

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 | 7°W(2009) / 1.3'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: 2345-1030 Immigration: INTL SKED FLT hours only |
| 3 | Health and sanitation | Quarantine(human): 2330-1115 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:PCN 62/R/B/X/T |
| 2 | Taxiway width, surface and strength | T-1 and T-5 Width : 32m, Surface : Asphalt, Strength : PCN 67/F/B/X/T T-2 and T-3 Width : 34m, Surface : Asphalt, Strength : PCN 55/F/B/X/T T-4 Width : 34m, Surface : Asphalt, Strength : PCN 47/F/A/X/T P1, P2, P4, P5, P6 Width : 30m, Surface : Asphalt, Strength : PCN 67/F/A/X/T P3 Width : 30m, Surface : Concrete, Strength : PCN 62/R/B/X/T E-TWY Width : 9m, Surface : Asphalt, Strength : PCN 11/F/A/Z/T |
| 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 approach/TKOF areas

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings / LGT | Remarks |
|-------------------|---------------|-------------|-----------|----------------|---------|
| | | | Nil | | |

In circling area and at AD

| Obstacle type | Coordinates | Elevation | Markings / LGT | Remarks |
|---------------|-------------|-----------|----------------|---------|
| | | Nil | | |

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} , 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(PCN) 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 | PCN 59/F/A/X/T Asphalt-Concrete | 341238.66N 1340010.11E | THR ELEV: 583ft |
| 26 | 252.90° | 2500x60 | PCN 59/F/A/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 | | 11 | | 14 |
| See AD2.24 AD Chart | | 2620x300 | 41x300 | 198x(MNM:140 MAX:300)* | |
| *For detail, ask airport administrator | | | | | |

RJOT AD 2.13 DECLARED DISTANCES

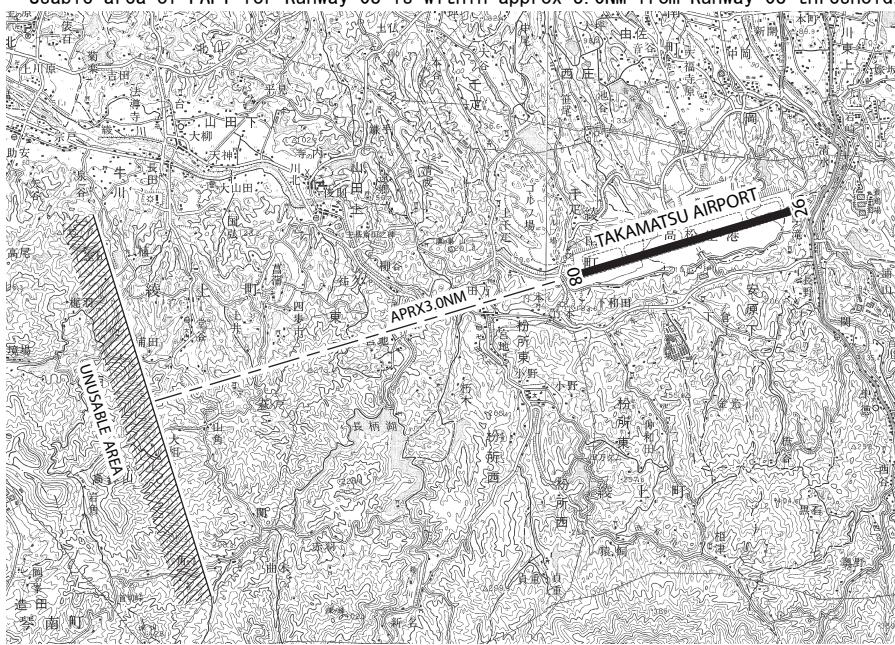
| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 2500 | 2500 | 2500 | 2500 | Nil |
| 26 | 2500 | 2500 | 2500 | 2500 | Nil |

RJOT AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type | RTBL Color | PAPI (VASIS) Angle | 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

