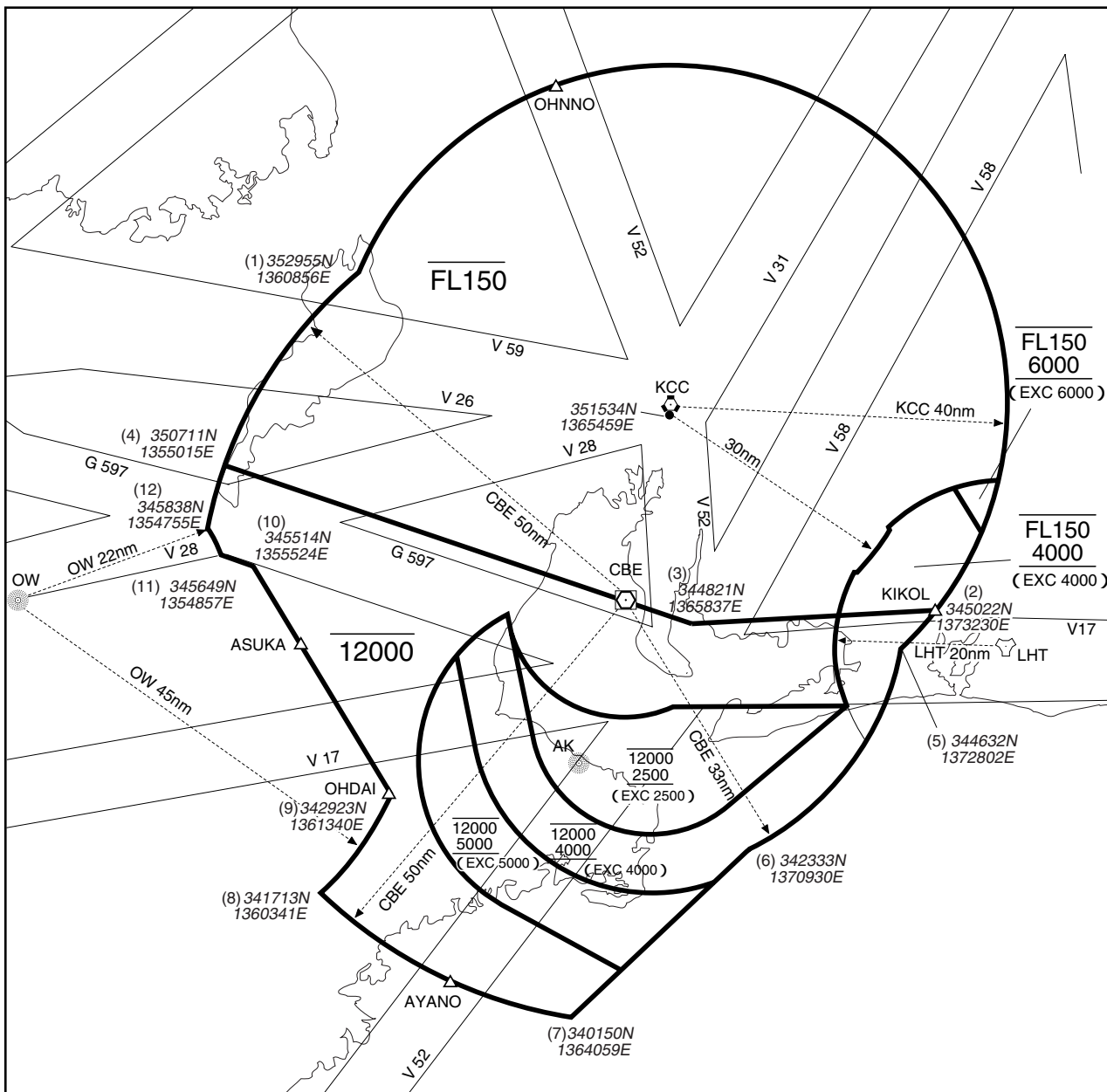
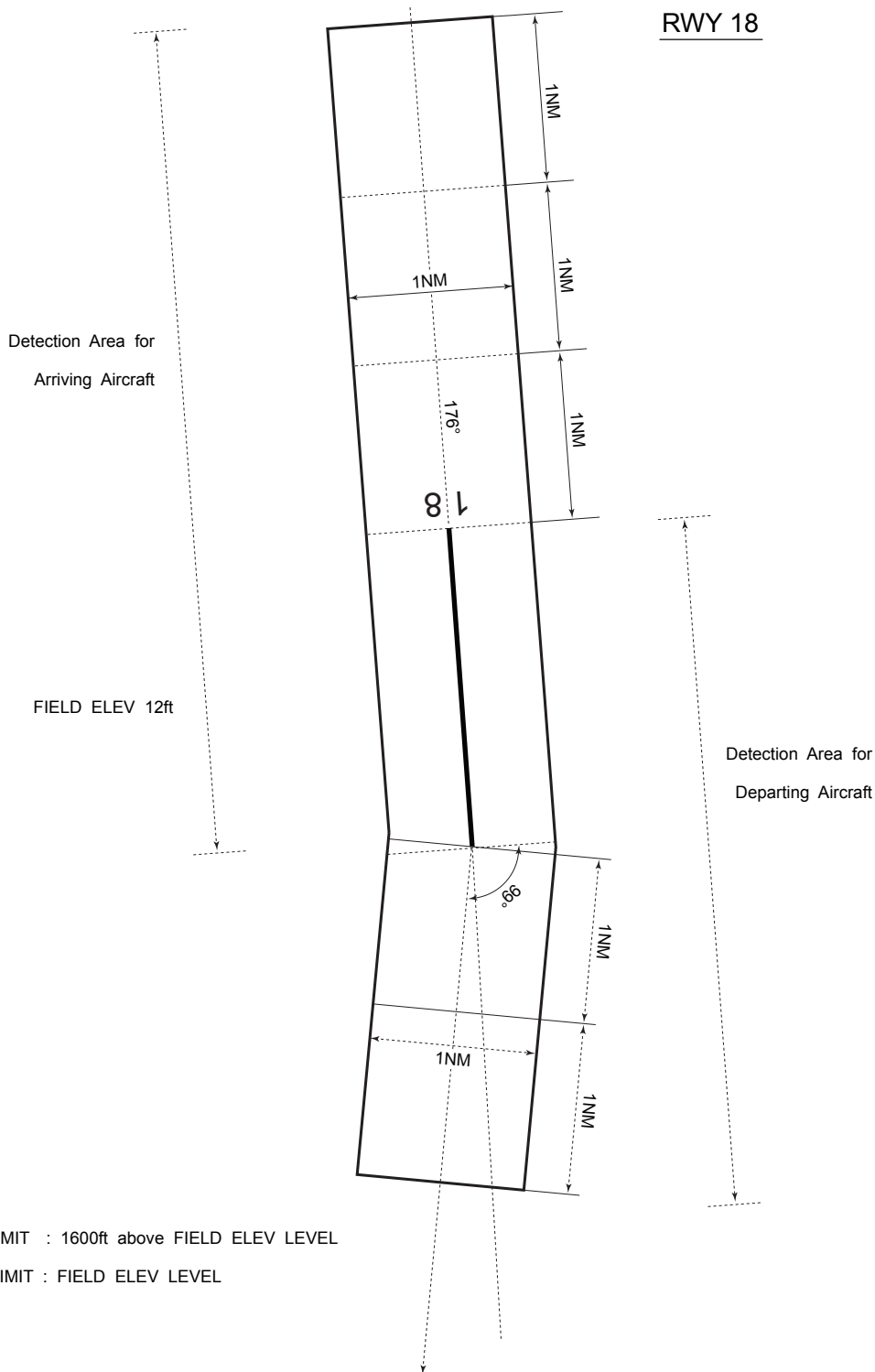


中部進入管制区
Chubu Approach Control Area



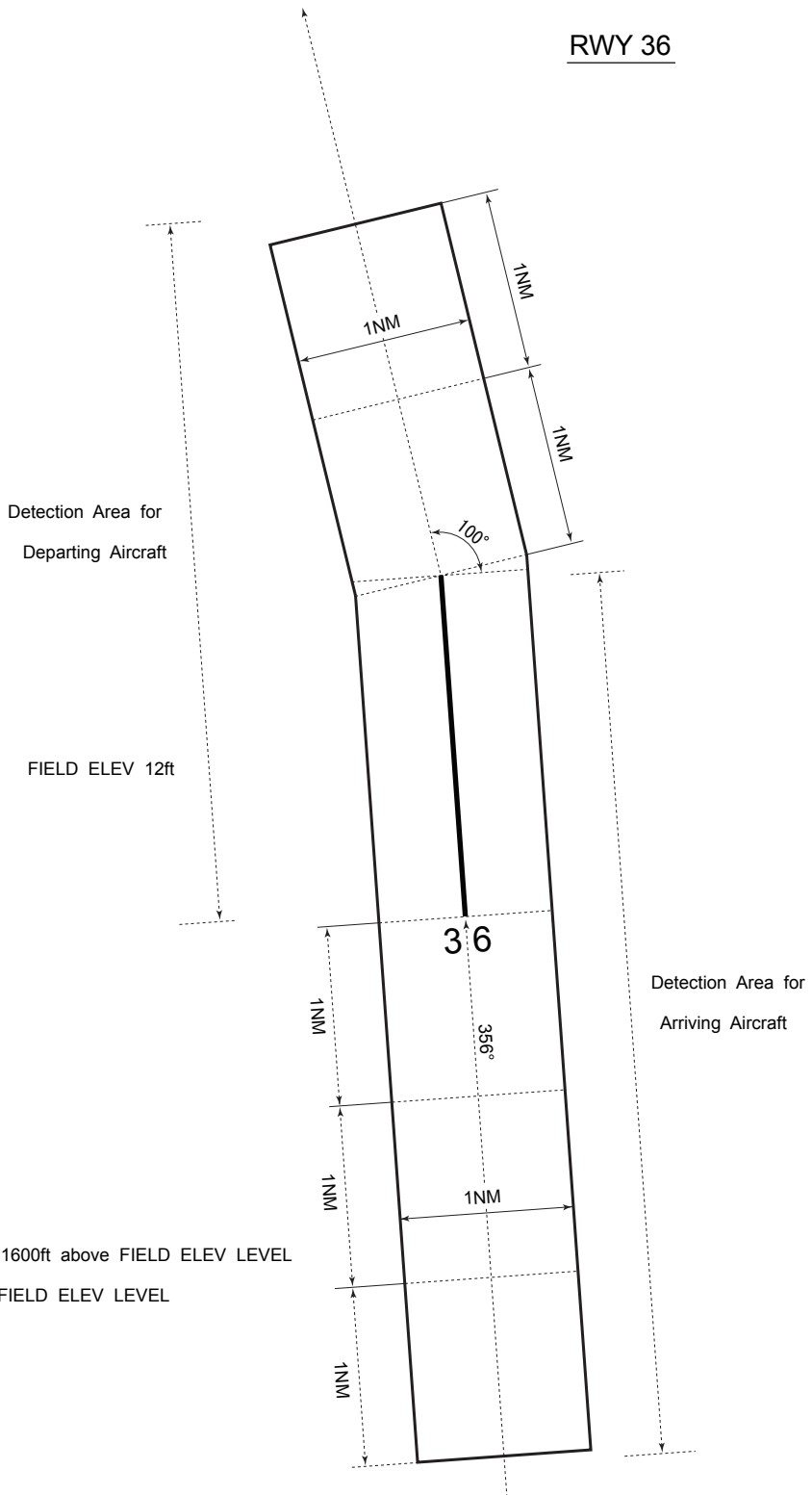
Airspace for the advisory service concerning low level wind shear

RWY 18

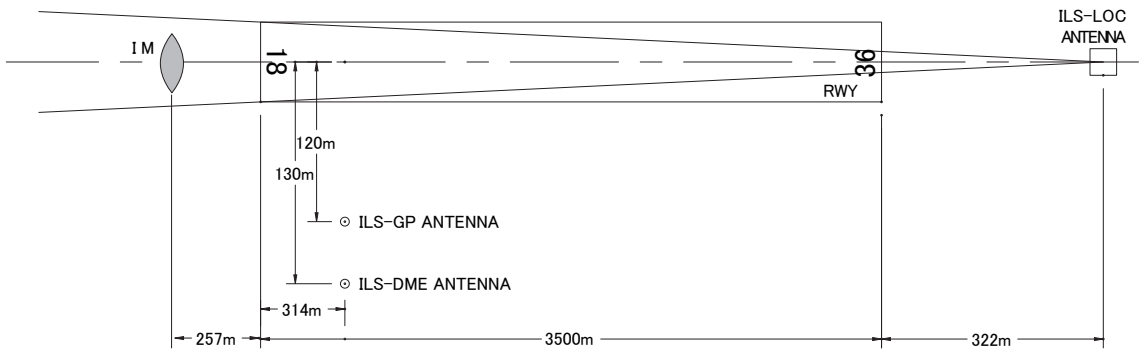


Airspace for the advisory service concerning low level wind shear

RWY 36

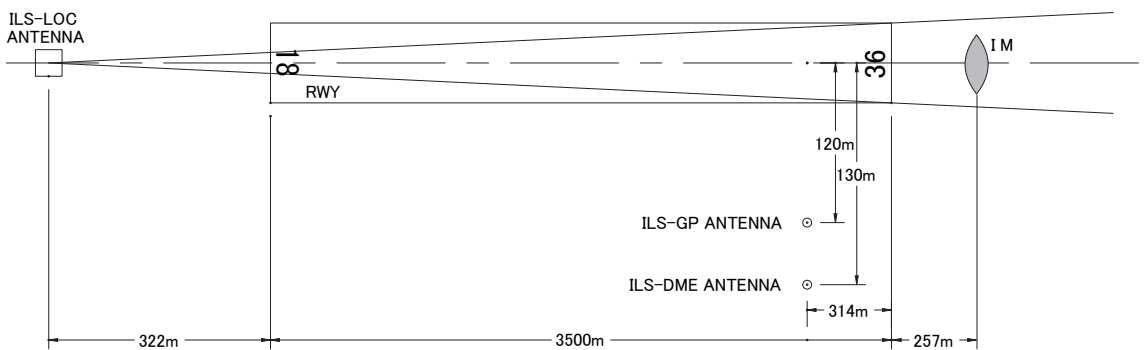


ILS FOR RWY 18



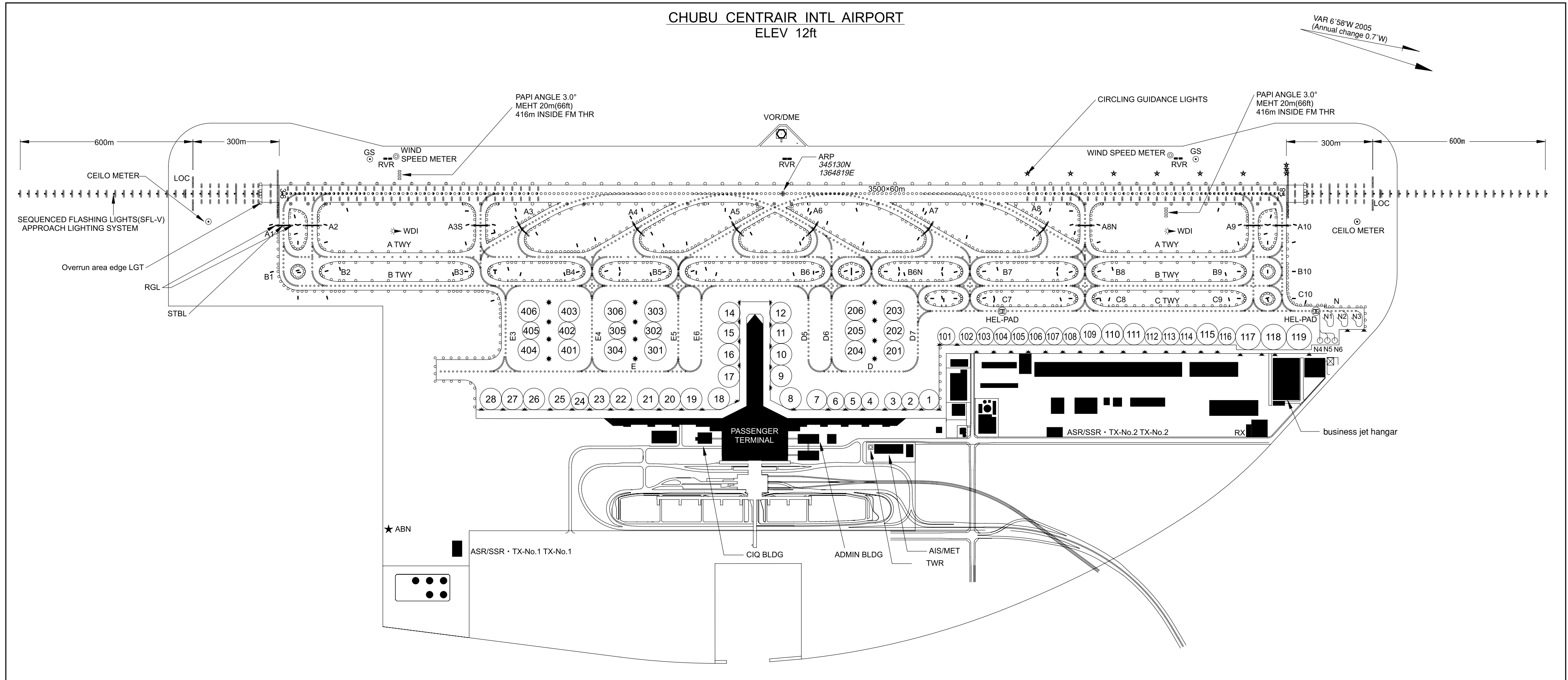
- REMARKS:
- | | |
|-------------------------|------|
| 1. LOC beam BRG(MAG) | 176° |
| 2. HGT of ILS REF datum | 54ft |
| 3. GP Angle | 3.0° |
| 4. ELEV of ILS-DME | 29ft |

ILS FOR RWY 36



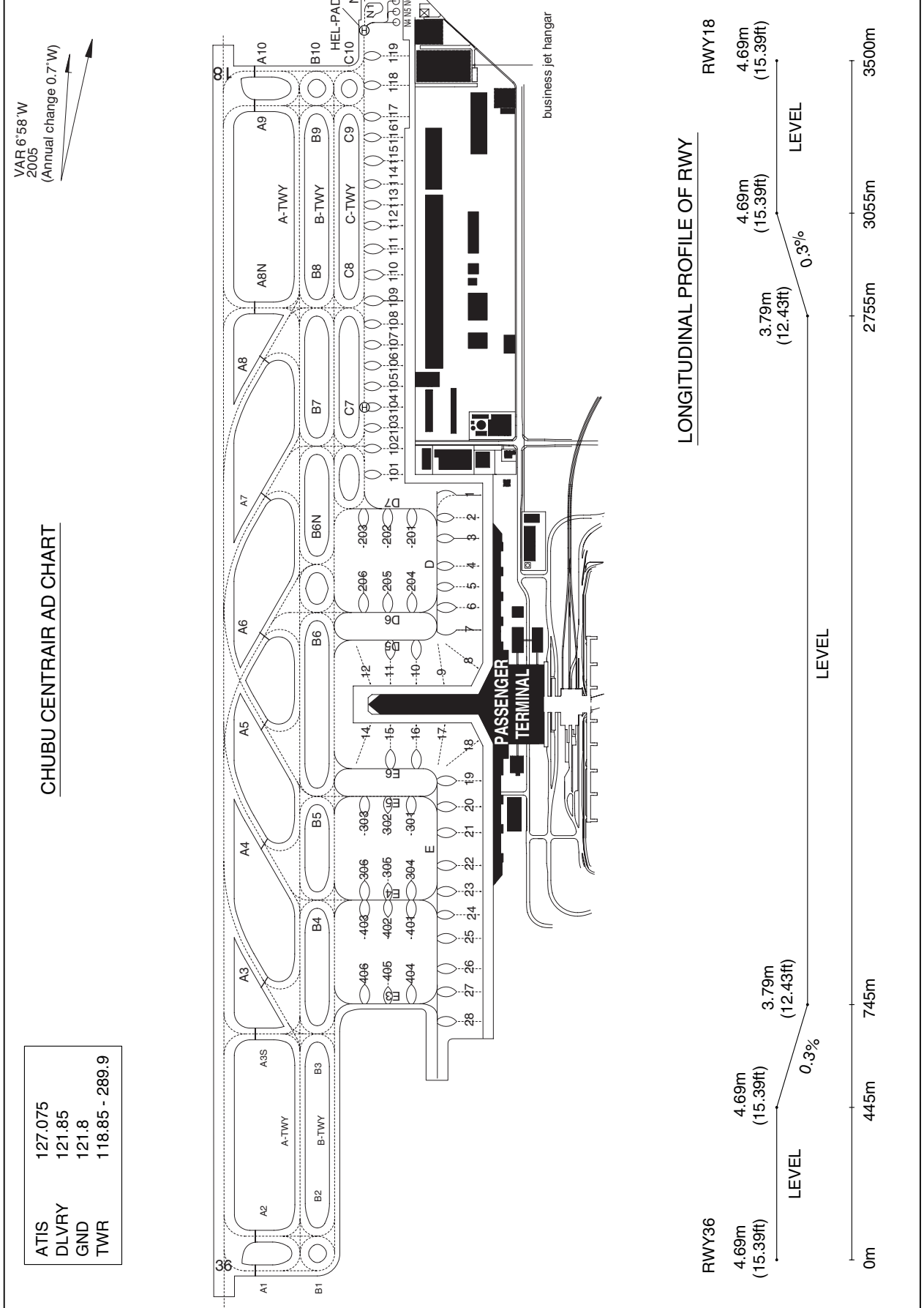
- REMARKS:
- | | |
|-------------------------|------|
| 1. LOC beam BRG(MAG) | 356° |
| 2. HGT of ILS REF datum | 52ft |
| 3. GP Angle | 3.0° |
| 4. ELEV of ILS-DME | 30ft |

CHUBU CENTRAIR INTL AIRPORT
ELEV 12ft



RJGG / CHUBU CENTRAIR

AD CHART

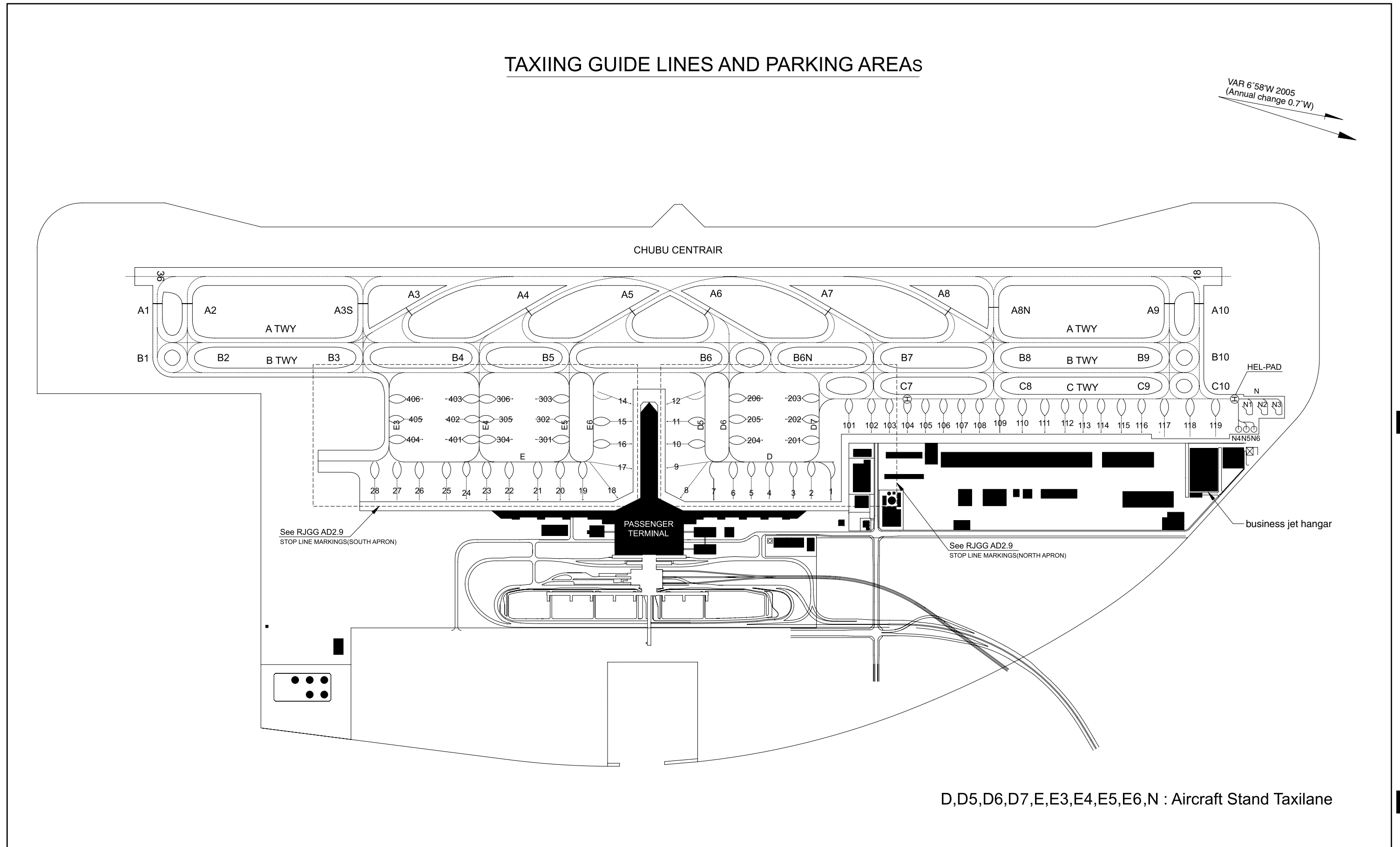


INTENTIONALLY LEFT BLANK

AERODROME GROUND MOVEMENT CHART

TAXIING GUIDE LINES AND PARKING AREAS

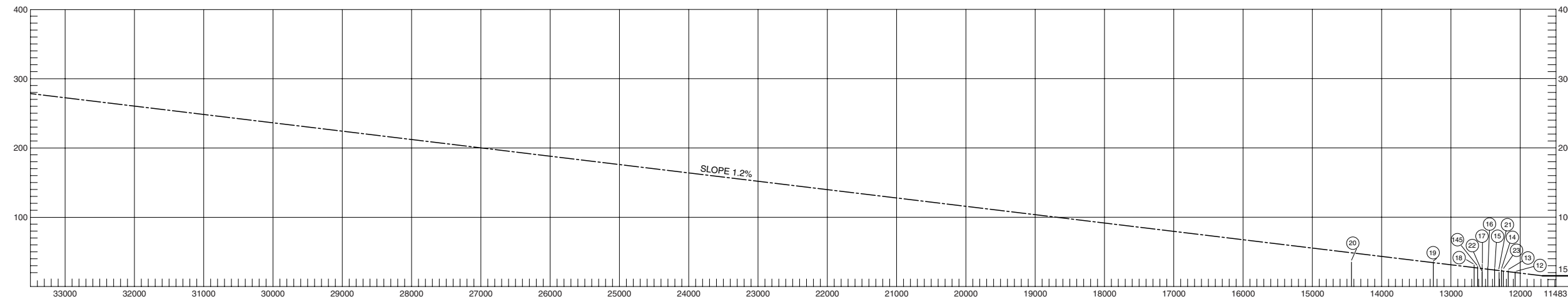
VAR 6°58'W 2005
(Annual change 0.7"W)



