AD 2 AERODROMES

RJBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJBB - KANSAI International

RJBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*342603N/1351358E* 76° 11'/2.53km from RWY 06L THR
2	Direction and distance from (city)	38km (20.5nm) SW of Osaka Station (Japan Railway)
3	Elevation/ Reference temperature	17.4ft / 31.8°C (2001-2005)
4	Geoid undulation at AD ELEV PSN	123ft
5	MAG VAR/Annual change	7° W (2007) / 1.0'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Kansai Airports 1-Banchi, Senshu-kuko Kita Izumisano-city Osaka, Japan. Tel: 072-455-2221 FAX: 072-455-2055 AFS: RJBBYDYX E-mail:ops@kansai-airports.co.jp Web-site: http://www.kansai-airports.co.jp/
7	Types of traffic permitted(IFR/ VFR)	IFR/VFR
8	Remarks	Kansai Airport Office (CAB) 1-Banchi, Senshu-kuko Naka, Tajiri-cho, Sennan-gun, Osaka, Japan Tel: 072-455-1300, 072-455-1334 (AIS)

RJBB AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

RJBB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All the modern institutions that deal with the weight thing to a Boeing747 type freighter
2	Fuel/ oil types	Fuel grades: JET A-1 Oil grades: All turbine grades
3	Fuelling facilities/ capacity	Hydrant refueling Hydrant refueling is unserviceable on every Sunday(1730-1930UTC) due to scheduled inspection. Check with service companies for alternative solution.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJBB AD 2.5 PASSENGER FACILITIES

1	Hotels	At Airport
2	Restaurants	At Airport
3	Transportation	Railways, Buses, Taxis and Ships
4	Medical facilities	First aid treatment, ambulance; hospital in Izumisano City 8km
5	Bank and Post Office	At Airport
6	Tourist Office	At Airport
7	Remarks	Nil

RJBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 10
2	Rescue equipment	Chemical fire fighting truck × 5 Ambulance × 2 Water supply truck × 2 Rescue wrecking machinery and Lighting power supply truck Emergency medical equipments conveyance truck Foam solution transporter
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJBB AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow removal equipments:Motor graders
2	Clearance priorities	1) RWY 06R/24L, A1, A4, A11, A14, E1, R, P(E1-ROTOR CRAFT APRON), L(E9-A14), E9(R-L), J4(L-Z), S1, S4, S5, S6, T, Q, Z(spot 257-J4), HEL-PAD 2) RWY 06L/24R, B1, B14, Y, J3(S1-S4), J3(S4-S6), J3(S6-Y), J4(Y-Z)
3	Remarks	Seasonal availability: All seasons. Snow removal will be commenced, if the runways and taxiways are covered with a depth of 3cm or more. Any contaminants on runway center lines, landing strips and lighting aids shall be removed as and when necessary so as to provide good contact with the runways.

RJBB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

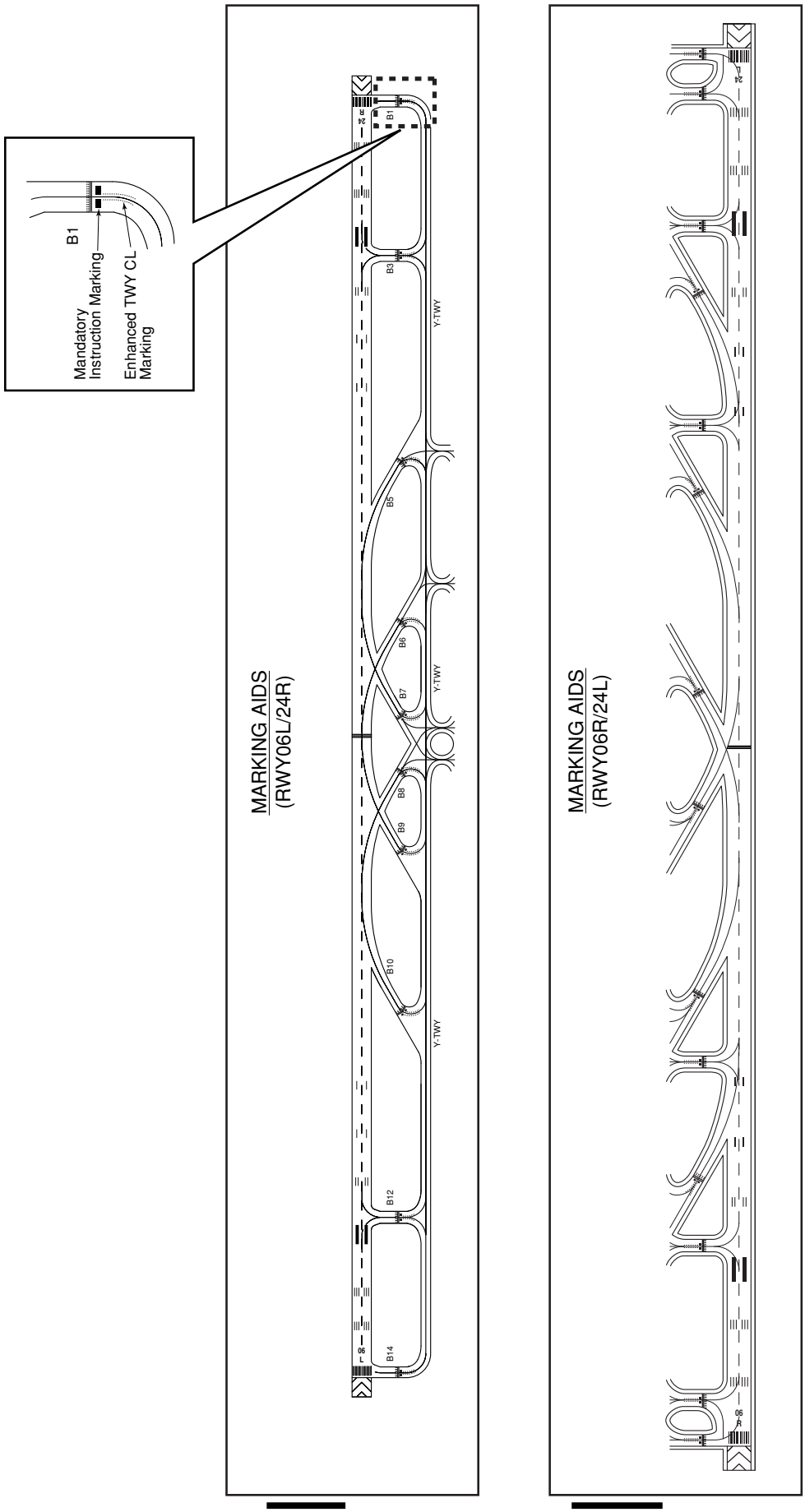
1	Apron surface and strength	Apron: From spot 1 to spot 41, from spot 101 to spot 111, from spot 201 to spot 215 Surface: Cement-concrete, Strength: PCN 110/R/C/X/T From spot 80 to spot 90 Surface: Cement-concrete, Strength: PCN 91/R/B/X/T From spot 91 to spot 99 Surface: Cement-concrete, Strength: PCN 94/R/B/X/T, Surface: Asphalt-concrete, Strength: PCN 96/F/A/X/T From spot M2 to M9 Surface: Asphalt-concrete, Strength: PCN 80/F/B/X/T From spot 251 to 255 Surface: Cement-concrete, Strength: PCN 83/R/B/X/T From spot 256 to 257 Surface: Cement-concrete, Strength: PCN 99/R/B/X/T ACFT stand taxilane N1 - N3, J1(FM N1 to N3) : Width:30m Apron taxiway L(FM E9 to A14) Minimum separation distance from center line of apron taxiway on apron to object: 50.5m(166ft). Apron taxiway Z(FM spot 256 to spot 257) Minimum separation distance from center line of apron taxiway on apron to object: 55.0m(180ft). ACFT stand taxilane R(FM spot 1 to spot 8), R(FM spot 33 to spot 41), U, X1, Q, T(FM spot 80 to W6), T(FM spot 94 to spot 99) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 42.5m(139ft). ACFT stand taxilane R(FM spot 9 to spot 32) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 40.0m(131ft). ACFT stand taxilane T(FM spot 82 to spot 93) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 45.5m(149ft). ACFT stand taxilane S1, J4(BTN S1 and L) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 50.5m(166ft).
		Apron for rotor craft: Surface: Asphalt-concrete, Strength: PCN 11/F/B/Y/T ACFT stand taxilane P(the portion from rotor craft apron to 90m SW of the apron) Width: 18m, Surface: Asphalt-concrete, Strength: PCN 19/F/B/X/T
2	Taxiway width, surface and strength	TWY A2 - A13, E1 - E9, J1(BTN N1 and P), J4(BTN L and P), L(BTN J1 and E9), P(FM A1 to A14) Width: 30m, Surface: Asphalt-concrete, Strength: PCN 100/F/B/X/T TWY A1, A14 Width: 30m, Surface: Cement-concrete, Strength: PCN 130/R/C/X/T TWY P(BTN A1 and 94m NE of A1) Width: 18m, Surface: Asphalt-concrete, Strength: PCN 19/F/B/X/T TWY B5 - B10, J3, J4(BTN S1 and Y), S2, S4, S5, S6, Y Width: 30m, Surface: Asphalt-concrete, Strength: PCN 110/F/A/X/T TWY B1 Width: 37m, Surface: Cement-concrete, Strength: PCN 100/R/B/X/T TWY B3, B12 Width: 37m, Surface: Asphalt-concrete, Strength: PCN 110/F/A/X/T TWY B14 Width: 33.5m, Surface: Cement-concrete, Strength: PCN 100/R/B/X/T

		TWY W6 - W9, Z(BTN J4 and W6) Width: 30m, Surface: Asphalt-concrete, Strength: PCN 130/F/A/X/T TWY Z(BTN J4 and spot 256) Width: 30m, Surface: Asphalt-concrete, Strength: PCN 75/F/A/X/T	
3	ACL and elevation	Not available	
4	VOR checkpoints	Not available	
5	INS checkpoints	Spot NR 1 : *342614.06N 1351453.97E* 2 : *342615.59N 1351456.25E* 3 : *342617.12N 1351458.53E* 4 : *342618.65N 1351500.82E* 5 : *342620.18N 1351503.10E* 6 : *342621.71N 1351505.38E* 7 : *342622.95N 1351506.78E* 8 : *342621.60N 1351507.97E* 9 : *342620.15N 1351509.70E* 10 : *342619.00N 1351508.03E* 11 : *342617.47N 1351505.75E* 12 : *342615.94N 1351503.47E* V1 : *342614.41N 1351501.18E* 14 : *342612.88N 1351458.90E* 15 : *342611.35N 1351456.61E* 16 : *342609.56N 1351453.96E* 17 : *342608.03N 1351451.68E* 18 : *342606.50N 1351449.40E* 19 : *342604.97N 1351447.11E* 20 : *342603.45N 1351445.16E* 21 : *342602.18N 1351443.27E* 22 : *342600.92N 1351441.38E* 23 : *342559.65N 1351439.18E* 24 : *342558.11N 1351436.90E* 25 : *342556.58N 1351434.61E* 26 : *342554.80N 1351431.96E* 27 : *342553.27N 1351429.68E* 28 : *342551.74N 1351427.39E* 29 : *342550.21N 1351425.11E* 30 : *342548.67N 1351422.83E* 31 : *342547.14N 1351420.55E* 32 : *342545.61N 1351418.26E* 33 : *342544.37N 1351416.87E* 34 : *342545.71N 1351415.66E* 35 : *342547.17N 1351413.95E* 36 : *342548.32N 1351415.62E* 37 : *342549.85N 1351417.90E* 38 : *342551.38N 1351420.18E* 39 : *342552.92N 1351422.46E* 40 : *342554.45N 1351424.74E* 41 : *342555.98N 1351427.03E* 80 : *342625.18N 1351400.77E* 81 : *342625.99N 1351400.00E* 82 : *342626.60N 1351359.39E* 83 : *342625.79N 1351358.62E* 84 : *342624.95N 1351356.95E* 85 : *342624.13N 1351356.15E* 86 : *342623.30N 1351354.49E* 87 : *342622.48N 1351353.69E* 88 : *342621.65N 1351352.02E* 89 : *342620.82N 1351351.22E* 90 : *342619.99N 1351349.56E*	Spot NR 91 : *342618.00N 1351346.59E* 92 : *342616.78N 1351344.77E* 93 : *342615.83N 1351342.67E* 94 : *342614.82N 1351343.85E* 95 : *342613.31N 1351345.33E* 96 : *342611.80N 1351346.81E* 97 : *342610.28N 1351348.29E* 98 : *342608.75N 1351349.79E* 99 : *342606.94N 1351351.55E* 99E : *342607.07N 1351351.93E* 99R : *342606.69N 1351351.77E* 99L : *342607.71N 1351350.78E* 101 : *342545.07N 1351404.87E* 102 : *342543.18N 1351406.72E* 103 : *342541.04N 1351408.81E* 103R : *342541.70N 1351408.94E* 103L : *342540.61N 1351410.01E* 104 : *342539.15N 1351410.65E* 105 : *342537.06N 1351412.70E* 106 : *342536.13N 1351411.07E* 107 : *342538.16N 1351409.09E* 108 : *342539.69N 1351407.60E* 109 : *342541.21N 1351406.11E* 110 : *342542.74N 1351404.62E* 111 : *342544.26N 1351403.13E* 201 : *342541.12N 1351355.13E* 202 : *342539.29N 1351356.91E* 203 : *342537.46N 1351358.70E* 204 : *342535.63N 1351400.49E* 204R : *342536.25N 1351400.66E* 204L : *342535.16N 1351401.73E* 205 : *342533.80N 1351402.27E* 206 : *342532.96N 1351404.67E* 207 : *342531.48N 1351402.46E* 208 : *342530.00N 1351400.26E* 209 : *342528.52N 1351358.05E* 210 : *342527.04N 1351355.84E* 211 : *342525.55N 1351353.63E* 212 : *342524.08N 1351351.43E* 213 : *342522.60N 1351349.22E* 214 : *342521.12N 1351347.02E* 214L : *342521.07N 1351346.79E* 215 : *342519.31N 1351344.11E* 251 : *342557.71N 1351334.82E* 252 : *342559.57N 1351333.01E* 253 : *342601.40N 1351331.22E* 254 : *342603.22N 1351329.43E* 255 : *342605.08N 1351327.62E* 256 : *342607.70N 1351325.86E* 257 : *342605.91N 1351323.20E*

