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Revision Letter For Cycle 01-2015

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General Information

Location: Osaka Jpn
IATA Code: KIX
Lat/Long: N34° 26.0' E135° 14.0'
Elevation: 17 ft

Airport Use: Public
Magnetic Variation: 7.2°W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2206 Z
Sunset: 0803 Z,

Runway Information

Runway: 06L
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 33 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24L
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 15 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24R
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

- ATIS 127.85
- Kansai Tower 126.2
- Kansai Tower 118.2
- Kansai Tower 118.05
- Kansai Tower 23.68
- Kansai Ground Control 126.2
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- Kansai Clearance Delivery 126.2
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- Kansai Approach Control 125.5
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- Kansai Approach Control 121.15
- Kansai Approach Control 120.85
- Kansai Approach Control 120.45
- Kansai Approach Control 120.4
- Kansai Approach Control 120.25
- Kansai Approach Control 25.83 Military
- Kansai TCA 125.3 Secondary
- Kansai TCA 121.1
- Kansai TCA 119.025 Secondary
- Kansai Departure Control 125.0
- Kansai Departure Control 124.8
- Kansai Departure Control 121.2
- Kansai Departure Control 120.65
- Kansai Departure Control 120.4
- Kansai Departure Control 119.75
- Kansai Departure Control 119.5
- Kansai Departure Control 119.2
- Kansai Radar 125.5
- Kansai Radar 125.0
- Kansai Radar 124.8
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- Kansai Radar 121.2
- Kansai Radar 121.15
- Kansai Radar 120.85
- Kansai Radar 120.45
- Kansai Radar 120.4
- Kansai Radar 120.25
- Kansai Radar 25.83

ARRIVAL

1. CONTINUOUS DESCENT OPERATION (CDO)

Pilot shall comply with the following procedures when conducting CDO at Kansai APT.

1.1. APPLICABLE TIME

ETA at Kansai INTL APT between 1400UTC and 2200UTC.

1.2. ROUTES APPLICABLE FOR CDO**1.2.1. When RWY 24 in use**

- a) Arrival routes via KARIN and join BECKY DELTA ARRIVAL.
- b) Arrival routes via RANDY and join BERTH DELTA ARRIVAL.
- c) Arrival routes via EVERT and join CANDY DELTA ARRIVAL.

1.2.2. When RWY 06 in use

- a) Arrival routes via KARIN and join BECKY ALFA ARRIVAL or BECKY BRAVO ARRIVAL.
- b) Arrival routes via RANDY and join BERTH ALFA ARRIVAL or BERTH BRAVO ARRIVAL.
- c) Arrival routes via EVERT and join CANDY ALFA ARRIVAL or CANDY BRAVO ARRIVAL.

1.3. PROCEDURES**1.3.1. Request and clearance for CDO**

- a) CDO routes listed under paragraph 2. are used when pilot requests CDO and when ATC clears CDO. There are altitude restrictions on CDO routes.
- b) ATC re-clears or cancels CDO when RWY in use is changed.

1.3.2. Timing for requesting CDO

- a) Pilot should request CDO not later than 10 minutes before reaching Top of Descend (TOD) with position of TOD and estimated time over KARIN, RANDY or EVERT.
However, pilots which depart from Saga APT (RJFS) should request CDO not later than 5 minutes before reaching TOD or estimated time over RANDY, whichever is earlier.

2. CDO ROUTES**2.1. RWY 24**

CDO route name	Route
RWY24 CDO Number 1	SUC STORK KARIN BECKY "BECKY DELTA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 2	FUE/TAE SALTY RANDY BERTH "BERTH DELTA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross MAYAH at 4000'.
RWY24 CDO Number 4	TAPOP Y46 CANDY "CANDY DELTA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross MAYAH at 4000'.

ARRIVAL

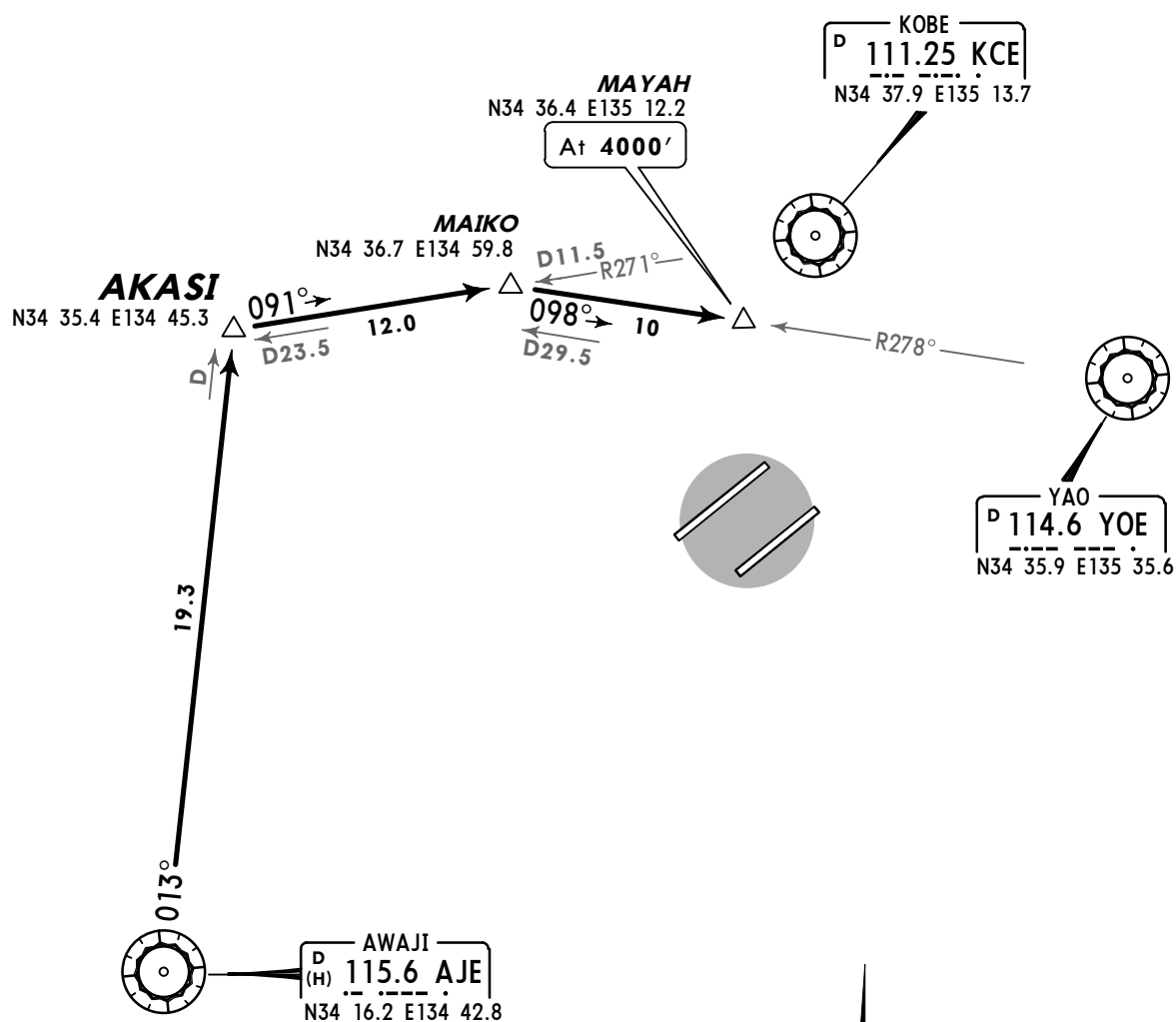
2.2. RWY 06L

CDO route name	Route
RWY06L CDO Number 1	SUC STORK KARIN BECKY "BECKY BRAVO ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 2	FUE/TAE SALTY RANDY BERTH "BERTH BRAVO ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 4	TAPOP Y46 CANDY "CANDY BRAVO ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross BERRY at or above 4000'.

2.3. RWY 06R

CDO route name	Route
RWY06R CDO Number 1	SUC STORK KARIN BECKY "BECKY ALFA ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 2	FUE/TAE SALTY RANDY BERTH "BERTH ALFA ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 9000', cross NALTO at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 3	KEC Y43 KISEI Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross ALLAN at or above 4000'.
RWY06R CDO Number 4	TAPOP Y46 CANDY "CANDY ALFA ARRIVAL" [Altitude Restriction] Cross EVERT at or above FL160, cross CANDY at or above 10000', cross DATIS at or above 6000' and cross ALLAN at or above 4000'.



D-ATIS
127.85Apt Elev
17'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'AKASI ARRIVAL
[AKASI]Direct distance from MAYAH to:
Kansai Intl 10 NM

ROUTING

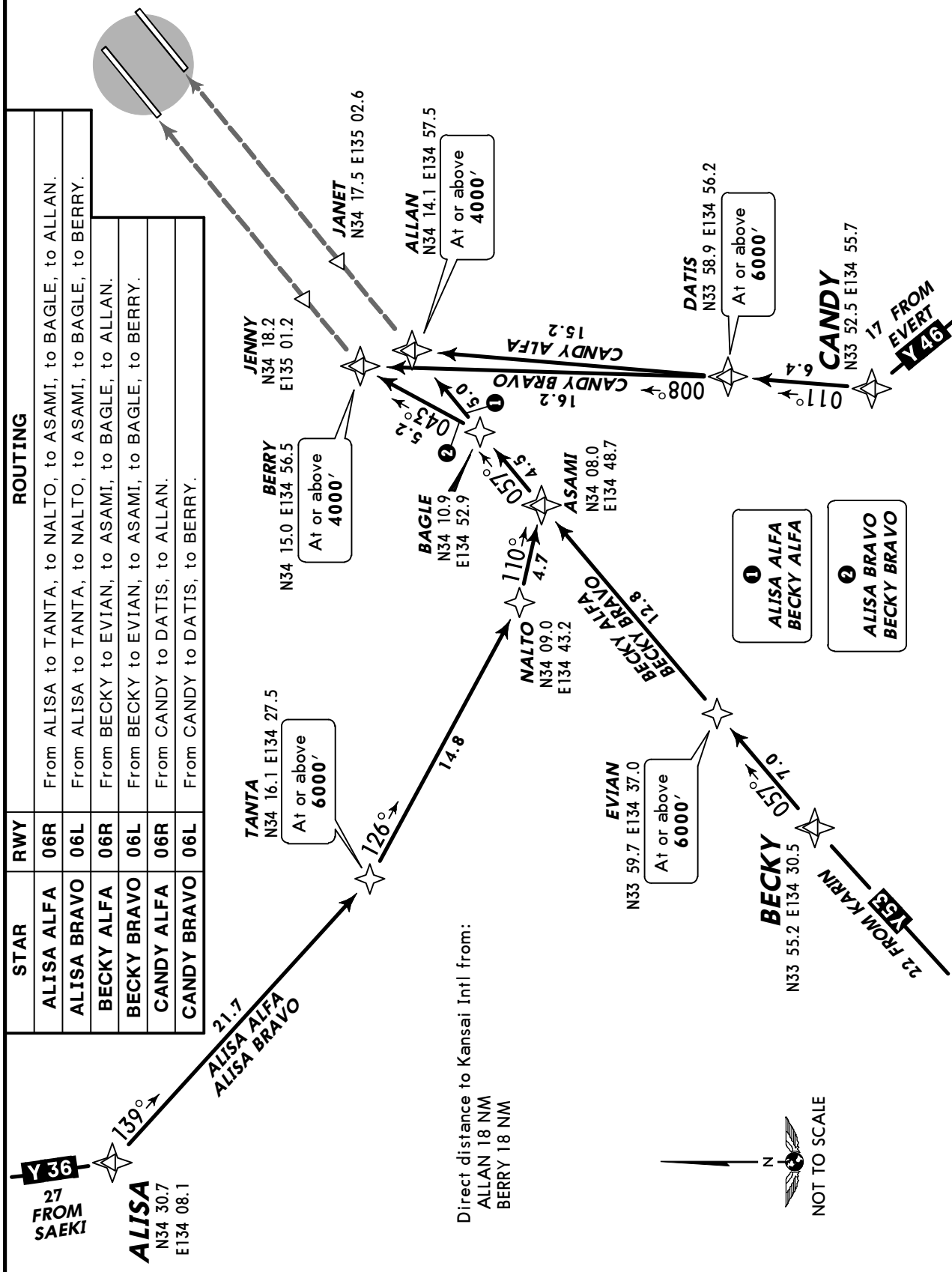
From over AJE, proceed via AJE R-013 to AKASI, via KCE R-271 to MAIKO, via YOE R-278 to MAYAH.

D-ATIS
127.85Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

ALISA ALFA [ALISAA], ALISA BRAVO [ALISAB],
BECKY ALFA [BECKYA], BECKY BRAVO [BECKYB],
CANDY ALFA [CANDYA], CANDY BRAVO [CANDYB]

ARRIVALS
(RWYS 06L/R)



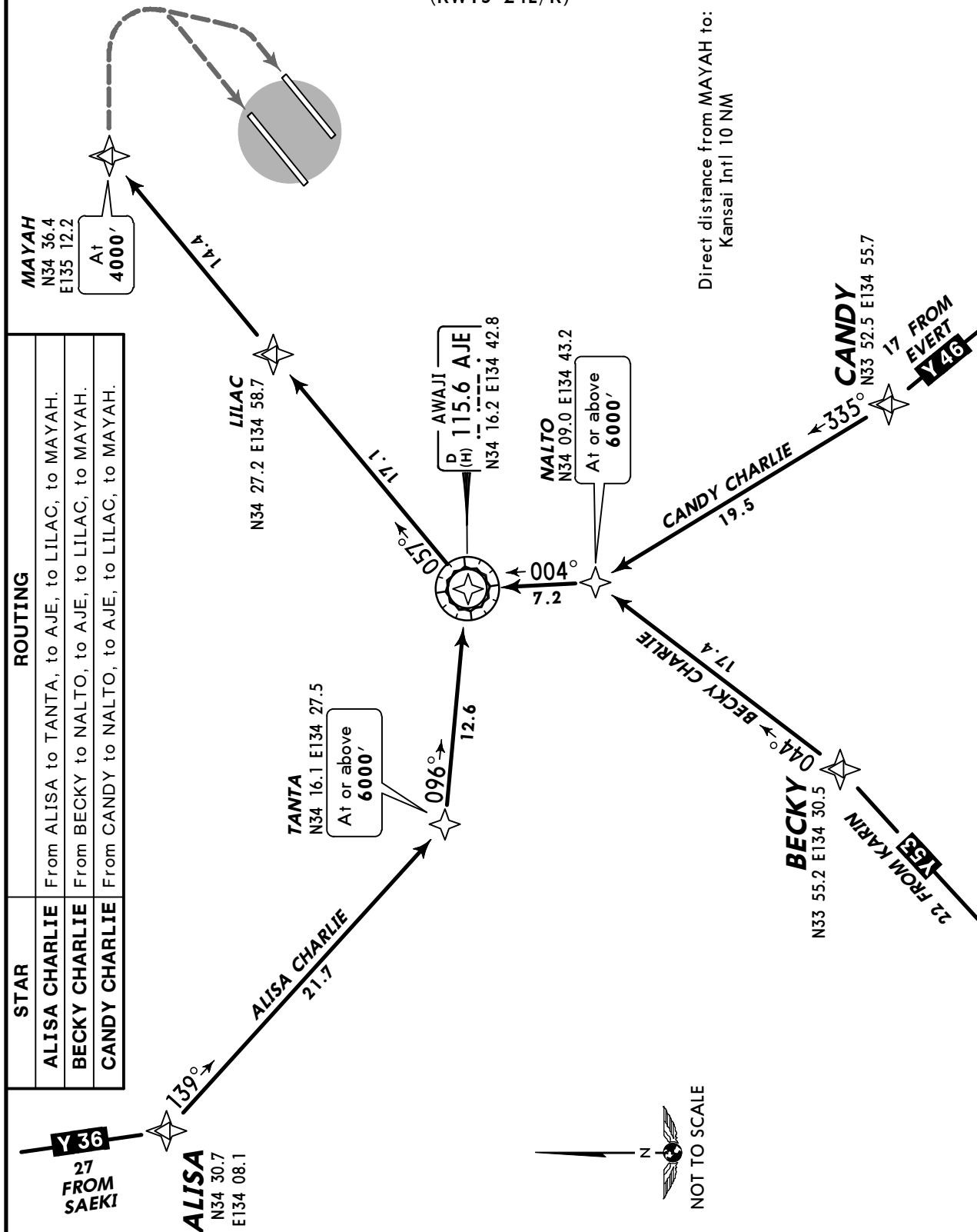
D-ATIS
127.85Apt Elev
17'

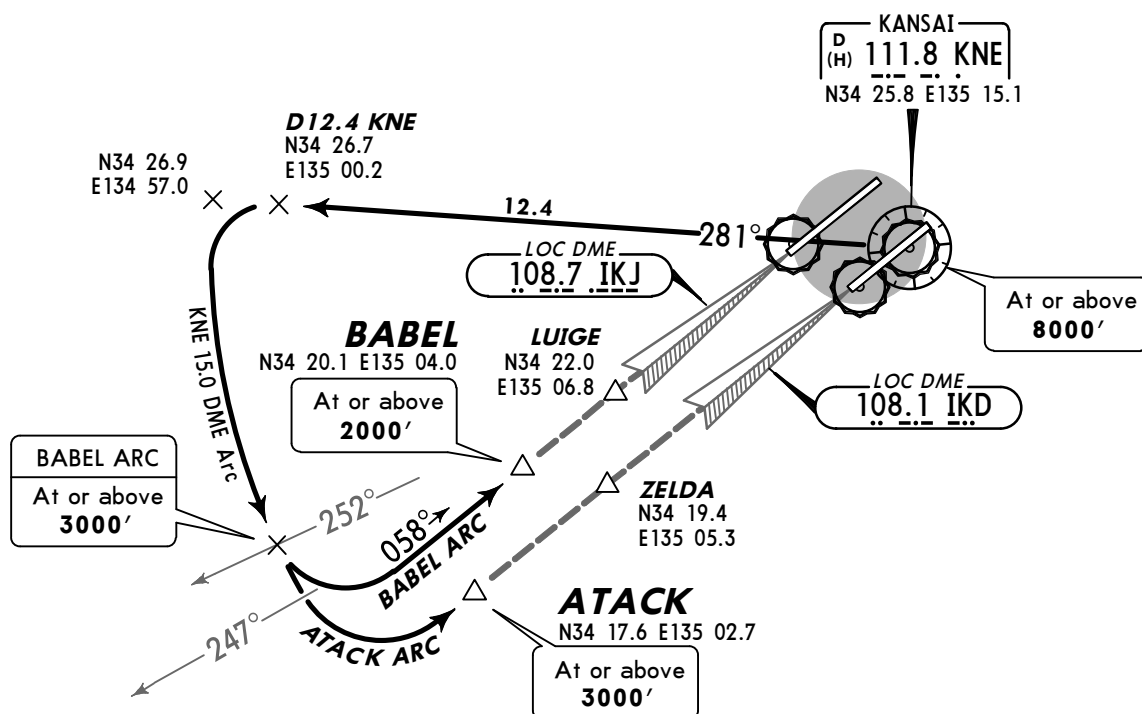
Alt Set: IN (hPa on req)

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

ALISA CHARLIE [ALISAC], BECKY CHARLIE [BECKYC],
CANDY CHARLIE [CANDYC]
ARRIVALS
(RWYS 24L/R)



D-ATIS
127.85Apt Elev
17'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'**ATAK ARC [ATAK],
BABEL ARC [BABELA]
ARRIVALS**Direct distance to Kansai Intl from:
ATAK 13 NM
BABEL 10 NM

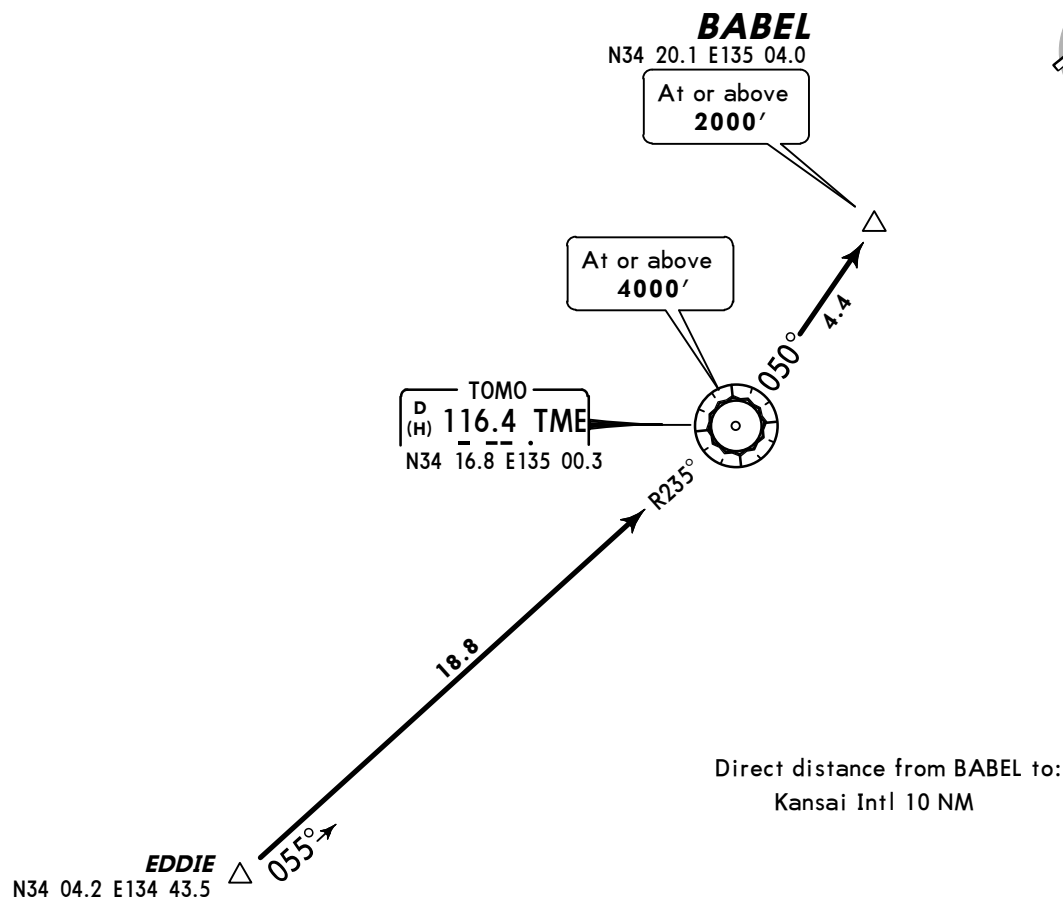
STAR	ROUTING
ATAK ARC	From over KNE, proceed via KNE R-281, turn LEFT via KNE 15.0 DME Arc counterclockwise, turn LEFT to intercept and proceed via IKD localizer to ATAK.
BABEL ARC	From over KNE, proceed via KNE R-281, turn LEFT via KNE 15.0 DME Arc counterclockwise, turn LEFT to intercept and proceed via IKJ localizer to BABEL.

D-ATIS
127.85

Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'

BABEL ARRIVAL [BABEL]



ROUTING

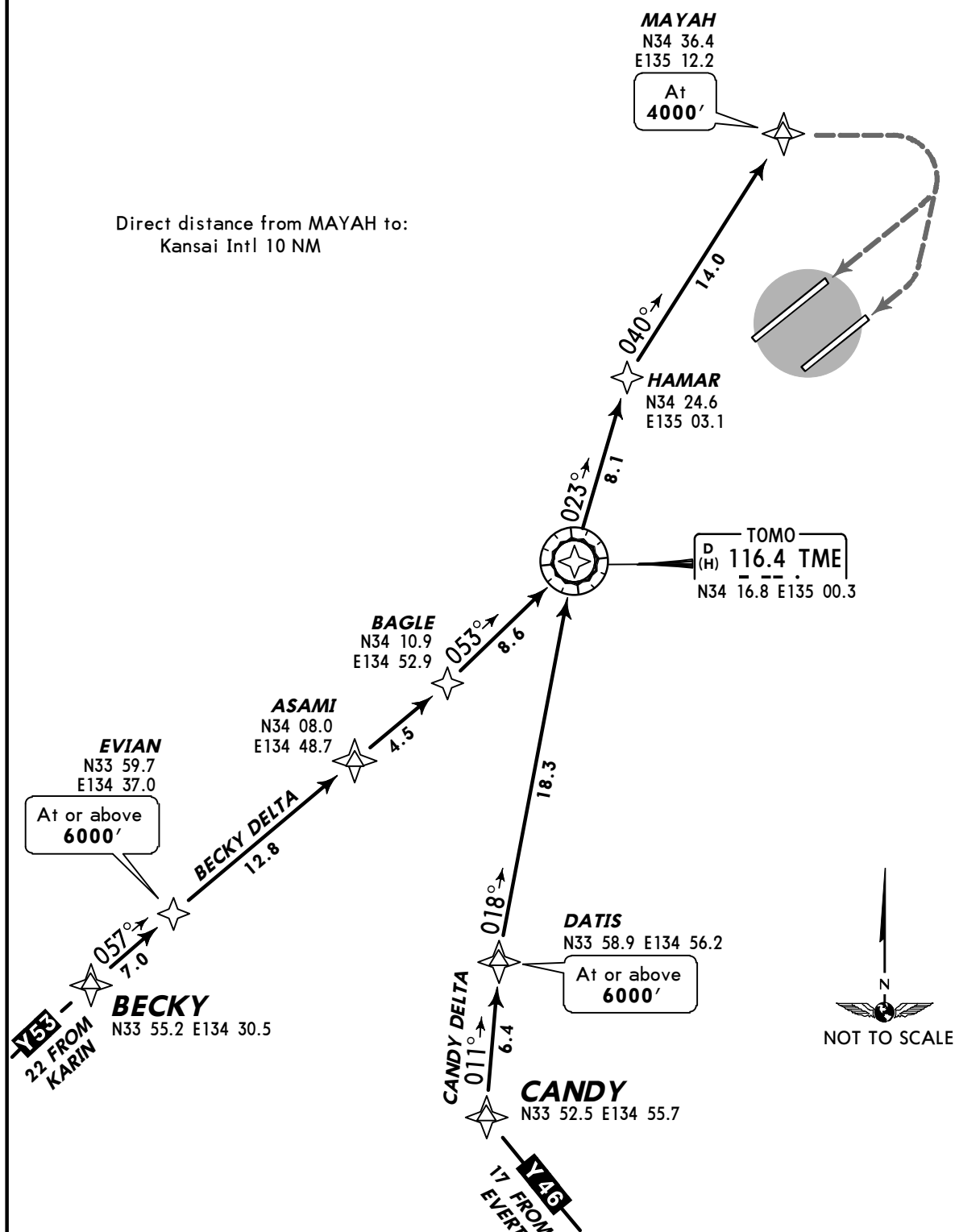
From over EDDIE, proceed via TME R-235 to TME, via TME R-050 to BABEL.

D-ATIS
127.85Apt Elev
17'

Alt Set: IN (hPa on req)

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

**BECKY DELTA [BECKYD],
CANDY DELTA [CANDYD]
ARRIVALS**
(RWYS 24L/R)

STAR

ROUTING

BECKY DELTA From BECKY to EVIAN, to ASAMI, to BAGLE, to TME, to HAMAR, to MAYAH.**CANDY DELTA** From CANDY to DATIS, to TME, to HAMAR, to MAYAH.

