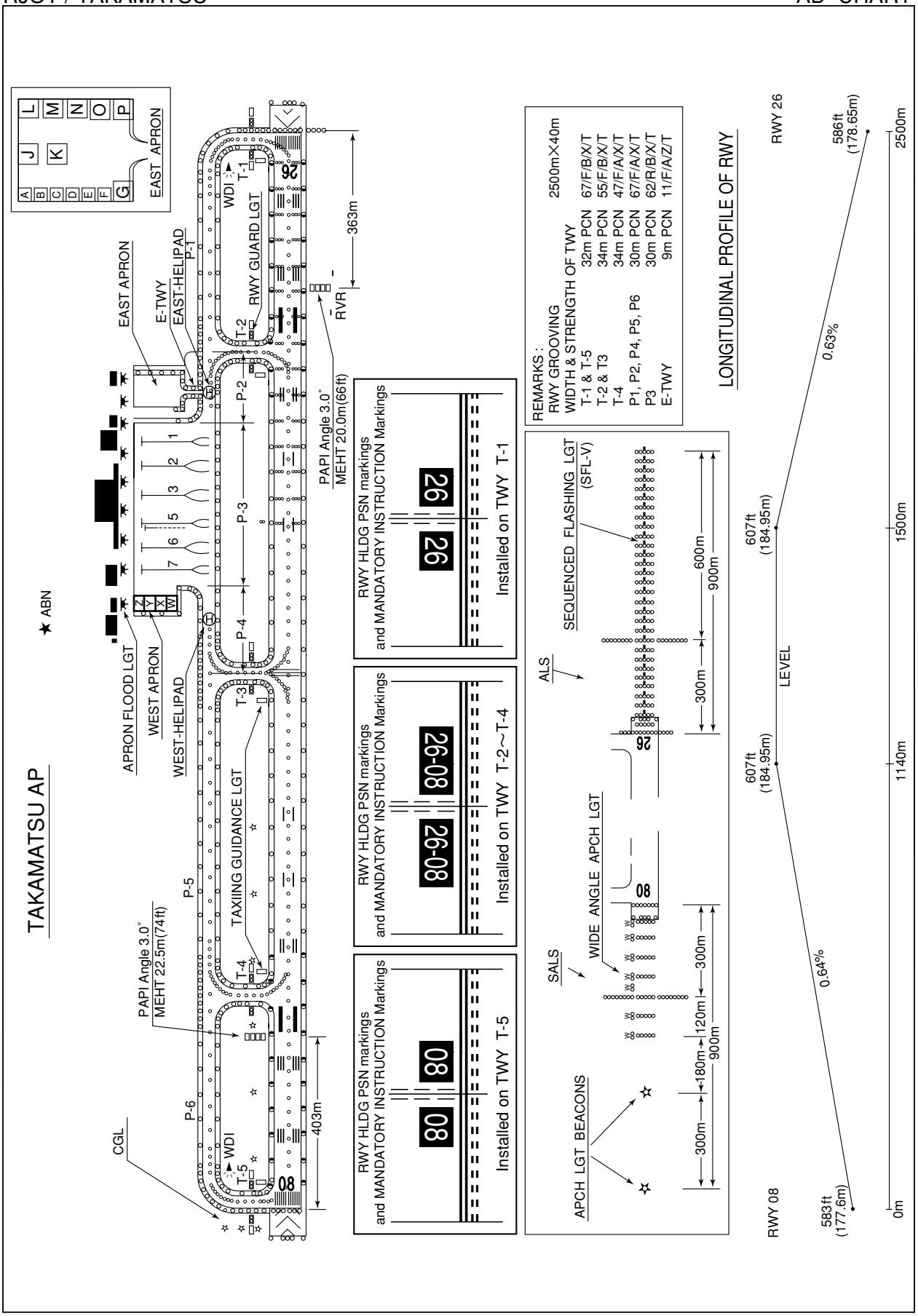
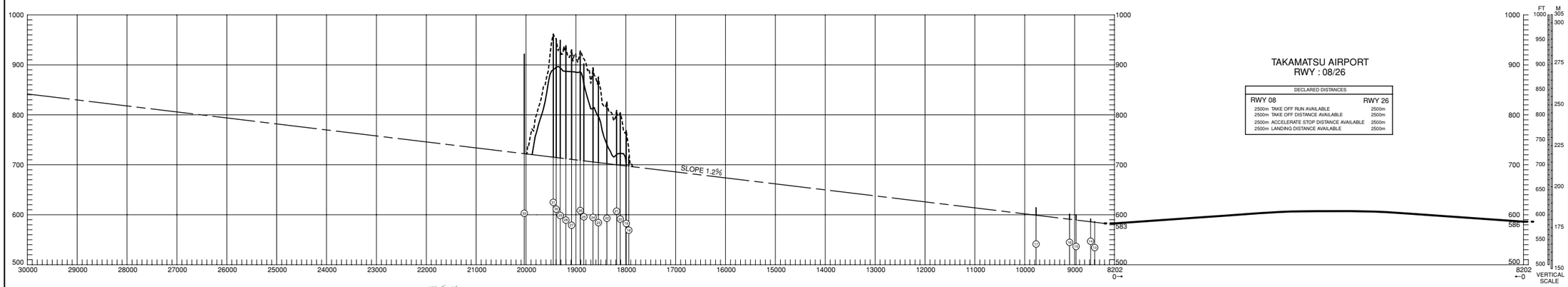
RJOT / TAKAMATSU AD CHART



AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

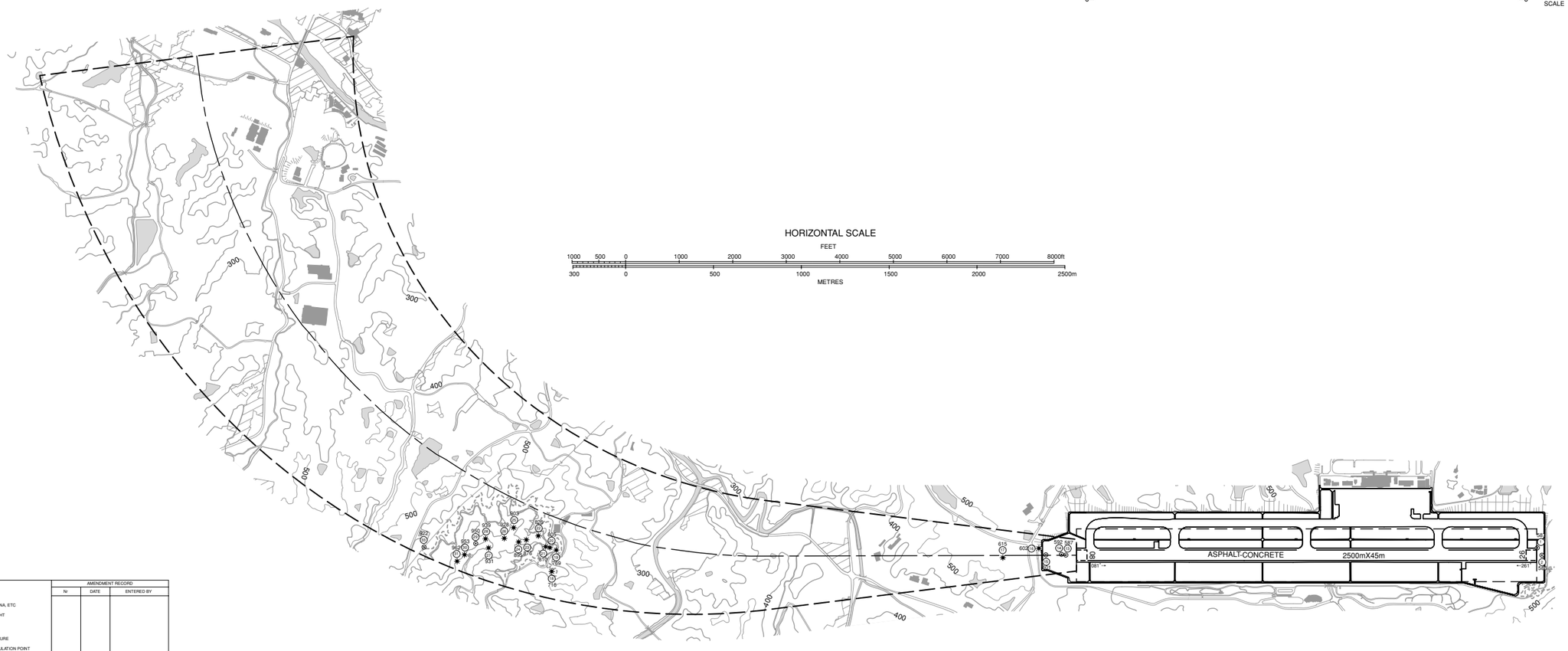
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8° W-APR 2017