		M-2 : *342517.59N 1351341.76E* M-3 : *342515.91N 1351340.17E* M-4 : *342514.97N 1351337.86E* M-5 : *342513.48N 1351335.64E* M-6 : *342513.72N 1351331.63E* M-7 : *342512.19N 1351329.35E* M-8 : *342510.66N 1351327.07E* M-9 : *342509.13N 1351324.79E* 601 : *342625.75N 1351531.71E* 602 : *342625.10N 1351532.35E* 603 : *342624.44N 1351532.99E* 604 : *342623.79N 1351533.63E*	
6	Remarks	Nil	

RJBB 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	ACFT stand ID sign: NR1 - NR12, V1, NR14 -NR41 ACFT stand taxi lane: N1, N2, N3, X1, R, U, J1(FM N1 to N3), S1,J4(BTN L and S1), P(the portion from rotor craft apron to 90m SW of the apron) and T
2	RWY and TWY markings and LGT	RWY: RWY06R/24L, RWY06L/24R (Marking): RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe, RWY middle point (LGT): REDL, RENL, RTHL, WBAR, RCLL, RTZL TWY: ALL TWY (Marking): TWY CL, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT TWY: TWY A1 - A14, B1, B3, B5 - B10, B12 and B14 (Marking): RWY HLDG PSN, Mandatory instruction, Enhanced TWY CL (LGT): RWY guard LGT TWY: TWY A1, A2, P, L, N1, E9, U, R, A13, A14, J1, J4, S4, S6, T, B7 and B8 (Marking) Surface painted location sign and surface painted direction sign
3	Stop bars	Stop bar LGT : A1 - A14, B1, B3, B5 - B10, B12 and B14 (The locations of stop bar LGT and runway guard LGT are 90m off the runway 06R/24L center line and 107.5m off the runway 06L/24R center line.) Stop bar LGT Operations 1) Stop bar LGT are installed at each taxi holding position associated with Runway 06R/24L, 06L/24R 2) Stop bar LGT will be operated when the visibility or the lowest RVR of the Runway 06R/24L and/or 06L/24R is at or less than 600m 3) Stop bar LGT on taxiways A1, A2, A13, A14, B1 and B14 are controlled individually by ATC 4) During the period stop bar LGT operated, taxiways A3 through A12, B3, B5 through B10 and B12 are not available for departure aircraft
4	Remarks	(Marking): Overrun area, ACFT stand marking(lead-in lines, turning lines), ACFT stand ID sign, apron safety lines (wing tip line, equipment limit line), ACFT PRKG PSN, Apron TWY CL, ACFT stand taxi lane, stop line and Vehicle traffic lines Stopline/yellow, broken line Vehicle traffic line/white line (LGT): Taxiing guidance sign, Apron flood LGT


B1
Mandatory
Instruction Marking
Enhanced TWY CL
Marking
MARKING AIDS
(RWY06L/24R)
MARKING AIDS
(RWY06R/24L)
Y-TWY
Y-TWY
Y-TWY
B1
B3
B5
B6
B7
B8
B9
B10
B12
B14
24
06

Type of Surface Painted Markings

1.Type of Surface Painted Markings

- Surface Painted Direction Sign

  This type of marking at a taxiway intersection indicates the designation and direction of taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.

- Surface Painted Location Sign

  This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and yellow frame.

2.On each of the Taxiways A1, A2, P, L, N1, E9, U, R, A13, A14, J1, J4, S1, S4, S6, T, B7 and B8, surface painted markings are provided. (refer attached drawing.)

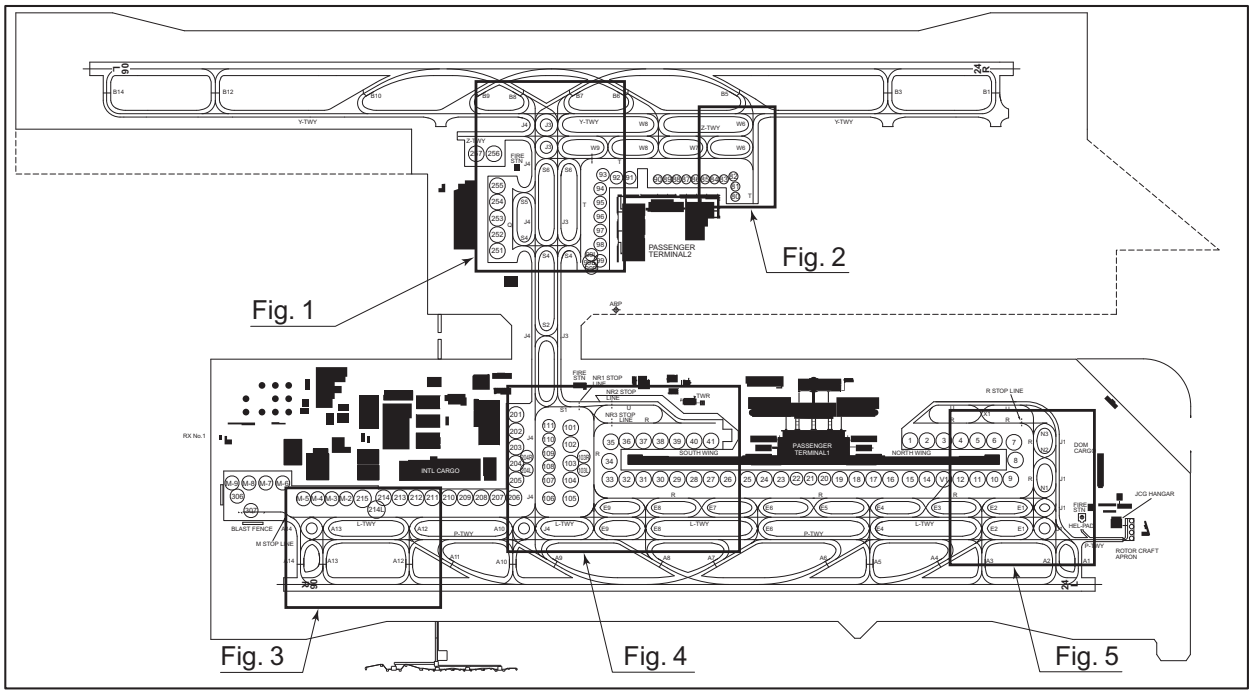


Fig. 1

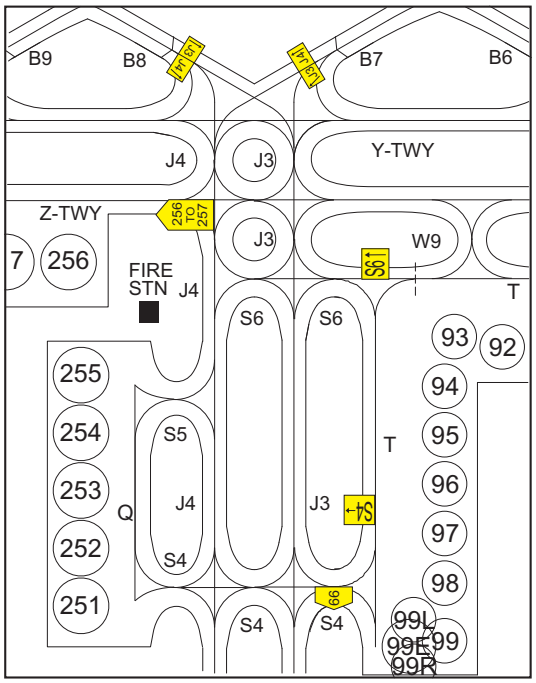


Fig. 2

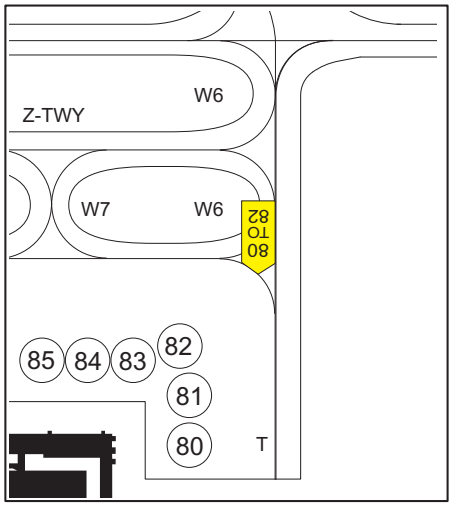


Fig. 3

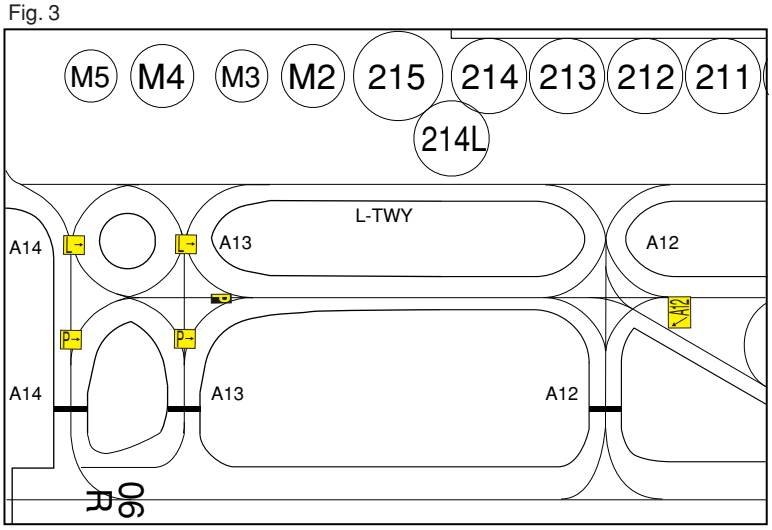


Fig. 4

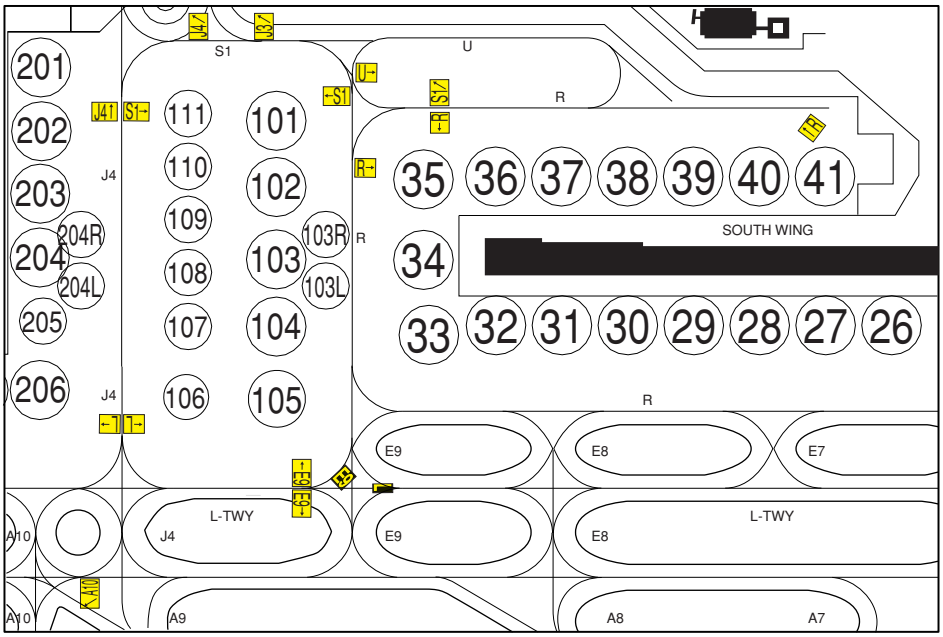
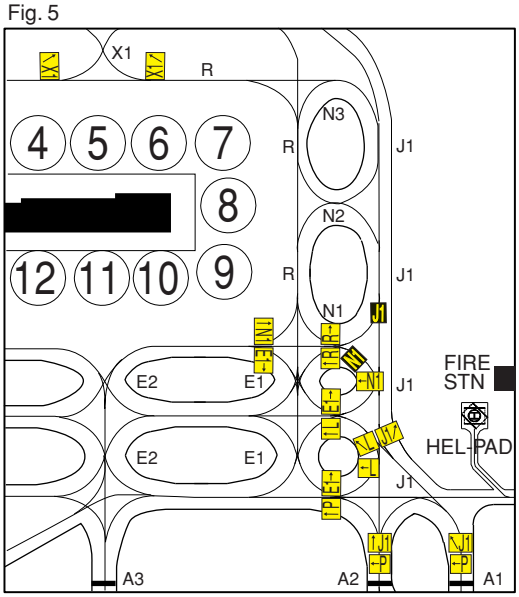


