

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 x 5 Ambulance x 2 Water supply truck x 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

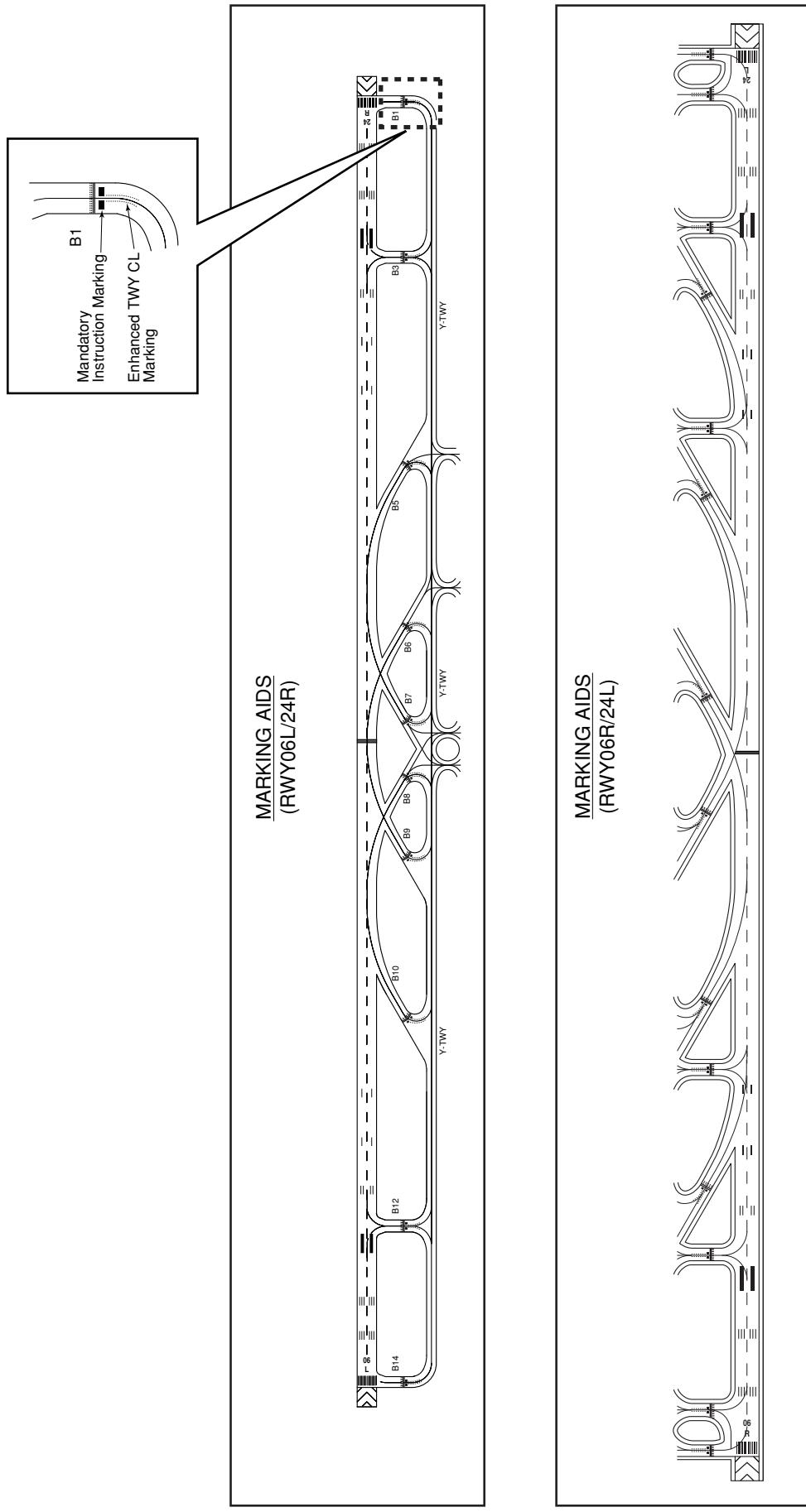
| | | |
|---|-------------------------------------|---|
| 1 | Apron surface and strength | <p>Apron: From spot 1 to spot 41, from spot 101 to spot 111, from spot 201 to spot 215 Surface: Cement-concrete, Strength: PCN 110/R/C/X/T From spot 80 to spot 90 Surface: Cement-concrete, Strength: PCN 91/R/B/X/T 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</p> <p>ACFT stand taxilane N1 - N3, J1(FM N1 to N3) : Width:30m</p> <p>Apron taxiway L(FM E9 to A14) Minimum separation distance from center line of apron taxiway on apron to object: 50.5m(166ft).</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>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).</p> |
| | | <p>Apron for rotor craft: Surface: Asphalt-concrete, Strength: PCN 11/F/B/Y/T</p> <p>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</p> |
| 2 | Taxiway width, surface and strength | <p>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</p> <p>TWY A1, A14 Width: 30m, Surface: Cement-concrete, Strength: PCN 130/R/C/X/T</p> <p>TWY P(BTN A1 and 94m NE of A1) Width: 18m, Surface: Asphalt-concrete, Strength: PCN 19/F/B/X/T</p> <p>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</p> <p>TWY B1 Width: 37m, Surface: Cement-concrete, Strength: PCN 100/R/B/X/T</p> <p>TWY B3, B12 Width: 37m, Surface: Asphalt-concrete, Strength: PCN 110/F/A/X/T</p> <p>TWY B14 Width: 33.5m, Surface: Cement-concrete, Strength: PCN 100/R/B/X/T</p> |

| | | |
|---|-------------------|--|
| | | <p>TWY W6 - W9, Z(BTN J4 and W6) Width: 30m, Surface: Asphalt-concrete, Strength: PCN 130/F/A/X/T</p> <p>TWY Z(BTN J4 and spot 256) Width: 30m, Surface: Asphalt-concrete, Strength: PCN 75/F/A/X/T</p> |
| 3 | ACL and elevation | Not available |
| 4 | VOR checkpoints | Not available |
| 5 | INS checkpoints | <p>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 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 </p> |

| | | | |
|---|---------|--|--|
| | | 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 | <p>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</p> <p>TWY: ALL TWY (Marking): TWY CL, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT</p> <p>TWY: TWY A1 - A14, B1, B3, B5 - B10, B12 and B14 (Marking): RWY HLDG PSN, Mandatory instruction, Enhanced TWY CL (LGT): RWY guard LGT</p> <p>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</p> |
| 3 | Stop bars | <p>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</p> <ol style="list-style-type: none"> 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 |



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.)

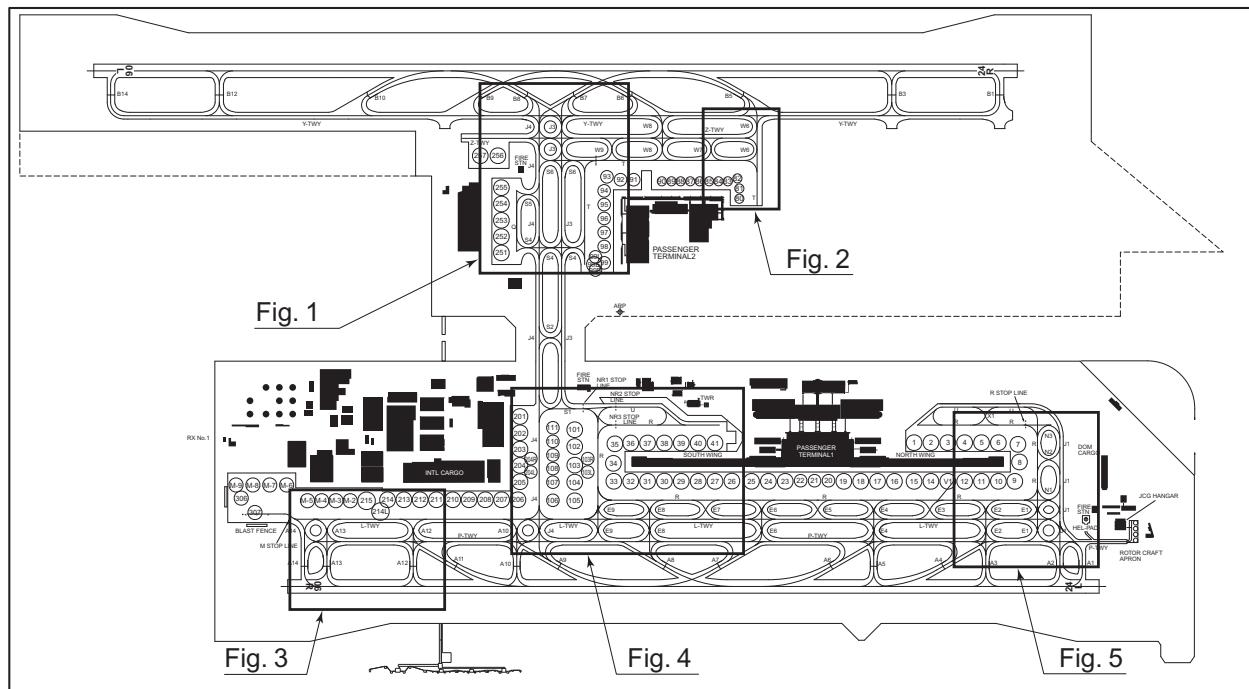


Fig. 1

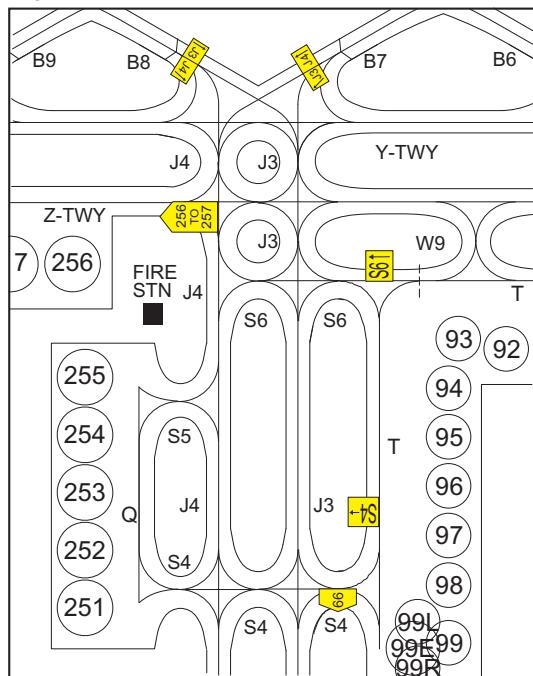


Fig. 2

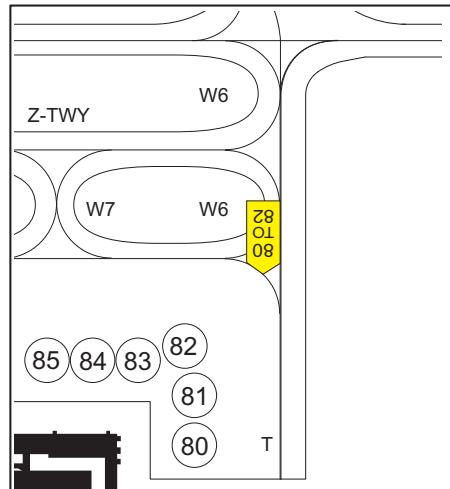


Fig. 3

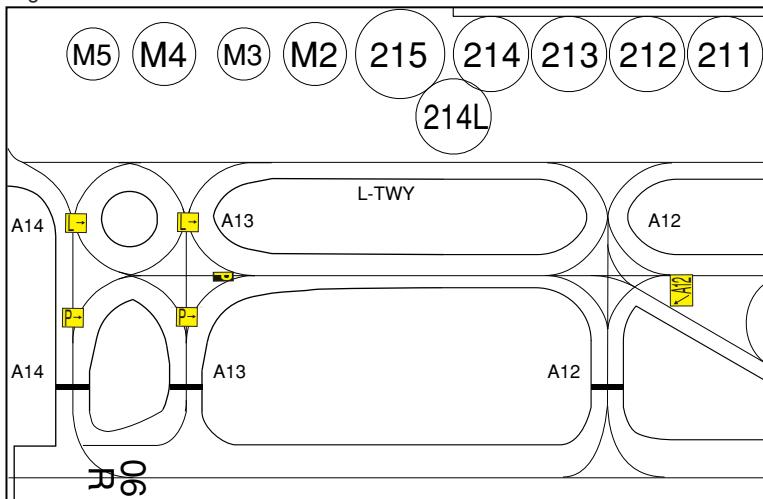


Fig. 4

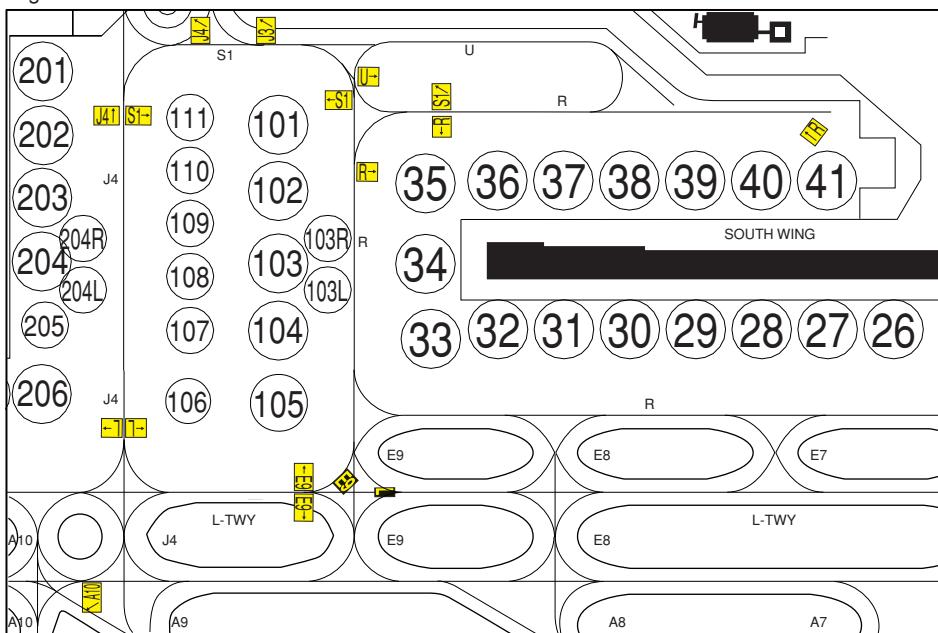
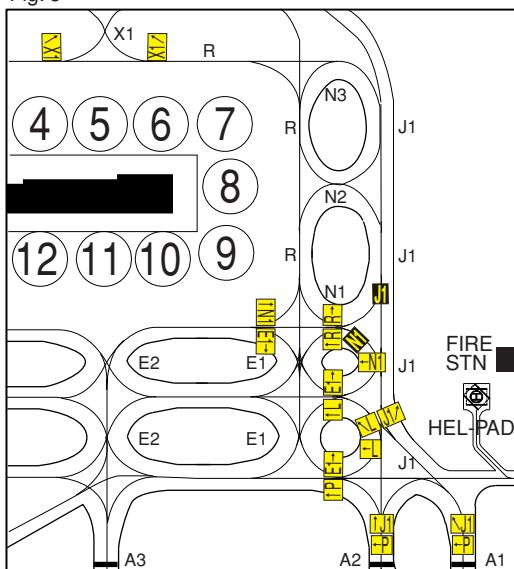


Fig. 5



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 | | | |

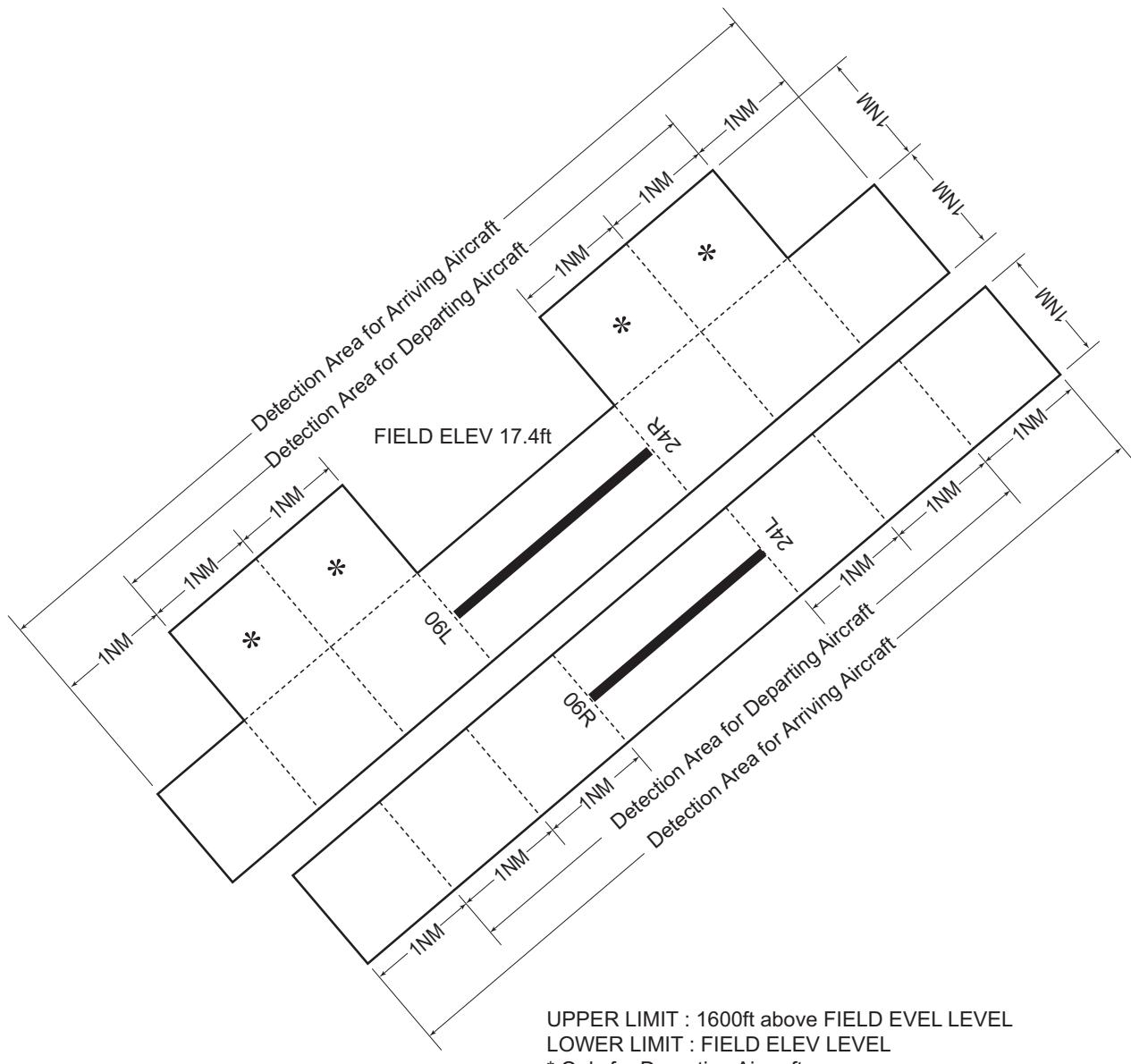
2. In circling area and at AD

| 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° | 3500x60 | 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° | 3500x60 | 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° | 4000x60 | 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° | 4000x60 | 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 | 3620x300 | 240 x 300 | | First 100 m (300ft) of RWY06R Surface: Cement-concrete Strength: PCN 130/R/C/X/T RWY grooving: 3300mx40m | |
| See below figure | 3620x300 | 240 x 300 | | First 100 m (300ft) of RWY 24L Surface: Cement-concrete Strength: PCN 130/R/C/X/T RWY grooving: 3300mx40m | |
| See below figure | 4120x300 | 240 x 300 | | First 96.5m of RWY06L Surface: Cement-concrete Strength: PCN 100/R/B/X/T RWY grooving: 3803.5mx40m | |
| See below figure | 4120x300 | 240 x 300 | | First 100m of RWY 24R Surface: Cement-concrete Strength: PCN 100/R/B/X/T RWY grooving: 3803.5mx40m | |
| RWY06R | | | RWY24L | | |
| | | | | | |
| RWY06L | | | RWY24R | | |
| | | | | | |

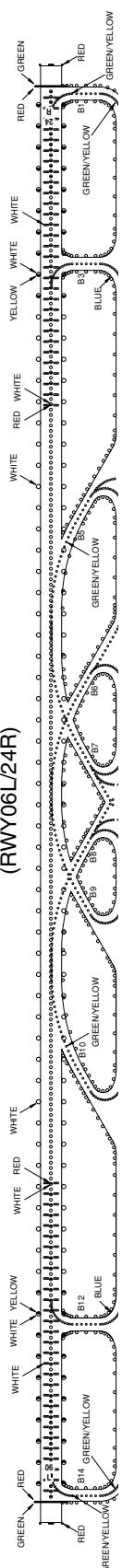
RJBB AD 2.13 DECLARED DISTANCES

| 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 |

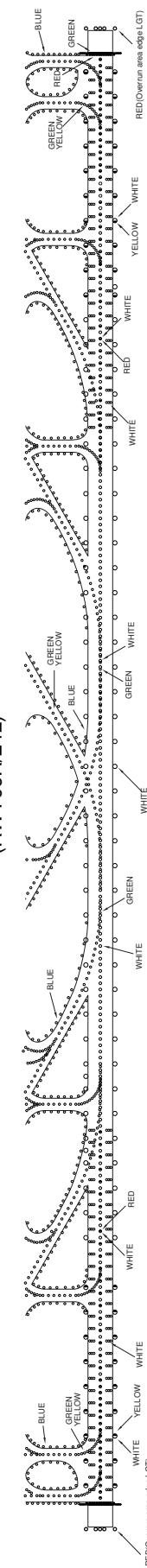
RJBB AD 2.14 APPROACH AND RUNWAY LIGHTING

| 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)



LIGHTING AIDS
(RWY06R/24L)



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 | 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 | | KANSAI RADAR KANSAI DEP En | |

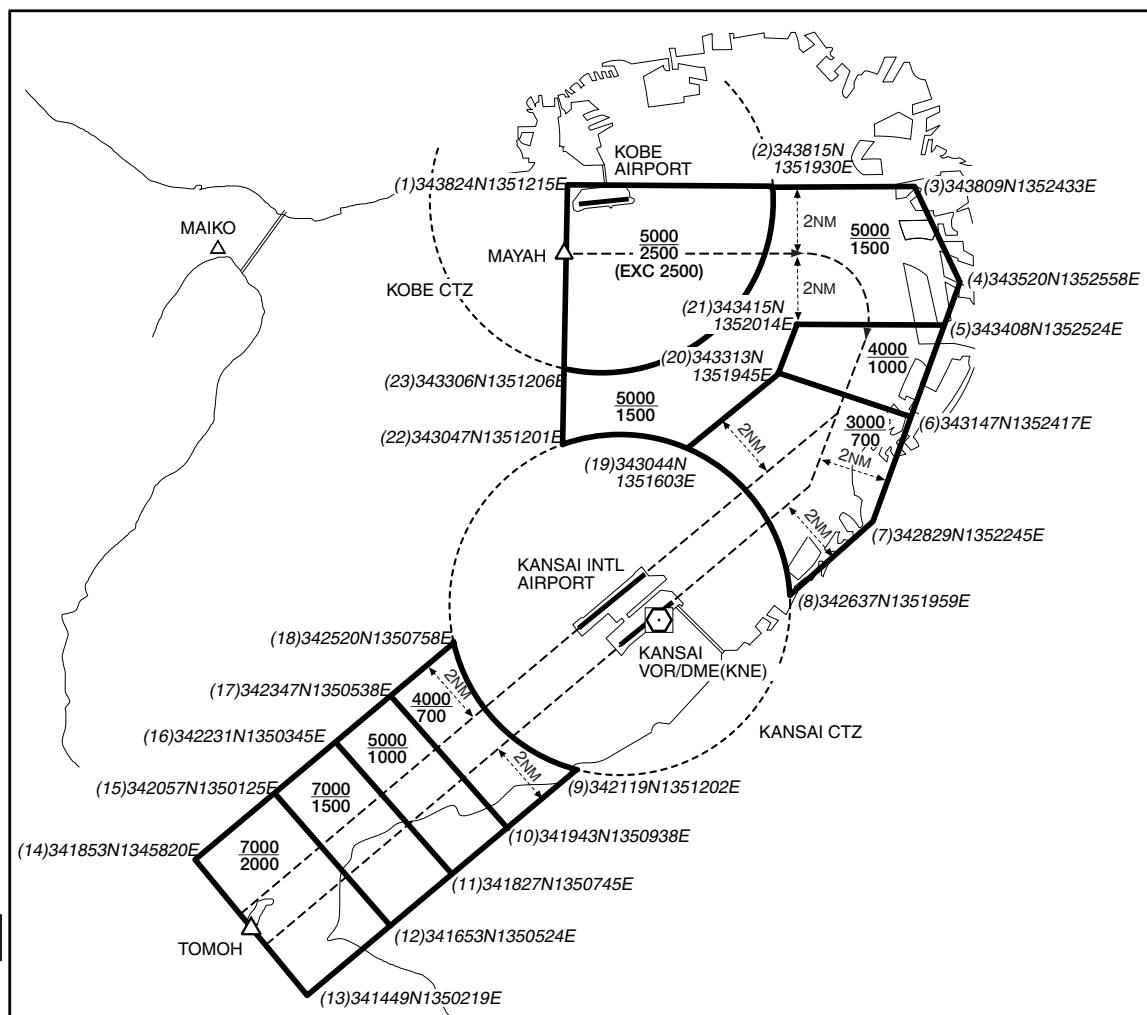
| Designation and lateral limits | | Vertical limits (ft) | Airspace classification | ATS unit call sign Language | Remarks |
|--------------------------------|--|-----------------------|-------------------------|--|----------------|
| 1 | | 2 | 3 | 4 | 6 |
| KANSAI PCA | 3.The airspace bounded by the 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

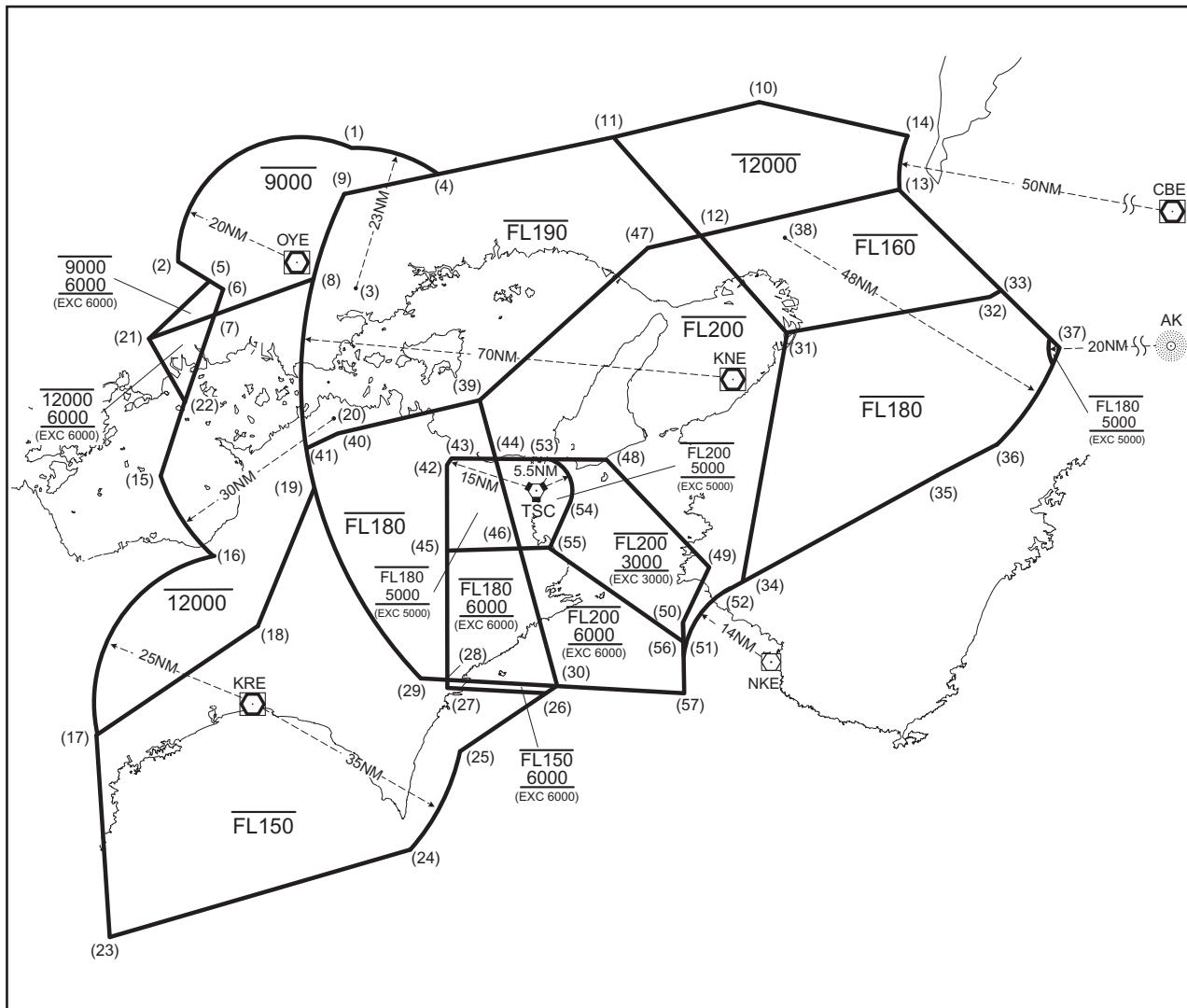
| NAME | LATERAL LIMITS | UPPER LIMIT (AMSL) ----- LOWER LIMIT (AMSL) M(ft) | UNIT PROVIDING SERVICE | REMARKS |
|--------|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Kansai | The area shown on the below attachment. | | Primary: Kansai APP Kansai Radar 125.5-120.25 258.3 Secondary: Kansai Tower 118.2-126.2 236.8 | 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

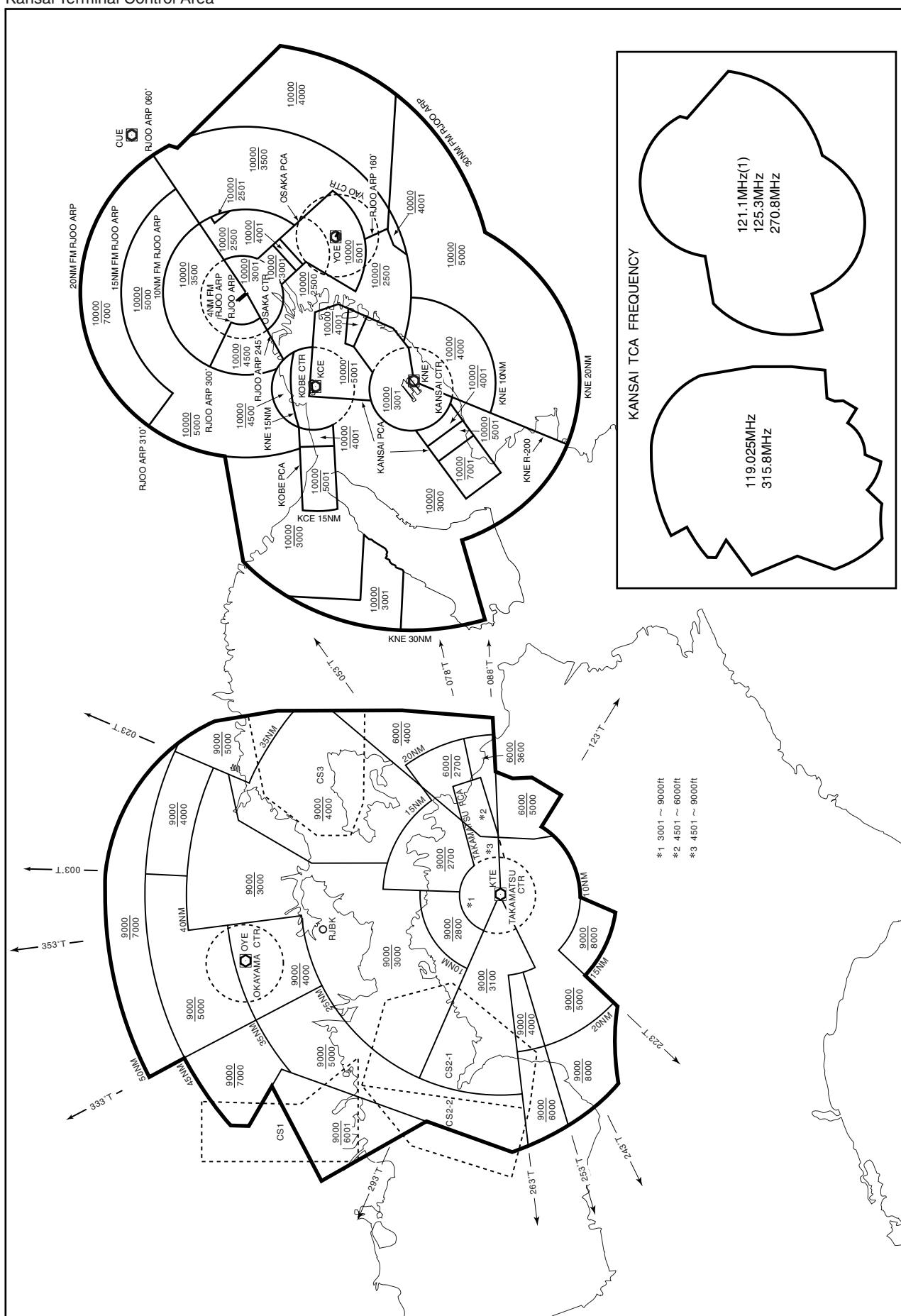


関西進入管制区
Kansai Approach Control Area



Point list

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

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

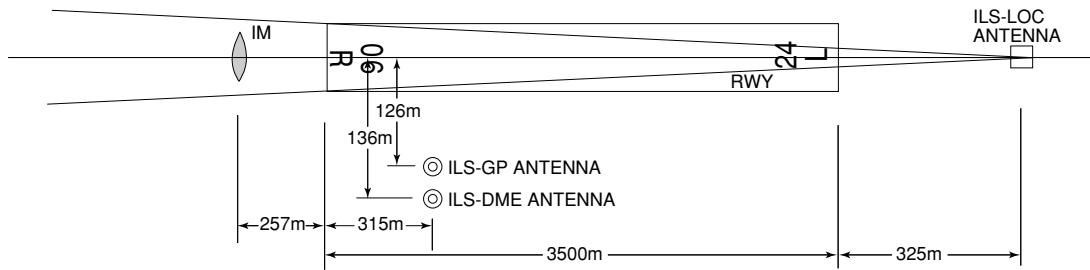
RJBB AD 2.18 ATS COMMUNICATION FACILITIES

| 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 | |

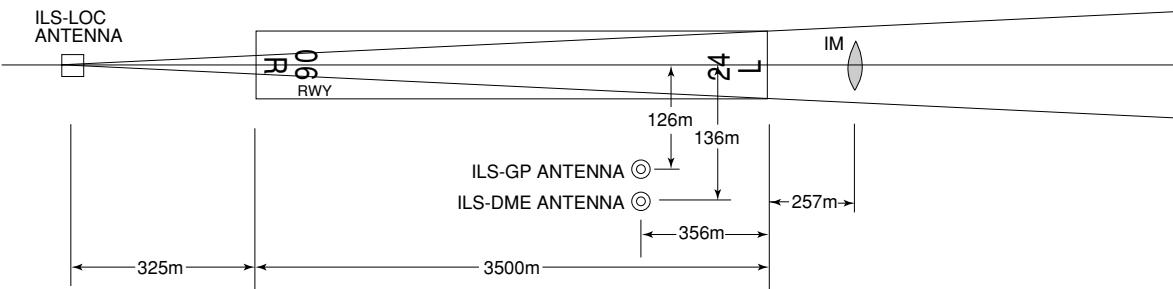
RJBB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| 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. |

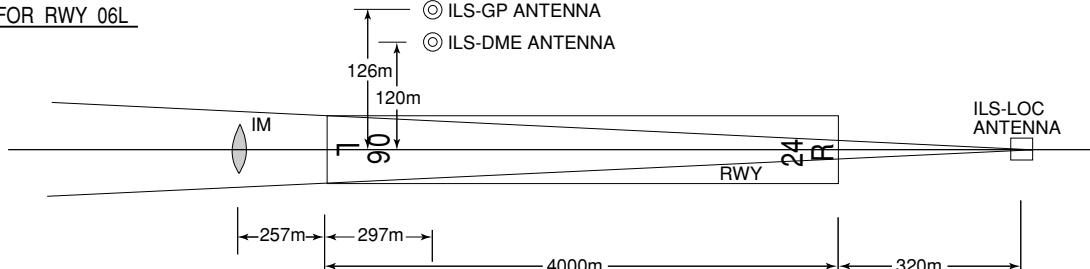
| Type of aid (VOR declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|-------------------------------------|-----|--------------------|-----------------------|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 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

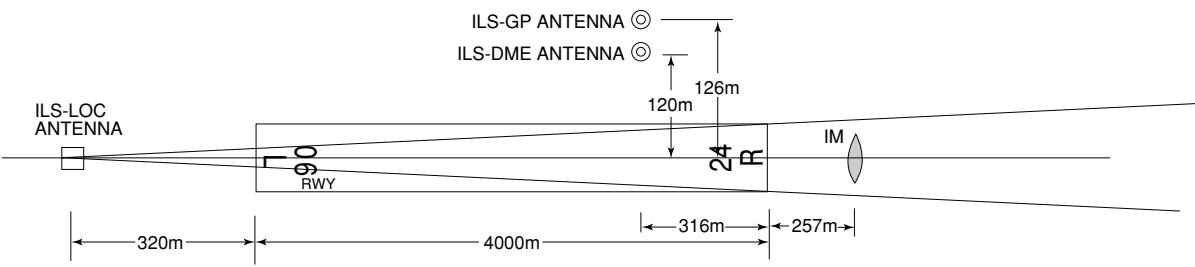
REMARKS : 1. LOC beam BRG(MAG) 058°
 2. HGT of ILS REF datum 16.5m (54ft)
 3. GP Angle 3.0°
 4. ELEV of ILS-DME 8.7m (29ft)

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 この空港の利用について <p>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。</p> <p>1.1.2 到着機は、RNAV1 による飛行を推奨する。</p> <p>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。</p> <p>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。</p> | 1.1 On use of this airport <p>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.</p> <p>1.1.2 Arriving aircraft is requested to have approvals for RNAV1.</p> <p>1.1.3 Arriving aircraft without approvals of RNAV1 is prohibited from operating between 1400UTC and 2330 UTC.</p> <p>1.1.4 "ILS Y or LOC Y RWY24L" is used only for the following cases: (1) Aircraft encountered 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.</p> |
| 1.2 管制方式 <p>1.2.1 出発機 出発機は次に掲げる方式に従うこと。</p> <p>(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</p> <p>(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。</p> <p>(3) インターセクション・ディバーチャー a) AD1.1.6.3.2(2)B に記載されている出発機間の管制間隔(ヘビ一機に後続するミディアム機またはライト機間、ミディアム機に後続するライト機間は 3 分間)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。3 分間の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。</p> | 1.2 ATC Procedures <p>1.2.1 Departing aircraft Departing aircraft shall comply with the following procedures.</p> <p>(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</p> <p>(2) Taxi Aircraft taxiing 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 Taxiing guide lines and parking areas.</p> <p>(3) Intersection departure a) Separation for departure as in AD1.1.6.3.2(2)B (3 minutes for MEDIUM or LIGHT aircraft behind HEAVY aircraft, LIGHT aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from TWY A2 or A13. Aircraft requiring separation of 3 minutes shall advise "KANSAI GROUND/TOWER" accordingly.</p> |

| | | | | | |
|--------------------------------------|--------------------------------------|---|--|------------------------|---|
| b) 各インターフェクションディバ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) EVERETT 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) EVERETT 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EVERETT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 applicable 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 EVERETT 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 EVERETT 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 EVERET. 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 EVERET 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 EVERET 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 EVERET 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 EVERET 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 EVERET 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 EVERET 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

