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	8° W (2023) / 5.0'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, 050-3198-2867 (AIS)

RJBB AD 2.3 OPERATIONAL HOURS

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

RJBB AD 2.4 HANDLING SERVICES AND FACILITIES

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

RJBB AD 2.5 PASSENGER FACILITIES

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

RJBB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 10
2	Rescue equipment	Chemical fire fighting truck × 5 Ambulance × 2 Water supply truck × 2 Rescue wrecking machinery and Lighting power supply truck Emergency medical equipments conveyance truck Foam solution transporter
3	Capability for removal of disabled aircraft	INFO on EQPT AVBL in AP: Ask AD administration Max type of ACFT removed by EQPT: Ask AD administration CTC details: Kansai airport Operations Department TEL: 072-455-2213 Mail: kix_ops_docs@kansai-airports.co.jp
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 260-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. TWY/APN to measure the coefficient of friction: TWY A1, 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 260-J4), HEL-PAD

RJBB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

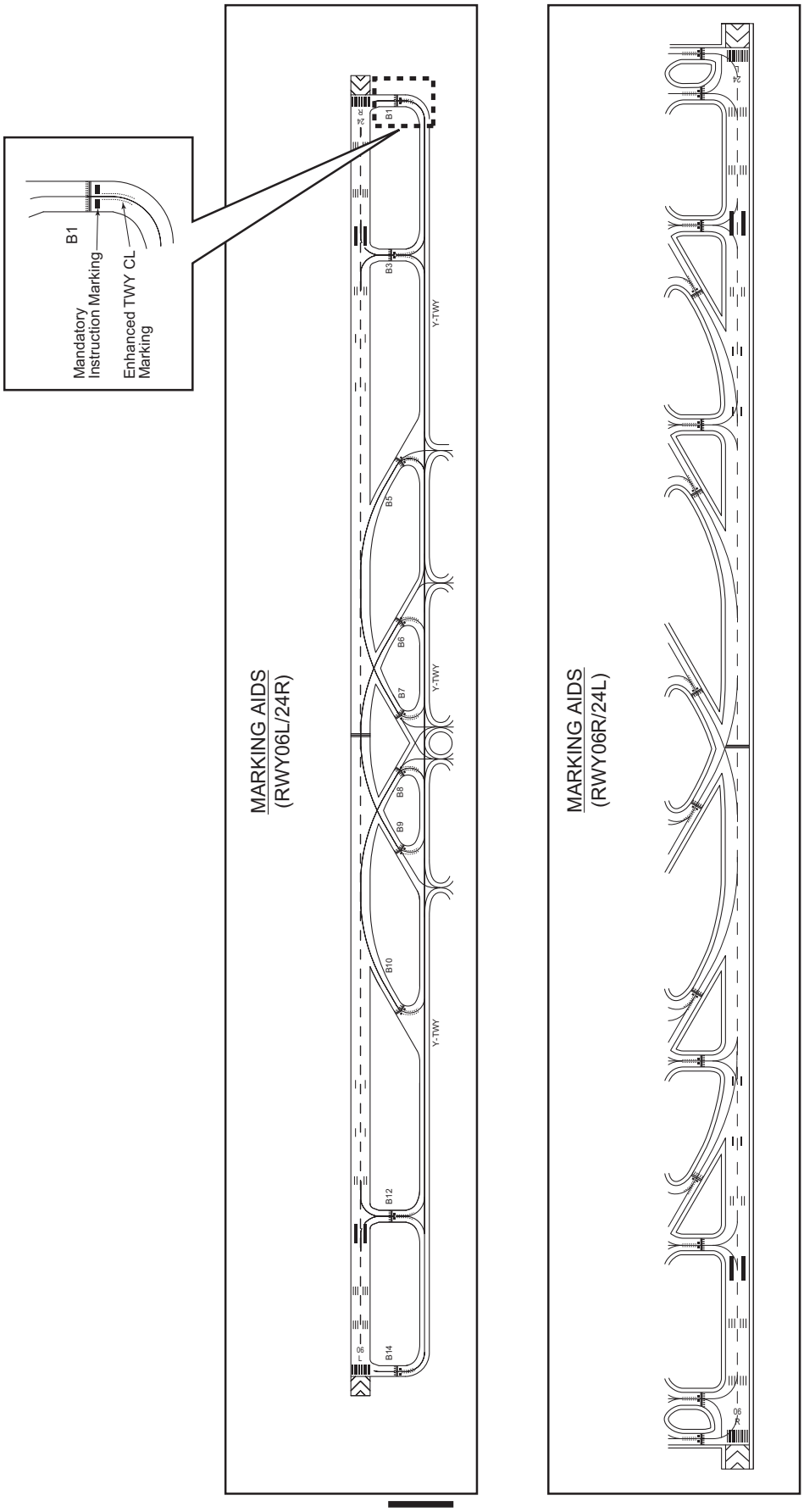
1	Apron surface and strength	Apron: From spot 1 to spot 41, from spot 101 to spot 111, from spot 201 to spot 215 Surface: Cement-concrete, Strength: PCR 1296/R/C/W/T From spot 80 to spot 90 Surface: Cement-concrete, Strength: PCR 1029/R/B/W/T From spot 91 to spot 99 Surface: Cement-concrete, Strength: PCR 1057/R/B/W/T, Surface: Asphalt-concrete, Strength: PCR 817/F/A/X/T From spot M2 to M9 Surface: Asphalt-concrete, Strength: PCR 743/F/B/X/T From spot 121 to spot 122 Surface: Cement-concrete, Strength: PCR 964/R/B/W/T Surface: Asphalt-concrete, Strength: PCR 1197/F/B/X/T From spot 251 to 255 Surface: Cement-concrete, Strength: PCR 947/R/B/W/T From spot 256 to 257 Surface: Cement-concrete, Strength: PCR 1114/R/B/W/T From spot 258 to 260 Surface: Cement-concrete, Strength: PCR 1057/R/B/W/T ACFT stand taxilane N1 - N3, J1(FM N1 to N3) : Width:30m Apron taxiway L(FM E9 to A14) Minimum separation distance from center line of apron taxiway on apron to object: 50.5m(166ft). Apron taxiway Z(FM spot 256 to spot 257) Minimum separation distance from center line of apron taxiway on apron to object: 55.0m(180ft). Apron taxiway Z(FM spot 258 to spot 260) Minimum separation distance from center line of apron taxiway on apron to object: 51.0m(167ft). ACFT stand taxilane R(FM spot 5 to spot 8), R(FM spot 33 to spot 41), U, N4, Q, T(FM spot 80 to W6), T(FM spot 94 to spot 99) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 42.5m(139ft). ACFT stand taxilane R(FM spot 1 to spot 4), R(FM spot 9 to spot 32) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 40.0m(131ft). ACFT stand taxilane T(FM spot 82 to spot 93) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 45.5m(149ft). ACFT stand taxilane S1, J4(BTN S1 and L) Minimum separation distance from center line of ACFT stand taxilane on apron to object: 50.5m(166ft).
		Apron for rotor craft: Surface: Asphalt-concrete, Strength: PCR 190/F/B/X/T ACFT stand taxilane P(the portion from rotor craft apron to 90m SW of the apron) Width: 18m, Surface: Asphalt-concrete, Strength: PCR 190/F/B/X/T
2	Taxiway width, surface and strength	TWY A2 - A13, E1 - E9, J1(BTN N1 and P), J4(BTN L and P), L(BTN J1 and E9), P(FM A1 to A14) Width: 30m, Surface: Asphalt-concrete, Strength: PCR 929/F/B/X/T TWY A1, A14 Width: 30m, Surface: Cement-concrete, Strength: PCR 1296/R/C/W/T TWY P(BTN A1 and 94m NE of A1) Width: 18m, Surface: Asphalt-concrete, Strength: PCR 190/F/B/X/T TWY B5 - B10, J3, J4(BTN S1 and Y), S2, S4, S5, S6, Y Width: 30m, Surface: Asphalt-concrete, Strength: PCR 953/F/A/X/T

		TWY B1 Width: 37m, Surface: Cement-concrete, Strength: PCR 1020/R/B/W/T TWY B3, B12 Width: 37m, Surface: Asphalt-concrete, Strength: PCR 953/F/A/X/T TWY B14 Width: 33.5m, Surface: Cement-concrete, Strength: PCR 1020/R/B/W/T TWY W6 - W9, Z(BTN J4 and W6) Width: 30m, Surface: Asphalt-concrete, Strength: PCR 1104/F/A/X/T TWY Z(BTN J4 and spot 256) Width: 30m, Surface: Asphalt-concrete, Strength: PCR 817/F/A/X/T	
3	ACL and elevation	Not available	
4	VOR checkpoints	Not available	
5	INS checkpoints	Spot NR 1R : *342614.06N 1351453.50E* 1 : *342614.03N 1351453.92E* 1L : *342615.30N 1351454.42E* 2 : *342615.98N 1351455.84E* 3R : *342617.14N 1351458.09E* 3 : *342617.10N 1351458.49E* 3L : *342618.35N 1351459.00E* 4 : *342619.03N 1351500.42E* 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 : *342624.87N 1351400.84E* 81 : *342626.30N 1351400.45E* 82 : *342626.60N 1351359.39E*	Spot NR 83 : *342625.79N 1351358.62E* 84 : *342625.01N 1351357.33E* 85 : *342624.13N 1351356.15E* 86 : *342623.36N 1351354.86E* 87 : *342622.48N 1351353.69E* 88 : *342621.71N 1351352.40E* 89 : *342620.82N 1351351.22E* 90 : *342620.05N 1351349.93E* 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* 121 : *342625.56N 1351520.69E* 122 : *342626.29N 1351518.16E* 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* 258 : *342604.63N 1351320.80E* 259 : *342603.15N 1351318.59E* 260 : *342601.89N 1351316.17E*	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: NR1R, 1, 1L, 2, 3R, 3, 3L, 4 - NR12, V1, NR14 -NR41 ACFT stand taxi lane: N1, N2, N3, N4, R, U, J1(FM N1 to N3), S1,J4(BTN L and S1), P(the portion from rotor craft apron to 90m SW of the apron) and T
2	RWY and TWY markings and LGT	RWY: RWY06R/24L, RWY06L/24R (Marking): RWY designation, RWY CL, RWY THR, Aiming point, TDZ, RWY side stripe, RWY middle point (LGT): REDL, RENL, RTHL, WBAR, RCLL, RTZL TWY: ALL TWY (Marking): TWY CL, TWY side stripe (LGT): TWY edge LGT, TWY CL LGT TWY: TWY A1 - A14, B1, B3, B5 - B10, B12 and B14 (Marking): RWY HLDG PSN, Mandatory instruction, Enhanced TWY CL (LGT): RWY guard LGT TWY: TWY P, L, N1, E9, U, R, A14, J1, J4, S1, S4, S6, T, B7 and B8 (Marking) Surface painted location sign and surface painted direction sign
3	Stop bars	Stop bar LGT : A1 - A14, B1, B3, B5 - B10, B12 and B14 (The locations of stop bar LGT and runway guard LGT are 90m off the runway 06R/24L center line and 107.5m off the runway 06L/24R center line.) Stop bar LGT Operations 1) Stop bar LGT are installed at each taxi holding position associated with Runway 06R/24L, 06L/24R 2) Stop bar LGT will be operated when the visibility or the lowest RVR of the Runway 06R/24L and/or 06L/24R is at or less than 600m 3) Stop bar LGT on taxiways A1, A2, A13, A14, B1 and B14 are controlled individually by ATC 4) During the period stop bar LGT operated, taxiways A3 through A12, B3, B5 through B10 and B12 are not available for departure aircraft
4	Remarks	(Marking): Overrun area, ACFT stand marking(lead-in lines, turning lines), ACFT stand ID sign, apron safety lines (wing tip line, equipment limit line), ACFT PRKG PSN, Apron TWY CL, ACFT stand taxi lane, stop line and Vehicle traffic lines Stopline/yellow, broken line Vehicle traffic line/white line (LGT): Taxiing guidance sign, Apron flood LGT


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

Type of Surface Painted Markings

1.Type of Surface Painted Markings

- Surface Painted Direction Sign

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

- Surface Painted Location Sign

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

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

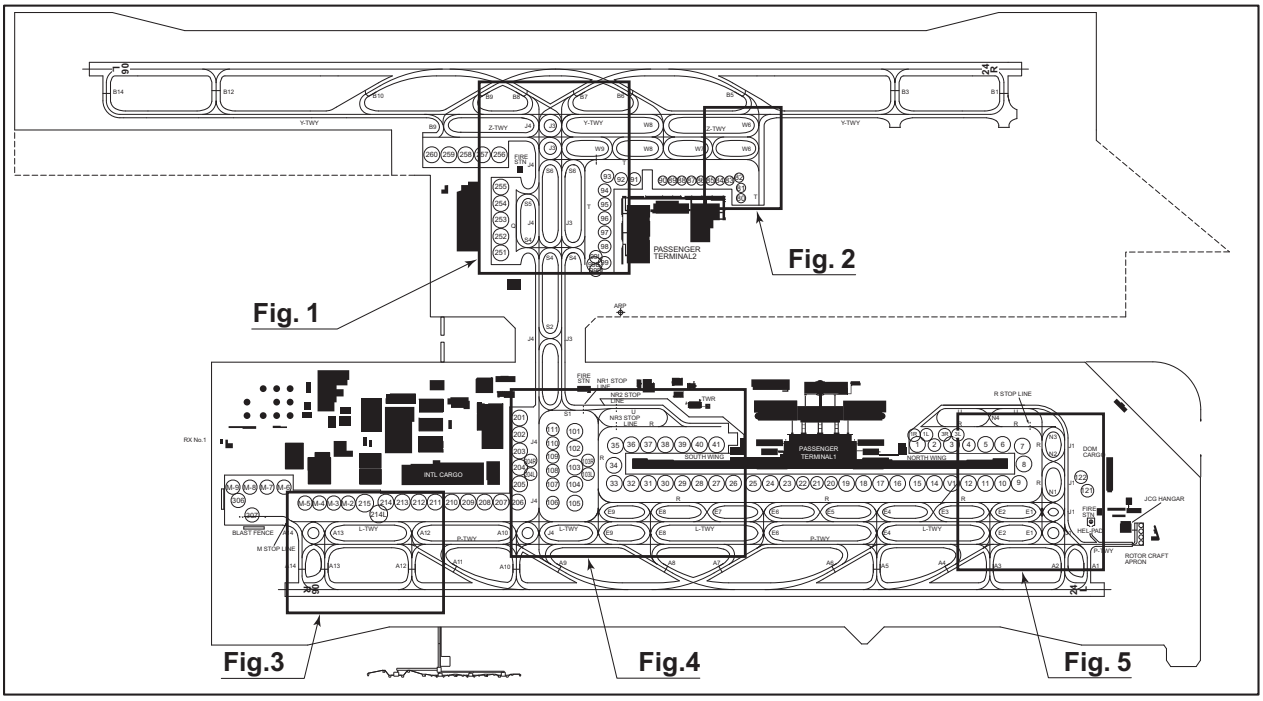


Fig. 1

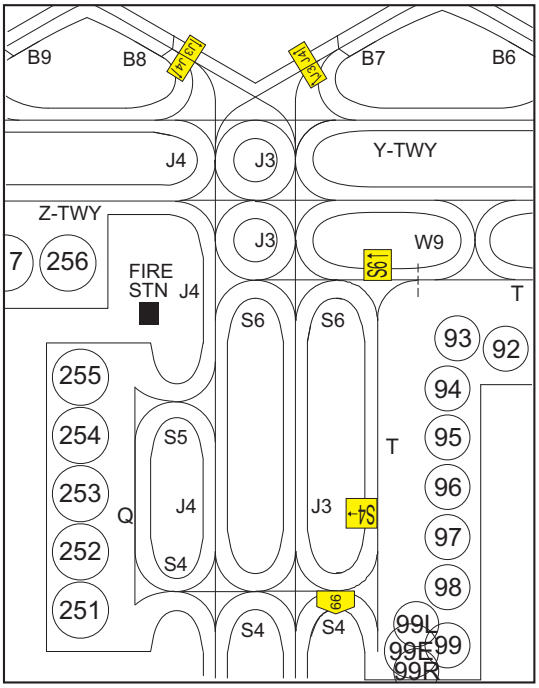


Fig. 2

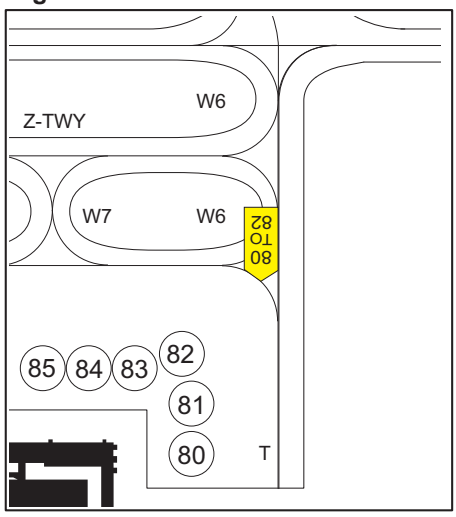


Fig. 3

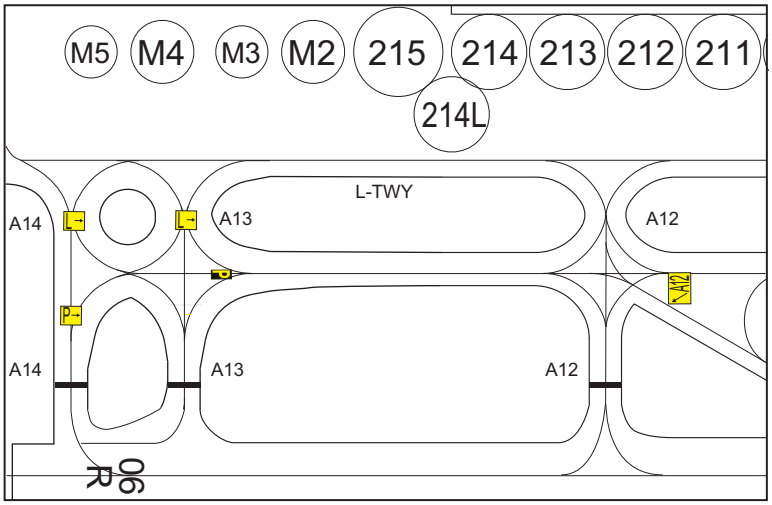


Fig. 4

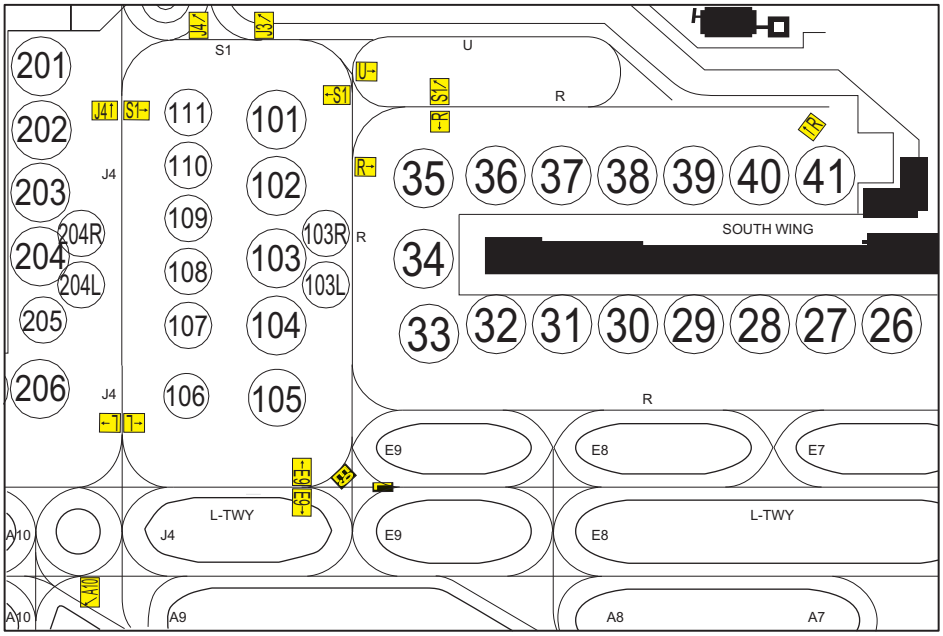
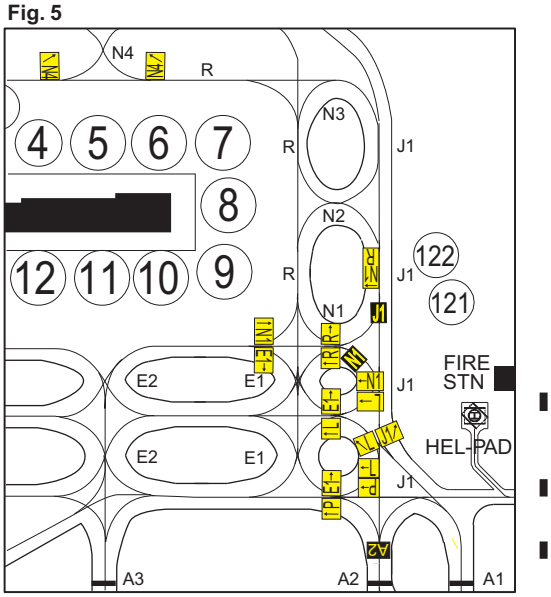


Fig. 5



RJBB AD 2.10 AERODROME OBSTACLES

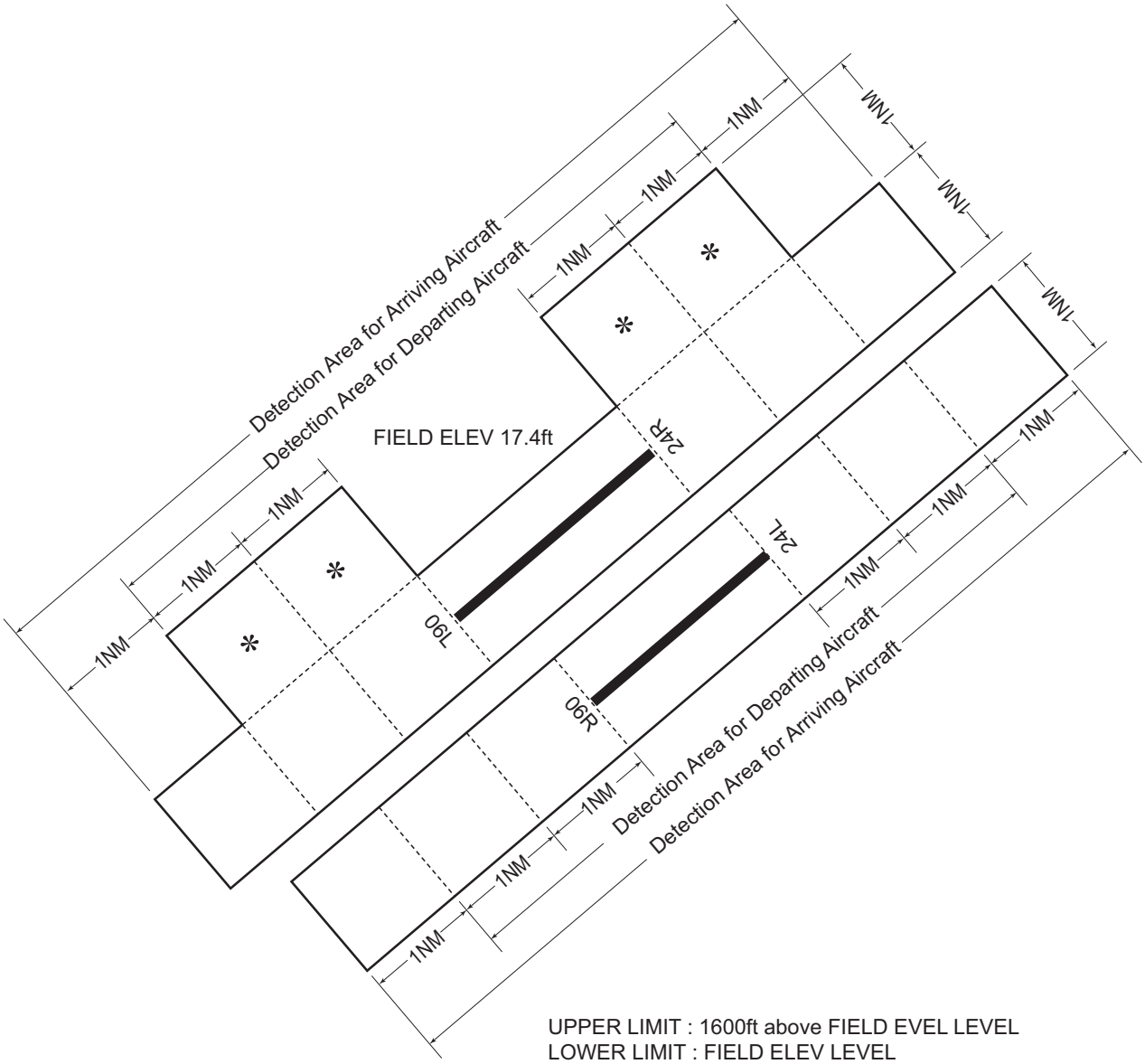
In Area2 See Obstacle data

In Area3 To be developed

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

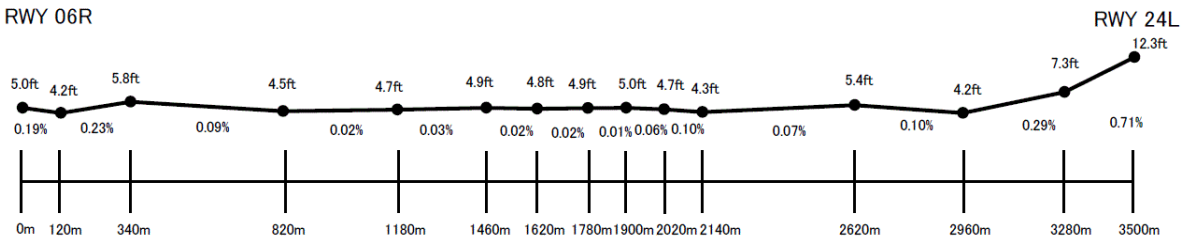


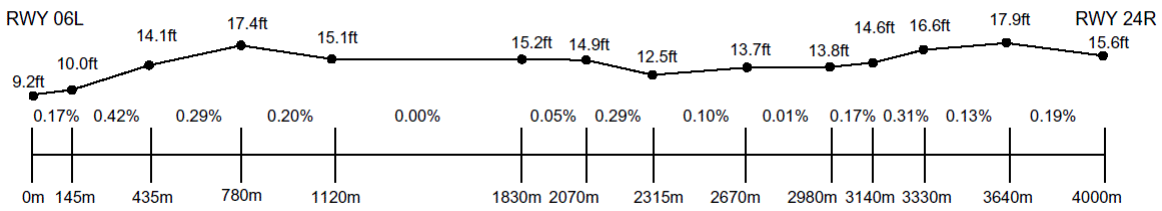
UPPER LIMIT : 1600ft above FIELD EVEL LEVEL
LOWER LIMIT : FIELD ELEV LEVEL
* Only for Departing Aircraft

RJBB 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
06R	051.00°	3500×60	PCR 1046/F/B/X/T Asphalt Concrete	*342502.56N* *1351345.40E* 122.8ft	THR ELEV:5.0ft TDZ ELEV:5.8ft
24L	231.00°	3500×60	PCR 1046/F/B/X/T Asphalt Concrete	*342614.04N* *1351531.92E* 123.0ft	THR ELEV:12.3ft TDZ ELEV:12.3ft
06L	050.98°	4000×60	PCR 932/F/A/X/T Asphalt Concrete	*342542.86N* *1351222.33E* 122.5ft	THR ELEV:9.2ft TDZ ELEV:17.4ft
24R	230.98°	4000×60	PCR 932/F/A/X/T Asphalt Concrete	*342704.58N* *1351424.08E* 122.6ft	THR ELEV:15.6ft TDZ ELEV:17.9ft

Slope of RWY	Strip Dimensions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See below figure	3620×300	240 × 300	RWY grooving: 3500m×40m
See below figure	3620×300	240 × 300	RWY grooving: 3500m×40m
See below figure	4120×300	240 × 300	First 96.5m of RWY06L Surface: Cement-concrete Strength: PCR 1020/R/B/W/T RWY grooving: 3803.5m×40m
See below figure	4120×300	240 × 300	First 100m of RWY 24R Surface: Cement-concrete Strength: PCR 1020/R/B/W/T RWY grooving: 3803.5m×40m



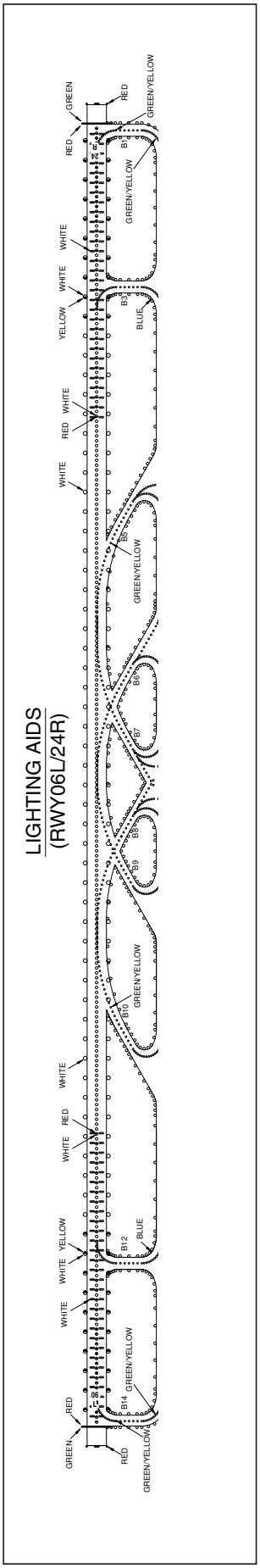


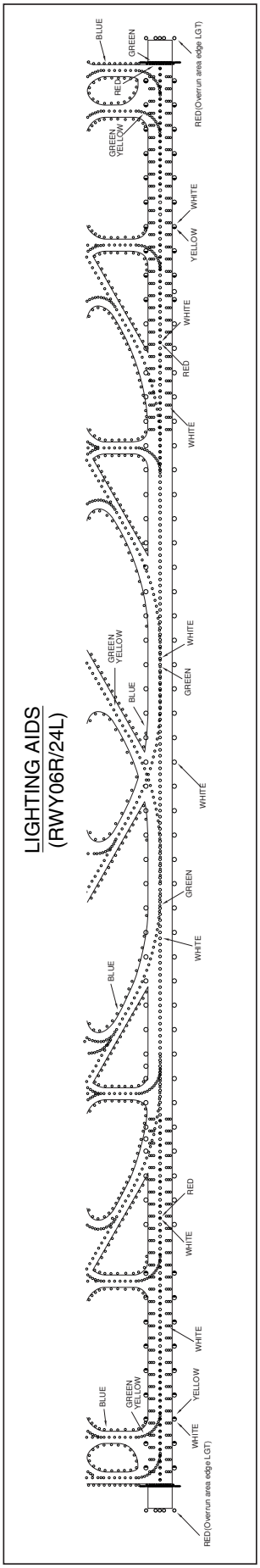
RJBB AD 2.13 DECLARED DISTANCES

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

RJBB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
06R	PALS (CAT II) 900m LIH	Green Green	PAPI 3.0°/LEFT 416m 66ft	900m	3,500m 15m Coded color (white/Red) LIH	3,500m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
24L	PALS (CAT II) 900m LIH	Green Green	PAPI 3.0°/LEFT 474m 67ft	900m	3,500m 15m Coded color (white/Red) LIH	3,500m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
06L	PALS (CAT II) 900m LIH	Green Green	PAPI 3.0°/LEFT 383m 66ft	900m	4,000m 15m Coded color (white/Red) LIH	4,000m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
24R	PALS (CAT II) 900m LIH	Green Green	PAPI 3.0°/LEFT 421m 67ft	900m	4,000m 15m Coded color (white/Red) LIH	4,000m 60m Coded color (white/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red) (*1)								


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


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

RJBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: *342602N/1351319E,* White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: RWY06R: 420m from RWY06R THR, LGTD RWY24L: 460m from RWY24L THR, LGTD RWY06L: 449m from RWY06L THR, LGTD RWY24R: 499m from RWY24R THR, LGTD
3	TWY edge and center line lighting	TWY edge and center line lights installed. see AD2.9
4	Secondary power supply/ switch-over time	Within 1 sec: PALS, PAPI, REDL, RENL, RTHL, WBAR, RCLL, RTZL, Overrun area edge LGT, Stop bar LGT, RWY guard LGT Within 15 sec: Other lights
5	Remarks	WDI LGT

RJBB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	*342621.62N/1351524.54E*, Nil
2	TLOF and/or FATO elevation	9ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF and FATO area dimensions: 25m×20m Surface: Asphalt Strength: 11ton Marking: TDZ
4	True BRG of FATO	096.00 ° / 276.00° 051.00 ° / 231.00°
5	Declared distance available	Nil
6	APCH and FATO lighting	Boundary LGT, Range LGT
7	Remarks	MAX helicopter type: EC25

RJBB AD 2.17 ATS AIRSPACE

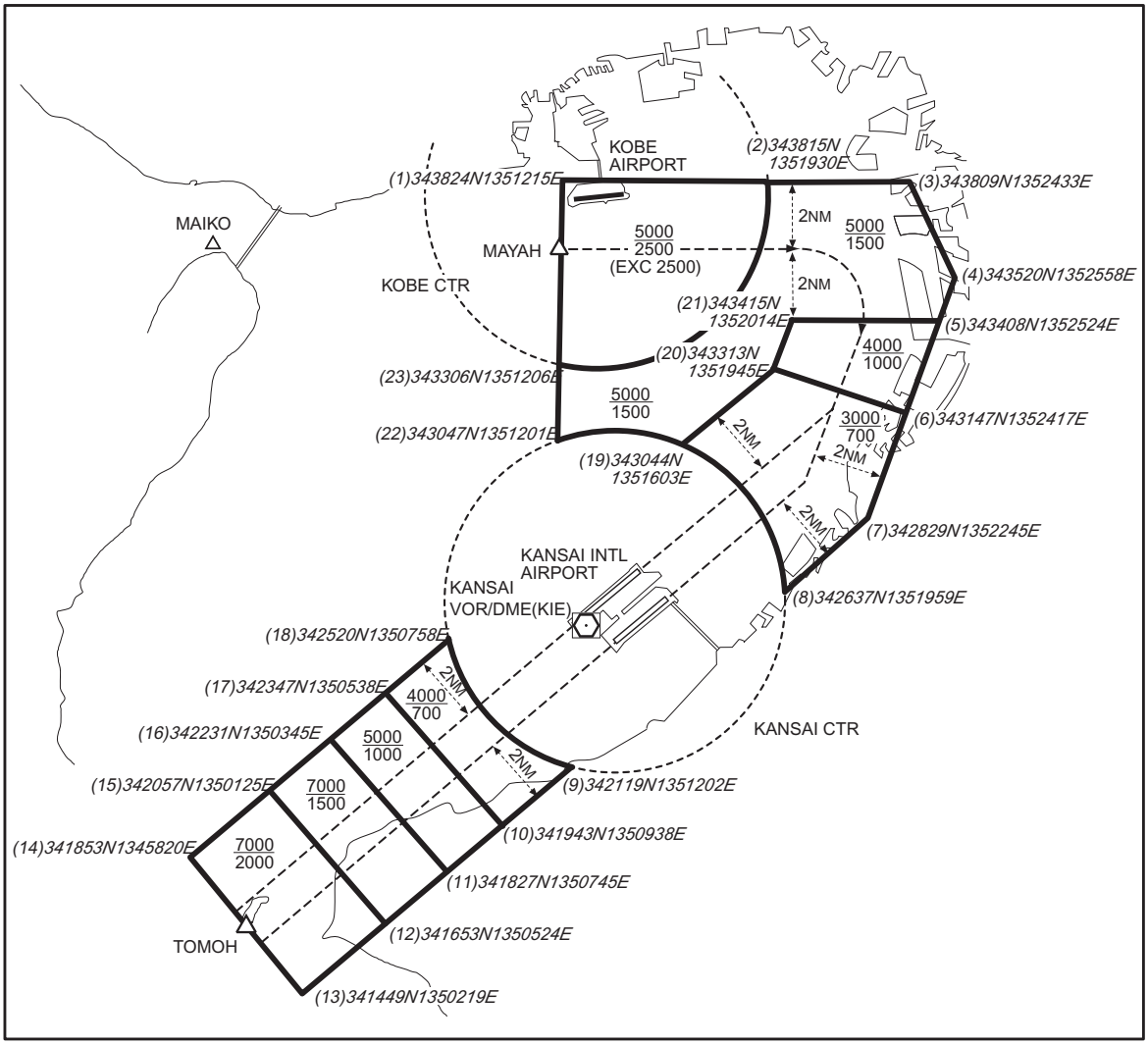
Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
KANSAI CTR	Area within a radius of 5NM of KANSAI INTERNATIONAL ARP(3426N/13514E)	------ 3000	D	KANSAI TWR En	
KANSAI PCA	1.The airspace bounded by the lines connecting the following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

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
KANSAI PCA	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	C	KANSAI APP KANSAI RADAR KANSAI DEP En	See Attachment
	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	

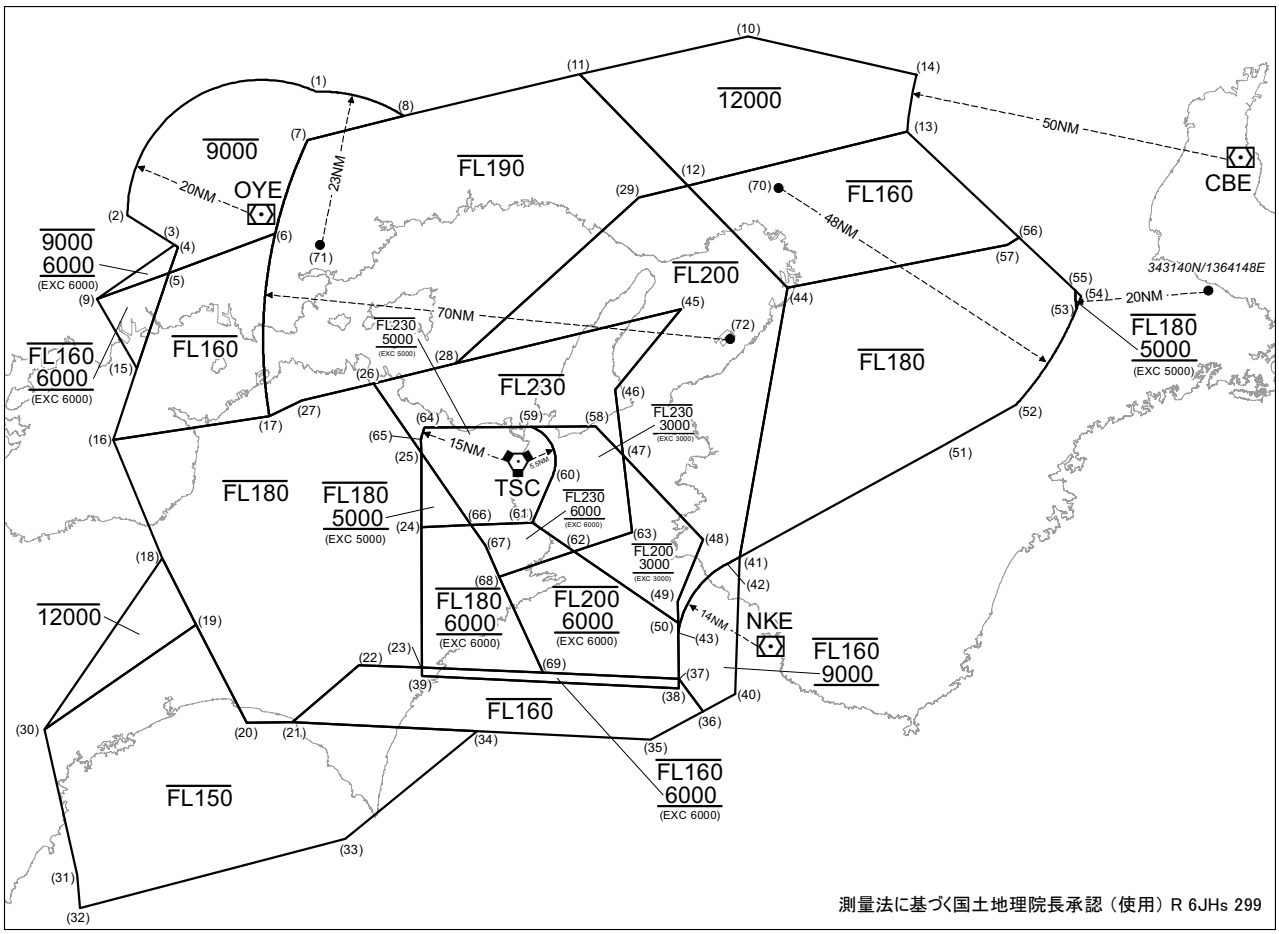
Kansai Positive Control Area

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



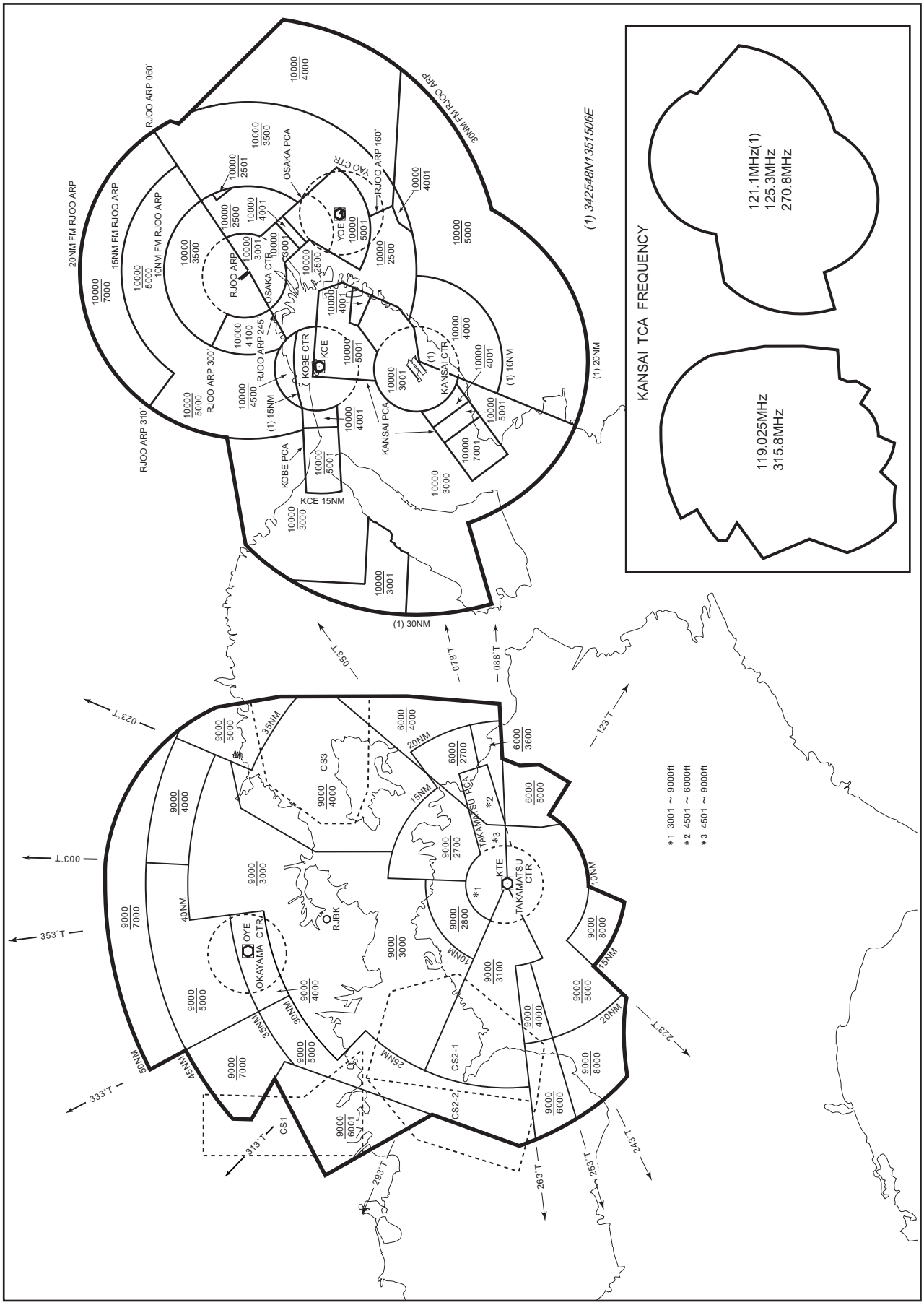
関西進入管制区
Kansai Approach Control Area



Point list

(1)	350315N	1340005E	(19)	334323N	1333833E	(37)	333500N	1350500E	(55)	343213N	1361736E
(2)	344441N	1332547E	(20)	332841N	1334739E	(38)	333338N	1350500E	(56)	344019N	1360739E
(3)	344020N	1333422E	(21)	332850N	1335547E	(39)	333545N	1341900E	(57)	343914N	1360525E
(4)	344000N	1333500E	(22)	333721N	1340745E	(40)	333237N	1351502E	(58)	341300N	1345028E
(5)	343603N	1333324E	(23)	333657N	1341900E	(41)	335310N	1351614E	(59)	341300N	1343838E
(6)	344157N	1335227E	(24)	335801N	1341900E	(42)	335203N	1351343E	(60)	340527N	1344232E
(7)	345603N	1335824E	(25)	340912N	1341900E	(43)	334204N	1350500E	(61)	335837N	1343856E
(8)	345937N	1341603E	(26)	341936N	1341025E	(44)	343325N	1352529E	(62)	335414N	1344628E
(9)	343206N	1332020E	(27)	341701N	1335730E	(45)	343026N	1350609E	(63)	335703N	1345656E
(10)	351108N	1351858E	(28)	342232N	1342524E	(46)	341826N	1345405E	(64)	341300N	1341932E
(11)	350546N	1344808E	(29)	344713N	1345844E	(47)	340837N	1345524E	(65)	341136N	1341900E
(12)	344856N	1350739E	(30)	332732N	1331127E	(48)	335551N	1350941E	(66)	335818N	1342756E
(13)	345633N	1354735E	(31)	330547N	1331731E	(49)	334636N	1350500E	(67)	335509N	1343031E
(14)	350505N	1354931E	(32)	330048N	1331802E	(50)	334323N	1350500E	(68)	335034N	1343259E
(15)	342147N	1332738E	(33)	331121N	1340518E	(51)	340913N	1355246E	(69)	333607N	1344043E
(16)	341104N	1332328E	(34)	332725N	1342852E	(52)	341457N	1360647E	(70)	344820N	1352413E
(17)	341438N	1335129E	(35)	332557N	1345951E	(53)	342858N	1361749E	(71)	344017N	1340054E
(18)	335320N	1333223E	(36)	333006N	1350918E	(54)	343100N	1361905E	(72)	342548N	1351506E

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 119.75MHz 124.8MHz 121.2MHz 120.4MHz 127.575MHz 230.6MHz 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 118.575MHz 126.2MHz	H24	
DLVRY	Kansai Delivery	121.9MHz 126.2MHz	H24	
ATIS	Kansai INTL Airport	127.85MHz	H24	

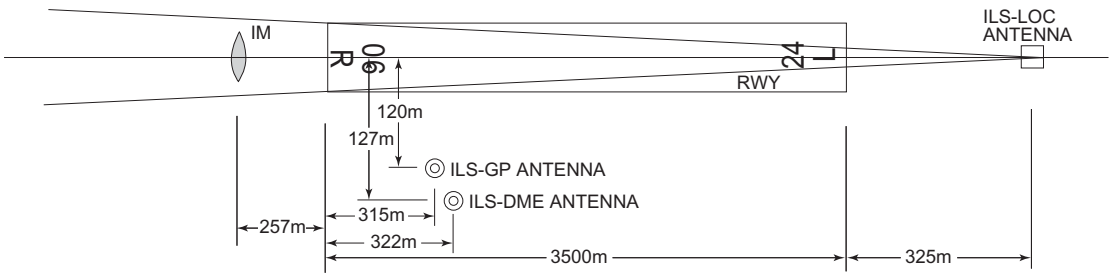
RJBB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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 (8°W/2020)	KIE	111.6MHz	H24	*342532.66N/1351227.83E*		VOR unusable: 180°-190° beyond 35nm BLW 4000ft.
DME	KIE	1014MHz (CH-53X)	H24	*342532.66N/1351227.83E*	37.9ft	DME unusable: 350°-030° beyond 30nm BLW 6000ft. 160°-170° beyond 35nm BLW 7000ft. 170°-180° beyond 30nm BLW 7000ft. 180°-190° beyond 20nm BLW 4000ft. 190°-200° beyond 30nm BLW 4000ft. 210°-220° beyond 30nm BLW 4000ft. 290°-310° beyond 30nm BLW 4000ft. 330°-350° beyond 35nm BLW 6000ft.
ILS-LOC 06R	IKD	108.1MHz	H24	*342620.66N/1351541.80E*		LOC: 325m(1066ft) away FM RWY24L THR, BRG(MAG) 058.88°
ILS-GP 06R	-	334.7MHz	H24	*342505.97N/1351357.92E*		GP: 315m(1033FT) inside FM RWY06R THR, 120m(394ft) SE of RCL. HGT of ILS reference datum 16.5m(54ft) GP angle 3.0°
ILS-DME 06R	IKD	979MHz (CH-18X)	H24	*342505.95N/1351358.29E*	25ft	DME: 322m(1056ft) inside FM RWY06R THR, 127m(417ft) 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) 058.78°
ILS-GP 06L	-	330.5MHz	H24	*342551.83N/1351228.53E*		GP: 297m(974ft) inside FM RWY06L THR, 116m(381ft) NW of RCL. HGT of ILS reference datum 16.5m(54ft). GP angle 3.0°

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
ILS-DME 06L	IKJ	985MHz (CH-24X)	H24	*342552.21N/1351228.16E*	35ft	DME: 297m(974ft) inside FM RWY06L THR, 130m(427ft) NW of RCL.
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) 238.94°
ILS-GP 24R	-	329.9MHz	H24	*342701.04N/1351411.61E*		GP: 316m(1037ft) inside FM RWY24R THR, 116m(381ft) NW of RCL. HGT of ILS Ref datum 16.5m(54ft). GP angle 3.0°
ILS-DME 24R	IKW	983MHz (CH-22X)	H24	*342700.89N/1351411.76E*	35ft	DME: 316m(1037ft) inside FM RWY24R THR, 110m(361ft) 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

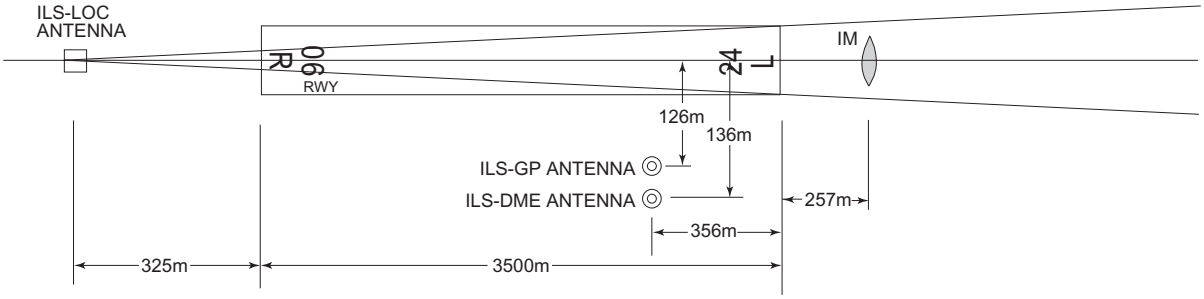
RJBB / KANSAI INTL ILS

ILS FOR RWY 06R



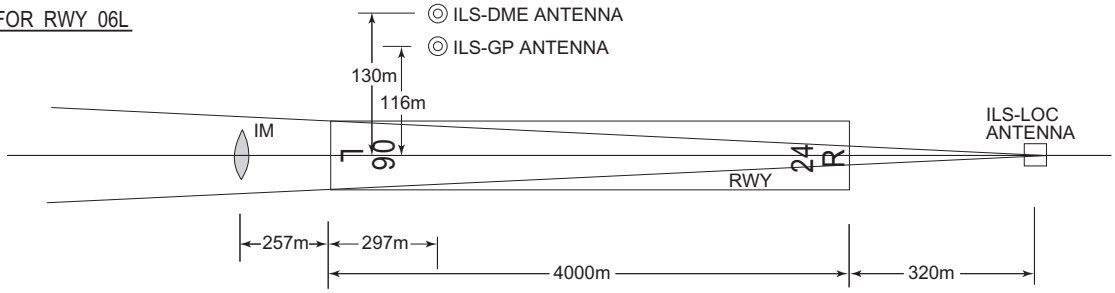
REMARKS : 1. LOC beam BRG(MAG) 058.88°
2. HGT of ILS REF datum 16.5m (54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 7.5m (25ft)

ILS FOR RWY 24L



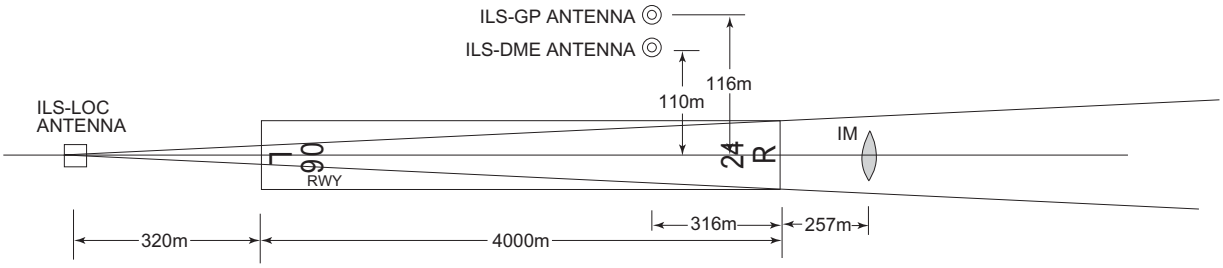
REMARKS : 1. LOC beam BRG(MAG) 238°
2. HGT of ILS REF datum 16.9m (55ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 8.5m (28ft)

ILS FOR RWY 06L



REMARKS : 1. LOC beam BRG(MAG) 058.78°
2. HGT of ILS REF datum 16.5m (54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 10.5m (35ft)

ILS FOR RWY 24R



REMARKS : 1. LOC beam BRG(MAG) 238.94°
2. HGT of ILS REF datum 16.5m (54ft)
3. GP Angle 3.0°
4. ELEV of ILS-DME 10.6m (35ft)

RJBB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 この空港の利用に関して

1.1.1 定期便または緊急事態以外の航空機の運航者は、当空港の使用について、空港管理者の許可を得ること。

1.1.2 到着機は、RNP1 における飛行を推奨する。
なお、RNP1 に対応できない到着機の運航者は、当空港の使用について、空港管理者の許可を得ること。

1.1.3 「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) RNP1 非適合機であって；
(a) 捜索・救難に従事する航空機

(b) 人道上の支援に従事する航空機
注：上記 (a) 及び (b) に該当する航空機を運航する場合は、事前に空港管理者と調整すること。

1.1.4 1.1.2 の許可にあたっては、1.1.3 を考慮し、滑走路 06L/24R の閉鎖時を除いた時間帯となる。

1.1 On use of this airport

1.1.1 On use of this airport, aircraft operator is required to obtain the prior permission of the Airport Administrator, except scheduled flights or in an emergency.

