

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10**PCN:** RWY 06R/24L: 110/F/B/X/T, first 100m 130/R/C/X/T

RWY 06L/24R: 110/F/A/X/T, first 96.5m 100/R/B/X/T

Operation**Requirements for Operators**

ACFT not approved for RNAV-1 operations is prohibited from operating between 1400-2330.

Traffic Note

Use of AD with PPR, except SKED flights or EMERG.

Low Level Windshear Alert System (LLWAS) in operation.

Low Visibility Procedures

Special Safeguards and Procedures (SSP):

CAT II OPS AVBL when SSP are applied. SSP will be applied when:

- CEIL is at or below 200ft and/or RVR below 550m.

If instructed, report "Out of ILS critical area" when passing TWY CLL changed to steady green.

Stop bar lights operated when VIS or lowest RVR RWY 06/24 equal or less 600m.

TWY Restrictions

TWY P from TWY A1 to north end width 18m / 59ft, MTOW 23.5t / 51807lbs.

TWY L between J4 and A14 reduce speed when wingspan 63m / 207ft or more, follow strictly TWY CL.

TWY L between E9 and A14: ACFT with wingspan 79m / 259ft or more shall reduce taxiing speed and strictly follow the taxi centerline.

A388 and B748 pay attention to the followings to taxi between TWY P and L through TWY A10 or A12:

- do not make 180° turn heading north to south.
- oversteer when turning into/out of TWY since clearance between main gears and edge of TWY are less than 4.5m / 15ft when the nose gear is on the TWY centerline marking.

A388 do not make 180° turn between TWY L and ACFT stand taxilane R.

B748 do not make 180°-turn between TWY L and taxilane R and stand taxilane N1 and TWY L.

B748 shall not taxi the curved section of stand taxilane R between spots 8-10, 32-34 and taxilane T between spots 92-94.

A388 taxi to/from stand 11 via TWY E2.

Taxi/Parking

While taxiing with nosewheel on TWY CL clearance of edge of TWY and outer wing gear is less than 4.5m / 15ft:

B777-300 on following TWYs (judgmental steering necessary):

A10 (between L and P), A12 (between L and P)

Use MNM PWR when approaching assigned parking PSN.

APU: Do not use APU at the following stands: 1-41, 201-215, except less than 15min prior ETD.

12-OCT-2017

KIX-RJBB

1-20

A0I**A0I****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/Radar is lost for 1min, squawk 7600 and contact Kansai TWR, if unable continue VFR, if unable:

- RWY 06L/R: Proceed to GATES at last assigned ALT or 4000ft whichever is higher and execute INSTR APCH.
- RWY 24L/R: Proceed to MAYAH at last assigned ALT or 4000ft whichever is higher and execute INSTR APCH.

PROCes other than above will be issued when situation required.

Arrival Procedure**Critical DME for DME/DME/IRU navigation on RNAV STARS**

ALISA ALFA RNAV

- RNAV Critical DME
AJD: 12NM to NALTO - NALTO
KNE: 1.7NM to ASAMI - 4NM to ALLAN

ALISA BRAVO RNAV

- RNAV Critical DME
AJD: 12NM to NALTO - NALTO
KNE: 1.7NM to ASAMI - 4.2NM to BERRY

ALISA CHARLIE RNAV

- RNAV Critical DME
KNE: 4.7NM to AWAJI- AWAJI
TZT: AWAJI - 11NM to LILAC
GBD: AWAJI - MAYAH

ALISA DELTA RNAV

- RNAV Critical DME
AJD: 2NM to MAYAH - MAYAH
KNE: 1.7NM to ASAMI - BAGLE
GBD: 7.1NM to HAMAR - 5.1NM to HAMAR

ALISA ECHO RNAV, BECKY ECHO RNAV, BERTH ECHO RNAV, CANDY ECHO RNAV

- RNAV Critical DME
KTE: TANTA - 18.3NM to AKASI
AJD: 14.3NM to AKASI - 9.3NM to AKASI
KNE: 8NM to MAYAH - MAYAH.

BECKY ALFA RNAV

- RNAV Critical DME
KNE: ASAMI - 4NM to ALLAN

BECKY BRAVO RNAV

- RNAV Critical DME
KNE: ASAMI - 4.2NM to BERRY

ARRIVAL

BECKY CHARLIE RNAV

- RNAV Critical DME

GBD: 5.2NM to AWAJI - 4.2NM to AWAJI

AWAJI - MAYAH

TZT: AWAJI - 11NM to LILAC

CANDY CHARLIE RNAV

- RNAV Critical DME

GBD: 5.2NM to AWAJI - 4.2NM to AWAJI

AWAJI - MAYAH

KNE: 16.5NM to NALTO - NALTO

TZT: AWAJI - 11NM to LILAC

BECKY DELTA RNAV

- RNAV Critical DME

KNE: ASAMI - BAGLE

GBD: 7.1NM to HAMAR - 5.1NM to HAMAR

AJD: 2NM to MAYAH - MAYAH

BERTH ALFA RNAV

- RNAV Critical DME

AJD: 8.1NM to NALTO - 5.1NM NALTO

KNE: 1.7NM to ASAMI - 4NM to ALLAN

BERTH BRAVO RNAV

- RNAV Critical DME

AJD: 8.1NM to NALTO - 5.1NM NALTO

KNE: 1.7NM to ASAMI - 4.2NM to BERRY

BERTH CHARLIE RNAV

- RNAV Critical DME

AJD: 10.9NM to AWAJI - 4.9NM to AWAJI

KNE: 4.9NM to AWAJI - AWAJI

TZT: AWAJI - 11NM to LILAC

GBD: AWAJI - MAYAH

BERTH DELTA RNAV

- RNAV Critical DME

AJD: 8.1NM to NALTO - 5.1NM NALTO

2NM to MAYAH - MAYAH

KNE: 1.7NM to ASAMI - BAGLE

GBD: 7.1NM to HAMAR - 5.1NM to HAMAR

CANDY BRAVO RNAV, DATIS BRAVO RNAV

- RNAV Critical DME

KNE: 15.1NM to BERRY - 14.1NM to BERRY

8.1NM to BERRY - 6.1NM to BERRY

ARRIVAL

CANDY DELTA RNAV

- RNAV Critical DME

GBD: 7.1NM to HAMAR - 5.1NM to HAMAR**AJD:** 2NM to MAYAH - MAYAH

DANDE ALFA RNAV, DANDE BRAVO RNAV

- RNAV Critical DME

OKT: 16NM to JOLLY - 14NM to JOLLY**TZT:** 14NM to JOLLY - 13NM to JOLLY

4NM to JOLLY - ALLAN

DANDE ALFA **GBD:** DANDE - ALLANDANDE BRAVO **GBD:** DANDE - BERRY

DANDE CHARLIE RNAV

- RNAV Critical DME

OKT: 16NM to JOLLY - 14NM to JOLLY**TZT:** 14NM to JOLLY - 13NM to JOLLY

4NM to JOLLY - 8NM to GATES

7NM to GATES - GATES

8NM to AWAJI - 11NM to LILAC

GBD: DANDE - 8NM to GATES

7NM to GATES - GATES

8NM to AWAJI - MAYAH

- RNAV DME GAP

8NM to GATES - 7NM to GATES

GATES - 8NM to AWAJI

DATIS CHARLIE RNAV

- RNAV Critical DME

GBD: 5.2NM to AWAJI - 4.2NM to AWAJI

AWAJI - MAYAH

TZT: AWAJI - 11NM to LILAC

ILS Z or LOC Z RWY 24L

- Critical DME

KNE: MAYAH - BB452**YOE:** MAYAH - 2NM to BB450**KCE:** BEIGE - AMBER

ILS Z or LOC Z RWY 24R

- Critical DME

KNE: MAYAH - BB452**YOE:** MAYAH - 2NM to BB450

ARRIVAL**ILS Y or LOC Y RWY 24L**

PROC is used only for the following cases:

- ACFT in EMERG
- RNAV-1 non-approved ACFT supporting SAR or humanity OPS. PPR with AD ADMIN required.

Noise Abatement Procedures

RWY 06L/R: Gear down after leaving 2500ft, final flap setting after leaving 1500ft.

When RWY 24L in use, ILS Z or LOC Z RWY 24L is preferred PROC due to environmental issues.

Continuous Descent Operation (CDO)

CDO AVBL 1400-2200.

REQ CDO not later than 10min before reaching top of descend (TOD) with position of TOD and estimated time over KARIN, RANDY or EVERT.

Non-standard GP intercept position on**RWY 06L**

GP intercepts RWY 06L at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 3686m / 12093ft.

RWY 06R

GP intercepts RWY 06R at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 3186m / 10453ft.

RWY 24L

GP intercepts RWY 24L at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 3180m / 10434ft.

RWY 24R

GP intercepts RWY 24R at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 3686m / 12093ft.

DEPARTURE**Take-off Minima**

RWY		06L/24R, 06R/24L	
Multi ENG A, B, C	ft - m/km	0 - 150R	-
Multi ENG D		0 - 200R	-

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).

DEPARTURE

Departure Procedure

Start-up/Push-back

PSN 111, 201, 202, nose gear on lead-in line of PSN 202 before ENG start.

ENG start PSNs are as follows unless other PSN instructed:

- Spot 7 and 8: PSN that the main gear of ACFT on lead-in line of spot 8 in case of facing east or west push-back.
- Spot 41: PSN that ACFT completed push-back.
- Spot 92: Facing south, PSN that main gear of ACFT on lead-in line of spot 92.

Coordination REQ if unable to comply with regulation.

Intersection TKOF

TWY A2 or A13: 3min separation will not be provided. Advise ATC accordingly if required.

Critical DME for DME/DME/IRU navigation on RNAV SIDs**TONDA TR**

- RNAV Critical DME
 - YME:** TOMOH - 20NM to GOBOH
 - GBD:** 10NM to GOBOH - 4NM to GOBOH
 - CUE:** 3NM to GOBOH - 16NM to TONDA
14NM to TONDA - 11NM to TONDA
 - KNE:** 17NM to KEC - 11NM to KEC.
 - XMT:** 7NM to KEC - KEC.
- RNAV DME GAP
 - 16NM to TONDA - 14NM to TONDA
 - 11NM to TONDA - 10NM to TONDA

UENOH TR

- RNAV Critical DME
 - KCC:** 32NM to GUJYO - 24NM to GUJYO

SIGAK TR, NAGOYA TR

- RNAV Critical DME
 - ITE:** 8NM to SIGAK - 5NM to SIGAK
SIGAK - 30NM to GUJYO
 - YME:** 33NM to GUJYO - 30NM to GUJYO
 - XMT:** 20NM to GUJYO - 13NM to GUJYO
 - NAGOYA TR:
 - ITE:** 8NM to SIGAK - 5NM to SIGAK

DEPARTURE**Noise Abatement Procedures:** No NAP for DEP required.

Use following SIDs

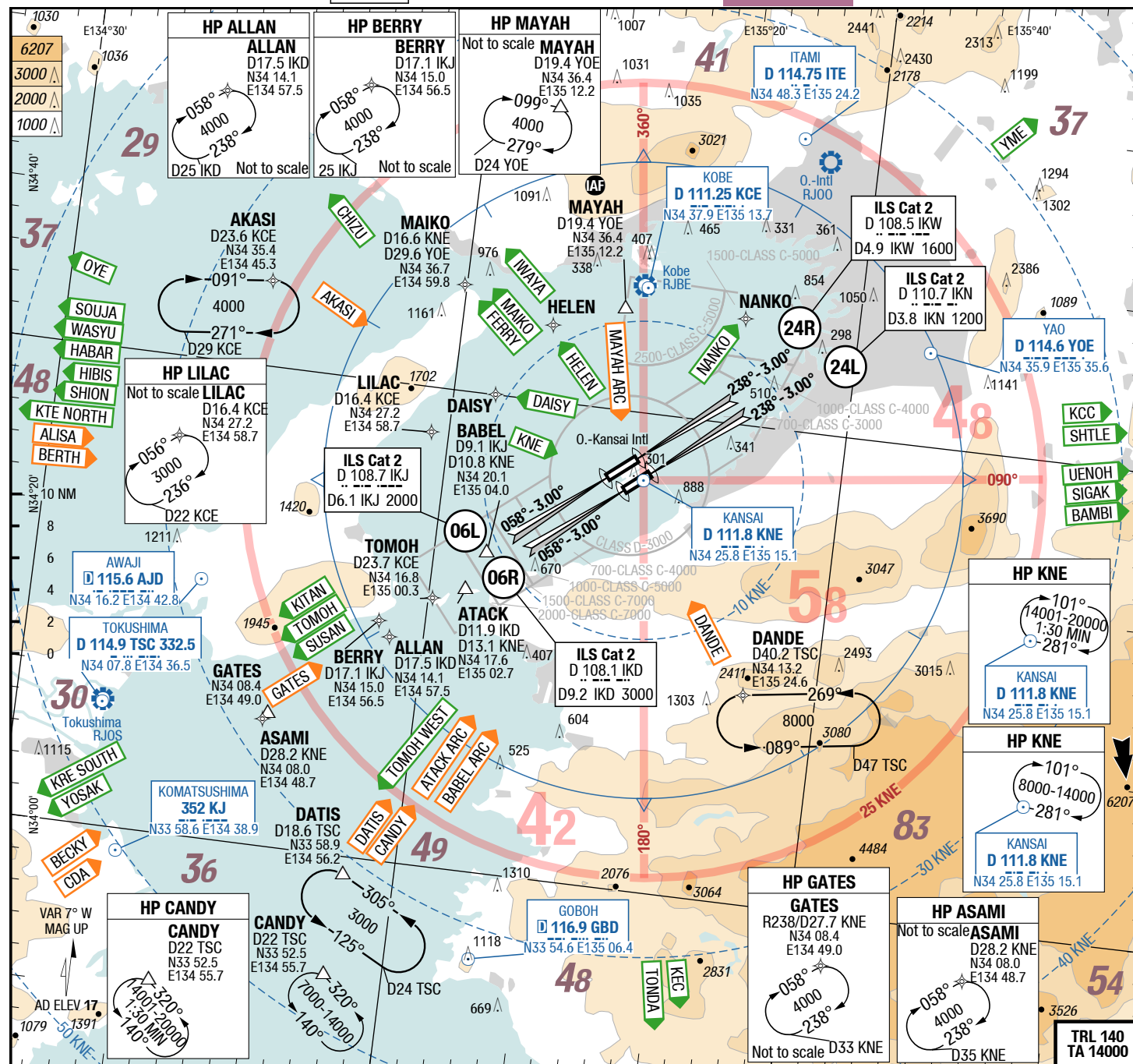
2115-1329	
Destination (area Airport)	SIDs
Europe, Middle East, Southeast Asia, Macau, Hong Kong, Taiwan, China, Korea, Northern Kyushu, Central Kyushu, Shikoku	HELEN (RNAV 1) MAIKO
Okinawa, Southern Kyushu, Shikoku	DAISY (RNAV 1)
Europe, Eastern part of North America, Western part of Hokkaido, Hokuriku	NANKO (RNAV 1)
Eastern part of Hokkaido, Tohoku, RJTT	KANSAI (RNAV 1)
Eastern part of North America, Western part of north America, Hawaii, South Pacific, Australia, Southeast Asia, Macau, Hong Kong, Taiwan, Okinawa, RJAA	SUSAN (RNAV 1) TOMOH

1330-2114		
Destination (area Airport)	RWY	SIDs
Europe, Middle East, China, Korea, Hokkaido, Tohoku, Hokuriku, Northern Kyushu, Central Kyushu, Shikoku	06R/L	HELEN (RNAV 1) MAIKO
	24R/L	IWAYA (RNAV 1) FERRY
North America, Hawaii, South Pacific, Australia, Southeast Asia, Macau, Hong Kong, Taiwan, Okinawa, Southern Kyushu, Kanto	06R/L	SUSAN (RNAV 1) TOMOH
	24R/L	KITAN (RNAV 1) TOMOH WEST

ATC Slot, Clearance

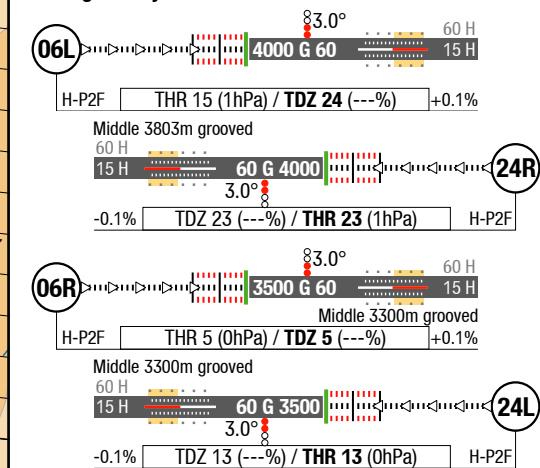
Contact DLV for CLR 5min prior to start-up and inform about:

- Call sign
- DEST
- Proposed FL/ALT and alternative FLs/ALTs, if any
- Parking PSN (spot number)
- Alternative FLT routes, if any.