Fig. 5



RJBB AD 2.10 AERODROME OBSTACLES

See AD2.24 Aerodrome Obstacle Chart

1. In approach/TKOF areas

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

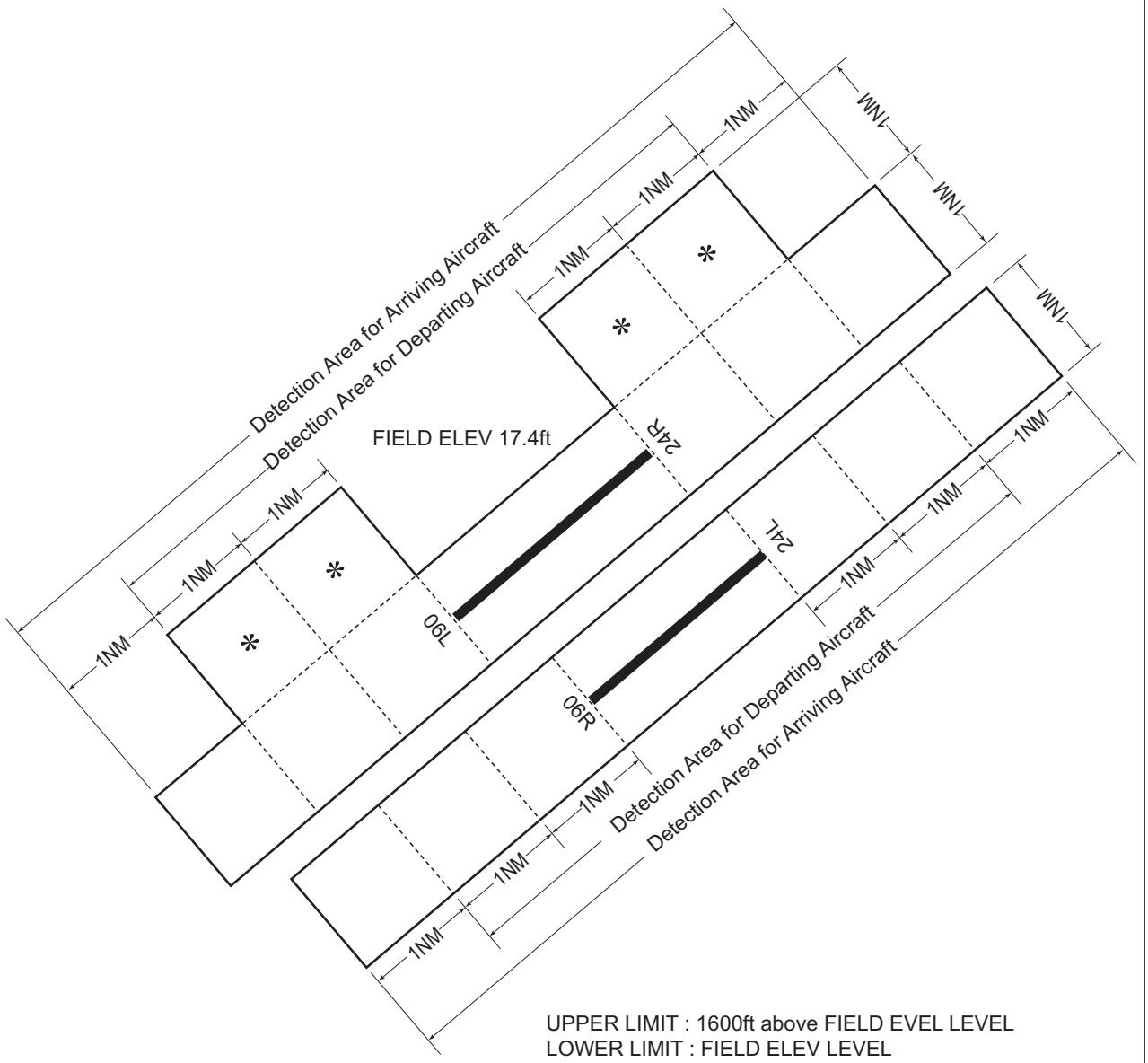
2. In circling area and at AD

Obstacle type	Coordinates	Elevation	Markings/LGT	Remarks
TWR antenna	*342559.9N 1351420.4E*	301ft	- / LIL	
NR.1 ASR antenna	*342635.9N 1351510.3E*	194ft	Marking/LIL	
NR.2 ASR antenna	*342540.1N 1351343.2E*	196ft	Marking/LIL	
Building antenna	*342611.9N 1351432.4E*	172ft	- /LIL	

RJBB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KANSAI
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	KANSAI 30 Hours
4	Trend forecast Interval of issuance	TREND 30min
5	Briefing/ consultation provided	P, Ja, En
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_r, 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	Doppler Radar and Lidar for Airport Weather (See attached chart)
9	ATS units provided with information	TWR, APP, ATIS
10	Additional information(limitation of service, etc.)	Nil

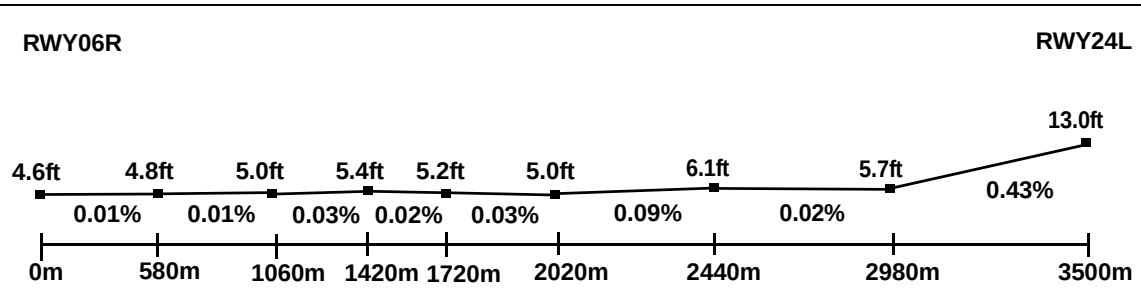
Airspace for the advisory service concerning low level wind shear

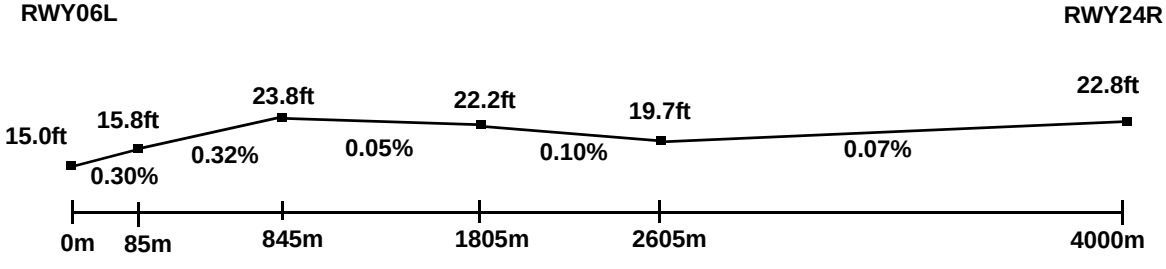


RJBB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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
06R	051.00°	3500×60	PCN 110/F/B/X/T Asphalt Concrete	*342502.56N* *1351345.40E* 122.8ft	THR ELEV:4.6ft TDZ ELEV:4.9ft
24L	231.00°	3500×60	PCN 110/F/B/X/T Asphalt Concrete	*342614.04N* *1351531.92E* 123.0ft	THR ELEV:13.0ft TDZ ELEV:13.0ft
06L	050.98°	4000×60	PCN 110/F/A/X/T Asphalt Concrete	*342542.86N* *1351222.33E* 122.5ft	THR ELEV:15.0ft TDZ ELEV:23.8ft
24R	230.98°	4000×60	PCN 110/F/A/X/T Asphalt Concrete	*342704.58N* *1351424.08E* 122.6ft	THR ELEV:22.8ft TDZ ELEV:22.8ft

Slope of RWY	Strip Dimensions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See below figure	3620×300	240 × 300	First 100 m (300ft) of RWY06R Surface: Cement-concrete Strength: PCN 130/R/C/X/T RWY grooving: 3300m×40m
See below figure	3620×300	240 × 300	First 100 m (300ft) of RWY 24L Surface: Cement-concrete Strength: PCN 130/R/C/X/T RWY grooving: 3300m×40m
See below figure	4120×300	240 × 300	First 96.5m of RWY06L Surface: Cement-concrete Strength: PCN 100/R/B/X/T RWY grooving: 3803.5m×40m
See below figure	4120×300	240 × 300	First 100m of RWY 24R Surface: Cement-concrete Strength: PCN 100/R/B/X/T RWY grooving: 3803.5m×40m



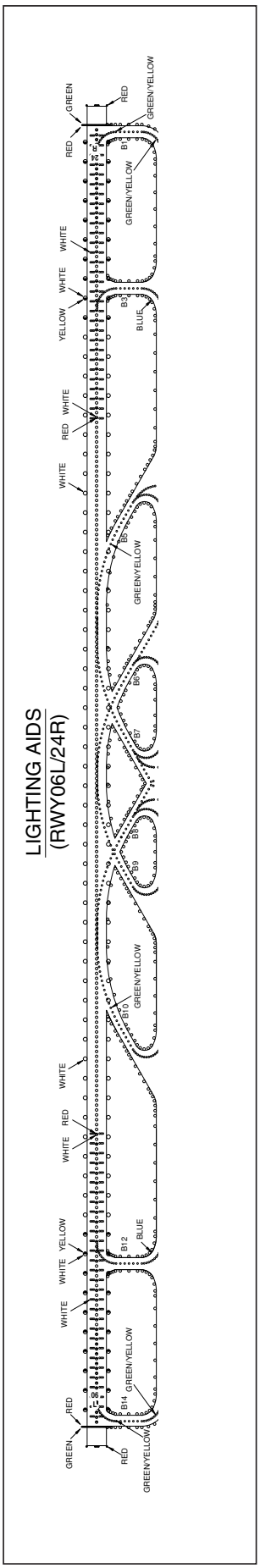


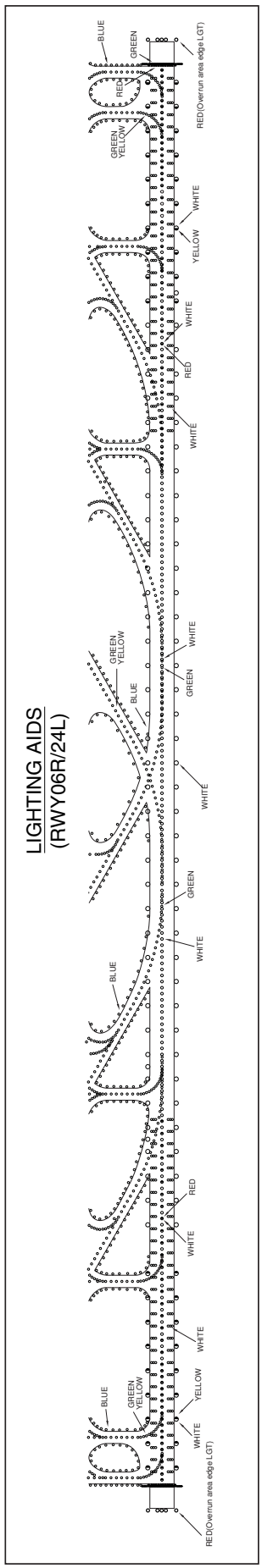
RJBB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06R	3500	3500	3500	3500	Nil
24L	3500	3500	3500	3500	Nil
06L	4000	4000	4000	4000	Nil
24R	4000	4000	4000	4000	Nil

RJBB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	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
06R	PALS (CAT Ⅱ) 900m LIH	Green Green	PAPI 3.0°/LEFT 416m 66ft	900m	3,500m 15m Coded color (white/Red) LIH	3,500m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
24L	PALS (CAT Ⅱ) 900m LIH	Green Green	PAPI 3.0°/LEFT 474m 67ft	900m	3,500m 15m Coded color (white/Red) LIH	3,500m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
06L	PALS (CAT Ⅱ) 900m LIH	Green Green	PAPI 3.0°/LEFT 383m 66ft	900m	4,000m 15m Coded color (white/Red) LIH	4,000m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
24R	PALS (CAT Ⅱ) 900m LIH	Green Green	PAPI 3.0°/LEFT 421m 67ft	900m	4,000m 15m Coded color (white/Red) LIH	4,000m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red) (*1)								


LIGHTING AIDS
(RWY06L/24R)
GREEN
RED
GREEN/YELLOW
WHITE
YELLOW
BLUE
B1
B2
B3
B5
B6
B7
B8
B9
B10
B12
B14


LIGHTING AIDS
(RWY06R/24L)
BLUE
GREEN
RED
GREEN/YELLOW
WHITE
YELLOW
RED(Overrun area edge LGT)

RJBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: *342602N/1351319E,* White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: RWY06R: 420m from RWY06R THR, LGTD RWY24L: 460m from RWY24L THR, LGTD RWY06L: 449m from RWY06L THR, LGTD RWY24R: 499m from RWY24R 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: PALS, PAPI, REDL, RENL, RTHL, WBAR, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT Within 15 sec: Other lights
5	Remarks	WDI LGT

