

List of pages in this Trip Kit

Trip Kit Index

Airport Information For RJBB

Terminal Charts For RJBB

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: OSAKA JPN
ICAO/IATA: RJBB / KIX
Lat/Long: N34° 26.05', E135° 13.97'
Elevation: 17 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 7.0° W

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

Sunrise: 2029 Z
Sunset: 0930 Z

Runway Information

Runway: 06L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 6 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24L
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24R

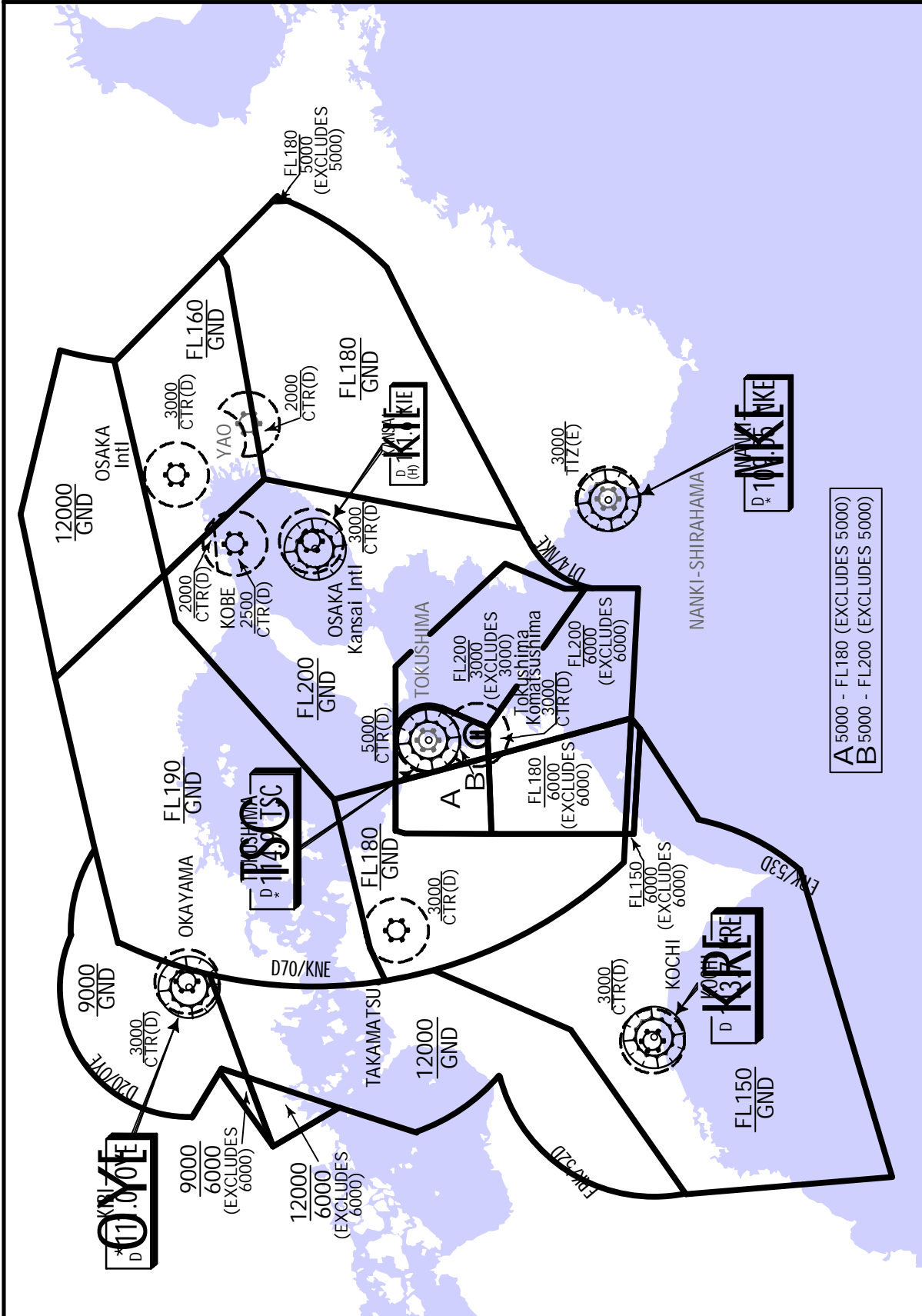
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.850
Kansai Tower: 126.200
Kansai Tower: 118.200
Kansai Tower: 118.050
Kansai Ground: 126.200
Kansai Ground: 121.600
Kansai Ground: 121.650
Kansai Clearance Delivery: 121.900
Kansai Clearance Delivery: 126.200
Kansai Approach: 120.850
Kansai Approach: 121.150
Kansai Approach: 121.200
Kansai Approach: 124.700
Kansai Approach: 124.800
Kansai Approach: 120.250
Kansai Approach: 119.750
Kansai Approach: 120.450
Kansai Approach: 120.400
Kansai Approach: 125.000
Kansai Approach: 125.500
Kansai Terminal Control Area: 125.300
Kansai Terminal Control Area: 121.100
Kansai Terminal Control Area: 119.025
Kansai Departure: 119.500
Kansai Departure: 124.800
Kansai Departure: 121.200
Kansai Departure: 119.750
Kansai Departure: 120.400
Kansai Departure: 125.000
Kansai Departure: 119.200
Kansai Departure: 120.650
Kansai Radar: 119.750
Kansai Radar: 124.700
Kansai Radar: 120.250
Kansai Radar: 125.500
Kansai Radar: 121.200
Kansai Radar: 121.150
Kansai Radar: 120.850
Kansai Radar: 125.000
Kansai Radar: 120.450
Kansai Radar: 120.400
Kansai Radar: 124.800

KANSAI APPROACH CONTROL AREA (E)

Transponder (Mode A/3 & Mode C) required in
Approach Control Area and Control Zones.
Kansai App (R) 120.25 120.4 120.45 120.85 121.15 121.2
124.7 124.8 125.0 125.5



RJBB/KIX
KANSAI INTL

JEPPESEN
3 FEB 23 (20-1P)

OSAKA, JAPAN
.AIRPORT.BRIEFING.

GENERAL

1. ATIS

D-ATIS 127.85

2. LOCAL TRAFFIC REGULATIONS

2.1. 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,
 - RWY 06L or RWY 06R in use; proceed to GATES at last assigned altitude or 4,000' whichever is higher, and execute instrument approach.
 - RWY 24L or RWY 24R in use; proceed to MAYAH at last assigned altitude or 4,000' whichever is higher, and execute instrument approach.

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

2.2. 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.

2.3. 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.

2.4. 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 acknowledged 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: Spots 1-41 and 201-215 are aircraft parking stands with fixed power facilities.
Spots 1-41 are equipped with electric power units and preconditioned air units.
Spots 201-215 are equipped with electric power units.

ARRIVAL

1. CONTINUOUS DESCENT OPERATION (CDO)

Pilot shall comply following procedures when conduct CDO at Kansai INTL 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 Y53 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 Y35/OOITA Y351 SALTY Y35 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'.

RJBB/KIX
KANSAI INTL

JEPPESEN

18 FEB 22

(20-1P2)

.Eff.23.Feb.1500Z.

OSAKA, JAPAN
AIRPORT BRIEFING.

ARRIVAL (contd.)

2.2. RWY 06L

CDO route name	Route
RWY06L CDO Number 1	SUC Y53 BECKY " BECKY BRAVO ARRIVAL" [Altitude Restriction] Cross KARIN at or above FL160, cross BECKY at or above 9000', cross EVIAN at or above 6000' and cross BERRY at or above 4000'.
RWY06L CDO Number 2	FUE Y35/OOITA Y351 SALTY Y35 BERTH " BERTH BRAVO ARRIVAL" [Altitude Restriction] Cross RANDY at or above FL150, cross BERTH at or above 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 Y53 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 Y35/OOITA Y351 SALTY Y35 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'.

Low Visibility Take-Off (LVTO) at Kansai International Airport

1.1 Facilities

The following Categories are available:

Runway 06R	Runway 24L
<ul style="list-style-type: none"> • Lighting system runway 06R for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) 	<ul style="list-style-type: none"> • Lighting system runway 24L for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)
Runway 06L	Runway 24R
<ul style="list-style-type: none"> • Lighting system runway 06L for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) 	<ul style="list-style-type: none"> • Lighting system runway 24R for LVTO • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

1.2 Conditions

A. The following systems must be operative:

For LVTO
1) Lighting system comprising: <ul style="list-style-type: none"> • High Intensity Runway Edge Lights • High Intensity Runway End Lights • Runway Center Line Lights
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.

1.3 Low Visibility Procedures/Low Visibility Procedures for Departure (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.

1.4 Runway-Holding position Marking

Runway-holding position markings are displayed on taxiways A1 through A14 their locations are 295' (90m) off the runway center line.

Note: The common way of its markings is shown in chart 20-9.

Category II Operations at Kansai International Airport

2.1 Facilities

The following Categories are available:

Runway 06R	Runway 24L
<ul style="list-style-type: none"> • ILS Runway 06R - CAT II • Lighting system Runway 06R - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) 	<ul style="list-style-type: none"> • ILS Runway 24L - CAT II • Lighting system Runway 24L - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)
Runway 06L	Runway 24R
<ul style="list-style-type: none"> • ILS Runway 06L - CAT II • Lighting system Runway 06L - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway) 	<ul style="list-style-type: none"> • ILS Runway 24R - CAT II • Lighting system Runway 24R - CAT II • RVR by forward-scatter meters (the touchdown zone, the mid-point and stop-end of the runway)

Category II Operations at Kansai International Airport (contd.)

2.2 Conditions

A. The following systems must be operative:

For ILS Rwy 06R approach (CAT II)	For ILS Rwy 24L approach (CAT II)
1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 06R with standby transmitter • ILS-GP 06R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM06R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 06R 	1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 24L with standby transmitter • ILS-GP 24L with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM24L (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 24L
2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 06R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL 	2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 24L (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
3) Secondary power supply	3) Secondary power supply
4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).
For ILS Rwy 06L approach (CAT II)	For ILS Rwy 24R approach (CAT II)
1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 06L with standby transmitter • ILS-GP 06L with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM06L (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 06L 	1) ILS comprising: <ul style="list-style-type: none"> • ILS-LOC 24R with standby transmitter • ILS-GP 24R with standby transmitter (When any standby transmitters unserviceable, downgrade ILS-CAT I.) • IM24R (When IM unserviceable, RA could be used as an alternate method) • ILS-DME 24R
2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 06L (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL 	2) Lighting systems comprising: <ul style="list-style-type: none"> • PALS 24R (including side row barrettes) • High INTST REDL • High INTST RTHL • RCLL and RTZL
3) Secondary power supply	3) Secondary power supply
4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).	4) RVR by forward-scatter meters at the touchdown zone and either (the mid-point or stop-end of the runway).

B. The following information must be currently available:

- Surface wind speed and direction
- RVR

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

2.3 Low Visibility Procedures (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.

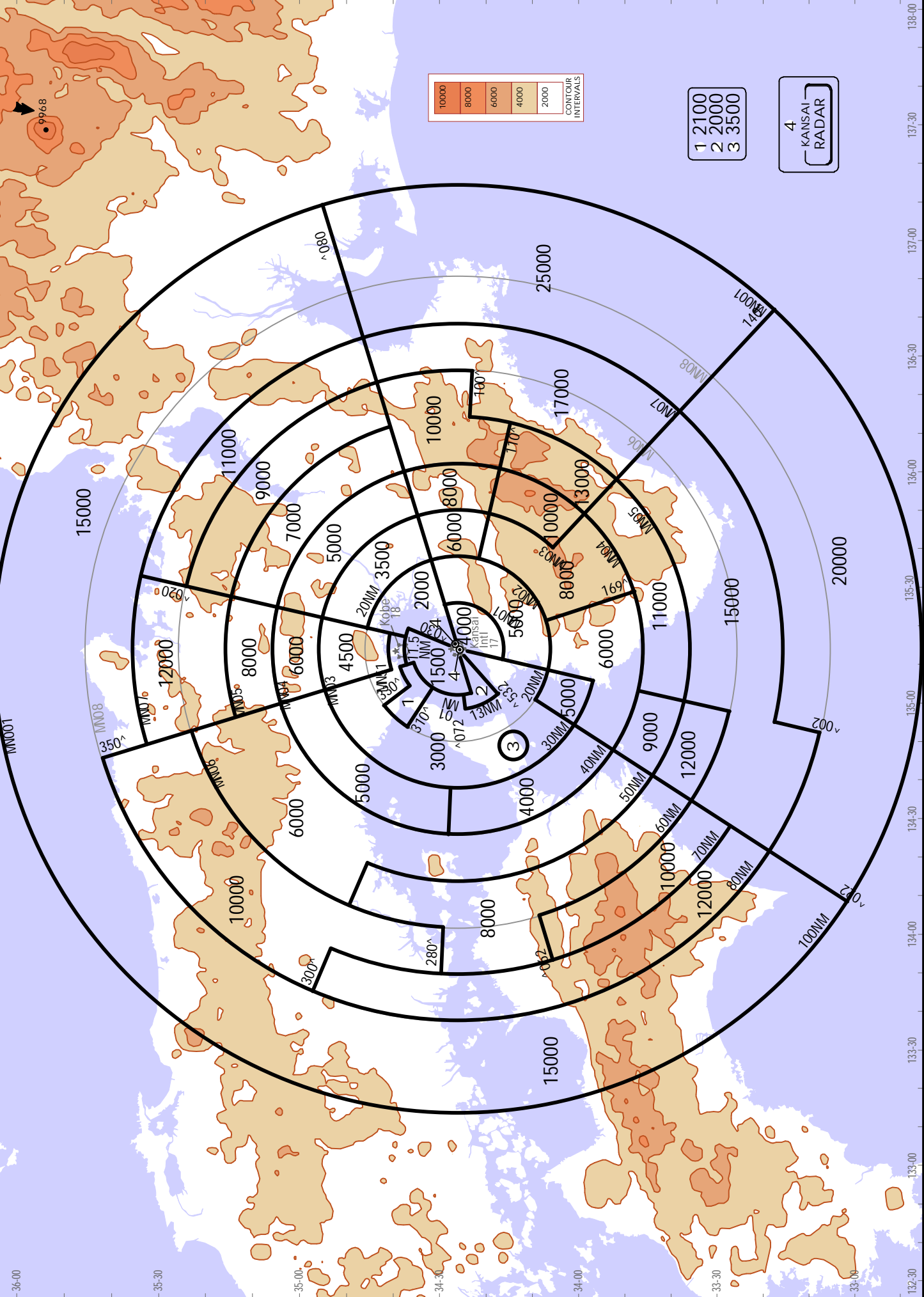
In order to protect Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given following instruction by ATC.

" 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, they are expected to advise the ATC when the taxiway center line lights change from alternate green and yellow to steady green.

2.4 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.



RJBB/KIX
KANSAI INTL

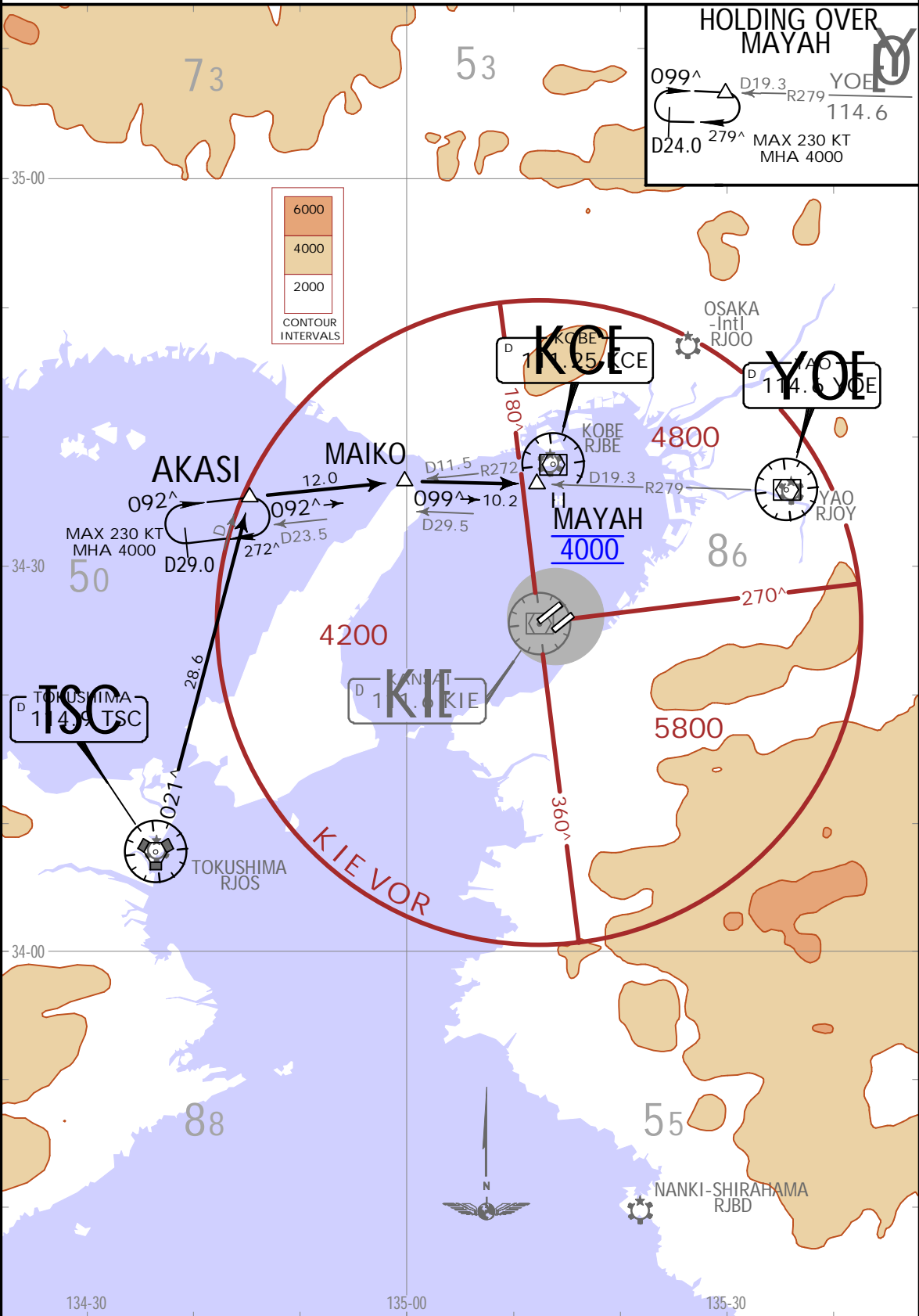


1 OCT 21 **20-2** .Eff.6.Oct.1500Z.

OSAKA, JAPAN
.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140 For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.
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AKASI ARRIVAL [AKASI]



HOLDING OVER MAYAH

099[^] D19.3 R279 YOE
D24.0 279[^] 114.6
MAX 230 KT
MHA 4000



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

JEYPESEN
 30 SEP 22
 .Eff. 5. Oct. 1500Z. (20-2A)
 .RNAV. STAR.

RJBB/KIX
 KANSAI INTL

OSAKA, JAPAN
 .RNAV. STAR.

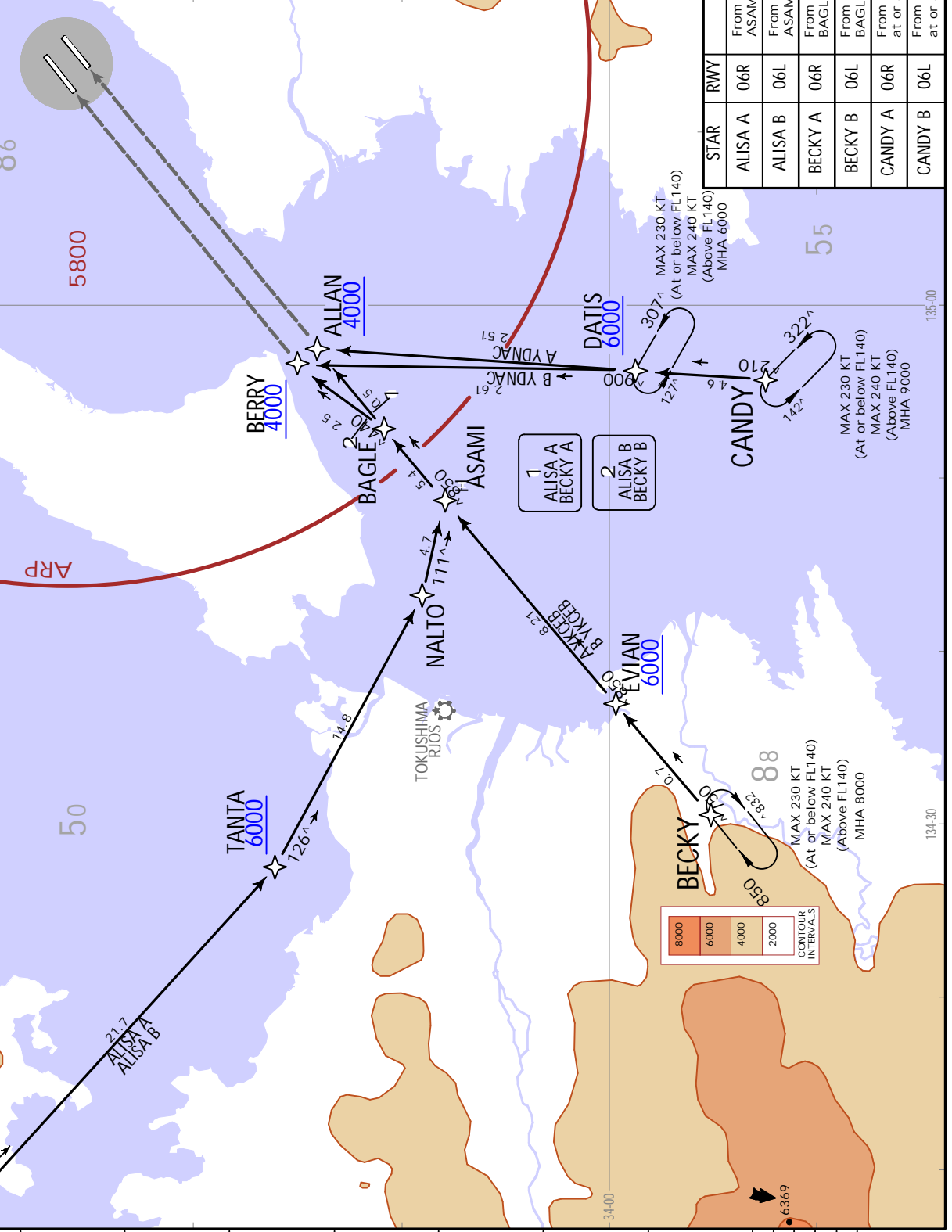
D-ATIS 127.85	Apt Elev 17
Aft Set: IN (hPa on req) Trans level: FL140	
RNAV 1 DME/DME/IRU or GNSS required	
1. RADAR service required. 2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.	

II ALISA  MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 10000	II ASAMI  MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 4000
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ALISA A	ALISAA
ALISA B	ALISAB
BECKY A	BECKYA
BECKY B	BECKYB
CANDY A	CANDYA
CANDY B	CANDYB
ARRIVALS (RWYS 06L/R)	

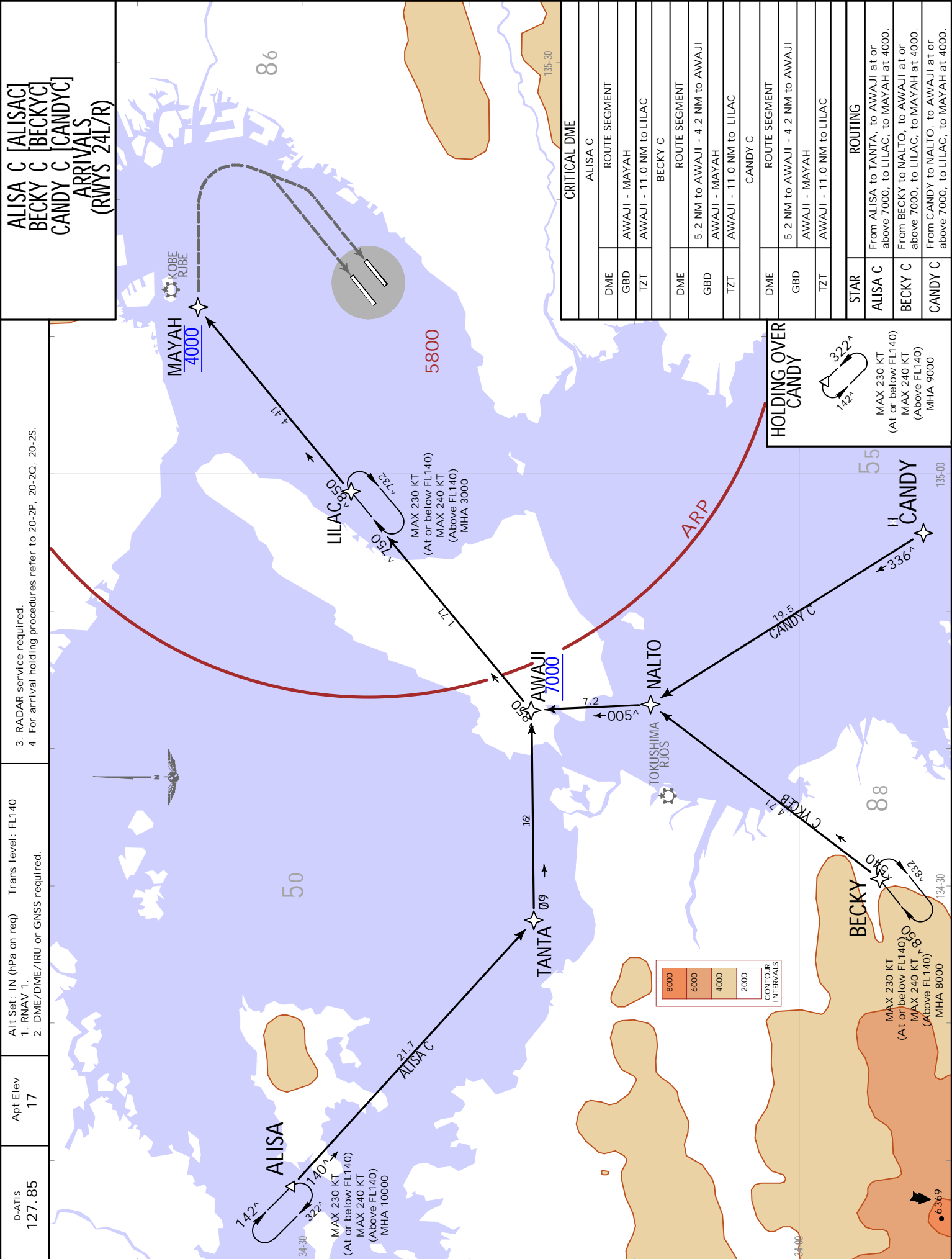
CRITICAL DME	
DME	ALISA A
ROUTE SEGMENT	
AJD	12.0 NM to NALTO - NALTO
ALISA B	
ROUTE SEGMENT	
AJD	12.0 NM to NALTO - NALTO

STAR	RWY	ROUTING
ALISA A	06R	From ALISA to TANTA at or above 6000, to NALTO, to ASAMI, to BAGLE, to ALLAN at or above 4000.
ALISA B	06L	From ALISA to TANTA at or above 6000, to NALTO, to ASAMI, to BAGLE, to BERRY at or above 4000.
BECKY A	06R	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to ALLAN at or above 4000.
BECKY B	06L	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to BERRY at or above 4000.
CANDY A	06R	From CANDY to DATIS at or above 6000, to ALLAN at or above 4000.
CANDY B	06L	From CANDY to DATIS at or above 6000, to BERRY at or above 4000.



JEPPESEN
 30 SEP 22 (20-2B) .Eff. 5.Oct.1500Z.
OSAKA, JAPAN
 .RNAV.S.TAR.

RJBB/KIX
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JEPPESSEN OSAKA, JAPAN
 .RNAV.STAR.
 28 OCT 22 (20-2C)

D-ATIS
127.85
 Apt Elev
 17

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

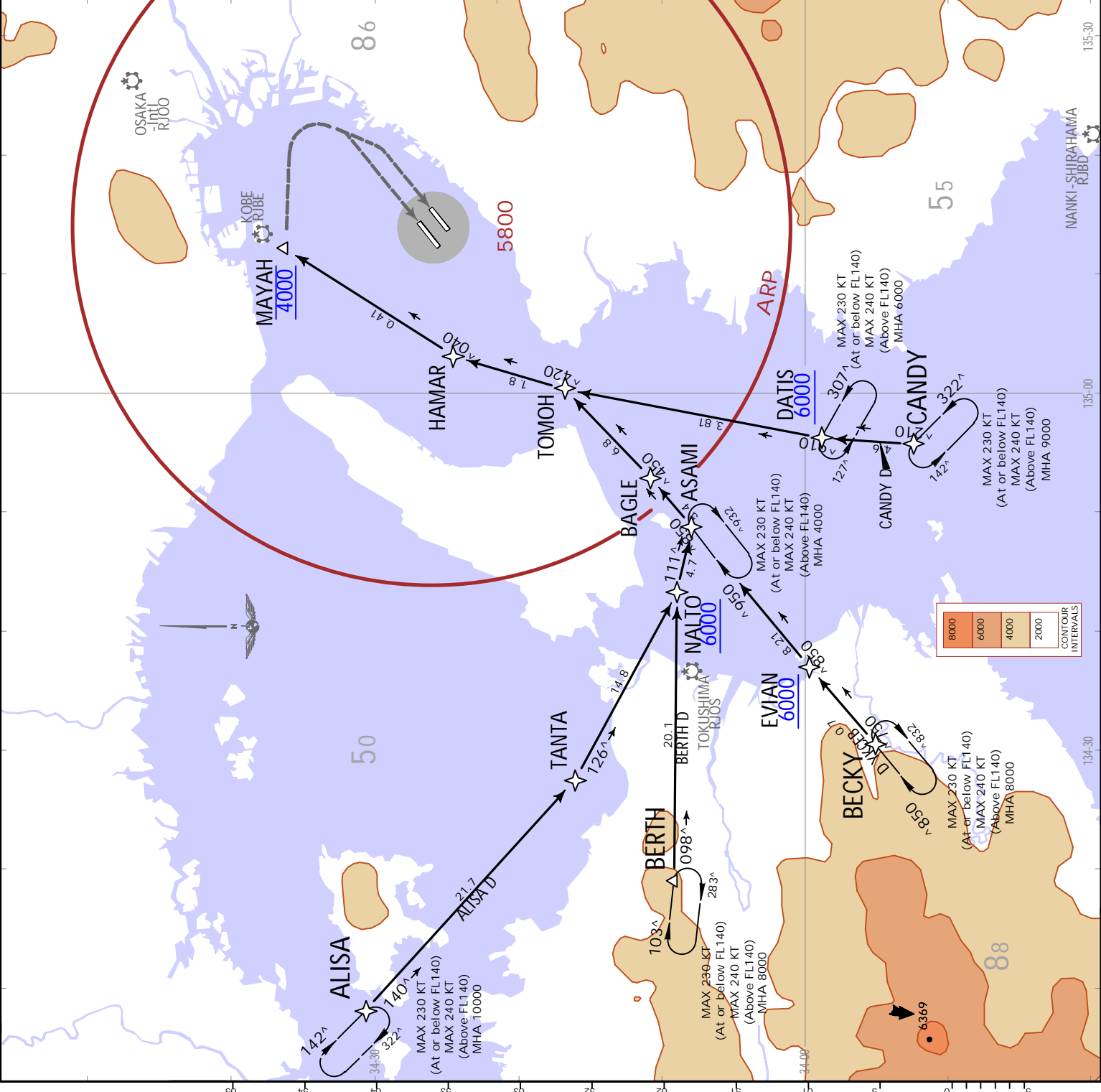
RNAV 1 DME/DME/IRU or GNSS required

1. RADAR service required.
 2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

**ALISA D [ALISAD]
 BECKY D [BECKYD]
 BERTH D [BERTHD]
 CANDY D [CANDYD]
 ARRIVALS
 (RWYS 24L/R)**

CRITICAL DME	
ALISA D	
ROUTE SEGMENT	
DME	AJD 2.0 NM to MAYAH - MAYAH
	GBD 7.1 NM to HAMAR - 5.1 NM to HAMAR
BECKY D	
ROUTE SEGMENT	
DME	AJD 2.0 NM to MAYAH - MAYAH
	GBD 7.1 NM to HAMAR - 5.1 NM to HAMAR
BERTH D	
ROUTE SEGMENT	
DME	AJD 8.1 NM to NALTO - 5.1 NM to NALTO
	GBD 2.0 NM to MAYAH - MAYAH
	7.1 NM to HAMAR - 5.1 NM to HAMAR
CANDY D	
ROUTE SEGMENT	
DME	AJD 2.0 NM to MAYAH - MAYAH
	GBD 7.1 NM to HAMAR - 5.1 NM to HAMAR

ROUTING	
STAR	ALISA D
	From ALISA to TANTA, to NALTO at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
	BECKY D
	From BECKY to EVIAN at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
	BERTH D
	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to TOMOH, to HAMAR, to MAYAH at 4000.
	CANDY D
	From CANDY to DATIS at or above 6000, to TOMOH, to HAMAR, to MAYAH at 4000.



RJBB/KIX
 KANSAI INTL

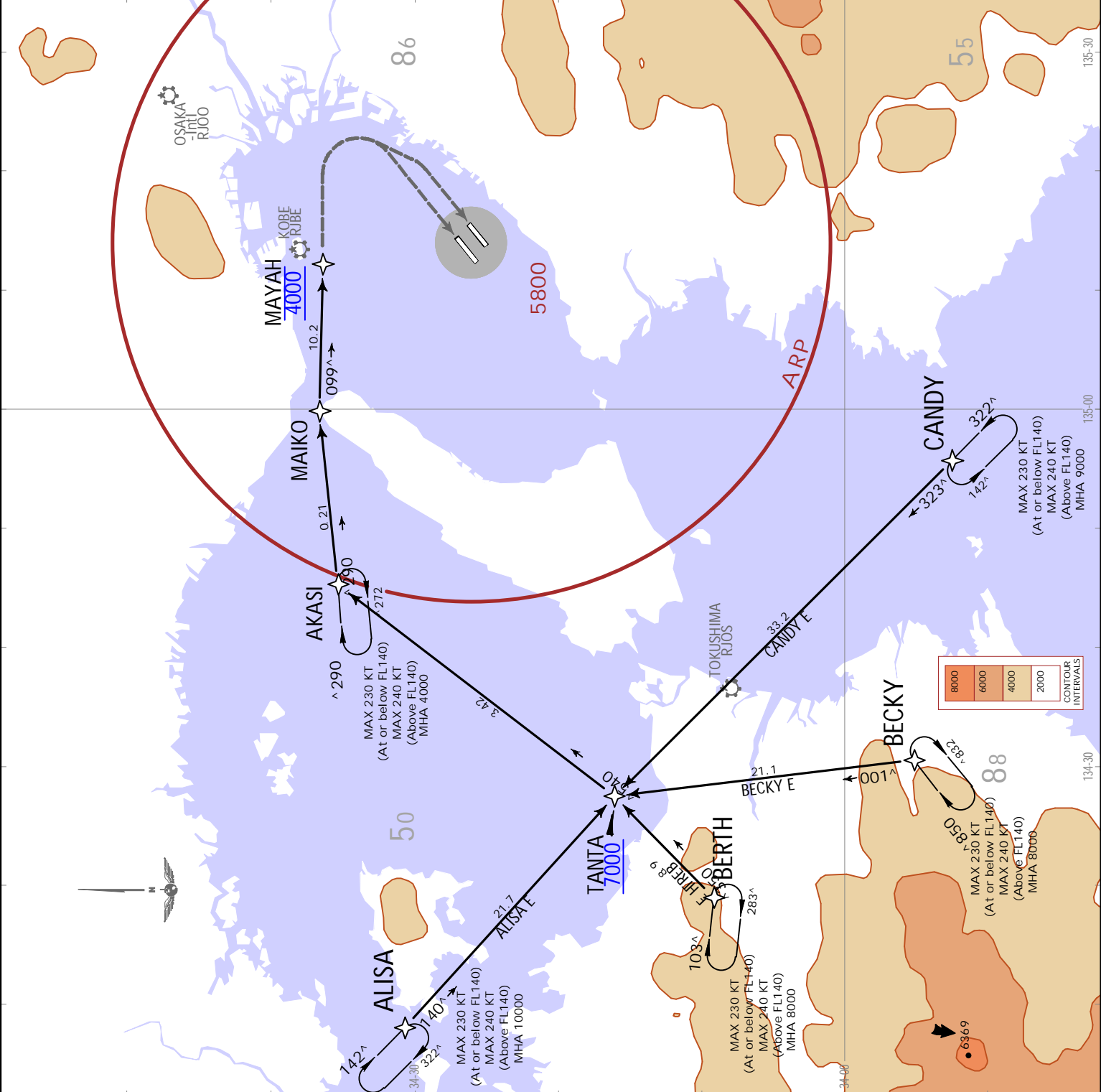
OSAKA, JAPAN
.RNAV.SSTAR.

JEPPESEN
 28 OCT 22 (20-2D)

RJBB/KIX
KANSAI INTL

D-ATIS	127.85	Apt Elev	17
Alt Set: IN (hPa on req)	Trans level: FL140		
RNAV 1	DME/DME/IRU or GNSS required		
1. RADAR service required. 2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.			

ALISA E [ALISAE] BECKY E [BECKYE] BERTH E [BERTHE] CANDY E [CANDYE] ARRIVALS (RWYS 24L/R)	
CRITICAL DIME	
ROUTE SEGMENT	
DME	
AJD	14.3 NM to AKASI - 9.3 NM to AKASI
KTE	TANTA - 18.3 NM to AKASI
ROUTING	
ALISA E	From ALISA to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
BECKY E	From BECKY to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
BERTH E	From BERTH to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.
CANDY E	From CANDY to TANTA at or above 7000, to AKASI, to MAIKO, to MAYAH at 4000.



RJBB/KIX
KANSAI INTL

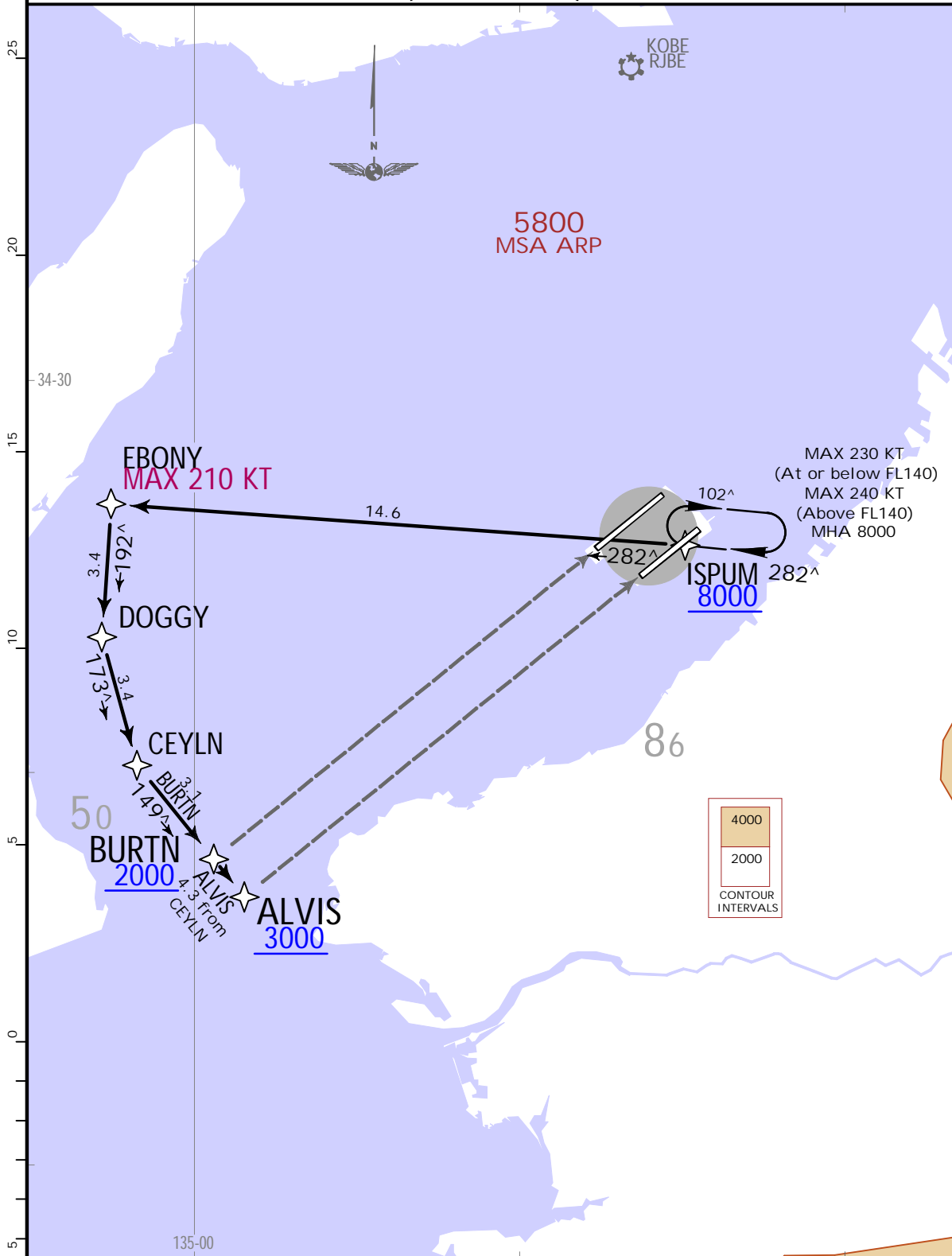


30 SEP 22 (20-2E) .Eff.5.Oct.1500Z.

OSAKA, JAPAN
.RNAV.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140
		RNAV 1 DME/DME/IRU or GNSS required
1. RADAR service required. 2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.		