AERODROME OBSTACLE CHART-ICAO
TYPE A

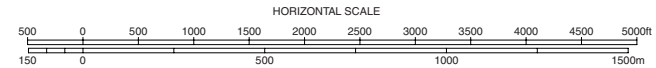
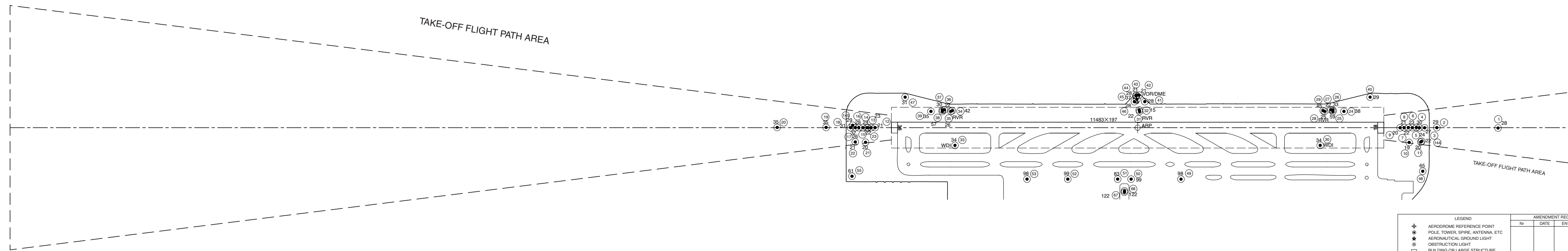
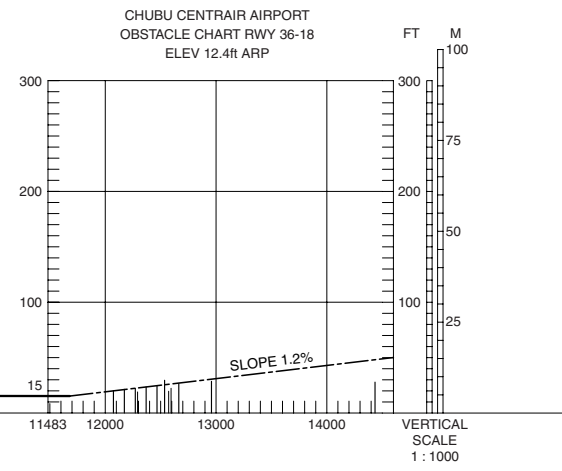
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 6° 57' 30" W 2005



RWY : 36-18

RWY36		RWY18	
11483(3500m)	TAKE OFF RUN AVAILABLE	11483(3500m)	
11483(3500m)	TAKE OFF DISTANCE AVAILABLE	11483(3500m)	
11483(3500m)	ACCELERATE STOP DISTANCE AVAILABLE	11483(3500m)	
11483(3500m)	LANDING DISTANCE AVAILABLE	11483(3500m)	

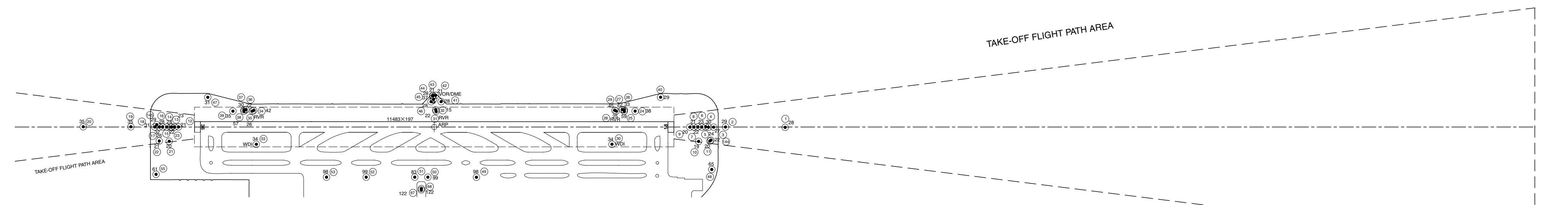
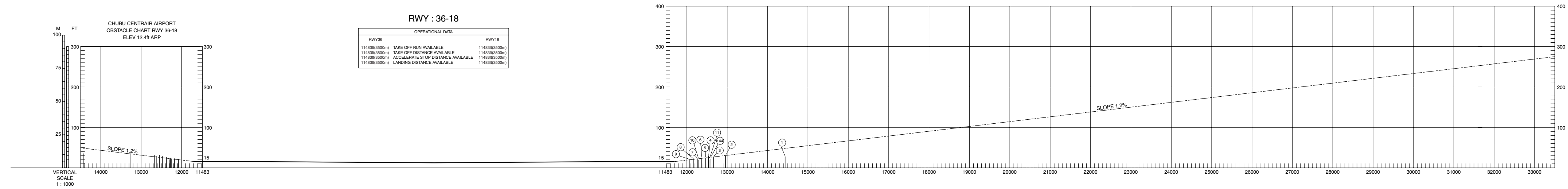


LEGEND	AMENDMENT RECORD		
	Nr	DATE	ENTERED BY
⊕ AERODROME REFERENCE POINT			
⊙ POLE, TOWER, SPIRE, ANTENNA, ETC			
★ AERONAUTICAL GROUND LIGHT			
⊛ OBSTRUCTION LIGHT			
□ BUILDING OR LARGE STRUCTURE			
△ TRIANGULATION POINT			
⊕ RAILROAD			
⊕ TRANSMISSION LINE OR OVERHEAD CABLE			
▬ LEVEE			
* TREE			
○ LAKE			
⊕ CONTOURS(M)			

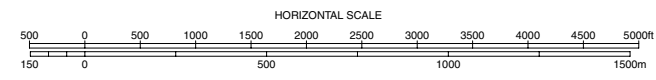
AERODROME OBSTACLE CHART-ICAO
TYPE A

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 6° 57' 30" W 2005

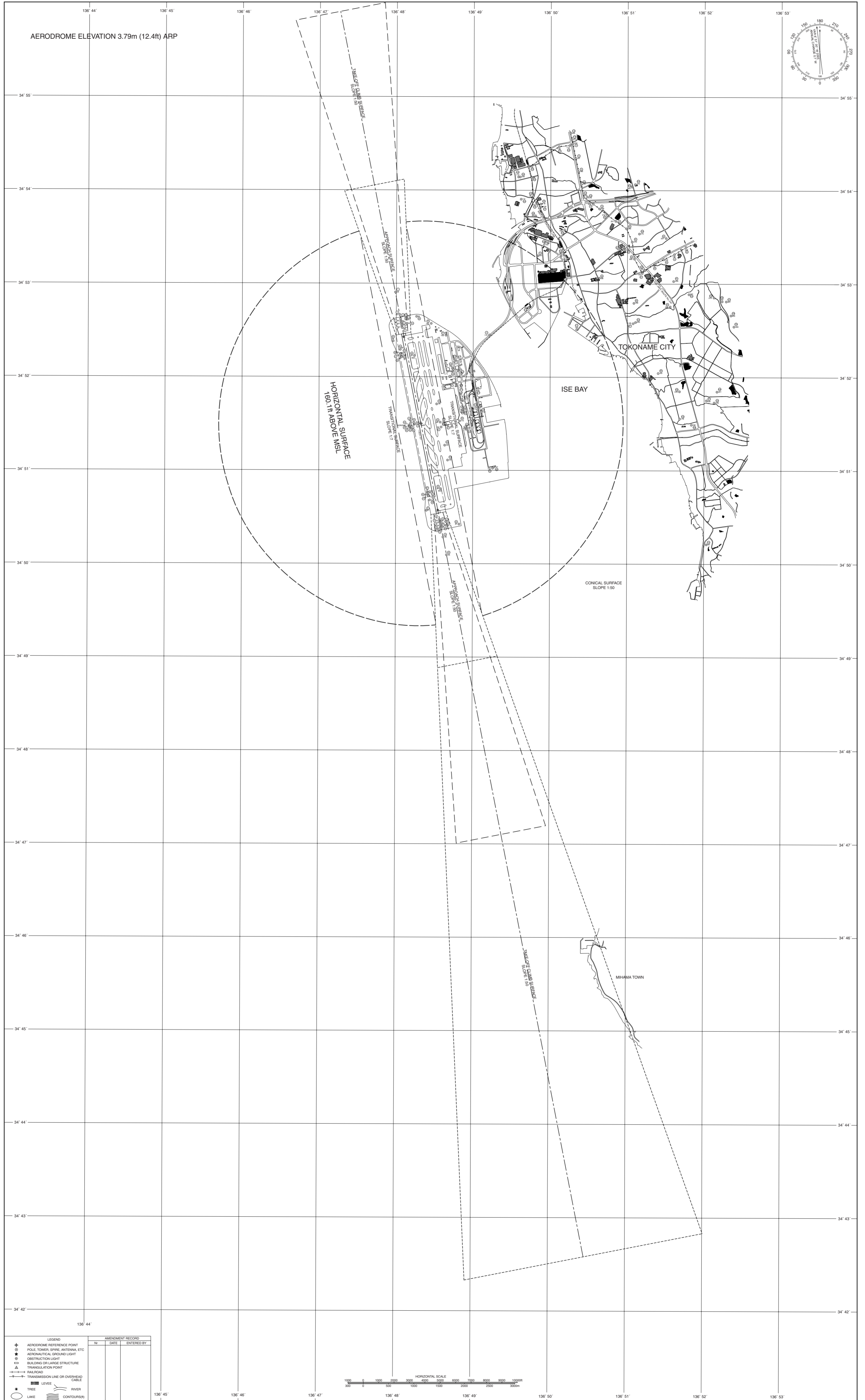


LEGEND		AMENDMENT RECORD		
		Nr	DATE	ENTERED BY
+	AERODROME REFERENCE POINT			
●	POLE, TOWER, SPIRE, ANTENNA, ETC			
★	AERONAUTICAL GROUND LIGHT			
✳	OBSTRUCTION LIGHT			
▭	BUILDING OR LARGE STRUCTURE			
△	TRIANGULATION POINT			
—+—+—	RAILROAD			
—+—+—	TRANSMISSION LINE OR OVERHEAD CABLE			
▬	LEVEE			
~	RIVER			
*	TREE			
○	LAKE			
—	CONTOURS(10)			



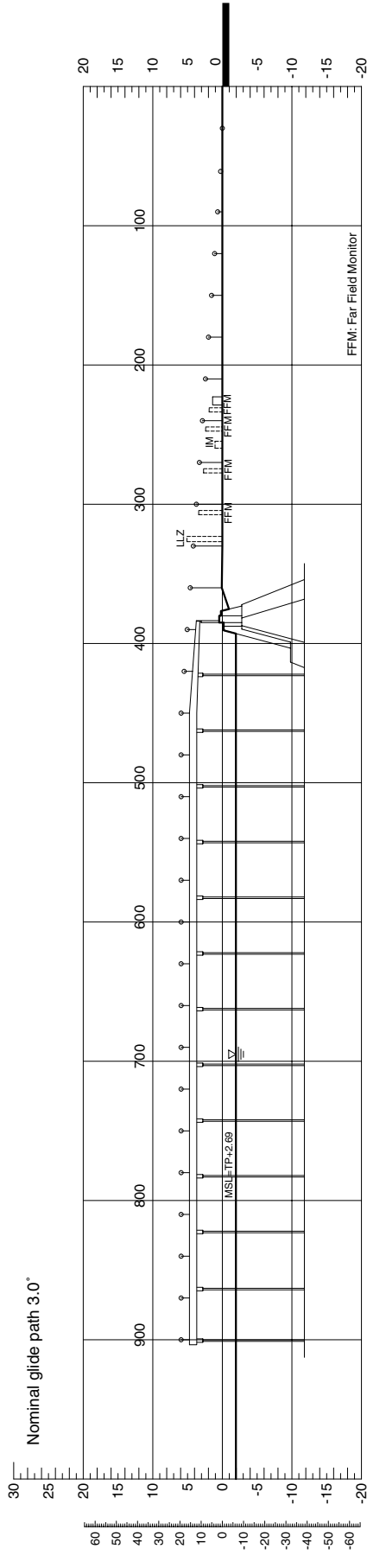
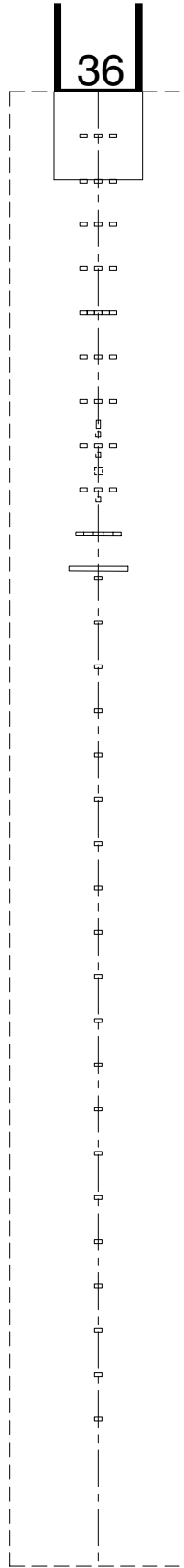
AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



PRECISION APPROACH TERRAIN CHART

DISTANCES AND HEIGHTS IN METERS
RWY 36



LEGEND	
—	CENTER-LINE PROFILE
- - -	DEVIATION AT LEAST ±3m FROM CENTER-LINE PROFILE
□	APPROACH LIGHTING
○	ANTENNA

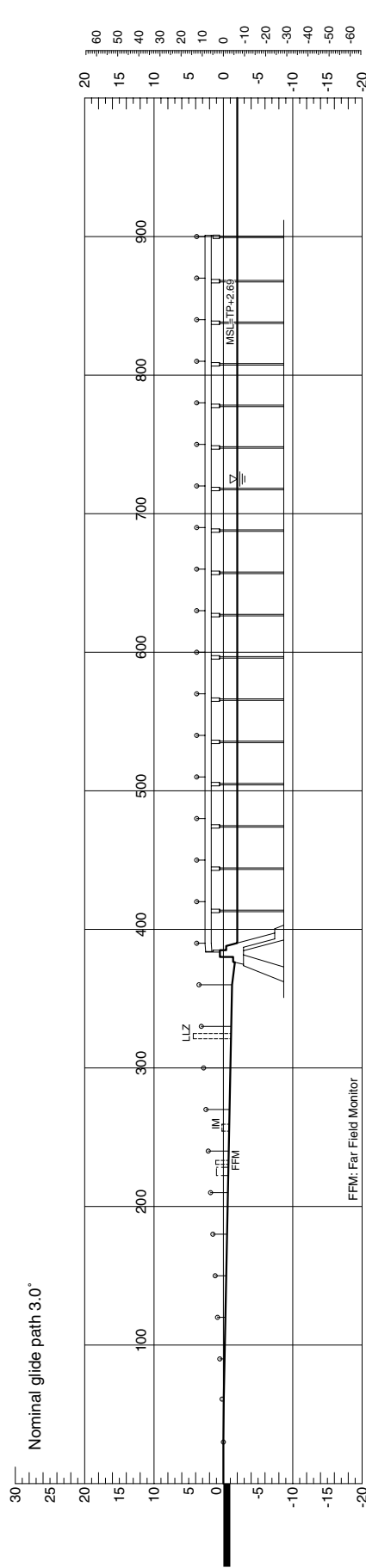
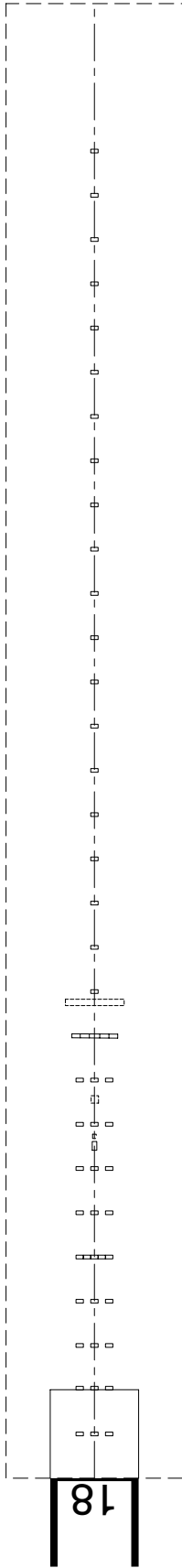
HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500
CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

↑
Vertical scale in feet



PRECISION APPROACH TERRAIN CHART

DISTANCES AND HEIGHTS IN METERS
RWY 18



LEGEND	
	CENTER-LINE PROFILE
	DEVIATION AT LEAST ±3m FROM CENTER-LINE PROFILE
	APPROACH LIGHTING
	ANTENNA

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500
CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (A)

BAY FIVE DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left HDG 260° to intercept and proceed via KCC R213 to 30DME, turn left via CBE 9DME counterclockwise ARC to intercept and proceed via CBE R202 to ESPAN.

Cross ESPAN at or above 12000FT.

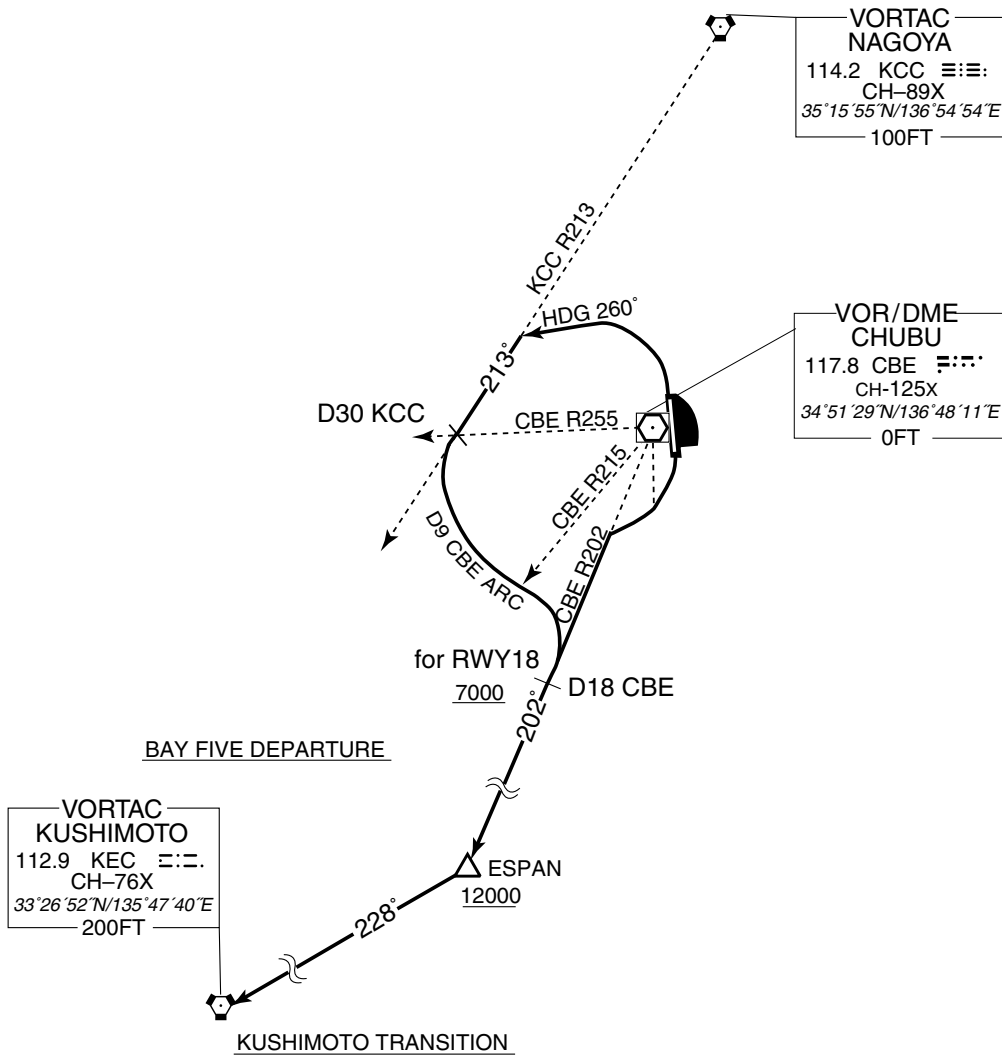
RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R202 to ESPAN.

Cross CBE R202/18DME at or above 7000FT, cross ESPAN at or above 12000FT.

NOTE : Aircraft unable to comply with altitude restriction, inform CENTRAIR DELIVERY for alternate procedure when requesting ATC clearance.

KUSHIMOTO TRANSITION

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



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (B)

LAKE FIVE DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left, climb via CBE R350 to 6DME, turn left HDG 270° to intercept and proceed via CBE R314 to HIKNE...

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via XMC R317 to HIKNE...

...Cross HIKNE at or above 7000FT.

Note : Following climb gradient should be maintained until 4100FT.

Speed (Knots)	60	90	120	150	180	210
Rate (Feet/Min)	300	450	600	750	900	1050

LAKE REVERSAL THREE DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left HDG 260° to intercept and proceed via KCC R213 to 30DME, turn left via CBE 9DME counterclockwise ARC until crossing CBE R215, turn left proceed via CBE R198 to CBE VOR/DME, via CBE R314 to HIKNE...

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R181 to 7DME, turn right via CBE 9DME clockwise ARC until crossing CBE R233, turn right to intercept and proceed via CBE R250 to CBE 3DME, turn left proceed via CBE R314 to HIKNE...

...Cross CBE R314/8DME at or above 7000FT.

MIYAZU TRANSITION

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

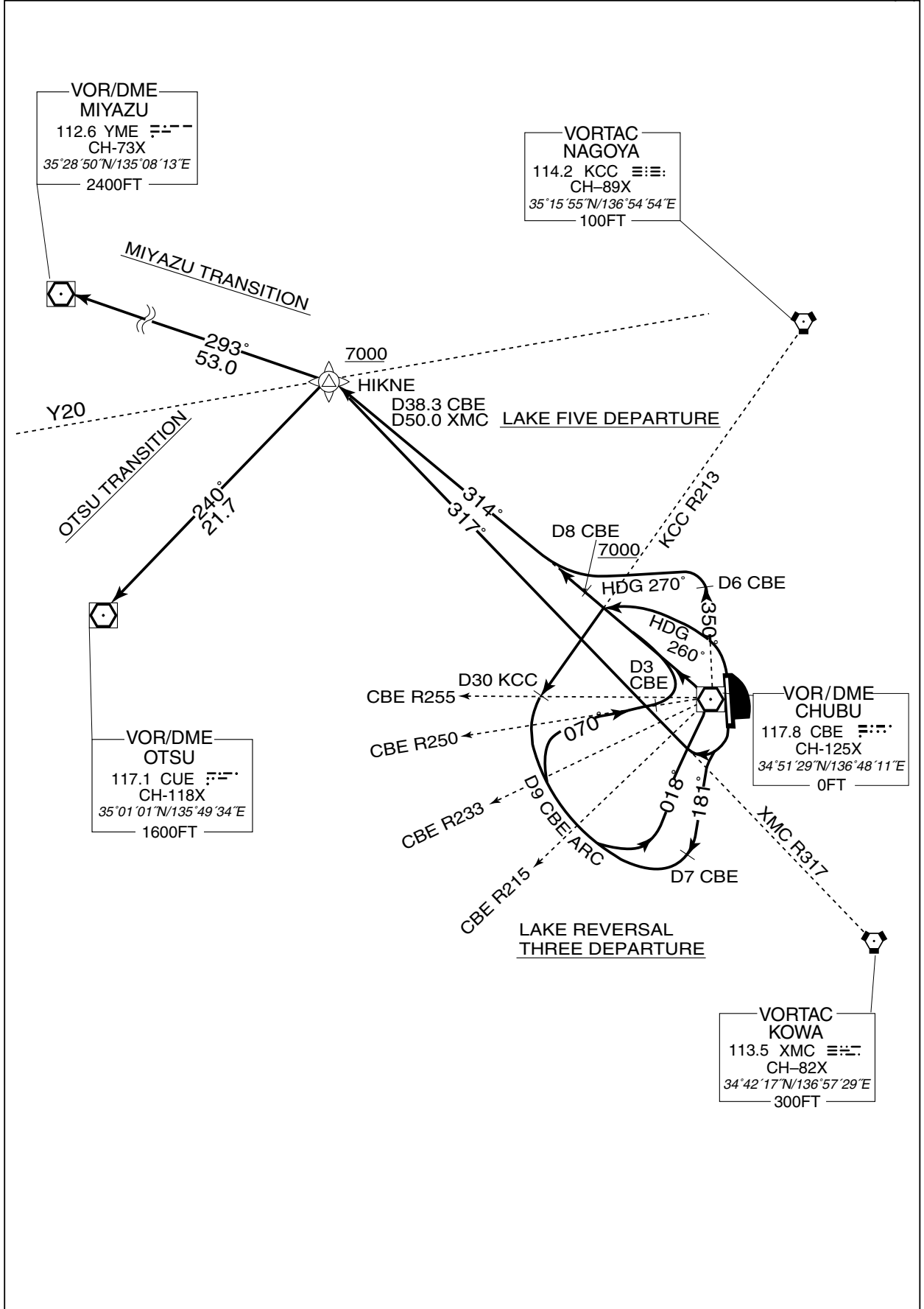
OTSU TRANSITION

From over HIKNE, proceed via CUE R060 to CUE VOR/DME.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (C)



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (D)

NAGOYA THREE DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left, climb via CBE R350 to 12DME, turn right to intercept and proceed via KCC R225 to KCC VORTAC.

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R181 to 12DME, turn left and proceed to XMC VORTAC, via XMC R003 to KCC VORTAC.

Cross XMC VORTAC at or above 6000FT.

Note : Aircraft unable to comply with altitude restriction, inform CENTRAIR DELIVERY for alternate procedure when requesting ATC clearance.

NAGOYA REVERSAL TWO DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left HDG 260° to intercept and proceed via KCC R213 to 30DME, turn left via CBE 9DME counterclockwise ARC until crossing CBE R215, turn left proceed via CBE R198 to CBE VOR/DME, ...

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R181 to 7DME, turn right via CBE9DME clockwise ARC until crossing CBE R233, turn right to intercept and proceed via CBE R250 to CBE VOR/DME, ...

...via CBE R020 to KCC VORTAC.

Cross CBE VOR/DME at or above 7000FT.

KROBE TRANSITION

From over KCC VORTAC, proceed via KCC R033 to KROBE.
Cross KCC R033/60DME at or above FL200.