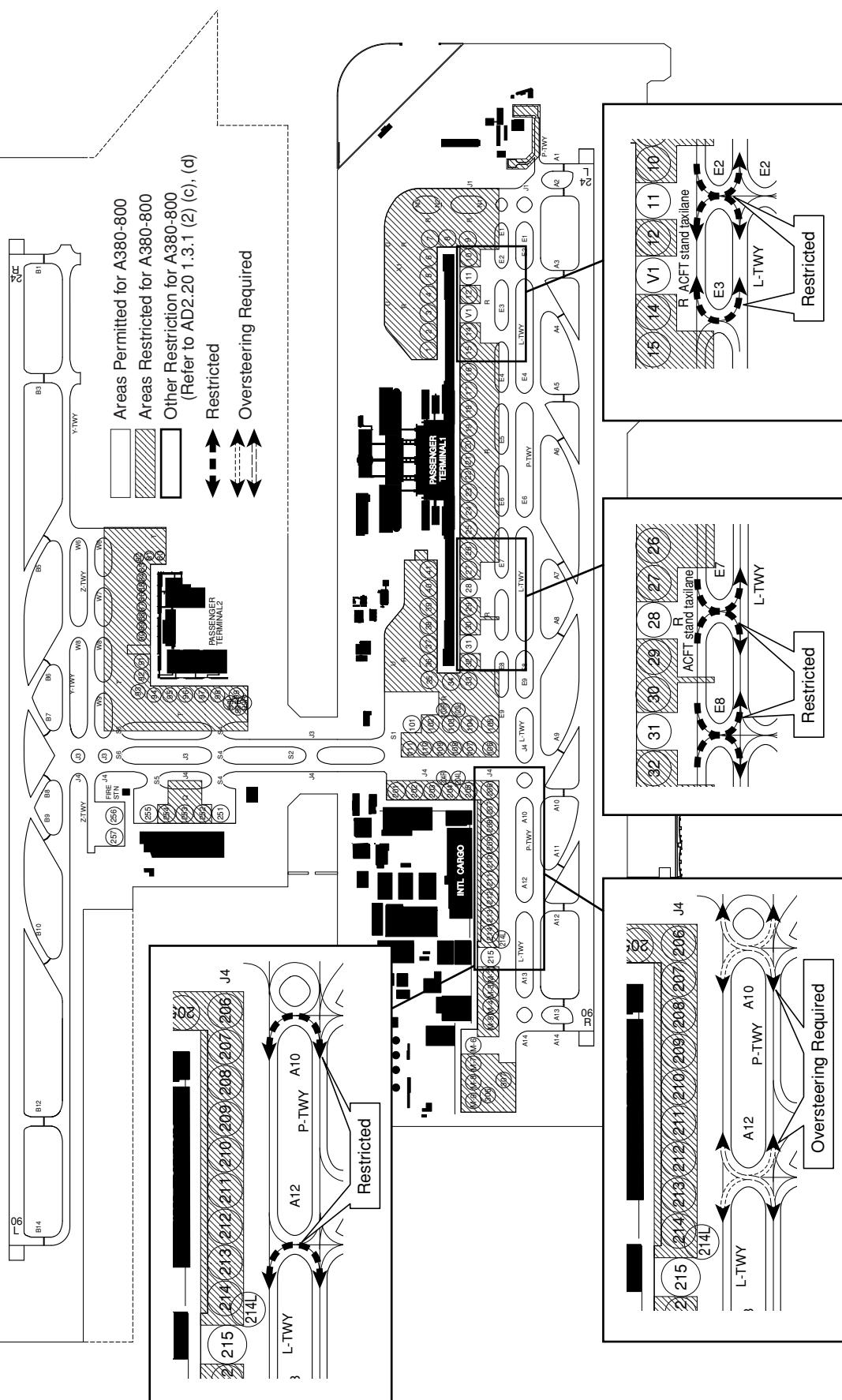
翼幅 65m 以上の R スポット誘導経路を使用する航空機の運航者及び、翼幅 70m 以上の Q 及び T スポット誘導経路を使用する運航者は、当該機と作業車両との間の安全クリアランスを確保するため、空港管理者と調整すること。

(3) Parking stands

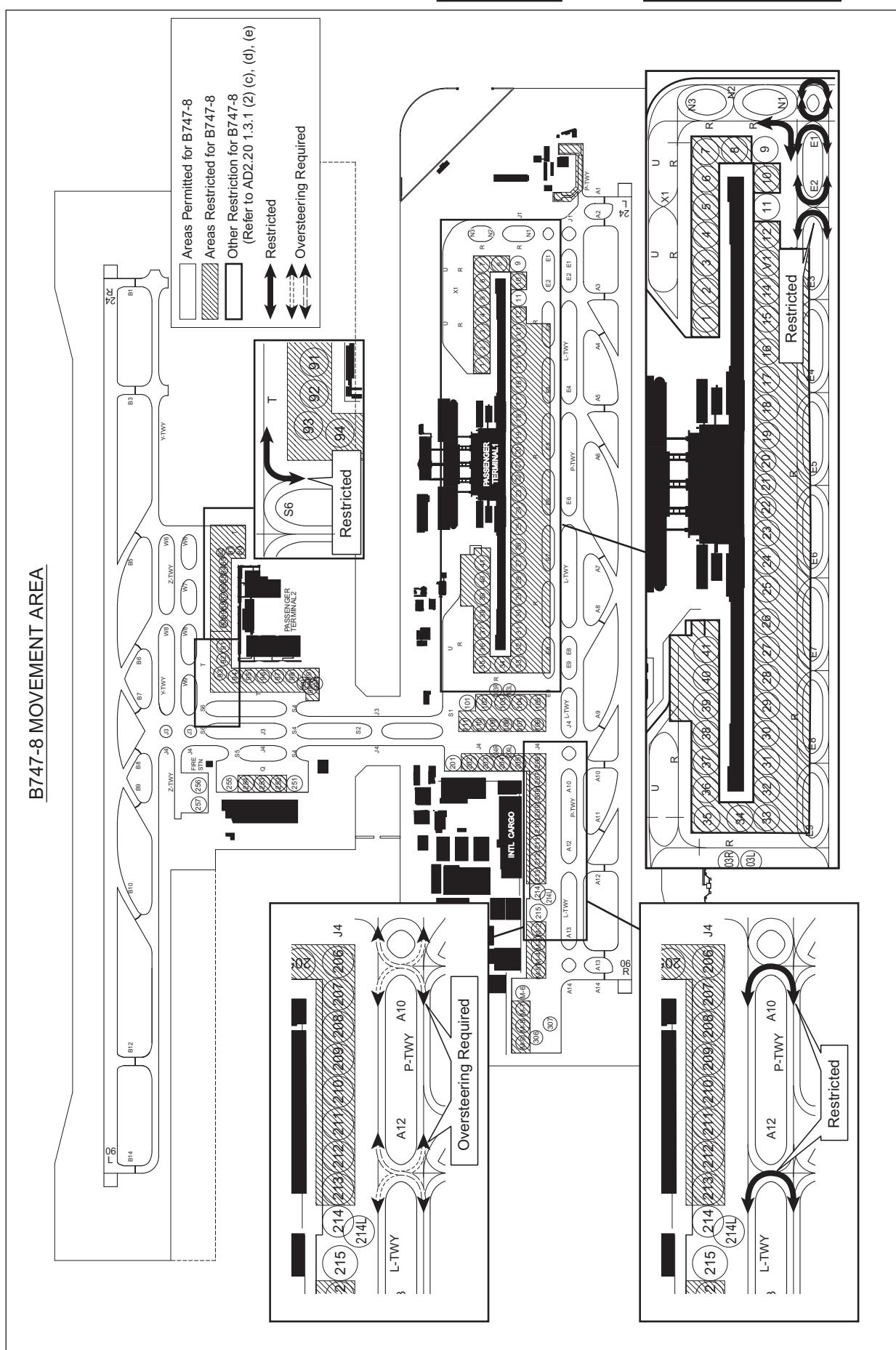
- (a) Parking stands for A380-800 are 11, V1, 28, 31, 101, 215, 251, 255, 256, 257 and M6. In addition, on parking stand 101, use the broken lead-in line.
- (b) Parking stands for B747-8 are 9, 11, 101, 201, 214L, 215, 251, 255, 256, 257 and M6.

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

B747-8 MOVEMENT AREA



1.4 惡助動力装置(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、blast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.

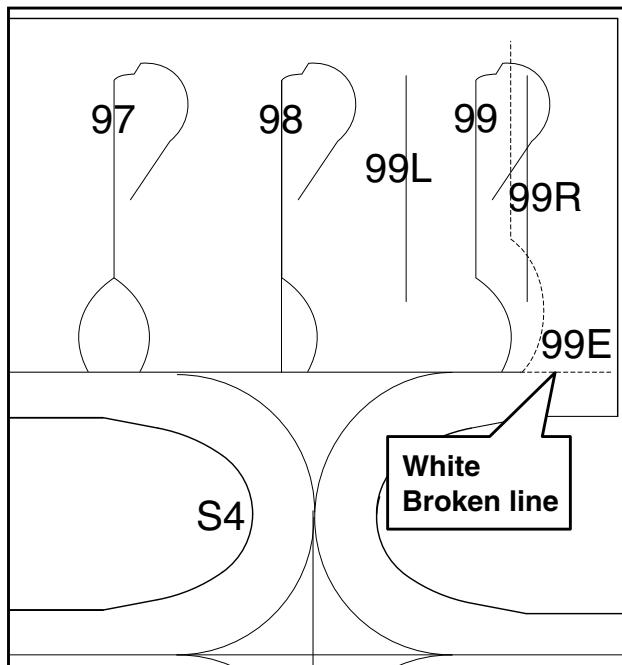
(4) ジェットblastによる影響の回避及び翼端クリアランス確保のため、スポット 80、82、84、86、88 及びスポット 90 から 99 までにおける自走アウトは、次のように従うこと。

- a) 自走アウトは、A320 型機に限ること。
- b) 自走アウト時は、blast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ズレ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

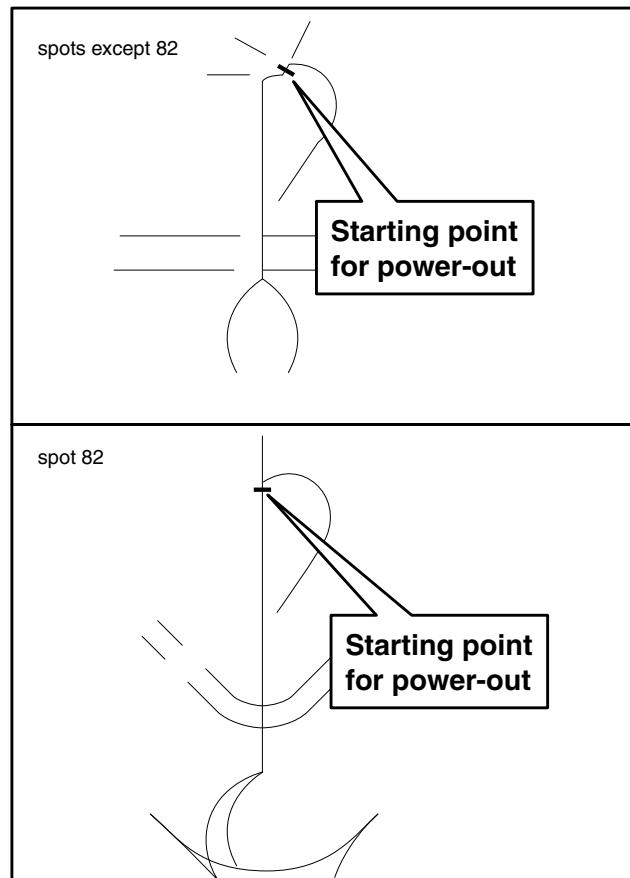
(4) In order to avoid jet blast damage and ensure wingtip clearance, operators shall comply with the following power-out procedure on spot 80, 82, 84, 86, 88 and 90 through 99.

- 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. Noise Abatement Operating Procedures (See AIP AD1.1 6.5) |
| 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。 | 1.1 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) 離陸について なし | i) For take-off Nil |
| ii) 着陸について（滑走路 06R/06L） | ii) For landing to RWY 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 | a) Delayed Flap Approach Procedure Extend final landing flaps after leaving 1,500feet. |
| b) 2500 フィート通過後、脚下げを行うこと | b) Make gear down after leaving 2,500 feet. |
| iii) リバース・スラストについて なし | iii) Reverse Thrust Nil |
| 1.2 優先滑走路方式 なし | 1.2 Preferential Runways Procedures Nil |
| 1.3 優先飛行経路 なし | 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 | |
| Multi-Engine ACFT with TKOF ALTN AP FILED | 06R 06L 24R 24L | A, B, C D | 400m *200m **150m | 400m *200m | 400m *250m | 400m *250m | - 500m |
| | | | 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. Traectorized 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 |
|--|--|
| <ul style="list-style-type: none"> • 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) | <ul style="list-style-type: none"> • 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 |
| <ul style="list-style-type: none"> • 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) | <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • PALS 06R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL | (2) Lighting systems comprising; <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • PALS 06L (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL | (2) Lighting systems comprising; <ul style="list-style-type: none"> • 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

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)

1. Scheduled maintenance hours on the runway

Scheduled runway unserviceability due to runway and facilities maintenance (See NOTAM RJBB).

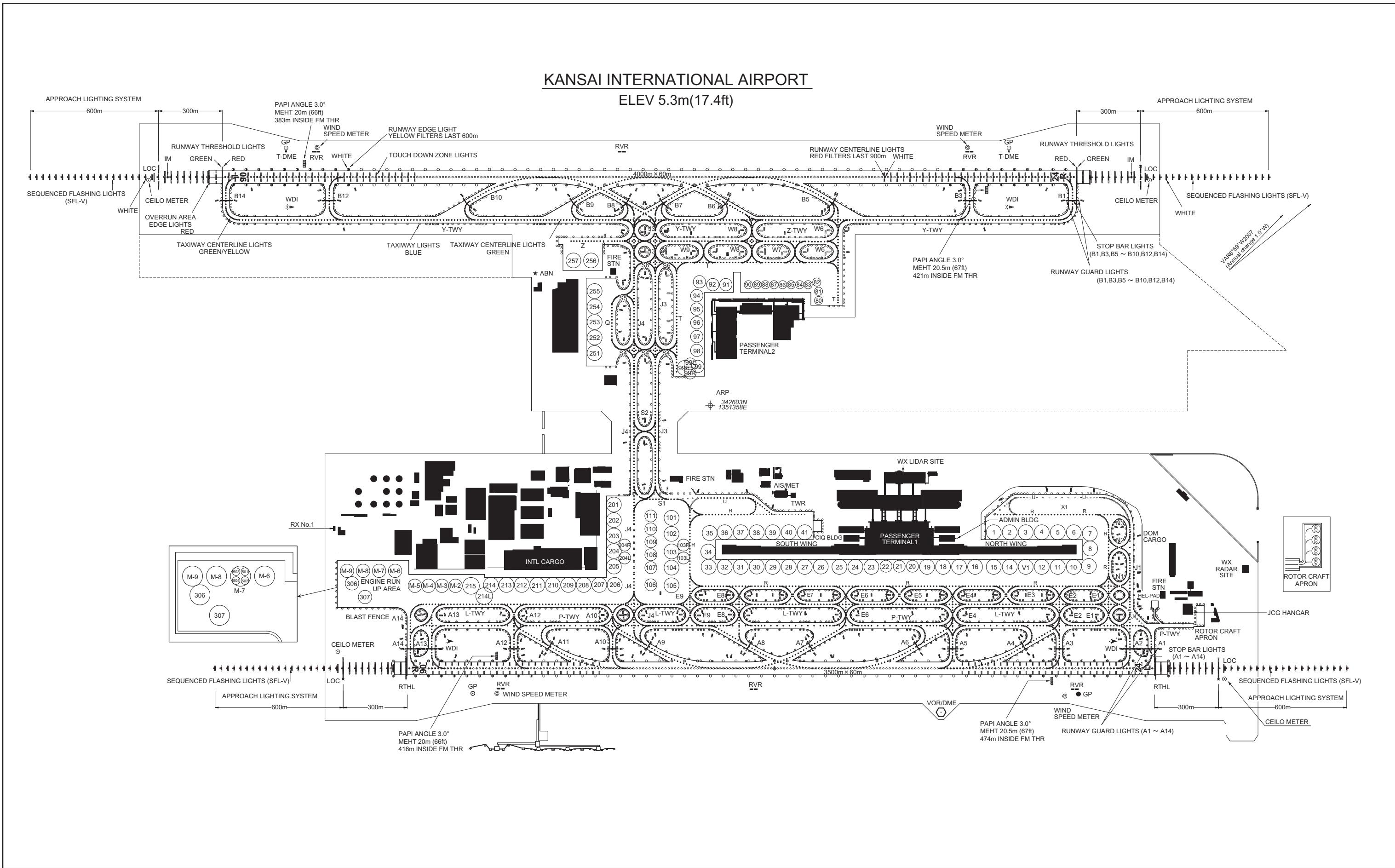
RJBB AD 2.24 CHARTS RELATED TO AN AERODROME

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)

INTENTIONALLY LEFT BLANK

AERODROME CHART

CHANGE : CEILO METER relocated.



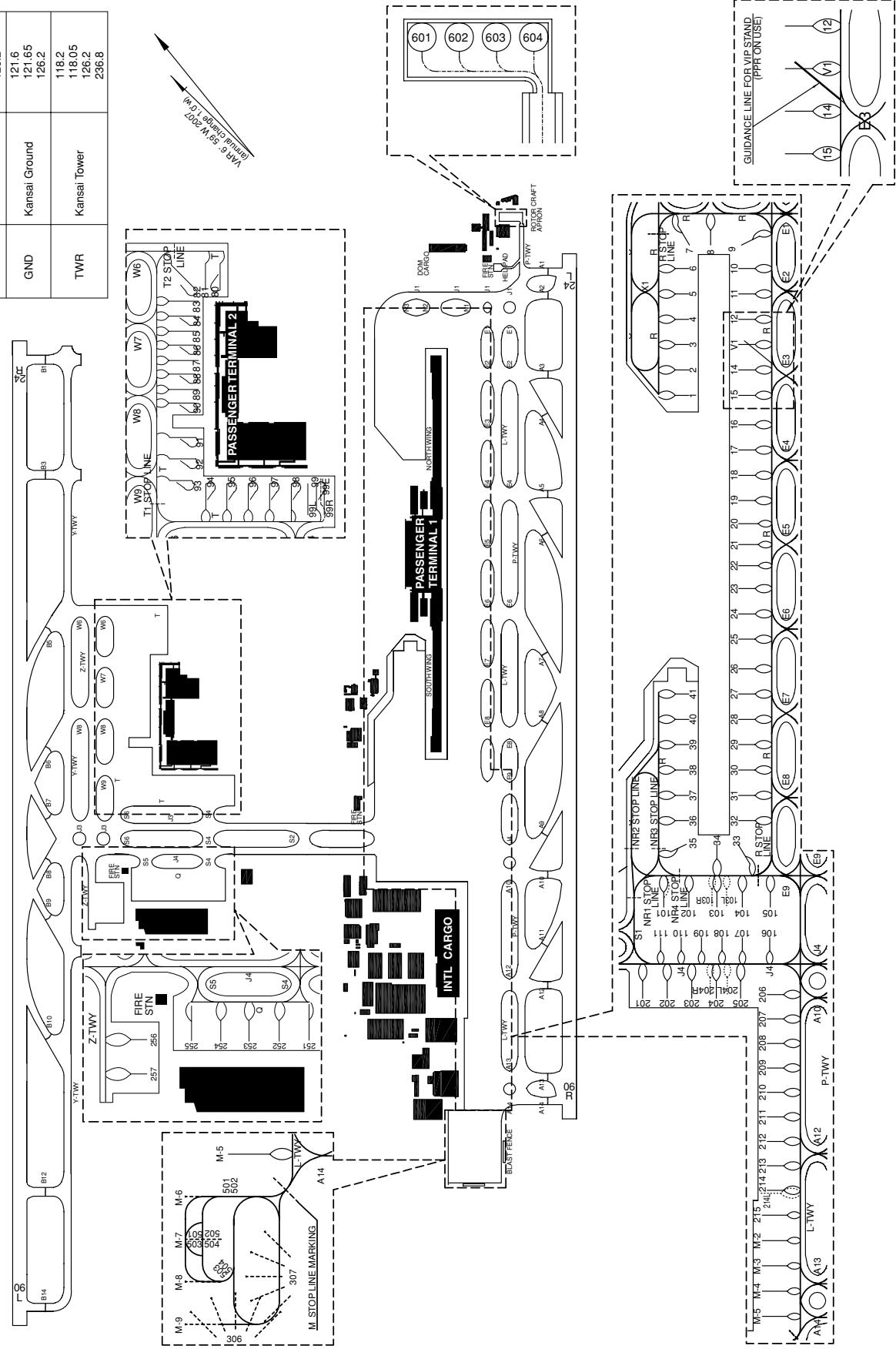
AD CHART

| Designation | Call Sign | Frequency (MHz) |
|-------------|---------------------|-----------------------------------|
| ATTIS | Kansai INTL Airport | 127.85 |
| DLVRY | Kansai Delivery | 121.9 126.2 |
| GND | Kansai Ground | 121.6 121.65 126.2 |
| TWR | Kansai Tower | 118.2 118.05 126.2 236.8 |

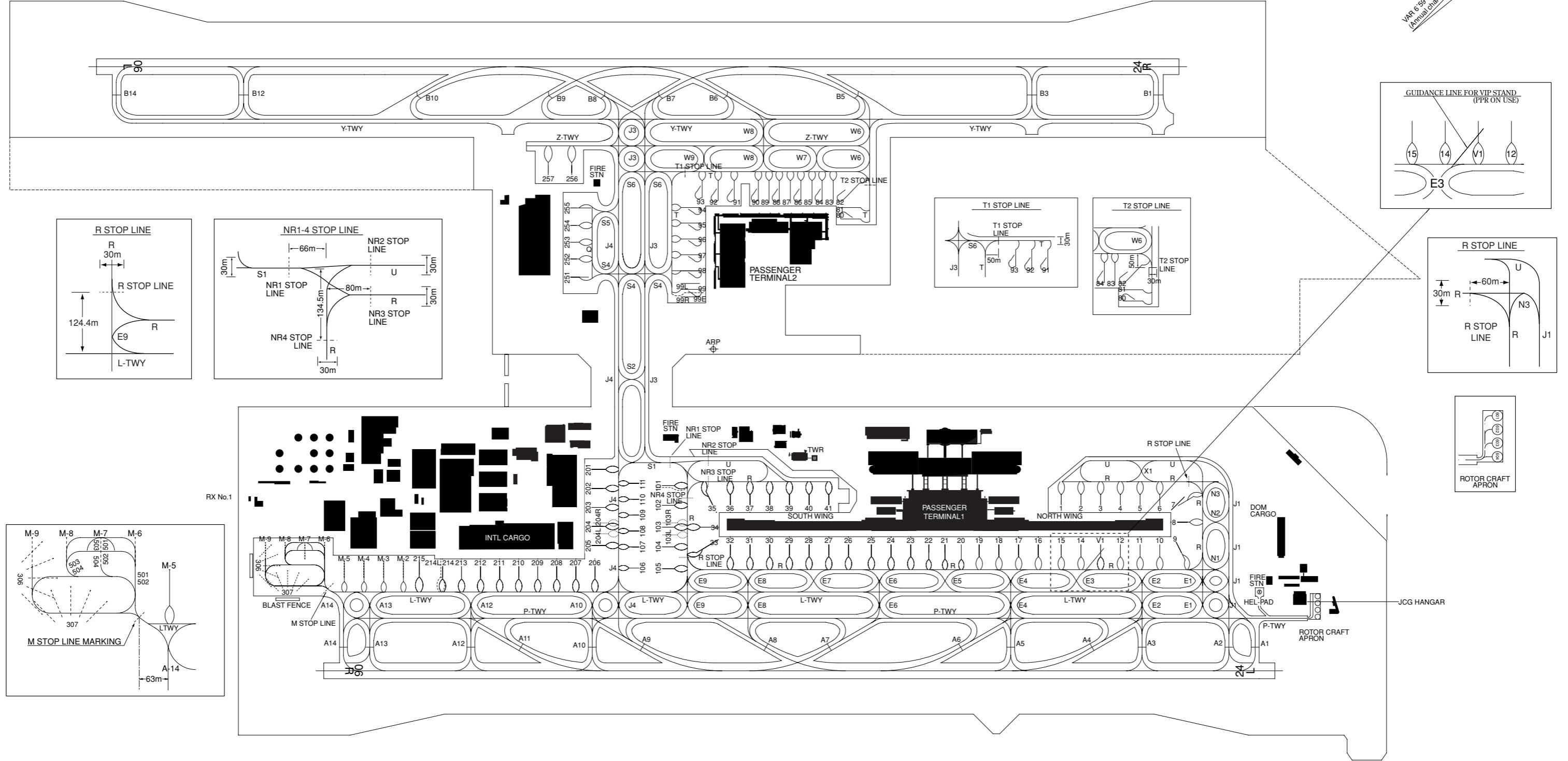
KANSAI INT'L AP

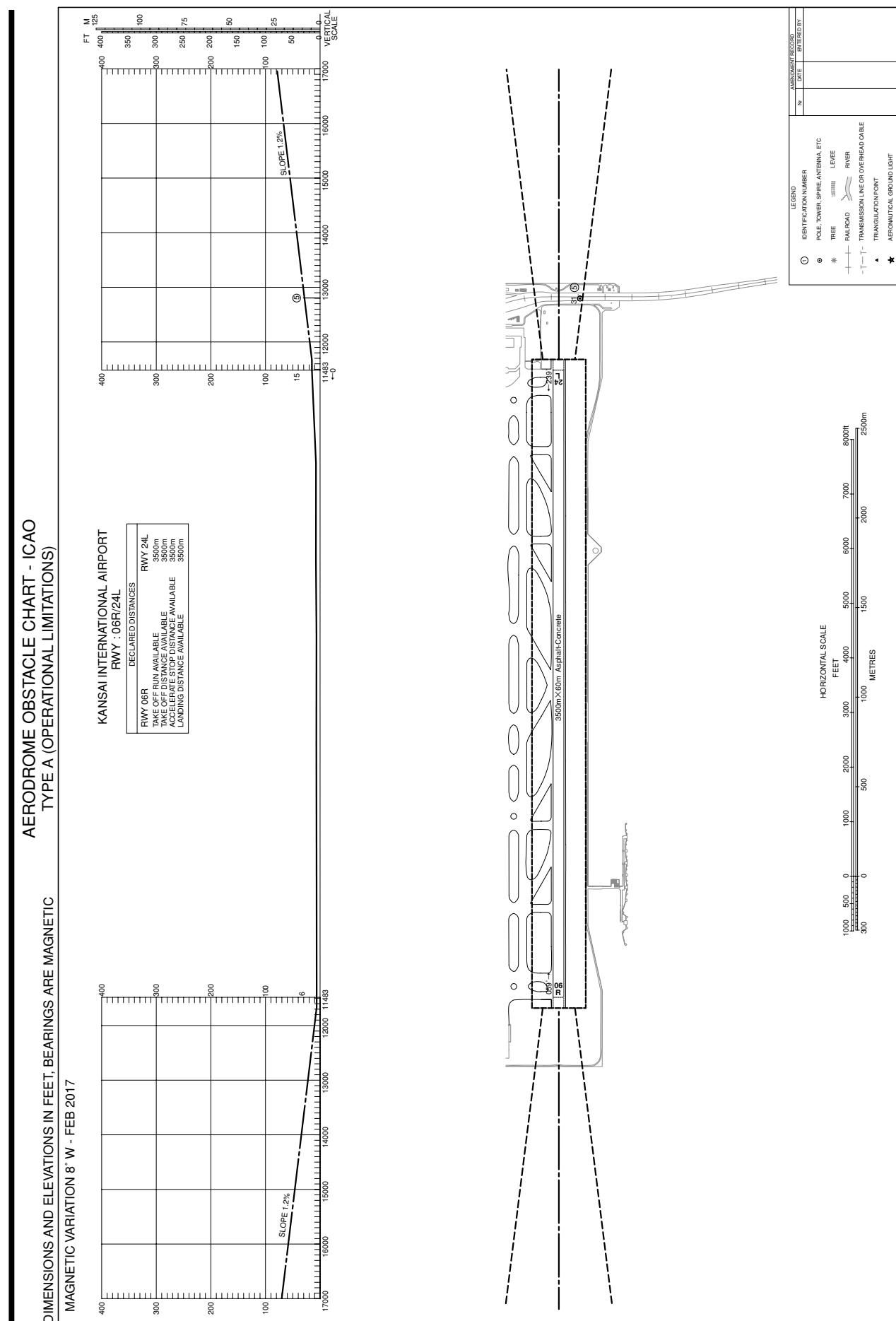
ELEV 5.3m(17.4ft)