ALVIS [ALVIS], BURTN [BURTN]
ARRIVALS
(RWYS 06L/R)



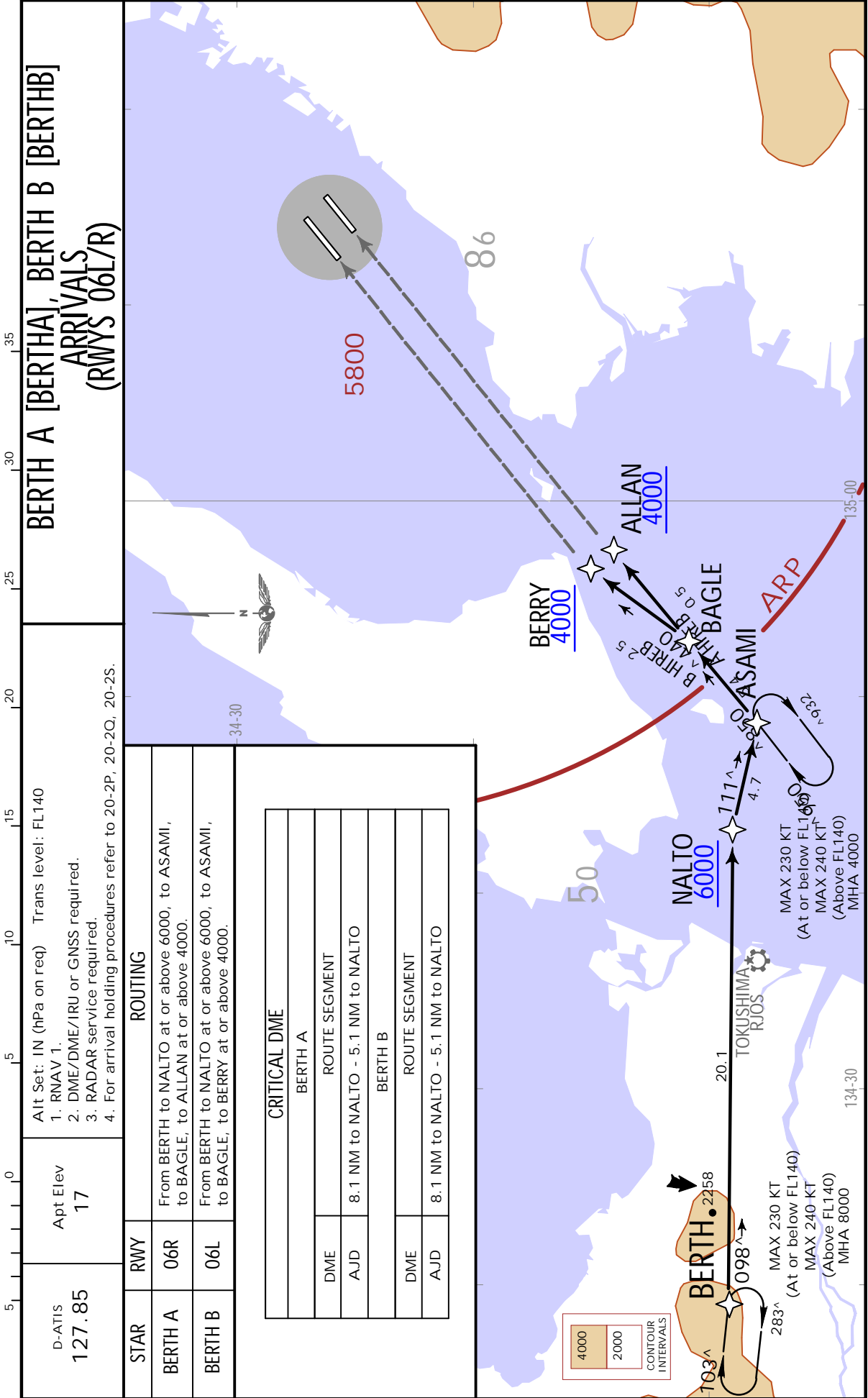
STAR	ROUTING
ALVIS	From ISPUM at or above 8000, to EBONY, to DOGGY, to CEYLN, to ALVIS at or above 3000.
BURTN	From ISPUM at or above 8000, to EBONY, to DOGGY, to CEYLN, to BURTN at or above 2000.

CHANGES: Bearing from DOGGY to CEYLN revised.

RJBB/KIX
KANSAI INTL

JEPPESEN
30 SEP 22 (20-2F) .Eff.5.Oct.1500Z.

OSAKA, JAPAN
.RNAV.STAR.



**BERTH A [BERTHA], BERTH B [BERTHB]
ARRIVALS
(RWYS 06L/R)**

Alt Set: IN (hPa on req) Trans level: FL140
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.
4. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

D-ATIS 127.85	Apt Elev 17
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STAR	RWY	ROUTING
BERTH A	06R	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to ALLAN at or above 4000.
BERTH B	06L	From BERTH to NALTO at or above 6000, to ASAMI, to BAGLE, to BERRY at or above 4000.

CRITICAL DME	
BERTH A	
DME	ROUTE SEGMENT
AJD	8.1 NM to NALTO - 5.1 NM to NALTO
BERTH B	
DME	ROUTE SEGMENT
AJD	8.1 NM to NALTO - 5.1 NM to NALTO

CHANGES: None.

RJBB/KIX
KANSAI INTL

JEPPESSEN

OSAKA, JAPAN

30 SEP 22

20-2G

.Eff.5.Oct.1500Z.

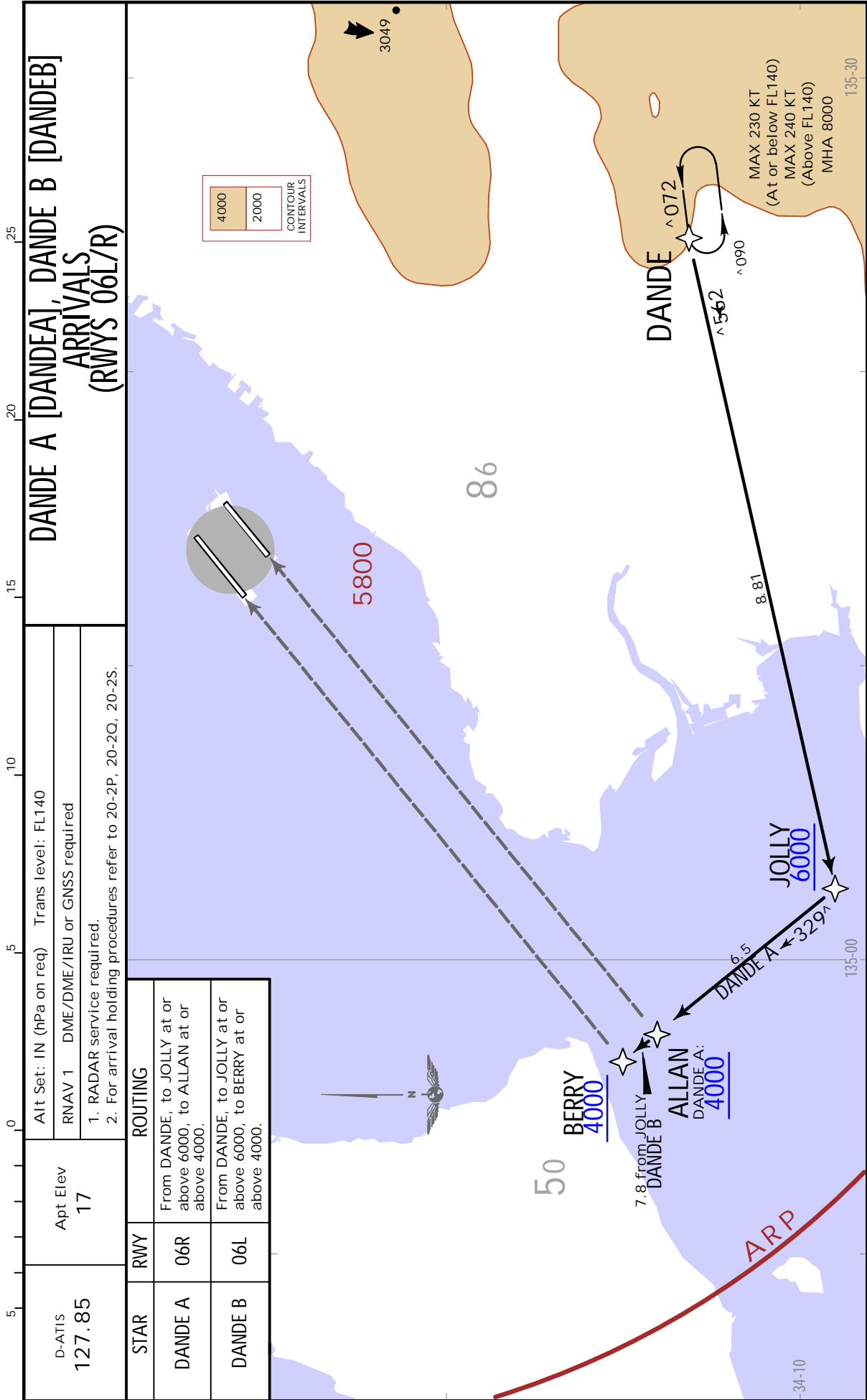
.RNAV.STAR.



RJBB/KIX
KANSAI INTL

JEPPESSEN
30 SEP 22 (20-2H) .Eff.5.Oct.1500Z.

OSAKA, JAPAN
.RNAV.STAR.

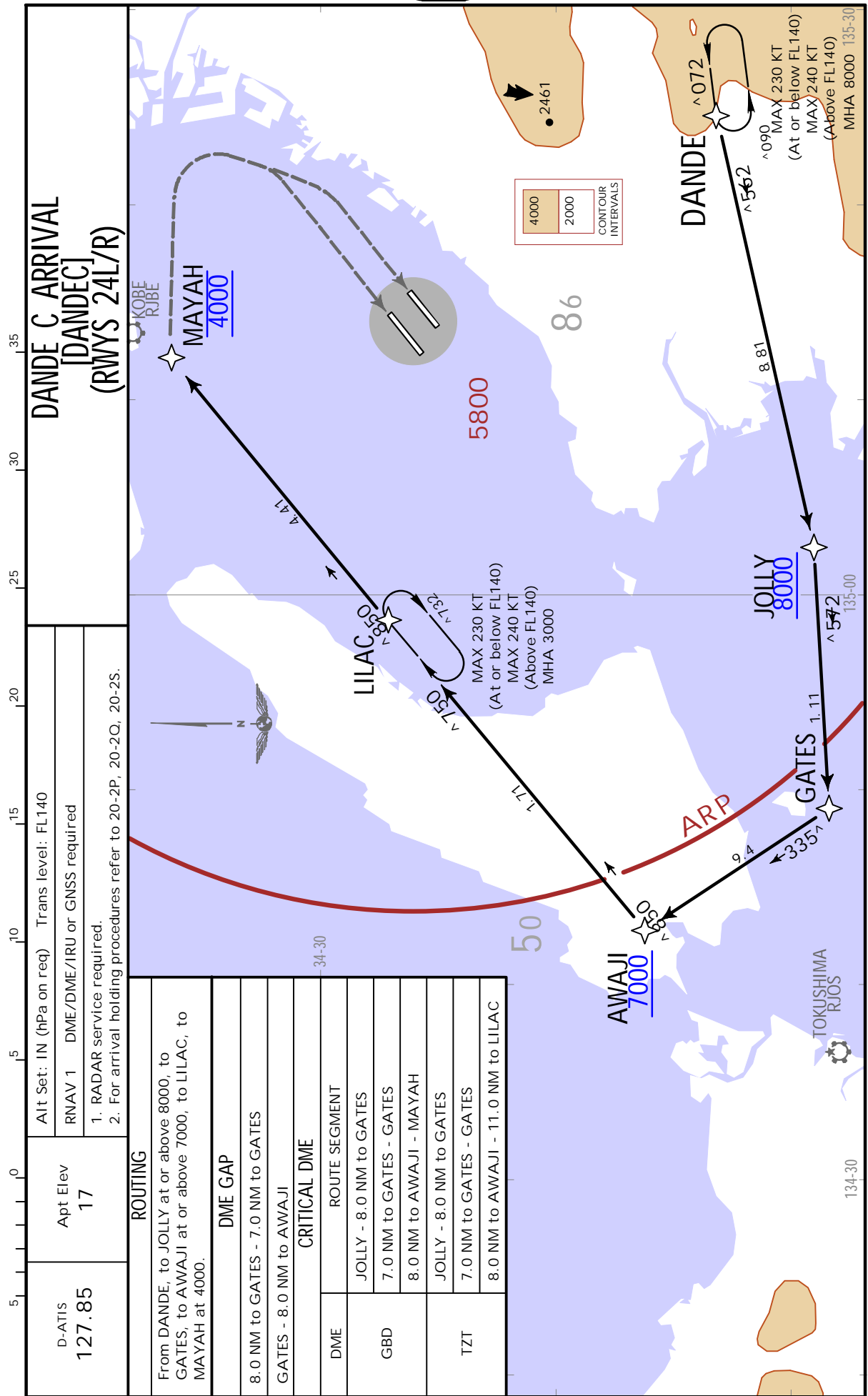


CHANGES: Critical DME removed.

RJBB/KIX
KANSAI INTL

JEPPESSEN
30 SEP 22 (20-2J) .Eff.5.Oct.1500Z.

OSAKA, JAPAN
.RNAV.STAR.



CHANGES: Critical DME revised.

JEPPESSEN, 2017, 2022. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL



30 SEP 22

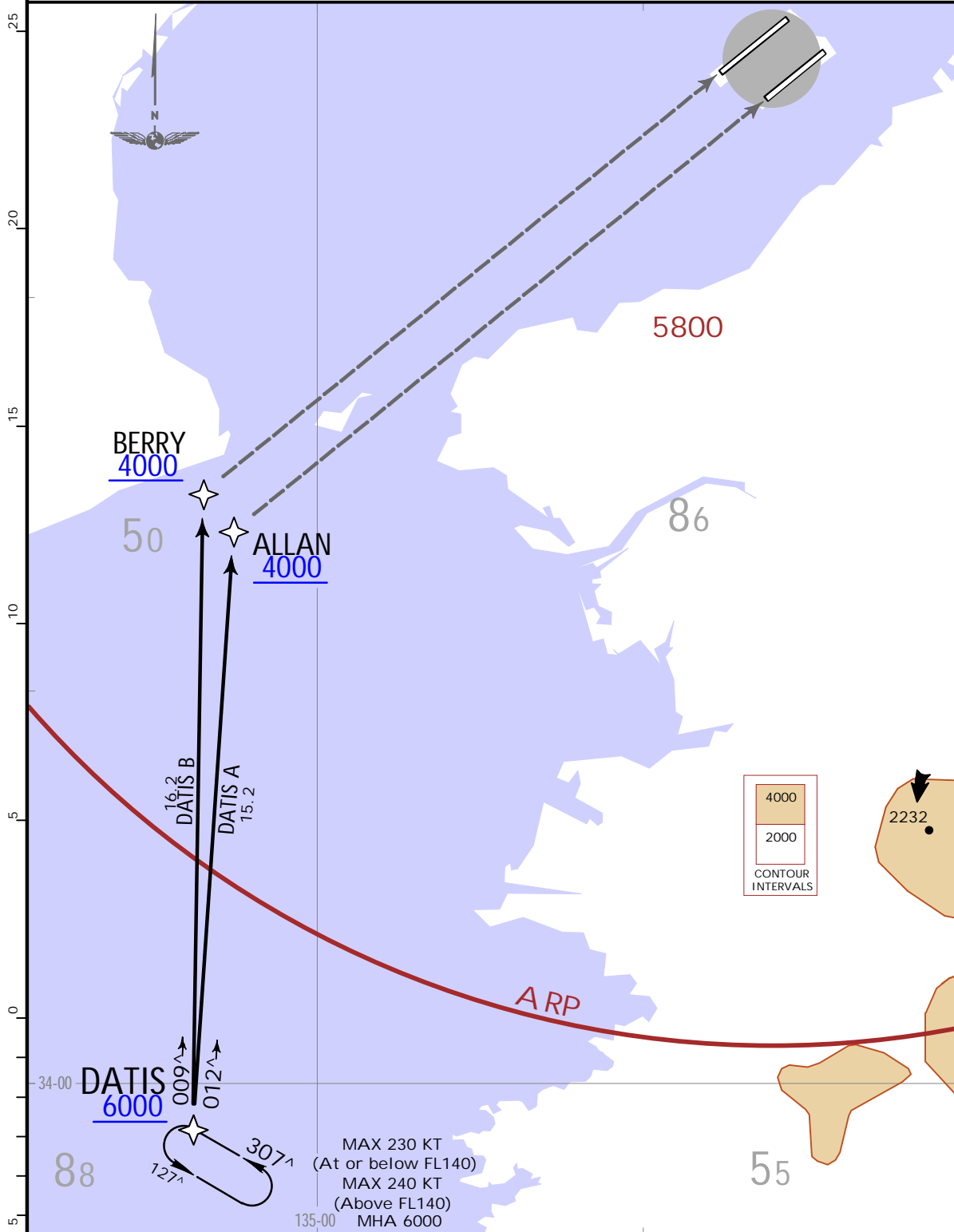
20-2K

.Eff.5.Oct.1500Z.

OSAKA, JAPAN
.RNAV.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.
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**DATIS A [DATISA], DATIS B [DATISB]
ARRIVALS
(RWYS 06L/R)**



STAR	RWY	ROUTING
DATIS A	06R	From DATIS at or above 6000 to ALLAN at or above 4000.
DATIS B	06L	From DATIS at or above 6000 to BERRY at or above 4000.

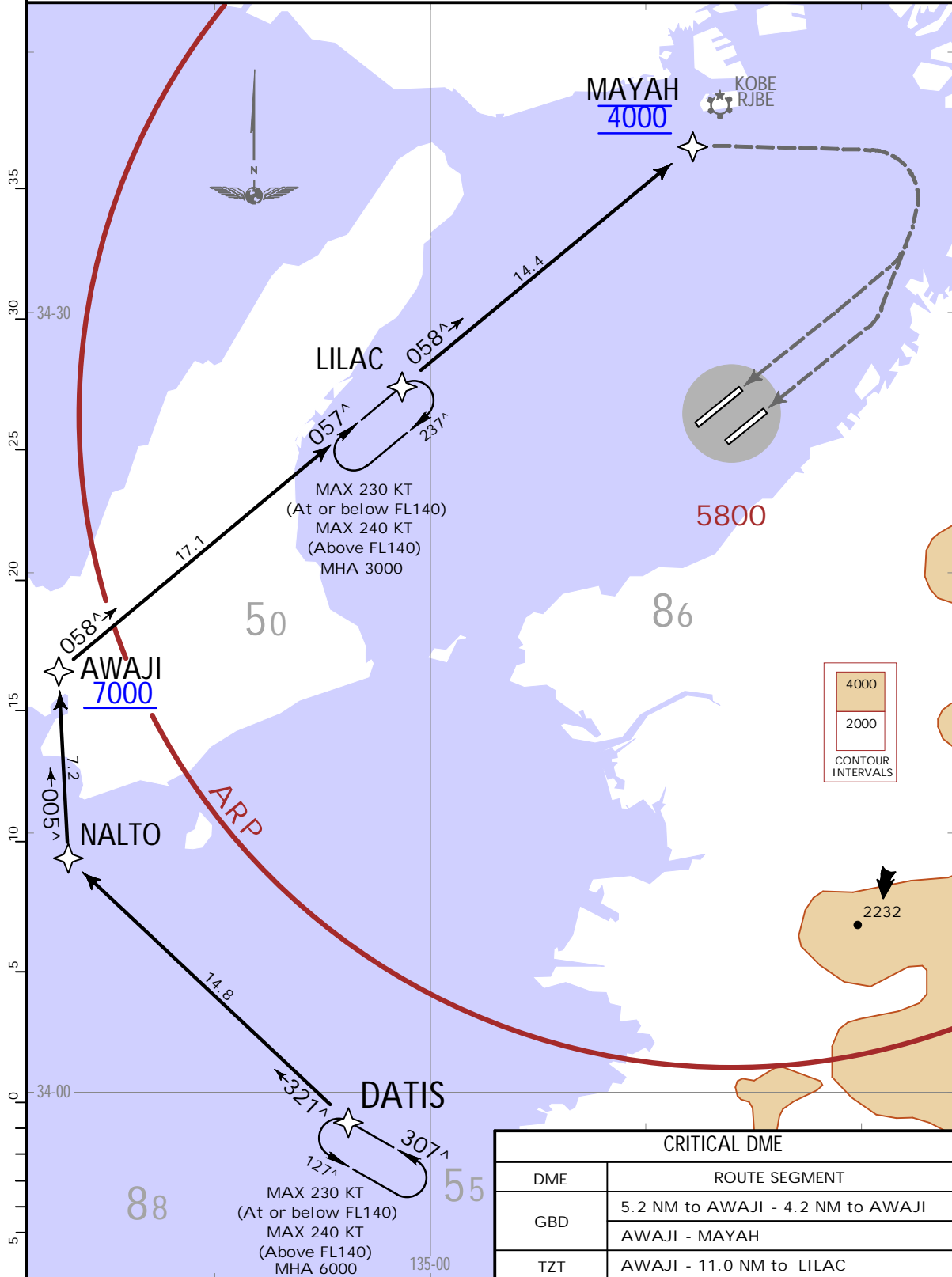
RJBB/KIX
KANSAI INTL

JEPPesen
1 OCT 21 (20-2L) .Eff.6.Oct.1500Z.

OSAKA, JAPAN
.RNAV.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans Level: FL140 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.
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**DATIS C ARRIVAL [DATISC]
(RWYS 24L/R)**



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

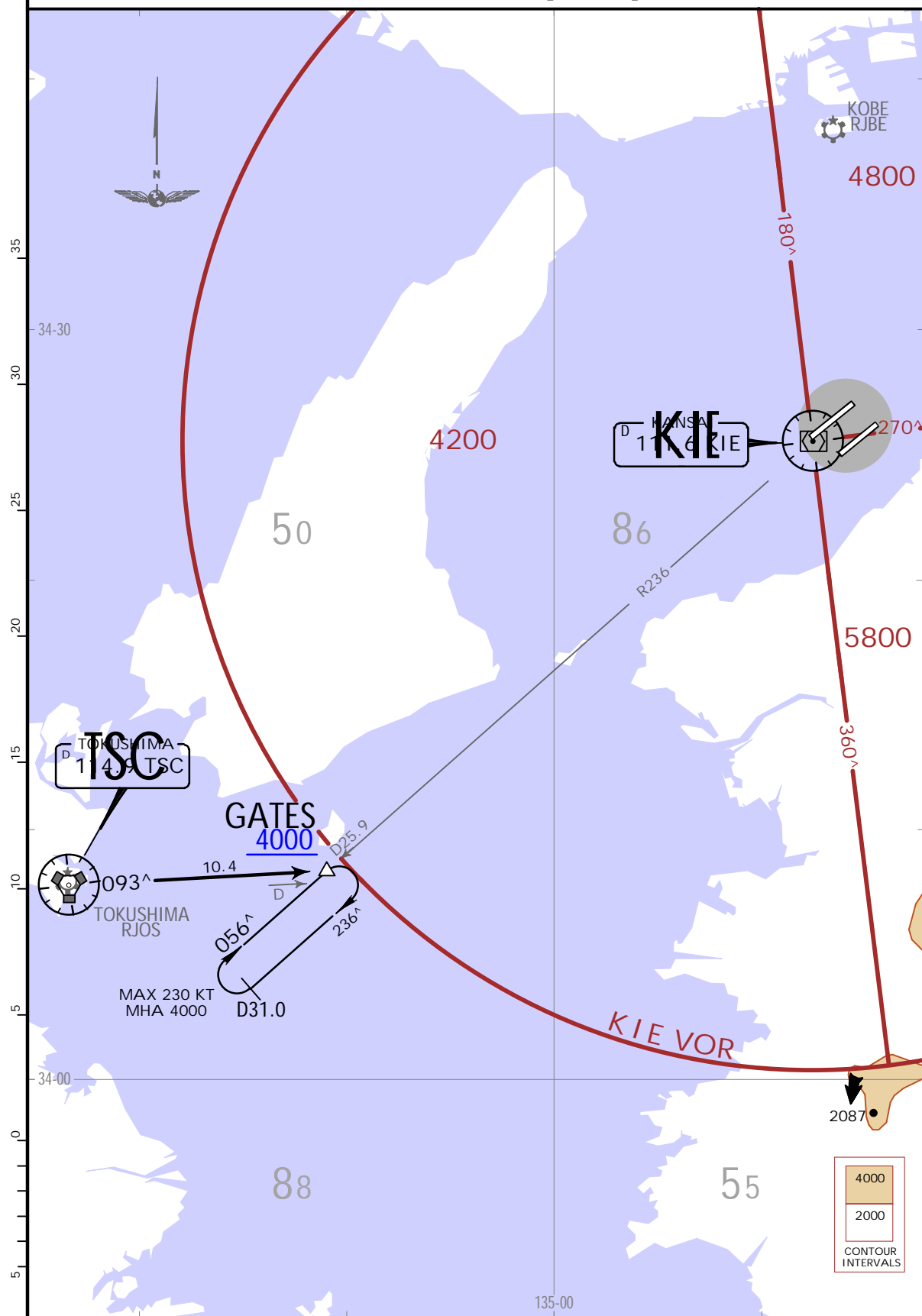
RJBB/KIX
KANSAI INTL

JEPPESEN
1 OCT 21 (20-2M) .Eff.6.Oct.1500Z.

OSAKA, JAPAN
.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140 For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.
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GATES ARRIVAL [GATES]



ROUTING
From over TSC VOR, proceed via TSC R093 to GATES. Cross GATES at or above 4000.

RJBB/KIX
KANSAI INTL

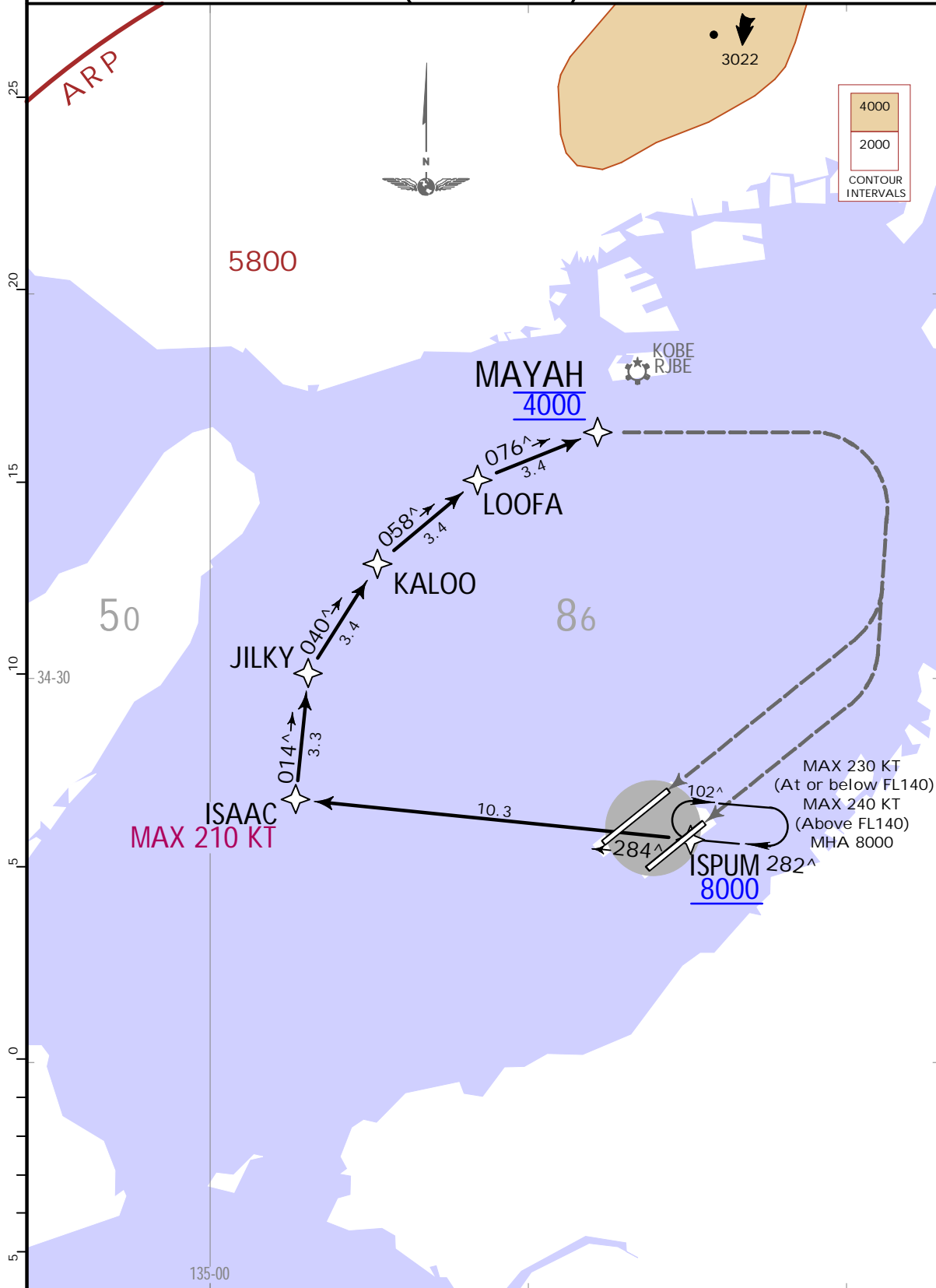
JEPPESEN
28 OCT 22 (20-2N)

OSAKA, JAPAN
.RNAV.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140
		RNAV 1 DME/DME/IRU or GNSS required

1. RADAR service required.
2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

MAYAH ARRIVAL [MAYAH] (RWYS 24L/R)



ROUTING

From ISPUM at or above 8000, to ISAAC, to JILKY, to KALOO, to LOOFA, to MAYAH at 4000.

RJBB/KIX
KANSAI INTL

JEPPESEN
28 OCT 22 (20-2P)

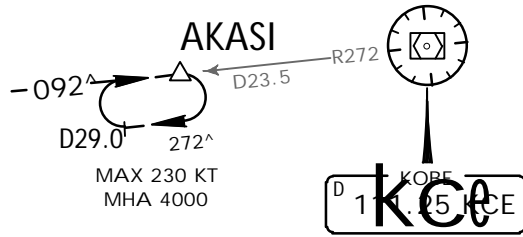
OSAKA, JAPAN
.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140
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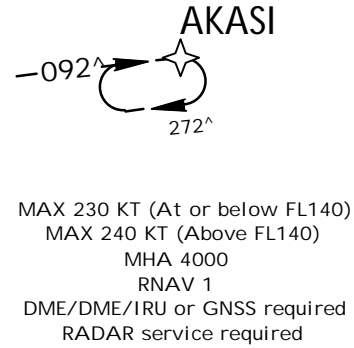
ARRIVAL HOLDING PROCEDURES

ALL HOLDS NOT TO SCALE

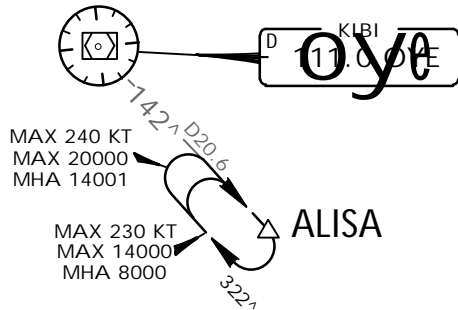
AKASI HOLD



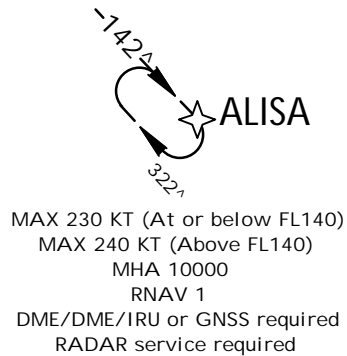
AKASI RNAV HOLD



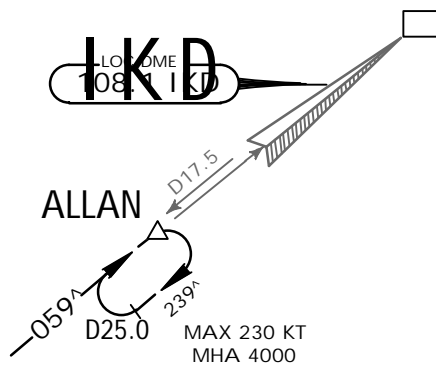
ALISA HOLD



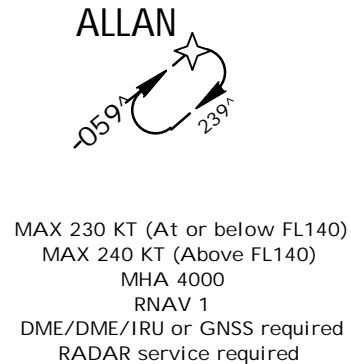
ALISA RNAV HOLD



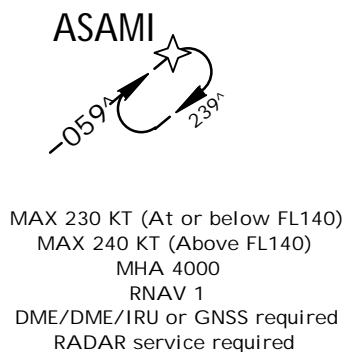
ALLAN HOLD



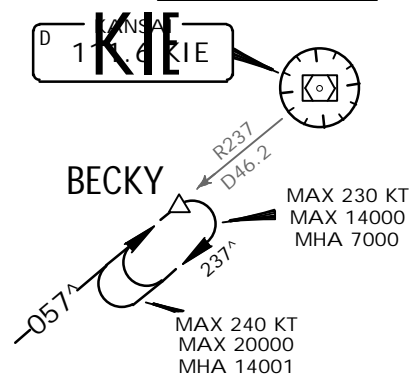
ALLAN RNAV HOLD



ASAMI RNAV HOLD



BECKY HOLD



RJBB/KIX
KANSAI INTL

JEPPESEN
30 SEP 22 **20-20** .Eff.5.Oct.1500Z.

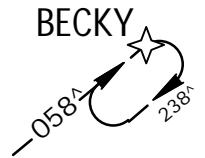
OSAKA, JAPAN
.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140
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ARRIVAL HOLDING PROCEDURES (CONTD)

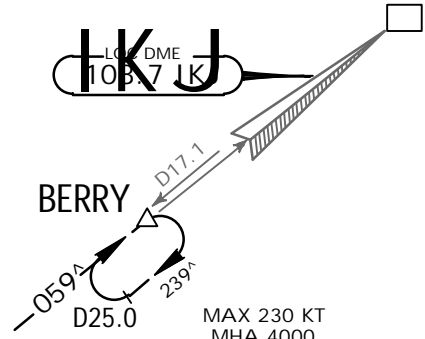
ALL HOLDS NOT TO SCALE

BECKY RNAV HOLD



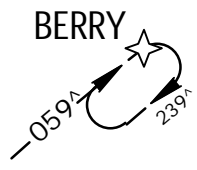
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 8000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

BERRY HOLD



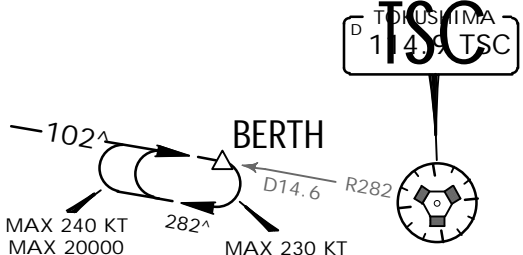
MAX 230 KT
MHA 4000

BERRY RNAV HOLD



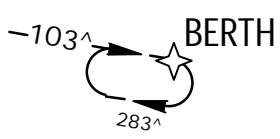
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

BERTH HOLD



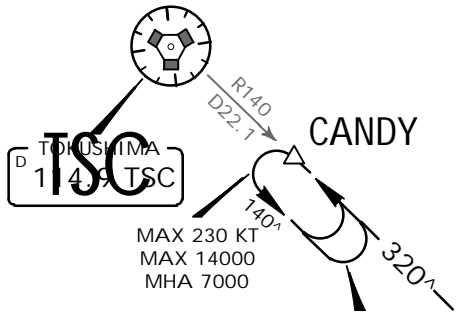
MAX 240 KT
MAX 20000
MHA 14001
MAX 230 KT
MAX 14000
MHA 7000

BERTH RNAV HOLD



MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 8000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

CANDY HOLD



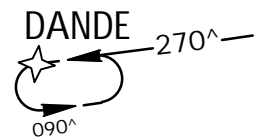
MAX 230 KT
MAX 14000
MHA 7000
MAX 240 KT
MAX 20000
MHA 14001

CANDY RNAV HOLD



MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 9000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

DANDE RNAV HOLD



MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 8000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

RJBB/KIX
KANSAI INTL

JEPPESEN
30 SEP 22 (20-2S) .Eff.5.Oct.1500Z.

OSAKA, JAPAN
.STAR.

