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Revision Letter For Cycle 05-2025
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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: 8.0° 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: 1957 Z
Sunset: 0954 Z

Runway Information

Runway: 06L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 17 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: 18 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS: 127.850
Kansai Tower: 118.050
Kansai Tower: 118.200
Kansai Tower: 126.200
Kansai Ground: 118.575
Kansai Ground: 126.200
Kansai Ground: 121.650
Kansai Ground: 121.600
Kansai Clearance Delivery: 121.900
Kansai Clearance Delivery: 126.200
Kansai Approach: 120.400
Kansai Approach: 121.150
Kansai Approach: 120.250
Kansai Approach: 119.750
Kansai Approach: 121.200
Kansai Approach: 120.450
Kansai Approach: 120.850
Kansai Approach: 124.800
Kansai Approach: 125.000
Kansai Approach: 125.500
Kansai Approach: 124.700
Kansai Terminal Control Area: 125.300
Kansai Terminal Control Area: 121.100
Kansai Terminal Control Area: 119.025
Kansai Departure: 119.200
Kansai Departure: 119.500
Kansai Departure: 125.000
Kansai Departure: 120.650
Kansai Departure: 121.200
Kansai Departure: 120.400
Kansai Departure: 119.750
Kansai Departure: 124.800
Kansai Radar: 121.150
Kansai Radar: 121.200
Kansai Radar: 124.700
Kansai Radar: 120.450
Kansai Radar: 120.400
Kansai Radar: 120.250
Kansai Radar: 125.000
Kansai Radar: 124.800
Kansai Radar: 120.850
Kansai Radar: 119.750
Kansai Radar: 125.500

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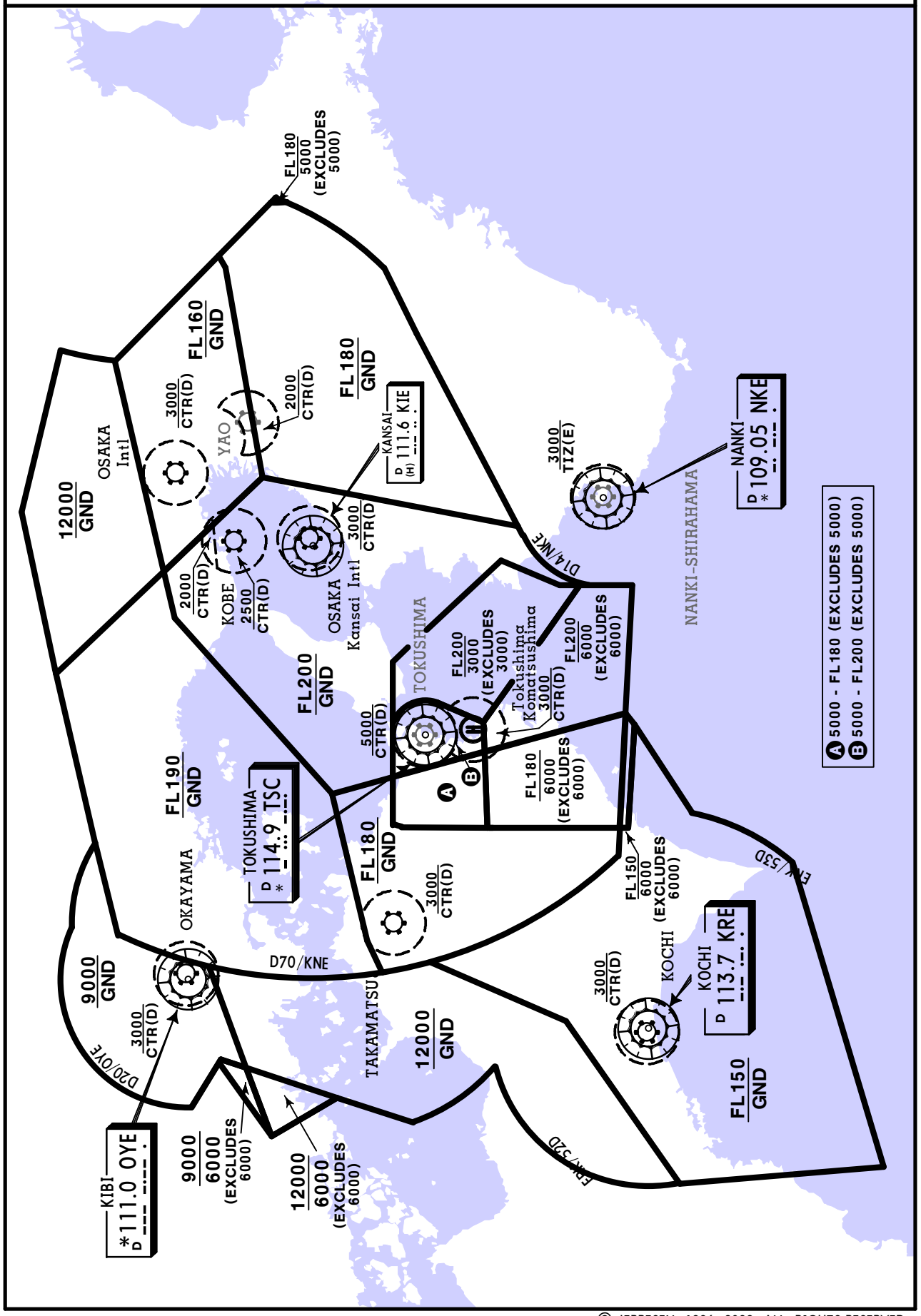
KANSAI APPROACH CONTROL AREA (E)

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



CHANGES: Speed restriction.

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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.

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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'.

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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'.

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

1.1 Facilities

The following Categories are available:

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

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

B. The following information must be currently available:
- 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.

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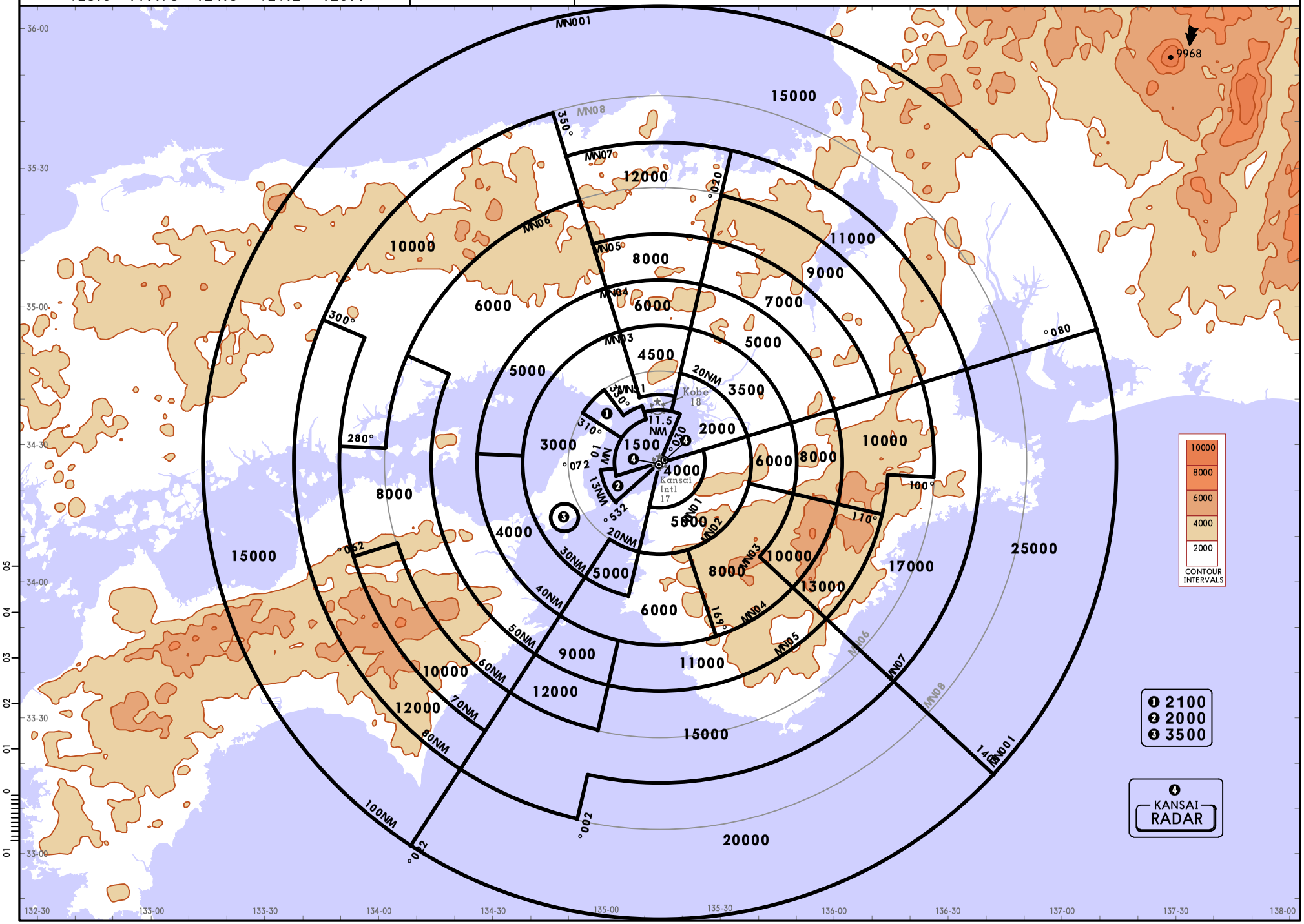
RJBB/KIX
KANSAI INTL (ALSO SERVES KOBE)

JEPPESEN

24 JUN 22 (20-1R)

OSAKA, JAPAN
RADAR MINIMUM ALTITUDES

KANSAI Radar	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000
120.25 120.45 125.5 124.7 121.15 120.85 125.0 119.75 124.8 121.2 120.4	See Graphic	



CHANGES: KANSAI Radar frequency revised.

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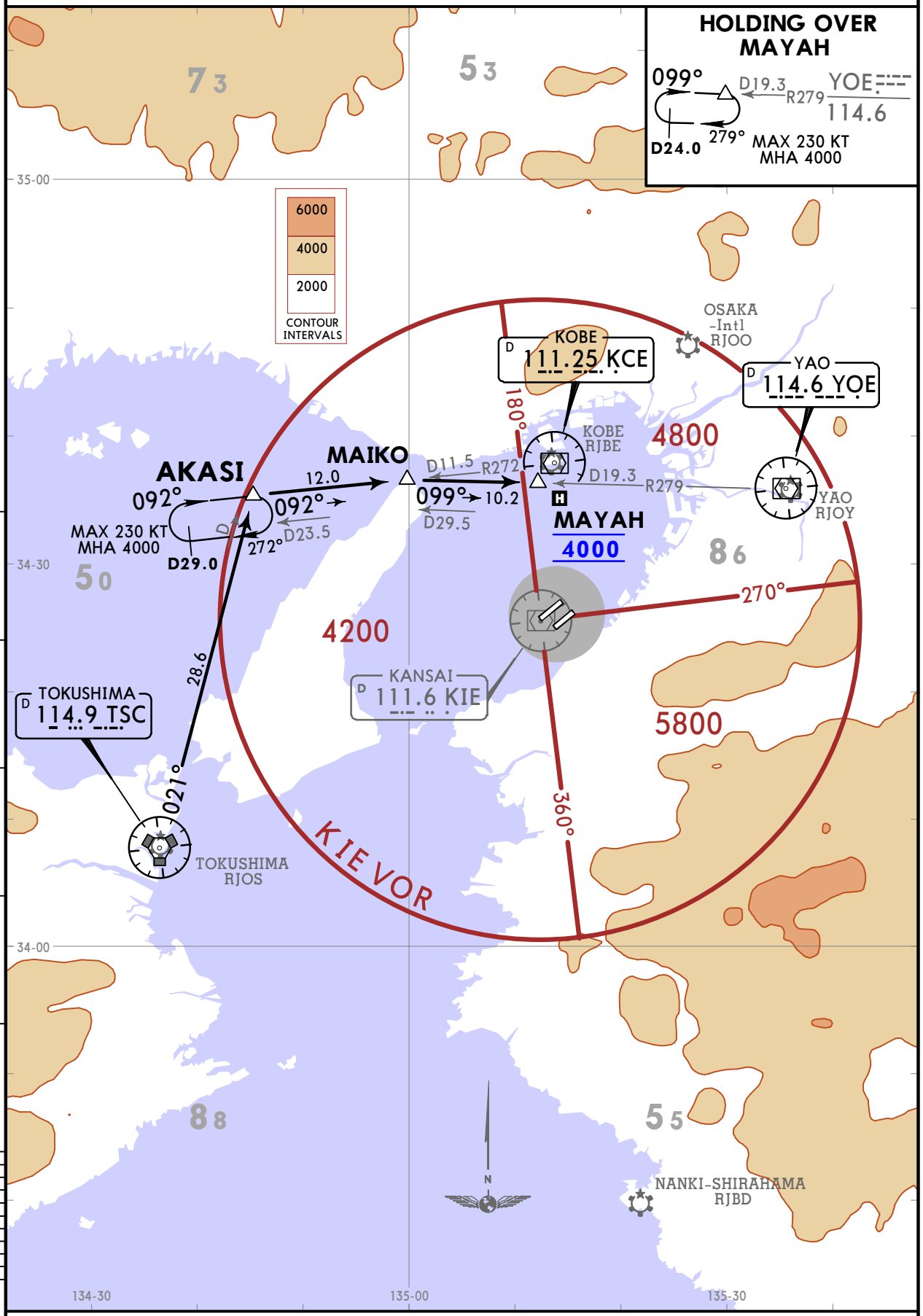
D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140 For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

AKASI ARRIVAL [AKASI]



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.

CHANGES: MSA.

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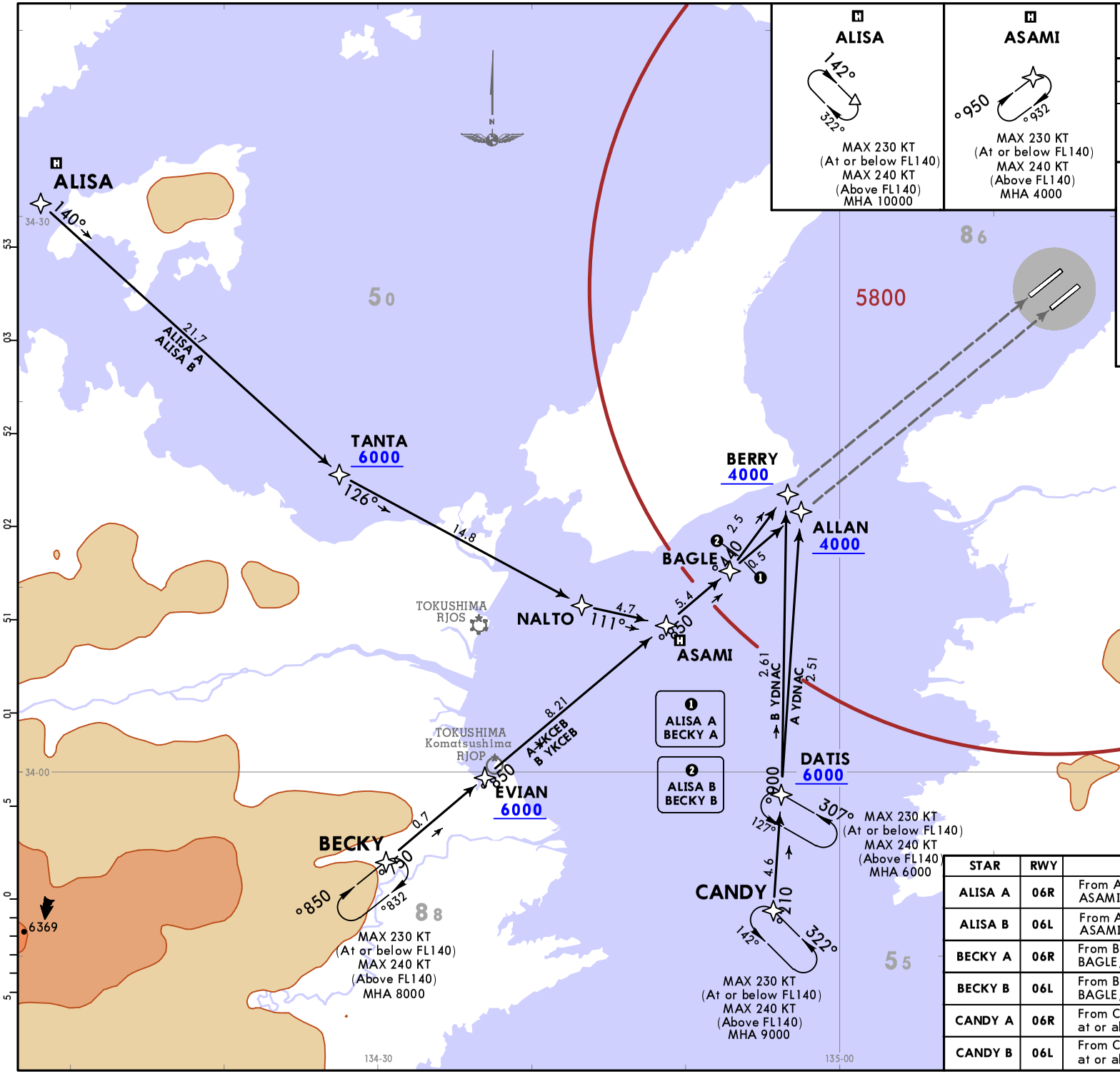
JEPPESEN
15 MAR 24
Eff 20 Mar 1500Z
20-2A

OSAKA, JAPAN

RNAV STAR



ALISA	ASAMI
142° / 322°	950° / 932°
MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 10000	MAX 230 KT (At or below FL140) MAX 240 KT (Above FL140) MHA 4000

D-ATIS	Apt Elev
127.85	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 A [ALISAA]
ALISA B [ALISAB]
BECKY A [BECKYA]
BECKY B [BECKYB]
CANDY A [CANDYA]
CANDY B [CANDYB]
ARRIVALS
(RWYS 06L/R)

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.

CHANGES: None.

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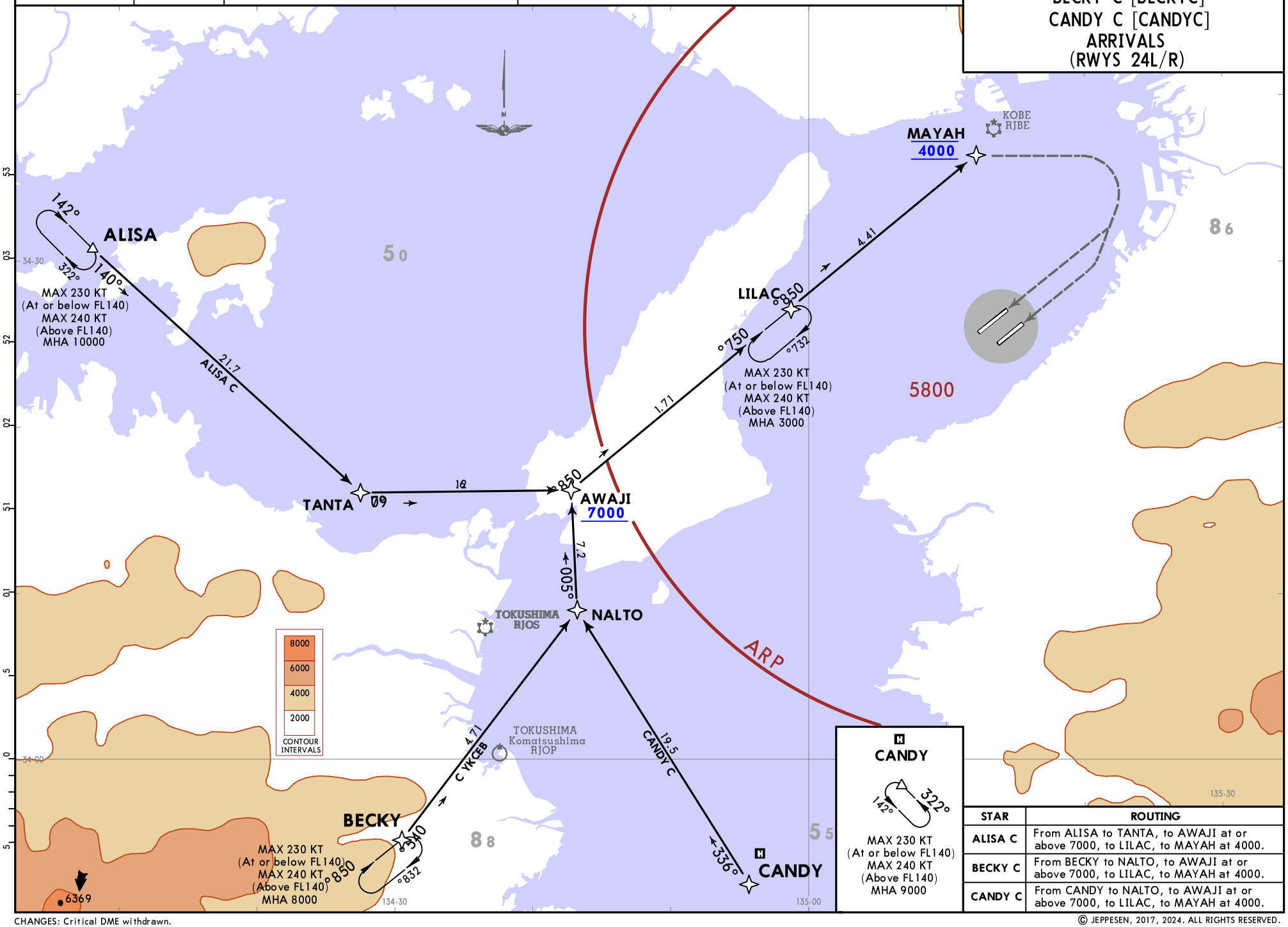
D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140	1. RADAR service required.
127.85	17	RNAV 1 DME/DME/IRU or GNSS required	2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

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



CANDY

142° 322°

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 9000

STAR	ROUTING
ALISA C	From ALISA to TANTA, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.
BECKY C	From BECKY to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.
CANDY C	From CANDY to NALTO, to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

CHANGES: Critical DME withdrawn.

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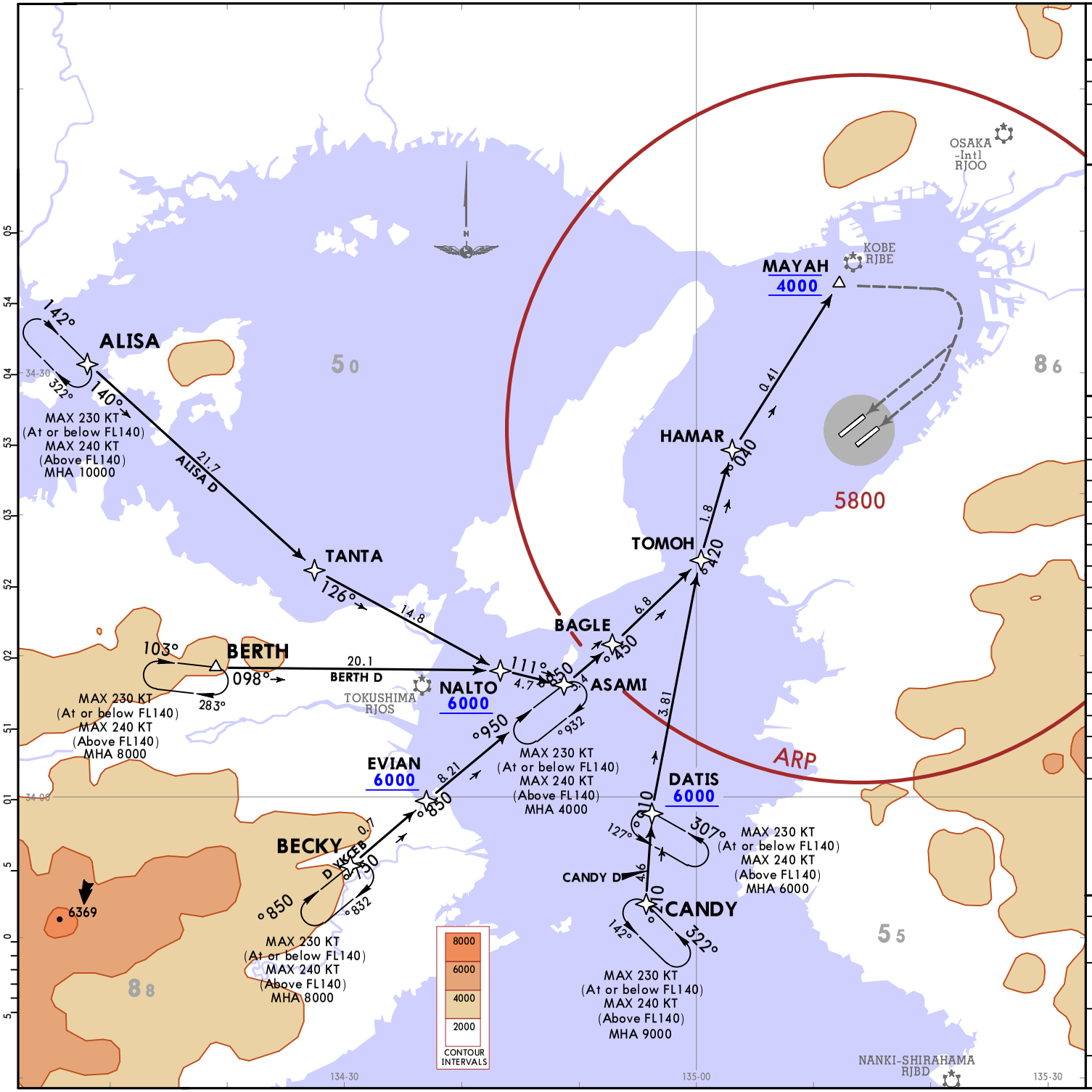

D-ATIS	Apt Elev
127.85	17

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

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

STAR	ROUTING
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.

CHANGES: None.

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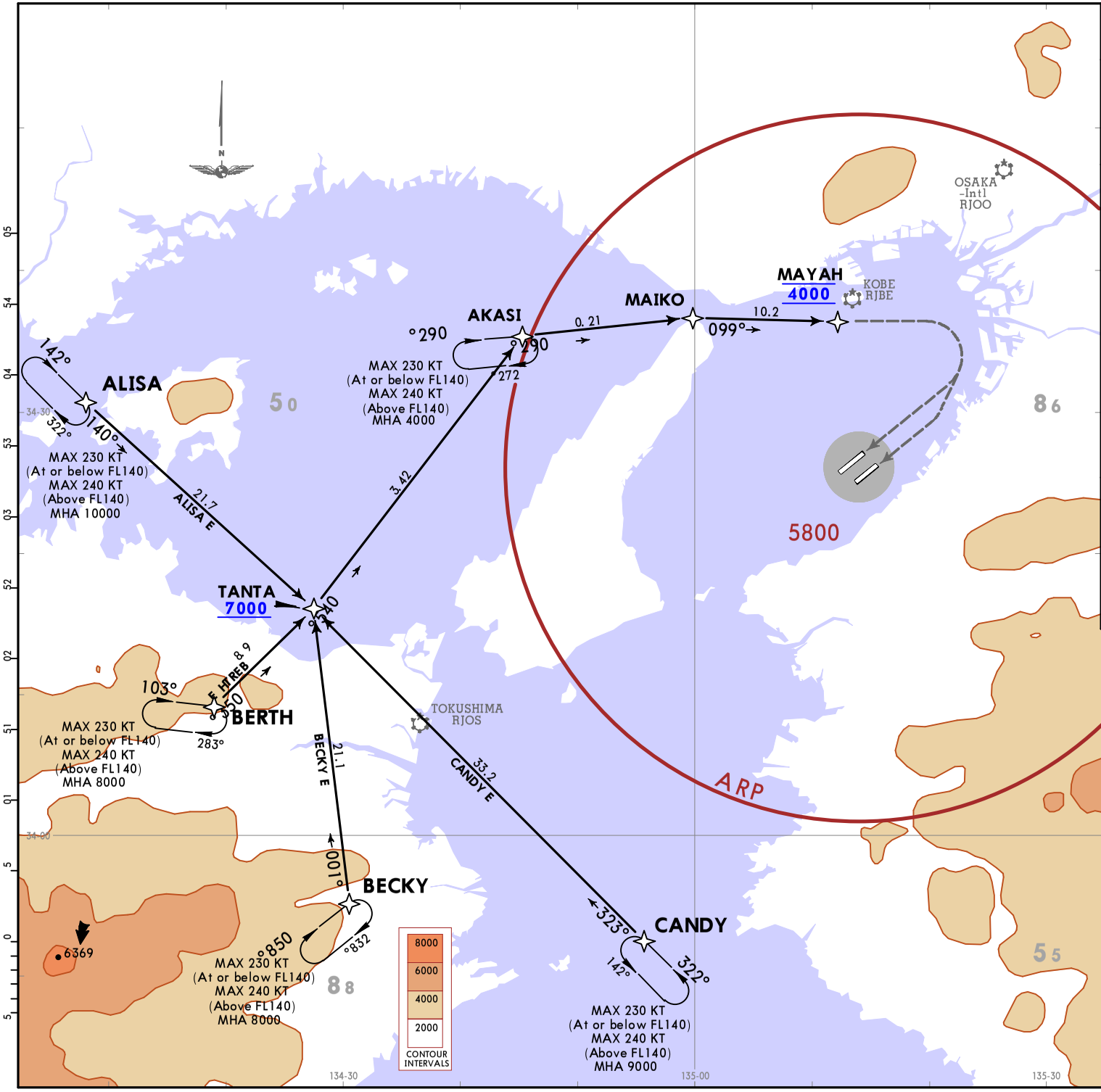

D-ATIS	Apt Elev
127.85	17

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 DME	
DME	ROUTE SEGMENT
AJD	14.3 NM to AKASI - 9.3 NM to AKASI
KTE	TANTA - 18.3 NM to AKASI

STAR	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.

CHANGES: Holding at AKASI MHA revised.

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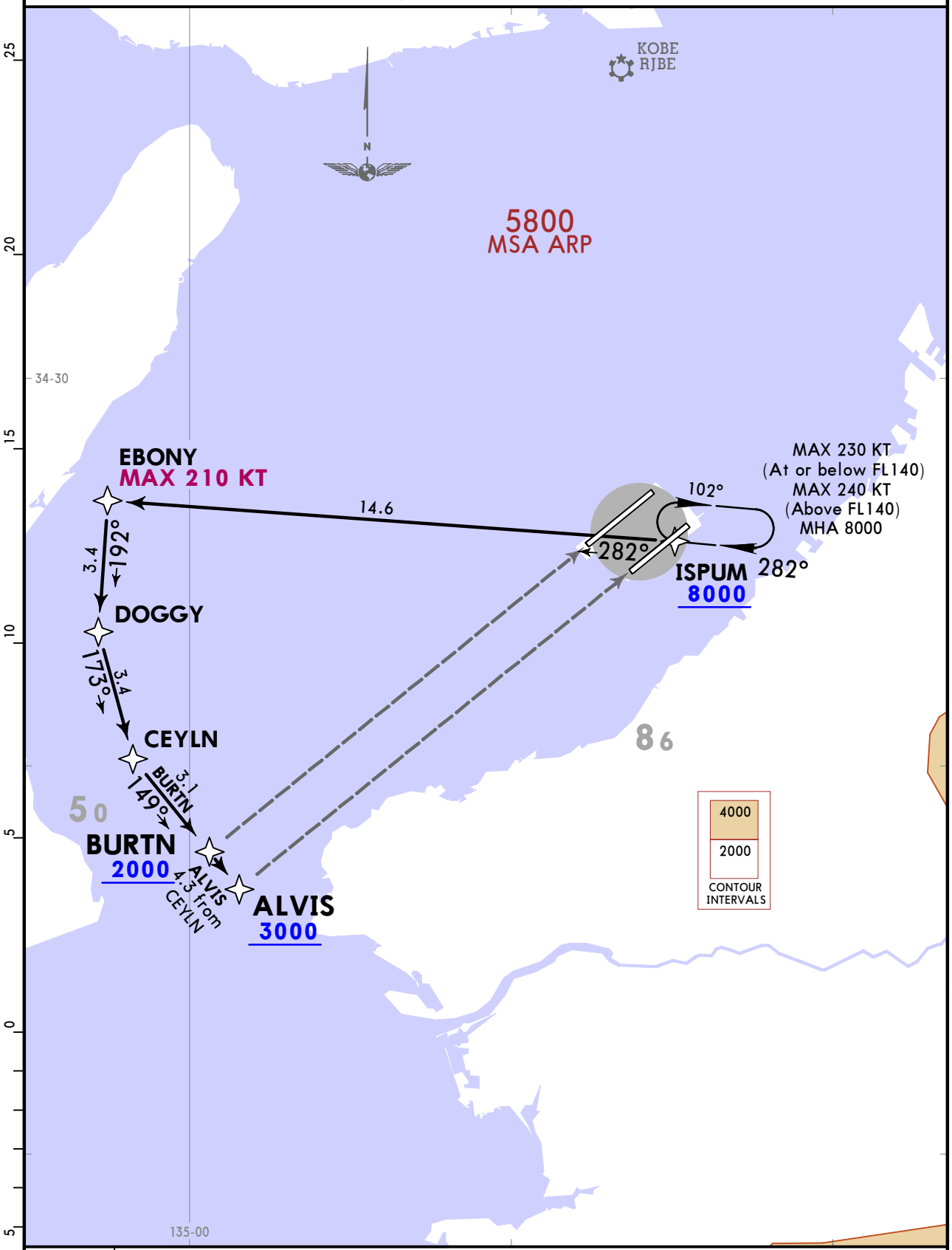
D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140
		RNAV 1 DME/DME/IRU or GNSS required
		1. RADAR service required. 2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

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.

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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)

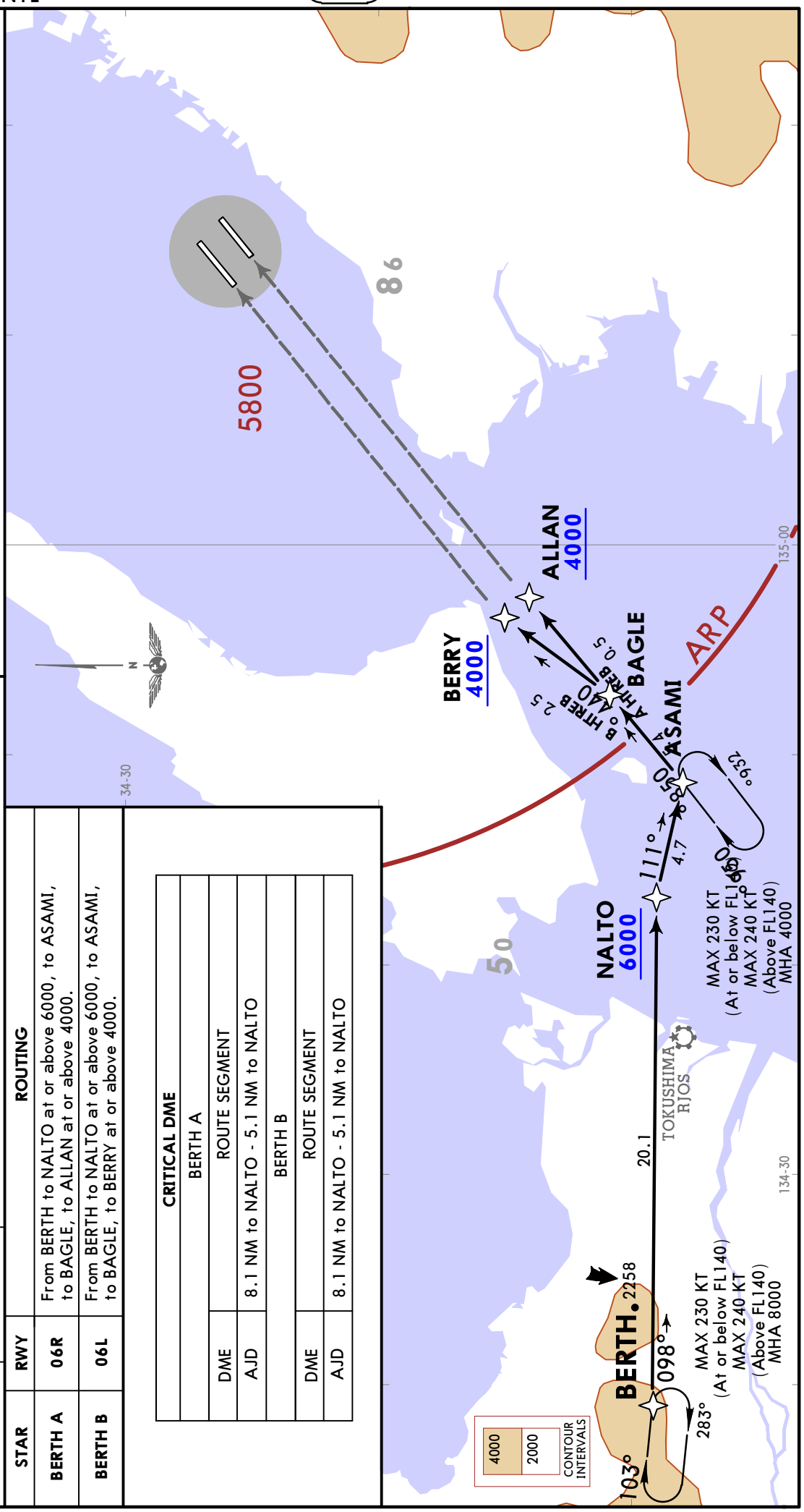
D-ATIS 127.85

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.