RJBB AD 2.16 HELICOPTER LANDING AREA

NIL

RJBB AD 2.17 ATS AIRSPACE

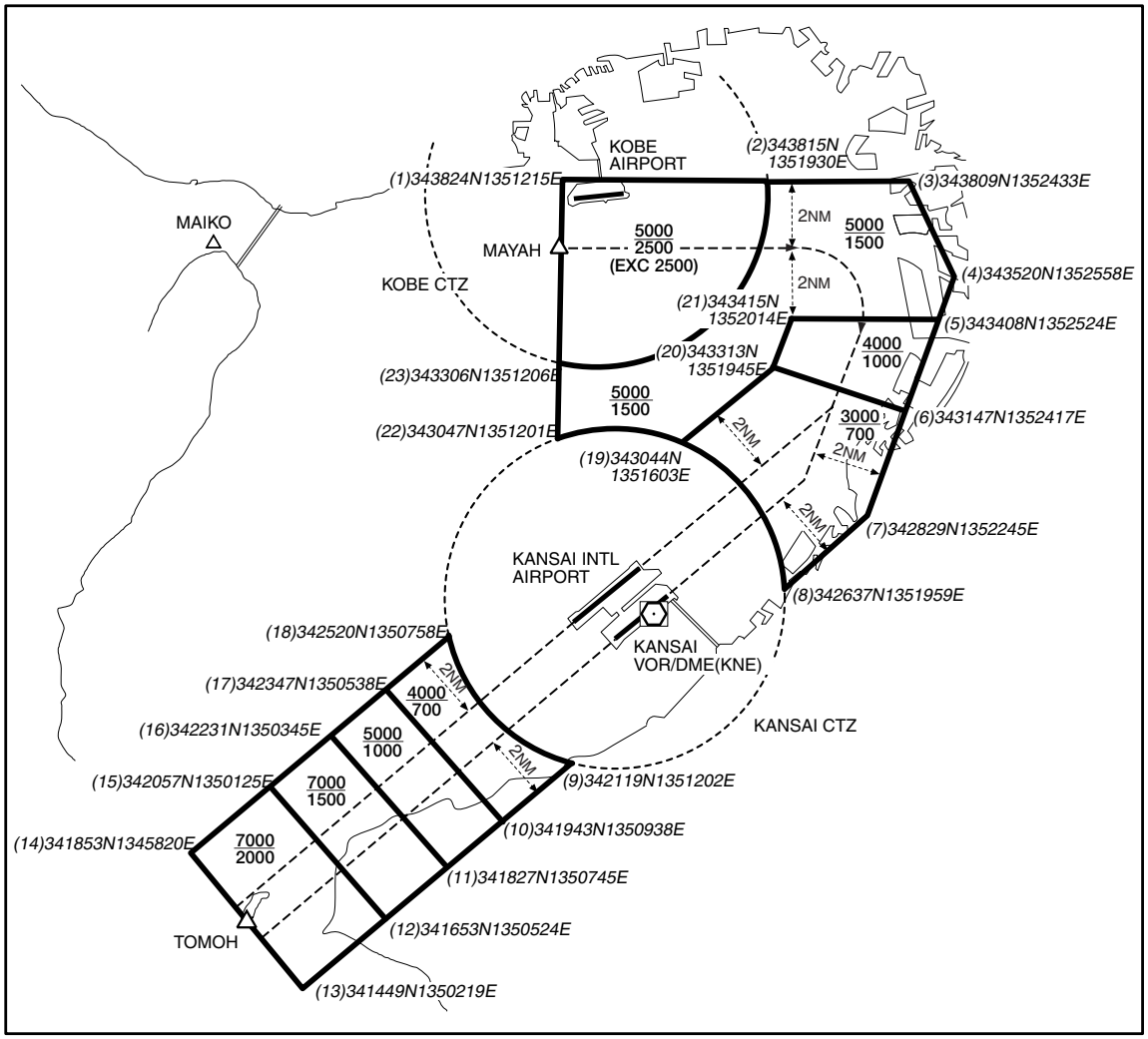
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
KANSAI CTR	Area within a radius of 5NM of KANSAI INTERNATIONAL ARP(3426N/13514E)	------ 3000	D	KANSAI TWR En	
KANSAI PCA	1.The airspace bounded by the lines connecting the following points. a) (1)*343824N1351215E*, (2)*343815N1351930E*, (23)*343306N1351206E*, thence to point(1). The line connecting point(2) to point(23) is the arc with a radius of 5NM from KOBE ARP.	5000 ------ 2500 (EXC 2500)	C	KANSAI APP KANSAI RADAR KANSAI DEP En	See Attachment
	2.The airspace bounded by the lines connecting the following points. a) (2)*343815N1351930E*, (3)*343809N1352433E*, (4)*343520N1352558E*, (5)*343408N1352524E*, (21)*343415N1352014E*, (20)*343313N1351945E*, (19)*343044N1351603E*, (22)*343047N1351201E*, (23)*343306N1351206E*, thence to point(2). The line connecting point(19) to point(22) is the arc with a radius of 5NM from KANSAI INTERNATIONAL ARP. The line connecting point(23) to point(2) is the arc with a radius of 5NM from KOBE ARP	5000 ------ 1500			

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
KANSAI PCA	3.The airspace bounded by the lines connecting the following points. a) (5)*343408N1352524E*, (6)*343147N1352417E*, (20)*343313N1351945E*, (21)*343415N1352014E*, thence to point(5).	4000 ------ 1000	C	KANSAI APP KANSAI RADAR KANSAI DEP En	See Attachment
	4.The airspace bounded by the lines connecting the following points. a) (6)*343147N1352417E*, (7)*342829N1352245E*, (8)*342637N1351959E*, (19)*343044N1351603E*, (20)*343313N1351945E*,thence to point(6). The line connecting point(8) to point(19) is the arc with a radius of 5NM from KANSAI INTERNATIONAL ARP.	3000 ------ 700			
	5.The airspace bounded by the lines connecting the following points. a) (9)*342119N1351202E*, (10)*341943N1350938E*, (17)*342347N1350538E*, (18)*342520N1350758E*, thence to point(9). The line connecting point(18) to point(9) is the arc with a radius of 5NM from KANSAI INTERNATIONAL ARP.	4000 ------ 700			
	6.The airspace bounded by the lines connecting the following points. a) (10)*341943N1350938E*, (11)*341827N1350745E*, (16)*342231N1350345E*, (17)*342347N1350538E*, thence to point(10).	5000 ------ 1000			
	7.The airspace bounded by the lines connecting the following points. a) (11)*341827N1350745E*, (12)*341653N1350524E*, (15)*342057N1350125E*, (16)*342231N1350345E*, thence to point(11).	7000 ------ 1500			
	8.The airspace bounded by the lines connecting the following points. a) (12)*341653N1350524E*, (13)*341449N1350219E*, (14)*341853N1345820E*, (15)*342057N1350125E*, thence to point(12).	7000 ------ 2000			
KANSAI ACA	See Attachment		E	KANSAI APP KANSAI RADAR KANSAI DEP En	
KANSAI TCA	See Attachment			KANSAI TCA En	

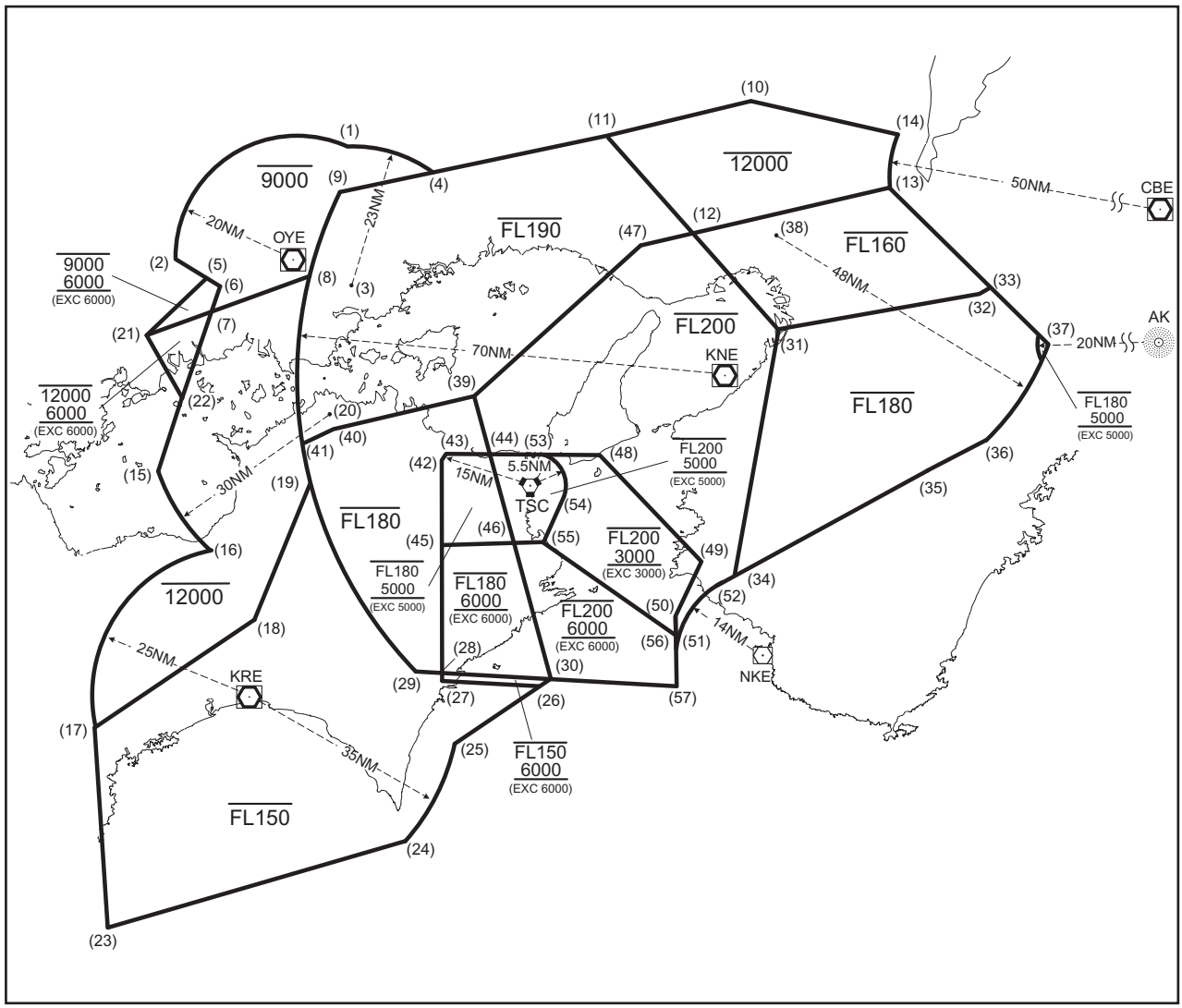
Kansai Positive Control Area

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) ---------- LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
Kansai	The area shown on the below attachment.		Primary: Kansai APP Kansai Radar 125.5-120.25 258.3 Secondary: Kansai Tower 118.2-126.2 236.8	当該空域を飛行しようとする航空機は関西アプローチ（レーダー）又は、関西タワーに連絡し、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 APP(RADAR) or KANSAI TWR for ATC instructions giving informations on aircraft identifications, position, altitude and pilot's intentions.

関西特別管制区
Kansai Positive Control Area



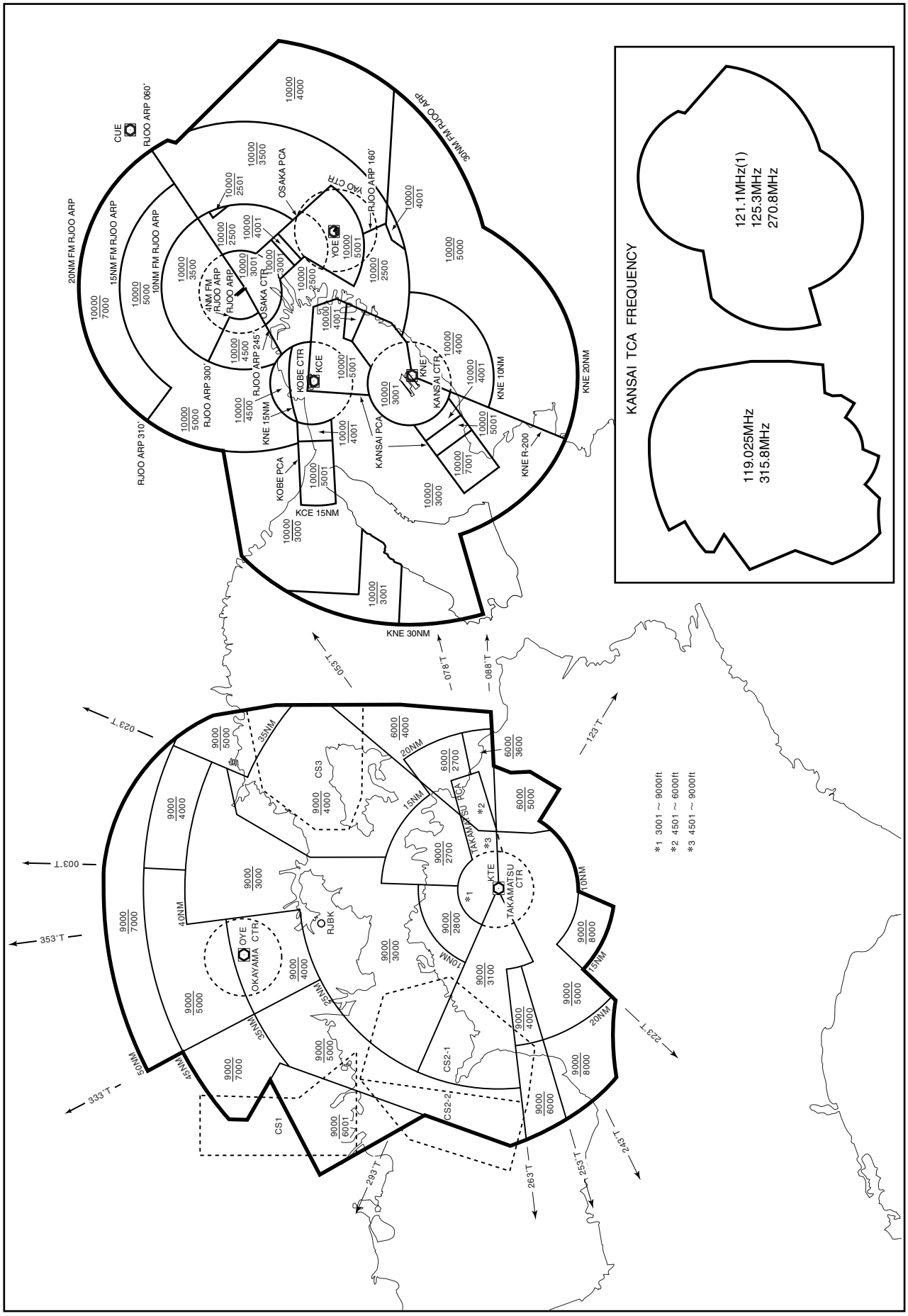
関西進入管制区
Kansai Approach Control Area



Point list

(1) *350315N/1340005E*
(2) *344441N/1332547E*
(3) *344017N/1340054E*
(4) *345937N/1341603E*
(5) *344020N/1333422E*
(6) *344000N/1333500E*
(7) *343603N/1333324E*
(8) *344157N/1335227E*
(9) *345603N/1335824E*
(10) *351108N/1351858E*
(11) *350546N/1344808E*
(12) *344856N/1350739E*
(13) *345633N/1354735E*
(14) *350505N/1354931E*
(15) *340944N/1332257E*
(16) *335647N/1333342E*
(17) *332732N/1331127E*
(18) *334532N/1334215E*
(19) *340720N/1335327E*
(20) *341935N/1335712E*
(21) *343206N/1332020E*
(22) *342147N/1332738E*
(23) *325459N/1331440E*
(24) *330932N/1341223E*
(25) *332535N/1342155E*
(26) *333446N/1343838E*
(27) *333545N/1341900E*
(28) *333702N/1341900E*
(29) *333714N/1341422E*
(30) *333607N/1344043E*
(31) *343325N/1352529E*
(32) *343914N/1360525E*
(33) *344019N/1360739E*
(34) *335310N/1351614E*
(35) *340913N/1355246E*
(36) *341457N/1360647E*
(37) *343100N/1361905E*
(38) *344820N/1352413E*
(39) *342232N/1342524E*
(40) *341701N/1335730E*
(41) *341438N/1335129E*
(42) *341136N/1341900E*
(43) *341300N/1341932E*
(44) *341300N/1342835E*
(45) *335801N/1341900E*
(46) *335827N/1343323E*
(47) *344713N/1345844E*
(48) *341300N/1345028E*
(49) *335551N/1350941E*
(50) *334636N/1350500E*
(51) *334204N/1350500E*
(52) *335203N/1351343E*
(53) *341300N/1343838E*
(54) *340527N/1344232E*
(55) *335837N/1343856E*
(56) *334323N/1350500E*
(57) *333500N/1350500E*

