

RJOT / TAKAMATSU

AD CHART



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)



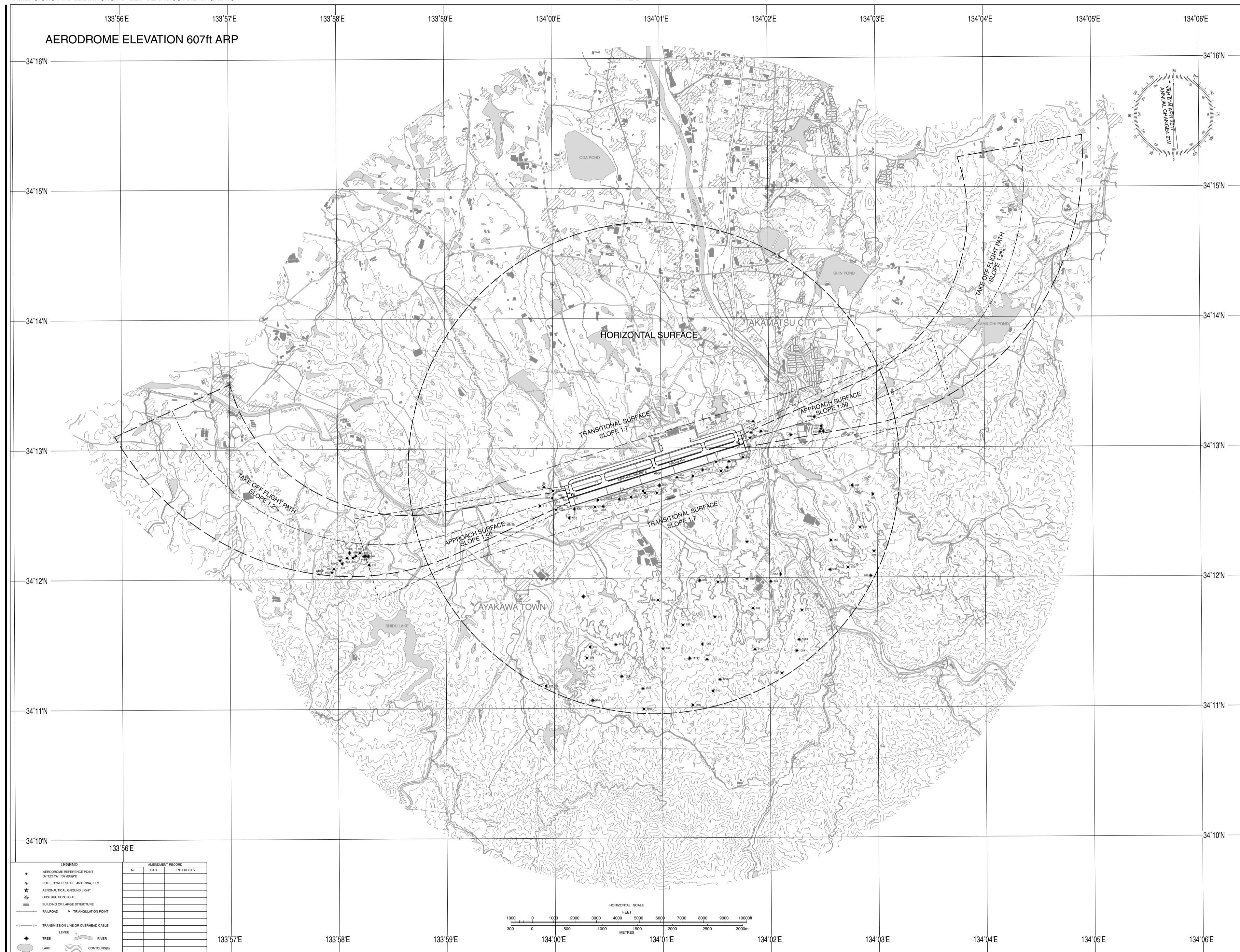
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 8° W-APR 2017



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO
TYPE B

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. 2) RADAR service required.	Critical DME DME GAP Inappropriate Navaids	RWY08 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER MIYAZU TRANSITION 1.7NM to CHIZU – YME See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1
VAR 8° W		
CHANGE : Description of VAR, CHIZU(FIX symbol).		
<p>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.</p> <p>Note RWY08 : 5.0% climb gradient required up to 1700FT. OBST ALT 755FT located at 0.7NM 100° FM end of RWY08.</p> <p>RWY26 : 6.6% climb gradient required up to 2200FT. OBST ALT 1772FT located at 3.3NM 255° FM end of RWY26.</p> <p>MIYAZU TRANSITION From SAYOH, to CHIZU, to YME.</p>		