D-ATIS 127.85	Apt Elev 17	Alt Set: IN (hPa on req) Trans level: FL140
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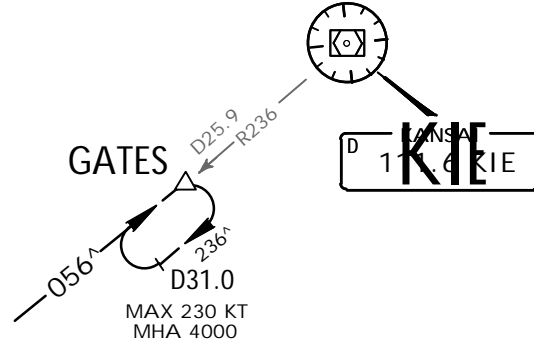
ARRIVAL HOLDING PROCEDURES (CONTD 1)

DATIS RNAV HOLD



MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 6000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

GATES HOLD



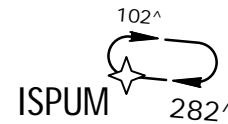
MAX 230 KT
MHA 4000

GATES RNAV HOLD



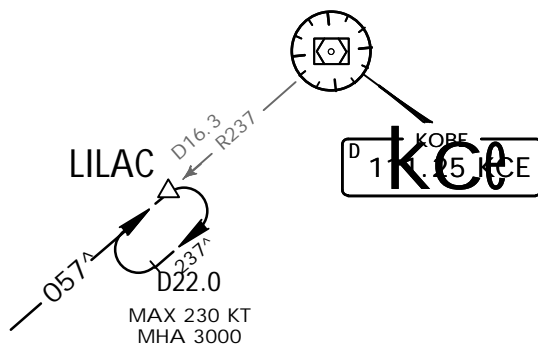
MAX 210 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

ISPUM RNAV HOLD



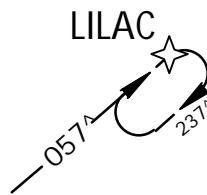
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 8000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

LILAC HOLD



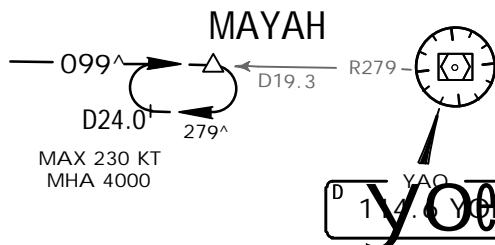
MAX 230 KT
MHA 3000

LILAC RNAV HOLD



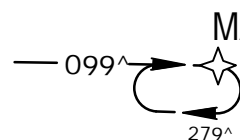
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 3000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

MAYAH HOLD



MAX 230 KT
MHA 4000

MAYAH RNAV HOLD



MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

ALL HOLDS NOT TO SCALE

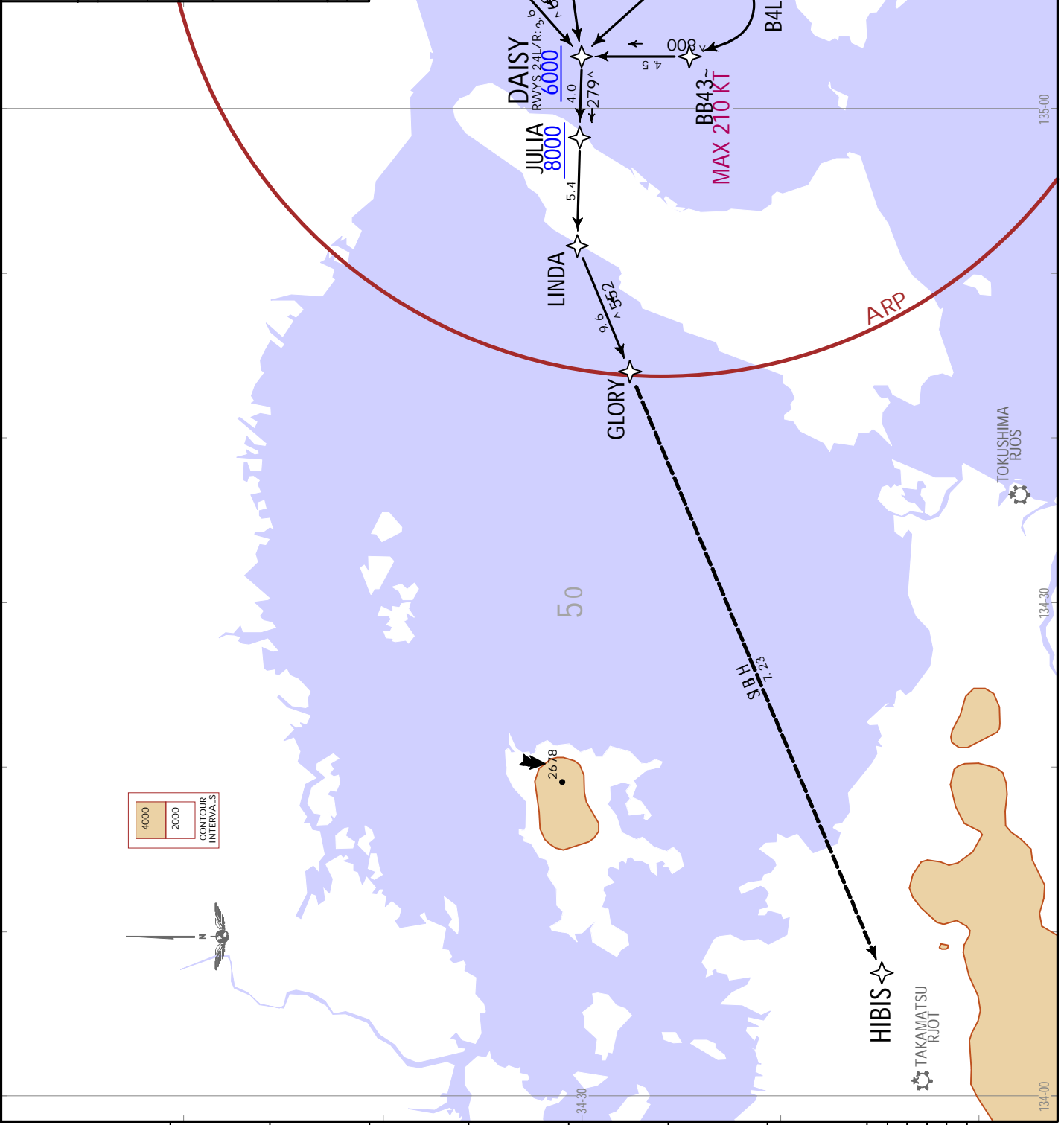
1. RNAV 1.
 2. DME/DME/IRU or GNSS required.
 3. RADAR service required.
 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

Trans alt: 14000

Apt Elev
 17

KANSAI Departure (R)
 119.2 119.5 119.75
 120.4 120.65 121.2
 124.8 125.0

DAISY 2 DEPARTURE [DAISY2]	
RWY	INITIAL CLIMB
06L	Climb on heading 059° at or above 500, turn LEFT direct to DAISY, to JULIA at or above 8000, to LINDA, to GLORY.
06R	Climb on heading 059° at or above 500, direct to B6R1-, turn LEFT direct to B6R11 at or above 2500, to B6R12, to DAISY, to JULIA at or above 8000, to LINDA, to GLORY.
24L	Climb on heading 239° at or above 500, direct to B4L1-, turn RIGHT direct to BB43-, to DAISY at or above 6000, to JULIA at or above 8000, to LINDA, to GLORY.
24R	Climb on heading 239° at or above 500, turn RIGHT direct to DAISY at or above 6000, to JULIA at or above 8000, to LINDA, to GLORY.
TRANSITION	
HIBIS	From GLORY, to HIBIS.



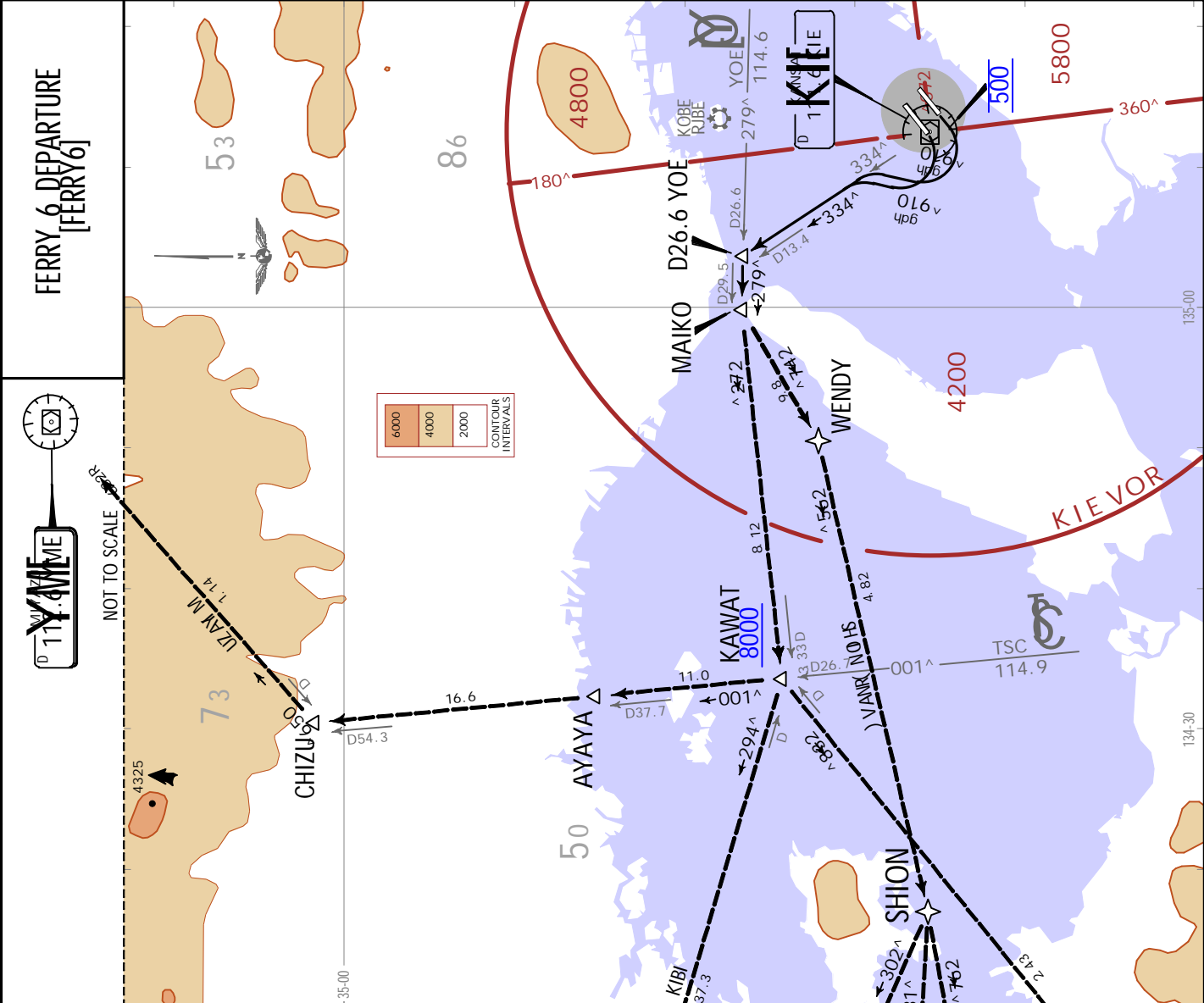
HABAR, SHION, SOUJA, WASYU Transitions:
 1. RNAV 1.
 2. DME/DME/IRU or GNSS required.
 3. RADAR service required.

Trans alt: 14000

Apt Elev
 17

KANSAI Departure (R)
 119.2 119.5 119.75
 120.4 120.65 121.2
 124.8 125.0

RWY	INITIAL CLIMB
24L	Climb runway heading to 500, turn RIGHT heading 019° to intercept and proceed via KIE R334, via YO E R279 to MAIKO. Note: No turn before DER.
24R	Turn RIGHT, climb on heading 019° to intercept and proceed via KIE R334, via YO E R279 to MAIKO.
TRANSITIONS	
HABAR (RNAV)	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R272 to KAWAT, via KIE R058 to KIE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R272 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
MIYAZU	From over MAIKO, proceed via KCE R272 to KAWAT, via TSC R001 to CHIZU via AYAYA, via YME R236 to YME VOR. Cross KAWAT at or above 8000.
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.



FERRY 6 DEPARTURE
 [FERRY6]
 NOT TO SCALE
 IZAM M 174

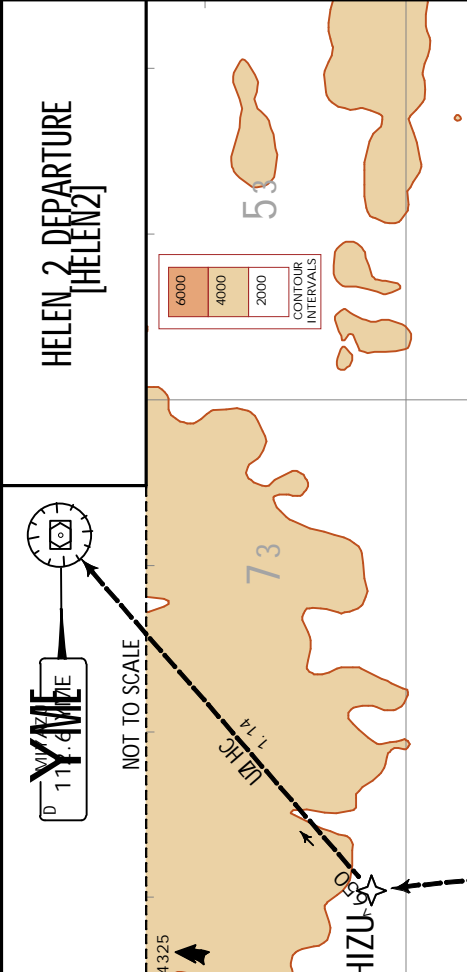


KANSAI Departure (R)
119.2 119.5 119.75
120.4 120.65 121.2
124.8 125.0

Trans alt: 14000

Apt Elev
17

HELEN SID & CHIZU, HABAR, SHION, SOUJA, WASYU Transitions:
1. RNAV 1.
2. DME/DME/IRU or GNSS required. 3. RADAR service required.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.



INITIAL CLIMB

06L Climb on heading 059° at or above 500, turn LEFT direct to HELEN, to MAIKO.

06R Climb on heading 059° at or above 500, direct to B6R1~, turn LEFT direct to B6R11 at or above 2500, to HELEN, to MAIKO.

24L Climb on heading 239° at or above 500, direct to B4L1~, turn RIGHT direct to BB43~, to HELEN at or above 8000, to MAIKO.

24R Climb on heading 239° at or above 500, turn RIGHT direct to BB43~, to HELEN at or above 8000, to MAIKO.

TRANSITIONS

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

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

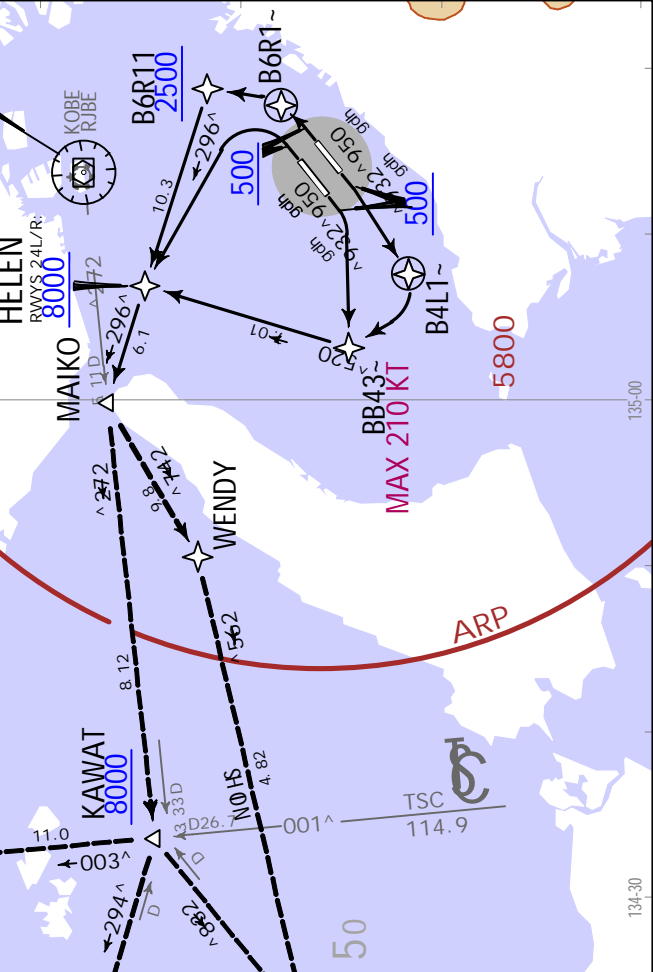
KAGAWA NORTH From over MAIKO, proceed via KCE R272 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.

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

SHION From MAIKO, to WENDY, to SHION.

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

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

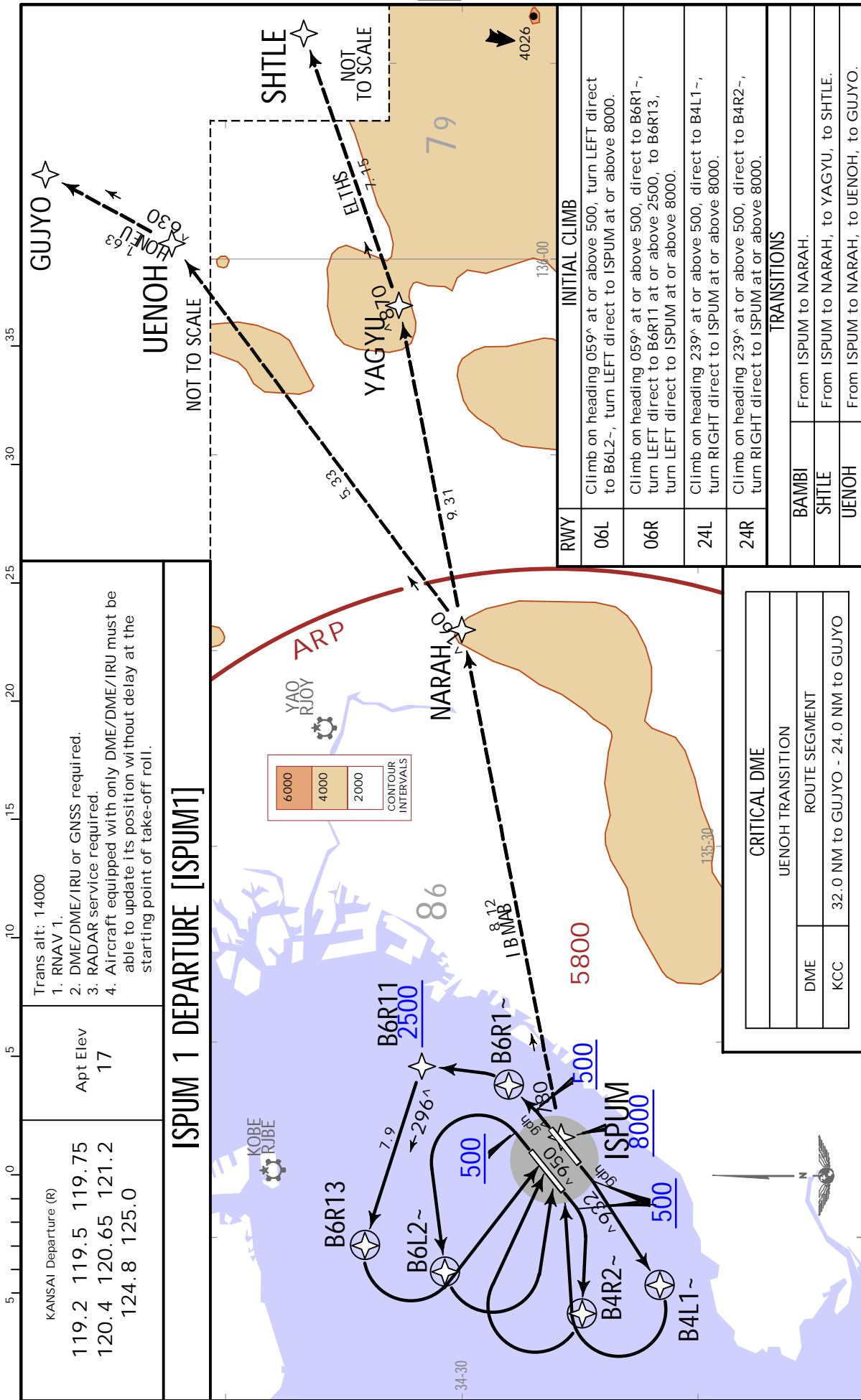


RJBB/KIX
KANSAI INTL



1 OCT 21 (20-3C) .Eff.6.Oct.1500Z.

OSAKA, JAPAN
.RNAV.SID.



Trans alt: 14000
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

Apt Elev 17

ISPUM 1 DEPARTURE [ISPUM1]

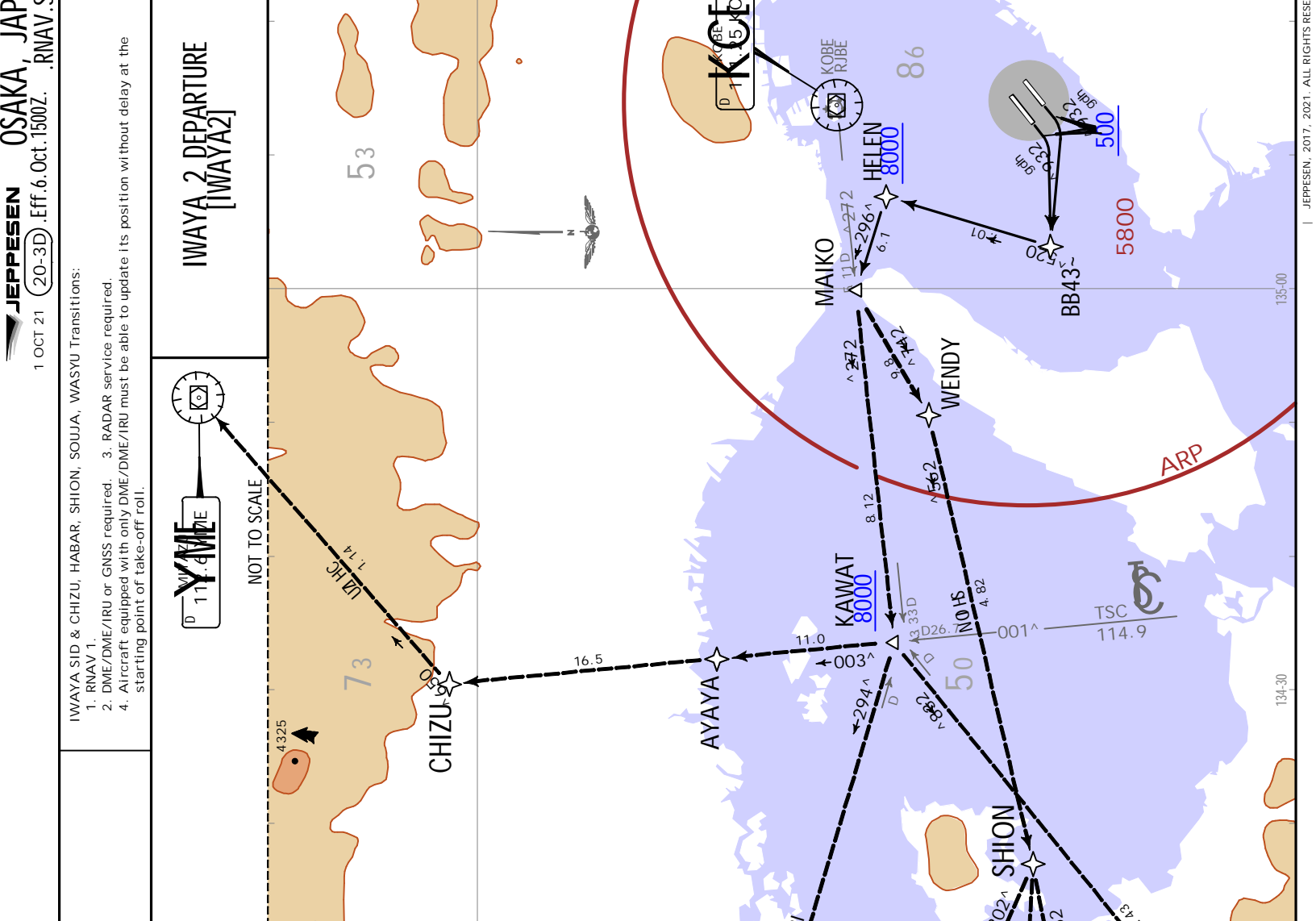
KANSAI Departure (R)

119.2	119.5	119.75
120.4	120.65	121.2
124.8	125.0	

RWY	INITIAL CLIMB
06L	Climb on heading 059° at or above 500, turn LEFT direct to B6L2~, turn LEFT direct to ISPUM at or above 8000.
06R	Climb on heading 059° at or above 500, direct to B6R1~, turn LEFT direct to B6R11 at or above 2500, to B6R13, turn LEFT direct to ISPUM at or above 8000.
24L	Climb on heading 239° at or above 500, direct to B4L1~, turn RIGHT direct to ISPUM at or above 8000.
24R	Climb on heading 239° at or above 500, direct to B4R2~, turn RIGHT direct to ISPUM at or above 8000.

TRANSITIONS	
BAMBI	From ISPUM to NARAH.
SHTLE	From ISPUM to NARAH, to YAGYU, to SHTLE.
UENOH	From ISPUM to NARAH, to UENOH, to GUJYO.

CRITICAL DME	
UENOH TRANSITION	
DME	ROUTE SEGMENT
KCC	32.0 NM to GUJYO - 24.0 NM to GUJYO

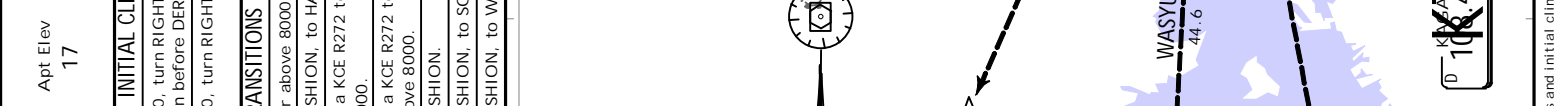


IWAYA SID & CHIZU, HABAR, SHION, SOUJA, WASYU Transitions:
 1. RNAV 1.
 2. DME/DME/IRU or GNSS required. 3. RADAR service required.
 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

Trans alt: 14000

RWY	INITIAL CLIMB
24L	Climb on heading 239° at or above 500, turn RIGHT direct to BB43-, to HELEN at or above 8000, to MAIKO. Note: No turn before DER.
24R	Climb on heading 239° at or above 500, turn RIGHT direct to BB43-, to HELEN at or above 8000, to MAIKO.

TRANSITIONS	
CHIZU	From MAIKO, to KAWAT at or above 8000, to AYAYA, to CHIZU, to CHIZU, to YME VOR.
HABAR	From MAIKO, to WENDY, to SHION, to HABAR.
KAGAWA NORTH	From over MAIKO, proceed via KCE R272 to KAWAT, via KTE R058 to KTE VOR. Cross KAWAT at or above 8000.
KIBI	From over MAIKO, proceed via KCE R272 to KAWAT, via OYE R114 to OYE VOR. Cross KAWAT at or above 8000.
SHION	From MAIKO, to WENDY, to SHION.
SOUJA	From MAIKO, to WENDY, to SHION, to SOUJA.
WASYU	From MAIKO, to WENDY, to SHION, to WASYU.



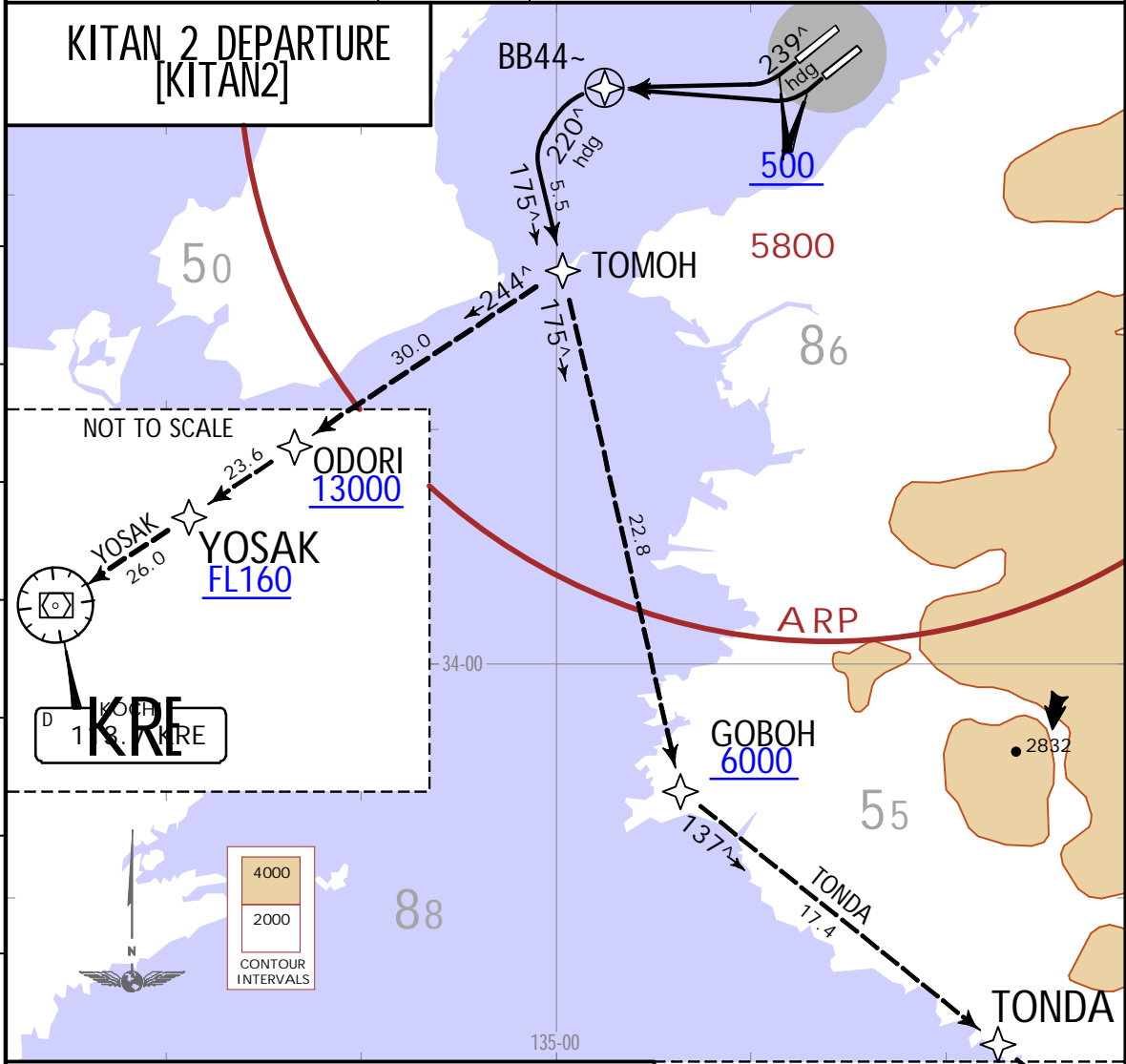
KANSAI Departure (R)	
119.2	119.5 119.75
120.4	120.65 121.2
124.8	125.0

RJBB/KIX
KANSAI INTL

JEPPESEN
1 OCT 21 (20-3E) .Eff.6.Oct.1500Z.

OSAKA, JAPAN
.RNAV.SID.

KANSAI Departure (R) 119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	Apt Elev 17	Trans alt: 14000 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.
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CRITICAL DME TONDA TRANSITION	
DME	ROUTE SEGMENT
GBD	10.0 NM to GOBOH - 4.0 NM to GOBOH
YME	TOMOH - 20.0 NM to GOBOH

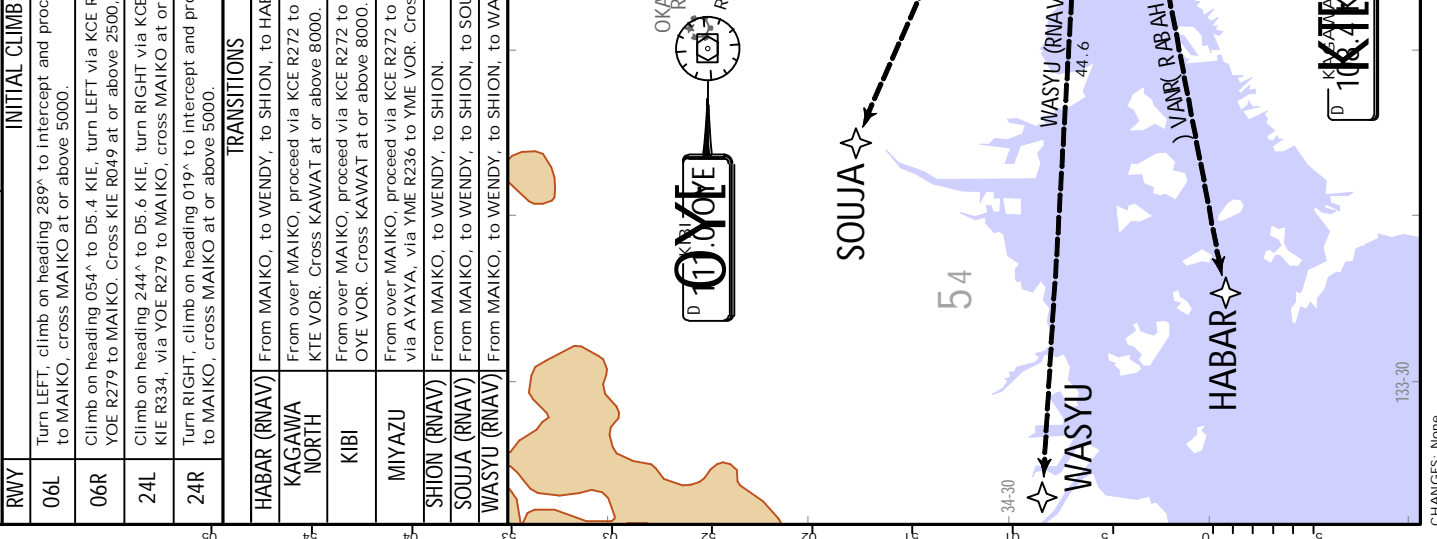
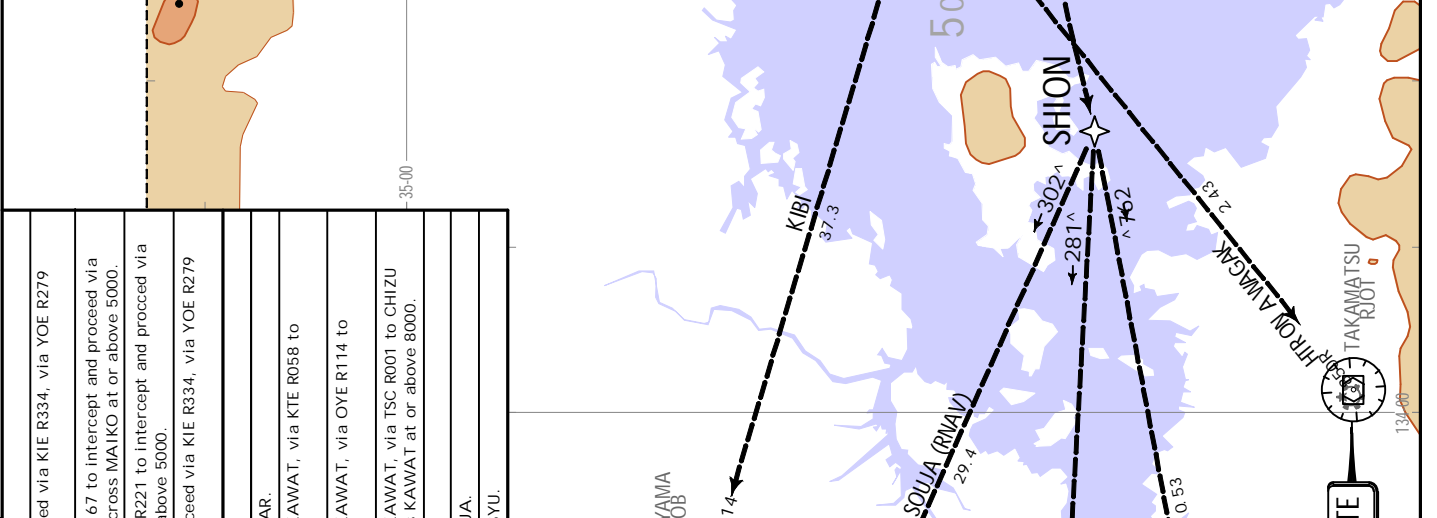
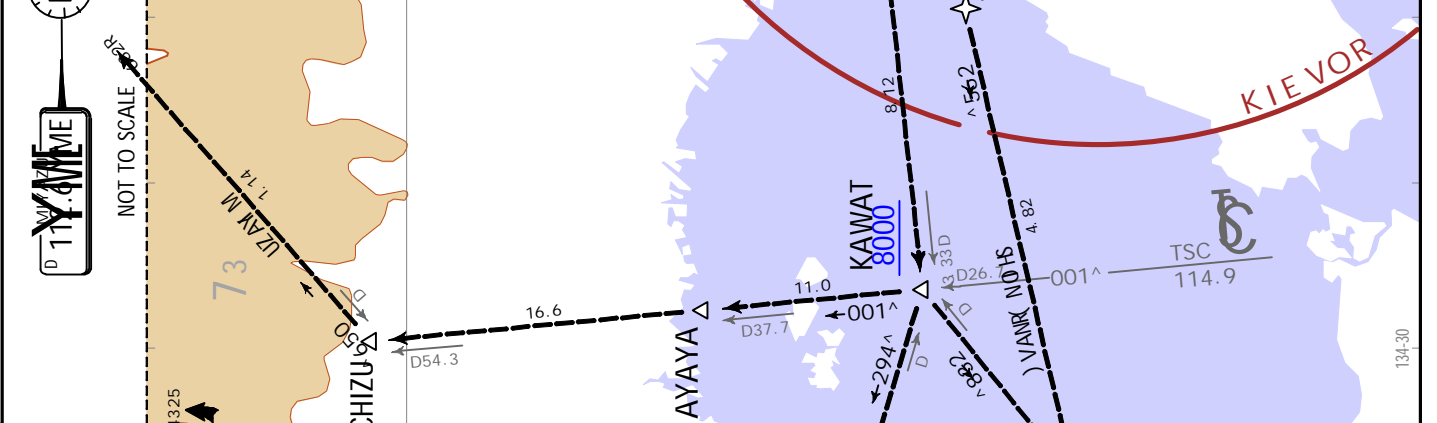
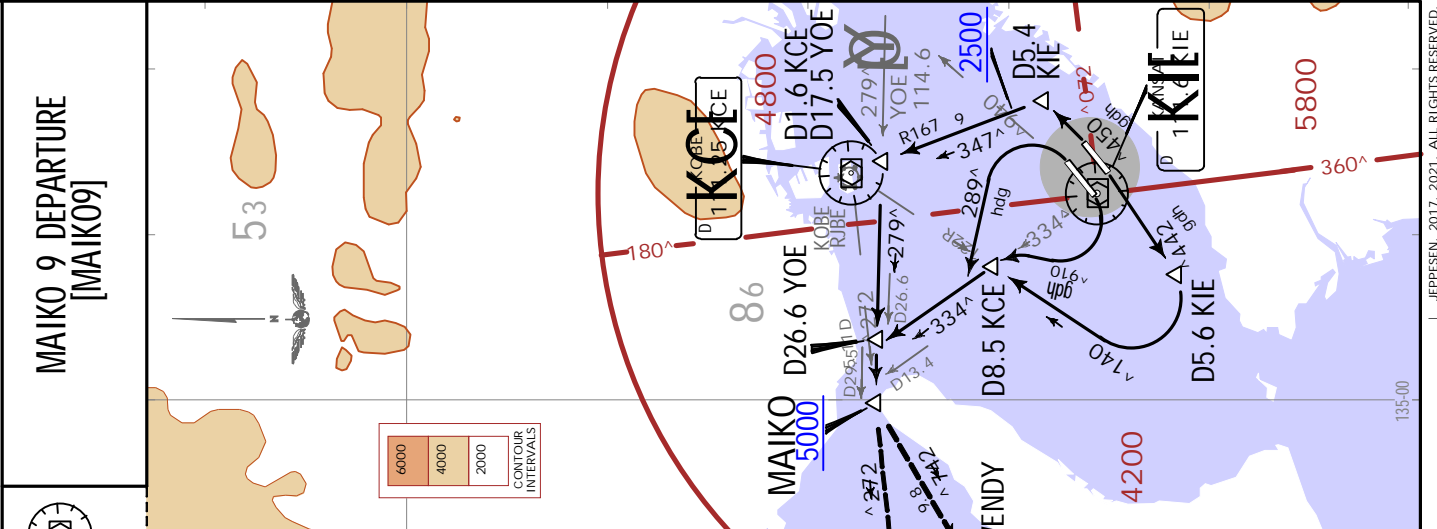
DME GAP TONDA TRANSITION	
3.0 NM to GOBOH - 10.0 NM to TONDA	
7.0 NM to KEC - KEC	

RWY	INITIAL CLIMB
24L	Climb on heading 239° at or above 500, turn RIGHT direct to BB44-, turn LEFT heading 220° to TOMOH on course 175°. Note: No turn before DER.
24R	Climb on heading 239° at or above 500, turn RIGHT direct to BB44-, turn LEFT heading 220° to TOMOH on course 175°.
TRANSITION	
TONDA	From TOMOH, to GOBOH at or above 6000, to TONDA to KEC VOR.
YOSAK	From TOMOH, to ODORI at or above 13000, to YOSAK at or above FL160, to KRE VOR.