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

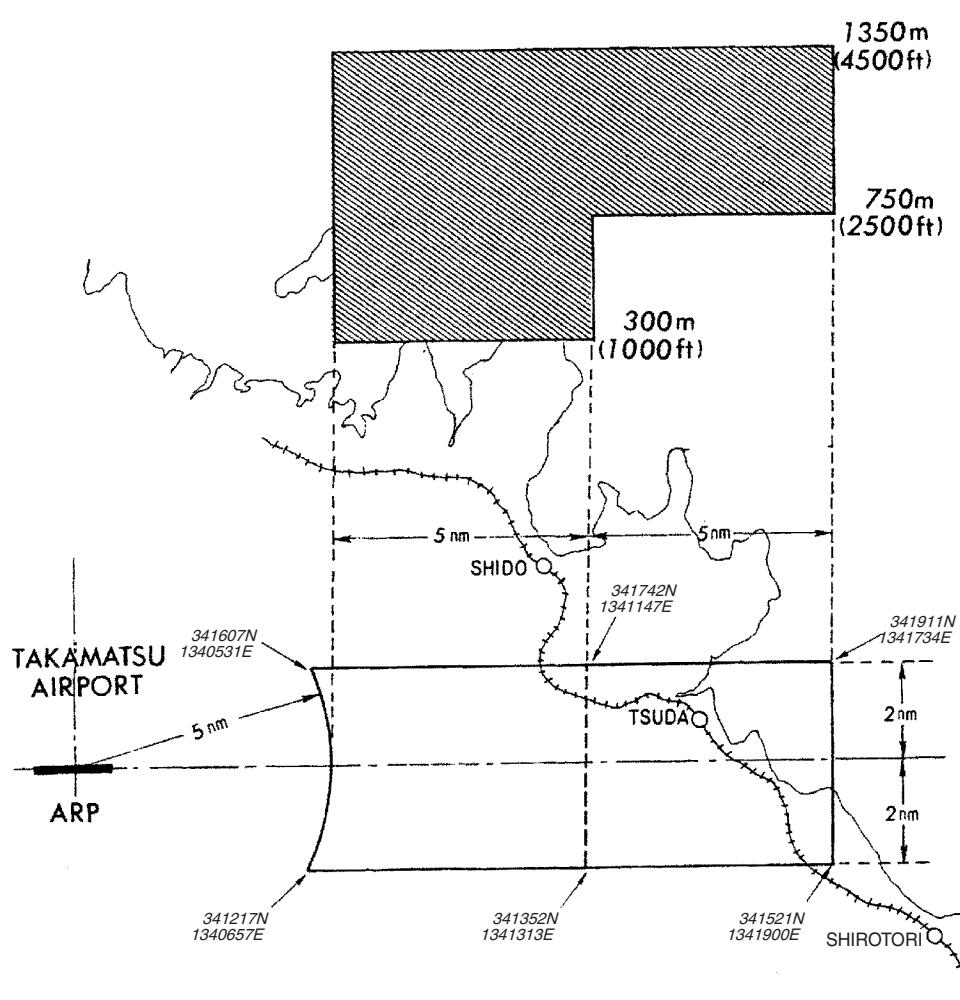
RJOT AD 2.17 ATS AIRSPACE

| 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 | 120.4MHz 121.2MHz 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

Nil

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

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 |
|---|------------|--------------------|-----------|
| wing tip clearance | *A | *B | *C |

Legend

- *A : wing tip clearance \geq 15m
- *B : 6.5m \leq wing tip clearance $<$ 15m
- *C : wing tip clearance $<$ 6.5m

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 | | | | | | | |

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) |

RJOT / TAKAMATSU

AD CHART



DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

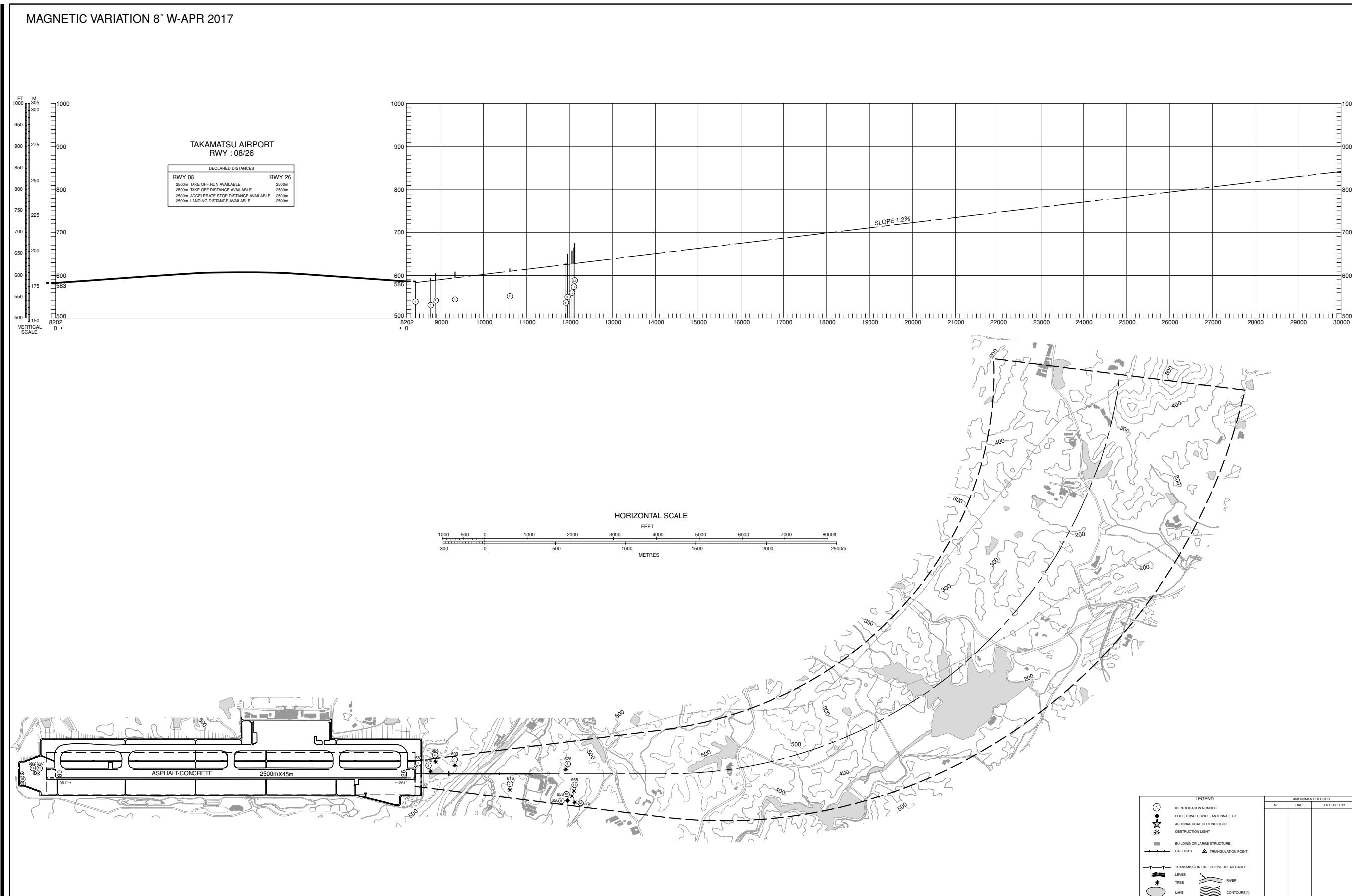
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)



