AD 2 AERODROMES

RJBE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJBE - KOBE

RJBE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	*343758N/1351326E* 091°/1.25km from RWY 09 THR
2	Direction and distance from (city)	8Km(4.3nm) S from Sannomiya Station
3	Elevation/ Reference temperature	18ft / 31°C (2009-2013)
4	Geoid undulation at AD ELEV PSN	121ft
5	MAG VAR/ Annual change	8°W (2022) / 5' W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Kansai Airports Kobe 1, Kobekuko, Chuo-ku, Kobe city, Hyogo pref., 650-0048 Japan Tel: 078-306-4195 Fax: 078-306-4196 E-mail: ukb-ops@kobe.kansai-airports.co.jp Web: http://www.kansai-airports.co.jp/
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Kobe Airport Branch(CAB) 1, Kobekuko, Chuo-ku, Kobe city, Hyogo pref., 650-0048 Japan Tel: 078-304-3800 Fax: 078-304-3806

RJBE AD 2.3 OPERATIONAL HOURS

1	AD Administration	2200-1400
2	Customs and immigration	Customs: On request (078-333-3040) Immigration: 2330-1030
3	Health and sanitation	Quarantine(human): On request (078-381-7315) Quarantine(animal): On request (078-222-8990) Quarantine(plant): 0000-1000
4	AIS Briefing Office	Nil
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24 (KANSAI)
7	ATS	2200-1400
8	Fuelling	2200-1400
9	Handling	2200-1400
10	Security	2200-1400
11	De-icing	Nil
12	Remarks	Nil

RJBE AD 2.4 HANDLING SERVICES AND FACILITIES

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

RJBE AD 2.5 PASSENGER FACILITIES

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

RJBE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RJBE AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

RJBE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Apron: Spot NR1 - 10 Surface: cement-concrete, Strength: PCR 1132/R/B/W/T Apron: Spot NR11 - 15 Surface: cement-concrete, Strength: PCR 1026/R/B/W/T
2	Taxiway width, surface and strength	TWY P1 - P3, P5 Width:30m, Surface: asphalt-concrete, Strength: PCR 1039/F/B/X/T TWY P4 Width:30m, Surface: cement-concrete, Strength: PCR 1132/R/B/W/T TWY T1, T6 Width:32m, Surface: asphalt-concrete, Strength: PCR 1039/F/B/X/T TWY T2 - T5 Width:34m, Surface: asphalt-concrete, Strength: PCR 852/F/B/X/T TWY W1 Width:9m, Surface: asphalt-concrete, Strength: PCR 190/F/B/X/T TWY W2 Width:18m, Surface: asphalt-concrete, Strength: PCR 417/F/B/X/T TWY W3 Width:23m, Surface: asphalt-concrete, Strength: PCR 513/F/B/X/T
3	ACL and elevation	Not available
4	VOR checkpoints	Not available
5	INS checkpoints	Spot NR 1 : *343811.41N 1351353.34E* 2 : *343811.22N 1351351.00E* 2R : *343810.72N 1351351.82E* 2L : *343810.60N 1351350.24E* 3 : *343810.92N 1351348.47E* 4 : *343810.71N 1351345.73E* 4R : *343810.26N 1351346.95E* 4L : *343809.97N 1351345.38E* 5 : *343810.50N 1351342.99E* 6 : *343810.28N 1351340.26E* 6R : *343810.42N 1351340.72E* 6L : *343809.49N 1351339.22E* 7 : *343810.19N 1351337.71E* 7L : *343809.72N 1351337.60E* 8 : *343810.10N 1351335.65E* 9 : *343809.96N 1351333.89E* 10 : *343808.89N 1351332.85E* 11 : *343809.64N 1351329.78E* 12 : *343809.48N 1351327.70E* 13 : *343809.12N 1351325.37E* 14 : *343808.39N 1351322.40E* 15 : *343808.21N 1351320.05E*
6	Remarks	Nil

RJBE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands	Aircraft stand identification sign: Spot NR 3 - 7, 11 - 13
2	RWY and TWY markings and LGT	RWY: RWY 09/27 (Marking) RWY designation, RWY CL, RWY THR, RWY middle point, Aiming point, TDZ, RWY side stripe (LGT) RCLL, REDL, RTHL, RENL, RTZL(RWY09), WBAR(RWY09) TWY: All (Marking) TWY CL, TWY side stripe (LGT) TWY edge LGT TWY: T1 - T6, P1 - P5 (LGT) TWY CL LGT TWY: T1 - T6 (Marking) RWY HLDG PSN (LGT) RWY guard LGT, Taxiing guidance sign TWY: P2 (LGT) Taxiing guidance sign
3	Stop bars	Nil
4	Remarks	(Marking) Overrun, ACFT parking position, Apron TWY CL (LGT) Apron flood LGT

RJBE AD 2.10 AERODROME OBSTACLES

In Area2 See Obstacle data

The following obstacles in Obstacle data (Area2) shift locations.

OBST ID	Obstacle type	Coordinates	Elevation	Markings/ LGT	Remarks
28001789 28001790 28001794 28001795 28001796 28001797 28001798 28001799 28001800 28001801 28001802 28001803 28001804 28001806 28006558 28006559 28006560	Cranes	See Remarks	420ft	Marking/LIM	Above horizontal SFC 19 cranes exist in the area bounded by straight lines connecting following points: *a) 343906N/1351440E* *b) 343927N/1351341E* *c) 343943N/1351331E* *d) 343950N/1351352E* *e) 343940N/1351420E*

In Area3 To be developed

RJBE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KANSAI
2	Hours of service MET Office outside hours	H24 (KANSAI)
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuance	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at KANSAI
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S_6, U_{85}, U_7,U_5, U_3, U_{25}, U_2/T_r, P_S, P_5, P_3, P_{25}, P_{SWE}, P_{SWF}, P_{SWG},P_{SWI}, P_{SWM}, P_{SW}(domestic), E, C, W_E, W_F, W_G, W_I, W, N
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	TWR, ATIS
10	Additional information(limitation of service, etc.)	Nil

RJBE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCR) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	084.61°	2500 ×60	PCR 1039/F/B/X/T Asphalt Concrete	*343753.91N* *1351237.12E* 121ft	THR ELEV: 21.2ft TDZ ELEV: 21.2ft
27	264.61°	2500 ×60	PCR 1039/F/B/X/T Asphalt Concrete	*343801.53N* *1351414.84E* 122ft	THR ELEV: 20.8ft

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

RJBE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09 TWY:T2 27 TWY:T5	2500 1985 2500 1985	2500 1985 2500 1985	2500 1985 2500 1985	2500 2500 	Nil Nil

TORA, TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.

RJBE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
09	PALS (CAT I) 900m LIH	 Green Green	PAPI 3.0°/Left 431m 66ft	900m	2500m 30m Coded color LIH	2500m 60m Coded color LIH	Red	Nil (*2)
27	SALS (*1) 420m LIH	 Green -	PAPI 3.0°/Left 491m 74ft	-	2500m 30m Coded color LIH	2500m 60m Coded color LIH	Red	 Nil (*2)
Remarks								
10								
SALS with APCH LGT BCN(600m and 900m FM RWY 27 THR)(*1) Overrun area edge LGT(LEN:60m Color:Red)(*2) CGL for RWY 27								

RJBE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

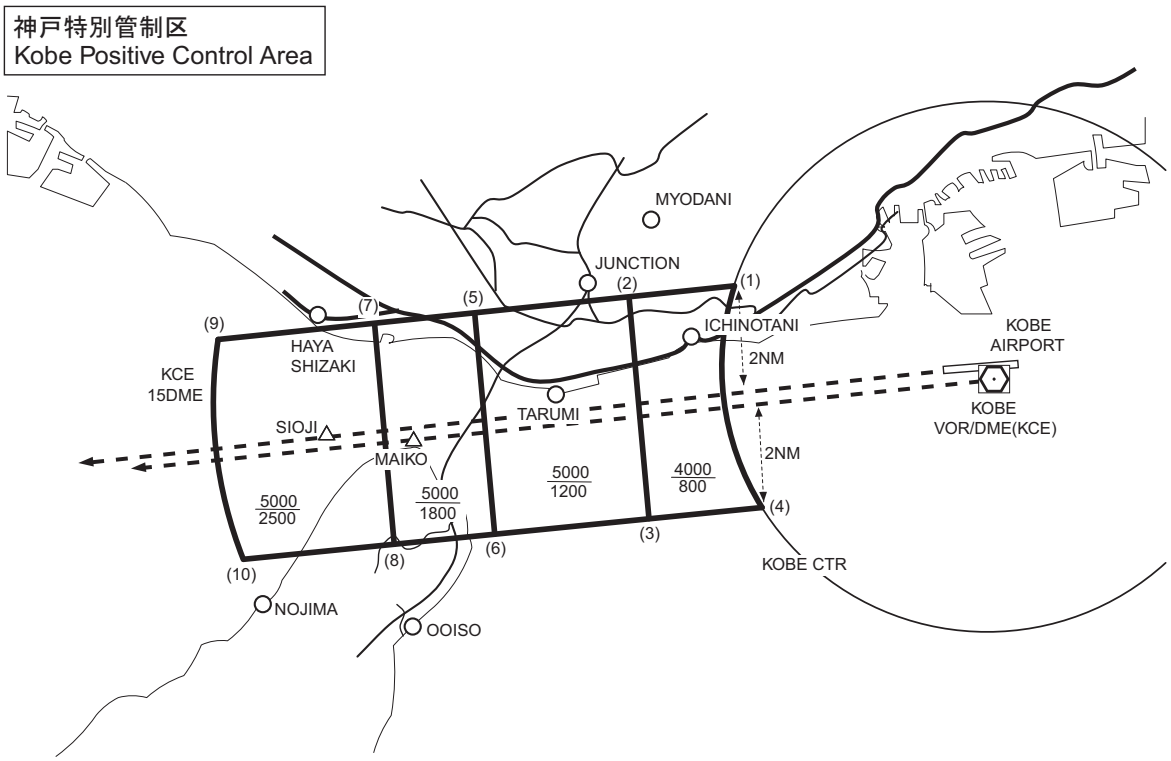
1	ABN/IBN location, characteristics and hours of operation	ABN: *343819N/1351357E*, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 417m FM RWY09 THR, LGTD 414m FM RWY27 THR, LGTD
3	TWY edge and center line lighting	TWY edge and center line lights installed,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

