## GENERAL

### Operational Hours

**ATS Hours / AD ADMIN Hours:** 2200-1200 (FIS except ATIS and Alerting Service: H24)

### Airport Information

**RFF:** CAT 9
**Fuel:** H24
**PCN:** RWY 14L/32R: 51/F/C/X/T
RWY 14R/32L: 101/F/C/X/T
**Customs:** Not AVBL

### Operation

**Traffic Note**
Low Level Windshear Alerting System (LLWAS) in operation.

**Runway Status Lights (RWSL)**: RWSL system installed. See AGC for details.

**Preferential RWY**
RWY 14L/32R:
- ARR for PROP and JET ACFT with MTOW at or less than 79, 2t / 174701lbs
- DEP for PROP and JET ACFT with MTOW at or less than 34.5t / 76059lbs

RWY 14R/32L:
- ARR for JET ACFT with MTOW above 79, 2t / 174701lbs
- DEP for JET ACFT with MTOW above 34.5t / 76059lbs

**RWY Restriction**
RWY MAINT:
MAINT works will be in progress all the year round during SR-SS along the of RWY 14R/32L and/or 14L/32R.
RWY 14L/32R or RWY 14R/32L CLSD for MAINT 1300-2100 every month. See NOTAM

**TWY Restriction**
TWY W-2: Hold between HLDG PSN and stop aiming LGTs so as to keep wing tip CLR from ACFT on TWY B-1 when instructed by ATC.

Safety measures against jet engine blast:
In case of holding before taking off from RWY 32R, ACFT with MAX wingspan 35.79m / 117.4ft must follow specific CL on TWY C1.
In order to avoid jet blast on RWY 14L, ACFT taxiing via TWY W10 must follow specific nose-wheel guide line when TKOF from RWY 14R.

**Parking**
Visual Docking Guidance System (VDGS) AVBL at stands 13 and 14.

**APU**
Fixed ground AVBL at stands: 4 and 5-27. Stands 4 and 5-27 are equipped with electric power unit.
Use of APU is restricted to 30min prior EOBT.

## GENERAL

### Warnings

**ITE VOR/DME** unusable:
R260-R270 below 6000ft beyond 15NM.
R000-R010 below 5000ft beyond 20NM.
R020-R030 below 5000ft beyond 20NM.
R030-R060 below 6000ft beyond 20NM.
R060-R070 below 5000ft beyond 20NM.
R240-R260 below 6000ft beyond 20NM.
R270-R290 below 6000ft beyond 20NM.
R310-R340 below 6000ft beyond 20NM.
R340-R360 below 5000ft beyond 20NM.

Avoid flying over and in the vicinity of Petroleum Oil Liquid facilities.

Stand 4A, 23-25, 41, 42 and APN 7 not visible from TWR.

## ARRIVAL

### Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)

PROP only:
MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

### Communication

**COM Failure**
If radio COM with Kansai APCH/RAD is lost for 1min.
Contact Osaka TWR.
If unable:
- Proceed in accordance with VFR
- Proceed to IZUMI at last assigned ALT or 5000ft whichever is higher, and execute APCH via IZUMI ARR.

Procedure other than above will be issued when situation required.

### Arrival Procedure

**Critical DME for DME/DME/IRU Navigation on RNAV STARs**
IKOMA EAST
- RNAV Critical DME.
  **KCC:** KODAI - MIRAI.

IKOMA NORTH
- RNAV Critical DME.
  **ITE:** 9.9NM to KAMEO - KAMEO.
  **YME:** 19.7NM to OTABE - 13.7NM to OTABE.

**Noise Abatement Procedures:** See CRAR and in addition;
Delayed Flap APCH PROC and reduced Flap setting PROC.

In order to reduce noise impact in the vicinity of AD, no jet ACFT fitted with more than 3 ENG shall be permitted to operate except in a EMERG situation or with prior permission of the AD administrator.

## ARRIVAL

Circling APCH RWY 14: ACFT making circling APCH are requested to maintain an ALT as high as practicable.

MAX Allowable Noise Level
2200-1200: 107 dB (A)

**Visual APCH**
A non-instrument or visual APCH shall not be made at an angle less than the ILS glide path or PAPI indicates.

**Reverse RWY 32L:** Do not use more than idle reverse between 1000-1200‡.

**Non-standard GP intercept position on RWY 32L**
GP intercepts RWY 01L/01R at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2686m / 8813ft.*

### Warnings

PAPI RWY 14L only usable within 2.4NM.

PAPI RWY 14R only usable within 2.6NM.

## DEPARTURE

**Take-off Minima**

| RWY | | 14R | |
|---|---|---|---|
| All ACFT +TKOF ALTN | ft - m/km | c200 - 800v | REDL+RCLL |
| | | c200 - 800v | REDL or RCLL |
| | | c200 - 800v | wo LGT, HJ only |
| other | | applicable LDG MIN | - |

| RWY | | 32L/R | |
|---|---|---|---|
| All ACFT +TKOF ALTN | ft - m/km | c300 - 800R/800V | REDL+RCLL |
| | | c300 - 800R/800V | REDL or RCLL |
| | | c300 - 800V | wo LGT, HJ only |
| other | | applicable LDG MIN | - |

| RWY | | 14L | |
|---|---|---|---|
| All ACFT +TKOF ALTN | ft - m/km | c200 - 1.6V | REDL+RCLL |
| | | c200 - 1.6V | REDL or RCLL |
| | | c200 - 1.6V | wo LGT, HJ only |
| other | | applicable LDG MIN | - |

### Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)

PROP only:
MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

**ARRIVAL**

**Departure Procedure**

**Critical DME for DME/DME/IRU navigation on RNAV SIDs**
AWAJI TR
- RNAV Critical DME
  **KNE:** TIGER - MAIKO

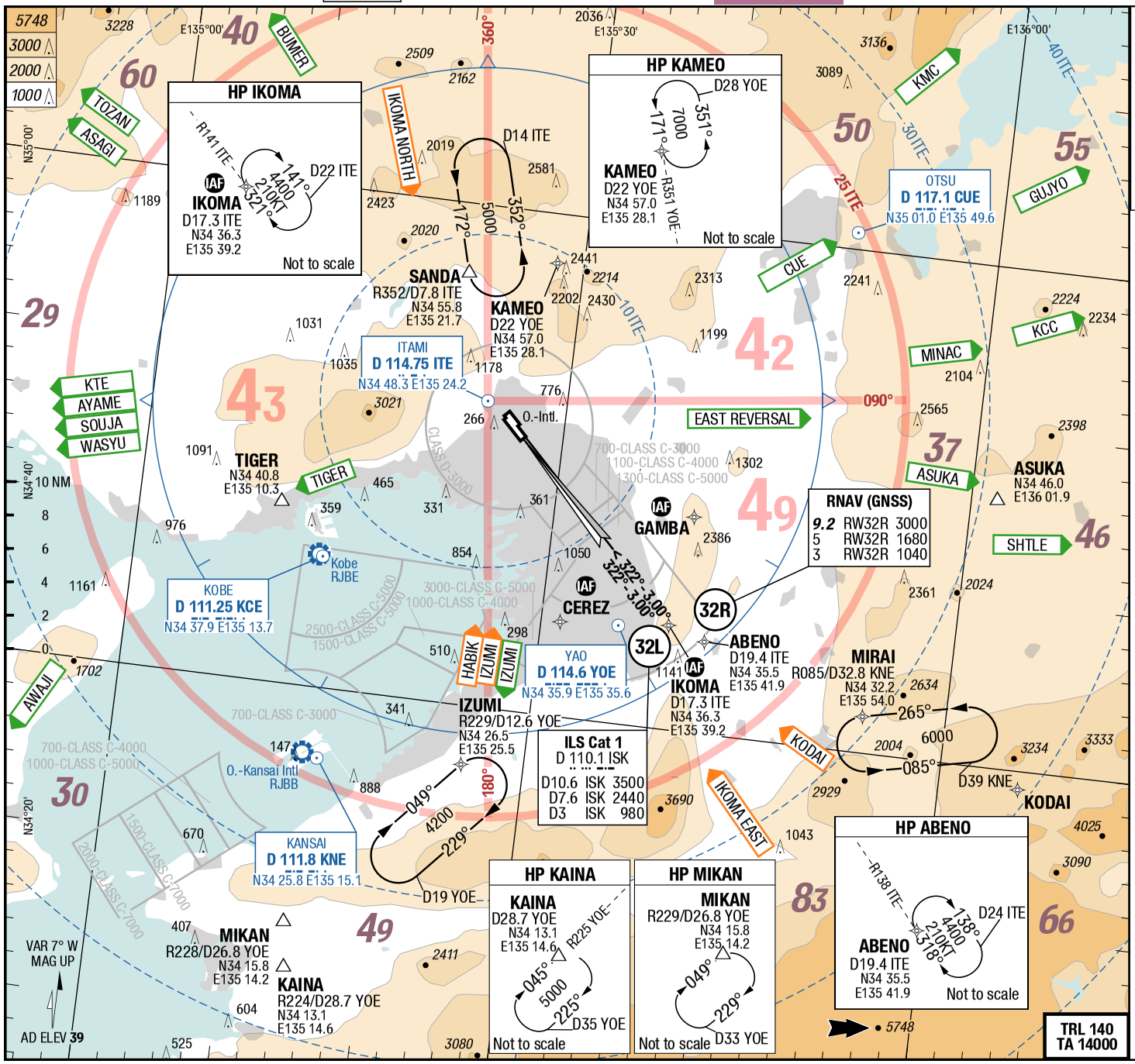
**Noise Abatement Procedure:** See CRAR and in addition;
ACFT using TWY B and departing from RWY 32L shall make intersection TKOF via TWY W2. In this case, AVBL RWY length is 2700m / 8858ft from RWY 14R THR. If full RWY length is required, advise ATC.

Departing ACFT shall not hold on TWY W1.

ACFT shall not hold short of No.1 stop line until receiving taxi CLR.

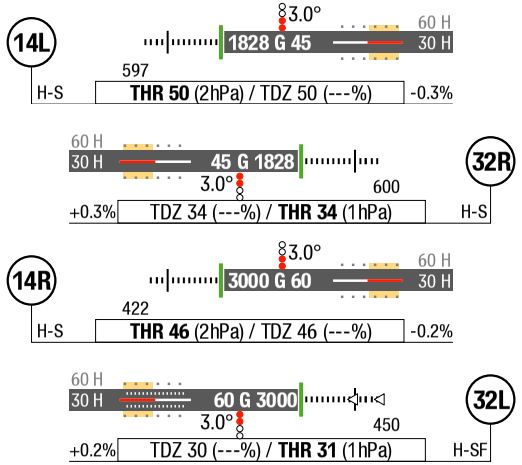
Whenever practicable, pilots are urged to make rolling TKOF without stopping at THR and to achieve TKOF PWR at position 370m / 1214ft from THR with gradual advance of PWR LVL after passing THR.

