AD 2 AERODROMES

RJBE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJBE - KOBE

RJBE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*343758N/1351326E* 091°/1.25km from RWY 09 THR
2	Direction and distance from (city)	8Km(4.3nm) S from Sannomiya Station
3	Elevation/ Reference temperature	18ft / 31°C (2009-2013)
4	Geoid undulation at AD ELEV PSN	121ft
5	MAG VAR/ Annual change	7°W (JUL 2015) / Annual Change 0.8' W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Kansai Airports Kobe 1, Kobekuko, Chuo-ku, Kobe city, Hyogo pref., 650-0048 Japan Tel: 078-306-4195 Fax: 078-306-4196 E-mail: ukb-ops@kobe.kansai-airports.co.jp Web: http://www.kansai-airports.co.jp/
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Kobe Airport Branch(CAB) 1, Kobekuko, Chuo-ku, Kobe city, Hyogo pref., 650-0048 Japan Tel: 078-304-3993 Fax: 078-304-3806

RJBE AD 2.3 OPERATIONAL HOURS

1	AD Administration	2200-1400
2	Customs and immigration	On request Customs: 078-333-3010 Immigration: 078-391-6377
3	Health and sanitation	On request Quarantine(human): 078-672-9653 Quarantine(animal): 078-222-8990 Quarantine(plant): 078-331-2386
4	AIS Briefing Office	2200-1400
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (KANSAI)
7	ATS	2200-1400
8	Fuelling	2200-1400
9	Handling	2200-1400
10	Security	2200-1400
11	De-icing	Nil
12	Remarks	Nil

RJBE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel/ oil types	Fuel grades: Jet A1
3	Fuelling facilities/ capacity	Fuel truck refueling / Ask AD Administration
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

RJBE AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Kobe city
2	Restaurants	At Airport
3	Transportation	Railways, Buses and Taxi
4	Medical facilities	Hospital in Kobe city 4km
5	Bank and Post Office	Bank in Kobe city / Post Office in Kobe city
6	Tourist Office	Touist office in Kobe city
7	Remarks	Nil

RJBE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Fire protection: Scale of protection ICAO required: CAT 9 Available: CAT 9
2	Rescue equipment	Chemical fire fighting truck × 3 Water-supply truck Emergency medical equipments conveyance truck
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJBE AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Types of clearing equipment	Snow remove equipments:None
2	Clearance priorities	Nil
3	Remarks	Seasonal availability: All seasons Snow removal will be commenced, if the RWY and TWY are covered with a depth of 3cm snow or more.

RJBE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Apron: Surface: cement-concrete, Strength: PCN 74/R/B/X/T
2	Taxiway width, surface and strength	TWY P1 - P3, P5 Width:30m, Surface: asphalt-concrete, Strength: PCN 80/F/B/X/T TWY P4 Width:30m, Surface: cement-concrete, Strength: PCN 74/R/B/X/T TWY T1, T6 Width:32m, Surface: asphalt-concrete, Strength: PCN 80/F/B/X/T TWY T2 - T5 Width:34m, Surface: asphalt-concrete, Strength: PCN 65/F/B/X/T TWY W1 Width:9m, Surface: asphalt-concrete, Strength: PCN 19/F/B/X/T TWY W2 Width:18m, Surface: asphalt-concrete, Strength: PCN 39/F/B/X/T TWY W3 Width:23m, Surface: asphalt-concrete, Strength: PCN 46/F/B/X/T
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	Spot NR 1 : *343811.41N 1351353.34E* 2 : *343811.22N 1351351.00E* 2R : *343810.72N 1351351.82E* 2L : *343810.60N 1351350.24E* 3 : *343810.92N 1351348.47E* 4 : *343810.71N 1351345.73E* 4R : *343810.26N 1351346.95E* 4L : *343809.97N 1351345.38E* 5 : *343810.50N 1351342.99E* 6 : *343810.28N 1351340.26E* 6R : *343810.42N 1351340.72E* 6L : *343809.49N 1351339.22E* 7 : *343810.19N 1351337.71E* 7L : *343809.72N 1351337.60E* 8 : *343810.10N 1351335.65E* 9 : *343809.96N 1351333.89E* 10 : *343808.89N 1351332.85E*
6	Remarks	Nil

RJBE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands	Aircraft stand identification sign: Spot NR 3 - 7
2	RWY and TWY markings and LGT	RWY: RWY 09/27 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY09), WBAR(RWY09) TWY: All (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT TWY: T1 - T6, P1 - P5 (LGT) TWY CL LGT TWY: T1 - T6 (Marking) RWY HLDG PSN (LGT) RWY guard LGT, Taxiing guidance sign TWY: P2 (LGT) Taxiing guidance sign
3	Stop bars	Nil
4	Remarks	(Marking) Overrun, ACFT parking position, Apron TWY CL (LGT) Apron flood LGT

RJBE AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

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

In circling area and at AD

Obstacle type	Coordinates	Elevation	Markings/ LGT	Remarks
Building	*343931N/1351303E*	220ft	-/-	
Building	*343929N/1351330E*	180ft	-/-	
Chimney	*343938N/1351240E*	359ft	-/LIM	
Cranes	See remarks	420ft	Marking/LIM	19 cranes exist in the area bounded by straight lines connecting following points: *a) 343906N/1351440E* *b) 343927N/1351341E* *c) 343943N/1351331E* *d) 343950N/1351352E* *e) 343940N/1351420E*

RJBE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KANSAI
2	Hours of service MET Office outside hours	H24 (KANSAI)
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at KANSAI
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S_6, U_{85}, U_7,U_5, U_3, U_{25}, U_2/T_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	Nil
9	ATS units provided with information	TWR, ATIS
10	Additional information(limitation of service, etc.)	Nil

RJBE 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
09	084.61°	2500 ×60	PCN 80/F/B/X/T Asphalt Concrete	*343753.91N* *1351237.12E* 121ft	THR ELEV: 22.9ft TDZ ELEV: 22.9ft
27	264.61°	2500 ×60	PCN 80/F/B/X/T Asphalt Concrete	*343801.53N* *1351414.84E* 122ft	THR ELEV: 22.7ft

Slope of RWY	Strip Dimensions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See AD2.24 AD Chart	2620×300	200 × (MNM:180 MAX:300)*	RWY grooving:2500mX40m
See AD2.24 AD Chart	2620×300	40 × 300 *For detail, ask airport administrator	RWY grooving:2500mX40m

RJBE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	2500	2500	2500	2500	Nil
27	2500	2500	2500	2500	Nil

RJBE 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
09	PALS (CAT I) 900m LIH	 Green Green	PAPI 3.0°/Left 431m 66ft	900m	2500m 30m Coded color LIH	2500m 60m Coded color LIH	Red	Nil (*2)
27	SALS (*1) 420m LIH	 Green -	PAPI 3.0°/Left 491m 74ft	-	2500m 30m Coded color LIH	2500m 60m Coded color LIH	Red	 Nil (*2)
Remarks								
10								
SALS with APCH LGT BCN(600m and 900m FM RWY 27 THR)(*1) Overrun area edge LGT(LEN:60m Color:Red)(*2) CGL for RWY 27								

RJBE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

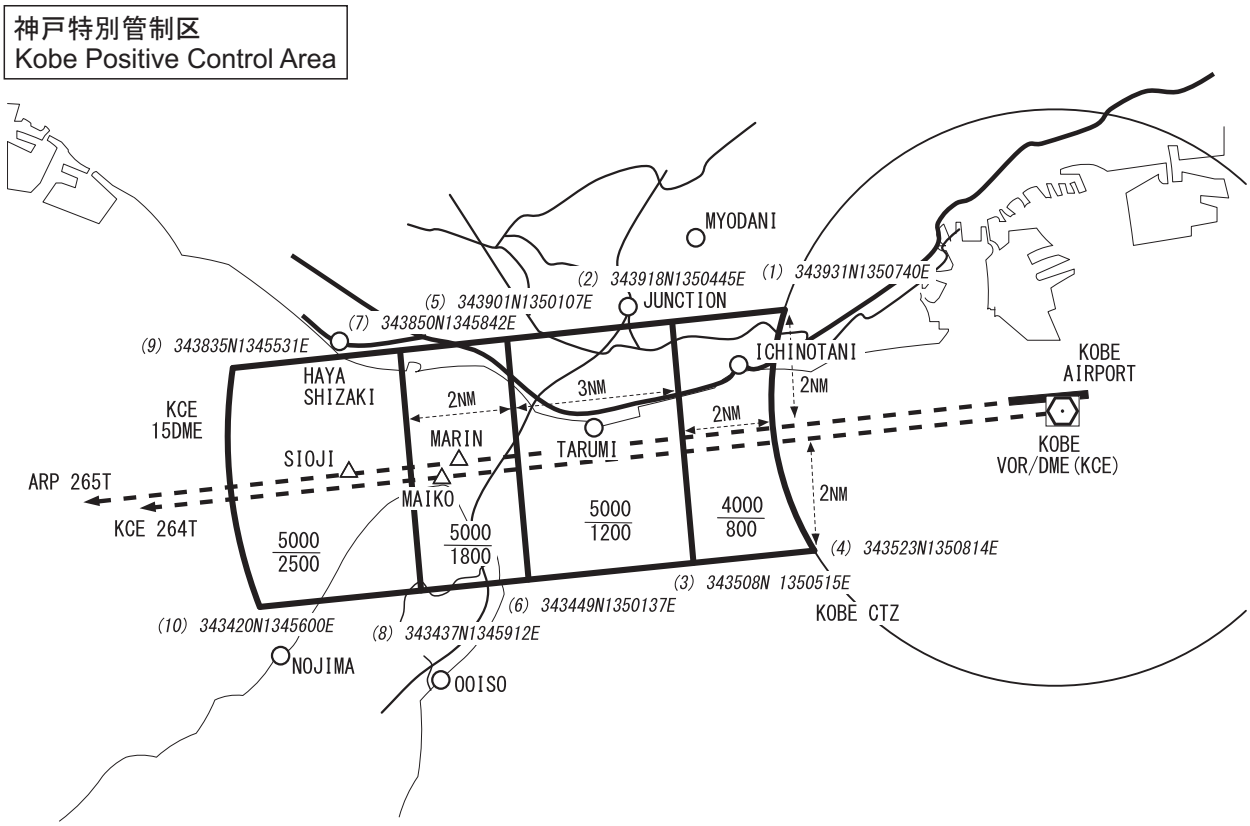
1	ABN/IBN location, characteristics and hours of operation	ABN: *343819N/1351357E*, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 417m FM RWY09 THR, LGTD 414m FM RWY27 THR, LGTD
3	TWY edge and center line lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply/ switch-over time	Within 1 sec: REDL, RENL, RTHL, WBAR, RCLL and Overrun area edge LGT Within 15 sec: Other Lights
5	Remarks	WDI LGT