RJBE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	W-HELIPAD: *343802.10N/1351305.32E* C-HELIPAD: *343802.90N/1351315.52E* E-HELIPAD: *343805.95N/1351354.61E*
2	TLOF and/or FATO elevation	W-HELIPAD: 13ft C-HELIPAD, E-HELIPAD: 12ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF and FATO area dimensions: 24m×20m Surface: W-HELIPAD, C-HELIPAD: Asphalt E-HELIPAD: Concrete Strength: 12ton Marking: See AIP AD2.24 AD chart
4	True BRG of FATO	084.61°/264.61°
5	Declared distance available	Nil
6	APCH and FATO lighting	Nil
7	Remarks	W-HELIPAD: • MAX helicopter type: EC25 • daytime and VMC use only C-HELIPAD: • MAX helicopter type: EC25 • daytime and VMC use only E-HELIPAD: • MAX helicopter type: EC25 • daytime and VMC use only

RJBE AD 2.17 ATS AIRSPACE

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



Point list
(1)*343931N1350740E* (5)*343901N1350107E* (9)*343835N1345531E*
(2)*343918N1350445E* (6)*343449N1350137E* (10)*343420N1345600E*
(3)*343508N1350515E* (7)*343850N1345842E*
(4)*343523N1350814E* (8)*343437N1345912E*

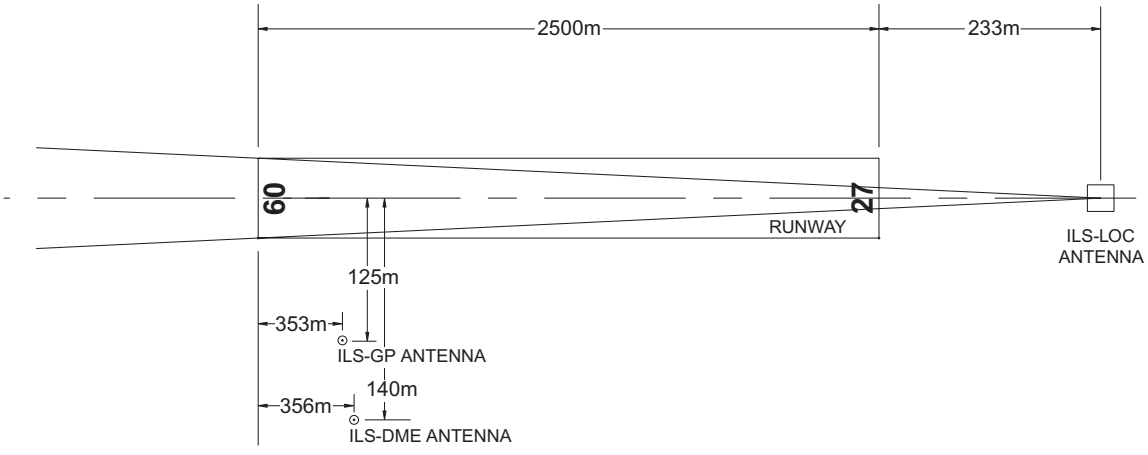
RJBE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
ASR	Kansai Radar	121.15MHz 120.85MHz 125.5MHz 261.2MHz 121.5MHz(E) 243.0MHz(E)	2200 - 1400	APP service provided by KANSAI APP.
TCA	Kansai TCA	121.1MHz 125.3MHz 270.8MHz	2300 - 1030	
TWR	Kobe Tower	118.5MHz(1) 126.2MHz 121.5MHz(E)	2200 - 1400	(1) Primary
GND	Kobe Ground	122.075MHz	2200 - 1400	
ATIS	Kobe Airport	128.075MHz	2200 - 1400	

RJBE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (8°W/2019)	KCE	111.25MHz	H24	*343751.58N 1351342.45E*		VOR Unusable: 360°-030° beyond 20nm BLW 6000ft. 320°-330° beyond 20nm BLW 3000ft. 350°-360° beyond 20nm BLW 5000ft.
DME	KCE	1136MHz (CH-49Y)	H24	*343751.58N 1351342.45E*	43.6ft	DME Unusable: 360°-010° beyond 20nm BLW 6000ft. 010°-020° beyond 15nm BLW 6000ft. 020°-030° beyond 20nm BLW 6000ft. 310°-330° beyond 15nm BLW 3000ft. 330°-350° beyond 20nm BLW 5000ft. 350°-360° beyond 15nm BLW 5000ft.
ILS-LOC 09 (CAT-I)	IKO	109.15MHz	2200-1400	*343802.24N 1351423.96E*		BRG(MAG) 092° 233m away FM RWY27 THR OPR: CAB
ILS-GP 09	-	331.25MHz	2200-1400	*343750.96N 1351251.37E*		GP angle 3.0° HGT of ILS Ref datum 59ft. 353m inside FM RWY09 THR 125m S of RCL
ILS-DME 09	IKO	1115MHz (CH-28Y)	2200-1400	*343750.48N 1351251.55E*	39ft	356m inside FM RWY09 THR 140m S of RCL
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based

ILS FOR RWY 09



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

RJBE AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 定期便または緊急事態以外の航空機の取扱い

当空港の使用について、航空機の運航者は、空港管理者の許可を得ること。

1.2 補助動力装置（APU）の使用制限

航空機が固定電源設備付きのスポットを使用する場合は、管理者が特に認める場合を除き、次に掲げる時間を超えて補助動力装置の使用を控えるよう努めなければならない。

(1) 出発予定時刻前の 30 分間

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

(3) 航空機が点検整備のための補助動力を必要とする場合は最小限の時間

注：スポット 3 ～ 6 は固定電源設備が設置されている。

1.1 Aircraft operations other than scheduled flights or in an emergency

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

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

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

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

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

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

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

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

6.1 誘導路交差地点の翼端クリアランス

（AD1.1.6.8 参照）

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

6.1 Wing tip clearance at the TWY intersection

(REF. AD1.1.6.8)

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

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

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

Legend:
*A : wing tip clearance >= 15m
*B : 6.5m =< wing tip clearance < 15m
*C : wing tip clearance < 6.5m

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

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

9. Removal of disabled aircraft from runways

Nil

10. Remarks

Nil

RJBE AD 2.21 NOISE ABATEMENT PROCEDURES

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

(1) For take off

Nil

(2) For landing to RWY09/27

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

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

(3) Reverse Thrust

Nil

2. Preferential Runways Procedures
Nil

3. Noise Preferential Routes
Nil

騒音軽減運航方式

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

(1) 離陸について
なし

(2) 着陸について（滑走路 09/27）
a) ディレイド・フラップ進入方式
1500 フィート通過後、最終着陸フラップ角とすること
b) 2500 フィート通過後、脚下げを行うこと

(3) リバース･スラストについて
なし

2. 優先滑走路方式
なし

3. 優先飛行経路
なし

RJBE AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	09	A,B,C,D	400m	400m	400m	400m	-	500m
	27		-	400m	-	400m	-	500m
OTHER	09	A,B,C,D	AVBL LDG MINIMA					
	27							

2. Lost Communication Procedures for Arrival Aircraft under radar navigational guidance.

If radio communications with Kansai Approach/Radar are lost for 1 minute, squawk Mode A/3 Code 7600 and ;

(I) 1)Contact Kobe Tower
2)If unable, proceed in accordance with Visual Flight Rules.
3)If unable, proceed to SIOJI at the last assigned altitude or 3,000FT whichever is higher and execute Instrument Approach.

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

3. Circling approach to Runway 27

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

滑走路 27 への周回進入について

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

4. Missed approach

In case of missed approach, arriving aircraft may be instructed to maintain 1,500ft by KOBE TOWER due to traffic flying over the KOBE airport.

進入復行

進入復行した際、到着機は神戸空港上空を飛行する交通の関係で神戸タワーから 1,500ft を維持するよう指示される場合がある。

RJBE AD 2.23 ADDITIONAL INFORMATION

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

空港周辺を船舶（最高 200ft）が通過する場合がある。

RJBE AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart
Standard Departure Chart - Instrument (KOBE)
Standard Departure Chart - Instrument (TRANSITION)
Standard Departure Chart - Instrument (RNAV TRANSITION1)
Standard Departure Chart - Instrument (RNAV TRANSITION2)
Standard Departure Chart - Instrument (MUKRI)
Standard Arrival Chart - Instrument (OMBIP, KAGAWA)
Standard Arrival Chart - Instrument (AVKUL, TRACY)
Instrument Approach Chart (ILS Z or LOC Z RWY09)
Instrument Approach Chart (ILS Y or LOC Y RWY09)
Instrument Approach Chart (RNP RWY09)
Other chart (VISUAL REP)
Other chart (LDG CHART)
Other chart (MVA CHART)