MAX Allowable Noise Level
2200-1100: 107 dB (A)
1101-1200: 100 dB (A)



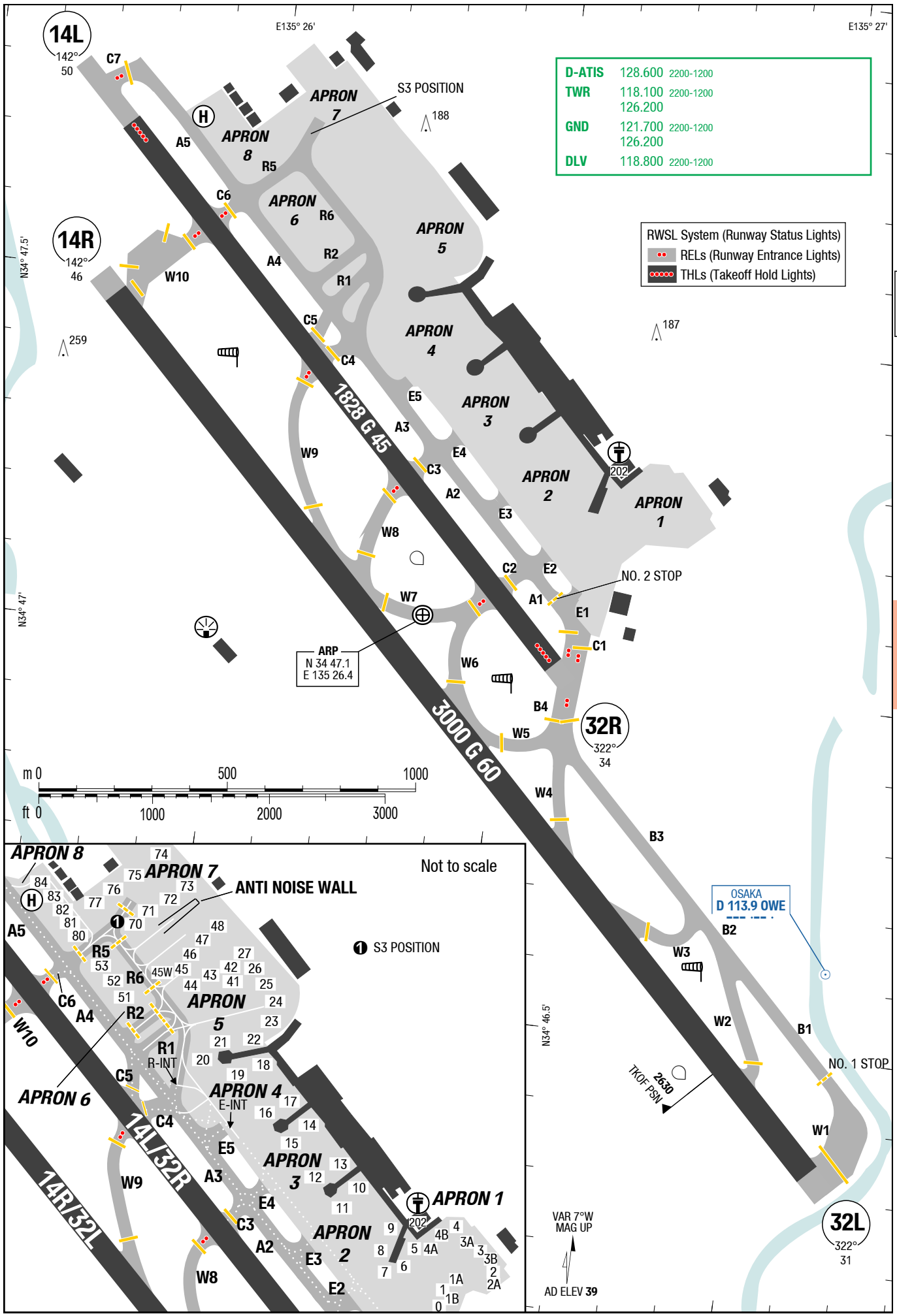

| | | |
|---|---|---|
| D-ATIS | 128.600 | 2200-1200 |
| Kansai APP | 120.450 | 2200-1200 |
| | 124.700 | |
| Kansai DEP | 119.500 | 2200-1200 |
| TWR | 118.100 | 2200-1200 |
| | 126.200 | |
| GND | 121.700 | 2200-1200 |
| | 126.200 | |
| DLV | 118.800 | 2200-1200 |

**Landing RWY system:**




Changes: FREQ, OBST

Changes: FREQ, Parking Stands 4B, BLDG



# Stand Coordinates

| | |
|---|---|
| **0** | Not published |
| **1** | N34 47.1 E135 26.7 |
| **1A,1B** | Not published |
| **2** | N34 47.2 E135 26.8 |
| **2A** | Not published |
| **3** | N34 47.3 E135 26.8 |
| **3A,3B** | Not published |
| **4-4B** | N34 47.3 E135 26.7 |
| **5** | N34 47.3 E135 26.6 |
| **6, 7** | N34 47.2 E135 26.6 |
| **8, 9** | N34 47.3 E135 26.6 |
| **10, 11** | N34 47.3 E135 26.5 |
| **12** | N34 47.3 E135 26.4 |
| **13** | N34 47.4 E135 26.5 |
| **14, 15** | N34 47.4 E135 26.4 |
| **16** | N34 47.4 E135 26.3 |
| **17** | N34 47.5 E135 26.4 |
| **18, 19** | N34 47.5 E135 26.3 |
| **20** | N34 47.5 E135 26.2 |
| **21** | N34 47.6 E135 26.2 |
| **22 - 24** | N34 47.6 E135 26.3 |
| **25 - 27** | N34 47.7 E135 26.3 |
| **41, 42** | N34 47.7 E135 26.2 |
| **43, 44** | N34 47.6 E135 26.2 |
| **45** | N34 47.7 E135 26.2 |
| **45W** | N34 47.6 E135 26.2 |
| **46, 47** | N34 47.7 E135 26.2 |
| **48** | N34 47.7 E135 26.2 |
| **51** | N34 47.6 E135 26.1 |
| **52, 53** | N34 47.6 E135 26.0 |
| **70 - 72** | N34 47.7 E135 26.1 |
| **73** | N34 47.8 E135 26.2 |
| **74** | N34 47.8 E135 26.1 |
| **75, 76** | N34 47.8 E135 26.0 |
| **77** | N34 47.7 E135 26.0 |
| **80 - 84** | N34 47.7 E135 25.9 |