1.1.2 Arriving aircraft is requested to have approvals for RNP1.
Aircraft operator without approvals of RNP1 is required to obtain the prior permission of the Airport Administrator.

1.1.3 “ILS Y or LOC Y RWY24L” is used only for the following cases:
(1) Aircraft encounterd with an emergency.
(2) RNP1 non-approved aircraft and ;
(a) aircraft operating for the purpose of by a search and rescue.
(b)aircraft operating for the support in the humanity.
NOTE: For the aircraft operation correspond to any of the item (a) or (b), coordination is required beforehand with airport administrator.

1.1.4 The permission 1.1.2 will be given the time except RWY06L/24R closed taking into consideration 1.1.3.

1.2 管制方式

1.2.1 出発機
出発機は次に掲げる方式に従うこと。

(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

(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。

(3) インターセクション・ディパーチャー

a) AD1.1.6.3.2.2(2)2) に記載されている出発機間の管制間隔は、誘導路 A2 または A13 から出発する航空機には適用されない。AD1.1.6.3.2.2(2)2) における間隔を必要とする航空機は、その旨を関西グランド / タワーに適宜通報すること。

1.2 ATC Procedures

1.2.1 Departing aircraft
Departing aircraft shall comply with the following procedures.

(1) ATC clearance

Advise KANSAI DELIVERY 5 minutes prior to starting engines with the following items.
a) call sign
b) destination
c) proposed flight level/altitude (alternative flight levels/altitudes, if any
d) parking position (spot number)
e) alternative flight routes, if any

(2)Taxi

Aircraft taxing on R, T, U and S1 taxilanes may be instructed to hold at the R, T1, T2 and NR1 - 4 stoplines shown in RJBB AD2.24 Taxing guide lines and parking areas.

(3)Intersection departure

a) Separation for departure as in AD1.1.6.3.2.2(2)2) will not be applied to aircraft departing from TWY A2 or A13. Aircraft requiring separation in AD1.1.6.3.2.2(2)2) shall advise "KANSAI GROUND/TOWER" accordingly.

b) 各インターセクションディパーチャーによる滑走路残距離は次のとおり

b) The remaining runway length for intersection departures are as follows.

RWY	TWY	Remaining RWY length*	RWY	TWY	Remaining RWY length*
06R	A13 A12 A11 A10 A9 A8	3,320m (10,900ft) 2,940m (9,640ft) 2,500m (8,220ft) 2,470m (8,120ft) 2,040m (6,700ft) 1,570m (5,160ft)	06L	B12 B10 B9 B7	3440m (11,280ft) 2500m (8,200ft) 2000m (6.560ft) 1570m (5,180ft)
24L	A2 A3 A4 A5 A6 A7	3,320m (10,900ft) 2,990m (9,820ft) 2,560m (8,390ft) 2,490m (8,180ft) 2,060m (6,750ft) 1,560m (5,110ft)	24R	B3 B5 B6 B8	3440m (11,280ft) 2500m (8,200ft) 2000m (6.560ft) 1530m (5,020ft)

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

1.2.2 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 の間

(2) 対象経路

A. 滑走路 24 運用時

(a)OLBUG から NIXOV DELTA ARRIVAL を経由する経路。

(b)URDET から IGLEV DELTA ARRIVAL を経由する経路。

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

B. 滑走路 06 運用時

(a)OLBUG から NIXOV ALFA ARRIVAL を経由する経路。

(b)URDET から IGLEV ALFA ARRIVAL を経由する経路。

(c) EMSUV から CANDY ALFA 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、OLBUG、URDET 又は EMSUV 通過予定時刻及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 URDET 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を行うこと。

1.2.2 CDO (Continuous Descent Operation)

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 OLBUG and join NIXOV DELTA ARRIVAL.

(b) Arrival routes via URDET and join IGLEV DELTA ARRIVAL.

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

B. When RWY06 in use

(a) Arrival routes via OLBUG and join NIXOV ALFA ARRIVAL.

(b) Arrival routes via URDET and join IGLEV ALFA ARRIVAL.

(c) Arrival routes via EMSUV and join CANDY ALFA ARRIVAL.

(3) Procedures

A. Request and clearance of CDO

(a) CDO route name listed below is used when pilot requests 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 OLBUG, URDET or EMSUV.
However, pilot which depart from Saga Airport(RJFS) should request CDO not later than 5 minutes before reaching TOD or estimated time over URDET whichever is earlier.

RWY24

CDO route name	Route
RWY24 CDO Number 1	SUC Y53 NIXOV "NIXOV DELTA ARRIVAL" [Altitude Restriction] Cross OLBUG at or above FL160, cross NIXOV at or above 9,000ft, cross OLTIG at or above 7,000ft, cross ASAMI at or above 6,000ft, and cross MAYAH at or above 4,000ft.
RWY24 CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 IGLEV "IGLEV DELTA ARRIVAL" [Altitude Restriction] Cross URDET at or above FL180, cross IGLEV at or above 11,000ft, cross ASAMI at or above 6,000ft, and cross MAYAH at or above 4,000ft.
RWY24 CDO Number 3	KEC Y43 KISEI Y46 EVERT Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EMSUV at or above FL160, cross CANDY at or above 10,000ft, and cross MAYAH at or above 4,000ft.
RWY24 CDO Number 4	TAPOP Y46 EVERT Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EMSUV at or above FL160, cross CANDY at or above 10,000ft, and cross MAYAH at or above 4,000ft.

RWY06

CDO route name	Route
RWY06 CDO Number 1	SUC Y53 NIXOV "NIXOV ALFA ARRIVAL" [Altitude Restriction] Cross OLBUG at or above FL160, cross NIXOV at or above 9,000ft, cross NALTO at or above 7,000ft, and cross BERRY at or above 4,000ft.
RWY06 CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 IGLEV "IGLEV ALFA ARRIVAL" [Altitude Restriction] Cross URDET at or above FL180, cross IGLEV at or above 11,000ft, cross NALTO at or above 7,000ft, and cross BERRY at or above 4,000ft.
RWY06 CDO Number 3	KEC Y43 KISEI Y46 EVERT Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EMSUV at or above FL160, cross CANDY at or above 10,000ft, and cross BERRY at or above 4,000ft.
RWY06 CDO Number 4	TAPOP Y46 EVERT Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EMSUV at or above FL160, cross CANDY at or above 10,000ft, and cross BERRY 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) 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。

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) 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 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 E3 の間）を使用しているときは、R 誘導経路（スポット 9 とスポット 12 の間）及び 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。

(2) 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。

(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 E3), WS of the aircraft on R aircraft stand taxilane (BTN spot 9 and spot 12) and 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.

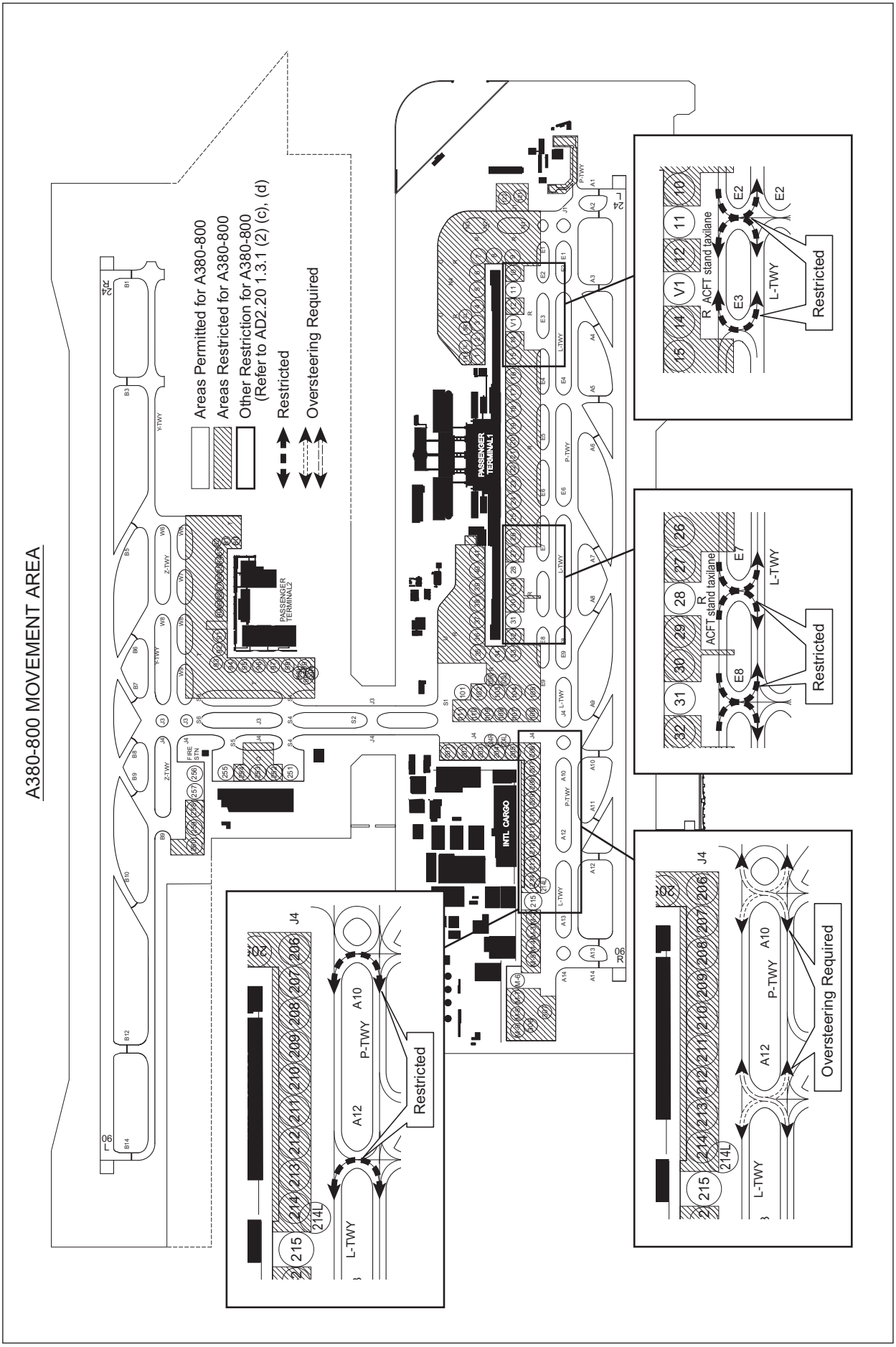
(2) Parking stands

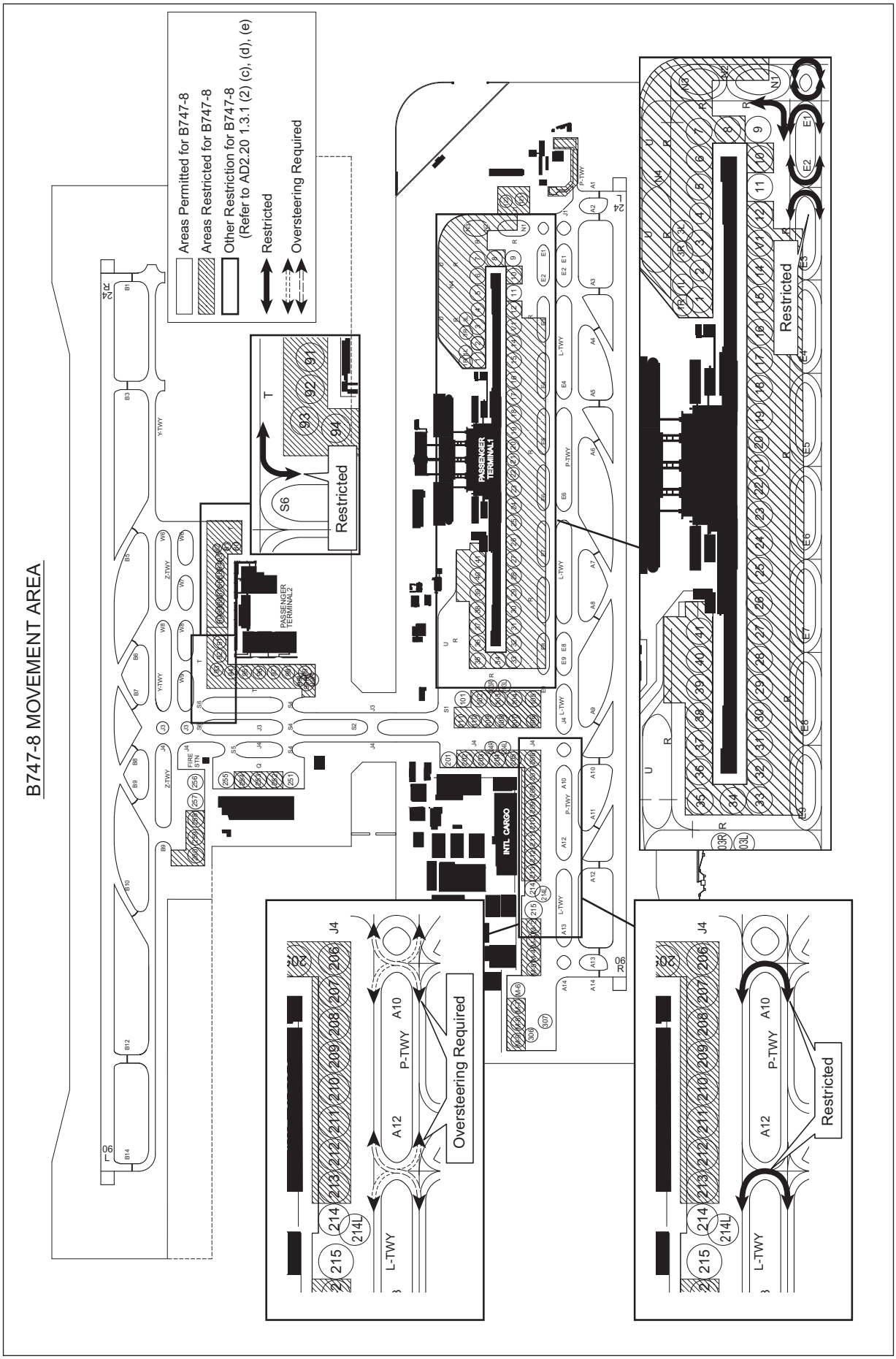
(a) Parking stands for A380-800 are 11, V1, 28, 31, 101, 215, 251, 255, 256, 257 and M6. In addition, on parking stand 101, use the broken lead-in line.

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

1.3.2 Coordination with airport administrator

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


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


B747-8 MOVEMENT AREA
Areas Permitted for B747-8
Areas Restricted for B747-8
Other Restriction for B747-8
(Refer to AD2.20 1.3.1 (2) (c), (d), (e)
Restricted
Oversteering Required
PASSENGER TERMINAL1
PASSENGER TERMINAL2
INTL CARGO
FIRE STN
Restricted
Restricted
Oversteering Required
Restricted
A10
A12
P-TWY
L-TWY
J4
06 L
06 R
03R
03L
24 L
24 R

1.4 補助動力装置（APU）の使用制限

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

(1) 出発予定時刻前の 15 分間

(2) 到着後、固定動力設備が使用可能となるまでに必要とする最小限度の時間

(3) 航空機が点検整備のため補助動力装置を必要とする場合は最小限度の時間

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

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

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

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

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

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

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

1.5 V1 スポットの使用

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

1.5 Using V1-Spot

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

1.6 PDA (parts departing aircraft) reporting to Airport Administration

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

2. Taxiing to and from stands

2.1 Standard taxiing route

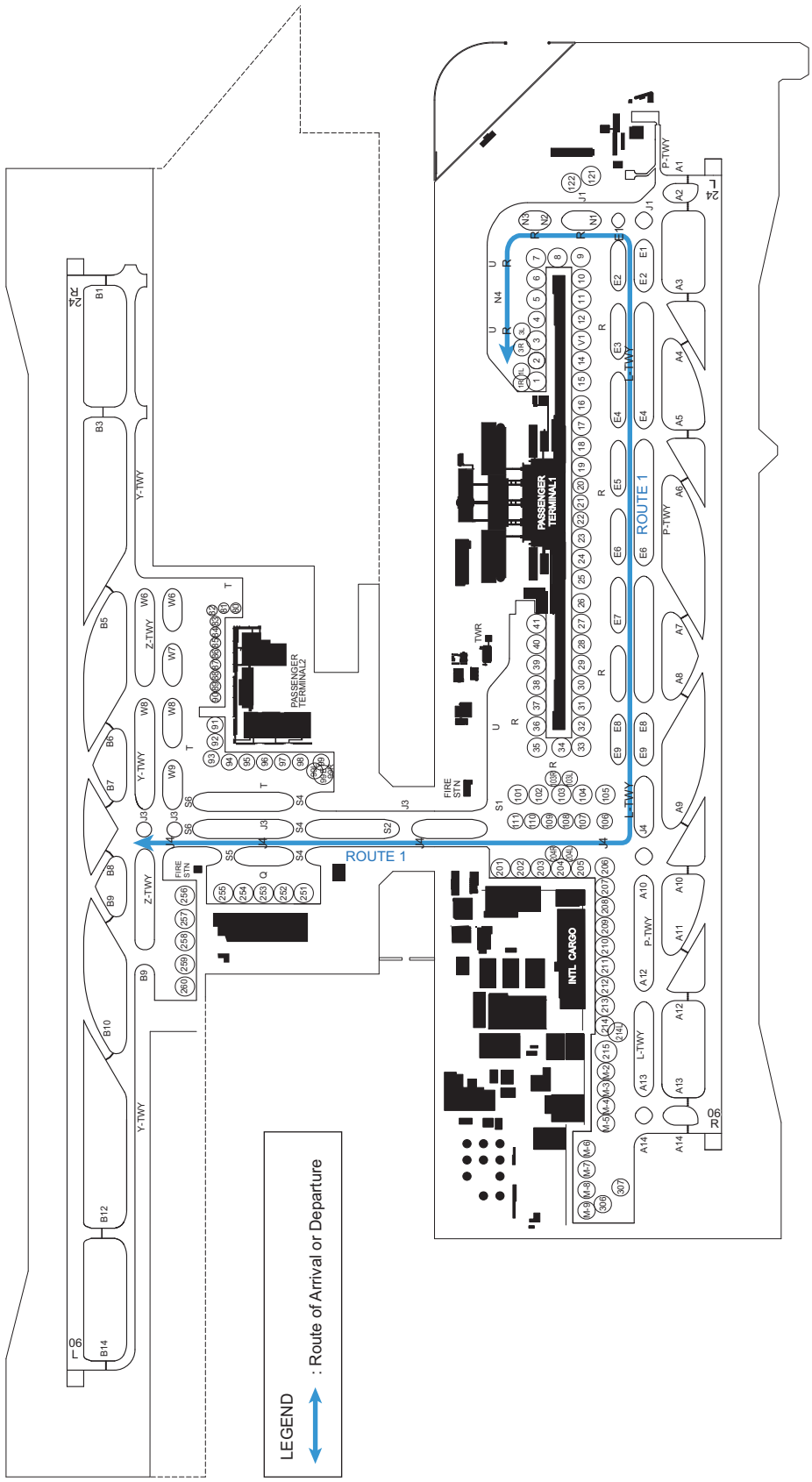
The standard taxiing routes for departure and arrival may be instructed by ATC, using route ID in the table below. These routes are also used for joining and leaving on the way.

	Direction	Route ID	Routing Via
Departure	To Y-TWY	Route 1	R-E1-L-J4
Arrival	From Y-TWY		J4-L-E1-R

	Direction	Route ID	Routing Via
Departure	To Y-TWY	Route 2	R-E1-L-E9-R-S1-J3
Arrival	From Y-TWY		J3-S1-R-E9-L-E1-R

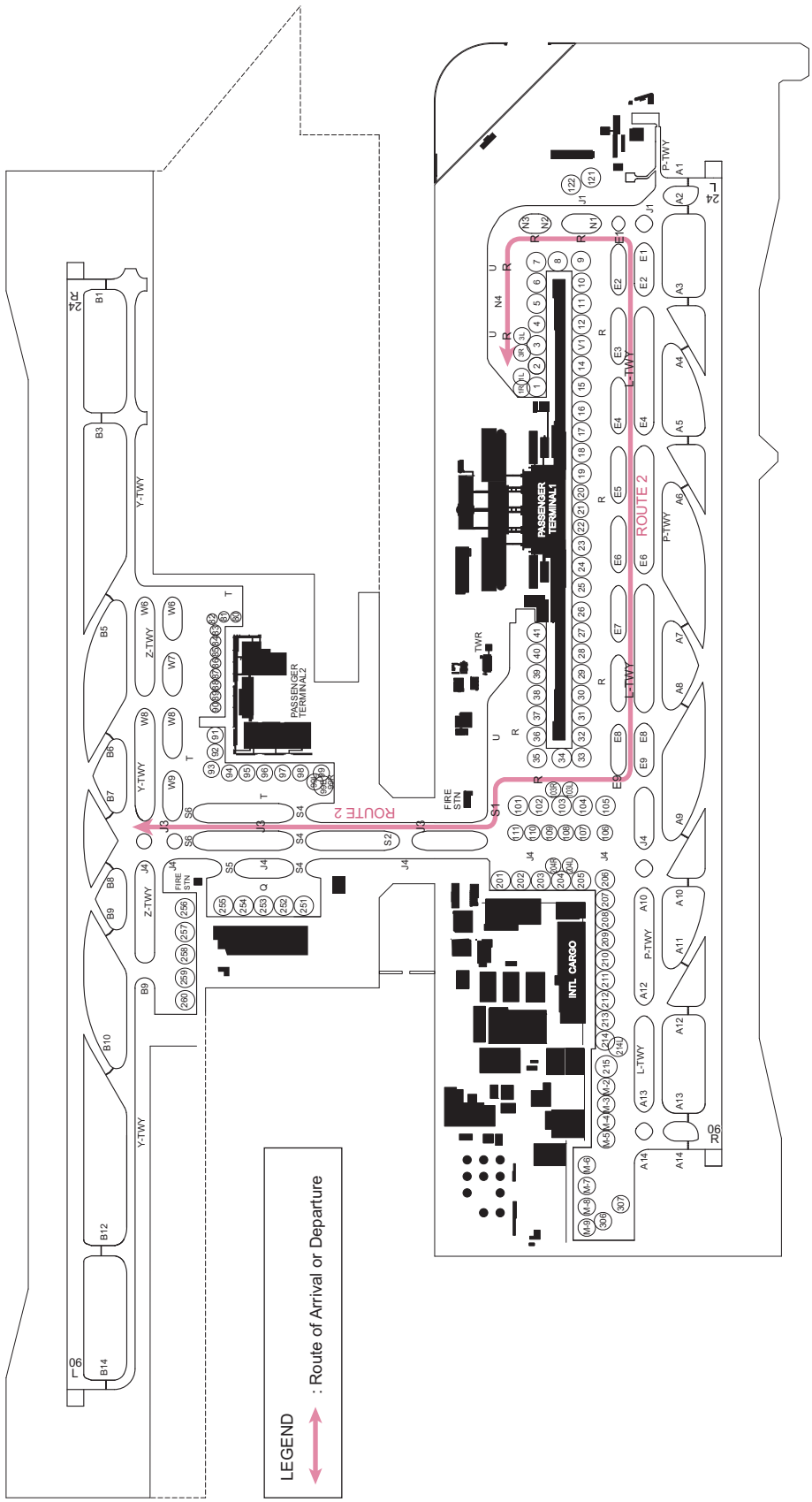
TAXIING ROUTE

Route ID	Direction	Routing via
Route 1	To Y-TWY	R - E1 - L - J4
	From Y-TWY	J4 - L - E1 - R



TAXIING ROUTE

Route ID	Direction	Routing via
Route 2	To Y-TWY	R - E1 - L - E9 - R - S1 - J3
	From Y-TWY	J3 - S1 - R - E9 - L - E1 - R



2.2 エプロン等における安全対策

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

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

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

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

b) 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。

c) 以上によりがたい場合は、空港管理者と調整すること。

(4) ジェットブラストによる影響の回避及び翼端クリアランス確保のため、スポット 91 から 99 までにおける自走アウトは、次の方式に従うこと。

a) 旋回線の利用にあたっては、空港管理者と事前調整を行うこと。

b) 自走アウト時は、ブラストの影響が出ないことを確認の上行うこと。

c) 旋回線とノーズギアのずれを監視する地上監視員の信号に従うこと。

d) 自走アウト開始位置は別図 2 の場所とし、旋回線曲部における旋回角は 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

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

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

(4) In order to avoid jet blast damage and ensure wingtip clearance, operators shall comply with the following power-out procedure on spot 91 through 99.

a) In case of using the lead-out line, coordination should be made with the airport management in advance.

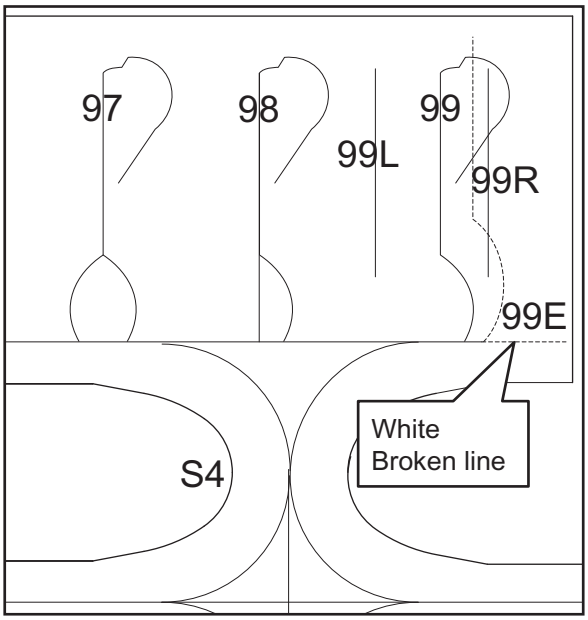
b) Operators must confirm jet blast cause no damage when manuevering on spot.

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

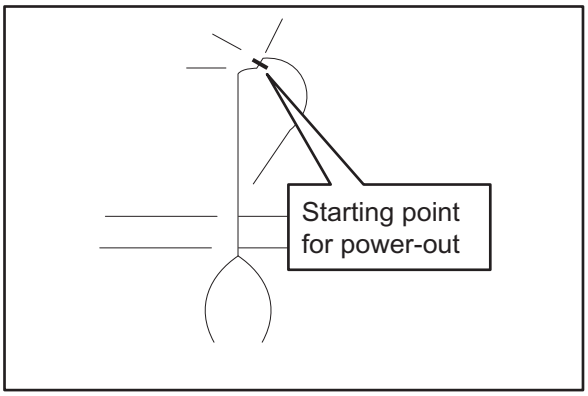
d) Starting point for power-out is shown on ATTACHMENT 2, and while maneuvering on the curved section of the circling lines, nose gear steering angle shall be 65° or more.

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

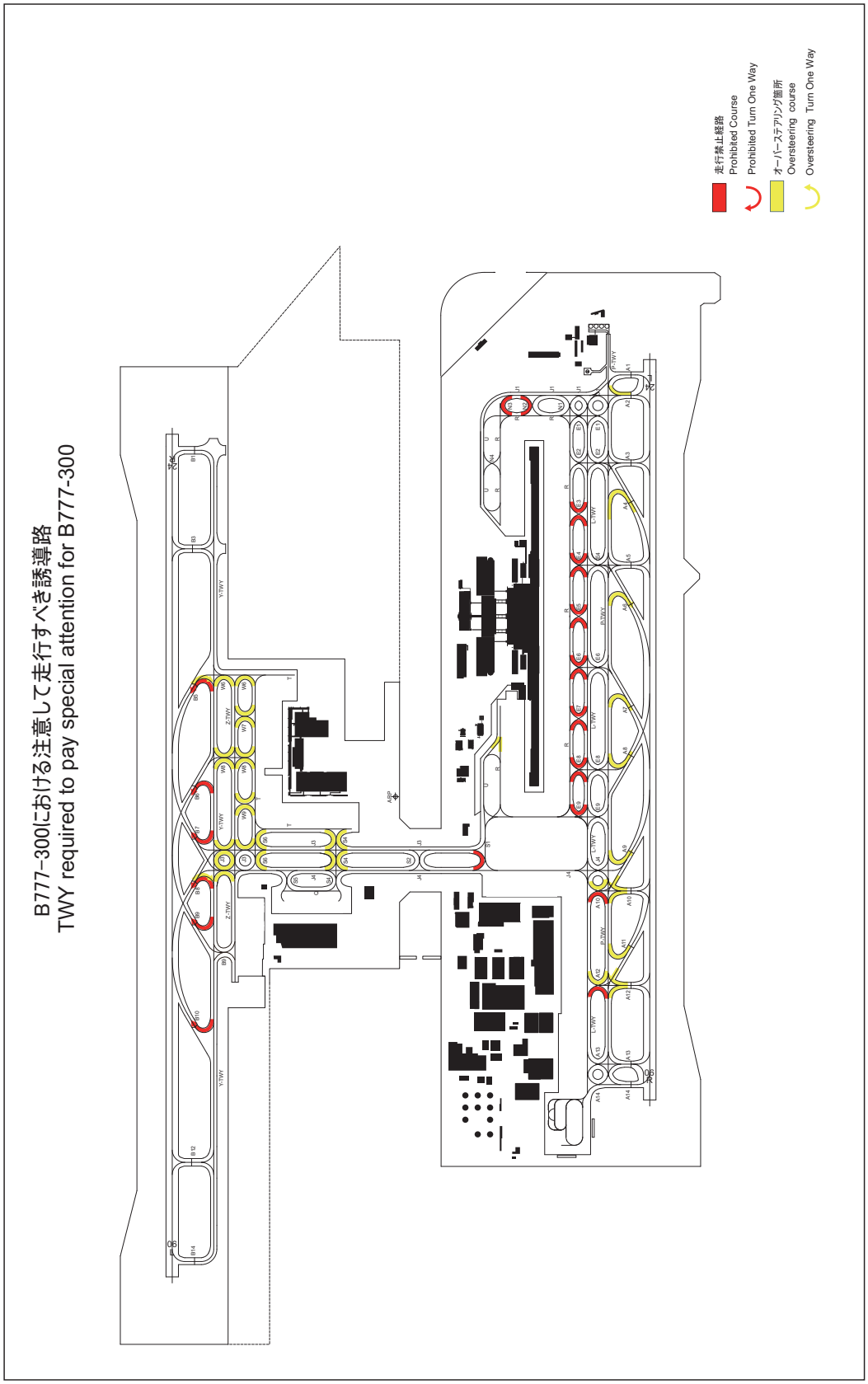
Wing Span (WS) of aircraft taxiing on P TWY	WS =<23.4m	WS >23.4m
Wing tip clearance	*B	*C

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

6.3 Restricted taxiways

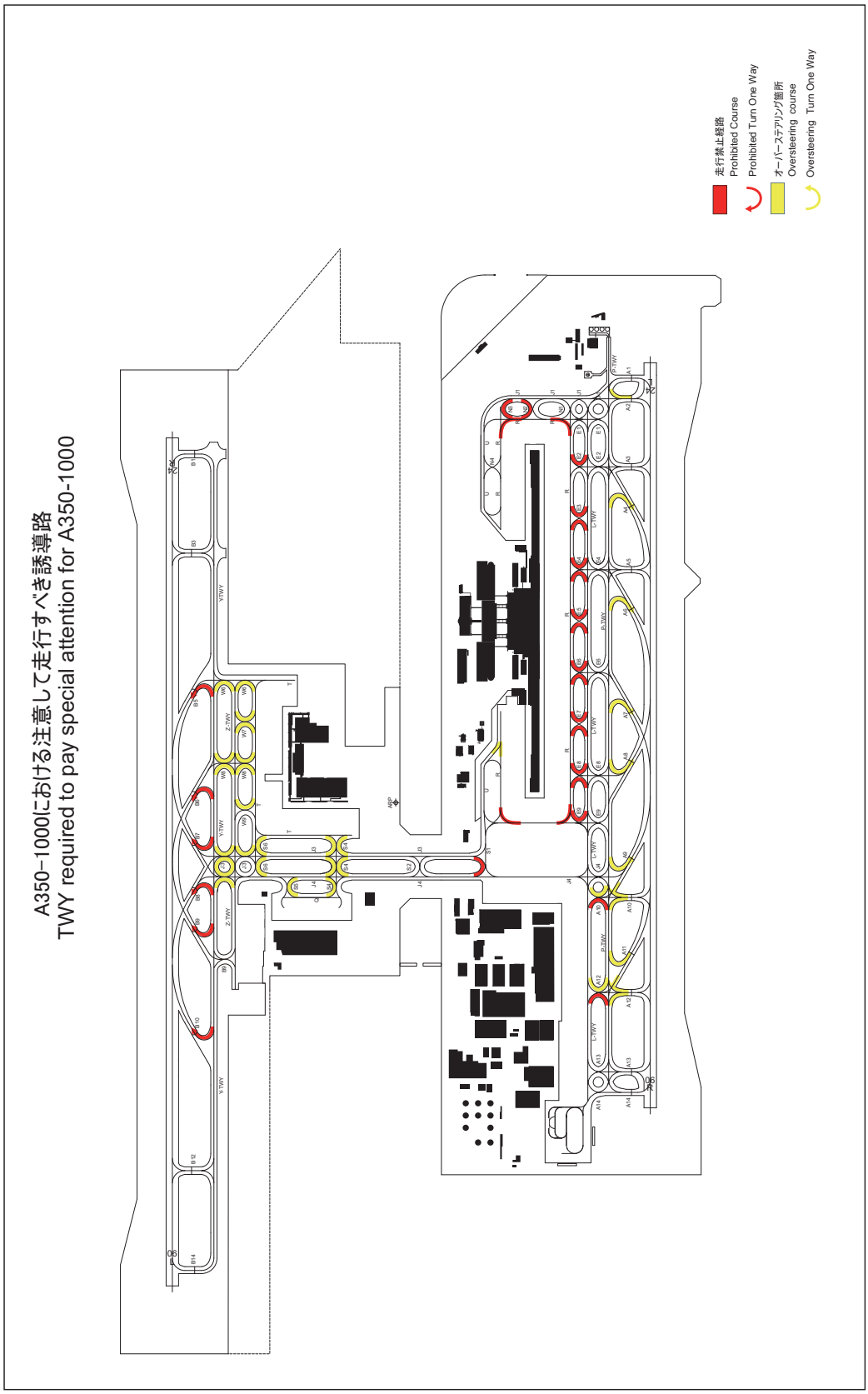
1)B777-300 における注意して走行すべき誘導路

1)TWY required to pay special attention for B777-300



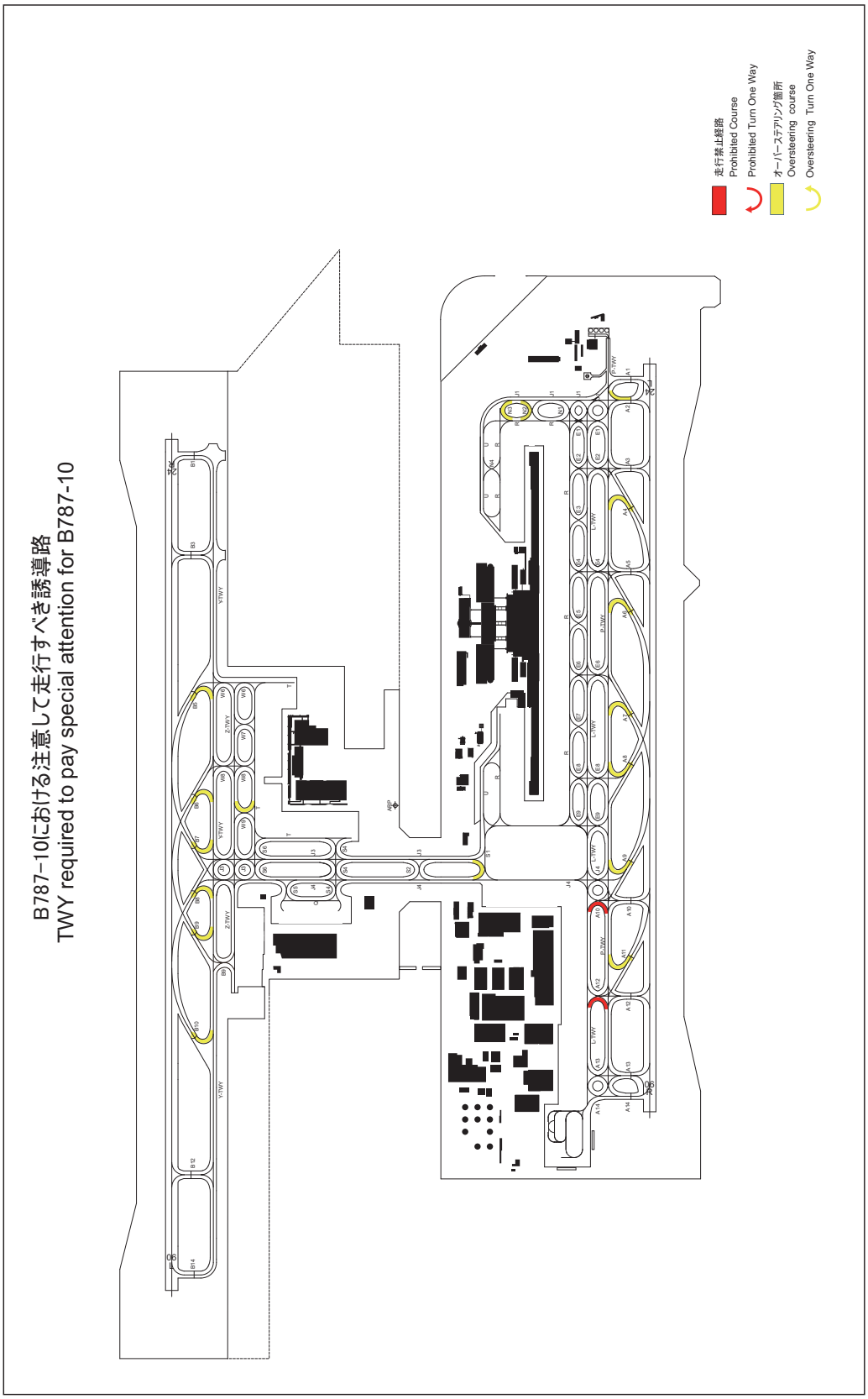
2)A350-1000 における注意して走行すべき誘導路

2)TWY required to pay special attention for A350-1000



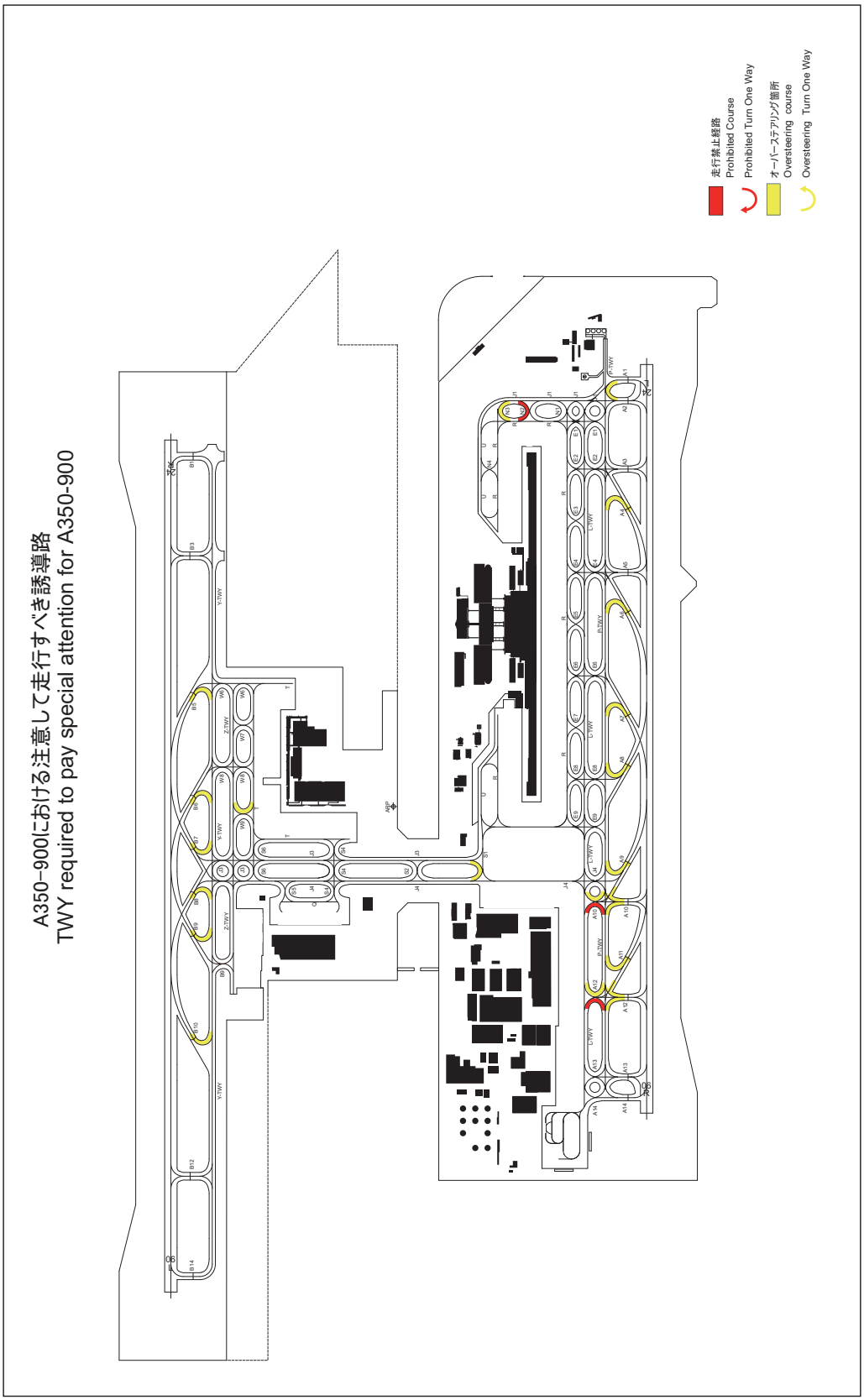
3)B787-10 における注意して走行すべき誘導路

3)TWY required to pay special attention for B787-10



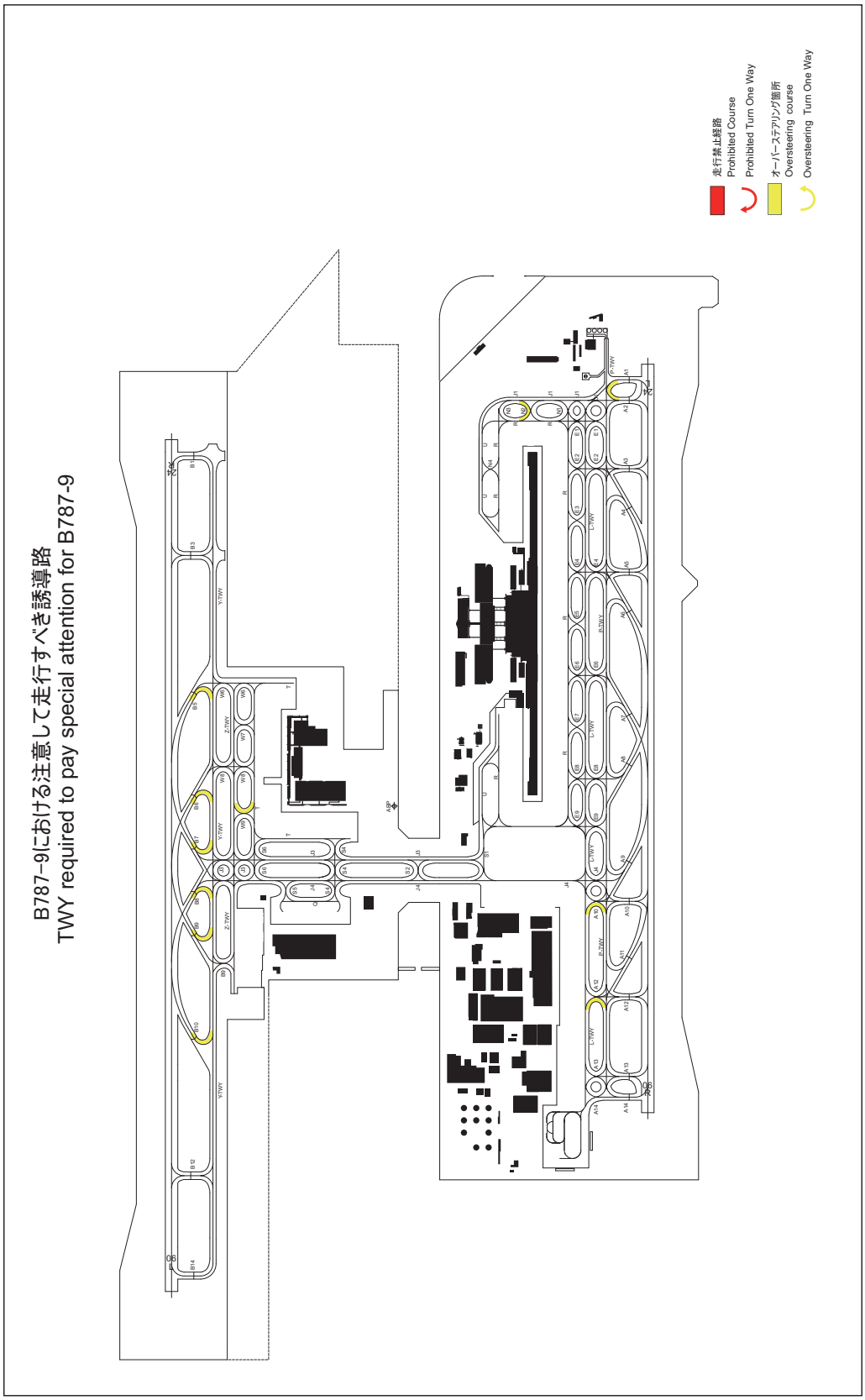
4)A350-900 における注意して走行すべき誘導路

4)TWY required to pay special attention for A350-900



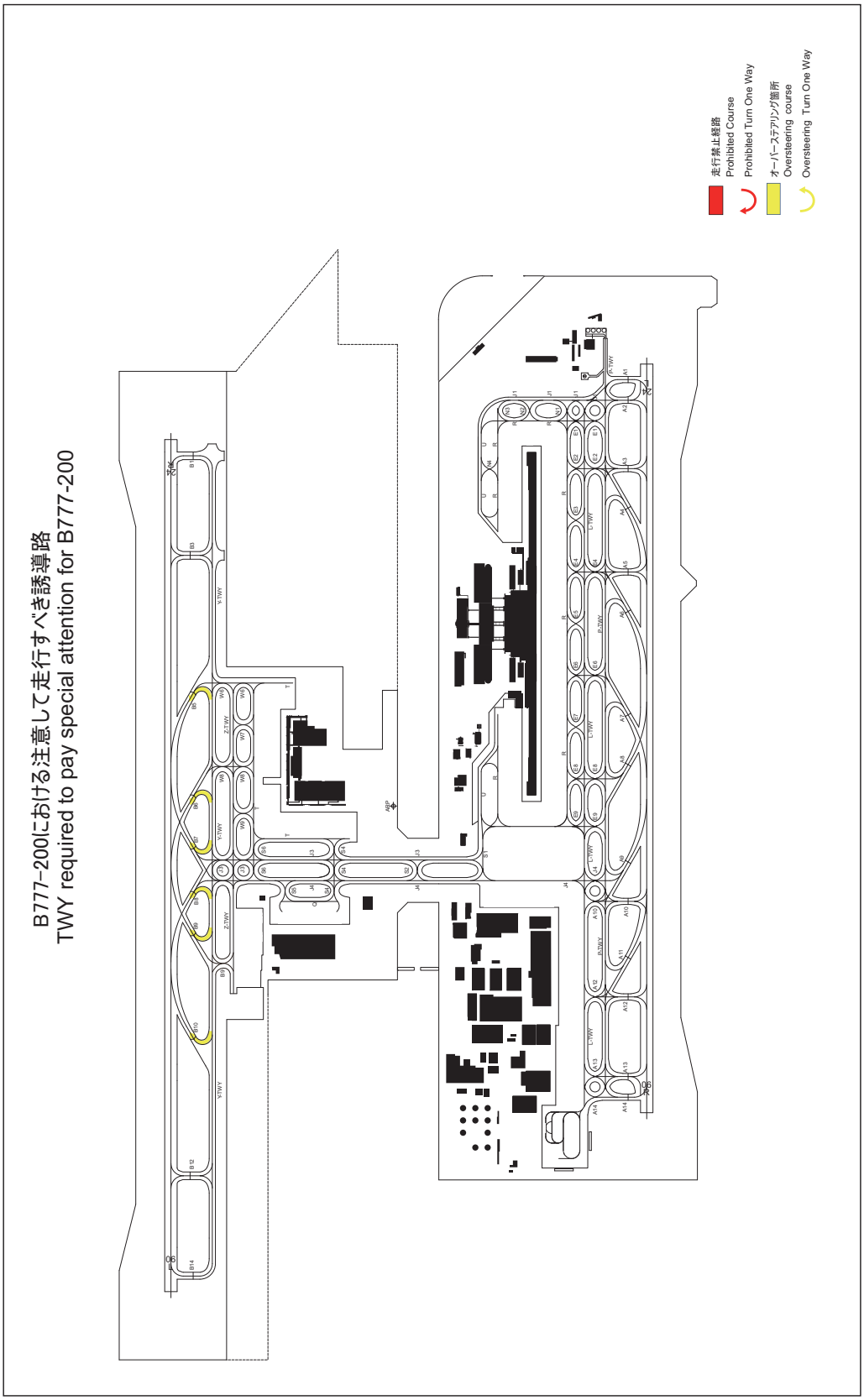
5)B787-9 における注意して走行すべき誘導路

5)TWY required to pay special attention for B787-9



6)B777-200 における注意して走行すべき誘導路

6)TWY required to pay special attention for B777-200



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

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Terms of use: As a rule, when submitting notification of airport use prior to flight operations, a "Consent Form for Airport Use" and an "aircraft operator's disabled aircraft removal operation plan" must be prepared and submitted to airport administrator. In addition, when preparing these documents in advance, coordinating with point of contact in 2.6.3 must be confirmed.