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

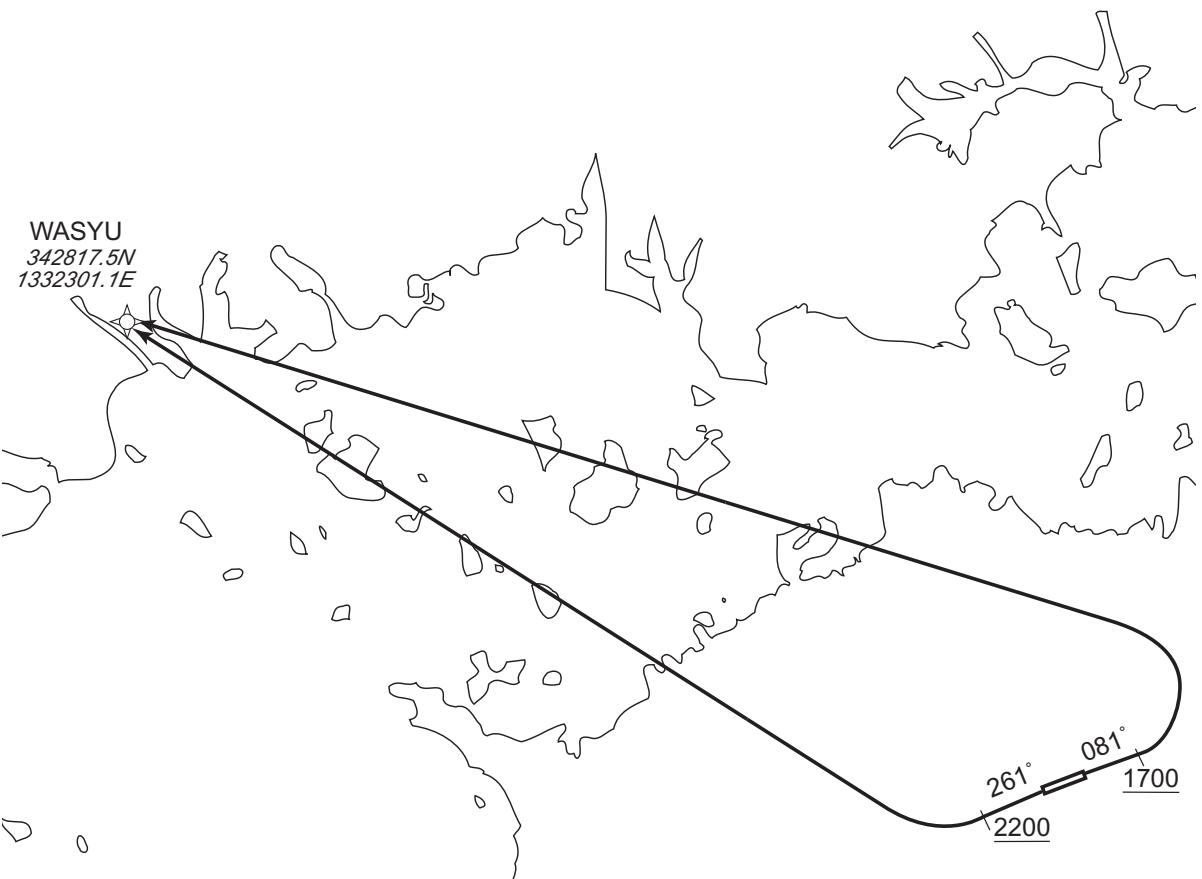
STANDARD DEPARTURE CHART-INSTRUMENT

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 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER
2) RADAR service required.	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8° W



CHANGE : Description of VAR and PROC name. WASYU(FIX symbol).

