

AD 2 AERODROMES**RJOT AD 2.1 AERODROME LOCATION INDICATOR AND NAME****RJOT - TAKAMATSU****RJOT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 341251N 1340056E 073°/1250m FM RWY 08 THR |
| 2 | Direction and distance from (city) | 8nm SSW TAKAMATSU city |
| 3 | Elevation/ Reference temperature | 607ft / 31°C(2002-2006) |
| 4 | Geoid undulation at AD ELEV PSN | Nil |
| 5 | MAG VAR/ Annual change | 8°W(2024) /5'W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses | Takamatsu Airport Co.,LTD.(TAK) Oka 1312-7 Konan-cho Takamatsu-shi, Kagawa Tel:087-814-3657 Fax:087-814-3658 |
| 7 | Types of traffic permitted(IFR/VFR) | IFR/VFR |
| 8 | Remarks | Takamatsu Airport Office (Civil Aviation Bureau) Yusa 3473-3 Konan-cho Takamatsu-shi, Kagawa Tel:087-879-6770 Fax:087-879-6896 |

RJOT AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|--|
| 1 | AD Administration | 2200 - 1300 |
| 2 | Customs and immigration | Customs: 2300-1100 Immigration: 0000-0800 (MON, FRI) 0000-1030 (TUE, WED, THU, SAT, SUN) Remarks: It depends on FLT (Immigration) |
| 3 | Health and sanitation | Quarantine (human): 0030-1000 Quarantine (animal): 2330-1000 Quarantine (plant): INTL SKED FLT hours only |
| 4 | AIS Briefing Office | Nil |
| 5 | ATS Reporting Office (ARO) | Nil |
| 6 | MET Briefing Office | H24 (KANSAI) |
| 7 | ATS | 2200 - 1300 |
| 8 | Fuelling | 2200 - 1300 |
| 9 | Handling | 2200 - 1300 |
| 10 | Security | 2100 - 1100 |
| 11 | De-icing | Nil |
| 12 | Remarks | Nil |

RJOT AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | All the modern institutions that deal with the weight thing to a Boeing 767 type passenger plane |
| 2 | Fuel/ oil types | Fuel types : JET A-1, AVGAS100, Oil types : Nil |
| 3 | Fuelling facilities/ capacity | Tank and fuel truck / 720 kl |
| 4 | De-icing facilities | Nil |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | Nil |

RJOT AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|----------------|
| 1 | Hotels | Nil |
| 2 | Restaurants | At Airport |
| 3 | Transportation | Buses and Taxi |
| 4 | Medical facilities | Nil |
| 5 | Bank and Post Office | At Airport |
| 6 | Tourist Office | At Airport |
| 7 | Remarks | Nil |

RJOT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting | CAT 9 |
| 2 | Rescue equipment | Chemical fire fighting truck x 3 Water-supply truck Lighting power supply truck Emergency medical equipment truck |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | Nil |

RJOT AD 2.7 SEASONAL AVAILABILITY-CLEARING

| | | |
|---|-----------------------------|-----------------------------|
| 1 | Types of clearing equipment | AVBL(Ask AD administration) |
| 2 | Clearance priorities | Nil |
| 3 | Remarks | Nil |

RJOT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | Surface:cement-concrete Strength:PCR 925/R/B/W/T |
| 2 | Taxiway width, surface and strength | <p>Width : 30m : P-1, P-2, P-3, P-4, P-5, P-6 32m : T-1, T-5 34m : T-2, T-3, T-4 9m : E-TWY</p> <p>Surface : P-3 : Cement Concrete Other : Asphalt Concrete</p> <p>Strength : E-TWY : PCR 102/F/A/Y/T P-3 : PCR 925/R/B/W/T Other : PCR 994/F/B/X/T</p> |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | Spot NR 1: 341306.85N 1340113.44E 2: 341306.17N 1340111.03E 3: 341305.50N 1340108.42E 5: 341304.94N 1340105.97E 6: 341304.26N 1340103.56E 7: 341303.71N 1340101.13E |
| 6 | Remarks | Nil |

RJOT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands | Aircraft stand identification signs: Spot 2, 3, 5, 6 Aircraft stand taxi lane: T1, T2, T3, T4, T5, E-TWY Visual docking / parking guidance system: Nil |
| 2 | RWY and TWY markings and LGT | RWY: RWY 08/26 (Marking) RWY designation, RWY CL, RWY THR, RWY side stripe, TDZ, Aiming point, RWY middle point (LGT) RCLL, REDL, RTHL, RENL, WBAR(RWY26), RTZL(RWY26) ALL TWY: (Marking) TWY CL, RWY HLDG PSN, TWY side stripe (LGT) TWY edge LGT, TWY CL LGT, Taxiing guidance sign, RWY guard LGT(T1-T5) |
| 3 | Stop bars | Nil |
| 4 | Remarks | (Marking) Overrun area (LGT) APN flood LGT |

RJOT AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

In Area3 To be developed

RJOT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | KANSAI |
| 2 | Hours of service MET Office outside hours | H24 (KANSAI) |
| 3 | Office responsible for TAF preparation Periods of validity | KANSAI 30 Hours |
| 4 | Trend forecast Interval of issuance | Nil |
| 5 | Briefing/ consultation provided | Briefing is available upon inquiry at KANSAI |
| 6 | Flight documentation Language(s) used | C En |
| 7 | Charts and other information available for briefing or consultation | S ₆ , U ₈₅ , U ₇ , U ₅ , U ₃ , U ₂₅ , U ₂ /T _r , P _s , P ₅ , P ₃ , P ₂₅ , P _{SWE} , P _{SWF} , P _{SWG} , P _{SWI} , P _{SWM} , P _{SW} (domestic), E, C, W _E , W _F , W _G , W _I , W, N |
| 8 | Supplementary equipment available for providing information | Nil |
| 9 | ATS units provided with information | TWR, APP, ATIS |
| 10 | Additional information(limitation of service, etc.) | Nil |

RJOT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength(PCR) and surface of RWY | THR coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|--|----------|-------------------------|--|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 072.90° | 2500x60 | PCR 858/F/B/X/T Asphalt-Concrete | 341238.66N 1340010.11E | THR ELEV: 583ft |
| 26 | 252.90° | 2500x60 | PCR 858/F/B/X/T Asphalt-Concrete | 341302.52N 1340143.45E | THR ELEV: 586.2ft TDZ ELEV: 605ft |
| Slope of RWY | | Strip Dimensions(M) | RESA(Overrun) Dimensions(M) | | Remarks |
| 7 | 10 | 2620x300 | 11 | 41x300 | 14 |
| See AD2.24 AD Chart | | 2620x300 | 198x(MNM:140 MAX:300)* | RWY Grooving 2500x40 | |
| *For detail, ask airport administrator | | | | | |

RJOT AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 2500 | 2500 | 2500 | 2500 | Nil |
| TWY:T4 | 1940 | 1940 | 1940 | | |
| 26 | 2500 | 2500 | 2500 | 2500 | Nil |
| TWY:T2 | 1940 | 1940 | 1940 | | |

TORA,TODA and ASDA for TWY Indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.

RJOT AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | RTHL Color WBAR | PAPI (VASIS) Angle DIST FM THR MEHT | RTZL LEN | RCLL LEN Spacing Color INTST | REDL LEN Spacing Color INTST | RENL Color WBAR | STWL LEN Color |
|--|-------------------------------------|-----------------------|--|-------------|---|--|-----------------------|----------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 08 | SALS(*1) 420m LIH | Green - | PAPI(*2) 3.0°/Left 403m 74ft | - | 2400m 30m Coded color (White/Red) LIH | 2400m 60m Coded color (White/Yellow) LIH | Red | Nil(*3) |
| 26 | PALS (CAT I) 900m LIH | Green Green | PAPI 3.0°/Left 363m 65.6ft | 900m | 2400m 30m Coded color (White/Red) LIH | 2400m 60m Coded color (White/Yellow) LIH | Red | Nil(*3) |
| Remarks | | | | | | | | |
| 10 | | | | | | | | |
| SALS with APCH LGT beacon(600m and 900m FM RWY THR)(*1) Usable area of PAPI for RWY 08 is within APRX 3.0NM FM RWY 08 THR(See below figure)(*2) Overrun area edge LGT(LEN:60m Color:Red)(*3) CGL for RWY 08 | | | | | | | | |

滑走路08側の進入角指示灯（PAPI）の使用範囲は、障害物（山及び樹木）のため滑走路08末端から約3.0NM以内とする。

Usable area of PAPI for Runway 08 is within approx 3.0NM from Runway 08 threshold.



RJOT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 341304N/1340051E, White/Green EV4.3sec, HO |
| 2 | LDI location and LGT Anemometer location and LGT | LDI:Nil Anemometer : 145m FM RWY08/26 THR, LGTD |
| 3 | TWY edge and center line lighting | TWY edge and center line lights installed, see AD2.9 |
| 4 | Secondary power supply/ switch-over time | Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT Within 15 sec: Other LGT |
| 5 | Remarks | WDI LGT |

RJOT AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|--|
| 1 | Coordinates TLOF or THR of FATO Geoid undulation | WEST-HELIPAD: 341257.47N/1340059.23E, Nil EAST-HELIPAD: 341302.56N/1340119.17E, Nil |
| 2 | TLOF and/or FATO elevation | WEST-HELIPAD: 600ft EAST-HELIPAD: 592ft |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | TLOF and FATO area dimensions: 35mx30m Surface: Asphalt Strength: 14.6ton Marking: See AIP AD2.24 AD chart |
| 4 | True BRG of FATO | 072.90°/252.90° |
| 5 | Declared distance available | Nil |
| 6 | APCH and FATO lighting | Nil |
| 7 | Remarks | <ul style="list-style-type: none"> • MAX helicopter type: EH10 • daytime and VMC use only • Training flight cannot use the helipad. • Fly along the parallel taxiway. Do not fly over the buildings in airport terminal. |

RJOT AD 2.17 ATS AIRSPACE

| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|----------------------|-------------------------|--|---------|
| 1 | | 2 | 3 | 4 | 6 |
| TAKAMATSU CTR | Area within a radius of 5nm of TAKAMATSU ARP(34°13'N 134°01'E) | 3000 or below | D | TAKAMATSU TWR En | |
| TAKAMATSU PCA | See attached chart | | C | KANSAI APP KANSAI RADAR TAKAMATSU TWR En | |
| KANSAI ACA | See RJBB attached chart | | E | KANSAI APP KANSAI DEP KANSAI RADAR En | |
| KANSAI TCA | See RJBB attached chart | | E | KANSAI TCA En | |

高松特別管制区
Takamatsu Positive Control Area

| NAME | LATERAL LIMITS | UPPER LIMIT (AMSL) | UNIT PROVIDING SERVICE | REMARKS |
|-----------------|-----------------------------------|--------------------------------|--|--|
| | | LOWER LIMIT (AMSL) M(ft) | | |
| 1 | 2 | 3 | 4 | 5 |
| 高松 Takamatsu | 下記に示される区域 The area shown below | | Primary Kansai APP or Radar 121.2 MHz Secondary Takamatsu TWR 118.3 MHz | 当該空域を飛行しようとする航空機は、関西アプローチ又は高松タワーに連絡し、コールサイン、現在位置、高度及び意図を通報し指示を受けること。 Pilot of aircraft operating in this area shall contact Kansai Approach or Takamatsu Tower for ATC instructions giving informations on aircraft identification, positions, altitude and pilot's intentions. |