RJBB / KANSAI INTL



TAXIING GUIDE LINES AND PARKING AREAS

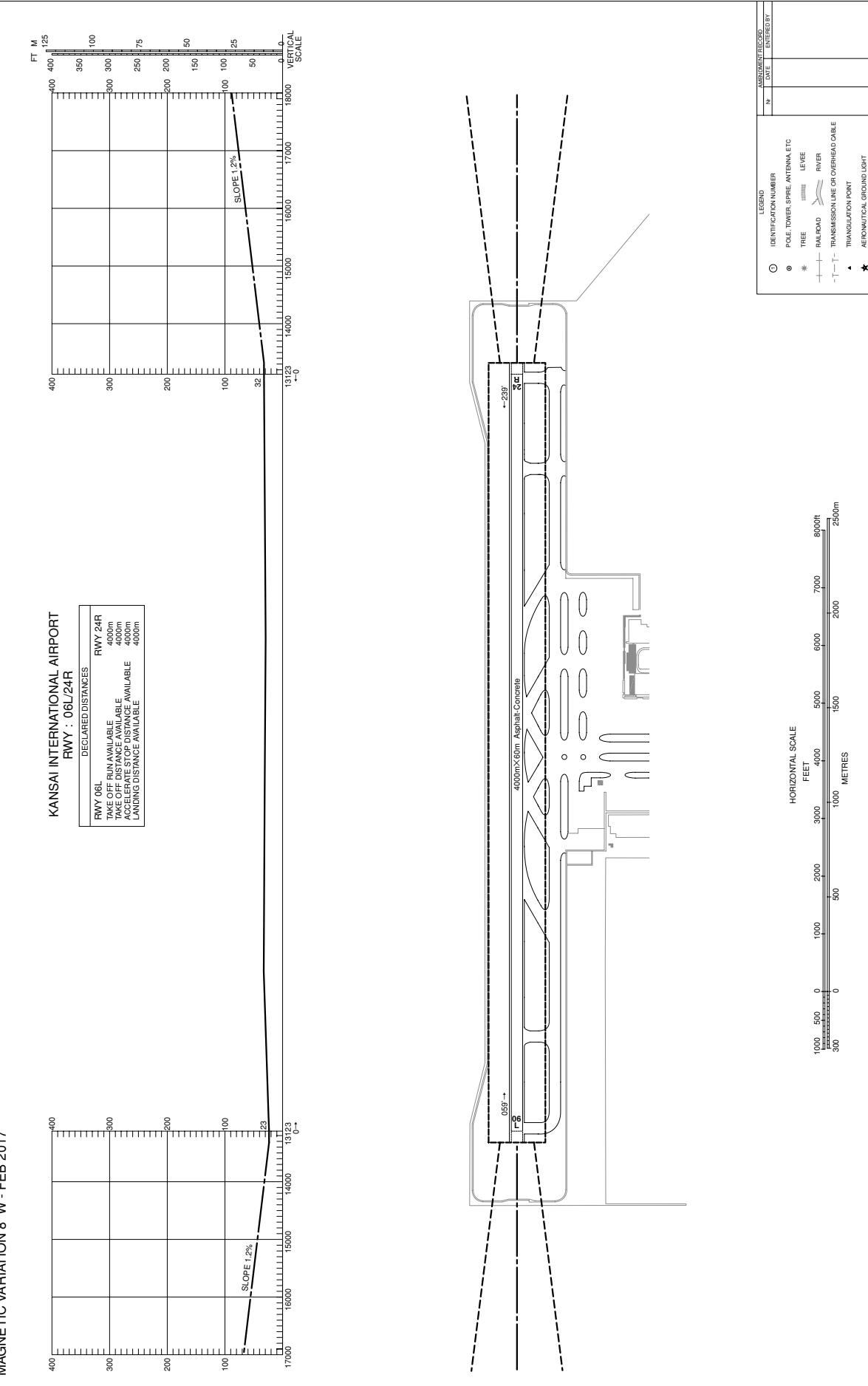




AERODROME OBSTACLE CHART - ICAC TYPE A (OPERATIONAL LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC

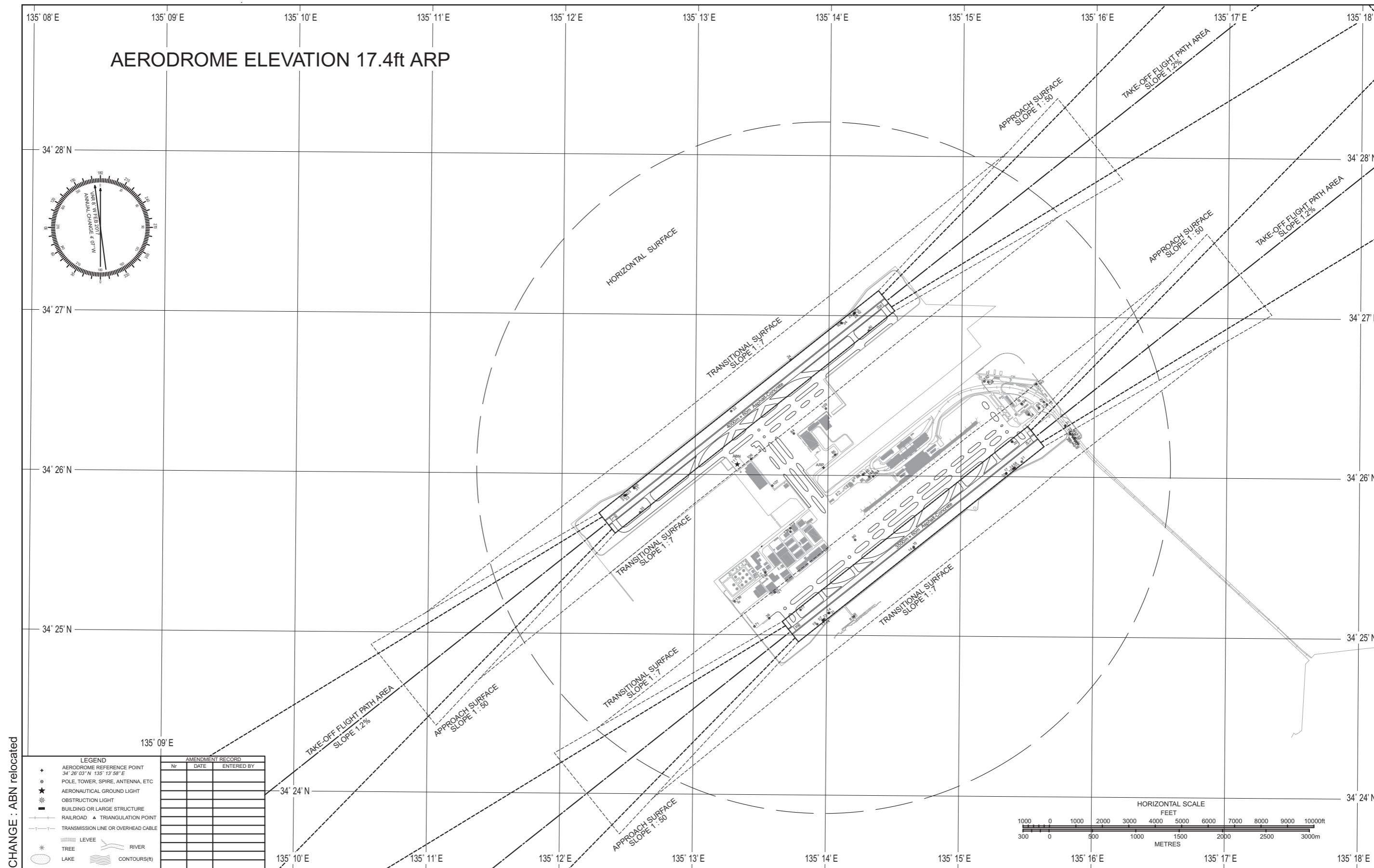
MAGNETIC VARIATION 8° W - FEB 2017

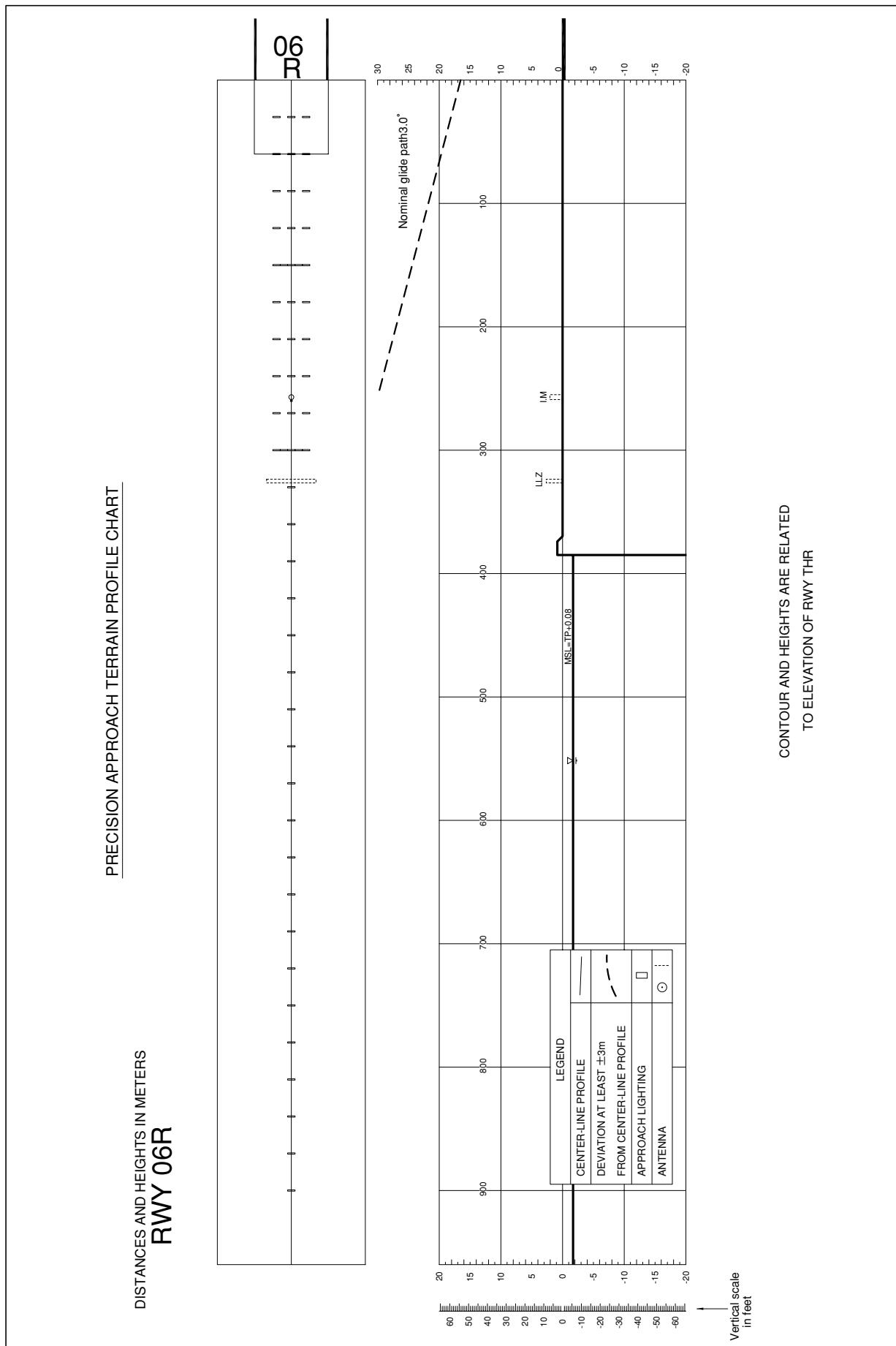


DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETICS

AERODROME OBSTRUCTION CHART TYPE B

AERODROME ELEVATION 17.4ft ARP

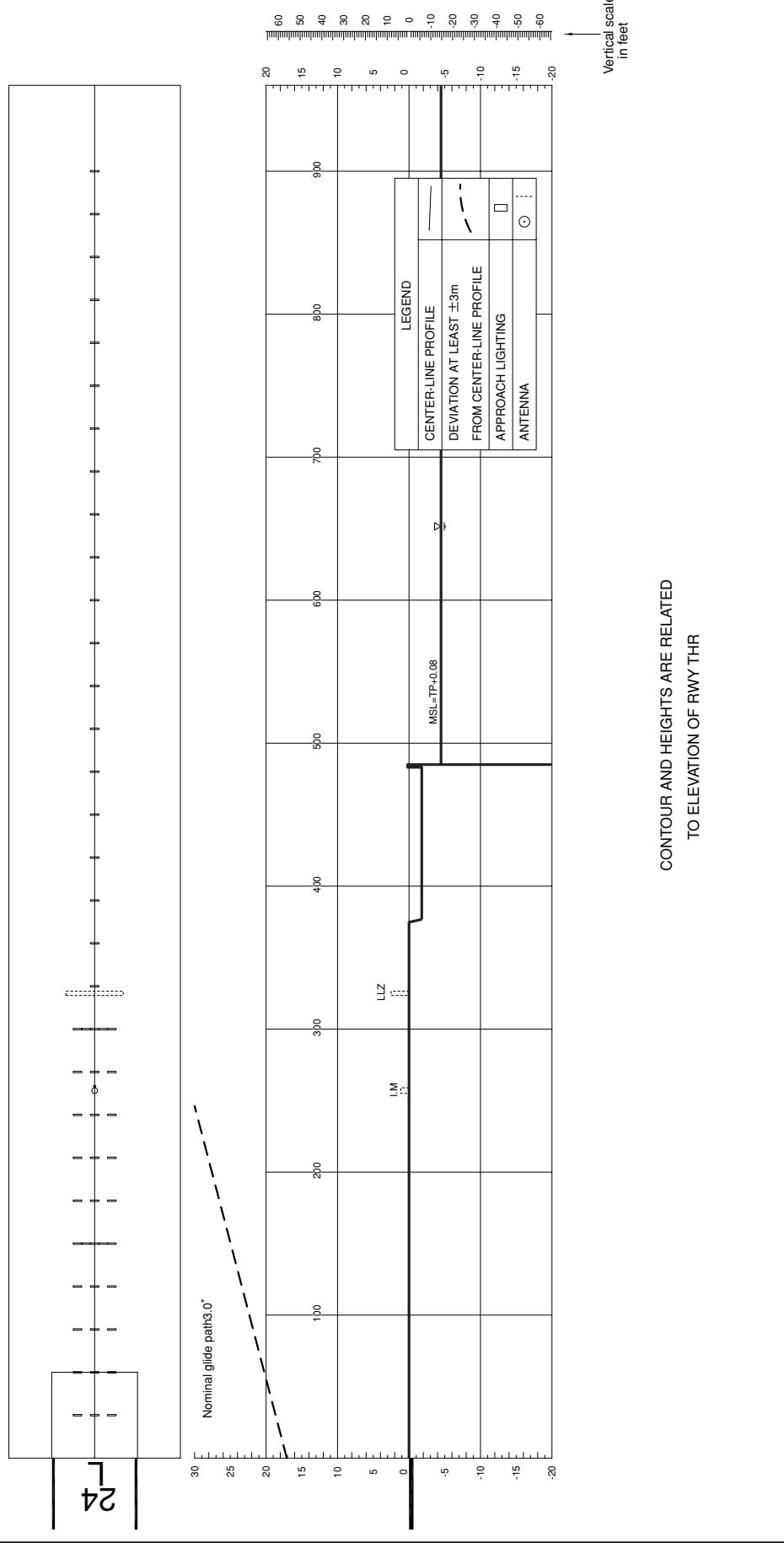




RWY 24L

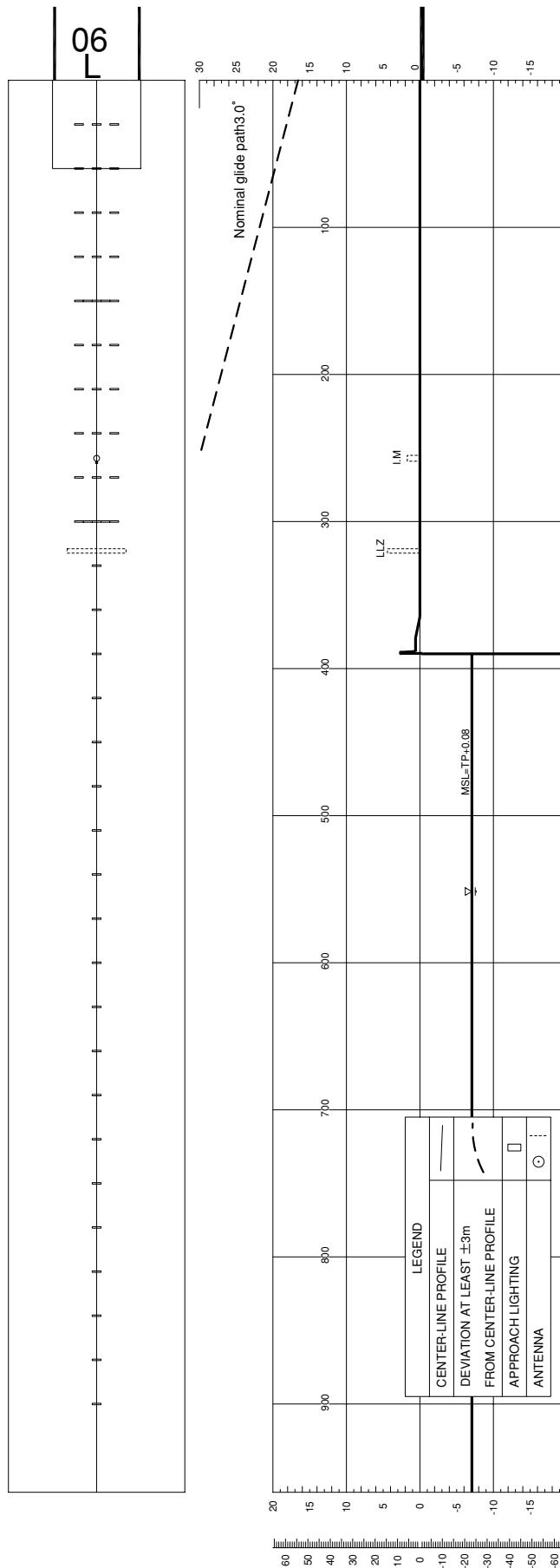
DISTANCES AND HEIGHTS IN METERS

PRECISION APPROACH TERRAIN PROFILE CHART



PRECISION APPROACH TERRAIN PROFILE CHART

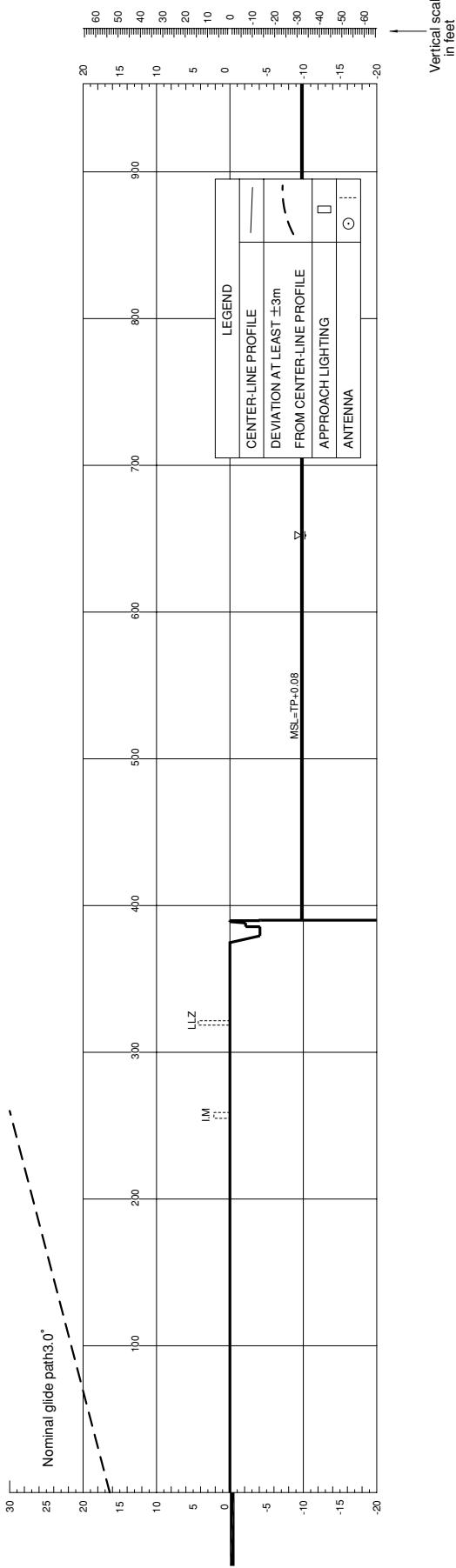
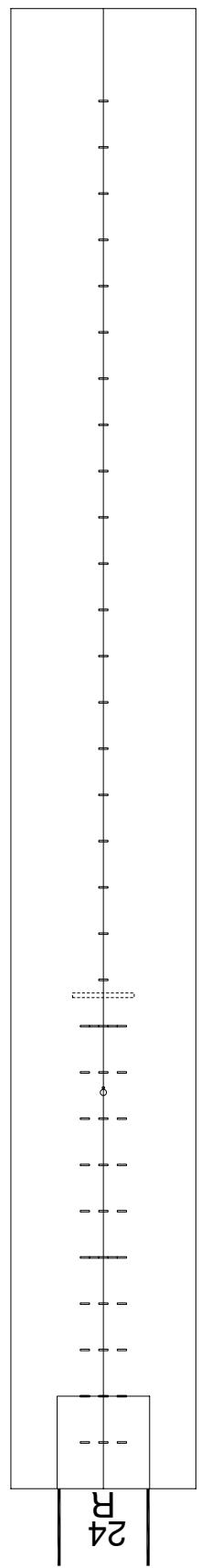
DISTANCES AND HEIGHTS IN METERS
RWY 06L



CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

PRECISION APPROACH TERRAIN PROFILE CHART

DISTANCES AND HEIGHTS IN METERS
RWY 24R



CONTOUR AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL

SID

MAIKO EIGHT DEPARTURE

RWY06R: Climb via KNE R052 to 3.5DME, turn left, via KCE R167 to intercept and proceed via YOE R279 to MAIKO.

Cross KNE R034 at or above 2500FT,...

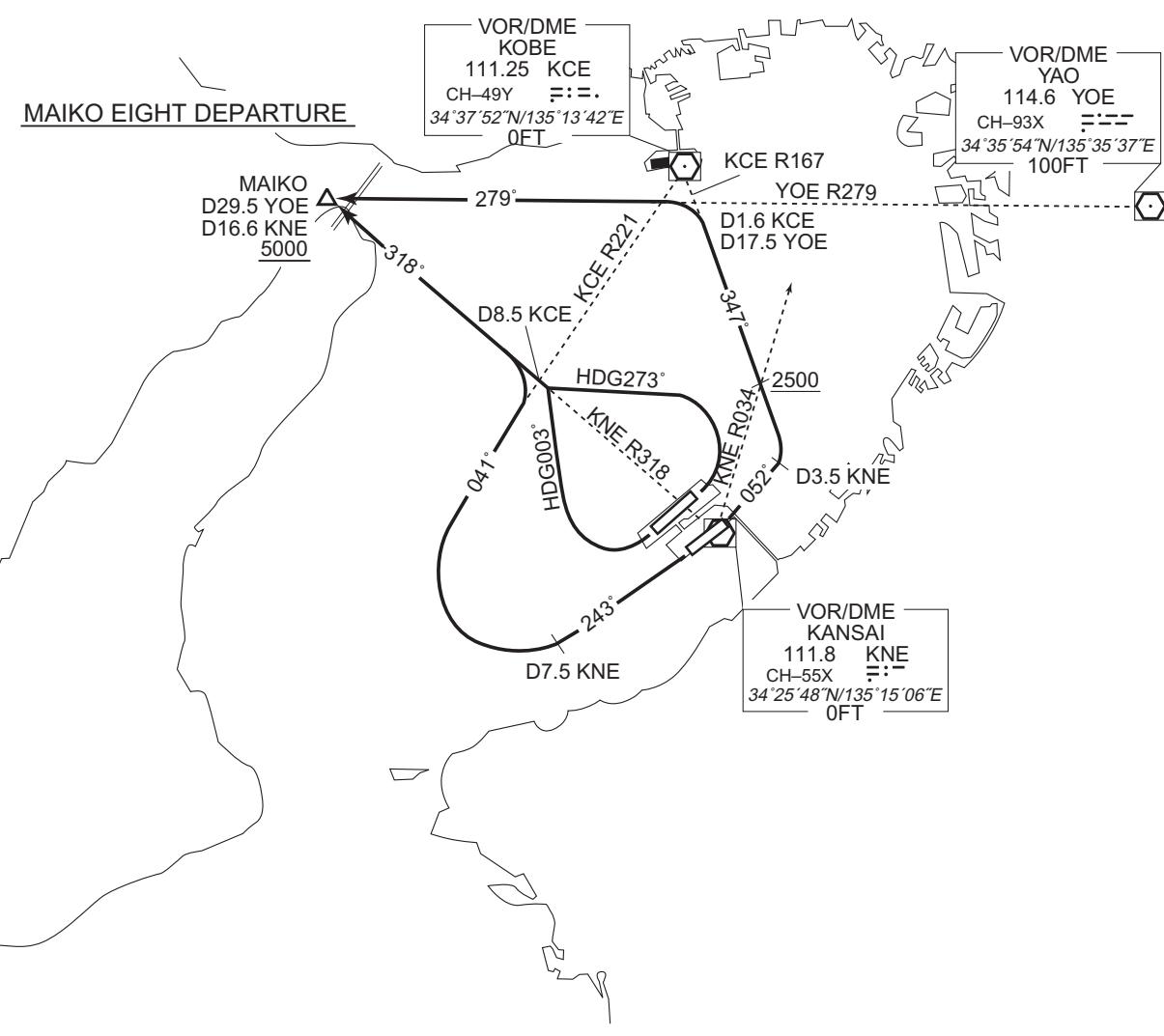
RWY06L : Turn left, climb on HDG273° to intercept and proceed via KNE R318 to MAIKO,...

RWY24R: Turn right, climb on HDG003° to intercept and proceed via KNE R318 to MAIKO,...

RWY24L : Climb via KNE R243 to 7.5DME, turn right, via KCE R221 to intercept and proceed via KNE R318 to MAIKO,...

...cross MAIKO at or above 5000FT.

CHANGE : PROC renamed. Radial FM KCE.



STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL

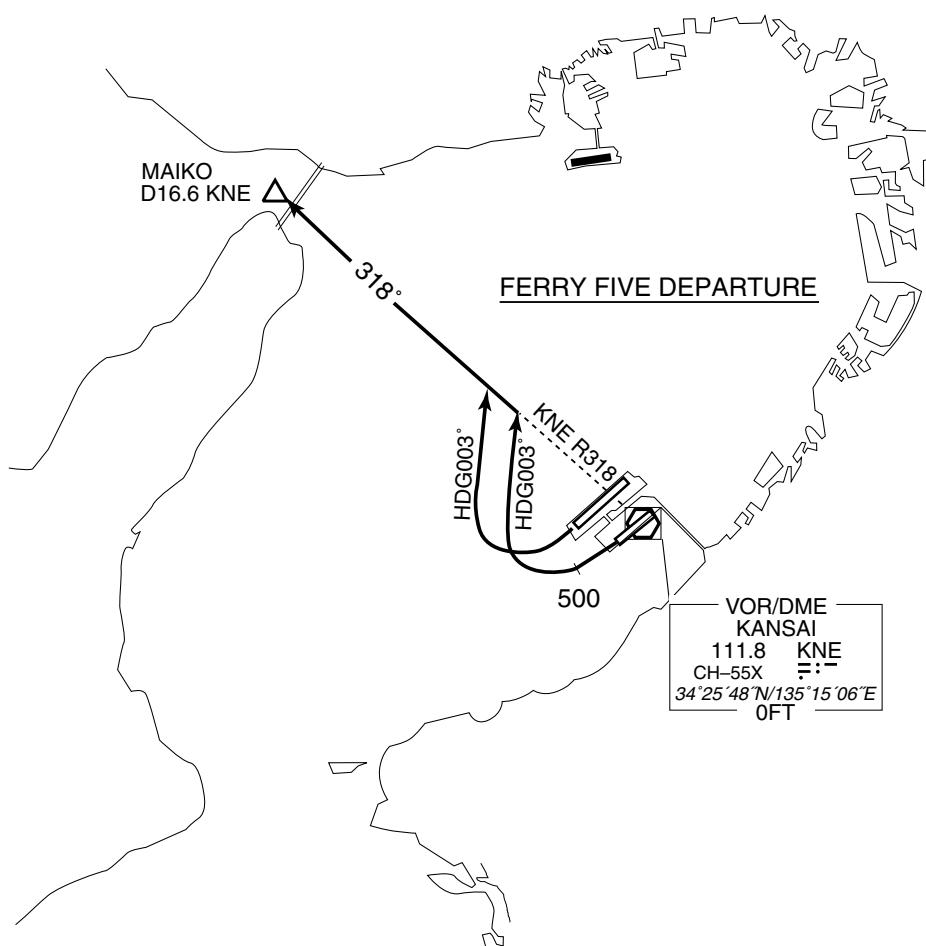
SID

FERRY FIVE DEPARTURE

RWY24R : Turn right, climb on HDG003° to intercept and proceed via KNE R318 to MAIKO.

RWY24L : Climb RWY HDG to 500FT, turn right HDG003° to intercept and proceed via KNE R318 to MAIKO.

Note RWY24L : No turn before DER.



STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL

TRANSITION

MIYAZU TRANSITION

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

Cross KAWAT at or above 8000FT.

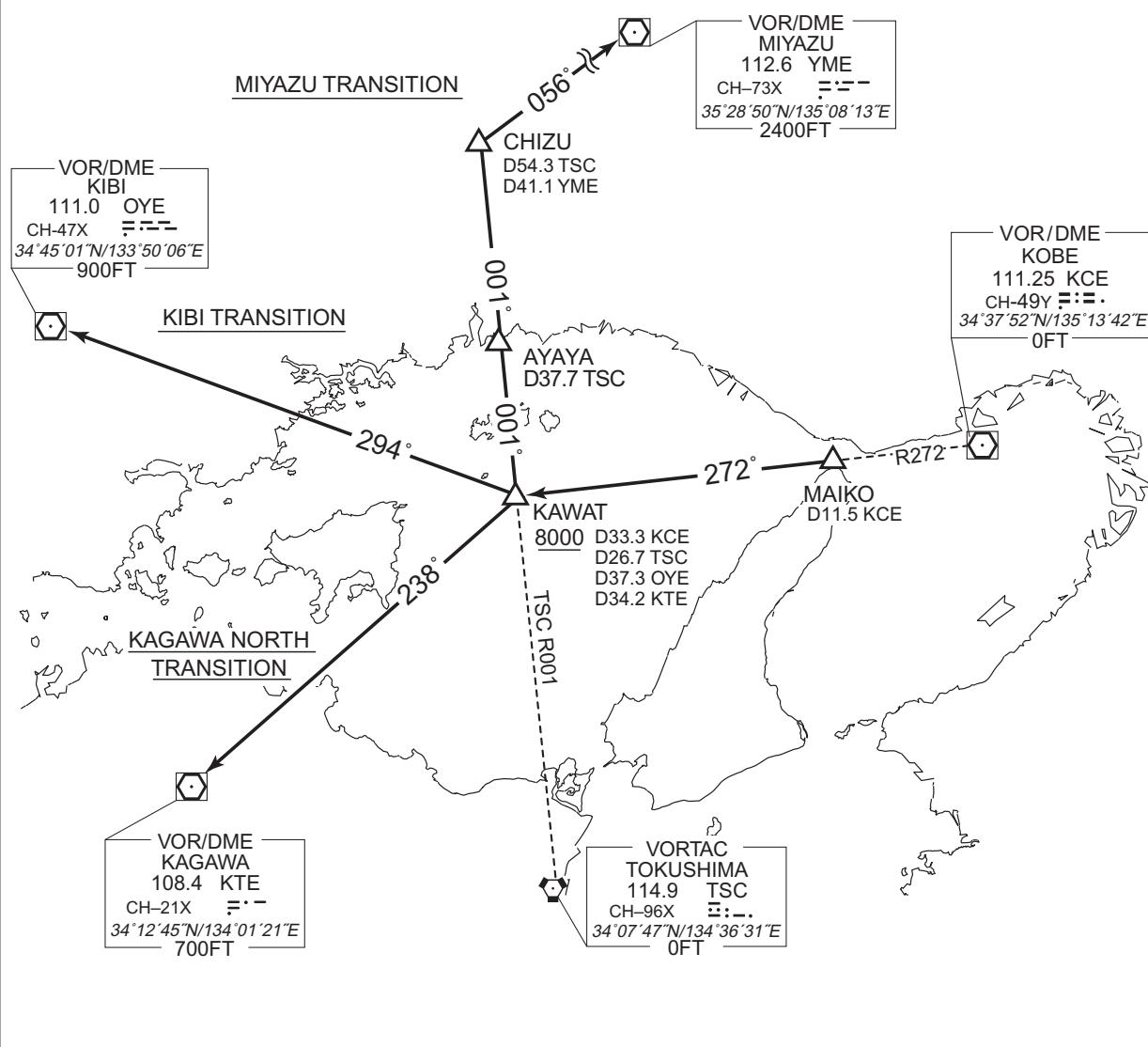
KIBI TRANSITION

From over MAIKO, proceed via KCE R272 to KAWAT, via OYE R114 to OYE VOR/DME. Cross KAWAT at or above 8000FT.

KAGAWA NORTH TRANSITION

From over MAIKO, proceed via KCE R272 to KAWAT, via KTE R058 to KTE VOR/DME. Cross KAWAT at or above 8000FT.

CHANGE : Radial FM KCE. AYAYA established.



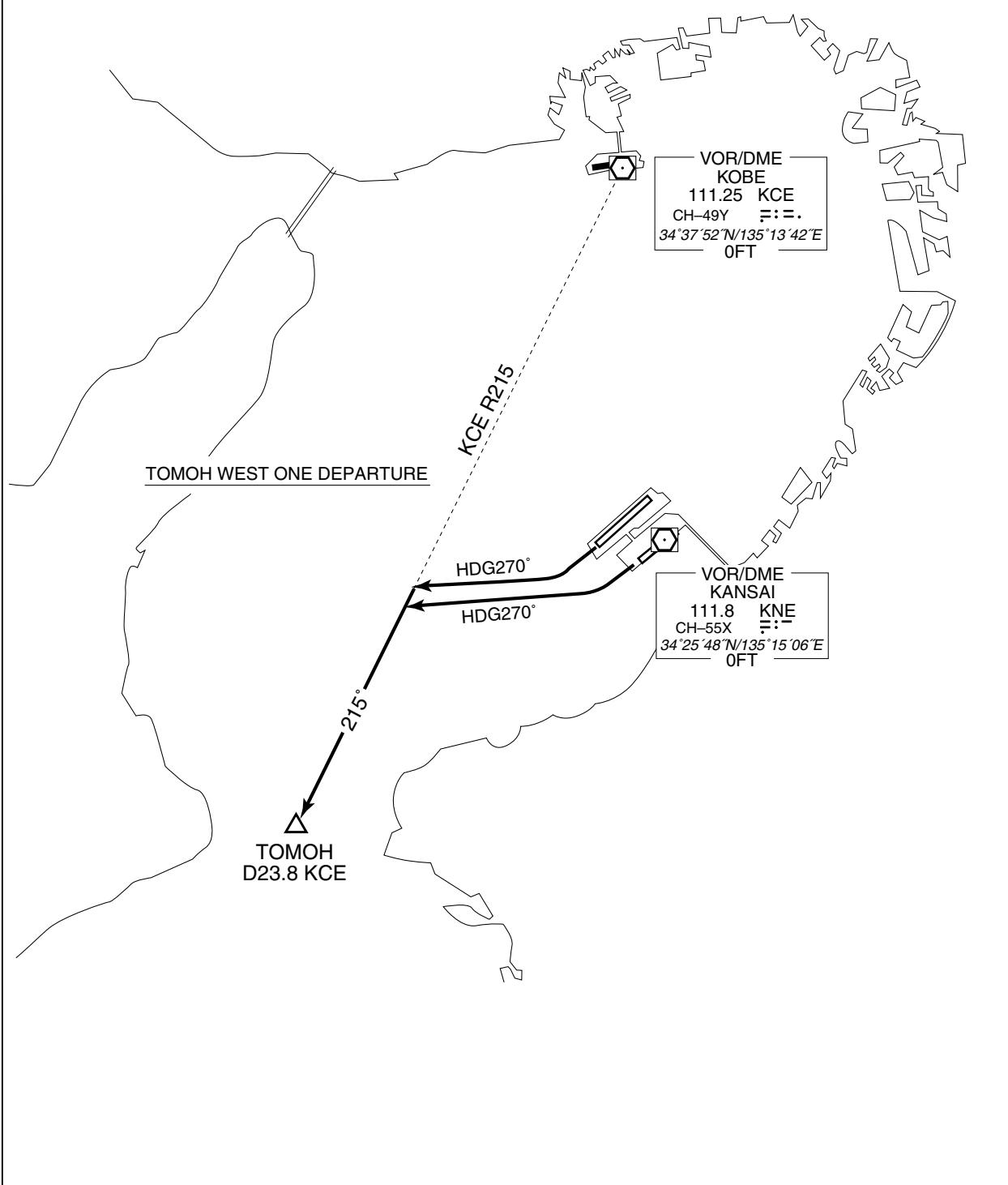
STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL

SID

TOMOH WEST ONE DEPARTURE

RWY24R/L : Turn right, climb on HDG270° to intercept and proceed via KCE R215 to TOMOH.



STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL

SID

TOMOH TWO DEPARTURE

RWY06R : Climb via KNE R052 to 3.5DME, turn left, via KCE R167 to intercept and proceed via YOE R269, via KCE R215 to TOMOH.

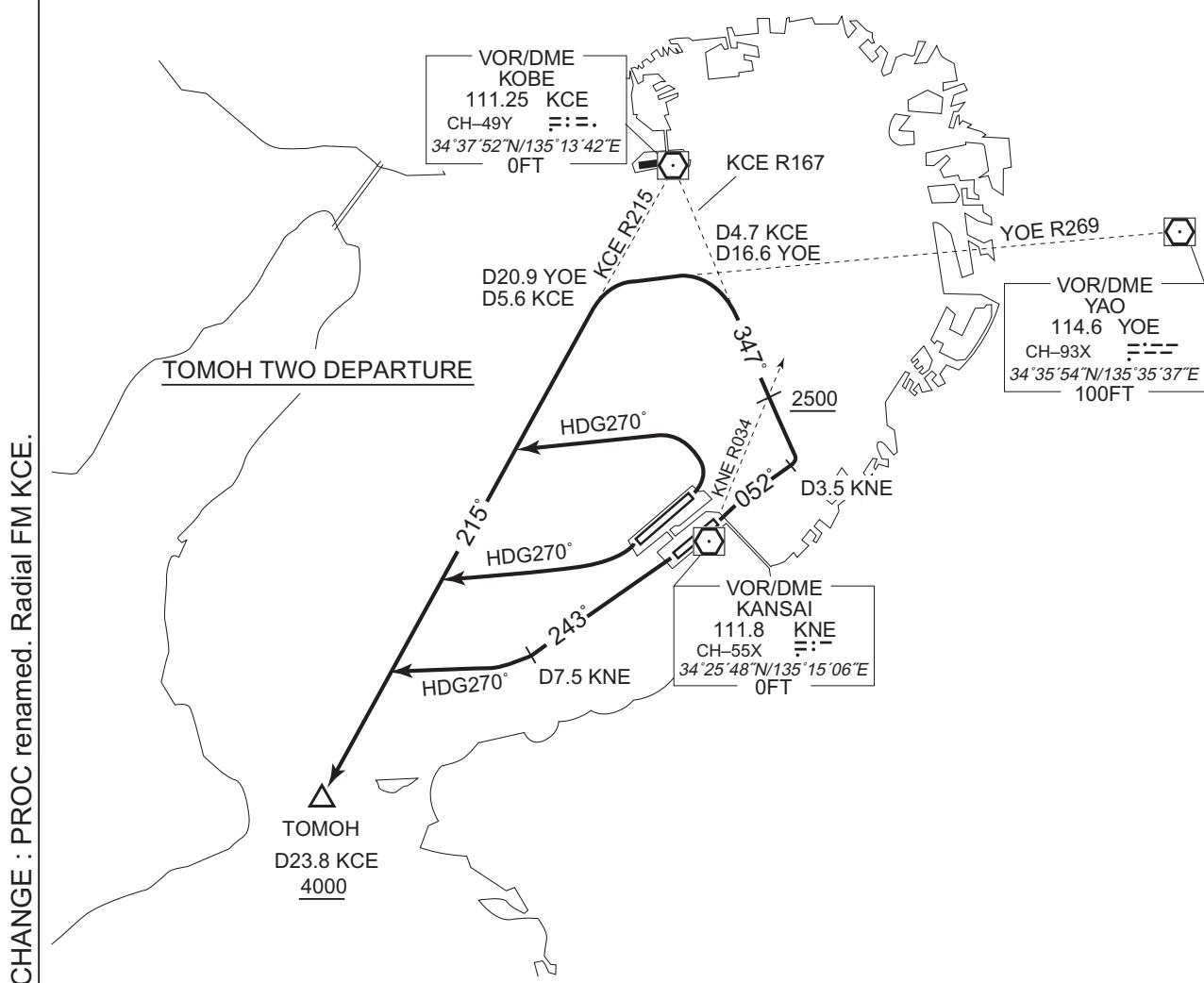
Cross KNE R034 at or above 2500FT. ...

RWY06L : Turn left, climb on HDG270° to intercept and proceed via KCE R215 to TOMOH. ...

RWY24R : Turn right, climb on HDG270° to intercept and proceed via KCE R215 to TOMOH. ...

RWY24L : Climb via KNE R243 to 7.5DME, turn right HDG270° to intercept and proceed via KCE R215 to TOMOH. ...

...Cross TOMOH at or above 4000FT.



STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL

TRANSITION

KOCHI SOUTH TRANSITION

From over TOMOH, proceed via KNE R241 to UMAJI, via KRE R068 to KRE VOR/DME.

KUSHIMOTO TRANSITION

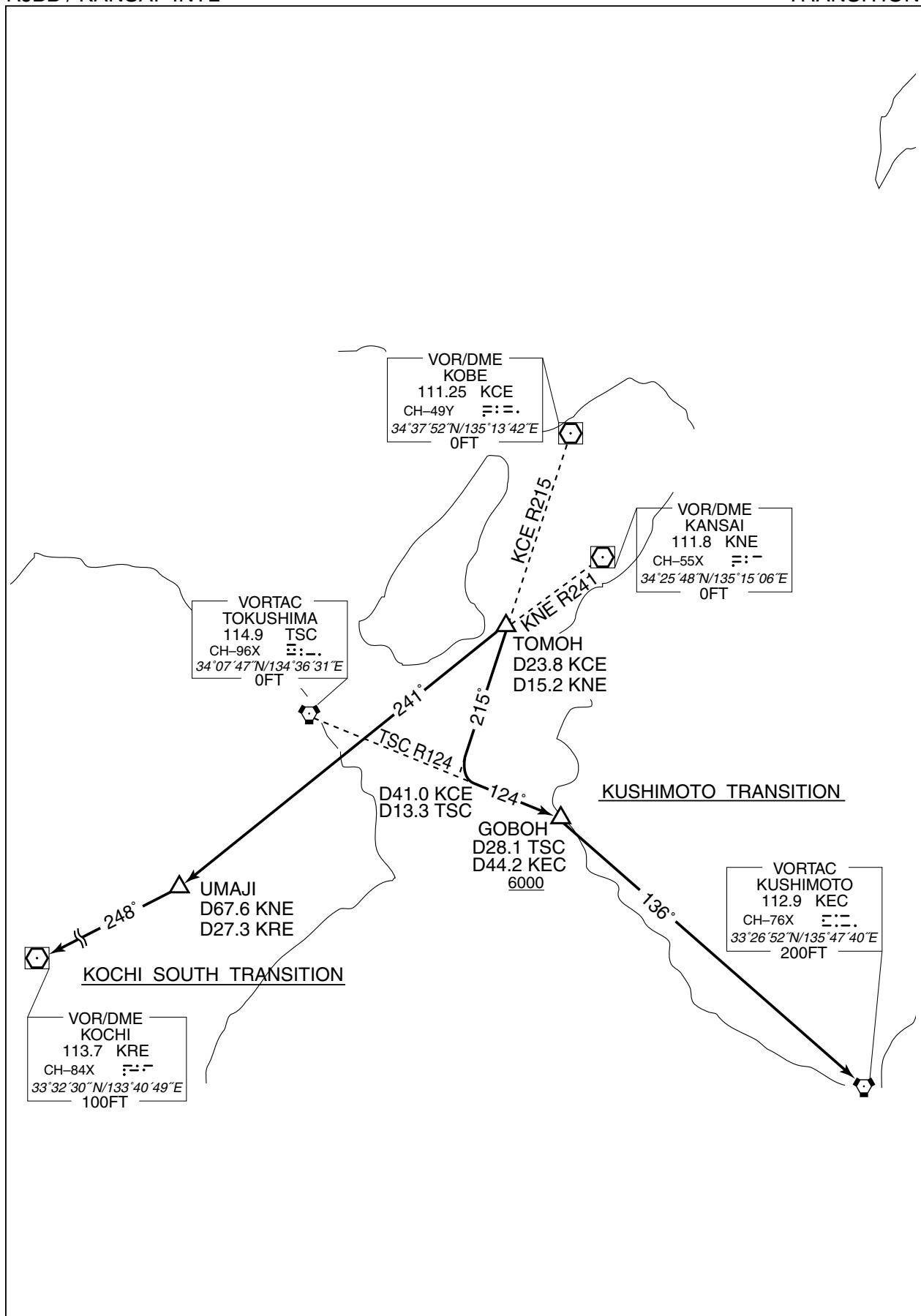
From over TOMOH, proceed via KCE R215 to intercept and proceed via TSC R124 to GOBOH, via KEC R316 to KEC VORTAC.

Cross GOBOH at or above 6000FT.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL

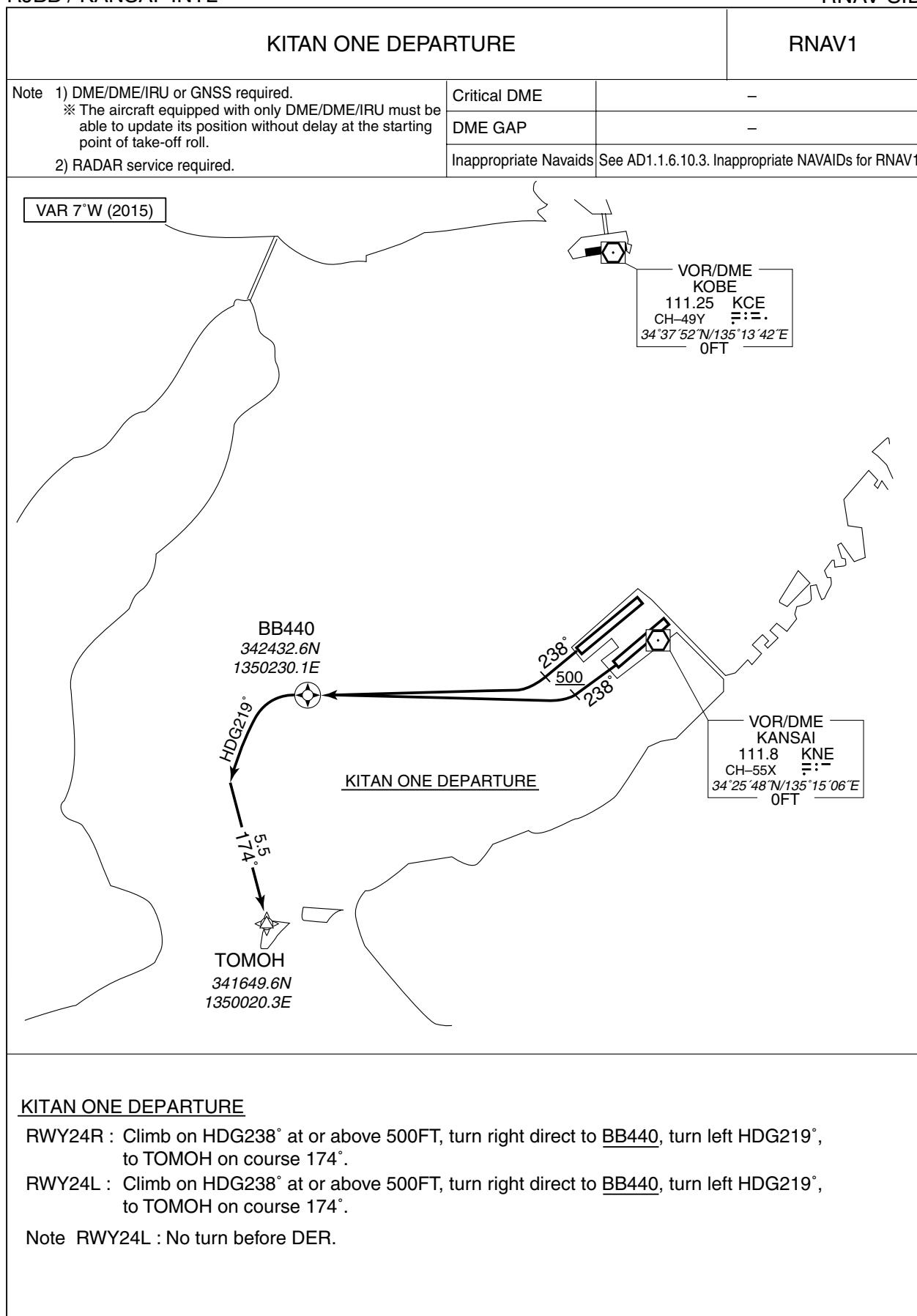
TRANSITION



STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

KITAN ONE DEPARTURE

RWY24R : Climb on HDG238° at or above 500FT, turn right direct to BB440, turn left HDG219°, to TOMOH on course 174°.