Japan **Osaka** Osaka Intl
Tempo SIDs RWYs 32L/32R

4-08

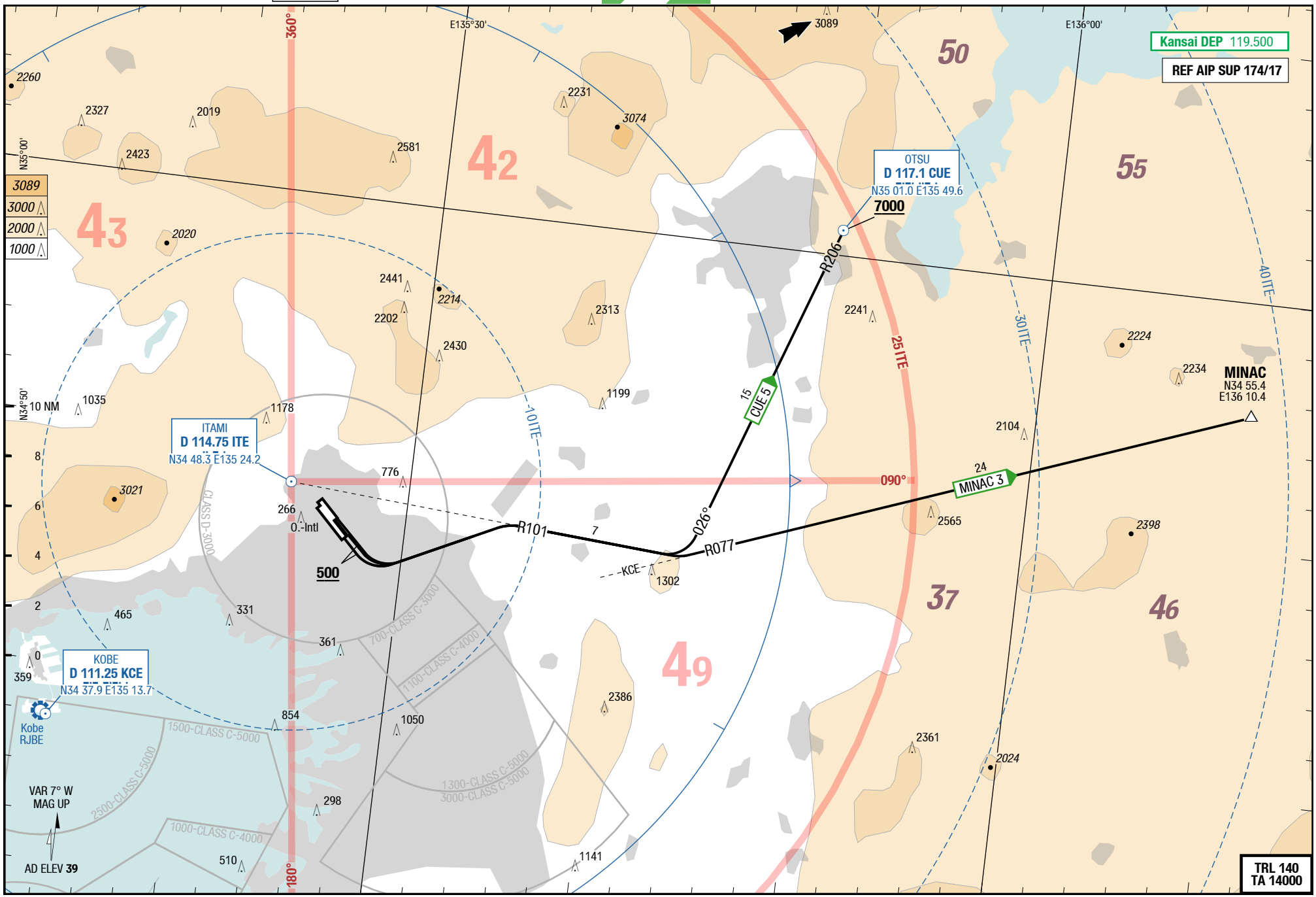
## Tempo SIDs RWYs 14L/14R

SID

SID

Osaka Intl **Osaka** Japan
Tempo SIDs RWYs 32L/32R

Tempo SIDs RWYs 14L/14R






Changes: OBST

# ITM-RJOO

Japan **Osaka** Osaka Intl

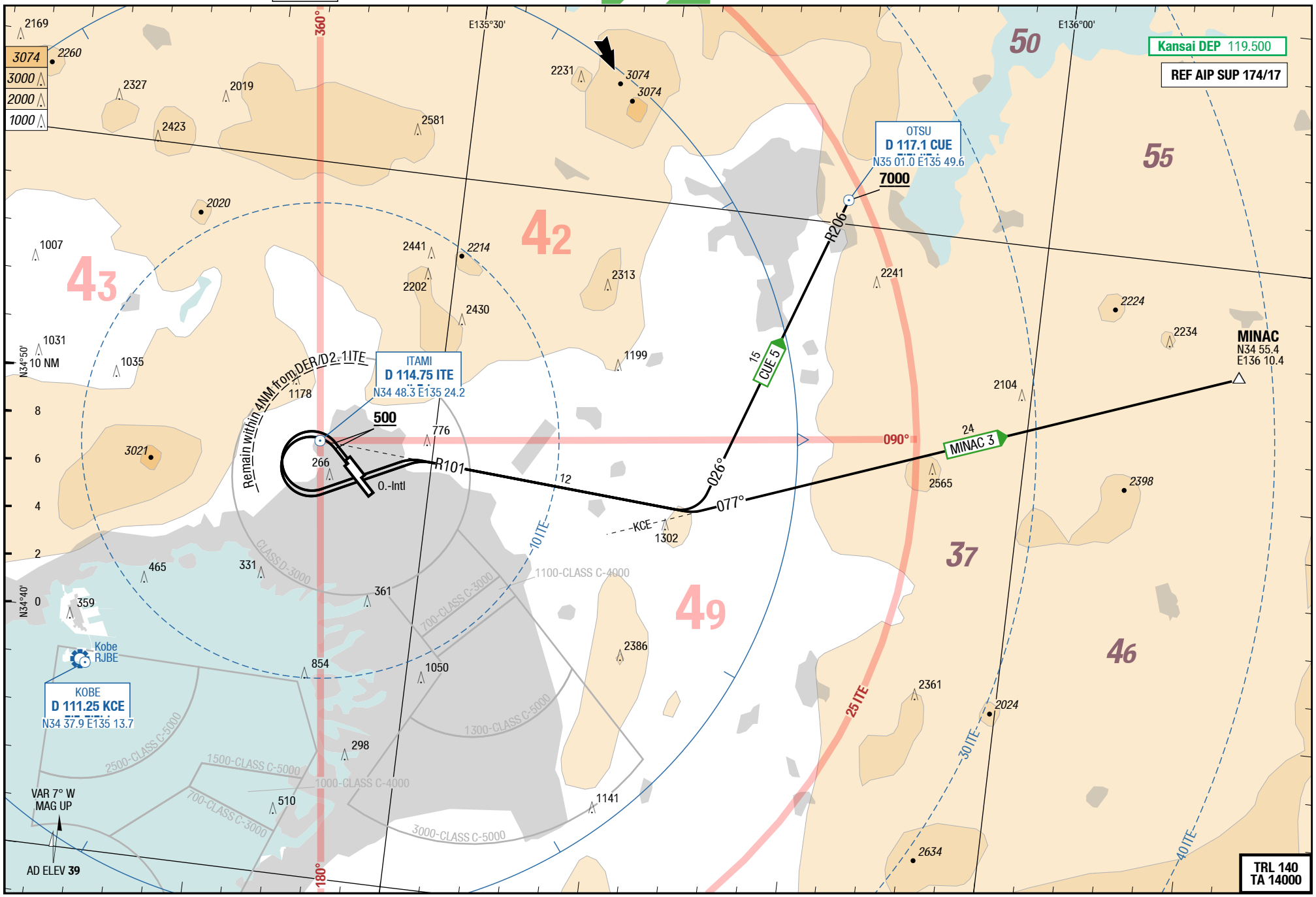
4-09 **Tempo SIDs RWYs 32L/32R**

SID

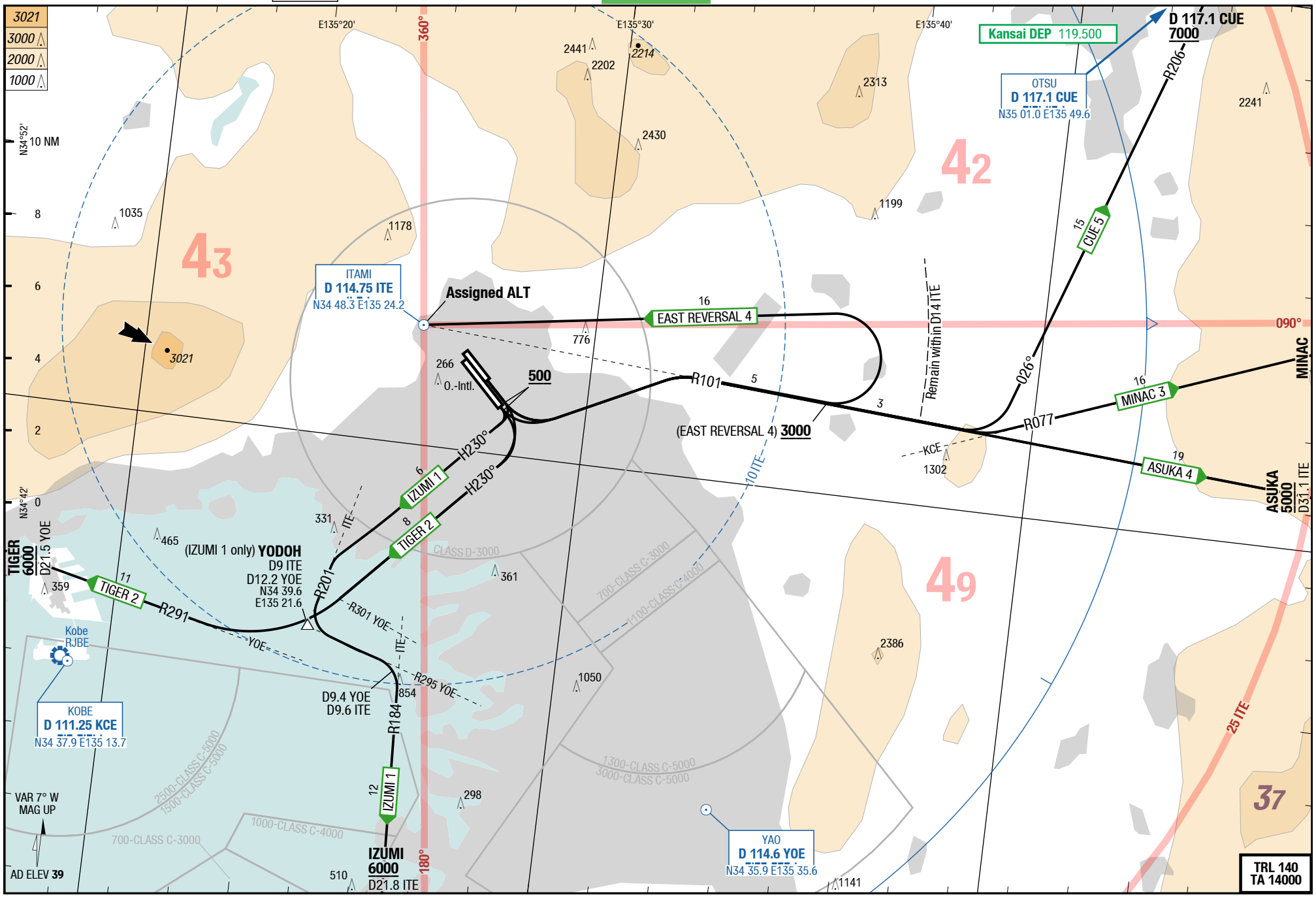
SID

Osaka Intl **Osaka** Japan

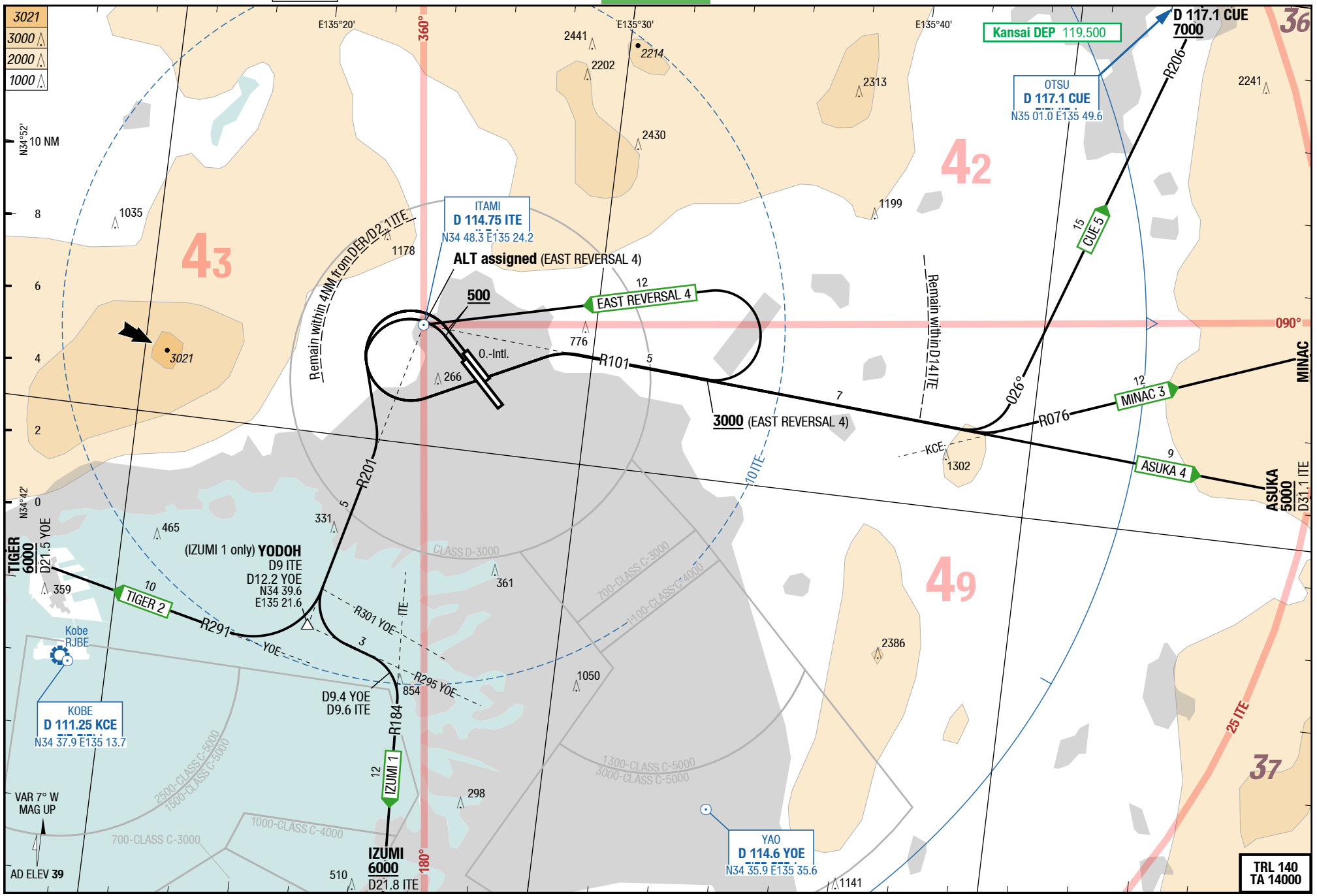
**Tempo SIDs RWYs 32L/32R**




Changes: OBST




Changes: Track, OBST




Changes: OBST

# Japan **Osaka** Osaka Intl

NIL

## Tempo SID Transitions

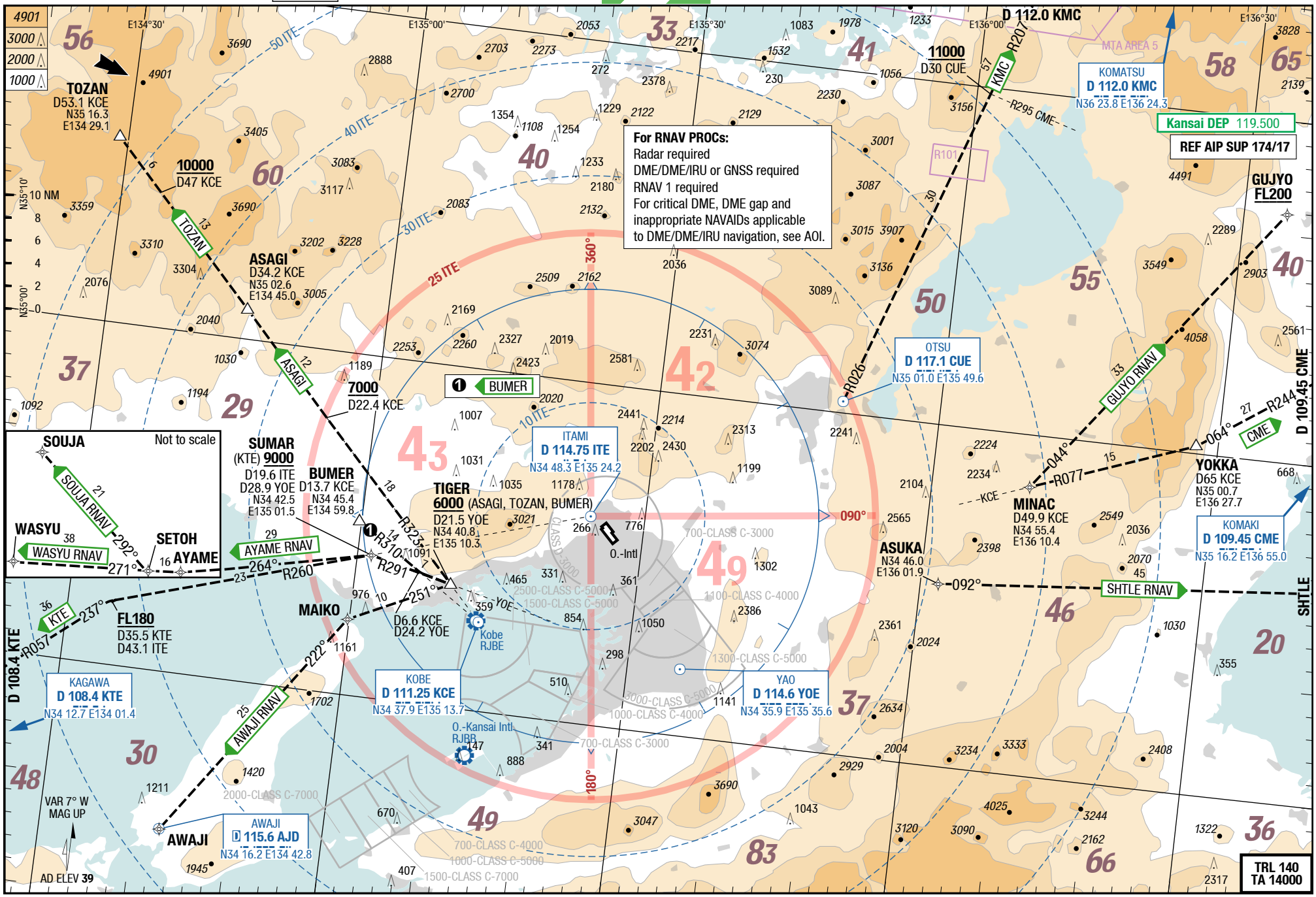
SID

# Osaka Intl **Osaka** Japan

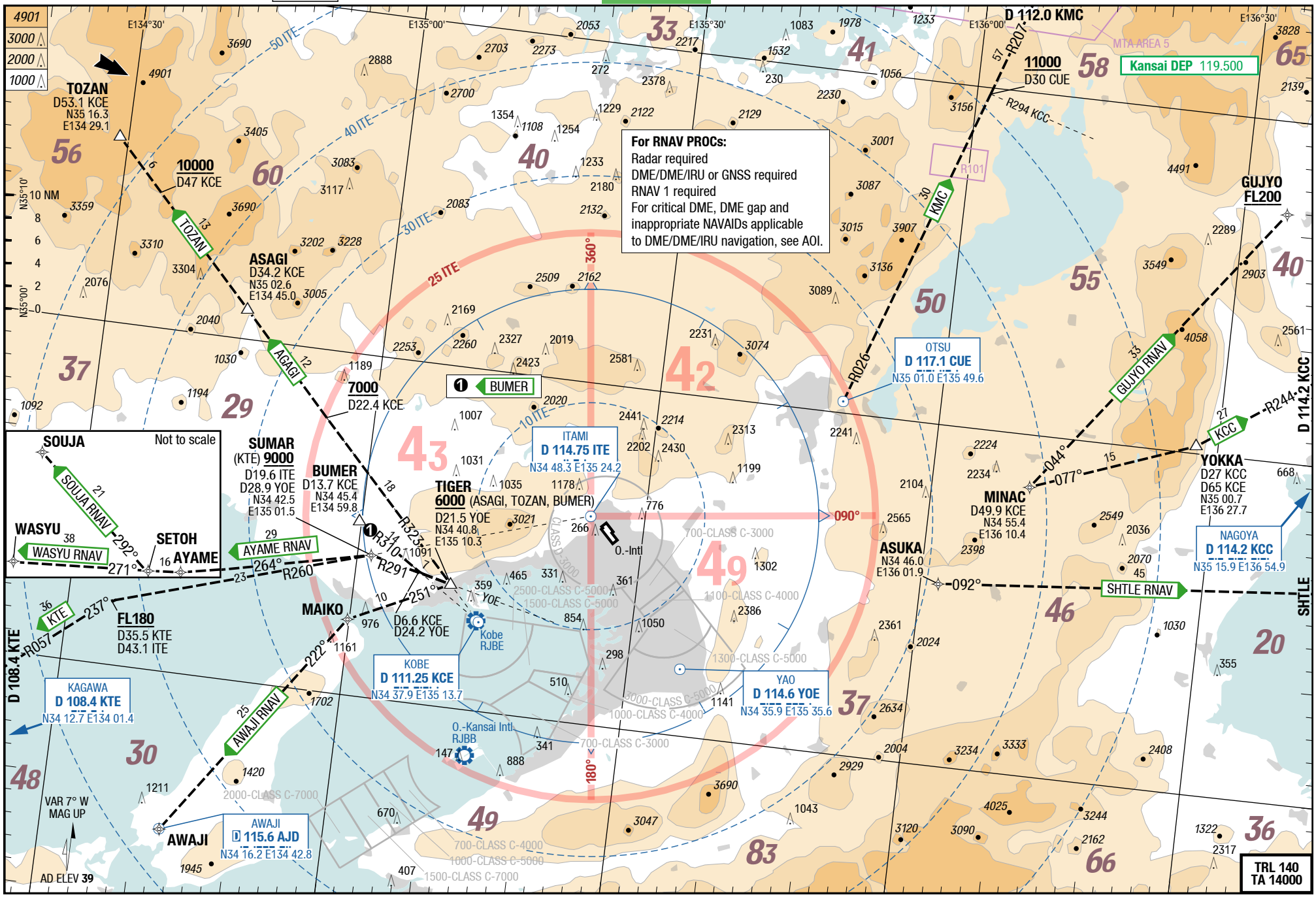
NIL

## Tempo SID Transitions

SID




Changes: Track, DIST, OBST




Changes: Track, DIST, OBST

# ITM-RJOO

**5**-08 **Tempo SIDs RWYs 14L/14R**

**MINAC 3 / OTSU 5**

RWYs 14L/R (142°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 4.9% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 14L/14R** | |
| **MINAC 3**<br>4.9% to 500<br>**119.500** | at MNM **500 LT** intercept R101 **ITE** - intercept R077 **KCE** to MINAC | |
| **OTSU 5**<br>**CUE 5**<br>4.9% to 500<br>**119.500** | at MNM **500 LT** intercept R101 **ITE** - R206 **CUE** to **CUE** | **CUE** MNM **7000** |



Changes: New

# ITM-RJOO

5-09 **Tempo SIDs RWYs 32L/32R**

**MINAC 3 / OTSU 5**

RWYs 32L/R (322°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 32L/32R** | |
| **MINAC 3**<br>**119.500** | at MNM **500 LT** (within 4NM from DER/D2.1 **ITE**) intercept R101<br>**ITE** - intercept R077 **KCE** to MINAC | |
| **OTSU 5**<br>**CUE 5**<br>**119.500** | at MNM **500 LT** (within 4NM from DER/D2.1 **ITE**) intercept R101<br>**ITE** - intercept R206 **CUE** to **CUE** | **CUE** MNM **7000** |



Changes: New

**ASUKA 4 / EAST REVERSAL 4 / IZUMI 1 / MINAC 3 / OTSU 5 / TIGER 2**

RWYs 14L/R (142°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 4.8% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 14L/14R** | |
| **ASUKA 4**<br>4.8% to 500<br>**119.500** | at MNM **500 LT** intercept R101 **ITE** to ASUKA | ASUKA MNM **5000** |
| **EAST REVERSAL 4**<br>4.8% to 500<br>**119.500** | at MNM **500 LT** intercept R101 **ITE** - at MNM **3000 LT** (within D14 **ITE**) direct **ITE** | **ITE** at assigned **ALT** |
| **IZUMI 1**<br>4.8% to 500<br>**119.500** | at MNM **500 RT** HDG 230° - intercept R201 **ITE** - at YODOH **LT** intercept R295 **YOE** inbound - **RT** intercept R184 **ITE** to IZUMI | IZUMI MNM **6000** |
| **MINAC 3**<br>4.8% to 500<br>**119.500** | at MNM **500 LT** intercept R101 **ITE** - intercept R077 **KCE** to MINAC | |
| **OTSU 5**<br>**CUE 5**<br>4.8% to 500<br>**119.500** | at MNM **500 LT** intercept R101 **ITE** - intercept R206 **CUE** to **CUE** | **CUE** MNM **7000** |
| **TIGER 2**<br>4.8% to 2500<br>**119.500** | at MNM **500 RT** HDG 230° - crossing R301 **YOE RT** intercept R291 **YOE** to TIGER | TIGER MNM **6000** |

**ASUKA 4 / EAST REVERSAL 4 / IZUMI 1 / MINAC 3 / OTSU 5 / TIGER 2**

RWYs 32L/R (322°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 4.8% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 32L/32R** | |