TAKAMATSU POSITIVE CONTROL AREA

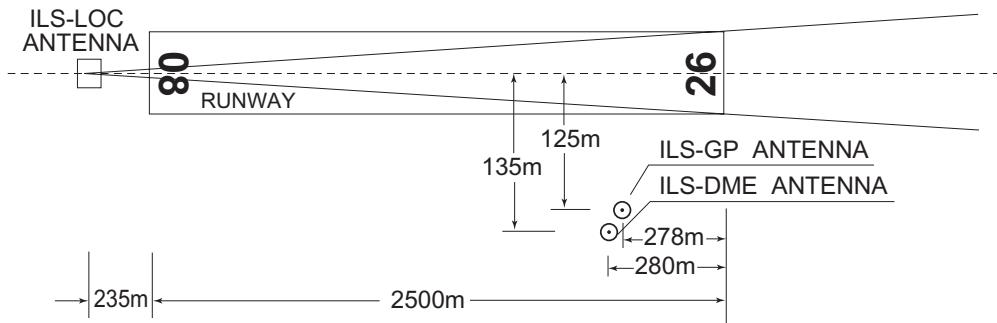


RJOT AD 2.18 ATS COMMUNICATION FACILITIES

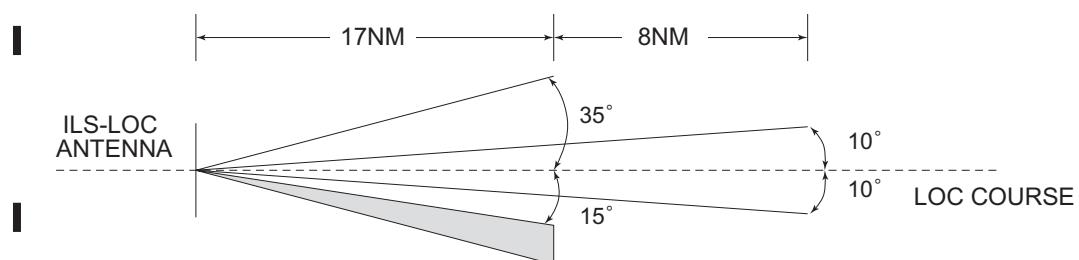
| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|----------------------------------|--|--------------------|---|
| 1 | 2 | 3 | 4 | 5 |
| APP/ASR | Kansai Approach/ Kansai Radar | 121.2MHz(1) 120.4MHz 261.2MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1300 | (1)Primary (2)Position report APP Service provided by KANSAI APP |
| DEP | Kansai Departure | 121.2MHz(1) 120.4MHz 261.2MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1300 | |
| TCA | Kansai TCA | 119.025MHz 315.800MHz | 2300 - 1030 | |
| TWR | Takamatsu Tower | 118.3MHz(1) 126.2MHz 135.9MHz(2) 261.2MHz 121.5MHz(E) 243.0MHz(E) | 2200 - 1300 | |
| ATIS | Takamatsu Airport | 127.45MHz | 2200 - 1300 | |

RJOT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------------------------------|-----|--------------------|-----------------------|---|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR (7°W / 2016) | KTE | 108.4MHz | H24 | 341244.99N 1340121.33E | | VOR unusable: 090°-110° beyond 30nm BLW 5000ft. 110°-140° beyond 25nm BLW 6000ft. 140°-240° beyond 20nm BLW 9000ft. |
| DME | KTE | 982MHz (CH-21X) | H24 | 341244.33N 1340120.27E | 696ft | DME unusable: 090°-110° beyond 30nm BLW 5000ft. 110°-140° beyond 20nm BLW 6000ft. 140°-240° beyond 20nm BLW 9000ft. |
| ILS-LOC 26 | IKT | 109.7MHz | 2200 - 1300 | 341236.41N 1340001.32E | | LOC:235m(771ft) away FM RWY 08 THR, BRG(MAG)261°. LOC Unusable beyond 15° S side of LOC course. |
| ILS-GP 26 | - | 333.2MHz | 2200 - 1300 | 341255.98N 1340134.48E | | GP:278m(912ft) inside FM RWY 26 THR, 125m(410ft) S of RCL. HGT of ILS REF datum 16.3m(53ft). |
| ILS-DME 26 | IKT | 995MHz | 2200 - 1300 | 341255.66N 1340134.58E | 604ft | DME:280m(919ft) inside FM RWY 26 THR. 135m(444ft) S of RCL. |
| MSAS | | 1575.42MHz | H24 | | | Transmitting antennas are satellite based. |

TAKAMATSU AIRPORT

REMARKS : 1. LOC beam BRG(MAG) 261°
 2. HGT of ILS REF datum 16.3m(53ft)
 3. GP Angle 3.0°
 4. ELEV of ILS-DME 183.9m(604ft)



LOC Unusable beyond 15° South side of LOC course.

RJOT AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

PPR

Prior permission is required for all transient aircraft due to parking congestion except scheduled and/or emergency flight.
Tel : RJOT TAK OPR 087-879-6771

2. Taxiing to and from stands

2.1 プッシュバック方式

1) ショートプッシュバック停止線

エプロン境界線から 62.964m の地点において、左右に 33 度の角度で振り分けた場所に設置された、長さ 11m の標識。白色の実線で標示がされている。

2) プッシュバック方式の種類

a. プッシュバック

航空機のノーズギアを誘導路 P3 の誘導路中心線標識上に停止させる方式をいう。

b. ショートプッシュバック

航空機のノーズギアをショートプッシュバック停止線上に停止させる方式をいう。

※ 実施場所はスポット2番、3番、5番、6番及び7番であること。

※ 航空機のサイズの全幅クラスが各スポットにおいて以下のとおりであること。

a) スポット 2 番、3 番、5 番、6 番 … W51 以下

b) スポット 7 番 … W36 以下

3) ショートプッシュバック後の走行

ショートプッシュバック後は、旋回半径（旋回する機体のノーズギアの軌跡と旋回の中心点間の距離）が 26.02m 以下となるよう旋回し、スポットアウトすること。

4) ショートプッシュバックした機体の後方を通過して隣接スポットへ進入する場合の条件

ショートプッシュバックした航空機の後方通過を伴う隣接スポットへの進入は、以下の場合を除き実施すること。

a) スノータムにて、エプロンが「POOR」で報じられている場合。

b) 当該航空機のサイズが W36 を超える場合。

プッシュバック及びショートプッシュバックに関する詳細は、空港管理者に確認すること。

2.1 Pushback procedures

1) Short pushback stop line

A stop line has been installed 62.964m from apron boundary, at an angle of 33 degrees to the left and right.
It is indicated by a solid white line, 11m in length.

2) Types of pushback methods

a. Pushback

A method in which the aircraft's nose gear is stopped on centerline marking of Taxiway P3.

b. Short Pushback

A method in which the aircraft's nose gear is stopped on the short pushback stop line.

Note: Applicable to stands 2,3,5,6 and 7.

For each stand, the applicable wingspan class is as follows:

a) Stands 2,3,5,6…up to W51

b) Stand 7…up to W36

3) Taxiing after short pushback

After a short pushback, aircraft shall taxi out of the stand while turning so that the turning radius (the distance between the path of the aircraft's nose gear and the turning center point) is 26.02m or less.

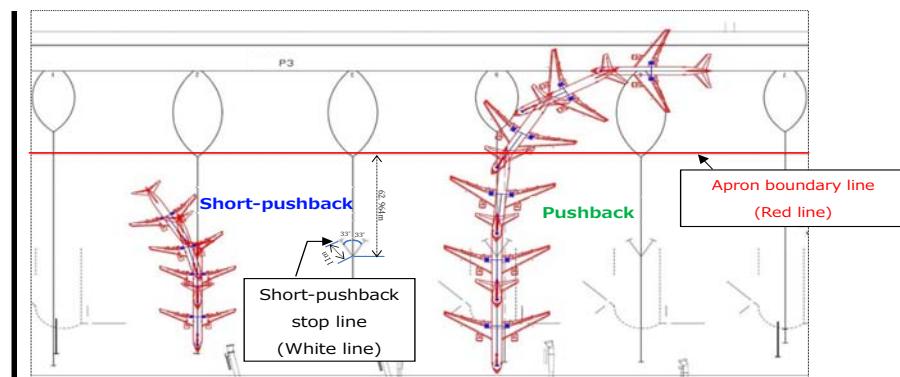
4) Conditions for entering an adjacent stand via the rear of an aircraft after short pushback

When entering an adjacent stand by passing behind an aircraft that has completed a short pushback, the following conditions must be met:

a) When apron condition is reported as "POOR."

b) When the wingspan size of the entering aircraft exceeds W36.

NOTE : For further details regarding pushback and short pushback, ask AD administration.



3. Parking area for small aircraft(General aviation)

| |
|-----|
| Nil |
|-----|

4. Parking area for helicopters

| |
|-----|
| Nil |
|-----|

5. Apron - taxiing during winter conditions

| |
|-----|
| Nil |
|-----|

6. Taxiing - limitations

6.1 Wing tip clearance at the TWY intersection (REF AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

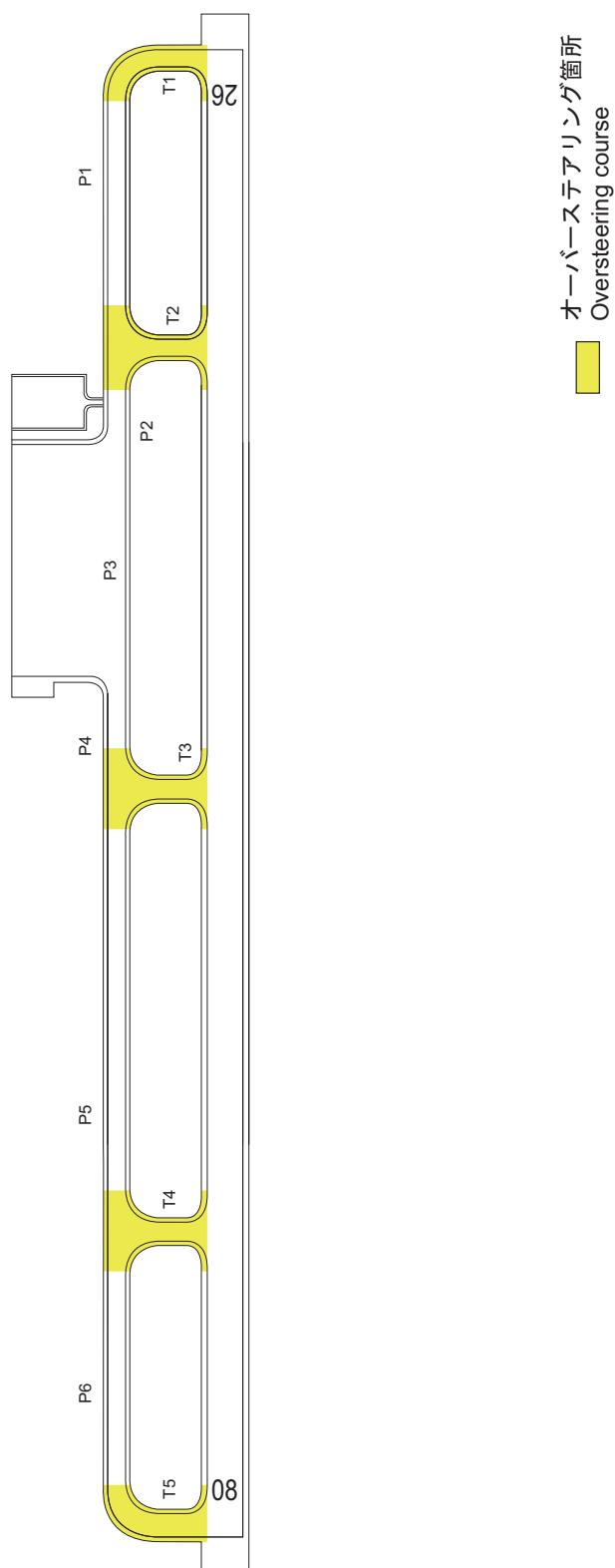
When B772 holding at the stop marking on TWY T3

| wing span (WS) of acft taxiing on TWY P4-P5 | WS = <35.6m | 35.6m < WS = <52.6m | WS > 52.6m | Legend |
|---|-------------|---------------------|------------|--|
| wing tip clearance | *A | *B | *C | *A : wing tip clearance >= 15m *B : 6.5m = < wing tip clearance < 15m *C : wing tip clearance < 6.5m |

6.2 B777-300 における注意して走行すべき誘導路

6.2 TWY required to pay special attention for B777-300

B777-300における注意して走行すべき誘導路
TWY required to pay special attention for B777-300



7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

TKOF and LDG for EAST-HELIPAD and WEST-HELIPAD

Fly along the parallel taxiway. Do not fly over the buildings in airport terminal.

9. Removal of disabled aircraft from runways

Nil

RJOT AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJOT AD 2.22 FLIGHT PROCEDURES

| 1.TAKE OFF MINIMA | | | | | | | | |
|---|-----|----------|-----------------|------|-----------------------------|------|--------------------|------|
| | RWY | ACFT CAT | REDL & RCLL | | REDL or RCLL or RCL Marking | | NIL (DAYTIME ONLY) | |
| | | | RVR | VIS | RVR | VIS | RVR | VIS |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 08 | A,B,C,D | - | 400m | - | 400m | - | 500m |
| | 26 | | 400m | 400m | 400m | 400m | - | 500m |
| OTHER | 08 | A,B,C,D | AVBL LDG MINIMA | | | | | |
| | 26 | | AVBL LDG MINIMA | | | | | |

2.Lost communication procedures for arrival aircraft under radar navigational guidance

If radio communications with KANSAI Approach/Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and;

- (I) 1. Contact TAKAMATSU Tower.
 2. If unable, proceed in accordance with visual flight rules,
 3. If unable,
 - (1) When the aircraft is at or above 5,000ft, proceed to KAGAWA VOR/DME maintaining the last assigned altitude or 5,000ft whichever is higher and execute Instrument approach.
 - (2) When the aircraft is below 5,000ft,
 - a.and established on a segment of the Instrument Approach Procedure, execute Instrument Approach.
 - b.and not yet established on a segment of the Instrument Approach Procedure, climb and maintain 5,000 feet and proceed to KAGAWA VOR/DME and execute instrument approach.
- (II) Procedures other than above will be issued when situation required.