RJBB AD 2.21 NOISE ABATEMENT PROCEDURES

1. 騒音軽減運航方式

（AIP AD1.1 6.5 参照 ）

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

i) 離陸について
なし

ii) 着陸について（滑走路 06R/06L）

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

b） 2500 フィート通過後、脚下げを行うこと

iii) リバース･スラストについて
なし

1.2 優先滑走路方式
なし

1.3 優先飛行経路
なし

1. Noise Abatement Operating Procedures

(See AIP AD1.1 6.5)

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

i) For take-off
Nil

ii) For landing to RWY 06R/06L

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

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

iii) Reverse Thrust
Nil

1.2 Preferential Runways Procedures
Nil

1.3 Noise Preferential Routes
Nil

2. 標準計器出発方式の使用

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

2. USE of SIDs

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

EOBT between 1330UTC and 2114UTC	
Destination(For...)	SIDs
Europe/Middle East/China/Korea/Northern Kyushu/ /Central Kyushu/Shikoku/Hokuriku/Tohoku/Hokkaido	IWAYA DEPARTURE (for RNP1) FERRY DEPARTURE
Europe/North America/Hawaii/South Pacific/Australia/ Middle East/Southeast Asia/Macau/Hong Kong/ Taiwan/Okinawa/Southern Kyushu/Kanto/Hokuriku/Tohoku/ Hokkaido	UPMIN DEPARTURE (for RNP1) TOMOH WEST DEPARTURE

RJBB AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL Marking		NIL (DAYTIME ONLY)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-Engine ACFT with TKOF ALTN AP FILED	06R 06L 24R 24L	A, B, C	400m *200m **150m	400m *200m	400m *250m	400m *250m	-	500m
		D	400m *250m **200m	400m *250m	400m *300m	400m *300m	-	500m
OTHER	06R 06L 24R 24L	A, B, C, D	AVBL LDG MINIMA					

* APPLICABLE WHEN LVP/LVPD IN FORCE
** APPLICABLE WHEN LVP/LVPD IN FORCE and MULTIPLE RVRs AVAILABLE

2. Lost communication procedures for arrival aircraft under radar navigational guidance

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

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

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

3. Trajectorized Airport Traffic Data Processing System(TAPS)

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運航

4.1. Facilities
The following facilities are available:

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

4.2 Conditions

A. The following systems must be operative:

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

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

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

4.3 Precision Approach Terrain Profile Chart

See RJBB AD2.24

4.4 Operating Minimum

Approach minima stated in AD2.24 (Instrument Approach Chart) are observed.

4.5 LVP

LVP will be available 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)

5. LVTO at Kansai International Airport

5.1. Facilities
The following facilities are available:

RWY 06R	RWY 24L
• Lighting system RWY 06R for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	• Lighting system RWY 24L for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)
RWY 06L	**RWY 24R**
• Lighting system RWY 06L for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)	• Lighting system RWY 24R for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

5.2. Conditions

A. The following systems must be operative:

For LVTO
(1) Lighting system comprising; • High INTST REDL • High INTST RENL • RCLL
(2) Secondary power supply

B. The following information must be currently available:
a) Surface wind speed and direction.
b) RVR or VIS

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

5.3. Operating Minima

Take-off minima stated in AD2.22(TAKE-OFF MINIMA) are observed.

5.4. LVP/LVPD

LVP/LVPD will be available when the following conditions are met:
a) RVR is at or less than 400m.
b) Facilities listed 1. above are operational.

5.5. 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 (UPMIN, SUSAN - RNAV)
Standard Departure Chart - Instrument (SOVRI - RNAV)
Standard Departure Chart - Instrument (NANKO - RNAV)
Standard Departure Chart - Instrument (RINKU, IWAYA - RNAV)
Standard Departure Chart - Instrument (LINDA - RNAV)
Standard Departure Chart - Instrument (OBLUR - RNAV)
Standard Departure Chart - Instrument (OMGOR - RNAV)
Standard Arrival Chart - Instrument (SASVO)
Standard Arrival Chart - Instrument (TOKUSHIMA)
Standard Arrival Chart - Instrument (DUBKA A/C-RNAV)
Standard Arrival Chart - Instrument (CANDY, NIXOV, IGLEV, ATMUG-A-RNAV)
Standard Arrival Chart - Instrument (DUBKA, EVERT, NIXOV-B-RNAV)
Standard Arrival Chart - Instrument (IGLEV, ATMUG-B-RNAV)
Standard Arrival Chart - Instrument (CANDY, NIXOV, IGLEV, ATMUG-C-RNAV)
Standard Arrival Chart - Instrument (DUBKA, EVERT, NIXOV-M-RNAV)
Standard Arrival Chart - Instrument (IGLEV, ATMUG-M-RNAV)
Standard Arrival Chart - Instrument (CANDY, NIXOV, IGLEV, ATMUG-D-RNAV)
Standard Arrival Chart - Instrument (CANDY, NIXOV, IGLEV, ATMUG-E-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 X or LOC X 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 RWY06L)
Instrument Approach Chart (VOR RWY24R)
Instrument Approach Chart (RNP RWY06L)
Instrument Approach Chart (RNP Z RWY06R)
Instrument Approach Chart (RNP Y RWY06R)
Instrument Approach Chart (RNP RWY24L)
Instrument Approach Chart (RNP RWY24R)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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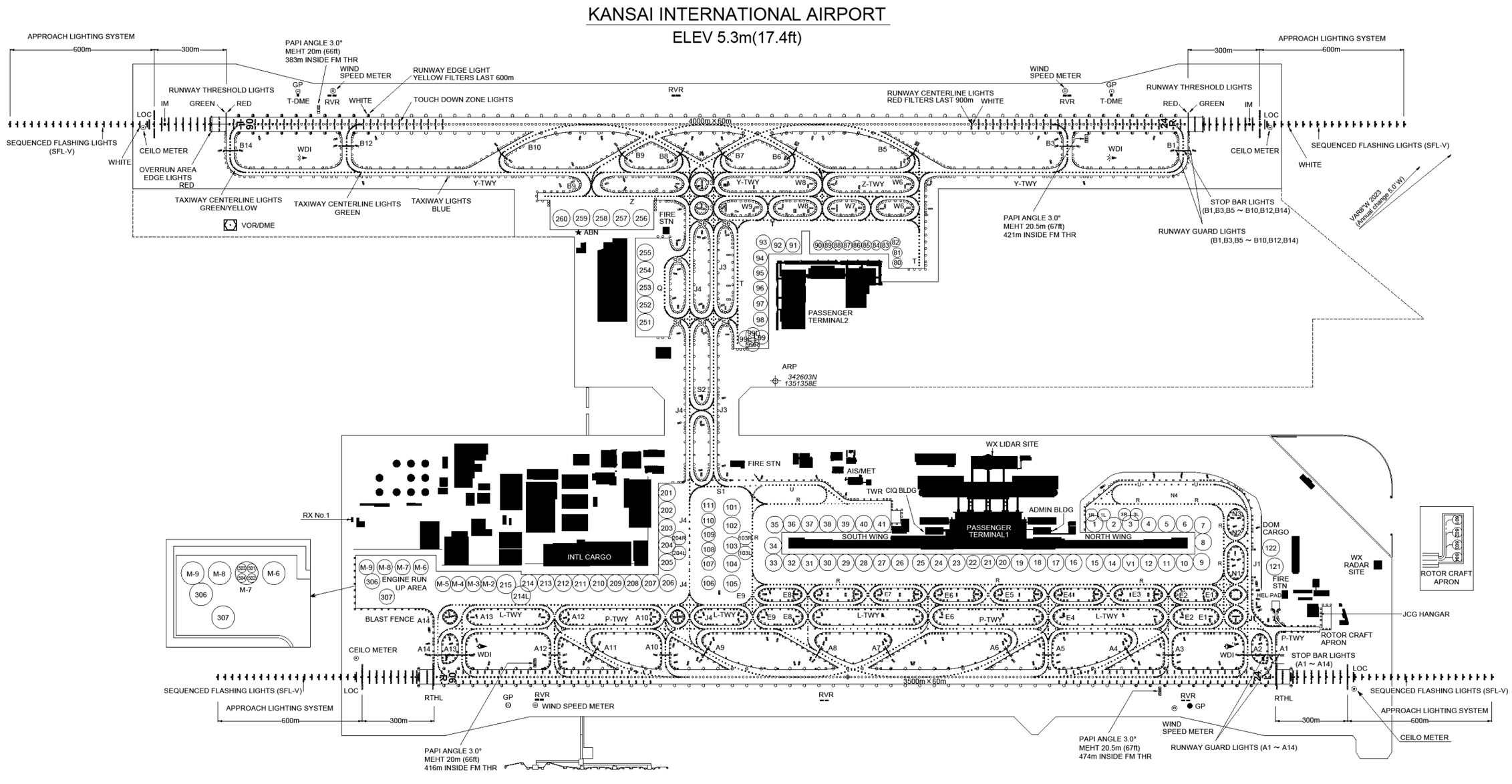
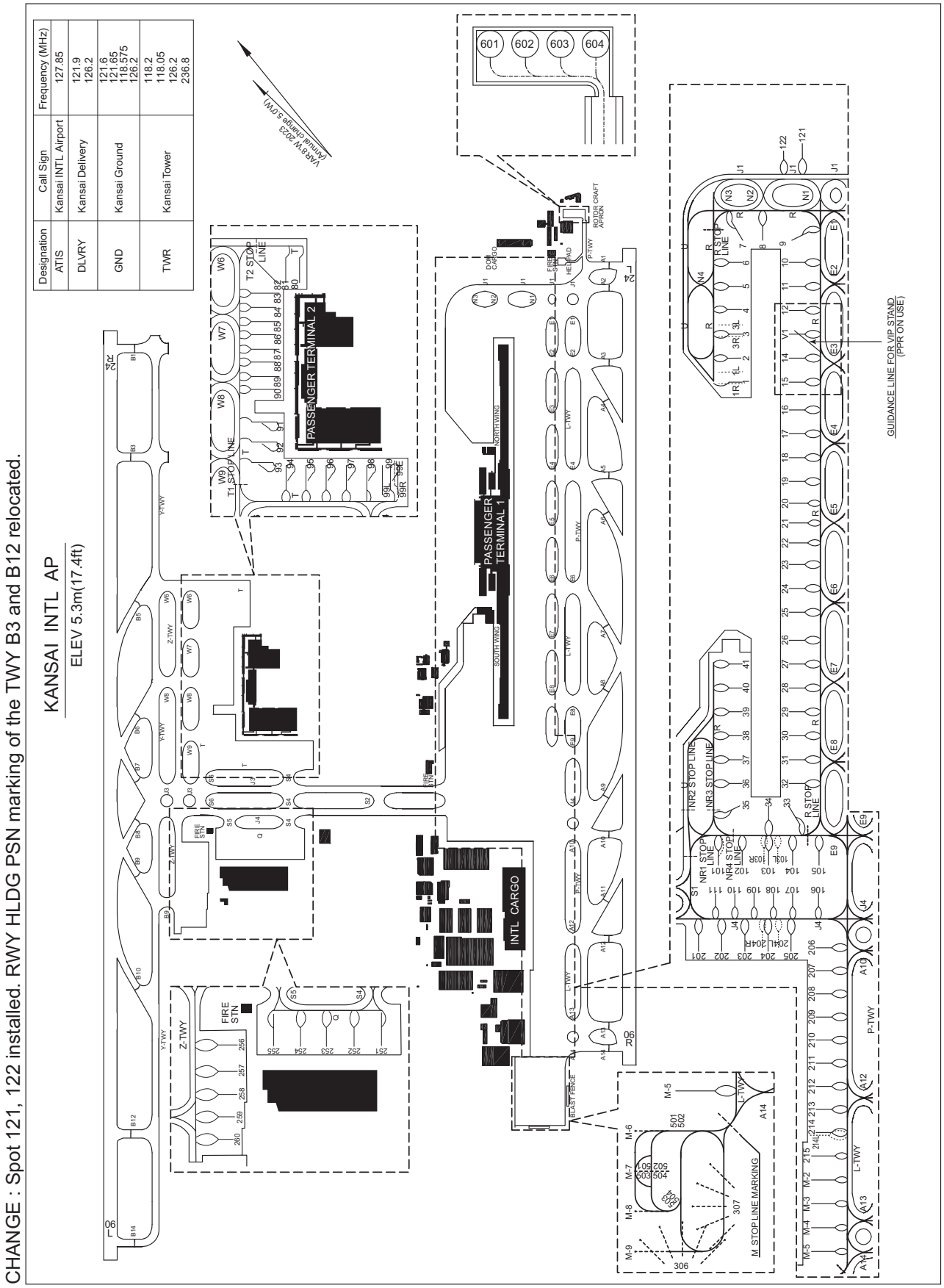
AERODROME CHART



CHANGE : Description of XBAR of PALS.

RJBB / KANSAI INTL

AD CHART

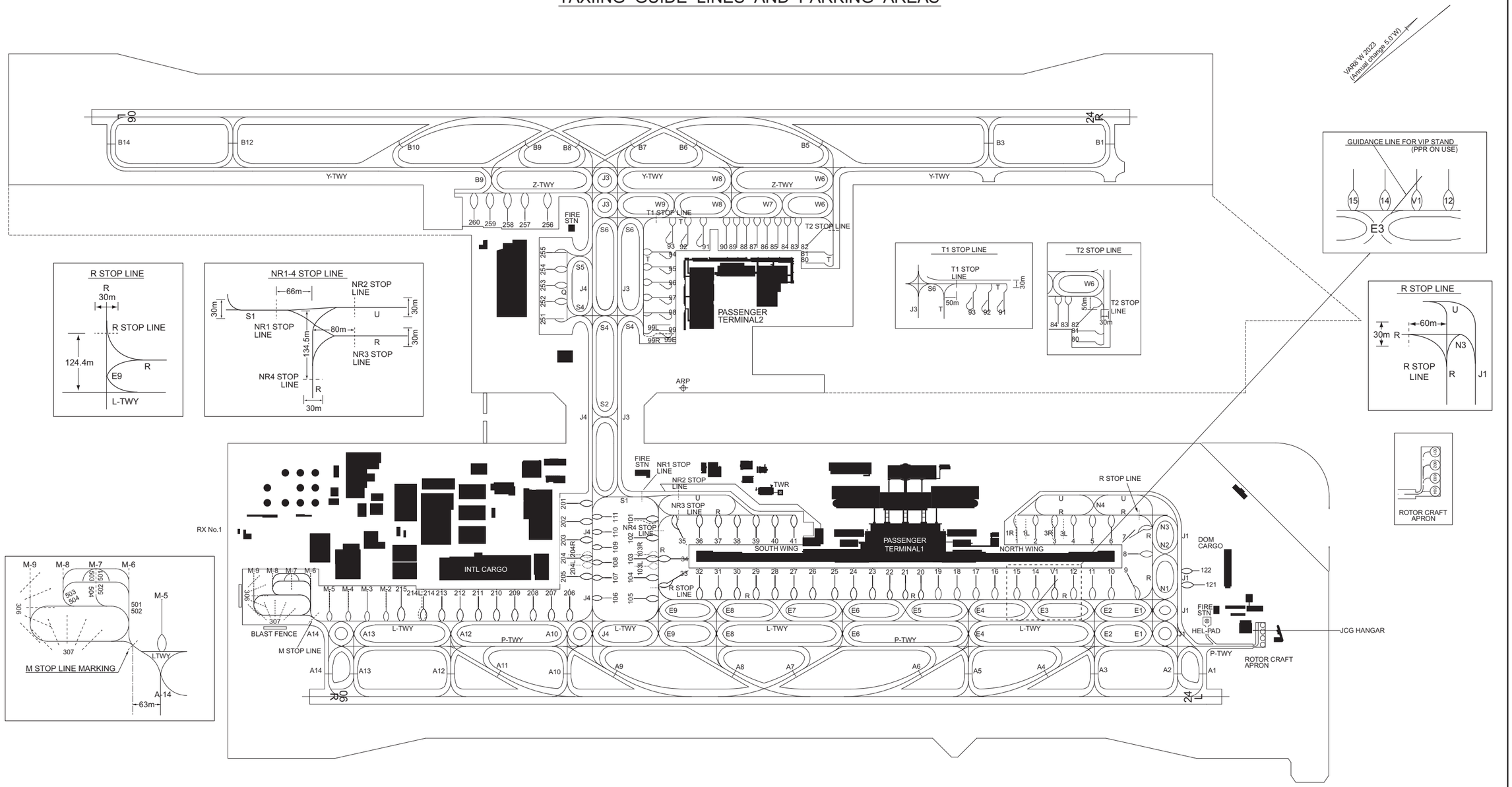


Designation	Call Sign	Frequency (MHz)
ATIS	Kansai INTL Airport	127.85
DLVRY	Kansai Delivery	121.9 126.2
GND	Kansai Ground	121.6 121.65 118.575 126.2
TWR	Kansai Tower	118.2 118.05 126.2 236.8

CHANGE : Spot 121, 122 installed. RWY HLDG PSN marking of the TWY B3 and B12 relocated.

CHANGE : Spot 121, 122 installed. RWY HLDG PSN marking of the TWY B3 and B12 relocated.

TAXIING GUIDE LINES AND PARKING AREAS



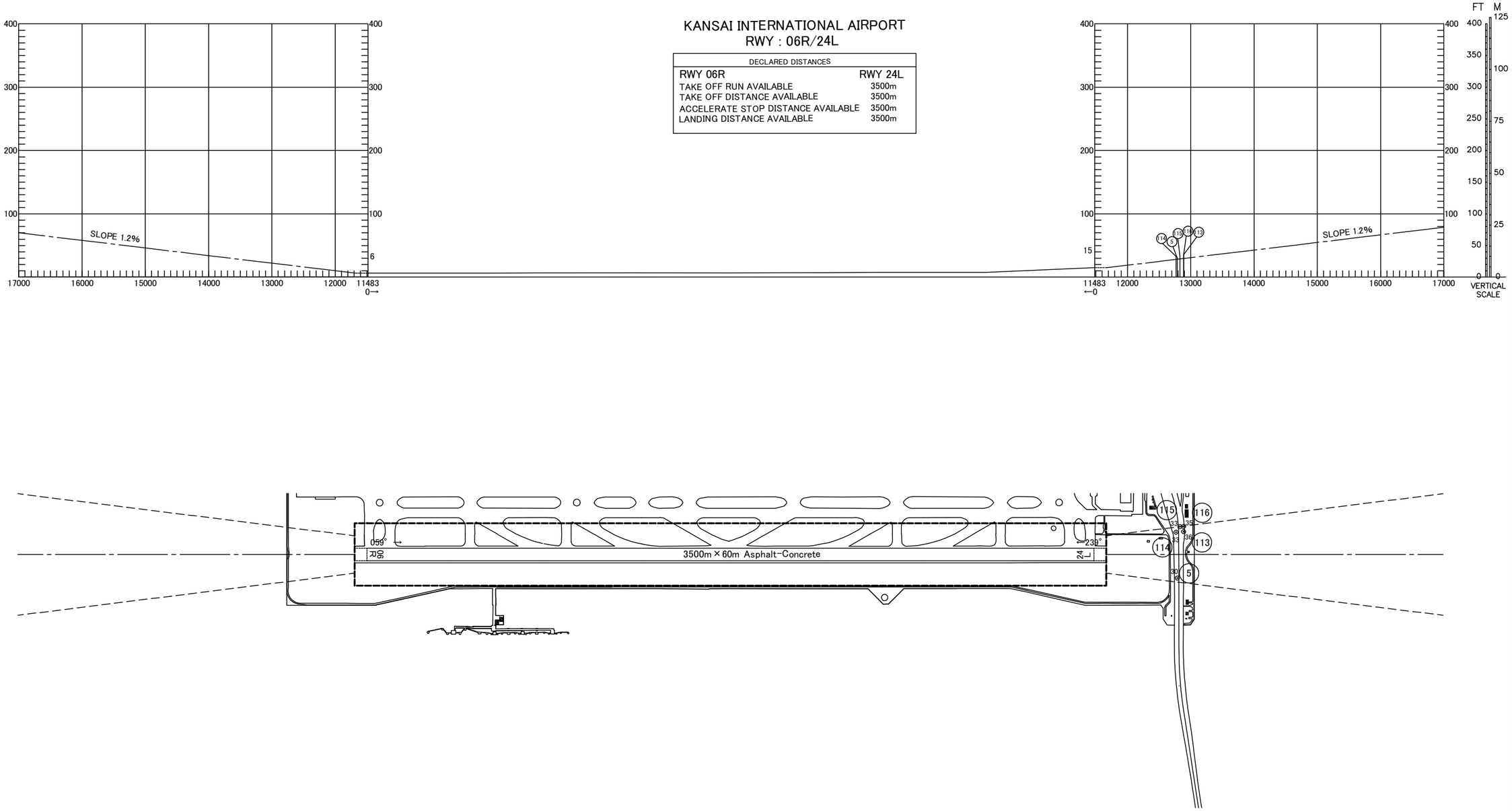
AERODROME OBSTACLE CHART–ICAO
TYPE A (OPERATIONAL LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

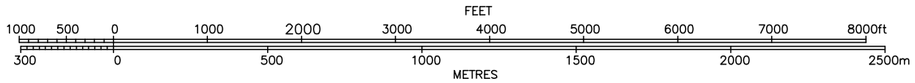
MAGNETIC VARIATION 8° W–FEB 2022

KANSAI INTERNATIONAL AIRPORT
RWY : 06R/24L

DECLARED DISTANCES	
RWY 06R	RWY 24L
TAKE OFF RUN AVAILABLE	3500m
TAKE OFF DISTANCE AVAILABLE	3500m
ACCELERATE STOP DISTANCE AVAILABLE	3500m
LANDING DISTANCE AVAILABLE	3500m



HORIZONTAL SCALE



LEGEND	
①	IDENTIFICATION NUMBER
⊙	POLE, TOWER, SPIRE, ANTENNA, ETC
✳	TREE
	LEVEE
	RAILROAD
	RIVER
	TRANSMISSION LINE OR OVERHEAD CABLE
▲	TRIANGULATION POINT
★	AERONAUTICAL GROUND LIGHT

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

CHANGE : Update.

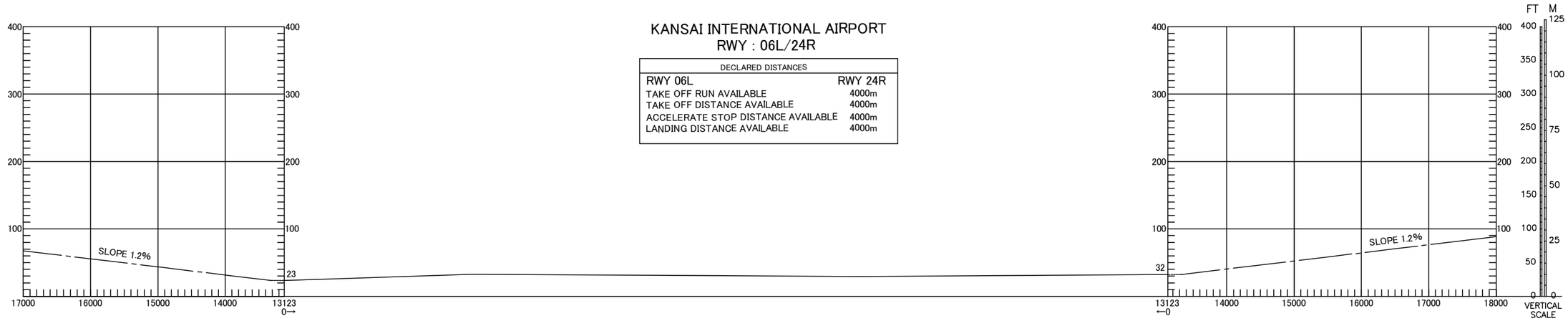
AERODROME OBSTACLE CHART–ICAO
TYPE A (OPERATIONAL LIMITATIONS)

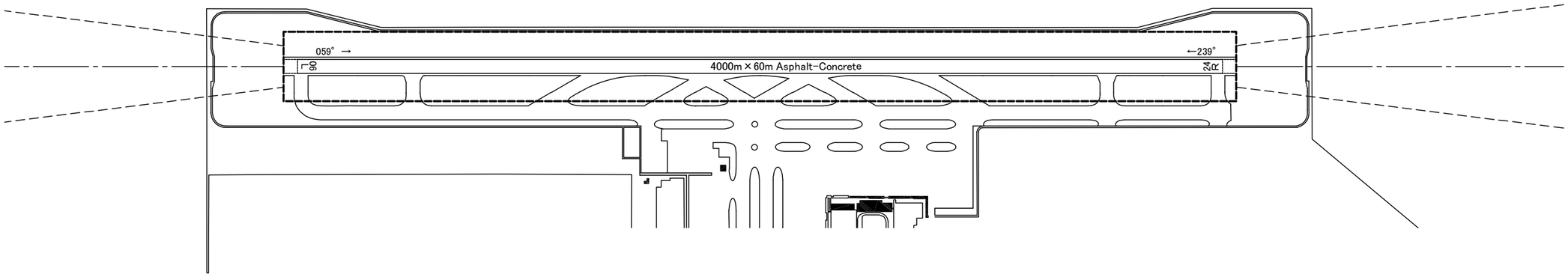
DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8°W–FEB 2022

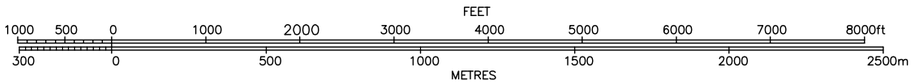
KANSAI INTERNATIONAL AIRPORT
RWY : 06L/24R

DECLARED DISTANCES	
RWY 06L	RWY 24R
TAKE OFF RUN AVAILABLE	4000m
TAKE OFF DISTANCE AVAILABLE	4000m
ACCELERATE STOP DISTANCE AVAILABLE	4000m
LANDING DISTANCE AVAILABLE	4000m





HORIZONTAL SCALE



LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- TREE
- LEVEE
- RAILROAD
- RIVER
- TRANSMISSION LINE OR OVERHEAD CABLE
- TRIANGULATION POINT
- AERONAUTICAL GROUND LIGHT

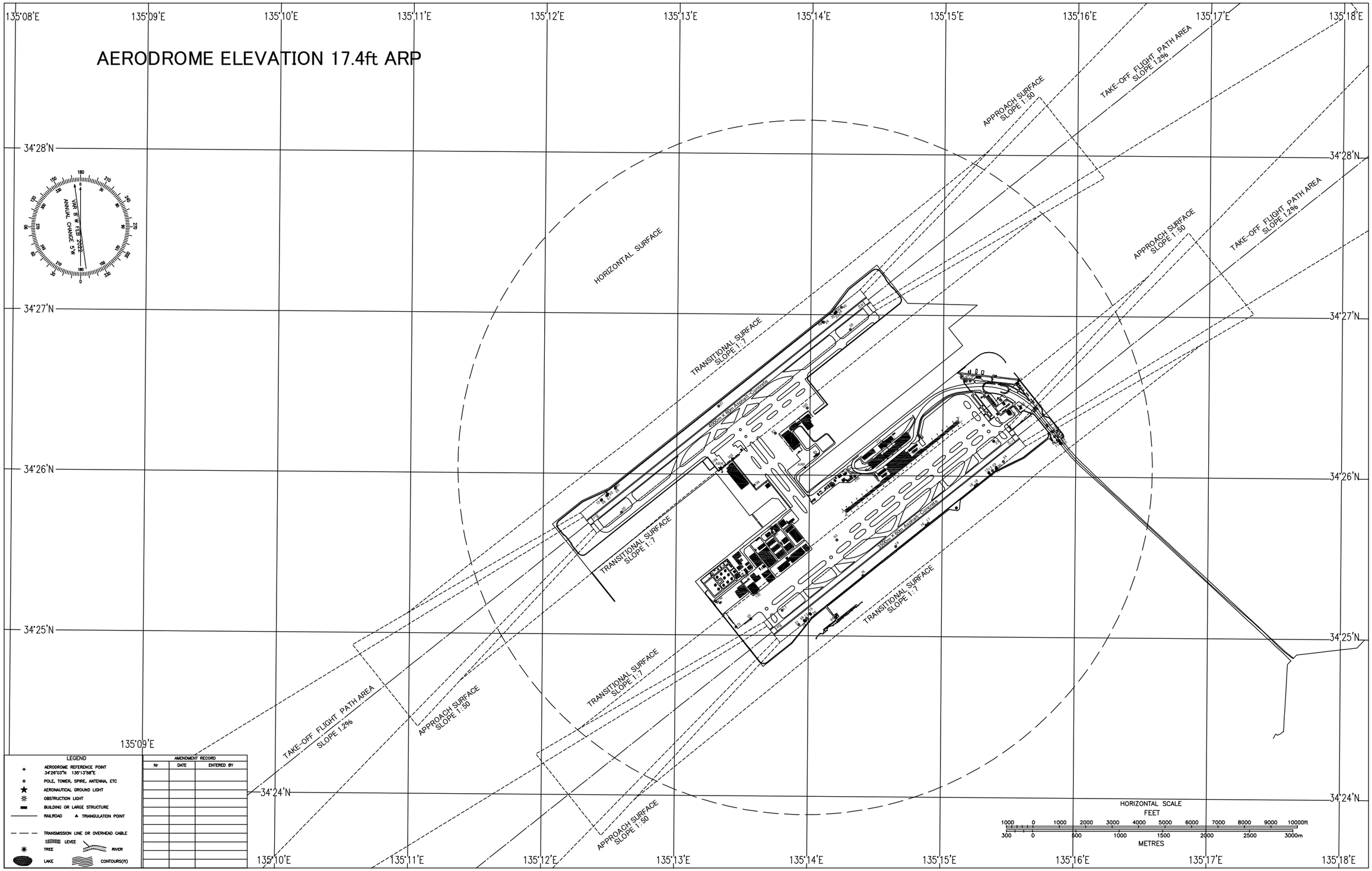
AMENDMENT RECORD		
Nr	DATE	ENTERED BY

CHANGE : Update.

AERODROME OBSTRUCTION CHART

TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETICS

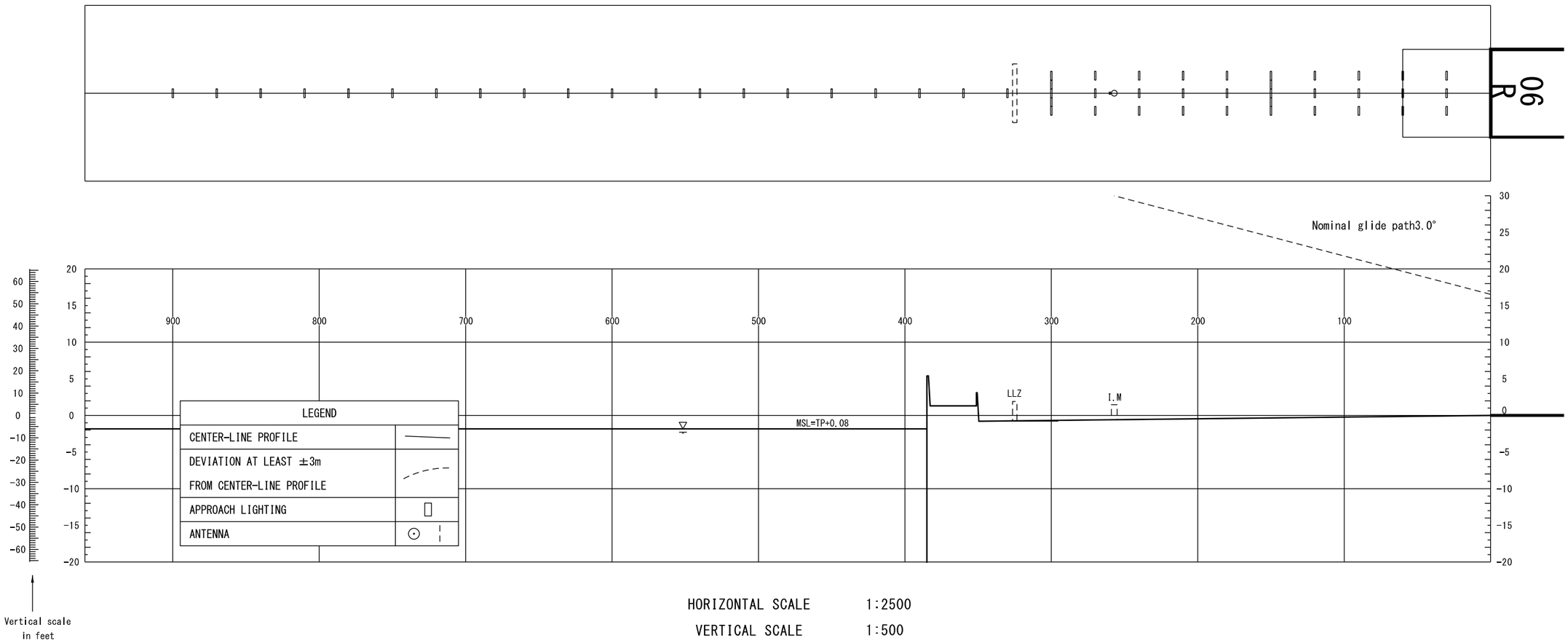


CHANGE : Update.

PRECISION APPROACH TERRAIN PROFILE CHART

DISTANCES AND HEIGHTS IN METERS

RWY 06R



HORIZONTAL SCALE 1:2500

VERTICAL SCALE 1:500

CONTOUR AND HEIGHTS ARE RELATED

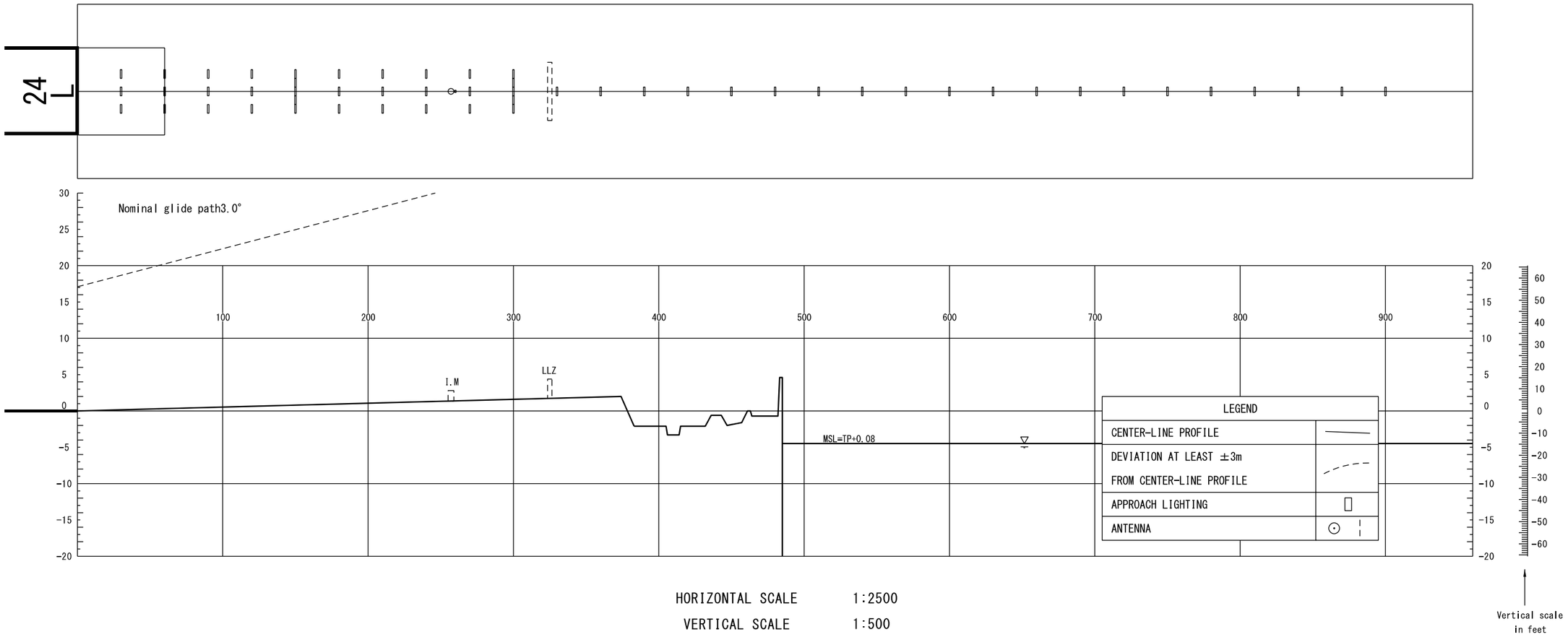
TO ELEVATION OF RWY THR

CHANGE : Update.

PRECISION APPROACH TERRAIN PROFILE CHART

DISTANCES AND HEIGHTS IN METERS

RWY 24L



HORIZONTAL SCALE 1:2500

VERTICAL SCALE 1:500

CONTOUR AND HEIGHTS ARE RELATED

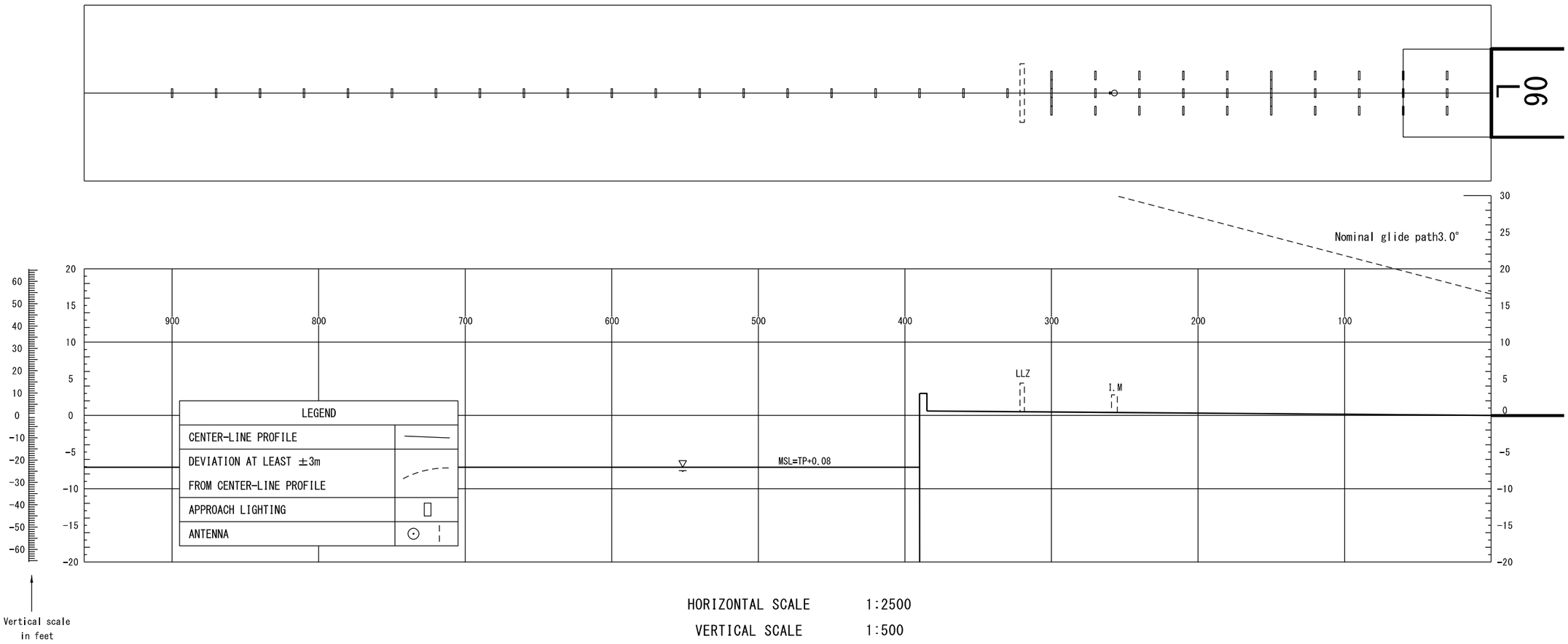
TO ELEVATION OF RWY THR

CHANGE : Update.

PRECISION APPROACH TERRAIN PROFILE CHART

DISTANCES AND HEIGHTS IN METERS

RWY 06L



HORIZONTAL SCALE 1:2500

VERTICAL SCALE 1:500

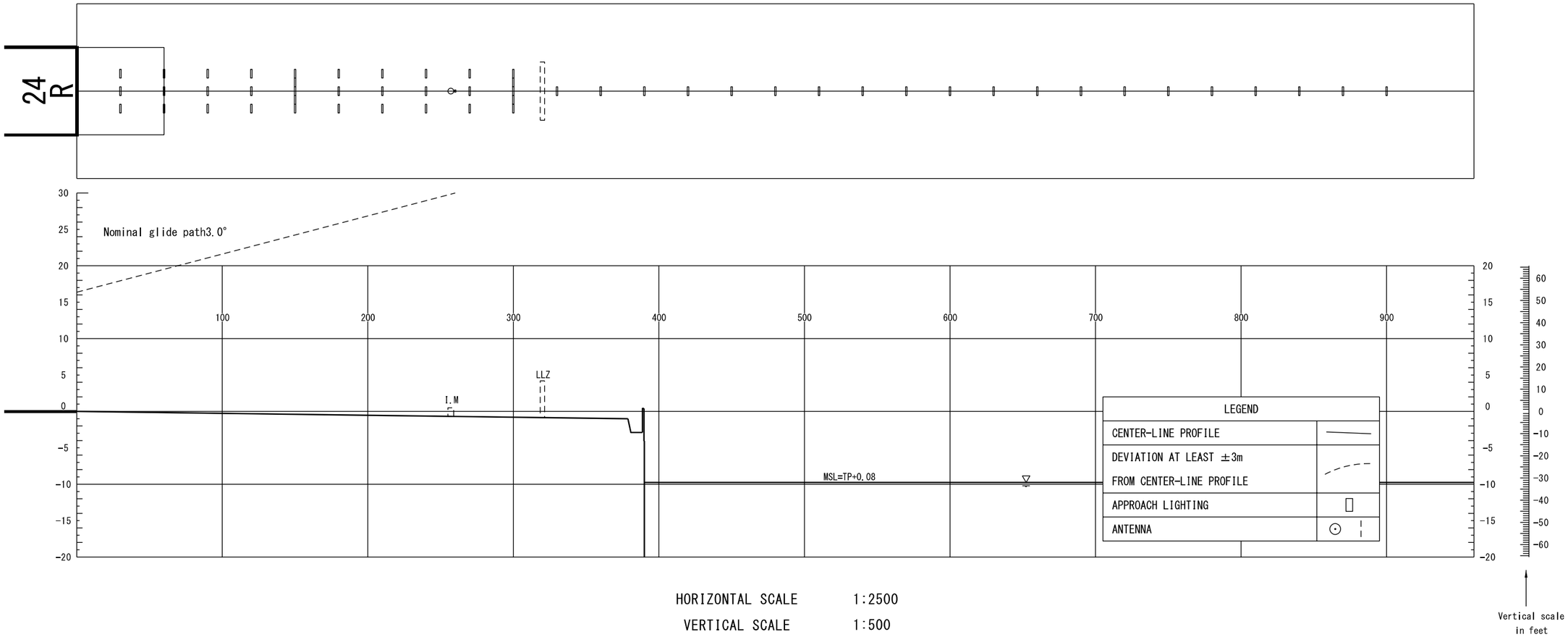
CONTOUR AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

CHANGE : Update.

PRECISION APPROACH TERRAIN PROFILE CHART

DISTANCES AND HEIGHTS IN METERS

RWY 24R



HORIZONTAL SCALE 1:2500

VERTICAL SCALE 1:500

CONTOUR AND HEIGHTS ARE RELATED

TO ELEVATION OF RWY THR

CHANGE : Update.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL SID

MAIKO ONE DEPARTURE

RWY06R : Climb on HDG054° to KIE 4.4DME, turn left, via KCE R167 to intercept and proceed via YOE R279 to MAIKO.
Cross KIE R049 at or above 2500FT,...

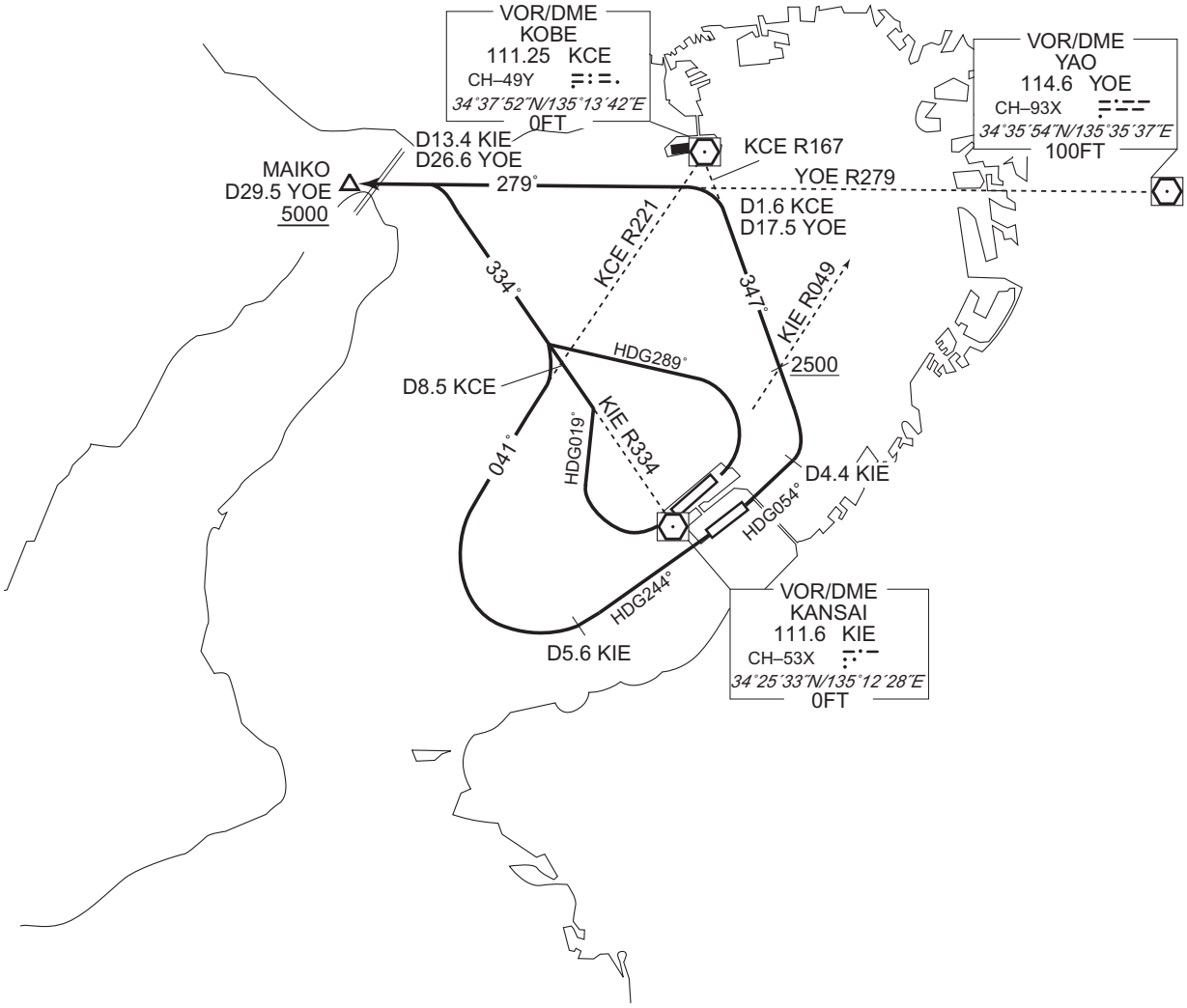
RWY06L : Turn left HDG289˚ to intercept and proceed via KIE R334, via YOE R279 to MAIKO,...

RWY24R : Turn right HDG019˚ to intercept and proceed via KIE R334, via YOE R279 to MAIKO,...

RWY24L : Climb on HDG244° to KIE 5.6DME, turn right, via KCE R221 to intercept and proceed via KIE R334, via YOE R279 to MAIKO,...

...cross MAIKO at or above 5000FT.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.



CHANGE : PROC renamed. PROC course. Note added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL SID

FERRY SEVEN DEPARTURE

RWY06R : Climb RWY HDG to 500FT, turn left HDG270°...

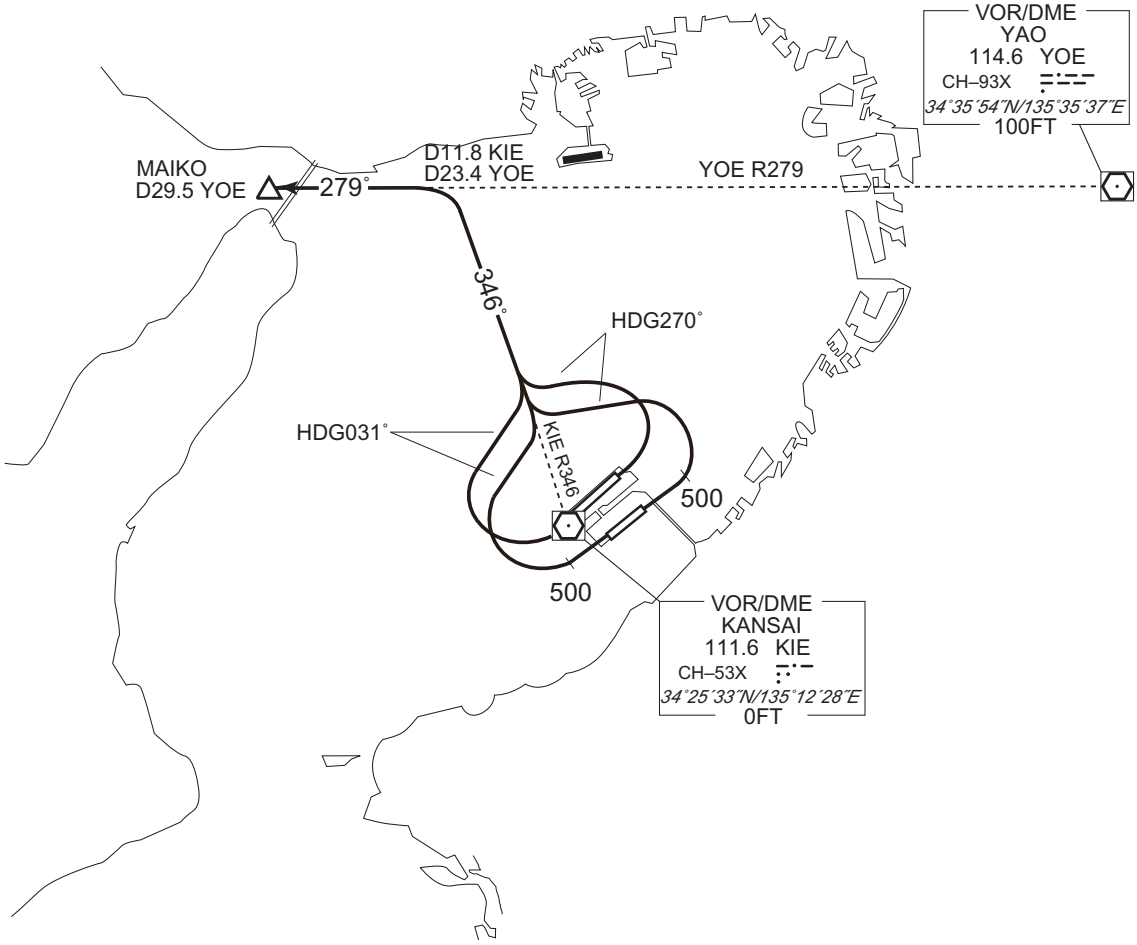
RWY06L : Turn left HDG270˚...

RWY24R : Turn right HDG031˚...

RWY24L : Climb RWY HDG to 500FT, turn right HDG031°...

...to intercept and proceed via KIE R346, via YOE R279 to MAIKO.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 1100FT.



CHANGE : PROC renamed. PROC course. Note.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL TRANSITION

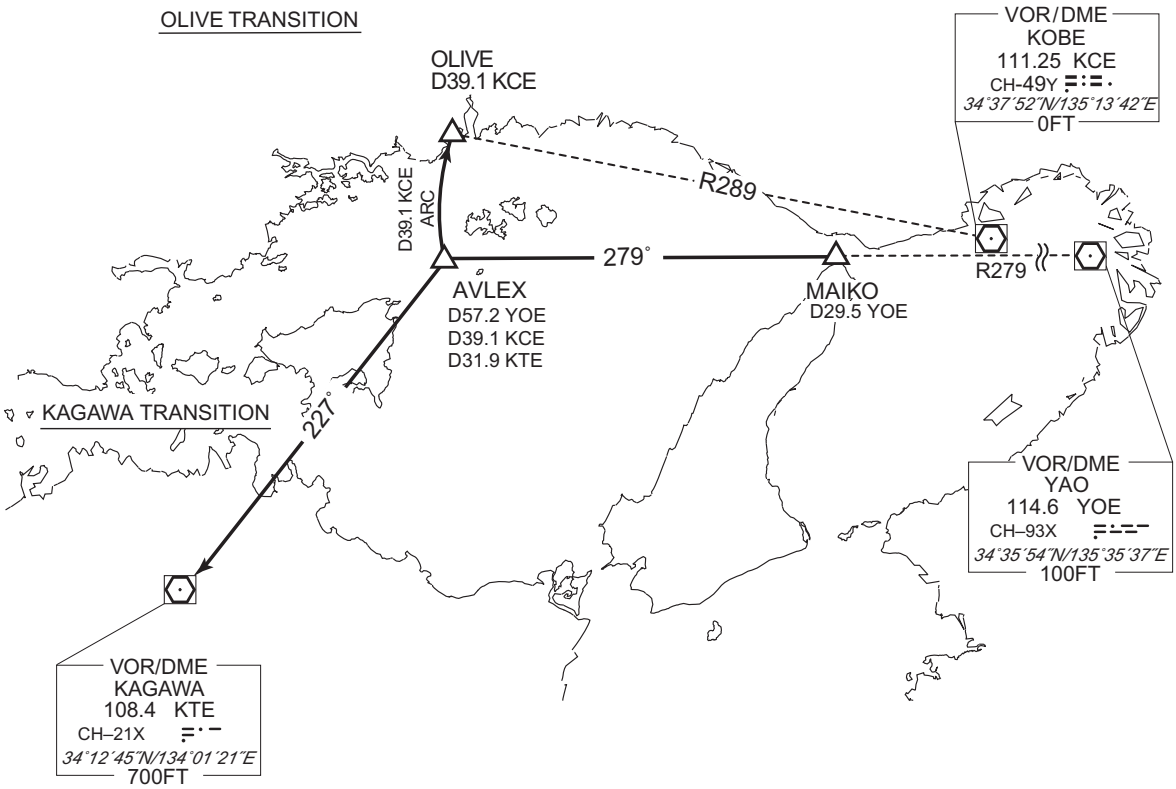
CHANGE : OLIVE TRANSITION, KAGAWA TRANSITION, AVLEX established.
MIYAZU TRANSITION, KIBI TRANSITION, KAGAWA NORTH TRANSITION, AYAYA abolished. PROC course.

OLIVE TRANSITION

From over MAIKO, proceed via YOE R279 to AVLEX, turn right, via KCE 39.1DME clockwise ARC to OLIVE.

KAGAWA TRANSITION

From over MAIKO, proceed via YOE R279 to AVLEX, turn left, via KTE R047 to KTE VOR/DME.



STANDARD DEPARTURE CHART-INSTRUMENT

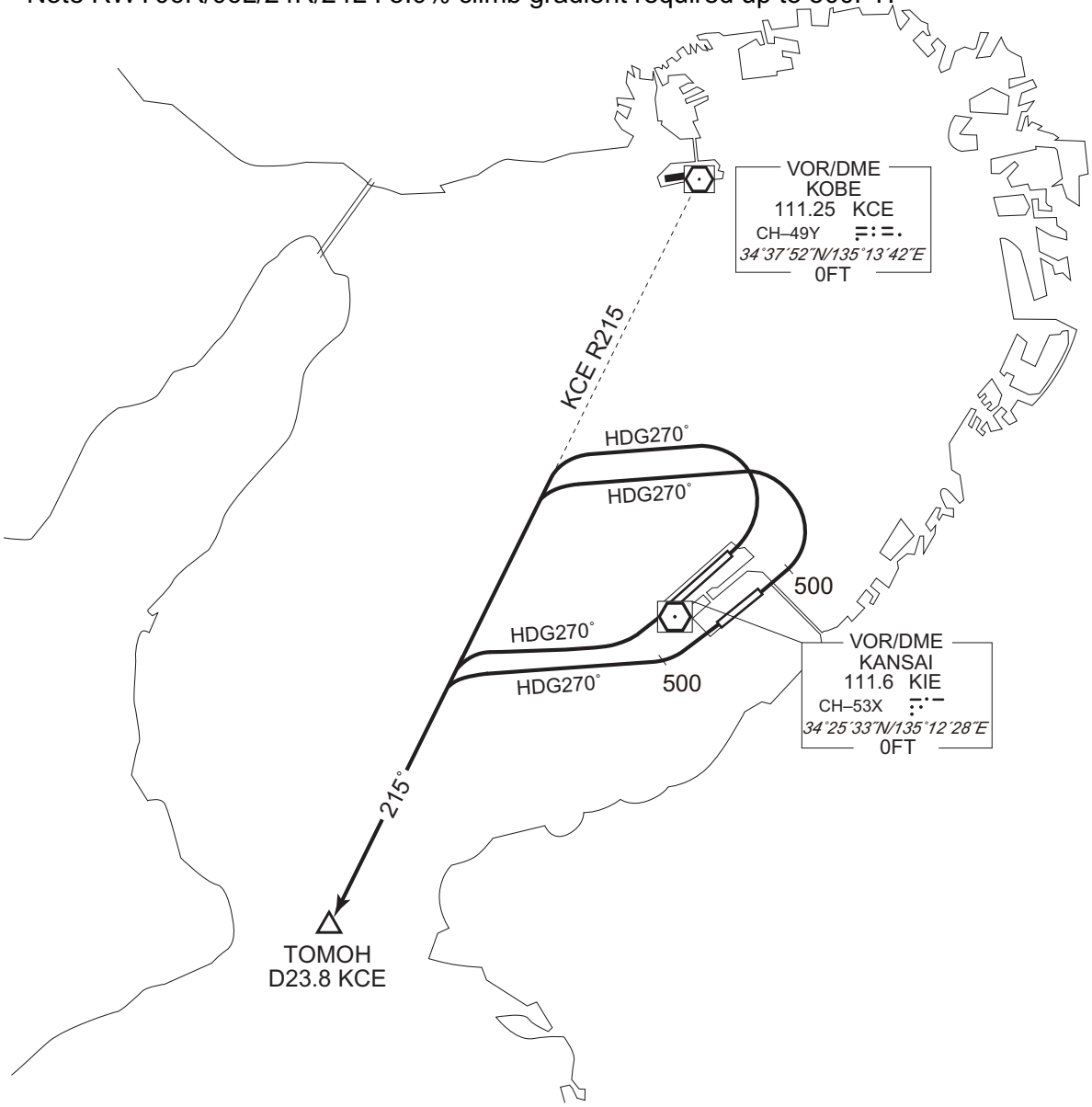
RJBB / KANSAI INTL SID

TOMOH WEST TWO DEPARTURE

RWY06R : Climb RWY HDG to 500FT, turn left HDG270°...
RWY06L : Turn left HDG270˚...
RWY24R : Turn right HDG270˚...
RWY24L : Climb RWY HDG to 500FT, turn right HDG270°...

...to intercept and proceed via KCE R215 to TOMOH.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.



CHANGE : PROC renamed. PROC course. Note added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL SID

TOMOH FOUR DEPARTURE

RWY06R : Climb on HDG054° to KIE 4.4DME, turn left, via KCE R167 to KCE 6.8DME, turn left HDG270° to intercept and proceed via KCE R215 to TOMOH. Cross KIE R049 at or above 2500FT. ...

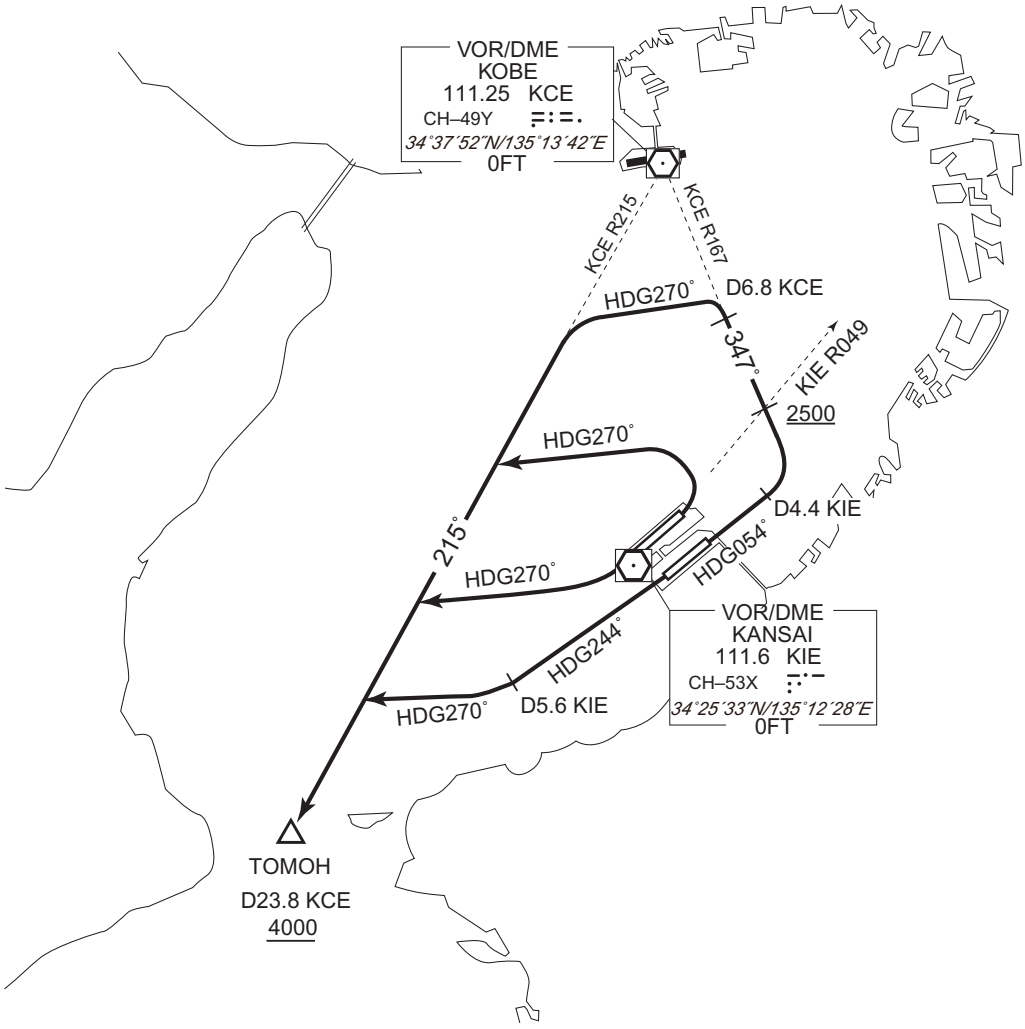
RWY06L : Turn left HDG270˚ to intercept and proceed via KCE R215 to TOMOH. ...

RWY24R : Turn right HDG270˚ to intercept and proceed via KCE R215 to TOMOH. ...

RWY24L : Climb on HDG244° to KIE 5.6DME, turn right HDG270˚ to intercept and proceed via KCE R215 to TOMOH. ...

...Cross TOMOH at or above 4000FT.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.



CHANGE : PROC renamed. PROC course. Note added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJBB / KANSAI INTL TRANSITION

CHANGE : KOCHI TRANSITION established. KOCHI SOUTH TRANSITION abolished. ALT restriction at D41.0 KCE/D58.7 KEC established. PROC course.

KOCHI TRANSITION

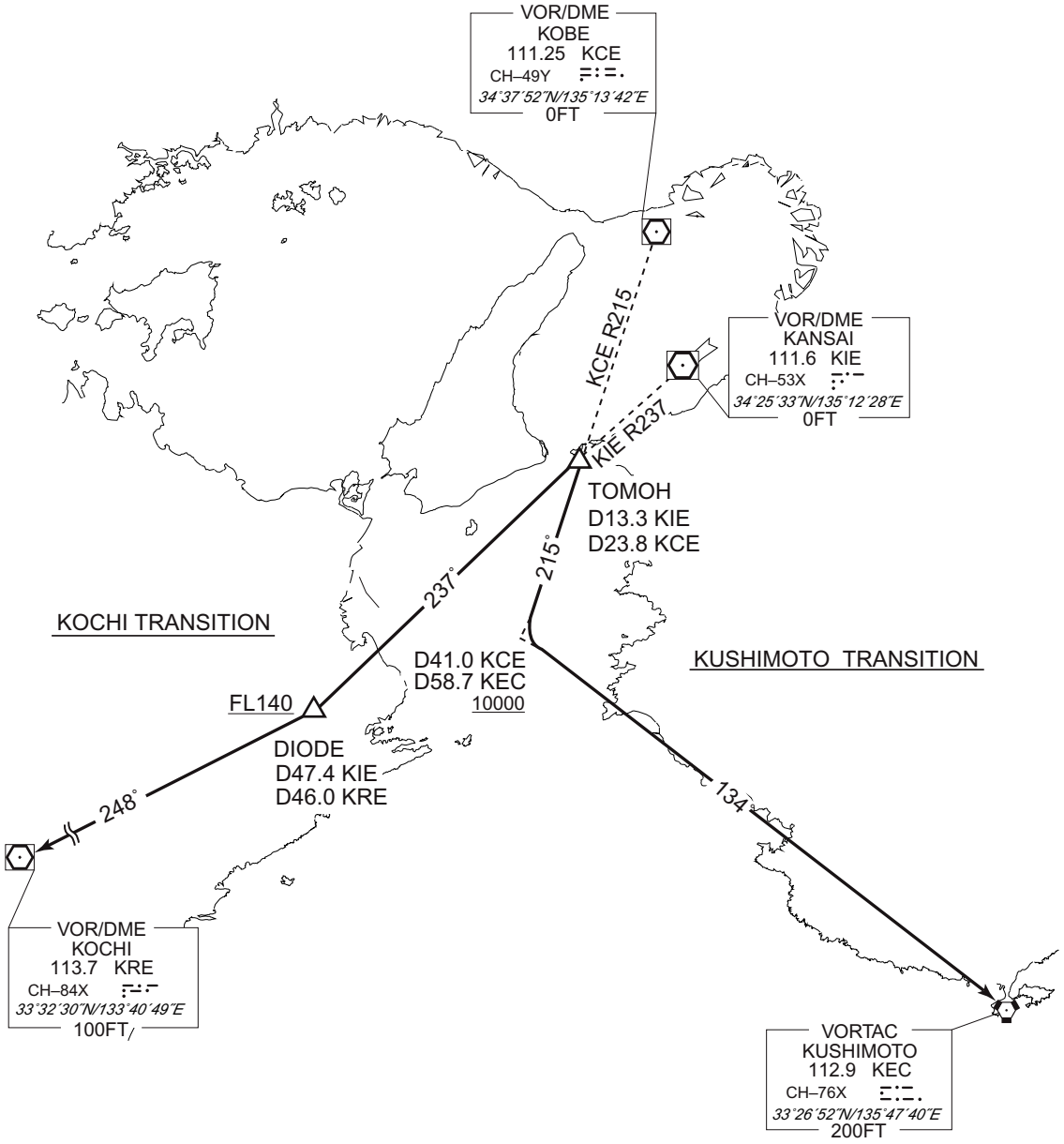
From over TOMOH, proceed via KIE R237 to DIODE, via KRE R068 to KRE VOR/DME.

Cross DIODE at or above FL140.

KUSHIMOTO TRANSITION

From over TOMOH, proceed via KCE R215 to KCE 41.0DME, turn left, via KEC R314 to KEC VORTAC.

Cross KCE R215/41.0DME at or above 10000FT.

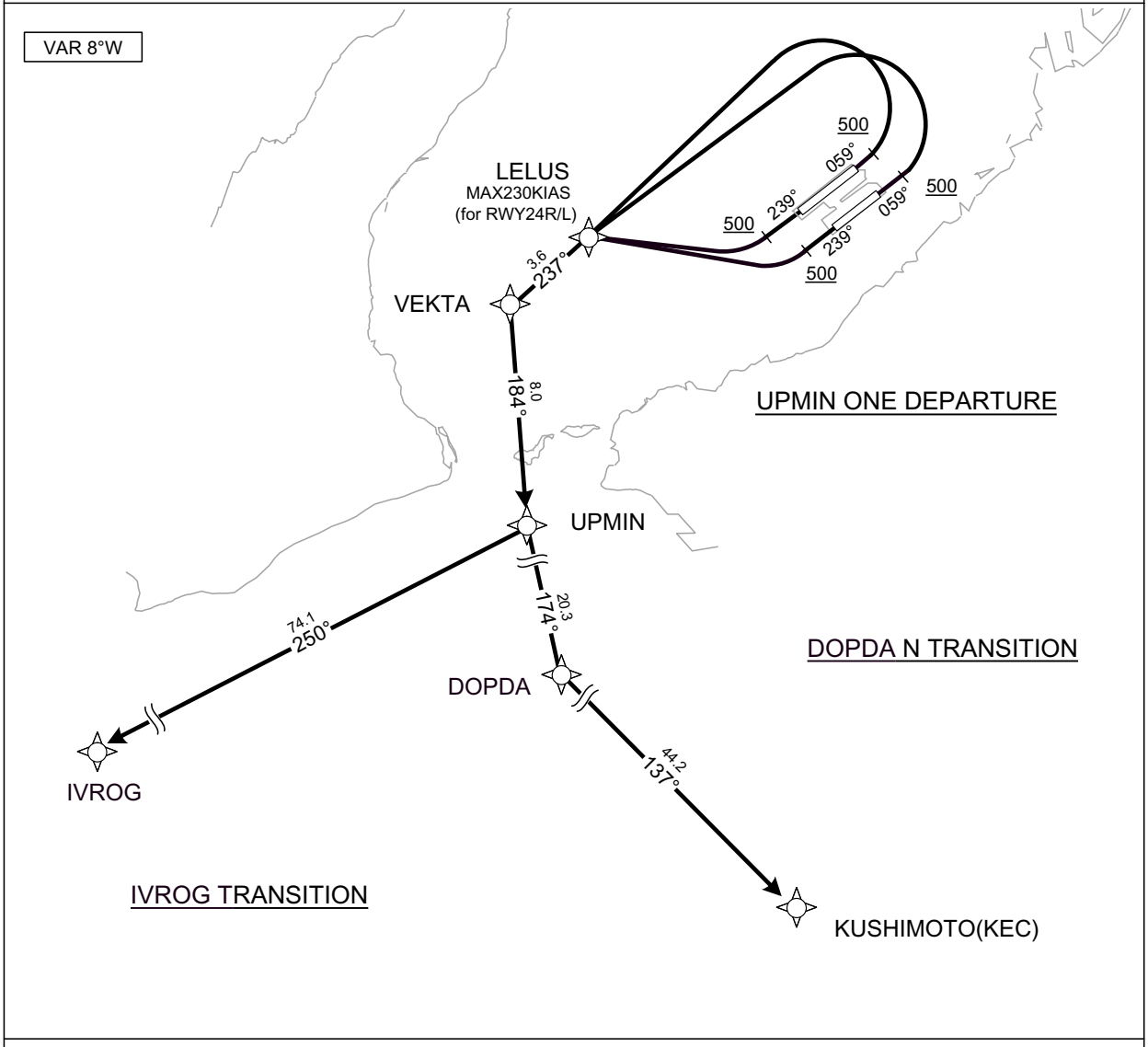


STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL — RNAV SID and TRANSITION

UPMIN ONE DEPARTURE / DOPDA N TRANSITION / IVROG TRANSITION	RNP1

Note GNSS required.



UPMIN ONE DEPARTURE

RWY06R : Climb on HDG059° at or above 500FT, turn left direct to LELUS, to VEKTA, to UPMIN.
RWY06L : Climb on HDG059° at or above 500FT, turn left direct to LELUS, to VEKTA, to UPMIN.
RWY24R : Climb on HDG239° at or above 500FT, turn right direct to LELUS, to VEKTA, to UPMIN.
RWY24L : Climb on HDG239° at or above 500FT, turn right direct to LELUS, to VEKTA, to UPMIN.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.

DOPDA N TRANSITION

From UPMIN, to DOPDA, to KEC.

IVROG TRANSITION

From UPMIN, to IVROG.

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL RNAV SID and TRANSITION

UPMIN 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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	L	—	—	—	RNP1
003	TF	VEKTA	—	237 (229.2)	-8.1	3.6	—	—	—	—	RNP1
004	TF	UPMIN	—	184 (175.9)	-8.1	8.0	—	—	—	—	RNP1

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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	L	—	—	—	RNP1
003	TF	VEKTA	—	237 (229.2)	-8.1	3.6	—	—	—	—	RNP1
004	TF	UPMIN	—	184 (175.9)	-8.1	8.0	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	R	—	-230	—	RNP1
003	TF	VEKTA	—	237 (229.2)	-8.1	3.6	—	—	—	—	RNP1
004	TF	UPMIN	—	184 (175.9)	-8.1	8.0	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	R	—	-230	—	RNP1
003	TF	VEKTA	—	237 (229.2)	-8.1	3.6	—	—	—	—	RNP1
004	TF	UPMIN	—	184 (175.9)	-8.1	8.0	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates
LELUS	*342436.6N / 1350309.3E*
VEKTA	*342215.6N / 1345951.2E*
UPMIN	*341416.7N / 1350033.1E*

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID and TRANSITION

DOPDA N 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	UPMIN	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	DOPDA	—	174 (166.2)	-8.1	20.3	—	—	—	—	RNP1
003	TF	KEC	—	137 (128.7)	-8.1	44.2	—	—	—	—	RNP1

IVROG 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	UPMIN	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	IVROG	—	250 (241.5)	-8.1	74.1	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
UPMIN	*341416.7N / 1350033.1E*	KEC	*332651.9N / 1354740.2E*
DOPDA	*335436.4N / 1350622.2E*	IVROG	*333828.1N / 1334224.0E*

CHANGE : New PROC.

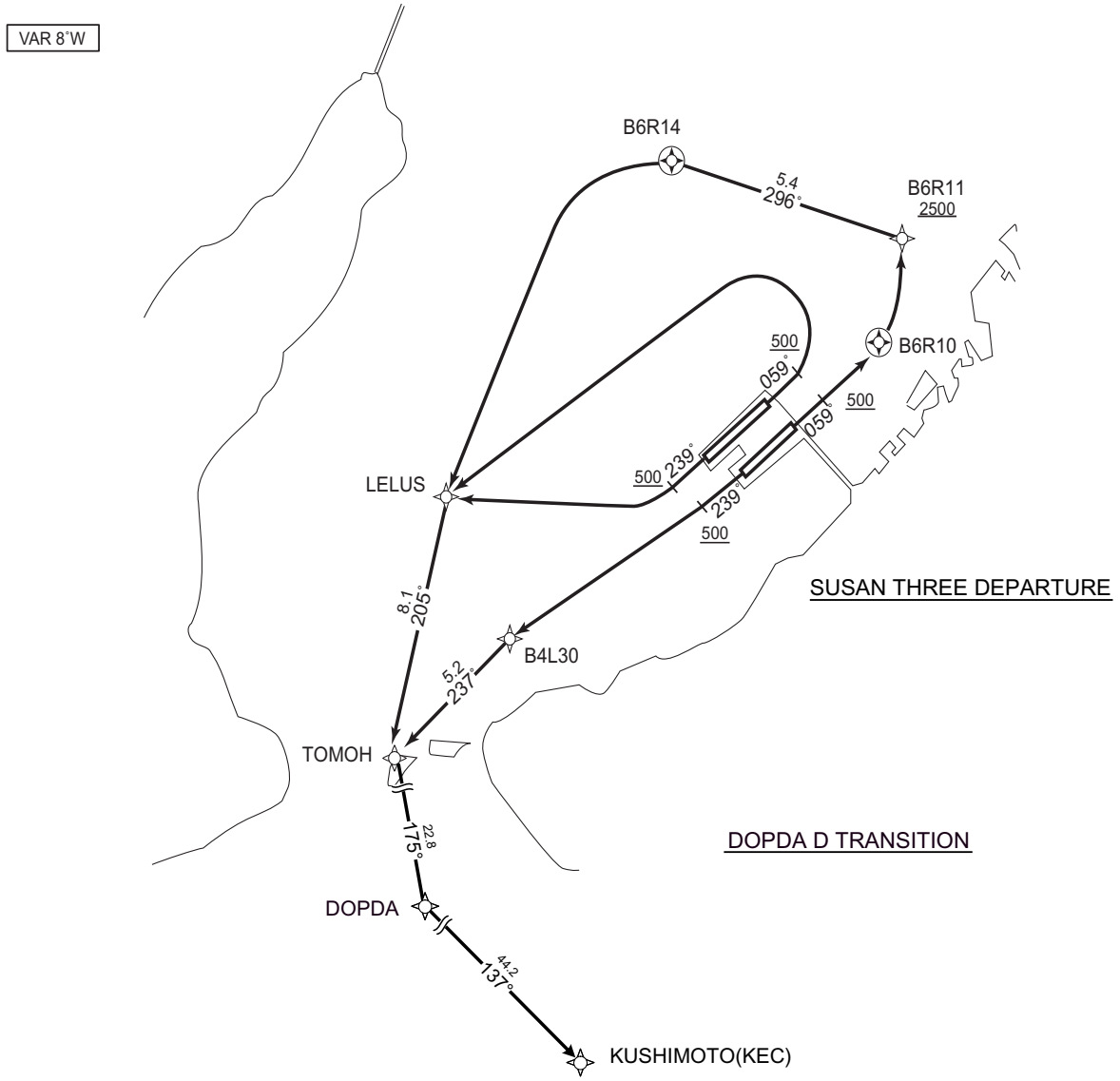
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID and TRANSITION

SUSAN THREE DEPARTURE / DOPDA D TRANSITION	RNP1

Note GNSS required.



SUSAN THREE DEPARTURE

RWY06R : Climb on HDG059° at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to B6R14, turn left direct to LELUS, to TOMOH.

RWY06L : Climb on HDG059° at or above 500FT, turn left direct to LELUS, to TOMOH.

RWY24R : Climb on HDG239° at or above 500FT, turn right direct to LELUS, to TOMOH.

RWY24L : Climb on HDG239° at or above 500FT, direct to B4L30, to TOMOH.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.

DOPDA D TRANSITION

From TOMOH, to DOPDA, to KEC.

CHANGE : PROC renamed. DOPDA D TRANSITION established. LELUS, DOPDA established. BB430 abolished. Note added. Navigation Specification.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID and TRANSITION

CHANGE : PROC renamed. LELUS established. BB430 abolished. VAR. Navigation Specification. Waypoint Coordinates added.

SUSAN THREE 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	–	–	059 (050.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	B6R10	Y	–	-8.1	–	–	–	–	–	RNP1
003	DF	B6R11	–	–	-8.1	–	L	+2500	–	–	RNP1
004	TF	B6R14	Y	296 (287.8)	-8.1	5.4	–	–	–	–	RNP1
005	DF	LELUS	–	–	-8.1	–	L	–	–	–	RNP1
006	TF	TOMOH	–	205 (196.6)	-8.1	8.1	–	–	–	–	RNP1

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	–	–	059 (050.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	LELUS	–	–	-8.1	–	L	–	–	–	RNP1
003	TF	TOMOH	–	205 (196.6)	-8.1	8.1	–	–	–	–	RNP1

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	–	–	239 (230.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	LELUS	–	–	-8.1	–	R	–	–	–	RNP1
003	TF	TOMOH	–	205 (196.6)	-8.1	8.1	–	–	–	–	RNP1

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	–	–	239 (230.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	B4L30	–	–	-8.1	–	–	–	–	–	RNP1
003	TF	TOMOH	–	237 (229.1)	-8.1	5.2	–	–	–	–	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
B6R10	*342759.6N / 1351746.0E*	LELUS	*342436.6N / 1350309.3E*
B6R11	*343140.8N / 1351845.1E*	B4L30	*342013.0N / 1350504.1E*
B6R14	*343320.1N / 1351229.1E*	TOMOH	*341649.6N / 1350020.3E*

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID and TRANSITION

DOPDA D 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	TOMOH	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	DOPDA	–	175 (167.3)	-8.1	22.8	–	–	–	–	RNP1
003	TF	KEC	–	137 (128.7)	-8.1	44.2	–	–	–	–	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates
TOMOH	*341649.6N / 1350020.3E*
DOPDA	*335436.4N / 1350622.2E*
KEC	*332651.9N / 1354740.2E*

CHANGE : DOPDA D TRANSITION established.

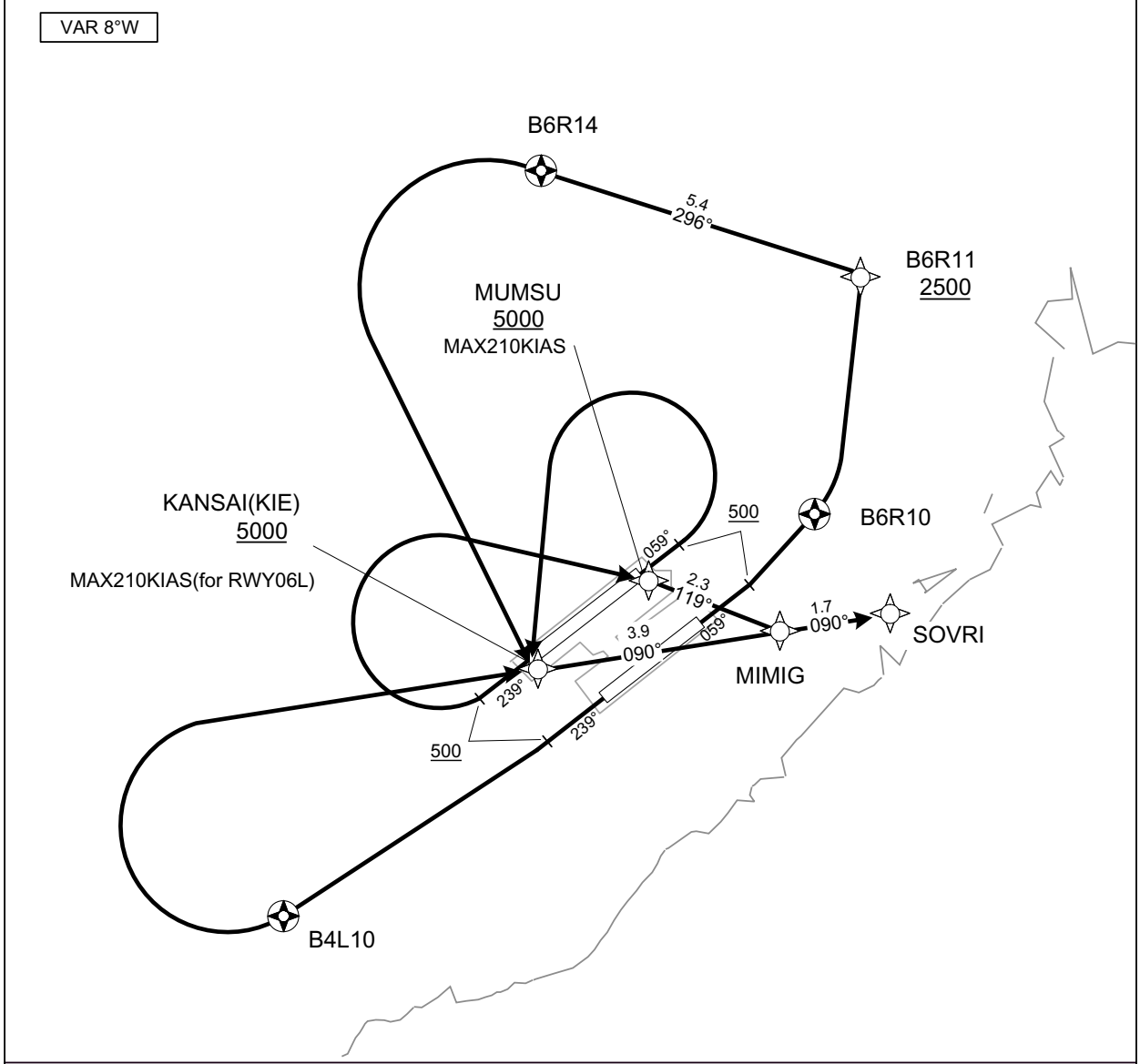
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

SOVRI ONE DEPARTURE	RNP1

Note GNSS required.



RWY06R : Climb on HDG059° at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to B6R14, turn left direct to KIE at or above 5000FT, to MIMIG, to SOVRI.

RWY06L : Climb on HDG059° at or above 500FT, turn left direct to KIE at or above 5000FT, to MIMIG, to SOVRI.

RWY24R : Climb on HDG239° at or above 500FT, turn right direct to MUMSU at or above 5000FT, to MIMIG, to SOVRI.

RWY24L : Climb on HDG239° at or above 500FT, direct to B4L10, turn right direct to KIE at or above 5000FT, to MIMIG, to SOVRI.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.
RWY06L/24R : No turn before DER.

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

SOVRI 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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B6R10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	B6R11	—	—	-8.1	—	L	+2500	—	—	RNP1
004	TF	B6R14	Y	296 (287.8)	-8.1	5.4	—	—	—	—	RNP1
005	DF	KIE	—	—	-8.1	—	L	+5000	—	—	RNP1
006	TF	MIMIG	—	090 (081.4)	-8.1	3.9	—	—	—	—	RNP1
007	TF	SOVRI	—	090 (081.5)	-8.1	1.7	—	—	—	—	RNP1

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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	KIE	—	—	-8.1	—	L	+5000	-210	—	RNP1
003	TF	MIMIG	—	090 (081.4)	-8.1	3.9	—	—	—	—	RNP1
004	TF	SOVRI	—	090 (081.5)	-8.1	1.7	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	MUMSU	—	—	-8.1	—	R	+5000	-210	—	RNP1
003	TF	MIMIG	—	119 (110.8)	-8.1	2.3	—	—	—	—	RNP1
004	TF	SOVRI	—	090 (081.5)	-8.1	1.7	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B4L10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	KIE	—	—	-8.1	—	R	+5000	—	—	RNP1
004	TF	MIMIG	—	090 (081.4)	-8.1	3.9	—	—	—	—	RNP1
005	TF	SOVRI	—	090 (081.5)	-8.1	1.7	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
B6R10	*342759.6N / 1351746.0E*	KIE	*342532.7N / 1351227.8E*
B6R11	*343140.8N / 1351845.1E*	MUMSU	*342656.2N / 1351432.3E*
B6R14	*343320.1N / 1351229.1E*	MIMIG	*342607.4N / 1351707.8E*
B4L10	*342136.9N / 1350734.5E*	SOVRI	*342622.9N / 1351913.4E*

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

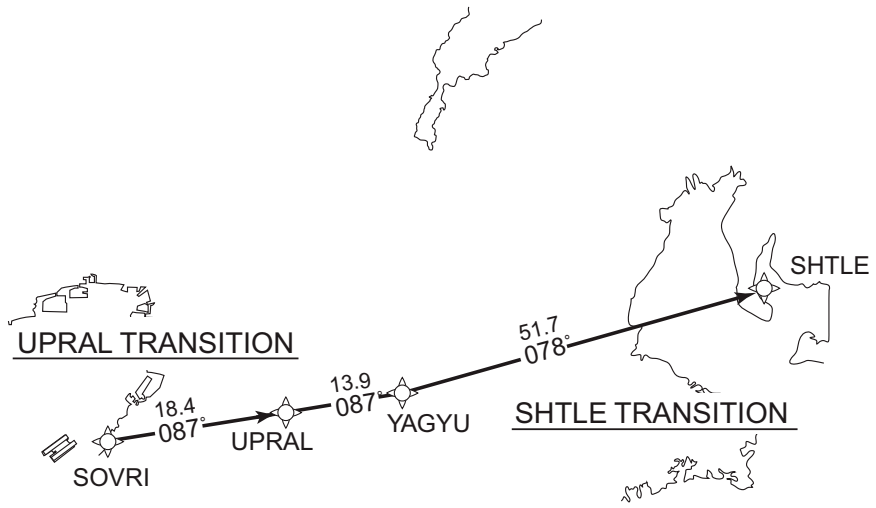
RJBB / KANSAI INTL

RNAV TRANSITION

UPRAL TRANSITION / SHTLE TRANSITION	RNP1

Note GNSS required.

VAR 8° W



UPRAL TRANSITION

From SOVRI, to UPRAL.

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	SOVRI	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	UPRAL	—	087 (078.6)	-8.1	18.4	—	—	—	—	RNP1

SHTLE TRANSITION

From SOVRI, to UPRAL, to YAGYU, to SHTLE.

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	SOVRI	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	UPRAL	—	087 (078.6)	-8.1	18.4	—	—	—	—	RNP1
003	TF	YAGYU	—	087 (078.8)	-8.1	13.9	—	—	—	—	RNP1
004	TF	SHTLE	—	078 (070.3)	-8.1	51.7	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
SOVRI	*342622.9N / 1351913.4E*	YAGYU	*343239.3N / 1355738.1E*
UPRAL	*342958.8N / 1354102.9E*	SHTLE	*344951.0N / 1365653.8E*

CHANGE : Description of Navigation Specification (RNAV1→RNP1).

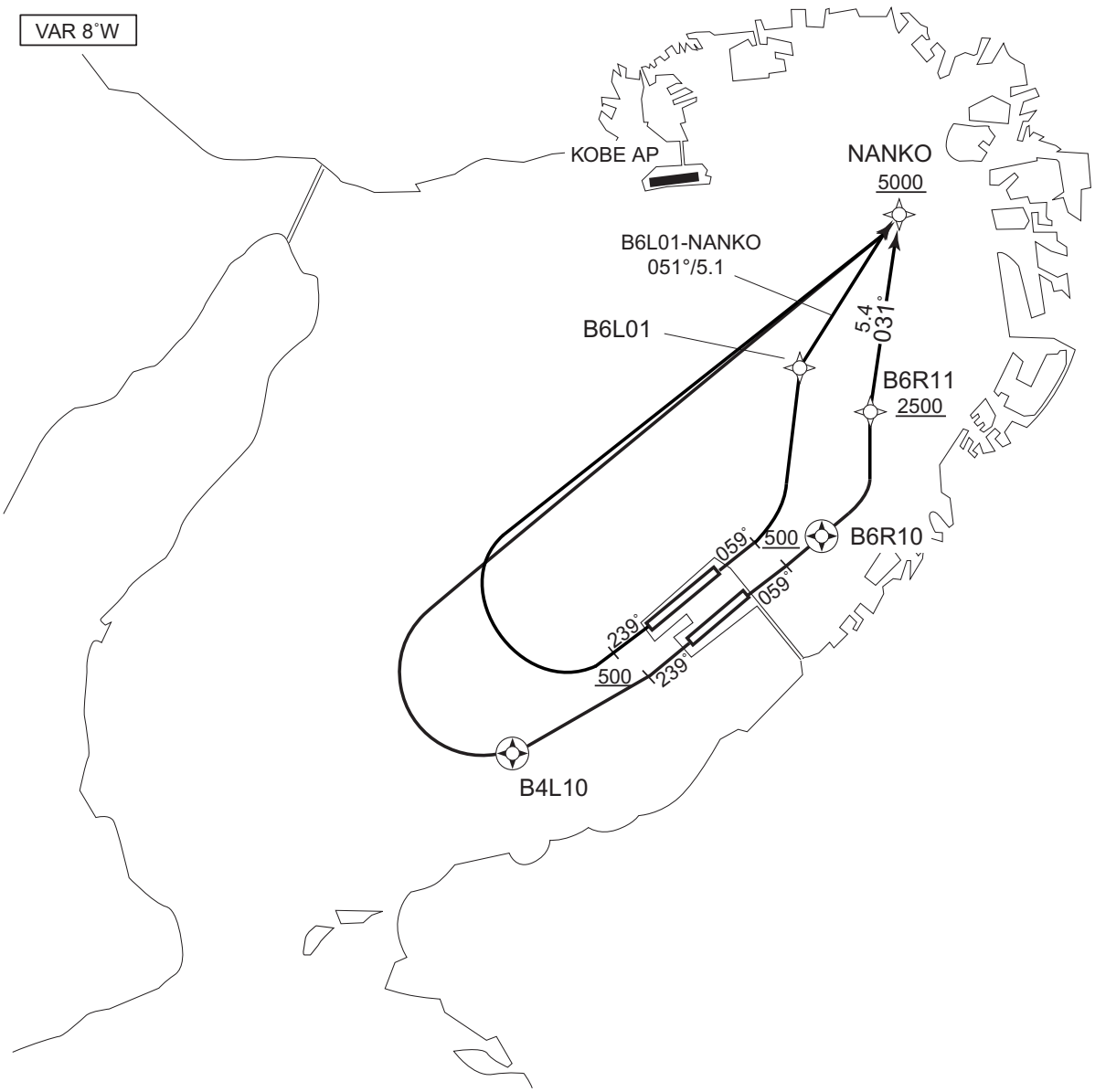
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

NANKO THREE DEPARTURE	RNP1

Note GNSS required.



RWY06R : Climb on HDG059˚ at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to NANKO at or above 5000FT.

RWY06L : Climb on HDG059˚ at or above 500FT, turn left direct to B6L01, to NANKO at or above 5000FT.

RWY24R : Climb on HDG239˚ at or above 500FT, turn right direct to NANKO at or above 5000FT.

RWY24L : Climb on HDG239˚ at or above 500FT, direct to B4L10, turn right direct to NANKO at or above 5000FT.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.

CHANGE : PROC renamed. PROC course. B6L01 established. B4R20, B6R13, B6L20 abolished. ALT restriction at NANKO. Note added. Navigation Specification.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

CHANGE : PROC renamed. PROC course. B6L01 established. B6R13, B6L20, B4R20 abolished. VAR. ALT restriction at NANKO. Navigation Specification. Waypoint Coordinates added.

NANKO THREE 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	–	–	059 (050.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	B6R10	Y	–	-8.1	–	–	–	–	–	RNP1
003	DF	B6R11	–	–	-8.1	–	L	+2500	–	–	RNP1
004	TF	NANKO	–	031 (023.3)	-8.1	5.4	–	+5000	–	–	RNP1

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	–	–	059 (050.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	B6L01	–	–	-8.1	–	L	–	–	–	RNP1
003	TF	NANKO	–	051 (043.4)	-8.1	5.1	–	+5000	–	–	RNP1

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	–	–	239 (230.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	NANKO	–	–	-8.1	–	R	+5000	–	–	RNP1

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	–	–	239 (230.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	B4L10	Y	–	-8.1	–	–	–	–	–	RNP1
003	DF	NANKO	–	–	-8.1	–	R	+5000	–	–	RNP1

Waypoint Coordinates

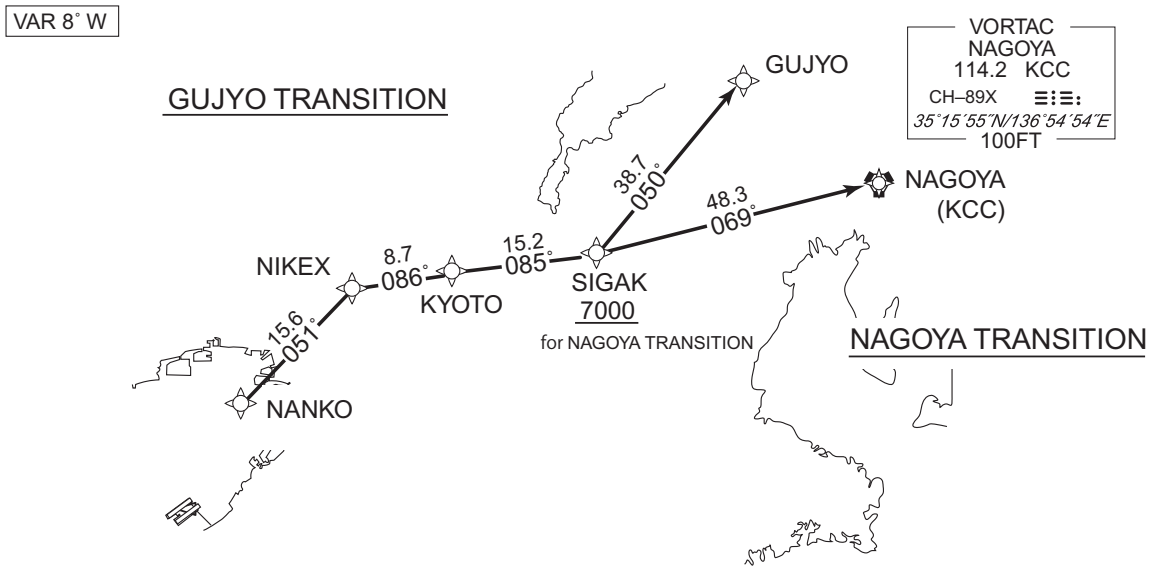
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
B6R10	*342759.6N / 1351746.0E*	B4L10	*342136.9N / 1350734.5E*
B6R11	*343140.8N / 1351845.1E*	NANKO	*343638.7N / 1352121.0E*
B6L01	*343258.4N / 1351708.1E*		

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL — RNAV TRANSITION

GUJYO TRANSITION / NAGOYA TRANSITION	RNP1

Note GNSS required.



GUJYO TRANSITION

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

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	—	—	-7.9	—	—	—	—	—	RNP1
002	TF	NIKEX	—	051 (043.4)	-7.9	15.6	—	—	—	—	RNP1
003	TF	KYOTO	—	086 (077.7)	-7.9	8.7	—	—	—	—	RNP1
004	TF	SIGAK	—	085 (077.4)	-7.9	15.2	—	—	—	—	RNP1
005	TF	GUJYO	—	050 (042.0)	-7.9	38.7	—	—	—	—	RNP1

NAGOYA TRANSITION

From NANKO, to NIKEX, to KYOTO, to SIGAK at or above 7000FT, to KCC.

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	—	—	-7.9	—	—	—	—	—	RNP1
002	TF	NIKEX	—	051 (043.4)	-7.9	15.6	—	—	—	—	RNP1
003	TF	KYOTO	—	086 (077.7)	-7.9	8.7	—	—	—	—	RNP1
004	TF	SIGAK	—	085 (077.4)	-7.9	15.2	—	+7000	—	—	RNP1
005	TF	KCC	—	069 (061.6)	-7.9	48.3	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
NANKO	*343638.7N / 1352121.0E*	SIGAK	*345307.7N / 1360252.7E*
NIKEX	*344758.7N / 1353424.9E*	GUJYO	*352150.5N / 1363438.5E*
KYOTO	*344949.7N / 1354448.8E*	KCC	*351555.0N / 1365453.7E*

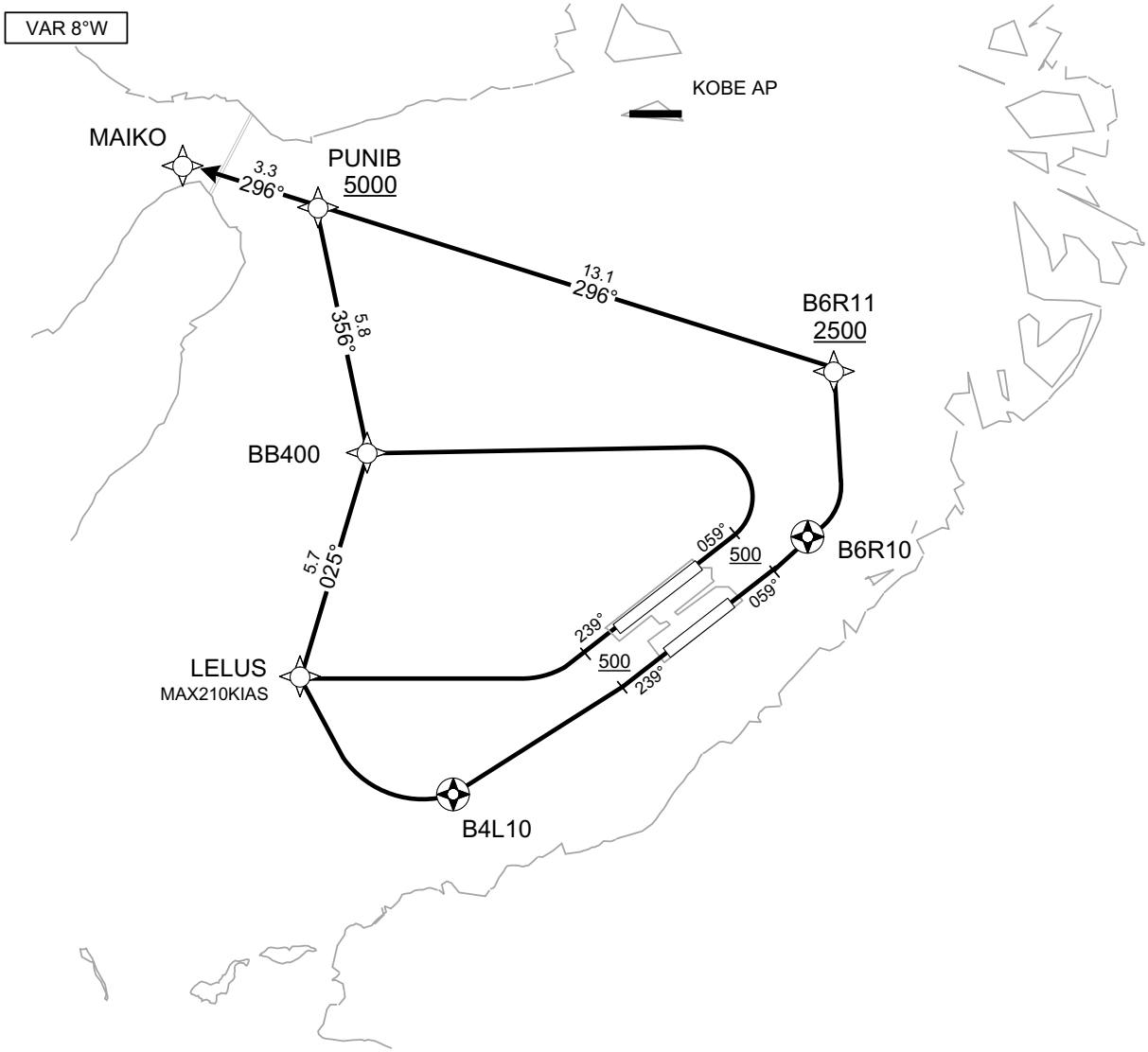
CHANGE : GUJYO TRANSITION, NIKEX established. SIGAK TRANSITION, OGURA abolished. Note. ALT restriction at SIGAK. Navigation Specification. Waypoint Coordinates added.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL — RNAV SID

RINKU ONE DEPARTURE	RNP1

Note GNSS required.



RWY06R : Climb on HDG059° at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to PUNIB at or above 5000FT, to MAIKO.

RWY06L : Climb on HDG059° at or above 500FT, turn left direct to BB400, to PUNIB at or above 5000FT, to MAIKO.

RWY24R : Climb on HDG239° at or above 500FT, turn right direct to LELUS, to BB400, to PUNIB at or above 5000FT, to MAIKO.