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



CHANGES: None.

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

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.

ROUTING

From BERTH to AWAJI at or above 7000, to LILAC, to MAYAH at 4000.

CHANGES: Critical DME withdrawn.

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DANDE A [DANDEA], DANDE B [DANDEB] ARRIVALS (RWYS 06L/R)

D-ATIS 127.85

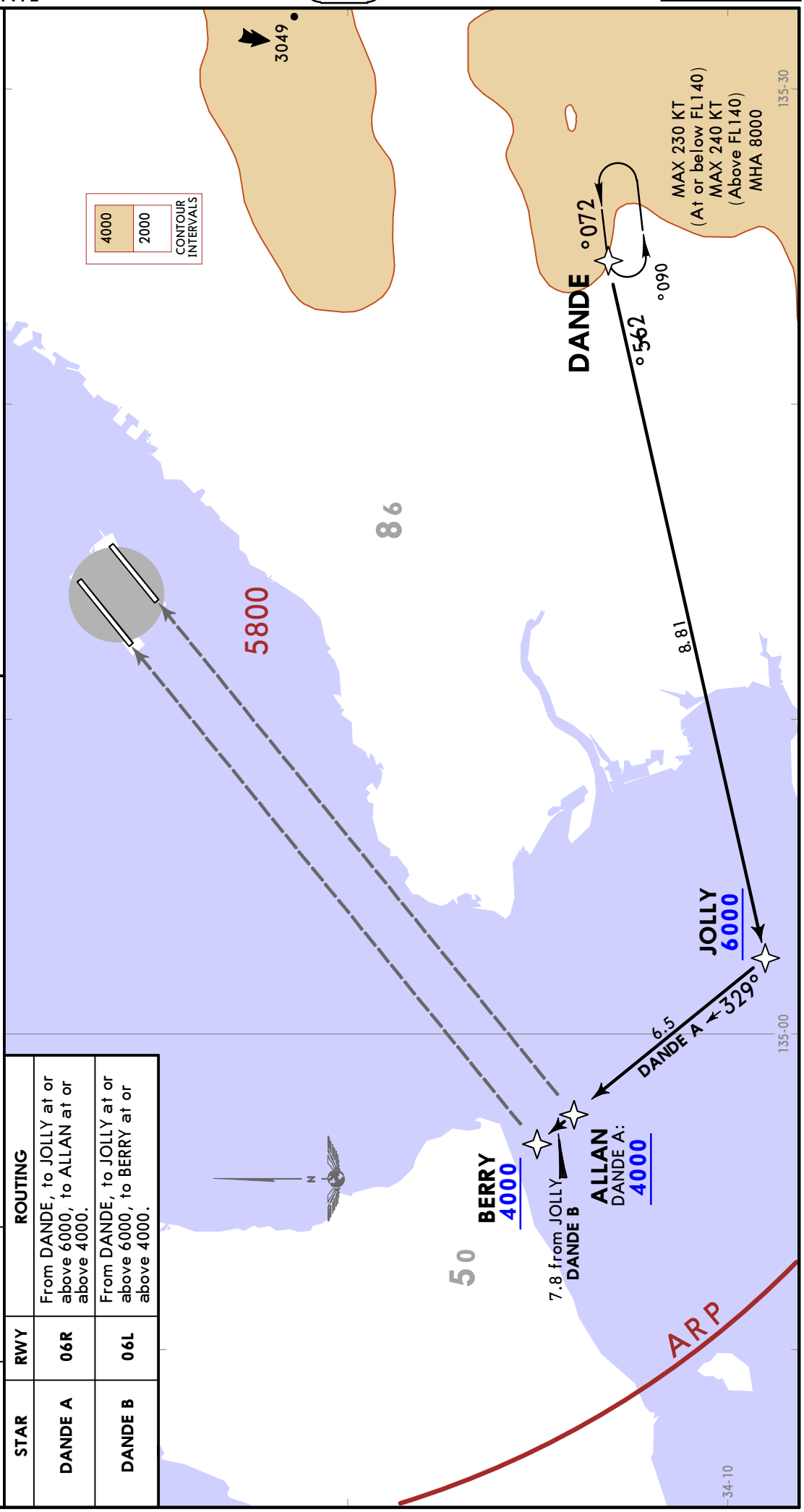
Apt Elev 17

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.

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



CHANGES: None.

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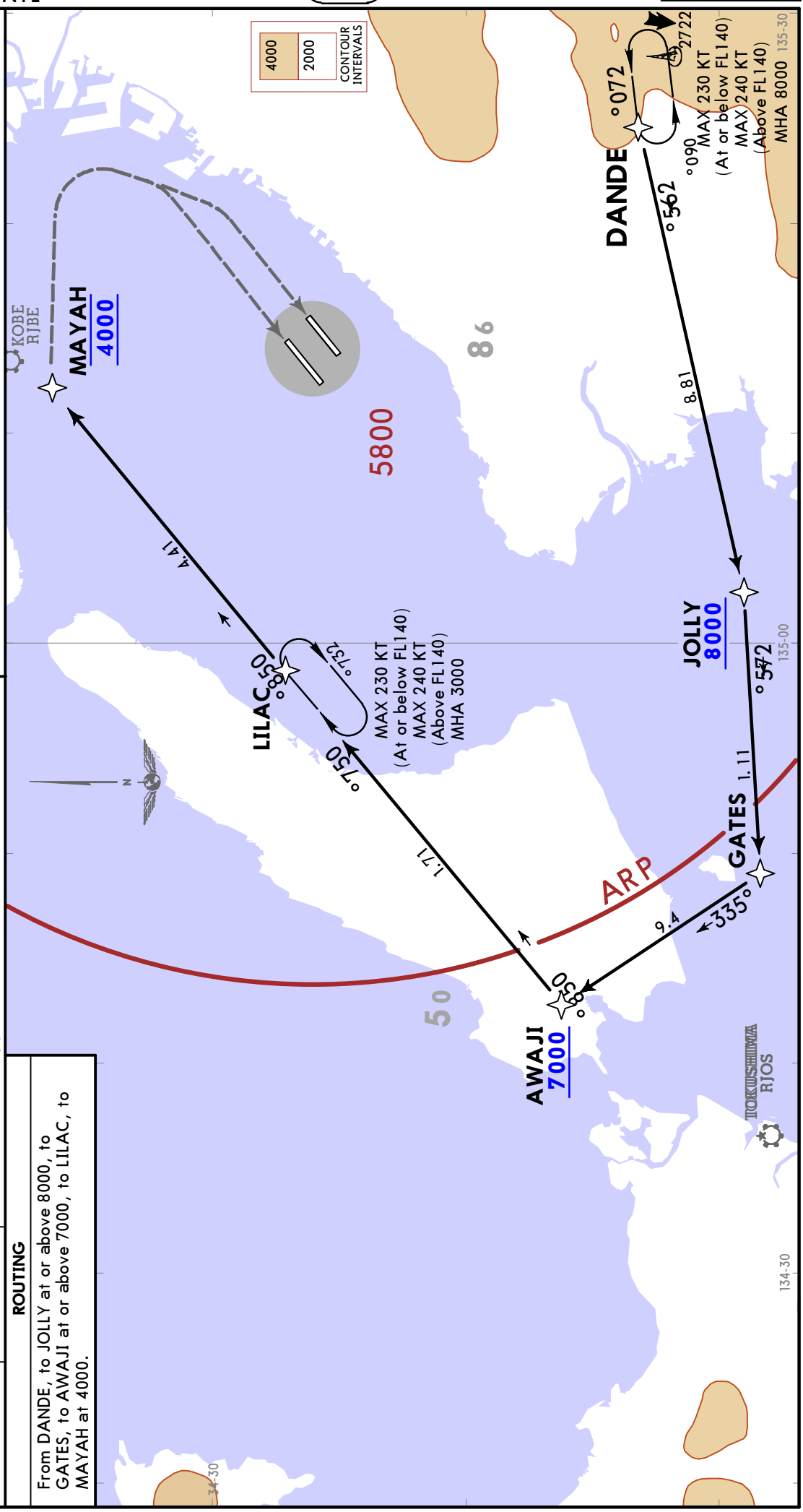
DANDE C ARRIVAL [DANDEC] (RWYS 24L/R)



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

ROUTING

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

CHANGES: Critical DME & DME GAP withdrawn.

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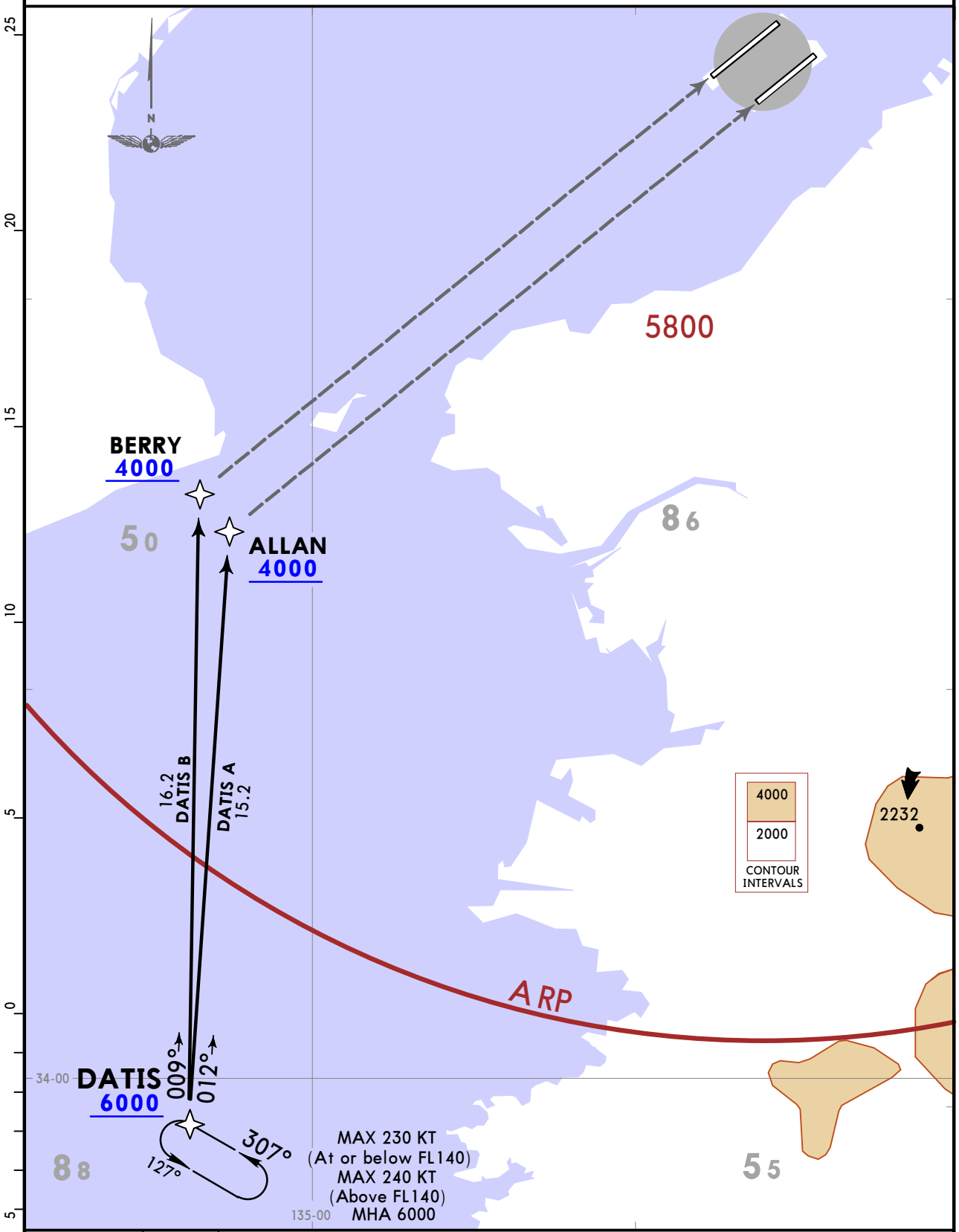
D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

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.

CHANGES: None.

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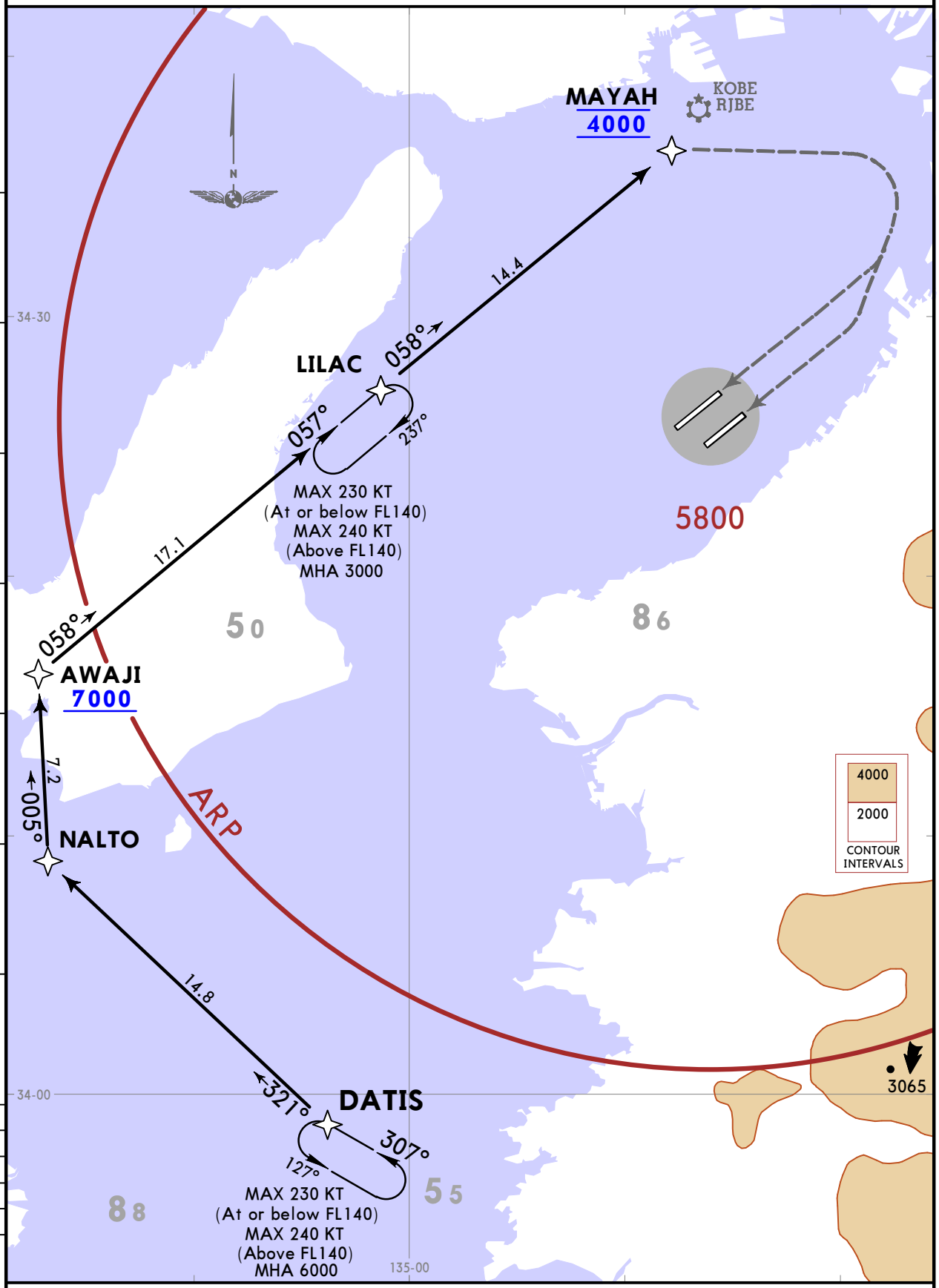
D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140 1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

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



ROUTING

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

CHANGES: Critical DME withdrawn.

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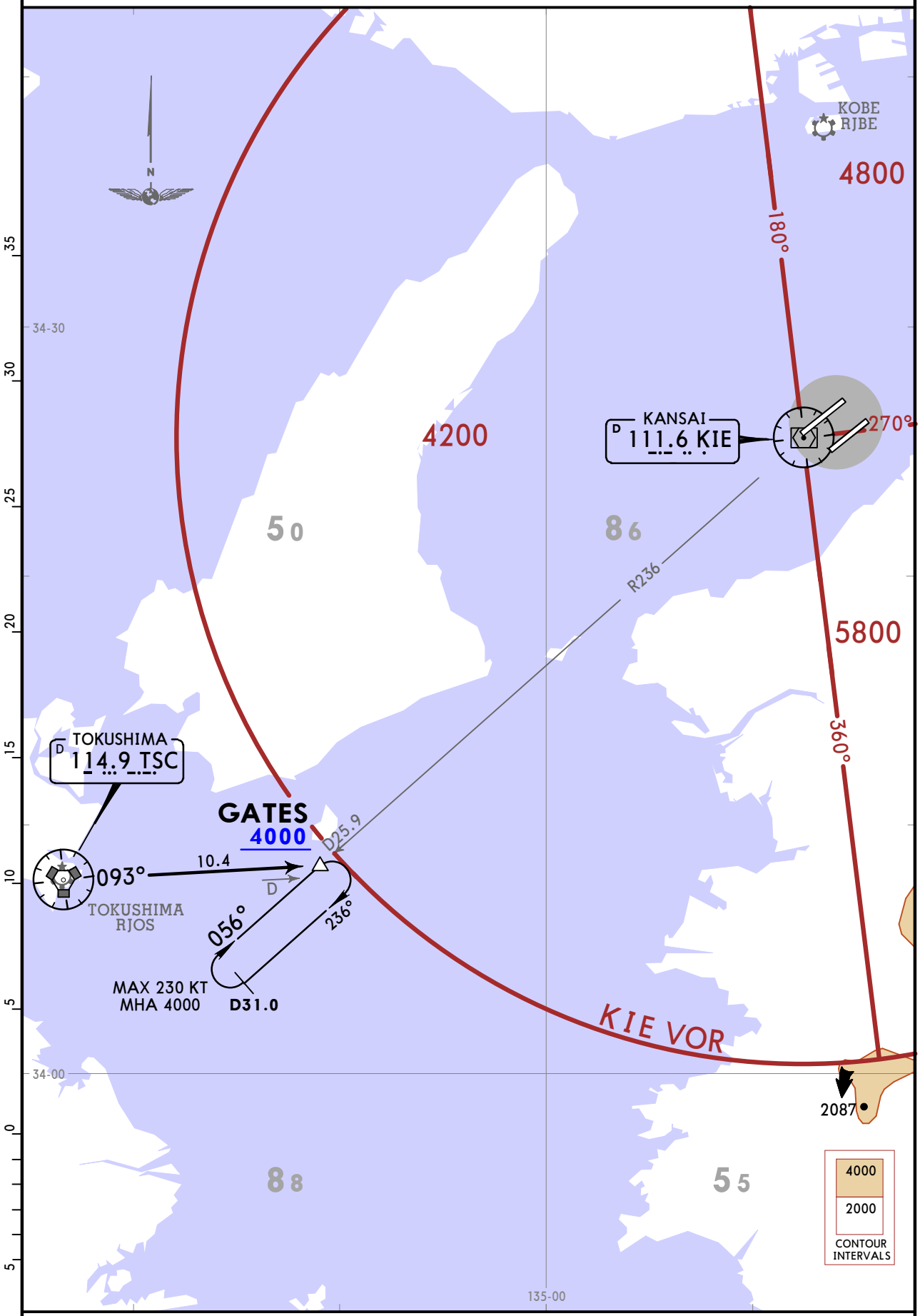
D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140 For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

GATES ARRIVAL [GATES]



ROUTING

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

CHANGES: None.

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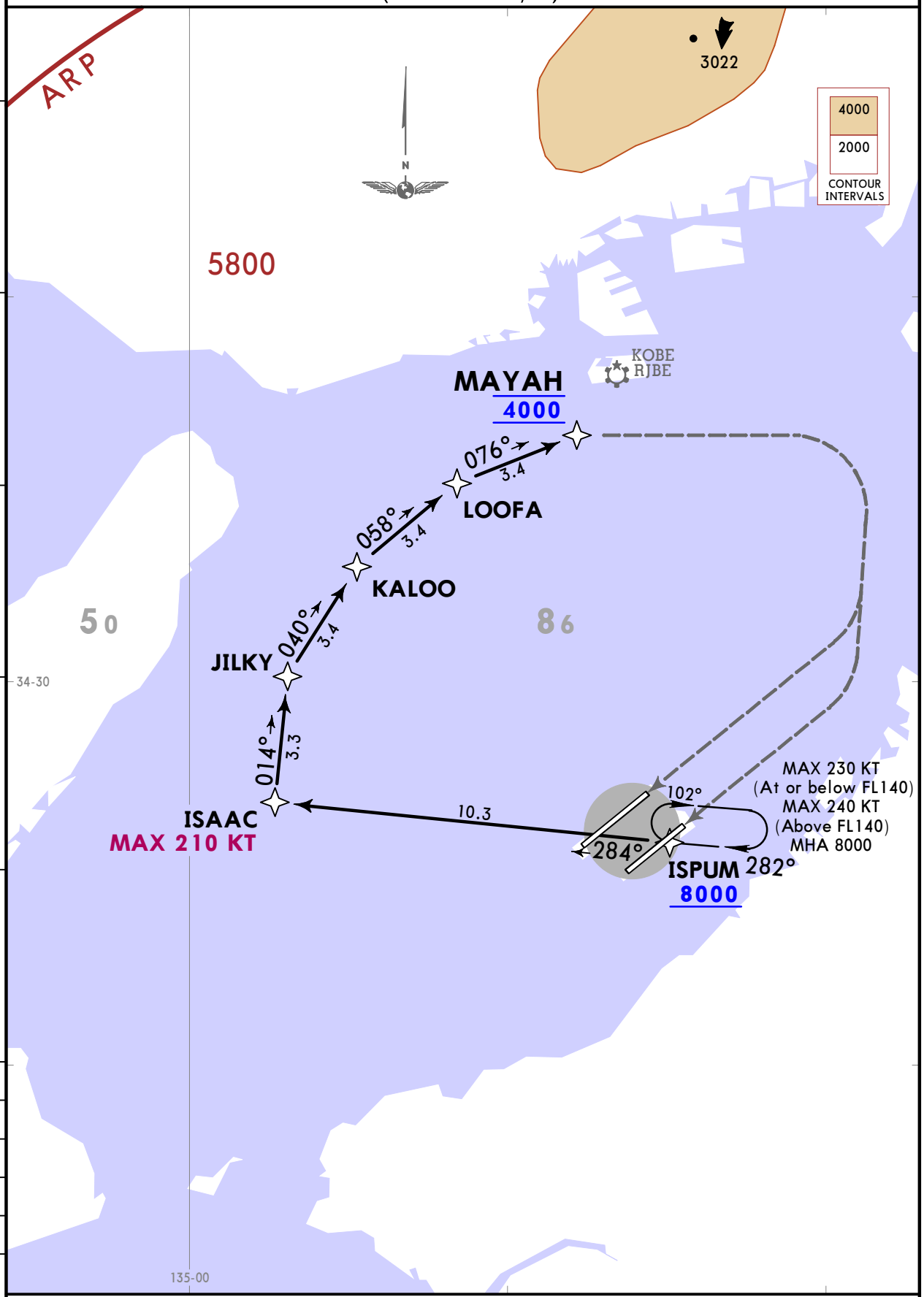
D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140
		RNAV 1 DME/DME/IRU or GNSS required
		1. RADAR service required. 2. For arrival holding procedures refer to 20-2P, 20-2Q, 20-2S.

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.

CHANGES: Reissue.

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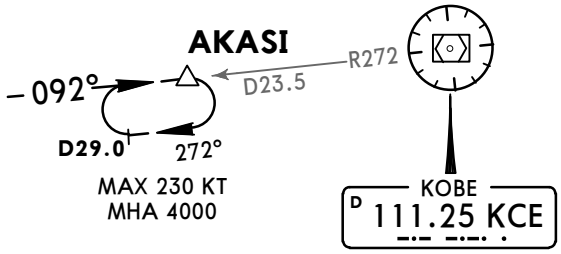
D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	

ARRIVAL HOLDING PROCEDURES

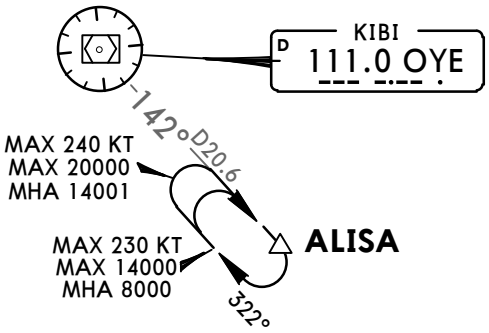
AKASI HOLD



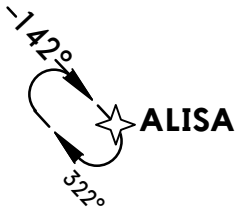
AKASI RNAV HOLD

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

ALISA HOLD

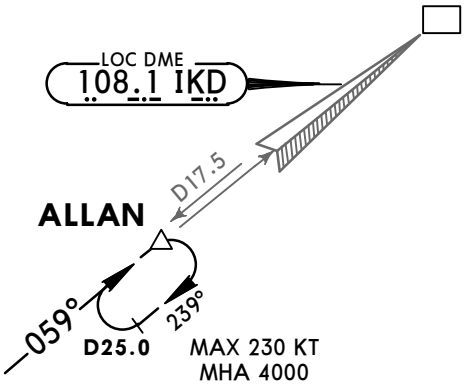


ALISA RNAV HOLD



MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 10000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

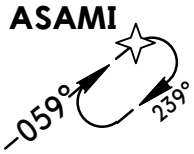
ALLAN HOLD



ALLAN RNAV HOLD

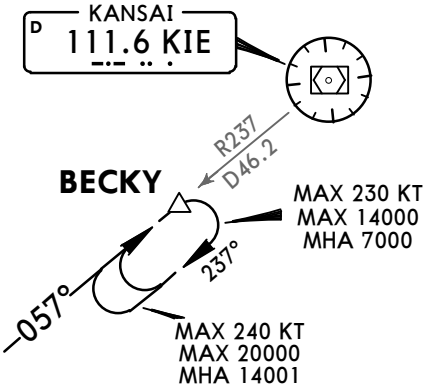
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

ASAMI 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

BECKY HOLD



ALL HOLDS NOT TO SCALE

CHANGES: AKASI RNAV HOLD MHA revised.

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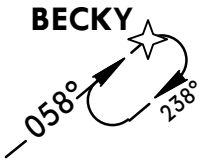
D-ATIS	Apt Elev	
127.85	17	Alt Set: IN (hPa on req) Trans level: FL140

ARRIVAL HOLDING PROCEDURES (CONTD)

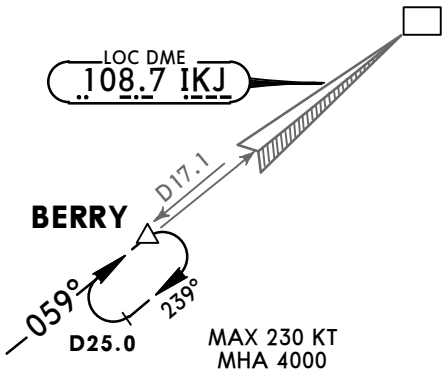
ALL HOLDS NOT TO SCALE

BECKY RNAV HOLD



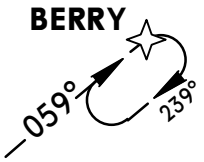
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 8000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

BERRY HOLD



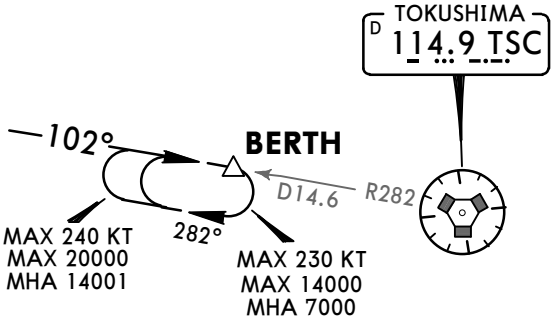
MAX 230 KT
MHA 4000

BERRY RNAV HOLD

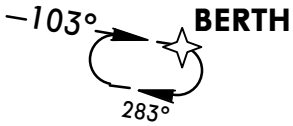


MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

BERTH HOLD

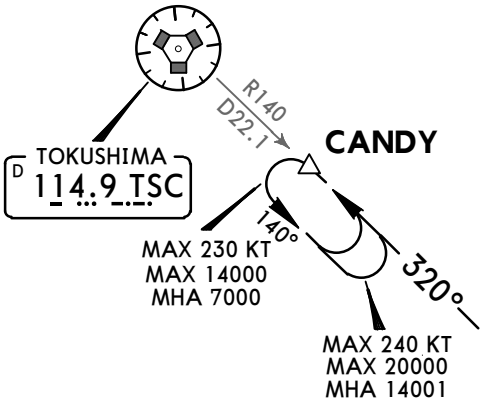


BERTH RNAV HOLD



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

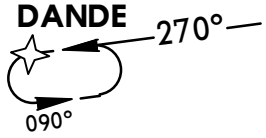
CANDY HOLD



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

CHANGES: None.

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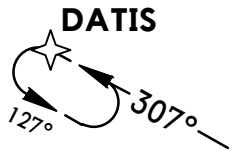
D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.85	17	

ARRIVAL HOLDING PROCEDURES (CONTD 1)

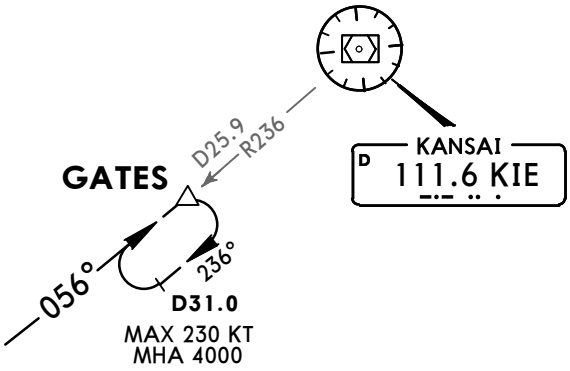
ALL HOLDS NOT TO SCALE

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

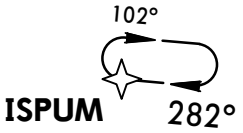


MAX 230 KT
MHA 4000

GATES RNAV HOLD

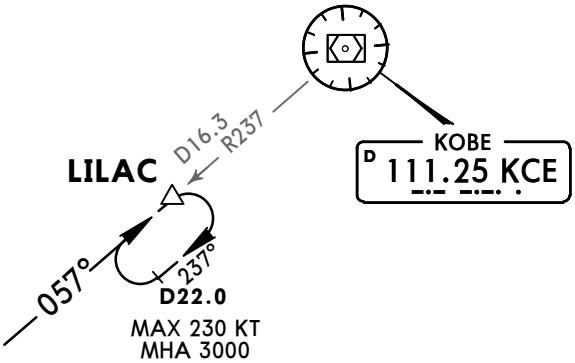
MAX 210 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 4000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

ISPUM RNAV HOLD



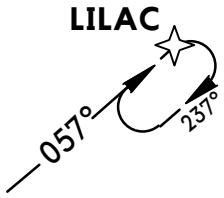
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 8000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

LILAC HOLD



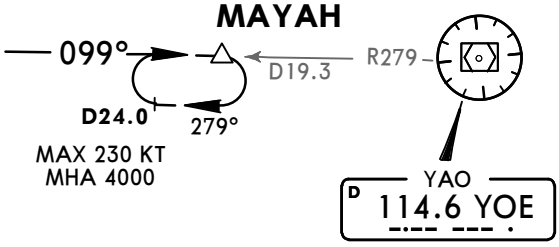
MAX 230 KT
MHA 3000

LILAC RNAV HOLD



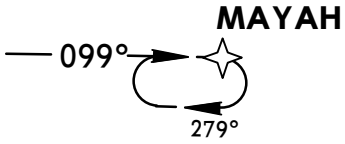
MAX 230 KT (At or below FL140)
MAX 240 KT (Above FL140)
MHA 3000
RNAV 1
DME/DME/IRU or GNSS required
RADAR service required

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

CHANGES: GATES RNAV HOLD established.