D-ATIS	127.850
Kansai APP/RAD	120.250
	120.450
	125.500
	124.700
	121.150
	120.850
	125.000
	124.800
	121.200
	120.400
Kansai CTL	121.100 2300 - 1030
	125.300
Kansai DEP	119.025
	119.200
	120.650
	119.500
	119.750
	124.800
	125.000
	120.400
	121.200
Kansai TWR	118.200
	118.050
	126.200
Kansai GND	121.600
	121.650
	126.200
Kansai DLV	121.900
	126.200

Landing RWY system:

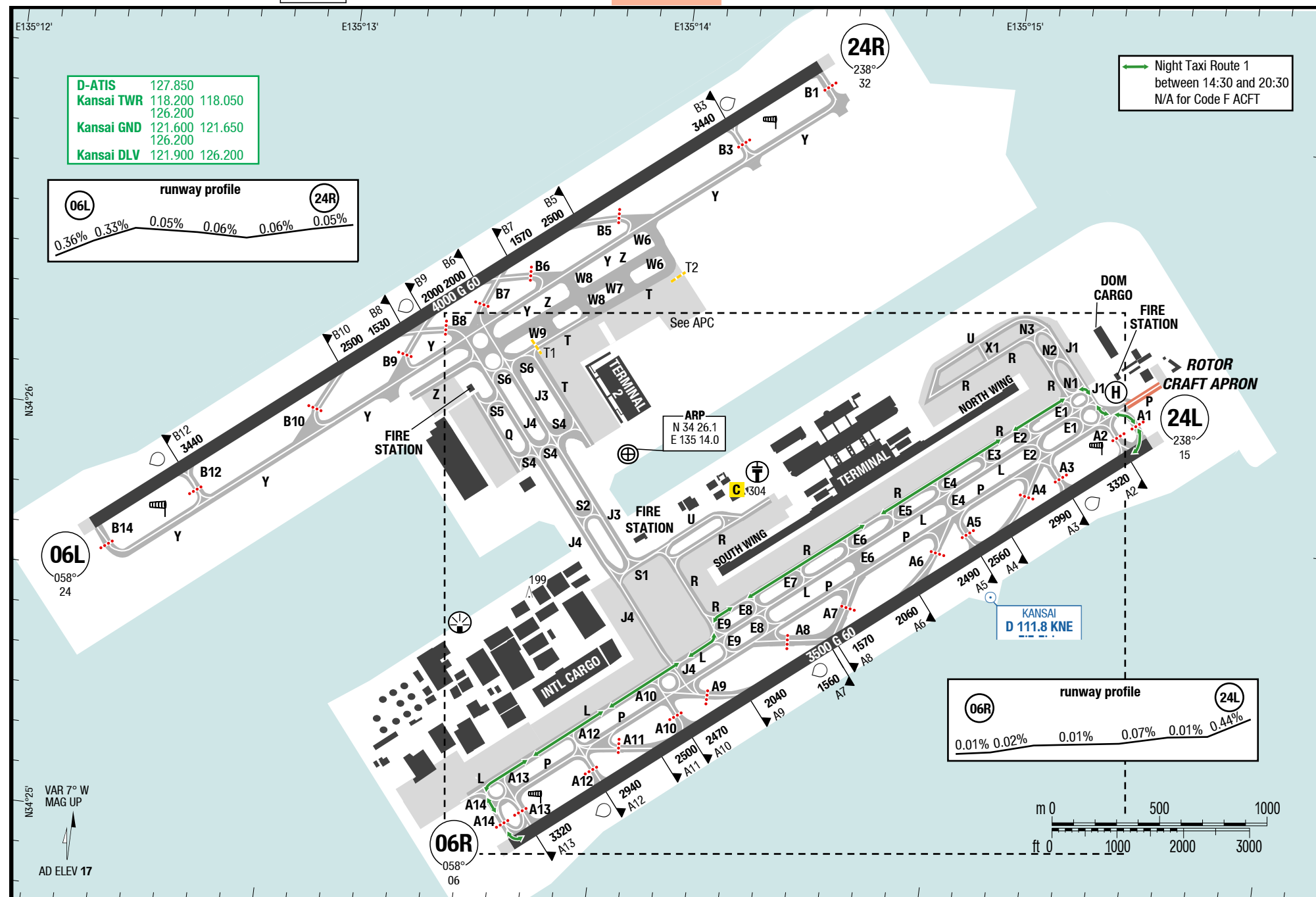


3-20

AGC

AGC

AGC

AGC

NIL
APC

Changes: FREQ

01-MAR-2018

KIX-RJBB

Japan **Osaka** Kansai Intl

RNAV SIDs IWAYA 1 / KITAN 1

4-10

RNAV SIDs DAISY 1 / HELEN 1

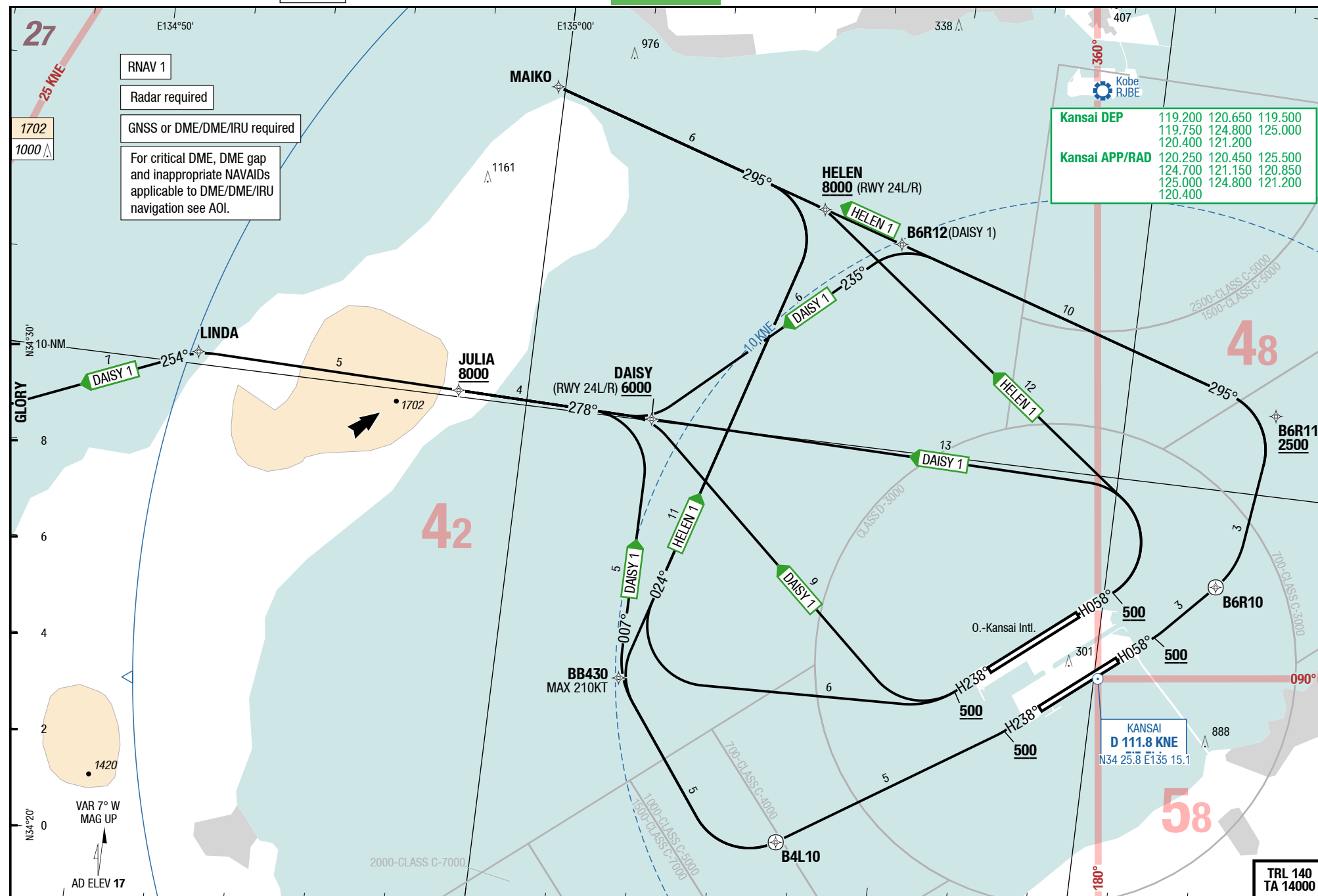
SID

SID

Kansai Intl **Osaka** Japan

RNAV SIDs IWAYA 1 / KITAN 1

RNAV SIDs DAISY 1 / HELEN 1



Changes: MSA

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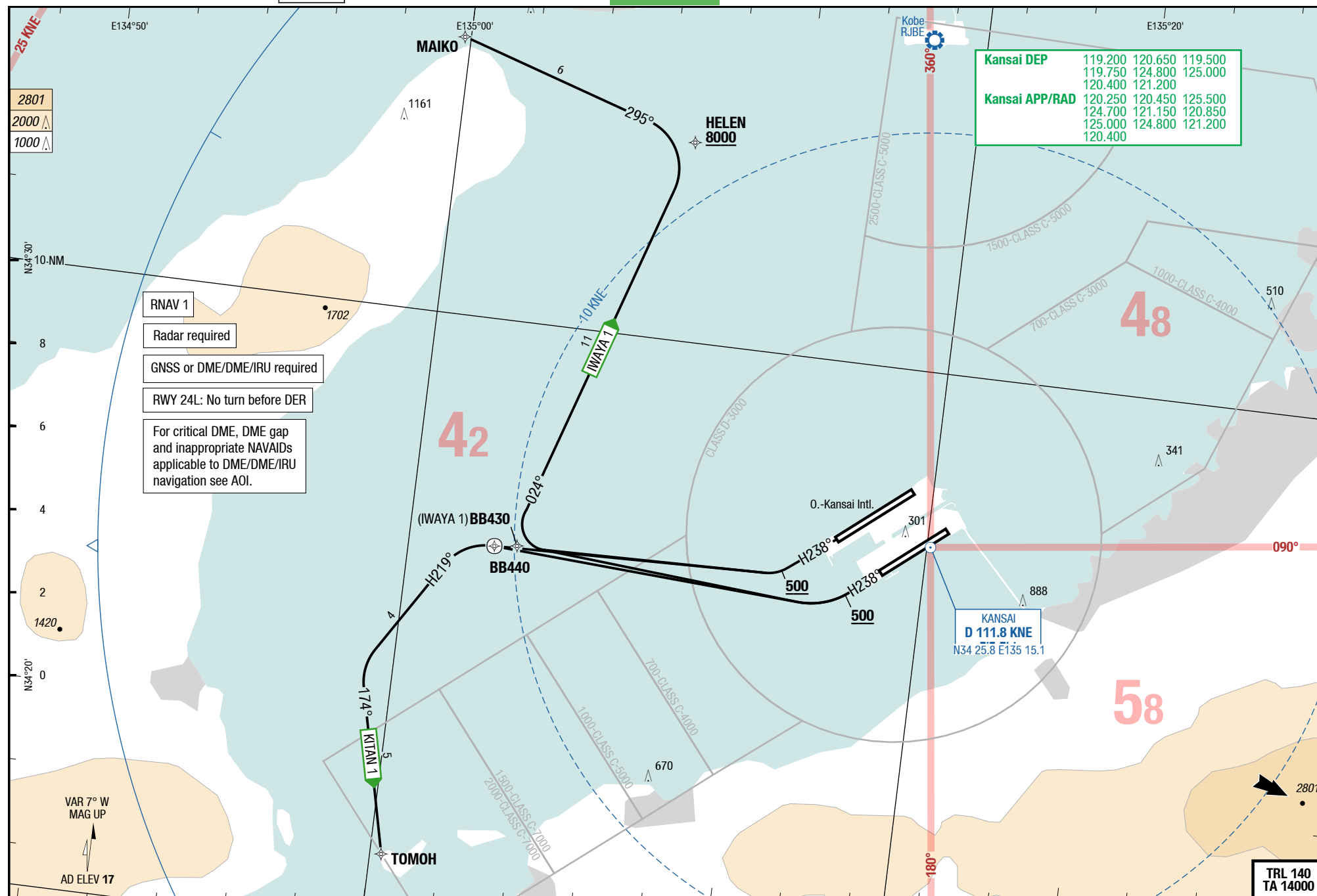
KIX-RJBB

