RJOT / TAKAMATSU AD CHART

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8° W-APR 2017

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 8˚ W-APR 2017

AERODROME OBSTACLE CHART-ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

LEGEND

- AERODROME REFERENCE POINT 34°12'51"N 134°00'56"E
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS(ft)

AMENDMENT RECORD

Nr	DATE	ENTERED BY

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

RJOT / TAKAMATSU SID

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU — RNAV SID and TRANSITION

SAYOH ONE 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. 2) RADAR service required.	Critical DME	RWY08 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER MIYAZU TRANSITION CUE : 1.7NM to CHIZU – YME
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

SAYOH ONE DEPARTURE

RWY08 : Climb on HDG080° at or above 1700FT, turn left direct to SAYOH at or above 12000FT.

RWY26 : Climb on HDG260° 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 ONE 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	—	—	080 (072.9)	-7.2	—	—	+1700	—	—	RNAV1
002	DF	SAYOH	—	—	-7.2	—	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	—	—	260 (252.9)	-7.2	—	—	+2200	—	—	RNAV1
002	DF	SAYOH	—	—	-7.2	—	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	—	—	-7.2	—	—	—	—	—	RNAV1
002	TF	CHIZU	—	055 (048.0)	-7.2	9.7	—	—	—	—	RNAV1
003	TF	YME	—	056 (048.6)	-7.2	41.1	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU RNAV SID

WASYU TWO 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	RWY08 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7˚ W(2014)

WASYU TWO DEPARTURE

RWY08 : Climb on HDG080˚ at or above 1700FT, turn left direct to WASYU.
RWY26 : Climb on HDG260˚ 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 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	—	—	080 (072.9)	-7.2	—	—	+1700	—	—	RNAV1
002	DF	WASYU	—	—	-7.2	—	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	—	—	260 (252.9)	-7.2	—	—	+2200	—	—	RNAV1
002	DF	WASYU	—	—	-7.2	—	R	—	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU — RNAV SID and TRANSITION

TAROH TWO 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 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER MIHO TRANSITION HGE : 50NM to MIHOU – 36NM to MIHOU OIE : 5NM to MIHOU – MIHOU
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

TAROH TWO DEPARTURE

RWY08 : Climb on HDG080˚ at or above 1700FT, turn left direct to TAROH.

RWY26 : Climb on HDG260˚ 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.

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU RNAV SID and TRANSITION

TAROH 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	—	—	080 (072.9)	-7.5	—	—	+1700	—	—	RNAV1
002	DF	TAROH	—	—	-7.5	—	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	—	—	260 (252.9)	-7.5	—	—	+2200	—	—	RNAV1
002	DF	TAROH	—	—	-7.5	—	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	—	—	-7.5	—	—	—	—	—	RNAV1
002	TF	MIHOU	—	333 (325.8)	-7.5	59.2	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU — RNAV SID and TRANSITION

OLIVE ONE DEPARTURE SHTLE 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 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER SHTLE TRANSITION CUE : 50.0NM to SHTLE – 45.0NM to SHTLE KCC : 35.0NM to SHTLE – 16.0NM to SHTLE YOE : 66.0NM to SHTLE – 63.0NM to SHTLE
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7˚ W(2014)

OLIVE ONE DEPARTURE

RWY08 : Climb on HDG 080˚ at or above 1700FT, turn left direct to OLIVE.
RWY26 : Climb on HDG 260˚ 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.

SHTLE TRANSITION

From OLIVE, to HYOGO, to SANDA, to SHTLE.

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU RNAV SID and TRANSITION

OLIVE ONE 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	—	—	080 (072.9)	-7.2	—	—	+1700	—	—	RNAV1
002	DF	OLIVE	—	—	-7.2	—	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	—	—	260 (252.9)	-7.2	—	—	+2200	—	—	RNAV1
002	DF	OLIVE	—	—	-7.2	—	R	—	—	—	RNAV1

SHTLE 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	—	—	-7.2	—	—	—	—	—	RNAV1
002	TF	HYOGO	—	084 (076.8)	-7.2	27.6	—	—	—	—	RNAV1
003	TF	SANDA	—	084 (076.4)	-7.2	18.6	—	—	—	—	RNAV1
004	TF	SHTLE	—	101 (093.9)	-7.2	78.3	—	—	—	—	RNAV1

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.

STANDARD ARRIVAL CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV STAR RWY26

POPAI ARRIVAL

RNAV1

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

POPAI ARRIVAL

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

Critical DME	–
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 : VAR, POPAI

INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU

ILS Z or LOC Z RWY26

KANSAI APP	ILS LOC	TAKAMATSU TOWER	RADAR AVBL
121.2 – 120.4 – 261.2	109.7 IKT ILS–GP 333.2 ILS–DME CH–34	118.3 – 126.2	ATIS 127.45

SANPO(FAF) : *341542.36N/1341211.11E*

NM to IKT	MAPt	2	3	4	5	6	7	8	9	FAF
ALT (3.0˚ APCH Path)	–	1224	1543	1861	2180	2498	2817	3135	3453	3523

MISSED APPROACH

Climb to 1000FT on HDG261˚, turn right, via KTE R306 to KTE 6.3DME, turn right, direct to KTE VOR/DME and hold at 5000FT.
Cross KTE 6.3DME at or above 3000FT.
Contact KANSAI APP.

Timing not authorized for defining the MAPt.

DME to IKT	0.2	0.6	0.9	4.0	9.2	13.4
NM to THR	0	0.5	0.7	3.9	9.1	13.2

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 586 AD elev. 607

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	786 (200)	550	920 (334)	900	1140 (533)	1600
B				1000		
C					1310 (703)	2400
D				1400	1350 (743)	3200

Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : HDG

INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU — ILS Y or LOC Y RWY26

KANSAI APP	ILS LOC	TAKAMATSU TOWER	RADAR AVBL
121.2 – 120.4 – 261.2	109.7 IKT ILS–GP 333.2 ILS–DME CH–34	118.3 – 126.2	ATIS 127.45

SANPO(FAF) : *341542.36N/1341211.11E*

NM to IKT	MAPt	2	3	4	5	6	7	8	9	FAF
ALT (3.0˚ APCH Path)	–	1224	1543	1861	2180	2498	2817	3135	3453	3523

MISSED APPROACH

Climb to 1000FT on HDG261˚, turn right, via KTE R306 to KTE 6.3DME, turn right, direct to KTE VOR/DME and hold at 5000FT.
Cross KTE 6.3DME at or above 3000FT.
Contact KANSAI APP.

Timing not authorized for defining the MAPt.

DME to IKT	0.2	0.6	0.9	4.0	9.2
NM to THR	0	0.5	0.7	3.9	9.1

Missed APCH climb gradient MNM 5.0%

MINIMA — THR elev. 586 — AD elev. 607

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	786 (200)	550	920 (334)	900	1140 (533)	1600
B				1000		
C					1310 (703)	2400
D				1400	1350 (743)	3200

Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : HDG

INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU — VOR RWY26

KANSAI APP	KAGAWA VOR/DME 108.4 KTE CH–21X *34°12′45″N/134°01′21″E*	TAKAMATSU TOWER	RADAR AVBL
121.2 – 120.4 – 261.2		118.3 – 126.2	ATIS 127.45

KUKAI(FAF) : *341509.82N/1340710.65E*

NM to KTE	MAPt	2	3	4	5	FAF
ALT (3.0° APCH Path)	–	1147	1465	1784	2102	2228

MISSED APPROACH

Climb to 1300FT via KTE R251, turn right, via KTE R306 to KTE 6.3DME, turn right, direct to KTE VOR/DME and hold at 5000FT.
Cross KTE 6.3DME at or above 3000FT.
Contact KANSAI APP.

Timing not authorized for defining the MAPt.

Turn initiation within D11.0 KTE

DME to KTE	0.4	1.9	5.4
NM to THR	0	1.5	5.0

Missed APCH climb gradient MNM 5.0%

MINIMA — THR elev. 586 — AD elev. 607

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	1140 (554)	1000	1140 (533)	1600
B		1200		
C			1310 (703)	2400
D		1600	1350 (743)	3200

Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : Update

INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU — VOR A

KANSAI APP	KAGAWA VOR/DME 108.4 KTE CH–21X *34°12′45″N/134°01′21″E*	TAKAMATSU TOWER	RADAR AVBL
121.2 – 120.4 – 261.2		118.3 – 126.2	ATIS 127.45

MISSED APPROACH

Climb via KTE R065 to 6.0DME, turn left, direct to KTE VOR/DME and hold at 5000FT.
Contact KANSAI APP.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5.0%

MINIMA — AD elev. 607

CAT	CIRCLING MDA(H)	CIRCLING VIS
A	1060 (453)	1600
B		
C	1280 (673)	2400
D		3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : MSA

RJOT/TAKAMATSU Visual REP

Call sign	BRG / DIST from ARP	Remarks
高　松 Takamatsu	017°/8.5NM	高松港 Harbor
林 Hayashi	044°/5NM	由良山 Mt. Yura
志　度 Shido	058°/9NM	JR志度駅 JR Station
塩　江 Shionoe	150°/4.5NM	内場池 Pond of Naiba
琴　南 Kotonami	245°/5NM	四国電力開閉所 Switch station of Electric Power
琴　平 Kotohira	267°/10NM	JR琴平駅 JR Station
滝　宮 Takinomiya	296°/5NM	琴平電鉄滝宮駅 Station
坂　出 Sakaide	311°/10NM	JR坂出駅 JR Station
檀　紙 Danshi	359°/5NM	ガスタンク Gas tank

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.

RJOT / TAKAMATSU
LDG CHART
34°16´
139°59´
134°0´
1´
2´
3´
4´
15´
14´
13´
11´
ELEV 607ft
771
820
VAR 6° 53 W
APP
121.2-120.4-261.2
TWR
118.3-126.2
VOR/DME
KAGAWA
108.4 KTE
CH-21X
34°12'45"N/134°01'21"E
589
724
914
687
823
975
1319
PAPI ANGLE 3.0°
MEHT 22.5m(73.8ft)
403m fm THR
APCH LGT
BEACON
ABN
CGL
8200×200ft
Asph-Conc
RVR
PAPI ANGLE 3.0°
MEHT 20.0m(66ft)
363m fm THR
660
990
1320
1650
SCALE
2000 0 2000 6000 ft
1000 0 1000 2000 m
ELEVATIONS AND
HEIGHTS IN FEET
MEAN SEA LEVEL

RJOT / TAKAMATSU Minimum Vectoring Altitude CHART

VAR 7˚W (2009)

① 4000
② 5000
③ 6000
④ 12000

(1) *342745N/1340555E*
(2) *343708N/1340544E*
(3) *344652N/1341352E*
(4) *344751N/1341904E*

CENTER : *341315N/1340115E* (RADAR SITE)