RJBE AD 2.16 HELICOPTER LANDING AREA

Nil

RJBE 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
KOBE CTR	The airspace bounded by the lines connecting the following points: (1)*344120N/1351756E*, (2)*344035N/1350815E* thence to point(1). The line connecting point (1) to point (2) is the minor arc with a radius of 5NM KOBE ARP.	-------- 2000	D	KOBE TWR En	
	The airspace bounded by the lines connecting the following points: (1)*344120N/1351756E*, (2)*344035N/1350815E* thence to point(1). The line connecting point (2) to point (1) is the major arc with a radius of 5NM KOBE ARP.	-------- 2500			
KOBE PCA	1. The airspace bounded by the lines connecting the following points: (1)*343931N/1350740E* , (2)*343918N/1350445E* , (3)*343508N/1350515E* , (4)*343523N/1350814E* thence to point(1). The line connecting point(4) to point(1) is the minor arc with a radius of 5NM KOBE ARP.	4000 ------- 800	C	KANSAI APP KANSAI RADAR KANSAI DEP En	See attached chart
	2. The airspace bounded by the lines connecting the following points: (2)*343918N/1350445E* , (5)*343901N/1350107E* , (6)*343449N/1350137E* , (3)*343508N/1350515E* thence to point(2).	5000 ------- 1200			
	3. The airspace bounded by the lines connecting the following points: (5)*343901N/1350107E* , (7)*343850N/1345842E* , (8)*343437N/1345912E* , (6)*343449N/1350137E* thence to point(5).	5000 ------- 1800			
	4. The airspace bounded by the lines connecting the following points. (7)*343850N/1345842E* , (9)*343835N/1345531E* , (10)*343420N/1345600E* , (8)*343437N/1345912E* thence to point(7). The line connecting point(9) to point(10) is the minor arc with a radius of 15NM KOBE VOR(KCE).	5000 ------- 2500			
KANSAI TCA		See RJBB AD2.17			



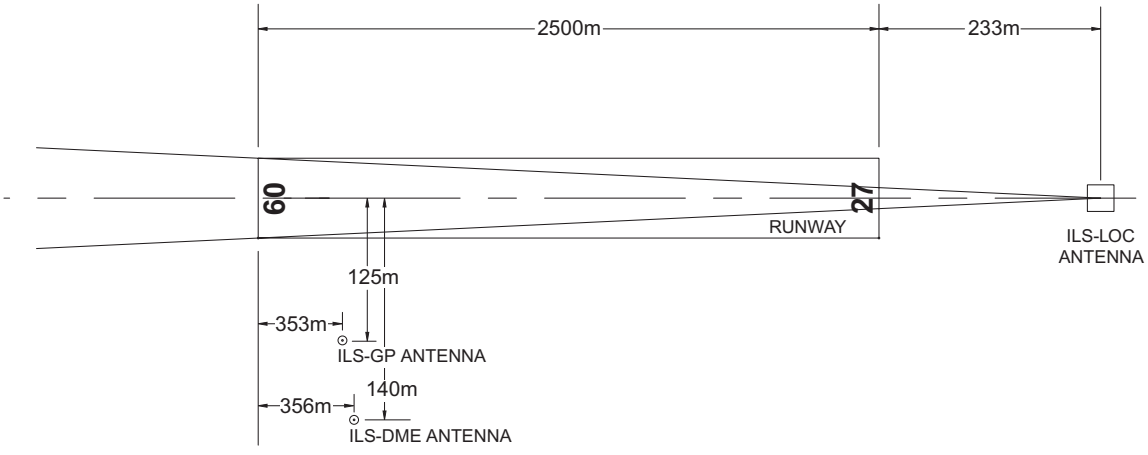
RJBE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
ASR	Kansai Radar	121.15MHz 120.85MHz 125.5MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1400	APP service provided by KANSAI APP.
TCA	Kansai TCA	121.1MHz 125.3MHz 270.8MHz	2300 - 1030	
TWR	Kobe Tower	118.5MHz(1) 126.2MHz 121.5MHz(E)	2200 - 1400	(1) Primary
ATIS	Kobe Airport	128.075MHz	2200 - 1400	

RJBE 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 (8°W/2019)	KCE	111.25MHz	H24	*343751.58N 1351342.45E*		VOR Unusable: 360°-030° beyond 20nm BLW 6000ft. 320°-330° beyond 20nm BLW 3000ft. 350°-360° beyond 20nm BLW 5000ft.
DME	KCE	1136MHz (CH-49Y)	H24	*343751.58N 1351342.45E*	43.6ft	DME Unusable: 360°-010° beyond 20nm BLW 6000ft. 010°-020° beyond 15nm BLW 6000ft. 020°-030° beyond 20nm BLW 6000ft. 310°-330° beyond 15nm BLW 3000ft. 330°-350° beyond 20nm BLW 5000ft. 350°-360° beyond 15nm BLW 5000ft.
ILS-LOC 09 (CAT-I)	IKO	109.15MHz	2200-1400	*343802.24N 1351423.96E*		BRG(MAG) 092° 233m away FM RWY27 THR OPR: CAB
ILS-GP 09	-	331.25MHz	2200-1400	*343750.96N 1351251.37E*		GP angle 3.0° HGT of ILS Ref datum 59ft. 353m inside FM RWY09 THR 125m S of RCL
ILS-DME 09	IKO	1115MHz (CH-28Y)	2200-1400	*343750.48N 1351251.55E*	39ft	356m inside FM RWY09 THR 140m S of RCL
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based

ILS FOR RWY 09



REMARKS: 1. LOC beam BRG(MAG) 092°
2. HGT of ILS REF datum 18m (59ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 10.255m (34ft)

RJBE AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 定期便または緊急事態以外の航空機の取扱い

当空港の使用について、航空機の運航者は、空港管理者の許可を得ること。

1.2 補助動力装置（APU）の使用制限

航空機が固定電源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の使用を控えるよう努めなければならない。

(1) 出発予定時刻前の 30 分間

(2) 到着後、固定電源設備または航空機用電源車が使用可能となるまでに必要とする最小限の時間

(3) 航空機が点検整備のための補助動力を必要とする場合は最小限の時間

注：スポット 3 ～ 6 は固定電源設備が設置されている。

1.1 Aircraft operations other than scheduled flights or in an emergency

On use of this airport, aircraft operator is required to obtain the prior permission of the authority.

1.2 Restrictions about the use of auxiliary power units (APU)

When an aircraft is using an aircraft parking stand with fixed electric power facilities, efforts shall be made to avoid using the APU outside the time periods specified below except when specifically acknowledged by the authority as necessary.

(1) 30 minutes prior to the estimated off-block time

(2) The minimum time required for switching over to the fixed electric power facilities or an electric power vehicle for aircraft, after arrival at the parking stand

(3) The minimum time required for aircraft maintenance purposes if needed

Note: Stands 3-6 are equipped with fixed electric power unit.

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

6.1 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。

6.1 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 B773 holding at the stop marking on TWY T2-T5

Wing Span (WS) of aircraft taxiing on P1-P5	WS < 15.2m	15.2m<=WS<32.2m	WS=>32.2m
Wing tip clearance	*A	*B	*C

Legend:
*A : wing tip clearance >= 15m
*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

TKOF and LDG for E-HELIPAD, C-HELIPAD and W-HELIPAD:
Fly along the parallel taxiway. Do not fly over the buildings in airport island and fuelling facilities.

9. Removal of disabled aircraft from runways

Nil

10. Remarks

Nil

RJBE AD 2.21 NOISE ABATEMENT PROCEDURES

1. For all jet aircraft, 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.

(1) For take off

Nil

(2) For landing to RWY09/27

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

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

(3) Reverse Thrust

Nil

2. Preferential Runways Procedures
Nil

3. Noise Preferential Routes
Nil

騒音軽減運航方式

1. すべてのジェット機に対して、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。

(1) 離陸について
なし

(2) 着陸について（滑走路 09/27）
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

(3) リバース･スラストについて
なし

2. 優先滑走路方式
なし

3. 優先飛行経路
なし

RJBE 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	09	A,B,C,D	400m	400m	400m	400m	-	500m
	27		-	400m	-	400m	-	500m
OTHER	09	A,B,C,D	AVBL LDG MINIMA					
	27							

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 Kobe Tower
2)If unable, proceed in accordance with Visual Flight Rules.
3)If unable, proceed to SIOJI at the last assigned altitude or 3,000FT whichever is higher and execute Instrument Approach.

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

3. Circling approach to Runway 27

An aircraft shall commence circling to RWY27 at or below 1,500ft, and maintain at or bellow 1,500ft during circling. If unable to comply with the restriction above, advise KOBE TOWER as soon as possible.