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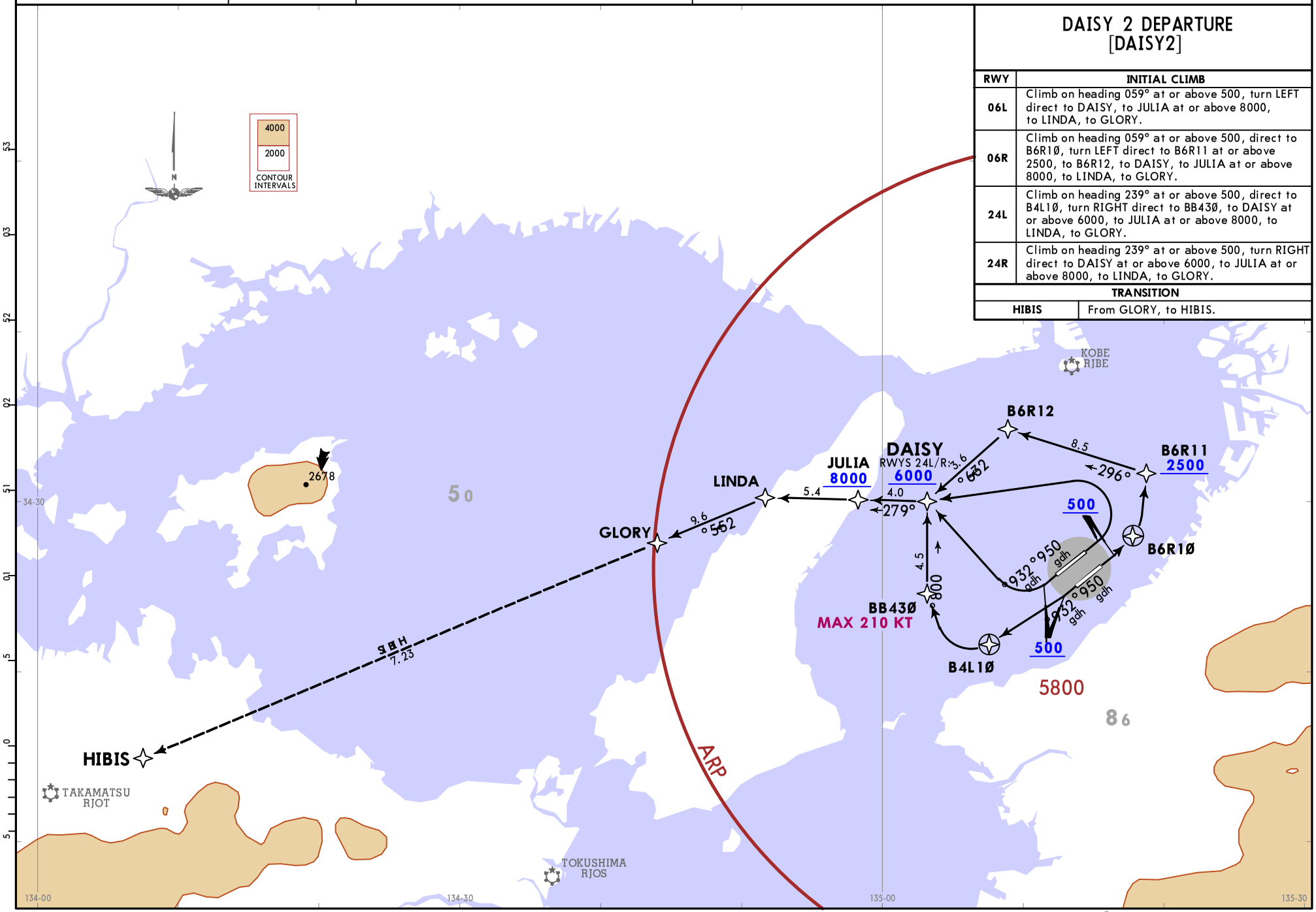
KANSAI Departure (R)	Apt Elev	Trans alt: 14000	
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

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 B6R1Ø, 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 B4L1Ø, turn RIGHT direct to BB43Ø, 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.



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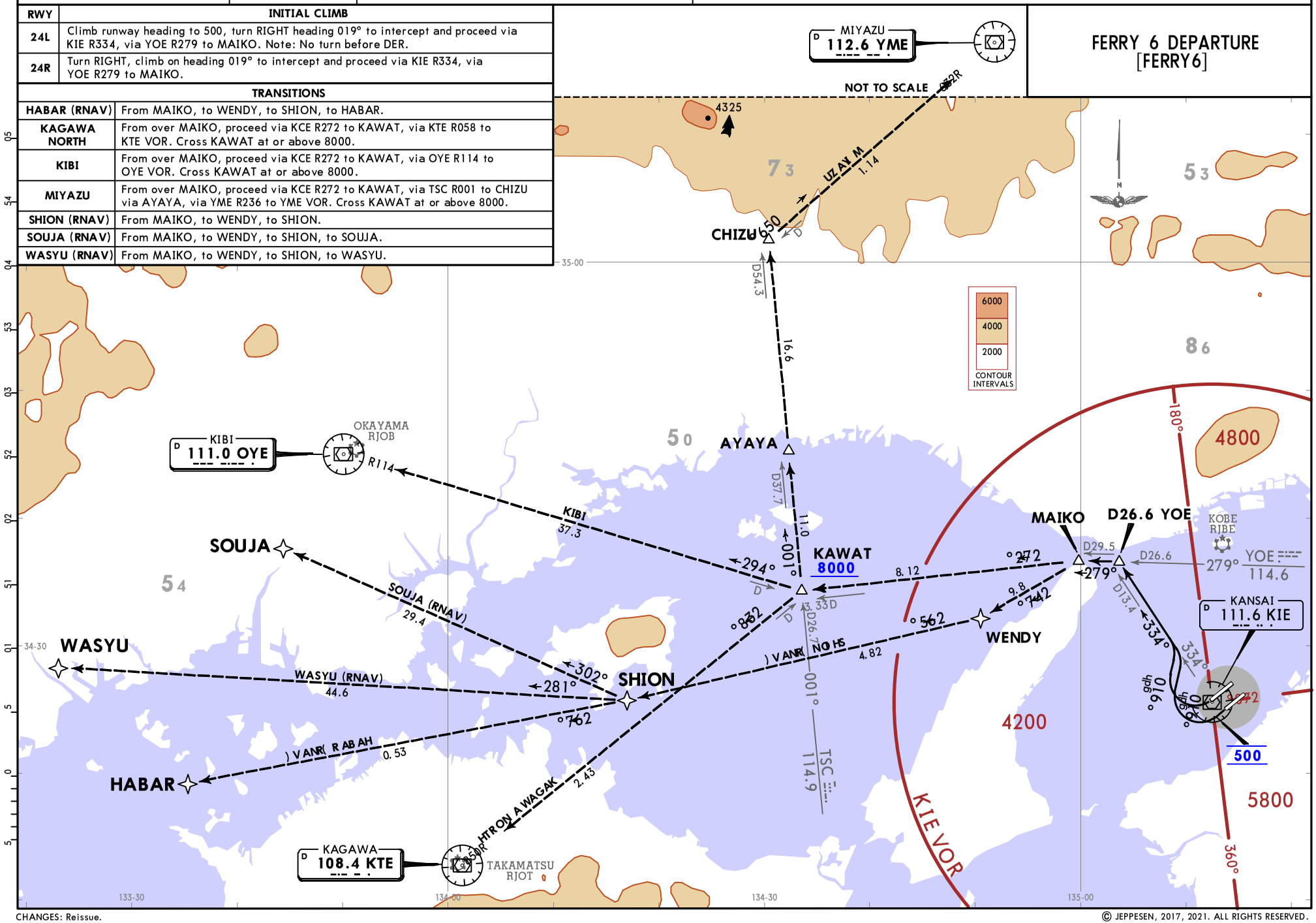
KANSAI Departure (R)	Apt Elev	Trans alt: 14000	HABAR, SHION, SOUJA, WASYU Transitions:
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.

RWY	INITIAL CLIMB
24L	Climb runway heading to 500, turn RIGHT heading 019° to intercept and proceed via KIE R334, via YOE R279 to MAIKO. Note: No turn before DER.
24R	Turn RIGHT, climb on heading 019° to intercept and proceed via KIE R334, via YOE 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 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.
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]



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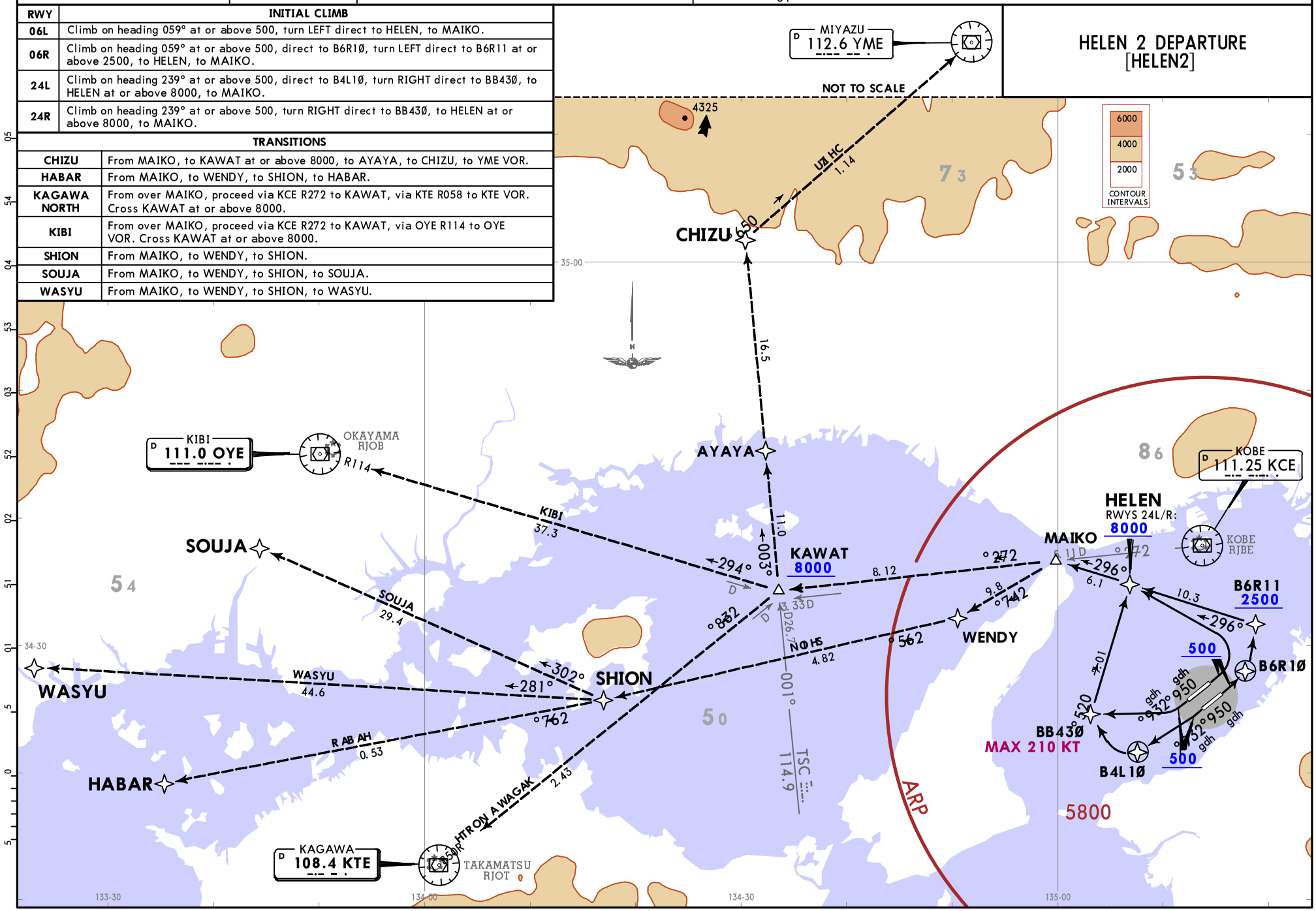
KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

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.

RWY	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 B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to HELEN, to MAIKO.
24L	Climb on heading 239° at or above 500, direct to B4L1Ø, turn RIGHT direct to BB43Ø, to HELEN at or above 8000, to MAIKO.
24R	Climb on heading 239° at or above 500, turn RIGHT direct to BB43Ø, 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.

HELEN 2 DEPARTURE [HELEN2]



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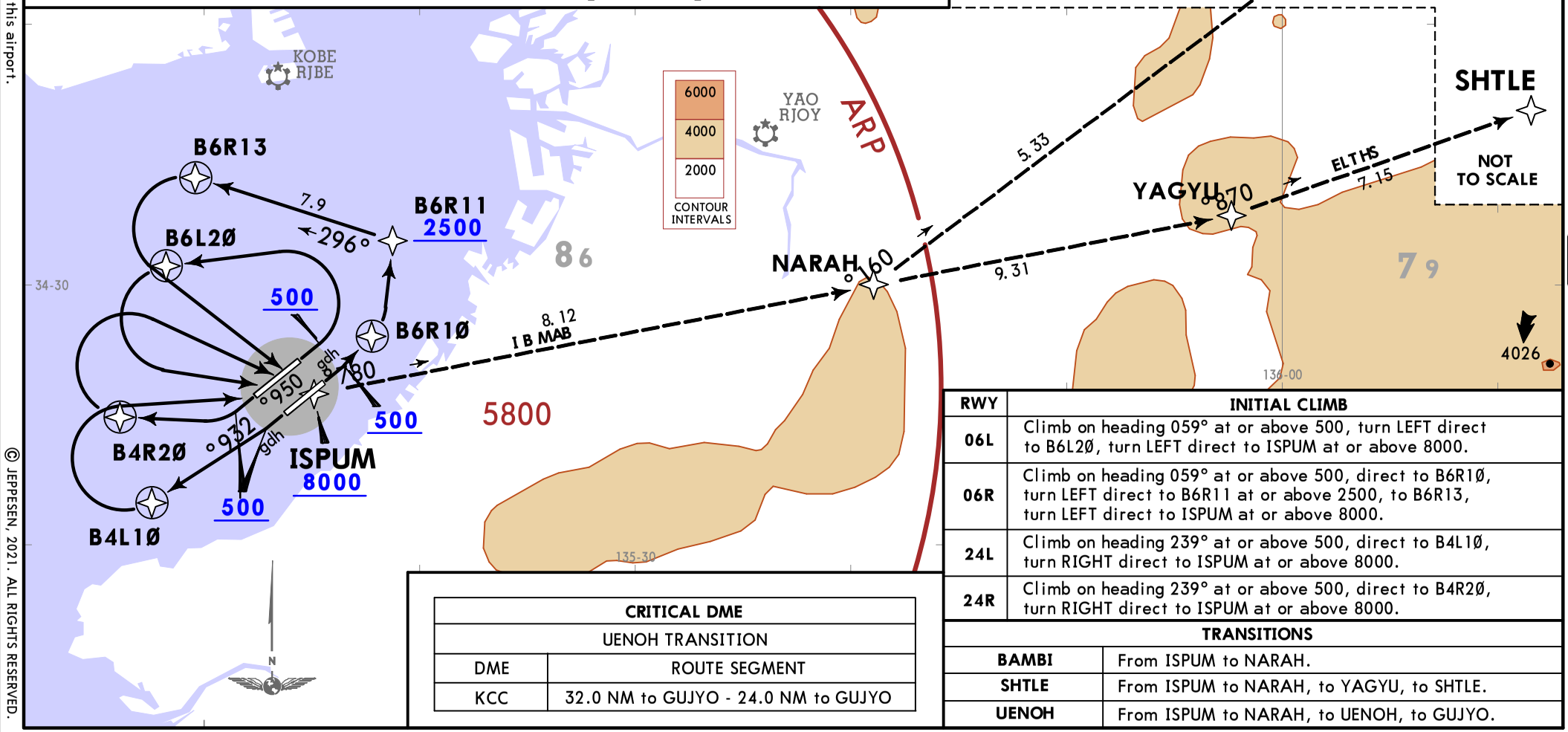
KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

ISPUM 1 DEPARTURE [ISPUM1]



RWY	INITIAL CLIMB
06L	Climb on heading 059° at or above 500, turn LEFT direct to B6L2Ø, turn LEFT direct to ISPUM at or above 8000.
06R	Climb on heading 059° at or above 500, direct to B6R1Ø, 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 B4L1Ø, turn RIGHT direct to ISPUM at or above 8000.
24R	Climb on heading 239° at or above 500, direct to B4R2Ø, turn RIGHT direct to ISPUM at or above 8000.

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

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

CHANGES: New procedure at this airport.

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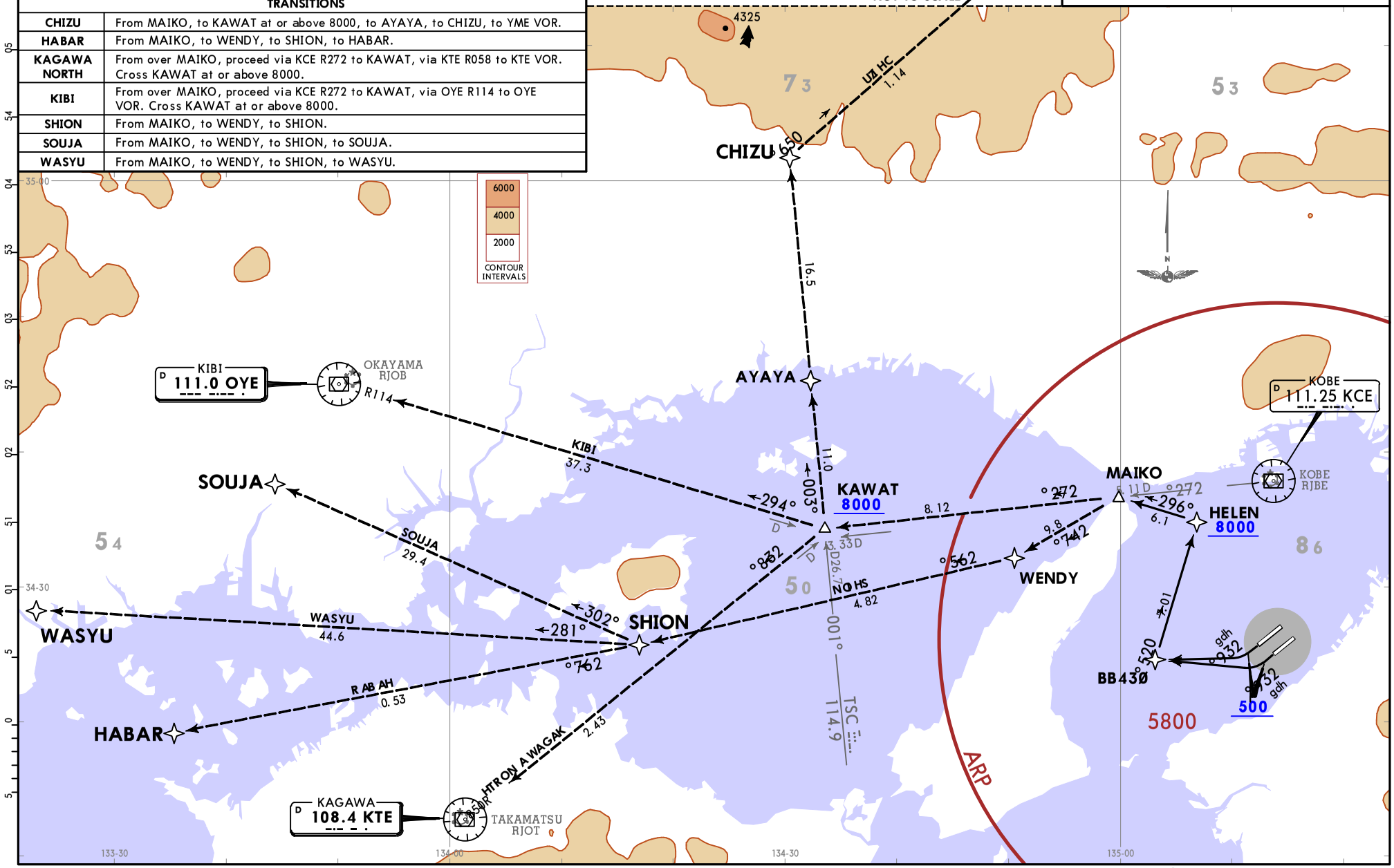
KANSAI Departure (R)	Apt Elev	Trans alt: 14000	IWAYA SID & CHIZU, HABAR, SHION, SOUJA, WASYU Transitions:
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

RWY	INITIAL CLIMB
24L	Climb on heading 239° at or above 500, turn RIGHT direct to BB43Ø, 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 BB43Ø, 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.

IWAYA 2 DEPARTURE [IWAYA2]



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RJBB/KIX
KANSAI INTL

JEPPESEN

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

OSAKA, JAPAN
RNAV SID

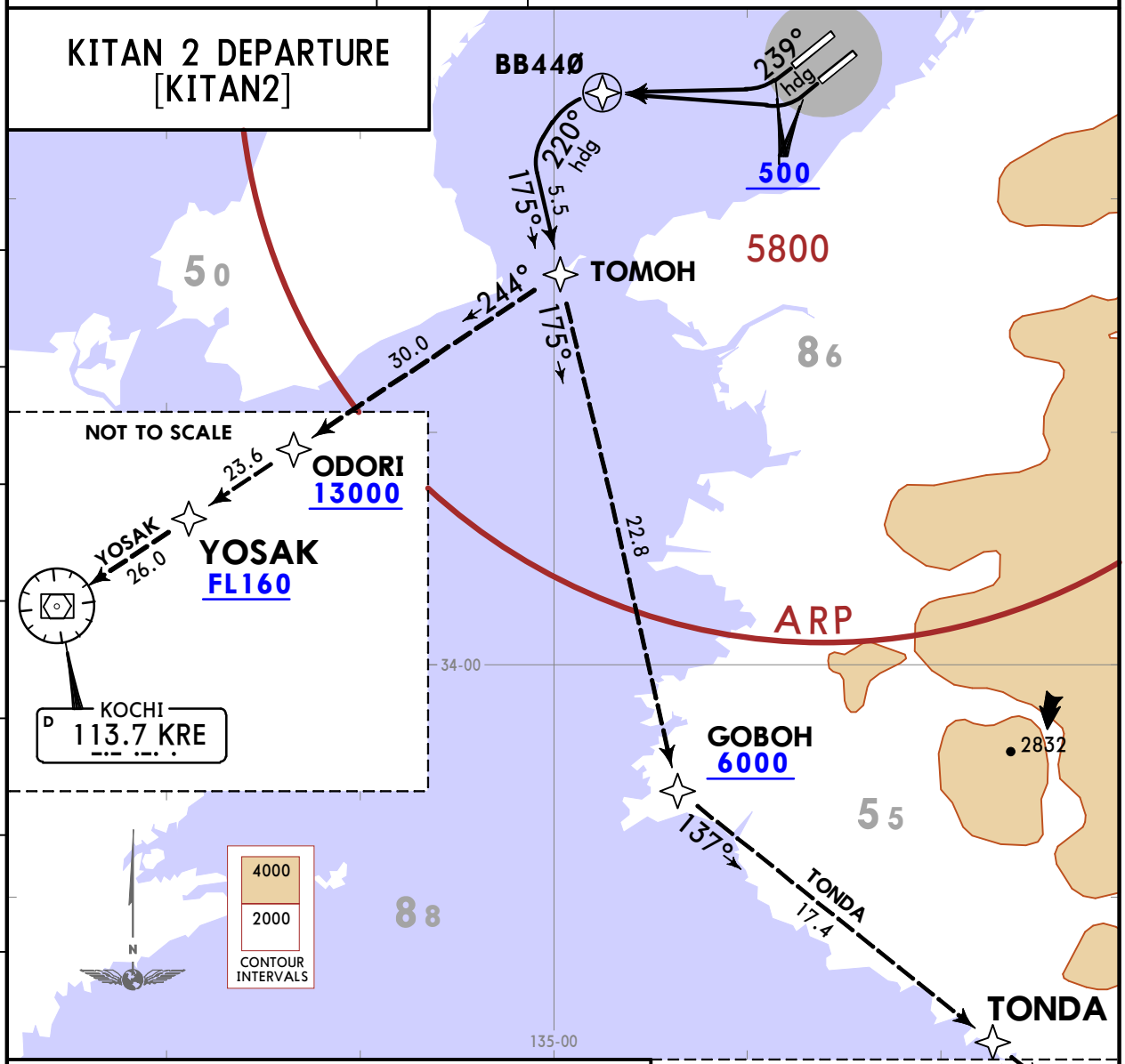
KANSAI Departure (R)

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.

KITAN 2 DEPARTURE [KITAN2]



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 BB44Ø, 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 BB44Ø, 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.

CHANGES: Procedure renumbered, bearings, waypoints and critical DME revised.

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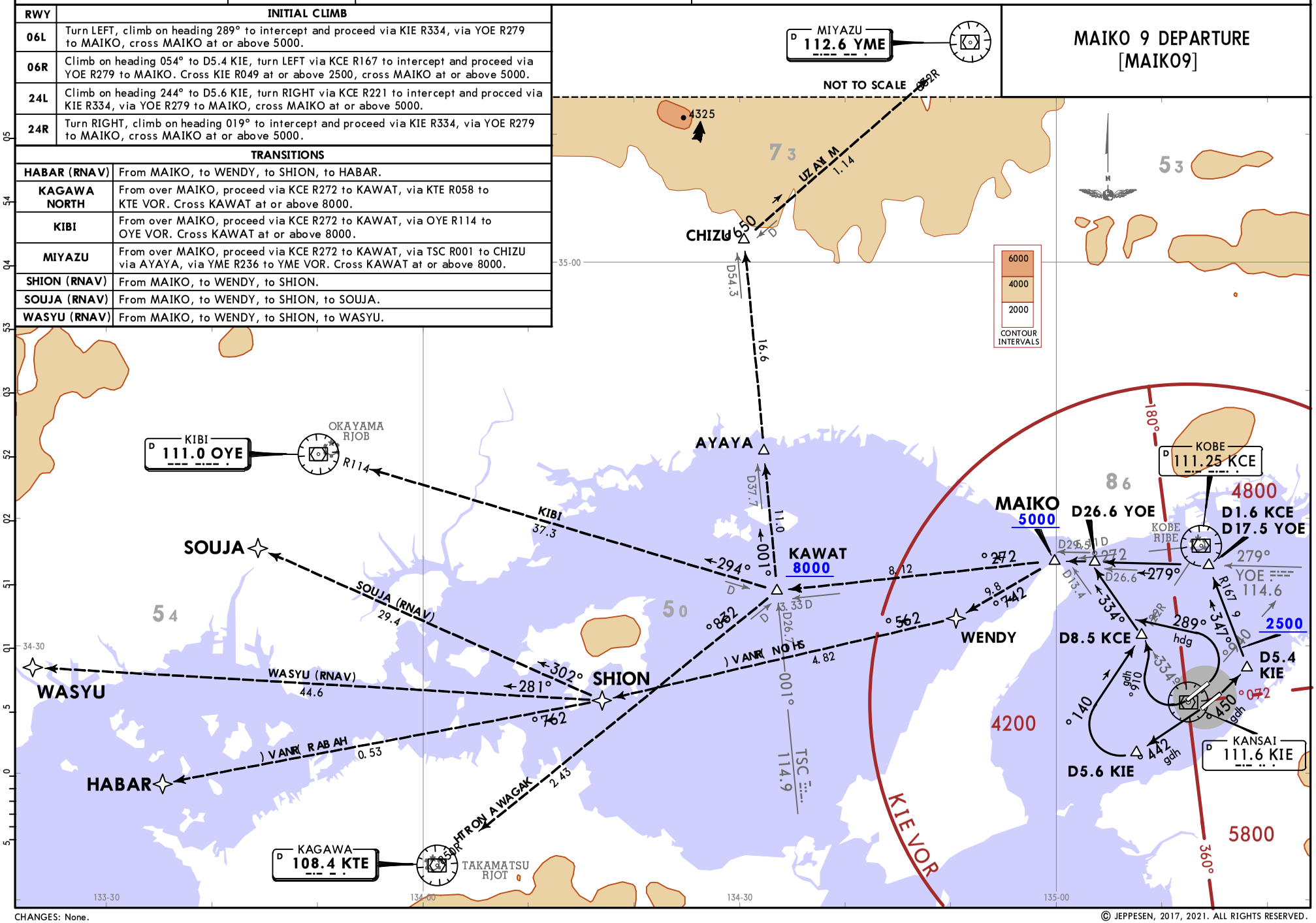
KANSAI Departure (R)	Apt Elev	Trans alt: 14000	HABAR, SHION, SOUJA, WASYU Transitions:
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required.

RWY	INITIAL CLIMB
06L	Turn LEFT, climb on heading 289° to intercept and proceed via KIE R334, via YOE R279 to MAIKO, cross MAIKO at or above 5000.
06R	Climb on heading 054° to D5.4 KIE, turn LEFT via KCE R167 to intercept and proceed via YOE R279 to MAIKO. Cross KIE R049 at or above 2500, cross MAIKO at or above 5000.
24L	Climb on heading 244° to D5.6 KIE, turn RIGHT via KCE R221 to intercept and procced via KIE R334, via YOE R279 to MAIKO, cross MAIKO at or above 5000.
24R	Turn RIGHT, climb on heading 019° to intercept and proceed via KIE R334, via YOE R279 to MAIKO, cross MAIKO at or above 5000.

TRANSITIONS	
HABAR (RNAV)	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.
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.

MAIKO 9 DEPARTURE [MAIKO9]



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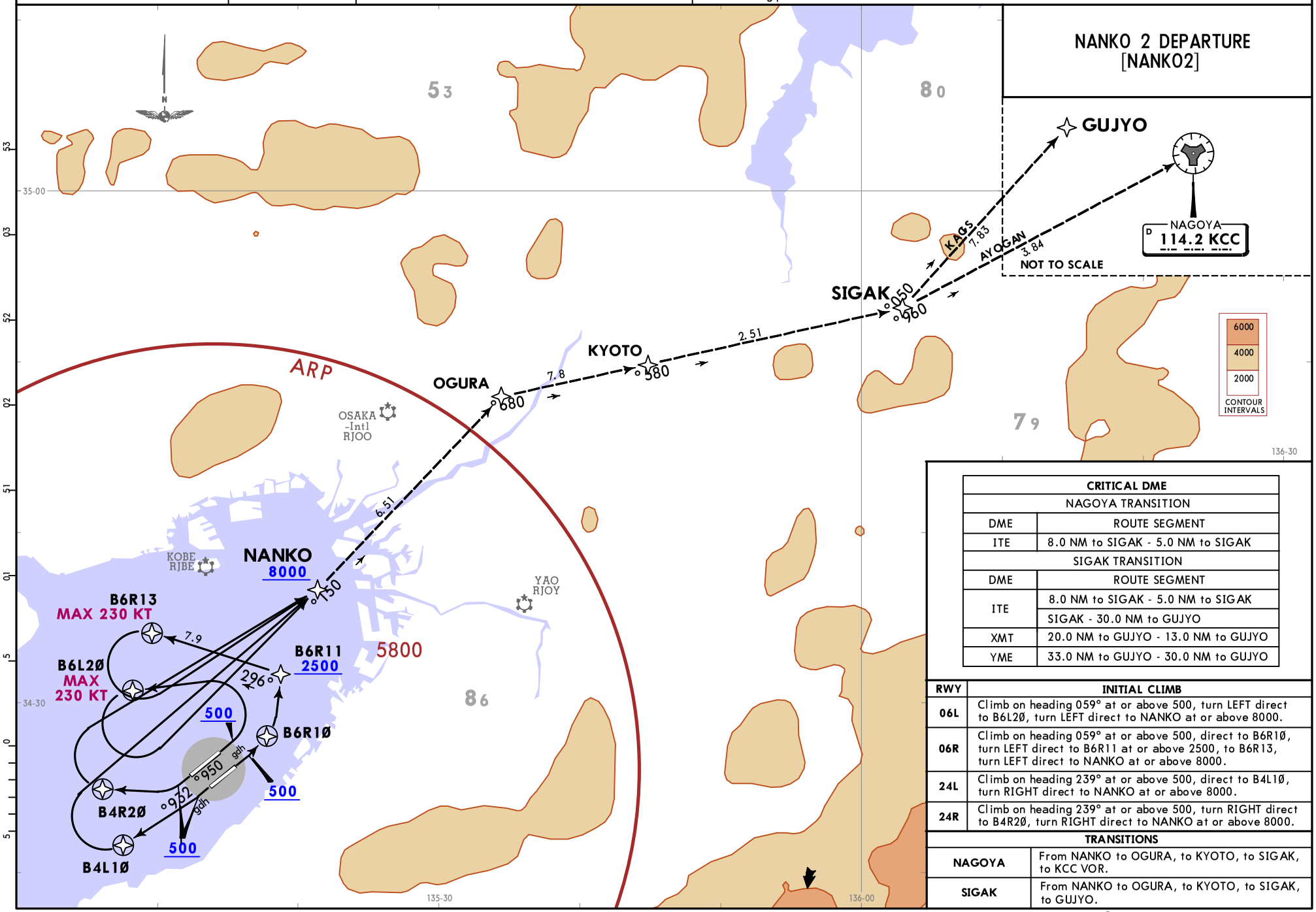
KANSAI Departure (R)	Apt Elev	Trans alt: 14000	
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17		1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

NANKO 2 DEPARTURE [NANKO2]



CRITICAL DME	
NAGOYA TRANSITION	
DME	ROUTE SEGMENT
ITE	8.0 NM to SIGAK - 5.0 NM to SIGAK
SIGAK TRANSITION	
DME	ROUTE SEGMENT
ITE	8.0 NM to SIGAK - 5.0 NM to SIGAK
	SIGAK - 30.0 NM to GUJYO
XMT	20.0 NM to GUJYO - 13.0 NM to GUJYO
YME	33.0 NM to GUJYO - 30.0 NM to GUJYO

RWY	INITIAL CLIMB
06L	Climb on heading 059° at or above 500, turn LEFT direct to B6L2Ø, turn LEFT direct to NANKO at or above 8000.
06R	Climb on heading 059° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R13, turn LEFT direct to NANKO at or above 8000.
24L	Climb on heading 239° at or above 500, direct to B4L1Ø, turn RIGHT direct to NANKO at or above 8000.
24R	Climb on heading 239° at or above 500, turn RIGHT direct to B4R2Ø, turn RIGHT direct to NANKO at or above 8000.

TRANSITIONS	
NAGOYA	From NANKO to OGURA, to KYOTO, to SIGAK, to KCC VOR.
SIGAK	From NANKO to OGURA, to KYOTO, to SIGAK, to GUJYO.

CHANGES: Reissue.

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

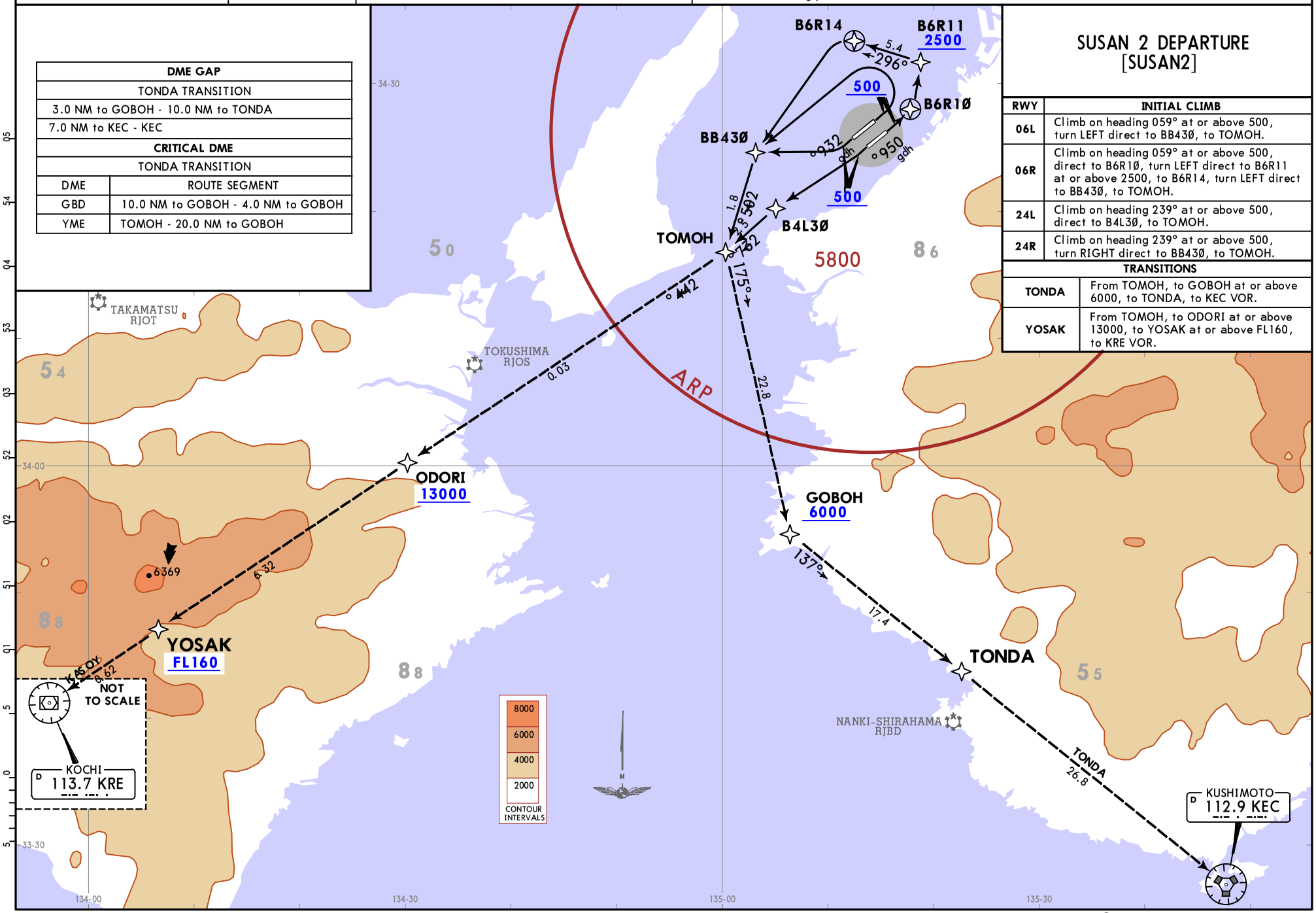
1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.
4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

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

SUSAN 2 DEPARTURE [SUSAN2]

RWY	INITIAL CLIMB
06L	Climb on heading 059° at or above 500, turn LEFT direct to BB43Ø, to TOMOH.
06R	Climb on heading 059° at or above 500, direct to B6R1Ø, turn LEFT direct to B6R11 at or above 2500, to B6R14, turn LEFT direct to BB43Ø, to TOMOH.
24L	Climb on heading 239° at or above 500, direct to B4L3Ø, to TOMOH.
24R	Climb on heading 239° at or above 500, turn RIGHT direct to BB43Ø, to TOMOH.

TRANSITIONS	
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.



CHANGES: None.

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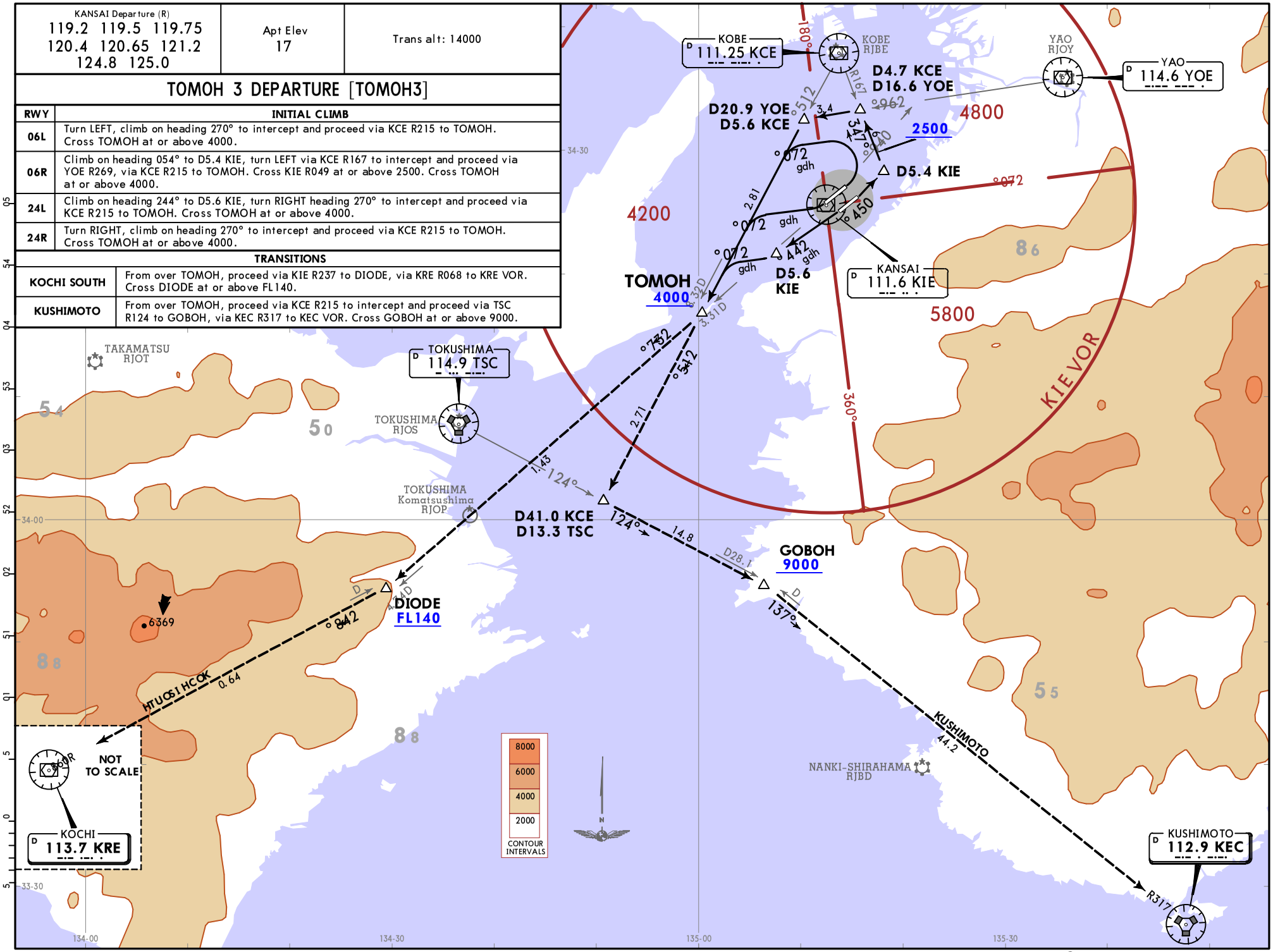
KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

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 R317 to KEC VOR. Cross GOBOH at or above 9000.



CHANGES: Altitude restriction at GOBOH.

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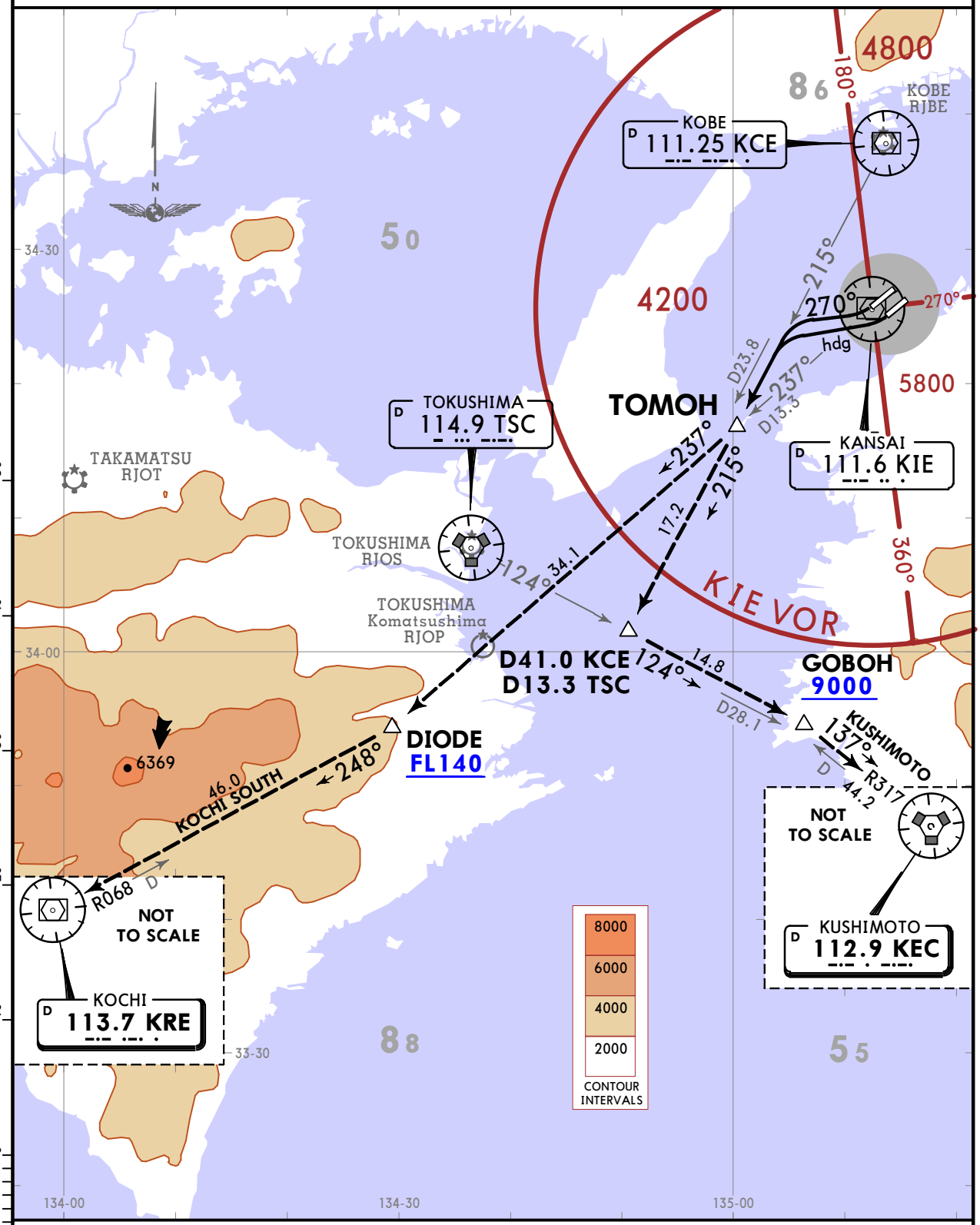
KANSAI Departure (R)	Apt Elev	Trans alt: 14000
119.2 119.5 119.75 120.4 120.65 121.2 124.8 125.0	17	

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 R317 to KEC VOR. Cross GOBOH at or above 9000.

CHANGES: Altitude restriction at GOBOH.

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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

CHANGES: Restrictions about the use of APU moved to chart 20-1P.

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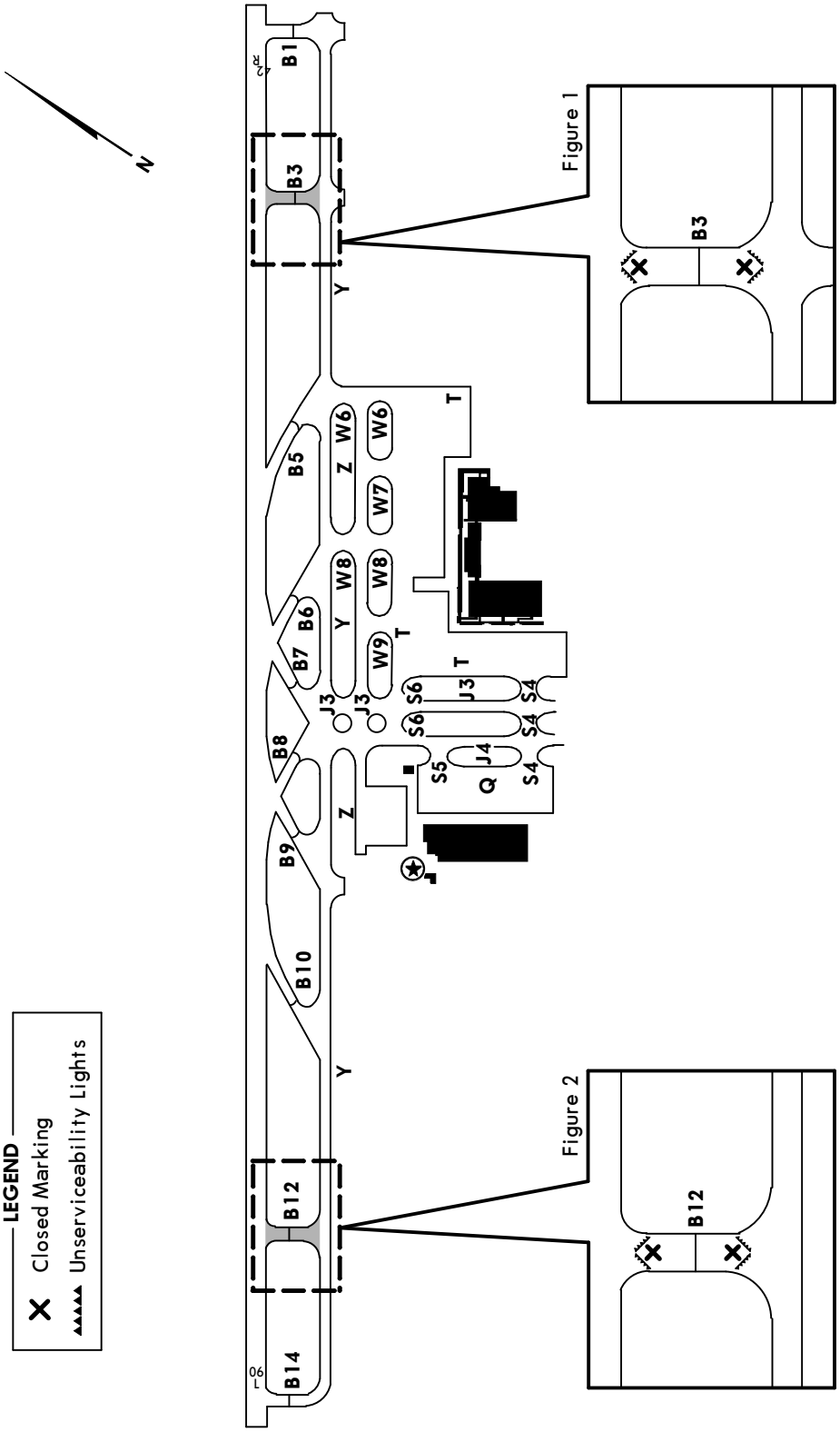
OPERATIONAL RESTRICTIONS AT KANSAI INTL AIRPORT (SUP 146/24)

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

Item	Operational Restrictions		Planning Period (UTC)			Figure NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
TAXIWAY							
A	Twy B3	closed	AUG 2024	MAR 2025	H24	1	Closed marking and unserviceability lights installed
B	Twy B12	closed	AUG 2024	MAR 2025	H24	2	Closed marking and unserviceability lights installed



CHANGES: New temporary chart.

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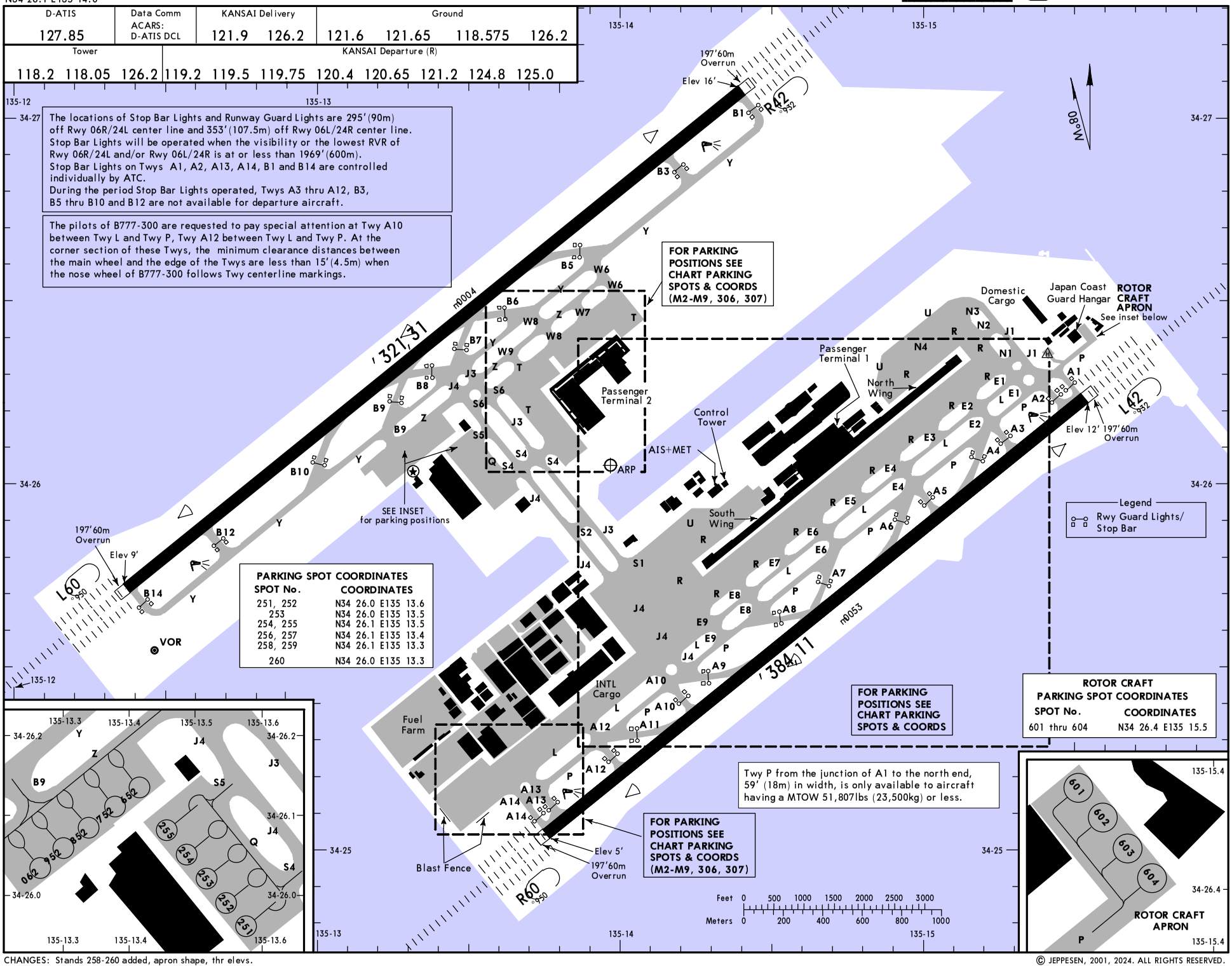
D-ATIS	Data Comm ACARS: D-ATIS DCL	KANSAI Delivery		Ground			
127.85		121.9	126.2	121.6	121.65	118.575	126.2

Tower			KANSAI Departure (R)							
118.2	118.05	126.2	119.2	119.5	119.75	120.4	120.65	121.2	124.8	125.0

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.



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
251, 252	N34 26.0 E135 13.6
253	N34 26.0 E135 13.5
254, 255	N34 26.1 E135 13.5
256, 257	N34 26.1 E135 13.4
258, 259	N34 26.1 E135 13.3
260	N34 26.0 E135 13.3

ROTOR CRAFT PARKING SPOT COORDINATES

SPOT No.	COORDINATES
601 thru 604	N34 26.4 E135 15.5

CHANGES: Stands 258-260 added, apron shape, thr elevs.

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GENERAL

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06L ❶ 24R	❷HIRL ❸CL HIALS ❹SFL-V TDZ ❺PAPI-L RVR		12,149′ 3703m / 12,086′ 3684m		197′ 60m
❶ Runway grooved (12,479′ 3804m). ❷ Spacing 60m. ❸ Spacing 15m. ❹ Variable light intensity. ❺ angle 3.0°					
06R ❻ 24L	❼HIRL ❽CL HIALS ❾SFL-V TDZ ❿PAPI-L RVR		10,450′ 3185m / 10,315′ 3144m		197′ 60m
❻ Runway grooved ❼ Spacing 60m. ❽ Spacing 15m. ❾ Variable light intensity. ❿ angle 3.0°					

State

TAKE-OFF

	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	2 HIRL or CL or RCLM	NIL (DAY ONLY)	
	2 HIRL & CL & Multiple RVR	2 HIRL & CL	2 HIRL or CL or RCLM				
A B C	R150m	R/V200m	R/V250m	R/V400m		V500m	Available Landing Minimums
D	R200m	R/V250m	R/V300m				

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

CHANGES: None.

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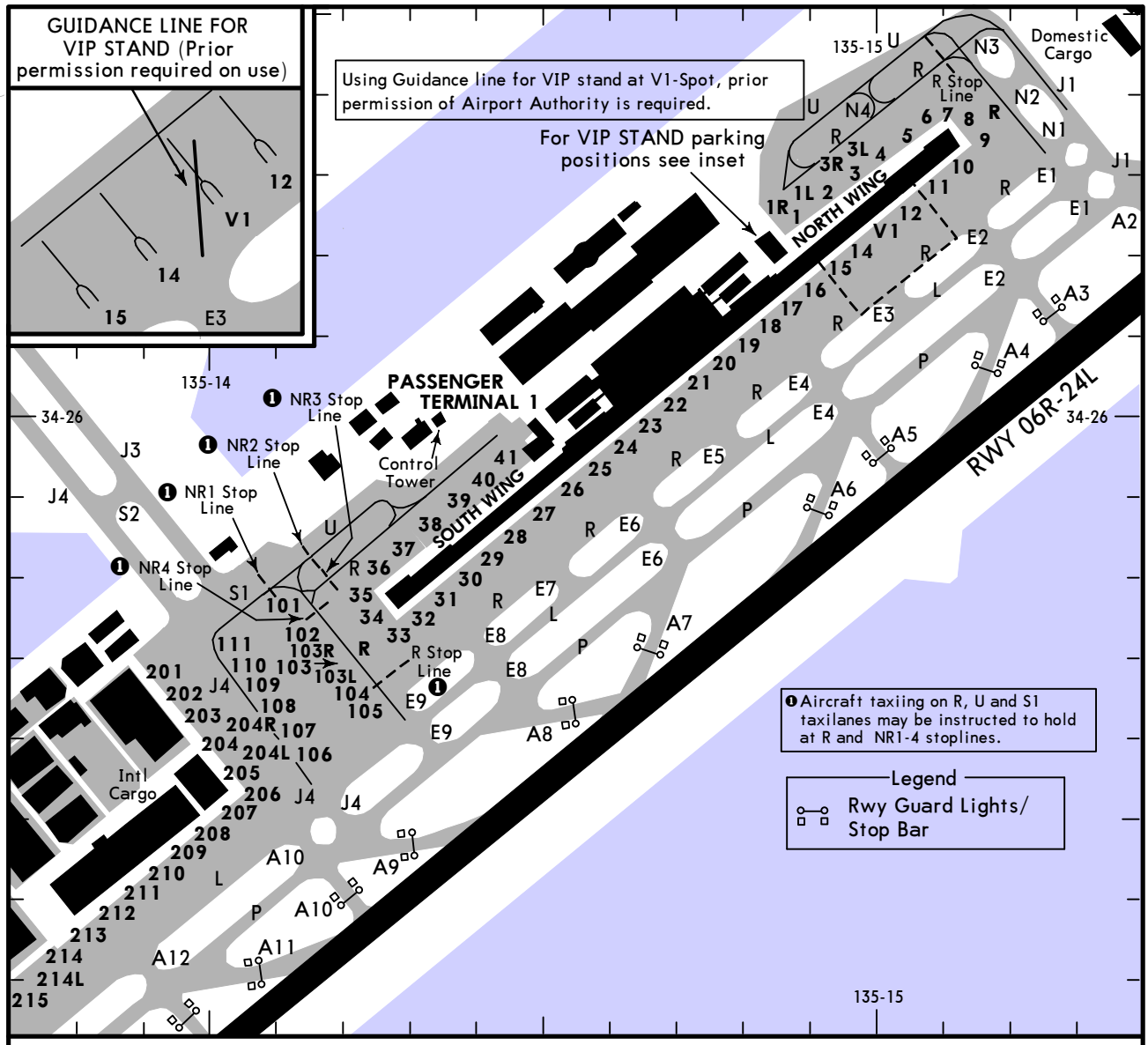

PARKING SPOT COORDINATES

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		

CHANGES: None.

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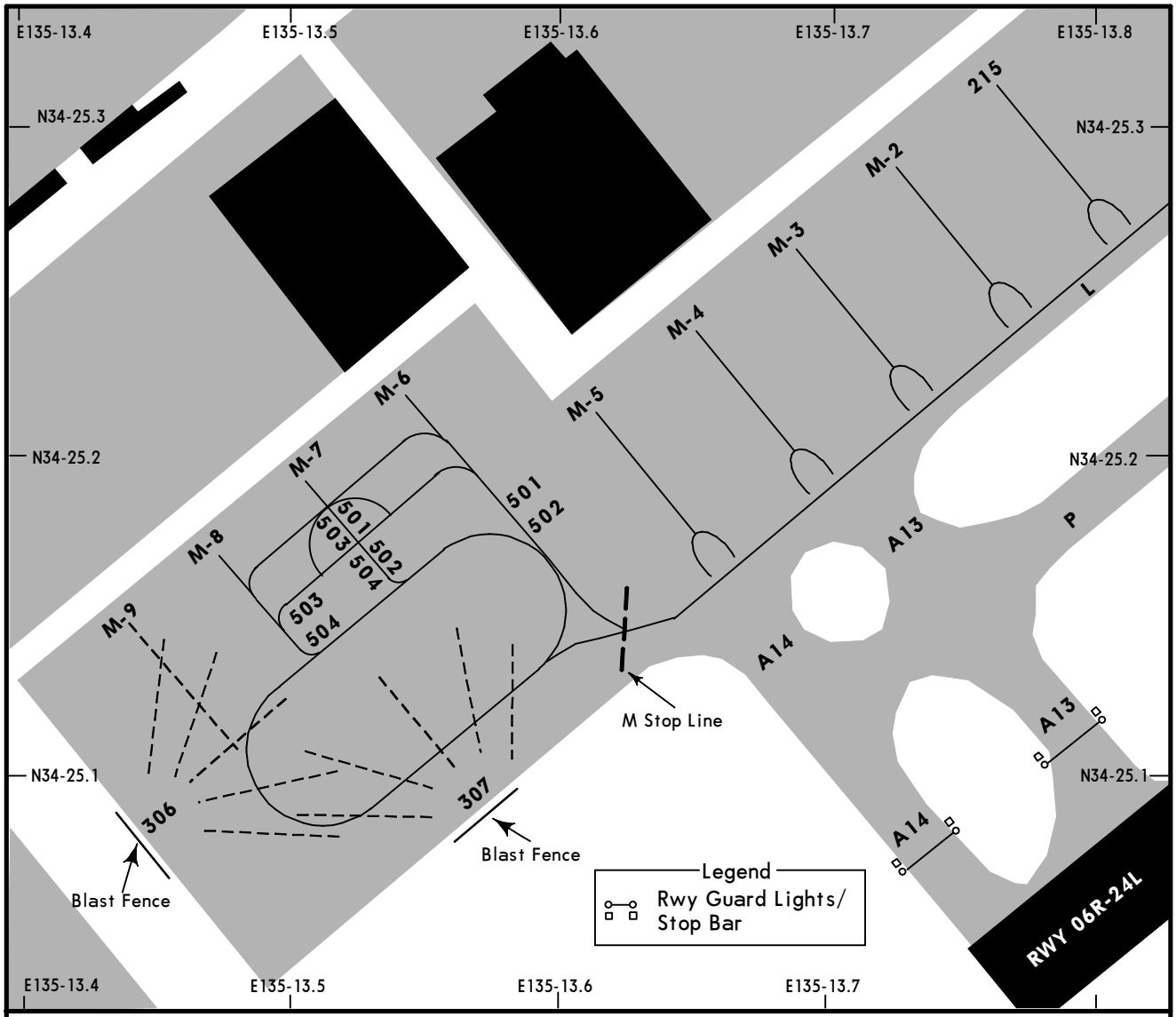

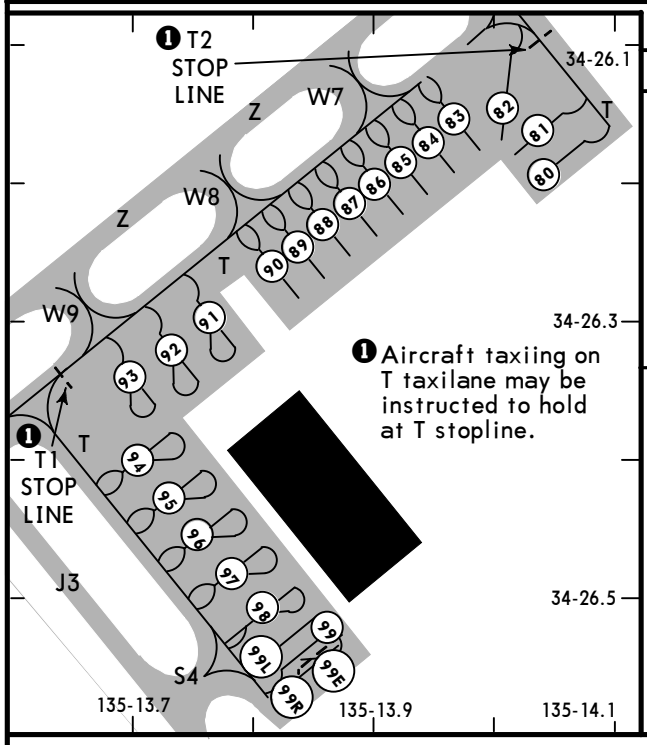

PARKING SPOT COORDINATES

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 84	N34 26.4 E135 14.0
85 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

CHANGES: Stand 81 lead in line.

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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

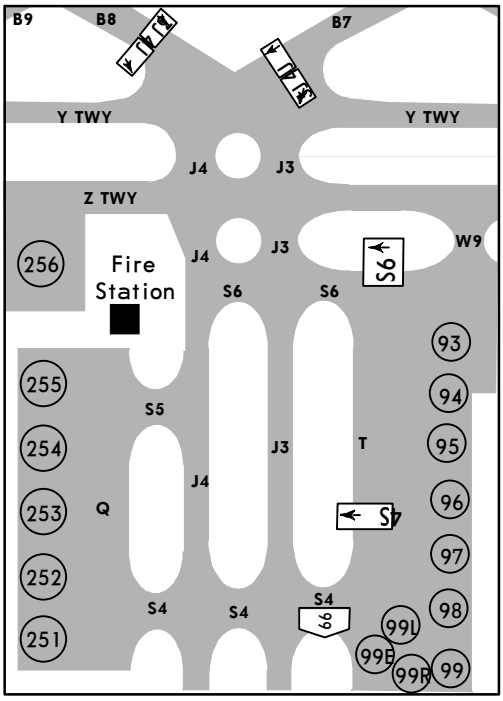
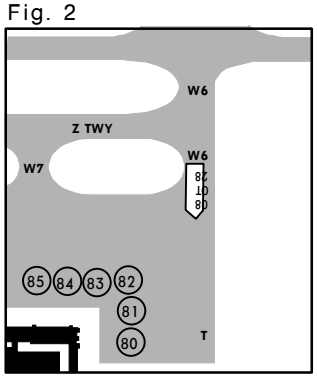


Fig. 2



LEGEND
H Surface Painted Direction Sign
D Surface Painted Location Sign

Fig. 3

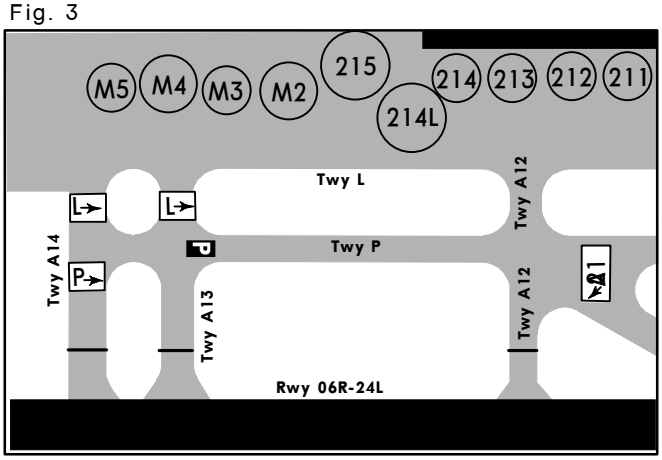


Fig. 4A

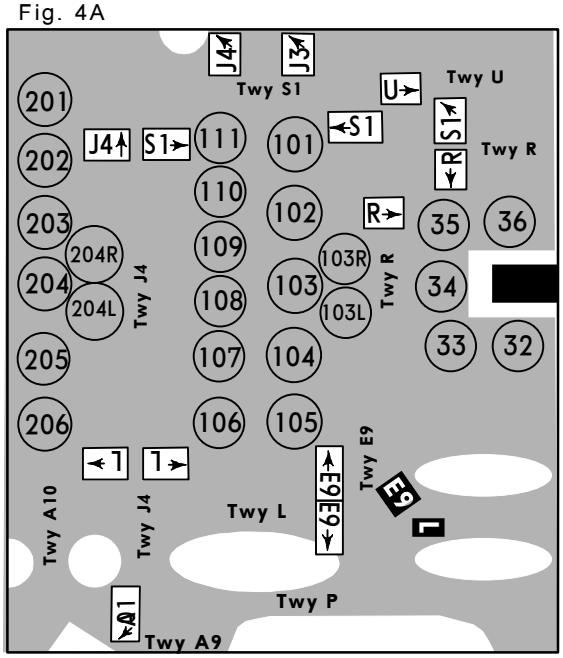


Fig. 4B

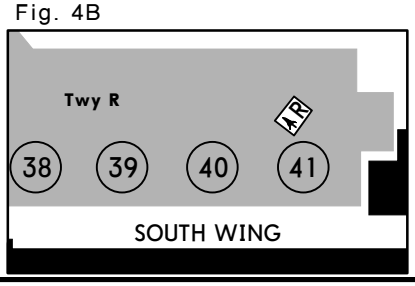
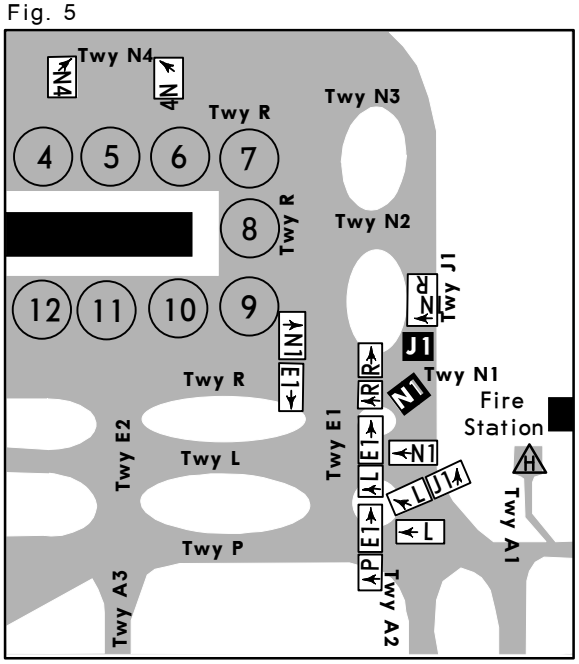


Fig. 5



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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 taxing 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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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.

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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 spot 91 through 99.

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

b) Operators must confirm jet blast cause no damage when 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 65° or more.

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

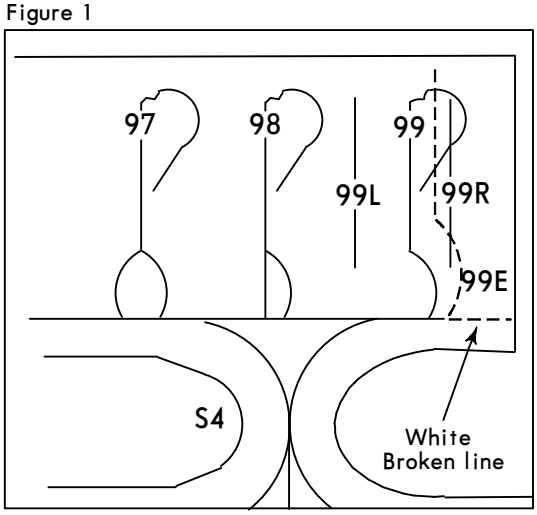
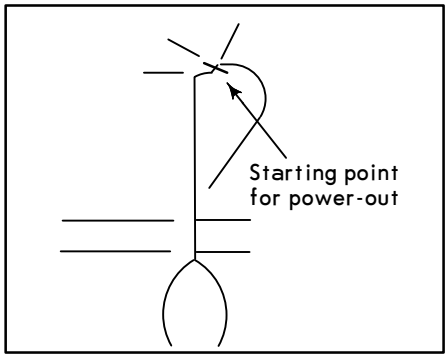


Figure 2



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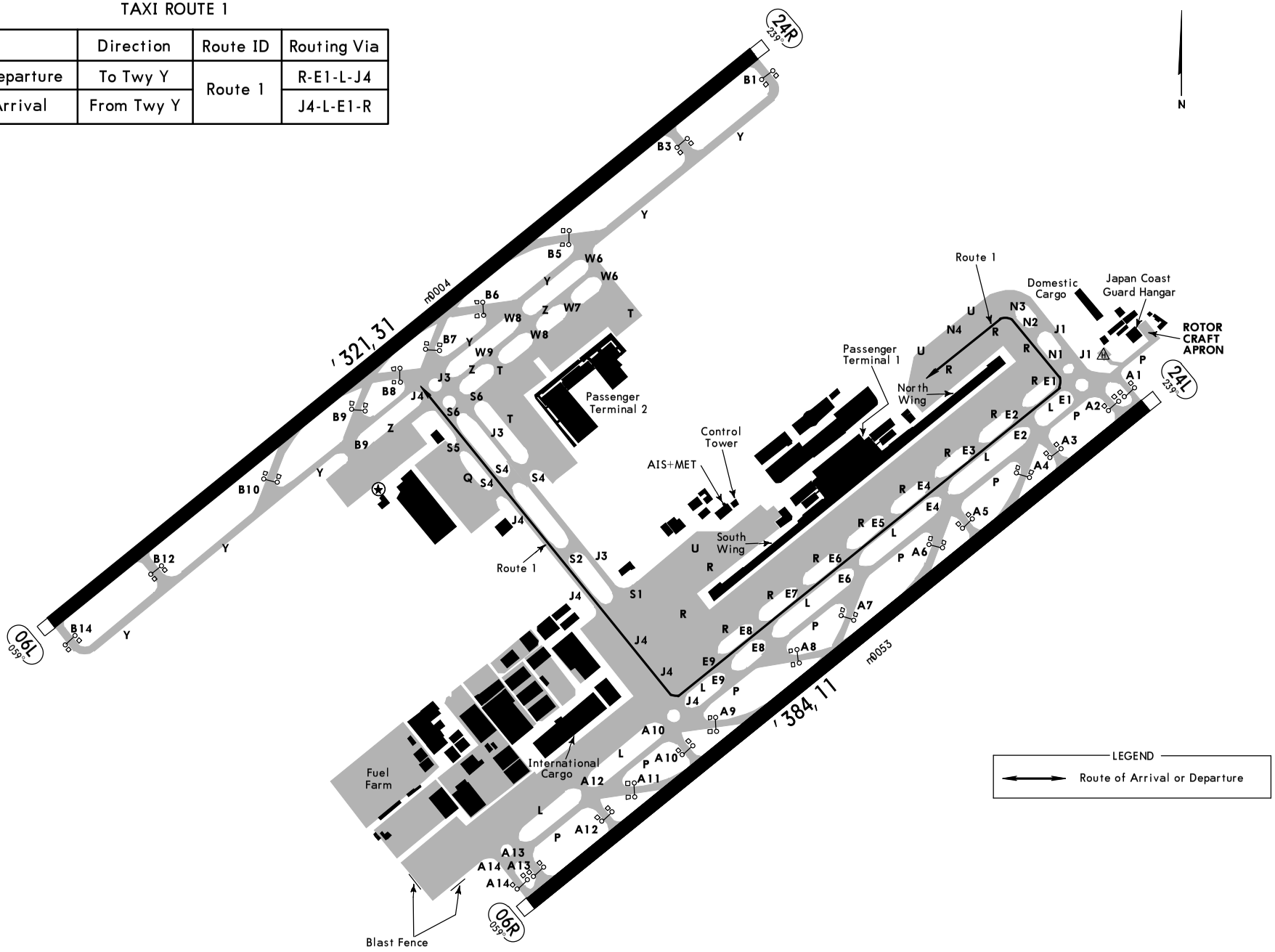
TAXI ROUTE 1

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



CHANGES: Apron revised.

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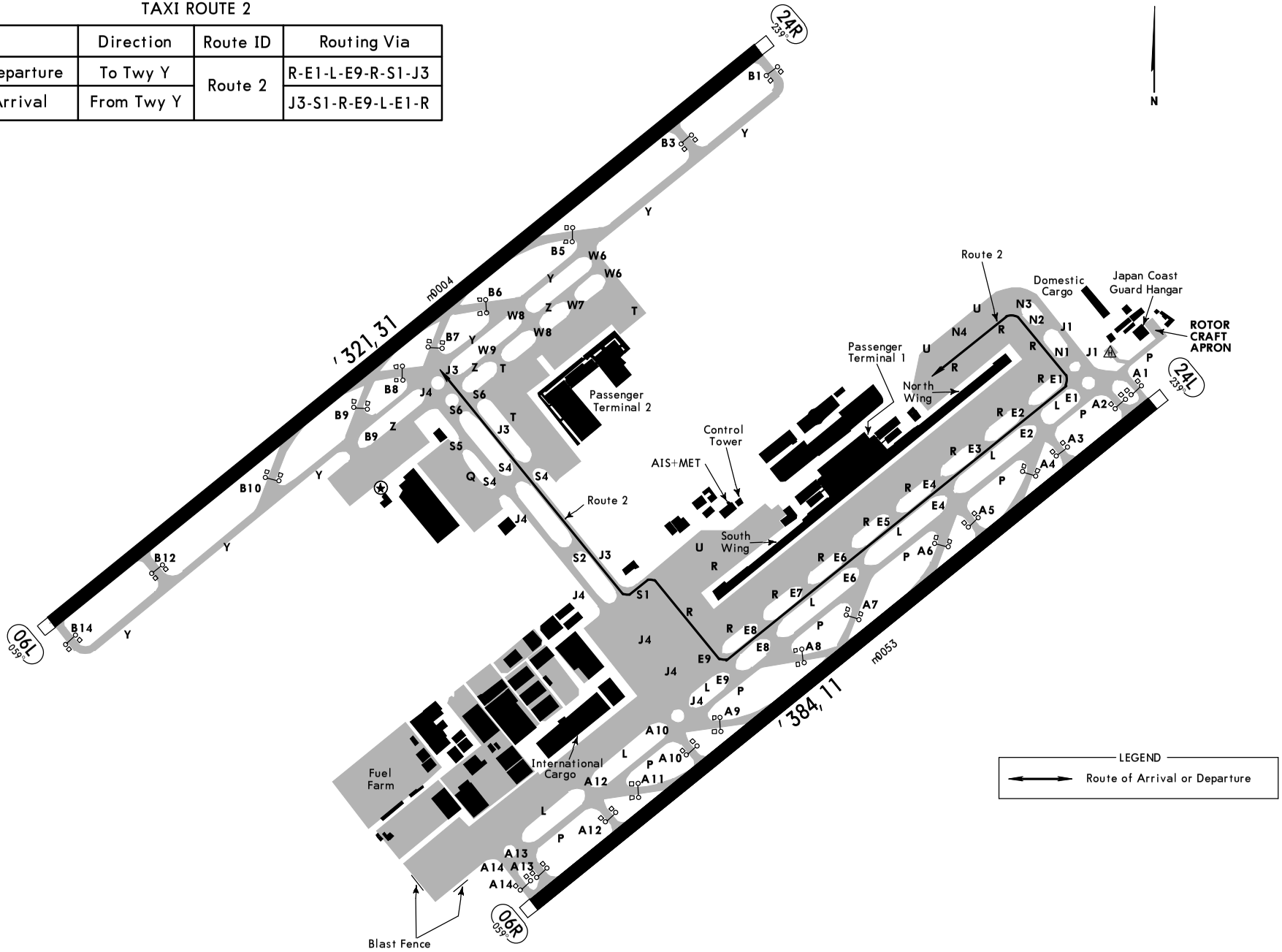
TAXI ROUTE 2

	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



CHANGES: Apron shape.

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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 (DCL) is conducted for ACARS equipped aircraft. VHF data link and Satellite data link are utilized for communications between airborne and ground systems.

1. Applicable airport

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

2. Applicable time

Narita INTL Apt/RJAA: 2045-1530Z
Tokyo INTL Apt/RJTT: H24
Chubu Centrair INTL Apt/RJGG: H24
Kansai INTL Apt/RJBB: H24
Osaka INTL Apt/RJOO: 2200-1200Z
Fukuoka Apt/RJFF: 2130-1300Z
Kagoshima Apt/RJFK: 2200-1300Z
Naha Apt/ROAH: H24

3. Definition of messages

Definition of messages for DCL is as follows:

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

4. Procedures

This 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 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.

CHANGES: Applicable airports, applicable time.

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

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

(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 by 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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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1500Z

(21-1)

OSAKA, JAPAN
ILS Z or LOC Z Rwy 06L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

BRIEFING STRIP ™

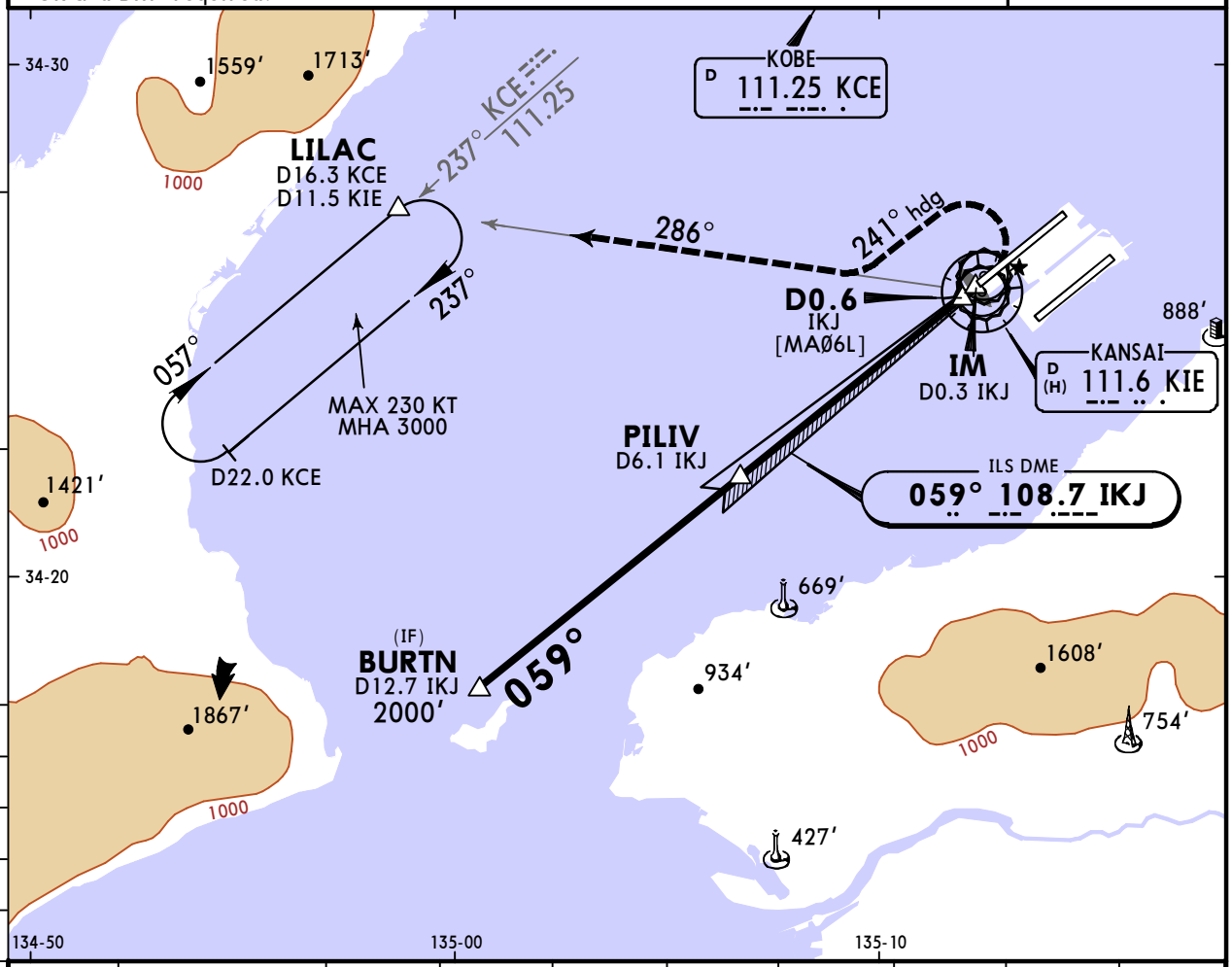
LOC IKJ	Final Apch Crs	PILIV	ILS DA(H)	Apt Elev 17′
108.7	**059°**	**2000′** (1991′)	**209′** (200′)	Rwy 9′

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.

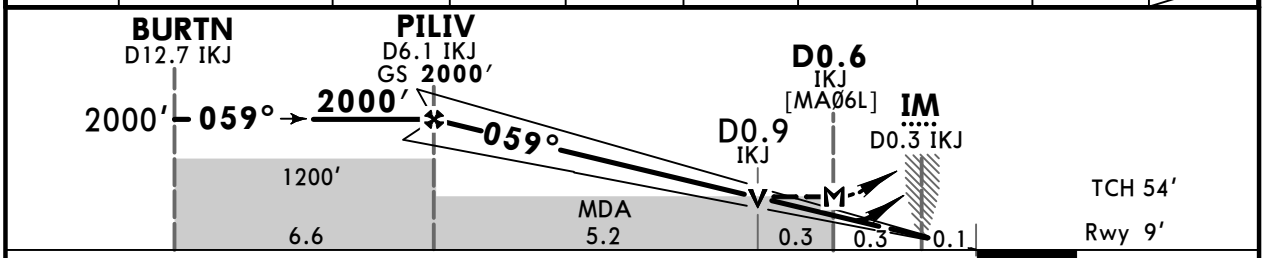
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

VOR and DME required.

MSA KIE VOR: 180° 4800; 270° 4200; 360° 5800



LOC (GS out)	IKJ DME	PILIV	6.0	5.0	4.0	3.0	2.0	1.0	0.6
	ALTITUDE	2000′	1918′	1599′	1281′	962′	644′	325′	



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IKJ							

Timing not authorized for defining the MAP.

HIALS PAPI **500′** on **059°** hdg

State	STRAIGHT-IN LANDING ILS DA(H) 209′(200′) TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 290′(281′)	ALS out	CIRCLE-TO-LAND Circling to north side of Rwy only Max Kts	MDA(H)
A	R550m	R750m	R1000m	R800m	R1500m	90 / 120 610′(593′) V1600m
B						
C					R1600m	140 610′(593′) V2400m
D				R1200m	R1800m	165 610′(593′) V3200m
D_L						

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

15 MAR 24
Eff 20 Mar 1500Z

JEPPESEN
21-1A

OSAKA, JAPAN
ILS Z Rwy 06L CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 118.575 126.2

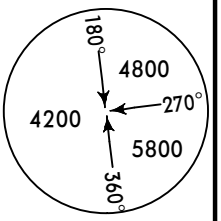
BRIEFING STRIP ™

LOC IKJ	Final Apch Crs	PILIV	CAT II ILS	Apt Elev 17′
108.7	**059°**	**2000′** (1991′)	**RA 100′** DA(H) 109′ (100′)	Rwy 9′

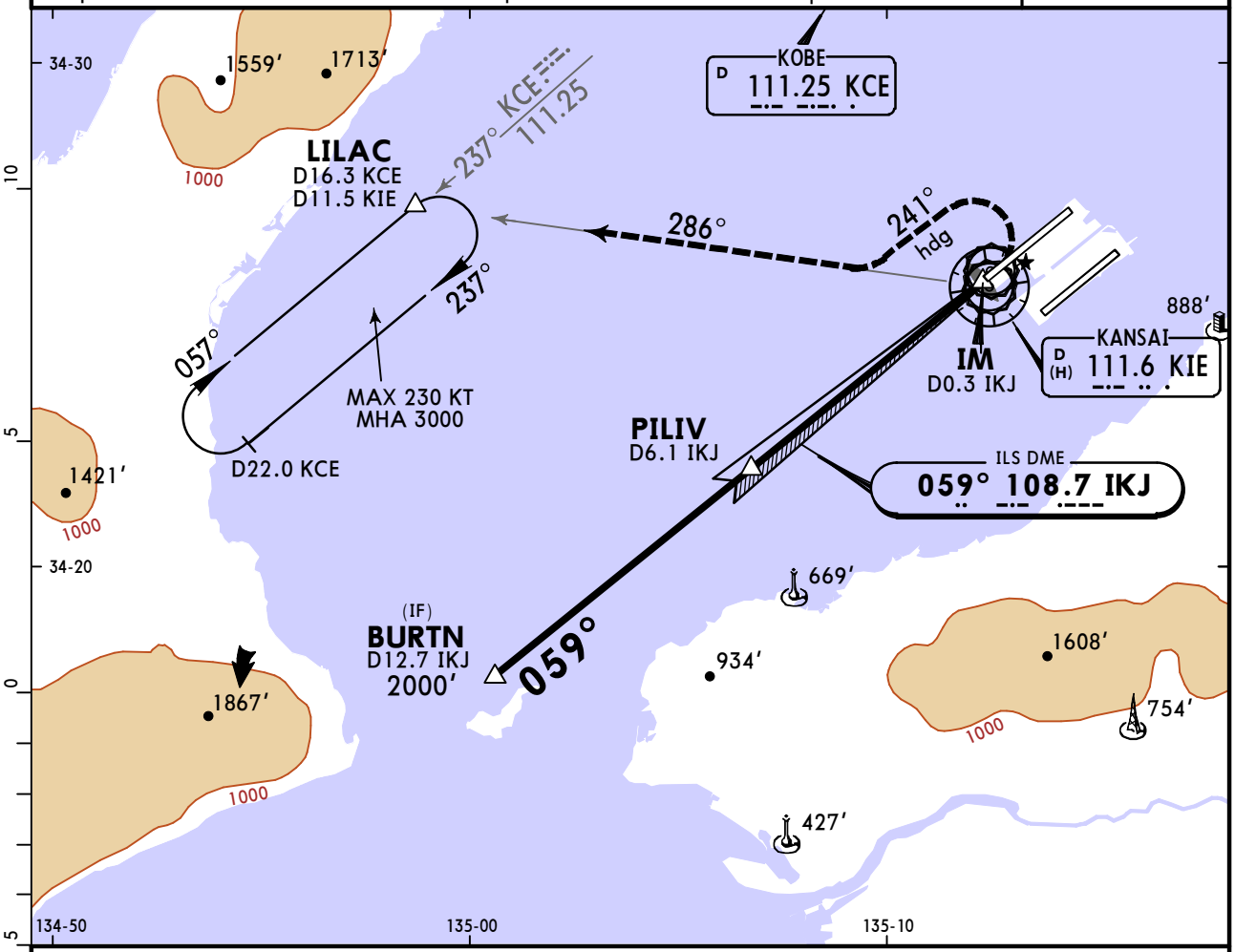
MISSED APCH: Climb to 500′ on heading 059°, turn LEFT heading 241° to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000′. Contact Kansai APP.

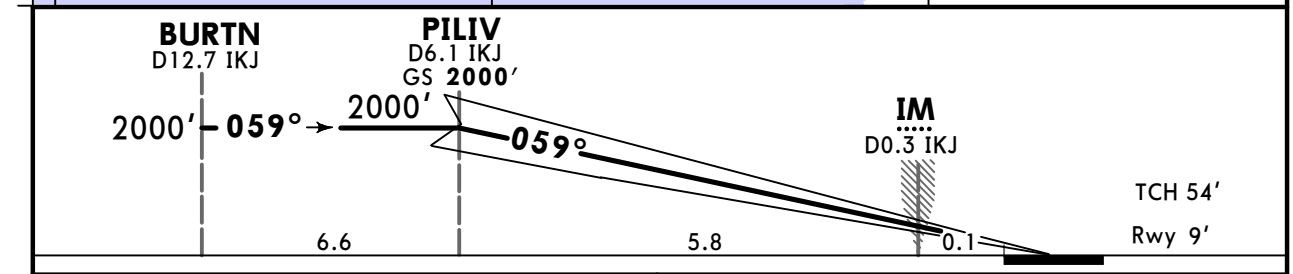
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.



MSA KIE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

500′ on **059°** hdg

State

STRAIGHT-IN LANDING

CAT II ILS

RA 100′

DA(H) **109′** (100′)

R300m

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1500Z
21-2

OSAKA, JAPAN
ILS Y or LOC Y Rwy 06L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

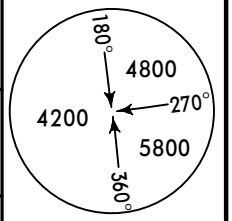
BRIEFING STRIP ™

LOC IKJ	Final Apch Crs	BOLAL	ILS DA(H)	Apt Elev 17′
108.7	**059°**	**4000′** (3991′)	**209′** (200′)	Rwy 9′

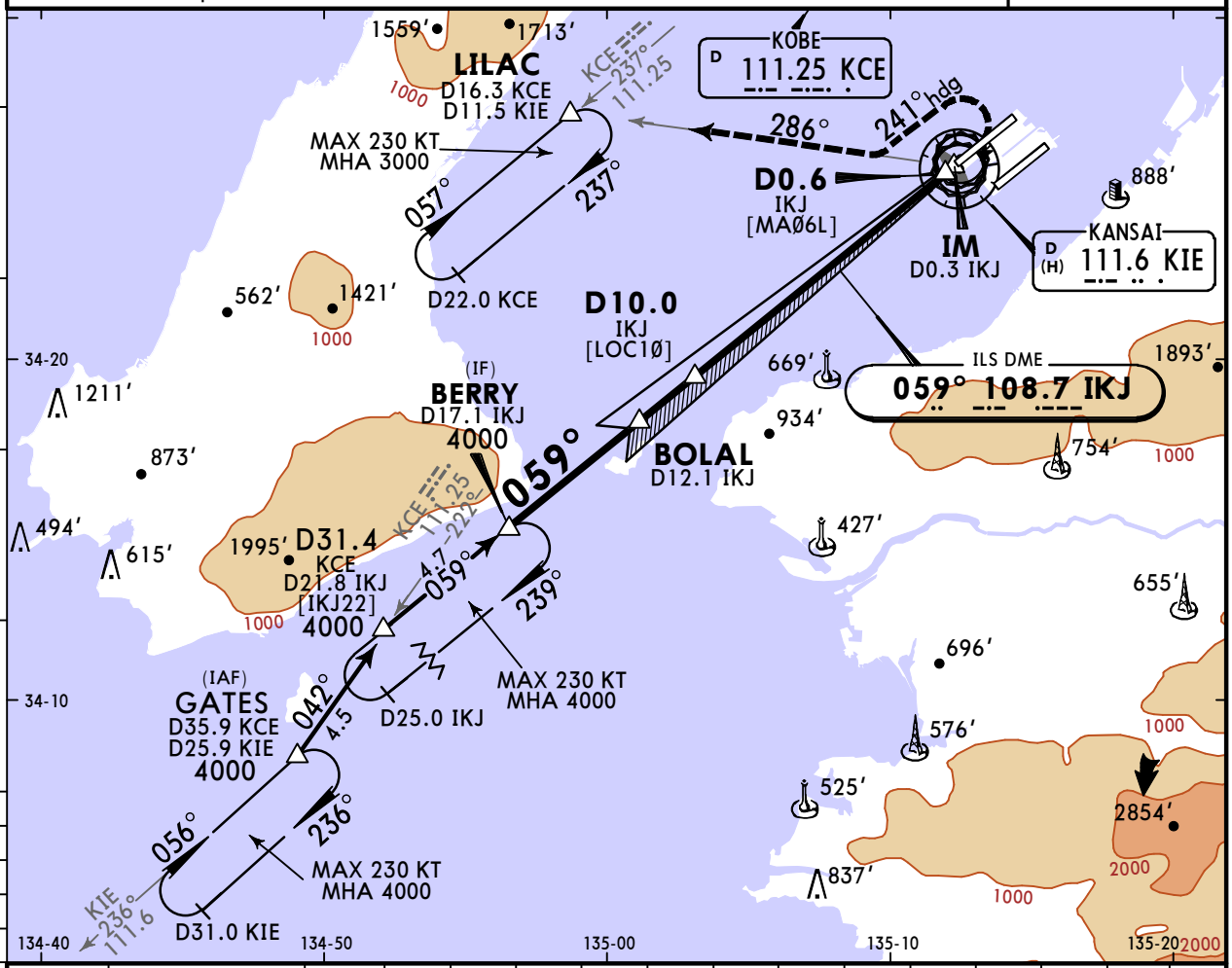
MISSED APCH: Climb to 500′ on heading 059°, turn LEFT heading 241° to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000′. Contact Kansai APP.

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

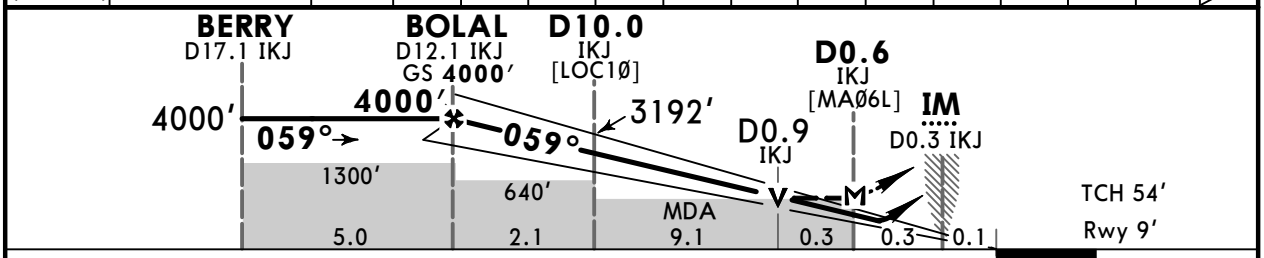
VOR and DME required.



MSA KIE VOR



LOC (GS out)	IKJ DME	BOLAL	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.6
	ALTITUDE	4000′	3829′	3510′	3192′	2873′	2555′	2236′	1918′	1599′	1281′	962′	644′	325′	



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

Timing not authorized for defining the MAP.

HIALS
PAPI
500′ on 059° hdg

State

	STRAIGHT-IN LANDING ILS DA(H) 209′(200′) TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 290′(281′)	ALS out	CIRCLE-TO-LAND Circling to north side of Rwy only Max Kts	MDA(H)
A	R550m	R750m	R1000m	R800m	R1500m	90 610′(593′) V1600m
B						120
C					R1600m	140 610′(593′) V2400m
D				R1200m	R1800m	165 610′(593′) V3200m
D_L						

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1500Z

(21-2A)

OSAKA, JAPAN
ILS Y Rwy 06L CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

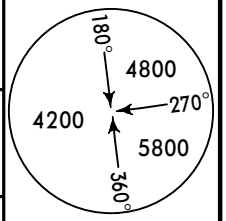
BRIEFING STRIP ™

LOC IKJ	Final Apch Crs	BOLAL	CAT II ILS	Apt Elev 17′
108.7	**059°**	**4000′** (3991′)	**RA 100′** DA(H) 109′ (100′)	Rwy 9′

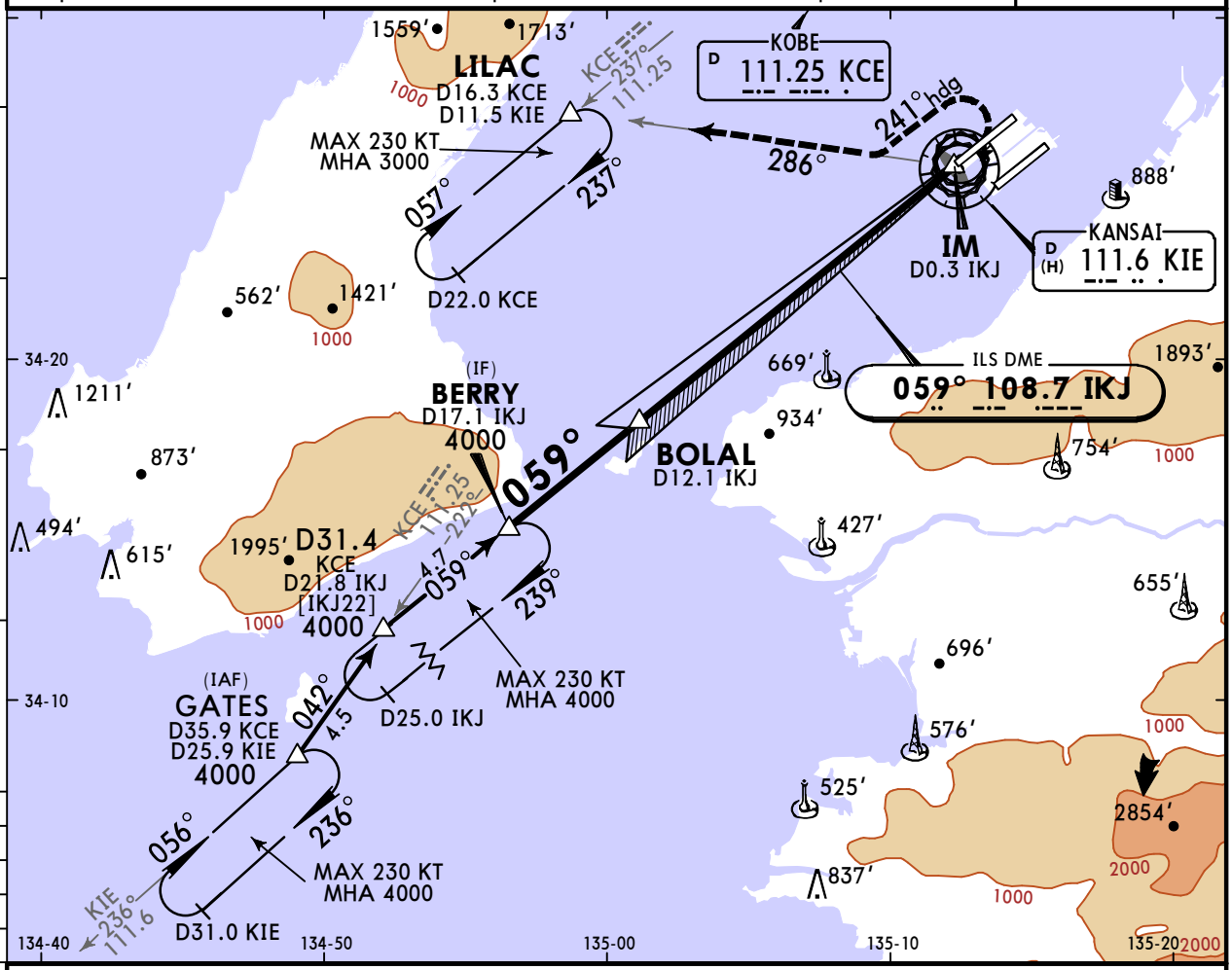
MISSED APCH: Climb to 500′ on heading 059°, turn LEFT heading 241° to intercept and proceed outbound via KIE VOR R-286 to LILAC and hold at 3000′. Contact Kansai APP.

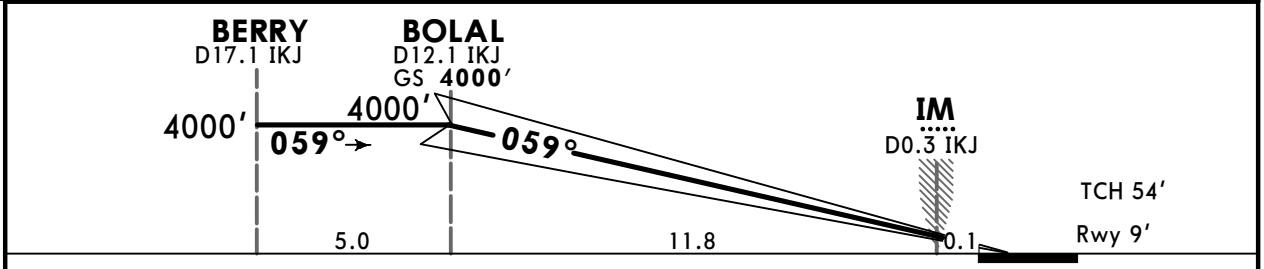
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

1. Special Aircrew & Acft Certification Required. 2. VOR and DME required.



MSA KIE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

500′ on 059° hdg

State

STRAIGHT-IN LANDING

CAT II ILS
RA 100′
DA(H) **109′** (100′)

R300m

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-3)

OSAKA, ~~JAPAN~~
ILS Z or LOC Z Rwy 06R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

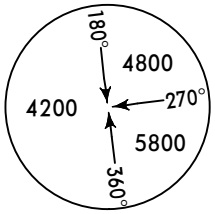
BRIEFING STRIP ™

LOC IKD	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 17′
108.1	**059°**	Refer to Profile	**205′** (200′)	Rwy 5′

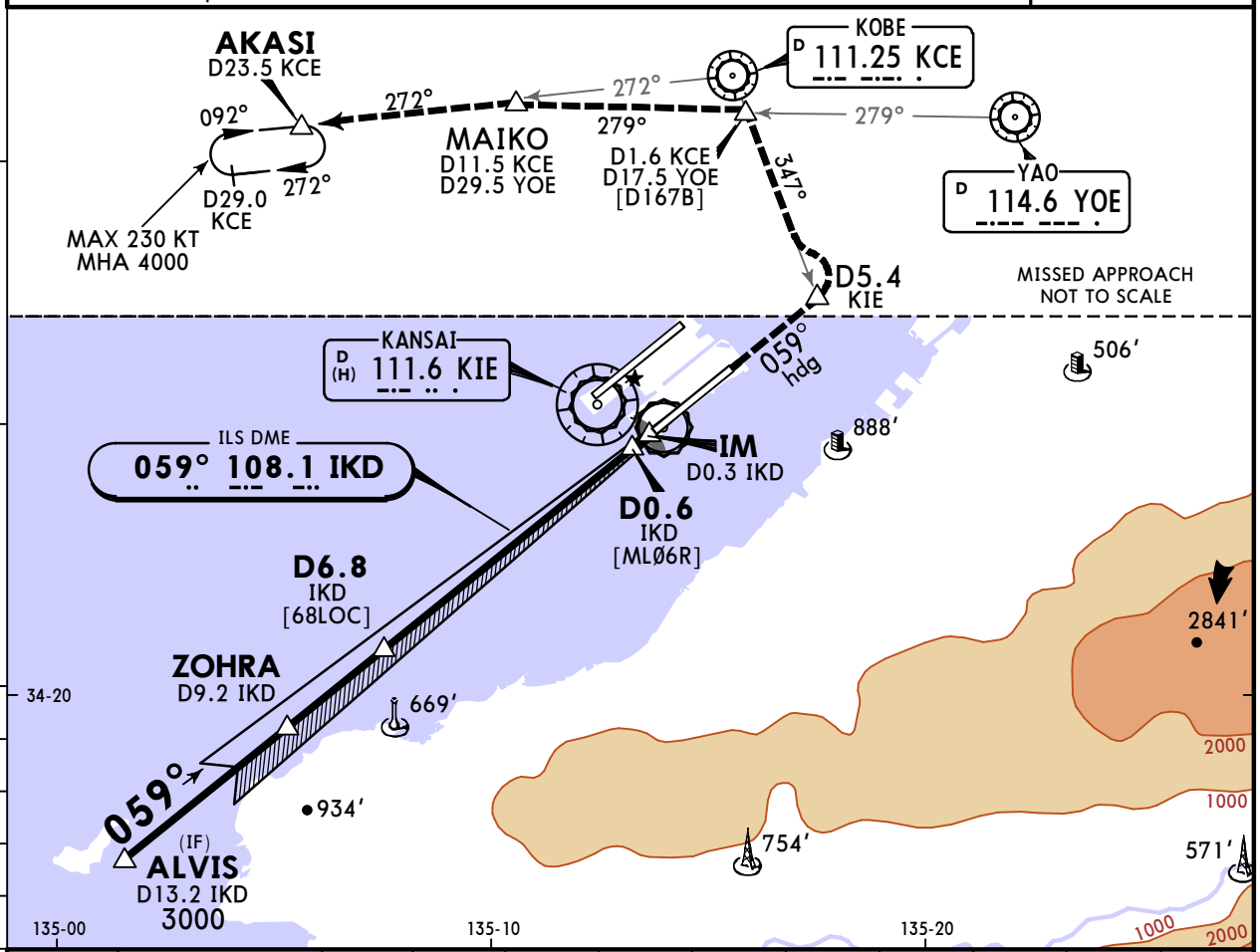
MISSED APCH: Climb to 4000′ via heading 059° to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.

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

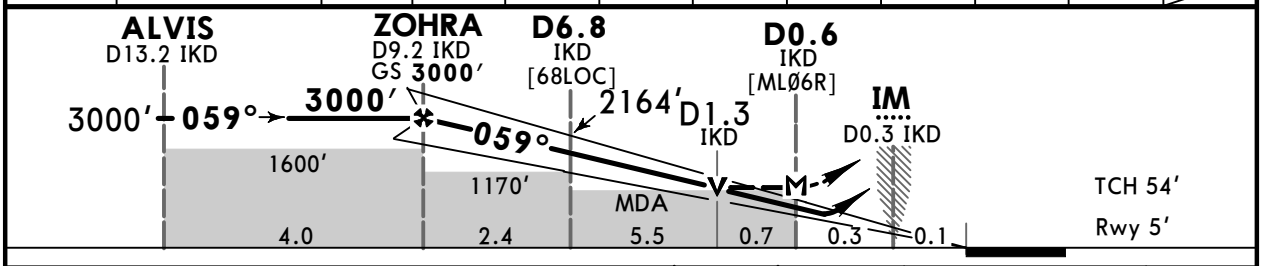
VOR and DME required.



MSA KIE VOR



LOC (GS out)	IKD DME	ZOHRA	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.6
	ALTITUDE	3000′	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	3.07°	380	489	543	652	760	869
MAP at D0.6 IKD							

Timing not authorized for defining the MAP.

HIALS PAPI **4000′** via **059°** hdg **D5.4** KIE

State — STRAIGHT-IN LANDING

	ILS DA(H) 205′ (200′)			LOC (GS out) MDA(H) 390′ (385′)		CIRCLE-TO-LAND Circling to north side of Rwy only	
		TDZ and/or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	R550m	R750m	R1000m	R900m	R1500m	90	610′(593′)V1600m
B				R1000m		120	
C					R1800m	140	610′(593′)V2400m
D				R1400m	R2000m	165	610′(593′)V3200m
D_L							

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-3A)

OSAKA, JAPAN
ILS Z Rwy 06R CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 118.575 126.2

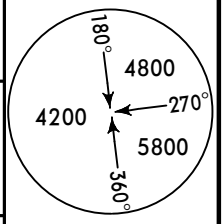
BRIEFING STRIP ™

LOC IKD	Final Apch Crs	Procedure Alt	CAT II ILS	Apt Elev 17′
108.1	**059°**	**ZOHRA** **3000′**(2995′)	**RA 100′** DA(H) 105′(100′)	Rwy 5′

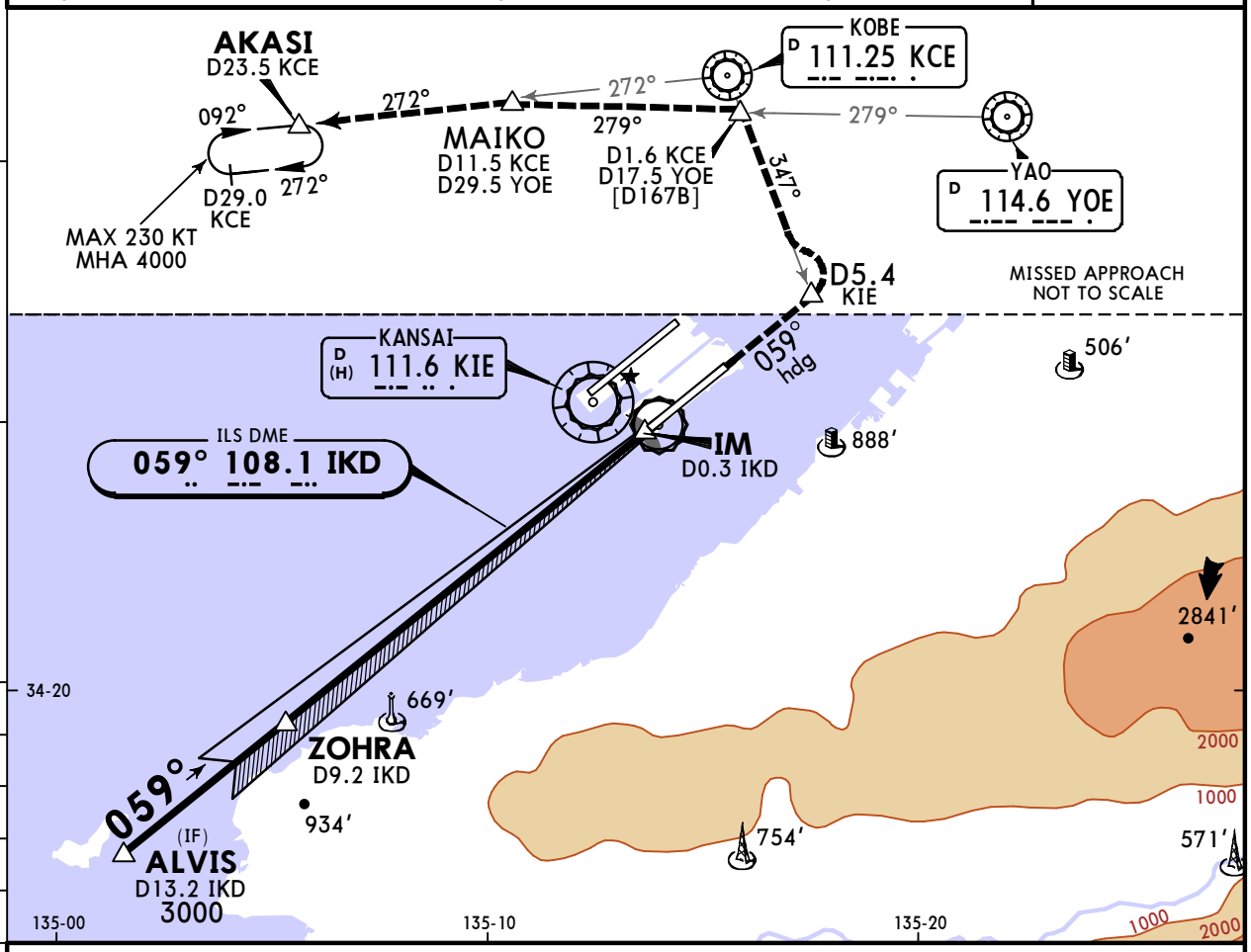
MISSED APCH: Climb to 4000′ via heading 059° to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.

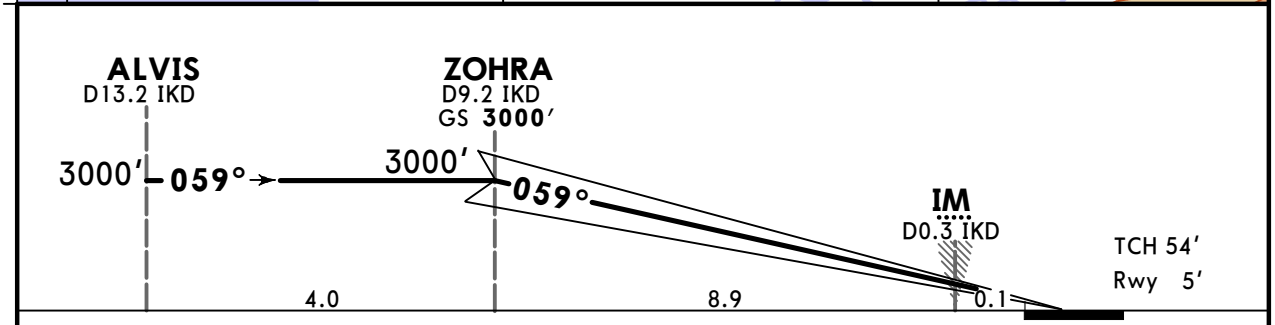
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.



MSA KIE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS PAPI **4000′** via **059°** hdg **D5.4** KIE

State

STRAIGHT-IN LANDING
CAT II ILS
RA 100′
DA(H) **105′**(100′)

R300m

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-4)

OSAKA, JAPAN
ILS Y or LOC Y Rwy 06R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground		
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

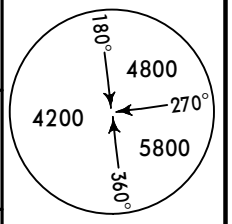
BRIEFING STRIP ™

LOC IKD	Final Apch Crs	Minimum Alt Refer to Profile	ILS DA(H)	Apt Elev 17′
108.1	**059°**		**205′** (200′)	Rwy 5′

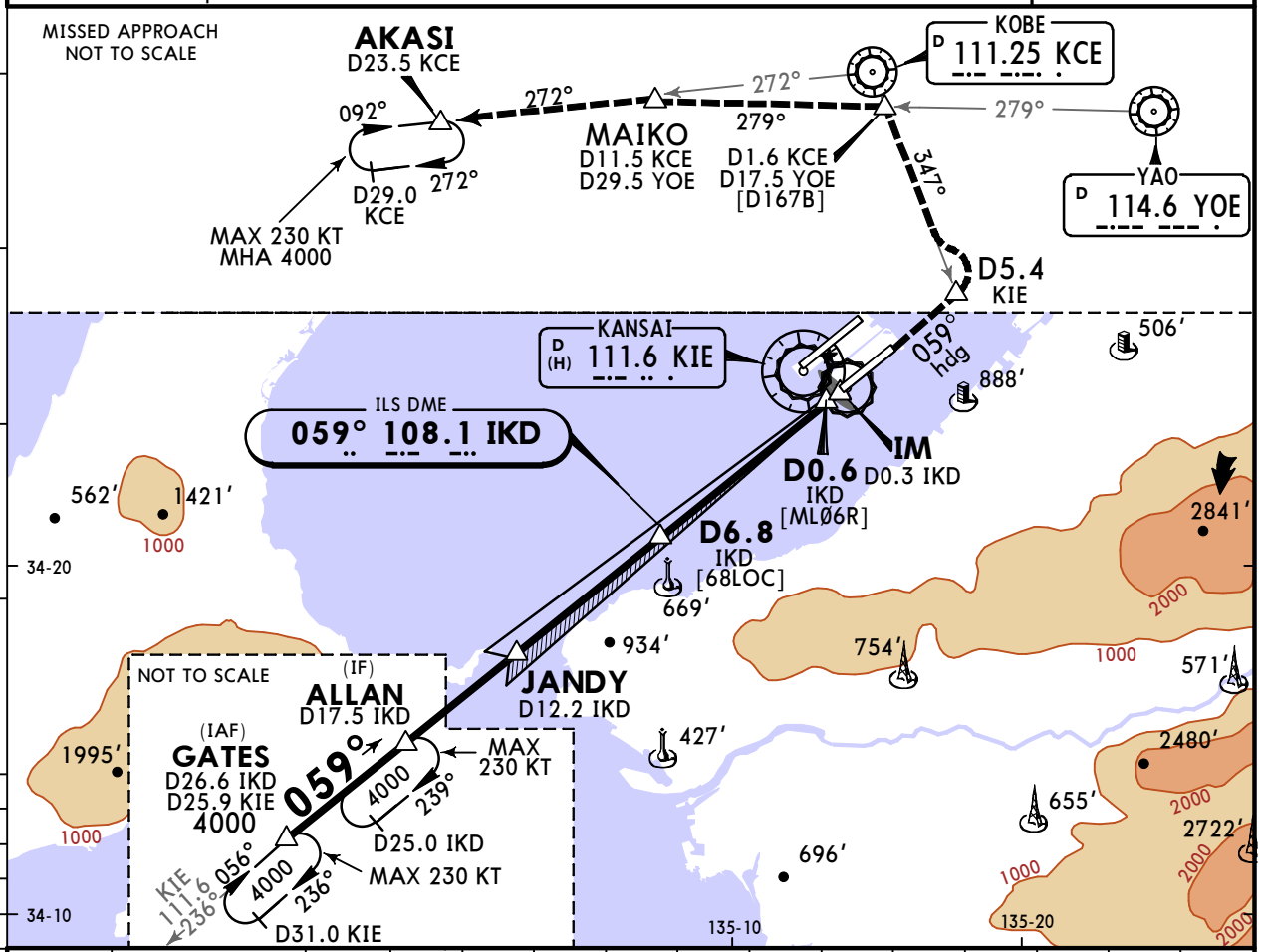
MISSED APCH: Climb to 4000′ via heading 059° to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.

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

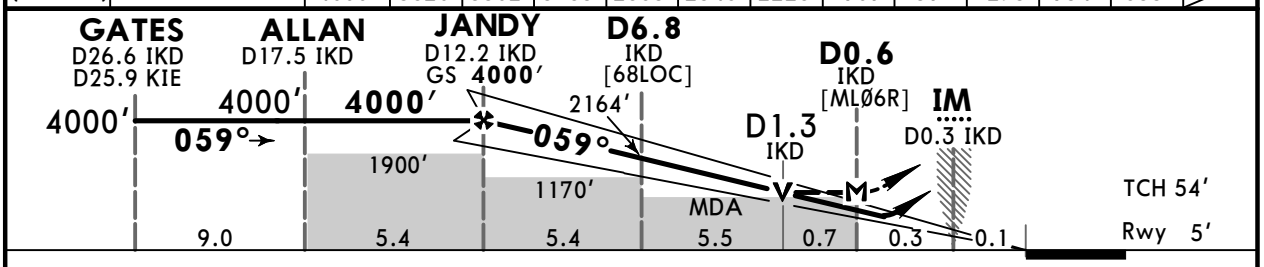
VOR and DME required.



MSA KIE VOR



LOC (GS out)	IKD DME	JANDY	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	0.6
	ALTITUDE	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.

HIALS PAPI **4000′** via **059°** hdg **D5.4** KIE

State STRAIGHT-IN LANDING

	ILS DA(H) 205′ (200′) TDZ and/or CL out	ILS DA(H) 205′ (200′) ALS out	LOC (GS out) MDA(H) 390′ (385′)	LOC (GS out) MDA(H) 390′ (385′) ALS out	CIRCLE-TO-LAND Circling to north side of Rwy only Max Kts	MDA(H)
A	R550m	R750m	R1000m	R900m	R1500m	90 610′(593′)V1600m
B				R1000m		120 610′(593′)V2400m
C					R1800m	140 610′(593′)V2400m
D				R1400m	R2000m	165 610′(593′)V3200m
D_L						

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-4A)

OSAKA, JAPAN
ILS Y Rwy 06R CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 118.575 126.2

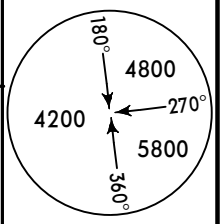
BRIEFING STRIP ™

LOC IKD	Final Apch Crs	Procedure Alt	CAT II ILS	Apt Elev 17′
108.1	**059°**	**JANDY** **4000′** (3995′)	**RA 100′** DA(H) 105′(100′)	Rwy 5′

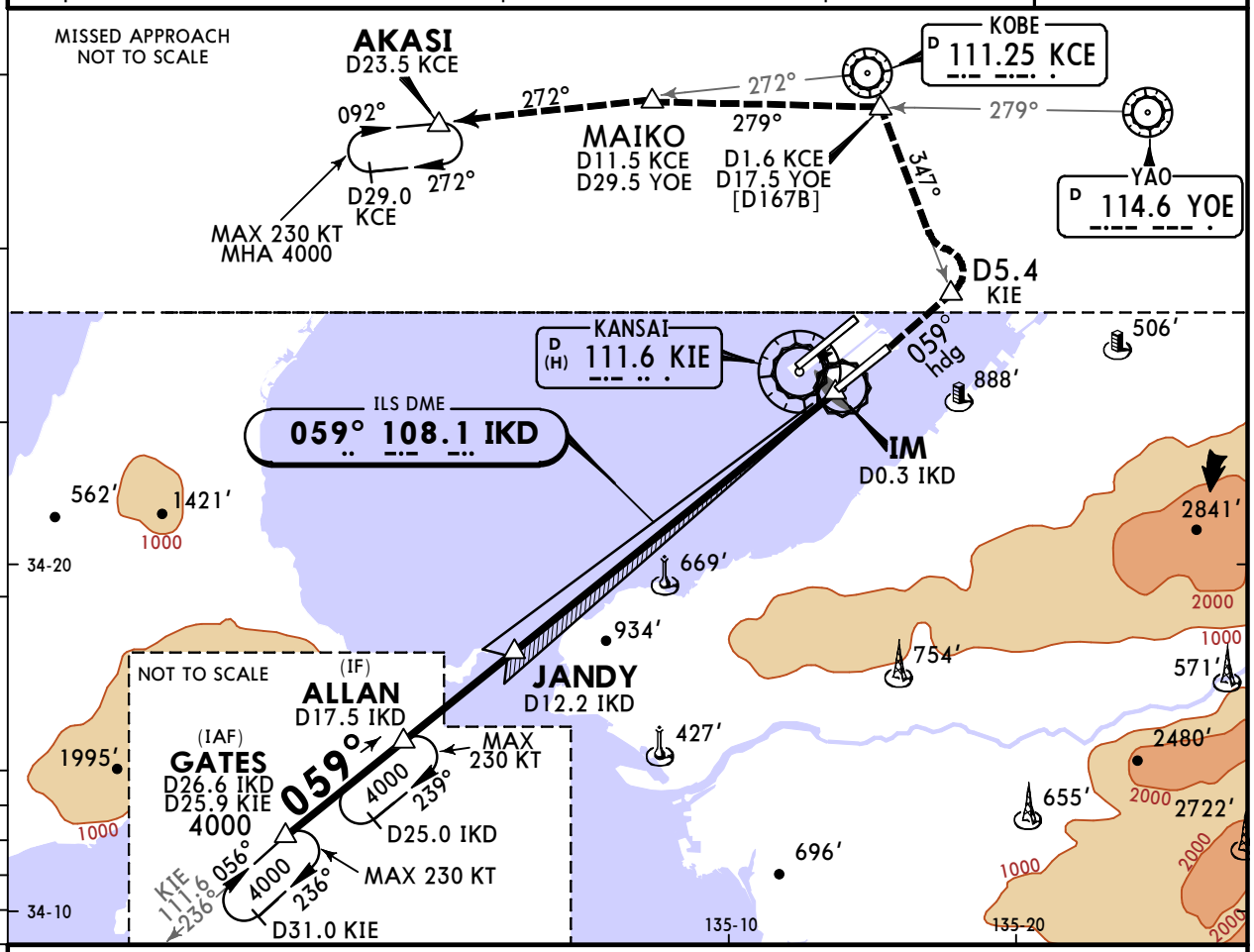
MISSED APCH: Climb to 4000′ via heading 059° to D5.4 KIE, turn LEFT climb inbound via KCE VOR R-167 to intercept and proceed outbound via YOE VOR R-279 to MAIKO, via KCE VOR R-272 to AKASI and hold. Contact Kansai APP.

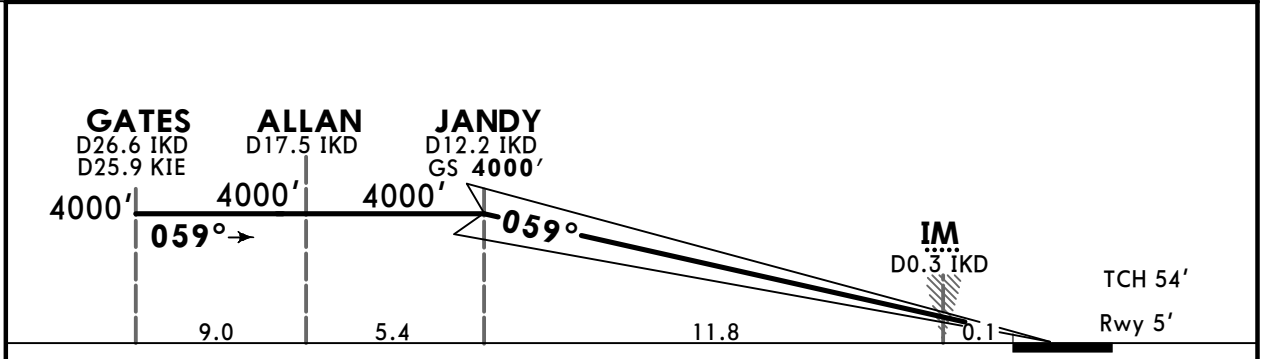
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

1. Special Aircrew & Acft Certification required. 2. VOR and DME required.



MSA KIE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

PAPI HIALS **4000′** via **059°** hdg **D5.4** KIE

State

STRAIGHT-IN LANDING
CAT II ILS
RA 100′
DA(H) **105′**(100′)

R300m

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-5)

OSAKA, JAPAN
ILS Z or LOC Z Rwy 24L

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 118.575 126.2

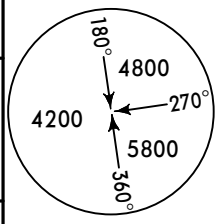
BRIEFING STRIP™

LOC IKN	Final Apch Crs	Minimum Alt Refer to Profile	ILS DA(H)	Apt Elev 17′ Rwy 12′
110.7	**238°**		**212′**(200′)	

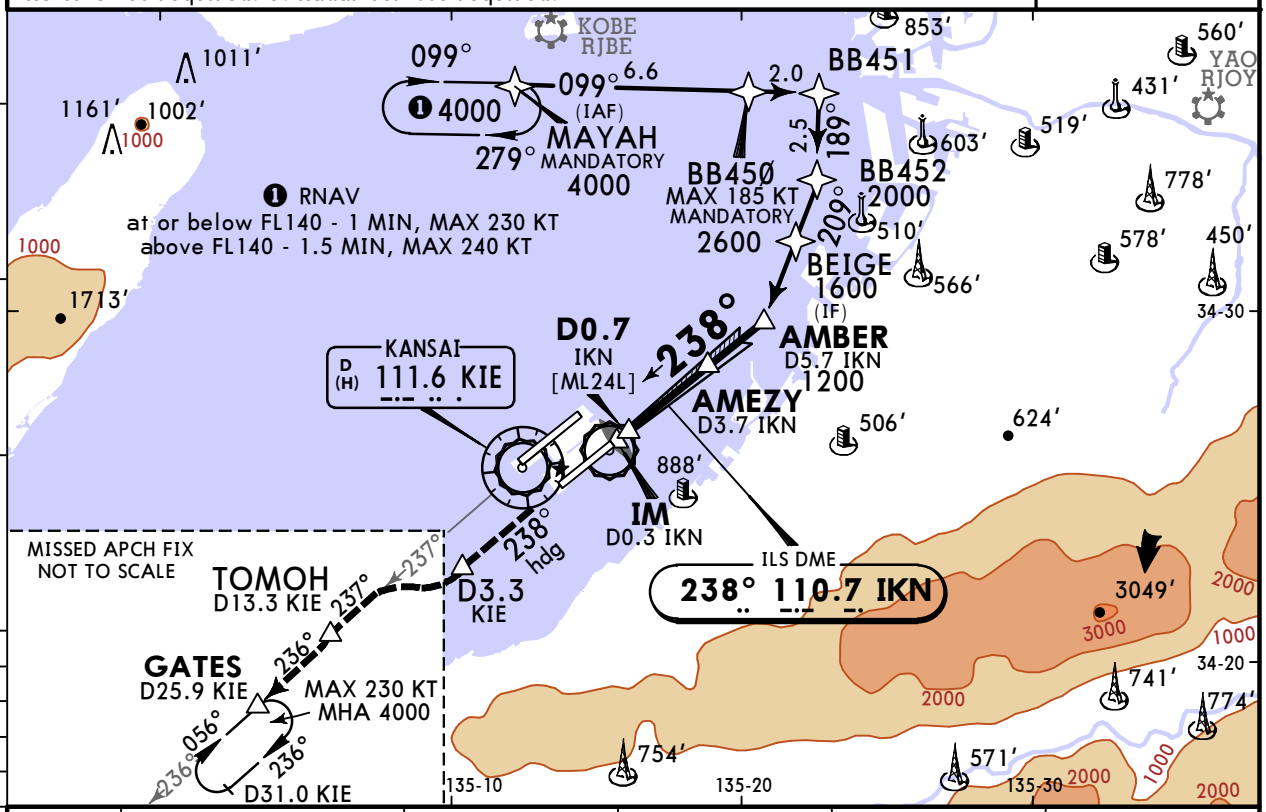
MISSED APCH: Climb on heading 238° to KIE VOR D3.3, turn RIGHT to intercept and proceed outbound via KIE VOR R-237 to TOMOH, turn LEFT to intercept and proceed outbound via KIE VOR R-236 to GATES and hold at 4000′. Contact Kansai APP.

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

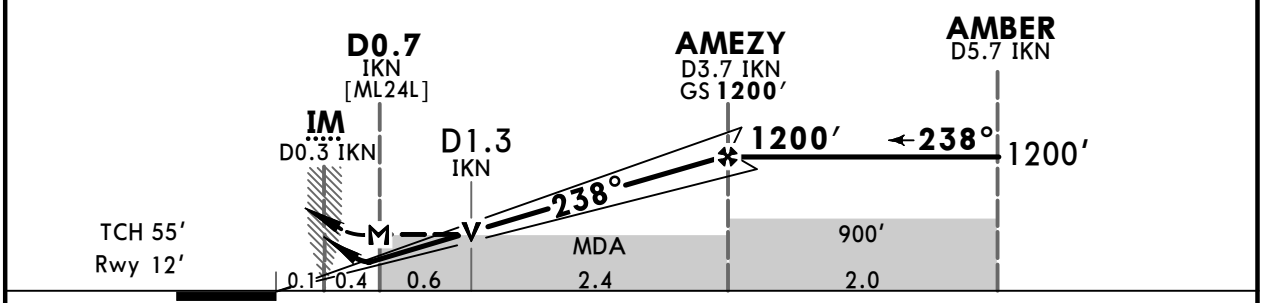
1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 3. Radar service required.



MSA KIE VOR



LOC (GS out)	IKN DME	0.7	2.0	3.0	AMEZY
	ALTITUDE		637′	955′	1200′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 IKN							

Timing not authorized for defining the MAP.

PAPI HIALS on 238° hdg D3.3 KIE

State	STRAIGHT-IN LANDING ILS DA(H) 212′(200′) TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 390′(373′)	ALS out	CIRCLE-TO-LAND Circling to north side of Rwy only Max Kts	MDA(H)
A	R550m	R750m	R1000m	R900m	R1500m	90 / 120: 610′(593′) V1600m
B						
C				R1000m	R1800m	140: 610′(593′) V2400m
D				R1400m	R2000m	165: 610′(593′) V3200m
DL						

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-5A)

OSAKA, JAPAN
ILS Z Rwy 24L CAT II

D-ATIS	KANSAI Approach (R)	KANSAI Tower	Ground
127.85	120.25 125.5	118.2 118.05 126.2	121.6 121.65 118.575 126.2

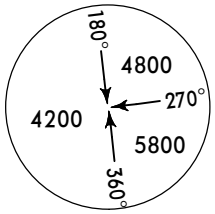
BRIEFING STRIP ™

LOC IKN	Final Apch Crs	Procedure Alt	CAT II ILS	Apt Elev 17′
110.7	**238°**	**AMEZY** **1200′** (1188′)	**RA 100′** DA(H) 112′(100′)	Rwy 12′

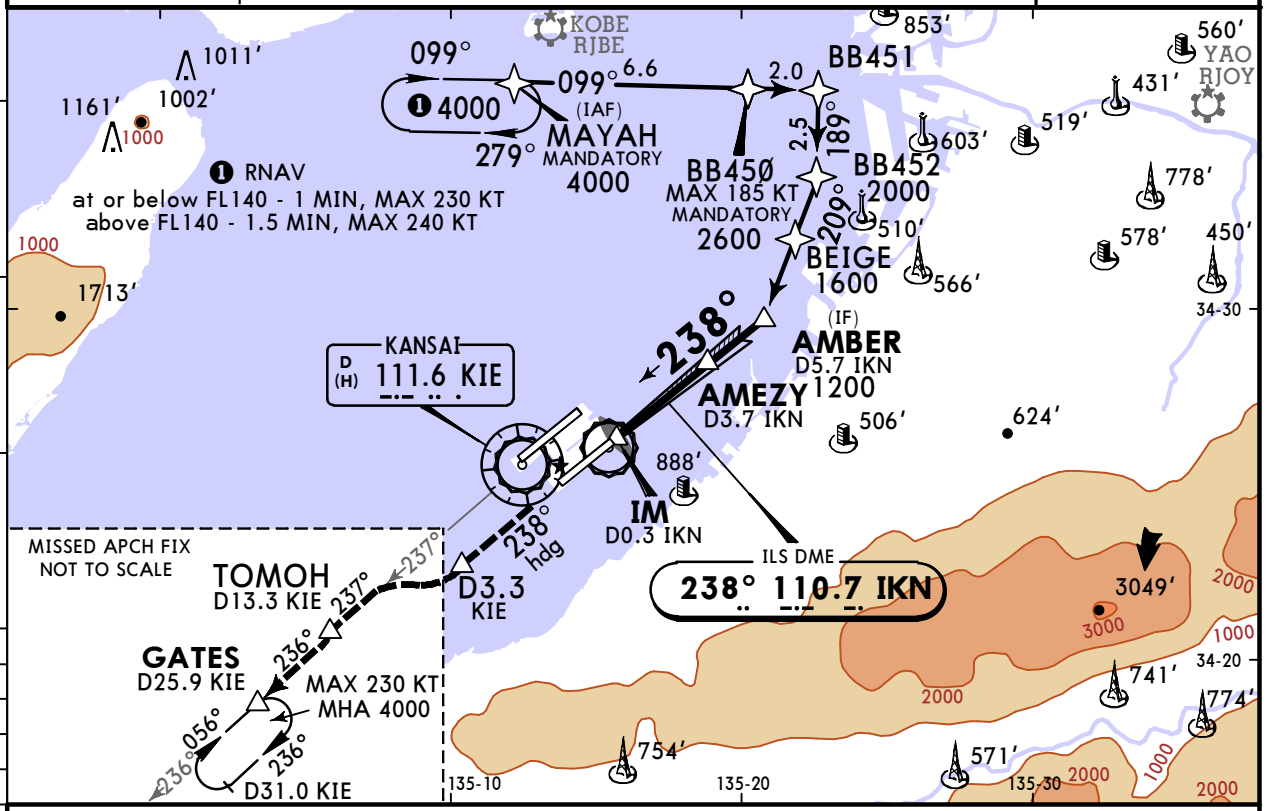
MISSED APCH: Climb on heading 238° to KIE VOR D3.3, turn RIGHT to intercept and proceed outbound via KIE VOR R-237 to TOMOH, turn LEFT to intercept and proceed outbound via KIE VOR R-236 to GATES and hold at 4000′. Contact Kansai APP.

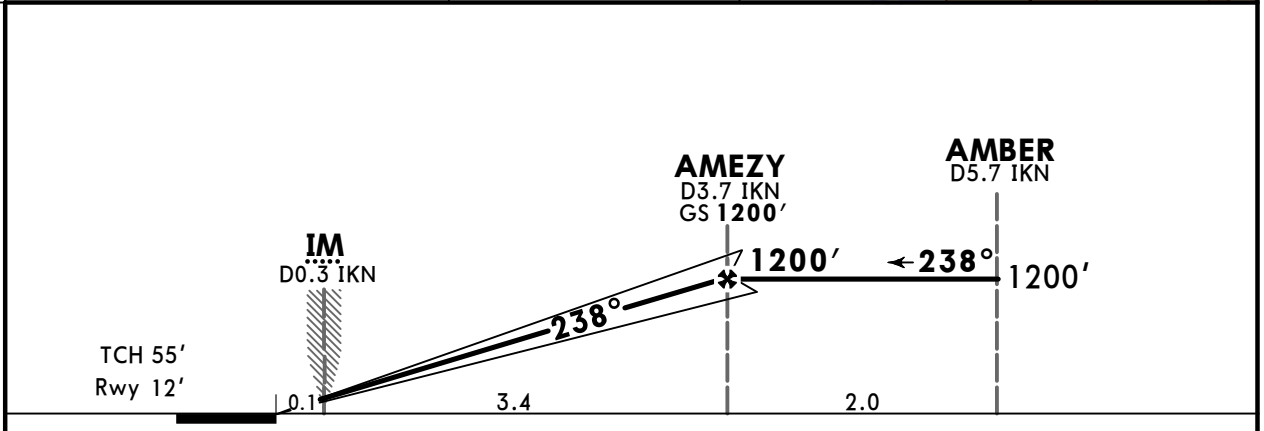
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

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.



MSA KIE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PAPI HIALS on **238°** hdg **D3.3** KIE

State

STRAIGHT-IN LANDING

CAT II ILS

RA 100′

DA(H) **112′**(100′)

R300m

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-6)

OSAKA, JAPAN
ILS Y or LOC Y Rwy 24L

BRIEFING STRIP™

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

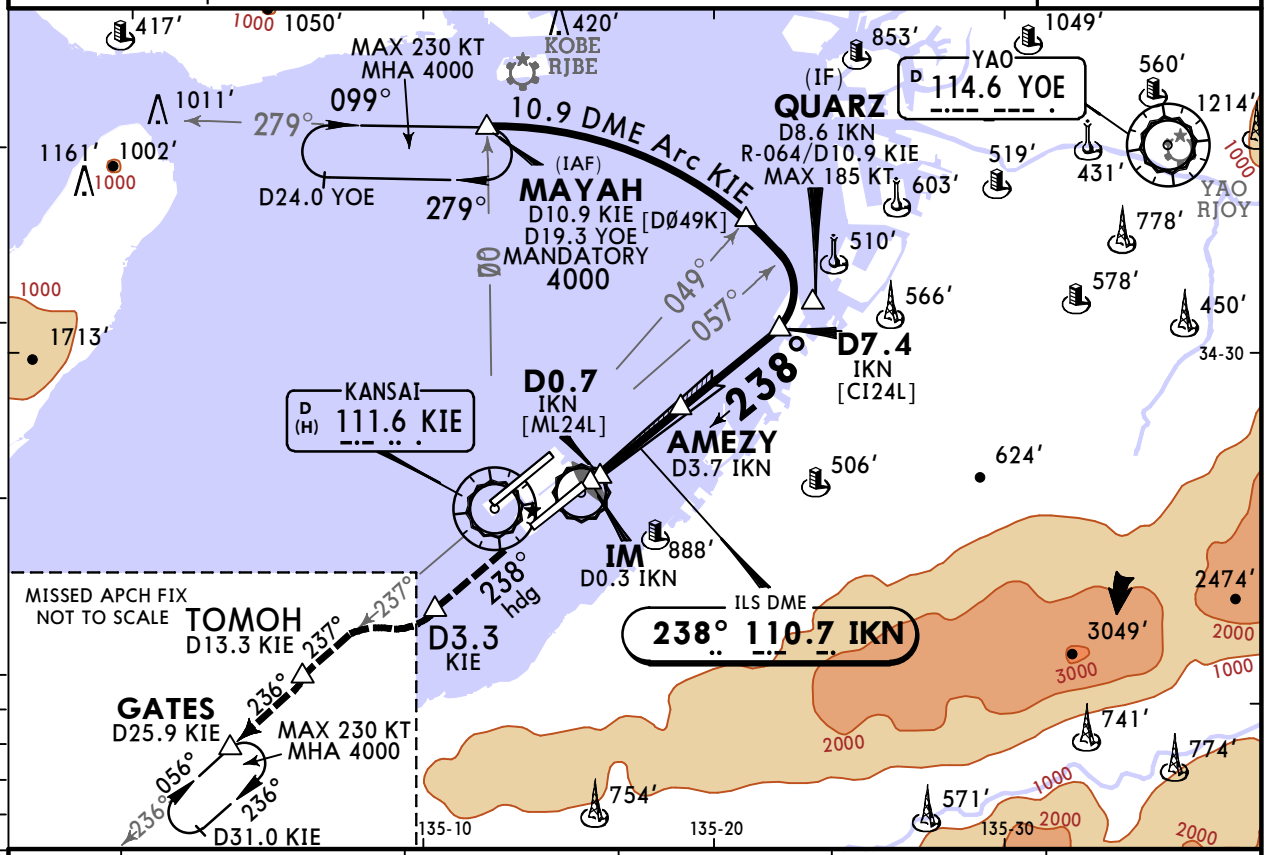
LOC IKN	Final Apch Crs	Minimum Alt Refer to Profile	ILS DA(H)	Apt Elev 17′
110.7	**238°**		**212′**(200′)	Rwy 12′

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.