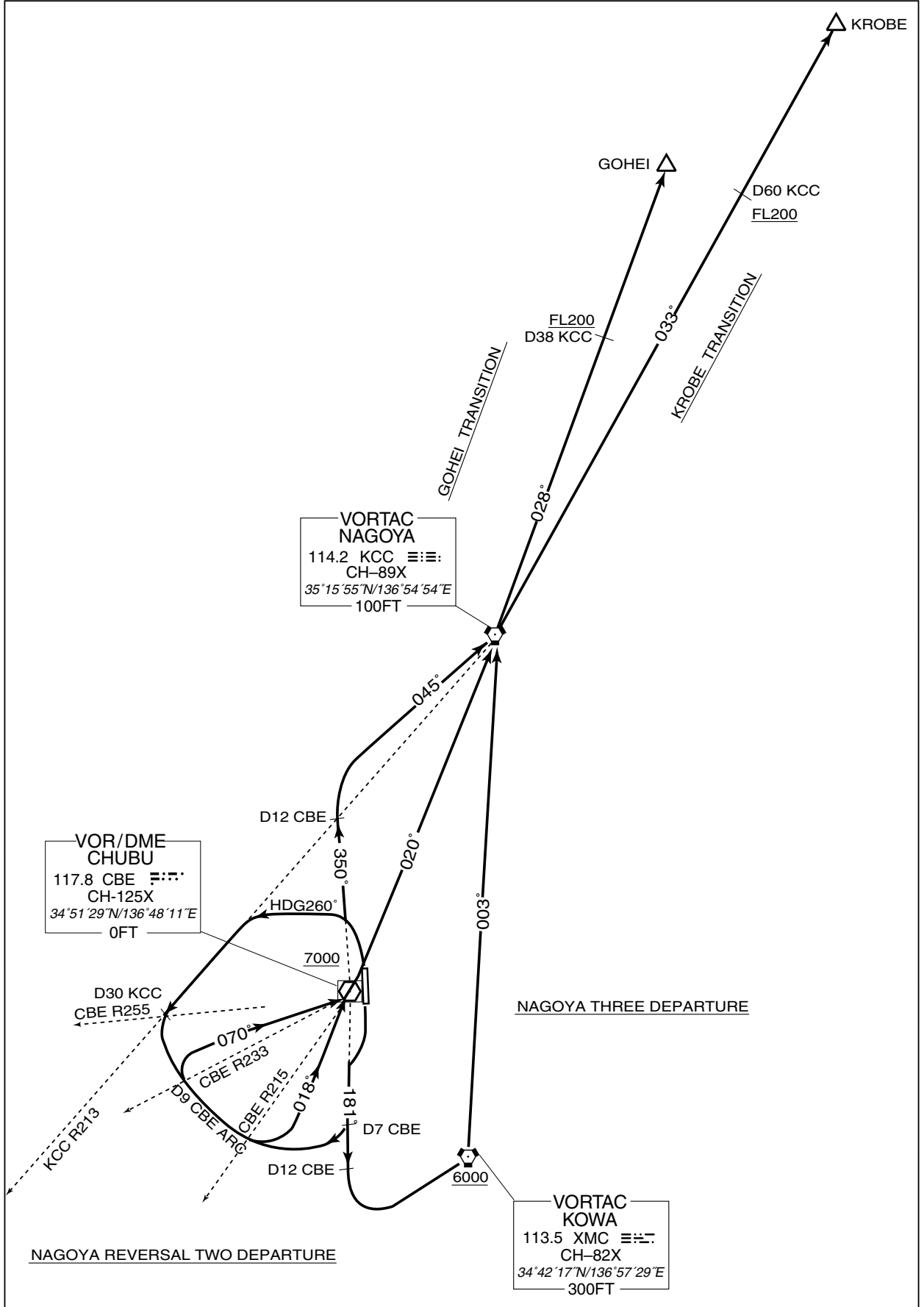
GOHEI TRANSITION

From over KCC VORTAC, proceed via KCC R028 to GOHEI.
Cross KCC R028/38DME at or above FL200.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (E)



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (F)

ANJYO THREE DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left, climb via CBE R350 to 12DME, turn right via CBE 14DME clockwise ARC to intercept and proceed via CBE R067 to ANJYO.

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R181 to 12DME, turn left and proceed to XMC VORTAC, via XMC R029 to ANJYO.

Cross XMC VORTAC at or above 6000FT.

Note : Aircraft unable to comply with altitude restriction, inform CENTRAIR DELIVERY for alternate procedure when requesting ATC clearance.

ANJYO REVERSAL TWO DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left HDG 260° to intercept and proceed via KCC R213 to 30DME, turn left via CBE 9DME counterclockwise ARC until crossing CBE R215, turn left proceed via CBE R198 to CBE VOR/DME, ...

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R181 to 7DME, turn right via CBE 9DME clockwise ARC until crossing CBE R233, turn right to intercept and proceed via CBE R250 to CBE VOR/DME, ...

... via CBE R067 to ANJYO.

Cross CBE VOR/DME at or above 7000FT.

TENRU TRANSITION

From over ANJYO, proceed via CBE R067 to CHAUS via TSUGU, via MBE R179 to TENRU.

Cross CBE R067/36DME at or above 12000FT, cross CHAUS at or above FL150.

CHAUS TRANSITION

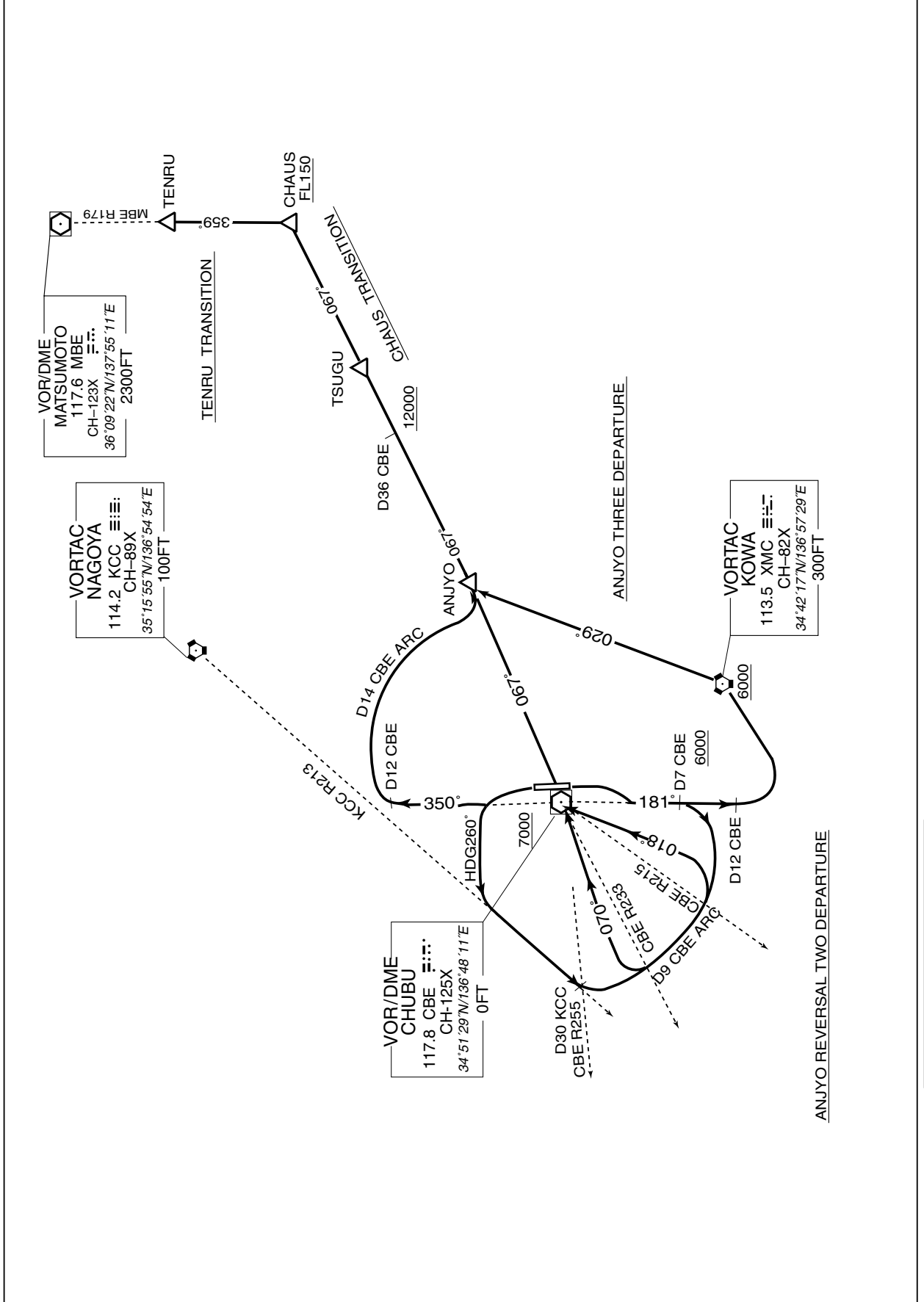
From over ANJYO, proceed via CBE R067 to CHAUS via TSUGU.

Cross CBE R067/36DME at or above 12000FT, cross CHAUS at or above FL150.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (G)



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (J)

KOWA THREE DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left, climb via CBE R350 to 8DME, turn right to intercept and proceed via XMC R351 to XMC VORTAC.

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R181 to 12DME, turn left and proceed to XMC VORTAC.
Cross XMC VORTAC at or above 6000FT.

Note : Aircraft unable to comply with altitude restriction, inform CENTRAIR DELIVERY for alternate procedure when requesting ATC clearance.

CRADLE THREE DEPARTURE

RWY36 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn left HDG 260° to intercept and proceed via KCC R213 to 30DME, turn left via CBE 9DME counterclockwise ARC until crossing CBE R215, proceed to XMC VORTAC.

Cross CBE R170 at or above 7000FT

RWY18 : Climb RWY HDG until 1NM from RWY end (CBE 2DME), turn right, climb via CBE R181 to 15DME, turn left proceed to XMC VORTAC.
Cross XMC VORTAC at or above 7000FT.

Note : Aircraft unable to comply with altitude restriction, inform CENTRAIR DELIVERY for alternate procedure when requesting ATC clearance.

ENSYU TRANSITION

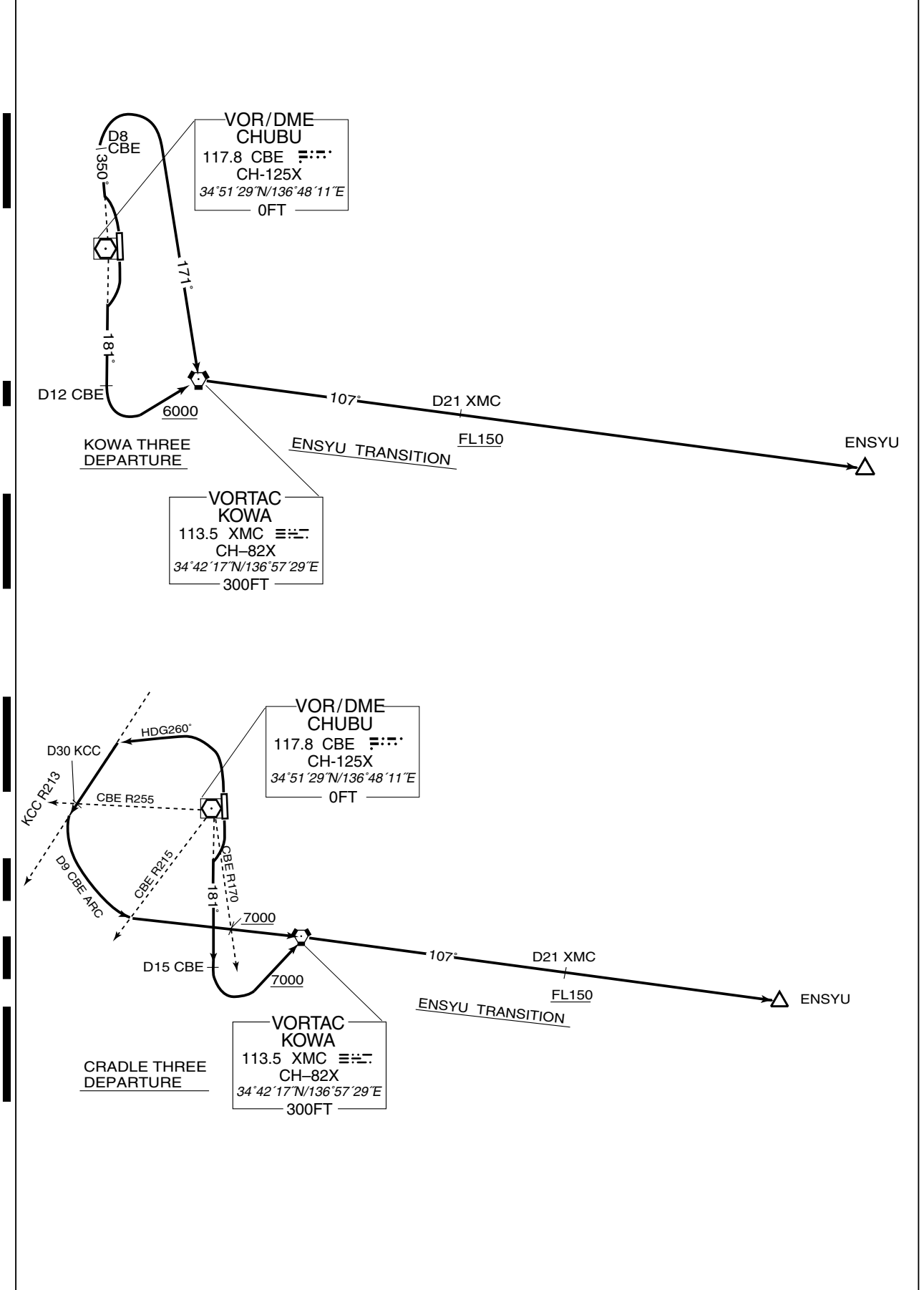
From over XMC VORTAC, proceed via XMC R107 to ENSYU.
Cross XMC 21DME at or above FL150.

Note : Aircraft unable to comply with altitude restriction, inform CENTRAIR DELIVERY for alternate procedure when requesting ATC clearance.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

SID and TRANSITION (K)



STANDARD DEPARTURE CHART -INSTRUMENT

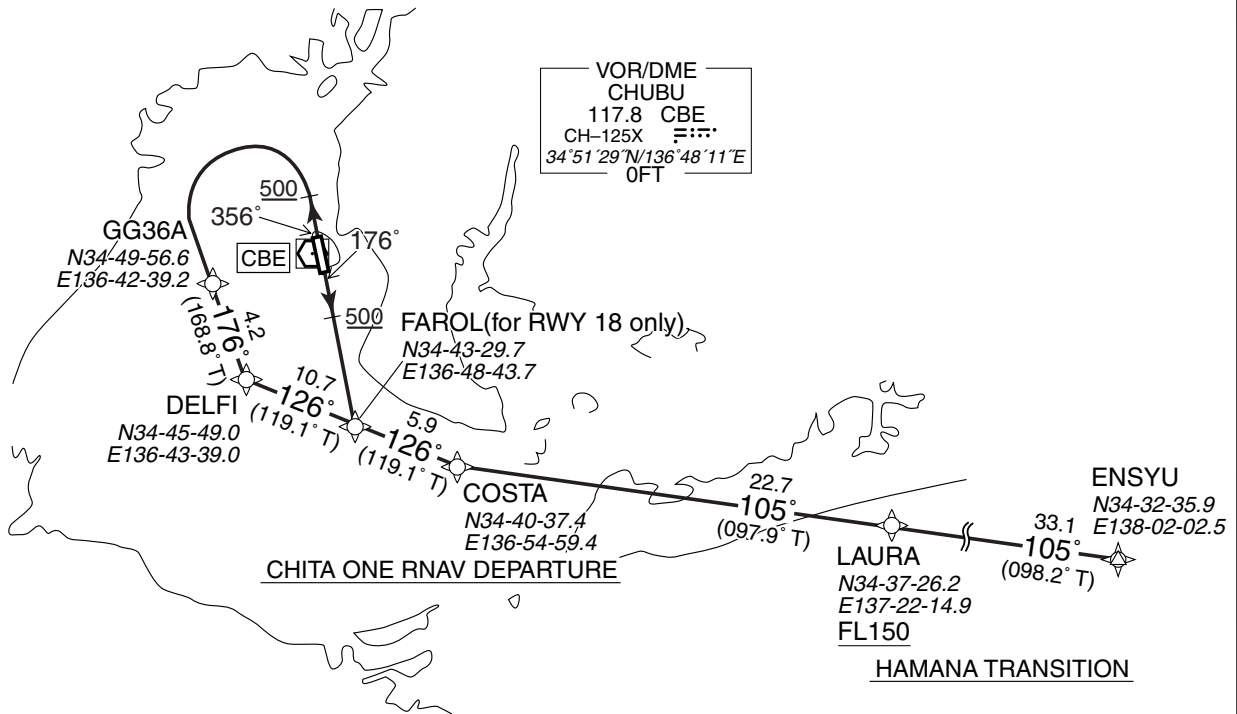
RJGG / CHUBU CENTRAIR

RNAV SID and TRANSITION

CHITA ONE RNAV 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 XMC : FAROL – 4NM to COSTA LHD : COSTA – 20NM to LAURA RWY36 XMC : DELFI – 4NM to COSTA CBE : DELFI – 9NM to COSTA LHD : COSTA – 20NM to LAURA
	DME GAP	RWY18 : DER – 2NM from DER RWY36 : DER – 3NM from DER
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 7°W(2009)

DESIGNATION	COORDINATES
FAROL	34 43 29.7N 136 48 43.7E
GG36A	34 49 56.6N 136 42 39.2E
DELFI	34 45 49.0N 136 43 39.0E
COSTA	34 40 37.4N 136 54 59.4E
LAURA	34 37 26.2N 137 22 14.9E
ENSYU	34 32 35.9N 138 02 02.5E



CHITA ONE RNAV DEPARTURE

RWY18 : Climb on HDG176° at or above 500FT, direct to FAROL, to COSTA, to LAURA at or above FL150.
 RWY36 : Climb on HDG356° at or above 500FT, turn left direct to GG36A, to DELFI, to COSTA, to LAURA at or above FL150.

HAMANA TRANSITION

From LAURA, to ENSYU.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV SID and TRANSITION

CHITA ONE RNAV DEPARTURE

RWY18

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	176° (169.0°)	—	+500	—	—	RNAV1
DF	FAROL	—	—	—	—	—	—	—	RNAV1
TF	COSTA	—	5.9	126° (119.1°)	—	—	—	—	RNAV1
TF	LAURA	—	22.7	105° (097.9°)	—	+FL150	—	—	RNAV1

RWY36

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	356° (349.0°)	—	+500	—	—	RNAV1
DF	GG36A	—	—	—	L	—	—	—	RNAV1
TF	DELFI	—	4.2	176° (168.8°)	—	—	—	—	RNAV1
TF	COSTA	—	10.7	126° (119.1°)	—	—	—	—	RNAV1
TF	LAURA	—	22.7	105° (097.9°)	—	+FL150	—	—	RNAV1

HAMANA TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	LAURA	—	—	105° (097.9°)	—	—	—	—	RNAV1
TF	ENSYU	—	33.1	105° (098.2°)	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR

SOUTH ARC ARRIVAL

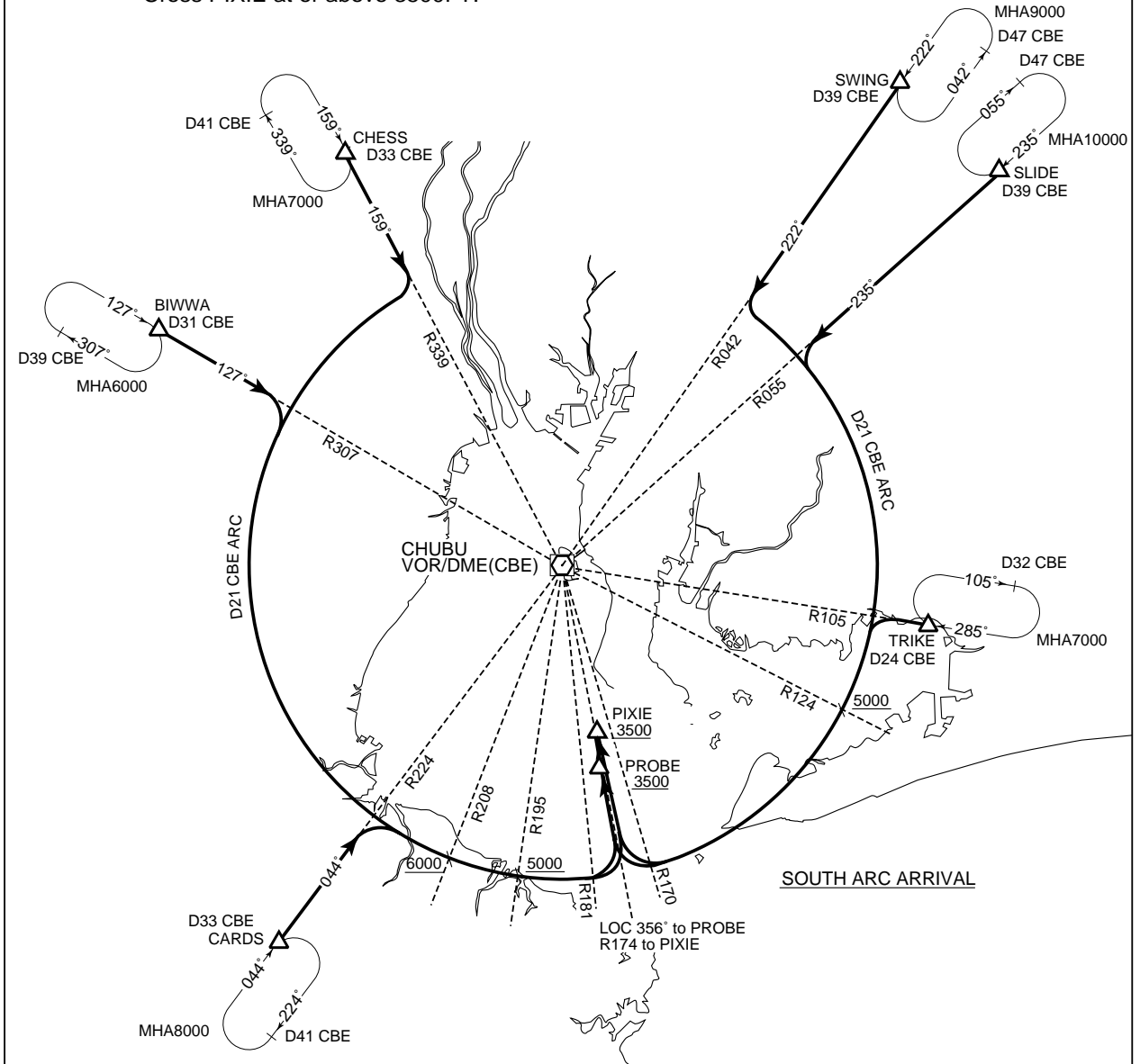
From over CARDS, proceed via CBE R224, turn right via CBE 21DME counterclockwise ARC , then turn left...
 From over CHES, proceed via CBE R339, turn right via CBE 21DME counterclockwise ARC , then turn left...
 From over SWING, proceed via CBE R042, turn left via CBE 21DME clockwise ARC , then turn right...
 From over SLIDE, proceed via CBE R055, turn left via CBE 21DME clockwise ARC , then turn right...
 From over TRIKE, turn left via CBE 21DME clockwise ARC , then turn right...
 From over BIWWA, proceed via CBE R307, turn right via CBE 21DME counterclockwise ARC , then turn left...

for ILS Z RWY36 and LOC Z RWY36 :

....to intercept and proceed via ICX-LOC to PROBE.
 Cross CBE R208 at or above 6000FT, cross CBE R195 at or above 5000FT(when started from CARDS or BIWWA or CHES).
 Cross CBE R124 at or above 5000FT(when started from SWING, SLIDE or TRIKE).
 Cross PROBE at or above 3500FT.

for VOR RWY36:

....to intercept and proceed via CBE R174 to PIXIE.
 Cross CBE R208 at or above 6000FT, cross CBE R195 at or above 5000FT(when started from CARDS or BIWWA or CHES).
 Cross CBE R124 at or above 5000FT(when started from SWING, SLIDE or TRIKE).
 Cross PIXIE at or above 3500FT.



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

STAR

NORTH ARC ARRIVAL

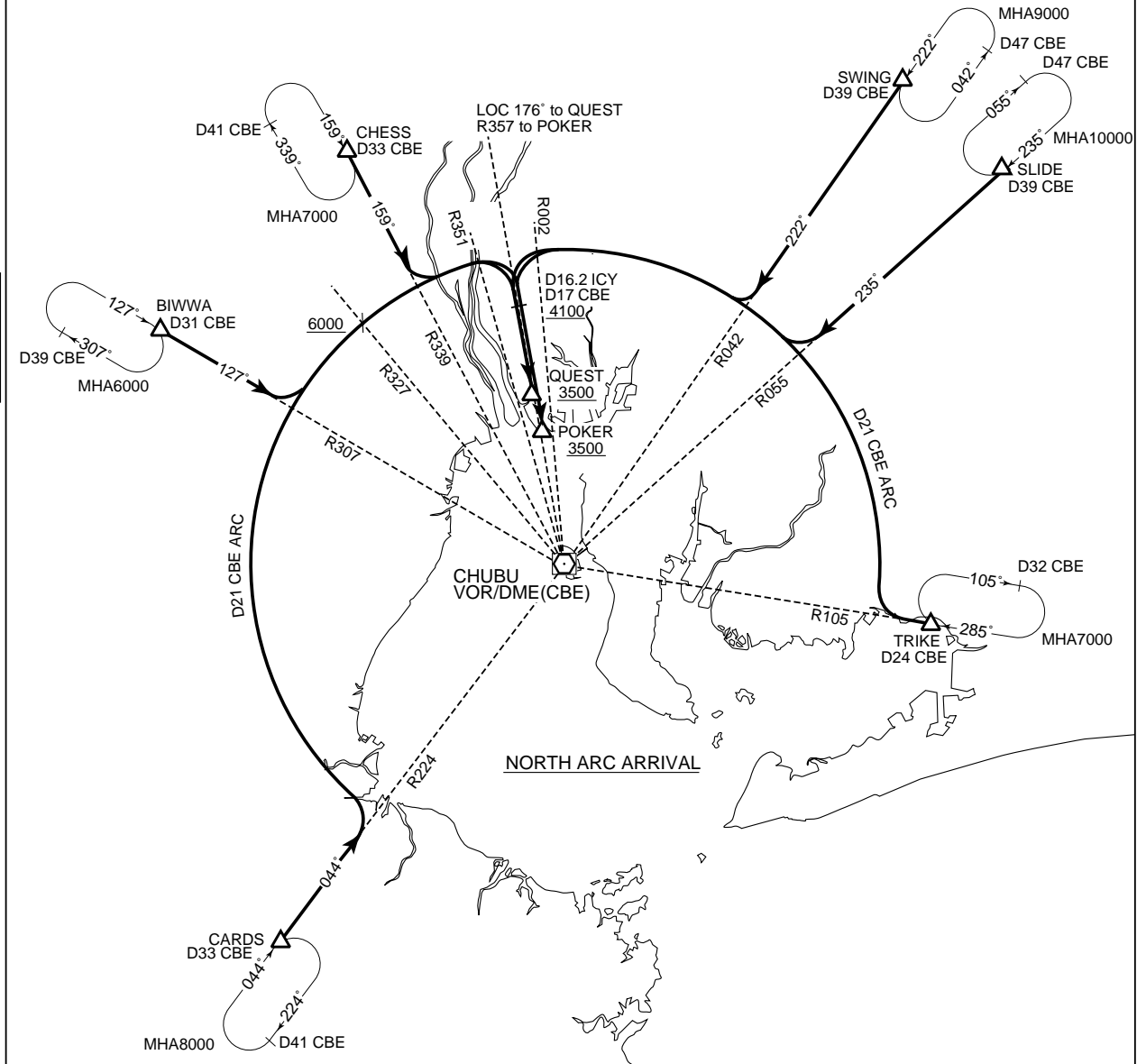
- From over CARDS, proceed via CBE R224, turn left via CBE 21DME clockwise ARC, then turn right....
- From over CHESS, proceed via CBE R339, turn left via CBE 21DME clockwise ARC, then turn right....
- From over SWING, proceed via CBE R042, turn right via CBE 21DME counterclockwise ARC, then turn left....
- From over SLIDE, proceed via CBE R055, turn right via CBE 21DME counterclockwise ARC, then turn left....
- From over TRIKE, turn right via CBE 21DME counterclockwise ARC, then turn left....
- From over BIWWA, proceed via CBE R307, turn left via CBE 21DME clockwise ARC, then turn right....

for ILS Z RWY18 and LOC Z RWY18 :

- to intercept and proceed via ICY-LOC to QUEST.
- Cross CBE R327 at or above 6000FT,(when started from CARDS or BIWWA)
- Cross ICY 16.2DME at or above 4100FT, cross QUEST at or above 3500FT.

for VOR RWY18 :

- to intercept and proceed via CBE R357 to POKER.
- Cross CBE R327 at or above 6000FT,(when started from CARDS or BIWWA)
- Cross CBE R357/17DME at or above 4100FT, cross POKER at or above 3500FT.