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

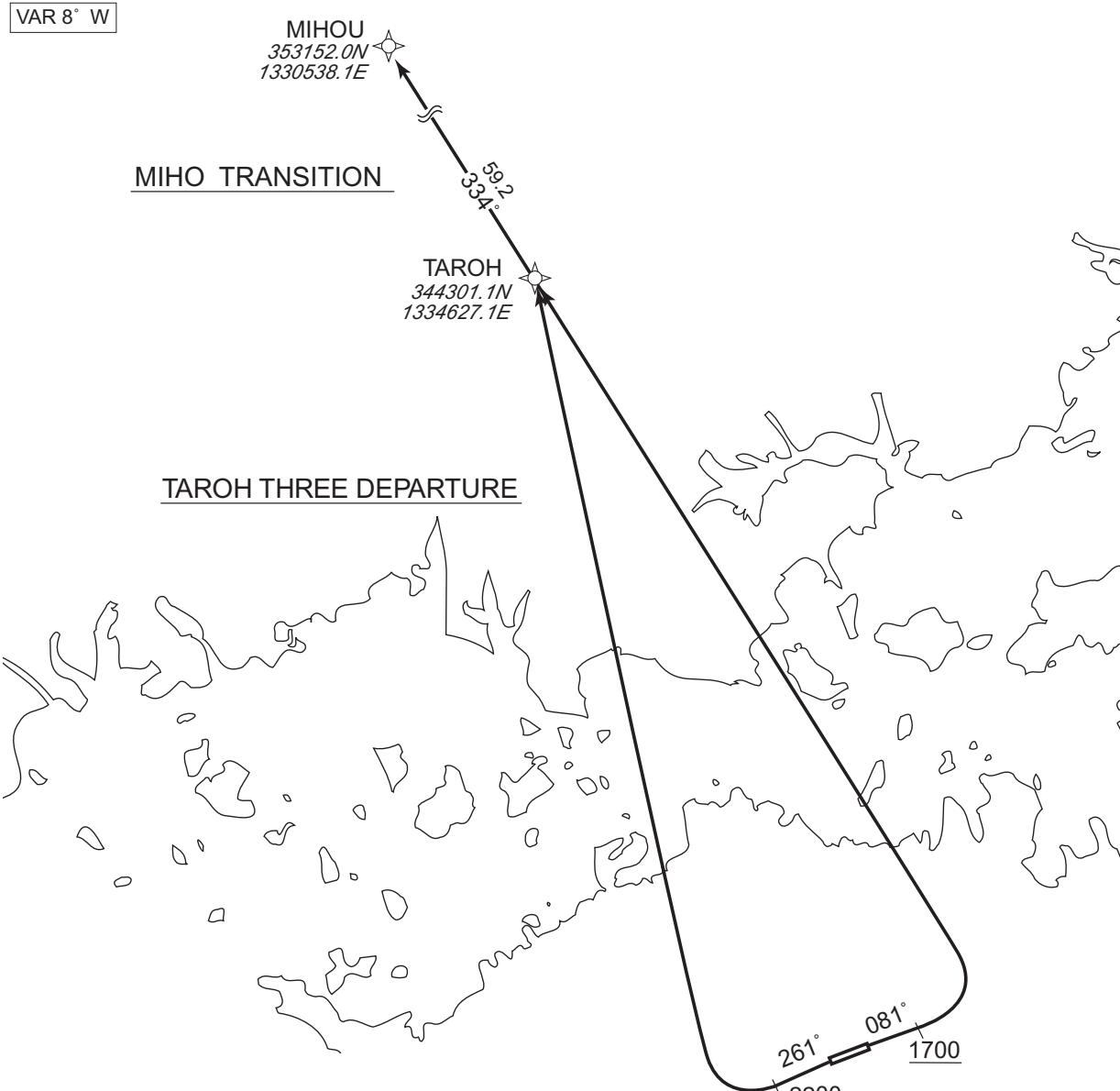
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	081 (072.9)	-7.8	—	—	+1700	—	—	RNAV1
002	DF	WASYU	—	—	-7.8	—	L	—	—	—	RNAV1

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 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER MIHO TRANSITION OIE : 5NM to MIHOU – MIHOU
		DME GAP	–
		Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1
			
CHANGE : Description of VAR, Critical DME.	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.		