SID

SID

RNAV SIDs IWAYA 1 / KITAN 1

4-20

RNAV SIDs IWAYA 1 / KITAN 1**RNAV SIDs IWAYA 1 / KITAN 1**

Changes: MSA

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01-MAR-2018
KIX-RJBB

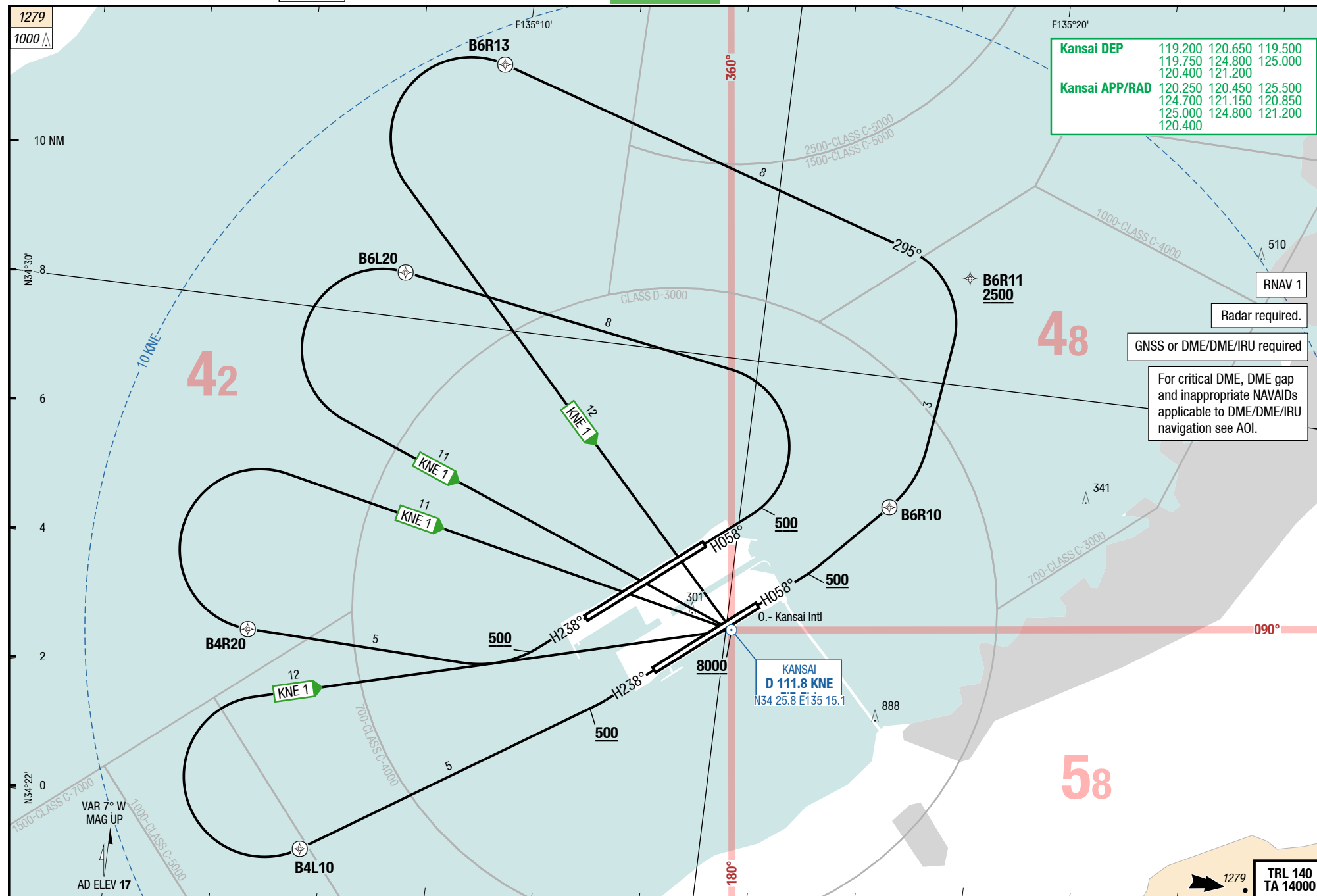
4-30

Japan **Osaka** Kansai Intl
RNAV SID NANKO 1
RNAV SID KANSAI 1

SID

SID

Kansai Intl **Osaka** Japan
RNAV SID NANKO 1
RNAV SID KANSAI 1



Changes: MSA

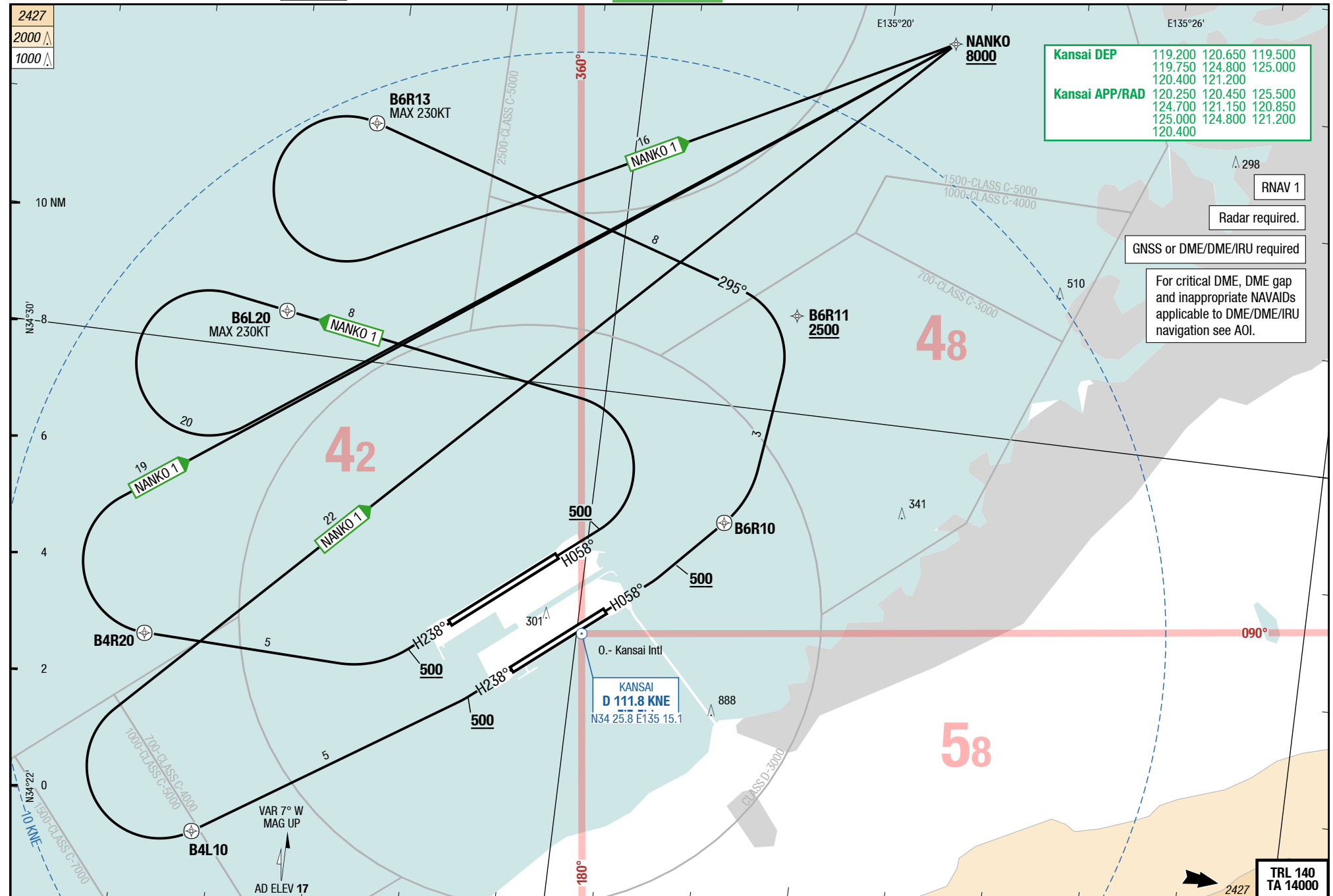
KIX-RJBB

RNAV SID NANKO 1

SID

SID

RNAV SID NANKO 1



Changes: MSA

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KIX-RJBB

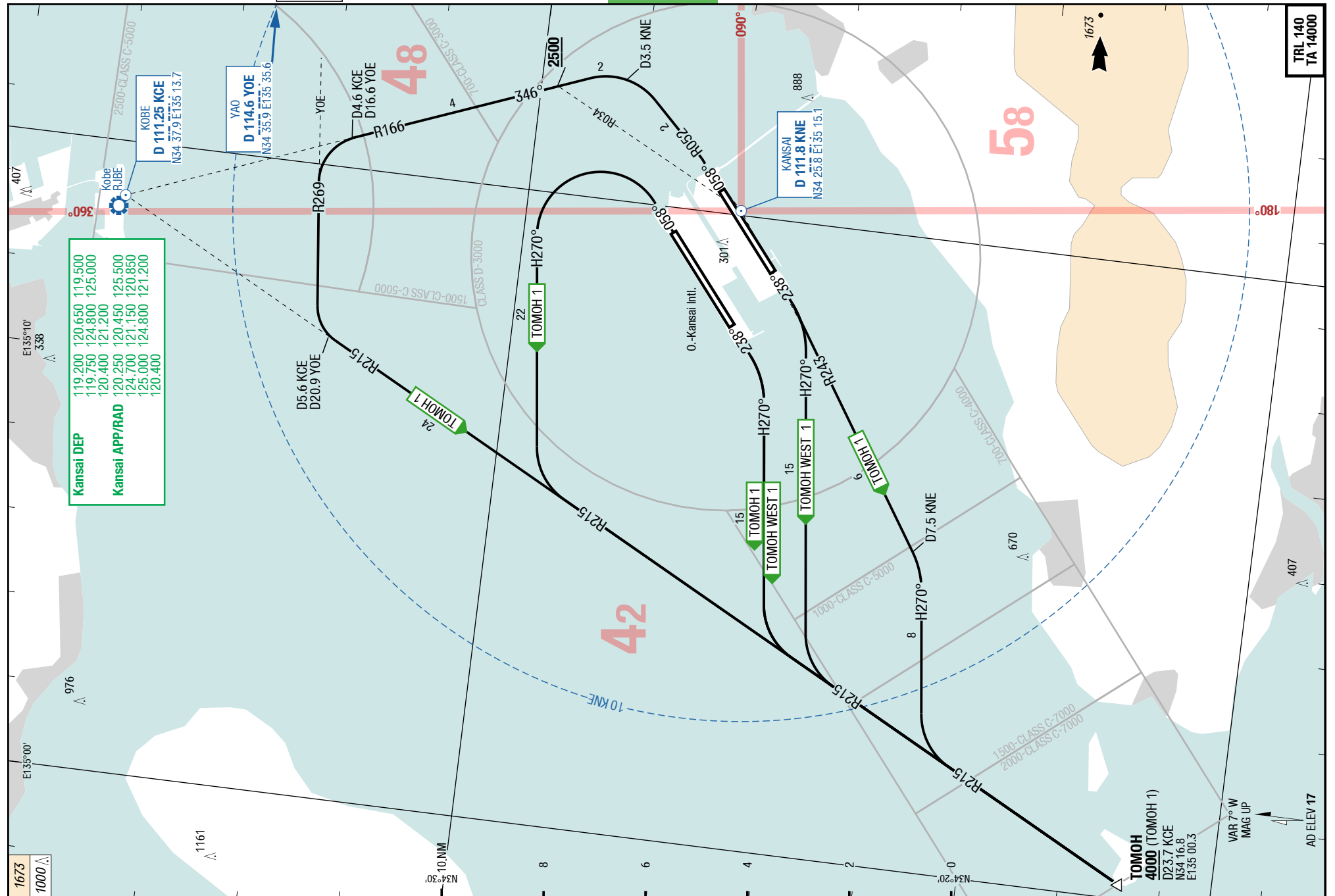
RNAV SID Transitions

SID

SID

RNAV SID Transitions

TOMOH 1 / TOMOH WEST 1



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01-MAR-2018

KIX-RJBB

4-80

Japan Osaka Kansai Intl

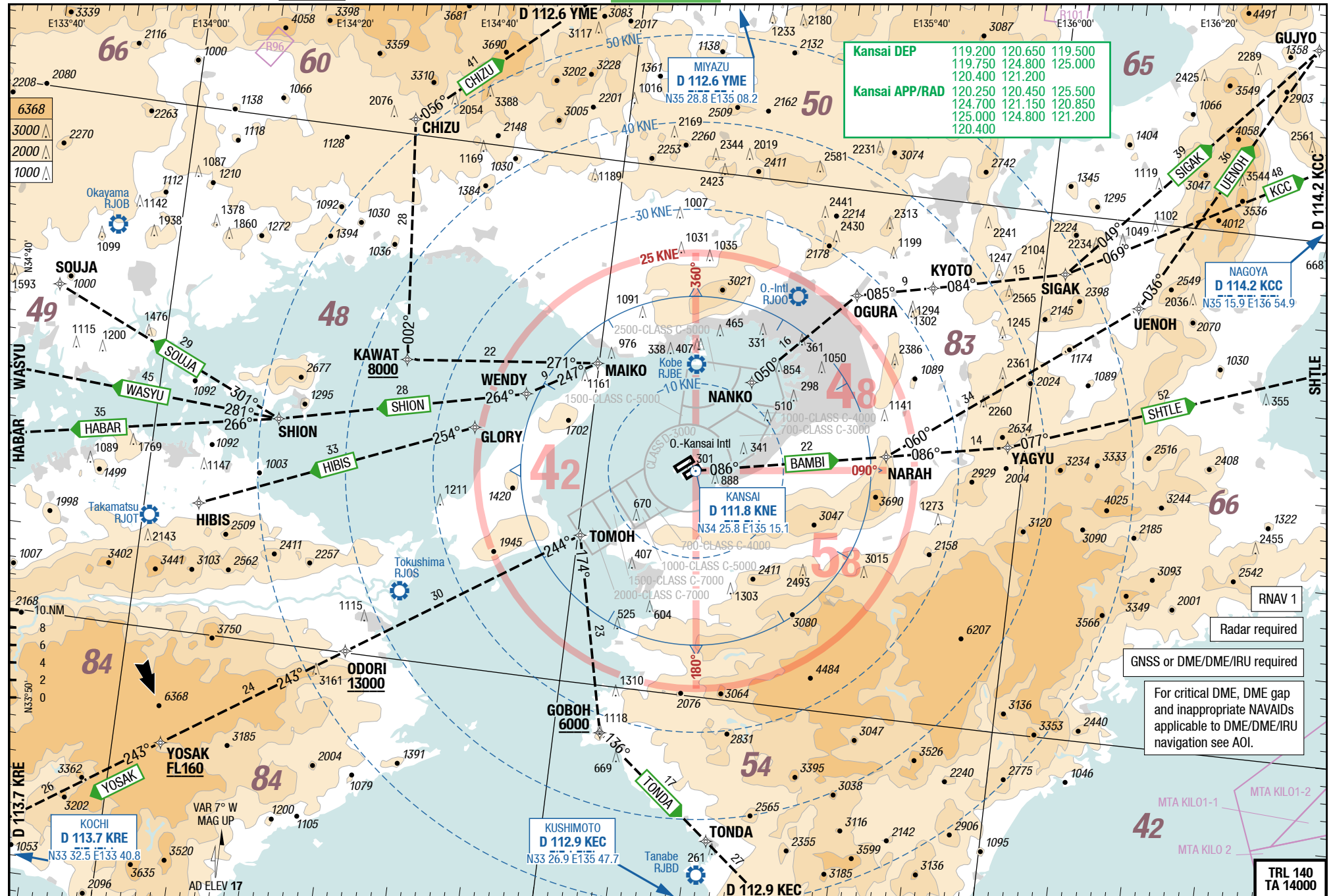
RNAV SID Transitions

SID

SID

Kansai Intl Osaka Japan

RNAV SID Transitions



Changes: MSA

DAISY 1 / HELEN 1

RWYs 06L/R (058°) / 24L/R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
DAISY 1 119.200	HDG 058° - at MNM 500 LT direct DAISY - JULIA - LINDA - GLORY FMS [A500+ ;L] - DAISY - JULIA - LINDA - GLORY	JULIA MNM 8000 JULIA MNM 8000
HELEN 1 119.200	HDG 058° - at MNM 500 LT direct HELEN - MAIKO FMS [A500+ ;L] - HELEN - MAIKO	
	Runway 06R	
DAISY 1 119.200	HDG 058° - at MNM 500 direct B6R10 - LT direct B6R11 - B6R12 - DAISY - JULIA - LINDA - GLORY FMS [A500+] - <u>B6R10</u> [L] - B6R11 - B6R12 - DAISY - JULIA - LINDA - GLORY	B6R11 MNM 2500 JULIA MNM 8000 B6R11 MNM 2500 JULIA MNM 8000
HELEN 1 119.200	HDG 058° - at MNM 500 direct B6R10 - LT direct B6R11 - HELEN - MAIKO FMS [A500+] - <u>B6R10</u> [L] - B6R11 - HELEN - MAIKO	B6R11 MNM 2500 B6R11 MNM 2500
	Runway 24L	
DAISY 1 119.200	HDG 238° - at MNM 500 direct B4L10 - RT direct BB430 (MAX 210KT) - DAISY - JULIA - LINDA - GLORY FMS [A500+] - <u>B4L10</u> [R] - BB430 [K210-] - DAISY - JULIA - LINDA - GLORY	DAISY MNM 6000 JULIA MNM 8000 DAISY MNM 6000 JULIA MNM 8000
HELEN 1 119.200	HDG 238° - at MNM 500 direct B4L10 - RT direct BB430 (MAX 210KT) - HELEN - MAIKO FMS [A500+] - <u>B4L10</u> [R] - BB430 [K210-] - HELEN - MAIKO	HELEN MNM 8000 HELEN MNM 8000
	Runway 24R	
DAISY 1 119.200	HDG 238° - at MNM 500 RT direct DAISY - JULIA - LINDA - GLORY FMS [A500+ ;R] - DAISY - JULIA - LINDA - GLORY	DAISY MNM 6000 JULIA MNM 8000 DAISY MNM 6000 JULIA MNM 8000

Changes: Completely revised

24-MAR-2016

KIX-RJBB

5-20

RNAV SIDs DAISY 1 / HELEN 1**SIDPT****HELEN 1**

RWY 24R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24R	
HELEN 1 119.200	HDG 238° - at MNM 500 RT direct BB430 (MAX 210KT) - HELEN - MAIKO	HELEN MNM 8000
	FMS [A500+ ;R] - BB430 [K210-] - HELEN - MAIKO	HELEN MNM 8000

Changes: Completely revised

IWAYA 1 / KITAN 1

RWYs 24L/R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24L	
IWAYA 1 119.200 ①	HDG 238° - at MNM 500 RT direct BB430 - HELEN - MAIKO FMS [A500+ ;R] - BB430 - HELEN - MAIKO	HELEN MNM 8000 HELEN MNM 8000
KITAN 1 119.200 ①	HDG 238° - at MNM 500 RT direct BB440 - LT HDG 219° - LT 174° to TOMOH FMS [A500+ ;R] - BB440 [L]- TOMOH	
	Runway 24R	
IWAYA 1 119.200 ①	HDG 238° - at MNM 500 RT direct BB430 - HELEN - MAIKO FMS [A500+ ;R] - BB430 - HELEN - MAIKO	HELEN MNM 8000 HELEN MNM 8000
KITAN 1 119.200 ①	HDG 238° - at MNM 500 RT direct BB440 - LT HDG 219° - LT 174° to TOMOH FMS [A500+ ;R] - BB440 [L]- TOMOH	

① No turn before DER.