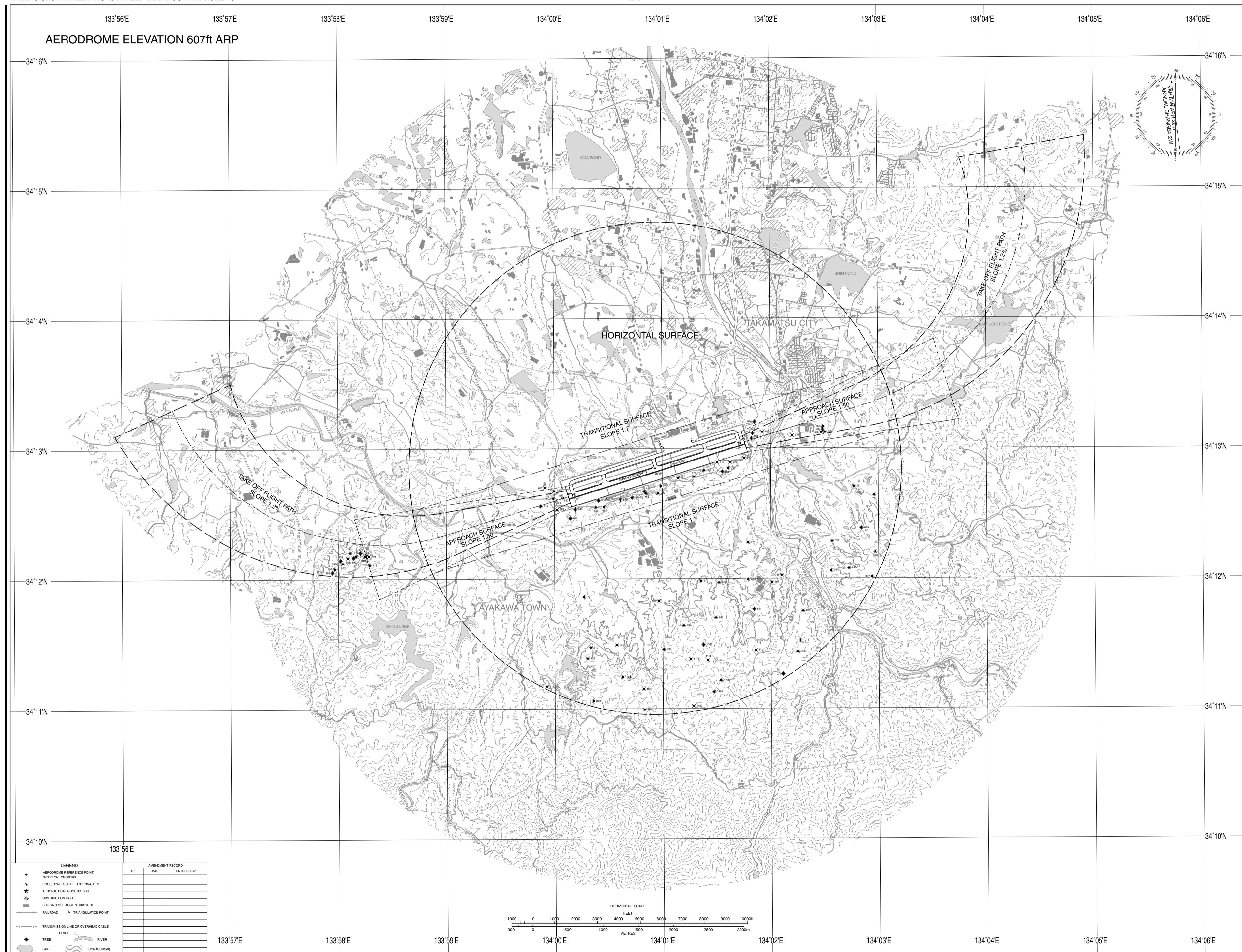
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