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

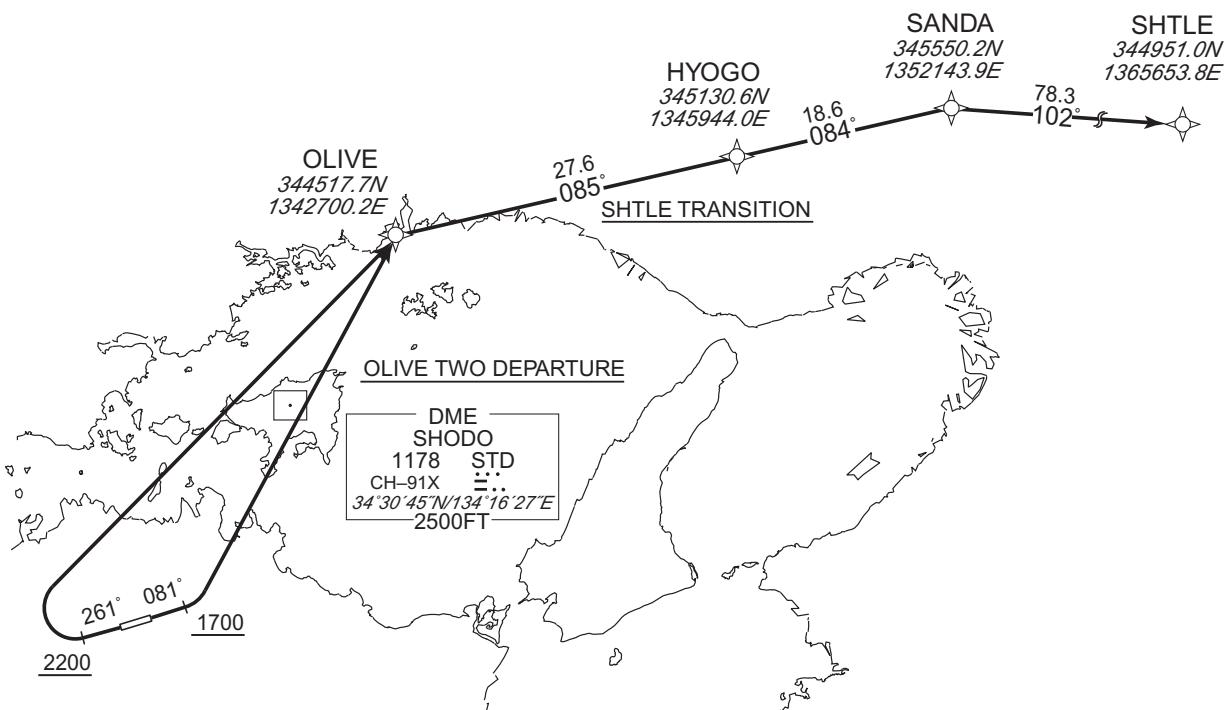
MIHO TRANSITION

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

STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU		RNAV SID and TRANSITION
OLIVE TWO 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.	Critical DME	RWY08 STD : DER – 1NM from DER RWY26 STD : DER – 2NM from DER SHTLE TRANSITION KCC : 35.0NM to SHTLE – 16.0NM to SHTLE YOE : 66.0NM to SHTLE – 63.0NM to SHTLE
2) RADAR service required.	DME GAP	SHTLE TRANSITION 50.0NM to SHTLE – 45.0NM to SHTLE
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8° W



CHANGE : Description of VAR, OLIVE, SANDA(FIX symbol).

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.

SHTLE TRANSITION

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

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

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	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	HYOGO	—	085 (076.8)	-7.8	27.6	—	—	—	—	RNAV1
003	TF	SANDA	—	084 (076.4)	-7.8	18.6	—	—	—	—	RNAV1
004	TF	SHTLE	—	102 (093.9)	-7.8	78.3	—	—	—	—	RNAV1

CHANGE : VAR, SID renamed. PROC course.