TAKAMATSU AIRPORT
RWY : 08/26

DECLARED DISTANCES	
RWY 08	RWY 26
2500m TAKE OFF RUN AVAILABLE	2500m
2500m TAKE OFF DISTANCE AVAILABLE	2500m
2500m ACCELERATE STOP DISTANCE AVAILABLE	2500m
2500m LANDING DISTANCE AVAILABLE	2500m



HORIZONTAL SCALE

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000ft

METRES
300 0 500 1000 1500 2000 2500m

LEGEND

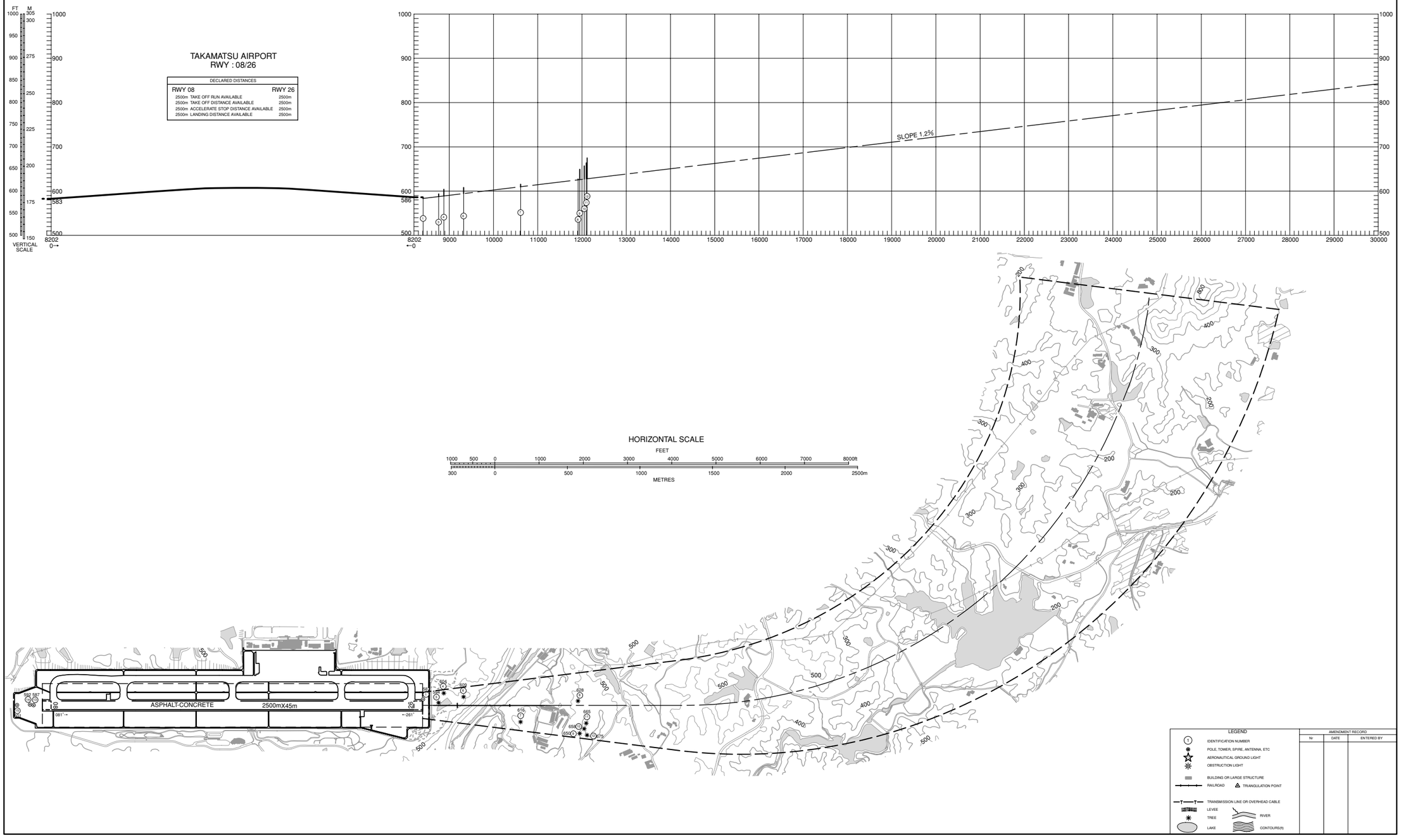
- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- LAKE
- RIVER
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

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

AERODROME ELEVATION 607ft ARP

133°56'E 133°57'E 133°58'E 133°59'E 134°00'E 134°01'E 134°02'E 134°03'E 134°04'E 134°05'E 134°06'E

34°16'N 34°15'N 34°14'N 34°13'N 34°12'N 34°11'N 34°10'N

VAR 8°W APR 2017
ANNUAL CHANGE4.2W

HORIZONTAL SURFACE

TAKE OFF FLIGHT PATH
SLOPE 1.2%

APPROACH SURFACE
SLOPE 1:50

TRANSITIONAL SURFACE
SLOPE 1:7

ODA POND
SHIN POND
YAMUCHI POND
SHIDU LAKE
AYA RIVER
TAKAMATSU CITY
AYAKAWA TOWN
ARP
ASPHALT CONCRETE
CONCRETE
TAXIWAY

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

HORIZONTAL SCALE

FEET 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000ft

METRES 300 0 500 1000 1500 2000 2500 3000m

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.