| **ASUKA 4**<br>**119.500** | at MNM **500 LT** (within 4NM from DER/D2.1 **ITE**) intercept R101 **ITE** to ASUKA | ASUKA MNM **5000** |
| **EAST REVERSAL 4**<br>**119.500** | at MNM **500 LT** (within 4NM from DER/D2.1 **ITE**) intercept R101 **ITE** - at MNM **3000 LT** (within D14 **ITE**) direct **ITE** | **ITE** at assigned **ALT** |
| **IZUMI 1**<br>**119.500** | at MNM **500 LT** (within 4NM from DER/D2.1 **ITE**) intercept R201 **ITE** - at YODOH **LT** intercept R295 **YOE** inbound - intercept R184 **ITE** to IZUMI | IZUMI MNM **6000** |
| **MINAC 3**<br>**119.500** | at MNM **500 LT** (within 4NM from DER/D2.1 **ITE**) intercept R101 **ITE -** intercept R076 **KCE** to MINAC | |
| **OTSU 5**<br>**CUE 5**<br>**119.500** | at MNM **500 LT**(within 4NM from DER/D2.1 **ITE**) intercept R101 **ITE** - intercept R206 **CUE** to **CUE** | **CUE** MNM **7000** |
| **TIGER 2**<br>4.8% to 2500<br>**119.500** | at MNM **500 LT** (within 4NM from DER/D2.1 **ITE**) intercept R201 **ITE** - crossing R301 **YOE RT** intercept R291 **YOE** to TIGER | TIGER MNM **6000** |

# ITM-RJOO



## Tempo SID Transitions

**ASAGI / AWAJI RNAV / AYAME RNAV / BUMER / GUJYO RNAV / KAGAWA / KOMAKI / KOMATSU / SHTLE RNAV / SOUJA RNAV**

RWYs 14L/R (142°) / 32L/R (322°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **All RWYs** | |
| **ASAGI**<br>**119.500** | TIGER - intercept R323 **KCE** to ASAGI | TIGER MNM **6000**<br>R323/22.4 **KCE** MNM **7000** |
| **AWAJI RNAV**<br>**119.500** | TIGER - MAIKO - AWAJI<br><br>**FMS**<br>TIGER - MAIKO - AWAJI | |
| **AYAME RNAV**<br>**119.500** | TIGER - SUMAR - AYAME<br><br>**FMS**<br>TIGER - SUMAR - AYAME | |
| **BUMER**<br>**119.500** | TIGER - intercept R291 **YOE** - intercept R310 **KCE** to BUMER | TIGER MNM **6000** |
| **GUJYO RNAV**<br>**119.500** | MINAC - GUJYO<br><br>**FMS**<br>MINAC - GUJYO | GUJYO MNM **FL200**<br><br>GUJYO MNM **FL200** |
| **KAGAWA**<br>**KTE**<br>**119.500** | TIGER - intercept R291 **YOE** to SUMAR - intercept R260 **ITE** - intercept R057 **KTE** to **KTE** | SUMAR MNM **9000**<br>R260/D43.1 **ITE** MNM **FL180** |
| **KOMAKI**<br>**CME**<br><br>**119.500** | MINAC - intercept R077 **KCE** to YOKKA - intercept R244 **CME** to **CME** | |
| **KOMATSU**<br>**KMC**<br>**119.500** | **CUE** - intercept R026 **CUE** - intercept R207 **KMC** to **KMC** | crossing R295 **CME**/D30 **CUE** MNM **11000** |
| **SHTLE RNAV**<br>**119.500** | ASUKA - SHTLE<br><br>**FMS**<br>ASUKA - SHTLE | |
| **SOUJA RNAV**<br>**119.500** | TIGER - SUMAR - AYAME - SETOH - SOUJA<br><br>**FMS**<br>TIGER - SUMAR - AYAME - SETOH - SOUJA | |



Changes: Track

# ITM-RJOO



## Tempo SID Transitions

**TOZAN / WASYU RNAV**

RWYs 14L/R (142°) / 32L/R (322°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **All RWYs** | |
| **TOZAN**<br>**119.500** | TIGER - intercept R323 **KCE** to TOZAN | TIGER MNM **6000**<br>R323/D22.4 **KCE** MNM **7000**<br>R323/D47 **KCE** MNM **10000** |
| **WASYU RNAV**<br>**119.500** | TIGER - SUMAR - AYAME - SETOH - WASYU<br><br>**FMS**<br>TIGER - SUMAR - AYAME - SETOH - WASYU | |

**ASAGI / AWAJI RNAV / AYAME RNAV / BUMER / GUJYO RNAV / KAGAWA / KOMATSU / NAGOYA / SHTLE RNAV / SOUJA RNAV / TOZAN**

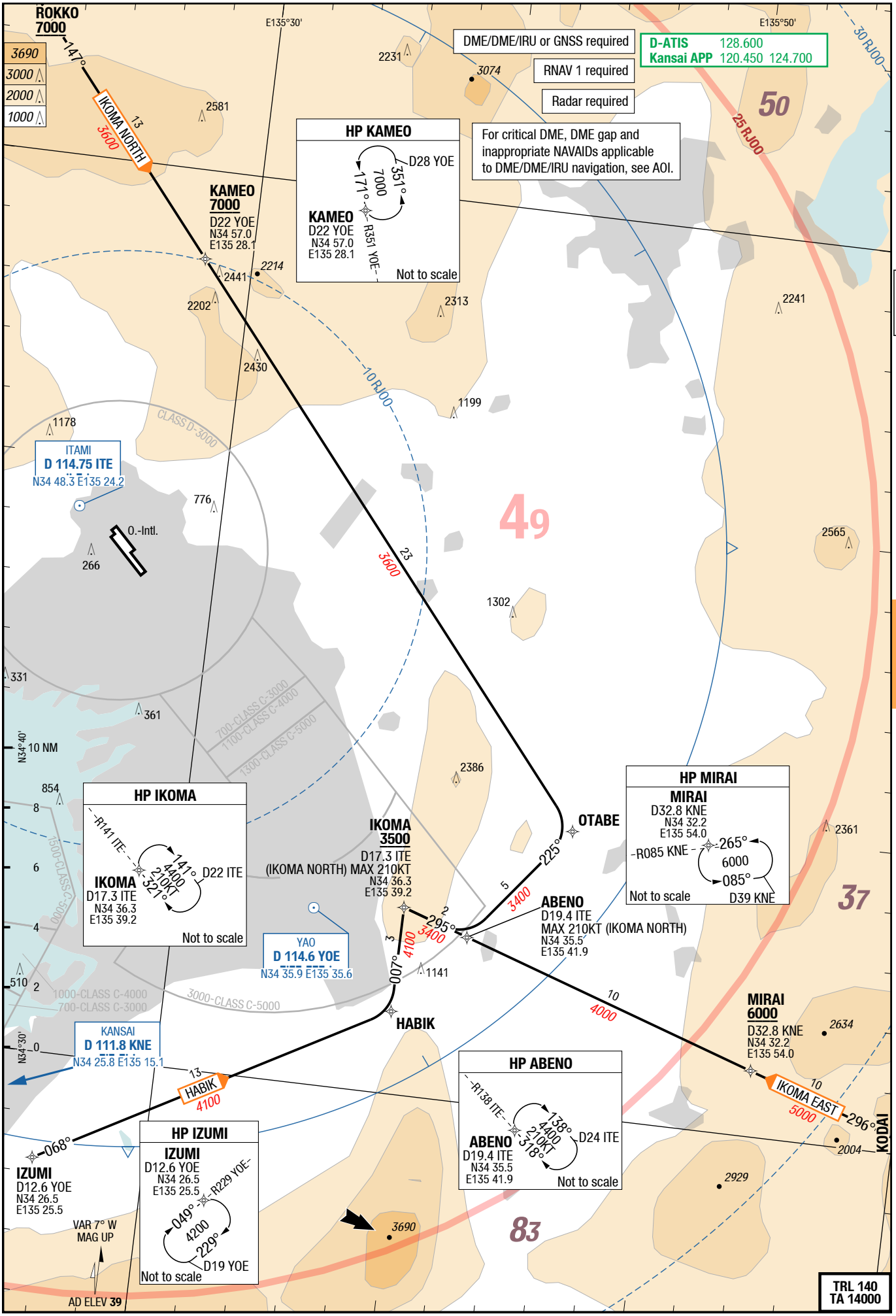
RWYs 14L/R (142°) / 32L/R (322°)

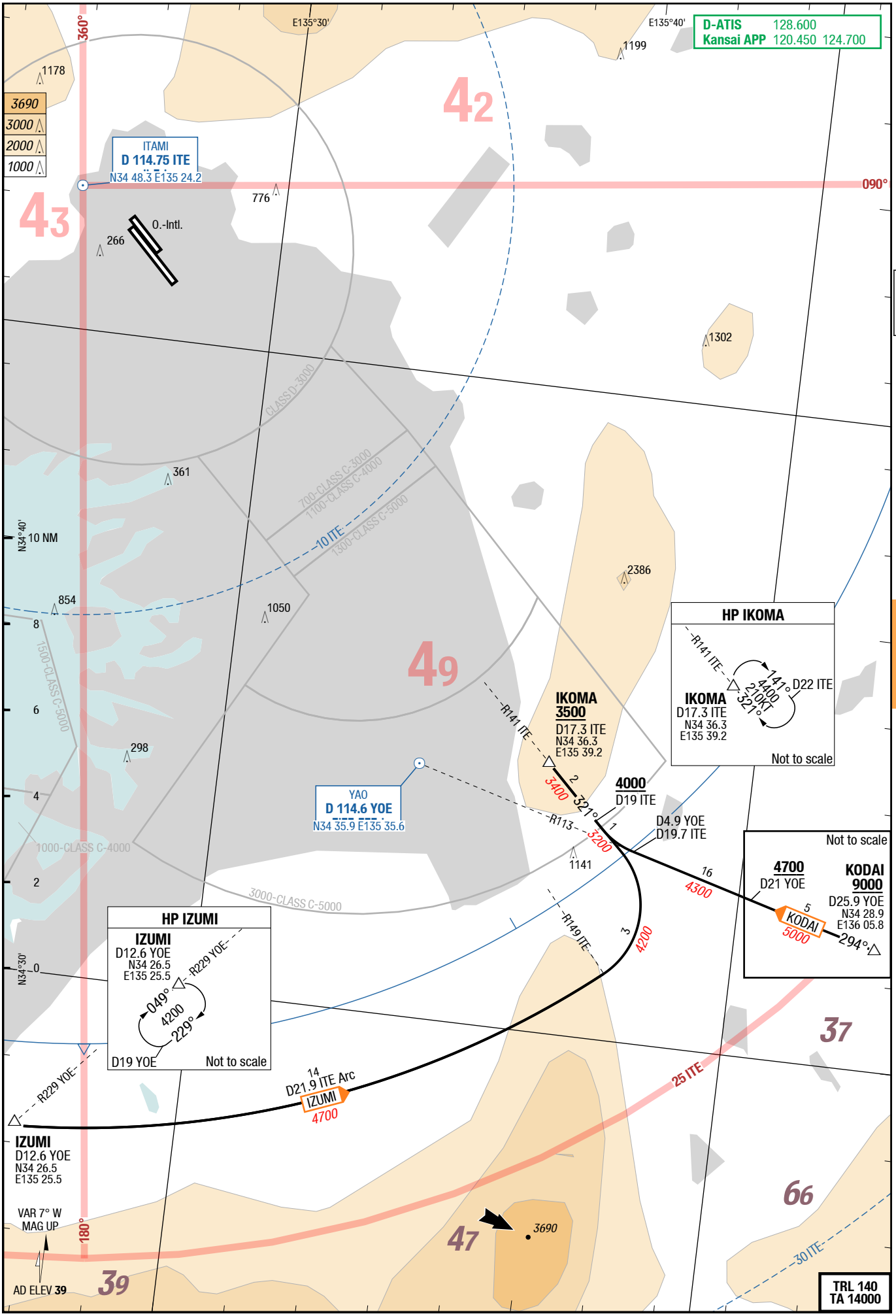
| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **All RWYs** | |
| **ASAGI**<br>**119.500** | TIGER - intercept R323 **KCE** to ASAGI | TIGER MNM **6000**<br>R323/22.4 **KCE** MNM **7000** |
| **AWAJI RNAV**<br>**119.500** | TIGER - MAIKO - AWAJI<br><br>**FMS**<br>TIGER - MAIKO - AWAJI | |
| **AYAME RNAV**<br>**119.500** | TIGER - SUMAR - AYAME<br><br>**FMS**<br>TIGER - SUMAR - AYAME | |
| **BUMER**<br>**119.500** | TIGER - intercept R291 **YOE** - intercept R310 **KCE** to BUMER | TIGER MNM **6000** |
| **GUJYO RNAV**<br>**119.500** | MINAC - GUJYO<br><br>**FMS**<br>MINAC - GUJYO | GUJYO MNM **FL200**<br><br>GUJYO MNM **FL200** |
| **KAGAWA**<br>**KTE**<br>**119.500** | TIGER - intercept R291 **YOE** to SUMAR - intercept R260 **ITE** - intercept R057 **KTE** to **KTE** | SUMAR MNM **9000**<br>R260/D43.1 **ITE** MNM **FL180** |
| **KOMATSU**<br>**KMC**<br>**119.500** | **CUE** - intercept R026 **CUE** - intercept R207 **KMC** to **KMC** | R026/D30 **CUE** MNM **11000** |
| **NAGOYA**<br>**KCC**<br>**119.500** | MINAC - YOKKA - intercept R244 **KCC** to **KCC** | |
| **SHTLE RNAV**<br>**119.500** | ASUKA - SHTLE<br><br>**FMS**<br>ASUKA - SHTLE | |
| **SOUJA RNAV**<br>**119.500** | TIGER - SUMAR - AYAME - SETOH - SOUJA<br><br>**FMS**<br>TIGER - SUMAR - AYAME - SETOH - SOUJA | |
| **TOZAN**<br>**119.500** | TIGER - intercept R323 **KCE** to TOZAN | TIGER MNM **6000**<br>R323/D22.4 **KCE** MNM **7000**<br>R323/D47 **KCE** MNM **10000** |

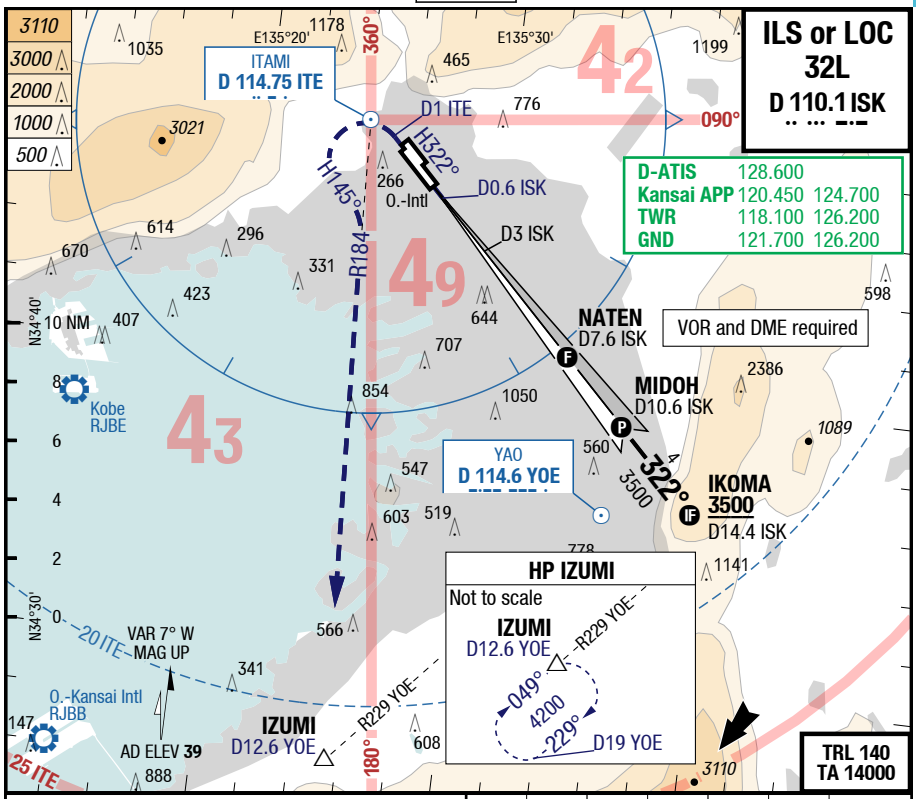
**WASYU RNAV**

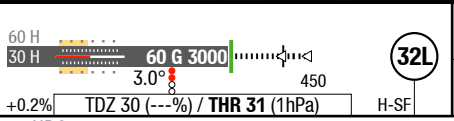
RWYs 14L/R (142°) / 32L/R (322°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **All RWYs** | |
| **WASYU RNAV**<br>**119.500** | TIGER - SUMAR - AYAME - SETOH - WASYU<br><br>**FMS**<br>TIGER - SUMAR - AYAME - SETOH - WASYU | |


ROKKO 7000
147°
IKOMA NORTH 3600
13
DME/DME/IRU or GNSS required
RNAV 1 required
Radar required
D-ATIS 128.600
Kansai APP 120.450 124.700
For critical DME, DME gap and inappropriate NAVAIDs applicable to DME/DME/IRU navigation, see AOI.
HP KAMEO
D28 YOE
7000
351°
171°
KAMEO
D22 YOE
N34 57.0
E135 28.1
R351 YOE
Not to scale
KAMEO 7000
D22 YOE
N34 57.0
E135 28.1
25 RJOO
30 RJOO
10 RJOO
CLASS D-3000
ITAMI
D 114.75 ITE
N34 48.3 E135 24.2
O.-Intl.
23
3600
HP IKOMA
R141 ITE
141°
4400
210KT
321°
D22 ITE
IKOMA
D17.3 ITE
N34 36.3
E135 39.2
Not to scale
IKOMA 3500
D17.3 ITE
(IKOMA NORTH) MAX 210KT
N34 36.3
E135 39.2
OTABE
225°
5
3400
ABENO
D19.4 ITE
MAX 210KT (IKOMA NORTH)
N34 35.5
E135 41.9
295°
2
3400
3
4100
070°
HP MIRAI
MIRAI
D32.8 KNE
N34 32.2
E135 54.0
R085 KNE
265°
6000
085°
D39 KNE
Not to scale
YAO
D 114.6 YOE
N34 35.9 E135 35.6
HABIK
10
4000
MIRAI 6000
D32.8 KNE
N34 32.2
E135 54.0
IKOMA EAST 5000
10
296°
KODAI
2004
KANSAI
D 111.8 KNE
N34 25.8 E135 15.1
13
HABIK 4100
068°
HP ABENO
R138 ITE
138°
4400
210KT
318°
D24 ITE
ABENO
D19.4 ITE
N34 35.5
E135 41.9
Not to scale
HP IZUMI
IZUMI
D12.6 YOE
N34 26.5
E135 25.5
R229 YOE
049°
4200
229°
D19 YOE
Not to scale
IZUMI
D12.6 YOE
N34 26.5
E135 25.5
VAR 7° W
MAG UP
AD ELEV 39
TRL 140
TA 14000
1000-CLASS C-4000
700-CLASS C-3000
3000-CLASS C-5000
700-CLASS C-3000
1100-CLASS C-4000
1300-CLASS C-5000
1500-CLASS C-5000
10 NM
E135°30'
E135°50'
N34°40'
N34°30'
49
37
83
2231
3074
2581
2214
2441
2202
2313
2241
2430
1199
1178
776
266
1302
2565
331
361
854
2386
2361
510
1141
2634
2929
3690


D-ATIS 128.600
Kansai APP 120.450 124.700
E135°30'
E135°40'
360°
090°
180°
3690
3000
2000
1000
ITAMI
D 114.75 ITE
N34 48.3 E135 24.2
0.-Intl.
1178
1199
776
266
1302
361
2386
854
1050
298
1141
10 NM
10 ITE
25 ITE
30 ITE
N34°40'
N34°30'
CLASS D-3000
700-CLASS C-3000
1100-CLASS C-4000
1300-CLASS C-5000
1500-CLASS C-5000
1000-CLASS C-4000
3000-CLASS C-5000
42
43
49
47
37
66
39
HP IKOMA
R141 ITE
141°
4400
210KT
321°
D22 ITE
IKOMA
D17.3 ITE
N34 36.3
E135 39.2
Not to scale
IKOMA
3500
D17.3 ITE
N34 36.3
E135 39.2
R141 ITE
2
3400
321°
4000
D19 ITE
1
D4.9 YOE
D19.7 ITE
R113
3200
16
4300
Not to scale
4700
D21 YOE
KODAI
9000
D25.9 YOE
N34 28.9
E136 05.8
5
KODAI
5000
294°
YAO
D 114.6 YOE
N34 35.9 E135 35.6
R149 ITE
3
4200
HP IZUMI
IZUMI
D12.6 YOE
N34 26.5
E135 25.5
R229 YOE
049°
4200
229°
D19 YOE
Not to scale
R229 YOE
14
D21.9 ITE Arc
IZUMI
4700
IZUMI
D12.6 YOE
N34 26.5
E135 25.5
VAR 7° W
MAG UP
AD ELEV 39
3690
TRL 140
TA 14000

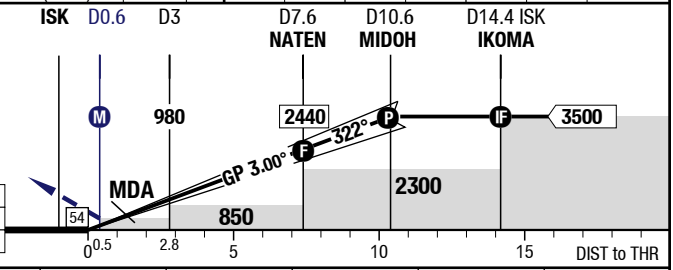



| 2 | 4 | 6 | 8 | 9 | 10.6 | LOC 3.02° D ISK |
|---|---|---|---|---|---|---|
| 670 | 1310 | 1950 | 2590 | 2910 | 3500 | |

HDG 322°
at D1 before **ITE**
**LT** HDG 145°
intercept R184 **ITE**
to IZUMI
climb **5000**
contact Kansai APP

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D7.6 ISK | *640* | *750* | *850* |
| -MAPt | NA | NA | NA |




| 32L | | Cat 1 DME GA 4.0% 1) | LOC DME GA 3.2% | | | Circling 2) TERPS | Circling 3) TERPS |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 250 - 800 **290** | 360 - 1.4 **390** | | | 600 - 2.4V **640** | 630 - 2.4V **660** |
| D | ft - m/km ft | 250 - 800 **290** | 360 - 1.6 **390** | | | 730 - 3.6V **760** | 730 - 3.6V **760** |

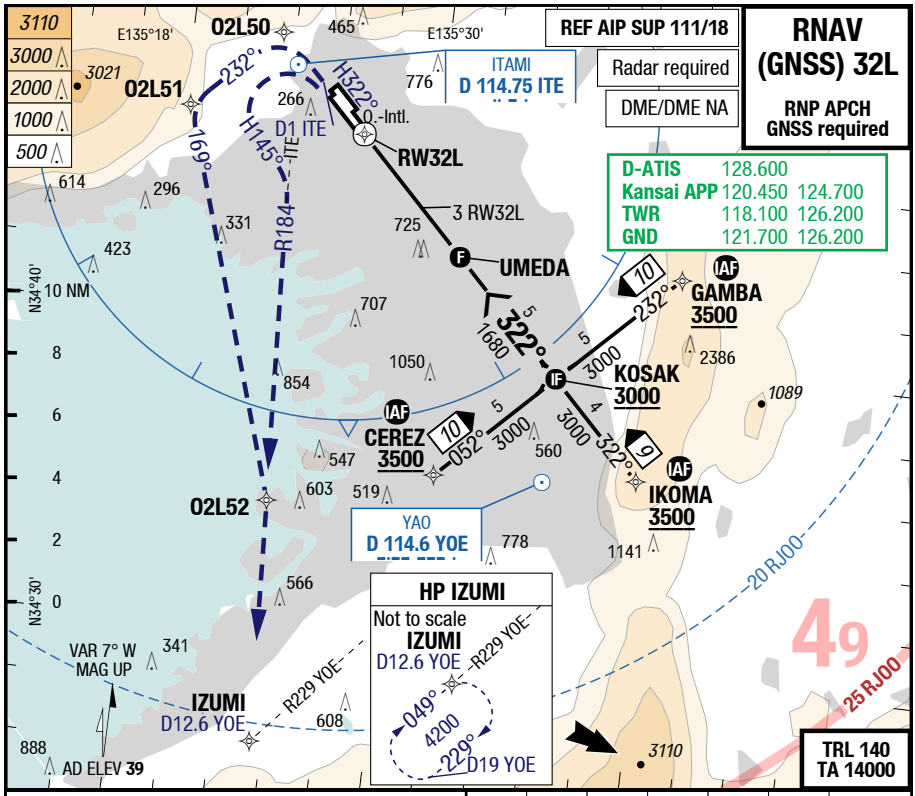
1) With EVS 550m
2) W of RWY only
3) Jet W of RWY only

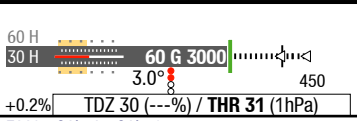
Changes: OBST, FREQ

# ITM-RJOO



# Tempo RNAV (GNSS) 32L

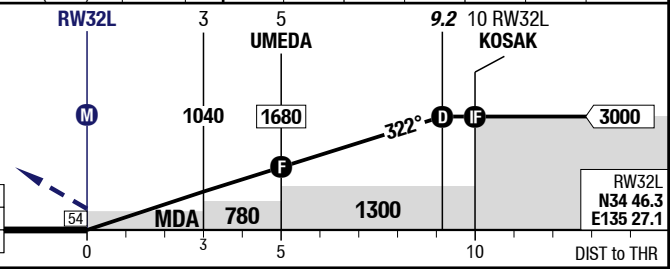



| 2 | 4 | 7 | 8 | 9 | 9.2 | 3.00° RW32L |
|---|---|---|---|---|---|---|
| *730* | *1360* | *2320* | *2640* | *2950* | 3000 | |

322° - O2L50 - O2L51
- O2L52 - IZUMI - climb **5000**
contact Kansai APP
VOR DME:
HDG 322° - at D1 before **ITE LT**
HDG 145° - intercept R184 **ITE**
to IZUMI - climb **5000**
contact Kansai APP

| GS | 120 | 140 | 160 |
|---|---|---|---|
| UMEDA | *640* | *740* | *850* |
| -MAPt | *2:30* | *2:09* | *1:53* |




| 32L | | RNAV GNSS VNAV GA 6.0% 1) 2) 3) | RNAV GNSS VNAV GA 5.0% 1) 4) | RNAV GNSS LNAV GA 6.0% 3) | RNAV GNSS LNAV GA 5.0% | Circling 5) 6) TERPS | Circling 7) 8) TERPS |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 500 - 1.8<br>**530** | 620 - 2.4<br>**650** | 500 - 1.8<br>**530** | 620 - 2.4<br>**650** | 600 - 2.4V<br>**640** | 630 - 2.4V<br>**660** |
| D | ft - m/km<br>ft | 500 - 1.8<br>**530** | 620 - 2.4<br>**650** | 500 - 1.8<br>**530** | 620 - 2.4<br>**650** | 730 - 3.6V<br>**760** | 730 - 3.6V<br>**760** |

1) Uncompensated BARO VNAV NA below -5°C (23°F) 2) With EVS 1.2km 3) Up to 1900ft 4) With EVS 1.6km 5) W of RWY only 6) GA 6.0% 7) Jet W of RWY only 8) GA 5.0%

Changes: New

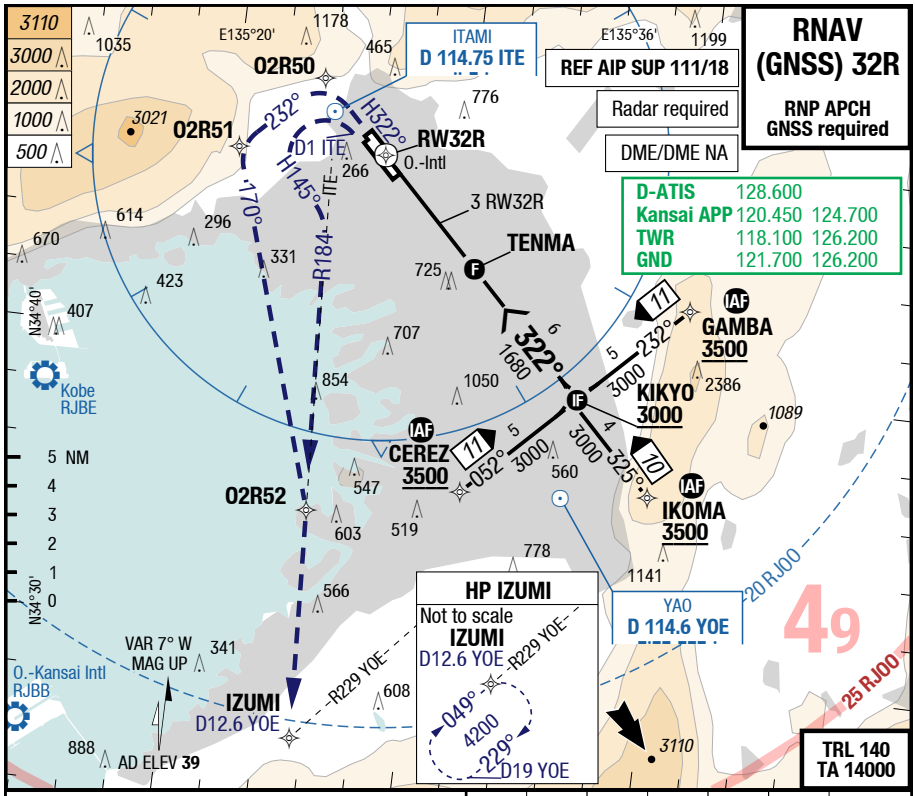
# ITM-RJOO

Japan **Osaka** Osaka Intl

IAC

7-29

## Tempo RNAV (GNSS) 32R



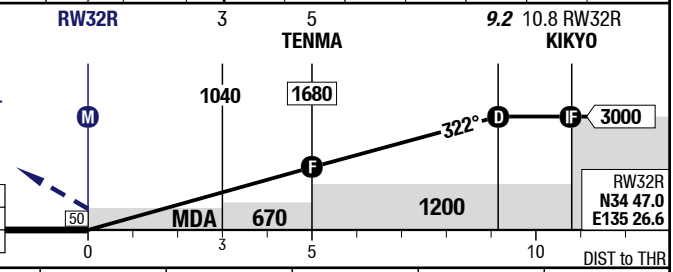

60 H
30 H
45 G 1828
3.0°
600
+0.3%
TDZ 34 (---%) / **THR 34** (1hPa)
32R
H-S

| 2 | 4 | 6 | 7 | 8 | 9.2 | 3.00° RW32R |
|---|---|---|---|---|---|---|
| *720* | *1360* | *2000* | *2320* | *2640* | 3000 | |

322° - O2R50 - O2R51
O2R52 - IZUMI - climb **5000**
contact Kansai APP

VOR DME:
HDG 322° - at D1 before **ITE** LT
HDG 145° - intercept R184 **ITE**
to IZUMI - climb **5000**
contact Kansai APP

| GS | 120 | 140 | 160 |
|---|---|---|---|
| TENMA | *640* | *740* | *850* |
| - MAPt | *2:30* | *2:09* | *1:53* |



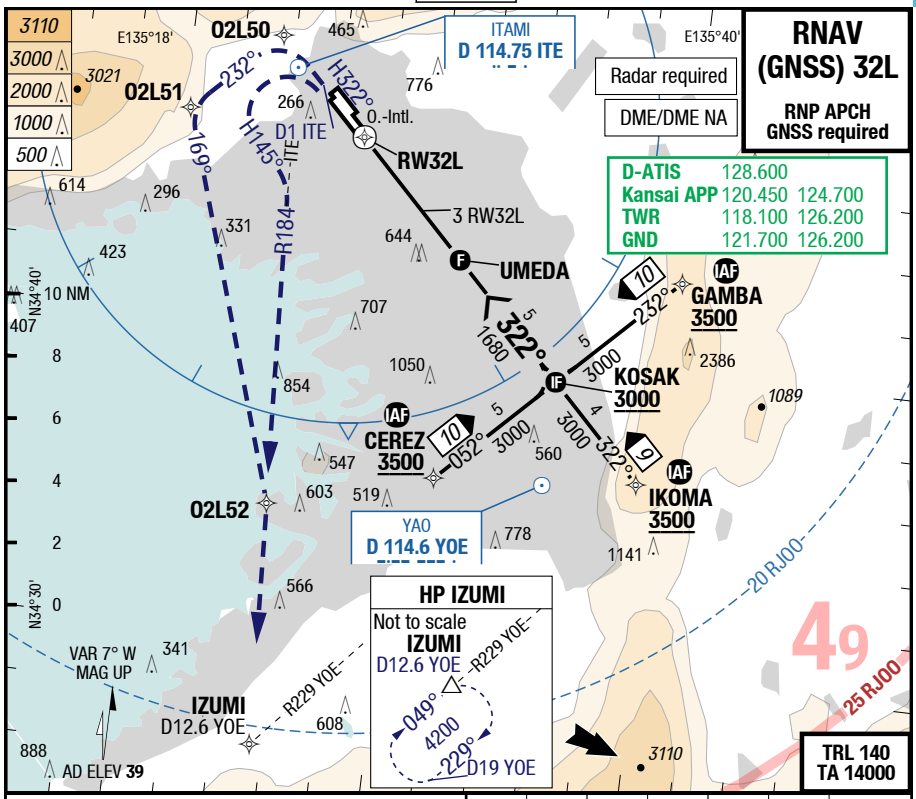

| 32R | | RNAV GNSS VNAV GA 6.0% 1) 2) 3) | RNAV GNSS VNAV GA 5.0% 1) 4) | RNAV GNSS LNAV GA 6.0% 3) | RNAV GNSS LNAV GA 5.0% | Circling 5) 6) TERPS | Circling 5) 7) TERPS |
|---|---|---|---|---|---|---|---|
| C | ft - m/km | 500 - 1.8 | 790 - 2.4 | 500 - 1.8 | 790 - 2.4 | 600 - 2.4V | 790 - 2.4V |
| | ft | **530** | **820** | **530** | **820** | **640** | **820** |
| D | ft - m/km | 500 - 1.8 | 790 - 2.4 | 500 - 1.8 | 790 - 2.4 | 730 - 3.6V | 790 - 3.6V |
| | ft | **530** | **820** | **530** | **820** | **760** | **820** |

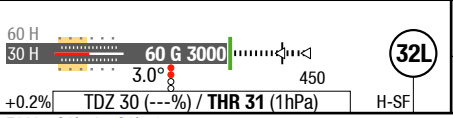
1) Uncompensated BARO VNAV NA below -5°C (23°F) 2) With EVS 1.2km, wo EVS use STD 3) Up to 1900ft 4) With EVS 1.6km, wo EVS use STD 5) W of RWY only 6) GA 6.0% 7) GA 5.0%

Changes: New

# ITM-RJOO

# RNAV (GNSS) 32L

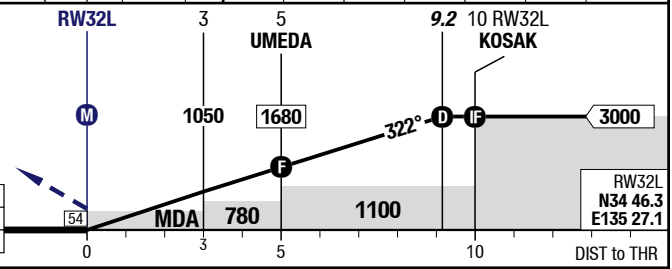



| 2 | 4 | 7 | 8 | 9 | 9.2 | 3.00° RW32L |
|---|---|---|---|---|---|---|
| *730* | *1360* | *2320* | *2640* | *2950* | 3000 | |

322° - O2L50 - O2L51
- O2L52 - IZUMI - climb **5000**
contact Kansai APP
VOR DME:
HDG 322° - at D1 before **ITE LT**
HDG 145° - intercept R184 **ITE**
to IZUMI - climb **5000**
contact Kansai APP

| GS | 120 | 140 | 160 |
|---|---|---|---|
| UMEDA | *640* | *740* | *850* |
| -MAPt | *2:30* | *2:09* | *1:53* |



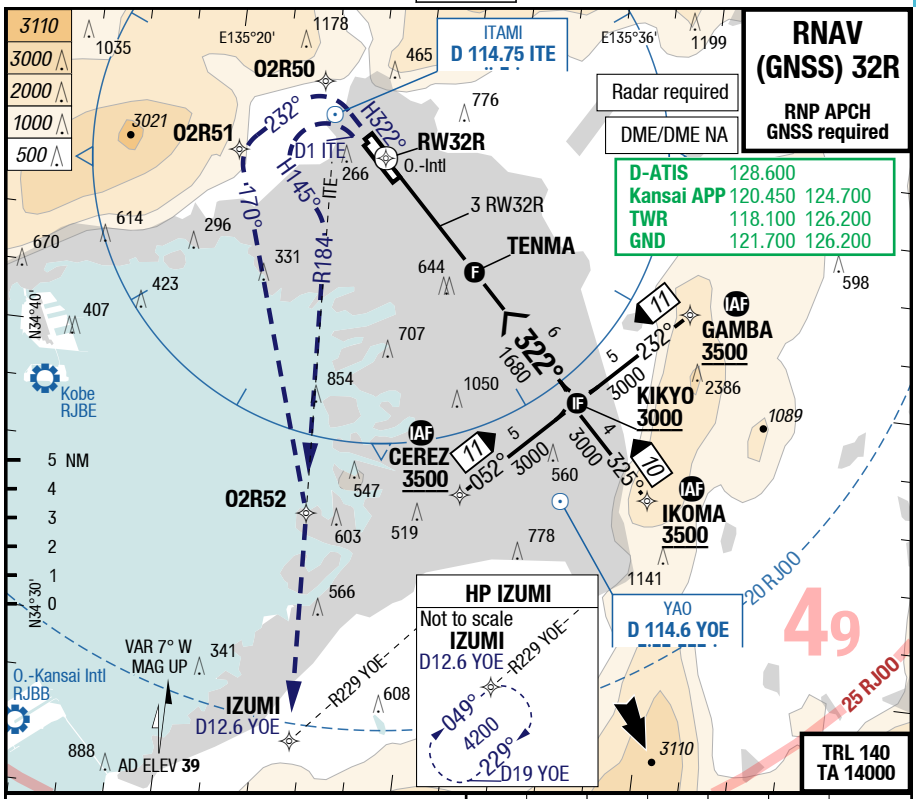

| 32L | | RNAV GNSS VNAV GA 6.0% 1) 2) 3) | RNAV GNSS VNAV GA 5.0% 1) 4) | RNAV GNSS LNAV GA 6.0% 3) | RNAV GNSS LNAV GA 5.0% | Circling 5) 6) TERPS | Circling 7) 8) TERPS |
|---|---|---|---|---|---|---|---|
| C | ft - m/km | 500 - 1.8 | 620 - 2.4 | 500 - 1.8 | 620 - 2.4 | 600 - 2.4V | 630 - 2.4V |
| | ft | **530** | **650** | **530** | **650** | **640** | **660** |
| D | ft - m/km | 500 - 1.8 | 620 - 2.4 | 500 - 1.8 | 620 - 2.4 | 730 - 3.6V | 730 - 3.6V |
| | ft | **530** | **650** | **530** | **650** | **760** | **760** |

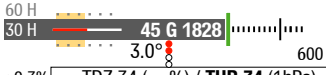
1) Uncompensated BARO VNAV NA below -5°C (23°F) 2) With EVS 1.2km 3) Up to 1900ft 4) With EVS 1.6km 5) W of RWY only 6) GA 6.0% 7) Jet W of RWY only 8) GA 5.0%

Changes: FREQ, OBST

# ITM-RJOO

# RNAV (GNSS) 32R




+0.3% TDZ 34 (---%) / **THR 34** (1hPa) H-S

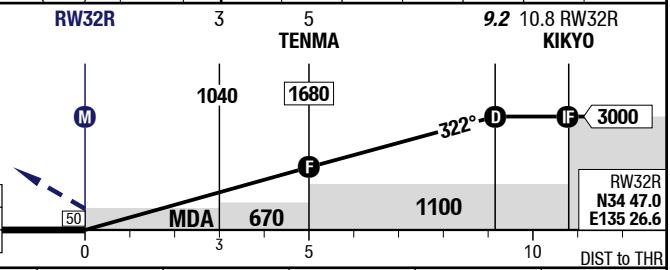
32R

| 2 | 4 | 6 | 7 | 8 | 9.2 | 3.00° RW32R |
|---|---|---|---|---|---|---|
| *720* | *1360* | *2000* | *2320* | *2640* | 3000 | |

