

02-MAR-2017

TAK-RJOT

1-10

AOI

AOI

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** 2200-1300**Airport Information**

RFF: CAT 9
PCM: RWY 08/26: 59/F/A/X/T
Customs: O/R

Operation**TWY Restriction**

TWY E width 9m / 30ft.

When B772 HLDG at stop marking on TWY T3

| | | | |
|--|-------------------|--------------------------|--------------------|
| Wingspan (WS) of ACFT taxiing on TWY P4-P5 | WS ≤35.6m | 35.6m < WS ≤52.6m | WS >52.6m |
| Wing-tip CLR | Wing-tip CLR ≥15m | 6.5m ≤ Wing-tip CLR <15m | Wing-tip CLR <6.5m |

Warnings**KTE VOR/DME** unusable:

VOR

R110-R140 beyond 25NM below 6000ft.

R140-R240 beyond 20NM below 9000ft.

DME

R110-R140 beyond 20NM below 6000ft.

R140-R240 beyond 20NM below 9000ft.

ARRIVAL**Speed**

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater at or below 3000ft.

Communication**COM Failure****Under Radar Vectoring:** If COM with Kansai APCH/RADAR is lost for 1min squawk 7600 and;

- Contact Takamatsu TWR
- If unable, proceed according VFR.
- If unable:
 - 5000ft or above: proceed to KTE VOR/DME maintaining the last assigned ALT or 5000ft whichever is higher and execute INSTR APCH.
 - below 5000ft:
 - a. and established on a segment of the INSTR APCH PROC, execute INSTR APCH.
 - b. and not yet established on a segment of the INSTR APCH PROC, climb and maintain 5000ft and proceed to KTE VOR/DME and execute INSTR APCH.

PROC other than above will be issued when situation requires.

Arrival Procedure**Noise Abatement Procedure:** See CRAR Japan.

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1-20

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DEPARTURE**Take-off Minima**

| RWY | | 26 | |
|----------|-----------|---------------|---|
| All ACFT | ft - m/km | 0 - 400R/400V | - |
| RWY | | 08 | |
| All ACFT | ft - m/km | 0 - 400V | - |

Speed

MAX IAS 250KT or MNM safe speed if greater above 3000ft and at or below 10000ft.

MAX IAS 200KT or MNM safe speed if greater at or below 3000ft.

Departure Procedure**Noise Abatement Procedure:** See CRAR Japan.**Critical DME for DME/DME/IRU navigation on RNAV SIDs**

SAYOH RNAV, MIYAZU TR

- RNAV Critical DME

RWY 08: **STD:** DER - 1NM from DERRWY 26: **STD:** DER - 2NM from DER

MIYAZU TR:

CUE: 1.7NM to CHIZU - YME

WASYU RNAV

- RNAV Critical DME

RWY 08: **STD:** DER - 1NM from DERRWY 26: **STD:** DER - 2NM from DER

TAROH RNAV, MIHO TR

- RNAV Critical DME

RWY 08: **STD:** DER - 1NM from DERRWY 26: **STD:** DER - 2NM from DER

MIHO TR:

HGE: 50NM to MIHOU - 36NM to MIHOU**OIE:** 5NM to MIHOU - MIHOU

OLIVE RNAV, SHTLE TR

- RNAV Critical DME

RWY 08: **STD:** DER - 1NM from DERRWY 26: **STD:** DER - 2NM from DER

SHTLE TR:

CUE: 50NM to SHTLE - 45NM to SHTLE**KCC:** 35NM to SHTLE - 16NM to SHTLE**YOE:** 66NM to SHTLE - 63NM to SHTLE

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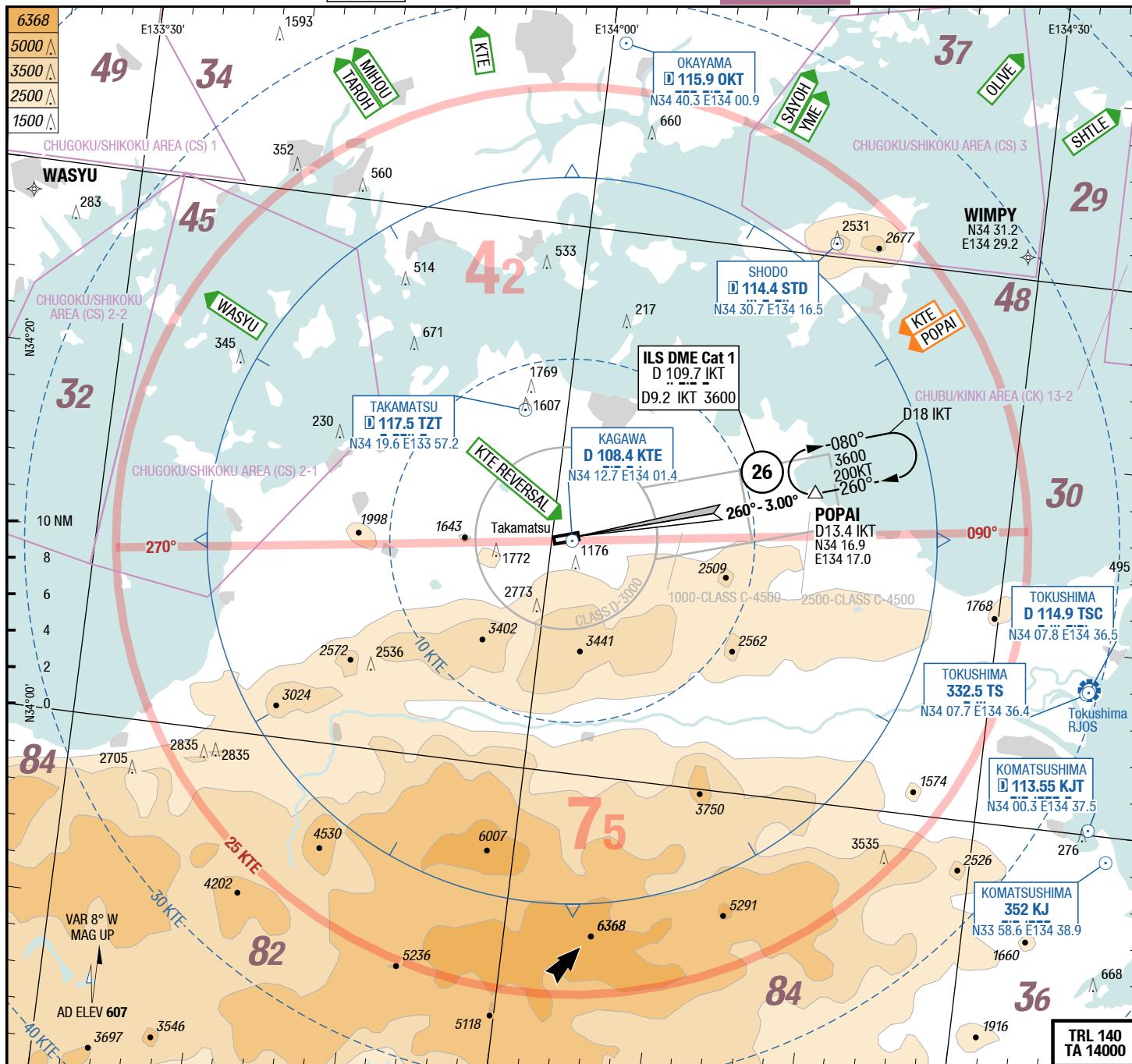
Japan Takamatsu