RWY24L : Climb on HDG238° at or above 500FT, turn right direct to BB440, turn left HDG219°, to TOMOH on course 174°.

Note RWY24L : No turn before DER.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

KITAN ONE DEPARTURE

RWY24R

| 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 | VA | — | — | 238 (230.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | BB440 | Y | — | -7.4 | — | R | — | — | — | RNAV1 |
| 003 | VI | — | — | 219 (211.8) | -7.4 | — | L | — | — | — | RNAV1 |
| 004 | CF | TOMOH | — | 174 (166.8) | -7.4 | 5.5 | — | — | — | — | RNAV1 |

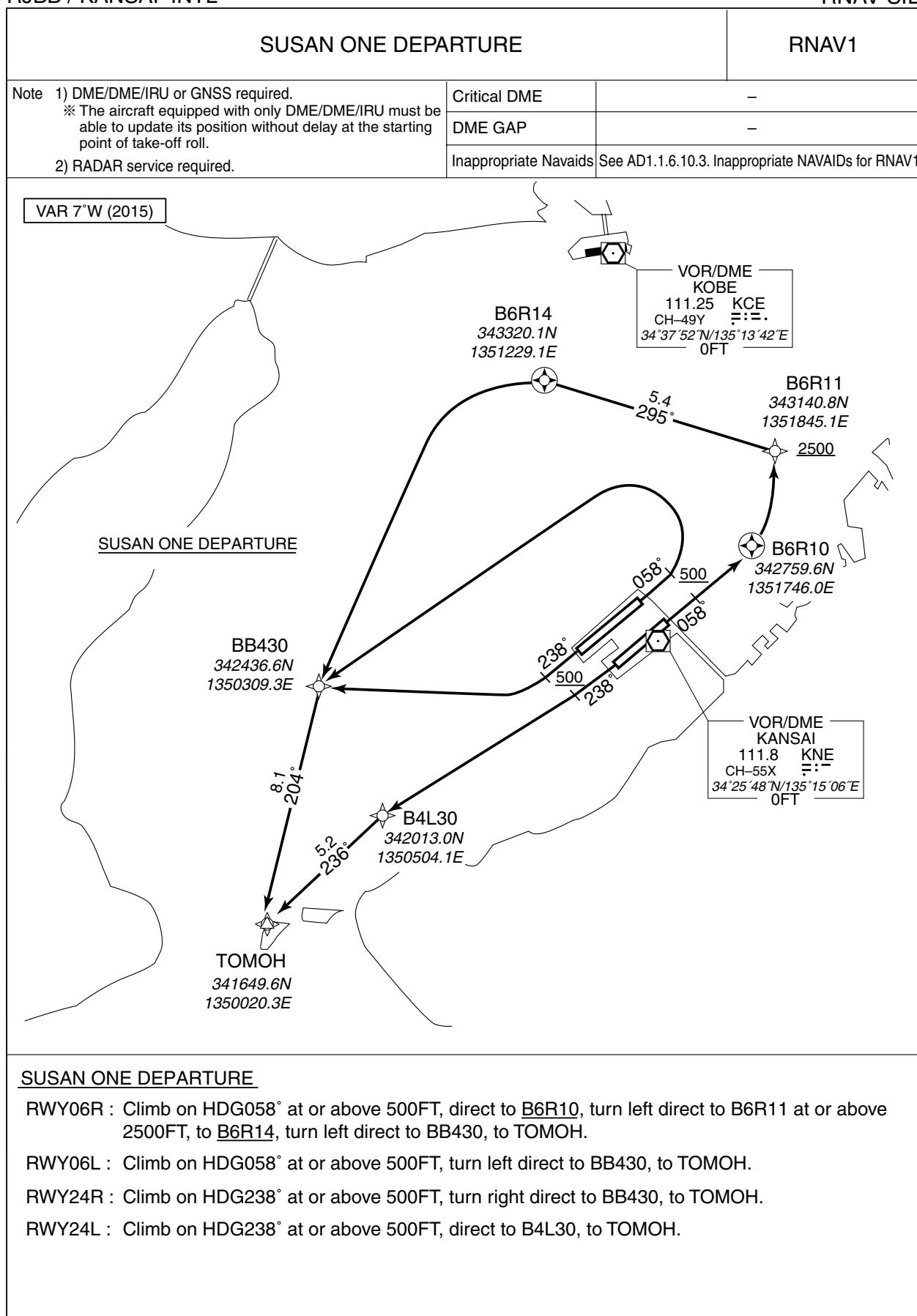
RWY24L

| 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 | VA | — | — | 238 (230.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | BB440 | Y | — | -7.4 | — | R | — | — | — | RNAV1 |
| 003 | VI | — | — | 219 (211.8) | -7.4 | — | L | — | — | — | RNAV1 |
| 004 | CF | TOMOH | — | 174 (166.8) | -7.4 | 5.5 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID



STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

SUSAN ONE DEPARTURE

RWY06R

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B6R10 | Y | — | -7.4 | — | — | — | — | — | RNAV1 |
| 003 | DF | B6R11 | — | — | -7.4 | — | L | +2500 | — | — | RNAV1 |
| 004 | TF | B6R14 | Y | 295 (287.8) | -7.4 | 5.4 | — | — | — | — | RNAV1 |
| 005 | DF | BB430 | — | — | -7.4 | — | L | — | — | — | RNAV1 |
| 006 | TF | TOMOH | — | 204 (196.6) | -7.4 | 8.1 | — | — | — | — | RNAV1 |

RWY06L

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | BB430 | — | — | -7.4 | — | L | — | — | — | RNAV1 |
| 003 | TF | TOMOH | — | 204 (196.6) | -7.4 | 8.1 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

RWY24R

| 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 | VA | — | — | 238 (230.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | BB430 | — | — | -7.4 | — | R | — | — | — | RNAV1 |
| 003 | TF | TOMOH | — | 204 (196.6) | -7.4 | 8.1 | — | — | — | — | RNAV1 |

RWY24L

| 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 | VA | — | — | 238 (230.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B4L30 | — | — | -7.4 | — | — | — | — | — | RNAV1 |
| 003 | TF | TOMOH | — | 236 (229.1) | -7.4 | 5.2 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

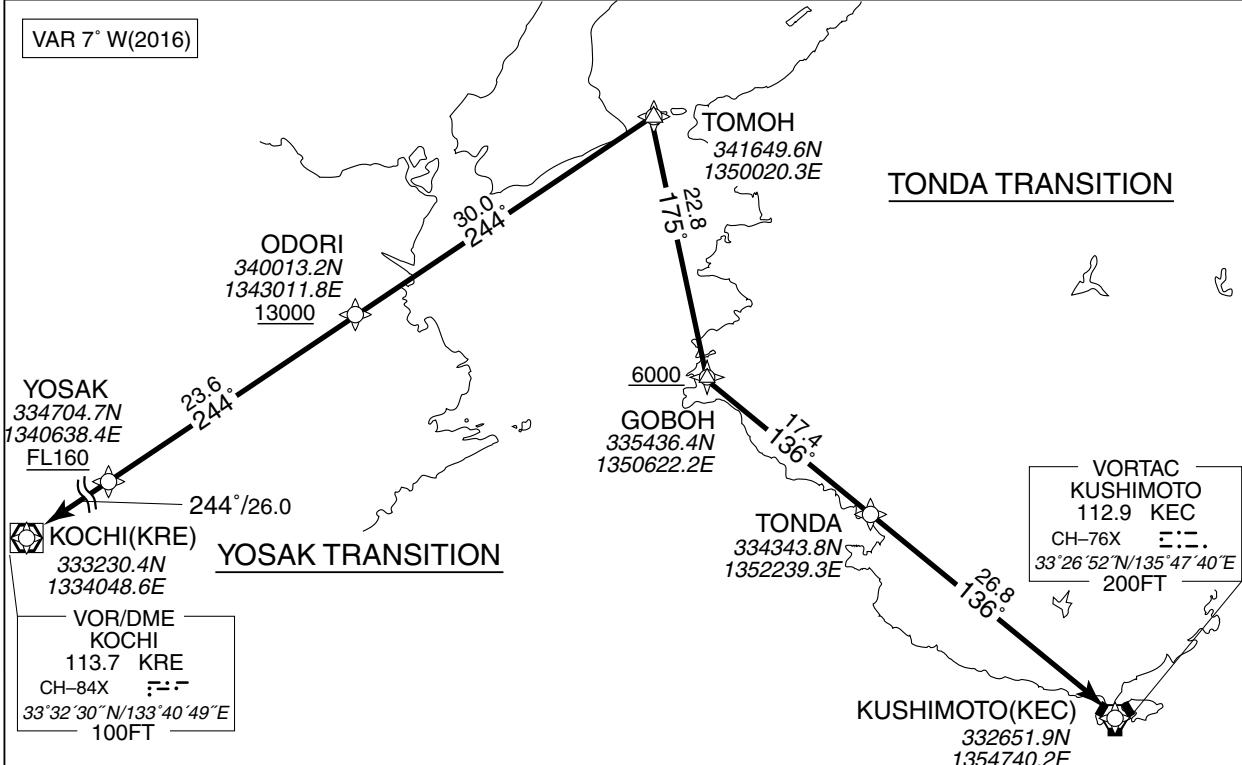
TONDA TRANSITION / YOSAK TRANSITION

RNAV1

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

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



TONDA TRANSITION

From TOMOH, to GOBOH at or above 6000FT, to TONDA, to KEC.

| | |
|--------------|---|
| Critical DME | YME : TOMOH - 20.0NM to GOBOH GBD : 10.0NM to GOBOH - 4.0NM to GOBOH CUE : 3.0NM to GOBOH - 16.0NM to TONDA 14.0NM to TONDA - 11.0NM to TONDA KNE : 17.0NM to KEC - 11.0NM to KEC XMT : 7.0NM to KEC - KEC |
| DME GAP | 16.0NM to TONDA - 14.0NM to TONDA 11.0NM to TONDA - 10.0NM to TONDA |

| 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 | TOMOH | - | - | -7.5 | - | - | - | - | - | RNAV1 |
| 002 | TF | GOBOH | - | 175 (167.3) | -7.5 | 22.8 | - | +6000 | - | - | RNAV1 |
| 003 | TF | TONDA | - | 136 (128.7) | -7.5 | 17.4 | - | - | - | - | RNAV1 |
| 004 | TF | KEC | - | 136 (128.9) | -7.5 | 26.8 | - | - | - | - | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

YOSAK TRANSITION

From TOMOH, to ODORI at or above 13000FT, to YOSAK at or above FL160, to KRE.

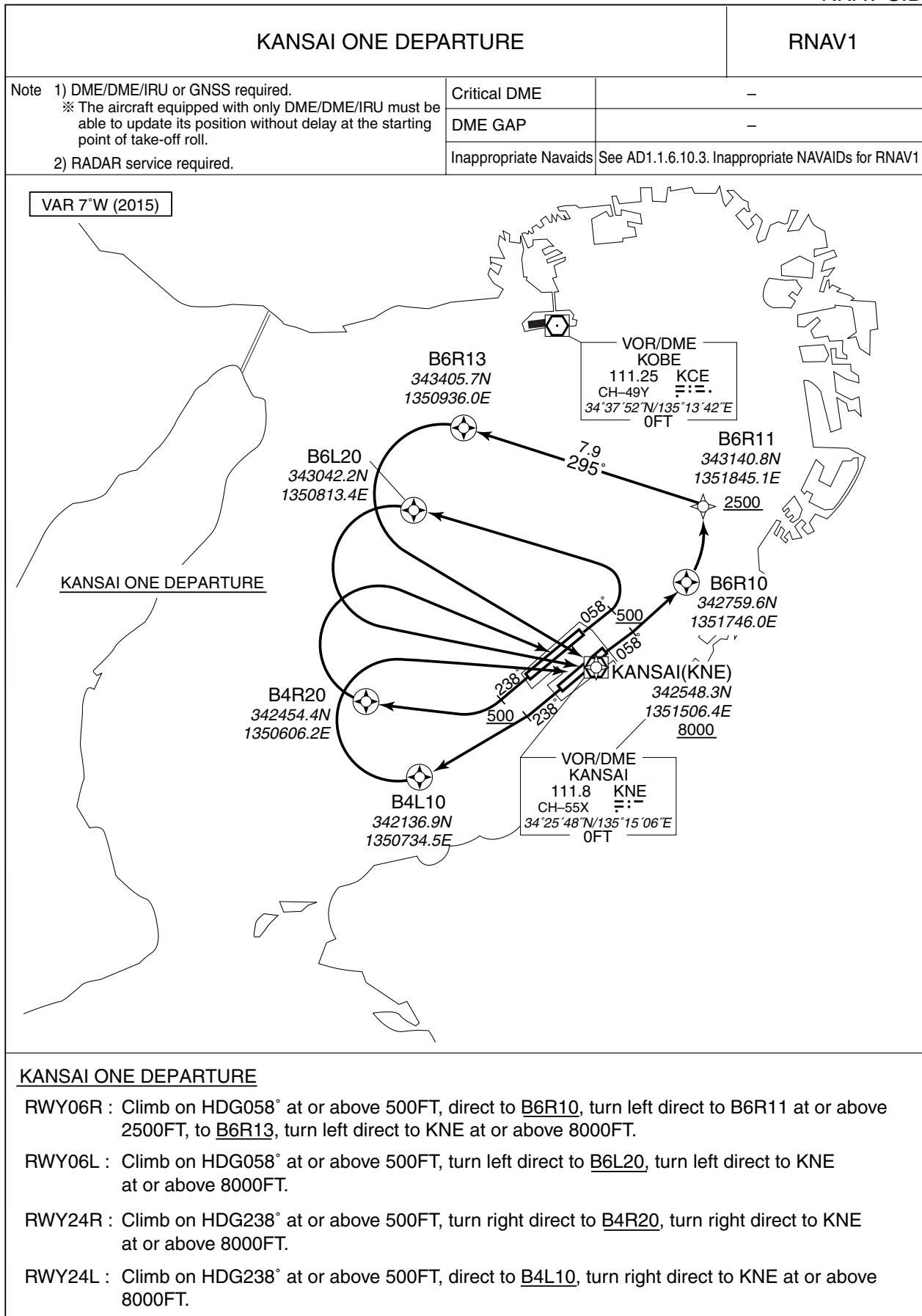
| | |
|--------------|---|
| Critical DME | — |
| DME GAP | — |

| 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 | TOMOH | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | ODORI | — | 244 (236.5) | -7.5 | 30.0 | — | +13000 | — | — | RNAV1 |
| 003 | TF | YOSAK | — | 244 (236.2) | -7.5 | 23.6 | — | +FL160 | — | — | RNAV1 |
| 004 | TF | KRE | — | 244 (236.0) | -7.5 | 26.0 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID



STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

KANSAI ONE DEPARTURE

RWY06R

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B6R10 | Y | — | -7.4 | — | — | — | — | — | RNAV1 |
| 003 | DF | B6R11 | — | — | -7.4 | — | L | +2500 | — | — | RNAV1 |
| 004 | TF | B6R13 | Y | 295 (287.8) | -7.4 | 7.9 | — | — | — | — | RNAV1 |
| 005 | DF | KNE | — | — | -7.4 | — | L | +8000 | — | — | RNAV1 |

RWY06L

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B6L20 | Y | — | -7.4 | — | L | — | — | — | RNAV1 |
| 003 | DF | KNE | — | — | -7.4 | — | L | +8000 | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

RWY24R

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | B4R20 | Y | – | -7.4 | – | R | – | – | – | RNAV1 |
| 003 | DF | KNE | – | – | -7.4 | – | R | +8000 | – | – | RNAV1 |

RWY24L

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | B4L10 | Y | – | -7.4 | – | – | – | – | – | RNAV1 |
| 003 | DF | KNE | – | – | -7.4 | – | R | +8000 | – | – | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

BAMBI TRANSITION / SHTLE TRANSITION / UENOH TRANSITION

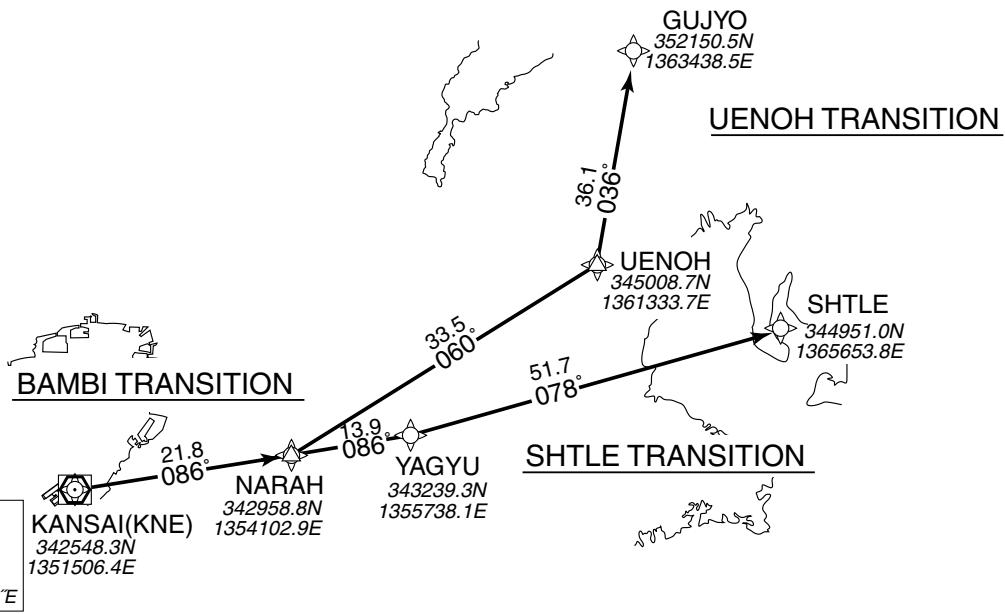
RNAV1

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

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2016)

BAMBI TRANSITION

From KNE, to NARAH.

| | |
|--------------|---|
| Critical DME | — |
| DME GAP | — |

| 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 | KNE | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NARAH | — | 086 (078.8) | -7.5 | 21.8 | — | — | — | — | RNAV1 |

SHTLE TRANSITION

From KNE, to NARAH, to YAGYU, to SHTLE.

| | |
|--------------|---|
| Critical DME | — |
| DME GAP | — |

| 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 | KNE | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NARAH | — | 086 (078.8) | -7.5 | 21.8 | — | — | — | — | RNAV1 |
| 003 | TF | YAGYU | — | 086 (078.8) | -7.5 | 13.9 | — | — | — | — | RNAV1 |
| 004 | TF | SHTLE | — | 078 (070.3) | -7.5 | 51.7 | — | — | — | — | RNAV1 |

UENOH TRANSITION

From KNE, to NARAH, to UENOH, to GUJYO.

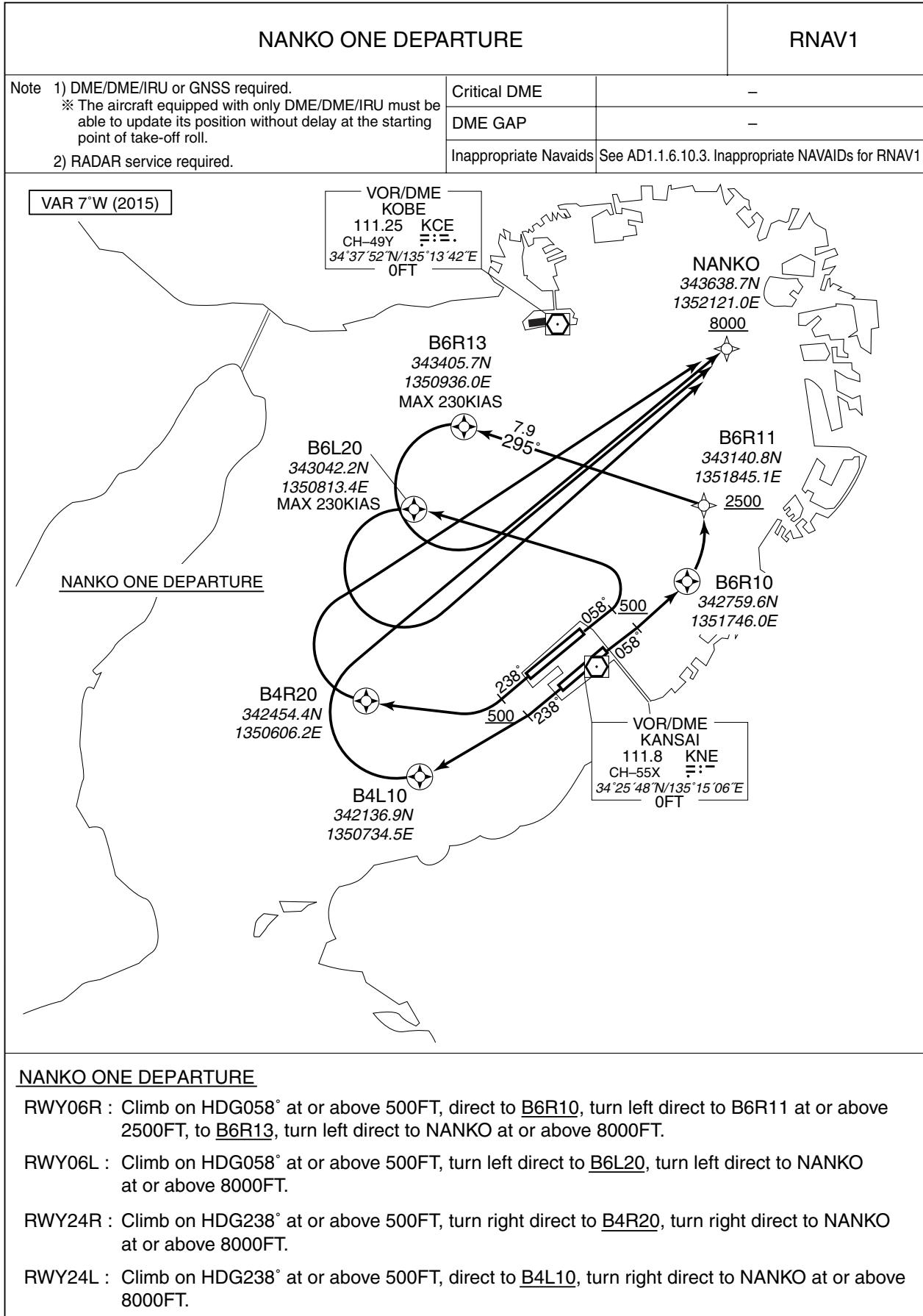
| | |
|--------------|---|
| Critical DME | KCC : 32.0NM to GUJYO - 24.0NM to GUJYO |
| DME GAP | — |

| 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 | KNE | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NARAH | — | 086 (078.8) | -7.5 | 21.8 | — | — | — | — | RNAV1 |
| 003 | TF | UENOH | — | 060 (052.8) | -7.5 | 33.5 | — | — | — | — | RNAV1 |
| 004 | TF | GUJYO | — | 036 (028.5) | -7.5 | 36.1 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID



STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

NANKO ONE DEPARTURE

RWY06R

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B6R10 | Y | — | -7.4 | — | — | — | — | — | RNAV1 |
| 003 | DF | B6R11 | — | — | -7.4 | — | L | +2500 | — | — | RNAV1 |
| 004 | TF | B6R13 | Y | 295 (287.8) | -7.4 | 7.9 | — | — | -230 | — | RNAV1 |
| 005 | DF | NANKO | — | — | -7.4 | — | L | +8000 | — | — | RNAV1 |

RWY06L

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B6L20 | Y | — | -7.4 | — | L | — | -230 | — | RNAV1 |
| 003 | DF | NANKO | — | — | -7.4 | — | L | +8000 | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

RWY24R

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | B4R20 | Y | – | -7.4 | – | R | – | – | – | RNAV1 |
| 003 | DF | NANKO | – | – | -7.4 | – | R | +8000 | – | – | RNAV1 |

RWY24L

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | B4L10 | Y | – | -7.4 | – | – | – | – | – | RNAV1 |
| 003 | DF | NANKO | – | – | -7.4 | – | R | +8000 | – | – | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

SIGAK TRANSITION / NAGOYA TRANSITION

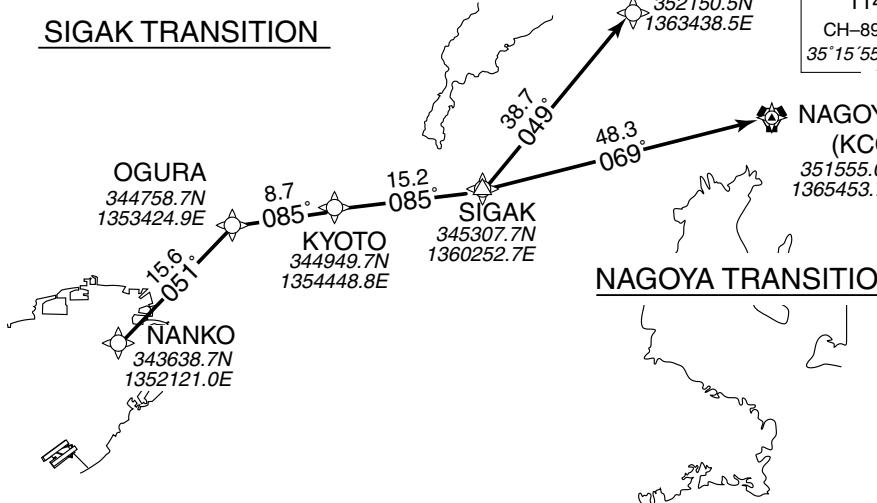
RNAV1

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

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2014)

SIGAK TRANSITION

From NANKO, to OGURA, to KYOTO, to SIGAK, to GUJYO.

| | |
|--------------|--|
| Critical DME | ITE : 8.0NM to SIGAK - 5.0NM to SIGAK SIGAK - 30.0NM to GUJYO |
| | YME : 33.0NM to GUJYO - 30.0NM to GUJYO XMT : 20.0NM to GUJYO - 13.0NM to GUJYO |
| DME GAP | - |

| 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 | NANKO | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | OGURA | — | 051 (043.4) | -7.2 | 15.6 | — | — | — | — | RNAV1 |
| 003 | TF | KYOTO | — | 085 (077.7) | -7.2 | 8.7 | — | — | — | — | RNAV1 |
| 004 | TF | SIGAK | — | 085 (077.4) | -7.2 | 15.2 | — | — | — | — | RNAV1 |
| 005 | TF | GUJYO | — | 049 (042.0) | -7.2 | 38.7 | — | — | — | — | RNAV1 |

NAGOYA TRANSITION

From NANKO, to OGURA, to KYOTO, to SIGAK, to KCC.

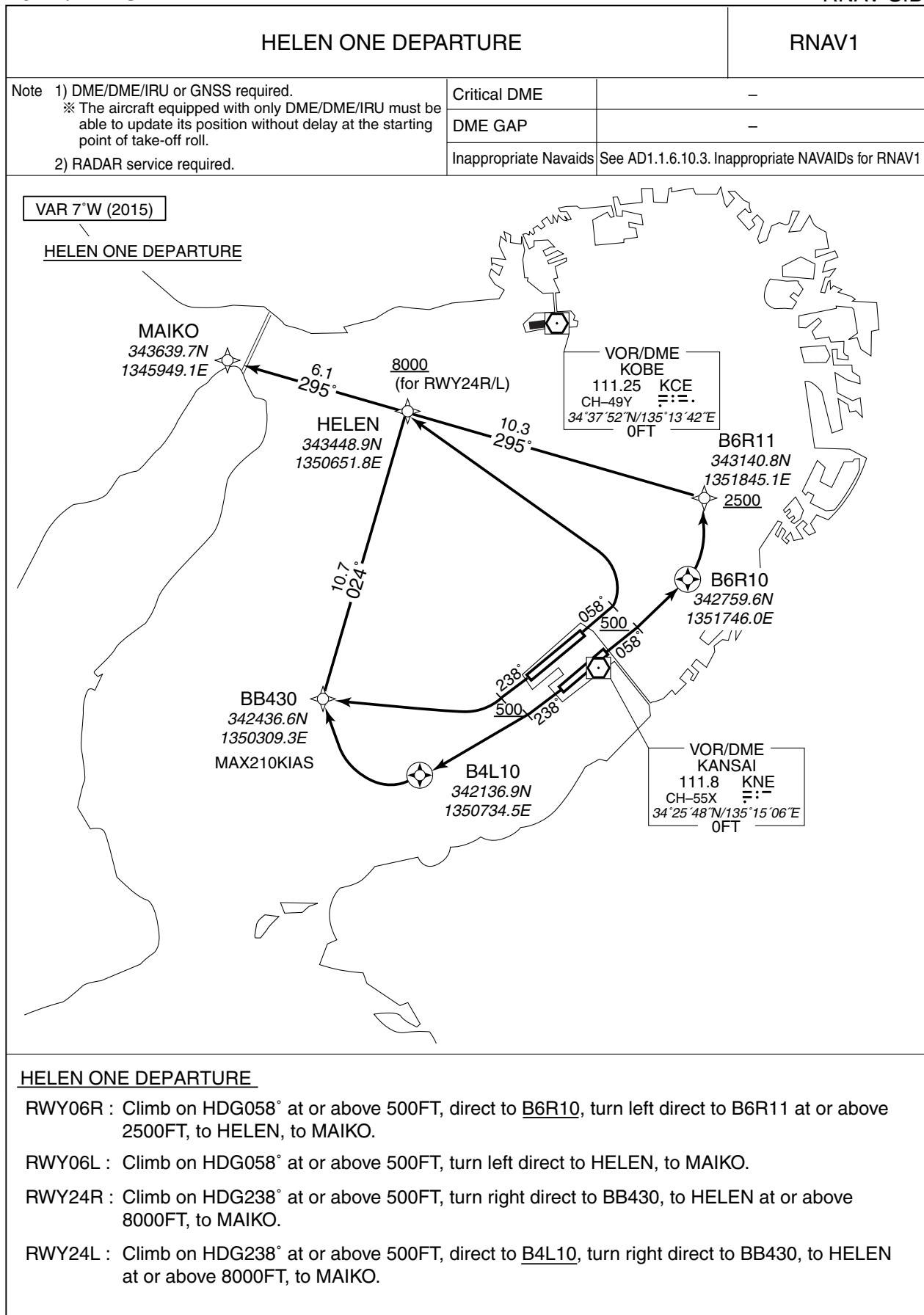
| | |
|--------------|---------------------------------------|
| Critical DME | ITE : 8.0NM to SIGAK - 5.0NM to SIGAK |
| | - |

| 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 | NANKO | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | OGURA | — | 051 (043.4) | -7.2 | 15.6 | — | — | — | — | RNAV1 |
| 003 | TF | KYOTO | — | 085 (077.7) | -7.2 | 8.7 | — | — | — | — | RNAV1 |
| 004 | TF | SIGAK | — | 085 (077.4) | -7.2 | 15.2 | — | — | — | — | RNAV1 |
| 005 | TF | KCC | — | 069 (061.6) | -7.2 | 48.3 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID



STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

HELEN ONE DEPARTURE

RWY06R

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B6R10 | Y | — | -7.4 | — | — | — | — | — | RNAV1 |
| 003 | DF | B6R11 | — | — | -7.4 | — | L | +2500 | — | — | RNAV1 |
| 004 | TF | HELEN | — | 295 (287.8) | -7.4 | 10.3 | — | — | — | — | RNAV1 |
| 005 | TF | MAIKO | — | 295 (287.7) | -7.4 | 6.1 | — | — | — | — | RNAV1 |

RWY06L

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | HELEN | — | — | -7.4 | — | L | — | — | — | RNAV1 |
| 003 | TF | MAIKO | — | 295 (287.7) | -7.4 | 6.1 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

RWY24R

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | BB430 | – | – | -7.4 | – | R | – | -210 | – | RNAV1 |
| 003 | TF | HELEN | – | 024 (016.6) | -7.4 | 10.7 | – | +8000 | – | – | RNAV1 |
| 004 | TF | MAIKO | – | 295 (287.7) | -7.4 | 6.1 | – | – | – | – | RNAV1 |

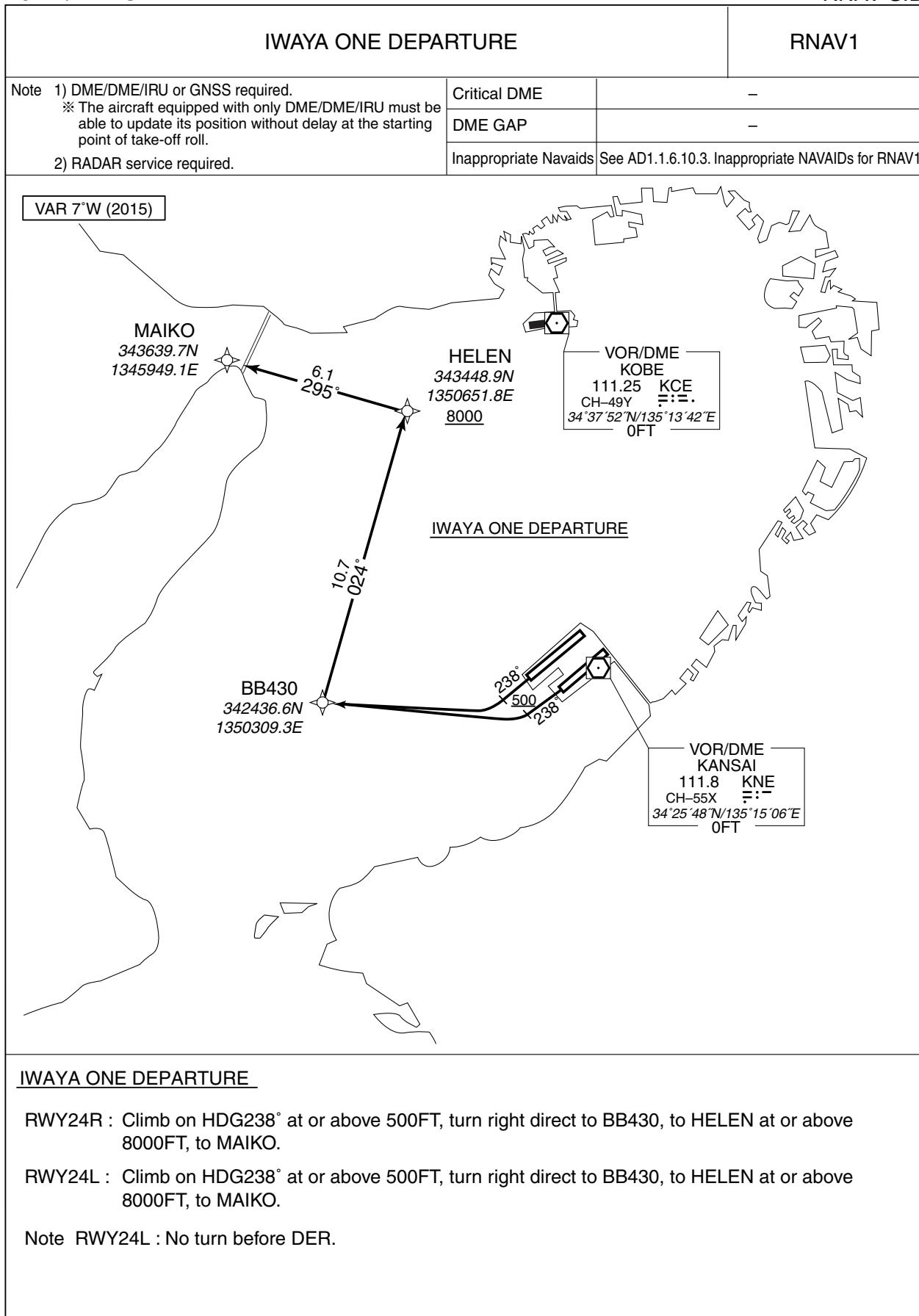
RWY24L

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | B4L10 | Y | – | -7.4 | – | – | – | – | – | RNAV1 |
| 003 | DF | BB430 | – | – | -7.4 | – | R | – | -210 | – | RNAV1 |
| 004 | TF | HELEN | – | 024 (016.6) | -7.4 | 10.7 | – | +8000 | – | – | RNAV1 |
| 005 | TF | MAIKO | – | 295 (287.7) | -7.4 | 6.1 | – | – | – | – | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID



STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

IWAYA ONE DEPARTURE

RWY24R

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | BB430 | – | – | -7.4 | – | R | – | – | – | RNAV1 |
| 003 | TF | HELEN | – | 024 (016.6) | -7.4 | 10.7 | – | +8000 | – | – | RNAV1 |
| 004 | TF | MAIKO | – | 295 (287.7) | -7.4 | 6.1 | – | – | – | – | RNAV1 |

RWY24L

| 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 | VA | – | – | 238 (230.9) | -7.4 | – | – | +500 | – | – | RNAV1 |
| 002 | DF | BB430 | – | – | -7.4 | – | R | – | – | – | RNAV1 |
| 003 | TF | HELEN | – | 024 (016.6) | -7.4 | 10.7 | – | +8000 | – | – | RNAV1 |
| 004 | TF | MAIKO | – | 295 (287.7) | -7.4 | 6.1 | – | – | – | – | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

SHION TRANSITION / SOUJA TRANSITION / WASYU TRANSITION / HABAR TRANSITION

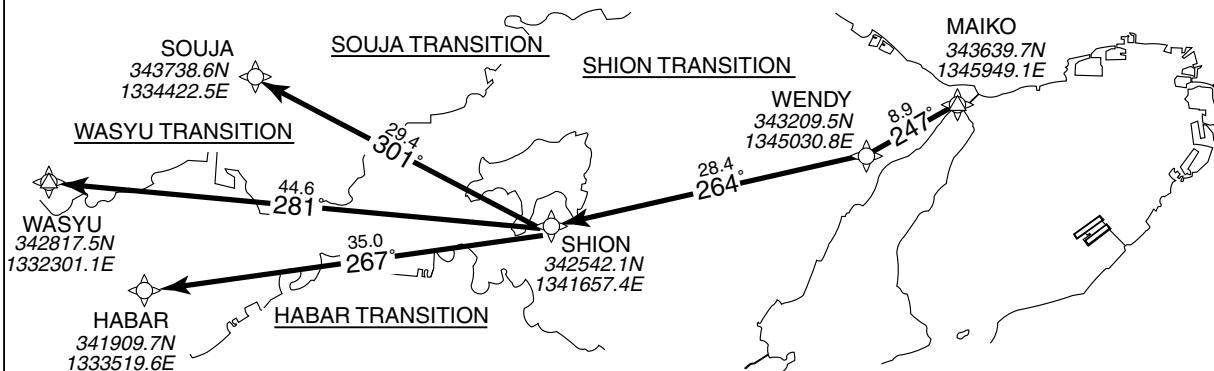
RNAV1

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

Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7° W(2009)



SHION TRANSITION

From MAIKO, to WENDY, to SHION.

| | |
|--------------|---|
| Critical DME | — |
| DME GAP | — |

| 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | WENDY | — | 247 (239.6) | -7.2 | 8.9 | — | — | — | — | RNAV1 |
| 003 | TF | SHION | — | 264 (257.0) | -7.2 | 28.4 | — | — | — | — | RNAV1 |

SOUJA TRANSITION

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

| | |
|--------------|---|
| Critical DME | — |
| DME GAP | — |

| 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | WENDY | — | 247 (239.6) | -7.2 | 8.9 | — | — | — | — | RNAV1 |
| 003 | TF | SHION | — | 264 (257.0) | -7.2 | 28.4 | — | — | — | — | RNAV1 |
| 004 | TF | SOUJA | — | 301 (294.1) | -7.2 | 29.4 | — | — | — | — | RNAV1 |

WASYU TRANSITION

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

| | |
|--------------|---|
| Critical DME | — |
| DME GAP | — |

| 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | WENDY | — | 247 (239.6) | -7.2 | 8.9 | — | — | — | — | RNAV1 |
| 003 | TF | SHION | — | 264 (257.0) | -7.2 | 28.4 | — | — | — | — | RNAV1 |
| 004 | TF | WASYU | — | 281 (273.6) | -7.2 | 44.6 | — | — | — | — | RNAV1 |

HABAR TRANSITION

From MAIKO, to WENDY, to SHION, to HABAR.

| | |
|--------------|---|
| Critical DME | — |
| DME GAP | — |

| 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | WENDY | — | 247 (239.6) | -7.2 | 8.9 | — | — | — | — | RNAV1 |
| 003 | TF | SHION | — | 264 (257.0) | -7.2 | 28.4 | — | — | — | — | RNAV1 |
| 004 | TF | HABAR | — | 267 (259.4) | -7.2 | 35.0 | — | — | — | — | RNAV1 |

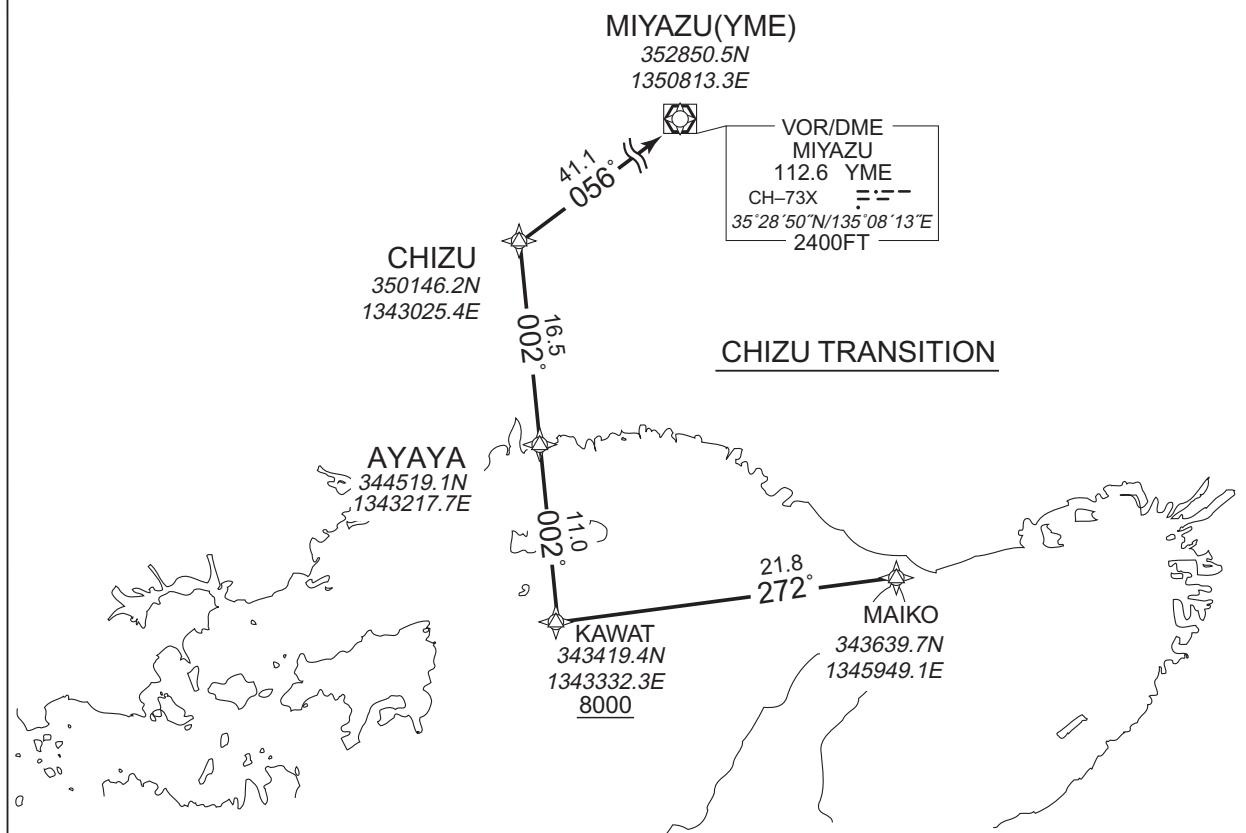
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

| CHIZU TRANSITION | | RNAV1 |
|---|-----------------------|--|
| Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required. | Critical DME | KNE : 17.1NM to YME - 14.1NM to YME YME : 17.1NM to YME - 14.1NM to YME |
| | DME GAP | - |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1. |

VAR 8° W(2019)



CHIZU TRANSITION

From MAIKO, to KAWAT at or above 8000FT, to AYAYA, to CHIZU, to YME.

