

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 x 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 x60 | 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 x60 | 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 | | 2620x300 | 200 x (MNM:180 MAX:300)* | | RWY grooving:2500mX40m |
| See AD2.24 AD Chart | | 2620x300 | 40 x 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 | | | |

神戸特別管制区
Kobe Positive Control Area

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。

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 |

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.

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 below 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.

[illegible]

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.

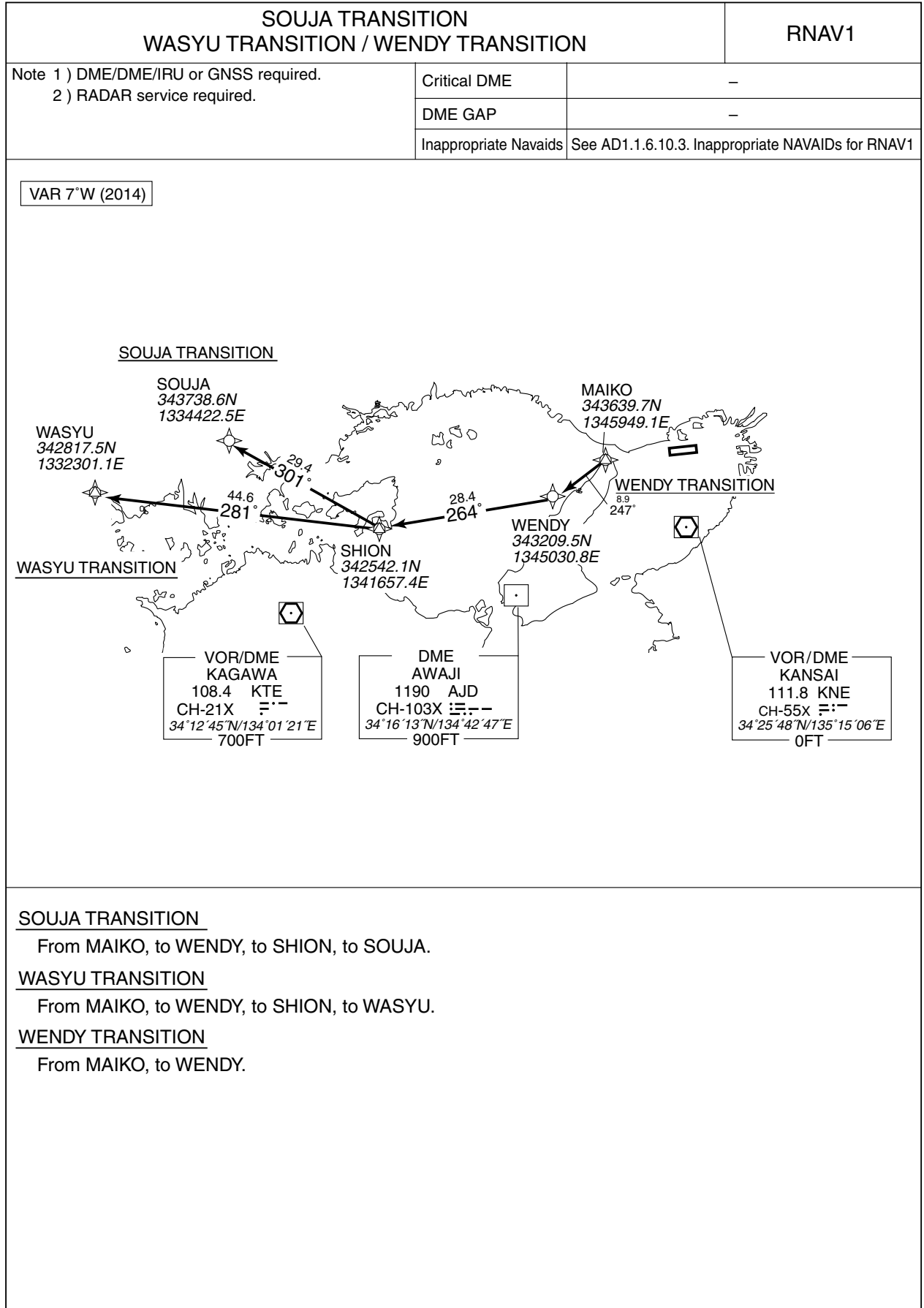
CHANGE : Radial FM KCE.



STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE

RNAV TRANSITION



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 |

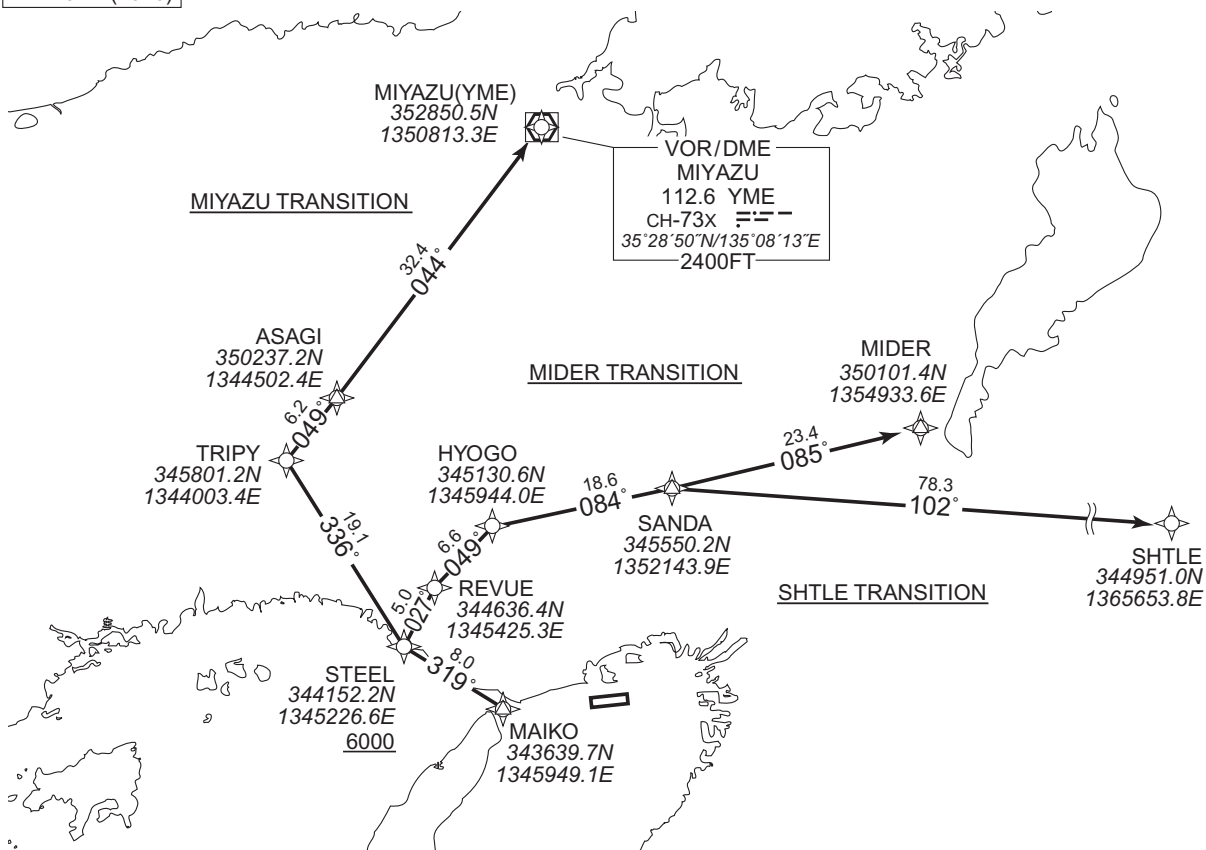
STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE

RNAV TRANSITION

| MIDER 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 KCC : 35.0NM to SHTLE – 16.0NM to SHTLE |
| DME GAP | SHTLE TRANSITION 50.0NM to SHTLE – 45.0NM to SHTLE MIYAZU TRANSITION 9.3NM to YME – YME | | MIYAZU TRANSITION AJD : 4.2NM to ASAGI – 27.3NM to YME KNE : 10.3NM to YME – 9.3NM to YME |
| Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | | |

VAR 8°W (2020)

MIDER TRANSITION

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

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 TRIPTY, to ASAGI, to YME.

CHANGE : VAR. MIDER TRANSITION established. OTSU TRANSITION abolished. OTSU VOR/DME(CUE) abolished.
Critical DME. DME GAP. MIYAZU, HYOGO(FIX symbol).

