

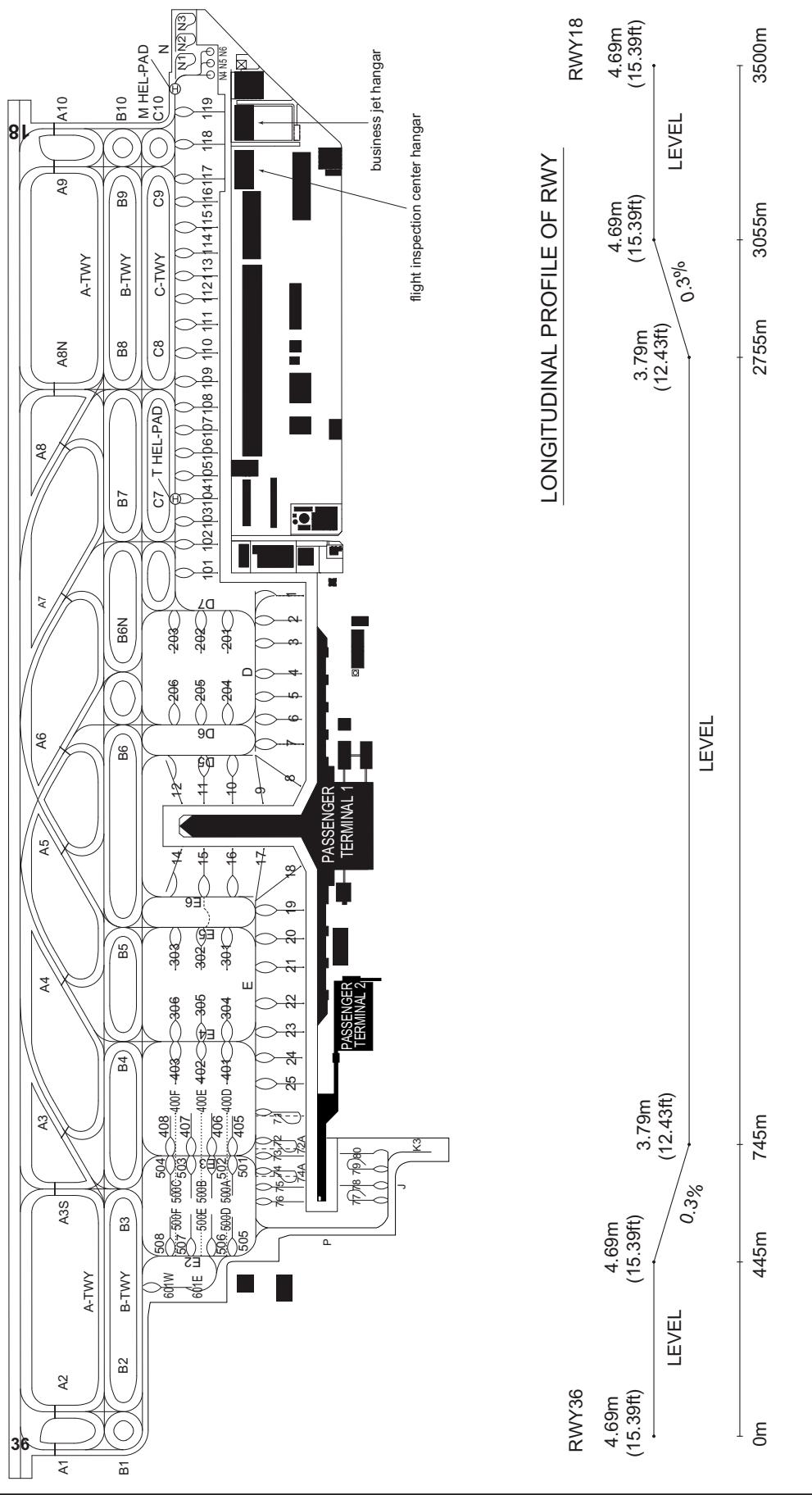
CHANGE : Spot 75,76,77,78,79,80 installed,TXL\_J,K3,P installed,Terminal added

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

CHUBU CENTRAIR AD CHART

RJGG / CHUBU CENTRAIR

AD CHART



**INTENTIONALLY LEFT BLANK**

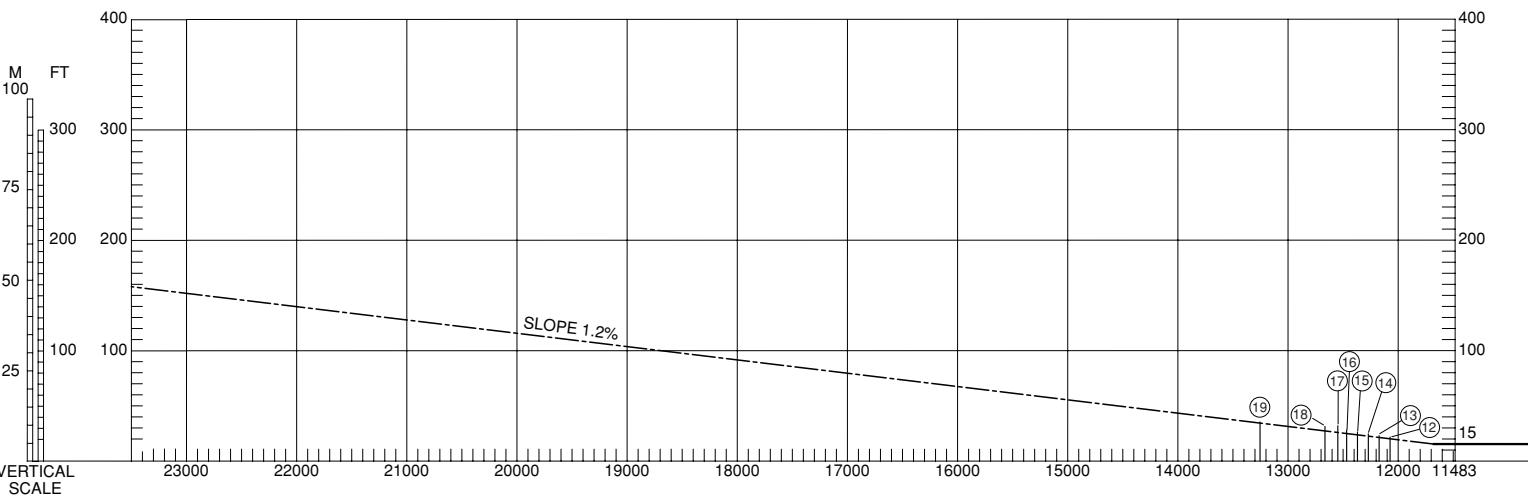
AERODROME GROUND MOVEMENT CHART



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

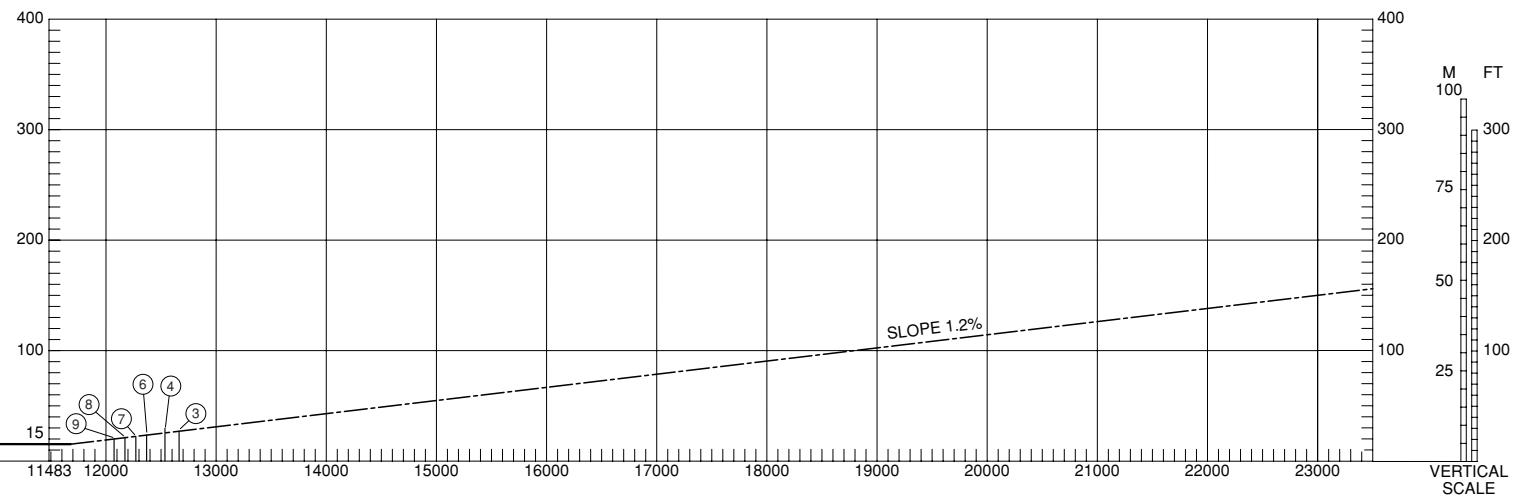
AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 7° 06' 37" W 2015



CHUBU CENTRAIR INTL AIRPORT  
RWY : 36-18

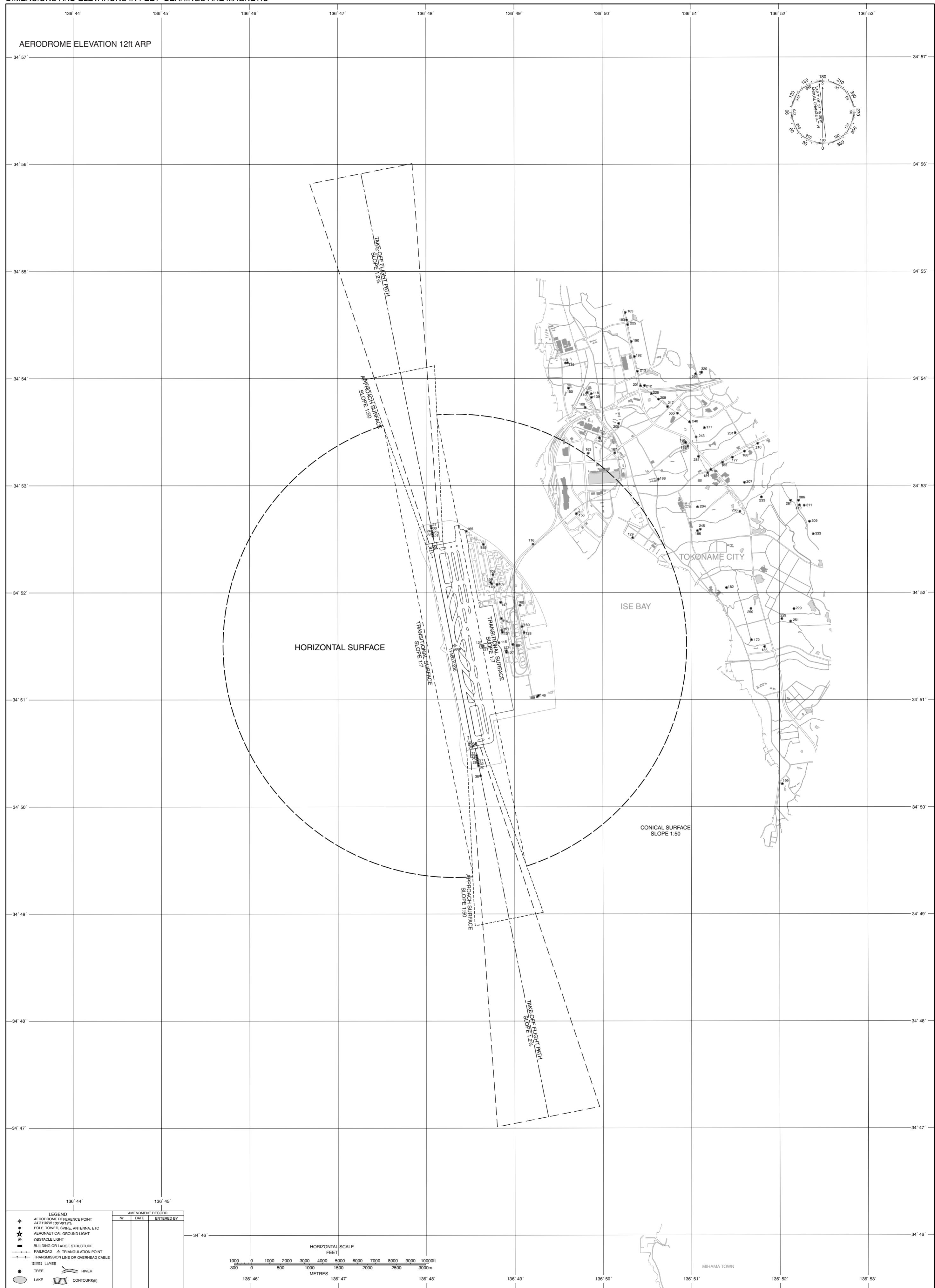
| DECLARED DISTANCES |  |
|--------------------|--|
| RWY36              | RWY18                                    |
| 11480              | TAKE OFF RUN AVAILABLE 11480             |
| 11480              | TAKE OFF DISTANCE AVAILABLE E 11480      |
| 11480              | ACCELERATE STOP DISTANCE AVAILABLE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



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

AERODROME OBSTACLE CHART-ICAO  
TYPE B

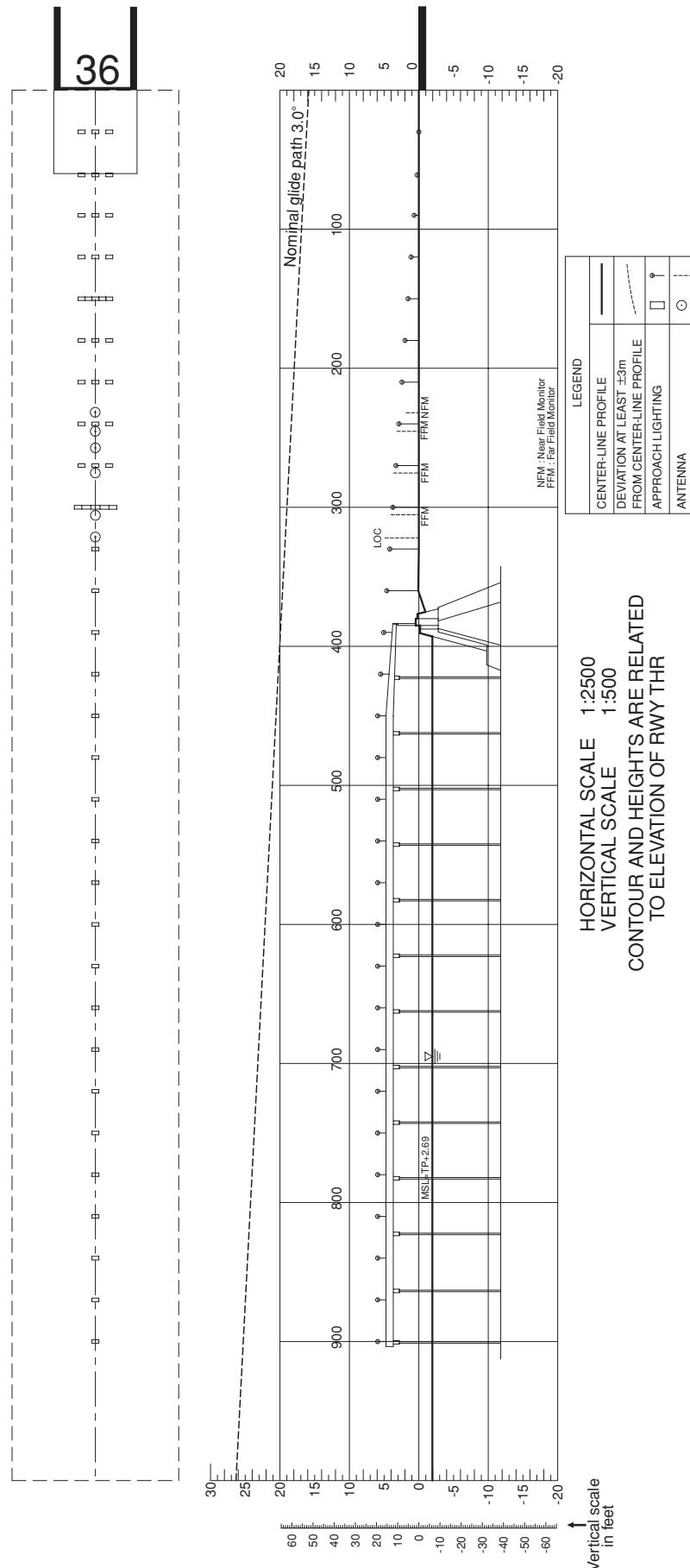
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



PRECISION APPROACH TERRAIN CHART

CHANGE: IM abolished

DISTANCES AND HEIGHTS IN METRES  
**RWY 36**



## PRECISION APPROACH TERRAIN CHART



STANDARD DEPARTURE CHART -INSTRUMENT

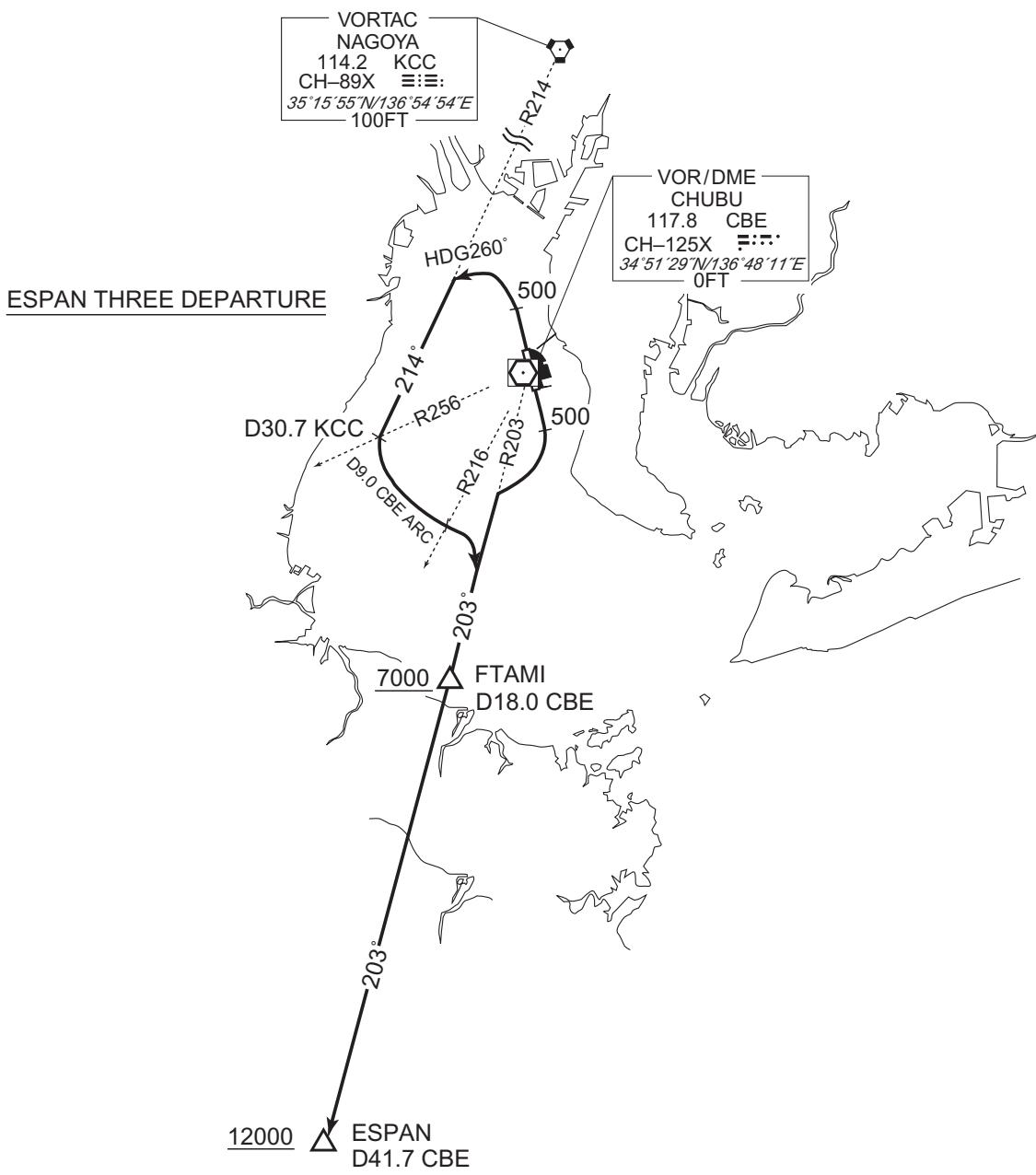
RJGG / CHUBU CENTRAIR

SID

ESPAÑ THREE DEPARTURE

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

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



## STANDARD DEPARTURE CHART -INSTRUMENT

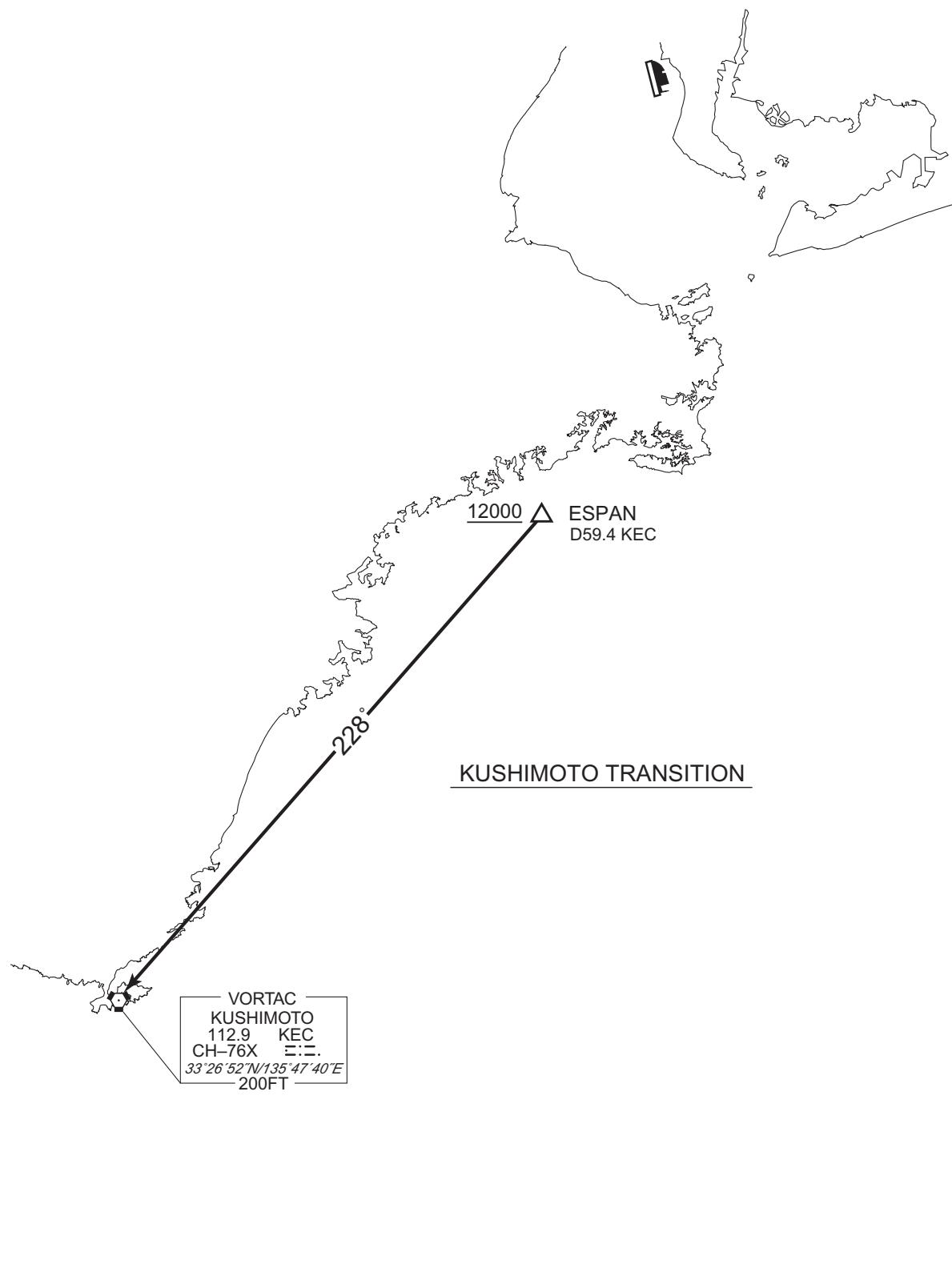
RJGG / CHUBU CENTRAIR

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°...

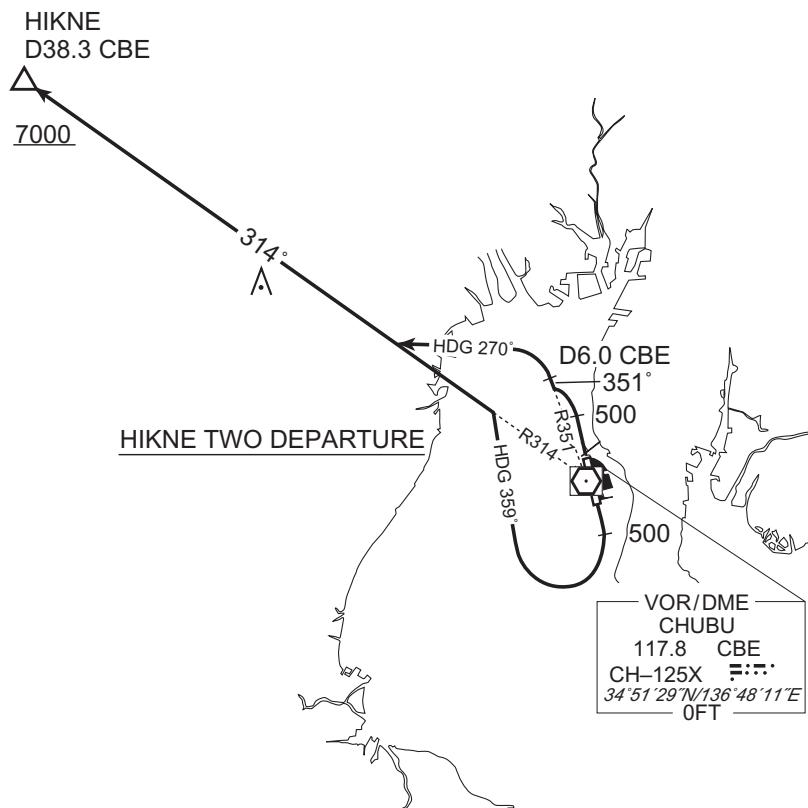
...to intercept and proceed via CBE R314 to HIKNE.

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

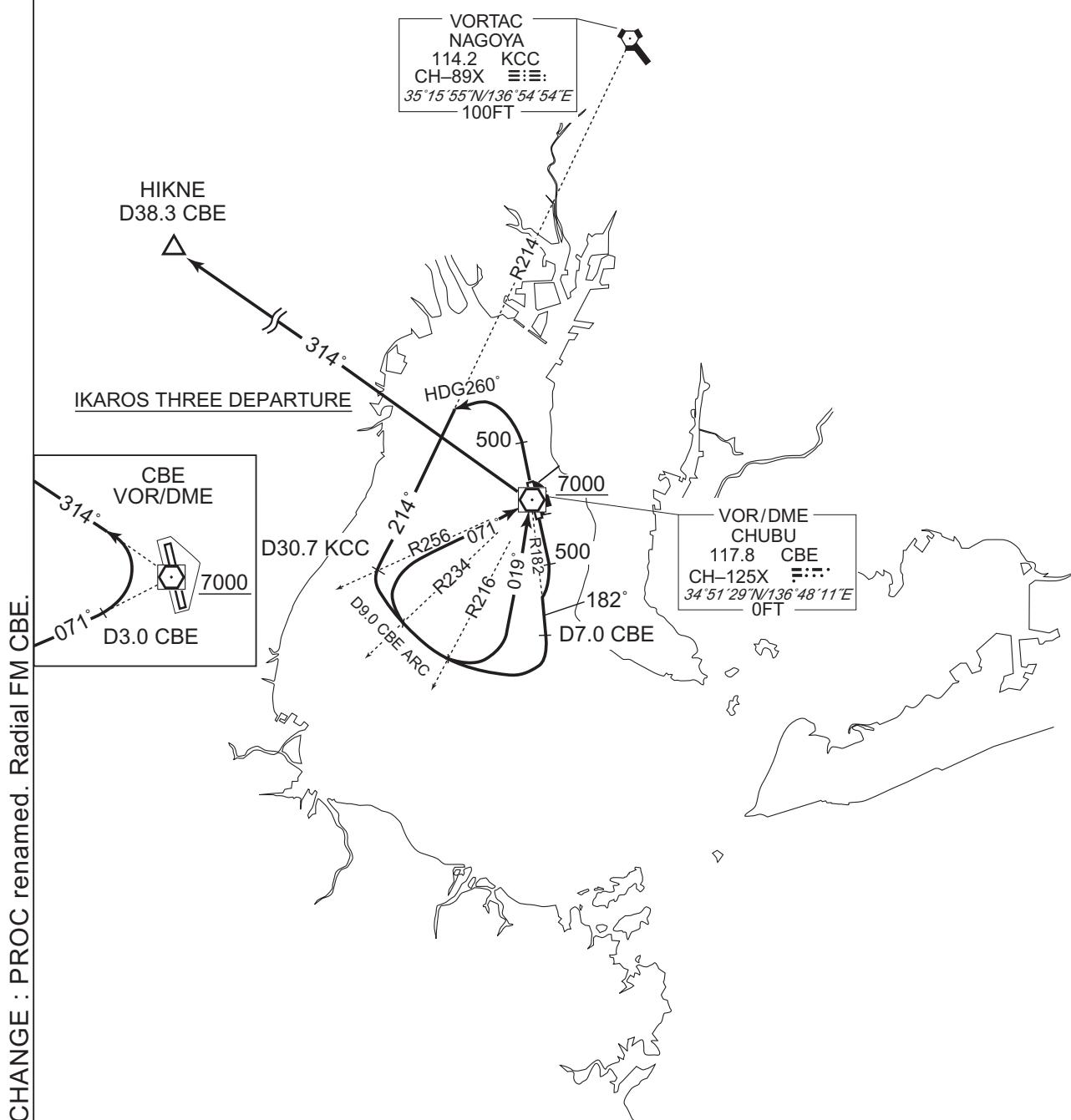
IKAROS THREE DEPARTURE

**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.

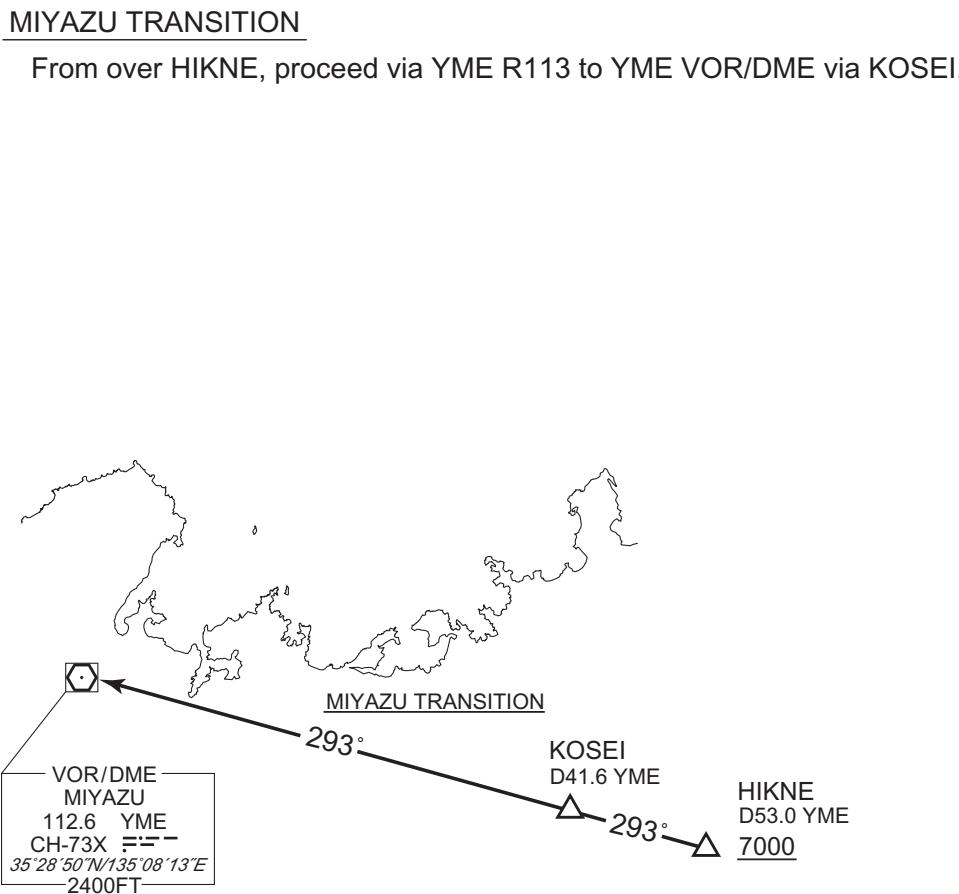


STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION

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



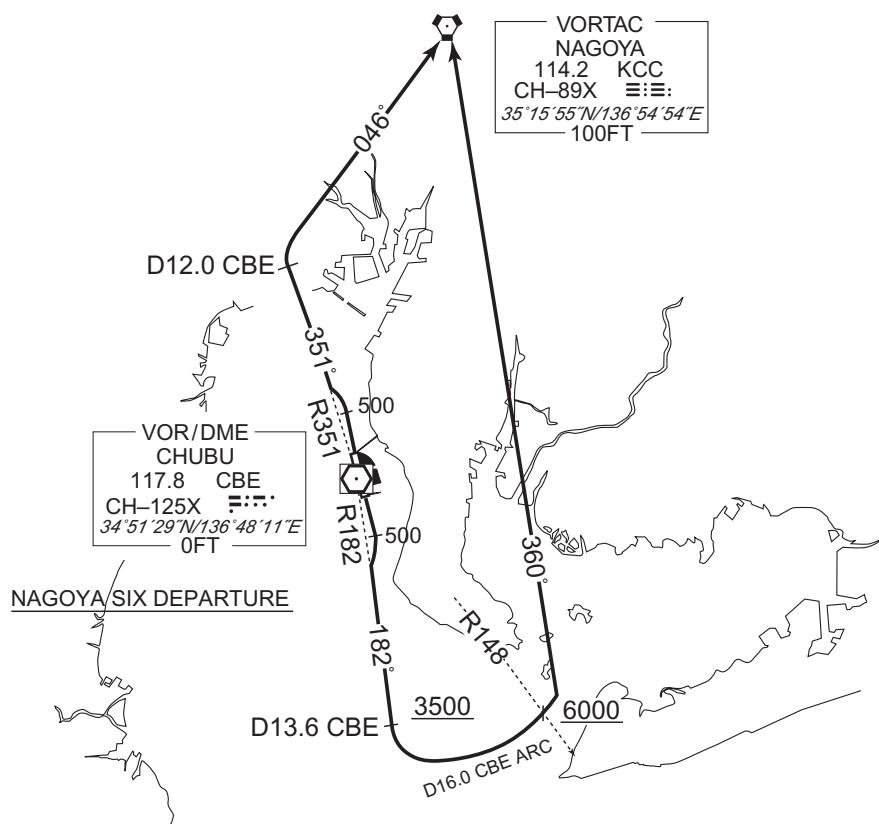
## STANDARD DEPARTURE CHART -INSTRUMENT

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

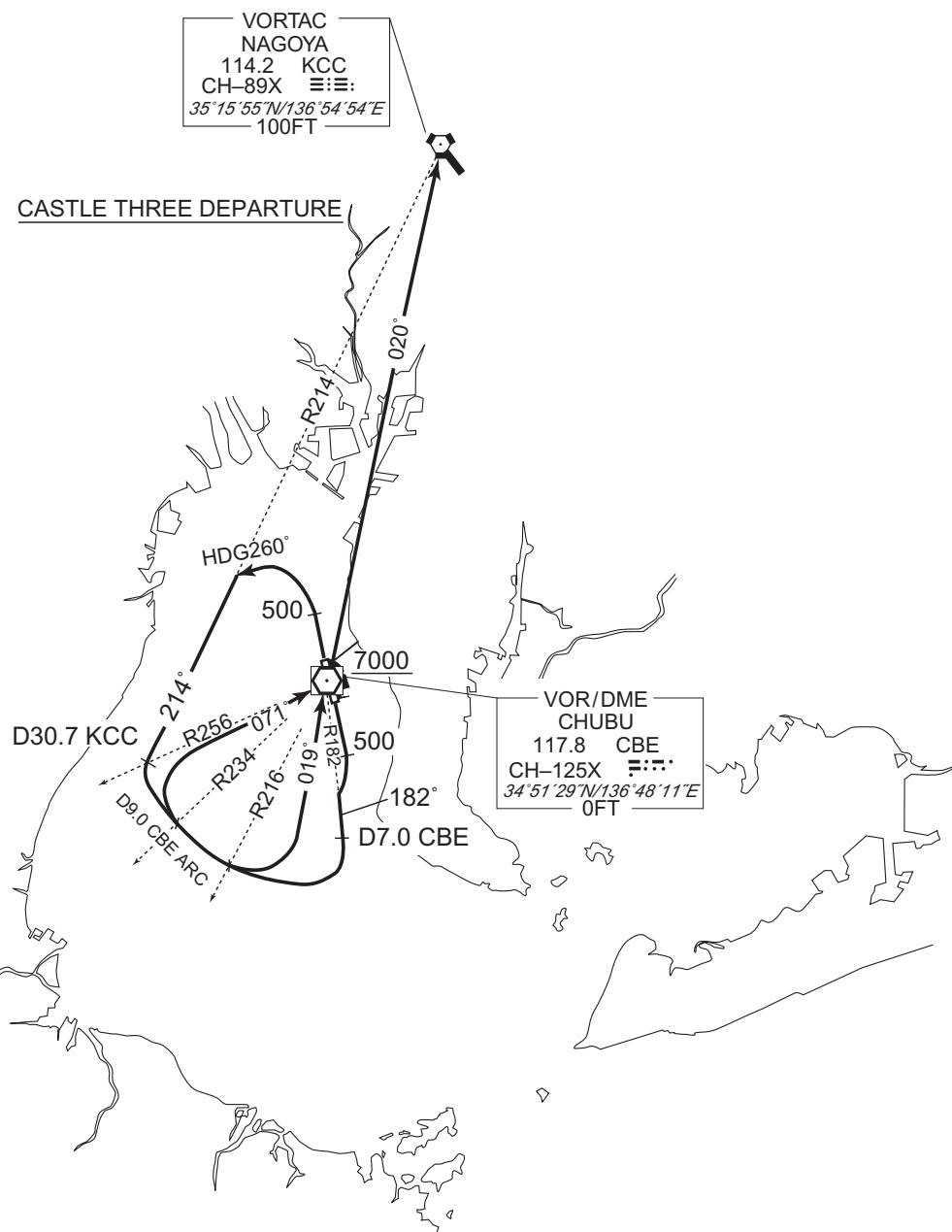
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...

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

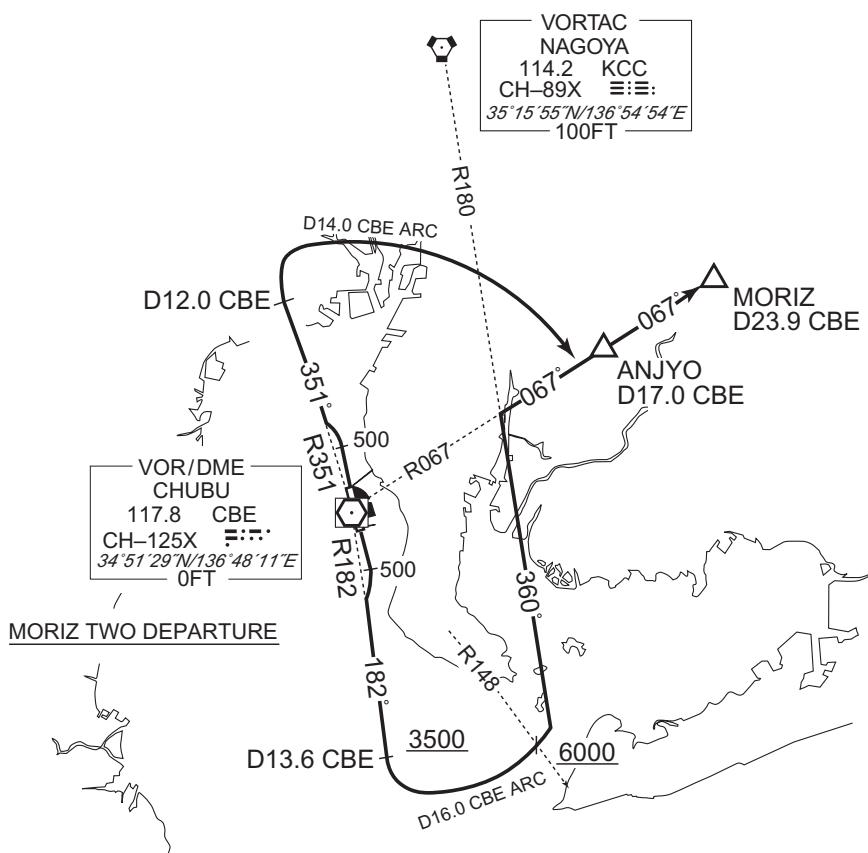
**RWY18** : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180,...

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

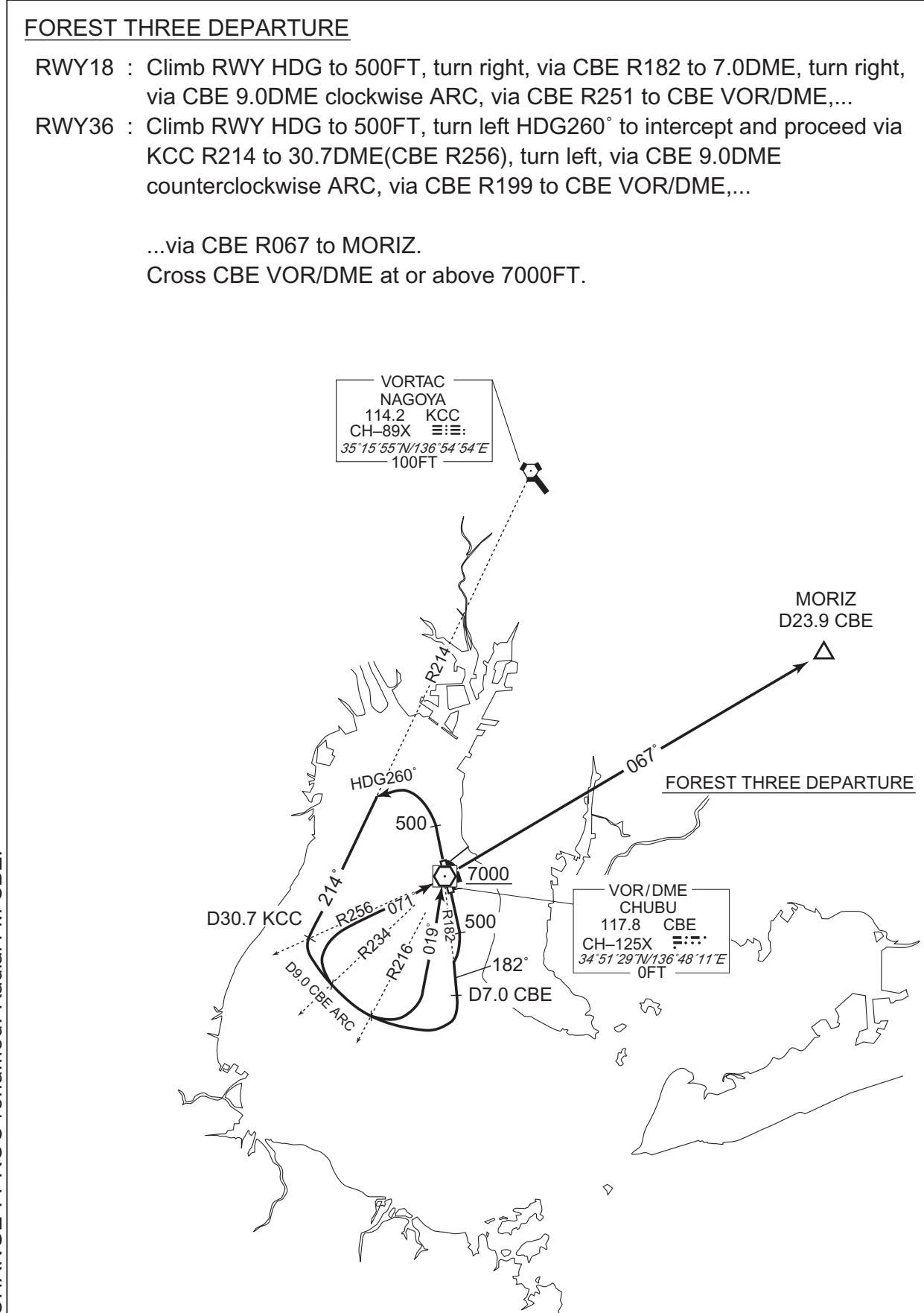
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...

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.



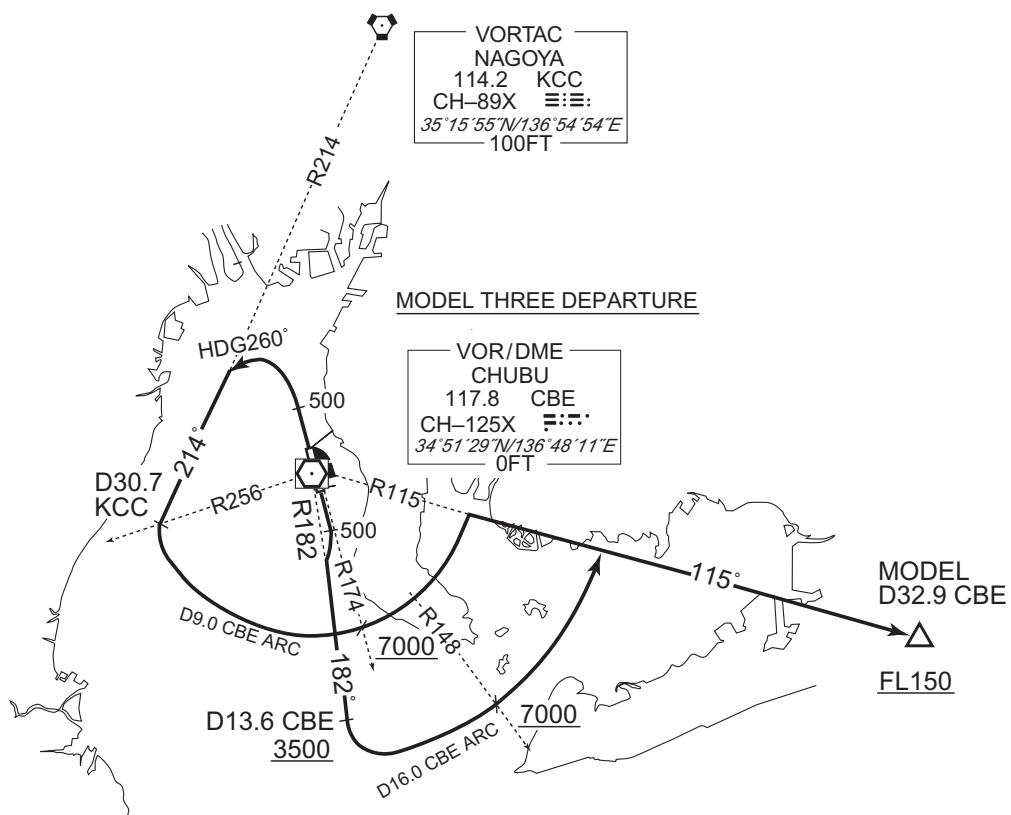
## STANDARD DEPARTURE CHART -INSTRUMENT

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

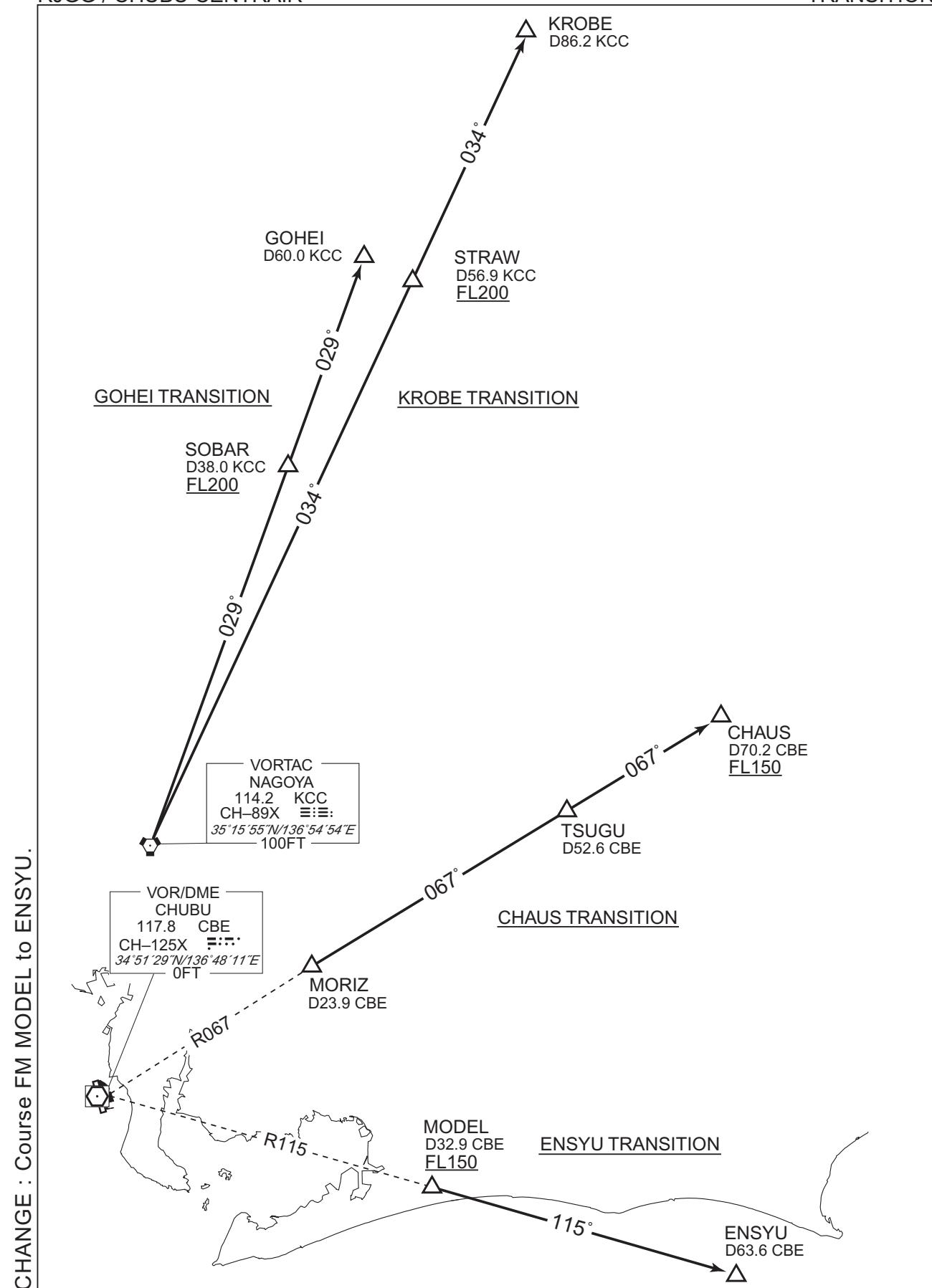
From over MODEL, proceed via CBE R115 to ENSYU.

CHANGE : Course FM MODEL to ENSYU.

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION



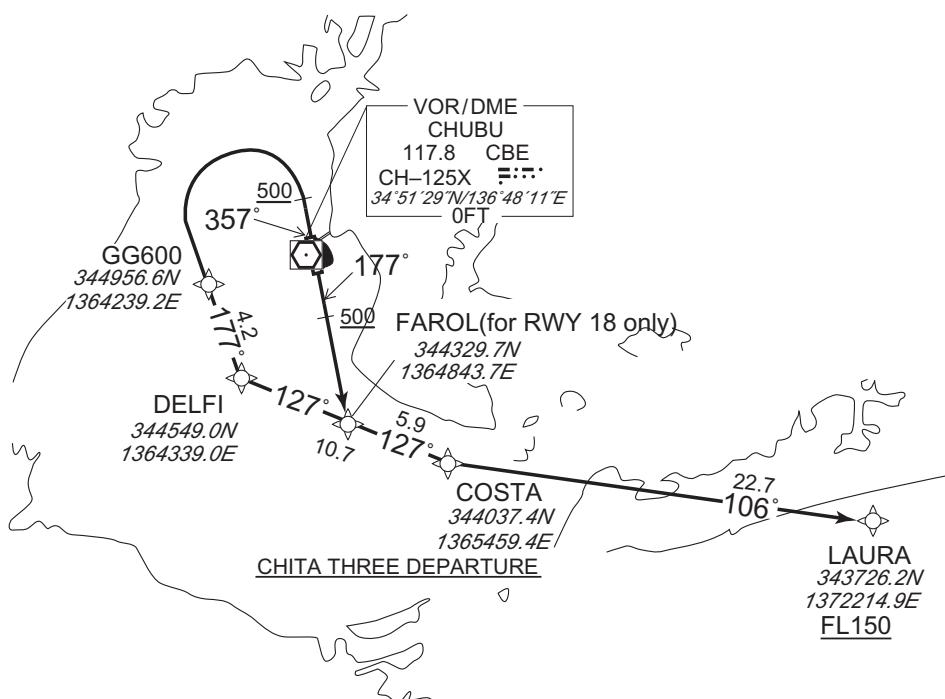
STANDARD DEPARTURE CHART -INSTRUMENT

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(2020)



CHANGE : VAR, PROC renamed. PROC course.

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.

## 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<br>(168.8) | -7.8               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | FAROL               | —        | —              | -7.8               | —             | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | COSTA               | —        | 127<br>(119.1) | -7.8               | 5.9           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | LAURA               | —        | 106<br>(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<br>(348.8) | -7.8               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | GG600               | —        | —              | -7.8               | —             | L              | —             | —            | —              | RNAV1                    |
| 003           | TF              | DELFI               | —        | 177<br>(168.8) | -7.8               | 4.2           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | COSTA               | —        | 127<br>(119.1) | -7.8               | 10.7          | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | LAURA               | —        | 106<br>(097.9) | -7.8               | 22.7          | —              | +FL150        | —            | —              | RNAV1                    |

CHANGE : VAR. PROC course.

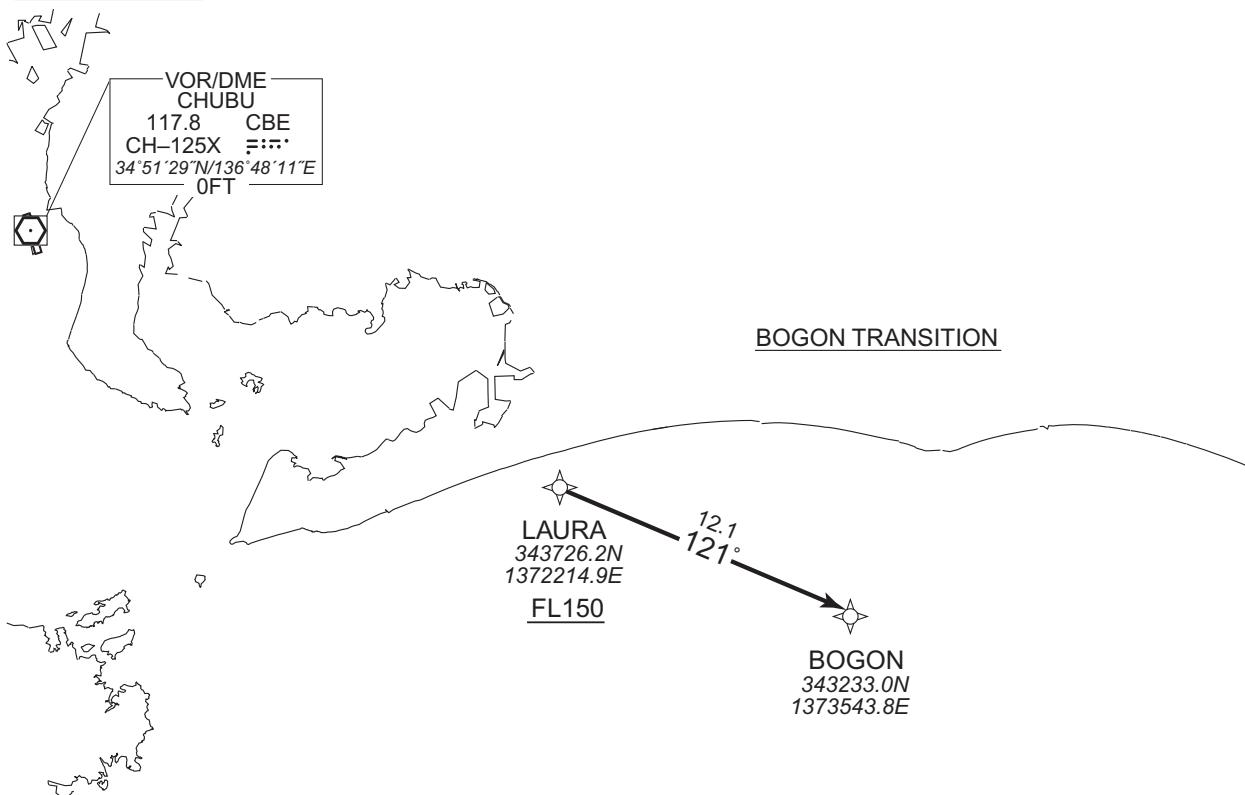
STANDARD DEPARTURE CHART -INSTRUMENT

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. |

VAR 8°W(2020)



BOGON TRANSITION

From LAURA at or above FL150, to BOGON.

BOGON TRANSITION

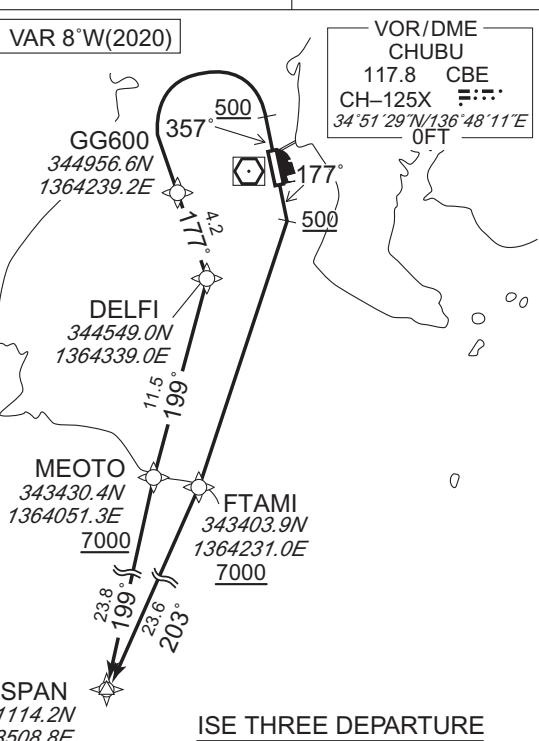
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|----------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

CHANGE : VARIATION

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

| ISE 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.   |   |  <p>The chart shows the RNAV SID ISE THREE Departure route. It starts at DER (117.8 CBE) and branches into two main paths. The left path goes through GG600 (344956.6N 1364239.2E), DELFI (344549.0N 1364339.0E), MEOTO (343430.4N 1364051.3E), and FTAMI (343403.9N 1364231.0E) before reaching ESPAN (341114.2N 1363508.8E). The right path goes through CH-125X (34°51'29"N/136°48'11"E) before turning right onto HDG 177° to reach ESPAN. Both paths involve altitude changes of +500ft and +7000ft, and turns at specific headings (e.g., 357°, 177°, 11.5°, 199°, 23.8°, 23.6°, 203°).</p> |               |                 |                     |               |                |                    |               |                |                          |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 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 – 16.6NM to ESPAN – ESPAN<br>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   |   | ISE THREE DEPARTURE  |               |                 |                     |               |                |                    |               |                |                          |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| <b>ISE THREE DEPARTURE</b><br>RWY18 : Climb on HDG177° at or above 500FT, turn right direct to FTAMI at or above 7000FT, to ESPAN.<br>RWY36 : Climb on HDG357° at or above 500FT, turn left direct to GG600, to DELFI, to MEOTO at or above 7000FT, to ESPAN.   |   |  |               |                 |                     |               |                |                    |               |                |                          |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| <b>ISE THREE DEPARTURE</b>  |   |  |               |                 |                     |               |                |                    |               |                |                          |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| <b>RWY18</b><br><table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>VA</td> <td>—</td> <td>—</td> <td>177 (169.0)</td> <td>-7.8</td> <td>—</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>DF</td> <td>FTAMI</td> <td>—</td> <td>—</td> <td>-7.8</td> <td>—</td> <td>R</td> <td>+7000</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>ESPAÑ</td> <td>—</td> <td>203 (195.0)</td> <td>-7.8</td> <td>23.6</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table>  |   |  | Serial Number | Path Descriptor | Waypoint Identifier | Fly Over      | Course °M(T)   | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT)            | Speed (KIAS) | Vertical Angle | Navigation Specification | 001 | VA | — | — | 177 (169.0) | -7.8 | — | — | +500 | — | — | RNAV1 | 002 | DF | FTAMI | — | — | -7.8 | — | R | +7000 | — | — | RNAV1 | 003 | TF | ESPAÑ | — | 203 (195.0) | -7.8 | 23.6 | — | — | — | — | RNAV1 |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| Serial Number   | Path Descriptor   | Waypoint Identifier  | Fly Over      | Course °M(T)    | Magnetic Variation  | Distance (NM) | Turn Direction | Altitude (FT)      | Speed (KIAS)  | Vertical Angle | Navigation Specification |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 001   | VA  | —  | —             | 177 (169.0)     | -7.8                | —             | —              | +500               | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 002   | DF  | FTAMI  | —             | —               | -7.8                | —             | R              | +7000              | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 003   | TF  | ESPAÑ  | —             | 203 (195.0)     | -7.8                | 23.6          | —              | —                  | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| <b>RWY36</b><br><table border="1"> <thead> <tr> <th>Serial Number</th> <th>Path Descriptor</th> <th>Waypoint Identifier</th> <th>Fly Over</th> <th>Course °M(T)</th> <th>Magnetic Variation</th> <th>Distance (NM)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Specification</th> </tr> </thead> <tbody> <tr> <td>001</td> <td>VA</td> <td>—</td> <td>—</td> <td>357 (349.0)</td> <td>-7.8</td> <td>—</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>002</td> <td>DF</td> <td>GG600</td> <td>—</td> <td>—</td> <td>-7.8</td> <td>—</td> <td>L</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>003</td> <td>TF</td> <td>DELFI</td> <td>—</td> <td>177 (168.8)</td> <td>-7.8</td> <td>4.2</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>004</td> <td>TF</td> <td>MEOTO</td> <td>—</td> <td>199 (191.5)</td> <td>-7.8</td> <td>11.5</td> <td>—</td> <td>+7000</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>005</td> <td>TF</td> <td>ESPAÑ</td> <td>—</td> <td>199 (191.5)</td> <td>-7.8</td> <td>23.8</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table> |   |  | Serial Number | Path Descriptor | Waypoint Identifier | Fly Over      | Course °M(T)   | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT)            | Speed (KIAS) | Vertical Angle | Navigation Specification | 001 | VA | — | — | 357 (349.0) | -7.8 | — | — | +500 | — | — | RNAV1 | 002 | DF | GG600 | — | — | -7.8 | — | L | —     | — | — | RNAV1 | 003 | TF | DELFI | — | 177 (168.8) | -7.8 | 4.2  | — | — | — | — | RNAV1 | 004 | TF | MEOTO | — | 199 (191.5) | -7.8 | 11.5 | — | +7000 | — | — | RNAV1 | 005 | TF | ESPAÑ | — | 199 (191.5) | -7.8 | 23.8 | — | — | — | — | RNAV1 |
| Serial Number   | Path Descriptor   | Waypoint Identifier  | Fly Over      | Course °M(T)    | Magnetic Variation  | Distance (NM) | Turn Direction | Altitude (FT)      | Speed (KIAS)  | Vertical Angle | Navigation Specification |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 001   | VA  | —  | —             | 357 (349.0)     | -7.8                | —             | —              | +500               | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 002   | DF  | GG600  | —             | —               | -7.8                | —             | L              | —                  | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 003   | TF  | DELFI  | —             | 177 (168.8)     | -7.8                | 4.2           | —              | —                  | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 004   | TF  | MEOTO  | —             | 199 (191.5)     | -7.8                | 11.5          | —              | +7000              | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |
| 005   | TF  | ESPAÑ  | —             | 199 (191.5)     | -7.8                | 23.8          | —              | —                  | —             | —              | RNAV1                    |              |                |                          |     |    |   |   |             |      |   |   |      |   |   |       |     |    |       |   |   |      |   |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |     |    |       |   |             |      |      |   |       |   |   |       |     |    |       |   |             |      |      |   |   |   |   |       |

CHANGE : VAR. PROC renamed. PROC course.

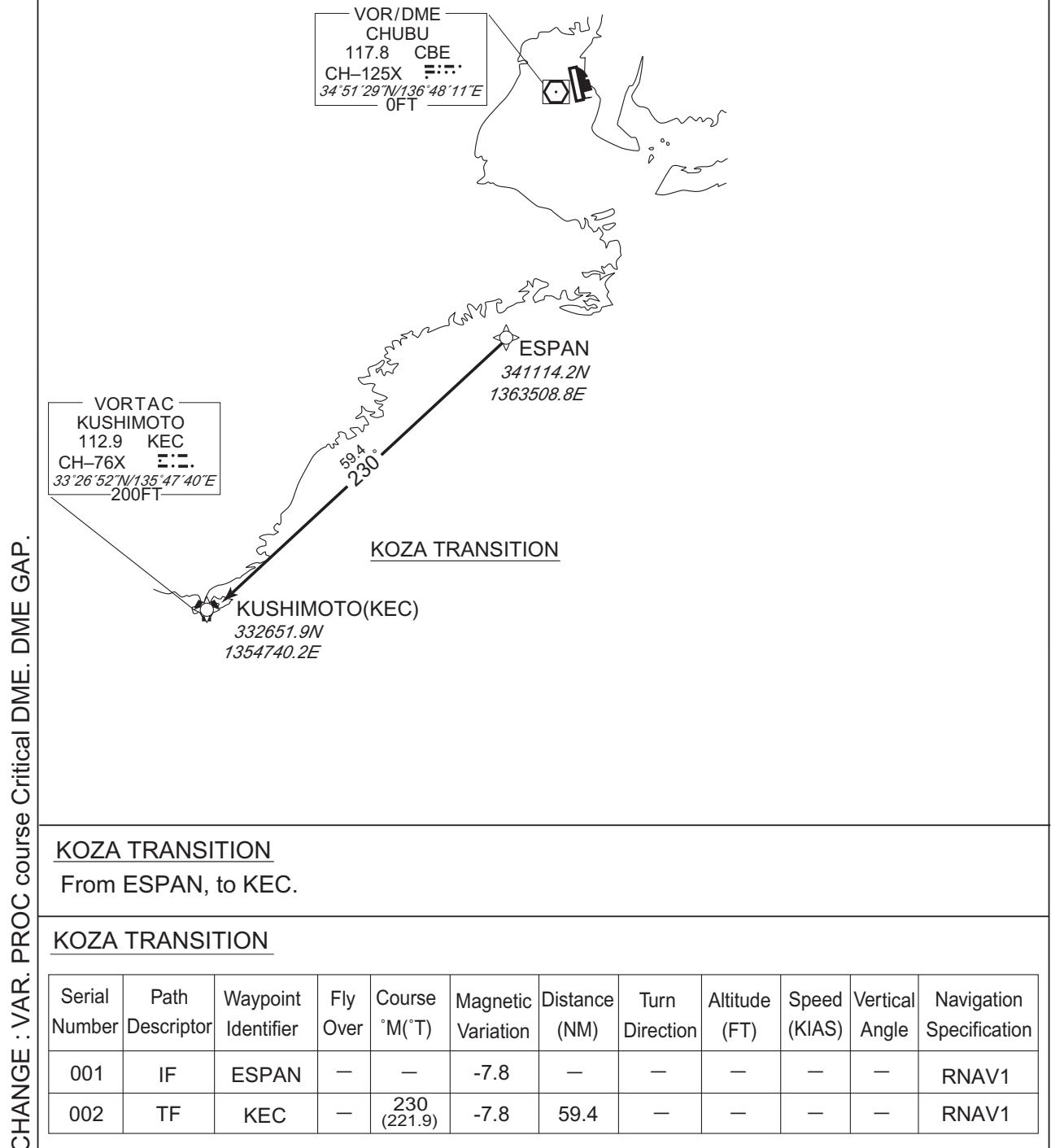
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

| KOZA TRANSITION   |                       | RNAV 1   |
|---|-----------------------|--|
| Note 1 ) DME/DME/IRU or GNSS required.<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. |

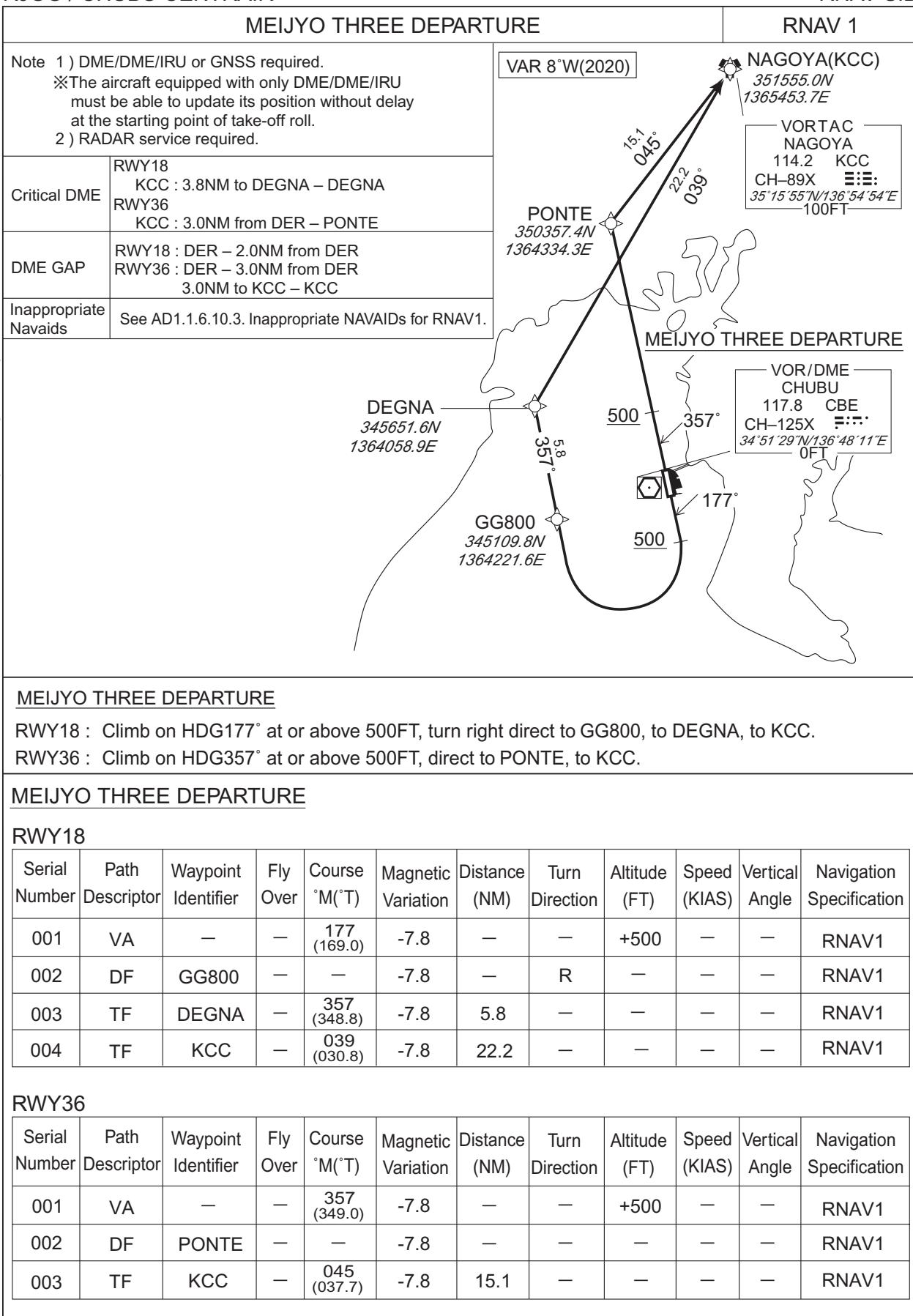
VAR 8°W(2020)



## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID



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

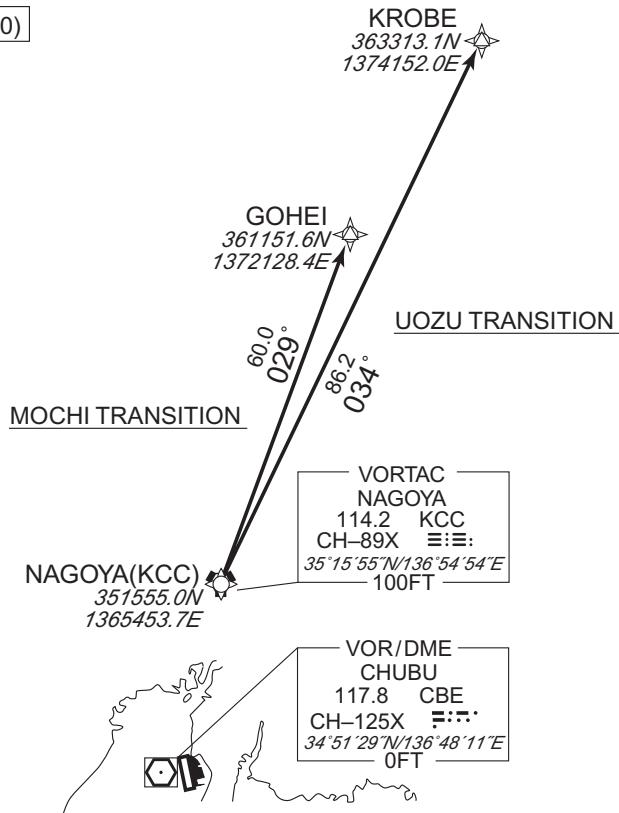
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

| UOZU TRANSITION / MOCHI TRANSITION                                    |                       | RNAV 1  |
|---|-----------------------|---|
| Note 1 ) DME/DME/IRU or GNSS required.<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.                          |

VAR 8°W(2020)



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<br>(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<br>(021.0) | -7.8               | 60.0          | —              | —             | —            | —              | RNAV1                    |

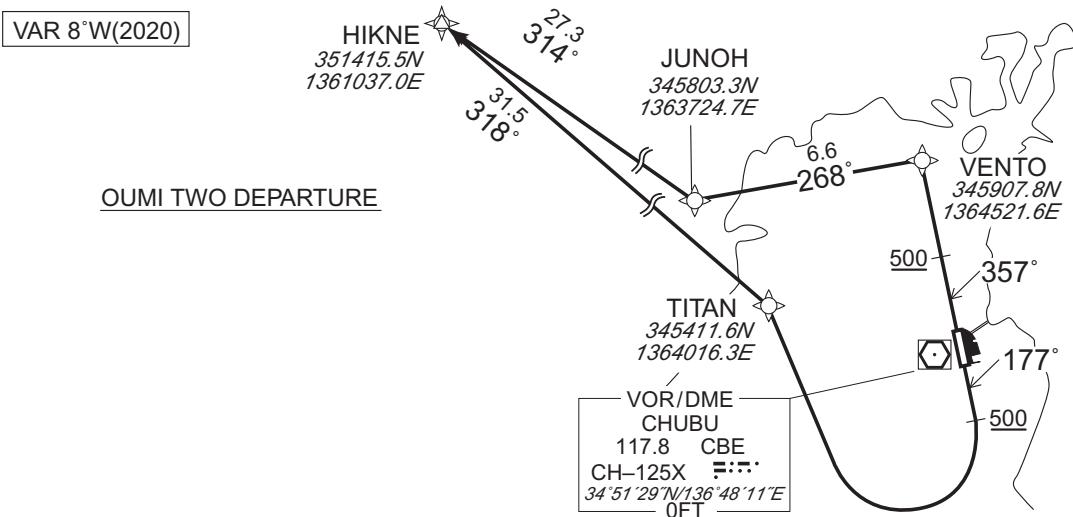
CHANGE : VAR. PROC course. NAGOYA(FIX symbol).

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

| OUMI TWO DEPARTURE  |  | RNAV 1   |
|---|--|--|
| Note 1 ) DME/DME/IRU or GNSS required.<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<br><br>DME GAP<br><br>Inappropriate Navaids | 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 |
|   |  | RWY18 : DER – 2.0NM from DER<br>RWY36 : DER – 3.0NM from DER   |
|   |  | 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

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>KNE : HIKNE - 45.0NM to YME<br>YOE : 45.0NM YME - 42.0NM to YME |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| DME GAP  | PIONE TRANSITION<br>HIKNE - 40.0NM to WAKIT        |                     | PIONE TRANSITION<br>TZT : 10.0NM to PIONE - PIONE                                   |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| Inappropriate Navaids  | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |                     | MIDER TRANSITION<br>YME : 10.6NM to MIDER - 5.5NM to MIDER                          |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| <p>The map illustrates the RNAV transition routes. It shows the locations of HIKNE, YME, MIDER, PIONE, and WAKIT with their respective coordinates. The TANGO TRANSITION route connects HIKNE to YME via a bearing of 294° at 53.0 NM. The PIONE TRANSITION route connects HIKNE to WAKIT via a bearing of 267° at 62.7 NM. The MIDER TRANSITION route connects HIKNE to MIDER via a bearing of 240° at 21.7 NM. The VAR 8°W(2020) fix symbol is also indicated on the map.</p>  |  |                     |   |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| <b>TANGO TRANSITION</b><br>From HIKNE, to YME.   |  |                     |   |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| <b>PIONE TRANSITION</b><br>From HIKNE, to WAKIT, to PIONE.   |  |                     |   |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| <b>MIDER TRANSITION</b><br>From HIKNE, to MIDER.   |  |                     |   |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| <b>TANGO TRANSITION</b>  |  |                     |   |               |                    |                     |                |               |                    |                |                          |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
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| Serial Number  | Path Descriptor                                    | Waypoint Identifier | Fly Over  | Course °M(T)  | Magnetic Variation | Distance (NM)       | Turn Direction | Altitude (FT) | Speed (KIAS)       | Vertical Angle | Navigation Specification |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| 001  | IF   | HIKNE               | —   | —             | -7.8               | —                   | —              | —             | —                  | —              | RNAV1                    |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |
| 002  | TF   | YME                 | —   | 294 (286.3)   | -7.8               | 53.0                | —              | —             | —                  | —              | RNAV1                    |               |              |                |                          |     |    |       |   |   |      |   |   |   |   |   |       |     |    |     |   |             |      |      |   |   |   |   |       |

CHANGE : VAR, MIDER TRANSITION established. PROC course. Critical DME. DME GAP. MIYAZU(FIX symbol).

## STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

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

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

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

STANDARD DEPARTURE CHART -INSTRUMENT

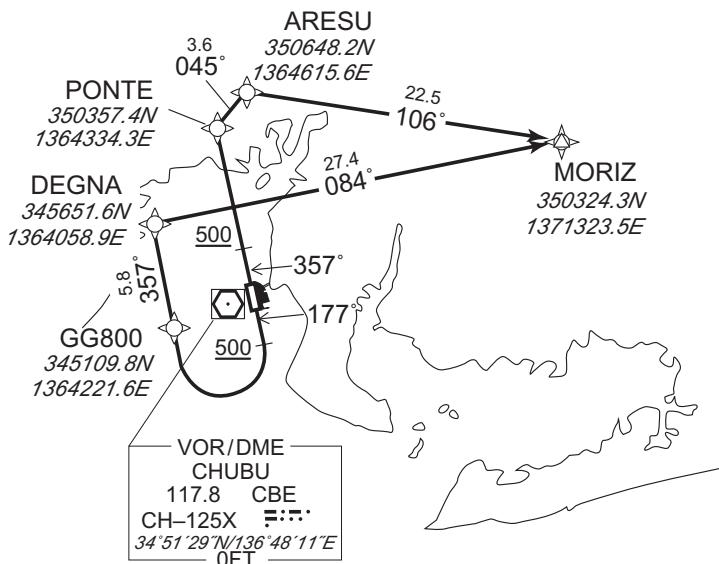
RJGG / CHUBU CENTRAIR

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(2020)

TOYOTA THREE DEPARTURE



CHANGE : VAR. PROC renamed. PROC course.

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.

## 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<br>(169.0) | -7.8               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | GG800               | —        | —              | -7.8               | —             | R              | —             | —            | —              | RNAV1                    |
| 003           | TF              | DEGNA               | —        | 357<br>(348.8) | -7.8               | 5.8           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | MORIZ               | —        | 084<br>(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<br>(349.0) | -7.8               | —             | —              | +500          | —            | —              | RNAV1                    |
| 002           | DF              | PONTE               | —        | —              | -7.8               | —             | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | ARESU               | —        | 045<br>(037.7) | -7.8               | 3.6           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | MORIZ               | —        | 106<br>(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.                                  |                |      |      |   |        |   |   |   |       |
| <b>VAR 8°W(2020)</b>   |    |                       |   |                |      |      |   |        |   |   |   |       |
| <b>IIDA TRANSITION</b><br>From MORIZ, to TSUGU, to CHAUS at or above FL150.  |    |                       |   |                |      |      |   |        |   |   |   |       |
| <b>IIDA TRANSITION</b>   |    |                       |   |                |      |      |   |        |   |   |   |       |
| Serial Number<br>Path Descriptor<br>Waypoint Identifier<br>Fly Over<br>Course °M(°T)<br>Magnetic Variation<br>Distance (NM)<br>Turn Direction<br>Altitude (FT)<br>Speed (KIAS)<br>Vertical Angle<br>Navigation Specification |    |                       |   |                |      |      |   |        |   |   |   |       |
| 001  | IF | MORIZ                 | –   | –              | -7.8 | –    | – | –      | – | – | – | RNAV1 |
| 002  | TF | TSUGU                 | –   | 068<br>(060.0) | -7.8 | 28.7 | – | –      | – | – | – | RNAV1 |
| 003  | TF | CHAUS                 | –   | 067<br>(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).

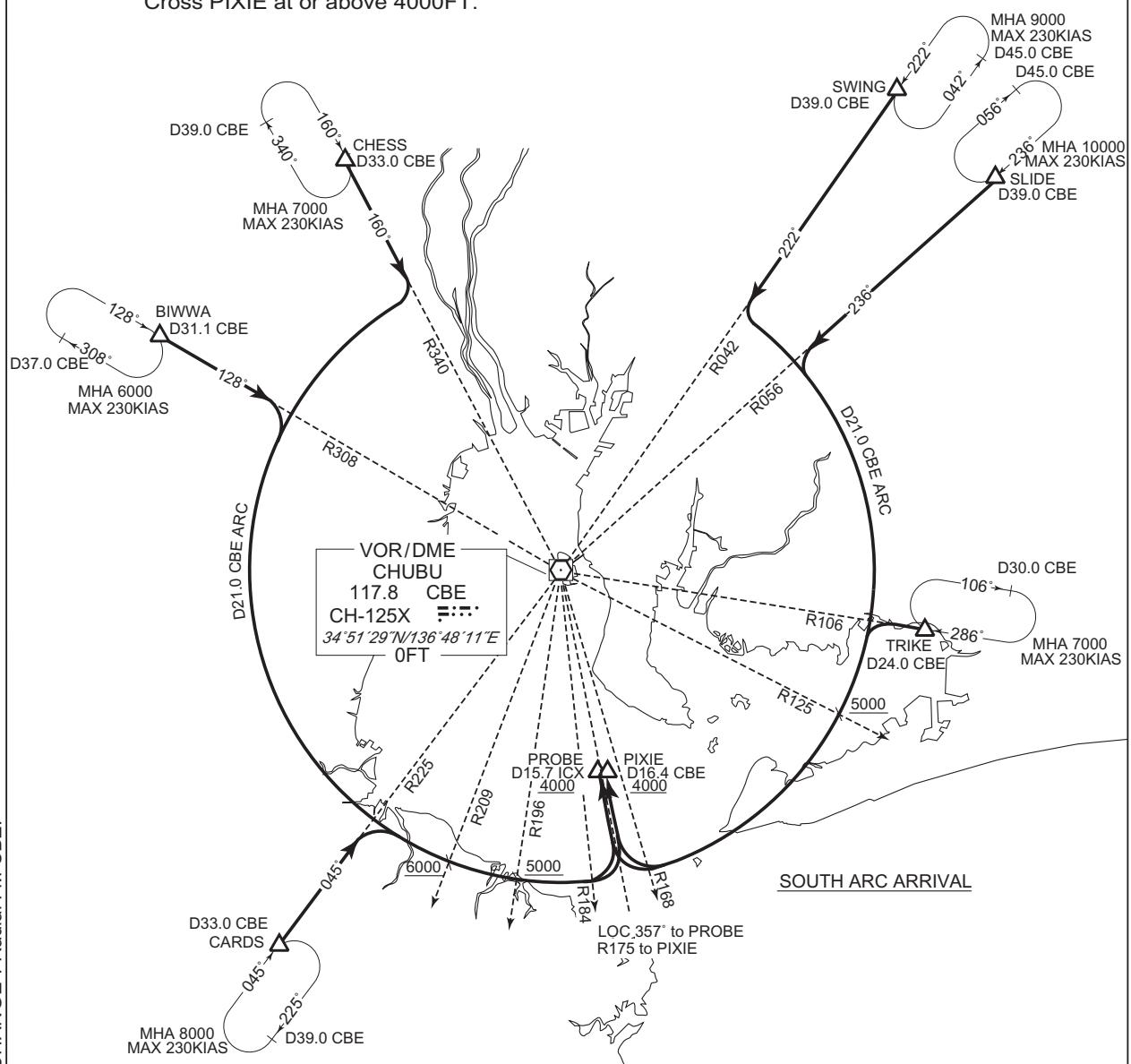
Cross CBE R125 at or above 5000FT(when started from SWING or SLIDE or TRIKE).  
 Cross PROBE at or above 4000FT.

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.



## 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.

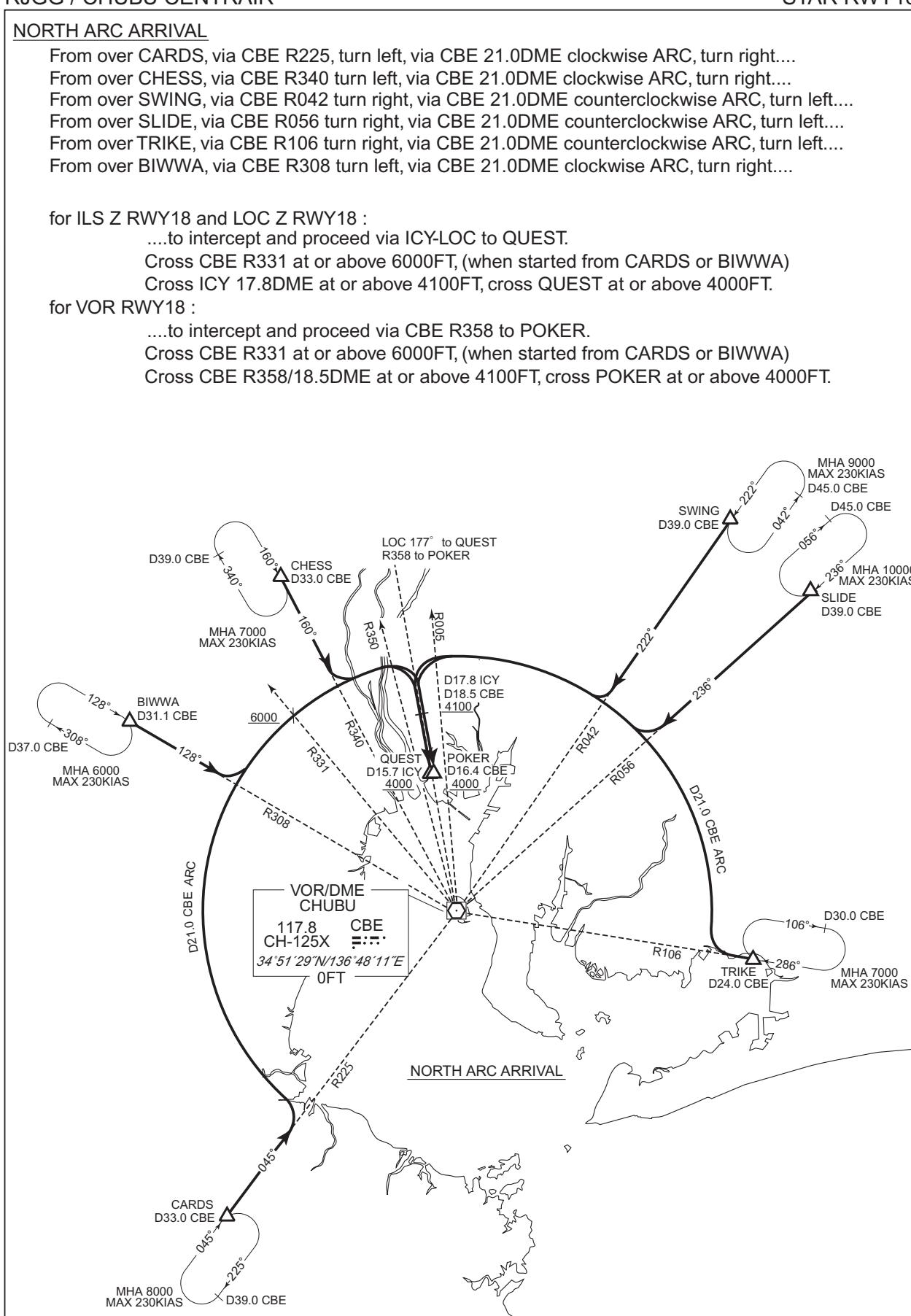
for VOR RWY18 :

....to intercept and proceed via CBE R358 to POKER.

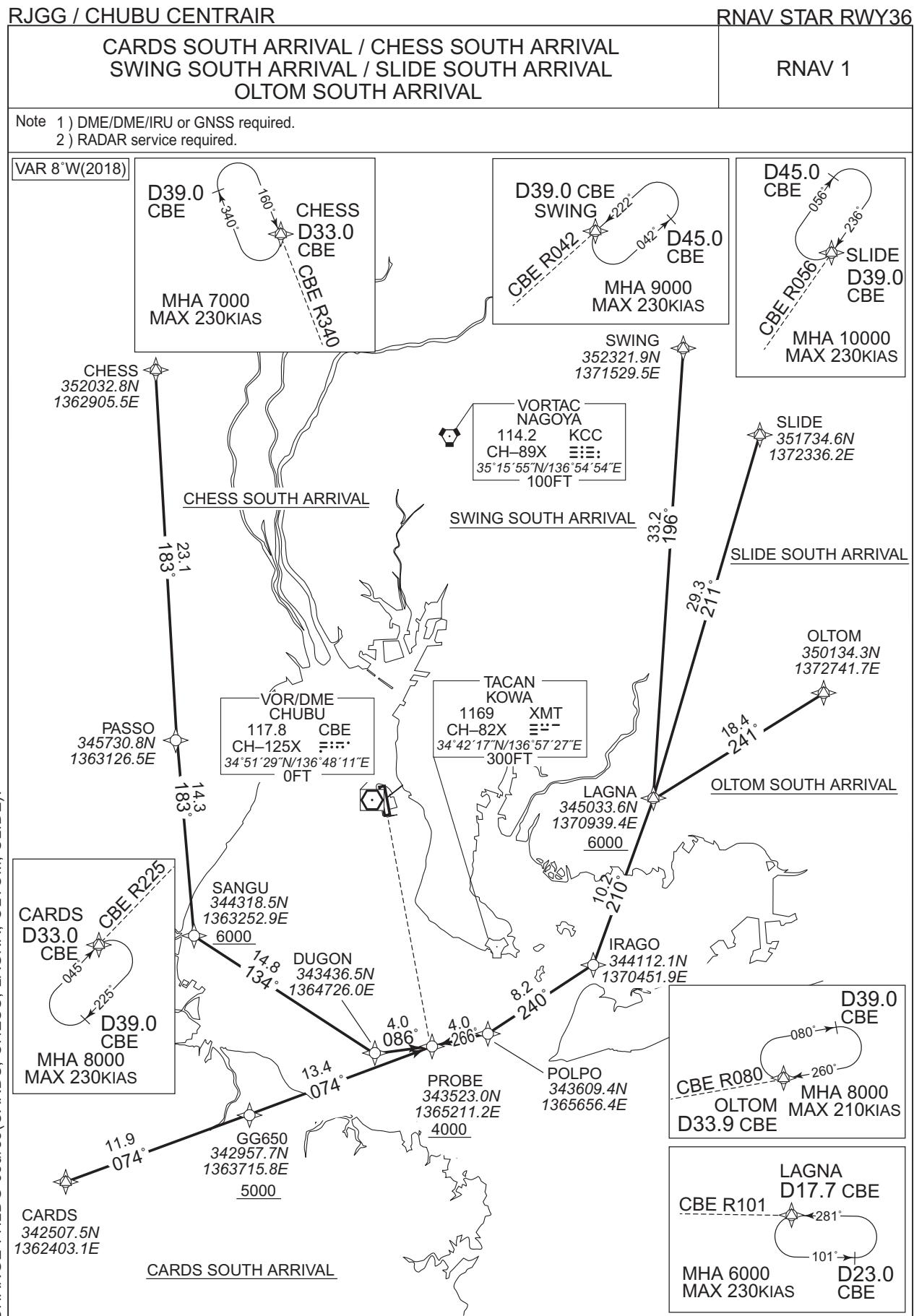
Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)

Cross CBE R358/18.5DME at or above 4100FT, cross POKER at or above 4000FT.

CHANGE : Radial FM CBE.



STANDARD ARRIVAL CHART -INSTRUMENT



## 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<br>(066.0) | -7.6               | 11.9          | —              | +5000         | —            | —              | RNAV1                    |
| 003           | TF              | PROBE               | —        | 074<br>(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<br>(175.2) | -7.6               | 23.1          | —              | —             | —            | —              | RNAV1                    |
| 003           | TF              | SANGU               | —        | 183<br>(175.2) | -7.6               | 14.3          | —              | +6000         | —            | —              | RNAV1                    |
| 004           | TF              | DUGON               | —        | 134<br>(125.9) | -7.6               | 14.8          | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | PROBE               | —        | 086<br>(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<br>(188.3) | -7.6               | 33.2          | —              | +6000         | —            | —              | RNAV1                    |
| 003           | TF              | IRAGO               | —        | 210<br>(202.8) | -7.6               | 10.2          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | POLPO               | —        | 240<br>(232.3) | -7.6               | 8.2           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | PROBE               | —        | 266<br>(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<br>(203.0) | -7.6               | 29.3          | —              | +6000         | —            | —              | RNAV1                    |
| 003           | TF              | IRAGO               | —        | 210<br>(202.8) | -7.6               | 10.2          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | POLPO               | —        | 240<br>(232.3) | -7.6               | 8.2           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | PROBE               | —        | 266<br>(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<br>(233.4) | -7.6               | 18.4          | —              | +6000         | —            | —              | RNAV1                    |
| 003           | TF              | IRAGO               | —        | 210<br>(202.8) | -7.6               | 10.2          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | POLPO               | —        | 240<br>(232.3) | -7.6               | 8.2           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | PROBE               | —        | 266<br>(258.8) | -7.6               | 4.0           | —              | +4000         | —            | —              | RNAV1                    |

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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

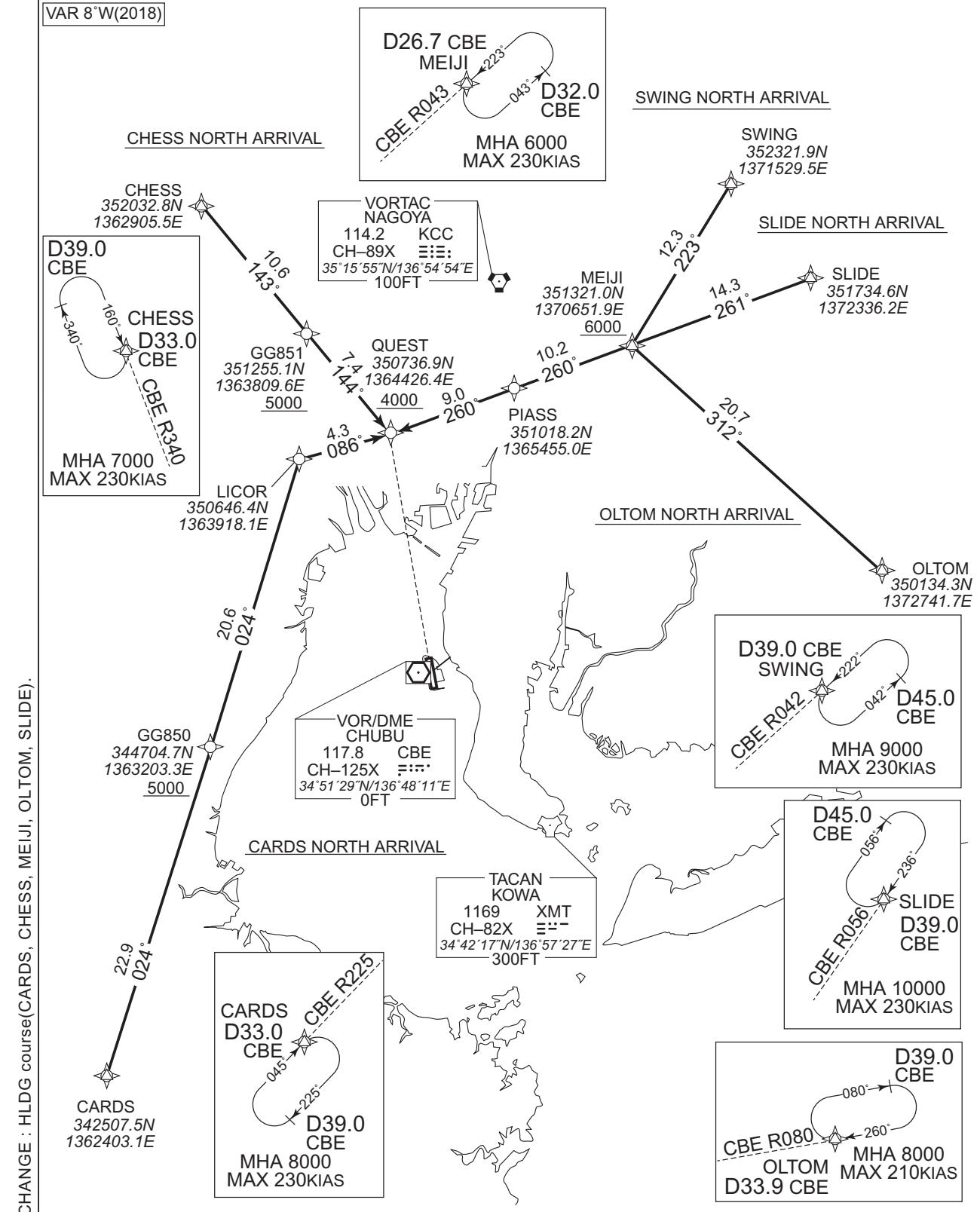
RNAV STAR RWY18

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

RNAV 1

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

VAR 8°W(2018)



## 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<br>(016.7) | -7.6               | 22.9          | —              | +5000         | —            | —              | RNAV1                    |
| 003           | TF              | LICOR               | —        | 024<br>(016.8) | -7.6               | 20.6          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | QUEST               | —        | 086<br>(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<br>(135.8) | -7.6               | 10.6          | —              | +5000         | —            | —              | RNAV1                    |
| 003           | TF              | QUEST               | —        | 144<br>(135.9) | -7.6               | 7.4           | —              | +4000         | —            | —              | RNAV1                    |

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

SWING NORTH ARRIVAL

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

|                       |  |
|-----------------------|--|
| Critical DME          | KCC : SWING~1.0NM to PIASS<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<br>(215.1) | -7.6               | 12.3          | –              | +6000         | –            | –              | RNAV1                    |
| 003           | TF              | PIASS               | –        | 260<br>(252.7) | -7.6               | 10.2          | –              | –             | –            | –              | RNAV1                    |
| 004           | TF              | QUEST               | –        | 260<br>(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<br>(252.9) | -7.6               | 14.3          | –              | +6000         | –            | –              | RNAV1                    |
| 003           | TF              | PIASS               | –        | 260<br>(252.7) | -7.6               | 10.2          | –              | –             | –            | –              | RNAV1                    |
| 004           | TF              | QUEST               | –        | 260<br>(252.6) | -7.6               | 9.0           | –              | +4000         | –            | –              | RNAV1                    |

CHANGE : VAR

## STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

## OLTOM NORTH ARRIVAL

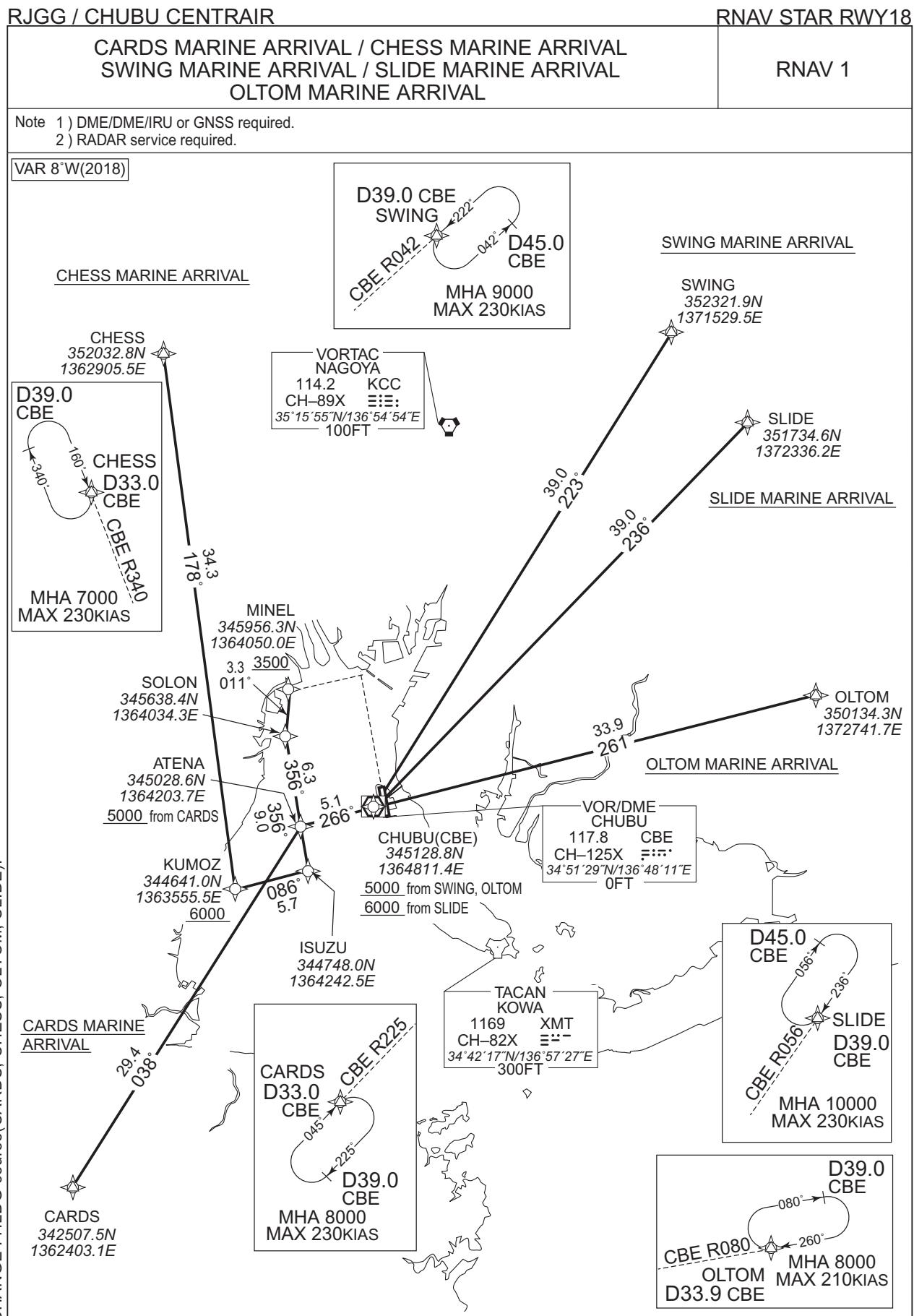
From OLTOM, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 4000FT.

|                       |  |
|-----------------------|--|
| 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<br>(304.8) | -7.6               | 20.7          | —              | +6000         | —            | —              | RNAV1                    |
| 003           | TF              | PIASS               | —        | 260<br>(252.7) | -7.6               | 10.2          | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | QUEST               | —        | 260<br>(252.6) | -7.6               | 9.0           | —              | +4000         | —            | —              | RNAV1                    |

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

STANDARD ARRIVAL CHART -INSTRUMENT



## STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS MARINE ARRIVAL

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

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

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | IF              | CARDS               | —        | —              | -7.6               | —             | —              | —             | —            | —              | RNAV1                    |
| 002           | TF              | ATENA               | —        | 038<br>(030.2) | -7.6               | 29.4          | —              | +5000         | —            | —              | RNAV1                    |
| 003           | TF              | SOLON               | —        | 356<br>(348.8) | -7.6               | 6.3           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | MINEL               | —        | 011<br>(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<br>(170.6) | -7.6               | 34.3          | —              | +6000         | —            | —              | RNAV1                    |
| 003           | TF              | ISUZU               | —        | 086<br>(078.6) | -7.6               | 5.7           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | SOLON               | —        | 356<br>(348.8) | -7.6               | 9.0           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | MINEL               | —        | 011<br>(003.7) | -7.6               | 3.3           | —              | +3500         | —            | —              | RNAV1                    |

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<br>(215.1) | -7.6               | 39.0          | —              | +5000         | —            | —              | RNAV1                    |
| 003           | TF              | ATENA               | —        | 266<br>(258.7) | -7.6               | 5.1           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | SOLON               | —        | 356<br>(348.8) | -7.6               | 6.3           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | MINEL               | —        | 011<br>(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<br>(228.2) | -7.6               | 39.0          | —              | +6000         | —            | —              | RNAV1                    |
| 003           | TF              | ATENA               | —        | 266<br>(258.7) | -7.6               | 5.1           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | SOLON               | —        | 356<br>(348.8) | -7.6               | 6.3           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | MINEL               | —        | 011<br>(003.7) | -7.6               | 3.3           | —              | +3500         | —            | —              | RNAV1                    |

CHANGE : VAR

## STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

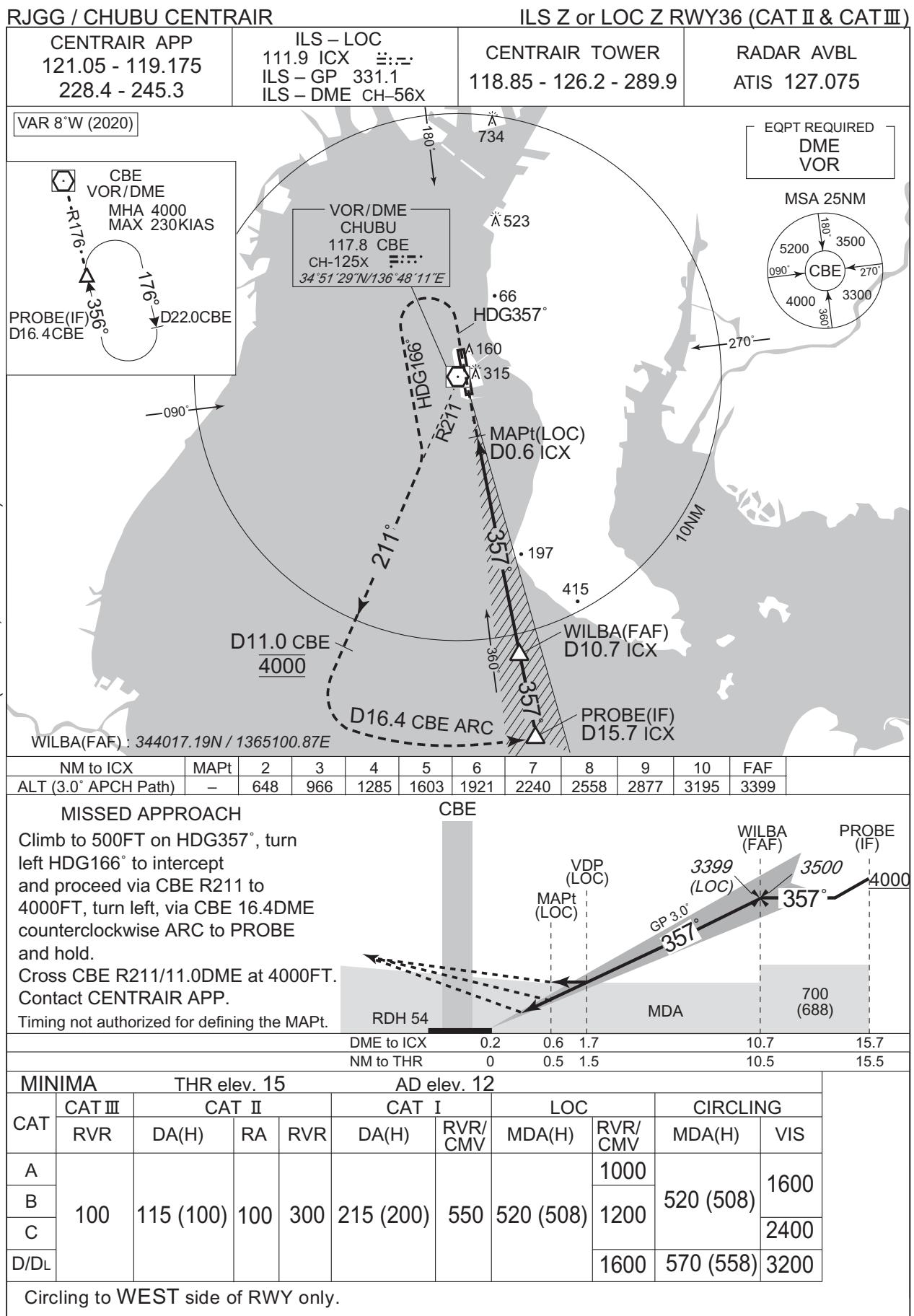
OLTOM MARINE ARRIVAL

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

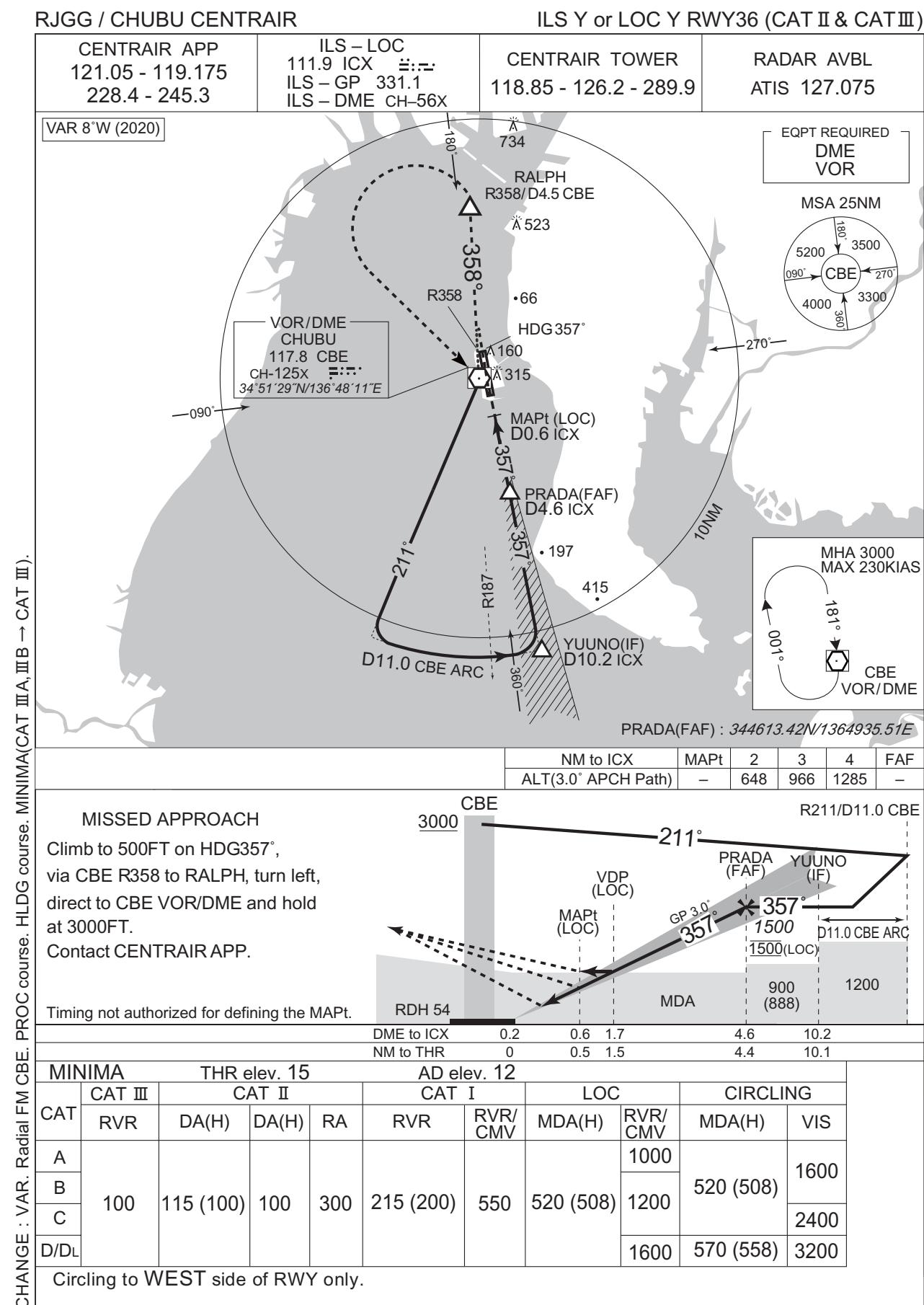
|                       |   |
|-----------------------|---|
| Critical DME          | KCC : CBE~2.0NM to ATENA<br>4.0NM to SOLON~MINEL<br>XMT : 3.0NM to CBE~2.0NM to ATENA |
| DME GAP               | —   |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.                  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

| 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<br>(252.9) | -7.6               | 33.9          | —              | +5000         | —            | —              | RNAV1                    |
| 003           | TF              | ATENA               | —        | 266<br>(258.7) | -7.6               | 5.1           | —              | —             | —            | —              | RNAV1                    |
| 004           | TF              | SOLON               | —        | 356<br>(348.8) | -7.6               | 6.3           | —              | —             | —            | —              | RNAV1                    |
| 005           | TF              | MINEL               | —        | 011<br>(003.7) | -7.6               | 3.3           | —              | +3500         | —            | —              | RNAV1                    |

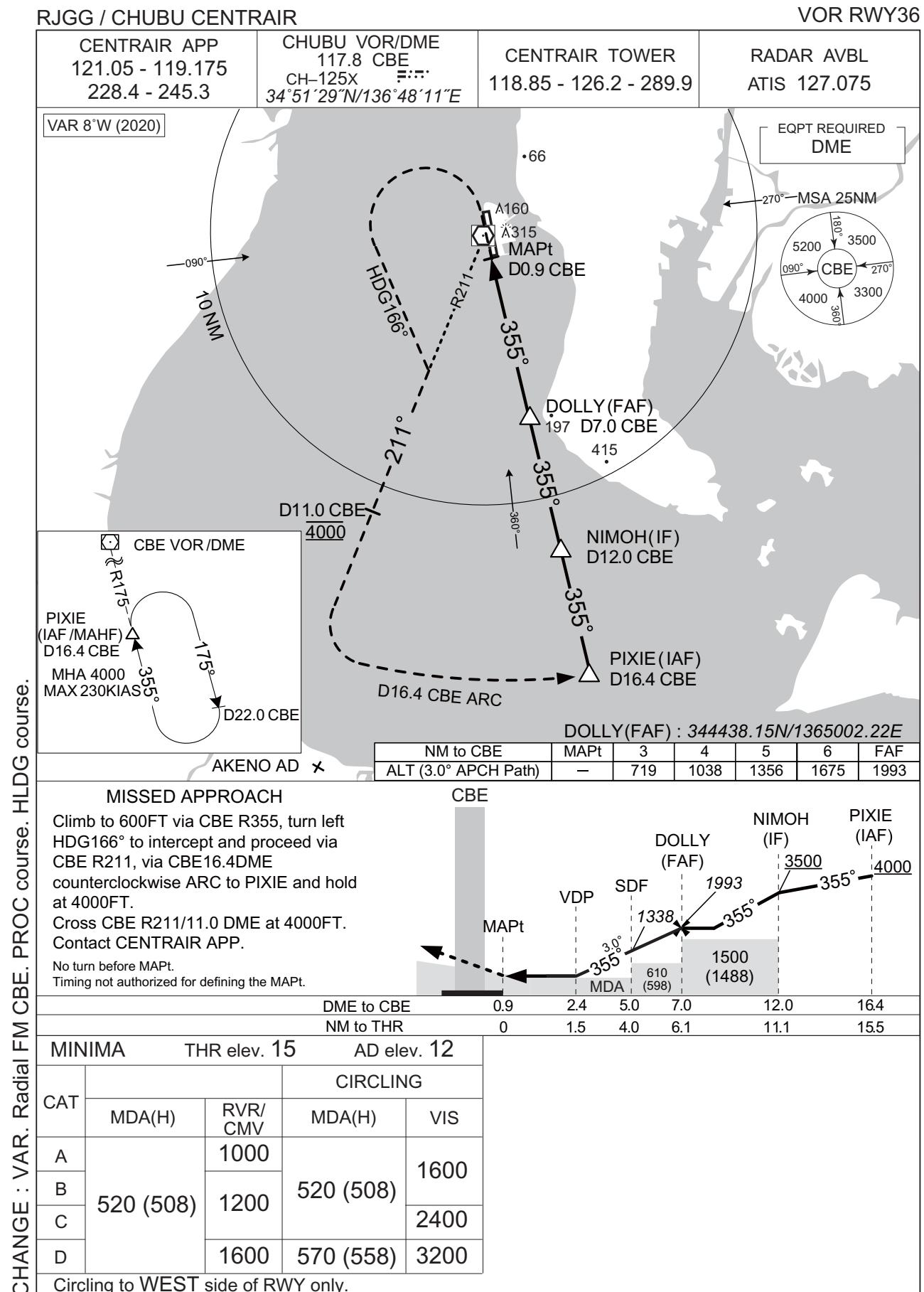
INSTRUMENT APPROACH CHART



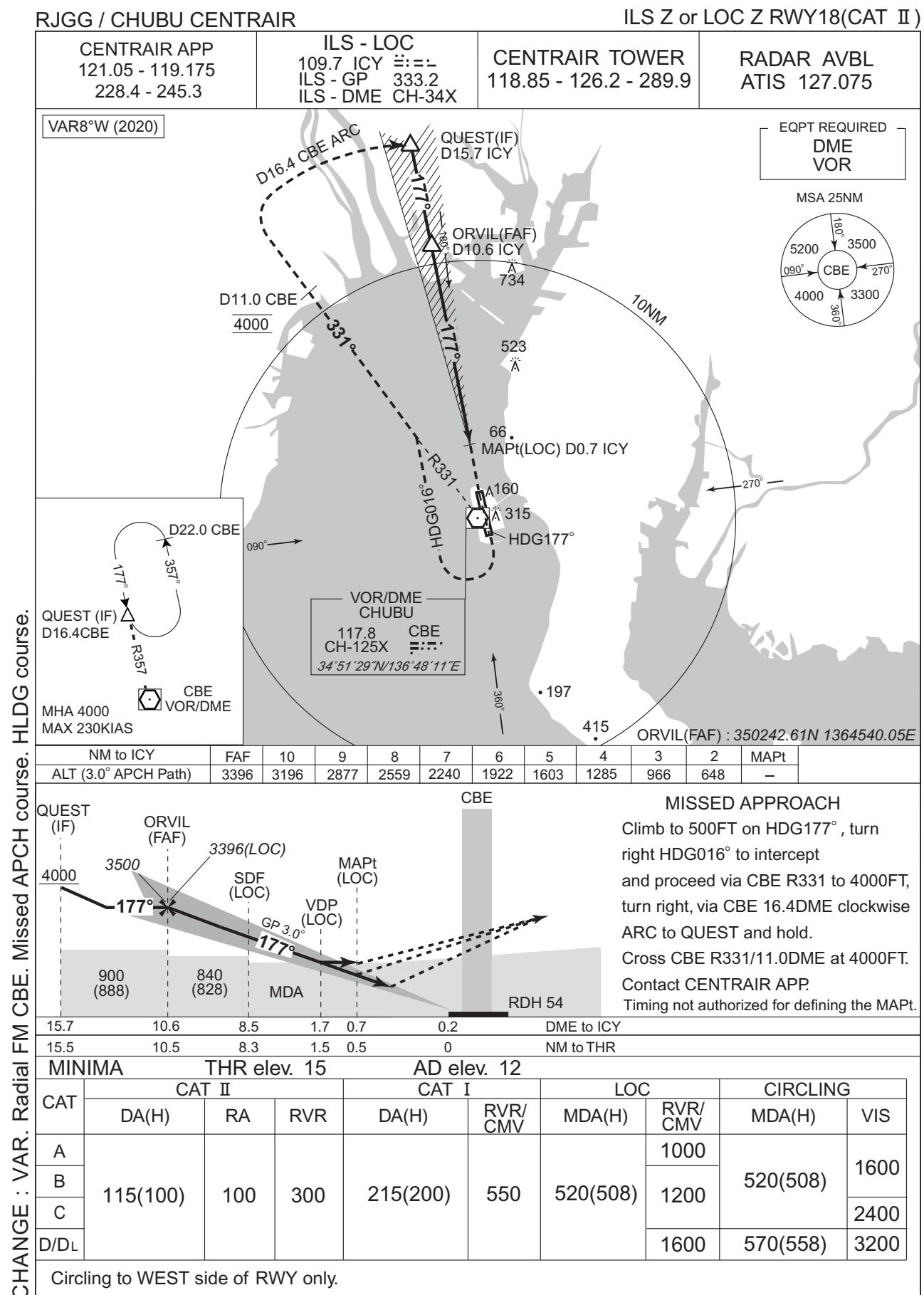
## INSTRUMENT APPROACH CHART



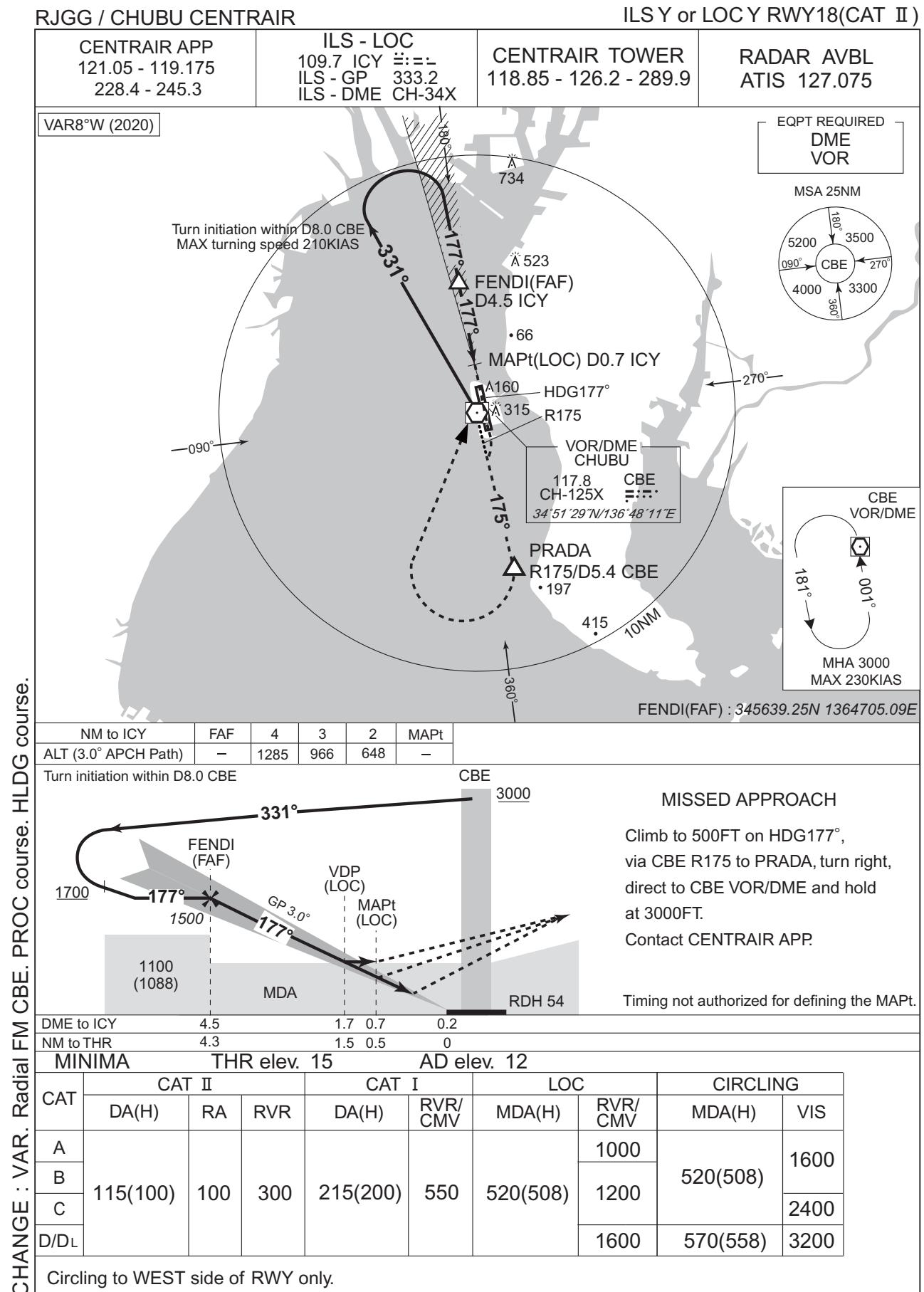
INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART



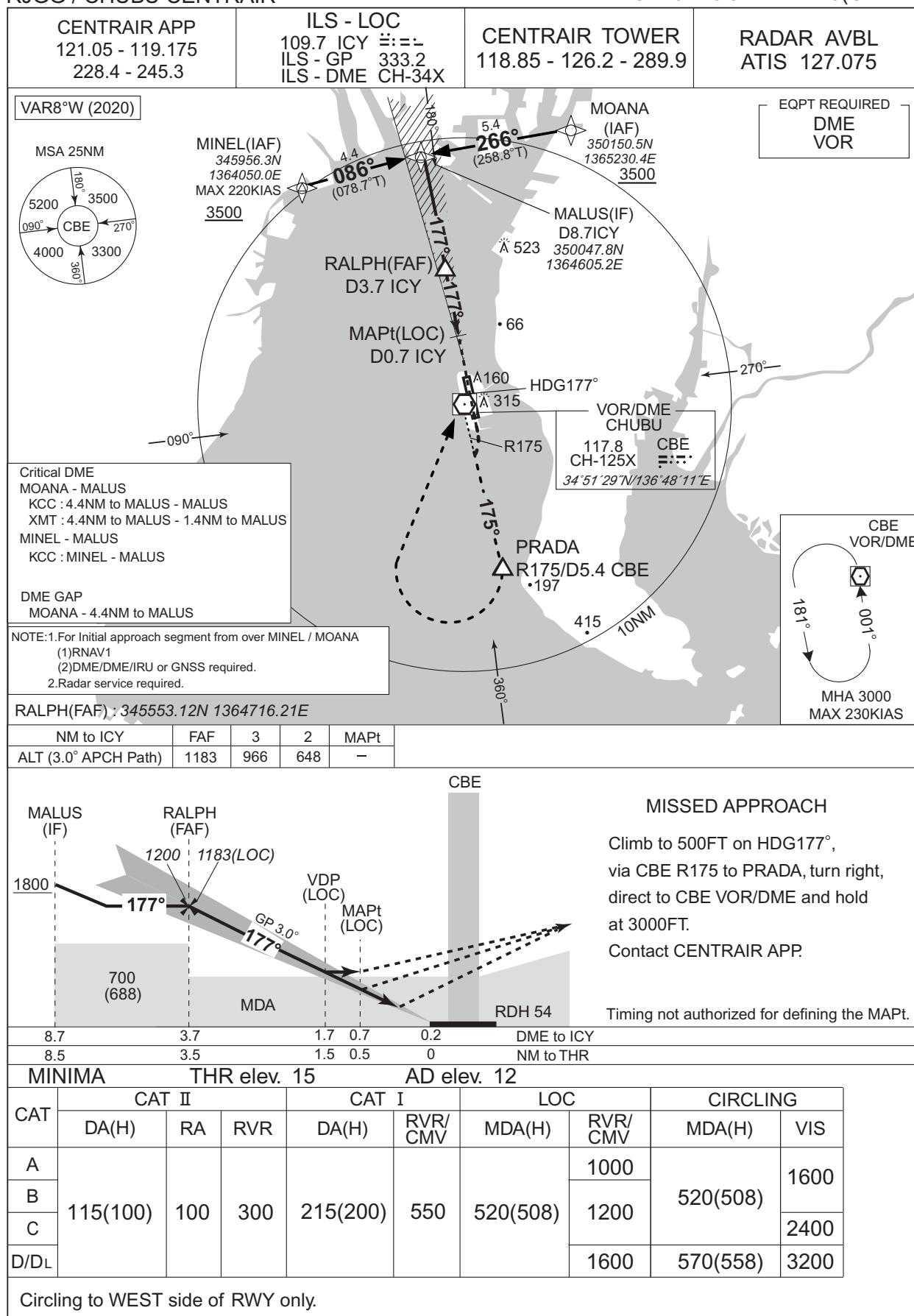
INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

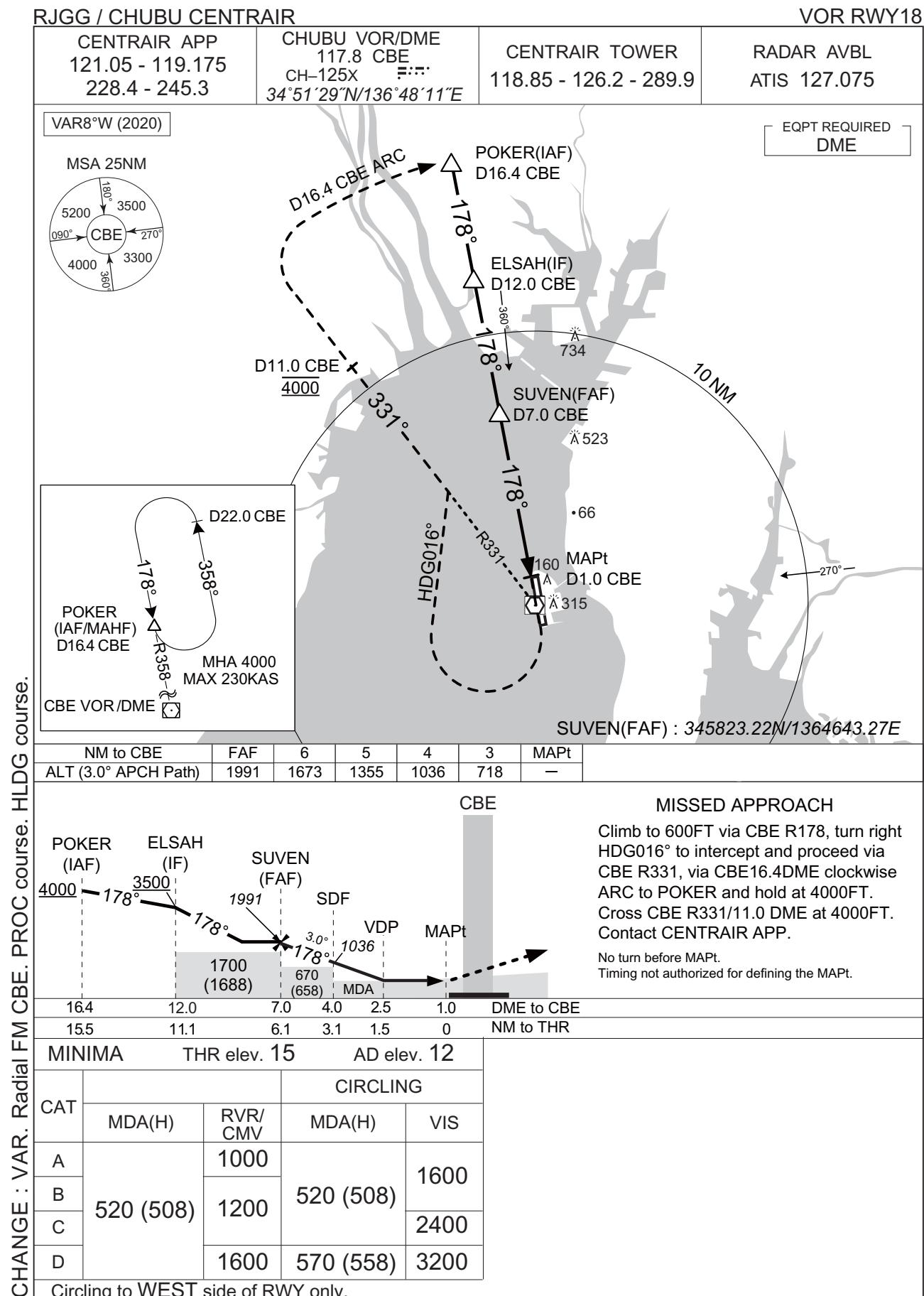
RJGG / CHUBU CENTRAIR

ILS X or LOC X RWY18(CAT II)

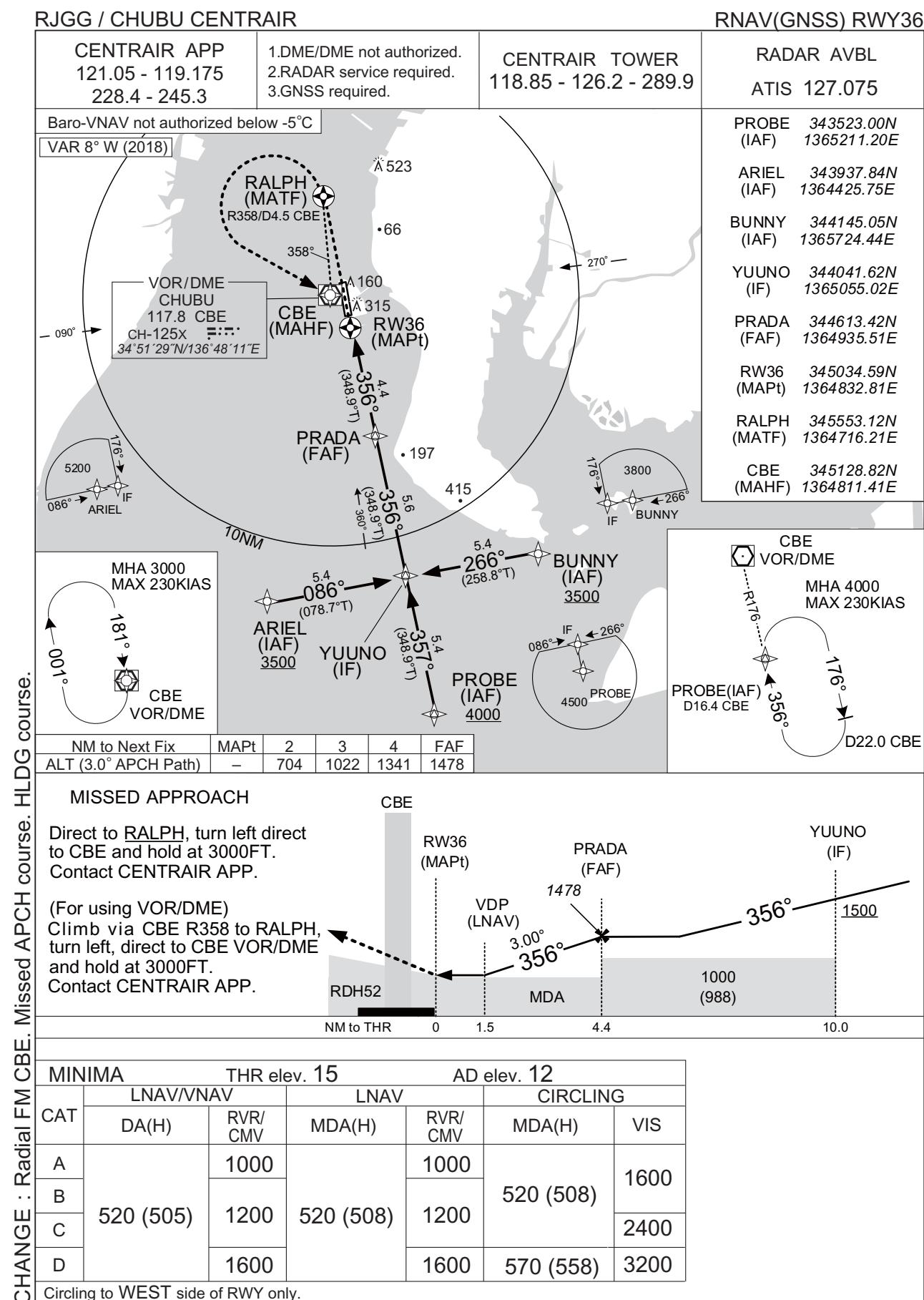


CHANGE : VAR. HLDG course.

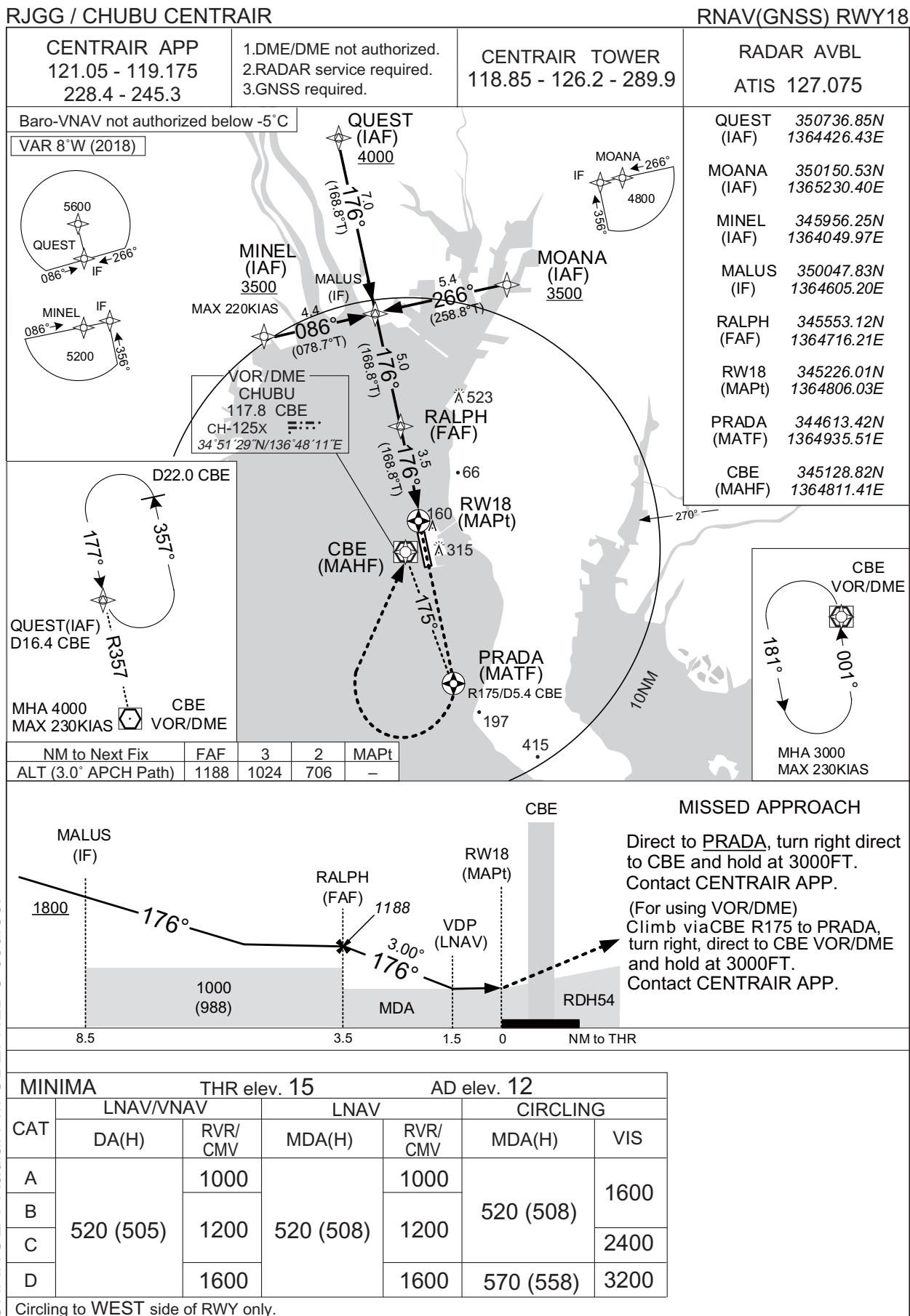
INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

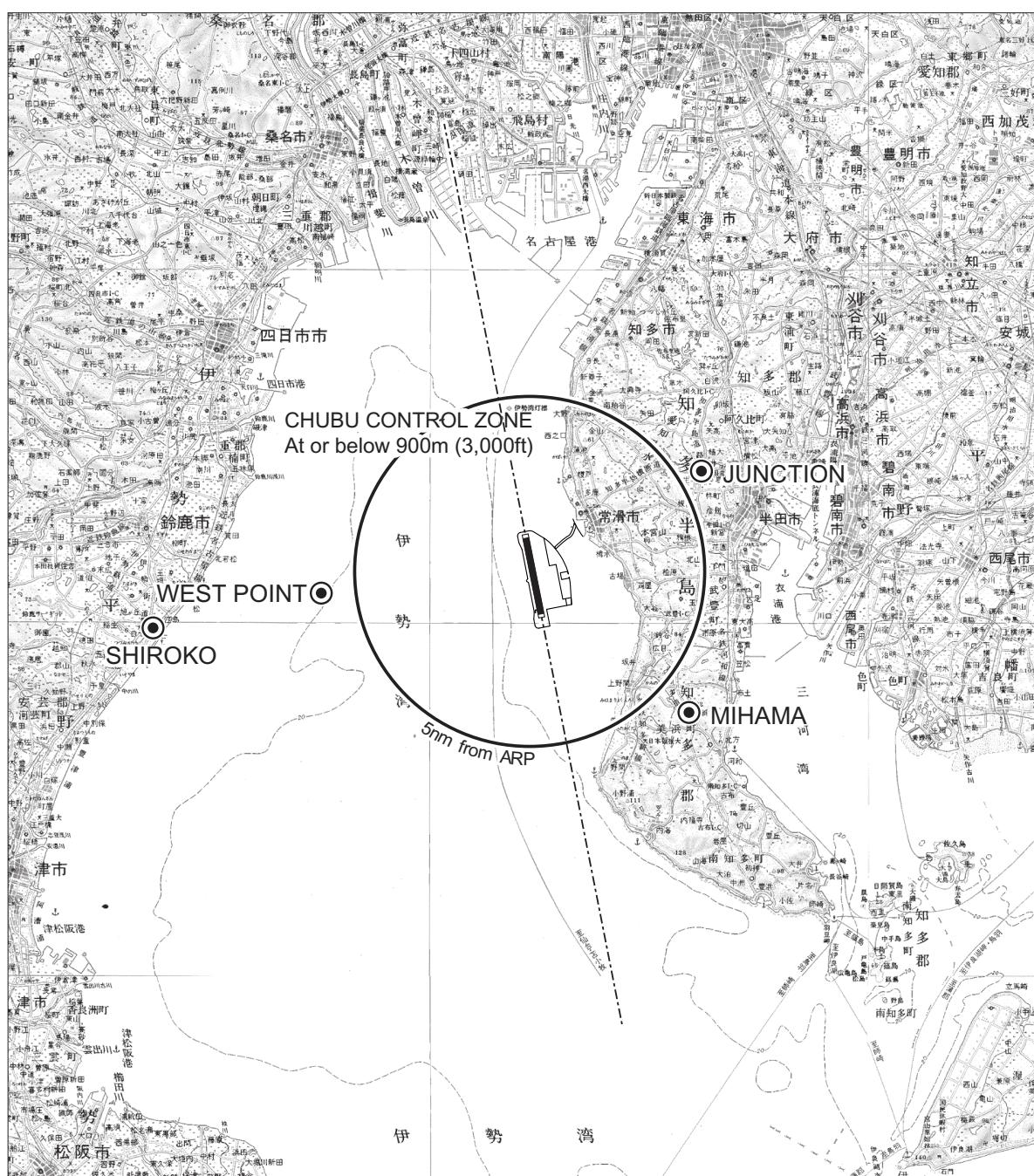


INSTRUMENT APPROACH CHART



RJGG / CHUBU CENTRAIR

Visual REP

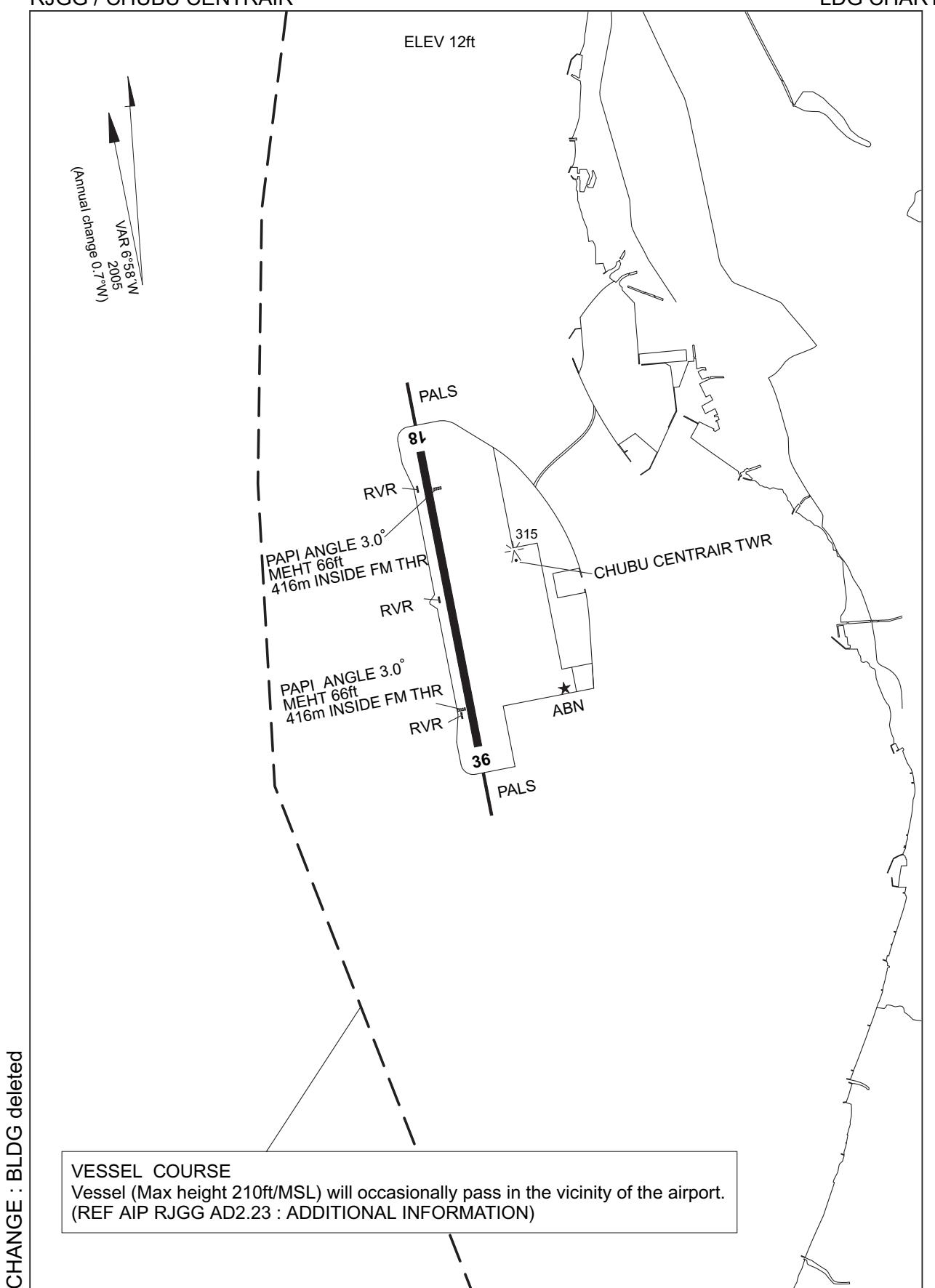


CHANGE : Update

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

## RJGG / CHUBU CENTRAIR

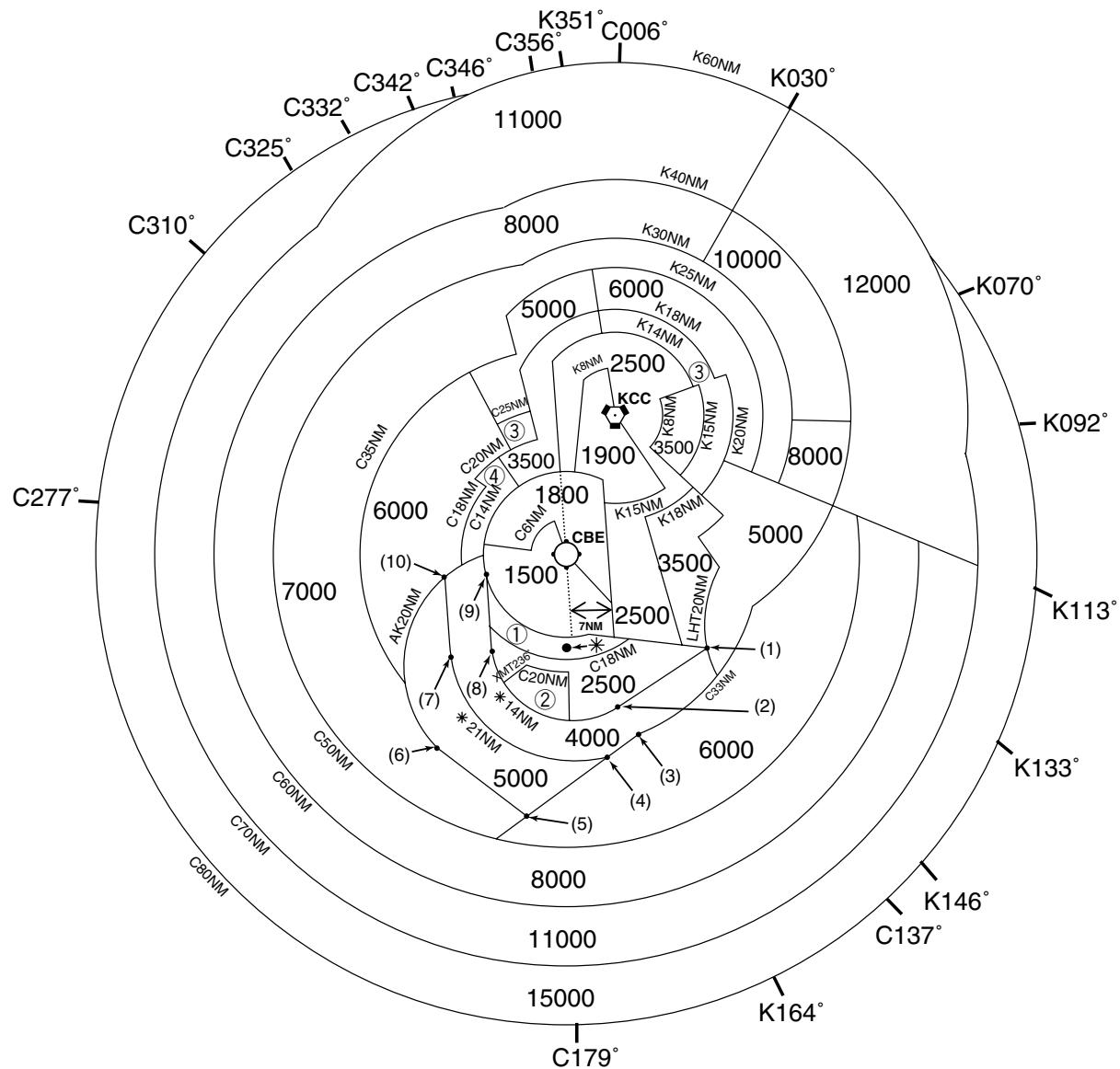
## LDG CHART



RJGG / CHUBU CENTRAIR

Minimum Vectoring Altitude CHART

VAR 7°W (2009)



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