AGC
AFC

Takamatsu Japan

AGC
AFC

2-10



D-ATIS

127.450 2200-1300

Kansai RAD

121.200 2200-1300

120.400 2200-1300

121.200 2200-1300

Kansai APP

121.200 2200-1300

Kansai DEP

120.400 2200-1300

TWR

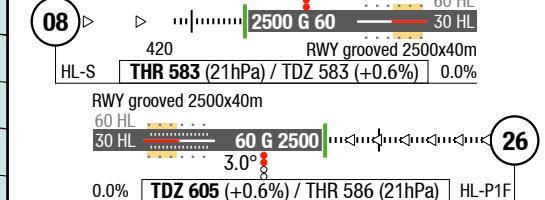
118.300 2200-1300

126.200 2200-1300

135.900 2200-1300 POS report

Landing RWY system:

BCN LGTs before APL



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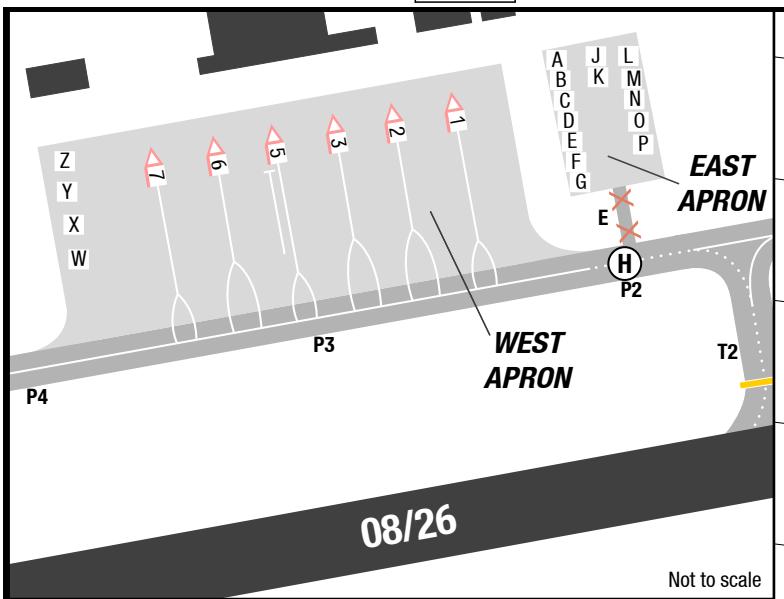
Japan Takamatsu

AGC

Takamatsu Japan

AGC

3-20



COORDINATES

| | | |
|------|----------|-----------|
| 1, 2 | N34 13.1 | E134 01.2 |
| 3, 5 | N34 13.1 | E134 01.1 |
| 6 | N34 13.1 | E134 01.1 |
| 7 | N34 13.1 | E134 01.0 |

E134°01'

E134°01.5'

| | | |
|--------|---------|-----------|
| D-ATIS | 127.450 | 2200-1300 |
| TWR | 118.300 | 2200-1300 |
| | 126.200 | 2200-1300 |
| | 135.900 | 2200-1300 |

N34°13'

P5

P6

T5

T4

2500 G 60

ARP
N 34 12.8
E 134 00.9

Caution:
RWY grooved: 2500x40m

(○) Circling Guidance Lights

N34°12.5'