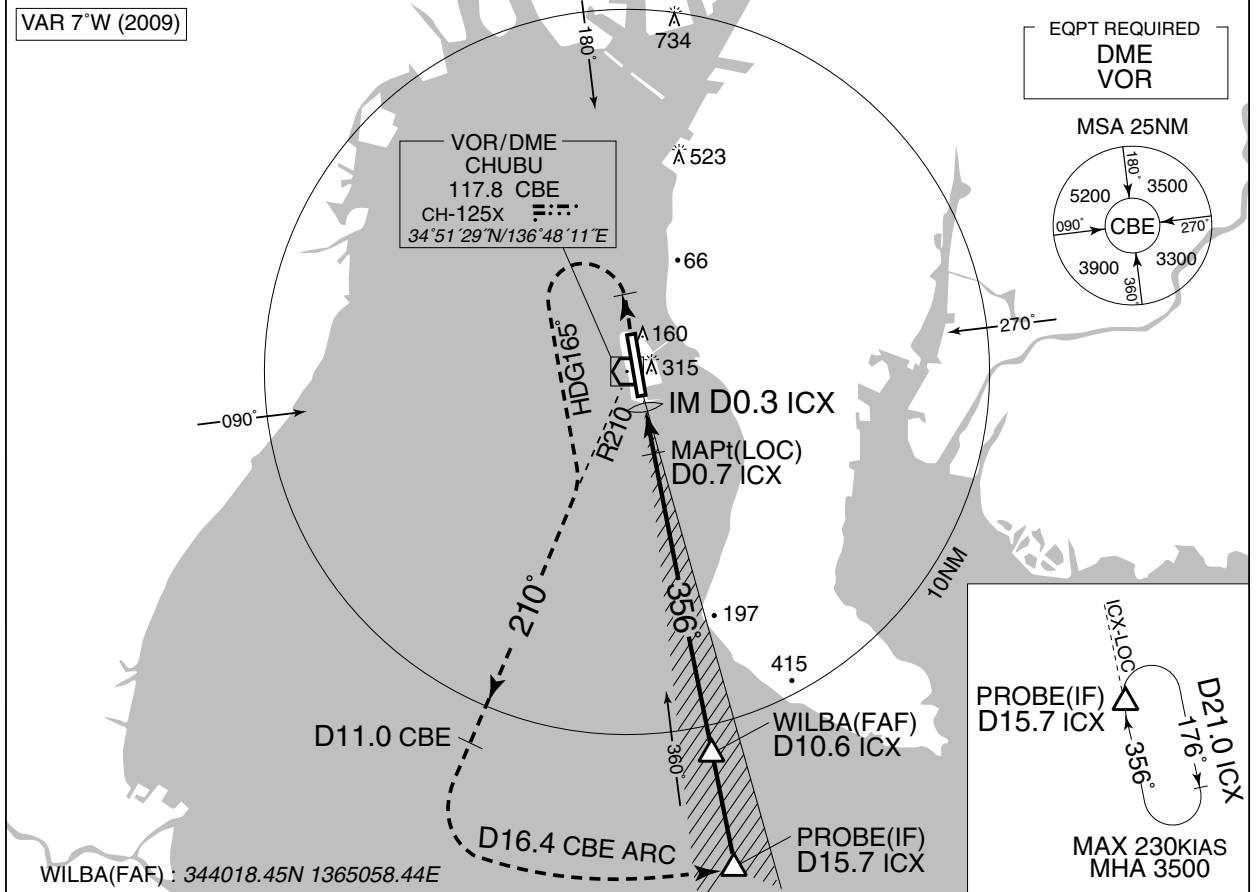
INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

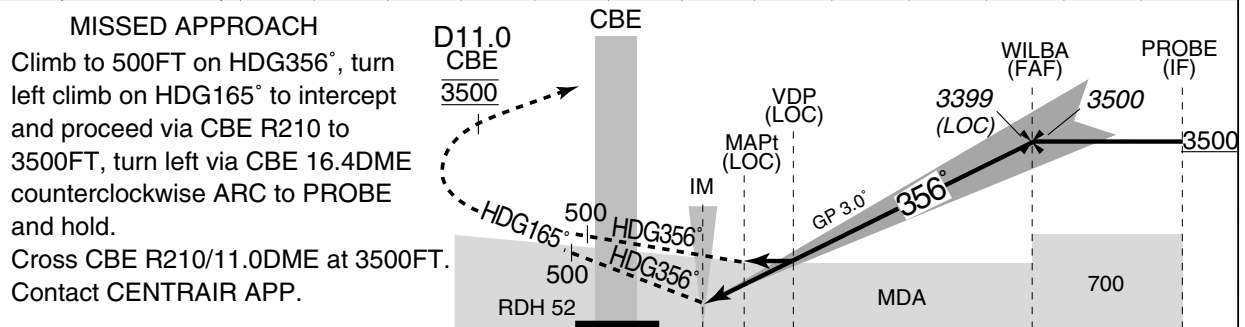
ILS Z or LOC Z RWY36 (CAT II & CAT III)

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
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VAR 7°W (2009)



NM to ICX	MAPt	1	2	3	4	5	6	7	8	9	10	FAF
ALT (3.0° APCH Path)	-	-	648	967	1285	1603	1922	2240	2559	2877	3196	3399



DME to ICX		0.3	0.7	1.7	10.6	15.7
NM to THR		0.1	0.5	1.5	10.5	15.6

MINIMA		THR elev. 15			AD elev. 12			LOC		CIRCLING	
CAT	CAT III B	CAT III A	CAT II		CAT I		MDA(H)	RVR/CMV	MDA(H)	VIS	
	RVR	RVR	DA(H)	RA	RVR	DA(H)					
A								1000		1600	
B	100	200	115 (100)	100	350	215 (200)	550	520 (508)	1200	520 (508)	
C										2400	
D/DL									1600	570 (558)	3200

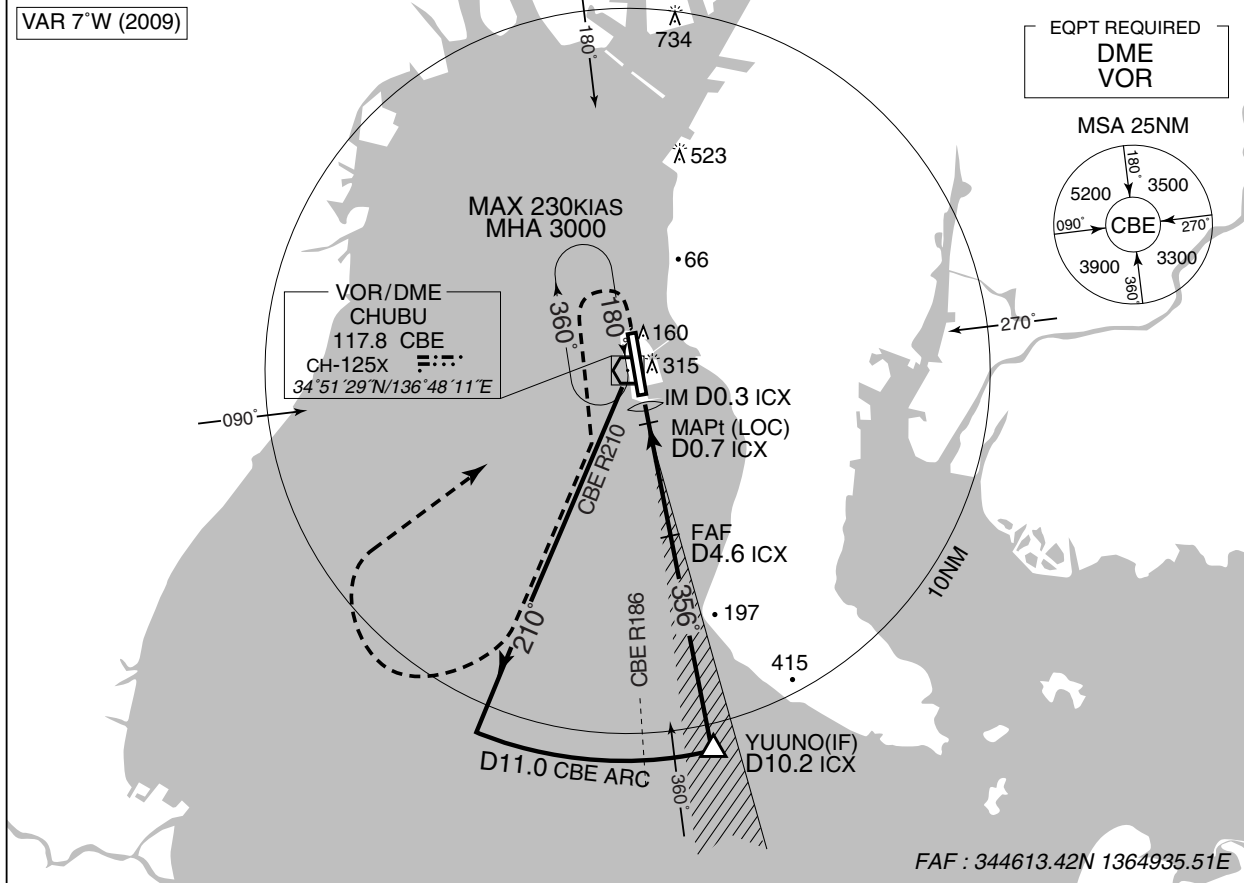
Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

ILS Y or LOC Y 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
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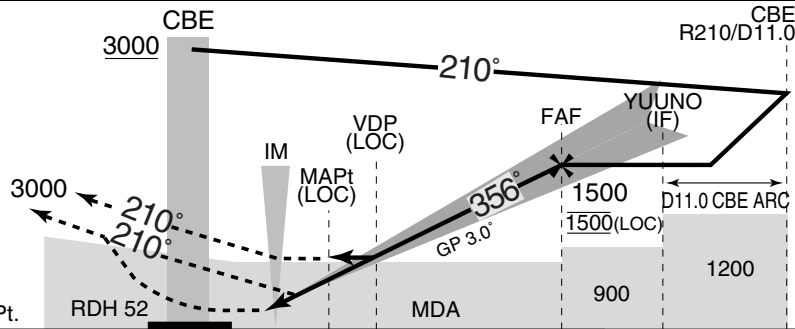
FAF : 344613.42N 1364935.51E

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

MISSED APPROACH

Turn left and climb to 3000FT via CBE R210, turn right proceed to CBE and hold.
Contact CENTRAIR APP.

*Timing not authorized for defining the MAPt.



DME to ICX	0.3	0.7	1.7	4.6	10.2
NM to THR	0.1	0.5	1.5	4.4	10.0

MINIMA

THR elev. 15

AD elev. 12

CAT	CAT III		CAT II			CAT I		LOC		CIRCLING	
	RVR	RVR	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A									1000		1600
B	100	200	115 (100)	100	350	215 (200)	550	520 (508)	1200	520 (508)	
C											
D/DL									1600	570 (558)	3200

Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

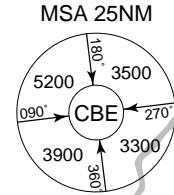
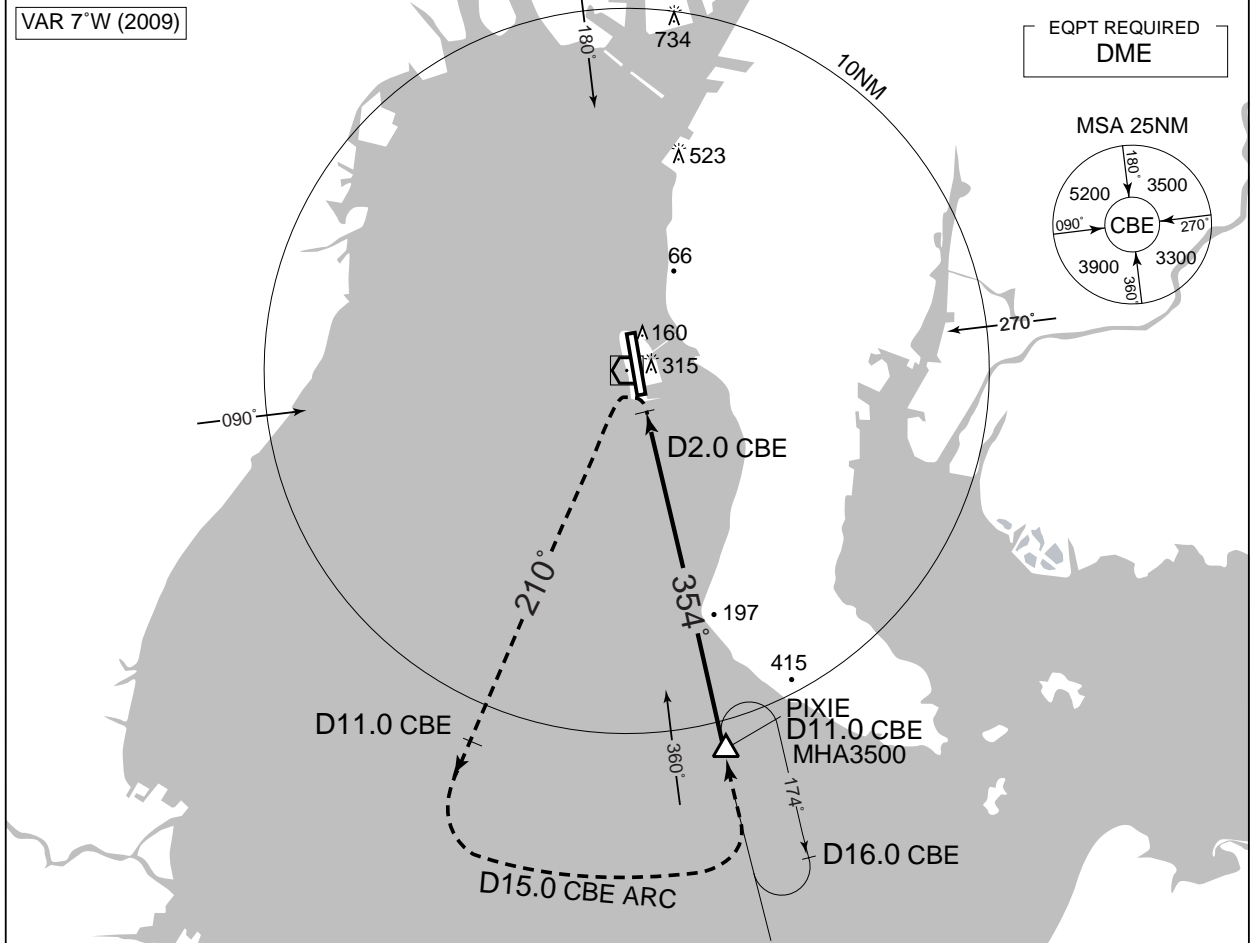
RJGG / CHUBU CENTRAIR

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
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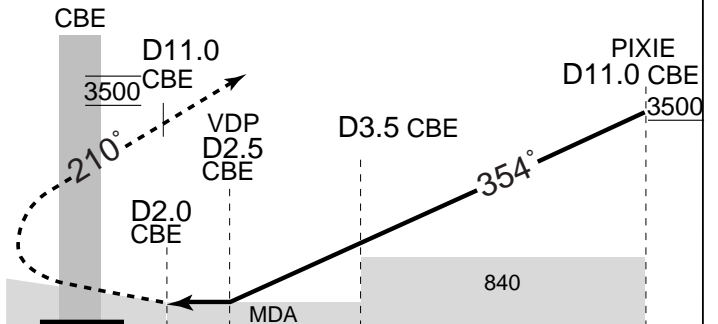
VAR 7°W (2009)

EQPT REQUIRED
DME



MISSED APPROACH

Turn left and climb to 3500FT via CBE R210 to intercept and proceed via CBE 15.0DME counterclockwise ARC, then intercept and proceed via CBE R174 to PIXIE and hold.
Cross CBE R210/11.0DME at 3500FT.
Contact CENTRAIR APP.



MINIMA		THR elev. 15	AD elev. 12	CIRCLING	
CAT	MDA(H)	RVR/CMV	MDA(H)	VIS	
A	520 (508)	1000	520 (508)	1600	
B		1200		2400	
C				3200	
D		1600	570 (558)	3200	

Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

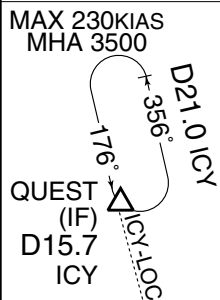
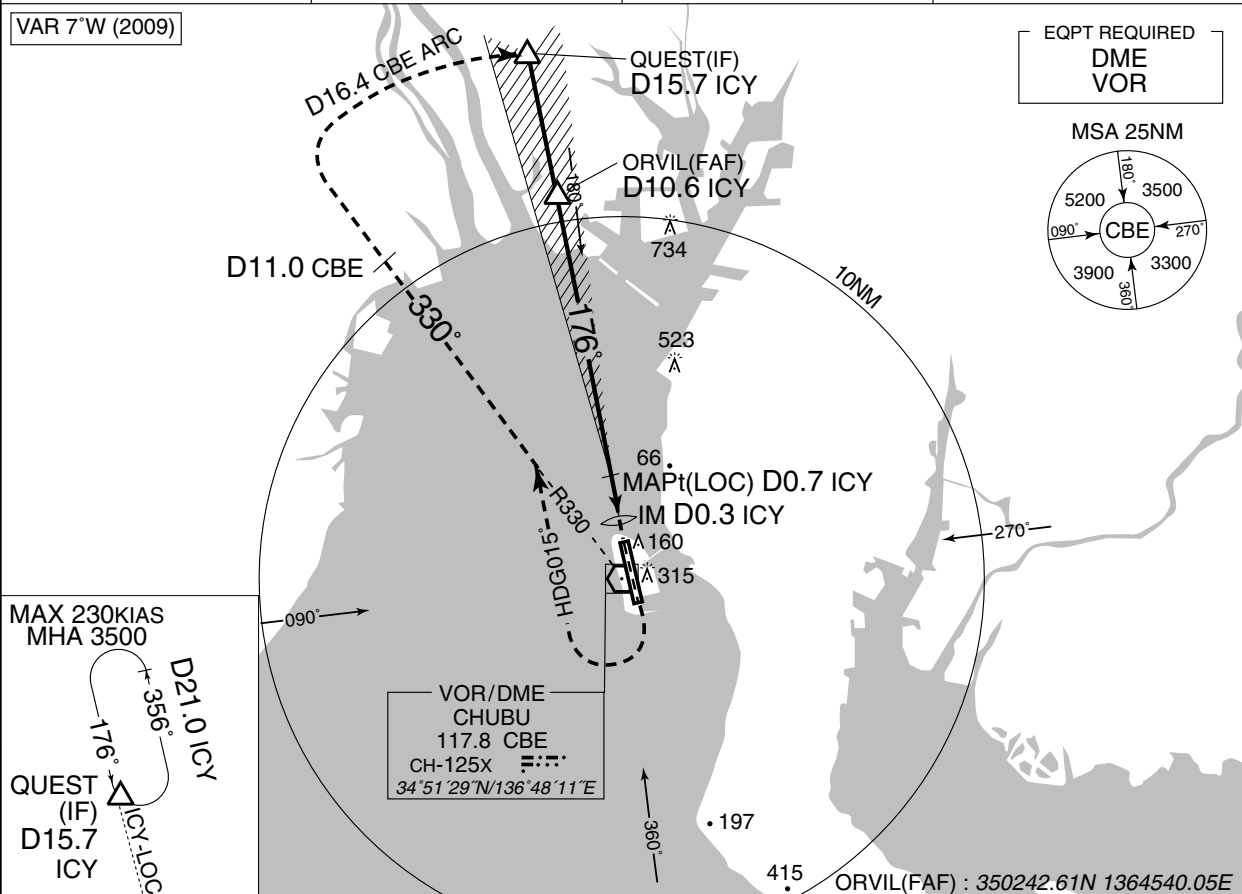
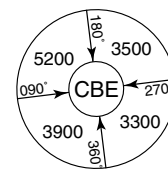
RJGG / CHUBU CENTRAIR ILS Z or LOC Z RWY18 (CAT II)

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
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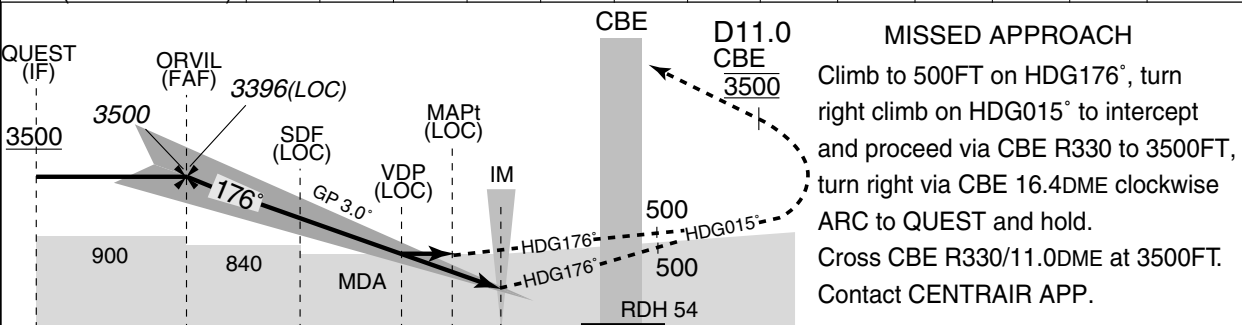
VAR 7°W (2009)

EQPT REQUIRED
DME
VOR

MSA 25NM



NM to ICY	FAF	10	9	8	7	6	5	4	3	2	1	MAPt
ALT (3.0° APCH Path)	3396	3196	2877	2559	2240	1922	1603	1285	967	648	-	-



15.7	10.6	8.5	1.7	0.7	0.3	DME to ICY
15.6	10.5	8.3	1.5	0.5	0.1	NM to THR

MINIMA		THR elev. 15			AD elev. 12				
CAT	CAT II			CAT I		LOC	CIRCLING		
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	115 (100)	100	350	215 (200)	550	520 (508)	1000	520 (508)	1600
B							1200		
C							1200		
D/DL							1600	570 (558)	3200

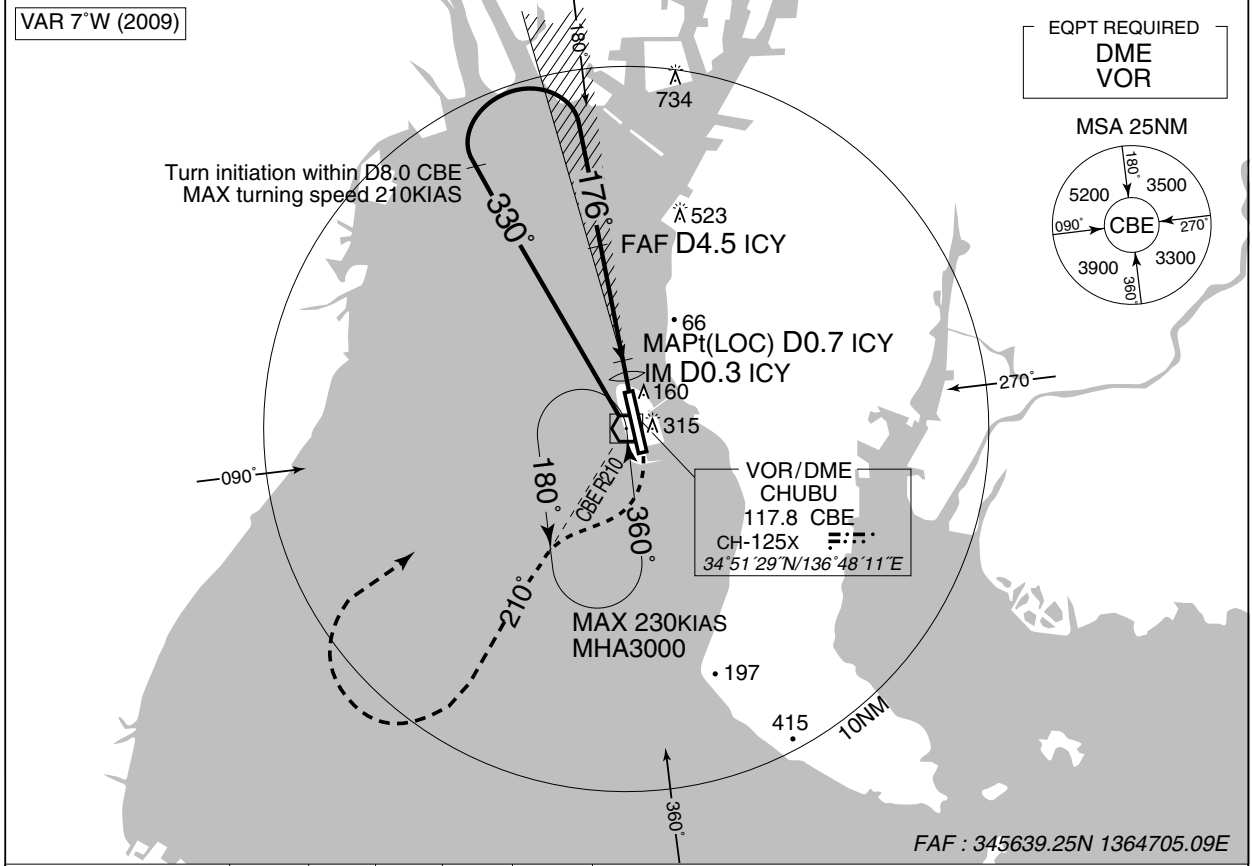
Circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

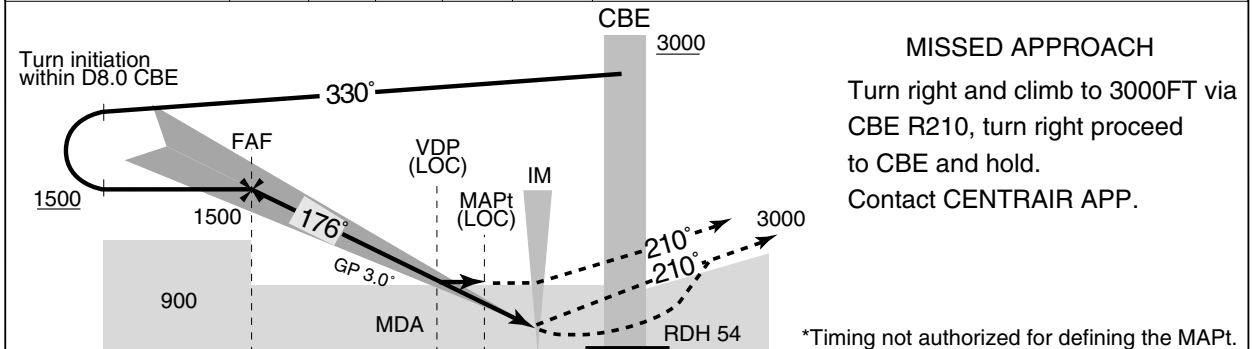
RJGG / CHUBU CENTRAIR

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
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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	0.3
NM to THR	4.3	1.5	0.5	0.1

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	350	215 (200)	550	520 (508)	1000	520 (508)	1600
B							1200		
C							2400		
D/DL							1600	570 (558)	3200

Circling to WEST side of RWY only.

