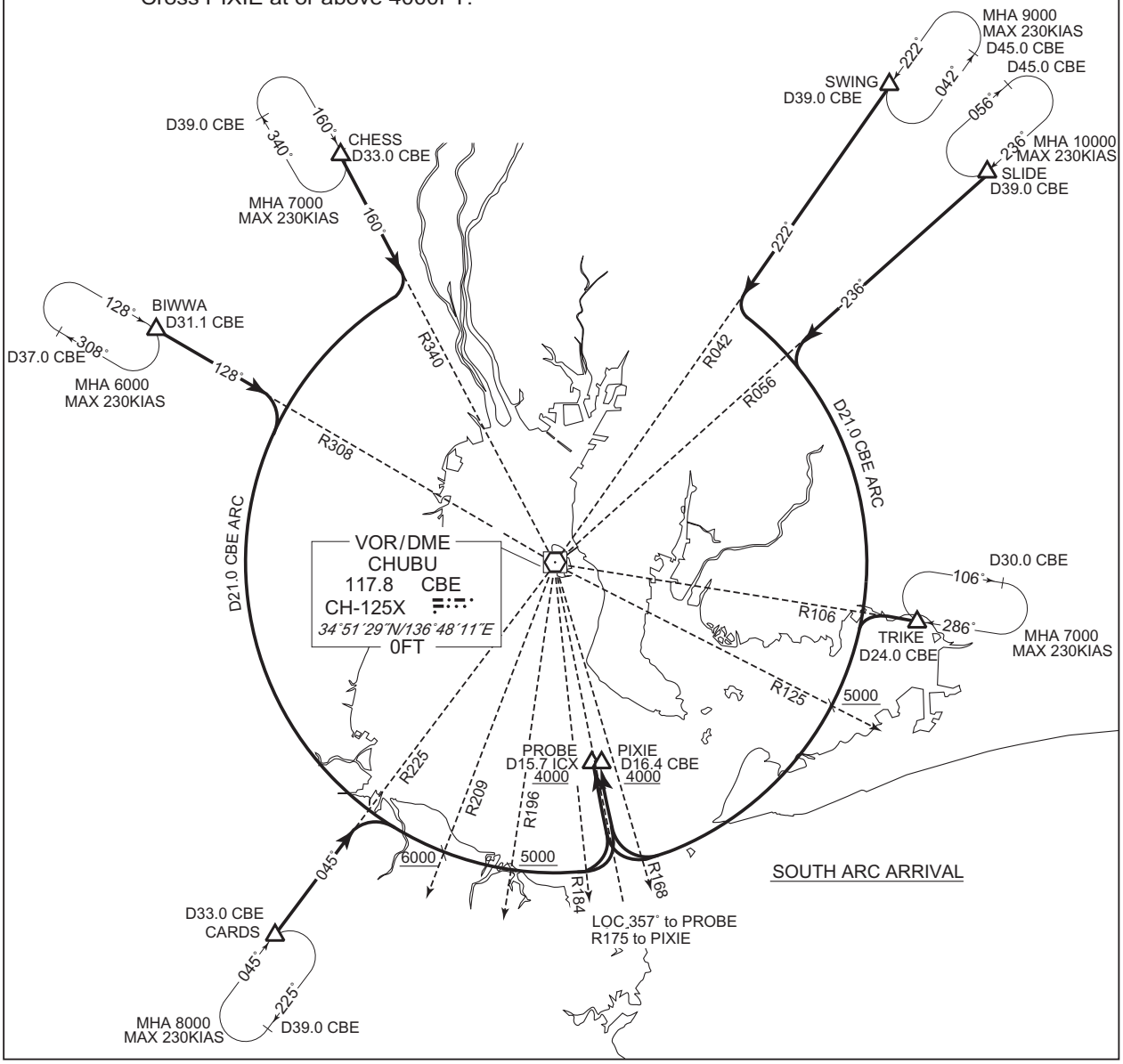
From over CARDS, via CBE R225, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....
From over CHESS, via CBE R340, turn right ,via CBE 21.0DME counterclockwise ARC, turn left....
From over SWING, via CBE R042, turn left ,via CBE 21.0DME clockwise ARC, turn right....
From over SLIDE, via CBE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

for ILS Z RWY36 and LOC Z RWY36 :

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

for VOR RWY36:

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



CHANGE : Radial FM CBE.

STANDARD ARRIVAL CHART -INSTRUMENT

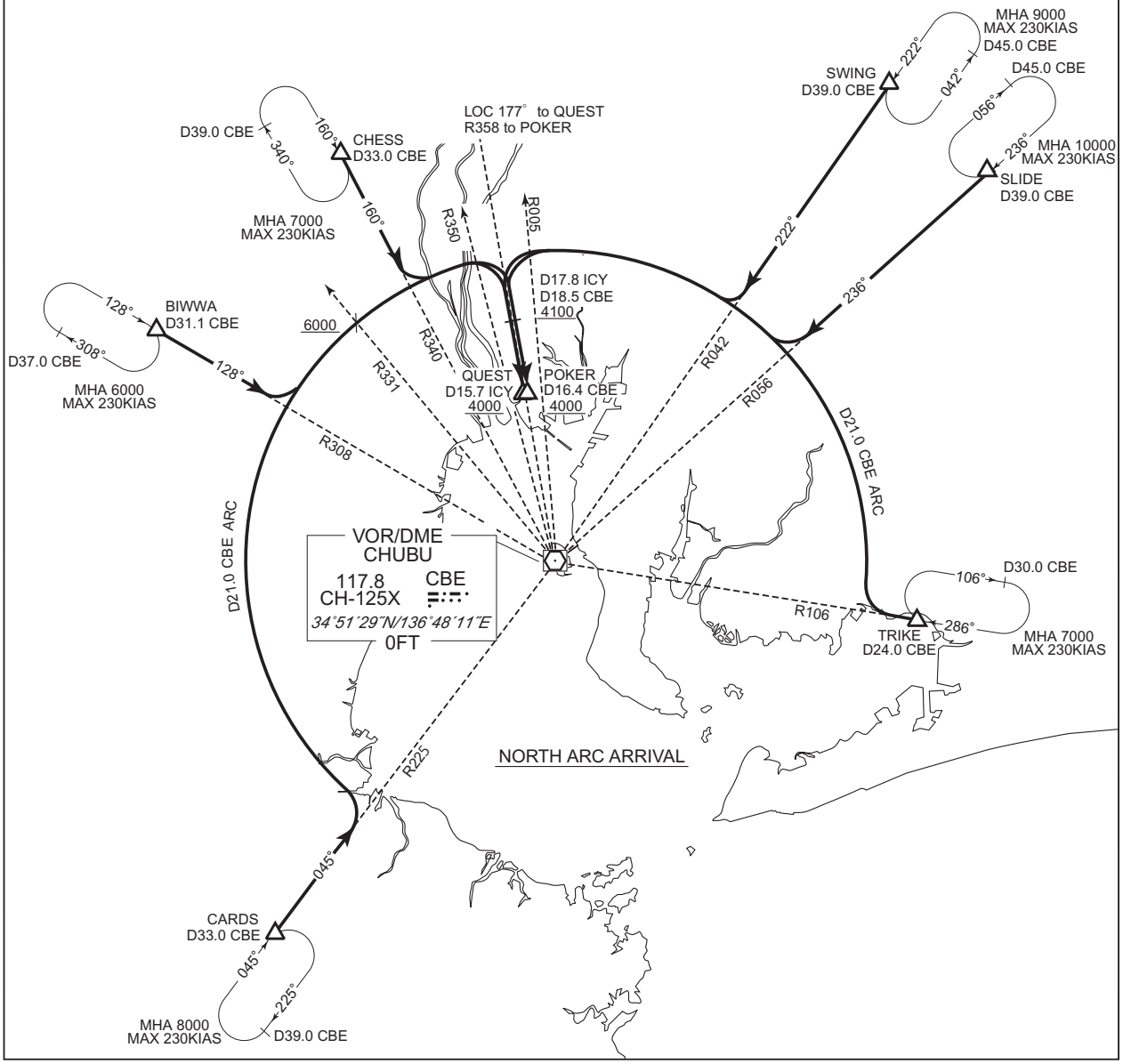
RJGG / CHUBU CENTRAIR STAR RWY18

NORTH ARC ARRIVAL

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

for ILS Z RWY18 and LOC Z RWY18 :
....to intercept and proceed via ICY-LOC to QUEST.
Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)
Cross ICY 17.8DME at or above 4100FT, cross QUEST at or above 4000FT.

for VOR RWY18 :
....to intercept and proceed via CBE R358 to POKER.
Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)
Cross CBE R358/18.5DME at or above 4100FT, cross POKER at or above 4000FT.



CHANGE : Radial FM CBE.