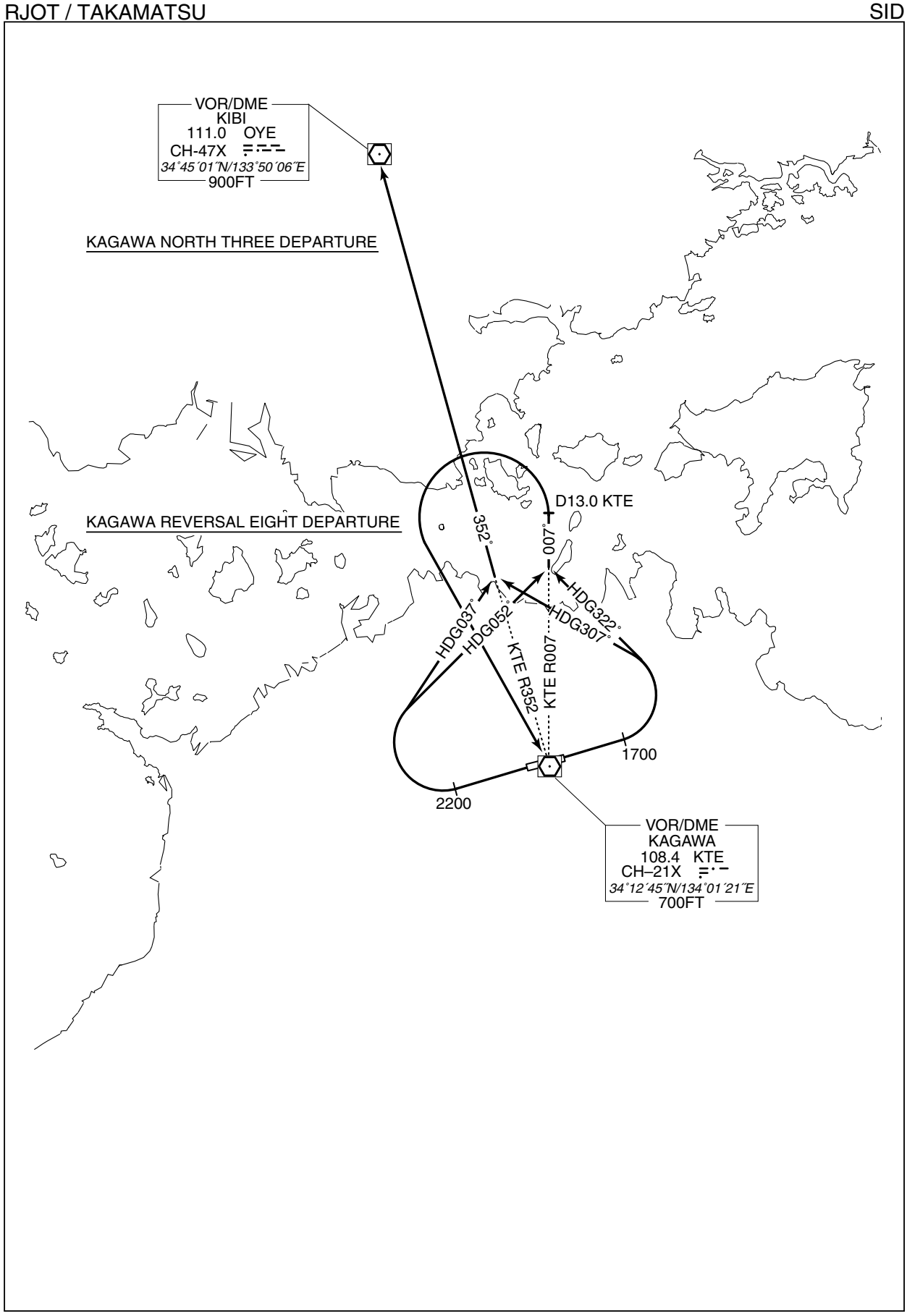
KAGAWA REVERSAL EIGHT DEPARTURE

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



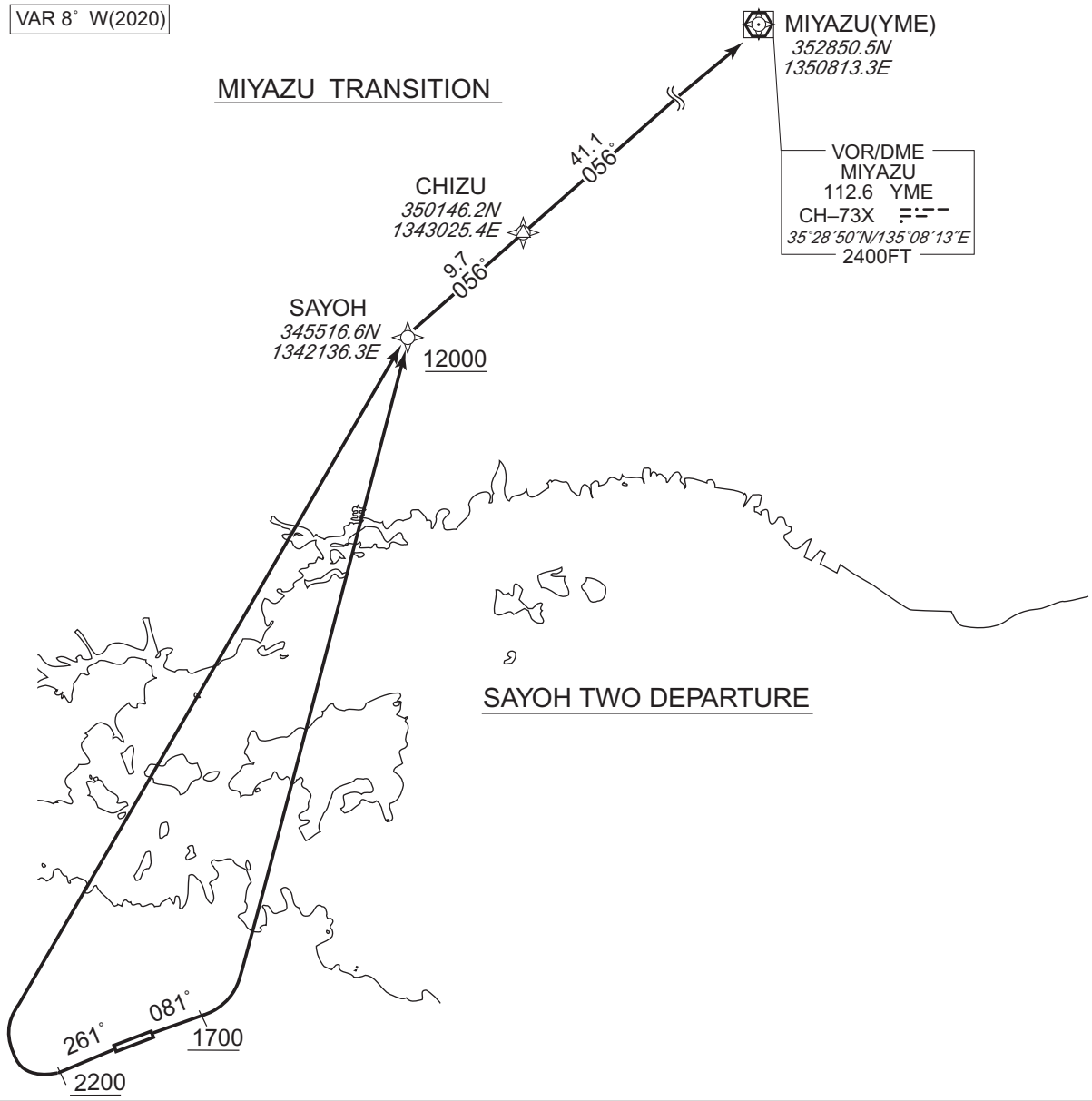
STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU — RNAV SID and TRANSITION

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



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.

CHANGE : VAR. SID renamed. PROC cource. Critical DME. DME GAP. MIYAZU(FIX symbol).

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

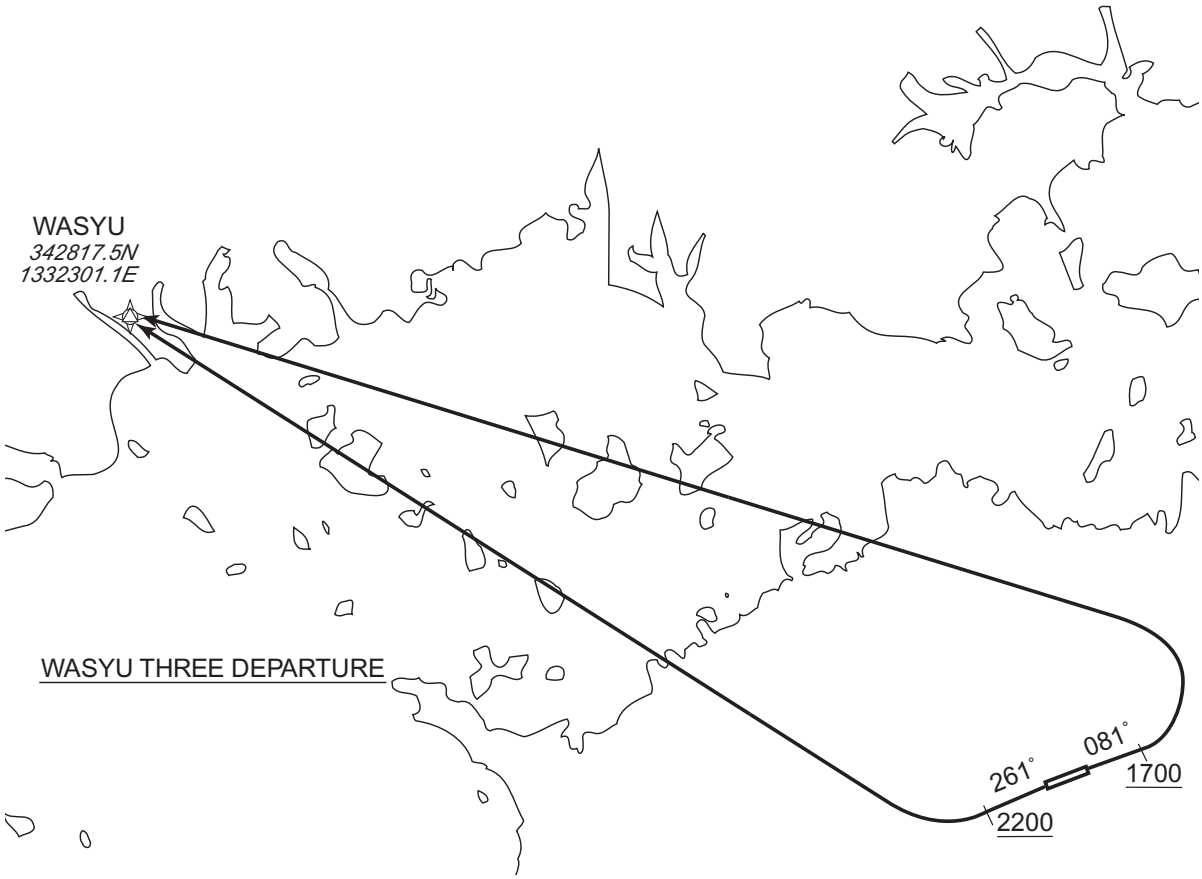
CHANGE : VAR. SID renamed. PROC cource.

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. 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 8° W(2020)



CHANGE : VAR. PROC renamed. PROC cource.