KANSAI 1 RWYs 06L/R (058°) / 24L/R (238°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
KANSAI 1 KNE 1 119.200	HDG 058° - at MNM 500 LT direct B6L20 - LT direct KNE FMS [A500+ ;L] - <u>B6L20</u> [L] - KNE	KNE MNM 8000 KNE MNM 8000
	Runway 06R	
KANSAI 1 KNE 1 119.200	HDG 058° - at MNM 500 direct B6R10 - LT direct B6R11 - B6R13 - LT direct KNE FMS [A500+] - <u>B6R10</u> [L] - B6R11 - <u>B6R13</u> [L] - KNE	B6R11 MNM 2500 KNE MNM 8000 B6R11 MNM 2500 KNE MNM 8000
	Runway 24L	
KANSAI 1 KNE 1 119.200	HDG 238° - at MNM 500 direct B4L10 - RT direct KNE FMS [A500+] - <u>B4L10</u> [R] - KNE	KNE MNM 8000 KNE MNM 8000
	Runway 24R	
KANSAI 1 KNE 1 119.200	HDG 238° - at MNM 500 RT direct B4R20 - RT direct KNE FMS [A500+ ;R] - <u>B4R20</u> [R] - KNE	KNE MNM 8000 KNE MNM 8000

NANKO 1 RWYs 06L/R (058°) / 24L/R (238°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
NANKO 1 119.200	HDG 058° - at MNM 500 LT direct B6L20 (MAX 230KT) - LT direct NANKO FMS [A500+ ;L] - <u>B6L20</u> [K230- ;L] - NANKO	NANKO MNM 8000 NANKO MNM 8000
	Runway 06R	
NANKO 1 119.200	HDG 058° - at MNM 500 direct B6R10 - LT direct B6R11 - B6R13 (MAX 230KT) - LT direct NANKO FMS [A500+] - <u>B6R10</u> [L] - B6R11 - <u>B6R13</u> [K230- ;L] - NANKO	B6R11 MNM 2500 NANKO MNM 8000 B6R11 MNM 2500 NANKO MNM 8000
	Runway 24L	
NANKO 1 119.200	HDG 238° - at MNM 500 direct B4L10 - RT direct NANKO FMS [A500+] - <u>B4L10</u> [R] - NANKO	NANKO MNM 8000 NANKO MNM 8000
	Runway 24R	
NANKO 1 119.200	HDG 238° - at MNM 500 RT direct B4R20 - RT direct NANKO FMS [A500+ ;R] - <u>B4R20</u> [R] - NANKO	NANKO MNM 8000 NANKO MNM 8000

SUSAN 1

RWYs 06L/R (058°) / 24L/R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
SUSAN 1 119.200	HDG 058° - at MNM 500 LT direct BB430 - TOMOH FMS [A500+ ;L] - BB430 - TOMOH	
	Runway 06R	
SUSAN 1 119.200	HDG 058° - at MNM 500 direct B6R10 - LT direct B6R11 - B6R14 - LT direct BB430 - TOMOH FMS [A500+] - <u>B6R10</u> [L] - B6R11 - B6R14 [L] - BB430 - TOMOH	B6R11 MNM 2500 B6R11 MNM 2500
	Runway 24L	
SUSAN 1 119.200	HDG 238° - at MNM 500 direct B4L30 - TOMOH FMS [A500+] - B4L30 - TOMOH	
	Runway 24R	
SUSAN 1 119.200	HDG 238° - at MNM 500 RT direct BB430 - TOMOH FMS [A500+ ;R] - BB430 - TOMOH	

MAIKO 7 / FERRY 5

RWYs 06L/R (058°) / 24L/R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
MAIKO 7 119.200	LT HDG 273° - intercept R318 KNE to MAIKO	MAIKO MNM 5000
	Runway 06R	
MAIKO 7 119.200	intercept R052 KNE - at D3.5 KNE - LT intercept R167 KCE inbound - at D1.8 KCE (D17.4 YOE) LT intercept R280 YOE to MAIKO	cross R034 KNE MNM 2500 MAIKO MNM 5000
	Runway 24L	
FERRY 5 119.200	at MNM 500 RT HDG 003° - LT intercept R318 KNE to MAIKO	
MAIKO 7 119.200	intercept R243 KNE - at D7.5 KNE RT intercept R220 KCE inbound - at D8.5 KCE LT intercept R318 KNE to MAIKO	MAIKO MNM 5000
	Runway 24R	
FERRY 5 119.200	RT HDG 003° - LT intercept R318 KNE to MAIKO	
MAIKO 7 119.200	RT HDG 003° - LT intercept R318 KNE to MAIKO	MAIKO MNM 5000

TOMOH 1 / TOMOH WEST 1

RWYs 06L/R (058°) / 24L/R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06L	
TOMOH 1 119.200	LT HDG 270° - LT intercept R215 KCE to TOMOH	TOMOH MNM 4000
	Runway 06R	
TOMOH 1 119.200	intercept R052 KNE - at 3.5 KNE LT intercept R166 KCE inbound - at D4.6 KCE (D16.6 YOE) LT intercept R269 YOE - D5.6 KCE (D20.9 YOE) LT intercept R215 KCE to TOMOH	cross R034 KNE MNM 2500 TOMOH MNM 4000
	Runway 24L	
TOMOH 1 119.200	intercept R243 KNE -at D7.5 KNE RT HDG 270° - LT intercept R215 KCE to TOMOH	TOMOH MNM 4000
TOMOH WEST 1 119.200	RT HDG 270° - LT intercept R215 KCE to TOMOH	
	Runway 24R	
TOMOH 1 119.200	RT HDG 270° - LT intercept R215 KCE to TOMOH	TOMOH MNM 4000
TOMOH WEST 1 119.200	RT HDG 270° - LT intercept R215 KCE to TOMOH	

05-OCT-2017

KIX-RJBB

5-90

RNAV SID Transitions**BAMBI / CHIZU / HABAR / HIBIS / NAGOYA / SHION / SHTLE / SIGAK / SOUJA / TONDA / UENOH / WASYU / YOSAK**

RWYs 06L/R (058°) / 24L/R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
BAMBI 119.200	KNE - NARAH	
CHIZU 119.200	MAIKO - KAWAT - CHIZU - YME	KAWAT MNM 8000
HABAR 119.200	MAIKO - WENDY - SHION - HABAR	
HIBIS 119.200	GLORY - HIBIS	
NAGOYA KCC 119.200	NANKO - OGURA - KYOTO - SIGAK - KCC	
SHION 119.200	MAIKO - WENDY - SHION	
SHTLE 119.200	KNE - NARAH - YAGYU - SHTLE	
SIGAK 119.200	NANKO - OGURA - KYOTO - SIGAK - GUJYO	
SOUJA 119.200	MAIKO - WENDY - SHION - SOUJA	
TONDA 119.200	TOMOH - GOBOH - TONDA - KEC	GOBOH MNM 6000
UENOH 119.200	KNE - NARAH - UENOH - GUJYO	
WASYU 119.200	MAIKO - WENDY - SHION - WASYU	
YOSAK 119.200	TOMOH - ODORI - YOSAK - KRE	ODORI MNM 13000 YOSAK MNM FL160

05-OCT-2017

Japan **Osaka** Kansai Intl**KIX-RJBB****5-100****SID Transitions****SIDPT****KAGAWA NORTH / KIBI / KOCHI SOUTH / KUSHIMOTO / MIYAZU**

RWYs 06L/R (058°) / 24L/R (238°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
KAGAWA NORTH KTE NORTH 119.200	MAIKO - R271 KCE to KAWAT - LT intercept R058 KTE to KTE	KAWAT MNM 8000
KIBI OYE 119.200	MAIKO - R271 KCE to KAWAT - RT intercept R114 OYE to OYE	KAWAT MNM 8000
KOCHI SOUTH KRE SOUTH 119.200	TOMOH - R241 KNE to UMAJI - intercept R068 KRE to KRE	
KUSHIMOTO KEC 119.200	TOMOH - R215 KCE - at D13.1 TSC (D40.7 KCE) LT intercept R124 TSC to GOBOH - intercept R316 KEC to KEC	GOBOH MNM 6000
MIYAZU YME 119.200	MAIKO - R271 KCE to KAWAT - RT intercept R001 TSC to CHIZU - RT intercept R236 YME to YME	KAWAT MNM 8000

Changes: Nil

KIX-RJBB

RNAV STARs C/D RWYs 24L/R

6-10

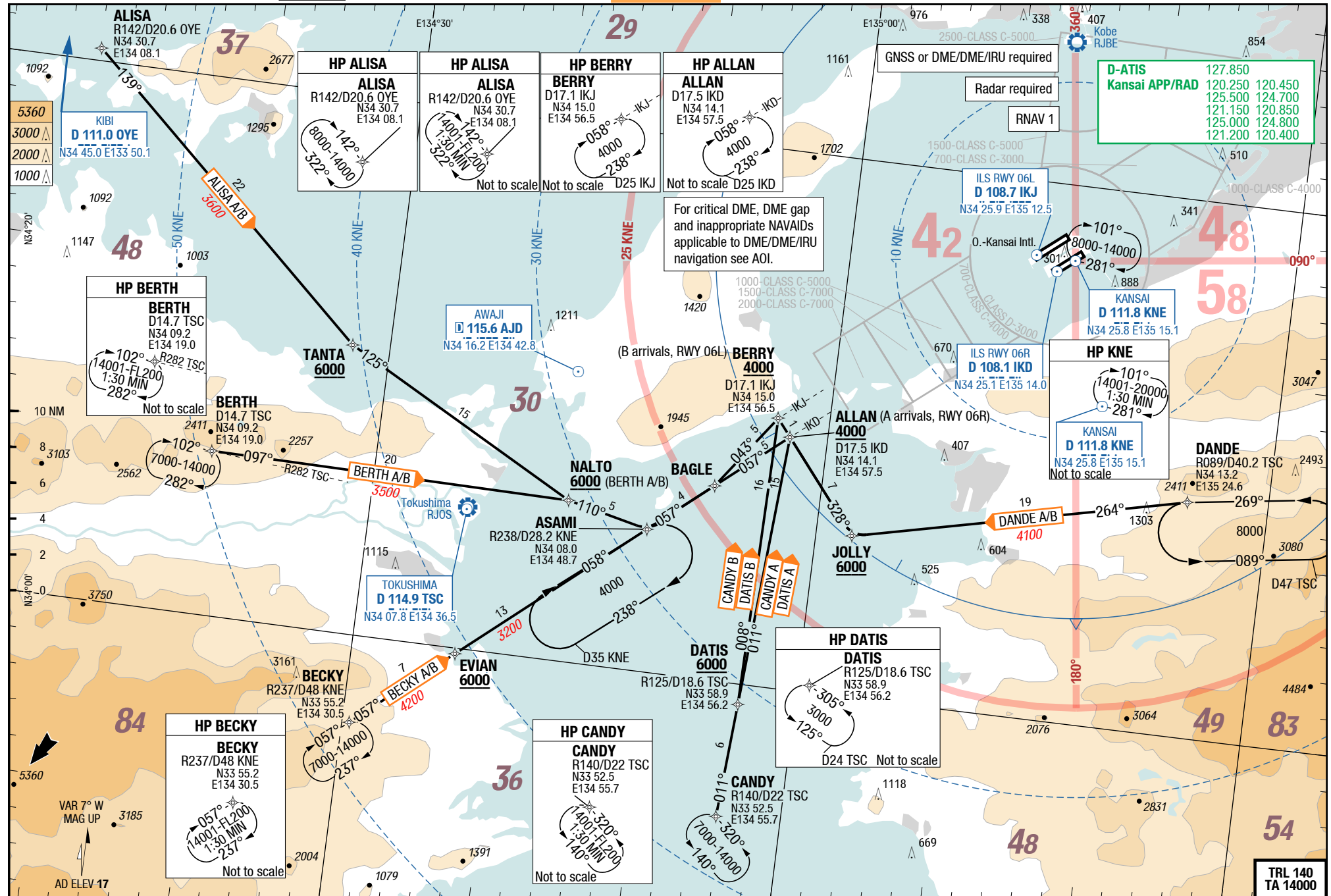
RNAV STARs RWYs 06L/R

STAR

STAR

RNAV STARs C/D RWYs 24L/R

RNAV STARs RWYs 06L/R



Changes: MSA

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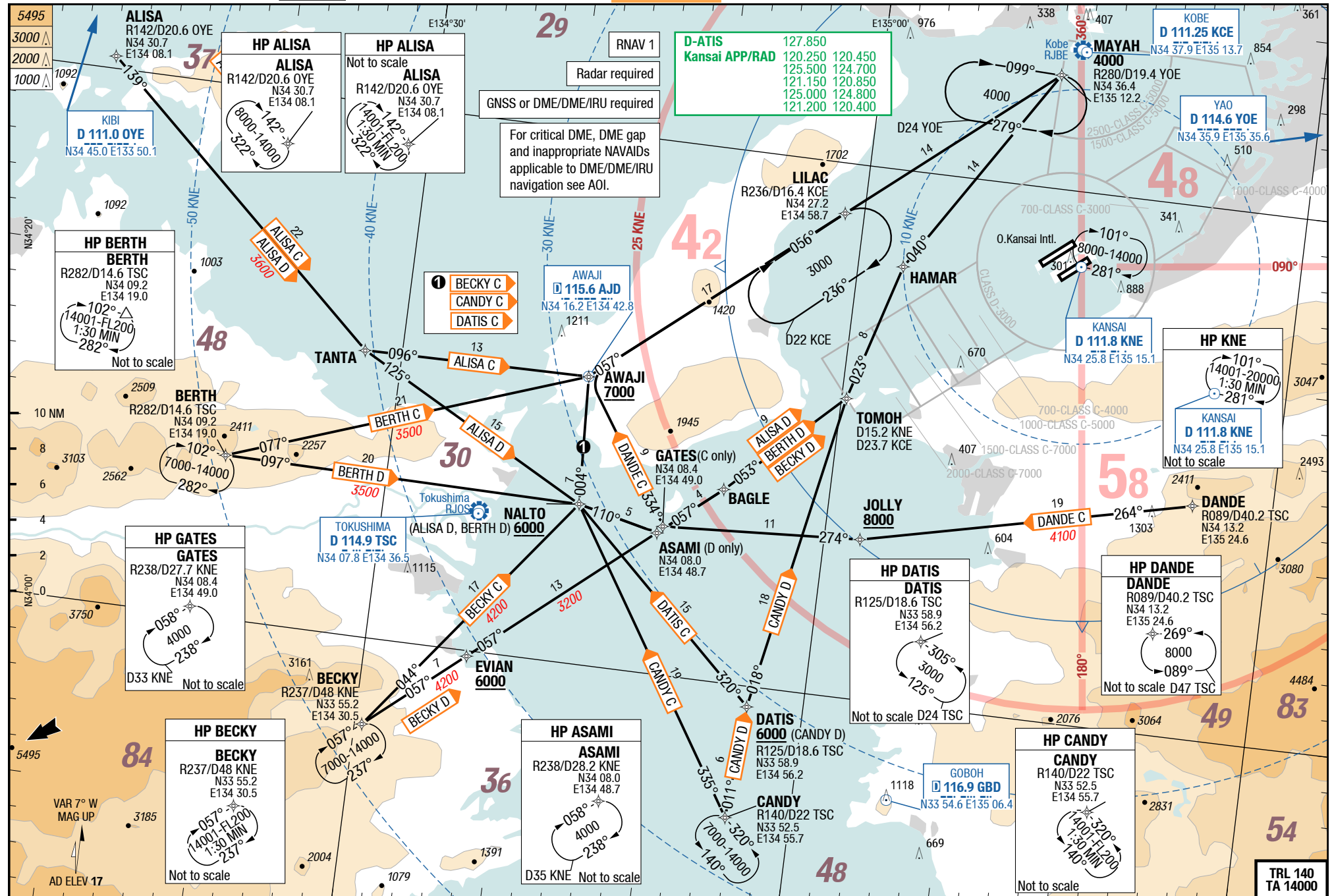
KIX-RJBB