CHANGE : VAR. AYAYA established. Course FM MAIKO to KAWAT.

| 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 | - | - | -7.7 | - | - | - | - | - | RNAV1 |
| 002 | TF | KAWAT | - | 272 (264.0) | -7.7 | 21.8 | - | +8000 | - | - | RNAV1 |
| 003 | TF | AYAYA | - | 002 (354.7) | -7.7 | 11.0 | - | - | - | - | RNAV1 |
| 004 | TF | CHIZU | - | 002 (354.7) | -7.7 | 16.5 | - | - | - | - | RNAV1 |
| 005 | TF | YME | - | 056 (048.6) | -7.7 | 41.1 | - | - | - | - | RNAV1 |

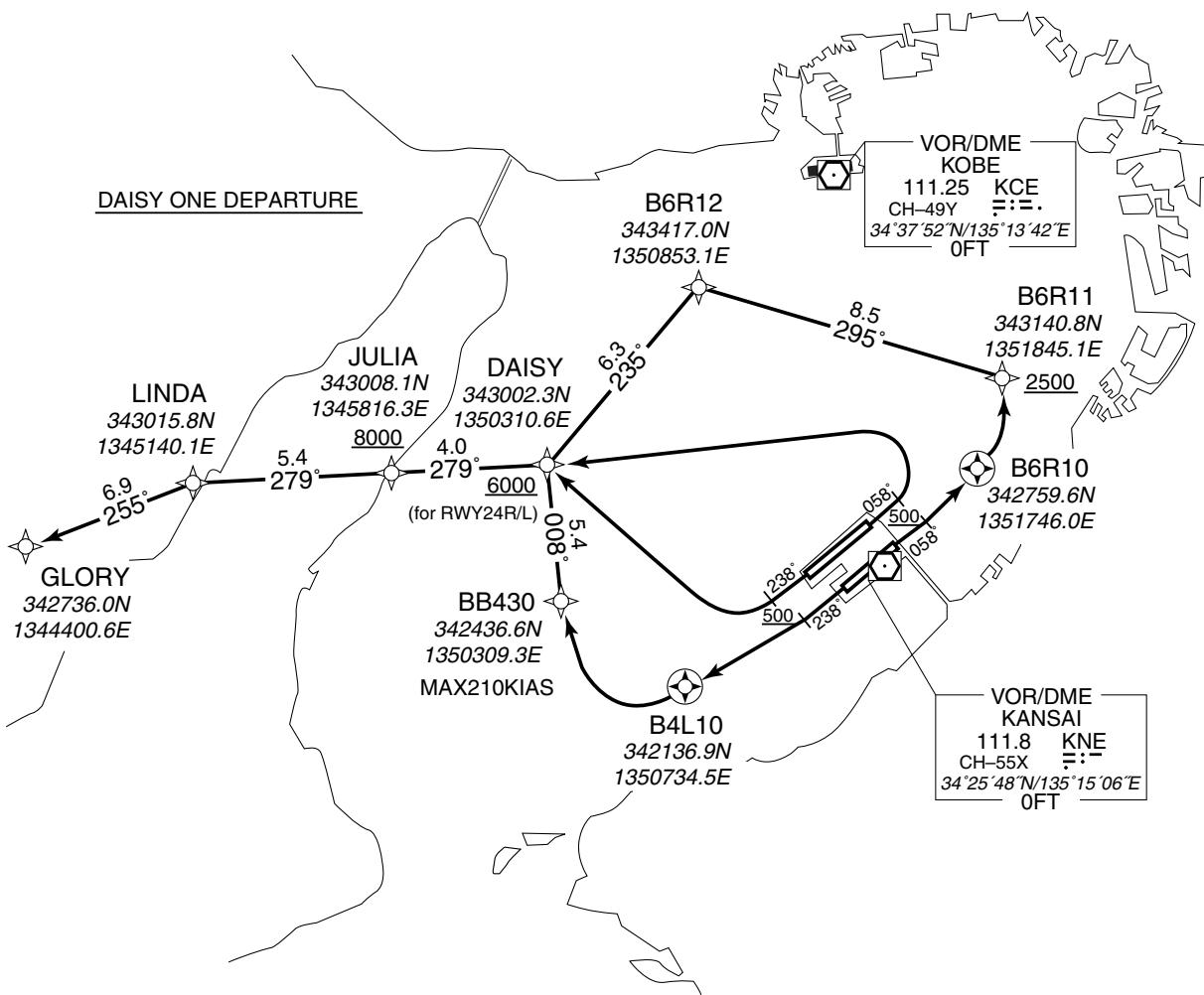
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

| DAISY ONE DEPARTURE | | RNAV1 |
|--|-----------------------|---|
| Note 1) DME/DME/IRU or GNSS required. ※ The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll. | Critical DME | – |
| 2) RADAR service required. | DME GAP | – |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

VAR 7°W (2015)



DAISY ONE DEPARTURE

RWY06R : Climb on HDG058° at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to B6R12, to DAISY, to JULIA at or above 8000FT, to LINDA, to GLORY.

RWY06L : Climb on HDG058° at or above 500FT, turn left direct to DAISY, to JULIA at or above 8000FT, to LINDA, to GLORY.

RWY24R : Climb on HDG238° at or above 500FT, turn right direct to DAISY at or above 6000FT, to JULIA at or above 8000FT, to LINDA, to GLORY.

RWY24L : Climb on HDG238° at or above 500FT, direct to B4L10, turn right direct to BB430, to DAISY at or above 6000FT, to JULIA at or above 8000FT, to LINDA, to GLORY.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

DAISY ONE DEPARTURE

RWY06R

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B6R10 | Y | — | -7.4 | — | — | — | — | — | RNAV1 |
| 003 | DF | B6R11 | — | — | -7.4 | — | L | +2500 | — | — | RNAV1 |
| 004 | TF | B6R12 | — | 295 (287.8) | -7.4 | 8.5 | — | — | — | — | RNAV1 |
| 005 | TF | DAISY | — | 235 (228.0) | -7.4 | 6.3 | — | — | — | — | RNAV1 |
| 006 | TF | JULIA | — | 279 (271.4) | -7.4 | 4.0 | — | +8000 | — | — | RNAV1 |
| 007 | TF | LINDA | — | 279 (271.4) | -7.4 | 5.4 | — | — | — | — | RNAV1 |
| 008 | TF | GLORY | — | 255 (247.2) | -7.4 | 6.9 | — | — | — | — | RNAV1 |

RWY06L

| 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 | VA | — | — | 058 (050.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | DAISY | — | — | -7.4 | — | L | — | — | — | RNAV1 |
| 003 | TF | JULIA | — | 279 (271.4) | -7.4 | 4.0 | — | +8000 | — | — | RNAV1 |
| 004 | TF | LINDA | — | 279 (271.4) | -7.4 | 5.4 | — | — | — | — | RNAV1 |
| 005 | TF | GLORY | — | 255 (247.2) | -7.4 | 6.9 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

RWY24R

| 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 | VA | — | — | 238 (230.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | DAISY | — | — | -7.4 | — | R | +6000 | — | — | RNAV1 |
| 003 | TF | JULIA | — | 279 (271.4) | -7.4 | 4.0 | — | +8000 | — | — | RNAV1 |
| 004 | TF | LINDA | — | 279 (271.4) | -7.4 | 5.4 | — | — | — | — | RNAV1 |
| 005 | TF | GLORY | — | 255 (247.2) | -7.4 | 6.9 | — | — | — | — | RNAV1 |

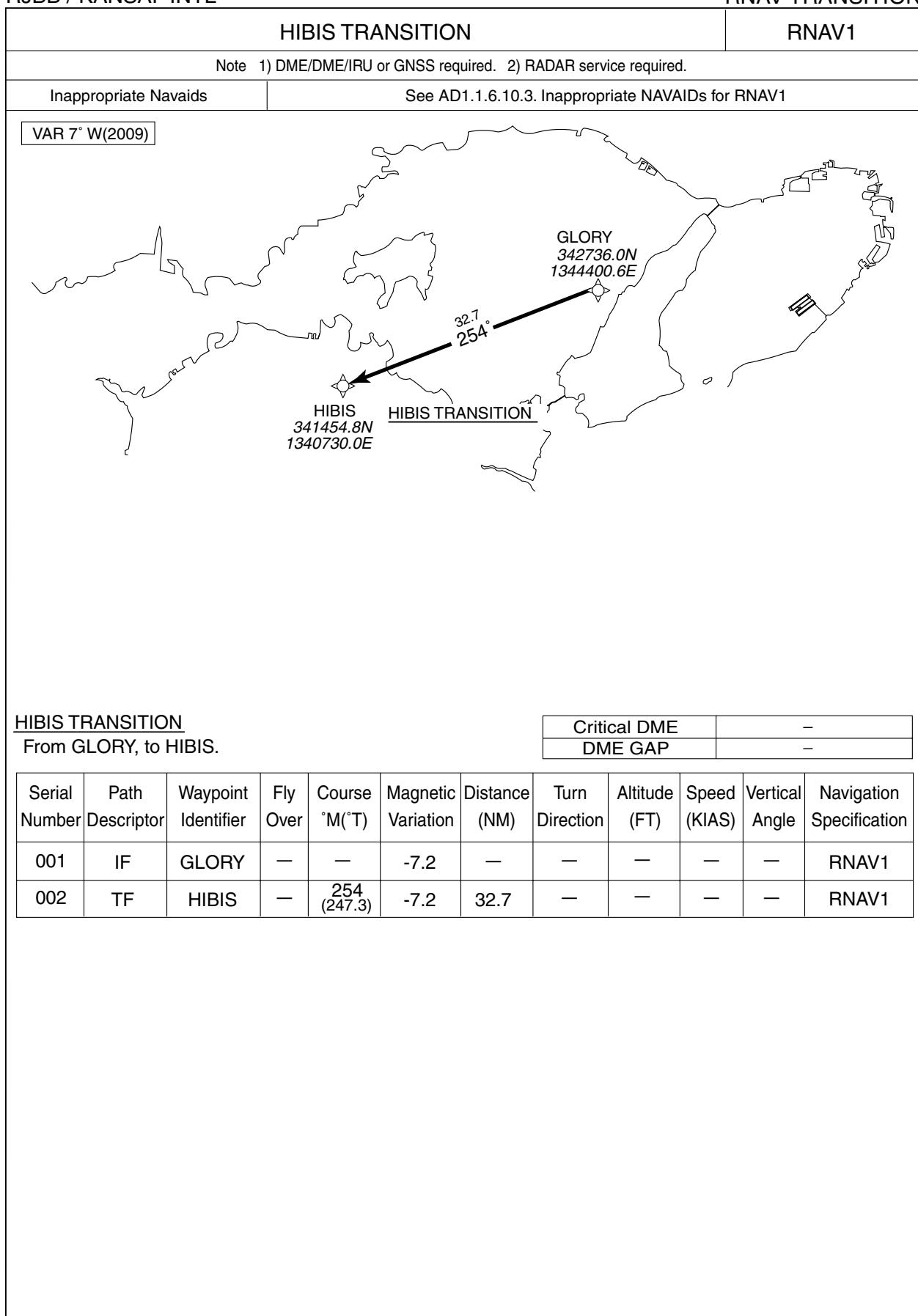
RWY24L

| 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 | VA | — | — | 238 (230.9) | -7.4 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | B4L10 | Y | — | -7.4 | — | — | — | — | — | RNAV1 |
| 003 | DF | BB430 | — | — | -7.4 | — | R | — | -210 | — | RNAV1 |
| 004 | TF | DAISY | — | 008 (000.2) | -7.4 | 5.4 | — | +6000 | — | — | RNAV1 |
| 005 | TF | JULIA | — | 279 (271.4) | -7.4 | 4.0 | — | +8000 | — | — | RNAV1 |
| 006 | TF | LINDA | — | 279 (271.4) | -7.4 | 5.4 | — | — | — | — | RNAV1 |
| 007 | TF | GLORY | — | 255 (247.2) | -7.4 | 6.9 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION



STANDARD ARRIVAL CHART - INSTRUMENT

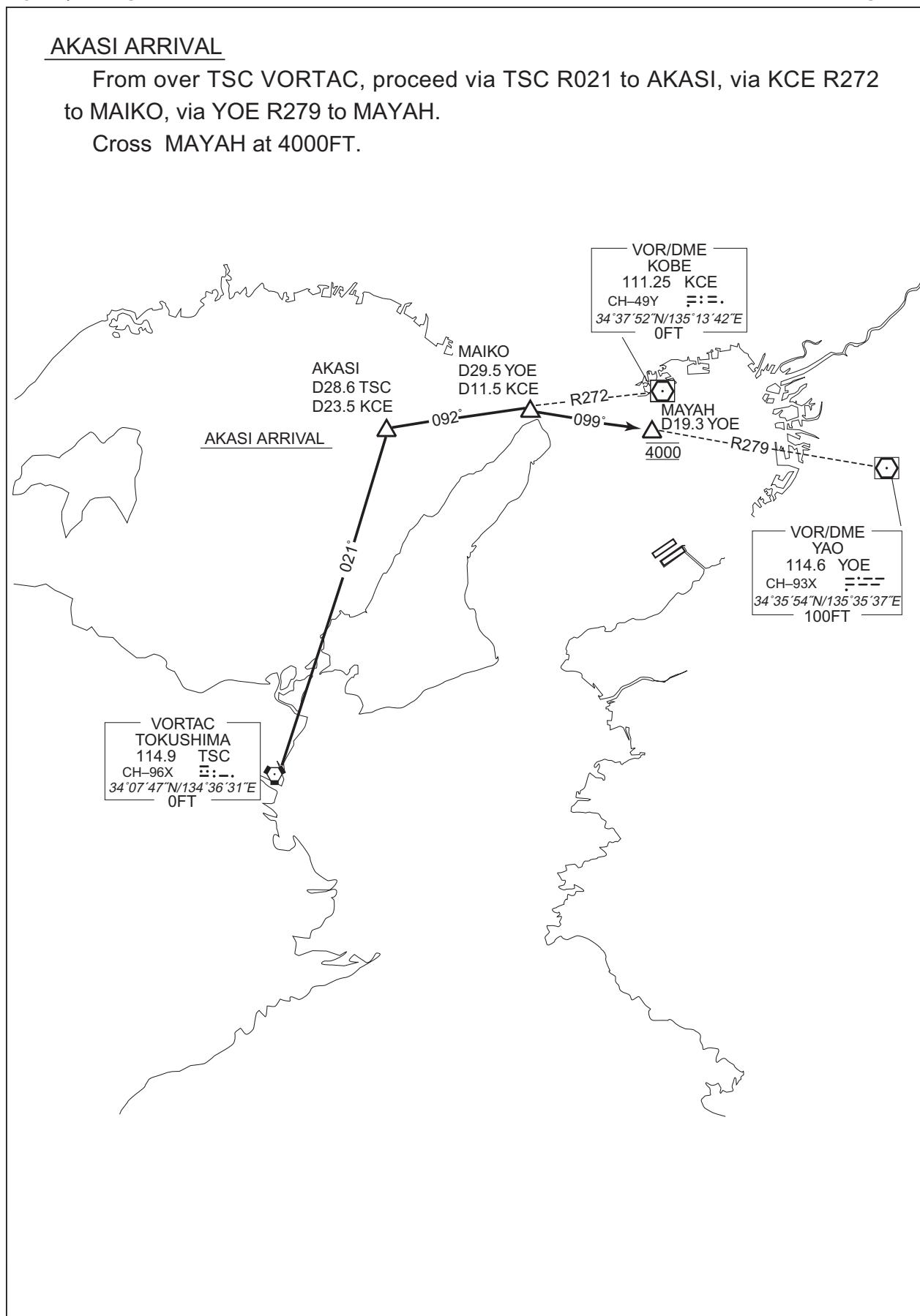
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STAR

AKASI ARRIVAL

From over TSC VORTAC, proceed via TSC R021 to AKASI, via KCE R272 to MAIKO, via YOE R279 to MAYAH.
Cross MAYAH at 4000FT.

CHANGE : Radial FM KCE. KNE deleted.



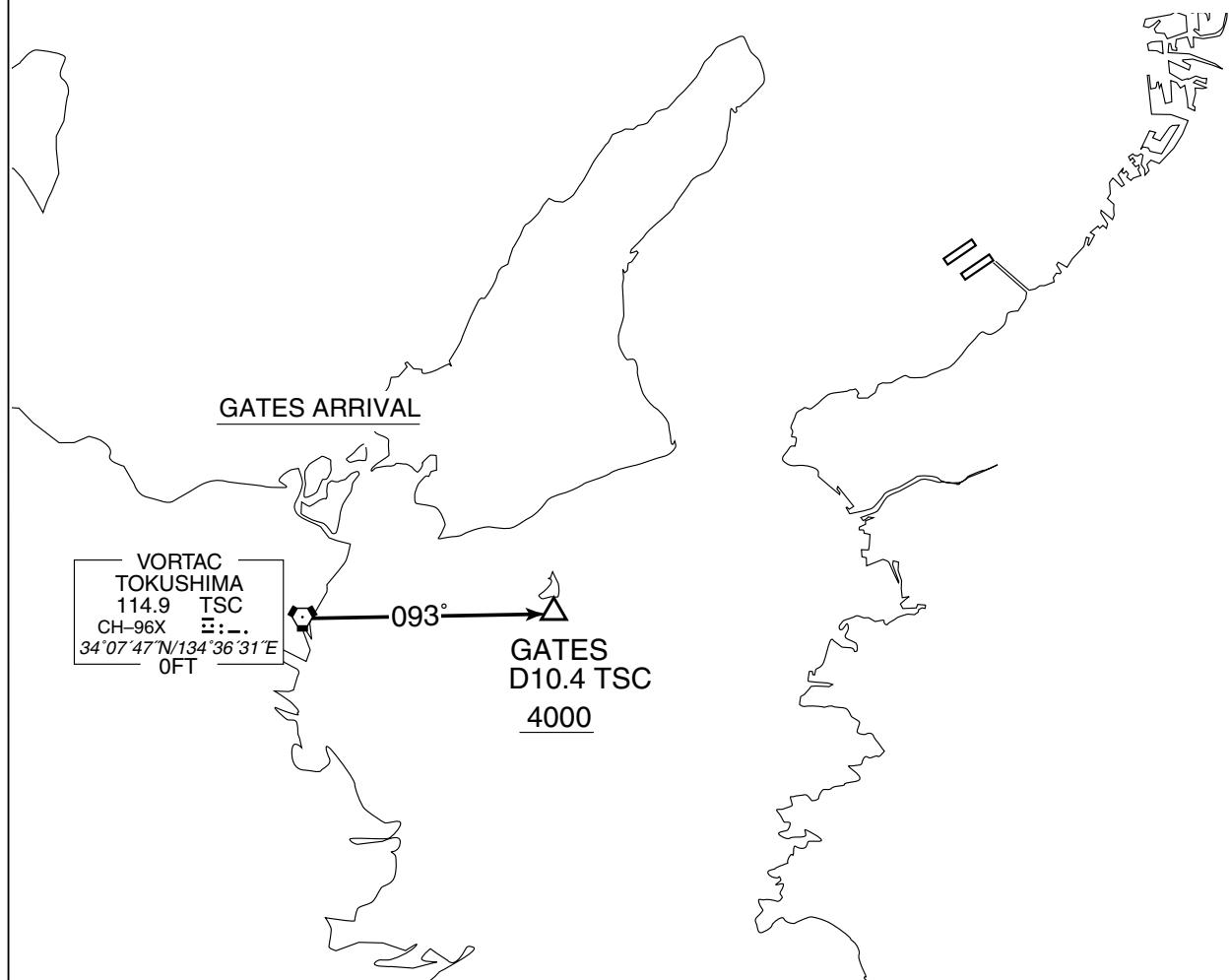
STANDARD ARRIVAL CHART - INSTRUMENT

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STAR

GATES ARRIVAL

From over TSC VORTAC, proceed via TSC R093 to GATES.
Cross GATES at or above 4000FT.



STANDARD ARRIVAL CHART - INSTRUMENT

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STAR

ATACK ARC ARRIVAL

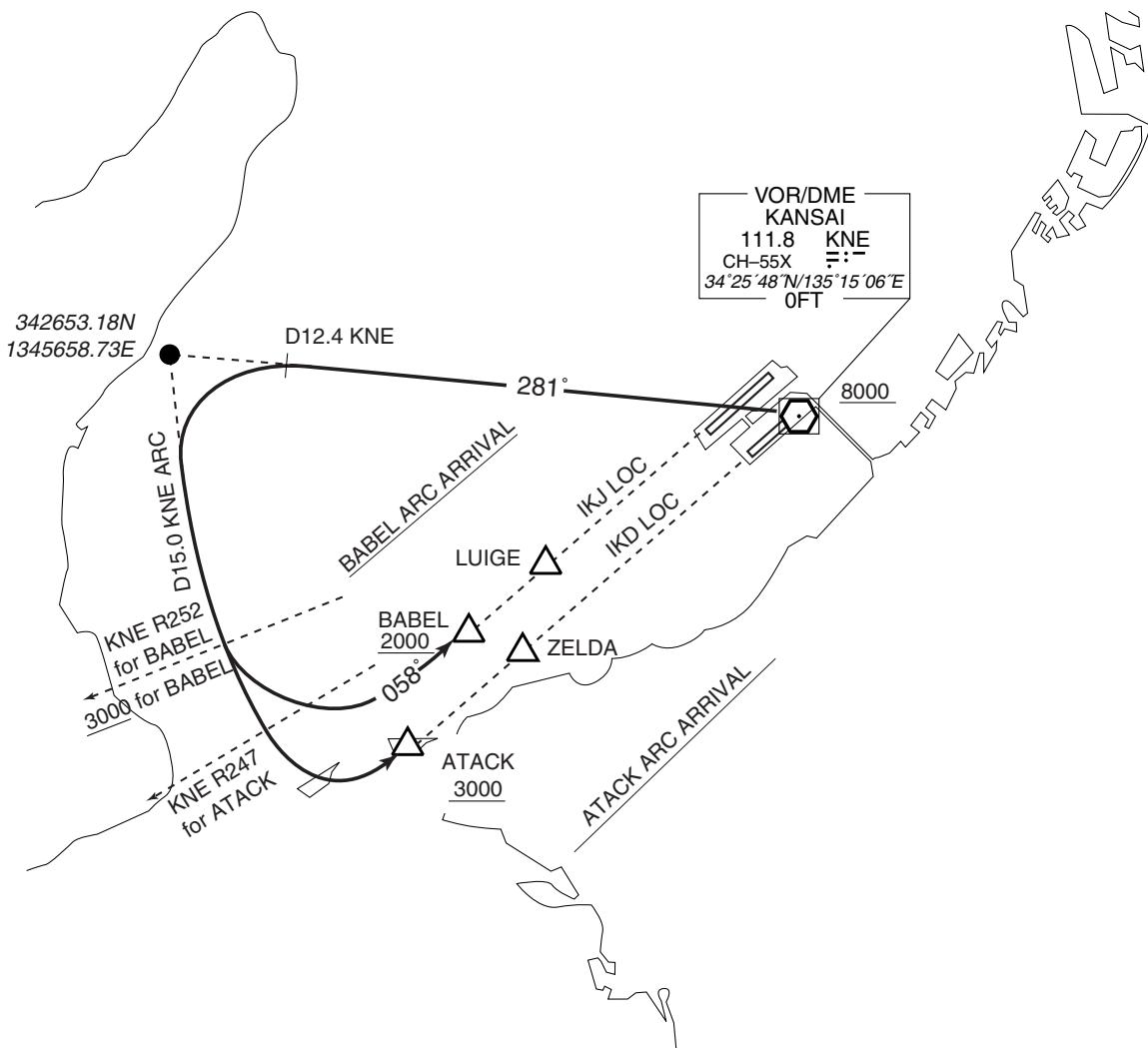
From over KNE VOR/DME, proceed via KNE R281, turn left via KNE 15.0DME counterclockwise ARC, turn left to intercept and proceed via IKD-LOC to ATACK.

Cross KNE VOR/DME at or above 8000FT, cross ATACK at or above 3000FT.

BABEL ARC ARRIVAL

From over KNE VOR/DME, proceed via KNE R281, turn left via KNE 15.0DME counterclockwise ARC, turn left to intercept and proceed via IKJ-LOC to BABEL.

Cross KNE VOR/DME at or above 8000FT, cross KNE R252 at or above 3000FT, cross BABEL at or above 2000FT.



STANDARD ARRIVAL CHART - INSTRUMENT

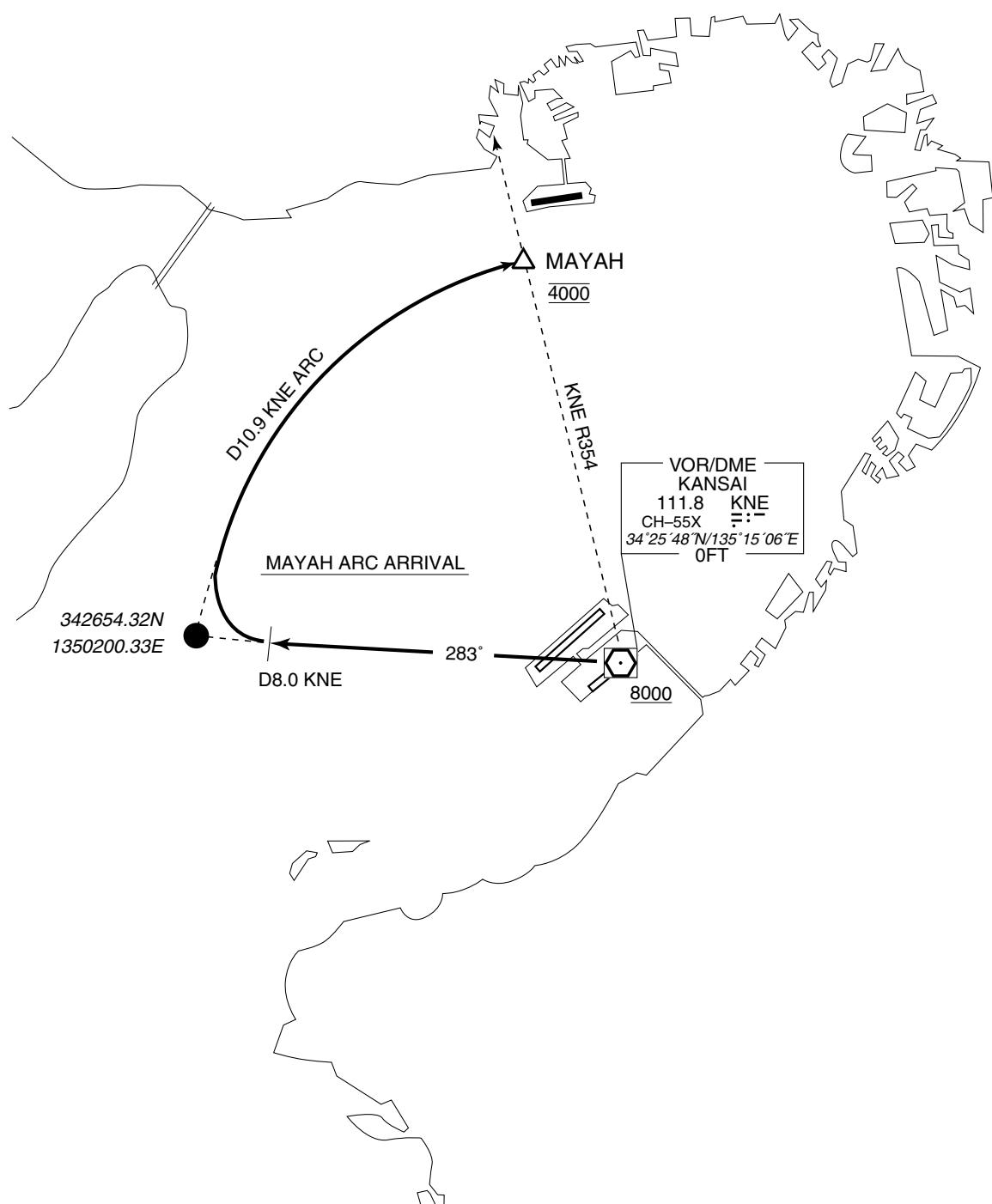
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STAR

MAYAH ARC ARRIVAL

From over KNE VOR/DME, proceed via KNE R283, turn right via KNE 10.9DME clockwise ARC to MAYAH.

Cross KNE VOR/DME at or above 8000FT, cross MAYAH at 4000FT.



STANDARD ARRIVAL CHART - INSTRUMENT

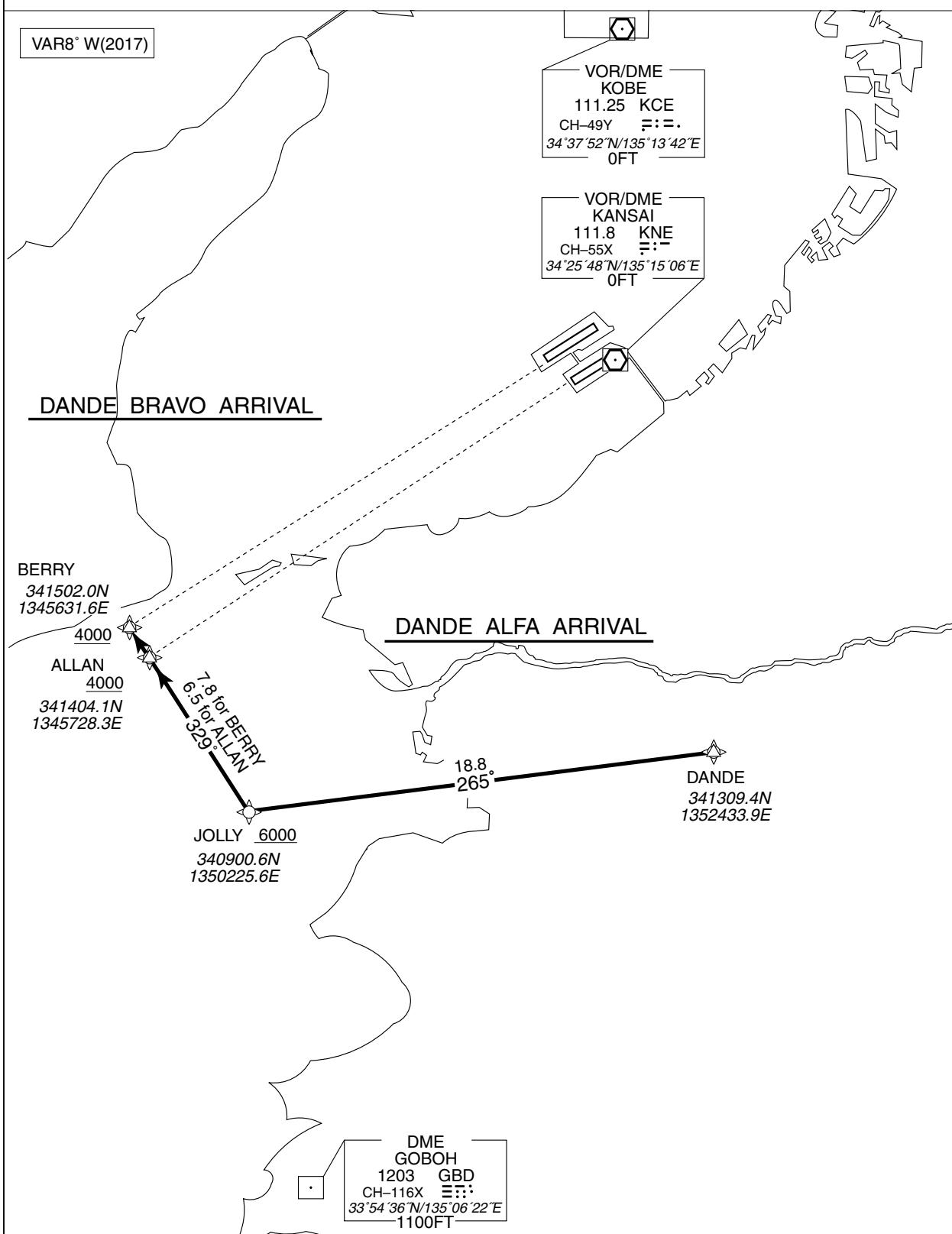
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RNAV STAR RWY06L/06R

DANDE ALFA ARRIVAL
DANDE BRAVO ARRIVAL

RNAV1

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



STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

DANDE ALFA ARRIVAL

From DANDE, to JOLLY at or above 6000FT, to ALLAN at or above 4000FT.

| | |
|-----------------------|---|
| Critical DME | OKT : 16.0NM to JOLLY - 14.0NM to JOLLY TZA : 14.0NM to JOLLY - 13.0NM to JOLLY 4.0NM to JOLLY - ALLAN GBD : DANDE - ALLAN |
| 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 | DANDE | — | — | ■ -7.6 | — | — | — | — | — | RNAV1 |
| 002 | TF | JOLLY | — | ■ 265 (257.3) | ■ -7.6 | 18.8 | — | +6000 | — | — | RNAV1 |
| 003 | TF | ALLAN | — | ■ 329 (321.0) | ■ -7.6 | 6.5 | — | +4000 | — | — | RNAV1 |

DANDE BRAVO ARRIVAL

From DANDE, to JOLLY at or above 6000FT, to BERRY at or above 4000FT.