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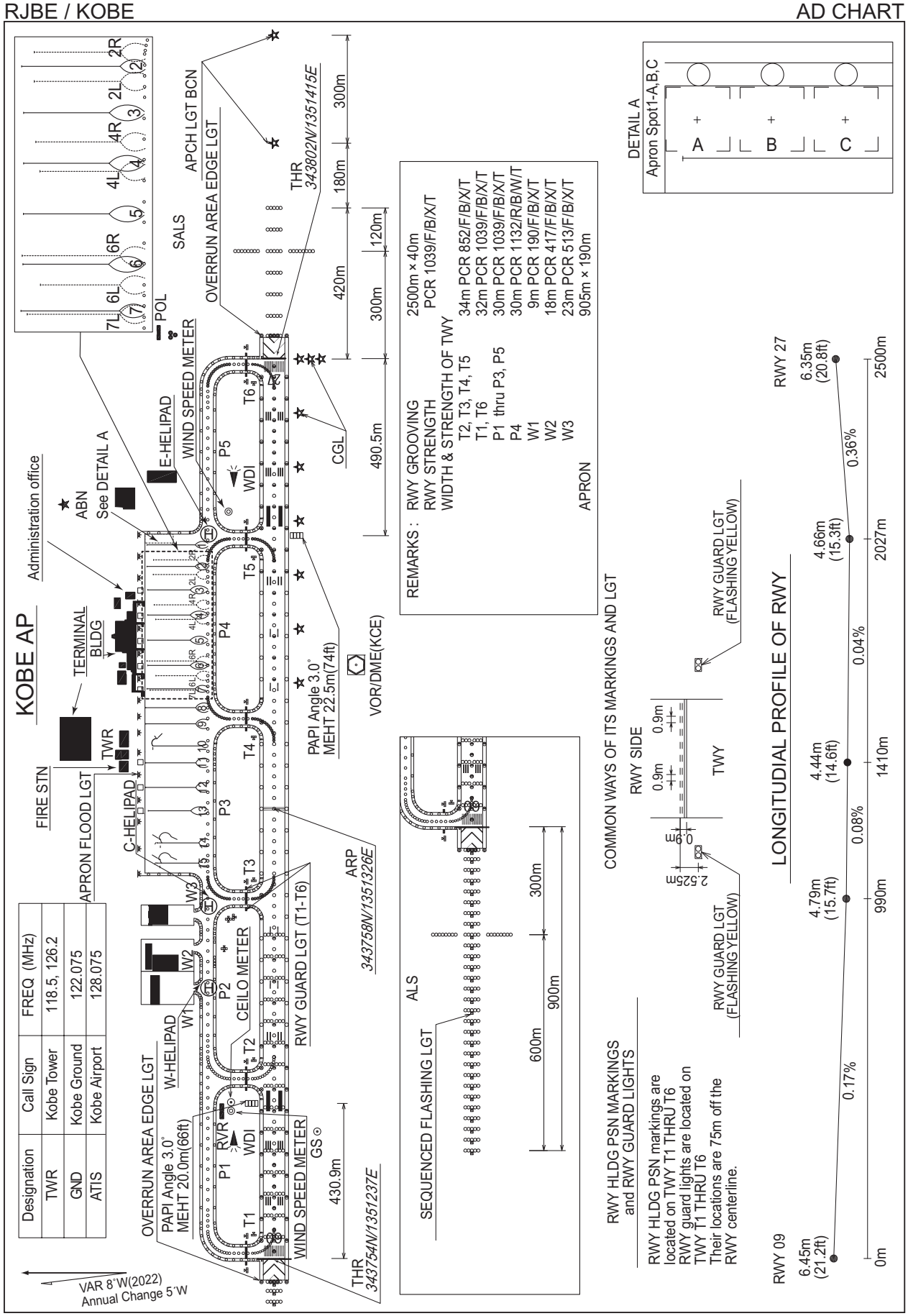
RJBE / KOBE AD CHART

CHANGE : Spot FM 11 to 15 established. REMARKS APRON.



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STANDARD DEPARTURE CHART-INSTRUMENT

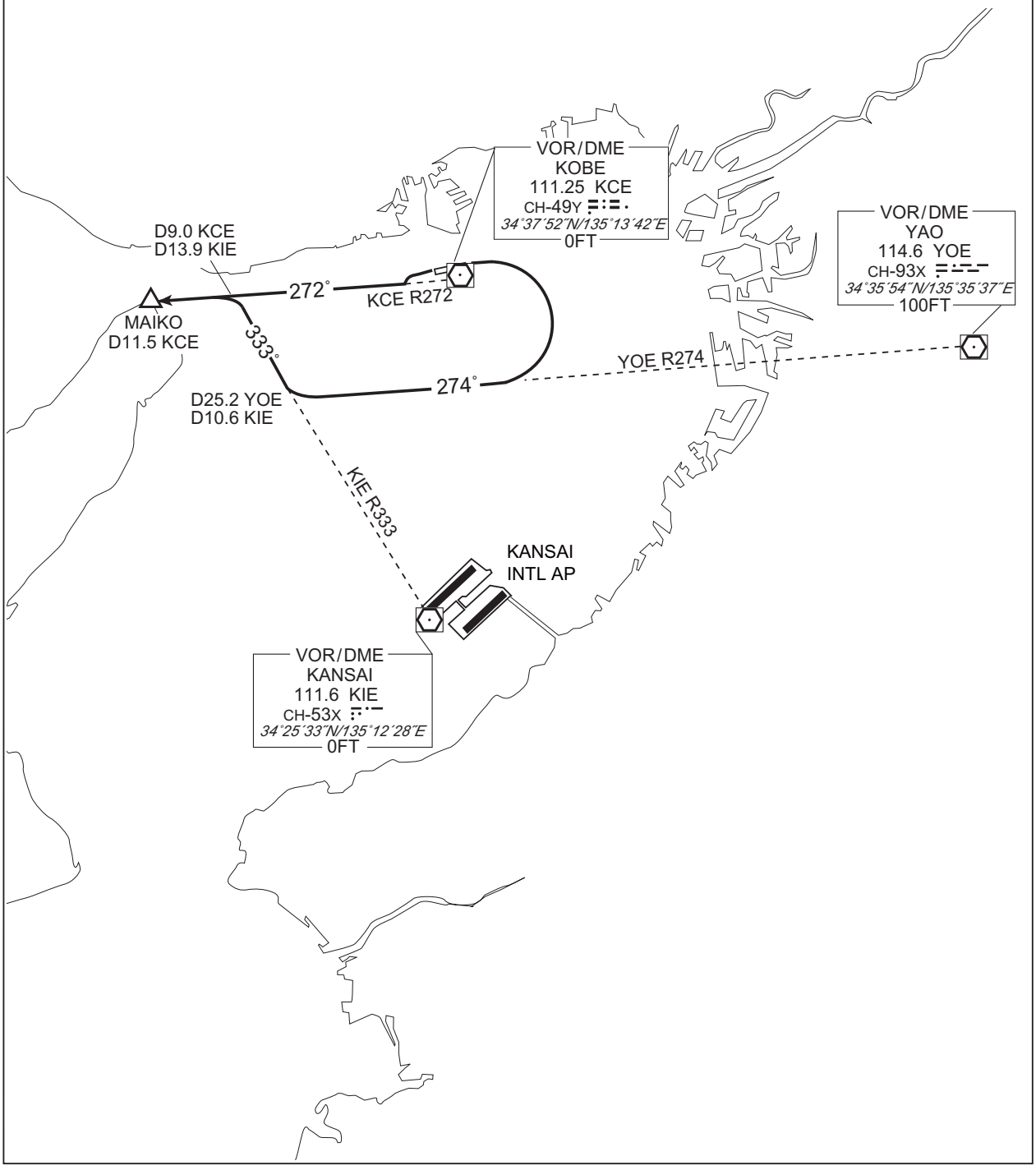
RJBE / KOBE SID

KOBE SIX DEPARTURE

RWY09: Turn right, climb via YOE R274 to intercept and proceed via KIE R333, via KCE R272 to MAIKO.

RWY27: Climb via KCE R272 to MAIKO.

Note RWY09 : 5.0% climb gradient required up to 500FT.
RWY27 : 5.0% climb gradient required up to 500FT.



CHANGE : PROC renamed. Note added.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBE / KOBE TRANSITION

CHANGE : YABUU TRANSITION, OMBIP TRANSITION established. TAMBA TRANSITION, AYAYA TRANSITION abolished. PROC course. ALT restriction at KAWAT.

KIBI TRANSITION

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

Cross KAWAT at or above 7000FT.

YABUU TRANSITION

From over MAIKO, proceed via KCE R272 to KAWAT, via KCE 33.3DME clockwise ARC via OMBIP, to intercept and proceed via YME R215 to YME VOR/DME.

Cross KAWAT at or above 7000FT, cross KCE R330 at or above 8000FT.

KAGAWA TRANSITION

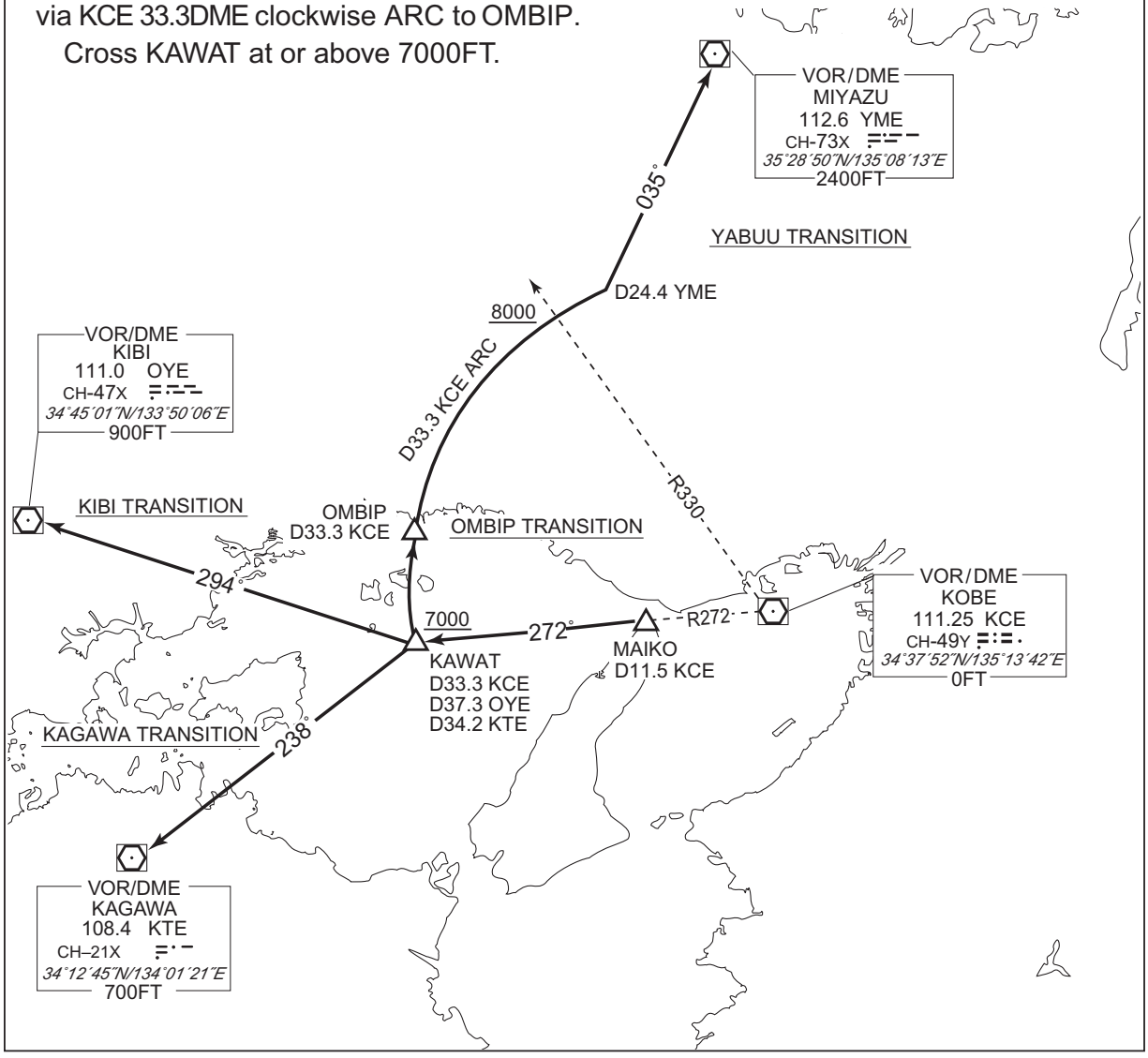
From over MAIKO, proceed via KCE R272 to KAWAT, via KTE R058 to KTE VOR/DME.

Cross KAWAT at or above 7000FT.

OMBIP TRANSITION

From over MAIKO, proceed via KCE R272 to KAWAT, via KCE 33.3DME clockwise ARC to OMBIP.

Cross KAWAT at or above 7000FT.



STANDARD DEPARTURE CHART-INSTRUMENT

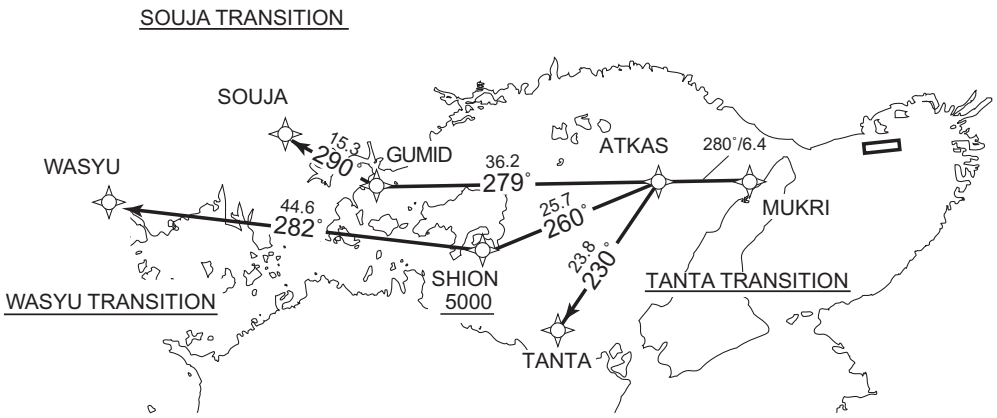
RJBE / KOBE

RNAV TRANSITION

SOUJA TRANSITION WASYU TRANSITION / TANTA TRANSITION	RNP1

Note GNSS required.

VAR 8˚W



SOUJA TRANSITION

From MUKRI, to ATKAS, to GUMID, to SOUJA.

WASYU TRANSITION

From MUKRI, to ATKAS, to SHION at or above 5000FT, to WASYU.

TANTA TRANSITION

From MUKRI, to ATKAS, to TANTA.

CHANGE : TANTA TRANSITION, MUKRI, ATKAS, GUMID established. WENDY TRANSITION, WENDY abolished.
PROC course. ALT restriction at SHION.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV TRANSITION

CHANGE : TANTA TRANSITION, MUKRI, ATKAS, GUMID established. WENDY TRANSITION, WENDY abolished. PROC course. VAR. ALT restriction at SHION. Navigation Specification. Waypoint Coordinates added.

SOUJA TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course M˚(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MUKRI	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	ATKAS	—	280 (271.9)	-8.2	6.4	—	—	—	—	RNP1
003	TF	GUMID	—	279 (270.9)	-8.2	36.2	—	—	—	—	RNP1
004	TF	SOUJA	—	290 (282.2)	-8.2	15.3	—	—	—	—	RNP1

WASYU TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course M˚(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MUKRI	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	ATKAS	—	280 (271.9)	-8.2	6.4	—	—	—	—	RNP1
003	TF	SHION	—	260 (251.4)	-8.2	25.7	—	+5000	—	—	RNP1
004	TF	WASYU	—	282 (273.6)	-8.2	44.6	—	—	—	—	RNP1

TANTA TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course M˚(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MUKRI	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	ATKAS	—	280 (271.9)	-8.2	6.4	—	—	—	—	RNP1
003	TF	TANTA	—	230 (221.4)	-8.2	23.8	—	—	—	—	RNP1

Waypoint Coordinates

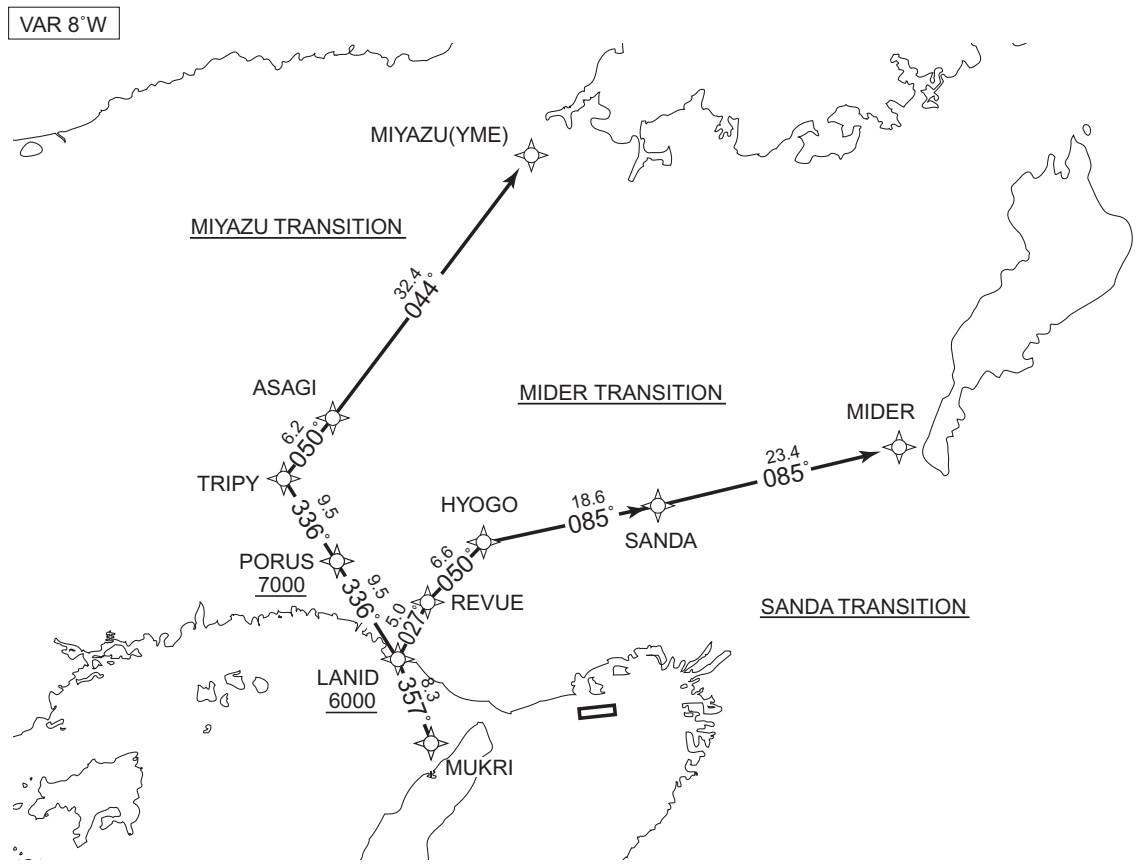
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
MUKRI	*343345.5N / 1345419.2E*	SHION	*342542.1N / 1341657.4E*
ATKAS	*343358.2N / 1344630.9E*	WASYU	*342817.5N / 1332301.1E*
GUMID	*343425.8N / 1340234.0E*	TANTA	*341604.9N / 1342729.2E*
SOUJA	*343738.6N / 1334422.5E*		

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE — RNAV TRANSITION

MIDER TRANSITION / SANDA TRANSITION / MIYAZU TRANSITION	RNP1

Note GNSS required.



MIDER TRANSITION

From MUKRI, to LANID at or above 6000FT, to REVUE, to HYOGO, to SANDA, to MIDER.

SANDA TRANSITION

From MUKRI, to LANID at or above 6000FT, to REVUE, to HYOGO, to SANDA.

MIYAZU TRANSITION

From MUKRI, to LANID at or above 6000FT, to PORUS at or above 7000FT, to TRIPY, to ASAGI, to YME.

CHANGE : MUKRI, LANID, PORUS established. STEEL abolished. Note. PROC course.
ALT restriction at LANID, PORUS. DIST FM MUKRI to TRIPY.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV TRANSITION

CHANGE : MUKRI, LANID, PORUS established. STEEL abolished. PROC course. VAR.
DIST FM MUKRI to TRIPY. Navigation Specification.

MIDER TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MUKRI	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	LANID	—	357 (349.2)	-8.2	8.3	—	+6000	—	—	RNP1
003	TF	REVUE	—	027 (018.9)	-8.2	5.0	—	—	—	—	RNP1
004	TF	HYOGO	—	050 (041.6)	-8.2	6.6	—	—	—	—	RNP1
005	TF	SANDA	—	085 (076.4)	-8.2	18.6	—	—	—	—	RNP1
006	TF	MIDER	—	085 (077.1)	-8.2	23.4	—	—	—	—	RNP1

SANDA TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MUKRI	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	LANID	—	357 (349.2)	-8.2	8.3	—	+6000	—	—	RNP1
003	TF	REVUE	—	027 (018.9)	-8.2	5.0	—	—	—	—	RNP1
004	TF	HYOGO	—	050 (041.6)	-8.2	6.6	—	—	—	—	RNP1
005	TF	SANDA	—	085 (076.4)	-8.2	18.6	—	—	—	—	RNP1

MIYAZU TRANSITION

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course ˚M(˚T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	MUKRI	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	LANID	—	357 (349.2)	-8.2	8.3	—	+6000	—	—	RNP1
003	TF	PORUS	—	336 (327.9)	-8.2	9.5	—	+7000	—	—	RNP1
004	TF	TRIPY	—	336 (327.8)	-8.2	9.5	—	—	—	—	RNP1
005	TF	ASAGI	—	050 (041.6)	-8.2	6.2	—	—	—	—	RNP1
006	TF	YME	—	044 (035.7)	-8.2	32.4	—	—	—	—	RNP1

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV TRANSITION

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
MUKRI	*343345.5N / 1345419.2E*	MIDER	*350101.4N / 1354933.6E*
LANID	*344152.2N / 1345226.6E*	PORUS	*344956.9N / 1344615.6E*
REVUE	*344636.4N / 1345425.3E*	TRIPY	*345801.2N / 1344003.4E*
HYOGO	*345130.6N / 1345944.0E*	ASAGI	*350237.2N / 1344502.4E*
SANDA	*345550.2N / 1352143.9E*	YME	*352850.5N / 1350813.3E*

CHANGE : Waypoint Coordinates added.

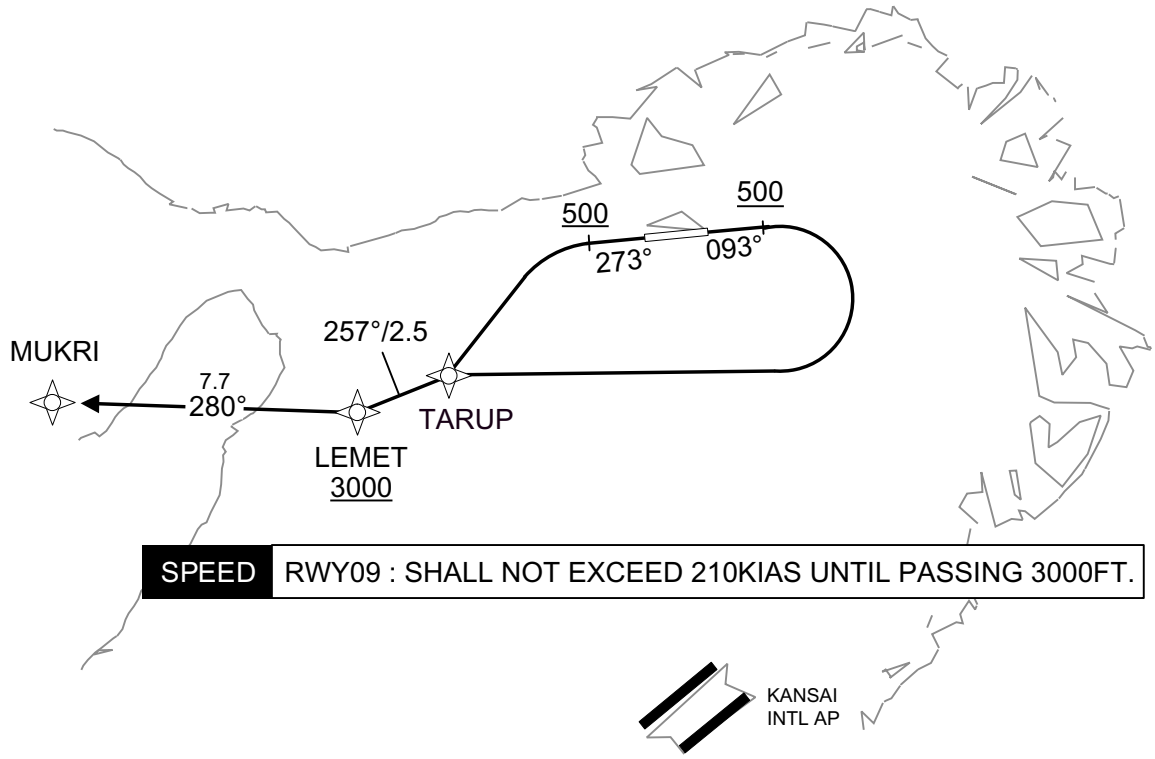
STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV SID

MUKRI ONE DEPARTURE	RNP1

Note GNSS required.

VAR 8°W



RWY09 : Climb on HDG093° at or above 500FT, turn right direct to TARUP, to LEMET at or above 3000FT, to MUKRI.

RWY27 : Climb on HDG273° at or above 500FT, turn left direct to TARUP, to LEMET at or above 3000FT, to MUKRI.

Note RWY09 : 5.0% climb gradient required up to 500FT.
RWY27 : 5.0% climb gradient required up to 500FT.

CHANGE : New PROC.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBE / KOBE RNAV SID

MUKRI ONE DEPARTURE

RWY09

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	–	–	093 (084.6)	-8.2	–	–	+500	–	–	RNP1
002	DF	TARUP	–	–	-8.2	–	R	–	–	–	RNP1
003	TF	LEMET	–	257 (248.5)	-8.2	2.5	–	+3000	–	–	RNP1
004	TF	MUKRI	–	280 (272.0)	-8.2	7.7	–	–	–	–	RNP1

RWY27

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	–	–	273 (264.6)	-8.2	–	–	+500	–	–	RNP1
002	DF	TARUP	–	–	-8.2	–	L	–	–	–	RNP1
003	TF	LEMET	–	257 (248.5)	-8.2	2.5	–	+3000	–	–	RNP1
004	TF	MUKRI	–	280 (272.0)	-8.2	7.7	–	–	–	–	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
TARUP	*343423.6N / 1350626.5E*	MUKRI	*343345.5N / 1345419.2E*
LEMET	*343329.7N / 1350340.2E*		

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJBE / KOBE STAR

OMBIP ARRIVAL

From over OMBIP, proceed via KCE 33.3DME counterclockwise ARC to intercept and proceed via KCE R283 to TRACY, via KIE R311 to intercept and proceed via KCE R273 to SIOJI.

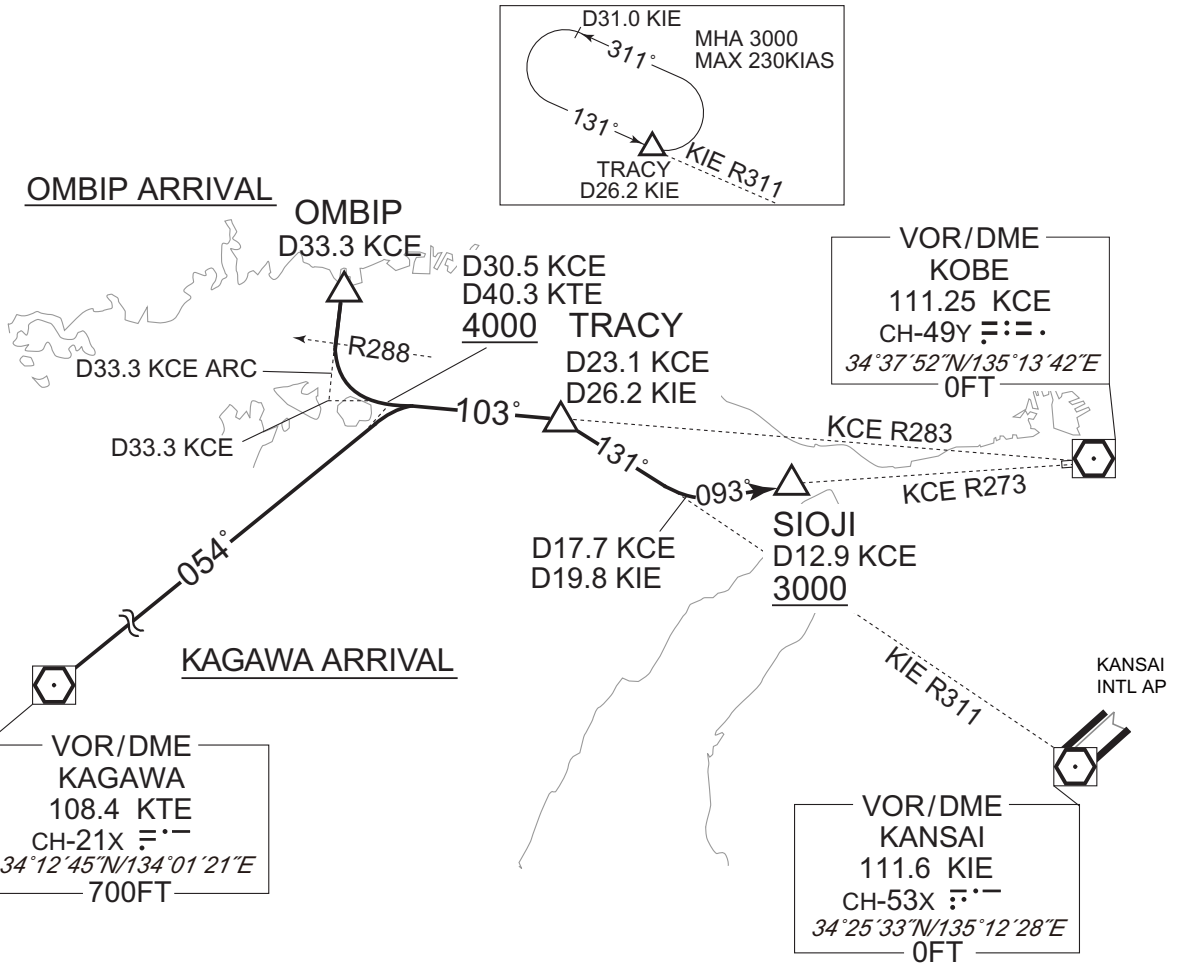
Cross SIOJI at or above 3000FT.

KAGAWA ARRIVAL

From over KTE VOR/DME, proceed via KTE R054 to intercept and proceed via KCE R283 to TRACY, via KIE R311 to intercept and proceed via KCE R273 to SIOJI.

Cross KCE R283/30.5DME(KTE R054/40.3DME) at or above 4000FT,

cross SIOJI at or above 3000FT.



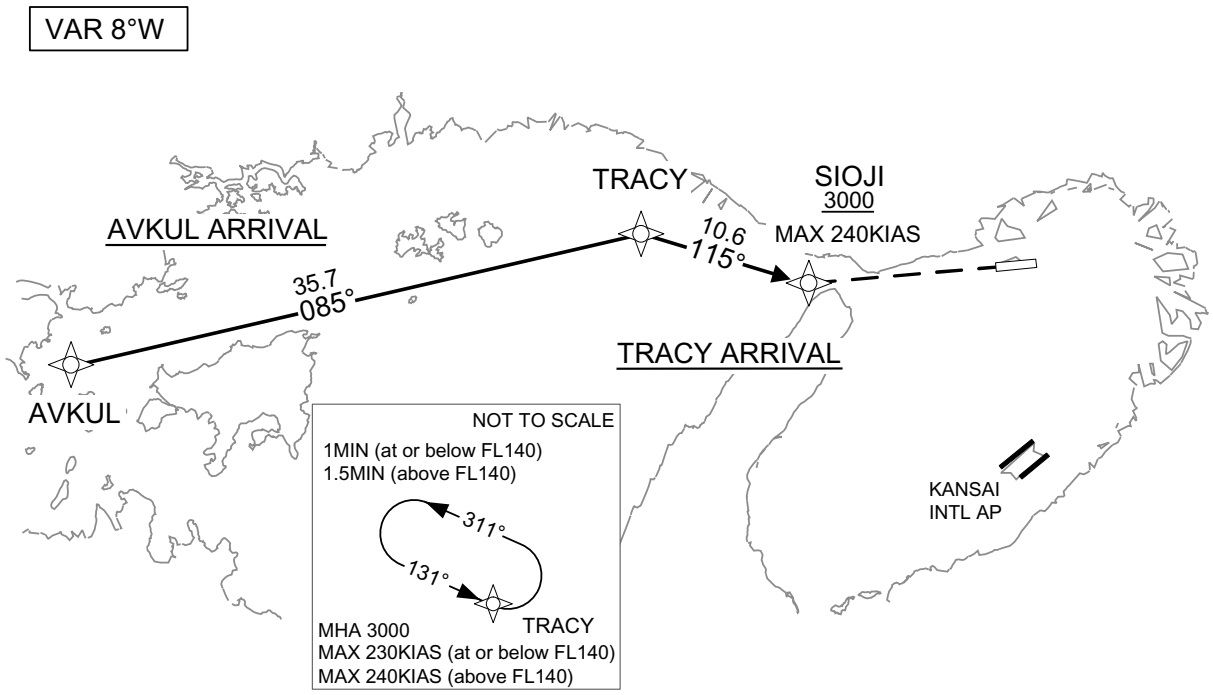
CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJBE / KOBE RNAV STAR RWY09

AVKUL ARRIVAL / TRACY ARRIVAL	RNP1

Note GNSS required.



AVKUL ARRIVAL

From AVKUL, to TRACY, to SIOJI at or above 3000FT.

TRACY ARRIVAL

From TRACY, to SIOJI at or above 3000FT.

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJBE / KOBE — RNAV STAR RWY09

AVKUL ARRIVAL

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	AVKUL	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	TRACY	—	085 (076.5)	-8.2	35.7	—	—	—	—	RNP1
003	TF	SIOJI	—	115 (106.7)	-8.2	10.6	—	+3000	-240	—	RNP1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	TRACY	131 (123.1)	-8.2	1.0(-14000) 1.5(+14001)	L	3000	—	-230(-14000) -240(+14001)	RNP1

TRACY ARRIVAL

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	TRACY	—	—	-8.2	—	—	—	—	—	RNP1
002	TF	SIOJI	—	115 (106.7)	-8.2	10.6	—	+3000	-240	—	RNP1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	TRACY	131 (123.1)	-8.2	1.0(-14000) 1.5(+14001)	L	3000	—	-230(-14000) -240(+14001)	RNP1

Waypoint Coordinates

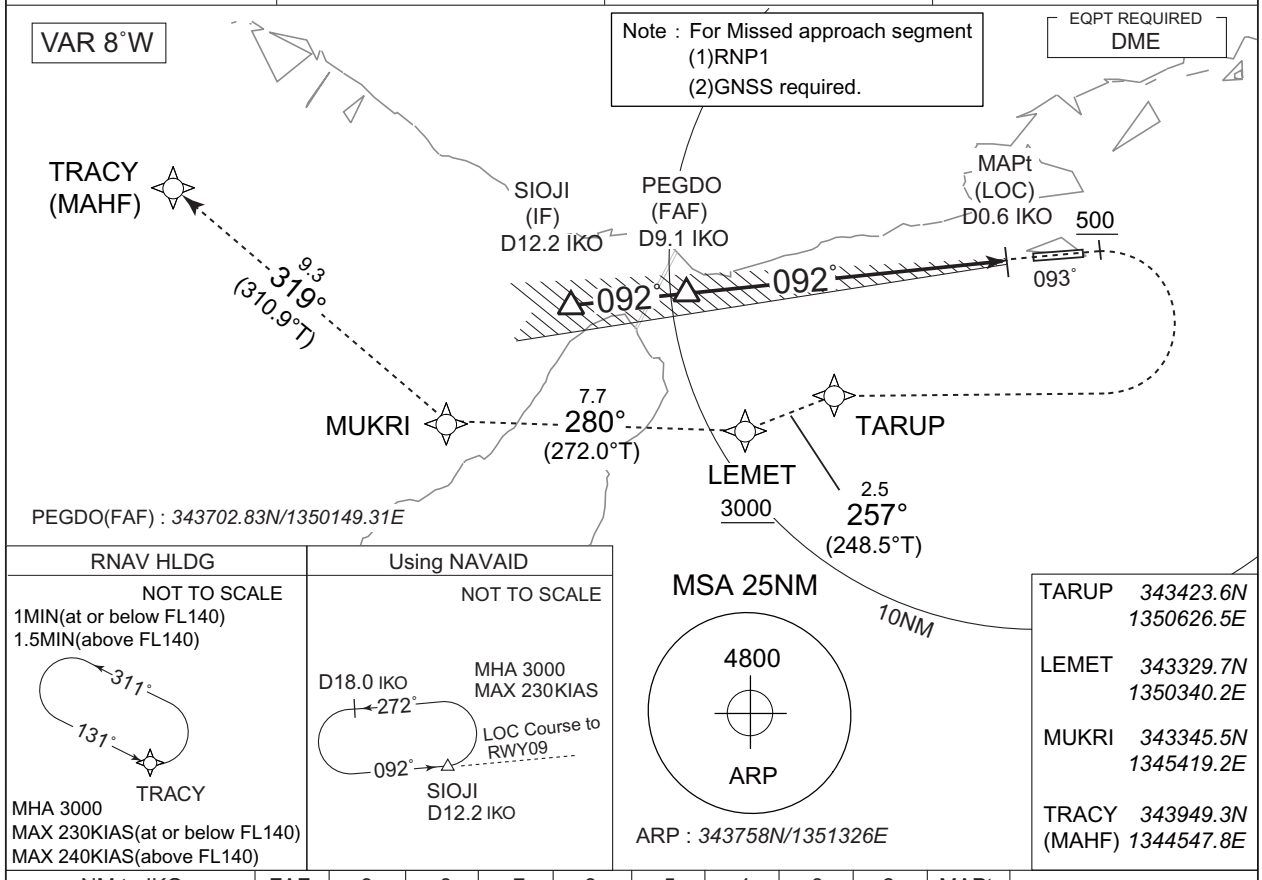
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
AVKUL	*343135.4N / 1340338.7E*	SIOJI	*343645.2N / 1345808.8E*
TRACY	*343949.3N / 1344547.8E*		

CHANGE : New PROC.

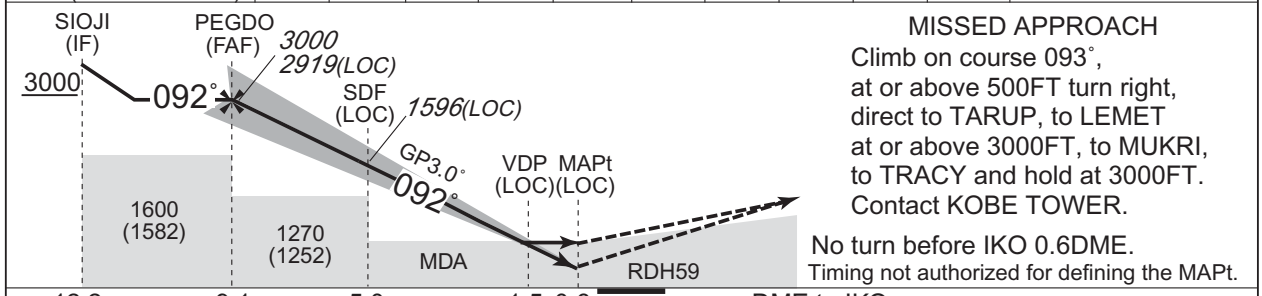
INSTRUMENT APPROACH CHART

RJBE / KOBE — ILS Z or LOC Z RWY09

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



NM to IKO	FAF	9	8	7	6	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	2919	2875	2557	2238	1920	1601	1283	964	646	–



MISSED APPROACH
Climb on course 093˚,
at or above 500FT turn right,
direct to TARUP, to LEMET
at or above 3000FT, to MUKRI,
to TRACY and hold at 3000FT.
Contact KOBE TOWER.

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

Missed APCH climb gradient MNM 5.0%

MINIMA — THR elev. 21 — AD elev. 18

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	221 (200)	550	460 (442)	900	510 (492)	1600
B				1000		
C						2400
D				1400	580 (562)	3200

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

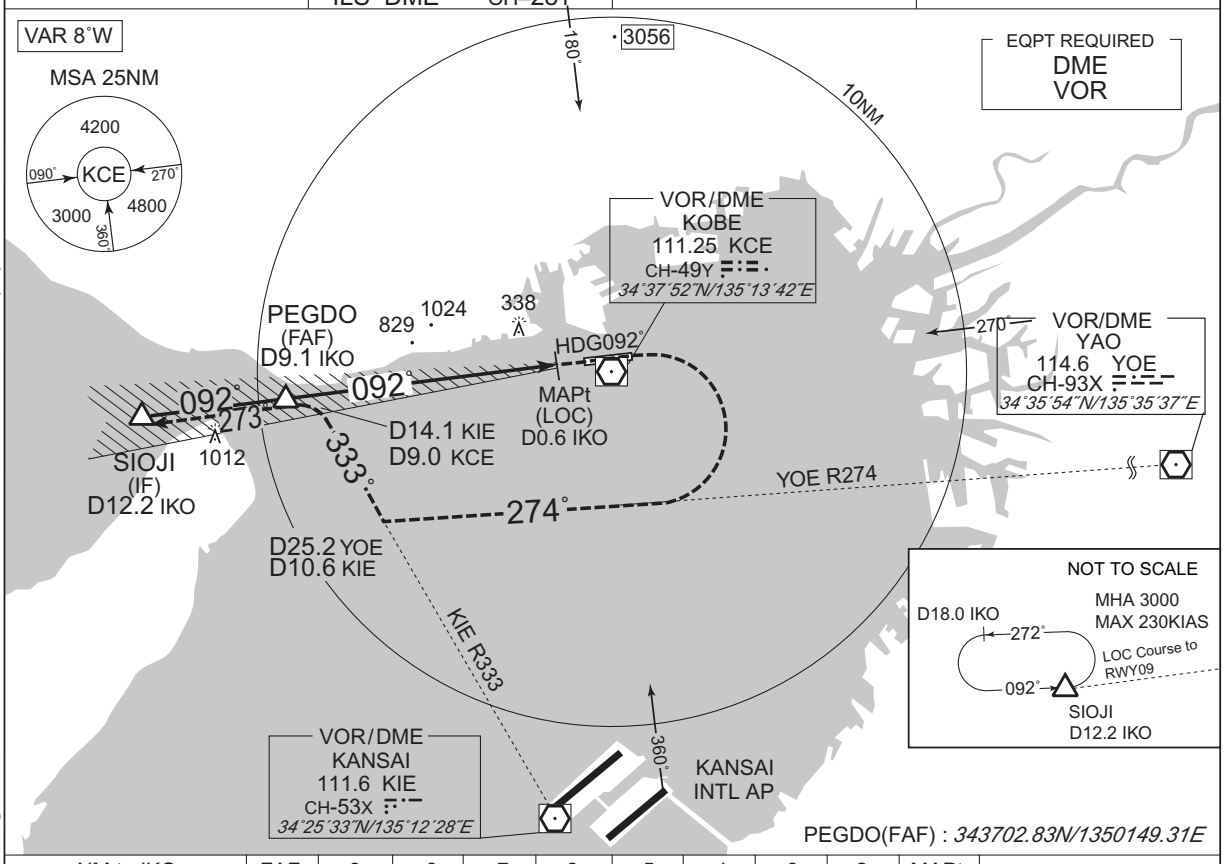
CHANGE : New PROC.

INSTRUMENT APPROACH CHART

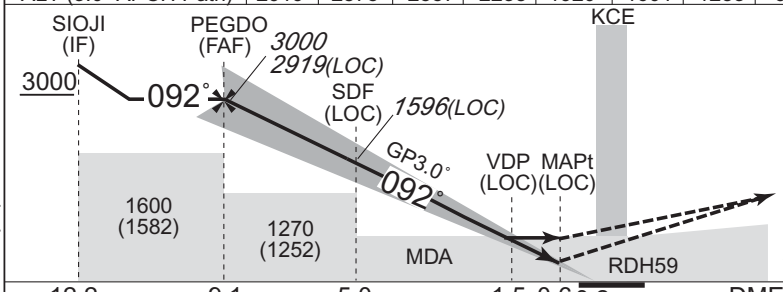
RJBE / KOBE

ILS Y or LOC Y RWY09

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



NM to IKO	FAF	9	8	7	6	5	4	3	2	MAPt
ALT (3.0° APCH Path)	2919	2875	2557	2238	1920	1601	1283	964	646	–



MISSED APPROACH
Climb on HDG092° to 500FT,
turn right proceed via YOE R274
to intercept and proceed via KIE
R333, via KCE R273 to SIOJI
and hold at 3000FT.
Contact KOBE TOWER.

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

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 21 AD elev. 18

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	221 (200)	550	460 (442)	900	510 (492)	1600
B				1000		
C						2400
D				1400	580 (562)	3200

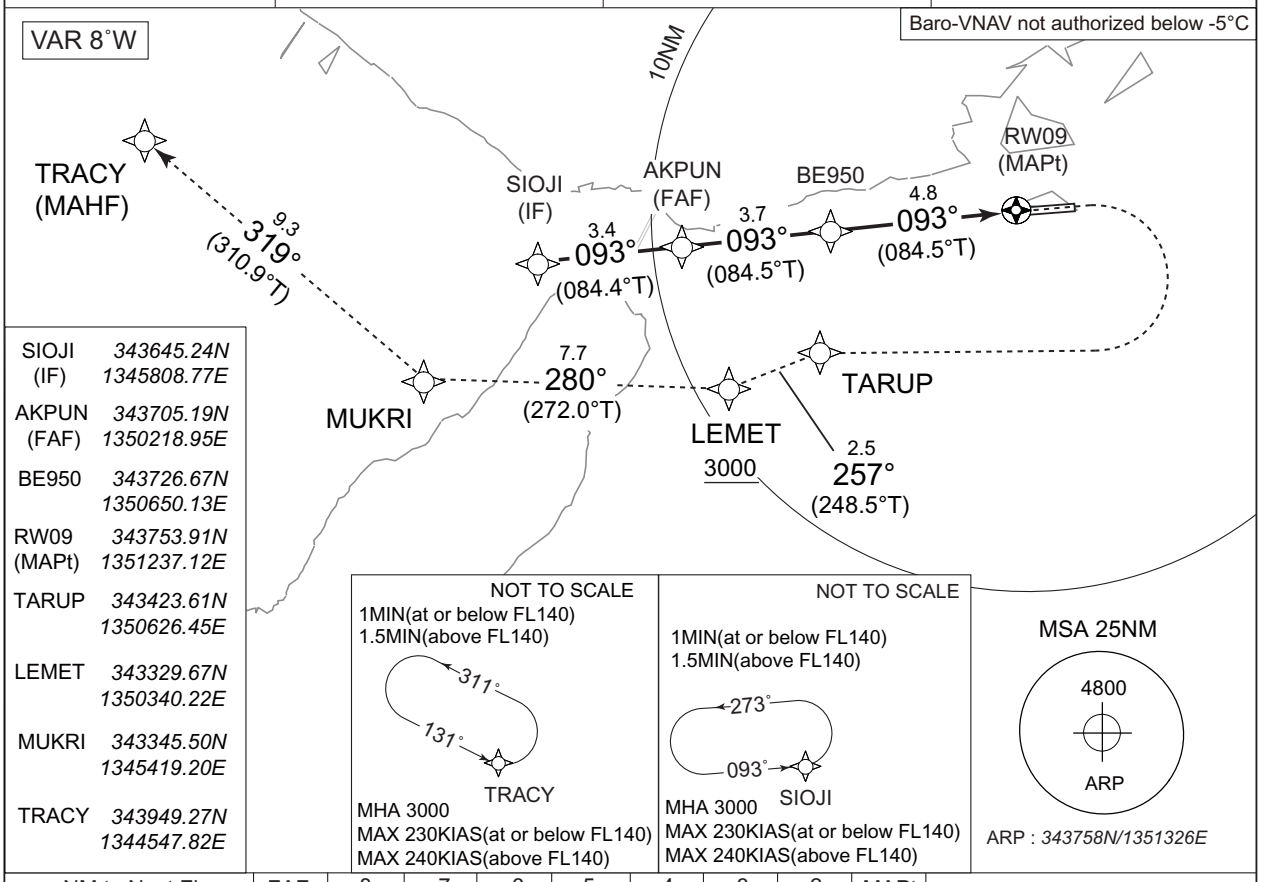
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to SOUTH side of RWY only.

CHANGE : PROC renamed. PEGDO established. MARIN abolished. PROC ALT at PEGDO(FAF), SDF. ALT(3.0° APCH Path). OCA(H). Missed APCH climb gradient MNM. THR elev. MINIMA for DA(H).

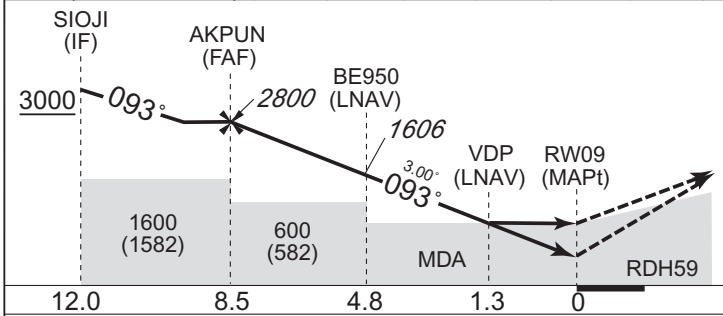
INSTRUMENT APPROACH CHART

RJBE / KOBE — RNP RWY09

KANSAI RADAR 121.15 – 120.85 261.2	RNP APCH	KOBE TOWER 118.5 – 126.2	RADAR AVBL ATIS 128.075



NM to Next Fix	FAF	8	7	6	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	2800	2628	2309	1991	1672	1354	1036	717	–



MISSED APPROACH

Turn right direct to TARUP,
to LEMET at or above 3000FT,
to MUKRI, to TRACY and hold
at 3000FT.
Contact KOBE TOWER.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 21 AD elev. 18

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	273 (252)	800	460 (442)	900	510 (492)	1600
B				1000		
C						2400
D		1200		1400	580 (562)	3200

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

CHANGE : New PROC.

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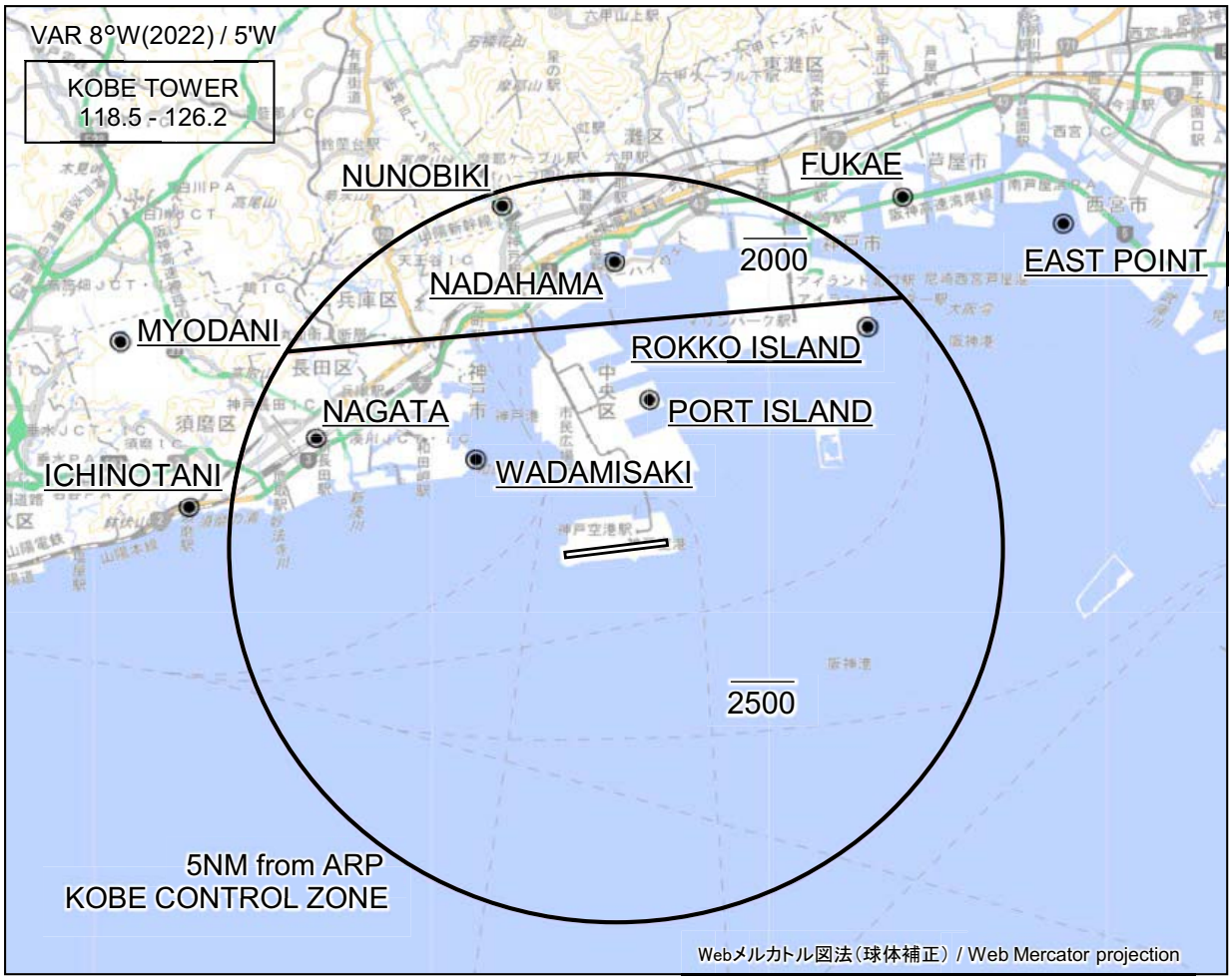
RJBE / KOBE Visual REP

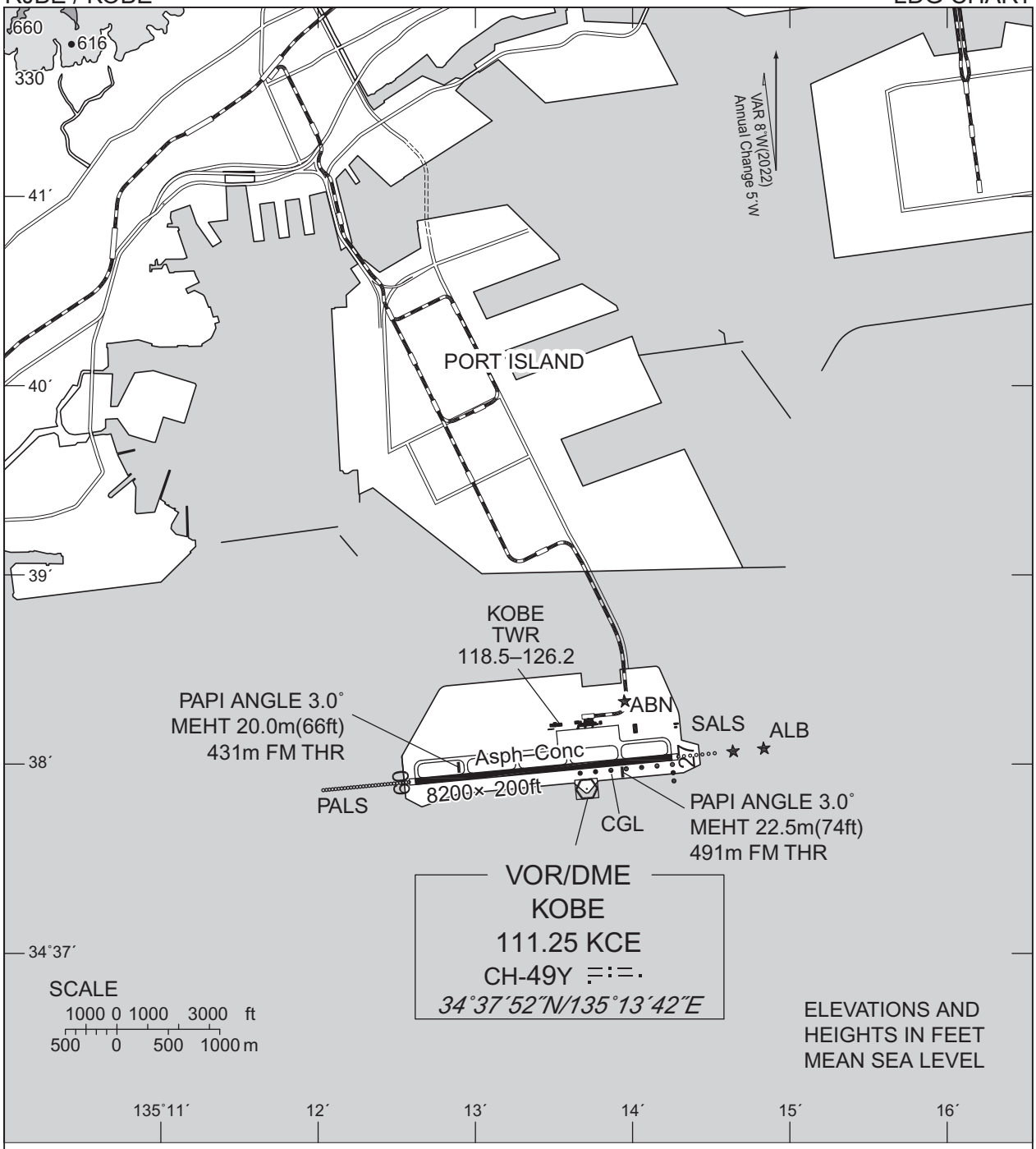


※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : VAR.

Call sign	BRG / DIST from ARP	Remarks
一ノ谷 Ichinotani	276°T / 5.5NM	JR須磨駅 JR Station
名谷 Myodani	294°T / 7.0NM	神戸市営西神・山手線名谷駅 Station
長田 Nagata	291°T / 4.2NM	JR新長田駅 JR Station
和田岬 Wadamisaki	304°T / 2.2NM	岬 Cape
布引 Nunobiki	342°T / 4.8NM	布引公園 Park
灘浜 Nadahama	359°T / 3.8NM	ハーバーハイウェイ摩耶ランプ Ramp
ポートアイランド Port Island	012°T / 2.0NM	ポートアイランド南埠頭 Southern Warf of Port Island
六甲アイランド Rokko Island	047°T / 4.4NM	六甲アイランド南東端 Southern Edge of Rokko Island
深江 Fukae	038°T / 6.0NM	阪神高速5号湾岸線 深江浜インターチェンジ Interchange
イーストポイント East Point	053°T / 7.2NM	西宮ヨットハーバー防波堤 Breakwater of Nishinomiya Yacht Harbor

RJBE / KOBE LDG CHART

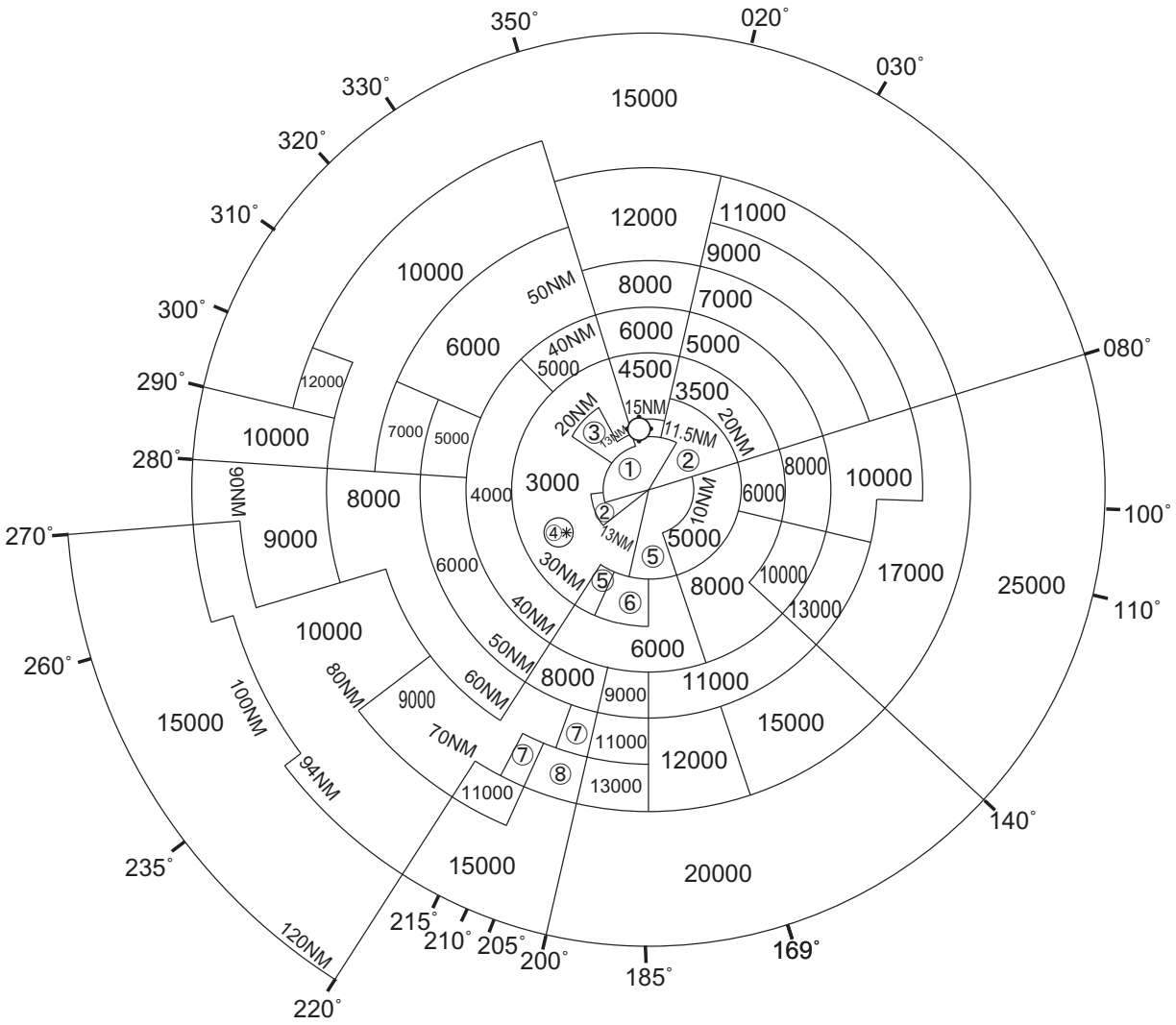


CHANGE : VAR.

RJBE / KOBE

Minimum Vectoring Altitude CHART

VAR 8˚W (2023)



① 1500
② 2000
③ 2100
④ 3500
⑤ 4000
⑥ 5000
⑦ 10000
⑧ 12000

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

✳ : *341405N/1344851E* RADIUS : 3NM

CHANGE : Update.