HABAR, SHION, SOUJA, WASYU Transitions:
 1. RNAV 1.
 2. DME/DME/IRU or GNSS required.
 3. RADAR service required.

KANSAI Departure (R)
 119.2 119.5 119.75
 120.4 120.65 121.2
 124.8 125.0
 Trans alt: 14000
 Apt Elev
 17

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CHANGES: None.

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 29 OCT 21 (20-3G)

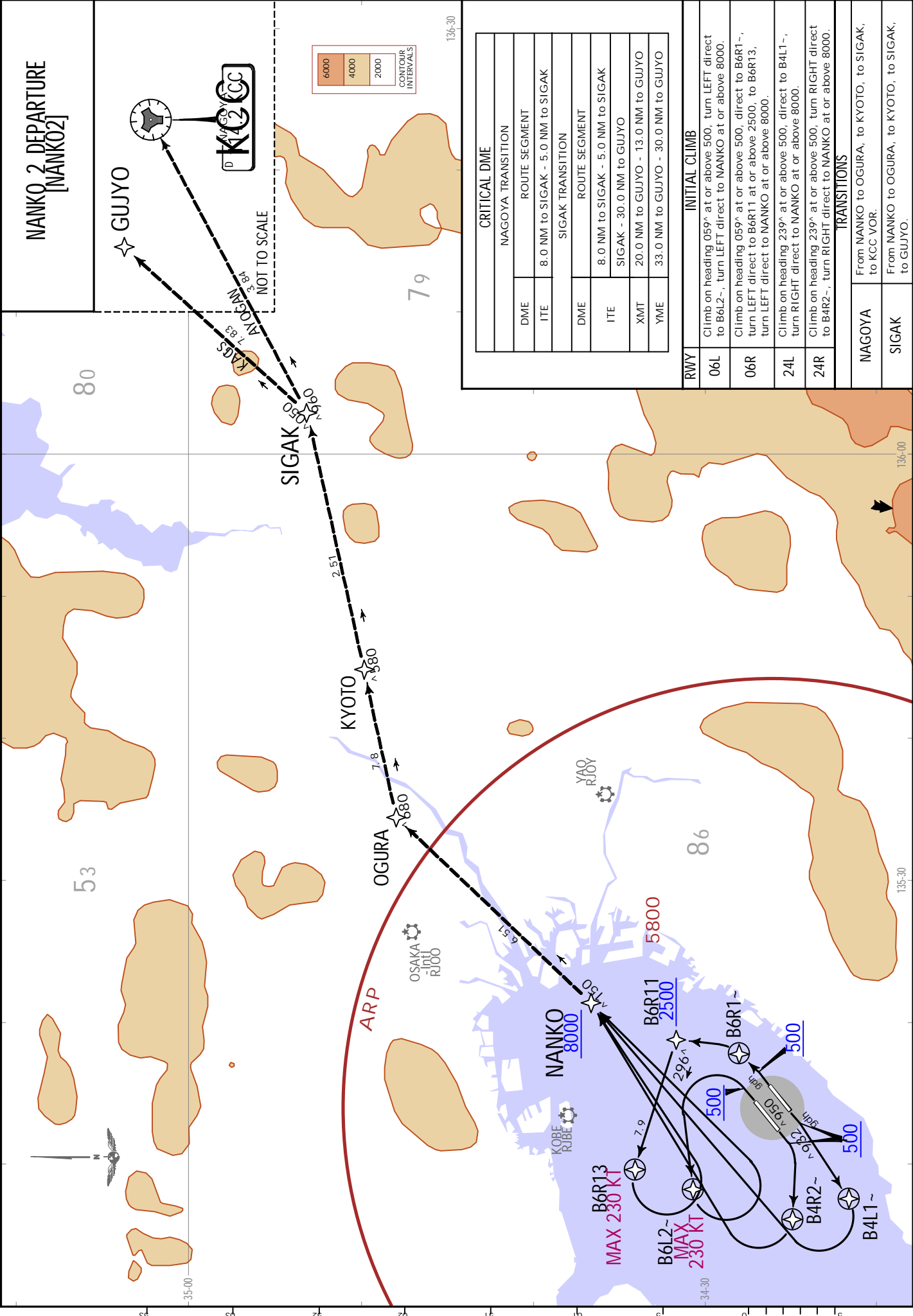
RJBB/KIX
 KANSAI INTL

- 1. RNAV 1.
- 2. DME/DME/IRU or GNSS required.
- 3. RADAR service required.
- 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

Trans alt: 14000

Apt Elev
 17

KANSAI Departure (R)
 119.2 119.5 119.75
 120.4 120.65 121.2
 124.8 125.0



JEPPESEN
OSAKA, JAPAN
 1 OCT 21 (20-3H) .Eff. 6.Oct.1500Z. .RNAV.SID.

RJBB/KIX
 KANSAI INTL

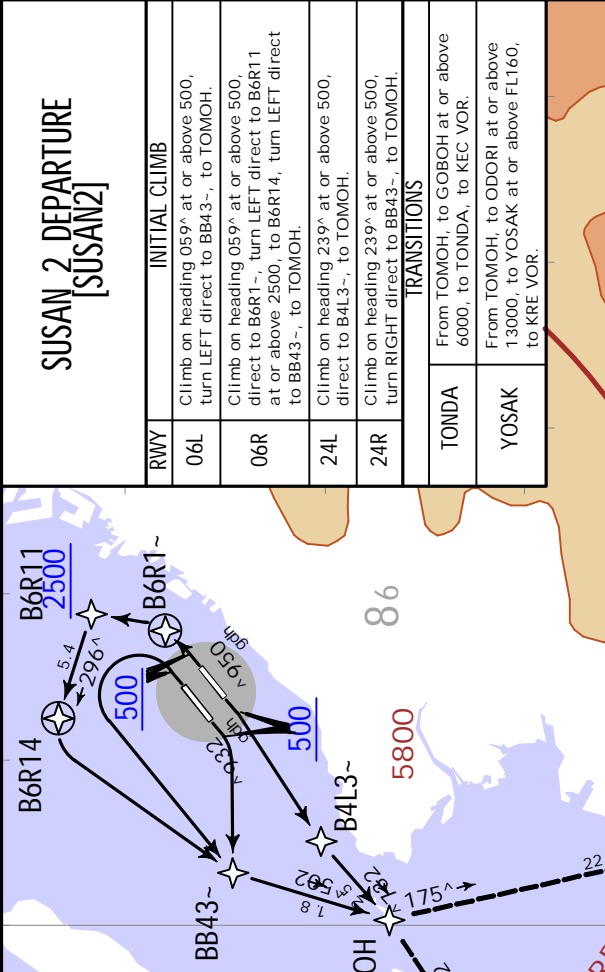
KANSAI Departure (R)
 119.2 119.5 119.75
 120.4 120.65 121.2
 124.8 125.0

Apt Elev
 17

Trans alt: 14000

SUSAN 2 DEPARTURE
[SUSAN2]

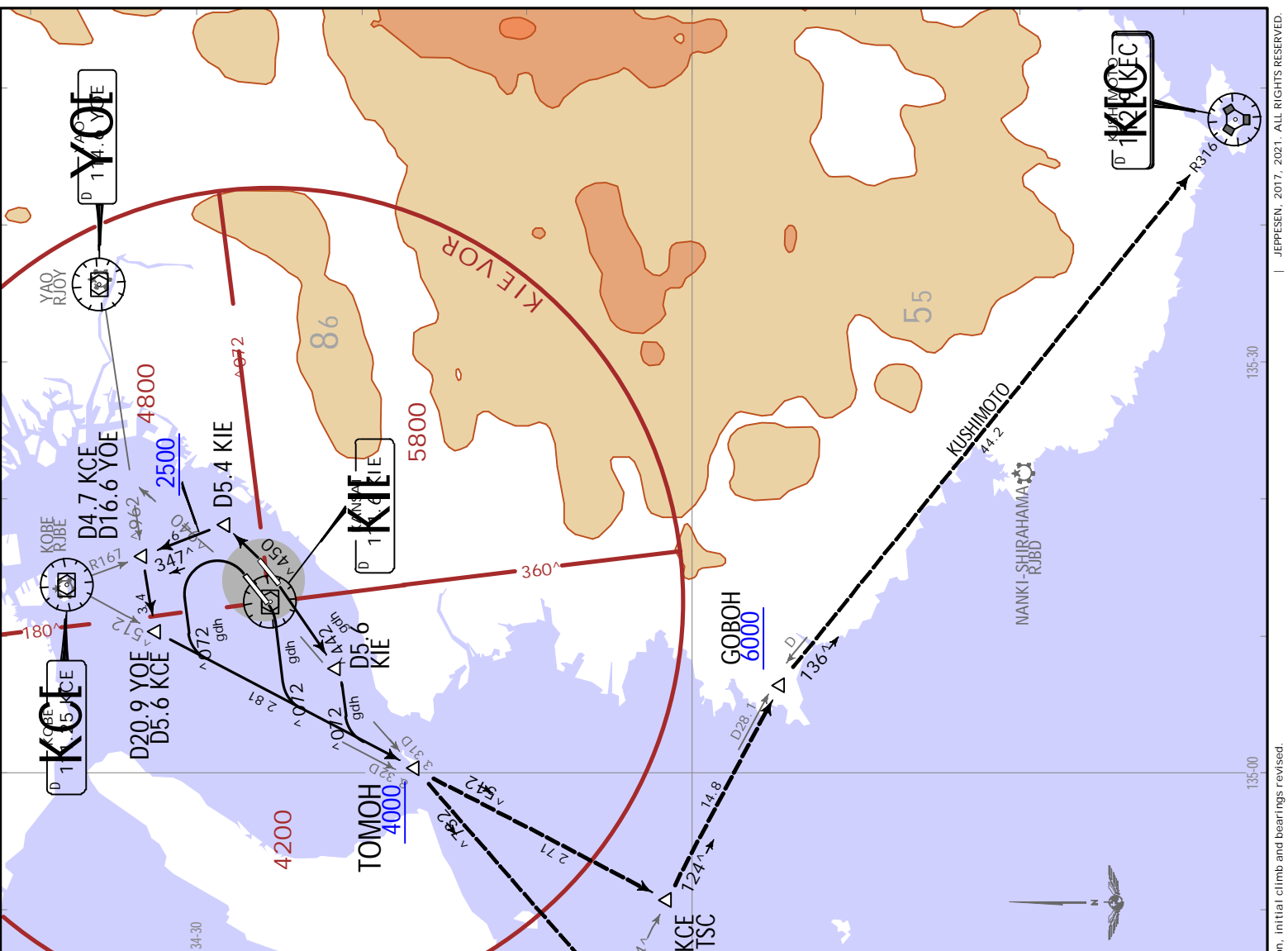
RWY	INITIAL CLIMB
06L	Climb on heading 059° at or above 500, turn LEFT direct to BB43-, to TOMOH.
06R	Climb on heading 059° at or above 500, direct to B6R1-, turn LEFT direct to B6R11 at or above 2500, to B6R14, turn LEFT direct to BB43-, to TOMOH.
24L	Climb on heading 239° at or above 500, direct to B4L3-, to TOMOH.
24R	Climb on heading 239° at or above 500, turn RIGHT direct to BB43-, to TOMOH.



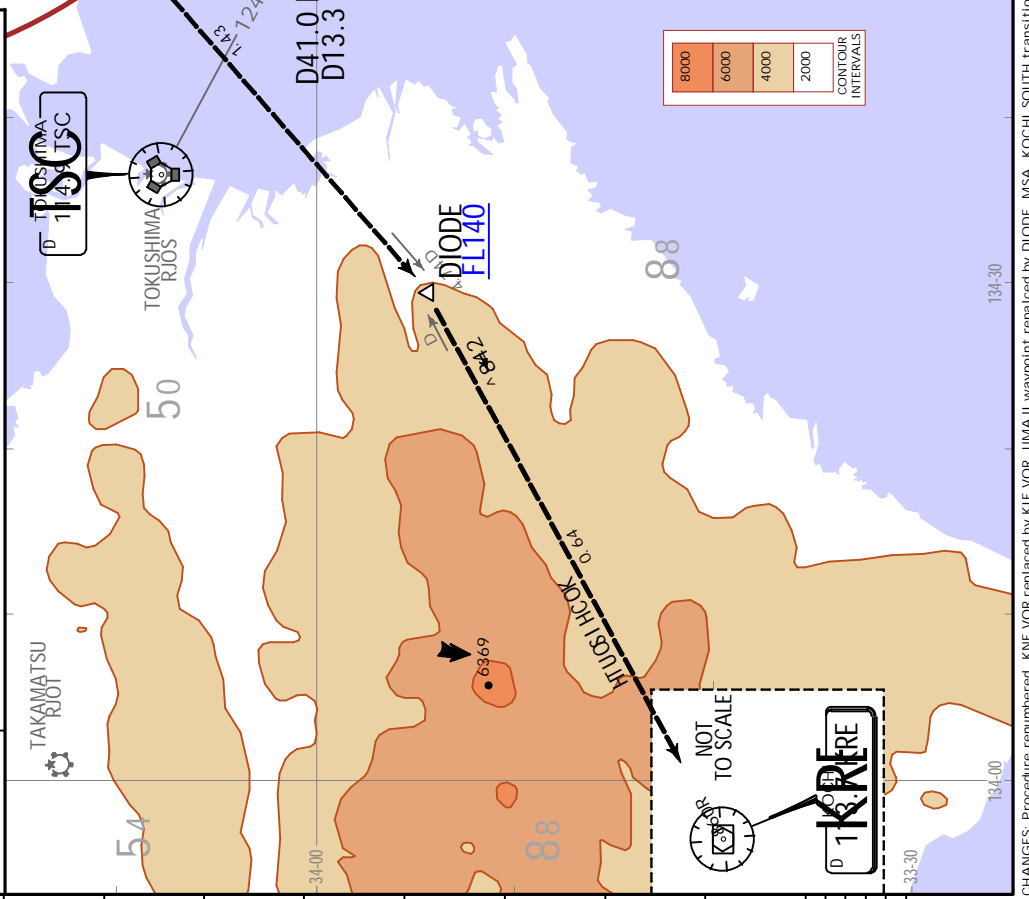
DME GAP	
TONDA TRANSITION	
3.0 NM to GBOH - 10.0 NM to TONDA	
7.0 NM to KEC - KEC	
CRITICAL DME	
TONDA TRANSITION	
ROUTE SEGMENT	
DME	
GBD	10.0 NM to GBOH - 4.0 NM to GBOH
YME	TOMOH - 20.0 NM to GBOH

TRANSITIONS	
TONDA	From TOMOH, to GBOH at or above 6000, to TONDA, to KEC VOR.
YOSAK	From TOMOH, to ODORI at or above 13000, to YOSAK at or above FL160, to KRE VOR.

CONTOUR INTERVALS	
8000	
6000	
4000	
2000	



KANSAI Departure (R)		Trans alt: 14000	
119.2	119.5	119.75	Apt Elev
120.4	120.65	121.2	17
124.8	125.0		
TOMOH 3 DEPARTURE [TOMOH3]			
RWY	INITIAL CLIMB		
06L	Turn LEFT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.		
06R	Climb on heading 054° to D5.4 KIE, turn LEFT via KCE R167 to intercept and proceed via YOE R269, via KCE R215 to TOMOH. Cross KIE R049 at or above 2500. Cross TOMOH at or above 4000.		
24L	Climb on heading 244° to D5.6 KIE, turn RIGHT heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.		
24R	Turn RIGHT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH. Cross TOMOH at or above 4000.		
TRANSITIONS			
KOCHI SOUTH	From over TOMOH, proceed via KIE R237 to DIODE, via KRE R068 to KRE VOR. Cross DIODE at or above FL140.		
KUSHIMOTO	From over TOMOH, proceed via KCE R215 to intercept and proceed via TSC R124 to GOBOH, via KEC R316 to KEC VOR. Cross GOBOH at or above 6000.		



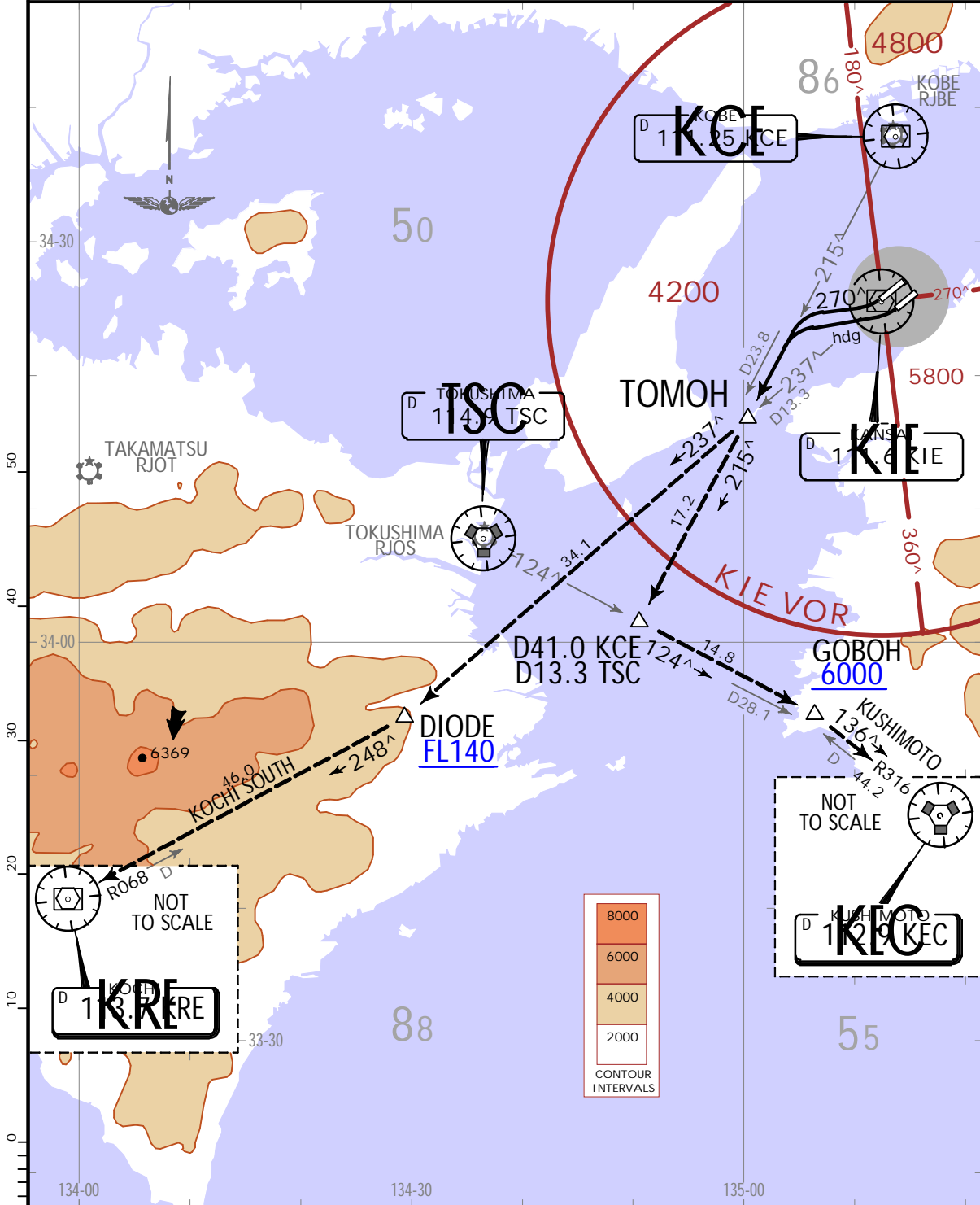
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KANSAI INTL

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1 OCT 21 (20-3K) .Eff.6.Oct.1500Z.

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.SID.

KANSAI Departure (R)				Apt Elev	Trans alt: 14000
119.2	119.5	119.75	120.4	17	
120.65	121.2	124.8	125.0		

**TOMOH WEST 1 DEPARTURE [TOMO1W]
(RWYS 24L/R)**



INITIAL CLIMB

Turn RIGHT, climb on heading 270° to intercept and proceed via KCE R215 to TOMOH.

TRANSITIONS

KOCHI SOUTH	From over TOMOH, proceed via KIE R237 to DIODE, via KRE R068 to KRE VOR. Cross DIODE at or above FL140.
KUSHIMOTO	From over TOMOH, proceed via KCE R215 to intercept and proceed via TSC R124 to GOBOH, via KEC R316 to KEC VOR. Cross GOBOH at or above 6000.

NOISE ABATEMENT

LOCAL TIME - 9 = UTC (Z)

1. Noise Abatement Operating Procedures

1.1. In order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance with them adversely affects the safety of aircraft operations. If the aircraft is unable to follow 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 1500'.

2. Extend landing gear after leaving 2500'.

c. Reverse Thrust:

NIL

1.2. Preferential Runway Procedures

NIL

1.3. Noise Preferential Routes

NIL

For complete Noise Abatement Procedures, refer to JAPAN AIR TRAFFIC CONTROL pages in Airway manual.

2. Use of SIDs

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

EOBT between 2115UTC and 1329UTC		
Destination (area or airport)	SIDs	
Europe/Middle East/Southeast Asia/Macau/Hong Kong/Taiwan/China/Korea/Northern Kyushu/Central Kyushu/Shikoku	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE	
Okinawa/Southern Kyushu/Shikoku	DAISY DEPARTURE (for RNAV1)	
Europe/Eastern part of North America/Western part of Hokkaido/Hokuriku	NANKO DEPARTURE (for RNAV1)	
Eastern part of Hokkaido/Tohoku/RJTT	ISPUM DEPARTURE (for RNAV1)	
Eastern part of North America/Western part of North America/Hawaii/South Pacific/Australia/Southeast Asia/Macau/Hong Kong/Taiwan/Okinawa/RJAA	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE	
EOBT between 1330UTC and 2114UTC		
Destination (area or airport)	RWY	SIDs
Europe/Middle East/China/Korea/Hokkaido/Tohoku/Hokuriku/Northern Kyushu/Central Kyushu/Shikoku	06R/L	HELEN DEPARTURE (for RNAV1) MAIKO DEPARTURE
	24R/L	IWAYA DEPARTURE (for RNAV1) FERRY DEPARTURE
North America/Hawaii/South Pacific/Australia/Southeast Asia/Macau/Hong Kong/Taiwan/Okinawa/Southern Kyushu/Kanto	06R/L	SUSAN DEPARTURE (for RNAV1) TOMOH DEPARTURE
	24R/L	KITAN DEPARTURE (for RNAV1) TOMOH WEST DEPARTURE

OPERATIONAL RESTRICTIONS AT KANSAI INTL AIRPORT
(SUP 203/22)

Operational restrictions at Kansai International 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							
14	Grooving for Rwy 06L/24R	gradually erased or installed	JAN 2023	JAN 2024	H24		Area: between 317' (96.5m) and 12,479' (3,803.5m) from Rwy 06L threshold
15	Runway side stripe marking for Rwy 06L/24R	gradually erased or installed	JAN 2023	JAN 2024	H24	1, 2	
16	Touchdown zone marking for Rwy 06L/24R	gradually erased or installed	JAN 2023	JAN 2024	H24	1, 2	
17	Runway middle point marking for Rwy 06L/24R	gradually erased or installed	JAN 2023	JAN 2024	H24	2	
18	Runway centerline lights for Rwy 06L/24R	unserviceable	—	FEB 2024	H24	3, 4	
19	Runway touchdown zone lights for Rwy 06L/24R	unserviceable	—	FEB 2024	H24	3, 4	
20	Lighting system CAT-II for Rwy 06L/24R	downgraded to CAT-I	—	FEB 2024	H24		Due to unserviceability of runway centerline lights and runway touchdown zone lights
TAXIWAY							
9	Twy centerline lights for P, E1 thru E4	partly unserviceable	—	FEB 2023	H24	8	
10	Twy side stripe marking for B3 thru B12	partly, gradually erased or installed	JAN 2023	JAN 2024	H24	1, 2	
11	Twy centerline lights for B3 thru B12	partly unserviceable	—	FEB 2024	H24	3, 4	
12	Stop bar lights for B1 thru B14	gradually unserviceable	DEC 2022	FEB 2024	H24	3, 4	

OPERATIONAL RESTRICTIONS AT KANSAI INTL AIRPORT (contd)

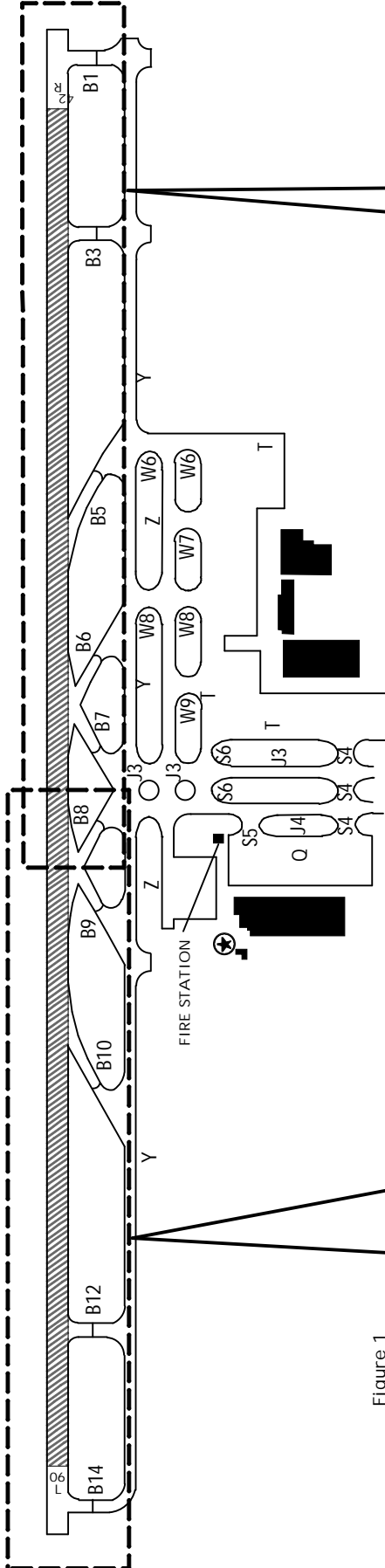


Figure 1

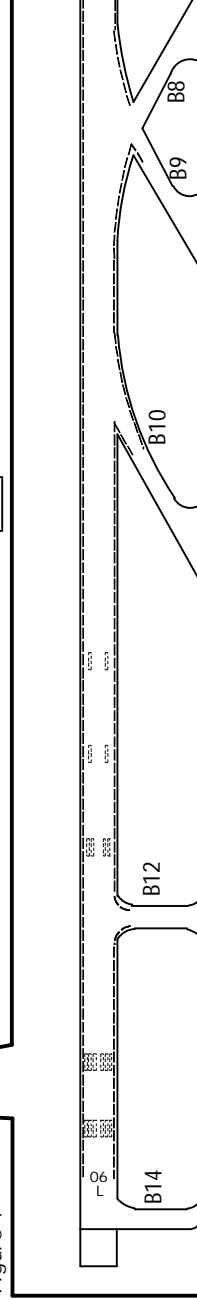
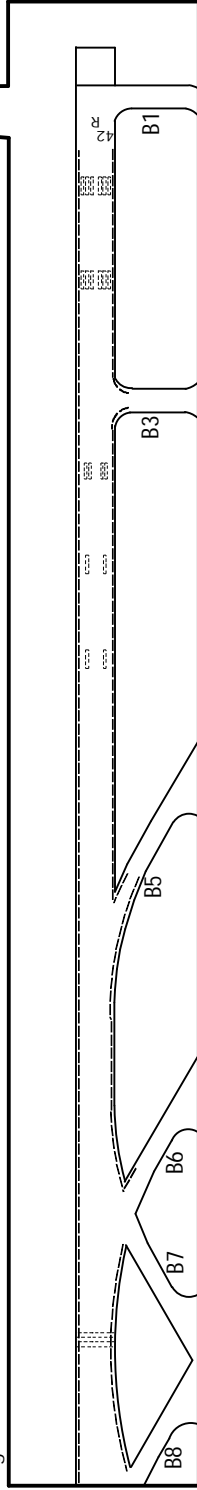
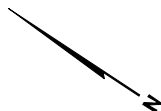


Figure 2



OPERATIONAL RESTRICTIONS AT KANSAI INTL AIRPORT (contd)



LEGEND
●●● UNSERVICEABLE LIGHTS

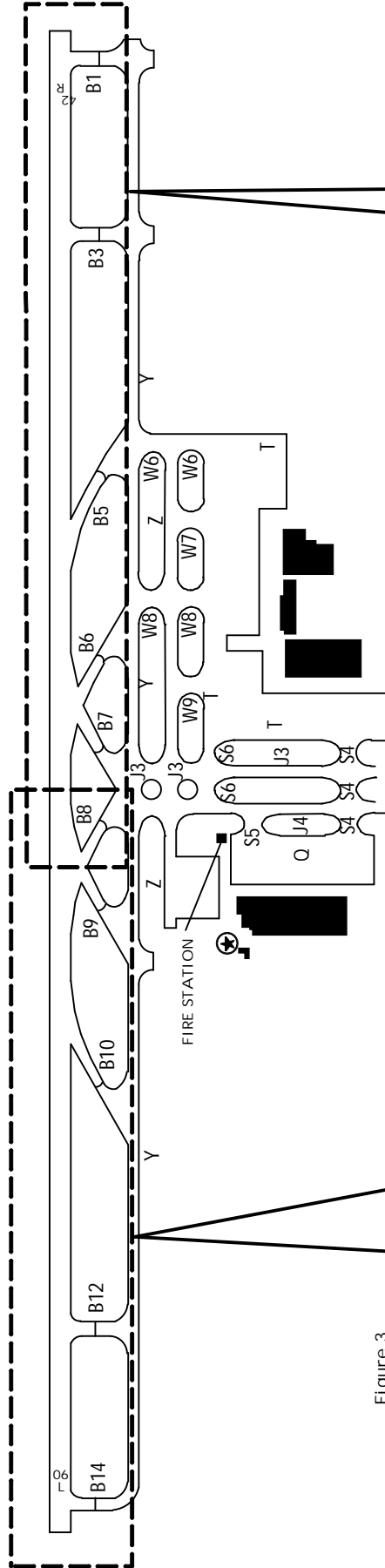


Figure 3

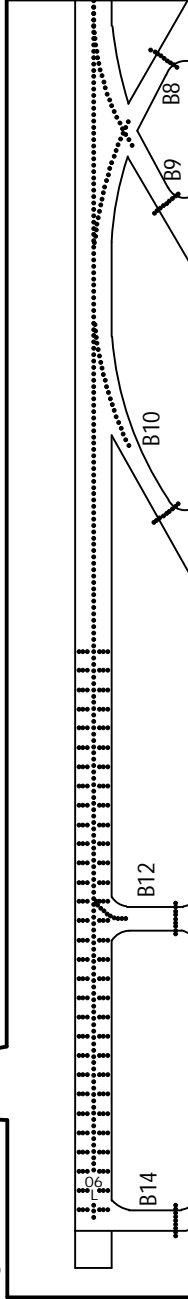
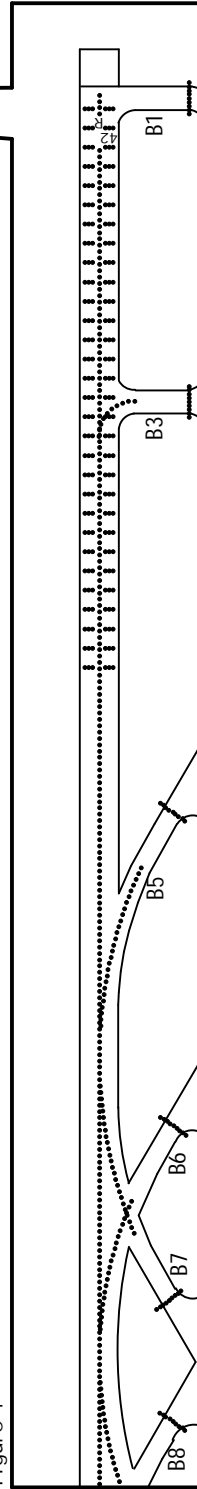
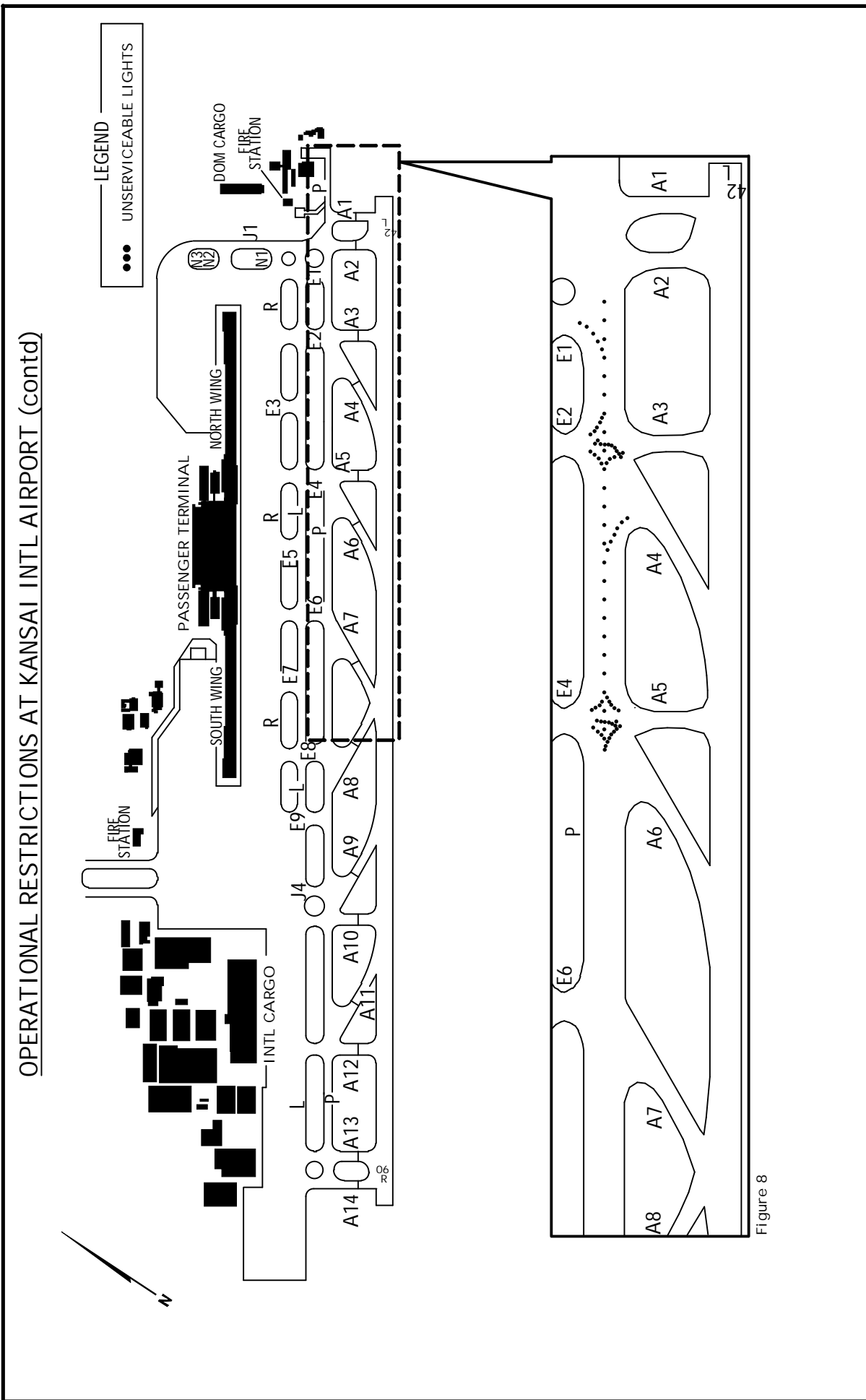
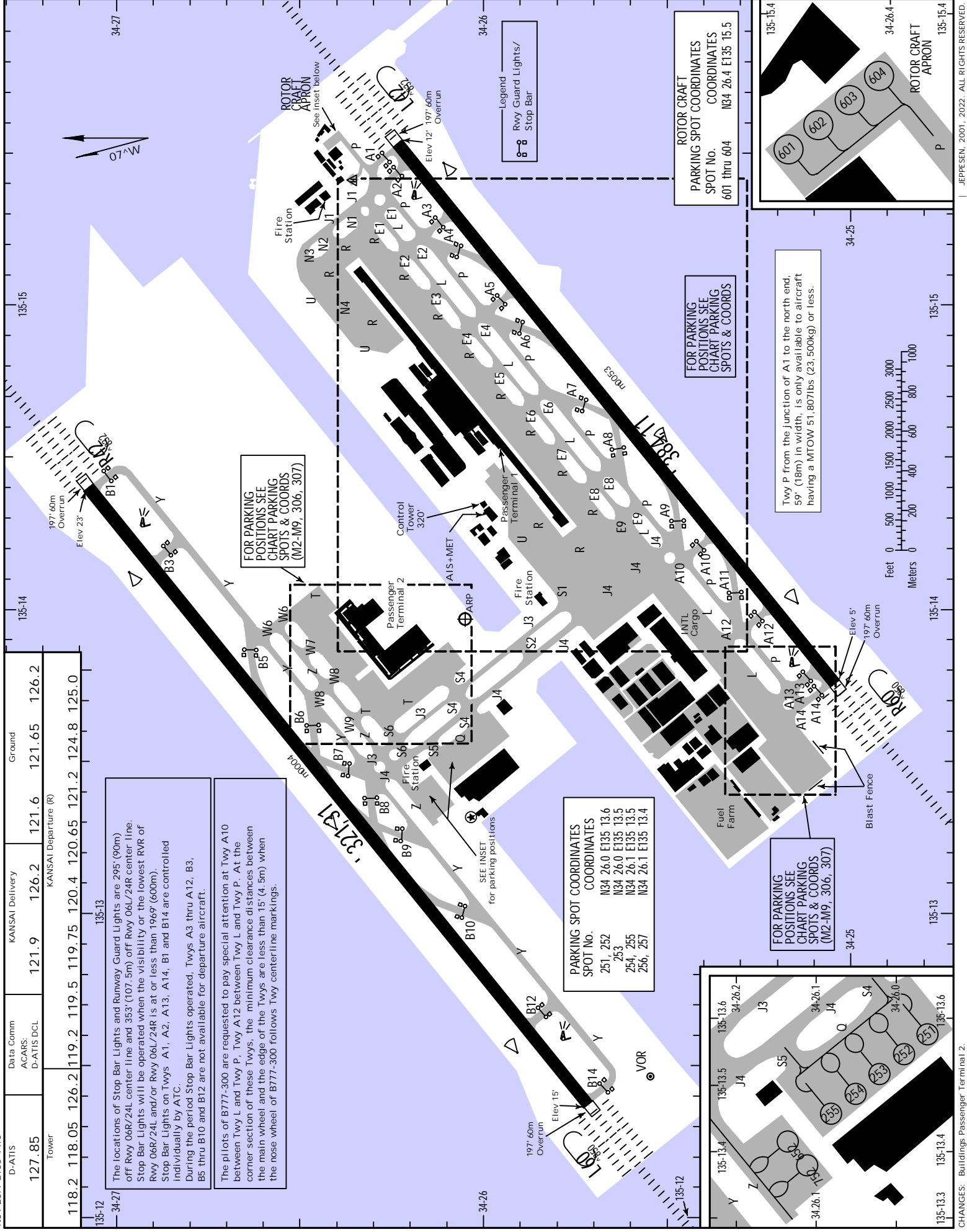


Figure 4







197' 60m Overrun
 Elev 23'

197' 60m Overrun
 Elev 5'

197' 60m Overrun
 Elev 15'

The locations of Stop Bar Lights and Runway Guard Lights are 295' (90m) off Rwy 06R/24L center line and 353' (107.5m) off Rwy 06L/24R center line. Stop Bar Lights will be operated when the visibility or the lowest RVR of Rwy 06R/24L and/or Rwy 06L/24R is at or less than 1969' (600m).
 Stop Bar Lights on Twys A1, A2, A13, A14, B1 and B14 are controlled individually by ATC.
 During the period Stop Bar Lights operated, Twys A3 thru A12, B3, B5 thru B10 and B12 are not available for departure aircraft.

The pilots of B777-300 are requested to pay special attention at Twy A10 between Twy L and Twy P, Twy A12 between Twy L and Twy P. At the corner section of these Twys, the minimum clearance distances between the main wheel and the edge of the Twys are less than 15' (4.5m) when the nose wheel of B777-300 follows Twy centerline markings.