STANDARD ARRIVAL CHART-INSTRUMENT

RJOT / TAKAMATSU

STAR

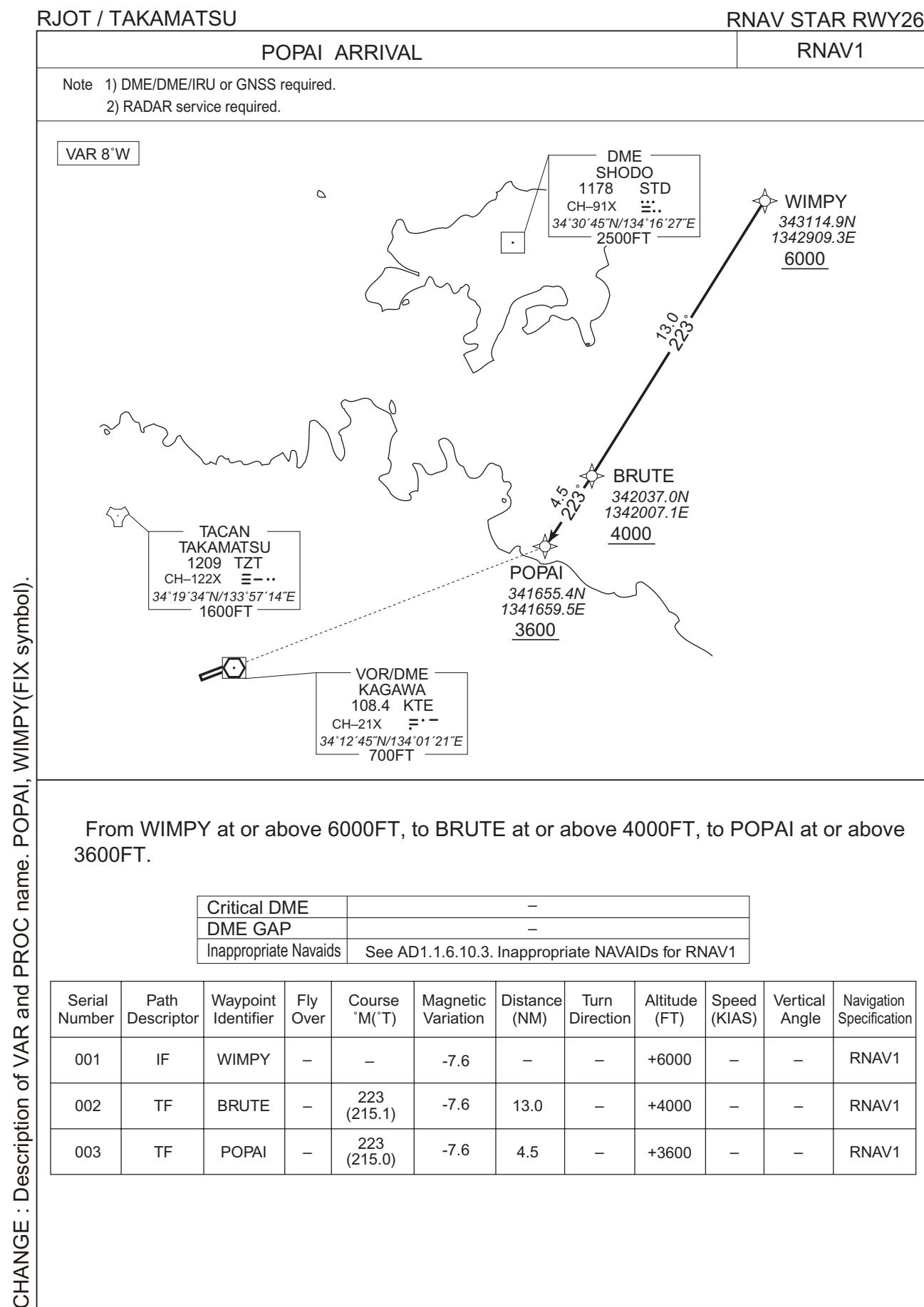
KAGAWA ARRIVAL

