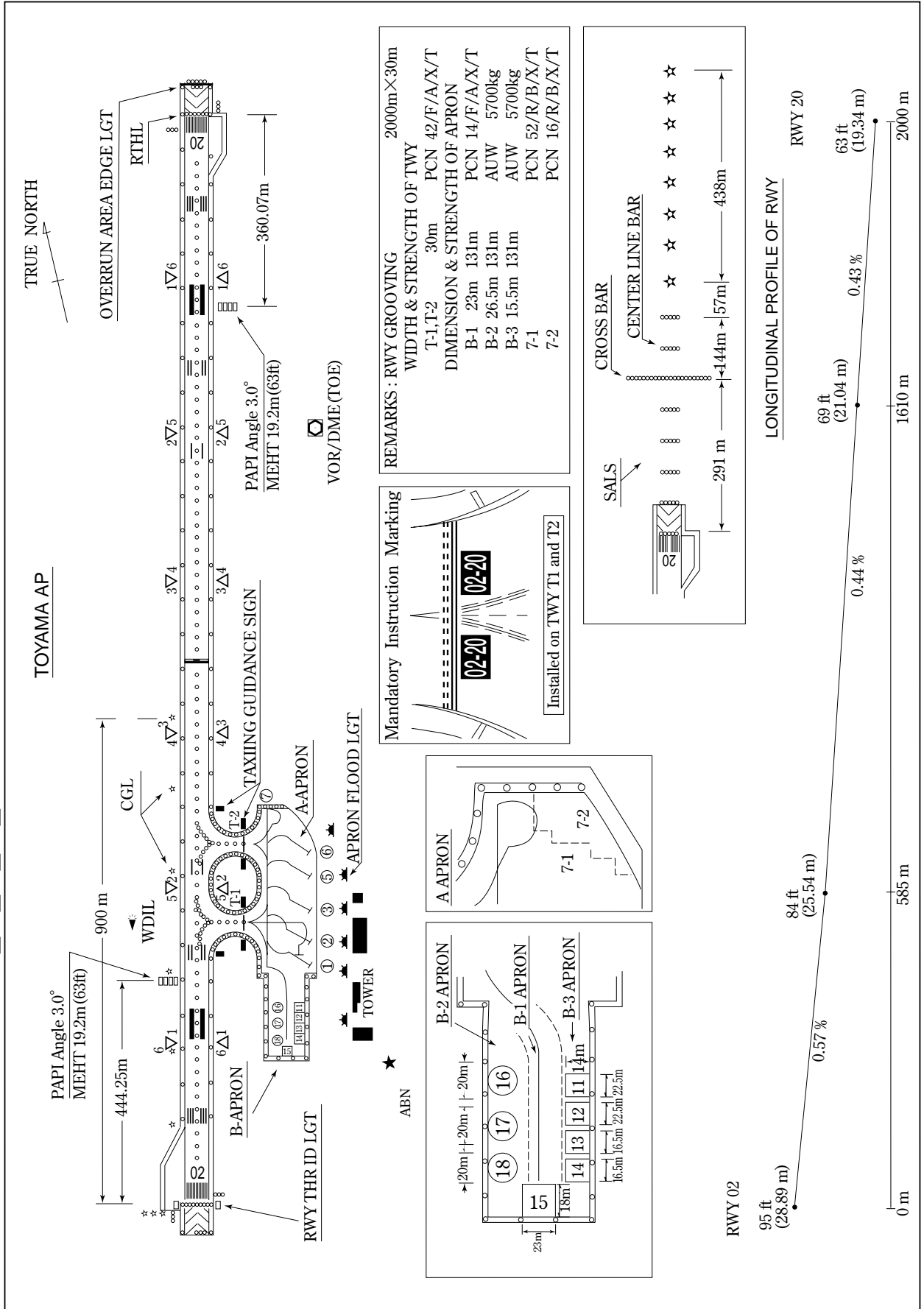


RJNT / TOYAMA

AD CHART



STANDARD DEPARTURE CHART -INSTRUMENT

RJNT / TOYAMA

SID and TRANSITION

IKUJI FIVE DEPARTURE

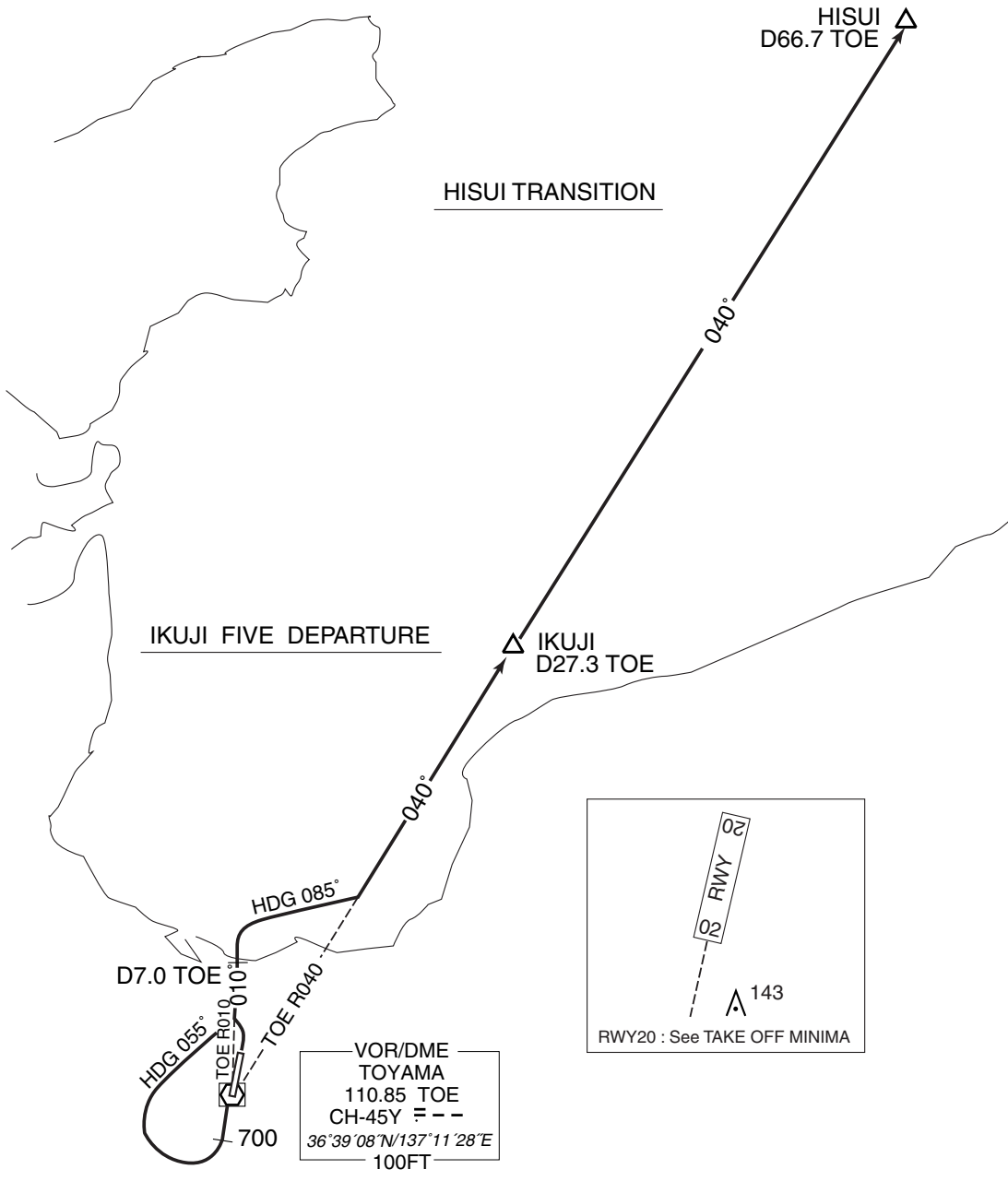
RWY02 : Climb via TOE R010 to 7.0DME...

RWY20 : Climb RWY HDG until 700FT, turn right HDG 055° to intercept and proceed via TOE R010 to TOE 7.0DME...
...turn right HDG 085° to intercept and proceed via TOE R040 to IKUJI.

Note RWY20 : 5.0% climb gradient required up to 2000FT.
OBST ALT 762FT located at 3.83NM 202° FM end of RWY20.

HISUI TRANSITION

From over IKUJI, climb via TOE R040 to HISUI.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNT / TOYAMA

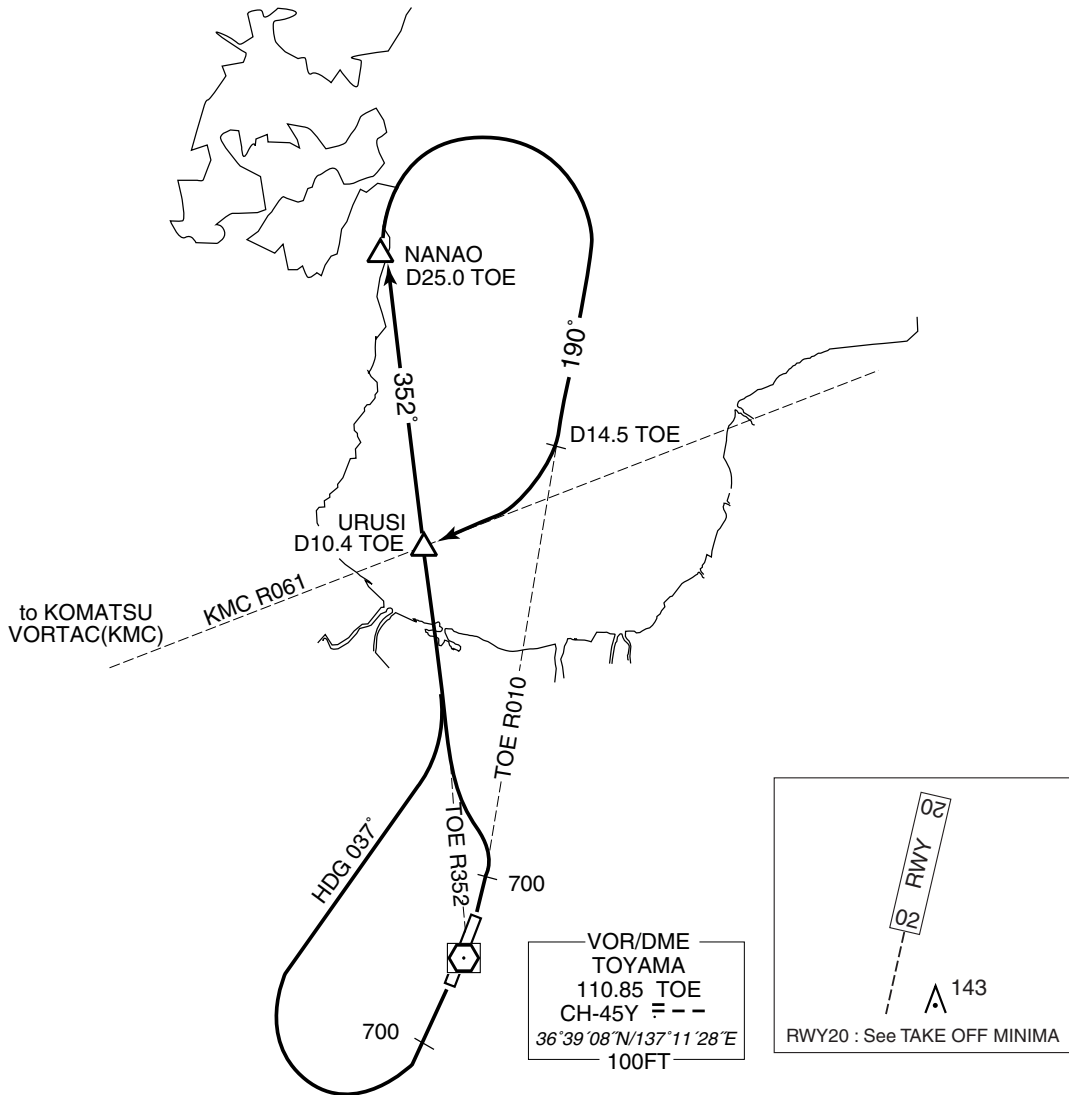
SID

URUSI REVERSAL FOUR DEPARTURE

RWY02 : Climb RWY HDG until 700FT, turn left, climb...

RWY20 : Climb RWY HDG until 700FT, turn right HDG 037° to intercept and proceed...
...via TOE R352 to NANAO, turn right, proceed via TOE R010 to intercept and proceed via KMC R061 to URUSI.

Note RWY02 : 4.0% climb gradient required up to 1000FT.
OBST ALT 621FT located at 2.80NM 345° FM end of RWY02.
RWY20 : 5.0% climb gradient required up to 2000FT.
OBST ALT 762FT located at 3.83NM 202° FM end of RWY20.



STANDARD DEPARTURE CHART -INSTRUMENT

RJNT / TOYAMA

SID

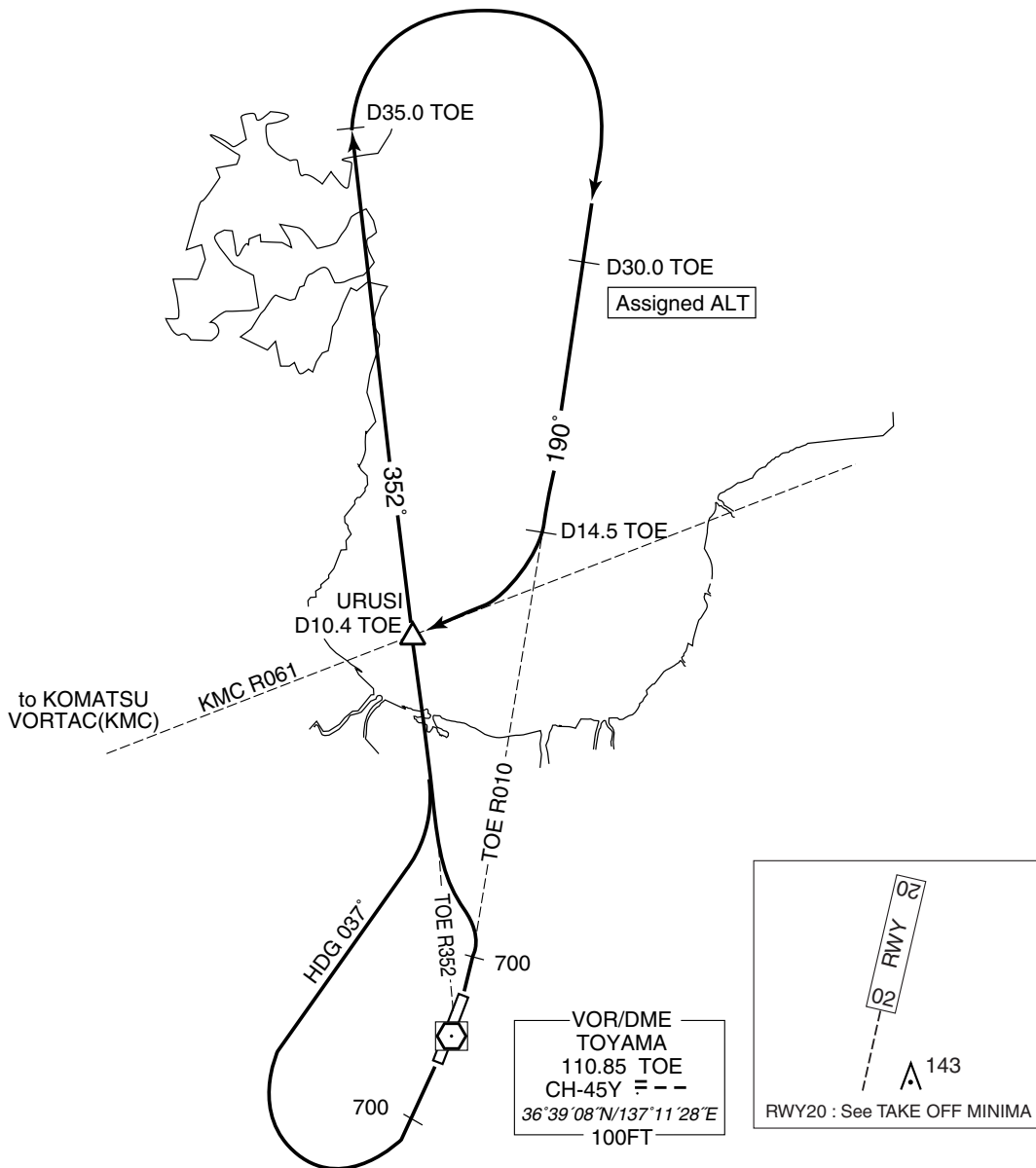
TOYAMA REVERSAL EIGHT DEPARTURE

RWY02 : Climb RWY HDG until 700FT, turn left, climb...

RWY20 : Climb RWY HDG until 700FT, turn right HDG 037° to intercept and proceed...
...via TOE R352 to TOE 35.0DME, turn right, proceed via TOE R010 to intercept and proceed via KMC R061 to URUSI.

Cross TOE R010/30.0DME at assigned altitude.

- Note
- RWY02 : 4.0% climb gradient required up to 1000FT.
OBST ALT 621FT located at 2.80NM 345° FM end of RWY02.
 - RWY20 : 5.0% climb gradient required up to 2000FT.
OBST ALT 762FT located at 3.83NM 202° FM end of RWY20.



STANDARD ARRIVAL CHART -INSTRUMENT

RJNT / TOYAMA

STAR

OHANA ARRIVAL

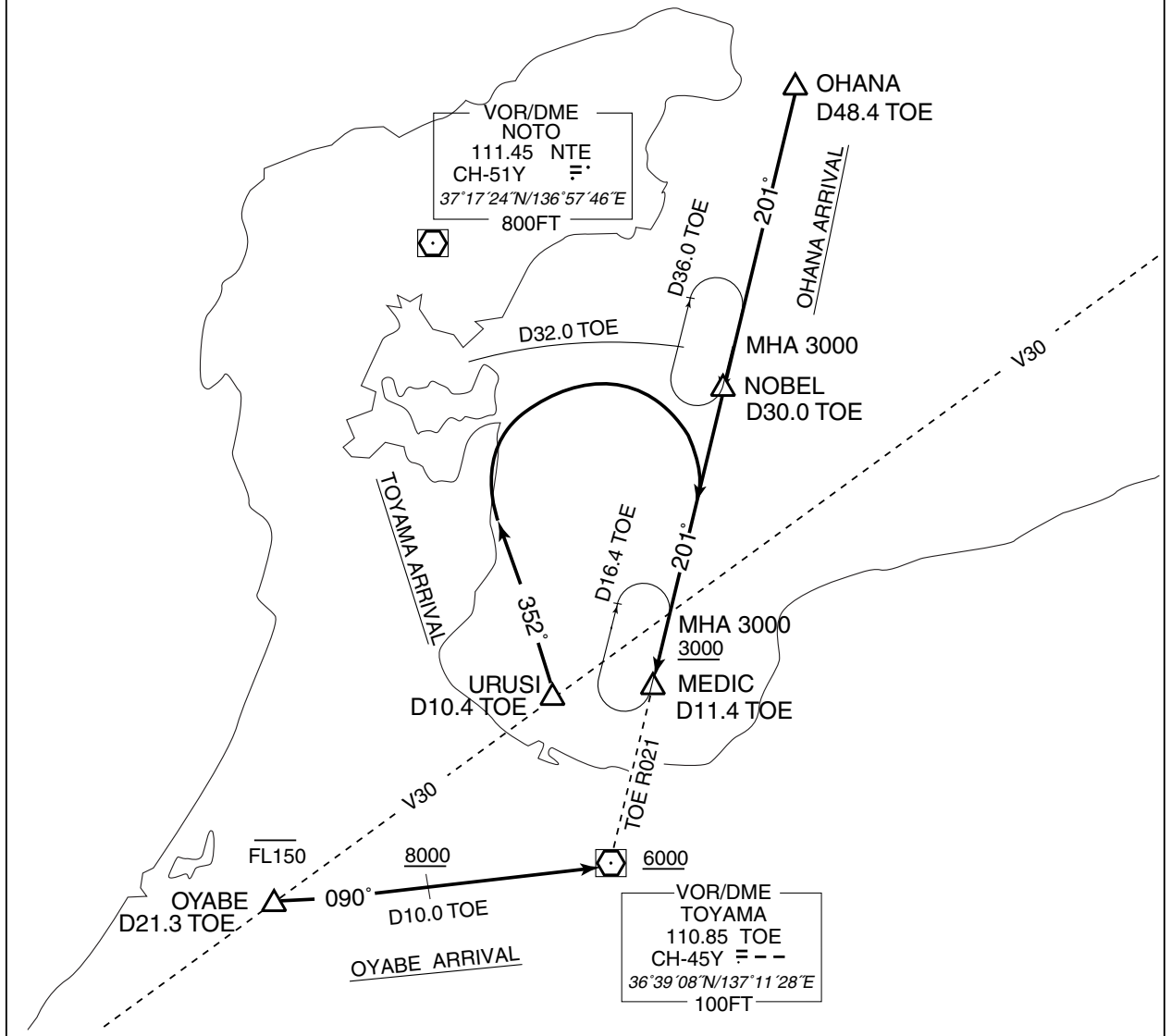
From over OHANA, proceed via TOE R021 to MEDIC.
Cross MEDIC at or above 3000FT.

TOYAMA ARRIVAL

From over URUSI, proceed via TOE R352, turn right to intercept and proceed via TOE R021 to MEDIC within TOE 32.0DME.
Cross MEDIC at or above 3000FT.

OYABE ARRIVAL

From over OYABE, proceed via TOE R270 to TOE VOR/DME.
Cross OYABE at or below FL150, cross TOE R270/10.0DME at or above 8000FT, cross TOE VOR/DME at or above 6000FT.

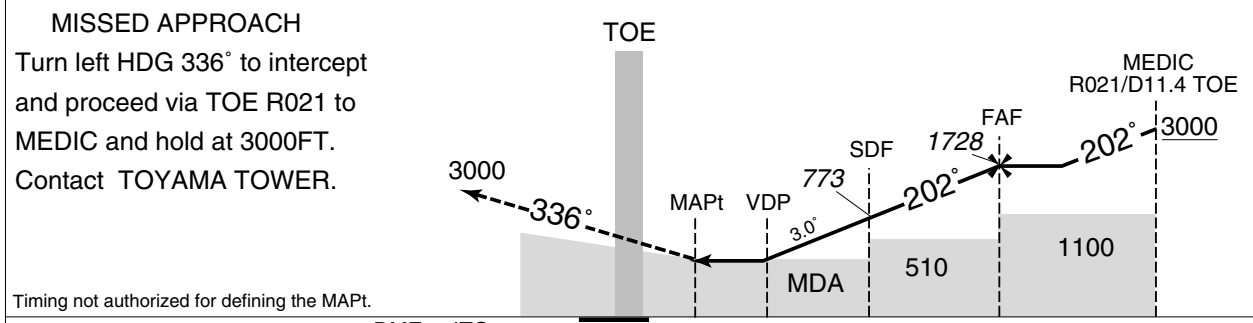
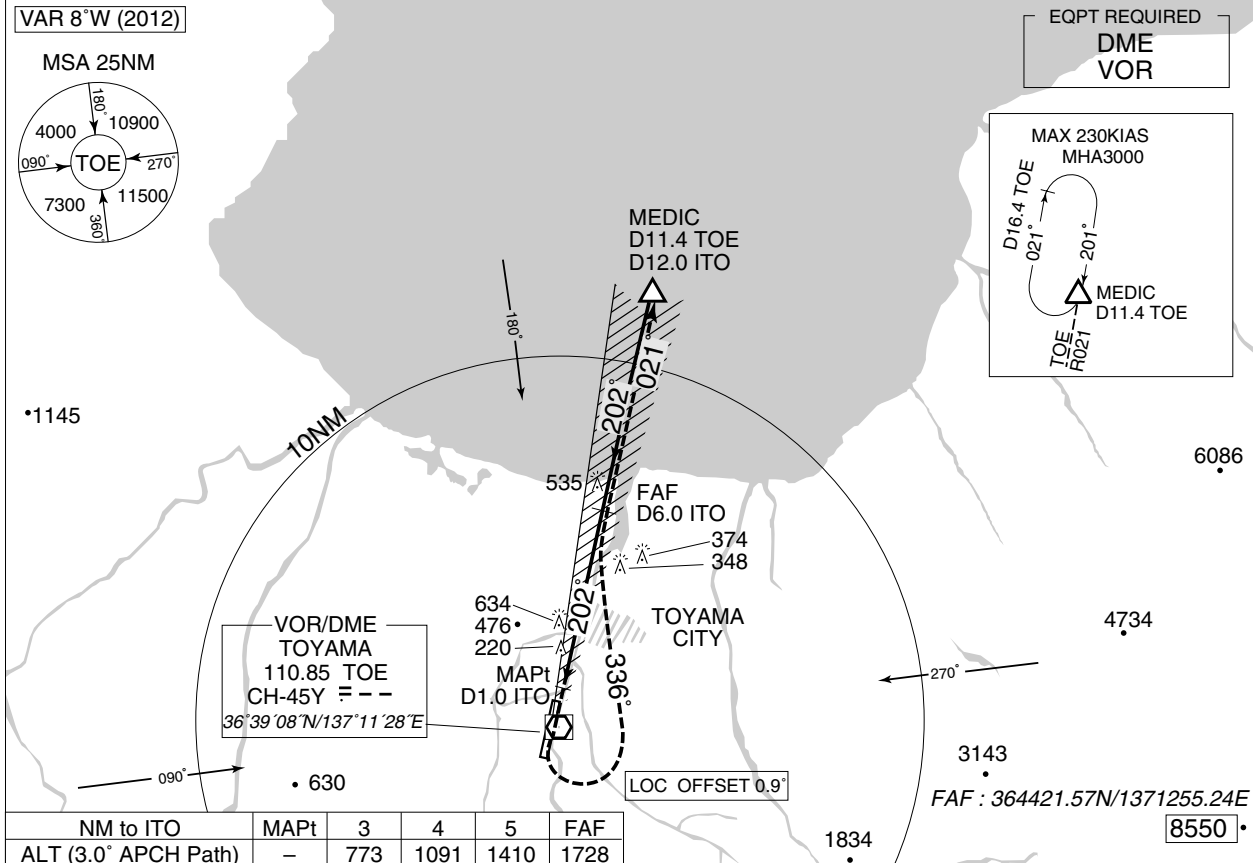


INSTRUMENT APPROACH CHART

RJNT / TOYAMA

LOC Z RWY20

TOKYO CONTROL 132.45-125.6 304.4 -317.1	LOC 109.3 ITO ≡-- LOC-DME CH-30X	TOYAMA TOWER 124.3-126.2	NO RADAR
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DME to ITO	0	1.0	2.1	3.0	6.0	12.0
NM to THR	0	0.1	1.1	2.1	5.1	11.1

Missed APCH climb gradient MNM 3.0%

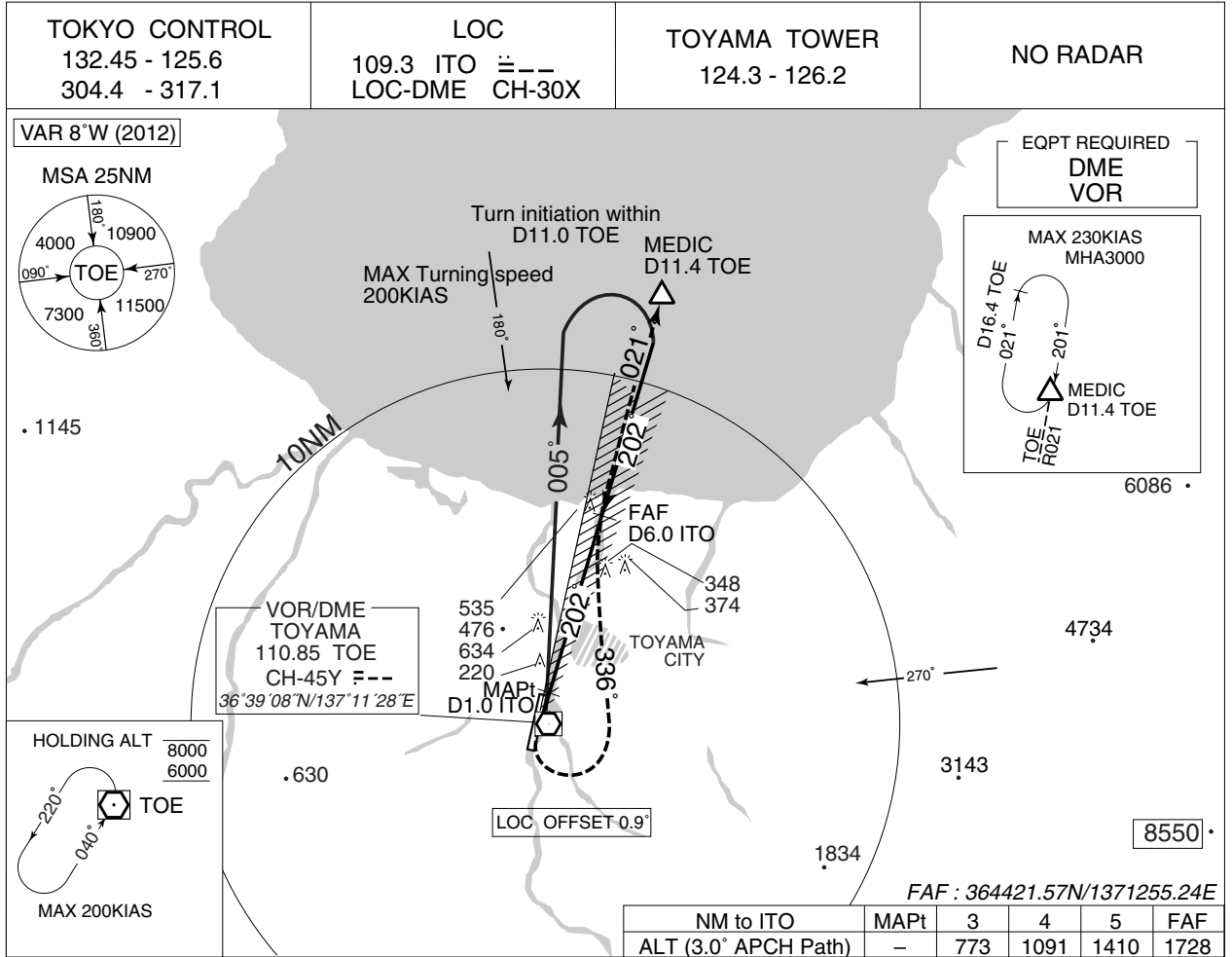
MINIMA		THR elev. 63	AD elev. 77	
CAT	LOC		CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	470 (407)	900	590 (513)	1600
B		1000		
C			1400	630 (553)
D		3200		

MINIMA with Missed APCH climb gradient of 2.5% are not established.

INSTRUMENT APPROACH CHART

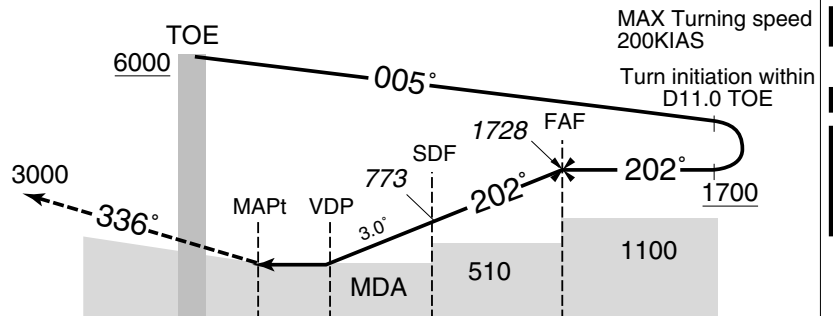
RJNT / TOYAMA

LOC Y RWY 20



MISSED APPROACH

Turn left HDG 336° to intercept and proceed via TOE R021 to MEDIC and hold at 3000FT. Contact TOYAMA TOWER.



Timing not authorized for defining the MAPt.

DME to ITO	0	1.0	2.1	3.0	6.0
NM to THR	0	0.1	1.1	2.1	5.1

Missed APCH climb gradient MNM 3.0%

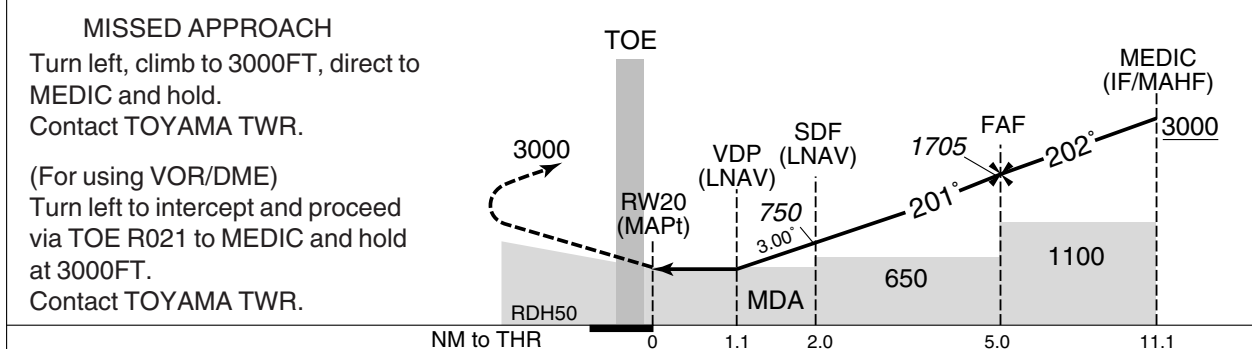
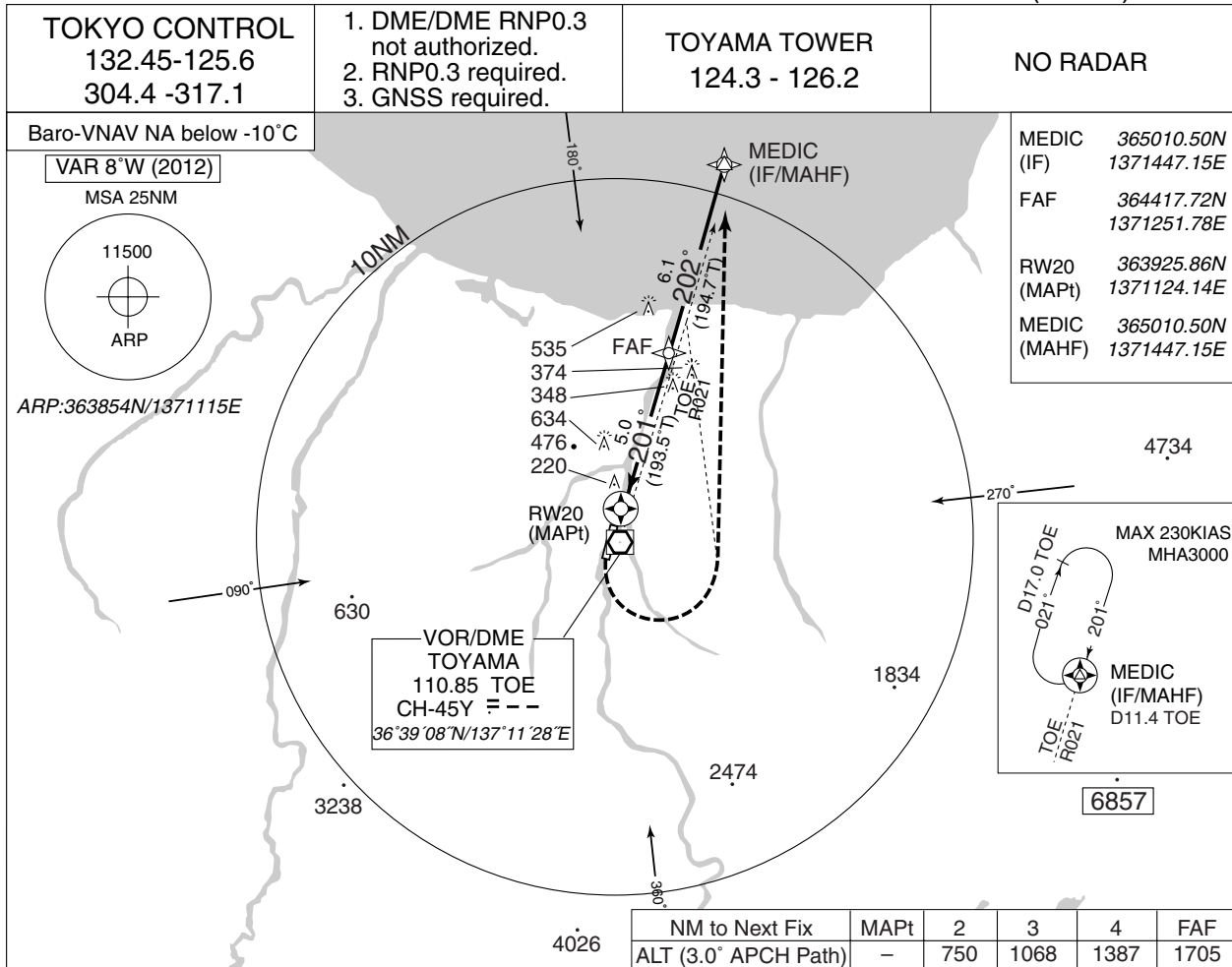
MINIMA		THR elev. 63	AD elev. 77	
CAT	LOC		CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	470 (407)	900	590 (513)	1600
B		1000		
C			1400	630 (553)
D		3200		

MINIMA with Missed APCH climb gradient of 2.5% are not established.

INSTRUMENT APPROACH CHART

RJNT / TOYAMA

RNAV(GNSS) RWY20



Missed APCH climb gradient MNM 3.5%

MINIMA		THR elev. 63		AD elev. 77		
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	470 (407)	900	470 (407)	900	590 (513)	1600
B		1000		1000		
C		1400		630 (553)	1400	3200
D						

MINIMA with Missed APCH climb gradient of 2.5% are not established.

INSTRUMENT APPROACH CHART

RJNT / TOYAMA

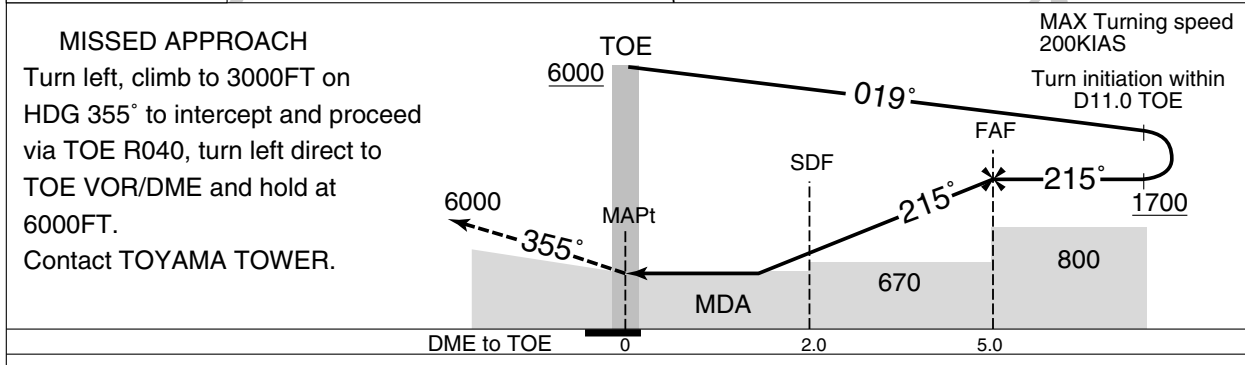
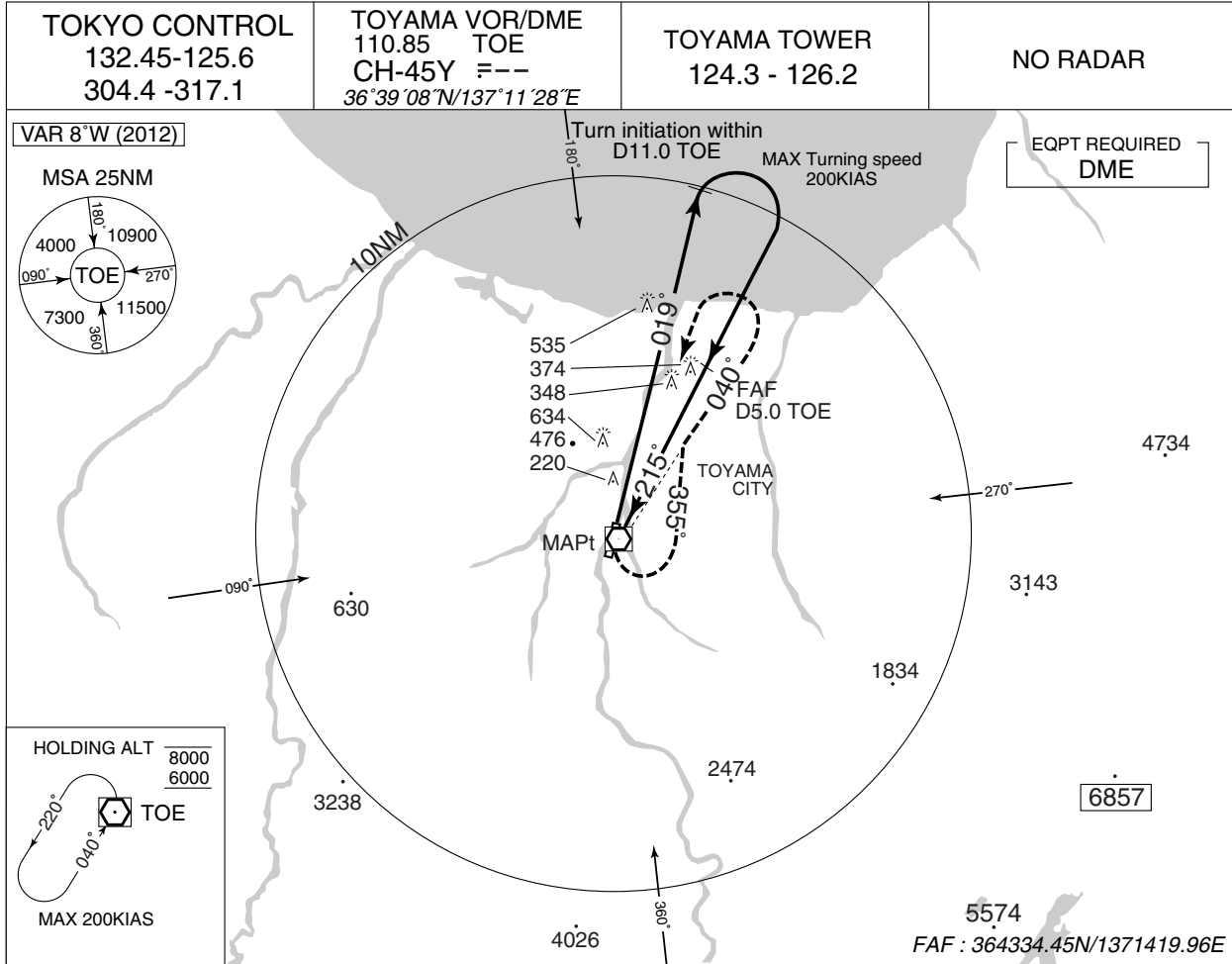
RNAV(GNSS) RWY20

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft)	Speed Limit(kt)	Vertical Angle	Navigation Performance
IF	MEDIC (IF)	—	—	—	—	+3000	—	—	RNP1
TF	FAF	—	6.1	202° (194.7°)	—	+1100	—	—	RNP0.3
TF	MAWP	Y	5.0	201° (193.5°)	—	DA/MDA	—	—	RNP0.3
DF	MEDIC (MAHWP)	Y	—	—	L	+3000	—	—	RNP1

INSTRUMENT APPROACH CHART

RJNT / TOYAMA

VOR A



Missed APCH climb gradient MNM 3.5%

MINIMA		AD elev. 77
CAT	CIRCLING	
	MDA(H)	VIS
A	590 (513)	1600
B	590 (513)	1600
C	630 (553)	2400
D	630 (553)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.

RJNT / TOYAMA

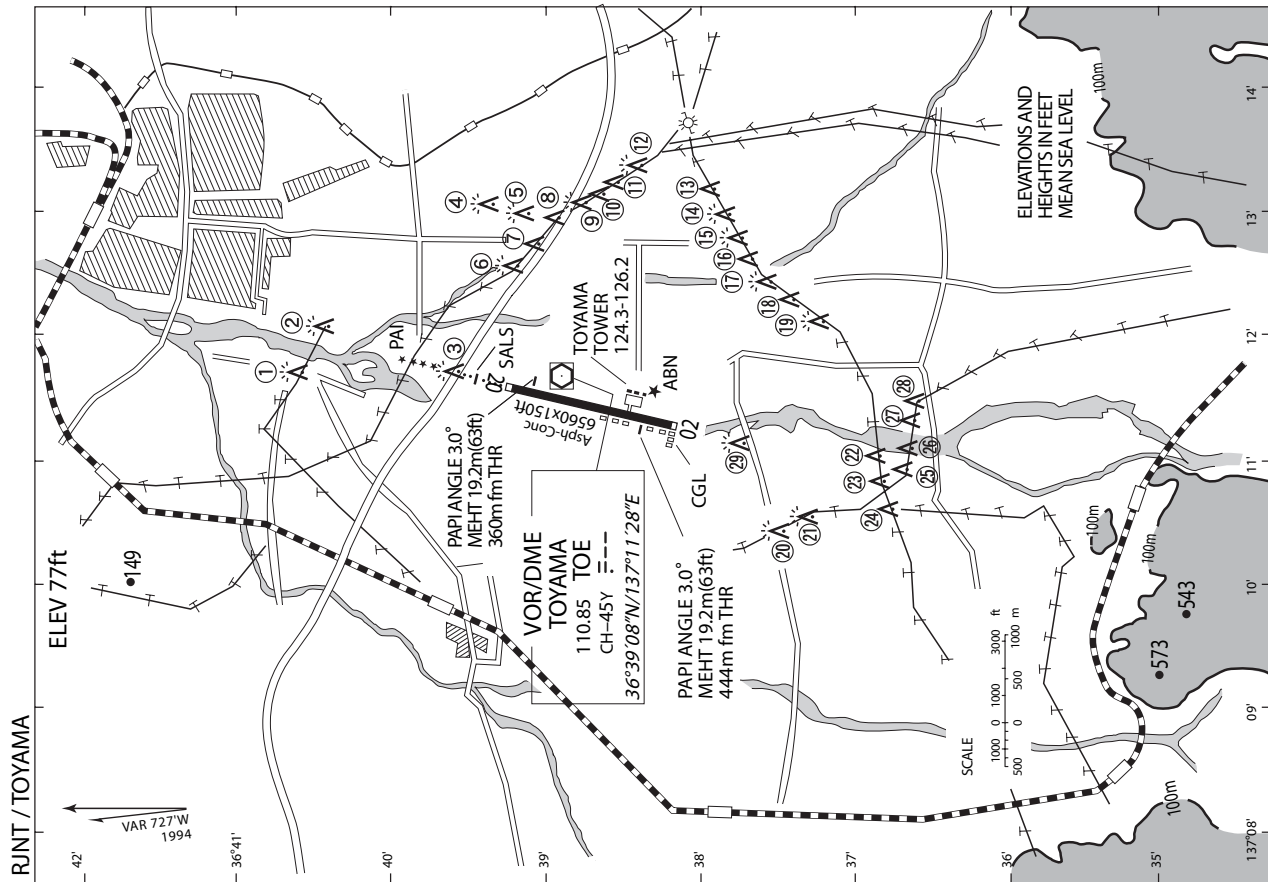
Visual REP



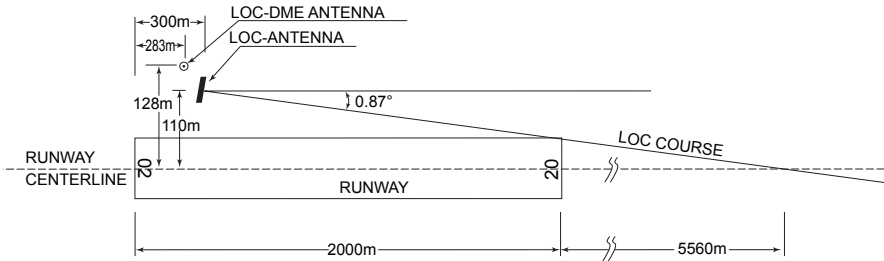
Call sign	BRG / DIST from ARP	Remarks
富山ハーバー Toyama harbor	022°/7.1NM	港 Harbor
高岡 Takaoka	312°/10.0NM	JR駅 JR Station
小杉インターチェンジ Kosugi Interchange	304°/5.7NM	北陸自動車道インターチェンジ Interchange
立山インターチェンジ Tateyama Interchange	080°/7.0NM	北陸自動車道インターチェンジ Interchange
水橋 Mizuhashi	046°/8.6NM	(常願寺川) 河口 River-mouth
上滝 Kamitaki	121°/5.7NM	駅 Station
笹津 Sasazu	175°/5.3NM	JR駅 JR Station

LDG CHART

OBSTRUCTION NR	AGL (FT)	MSL (FT)	AERONAUTICAL OBSTRUCTIONS LIGHTS	DAY MARKINGS
1	185	220	○	○
2	176	213	○	○
3	45	97	○	○
4	187	256	○	○
5	159	233	○	○
6	178	246	○	○
7	173	249	—	○
8	192	262	—	○
9	189	259	○	○
10	189	263	—	○
11	189	282	—	○
12	189	299	○	○
13	120	212	—	○
14	135	261	○	○
15	167	273	○	○
16	125	236	—	○
17	125	238	○	○
18	110	228	—	○
19	125	249	○	○
20	120	231	○	○
21	103	222	○	○
22	132	270	—	○
23	132	279	—	○
24	135	286	—	—
25	51	223	—	—
26	71	243	—	—
27	135	283	—	—
28	120	266	—	—
29	47	149	○	○



TOYAMA AIRPORT



REMARKS : 1.LOC OFF SET ANGLE 0.87°
2.LOC beam BRG(MAG) 201°
3.ELEV of LOC-DME 29.8m(98 ft)

B777-200型機の滑走路180°転回実施要領

1. 滑走路中心線からターニングパッド中心線標識に従って進行する。
2. 経路目標標識1または転回灯1が一直線に見えるように進行し、経路目標標識2または転回灯2が一直線に見えたとき転回を開始する。転回時のSTEERING ANGLE は59度以上を使用する。

Procedure of 180° turn on RWY of B777-200 aircraft.

1. Proceed along the RWY Center Line to the starting point of the RWY Turn Pad Center Line Marking ; then
2. Proceed along the RWY Turn Pad Center Line Marking to see the RWY Turn Pad Aiming Marker 1 or Turning Point Indicator Light 1 on a straight line, then commence turn at the spot where you (pilot) can see the RWY Turn Pad Aiming Marker 2 or Turning point Indicator Light 2 on a straight line at an angle of 9 o'clock. When turning, take 59° or more steering angle.