滑走路 27 への周回進入について

航空機は、RWY27 への周回を 1,500ft 以下で開始し、かつ周回中は 1,500ft 以下を維持しなければならない。
もし、維持することが不可能な場合は、すみやかに神戸タワーに通報すること。

RJBE AD 2.23 ADDITIONAL INFORMATION

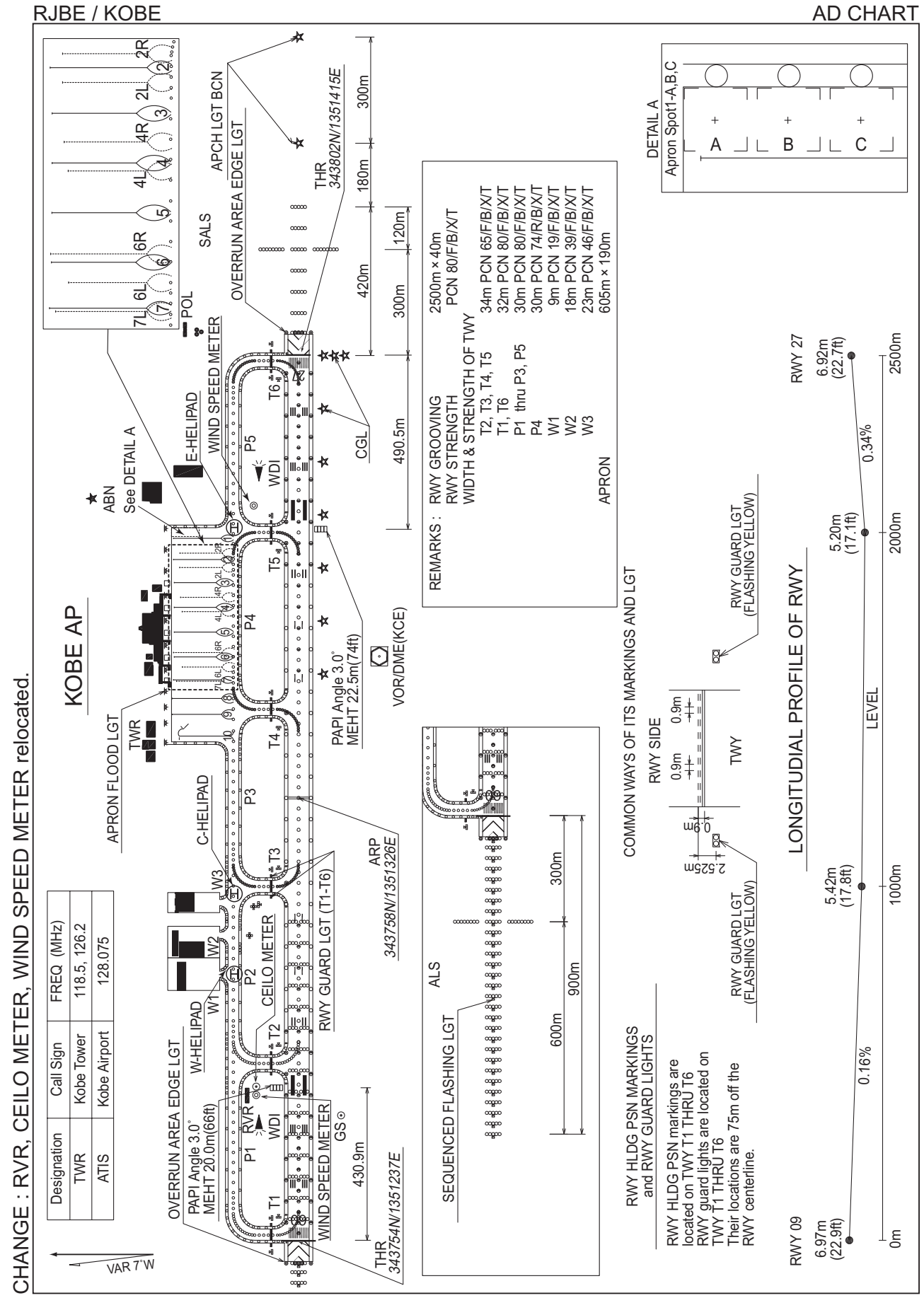
1. Vessel (Max 200ft/MSL) will occasionally pass in the vicinity of the airport.

空港周辺を船舶（最高 200ft）が通過する場合がある。

RJBE AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (KOBE)
Standard Departure Chart - Instrument (TRANSITION)
Standard Departure Chart - Instrument (RNAV TRANSITION1)
Standard Departure Chart - Instrument (RNAV TRANSITION2)
Standard Arrival Chart - Instrument (AYAYA, TOKUSHIMA)
Standard Arrival Chart - Instrument (HANSHIN NORTH, SOUTH,WEST-RNAV)
Instrument Approach Chart (ILS or LOC RWY09)
Instrument Approach Chart (VOR RWY09)*
Other chart (VISUAL REP)
Other chart (LDG CHART)
Other chart (MVA CHART)

*: Designed in accordance with provisional standards for FLIGHT PROCEDURE DESIGN.


RJBE / KOBE
AD CHART
CHANGE : RVR, CEILO METER, WIND SPEED METER relocated.
KOBE AP
Designation | Call Sign | FREQ (MHz)
TWR | Kobe Tower | 118.5, 126.2
ATIS | Kobe Airport | 128.075
VAR 7°W
APRON FLOOD LGT
TWR
ABN
See DETAIL A
E-HELIPAD
WIND SPEED METER
POL
SALS
APCH LGT BCN
OVERRUN AREA EDGE LGT
THR
343802N/1351415E
420m
180m
300m
CGL
490.5m
300m
120m
C-HELIPAD
W-HELIPAD
CEILO METER
RWY GUARD LGT (T1-T6)
ARP
343758N/1351326E
PAPI Angle 3.0°
MEHT 22.5m(74ft)
VOR/DME(KCE)
OVERRUN AREA EDGE LGT
PAPI Angle 3.0°
MEHT 20.0m(66ft)
RVR
WDI
WIND SPEED METER
GS
430.9m
THR
343754N/1351237E
REMARKS :
RWY GROOVING 2500m × 40m
RWY STRENGTH PCN 80/F/B/X/T
WIDTH & STRENGTH OF TWY
T2, T3, T4, T5 34m PCN 65/F/B/X/T
T1, T6 32m PCN 80/F/B/X/T
P1 thru P3, P5 30m PCN 80/F/B/X/T
P4 30m PCN 74/R/B/X/T
W1 9m PCN 19/F/B/X/T
W2 18m PCN 39/F/B/X/T
W3 23m PCN 46/F/B/X/T
APRON 605m × 190m
DETAIL A
Apron Spot1-A,B,C
A
B
C
SEQUENCED FLASHING LGT
ALS
600m
900m
300m
RWY HLDG PSN MARKINGS and RWY GUARD LIGHTS
RWY HLDG PSN markings are located on TWY T1 THRU T6
RWY guard lights are located on TWY T1 THRU T6
Their locations are 75m off the RWY centerline.
COMMON WAYS OF ITS MARKINGS AND LGT
RWY SIDE
0.9m
0.9m
0.9m
2.625m
TWY
RWY GUARD LGT (FLASHING YELLOW)
RWY GUARD LGT (FLASHING YELLOW)
LONGITUDIAL PROFILE OF RWY
RWY 09
RWY 27
6.97m (22.9ft)
5.42m (17.8ft)
5.20m (17.1ft)
6.92m (22.7ft)
0.16%
0.34%
LEVEL
0m
1000m
2000m
2500m

INTENTIONALLY LEFT BLANK

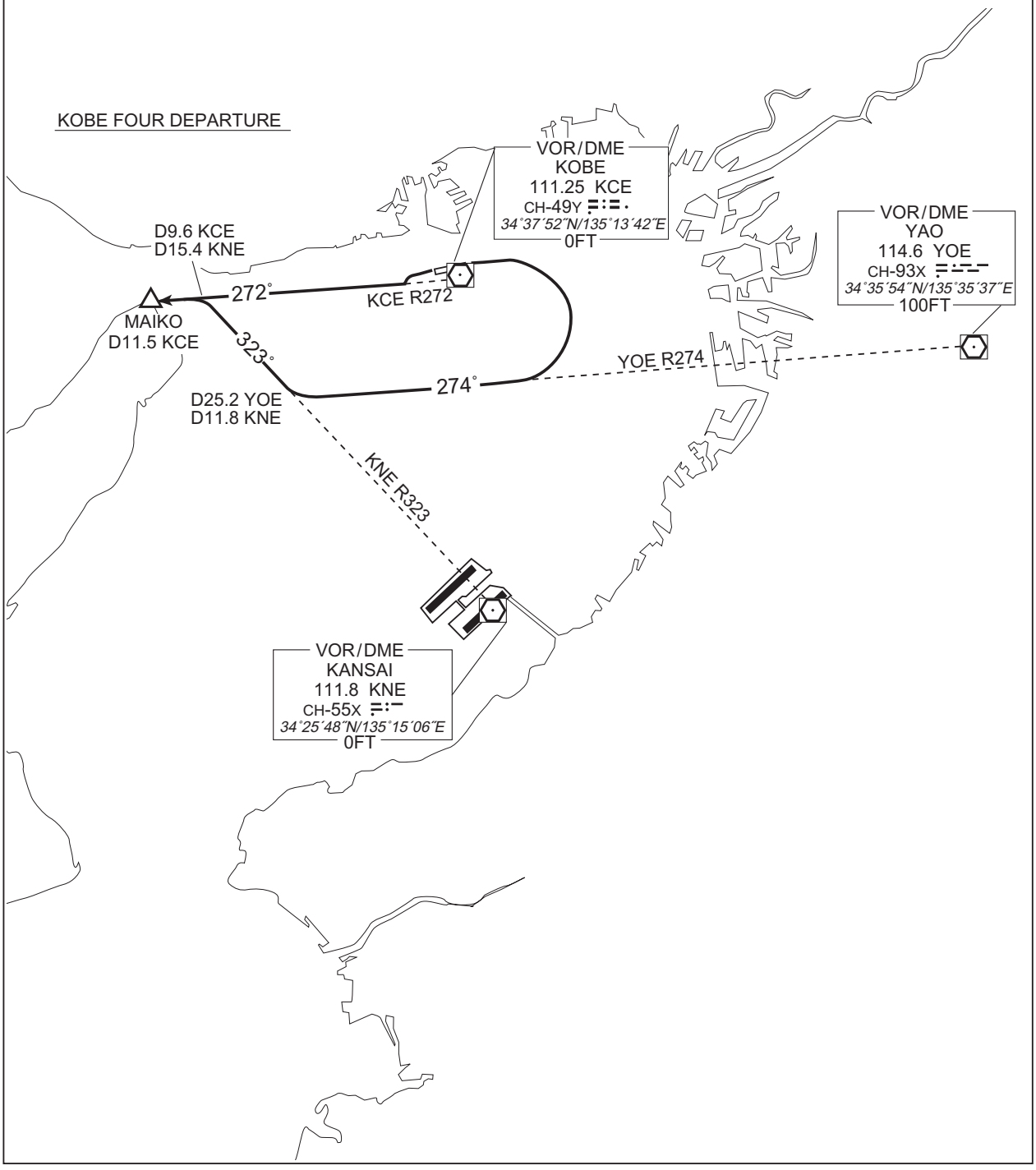
STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE SID

KOBE FOUR DEPARTURE

RWY09: Turn right, climb via YOE R274 to intercept and proceed via KNE R323, via KCE R272 to MAIKO.

RWY27: Climb via KCE R272 to MAIKO.



CHANGE : PROC renamed. Radial FM KCE.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBE / KOBE TRANSITION

KIBI TRANSITION

From over MAIKO, proceed via KCE R272 to KAWAT, via OYE R114 to OYE VOR/DME.

Cross KAWAT at or above 8000FT.

TAMBA TRANSITION

From over MAIKO, proceed via KCE R272 to KAWAT, via TSC R001 to CHIZU via AYAYA, via YME R236 to YME VOR/DME via TAMBA.

Cross KAWAT at or above 8000FT.

KAGAWA TRANSITION

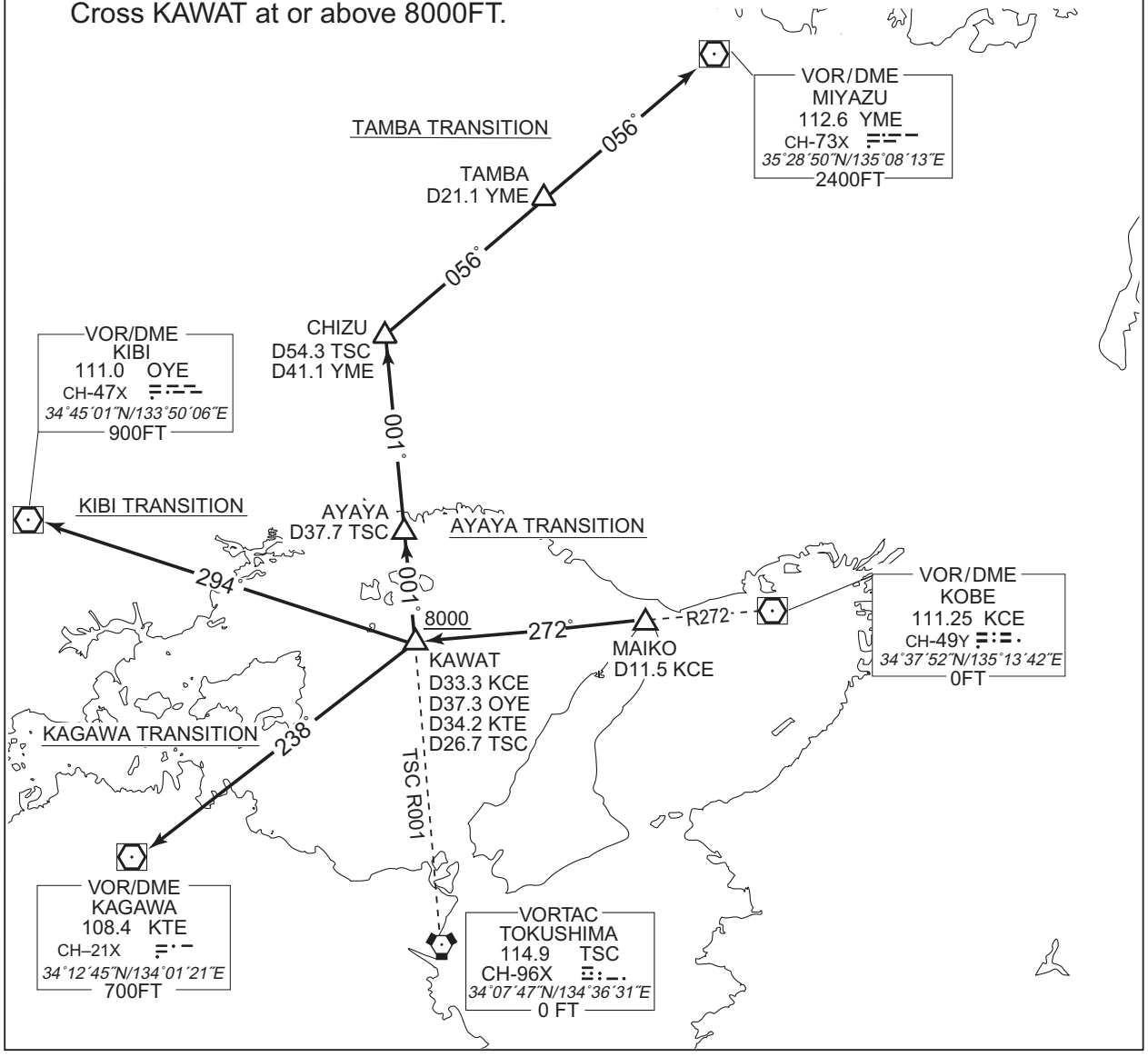
From over MAIKO, proceed via KCE R272 to KAWAT, via KTE R058 to KTE VOR/DME.

Cross KAWAT at or above 8000FT.

AYAYA TRANSITION

From over MAIKO, proceed via KCE R272 to KAWAT, via TSC R001 to AYAYA.

Cross KAWAT at or above 8000FT.



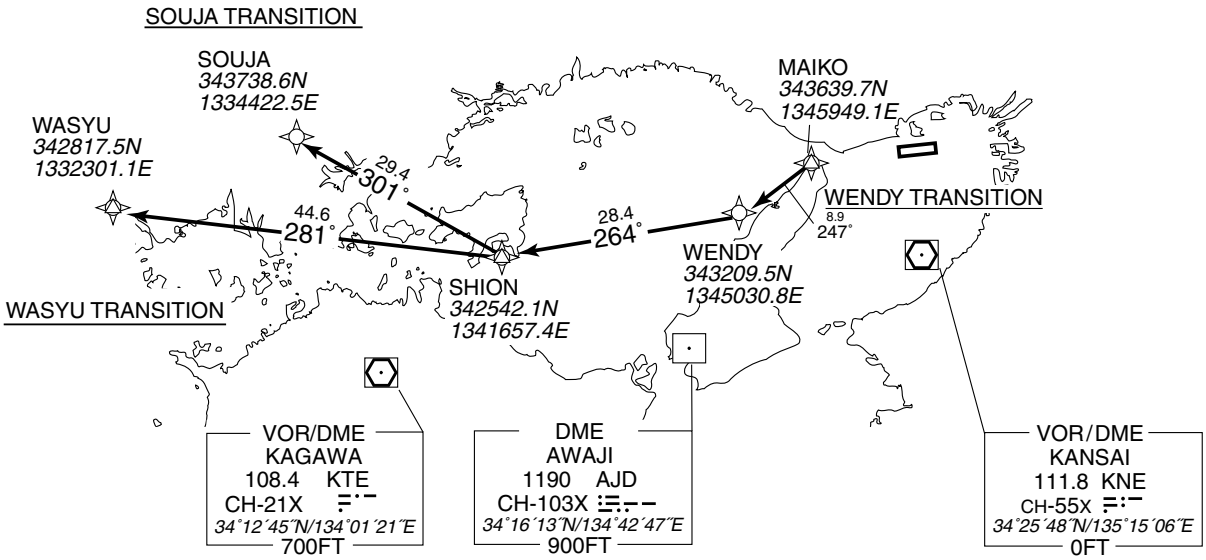
CHANGE : Radial FM KCE.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV TRANSITION

SOUJA TRANSITION WASYU TRANSITION / WENDY TRANSITION		RNAV1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	–
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7˚W (2014)



SOUJA TRANSITION

From MAIKO, to WENDY, to SHION, to SOUJA.

WASYU TRANSITION

From MAIKO, to WENDY, to SHION, to WASYU.

WENDY TRANSITION

From MAIKO, to WENDY.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV TRANSITION

SOUJA TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course M˚(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MAIKO	—	—	-7.3	—	—	—	—	—	RNAV1
002	TF	WENDY	—	247 (239.6)	-7.3	8.9	—	—	—	—	RNAV1
003	TF	SHION	—	264 (257.0)	-7.3	28.4	—	—	—	—	RNAV1
004	TF	SOUJA	—	301 (294.1)	-7.3	29.4	—	—	—	—	RNAV1

WASYU TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course M˚(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MAIKO	—	—	-7.3	—	—	—	—	—	RNAV1
002	TF	WENDY	—	247 (239.6)	-7.3	8.9	—	—	—	—	RNAV1
003	TF	SHION	—	264 (257.0)	-7.3	28.4	—	—	—	—	RNAV1
004	TF	WASYU	—	281 (273.6)	-7.3	44.6	—	—	—	—	RNAV1

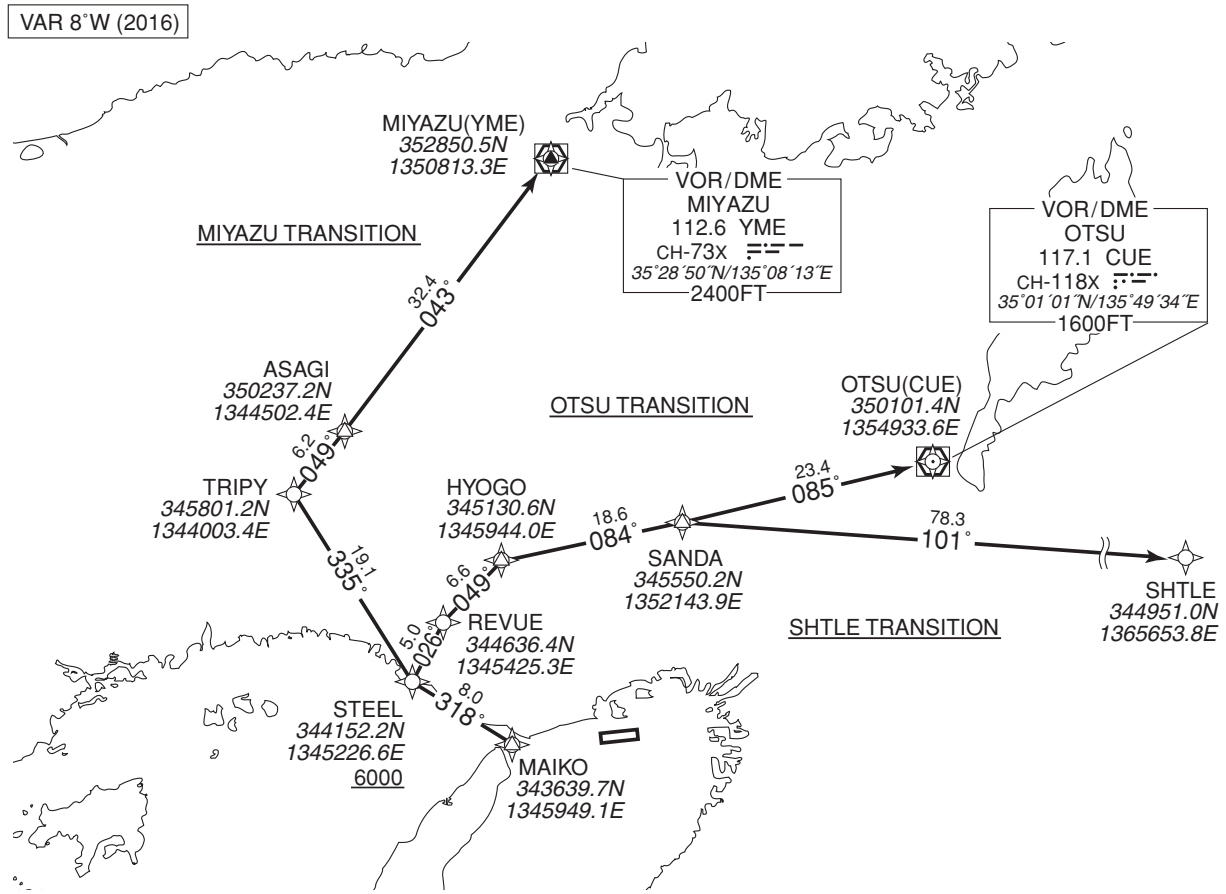
WENDY TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course M˚(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MAIKO	—	—	-7.3	—	—	—	—	—	RNAV1
002	TF	WENDY	—	247 (239.6)	-7.3	8.9	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV TRANSITION

OTSU TRANSITION / SHTLE TRANSITION / MIYAZU TRANSITION			RNAV1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.		Critical DME	SHTLE TRANSITION YOE : 66.0NM to SHTLE – 63.0NM to SHTLE CUE : 50.0NM to SHTLE – 45.0NM to SHTLE KCC : 35.0NM to SHTLE – 16.0NM to SHTLE MIYAZU TRANSITION AJD : 4.2NM to ASAGI – 27.3NM to YME KNE : 10.3NM to YME – 9.3NM to YME CUE : 3.3NM to YME – YME
DME GAP	MIYAZU TRANSITION 9.3NM to YME – 3.3NM to YME		
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1		



OTSU TRANSITION

From MAIKO, to STEEL at or above 6000FT, to REVUE, to HYOGO, to SANDA, to CUE.

SHTLE TRANSITION

From MAIKO, to STEEL at or above 6000FT, to REVUE, to HYOGO, to SANDA, to SHTLE.

MIYAZU TRANSITION

From MAIKO, to STEEL at or above 6000FT, to TRIPY, to ASAGI, to YME.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV TRANSITION

OTSU TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MAIKO	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	STEEL	—	318 (310.7)	-7.6	8.0	—	+6000	—	—	RNAV1
003	TF	REVUE	—	026 (018.9)	-7.6	5.0	—	—	—	—	RNAV1
004	TF	HYOGO	—	049 (041.6)	-7.6	6.6	—	—	—	—	RNAV1
005	TF	SANDA	—	084 (076.4)	-7.6	18.6	—	—	—	—	RNAV1
006	TF	CUE	—	085 (077.1)	-7.6	23.4	—	—	—	—	RNAV1

SHTLE TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MAIKO	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	STEEL	—	318 (310.7)	-7.6	8.0	—	+6000	—	—	RNAV1
003	TF	REVUE	—	026 (018.9)	-7.6	5.0	—	—	—	—	RNAV1
004	TF	HYOGO	—	049 (041.6)	-7.6	6.6	—	—	—	—	RNAV1
005	TF	SANDA	—	084 (076.4)	-7.6	18.6	—	—	—	—	RNAV1
006	TF	SHTLE	—	101 (093.9)	-7.6	78.3	—	—	—	—	RNAV1

MIYAZU TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MAIKO	—	—	-7.6	—	—	—	—	—	RNAV1
002	TF	STEEL	—	318 (310.7)	-7.6	8.0	—	+6000	—	—	RNAV1
003	TF	TRIPY	—	335 (327.9)	-7.6	19.1	—	—	—	—	RNAV1
004	TF	ASAGI	—	049 (041.6)	-7.6	6.2	—	—	—	—	RNAV1
005	TF	YME	—	043 (035.7)	-7.6	32.4	—	—	—	—	RNAV1

RJBE / KOBE STAR

CHANGE : Radial FM KCE. Bearing on HOLD Pattern (for VOR RWY 09).

AYAYA ARRIVAL

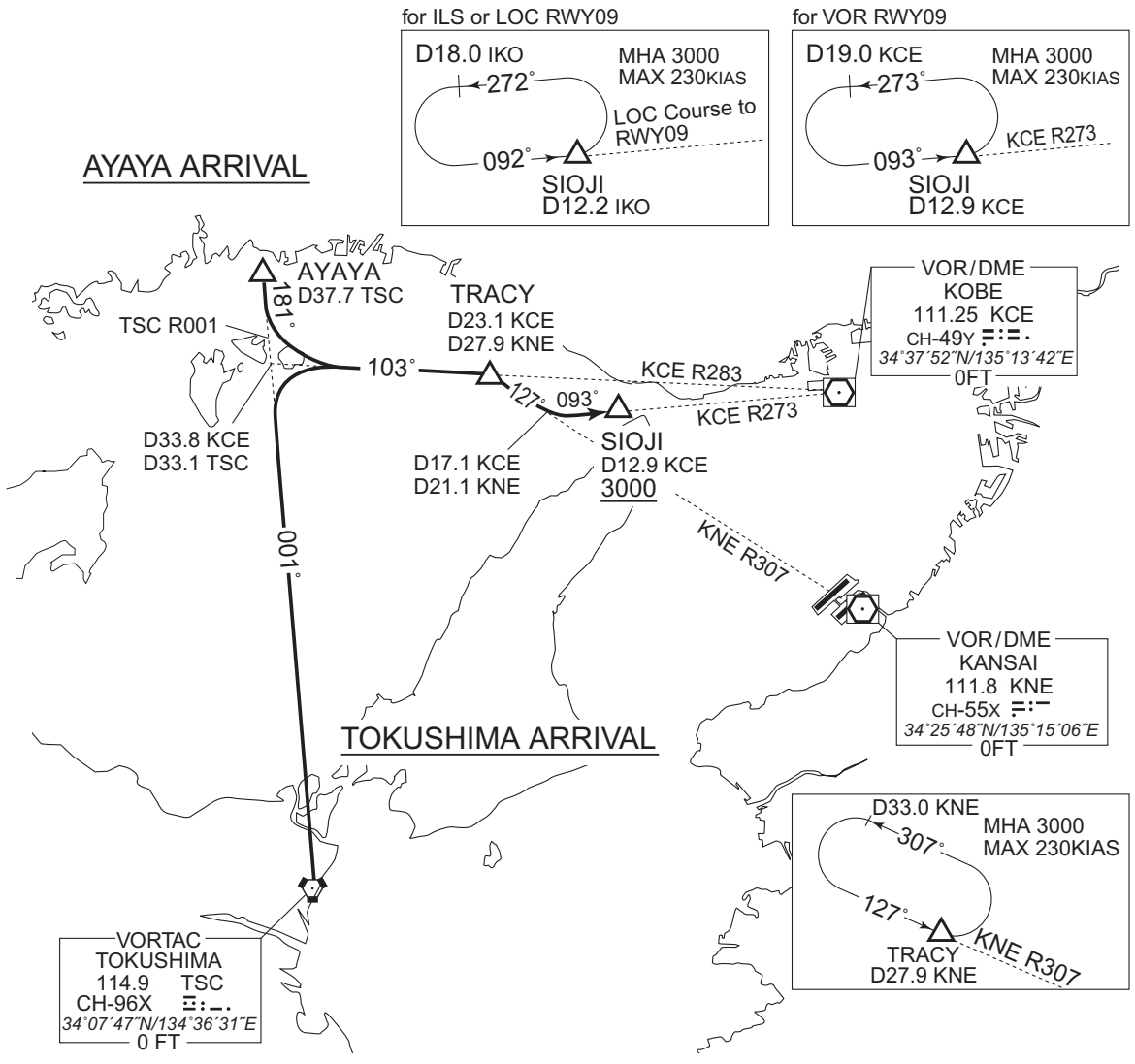
From over AYAYA, proceed via TSC R001 to intercept and proceed via KCE R283 to TRACY, via KNE R307 to intercept and proceed via KCE R273 to SIOJI.

Cross SIOJI at or above 3000FT.

TOKUSHIMA ARRIVAL

From over TSC VORTAC, proceed via TSC R001 to intercept and proceed via KCE R283 to TRACY, via KNE R307 to intercept and proceed via KCE R273 to SIOJI.

Cross SIOJI at or above 3000FT.



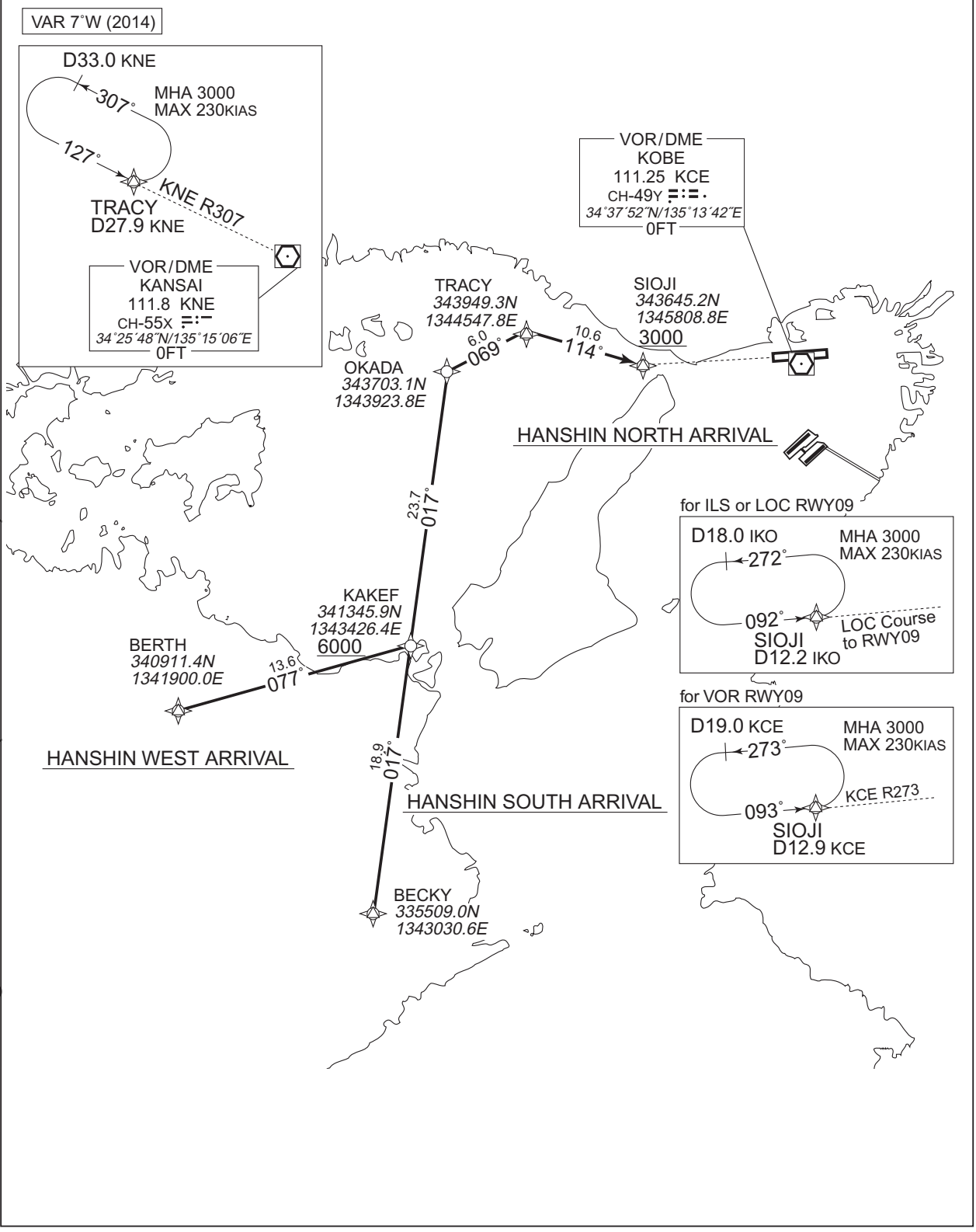
STANDARD ARRIVAL CHART-INSTRUMENT

RJBE / KOBE

RNAV STAR RWY09

HANSHIN NORTH ARRIVAL HANSHIN SOUTH ARRIVAL HANSHIN WEST ARRIVAL	RNAV1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.



CHANGE : Bearing on HOLD Pattern (for VOR RWY 09).

STANDARD ARRIVAL CHART-INSTRUMENT

RJBE / KOBE RNAV STAR RWY09

HANSHIN NORTH ARRIVAL

From TRACY, to SIOJI at or above 3000FT.

Critical DME	STD : TRACY - SIOJI
DME GAP	–
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	TRACY	—	—	-7.3	—	—	—	—	—	RNAV1
002	TF	SIOJI	—	114 (106.7)	-7.3	10.6	—	+3000	—	—	RNAV1

HANSHIN SOUTH ARRIVAL

From BECKY, to KAKEF at or above 6000FT, to OKADA, to TRACY, to SIOJI at or above 3000FT.

Critical DME	GBD : 5.6NM to OKADA – OKADA AJD : OKADA – TRACY STD : 5.0NM to TRACY – SIOJI
DME GAP	–
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	BECKY	—	—	-7.3	—	—	—	—	—	RNAV1
002	TF	KAKEF	—	017 (009.9)	-7.3	18.9	—	+6000	—	—	RNAV1
003	TF	OKADA	—	017 (009.9)	-7.3	23.7	—	—	—	—	RNAV1
004	TF	TRACY	—	069 (062.2)	-7.3	6.0	—	—	—	—	RNAV1
005	TF	SIOJI	—	114 (106.7)	-7.3	10.6	—	+3000	—	—	RNAV1

HANSHIN WEST ARRIVAL

From BERTH, to KAKEF at or above 6000FT, to OKADA, to TRACY, to SIOJI at or above 3000FT.

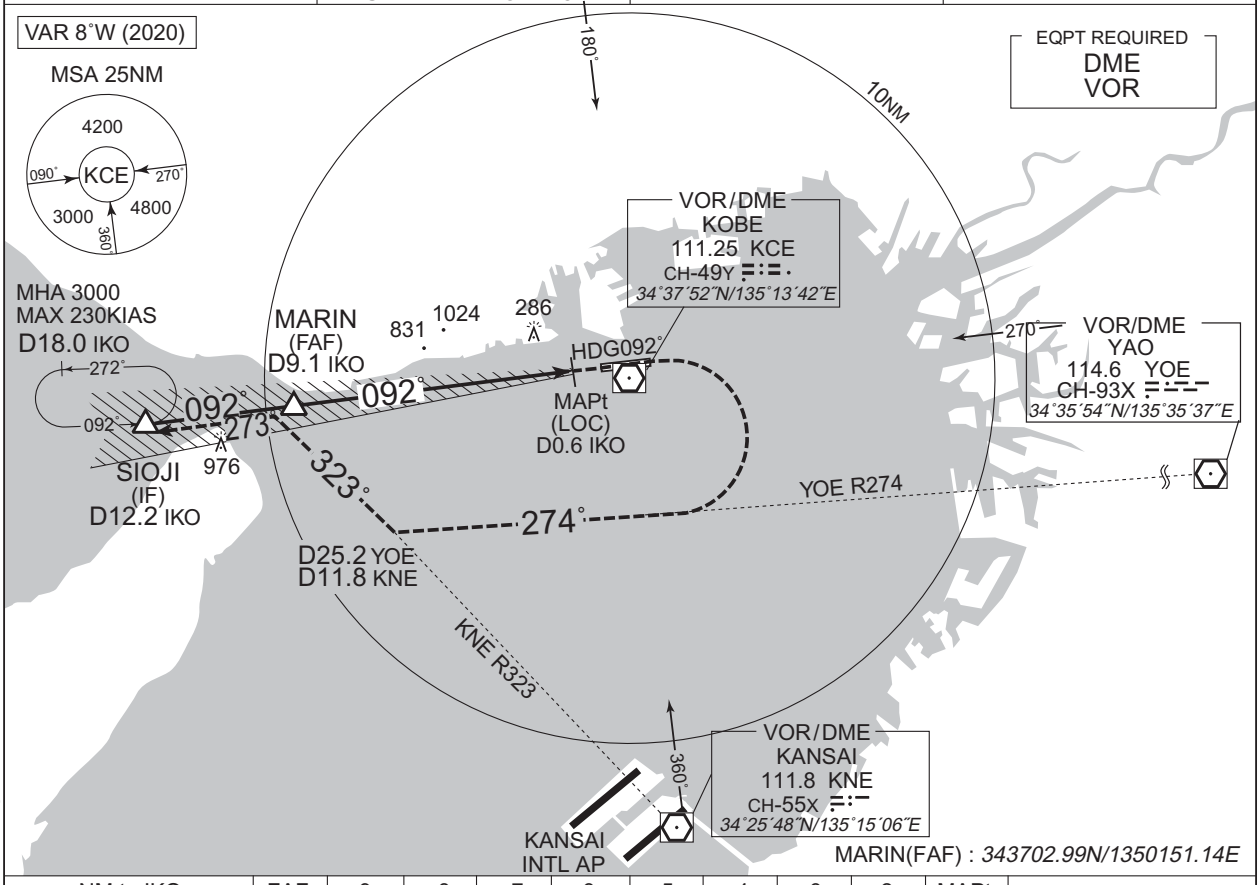
Critical DME	GBD : 5.6NM to OKADA – OKADA AJD : OKADA – TRACY STD : 5.0NM to TRACY – SIOJI
DME GAP	–
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	BERTH	—	—	-7.3	—	—	—	—	—	RNAV1
002	TF	KAKEF	—	077 (070.2)	-7.3	13.6	—	+6000	—	—	RNAV1
003	TF	OKADA	—	017 (009.9)	-7.3	23.7	—	—	—	—	RNAV1
004	TF	TRACY	—	069 (062.2)	-7.3	6.0	—	—	—	—	RNAV1
005	TF	SIOJI	—	114 (106.7)	-7.3	10.6	—	+3000	—	—	RNAV1

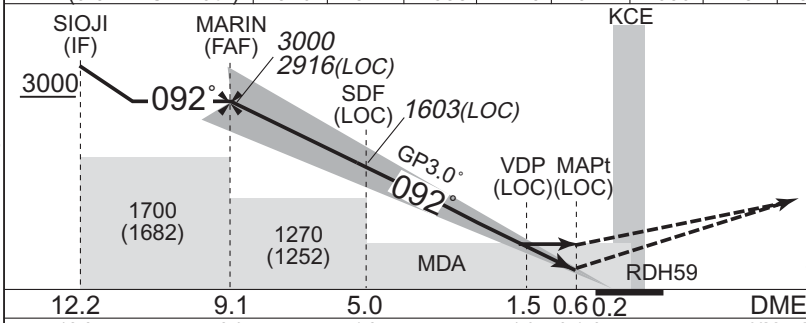
INSTRUMENT APPROACH CHART

RJBE / KOBE — ILS or LOC RWY09

KANSAI RADAR	ILS–LOC	KOBE TOWER	RADAR AVBL
121.15 – 120.85 261.2	109.15 IKO ILS–GP 331.25 ILS–DME CH–28Y	118.5 – 126.2	ATIS 128.075



NM to IKO	FAF	9	8	7	6	5	4	3	2	MAPt
ALT (3.0° APCH Path)	2916	2877	2558	2240	1921	1603	1284	966	647	–



MISSED APPROACH
Climb on HDG092° to 500FT, turn right proceed via YOE R274 to intercept and proceed via KNE R323, via KCE R273 to SIOJI and hold at 3000FT.
Contact KOBE TOWER.

No turn before IKO 0.6DME.
Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 3.0%

MINIMA — THR elev. 23 — AD elev. 18

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	223 (200)	550	460 (442)	900	510 (492)	1600
B				1000		
C						2400
D				1400	580 (562)	3200

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

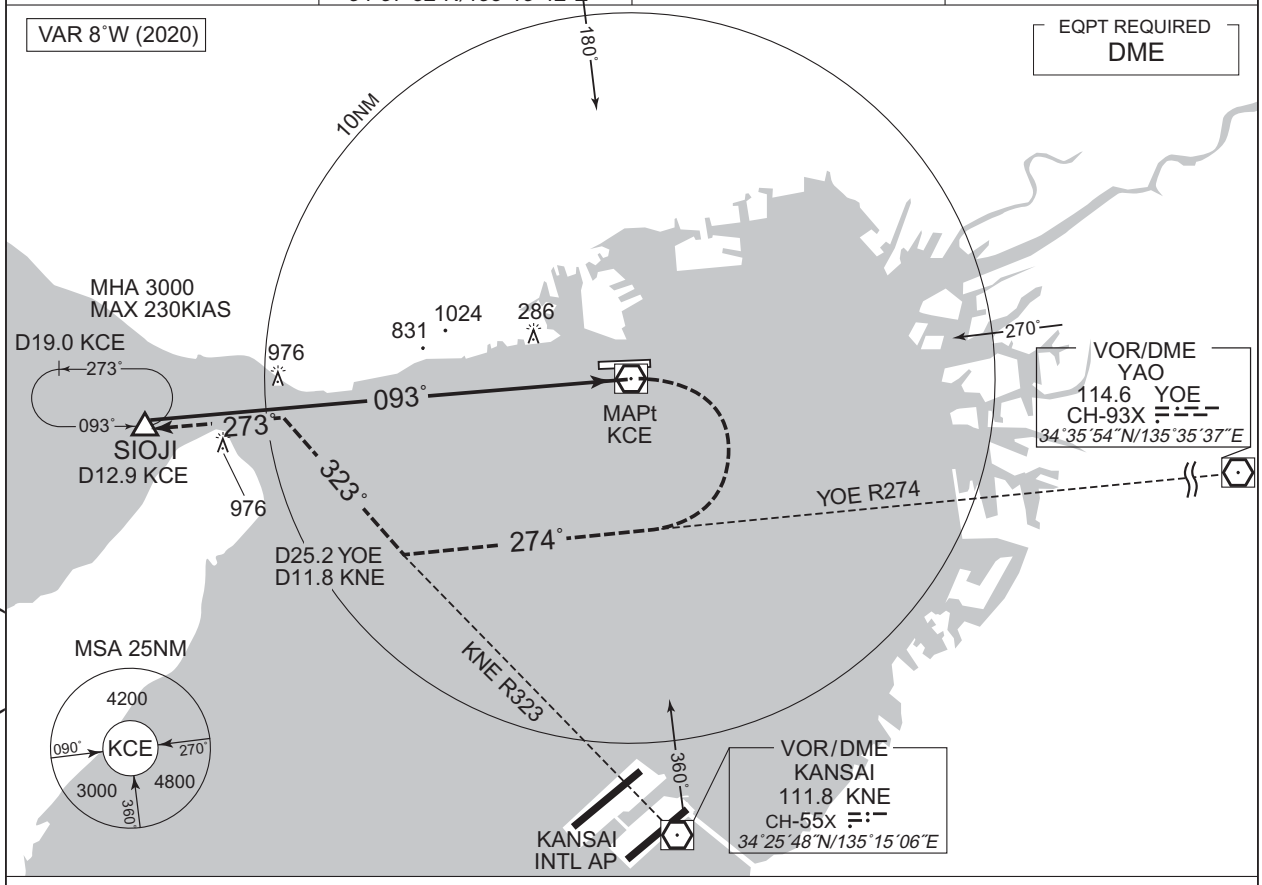
CHANGE : VAR. Radial FM KCE.ALT (3.0° APCH Path). DME to IKO.

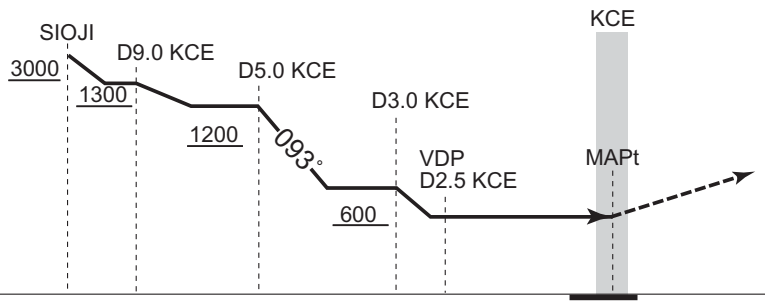
INSTRUMENT APPROACH CHART

RJBE / KOBE

VOR RWY09

KANSAI RADAR	KOBE VOR/DME	KOBE TOWER	RADAR AVBL
121.15 – 120.85 261.2	111.25 KCE CH–49Y *34˚37´52˝N/135˚13´42˝E*	118.5 – 126.2	ATIS 128.075





MISSED APPROACH

Turn right, climb to 3000FT via YOE R274 to intercept and proceed via KNE R323, via KCE R273 to SIOJI and hold.

Contact KOBE TOWER.

MINIMA THR elev. 23 AD elev. 18

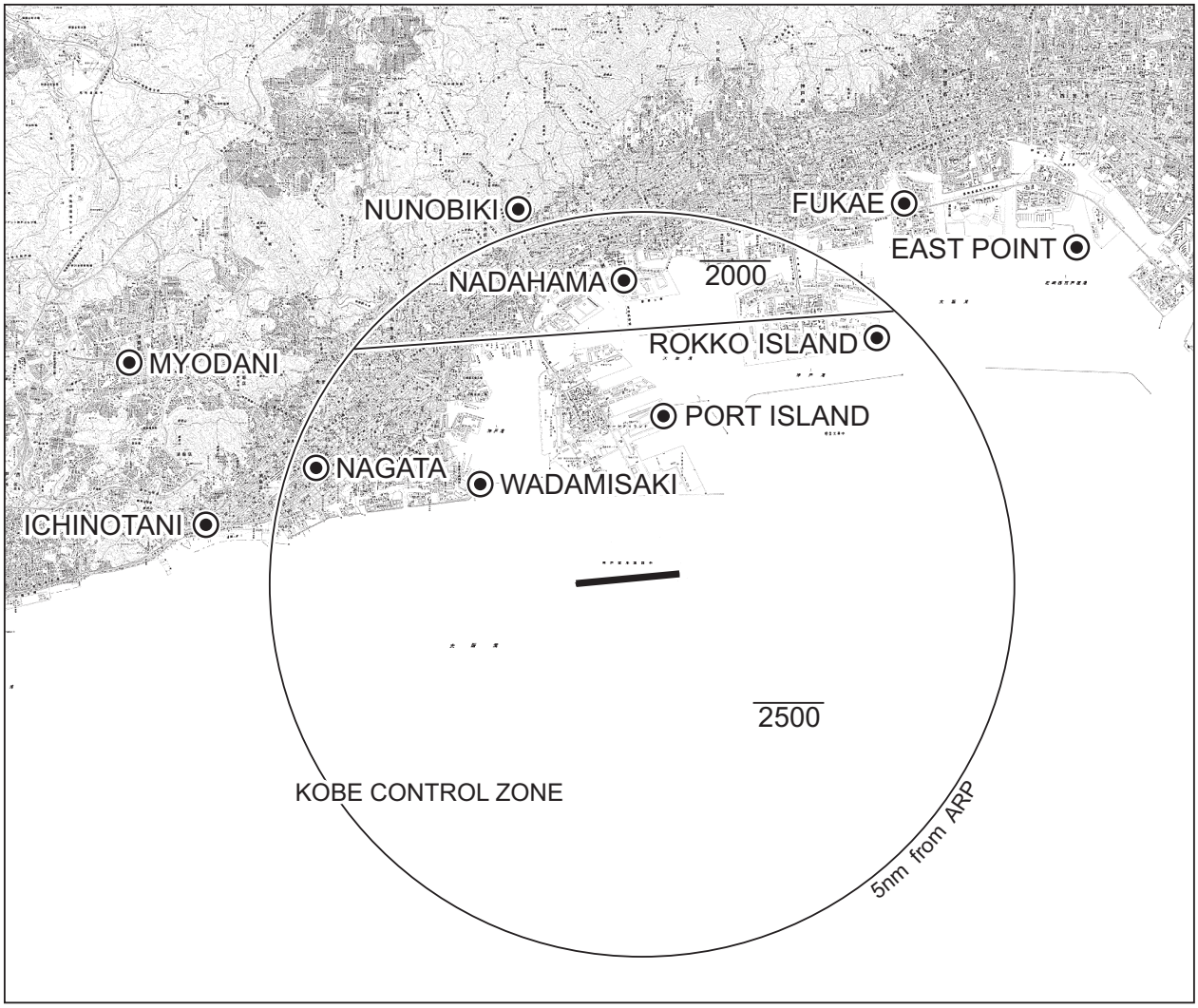
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	560 (542)	1000	560 (542)	1600
B		1200		
C				2400
D		1600	580 (562)	3200

Circling to SOUTH side of RWY only.

CHANGE : VAR. Radial FM KCE. Bearing on HOLD Pattern (SIOJI).

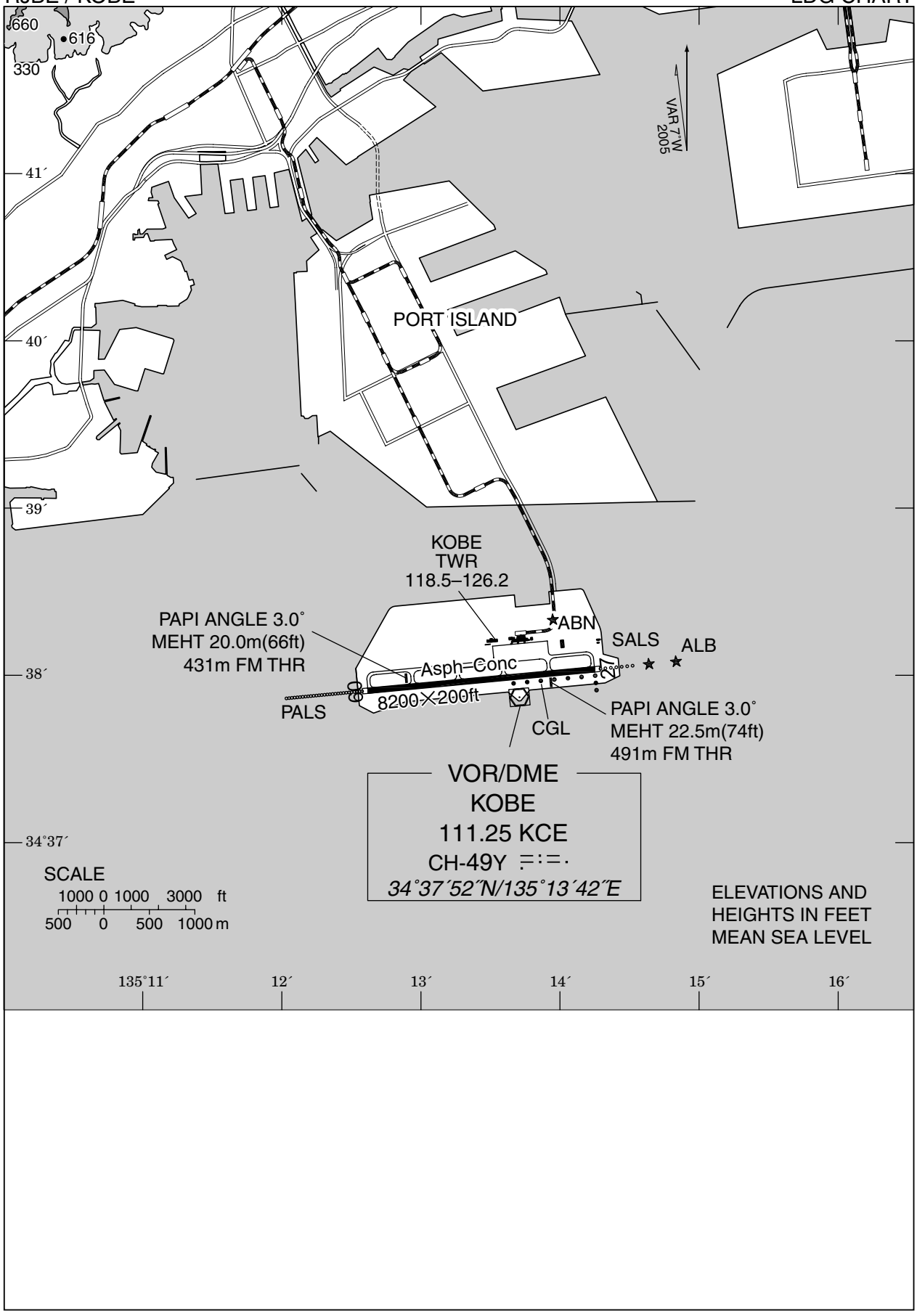
RJBE / KOBE

Visual REP



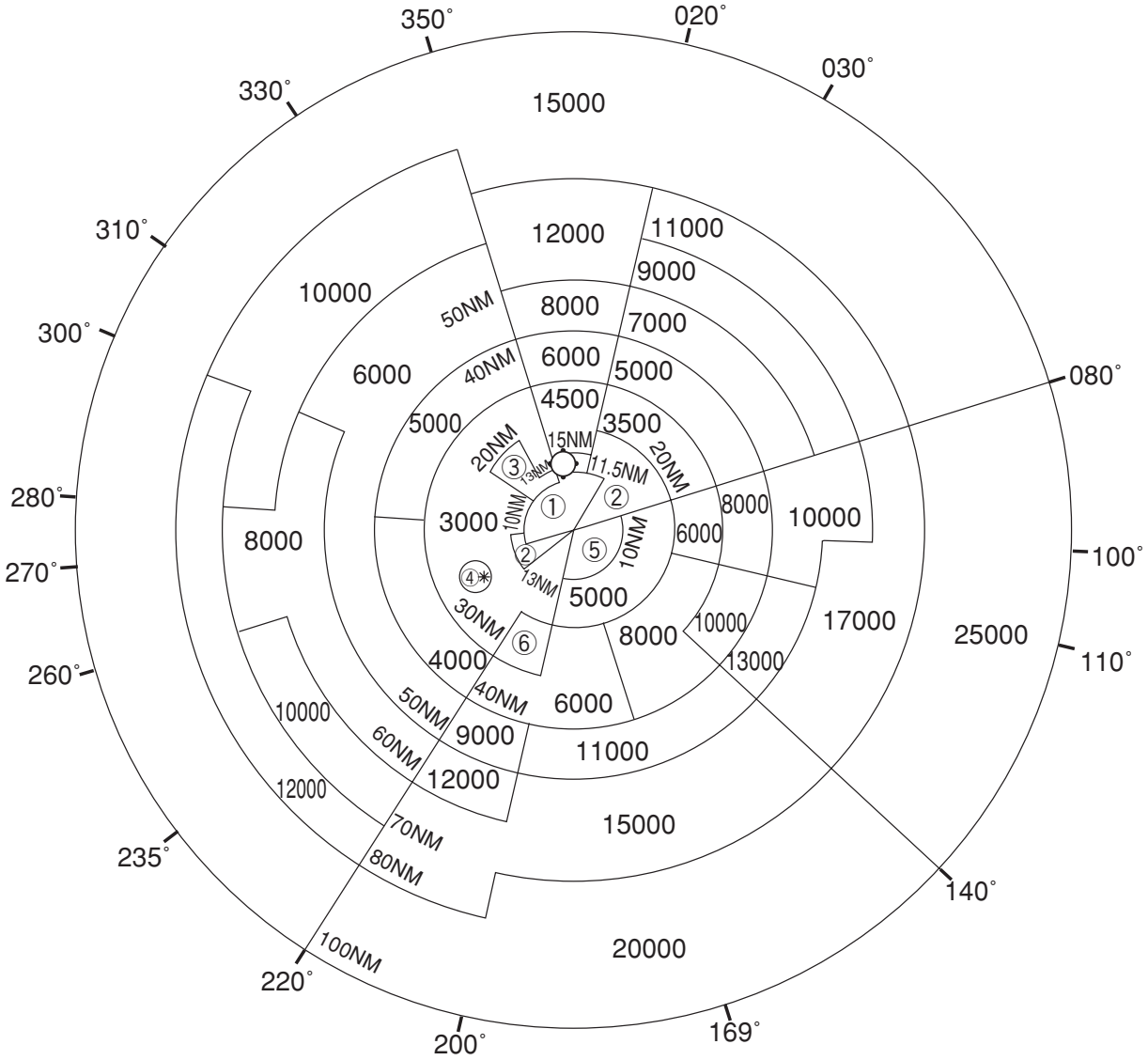
Call sign	BRG / DIST from ARP	Remarks
一 ノ 谷 Ichinotani	283° / 5.5NM	JR須磨駅 JR Station
名 谷 Myodani	301° / 7.0NM	神戸市営西神・山手線名谷駅 Station
長 田 Nagata	297° / 4.2NM	JR新長田駅 JR Station
和 田 岬 Wadamisaki	310° / 2.2NM	岬 Cape
布 引 Nunobiki	348° / 5.0NM	布引公園 Park
灘 浜 Nadahama	007° / 3.8NM	ハーバーハイウェイ摩耶ランプ Ramp
ポートアイランド Port Island	020° / 2.2NM	ポートアイランド南埠頭 Southern Warf of Port Island
六甲アイランド Rokko Island	051° / 4.4NM	六甲アイランド南東端 Southern Edge of Rokko Island
深 江 Fukae	045° / 6.0NM	阪神高速5号湾岸線 深江浜インターチェンジ Interchange
イーストポイント East Point	061° / 7.2NM	西宮ヨットハーバー防波堤 Breakwater of Nishinomiya Yacht Harbor

RJBE / KOBE LDG CHART



RJBE / KOBE Minimum Vectoring Altitude CHART

VAR 7°W (2009)



① 1500
② 2000
③ 2100
④ 3500
⑤ 4000
⑥ 5000

CENTER：*342636N/1351511E* (RJBB No.1 RADAR SITE)
CENTER：*342540N/1351343E* (RJBB No.2 RADAR SITE)

✳：*341405N/1344851E* RADIUS：3NM