6-20 RNAV STARs C/D RWYs 24L/R

STAR

STAR

RNAV STARs C/D RWYs 24L/R



Changes: MSA

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STARS

6-30

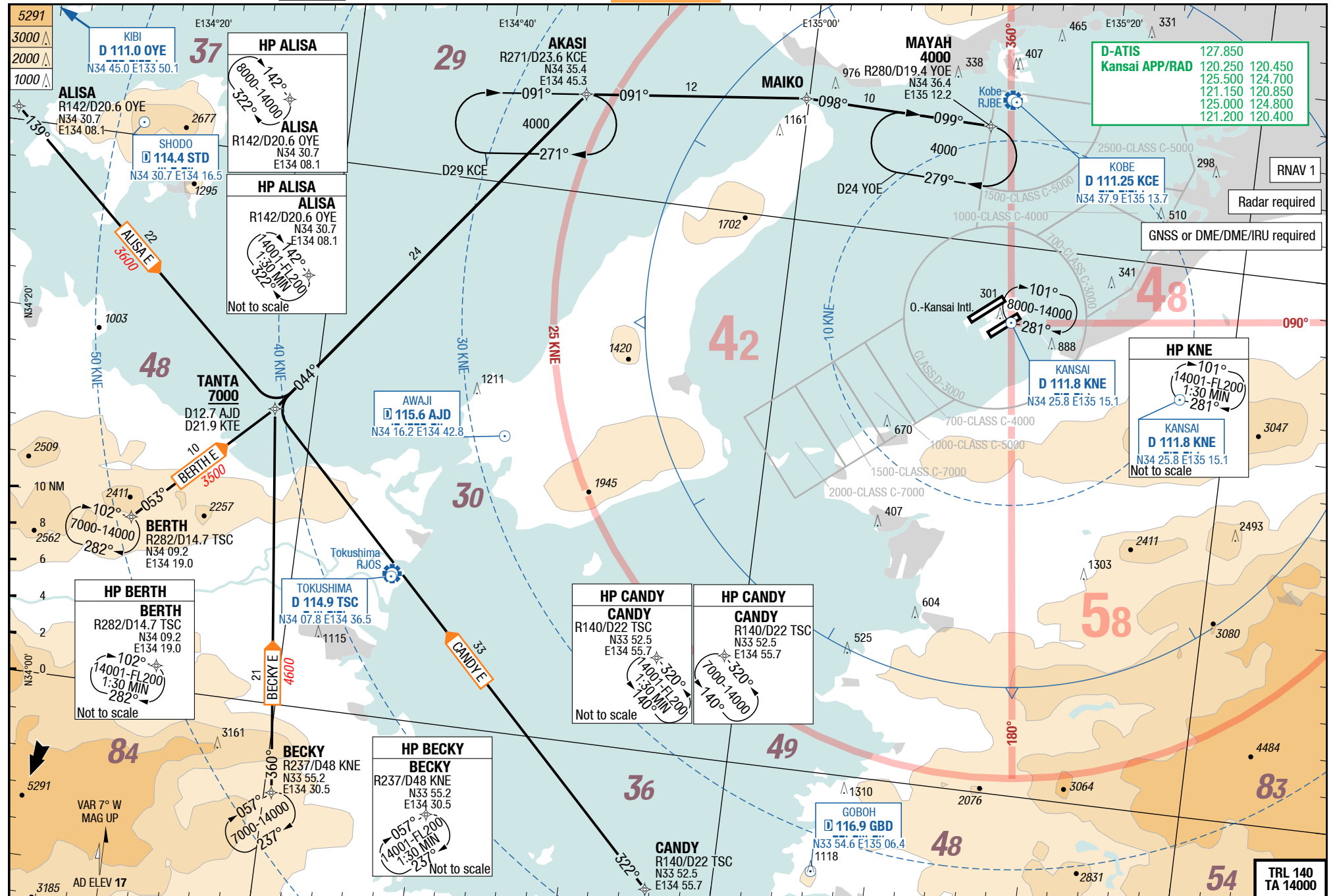
RNAV STARs E RWYs 24L/R

STAR

STAR

STARS

RNAV STARs E RWYs 24L/R



Changes: MSA

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01-MAR-2018

KIX-RJBB

Japan **Osaka** Kansai Intl

Kansai Intl **Osaka** Japan

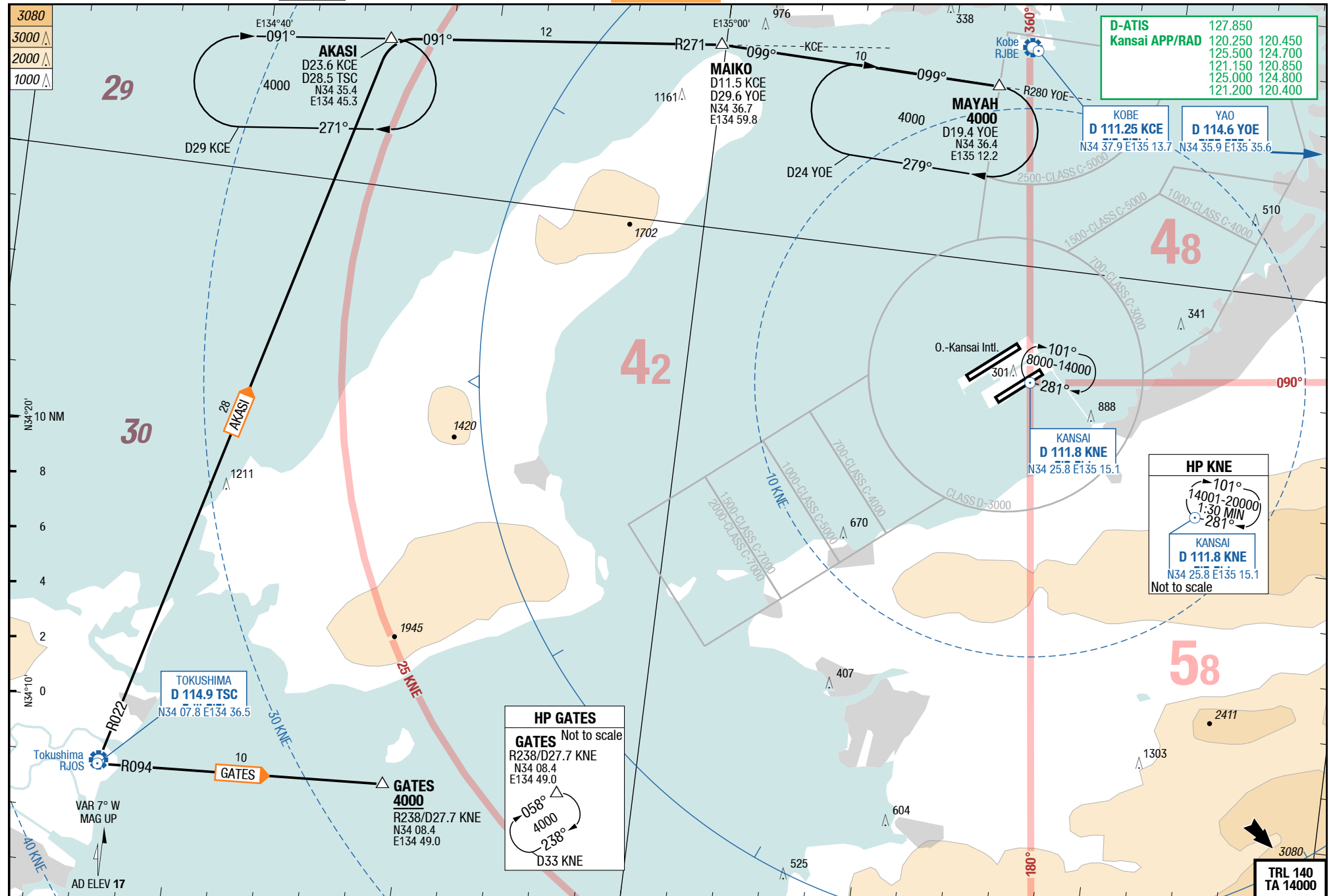
6-40

STARs

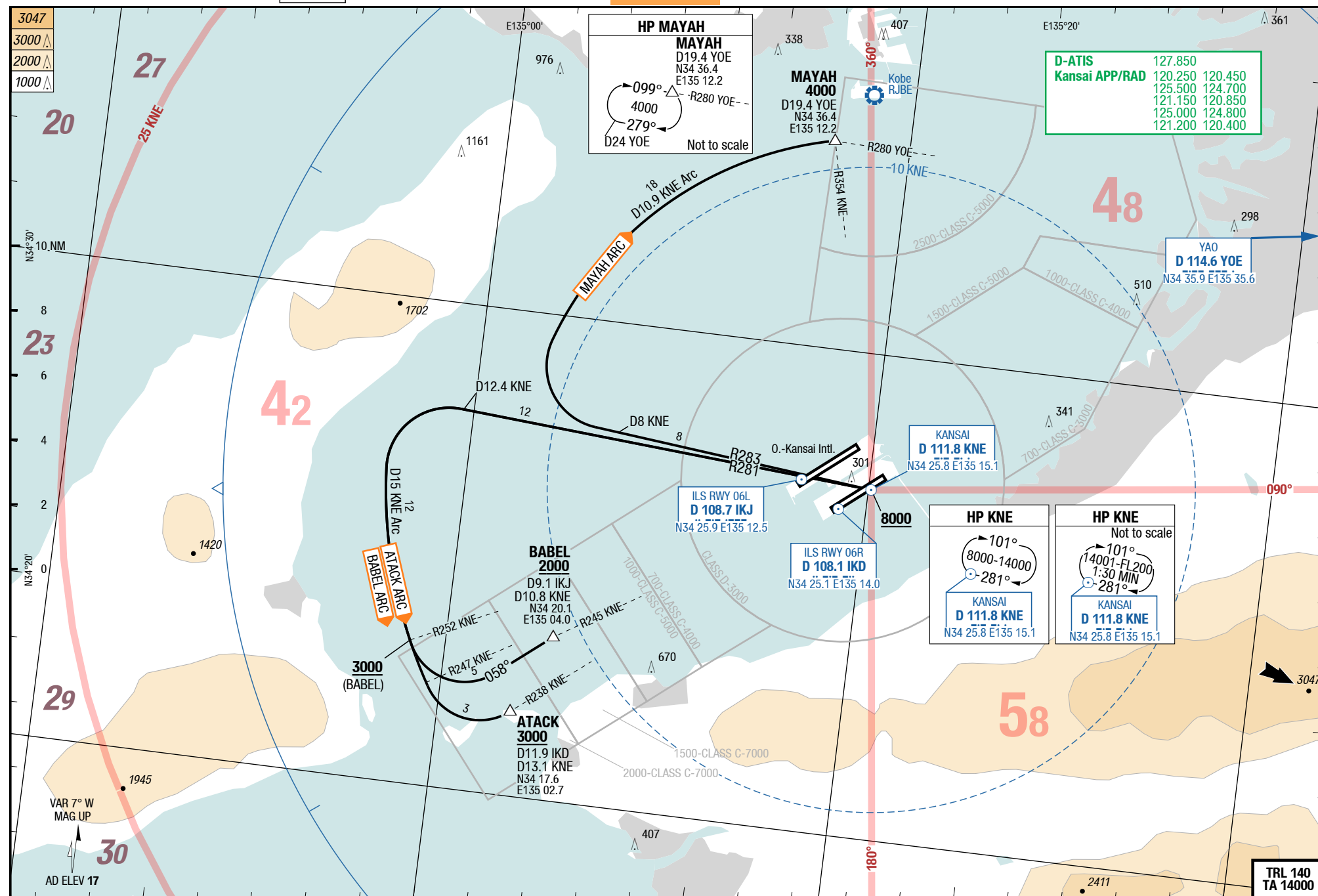
STAR

STAR

STARs



Changes: MSA



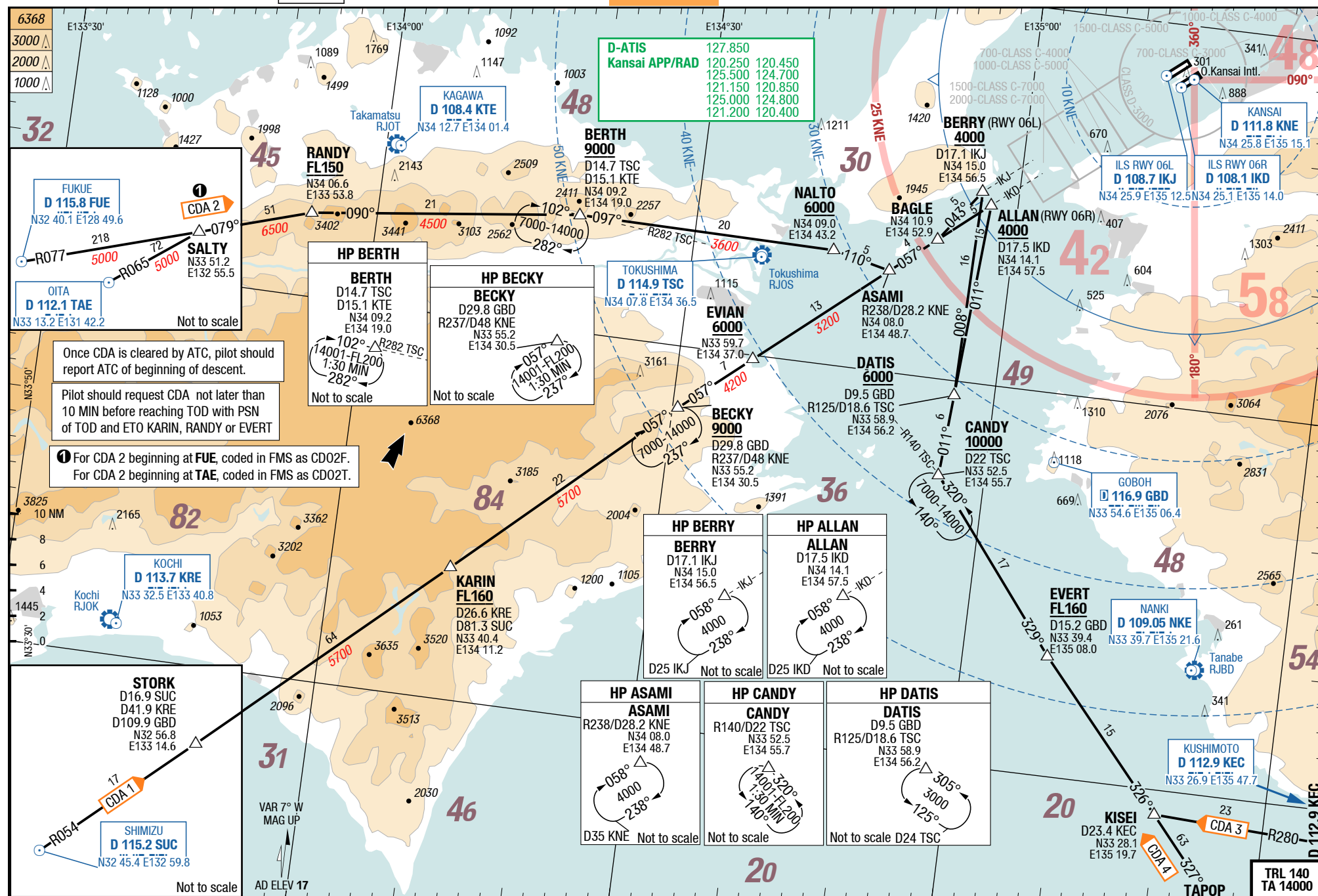
KIX-RJBB

6-60 ARRIVALs RWY 06L/R (CDA)

STAR

STAR

ARRIVALs RWY 06L/R (CDA)



Changes: MSA

© I : J - 0010

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6-70

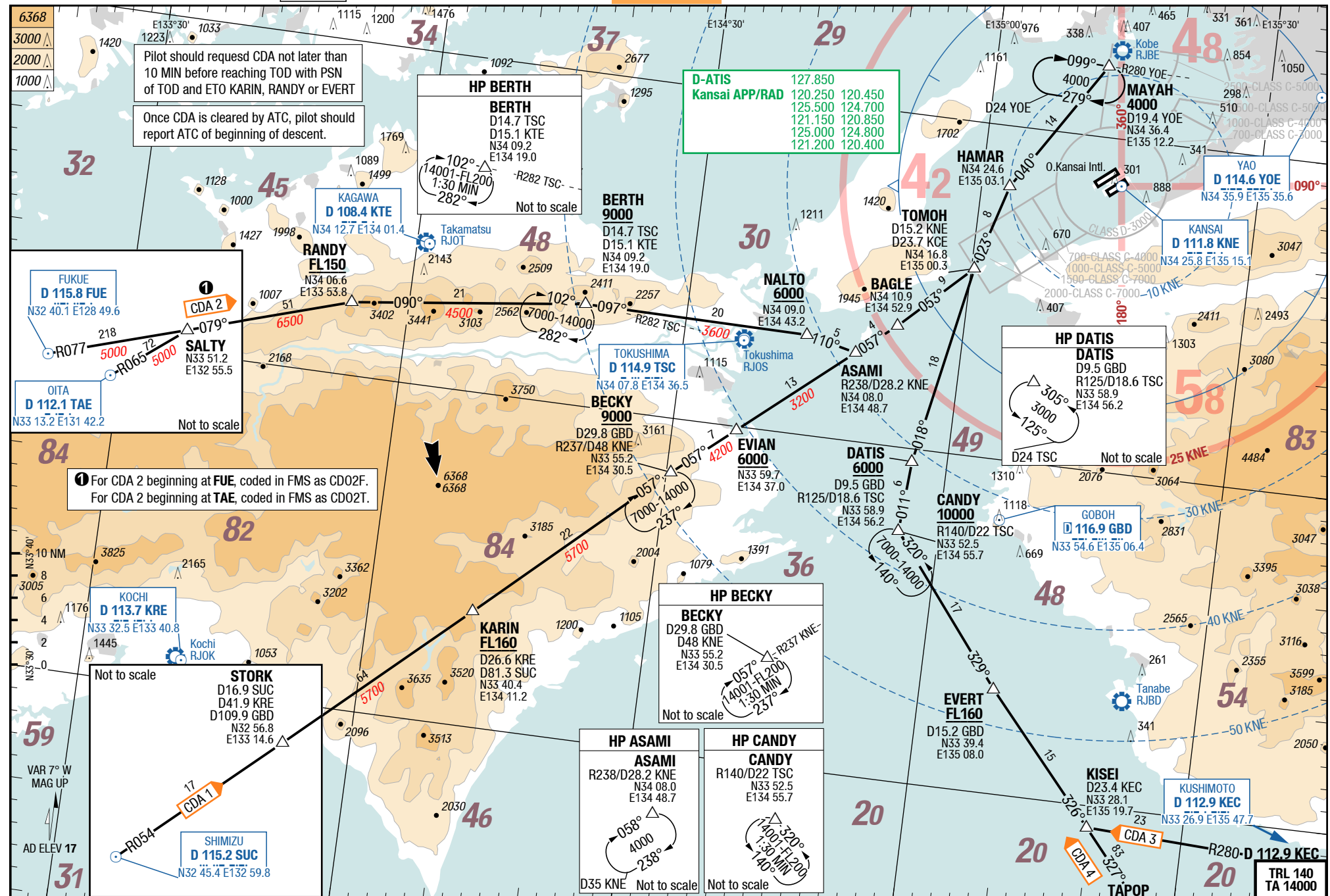
ARRIVALs RWY 24L/R (CDA)

STAR

STAR

NIL

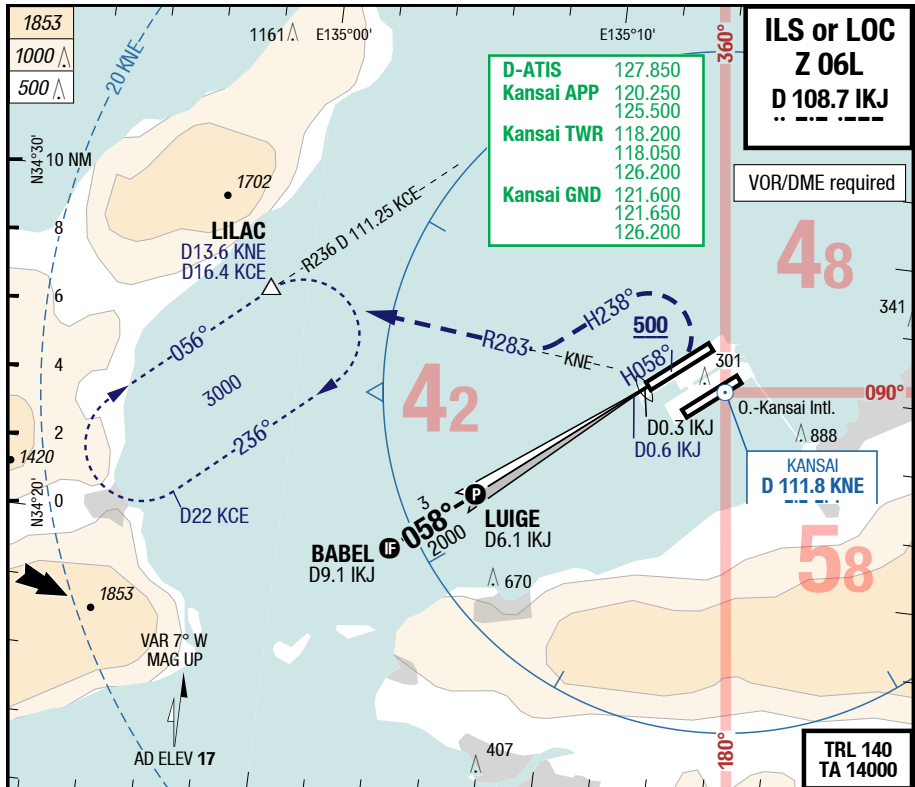
ARRIVALs RWY 24L/R (CDA)



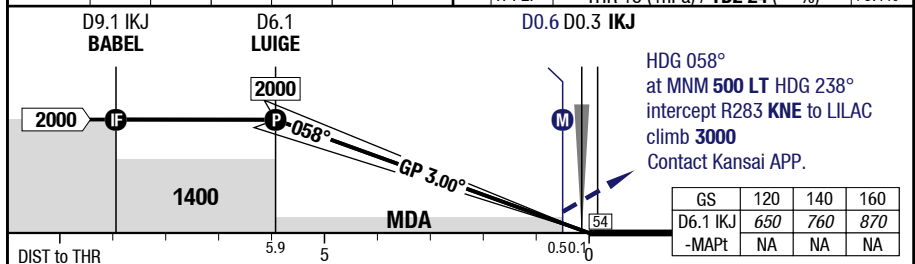
Changes: MSA

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ILS or LOC Z 06L



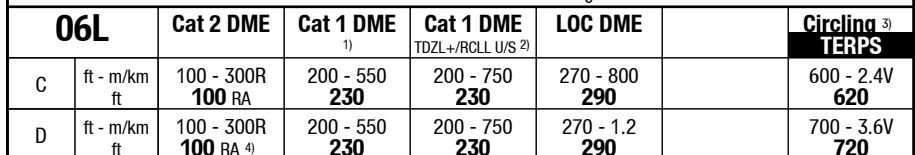
LOC 3.05° D IKJ	6.1	5	4	3	2	1	
	2000	1640	1310	990	660	340	



06L		Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+RGLL U/S 2)	LOC DME	Circling TERPS ³⁾
C	ft - m/km ft	100 - 300R 100 RA	200 - 550 230	200 - 750 230	270 - 800 290	600 - 2.4V 620
D	ft - m/km ft	100 - 300R 100 RA 4)	200 - 550 230	200 - 750 230	270 - 1.2 290	700 - 3.6V 720

4) If not conducting autoland RVR 350m required

ILS or LOC Y 06L



4) If not conducting autoland RVR 350m required

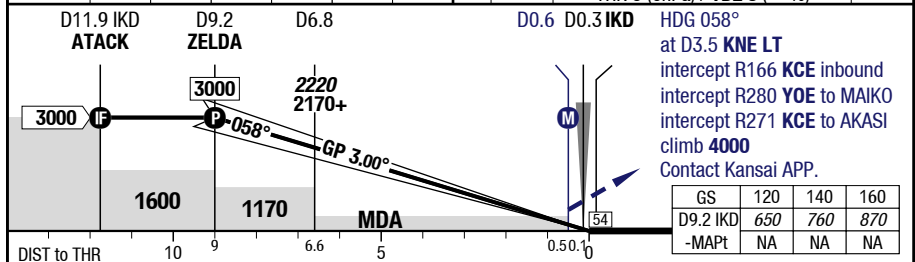
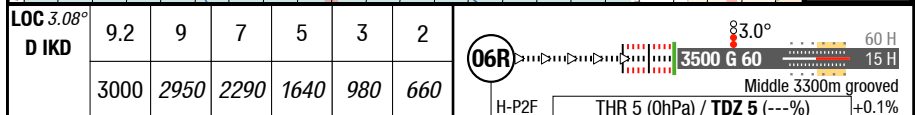
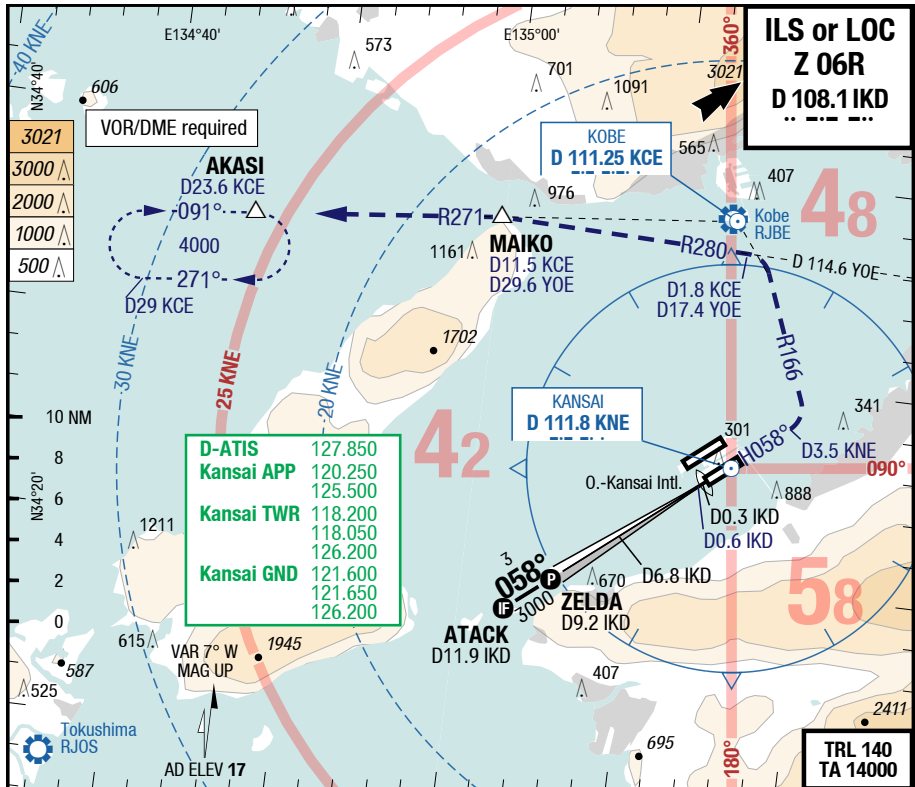
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22-FEB-2018

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7-30

ILS or LOC Z 06R



06R		Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+/RCLL U/S 2)	LOC DME	Circling 3) TERPS
C	ft - m/km ft	100 - 300R 100 RA	200 - 550 210	200 - 750 210	390 - 1.1 390	600 - 2.4V 620
D	ft - m/km ft	100 - 300R 100 RA 4)	200 - 550 210	200 - 750 210	390 - 1.4 390	700 - 3.6V 720

1) With EVS 350m

2) With EVS 500m

3) N of RWY only

4) If not conducting autoland RVR 350m required

Changes: FREQ

22-FEB-2018

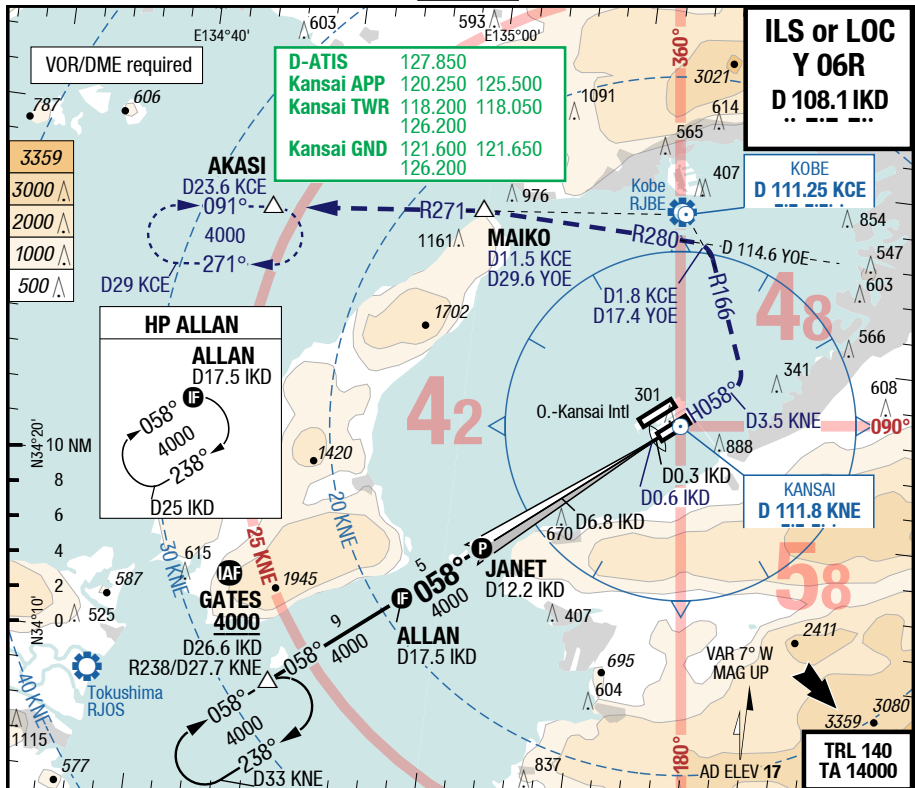
Japan Osaka Kansai Intl

KIX-RJBB

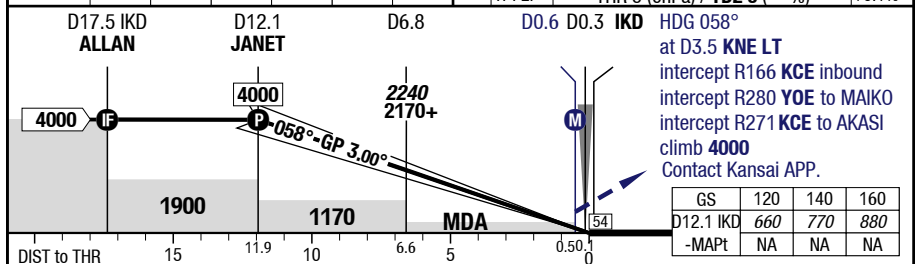
7-40

ILS or LOC Y 06R

IAC



LOC 3.10°	12.1	10	8	6	4	2	
D IKD	4000	3290	2640	1980	1320	660	



06R	Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+RCLL U/S 2)	LOC DME	Circling 3) TERPS
C	ft - m/km ft 100 - 300R 100 RA	200 - 550 210	200 - 750 210	390 - 1.1 390	600 - 2.4V 620
D	ft - m/km ft 100 - 300R 100 RA 4)	200 - 550 210	200 - 750 210	390 - 1.4 390	700 - 3.6V 720

1) With EVS 350m

3) N of RWY only

2) With EVS 500m

4) If not conducting autoland RVR 350m required

Changes: FREQ

22-FEB-2018

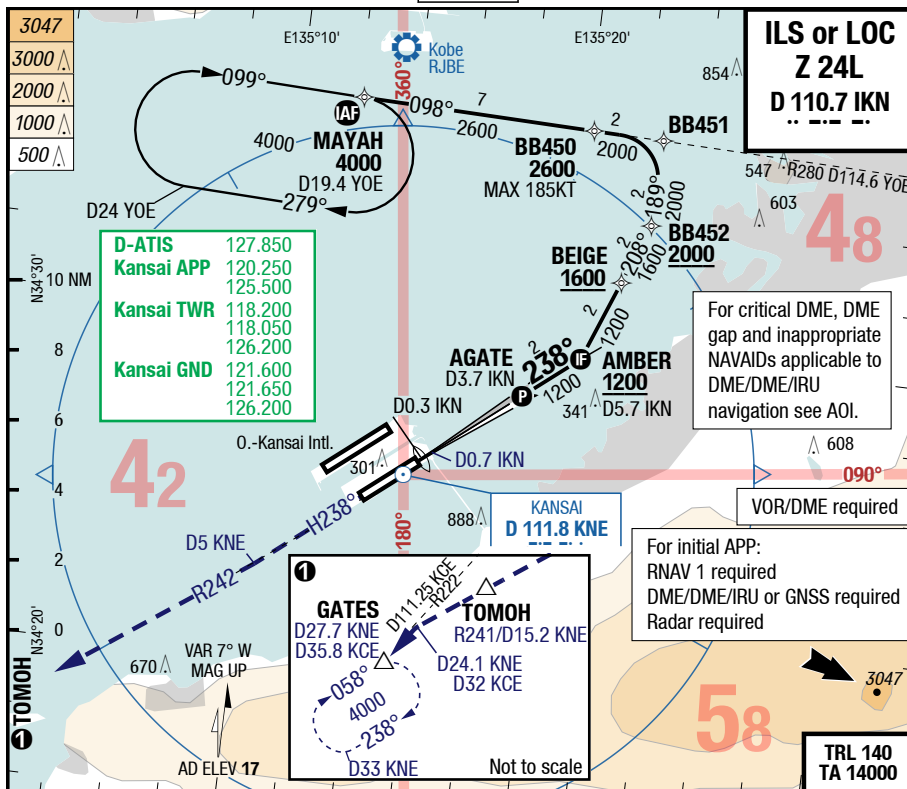
Japan Osaka Kansai Intl

IAC

KIX-RJBB

7-50

ILS or LOC Z 24L



Middle 3300m grooved

60 H

15 H

60 G 3500

3.0°

-0.1%

TDZ 13 (---%) / THR 13 (0hPa)

H-P2F

2

3

3.7

650

970

1200

LOC 3.00°

D IKN

HDG 238° to D5 KNE

intercept R241 KNE to TOMOH

continue R241 KNE

intercept R222 KCE to GATES

climb 4000

Contact Kansai APP.

GS 120 140 160

D3.8 IKN 640 740 850

-MAPt NA NA NA

0.1 0.5 3.5 5 DIST to THR

MDA

GP 3.00°-238°

900

1200

1200

24L

Cat 2 DME

Cat 1 DME

Cat 1 DME

LOC DME

Circling 3)

TERPS

C

ft - m/km

ft

100 - 300R

200 - 550

200 - 750

380 - 1.0

600 - 2.4V

100 RA

220

220

390

620

D

ft - m/km

ft

100 - 300R

200 - 550

200 - 750

380 - 1.4

700 - 3.6V

100 RA 4)

220

220

390

720

1) With EVS 350m

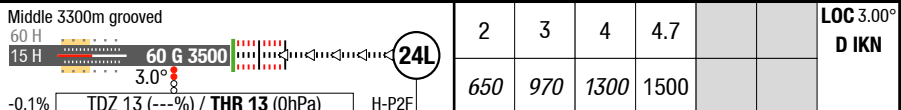
2) With EVS 500m

3) N of RWY only

4) If not conducting autoland RVR 350m required

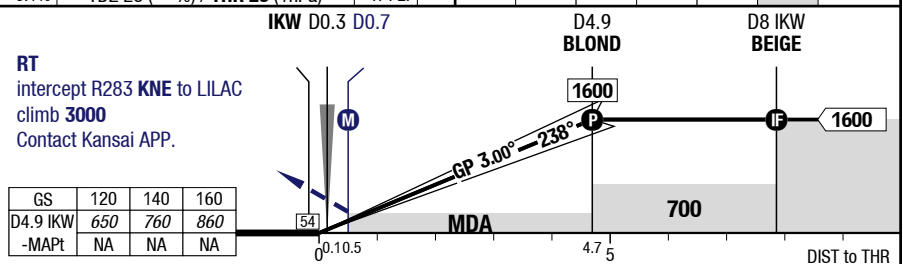
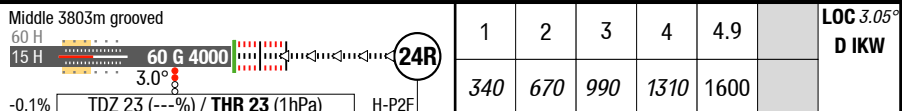
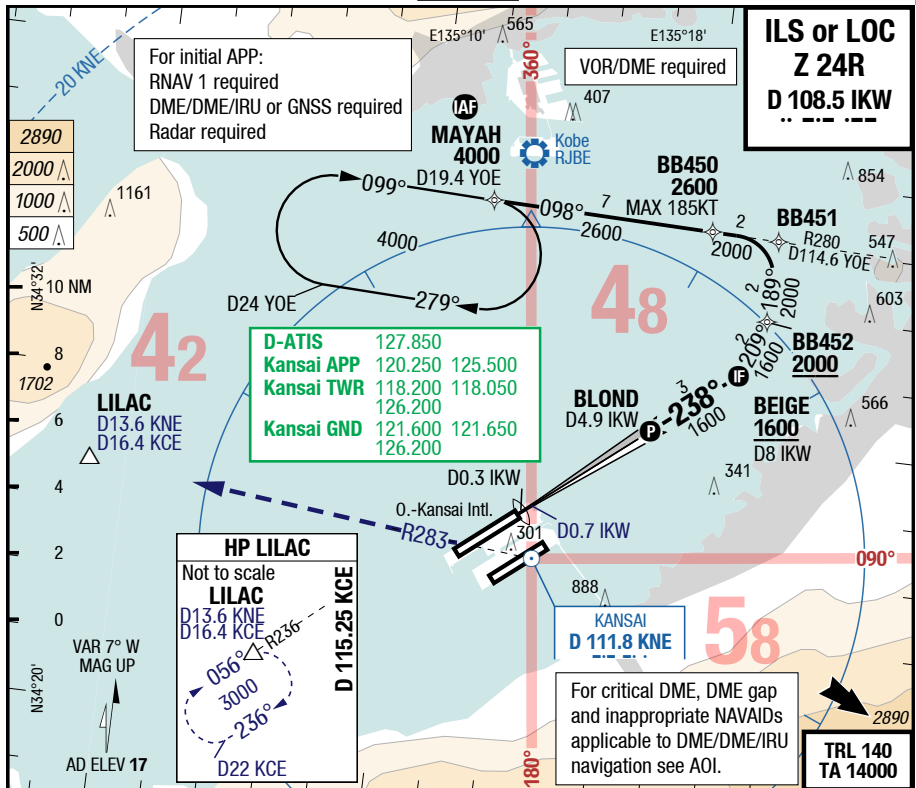
Changes: FREQ

ILS or LOC Y 24L



The AGATE diagram shows a flight path starting from a point labeled '55' on the x-axis. The path is a straight line with a gradient of 3.00° and a heading of 238°. The path is labeled 'MDA' (Minimum Descent Altitude). The path ends at a point labeled 'D' at a distance of 1500 from the start. The path is then horizontal to a point labeled 'P' at a distance of 1100 from the start. The path is then horizontal to a point labeled 'M' at a distance of 800 from the start. The path is then horizontal to a point labeled '1200' at a distance of 1500 from the start. The path is then horizontal to a point labeled '1500' at a distance of 1100 from the start. The path is then horizontal to a point labeled '1500' at a distance of 1100 from the start.

1) With EVS 350m	3) N of RWY only
2) With EVS 500m	4) If not conducting autoland RVR 350m required



24R		Cat 2 DME	Cat 1 DME 1)	Cat 1 DME TDZL+RGL U/S 2)	LOC DME		Circling 3) TERPS
C	ft - m/km ft	100 - 300R 100 RA	200 - 550 230	200 - 750 230	270 - 800 290		600 - 2.4V 620
D	ft - m/km ft	100 - 300R 100 RA 4)	200 - 550 230	200 - 750 230	270 - 1.2 290		700 - 3.6V 720

1) With EVS 350m	
------------------	--

2) With EVS 500m

3) N of RWY only

4) If not conducting autoland RVR 350m required

22-FEB-2018

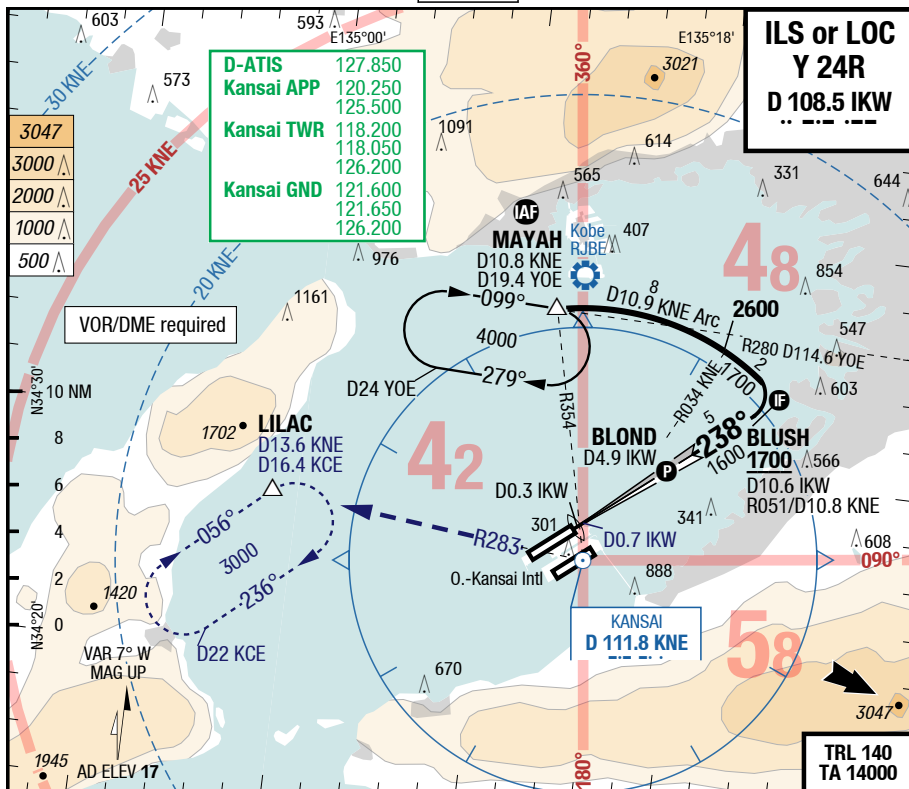
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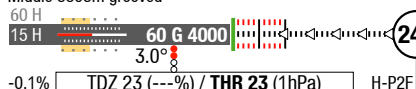
7-80

ILS or LOC Y 24R

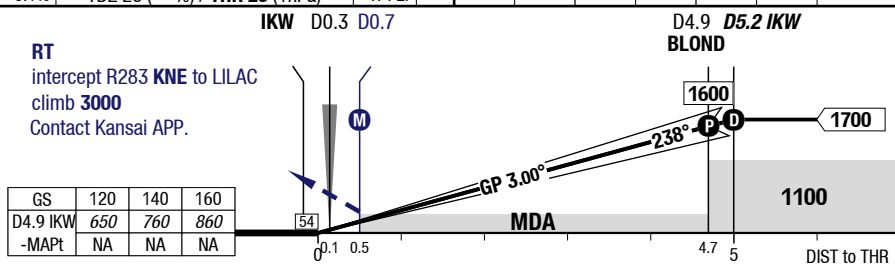
IAC



Middle 3803m grooved



1	2	3	4	5	5.2
340	670	990	1310	1640	1700

LOC 3.05°
D IKW

24R		Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling ³⁾
			¹⁾	TDZL+RCLL U/S ²⁾		TERPS
C	ft - m/km ft	100 - 300R 100 RA	200 - 550 230	200 - 750 230	270 - 800 290	600 - 2.4V 620
D	ft - m/km ft	100 - 300R 100 RA ⁴⁾	200 - 550 230	200 - 750 230	270 - 1.2 290	700 - 3.6V 720

¹⁾ With EVS 350m²⁾ With EVS 500m³⁾ N of RWY only⁴⁾ If not conducting autoland RVR 350m required

Changes: FREQ

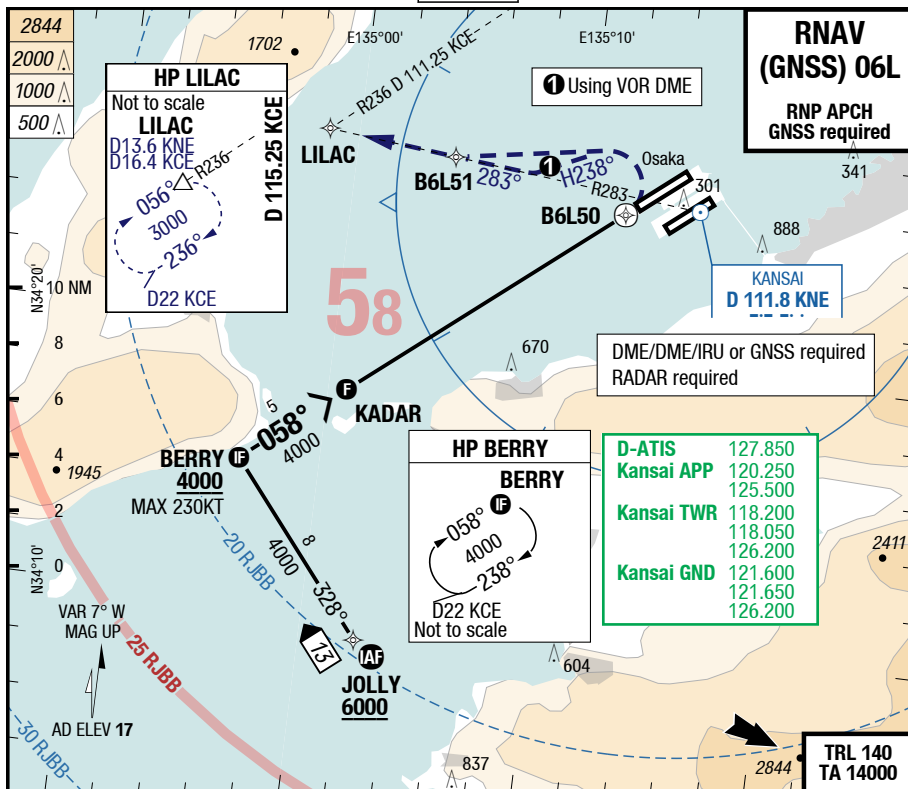
22-FEB-2018

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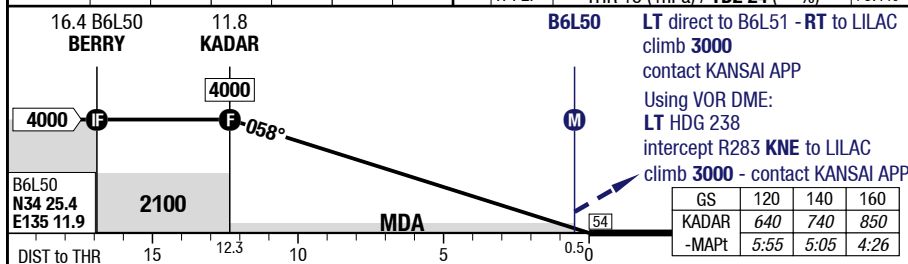
IAC

KIX-RJBB

7-90

RNAV (GNSS) 06L

3.00°	11.8	9	7	5	3	1	06L	83.0°	60 H	15 H
B6L50	4000	3100	2460	1820	1190	550	H-P2F	THR 15 (1hPa) / TDZ 24 (---%)	+0.1%	



06L	RNAV GNSS VNAV 1)	RNAV GNSS LNAV					Circling 2) TERPS
C	ft - m/km ft 340 - 1.0 360 3)	340 - 1.0 360 4)					600 - 2.4V 620
D	ft - m/km ft 340 - 1.4 360 5)	340 - 1.4 360					700 - 3.6V 720

1) Uncompensated BARO VNAV NA below 5°C (41°F) 2) N of RWY only 3) With EVS 650m 4) Timing to determine MAPt NA 5) With EVS 900m

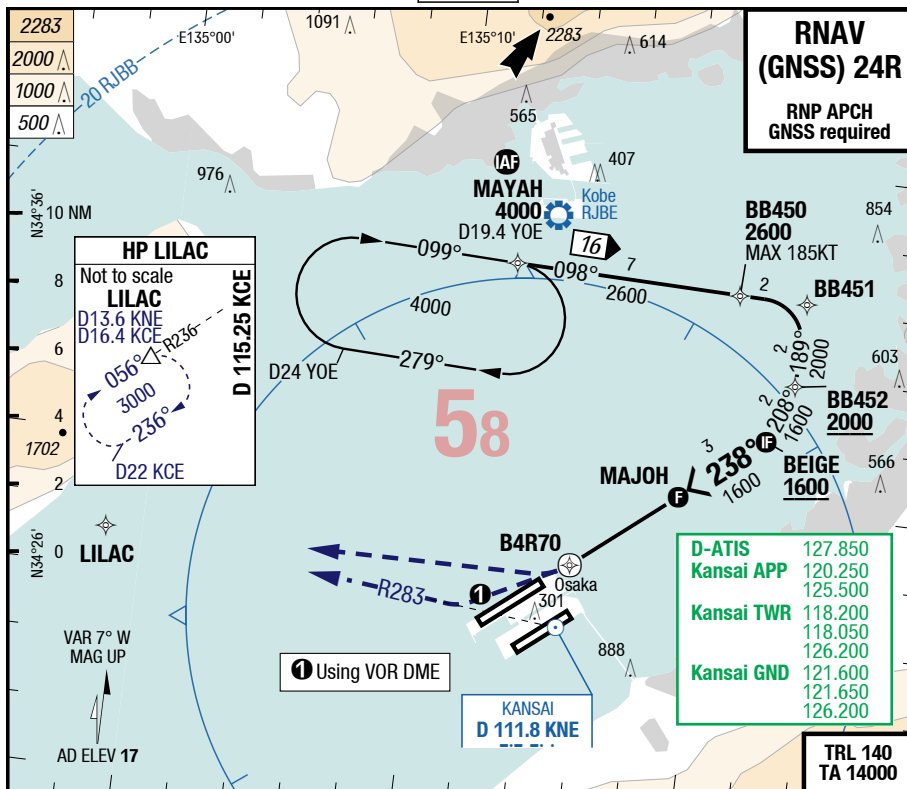
Changes: FREQ

22-FEB-2018

KIX-RJBB

7-100

RNAV (GNSS) 24R



Middle 3803m grooved

60 H

15 H

60 G 4000

3.0°

-0.1%

TDZ 23 (---%) / THR 23 (1hPa)

H-P2F

1

2

3

3.8

720

1040

1350

1600

3.00°

B4R70

RT to LILAC

climb 3000

contact KANSAI APP

Using VOR DME:

RT R283 KNE to LILAC

climb 3000

contact KANSAI APP

GS 120 140 160

MAJOH 640 740 850

-MAPt 1:53 1:37 1:25

0

1

4.85

7.9

DIST to THR

24R

RNAV GNSS
VNAV 1)

RNAV GNSS
LNAV

Circling 2)
TERPS

C

ft - m/km

380 - 1.0

380 - 1.0

600 - 2.4V

620

D

ft - m/km

380 - 1.4

380 - 1.4

700 - 3.6V

720

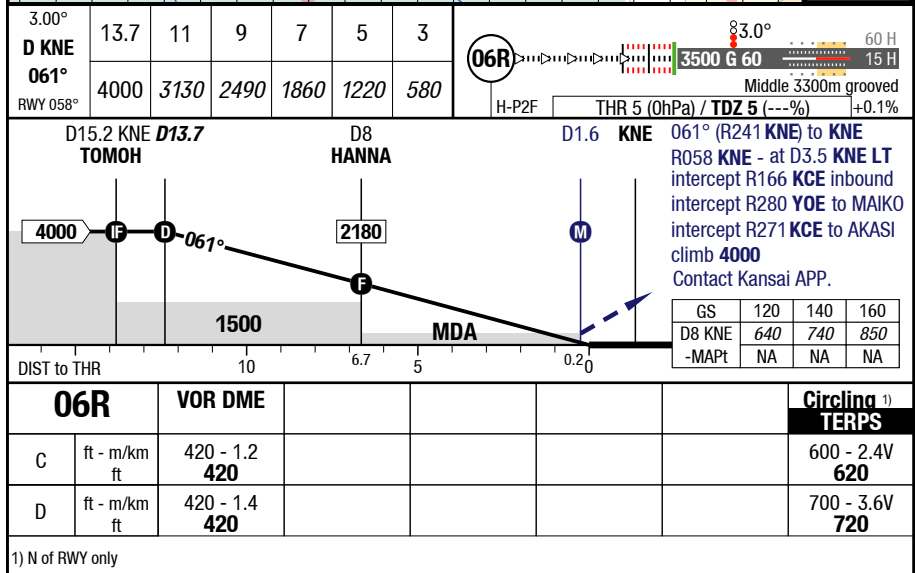
1) Uncompensated BARO VNAV NA below 5°C (41°F)

2) N of RWY only

3) With EVS 650m

4) With EVS 900m

Changes: FREQ



22-FEB-2018

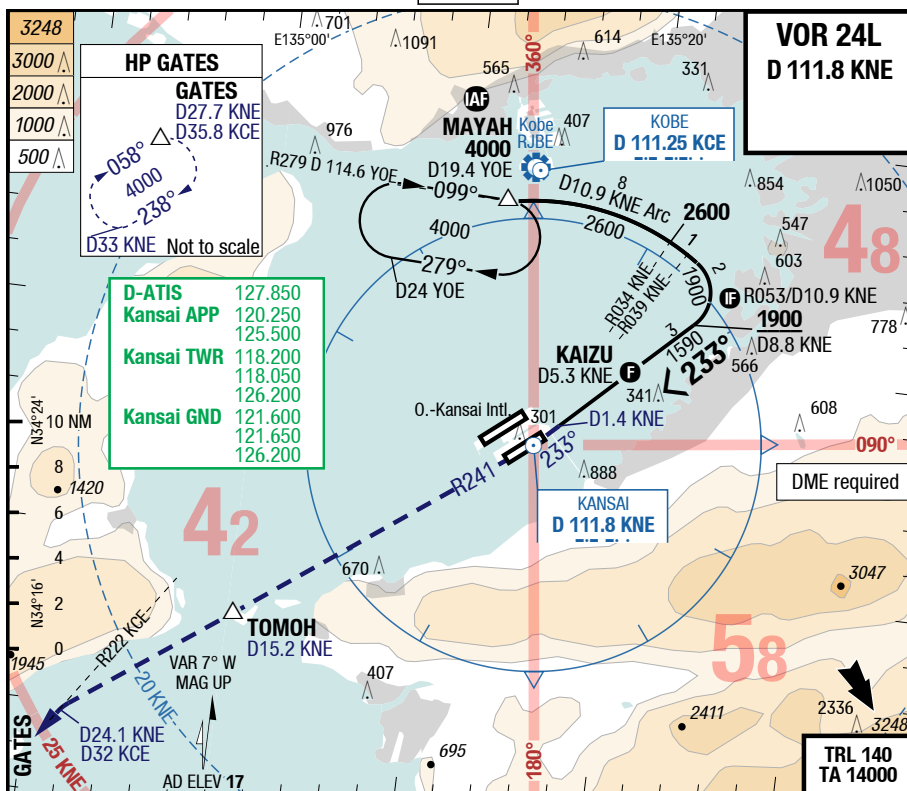
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IAC

KIX-RJBB

7-120

VOR 24L



Middle 3300m grooved

60 H

15 H

60 G 3500

3.0°

-0.1% TDZ 13 (---%) / THR 13 (0hPa)

H-P2F

24L

2	3	4	5	6	6.3	3.00°
530	850	1170	1480	1800	1900	D KNE
						233°
						RWY 238°

233° (R053 KNE) to KNE

R241 KNE to TOMOH

continue R241 KNE

intercept R222 KCE to GATES

climb 4000

Contact Kansai APP.

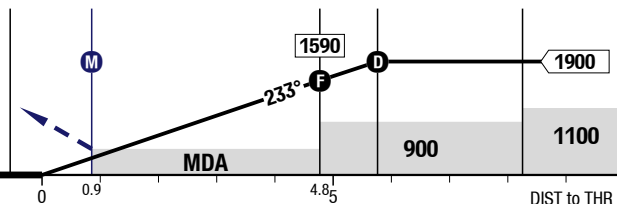
GS	120	140	160
D5.3 KNE	640	740	850
-MAPt	NA	NA	NA

KNE D1.4

D5.3 KAIZU

D6.3

D8.8 KNE



24L

VOR DME

Circling 1)
TERPS

C	ft - m/km ft	440 - 1.3 450				600 - 2.4V 620
D	ft - m/km ft	440 - 1.4 450				700 - 3.6V 720

1) N of RWY only

Changes: FREQ

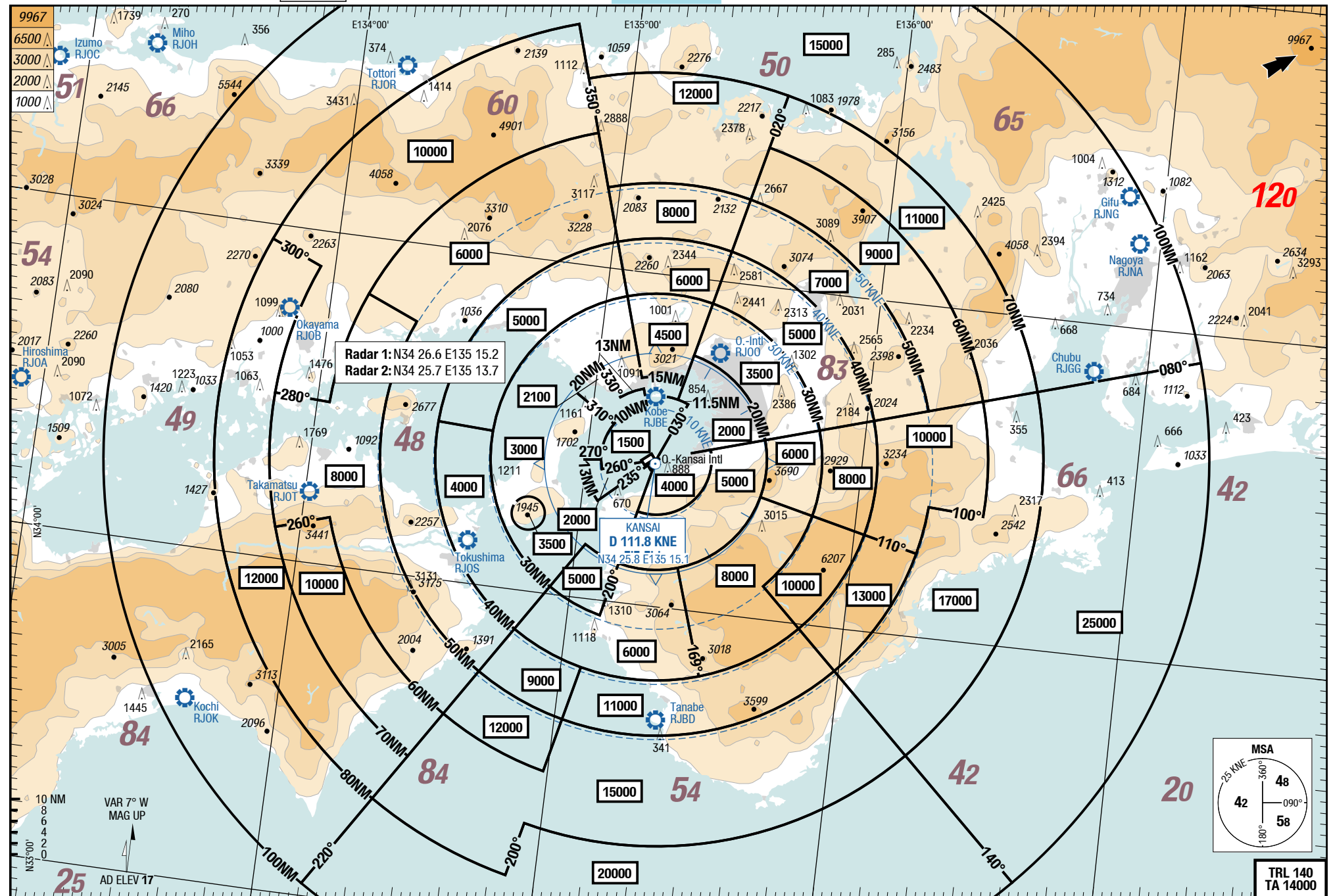
KIX-RJBB

NIL
MRC

MRC

MRC

NIL
MRC



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