STANDARD ARRIVAL CHART -INSTRUMENT

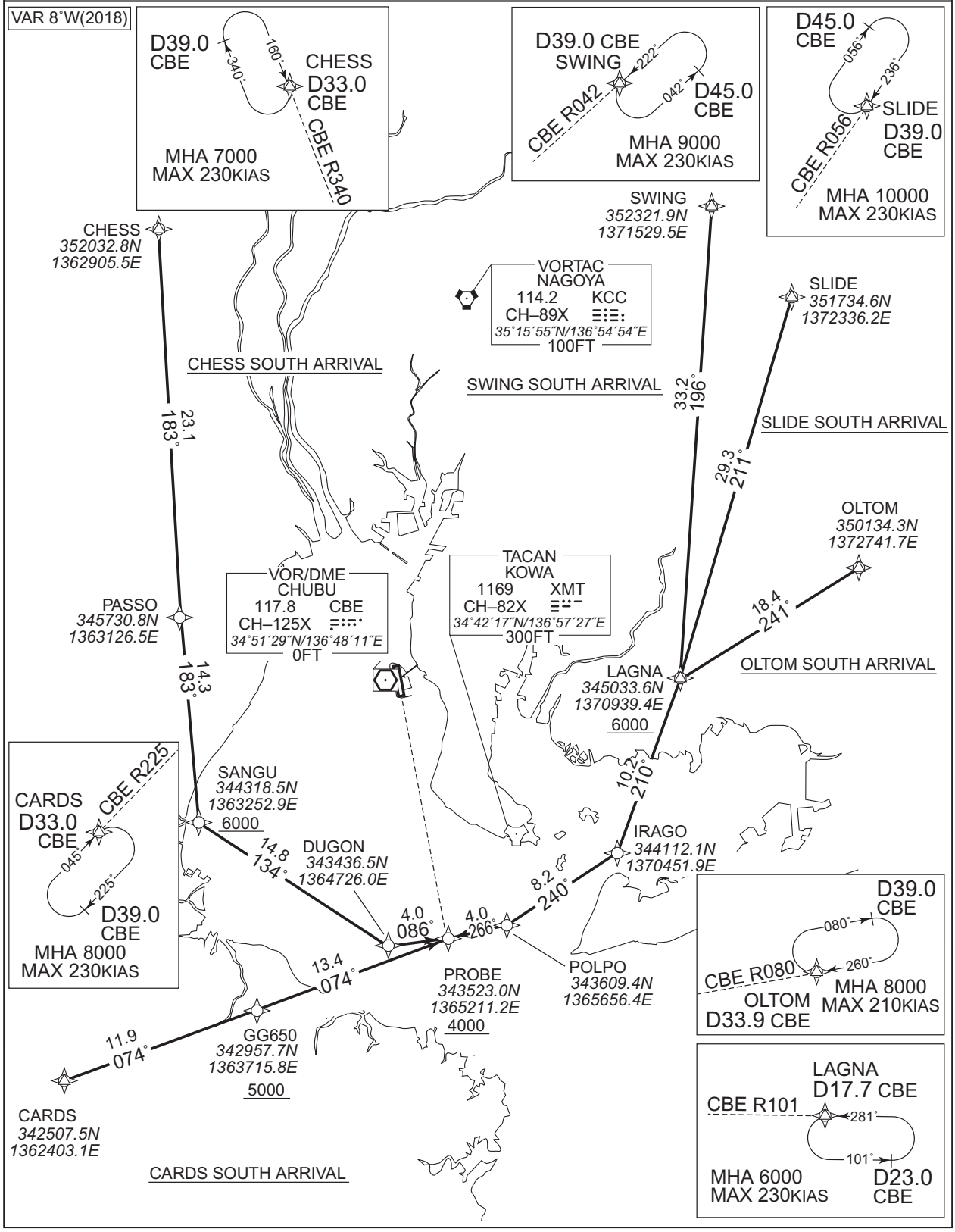
RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

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

RNAV 1

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



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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY36

CARDS SOUTH ARRIVAL

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

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

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

CHESS SOUTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY36

SWING SOUTH ARRIVAL

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

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

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

SLIDE SOUTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY36

OLTOM SOUTH ARRIVAL

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

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

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

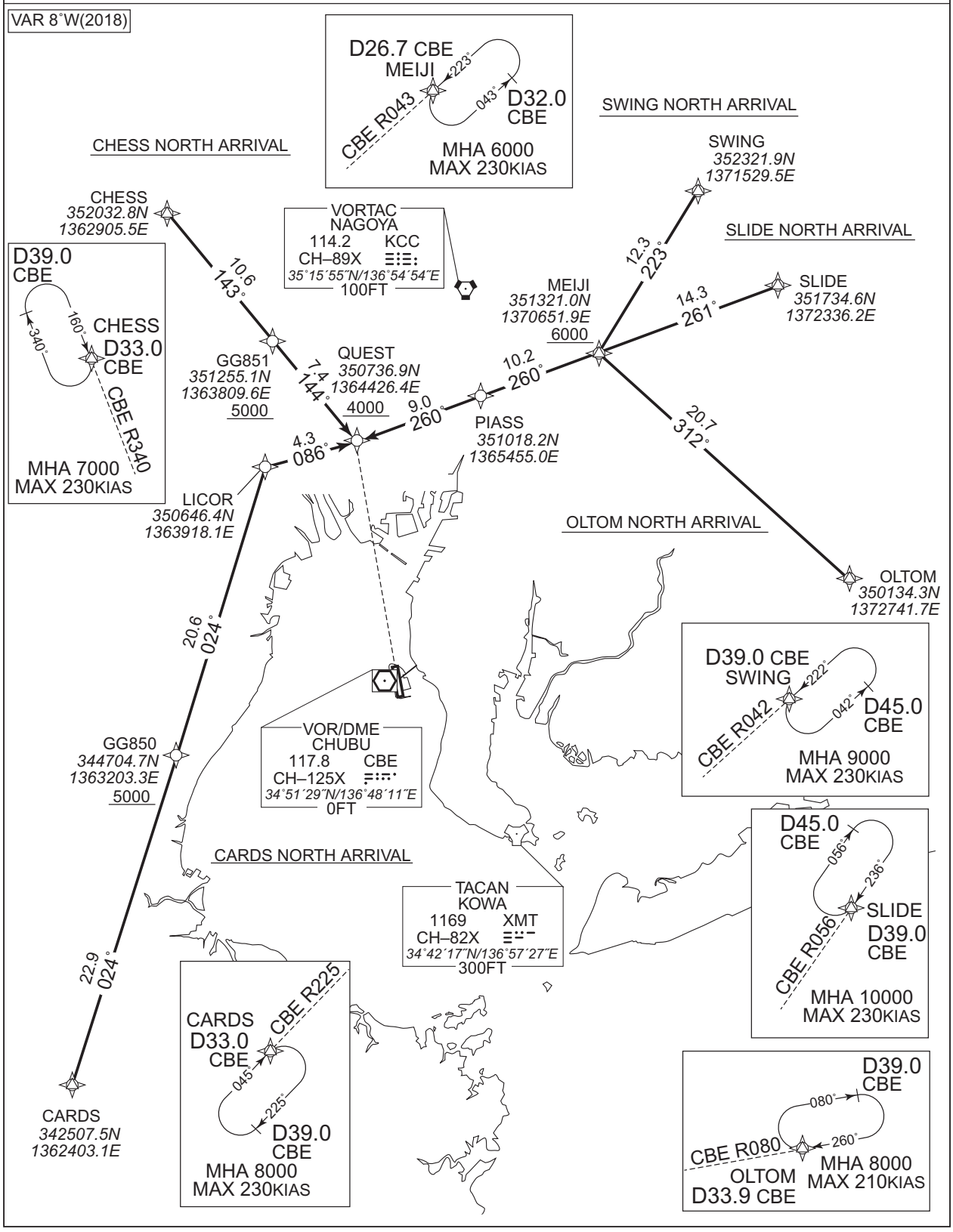
CHANGE : New PROC (OLTOM SOUTH), Abolition PROC (DARTS SOUTH)

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV STAR RWY18

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

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



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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS NORTH ARRIVAL

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

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

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

CHESS NORTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY18

SWING NORTH ARRIVAL

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

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

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

SLIDE NORTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY18

OLTOM NORTH ARRIVAL

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

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

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

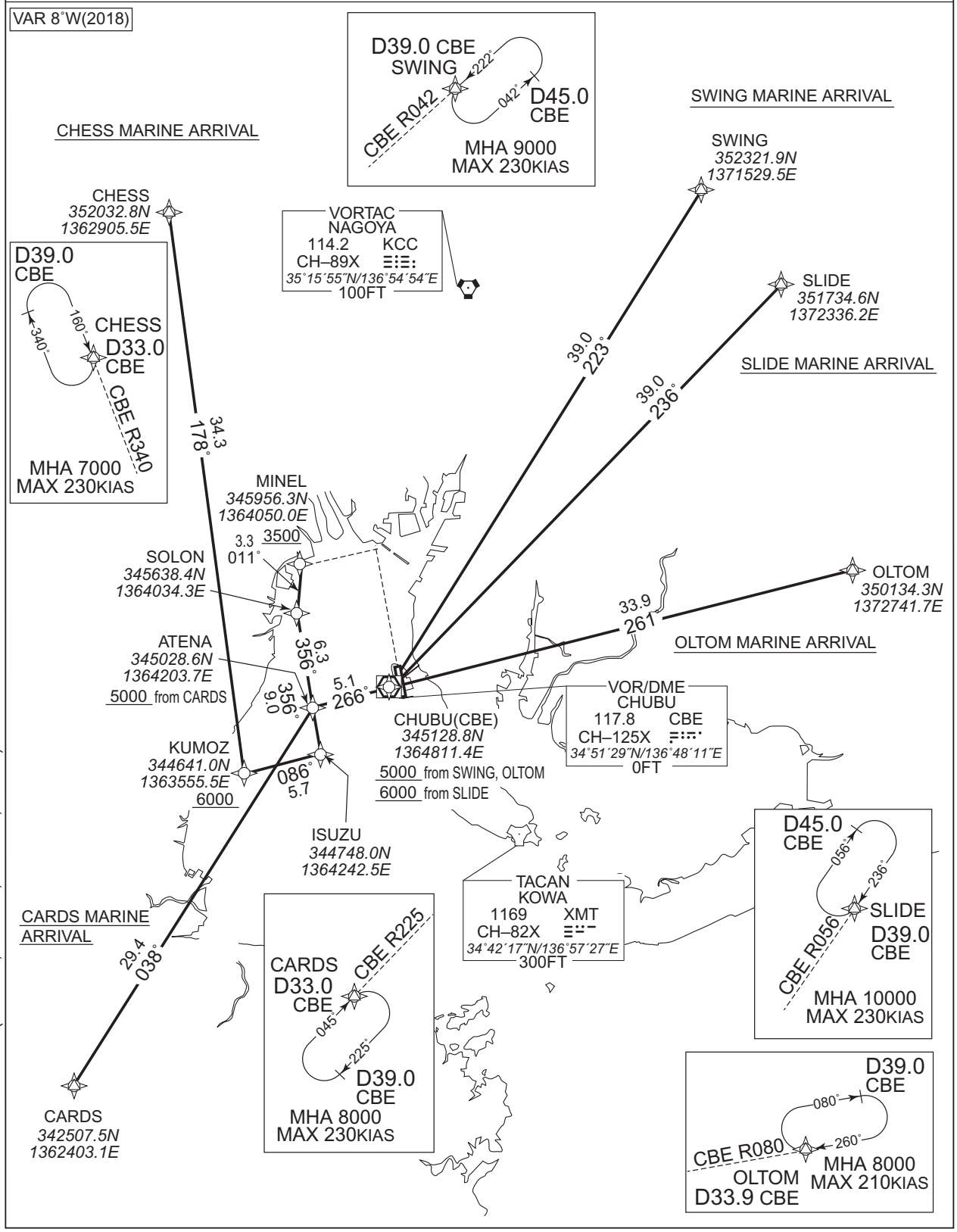
CHANGE : New PROC (OLTOM NORTH), Abolition PROC (DARTS NORTH)

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR — RNAV STAR RWY18

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

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



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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY18

CARDS MARINE ARRIVAL

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

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

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

CHESS MARINE ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV STAR RWY18

SWING MARINE ARRIVAL

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

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

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

SLIDE MARINE ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

OLTOM MARINE ARRIVAL

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

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

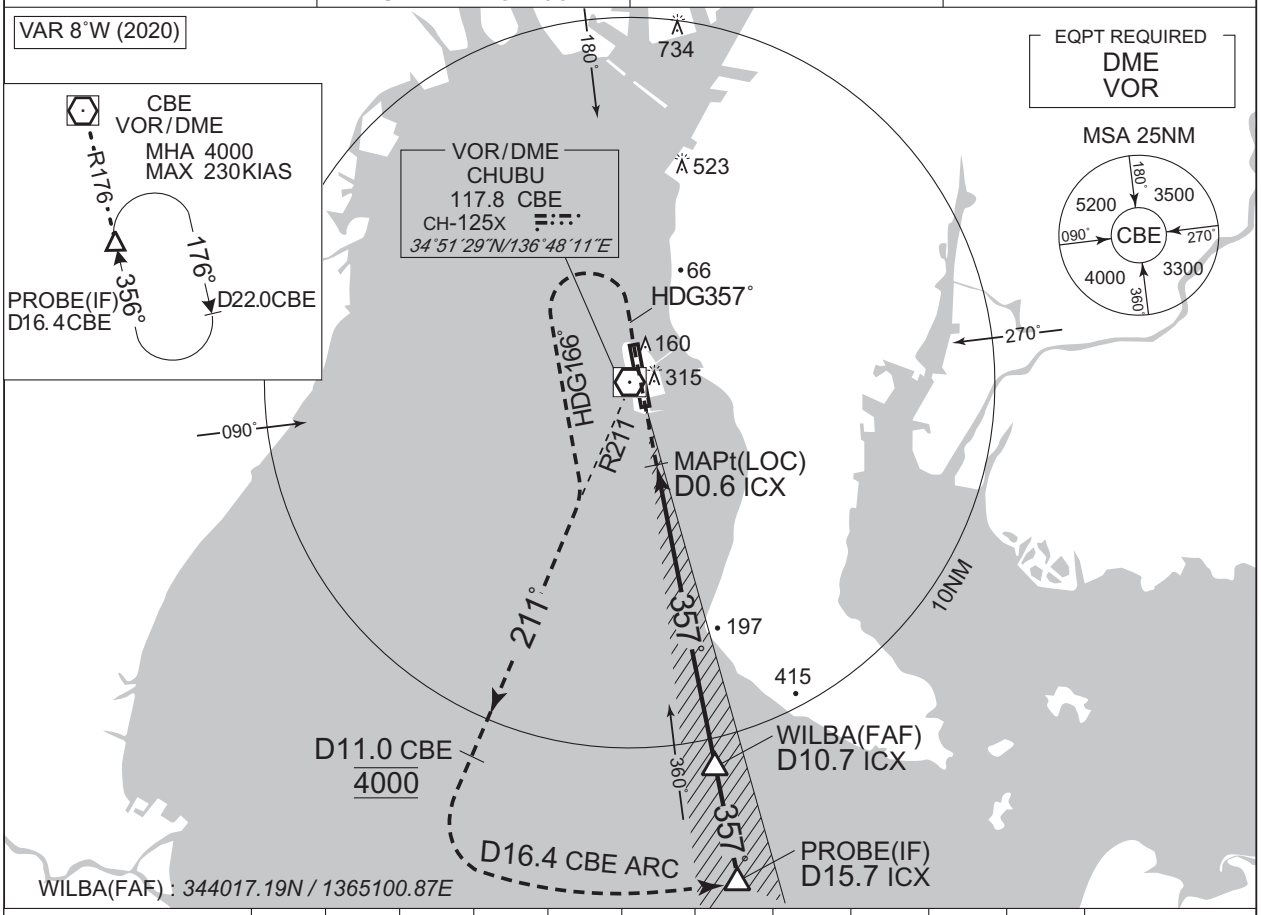
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	OLTOM	–	–	-7.6	–	–	–	–	–	RNAV1
002	TF	CBE	–	261 (252.9)	-7.6	33.9	–	+5000	–	–	RNAV1
003	TF	ATENA	–	266 (258.7)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

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

INSTRUMENT APPROACH CHART

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

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

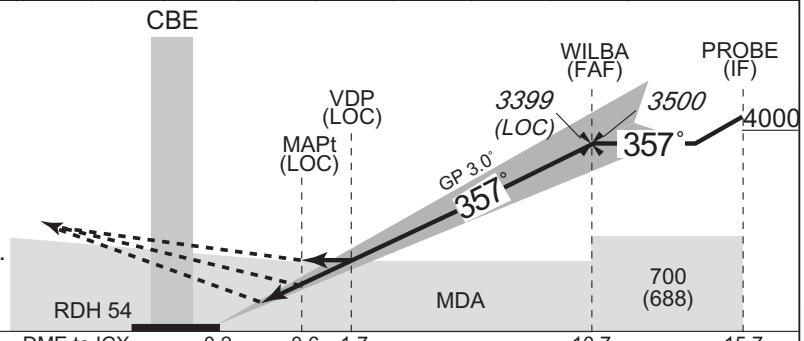


WILBA(FAF) : *344017.19N / 1365100.87E*

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

MISSED APPROACH

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



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

MINIMA — THR elev. 15 — AD elev. 12

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

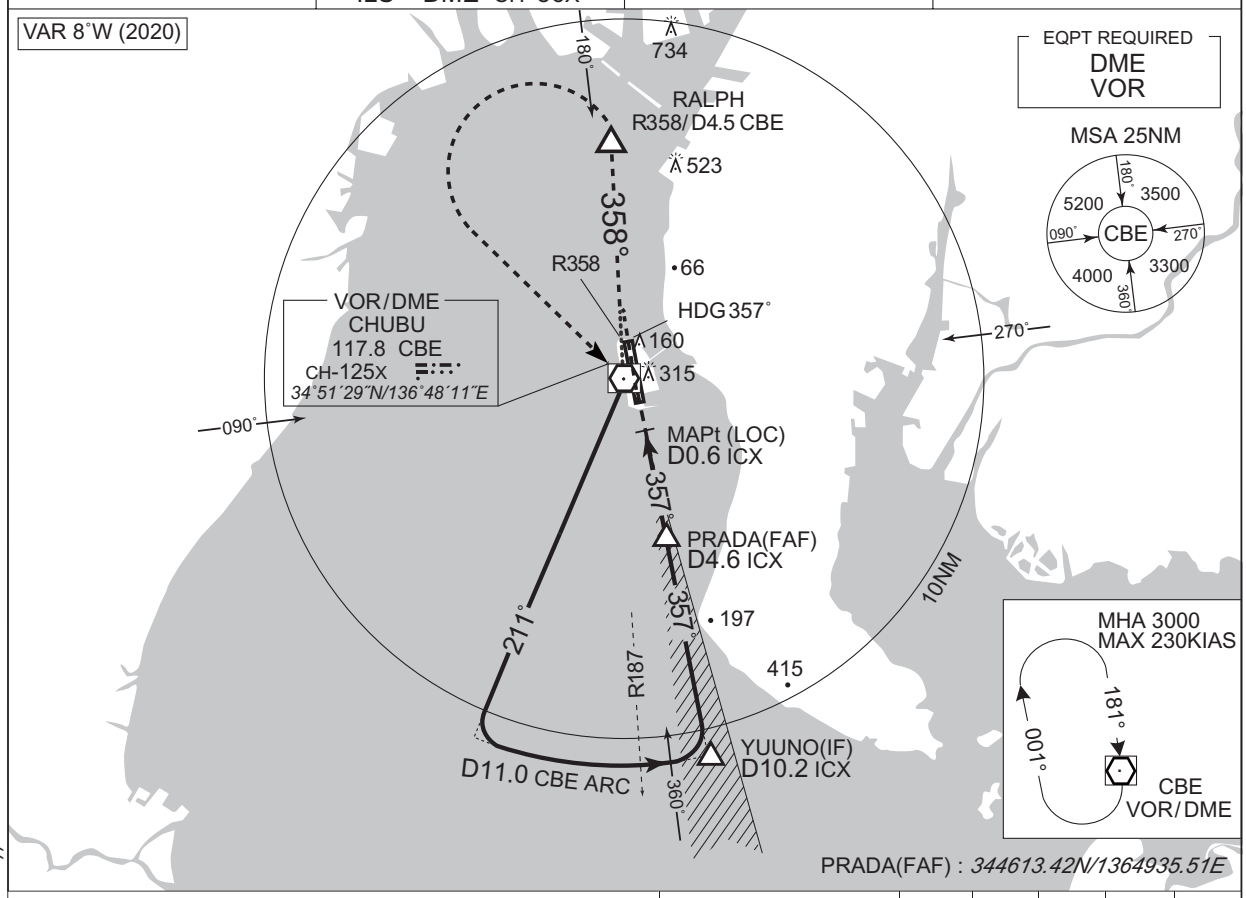
Circling to WEST side of RWY only.

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

INSTRUMENT APPROACH CHART

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

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

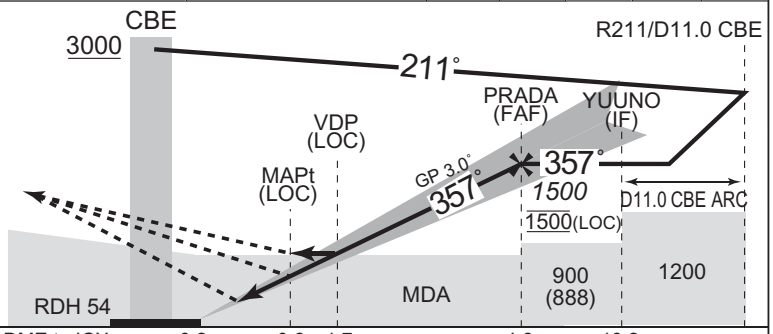


NM to ICX	MAPt	2	3	4	FAF
ALT(3.0° APCH Path)	–	648	966	1285	–

MISSED APPROACH

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

Timing not authorized for defining the MAPt.



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

MINIMA THR elev. 15 AD elev. 12

CAT	CAT Ⅲ	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	RVR	DA(H)	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

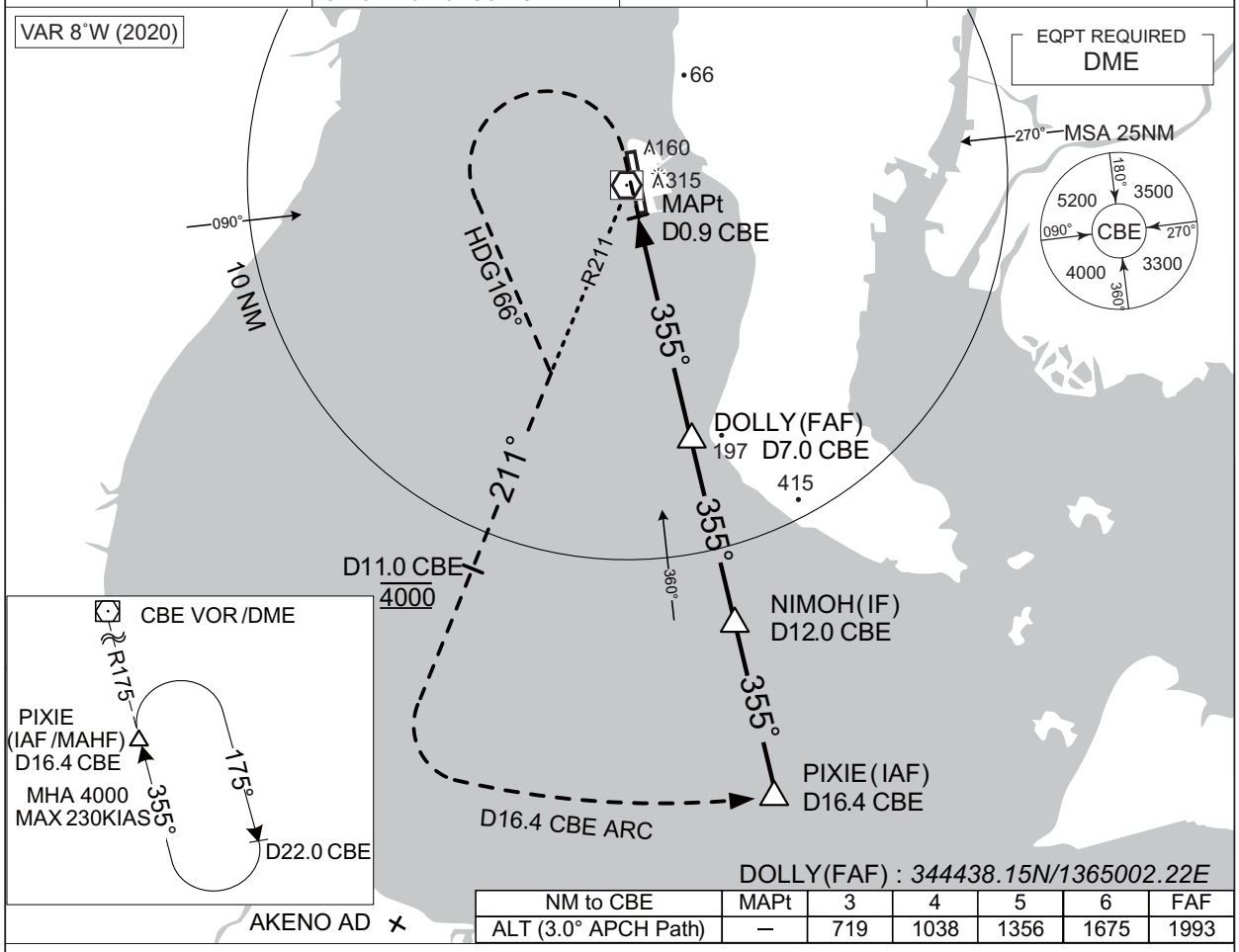
Circling to WEST side of RWY only.

CHANGE : Correction of misdescription(table of MINIMA(CAT Ⅱ, CAT Ⅰ)).

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — VOR RWY36

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

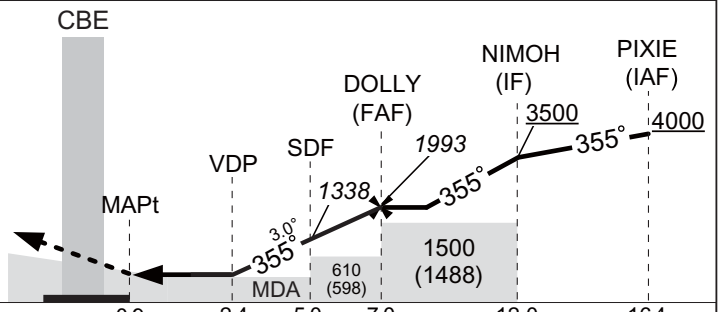


NM to CBE	MAPt	3	4	5	6	FAF
ALT (3.0° APCH Path)	—	719	1038	1356	1675	1993

MISSED APPROACH

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

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



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

MINIMA THR elev. 15 AD elev. 12

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

Circling to WEST side of RWY only.

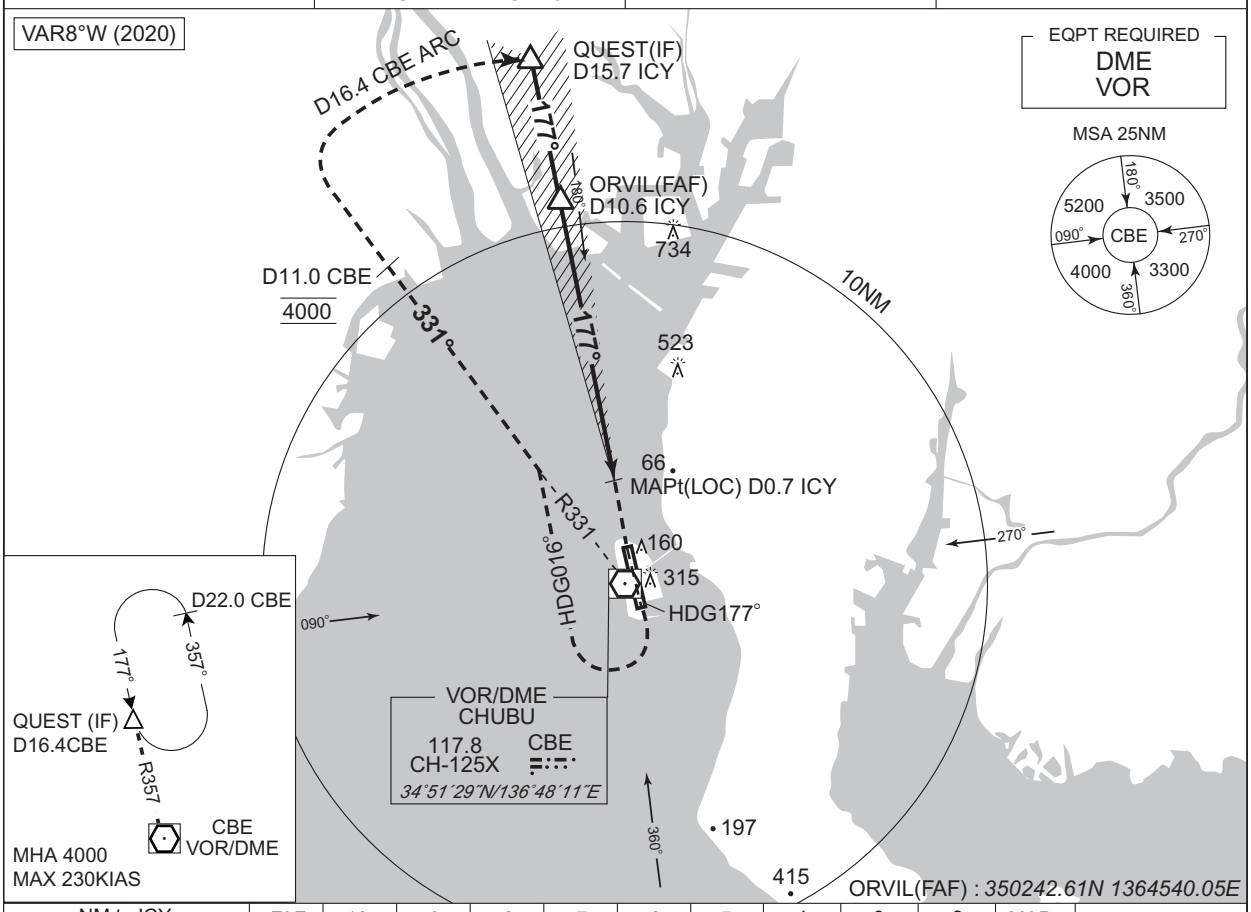
CHANGE : VAR. Radial FM CBE. PROC course. HLDG course.

INSTRUMENT APPROACH CHART

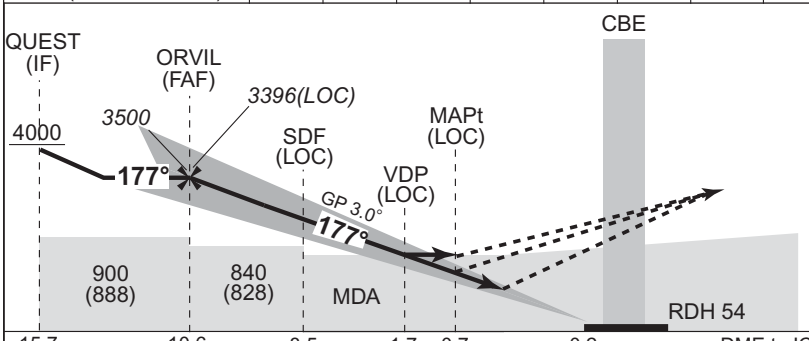
RJGG / CHUBU CENTRAIR

ILS Z or LOC Z RWY18(CAT Ⅱ)

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



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



MISSED APPROACH

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

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

MINIMA THR elev. 15 AD elev. 12

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

Circling to WEST side of RWY only.

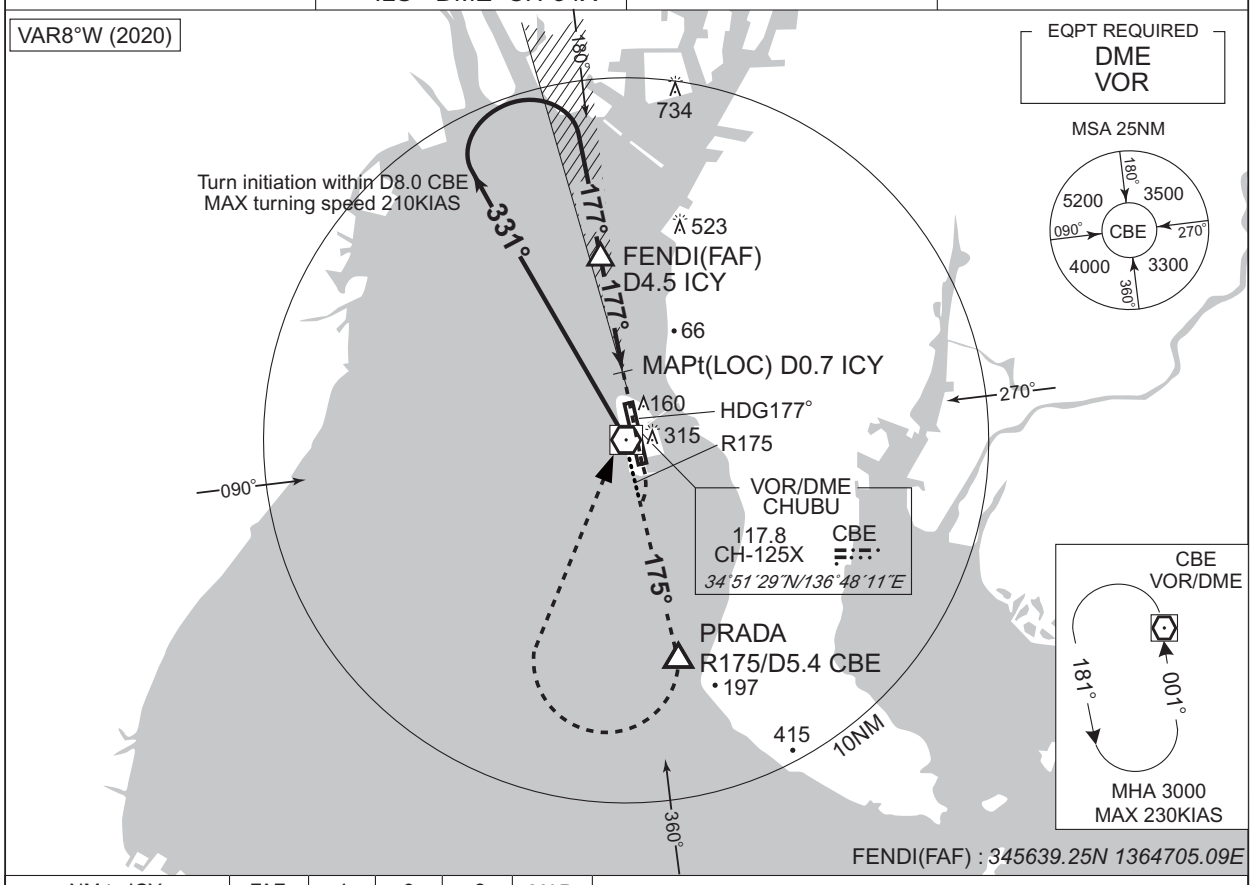
CHANGE : VAR. Radial FM CBE. Missed APCH course. HLDG course.

INSTRUMENT APPROACH CHART

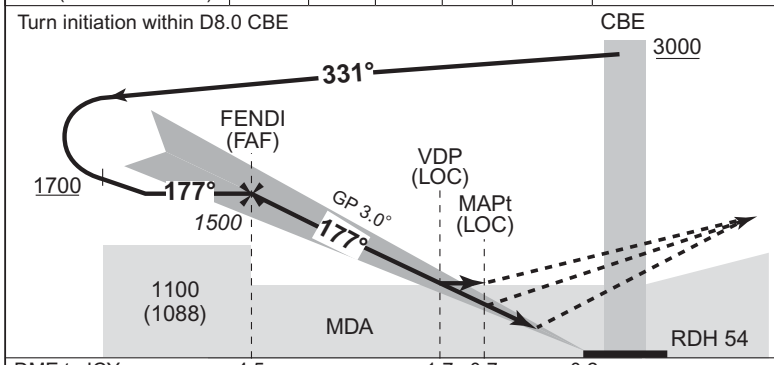
RJGG / CHUBU CENTRAIR

ILS Y or LOC Y RWY18(CAT Ⅱ)

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



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



MISSED APPROACH

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

Timing not authorized for defining the MAPt.

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

MINIMA THR elev. 15 AD elev. 12

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

Circling to WEST side of RWY only.

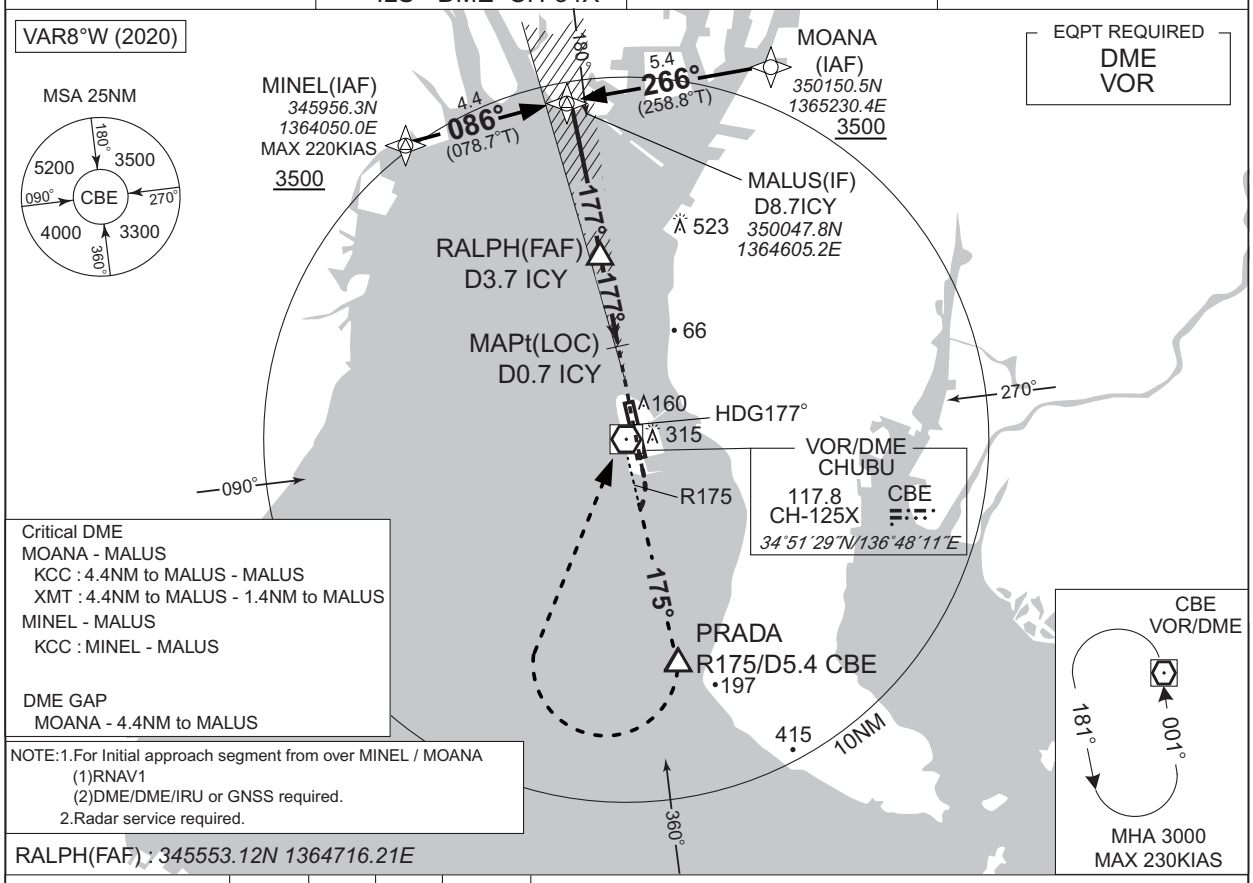
CHANGE : VAR. Radial FM CBE. PROC course. HLDG course.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

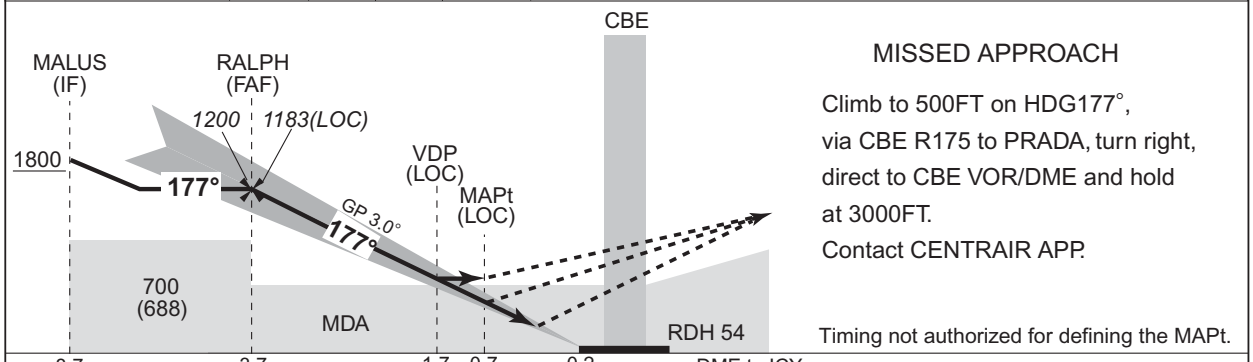
ILS X or LOC X RWY18(CAT Ⅱ)

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



RALPH(FAF) : *345553.12N 1364716.21E*

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



MISSED APPROACH

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

Timing not authorized for defining the MAPt.

MINIMA THR elev. 15 AD elev. 12

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

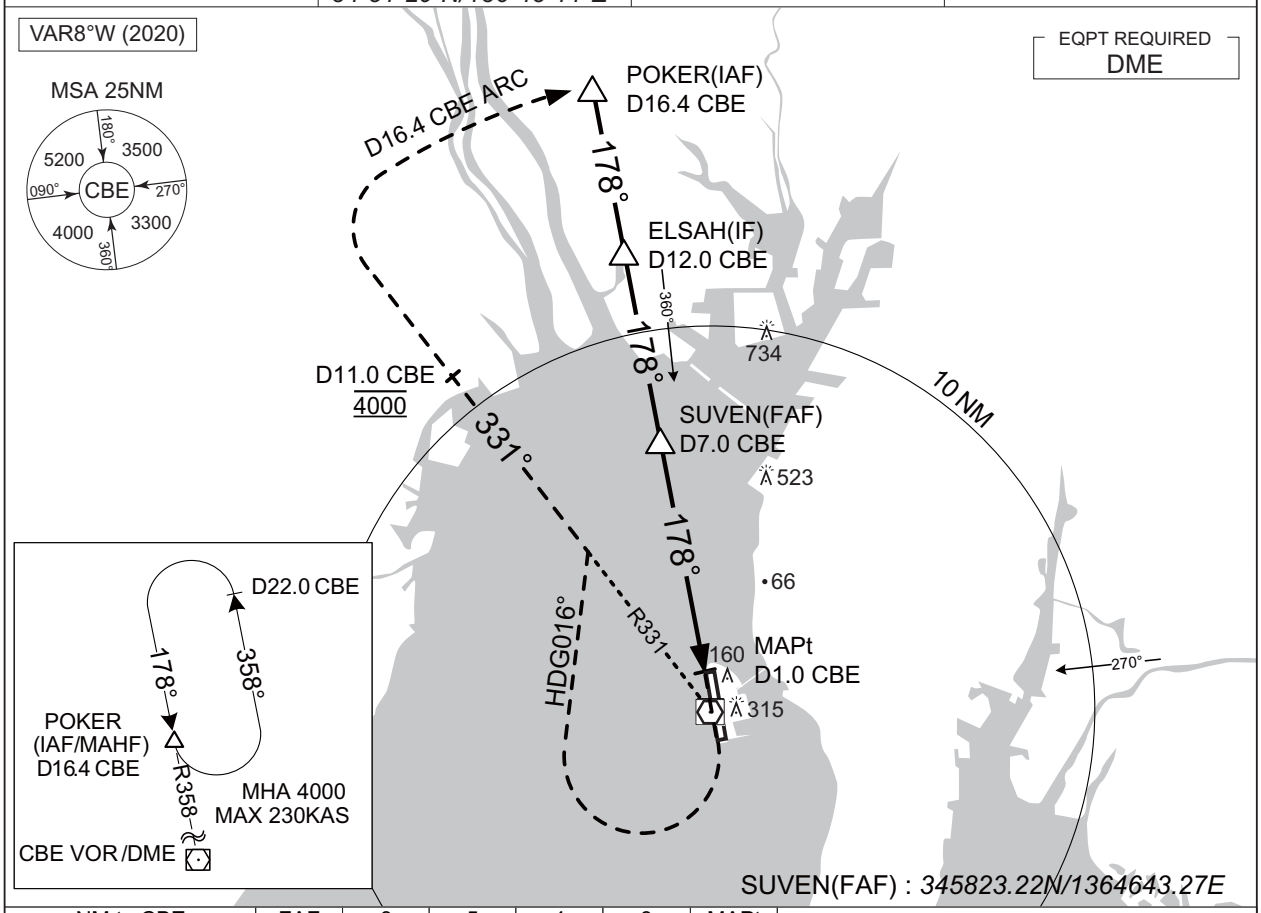
Circling to WEST side of RWY only.

CHANGE : VAR. HLDG course.

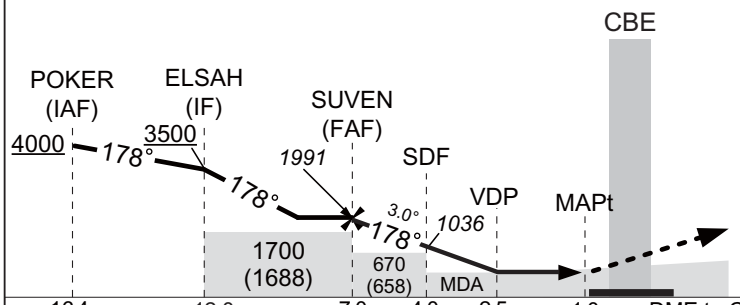
INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — VOR RWY18

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



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



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

MISSED APPROACH

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

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

MINIMA — THR elev. 15 — AD elev. 12

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

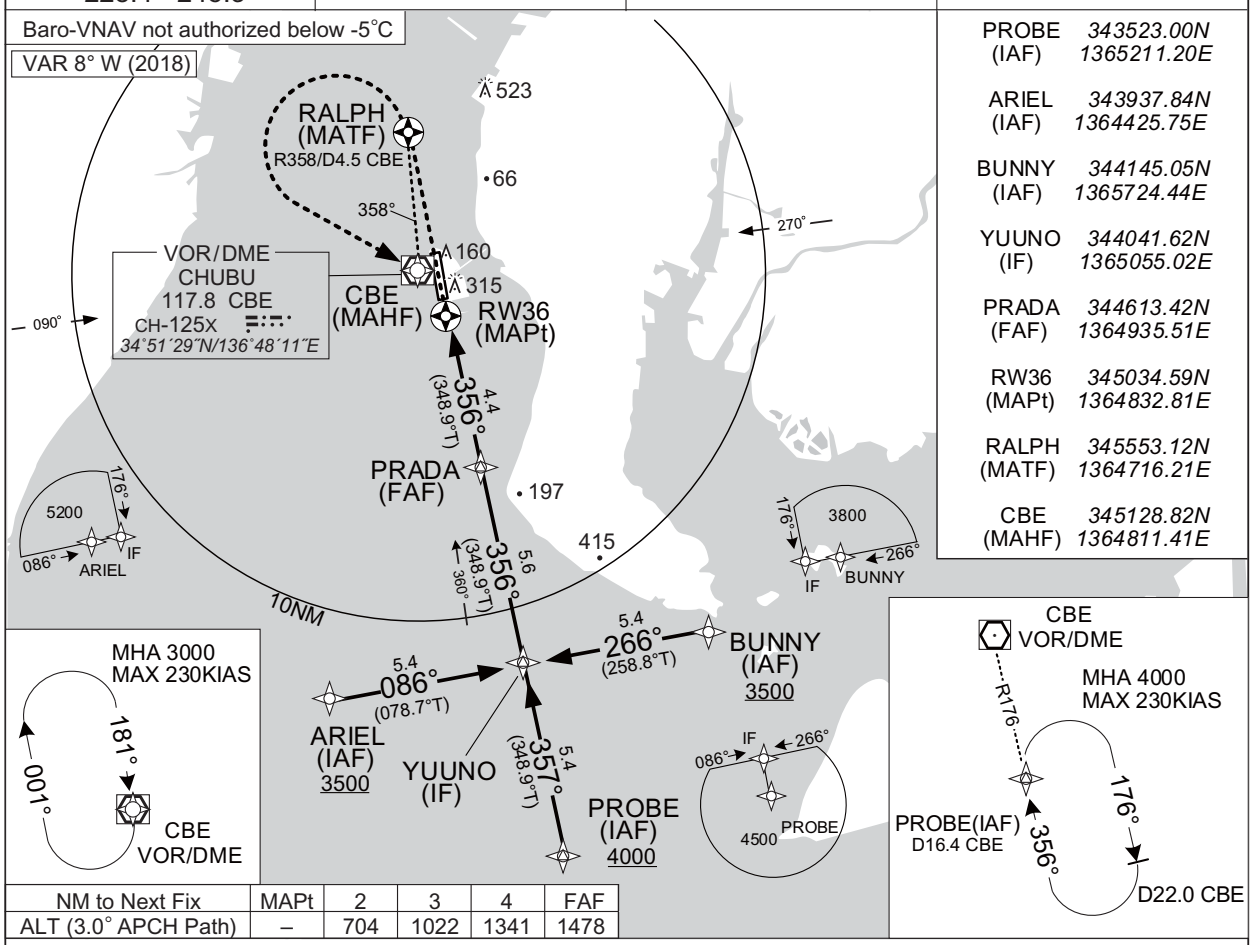
Circling to WEST side of RWY only.

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

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — RNAV(GNSS) RWY36

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



PROBE (IAF) 343523.00N 1365211.20E

ARIEL (IAF) 343937.84N 1364425.75E

BUNNY (IAF) 344145.05N 1365724.44E

YUUNO (IF) 344041.62N 1365055.02E

PRADA (FAF) 344613.42N 1364935.51E

RW36 (MAPt) 345034.59N 1364832.81E

RALPH (MATF) 345553.12N 1364716.21E

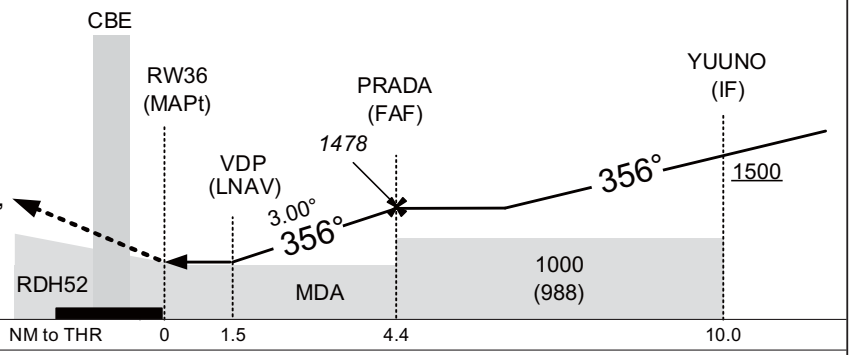
CBE (MAHF) 345128.82N 1364811.41E

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

MISSED APPROACH

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

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



MINIMA — THR elev. 15 — AD elev. 12

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

Circling to WEST side of RWY only.

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

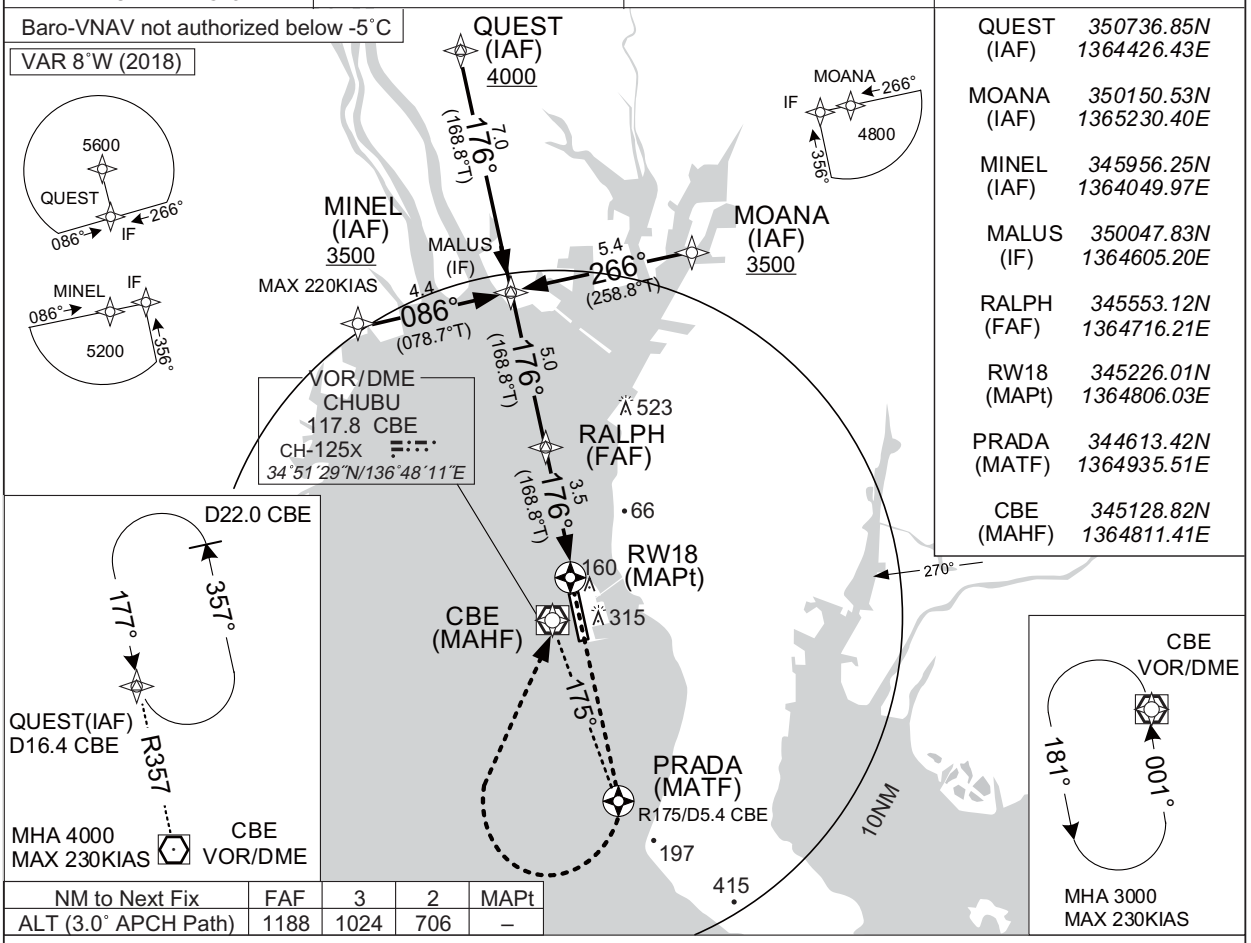
INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR — RNAV(GNSS) RWY18

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

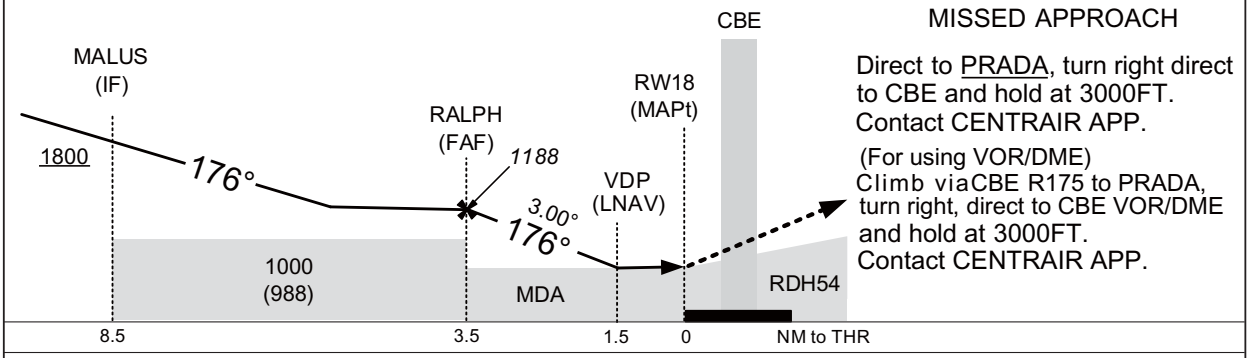
Baro-VNAV not authorized below -5˚C

VAR 8˚W (2018)



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

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



MISSED APPROACH

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

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

CHANGE : Radial FM CBE. HLDG course.

MINIMA — THR elev. 15 — AD elev. 12

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

Circling to WEST side of RWY only.

RJGG / CHUBU CENTRAIR

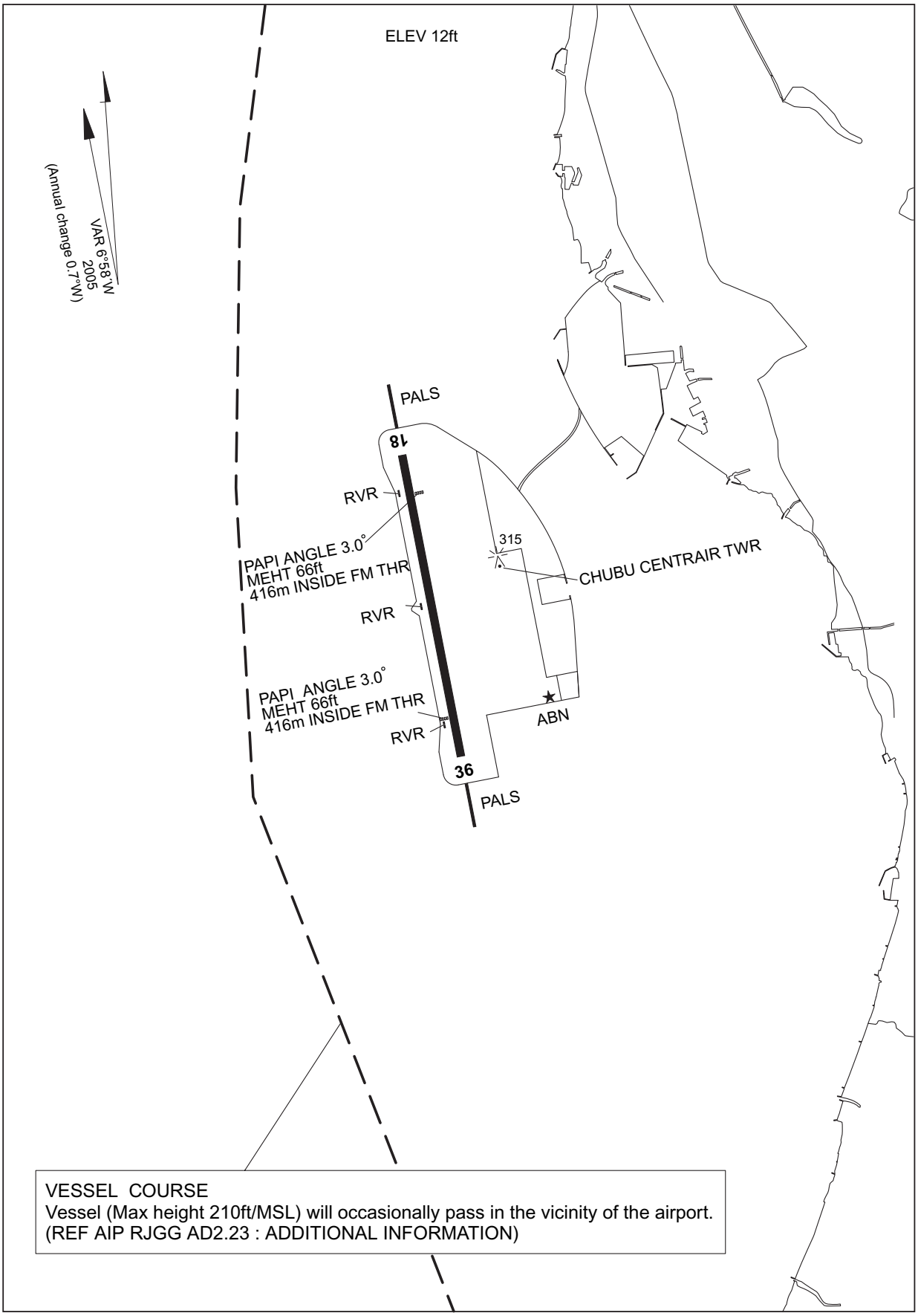
Visual REP

※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 : Map updated. BRG/DIST from ARP. West Point(Remarks).

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 Mihama	130°T / 5.7NM	美浜インターチェンジ MIHAMA Interchange

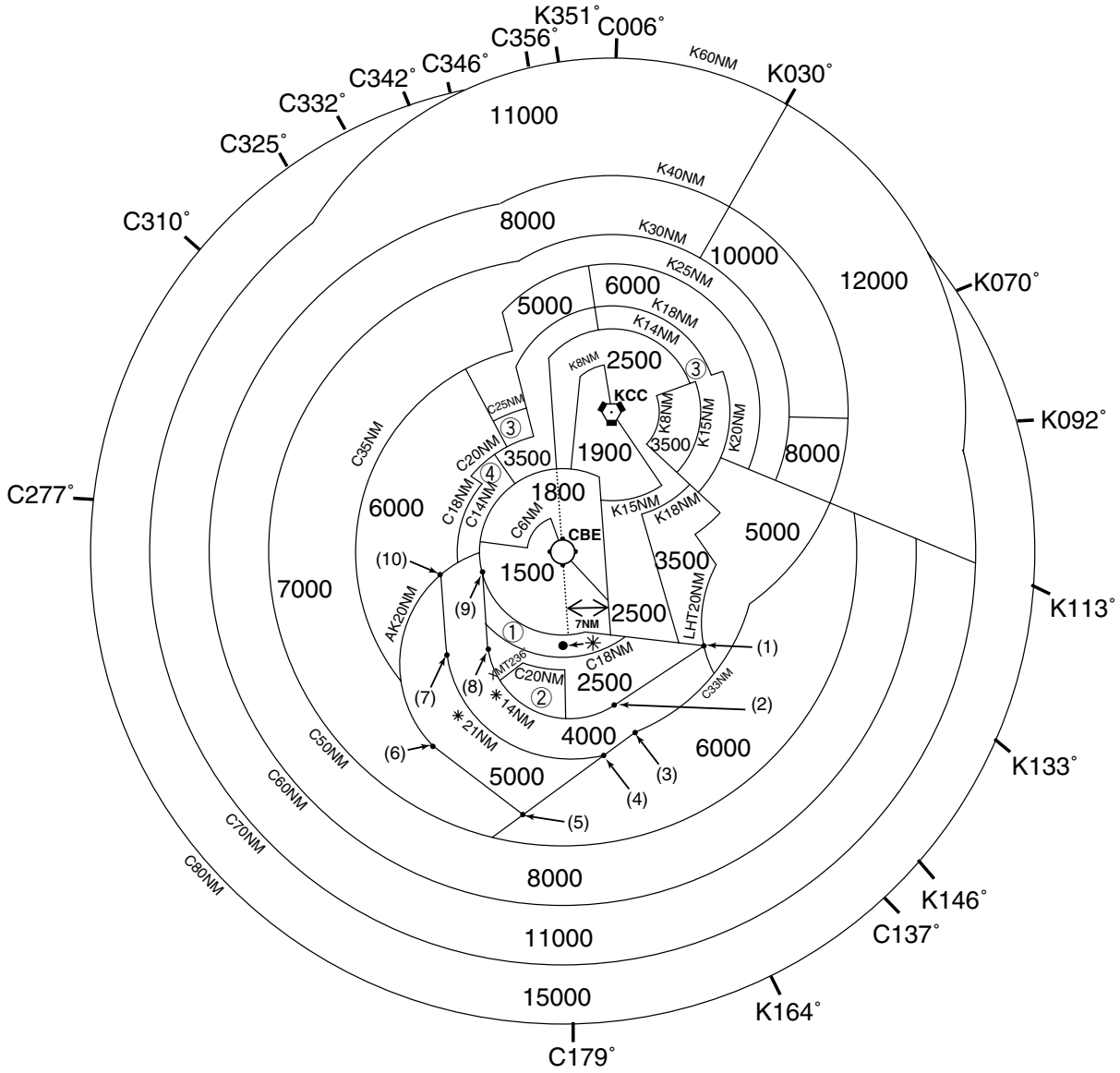
RJGG / CHUBU CENTRAIR LDG CHART



CHANGE : BLDG deleted

RJGG / CHUBU CENTRAIR Minimum Vectoring Altitude CHART

VAR 7˚W (2009)



① 2000
② 3000
③ 4000
④ 5000

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

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