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE

RNAV TRANSITION

MIDER 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 | — | — | -7.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | STEEL | — | 319 (310.7) | -7.9 | 8.0 | — | +6000 | — | — | RNAV1 |
| 003 | TF | REVUE | — | 027 (018.9) | -7.9 | 5.0 | — | — | — | — | RNAV1 |
| 004 | TF | HYOGO | — | 049 (041.6) | -7.9 | 6.6 | — | — | — | — | RNAV1 |
| 005 | TF | SANDA | — | 084 (076.4) | -7.9 | 18.6 | — | — | — | — | RNAV1 |
| 006 | TF | MIDER | — | 085 (077.1) | -7.9 | 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 | — | — | -7.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | STEEL | — | 319 (310.7) | -7.9 | 8.0 | — | +6000 | — | — | RNAV1 |
| 003 | TF | REVUE | — | 027 (018.9) | -7.9 | 5.0 | — | — | — | — | RNAV1 |
| 004 | TF | HYOGO | — | 049 (041.6) | -7.9 | 6.6 | — | — | — | — | RNAV1 |
| 005 | TF | SANDA | — | 084 (076.4) | -7.9 | 18.6 | — | — | — | — | RNAV1 |
| 006 | TF | SHTLE | — | 102 (093.9) | -7.9 | 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 | — | — | -7.9 | — | — | — | — | — | RNAV1 |
| 002 | TF | STEEL | — | 319 (310.7) | -7.9 | 8.0 | — | +6000 | — | — | RNAV1 |
| 003 | TF | TRIPY | — | 336 (327.9) | -7.9 | 19.1 | — | — | — | — | RNAV1 |
| 004 | TF | ASAGI | — | 049 (041.6) | -7.9 | 6.2 | — | — | — | — | RNAV1 |
| 005 | TF | YME | — | 044 (035.7) | -7.9 | 32.4 | — | — | — | — | RNAV1 |

CHANGE : VAR. MIDER TRANSITION established. OTSU TRANSITION abolished. PROC course.

STANDARD ARRIVAL CHART-INSTRUMENT

RJBE / KOBE

STAR

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.

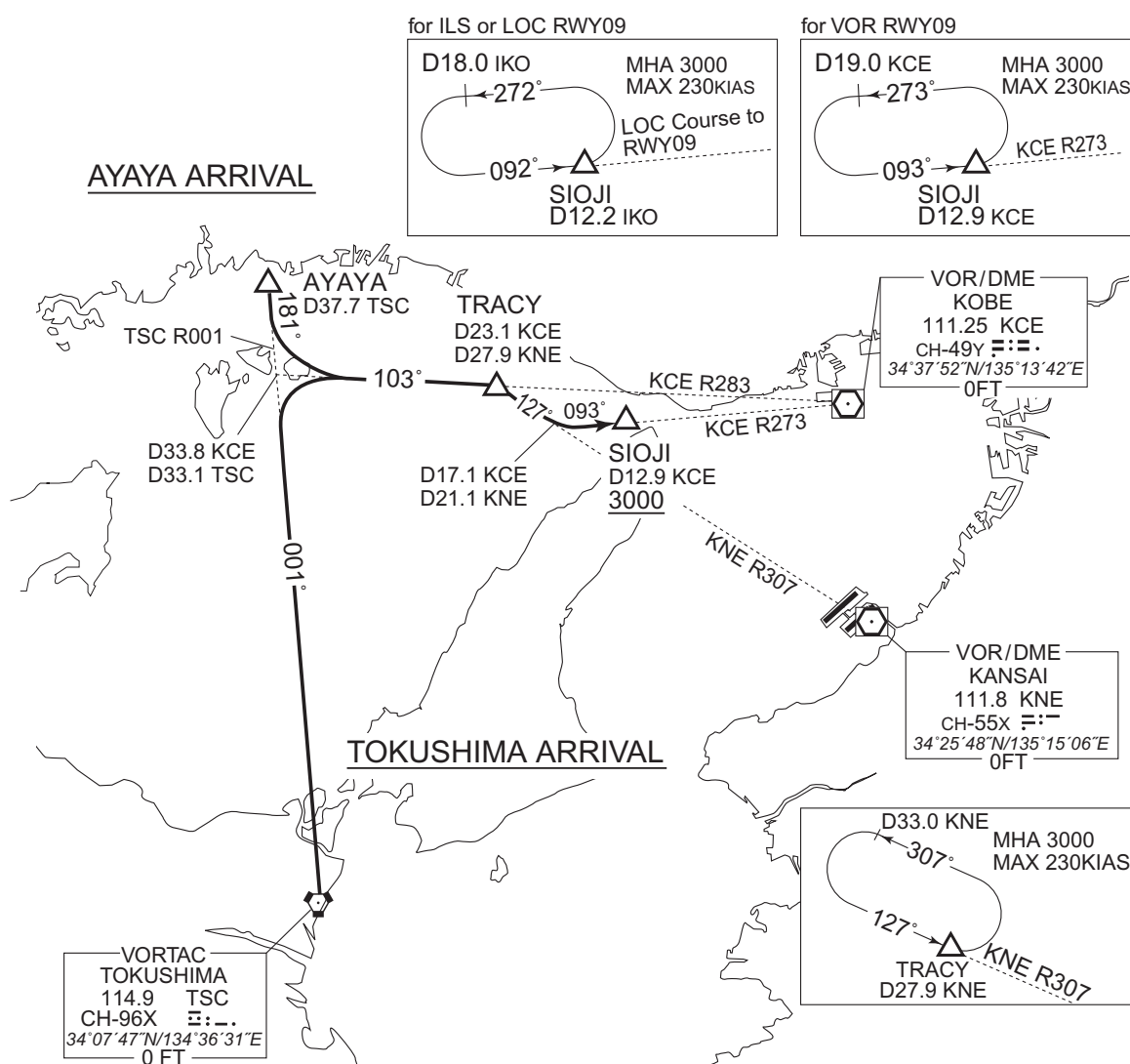
Cross SIOJI at or above 3000FT.

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.

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



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.

VAR 7°W (2014)

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 |

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



INSTRUMENT APPROACH CHART

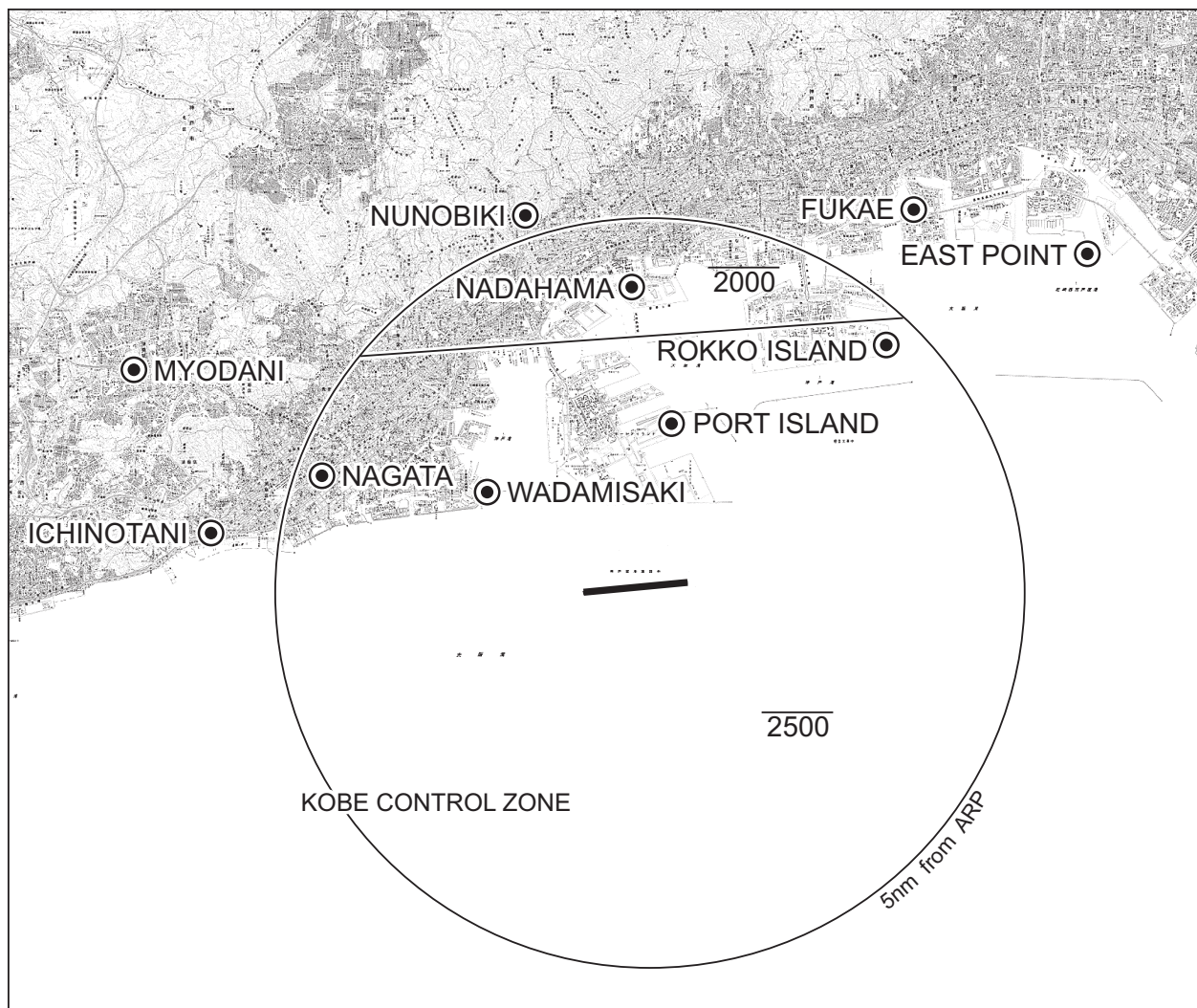
RJBE / KOBE VOR RWY09



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

Minimum Vectoring Altitude CHART