VAR 8° W

MAG UP

AD ELEV 607



Changes: FREQ, VAR, APN

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SIDs

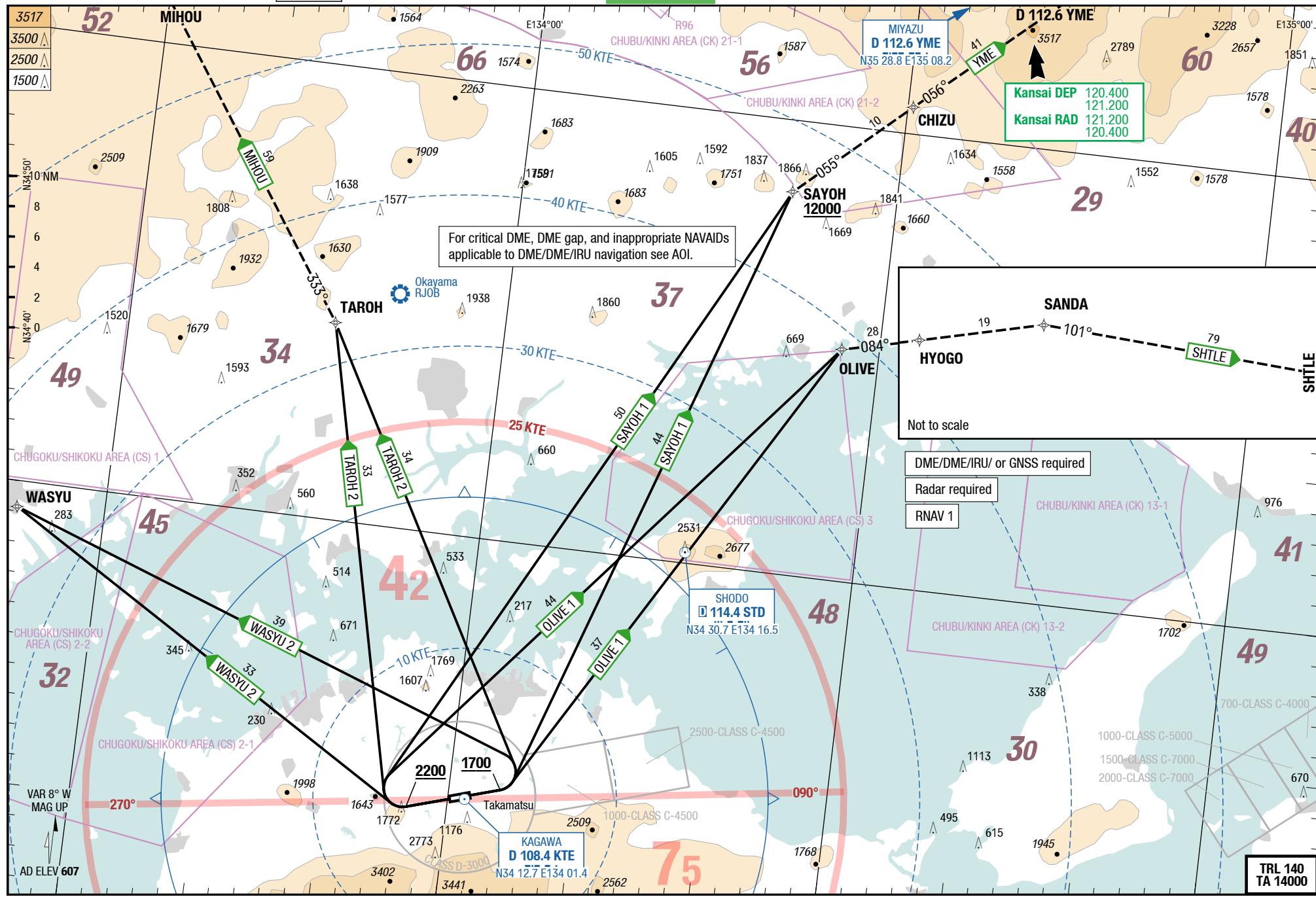
RNAV SIDs

Takamatsu Japan

SIDs

RNAV SIDs

4-10



Changes: MSA, SUAs, VAR, OBST

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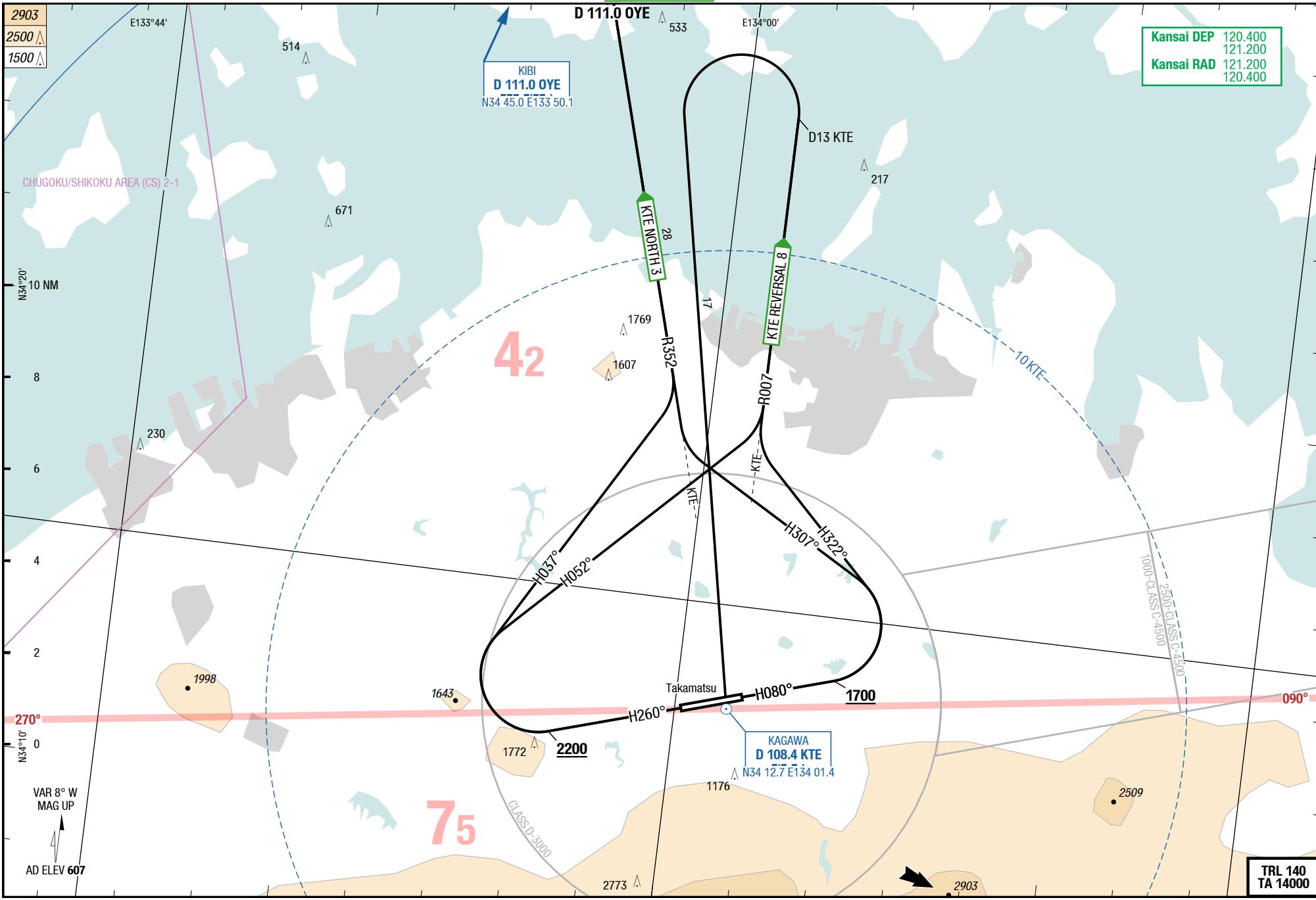
Takamatsu Japan

4-20

SIDs

SID

SIDs



Changes: MSA, SUAs, VAR, OBST

TAK-RJOT

5-10

RNAV SIDs

OLIVE 1 / SAYOH 1 / TAROH 2 / WASYU 2

RWYs 08 (080°) / 26 (260°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|------------------------|
| | Runway 08 | |
| OLIVE 1 5.0% to 1700 120.400 ① | [A1700+ ;L] - OLIVE TRANSITION SHTLE OLIVE - HYOGO - SANDA - SHTLE | |
| SAYOH 1 5.0% to 1700 120.400 ① | [A1700+ ;L] - SAYOH TRANSITION MIYAZU (YME) SAYOH - CHIZU - YME | SAYOH MNM 12000 |
| TAROH 2 5.0% to 1700 120.400 ① | [A1700+ ;L] - TAROH TRANSITION MIHOU TAROH - MIHOU | |
| WASYU 2 5.0% to 1700 120.400 ① | [A1700+ ;L] - WASYU | |
| | Runway 26 | |
| OLIVE 1 6.6% to 2200 120.400 ② | [A2200+ ;R] - OLIVE TRANSITION SHTLE OLIVE - HYOGO - SANDA - SHTLE | |
| SAYOH 1 6.6% to 2200 120.400 ② | [A2200+ ;R] - SAYOH TRANSITION MIYAZU (YME) SAYOH - CHIZU - YME | SAYOH MNM 12000 |
| TAROH 2 6.6% to 2200 120.400 ② | [A2200+ ;R] - TAROH | |

① Obstacle up to 755ft, 100°/0.7NM from DER.

② Obstacle up to 1772ft, 255°/3.3NM from DER

TAK-RJOT

5-20

RNAV SIDs

TAROH 2 / WASYU 2

RWY 26 (260°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|-----------|
| | Runway 26 | |
| TAROH 2 6.6% to 2200 120.400 ① | TRANSITION MIHOU TAROH - MIHOU | |
| WASYU 2 6.6% to 2200 120.400 ① | [A2200+ ;R] - WASYU | |

① Obstacle up to 1772ft, 255°/3.3NM from DER

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5-30

SIDs

KAGAWA NORTH 3 / KAGAWA REVERSAL 8

RWYs 08 (080°) / 26 (260°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|------|------|------|------|------|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|-----------|
| | Runway 08 | |
| KAGAWA NORTH 3 KTE NORTH 3 5.0% to 1700 120.400 ① | at MNM 1700 LT HDG 307° - intercept R352 KTE to OYE | |
| KAGAWA REVERSAL 8 KTE REVERSAL 8 5.0% to 1700 120.400 ① | at MNM 1700 LT HDG 322° - intercept R007 KTE - at D13 KTE LT direct KTE | |
| | Runway 26 | |
| KAGAWA NORTH 3 KTE NORTH 3 6.6% to 2200 120.400 ② | at MNM 2200 RT HDG 037° - intercept R352 KTE to OYE | |
| KAGAWA REVERSAL 8 KTE REVERSAL 8 6.6% to 2200 120.400 ② | at MNM 2200 RT HDG 052° - intercept R007 KTE - at D13 KTE LT direct KTE | |

- ① Obstacle 755ft, 100°/0.7NM from DER.
 ② Obstacle 1772ft, 255°/3.3NM from DER.

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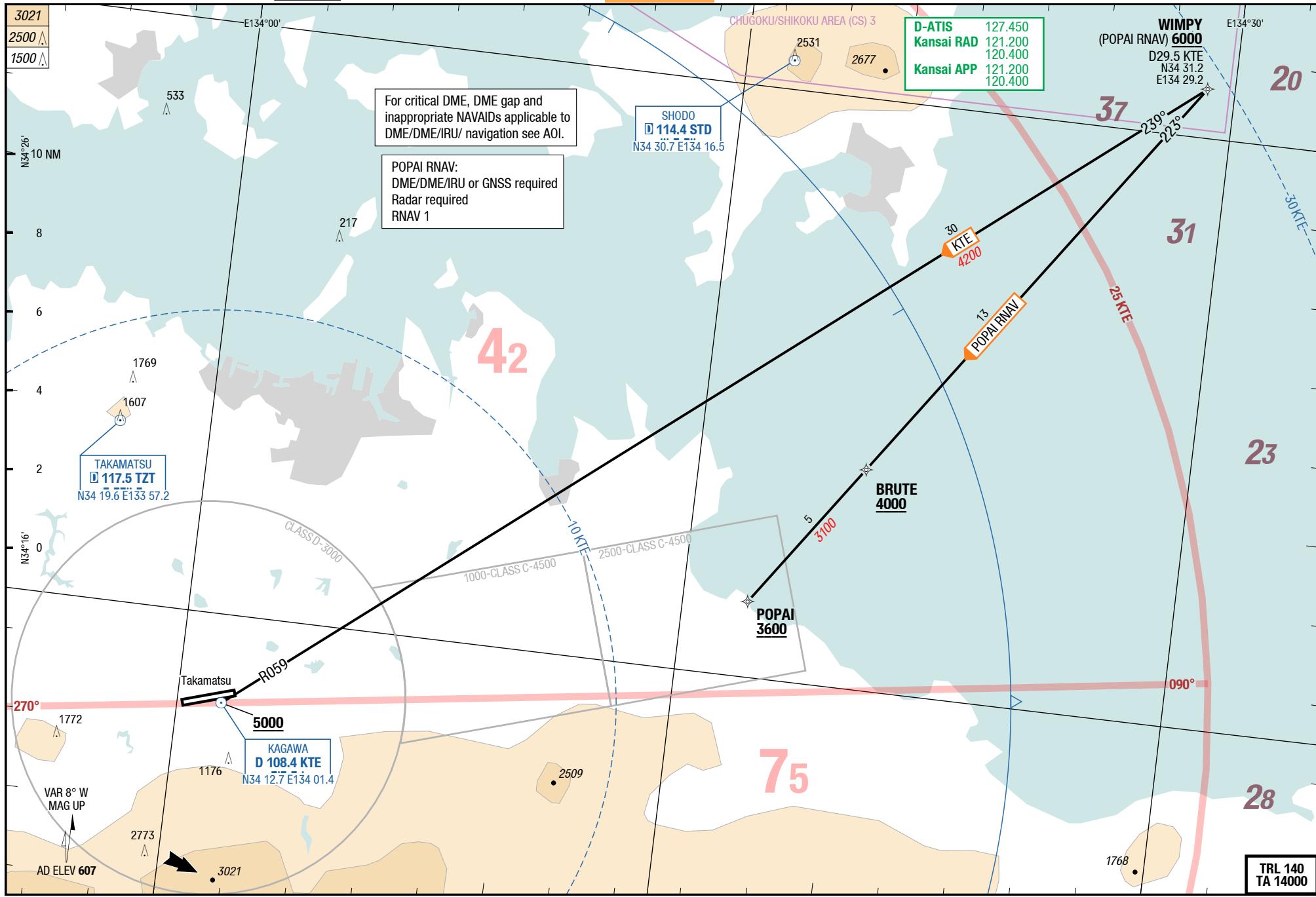
Japan Takamatsu

STAR
STAR
NIL
STARS

Takamatsu Japan

STAR
STAR
NIL
STARS

6-10



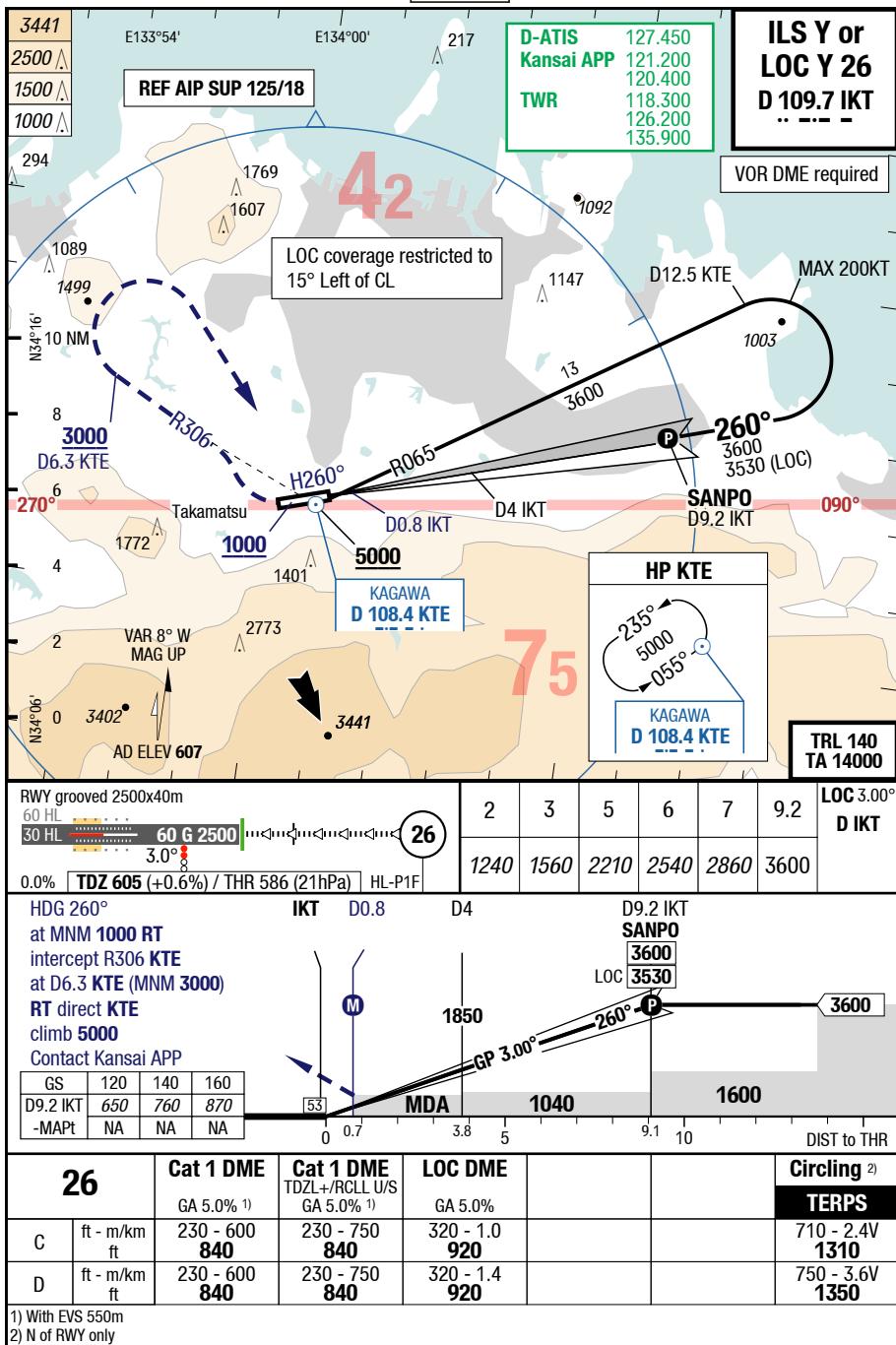
Changes: PROC, MSA, SUAs, OBST, VAR

06-SEP-2018

TAK-RJOT

7-08

Tempo ILS Y or LOC Y 26

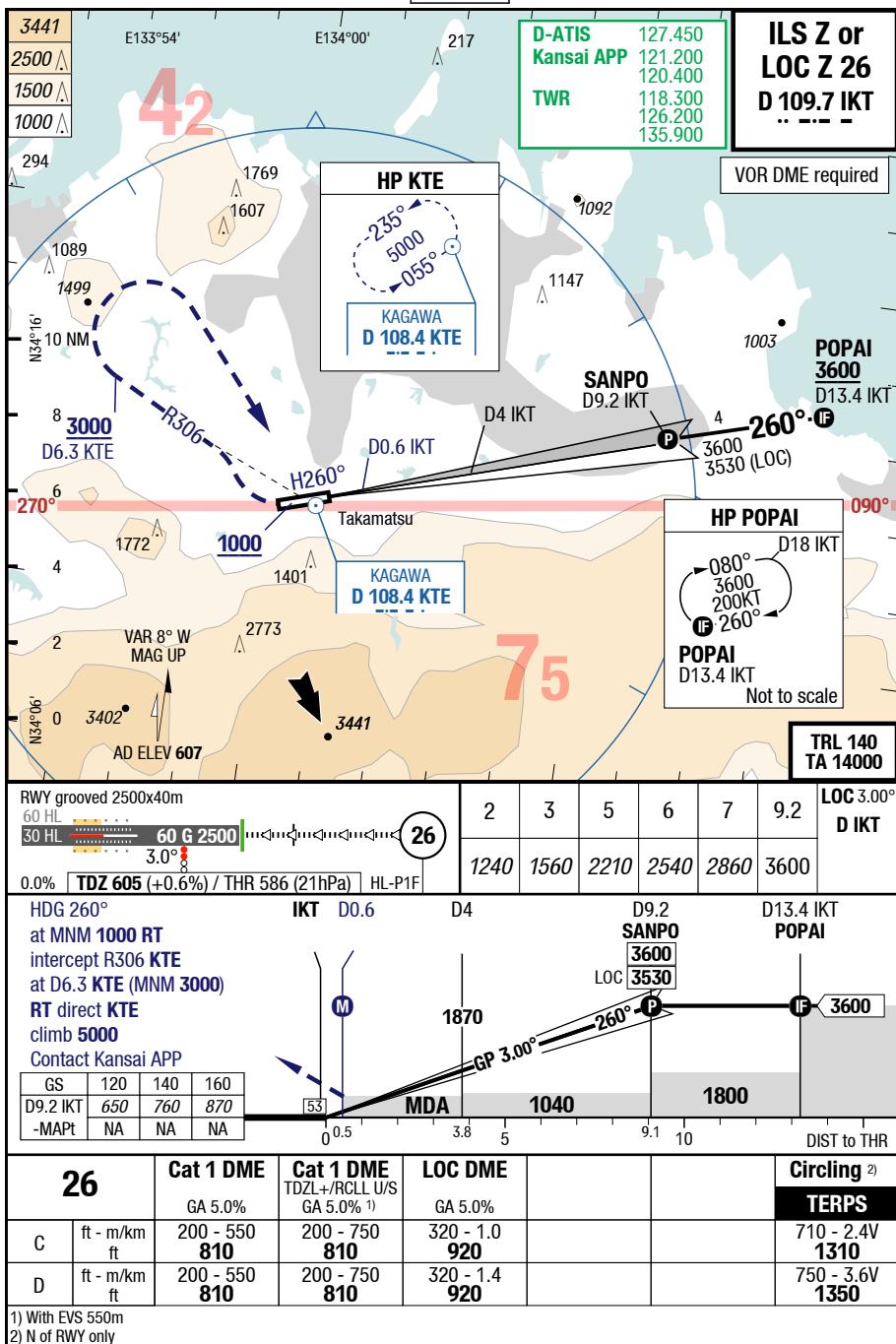


Changes: new

TAK-RJOT

7-10

ILS Z or LOC Z 26



Changes: Completely revised

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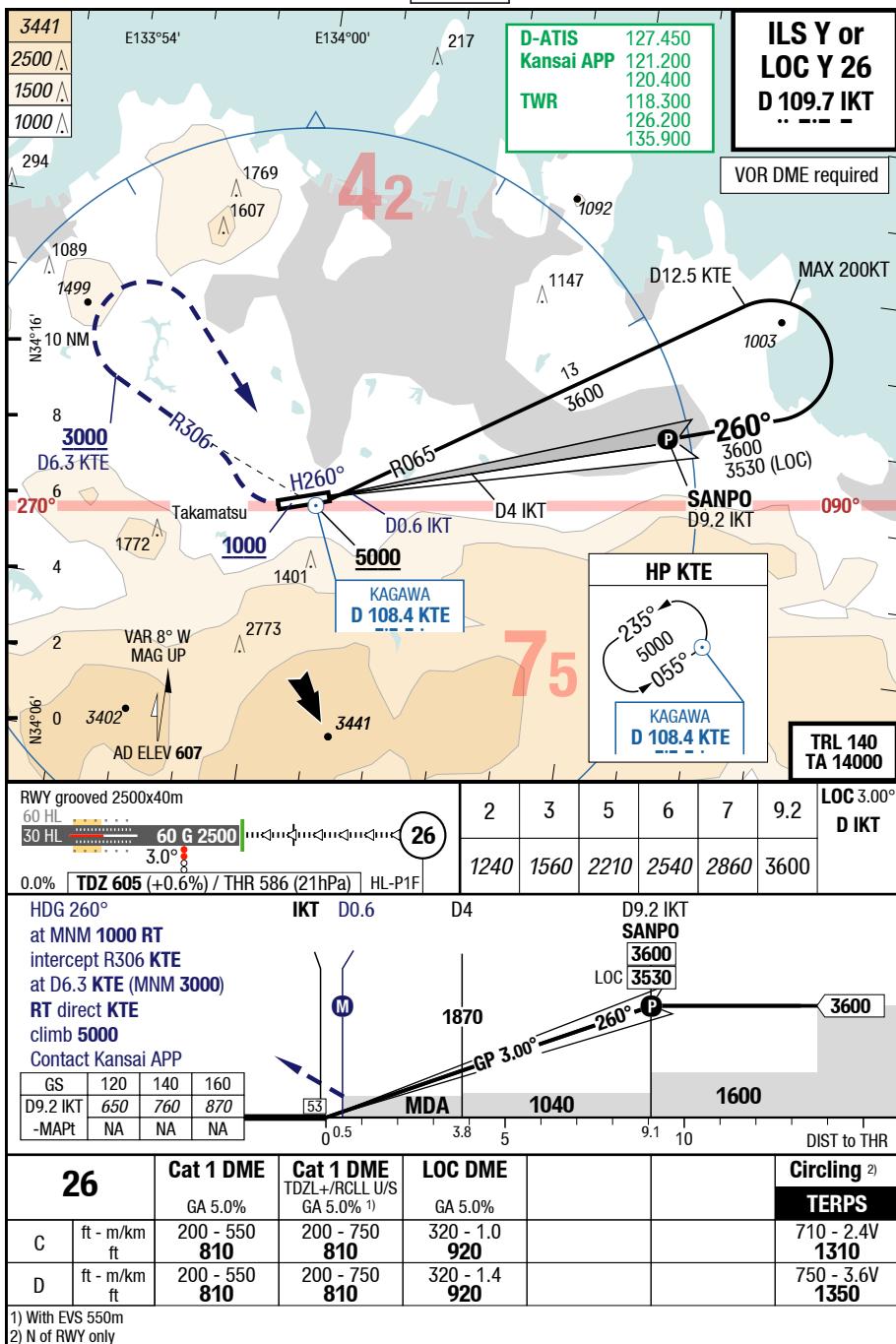
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7-20

ILS Y or LOC Y 26

IAC



Changes: Completely revised

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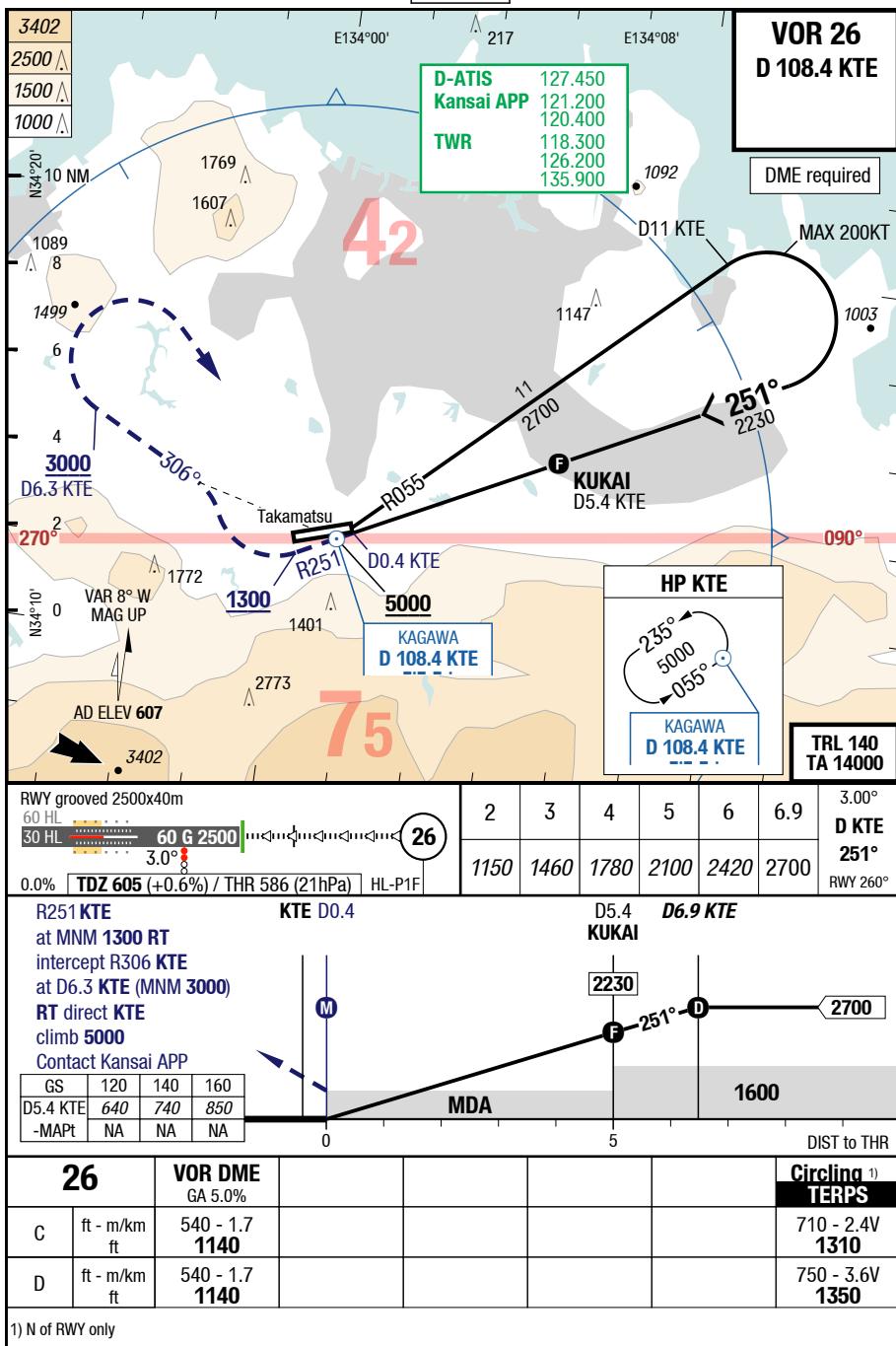
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7-30

VOR 26

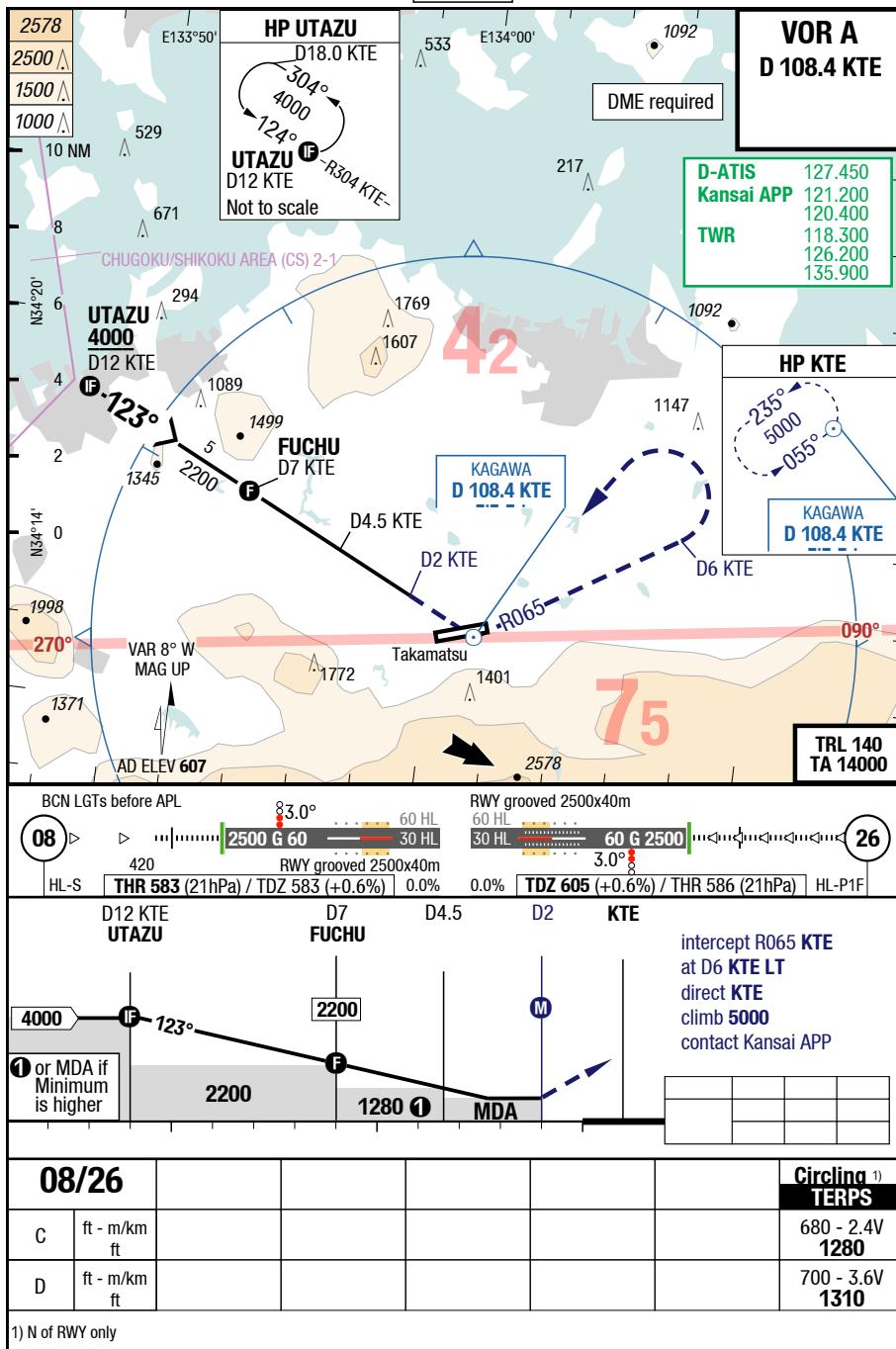


Changes: Completely revised

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7-40

VOR A



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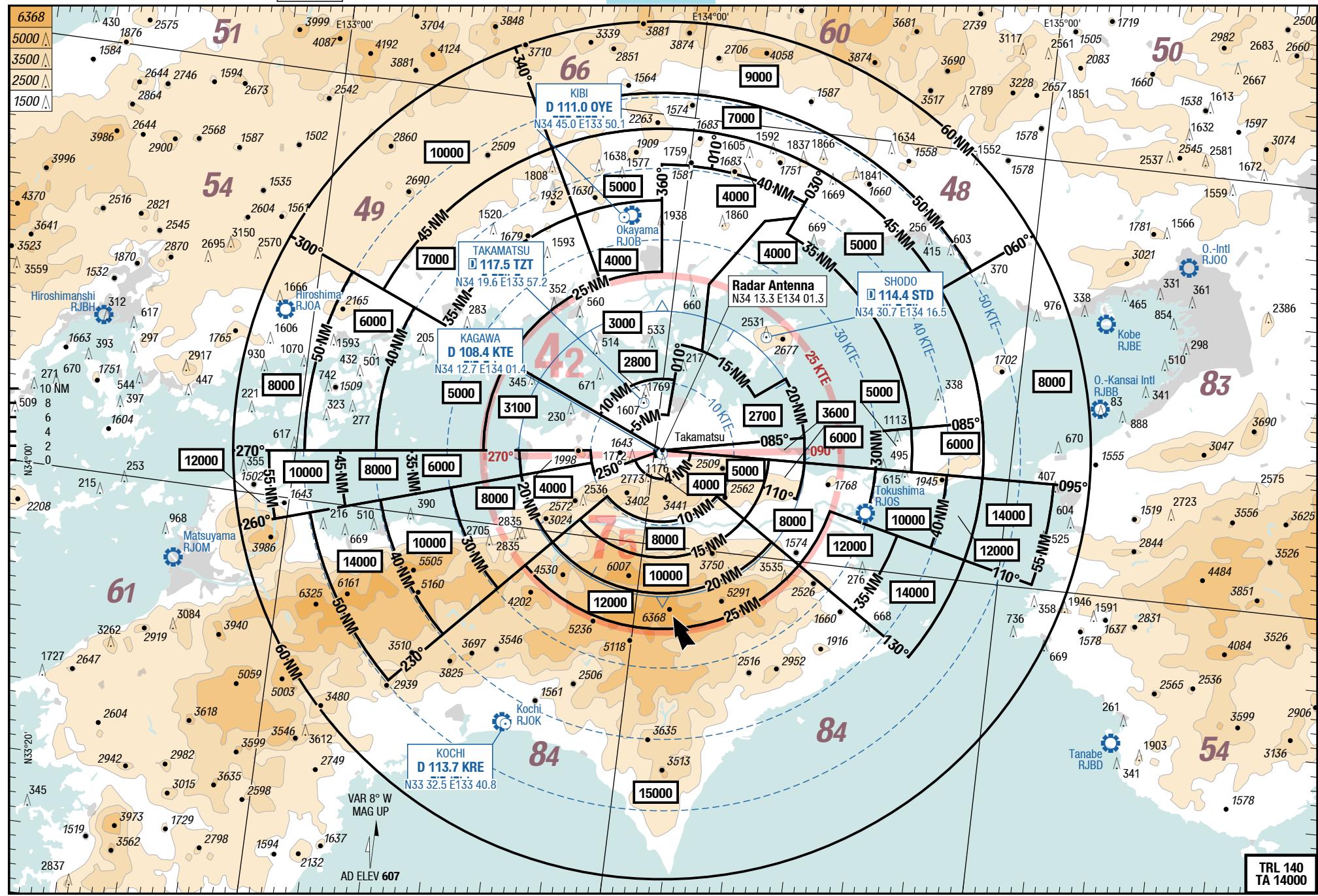
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MRC
MRC

Takamatsu Japan

MRC
MRC

8-10



Changes: MSA, OBST