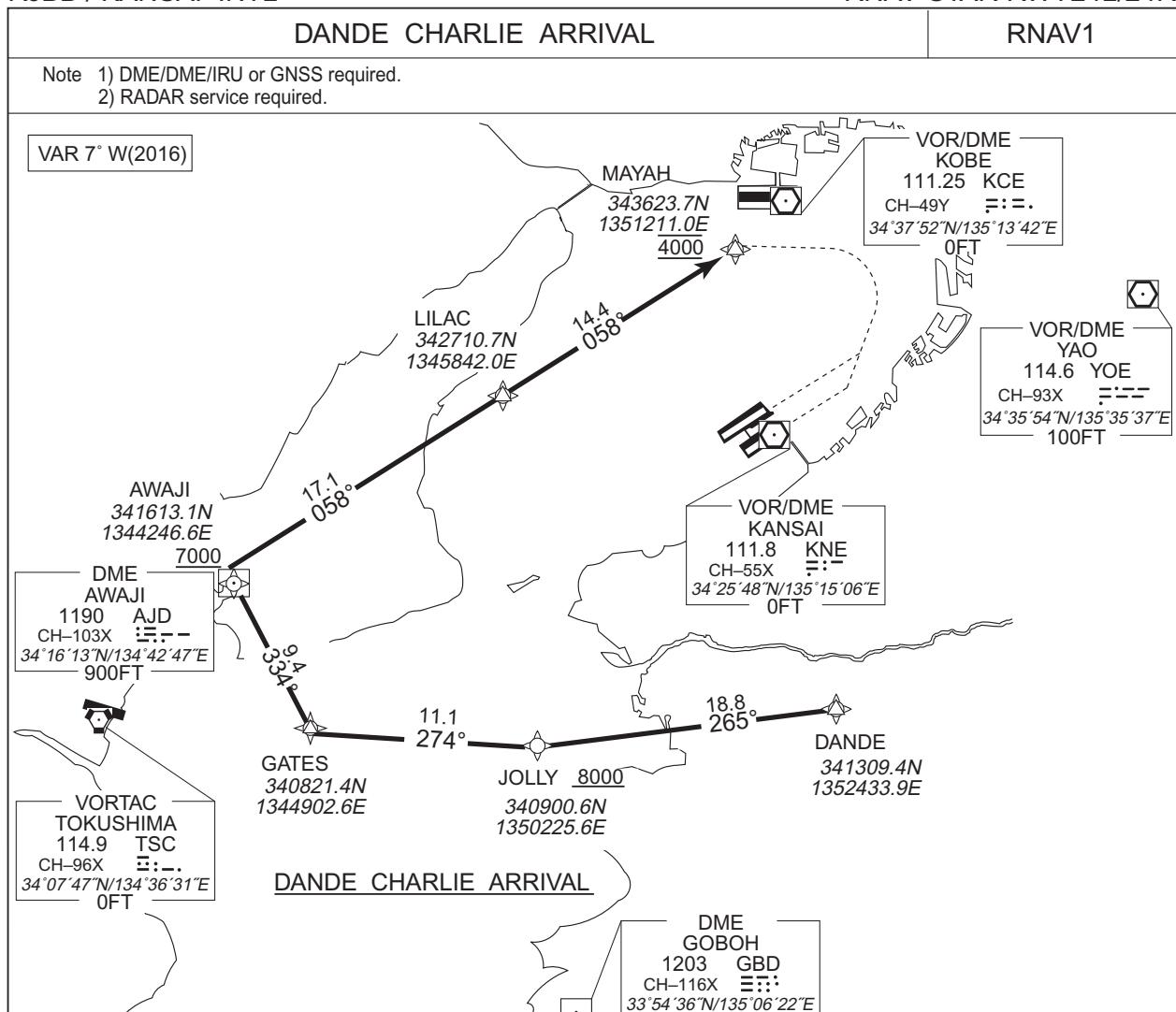
| | |
|-----------------------|---|
| Critical DME | OKT : 16.0NM to JOLLY - 14.0NM to JOLLY TZA : 14.0NM to JOLLY - 13.0NM to JOLLY 4.0NM to JOLLY - BERRY GBD : DANDE - BERRY |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1 |

| 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 | DANDE | — | — | ■ -7.6 | — | — | — | — | — | RNAV1 |
| 002 | TF | JOLLY | — | ■ 265 (257.3) | ■ -7.6 | 18.8 | — | +6000 | — | — | RNAV1 |
| 003 | TF | BERRY | — | ■ 329 (321.0) | ■ -7.6 | 7.8 | — | +4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R



From DANDE, to JOLLY at or above 8000FT, to GATES, to AWAJI at or above 7000FT, to LILAC, to MAYAH at 4000FT.

| | | |
|--------------|---|--|
| Critical DME | OKT : 16.0NM to JOLLY - 14.0NM to JOLLY TZZ : 14.0NM to JOLLY - 13.0NM to JOLLY 4.0NM to JOLLY - 8.0NM to GATES 7.0NM to GATES - GATES 8.0NM to AWAJI - 11.0NM to LILAC | GBD : DANDE - 8.0NM to GATES 7.0NM to GATES - GATES 8.0NM to AWAJI - MAYAH |
| DME GAP | 8.0NM to GATES - 7.0NM to GATES | GATES - 8.0NM to AWAJI |

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 | DANDE | - | - | -7.5 | - | - | - | - | - | RNAV1 |
| 002 | TF | JOLLY | - | 265 (257.3) | -7.5 | 18.8 | - | +8000 | - | - | RNAV1 |
| 003 | TF | GATES | - | 274 (266.7) | -7.5 | 11.1 | - | - | - | - | RNAV1 |
| 004 | TF | AWAJI | - | 334 (326.6) | -7.5 | 9.4 | - | +7000 | - | - | RNAV1 |
| 005 | TF | LILAC | - | 058 (050.1) | -7.5 | 17.1 | - | - | - | - | RNAV1 |
| 006 | TF | MAYAH | - | 058 (050.3) | -7.5 | 14.4 | - | 4000 | - | - | RNAV1 |

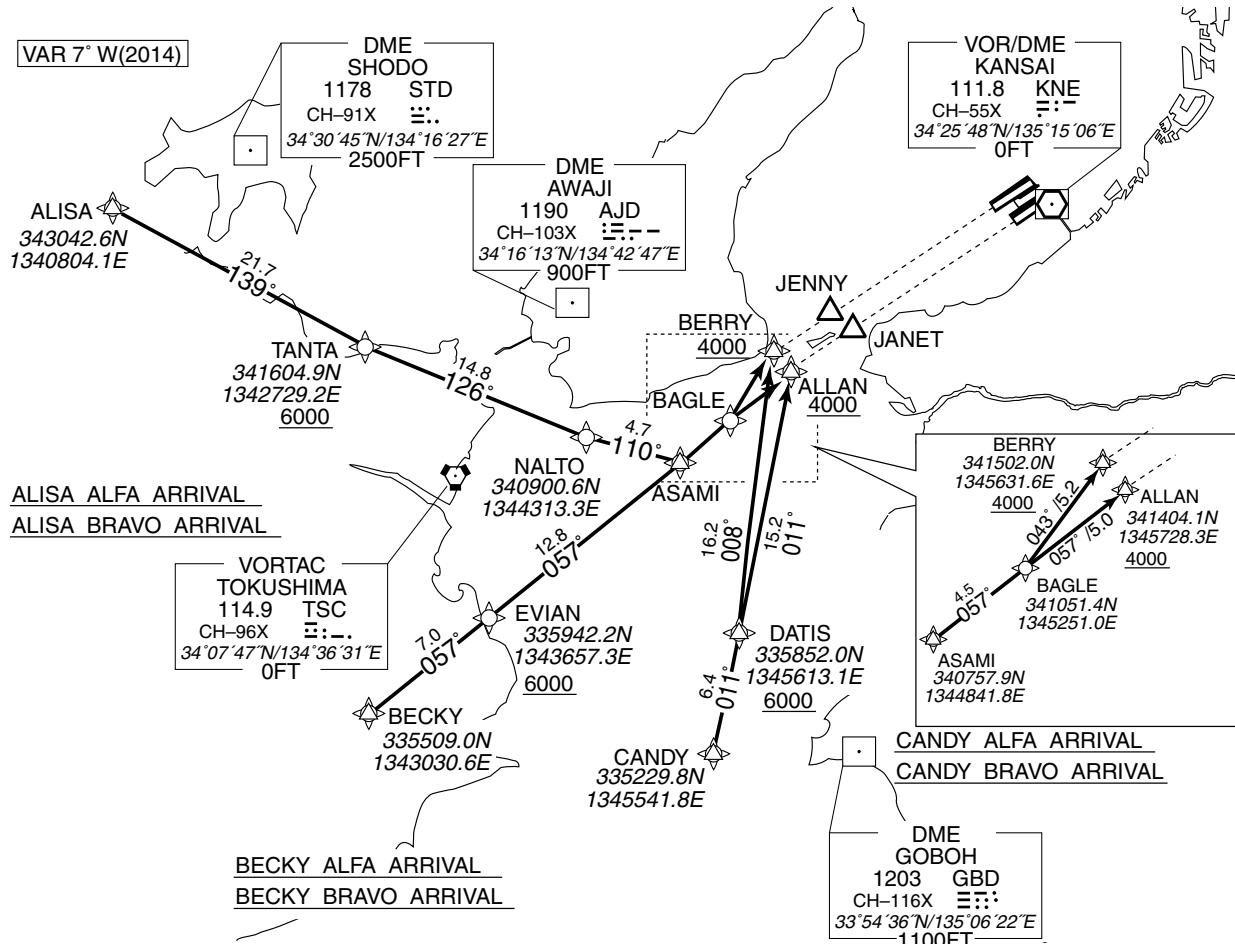
STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

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

RNAV1



ALISA ALFA ARRIVAL

From ALISA, to TANTA at or above 6000FT, to NALTO, to ASAMI, to BAGLE, to ALLAN at or above 4000FT.

| | |
|-----------------------|--|
| Critical DME | AJD : 12.0NM to NALTO - NALTO KNE : 1.7NM to ASAMI - 4.0NM to ALLAN |
| 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 | ALISA | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 139 (132.3) | -7.2 | 21.7 | — | +6000 | — | — | RNAV1 |
| 003 | TF | NALTO | — | 126 (118.4) | -7.2 | 14.8 | — | — | — | — | RNAV1 |
| 004 | TF | ASAMI | — | 110 (103.0) | -7.2 | 4.7 | — | — | — | — | RNAV1 |
| 005 | TF | BAGLE | — | 057 (049.9) | -7.2 | 4.5 | — | — | — | — | RNAV1 |
| 006 | TF | ALLAN | — | 057 (049.9) | -7.2 | 5.0 | — | +4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

ALISA BRAVO ARRIVAL

From ALISA, to TANTA at or above 6000FT, NALTO, to ASAMI,
to BAGLE, to BERRY at or above 4000FT.

| | |
|-----------------------|--|
| Critical DME | AJD : 12.0NM to NALTO - NALTO KNE : 1.7NM to ASAMI - 4.2NM to BERRY |
| 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 | ALISA | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 139 (132.3) | -7.2 | 21.7 | — | +6000 | — | — | RNAV1 |
| 003 | TF | NALTO | — | 126 (118.4) | -7.2 | 14.8 | — | — | — | — | RNAV1 |
| 004 | TF | ASAMI | — | 110 (103.0) | -7.2 | 4.7 | — | — | — | — | RNAV1 |
| 005 | TF | BAGLE | — | 057 (049.9) | -7.2 | 4.5 | — | — | — | — | RNAV1 |
| 006 | TF | BERRY | — | 043 (036.0) | -7.2 | 5.2 | — | +4000 | — | — | RNAV1 |

BECKY ALFA ARRIVAL

From BECKY, to EVIAN at or above 6000FT, to ASAMI, to BAGLE, to ALLAN at or above 4000FT.

| | |
|-----------------------|---|
| Critical DME | KNE : ASAMI - 4.0NM to ALLAN |
| 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | EVIAN | — | 057 (049.5) | -7.2 | 7.0 | — | +6000 | — | — | RNAV1 |
| 003 | TF | ASAMI | — | 057 (049.6) | -7.2 | 12.8 | — | — | — | — | RNAV1 |
| 004 | TF | BAGLE | — | 057 (049.9) | -7.2 | 4.5 | — | — | — | — | RNAV1 |
| 005 | TF | ALLAN | — | 057 (049.9) | -7.2 | 5.0 | — | +4000 | — | — | RNAV1 |

BECKY BRAVO ARRIVAL

From BECKY, to EVIAN at or above 6000FT, to ASAMI, to BAGLE, to BERRY at or above 4000FT.

| | |
|-----------------------|---|
| Critical DME | KNE : ASAMI - 4.2NM to BERRY |
| 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | EVIAN | — | 057 (049.5) | -7.2 | 7.0 | — | +6000 | — | — | RNAV1 |
| 003 | TF | ASAMI | — | 057 (049.6) | -7.2 | 12.8 | — | — | — | — | RNAV1 |
| 004 | TF | BAGLE | — | 057 (049.9) | -7.2 | 4.5 | — | — | — | — | RNAV1 |
| 005 | TF | BERRY | — | 043 (036.0) | -7.2 | 5.2 | — | +4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

CANDY ALFA ARRIVAL

From CANDY, to DATIS at or above 6000FT, to ALLAN at or above 4000FT.

| | |
|-----------------------|---|
| Critical DME | — |
| 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 | CANDY | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | DATIS | — | 011 (003.9) | -7.2 | 6.4 | — | +6000 | — | — | RNAV1 |
| 003 | TF | ALLAN | — | 011 (003.9) | -7.2 | 15.2 | — | +4000 | — | — | RNAV1 |

CANDY BRAVO ARRIVAL

From CANDY, to DATIS at or above 6000FT, to BERRY at or above 4000FT.

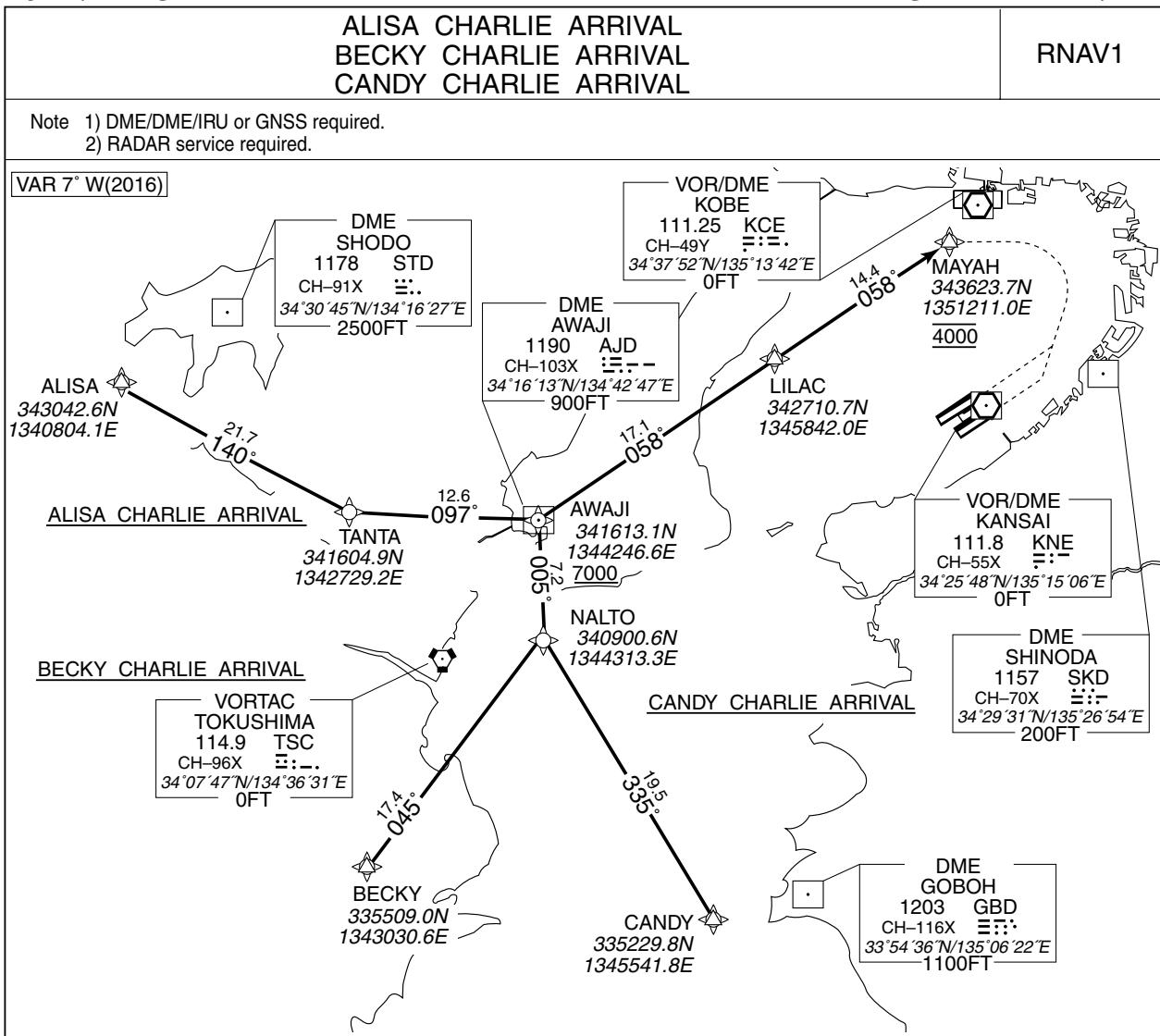
| | |
|-----------------------|--|
| Critical DME | KNE : 15.1NM to BERRY - 14.1NM to BERRY 8.1NM to BERRY - 6.1NM to BERRY |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | CANDY | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | DATIS | — | 011 (003.9) | -7.2 | 6.4 | — | +6000 | — | — | RNAV1 |
| 003 | TF | BERRY | — | 008 (000.9) | -7.2 | 16.2 | — | +4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R



ALISA CHARLIE ARRIVAL

From ALISA, to TANTA, to AWAJI at or above 7000FT, to LILAC, to MAYAH at 4000FT.

| | |
|--------------|--|
| Critical DME | KNE : 4.7NM to AWAJI - AWAJI TZT : AWAJI - 11.0NM to LILAC GBD : AWAJI - MAYAH |
| 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 | ALISA | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 140 (132.3) | -7.5 | 21.7 | — | — | — | — | RNAV1 |
| 003 | TF | AWAJI | — | 097 (089.3) | -7.5 | 12.6 | — | +7000 | — | — | RNAV1 |
| 004 | TF | LILAC | — | 058 (050.1) | -7.5 | 17.1 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 058 (050.3) | -7.5 | 14.4 | — | 4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

BECKY CHARLIE ARRIVAL

From BECKY, to NALTO, to AWAJI at or above 7000FT, to LILAC, to MAYAH at 4000FT.

| | |
|-----------------------|---|
| Critical DME | GBD : 5.2NM to AWAJI - 4.2NM to AWAJI AWAJI - MAYAH TZT : AWAJI - 11.0NM to LILAC |
| 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 | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NALTO | — | 045 (037.2) | -7.5 | 17.4 | — | — | — | — | RNAV1 |
| 003 | TF | AWAJI | — | 005 (357.1) | -7.5 | 7.2 | — | +7000 | — | — | RNAV1 |
| 004 | TF | LILAC | — | 058 (050.1) | -7.5 | 17.1 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 058 (050.3) | -7.5 | 14.4 | — | 4000 | — | — | RNAV1 |

CANDY CHARLIE ARRIVAL

From CANDY, to NALTO, to AWAJI at or above 7000FT, to LILAC, to MAYAH at 4000FT.

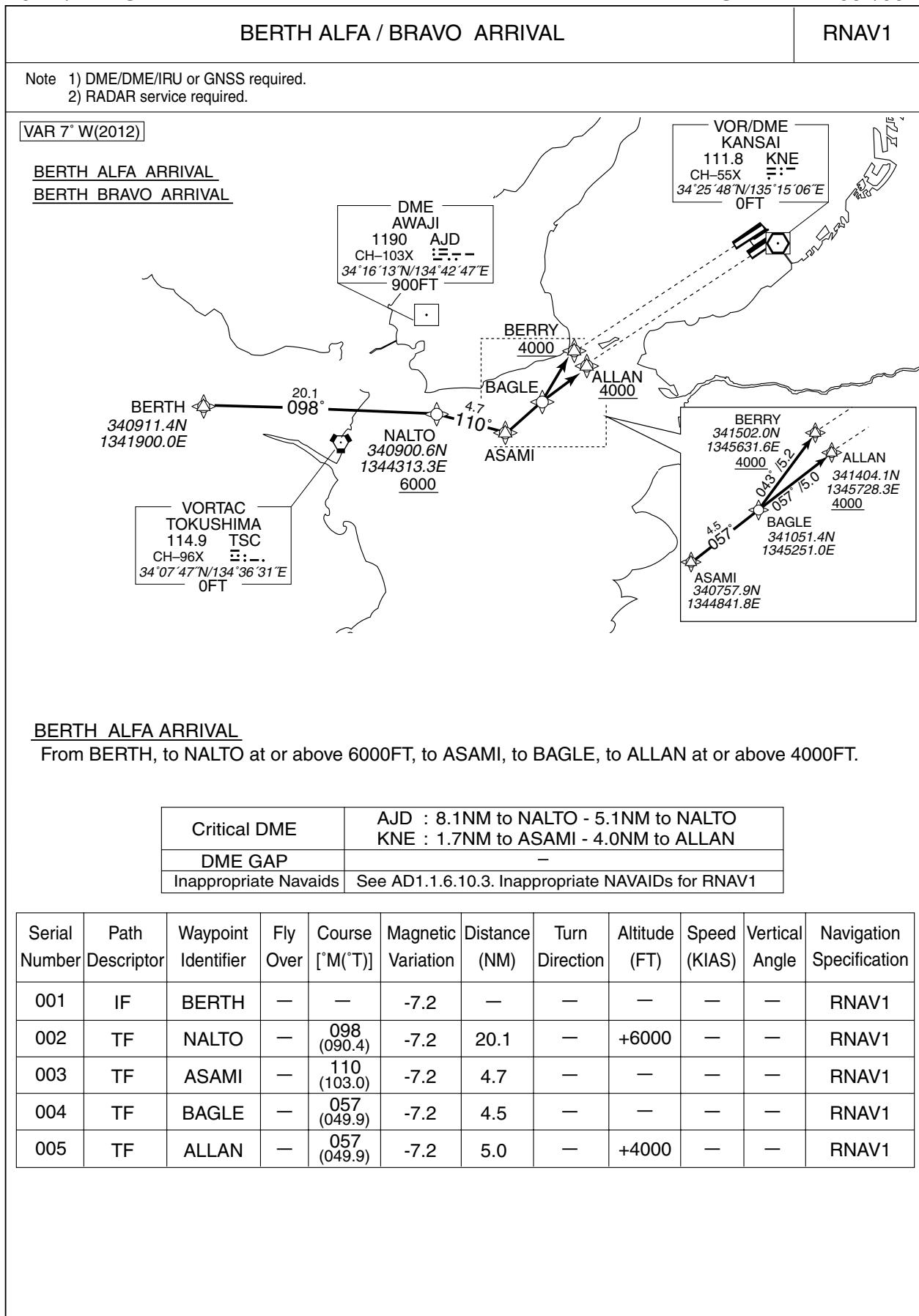
| | |
|-----------------------|--|
| Critical DME | GBD : 5.2NM to AWAJI - 4.2NM to AWAJI AWAJI - MAYAH KNE : 16.5NM to NALTO - NALTO TZT : AWAJI - 11.0NM to LILAC |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | CANDY | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NALTO | — | 335 (328.0) | -7.5 | 19.5 | — | — | — | — | RNAV1 |
| 003 | TF | AWAJI | — | 005 (357.1) | -7.5 | 7.2 | — | +7000 | — | — | RNAV1 |
| 004 | TF | LILAC | — | 058 (050.1) | -7.5 | 17.1 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 058 (050.3) | -7.5 | 14.4 | — | 4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

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RNAV STAR RWY06L/06R



STANDARD ARRIVAL CHART - INSTRUMENT

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RNAV STAR RWY06L/06R

BERTH BRAVO ARRIVAL

From BERTH, to NALTO at or above 6000FT, to ASAMI, to BAGLE, to BERRY at or above 4000FT.

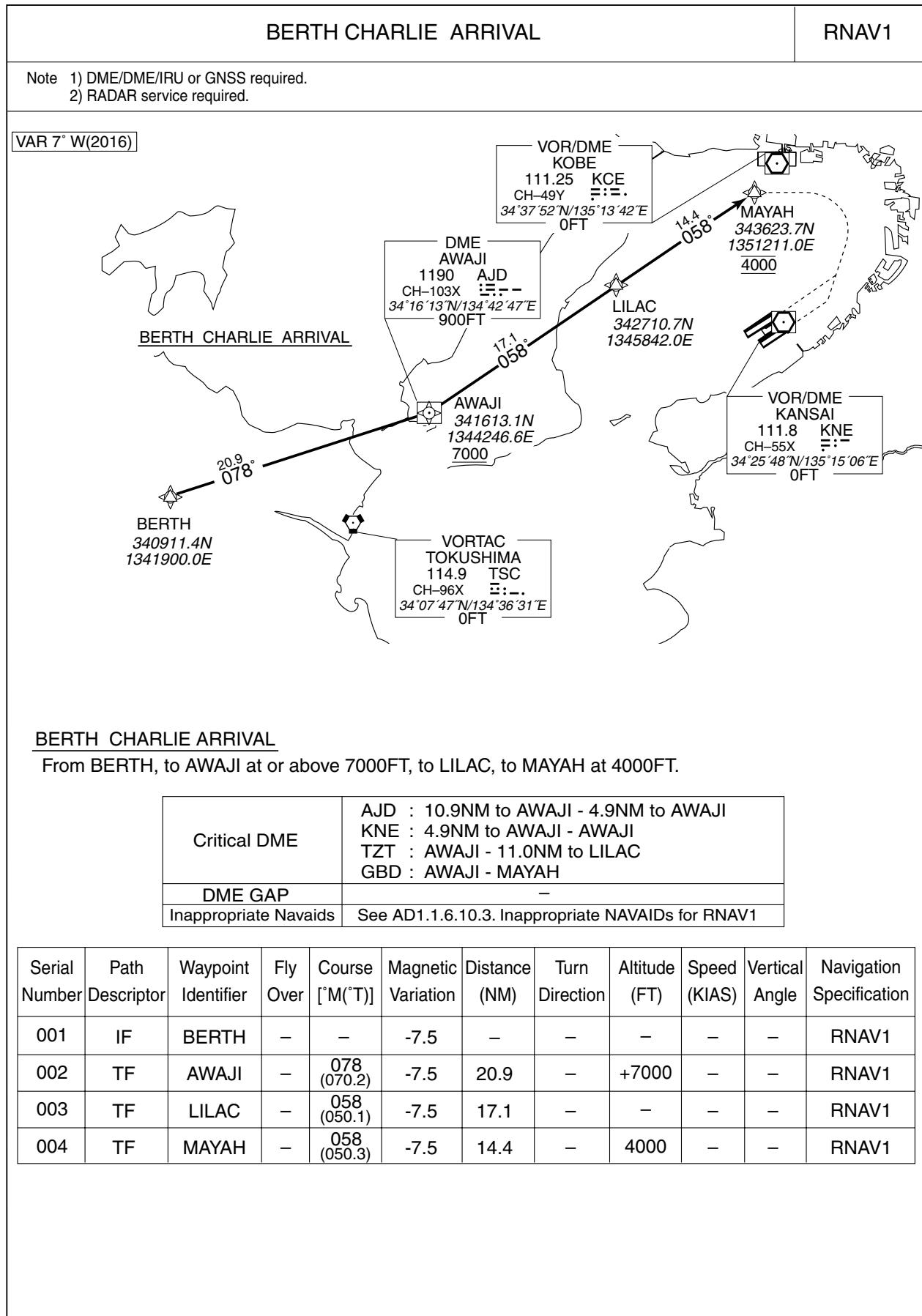
| | |
|-----------------------|--|
| Critical DME | AJD : 8.1NM to NALTO - 5.1NM to NALTO KNE : 1.7NM to ASAMI - 4.2NM to BERRY |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | — | — | -7.2 | — | — | — | — | — | RNAV1 |
| 002 | TF | NALTO | — | 098 (090.4) | -7.2 | 20.1 | — | +6000 | — | — | RNAV1 |
| 003 | TF | ASAMI | — | 110 (103.0) | -7.2 | 4.7 | — | — | — | — | RNAV1 |
| 004 | TF | BAGLE | — | 057 (049.9) | -7.2 | 4.5 | — | — | — | — | RNAV1 |
| 005 | TF | BERRY | — | 043 (036.0) | -7.2 | 5.2 | — | +4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

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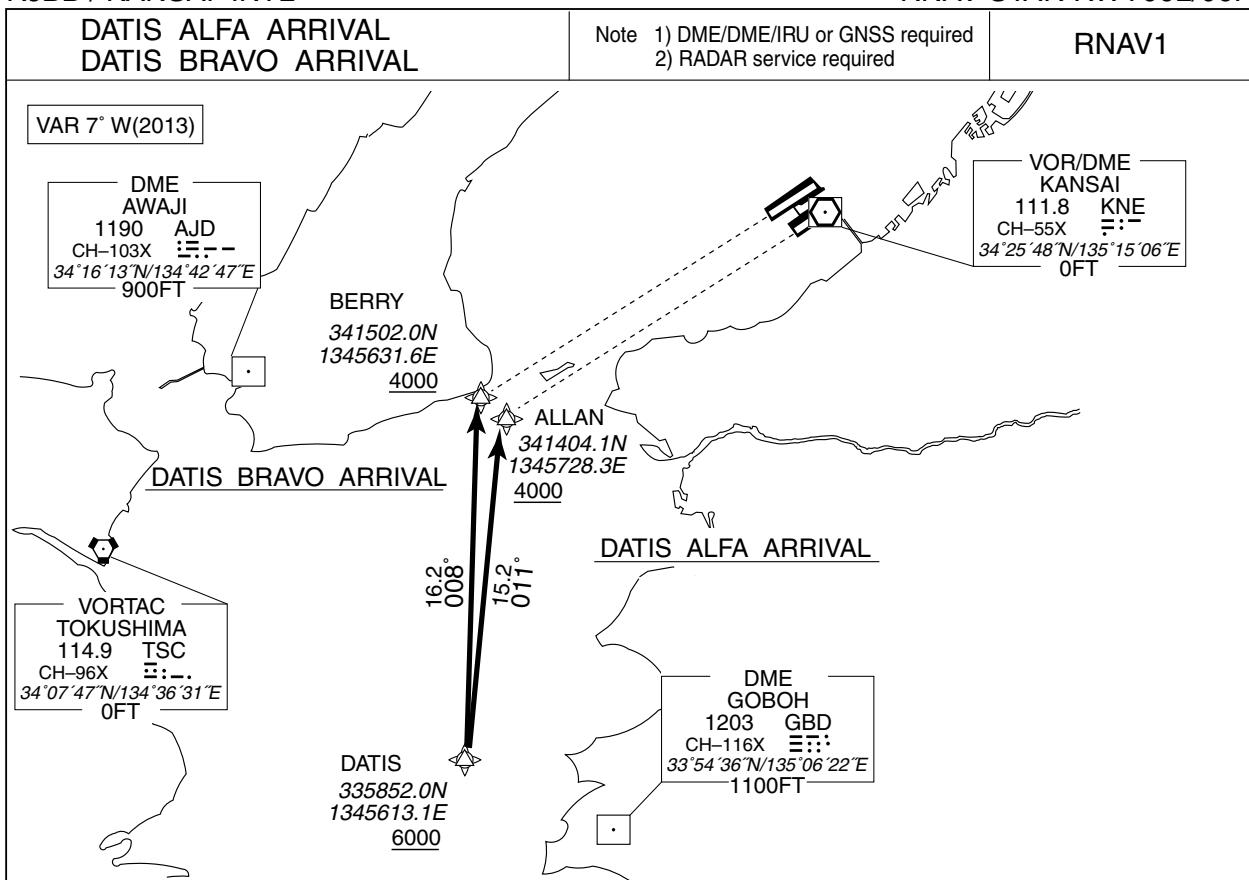
RNAV STAR RWY24L/24R



STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

DATIS ALFA ARRIVAL

From DATIS at or above 6000FT, to ALLAN at or above 4000FT.

| | |
|-----------------------|---|
| Critical DME | — |
| 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 | DATIS | — | — | -7.2 | — | — | +6000 | — | — | RNAV1 |
| 002 | TF | ALLAN | — | 011 (003.9) | -7.2 | 15.2 | — | +4000 | — | — | RNAV1 |

DATIS BRAVO ARRIVAL

From DATIS at or above 6000FT, to BERRY at or above 4000FT.

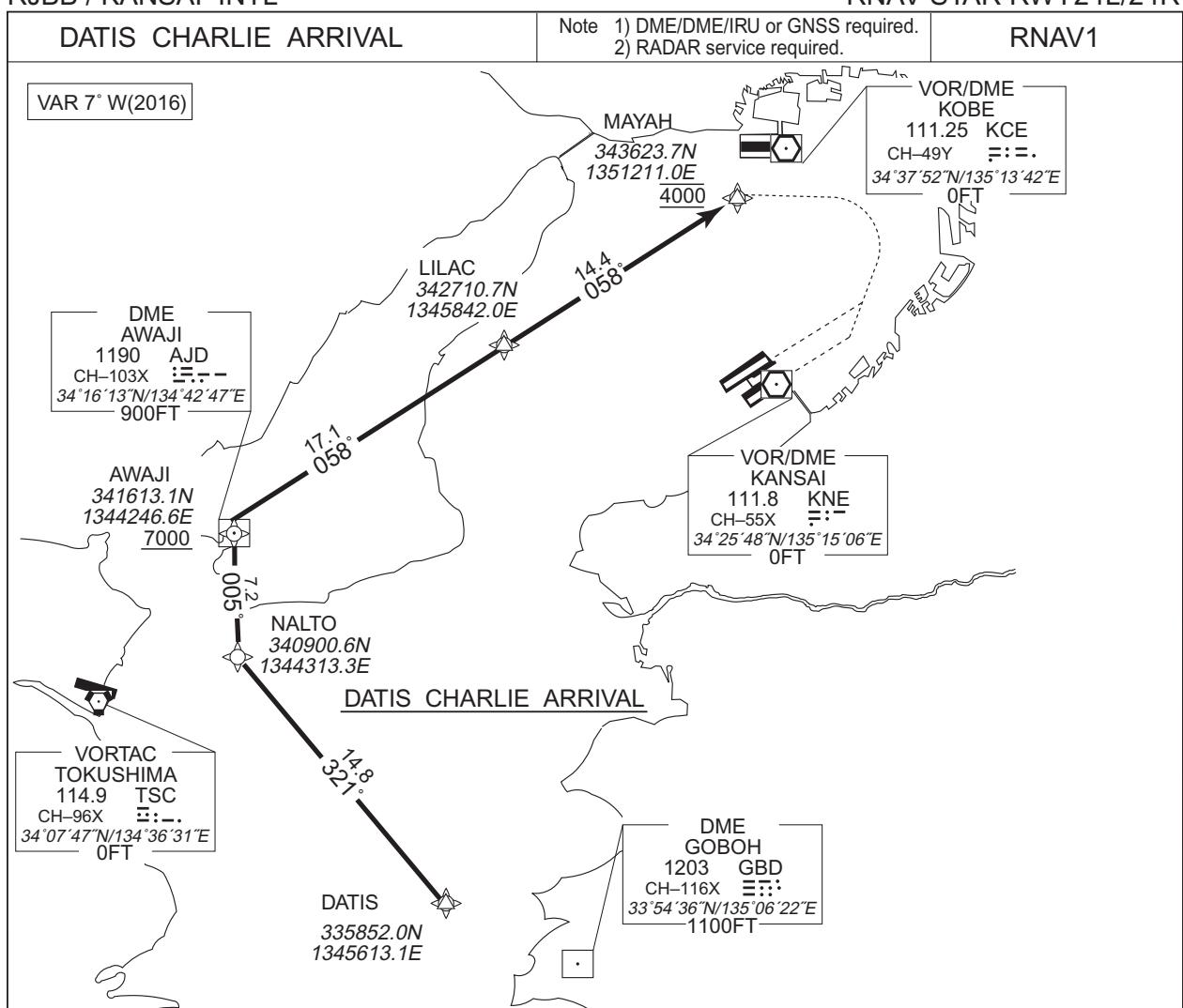
| | |
|-----------------------|--|
| Critical DME | KNE : 15.1NM to BERRY - 14.1NM to BERRY 8.1NM to BERRY - 6.1NM to BERRY |
| DME GAP | — |
| Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | DATIS | — | — | -7.2 | — | — | +6000 | — | — | RNAV1 |
| 002 | TF | BERRY | — | 008 (000.9) | -7.2 | 16.2 | — | +4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R



DATIS CHARLIE ARRIVAL

From DATIS, to NALTO, to AWAJI at or above 7000FT, to LILAC, to MAYAH at 4000FT.

| | |
|-----------------------|---|
| Critical DME | GBD : 5.2NM to AWAJI - 4.2NM to AWAJI AWAJI - MAYAH TZT : AWAJI - 11.0NM to LILAC |
| 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 | DATIS | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NALTO | — | 321 (313.4) | -7.5 | 14.8 | — | — | — | — | RNAV1 |
| 003 | TF | AWAJI | — | 005 (357.1) | -7.5 | 7.2 | — | +7000 | — | — | RNAV1 |
| 004 | TF | LILAC | — | 058 (050.1) | -7.5 | 17.1 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 058 (050.3) | -7.5 | 14.4 | — | 4000 | — | — | RNAV1 |

CHANGE : Editorial

STANDARD ARRIVAL CHART - INSTRUMENT

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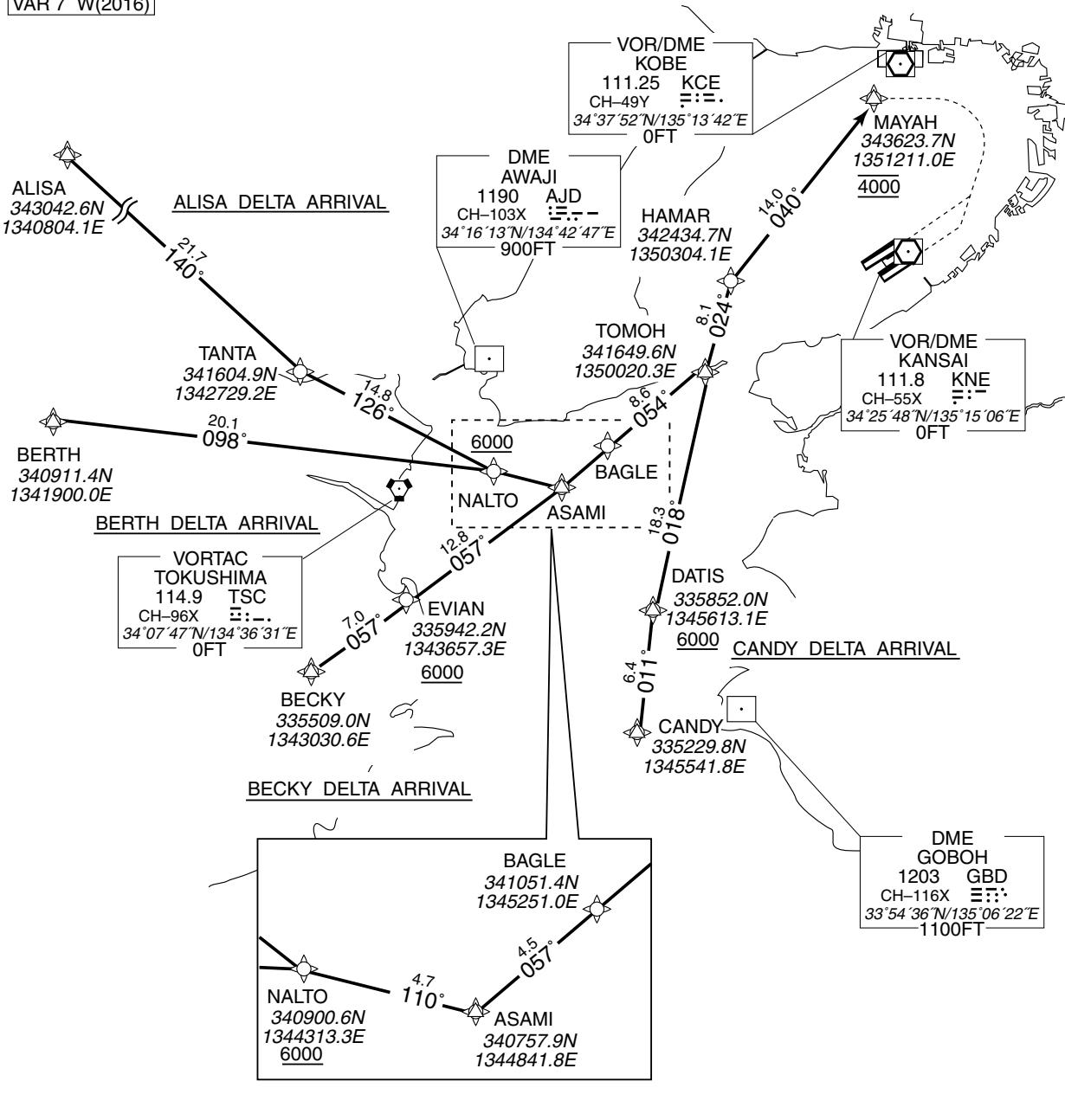
RNAV STAR RWY24L/24R

ALISA DELTA ARRIVAL
BECKY DELTA ARRIVAL
BERTH DELTA ARRIVAL
CANDY DELTA ARRIVAL

RNAV1

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

VAR 7° W(2016)



STANDARD ARRIVAL CHART - INSTRUMENT

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RNAV STAR RWY24L/24R

ALISA DELTA ARRIVAL

From ALISA, to TANTA, to NALTO at or above 6000FT, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000FT.

| | |
|-----------------------|--|
| Critical DME | AJD : 2.0NM to MAYAH - MAYAH KNE : 1.7NM to ASAMI - BAGLE GBD: 7.1NM to HAMAR - 5.1NM to HAMAR |
| 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 | ALISA | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 140 (132.3) | -7.5 | 21.7 | — | — | — | — | RNAV1 |
| 003 | TF | NALTO | — | 126 (118.4) | -7.5 | 14.8 | — | +6000 | — | — | RNAV1 |
| 004 | TF | ASAMI | — | 110 (103.0) | -7.5 | 4.7 | — | — | — | — | RNAV1 |
| 005 | TF | BAGLE | — | 057 (049.9) | -7.5 | 4.5 | — | — | — | — | RNAV1 |
| 006 | TF | TOMOH | — | 054 (046.0) | -7.5 | 8.6 | — | — | — | — | RNAV1 |
| 007 | TF | HAMAR | — | 024 (016.2) | -7.5 | 8.1 | — | — | — | — | RNAV1 |
| 008 | TF | MAYAH | — | 040 (032.4) | -7.5 | 14.0 | — | 4000 | — | — | RNAV1 |

BECKY DELTA ARRIVAL

From BECKY, to EVIAN at or above 6000FT, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000FT.

| | |
|-----------------------|---|
| Critical DME | KNE : ASAMI - BAGLE GBD: 7.1NM to HAMAR - 5.1NM to HAMAR AJD : 2.0NM to MAYAH - MAYAH |
| 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 | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | EVIAN | — | 057 (049.5) | -7.5 | 7.0 | — | +6000 | — | — | RNAV1 |
| 003 | TF | ASAMI | — | 057 (049.6) | -7.5 | 12.8 | — | — | — | — | RNAV1 |
| 004 | TF | BAGLE | — | 057 (049.9) | -7.5 | 4.5 | — | — | — | — | RNAV1 |
| 005 | TF | TOMOH | — | 054 (046.0) | -7.5 | 8.6 | — | — | — | — | RNAV1 |
| 006 | TF | HAMAR | — | 024 (016.2) | -7.5 | 8.1 | — | — | — | — | RNAV1 |
| 007 | TF | MAYAH | — | 040 (032.4) | -7.5 | 14.0 | — | 4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

BERTH DELTA ARRIVAL

From BERTH to NALTO at or above 6000FT, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000FT.

| | |
|----------------------------------|--|
| Critical DME | AJD : 8.1NM to NALTO - 5.1NM to NALTO 2.0NM to MAYAH - MAYAH KNE : 1.7NM to ASAMI - BAGLE GBD : 7.1NM to HAMAR - 5.1NM to HAMAR |
| 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 | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | NALTO | — | 098 (090.4) | -7.5 | 20.1 | — | +6000 | — | — | RNAV1 |
| 003 | TF | ASAMI | — | 110 (103.0) | -7.5 | 4.7 | — | — | — | — | RNAV1 |
| 004 | TF | BAGLE | — | 057 (049.9) | -7.5 | 4.5 | — | — | — | — | RNAV1 |
| 005 | TF | TOMOH | — | 054 (046.0) | -7.5 | 8.6 | — | — | — | — | RNAV1 |
| 006 | TF | HAMAR | — | 024 (016.2) | -7.5 | 8.1 | — | — | — | — | RNAV1 |
| 007 | TF | MAYAH | — | 040 (032.4) | -7.5 | 14.0 | — | 4000 | — | — | RNAV1 |

CANDY DELTA ARRIVAL

From CANDY, to DATIS at or above 6000FT, to TOMOH, to HAMAR, to MAYAH at 4000FT.

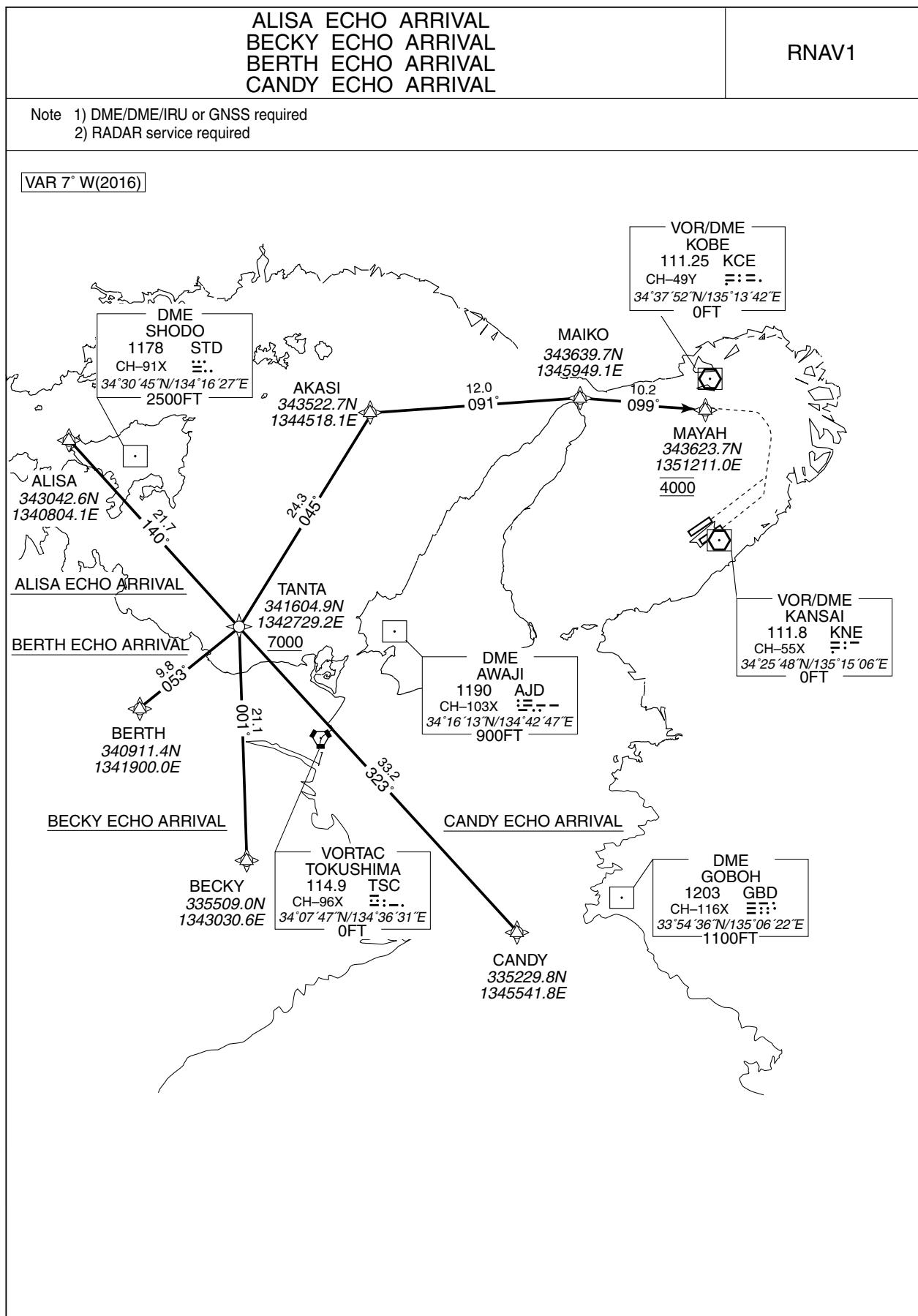
| | |
|----------------------------------|--|
| Critical DME | GBD: 7.1NM to HAMAR - 5.1NM to HAMAR AJD : 2.0NM to MAYAH - MAYAH |
| DME GAP Inappropriate Navaids | — See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |

| 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 | CANDY | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | DATIS | — | 011 (003.9) | -7.5 | 6.4 | — | +6000 | — | — | RNAV1 |
| 003 | TF | TOMOH | — | 018 (010.7) | -7.5 | 18.3 | — | — | — | — | RNAV1 |
| 004 | TF | HAMAR | — | 024 (016.2) | -7.5 | 8.1 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 040 (032.4) | -7.5 | 14.0 | — | 4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

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RNAV STAR RWY24L/24R



STANDARD ARRIVAL CHART - INSTRUMENT

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RNAV STAR RWY24L/24R

ALISA ECHO ARRIVAL

From ALISA, to TANTA at or above 7000FT, to AKASI, to MAIKO, to MAYAH at 4000FT.

| | | |
|-----------------------|--|---|
| Critical DME | | KTE : TANTA - 18.3NM to AKASI AJD : 14.3NM to AKASI - 9.3NM to AKASI KNE : 8.0NM to MAYAH - MAYAH |
| 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 | ALISA | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 140 (132.3) | -7.5 | 21.7 | — | +7000 | — | — | RNAV1 |
| 003 | TF | AKASI | — | 045 (037.2) | -7.5 | 24.3 | — | — | — | — | RNAV1 |
| 004 | TF | MAIKO | — | 091 (083.8) | -7.5 | 12.0 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 099 (091.4) | -7.5 | 10.2 | — | 4000 | — | — | RNAV1 |

BECKY ECHO ARRIVAL

From BECKY, to TANTA at or above 7000FT, to AKASI, to MAIKO, to MAYAH at 4000FT.

| | | |
|-----------------------|--|---|
| Critical DME | | KTE : TANTA - 18.3NM to AKASI AJD : 14.3NM to AKASI - 9.3NM to AKASI KNE : 8.0NM to MAYAH - MAYAH |
| 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 | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 001 (353.2) | -7.5 | 21.1 | — | +7000 | — | — | RNAV1 |
| 003 | TF | AKASI | — | 045 (037.2) | -7.5 | 24.3 | — | — | — | — | RNAV1 |
| 004 | TF | MAIKO | — | 091 (083.8) | -7.5 | 12.0 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 099 (091.4) | -7.5 | 10.2 | — | 4000 | — | — | RNAV1 |

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

BERTH ECHO ARRIVAL

From BERTH, to TANTA at or above 7000FT, to AKASI, to MAIKO, to MAYAH at 4000FT.

| | |
|--------------|---|
| Critical DME | KTE : TANTA - 18.3NM to AKASI AJD : 14.3NM to AKASI - 9.3NM to AKASI KNE : 8.0NM to MAYAH - MAYAH |
| 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 | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 053 (045.5) | -7.5 | 9.8 | — | +7000 | — | — | RNAV1 |
| 003 | TF | AKASI | — | 045 (037.2) | -7.5 | 24.3 | — | — | — | — | RNAV1 |
| 004 | TF | MAIKO | — | 091 (083.8) | -7.5 | 12.0 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 099 (091.4) | -7.5 | 10.2 | — | 4000 | — | — | RNAV1 |

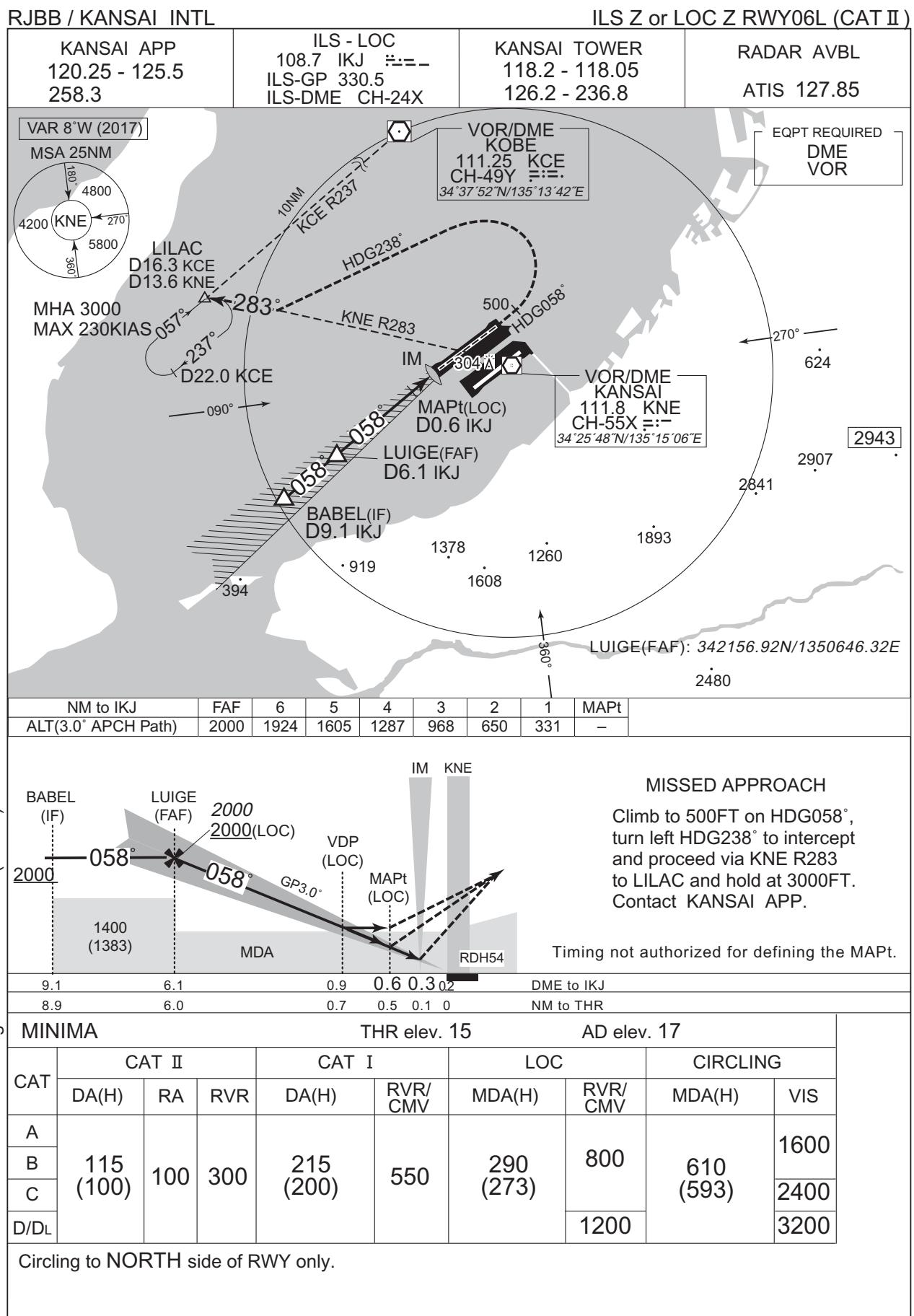
CANDY ECHO ARRIVAL

From CANDY, to TANTA at or above 7000FT, to AKASI, to MAIKO, to MAYAH at 4000FT.

| | |
|--------------|---|
| Critical DME | KTE : TANTA - 18.3NM to AKASI AJD : 14.3NM to AKASI - 9.3NM to AKASI KNE : 8.0NM to MAYAH - MAYAH |
| 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 | CANDY | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | TANTA | — | 323 (315.4) | -7.5 | 33.2 | — | +7000 | — | — | RNAV1 |
| 003 | TF | AKASI | — | 045 (037.2) | -7.5 | 24.3 | — | — | — | — | RNAV1 |
| 004 | TF | MAIKO | — | 091 (083.8) | -7.5 | 12.0 | — | — | — | — | RNAV1 |
| 005 | TF | MAYAH | — | 099 (091.4) | -7.5 | 10.2 | — | 4000 | — | — | RNAV1 |

INSTRUMENT APPROACH CHART

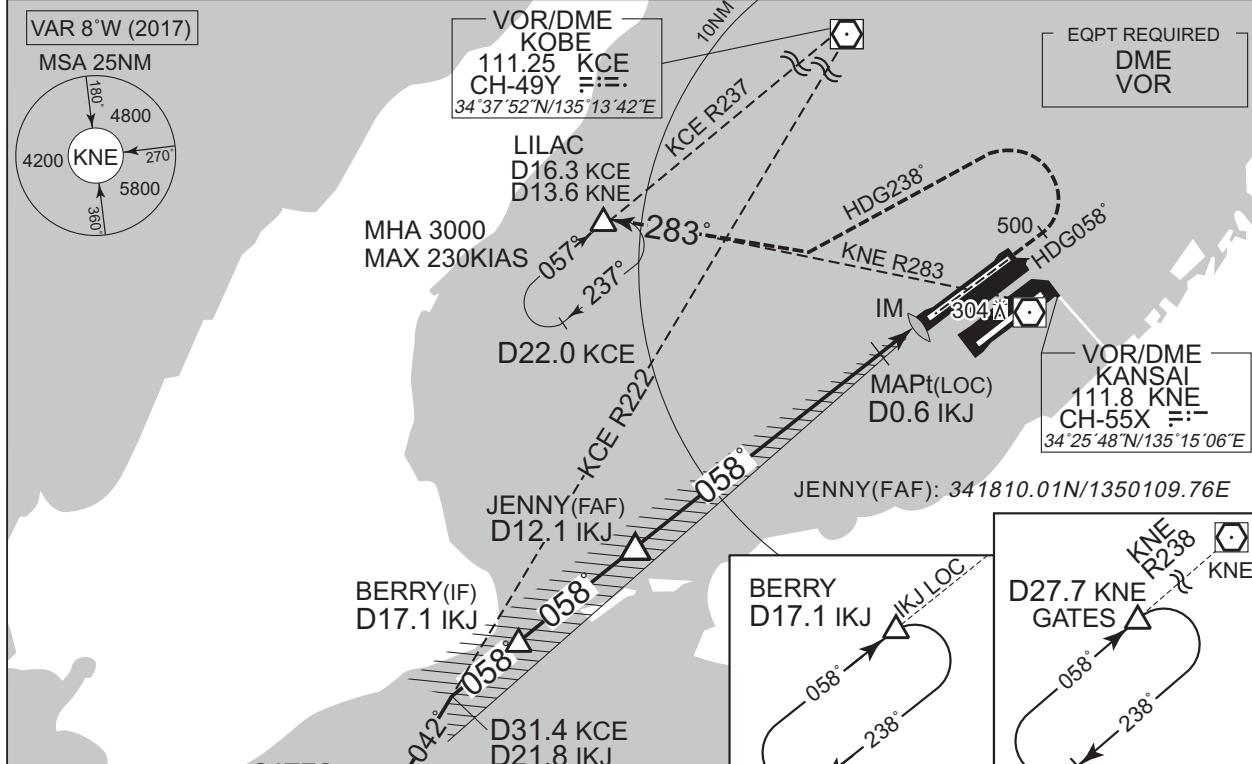


INSTRUMENT APPROACH CHART

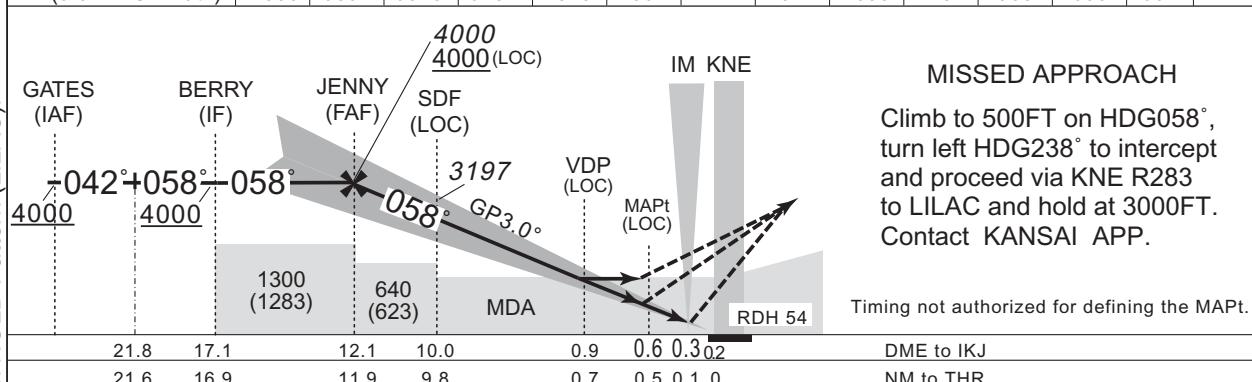
RJBB / KANSAI INTL

ILS Y or LOC Y RWY06L (CAT II)

| | | | |
|---------------------------------------|--|---|---------------------------|
| KANSAI APP 120.25 - 125.5 258.3 | ILS - LOC 108.7 IKJ ILS-GP 330.5 ILS-DME CH-24X | KANSAI TOWER 118.2 - 118.05 126.2 - 236.8 | RADAR AVBL ATIS 127.85 |
|---------------------------------------|--|---|---------------------------|



| GATES(IAF) △ | | D25.0 IKJ | | D33.0 KNE | | | | | | | | | | |
|---------------------|------|----------------------|------|-----------|------|----------------------|------|------|------|------|-----|-----|-----|------|
| D35.9 KCE | | MHA 4000/MAX 230KIAS | | | | MHA 4000/MAX 230KIAS | | | | | | | | |
| NM to IKJ | FAF | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | MAPt |
| ALT(3.0° APCH Path) | 4000 | 3834 | 3515 | 3197 | 2879 | 2561 | 2242 | 1924 | 1605 | 1287 | 968 | 650 | 331 | - |

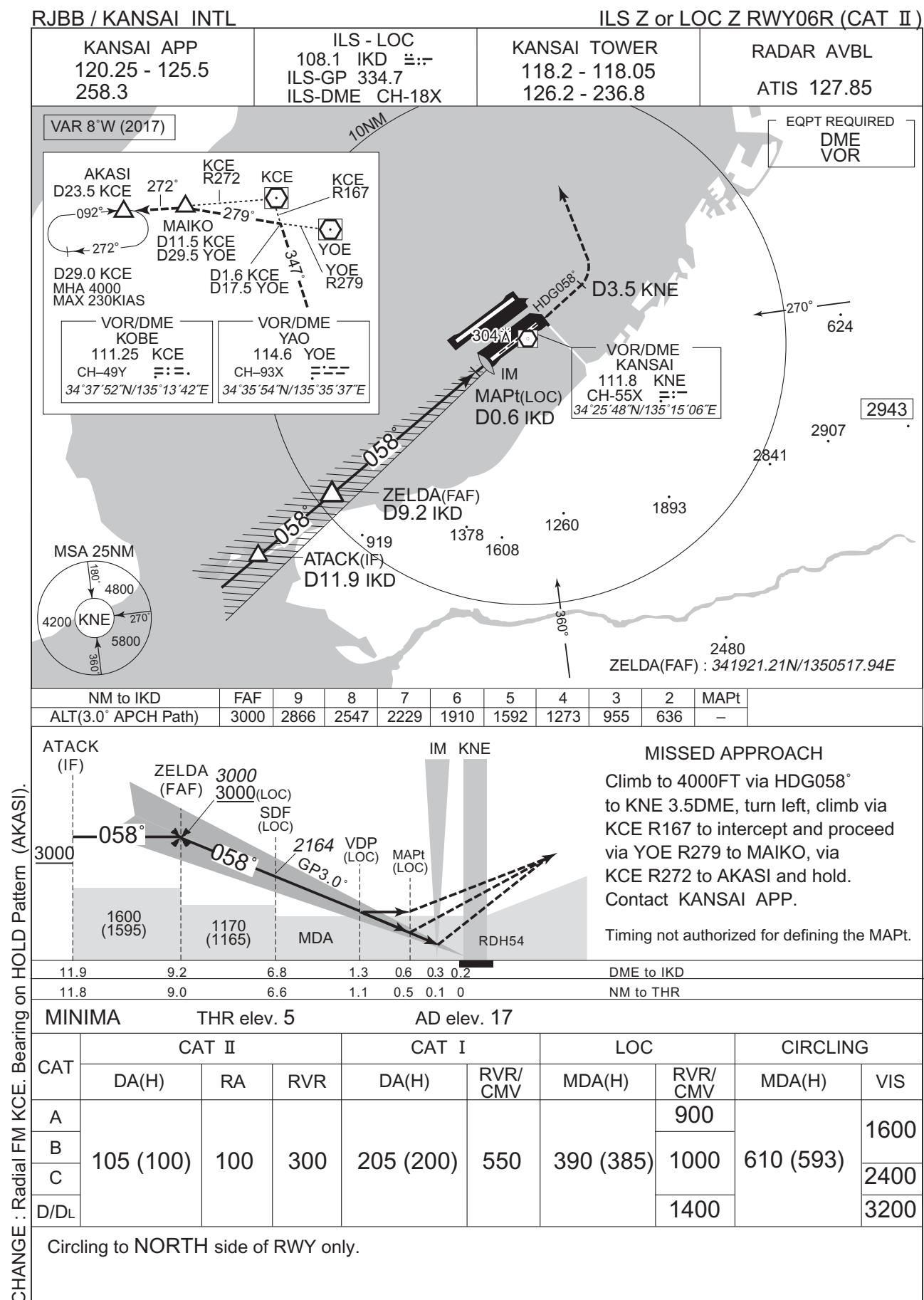


CHANGE : Radial FM KCE. Bearing on HOLD Pattern (LLAC).

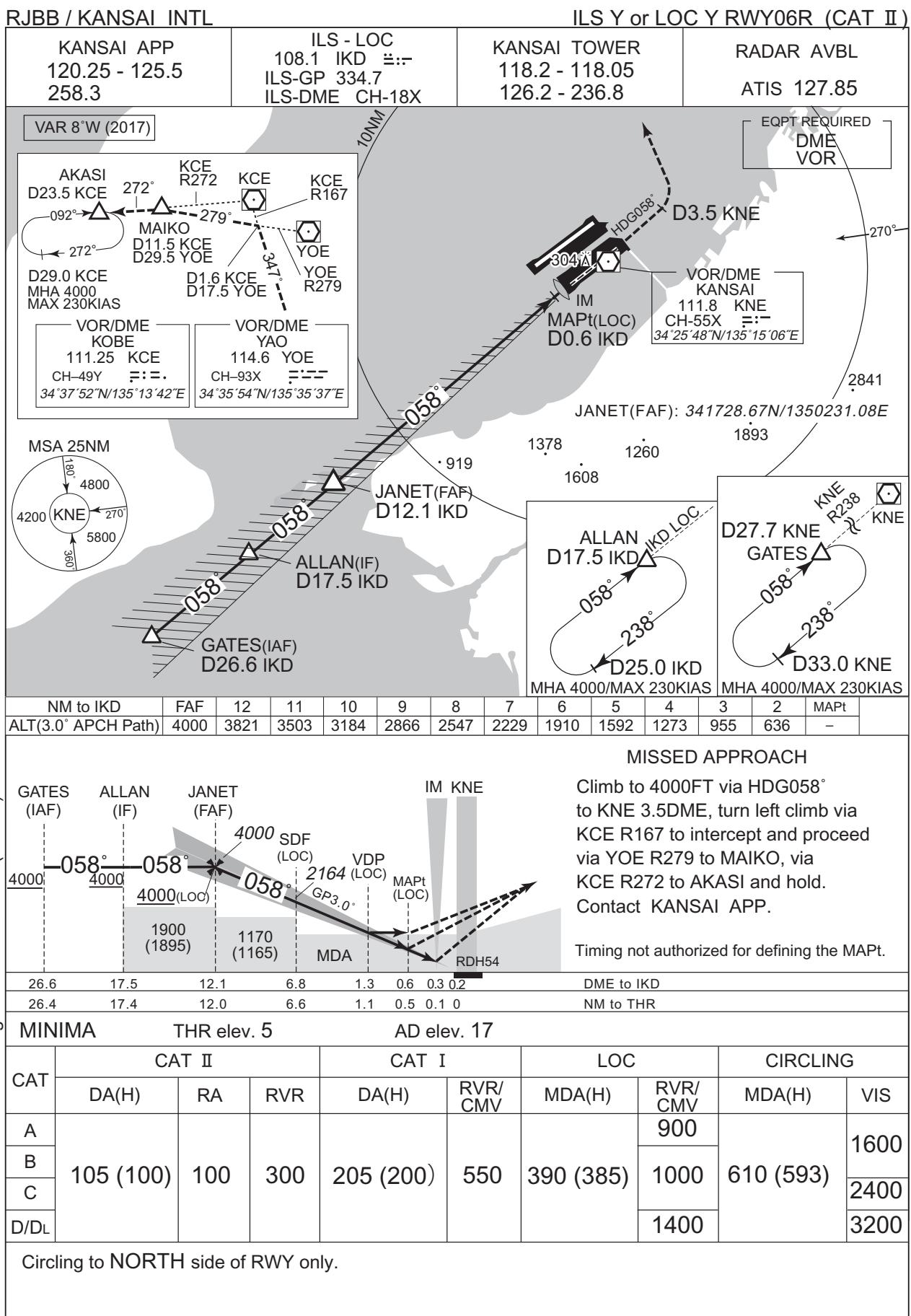
| MINIMA | | THR elev. 15 | | | AD elev. 17 | | | | |
|--------|--------------|--------------|-----|--------------|-------------|--------------|-------------|--------------|------|
| CAT | CAT II | | | CAT I | | LOC | | CIRCLING | |
| | DA(H) | RA | RVR | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 115 (100) | 100 | 300 | 215 (200) | 550 | 290 (273) | 800 | 610 (593) | 1600 |
| B | | | | | | | | | 2400 |
| C | | | | | | | | | 3200 |
| D/DL | | | | | | | 1200 | | |

Circling to **NORTH** side of RWY only.

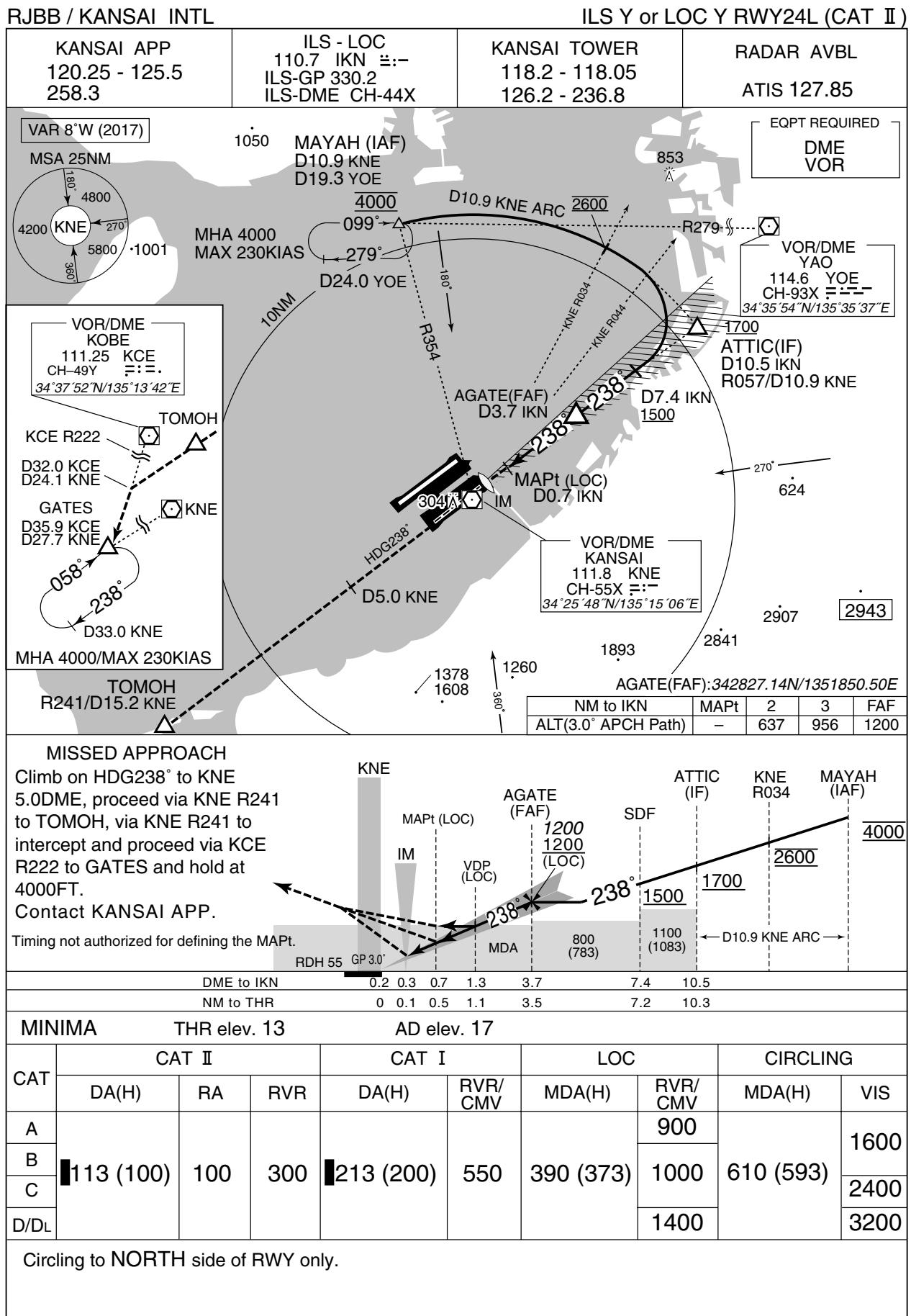
INSTRUMENT APPROACH CHART



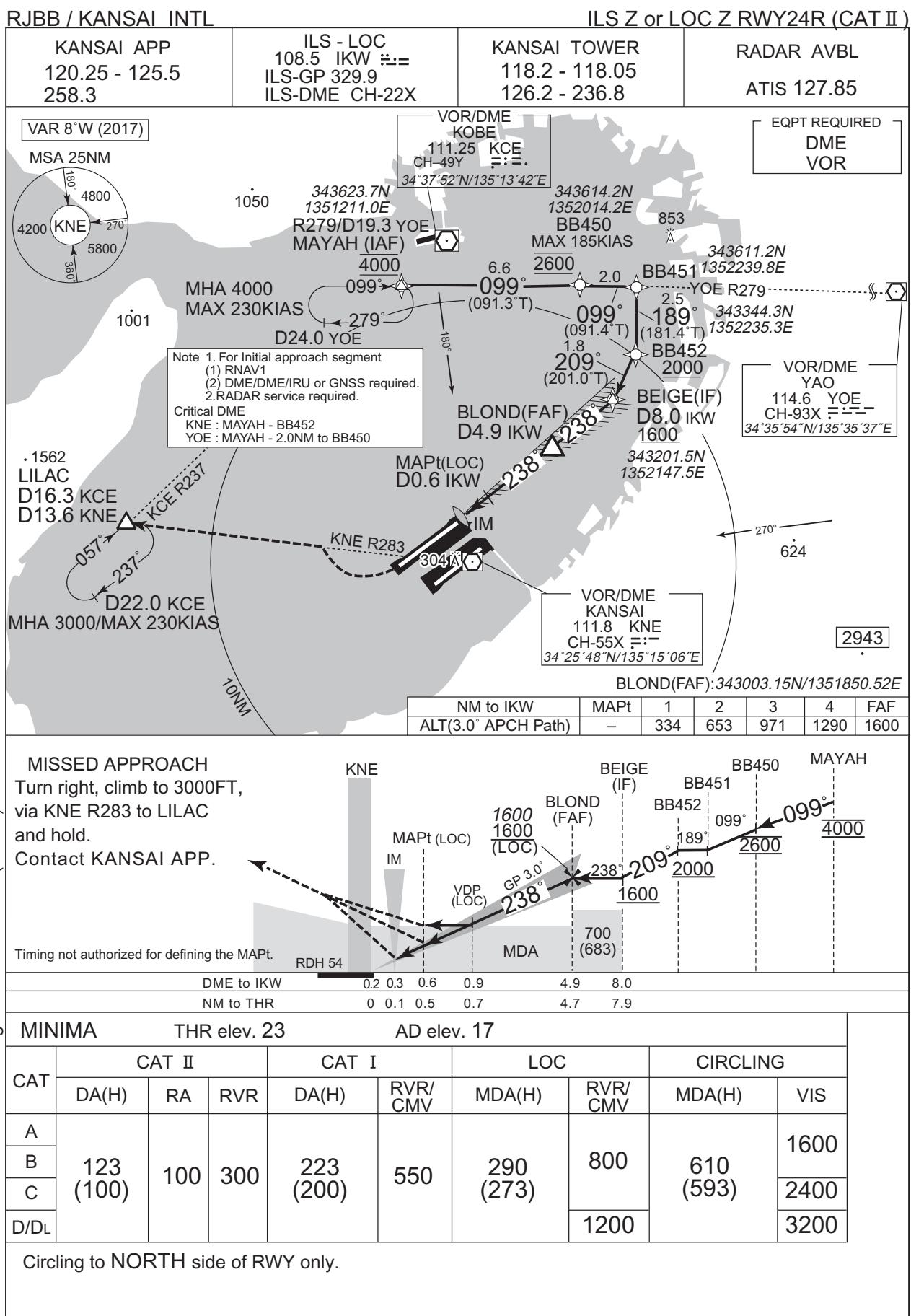
INSTRUMENT APPROACH CHART



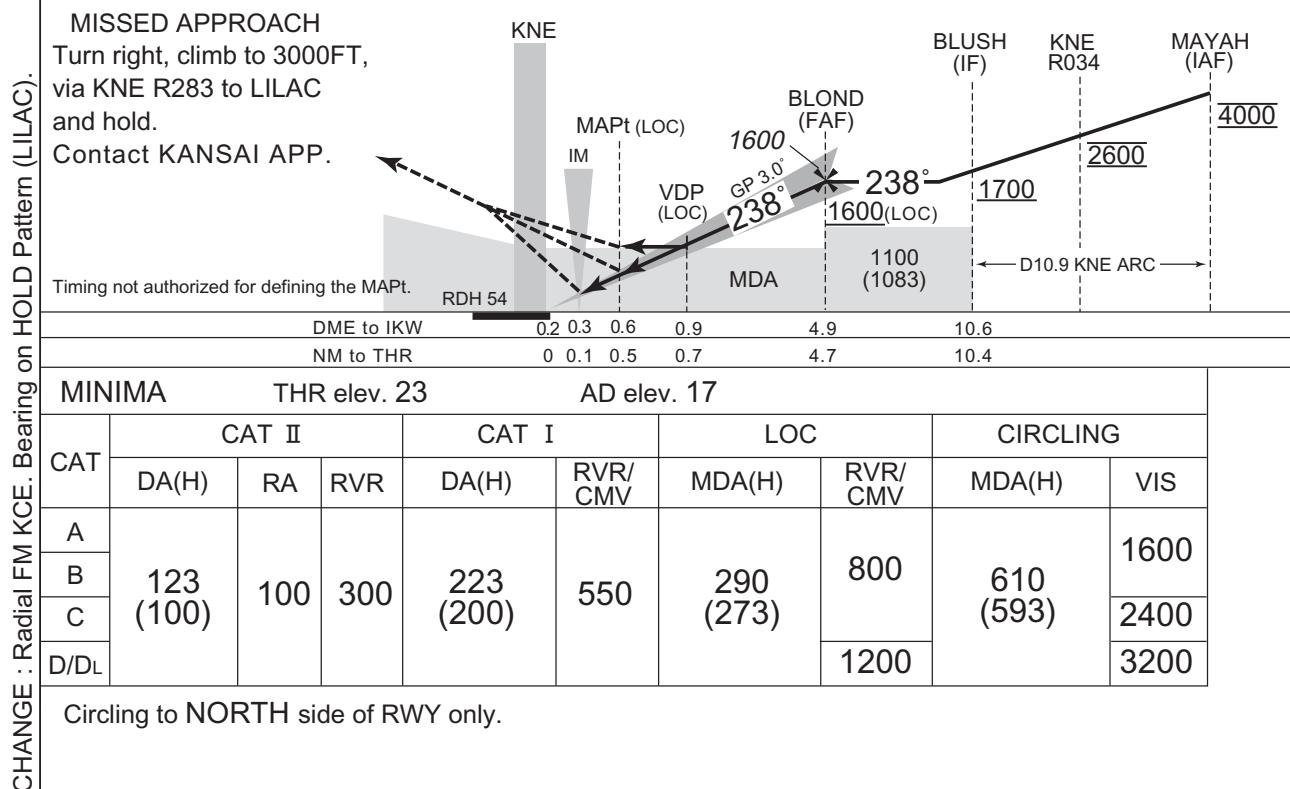
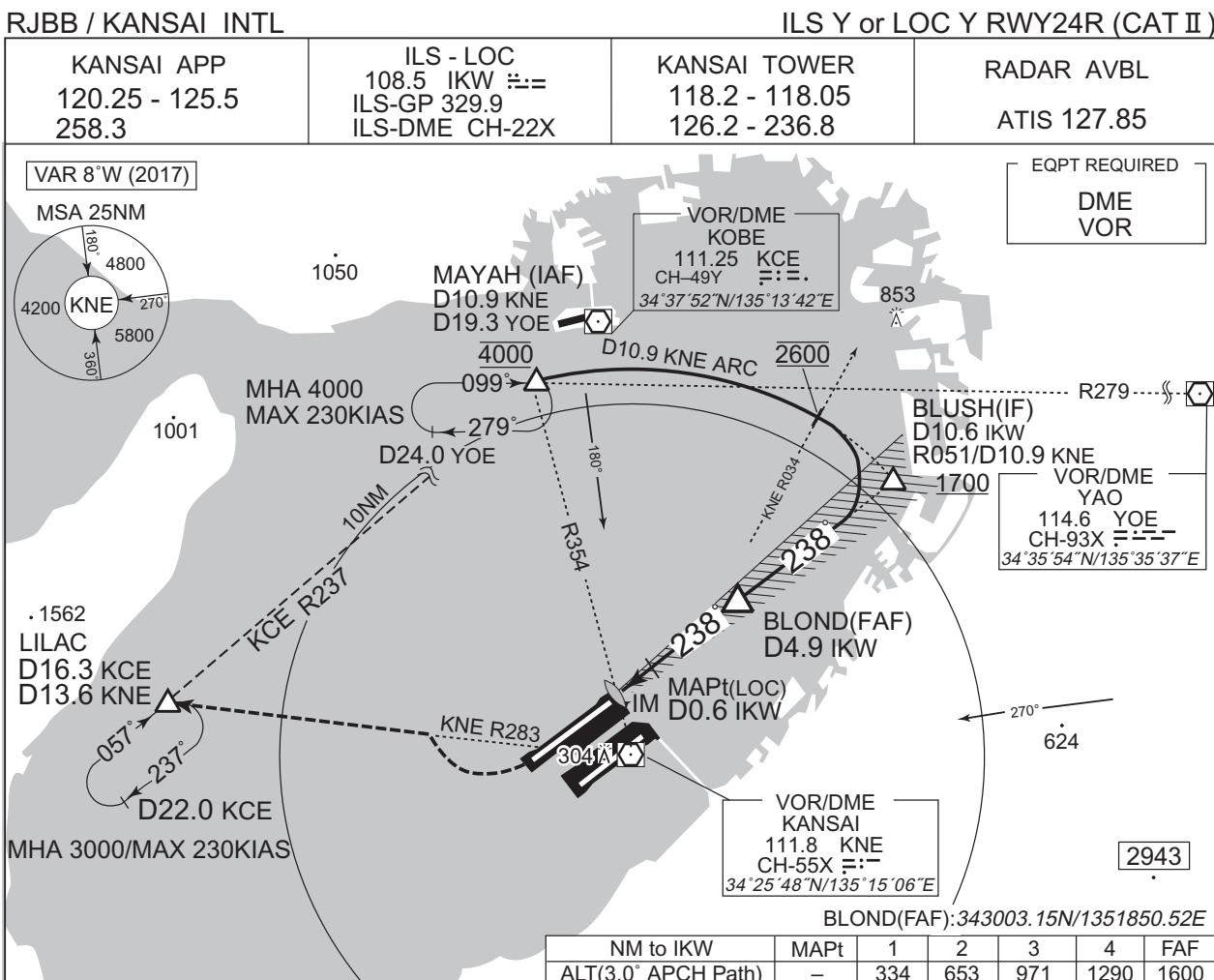
INSTRUMENT APPROACH CHART



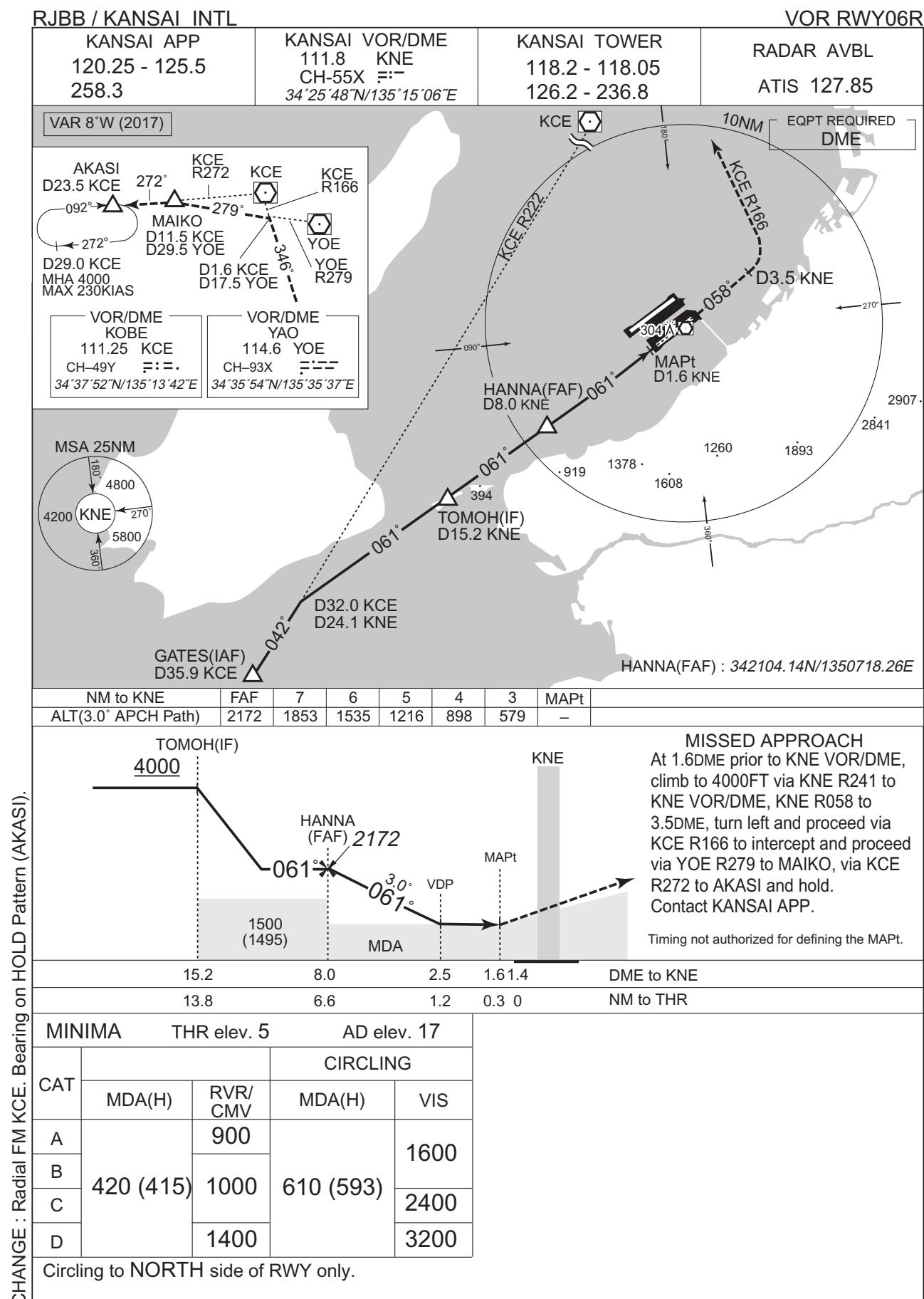
INSTRUMENT APPROACH CHART



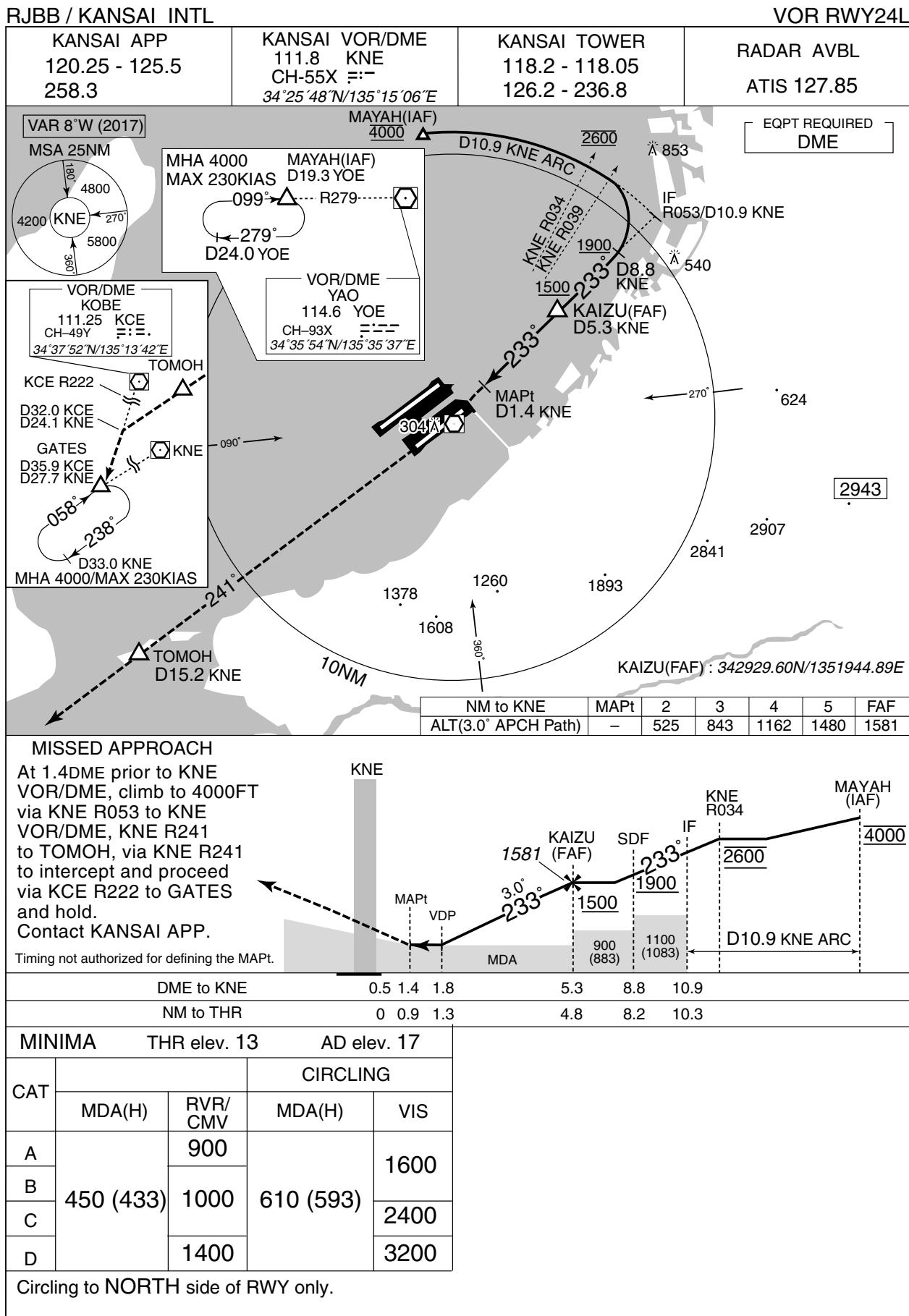
INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART



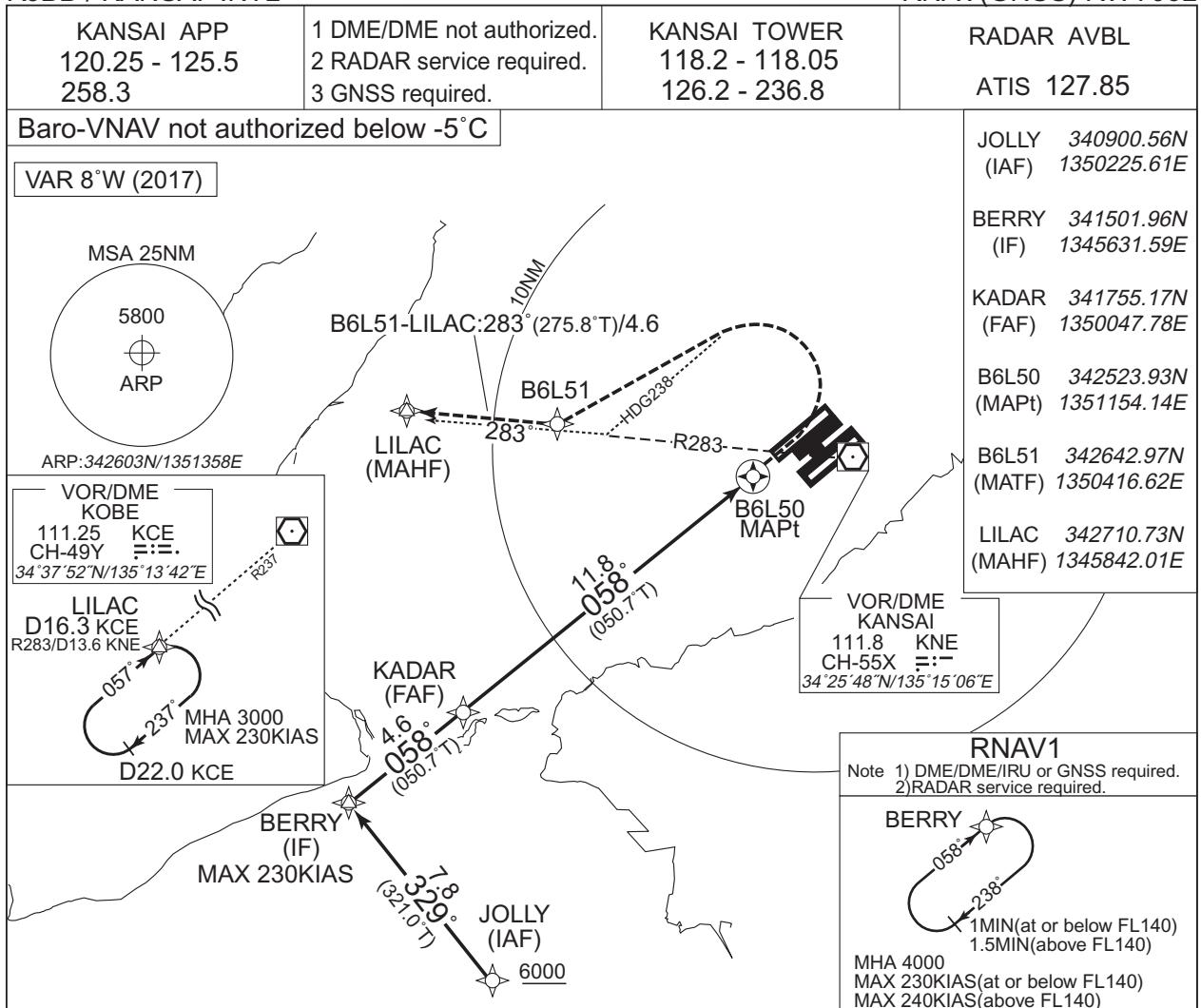
INSTRUMENT APPROACH CHART



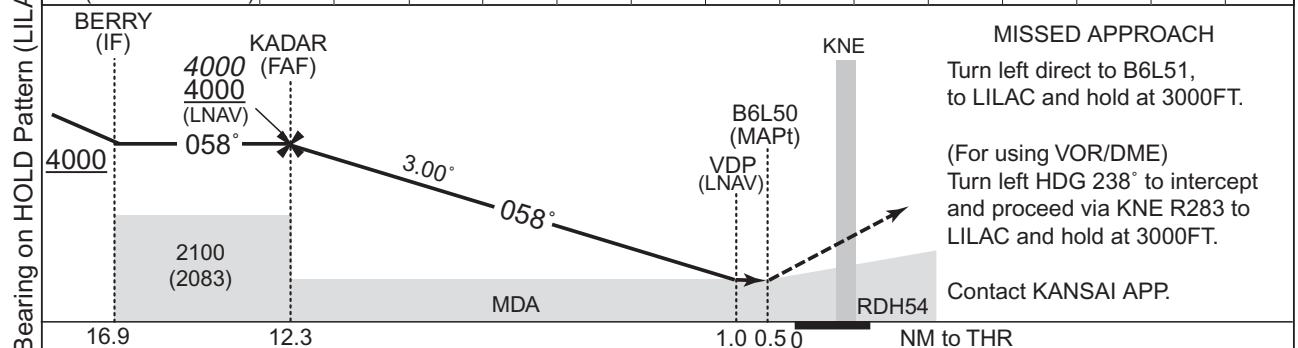
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL

RNAV(GNSS) RWY06L



| NM to Next Fix | FAF | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | MAPt | |
|---------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|------|--|
| ALT(3.0° APCH Path) | 4000 | 3731 | 3413 | 3094 | 2776 | 2457 | 2139 | 1821 | 1502 | 1184 | 865 | 547 | — | |

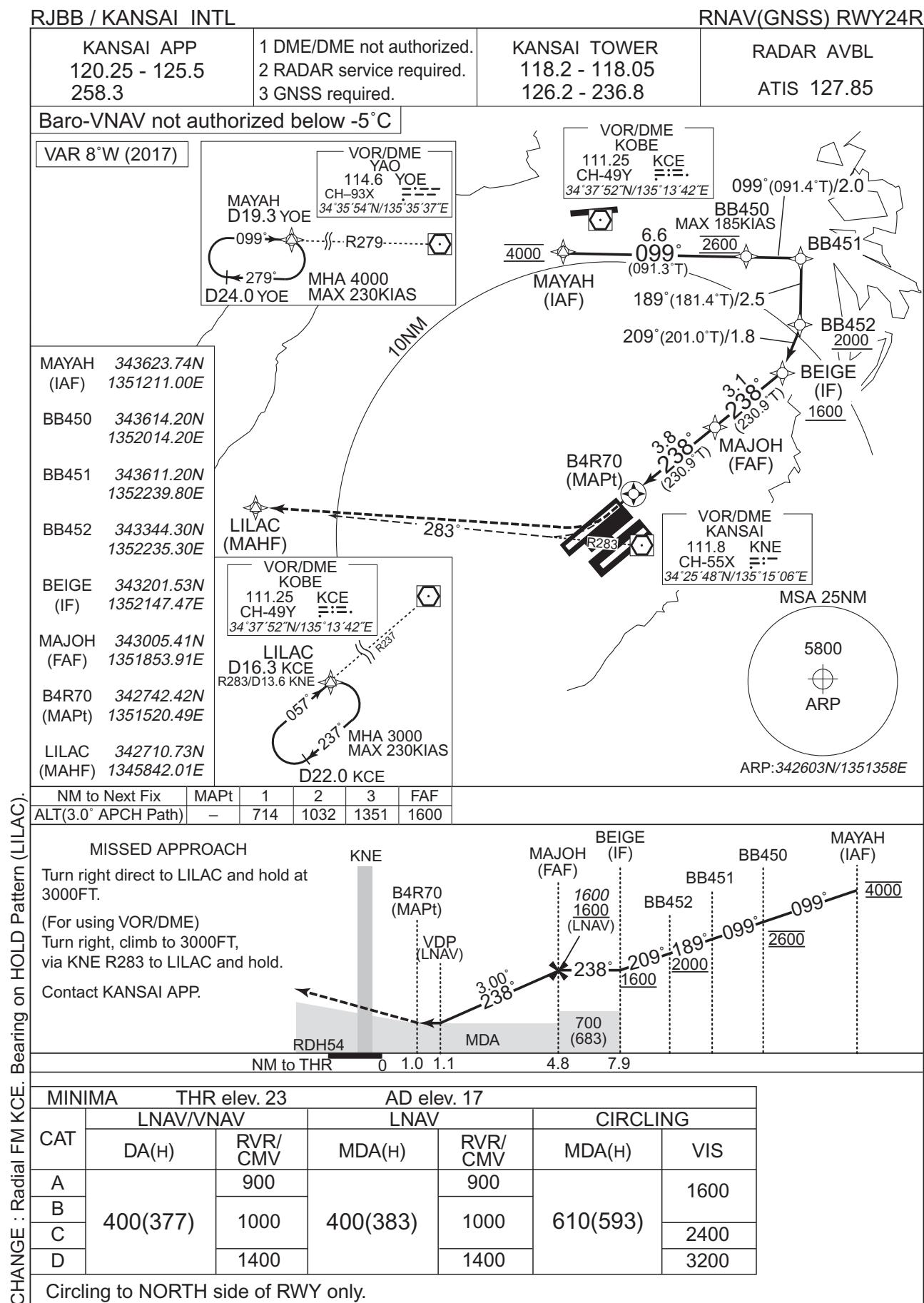


| CAT | MINIMA | | THR elev. 15 | | AD elev. 17 | | CIRCLING |
|-----|----------|---------|--------------|---------|-------------|------|----------|
| | DA(H) | RVR/CMV | LNAV | RVR/CMV | MDA(H) | VIS | |
| A | | 900 | | 900 | | 1600 | |
| B | 360(345) | 1000 | 360(343) | 1000 | | 2400 | |
| C | | | | | 1400 | 3200 | |
| D | | | | | | | |

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

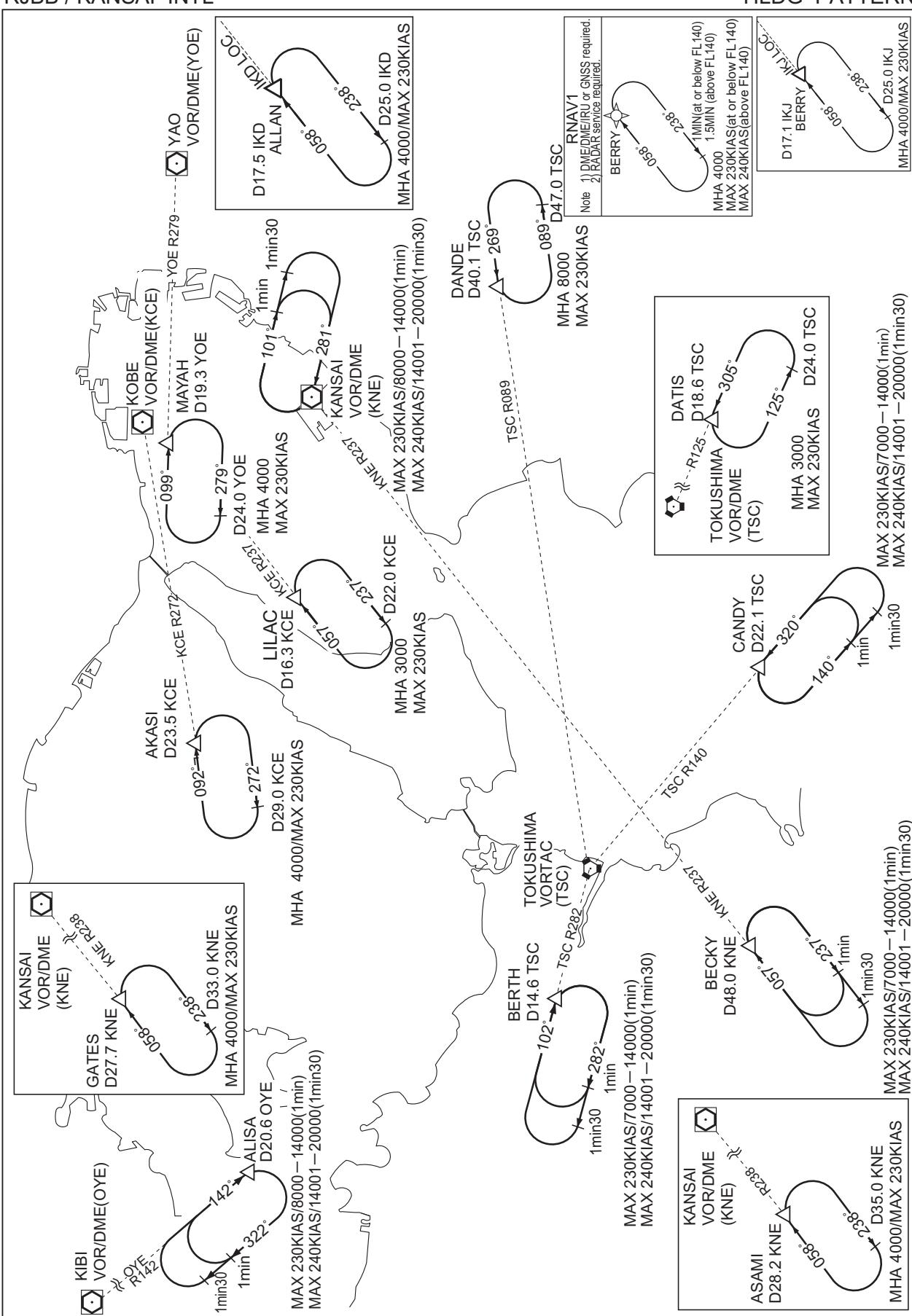
Circling to NORTH side of RWY only.

INSTRUMENT APPROACH CHART



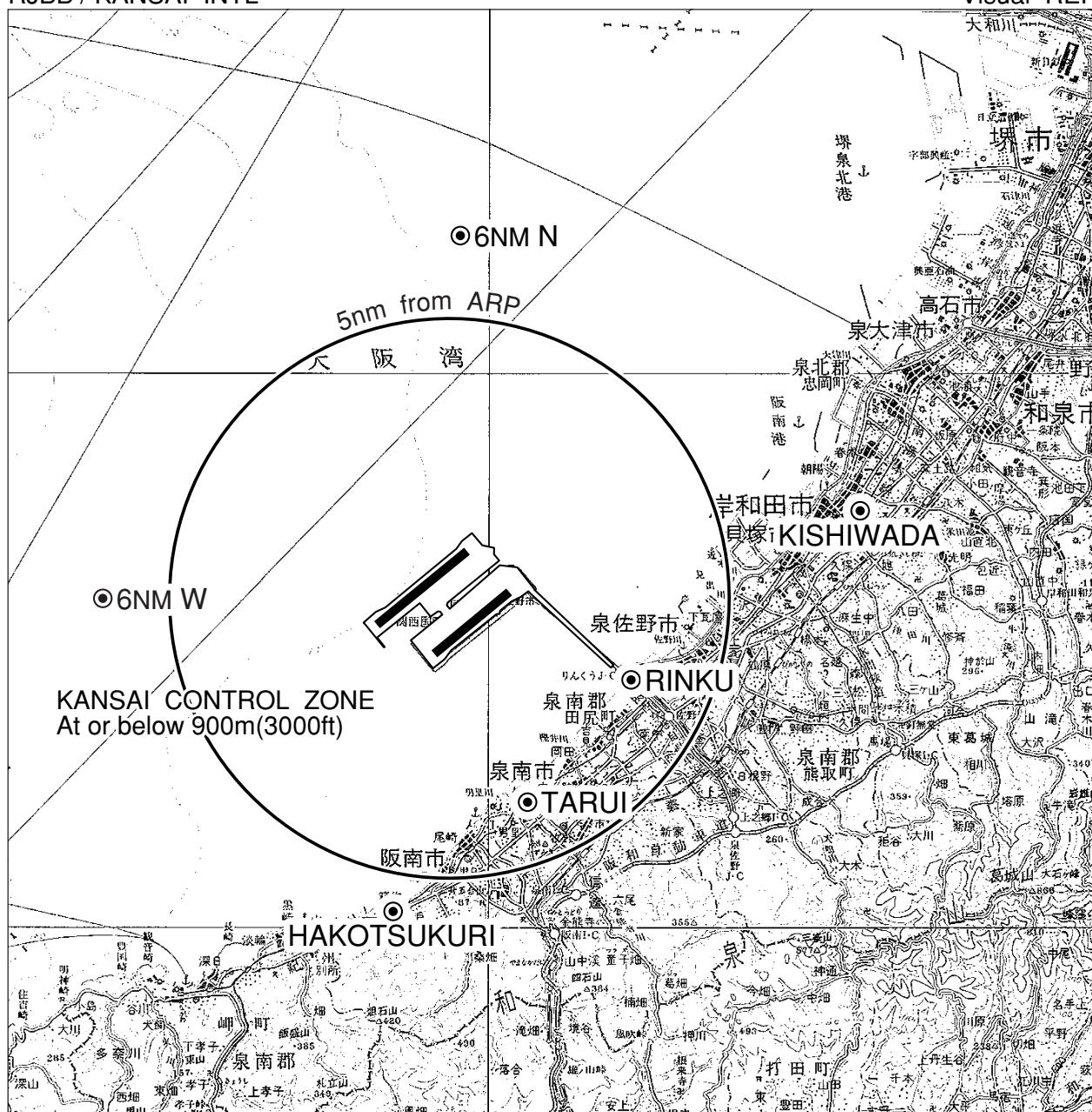
RJBB / KANSAI INTL

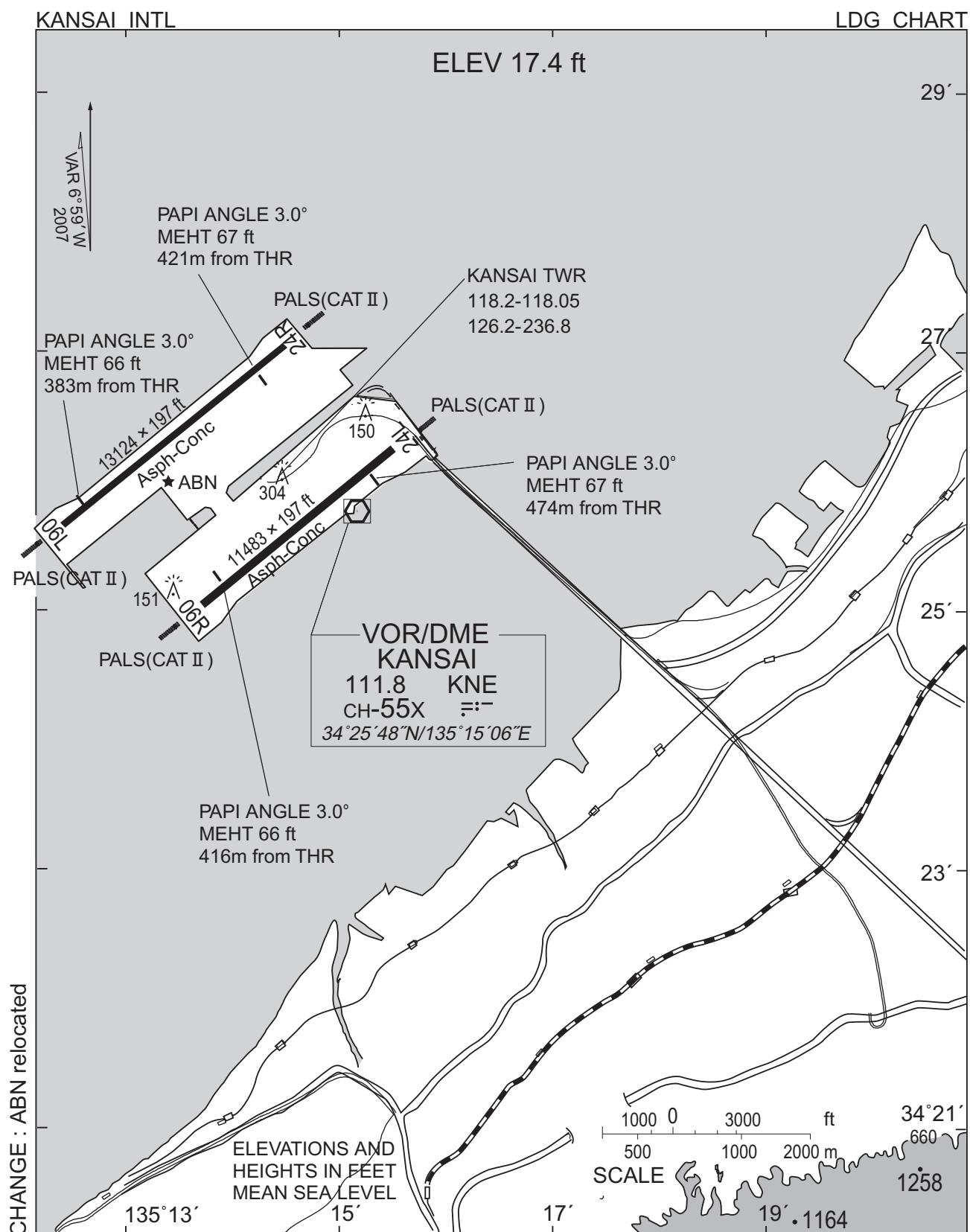
CHANGE : Radial FM KCE. Bearing on HOLD Pattern (AKASI, LILAC).



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Visual REP

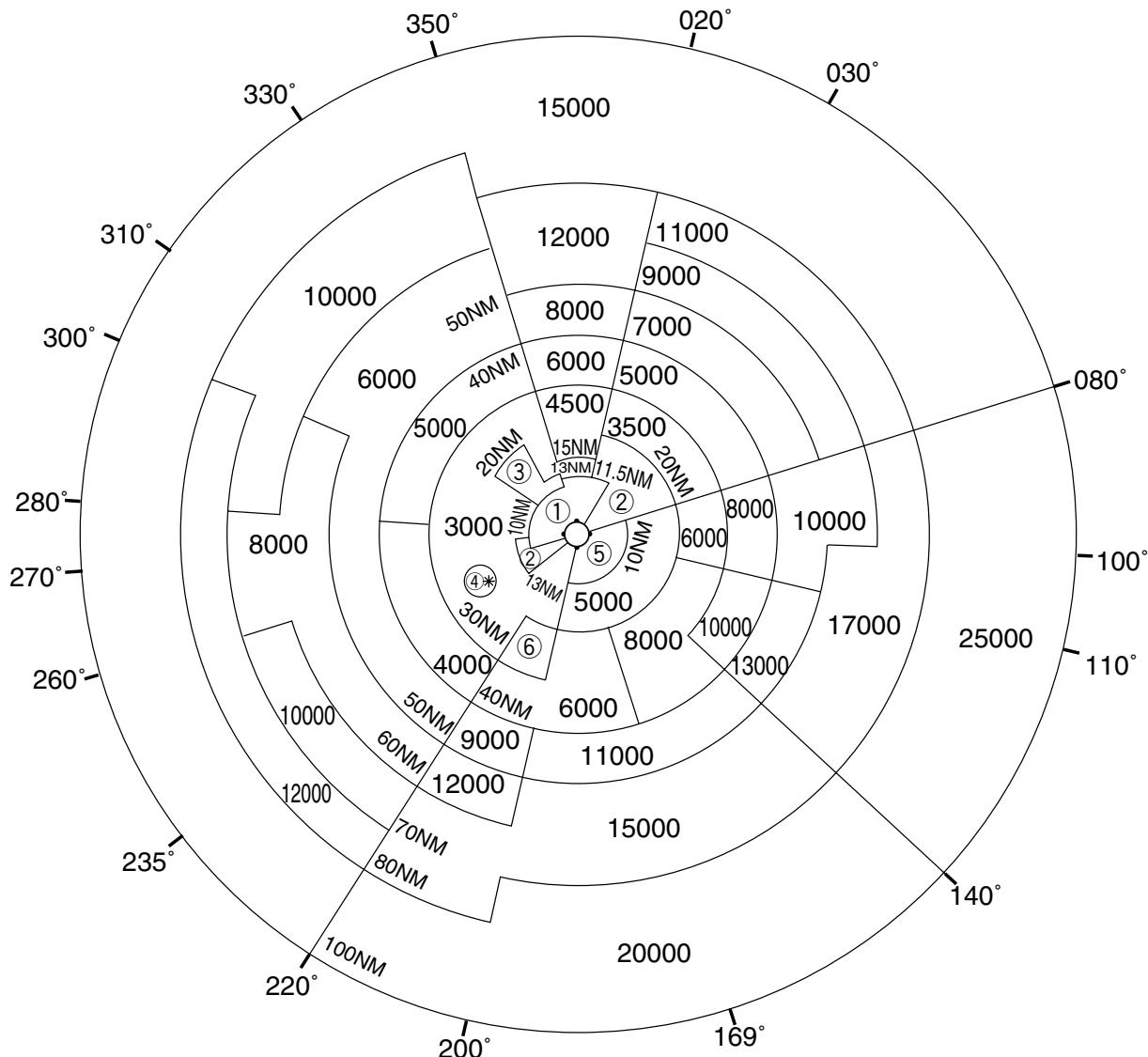




RJBB / KANSAI INTL

Minimum Vectoring Altitude CHART

VAR 7°W (2009)



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

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

* : 341405N/1344851E RADIUS : 3NM