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



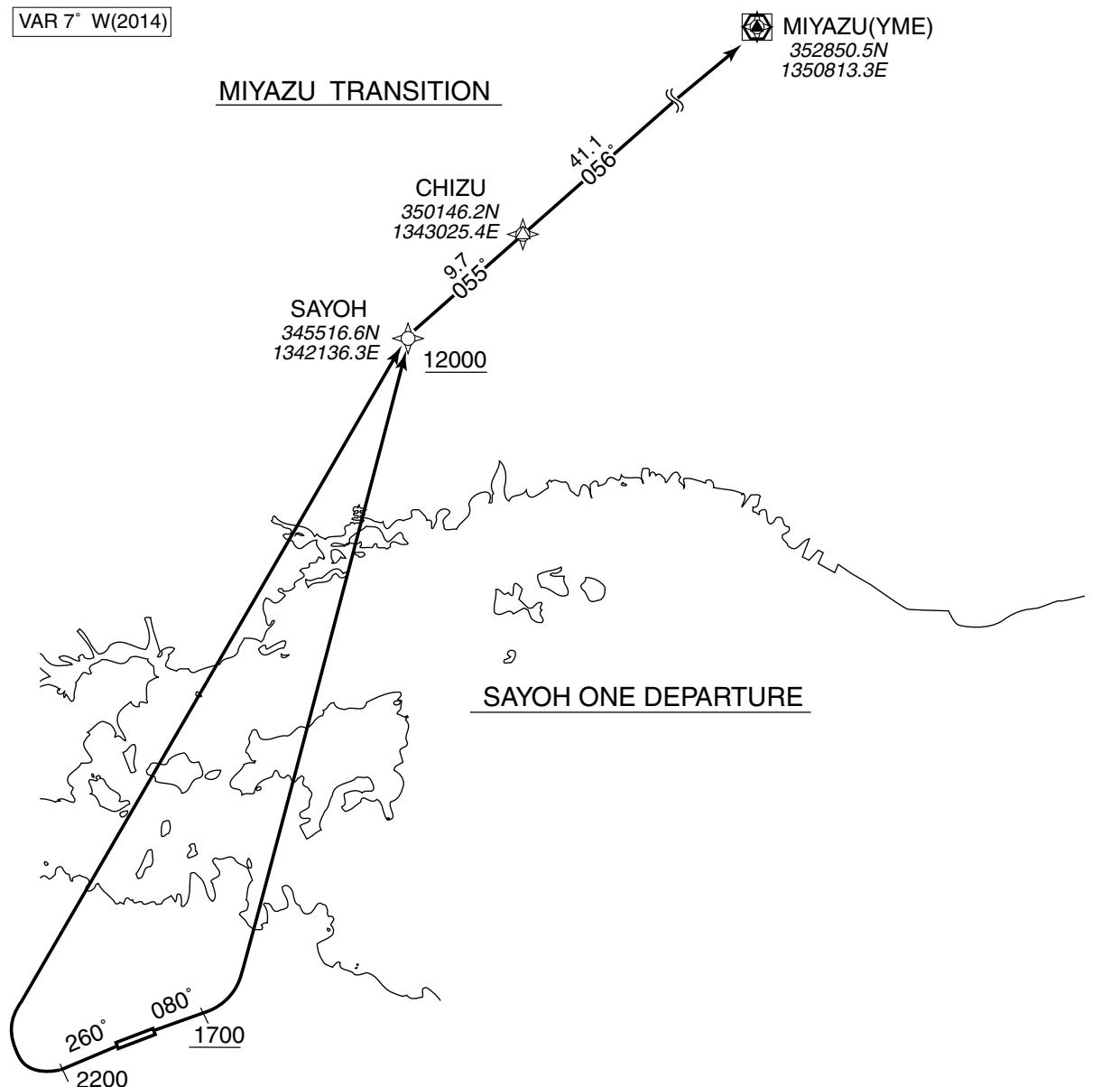
STANDARD DEPARTURE CHART-INSTRUMENT

RJOT / TAKAMATSU

RNAV SID and TRANSITION

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

VAR 7° W(2014)