322° - 02R50 - 02R51
02R52 - IZUMI - climb **5000**
contact Kansai APP

VOR DME:
HDG 322° - at D1 before **ITE** LT
HDG 145° - intercept R184 **ITE**
to IZUMI - climb **5000**
contact Kansai APP

| GS | 120 | 140 | 160 |
|---|---|---|---|
| TENMA | *640* | *740* | *850* |
| - MAPt | *2:30* | *2:09* | *1:53* |




| 32R | | RNAV GNSS VNAV GA 6.0% 1) 2) 3) | RNAV GNSS VNAV GA 5.0% 1) 4) | RNAV GNSS LNAV GA 6.0% 3) | RNAV GNSS LNAV GA 5.0% | Circling 5) 6) TERPS | Circling 5) 7) TERPS |
|---|---|---|---|---|---|---|---|
| C | ft - m/km | 500 - 1.8 | 790 - 2.4 | 500 - 1.8 | 790 - 2.4 | 600 - 2.4V | 790 - 2.4V |
| | ft | **530** | **820** | **530** | **820** | **640** | **820** |
| D | ft - m/km | 500 - 1.8 | 790 - 2.4 | 500 - 1.8 | 790 - 2.4 | 730 - 3.6V | 790 - 3.6V |
| | ft | **530** | **820** | **530** | **820** | **760** | **820** |

1) Uncompensated BARO VNAV NA below -5°C (23°F) 2) With EVS 1.2km, wo EVS use STD 3) Up to 1900ft 4) With EVS 1.6km, wo EVS use STD 5) W of RWY only 6) GA 6.0% 7) GA 5.0%

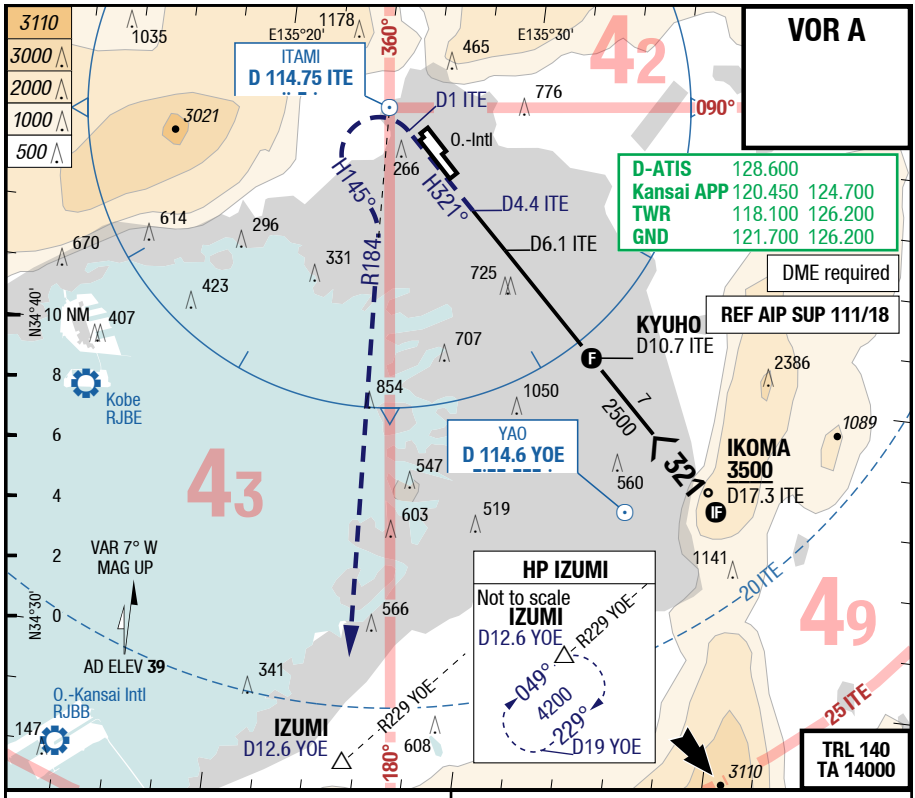
Changes: FREQ, OBST

# ITM-RJOO





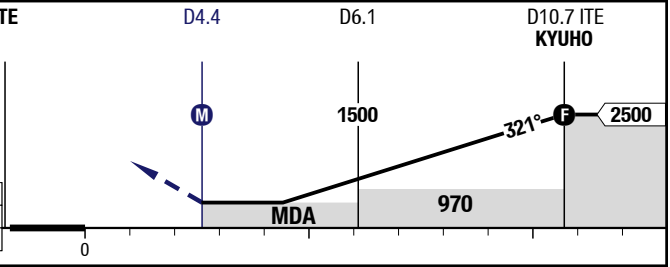
## Tempo VOR A




See AFC for RWY information and approach light system.

HDG 321°
at D1 before **ITE LT**
HDG 145°
intercept R184 **ITE** to IZUMI
climb **5000**
contact Kansai APP

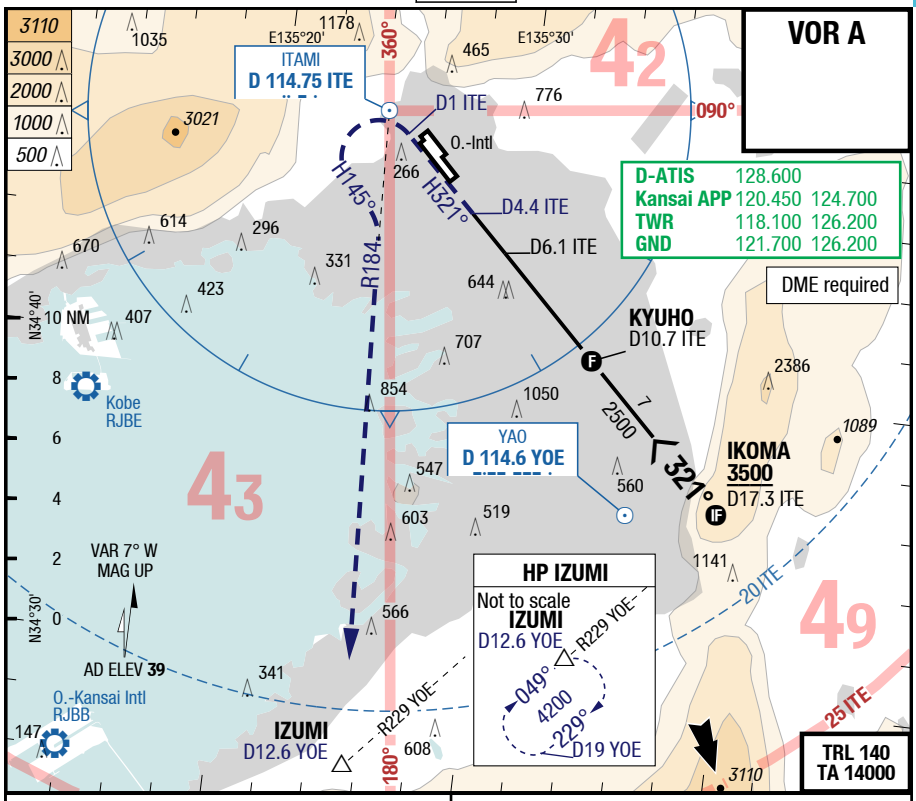
| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6.1 ITE -MAPt | NA | NA | NA |



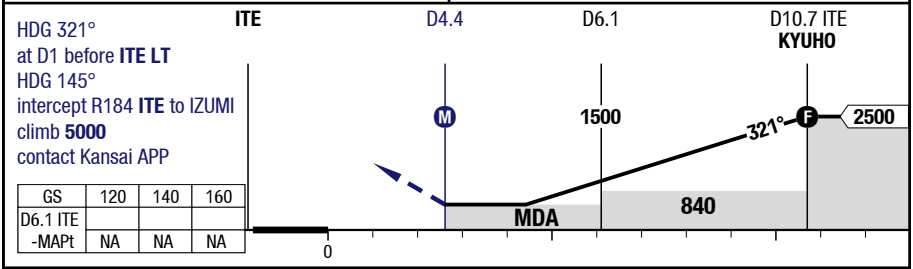

| 32R | | | | | | Circling 1) TERPS | Circling 2) TERPS |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | | | | | 600 - 2.4V **640** | 630 - 2.4V **660** |
| D | ft - m/km ft | | | | | 730 - 3.6V **760** | 730 - 3.6V **760** |

1) W of RWY only
2) Jet W of RWY only

Changes: New




See AFC for RWY information and approach light system.




| 32R | | | | | | Circling 1) TERPS | Circling 2) TERPS |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | | | | | 600 - 2.4V **640** | 630 - 2.4V **660** |
| D | ft - m/km ft | | | | | 730 - 3.6V **760** | 730 - 3.6V **760** |

1) W of RWY only
2) Jet W of RWY only

Changes: FREQ, OBST

08-MAR-2018

# ITM-RJOO

8-10

Japan **Osaka** Osaka Intl

NIL

**MRC**

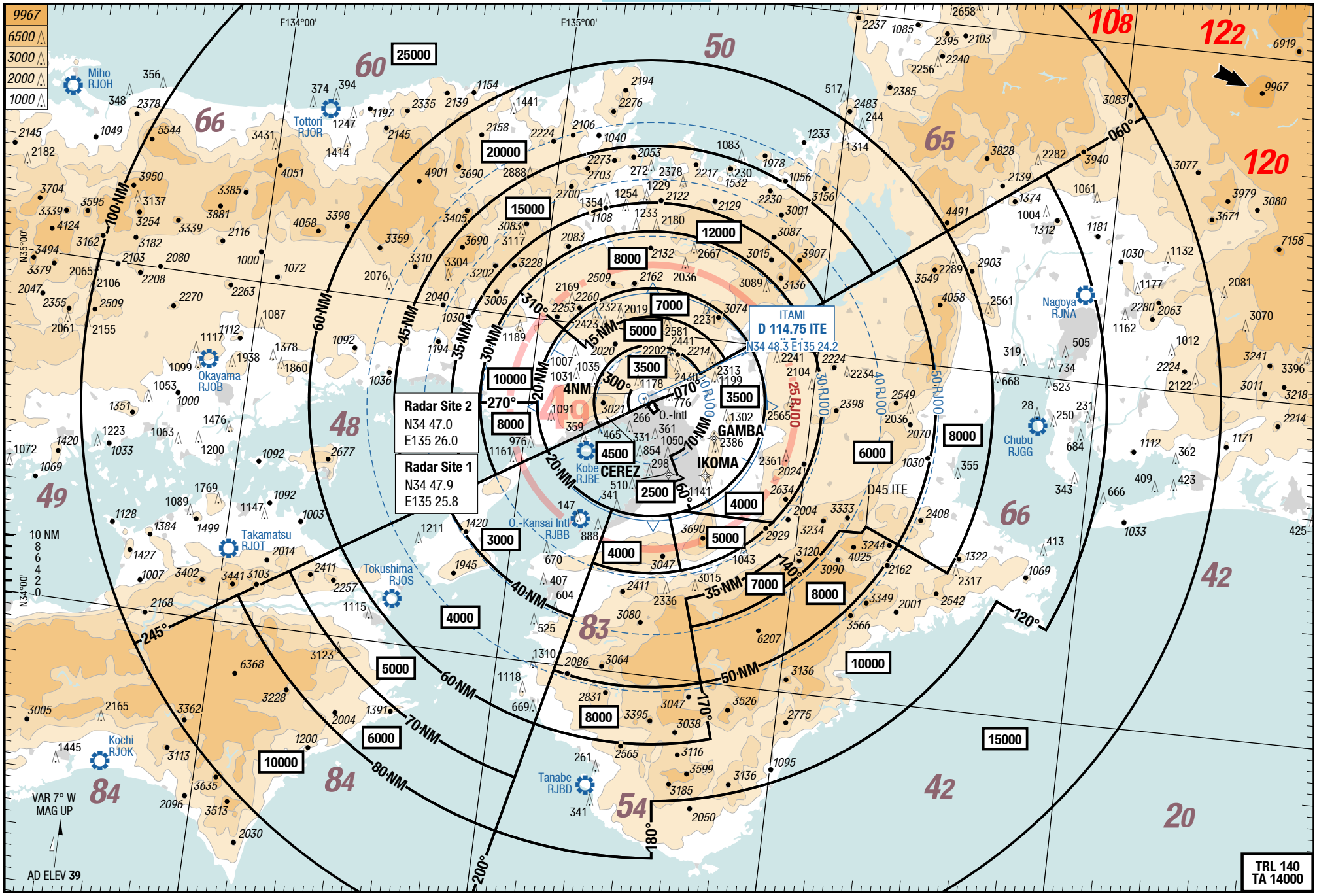
MRC

MRC

Osaka Intl **Osaka** Japan

NIL

**MRC**




Changes: OBST