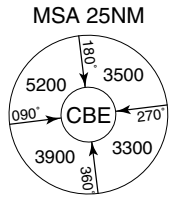
INSTRUMENT APPROACH CHART

RJGG / CHUBU CENTRAIR

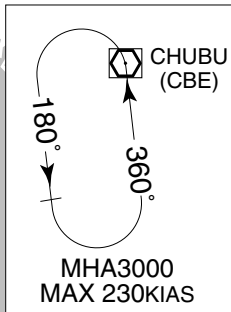
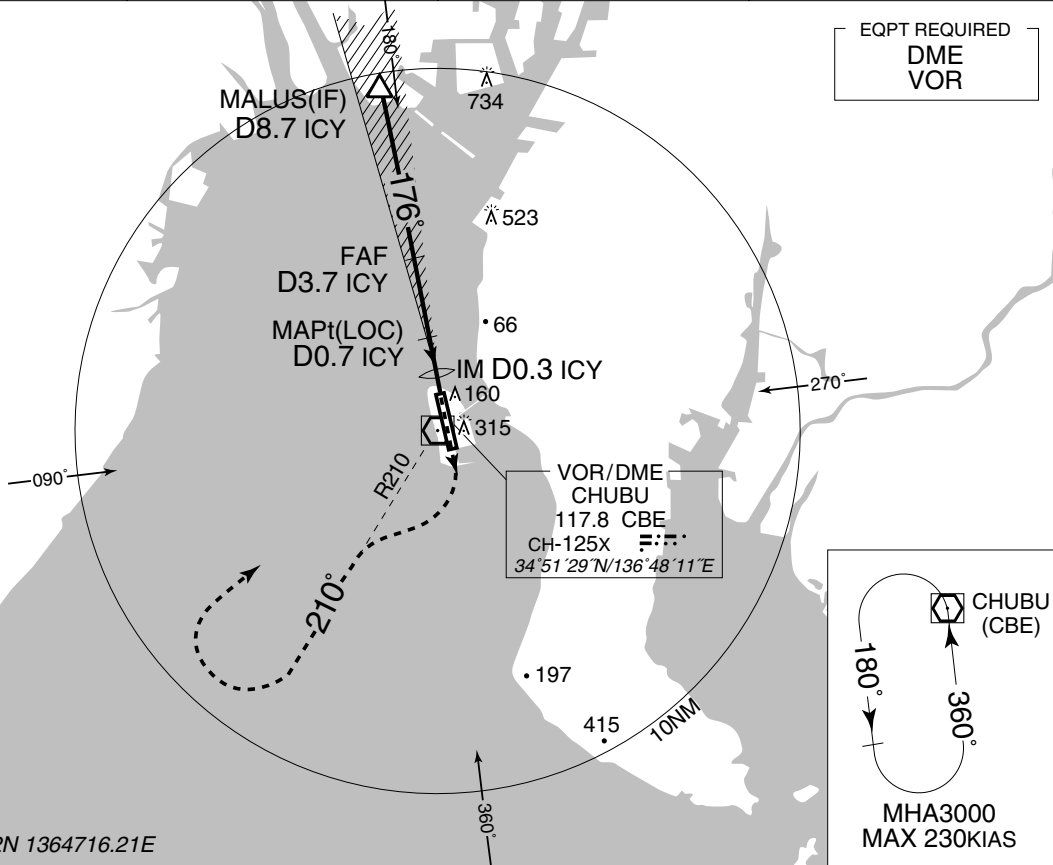
ILS X or LOC X RWY18 (CAT II)

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
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VAR 7°W (2009)

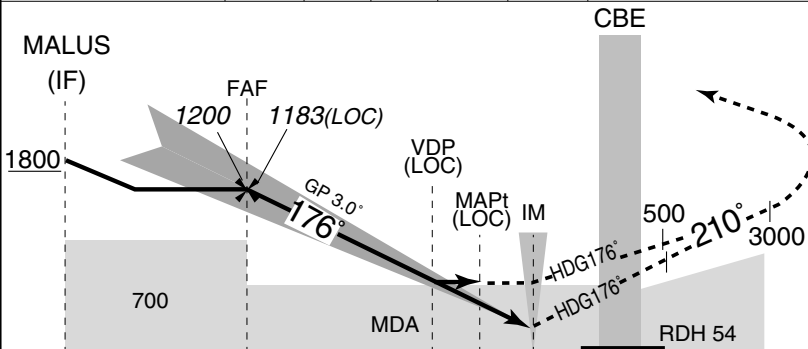


EQPT REQUIRED
DME
VOR



FAF : 345553.12N 1364716.21E

NM to ICY	FAF	3	2	1	MAPt
ALT(3.0° APCH Path)	1183	967	648	-	-



MISSED APPROACH
Climb to 500FT on HDG176°, turn right climb to 3000FT via CBE R210, turn right proceed to CBE and hold.
Contact CENTRAIR APP.

8.7	3.7	1.7	0.7	0.3	DME to ICY
8.5	3.5	1.5	0.5	0.1	NM to THR

MINIMA		THR elev. 15		AD elev. 12					
CAT	CAT II			CAT I		LOC		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A							1000		1600
B	115 (100)	100	350	215 (200)	550	520 (508)	1200	520 (508)	
C									2400
D/DL							1600	570 (558)	3200

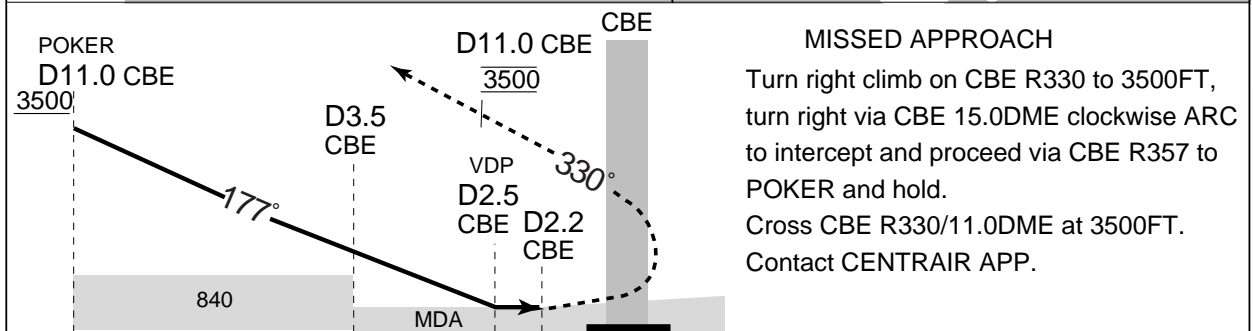
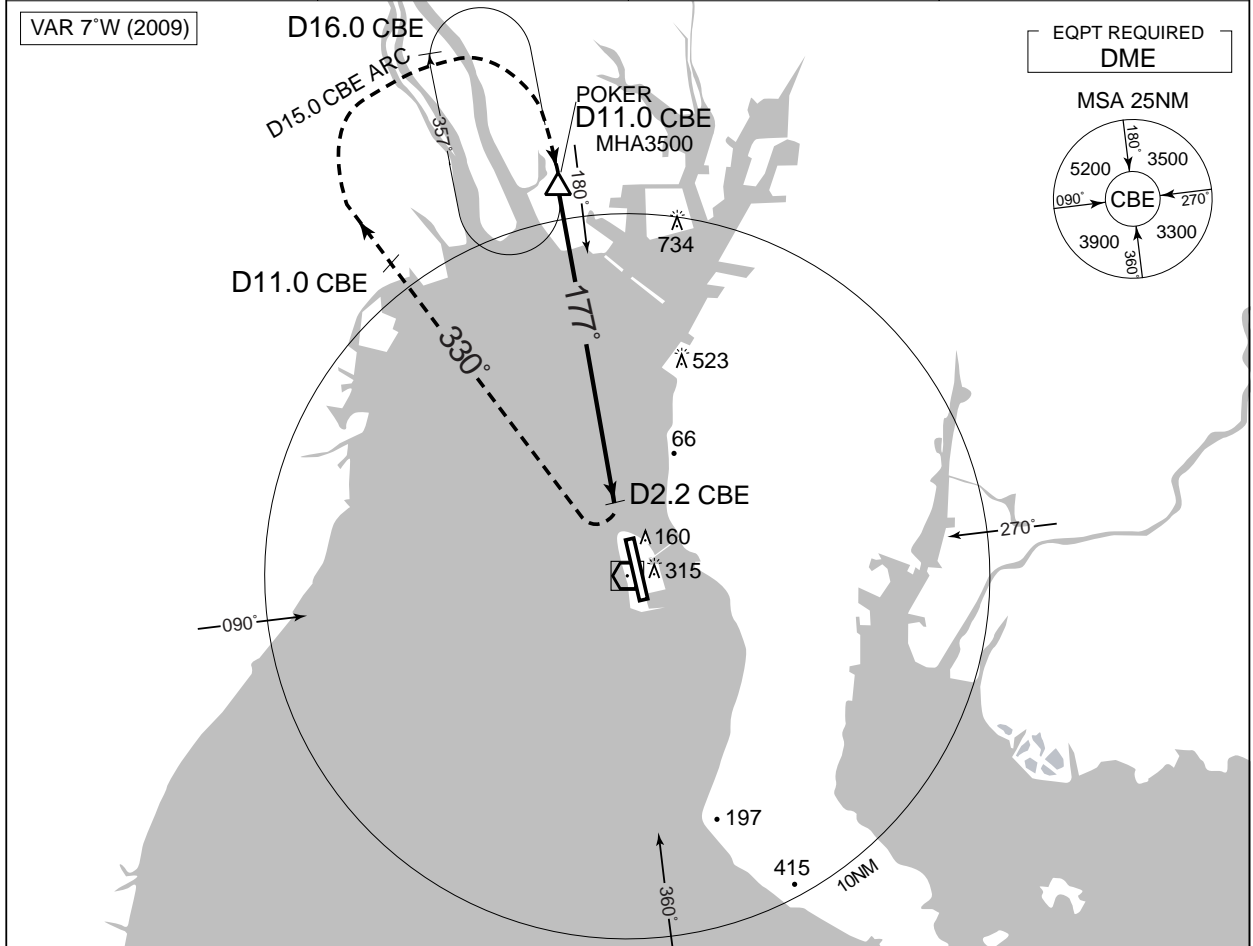
Circling to WEST side of RWY only.

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
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MISSED APPROACH
Turn right climb on CBE R330 to 3500FT,
turn right via CBE 15.0DME clockwise ARC
to intercept and proceed via CBE R357 to
POKER and hold.
Cross CBE R330/11.0DME at 3500FT.
Contact CENTRAIR APP.

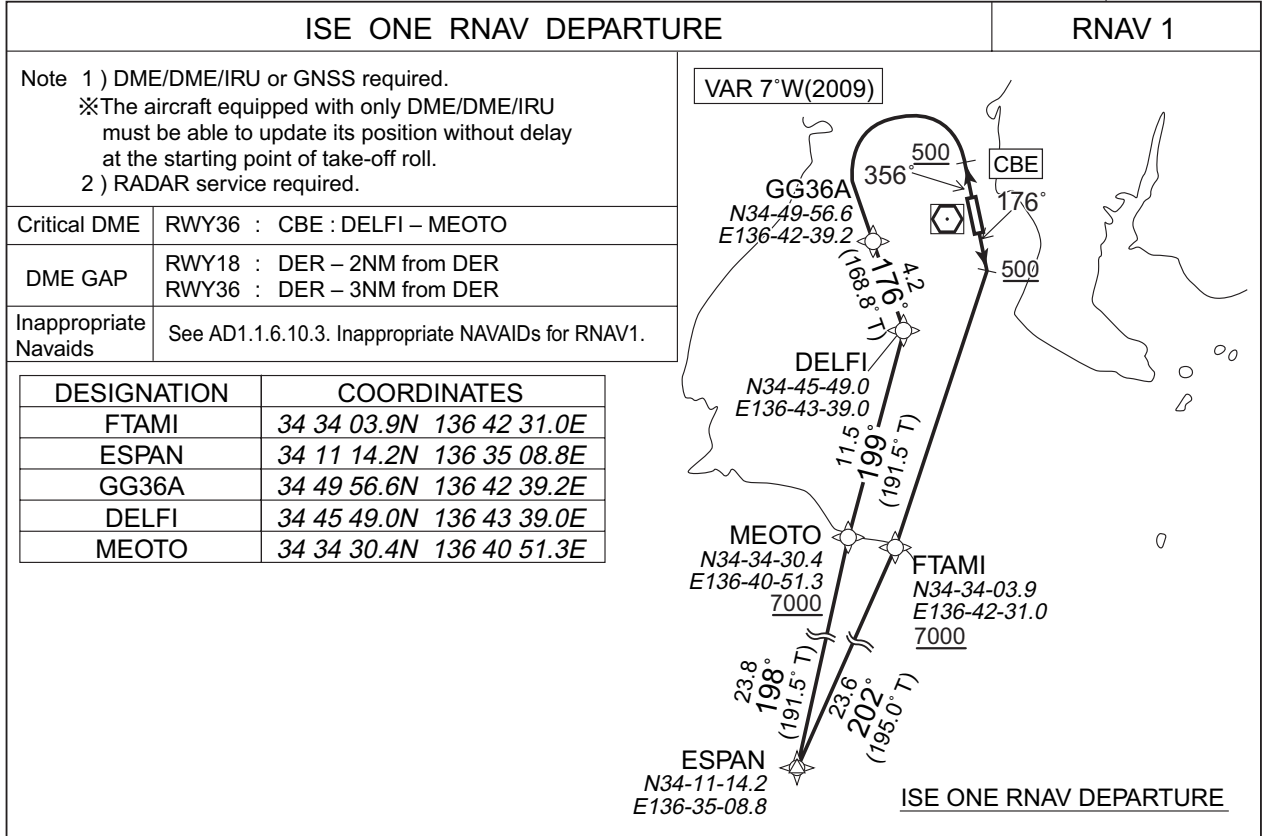
MINIMA		THR elev. 15	AD elev. 12		
CAT			CIRCLING		
	MDA(H)	RVR/ CMV	MDA(H)	VIS	
A	520 (508)	1000	520 (508)	1600	
B		1200			2400
C					
D	1600	570 (558)	3200		

Circling to WEST side of RWY only.

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV SID



ISE ONE RNAV DEPARTURE

RWY18 : Climb on HDG176° at or above 500FT, turn right direct to FTAMI at or above 7000FT, to ESPAN.
 RWY36 : Climb on HDG356° at or above 500FT, turn left direct to GG36A, to DELFI, to MEOTO at or above 7000FT, to ESPAN.

ISE ONE RNAV DEPARTURE

RWY18

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	176° (169.0°)	—	+500	—	—	RNAV1
DF	FTAMI	—	—	—	R	+7000	—	—	RNAV1
TF	ESPAN	—	23.6	202° (195.0°)	—	—	—	—	RNAV1

RWY36

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	356° (349.0°)	—	+500	—	—	RNAV1
DF	GG36A	—	—	—	L	—	—	—	RNAV1
TF	DELFI	—	4.2	176° (168.8°)	—	—	—	—	RNAV1
TF	MEOTO	—	11.5	199° (191.5°)	—	+7000	—	—	RNAV1
TF	ESPAN	—	23.8	198° (191.5°)	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

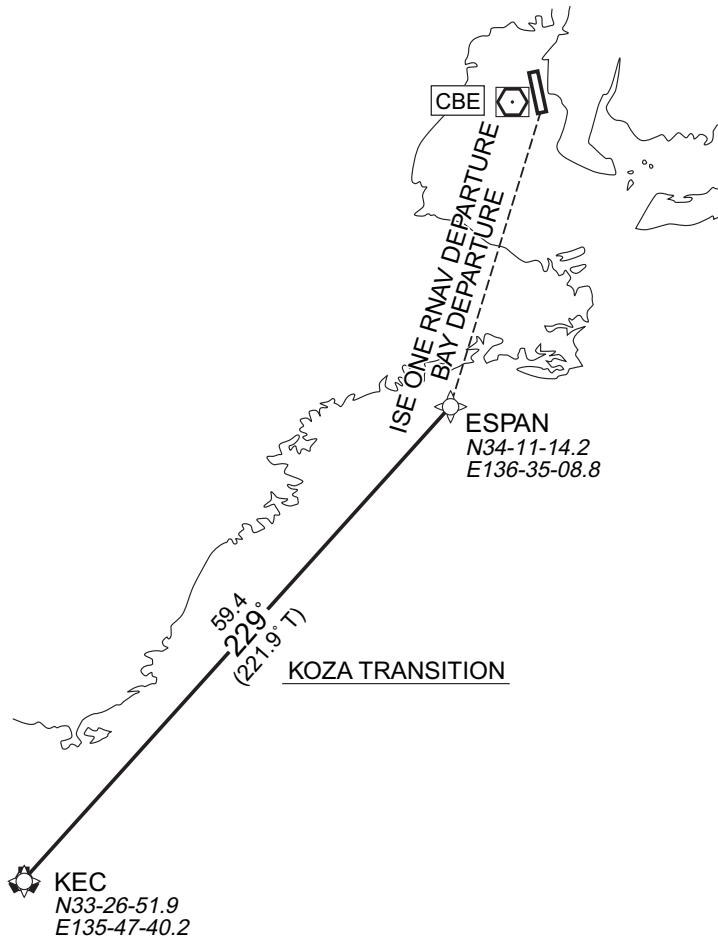
RJGG / CHUBU CENTRAIR

➔ RNAV TRANSITION

KOZA TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	CUE : 3NM to KEC – KEC KEC : 13NM to KEC – 6NM to KEC
	DME GAP	-
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 7°W(2009)

DESIGNATION	COORDINATES
ESPAN	34 11 14.2N 136 35 08.8E
KUSHIMOTO(KEC)	33 26 51.9N 135 47 40.2E



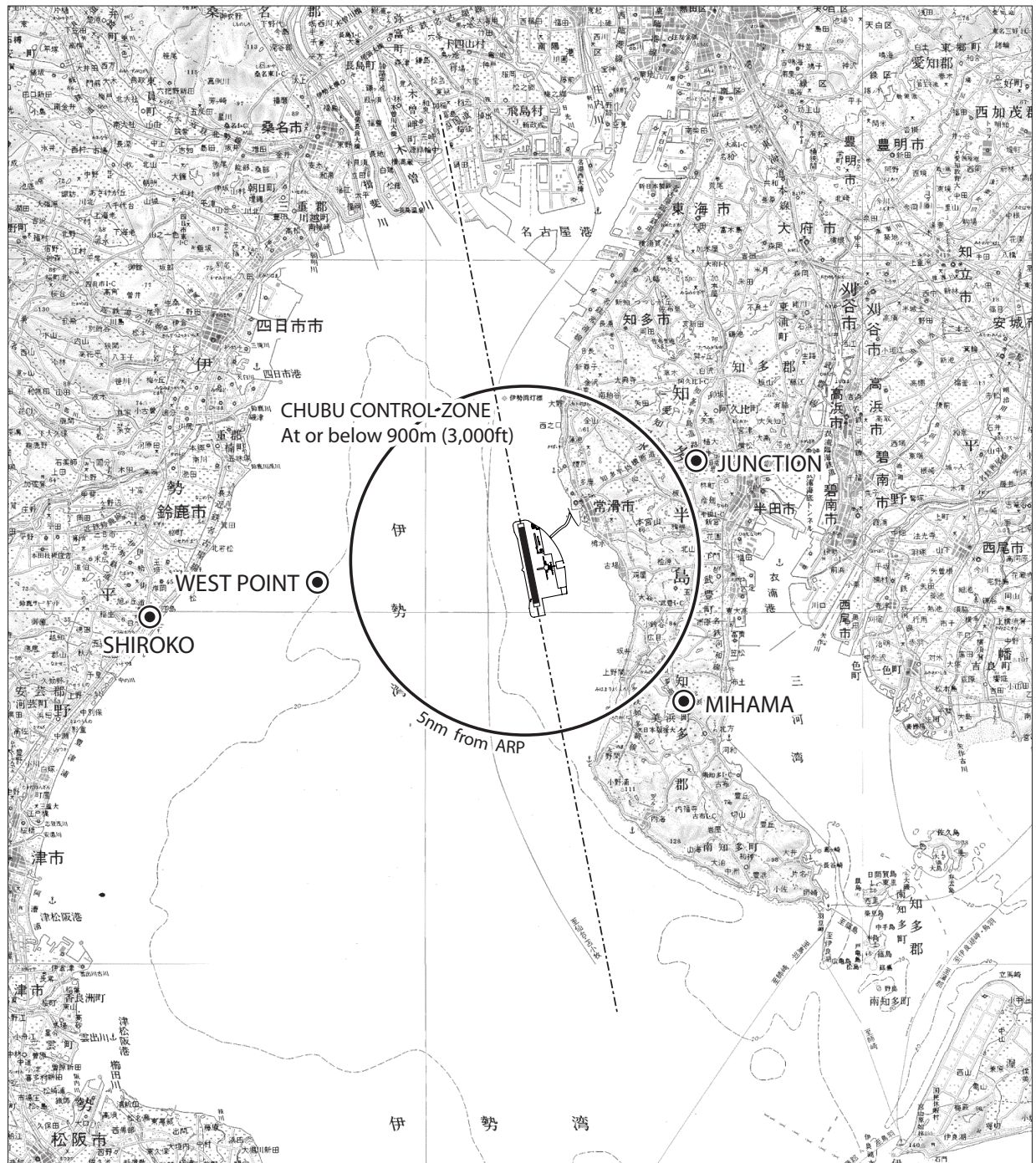
KOZA TRANSITION
From ESPAN, to KUSHIMOTO(KEC).

KOZA TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	ESPAN	—	—	—	—	—	—	—	RNAV1
TF	KUSHIMOTO (KEC)	—	59.4	229° (221.9°)	—	—	—	—	RNAV1

RJGG / CHUBU CENTRAIR

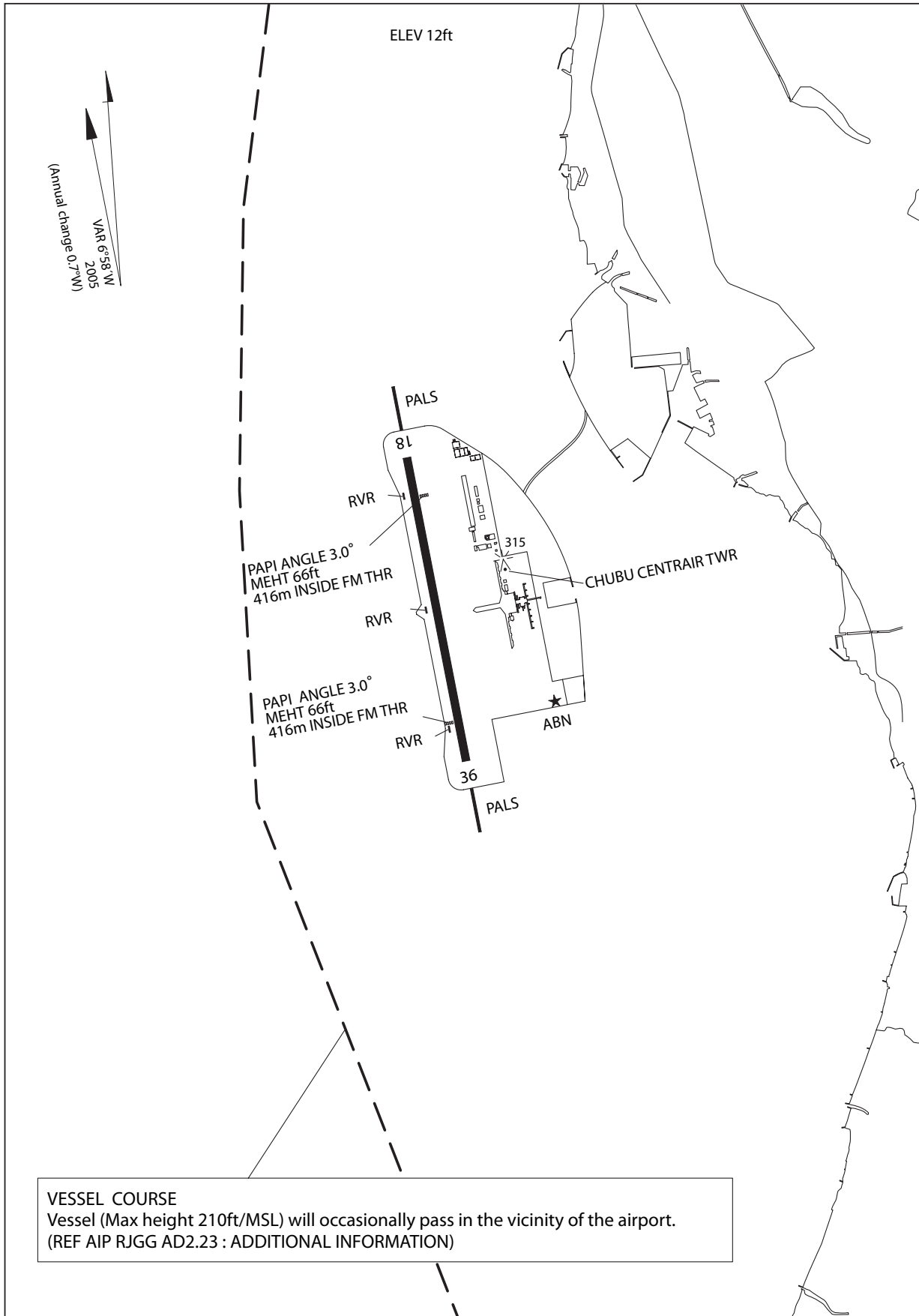
Visual REP



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

RJGG / CHUBU CENTRAIR

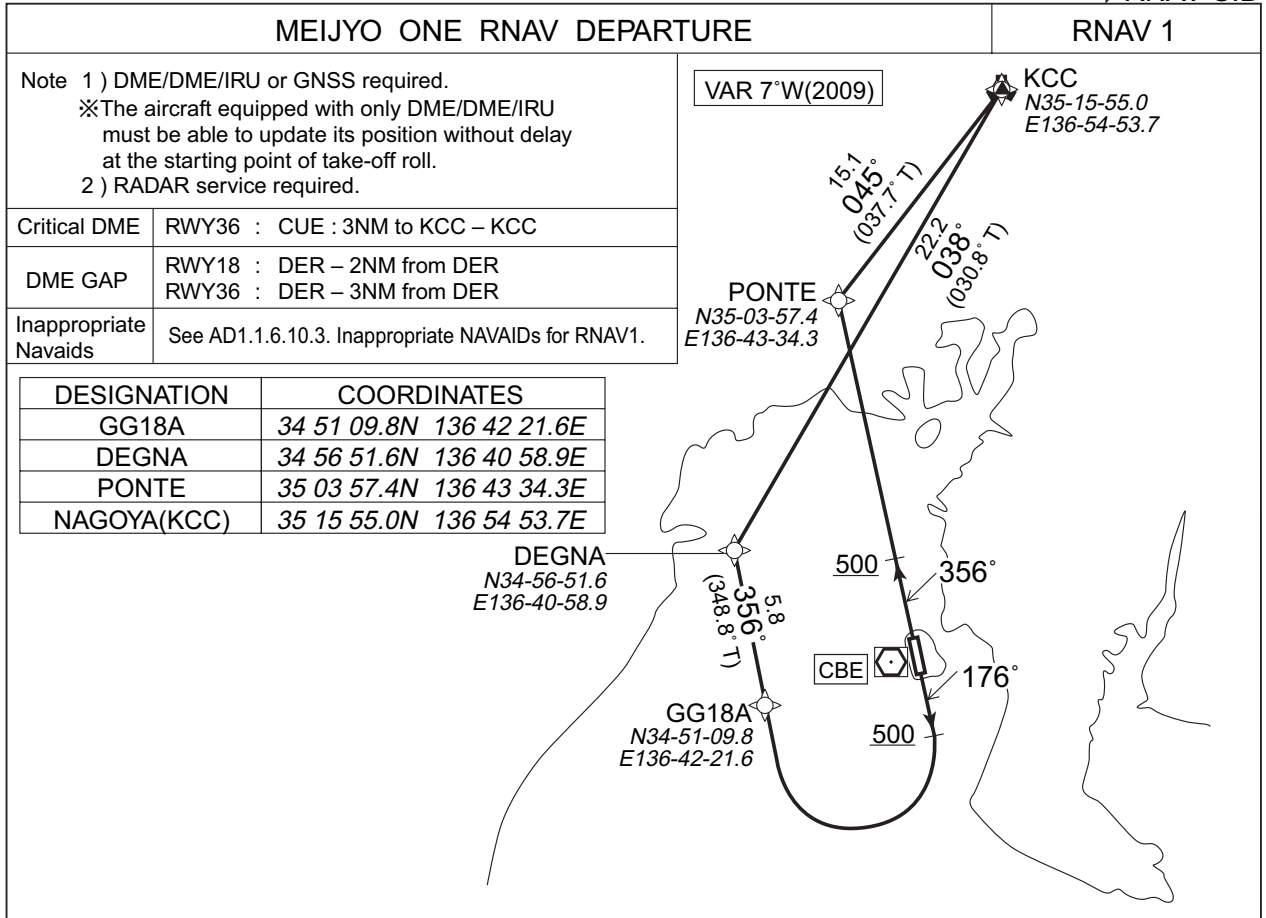
LDG CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV SID



MEIJYO ONE RNAV DEPARTURE

RWY18 : Climb on HDG176° at or above 500FT, turn right direct to GG18A, to DEGNA, to NAGOYA(KCC).
 RWY36 : Climb on HDG356° at or above 500FT, direct to PONTE, to NAGOYA(KCC).