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 |

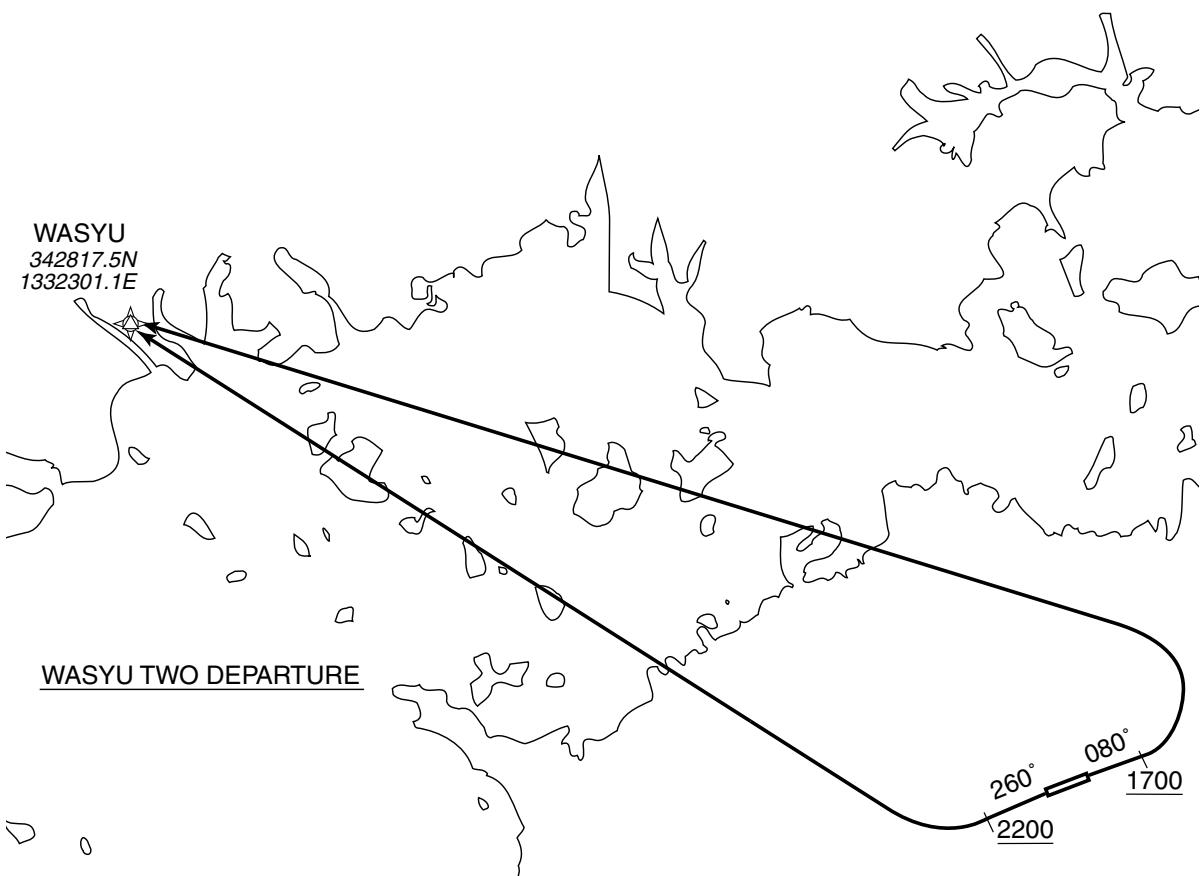
STANDARD DEPARTURE CHART-INSTRUMENT

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 |
| | | |
| <u>TAROH TWO DEPARTURE</u> 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. | | |
| <u>MIHO TRANSITION</u> 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 |

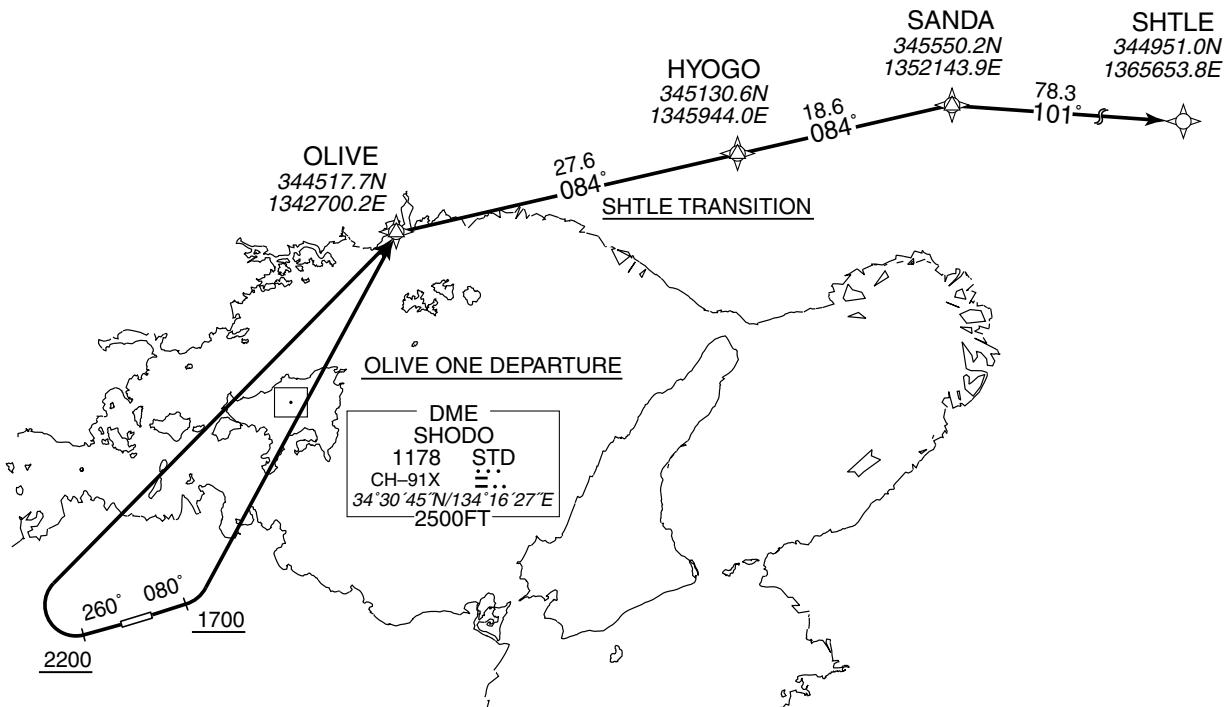
MIHO TRANSITION

| 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 | DME GAP | – |
| Inappropriate Navaids | 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.

VAR 8°W (2018)

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



INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU



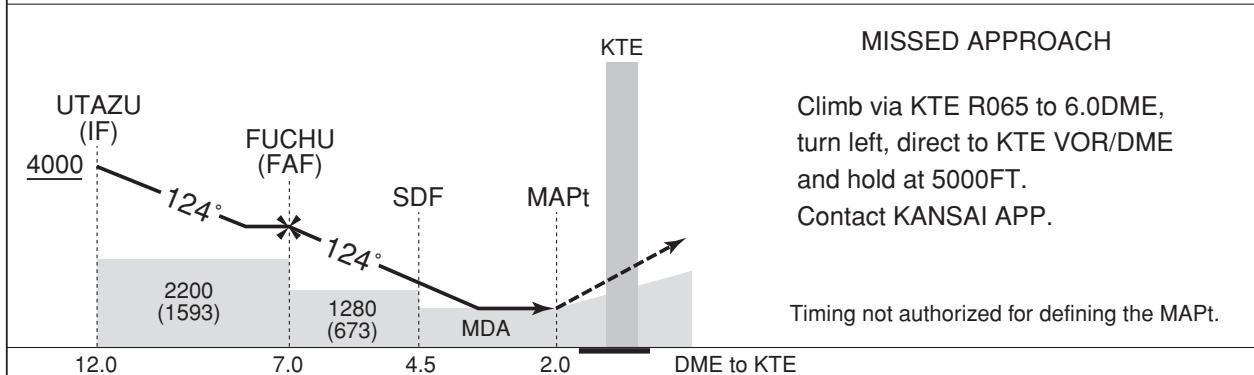
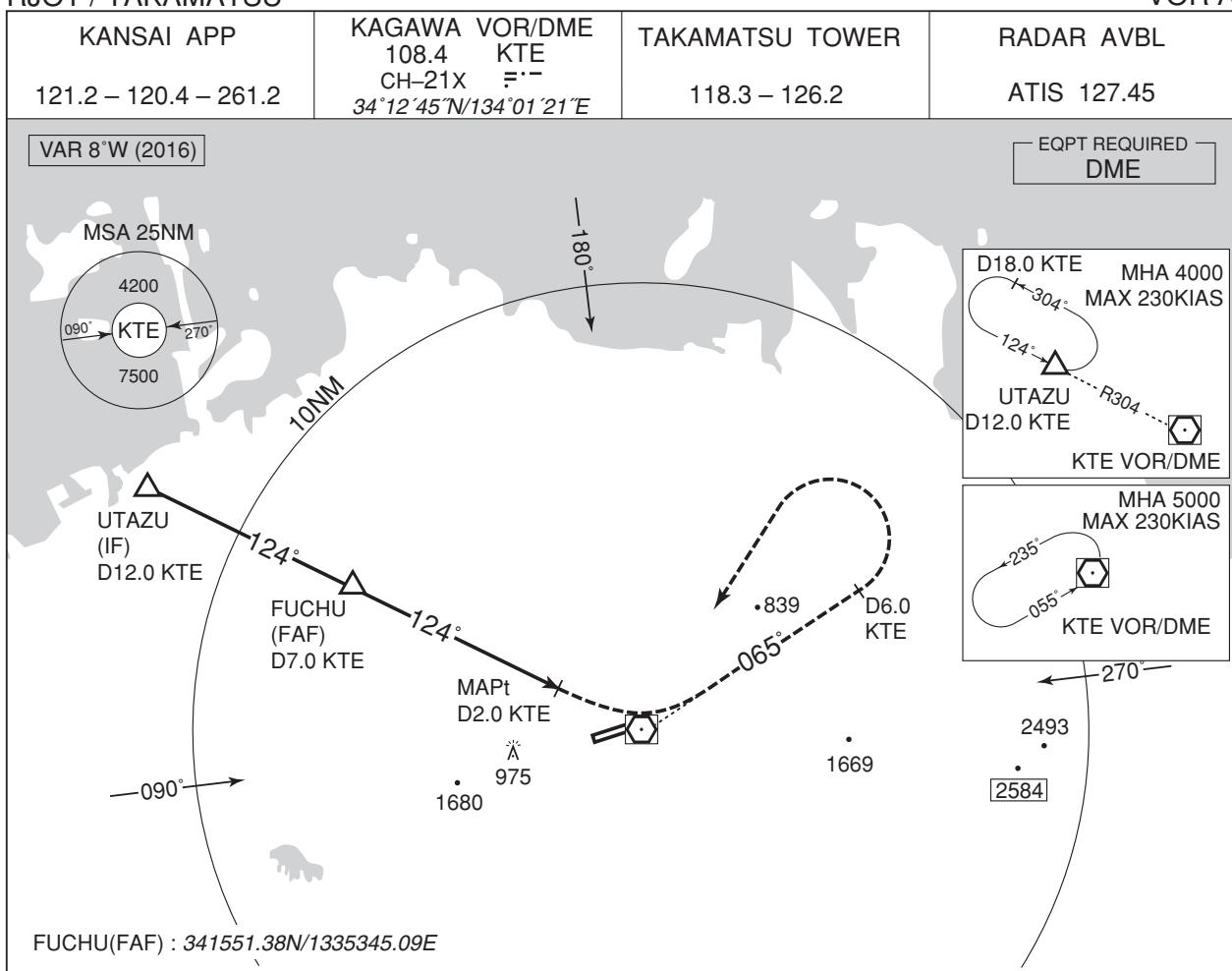
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJOT / TAKAMATSU

VOR A



Missed APCH climb gradient MNM 5.0%

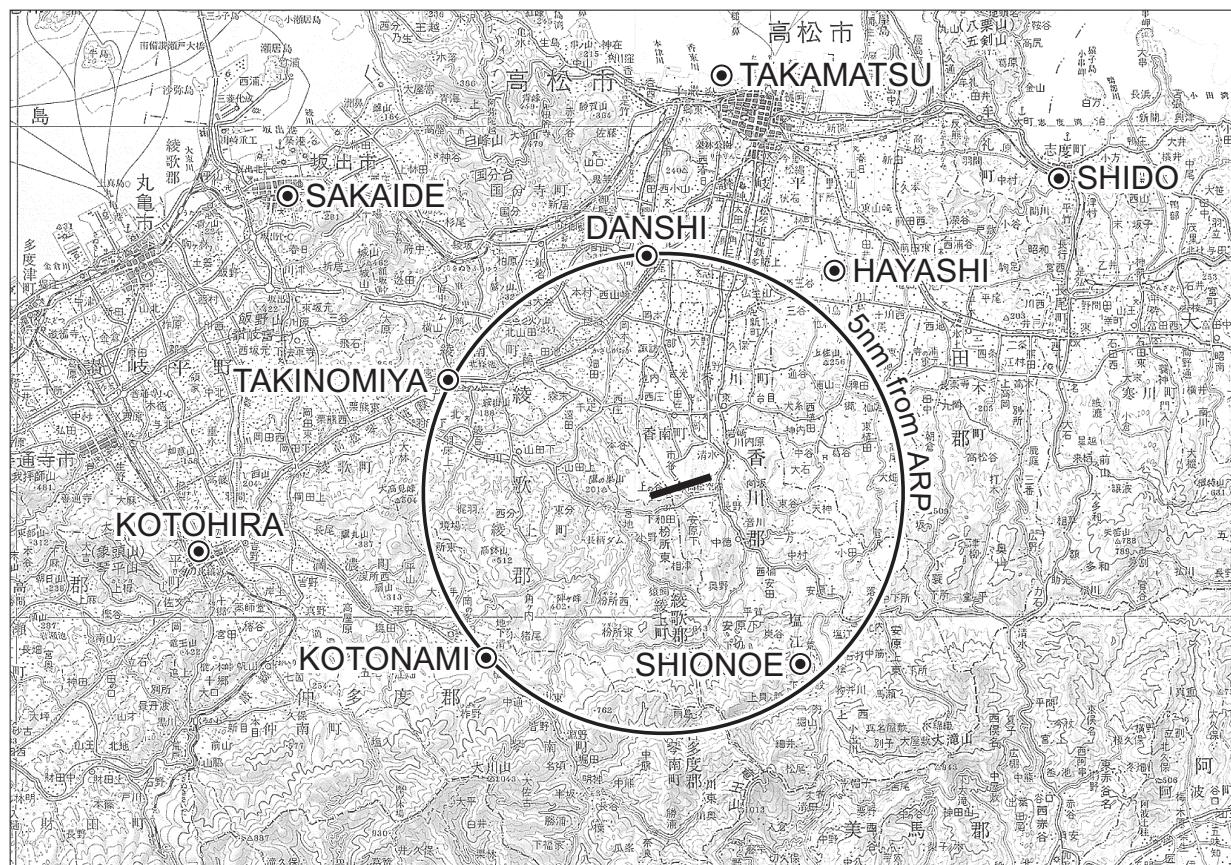
| MINIMA AD elev. 607 | | |
|---------------------|------------|------|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 1060 (453) | 1600 |
| B | 1280 (673) | 2400 |
| C | | 3200 |
| D | | |