WASYU THREE DEPARTURE

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

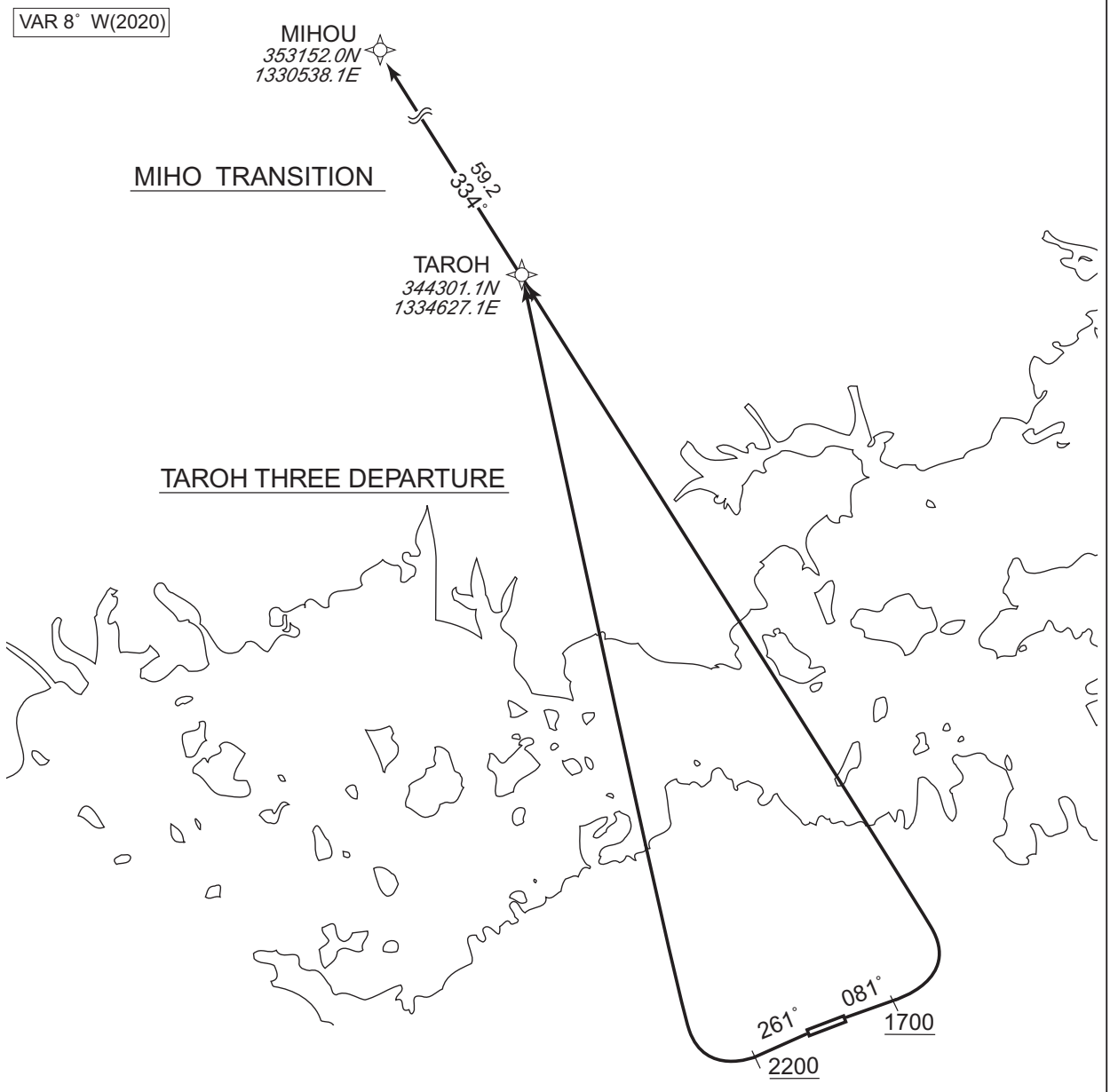
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	—	—	261 (252.9)	-7.8	—	—	+2200	—	—	RNAV1
002	DF	WASYU	—	—	-7.8	—	R	—	—	—	RNAV1

CHANGE : VAR. PROC renamed. PROC cource.

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 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



CHANGE : VAR. SID renamed. PROC cource.

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

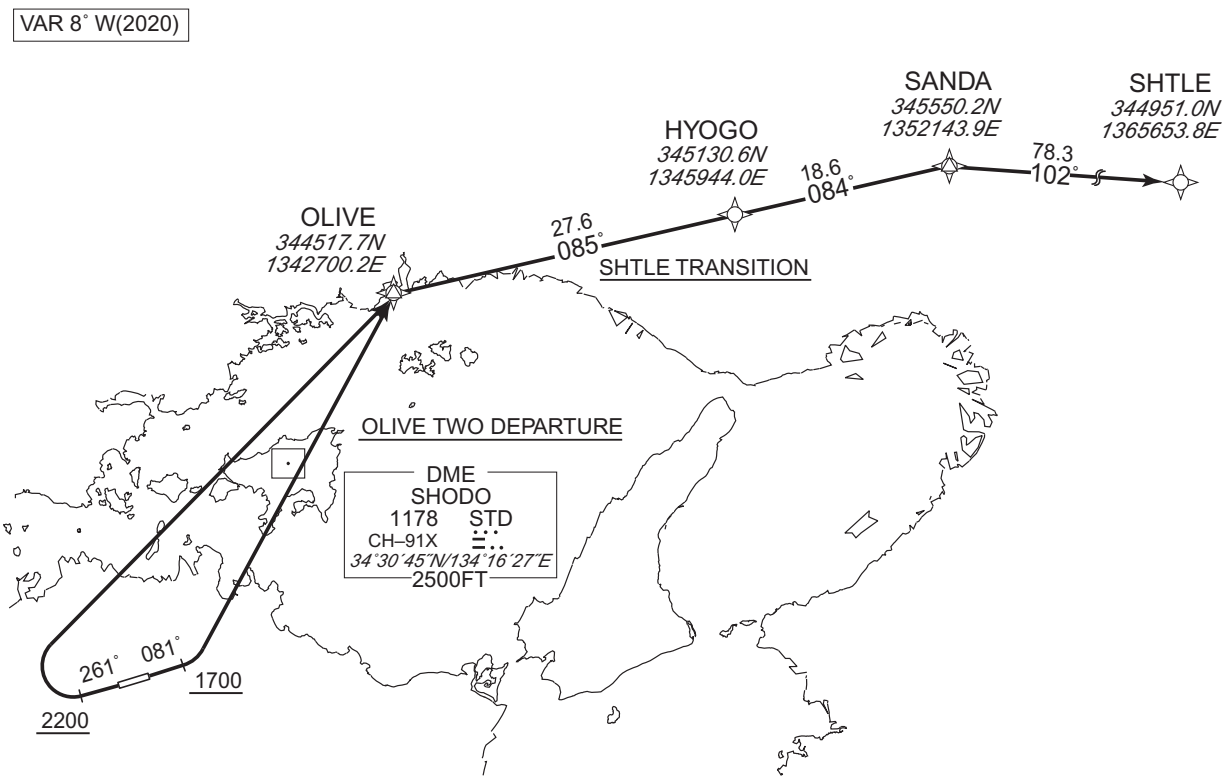
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	TAROH	—	—	-7.8	—	—	—	—	—	RNAV1
002	TF	MIHOU	—	334 (325.8)	-7.8	59.2	—	—	—	—	RNAV1

CHANGE : VAR. SID renamed. PROC cource.

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. 2) RADAR service required.	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
	DME GAP	SHTLE TRANSITION 50.0NM to SHTLE – 45.0NM to SHTLE
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



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.

CHANGE : VAR. SID renamed. PROC cource. Critical DME. DME GAP. HYOGO(FIX symbol).

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

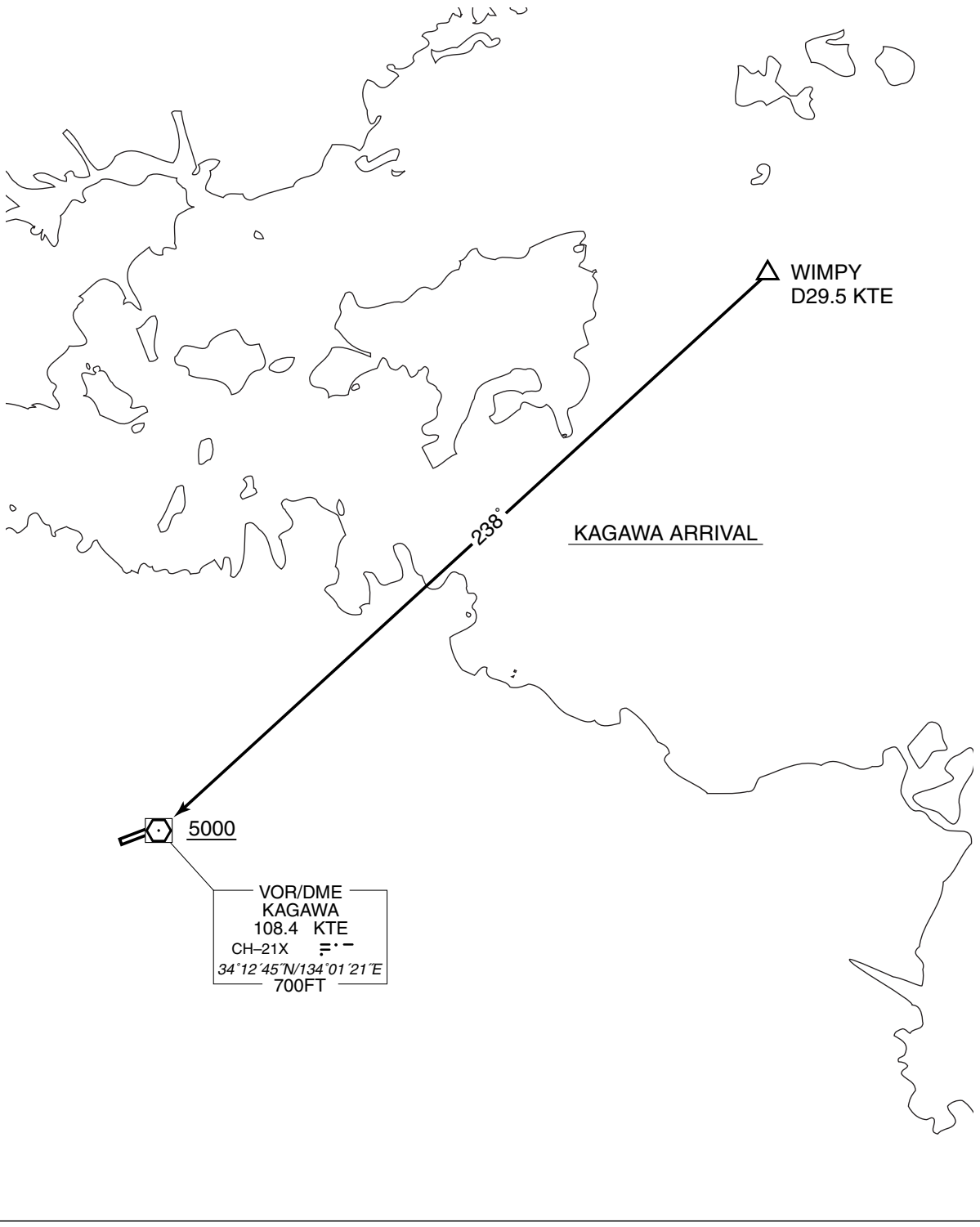
CHANGE : VAR. SID renamed. PROC cource.

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.



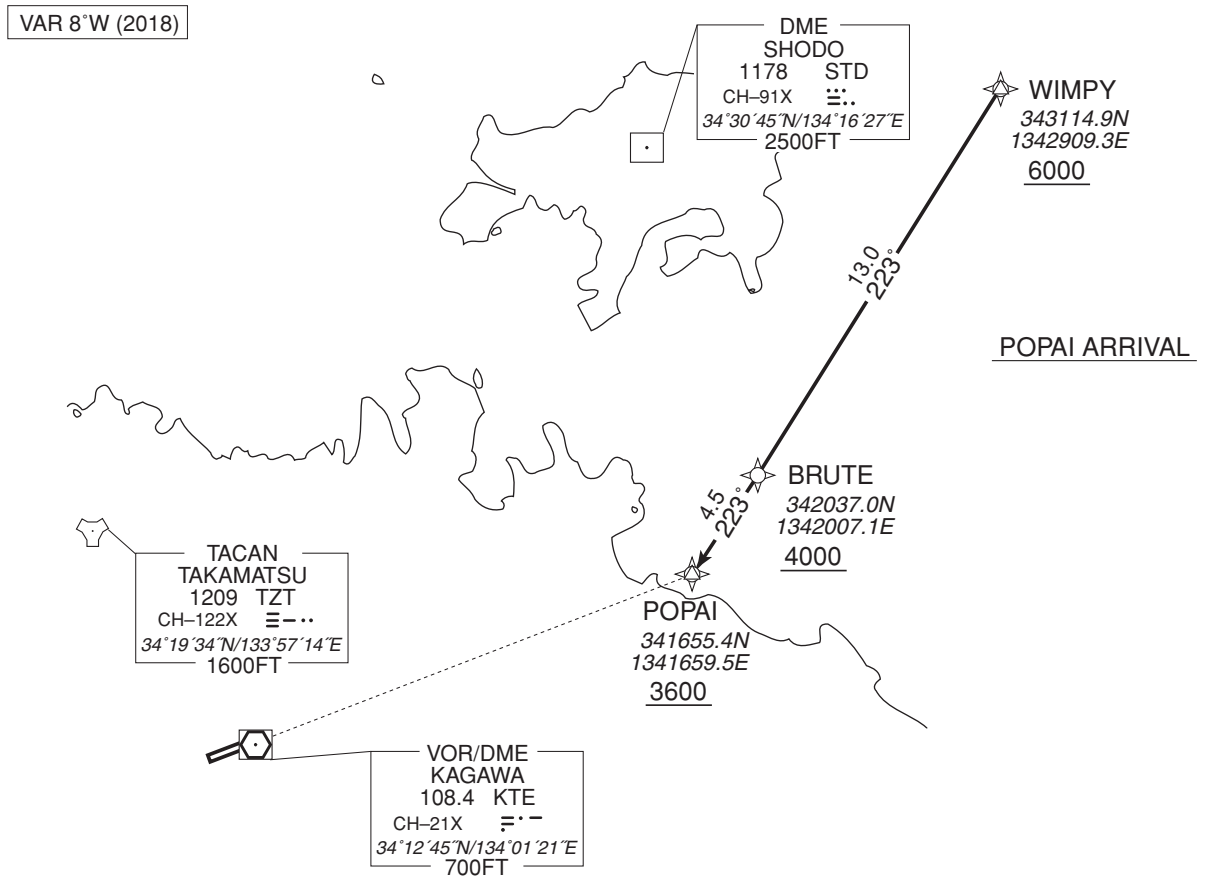
STANDARD ARRIVAL CHART-INSTRUMENT

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

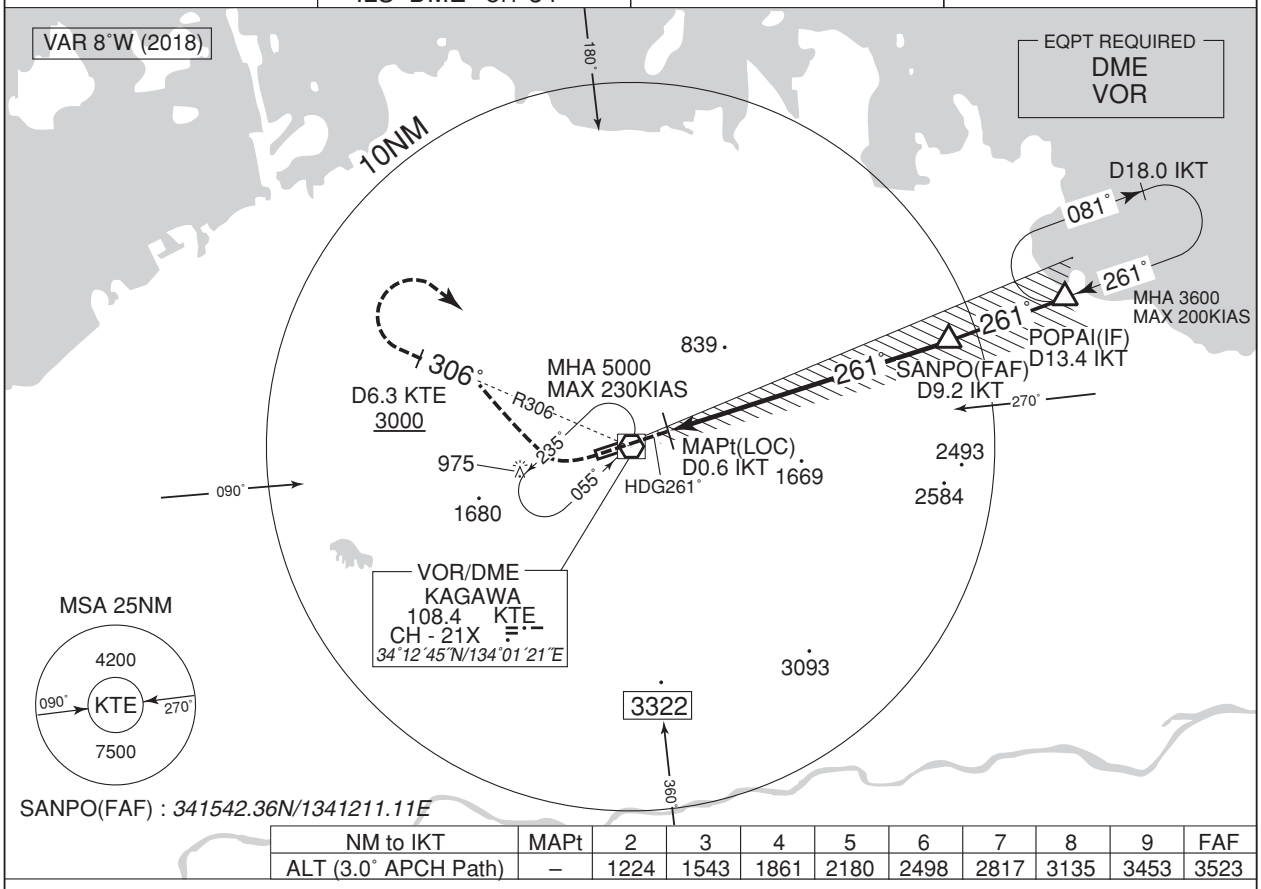
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	WIMPY	–	–	-7.6	–	–	+6000	–	–	RNAV1
002	TF	BRUTE	–	223 (215.1)	-7.6	13.0	–	+4000	–	–	RNAV1
003	TF	POPAI	–	223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

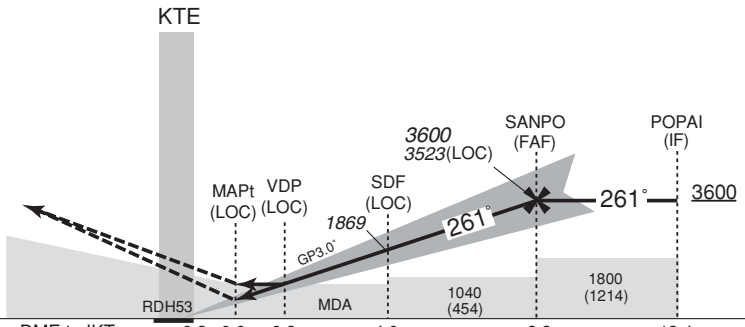


NM to IKT	MAPt	2	3	4	5	6	7	8	9	FAF
ALT (3.0° APCH Path)	–	1224	1543	1861	2180	2498	2817	3135	3453	3523

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

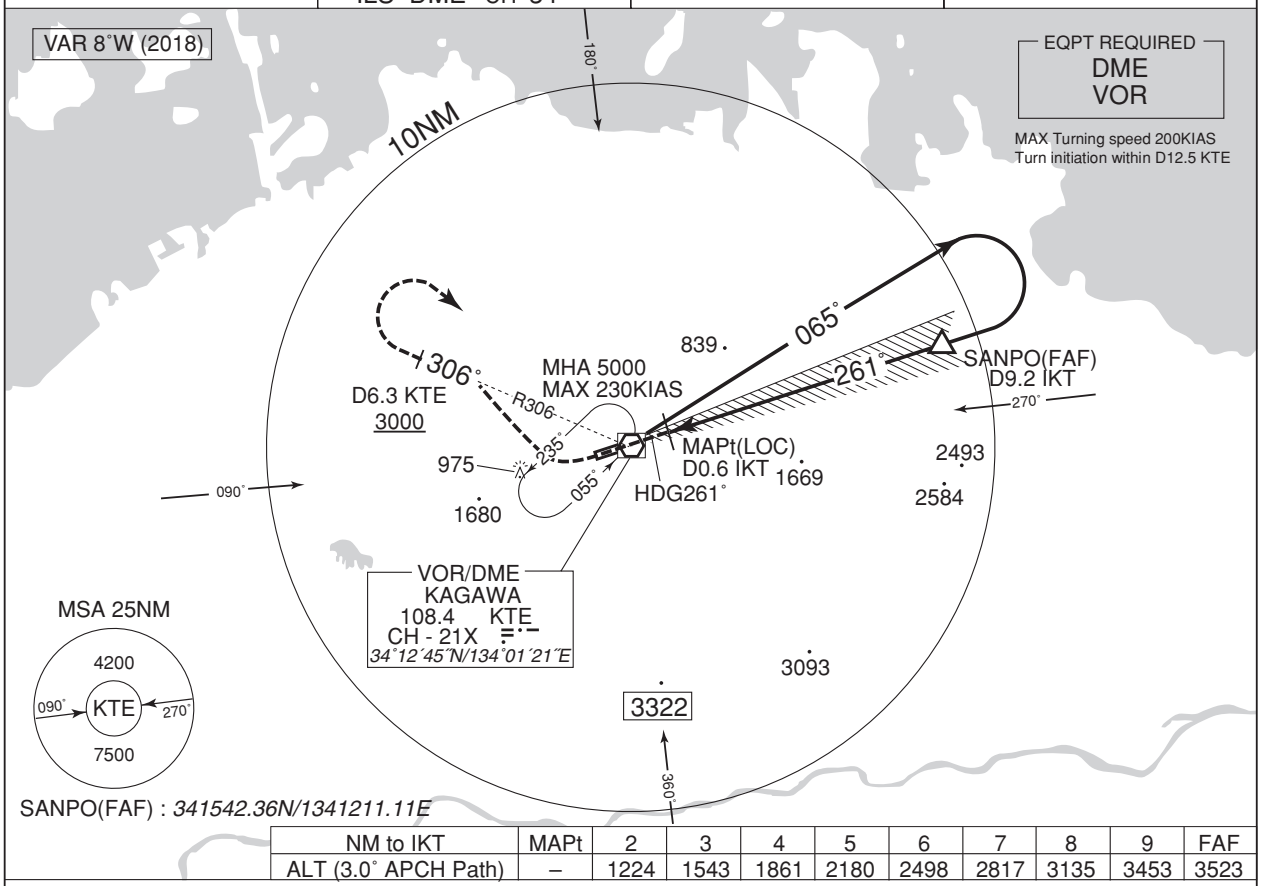
Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

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

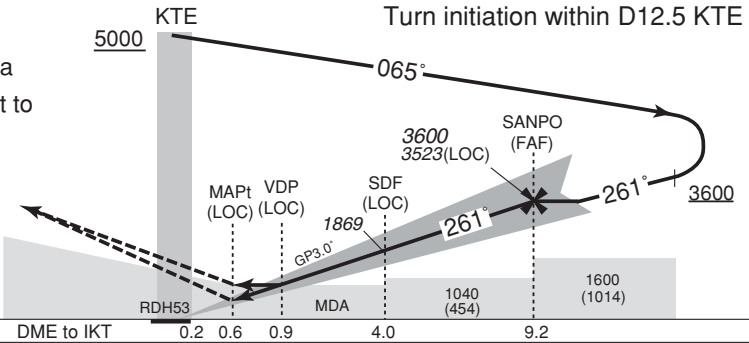


NM to IKT	MAPt	2	3	4	5	6	7	8	9	FAF
ALT (3.0° APCH Path)	–	1224	1543	1861	2180	2498	2817	3135	3453	3523

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

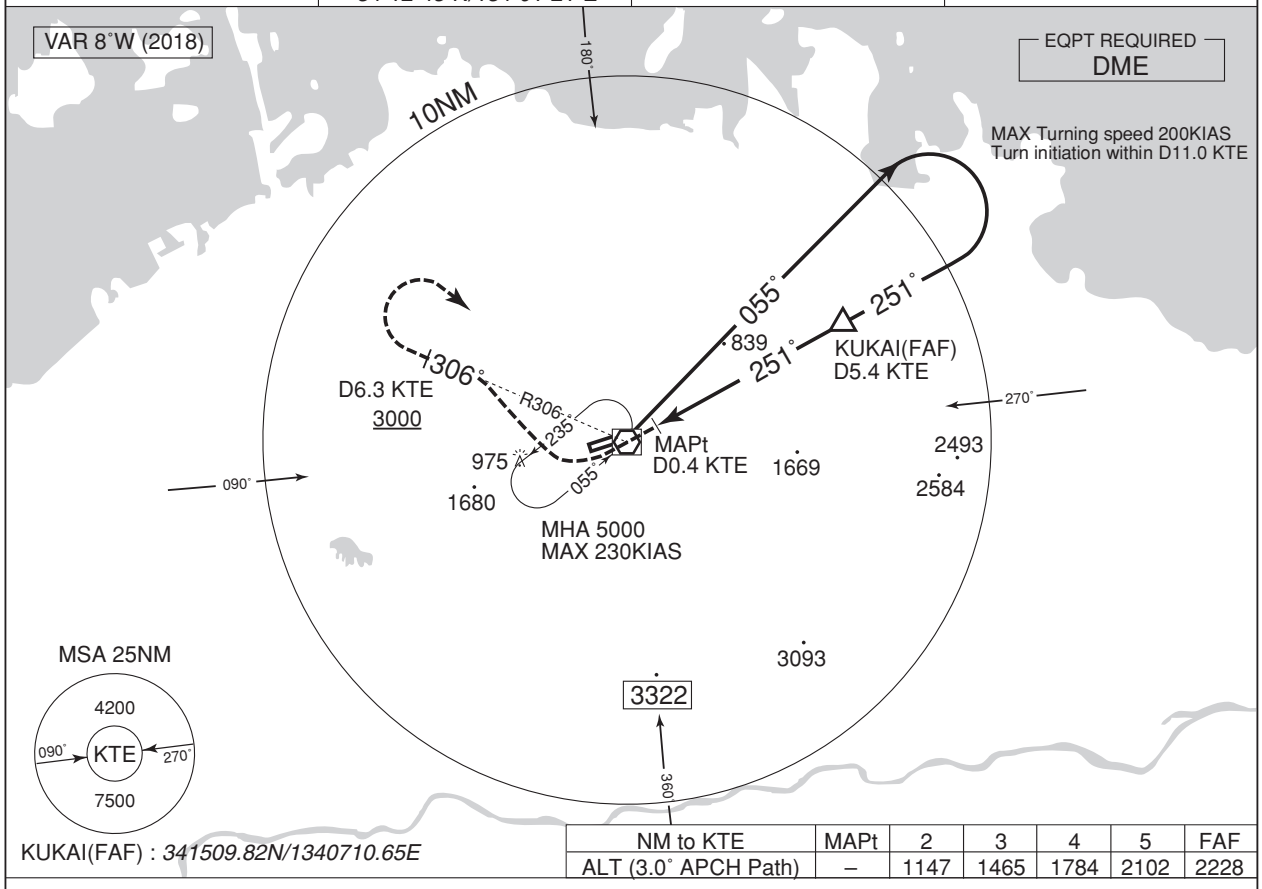
Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : HDG

INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU VOR RWY26

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

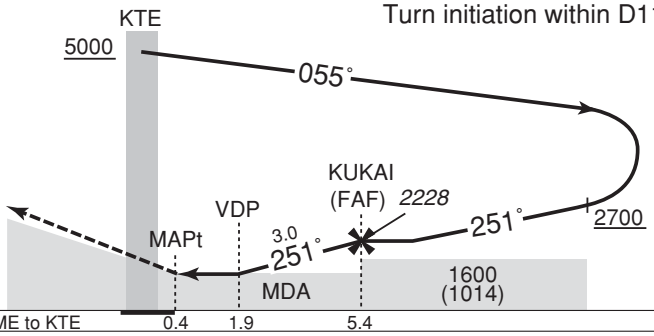


NM to KTE	MAPt	2	3	4	5	FAF
ALT (3.0° APCH Path)	–	1147	1465	1784	2102	2228

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.



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

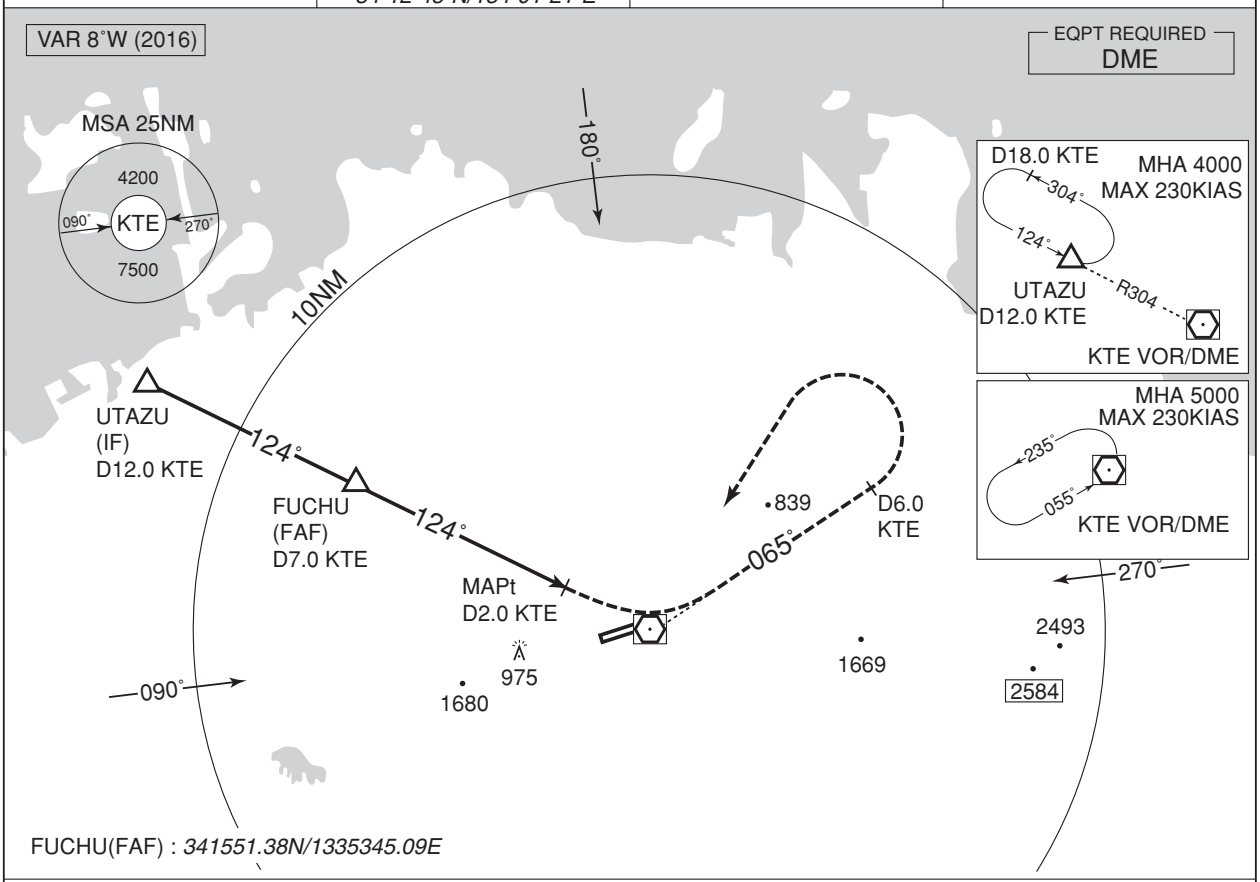
Circling to NORTH side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

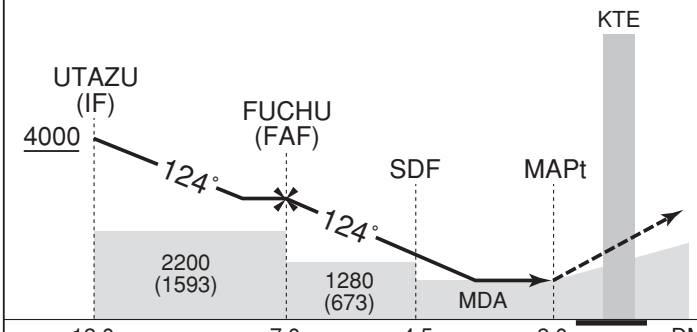
CHANGE : Update

INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU VOR A

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

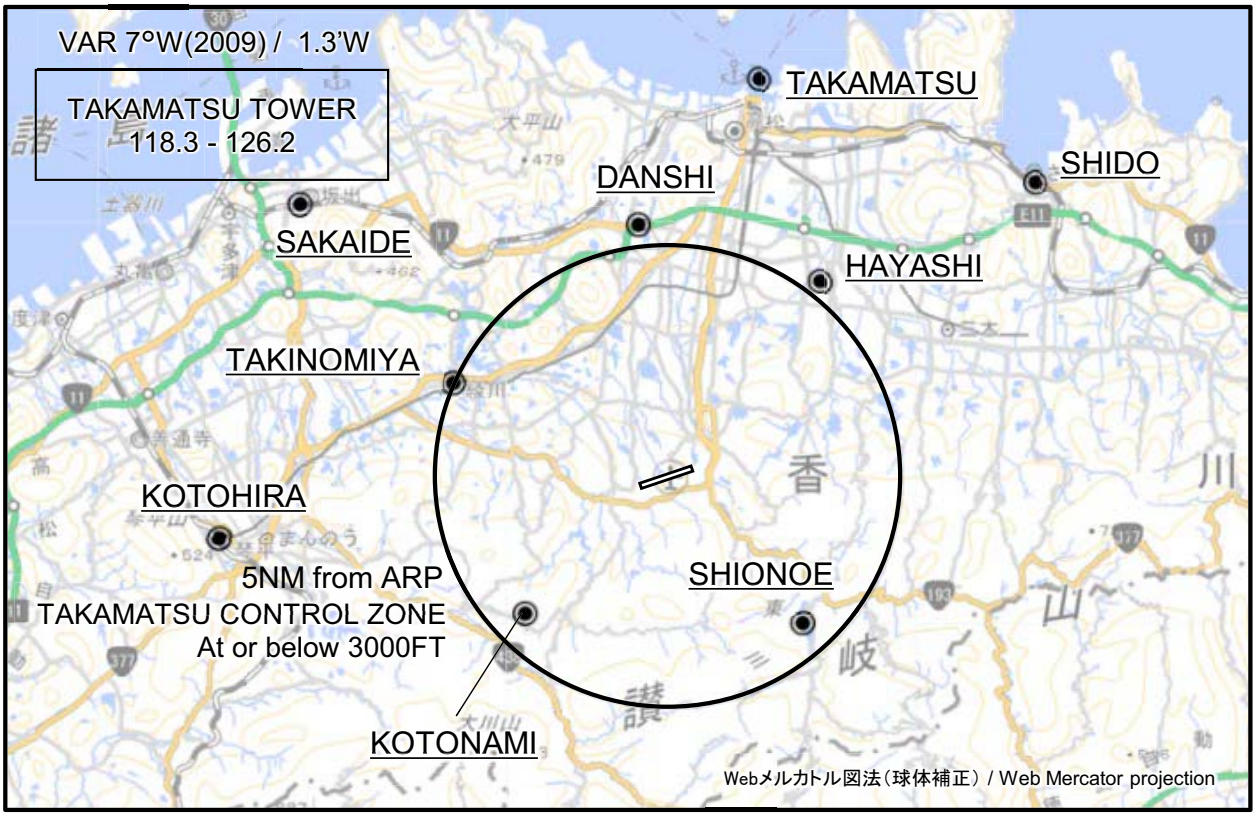
MINIMA	AD elev. 607	
CAT	CIRCLING	
	MDA(H)	VIS
A	1060 (453)	1600
B		
C	1280 (673)	2400
D		3200

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



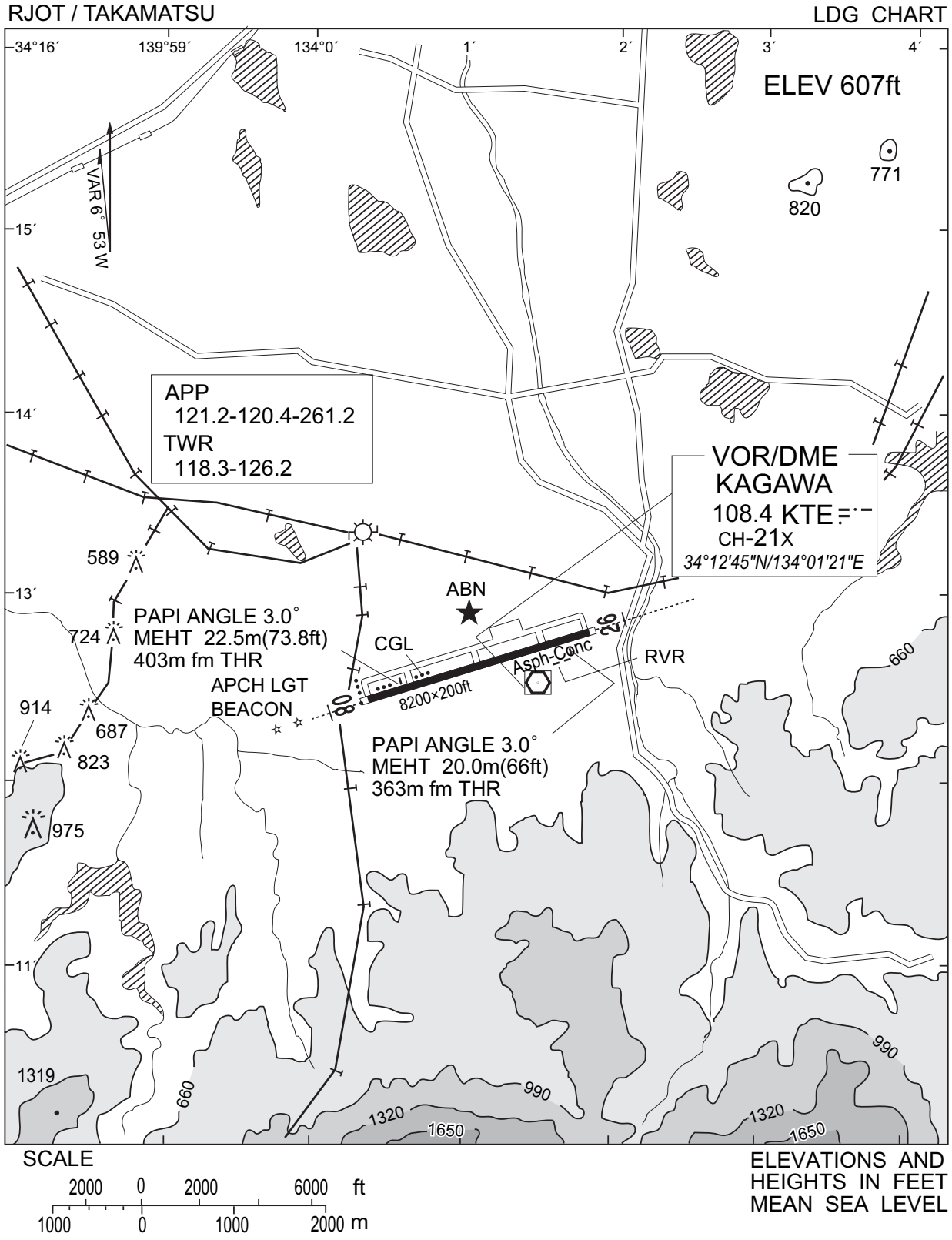
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

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。

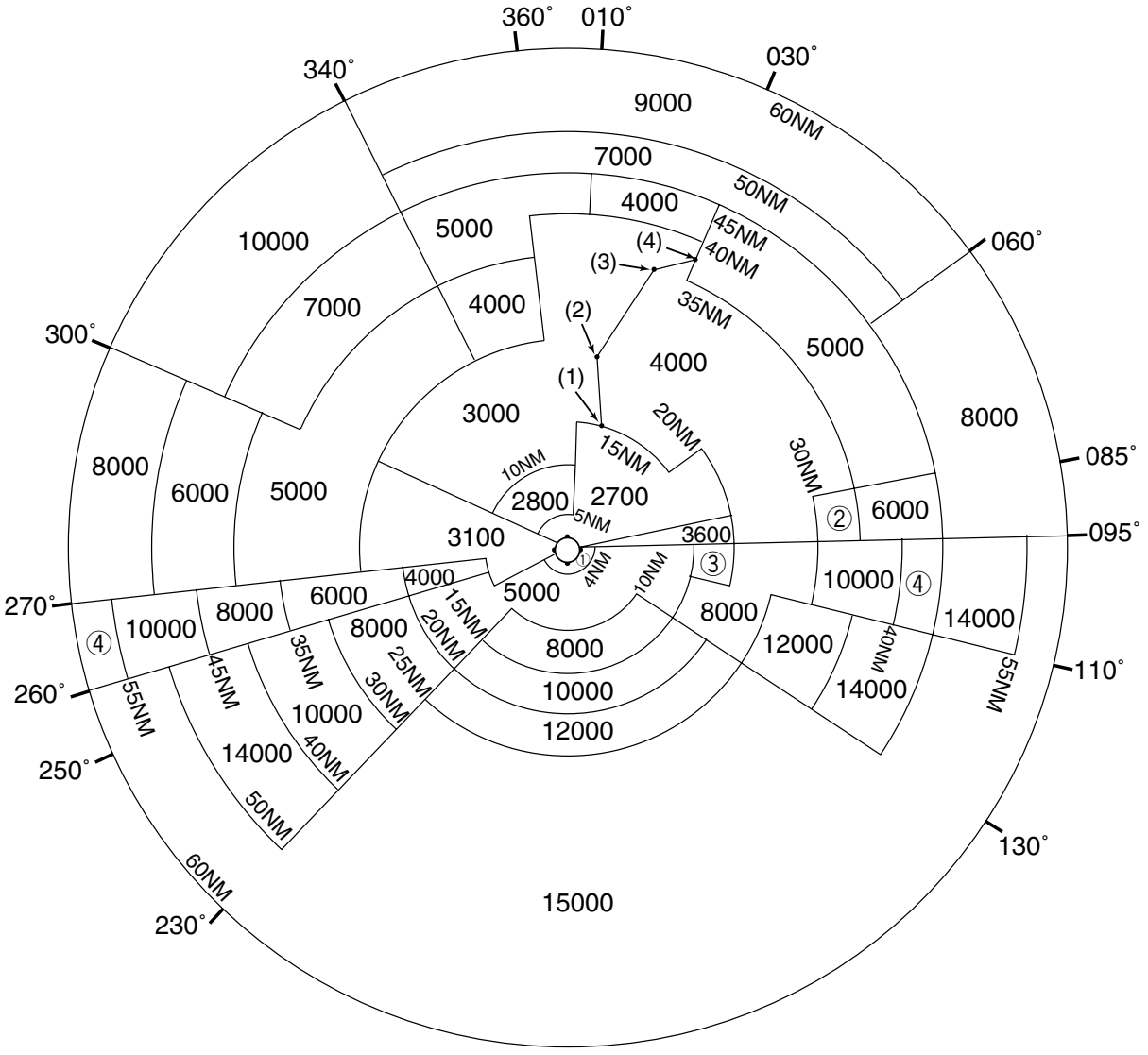
NOTE : When VFR flight is going to enter the control zone for landing or passing through, the pilot should contact with the control tower over;
SHIDO in case of coming from east/
SAKAIDE or KOTOHIRA in case of coming from west/
TAKAMATSU in case of coming from north.

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


RJOT / TAKAMATSU
LDG CHART
34°16′
139°59′
134°0′
1′
2′
3′
4′
15′
14′
13′
11′
ELEV 607ft
771
820
VAR 6° 53W
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
Asph-Conc
8200×200ft
RVR
18
36
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)