MEIJYO ONE RNAV DEPARTURE

RWY18

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	176° (169.0°)	—	+500	—	—	RNAV1
DF	GG18A	—	—	—	R	—	—	—	RNAV1
TF	DEGNA	—	5.8	356° (348.8°)	—	—	—	—	RNAV1
TF	NAGOYA (KCC)	—	22.2	038° (030.8°)	—	—	—	—	RNAV1

RWY36

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	356° (349.0°)	—	+500	—	—	RNAV1
DF	PONTE	—	—	—	—	—	—	—	RNAV1
TF	NAGOYA (KCC)	—	15.1	045° (037.7°)	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

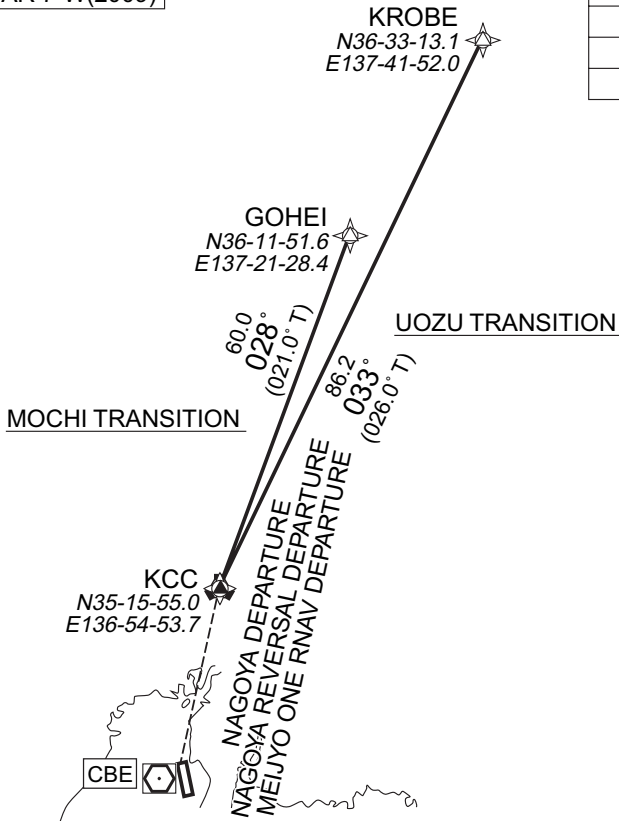
RJGG / CHUBU CENTRAIR

➔ RNAV TRANSITION

UOZU TRANSITION / MOCHI TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	-
	DME GAP	-
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 7°W(2009)

DESIGNATION	COORDINATES
NAGOYA(KCC)	35 15 55.0N 136 54 53.7E
GOHEI	36 11 51.6N 137 21 28.4E
KROBE	36 33 13.1N 137 41 52.0E



UOZU TRANSITION
From NAGOYA(KCC), to KROBE.
MOCHI TRANSITION
From NAGOYA(KCC), to GOHEI.

UOZU TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	NAGOYA (KCC)	-	-	-	-	-	-	-	RNAV1
TF	KROBE	-	86.2	033° (026.0°)	-	-	-	-	RNAV1

MOCHI TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	NAGOYA (KCC)	-	-	-	-	-	-	-	RNAV1
TF	GOHEI	-	60.0	028° (021.0°)	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔RNAV SID and TRANSITION

OUMI ONE RNAV DEPARTURE		RNAV 1																																																																																										
<p>Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. 2) RADAR service required.</p>	<p>Critical DME</p>	<p>RWY18 CBE, XMC : 2NM from DER – 7NM to TITAN KCC : 2NM to TITAN – 23NM to HIKNE RWY36 KCC : 3NM from DER – 23NM to HIKNE</p>																																																																																										
	<p>DME GAP</p>	<p>RWY18 : DER – 2NM from DER RWY36 : DER – 3NM from DER</p>																																																																																										
	<p>Inappropriate Nav aids</p>	<p>See AD1.1.6.10.3. Inappropriate NAV AIDs for RNAV1.</p>																																																																																										
<p>VAR 7°W(2009)</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>DESIGNATION</th> <th>COORDINATES</th> </tr> </thead> <tbody> <tr> <td>TITAN</td> <td>34 54 11.6N 136 40 16.3E</td> </tr> <tr> <td>VENTO</td> <td>34 59 07.8N 136 45 21.6E</td> </tr> <tr> <td>JUNOH</td> <td>34 58 03.3N 136 37 24.7E</td> </tr> <tr> <td>HIKNE</td> <td>35 14 15.5N 136 10 37.0E</td> </tr> </tbody> </table>			DESIGNATION	COORDINATES	TITAN	34 54 11.6N 136 40 16.3E	VENTO	34 59 07.8N 136 45 21.6E	JUNOH	34 58 03.3N 136 37 24.7E	HIKNE	35 14 15.5N 136 10 37.0E																																																																																
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<p>Note RWY36 : 3.7% climb gradient required up to 3800FT.</p>																																																																																												
<p>OUMI ONE RNAV DEPARTURE</p> <p>RWY18 : Climb on HDG176° at or above 500FT, turn right direct to TITAN, to HIKNE. RWY36 : Climb on HDG356° at or above 500FT, direct to VENTO, to JUNOH, to HIKNE.</p>																																																																																												
<p>Note RWY36: 3.7% climb gradient required up to 3800FT. OBST ALT 3680FT located at 313° / 22.5NM FM end of RWY36.</p>																																																																																												
<p>OUMI ONE RNAV DEPARTURE</p> <p>RWY18</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Rcmd. Path Terminator</th> <th>Fix ID (Waypoint Name)</th> <th>Fly Over</th> <th>Distance (NM)</th> <th>MAG Track (TRUE Track)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed Limit (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Performance</th> </tr> </thead> <tbody> <tr> <td>VA</td> <td>—</td> <td>—</td> <td>—</td> <td>176° (169.0°)</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>DF</td> <td>TITAN</td> <td>—</td> <td>—</td> <td>—</td> <td>R</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>TF</td> <td>HIKNE</td> <td>—</td> <td>31.5</td> <td>317° (309.7°)</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table> <p>RWY36</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Rcmd. Path Terminator</th> <th>Fix ID (Waypoint Name)</th> <th>Fly Over</th> <th>Distance (NM)</th> <th>MAG Track (TRUE Track)</th> <th>Turn Direction</th> <th>Altitude (FT)</th> <th>Speed Limit (KIAS)</th> <th>Vertical Angle</th> <th>Navigation Performance</th> </tr> </thead> <tbody> <tr> <td>VA</td> <td>—</td> <td>—</td> <td>—</td> <td>356° (349.0°)</td> <td>—</td> <td>+500</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>DF</td> <td>VENTO</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>TF</td> <td>JUNOH</td> <td>—</td> <td>6.6</td> <td>268° (260.7°)</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> <tr> <td>TF</td> <td>HIKNE</td> <td>—</td> <td>27.3</td> <td>314° (306.6°)</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>RNAV1</td> </tr> </tbody> </table>			Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance	VA	—	—	—	176° (169.0°)	—	+500	—	—	RNAV1	DF	TITAN	—	—	—	R	—	—	—	RNAV1	TF	HIKNE	—	31.5	317° (309.7°)	—	—	—	—	RNAV1	Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance	VA	—	—	—	356° (349.0°)	—	+500	—	—	RNAV1	DF	VENTO	—	—	—	—	—	—	—	RNAV1	TF	JUNOH	—	6.6	268° (260.7°)	—	—	—	—	RNAV1	TF	HIKNE	—	27.3	314° (306.6°)	—	—	—	—	RNAV1
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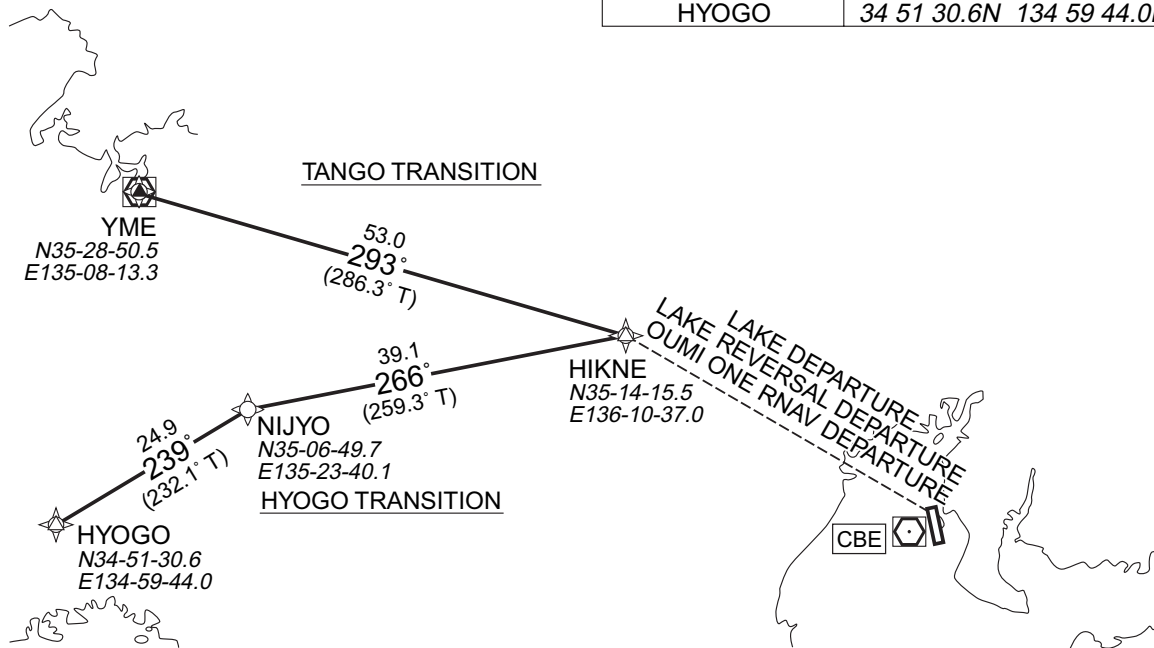
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR ➔ RNAV TRANSITION

TANGO TRANSITION / HYOGO TRANSITION	RNAV 1	
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	-
	DME GAP	-
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.

VAR 7°W(2009)

DESIGNATION	COORDINATES
HIKNE	35 14 15.5N 136 10 37.0E
MIYAZU(YME)	35 28 50.5N 135 08 13.3E
NIJYO	35 06 49.7N 135 23 40.1E
HYOGO	34 51 30.6N 134 59 44.0E



TANGO TRANSITION
From HIKNE, to MIYAZU(YME).
HYOGO TRANSITION
From HIKNE, to NIJYO, to HYOGO.

TANGO TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	HIKNE	-	-	-	-	-	-	-	RNAV1
TF	MIYAZU (YME)	-	53.0	293° (286.3°)	-	-	-	-	RNAV1

HYOGO TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	HIKNE	-	-	-	-	-	-	-	RNAV1
TF	NIJYO	-	39.1	266° (259.3°)	-	-	-	-	RNAV1
TF	HYOGO	-	24.9	239° (232.1°)	-	-	-	-	RNAV1

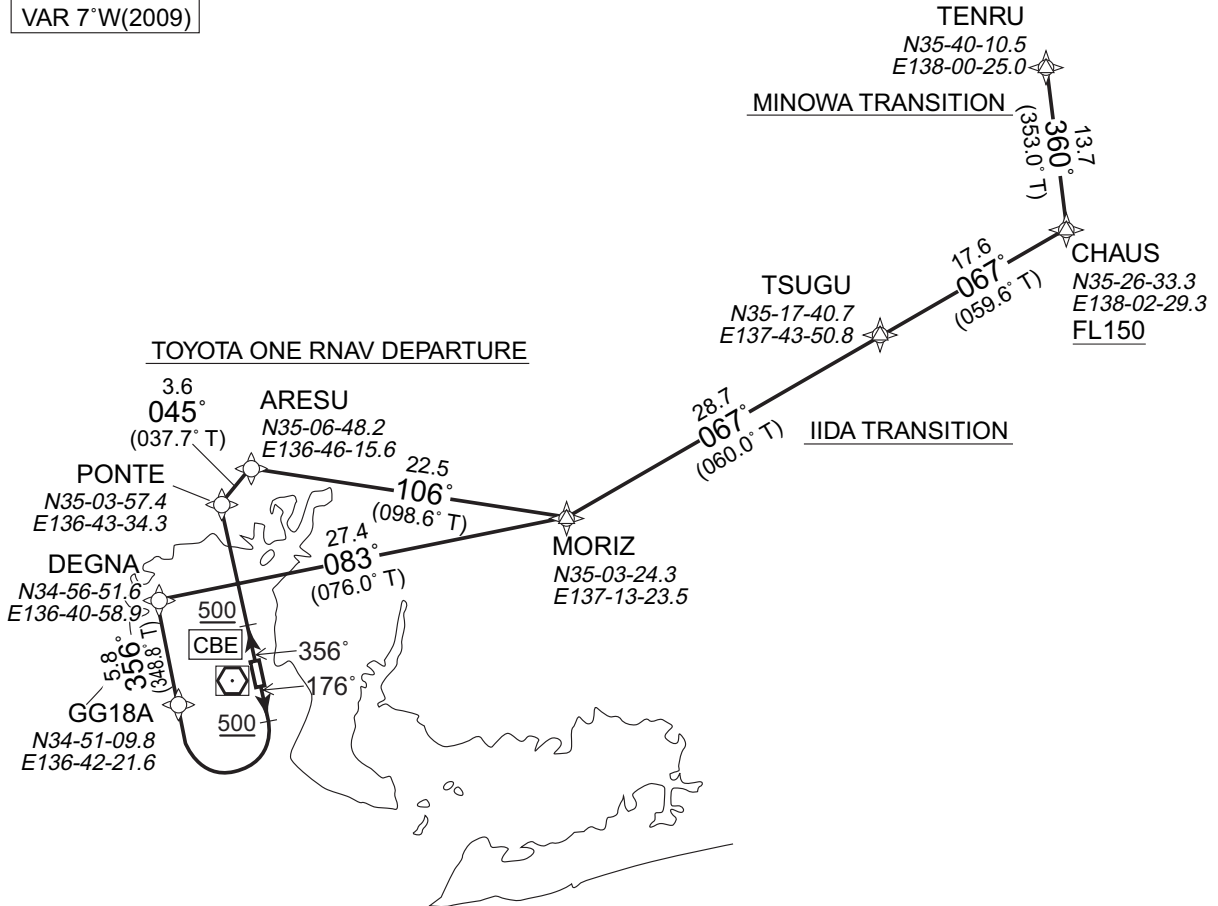
STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV SID and TRANSITION

TOYOTA ONE RNAV 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	RWY36 KCC : PONTE – ARESU – 18NM to MORIZ XMC : 20NM to MORIZ – 18NM to MORIZ
	DME GAP	RWY18 : DER – 2NM from DER RWY36 : DER – 3NM from DER
	Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAV AIDs for RNAV1.

VAR 7°W(2009)



DESIGNATION	COORDINATES
GG18A	34 51 09.8N 136 42 21.6E
DEGNA	34 56 51.6N 136 40 58.9E
PONTE	35 03 57.4N 136 43 34.3E
ARESU	35 06 48.2N 136 46 15.6E
MORIZ	35 03 24.3N 137 13 23.5E
TSUGU	35 17 40.7N 137 43 50.8E
CHAUS	35 26 33.3N 138 02 29.3E
TENRU	35 40 10.5N 138 00 25.0E

TOYOTA ONE RNAV DEPARTURE

RWY18 : Climb on HDG176° at or above 500FT, turn right direct to GG18A, to DEGNA, to MORIZ.
 RWY36 : Climb on HDG356° at or above 500FT, direct to PONTE, to ARESU, to MORIZ.

IIDA TRANSITION

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

MINOWA TRANSITION

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

STANDARD DEPARTURE CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV SID and TRANSITION

TOYOTA ONE RNAV DEPARTURE

RWY18

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	176° (169.0°)	—	+500	—	—	RNAV1
DF	GG18A	—	—	—	R	—	—	—	RNAV1
TF	DEGNA	—	5.8	356° (348.8°)	—	—	—	—	RNAV1
TF	MORIZ	—	27.4	083° (076.0°)	—	—	—	—	RNAV1

RWY36

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
VA	—	—	—	356° (349.0°)	—	+500	—	—	RNAV1
DF	PONTE	—	—	—	—	—	—	—	RNAV1
TF	ARESU	—	3.6	045° (037.7°)	—	—	—	—	RNAV1
TF	MORIZ	—	22.5	106° (098.6°)	—	—	—	—	RNAV1

IIDA TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	MORIZ	—	—	—	—	—	—	—	RNAV1
TF	TSUGU	—	28.7	067° (060.0°)	—	—	—	—	RNAV1
TF	CHAUS	—	17.6	067° (059.6°)	—	+FL150	—	—	RNAV1

MINOWA TRANSITION

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	MORIZ	—	—	—	—	—	—	—	RNAV1
TF	TSUGU	—	28.7	067° (060.0°)	—	—	—	—	RNAV1
TF	CHAUS	—	17.6	067° (059.6°)	—	+FL150	—	—	RNAV1
TF	TENRU	—	13.7	360° (353.0°)	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

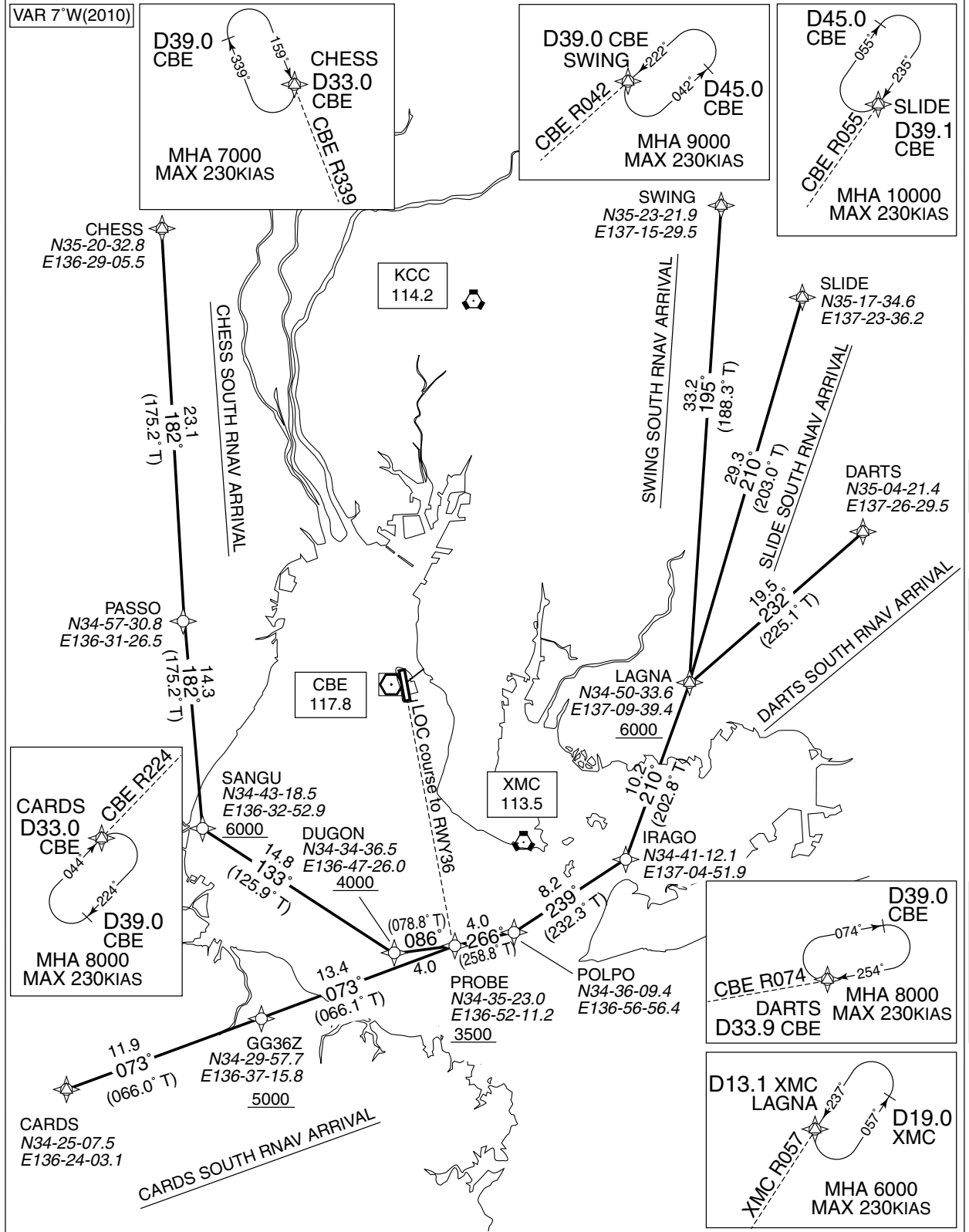
RNAV STAR RWY 36

CHES SOUTH RNAV ARRIVAL / CARDS SOUTH RNAV ARRIVAL
SWING SOUTH RNAV ARRIVAL / SLIDE SOUTH RNAV ARRIVAL
DARTS SOUTH RNAV ARRIVAL

RNAV 1

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

VAR 7°W(2010)



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV STAR RWY 36

CARDS SOUTH RNAV ARRIVAL

From CARDS, to GG36Z at or above 5000FT, to PROBE at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	CARDS	34 25 07.5N 136 24 03.1E
	GG36Z	34 29 57.7N 136 37 15.8E
	PROBE	34 35 23.0N 136 52 11.2E
Critical DME	XMC : 10NM to PROBE~PROBE	
DME GAP	-	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	CARDS	-	-	-	-	-	-	-	RNAV1
TF	GG36Z	-	11.9	073° (066.0°)	-	+5000	-	-	RNAV1
TF	PROBE	-	13.4	073° (066.1°)	-	+3500	-	-	RNAV1

CHESS SOUTH RNAV ARRIVAL

From CHESS, to PASSO, to SANGU at or above 6000FT, to DUGON at or above 4000FT, to PROBE at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	CHESS	35 20 32.8N 136 29 05.5E
	PASSO	34 57 30.8N 136 31 26.5E
	SANGU	34 43 18.5N 136 32 52.9E
	DUGON	34 34 36.5N 136 47 26.0E
	PROBE	34 35 23.0N 136 52 11.2E
Critical DME	XMC : 11NM to DUGON~2NM to DUGON	
DME GAP	-	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	CHESS	-	-	-	-	-	-	-	RNAV1
TF	PASSO	-	23.1	182° (175.2°)	-	-	-	-	RNAV1
TF	SANGU	-	14.3	182° (175.2°)	-	+6000	-	-	RNAV1
TF	DUGON	-	14.8	133° (125.9°)	-	+4000	-	-	RNAV1
TF	PROBE	-	4.0	086° (078.8°)	-	+3500	-	-	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY 36

SWING SOUTH RNAV ARRIVAL

From SWING, to LAGNA at or above 6000FT, to IRAGO, to POLPO, to PROBE at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	SWING	35 23 21.9N 137 15 29.5E
	LAGNA	34 50 33.6N 137 09 39.4E
	IRAGO	34 41 12.1N 137 04 51.9E
	POLPO	34 36 09.4N 136 56 56.4E
PROBE	34 35 23.0N 136 52 11.2E	
Critical DME	LHD : 3NM to POLPO~POLPO CBE, XMC : 3NM to PROBE~PROBE	
DME GAP	POLPO~3NM to PROBE	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	SWING	—	—	—	—	—	—	—	RNAV1
TF	LAGNA	—	33.2	195° (188.3°)	—	+6000	—	—	RNAV1
TF	IRAGO	—	10.2	210° (202.8°)	—	—	—	—	RNAV1
TF	POLPO	—	8.2	239° (232.3°)	—	—	—	—	RNAV1
TF	PROBE	—	4.0	266° (258.8°)	—	+3500	—	—	RNAV1

SLIDE SOUTH RNAV ARRIVAL

From SLIDE, to LAGNA at or above 6000FT, to IRAGO, to POLPO, to PROBE at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	SLIDE	35 17 34.6N 137 23 36.2E
	LAGNA	34 50 33.6N 137 09 39.4E
	IRAGO	34 41 12.1N 137 04 51.9E
	POLPO	34 36 09.4N 136 56 56.4E
PROBE	34 35 23.0N 136 52 11.2E	
Critical DME	LHD : 3NM to POLPO~POLPO CBE, XMC : 3NM to PROBE~PROBE	
DME GAP	POLPO~3NM to PROBE	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	SLIDE	—	—	—	—	—	—	—	RNAV1
TF	LAGNA	—	29.3	210° (203.0°)	—	+6000	—	—	RNAV1
TF	IRAGO	—	10.2	210° (202.8°)	—	—	—	—	RNAV1
TF	POLPO	—	8.2	239° (232.3°)	—	—	—	—	RNAV1
TF	PROBE	—	4.0	266° (258.8°)	—	+3500	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY 36

DARTS SOUTH RNAV ARRIVAL

From DARTS, to LAGNA at or above 6000FT, to IRAGO, to POLPO, to PROBE at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	DARTS	35 04 21.4N 137 26 29.5E
	LAGNA	34 50 33.6N 137 09 39.4E
	IRAGO	34 41 12.1N 137 04 51.9E
	POLPO	34 36 09.4N 136 56 56.4E
PROBE	34 35 23.0N 136 52 11.2E	
Critical DME	LHD : 3NM to POLPO~POLPO XMC : 3NM to PROBE~PROBE CBE : 3NM to PROBE~PROBE	
DME GAP	POLPO~3NM to PROBE	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	DARTS	—	—	—	—	—	—	—	RNAV1
TF	LAGNA	—	19.5	232° (225.1°)	—	+6000	—	—	RNAV1
TF	IRAGO	—	10.2	210° (202.8°)	—	—	—	—	RNAV1
TF	POLPO	—	8.2	239° (232.3°)	—	—	—	—	RNAV1
TF	PROBE	—	4.0	266° (258.8°)	—	+3500	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

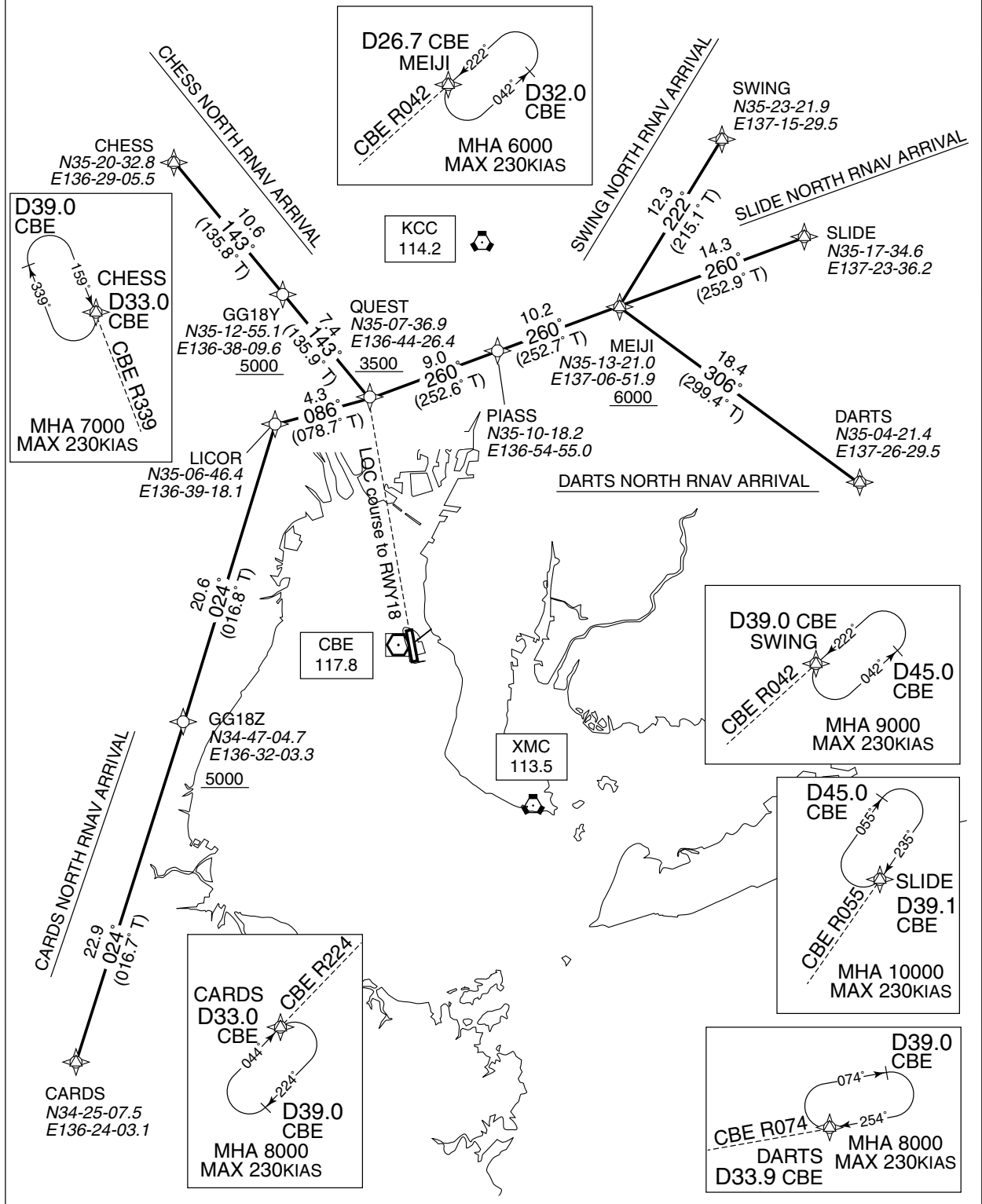
RJGG / CHUBU CENTRAIR

RNAV STAR RWY 18

CHES NORTH RNAV ARRIVAL / CARDS NORTH RNAV ARRIVAL SWING NORTH RNAV ARRIVAL / SLIDE NORTH RNAV ARRIVAL DARTS NORTH RNAV ARRIVAL	RNAV 1
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Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 7°W(2010)



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV STAR RWY 18

CARDS NORTH RNAV ARRIVAL

From CARDS, to GG18Z at or above 5000FT, to LICOR, to QUEST at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	CARDS	34 25 07.5N 136 24 03.1E
	GG18Z	34 47 04.7N 136 32 03.3E
	LICOR	35 06 46.4N 136 39 18.1E
QUEST	35 07 36.9N 136 44 26.4E	
Critical DME	KCC : 7NM to LICOR~QUEST	
DME GAP	-	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	CARDS	-	-	-	-	-	-	-	RNAV1
TF	GG18Z	-	22.9	024° (016.7°)	-	+5000	-	-	RNAV1
TF	LICOR	-	20.6	024° (016.8°)	-	-	-	-	RNAV1
TF	QUEST	-	4.3	086° (078.7°)	-	+3500	-	-	RNAV1

CHESS NORTH RNAV ARRIVAL

From CHESS, to GG18Y at or above 5000FT, to QUEST at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	CHESS	35 20 32.8N 136 29 05.5E
	GG18Y	35 12 55.1N 136 38 09.6E
	QUEST	35 07 36.9N 136 44 26.4E
Critical DME	KCC : 4NM to QUEST~QUEST	
DME GAP	-	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	CHESS	-	-	-	-	-	-	-	RNAV1
TF	GG18Y	-	10.6	143° (135.8°)	-	+5000	-	-	RNAV1
TF	QUEST	-	7.4	143° (135.9°)	-	+3500	-	-	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV STAR RWY 18

SWING NORTH RNAV ARRIVAL

From SWING, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	SWING	35 23 21.9N 137 15 29.5E
	MEIJI	35 13 21.0N 137 06 51.9E
	PIASS	35 10 18.2N 136 54 55.0E
QUEST	35 07 36.9N 136 44 26.4E	
Critical DME	KCC : 6NM to MEIJI~1NM to MEIJI, 5NM to PIASS~1NM to PIASS, 6NM to QUEST~QUEST CBE : 2NM to PIASS~1NM to PIASS XMC : 6NM to QUEST~3NM to QUEST	
DME GAP	1NM to PIASS~6NM to QUEST	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	SWING	—	—	—	—	—	—	—	RNAV1
TF	MEIJI	—	12.3	222° (215.1°)	—	+6000	—	—	RNAV1
TF	PIASS	—	10.2	260° (252.7°)	—	—	—	—	RNAV1
TF	QUEST	—	9.0	260° (252.6°)	—	+3500	—	—	RNAV1

SLIDE NORTH RNAV ARRIVAL

From SLIDE, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	SLIDE	35 17 34.6N 137 23 36.2E
	MEIJI	35 13 21.0N 137 06 51.9E
	PIASS	35 10 18.2N 136 54 55.0E
QUEST	35 07 36.9N 136 44 26.4E	
Critical DME	KCC : 5NM to PIASS~1NM to PIASS, 6NM to QUEST~QUEST CBE : 2NM to PIASS~1NM to PIASS XMC : 6NM to QUEST~3NM to QUEST	
DME GAP	1NM to PIASS~6NM to QUEST	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	SLIDE	—	—	—	—	—	—	—	RNAV1
TF	MEIJI	—	14.3	260° (252.9°)	—	+6000	—	—	RNAV1
TF	PIASS	—	10.2	260° (252.7°)	—	—	—	—	RNAV1
TF	QUEST	—	9.0	260° (252.6°)	—	+3500	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY 18

DARTS NORTH RNAV ARRIVAL

From DARTS, to MEIJI at or above 6000FT, to PIASS, to QUEST at or above 3500FT.

FIX	DESIGNATION	COORDINATES
	DARTS	35 04 21.4N 137 26 29.5E
	MEIJI	35 13 21.0N 137 06 51.9E
	PIASS	35 10 18.2N 136 54 55.0E
	QUEST	35 07 36.9N 136 44 26.4E
Critical DME	KCC : 5NM to PIASS~1NM to PIASS, 6NM to QUEST~QUEST CBE : 2NM to PIASS~1NM to PIASS XMC : 6NM to QUEST~3NM to QUEST	
DME GAP	1NM to PIASS~6NM to QUEST	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	DARTS	—	—	—	—	—	—	—	RNAV1
TF	MEIJI	—	18.4	306° (299.4°)	—	+6000	—	—	RNAV1
TF	PIASS	—	10.2	260° (252.7°)	—	—	—	—	RNAV1
TF	QUEST	—	9.0	260° (252.6°)	—	+3500	—	—	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

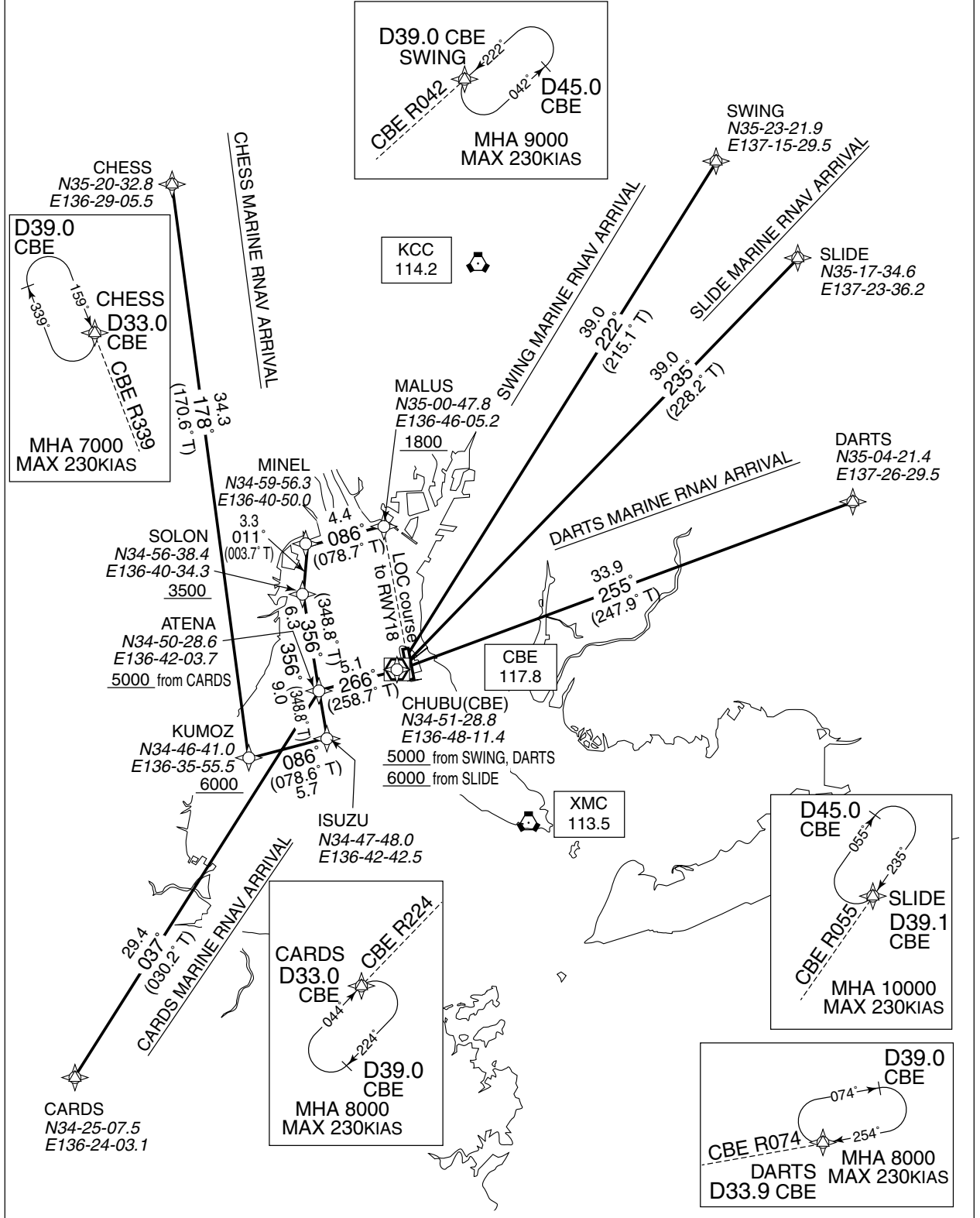
RJGG / CHUBU CENTRAIR

RNAV STAR RWY 18

CHESS MARINE RNAV ARRIVAL / CARDS MARINE RNAV ARRIVAL SWING MARINE RNAV ARRIVAL / SLIDE MARINE RNAV ARRIVAL DARTS MARINE RNAV ARRIVAL	RNAV 1
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Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 7°W(2010)



STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV STAR RWY 18

CARDS MARINE RNAV ARRIVAL

From CARDS, to ATENA at or above 5000FT, to SOLON at or above 3500FT, to MINEL, to MALUS at or above 1800FT.

FIX	DESIGNATION	COORDINATES
	CARDS	34 25 07.5N 136 24 03.1E
	ATENA	34 50 28.6N 136 42 03.7E
	SOLON	34 56 38.4N 136 40 34.3E
	MINEL	34 59 56.3N 136 40 50.0E
	MALUS	35 00 47.8N 136 46 05.2E
Critical DME	KCC : 4NM to SOLON~MALUS	
DME GAP	-	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	CARDS	-	-	-	-	-	-	-	RNAV1
TF	ATENA	-	29.4	037° (030.2°)	-	+5000	-	-	RNAV1
TF	SOLON	-	6.3	356° (348.8°)	-	+3500	-	-	RNAV1
TF	MINEL	-	3.3	011° (003.7°)	-	-	-	-	RNAV1
TF	MALUS	-	4.4	086° (078.7°)	-	+1800	-	-	RNAV1

CHESS MARINE RNAV ARRIVAL

From CHESS, to KUMOZ at or above 6000FT, to ISUZU, to SOLON at or above 3500FT, to MINEL, to MALUS at or above 1800FT.

FIX	DESIGNATION	COORDINATES
	CHESS	35 20 32.8N 136 29 05.5E
	KUMOZ	34 46 41.0N 136 35 55.5E
	ISUZU	34 47 48.0N 136 42 42.5E
	SOLON	34 56 38.4N 136 40 34.3E
	MINEL	34 59 56.3N 136 40 50.0E
	MALUS	35 00 47.8N 136 46 05.2E
Critical DME	KCC : 4NM to SOLON~MALUS	
DME GAP	-	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	CHESS	-	-	-	-	-	-	-	RNAV1
TF	KUMOZ	-	34.3	178° (170.6°)	-	+6000	-	-	RNAV1
TF	ISUZU	-	5.7	086° (078.6°)	-	-	-	-	RNAV1
TF	SOLON	-	9.0	356° (348.8°)	-	+3500	-	-	RNAV1
TF	MINEL	-	3.3	011° (003.7°)	-	-	-	-	RNAV1
TF	MALUS	-	4.4	086° (078.7°)	-	+1800	-	-	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

➔ RNAV STAR RWY 18

SWING MARINE RNAV ARRIVAL

From SWING, to CBE at or above 5000FT, to ATENA, to SOLON at or above 3500FT, to MINEL, to MALUS at or above 1800FT.

FIX	DESIGNATION	COORDINATES
	SWING	35 23 21.9N 137 15 29.5E
	CBE	34 51 28.8N 136 48 11.4E
	ATENA	34 50 28.6N 136 42 03.7E
	SOLON	34 56 38.4N 136 40 34.3E
	MINEL	34 59 56.3N 136 40 50.0E
	MALUS	35 00 47.8N 136 46 05.2E
Critical DME	KCC : CBE~2NM to ATENA, 4NM to SOLON~MALUS XMC : CBE~2NM to ATENA	
DME GAP	-	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	SWING	-	-	-	-	-	-	-	RNAV1
TF	CHUBU (CBE)	-	39.0	222° (215.1°)	-	+5000	-	-	RNAV1
TF	ATENA	-	5.1	266° (258.7°)	-	-	-	-	RNAV1
TF	SOLON	-	6.3	356° (348.8°)	-	+3500	-	-	RNAV1
TF	MINEL	-	3.3	011° (003.7°)	-	-	-	-	RNAV1
TF	MALUS	-	4.4	086° (078.7°)	-	+1800	-	-	RNAV1

SLIDE MARINE RNAV ARRIVAL

From SLIDE, to CBE at or above 6000FT, to ATENA, to SOLON at or above 3500FT, to MINEL, to MALUS at or above 1800FT.

FIX	DESIGNATION	COORDINATES
	SLIDE	35 17 34.6N 137 23 36.2E
	CBE	34 51 28.8N 136 48 11.4E
	ATENA	34 50 28.6N 136 42 03.7E
	SOLON	34 56 38.4N 136 40 34.3E
	MINEL	34 59 56.3N 136 40 50.0E
	MALUS	35 00 47.8N 136 46 05.2E
Critical DME	KCC : CBE~2NM to ATENA, 4NM to SOLON~MALUS XMC : CBE~2NM to ATENA	
DME GAP	-	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	SLIDE	-	-	-	-	-	-	-	RNAV1
TF	CHUBU (CBE)	-	39.0	235° (228.2°)	-	+6000	-	-	RNAV1
TF	ATENA	-	5.1	266° (258.7°)	-	-	-	-	RNAV1
TF	SOLON	-	6.3	356° (348.8°)	-	+3500	-	-	RNAV1
TF	MINEL	-	3.3	011° (003.7°)	-	-	-	-	RNAV1
TF	MALUS	-	4.4	086° (078.7°)	-	+1800	-	-	RNAV1

STANDARD ARRIVAL CHART -INSTRUMENT

RJGG / CHUBU CENTRAIR

RNAV STAR RWY 18

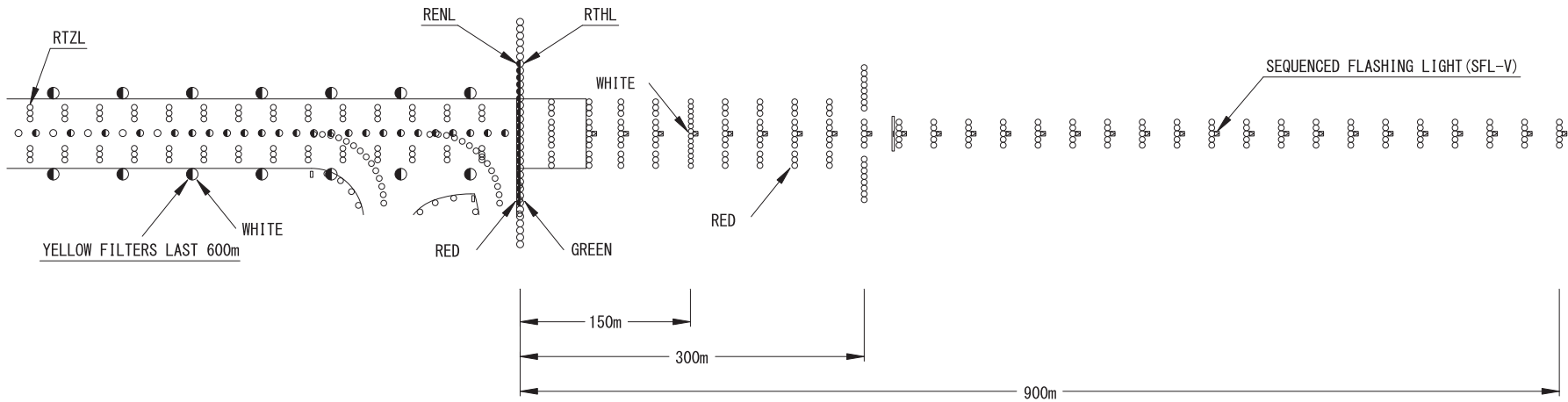
DARTS MARINE RNAV ARRIVAL

From DARTS, to CBE at or above 5000FT, to ATENA, to SOLON at or above 3500FT, to MINEL, to MALUS at or above 1800FT.

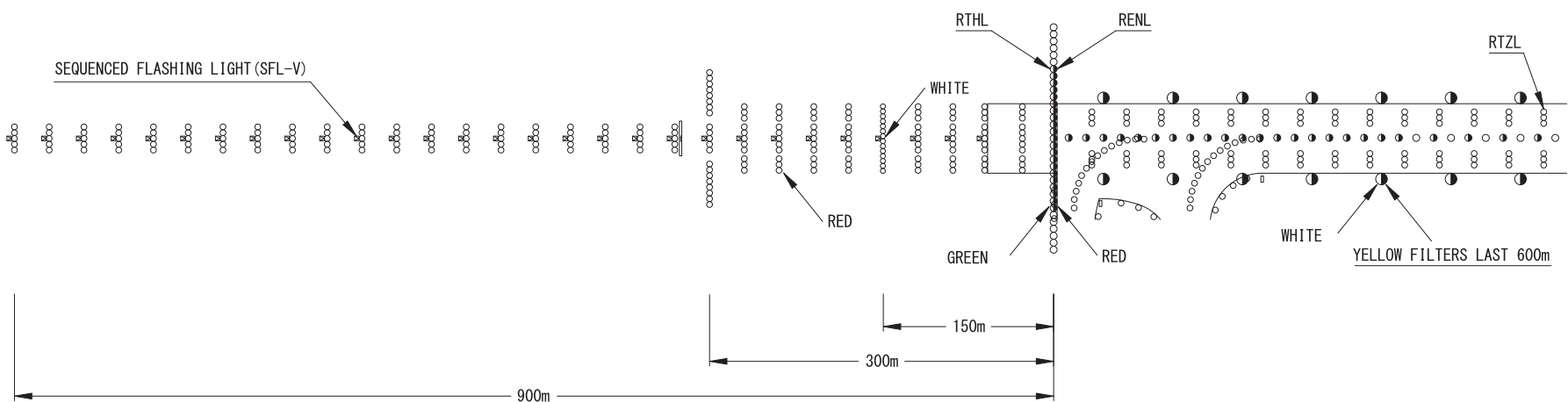
FIX	DESIGNATION	COORDINATES
	DARTS	35 04 21.4N 137 26 29.5E
CBE	34 51 28.8N 136 48 11.4E	
ATENA	34 50 28.6N 136 42 03.7E	
SOLON	34 56 38.4N 136 40 34.3E	
MINEL	34 59 56.3N 136 40 50.0E	
MALUS	35 00 47.8N 136 46 05.2E	
Critical DME	KCC : CBE~2NM to ATENA, 4NM to SOLON~MALUS XMC : CBE~2NM to ATENA	
DME GAP	—	
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1.	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (KIAS)	Vertical Angle	Navigation Performance
IF	DARTS	—	—	—	—	—	—	—	RNAV1
TF	CHUBU (CBE)	—	33.9	255° (247.9°)	—	+5000	—	—	RNAV1
TF	ATENA	—	5.1	266° (258.7°)	—	—	—	—	RNAV1
TF	SOLON	—	6.3	356° (348.8°)	—	+3500	—	—	RNAV1
TF	MINEL	—	3.3	011° (003.7°)	—	—	—	—	RNAV1
TF	MALUS	—	4.4	086° (078.7°)	—	+1800	—	—	RNAV1

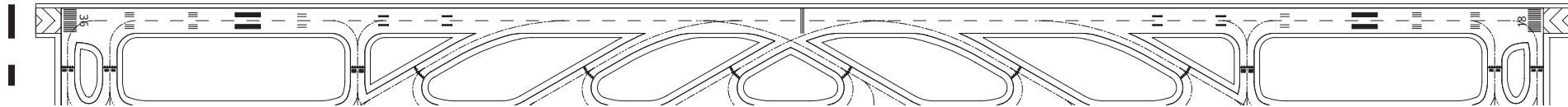
RUNWAY 18



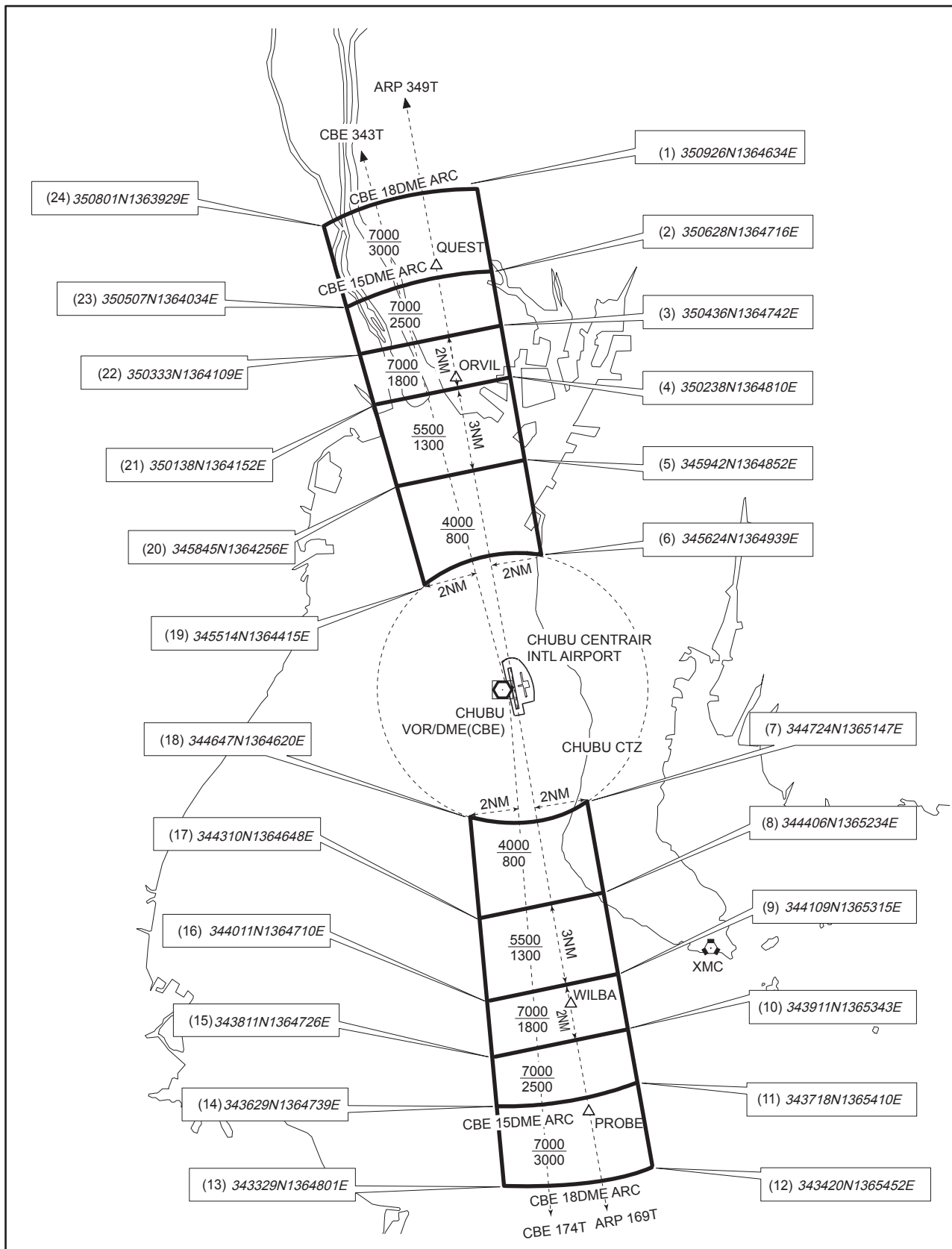
RUNWAY 36



MARKING AIDS



中部特別管制区 Chubu Positive Control Area



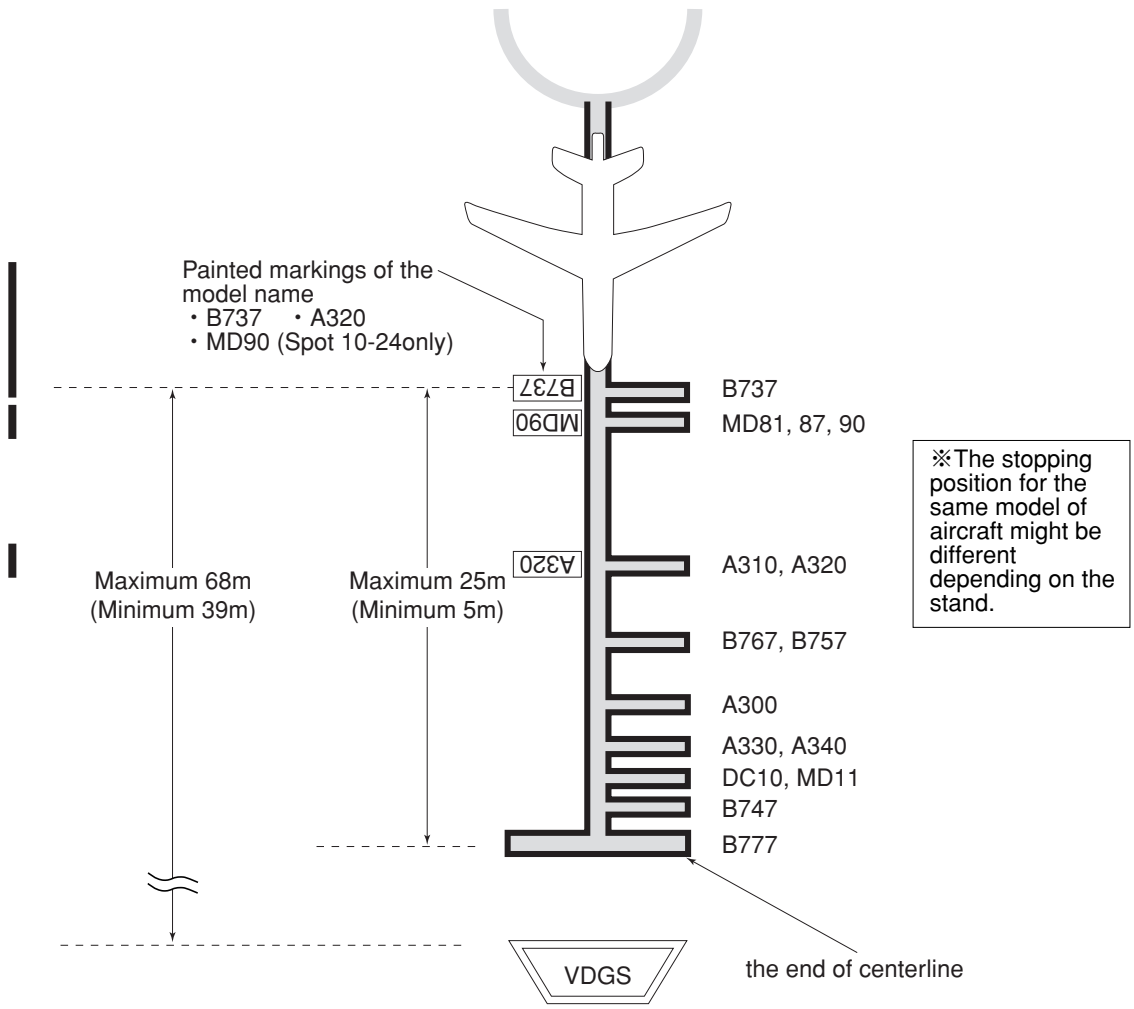
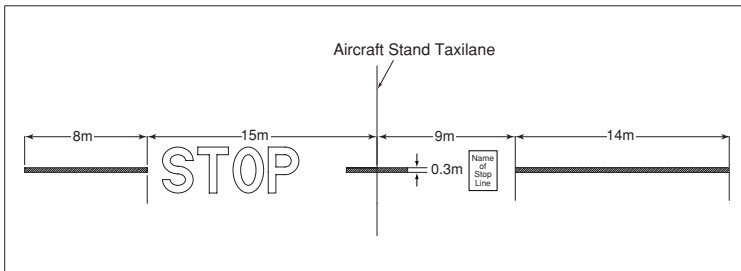
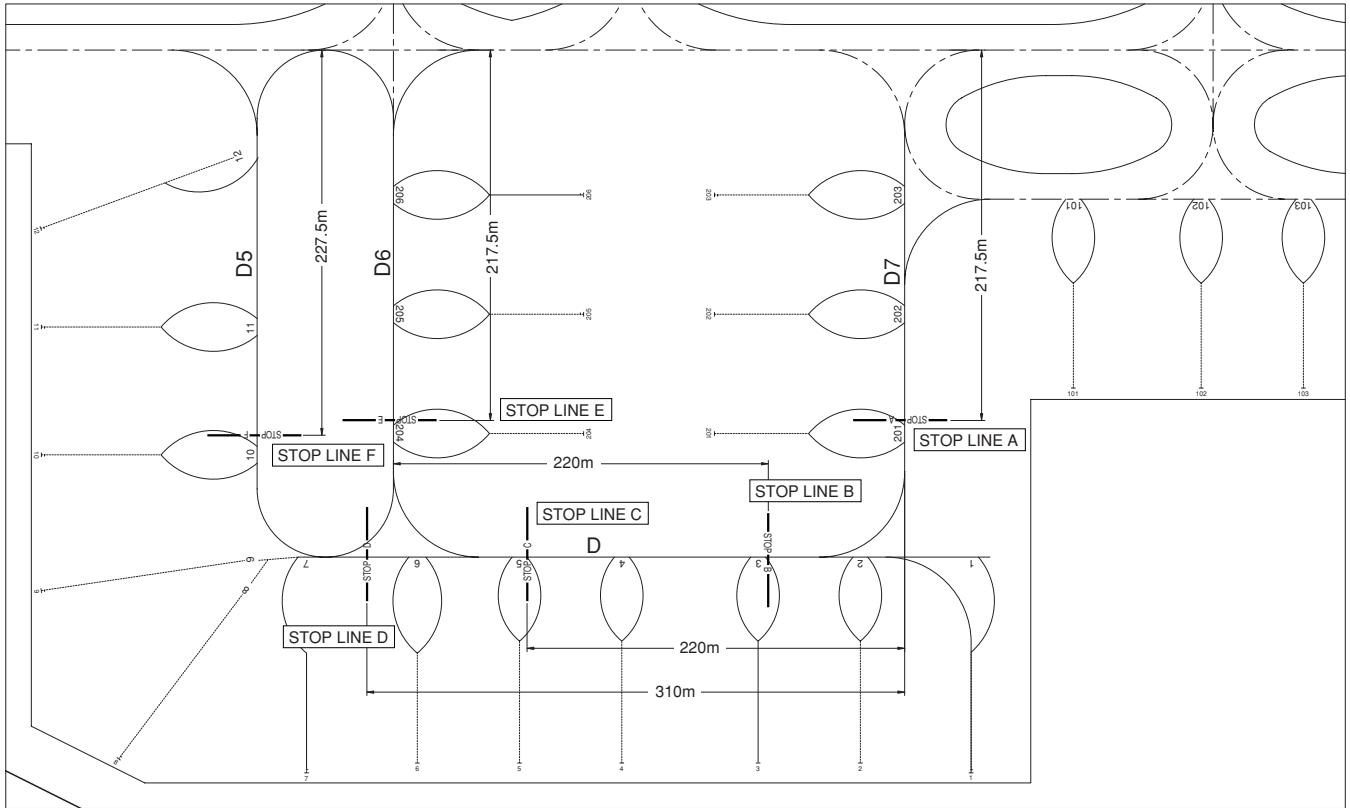


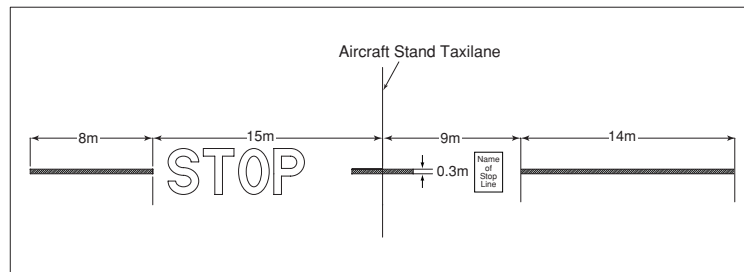
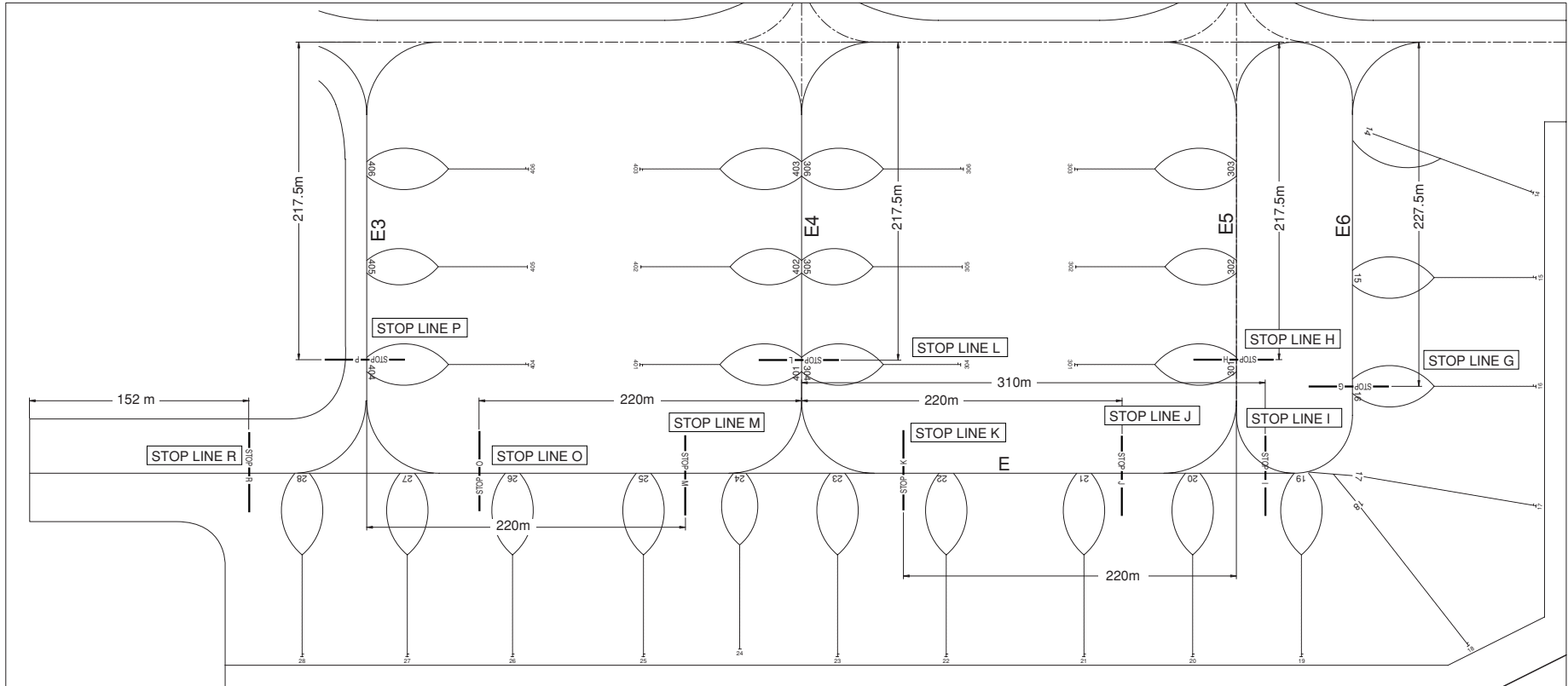
Fig. 18

STOP LINE MARKINGS (NORTH APRON)

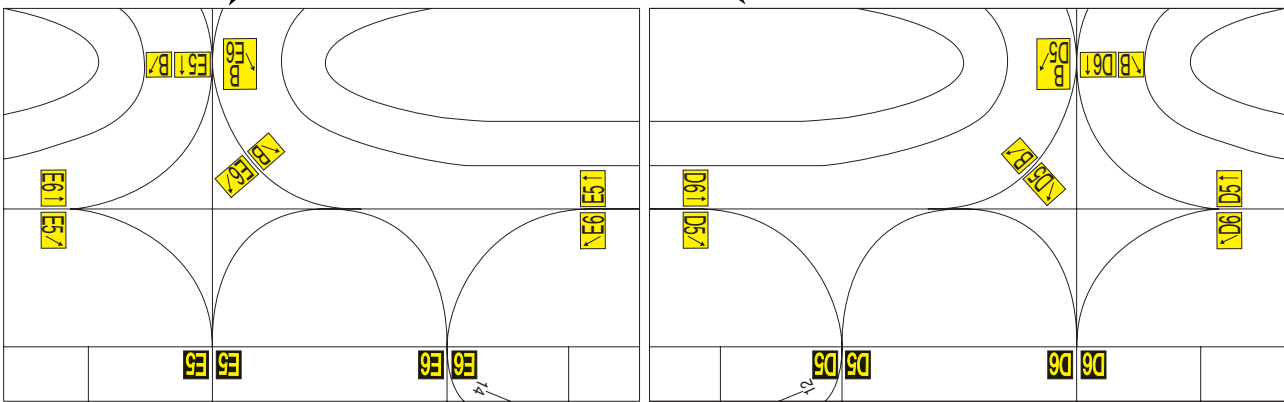
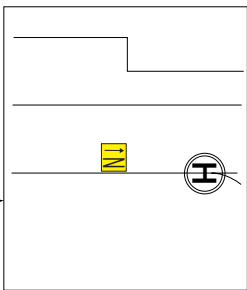
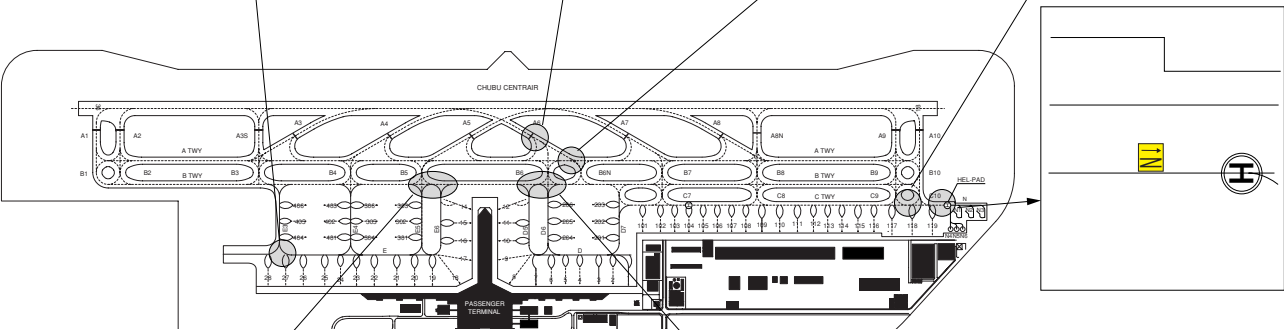
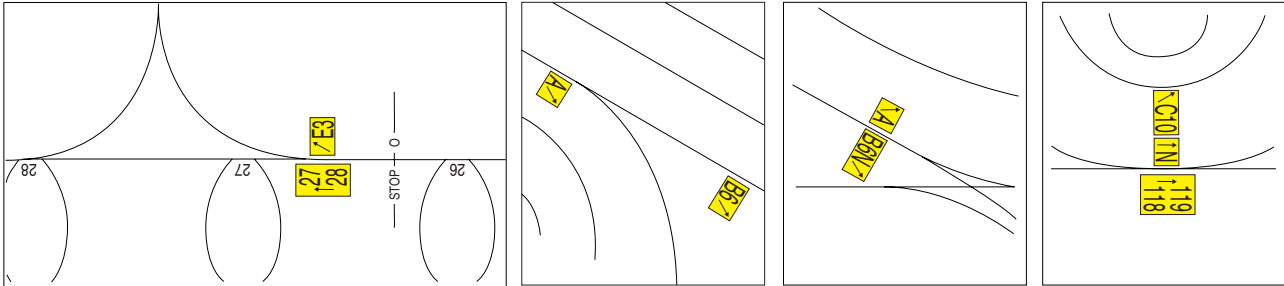


Taxi route	Name of stop line	Break-out point
D7→D	A	behind SPOT 3
D→D7	B	behind SPOT 202
D→D6	C	behind SPOT 205
D6→D	E	behind SPOT 5
D6→SPOT 7,8,9	E	SPOT IN
D→D5	D	behind SPOT 11
D5→D	F	behind SPOT 5

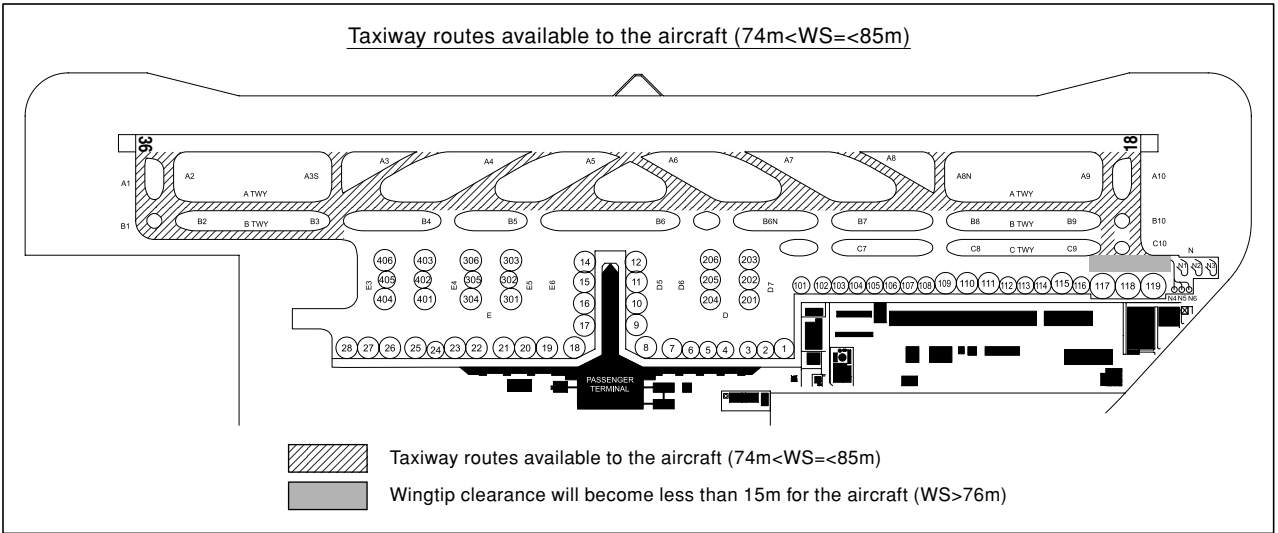
STOP LINE MARKINGS (SOUTH APRON)



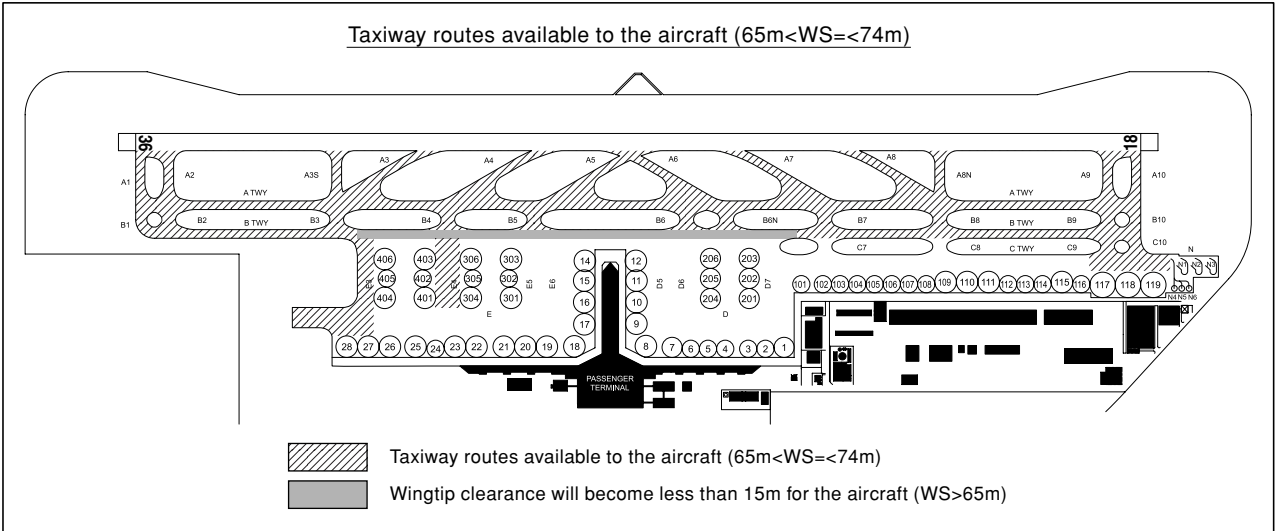
Taxi route	Name of stop line	Break-out point
E6→E	G	behind SPOT 21
E→E6	I	behind SPOT 15
E5→E	H	behind SPOT 21
E→E5	J	behind SPOT 302
E5→SPOT19,18,17	H	SPOT IN
E→E4	K, M	behind SPOT 305 (402)
E4→E (Aircraft nose to North)	L	behind SPOT 22
E4→E (Aircraft nose to South)	L	behind SPOT 25
E→E3 (Aircraft nose to North)	R	behind SPOT 405
E→E3 (Aircraft nose to South)	O	behind SPOT 405
E3→E	P	behind SPOT 26



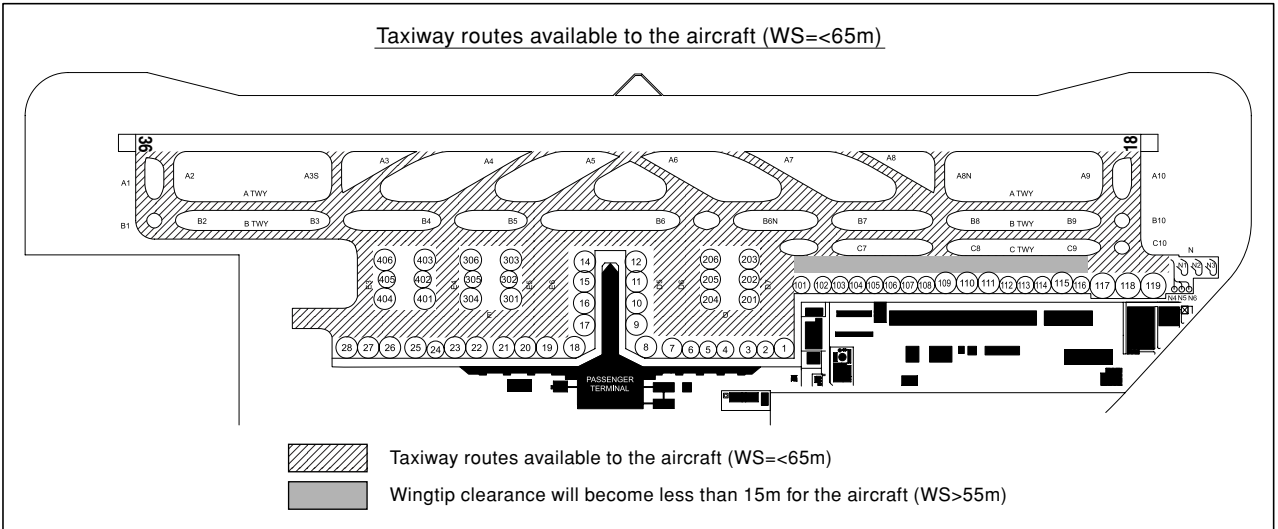
<Fig.1>



<Fig.2>



<Fig.3>

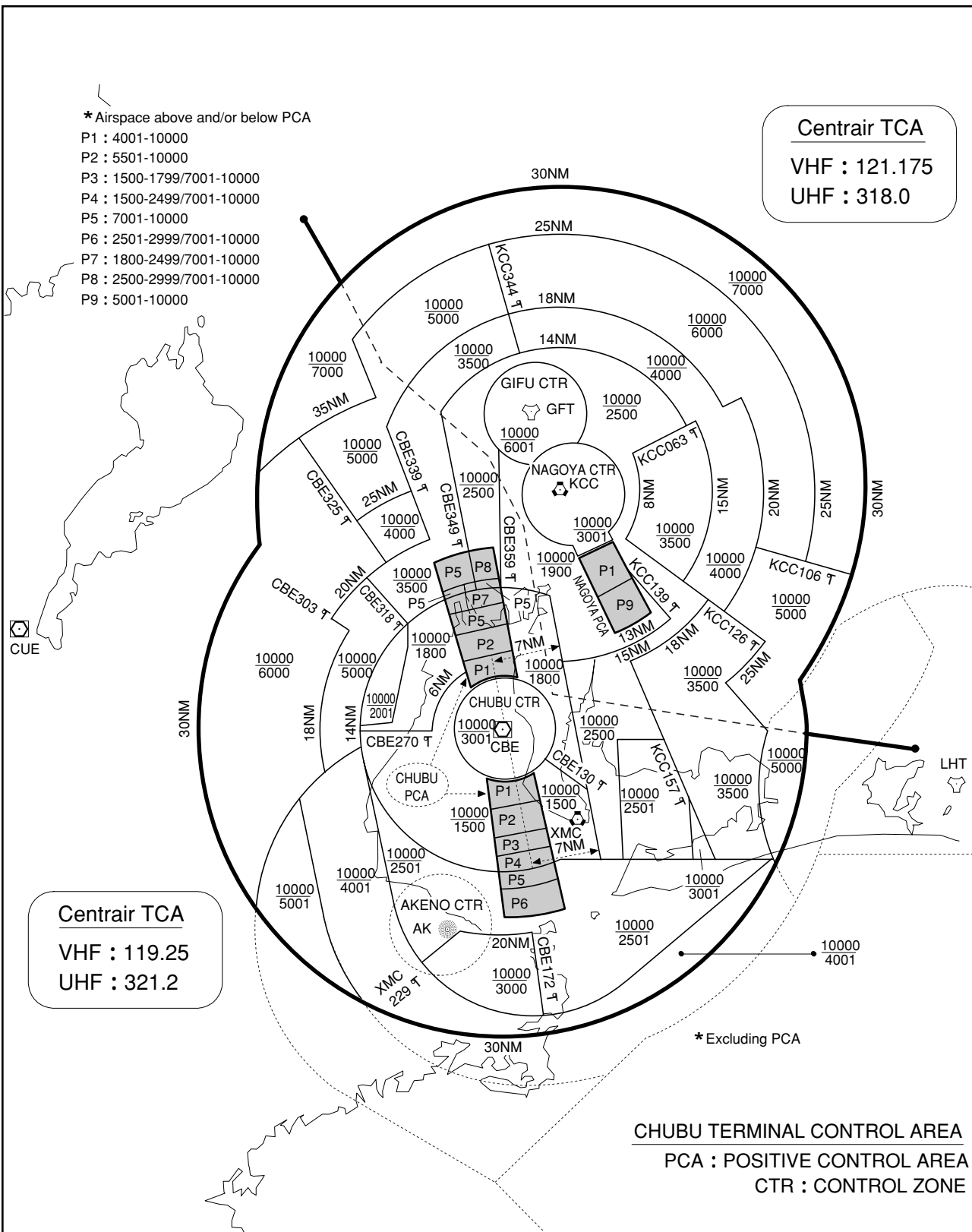


* Airspace above and/or below PCA

- P1 : 4001-10000
- P2 : 5501-10000
- P3 : 1500-1799/7001-10000
- P4 : 1500-2499/7001-10000
- P5 : 7001-10000
- P6 : 2501-2999/7001-10000
- P7 : 1800-2499/7001-10000
- P8 : 2500-2999/7001-10000
- P9 : 5001-10000

Centrair TCA

VHF : 121.175
UHF : 318.0



Centrair TCA

VHF : 119.25
UHF : 321.2

* Excluding PCA

CHUBU TERMINAL CONTROL AREA
PCA : POSITIVE CONTROL AREA
CTR : CONTROL ZONE