D-ATIS
127.85Apt Elev
17'

Alt Set: IN (hPa on req)

Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

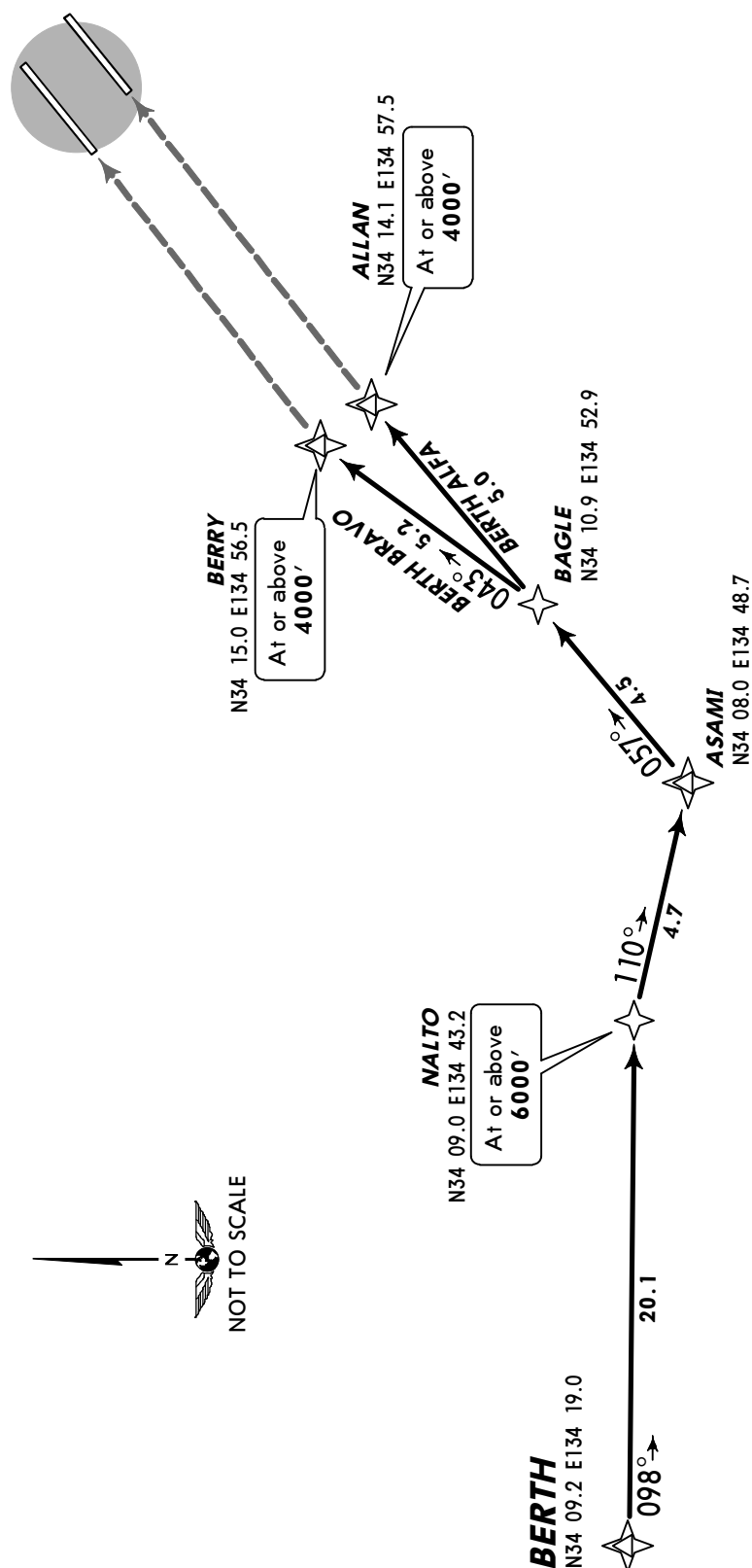
**BERTH ALFA [BERTHA],
BERTH BRAVO [BERTHB]
ARRIVALS
(RWYS 06L/R)**

Direct distance to Kansai Intl from:

ALLAN 18 NM

BERRY 18 NM

STAR	RWY	ROUTING
BERTH ALFA	06R	From BERTH to NALTO, to ASAMI, to BAGLE, to ALLAN.
BERTH BRAVO	06L	From BERTH to NALTO, to ASAMI, to BAGLE, to BERRY.



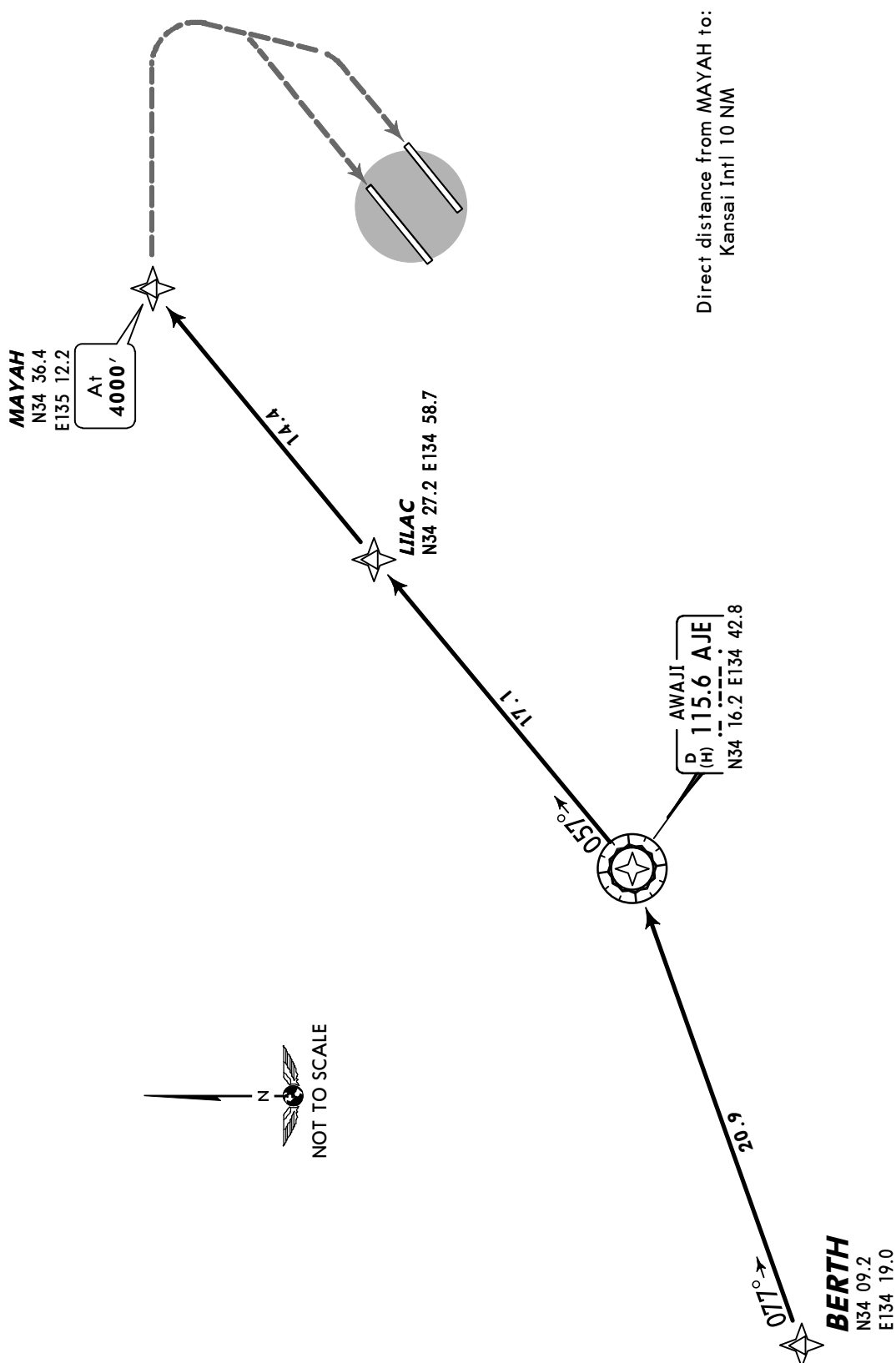
D-ATIS
127.85

Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

BERTH CHARLIE ARRIVAL
[BERTHC]
(RWYS 24L/R)

ROUTING
From BERTH to AJE, to LILAC, to MAYAH.

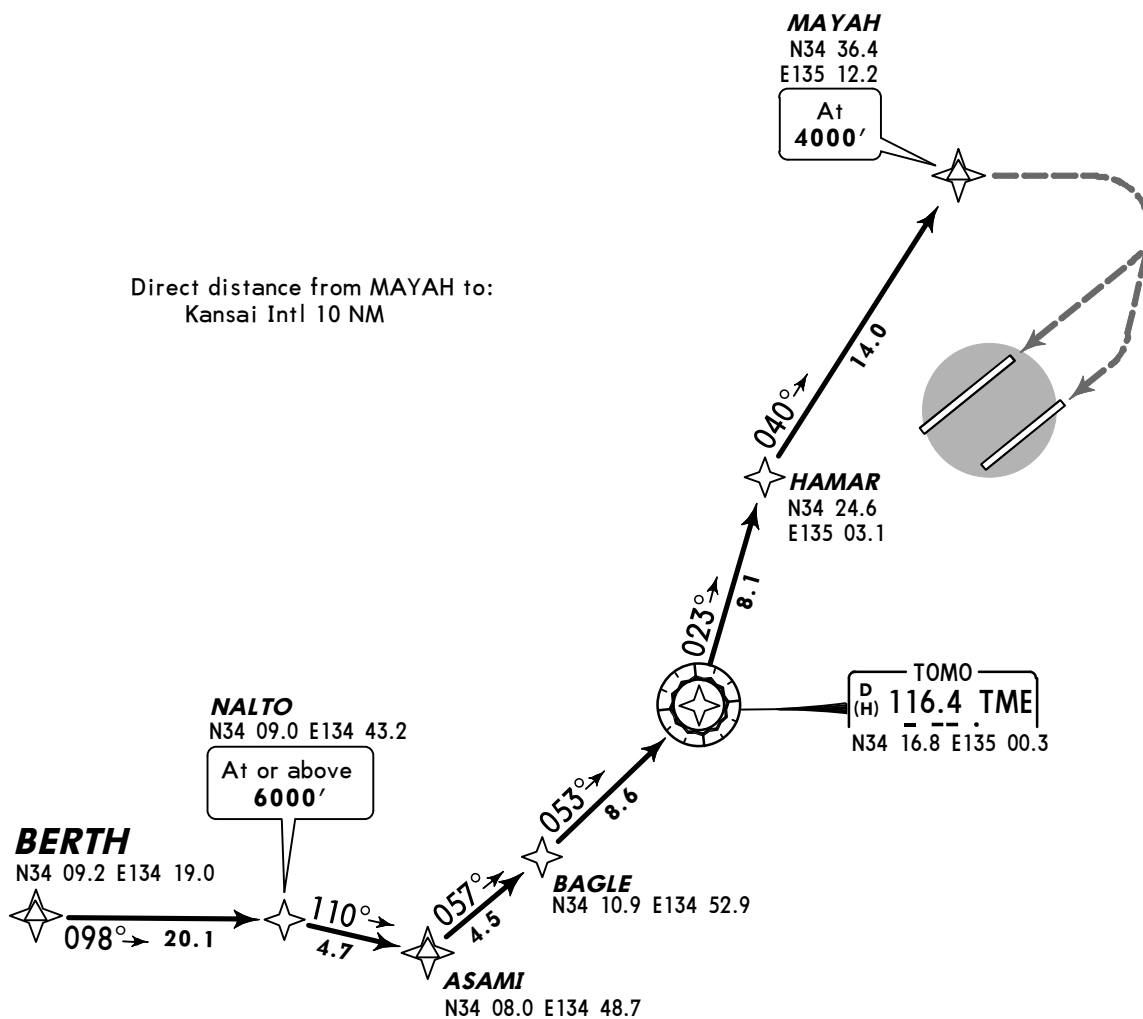


D-ATIS
127.85Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

BERTH DELTA ARRIVAL

[BERTHD]
(RWYS 24L/R)



ROUTING

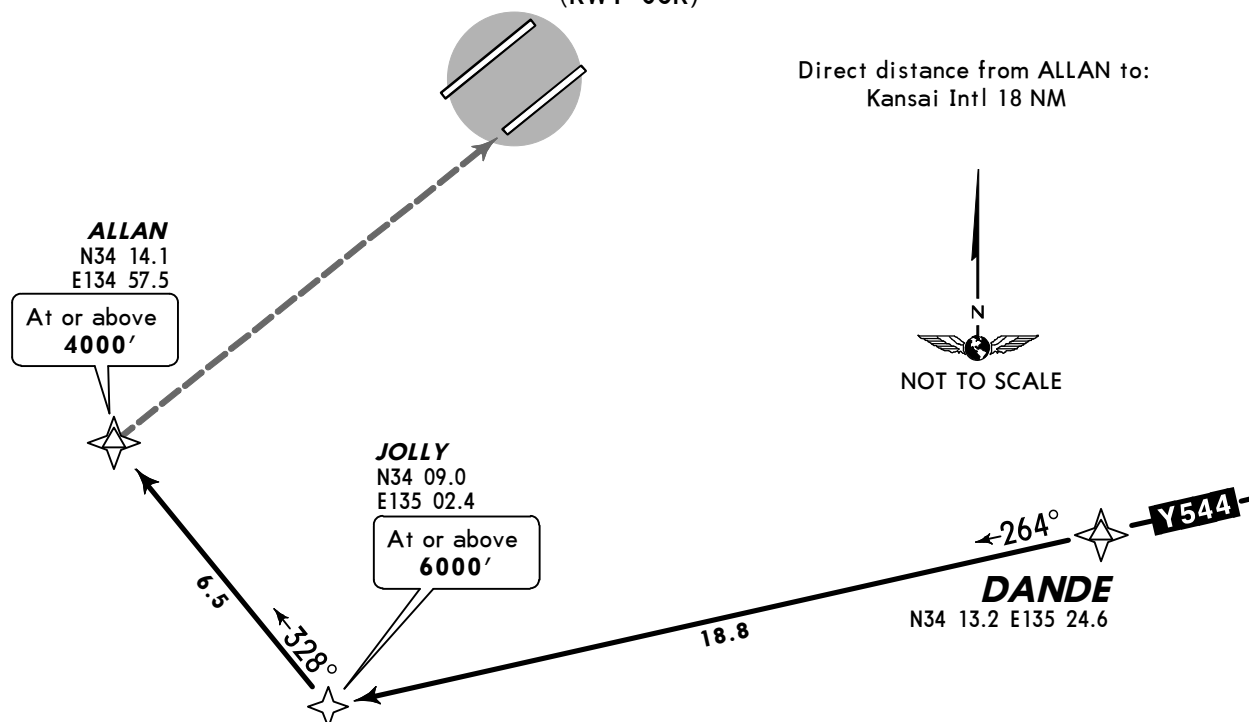
From BERTH to NALTO, to ASAMI, to BAGLE, to TME, to HAMAR, to MAYAH.

D-ATIS
127.85

Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

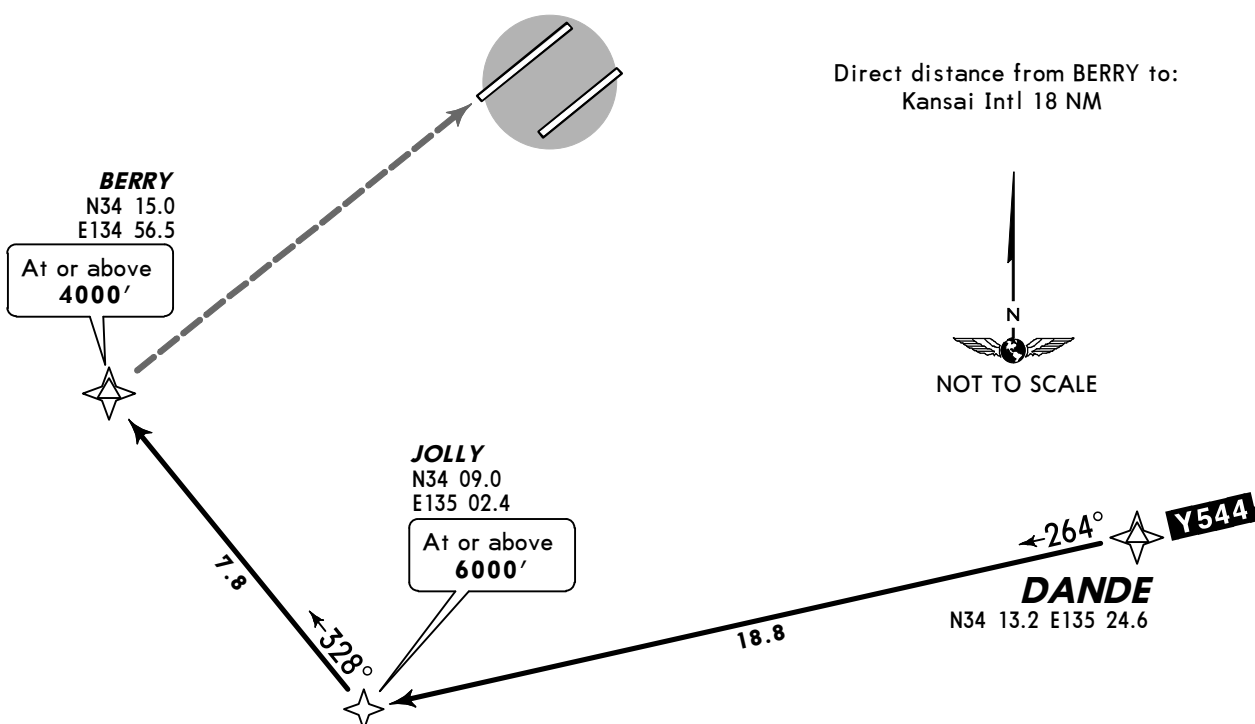
DANDE ALFA ARRIVAL [DANDEA] (RWY 06R)



ROUTING

From DANDE, to JOLLY, to ALLAN.

DANDE BRAVO ARRIVAL [DANDEB] (RWY 06L)



ROUTING

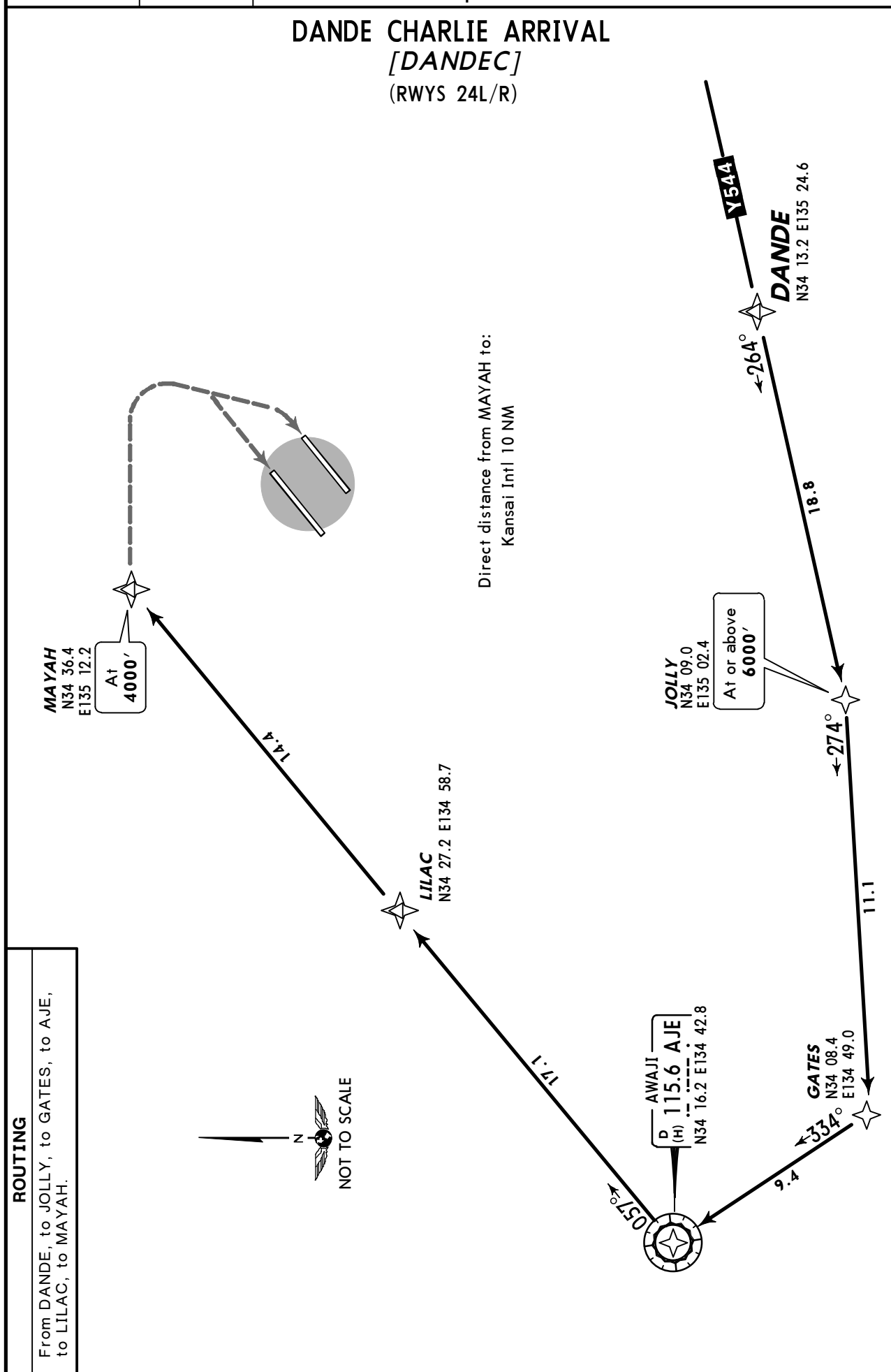
From DANDE, to JOLLY, to BERRY.

D-ATIS
127.85

Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

DANDE CHARLIE ARRIVAL [DANDEC] (RWYS 24L/R)

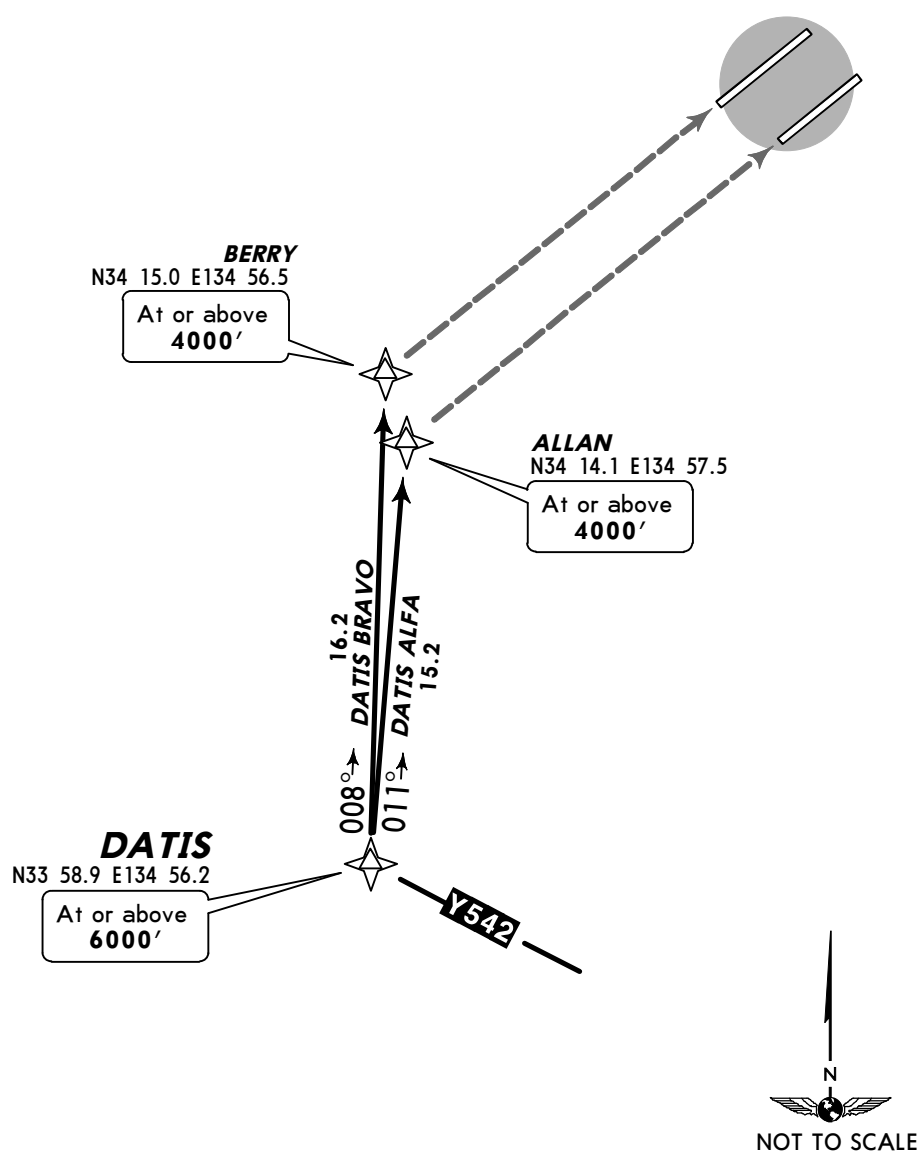


D-ATIS
127.85Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

**DATIS ALFA [DATISA],
DATIS BRAVO [DATISB]
ARRIVALS
(RWYS 06L/R)**

Direct distance to Kansai Intl from:
ALLAN 18 NM
BERRY 18 NM

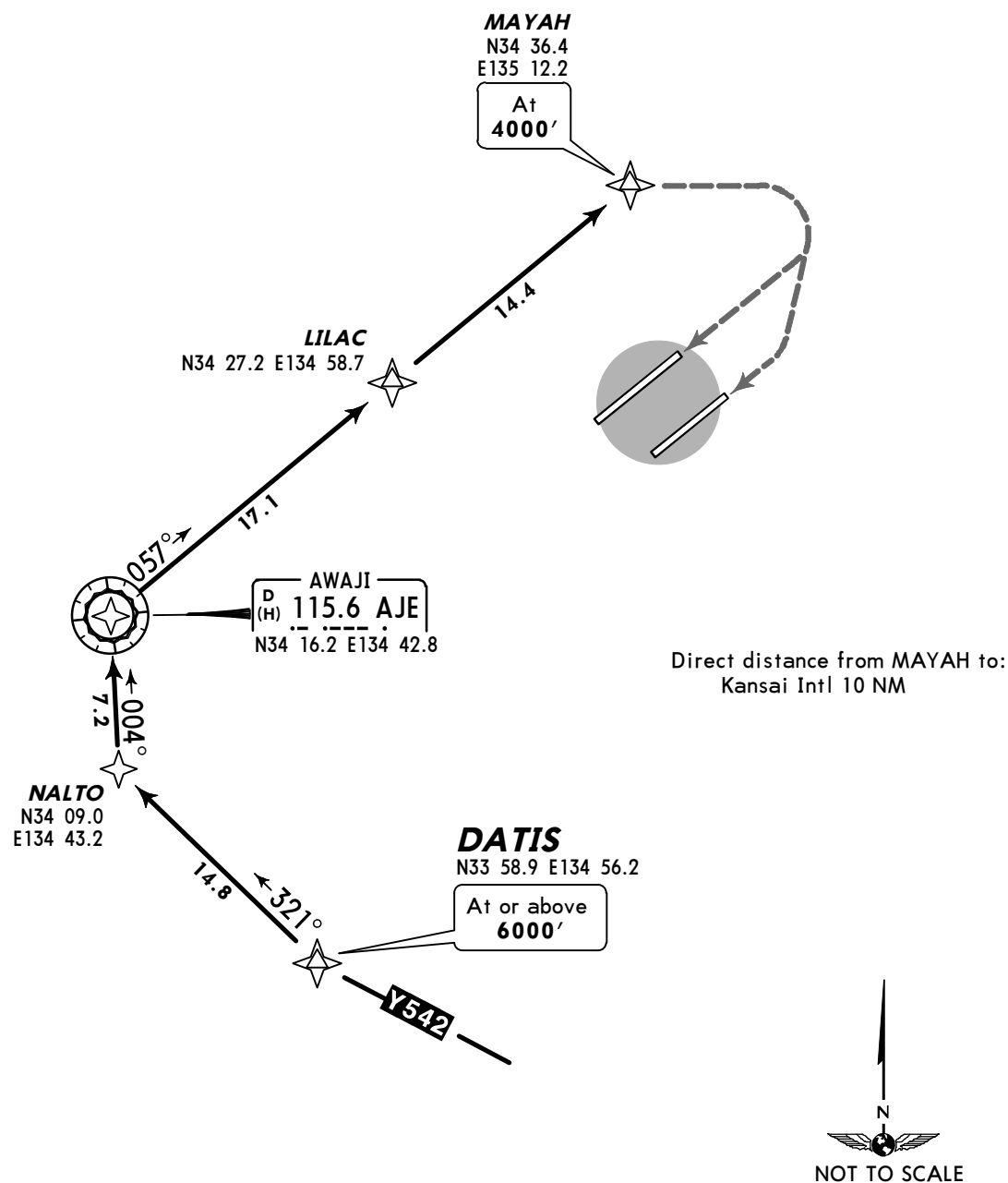


STAR	RWY	ROUTING
DATIS ALFA	06R	From DATIS to ALLAN.
DATIS BRAVO	06L	From DATIS to BERRY.