FOR PARKING POSITIONS SEE CHART PARKING SPOTS & COORDS (M2-M9, 306, 307)

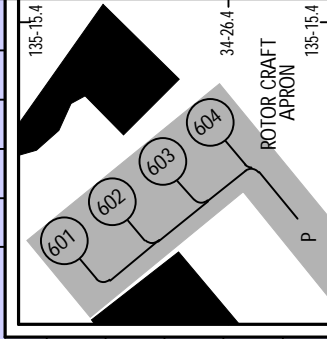
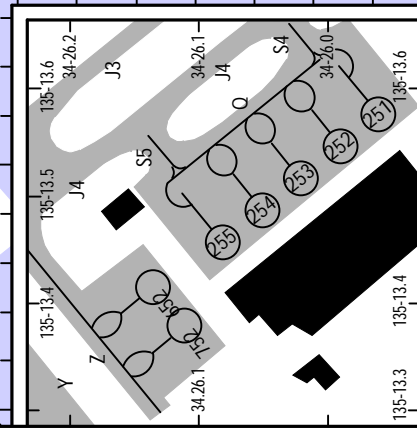
PARKING SPOT COORDINATES
 COORDINATES
 SPOT No. N34 26.0 E135 13.6
 251, 252 N34 26.0 E135 13.5
 253 N34 26.1 E135 13.5
 254, 255 N34 26.1 E135 13.5
 256, 257 N34 26.1 E135 13.4

FOR PARKING POSITIONS SEE CHART PARKING SPOTS & COORDS

FOR PARKING POSITIONS SEE CHART PARKING SPOTS & COORDS
 ROTOR CRAFT COORDINATES
 SPOT No. N34 26.4 E135 15.5
 601 thru 604

FOR PARKING POSITIONS SEE CHART PARKING SPOTS & COORDS (M2-M9, 306, 307)

Twy P from the junction of A1 to the north end, 59' (18m) in width, is only available to aircraft having a MTOW 51,807lbs (23,500kg) or less.



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OSAKA, JAPAN

KANSAI INTL

GENERAL
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH						
RWY					Threshold	Glide Slope									
06L 1 24R	2	HIRL	3	CL	HIALS	4	SFL-V	TDZ	5	PAPI-L	RVR		12,149' 3703m 12,086' 3684m		197' 60m

1 Runway grooved (12,479' 3804m).
2 Spacing 60m.
3 Spacing 15m.
4 Variable light intensity.
5 angle 3.0^

06R 6 24L	7	HIRL	8	CL	HIALS	9	SFL-V	TDZ	0	PAPI-L	RVR		10,450' 3185m 10,315' 3144m		197' 60m
-----------------	---	------	---	----	-------	---	-------	-----	---	--------	-----	--	--------------------------------	--	-------------

6 Runway grooved
7 Spacing 60m.
8 Spacing 15m.
9 Variable light intensity.
0 angle 3.0^

TAKE-OFF							
All Rwy's							
Multi Engine Aircraft							Single Eng Acft
With Take-Off Alternate Airport Filed					Without Take-off Altn Apt Filed		
1 LVP/LVPD in Force							
2 HIRL & CL & Multiple RVR	2 HIRL & CL	2 HIRL or CL or RCLM	2 HIRL & CL	2 HIRL or CL or RCLM	NIL (DAY ONLY)		
A	RVR 150m	200m	250m	400m	vis 500m	Available Landing Minimums	Available Landing Minimums
B							
C							
D	RVR 200m	250m	300m				

1 Low Visibility Procedures/Low Visibility Procedures for Departure in Force.
2 HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

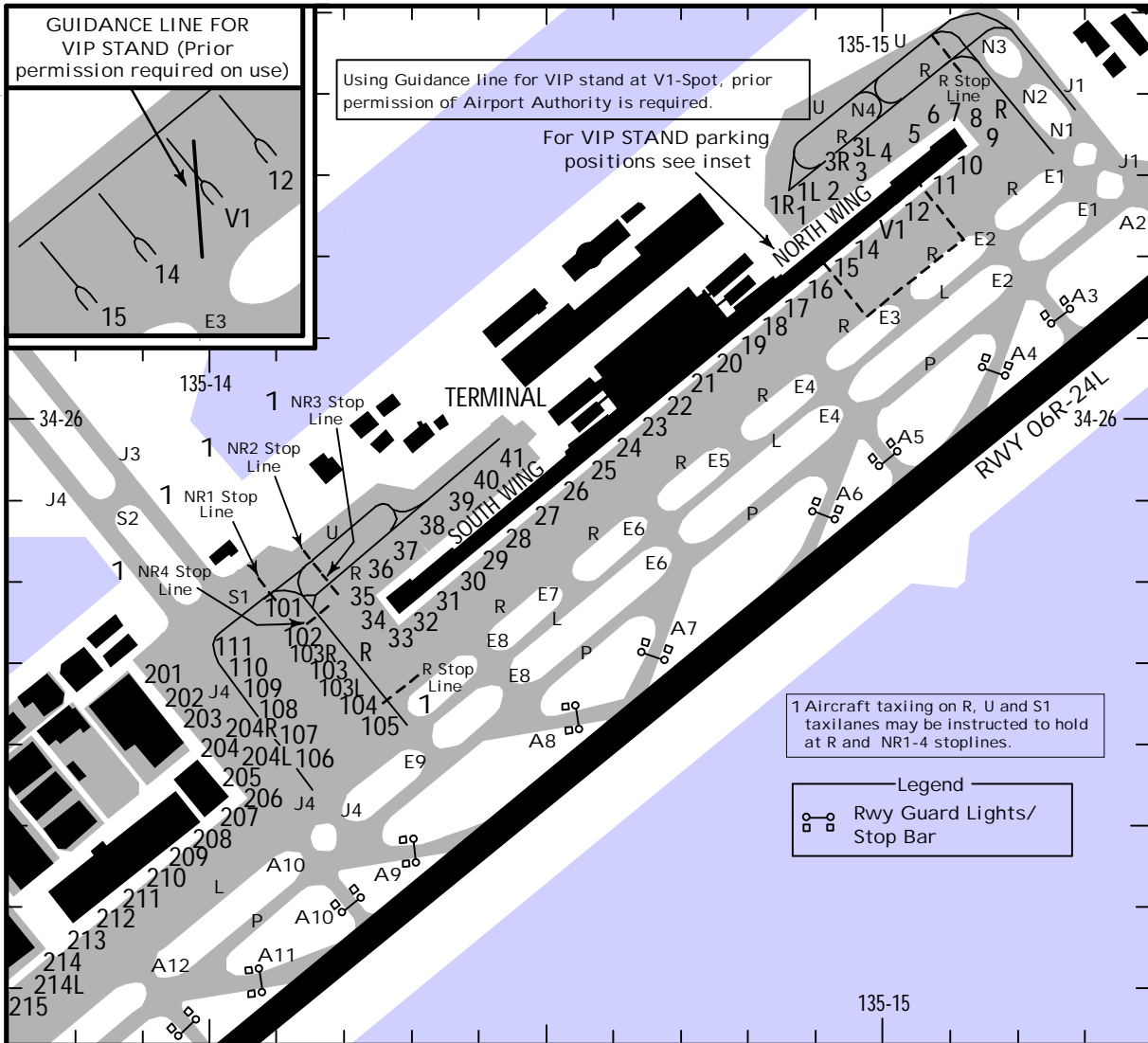
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OSAKA, JAPAN

18 MAR 22 (20-9B) .Eff.23.Mar.1500Z.

KANSAI INTL



PARKING SPOT COORDINATES

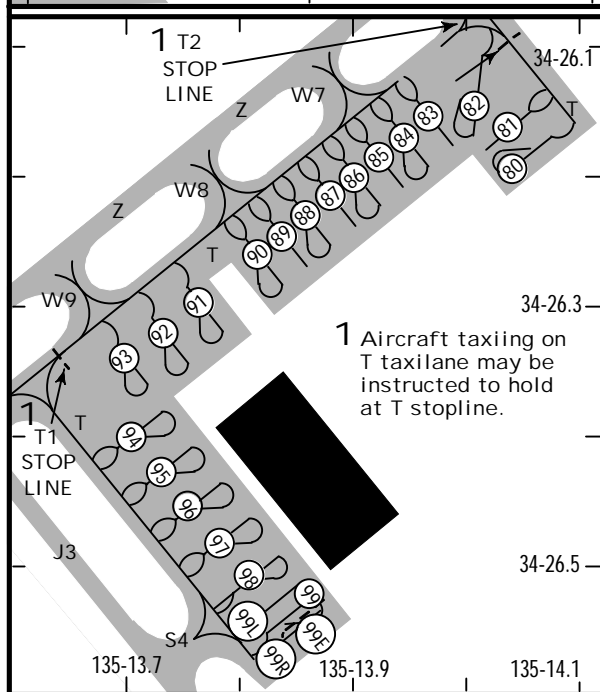
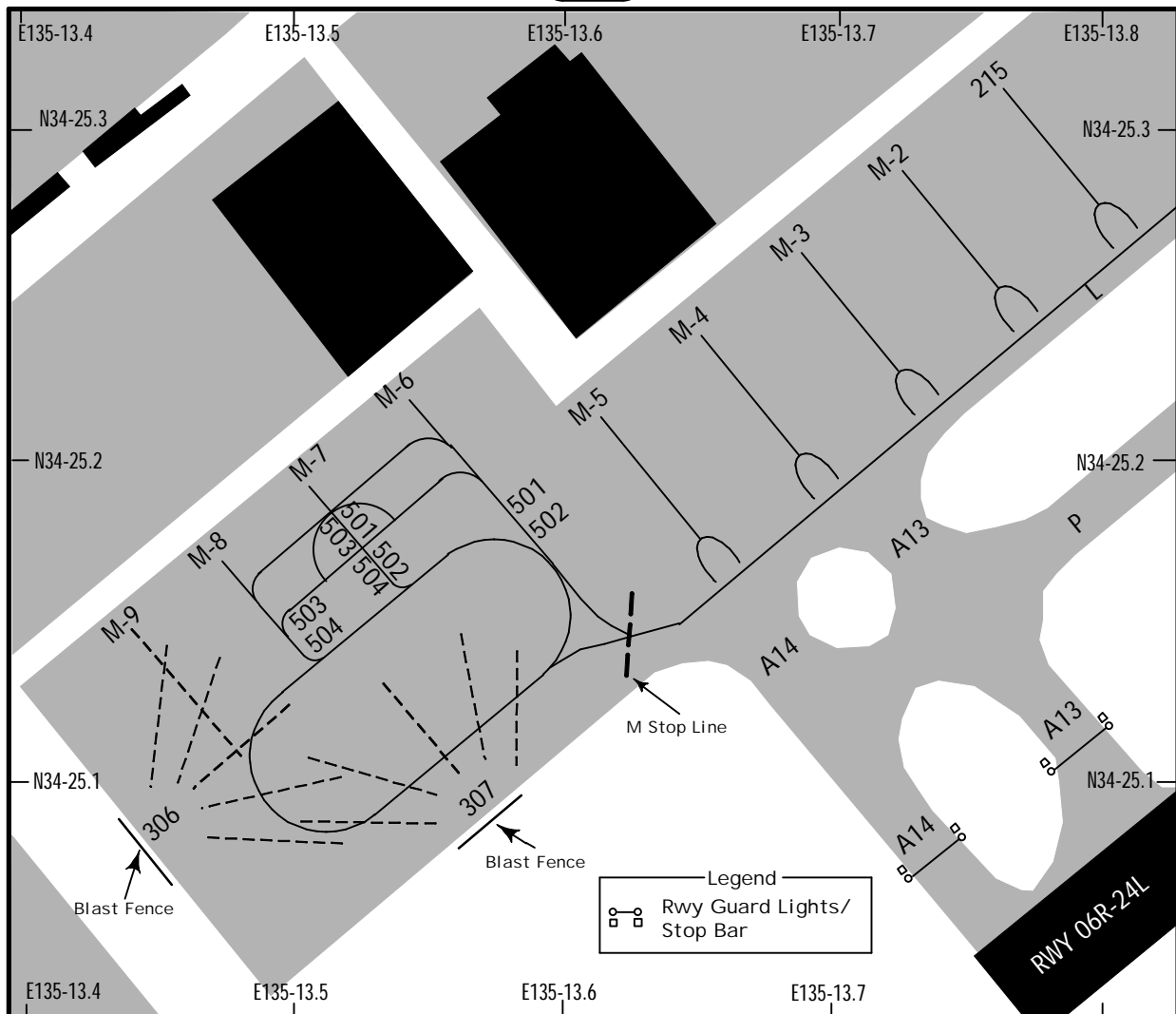
SPOT No.	COORDINATES	SPOT No.	COORDINATES
1R, 1	N34 26.2 E135 14.9	35	N34 25.8 E135 14.2
1L, 2	N34 26.3 E135 14.9	36, 37	N34 25.8 E135 14.3
3R, 3, 3L, 4	N34 26.3 E135 15.0	38	N34 25.9 E135 14.3
5	N34 26.3 E135 15.1	39, 40	N34 25.9 E135 14.4
6 thru 8	N34 26.4 E135 15.1	41	N34 25.9 E135 14.5
9	N34 26.3 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		

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18 MAR 22 (20-9C) .Eff.23.Mar.1500Z.

OSAKA, JAPAN

KANSAI INTL



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
80 thru 83	N34 26.4 E135 14.0
84 thru 89	N34 26.4 E135 13.9
90, 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, 99R, 99L	N34 26.1 E135 13.9

Surface Painted Direction Signs and Surface Painted Location Signs

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 P, L, N1, E9, U, R, A14, J1, J4, S1, S4, S6, T, B7 and B8, surface painted markings are provided (see drawings below).

Fig. 1

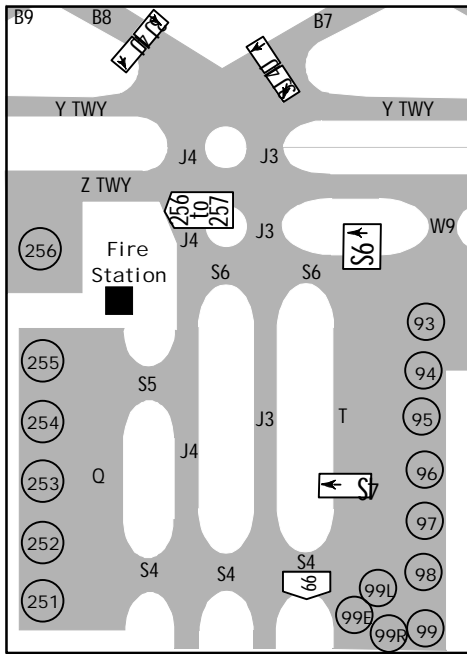


Fig. 2

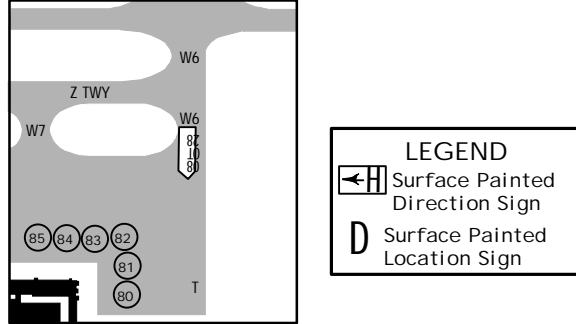


Fig. 3

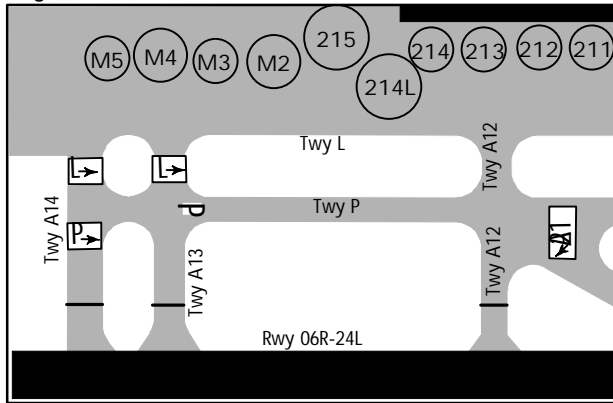


Fig. 4A

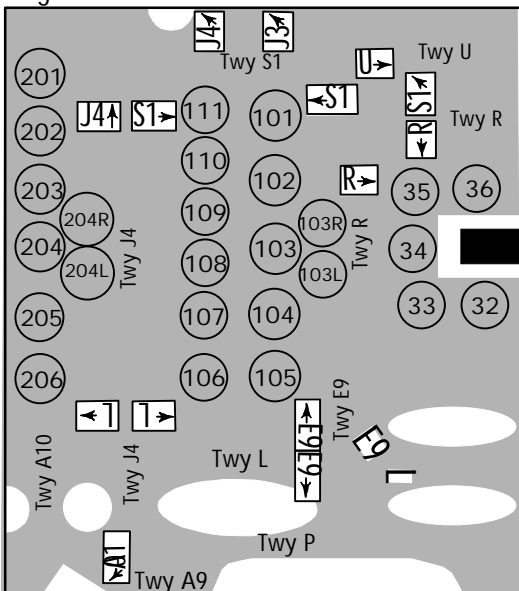


Fig. 5

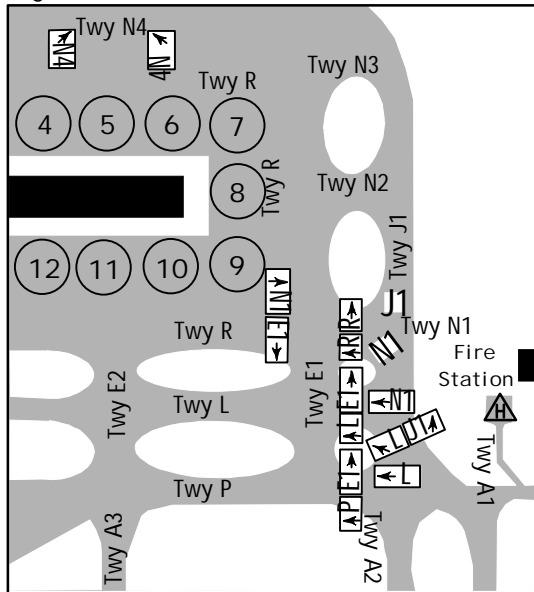
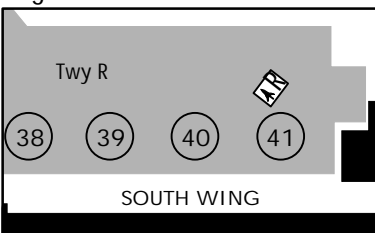


Fig. 4B



RJBB/KIX



OSAKA, JAPAN
AIRPORT
KANSAI INTL

ATC PROCEDURES

ON USE OF THIS AIRPORT

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.

Arriving aircraft is requested to have approvals for RNAV1.

Arriving aircraft without approvals of RNAV1 is prohibited from operating between 1400 UTC and 2330 UTC.

ILS Y or LOC Y RWY24L is used only for the following cases:

1. Aircraft encountered with an emergency.
2. RNAV1 non-approved aircraft and;
 - a) aircraft operating for the purpose of by a search and rescue.
 - b) aircraft operating for the support in the humanity.

NOTE: For the aircraft operation correspond to any of the item (a) or (b), coordination is required beforehand with airport administrator.

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.

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OSAKA, JAPAN
AIRPORT
KANSAI INTL

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 B3 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 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 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 spots 80, 82, 84, 86, 88 and 90 through 99.
 - a) Only A320 may use the lead-out line.
 - b) Operators must confirm jet blast cause no damage when 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). While maneuvering on the curved section of the circling lines, nose gear steering angle shall be at or above 55° on spots 80, 82, 84, 86, 88, 90 and at or above 65° on spots 91 through 99.
 - 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

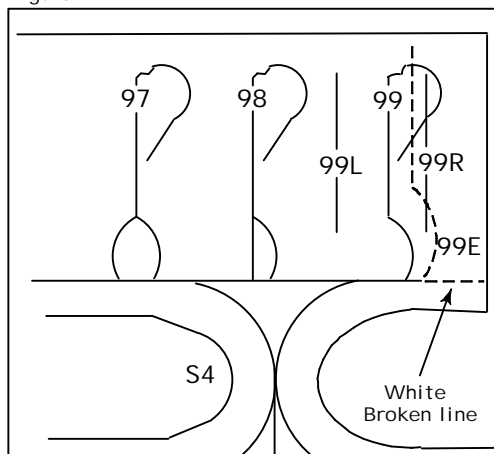
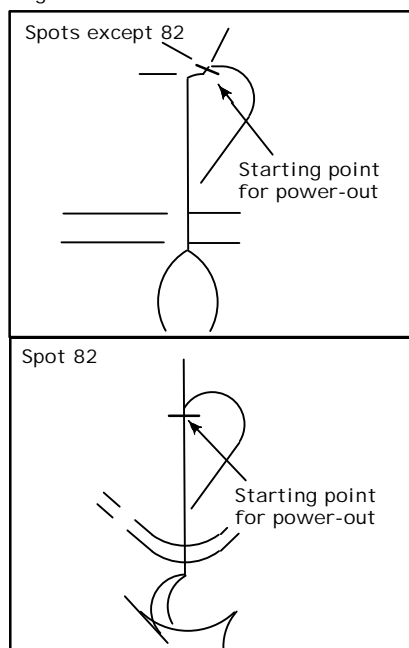
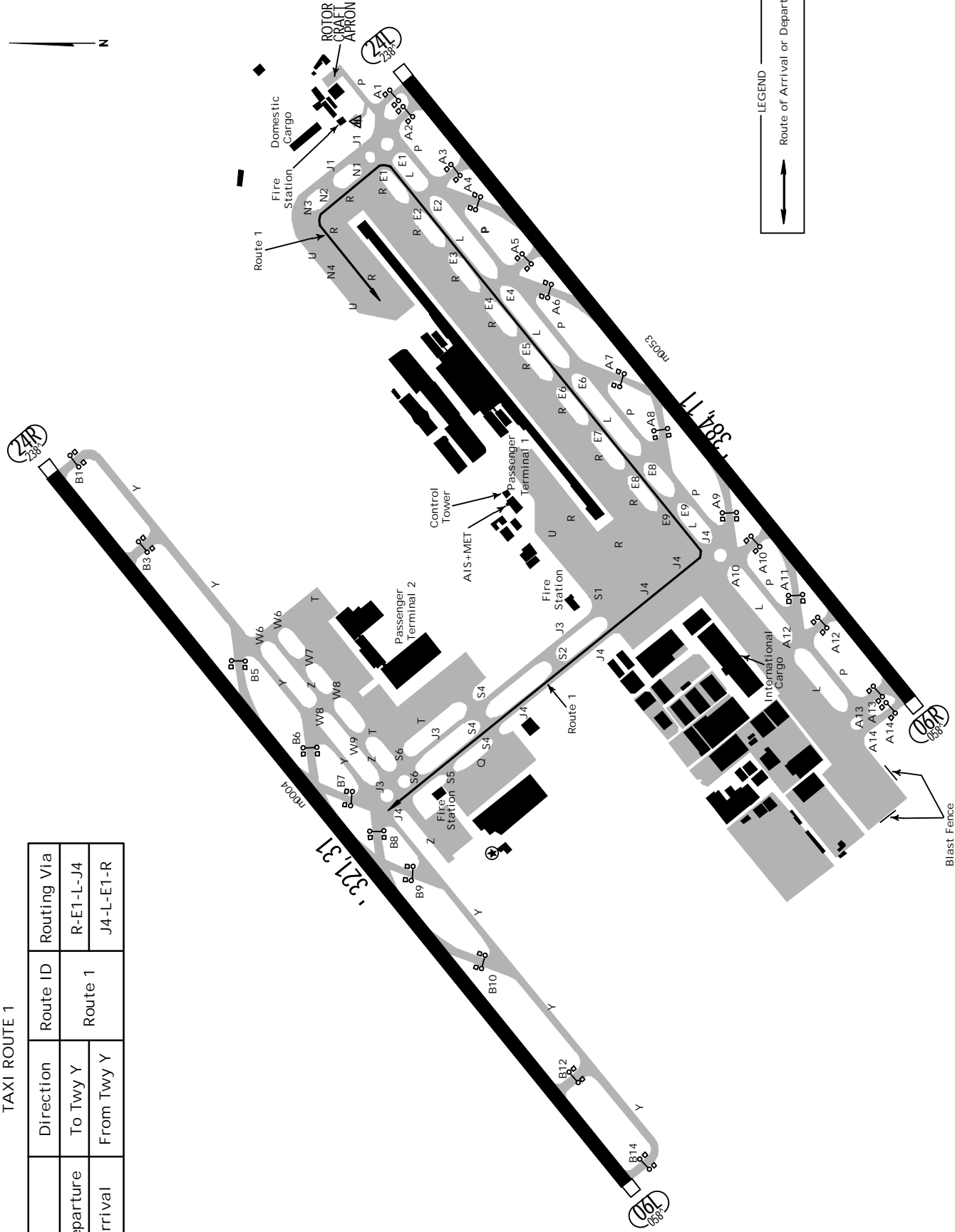


Figure 2



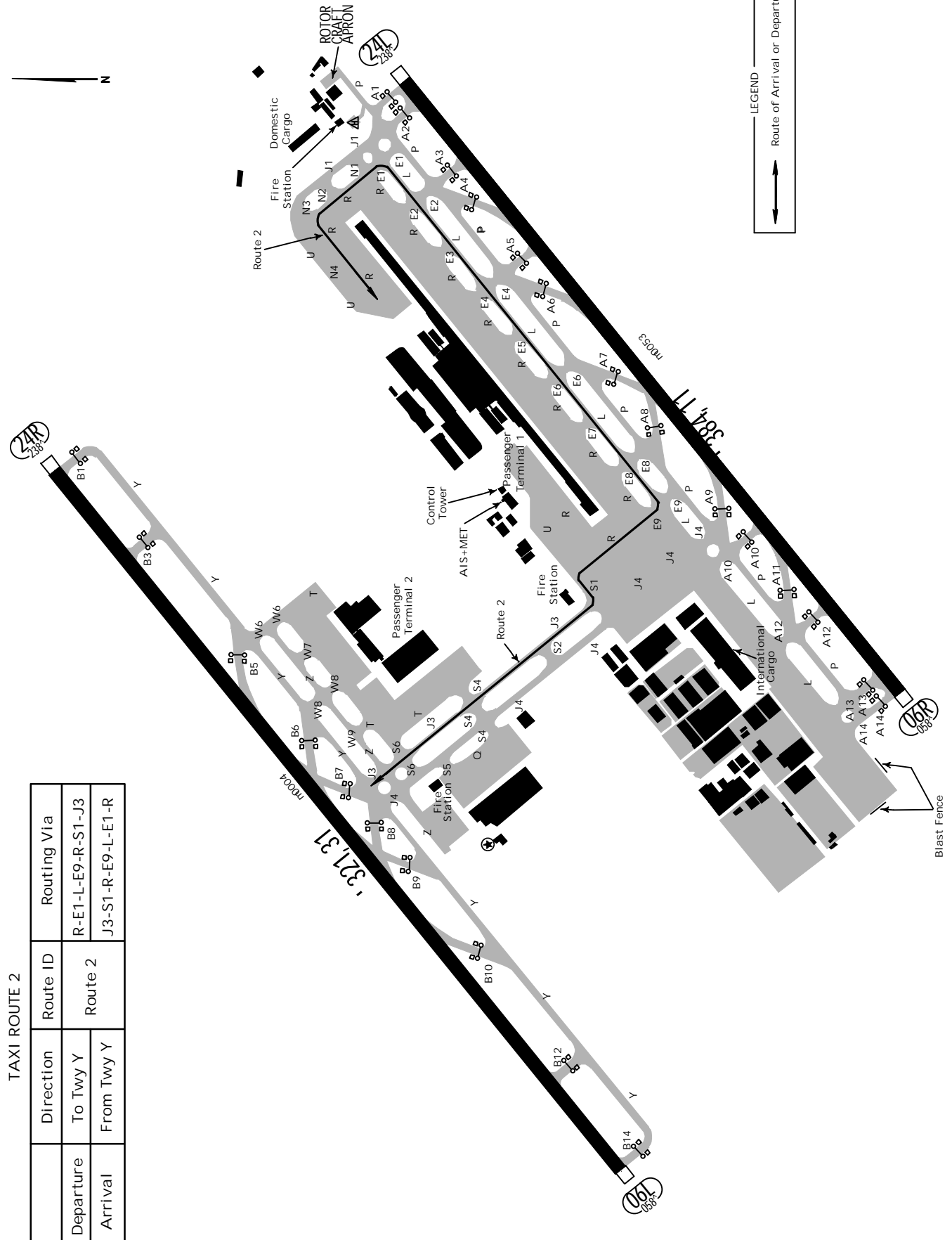
TAXI ROUTE 1

Direction	Route ID	Routing Via
To Twy Y	Route 1	R-E1-L-J4
From Twy Y		J4-L-E1-R



TAXI ROUTE 2

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



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JEPPesen

OSAKA, JAPAN

17 FEB 23 (20-9L). Eff. 22. Feb. 1500Z.

KANSAI INTL

OPERATION FOR DEPARTURE CLEARANCE BY DATA LINK (DCL)

Operation for Departure Clearance by data link (DCL) in departure clearance, Operation for Departure Clearance by data link is conducted for ACARS equipped aircraft. VHF data link and Satellite data link are utilized for communications between airborne and ground systems.

1. Applicable airports

Tokyo International Airport, Chubu Centrair International Airport, Narita International Airport, Kansai International Airport, Osaka International Airport, Fukuoka Airport, Kagoshima Airport.

2. Applicable time

Tokyo Intl/RJTT: 24 Hrs; Chubu Centrair Intl/RJGG: 24 Hrs; Narita Intl/RJAA: 2045-1530Z; Kansai Intl/RJBB: 24 Hrs; Osaka Intl/RJOO: 2200-1200Z; Fukuoka/RJFF: 2130-1300Z; Kagoshima/RJFK 2200-1300Z.

3. Definition of messages

Definition of messages for DCL are as follows:

- (1) RCD: DCL Request
- (2) CLD: DCL Clearance Message
- (3) CDA: DCL Clearance Echoback Message
- (4) FSM: Flight System Message

4. Procedures

The operation is based on EUROCAE Document ED-85A (Data-Link Application System Document [DLASD] for the Departure Clearance Data-Link Service) and ARINC specification 623-3. Aircraft shall obey these specifications and the following procedures.

- (1) Aircraft except one departing from OSAKA Intl Airport and Kagoshima Airport shall request DCL at 15 minutes prior to starting engine.
- (2) When clearance is requested by DCL, clearance will be delivered by DCL.
- (3) Aircraft capable of DCL may request clearance on voice. When clearance is requested on voice, clearance will be delivered on voice.
- (4) Pilot shall monitor the frequency of the Clearance Delivery (CD), even after clearance is requested by DCL, until getting an FSM for CDA in order to respond to the voice communication immediately.
- (5) CLD will be deferred when engine start cannot be approved due to congested situation. When aircraft is ready to start engine and CLD is not yet received, pilot should advise to ATC "Ready to start engine" on voice via CD frequency.
- (6) In case that any prior coordination with CD regarding an assignment of a cruising altitude is necessary for aircraft to fly beyond the Fukuoka FIR, the coordination will be conducted on voice before CLD is issued. After the completion of the coordination, and CLD is available, CD will advise to the pilot by using the phraseology below.
Sample of message on voice; "STAND BY FOR CLEARANCE BY DATALINK", "STAND BY DCL".
- (7) As a result of coordination above, when CLD cannot be transmitted and/or time restriction (VIFNO, etc.) is necessary, the clearance will be delivered on voice according to the Item (8).
- (8) When CD delivers clearance on voice to an aircraft capable of DCL, procedures will switch to voice from DCL by using the phraseology "Clearance on voice" with message transmission of "REVERT TO VOICE PROCEDURES" via data link.
- (9) If requesting a different altitude from the flight planned altitude, pilot shall enter the capital letter "P" followed by a proposing altitude in three-digit number ("Pxxx") in the RMK field. (Sample of entry: P340).
- (10) No text should be entered in the RMK field other than the proposing altitude as item (9).
- (11) The call sign must be used by the ICAO cable address of three characters.
- (12) Aircraft registration number shall be included in the Item 18 of a flight plan.

5. The flow from the beginning to the completion of DCL

- (1) Clearance request by DCL (downlink from aircraft)

Sample of message:

```
RCD
ABC123-RJTT-GATE 12-RJOO
ATIS D
-TYP/B787
-RMK/P240
```

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OSAKA, JAPAN

17 FEB 23 (20-9L1) .Eff.22.Feb.1500Z.

KANSAI INTL

OPERATION FOR DEPARTURE CLEARANCE BY DATA LINK (DCL) - contd.

- (2) Confirmation of reception (uplink from ground)
 Sample of message:
 FSM hhmm yymmdd RJTT
 ABC123 RCD RECEIVED
 REQUEST BEING PROCESSED
 STANDBY
- (3) Clearance issue by DCL (uplink from ground)
 Sample of message:
 CLD hhmm yymmdd RJTT PDC nnn
 ABC123 CLRD TO RJOO OFF 05 VIA
 LAXAS3 DEPARTURE FPR*
 MNTN F200 EXP F240
 SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F**
 *When the flight planned route has been changed before a "RCD", whole route
 may be displayed instead of "FPR."
 **ADT included in CLD shall be read as EDCT.
 Note: ADT (Approved Departure Time), EDCT (Expected Departure Clearance Time)
- (4) Clearance read back of DCL (downlink from aircraft)
 Sample of message:
 CDA hhmm yymmdd RJTT PDC nnn
 ABC123 CLRD TO RJOO OFF 05 VIA
 LAXAS3 DEPARTURE FPR*
 MNTN F200 EXP F240
 SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F
 *When the flight planned route has been changed before a "RCD", whole route
 may be displayed instead of "FPR."
- (5) Confirmation of reception (uplink from ground)
 Sample of message:
 FSM hhmm yymmdd RJTT
 ABC123 CDA RECEIVED
 CLEARANCE CONFIRMED
 NOTE: When CDA is not sent within 10 minutes after receiving CLD, departure
 clearance by DCL will be cancelled.
 Sample of message:
 CDA REJECTED
 CLEARANCE CANCELLED
 REVERT TO VOICE PROCEDURES
6. Suspension of the operation for DCL
 The operation for DCL suspended, and that will be notified by NOTAM at applicable
 airport when Data Link communication circumstances get worse or system trouble
 occurs or by other reasons.
7. Distribution of information for DCL
 Aircraft operators who want to receive information for DCL, contact the following
 address and request. The information for DCL will be delivered to the AFTN address
 which coordinated and designated.
8. For further questions
 Air Navigation Services Department, Civil Aviation Bureau,
 Ministry of Land, Infrastructure, Transport and Tourism
 2-1-3 Kasumigaseki, Chiyoda-ku Tokyo, Japan 100-8918

 Air traffic Control Division (for the whole operation)
 TEL: +81-3-5253-8749

 Operation and Flight Inspection Division (For distribution of information for DCL)
 TEL: +81-3-5253-8751

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KANSAI INTL

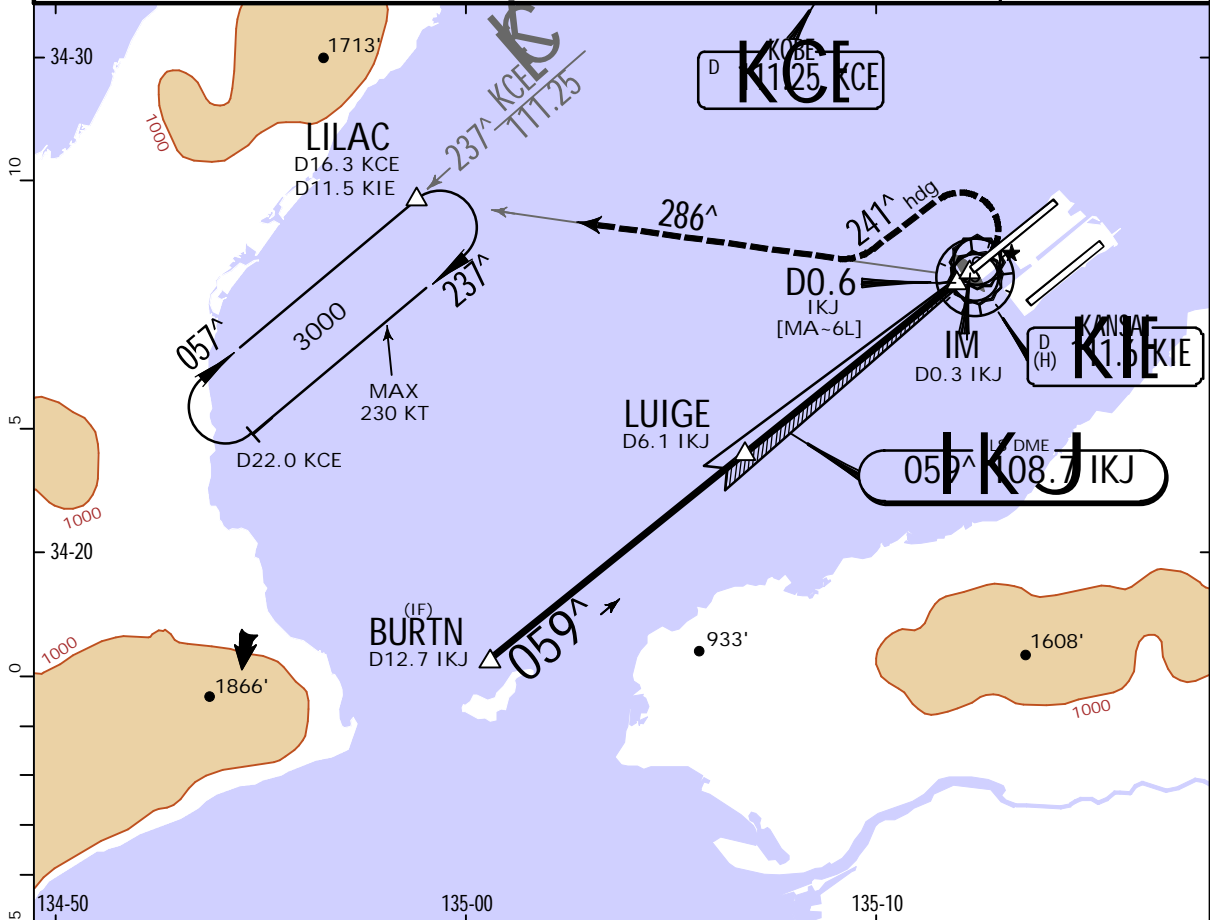
1 OCT 21
Eff. 6. Oct. 1500Z.

JEPPESSEN

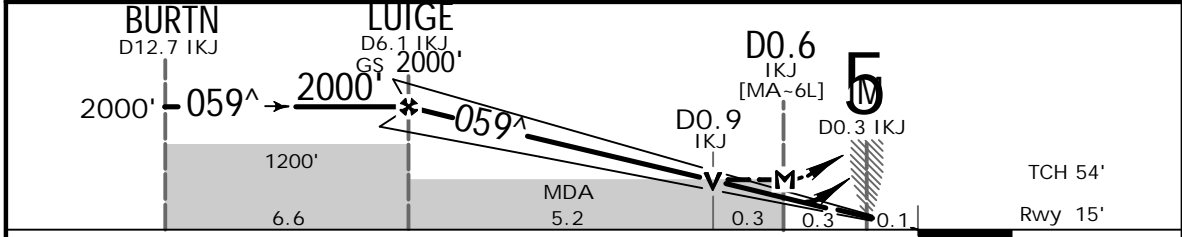
(21-1)

OSAKA, JAPAN
ILS Z or LOC Z Rwy 06L

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 059[^]	Minimum Alt Refer to Profile	ILS DA(H) 215' (200')	Apt Elev 17' Rwy 15'			
<p>MISSED APCH: Climb to 500' on heading 059[^], turn LEFT heading 241[^] to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000'. Contact Kansai APP.</p>							
Alt Set: IN (hPa on req)				Trans level: FL 140		Trans alt: 14000'	
VOR and DME required.							



LOC (GS out)	IKJ DME	FAF	6.0	5.0	4.0	3.0	2.0	1.0	MAP
	ALT(3.0 [^] APCH PATH)	2000'	1924'	1605'	1287'	968'	650'	331'	



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00 [^]	372	478	531	637	849	
MAP at D0.6 IKJ							

Timing not authorized for defining the MAP.