関西ターミナルコントロールエリア
Kansai Terminal Control Area



RJBB AD 2.18 ATS COMMUNICATION FACILITIES

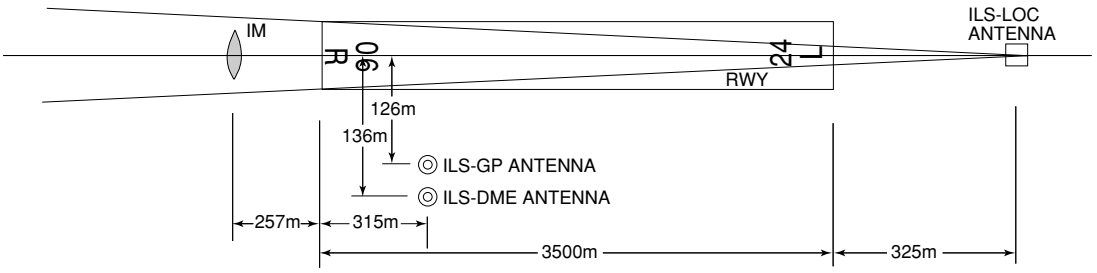
Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP/ASR	Kansai Approach/ Kansai Radar	120.25MHz 120.45MHz 125.5MHz 124.7MHz 121.15MHz 120.85MHz 125.0MHz 124.8MHz 121.2MHz 120.4MHz 258.3MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	H24	(1)primary
DEP	Kansai Departure	119.2MHz 120.65MHz 119.5MHz 119.75MHz 124.8MHz 125.0MHz 120.4MHz 121.2MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	H24	
TCA	Kansai TCA	121.1MHz(1) 125.3MHz 270.8MHz 119.025MHz 315.8MHz	2300 - 1030	
TWR	Kansai Tower	118.2MHz 118.05MHz 126.2MHz 236.8MHz 121.5MHz(E) 243.0MHz(E)	H24	
GND	Kansai Ground	121.6MHz 121.65MHz 126.2MHz	H24	
DLVRY	Kansai Delivery	121.9MHz 126.2MHz	H24	
ATIS	Kansai INTL Airport	127.85MHz	H24	

RJBB 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/2006)	KNE	111.8MHz	H24	*342548.31N/1351506.42E*		
DME	KNE	1016MHz (CH-55X)	H24	*342548.31N/1351506.42E*	42.3ft	
ILS-LOC 06R	IKD	108.1MHz	H24	*342620.66N/1351541.80E*		LOC: 325m(1066ft) away FM RWY24L THR, BRG(MAG) 058°
ILS-GP 06R	-	334.7MHz	H24	*342505.80N/1351358.06E*		GP: 315m(1033FT) inside FM RWY06R THR, 126m(413ft) SE of RCL. HGT of ILS reference datum 16.5m(54ft) GP angle 3.0°
ILS-DME 06R	IKD	979MHz (CH-18X)	H24	*342505.55N/1351358.31E*	29ft	DME: 315m(1033ft) inside FM RWY06R THR, 136m(446ft) SE of RCL.
IM 06R	-	75MHz	H24	*342457.31N/1351337.58E*		0.14NM FM RWY06R THR.
ILS-LOC 24L	IKN	110.7MHz	H24	*342455.89N/1351335.52E*		LOC: 325m(1066ft) away FM RWY06R THR, BRG (MAG) 238°
ILS-GP 24L	-	330.2MHz	H24	*342603.59N/1351524.16E*		GP: 356m(1168ft) inside FM RWY24L THR, 126m(413ft) SE of RCL. HGT of ILS reference datum 16.9m(55ft). GP angle 3.0°
ILS-DME 24L	IKN	1005MHz (CH-44X)	H24	*342603.33N/1351524.41E*	28ft	DME: 356m(1168ft) inside FM RWY24L THR, 136m(446ft) SE of RCL.
IM 24L	-	75MHz	H24	*342619.29N/1351539.74E*		0.14NM FM RWY24L THR.
ILS-LOC 06L	IKJ	108.7MHz	H24	*342711.12N/1351433.82E*		LOC: 320m(1050ft) away FM RWY24R THR, BRG(MAG) 058°
ILS-GP 06L	-	330.5MHz	H24	*342552.11N/1351228.26E*		GP: 297m(974ft) inside FM RWY06L THR, 126m(413ft) NW of RCL. HGT of ILS reference datum 16.5m(54ft). GP angle 3.0°
ILS-DME 06L	IKJ	985MHz (CH-24X)	H24	*342551.96N/1351228.41E*	47ft	DME: 297m(974ft) inside FM RWY06L THR, 120m(394ft) NW of RCL.

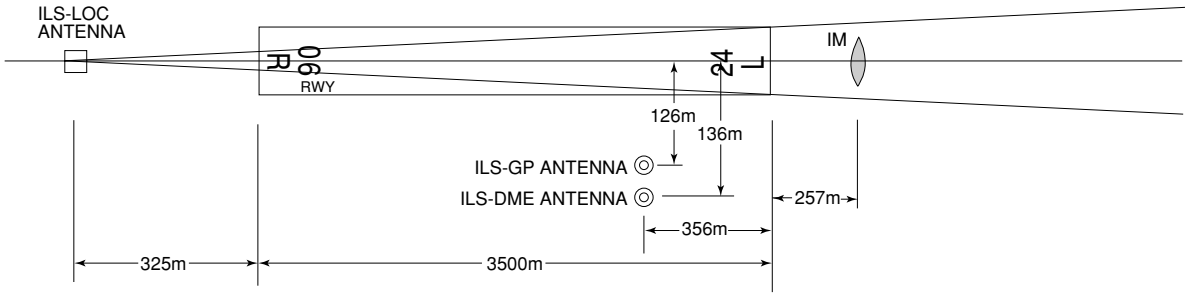
Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
IM 06L	-	75MHz	H24	*342537.61N/1351214.51E*		0.14NM FM RWY06L THR.
ILS-LOC 24R	IKW	108.5MHz	H24	*342536.32N/1351212.59E*		LOC: 320m(1050ft) away FM RWY06L THR, BRG(MAG) 238°
ILS-GP 24R	-	329.9MHz	H24	*342701.30N/1351411.35E*		GP: 316m(1037ft) inside FM RWY24R THR, 126m(413ft) NW of RCL. HGT of ILS Ref datum 16.5m(54ft). GP angle 3.0°
ILS-DME 24R	IKW	983MHz (CH-22X)	H24	*342701.15N/1351411.05E*	53ft	DME: 316m(1037ft) inside FM RWY24R THR, 120m(394ft) NW of RCL.
IM 24R	-	75MHz	H24	*342709.83N/1351431.90E*		0.14NM FM RWY 24R THR.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based

ILS FOR RWY 06R



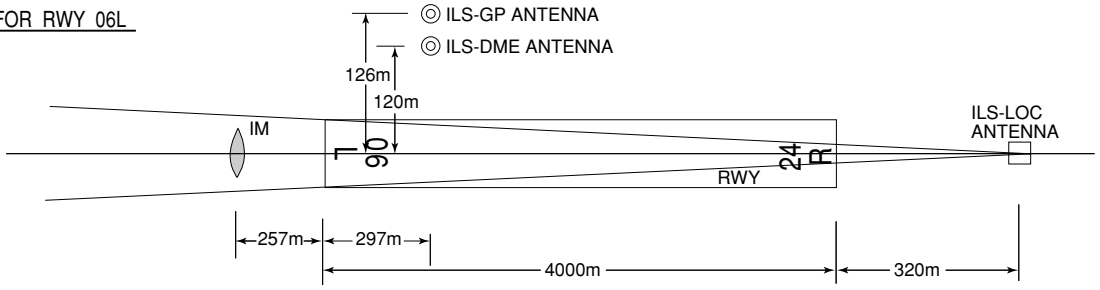
REMARKS : 1. LOC beam BRG(MAG) 058°
2. HGT of ILS REF datum 16.5m (54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 8.7m (29ft)

ILS FOR RWY 24L



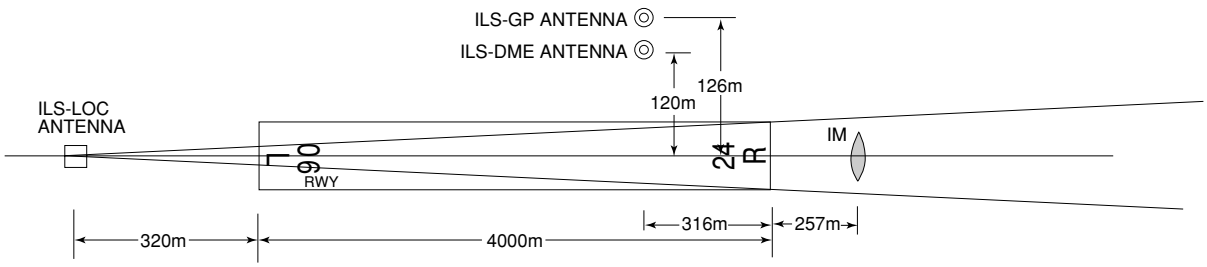
REMARKS : 1. LOC beam BRG(MAG) 238°
2. HGT of ILS REF datum 16.9m (55ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 8.5m (28ft)

ILS FOR RWY 06L



REMARKS : 1. LOC beam BRG(MAG) 058°
2. HGT of ILS REF datum 16.5m (54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 14.4m (47ft)

ILS FOR RWY 24R



REMARKS : 1. LOC beam BRG(MAG) 238°
2. HGT of ILS REF datum 16.5m (54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 16.1m (53ft)

RJBB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 この空港の利用に関して	1.1 On use of this airport
1.1.1 定期便または緊急事態以外の航空機の運航者は、当空港の使用について、空港管理者の許可を得ること。	1.1.1 On use of this airport, aircraft operator is required to obtain the prior permission of the Airport Administrator, except scheduled flights or in an emergency.
1.1.2 到着機は、RNAV1 による飛行を推奨する。	1.1.2 Arriving aircraft is requested to have approvals for RNAV1.
1.1.3 RNAV1 非対応の到着機は、1400UTC から 2330UTC の間の就航を禁止する。	1.1.3 Arriving aircraft without approvals of RNAV1 is prohibited from operating between 1400UTC and 2330 UTC.
1.1.4 「ILS Y or LOC Y RWY24L」は、以下の場合に限り使用される。 (1) 緊急状態にある航空機 (2) RNAV1 非適合機であって ; (a) 捜索・救難に従事する航空機 (b) 人道上の支援に従事する航空機 注：上記 (a) 及び (b) に該当する航空機を運航する場合は、事前に空港管理者と調整すること。	1.1.4 “ILS Y or LOC Y RWY24L” is used only for the following cases: (1) Aircraft encounterd with an emergency. (2) RNAV1 non-approved aircraft and ; (a) aircraft operating for the purpose of by a search and rescue. (b)aircraft operating for the support in the humanity. NOTE: For the aircraft operation correspond to any of the item (a) or (b), coordination is required beforehand with airport administrator.