CHANGE : MSA

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

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、西方向から进入する場合は、坂出ポイント又は琴平ポイント上空で、北方向から进入する場合は、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/

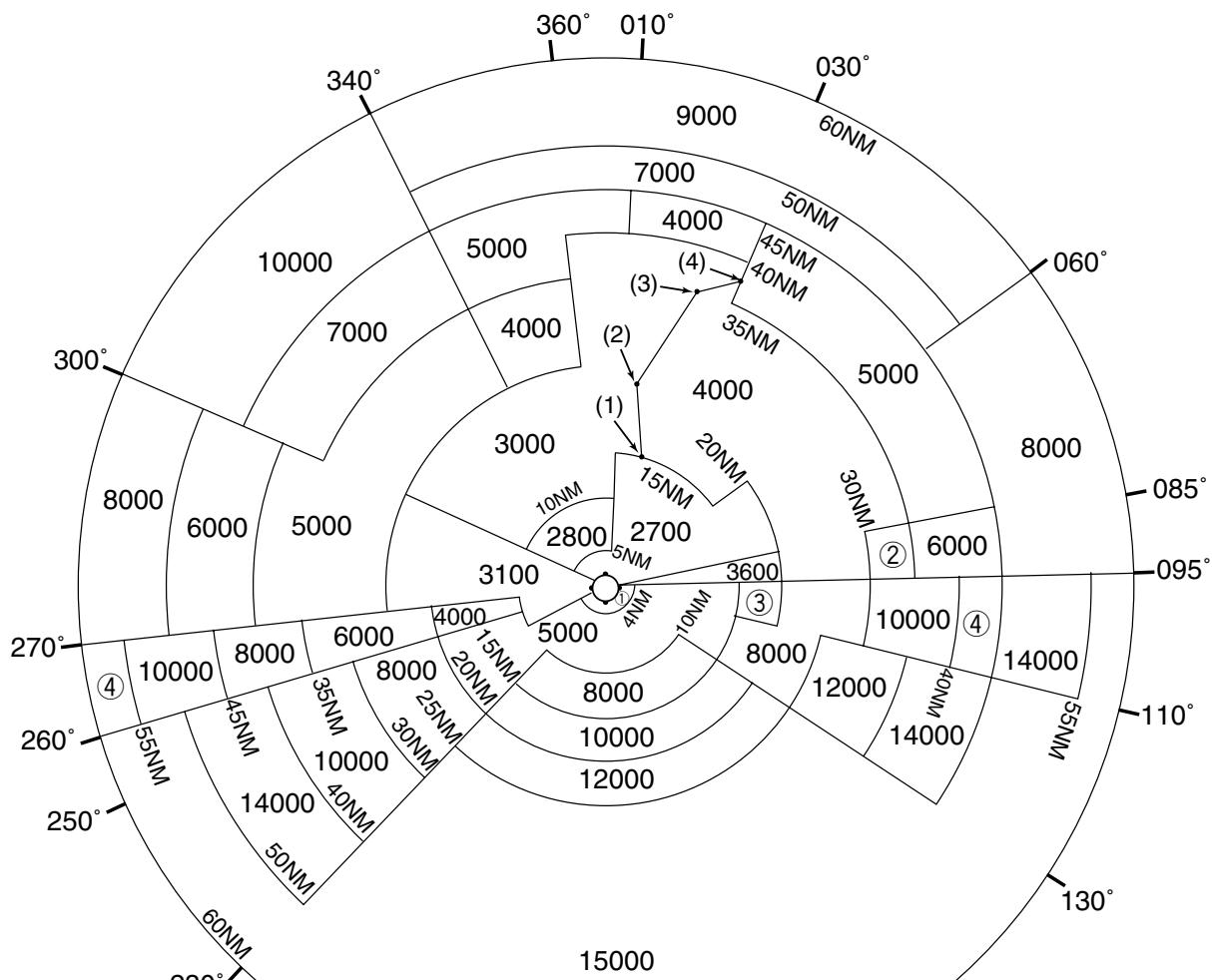
TAKAMATSU in case of coming from north.



RJOT / TAKAMATSU

Minimum Vectoring Altitude CHART

VAR 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)