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

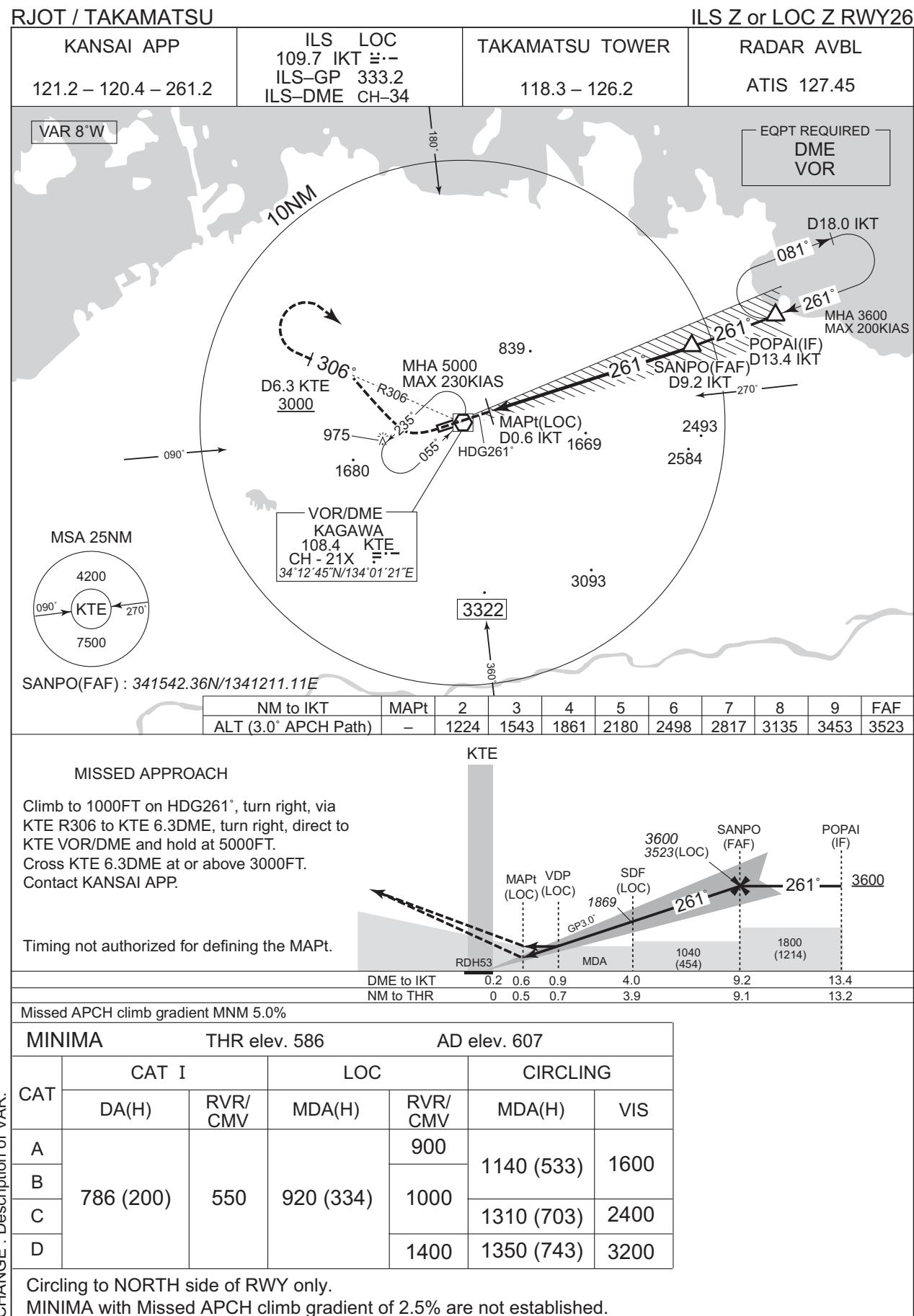
CHANGE : Description of PROC name.