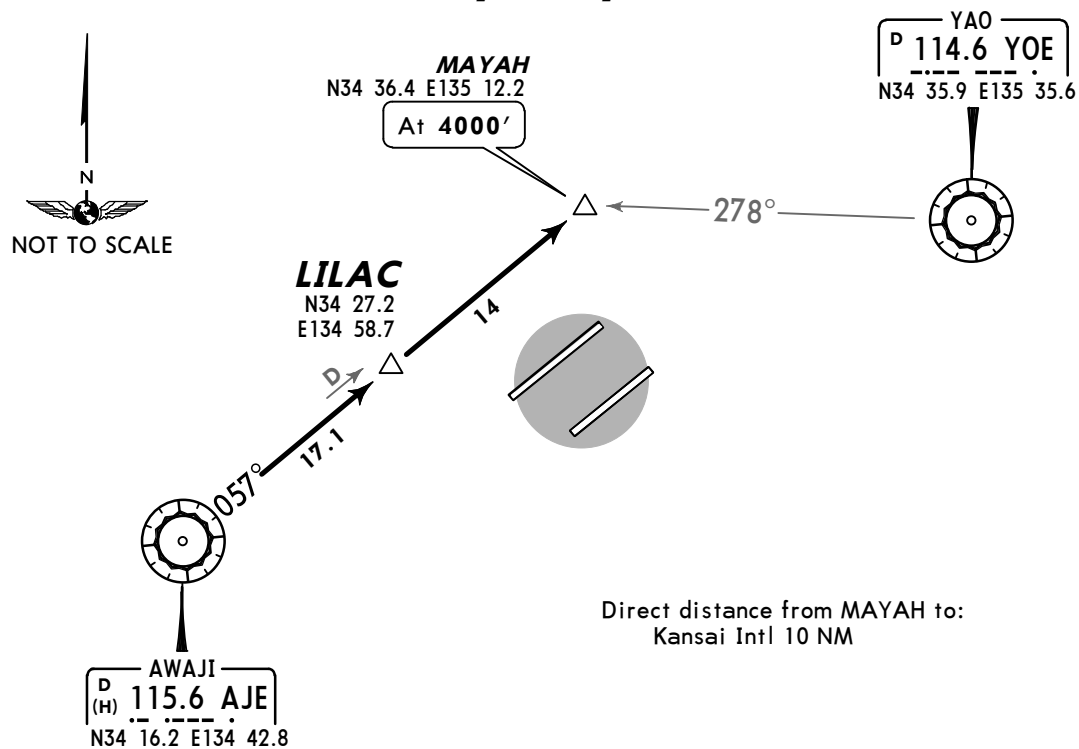
D-ATIS
127.85Apt Elev
17'

Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

DATIS CHARLIE ARRIVAL
[DATISC]
(RWYS 24L/R)

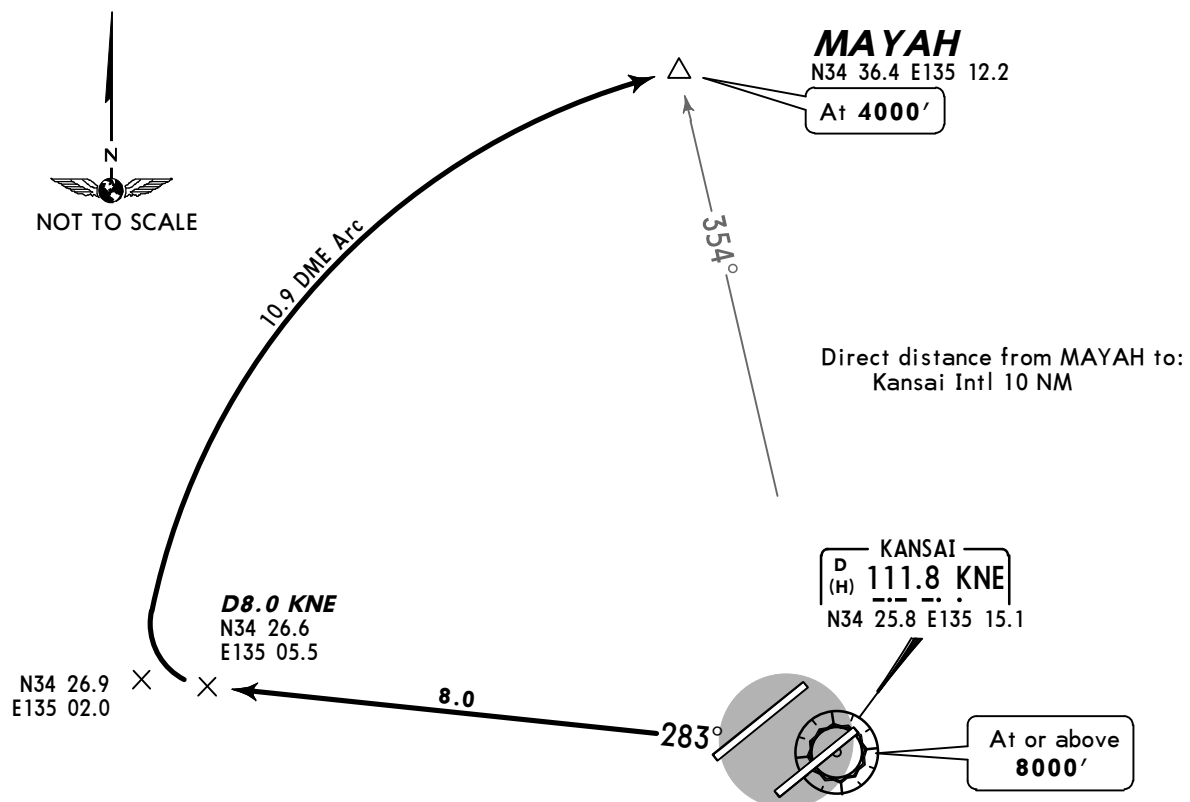
**ROUTING**

From DATIS to NALTO, to AJE, to LILAC, to MAYAH.

D-ATIS
127.85Apt Elev
17'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'LILAC ARRIVAL
[LILAC]

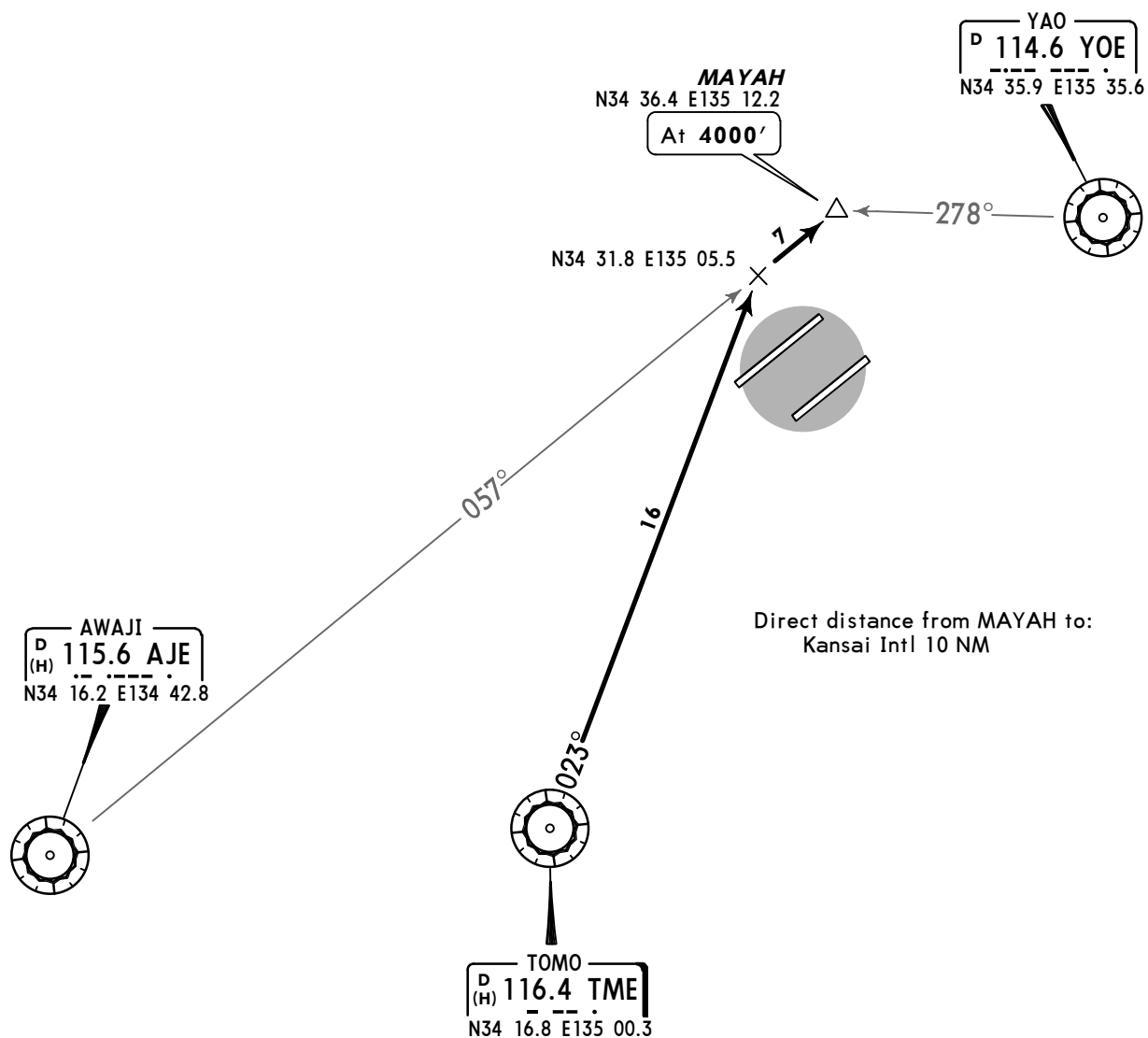
ROUTING

From over AJE, proceed via AJE R-057 to LILAC, then via AJE R-057 to MAYAH.

MAYAH ARC ARRIVAL
[MAYAH]

ROUTING

From over KNE, proceed via KNE R-283, turn RIGHT via KNE 10.9 DME Arc clockwise to MAYAH.

D-ATIS
127.85Apt Elev
17'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'TOMO ARRIVAL
[TOMO]

ROUTING

From over TME, proceed via TME R-023 to intercept and proceed via AJE R-057 to MAYAH.

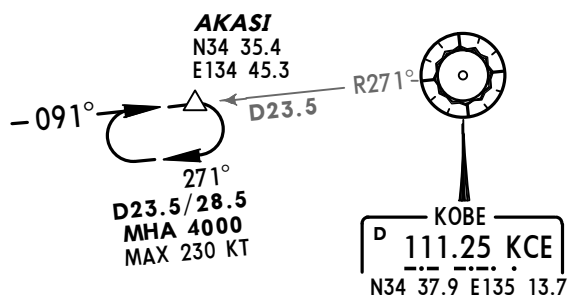
D-ATIS
127.85

Apt Elev
17'

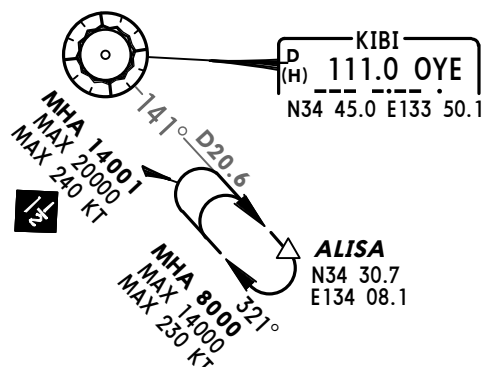
Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'

ARRIVAL HOLDING PROCEDURES

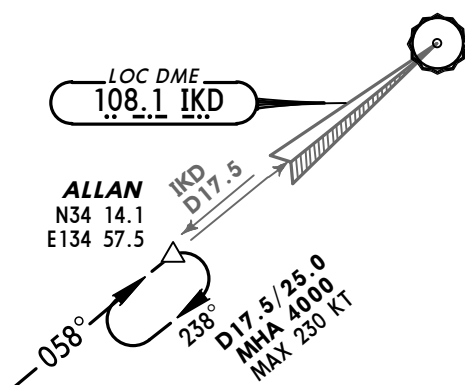
AKASI HOLD



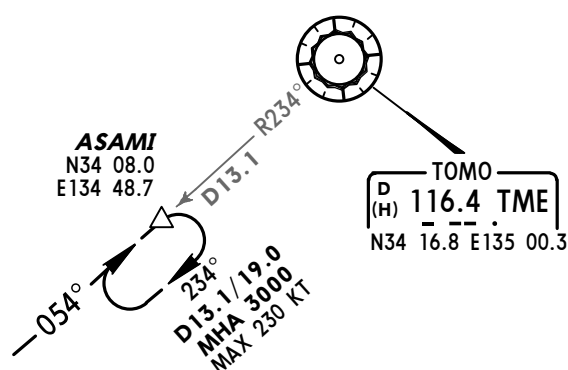
ALISA HOLD



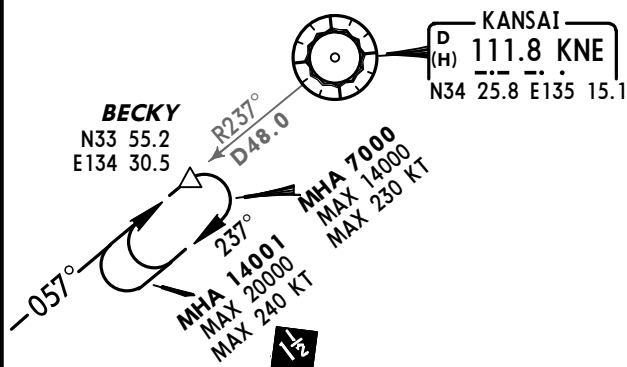
ALLAN HOLD



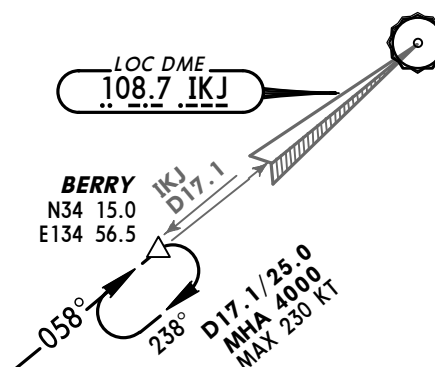
ASAMI HOLD



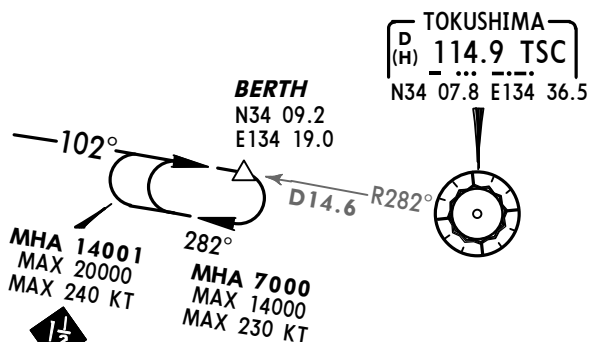
BECKY HOLD



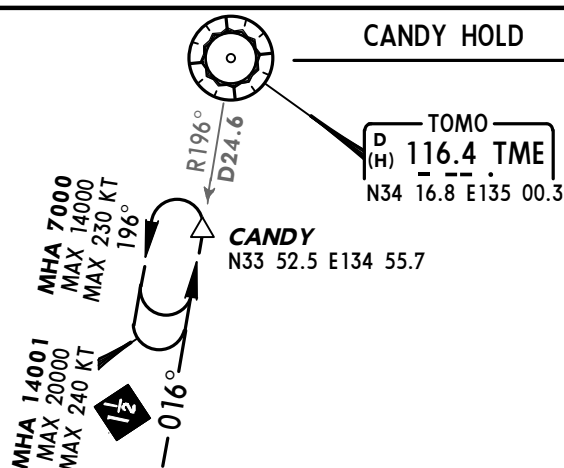
BERRY HOLD



BERTH HOLD



CANDY HOLD

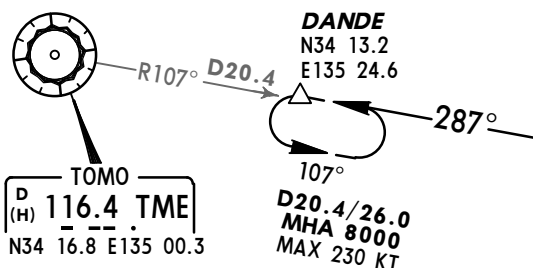


ALL HOLDS NOT TO SCALE

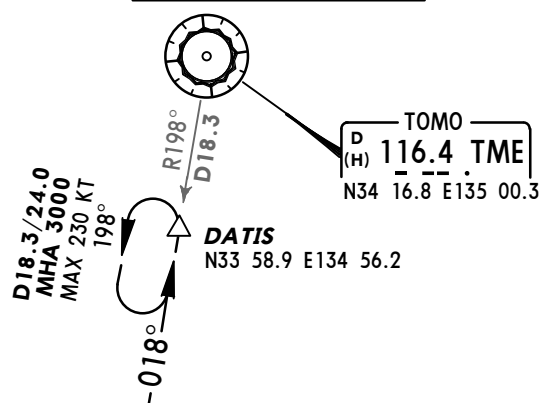
D-ATIS
127.85Apt Elev
17'Alt Set: IN (hPa on req)
Trans level: FL140 Trans alt: 14000'

ARRIVAL HOLDING PROCEDURES (CONTD)

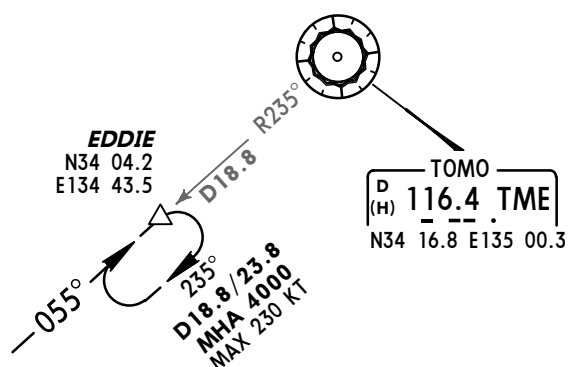
DANDE HOLD



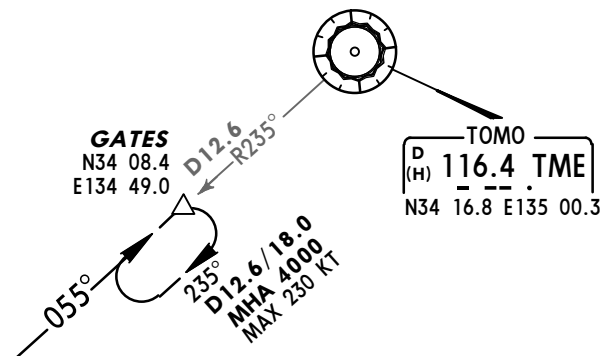
DATIS HOLD



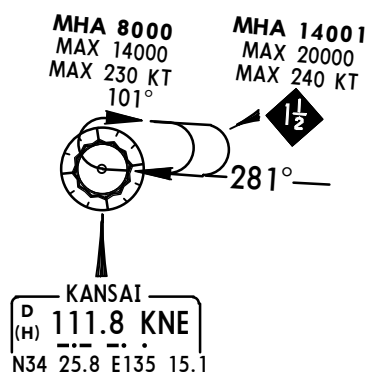
EDDIE HOLD



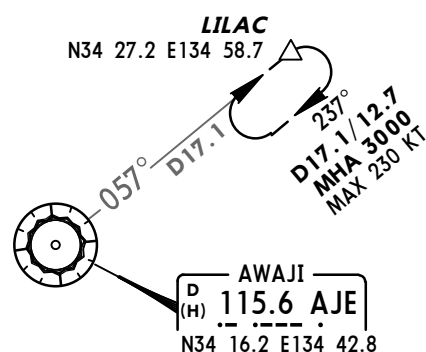
GATES HOLD



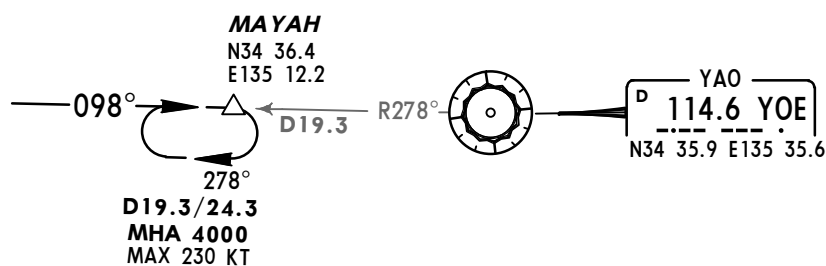
KANSAI HOLD



LILAC HOLD

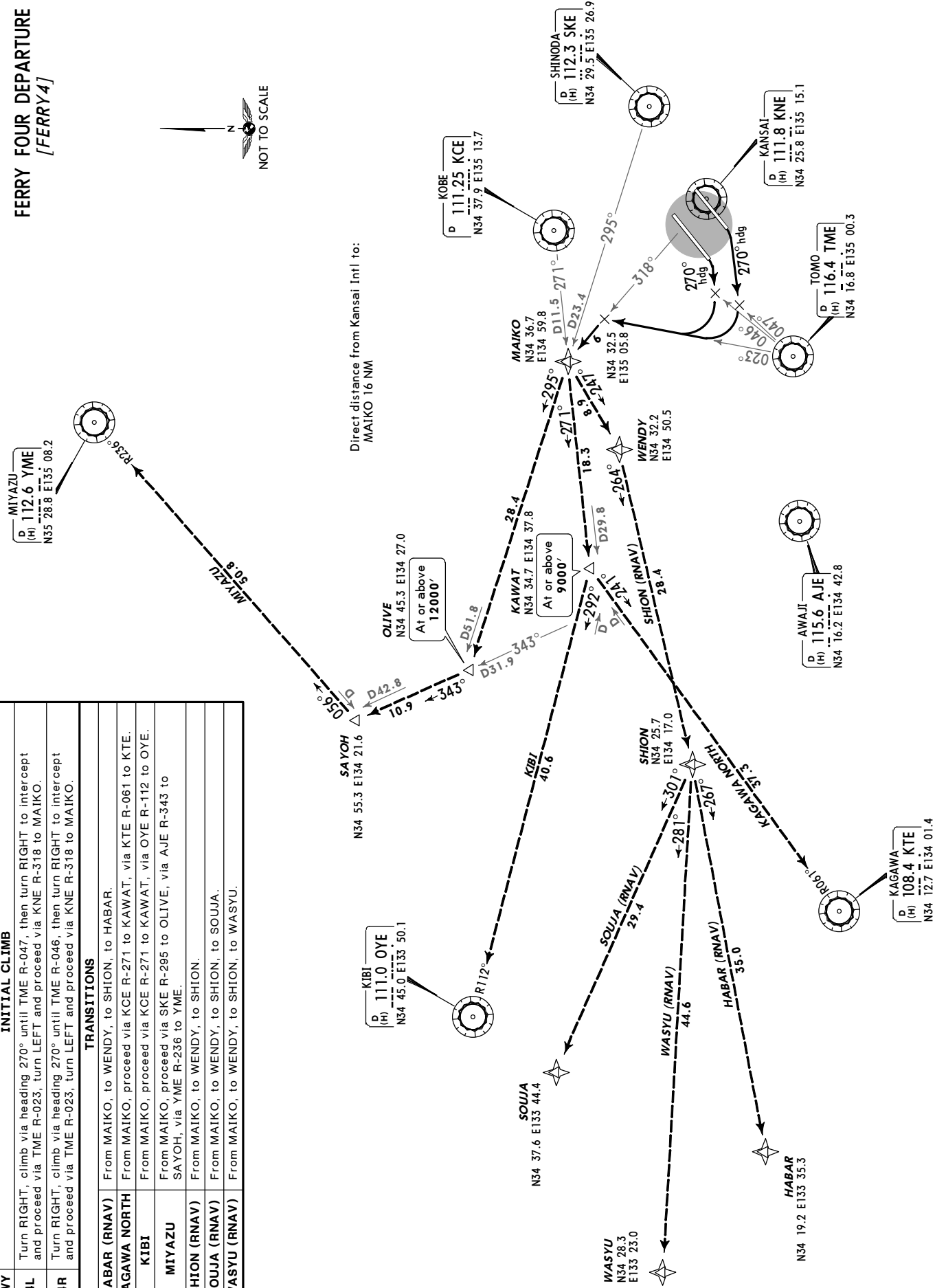


MAYAH HOLD



ALL HOLDS NOT TO SCALE

KANSAI Departure (R) 119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0		<i>Apt Elev</i> 17'	Trans level: FL140 Trans alt: 14000'	HABAR, SHION, SOUJA, WASYU Transitions: 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
INITIAL CLIMB 24L Turn RIGHT, climb via heading 270° until TME R-047, then turn RIGHT to intercept and proceed via TME R-023, turn LEFT and proceed via KNE R-318 to MAIKO. 24R Turn RIGHT, climb via heading 270° until TME R-046, then turn RIGHT to intercept and proceed via TME R-023, turn LEFT and proceed via KNE R-318 to MAIKO. FERRY FOUR DEPARTURE [FERRY4]				
MIYAZU D 112.6 YME (H) 112.6 N35 28.8 E135 08.2				
TRANSITIONS				
HABAR (RNAV)		From MAIKO, to WENDY, to SHION, to HABAR.		
KAGAWA NORTH		From MAIKO, proceed via KCE R-271 to KAWAT, via KTE R-061 to KTE.		
KIBI		From MAIKO, proceed via KCE R-271 to KAWAT, via OYE R-112 to OYE.		
MIYAZU		From MAIKO, proceed via SKE R-295 to OLIVE, via AJE R-343 to SAYOH, via YME R-236 to YME.		
SHION (RNAV)		From MAIKO, to WENDY, to SHION.		
SOUJA (RNAV)		From MAIKO, to WENDY, to SHION, to SOUJA.		
WASYU (RNAV)		From MAIKO, to WENDY, to SHION, to WASYU.		



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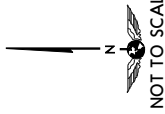
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SHTLE, UENOH Transitions:

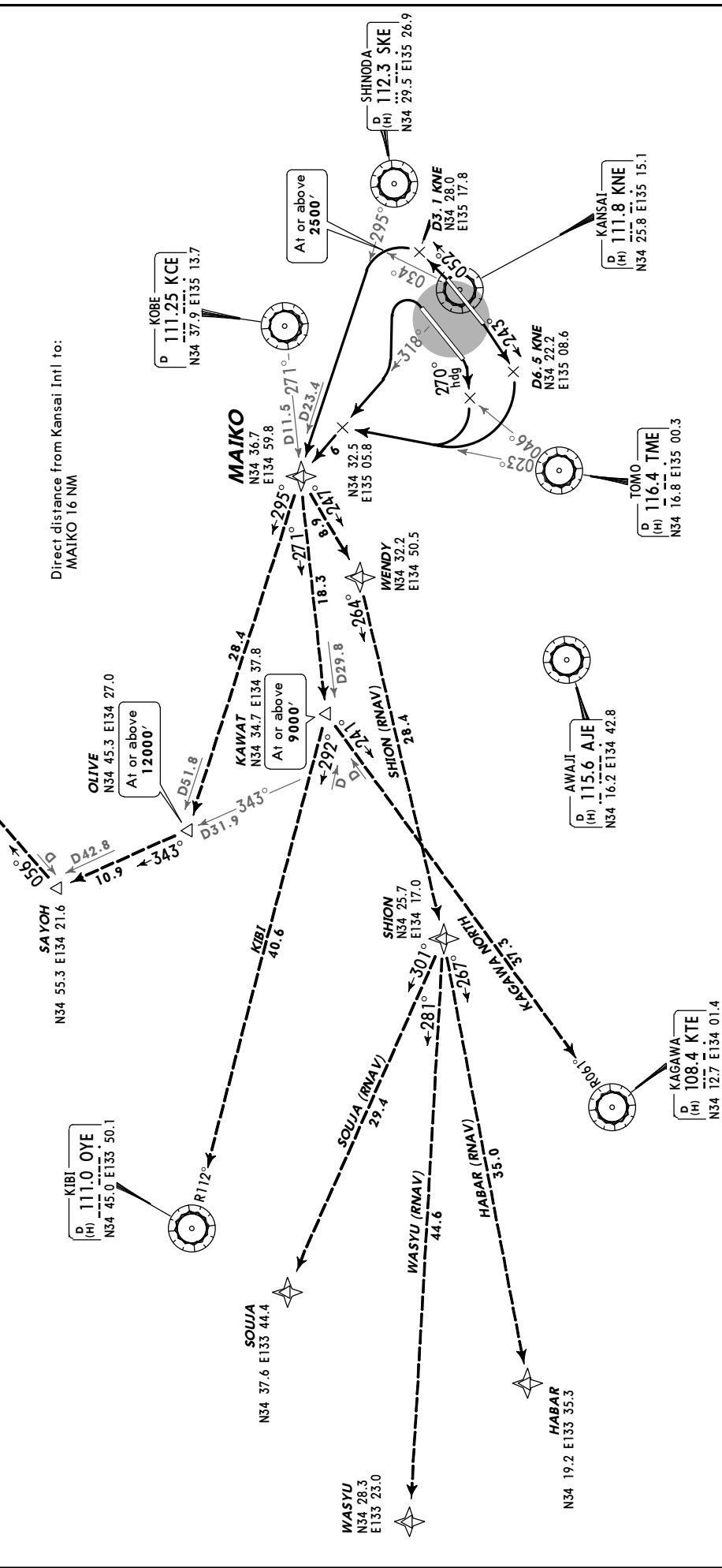
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

KANSAI REVERSAL TWO DEPARTURE
[KNE2R]

GUJYO
N35 21.8 E136 34.6



KANSAS Departure (R)		Apt E/lev 17'	Trans level: FL140 Trans alt: 14000'	HABAR, SHION, SOUJA, WASYU Transitions: 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0				
INITIAL CLIMB				
RWY				
06L	Turn LEFT, climb via KNE R-318 to MAIKO.			
06R	Climb via KNE R-052 to D3.1 KNE, turn LEFT and proceed via SKE R-295 to MAIKO.			
24L	Climb via KNE R-243 to D6.5 KNE, turn RIGHT and proceed via TME R-023 to intercept and proceed via KNE R-318 to MAIKO.			
24R	Turn RIGHT, climb via heading 270° until TME R-046, then turn RIGHT to intercept and proceed via TME R-023, then turn LEFT via KNE R-318 to MAIKO.			
TRANSITIONS				
HABAR (RNAV)	From MAIKO, to WENDY, to SHION, to HABAR.			
KAGAWA NORTH	From MAIKO, proceed via KOE R-271 to KAWAT, via KTE R-061 to KTE.			
KIBI	From MAIKO, proceed via KOE R-271 to KAWAT, via OYE R-112 to OYE.			
MIYAZU	From MAIKO, proceed via SKE R-295 to OLIVE, via AJE R-343 to SAYOH, via YME R-236 to YME.			
SHION (RNAV)	From MAIKO, to WENDY, to SHION.			
SOUJA (RNAV)	From MAIKO, to WENDY, to SHION, to SOUJA.			
WASYU (RNAV)	From MAIKO, to WENDY, to SHION, to WASYU.			



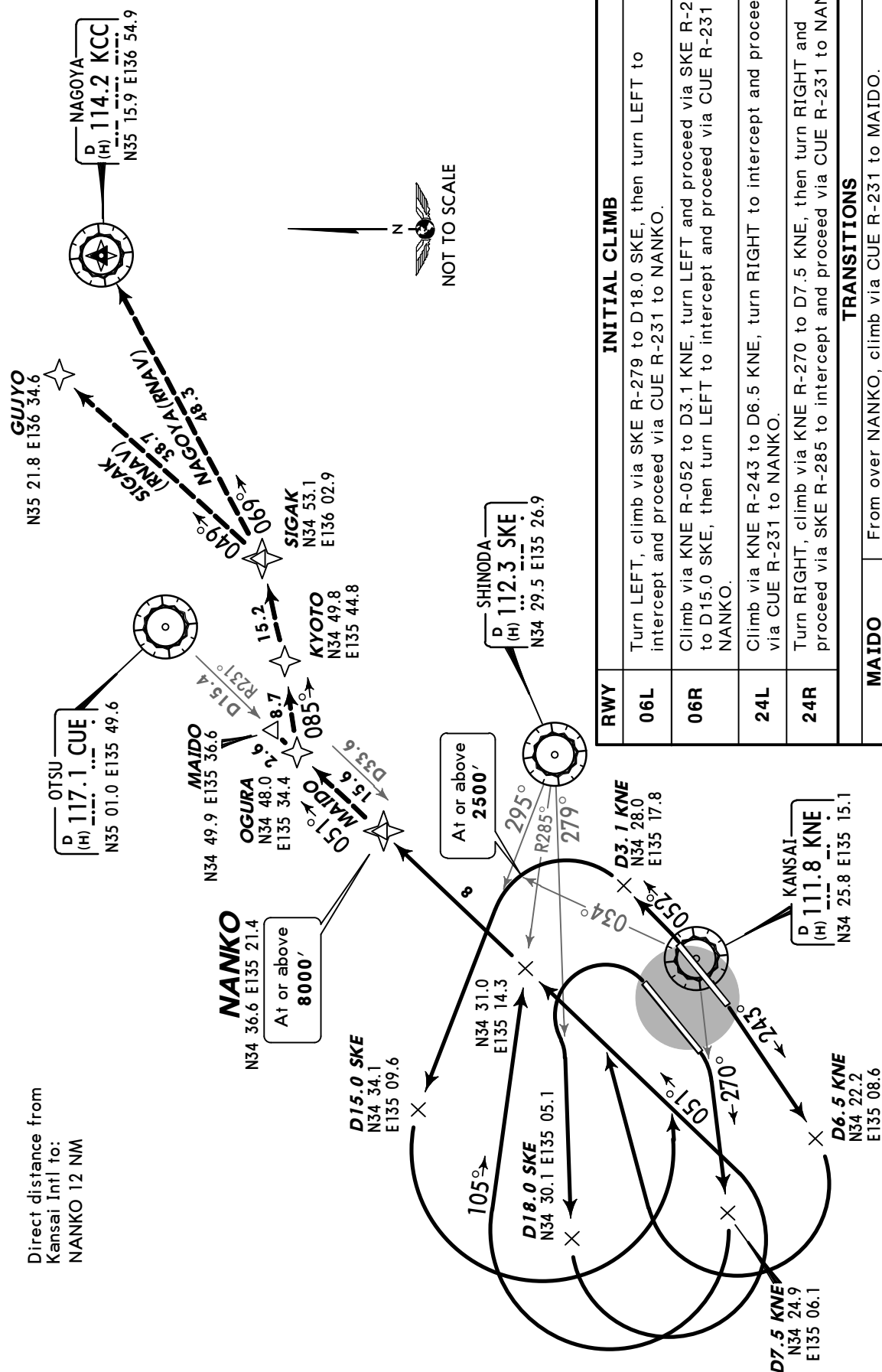
KANSAI Departure (R)

119.2 119.5 119.75
120.4 120.65 121.2
124.8 125.0Apt Elev
17'

Trans level: FL140 Trans alt: 14000'

NAGOYA and SIGAK Transitions:

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

NANKO REVERSAL THREE DEPARTURE
[NANK3R]

KANSAI Departure (R)

119.2 119.5 119.75
120.4 120.65 121.2
124.8 125.0Apt Elev
17'

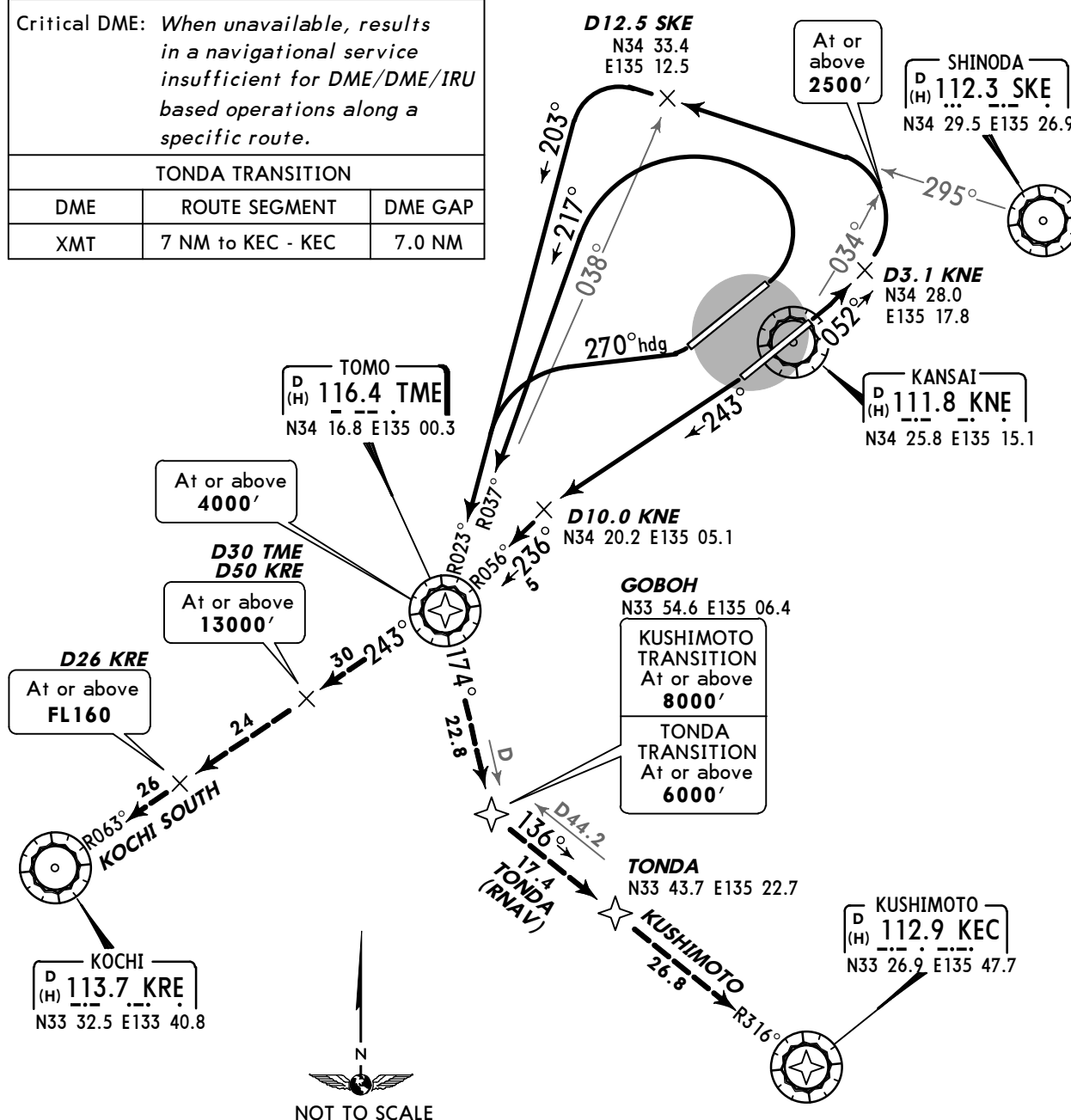
Trans level: FL140 Trans alt: 14000'

TONDA Transition:

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

TOMO FIVE DEPARTURE
[TME5]

CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
TONDA TRANSITION		
DME	ROUTE SEGMENT	DME GAP
XMT	7 NM to KEC - KEC	7.0 NM



RWY	INITIAL CLIMB
06L	Turn LEFT, climb via TME R-037 to TME.
06R	Climb via KNE R-052 to D3.1 KNE, turn LEFT and proceed via SKE R-295 until D12.5 SKE (TME R-038), then turn LEFT to intercept and proceed via TME R-023 to TME.
24L	Climb via KNE R-243 to D10.0 KNE, turn LEFT and proceed via TME R-056 to TME.
24R	Turn RIGHT, climb via heading 270° to intercept and proceed via TME R-023 to TME.
TRANSITIONS	
KOCHI SOUTH	From over TME, proceed via TME R-243/D30, then KRE R-063 to KRE.
KUSHIMOTO	From over TME, proceed via TME R-174 to GOBOH, via KEC R-316 to KEC.
TONDA (RNAV)	From TME, to GOBOH, to TONDA, to KEC.

KANSAI Departure (R)

119.2 119.5 119.75
120.4 120.65 121.2
124.8 125.0Apt Elev
17'

Trans level: FL140 Trans alt: 14000'

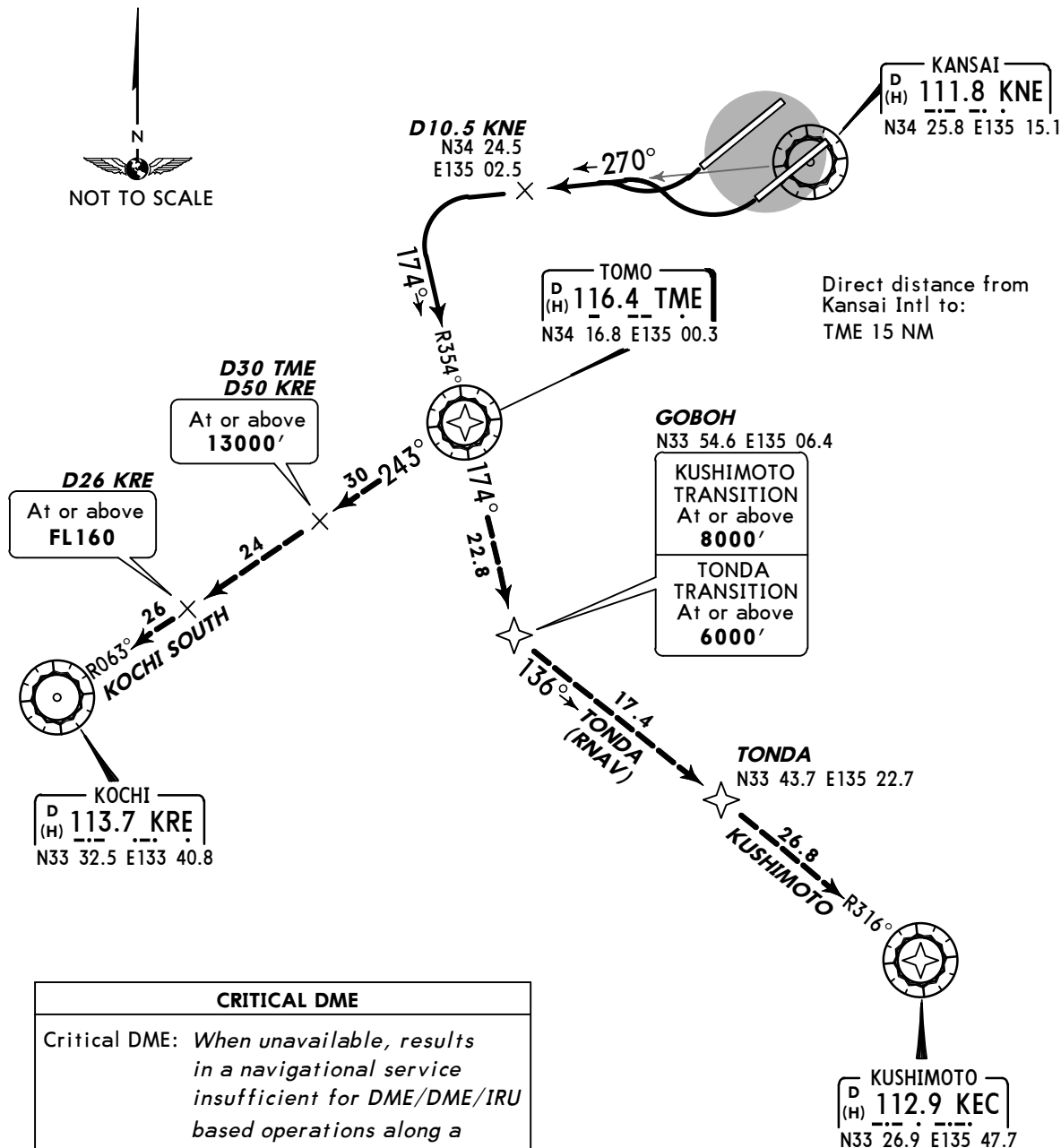
TONDA Transition:

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

TOMO WEST TWO DEPARTURE

[TME2W]

(RWYS 24L/R)



INITIAL CLIMB

Turn RIGHT, climb via KNE R-270 until D10.5 KNE, then turn LEFT to intercept and proceed via TME R-354 to TME.

TRANSITIONS

KOCHI SOUTH	From over TME, proceed via TME R-243/D30, then KRE R-063 to KRE.
KUSHIMOTO	From over TME, proceed via TME R-174 to GOBOH, via KEC R-316 to KEC.
TONDA (RNAV)	From TME, to GOBOH, to TONDA, to KEC.

NOISE ABATEMENT PROCEDURES

Local Time minus 9 HOURS = UTC (Z)

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.

- a. For take-off
NIL
- b. For landing to Rwy 06R/06L
 - 1. Delayed Flap Approach Procedure
 - Extend final landing flaps after leaving 1,500 feet.
 - 2. Make gear down after leaving 2,500 feet.
- c. Reverse Thrust
NIL

Preferential Runways Procedures
NIL

Noise Preferential Routes
NIL

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

between 2101UTC and 1359UTC	
Destination(area or airport)	SIDs
China/Southeast Asia/Korea/Europe/ Northern Kyushu/Central Kyushu/Shikoku	MAIKO DEPARTURE
Shikoku/Southern Kyushu/Okinawa	GLORY DEPARTURE
Eastern part of North America/Europe/ Hokuriku/Western part of Hokkaido	NANKO REVERSAL DEPARTURE
Eastern part of Hokkaido/Tohoku/RJTT	KANSAI REVERSAL DEPARTURE
Western part of North America/ Eastern part of North America/Hawaii/ South Pacific/Australia/ Southeast Asia/Okinawa/RJAA	TOMO DEPARTURE

between 1400UTC and 2100UTC		
Destination(area or airport)	RWY	SIDs
Europe/China/Korea/ Hokkaido/Tohoku/Hokuriku/Shikoku/ Northern Kyushu/Central Kyushu	06R/L	MAIKO DEPARTURE
	24R/L	FERRY DEPARTURE
North America/Hawaii/South Pacific/ Australia/Southeast Asia/ Kanto/Southern Kyushu/Okinawa	06R/L	TOMO DEPARTURE
	24R/L	TOMO WEST DEPARTURE

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.

- a. Less than 15 minutes prior to the estimated off-block time.
- b. The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.
- c. 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.

OPERATIONAL RESTRICTIONS AT KANSAI INTL AIRPORT

Operational restrictions at Kansai Intl Airport will be placed due to construction as follows:
The exact date/time and change of planning period will be notified by further NOTAM RJBB.

Item	Operational Restrictions		Planning Period (UTC)			Figure NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
RUNWAY							
A	RWY 06R/24L	Closed	—	27 MAR 2015 2130	TUE, WED, FRI 1500 - 2130		
B	RWY 06L/24R	Closed	—	30 MAR 2015 2130	MON, THU 1200 - 2130		

D-ATIS		KANSAI Delivery					Tower		KANSAI Departure (R)				
		127.85	121.9	126.2	121.6	121.65	126.2	126.2					
118.2	118.05	126.2	119.2	119.5	119.75	120.4	120.65	121.2	124.8	125.0			

34-27
135-12

Special Safeguards and Procedures (SSP)
CAT II Operations are available when SSP are applied.
SSP will be applied when the following conditions are met:
(1) Ceiling is at or less than 200' and/or RVR is at or less than 350m.
(2) 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 centerline lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, the pilot is expected to advise the ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

Prior permission required.
P taxiway, from the junction of A1 taxiway to north end (59' 16m in width) is only available to aircraft having a maximum take-off weight of 51,807lb (23,500kg) or less.

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
91	N34 26.3 E135 13.8
92, 93	N34 26.3 E135 13.7
94	N34 26.2 E135 13.7
95, 96, 97	N34 26.2 E135 13.8
98	N34 26.1 E135 13.8
99, 99E, 99F, 99L	N34 26.1 E135 13.9

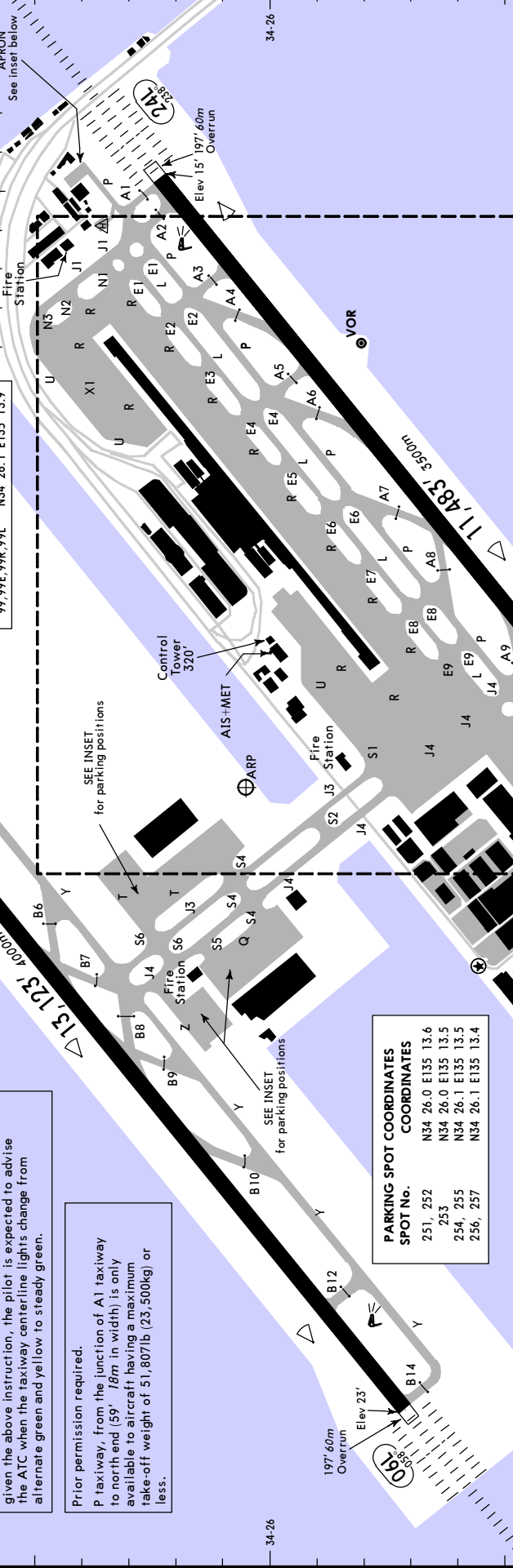
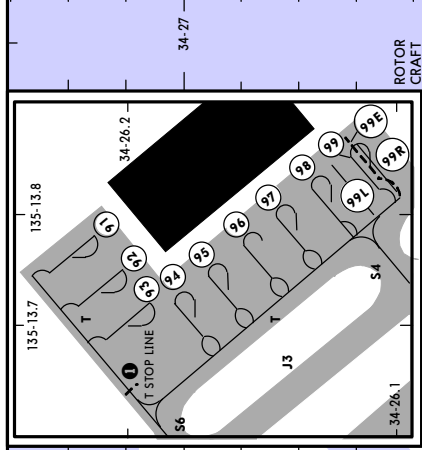
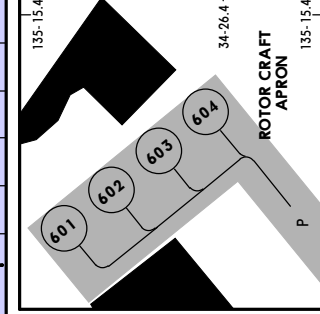
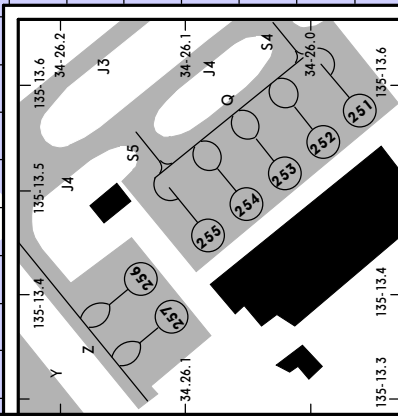
PARKING SPOT COORDINATES

SPOT No.	COORDINATES
251, 252	N34 26.0 E135 13.6
253	N34 26.0 E135 13.5
254, 255	N34 26.1 E135 13.5
256, 257	N34 26.1 E135 13.4

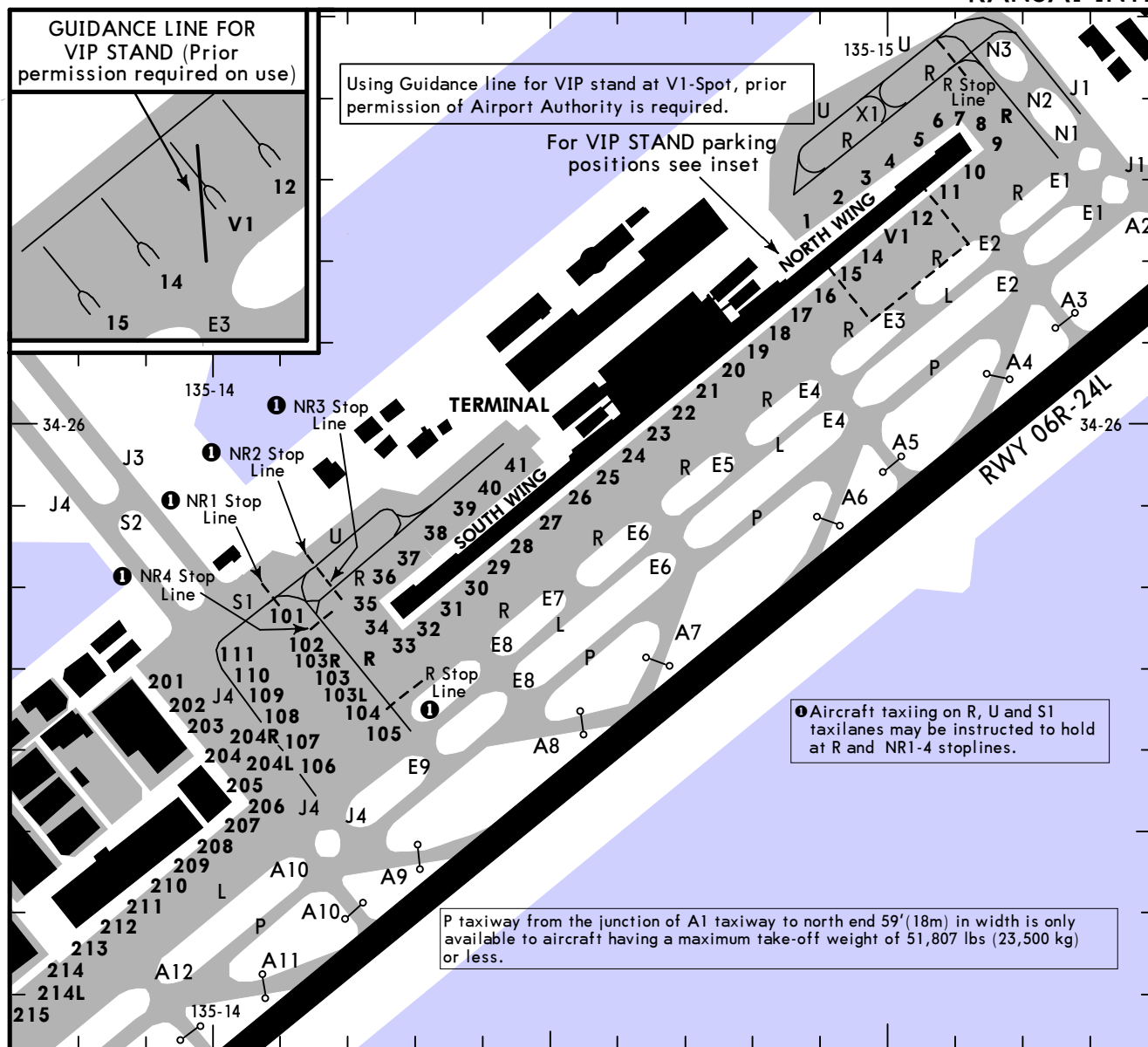
FOR PARKING POSITIONS SEE CHART 20-9B

ROTOR CRAFT PARKING SPOT COORDINATES
SPOT No. 601 thru 604
N34 26.4 E135 15.5

FOR PARKING POSITIONS SEE CHART 20-9C

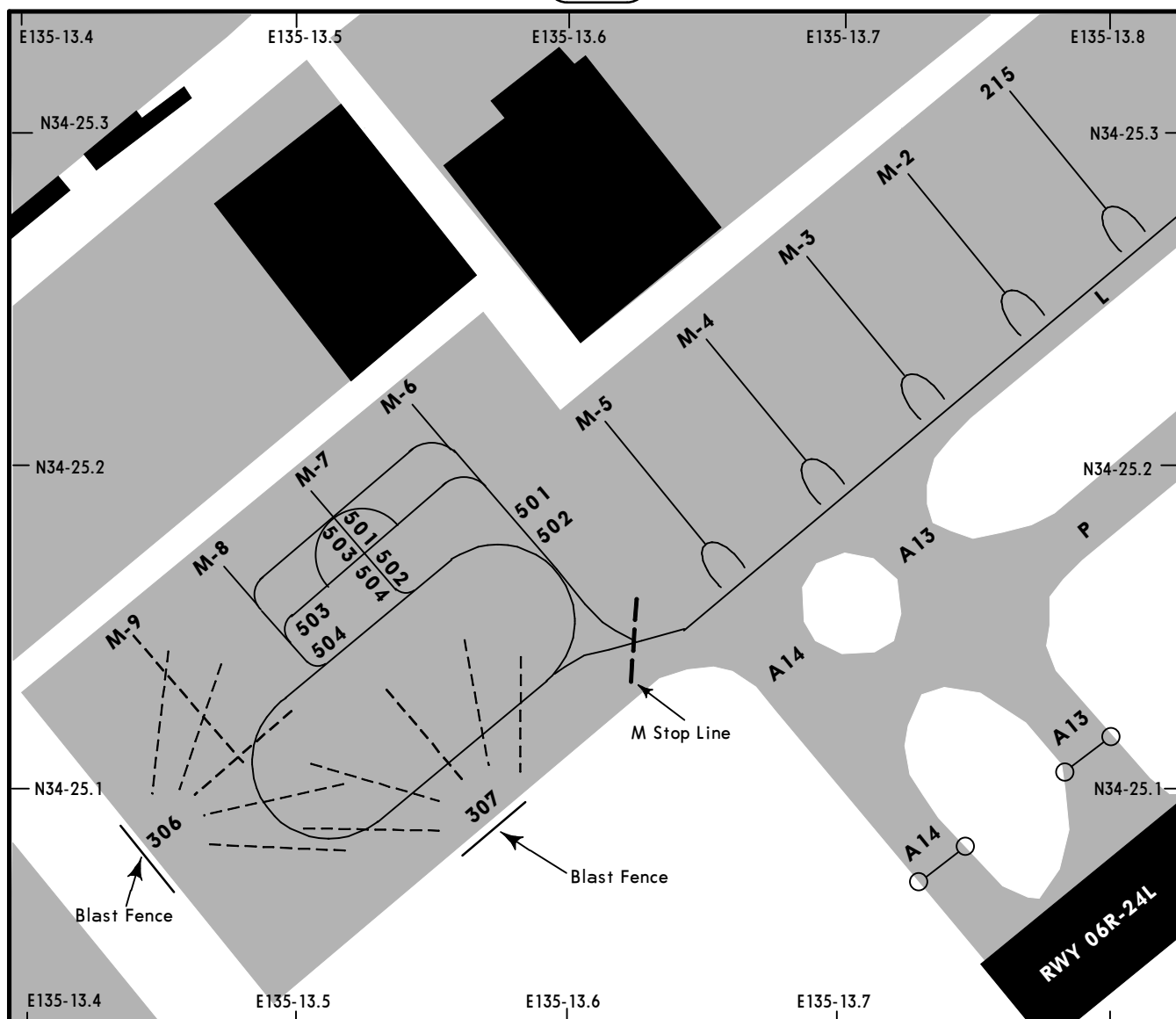


GENERAL					
Low-level wind shear alert system.					
ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
06L ① 24R	HIRL CL HIALS ② SFL-V TDZ PAPI-L (angle 3.0°) RVR		12,149' 3703m		197' 60m
			12,086' 3684m		
① Runway grooved (12,479' 3804m). ② Variable light intensity.					
06R ③ 24L	HIRL CL HIALS ④ SFL-V TDZ PAPI-L (angle 3.0°) RVR		10,450' 3185m		197' 60m
			10,315' 3144m		
③ Runway grooved (10,827' 3300m). ④ Variable light intensity.					



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1	N34 26.2 E135 14.9	35	N34 25.8 E135 14.2
2	N34 26.3 E135 14.9	36, 37	N34 25.8 E135 14.3
3, 4	N34 26.3 E135 15.0	38	N34 25.9 E135 14.3
5	N34 26.3 E135 15.1	39, 40	N34 25.9 E135 14.4
6 thru 8	N34 26.4 E135 15.1	41	N34 25.9 E135 14.5
9	N34 26.3 E135 15.2	101	N34 25.8 E135 14.1
10 thru 12	N34 26.3 E135 15.1	102, 103, 103R	N34 25.7 E135 14.1
V1, 14	N34 26.2 E135 15.0	103L, 104	N34 25.7 E135 14.2
15, 16	N34 26.2 E135 14.9	105 thru 107	N34 25.6 E135 14.2
17	N34 26.1 E135 14.9	108 thru 111	N34 25.7 E135 14.1
18 thru 20	N34 26.1 E135 14.8	201, 202	N34 25.7 E135 13.9
21 thru 23	N34 26.0 E135 14.7	203 thru 205	N34 25.6 E135 14.0
24	N34 26.0 E135 14.6	206	N34 25.5 E135 14.1
25	N34 25.9 E135 14.6	207 thru 209	N34 25.5 E135 14.0
26 thru 28	N34 25.9 E135 14.5	210	N34 25.5 E135 13.9
29, 30	N34 25.8 E135 14.4	211, 212	N34 25.4 E135 13.9
31, 32	N34 25.8 E135 14.3	213, 214, 214L	N34 25.4 E135 13.8
33	N34 25.7 E135 14.3	215	N34 25.3 E135 13.7
34	N34 25.8 E135 14.3		



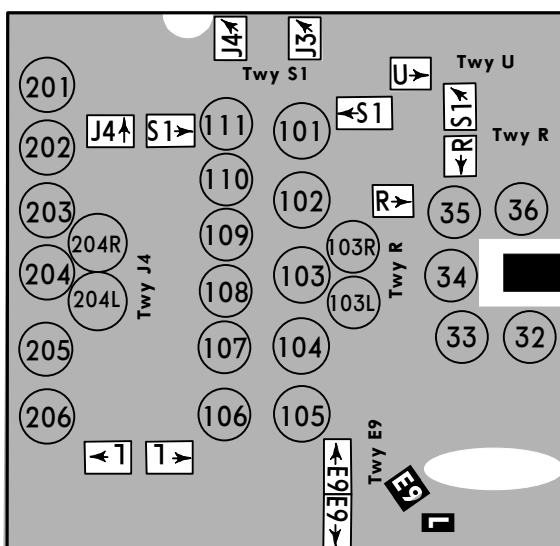
PARKING SPOT COORDINATES

SPOT No.	COORDINATES
M2, M3	N34 25.3 E135 13.7
M4, M5	N34 25.2 E135 13.6
M6 thru M8	N34 25.2 E135 13.5
M9	N34 25.2 E135 13.4
306	N34 25.1 E135 13.4
307	N34 25.1 E135 13.6

1. Type of Surface Painted Markings
 - (1) Surface Painted Direction Sign

This type of marking at a taxiway intersection indicates the designation and direction of the taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.
 - (2) 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 a yellow frame.
2. On each of the Taxiways A1, A2, P, L, N1, E9, U, R, A13, A14, J1, J4, S1, S4, S6 and T surface painted markings are provided (see drawings below).



ATC PROCEDURES

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 and alternative flight levels/altitudes, if any
- d) parking position (spot number)
- e) alternative flight routes, if any.

2. Taxi

Aircraft taxiing on R, T, U and S1 taxilanes may be instructed to hold at the R, T and NR1/2/3/4 stoplines shown on 20-9B.

3. Intersection Departure

- a) Separation for departures (3 minutes for LIGHT or MEDIUM aircraft behind HEAVY aircraft and LIGHT aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from Twy A2 or A13. Aircraft requiring separation of 3 minutes shall advise "Kansai Ground/Tower" accordingly.
- b) The remaining runway length for intersection departures are as follows:

Runway 06R	Remaining Rwy Length	Runway 24L	Remaining Rwy Length
Taxiway A13	10,900 ft (3320m)	Taxiway A2	10,900 ft (3320m)
Taxiway A12	9,640 ft (2940m)	Taxiway A3	9,820 ft (2990m)
Taxiway A11	8,220 ft (2500m)	Taxiway A4	8,390 ft (2560m)
Taxiway A10	8,120 ft (2470m)	Taxiway A5	8,180 ft (2490m)
Taxiway A9	6,700 ft (2040m)	Taxiway A6	6,750 ft (2060m)
Taxiway A8	5,160 ft (1570m)	Taxiway A7	5,110 ft (1560m)

Runway 06L	Remaining Rwy Length	Runway 24R	Remaining Rwy Length
Taxiway B12	11,280 ft (3440m)	Taxiway B3	11,280 ft (3440m)
Taxiway B10	8,200 ft (2500m)	Taxiway B5	8,200 ft (2500m)
Taxiway B9	6,560 ft (2000m)	Taxiway B6	6,560 ft (2000m)
Taxiway B7	5,180 ft (1570m)	Taxiway B8	5,020 ft (1530m)

NOTE: Numbers are rounded down to the nearest 10ft (10m) as measured from the point where the taxiway centerline meets the runway centerline to the runway threshold.

ARRIVING AIRCRAFT

In principle, only when Rwy 24R is closed, [ILS X or LOC X Rwy 24L] is applied for the aircraft that [ILS Y or LOC Y Rwy 24L] is not applicable.

ATC PROCEDURES (CONTD)**Wing tip clearance at the TWY intersection**

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 stop markings on TWY A2, A3, A5, A10, A12 or A13:

Aircraft with a wingspan of 23.4m (76.7 ft) or less, taxiing on TWY P, has at least 6.5m (21.3 ft) but less than 15m (49.2 ft) of wing tip clearance.

Aircraft with a wingspan of greater than 23.4m (76.7 ft), taxiing on TWY P, has less than 6.5m (21.3 ft) of wing tip clearance.

When B772 holding at stop markings on TWY B2 or B12:

Aircraft with a wingspan of 19.6m (64.3 ft) or less, taxiing on TWY Y, has at least 6.5m (21.3 ft) but less than 15m (49.2 ft) of wing tip clearance.

Aircraft with a wingspan of greater than 19.6m (64.3 ft) has less than 6.5m (21.3 ft) of wing tip clearance.

SAFETY MEASURES IN APRON

- (1) While maneuvering in the apron area, follow strictly yellow guide lines.
- (2) When aircraft maneuvering in the apron, 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 7 and 8: The position that the main gear of the aircraft on the lead-in line of spot 8 in case of facing east or west pushback.
 - b) Spot 41: The position that the aircraft completed pushback
 - c) Spot 92: Facing south, and the position that the main gear of the aircraft on the lead-in line of spot 92.
 - d) Pushback procedure and engine start position for other spots are listed in the regulation established by airport administrator.
 - e) Coordination with airport administrator is required in case of the situation unable to comply with 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) Only A320 may use the lead-out line.
 - b) Operators must confirm jet blast cause no damage when maneuvering 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 (Figure 2), and while maneuvering on the curved section of the circling lines, nose gear steering angle shall be at or above 55°.
 - e) Following procedures shall be taken in case of a stop when maneuvering on spot.
 - 1) Shut down all engines
 - 2) Tow the aircraft to starting point for power-out or short of T aircraft stand taxilane.

Figure 1

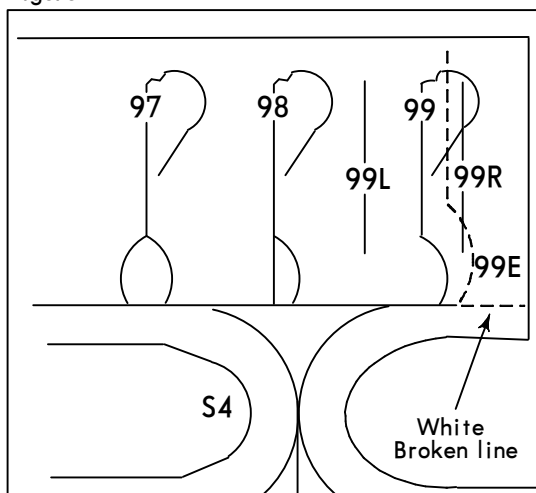
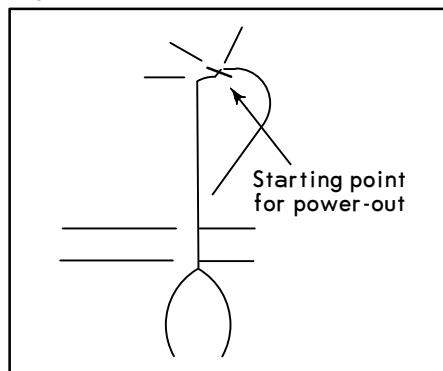
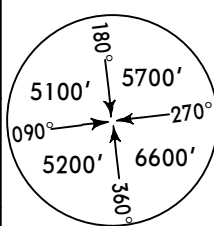
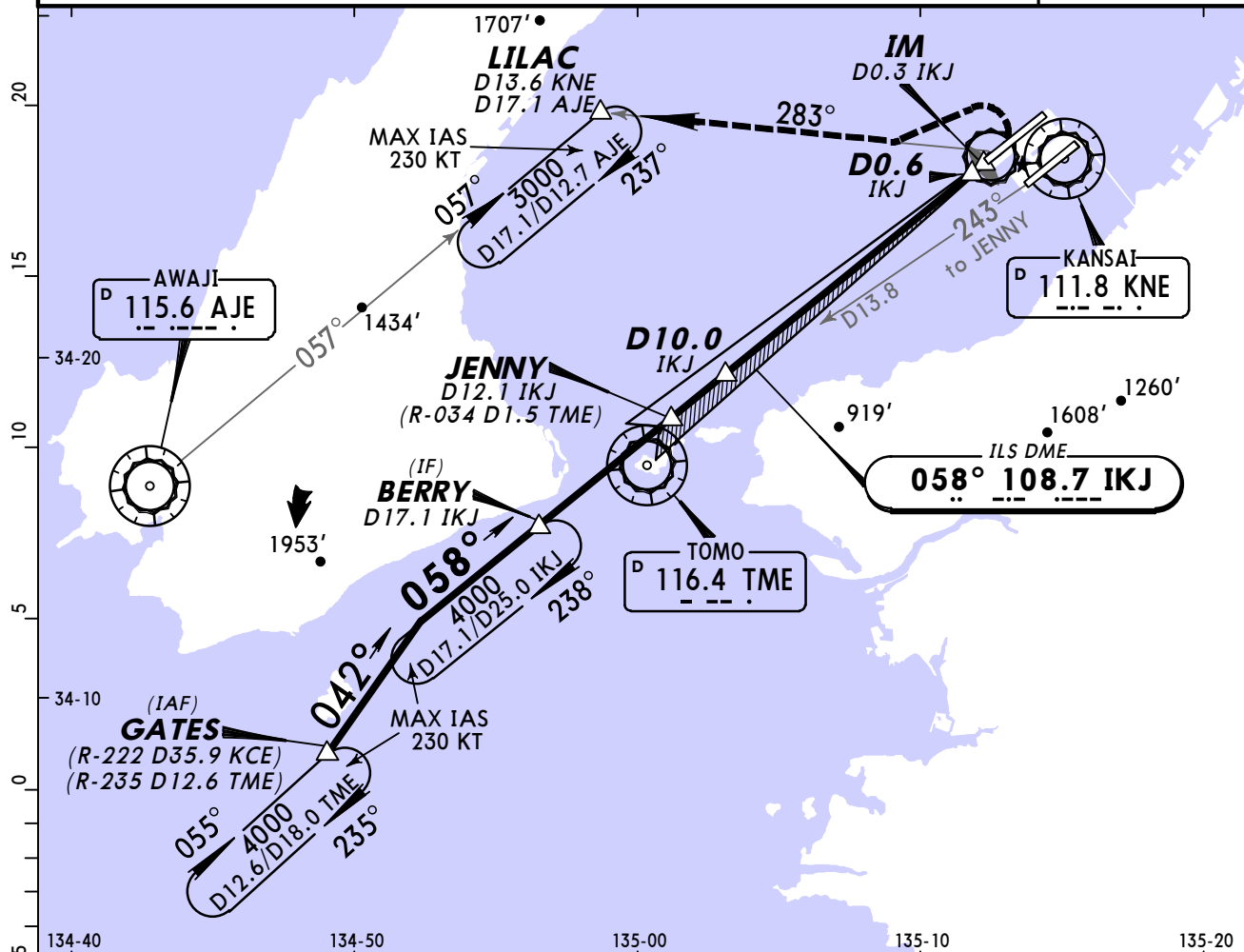


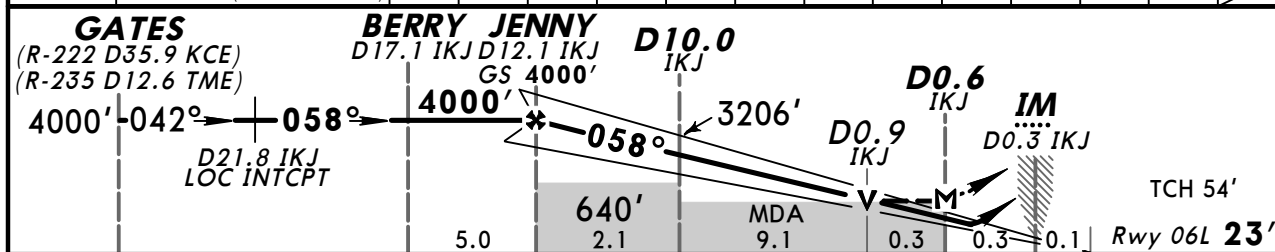
Figure 2



BRIEFING STRIP™	D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2			
	LOC IKJ 108.7	Final Apch Crs 058°	GS JENNY 4000' (3977')	ILS DA(H) 223' (200')	Apt Elev 17' Rwy 06L 23'						
	MISSED APCH: Turn LEFT, climb to 3000' outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.										
	Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'						
	1. VOR and DME required. 2. Timing not authorized for defining the MAP.									MSA KNE VOR	



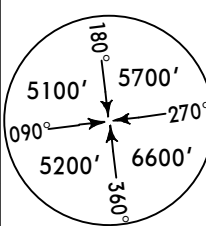
LOC	IKJ DME	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
(GS out)	ALTITUDE (3° APCH PATH)	3843'	3524'	3206'	2888'	2569'	2251'	1932'	1614'	1295'	977'	658'	339'	



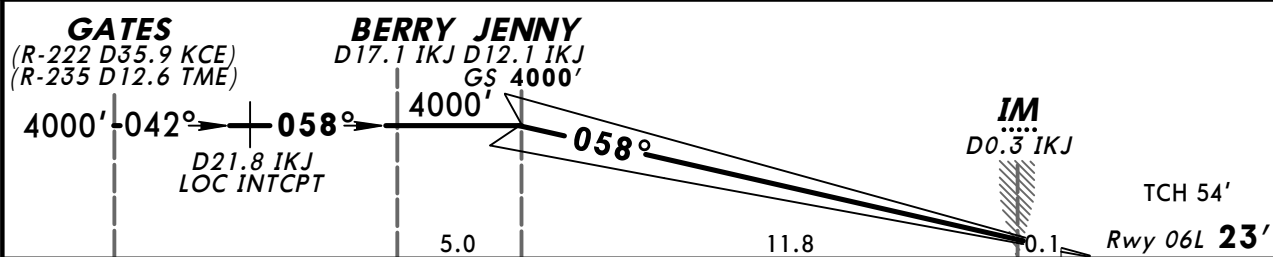
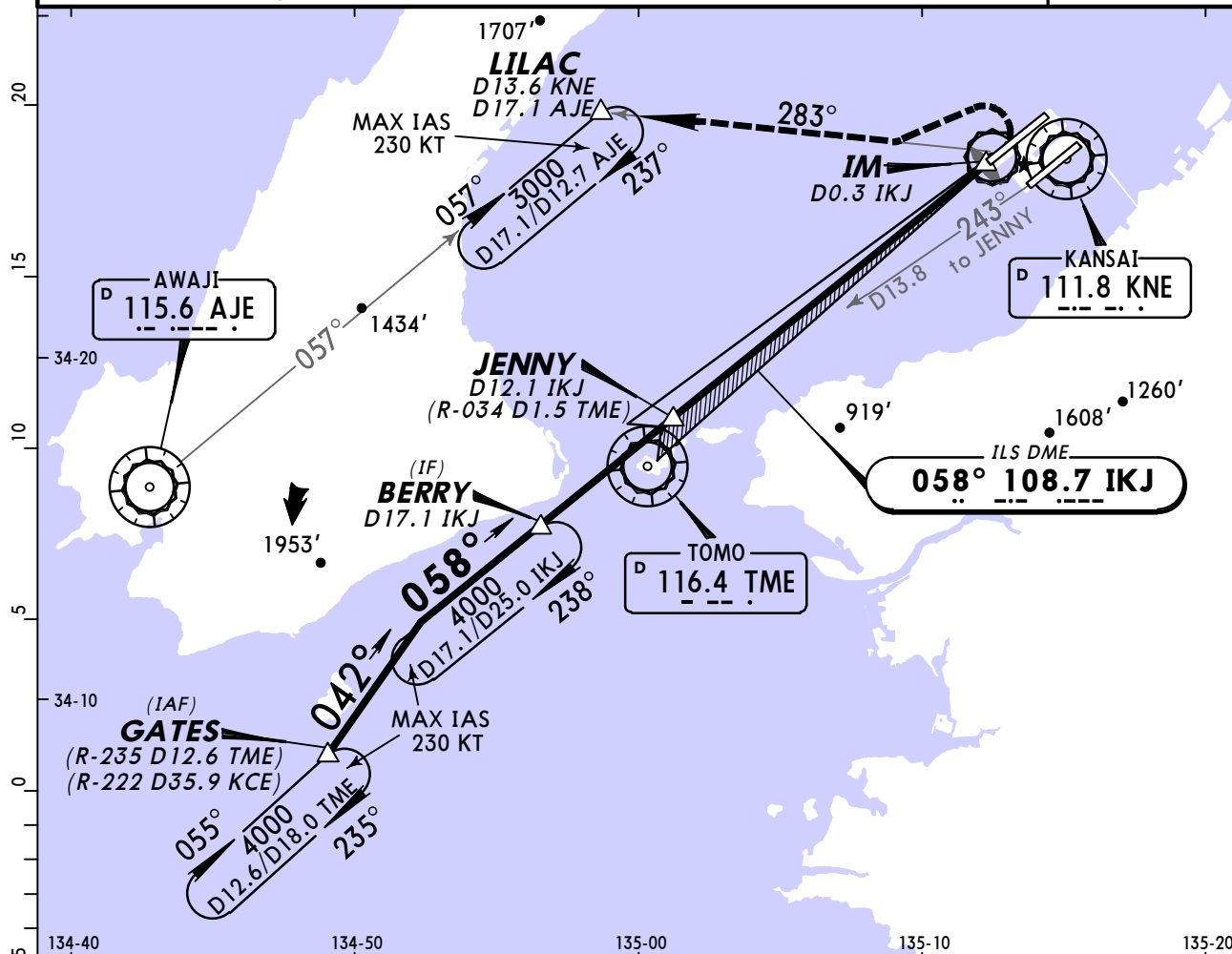
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000' via KNE 111.8 R-283 LT LILAC
GS 3.00°	372	478	531	637	743	849	
MAP at D0.6 IKJ							

STRAIGHT-IN LANDING RWY06L					CIRCLE-TO-LAND	
ILS DA(H) 223' (200')					Not Authorized South of Rwy	
FULL		TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 290' (273')	Max Kts	MDA(H)
A					90	610' (593') - 1600m
B					120	
C	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	140	610' (593') - 2400m
D				RVR 1200m	165	610' (593') - 3200m

BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKJ 108.7	Final Apch Crs 058°	GS JENNY 4000' (3977')	CAT II ILS RA 100' DA(H) 123' (100')		Apt Elev 17' Rwy 06L 23'				
MISSED APCH: Turn LEFT, climb to 3000' outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.									
Alt Set: IN (hPa on req)		Trans level: FL 140			Trans alt: 14000'				
1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.									

MSA KNE VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000' via LT	KNE 111.8 R-283	LILAC
Gs	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY06L

CAT II ILS
RA 100'
DA(H)123' (100')

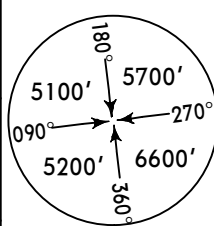
RVR 350m

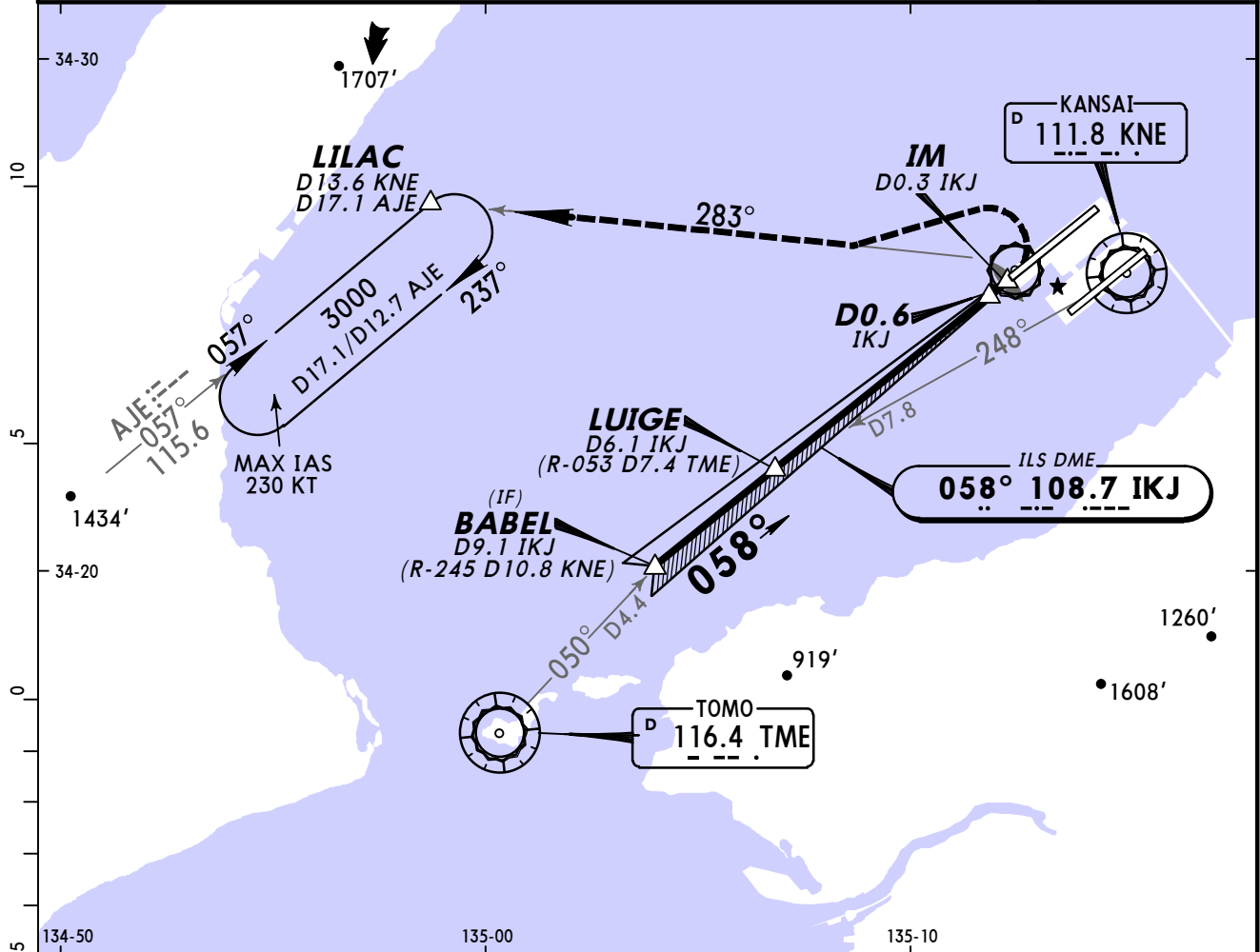
RJBB/KIX
KANSAI INTL

JEPPESSEN
14 FEB 14 **(21-2)**

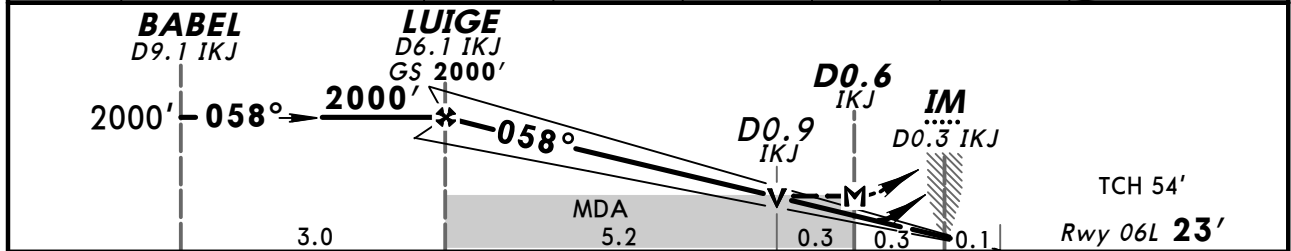
OSAKA, JAPAN
ILS Z or LOC Z Rwy 06L

BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKJ 108.7	Final Apch Crs 058°	GS LUIGE 2000' (1977')	ILS DA(H) 223' (200')	Apt Elev 17' Rwy 06L 23'					
MISSED APCH: Turn LEFT, climb to 3000' outbound via KNE VOR									
R-283 to LILAC and hold. Contact Kansai APP.									
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'									
1. VOR and DME required. 2. Timing not authorized for defining the MAP.									
MSA KNE VOR									



LOC	IKJ DME	5.0	4.0	3.0	2.0	1.0	MAP
(GS out)	ALTITUDE (3.0° APCH PATH)	1614'	1295'	977'	658'	339'	



Gnd speed-Kts	70	90	100	120	140	160	HI/ALS PAPI </
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STRAIGHT-IN LANDING RWY06L					CIRCLE-TO-LAND	
ILS DA(H) 223' (200')			LOC (GS out) MDA(H) 290' (273')		Not Authorized South of Rwy	
FULL	TDZ and/or CL out	ALS out	ALS out		Max Kts	MDA(H)
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	90	610'(593')-1600m
					120	
					140	610'(593')-2400m
					165	
B	RVR 550m	RVR 750m	RVR 1000m	RVR 1200m	165	610'(593')-3200m
C				RVR 1800m		
D						

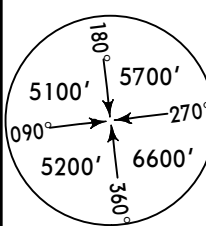
CHANGES: Apt lighting depiction.

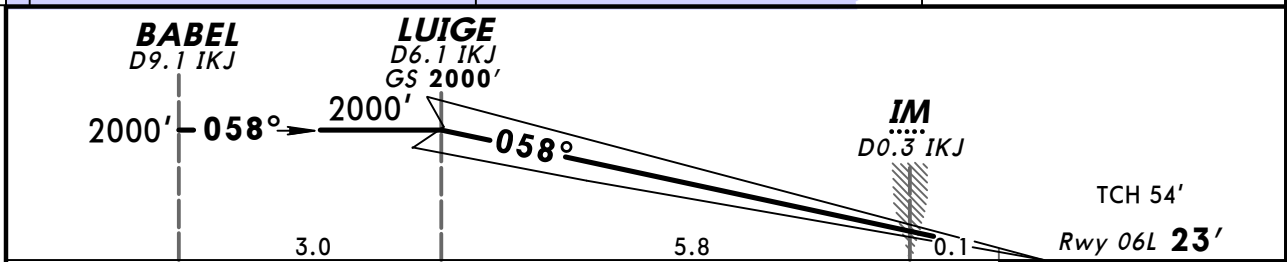
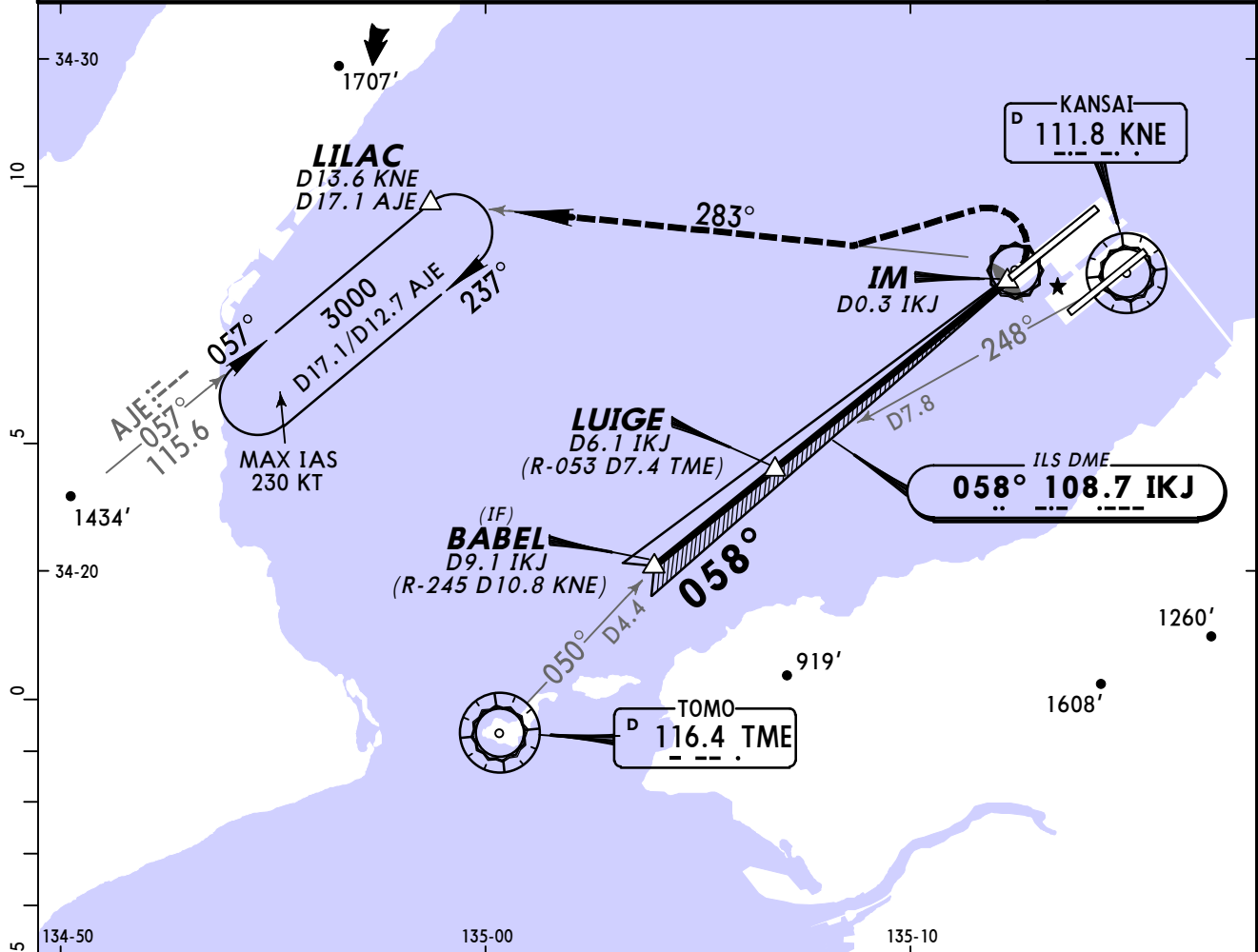
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RJBB/KIX
KANSAI INTL

JEPPESN
14 FEB 14 (21-2A)

OSAKA, JAPAN
ILS Z Rwy 06L CAT II

BRIEFING STRIP™	D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
	LOC IKJ 108.7	Final Apch Crs 058°	GS LUIGE 2000' (1977')	CAT II ILS RA 100' DA(H) 123' (100')		Apt Elev 17' Rwy 06L 23'				
	MISSED APCH: Turn LEFT, climb to 3000' outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.									
	Alt Set: IN (hPa on req)		Trans level: FL 140			Trans alt: 14000'				
	1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.									
MSA KNE VOR										

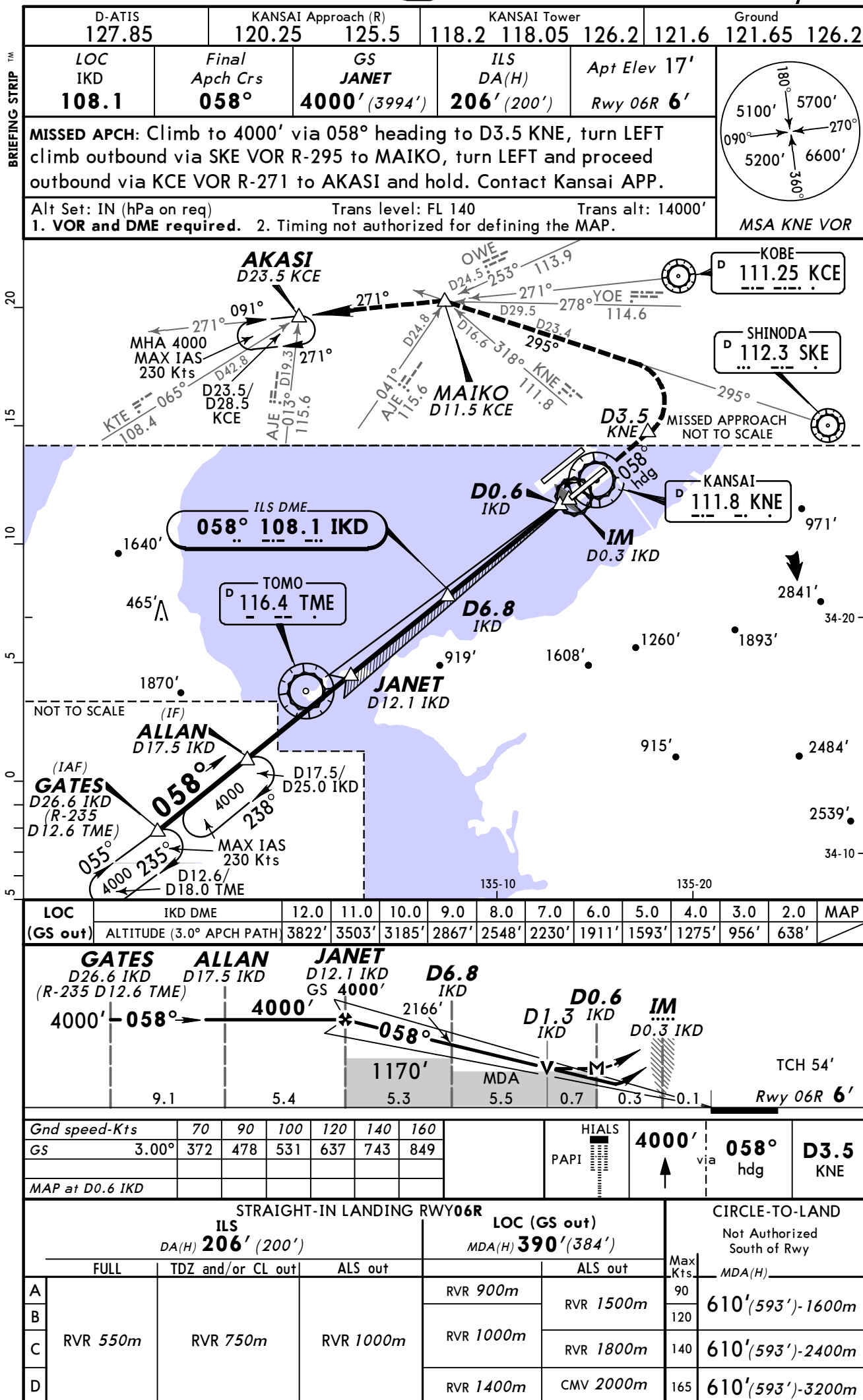


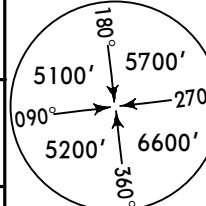
Gnd speed-Kts	70	90	100	120	140	160	
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STRAIGHT-IN LANDING RWY06L

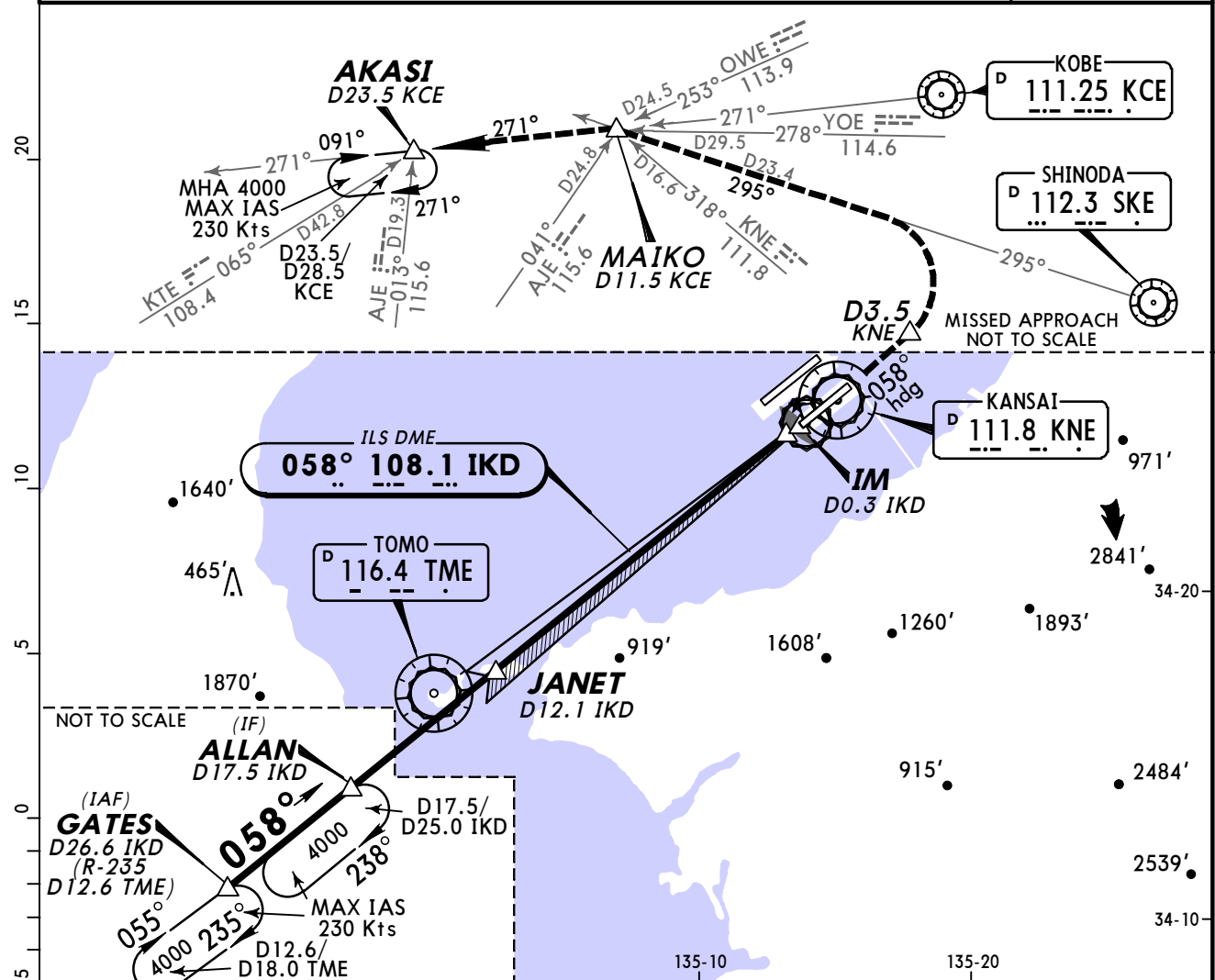
CAT II ILS
RA 100'
DA(H)123' (100')

RVR 350m



D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKD 108.1	Final Apch Crs 058°	GS JANET 4000' (3994')	CAT II ILS RA 100' DA(H) 106'(100')		Apt Elev 17' Rwy 06R 6'				
MISSED APCH: Climb to 4000' via 058° heading to D3.5 KNE, turn LEFT climb outbound via SKE VOR R-295 to MAIKO, turn LEFT and proceed outbound via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.									
Alt Set: IN (hPa on req)		Trans level: FL 140			Trans alt: 14000'				
1. Special Aircrew & Acft Certification required. 2. VOR and DME required.									

MSA KNE VOR



GATES D26.6 IKD (R-235 D12.6 TME)		ALLAN D17.5 IKD		JANET D12.1 IKD GS 4000'		IM D0.3 IKD		TCH 54'		
4000' - 058°		4000'		4000' - 058°		0.1		Rwy 06R 6'		
9.1		5.4		11.8						
Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	372	478	531	637	743	849			
							HIALS	4000'	058°	D3.5
							PAPI	↑	via	KNE
									hdg	

STRAIGHT-IN LANDING RWY06R

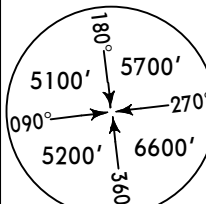
CAT II ILS

RA 100'

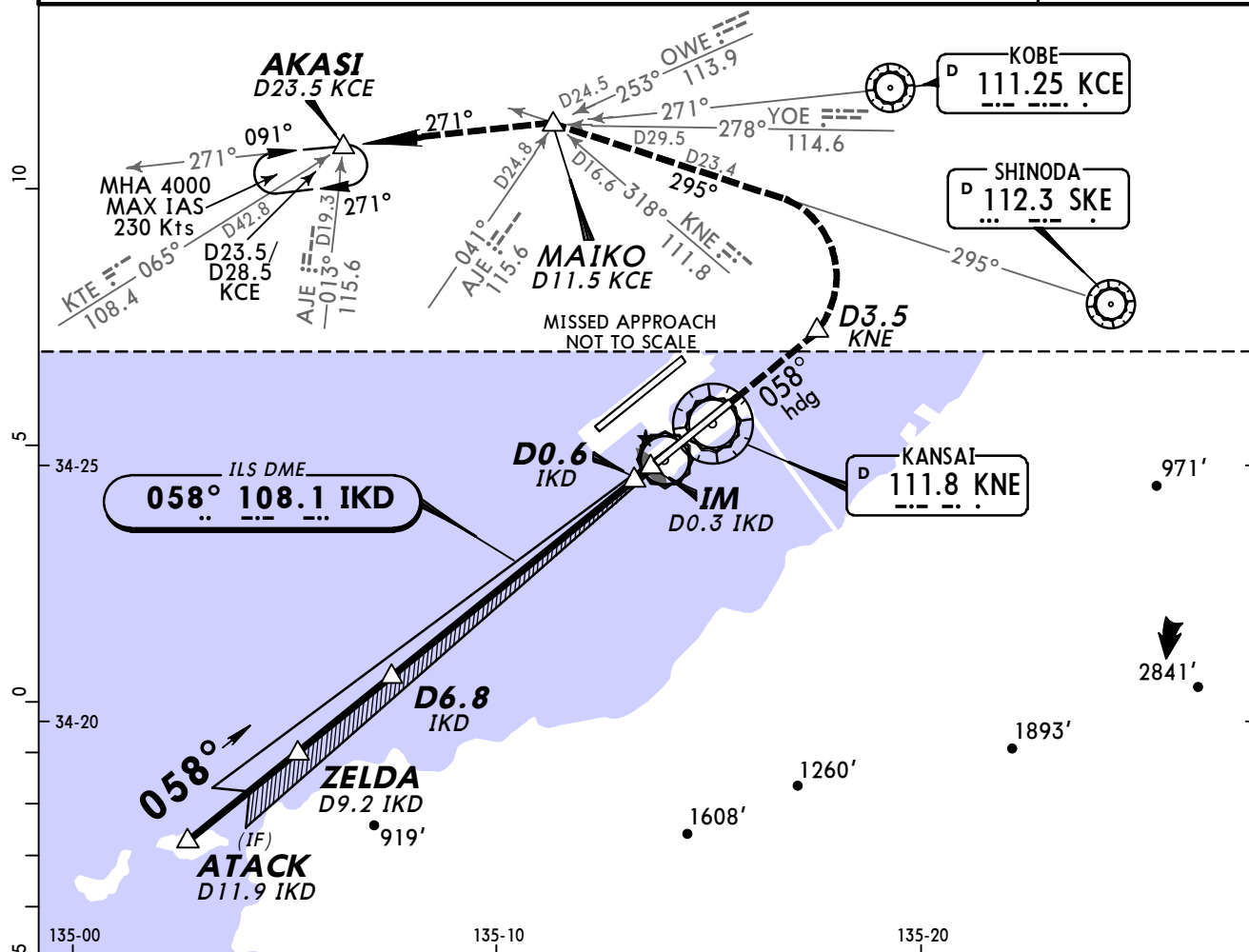
DA(H) 106' (100')

RVR 350m

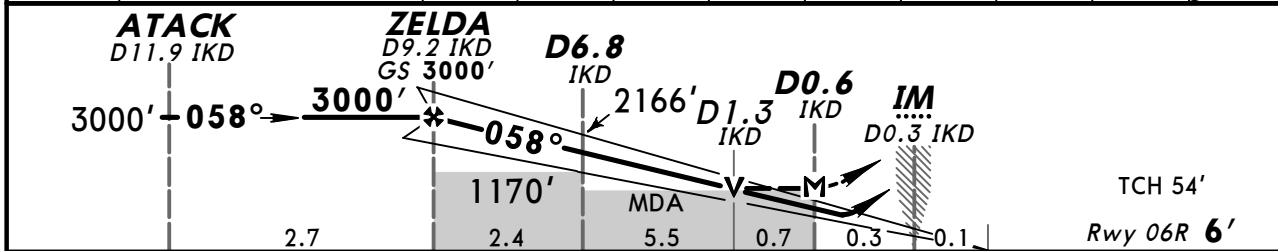
BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKD 108.1	Final Apch Crs 058°	GS ZELDA 3000' (2994')	ILS DA(H) 206' (200')	Apt Elev 17' Rwy 06R 6'					
MISSED APCH: Climb to 4000' via 058° heading to D3.5 KNE, turn LEFT climb outbound via SKE VOR R-295 to MAIKO, turn LEFT and proceed outbound via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.									
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'					
1. VOR and DME required. 2. Timing not authorized for defining the MAP.									

MSA KNE VOR



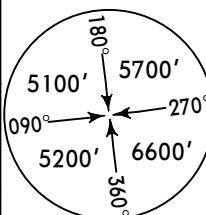
LOC	IKD DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
(GS out)	ALTITUDE (3.0° APCH PATH)	2867'	2548'	2230'	1911'	1593'	1275'	956'	638'	

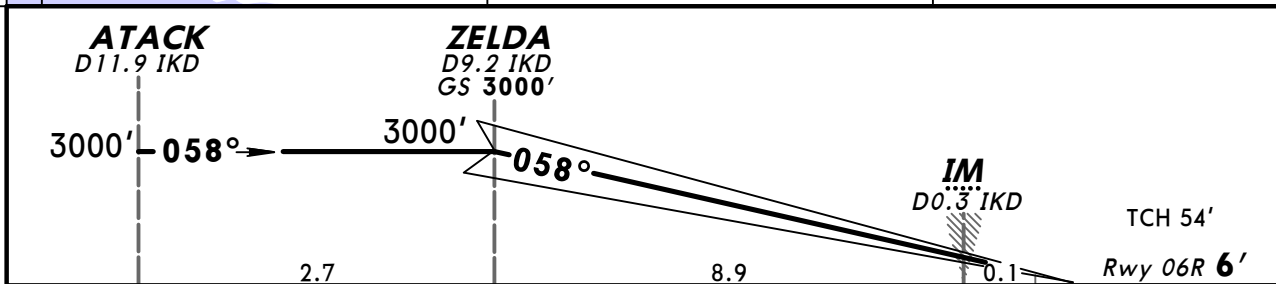
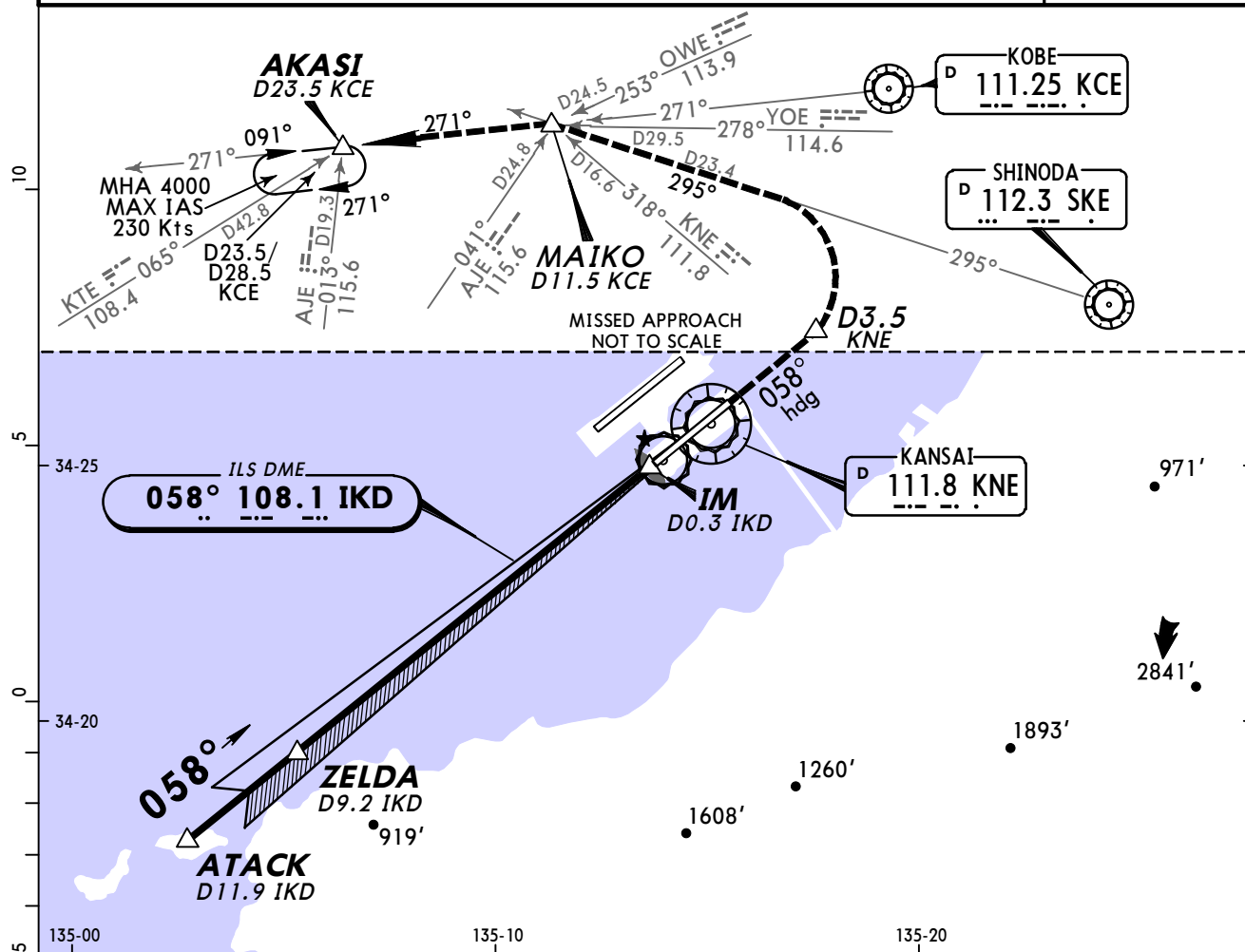


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI </
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STRAIGHT-IN LANDING RWY06R					CIRCLE-TO-LAND	
ILS DA(H) 206' (200')					Not Authorized South of Rwy	
LOC (GS out) MDA(H) 390' (384')					Max Kts	
FULL	TDZ and/or CL out	ALS out	ALS out	ALS out	MDA(H)	
A			RVR 900m	RVR 1500m	90	610' (593')-1600m
B			RVR 1000m	RVR 1800m	120	
C	RVR 550m	RVR 750m	RVR 1000m	RVR 1800m	140	610' (593')-2400m
D			RVR 1400m	CMV 2000m	165	610' (593')-3200m

BRIEFING STRIP™

D-ATIS		KANSAI Approach (R)		KANSAI Tower			Ground			
127.85		120.25		125.5	118.2	118.05	126.2	121.6	121.65	126.2
LOC IKD 108.1	Final Apch Crs 058°	GS ZELDA 3000' (2994')	CAT II ILS RA 100' DA(H) 106' (100')			Apt Elev 17' Rwy 06R 6'		 MSA KNE VOR		
MISSED APCH: Climb to 4000' via 058° heading to D3.5 KNE, turn LEFT climb outbound via SKE VOR R-295 to MAIKO, turn LEFT and proceed outbound via KCE VOR R-271 to AKASI and hold. Contact Kansai APP.										
Alt Set: IN (hPa on req)			Trans level: FL 140			Trans alt: 14000'				
1. Special Aircrew & Acft Certification required. 2. VOR and DME required.										



Gnd speed-Kts	70	90	100	120	140	160	HIALS		4000'	058°	D3.5
GS	3.00°	372	478	531	637	743	PAPI		↑	hdg	KNE

STRAIGHT-IN LANDING RWY06R

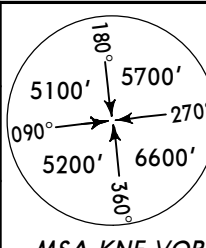
CAT II ILS

RA 100'

DA(H) 106' (100')

RVR 350m

BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKN 110.7	Final Apch Crs 238°	GS AGATE 1200' (1185')	ILS DA(H) 215' (200')	Apt Elev 17' Rwy 24L 15'					
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed inbound via TME VOR R-061 to TME VOR, via TME VOR R-235 to EDDIE and hold at 4000'. Contact Kansai APP.									
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'					
1. VOR and DME required. 2. For initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required. 3. Timing not authorized for defining the MAP.									

180°

5100'

5700'

270°

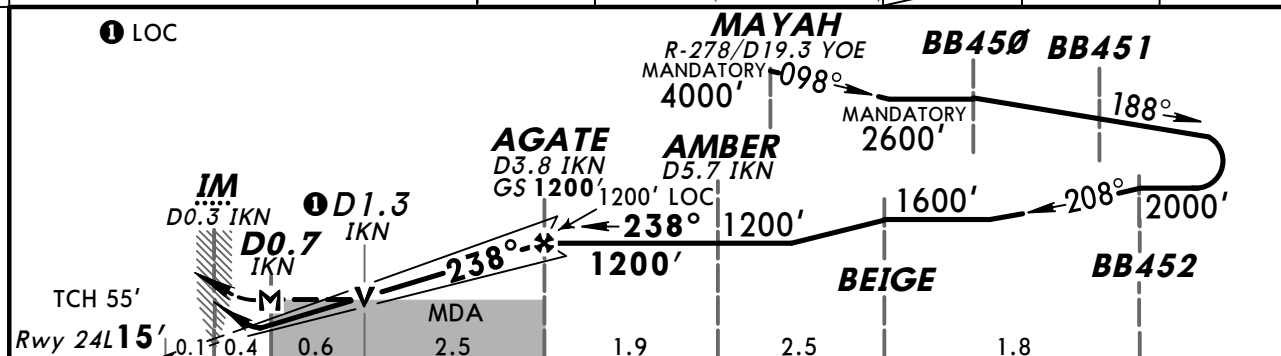
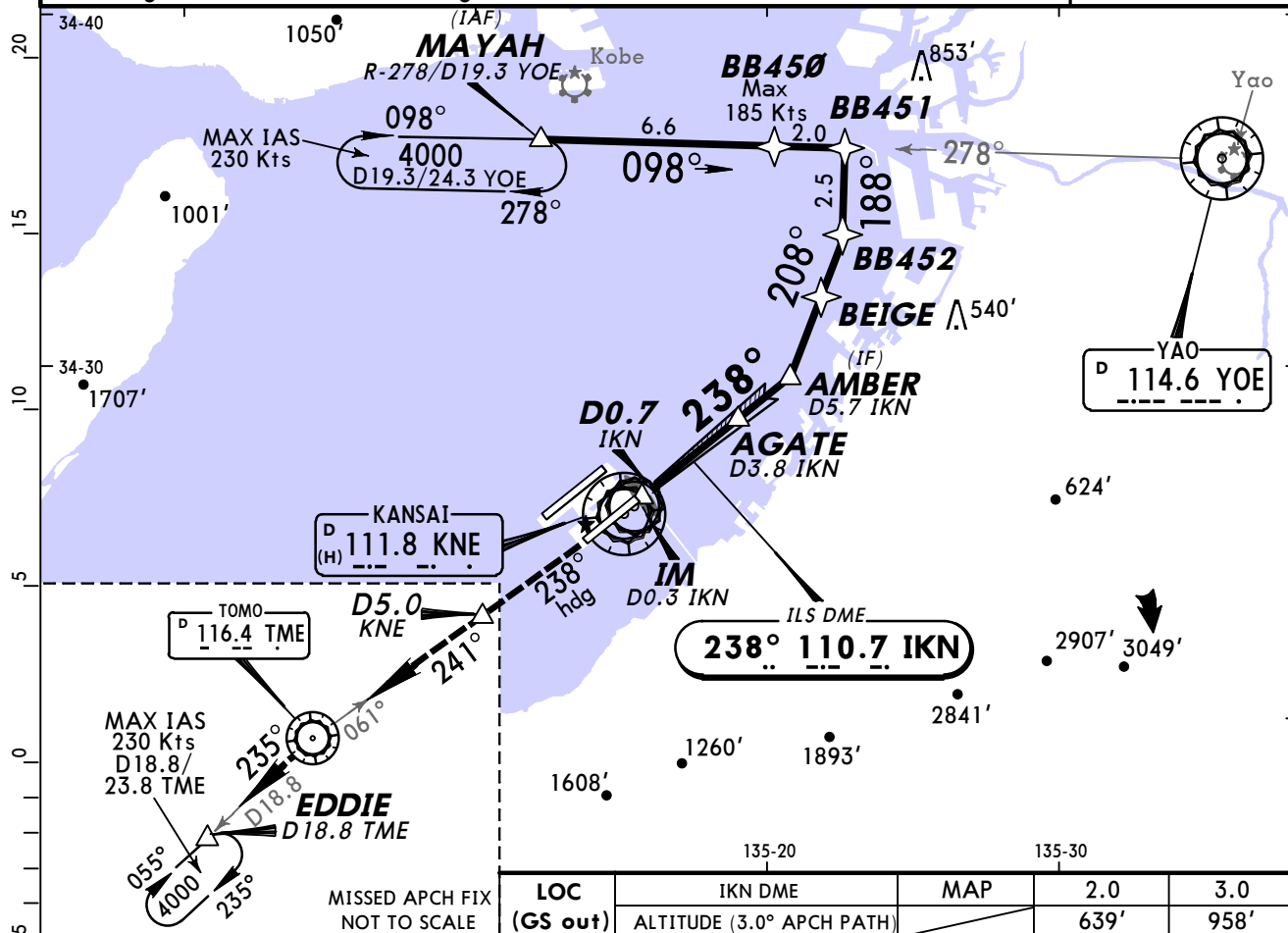
6600'

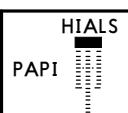
360°

5200'

090°

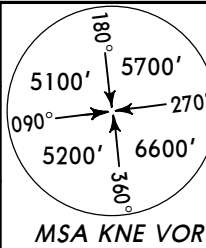
MSA KNE VOR

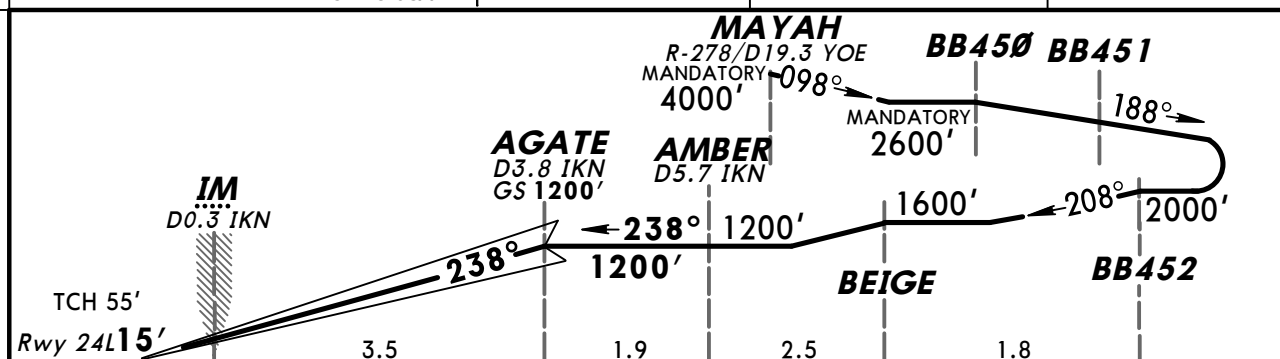
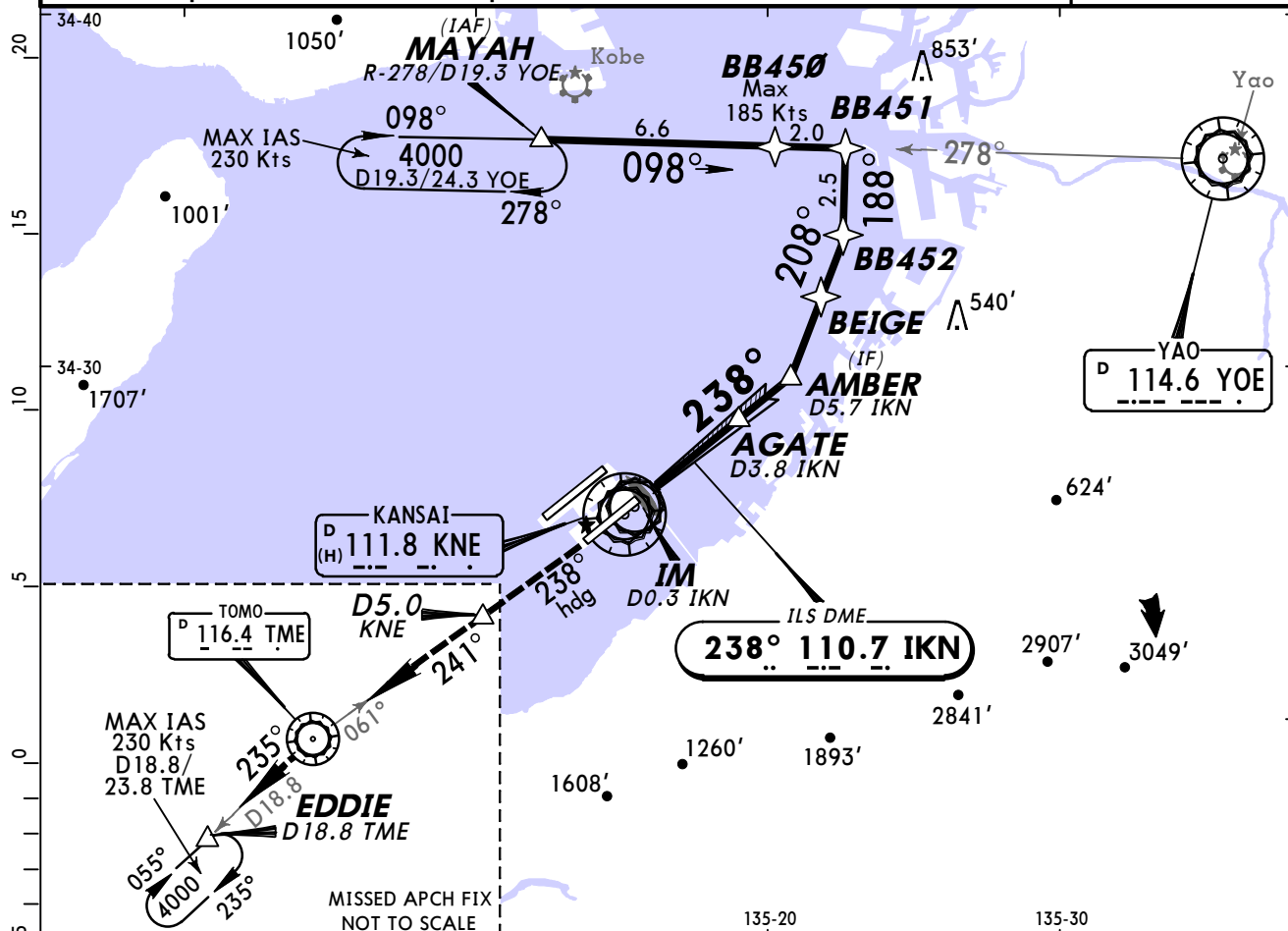


Gnd speed-Kts	70	90	100	120	140	160		4000' on 238° hdg D5.0 KNE	
GS	3.00°	372	478	531	637	849			
MAP at D0.7 IKN									

STRAIGHT-IN LANDING RWY24L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized South of Rwy	
DA(H) 215' (200')		MDA(H) 390' (373')		MDA(H)	
FULL	TDZ and/or CL out	ALS out	ALS out	Max Kts	
A			RVR 900m	90	610' (593') - 1600m
B			RVR 1000m	120	
C	RVR 550m	RVR 750m	RVR 1000m	140	610' (593') - 2400m
D			RVR 1400m	165	610' (593') - 3200m

BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2		Ground 121.6 121.65 126.2	
LOC IKN 110.7	Final Apch Crs 238°	GS AGATE 1200' (1185')	CAT II ILS RA 100' DA(H)115'(100')	Apt Elev 17' Rwy 24L 15'		 MSA KNE VOR	
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed inbound via TME VOR R-061 to TME VOR, via TME VOR R-235 to EDDIE and hold at 4000'. Contact Kansai App.							
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'			
1. Special Aircrew & Acft Certification required. 2. VOR and DME required. 3. For initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar service required.							

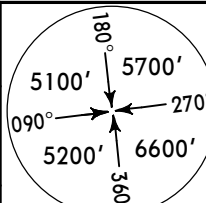


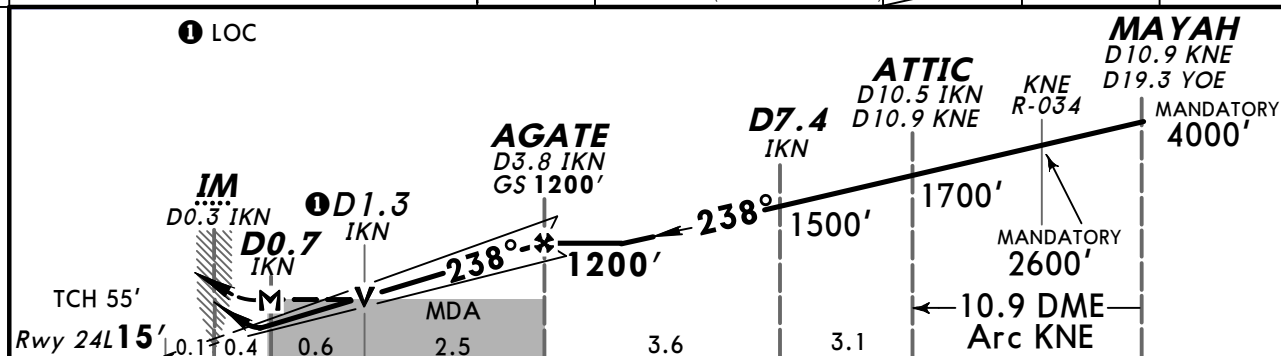
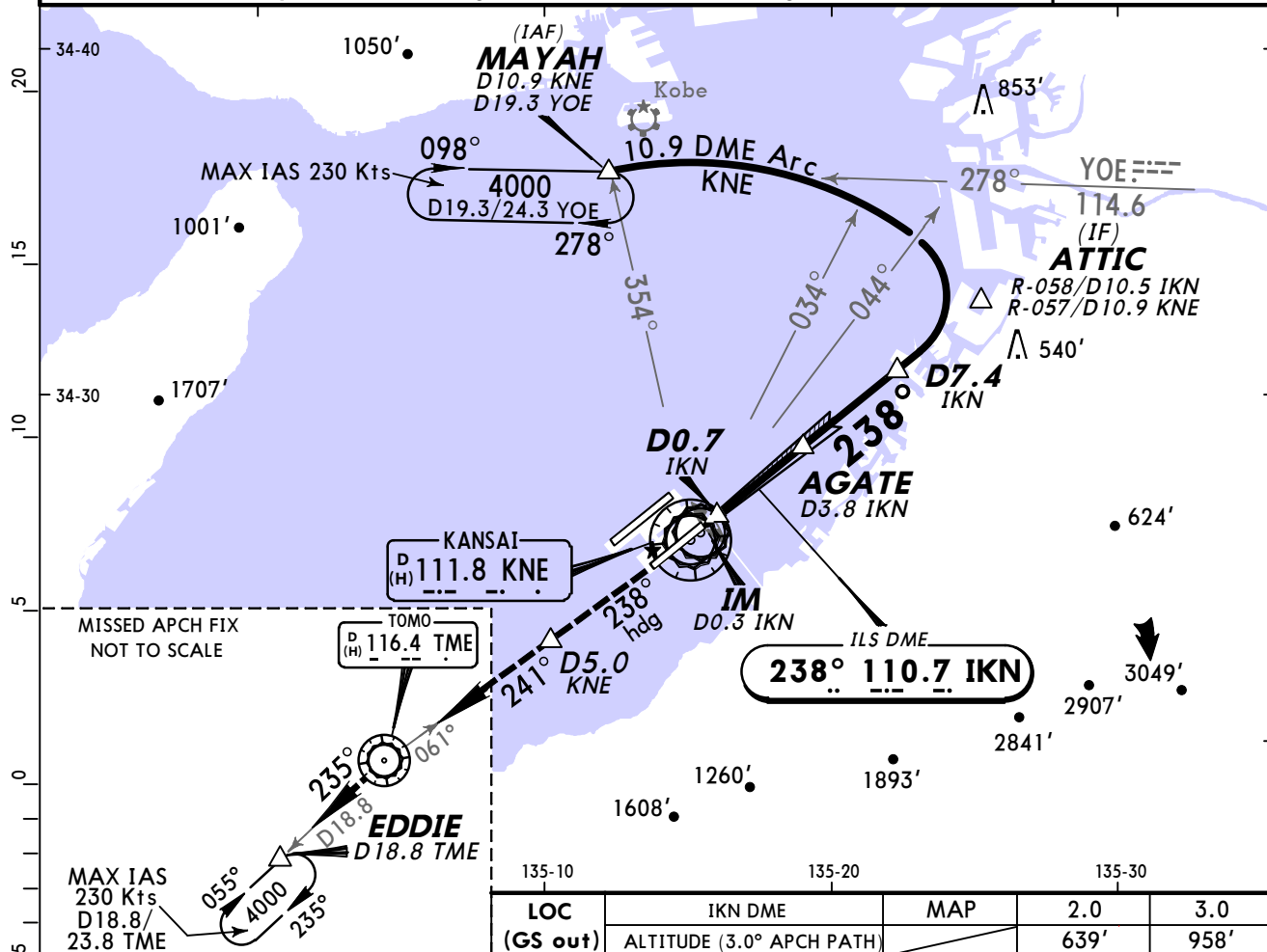
Gnd speed-Kts	70	90	100	120	140	160		HIALS PAPI <
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STRAIGHT-IN LANDING RWY 24L

CAT II ILS
RA 100'
DA(H) 115'(100')

RVR 350m

BRIEFING STRIP TM	D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
	LOC IKN 110.7	Final Apch Crs 238°	GS AGATE 1200' (1185')	ILS DA(H) 215' (200')	Apt Elev 17' Rwy 24L 15'				 MSA KNE VOR	
	MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed inbound via TME VOR R-061 to TME VOR, via TME VOR R-235 to EDDIE and hold at 4000'. Contact Kansai APP.									
	Alt Set: IN (hPa on req)			Trans level: FL 140		Trans alt: 14000'				
	1. VOR and DME required. 2. Timing not authorized for defining the MAP.									



STRAIGHT-IN LANDING RWY24L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized South of Rwy	
DA(H) 215' (200')		MDA(H) 390' (373')		MDA(H)	
FULL	TDZ and/or CL out	ALS out	ALS out	Max Kts	
A				90	610' (593') - 1600m
B	RVR 550m	RVR 750m	RVR 1000m	120	610' (593') - 2400m
C				140	610' (593') - 2400m
D				165	610' (593') - 3200m

RJBB/KIX
KANSAI INTL

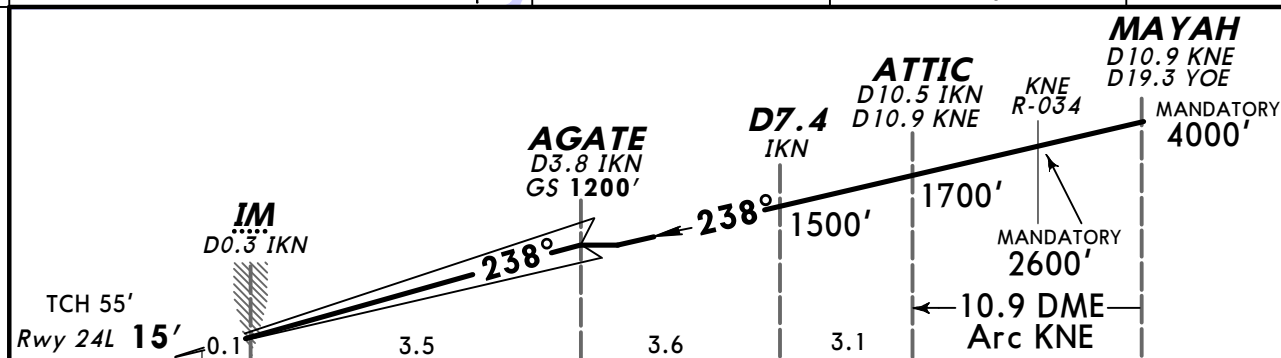
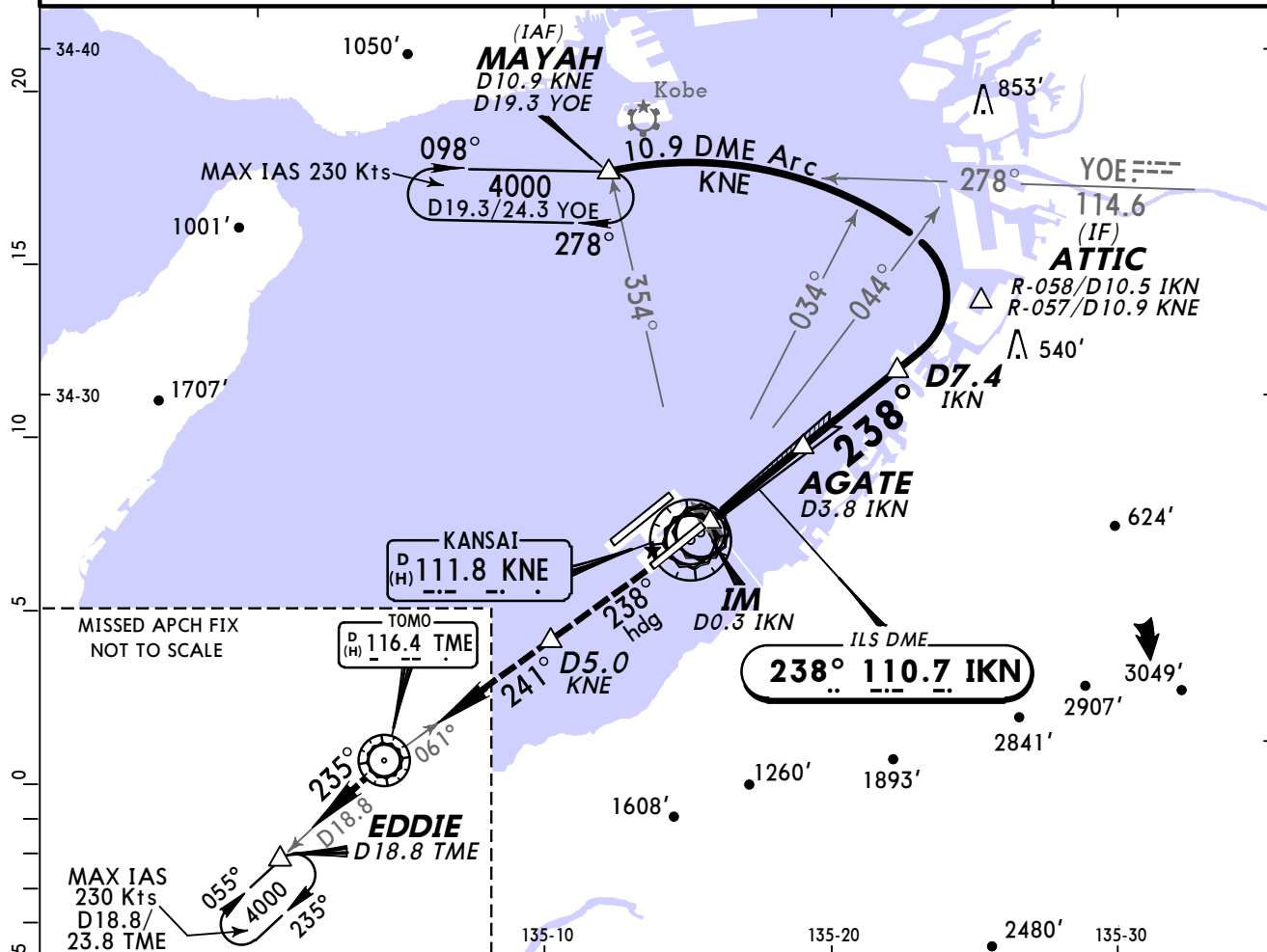
7 NOV 14
Eff 12 Nov 1500Z

(21-6A)

OSAKA, JAPAN
ILS X Rwy 24L CAT II

BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKN 110.7	Final Apch Crs 238°	GS AGATE 1200' (1185')	CAT II ILS RA 100' DA(H)115'(100')		Apt Elev 17' Rwy 24L 15'			MSA KNE VOR	
MISSED APCH: Climb on heading 238° to KNE VOR D5.0, proceed inbound via TME VOR R-061 to TME VOR, via TME VOR R-235 to EDDIE and hold at 4000'. Contact Kansai APP.									
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'									
1. Special Aircrew & Acft Certification required. 2. VOR and DME required.									



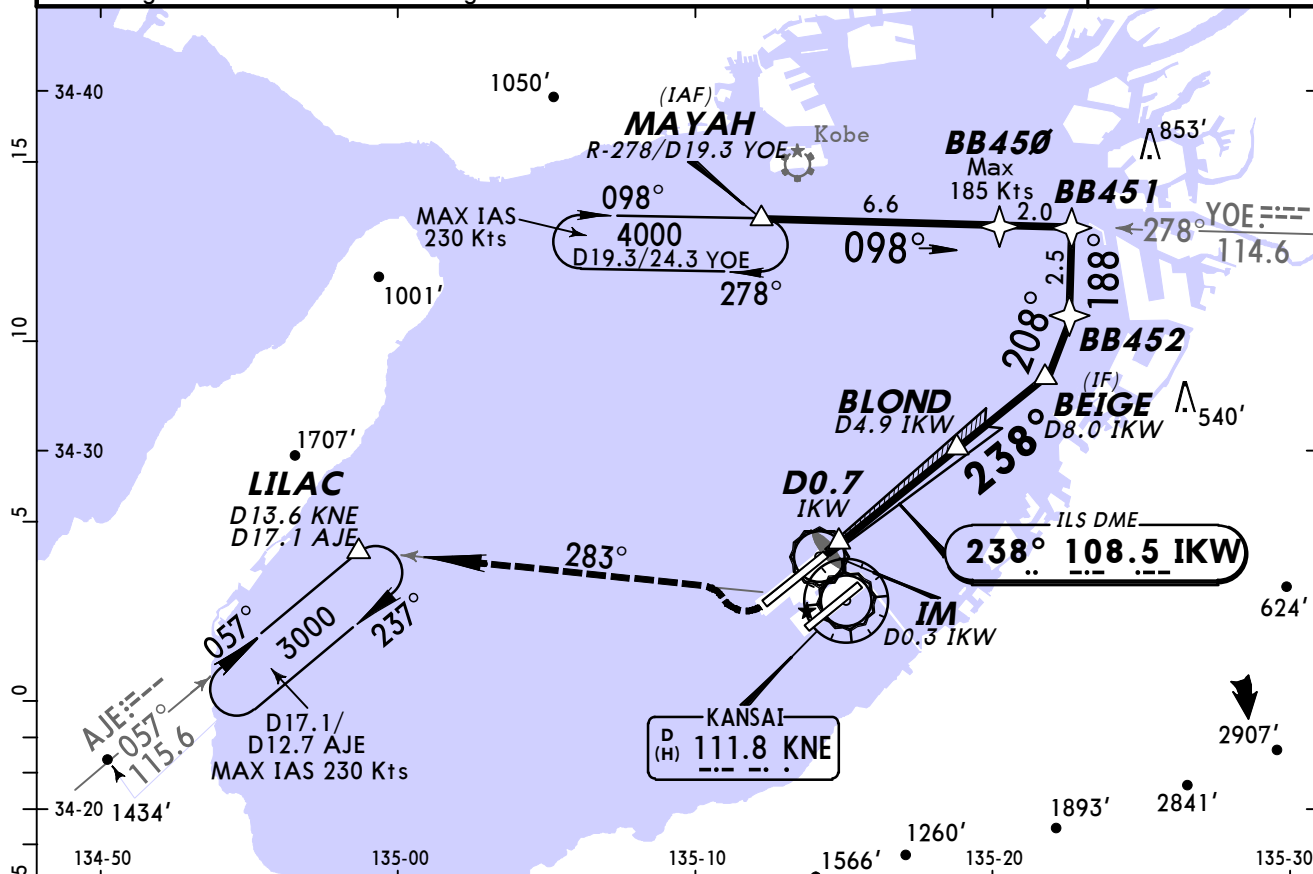
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 4000' via 238° hdg D5.0 KNE
GS	3.00°	372	478	531	637	743	

STRAIGHT-IN LANDING RWY 24L
CAT II ILS
RA 100'
DA(H) 115' (100')

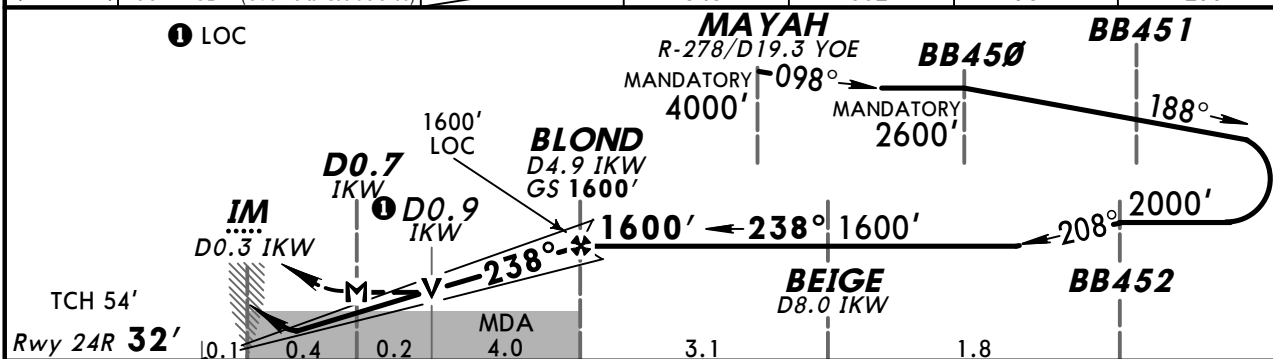
RVR 350m

BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKW 108.5	Final Apch Crs 238°	GS BLOND 1600' (1568')	ILS DA(H) 232' (200')	Apt Elev 17' Rwy 24R 32'			180° 5100' 5700' 270° 090° 5200' 6600' 360° MSA KNE VOR		
MISSED APCH: Turn RIGHT, climb to 3000' outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.									
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'					
1. VOR and DME required. 2. For initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar required.									
3. Timing not authorized for defining the MAP.									



LOC (GS out)	IKW DME	MAP	1.0	2.0	3.0	4.0
	ALTITUDE (3.0° APCH PATH)		343'	662'	981'	1299'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
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STRAIGHT-IN LANDING RWY24R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized South of Rwy	
DA(H) 232' (200')		MDA(H) 290' (273')		MDA(H)	
FULL	TDZ and/or CL out	ALS out	ALS out	Max Kts	
A				90	610' (593') - 1600m
B	RVR 550m	RVR 750m	RVR 800m	120	610' (593') - 2400m
C				140	610' (593') - 2400m
D				165	610' (593') - 3200m

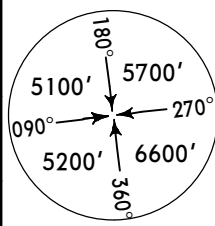
RJBB/KIX
KANSAI INTL

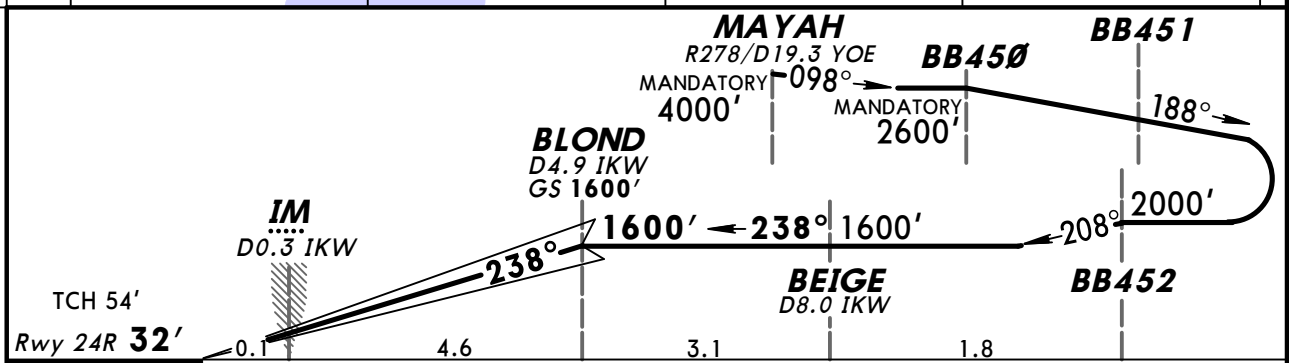
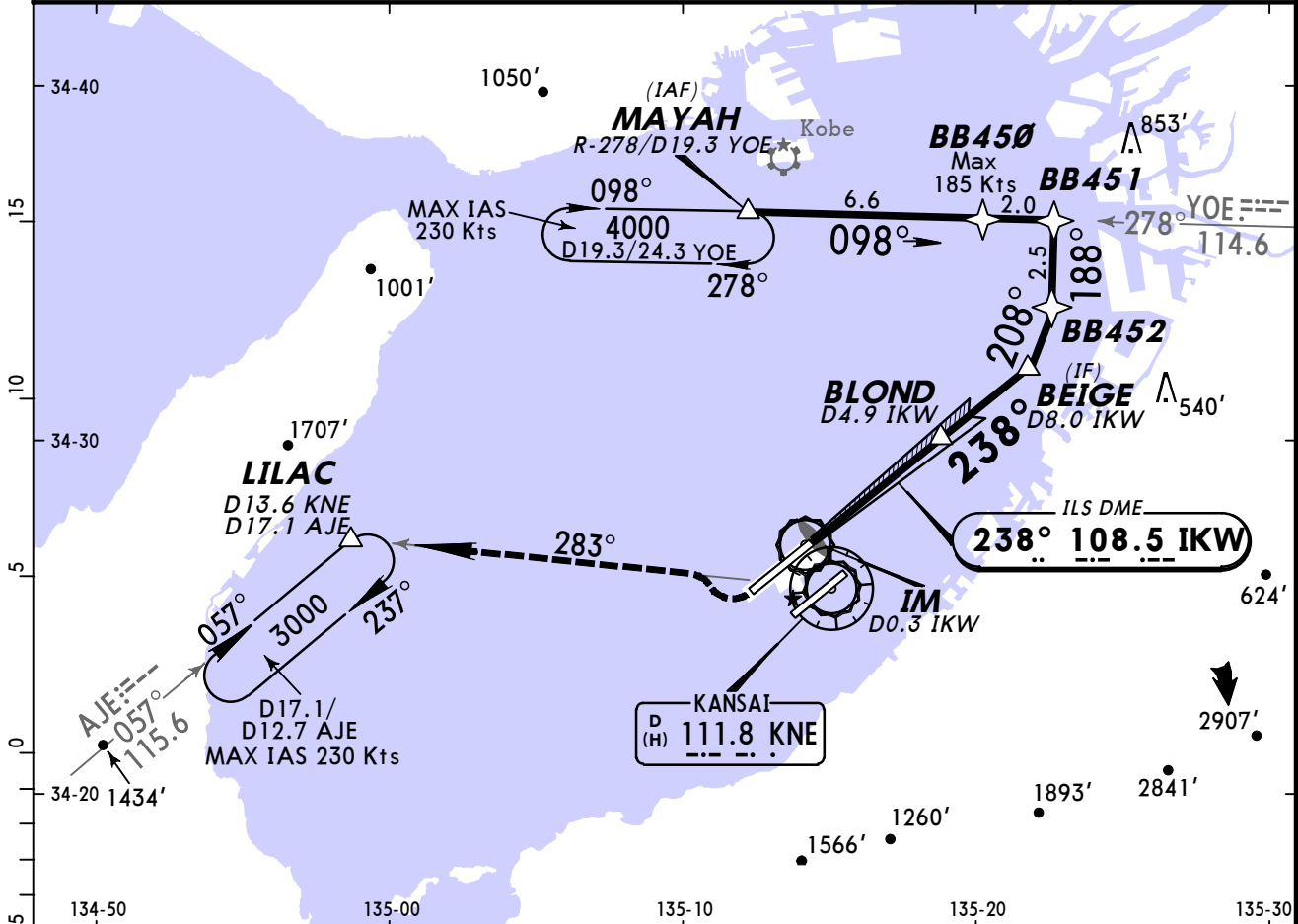
15 FEB 13

(21-7A)

OSAKA, JAPAN
ILS Y Rwy 24R CAT II

BRIEFING STRIP™

D-ATIS 127.85		KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
LOC IKW 108.5	Final Apch Crs 238°	GS BLOND 1600' (1568')	CAT II ILS RA 100' DA(H) 132' (100')	Apt Elev 17' Rwy 24R 32'			 MSA KNE VOR		
MISSED APCH: Turn RIGHT, climb to 3000' outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.									
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'					
1. VOR and DME required. 2. For initial approach segment, RNAV1, DME/DME/IRU or GNSS required. Radar service required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	3000' via KNE 111.8 R-283	LILAC
GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY24R

CAT II ILS
RA 100'
DA(H) **132'** (100')

RVR 350m



STRAIGHT-IN LANDING RWY24R							CIRCLE-TO-LAND	
ILS DA(H) 232' (200')				LOC (GS out) MDA(H) 290' (273')		Not Authorized South of Rwy		
FULL		TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A	RVR 550m	RVR 750m	RVR 1000m	RVR 800m	RVR 1500m	90	610' (593') - 1600m	
B						120		
C					RVR 1600m	140	610' (593') - 2400m	
D					RVR 1200m	RVR 1800m	165	610' (593') - 3200m

D-ATIS 127.85	KANSAI Approach (R) 120.25 125.5		KANSAI Tower 118.2 118.05 126.2			Ground 121.6 121.65 126.2		
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LOC IKW 108.5	Final Apch Crs 238°	GS BLOND 1600' (1568')	CAT II ILS RA 100' DA(H) 132' (100')	Apt Elev 17' Rwy 24R 32'
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MISSED APCH: Turn RIGHT, climb to 3000' outbound via KNE VOR R-283 to LILAC and hold. Contact Kansai APP.

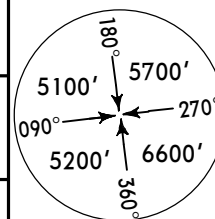
Alt Set: IN (hPa on req)

Trans level: FL 140

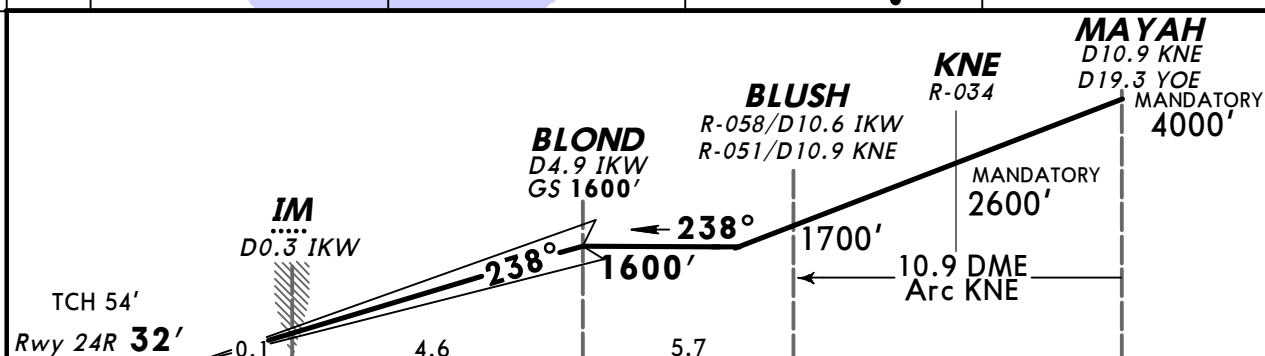
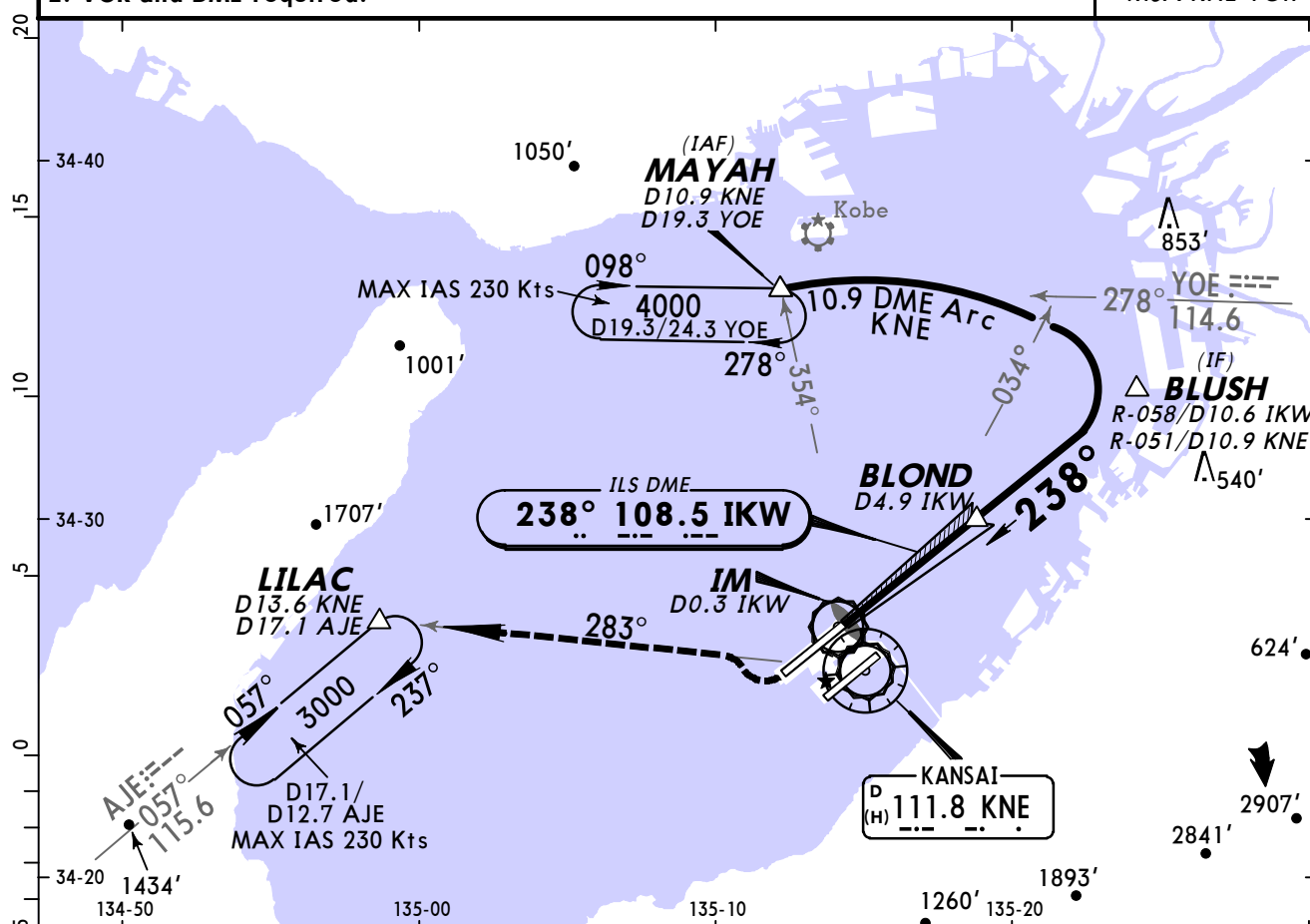
Trans alt: 14000'

1. Special Aircrew & Acft Certification required.

2. VOR and DME required.



MSA KNE VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Gs</i> 3.00°	372	478	531	631	743	849

HIALS
PAPI

3000'

RT

via **KNE**
111.8
R-283

LILAC

STRAIGHT-IN LANDING RWY24R

CAT II ILS

RA 100'

 $DA(H)132' (100')$

RVR 350m

D-ATIS 127.85	KANSAI Approach (R) 120.25 125.5	KANSAI Tower 118.2 118.05 126.2	Ground 121.6 121.65 126.2
VOR KNE 111.8	Final Apch Crs 061°	Procedure Alt D8.0 KNE 2173' (2167')	MDA(H) 420' (414')
		Apt Elev 17'	Rwy 06R 6'

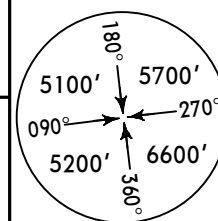
MISSED APCH: Climb to 4000' inbound via KNE VOR R-241 to KNE VOR, outbound via KNE VOR R-052 to D3.5 KNE, turn LEFT and proceed outbound via SKE VOR R-295 to MAIKO, then outbound KCE VOR R-271 to AKASI and hold. Contact Kansai APP.

Alt Set: IN (hPa on req)

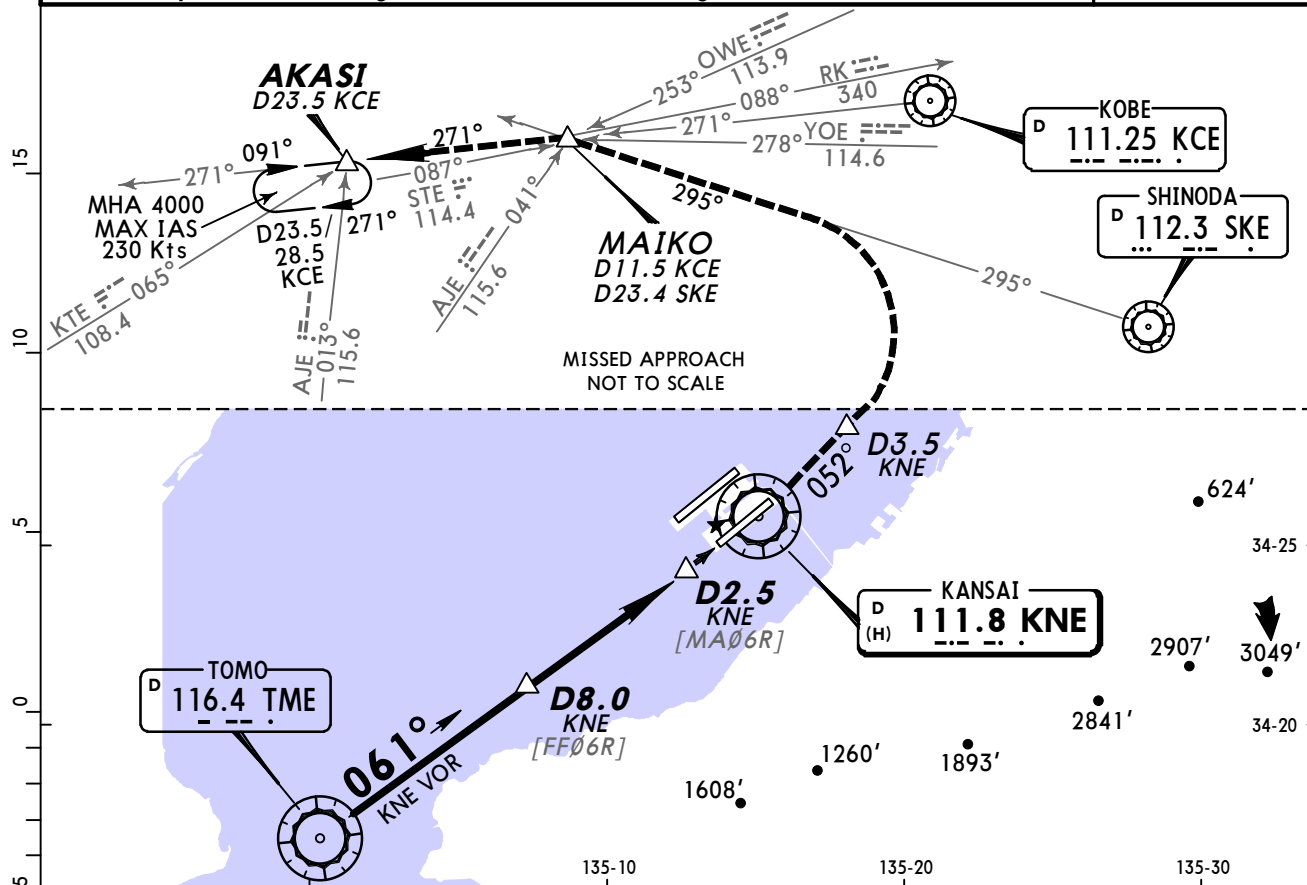
Trans level: FL 140

Trans alt: 14000'

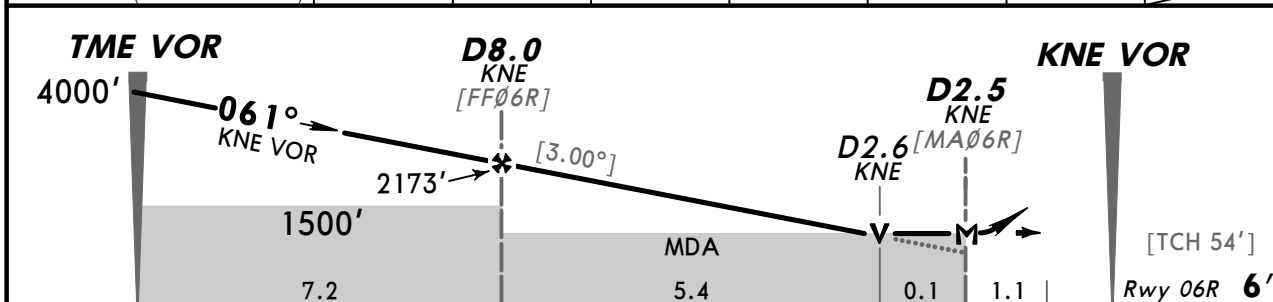
1. DME required. 2. Timing not authorized for defining the MAP.



MSA KNE VOR



KNE DME	8.0	7.0	6.0	5.0	4.0	3.0	MAP
ALTITUDE (3.0° APCH PATH)	2173'	1855'	1536'	1218'	899'	581'	



Gnd speed-Kts	70	90	100	120	140	160		HIALS	4000'	KNE	KNE
Descent Angle [3.00°]	372	478	531	637	743	849		PAPI	↑ via	111.8	111.8
MAP at D2.5 KNE										R-241	

STRAIGHT-IN LANDING RWY 06R				CIRCLE-TO-LAND			
MDA(H) 420' (414')				Not Authorized South of Runway			
ALS out			Max Kts	MDA(H)			
A	RVR 900m	RVR 1500m	90	610' (593')-1600m			
B	RVR 1000m	RVR 1800m	120	610' (593')-2400m			
C	RVR 1400m	CMV 2000m	140	610' (593')-3200m			
D			165				

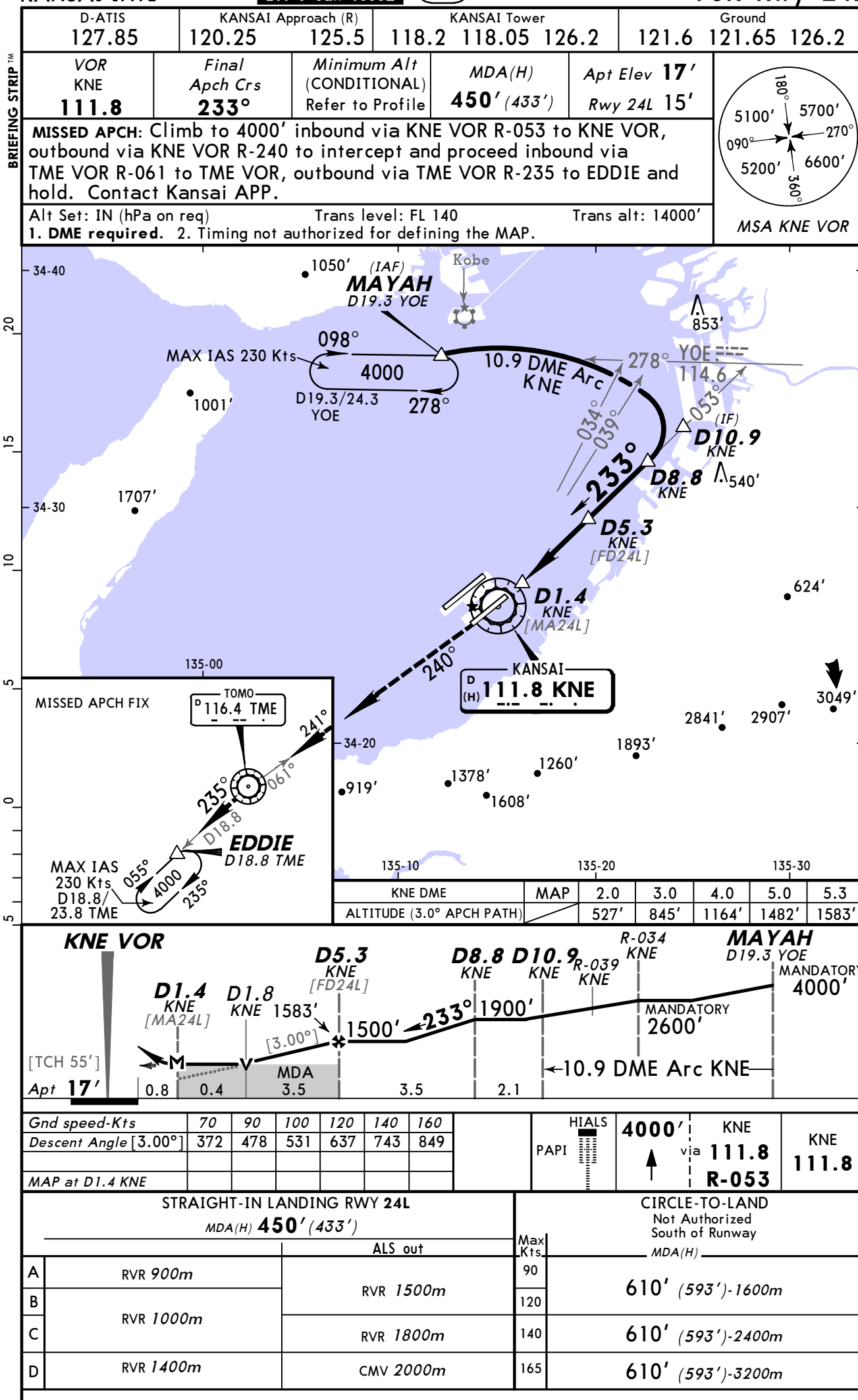


Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
OSAKA, (KANSAI INTL - RJBB)				
REV	ATC PROCS	20-9F	05 Dec 2014	
REV	ATC PROCS CONTD	20-9G	05 Dec 2014	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJBB

Chart Change Notices for Country JPN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All approach procedures-When RVR is available for the landing runway, all landing visibilities shown as CMV 1800m are changed to RVR 1800m.