RWY24L : Climb on HDG239° at or above 500FT, direct to B4L10, turn right direct to LELUS, to BB400, to PUNIB at or above 5000FT, to MAIKO.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL RNAV SID

RINKU 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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B6R10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	B6R11	—	—	-8.1	—	L	+2500	—	—	RNP1
004	TF	PUNIB	—	296 (287.8)	-8.1	13.1	—	+5000	—	—	RNP1
005	TF	MAIKO	—	296 (287.7)	-8.1	3.3	—	—	—	—	RNP1

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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	BB400	—	—	-8.1	—	L	—	—	—	RNP1
003	TF	PUNIB	—	356 (347.7)	-8.1	5.8	—	+5000	—	—	RNP1
004	TF	MAIKO	—	296 (287.7)	-8.1	3.3	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	R	—	-210	—	RNP1
003	TF	BB400	—	025 (016.7)	-8.1	5.7	—	—	—	—	RNP1
004	TF	PUNIB	—	356 (347.7)	-8.1	5.8	—	+5000	—	—	RNP1
005	TF	MAIKO	—	296 (287.7)	-8.1	3.3	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B4L10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	LELUS	—	—	-8.1	—	R	—	-210	—	RNP1
004	TF	BB400	—	025 (016.7)	-8.1	5.7	—	—	—	—	RNP1
005	TF	PUNIB	—	356 (347.7)	-8.1	5.8	—	+5000	—	—	RNP1
006	TF	MAIKO	—	296 (287.7)	-8.1	3.3	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
B6R10	*342759.6N / 1351746.0E*	BB400	*343002.3N / 1350507.5E*
B6R11	*343140.8N / 1351845.1E*	PUNIB	*343539.8N / 1350337.8E*
B4L10	*342136.9N / 1350734.5E*	MAIKO	*343639.7N 1345949.1E*
LELUS	*342436.6N / 1350309.3E*		

CHANGE : New PROC.

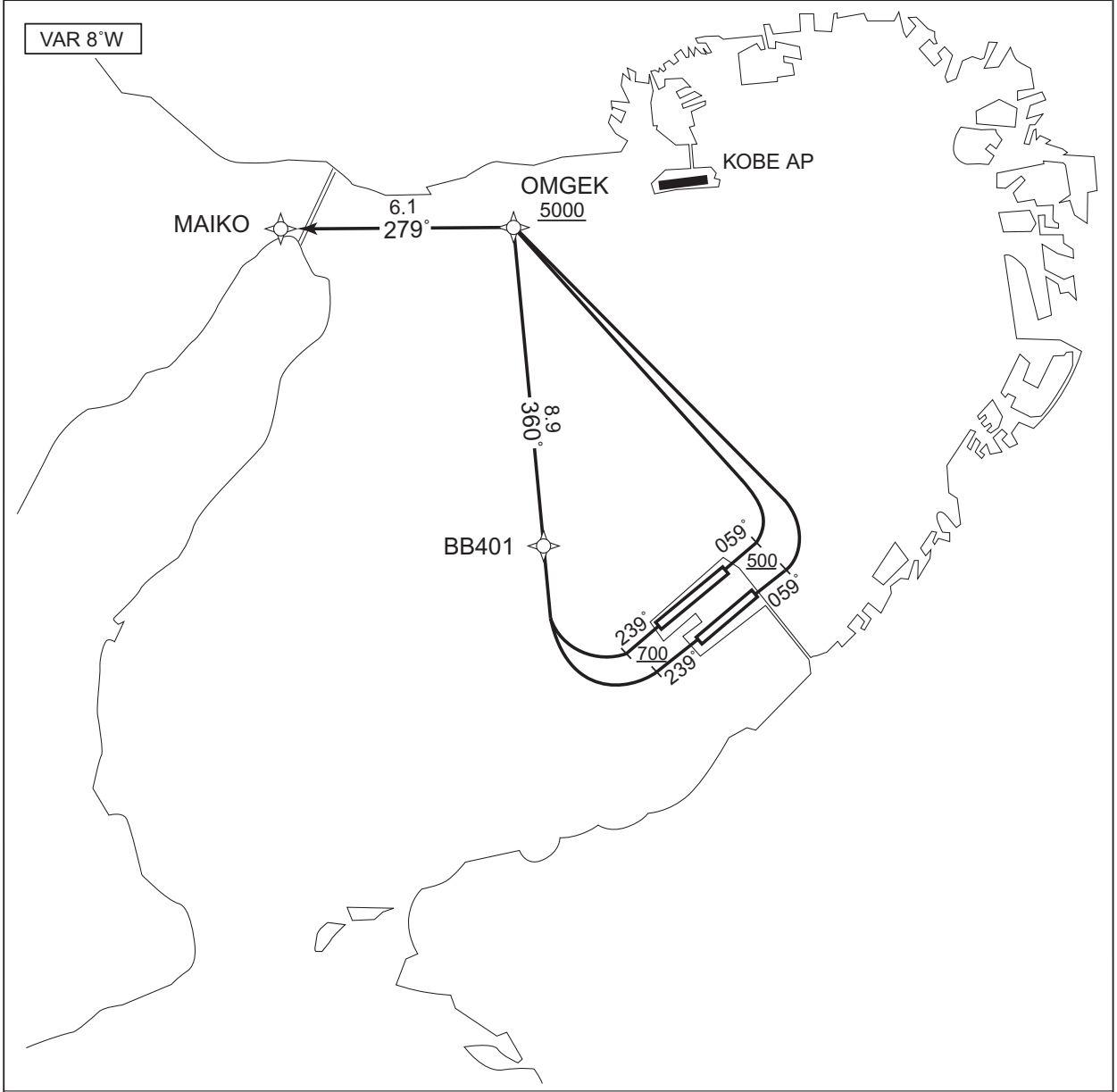
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

IWAYA THREE DEPARTURE	RNP1

Note GNSS required.



RWY06R : Climb on HDG059˚ at or above 500FT, turn left direct to OMGEK at or above 5000FT, to MAIKO.

RWY06L : Climb on HDG059˚ at or above 500FT, turn left direct to OMGEK at or above 5000FT, to MAIKO.

RWY24R : Climb on HDG239˚ at or above 700FT, turn right direct to BB401, to OMGEK at or above 5000FT, to MAIKO.

RWY24L : Climb on HDG239˚ at or above 700FT, turn right direct to BB401, to OMGEK at or above 5000FT, to MAIKO.

Note RWY06R/06L : 5.0% climb gradient required up to 500FT.
RWY24R/24L : 5.0% climb gradient required up to 700FT.

CHANGE : PROC renamed. PROC course. BB401, OMGEK established. BB430, HELEN abolished. Note added. Navigation Specification.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

CHANGE : PROC renamed. PROC course. BB401, OMGEK established. BB430, HELEN abolished. RWY06R, RWY06L Departure established. VAR. ALT restriction at OMGEK. Navigation Specification. Waypoint Coordinates added.

IWAYA THREE 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	–	–	059 (050.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	OMGEK	–	–	-8.1	–	L	+5000	–	–	RNP1
003	TF	MAIKO	–	279 (271.4)	-8.1	6.1	–	–	–	–	RNP1

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	–	–	059 (050.9)	-8.1	–	–	+500	–	–	RNP1
002	DF	OMGEK	–	–	-8.1	–	L	+5000	–	–	RNP1
003	TF	MAIKO	–	279 (271.4)	-8.1	6.1	–	–	–	–	RNP1

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	–	–	239 (230.9)	-8.1	–	–	+700	–	–	RNP1
002	DF	BB401	–	–	-8.1	–	R	–	–	–	RNP1
003	TF	OMGEK	–	360 (351.8)	-8.1	8.9	–	+5000	–	–	RNP1
004	TF	MAIKO	–	279 (271.4)	-8.1	6.1	–	–	–	–	RNP1

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	–	–	239 (230.9)	-8.1	–	–	+700	–	–	RNP1
002	DF	BB401	–	–	-8.1	–	R	–	–	–	RNP1
003	TF	OMGEK	–	360 (351.8)	-8.1	8.9	–	+5000	–	–	RNP1
004	TF	MAIKO	–	279 (271.4)	-8.1	6.1	–	–	–	–	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates
BB401	*342742.8N / 1350844.5E*
OMGEK	*343631.3N / 1350711.5E*
MAIKO	*343639.7N / 1345949.1E*

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

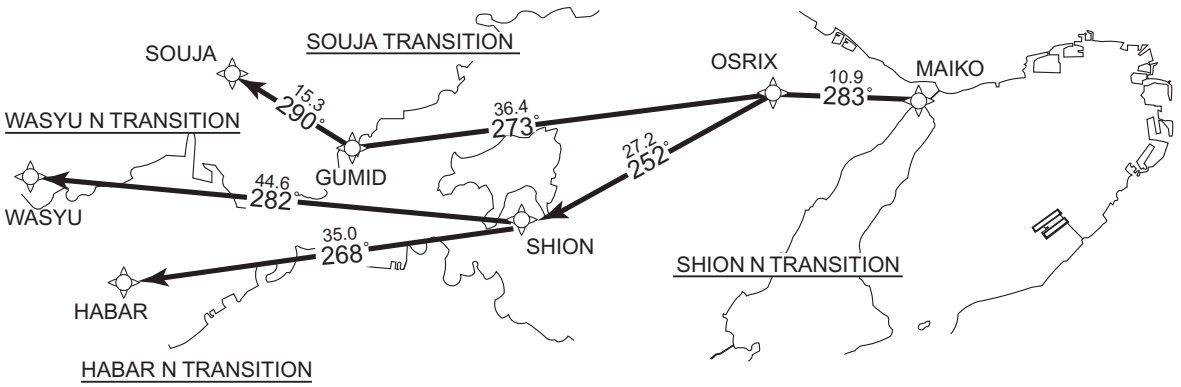
CHANGE : SHION N TRANSITION, WASYU N TRANSITION, HABAR N TRANSITION, OSRIX, GUMID established. PROC course. VAR.
SHION TRANSITION, WASYU TRANSITION, HABAR TRANSITION abolished. Navigation Specification.

SHION N TRANSITION / SOUJA TRANSITION
WASYU N TRANSITION / HABAR N TRANSITION

RNP1

Note GNSS required.

VAR 8° W



SHION N TRANSITION

From MAIKO, to OSRIX, to SHION.

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	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	OSRIX	—	283 (274.6)	-8.1	10.9	—	—	—	—	RNP1
003	TF	SHION	—	252 (244.3)	-8.1	27.2	—	—	—	—	RNP1

SOUJA TRANSITION

From MAIKO, to OSRIX, to GUMID, to SOUJA.

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	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	OSRIX	—	283 (274.6)	-8.1	10.9	—	—	—	—	RNP1
003	TF	GUMID	—	273 (265.3)	-8.1	36.4	—	—	—	—	RNP1
004	TF	SOUJA	—	290 (282.2)	-8.1	15.3	—	—	—	—	RNP1

WASYU N TRANSITION

From MAIKO, to OSRIX, to SHION, to WASYU.

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	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	OSRIX	—	283 (274.6)	-8.1	10.9	—	—	—	—	RNP1
003	TF	SHION	—	252 (244.3)	-8.1	27.2	—	—	—	—	RNP1
004	TF	WASYU	—	282 (273.6)	-8.1	44.6	—	—	—	—	RNP1

HABAR N TRANSITION

From MAIKO, to OSRIX, to SHION, to HABAR.

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	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	OSRIX	—	283 (274.6)	-8.1	10.9	—	—	—	—	RNP1
003	TF	SHION	—	252 (244.3)	-8.1	27.2	—	—	—	—	RNP1
004	TF	HABAR	—	268 (259.4)	-8.1	35.0	—	—	—	—	RNP1

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
MAIKO	*343639.7N / 1345949.1E*	SOUJA	*343738.6N / 1334422.5E*
OSRIX	*343731.5N / 1344639.1E*	WASYU	*342817.5N / 1332301.1E*
SHION	*342542.1N / 1341657.4E*	HABAR	*341909.7N / 1333519.6E*
GUMID	*343425.8N / 1340234.0E*		

CHANGE : Waypoint Coordinates added.

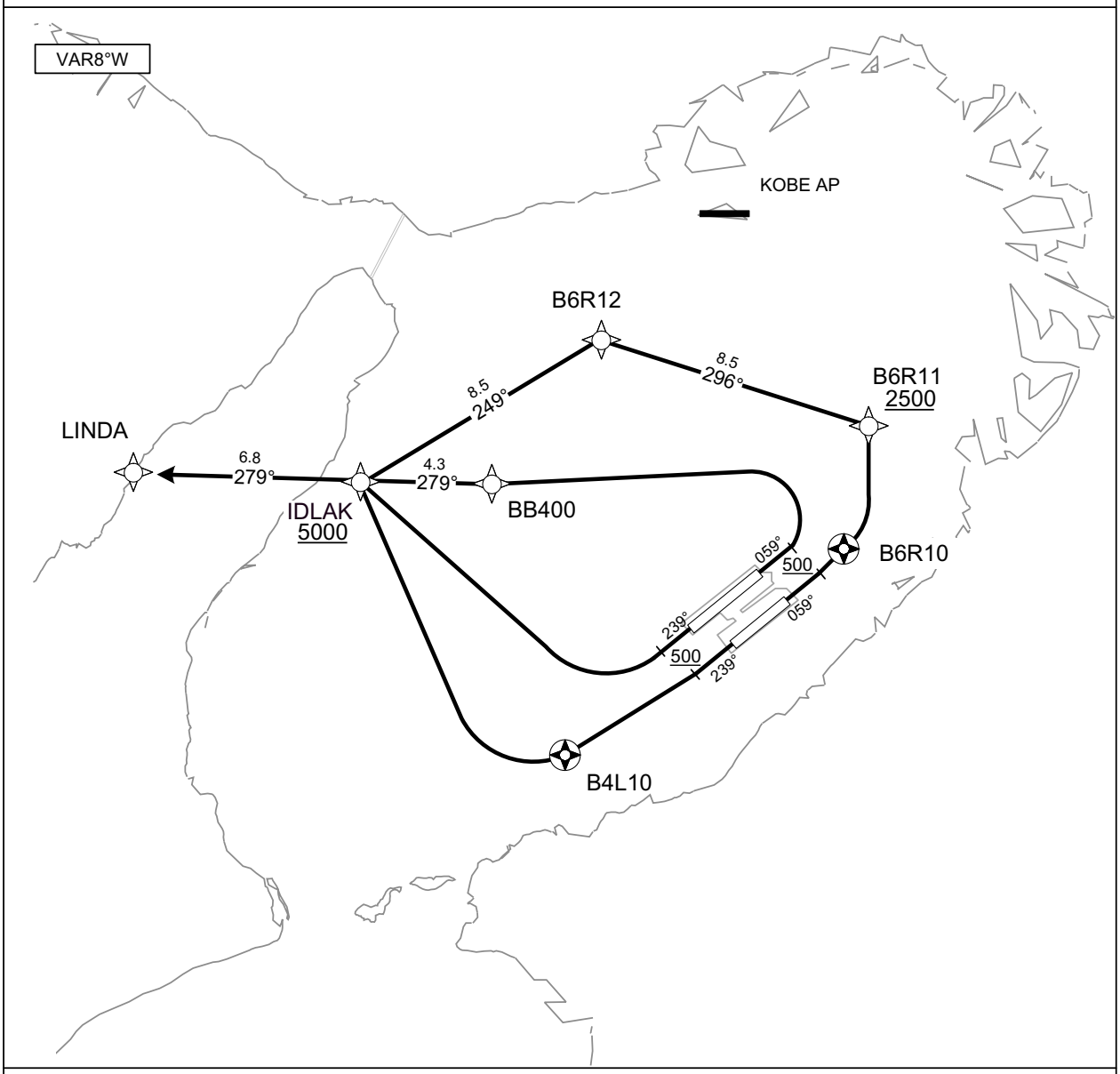
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

LINDA ONE DEPARTURE	RNP1

Note GNSS required.



RWY06R : Climb on HDG059° at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to B6R12, to IDLAK at or above 5000FT, to LINDA.

RWY06L : Climb on HDG059° at or above 500FT, turn left direct to BB400, to IDLAK at or above 5000FT, to LINDA.

RWY24R : Climb on HDG239° at or above 500FT, turn right direct to IDLAK at or above 5000FT, to LINDA.

RWY24L : Climb on HDG239° at or above 500FT, direct to B4L10, turn right direct to IDLAK at or above 5000FT, to LINDA.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL RNAV SID

LINDA 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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B6R10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	B6R11	—	—	-8.1	—	L	+2500	—	—	RNP1
004	TF	B6R12	—	296 (287.8)	-8.1	8.5	—	—	—	—	RNP1
005	TF	IDLAK	—	249 (240.6)	-8.1	8.5	—	+5000	—	—	RNP1
006	TF	LINDA	—	279 (271.4)	-8.1	6.8	—	—	—	—	RNP1

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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	BB400	—	—	-8.1	—	L	—	—	—	RNP1
003	TF	IDLAK	—	279 (270.9)	-8.1	4.3	—	+5000	—	—	RNP1
004	TF	LINDA	—	279 (271.4)	-8.1	6.8	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	IDLAK	—	—	-8.1	—	R	+5000	—	—	RNP1
003	TF	LINDA	—	279 (271.4)	-8.1	6.8	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B4L10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	IDLAK	—	—	-8.1	—	R	+5000	—	—	RNP1
004	TF	LINDA	—	279 (271.4)	-8.1	6.8	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
B6R10	*342759.6N / 1351746.0E*	B4L10	*342136.9N / 1350734.5E*
B6R11	*343140.8N / 1351845.1E*	IDLAK	*343006.2N / 1345953.0E*
B6R12	*343417.0N / 1350853.1E*	LINDA	*343015.8N / 1345140.1E*
BB400	*343002.3N / 1350507.5E*		

CHANGE : New PROC.

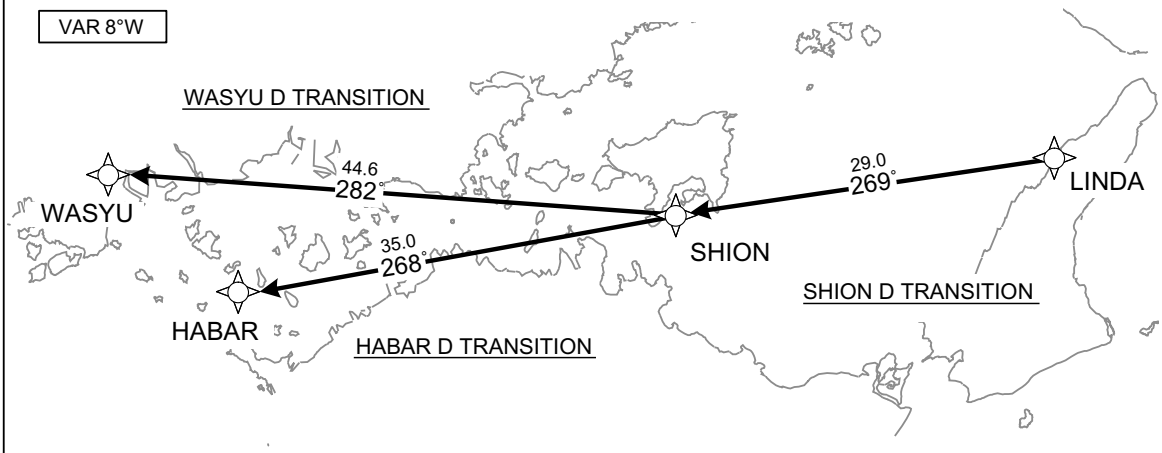
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV TRANSITION

SHION D TRANSITION / WASYU D TRANSITION / HABAR D TRANSITION	RNP1

Note GNSS required.



SHION D TRANSITION

From LINDA, to SHION.

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	LINDA	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	SHION	—	269 (261.1)	-8.1	29.0	—	—	—	—	RNP1

WASYU D TRANSITION

From LINDA, to SHION, to WASYU.

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	LINDA	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	SHION	—	269 (261.1)	-8.1	29.0	—	—	—	—	RNP1
003	TF	WASYU	—	282 (273.6)	-8.1	44.6	—	—	—	—	RNP1

HABAR D TRANSITION

From LINDA, to SHION, to HABAR.

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	LINDA	—	—	-8.1	—	—	—	—	—	RNP1
002	TF	SHION	—	269 (261.1)	-8.1	29.0	—	—	—	—	RNP1
003	TF	HABAR	—	268 (259.4)	-8.1	35.0	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
LINDA	*343015.8N / 1345140.1E*	WASYU	*342817.5N / 1332301.1E*
SHION	*342542.1N / 1341657.4E*	HABAR	*341909.7N / 1333519.6E*

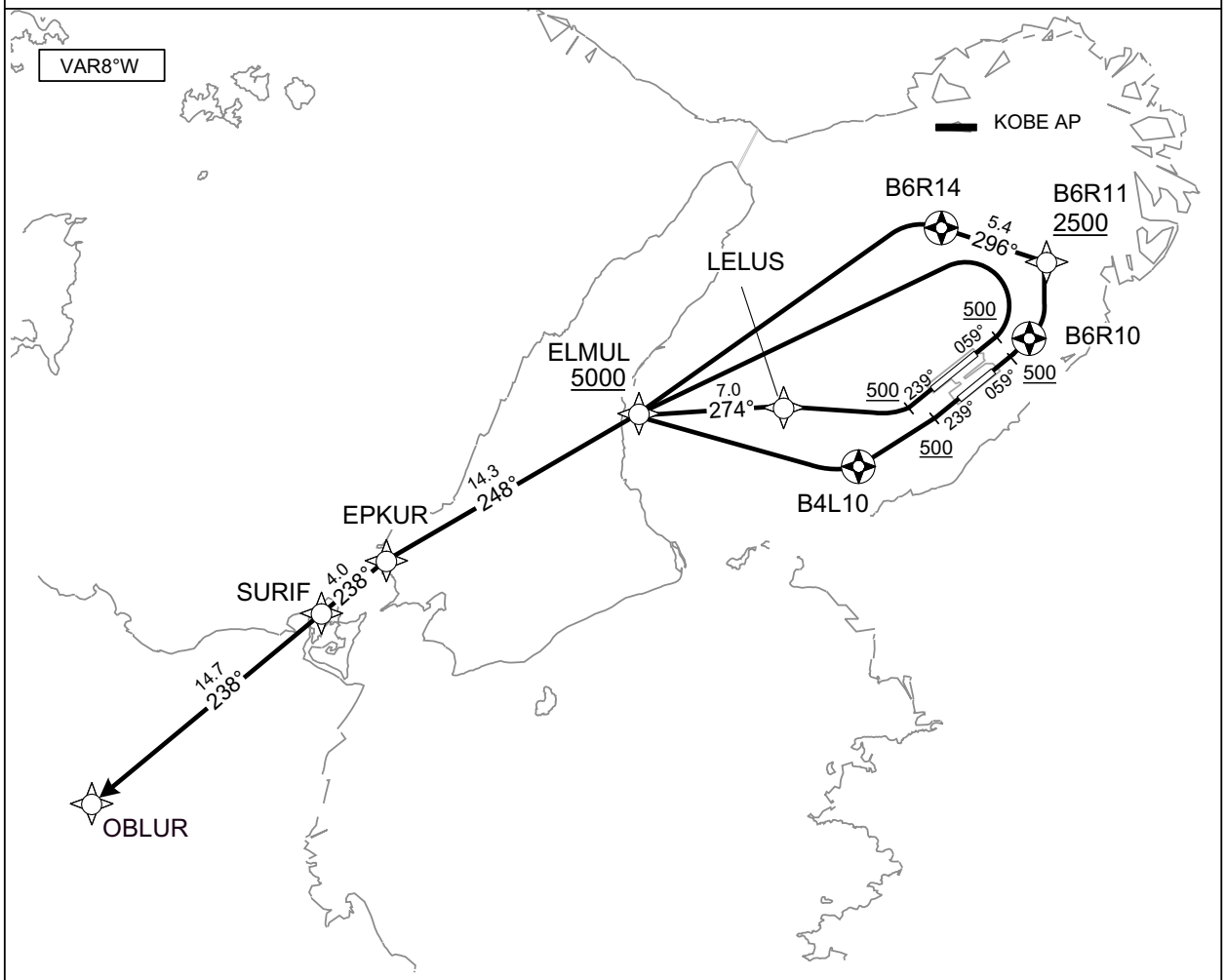
CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL — RNAV SID

OBLUR ONE DEPARTURE	RNP1

Note GNSS required.



RWY06R : Climb on HDG059° at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to B6R14, turn left direct to ELMUL at or above 5000FT, to EPKUR, to SURIF, to OBLUR.

RWY06L : Climb on HDG059° at or above 500FT, turn left direct to ELMUL at or above 5000FT, to EPKUR, to SURIF, to OBLUR.

RWY24R : Climb on HDG239° at or above 500FT, turn right direct to LELUS, to ELMUL at or above 5000FT, to EPKUR, to SURIF, to OBLUR.

RWY24L : Climb on HDG239° at or above 500FT, direct to B4L10, turn right direct to ELMUL at or above 5000FT, to EPKUR, to SURIF, to OBLUR.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

OBLUR 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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B6R10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	B6R11	—	—	-8.1	—	L	+2500	—	—	RNP1
004	TF	B6R14	Y	296 (287.8)	-8.1	5.4	—	—	—	—	RNP1
005	DF	ELMUL	—	—	-8.1	—	L	+5000	—	—	RNP1
006	TF	EPKUR	—	248 (240.1)	-8.1	14.3	—	—	—	—	RNP1
007	TF	SURIF	—	238 (230.0)	-8.1	4.0	—	—	—	—	RNP1
008	TF	OBLUR	—	238 (230.0)	-8.1	14.7	—	—	—	—	RNP1

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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	ELMUL	—	—	-8.1	—	L	+5000	—	—	RNP1
003	TF	EPKUR	—	248 (240.1)	-8.1	14.3	—	—	—	—	RNP1
004	TF	SURIF	—	238 (230.0)	-8.1	4.0	—	—	—	—	RNP1
005	TF	OBLUR	—	238 (230.0)	-8.1	14.7	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	R	—	—	—	RNP1
003	TF	ELMUL	—	274 (266.4)	-8.1	7.0	—	+5000	—	—	RNP1
004	TF	EPKUR	—	248 (240.1)	-8.1	14.3	—	—	—	—	RNP1
005	TF	SURIF	—	238 (230.0)	-8.1	4.0	—	—	—	—	RNP1
006	TF	OBLUR	—	238 (230.0)	-8.1	14.7	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B4L10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	ELMUL	—	—	-8.1	—	R	+5000	—	—	RNP1
004	TF	EPKUR	—	248 (240.1)	-8.1	14.3	—	—	—	—	RNP1
005	TF	SURIF	—	238 (230.0)	-8.1	4.0	—	—	—	—	RNP1
006	TF	OBLUR	—	238 (230.0)	-8.1	14.7	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
B6R10	*342759.6N / 1351746.0E*	ELMUL	*342410.0N / 1345444.1E*
B6R11	*343140.8N / 1351845.1E*	EPKUR	*341700.9N / 1343944.0E*
B6R14	*343320.1N / 1351229.1E*	SURIF	*341426.6N / 1343601.7E*
LELUS	*342436.6N / 1350309.3E*	OBLUR	*340459.0N / 1342227.0E*
B4L10	*342136.9N / 1350734.5E*		

CHANGE : New PROC.

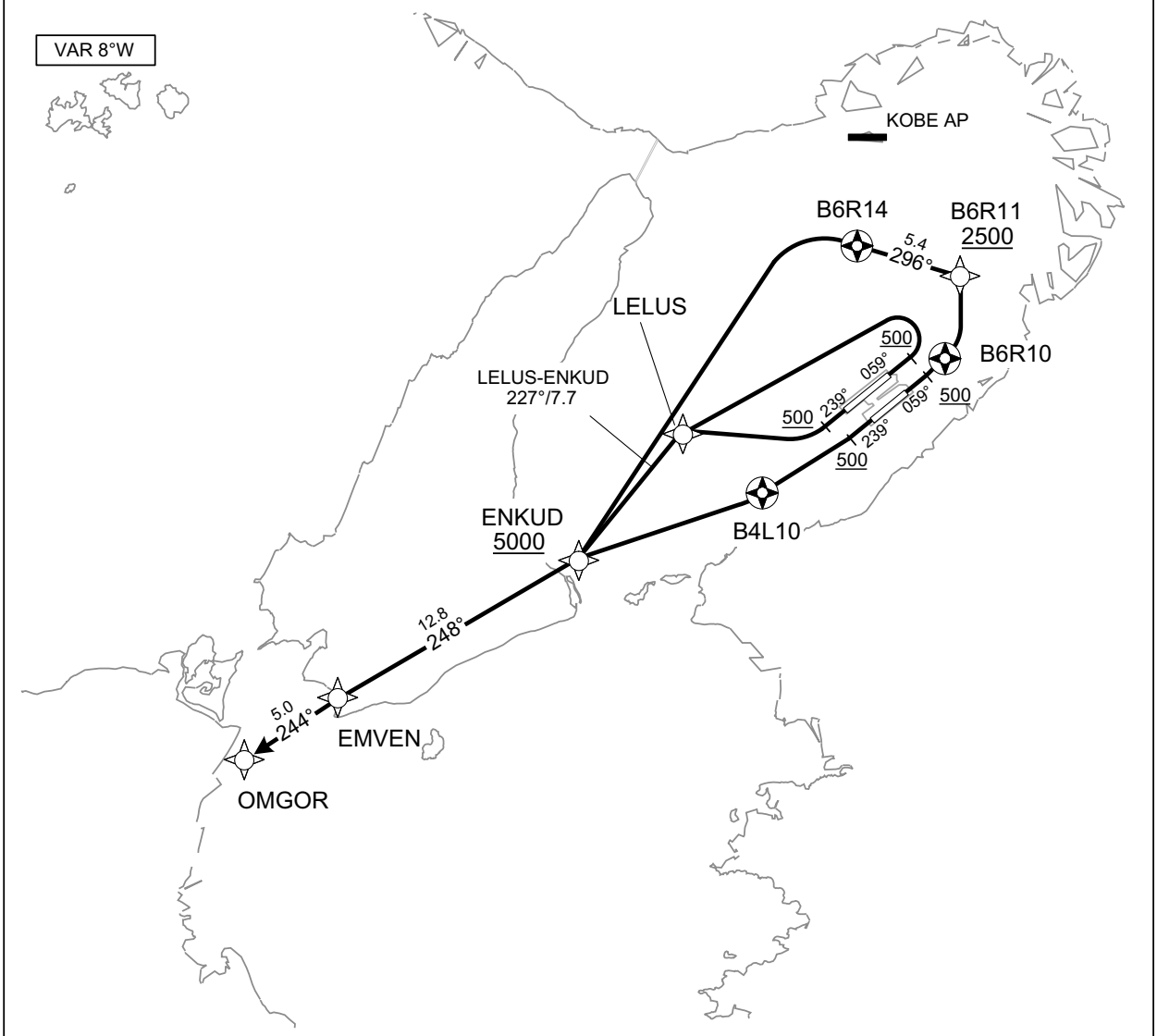
STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

OMGOR ONE DEPARTURE	RNP1

Note GNSS required.



RWY06R : Climb on HDG059° at or above 500FT, direct to B6R10, turn left direct to B6R11 at or above 2500FT, to B6R14, turn left direct to ENKUD at or above 5000FT, to EMVEN, to OMGOR.

RWY06L : Climb on HDG059° at or above 500FT, turn left direct to LELUS, to ENKUD at or above 5000FT, to EMVEN, to OMGOR.

RWY24R : Climb on HDG239° at or above 500FT, turn right direct to LELUS, to ENKUD at or above 5000FT, to EMVEN, to OMGOR.

RWY24L : Climb on HDG239° at or above 500FT, direct to B4L10, direct to ENKUD at or above 5000FT, to EMVEN, to OMGOR.

Note RWY06R/06L/24R/24L : 5.0% climb gradient required up to 500FT.

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV SID

OMGOR 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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B6R10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	B6R11	—	—	-8.1	—	L	+2500	—	—	RNP1
004	TF	B6R14	Y	296 (287.8)	-8.1	5.4	—	—	—	—	RNP1
005	DF	ENKUD	—	—	-8.1	—	L	+5000	—	—	RNP1
006	TF	EMVEN	—	248 (240.1)	-8.1	12.8	—	—	—	—	RNP1
007	TF	OMGOR	—	244 (235.6)	-8.1	5.0	—	—	—	—	RNP1

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	—	—	059 (050.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	L	—	—	—	RNP1
003	TF	ENKUD	—	227 (218.6)	-8.1	7.7	—	+5000	—	—	RNP1
004	TF	EMVEN	—	248 (240.1)	-8.1	12.8	—	—	—	—	RNP1
005	TF	OMGOR	—	244 (235.6)	-8.1	5.0	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	LELUS	—	—	-8.1	—	R	—	—	—	RNP1
003	TF	ENKUD	—	227 (218.6)	-8.1	7.7	—	+5000	—	—	RNP1
004	TF	EMVEN	—	248 (240.1)	-8.1	12.8	—	—	—	—	RNP1
005	TF	OMGOR	—	244 (235.6)	-8.1	5.0	—	—	—	—	RNP1

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	—	—	239 (230.9)	-8.1	—	—	+500	—	—	RNP1
002	DF	B4L10	Y	—	-8.1	—	—	—	—	—	RNP1
003	DF	ENKUD	—	—	-8.1	—	—	+5000	—	—	RNP1
004	TF	EMVEN	—	248 (240.1)	-8.1	12.8	—	—	—	—	RNP1
005	TF	OMGOR	—	244 (235.6)	-8.1	5.0	—	—	—	—	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
B6R10	*342759.6N / 1351746.0E*	B4L10	*342136.9N / 1350734.5E*
B6R11	*343140.8N / 1351845.1E*	ENKUD	*341833.8N / 1345719.3E*
B6R14	*343320.1N / 1351229.1E*	EMVEN	*341209.7N / 1344353.3E*
LELUS	*342436.6N / 1350309.3E*	OMGOR	*340920.3N / 1343854.4E*

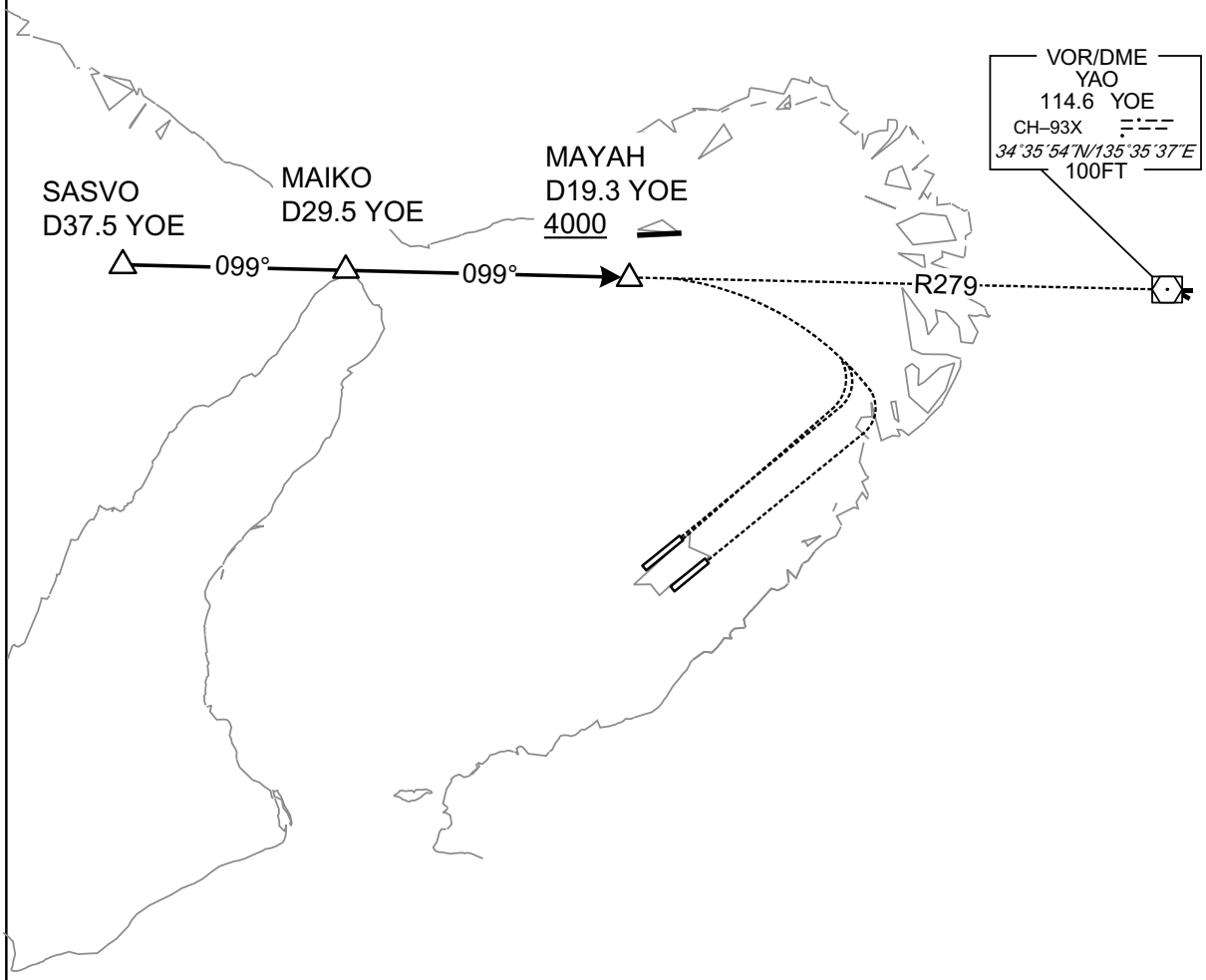
CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL STAR

SASVO ARRIVAL

From over SASVO, proceed via YOE R279 to MAYAH via MAIKO.
Cross MAYAH at or above 4000FT.



CHANGE : New PROC.

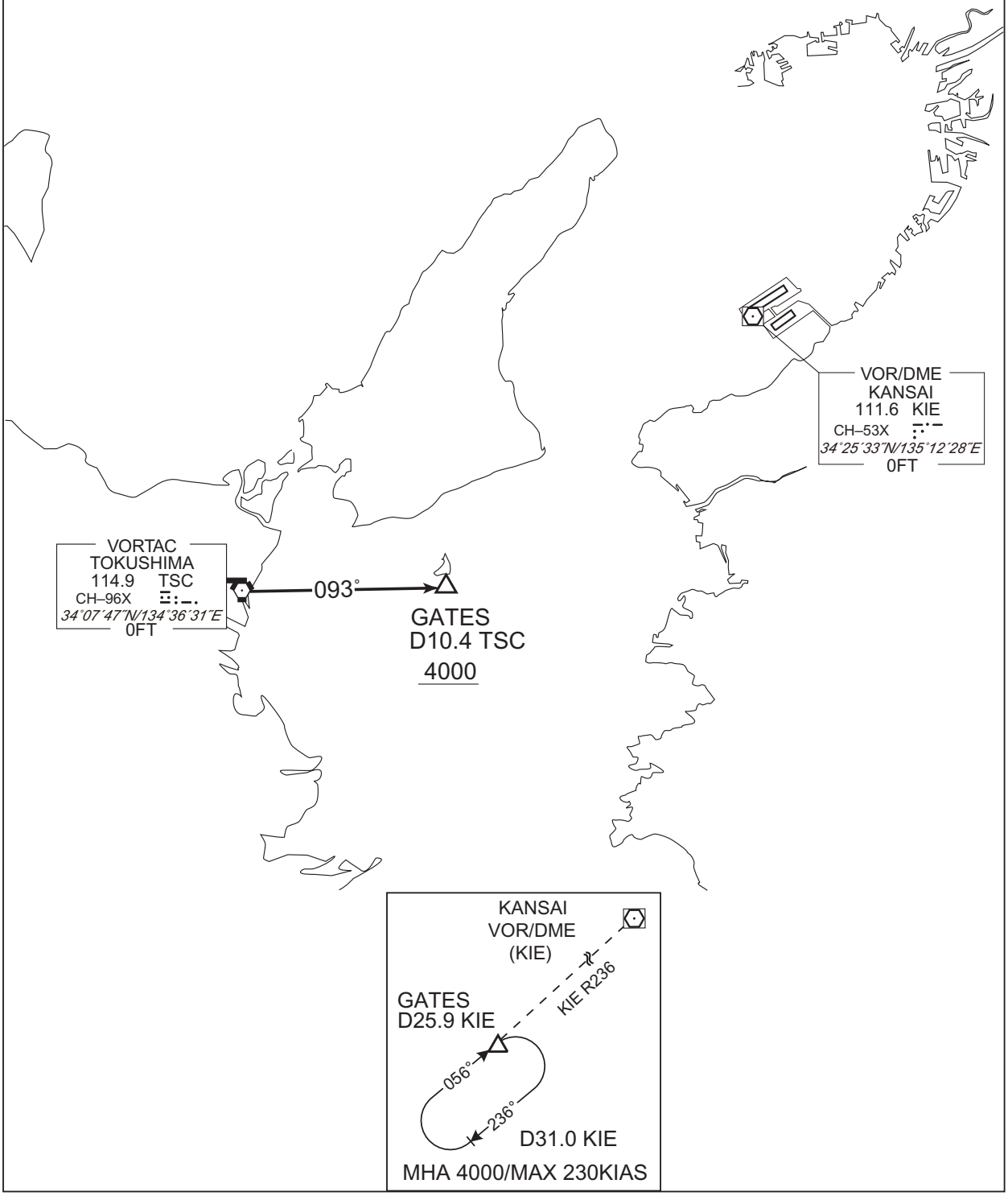
STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

STAR

TOKUSHIMA ARRIVAL

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



CHANGE : New PROC.

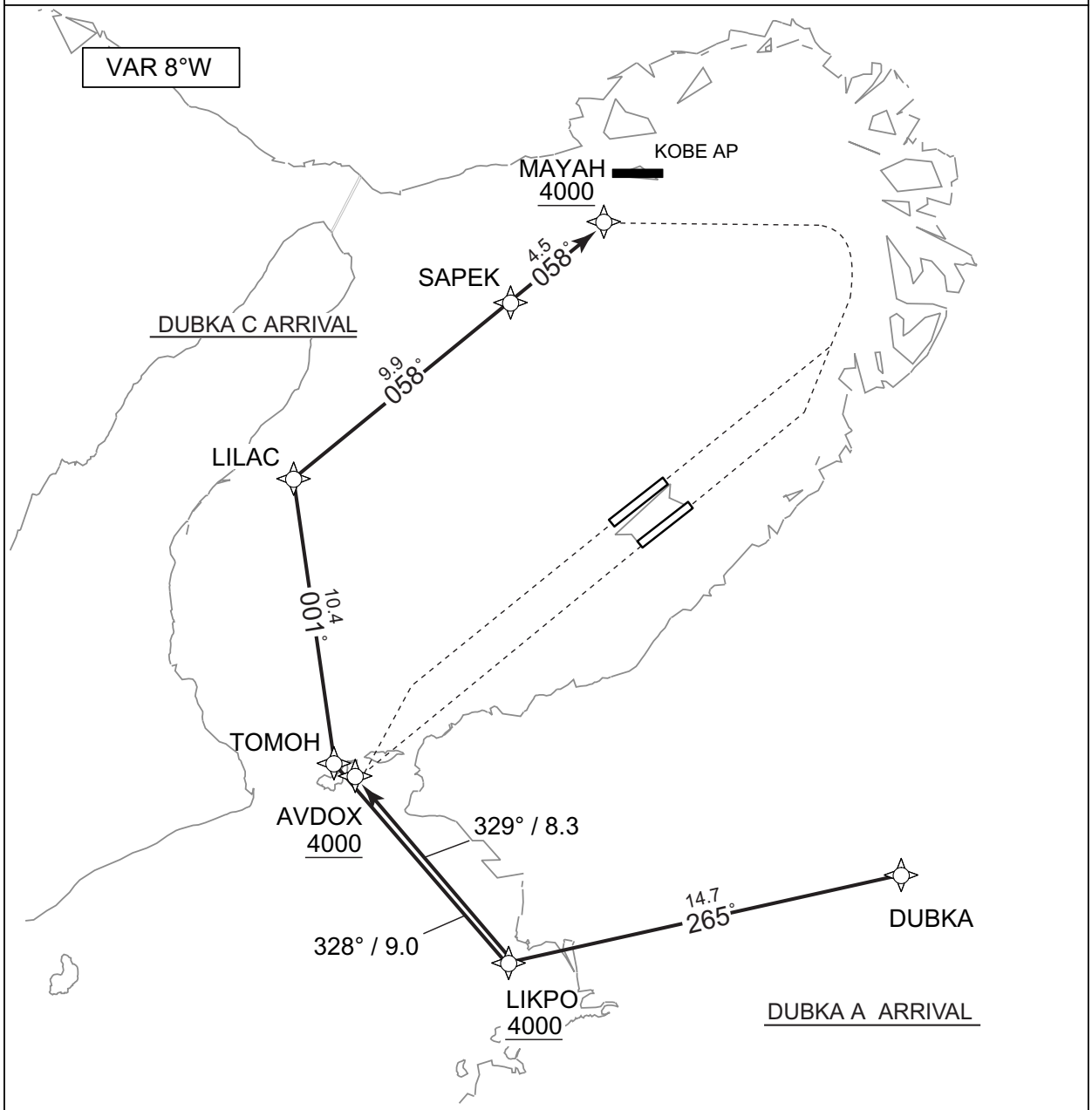
STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR

DUBKA A ARRIVAL DUBKA C ARRIVAL	RNP1

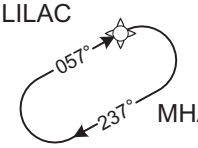
Note GNSS required.



MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

LILAC

NOT TO SCALE



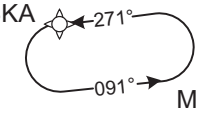
MHA 3000

1MIN(at or below FL140)
1.5MIN(above FL140)

NOT TO SCALE

MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

DUBKA



MHA 8000

1MIN(at or below FL140)
1.5MIN(above FL140)

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR

DUBKA A ARRIVAL

From DUBKA, to LIKPO at or above 4000FT, to AVDOX at or above 4000FT.

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	DUBKA	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	LIKPO	–	265 (257.3)	-8.1	14.7	–	+4000	–	–	RNP1
003	TF	AVDOX	–	329 (321.1)	-8.1	8.3	–	+4000	–	–	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	DUBKA	271 (262.6)	-8.1	1.0(-14000) 1.5(+14001)	L	8000	–	-230(-14000) -240(+14001)	RNP1

DUBKA C ARRIVAL

From DUBKA, to LIKPO at or above 4000FT, to TOMOH, to LILAC, to SAPEK, to MAYAH at or above 4000FT.

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	DUBKA	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	LIKPO	–	265 (257.3)	-8.1	14.7	–	+4000	–	–	RNP1
003	TF	TOMOH	–	328 (320.4)	-8.1	9.0	–	–	–	–	RNP1
004	TF	LILAC	–	001 (352.6)	-8.1	10.4	–	–	–	–	RNP1
005	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
006	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	DUBKA	271 (262.6)	-8.1	1.0(-14000) 1.5(+14001)	L	8000	–	-230(-14000) -240(+14001)	RNP1
Hold	LILAC	057 (049.0)	-8.1	1.0(-14000) 1.5(+14001)	R	3000	–	-230(-14000) -240(+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DUBKA	*341309.4N / 1352433.9E*	LILAC	*342710.7N / 1345842.0E*
LIKPO	*340955.3N / 1350715.9E*	SAPEK	*343331.6N / 1350758.6E*
AVDOX	*341624.1N / 1350055.5E*	MAYAH	*343623.7N / 1351211.0E*
TOMOH	*341649.6N / 1350020.3E*		

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

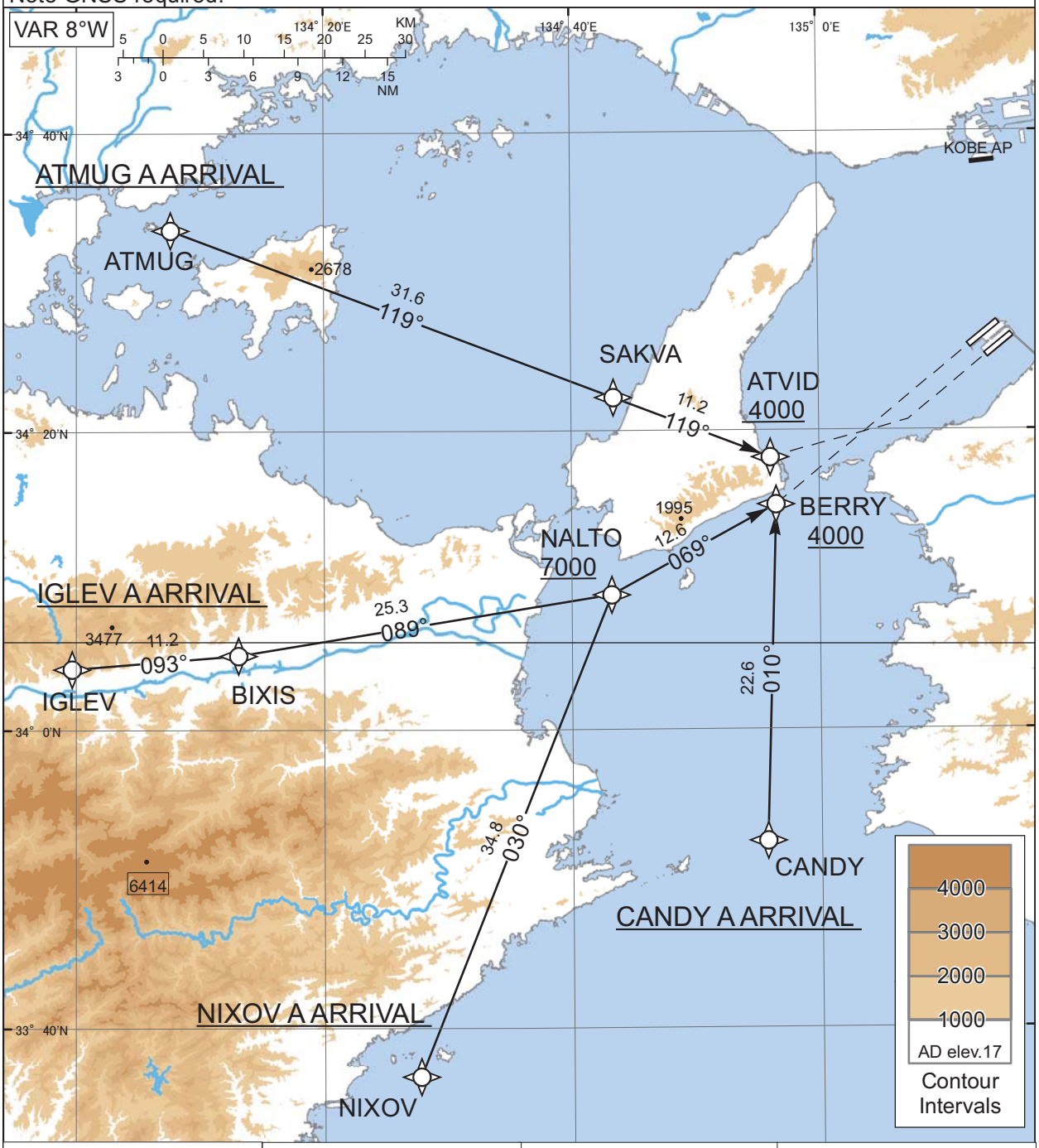
RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

CANDY A ARRIVAL / NIXOV A ARRIVAL
IGLEV A ARRIVAL / ATMUG A ARRIVAL

RNP1

Note GNSS required.



CHANGE : New PROC.

1MIN(at or below FL140)
1.5MIN(above FL140)
NOT TO SCALE
001°
181°
ATMUG
MHA 10000
MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

1MIN(at or below FL140)
1.5MIN(above FL140)
NOT TO SCALE
273°
093°
IGLEV
MHA 11000
MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

1MIN(at or below FL140)
1.5MIN(above FL140)
244°
064°
NIXOV
MHA 9000
NOT TO SCALE
MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)
CANDY
MHA 9000
322°
142°
NOT TO SCALE
1MIN(at or below FL140)
1.5MIN(above FL140)

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

CANDY A ARRIVAL

From CANDY, to BERRY at or above 4000FT.

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	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	BERRY	-	010 (001.7)	-8.1	22.6	-	+4000	-	-	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	CANDY	322 (314.0)	-8.1	1.0 (-14000) 1.5 (+14001)	L	9000	-	-230 (-14000) -240 (+14001)	RNP1

NIXOV A ARRIVAL

From NIXOV, to NALTO at or above 7000FT, to BERRY at or above 4000FT.

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	NIXOV	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	NALTO	-	030 (021.7)	-8.1	34.8	-	+7000	-	-	RNP1
003	TF	BERRY	-	069 (061.2)	-8.1	12.6	-	+4000	-	-	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	NIXOV	064 (055.4)	-8.1	1.0 (-14000) 1.5 (+14001)	L	9000	-	-230 (-14000) -240 (+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

IGLEV A ARRIVAL

From IGLEV, to BIXIS, to NALTO at or above 7000FT, to BERRY at or above 4000FT.

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	IGLEV	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	BIXIS	-	093 (085.3)	-8.1	11.2	-	-	-	-	RNP1
003	TF	NALTO	-	089 (080.7)	-8.1	25.3	-	+7000	-	-	RNP1
004	TF	BERRY	-	069 (061.2)	-8.1	12.6	-	+4000	-	-	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	IGLEV	093 (085.2)	-8.1	1.0 (-14000) 1.5 (+14001)	L	11000	-	-230 (-14000) -240 (+14001)	RNP1

ATMUG A ARRIVAL

From ATMUG, to SAKVA, to ATVID at or above 4000FT.

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	ATMUG	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	SAKVA	-	119 (110.7)	-8.1	31.6	-	-	-	-	RNP1
003	TF	ATVID	-	119 (111.1)	-8.1	11.2	-	+4000	-	-	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	ATMUG	181 (172.5)	-8.1	1.0 (-14000) 1.5 (+14001)	R	10000	-	-230 (-14000) -240 (+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
CANDY	*335229.8N / 1345541.8E*	ATMUG	*343330.0N / 1340737.4E*
NIXOV	*333644.5N / 1342743.1E*	SAKVA	*342213.8N / 1344325.4E*
IGLEV	*340405.2N / 1335940.5E*	ATVID	*341811.4N / 1345605.1E*
BIXIS	*340459.0N / 1341305.7E*		
NALTO	*340900.6N / 1344313.3E*		
BERRY	*341502.0N / 1345631.6E*		

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL — RNAV STAR RWY06L/06R

DUBKA B ARRIVAL / EVERT B ARRIVAL / NIXOV B ARRIVAL	RNP1

Note GNSS required.

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

DUBKA B ARRIVAL

From DUBKA, to LIKPO, to BOTRA, to BIKLO at 10000FT, to BB650, to BB651, to BB652, to APORA at 10000FT, to NALTO at or above 7000FT, to BERRY at or above 4000FT.

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	DUBKA	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	LIKPO	-	265 (257.3)	-8.1	14.7	-	-	-	-	RNP1
003	TF	BOTRA	-	219 (211.2)	-8.1	29.6	-	-	-	-	RNP1
004	TF	BIKLO	-	278 (269.7)	-8.1	11.4	-	10000	230	-	RNP1
005	TF	BB650	-	344 (335.5)	-8.1	8.6	-	-	-	-	RNP1
006	TF	BB651	-	321 (313.0)	-8.1	7.6	-	-	-	-	RNP1
007	TF	BB652	-	343 (335.4)	-8.1	7.6	-	-	-	-	RNP1
008	TF	APORA	-	006 (357.7)	-8.1	7.6	-	10000	230	-	RNP1
009	TF	NALTO	-	107 (099.0)	-8.1	19.5	-	+7000	-	-	RNP1
010	TF	BERRY	-	069 (061.2)	-8.1	12.6	-	+4000	-	-	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	DUBKA	271 (262.6)	-8.1	1.0 (-14000) 1.5 (+14001)	L	10000	-	-230 (-14000) -240 (+14001)	RNP1
Hold	BOTRA	278 (269.8)	-8.1	1.0 (-14000) 1.5 (+14001)	L	10000	-	-230 (-14000) -240 (+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

EVERT B ARRIVAL

From EVERT, to BOTRA, to BIKLO at 10000FT, to BB650, to BB651, to BB652, to APORA at 10000FT, to NALTO at or above 7000FT, to BERRY at or above 4000FT.

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	EVERT	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	BOTRA	-	296 (288.3)	-8.1	16.8	-	-	-	-	RNP1
003	TF	BIKLO	-	278 (269.7)	-8.1	11.4	-	10000	230	-	RNP1
004	TF	BB650	-	344 (335.5)	-8.1	8.6	-	-	-	-	RNP1
005	TF	BB651	-	321 (313.0)	-8.1	7.6	-	-	-	-	RNP1
006	TF	BB652	-	343 (335.4)	-8.1	7.6	-	-	-	-	RNP1
007	TF	APORA	-	006 (357.7)	-8.1	7.6	-	10000	230	-	RNP1
008	TF	NALTO	-	107 (099.0)	-8.1	19.5	-	+7000	-	-	RNP1
009	TF	BERRY	-	069 (061.2)	-8.1	12.6	-	+4000	-	-	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	BOTRA	278 (269.8)	-8.1	1.0 (-14000) 1.5 (+14001)	L	10000	-	-230 (-14000) -240 (+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

NIXOV B ARRIVAL

From NIXOV, to BIKLO at 10000FT, to BB650, to BB651, to BB652, to APORA at 10000FT, to NALTO at or above 7000FT, to BERRY at or above 4000FT.

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	NIXOV	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	BIKLO	-	047 (038.5)	-8.1	10.0	-	10000	230	-	RNP1
003	TF	BB650	-	344 (335.5)	-8.1	8.6	-	-	-	-	RNP1
004	TF	BB651	-	321 (313.0)	-8.1	7.6	-	-	-	-	RNP1
005	TF	BB652	-	343 (335.4)	-8.1	7.6	-	-	-	-	RNP1
006	TF	APORA	-	006 (357.7)	-8.1	7.6	-	10000	230	-	RNP1
007	TF	NALTO	-	107 (099.0)	-8.1	19.5	-	+7000	-	-	RNP1
008	TF	BERRY	-	069 (061.2)	-8.1	12.6	-	+4000	-	-	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	NIXOV	064 (055.4)	-8.1	1.0 (-14000) 1.5 (+14001)	L	10000	-	-230 (-14000) -240 (+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DUBKA	*341309.4N / 1352433.9E*	BB650	*335222.2N / 1343055.0E*
LIKPO	*340955.3N / 1350715.9E*	BB651	*335732.9N / 1342412.3E*
EVERT	*333925.1N / 1350759.1E*	BB652	*340428.4N / 1342022.2E*
BOTRA	*334438.7N / 1344851.0E*	APORA	*341205.5N / 1342000.2E*
NIXOV	*333644.5N / 1342743.1E*	NALTO	*340900.6N / 1344313.3E*
BIKLO	*334434.0N / 1343512.4E*	BERRY	*341502.0N / 1345631.6E*

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

IGLEV B ARRIVAL
ATMUG B ARRIVAL

RNP1

Note GNSS required.

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY06L/06R

IGLEV B ARRIVAL

From IGLEV, to BIXIS at 12000FT, to BB653, to BB654, to BB655, to IGDIN at 12000FT, to NALTO at or above 7000FT, to BERRY at or above 4000FT.

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	IGLEV	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	BIXIS	-	093 (085.3)	-8.1	11.2	-	12000	230	-	RNP1
003	TF	BB653	-	097 (088.7)	-8.1	8.9	-	-	-	-	RNP1
004	TF	BB654	-	163 (155.4)	-8.1	6.5	-	-	-	-	RNP1
005	TF	BB655	-	141 (132.9)	-8.1	6.4	-	-	-	-	RNP1
006	TF	IGDIN	-	119 (110.4)	-8.1	6.4	-	12000	230	-	RNP1
007	TF	NALTO	-	017 (009.1)	-8.1	16.5	-	+7000	-	-	RNP1
008	TF	BERRY	-	069 (061.2)	-8.1	12.6	-	+4000	-	-	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	IGLEV	093 (085.2)	-8.1	1.0 (-14000) 1.5 (+14001)	L	12000	-	-230 (-14000) -240 (+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL RNAV STAR RWY06L/06R

ATMUG B ARRIVAL

From ATMUG, to BIXUR at 11000FT, to BB656, to BB657, to BB658, to BB659, to ISNES at 11000FT, to NALTO at or above 7000FT, to BERRY at or above 4000FT.

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	ATMUG	-	-	-8.1	-	-	-	-	-	RNP1
002	TF	BIXUR	-	158 (149.4)	-8.1	15.6	-	11000	230	-	RNP1
003	TF	BB656	-	163 (155.3)	-8.1	9.1	-	-	-	-	RNP1
004	TF	BB657	-	186 (177.7)	-8.1	7.0	-	-	-	-	RNP1
005	TF	BB658	-	163 (155.3)	-8.1	7.0	-	-	-	-	RNP1
006	TF	BB659	-	141 (132.9)	-8.1	7.0	-	-	-	-	RNP1
007	TF	ISNES	-	119 (110.4)	-8.1	7.0	-	11000	230	-	RNP1
008	TF	NALTO	-	017 (009.1)	-8.1	18.0	-	+7000	-	-	RNP1
009	TF	BERRY	-	069 (061.2)	-8.1	12.6	-	+4000	-	-	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	BIXUR	158 (149.5)	-8.1	1.0 (-14000) 1.5 (+14001)	R	11000	-	-230 (-14000) -240 (+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
IGLEV	*340405.2N / 1335940.5E*	BB656	*341151.4N / 1342147.5E*
BIXIS	*340459.0N / 1341305.7E*	BB657	*340449.4N / 1342207.5E*
BB653	*340510.5N / 1342352.9E*	BB658	*335825.9N / 1342539.9E*
BB654	*335918.9N / 1342707.5E*	BB659	*335339.0N / 1343151.6E*
BB655	*335455.8N / 1343248.3E*	ISNES	*335112.0N / 1343946.3E*
IGDIN	*335241.1N / 1344003.5E*	NALTO	*340900.6N / 1344313.3E*
ATMUG	*343330.0N / 1340737.4E*	BERRY	*341502.0N / 1345631.6E*
BIXUR	*342006.7N / 1341711.9E*		

CHANGE : New PROC.

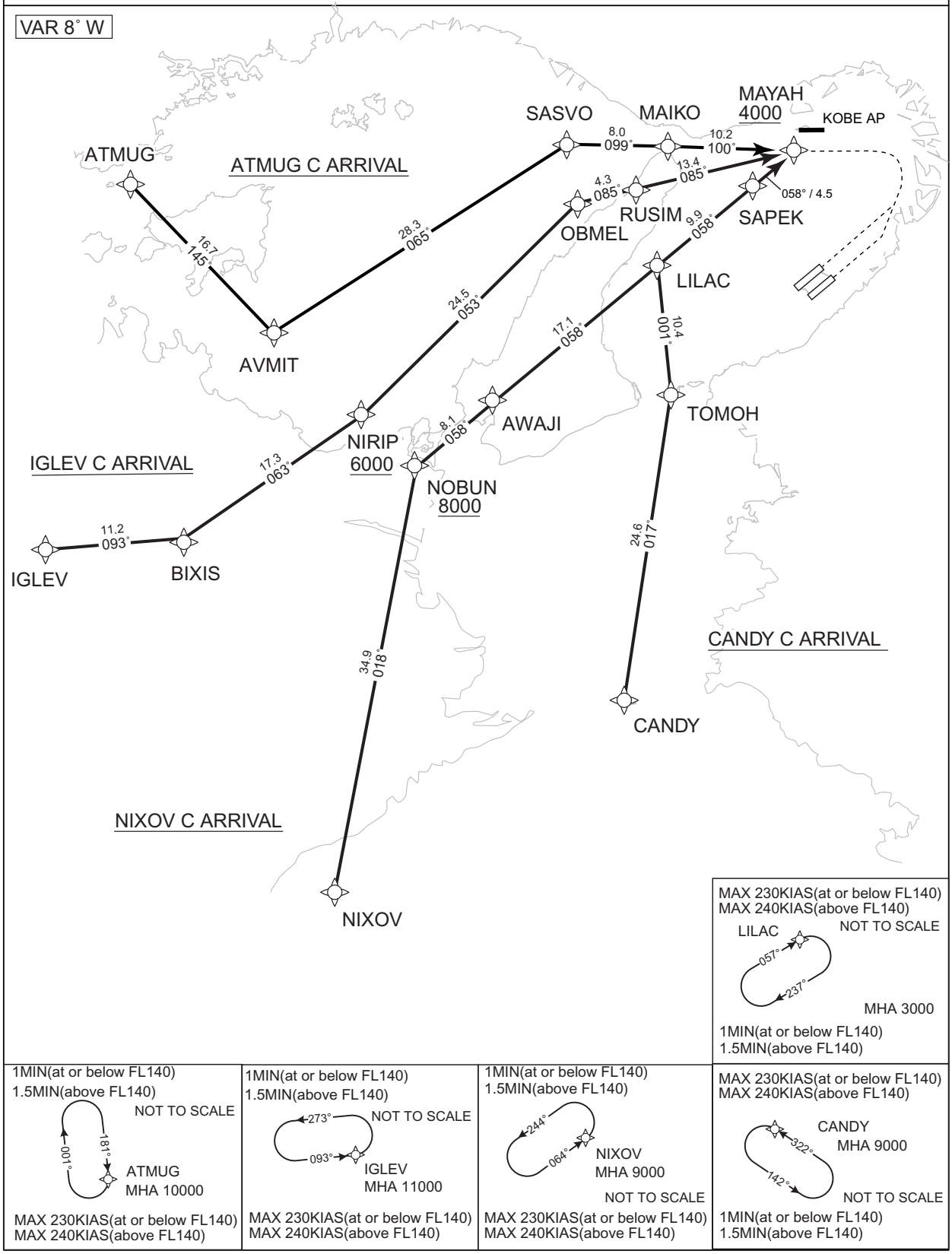
STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

CANDY C ARRIVAL / NIXOV C ARRIVAL IGLEV C ARRIVAL / ATMUG C ARRIVAL	RNP1

Note GNSS required.



CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

CANDY C ARRIVAL

From CANDY, to TOMOH, to LILAC, to SAPEK, to MAYAH at or above 4000FT.

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	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	TOMOH	–	017 (009.0)	-8.1	24.6	–	–	–	–	RNP1
003	TF	LILAC	–	001 (352.6)	-8.1	10.4	–	–	–	–	RNP1
004	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
005	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	CANDY	322 (314.0)	-8.1	1.0(-14000) 1.5(+14001)	L	9000	–	-230(-14000) -240(+14001)	RNP1
Hold	LILAC	057 (049.0)	-8.1	1.0(-14000) 1.5(+14001)	R	3000	–	-230(-14000) -240(+14001)	RNP1

NIXOV C ARRIVAL

From NIXOV, to NOBUN at or above 8000FT, to AWAJI, to LILAC, to SAPEK, to MAYAH at or above 4000FT.

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	NIXOV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	NOBUN	–	018 (010.4)	-8.1	34.9	–	+8000	–	–	RNP1
003	TF	AWAJI	–	058 (050.0)	-8.1	8.1	–	–	–	–	RNP1
004	TF	LILAC	–	058 (050.1)	-8.1	17.1	–	–	–	–	RNP1
005	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
006	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	NIXOV	064 (055.4)	-8.1	1.0(-14000) 1.5(+14001)	L	9000	–	-230(-14000) -240(+14001)	RNP1
Hold	LILAC	057 (049.0)	-8.1	1.0(-14000) 1.5(+14001)	R	3000	–	-230(-14000) -240(+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

IGLEV C ARRIVAL

From IGLEV, to BIXIS, to NIRIP at or above 6000FT, to OBMEL, to RUSIM, to MAYAH at or above 4000FT.

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	IGLEV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	BIXIS	–	093 (085.3)	-8.1	11.2	–	–	–	–	RNP1
003	TF	NIRIP	–	063 (054.5)	-8.1	17.3	–	+6000	–	–	RNP1
004	TF	OBMEL	–	053 (045.0)	-8.1	24.5	–	–	–	–	RNP1
005	TF	RUSIM	–	085 (076.6)	-8.1	4.3	–	–	–	–	RNP1
006	TF	MAYAH	–	085 (076.6)	-8.1	13.4	–	+4000	–	–	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	IGLEV	093 (085.2)	-8.1	1.0(-14000) 1.5(+14001)	L	11000	–	-230(-14000) -240(+14001)	RNP1

ATMUG C ARRIVAL

From ATMUG, to AVMIT, to SASVO, to MAIKO, to MAYAH at or above 4000FT.

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	ATMUG	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	AVMIT	–	145 (136.7)	-8.1	16.7	–	–	–	–	RNP1
003	TF	SASVO	–	065 (056.6)	-8.1	28.3	–	–	–	–	RNP1
004	TF	MAIKO	–	099 (091.3)	-8.1	8.0	–	–	–	–	RNP1
005	TF	MAYAH	–	100 (091.4)	-8.1	10.2	–	+4000	–	–	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	ATMUG	181 (172.5)	-8.1	1.0(-14000) 1.5(+14001)	R	10000	–	-230(-14000) -240(+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
CANDY	*335229.8N / 1345541.8E*	NIRIP	*341501.5N / 1343009.3E*
TOMOH	*341649.6N / 1350020.3E*	OBMEL	*343218.2N / 1345112.1E*
NIXOV	*333644.5N / 1342743.1E*	RUSIM	*343318.4N / 1345618.9E*
NOBUN	*341102.6N / 1343518.0E*	ATMUG	*343330.0N / 1340737.4E*
AWAJI	*341613.1N / 1344246.6E*	AVMIT	*342122.5N / 1342128.3E*
LILAC	*342710.7N / 1345842.0E*	SASVO	*343651.4N / 1345007.5E*
SAPEK	*343331.6N / 1350758.6E*	MAIKO	*343639.7N / 1345949.1E*
IGLEV	*340405.2N / 1335940.5E*	MAYAH	*343623.7N / 1351211.0E*
BIXIS	*340459.0N / 1341305.7E*		

CHANGE : New PROC.

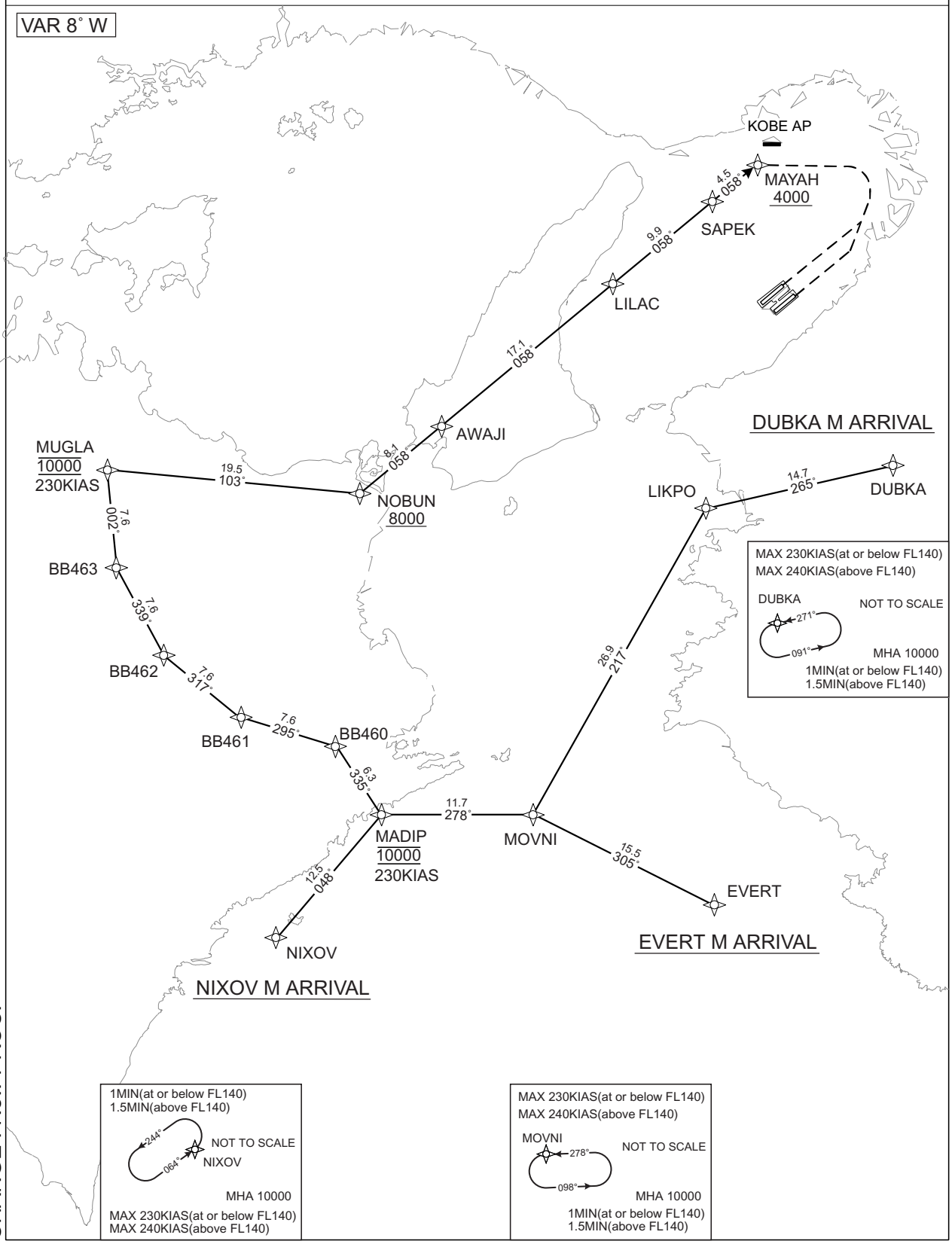
STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

DUBKA M ARRIVAL / EVERT M ARRIVAL / NIXOV M ARRIVAL	RNP1

Note GNSS required.



CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL RNAV STAR RWY24L/24R

DUBKA M ARRIVAL

From DUBKA, to LIKPO, to MOVNI, to MADIP at 10000FT, to BB460, to BB461, to BB462, to BB463, to MUGLA at 10000FT, to NOBUN at or above 8000FT, to AWAJI, to LILAC, to SAPEK, to MAYAH at or above 4000FT.

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	DUBKA	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	LIKPO	–	265 (275.3)	-8.1	14.7	–	–	–	–	RNP1
003	TF	MOVNI	–	217 (209.3)	-8.1	26.9	–	–	–	–	RNP1
004	TF	MADIP	–	278 (269.7)	-8.1	11.7	–	10000	230	–	RNP1
005	TF	BB460	–	335 (326.6)	-8.1	6.3	–	–	–	–	RNP1
006	TF	BB461	–	295 (286.5)	-8.1	7.6	–	–	–	–	RNP1
007	TF	BB462	–	317 (308.9)	-8.1	7.6	–	–	–	–	RNP1
008	TF	BB463	–	339 (331.4)	-8.1	7.6	–	–	–	–	RNP1
009	TF	MUGLA	–	002 (353.7)	-8.1	7.6	–	10000	230	–	RNP1
010	TF	NOBUN	–	103 (095.0)	-8.1	19.5	–	+8000	–	–	RNP1
011	TF	AWAJI	–	058 (050.0)	-8.1	8.1	–	–	–	–	RNP1
012	TF	LILAC	–	058 (050.1)	-8.1	17.1	–	–	–	–	RNP1
013	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
014	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	DUBKA	271 (262.6)	-8.1	1.0(-14000) 1.5(+14001)	L	10000	–	-230(-14000) -240(+14001)	RNP1
Hold	MOVNI	278 (269.8)	-8.1	1.0(-14000) 1.5(+14001)	L	10000	–	-230(-14000) -240(+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

EVERT M ARRIVAL

From EVERT, to MOVNI, to MADIP at 10000FT, to BB460, to BB461, to BB462, to BB463, to MUGLA at 10000FT, to NOBUN at or above 8000FT, to AWAJI, to LILAC, to SAPEK, to MAYAH at or above 4000FT.

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	EVERT	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	MOVNI	–	305 (297.0)	-8.1	15.5	–	–	–	–	RNP1
003	TF	MADIP	–	278 (269.7)	-8.1	11.7	–	10000	230	–	RNP1
004	TF	BB460	–	335 (326.6)	-8.1	6.3	–	–	–	–	RNP1
005	TF	BB461	–	295 (286.5)	-8.1	7.6	–	–	–	–	RNP1
006	TF	BB462	–	317 (308.9)	-8.1	7.6	–	–	–	–	RNP1
007	TF	BB463	–	339 (331.4)	-8.1	7.6	–	–	–	–	RNP1
008	TF	MUGLA	–	002 (353.7)	-8.1	7.6	–	10000	230	–	RNP1
009	TF	NOBUN	–	103 (095.0)	-8.1	19.5	–	+8000	–	–	RNP1
010	TF	AWAJI	–	058 (050.0)	-8.1	8.1	–	–	–	–	RNP1
011	TF	LILAC	–	058 (050.1)	-8.1	17.1	–	–	–	–	RNP1
012	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
013	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	MOVNI	278 (269.8)	-8.1	1.0(-14000) 1.5(+14001)	L	10000	–	-230(-14000) -240(+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

NIXOV M ARRIVAL

From NIXOV, to MADIP at 10000FT, to BB460, to BB461, to BB462, to BB463, to MUGLA at 10000FT, to NOBUN at or above 8000FT, to AWAJI, to LILAC, to SAPEK, MAYAH at or above 4000FT.

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	NIXOV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	MADIP	–	048 (039.8)	-8.1	12.5	–	10000	230	–	RNP1
003	TF	BB460	–	335 (326.6)	-8.1	6.3	–	–	–	–	RNP1
004	TF	BB461	–	295 (286.5)	-8.1	7.6	–	–	–	–	RNP1
005	TF	BB462	–	317 (308.9)	-8.1	7.6	–	–	–	–	RNP1
006	TF	BB463	–	339 (331.4)	-8.1	7.6	–	–	–	–	RNP1
007	TF	MUGLA	–	002 (353.7)	-8.1	7.6	–	10000	230	–	RNP1
008	TF	NOBUN	–	103 (095.0)	-8.1	19.5	–	+8000		–	RNP1
009	TF	AWAJI	–	058 (050.0)	-8.1	8.1	–	–	–	–	RNP1
010	TF	LILAC	–	058 (050.1)	-8.1	17.1	–	–	–	–	RNP1
011	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
012	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	NIXOV	064 (055.4)	-8.1	1.0(-14000) 1.5(+14001)	L	10000	–	-230(-14000) -240(+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
DUBKA	*341309.4N / 1352433.9E*	BB462	*335830.2N / 1341717.3E*
LIKPO	*340955.3N / 1350715.9E*	BB463	*340511.2N / 1341252.8E*
EVERT	*333925.1N / 1350759.1E*	MUGLA	*341245.9N / 1341152.4E*
MOVNI	*334625.2N / 1345125.1E*	NOBUN	*341102.6N / 1343518.0E*
NIXOV	*333644.5N / 1342743.1E*	AWAJI	*341613.1N / 1344246.6E*
MADIP	*334620.7N / 1343721.4E*	LILAC	*342710.7N / 1345842.0E*
BB460	*335134.8N / 1343311.5E*	SAPEK	*343331.6N / 1350758.6E*
BB461	*335343.6N / 1342425.2E*	MAYAH	*343623.7N / 1351211.0E*

CHANGE : New PROC.

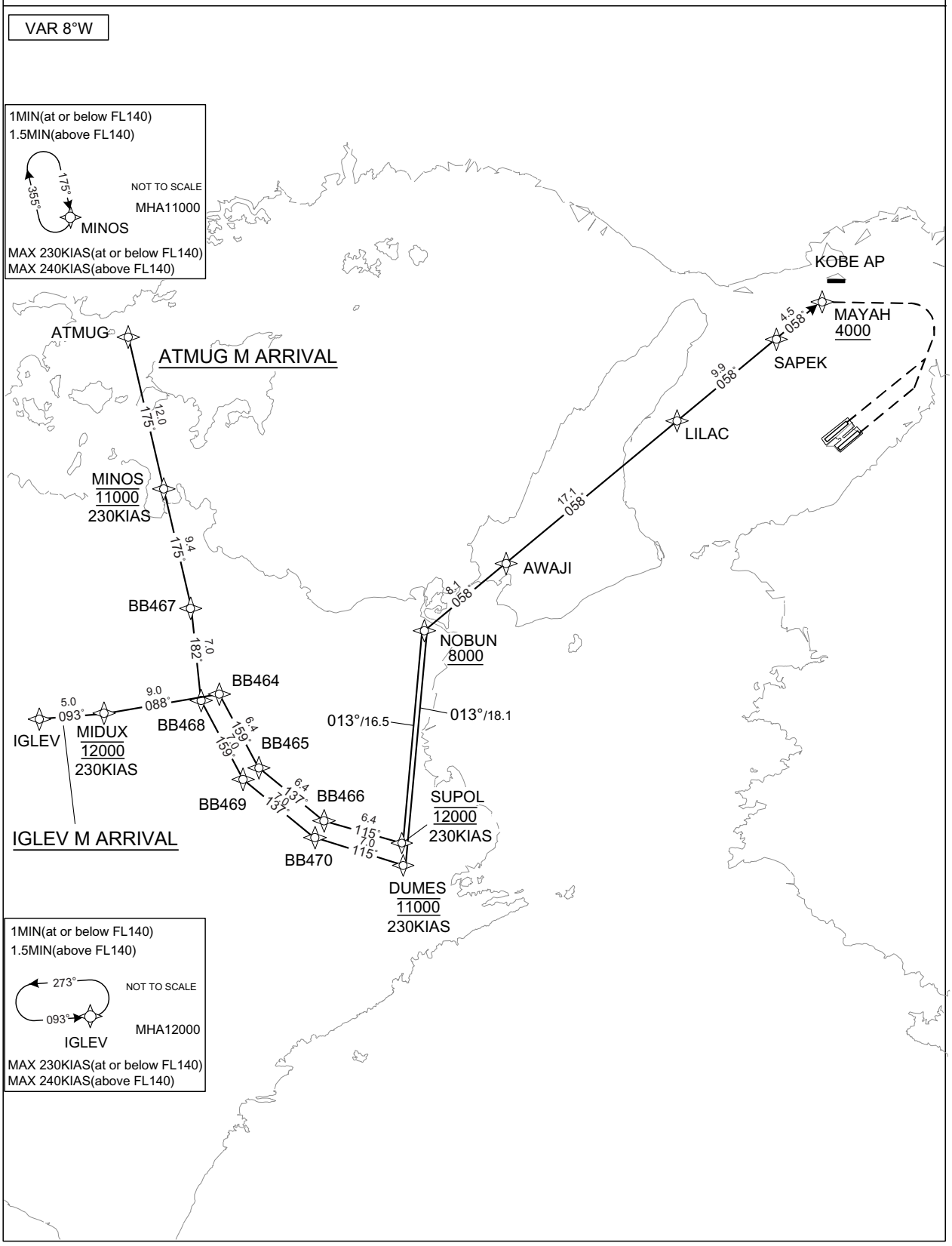
STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

IGLEV M ARRIVAL ATMUG M ARRIVAL	RNP1

Note GNSS required.



CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

IGLEV M ARRIVAL

From IGLEV, to MIDUX at 12000FT, to BB464, to BB465, to BB466, to SUPOL at 12000FT, to NOBUN at or above 8000FT, to AWAJI, to LILAC, to SAPEK, to MAYAH at or above 4000FT.

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	IGLEV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	MIDUX	–	093 (085.3)	-8.1	5.0	–	12000	230	–	RNP1
003	TF	BB464	–	088 (079.7)	-8.1	9.0	–	–	–	–	RNP1
004	TF	BB465	–	159 (151.3)	-8.1	6.4	–	–	–	–	RNP1
005	TF	BB466	–	137 (128.9)	-8.1	6.4	–	–	–	–	RNP1
006	TF	SUPOL	–	115 (106.4)	-8.1	6.4	–	12000	230	–	RNP1
007	TF	NOBUN	–	013 (005.1)	-8.1	16.5	–	+8000	–	–	RNP1
008	TF	AWAJI	–	058 (050.0)	-8.1	8.1	–	–	–	–	RNP1
009	TF	LILAC	–	058 (050.1)	-8.1	17.1	–	–	–	–	RNP1
010	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
011	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	IGLEV	093 (085.2)	-8.1	1.0(-14000) 1.5(+14001)	L	12000	–	-230(-14000) -240(+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

ATMUG M ARRIVAL

From ATMUG, to MINOS at 11000FT, to BB467, to BB468, to BB469, to BB470, to DUMES at 11000FT, to NOBUN at or above 8000FT, to AWAJI, to LILAC, to SAPEK, to MAYAH at or above 4000FT.

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	ATMUG	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	MINOS	–	175 (166.5)	-8.1	12.0	–	11000	230	–	RNP1
003	TF	BB467	–	175 (166.5)	-8.1	9.4	–	–	–	–	RNP1
004	TF	BB468	–	182 (173.7)	-8.1	7.0	–	–	–	–	RNP1
005	TF	BB469	–	159 (151.3)	-8.1	7.0	–	–	–	–	RNP1
006	TF	BB470	–	137 (128.9)	-8.1	7.0	–	–	–	–	RNP1
007	TF	DUMES	–	115 (106.4)	-8.1	7.0	–	11000	230	–	RNP1
008	TF	NOBUN	–	013 (005.1)	-8.1	18.1	–	+8000	–	–	RNP1
009	TF	AWAJI	–	058 (050.0)	-8.1	8.1	–	–	–	–	RNP1
010	TF	LILAC	–	058 (050.1)	-8.1	17.1	–	–	–	–	RNP1
011	TF	SAPEK	–	058 (050.3)	-8.1	9.9	–	–	–	–	RNP1
012	TF	MAYAH	–	058 (050.3)	-8.1	4.5	–	+4000	–	–	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	MINOS	175 (166.5)	-8.1	1.0(-14000) 1.5(+14001)	R	11000	–	-230(-14000) -240(+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
IGLEV	*340405.2N / 1335940.5E*	BB468	*340538.4N / 1341436.2E*
MIDUX	*340429.4N / 1340540.6E*	BB469	*335928.2N / 1341840.3E*
BB464	*340605.5N / 1341619.6E*	BB470	*335503.6N / 1342515.3E*
BB465	*340026.1N / 1342003.2E*	DUMES	*335304.7N / 1343321.2E*
BB466	*335623.6N / 1342605.4E*	NOBUN	*341102.6N / 1343518.0E*
SUPOL	*335434.5N / 1343330.9E*	AWAJI	*341613.1N / 1344246.6E*
ATMUG	*343330.0N / 1340737.4E*	LILAC	*342710.7N / 1345842.0E*
MINOS	*342149.0N / 1341101.2E*	SAPEK	*343331.6N / 1350758.6E*
BB467	*341238.1N / 1341340.6E*	MAYAH	*343623.7N / 1351211.0E*

CHANGE : New PROC.

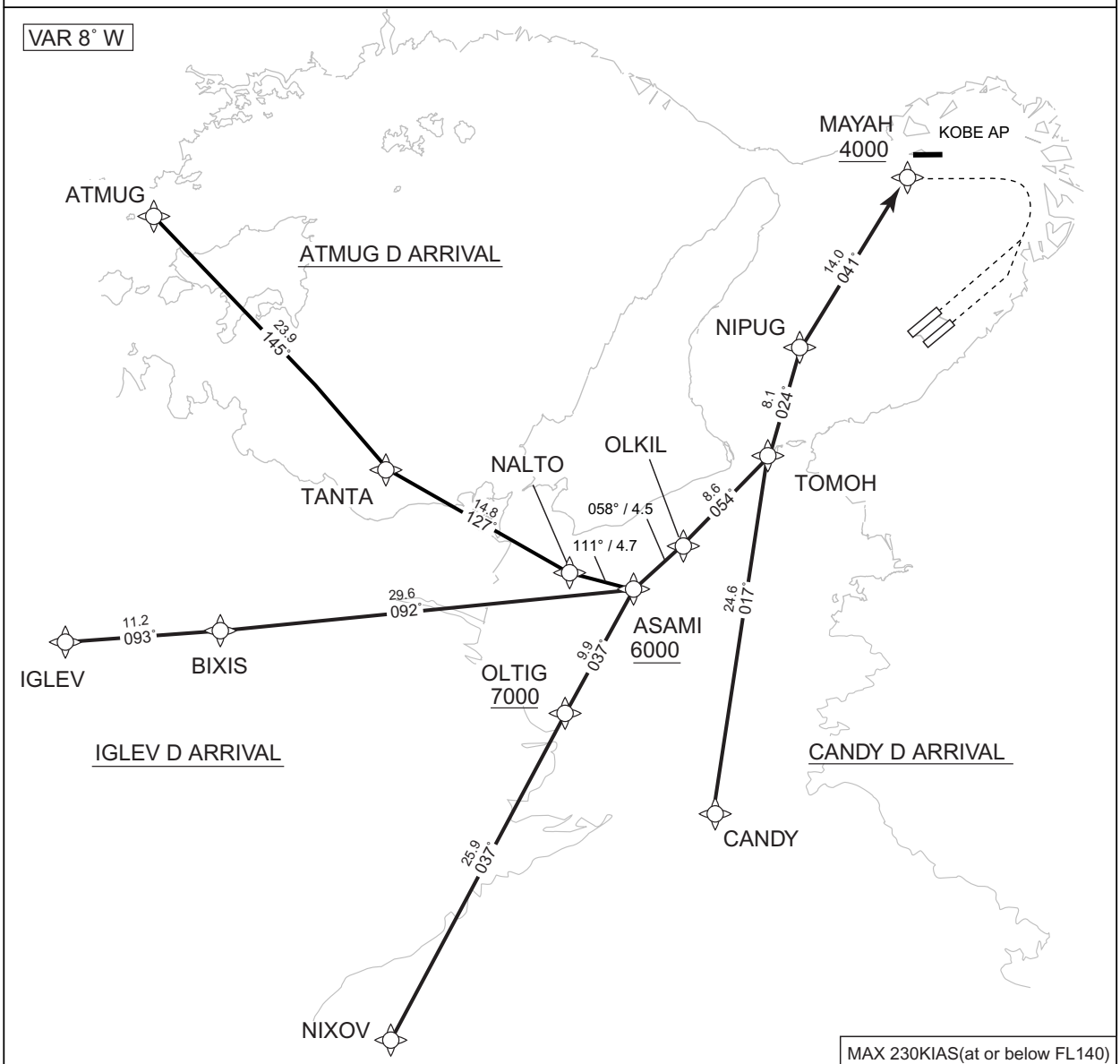
STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

CANDY D ARRIVAL / NIXOV D ARRIVAL IGLEV D ARRIVAL / ATMUG D ARRIVAL	RNP1

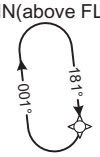
Note GNSS required.



MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

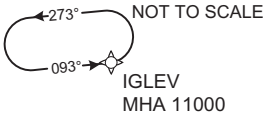
1MIN(at or below FL140)
1.5MIN(above FL140)

1MIN(at or below FL140)
1.5MIN(above FL140)



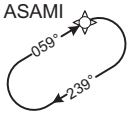
MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

1MIN(at or below FL140)
1.5MIN(above FL140)



MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)



MHA 6000
NOT TO SCALE

1MIN(at or below FL140)
1.5MIN(above FL140)

1MIN(at or below FL140)
1.5MIN(above FL140)

NIXOV
MHA 9000
NOT TO SCALE

MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

CANDY D ARRIVAL

From CANDY, to TOMOH, to NIPUG, to MAYAH at or above 4000FT.

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	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	TOMOH	–	017 (009.0)	-8.1	24.6	–	–	–	–	RNP1
003	TF	NIPUG	–	024 (016.2)	-8.1	8.1	–	–	–	–	RNP1
004	TF	MAYAH	–	041 (032.4)	-8.1	14.0	–	+4000	–	–	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	CANDY	322 (314.0)	-8.1	1.0(-14000) 1.5(+14001)	L	9000	–	-230(-14000) -240(+14001)	RNP1

NIXOV D ARRIVAL

From NIXOV, to OLTIG at or above 7000FT, to ASAMI at or above 6000FT, to OLKIL, to TOMOH, to NIPUG, to MAYAH at or above 4000FT.

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	NIXOV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	OLTIG	–	037 (029.1)	-8.1	25.9	–	+7000	–	–	RNP1
003	TF	ASAMI	–	037 (029.2)	-8.1	9.9	–	+6000	–	–	RNP1
004	TF	OLKIL	–	058 (049.9)	-8.1	4.5	–	–	–	–	RNP1
005	TF	TOMOH	–	054 (046.0)	-8.1	8.6	–	–	–	–	RNP1
006	TF	NIPUG	–	024 (016.2)	-8.1	8.1	–	–	–	–	RNP1
007	TF	MAYAH	–	041 (032.4)	-8.1	14.0	–	+4000	–	–	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	NIXOV	064 (055.4)	-8.1	1.0(-14000) 1.5(+14001)	L	9000	–	-230(-14000) -240(+14001)	RNP1
Hold	ASAMI	059 (050.5)	-8.1	1.0(-14000) 1.5(+14001)	R	6000	–	-230(-14000) -240(+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL — RNAV STAR RWY24L/24R

IGLEV D ARRIVAL

From IGLEV, to BIXIS, to ASAMI at or above 6000FT, to OLKIL, to TOMOH, to NIPUG, to MAYAH at or above 4000FT.

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	IGLEV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	BIXIS	–	093 (085.3)	-8.1	11.2	–	–	–	–	RNP1
003	TF	ASAMI	–	092 (084.1)	-8.1	29.6	–	+6000	–	–	RNP1
004	TF	OLKIL	–	058 (049.9)	-8.1	4.5	–	–	–	–	RNP1
005	TF	TOMOH	–	054 (046.0)	-8.1	8.6	–	–	–	–	RNP1
006	TF	NIPUG	–	024 (016.2)	-8.1	8.1	–	–	–	–	RNP1
007	TF	MAYAH	–	041 (032.4)	-8.1	14.0	–	+4000	–	–	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	IGLEV	093 (085.2)	-8.1	1.0(-14000) 1.5(+14001)	L	11000	–	-230(-14000) -240(+14001)	RNP1
Hold	ASAMI	059 (050.5)	-8.1	1.0(-14000) 1.5(+14001)	R	6000	–	-230(-14000) -240(+14001)	RNP1

ATMUG D ARRIVAL

From ATMUG, to TANTA, to NALTO, to ASAMI at or above 6000FT, to OLKIL, to TOMOH, to NIPUG, to MAYAH at or above 4000FT.

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	ATMUG	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	TANTA	–	145 (136.7)	-8.1	23.9	–	–	–	–	RNP1
003	TF	NALTO	–	127 (118.4)	-8.1	14.8	–	–	–	–	RNP1
004	TF	ASAMI	–	111 (103.0)	-8.1	4.7	–	+6000	–	–	RNP1
005	TF	OLKIL	–	058 (049.9)	-8.1	4.5	–	–	–	–	RNP1
006	TF	TOMOH	–	054 (046.0)	-8.1	8.6	–	–	–	–	RNP1
007	TF	NIPUG	–	024 (016.2)	-8.1	8.1	–	–	–	–	RNP1
008	TF	MAYAH	–	041 (032.4)	-8.1	14.0	–	+4000	–	–	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	ATMUG	181 (172.5)	-8.1	1.0(-14000) 1.5(+14001)	R	10000	–	-230(-14000) -240(+14001)	RNP1
Hold	ASAMI	059 (050.5)	-8.1	1.0(-14000) 1.5(+14001)	R	6000	–	-230(-14000) -240(+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
CANDY	*335229.8N / 1345541.8E*	NALTO	*340900.6N / 1344313.3E*
NIXOV	*333644.5N / 1342743.1E*	ASAMI	*340757.9N / 1344841.8E*
OLTIG	*335922.2N / 1344253.6E*	OLKIL	*341051.4N / 1345251.0E*
IGLEV	*340405.2N / 1335940.5E*	TOMOH	*341649.6N / 1350020.3E*
BIXIS	*340459.0N / 1341305.7E*	NIPUG	*342434.7N / 1350304.1E*
ATMUG	*343330.0N / 1340737.4E*	MAYAH	*343623.7N / 1351211.0E*
TANTA	*341604.9N / 1342729.2E*		

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

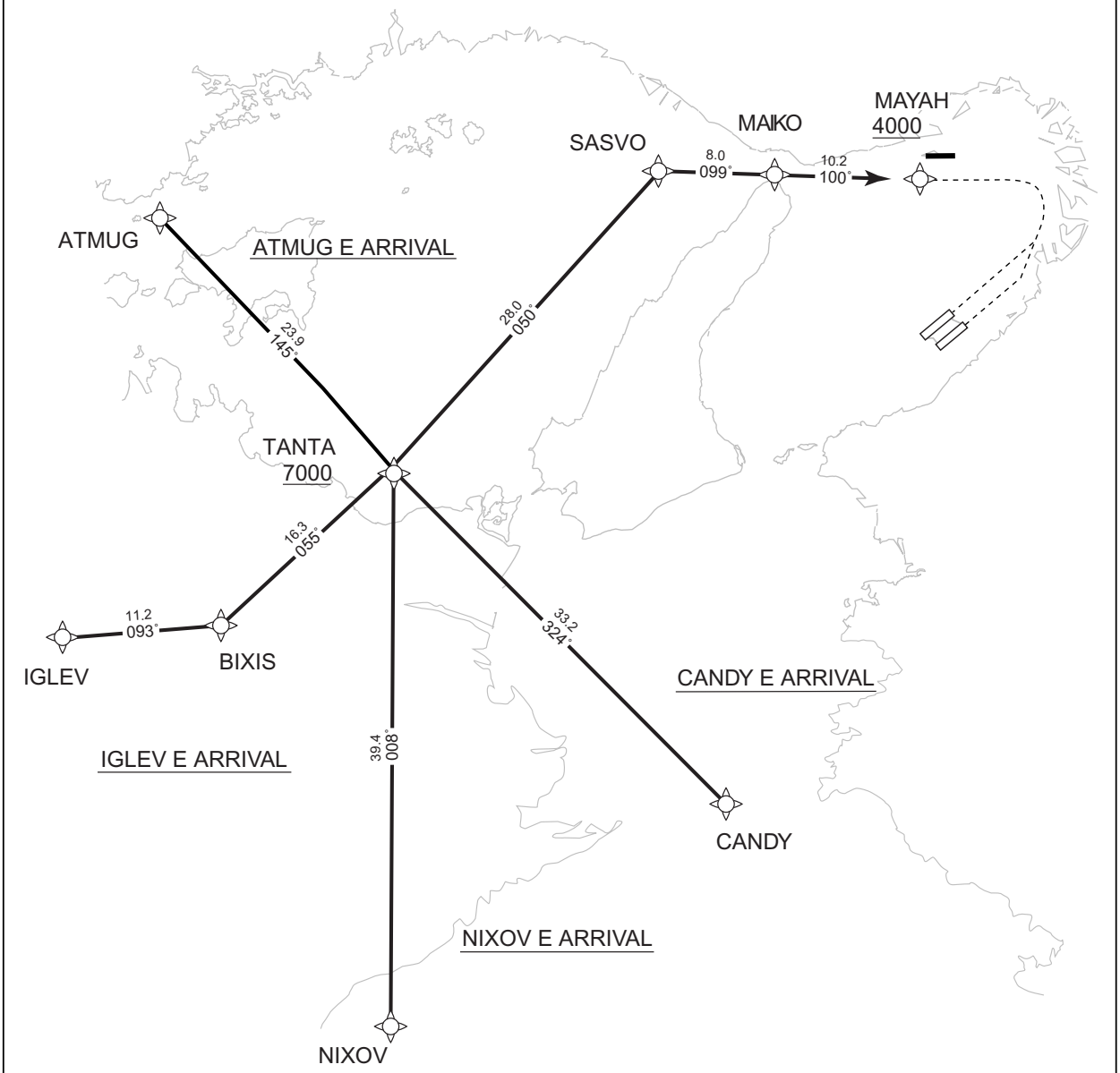
RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

CANDY E ARRIVAL / NIXOV E ARRIVAL IGLEV E ARRIVAL / ATMUG E ARRIVAL	RNP1

Note GNSS required.

VAR 8˚ W



1MIN(at or below FL140) 1.5MIN(above FL140) NOT TO SCALE 001˚ 181˚ ATMUG MHA 10000 MAX 230KIAS(at or below FL140) MAX 240KIAS(above FL140)	1MIN(at or below FL140) 1.5MIN(above FL140) 273˚ NOT TO SCALE 093˚ IGLEV MHA 11000 MAX 230KIAS(at or below FL140) MAX 240KIAS(above FL140)	1MIN(at or below FL140) 1.5MIN(above FL140) 244˚ 064˚ NIXOV MHA 9000 NOT TO SCALE MAX 230KIAS(at or below FL140) MAX 240KIAS(above FL140)	MAX 230KIAS(at or below FL140) MAX 240KIAS(above FL140) CANDY MHA 9000 322˚ 142˚ NOT TO SCALE 1MIN(at or below FL140) 1.5MIN(above FL140)

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL RNAV STAR RWY24L/24R

CANDY E ARRIVAL

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

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	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	TANTA	–	324 (315.4)	-8.1	33.2	–	+7000	–	–	RNP1
003	TF	SASVO	–	050 (041.8)	-8.1	28.0	–	–	–	–	RNP1
004	TF	MAIKO	–	099 (091.3)	-8.1	8.0	–	–	–	–	RNP1
005	TF	MAYAH	–	100 (091.4)	-8.1	10.2	–	+4000	–	–	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	CANDY	322 (314.0)	-8.1	1.0(-14000) 1.5(+14001)	L	9000	–	-230(-14000) -240(+14001)	RNP1

NIXOV E ARRIVAL

From NIXOV, to TANTA at or above 7000FT, to SASVO, to MAIKO, to MAYAH at or above 4000FT.

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	NIXOV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	TANTA	–	008 (359.7)	-8.1	39.4	–	+7000	–	–	RNP1
003	TF	SASVO	–	050 (041.8)	-8.1	28.0	–	–	–	–	RNP1
004	TF	MAIKO	–	099 (091.3)	-8.1	8.0	–	–	–	–	RNP1
005	TF	MAYAH	–	100 (091.4)	-8.1	10.2	–	+4000	–	–	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	NIXOV	064 (055.4)	-8.1	1.0(-14000) 1.5(+14001)	L	9000	–	-230(-14000) -240(+14001)	RNP1

CHANGE : New PROC.

STANDARD ARRIVAL CHART - INSTRUMENT

RJBB / KANSAI INTL

RNAV STAR RWY24L/24R

IGLEV E ARRIVAL

From IGLEV, to BIXIS, to TANTA at or above 7000FT, to SASVO, to MAIKO, to MAYAH at or above 4000FT.

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	IGLEV	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	BIXIS	–	093 (085.3)	-8.1	11.2	–	–	–	–	RNP1
003	TF	TANTA	–	055 (046.9)	-8.1	16.3	–	+7000	–	–	RNP1
004	TF	SASVO	–	050 (041.8)	-8.1	28.0	–	–	–	–	RNP1
005	TF	MAIKO	–	099 (091.3)	-8.1	8.0	–	–	–	–	RNP1
006	TF	MAYAH	–	100 (091.4)	-8.1	10.2	–	+4000	–	–	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	IGLEV	093 (085.2)	-8.1	1.0(-14000) 1.5(+14001)	L	11000	–	-230(-14000) -240(+14001)	RNP1

ATMUG E ARRIVAL

From ATMUG, to TANTA at or above 7000FT, to SASVO, to MAIKO, to MAYAH at or above 4000FT.

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	ATMUG	–	–	-8.1	–	–	–	–	–	RNP1
002	TF	TANTA	–	145 (136.7)	-8.1	23.9	–	+7000	–	–	RNP1
003	TF	SASVO	–	050 (041.8)	-8.1	28.0	–	–	–	–	RNP1
004	TF	MAIKO	–	099 (091.3)	-8.1	8.0	–	–	–	–	RNP1
005	TF	MAYAH	–	100 (091.4)	-8.1	10.2	–	+4000	–	–	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	ATMUG	181 (172.5)	-8.1	1.0(-14000) 1.5(+14001)	R	10000	–	-230(-14000) -240(+14001)	RNP1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
CANDY	*335229.8N / 1345541.8E*	TANTA	*341604.9N / 1342729.2E*
NIXOV	*333644.5N / 1342743.1E*	SASVO	*343651.4N / 1345007.5E*
IGLEV	*340405.2N / 1335940.5E*	MAIKO	*343639.7N / 1345949.1E*
BIXIS	*340459.0N / 1341305.7E*	MAYAH	*343623.7N / 1351211.0E*
ATMUG	*343330.0N / 1340737.4E*		

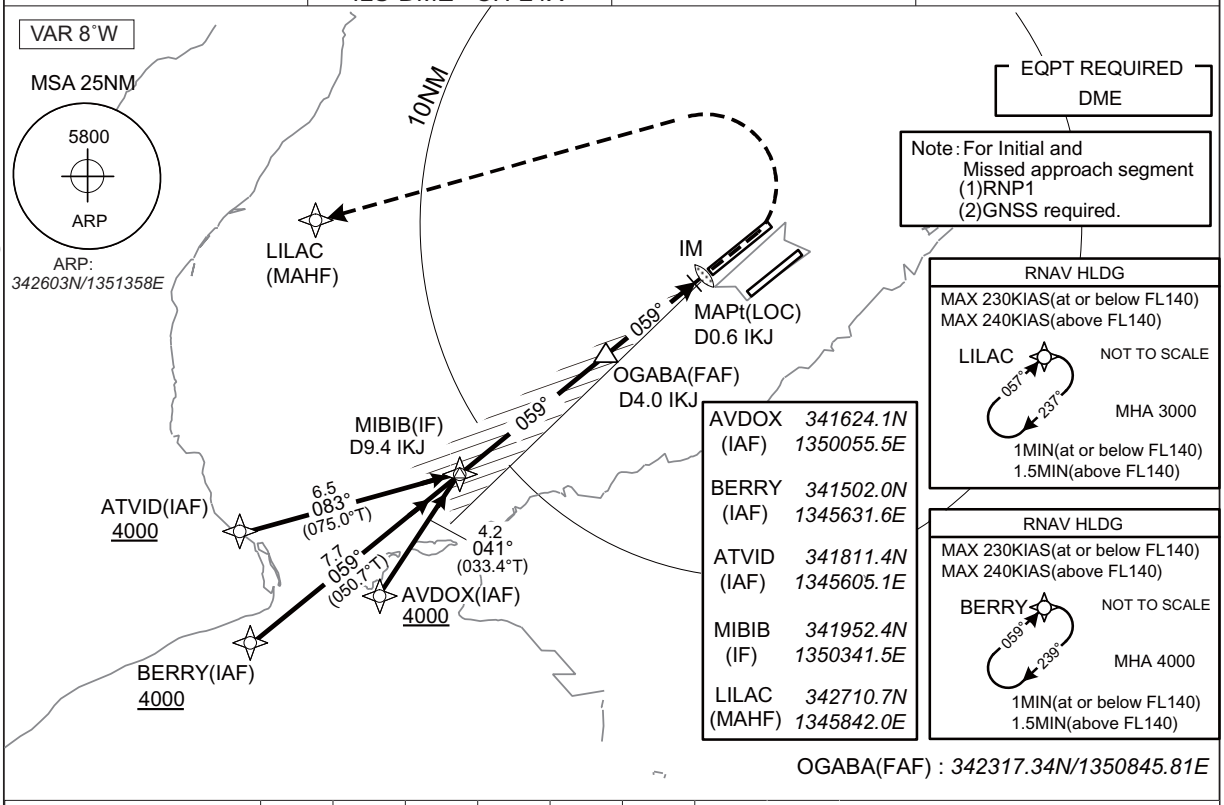
CHANGE : New PROC.

INSTRUMENT APPROACH CHART

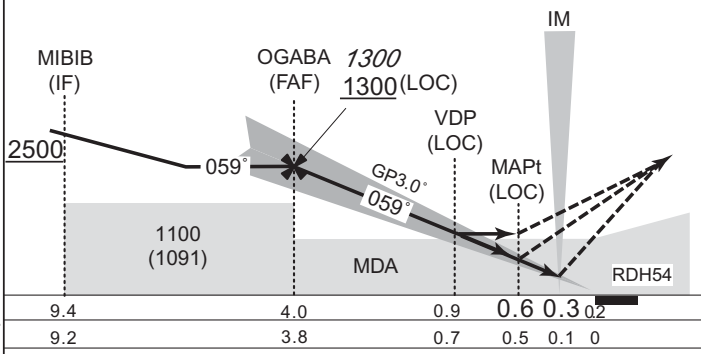
CHANGE : AVDOX, ATVID, MIBIB, OGABA established. BURTN, PILIV abolished. PROC course. RNAV HLDG. MSA. Note added. ALT(3.0° APCH Path). Missed APCH PROC. DME to IKJ. NM to THR. Missed APCH climb gradient MNM. OCA(H).

RJBB / KANSAI INTL — ILS Z or LOC Z RWY06L (CAT Ⅱ)

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



NM to IKJ	FAF	4	3	2	1	MAPt
ALT(3.0° APCH Path)	1300	1281	962	644	325	–



MISSED APPROACH

Turn left direct to LILAC and hold at 3000FT.
Contact KANSAI APP.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5 .0%

MINIMA — THR elev. 9 — AD elev. 17

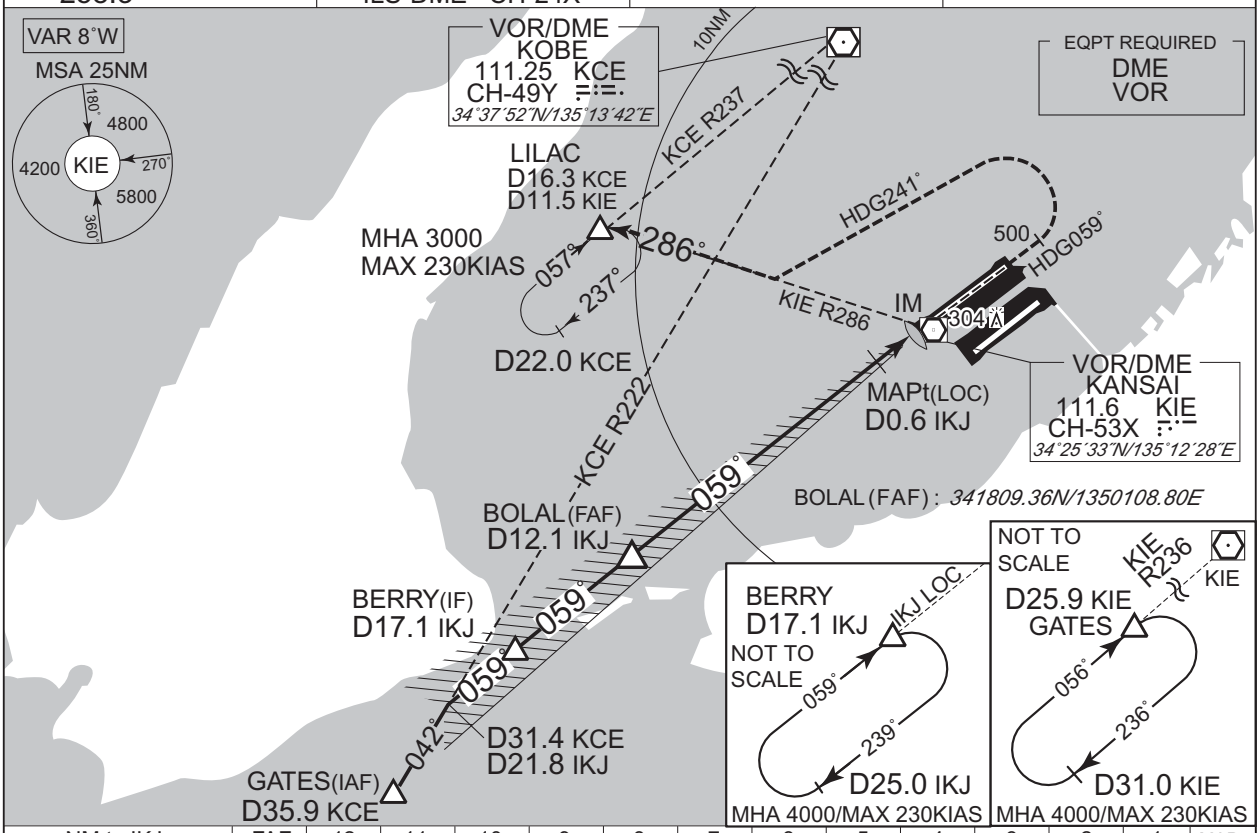
CAT	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	109 (100)	100	300	209 (200)	550	290 (281)	800	610 (593)	1600
B									
C									2400
D/DL							1200		3200

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

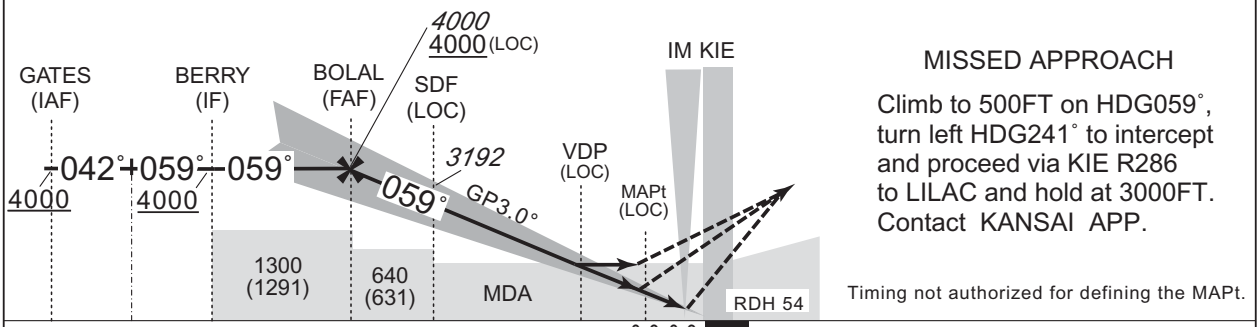
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — ILS Y or LOC Y RWY06L (CAT Ⅱ)

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



NM to IKJ	FAF	12	11	10	9	8	7	6	5	4	3	2	1	MAPt
ALT(3.0° APCH Path)	4000	3829	3510	3192	2873	2555	2236	1918	1599	1281	962	644	325	–



MISSED APPROACH

Climb to 500FT on HDG059°, turn left HDG241° to intercept and proceed via KIE R286 to LILAC and hold at 3000FT. Contact KANSAI APP.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 9 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	109 (100)	100	300	209 (200)	550	290 (281)	800	610 (593)	1600
B									
C									2400
D/DL							1200		3200

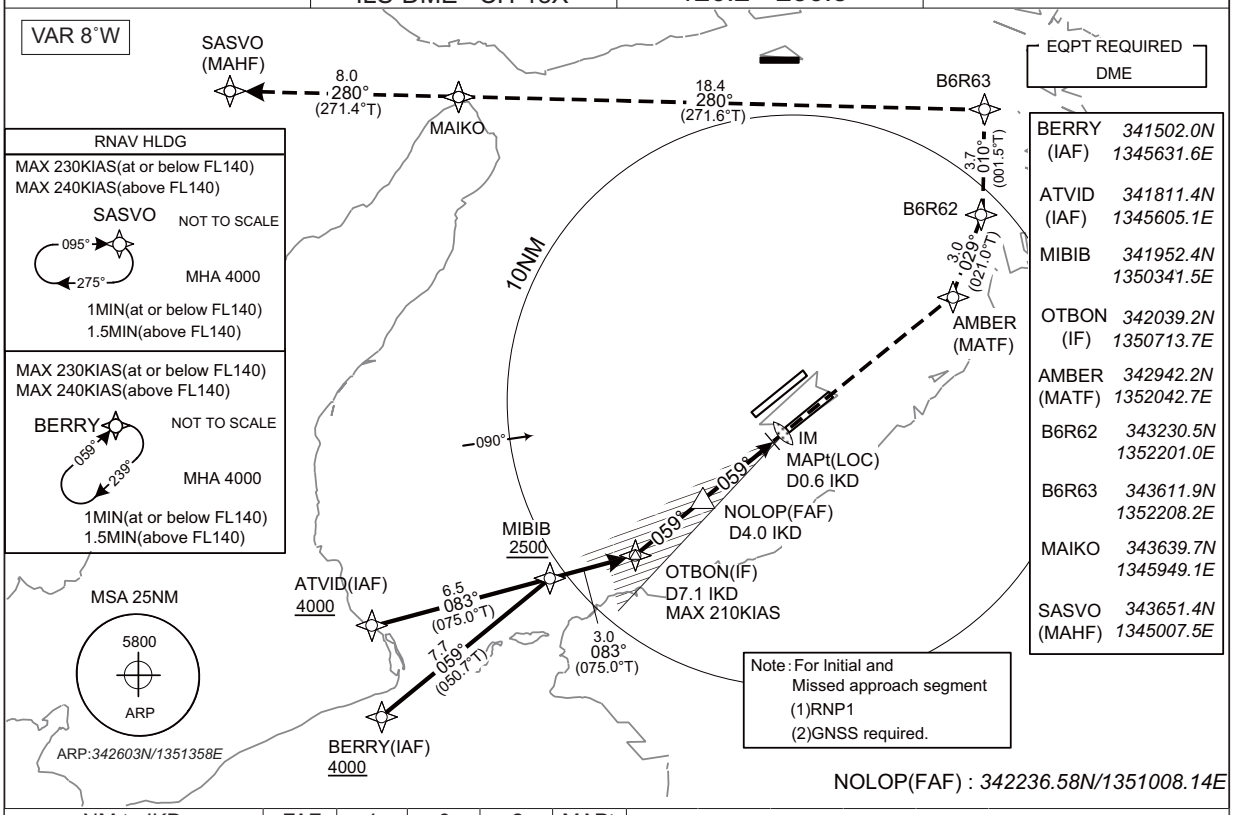
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : Missed APCH climb gradient MNM added.

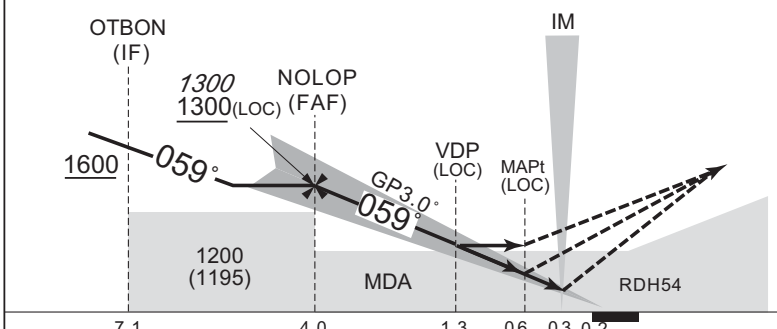
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — ILS Z or LOC Z RWY06R (CAT Ⅱ)

KANSAI APP	ILS - LOC	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	108.1 IKD ILS-GP 334.7 ILS-DME CH-18X	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



NM to IKD	FAF	4	3	2	MAPt
ALT(3.0˚ APCH Path)	1300	1273	954	635	–



MISSED APPROACH

Direct to AMBER, to B6R62, to B6R63 to MAIKO, to SASVO and hold at 4000FT. Contact KANSAI APP.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 5 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	105 (100)	100	300	205 (200)	550	390 (385)	900	610 (593)	1600
B							1000		
C									2400
D/DL							1400		3200

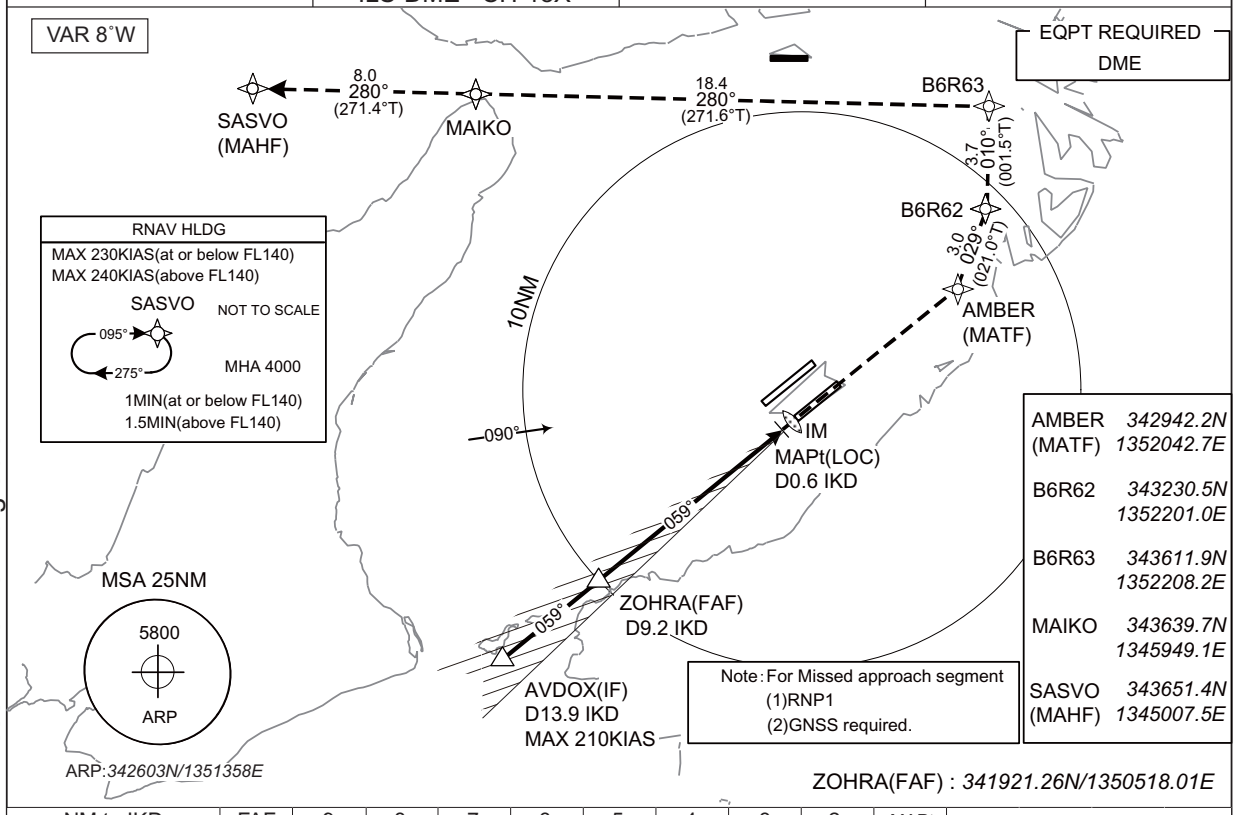
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : ATVID, MIBIB, OTBON, B6R62, B6R63, SASVO, NOLOP established. ALVIS abolished. PROC course. MSA. ALT(3.0° APCH Path). Missed APCH course. OCA(H). DME to IKD. Missed APCH climb gradient MNM added. NM to THR. Note added.

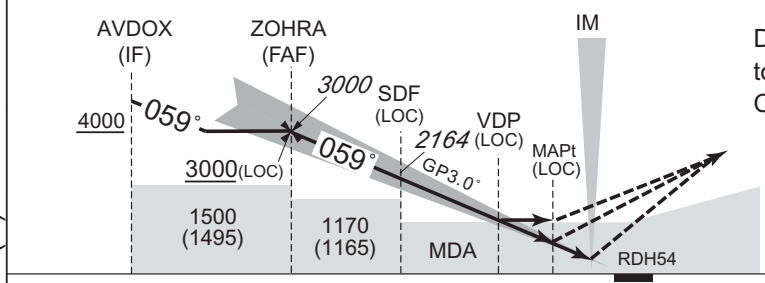
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — ILS Y or LOC Y RWY06R (CAT Ⅱ)

KANSAI APP	ILS - LOC	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	108.1 IKD ILS-GP 334.7 ILS-DME CH-18X	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



NM to IKD	FAF	9	8	7	6	5	4	3	2	MAPt
ALT(3.0° APCH Path)	3000	2865	2546	2228	1909	1591	1273	954	635	–



MISSED APPROACH

Direct to AMBER, to B6R62, to B6R63 to MAIKO, to SASVO and hold at 4000FT. Contact KANSAI APP.

Timing not authorized for defining the MAPt.

13.9	9.2	6.8	1.3	0.6	0.3	0.2	DME to IKD
13.7	9.0	6.6	1.1	0.5	0.1	0	NM to THR

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 5 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	105 (100)	100	300	205 (200)	550	390 (385)	900	610 (593)	1600
B							1000		
C									2400
D/DL							1400		3200

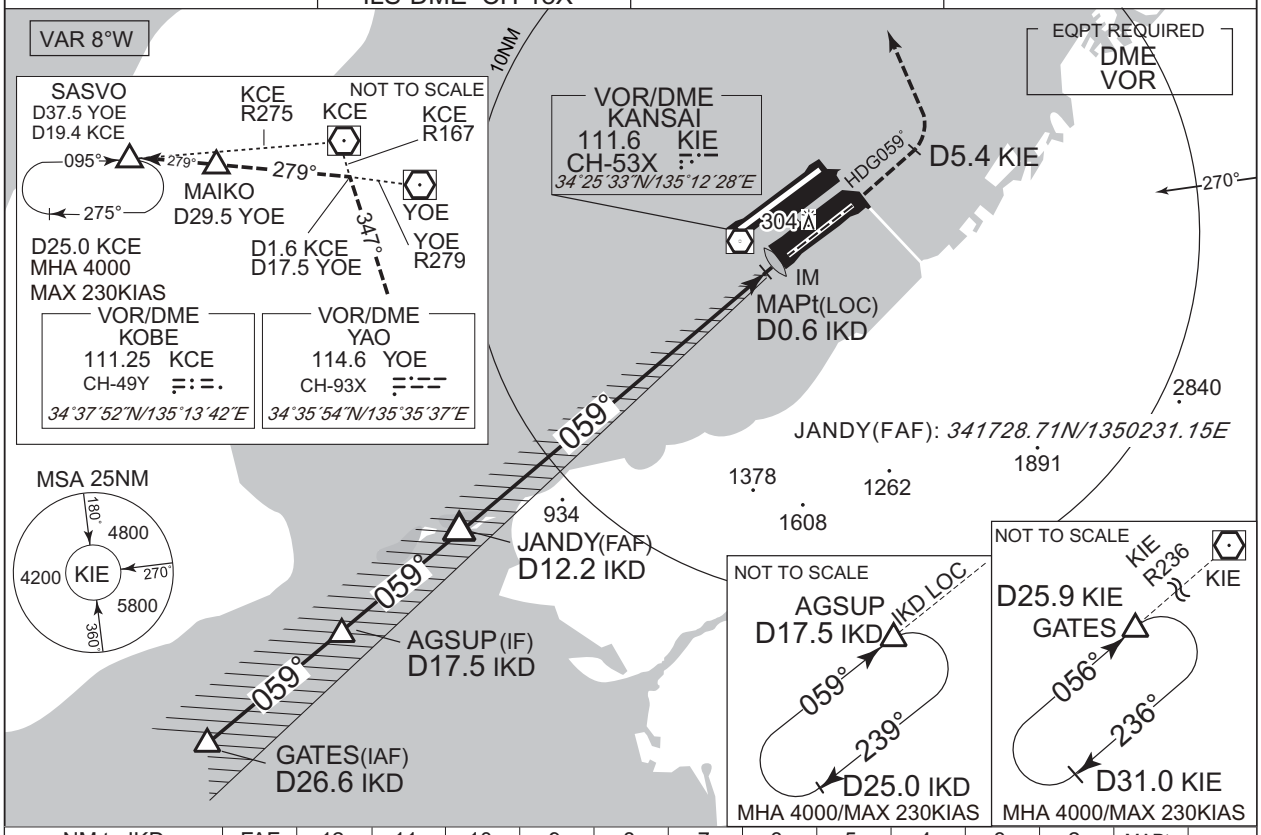
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : B6R62, B6R63, SASVO, AVDOX established. ALLAN abolished. PROC course. ALT(3.0° APCH Path). Note added. Missed APCH course. OCA(H). DME to IKD. NM to THR. Missed APCH climb gradient MNM added. MSA.

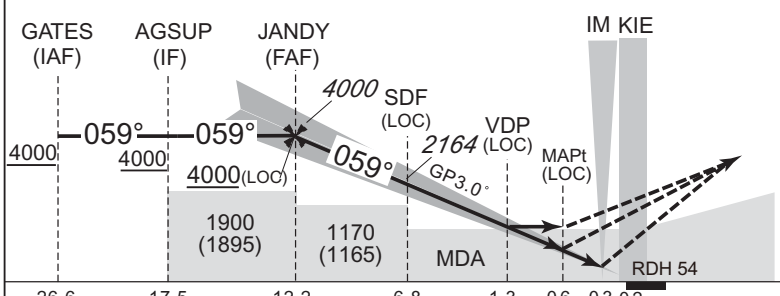
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — ILS X or LOC X RWY06R (CAT Ⅱ)

KANSAI APP	ILS - LOC	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	108.1 IKD ILS-GP 334.7 ILS-DME CH-18X	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



NM to IKD	FAF	12	11	10	9	8	7	6	5	4	3	2	MAPt
ALT(3.0° APCH Path)	4000	3820	3502	3183	2865	2546	2228	1909	1591	1273	954	635	–



MISSED APPROACH

Climb to 4000FT via HDG059° to KIE 5.4DME, turn left climb via KCE R167 to intercept and proceed via YOE R279 to MAIKO, via YOE R279 to SASVO and hold. Contact KANSAI APP.

Timing not authorized for defining the MAPt.

26.6	17.5	12.2	6.8	1.3	0.6	0.3	0.2	DME to IKD
26.4	17.4	12.0	6.6	1.1	0.5	0.1	0	NM to THR

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 5 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	105 (100)	100	300	205 (200)	550	390 (385)	900	610 (593)	1600
B							1000		
C									2400
D/DL							1400		3200

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

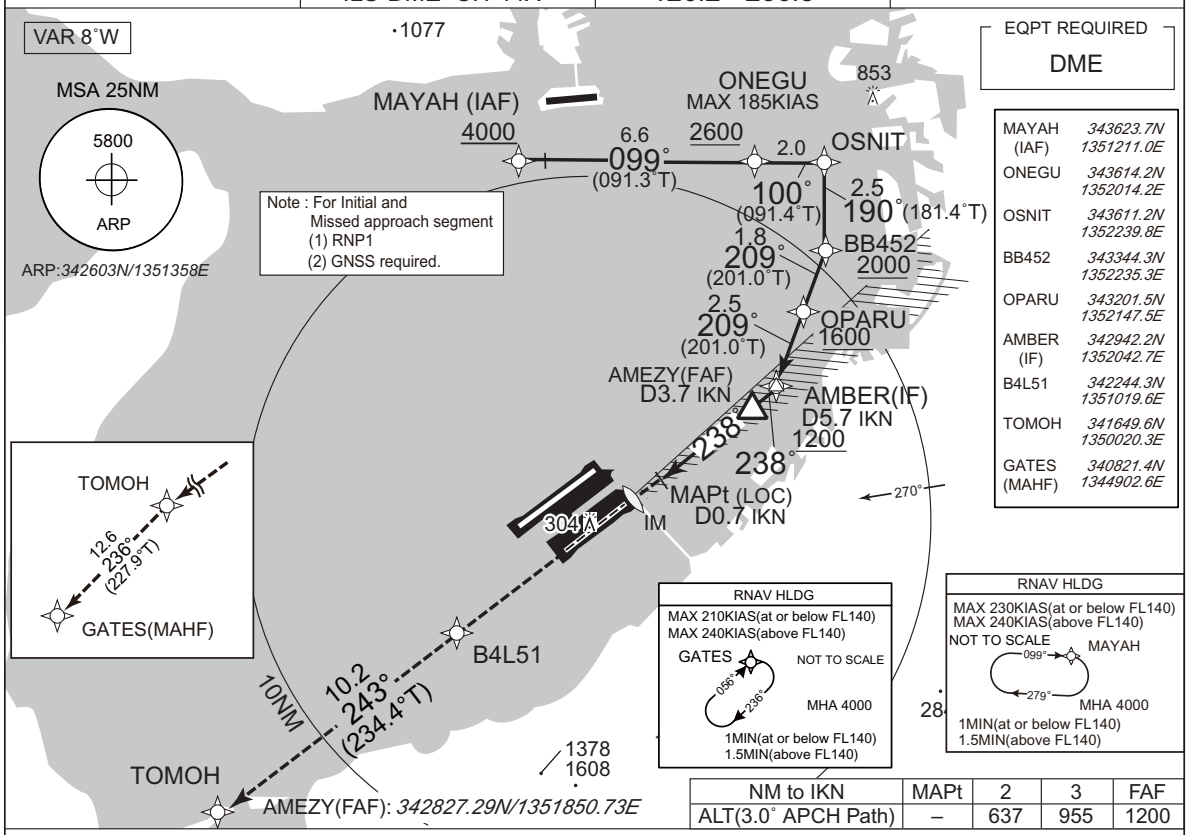
CHANGE : New PROC.

INSTRUMENT APPROACH CHART

CHANGE : ONEGU, OSNIT, OPARU established. BB450, BB451, BEIGE abolished. MSA. RNAV HLDG(GATES) established. Note added.
ALT restriction at MAYAH, ONEGU. PROC course. Missed APCH PROC. Missed APCH climb gradient MNM added.

RJBB / KANSAI INTL — ILS Z or LOC Z RWY24L (CAT Ⅱ)

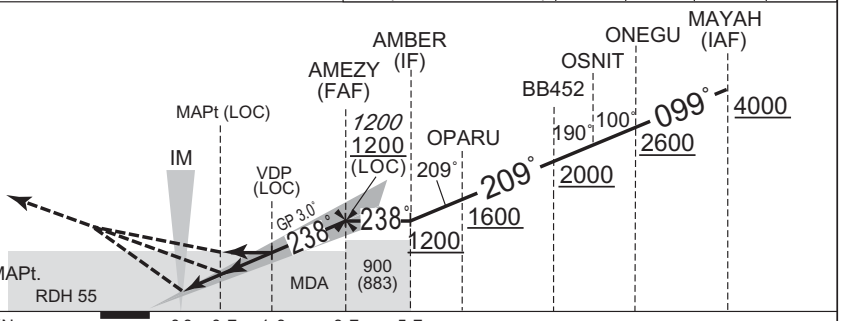
KANSAI APP	ILS - LOC	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	110.7 IKN ⠿:− ILS-GP 330.2 ILS-DME CH-44X	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



NM to IKN	MAPt	2	3	FAF
ALT(3.0° APCH Path)	–	637	955	1200

MISSED APPROACH

Direct to B4L51, to TOMOH, to GATES and hold at 4000FT.
Contact KANSAI APP.



Timing not authorized for defining the MAPt.

DME to IKN	0.2	0.3	0.7	1.3	3.7	5.7
NM to THR	0	0.1	0.5	1.1	3.5	5.5

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 12 AD elev. 17

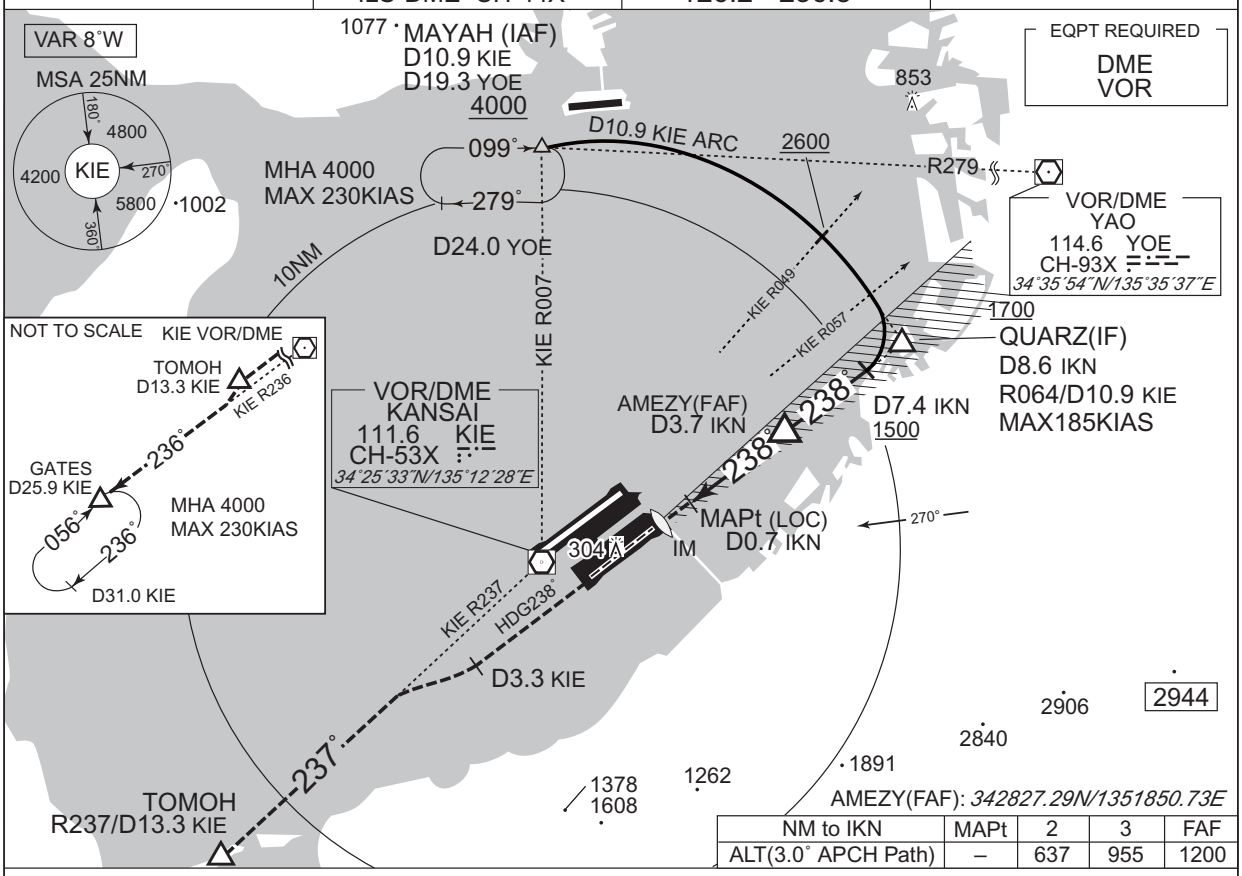
CAT	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	112 (100)	100	300	212 (200)	550	390 (373)	900	610 (593)	1600
B							1000		
C									2400
D/DL							1400		3200

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

INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — ILS Y or LOC Y RWY24L (CAT Ⅱ)

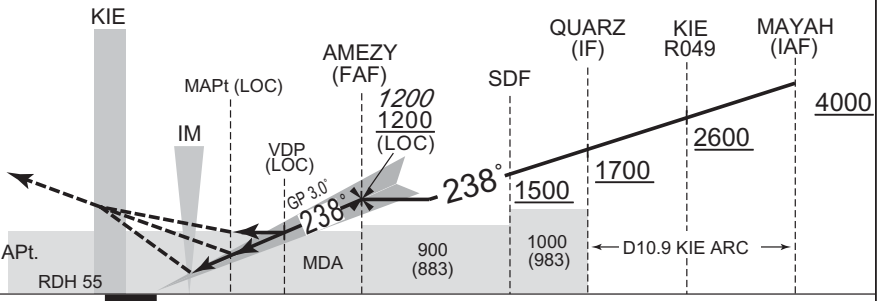
KANSAI APP	ILS - LOC	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	110.7 IKN ILS-GP 330.2 ILS-DME CH-44X	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



NM to IKN	MAPt	2	3	FAF
ALT(3.0˚ APCH Path)	–	637	955	1200

MISSED APPROACH
Climb on HDG238˚ to KIE 3.3DME, turn right to intercept and proceed via KIE R237 to TOMOH, turn left to intercept and proceed via KIE R236 to GATES and hold at 4000FT.
Contact KANSAI APP.

Timing not authorized for defining the MAPt.



DME to IKN	0.2	0.3	0.7	1.3	3.7	7.4	8.6	
NM to THR	0	0.1	0.5	1.1	3.5	7.2	8.4	

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 12 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	112 (100)	100	300	212 (200)	550	390 (373)	900	610 (593)	1600
B							1000		
C									2400
D/DL							1400		3200

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

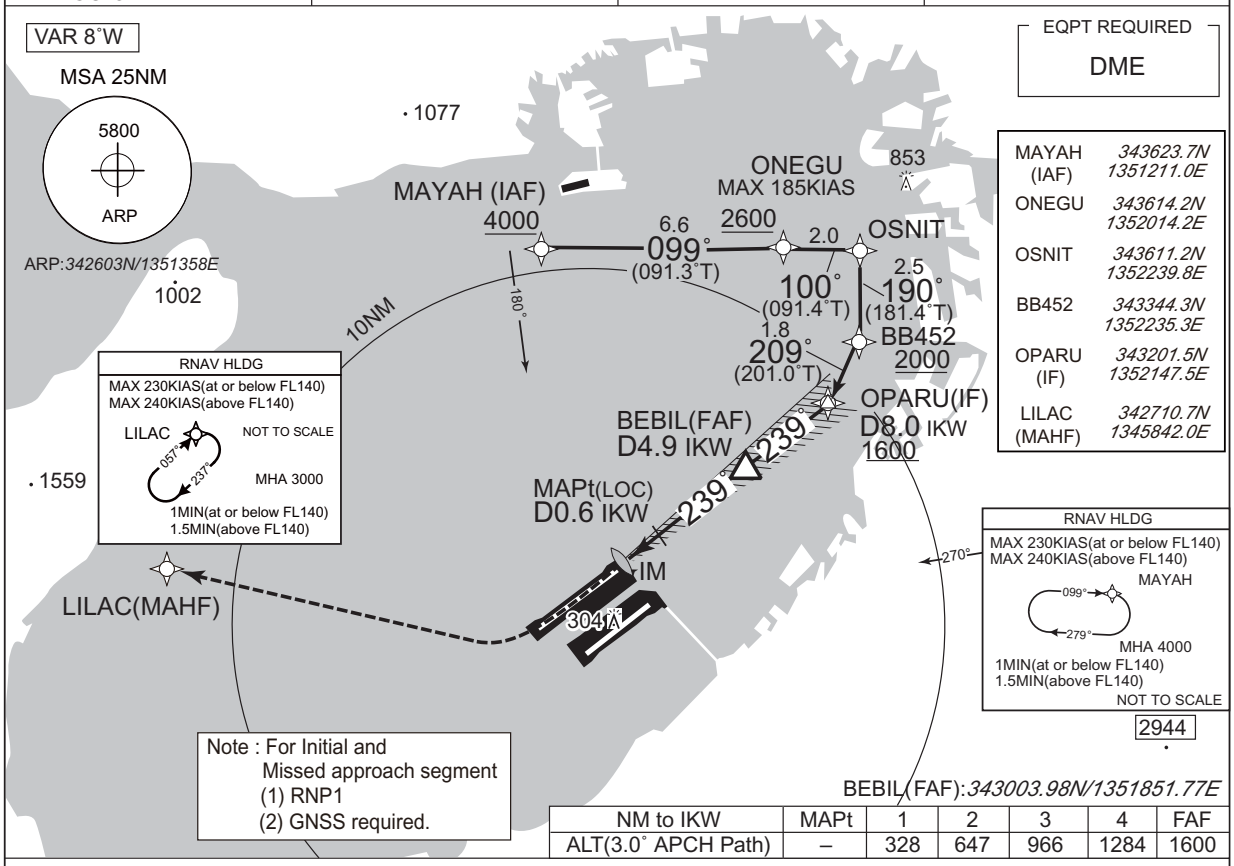
CHANGE : ALT restriction at MAYAH, KIE R049. Missed APCH climb gradient MNM added.

INSTRUMENT APPROACH CHART

CHANGE : ONEGU, OSNIT, OPARU established. BB450, BB451, BEIGE abolished. PROC course. RNAV HLDG established(LILAC). MSA.
Note added. Missed APCH PROC. Missed APCH climb gradient MNM. ALT restriction at MAYAH, ONEGU.

RJBB / KANSAI INTL — ILS Z or LOC Z RWY24R (CAT Ⅱ)

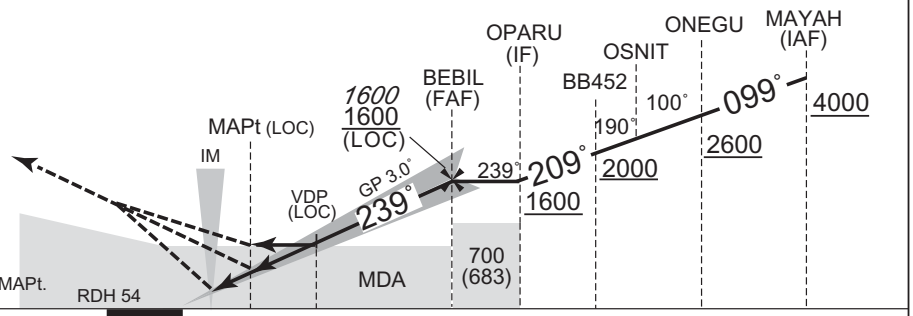
KANSAI APP	ILS - LOC	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	108.5 IKW ILS-GP 329.9 ILS-DME CH-22X	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



MAYAH (IAF)	343623.7N 1351211.0E					
ONEGU	343614.2N 1352014.2E					
OSNIT	343611.2N 1352239.8E					
BB452	343344.3N 1352235.3E					
OPARU (IF)	343201.5N 1352147.5E					
LILAC (MAHF)	342710.7N 1345842.0E					

NM to IKW	MAPt	1	2	3	4	FAF
ALT(3.0° APCH Path)	–	328	647	966	1284	1600

MISSED APPROACH
Turn right direct to LILAC
and hold at 3000FT.
Contact KANSAI APP.



Timing not authorized for defining the MAPt.

DME to IKW	0.2	0.3	0.6	0.9	4.9	8.0
NM to THR	0	0.1	0.5	0.7	4.7	7.9

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 16 AD elev. 17

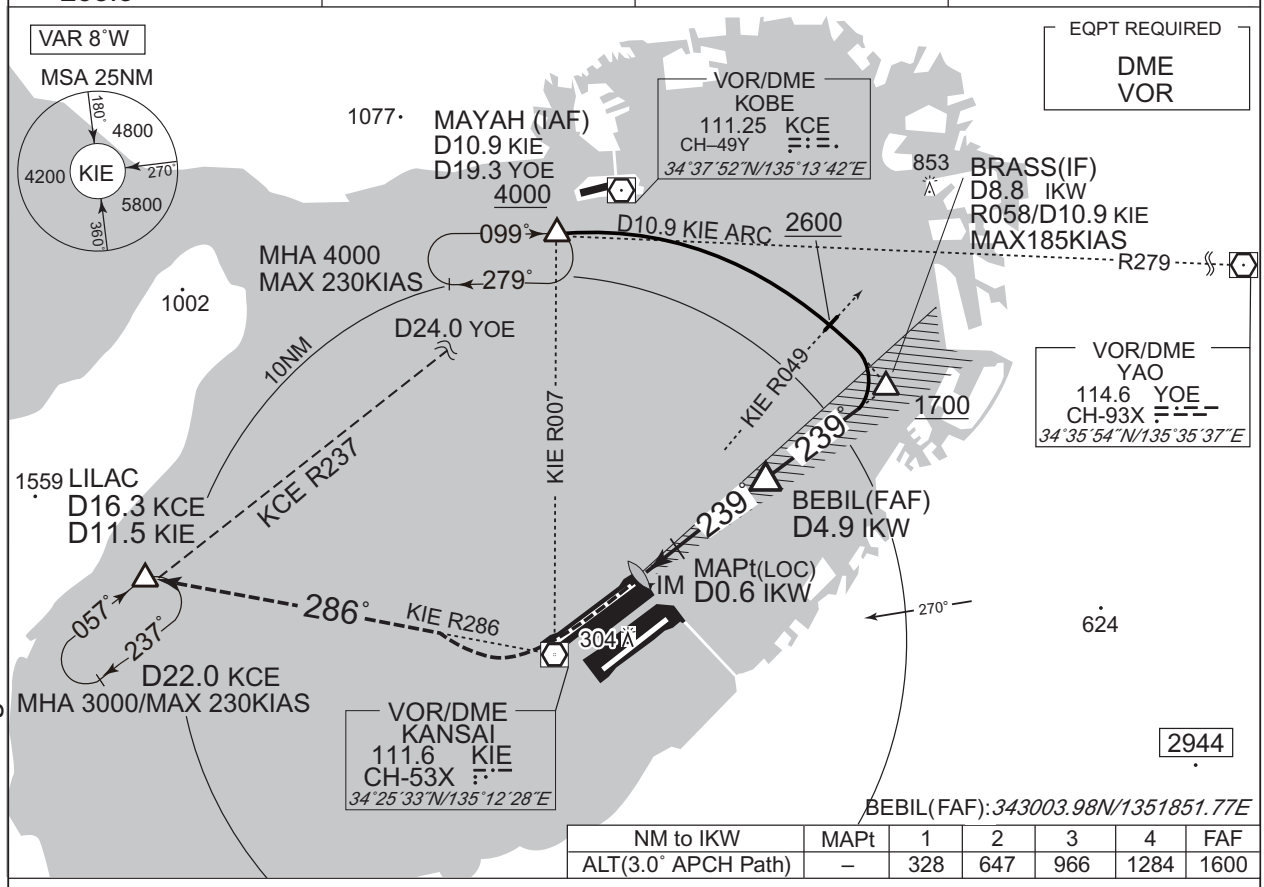
CAT	CAT Ⅱ			CAT Ⅰ		LOC		CIRCLING	
	DA(H)	RA	RVR	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	116 (100)	100	300	216 (200)	550	300 (283)	800	610 (593)	1600
B									
C									2400
D/DL							1200		3200

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

INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — ILS Y or LOC Y RWY24R (CAT Ⅱ)

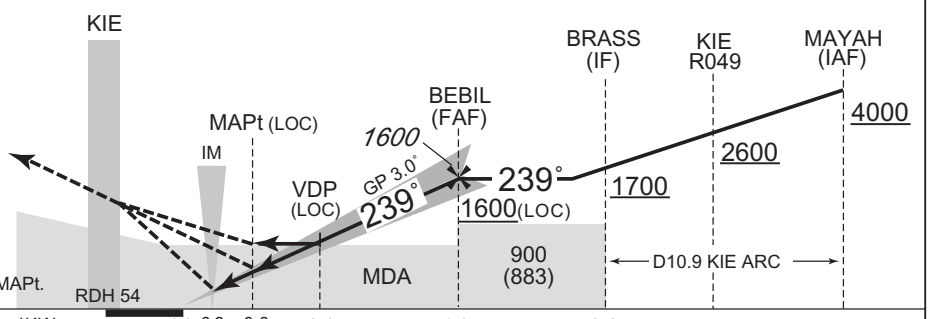
KANSAI APP	ILS - LOC	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	108.5 IKW ILS-GP 329.9 ILS-DME CH-22X	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



EQPT REQUIRED
DME
VOR

NM to IKW	MAPt	1	2	3	4	FAF
ALT(3.0° APCH Path)	–	328	647	966	1284	1600

MISSED APPROACH
Turn right, climb to 3000FT,
via KIE R286 to LILAC
and hold.
Contact KANSAI APP.



Timing not authorized for defining the MAPt.

DME to IKW	0.2	0.3	0.6	0.9	4.9	8.8
NM to THR	0	0.1	0.5	0.7	4.7	8.6

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 16 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	116 (100)	100	300	216 (200)	550	300 (283)	800	610 (593)	1600
B									
C									2400
D/DL							1200		3200

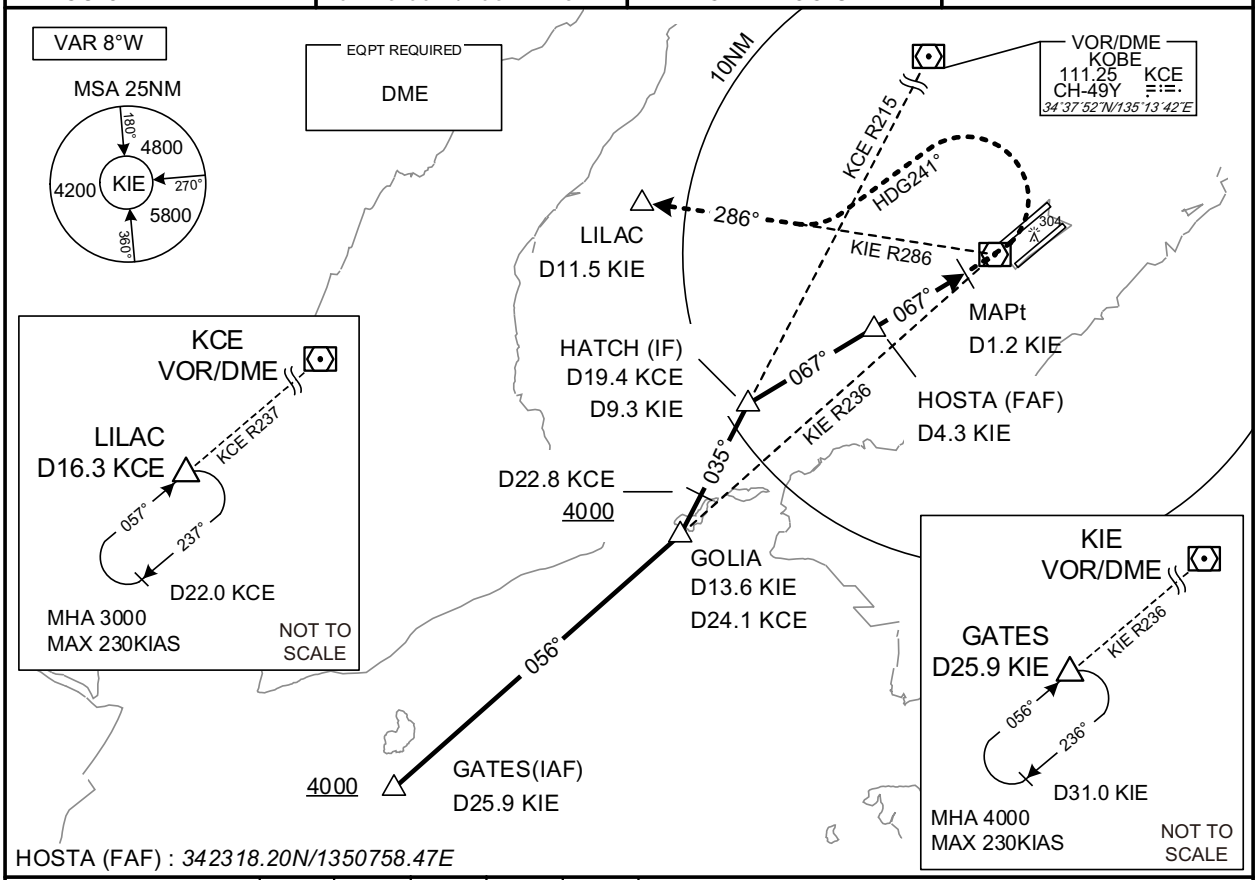
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : ALT restriction at MAYAH, KIE R049. Missed APCH climb gradient MNM added.

INSTRUMENT APPROACH CHART

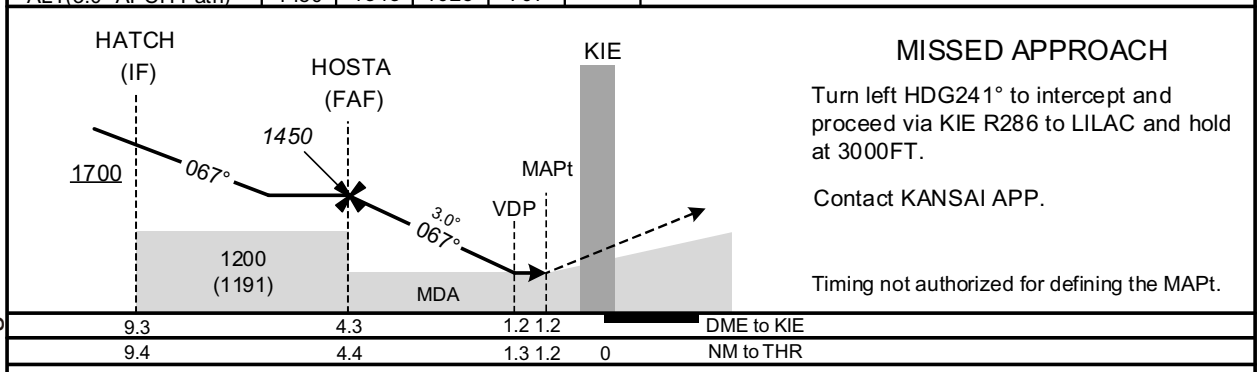
RJBB / KANSAI INTL — VOR RWY06L

KANSAI APP	KANSAI VOR/DME	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	111.6 KIE CH-53X *34°25′33″N/135°12′28″E*	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



HOSTA (FAF) : *342318.20N/1350758.47E*

NM to KIE	FAF	4	3	2	MAPt
ALT(3.0° APCH Path)	1450	1343	1025	707	-



MISSED APPROACH

Turn left HDG241° to intercept and proceed via KIE R286 to LILAC and hold at 3000FT.

Contact KANSAI APP.

Timing not authorized for defining the MAPt.

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 9 AD elev. 17

CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	450 (441)	900	610 (593)	1600
B		1000		
C				2400
D		1400		3200

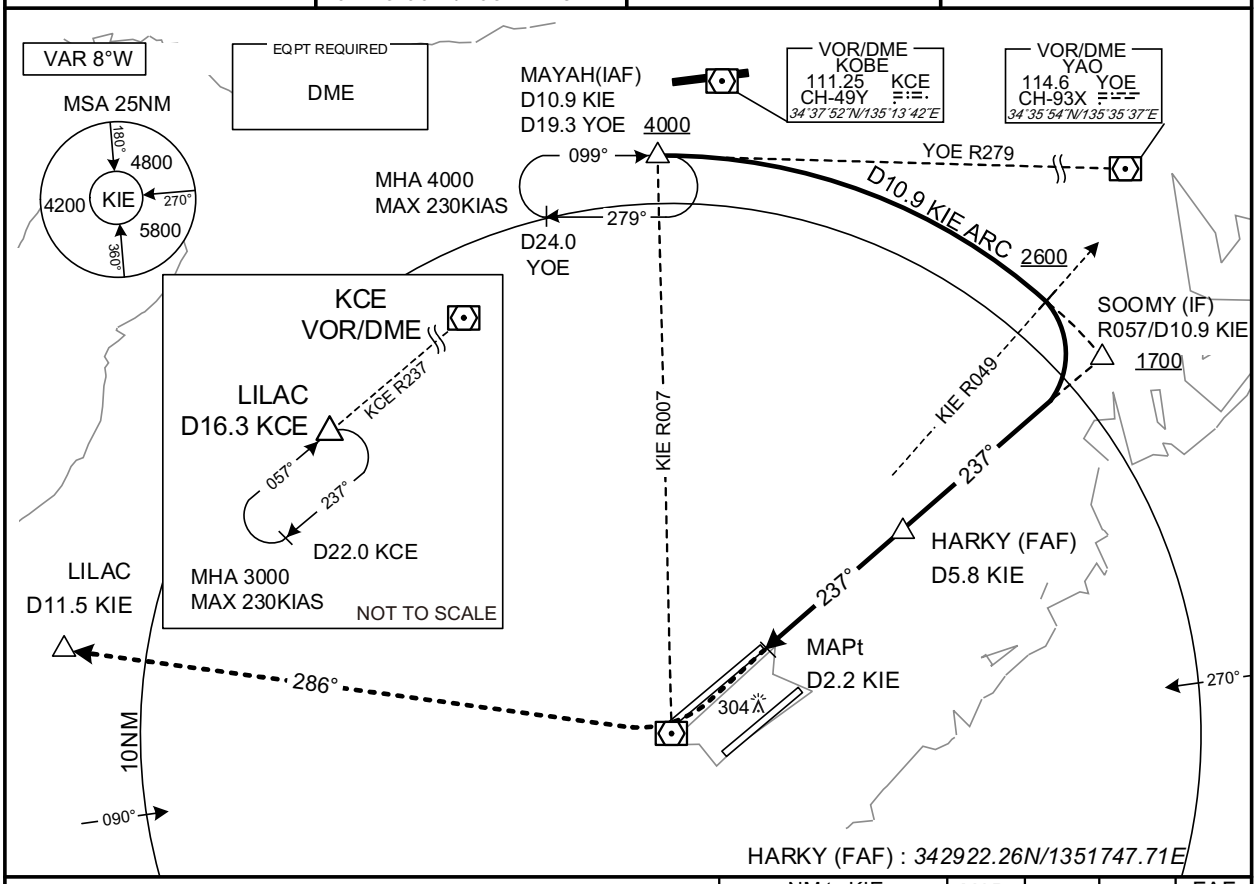
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : Missed APCH climb gradient MNM added.

INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — VOR RWY24R

KANSAI APP	KANSAI VOR/DME	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3	111.6 KIE CH-53X *34°25′33″N/135°12′28″E*	118.2 - 118.05 126.2 - 236.8	ATIS 127.85



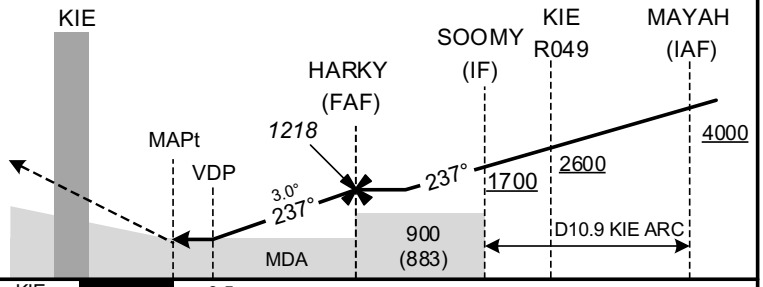
	NM to KIE	MAPt	4	5	FAF
	ALT(3.0° APCH Path)	-	635	953	1218

MISSED APPROACH

Turn right, climb to 3000FT, via KIE R286 to LILAC and hold .

Contact KANSAI APP.

Timing not authorized for defining the MAPt.



DME to KIE	2.2	3.5	5.8	10.9	
NM to THR	0	1.3	3.6	8.6	

Missed APCH climb gradient MNM 5 .0%

MINIMA THR elev. 16 AD elev. 17

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	470 (453)	1000	610 (593)	1600
B		1200		
C				2400
D		1600		3200

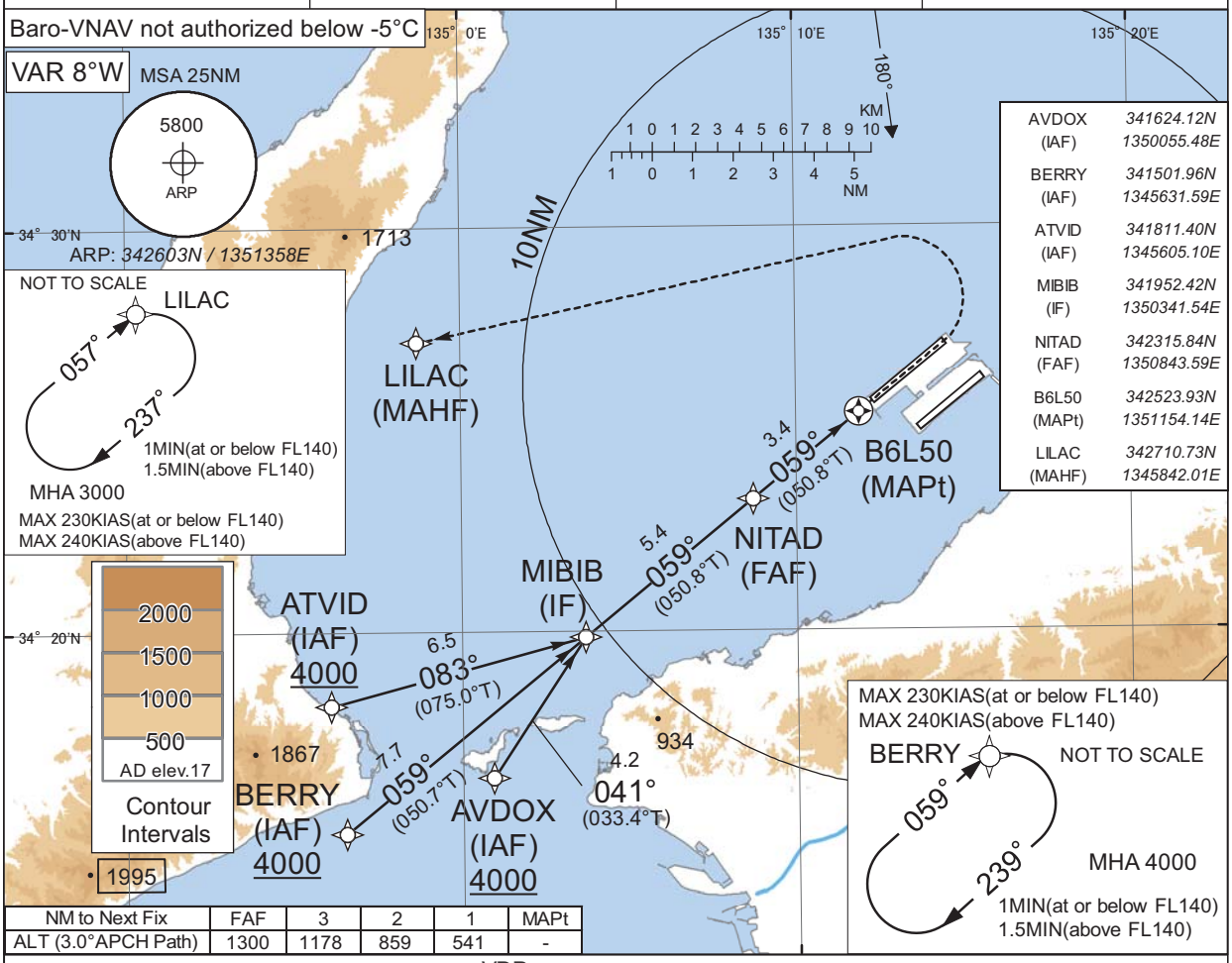
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : ALT restriction at MAYAH, KIE R049. Missed APCH climb gradient MNM added.

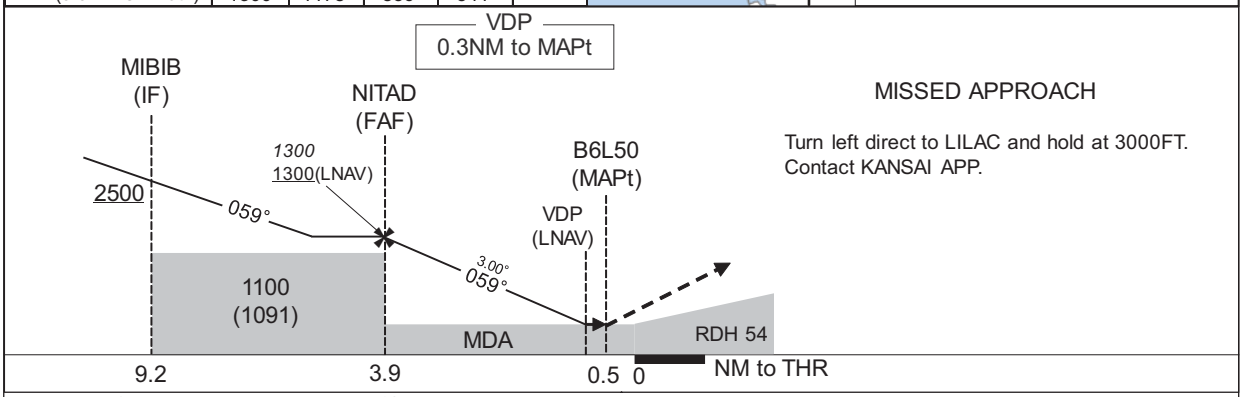
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — RNP RWY06L

KANSAI APP	RNP APCH	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3		118.2 - 118.05 126.2 - 236.8	ATIS 127.85



NM to Next Fix	FAF	3	2	1	MAPt
ALT (3.0°APCH Path)	1300	1178	859	541	-



MISSED APPROACH

Turn left direct to LILAC and hold at 3000FT.
Contact KANSAI APP.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 9 AD elev. 17

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	300(291)	800	300(291)	800	610(593)	1600
B						
C						2400
D		1200		1200		3200

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

CHANGE : AVDOX, ATVID, MIBIB, NITAD established. B6L51, JOLLY abolished. PROC course. ALT(3.0°APCH Path).
Missed APCH PROC. OCA(H). ALT restriction at MIBIB, NITAD. NM to THR.

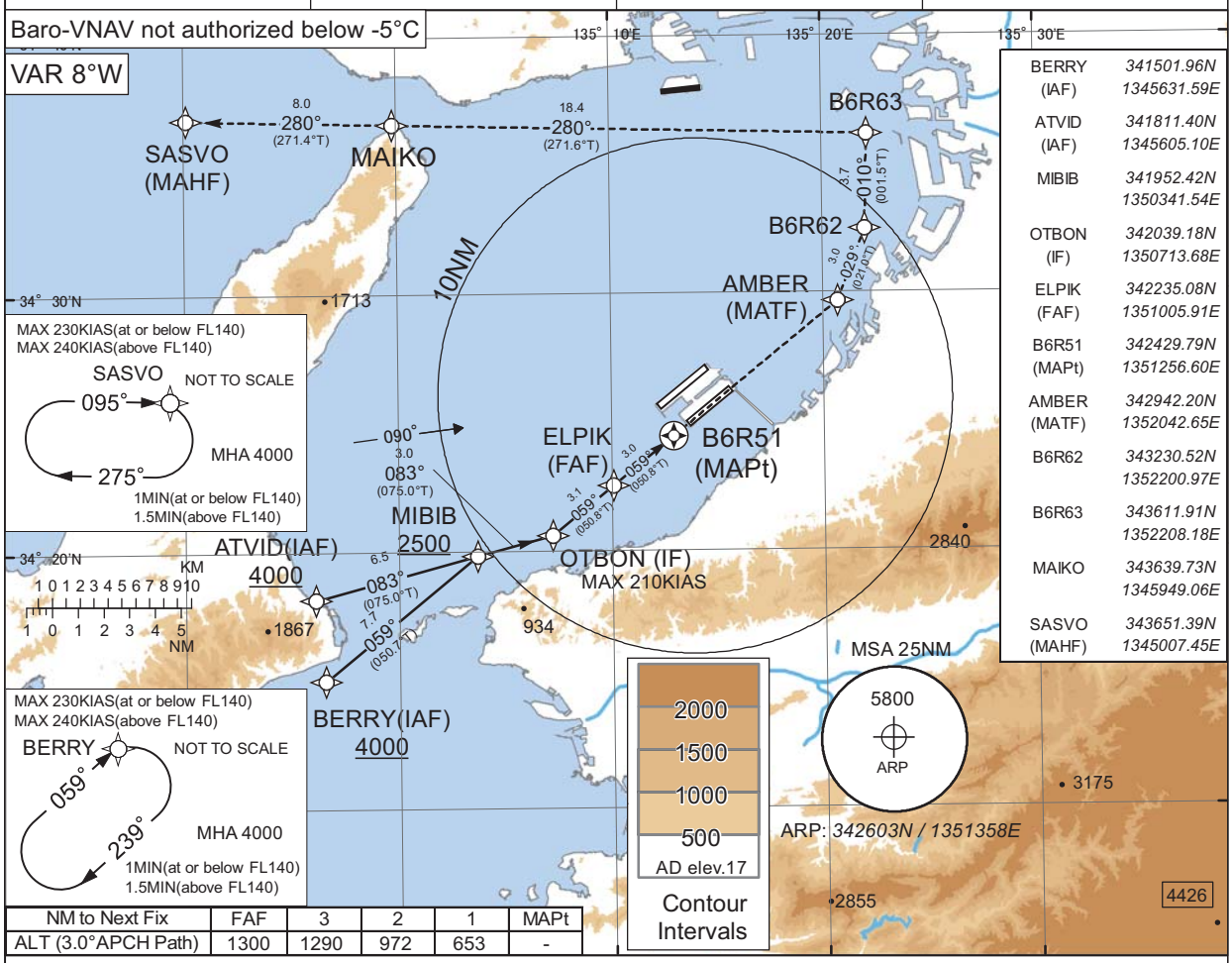
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL

RNP Z RWY06R

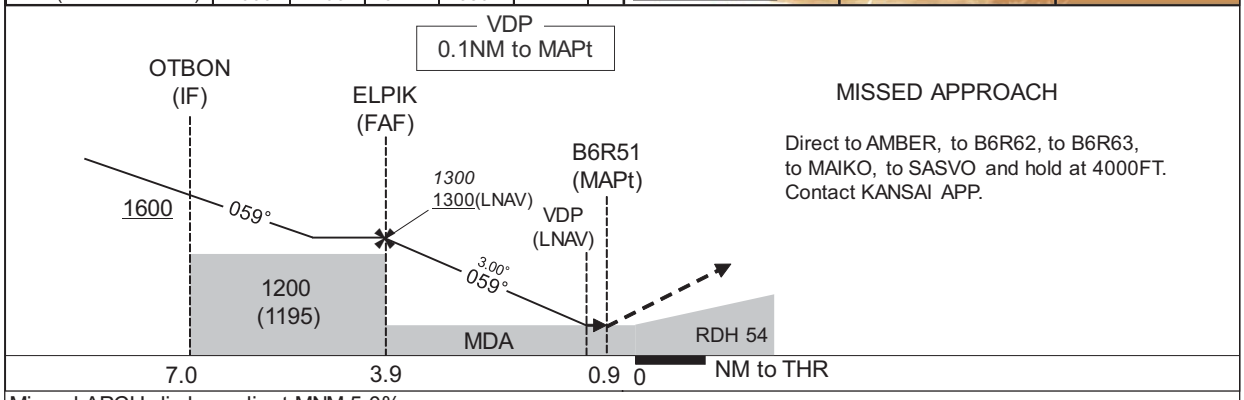
KANSAI APP	RNP APCH	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3		118.2 - 118.05 126.2 - 236.8	ATIS 127.85

Baro-VNAV not authorized below -5°C



BERRY (IAF)	341501.96N 1345631.59E
ATVID (IAF)	341811.40N 1345605.10E
MIBIB	341952.42N 1350341.54E
OTBON (IF)	342039.18N 1350713.68E
ELPIK (FAF)	342235.08N 1351005.91E
B6R51 (MAPt)	342429.79N 1351256.60E
AMBER (MATF)	342942.20N 1352042.65E
B6R62	343230.52N 1352200.97E
B6R63	343611.91N 1352208.18E
MAIKO	343639.73N 1345949.06E
SASVO (MAHF)	343651.39N 1345007.45E

NM to Next Fix	FAF	3	2	1	MAPt
ALT (3.0°APCH Path)	1300	1290	972	653	-



MISSED APPROACH

Direct to AMBER, to B6R62, to B6R63, to MAIKO, to SASVO and hold at 4000FT. Contact KANSAI APP.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 5 AD elev. 17

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	340(335)	900	340(335)	900	610(593)	1600
B		1000		1000		
C						2400
D		1400		1400		3200

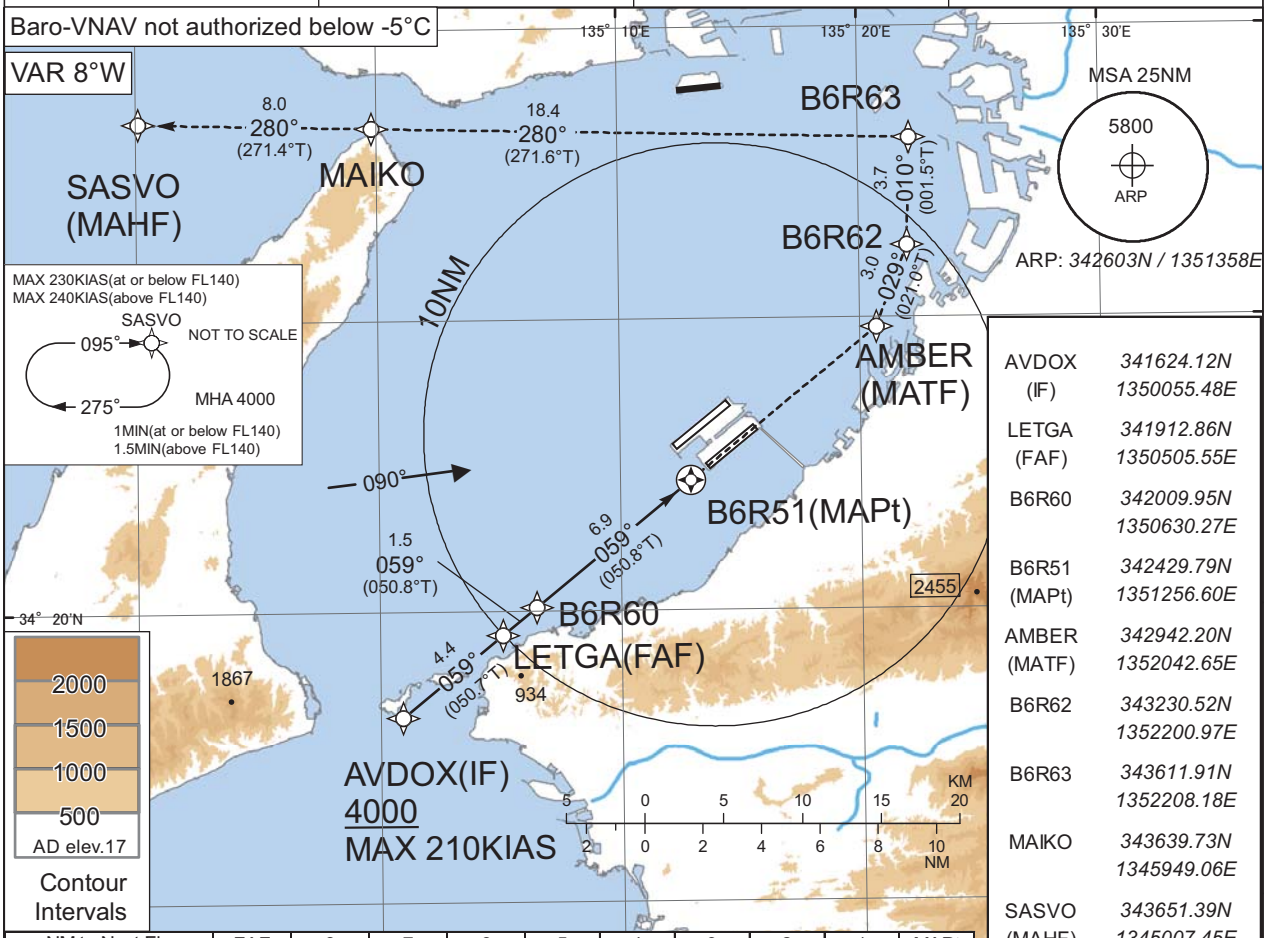
MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to NORTH side of RWY only.

CHANGE : ATVID, MIBIB, OTBON, ELPIK, B6R62, B6R63, SASVO established. JOLLY, B6R50, B6R53 abolished. PROC renamed. PROC course. ALT(3.0°APCH Path). ALT restriction at OTBON, ELPIK. OCA(H). Missed APCH PROC. NM to THR. Missed APCH climb gradient MNM.

INSTRUMENT APPROACH CHART

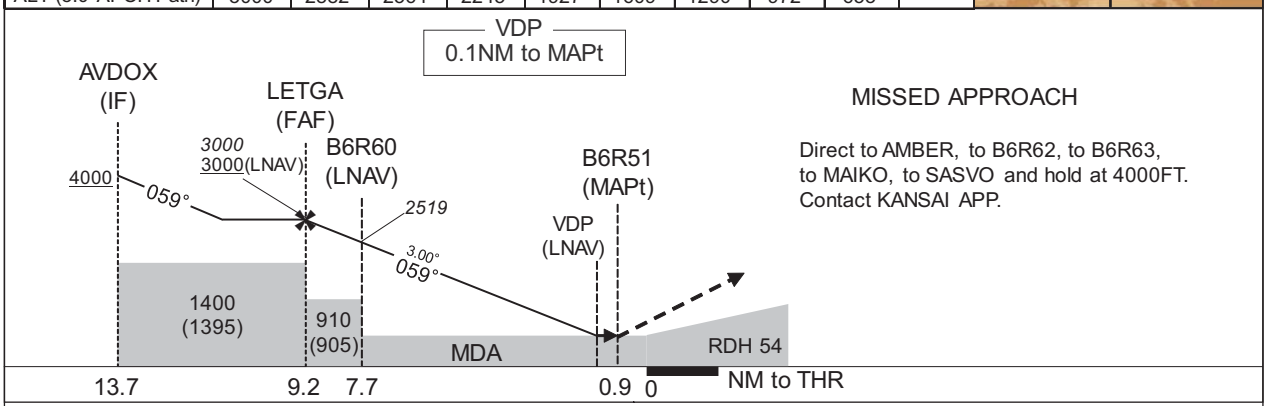
RJBB / KANSAI INTL — RNP Y RWY06R

KANSAI APP	RNP APCH	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3		118.2 - 118.05 126.2 - 236.8	ATIS 127.85



AVDOX (IF)	341624.12N 1350055.48E
LETGA (FAF)	341912.86N 1350505.55E
B6R60	342009.95N 1350630.27E
B6R51 (MAPt)	342429.79N 1351256.60E
AMBER (MATF)	342942.20N 1352042.65E
B6R62	343230.52N 1352200.97E
B6R63	343611.91N 1352208.18E
MAIKO	343639.73N 1345949.06E
SASVO (MAHF)	343651.39N 1345007.45E

NM to Next Fix	FAF	8	7	6	5	4	3	2	1	MAPt
ALT (3.0°APCH Path)	3000	2882	2564	2245	1927	1609	1290	972	653	-



MISSED APPROACH

Direct to AMBER, to B6R62, to B6R63, to MAIKO, to SASVO and hold at 4000FT. Contact KANSAI APP.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 5 AD elev. 17

CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	340(335)	900	340(335)	900	610(593)	1600
B		1000		1000		
C						2400
D		1400		1400		3200

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

CHANGE : New PROC.

INSTRUMENT APPROACH CHART

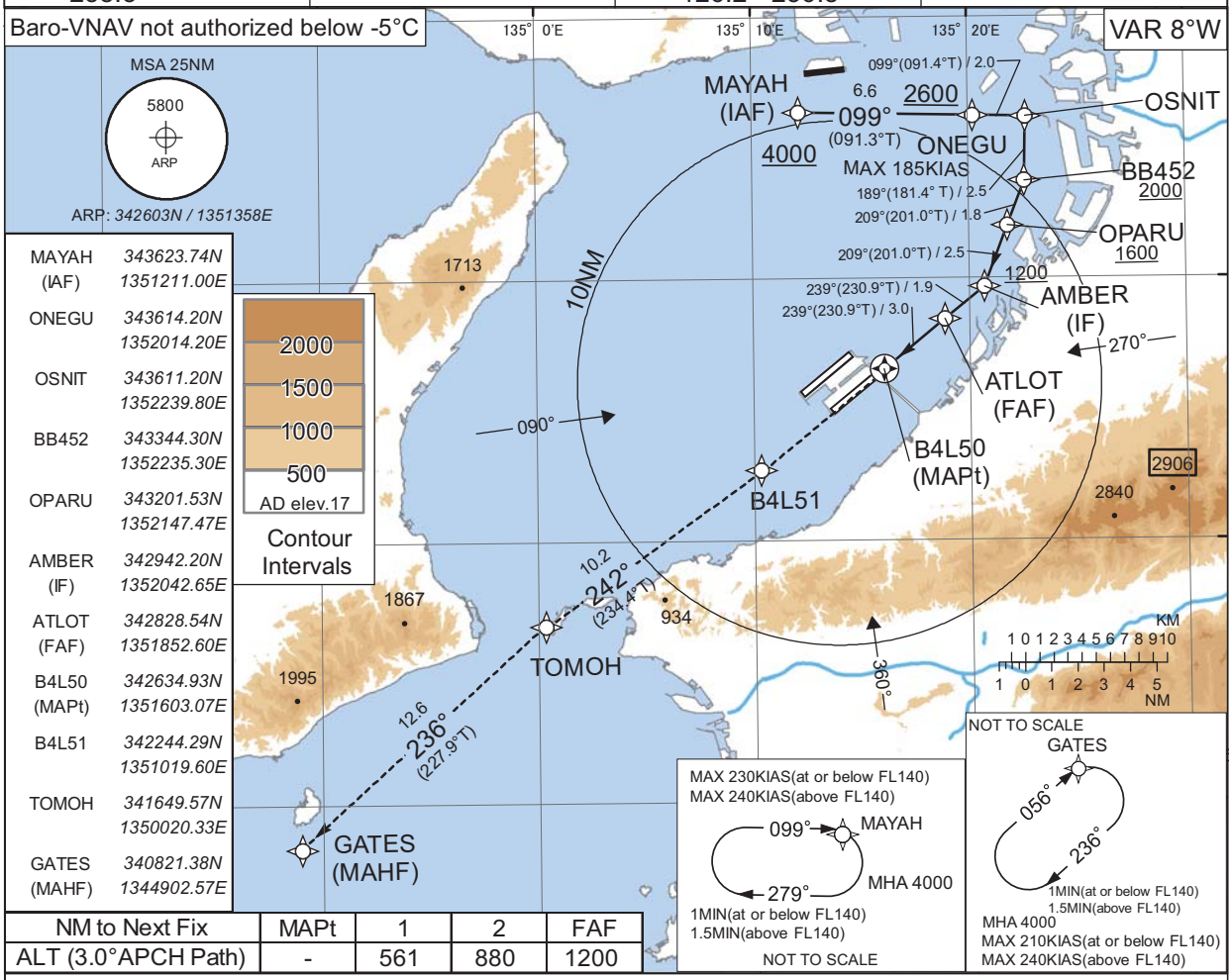
CHANGE : ONEGU, OSNIT, OPARU established. BB450, BB451, BEIGE abolished. ALT restriction at ONEGU, MAYAH. Missed APCH climb gradient MNM added.

RJBB / KANSAI INTL — RNP RWY24L

KANSAI APP	RNP APCH	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3		118.2 - 118.05 126.2 - 236.8	ATIS 127.85

Baro-VNAV not authorized below -5°C

VAR 8°W



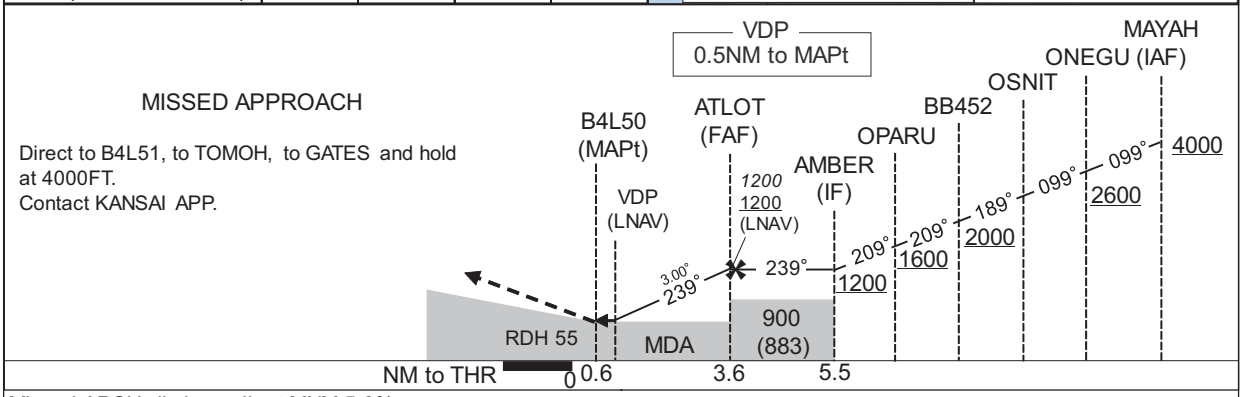
MAYAH (IAF)	343623.74N	1351211.00E
ONEGU	343614.20N	1352014.20E
OSNIT	343611.20N	1352239.80E
BB452	343344.30N	1352235.30E
OPARU	343201.53N	1352147.47E
AMBER (IF)	342942.20N	1352042.65E
ATLOT (FAF)	342828.54N	1351852.60E
B4L50 (MAPt)	342634.93N	1351603.07E
B4L51	342244.29N	1351019.60E
TOMOH	341649.57N	1350020.33E
GATES (MAHF)	340821.38N	1344902.57E

Contour Intervals: 2000, 1500, 1000, 500 — AD elev.17

NM to Next Fix	MAPt	1	2	FAF
ALT (3.0°APCH Path)	-	561	880	1200

MISSED APPROACH

Direct to B4L51, to TOMOH, to GATES and hold at 4000FT.
Contact KANSAI APP.



Missed APCH climb gradient MNM 5.0%

MINIMA	THR elev. 12		AD elev. 17			
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	400(388)	900	400(383)	900	610(593)	1600
B		1000		1000		
C						2400
D		1400		1400		3200

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

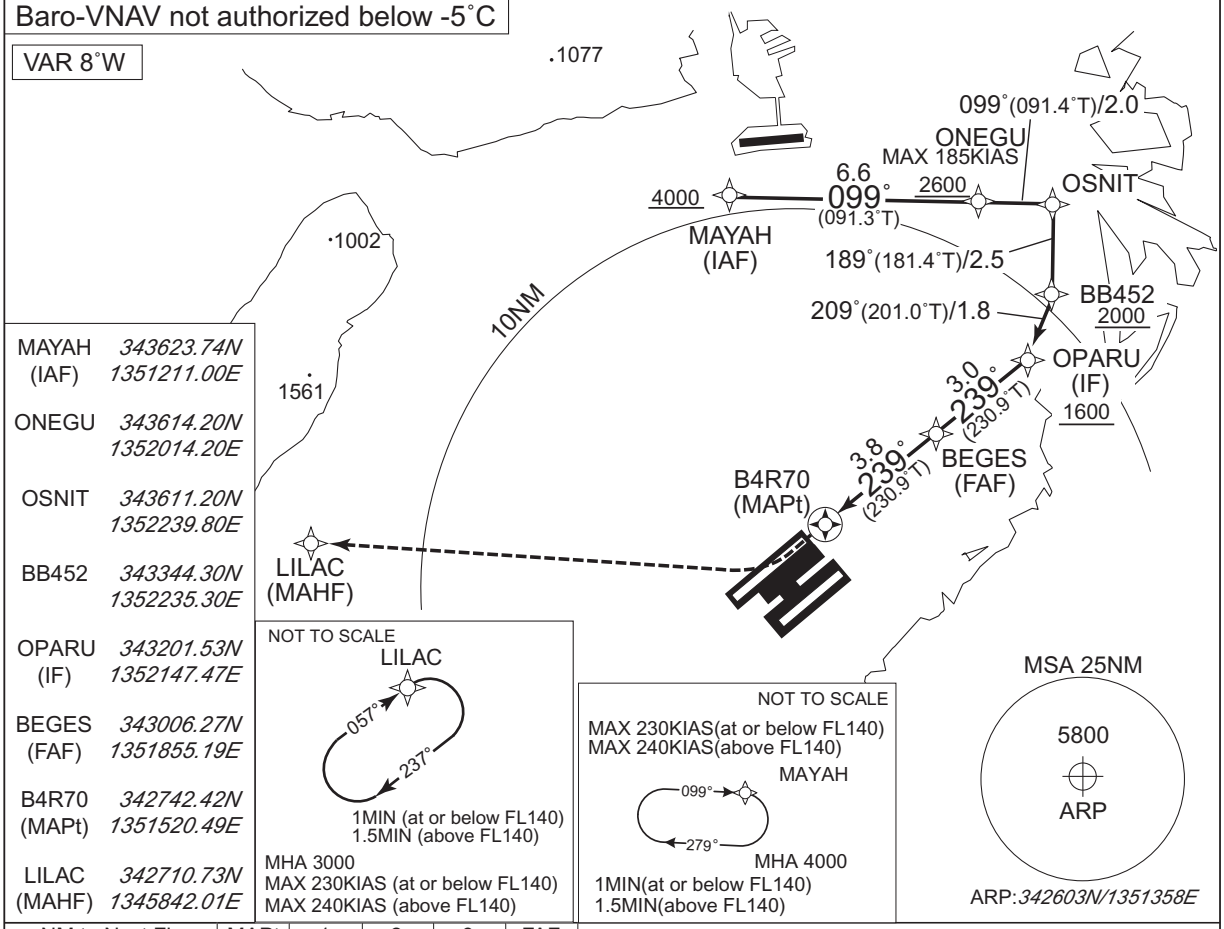
INSTRUMENT APPROACH CHART

RJBB / KANSAI INTL — RNP RWY24R

KANSAI APP	RNP APCH	KANSAI TOWER	RADAR AVBL
120.25 - 125.5 258.3		118.2 - 118.05 126.2 - 236.8	ATIS 127.85

Baro-VNAV not authorized below -5˚C

VAR 8˚W



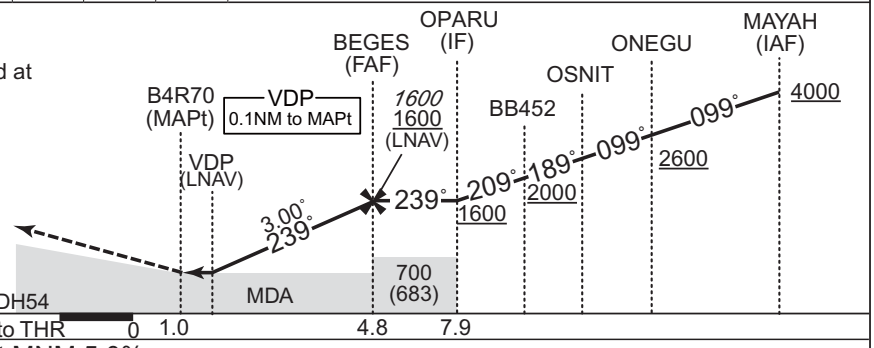
MAYAH (IAF)	343623.74N	1351211.00E
ONEGU	343614.20N	1352014.20E
OSNIT	343611.20N	1352239.80E
BB452	343344.30N	1352235.30E
OPARU (IF)	343201.53N	1352147.47E
BEGES (FAF)	343006.27N	1351855.19E
B4R70 (MAPt)	342742.42N	1351520.49E
LILAC (MAHF)	342710.73N	1345842.01E

NM to Next Fix	MAPt	1	2	3	FAF
ALT(3.0˚ APCH Path)	–	707	1025	1343	1600

MISSED APPROACH

Turn right direct to LILAC and hold at 3000FT.

Contact KANSAI APP.



Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 16 AD elev. 17

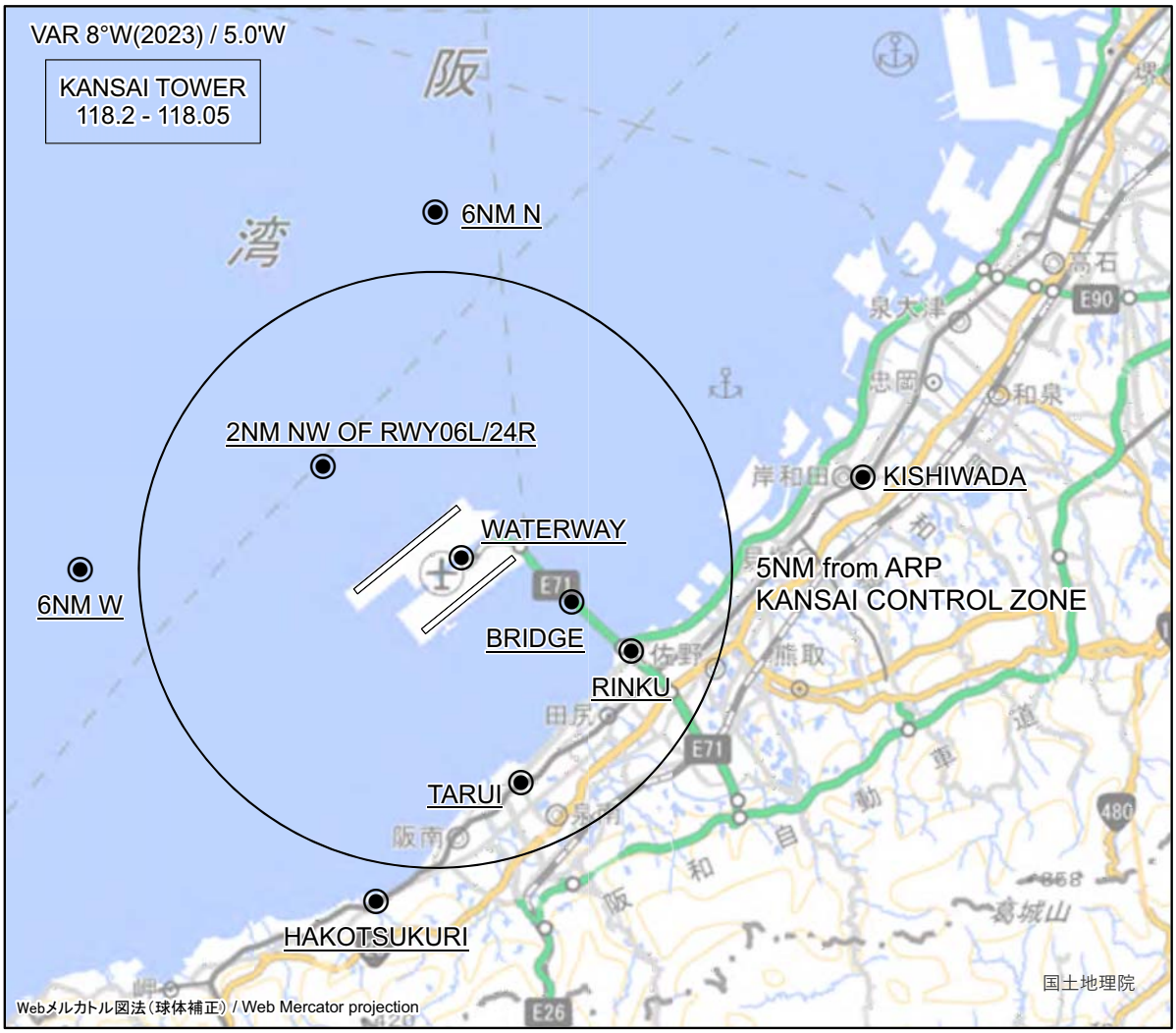
CAT	LNAV/VNAV DA(H)	LNAV/VNAV RVR/CMV	LNAV MDA(H)	LNAV RVR/CMV	CIRCLING MDA(H)	CIRCLING VIS
A	410(394)	900	400(383)	900	610(593)	1600
B		1000		1000		
C						2400
D		1400		1400		3200

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

CHANGE : ONEGU, OSNIT, OPARU established. BB450, BB451, BEIGE abolished. ALT restriction at MAYAH, ONEGU.

RJBB / KANSAI INTL

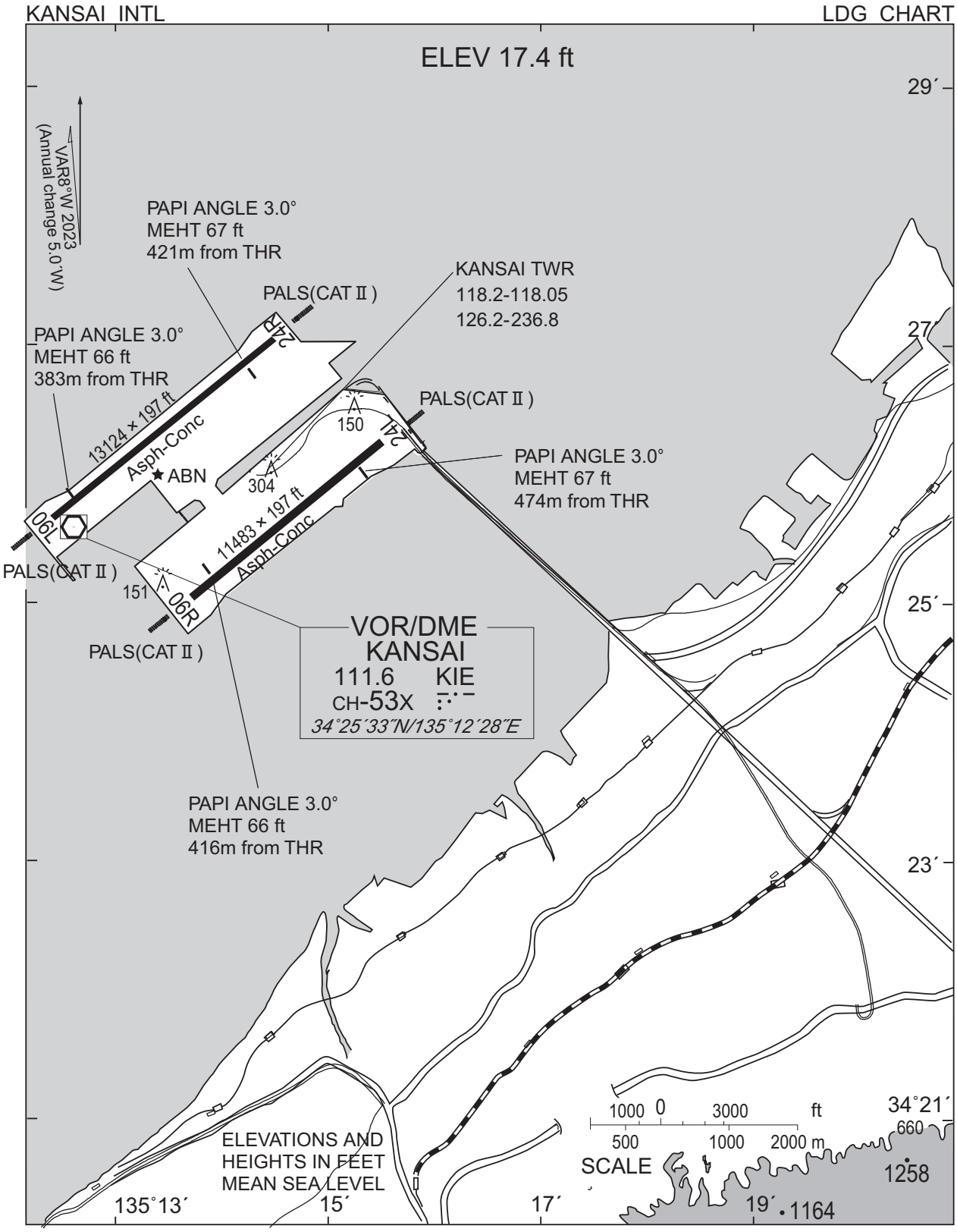
Visual REP



※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 : Visual REP(2NM NW of RWY06L/24R, Waterway, Bridge) established.

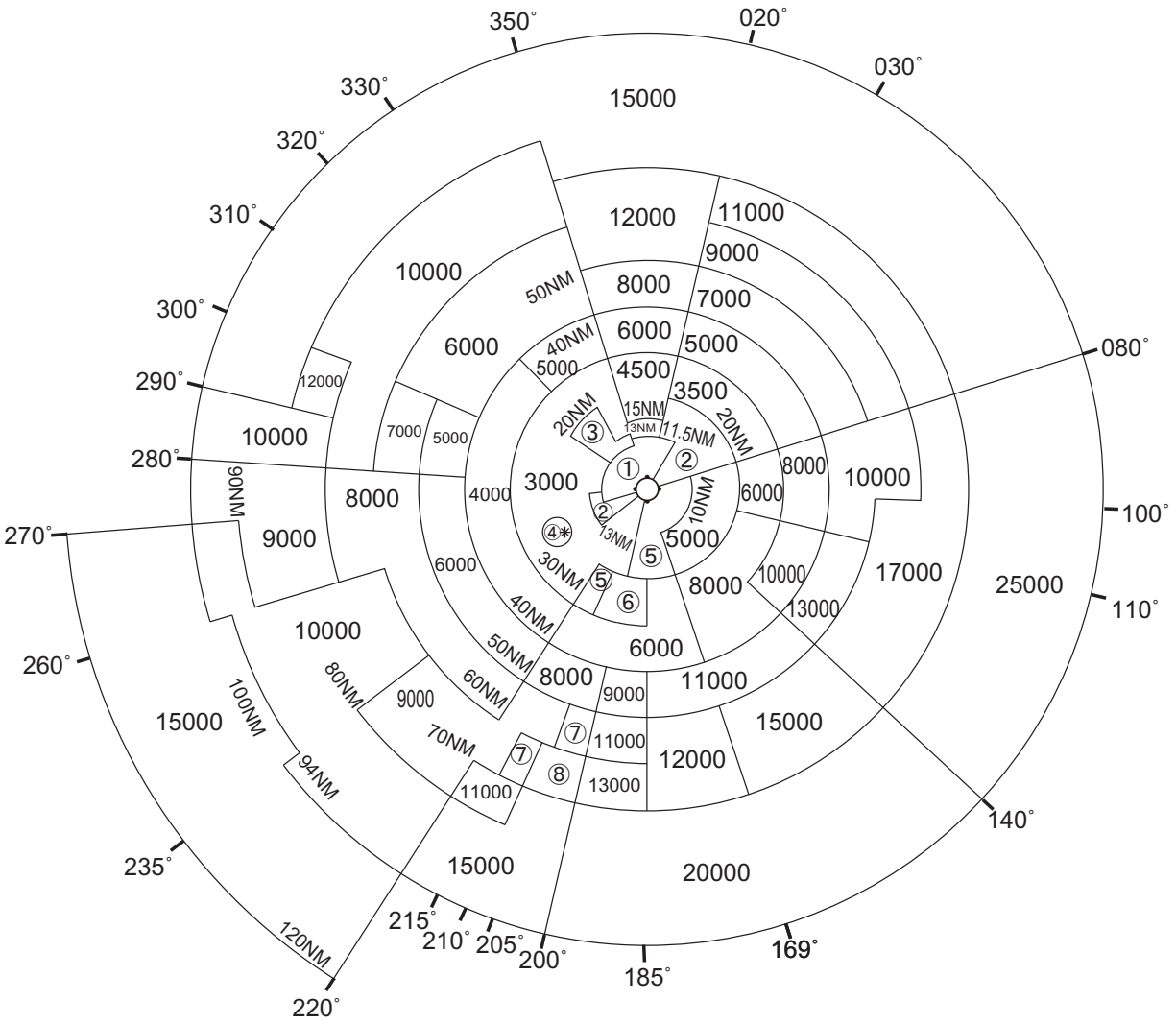
Call sign	BRG / DIST from ARP	Remarks
6NM N	360°T / 6.0NM	海上 Over the sea
2NM NW of RWY06L/24R	320°T / 2.5NM	海上 Over the sea
岸和田 Kishiwada	078°T / 7.4NM	南海本線・岸和田駅 Station
ウォーターウェイ Waterway	070°T / 0.5NM	海上 Over the sea
6NM W	270°T / 6.0NM	海上 Over the sea
ブリッジ Bridge	110°T / 2.3NM	連絡橋中間部 Middle section of the access bridge
りんくう Rinku	113°T / 3.6NM	ビル Building
樽井 Tarui	158°T / 3.9NM	南海本線・樽井駅 Station
箱作 Hakotsukuri	190°T / 5.6NM	南海本線・箱作駅 Station


KANSAI INTL
LDG CHART
ELEV 17.4 ft
VAR8°W 2023
(Annual change 5.0'W)
PAPI ANGLE 3.0°
MEHT 67 ft
421m from THR
PALS(CAT Ⅱ)
KANSAI TWR
118.2-118.05
126.2-236.8
PAPI ANGLE 3.0°
MEHT 66 ft
383m from THR
24R
13124 x 197 ft
Asph-Conc
ABN
150
304
24L
PALS(CAT Ⅱ)
PAPI ANGLE 3.0°
MEHT 67 ft
474m from THR
11483 x 197 ft
Asph-Conc
06L
PALS(CAT Ⅱ)
151
06R
PALS(CAT Ⅱ)
VOR/DME
KANSAI
111.6 KIE
CH-53X
34°25′33″N/135°12′28″E
PAPI ANGLE 3.0°
MEHT 66 ft
416m from THR
29′
27′
25′
23′
1000 0 3000 ft
500 1000 2000 m
SCALE
34°21′
660
1258
1164
ELEVATIONS AND
HEIGHTS IN FEET
MEAN SEA LEVEL
135°13′
15′
17′
19′

RJBB / KANSAI INTL

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.