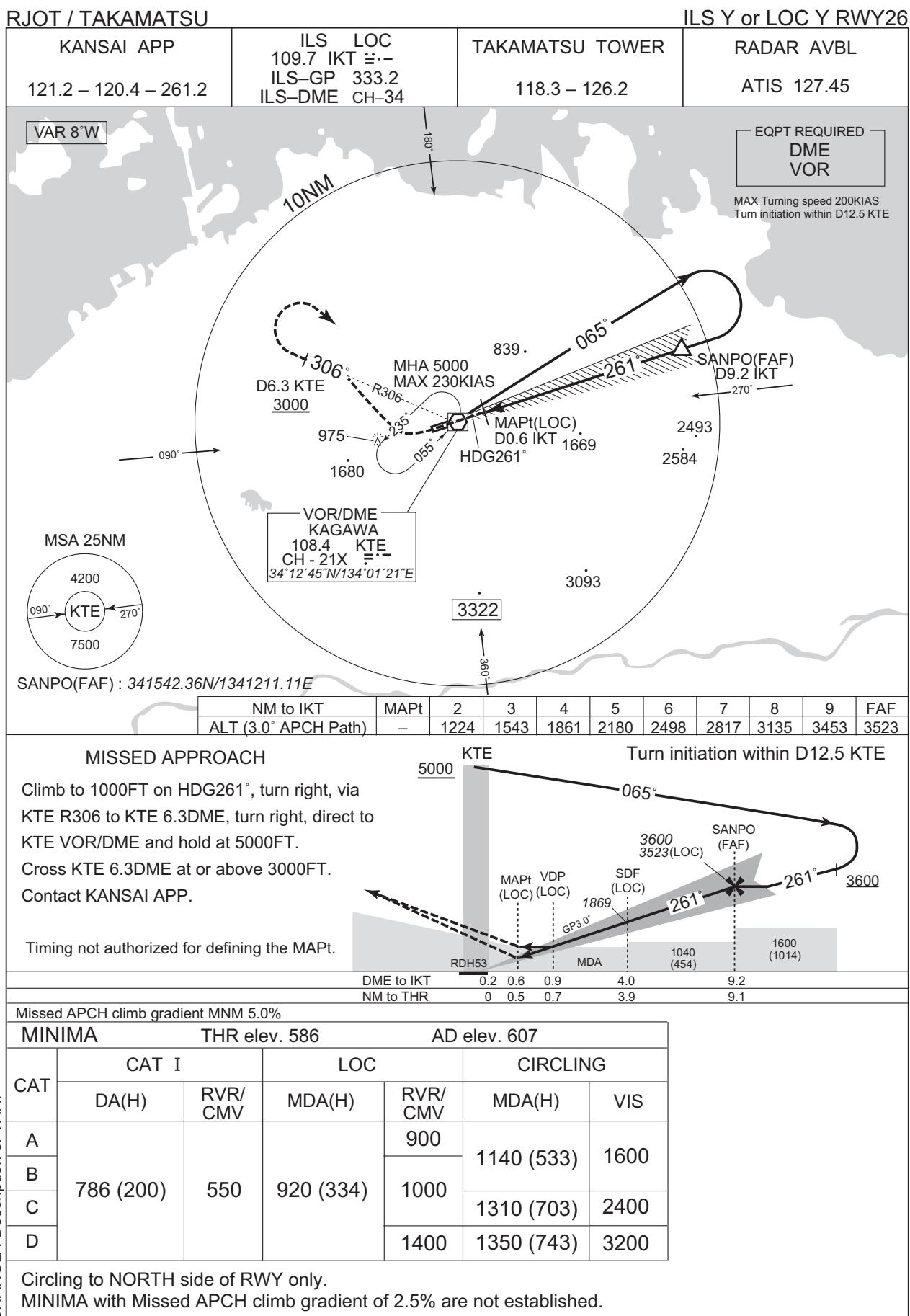
STANDARD ARRIVAL CHART-INSTRUMENT



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU

KANSAI APP

KAGAWA VOR/DME
108.4 KTE
CH-21X F--
34°12'45"N/134°01'21"E

TAKAMATSU TOWER
118.3 – 126.2

RADAR AVBL
ATIS 127.45

VOR RWY26

VAR 8°W

PT REQUIRE
DME

MAX Turning speed 200KIAS
Turn initiation within D11.0 KTE



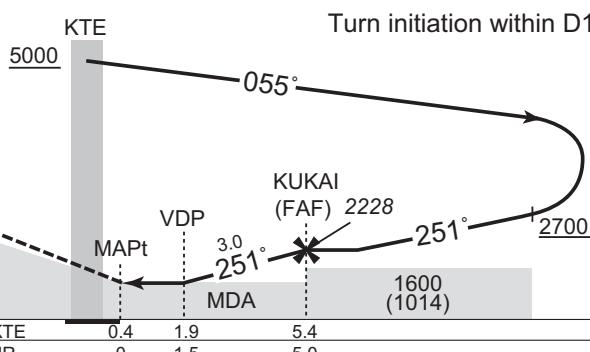
MISSED APPROACH

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

KTE VOR/DME and hold at 3000FT.
Cross KTE 6.3DME at or above 3000FT.
Contact KANSAS APP

Timing not authorized for defining the MAPt.