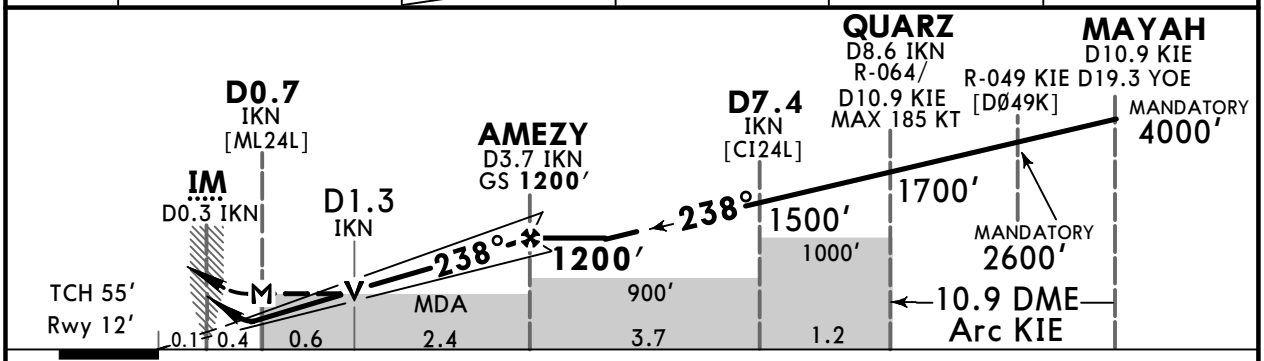
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

VOR and DME required.

MSA KIE VOR: 180° 4800; 270° 4200; 360° 5800



LOC (GS out)	IKN DME	0.7	2.0	3.0	AMEZY
	ALTITUDE		637′	955′	1200′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 IKN							

Timing not authorized for defining the MAP.

PAPI HIALS on **238°** hdg **D3.3** KIE

State

STRAIGHT-IN LANDING

	ILS DA(H) 212′(200′)			LOC (GS out) MDA(H) 390′(373′)	
		TDZ and/or CL out	ALS out		ALS out
A	R550m	R750m	R1000m	R900m	R1500m
B				R1000m	
C					R1800m
D				R1400m	R2000m
D_L					

CIRCLE-TO-LAND
Circling to north side of Rwy only

Max Kts	MDA(H)
90	610′(593′)V1600m
120	
140	610′(593′)V2400m
165	610′(593′)V3200m

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

JEPPESEN

8 DEC 23 (21-6A)

OSAKA, JAPAN
ILS Y Rwy 24L CAT II

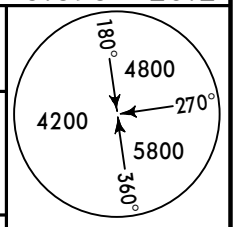
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

LOC IKN	Final Apch Crs	Procedure Alt	CAT II ILS	Apt Elev 17′
110.7	**238°**	**AMEZY** **1200′** (1188′)	**RA 100′** DA(H) 112′(100′)	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.

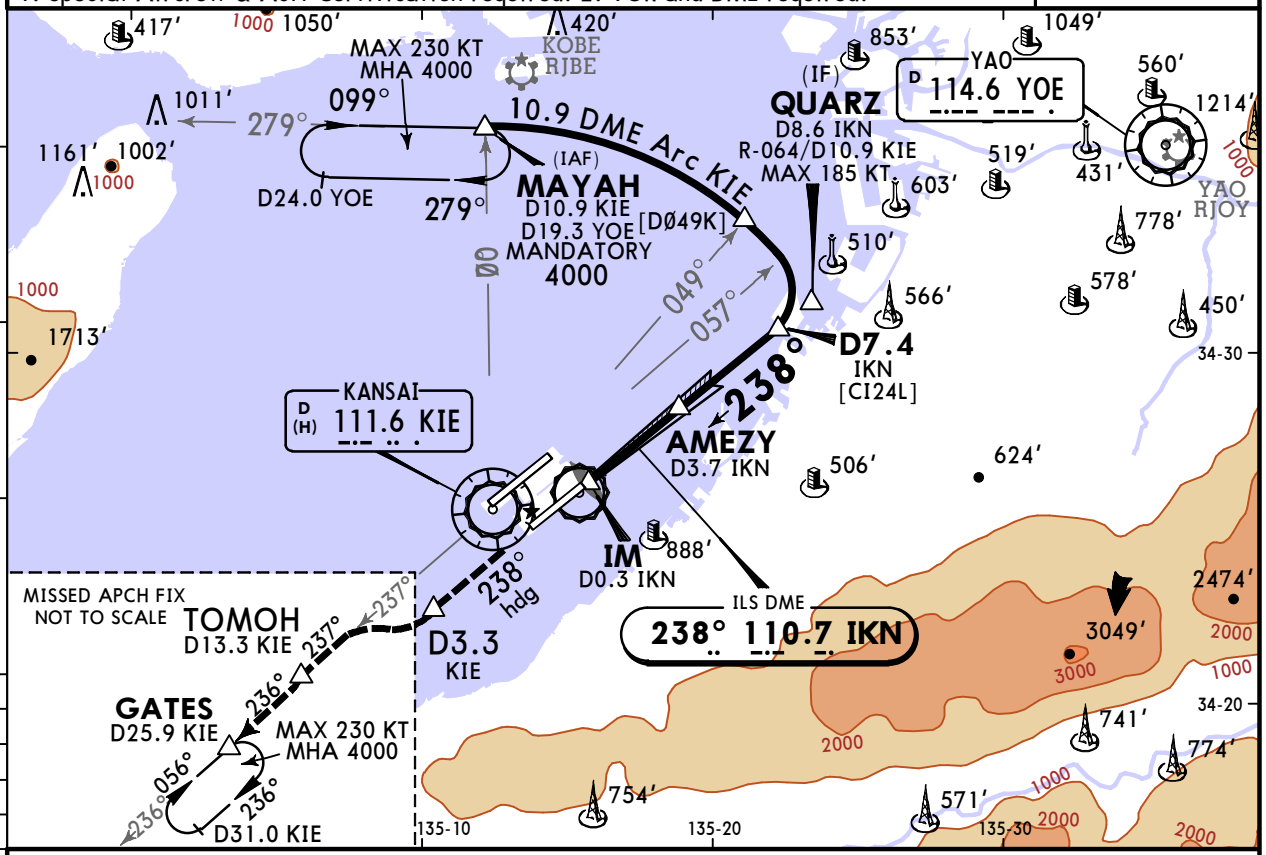
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

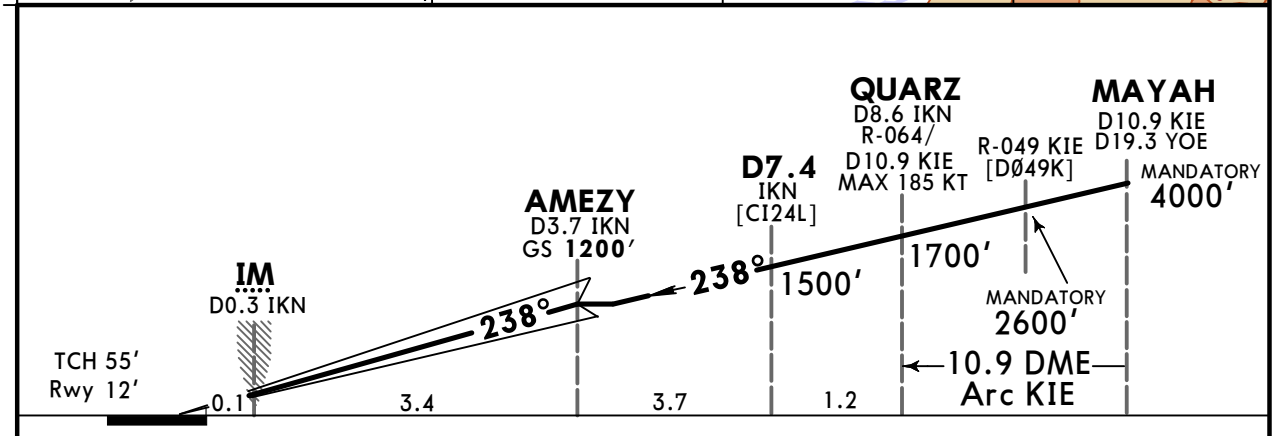
1. Special Aircrew & Acft Certification required. 2. VOR and DME required.



MSA KIE VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI on **238°** hdg **D3.3** KIE

State

STRAIGHT-IN LANDING
CAT II ILS
RA 100′
DA(H) **112′**(100′)

R300m

NATL

CHANGES: Ground communication added, new AOM concept.

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RJBB/KIX
KANSAI INTL

15 MAR 24
Eff 20 Mar 1500Z

JEPPESEN

21-7

OSAKA, JAPAN
ILS Z or LOC Z Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

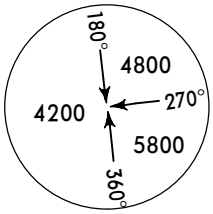
BRIEFING STRIP ™

LOC IKW	Final Apch Crs	BEBIL	ILS DA(H)	Apt Elev 17′
108.5	**239°**	**1600′** (1584′)	**216′** (200′)	Rwy 16′

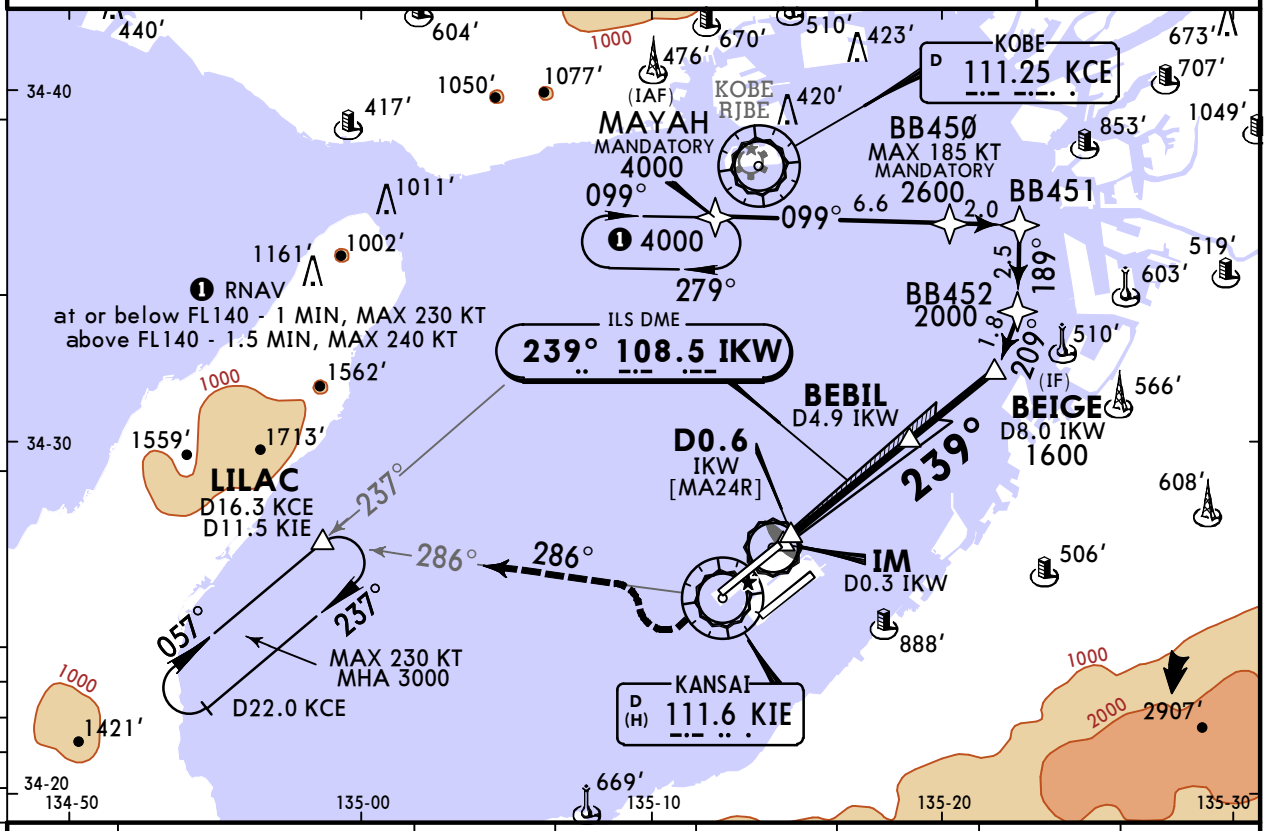
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.

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

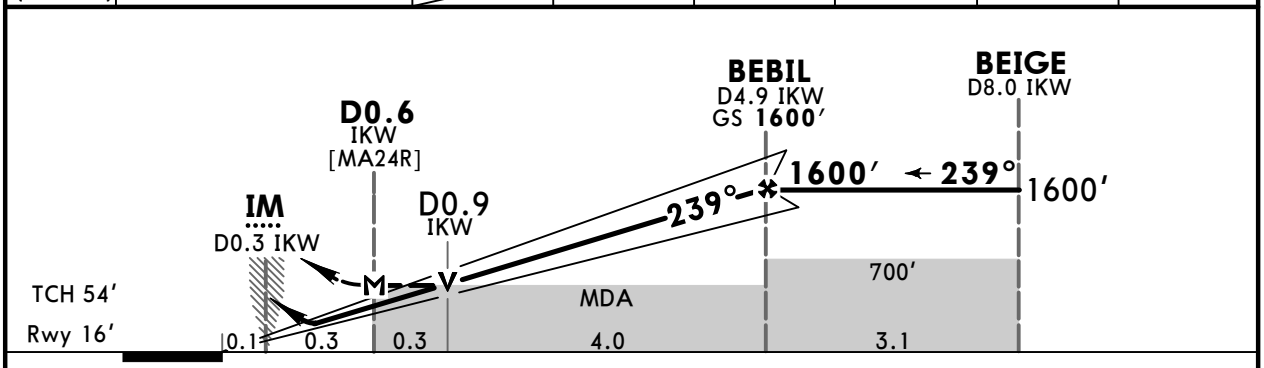
1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 3. Radar service required.



MSA KIE VOR



LOC (GS out)	IKW DME	0.6	1.0	2.0	3.0	4.0	BEBIL
	ALTITUDE		328′	647′	966′	1284′	1600′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IKW							

Timing not authorized for defining the MAP.

PAPI HIALS

3000′ RT via KIE 111.6 R-286 LILAC

State STRAIGHT-IN LANDING

NATL	ILS DA(H) 216′ (200′) TDZ and/or CL out	ILS DA(H) 216′ (200′) ALS out	LOC (GS out) MDA(H) 300′ (283′)	LOC (GS out) ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	R550m	R750m	R1000m	R800m	R1500m	90 610′(593′)V1600m
B						120 610′(593′)V1600m
C					R1600m	140 610′(593′)V2400m
D				R1200m	R1800m	165 610′(593′)V3200m
D_L						

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

15 MAR 24
Eff 20 Mar 1500Z

JEPPESEN

21-7A

OSAKA, JAPAN
ILS Z Rwy 24R CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

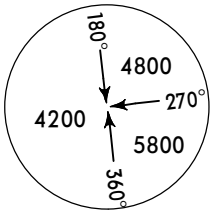
BRIEFING STRIP ™

LOC IKW	Final Apch Crs	BEBIL	CAT II ILS	Apt Elev 17′
108.5	**239°**	**1600′** (1584′)	**RA 100′** DA(H) **116′** (100′)	Rwy 16′

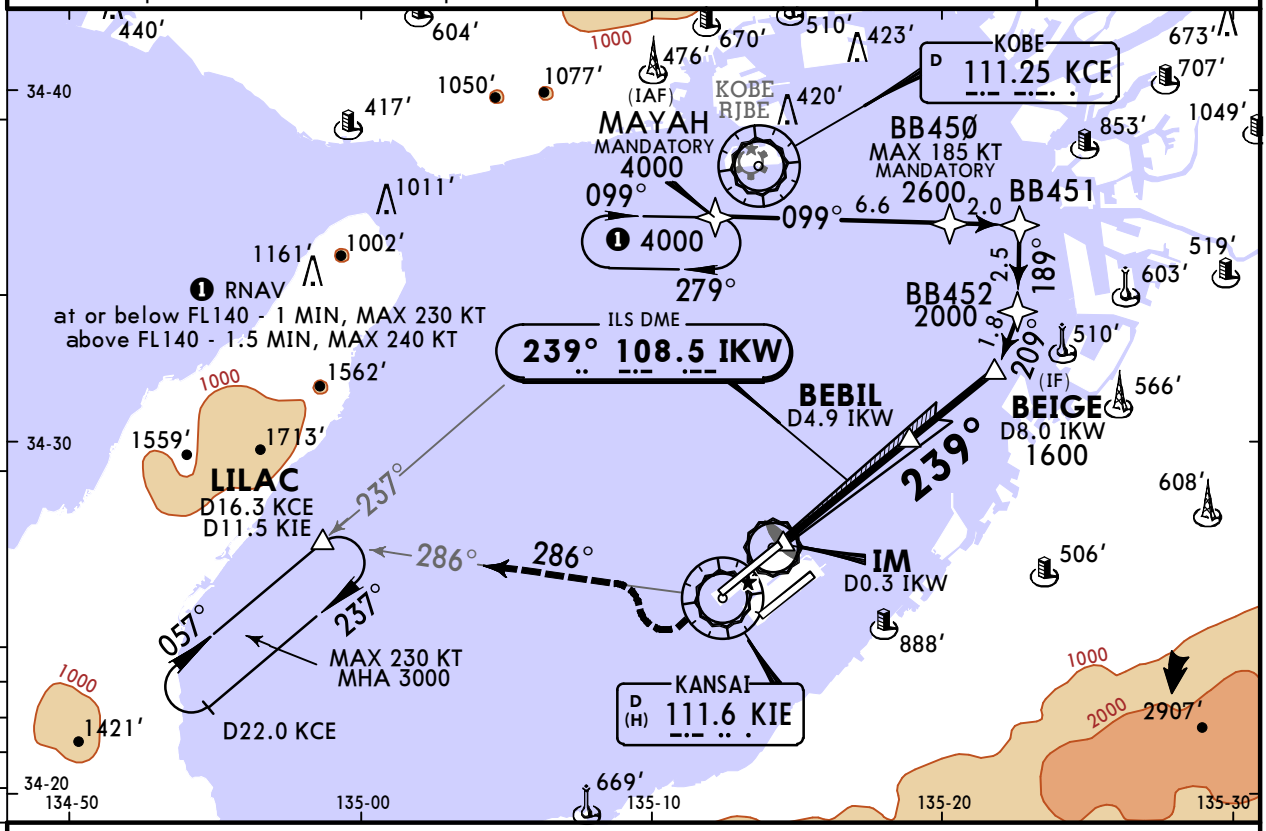
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.

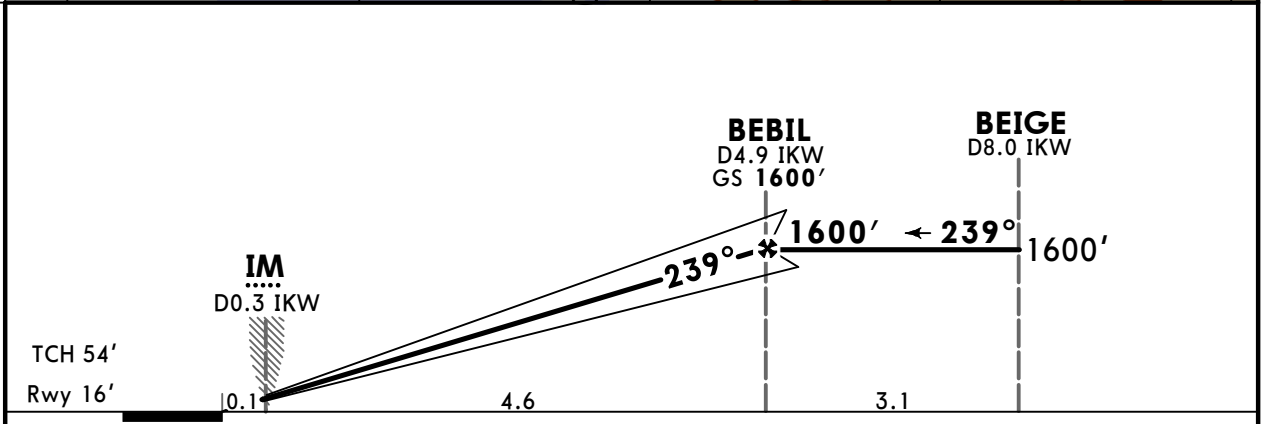
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

1. VOR and DME required. 2. For initial approach segment, RNAV1 and DME/DME/IRU or GNSS required. 3. Radar service required.



MSA KIE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

3000′ RT via KIE **111.6** **R-286** **LILAC**

State

STRAIGHT-IN LANDING

CAT II ILS

RA 100′

DA(H) **116′** (100′)

R300m

NATL

CHANGES: Procedure revised.

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RJBB/KIX KANSAI INTL

JEPPESEN

15 MAR 24
Eff 20 Mar 1500Z

(21-8)

OSAKA, JAPAN
ILS Y or LOC Y Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

BRIEFING STRIP™

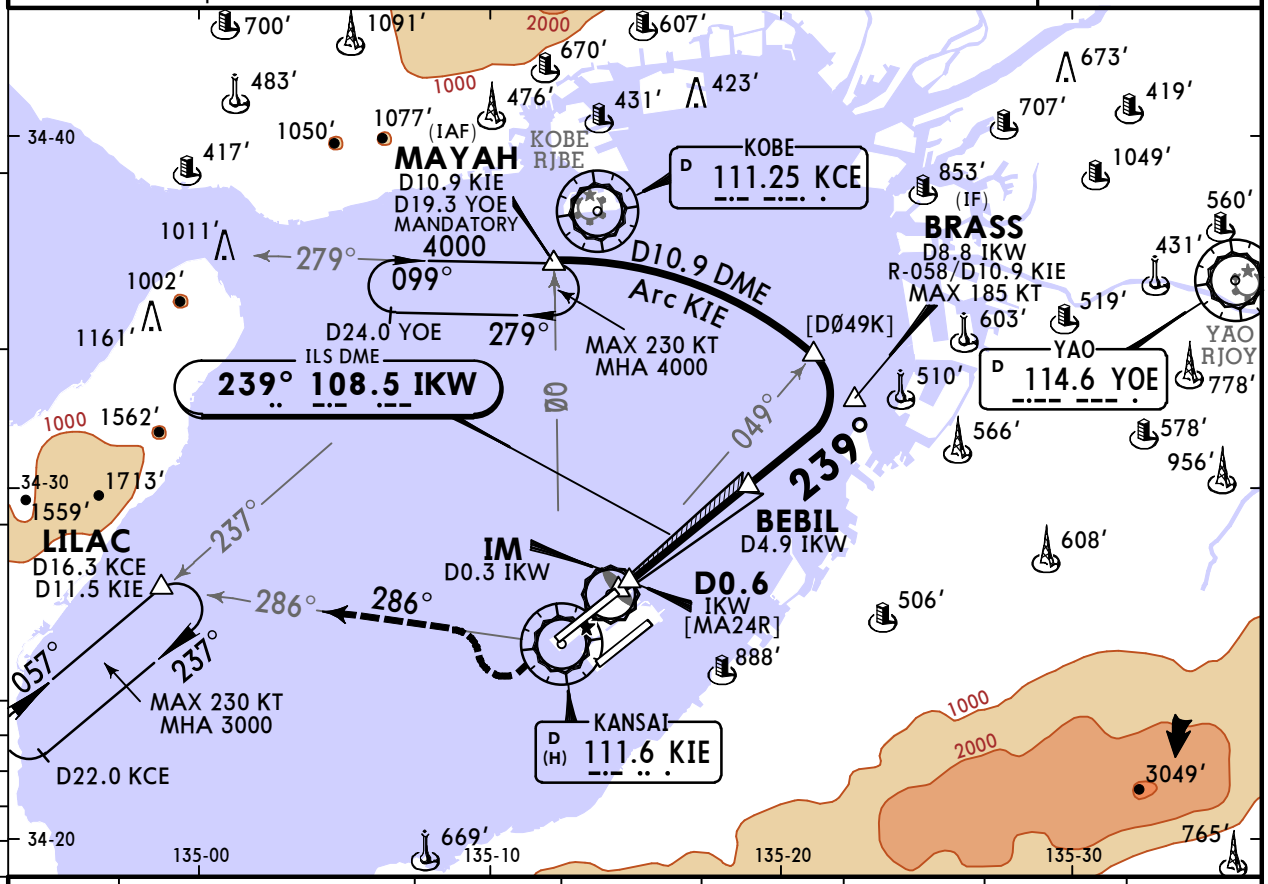
LOC IKW	Final Apch Crs	BEBIL	ILS DA(H)	Apt Elev 17′
108.5	**239°**	**1600′** (1584′)	**216′** (200′)	Rwy 16′

MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.

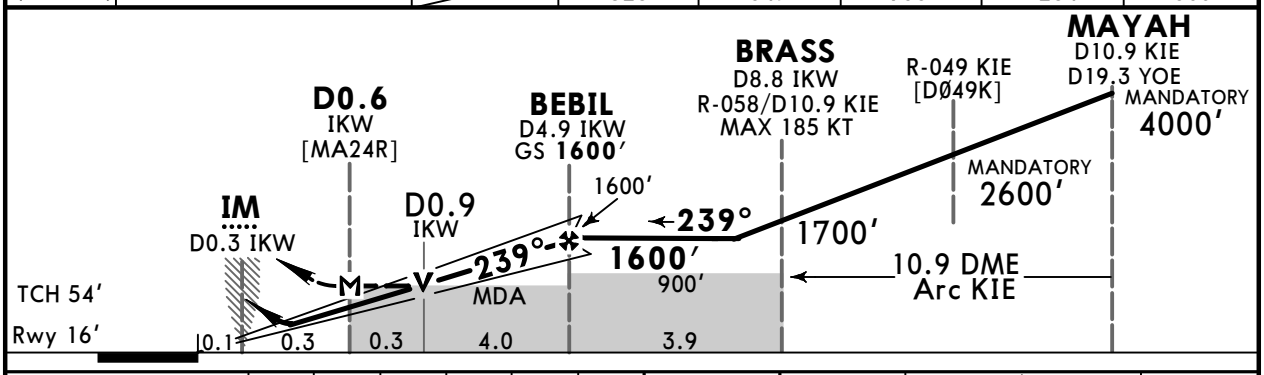
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

VOR and DME required.

MSA KIE VOR: 180° 4800; 270° 4200; 360° 5800



LOC (GS out)	IKW DME	0.6	1.0	2.0	3.0	4.0	BEBIL
	ALTITUDE		328′	647′	966′	1284′	1600′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IKW							

Timing not authorized for defining the MAP.

PAPI HIALS

3000′ RT via KIE 111.6 R-286 LILAC

State

	STRAIGHT-IN LANDING ILS DA(H) 216′ (200′) TDZ and/or CL out	ALS out	LOC (GS out) MDA(H) 300′ (283′)	ALS out	CIRCLE-TO-LAND Circling to north side of Rwy only Max Kts	MDA(H)
A	R550m	R750m	R800m	R1500m	90	610′ (593′) V1600m
B					120	
C				R1600m	140	610′ (593′) V2400m
D			R1200m	R1800m	165	610′ (593′) V3200m
D_L						

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

15 MAR 24
Eff 20 Mar 1500Z

JEPPESEN
21-8A

OSAKA, JAPAN
ILS Y Rwy 24R CAT II

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

BRIEFING STRIP™

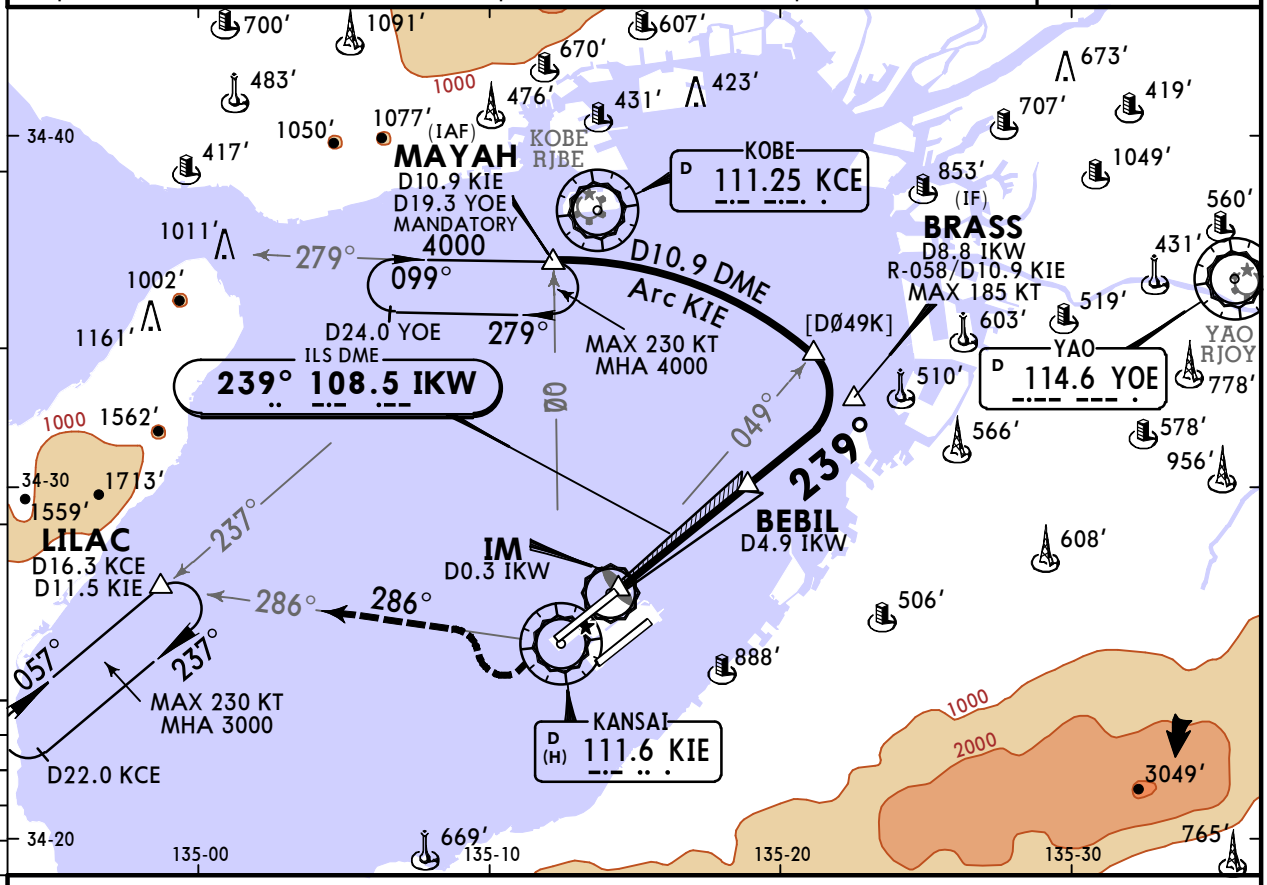
LOC IKW 108.5	Final Apch Crs 239°	BEBIL 1600′ (1584′)	CAT II ILS RA 100′ DA(H) 116′ (100′)	Apt Elev 17′ Rwy 16′

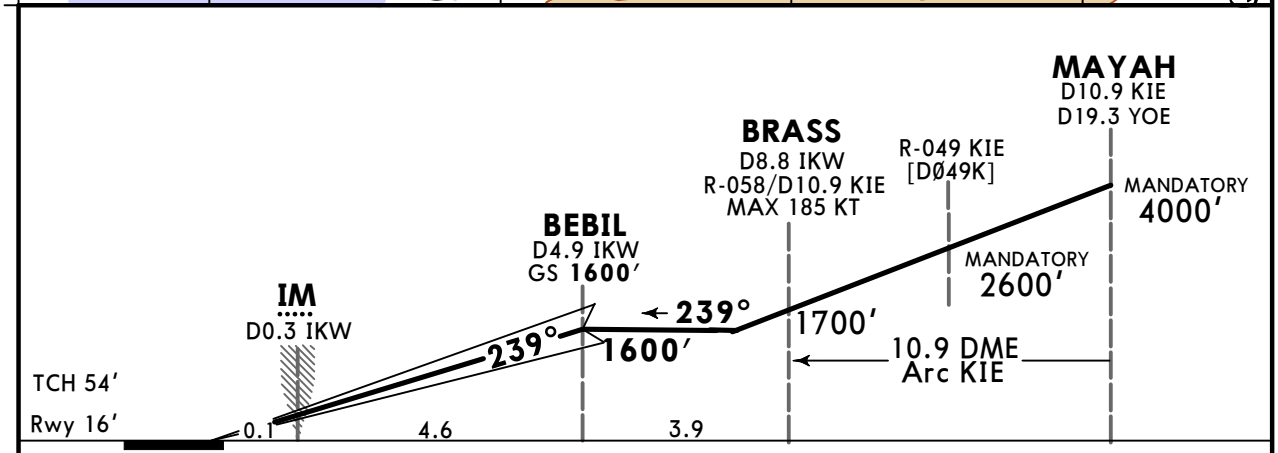
MISSED APCH: Turn RIGHT, climb to 3000′ outbound via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.

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
180° 4800
270° 4200
5800
360°





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	631	743	849

HIALS
PAPI

3000′ RT via KIE 111.6 R-286 LILAC

State

STRAIGHT-IN LANDING

CAT II ILS
RA 100′
DA(H) **116′** (100′)

R300m

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24 (22-1) Eff 20 Mar 1500Z

OSAKA, JAPAN
RNP Rwy 06L

BRIEFING STRIP ™

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

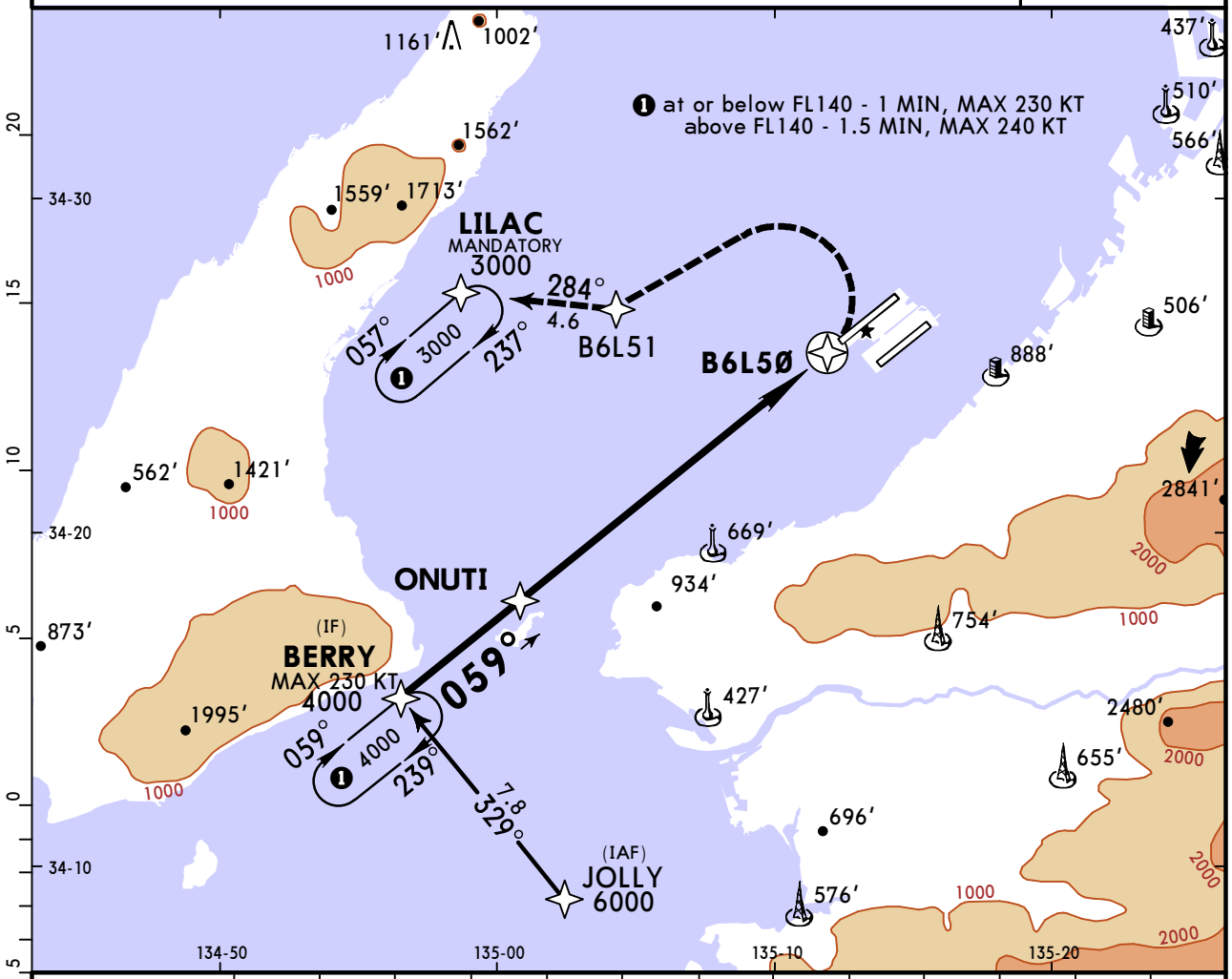
RNAV	Final Apch Crs 059°	Refer to Profile	LNAV/VNAV DA(H) 300′ (291′)	Apt Elev 17′ Rwy 9′

MISSED APCH: Turn LEFT direct to B6L51, to LILAC and hold at 3000′. Contact KANSAI APP.
Missed approach requires a minimum climb gradient of 5.0% (304′/NM).

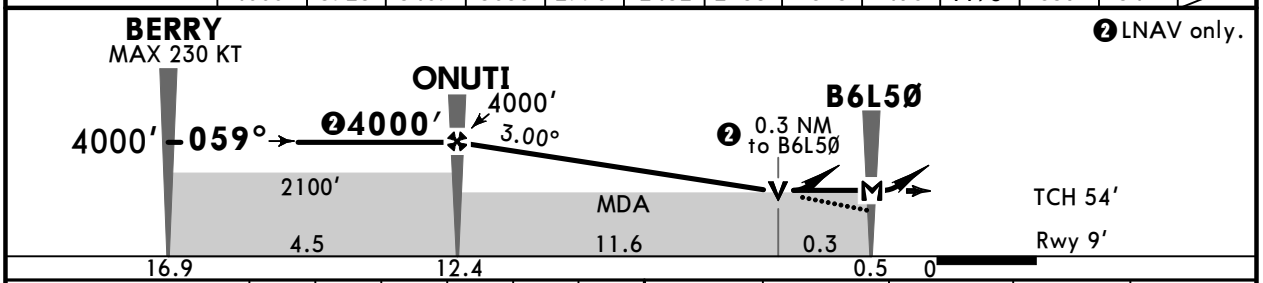
RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt:14000′

Baro-VNAV not authorized below -5°C.

5800
MSA ARP



DIST TO B6L5Ø	ONUTI	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	B6L5Ø
ALTITUDE	4000′	3725′	3407′	3088′	2770′	2452′	2133′	1815′	1496′	1178′	859′	541′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at B6L5Ø							

HIALS PAPI LT LILAC 3000′

State

	1 STRAIGHT-IN LANDING LNAV/VNAV DA(H) 300′(291′)		LNAV MDA(H) 300′(291′)		1 CIRCLE-TO-LAND Circling to north side of Rwy only	
		ALS out		ALS out	Max Kts	MDA(H)
A	R800m	R1500m	R800m	R1500m	90	610′(593′) V1600m
B					120	
C		R1600m		R1600m	140	610′(593′) V2400m
D	R1200m	R1800m	R1200m	R1800m	165	610′(593′) V3200m

1 Minima with Missed Approach Climb Gradient of 2.5% are not established.

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24 (22-2) Eff 20 Mar 1500Z

OSAKA, JAPAN
RNP Rwy 06R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

BRIEFING STRIP ™

RNAV	Final Apch Crs 059°	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′. Contact KANSAI APP.

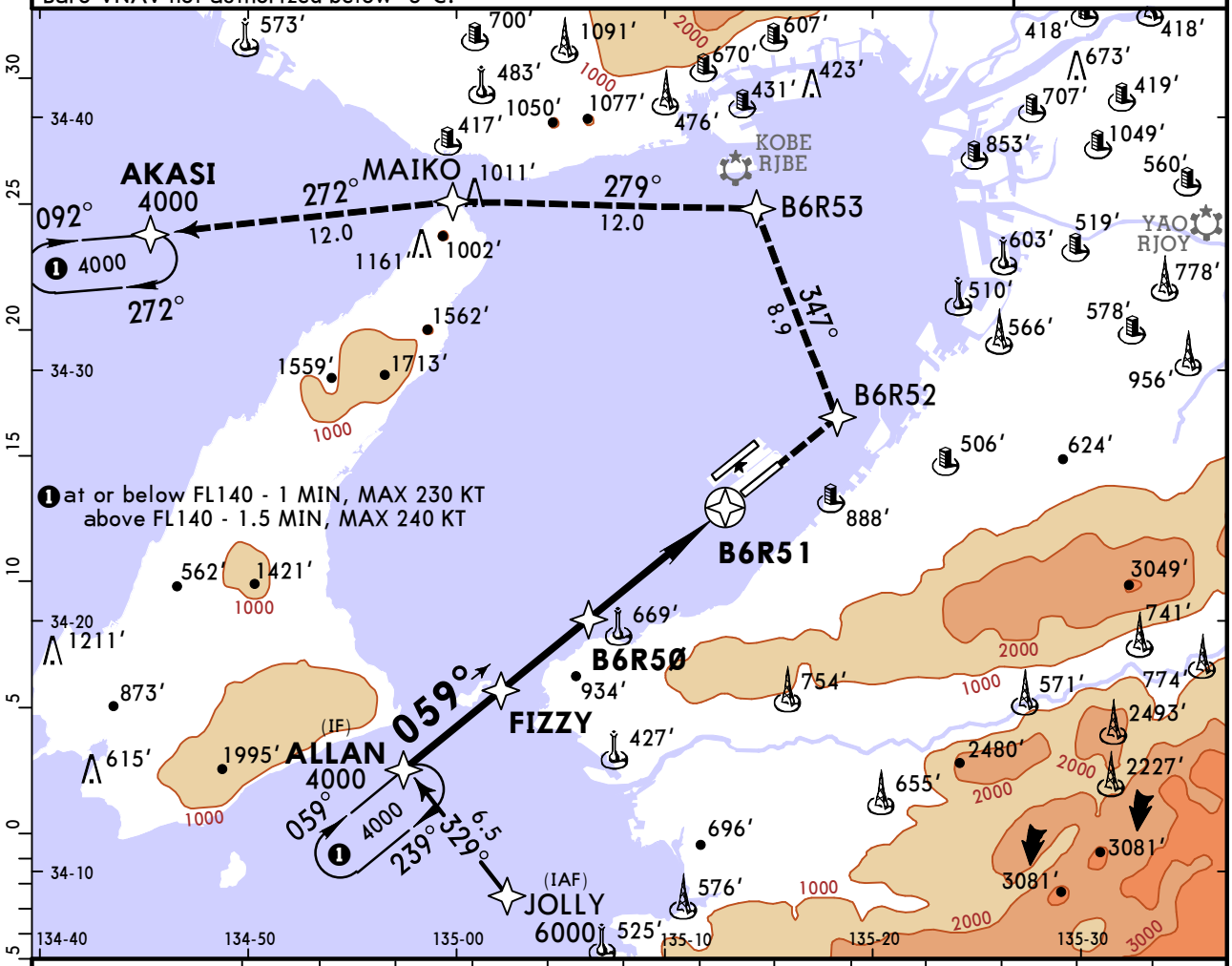
Missed APCH climb gradient MIN 3.0% (183′/NM).

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

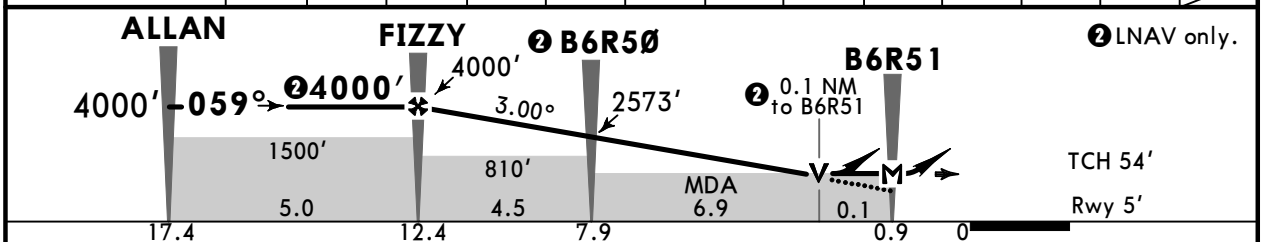
RNP Apch

Baro-VNAV not authorized below -5°C.

MSA ARP: 5800



DIST TO B6R51	FIZZY	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	B6R51
ALTITUDE	4000′	3838′	3519′	3201′	2882′	2564′	2245′	1927′	1609′	1290′	972′	653′	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at B6R51						

HIALS PAPI

D B6R52 4000′

State

	1 STRAIGHT-IN LANDING LNAV/VNAV DA(H) 340′ (335′)		LNAV MDA(H) 340′ (335′)		1 CIRCLE-TO-LAND Circling to north side of Rwy only	
		ALS out		ALS out	Max Kts	MDA(H)
A	R900m	R1500m	R900m	R1500m	90	610′(593′)V1600m
B	R1000m		R1000m		120	
C		R1800m		R1800m	140	610′(593′)V2400m
D	R1400m	R2000m	R1400m	R2000m	165	610′(593′)V3200m

NATL

1 Minima with Missed Approach Climb Gradient of 2.5% are not established.

CHANGES: Missed approach, VORs withdrawn.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24 (22-3) Eff 20 Mar 1500Z

OSAKA, JAPAN
RNP Rwy 24L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

BRIEFING STRIP ™

RNAV	Final Apch Crs **239°**	Refer to Profile	LNAV/VNAV DA(H) **400′** (388′)	Apt Elev 17′ Rwy 12′

MISSED APCH: Direct to B4L51, to TOMOH, to GATES and hold at 4000′. Contact KANSAI APP.

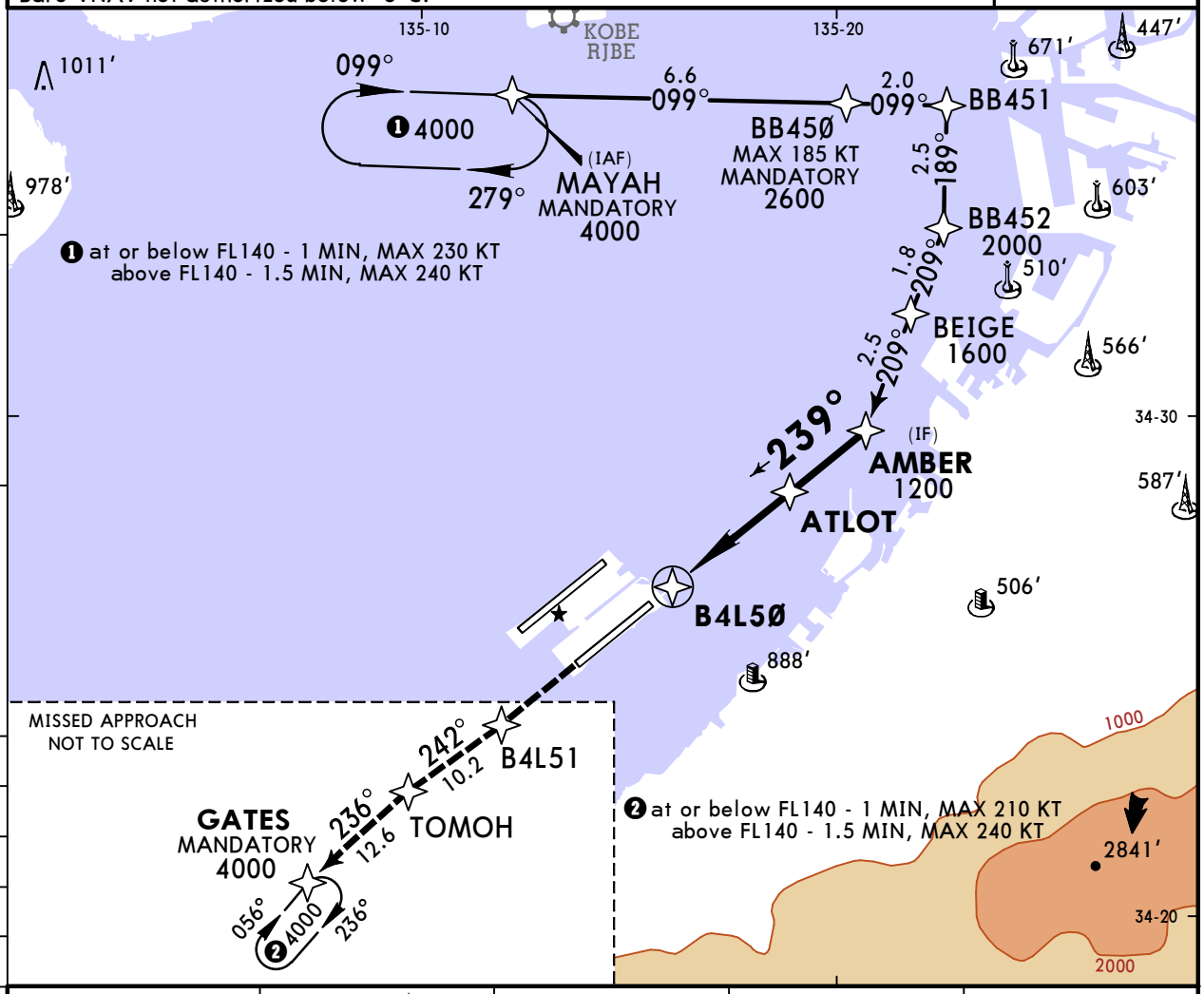
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt:14000′

RNP Apch

Baro-VNAV not authorized below -5°C.

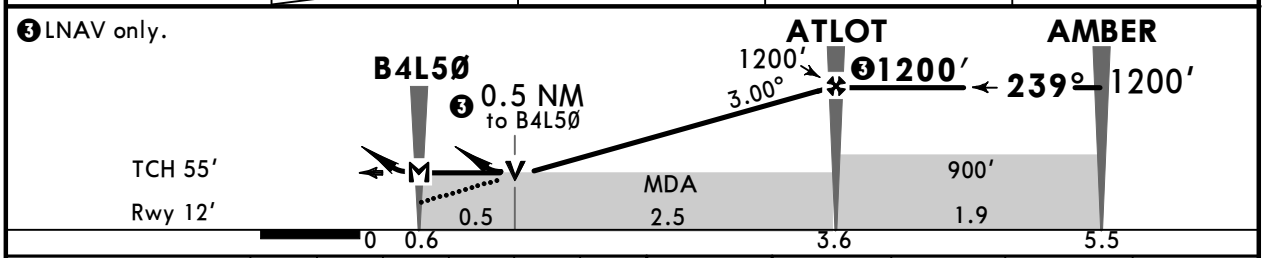
5800

MSA ARP



DIST TO B4L50	B4L50	1.0	2.0	ATLOT
ALTITUDE		561′	880′	1200′

❸LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at B4L50							

HIALS PAPI D→ **B4L51** **4000′**

State

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) **400′** (388′)		LNAV MDA(H) **400′** (383′)	
		ALS out		ALS out
A	R900m	R1500m	R900m	R1500m
B	R1000m		R1000m	
C		R1800m		R1800m
D	R1400m	R2000m	R1400m	R2000m

CIRCLE-TO-LAND
Circling to north side of Rwy only

Max Kts	MDA(H)
90	610′(593′)V1600m
120	
140	610′(593′)V2400m
165	610′(593′)V3200m

NATL

CHANGES: Missed approach, VOR KIE withdrawn.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24 (22-4) Eff 20 Mar 1500Z

OSAKA, JAPAN
RNP Rwy 24R

BRIEFING STRIP ™

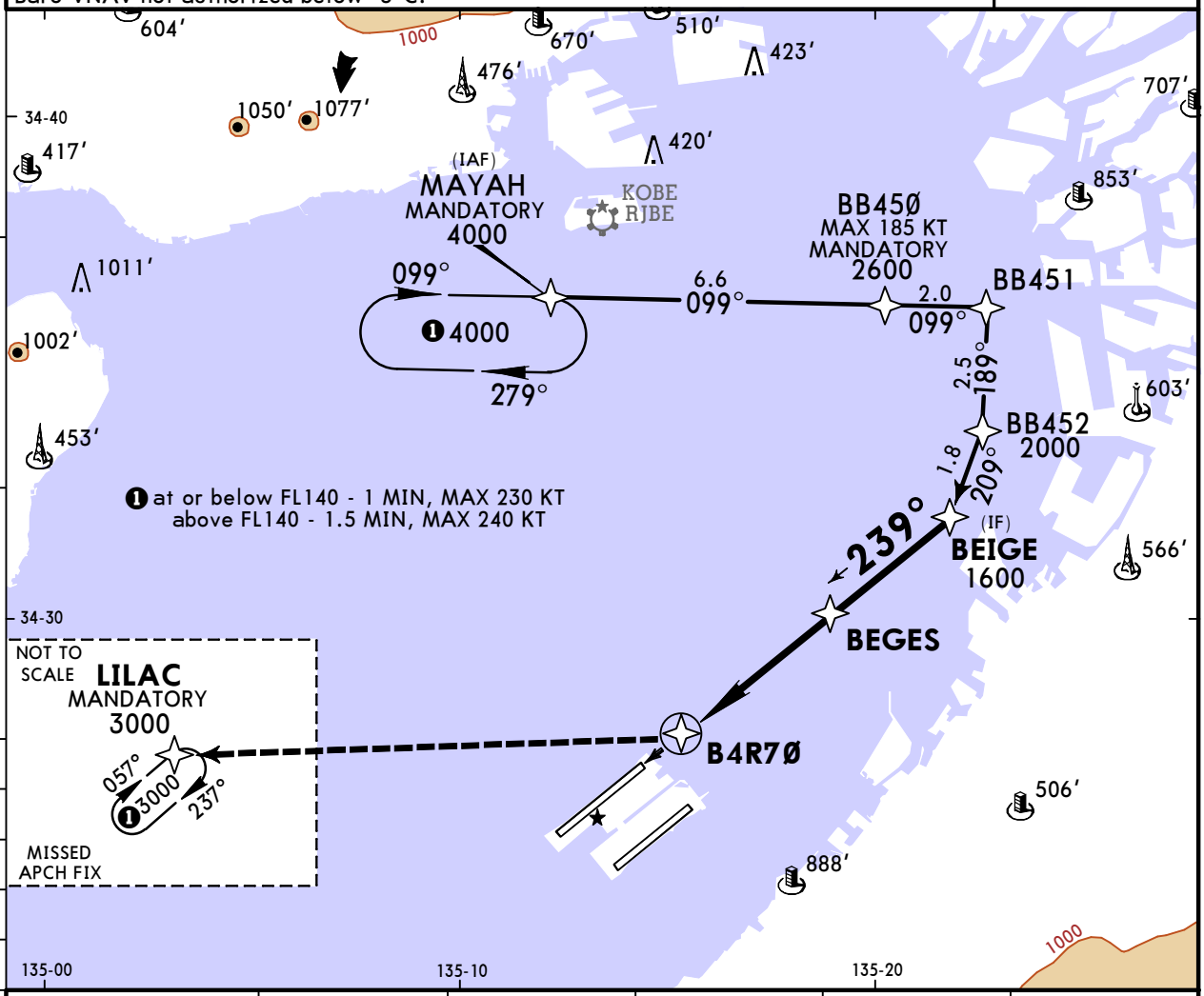
D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

RNAV	Final Apch Crs	Refer to Profile	LNAV MDA(H)	Apt Elev 17′ Rwy 16′
	239°		400′ (383′)	

MISSED APCH: Turn RIGHT direct to LILAC and hold at 3000′. Contact KANSAI APP.
Missed approach requires a minimum climb gradient of 5.0% (304′/NM).

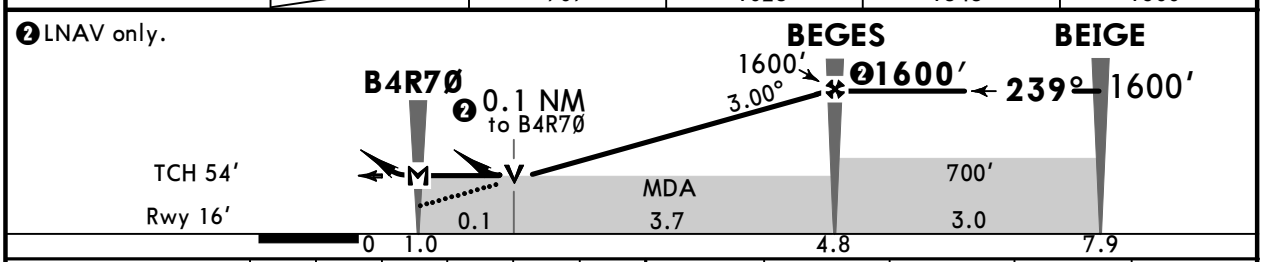
RNP Apch | Alt Set: IN (hPa on req) | Trans level: FL140 | Trans alt:14000′
Baro-VNAV not authorized below -5°C.

5800
MSA ARP



DIST TO B4R7Ø	B4R7Ø	1.0	2.0	3.0	BEGES
ALTITUDE		707′	1025′	1343′	1600′

❷LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at B4R7Ø						

PAPI | HIALS | RT | LILAC | 3000′

State

❶ STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 410′(394′)	ALS out	LNAV MDA(H) 400′(383′)	ALS out
A	R900m	R1500m	R900m	R1500m
B	R1000m		R1000m	
C		R1800m		R1800m
D	R1400m	R2000m	R1400m	R2000m

❶ CIRCLE-TO-LAND
Circling to north side of Rwy only

Max Kts	MDA(H)
90	610′(593′)V1600m
120	
140	610′(593′)V2400m
165	610′(593′)V3200m

❶ Minima with Missed Approach Climb Gradient of 2.5% are not established.

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24 (23-1) Eff 20 Mar 1500Z

OSAKA, JAPAN
VOR Rwy 06L

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

BRIEFING STRIP ™

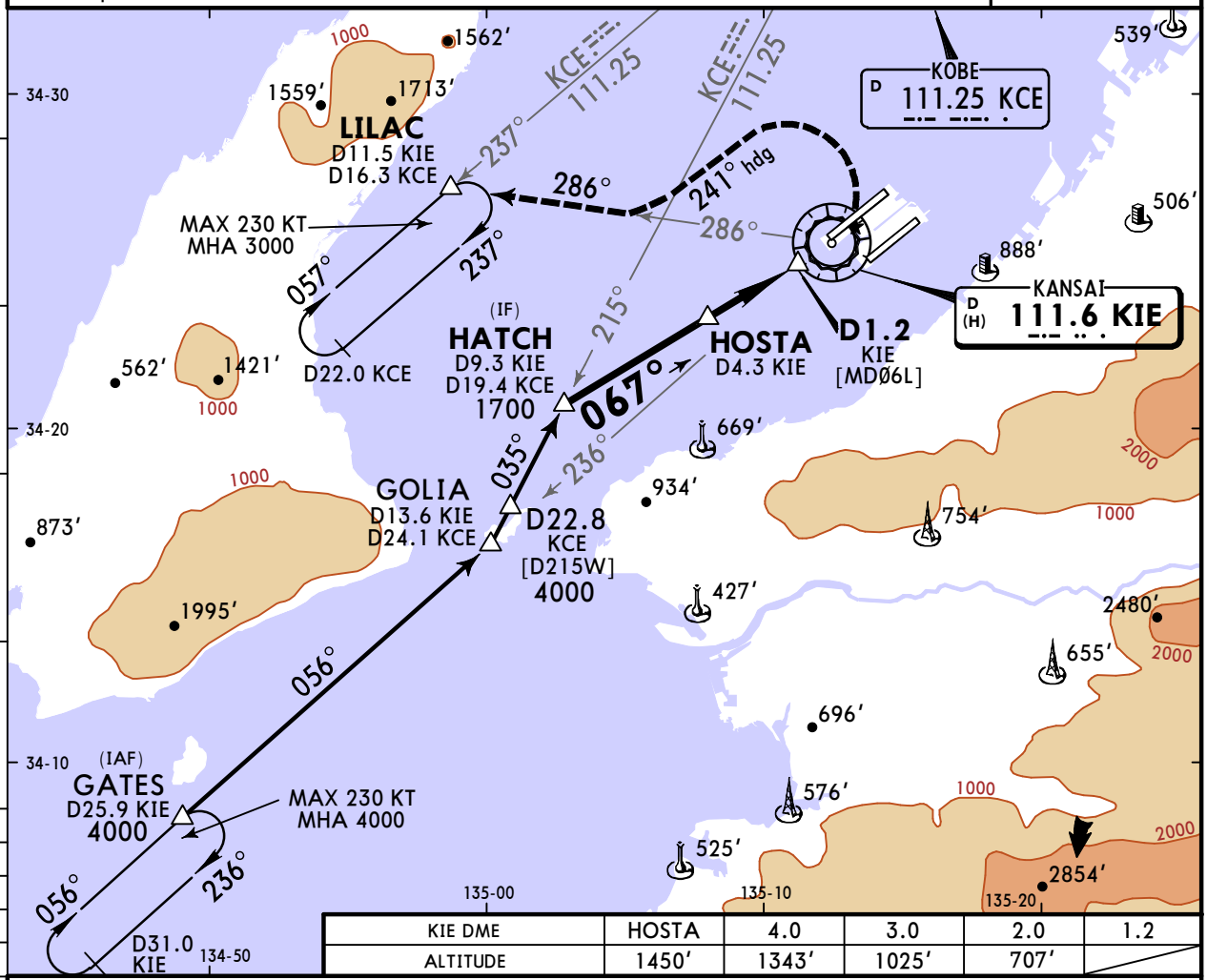
VOR KIE	Final Apch Crs	Refer to Profile	MDA(H)	Apt Elev 17′
111.6	067°		450′(441′)	Rwy 9′

MISSED APCH: Turn LEFT heading 241° to intercept and proceed via KIE VOR R-286 to LILAC and hold at 3000′. Contact Kansai APP.

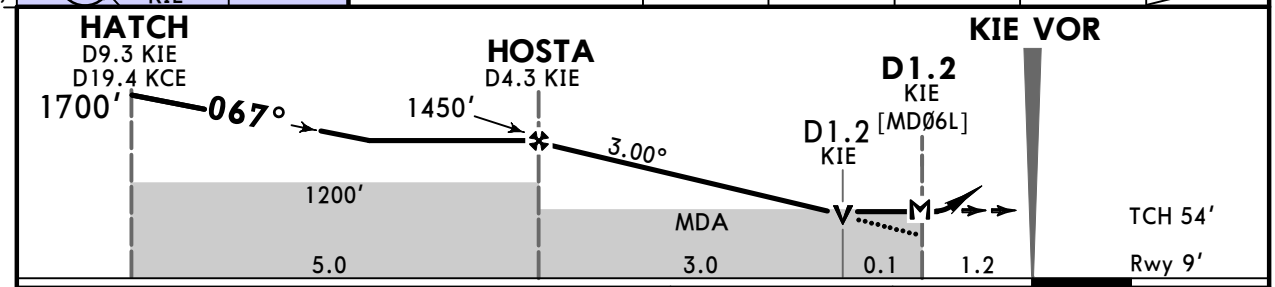
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

DME required.

MSA KIE VOR: 180° 4800; 270° 4200; 360° 5800



KIE DME	HOSTA	4.0	3.0	2.0	1.2
ALTITUDE	1450′	1343′	1025′	707′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 KIE							

Timing not authorized for defining the MAP.

HIALS PAPI LT on 241° hdg

State

	STRAIGHT-IN LANDING MDA(H) 450′(441′)	ALS out	Max Kts	CIRCLE-TO-LAND Circling to north side of Rwy only MDA(H)
A	R900m	R1500m	90	610′ (593′) V1600m
B	R1000m		120	
C		R1800m	140	610′ (593′) V2400m
D	R1400m	R2000m	165	610′ (593′) V3200m

NATL

CHANGES: Procedure revised.

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RJBB/KIX
KANSAI INTL

JEPPESEN

15 MAR 24 (23-2) Eff 20 Mar 1500Z

OSAKA, JAPAN
VOR Rwy 24R

D-ATIS	KANSAI Approach (R)		KANSAI Tower			Ground			
127.85	120.25	125.5	118.2	118.05	126.2	121.6	121.65	118.575	126.2

BRIEFING STRIP ™

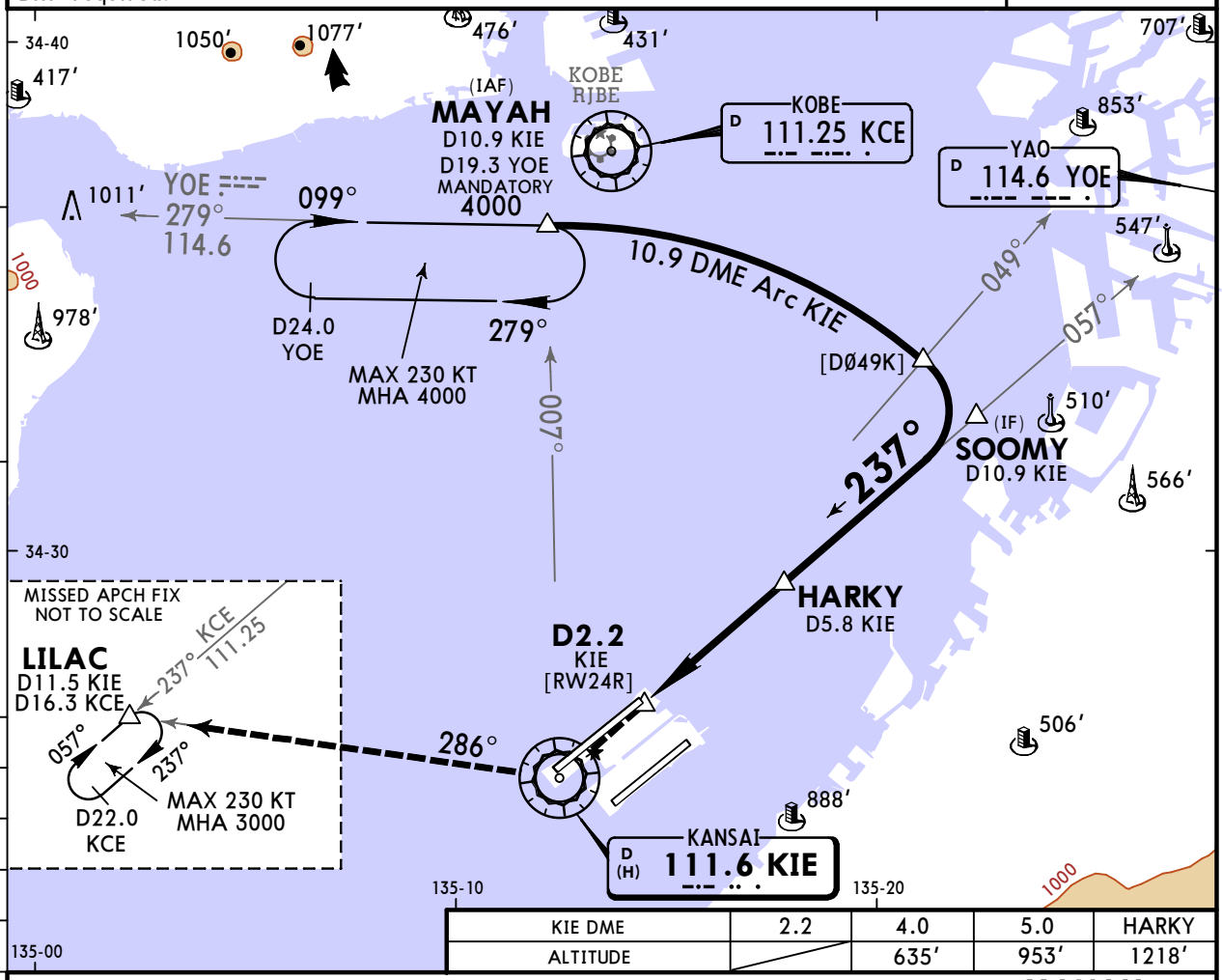
VOR KIE 111.6	Final Apch Crs 237°	Refer to Profile	MDA(H) 470′ (453′)	Apt Elev 17′ Rwy 16′

MISSED APCH: Turn RIGHT, climb to 3000′, via KIE VOR R-286 to LILAC and hold. Contact Kansai APP.

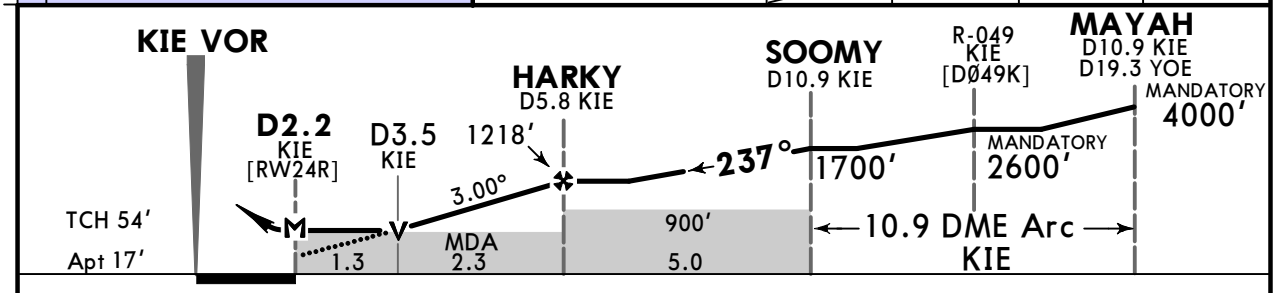
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

DME required.

MSA KIE VOR: 180° 4800; 270° 4200; 360° 5800



KIE DME	2.2	4.0	5.0	HARKY
ALTITUDE		635′	953′	1218′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.2 KIE						

Timing not authorized for defining the MAP.

PAPI HIALS

3000′ RT via KIE 111.6 R-286 LILAC

State

STRAIGHT-IN LANDING

MDA(H) 470′ (453′)

		ALS out
A	R1000m	R1500m
B	R1200m	
C		R2000m
D	R1600m	

CIRCLE-TO-LAND

Circling to north side of Rwy only

Max Kts	MDA(H)
90	610′ (593′) V1600m
120	
140	610′ (593′) V2400m
165	610′ (593′) V3200m

NATL

CHANGES: Procedure revised.

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Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

OSAKA, (KANSAI INTL - RJBB)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJBB