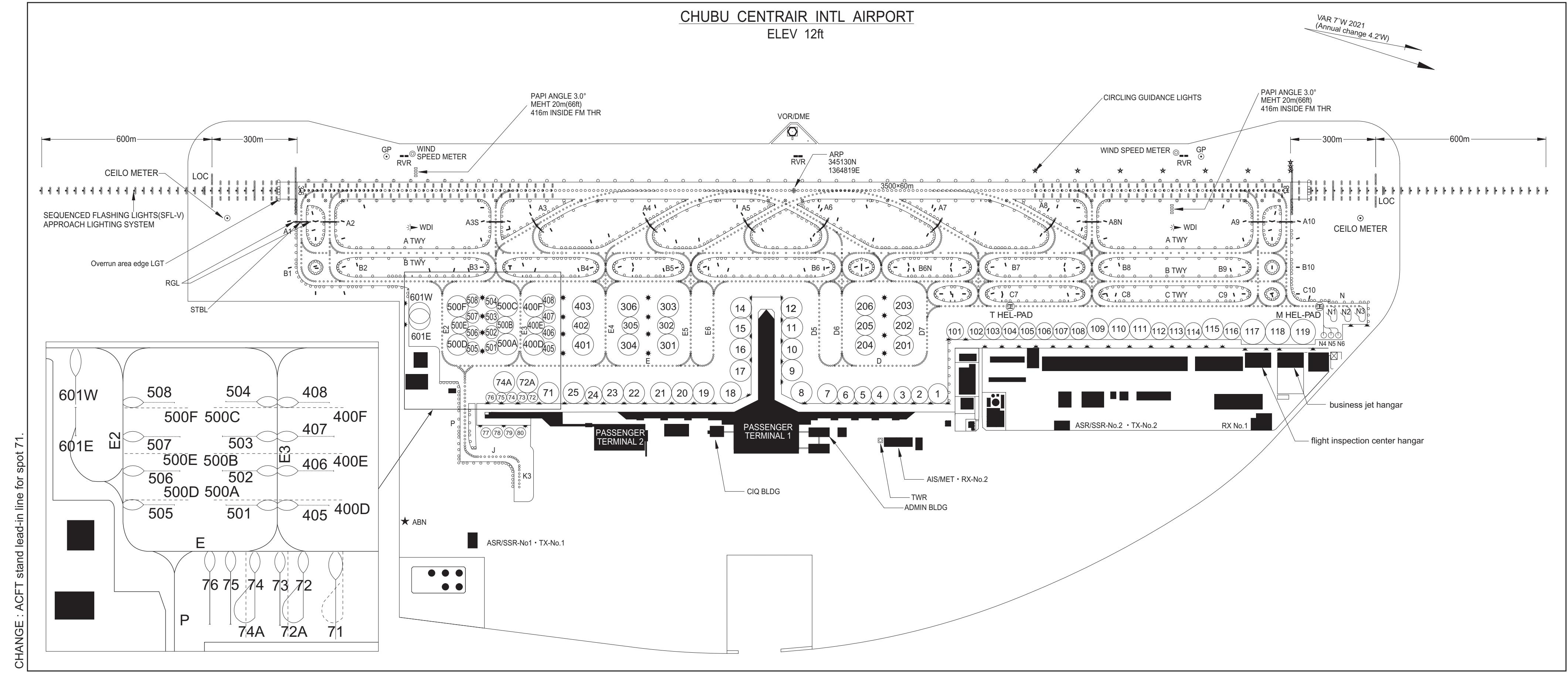


CHUBU CENTRAIR INTL AIRPORT
ELEV 12ft

VAR 7°W 2021
(Annual change 4.2°W)



RJGG / CHUBU CENTRAIR

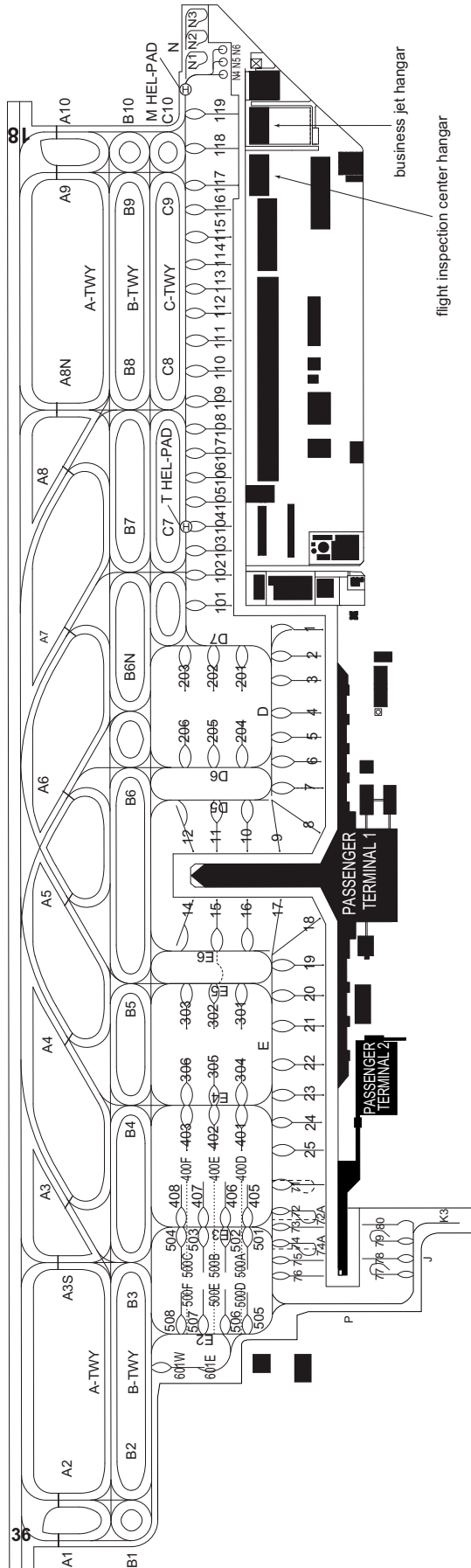
AD CHART

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

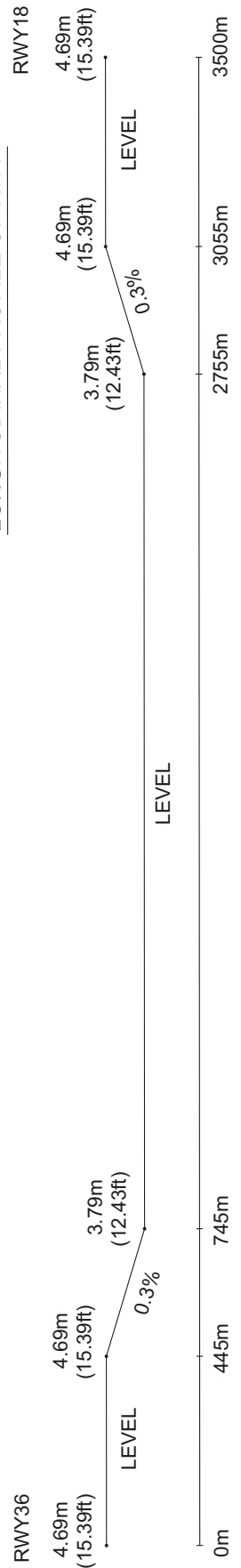
CHUBU CENTRAIR AD CHART

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

VAR7°W
2021
(Annual change 4.2'W)



LONGITUDINAL PROFILE OF RWY

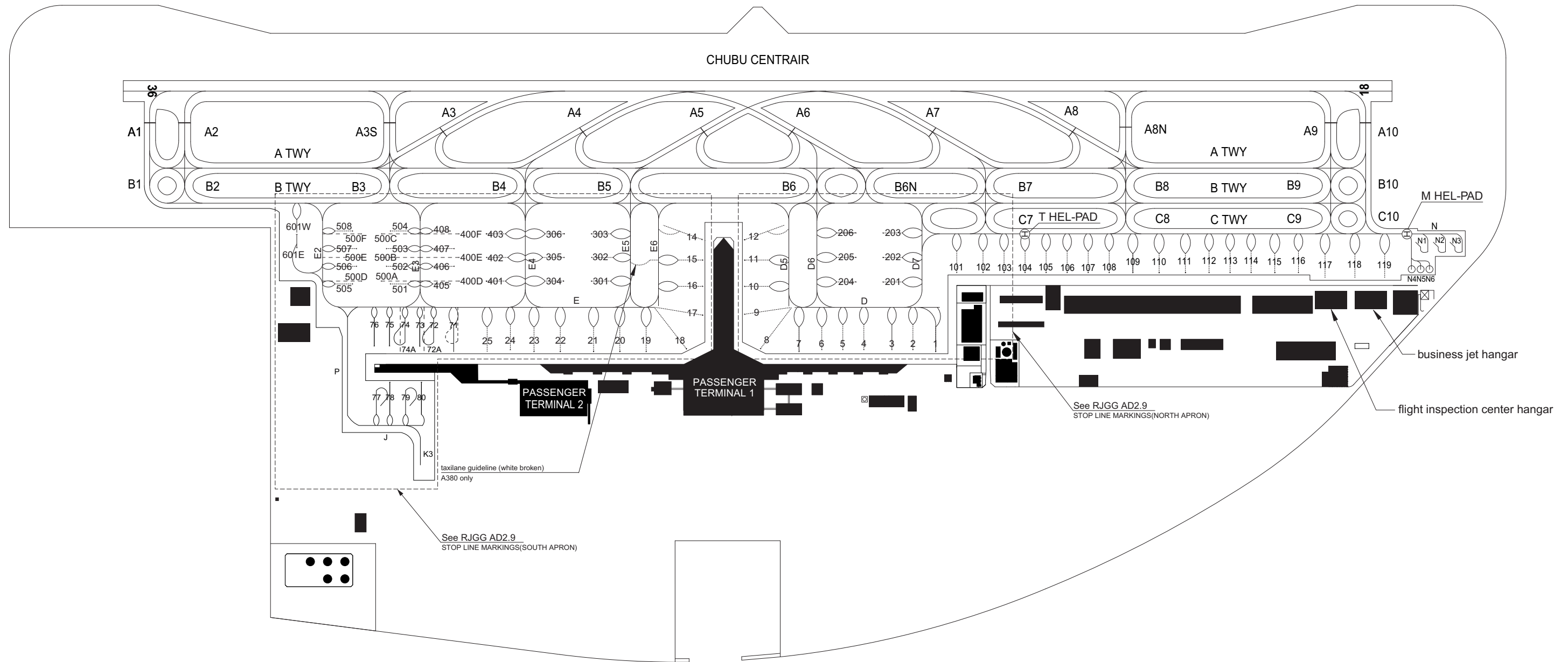


INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART

TAXIING GUIDE LINES AND PARKING AREAS

VAR 7°W 2021
(Annual change 4.2°W)



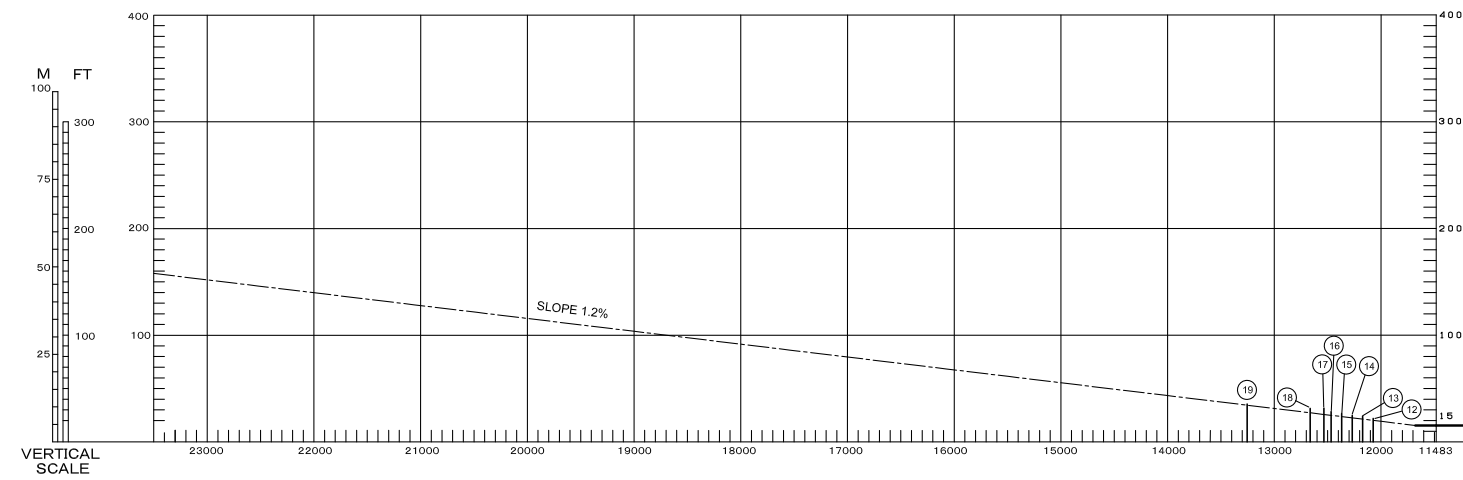
CHANGE : ACFT stand lead-in line for spot 71.

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

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

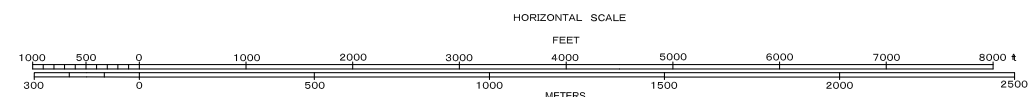
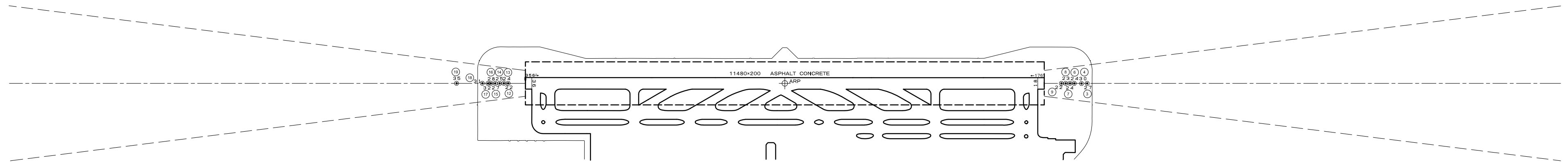
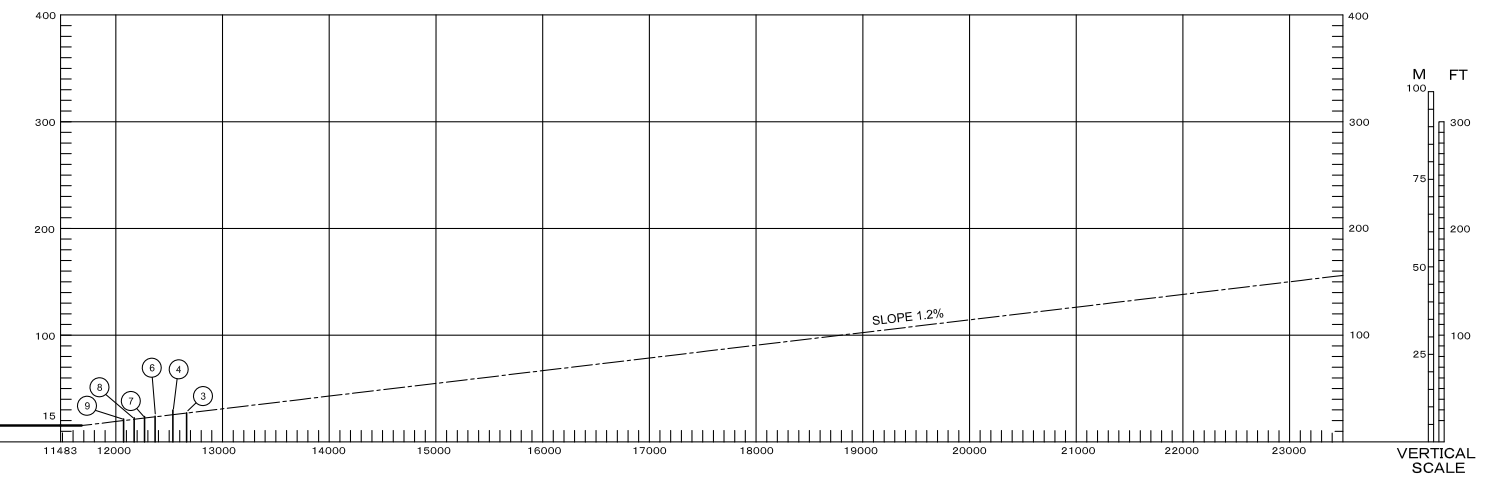
DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

MAGNETIC VARIATION 7°W (2021)



CHUBU CENTRAIR INTL AIRPORT
RWY:36-18

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

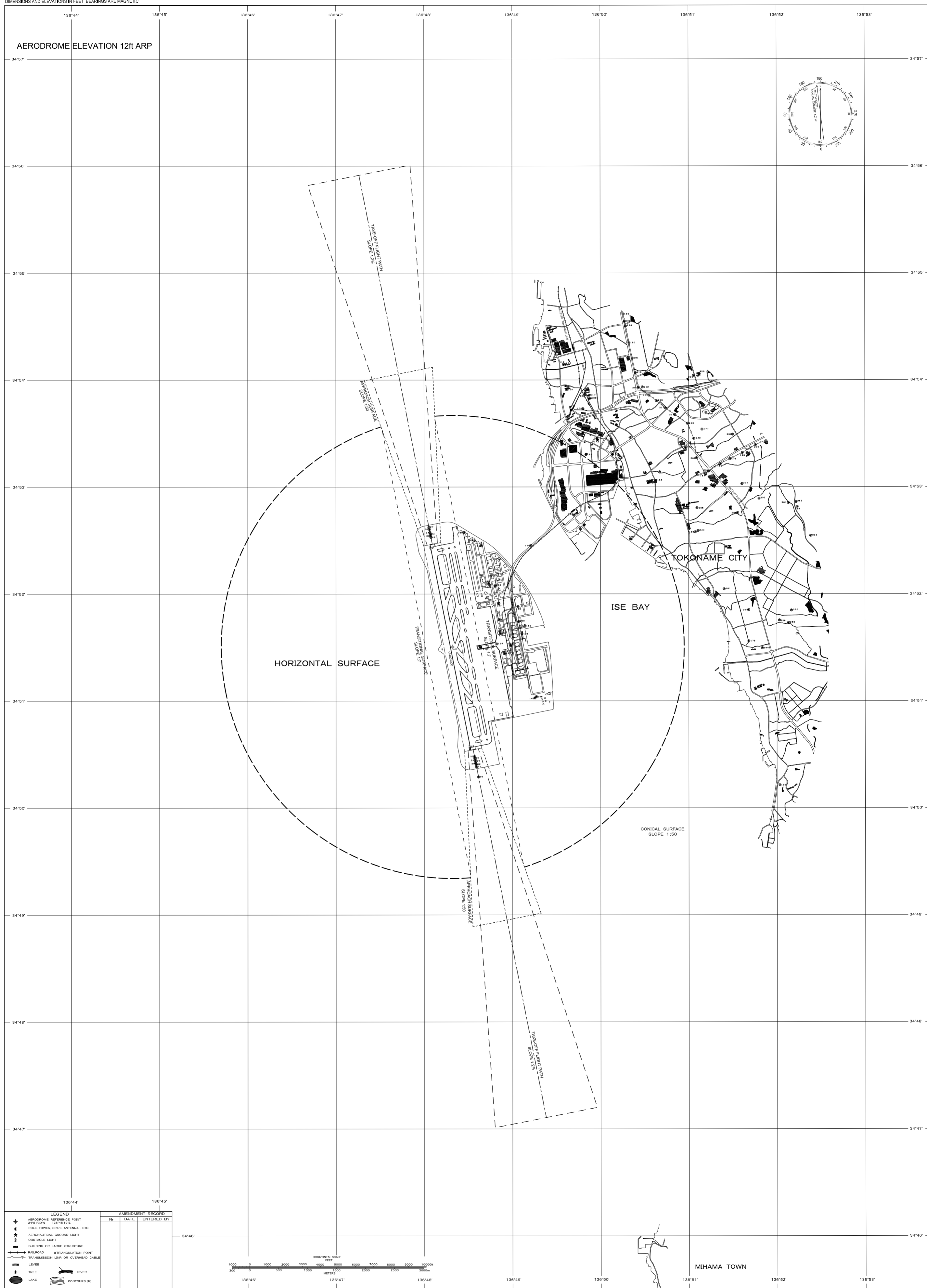


| LEGEND | | AMENDMENT RECORD | | |
|--------|----------------------------------|------------------|------|------------|
| ① | IDENTIFICATION NUMBER | N | DATE | ENTERED BY |
| ● | POLE, TOWER, SPIRE, ANTENNA, ETC | | | |
| * | TREE | | | |
| —+—+— | RAILROAD | | | |
| —+—+— | TRANSMISSION LINE OVERHEADCABLE | | | |
| ▲ | TRIANGULATION POINT | | | |
| ★ | AERONAUTICAL GROUND LIGHT | | | |
| ▬▬▬▬ | LEVEE | | | |
| — | RIVER | | | |

CHANGE: Update

AERODROME OBSTACLE CHART-ICAO
TYPE B

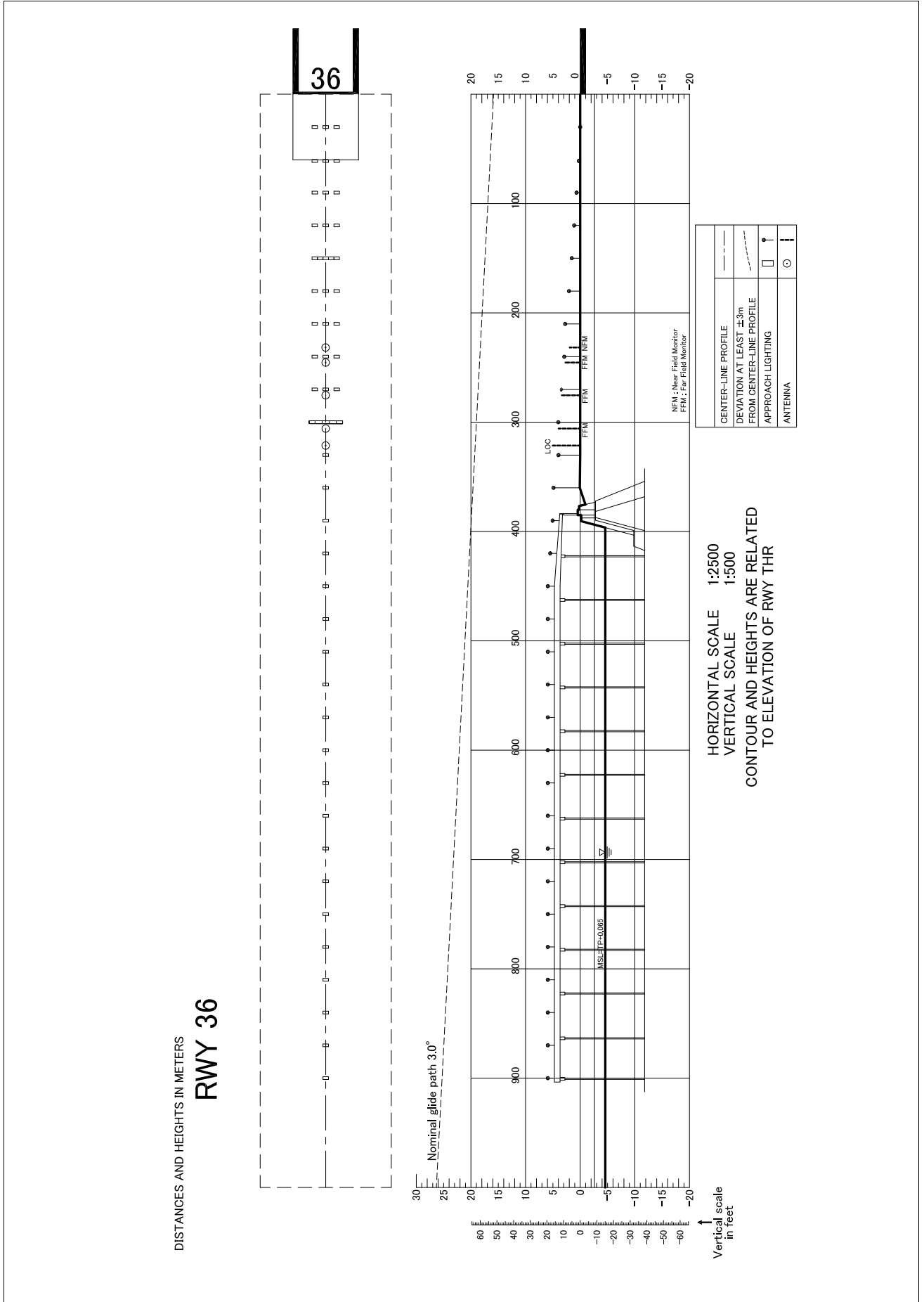
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



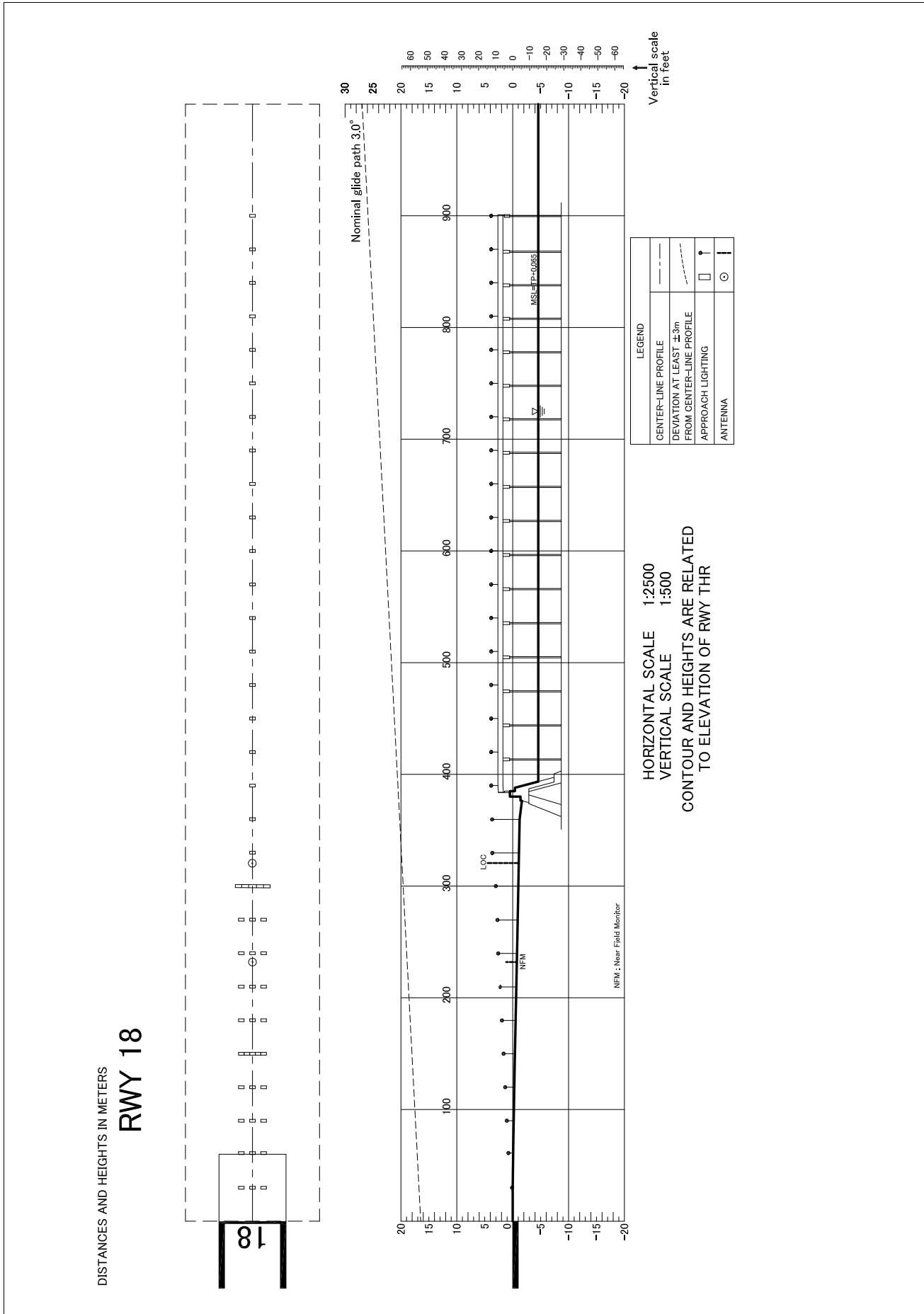
CHANGE: Update

PRECISION APPROACH TERRAIN CHART

CHANGE: Update



PRECISION APPROACH TERRAIN CHART



CHANGE:Update

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

ESPAN THREE DEPARTURE

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

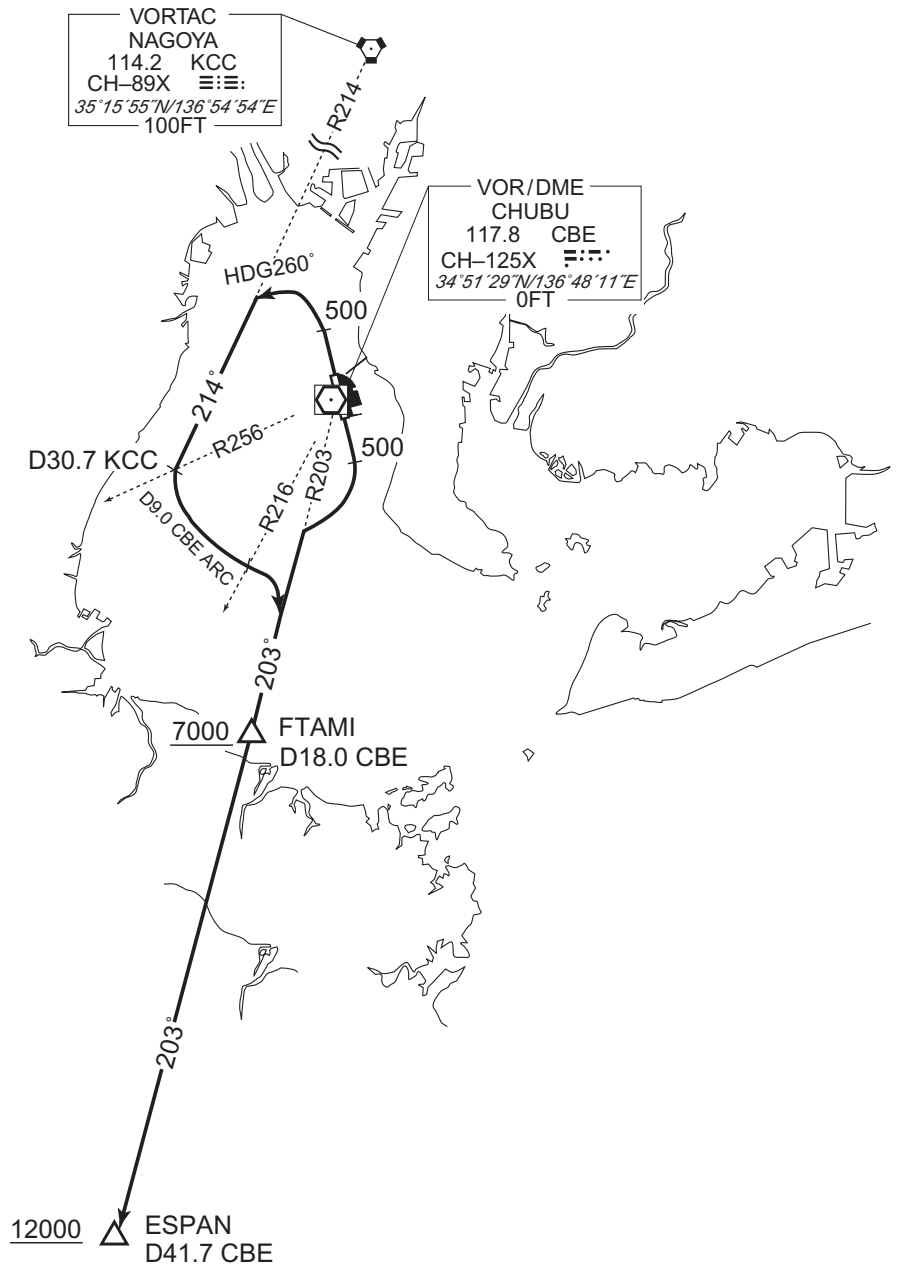
RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via
KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME
counterclockwise ARC,...

...via CBE R203 to ESPAN via FTAMI.

Cross FTAMI at or above 7000FT.

Cross ESPAN at or above 12000FT.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

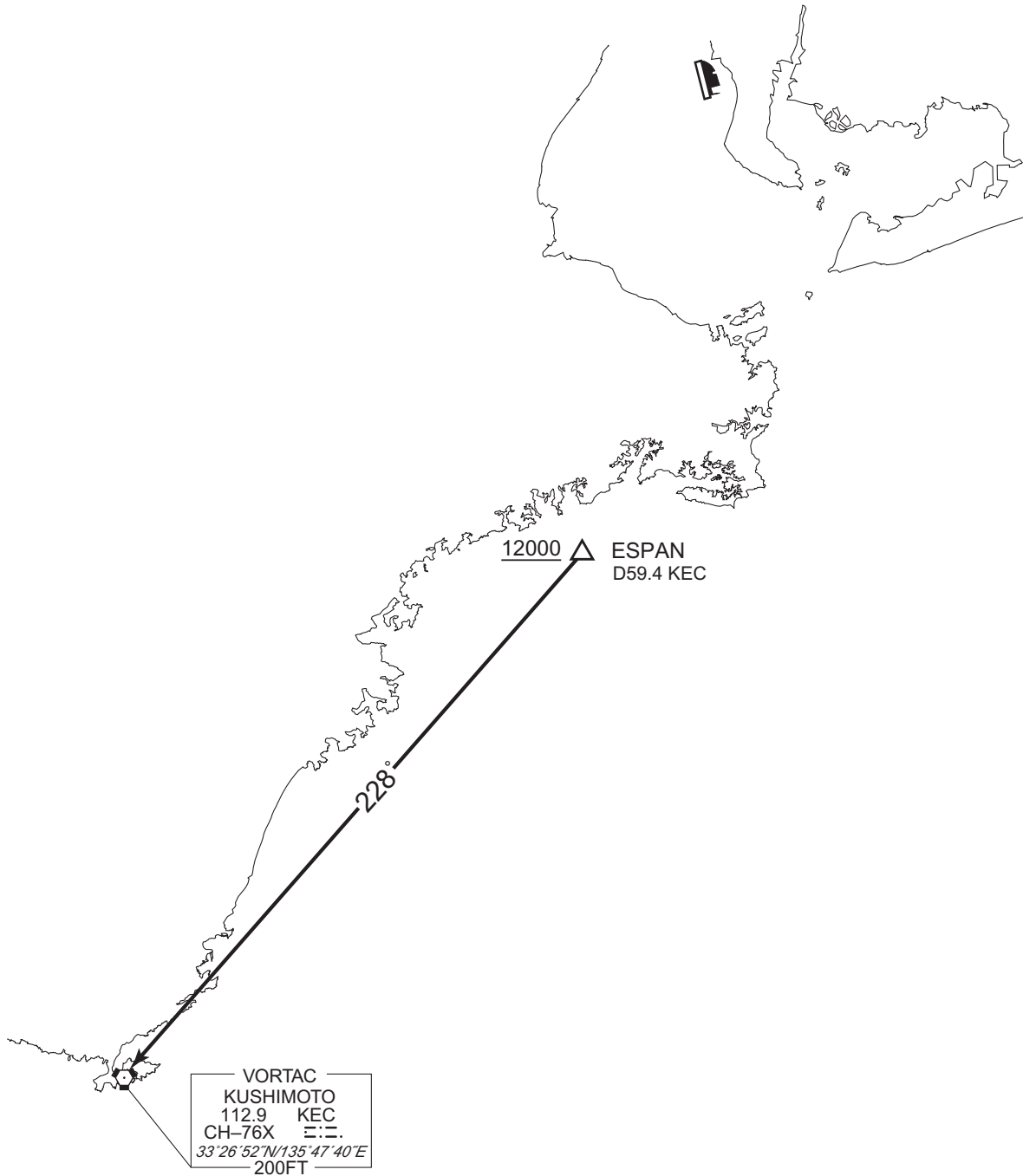
RJGG / CHUBU CENTRAIR

TRANSITION

KUSHIMOTO TRANSITION

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

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

HIKNE THREE DEPARTURE

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

RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R351 to 6.0DME, turn left HDG270°...

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

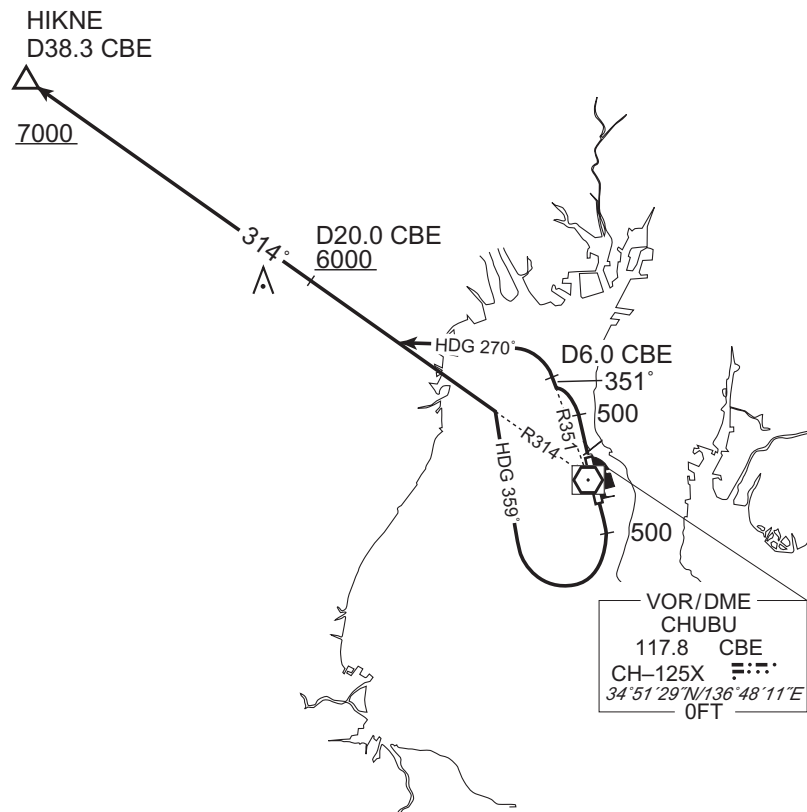
Cross CBE R314/20.0DME at or above 6000FT.

Cross HIKNE at or above 7000FT.

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

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

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

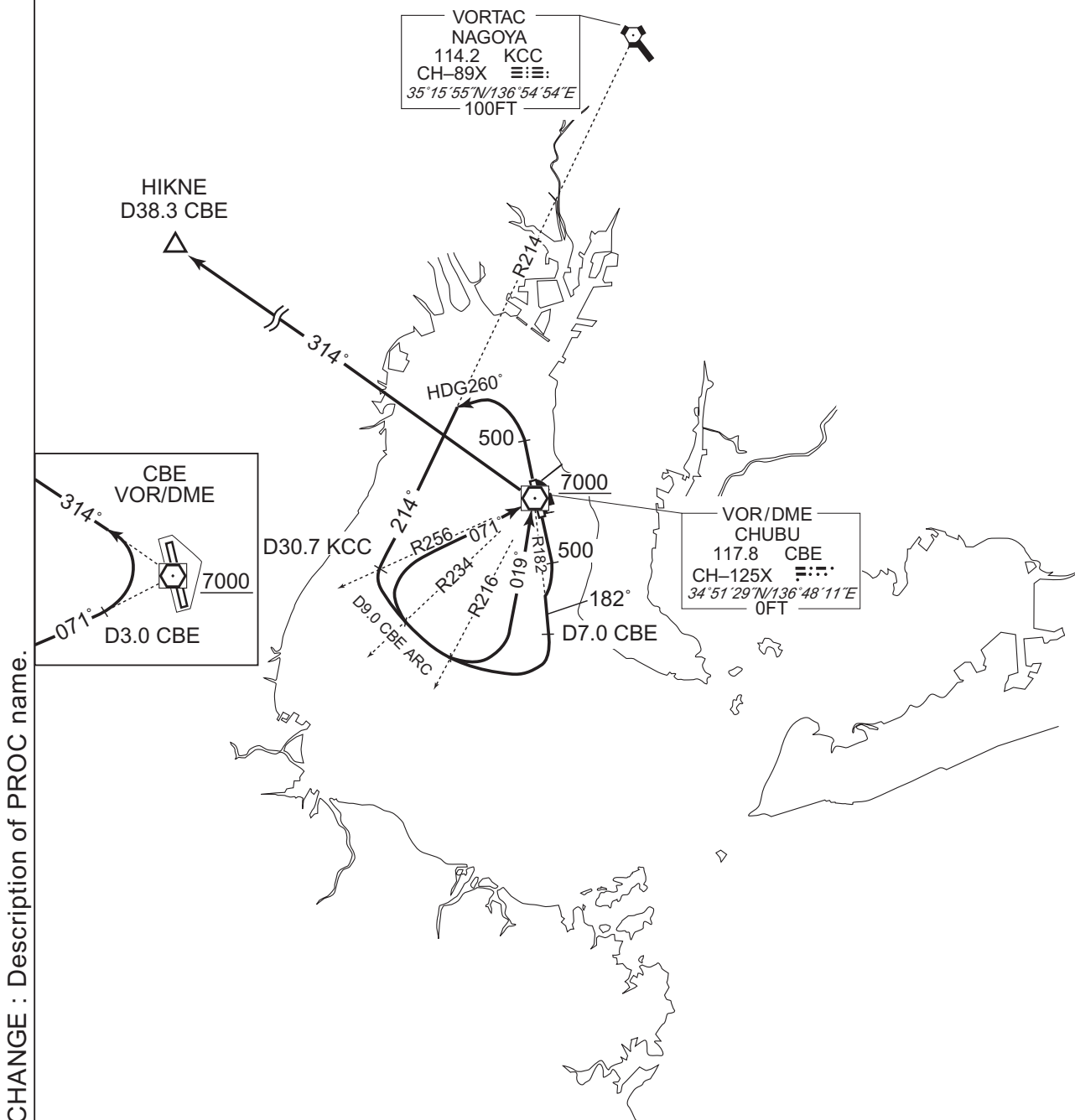
IKAROS FOUR DEPARTURE

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

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

...via CBE R314 to HIKNE.

Cross CBE VOR/DME at or above 7000FT.



CHANGE : Description of PROC name.

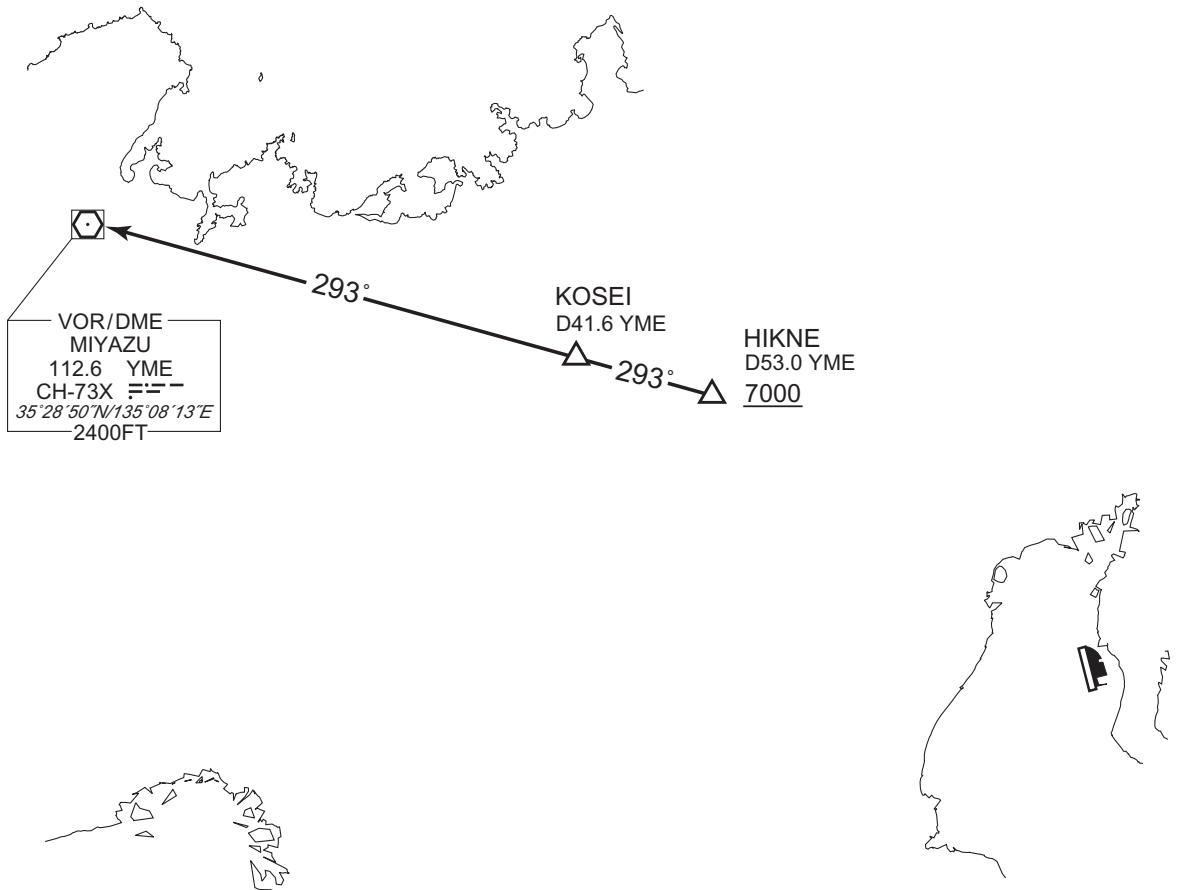
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION

MIYAZU TRANSITION

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



CHANGE : Description of PROC name.

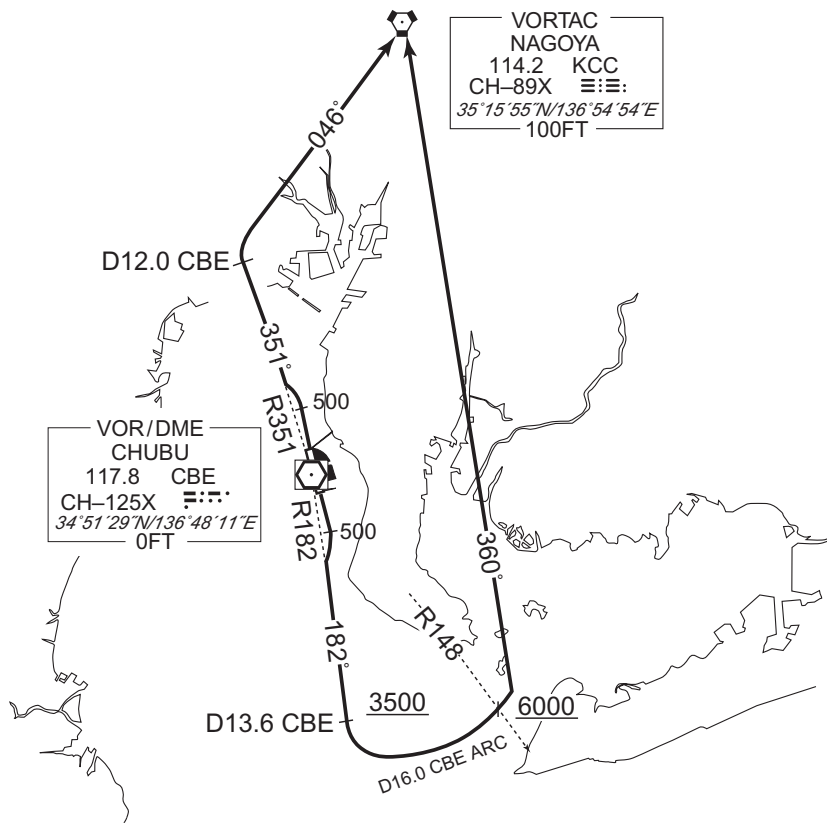
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

NAGOYA SIX DEPARTURE

- RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180 to KCC VORTAC.
Cross CBE R182/13.6DME at or above 3500FT.
Cross CBE R148 at or above 6000FT.
- RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R351 to 12.0DME, turn right, via KCC R226 to KCC VORTAC.



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID

CASTLE THREE DEPARTURE

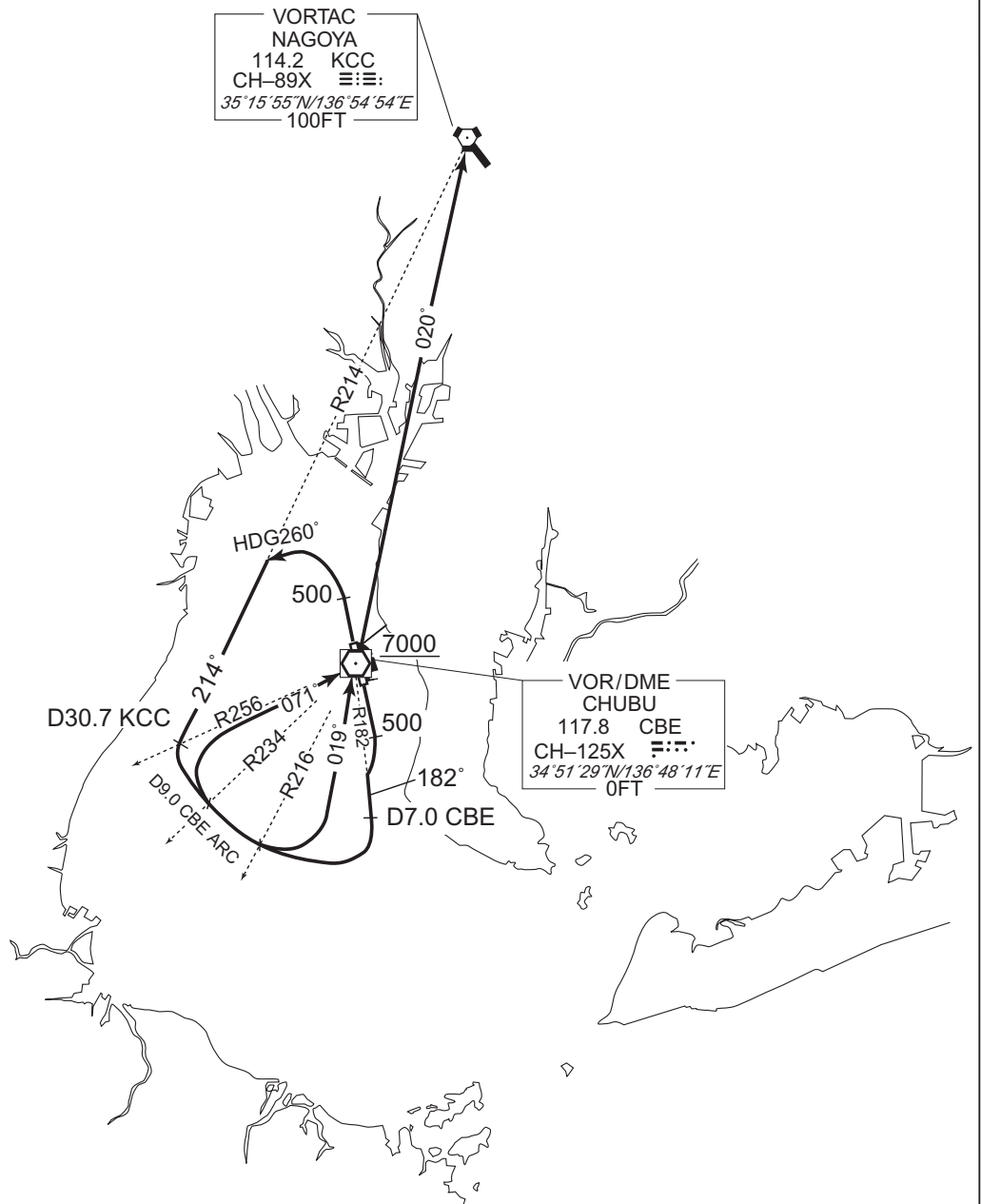
RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...

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

...via CBE R020/KCC R200 to KCC VORTAC.

Cross CBE VOR/DME at or above 7000FT.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

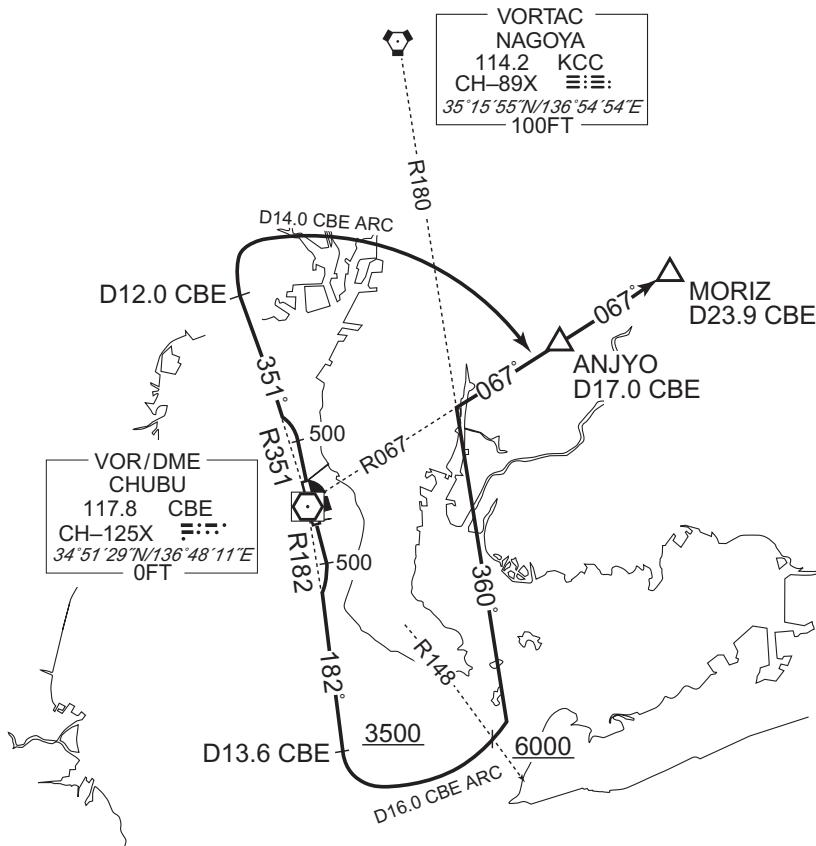
SID

MORIZ TWO DEPARTURE

- RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC, via KCC R180,...
- Cross CBE R182/13.6DME at or above 3500FT.
- Cross CBE R148 at or above 6000FT.
- RWY36 : Climb RWY HDG to 500FT, turn left, via CBE R351 to 12.0DME, turn right, via CBE 14.0DME clockwise ARC,...

...via CBE R067 to MORIZ via ANJYO.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

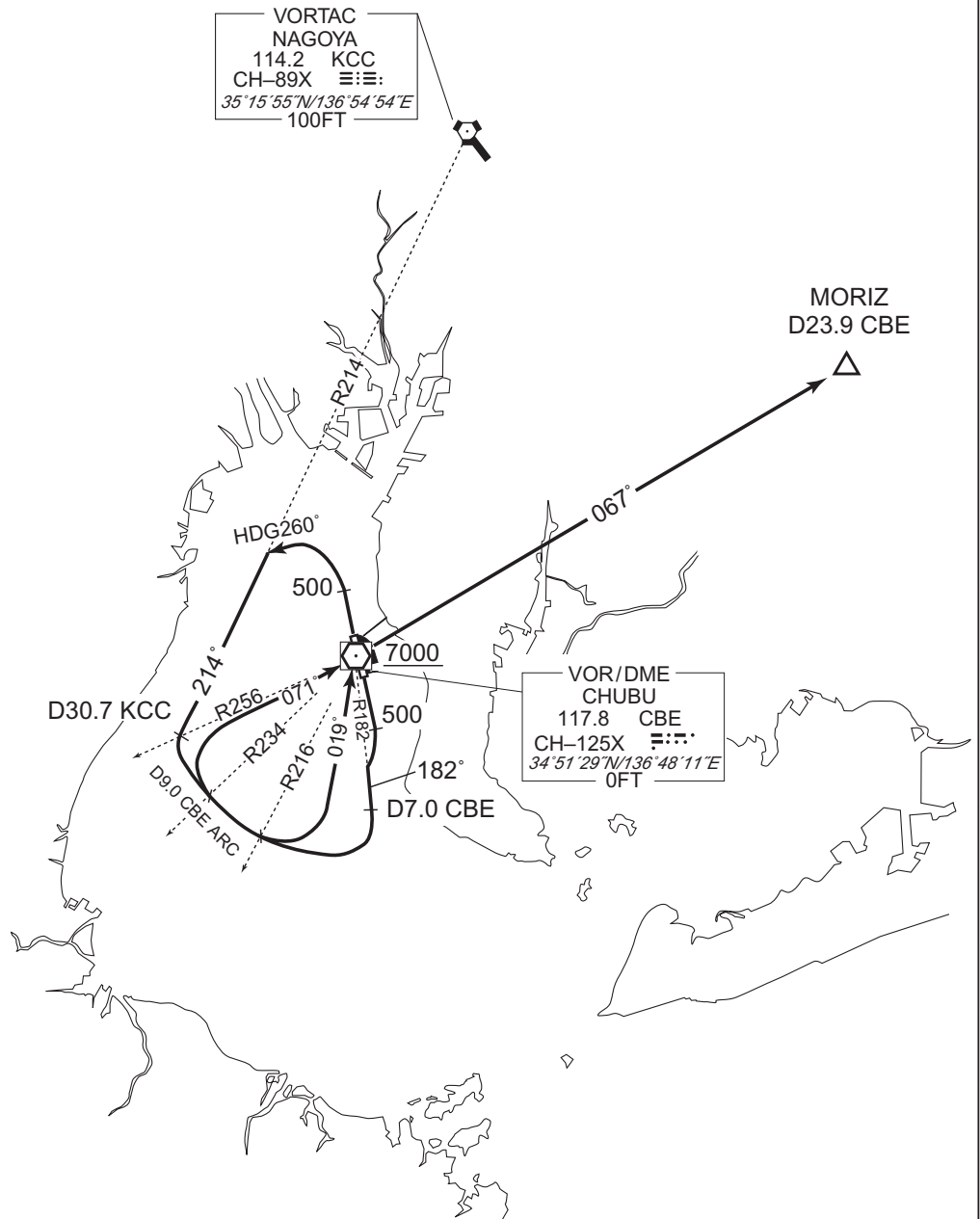
SID

FOREST THREE DEPARTURE

- RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 7.0DME, turn right, via CBE 9.0DME clockwise ARC, via CBE R251 to CBE VOR/DME,...
- RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC, via CBE R199 to CBE VOR/DME,...

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

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

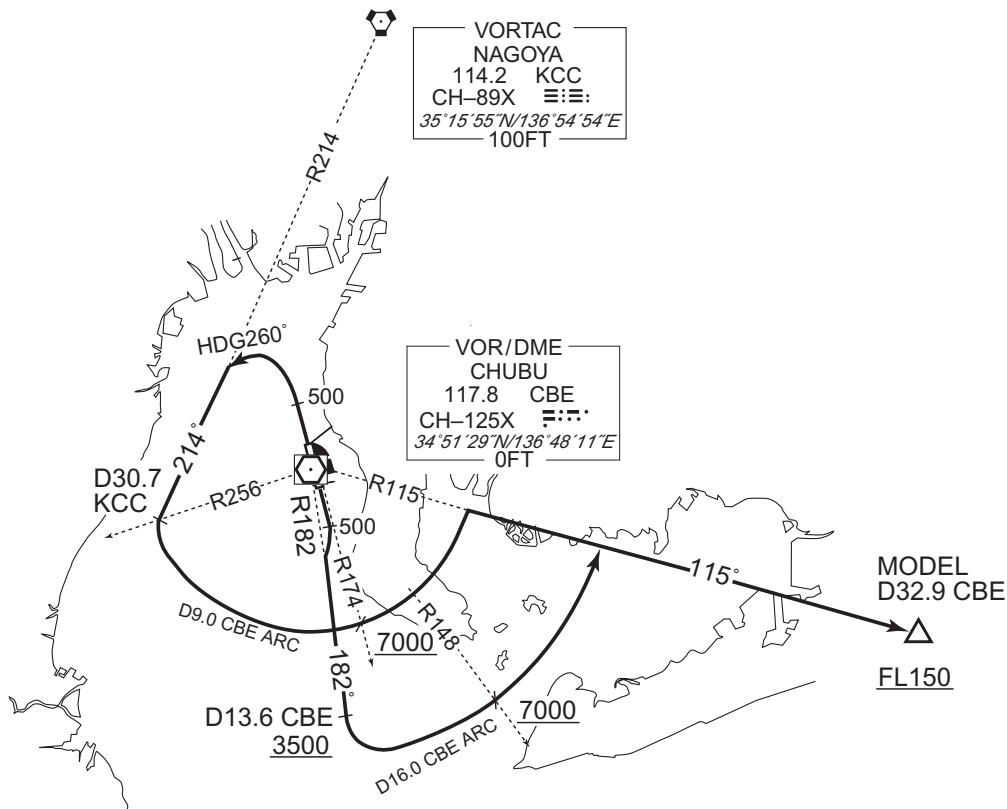
RJGG / CHUBU CENTRAIR

SID

MODEL THREE DEPARTURE

- RWY18 : Climb RWY HDG to 500FT, turn right, via CBE R182 to 13.6DME, turn left, via CBE 16.0DME counterclockwise ARC,...
- Cross CBE R182/13.6DME at or above 3500FT.
- Cross CBE R148 at or above 7000FT.
- RWY36 : Climb RWY HDG to 500FT, turn left HDG260° to intercept and proceed via KCC R214 to 30.7DME(CBE R256), turn left, via CBE 9.0DME counterclockwise ARC,...
- Cross CBE R174 at or above 7000FT.
- ...via CBE R115 to MODEL.
- Cross MODEL at or above FL150.

CHANGE : Description of PROC name.



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION

KROBE TRANSITION

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

GOHEI TRANSITION

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

CHAUS TRANSITION

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

ENSYU TRANSITION

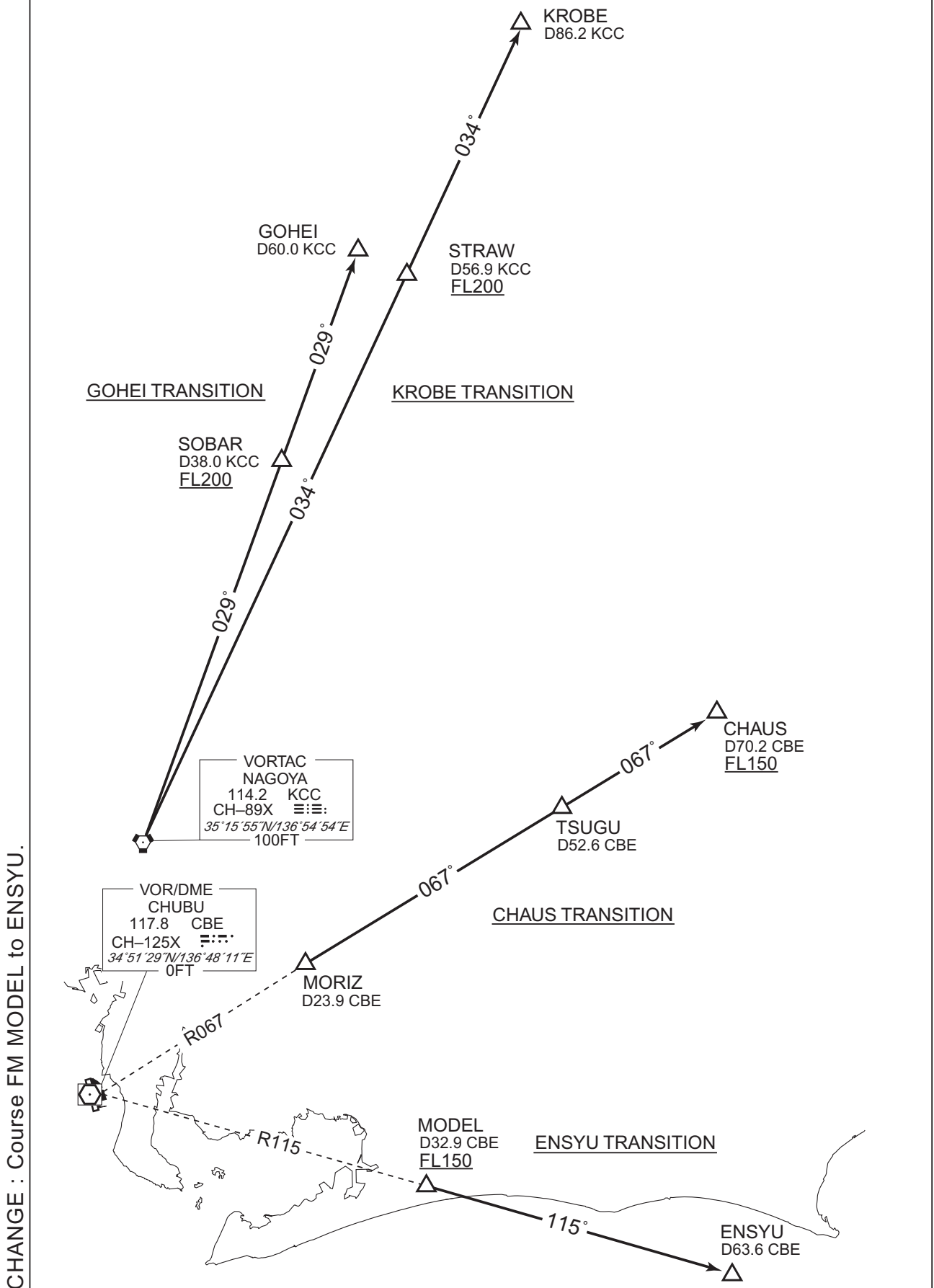
From over MODEL, proceed via CBE R115 to ENSYU.

CHANGE : Course FM MODEL to ENSYU.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

TRANSITION



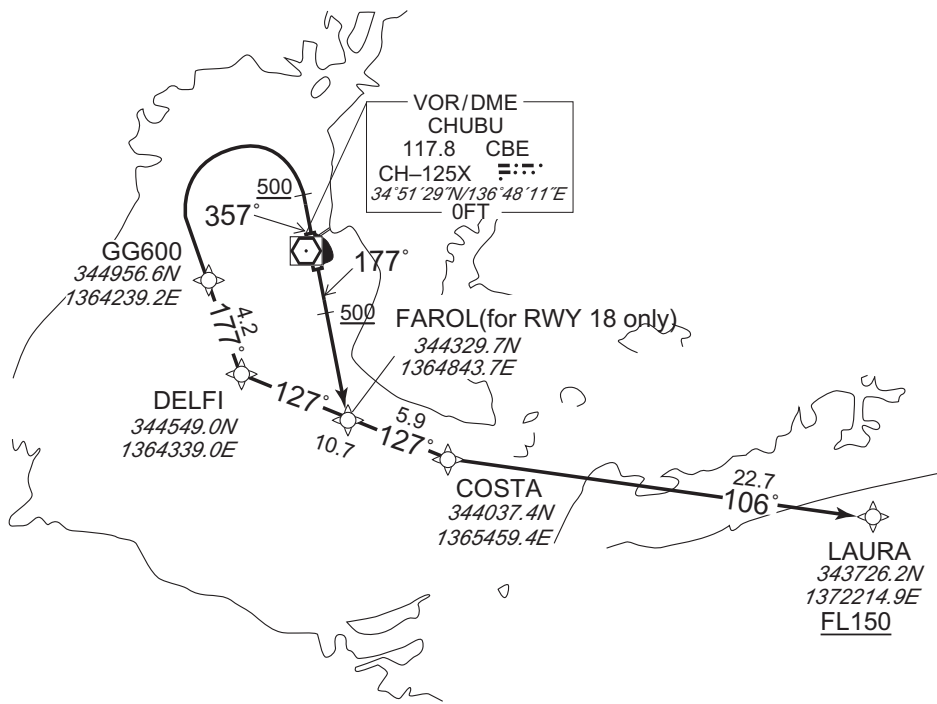
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

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

VAR 8°W



CHANGE : Description of VAR and PROC name.

RWY18 : Climb on HDG177° at or above 500FT, direct to FAROL, to COSTA, to LAURA at or above FL150.
 RWY36 : Climb on HDG357° at or above 500FT, turn left direct to GG600, to DELFI, to COSTA, to LAURA at or above FL150.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

CHITA THREE DEPARTURE

RWY18

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

RWY36

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

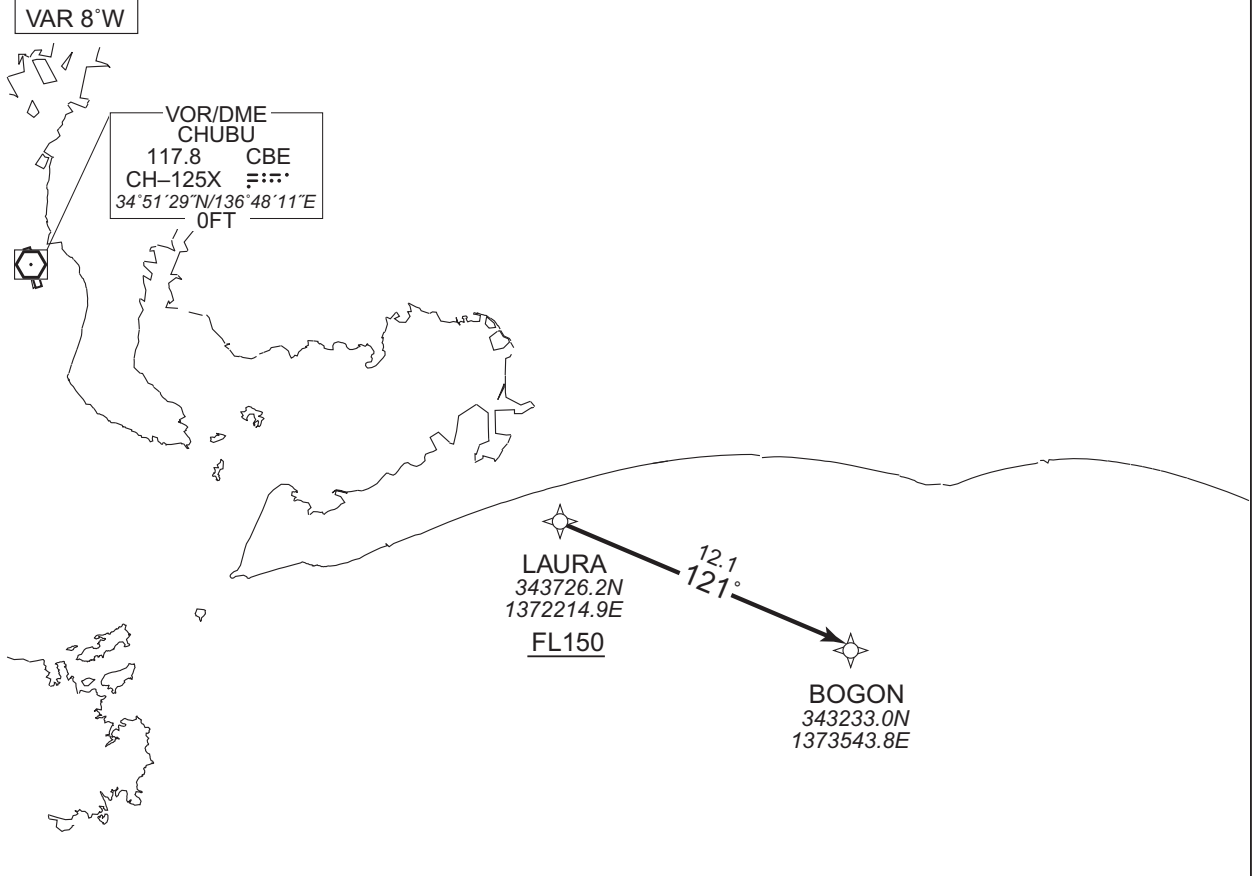
CHANGE : VAR. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

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



CHANGE : Description of VAR and PROC name.

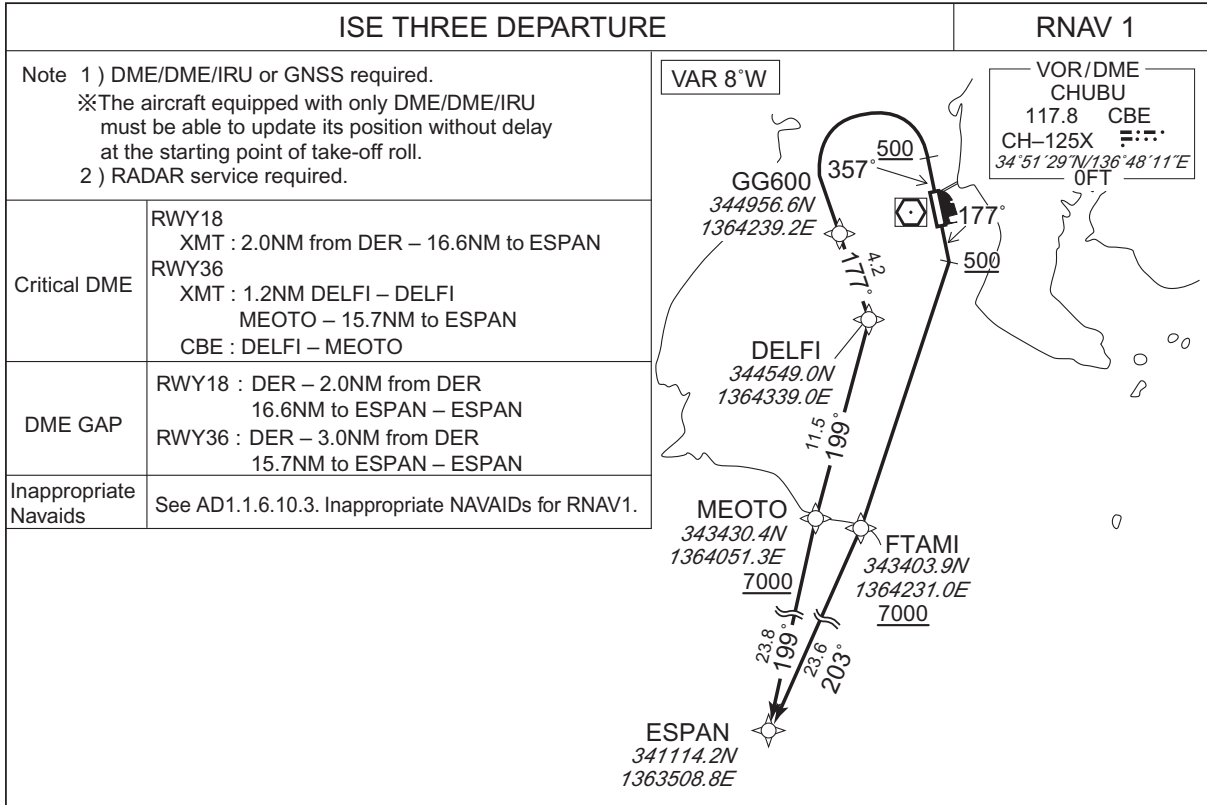
From LAURA at or above FL150, to BOGON.

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

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID



RWY18 : Climb on HDG177° at or above 500FT, turn right direct to FTAMI at or above 7000FT, to ESPAN.
 RWY36 : Climb on HDG357° at or above 500FT, turn left direct to GG600, to DELFI, to MEOTO at or above 7000FT, to ESPAN.

CHANGE : Description of VAR and PROC name.

RWY18

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

RWY36

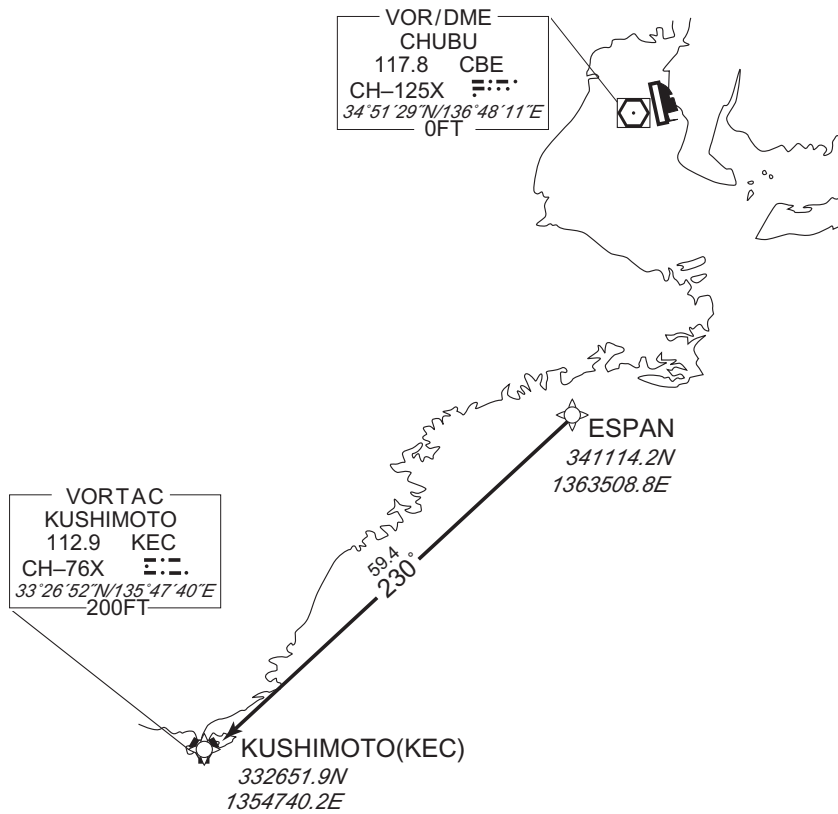
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|-----------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

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV TRANSITION

| KOZA TRANSITION | RNAV 1 |
|---|--|
| Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required. | Critical DME KEC : 13NM to KEC – 6NM to KEC |
| | DME GAP 3.0NM to KEC – KEC |
| | Inappropriate Nav aids See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

VAR 8°W



CHANGE : Description of VAR and PROC name.

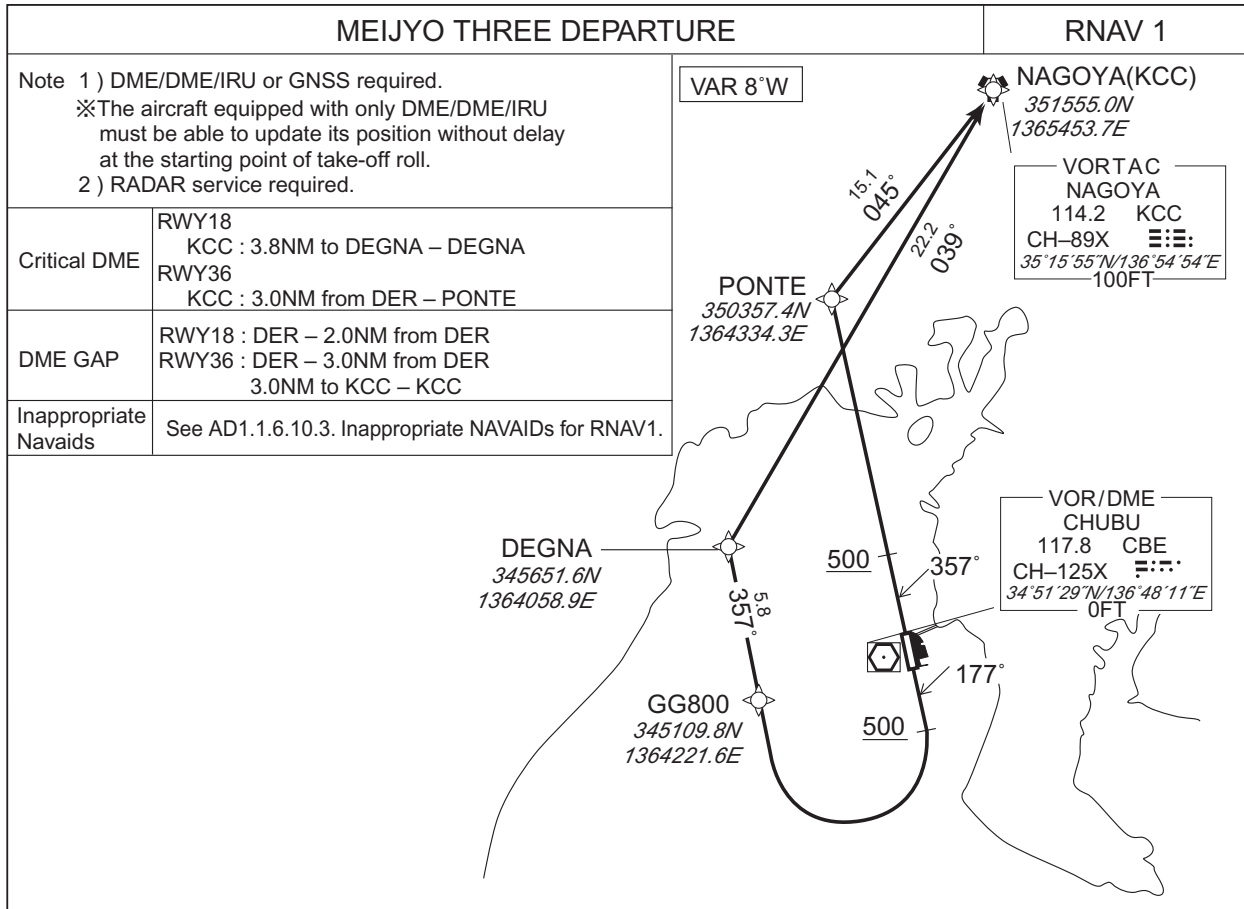
From ESPAN, to KEC.

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

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID



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

CHANGE : Description of VAR and PROC name.

RWY18

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

RWY36

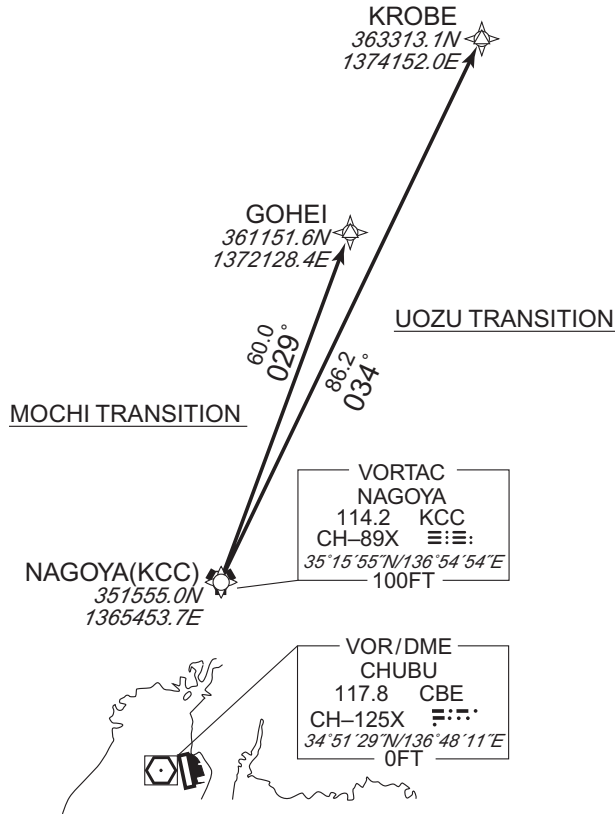
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|------------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

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV TRANSITION

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

VAR 8°W



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

UOZU TRANSITION

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

MOCHI TRANSITION

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

CHANGE : Description of VAR.

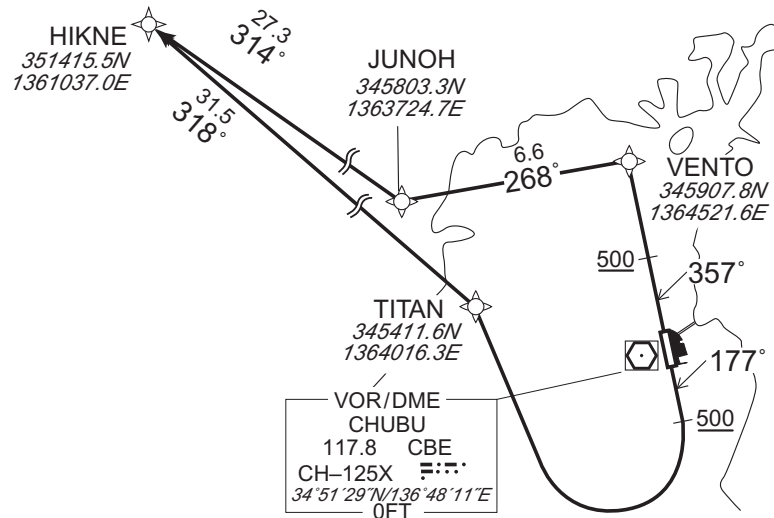
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

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

VAR 8°W



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.

CHANGE : Description of VAR and PROC name.

RWY18

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

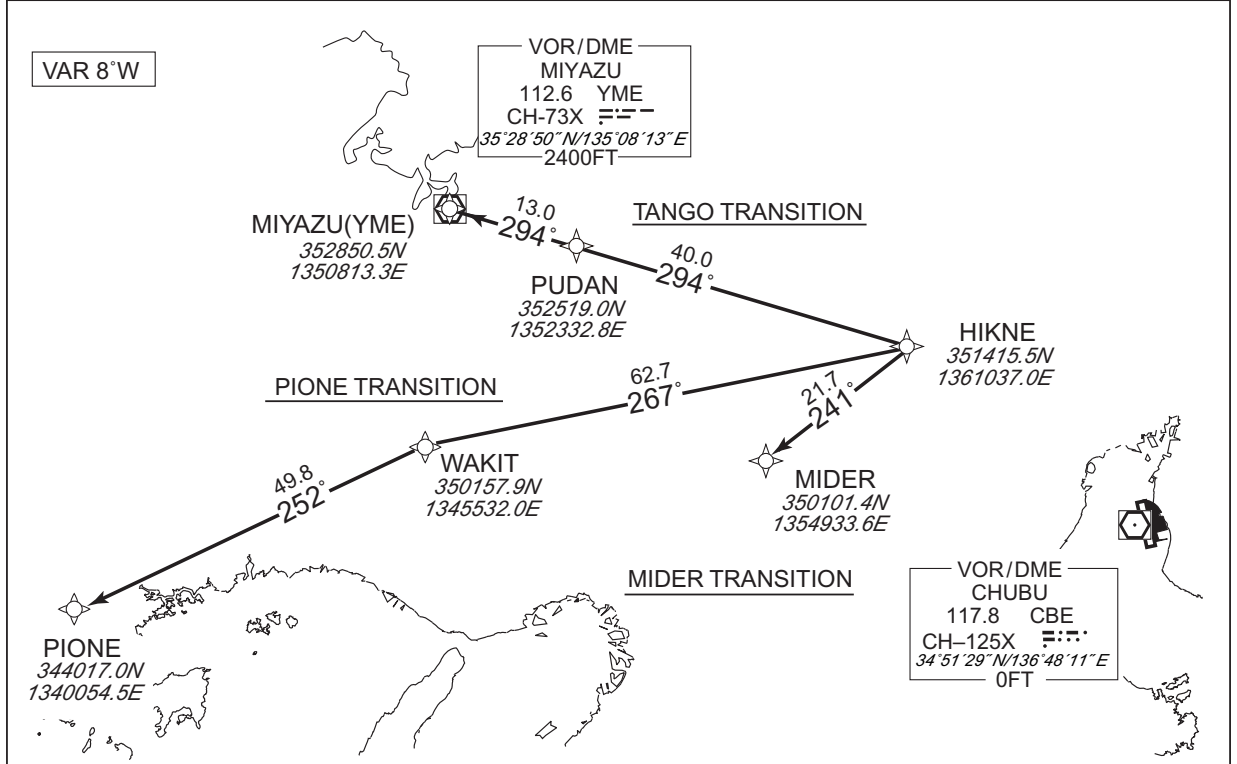
RWY36

| 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 |

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV TRANSITION

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



TANGO TRANSITION
 From HIKNE, to PUDAN, to YME.

PIONE TRANSITION
 From HIKNE, to WAKIT, to PIONE.

MIDER TRANSITION
 From HIKNE, to MIDER.

TANGO TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | HIKNE | — | — | -8.0 | — | — | — | — | — | RNAV1 |
| 002 | TF | PUDAN | — | 294 (286.3) | -8.0 | 40.0 | — | — | — | — | RNAV1 |
| 003 | TF | YME | — | 294 (285.8) | -8.0 | 13.0 | — | — | — | — | RNAV1 |

CHANGE : Critical DME.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV TRANSITION

PIONE TRANSITION

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

MIDER TRANSITION

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

CHANGE : VAR. Course FM HIKNE to MIDER.

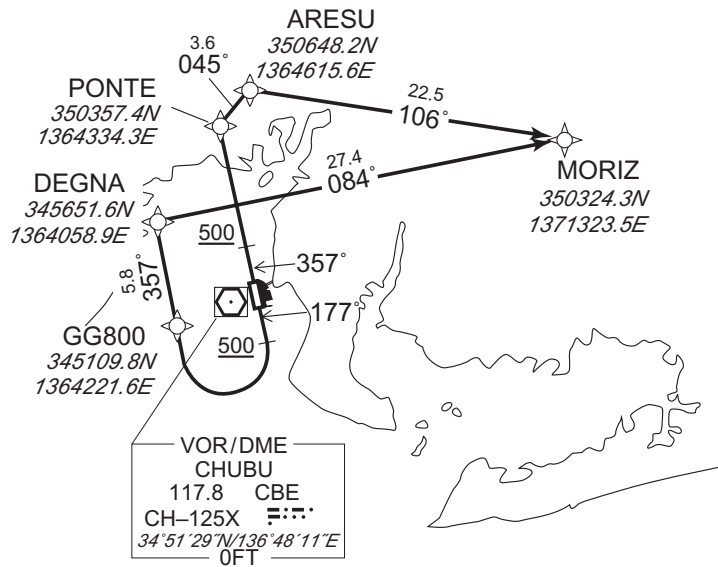
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

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

VAR 8°W



CHANGE : Description of VAR and PROC name.

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

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV SID

TOYOTA THREE DEPARTURE

RWY18

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

RWY36

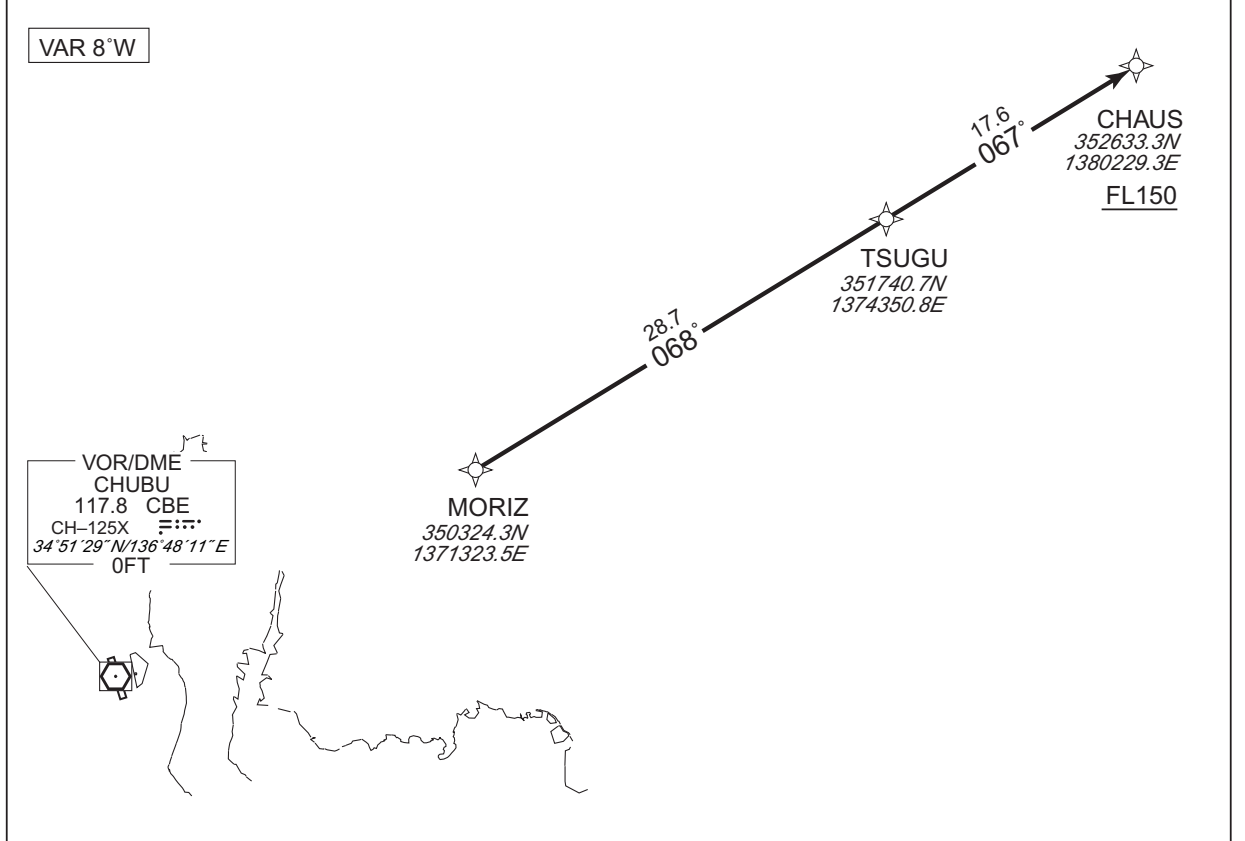
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|-----------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

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR RNAV TRANSITION

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



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

CHANGE : Critical DME.

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

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STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

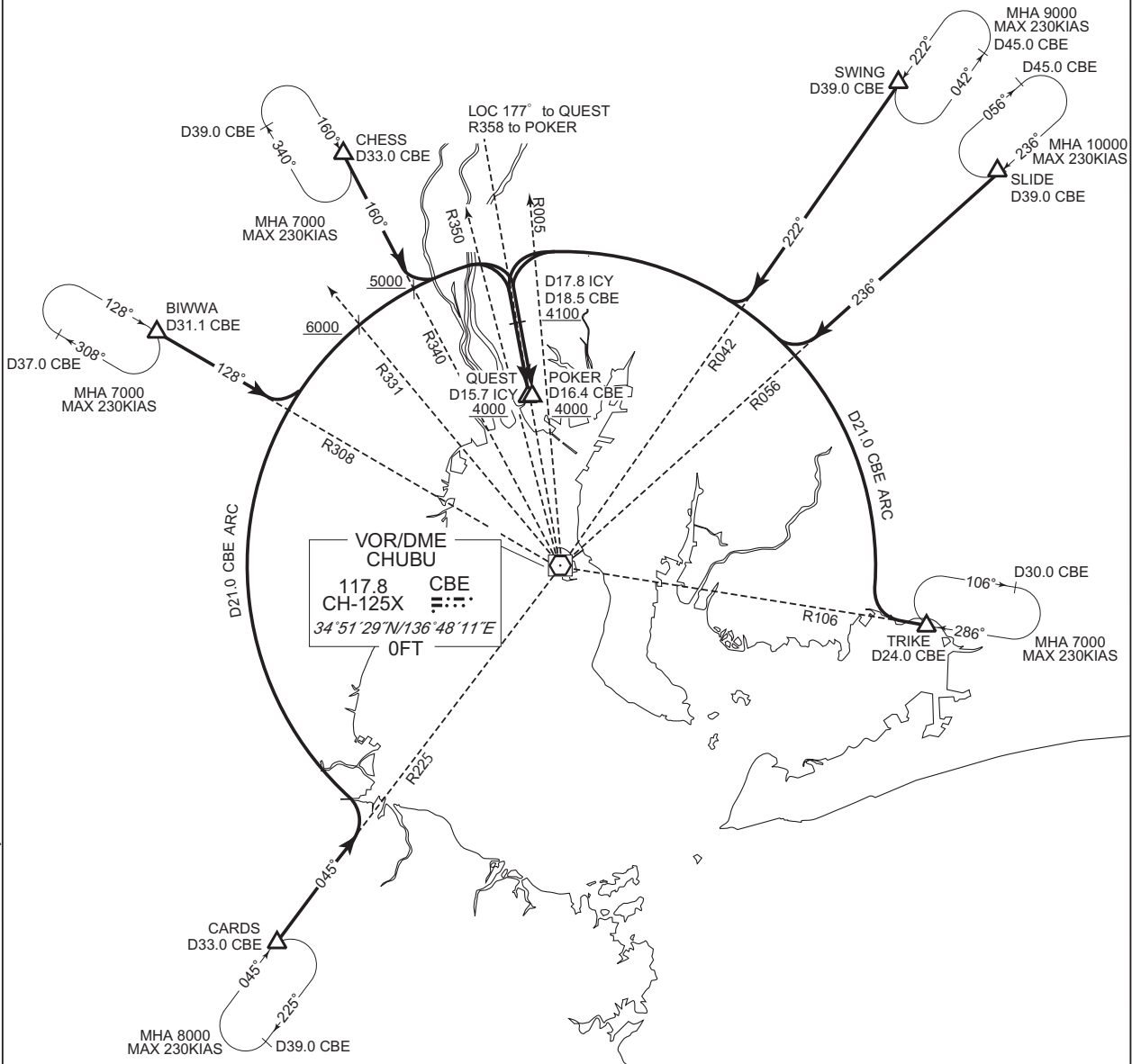
STAR RWY18

NORTH ARC ARRIVAL

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

for ILS Z RWY18 and LOC Z RWY18 :
to intercept and proceed via ICY-LOC to QUEST.
 Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)
 Cross CBE R340 at or above 5000FT(when started from CARDS or BIWWA or CHESS).
 Cross ICY 17.8DME at or above 4100FT, cross QUEST at or above 4000FT.

for VOR RWY18 :
to intercept and proceed via CBE R358 to POKER.
 Cross CBE R331 at or above 6000FT, (when started from CARDS or BIWWA)
 Cross CBE R340 at or above 5000FT(when started from CARDS or BIWWA or CHESS).
 Cross CBE R358/18.5DME at or above 4100FT, cross POKER at or above 4000FT.



CHANGE : Description of PROC name.

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

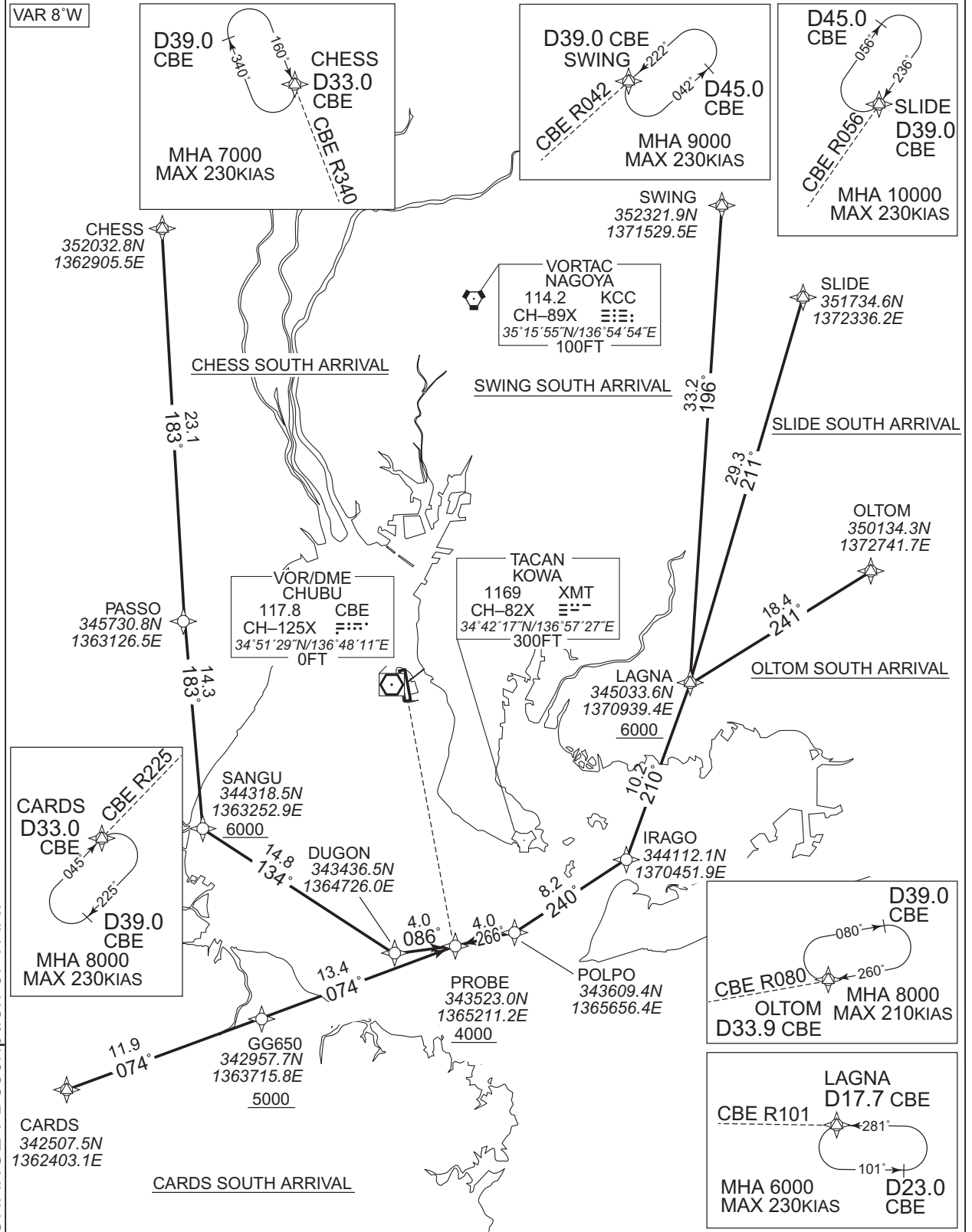
CARDS SOUTH ARRIVAL / CHESS SOUTH ARRIVAL
SWING SOUTH ARRIVAL / SLIDE SOUTH ARRIVAL
OLTOM SOUTH ARRIVAL

RNAV 1

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

VAR 8°W

CHANGE : Description of VAR.



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

CARDS SOUTH ARRIVAL

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

| | |
|------------------------|--|
| Critical DME | XMT : 10.0NM to PROBE~PROBE |
| DME GAP | - |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

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

CHESS SOUTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

SWING SOUTH ARRIVAL

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

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

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

SLIDE SOUTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY36

OLTOM SOUTH ARRIVAL

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

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

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

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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

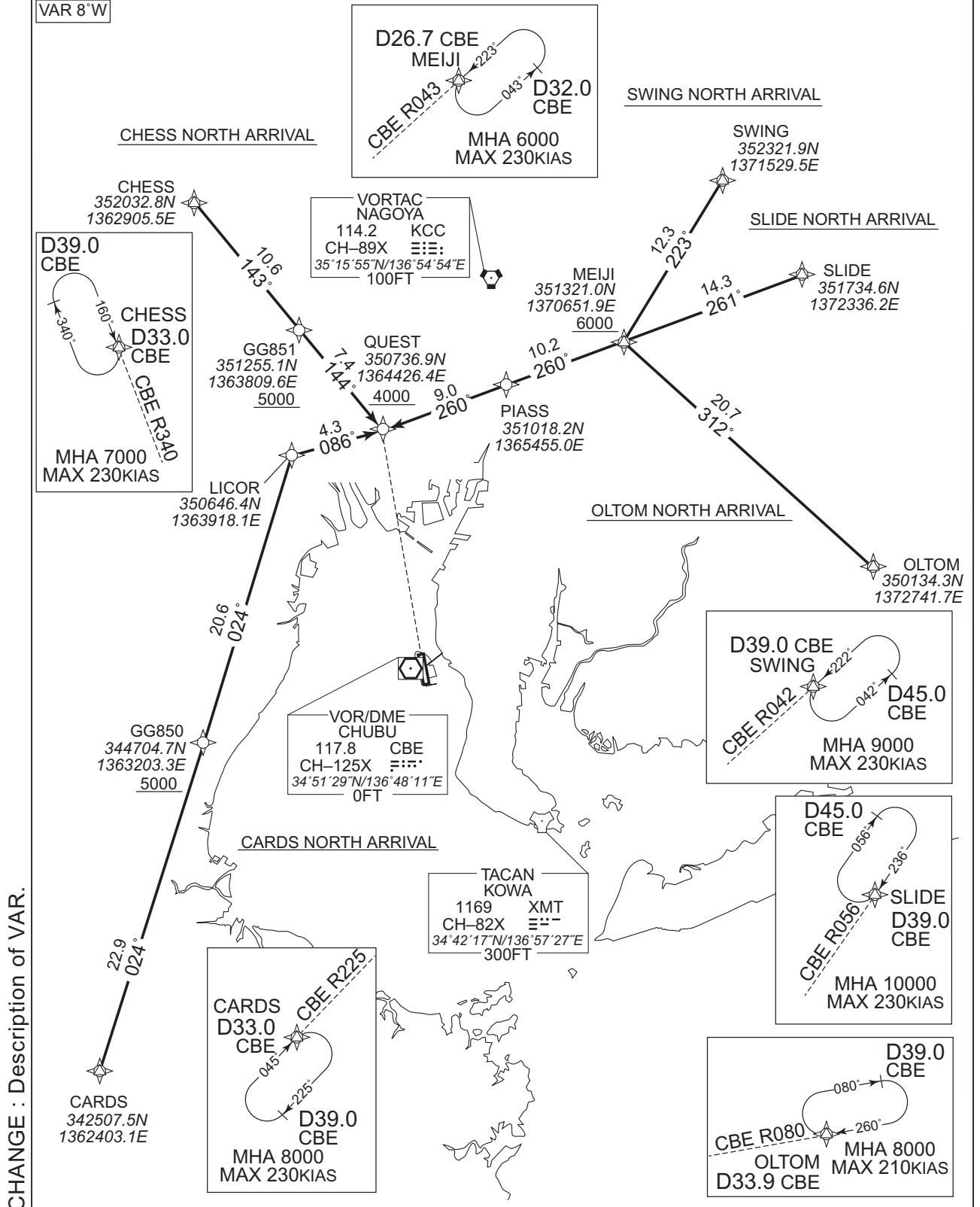
RNAV STAR RWY18

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

RNAV 1

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

VAR 8°W



CHANGE : Description of VAR.

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS NORTH ARRIVAL

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

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

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

CHESS NORTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

SWING NORTH ARRIVAL

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

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

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

SLIDE NORTH ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

OLTOM NORTH ARRIVAL

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

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

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

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

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

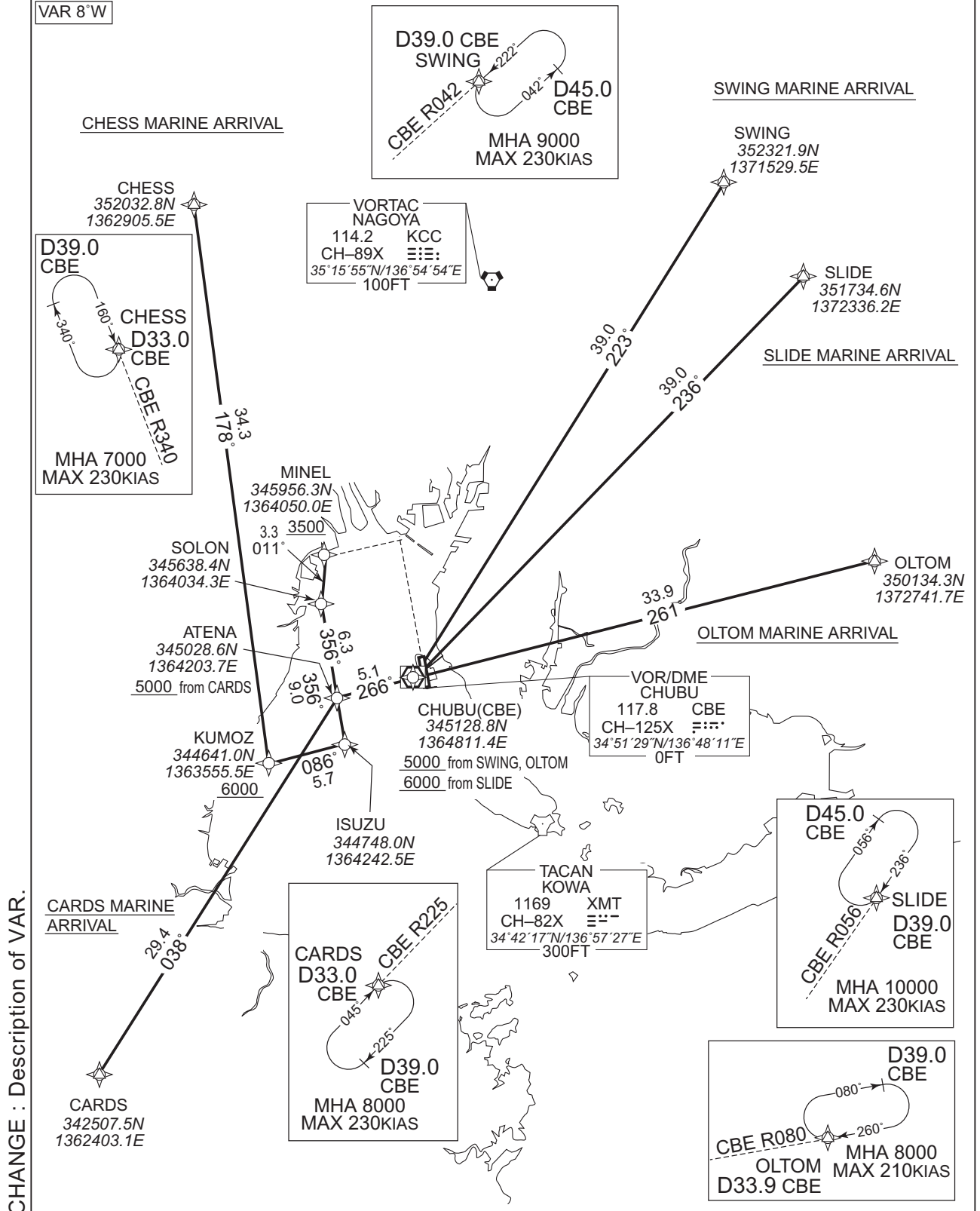
RNAV STAR RWY18

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

RNAV 1

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

VAR 8°W



CHANGE : Description of VAR.

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

CARDS MARINE ARRIVAL

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

| | |
|------------------------|--|
| Critical DME | KCC : 4.0NM to SOLON~MINEL |
| DME GAP | - |
| Inappropriate Nav aids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

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

CHESSE MARINE ARRIVAL

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

| | |
|------------------------|--|
| Critical DME | CBE : 30.3NM to KUMOZ~16.3NM to KUMOZ KCC : 9.3NM to KUMOZ~2.3NM to KUMOZ 4.0NM to SOLON~MINEL |
| DME GAP | - |
| Inappropriate Nav aids | 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 | CHESSE | - | - | -7.6 | - | - | - | - | - | RNAV1 |
| 002 | TF | KUMOZ | - | 178 (170.6) | -7.6 | 34.3 | - | +6000 | - | - | RNAV1 |
| 003 | TF | ISUZU | - | 086 (078.6) | -7.6 | 5.7 | - | - | - | - | RNAV1 |
| 004 | TF | SOLON | - | 356 (348.8) | -7.6 | 9.0 | - | - | - | - | RNAV1 |
| 005 | TF | MINEL | - | 011 (003.7) | -7.6 | 3.3 | - | +3500 | - | - | RNAV1 |

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

SWING MARINE ARRIVAL

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

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

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

SLIDE MARINE ARRIVAL

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

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

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

CHANGE : VAR

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY18

OLTOM MARINE ARRIVAL

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

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

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

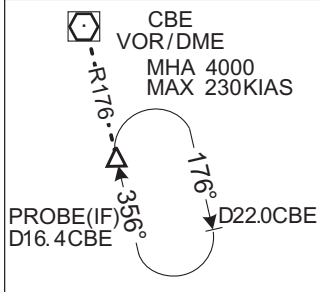
CHANGE : New PROC (OLTOM MARINE), Abolition PROC (DARTS MARINE)

INSTRUMENT APPROACH CHART

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

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

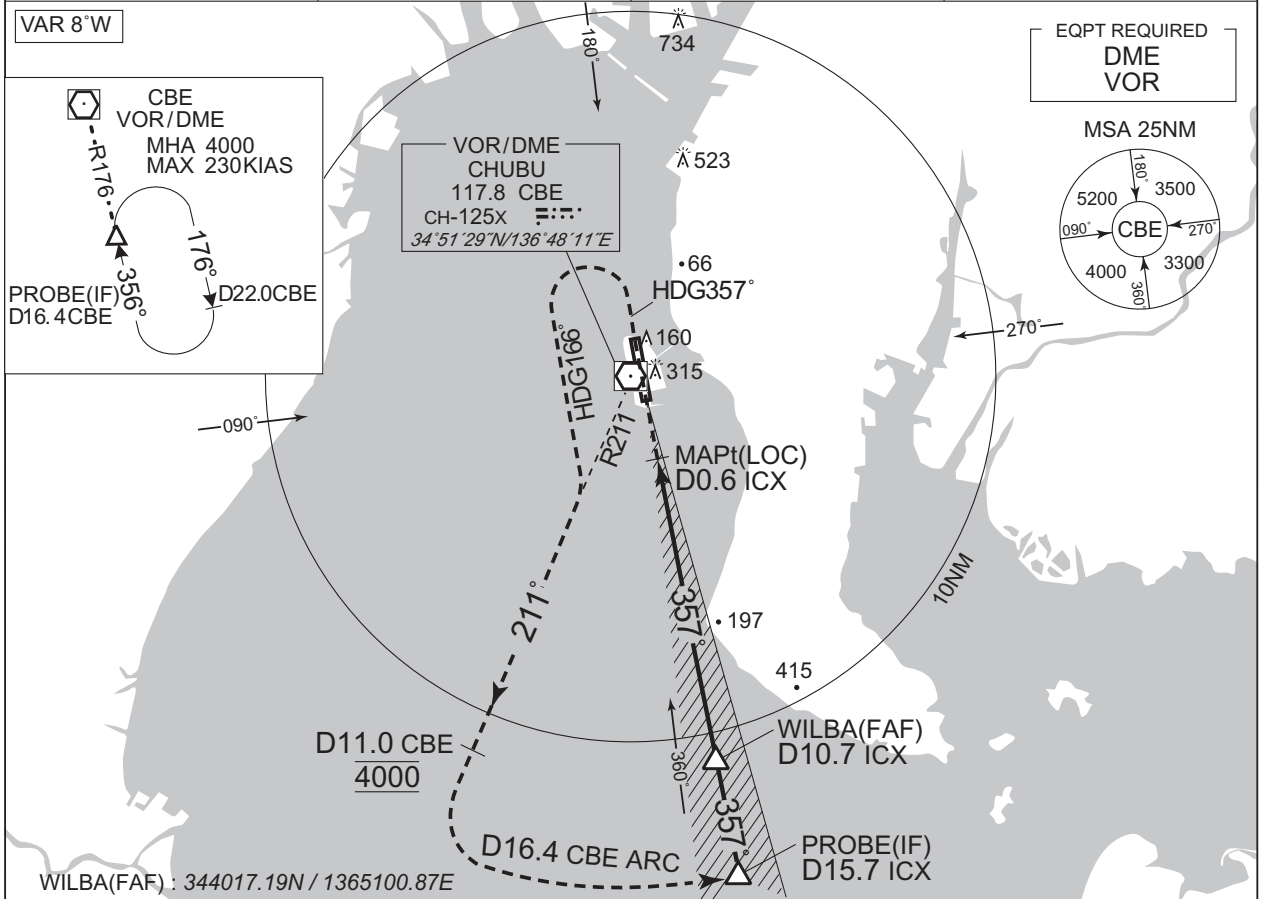
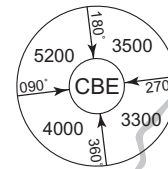
VAR 8°W



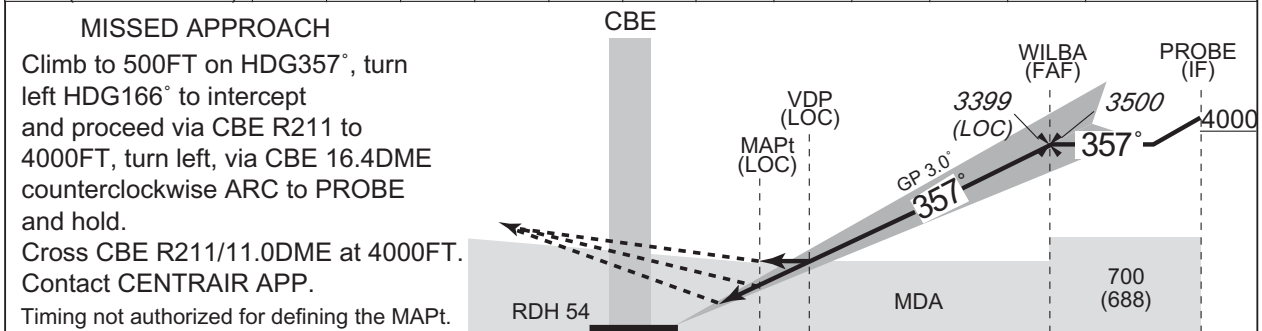
VOR/DME
CHUBU
117.8 CBE
CH-125X
34°51'29"N/136°48'11"E

EQPT REQUIRED
DME
VOR

MSA 25NM



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



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

| CAT | MINIMA | | THR elev. 15 | | | | AD elev. 12 | | | |
|------|---------|-----------|--------------|-----|-----------|---------|-------------|---------|-----------|------|
| | CAT III | CAT II | CAT I | | LOC | | CIRCLING | | | |
| | RVR | DA(H) | RA | RVR | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | | | | | | | | 1000 | | 1600 |
| B | 100 | 115 (100) | 100 | 300 | 215 (200) | 550 | 520 (508) | 1200 | 520 (508) | |
| C | | | | | | | | 1600 | | 2400 |
| D/DL | | | | | | | | 1600 | 570 (558) | 3200 |

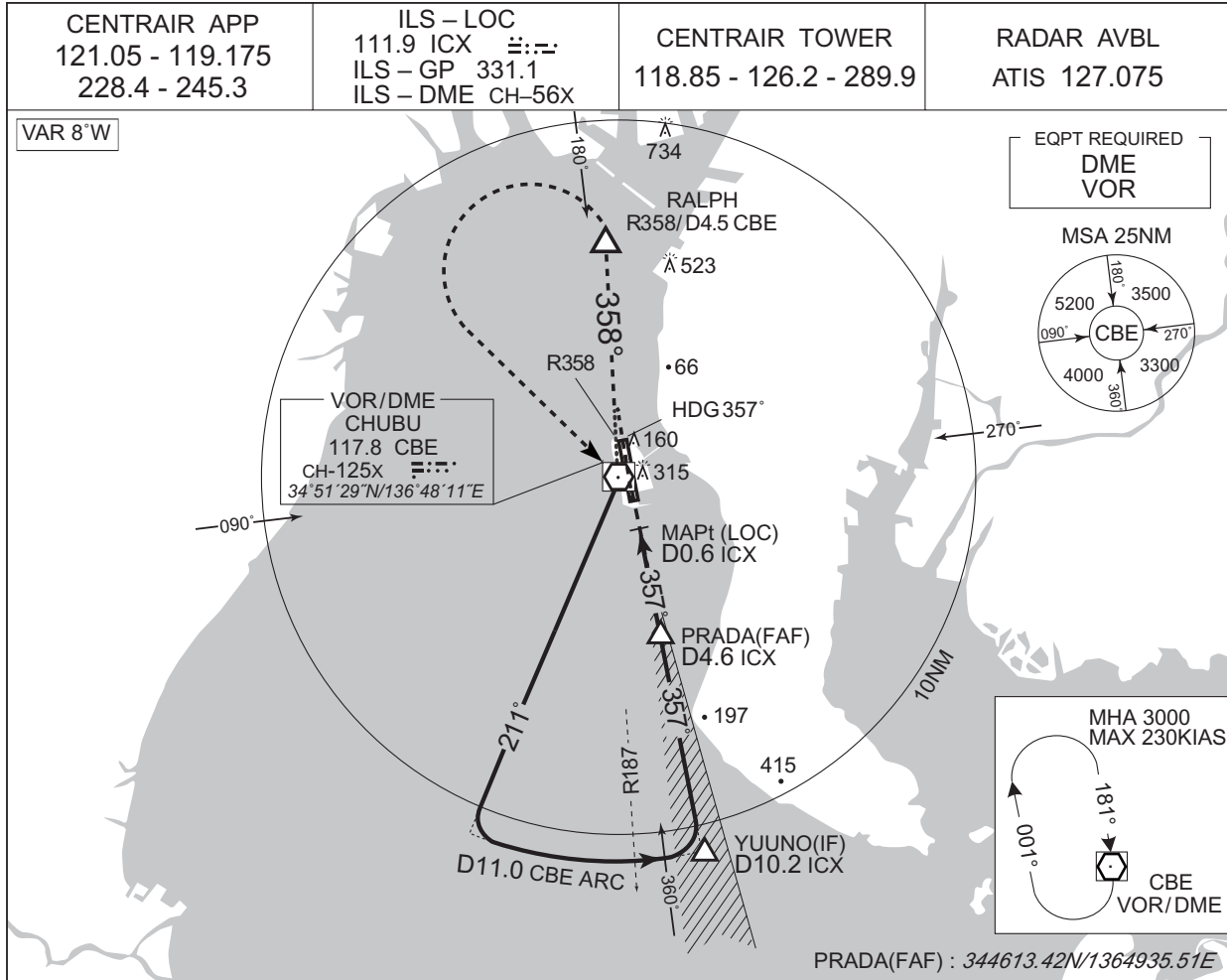
CHANGE : Description of VAR.

Circling to WEST side of RWY only.

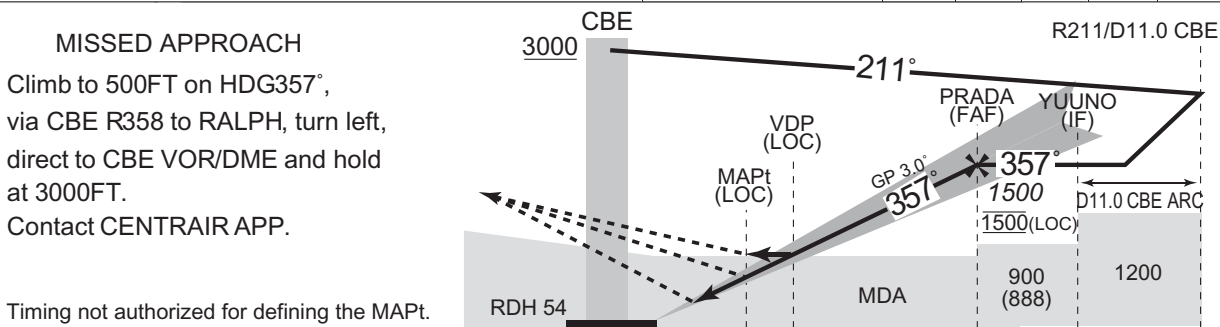
INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS Y or LOC Y RWY36 (CAT II & CAT III)



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



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

| CAT | THR elev. 15 | | | | AD elev. 12 | | | LOC | | | CIRCLING | |
|------|--------------|-----------|-----|-------|-------------|---------|-----------|----------|-----------|------|----------|--|
| | CAT III | CAT II | | CAT I | | LOC | | CIRCLING | | VIS | | |
| | RVR | DA(H) | RA | RVR | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS | | |
| A | | | | | | | | 1000 | | 1600 | | |
| B | | | | | | | | 1200 | 520 (508) | 1600 | | |
| C | 100 | 115 (100) | 100 | 300 | 215 (200) | 550 | 520 (508) | 1200 | | 2400 | | |
| D/DL | | | | | | | | 1600 | 570 (558) | 3200 | | |

Circling to WEST side of RWY only.

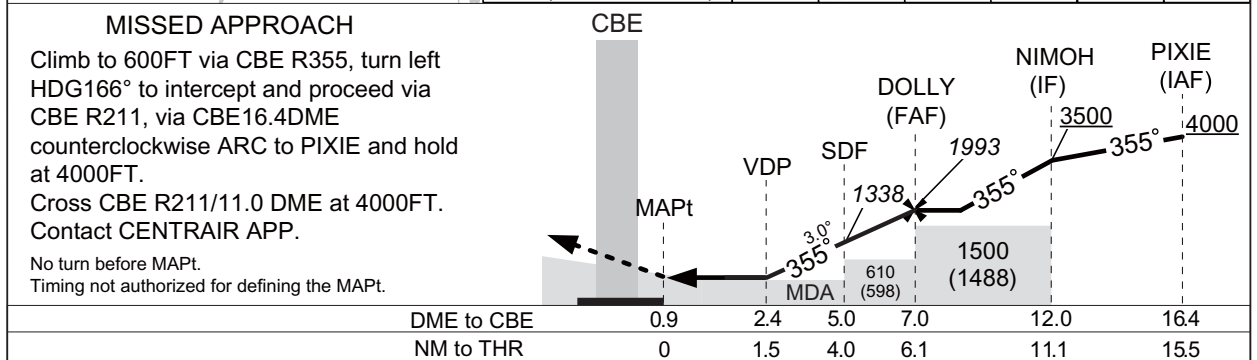
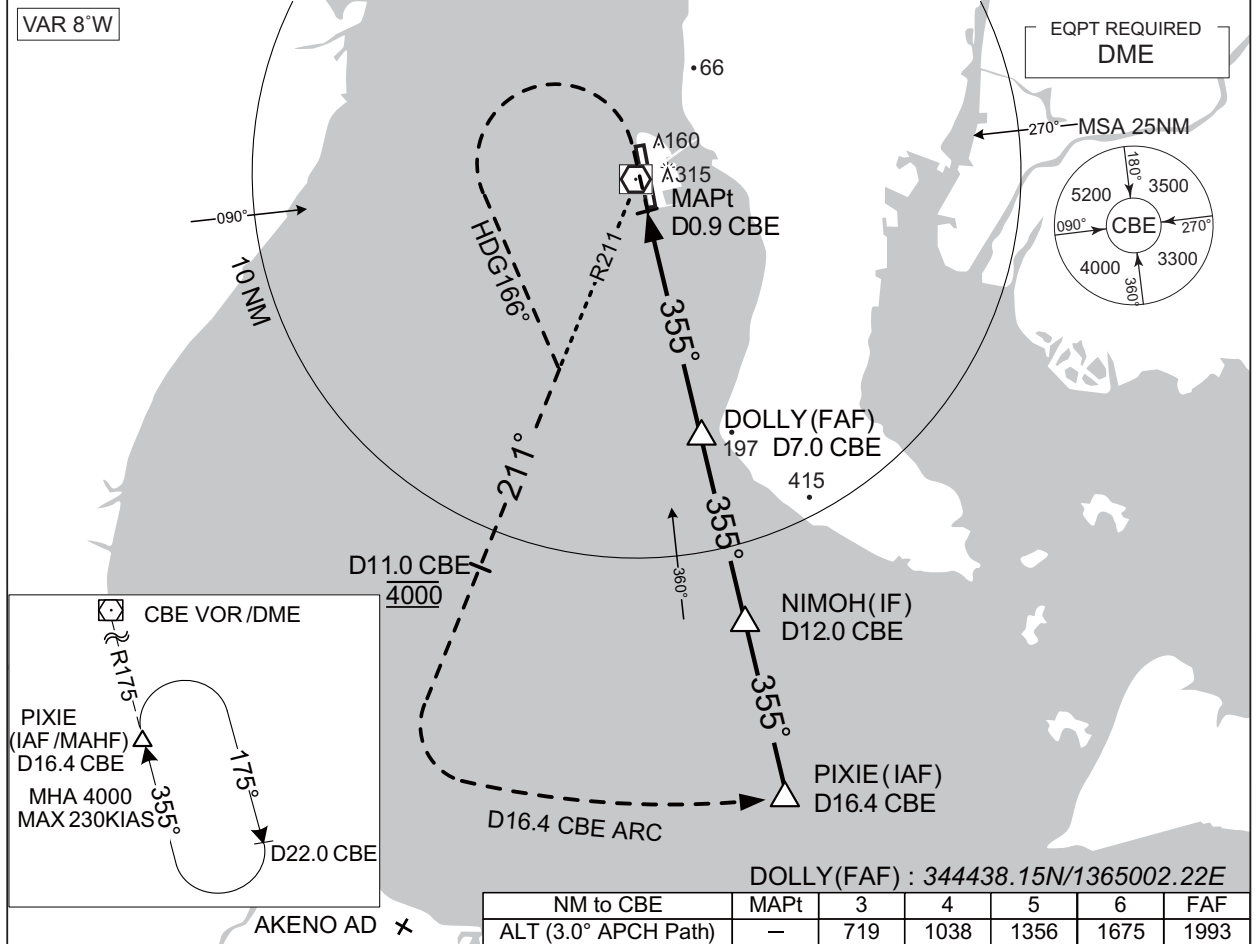
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

VOR RWY36

| | | | |
|---|---|--|----------------------------|
| CENTRAIR APP 121.05 - 119.175 228.4 - 245.3 | CHUBU VOR/DME 117.8 CBE CH-125X 34°51'29"N/136°48'11"E | CENTRAIR TOWER 118.85 - 126.2 - 289.9 | RADAR AVBL ATIS 127.075 |
|---|---|--|----------------------------|



CHANGE : Description of VAR.

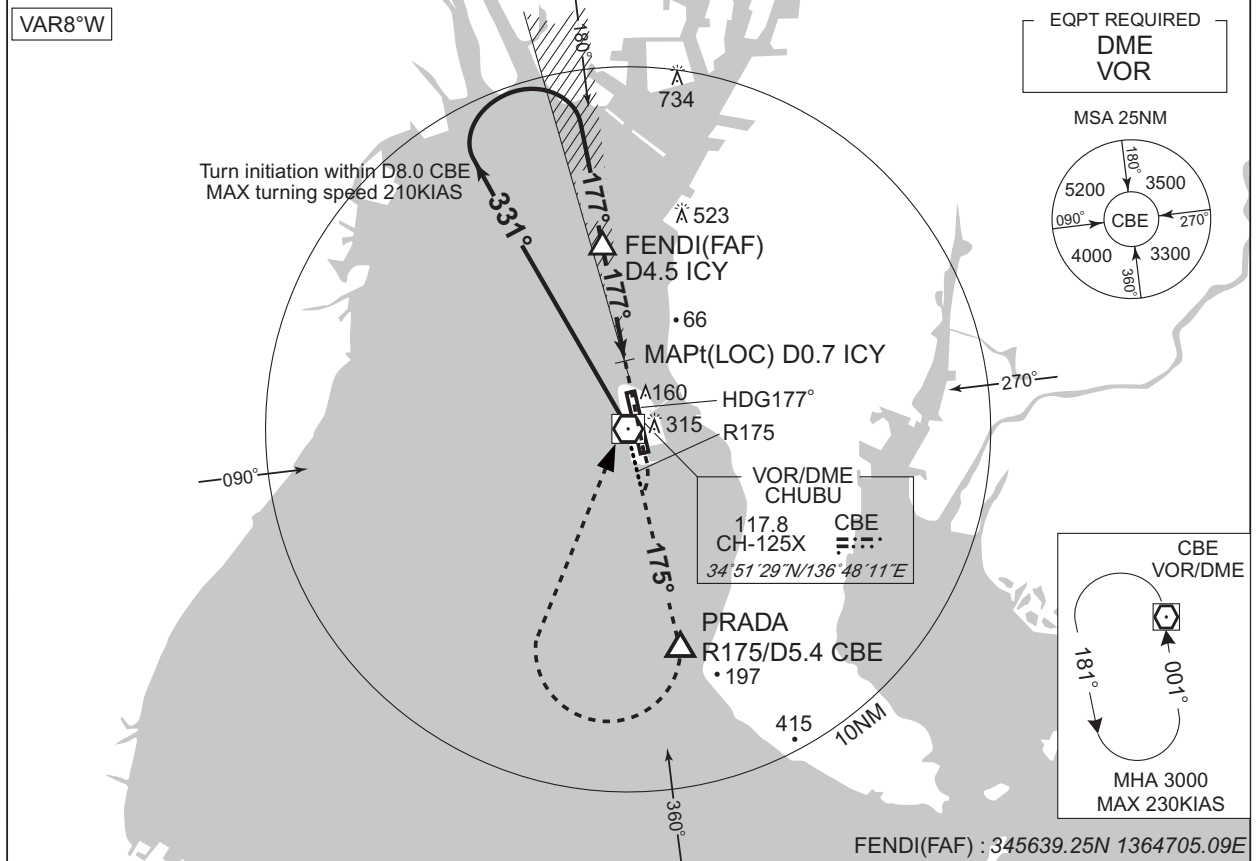
| | | | | |
|------------------------------------|-----------|--------------|-------------|------|
| MINIMA | | THR elev. 15 | AD elev. 12 | |
| CAT | CIRCLING | | | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| | 520 (508) | 1000 | 520 (508) | 1600 |
| | | 1200 | | 2400 |
| | | 1600 | 570 (558) | 3200 |
| Circling to WEST side of RWY only. | | | | |

INSTRUMENT APPROACH CHART

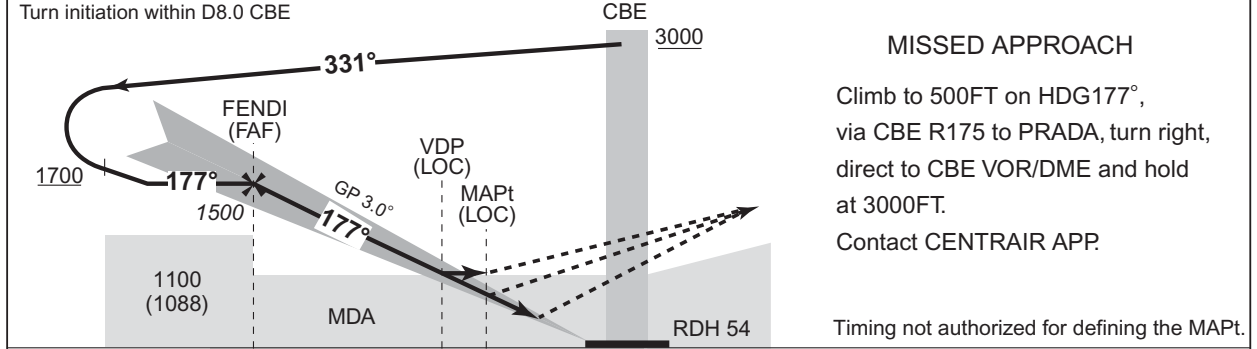
RJGG / CHUBU CENTRAIR

ILS Y or LOC Y RWY18(CAT II)

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



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



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

| | | | | | | | | | |
|--------|----------|--------------|-----|----------|-------------|----------|----------|----------|------|
| MINIMA | | THR elev. 15 | | | AD elev. 12 | | | | |
| CAT | CAT II | | | CAT I | | LOC | CIRCLING | | |
| | DA(H) | RA | RVR | DA(H) | RVR/CMV | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 115(100) | 100 | 300 | 215(200) | 550 | 520(508) | 1000 | 520(508) | 1600 |
| B | | | | | | | 1200 | | 2400 |
| C | | | | | | | 1600 | | 3200 |
| D/DL | | | | | | | 1600 | 570(558) | 3200 |

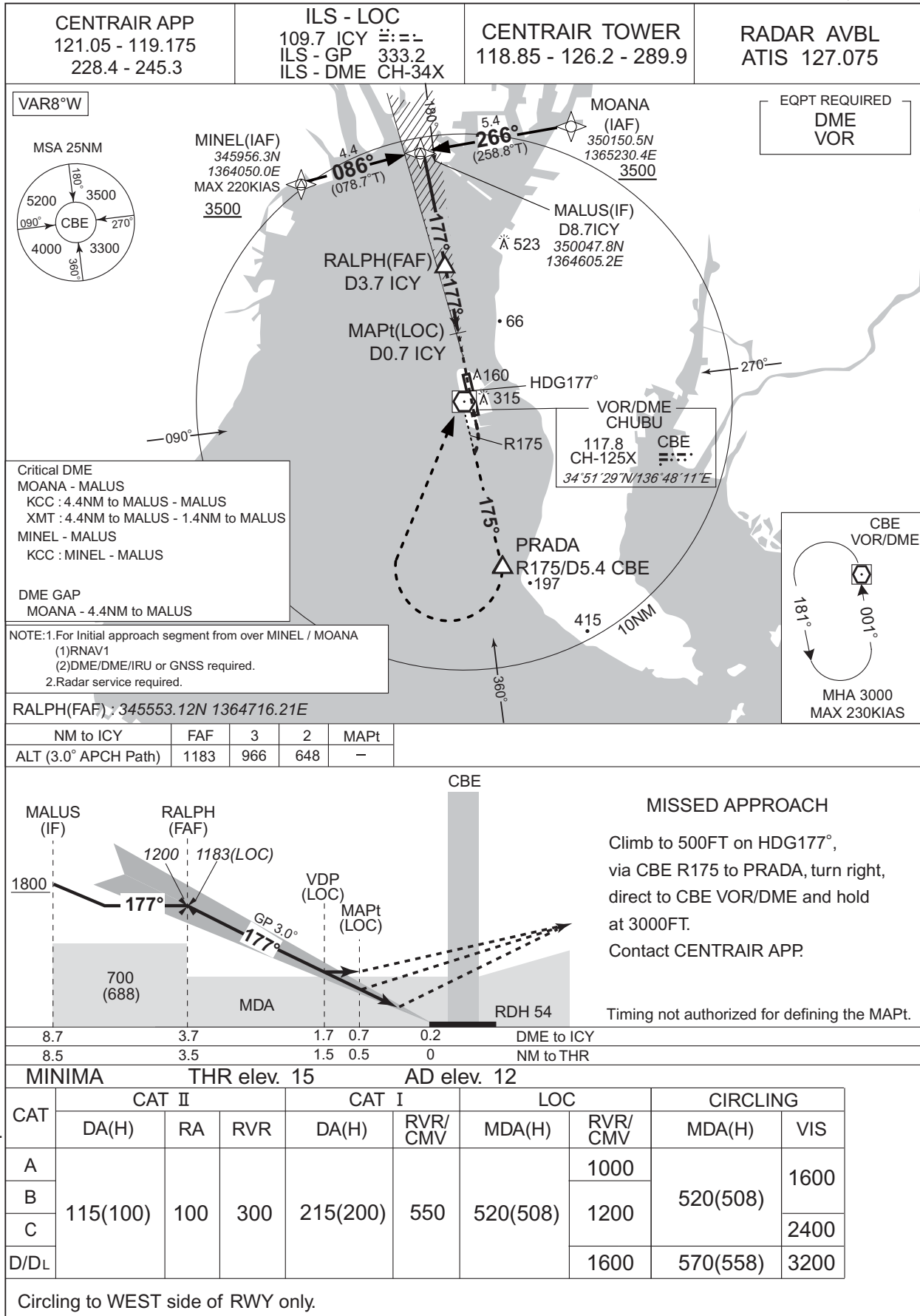
CHANGE : Description of VAR.

Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS X or LOC X RWY18(CAT II)



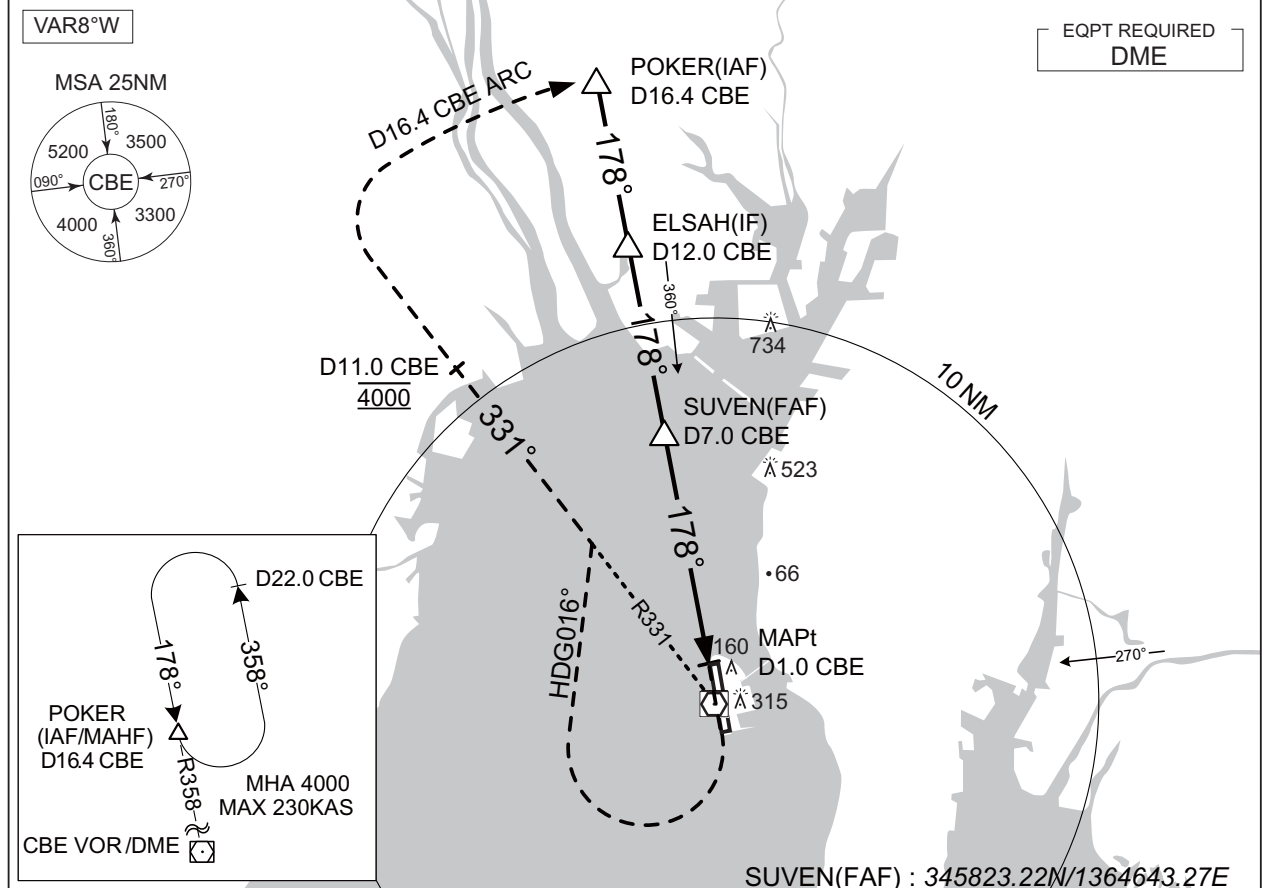
CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

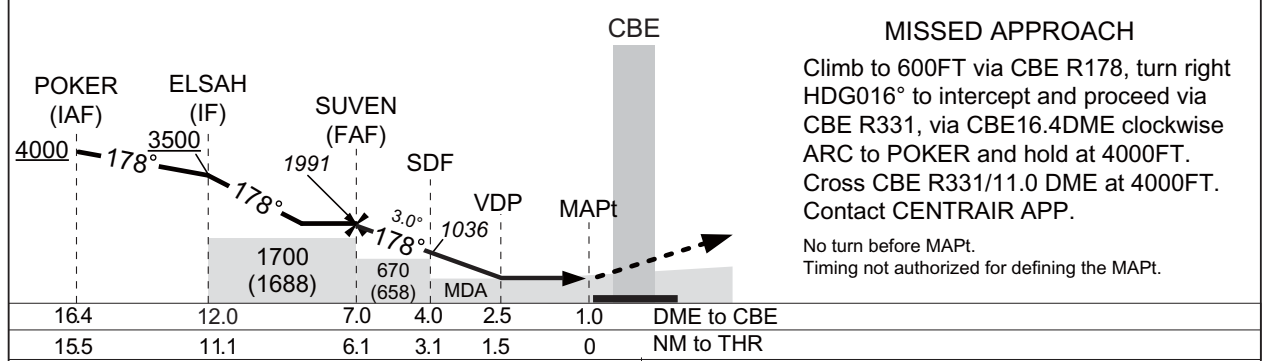
RJGG / CHUBU CENTRAIR

VOR RWY18

| | | | |
|---|---|--|----------------------------|
| CENTRAIR APP 121.05 - 119.175 228.4 - 245.3 | CHUBU VOR/DME 117.8 CBE CH-125X 34°51'29"N/136°48'11"E | CENTRAIR TOWER 118.85 - 126.2 - 289.9 | RADAR AVBL ATIS 127.075 |
|---|---|--|----------------------------|



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



| | | | | |
|--------|-----------|--------------|-------------|------|
| MINIMA | | THR elev. 15 | AD elev. 12 | |
| CAT | MDA(H) | | CIRCLING | |
| | 520 (508) | RVR/CMV | MDA(H) VIS | |
| | | 1000 | 520 (508) | 1600 |
| | | 1200 | | |
| | | 1600 | 570 (558) | 3200 |

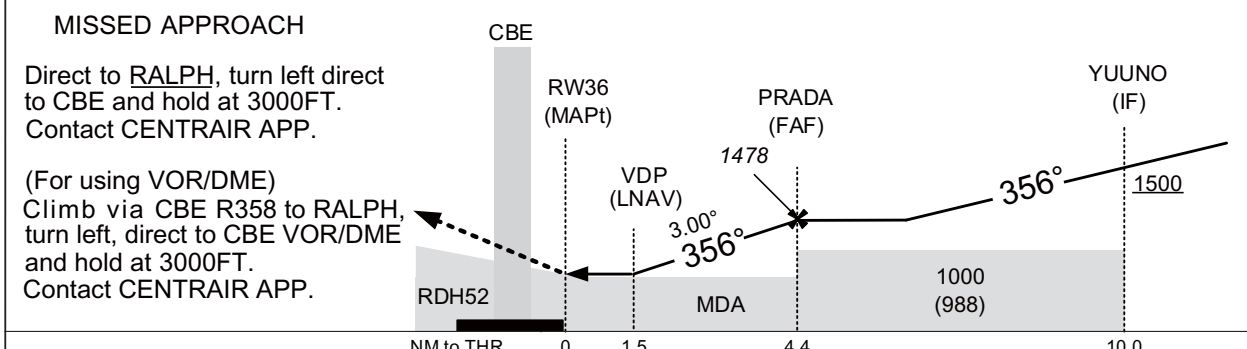
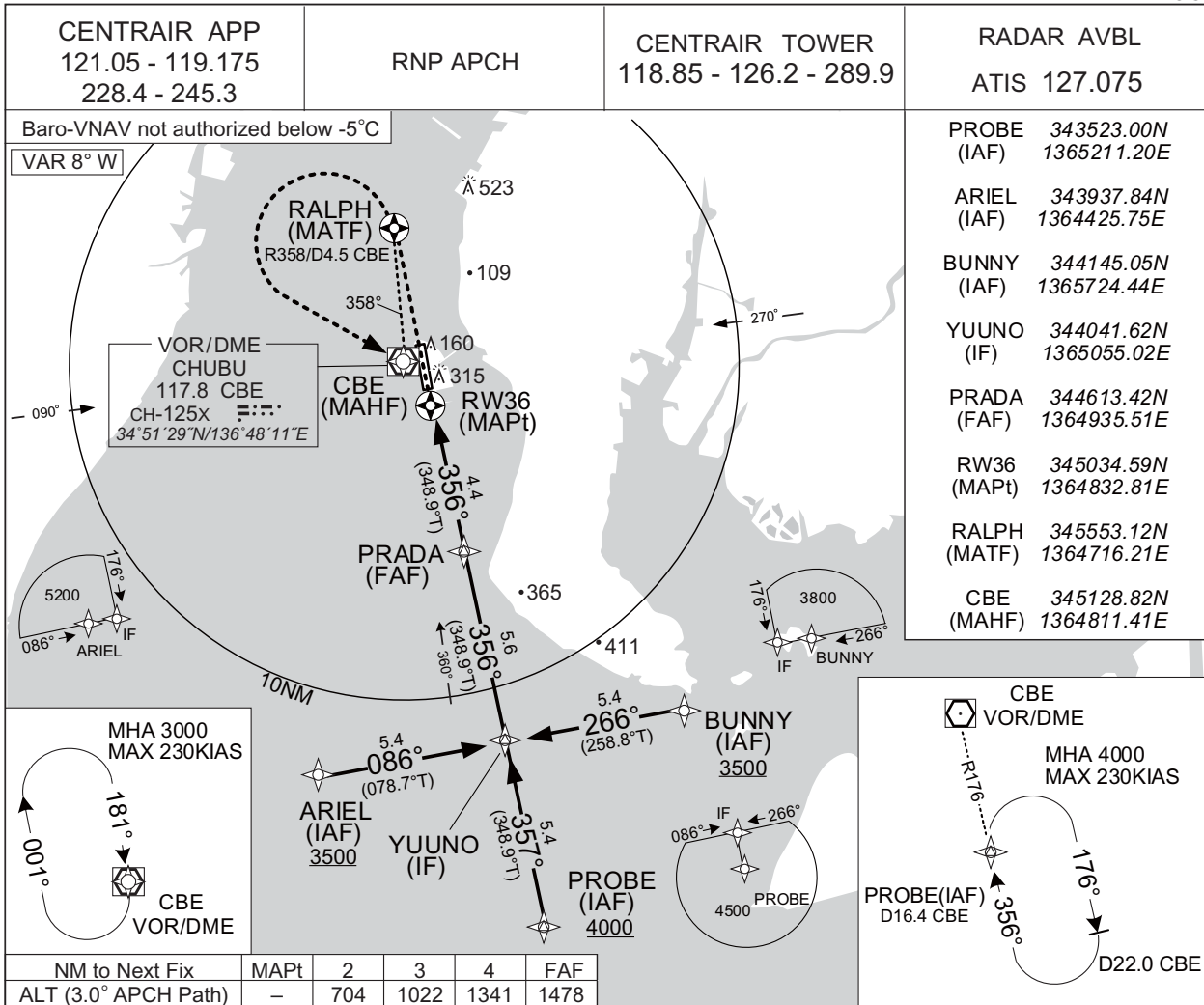
CHANGE : Description of VAR.

Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

RNP RWY36



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

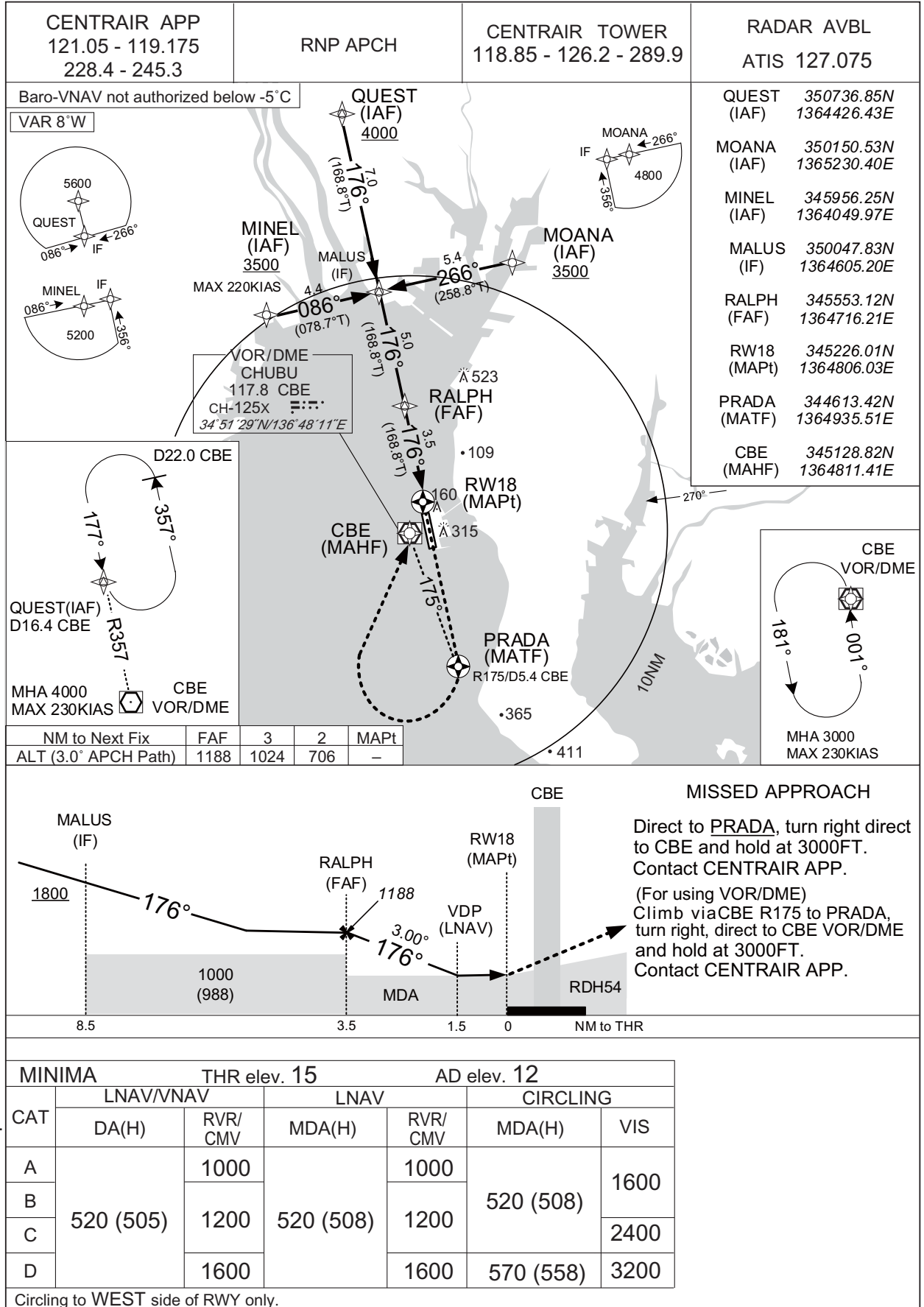
Circling to WEST side of RWY only.

CHANGE : Description of VAR.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

RNP RWY18



RJGG / CHUBU CENTRAIR

Visual REP



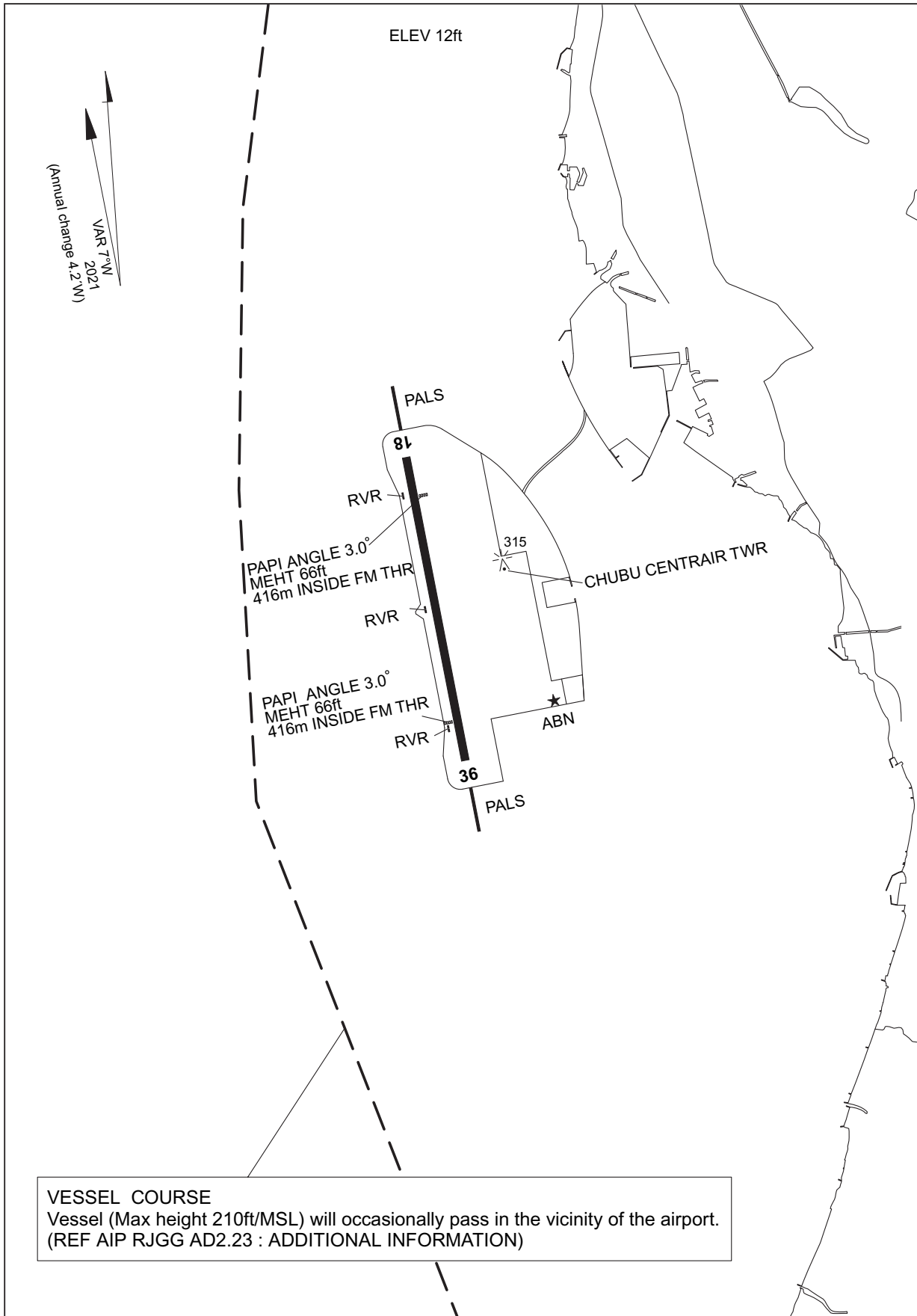
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : VAR.

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

RJGG / CHUBU CENTRAIR

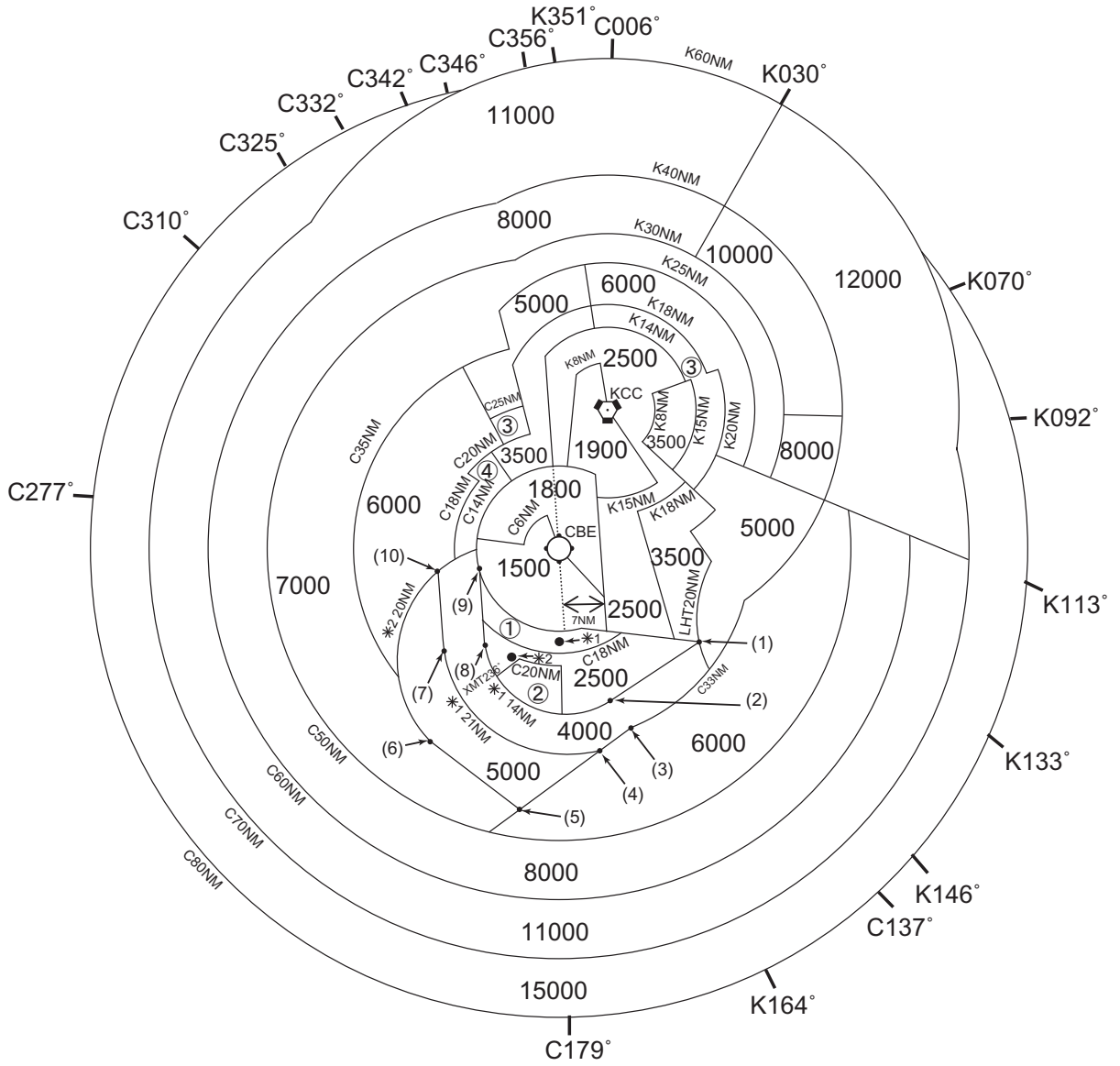
LDG CHART



RJGG / CHUBU CENTRAIR

Minimum Vectoring Altitude CHART

VAR 7°W (2009)



CHANGE : AKENO NDB(AK) abolished.

- | | | | |
|--------|----------------------|-----------------------|-------------------------------------|
| ① 2000 | (1) 343821N/1371935E | (6) 341414N/1362958E | CENTER : 345129N/1364811E (C : CBE) |
| ② 3000 | (2) 342638N/1370237E | (7) 343322N/1362638E | CENTER : 351555N/1365454E (K : KCC) |
| ③ 4000 | (3) 342240N/1370744E | (8) 343442N/1363458E | *1 : 343722N/1365140E |
| ④ 5000 | (4) 341804N/1370143E | (9) 344656N/1363203E | *2 : 343140N/1364148E |
| | (5) 340628N/1364640E | (10) 344507N/1362348E | |