RJOT AD 2.23 ADDITIONAL INFORMATION

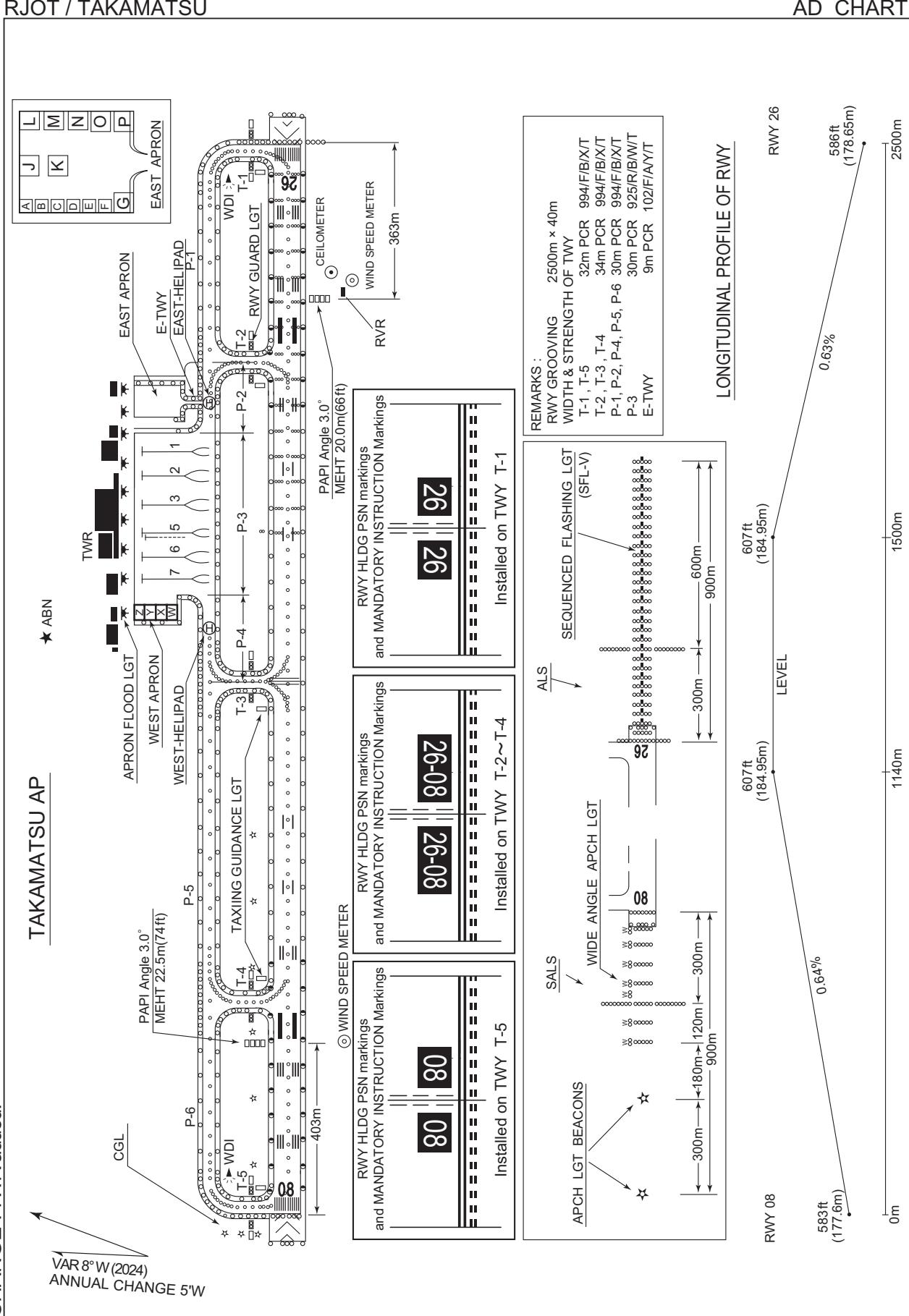
Nil

RJOT AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart
Aerodrome Obstacle Chart-ICAO type A (RWY26)
Aerodrome Obstacle Chart-ICAO type A (RWY08)
Aerodrome Obstacle Chart-ICAO type B
Standard Departure Chart-Instrument (KAGAWA NORTH, KAGAWA REVERSAL)
Standard Departure Chart-Instrument (SAYOH-RNAV)
Standard Departure Chart-Instrument (WASYU-RNAV)
Standard Departure Chart-Instrument (TAROH-RNAV)
Standard Departure Chart-Instrument (OLIVE-RNAV)
Standard Arrival Chart-Instrument (KAGAWA)
Standard Arrival Chart-Instrument (POPAI-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY26)
Instrument Approach Chart (ILS Y or LOC Y RWY26)
Instrument Approach Chart (VOR RWY26)
Instrument Approach Chart (VOR A)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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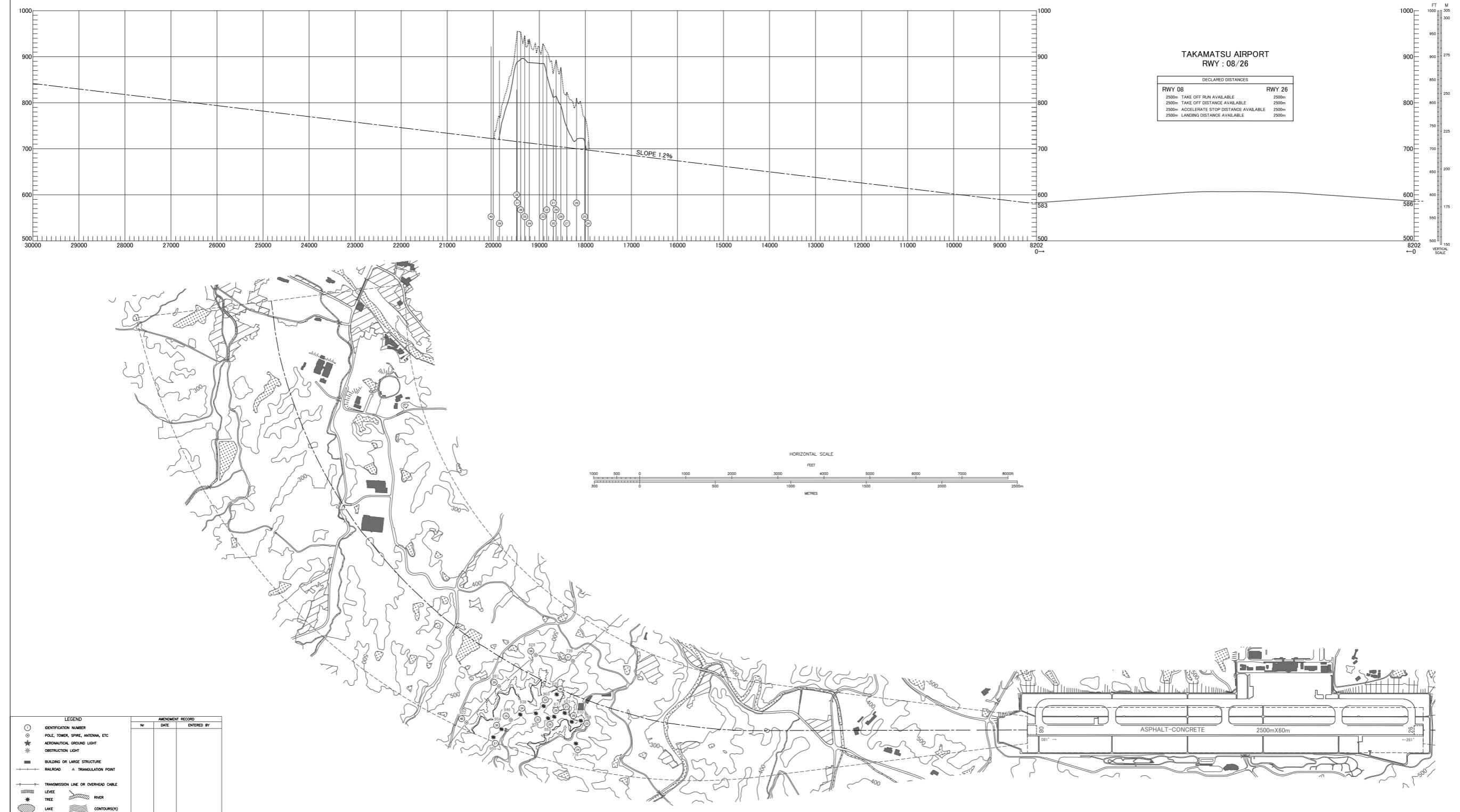
CHANGE : TWR added.



AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8° W-DEC 2024

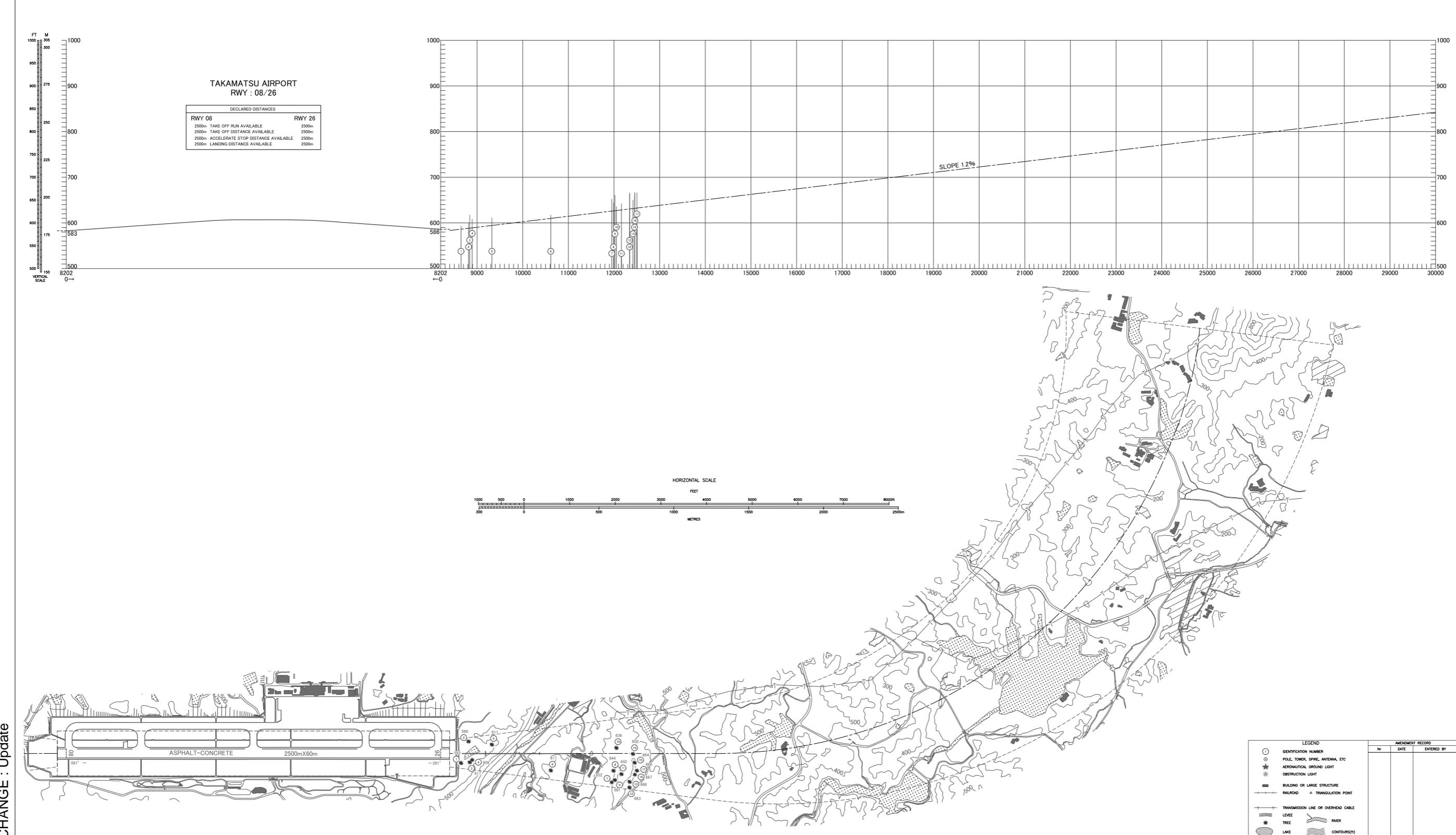


CHANGE : Update

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

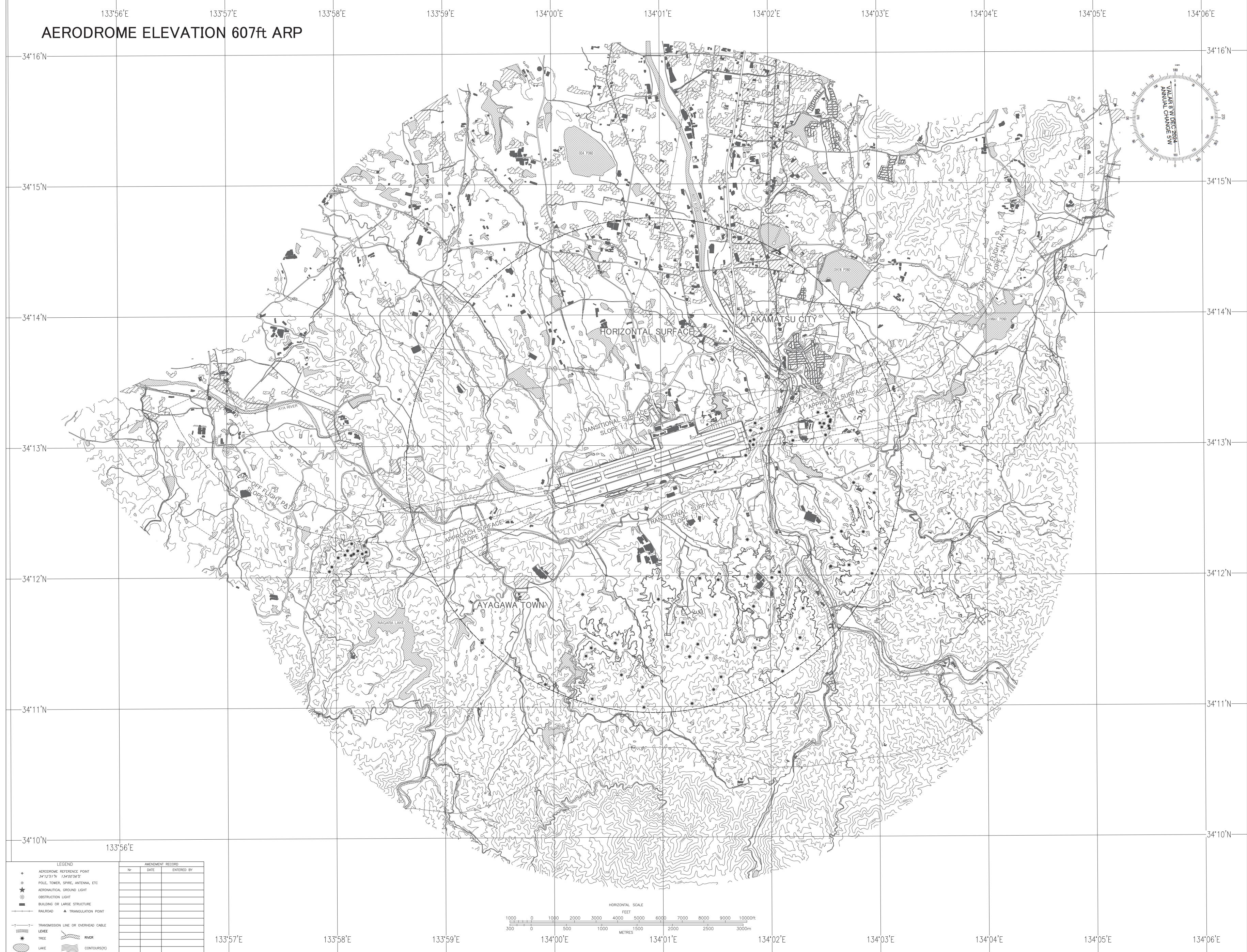
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8° W-DEC 2024



AERODROME OBSTACLE CHART—ICAO TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC



CHANGE : Update

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

SID

KAGAWA NORTH THREE DEPARTURE

RWY 08 : Climb RWY HDG to 1700FT, turn left HDG307°...

RWY 26 : Climb RWY HDG to 2200FT, turn right HDG037°...

...to intercept and proceed via KTE R352 to OYE VOR/DME.

Note : RWY 08 : 5.0% climb gradient required up to 1700FT.

OBST ALT 755FT located at 0.7NM 100° FM end of RWY08.

RWY 26 : 6.6% climb gradient required up to 2200FT.

OBST ALT 1772FT located at 3.3NM 255° FM end of RWY26.

KAGAWA REVERSAL EIGHT DEPARTURE

RWY 08 : Climb RWY HDG to 1700FT, turn left HDG322°...

RWY 26 : Climb RWY HDG to 2200FT, turn right HDG052°...

...to intercept and proceed via KTE R007 to 13.0DME, turn left direct to KTE VOR/DME.

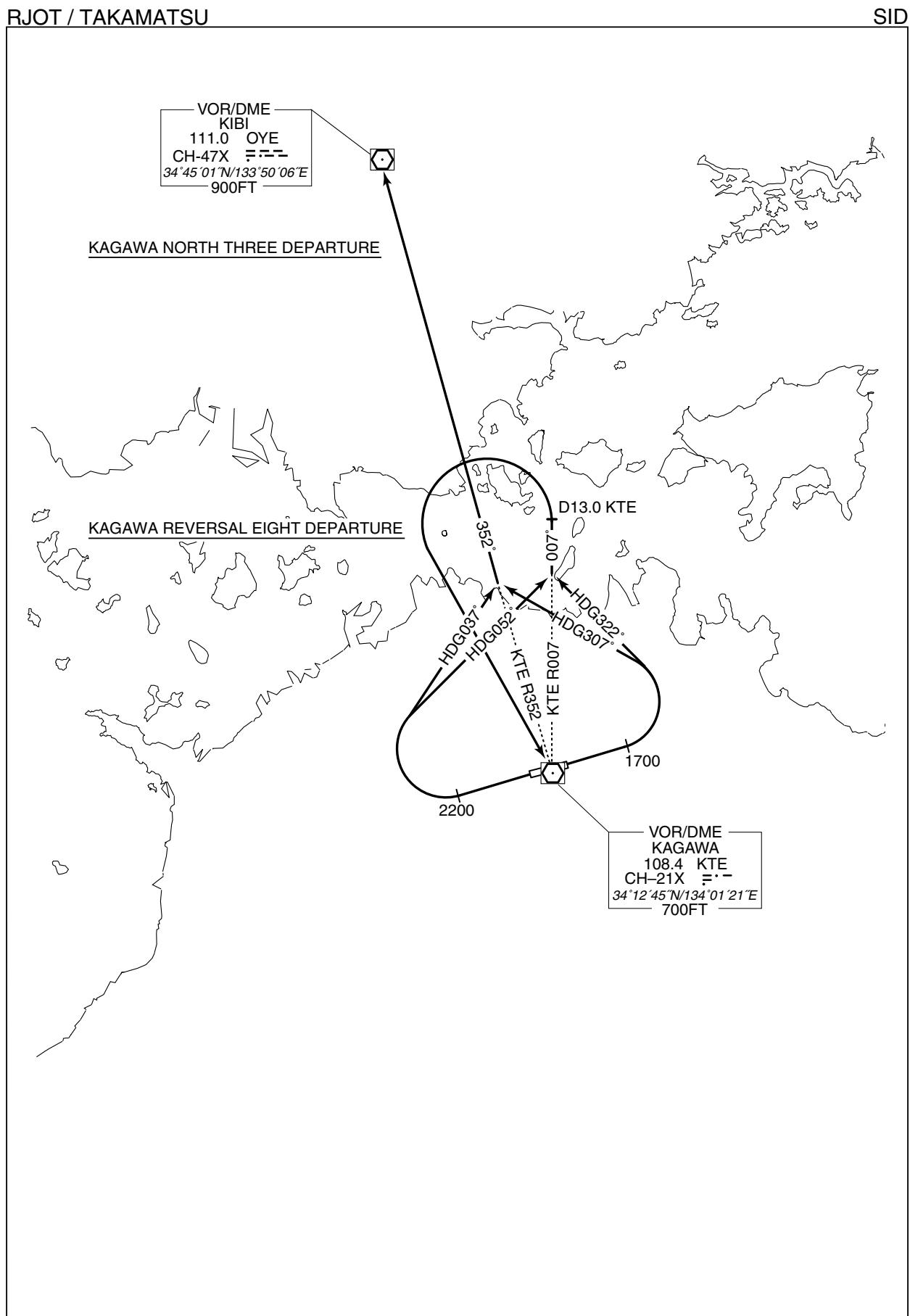
Note : RWY 08 : 5.0% climb gradient required up to 1700FT.

OBST ALT 755FT located at 0.7NM 100° FM end of RWY08.

RWY 26 : 6.6% climb gradient required up to 2200FT.

OBST ALT 1772FT located at 3.3NM 255° FM end of RWY26.

STANDARD DEPARTURE CHART-INSTRUMENT



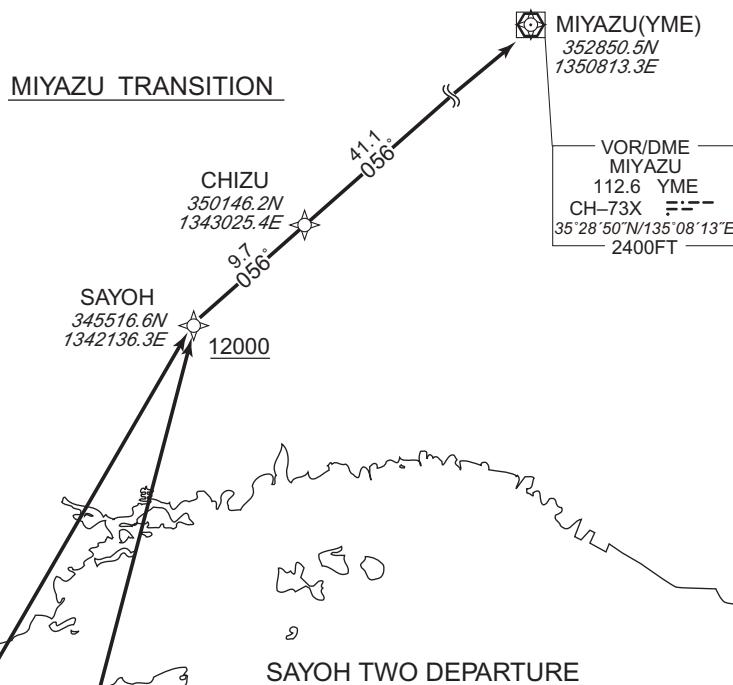
STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID and TRANSITION

| SAYOH TWO DEPARTURE MIYAZU TRANSITION | | RNAV1 |
|--|--------------|---|
| 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. | | RWY08 : OYE 1.0NM from DER - 3.0NM from DER STD 1.0NM from DER - 3.0NM from DER KTE 25.0NM to SAYOH - 21.0NM to SAYOH RWY26 : KTE 2.0NM from DER - 3.0NM from DER 25.0NM to SAYOH - 20.0NM to SAYOH STD 2.0NM from DER - 3.0NM from DER 44.0NM to SAYOH - 35.0NM to SAYOH OYE 14.0NM to SAYOH - SAYOH MIYAZU TRANSITION STD : SAYOH - 1.7NM to CHIZU YME : SAYOH - 1.7NM to CHIZU |
| DME GAP RWY08 : DER – 1.0NM from DER RWY26 : DER – 2.0NM from DER MIYAZU TRANSITION 1.7NM to CHIZU – YME | Critical DME | |
| Inappropriate Navaids See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | | |

VAR 8° W



SAYOH TWO DEPARTURE

CHANGE : Critical DME, DME GAP.

SAYOH TWO DEPARTURE

RWY08 : Climb on HDG081° at or above 1700FT, turn left direct to SAYOH at or above 12000FT.
RWY26 : Climb on HDG261° at or above 2200FT, turn right direct to SAYOH at or above 12000FT.

Note RWY08 : 5.0% climb gradient required up to 1700FT.

OBST ALT 755FT located at 0.7NM 100° FM end of RWY08.

RWY26 : 6.6% climb gradient required up to 2200FT.

OBST ALT 1772FT located at 3.3NM 255° FM end of RWY26.

MIYAZU TRANSITION

From SAYOH, to CHIZU, to YME.

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID and TRANSITION

SAYOH TWO DEPARTURE

RWY08

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 081 (072.9) | -7.8 | — | — | +1700 | — | — | RNAV1 |
| 002 | DF | SAYOH | — | — | -7.8 | — | L | +12000 | — | — | RNAV1 |

RWY26

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 261 (252.9) | -7.8 | — | — | +2200 | — | — | RNAV1 |
| 002 | DF | SAYOH | — | — | -7.8 | — | R | +12000 | — | — | RNAV1 |

MIYAZU TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | SAYOH | — | — | -7.8 | — | — | — | — | — | RNAV1 |
| 002 | TF | CHIZU | — | 056 (048.0) | -7.8 | 9.7 | — | — | — | — | RNAV1 |
| 003 | TF | YME | — | 056 (048.6) | -7.8 | 41.1 | — | — | — | — | RNAV1 |

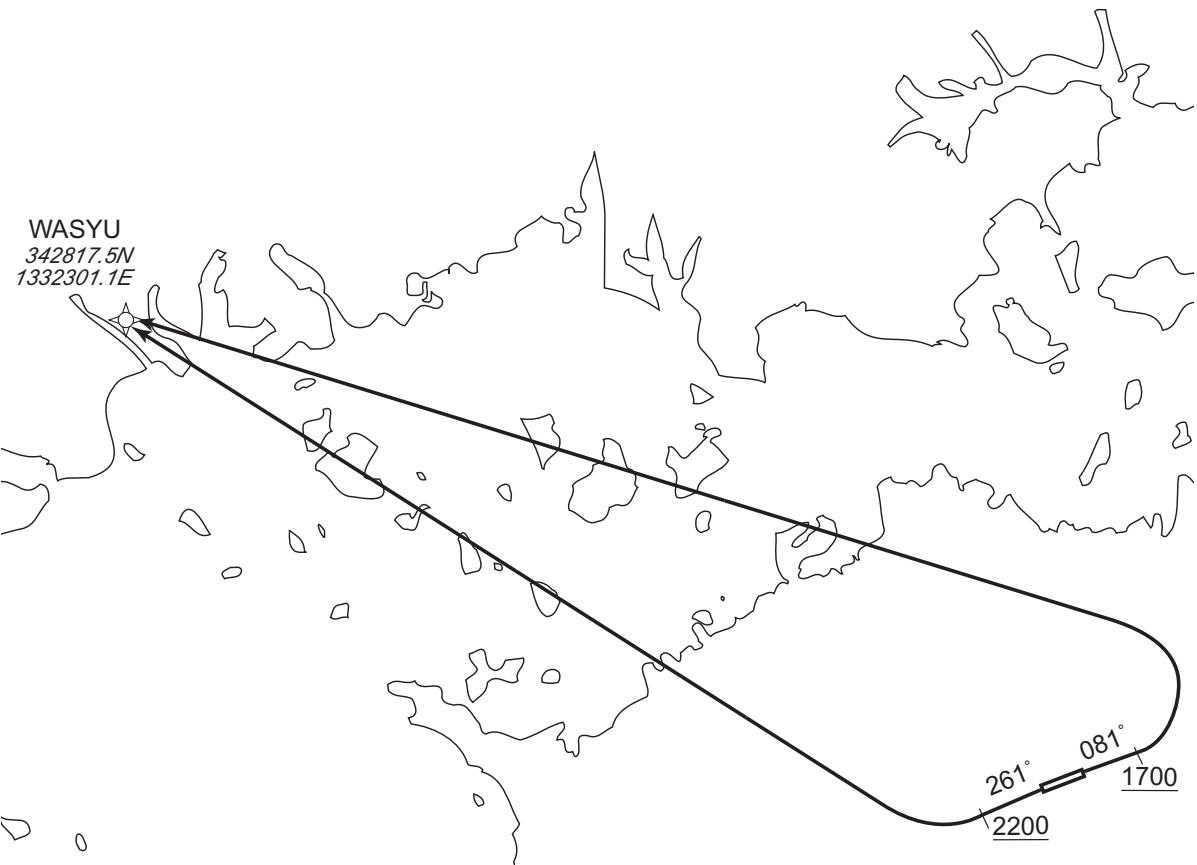
STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID

| WASYU THREE DEPARTURE | | RNAV 1 |
|--|-----------------------|---|
| Note 1) DME/DME/IRU or GNSS required. ※The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. | Critical DME | RWY08 : OYE 1.0NM from DER - 3.0NM from DER 37.0NM to WASYU - 30.0NM to WASYU 1.0NM to WASYU - WASYU STD 1.0NM from DER - 3.0NM from DER 37.0NM to WASYU - 33.0NM to WASYU RWY26 : KTE 2.0NM from DER - 3.0NM from DER STD 2.0NM from DER - 3.0NM from DER OYE 1.0NM to WASYU - WASYU |
| 2) RADAR service required. | DME GAP | RWY08 : DER - 1.0NM from DER RWY26 : DER - 2.0NM from DER |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 8° W



CHANGE : Critical DME. DME GAP added.

RWY08 : Climb on HDG081° at or above 1700FT, turn left direct to WASYU.
RWY26 : Climb on HDG261° at or above 2200FT, turn right direct to WASYU.

Note RWY08: 5.0% climb gradient required up to 1700FT.
OBST ALT 755FT located at 0.7NM 100° FM end of RWY08.
RWY26: 6.6% climb gradient required up to 2200FT.
OBST ALT 1772FT located at 3.3NM 255° FM end of RWY26.

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID

WASYU THREE DEPARTURE

RWY08

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 081 (072.9) | -7.8 | — | — | +1700 | — | — | RNAV1 |
| 002 | DF | WASYU | — | — | -7.8 | — | L | — | — | — | RNAV1 |

RWY26

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 261 (252.9) | -7.8 | — | — | +2200 | — | — | RNAV1 |
| 002 | DF | WASYU | — | — | -7.8 | — | R | — | — | — | RNAV1 |

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART-INSTRUMENT

| RJOT / TAKAMATSU | | RNAV SID and TRANSITION | |
|---|----------------------------------|-------------------------|--|
| TAROH THREE DEPARTURE MIHO TRANSITION | | | 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 | RWY08 : OYE 1.0NM from DER - 3.0NM from DER 32.0NM to TAROH - 27.0NM to TAROH STD 1.0NM from DER - 3.0NM from DER 27.0NM to TAROH - 4.0NM to TAROH RWY26 : KTE 2.0NM from DER - 3.0NM from DER STD 2.0NM from DER - 3.0NM from DER 18.0NM to TAROH - 9.0NM to TAROH MIHO TRANSITION OIE 5.0NM to MIHOU - MIHOU |
| VAR 8° W | MIHOU 353152.0N 1330538.1E | DME GAP | RWY08 : DER - 1.0NM from DER RWY26 : DER - 2.0NM from DER See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |
| | | | |
| TAROH THREE DEPARTURE RWY08 : Climb on HDG081° at or above 1700FT, turn left direct to TAROH. RWY26 : Climb on HDG261° at or above 2200FT, turn right direct to TAROH. Note RWY08: 5.0% climb gradient required up to 1700FT. OBST ALT 755FT located at 0.7NM 100° FM end of RWY08. RWY26: 6.6% climb gradient required up to 2200FT. OBST ALT 1772FT located at 3.3NM 255° FM end of RWY26. | | | |
| MIHO TRANSITION From TAROH, to MIHOU. | | | |

CHANGE : Critical DME, DME GAP added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID and TRANSITION

TAROH THREE DEPARTURE

RWY08

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 081 (072.9) | -7.8 | — | — | +1700 | — | — | RNAV1 |
| 002 | DF | TAROH | — | — | -7.8 | — | L | — | — | — | RNAV1 |

RWY26

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 261 (252.9) | -7.8 | — | — | +2200 | — | — | RNAV1 |
| 002 | DF | TAROH | — | — | -7.8 | — | R | — | — | — | RNAV1 |

MIHO TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | TAROH | — | — | -7.8 | — | — | — | — | — | RNAV1 |
| 002 | TF | MIHOU | — | 334 (325.8) | -7.8 | 59.2 | — | — | — | — | RNAV1 |

CHANGE : VAR, SID renamed. PROC course.

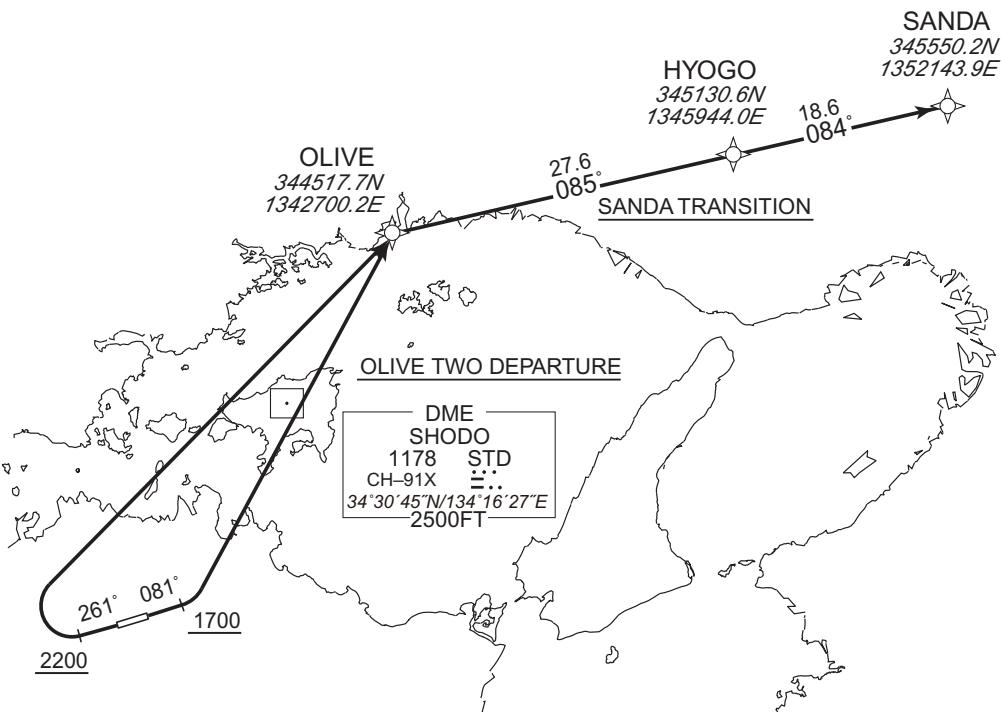
STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID and TRANSITION

| OLIVE TWO DEPARTURE SANDA TRANSITION | | 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. | Critical DME | RWY08 : OYE 1.0NM from DER - 3.0NM from DER STD 1.0NM from DER - 3.0NM from DER 36.0NM to OLIVE - 34.0NM to OLIVE AJD 33.0NM to OLIVE - OLIVE KTE 20.0NM to OLIVE - 13.0NM to OLIVE RWY26 : KTE 2.0NM from DER - 3.0NM from DER 19.0NM to OLIVE - 14.0NM to OLIVE STD 2.0NM from DER - 3.0NM from DER 43.0NM to OLIVE - 39.0NM to OLIVE AJD 31.0NM to OLIVE - 22.0NM to OLIVE 19.0NM to OLIVE - OLIVE |
| 2) RADAR service required. | DME GAP | RWY08 : DER - 1.0NM from DER RWY26 : DER - 2.0NM from DER |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAV/AIDs for RNAV1 |

VAR 8° W



OLIVE TWO DEPARTURE

RWY08 : Climb on HDG 081° at or above 1700FT, turn left direct to OLIVE.
RWY26 : Climb on HDG 261° at or above 2200FT, turn right direct to OLIVE.

NOTE RWY08: 5.0% climb gradient required up to 1700FT.
OBST ALT 755FT located at 0.7NM 100° FM end of RWY08.
RWY26: 6.6% climb gradient required up to 2200FT.
OBST ALT 1772FT located at 3.3NM 255° FM end of RWY26.

SANDA TRANSITION

From OLIVE, to HYOGO, to SANDA.

CHANGE : Critical DME. DME GAP added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID and TRANSITION

OLIVE TWO DEPARTURE

RWY08

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 081 (072.9) | -7.8 | — | — | +1700 | — | — | RNAV1 |
| 002 | DF | OLIVE | — | — | -7.8 | — | L | — | — | — | RNAV1 |

RWY26

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 261 (252.9) | -7.8 | — | — | +2200 | — | — | RNAV1 |
| 002 | DF | OLIVE | — | — | -7.8 | — | R | — | — | — | RNAV1 |

SANDA TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | OLIVE | — | — | -7.8 | — | — | — | — | — | RNAV1 |
| 002 | TF | HYOGO | — | 085 (076.8) | -7.8 | 27.6 | — | — | — | — | RNAV1 |
| 003 | TF | SANDA | — | 084 (076.4) | -7.8 | 18.6 | — | — | — | — | RNAV1 |

CHANGE : SHTLE TRANSITION abolished. SANDA TRANSITION established.

STANDARD ARRIVAL CHART-INSTRUMENT

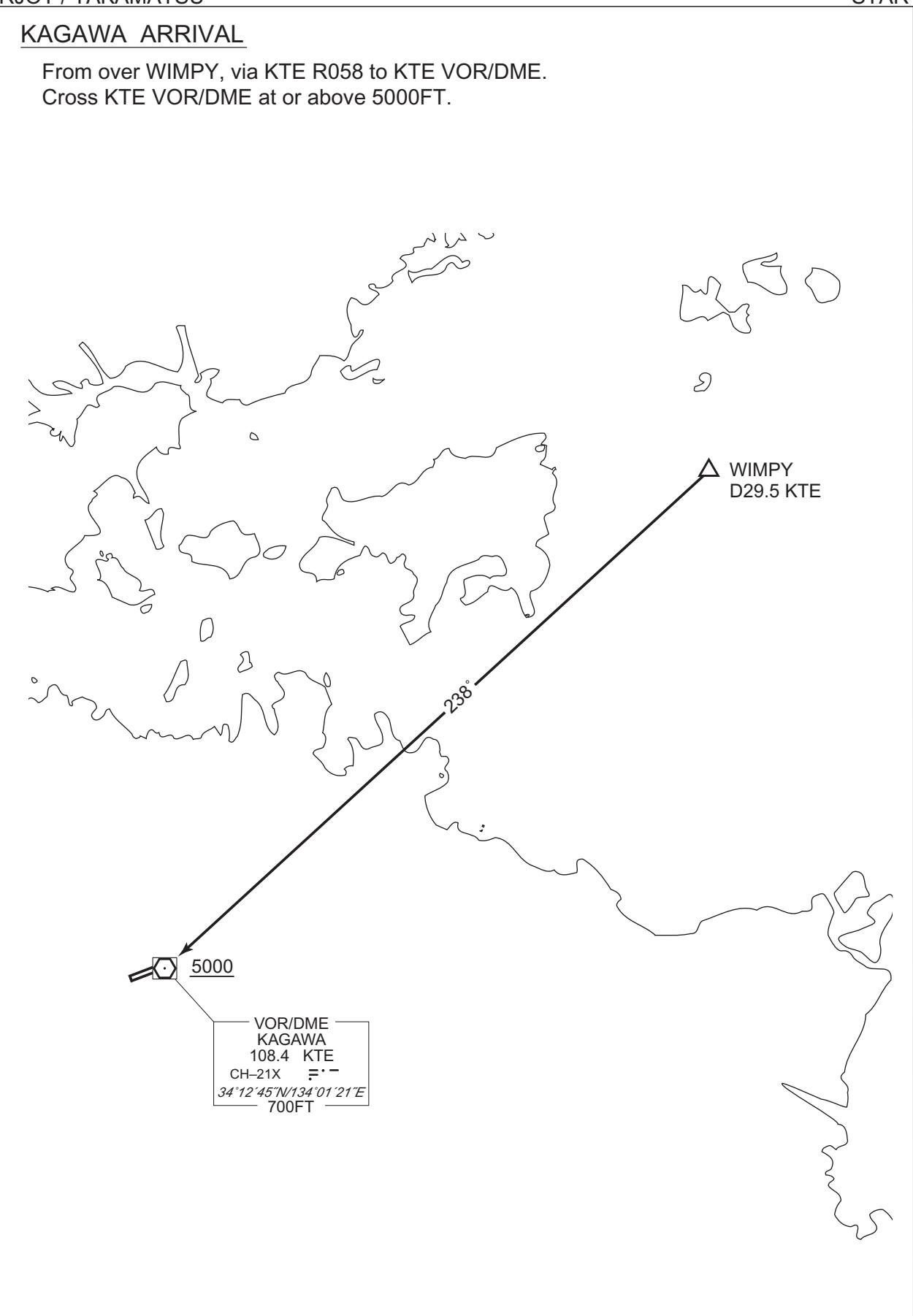
RJOT / TAKAMATSU

STAR

KAGAWA ARRIVAL

From over WIMPY, via KTE R058 to KTE VOR/DME.
Cross KTE VOR/DME at or above 5000FT.

CHANGE : Description of PROC name.



STANDARD ARRIVAL CHART-INSTRUMENT

RJOT / TAKAMATSU

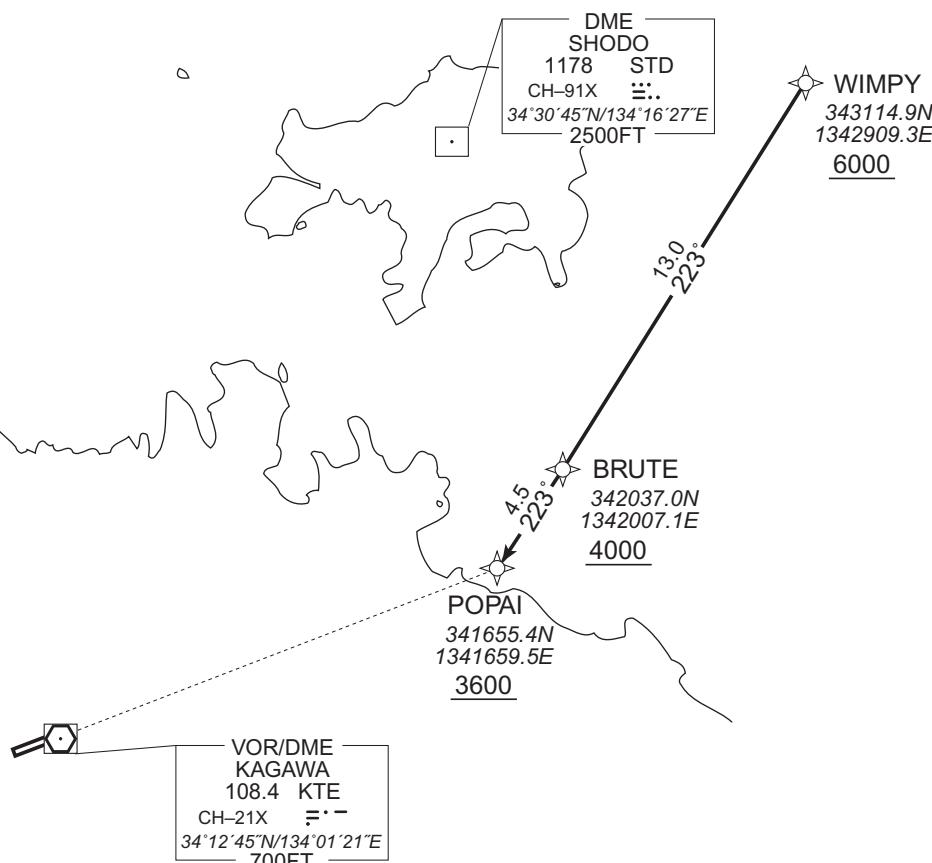
RNAV STAR RWY26

POPAI ARRIVAL

RNAV1

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

VAR 8°W



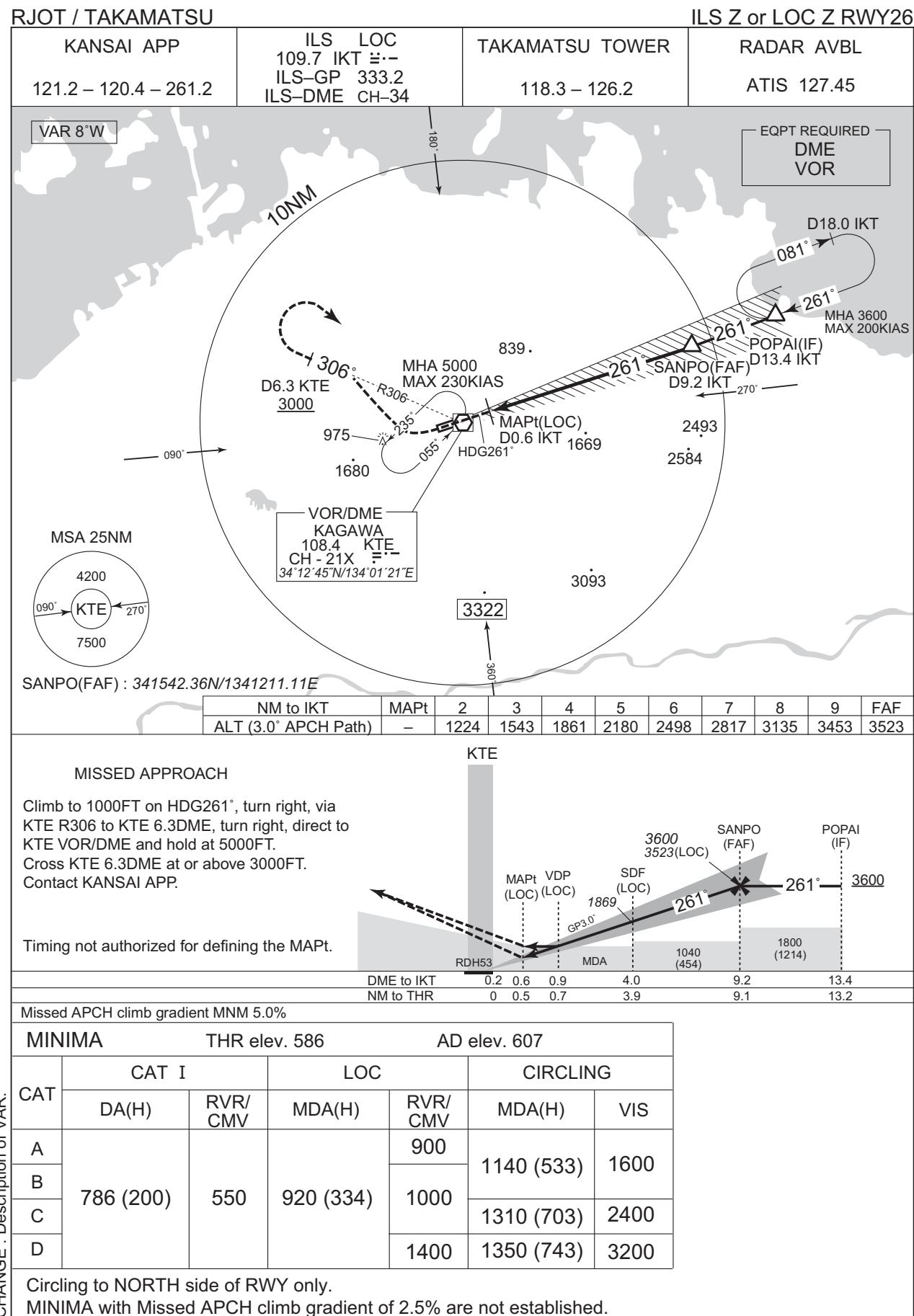
From WIMPY at or above 6000FT, to BRUTE at or above 4000FT, to POPAI at or above 3600FT.

| | |
|-----------------------|--|
| Critical DME | STD : WIMPY - BRUTE, 2.0NM to POPAI - POPAI KTE : WIMPY - BRUTE |
| DME GAP | - |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 |

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|--------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | WIMPY | - | - | -7.6 | - | - | +6000 | - | - | RNAV1 |
| 002 | TF | BRUTE | - | 223 (215.1) | -7.6 | 13.0 | - | +4000 | - | - | RNAV1 |
| 003 | TF | POPAI | - | 223 (215.0) | -7.6 | 4.5 | - | +3600 | - | - | RNAV1 |

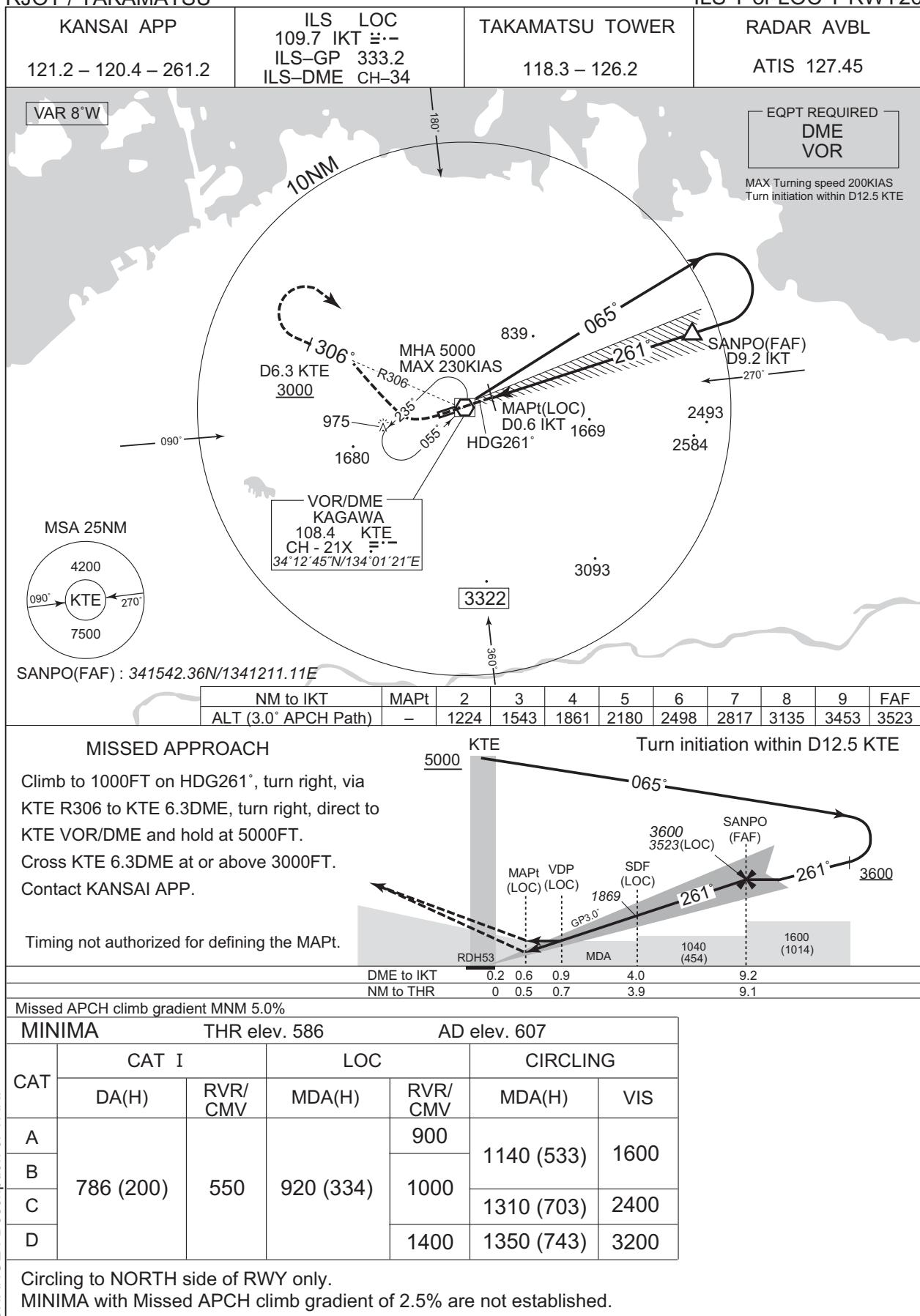
CHANGE : Critical DME added. TAKAMATSU TACAN abolished.

INSTRUMENT APPROACH CHART

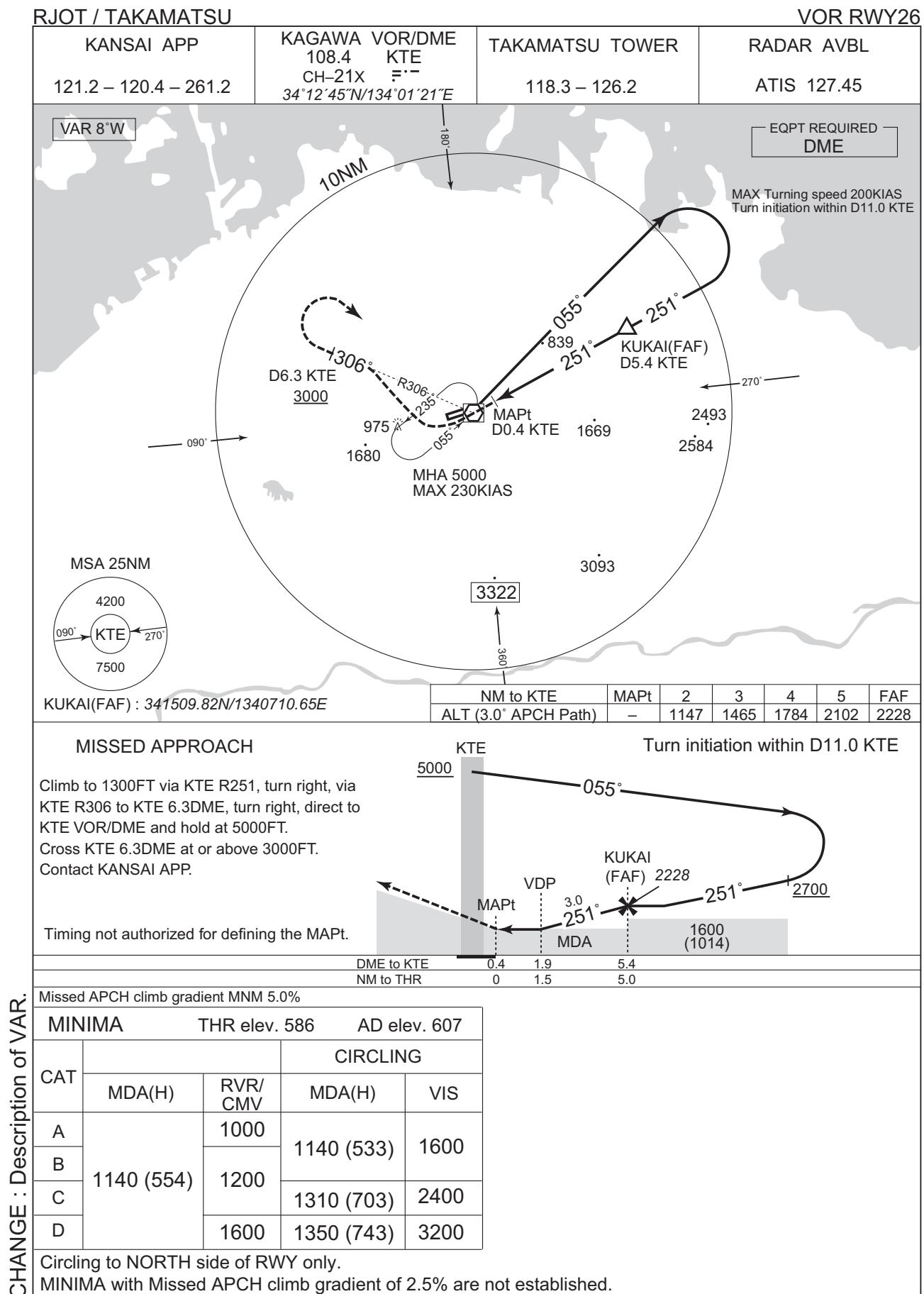


INSTRUMENT APPROACH CHART

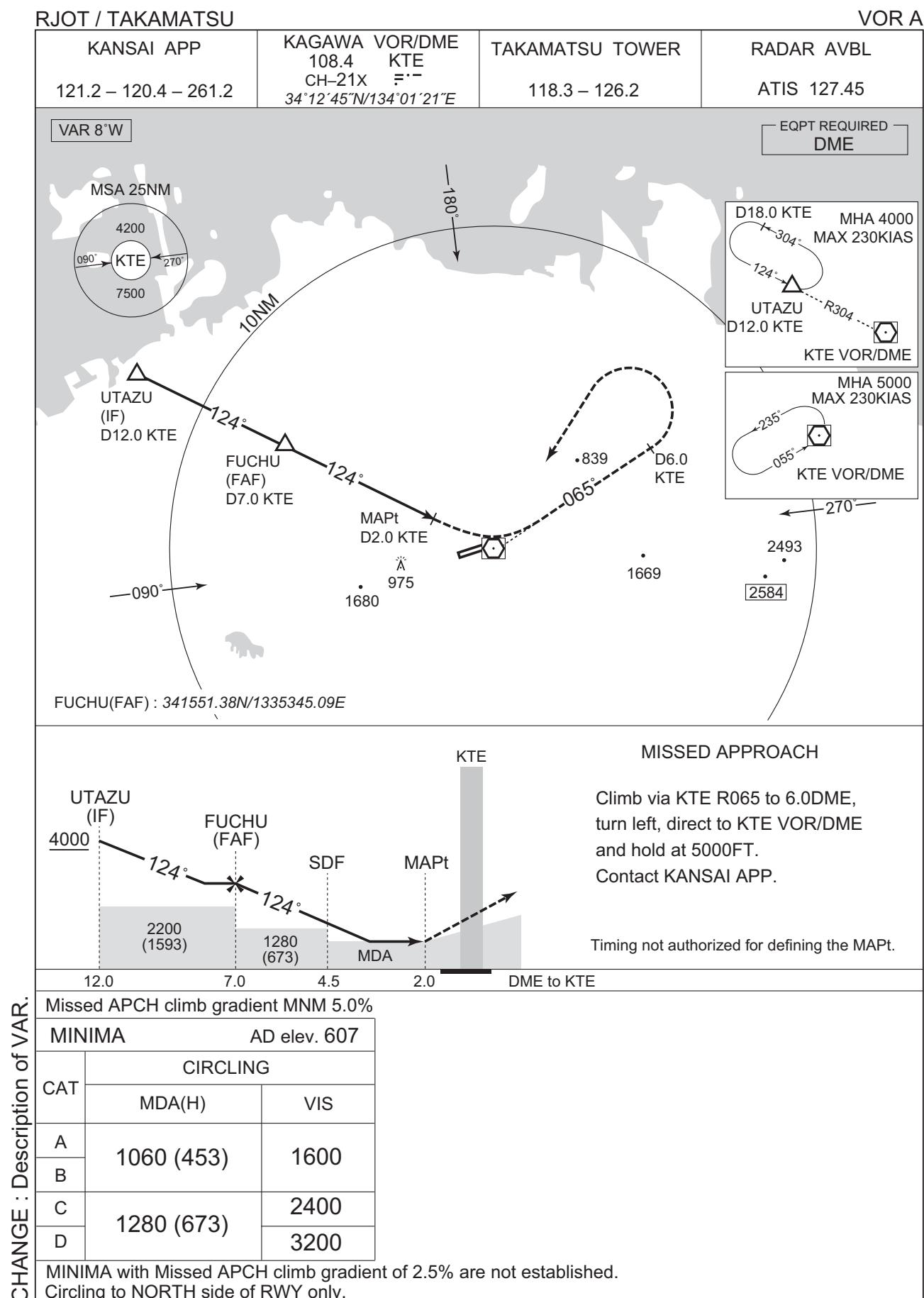
RJOT / TAKAMATSU



INSTRUMENT APPROACH CHART

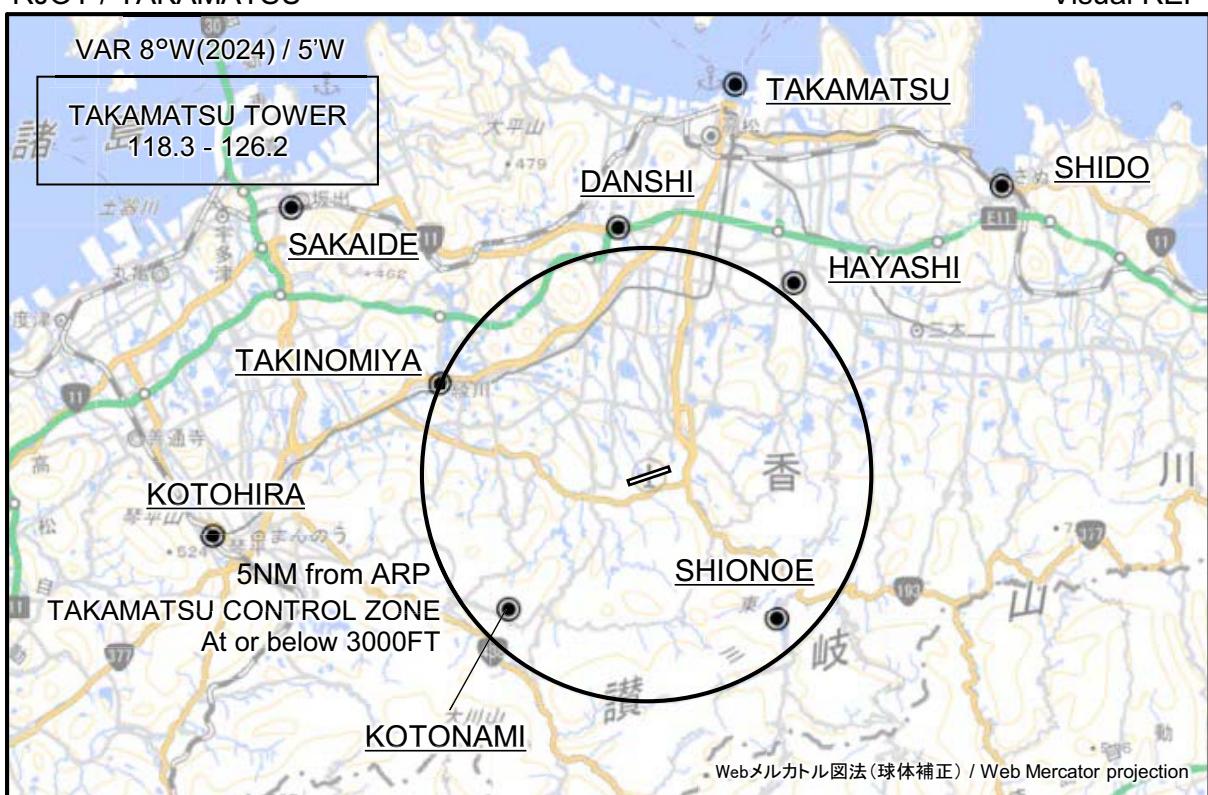


INSTRUMENT APPROACH CHART



RJOT / TAKAMATSU

Visual REP



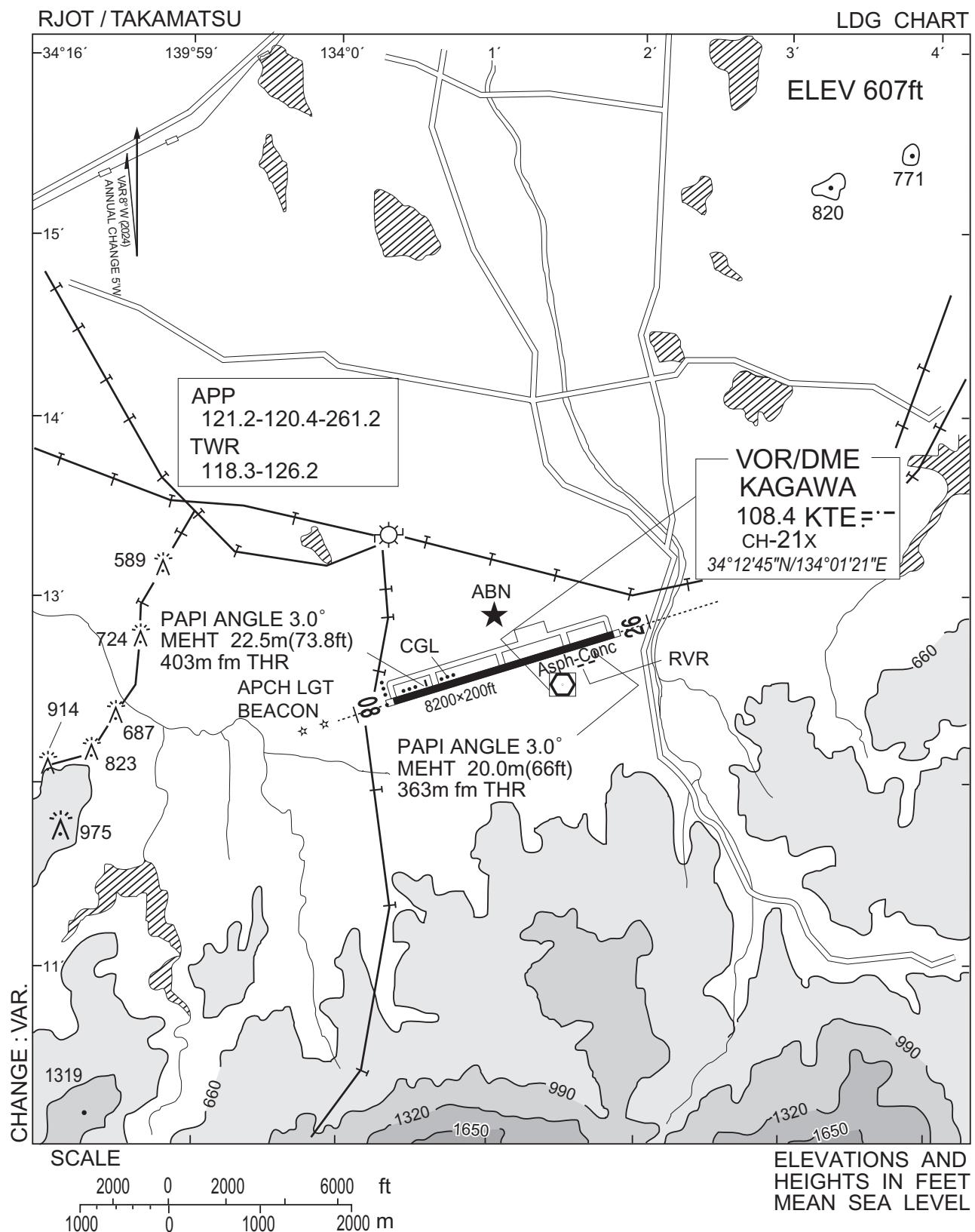
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

| Call sign | BRG / DIST from ARP | Remarks |
|------------------|---------------------|---|
| 高松 Takamatsu | 012°T / 8.9NM | 高松港 Harbor |
| 志度 Shido | 051°T / 10.1NM | JR志度駅 JR Station |
| 坂出 Sakaide | 307°T / 9.9NM | JR坂出駅 JR Station |
| 檀紙 Danshi | 353°T / 5.5NM | 高松檀紙IC Interchange |
| 林 Hayashi | 037°T / 5.3NM | 由良山 Mt. Yura |
| 滝宮 Takinomiya | 294°T / 5.1NM | 琴平電鉄滝宮駅 Station |
| 琴平 Kotohira | 262°T / 9.8NM | JR琴平駅 JR Station |
| 琴南 Kotonami | 226°T / 4.3NM | 四国電力開閉所 Switch station of Electric Power |
| 塩江 Shionoe | 138°T / 4.2NM | 内場池 Pond of Naiba |

注:有視界飛行方式により高松空港に着陸しようとする航空機又は高松航空交通管制圏を通過しようとする航空機は、東方向から進入する場合は、志度ポイント上空で、西方向から進入する場合は、坂出ポイント又は琴平ポイント上空で、北方向から進入する場合は、高松ポイント上空において高松タワーに連絡すること。

NOTE : When VFR flight is going to enter the control zone for landing or passing through, the pilot should contact with the control tower over;
SHIDO in case of coming from east/
SAKAIDE or KOTOHIRA in case of coming from west/
TAKAMATSU in case of coming from north.

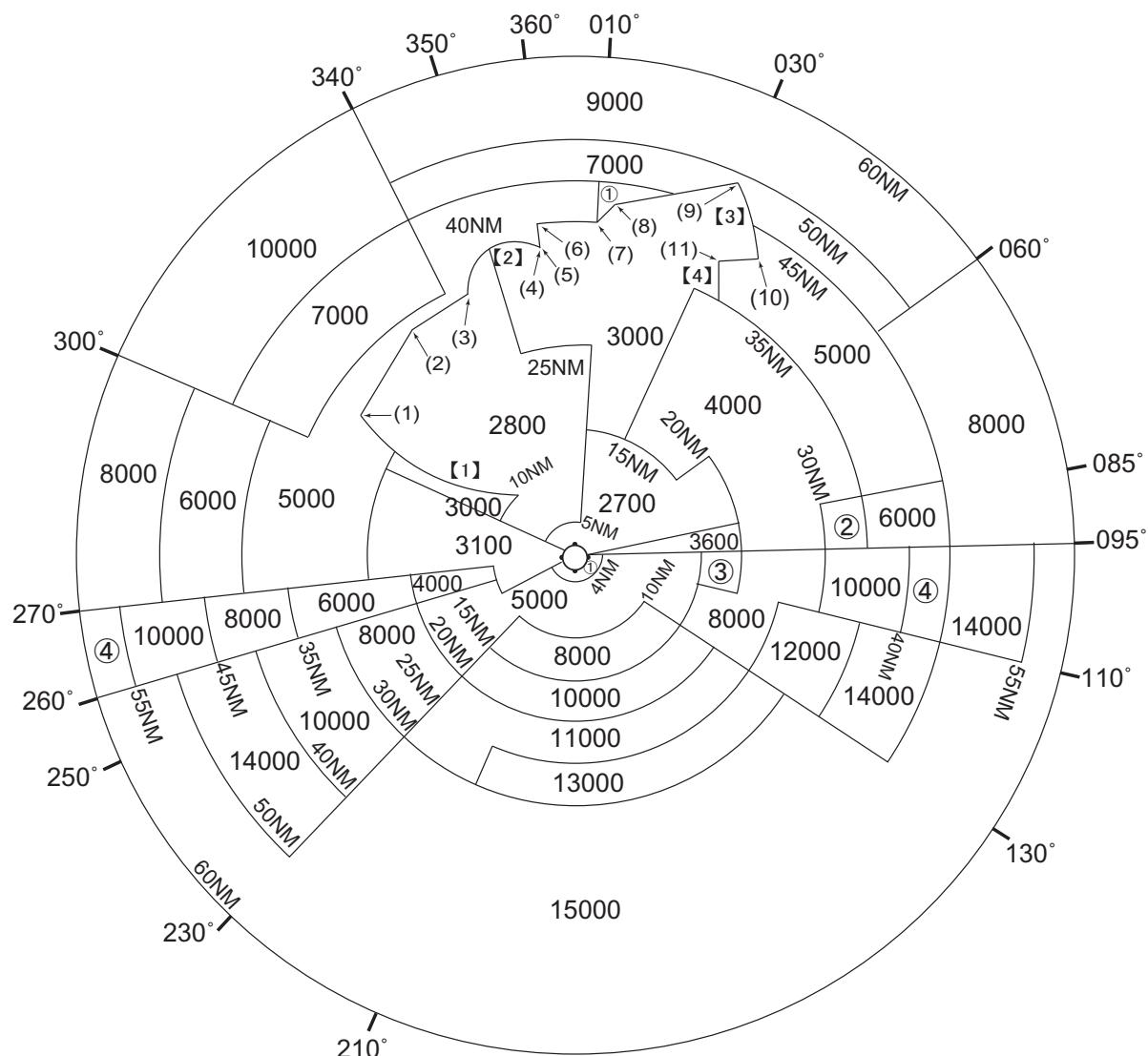
CHANGE : VAR.



RJOT / TAKAMATSU

Minimum Vectoring Altitude CHART

VAR 8°W (2024)



CHANGE : Update(BTN 130° and 230°).

- | | |
|-----------|-----------------------|
| (1) 4000 | (1) 342946N/1332749E |
| (2) 5000 | (2) 343957N/1333528E |
| (3) 6000 | (3) 344445N/1334517E |
| (4) 12000 | (4) 344928N/1335453E |
| | (5) 344932N/1335502E |
| | (6) 345247N/1335429E |
| | (7) 345311N/1340229E |
| | (8) 345434N/1340519E |
| | (9) 345733N/1342446E |
| | (10) 344828N/1342739E |
| | (11) 344758N/1342134E |

- | |
|--------------------------------------|
| [1] 25NM (CENTER : 344525N/1335119E) |
| [2] 5NM (CENTER : 344525N/1335119E) |
| [3] 30NM (CENTER : 344525N/1335119E) |
| [4] 25NM (CENTER : 344525N/1335119E) |

CENTER : 341315N/1340115E (RADAR SITE)