Turn initiation within D11.0 KTE



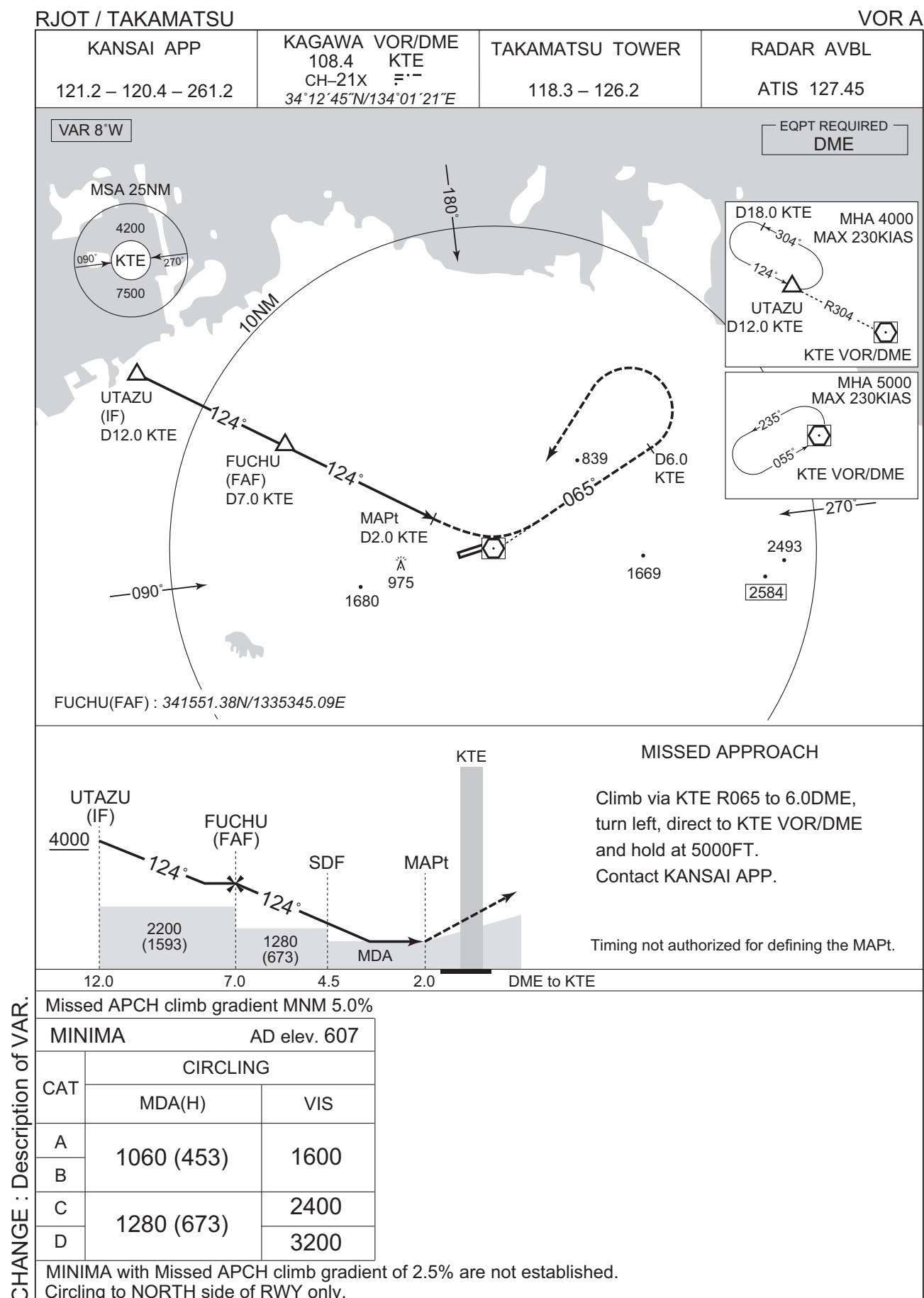
Missed APC-H climb gradient MNM 5.0%

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

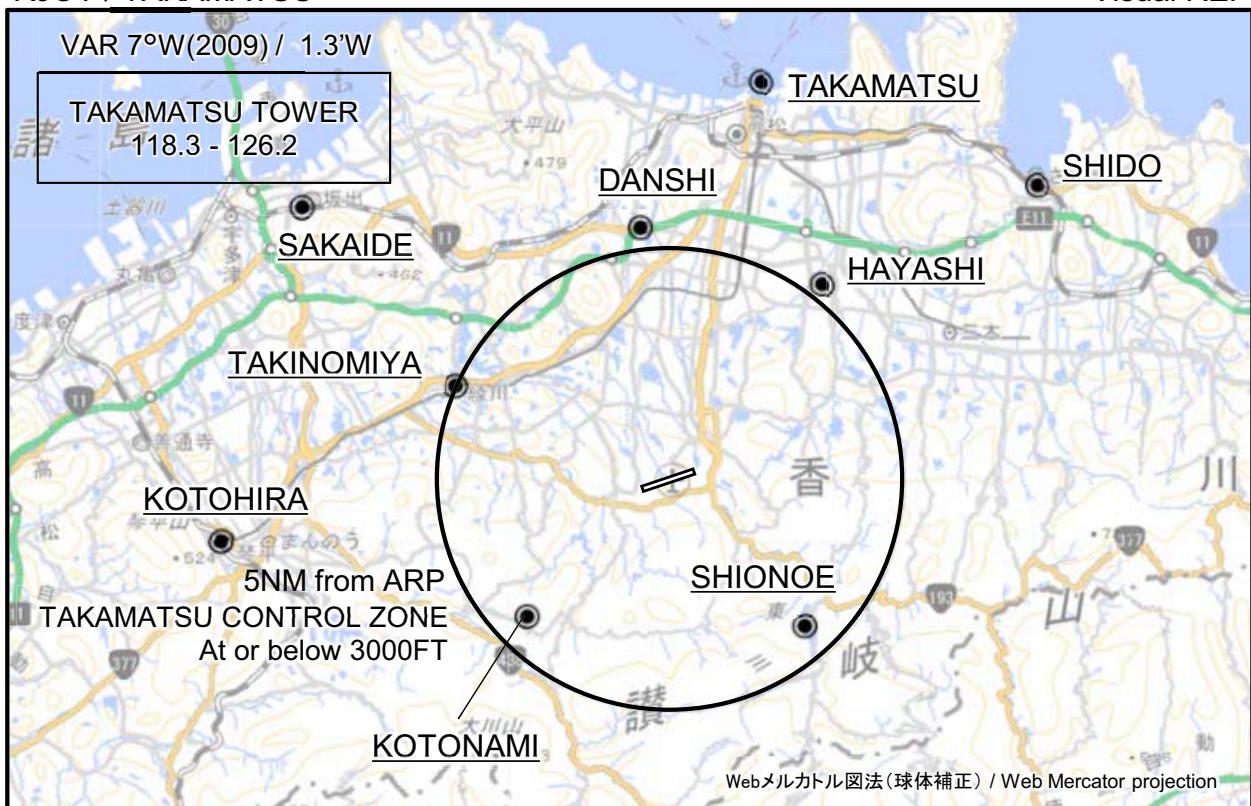
MINIMA with Missed APCH climb gradient of 2.5% are not established

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 Dansi	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

CHANGE : Map updated. BRG/DIST from ARP. Danshi(Remarks).

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

Minimum Vectoring Altitude CHART

VAR 8°W (2018)