1.2 管制方式	1.2 ATC Procedures
1.2.1 出発機 出発機は次に掲げる方式に従うこと。	1.2.1 Departing aircraft Departing aircraft shall comply with the following procedures.
(1) 管制承認 出発機はエンジン始動 5 分前の通報に合わせて、次に掲げる項目を関西デリバリーに通報すること a) 航空機呼出符号 b) 目的地 c) 要求高度(代替要求高度がある場合は、当該高度) d) 駐機位置 (スポット番号) e) 代替飛行経路がある場合は当該飛行経路	(1) ATC clearance Advise KANSAI DELIVERY 5 minutes prior to starting engines with the following items. a) call sign b) destination c) proposed flight level/altitude (alternative flight levels/altitudes, if any d) parking position (spot number) e) alternative flight routes, if any
(2) 地上走行 R、T、U 及び S1 タクシーウェイを走行する航空機は、R、T1、T2 及び NR1 ～ 4 ストップラインでの停止を指示されることがある。	(2)Taxi Aircraft taxing on R, T, U and S1 taxilanes may be instructed to hold at the R, T1, T2 and NR1 - 4 stoplines shown in RJBB AD2.24 Taxing guide lines and parking areas.
(3) インターセクション・ディパーチャー a) AD1.1.6.3.2.2(2)2) に記載されている出発機間の管制間隔は、誘導路 A2 または A13 から出発する航空機には適用されない。AD1.1.6.3.2.2(2)2) における間隔を必要とする航空機は、その旨を関西グランド / タワーに適宜通報すること。	(3)Intersection departure a) Separation for departure as in AD1.1.6.3.2.2(2)2) will not be applied to aircraft departing from TWY A2 or A13. Aircraft requiring separation in AD1.1.6.3.2.2(2)2) shall advise "KANSAI GROUND/TOWER" accordingly.

b) 各インターセクションディパーチャーによる滑走路残距離は次のとおり			b) The remaining runway length for intersection departures are as follows.		
RWY	TWY	Remaining RWY length*	RWY	TWY	Remaining RWY length*
06R	A13 A12 A11 A10 A9 A8	3,320m (10,900ft) 2,940m (9,640ft) 2,500m (8,220ft) 2,470m (8,120ft) 2,040m (6,700ft) 1,570m (5,160ft)	06L	B12 B10 B9 B7	3440m (11,280ft) 2500m (8,200ft) 2000m (6.560ft) 1570m (5,180ft)
24L	A2 A3 A4 A5 A6 A7	3,320m (10,900ft) 2,990m (9,820ft) 2,560m (8,390ft) 2,490m (8,180ft) 2,060m (6,750ft) 1,560m (5,110ft)	24R	B3 B5 B6 B8	3440m (11,280ft) 2500m (8,200ft) 2000m (6.560ft) 1530m (5,020ft)

*Rounded down to the nearest 10m(10ft) from the measurement between the point where TWY CL meets RWY CL and RWY THR.

1.2.2 継続降下運航方式
（CDO:Continuous Descent Operation）

関西国際空港への CDO は次に掲げる方式に従うこと。

(1) 適用時間

関西国際空港到着予定時刻が 2300JST から 0700JST

(2) 対象経路

A. 滑走路 24 運用時

(a)KARIN から BECKY DELTA ARRIVAL を経由する経路。

(b)RANDY から BERTH DELTA ARRIVAL を経由する経路。

(c) EVERT から CANDY DELTA ARRIVAL を経由する経路。

B. 滑走路 06 運用時

(a)KARIN から BECKY ALFA ARRIVAL 又は BECKY BRAVO ARRIVAL を経由する経路。

(b)RANDY から BERTH ALFA ARRIVAL 又は BERTH BRAVO ARRIVAL を経由する経路。

(c) EVERT から CANDY ALFA ARRIVAL 又は CANDY BRAVO ARRIVAL を経由する経路。

(3) 実施方式

A. CDO の要求及び承認

(a) 航空機からの CDO の要求及び管制機関からの承認は、次表 (1.2.4) の CDO 経路名を用いて行う。CDO 経路には高度制限が付加されていることに留意すること。

(b) 使用滑走路が変更になった場合、CDO が再承認されるか、中止が指示される。

B. CDO の要求時期

航空機は、降下開始点に到達する時刻の 10 分前までに、KARIN、RANDY 又は EVERT の通過予定時刻および降下開始点を付して、管制機関に対して CDO の要求を行うこと。
ただし、佐賀空港から出発する航空機については、降下開始点の 5 分前又は RANDY の通過予定時刻の 5 分前までのいずれか早い時刻までに要求すること。

1.2.2 Continuous Descent Operation(CDO)

Pilot shall comply following procedures when conduct CDO
at Kansai INTL AP.

(1) Applicable time

ETA at Kansai INTL AP between 1400UTC and 2200UTC.

(2) Routes appricable for CDO

A. When RWY24 in use

(a) Arrival routes via KARIN and join BECKY DELTA ARRIVAL.

(b) Arrival routes via RANDY and join BERTH DELTA ARRIVAL.

(c) Arrival routes via EVERT and join CANDY DELTA ARRIVAL.

B. When RWY06 in use

(a) Arrival routes via KARIN and join BECKY ALFA ARRIVAL or BECKY BRAVO ARRIVAL.

(b) Arrival routes via RANDY and join BERTH ALFA ARRIVAL or BERTH BRAVO ARRIVAL.

(c) Arrival routes via EVERT and join CANDY ALFA ARRIVAL or CANDY BRAVO ARRIVAL.

(3) Procedures

A. Request and clearance for CDO

(a) CDO routes listed 1.2.4 are used when pilot request CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.

(b) ATC reclears or cancels CDO when RWY in use is changed.

B. Timing for requesting CDO

(a) Pilot should request CDO not later than 10 minutes before reaching Top of Descend(TOD) with position of TOD and estimated time over KARIN, RANDY or EVERT.
However, pilot which depart from Saga Airport(RJFS) should request CDO not later than 5 minutes before reaching TOD or estimated time over RANDY whichever is earlier.

1.2.4 CDO Routes

(1)RWY24

CDO route name	Route
RWY24 CDO Number 1	SUC Y53 BECKY "BECKY DELTA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9,000ft, cross EVIAN at or above 6,000ft and cross MAYAH at 4,000ft.
RWY24 CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH DELTA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9,000ft, cross NALTO at or above 6,000ft and cross MAYAH at 4,000ft.
RWY24 CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10,000ft, cross DATIS at or above 6,000ft and cross MAYAH at 4,000ft.
RWY24 CDO Number 4	TAPOP Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10,000ft, cross DATIS at or above 6,000ft and cross MAYAH at 4,000ft.

(2)RWY06L

CDO route name	Route
RWY06L CDO Number 1	SUC Y53 BECKY "BECKY BRAVO ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9,000ft, cross EVIAN at or above 6,000ft and cross BERRY at or above 4,000ft.
RWY06L CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH BRAVO ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9,000ft, cross NALTO at or above 6,000ft and cross BERRY at or above 4,000ft.
RWY06L CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10,000ft, cross DATIS at or above 6,000ft and cross BERRY at or above 4,000ft.
RWY06L CDO Number 4	TAPOP Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10,000ft, cross DATIS at or above 6,000ft and cross BERRY at or above 4,000ft.

(3)RWY06R

CDO route name	Route
RWY06R CDO Number 1	SUC Y53 BECKY "BECKY ALFA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9,000ft, cross EVIAN at or above 6,000ft and cross ALLAN at or above 4,000ft.
RWY06R CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH "BERTH ALFA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9,000ft, cross NALTO at or above 6,000ft and cross ALLAN at or above 4,000ft.
RWY06R CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10,000ft, cross DATIS at or above 6,000ft and cross ALLAN at or above 4,000ft.
RWY06R CDO Number 4	TAPOP Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10,000ft, cross DATIS at or above 6,000ft and cross ALLAN at or above 4,000ft.

1.3 コード F 航空機（ウイングスパン（WS）が 65m 以上 80m 未満）に係る運用等について

1.3.1 特別運用方式

(1) コード F 航空機にかかるデジタル・アビオニクスの装備と作動

滑走路 06R/24L に着陸するコード F 航空機の運航者は、正確な進路を維持するため、デジタル・アビオニクスを備え、かつ作動させること。

(2) 誘導路及びエプロン

(a) L 誘導路 (E9 と A14 の間) においては、航空機と障害物とのクリアランスを保つため、翼幅が 79m 以上の航空機は減速し、誘導路中心線標識上を厳密に走行すること。

(b) A380-800 及び B747-8 の地上移動については、それぞれ別図 "A380 移動区域 " 及び "B747-8 移動区域 " に示される範囲内に限ること。

(c) A380-800 及び B747-8 は、A10 又は A12 誘導路を経由して P 誘導路及び L 誘導路相互間を使用しているときは、次に掲げる事項に注意すること。

・北向きから南向きへの 180 度回転を行わないこと。

・前脚が誘導路中心線標識に従って走行した場合、主車輪と誘導路縁標識 (A10 及び A12 誘導路の南縁のみ) とのクリアランスが 4.0m 未満となるため、オーバーステアリングにより安全を確保すること。

(d) A380-800 は、R 誘導経路及び L 誘導路間の 180 度回転を行わないこと。B747-8 は R 誘導経路 (E1 と E2 の間) 及び L 誘導路 (E1 と E2 の間) 間と N1 誘導経路及び L 誘導路間の 180 度回転を行わないこと。

(e) B747-8 は R 誘導経路の曲線部 (スポット 8 とスポット 10 の間及び T 誘導経路の曲線部 （スポット 92 とスポット 94 の間） を走行しないこと。

(f) A380-800 が R 誘導経路 （スポット 10 とスポット 14 の間、スポット 27 とスポット 29 の間、及びスポット 30 とスポット 32 の間） を使用しているときは、L 誘導路 （E1 と E3 の間、及び E6 と E9 の間） の使用機材は翼幅 68m 以下の航空機に限ること。

(g) A380-800 が L 誘導路 （J1 と E1 の間） を使用しているときは、N1 誘導経路の使用機材は翼幅 68m 以下の航空機に限ること。

(h) A380-800 が Q 誘導経路 （スポット 251、252、254、255 の後方） を使用しているときは、J4 誘導路 （S4 と S5 の間） の使用機材は翼幅 78m 以下の航空機に限ること。

(i) A380-800 が J4 誘導路 （S4 と S5 の間） を使用しているときは、Q 誘導経路 （S4 と S5 の間） の使用機材は翼幅 78m 以下の航空機に限ること。

(j) A380-800 のスポット 11 への出入りは、E2 誘導路経由とする。

(k) B747-8 のスポット 9 への出入りは E1 誘導路経由とし、スポット 11 への出入りは E2 誘導路経由とする。

(l) B747-8 が N1 誘導経路及び R 誘導経路 （スポット 9 とスポット 12 の間） を使用しているときは、L 誘導路 （J1 と E3 の間） の使用機材は翼幅 79m 以下の航空機に限ること。

(m) B747-8 が L 誘導路 （E1 と E3 の間、及び E6 と E9 の間） を使用しているときは、R 誘導経路 （スポット 10 とスポット 14 の間、スポット 27 とスポット 29 の間、及びスポット 30 とスポット 32 の間） の使用機材は翼幅 79m 以下の航空機に限ること。

1.3 Operation and coordination for Code F Aircraft (wingspan(WS) 65m up to but not including 80m)

1.3.1 Special operational procedure

(1) Equipment and utilization of Digital Avionics for Code F aircraft

Aircraft operator of Code F aircraft which land on RWY06R/24L should equip and activate digital avionics to maintain the precise path during approach.

(2) TWY and apron

(a) In order to keep clearance between other aircraft or obstacle, the aircraft with WS 79m or longer shall reduce taxiing speed and strictly follow the taxiway center line on L-TWY (BTN E9 and A14).

(b) A380-800 and B747-8 ground movement is only permitted within the areas shown on the attached charts “A380-800 Movement area” and “B747-8 Movement area” respectively.

(c) A380-800 and B747-8 should pay attention to the followings to taxi between P-TWY and L-TWY through A10 or A12-TWY.

- Aircraft shall NOT make 180-degree turn, heading from North to South.
- Aircraft shall oversteer when turning into/out of TWY, not to run off the edge of TWY, as the clearance between the main gears and the edge marking of A10 or A12-TWY (south side only) becomes less than 4.0m, when the nose gears of those aircraft follow TWY CL marking.

(d) A380-800 shall NOT make 180-degree turn BTN L-TWY and R aircraft stand taxilane.
B747-8 shall NOT make 180-degree turn BTN L-TWY (BTN E1 and E2) and R aircraft stand taxilane (BTN E1 and E2), and N1 aircraft stand taxilane and L-TWY.

(e) B747-8 shall NOT taxi the curved section of R aircraft stand taxilane (BTN spot 8 and spot 10) and T aircraft stand taxilane (BTN spot 92 and spot 94).

(f) When A380-800 is on R aircraft stand taxilane (BTN spot 10 and spot 14, spot 27 and spot 29, and spot 30 and spot 32), WS of the aircraft on L-TWY (BTN E1 and E3, E6 and E9), right beside the A380-800, should be 68m or less.

(g) When A380-800 is taxiing on L-TWY (BTN J1 and E1), WS of the aircraft on N1 aircraft stand taxilane, right beside the A380-800, should be 68m or less.

(h) When A380-800 is on Q aircraft stand taxilane (behind spot 251, 252, 254 and 255), WS of the aircraft on J4-TWY (BTN S4 and S5), right beside the A380-800 should be 78m or less.

(i) When A380-800 is taxiing on J4-TWY (BTN S4 and S5), WS of the aircraft on Q aircraft stand taxilane (BTN S4 and S5), right beside the A380-800, should be 78m or less.

(j) To and from stand 11, A380-800 should take E2-TWY.

(k) To and from stand 9, B747-8 should take E1-TWY, also to and from stand 11, B747-8 should take E2-TWY.

(l) When B747-8 is taxiing on N1 and R aircraft stand taxilane (BTN spot 9 and spot 12), WS of the aircraft on L-TWY (BTN J1 and E3), right beside the B747-8, should be 79m or less.

(m) When B747-8 is taxiing on L-TWY (BTN E1 and E3, E6 and E9), WS of the aircraft on R aircraft stand taxilane (BTN spot 10 and spot 14, spot 27 and spot 29, and spot 30 and spot 32), right beside the B747-8 should be 79m or less.

(3) 使用可能スポット

(a) A380-800 が駐機可能なスポットは、11、V1、28、31、101、215、251、255、256、257 及び M6 である。なお、スポット 101 においては、破線で示された導入線を活用すること。

(b) B747-8 が駐機可能なスポットは、9、11、101、201、214L、215、251、255、256 、257 及び M6 である。

1.3.2 空港管理者との調整事項

翼幅 65m 以上の R スポット誘導経路を使用する航空機の運航者及び、翼幅 70m 以上の Q 及び T スポット誘導経路を使用する運航者は、当該機と作業車両との間の安全クリアランスを確保するため、空港管理者と調整すること。

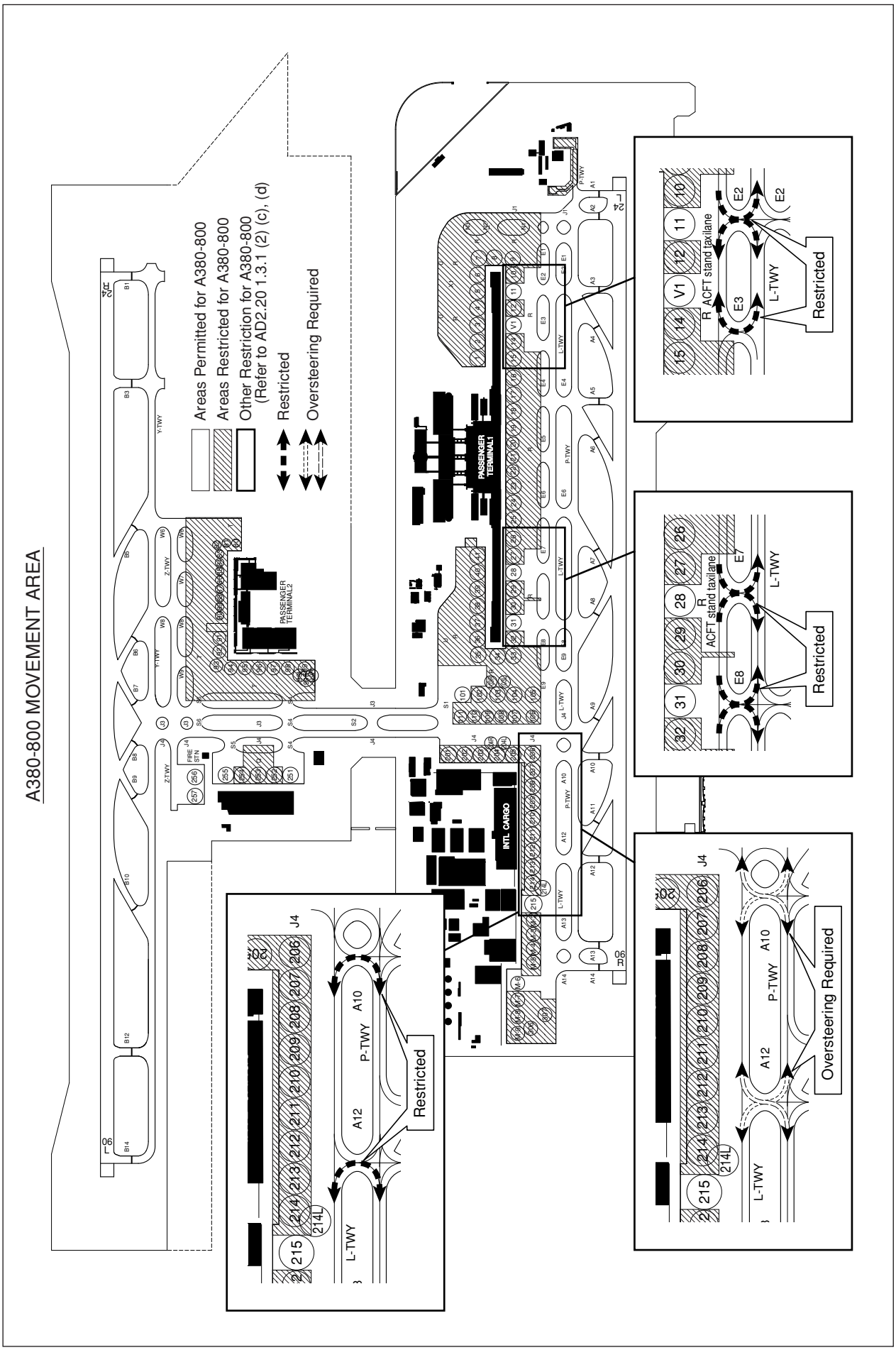
(3) Parking stands

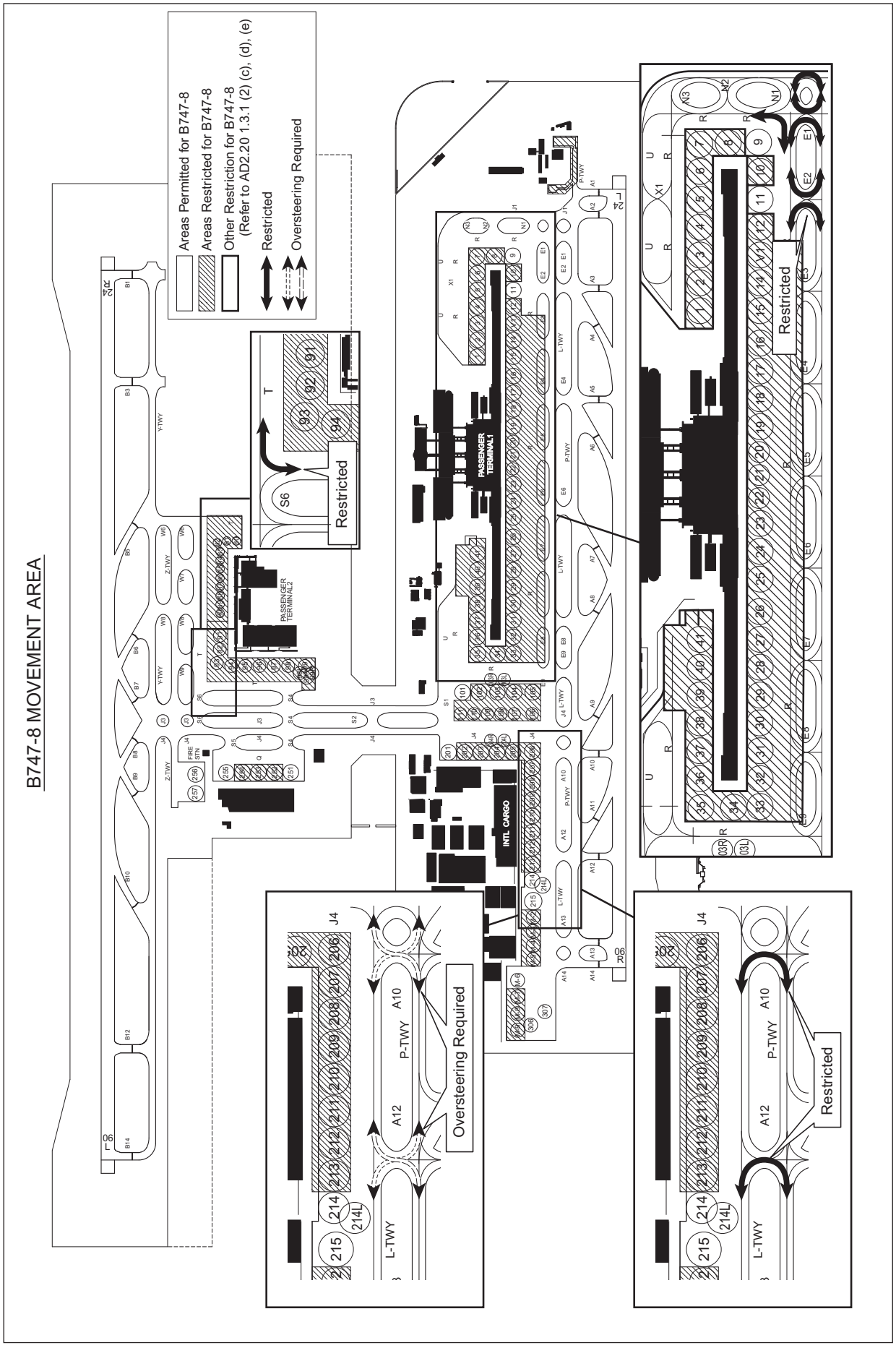
(a) Parking stands for A380-800 are 11, V1, 28, 31, 101, 215, 251, 255, 256, 257 and M6. In addition, on parking stand 101, use the broken lead-in line.

(b) Parking stands for B747-8 are 9, 11, 101, 201, 214L, 215, 251, 255, 256, 257 and M6.

1.3.2 Coordination with airport administrator

Operators of the aircraft which WS is 65m or longer taxis on R aircraft stand taxilane, and which WS is 70m or longer taxis on Q and T aircraft stand taxilane should coordinate with airport administrator to ensure required clearance between the aircraft and vehicles.


A380-800 MOVEMENT AREA
Areas Permitted for A380-800
Areas Restricted for A380-800
Other Restriction for A380-800
(Refer to AD2.20 1.3.1 (2) (c), (d)
Restricted
Oversteering Required
PASSENGER TERMINAL1
PASSENGER TERMINAL2
INTL CARGO
FIRE STN
ACFT stand taxilane
E2
E3
L-TWY
Restricted
E7
E8
Restricted
A10
P-TWY
A12
Restricted
Oversteering Required


B747-8 MOVEMENT AREA
Areas Permitted for B747-8
Areas Restricted for B747-8
Other Restriction for B747-8
(Refer to AD2.20 1.3.1 (2) (c), (d), (e)
Restricted
Oversteering Required
Restricted
Restricted
Oversteering Required
Restricted
PASSENGER TERMINAL1
PASSENGER TERMINAL2
INTL CARGO
A10
A12
P-TWY
L-TWY
J4

1.4 補助動力装置(APU)の使用制限

航空機が固定動力設備付きのスポットを使用する場合は、管理者が特に認める場合を除き、次に掲げる時間を超えて補助動力装置を使用してはならない。

(1) 出発予定時刻前の 15 分間

(2) 到着後、固定動力設備が使用可能となるまでに必要とする最小限度の時間

(3) 航空機が点検整備のため補助動力装置を必要とする場合は最小限度の時間

注：スポット 1 ～ 41 および 201 ～ 215 は固定動力設備が設置されている。
スポット 1 ～ 41 は固定電源設備および空調設備が設置されている。
スポット 201 ～ 215 は固定電源設備が設置されている。

1.4 Restrictions about the use of auxiliary power units (APU).

When an aircraft is using an aircraft parking stand with fixed power facilities, APU shall not be used outside the time periods specified below except when specifically acknowledge by the authority as necessary.

(1) Less than 15 minutes prior to the estimated off-block time.

(2) The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.

(3) For the minimum time required for aircraft maintenance purposes if needed.

NOTE:
Spot 1 - 41 and 201 - 215 are aircraft parking stands with fixed power facilities.
Spot 1 - 41 are equipped with electric power unit and pre-conditioned air unit.
Spot 201 - 215 are equipped with electric power unit.

1.5 V1 スポットの使用

スポット V1 にて VIP 用の導入線を使用する場合、空港管理者による許可が必要である。
（RJBB AD2.24 参照）

1.5 Using V1-Spot

Using Guidance line for VIP stand at V1-Spot, prior permission of the Airport Administrator is required. (See RJBB AD2.24)

1.6 PDA (parts departing aircraft) reporting to Airport Administration

In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of Kansai International Airport, aircraft operators are required to notify Airport Administration (Tel 072-455-2221, Fax 072-455-2055, E-mail ops@kansai-airports.co.jp) of any “Parts Departing Aircraft” from flights operating to/from Kansai International Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

2. Taxiing to and from stands

エプロン等における安全対策

(1) エプロン地区での航空機の走行は、厳密に黄色いガイドラインに沿うこと。

(2) エプロン地区で走行する際及びエプロン地区から誘導路へ走行する際は、ブラストによる危険の原因にならないようにエンジンの出力を絞ること。

(3) スポット毎のエンジンスタート位置は、原則として以下の場所とする。ただし、別途異なる方法を指示されたときは、この限りでない。

a) スポット 8
機首を東又は西向きにする場合は、メインギアがスポット 8 の導入線上にある位置。

b) スポット 41
機体が完全に停止した位置。

c) 上記以外のスポットに係るプッシュバック方法及びエンジンスタート位置は、空港管理者が別途定める規程を確認すること。

d) 以上によりがたい場合は、空港管理者と調整すること。

Safety measures in Aprons

(1) While maneuvering in the apron area, follow strictly yellow guide lines.

(2) When aircraft maneuvering in the apron and out to a taxiway, reduce engine power to the extent practicable to avoid blast damage.

(3) The engine start positions are designated as follows, unless other positions are instructed.

a) spot 8
The position that the main gear of the aircraft on the lead-in line of spot 8 in case of facing east or west pushback

b) spot 41
The position that the aircraft completed pushback

c) Pushback procedure and engine start position for other spots are listed in the regulation established by airport administrator.

d) Coordination with airport administrator is required in case of the situation unable to comply the regulation.

(4) ジェットブラストによる影響の回避及び翼端クリアランス確保のため、スポット 80、82、84、86、88 及びスポット 90 から 99 までにおける自走アウトは、次の方式に従うこと。

a) 自走アウトは、A320 型機に限ること。

b) 自走アウト時は、ブラストの影響が出ないことを確認の上行うこと。

c) 旋回線とノーズギアのずれを監視する地上監視員の信号に従うこと。

d) 自走アウト開始位置は別図 2 の場所とし、旋回線曲部における旋回角は、スポット 80、82、84、86、88、90 は 55° 以上、スポット 91 から 99 までは 65° 以上であること。

e) 自走アウト時における停止操作を行った際には、以下の手順を行うこと。
1) 全エンジンをシャットダウン
2) 自走開始位置もしくは T 誘導経路手前までけん引で機体を移動

(4) In order to avoid jet blast damage and ensure wingtip clearance, operators shall comply with the following power-out procedure on spot 80, 82, 84, 86, 88 and 90 through 99.

a) Only A320 may use the lead-out line.

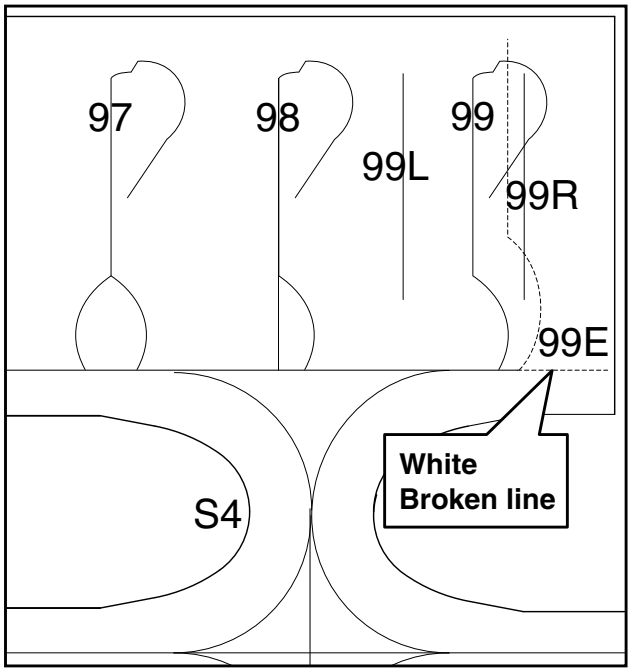
b) Operators must confirm jet blast cause no damage when manuevering on spot.

c) Follow the signals sent by the ground staff who is monitoring the deviation between circling line and nose gear.

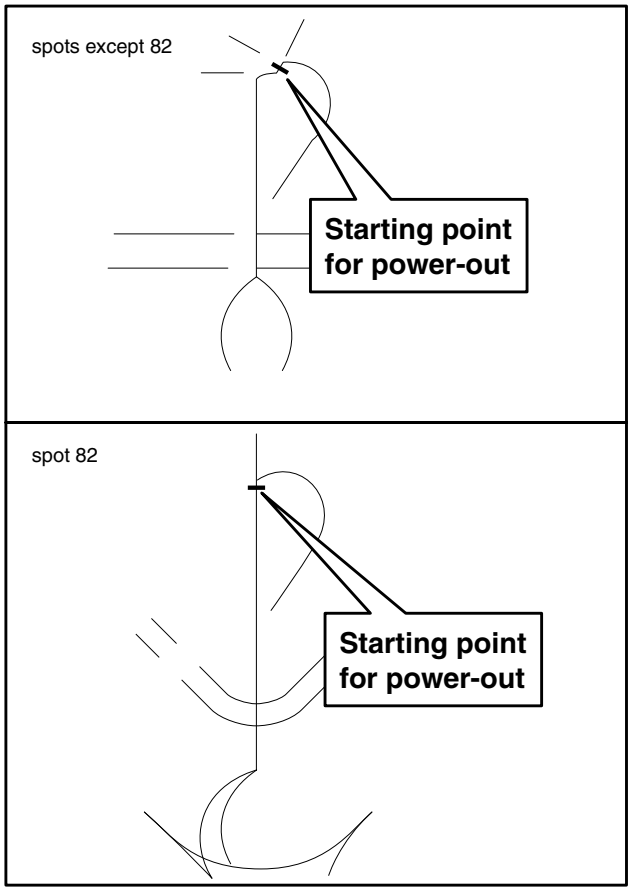
d) Starting point for power-out is shown on ATTACHMENT 2, and while maneuvering on the curved section of the circling lines, nose gear steering angle shall be at or above 55° on spot 80, 82, 84, 86, 88, 90 and at or above 65° on spot 91 through 99.

e) Following procedures shall be taken in case of a stop when manuevering on spot.
1)Shut down all engines.
2)Tow the aircraft to starting point for power-out or short of T aircraft stand taxilane.

別図（ATTACHMENT-1）



別図（ATTACHMENT-2）



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

6.1 誘導路の制限

誘導路 A1 の交差点から北の終点までの誘導路 P は、最大離陸重量が23500kg(51807lb)以下の航空機のみ使用可能である。

6.1 Restricted taxiway

P taxiway from the junction of A1 taxiway to north end (18m in width) is only available to aircraft having a maximum take-off weight 23500kg(51807lb) or less.

6.2 誘導路交差地点の翼端クリアランス

（AD1.1.6.8 参照）

誘導路上の停止位置に待機中の航空機と後方の誘導路を走行する航空機の翼端クリアランスは以下のとおりである。

6.2 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 B744 holding at the stop marking on TWY A2,A3,A5,A10,A12 or A13

Wing Span (WS) of aircraft taxiing on P TWY	WS =<23.4m	WS >23.4m
Wing tip clearance	*B	*C

When B772 holding at the stop marking on B3 or B12

Wing Span (WS) of aircraft taxiing on Y TWY	WS =<19.6m	WS >19.6m
Wing tip clearance	*B	*C

Legend:
*B:6.5m =< 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

Nil

9. Removal of disabled aircraft from runways

Nil

RJBB AD 2.21 NOISE ABATEMENT PROCEDURES

1. 騒音軽減運航方式

（AIP AD1.1 6.5 参照）

1.1 空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。

i) 離陸について
なし

ii) 着陸について（滑走路 06R/06L）

a） ディレイド・フラップ進入方式
1500 フィート通過後、最終着陸フラップ角とすること

b） 2500 フィート通過後、脚下げを行うこと

iii) リバース･スラストについて
なし

1.2 優先滑走路方式
なし

1.3 優先飛行経路
なし

1. Noise Abatement Operating Procedures

(See AIP AD1.1 6.5)

1.1 In order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

i) For take-off
Nil

ii) For landing to RWY 06R/06L

a) Delayed Flap Approach Procedure
Extend final landing flaps after leaving 1,500feet.

b) Make gear down after leaving 2,500 feet.

iii) Reverse Thrust
Nil

1.2 Preferential Runways Procedures
Nil

1.3 Noise Preferential Routes
Nil

2. 標準計器出発方式の使用

空港周辺における航空機騒音軽減のため、すべての出発機は、原則として、次の標準計器出発方式により飛行すること。

2. USE of SIDs

In order to reduce aircraft noise around the airport, in principle, all departure aircraft are requested to fly via the following SIDs.

EOBT between 2115UTC and 1329UTC	
Destination(area or airport)	SIDs
Europe/Middle East/Southeast Asia/Macau/ Hong Kong/Taiwan/China/Korea/ Northern Kyushu/Central Kyushu/Shikoku	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE
Okinawa/Southern Kyushu/Shikoku	DAISY DEPARTURE (for RNAV1)
Europe/Eastern part of North America/ Western part of Hokkaido/Hokuriku	NANKO DEPARTURE (for RNAV1)
Eastern part of Hokkaido/Tohoku/RJTT	KANSAI DEPARTURE (for RNAV1)
Eastern part of North America/ Western part of North America/Hawaii/ South Pacific/Australia/Southeast Asia/ Macau/Hong Kong/Taiwan/Okinawa/RJAA	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE

EOBT between 1330UTC and 2114UTC		
Destination(area or airport)	RWY	SIDs
Europe/Middle East/China/Korea/ Hokkaido/Tohoku/Hokuriku/ Northern Kyushu/Central Kyushu/Shikoku	06R/L	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE
	24R/L	IWAYA DEPARTURE (for RNAV1) FERRY DEPARTURE
North America/Hawaii/South Pacific/Australia/ Southeast Asia/Macau/Hong Kong/ Taiwan/Okinawa/Southern Kyushu/Kanto	06R/L	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE
	24R/L	KITAN DEPARTURE (for RNAV1) TOMOH WEST DEPARTURE

RJBB 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	06R 06L 24R 24L	A, B, C	400m *200m **150m	400m *200m	400m *250m	400m *250m	-	500m
		D	400m *250m **200m	400m *250m	400m *300m	400m *300m	-	500m
OTHER	06R 06L 24R 24L	A, B, C, D	AVBL LDG MINIMA					

* APPLICABLE WHEN SSP IN FORCE
** APPLICABLE WHEN SSP IN FORCE and MULTIPLE RVRs AVAILABLE

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 Kansai Tower.
2. If unable, proceed in accordance with Visual Flight Rules.
3. If unable,
(1) RWY 06L or RWY 06R in use;
proceed to GATES at last assigned altitude or 4,000 feet whichever is higher,
and execute instrument approach.
(2) RWY 24L or RWY 24R in use;
proceed to MAYAH at last assigned altitude or 4,000 feet whichever is higher,
and execute instrument approach.

(II) Procedures other than above will be issued when situation required.

3. Trajectorized Airport Traffic Data Processing System(TAPS) / Terminal Radar Alphanumeric Display System(TRAD)

Aircraft flying under control of Kansai approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

関西アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合は、管制官に対し、その旨通報すること。

4. Category II Operations at Kansai International Airport
関西国際空港におけるカテゴリーⅡ航行

4.1. Facilities
The following Categories are available:

Runway 06R	Runway 24L
• ILS Runway 06R - CAT II • Lighting system Runway 06R - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	• ILS Runway 24L - CAT II • Lighting system Runway 24L - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)
Runway 06L	Runway 24R
• ILS Runway 06L - CAT II • Lighting system Runway 06L - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	• ILS Runway 24R - CAT II • Lighting system Runway 24R - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

4.2 Conditions

A. The following systems must be operative:

For ILS RWY06R approach (CAT II)	For ILS RWY 24L approach (CAT II)
(1) ILS comprising; • ILS-LOC 06R with standby transmitter • ILS-GP 06R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM06R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 06R	(1) ILS comprising; • ILS-LOC 24L with standby transmitter • ILS-GP 24L with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM24L (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 24L
(2) Lighting systems comprising; • PALS 06R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL	(2) Lighting systems comprising; • PALS 24L (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
(3) Secondary power supply	(3) Secondary power supply
(4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	(4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).
For ILS RWY06L approach (CAT II)	For ILS RWY24R approach (CAT II)
(1) ILS comprising; • ILS-LOC 06L with standby transmitter • ILS-GP 06L with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM06L (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 06L	(1) ILS comprising; • ILS-LOC 24R with standby transmitter • ILS-GP 24R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM24R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 24R
(2) Lighting systems comprising; • PALS 06L (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL	(2) Lighting systems comprising; • PALS 24R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
(3) Secondary power supply	(3) Secondary power supply
(4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	(4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).

B. The following information must be currently available:
1) Surface wind speed and direction
2) RVR

C. ITEM A and/or B are not met, the relevant information will be notified to the pilots as soon as practicable.

4.3 Precision Approach Terrain Profile Chart

See RJBB AD2.24

4.4 Operating Minimum

Approach minima stated in AD2.24 Instrument Approach Chart.

4.5 Special Safeguards and Procedures (SSP)

CAT II Operations are available when SSP are applied.
SSP will be applied when the following conditions are met:
a) Ceiling is at or less than 200ft and/or RVR is at or less than 550m.
b) Facilities listed 1.above are operational.
c) ILS Critical Area is protected.
In order to protect Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given following instruction by ATC.
" REPORT OUT OF ILS CRITICAL AREA "
The exit taxiway center line lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, she is expected to advise the ATC when the taxiway center line lights change from alternate green and yellow to steady green.

4.6 Approval for CAT II Operations

Operators must obtain operational approval from the State of Registry or the State of Operator, as appropriate, to conduct CAT II Operations. (See GEN1.5)

4.7 RWY-Holding position Marking

RWY-holding position markings are displayed on taxiways A1 through A14 their locations are 90m off the runway center line.
Note:The common way of its markings is shown in RJBB AD2.24

RJBB AD 2.23 ADDITIONAL INFORMATION

1. 滑走路の定期メンテナンス時間	1. Scheduled maintenance hours on the runway
滑走路および施設を維持するため定期的に滑走路は使用不可となる。（NOTAM RJBB 参照）	Scheduled runway unserviceability due to runway and facilities maintenance (See NOTAM RJBB).

RJBB AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart-1
Aerodrome/Heliport Chart-2
Aerodrome Ground Movement Chart
Aerodrome Obstacle Chart-ICAO type A (RWY06R/24L)
Aerodrome Obstacle Chart-ICAO type A (RWY06L/24R)
Aerodrome Obstacle Chart-ICAO type B
Precision Approach Terrain Chart (RWY06R)
Precision Approach Terrain Chart (RWY24L)
Precision Approach Terrain Chart (RWY06L)
Precision Approach Terrain Chart (RWY24R)
Standard Departure Chart - Instrument (MAIKO)
Standard Departure Chart - Instrument (FERRY)
Standard Departure Chart - Instrument (TOMOH)
Standard Departure Chart - Instrument (KITAN, SUSAN - RNAV)
Standard Departure Chart - Instrument (KANSAI - RNAV)
Standard Departure Chart - Instrument (NANKO - RNAV)
Standard Departure Chart - Instrument (HELEN, IWAYA - RNAV)
Standard Departure Chart - Instrument (DAISY - RNAV)
Standard Arrival Chart - Instrument (AKASI)
Standard Arrival Chart - Instrument (GATES)
Standard Arrival Chart - Instrument (ATACK ARC, BABEL ARC)
Standard Arrival Chart - Instrument (MAYAH ARC)
Standard Arrival Chart - Instrument (DANDE-RNAV)
Standard Arrival Chart - Instrument (ALISA, BECKY, CANDY-RNAV)
Standard Arrival Chart - Instrument (BERTH-RNAV)
Standard Arrival Chart - Instrument (DATIS-RNAV)
Standard Arrival Chart - Instrument (ALISA, BECKY, BERTH, CANDY-RNAV)
Instrument Approach Chart (ILS Z or LOC Z RWY06L (CAT II))
Instrument Approach Chart (ILS Y or LOC Y RWY06L (CAT II))
Instrument Approach Chart (ILS Z or LOC Z RWY06R (CAT II))
Instrument Approach Chart (ILS Y or LOC Y RWY06R (CAT II))
Instrument Approach Chart (ILS Z or LOC Z RWY24L (CAT II))
Instrument Approach Chart (ILS Y or LOC Y RWY24L (CAT II))
Instrument Approach Chart (ILS Z or LOC Z RWY24R (CAT II))
Instrument Approach Chart (ILS Y or LOC Y RWY24R (CAT II))
Instrument Approach Chart (VOR RWY06R)
Instrument Approach Chart (VOR RWY24L)
Instrument Approach Chart (RNAV(GNSS) RWY06L)
Instrument Approach Chart (RNAV(GNSS) RWY24R)
Other Chart (HOLDING PATTERN)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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