STRAIGHT-IN LANDING RWY06L				LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 215' (200')		ALS out		MDA(H) 290' (273')		Not Authorized South of Rwy	
FULL	IDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					90	610'(593') -1600m	
B				RVR 800m	RVR 1500m	120	610'(593') -2400m
C	RVR 550m	RVR 750m	RVR 1000m		RVR 1600m	140	
D					RVR 1800m	165	
D _L				RVR 1200m			610'(593') -3200m

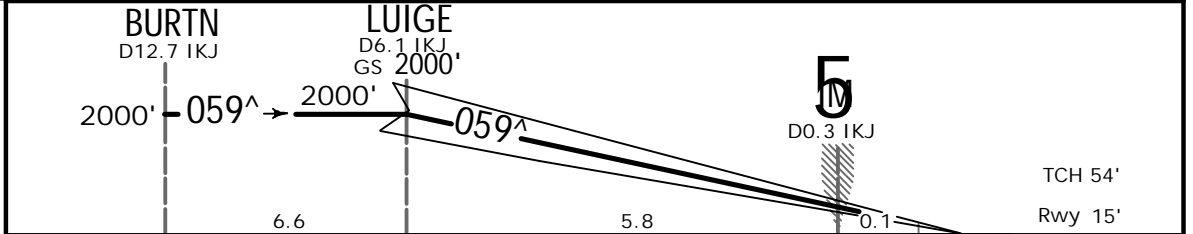
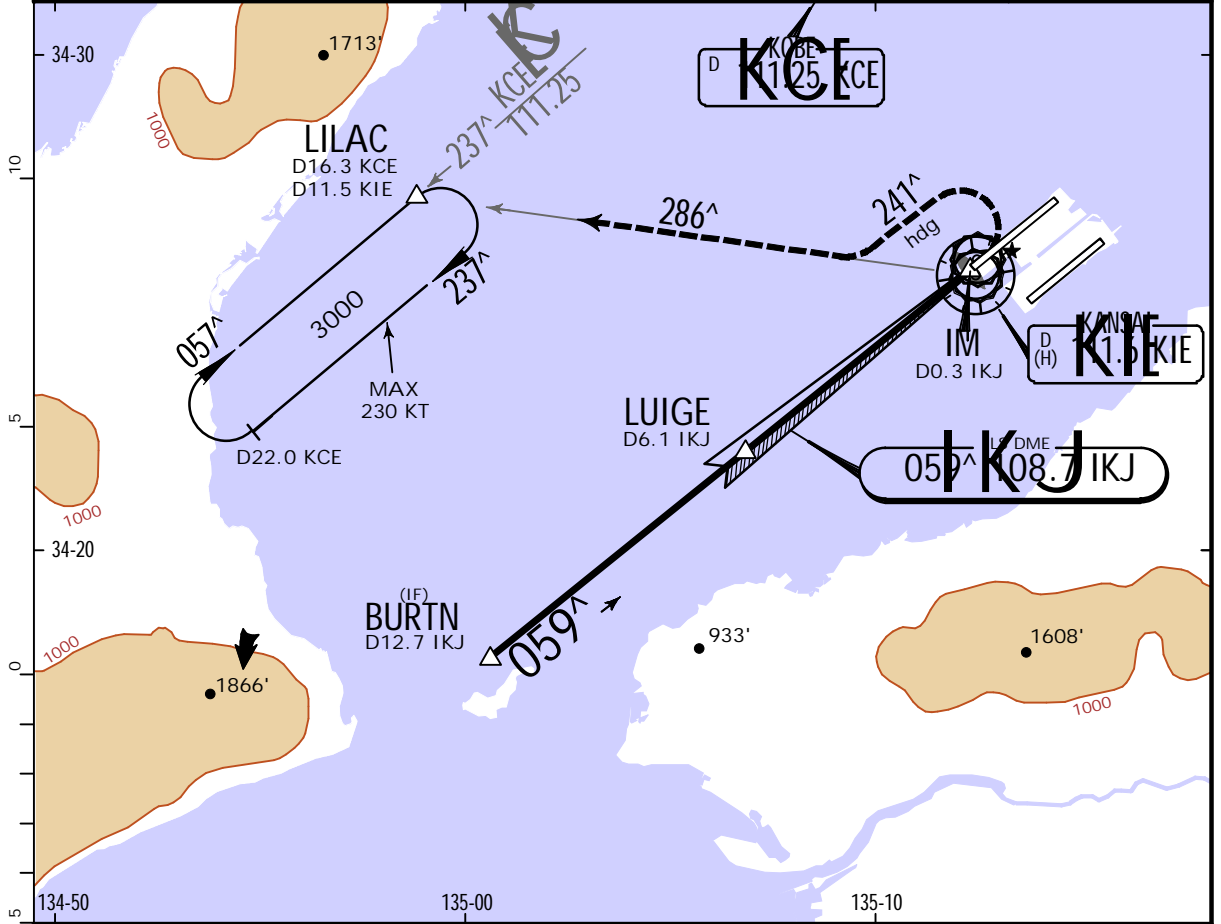
RJBB/KIX
KANSAI INTL

1 OCT 21
.Eff. 6 Oct. 1500Z.

JEPESEN
(21-1A)

OSAKA, JAPAN
ILS Z Rwy 06L CAT II

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 059 [^]	Procedure Alt LUIGE 2000' (1985')	CAT II ILS RA 100' DA(H) 115' (100')	Apt Elev 17' Rwy 15'			
MISSED APCH: Climb to 500' on heading 059 [^] , turn LEFT heading 241 [^] to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000'. Contact Kansai APP.							MSA KIE VOR
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		500' ↑ on 059 [^] hdg
GS	3.00 [^]	372	478	531	637	743		

STRAIGHT-IN LANDING RWY06L

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

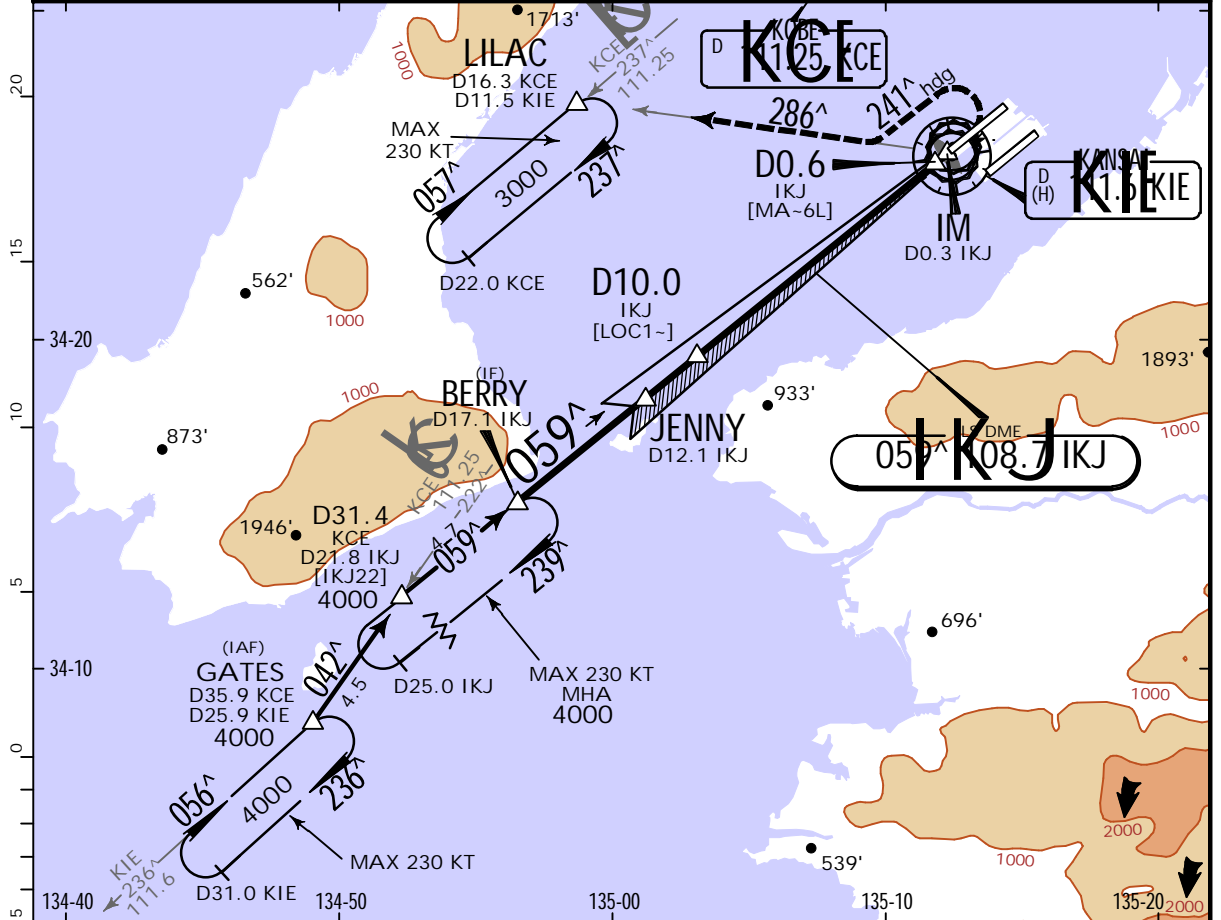
RVR 300m

RJBB/KIX
KANSAI INTL

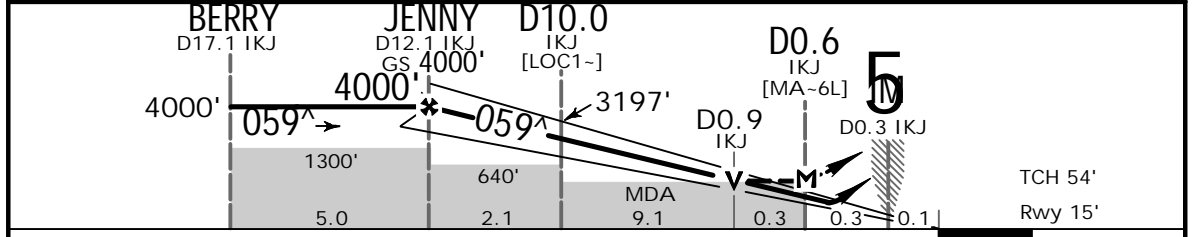
JEPPESSEN
1 OCT 21
Eff. 6. Oct. 1500Z. (21-2)

OSAKA, JAPAN
ILS Y or LOC Y Rwy 06L

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 059 [^]	Minimum Alt Refer to Profile	ILS DA(H) 215' (200')	Apt Elev 17' Rwy 15'				
MISSED APCH: Climb to 500' on heading 059 [^] , turn LEFT heading 241 [^] to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000'. Contact Kansai APP.						MSA KIE VOR		
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'				
VOR and DME required.								



LOC (GS out)	IKJ DME	FAF	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
	ALT (3.0 [^] APCH PATH)	4000'	3834'	3515'	3197'	2879'	2561'	2242'	1924'	1605'	1287'	968'	650'	331'	



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00 [^]	372	478	531	637	743	
LOC Descent Angle	3.10 [^]	384	494	548	658	768	
MAP at DO.6 IKJ							
Timing not authorized for defining the MAP.							

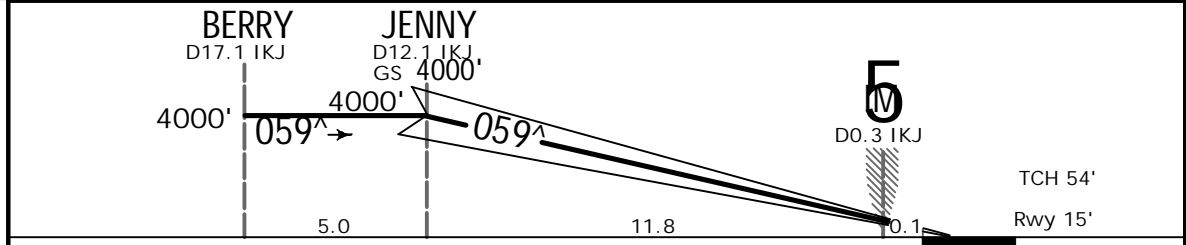
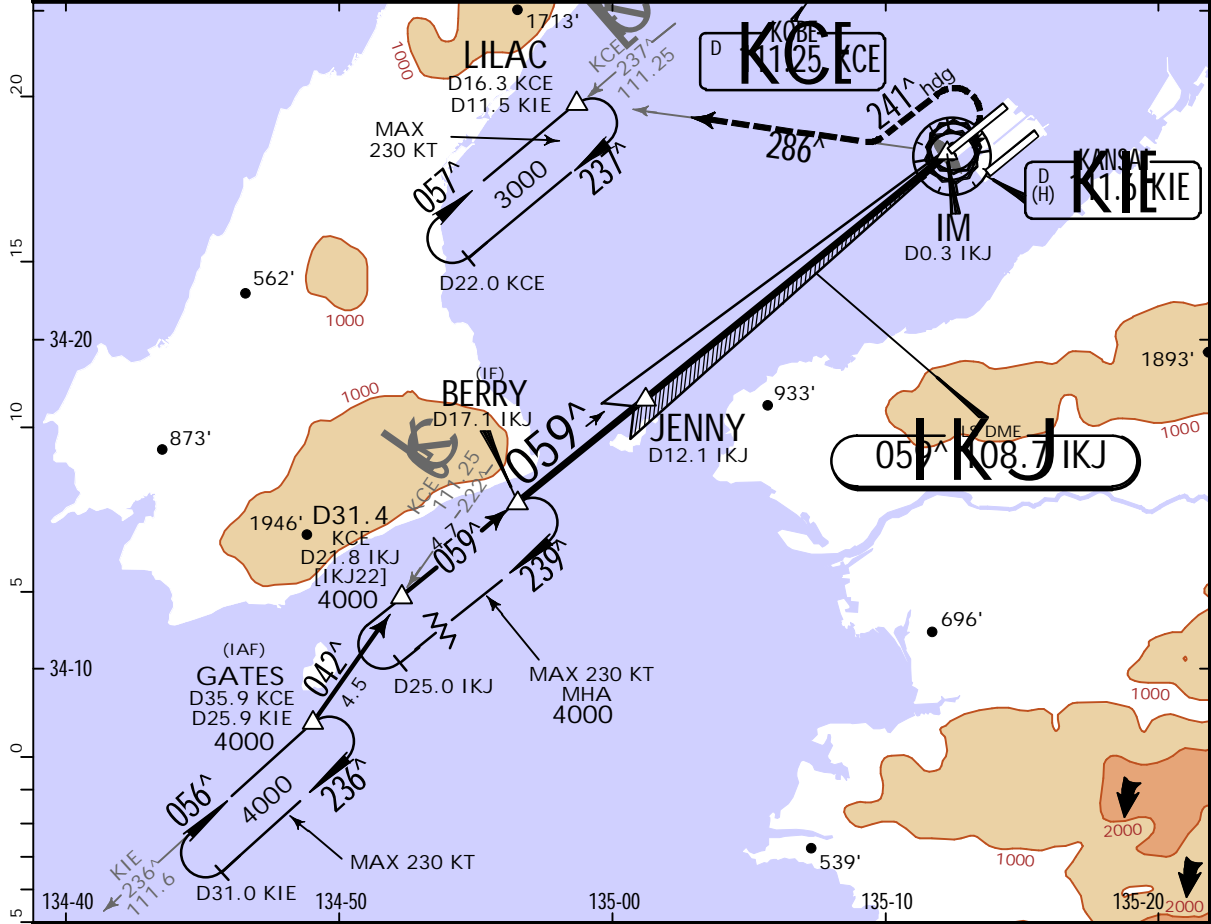
STRAIGHT-IN LANDING RWY06L			LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 215' (200')			MDA(H) 290' (273')		Not Authorized South of Rwy	
FULL	TDZ and/or CL out	ALS out	ALS out	Max Kts	MDA(H)	
A				90	610'(593') -1600m	
B			RVR 800m	120	610'(593') -2400m	
C	RVR 550m	RVR 750m	RVR 1000m	140	610'(593') -3200m	
D			RVR 1200m	165	610'(593') -3200m	
D _L						

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KANSAI INTL

JEPPESEN
1 OCT 21
Eff. 6 Oct. 1500Z. (21-2A)

OSAKA, JAPAN
ILS Y Rwy 06L CAT II

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 059 [^]	Procedure Alt JENNY 4000' (3985')	CAT II ILS RA 100' DA(H) 115' (100')	Apt Elev 17'	Rwy 15'		
MISSED APCH: Climb to 500' on heading 059 [^] , turn LEFT heading 241 [^] to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000'. 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 KIE VOR



Gnd speed-Kts	70	90	100	120	140	160		500' ↑ on 059 [^] hdg
Gs	3.00 [^]	372	478	531	637	849		

STRAIGHT-IN LANDING RWY06L
CAT II ILS
RA 100'
DA(H) 115' (100')

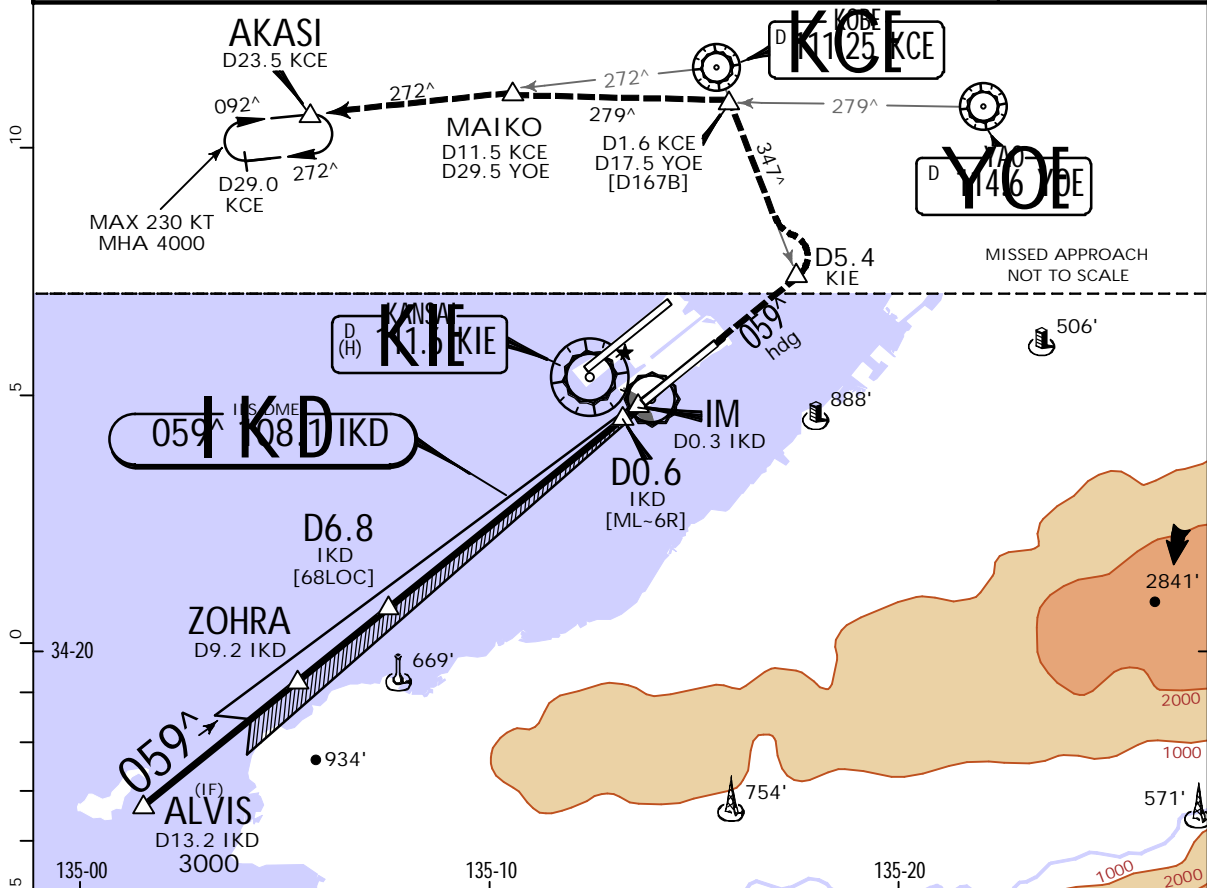
RVR 300m

RJBB/KIX
KANSAI INTL

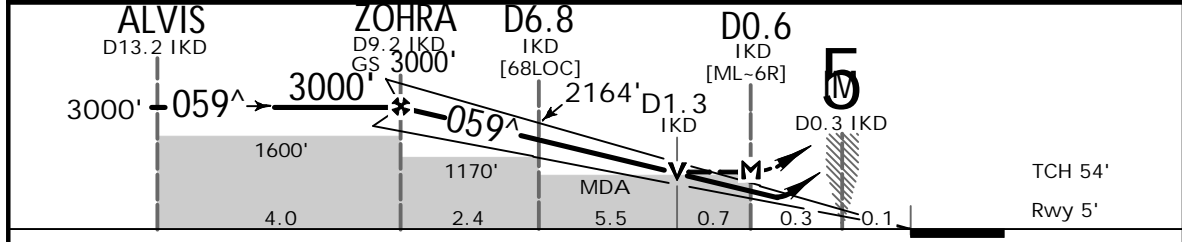
JEPPESSEN
30 SEP 22
Eff. 5.Oct.1500Z. (21-3)

OSAKA, JAPAN
ILS Z or LOC Z Rwy 06R

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 059 [^]	Minimum Alt Refer to Profile	ILS DA(H) 205' (200')	Apt Elev 17' Rwy 5'				
MISSED APCH: Climb to 4000' via heading 059 [^] to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.						MSA KIE VOR		
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
VOR and DME required.								



LOC (GS out)	IKD DME	FAF	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
	ALT (3.0 [^] APCH PATH)	3000'	2865'	2546'	2228'	1909'	1591'	1273'	954'	635'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 4000' via 059 [^] hdg D5.4 KIE
ILS GS	3.00 [^]	372	478	531	637	743	
LOC Desc Angle	3.07 [^]	380	489	543	652	760	
MAP at D0.6 IKD							
Timing not authorized for defining the MAP.							

STRAIGHT-IN LANDING RWY06R			CIRCLE-TO-LAND		
ILS DA(H) 205' (200')			LOC (GS out) MDA(H) 390' (385')		
FULL		TDZ and/or CL out	ALS out	ALS out	
A			RVR 900m	RVR 1500m	Max Kts 90
B			RVR 1000m	RVR 1800m	120
C	RVR 550m	RVR 750m	RVR 1000m	RVR 2000m	140
D			RVR 1400m	RVR 2000m	165
					610'(593') -1600m
					610'(593') -2400m
					610'(593') -3200m

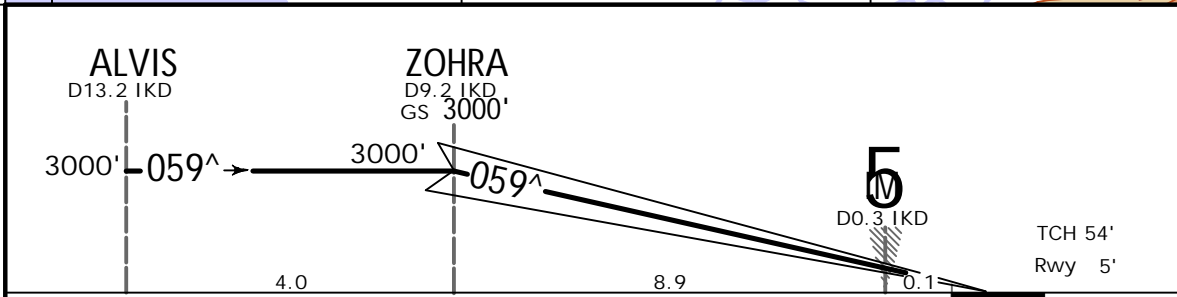
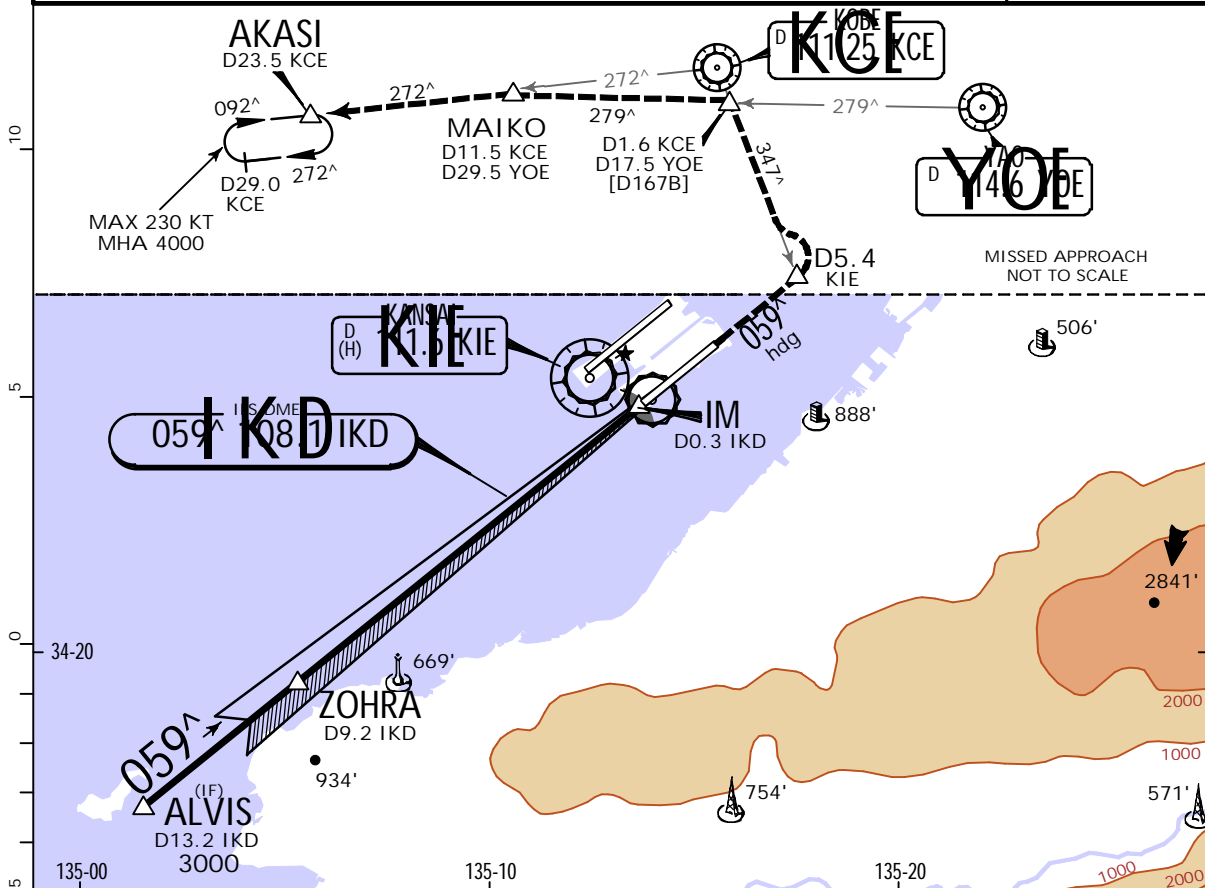
RJBB/KIX
KANSAI INTL

30 SEP 22
.Eff.5.Oct.1500Z.

JEPPESSEN
(21-3A)

OSAKA, JAPAN
ILS Z Rwy 06R CAT II

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 059 [^]	Procedure Alt ZOHRA 3000' (2995')	CAT II ILS RA 100' DA(H) 105'(100')		Apt Elev 17' Rwy 5'			
MISSED APCH: Climb to 4000' via heading 059 [^] to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.								
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'		MSA KIE VOR		
1. Special Aircrew & Acft Certification required.			2. VOR and DME required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 4000' via 059 [^] D5.4 KIE
GS	3.00 [^]	372	478	531	637	743	

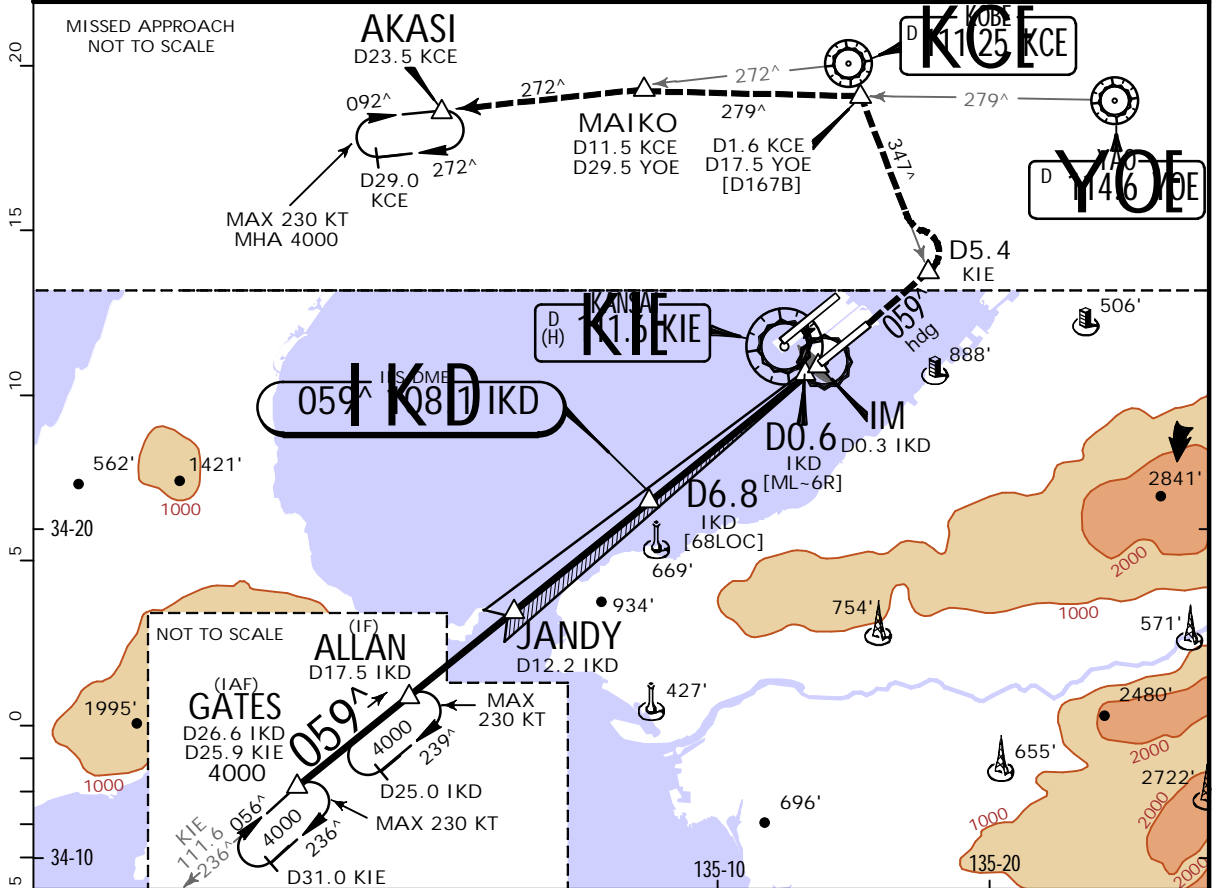
STRAIGHT-IN LANDING RWY06R
CAT II ILS
RA 100'
DA(H) 105'(100')
RVR 300m

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KANSAI INTL

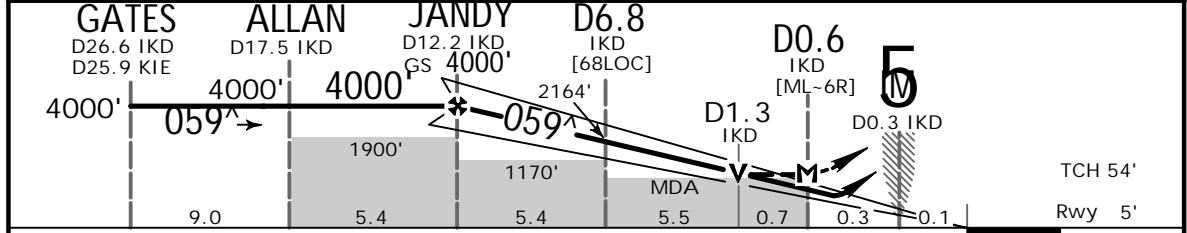
JEPPESSEN
30 SEP 22
Eff. 5 Oct. 1500Z (21-4)

OSAKA, JAPAN
ILS Y or LOC Y Rwy 06R

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 059 [^]	Minimum Alt Refer to Profile	ILS DA(H) 205 ['] (200 ['])	Apt Elev 17' Rwy 5'				
MISSED APCH: Climb to 4000' via heading 059 [^] to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.						Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000' VOR and DME required.		
MISSED APPROACH NOT TO SCALE						MSA KIE VOR		



LOC (GS out)	IKD DME	FAF	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	MAP
	ALT (3.0 [^] APCH PATH)	4000'	3820'	3502'	3183'	2865'	2546'	2228'	1909'	1591'	1273'	954'	635'	



Gnd speed-Kts	70	90	100	120	140	160								
ILS GS	3.00 [^]	372	478	531	637	743	849							
LOC Desc Angle	3.10 [^]	384	494	548	658	768	878							
MAP at D0.6 IKD														

Timing not authorized for defining the MAP.

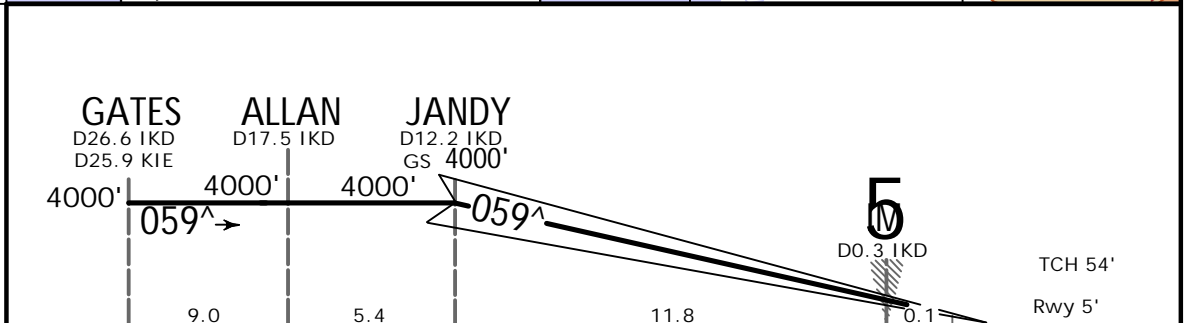
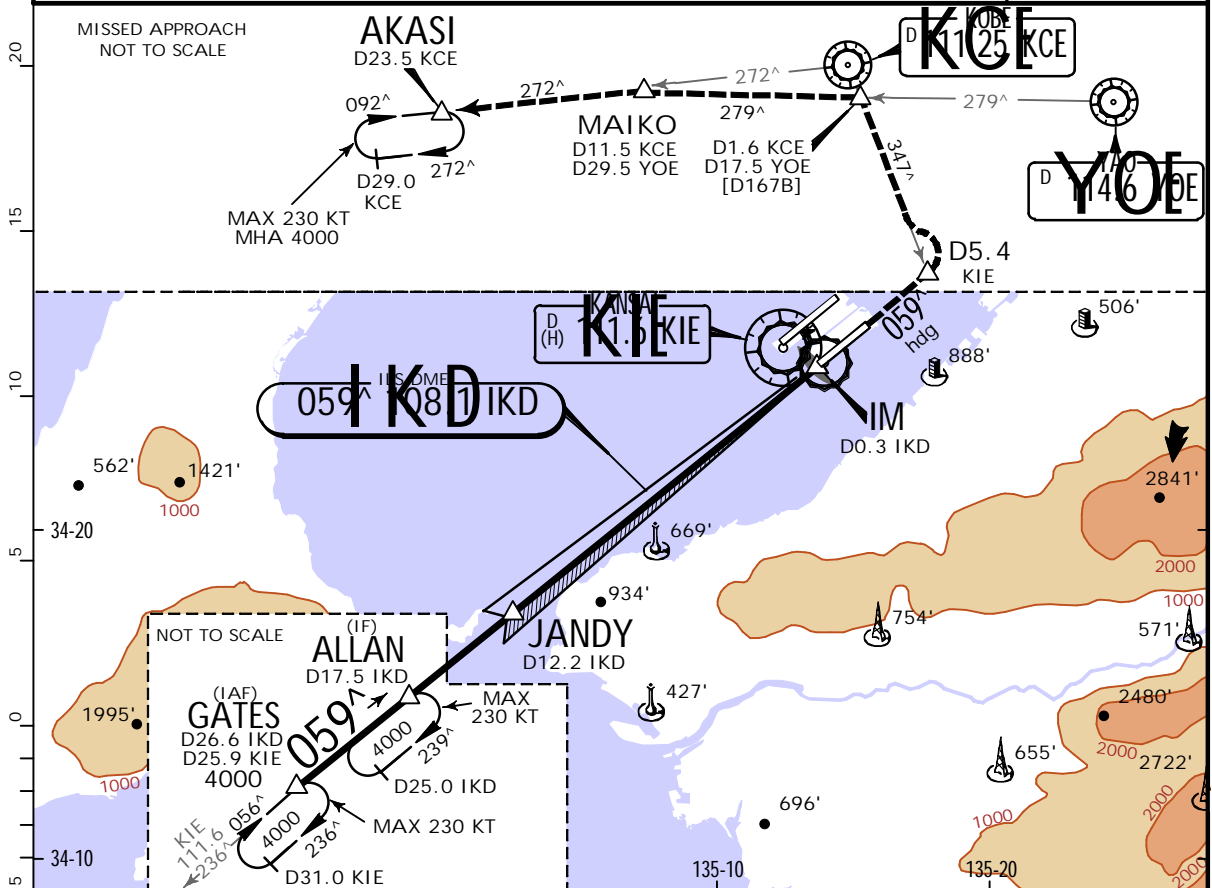
STRAIGHT-IN LANDING RWY 06R				LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) 205 ['] (200 ['])				MDA(H) 390 ['] (385 ['])		Not Authorized South of Rwy	
FULL		TDZ and/or CL out		ALS out		Max Kts	
						MDA(H)	
A				RVR 900m	RVR 1500m	90	610 ['] (593 [']) -1600m
B				RVR 1000m	RVR 1800m	120	
C	RVR 550m	RVR 750m	RVR 1000m	RVR 1000m	RVR 1800m	140	610 ['] (593 [']) -2400m
D				RVR 1400m	RVR 2000m	165	610 ['] (593 [']) -3200m
D _L							

RJBB/KIX
KANSAI INTL

JEPPESSEN
30 SEP 22
.Eff.5.Oct.1500Z. (21-4A)

OSAKA, JAPAN
ILS Y Rwy 06R CAT II

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 059 [^]	Procedure Alt JANDY 4000' (3995')	CAT II ILS RA 100' DA(H) 105'(100')	Apt Elev 17' Rwy 5'				
MISSED APCH: Climb to 4000' via heading 059 [^] to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.						MSA KIE VOR		
Alt Set: IN (hPa on req)		Trans level: FL140		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 059 [^] D5.4 KIE
GS	3.00 [^]	372	478	531	637	849	

STRAIGHT-IN LANDING RWY 06R
CAT II ILS
RA 100'
DA(H) 105'(100')

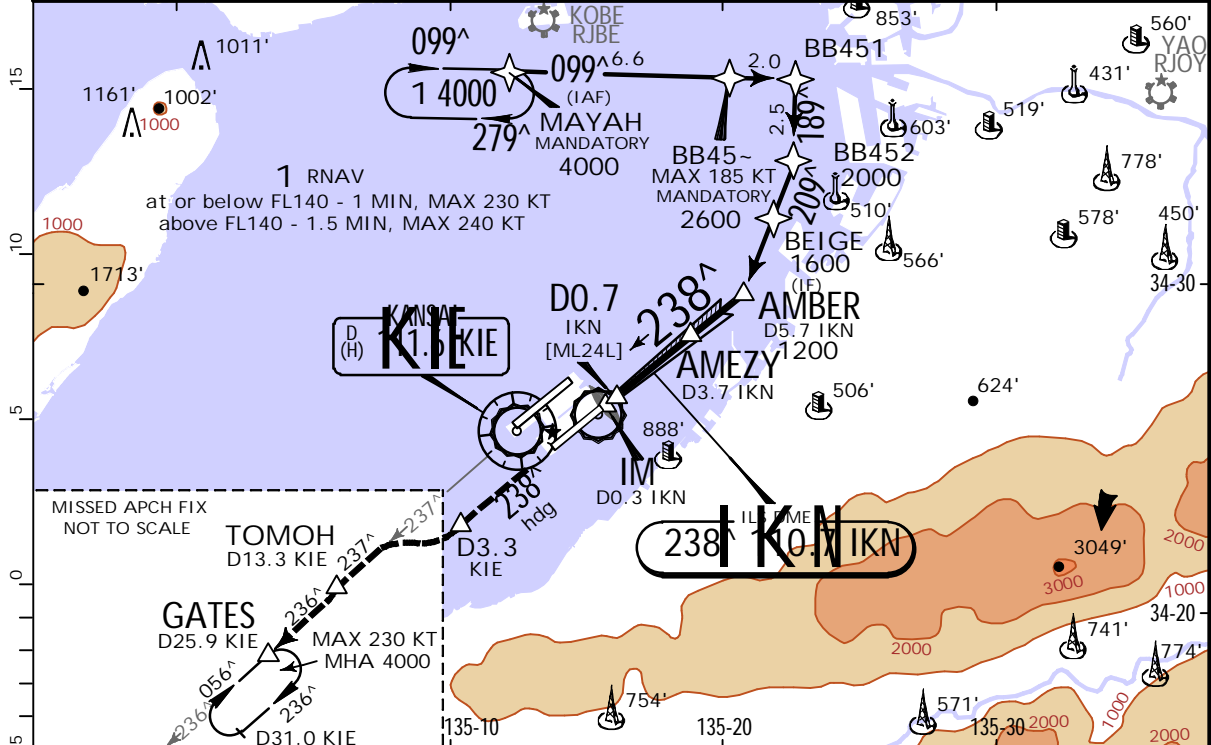
RVR 300m

RJBB/KIX
KANSAI INTL

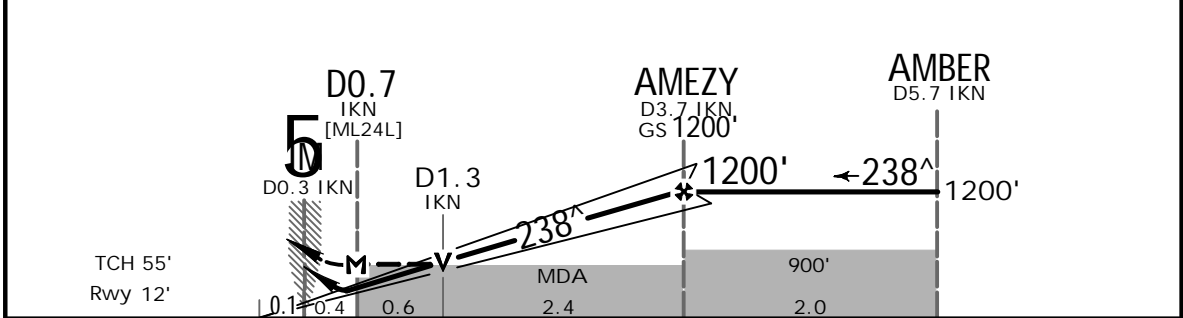
30 SEP 22
Eff. 5.Oct.1500Z. **JEPPESSEN** (21-5)

OSAKA, JAPAN
ILS Z or LOC Z Rwy 24L

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 Appch Crs 238[^]	Minimum Alt Refer to Profile	ILS DA(H) 212' (200')	Apt Elev 17' Rwy 12'		<p>MSA KIE VOR</p>			
<p>MISSED APCH: Climb on heading 238[^] to KIE VOR D3.3, turn RIGHT to intercept and proceed outbound via KIE VOR R-237 to TOMOH, turn LEFT to intercept and proceed outbound via KIE VOR R-236 to GATES and hold at 4000'. Contact Kansai APP.</p>									
Alt Set: IN (hPa on req)			Trans level: FL140		Trans alt: 14000'				
<p>1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 3. Radar service required.</p>									



LOC (GS out)	IKN DME	MAP	2.0	3.0	FAF
	ALTITUDE (3.0 [^] APCH PATH)		637'	955'	1200'



Gnd speed-Kts	70	90	100	120	140	160		↑ on 238 [^] hdg D3.3 KIE
GS	3.00 [^]	372	478	531	637	849		
MAP at DO.7 IKN								

Timing not authorized for defining the MAP.

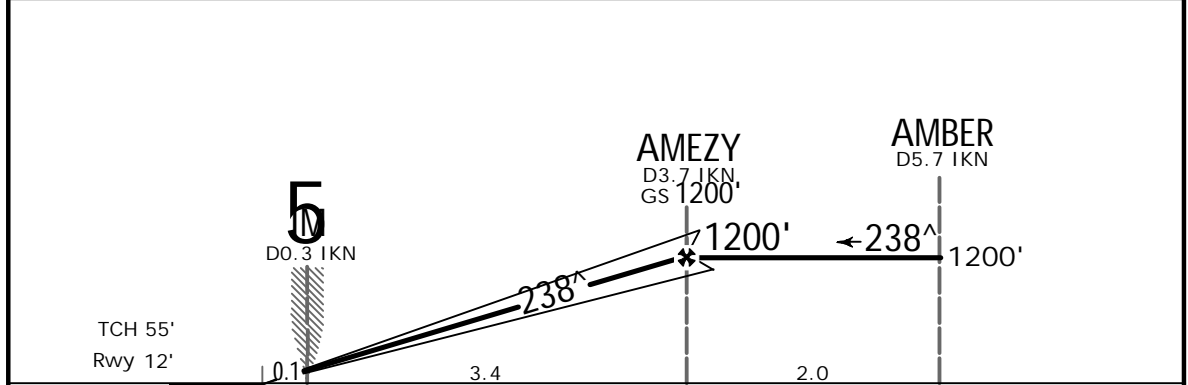
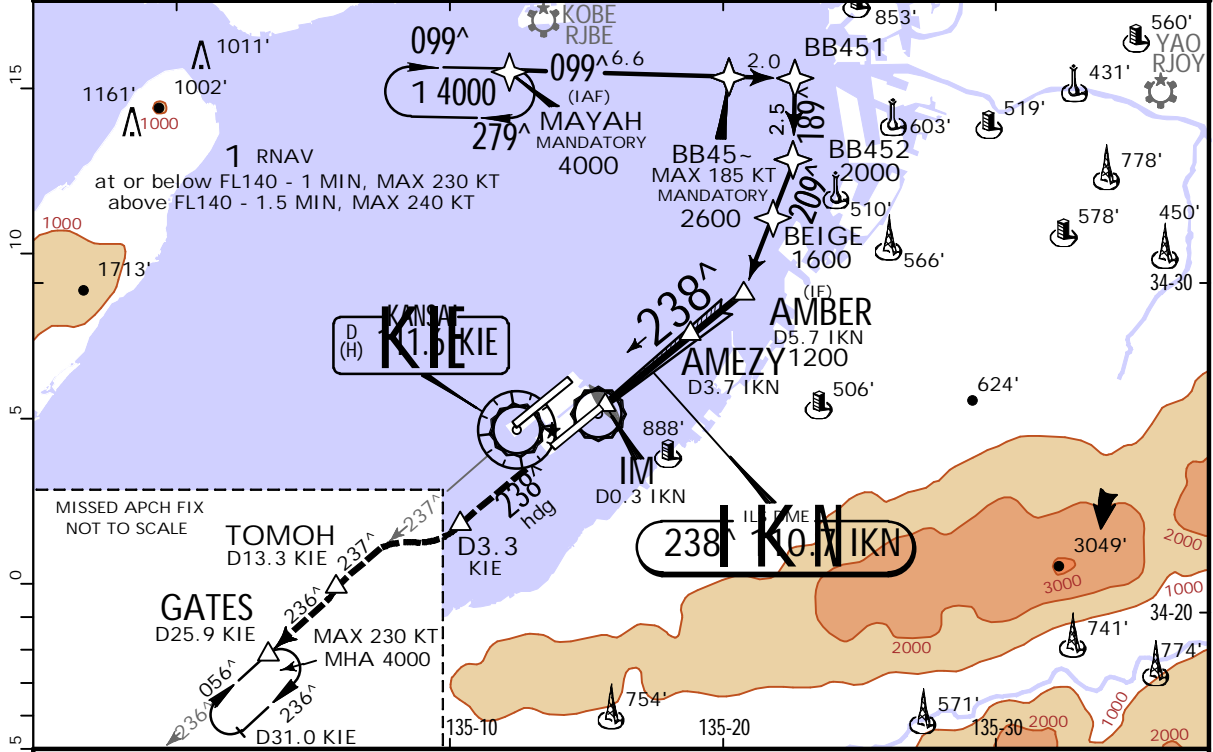
STRAIGHT-IN LANDING RWY24L				LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) 212' (200')				MDA(H) 390' (373')		Not Authorized South of Rwy	
FULL		TDZ and/or CL out		ALS out		MDA(H)	
A				RVR 900m	RVR 1500m	90	610'(593') -1600m
B				RVR 1000m	RVR 1800m	120	610'(593') -2400m
C	RVR 550m	RVR 750m	RVR 1000m	RVR 1400m	RVR 2000m	140	610'(593') -3200m
D						165	610'(593') -3200m
DL							

RJBB/KIX
KANSAI INTL

30 SEP 22
Eff. 5.Oct.1500Z. (21-5A)

OSAKA, JAPAN
ILS Z Rwy 24L CAT II

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 Appch Crs 238 [^]	Procedure Alt AMEZY 1200' (1188')	CAT II ILS RA 100'	Apt Elev 17' Rwy 12'		<p>MSA KIE VOR</p>	
<p>MISSED APCH: Climb on heading 238[^] to KIE VOR D3.3, turn RIGHT to intercept and proceed outbound via KIE VOR R-237 to TOMOH, turn LEFT to intercept and proceed outbound via KIE VOR R-236 to GATES and hold at 4000'. Contact Kansai APP.</p>							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
<p>1. Special Aircrew & Acft Certification required. 2. VOR and DME required. 3. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 4. Radar service required.</p>							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	on 238 [^] hdg	D3.3 KIE
GS	3.00 [^]	372	478	531	637	849			

STRAIGHT-IN LANDING RWY 24L

CAT II ILS
RA 100'
DA(H) 112' (100')

RVR 300m

RJBB/KIX
KANSAI INTL

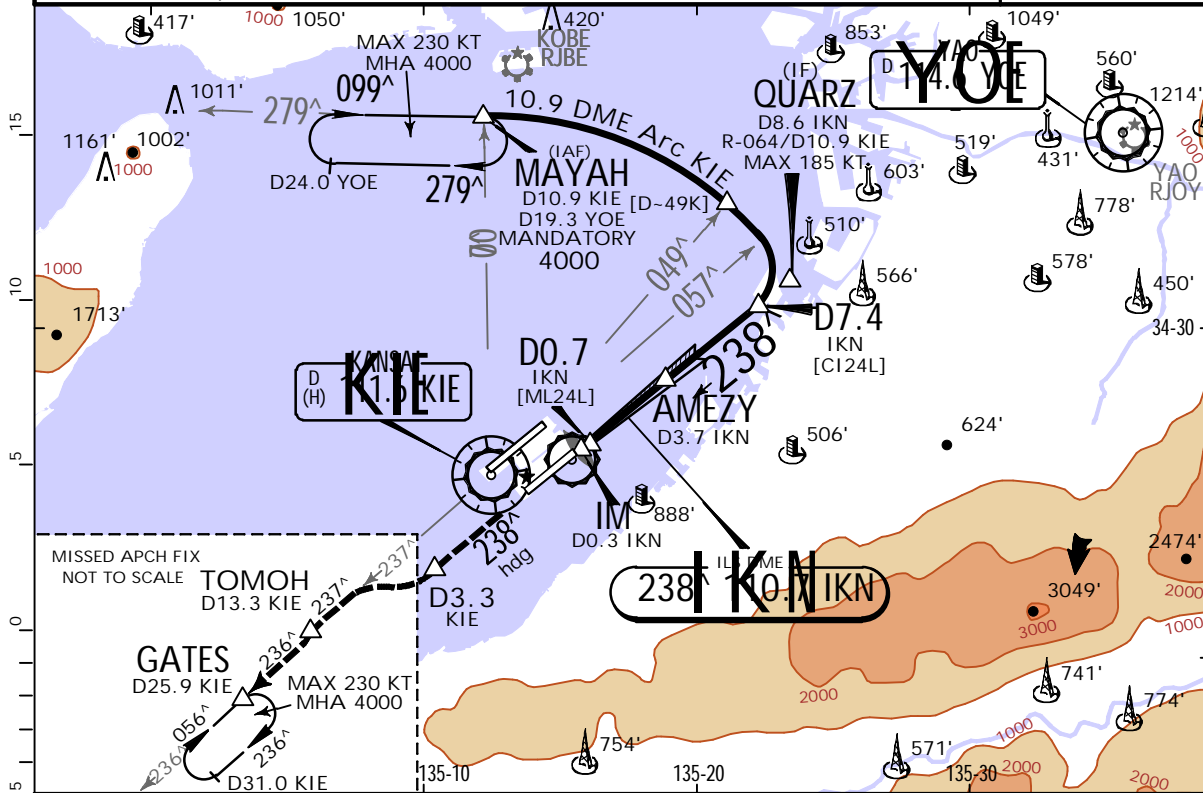
30 SEP 22
Eff. 5 Oct. 1500Z.

JEPPESSEN

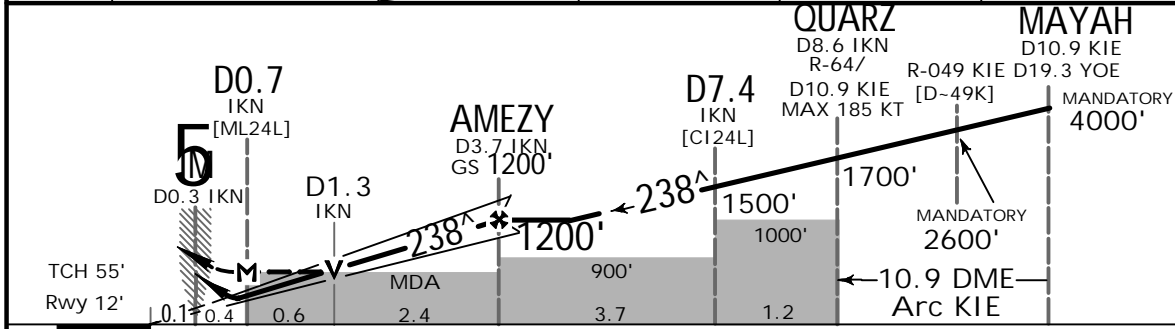
(21-6)

OSAKA, JAPAN
ILS Y or LOC Y Rwy 24L

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 Appch Crs 238[^]	Minimum Alt Refer to Profile	ILS DA(H) 212' (200')	Apt Elev 17' Rwy 12'			
MISSED APCH: Climb on heading 238 [^] to KIE VOR D3.3, turn RIGHT to intercept and proceed outbound via KIE VOR R-237 to TOMOH, turn LEFT to intercept and proceed outbound via KIE VOR R-236 to GATES and hold at 4000'. Contact Kansai APP.							
Alt Set: IN (hPa on req)			Trans level: FL140		Trans alt: 14000'		MSA KIE VOR
VOR and DME required.							



LOC (GS out)	IKN DME	MAP	2.0	3.0	FAF
	ALTITUDE (3.0 [^] APCH PATH)		637'	955'	1200'



Gnd speed-Kts	70	90	100	120	140	160		238 [^] hdg on	D3.3 KIE	
GS	3.00 [^]	372	478	531	637	743				849
MAP at D0.7 IKN										

Timing not authorized for defining the MAP.

STRAIGHT-IN LANDING RWY 24L			LOC (GS out)		CIRCLE-TO-LAND		
ILS DA(H) 212' (200')			MDA(H) 390' (373')		Not Authorized South of Rwy		
FULL TDZ and/or CL out ALS out			ALS out		Max Kts		
A			RVR 900m	RVR 1500m	90	610'(593') -1600m	
B			RVR 1000m	RVR 1800m	120		
C	RVR 550m	RVR 750m	RVR 1000m	RVR 2000m	140		610'(593') -2400m
D			RVR 1400m	RVR 2000m	165		610'(593') -3200m
DL							

RJBB/KIX
KANSAI INTL

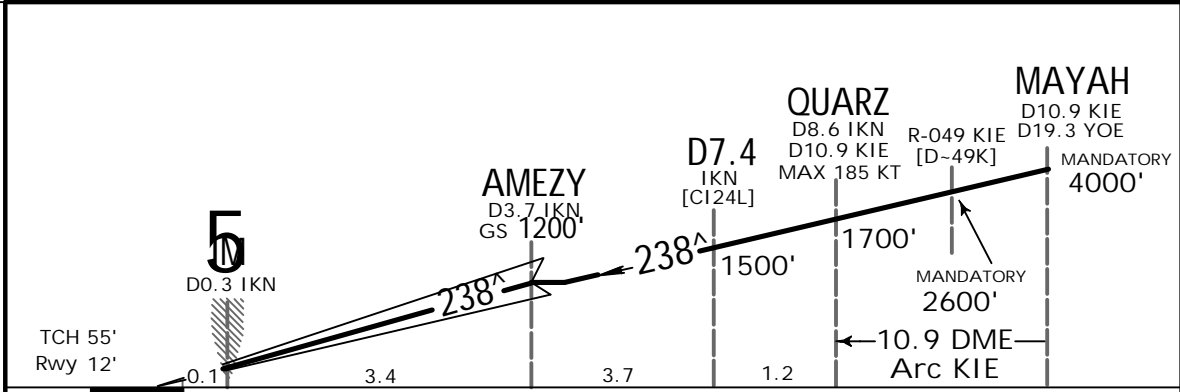
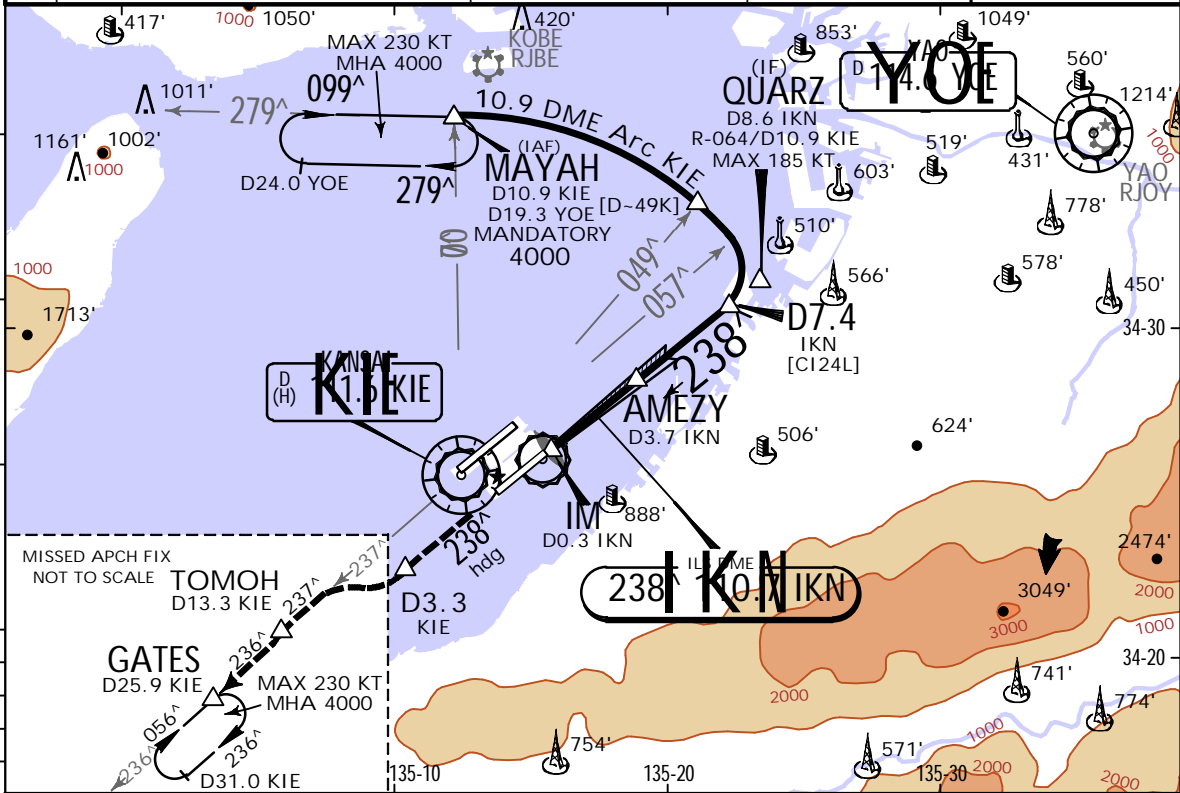
30 SEP 22
Eff. 5 Oct. 1500Z

JEPPESSEN

(21-6A)

OSAKA, JAPAN
ILS Y Rwy 24L CAT II

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 Appch Crs 238 [^]	Procedure Alt 1200 [^] (1188')	CAT II ILS RA 100'	Apt Elev 17' Rwy 12'			
<p>MISSED APCH: Climb on heading 238[^] to KIE VOR D3.3, turn RIGHT to intercept and proceed outbound via KIE VOR R-237 to TOMOH, turn LEFT to intercept and proceed outbound via KIE VOR R-236 to GATES and hold at 4000'. Contact Kansai APP.</p>							
Alt Set: IN (hPa on req)			Trans level: FL140		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 	on 238 [^] hdg	D3.3 KIE
GS	3.00 [^]	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 24L
CAT II ILS
RA 100'
DA(H) 112' (100')

RVR 300m

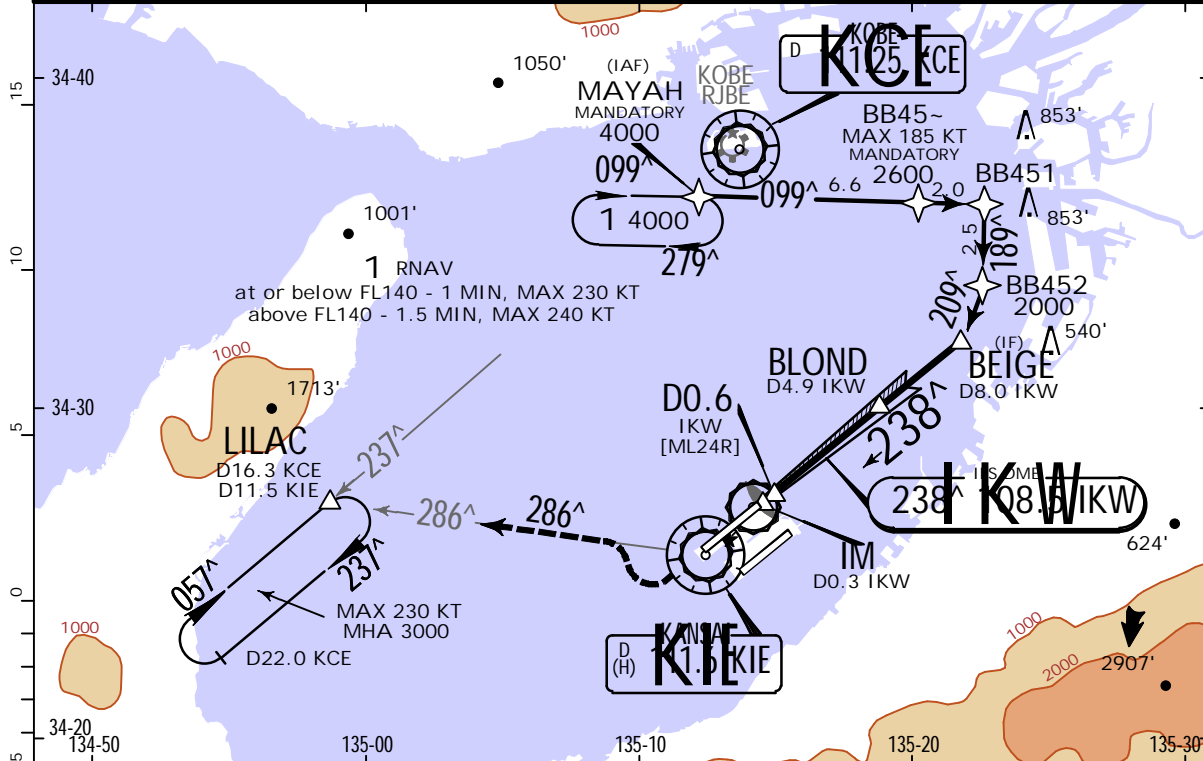
RJBB/KIX
KANSAI INTL

1 OCT 21
Eff. 6. Oct. 1500Z. (21-7)

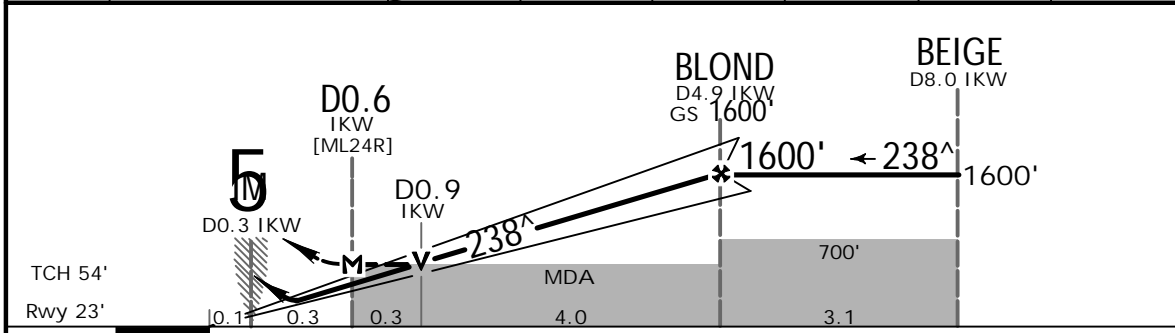
JEPPESSEN

OSAKA, JAPAN
ILS Z or LOC Z Rwy 24R

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[^]	Minimum Alt Refer to Profile	ILS DA(H) 223'(200')	Apt Elev 17' Rwy 23'				
MISSED APCH: Turn RIGHT, climb to 3000' outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.								
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 3. Radar service required.								



LOC (GS out)	IKW DME	MAP	1.0	2.0	3.0	4.0	FAF
			334'	653'	971'	1290'	1600'



Gnd speed-Kts	70	90	100	120	140	160		3000' via RT KIE 111.6 R-286 LILAC
GS	3.00 [^]	372	478	531	637	743		
LOC MAP at D0.6 IKW								

Timing not authorized for defining the MAP.

STRAIGHT-IN LANDING RWY24R				LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) 223'(200')				MDA(H) 290'(273')		Not Authorized South of Rwy	
FULL		IDZ and/or CL out		ALS out		MDA(H)	
A						90	
B				RVR 800m	RVR 1500m	120	610'(593') -1600m
C	RVR 550m	RVR 750m	RVR 1000m		RVR 1600m	140	610'(593') -2400m
D				RVR 1200m	RVR 1800m	165	610'(593') -3200m
DL							

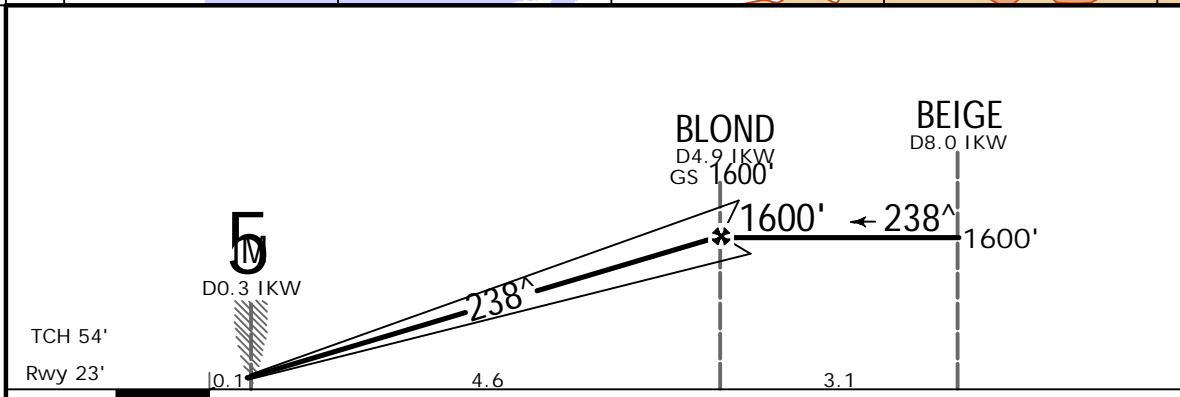
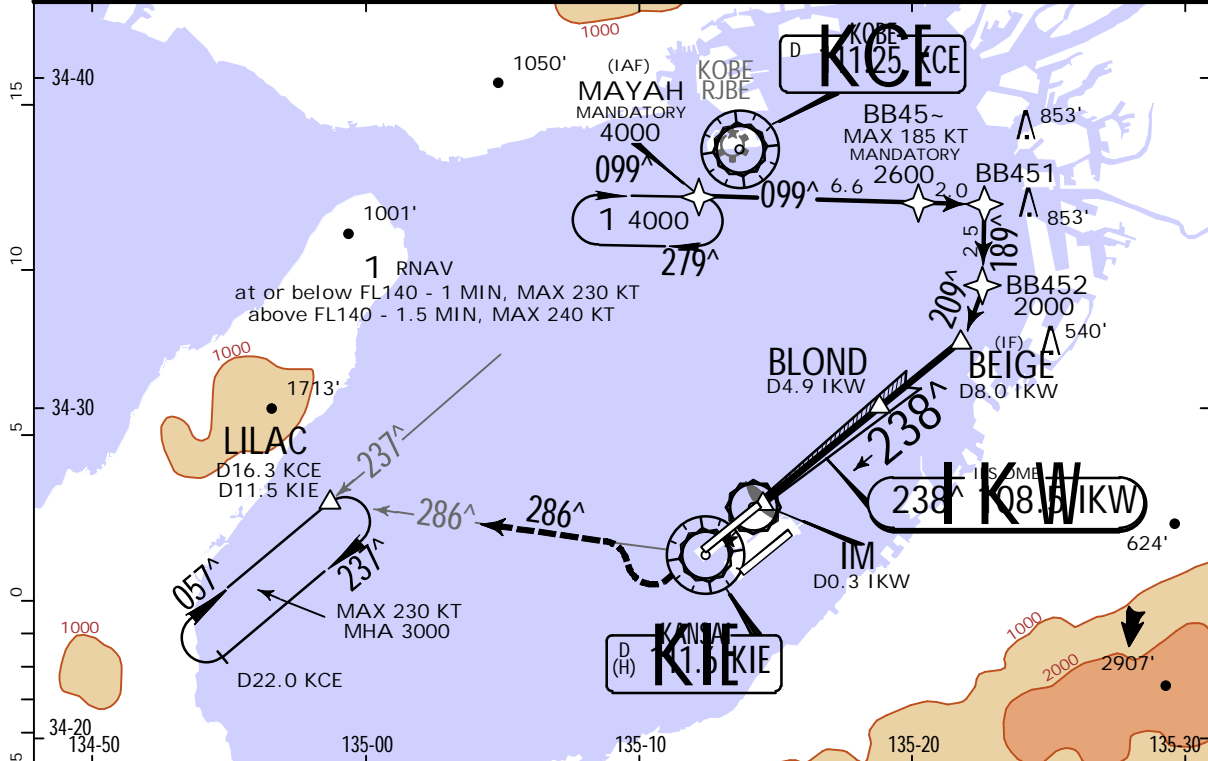
RJBB/KIX
KANSAI INTL

1 OCT 21
Eff. 6 Oct. 1500Z.

JEPESEN
(21-7A)

OSAKA, JAPAN
ILS Z Rwy 24R CAT II

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 [^]	Procedure Alt BLOND 1600' (1577')	CAT II ILS RA 100' DA(H) 123' (100')	Apt Elev 17' Rwy 23'		<p>MSA KIE VOR</p>		
MISSED APCH: Turn RIGHT, climb to 3000' outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.								
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 3. Radar service required.								



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000' via R-286 KIE 111.6 LILAC
GS	3.00 [^]	372	478	531	637	743	

STRAIGHT-IN LANDING RWY24R

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

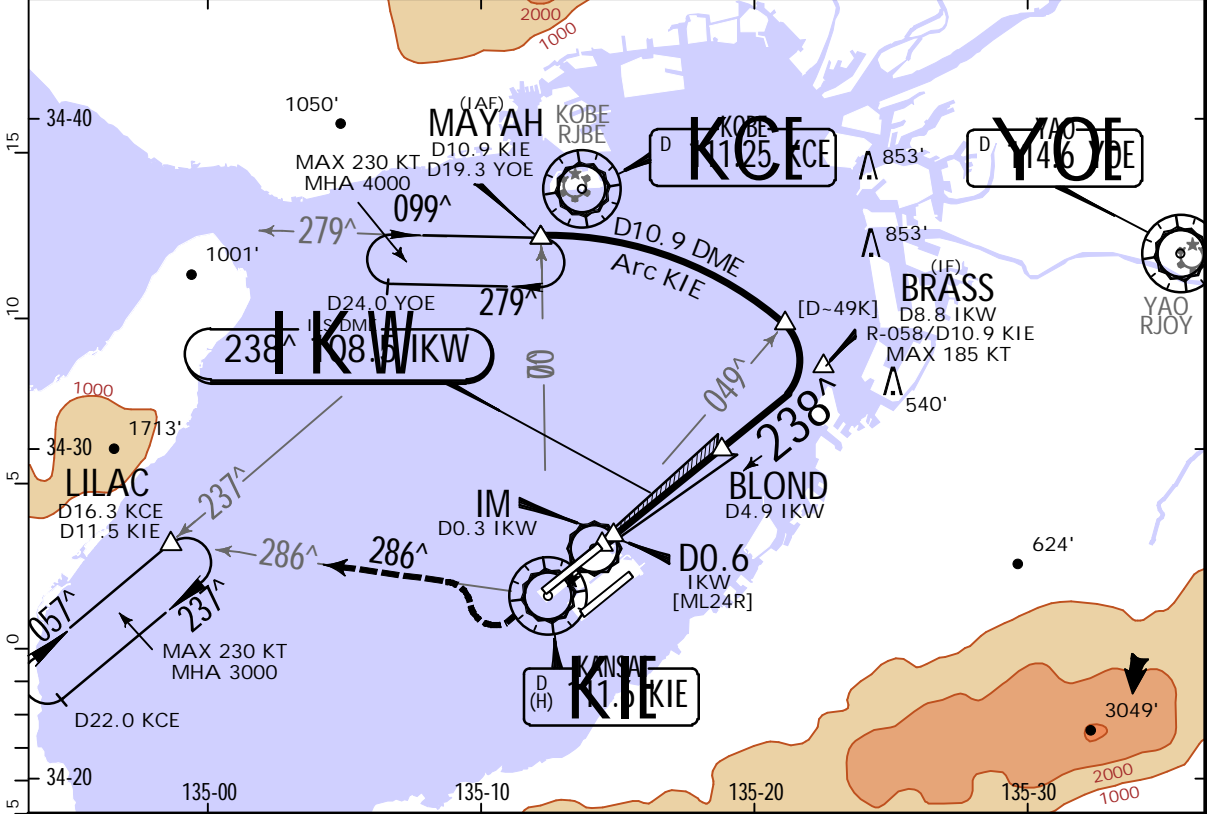
RVR 300m

RJBB/KIX
KANSAI INTL

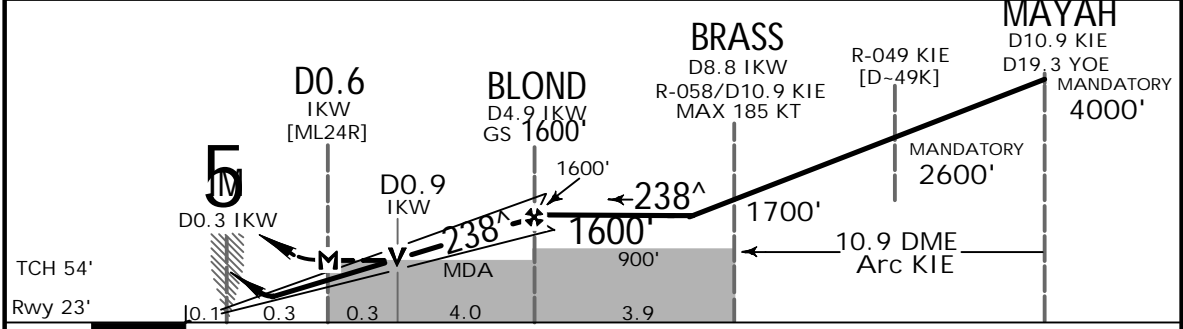
JEPPESEN
1 OCT 21
Eff. 6. Oct. 1500Z. (21-8)

OSAKA, JAPAN
ILS Y or LOC Y Rwy 24R

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 [^]	Minimum Alt Refer to Profile	ILS DA(H) 223' (200')	Apt Elev 17' Rwy 23'				
MISSED APCH: Turn RIGHT, climb to 3000' outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.								
Alt Set: IN (hPa on req)			Trans level: FL140		Trans alt: 14000'			
VOR and DME required.								



LOC (GS out)	IKW DME	MAP	1.0	2.0	3.0	4.0	FAF
	ALTITUDE (3.0° APCH PATH)		334'	653'	971'	1290'	1600'



Gnd speed-Kts	70	90	100	120	140	160		3000' via RT KIE 111.6 R-286 LILAC
GS	3.00 [^]	372	478	531	637	849		
MAP at DO.6 IKW								
Timing not authorized for defining the MAP.								

STRAIGHT-IN LANDING RWY24R				LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) 223' (200')				MDA(H) 290' (273')		Not Authorized South of Rwy	
FULL		IDZ and/or CL out	ALS out	ALS out		Max Kts	MDA(H)
A				RVR 1500m		90	610'(593') -1600m
B				RVR 1600m		120	
C	RVR 550m	RVR 750m	RVR 1000m	RVR 1800m		140	610'(593') -2400m
D						165	610'(593') -3200m
DL							

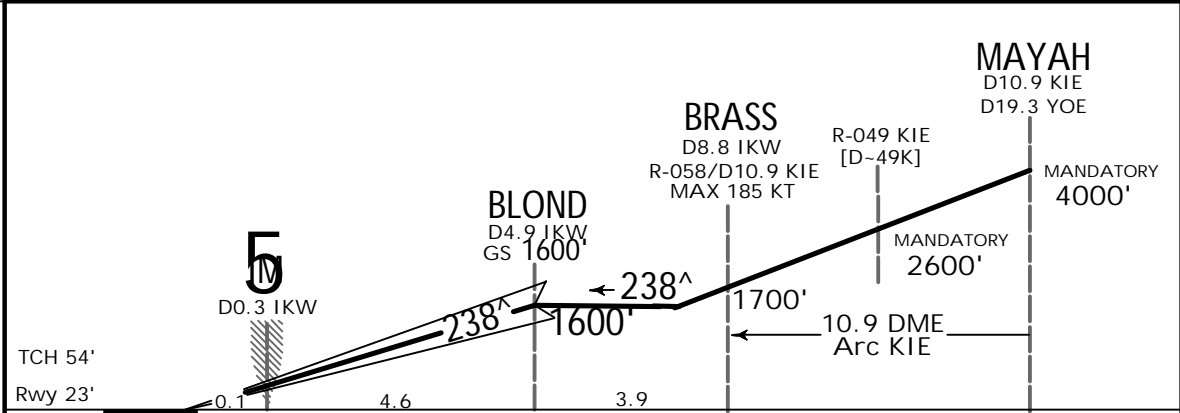
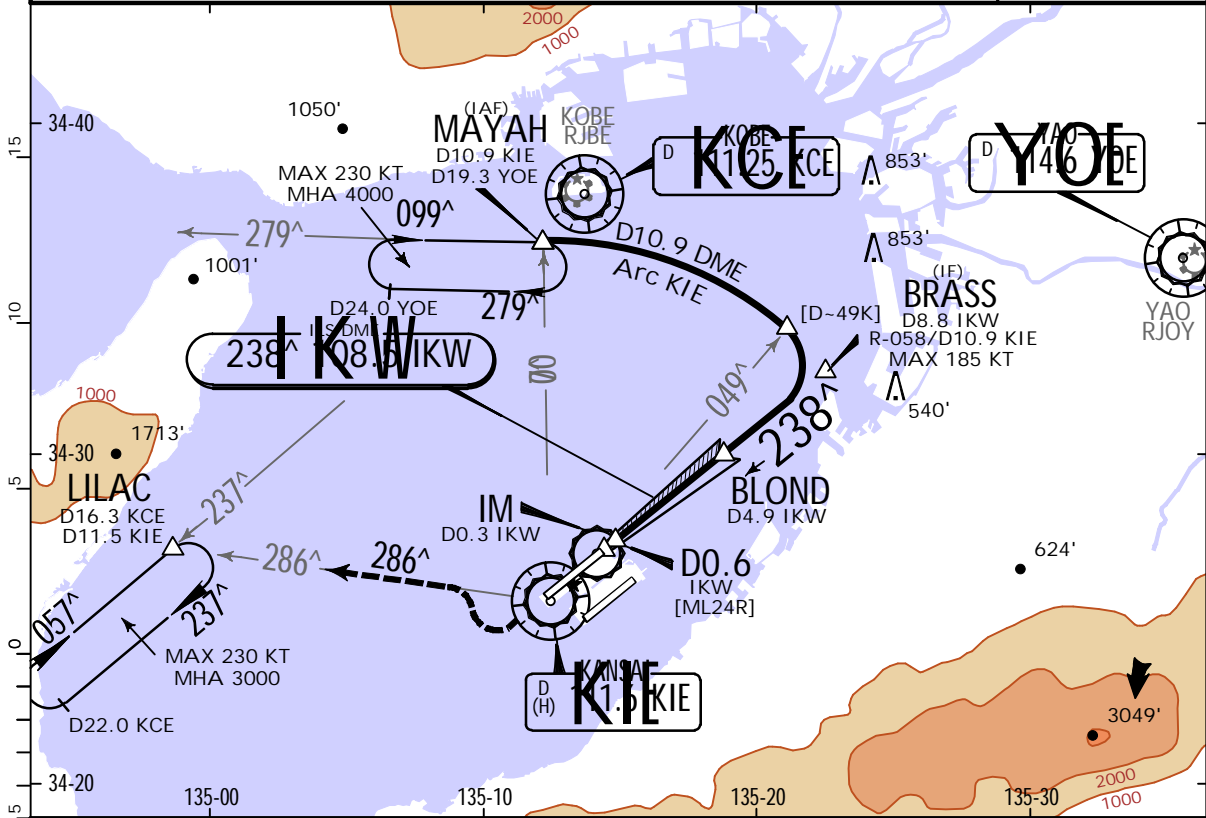
RJBB/KIX
KANSAI INTL

1 OCT 21
Eff. 6 Oct. 1500Z.

JEPESEN
21-8A

OSAKA, JAPAN
ILS Y Rwy 24R CAT II

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 [^]	Procedure Alt BLOND 1600' (1577')	CAT II ILS RA 100' DA(H) 123' (100')		Apt Elev 17' Rwy 23'			
MISSED APCH: Turn RIGHT, climb to 3000' outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.								
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
1. Special Aircrew & Acft Certification required. 2. VOR and DME required.						MSA KIE VOR		



Gnd speed-Kts	70	90	100	120	140	160		3000' via KIE R-286 LILAC
GS	3.00 [^]	372	478	531	631	743		

STRAIGHT-IN LANDING RWY24R
CAT II ILS
RA 100'
DA(H) 123' (100')

RVR 300m

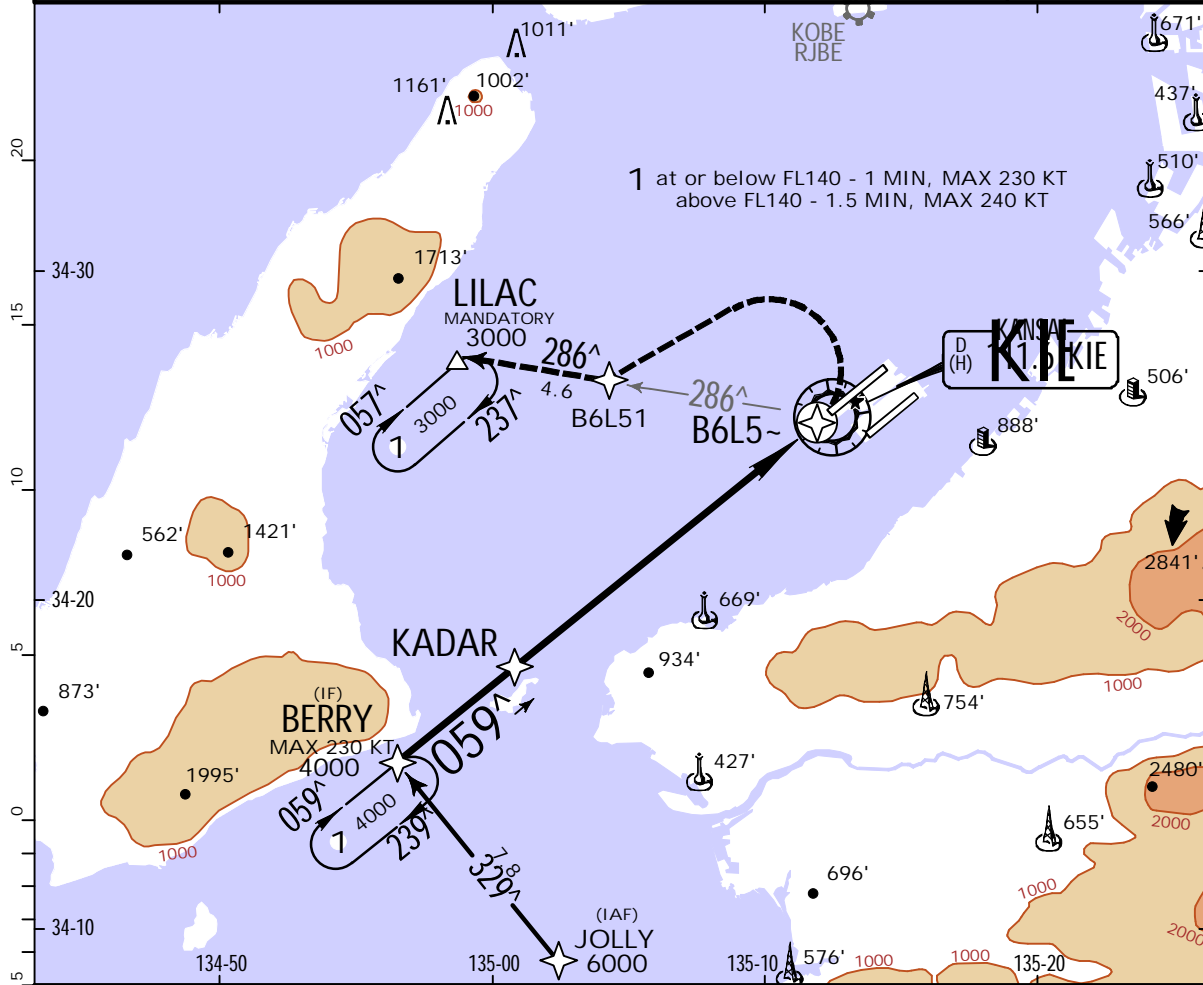
RJBB/KIX

KANSAI INTL

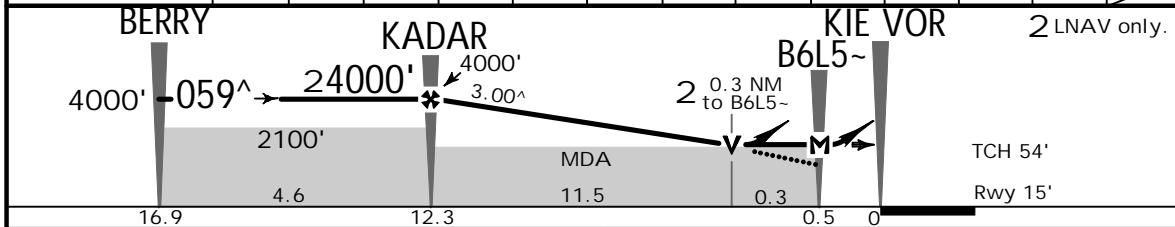
JEPPESSEN
28 OCT 22 (22-1)

OSAKA, JAPAN
MISSED APCH CLIMB GRADIENT MIN 5.0%
RNP Rwy 06L

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		
RNAV	Final Appch Crs 059 [^]	Minimum Alt Refer to Profile	RNAV/VNAV DA(H) 300' (285')	Apt Elev 17' Rwy 15'				
MISSED APCH: Turn LEFT direct to B6L51, to LILAC and hold at 3000'. Using VOR DME: Turn LEFT heading 241 [^] to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000'. Contact KANSAI APP. Missed APCH climb gradient MIN 5.0%.								
RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL140		Trans alt: 14000'				MSA ARP
Baro-VNAV not authorized below -5 [^] C.								



NM to Next Fix	FAF	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
ALT (3.0 [^] Apch Path)	4000'	3731'	3413'	3094'	2776'	2457'	2139'	1821'	1502'	1184'	865'	547'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI LT D	LILAC 3000'
Descent Angle	3.00 [^]	372	478	531	637	743		
MAP at B6L5-								

1 STRAIGHT-IN LANDING RWY 06L LNAV/VNAV DA(H) 300' (285') ALS out MDA(H) 300' (283') ALS out				1 CIRCLE-TO-LAND Not Authorized South Side of Runway Max Kts MDA(H) 90 610' (593')-1600m 120 610' (593')-2400m 140 610' (593')-2400m 165 610' (593')-3200m	
A					
B	RVR 800m	RVR 1500m	RVR 800m	RVR 1500m	
C		RVR 1600m		RVR 1600m	
D	RVR 1200m	RVR 1800m	RVR 1200m	RVR 1800m	

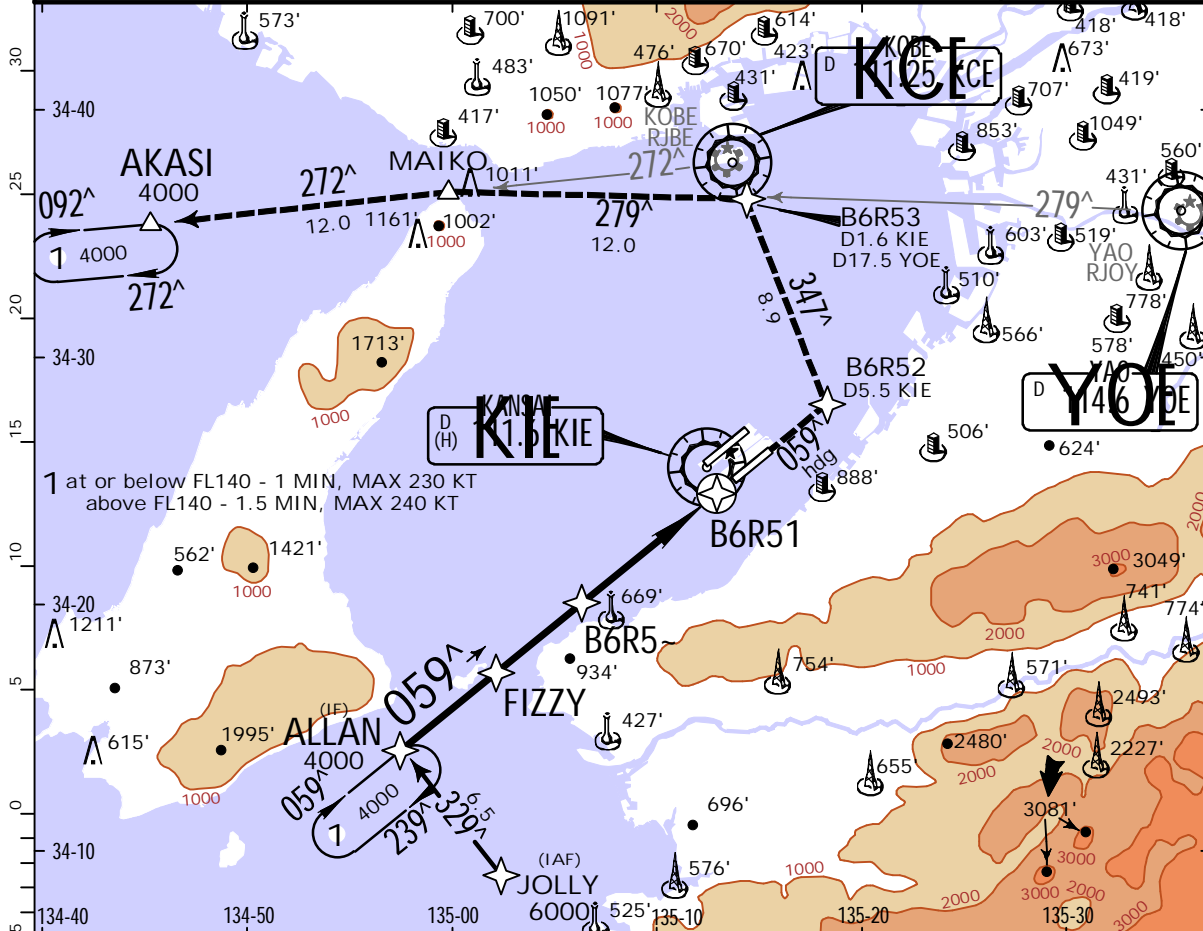
1 Minima with Missed Approach Climb Gradient of 2.5% are not established.
 CHANGES: None. | JEPPESSEN, 2018, 2022. ALL RIGHTS RESERVED.

RJBB/KIX KANSAI INTL

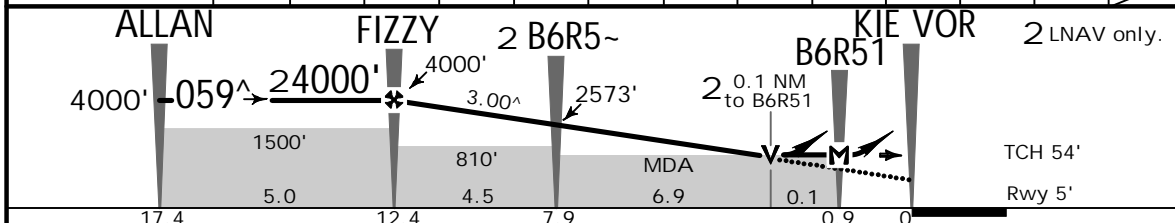
JEPPESSEN
28 OCT 22 (22-2)

OSAKA, JAPAN
MISSED APCH CLIMB GRADIENT MIN 3.0%
RNP Rwy 06R

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		
RNAV	Final Apch Crs 059 [^]	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 340 [^] (335 ['])		Apt Elev 17'		Rwy 5'	
MISSED APCH: Direct to B6R52, to B6R53, to MAIKO, to AKASI and hold at 4000'. Using VOR DME: Climb to 4000' via heading 059 [^] to D5.5 KIE VOR, turn LEFT, climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact KANSAI APP. Missed APCH climb gradient MIN 3.0%.							<p>5800 MSA ARP</p>	
Alt Set: IN (hPa on req)			Trans level: FL140		Trans alt: 14000'			
RNP Apch			Baro-VNAV not authorized below -5 [^] C.					



NM to Next Fix	FAF	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	MAP
ALT (3.0 [^] Apch Path)	4000'	3838'	3519'	3201'	2882'	2564'	2245'	1927'	1609'	1290'	972'	653'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle	3.00 [^]	372	478	531	637	743	849	PAPI
MAP at B6R51							D → B6R52 4000'	

1 STRAIGHT-IN LANDING RWY 06R				1 CIRCLE-TO-LAND Not Authorized South Side of Runway	
LNAV/VNAV DA(H) 340 [^] (335 ['])		MDA(H) 340 [^] (335 ['])		Max Kts MDA(H)	
ALS out		ALS out		90 610' (593')-1600m	
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	120 610' (593')-2400m
B	RVR 1000m	RVR 1800m	RVR 1000m	RVR 1800m	140 610' (593')-3200m
C	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	165 610' (593')-3200m

1 Minima with Missed Approach Climb Gradient of 2.5% are not established.
CHANGES: MHA on AKASI holding, altitude at B6R50. JEPPESSEN, 2021, 2022. ALL RIGHTS RESERVED.

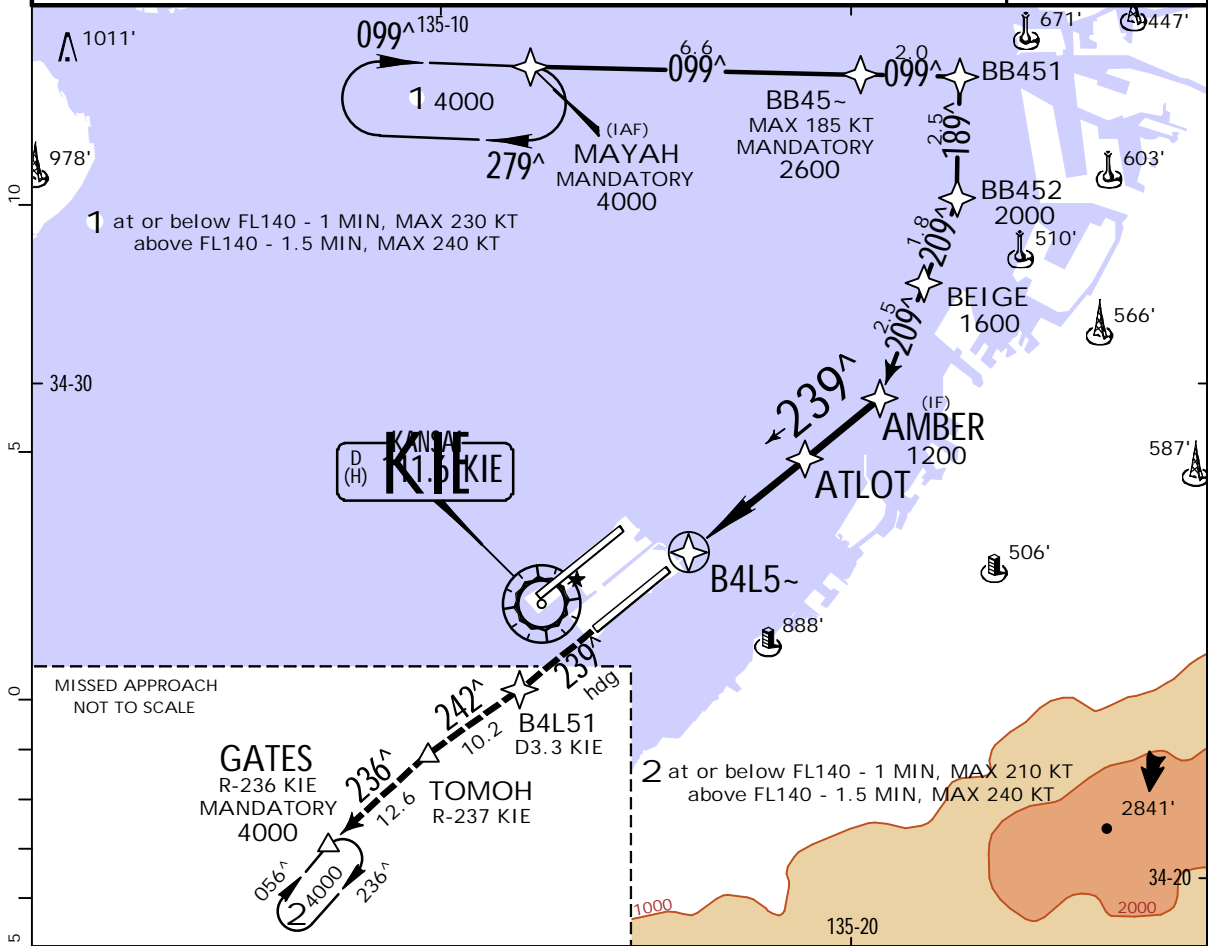
RJBB/KIX

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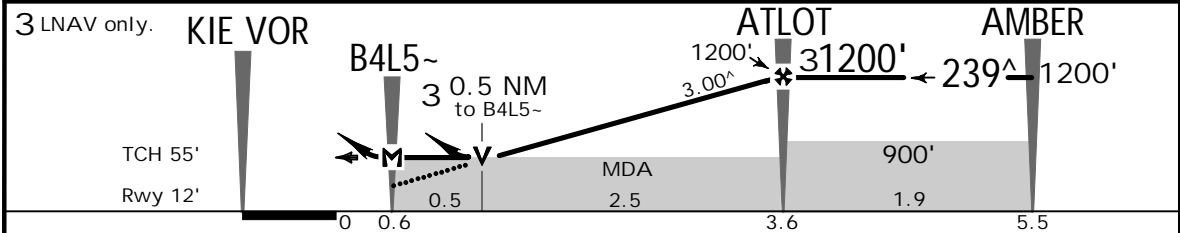
JEPESEN
 30 SEP 22
 Eff. 5.Oct.1500Z. (22-3)

OSAKA, JAPAN
RNP Rwy 24L

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			
RNAV	Final Apch Crs 239^	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 400' (388')		Apt Elev 17' Rwy 12'		<p>5800</p> <p>MSA ARP</p>		
<p>MISSED APCH: Direct to B4L51, to TOMOH, to GATES and hold at 4000'. Using VOR DME: Climb on heading 239^ to D3.3 KIE VOR, turn RIGHT to intercept and proceed outbound via KIE VOR R-237 to TOMOH, turn LEFT to intercept and proceed via KIE VOR R-236 to GATES and hold at 4000'. Contact KANSAI APP.</p>									
Alt Set: IN (hPa on req)			Trans level: FL140			Trans alt: 14000'			
RNP Apch									
Baro-VNAV not authorized below -5°C.									



NM to NEXT FIX	MAP	1.0	2.0	FAF
ALT (3.0° APCH PATH)		561'	880'	1200'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		
Descent Angle	3.00^	372	478	531	637	743	849	PAPI	
MAP at B4L5-									

STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND Not Authorized South Side of Runway	
LNAV/VNAV DA(H) 400' (388')		LNAV MDA(H) 400' (383')		Max Kts	
ALS out		ALS out		MDA(H)	
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	90
B	RVR 1000m	RVR 1800m	RVR 1000m	RVR 1800m	120
C	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	140
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	165

CHANGES: Chart revised.

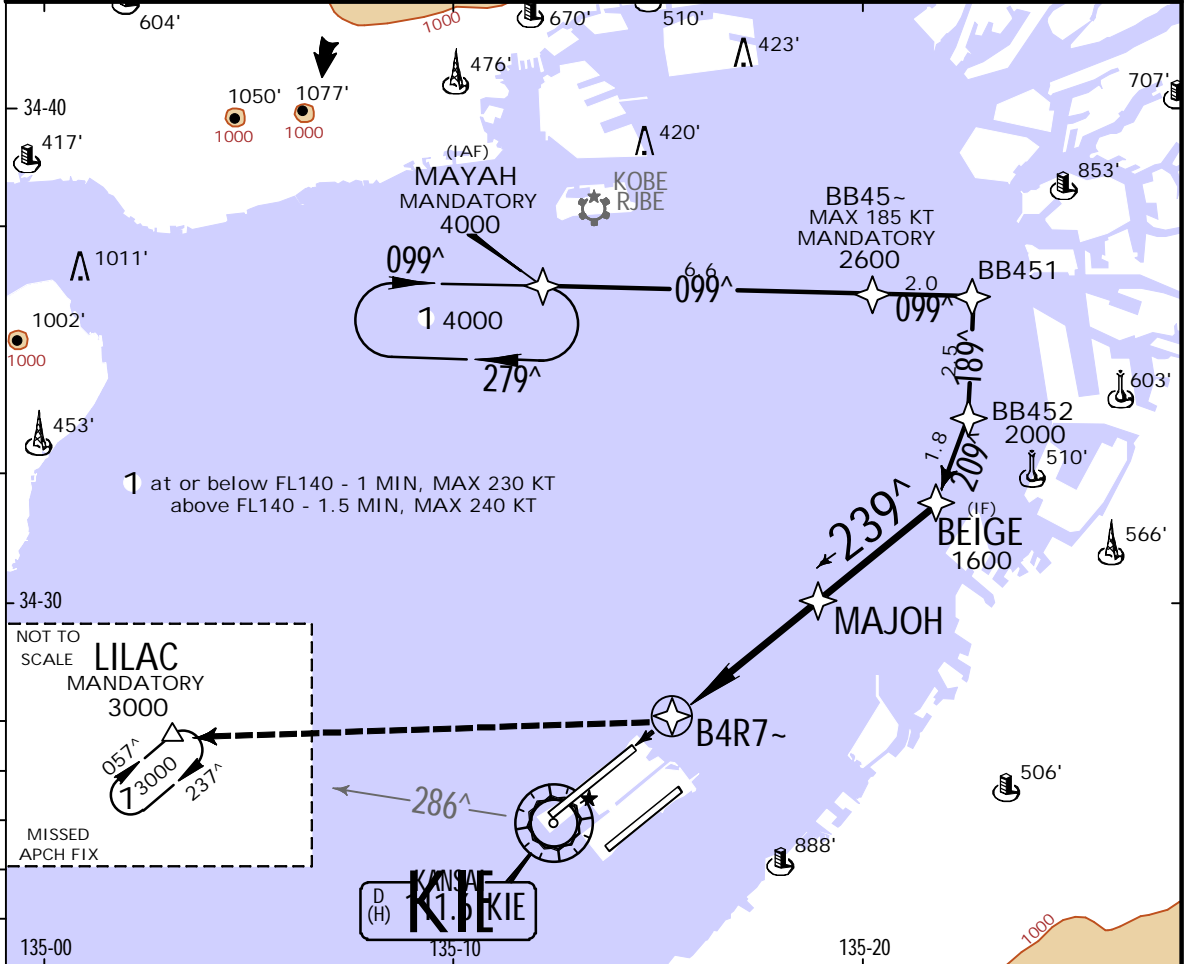
RJBB/KIX

KANSAI INTL

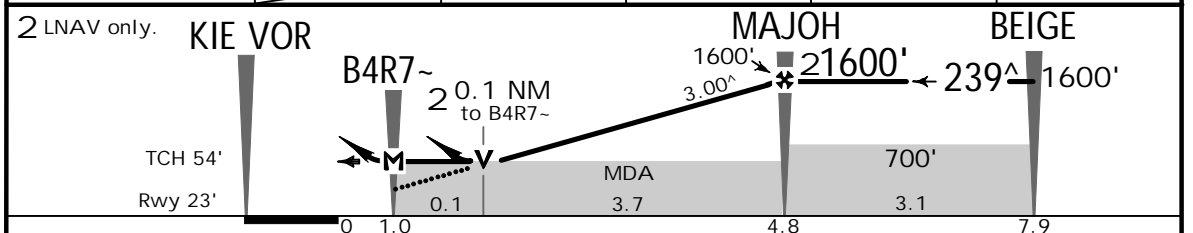
JEPPESEN
 30 SEP 22
 Eff. 5.Oct.1500Z. (22-4)

OSAKA, JAPAN
 MISSED APCH CLIMB GRADIENT MIN 5.0%
RNP Rwy 24R

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			
RNAV	Final Apch Crs 239 [^]	Minimum Alt Refer to Profile	RNAV MDA(H) 400' (383)	Apt Elev 17' Rwy 23'					
MISSED APCH: Turn RIGHT direct to LILAC and hold at 3000'. Using VOR DME: Turn RIGHT, climb to 3000', outbound via KIE VOR R-286 to LILAC and hold. Contact KANSAI APP. Missed APCH climb gradient MIN 5.0%.									
RNP Apch	Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
Baro-VNAV not authorized below -5°C.									



NM to NEXT FIX	MAP	1.0	2.0	3.0	FAF
ALT (3.0° APCH PATH)		714'	1032'	1351'	1600'



Gnd speed-Kts	70	90	100	120	140	160		LILAC 3000'
Descent Angle	3.00 [^]	372	478	531	637	743		
MAP at B4R7-								

1 STRAIGHT-IN LANDING RWY 24R				1 CIRCLE-TO-LAND Not Authorized South Side of Runway			
LNNAV/VNAV DA(H) 410' (387')		LNNAV MDA(H) 400' (383')		Max Kts		MDA(H)	
ALS out		ALS out					
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	90	610' (593')-1600m	
B	RVR 1000m	RVR 1800m	RVR 1000m	RVR 1800m	120	610' (593')-2400m	
C	RVR 1000m	RVR 1800m	RVR 1000m	RVR 1800m	140	610' (593')-2400m	
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	165	610' (593')-3200m	

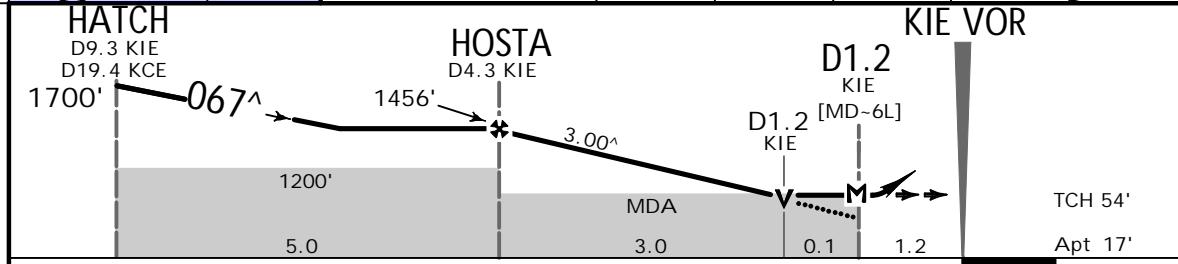
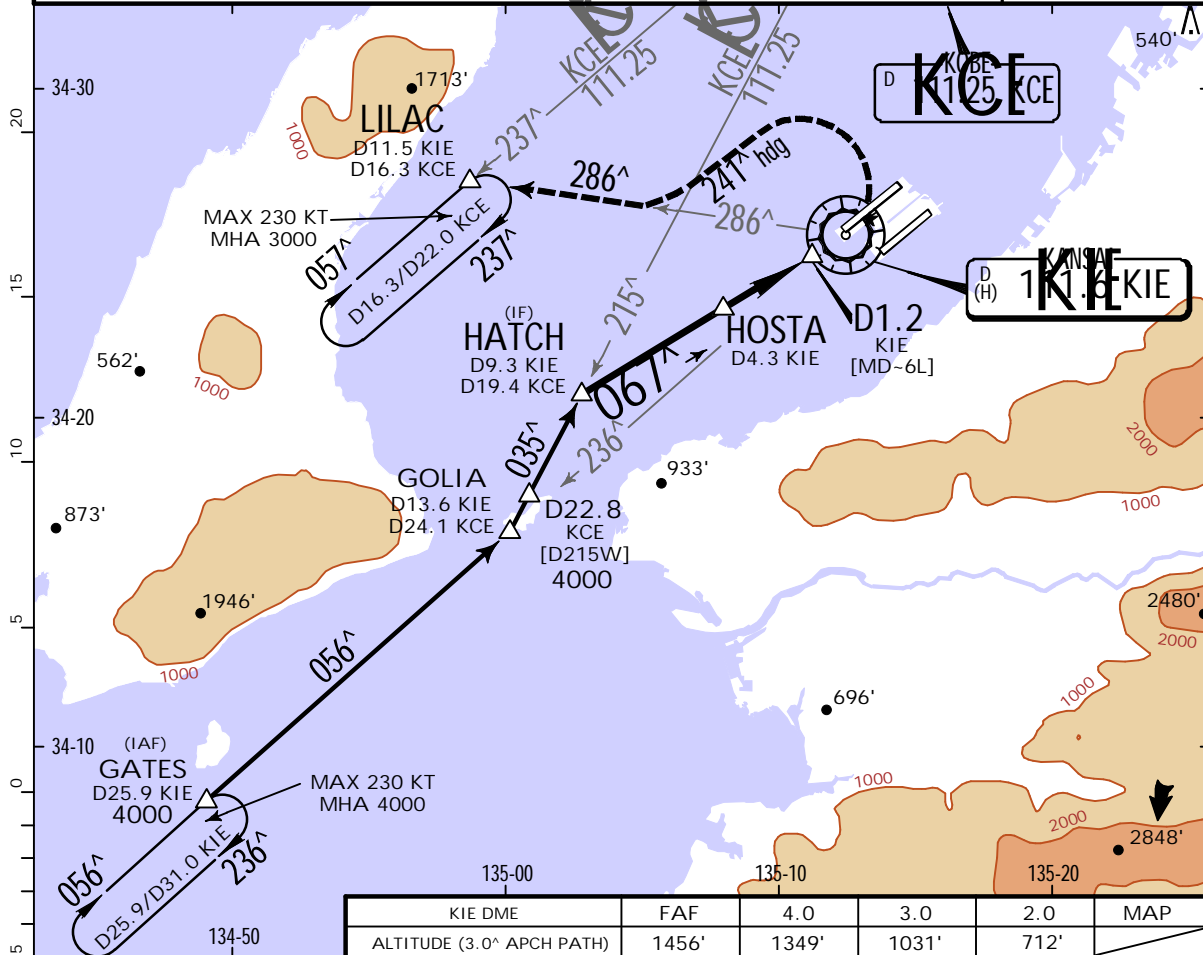
1 Minima with Missed Approach Climb Gradient of 2.5% are not established.
 CHANGES: Chart revised. | JEPPESEN, 2018, 2022. ALL RIGHTS RESERVED.

RJBB/KIX
KANSAI INTL

JEPPESSEN
1 OCT 21 (23-1). Eff. 6.Oct.1500Z.

OSAKA, JAPAN
VOR Rwy 06L

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 KIE 111.6	Final Apch Crs 067 [^]	Minimum Alt Refer to Profile	MDA(H) 450' (433')	Apt Elev 17' Rwy 15'				
MISSED APCH: Turn LEFT heading 241 [^] to intercept and proceed via KIE VOR R-286 to LILAC and hold at 3000'. Contact Kansai APP.								
Alt Set: IN (hPa on req)			Trans level: FL140		Trans alt: 14000'			
DME required.								



Gnd speed-Kts	70	90	100	120	140	160		LT on 241 [^] hdg
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D1.2 KIE							Timing not authorized for defining the MAP.	

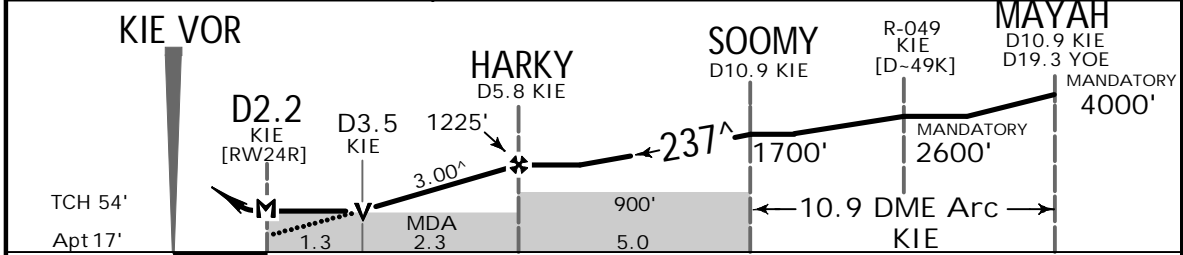
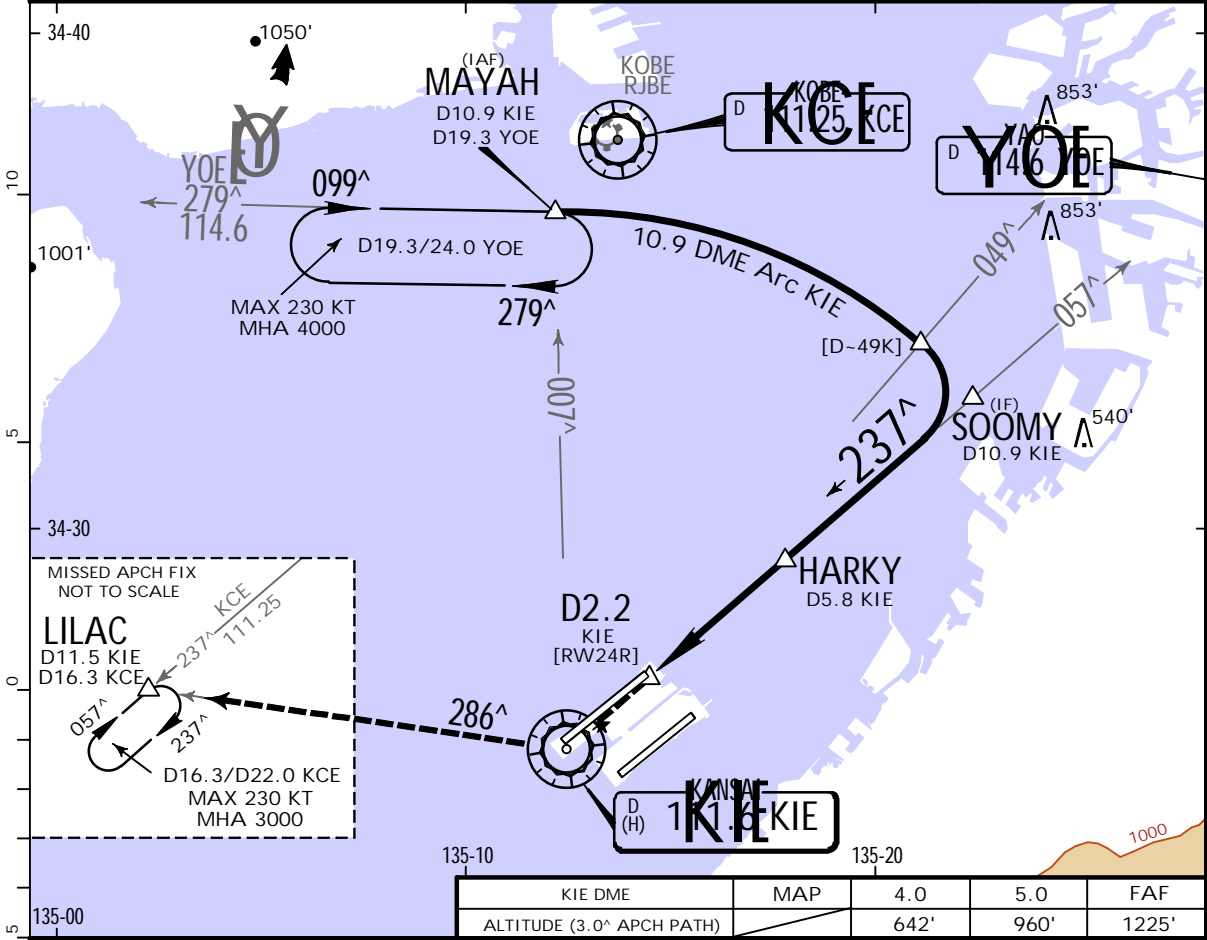
STRAIGHT-IN LANDING RWY 06L MDA(H) 450' (433')			CIRCLE-TO-LAND Not Authorized South of Runway MDA(H)		
	ALS out	Max Kts			
A	RVR 900m	90	610' (593') -1600m		
B	RVR 1000m	120	610' (593') -2400m		
C		140	610' (593') -2400m		
D	RVR 1400m	165	610' (593') -3200m		

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KANSAI INTL

JEPPesen
1 OCT 21 (23-2) Eff. 6.Oct.1500Z.

OSAKA, JAPAN
VOR Rwy 24R

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 KIE 111.6	Final Apch Crs 237 [^]	Minimum Alt Refer to Profile	MDA(H) 470' (453')	Apt Elev 17' Rwy 23'				
MISSED APCH: Turn RIGHT, climb to 3000', via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.						MSA KIE VOR		
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'				
DME required.								



Gnd speed-Kts	70	90	100	120	140	160		3000' via KIE 111.6 R-286 LILAC
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D2.2 KIE								

Timing not authorized for defining the MAP.

STRAIGHT-IN LANDING RWY 24R MDA(H) 470' (453')			CIRCLE-TO-LAND Not Authorized South of Runway		
ALS out			Max Kts	MDA(H)	
A	RVR 1000m	RVR 1500m	90	610' (593') -1600m	
B	RVR 1200m		120	610' (593') -2400m	
C	RVR 1600m		140	610' (593') -3200m	
D	RVR 1600m		165	610' (593') -3200m	

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

OSAKA, (KANSAI INTL - RJBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJBB