

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

RFF: CAT 9
PCN: 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.

02-MAR-2017

TAK-RJOT

1-20

A01

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 DER
 - RWY 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 DER
 - RWY 26: **STD:** DER - 2NM from DER

TAROH RNAV, MIHO TR

- RNAV Critical DME
 - RWY 08: **STD:** DER - 1NM from DER
 - RWY 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 DER
 - RWY 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

Effective 13-SEP-2018

06-SEP-2018

TAK-RJOT

Japan Takamatsu

AGC

AFC

AFC

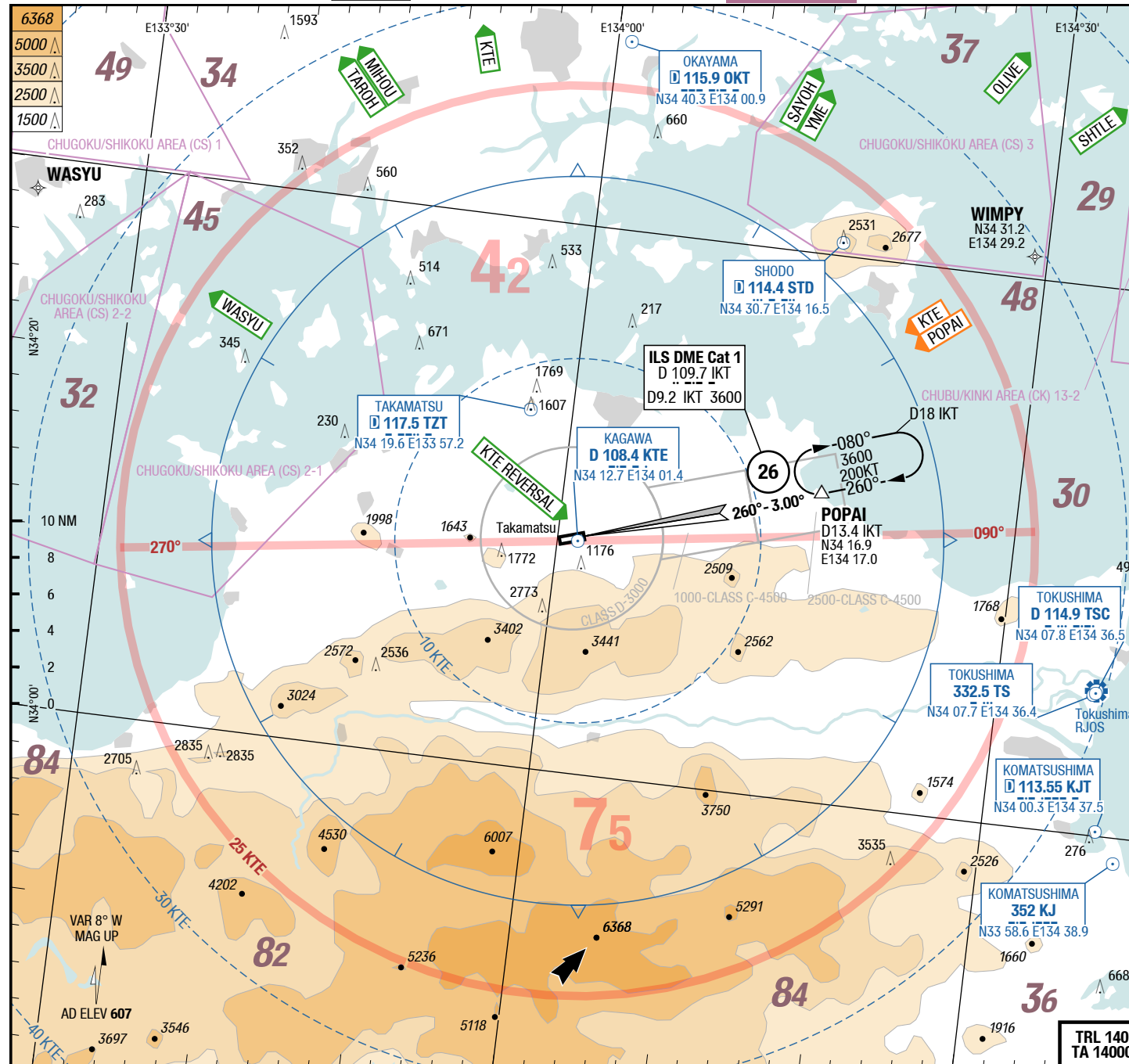
AFC

Takamatsu Japan

AGC

AFC

2-10



D-ATIS	127.450	2200-1300
Kansai RAD	121.200	2200-1300
	120.400	2200-1300
Kansai APP	121.200	2200-1300
	120.400	2200-1300
Kansai DEP	120.400	2200-1300
	121.200	2200-1300
TWR	118.300	2200-1300
	126.200	2200-1300
	135.900	2200-1300 POS report

Landing RWY system:

BCN LGTs before APL

08	2500 G 60	3.0°	60 HL
	420		RWY grooved 2500x40m
HL-S	THR 583 (21hPa) / TDZ 583 (+0.6%)	0.0%	
			RWY grooved 2500x40m
	60 HL		
	30 HL	60 G 2500	3.0°
	0.0%	TDZ 605 (+0.6%) / THR 586 (21hPa)	HL-P1F

Changes: MSA, FREQ, HLDG, VAR, OBST, SUAs, APCH boxes

Effective 13-SEP-2018

06-SEP-2018

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AGC

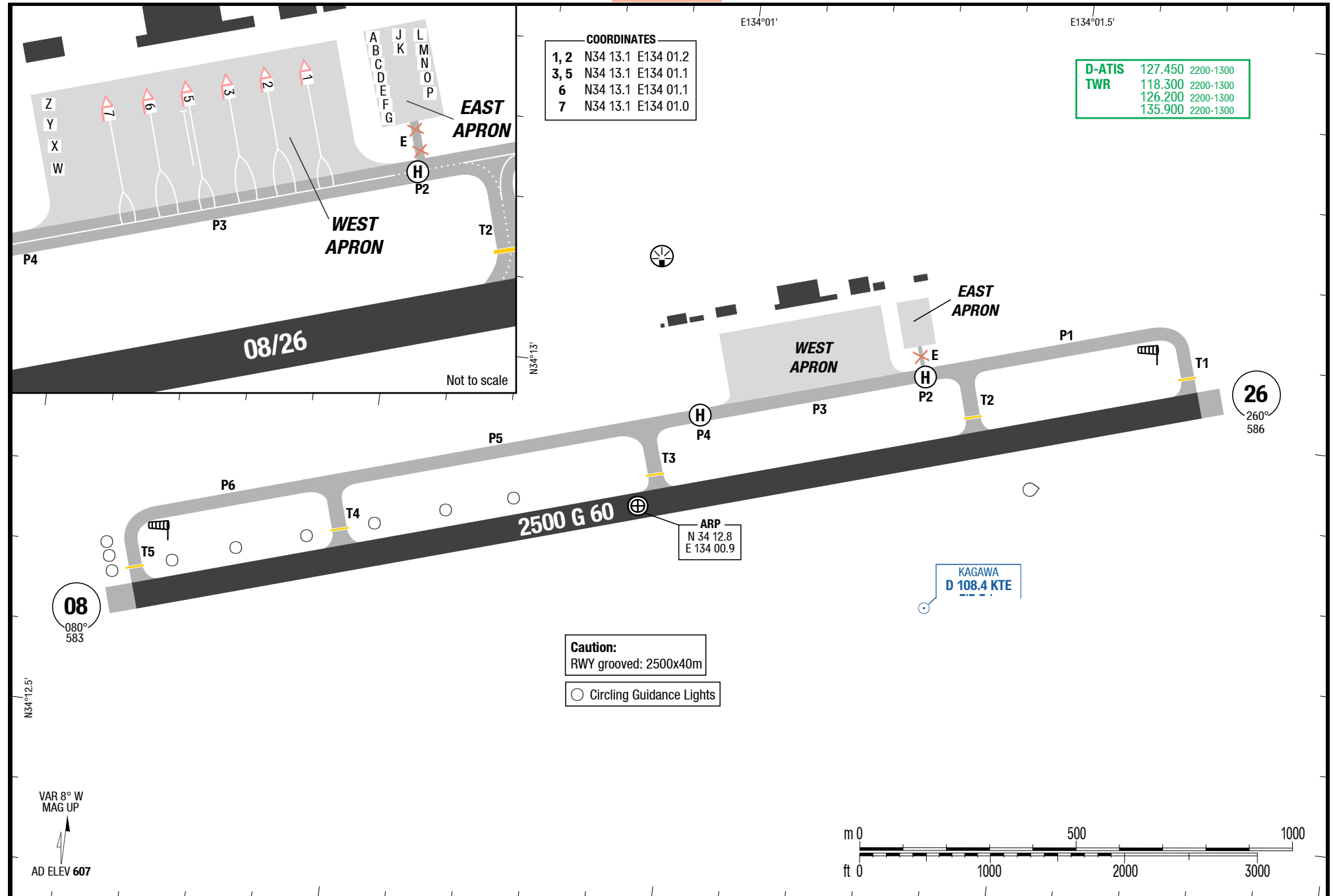
AGC

AGC

Takamatsu Japan

AGC

3-20



Changes: FREQ, VAR, APN

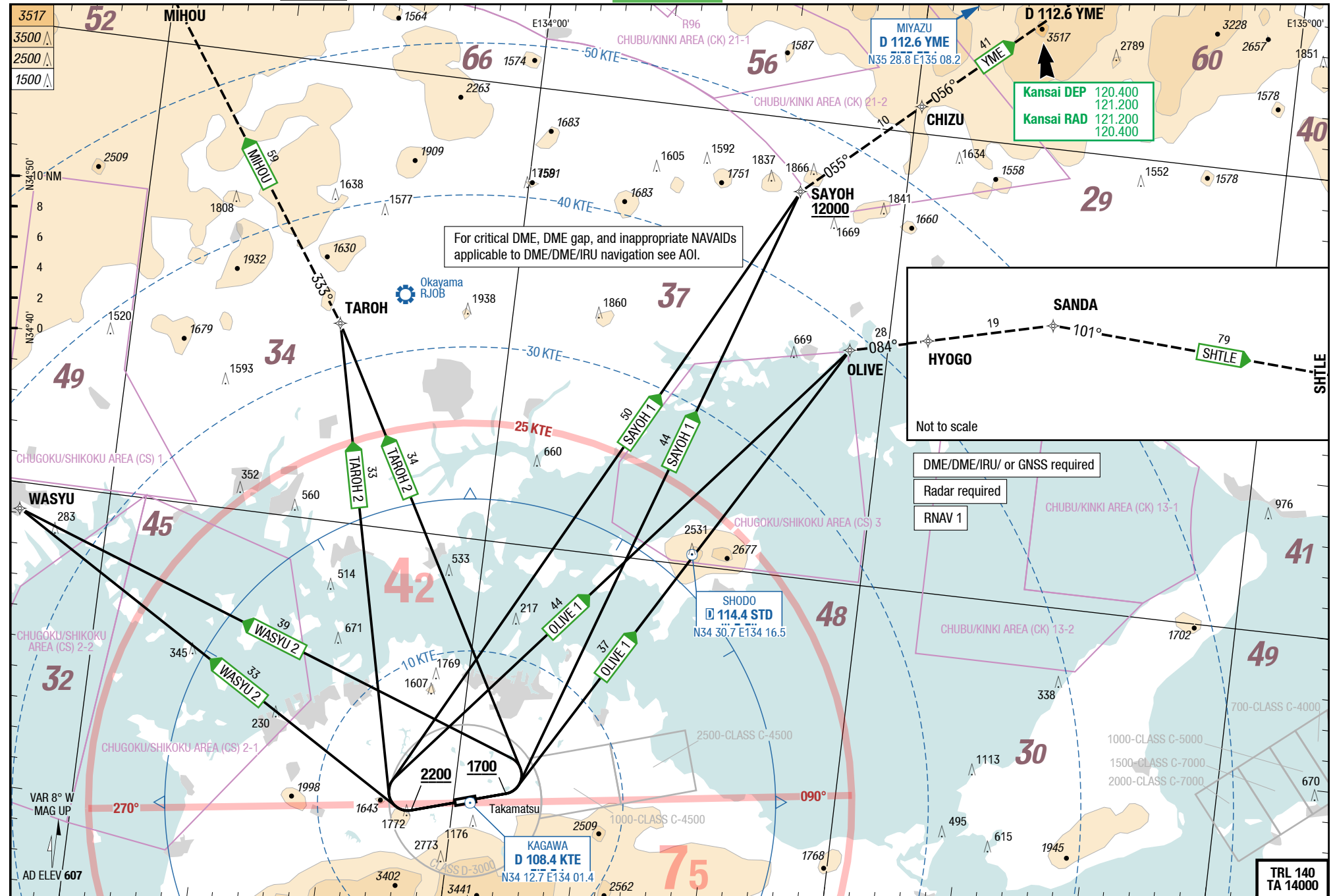
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RNAV SIDs

SID

RNAV SIDs

4-10



TRL 140
TA 14000

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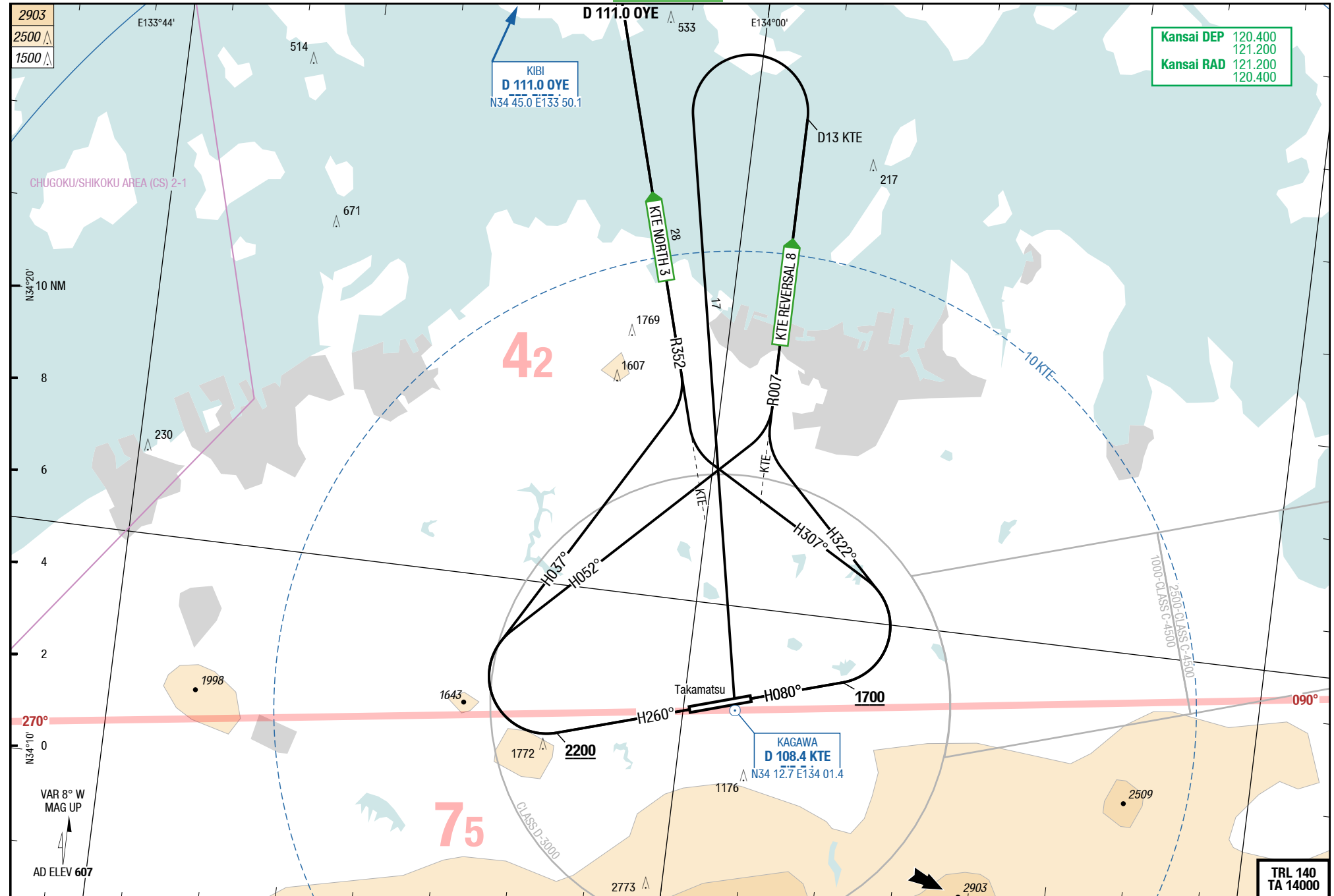
4-20

SIDs

SID

SID

SIDs



Changes: MSA, SUAs, VAR, OBST

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	SAYOH MNM 12000
	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	SAYOH MNM 12000
	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

Changes: WPT MIHOU, Transition

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

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.

Effective 13-SEP-2018

06-SEP-2018

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Japan Takamatsu

NIL

STARs

STAR

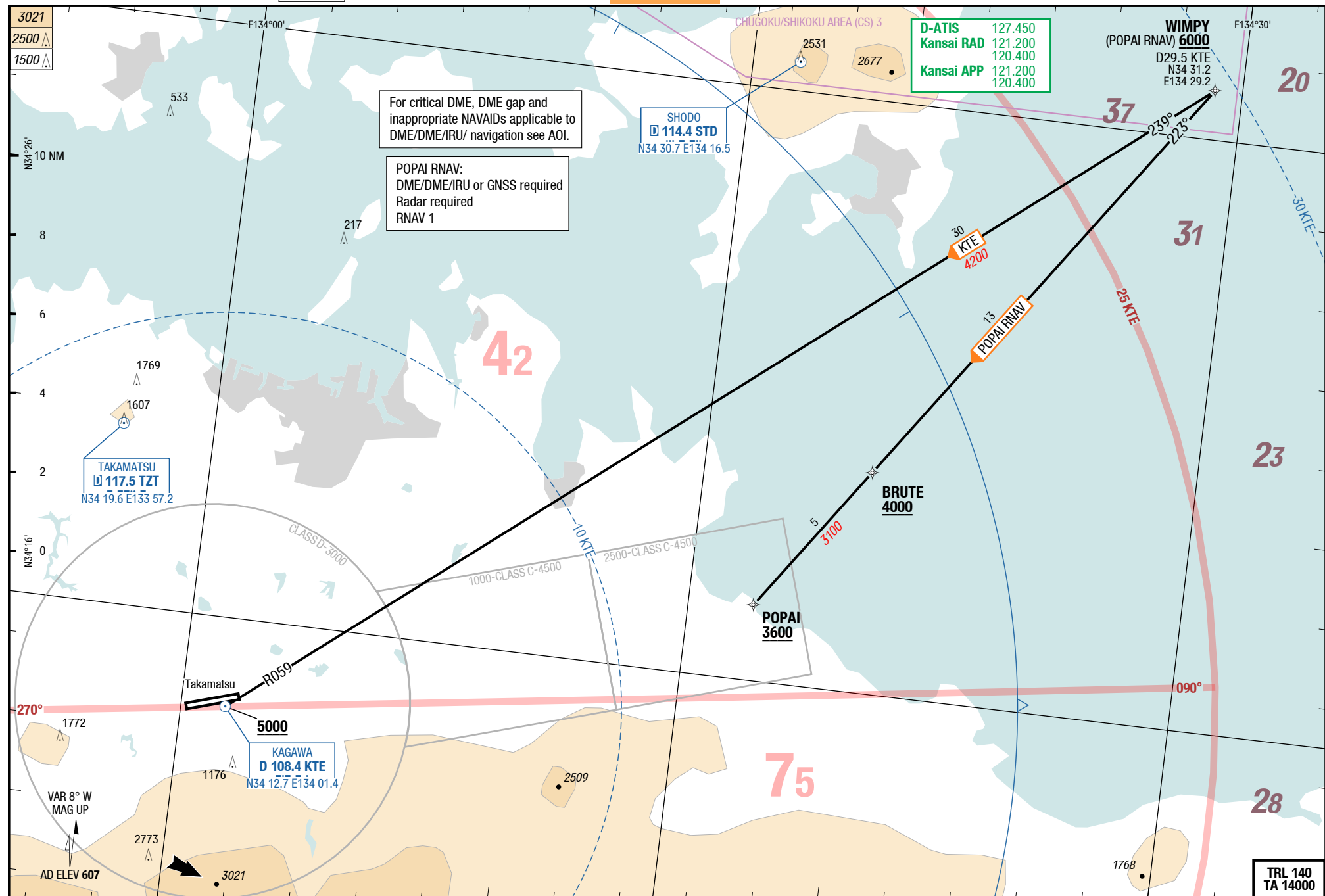
STAR

Takamatsu Japan

NIL

STARs

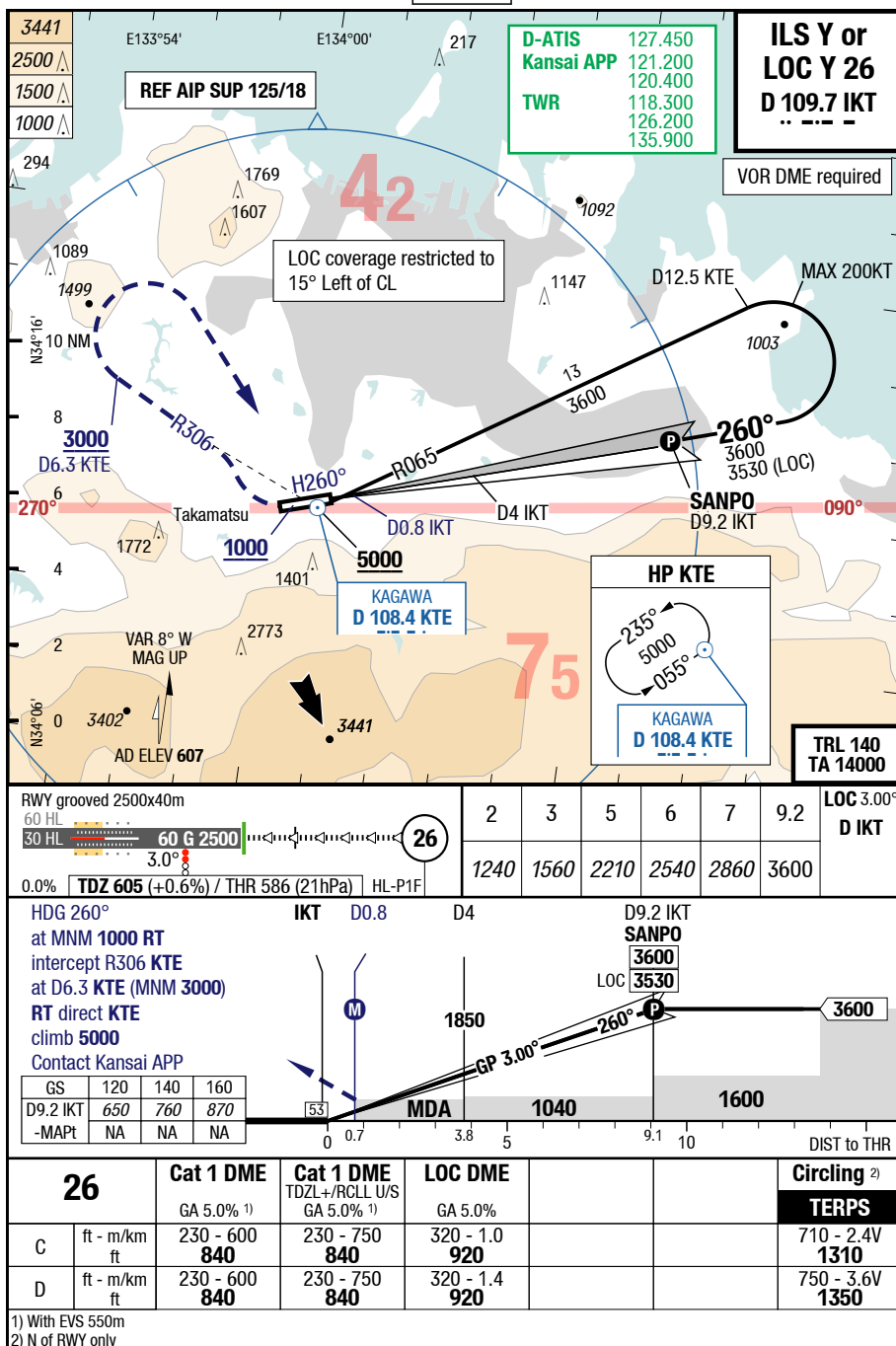
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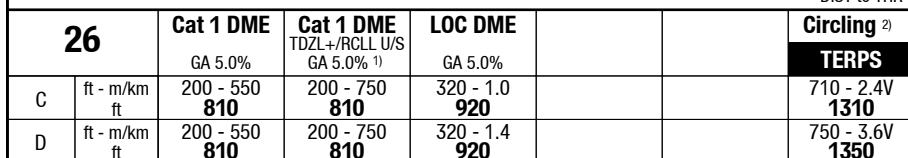


TAK-RJOT

7-08

Tempo ILS Y or LOC Y 26



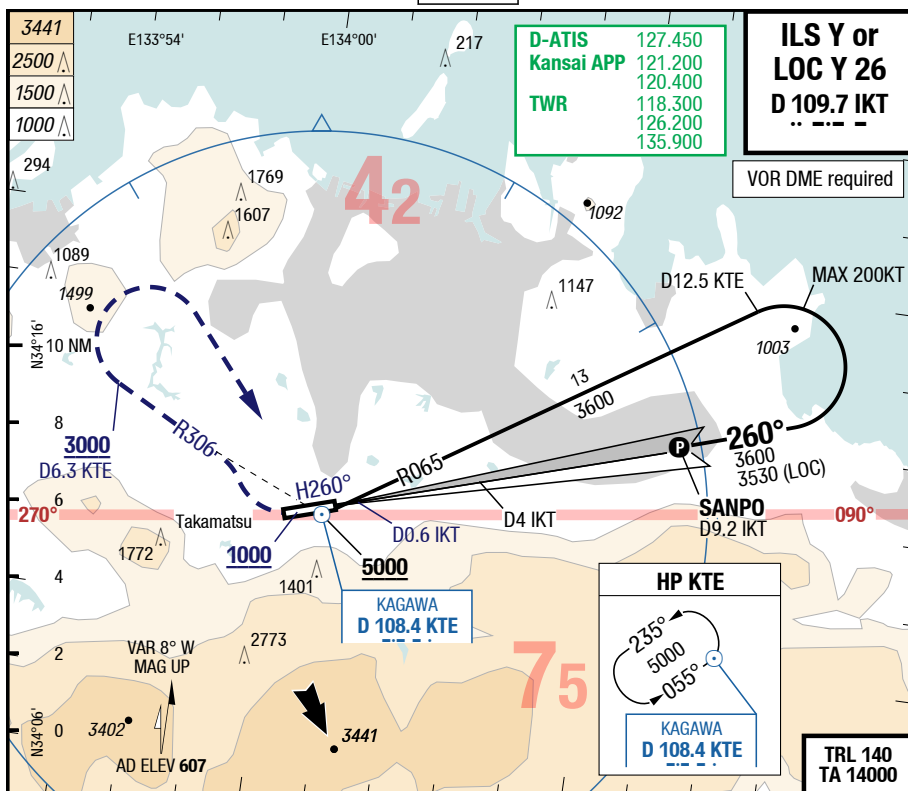


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TAK-RJOT

7-20

ILS Y or LOC Y 26



RWY grooved 2500x40m

60 HL

30 HL

0.0%

TDZ 605

(+0.6%)

THR 586

(21hPa)

HL-P1F

60 G 2500

3.0°

26

2

3

5

6

7

9.2

LOC 3.00°

D IKT

1240

1560

2210

2540

2860

3600

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

1040

1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

1040

1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

1040

1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

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M

IKT

D0.6

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SANPO

3600

3530

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DIST TO THR

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D9.2 IKT

SANPO

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3530

LOC

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3600

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3600

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DIST TO THR

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1870

GP 3.00°

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IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

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1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

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1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

1040

1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

1040

1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

SANPO

3600

3530

LOC

260°

3600

1600

DIST TO THR

MDA

1040

1870

GP 3.00°

M

IKT

D0.6

D4

D9.2 IKT

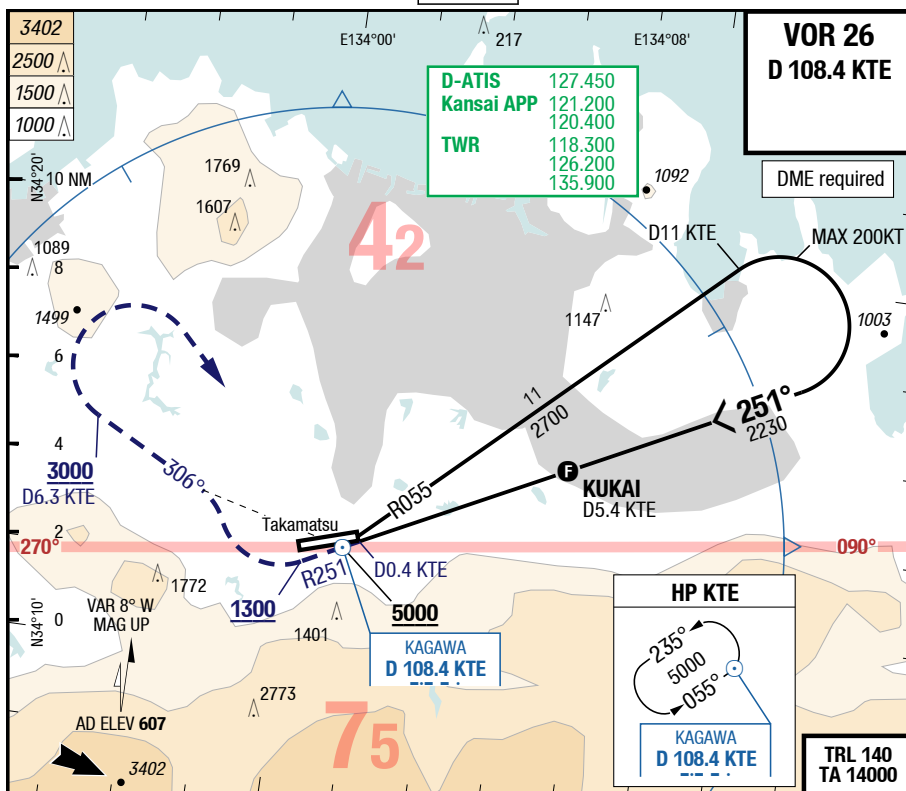
SANPO

3600

TAK-RJOT

7-30

VOR 26



RWY grooved 2500x40m

60 HL

30 HL 60 G 2500

3.0°

0.0% TDZ 605 (+0.6%) / THR 586 (21hPa) HL-P1F

26

2	3	4	5	6	6.9	3.00° D KTE 251° RWY 260°
1150	1460	1780	2100	2420	2700	

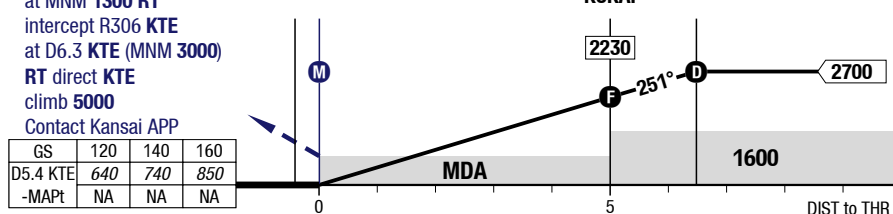
R251 KTE

at MNM 1300 RT
intercept R306 KTE
at D6.3 KTE (MNM 3000)
RT direct KTE
climb 5000
Contact Kansai APP

KTE D0.4

D5.4 D6.9 KTE

KUKAI



GS	120	140	160
D5.4 KTE	640	740	850
-MAPt	NA	NA	NA

26	VOR DME GA 5.0%						Circling 1) TERPS
C	ft - m/km ft	540 - 1.7 1140					710 - 2.4V 1310
D	ft - m/km ft	540 - 1.7 1140					750 - 3.6V 1350

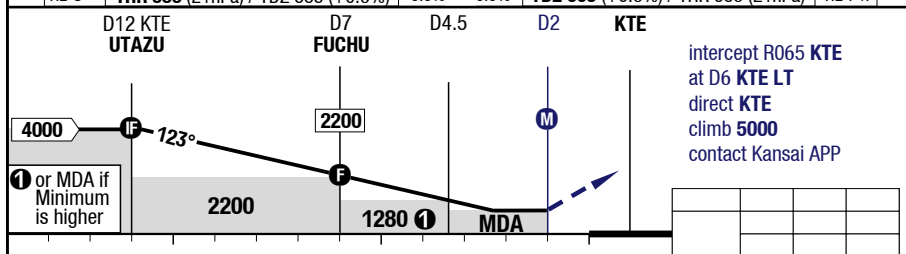
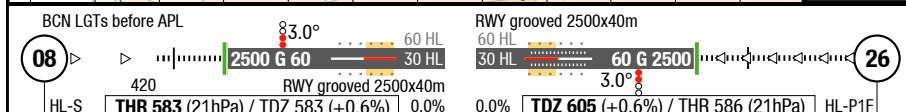
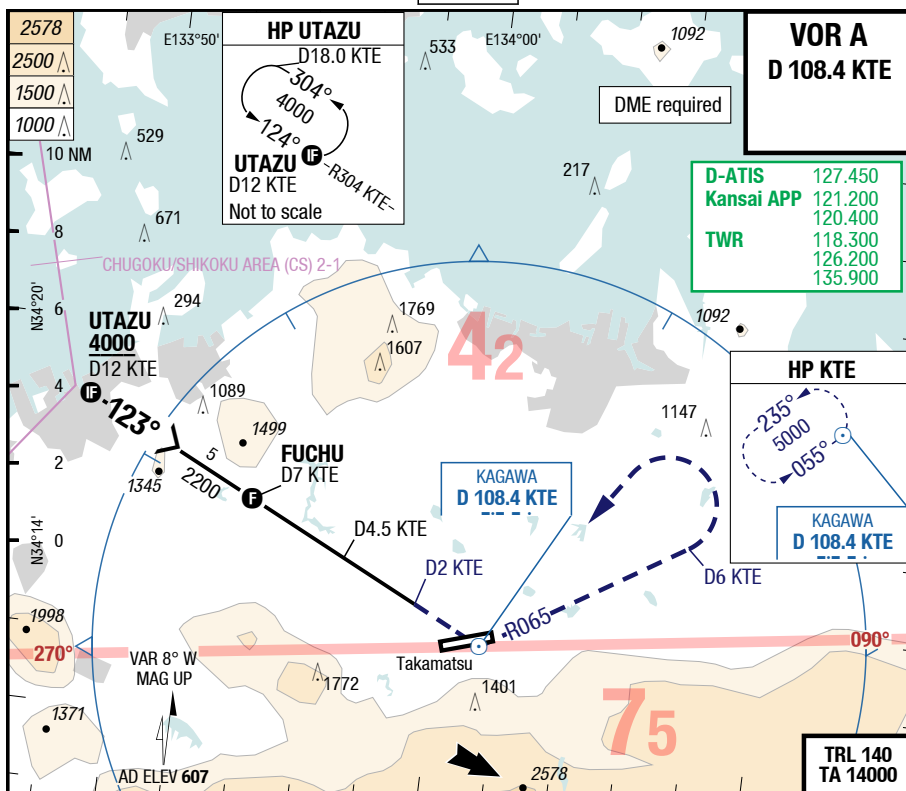
1) N of RWY only

Changes: Completely revised

TAK-RJOT

7-40

VOR A



08/26					Circling ¹⁾ TERPS
C	ft - m/km ft				680 - 2.4V 1280
D	ft - m/km ft				700 - 3.6V 1310

1) N of RWY only

Changes: MSA, FREQ, VAR, SUAs, OBST

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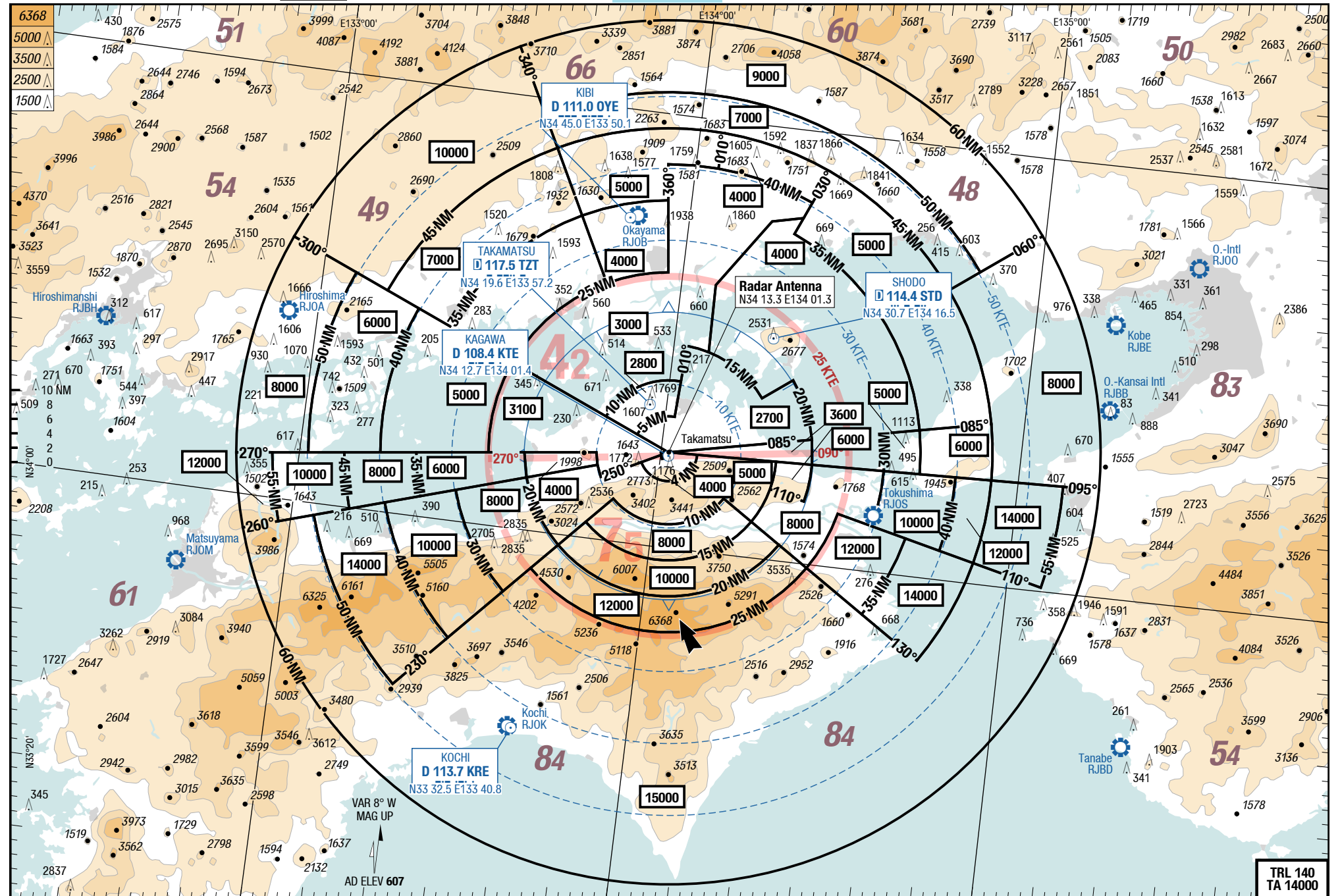
NIL
MRC

MRC

MRC

NIL
MRC

8-10



Changes: MSA, OBST

TRL 140
TA 14000

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