

## List of pages in this Trip Kit

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Terminal Charts For RJBE

Revision Letter For Cycle 16-2023

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Notebook

## General Information

Location: KOBE JPN  
ICAO/IATA: RJBE / UKB  
Lat/Long: N34° 37.97', E135° 13.43'  
Elevation: 18 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: No  
Beacon: Yes

Sunrise: 2131 Z  
Sunset: 0756 Z

## Runway Information

Runway: 09  
Length x Width: 8202 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 23 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 197 ft

Runway: 27  
Length x Width: 8202 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 23 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 197 ft

## Communication Information

ATIS: 128.075  
Kobe Tower: 126.200  
Kobe Tower: 118.500  
Kobe Ground: 122.075  
Kansai Terminal Control Area: 121.100  
Kansai Terminal Control Area: 125.300  
Kansai Radar: 121.150

Kansai Radar: 125.500

Kansai Radar: 120.850



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## GENERAL

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### 1. LOCAL TRAFFIC REGULATIONS

#### 1.1 Aircraft operations other than scheduled flights or in an emergency

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

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

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

- (1) 30 minutes prior to the estimated off-block time.
- (2) The minimum time required for switching over to the fixed electric power facilities or an electric power vehicle for aircraft, after arrival at the parking stand.
- (3) The minimum time required for aircraft maintenance purposes if needed.

None: Stands 3-6 are equipped with fixed electric power unit.

#### 1.3 Helicopter traffic - limitation

Take-off and landing for E-Helipad, C-Helipad and W-Helipad:

Fly along the parallel taxiway. Do not fly over the buildings in airport island and fuelling facilities.

### 2. FLIGHT PROCEDURES

#### 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 Kobe Tower
  - 2) If unable, proceed in accordance with Visual Flight Rules.
  - 3) If unable, proceed to SIOJI at the last assigned altitude or 3000' whichever is higher and execute Instrument Approach.
- (II) Procedures other than above will be issued when situation required.

#### 2.2 Circling approach to Runway 27

An aircraft shall commence circling to Rwy 27 at or below 1500' and maintain at or below 1500' during circling. If unable to comply with the restriction above, advise KOBE TOWER as soon as possible.

### 3. ADDITIONAL INFORMATION

Vessel (max 200'/MSL) will occasionally pass in the vicinity of the airport.

**RJBE/UKB**  
 KOBE  
 \*D-ATIS  
 128.075  
 Apt Elev  
 18  
 Alt Set: IN (hPa on req) Trans level: FL140

**AYAYA [AYAYA], TOKUSHIMA [TSC] ARRIVALS**

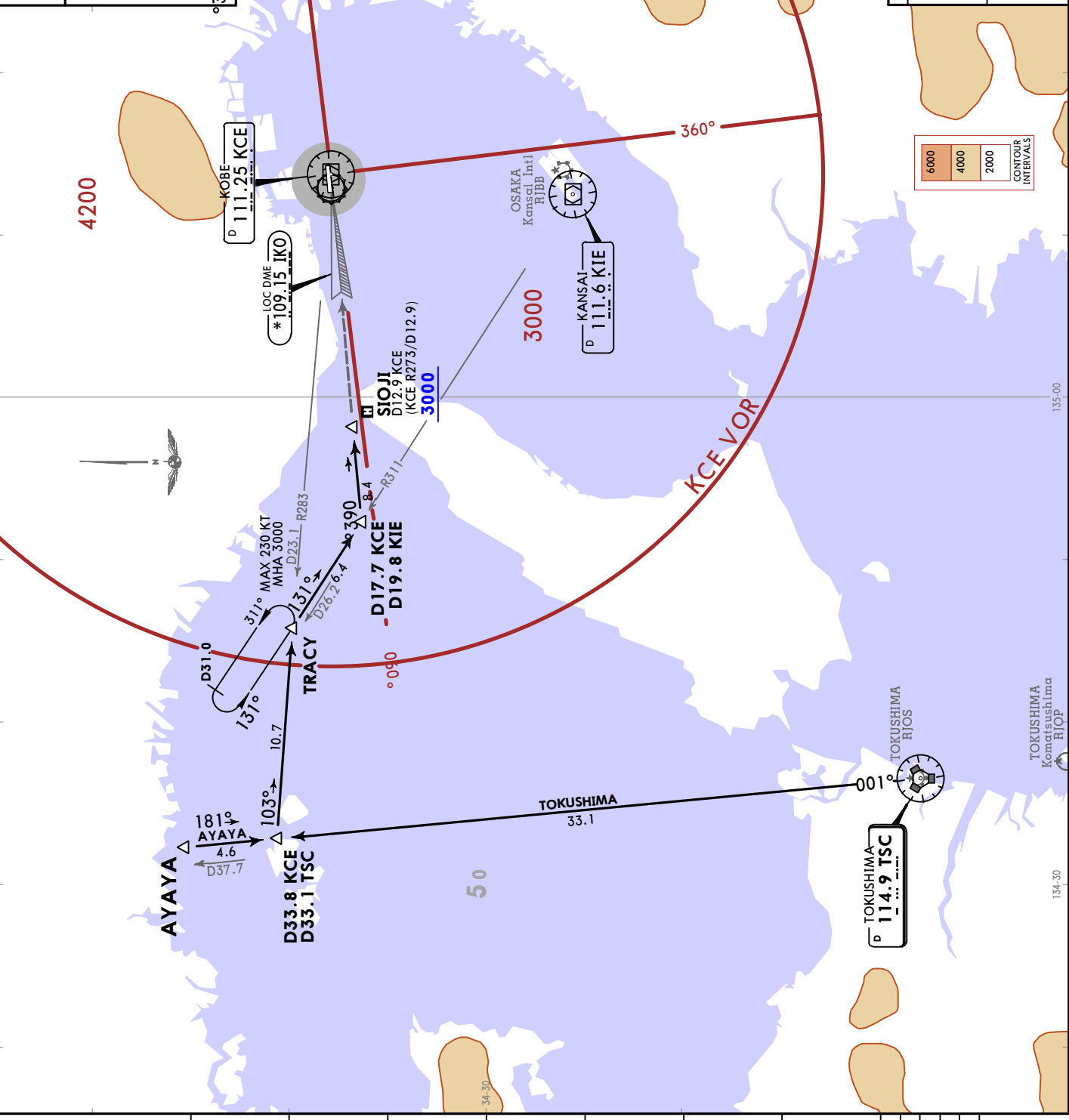
**HOLDINGS OVER SIOJI**

For VOR RWY 09  
 MAX 230 KT  
 MHA 3000

For ILS or LOC RWY 09  
 MAX 230 KT  
 MHA 3000

D19.872  
 0390 52.111

D18.972  
 0290 51.901

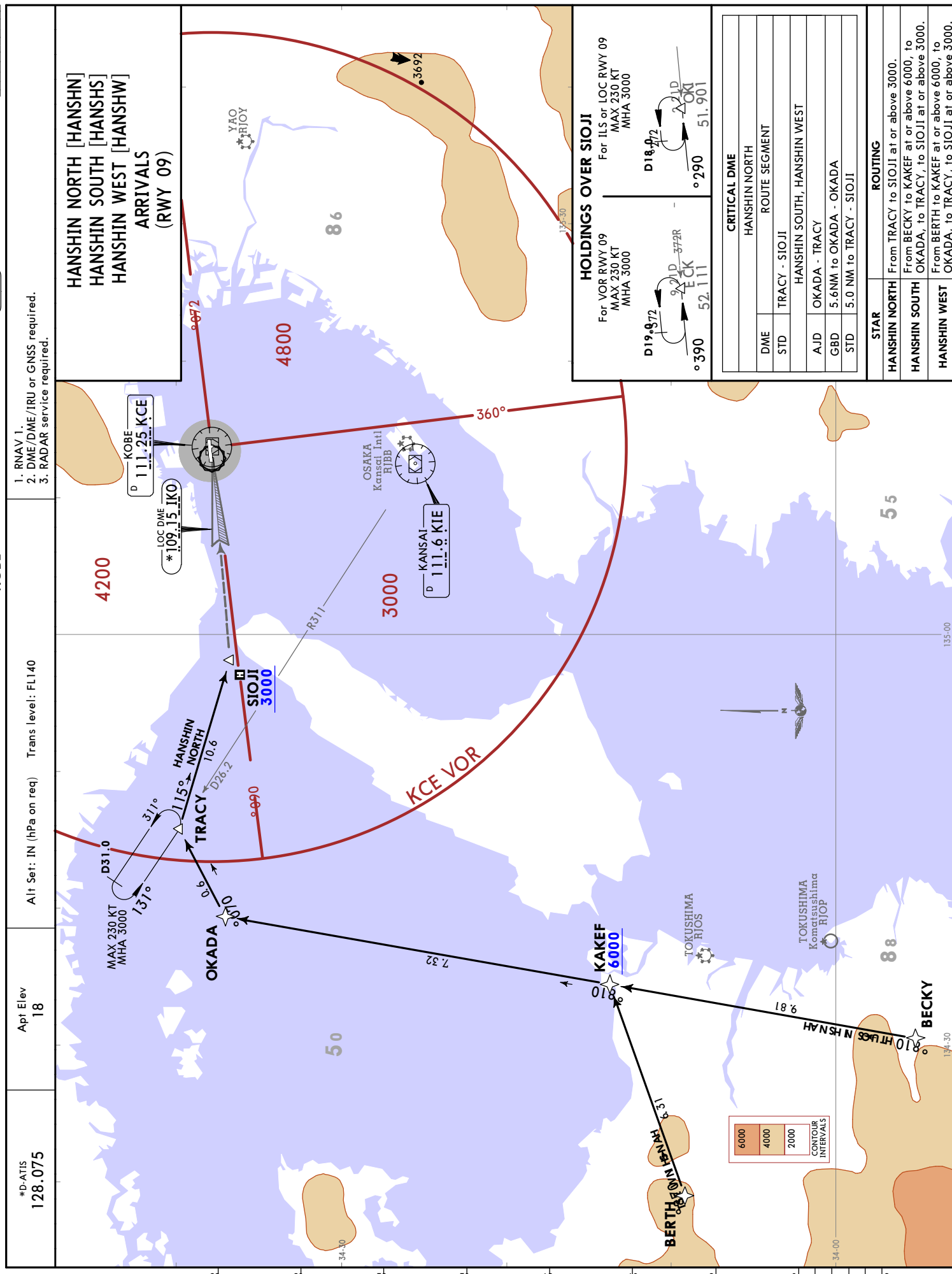


STAR	ROUTING
AYAYA	From over AYAYA, proceed via TSC R001 to intercept and proceed via KCE R283 to TRACY, via KIE R311 to intercept and proceed via KCE R273 to SIOJI. Cross SIOJI at or above 3000.
TOKUSHIMA	From over TSC VOR, proceed via TSC R001 to intercept and proceed via KCE R283 to TRACY, via KIE R311 to intercept and proceed via KCE R273 to SIOJI. Cross SIOJI at or above 3000.

**JEPPESEN**  
1 OCT 21 (10-2A) Eff 6 Oct 1500Z  
RNAV STAR

**RJBE/UKB**  
KOBE

**KOBE, JAPAN**





RJBE

10 FEB 06

Eff 16 FEB

JEPPESEN

10-4

KOBE, JAPAN

KOBE

## NOISE ABATEMENT PROCEDURES

Local Time minus **9 HOURS** = UTC (Z)

For all jet aircraft, in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. If 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 09/27:

## 1. Delayed Flap Approach Procedure

- Extend final landing flaps after leaving 1500 feet.

## 2. Make gear down after leaving 2500 feet.

## c. Reverse Thrust

Nil

## d. Preferential Runways Procedures

Nil.

## e. Noise Preferential Routes

Nil.

RJBE/UKB

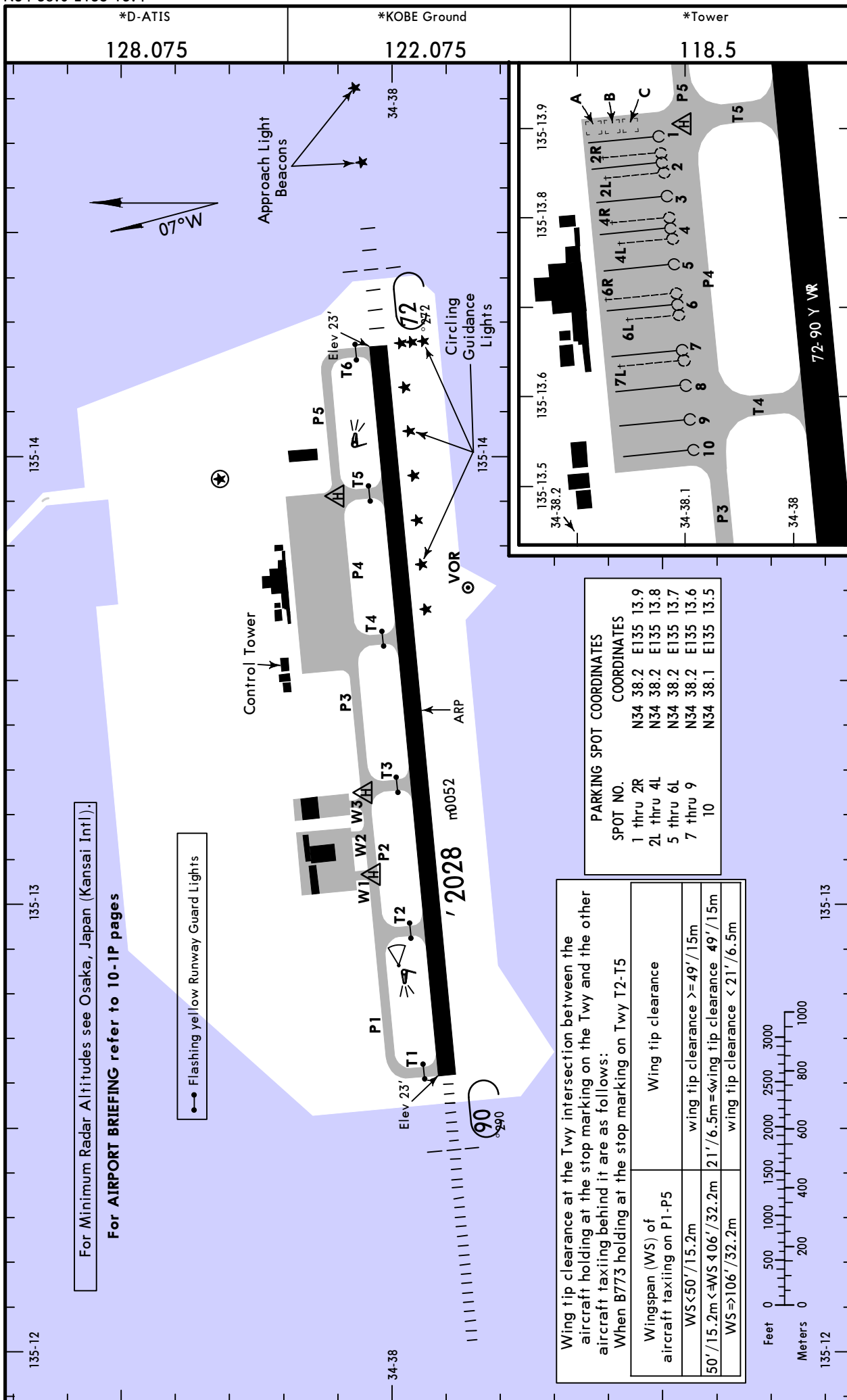
Apt Elev 18'  
N34 38.0 E135 13.4

JEPPESSEN

3 FEB 23 10-9

KOBE, JAPAN

KOBE



For Minimum Radar Altitudes see Osaka, Japan (Kansai Intl).

For AIRPORT BRIEFING refer to 10-IP pages

Flashing yellow Runway Guard Lights

**PARKING SPOT COORDINATES**

SPOT NO.	COORDINATES
1 thru 2R	N34 38.2 E135 13.9
2L thru 4L	N34 38.2 E135 13.8
5 thru 6L	N34 38.2 E135 13.7
7 thru 9	N34 38.2 E135 13.6
10	N34 38.1 E135 13.5

**Wing tip clearance at the Twy intersection between the aircraft holding at the stop marking on the Twy and the other aircraft taxiing behind it are as follows:**  
When B773 holding at the stop marking on Twy T2-T5

Wingspan (WS) of aircraft taxiing on P1-P5	Wing tip clearance
WS < 50' / 15.2m	wing tip clearance >= 49' / 15m
50' / 15.2m <= WS < 106' / 32.2m	wing tip clearance >= 49' / 15m
WS >= 106' / 32.2m	wing tip clearance < 21' / 6.5m



RJBE/UKB



KOBE, JAPAN

3 FEB 23 (10-9A)

KOBE

**GENERAL**

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

For landing Rwy 09/27:

- a) Delayed flap approach procedure - extend final landing flaps after leaving 1500'.
- b) Gear down after leaving 2500'.

**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
09	HIRL CL ALSF-I TDZ PAPI-L (angle 3.0°) RVR		7044' 2147m	③	197' 60m
① 27	HIRL CL ② SALS PAPI-L (angle 3.0°) Circling Guidance Lights				

① Grooved 8202'x131' (2500m x 40m).

② With approach light beacons.

**③ INTERSECTION TAKE-OFF POSITIONS & DISTANCES**

RUNWAY	FROM TAXIWAY	RUNWAY REMAINING	RUNWAY	FROM TAXIWAY	RUNWAY REMAINING
09	TWY T2	6512' (1985m)	27	TWY T5	6512' (1985m)

**TAKE-OFF**

**All Rwys**

	Multi Engine Aircraft			Without Take-Off Altn Apt. Filed	Single Eng Acft
	With Take-Off Alternate Airport Filed				
	HIRL & CL	HIRL or CL or RCLM	NIL (DAY ONLY)		
A	400m			Available Landing Minimums	Available Landing Minimums
B					
C					
D					

RJBE/UKB

JEPPESSEN

MISSED APCH CLIMB GRADIENT MIN 3.0%

KOBE, JAPAN

KOBE

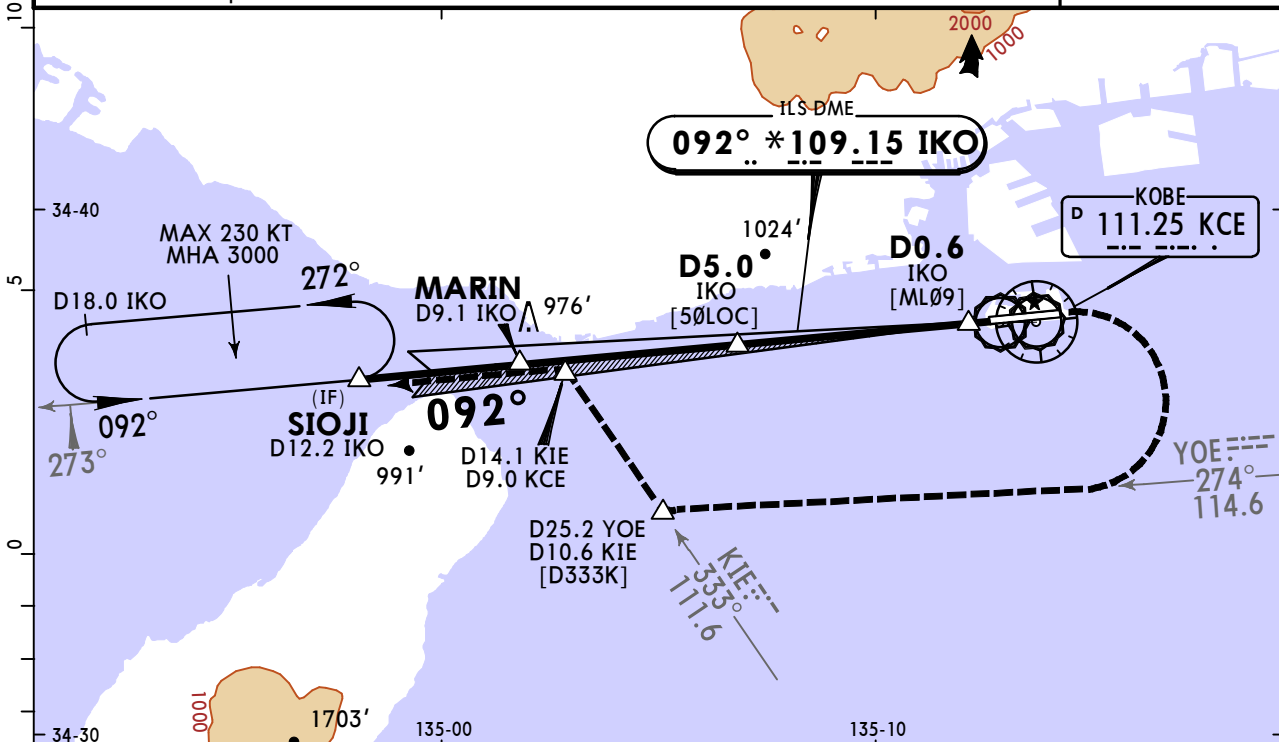
18 FEB 22

11-1

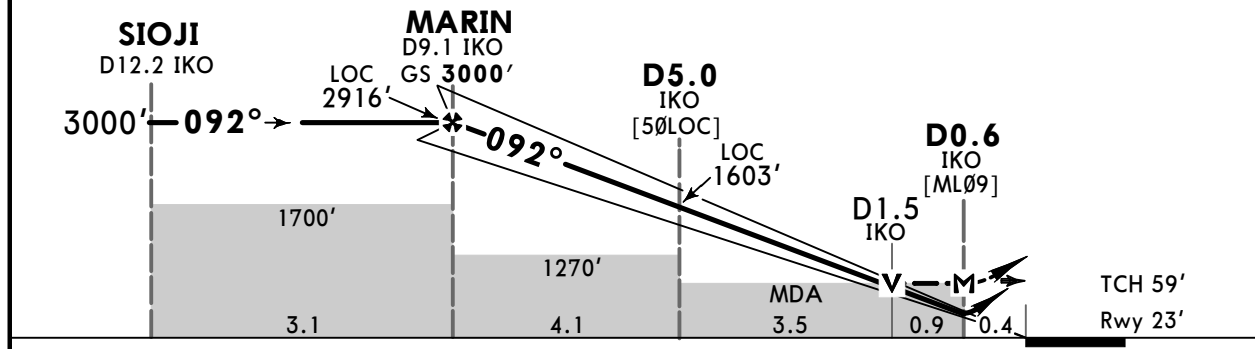
Eff 23 Feb 1500Z

ILS or LOC Rwy 09

*D-ATIS 128.075		*KANSAI Radar (APP) 121.15 120.85		*KOBE Tower 118.5		*Ground 122.075	
LOC IKO *109.15	Final Apch Crs 092°	Minimum Alt Refer to Profile	ILS DA(H) 223' (200')	Apt Elev 18' Rwy 23'		<p>MSA KCE VOR</p>	
<p><b>MISSED APCH:</b> Climb on heading 092° to 500', turn RIGHT and proceed outbound via YOE VOR R-274 to intercept and proceed outbound via KIE VOR R-333, via KCE VOR R-273 to SIOJI and hold at 3000'. Contact KOBE Tower. Do not turn before D0.6 IKO. Missed Apch Climb Gradient MIN 3.0%.</p>							
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
DME and VOR required.							



LOC (GS out)	IKO DME	FAF	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALT (3° APCH PATH)	2916'	2877'	2558'	2240'	1921'	1603'	1284'	966'	647'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	500' on hdg 092°
GS	3.00°	372	478	531	637	743		
MAP at D0.6 IKO								
Timing not authorized for defining the MAP.								

STRAIGHT-IN LANDING RWY 09					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized North of Rwy	
DA(H) 223' (200')			MDA(H) 460' (442')		MDA(H)	
FULL	TDZ and/or CL out	ALS out	ALS out	ALS out	Max Kts	
A			RVR 900m	RVR 1500m	90	510' (492') - 1600m
B					120	
C	RVR 550m	RVR 750m	RVR 1000m	RVR 1800m	140	510' (492') - 2400m
D			RVR 1400m	RVR 2000m	165	580' (562') - 3200m

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

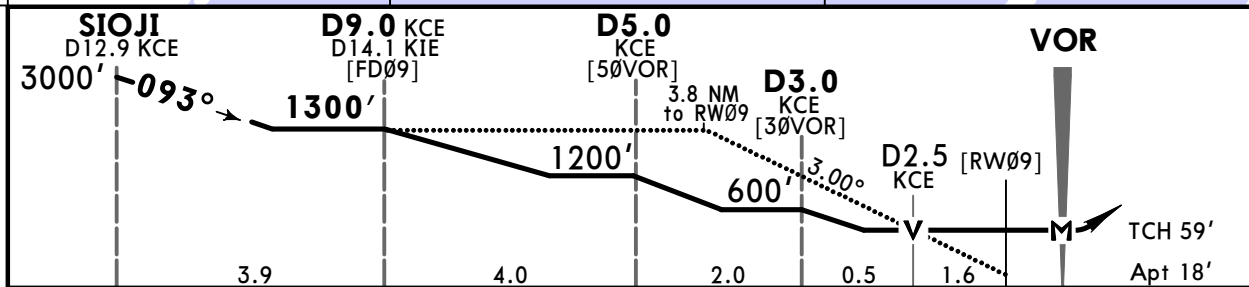
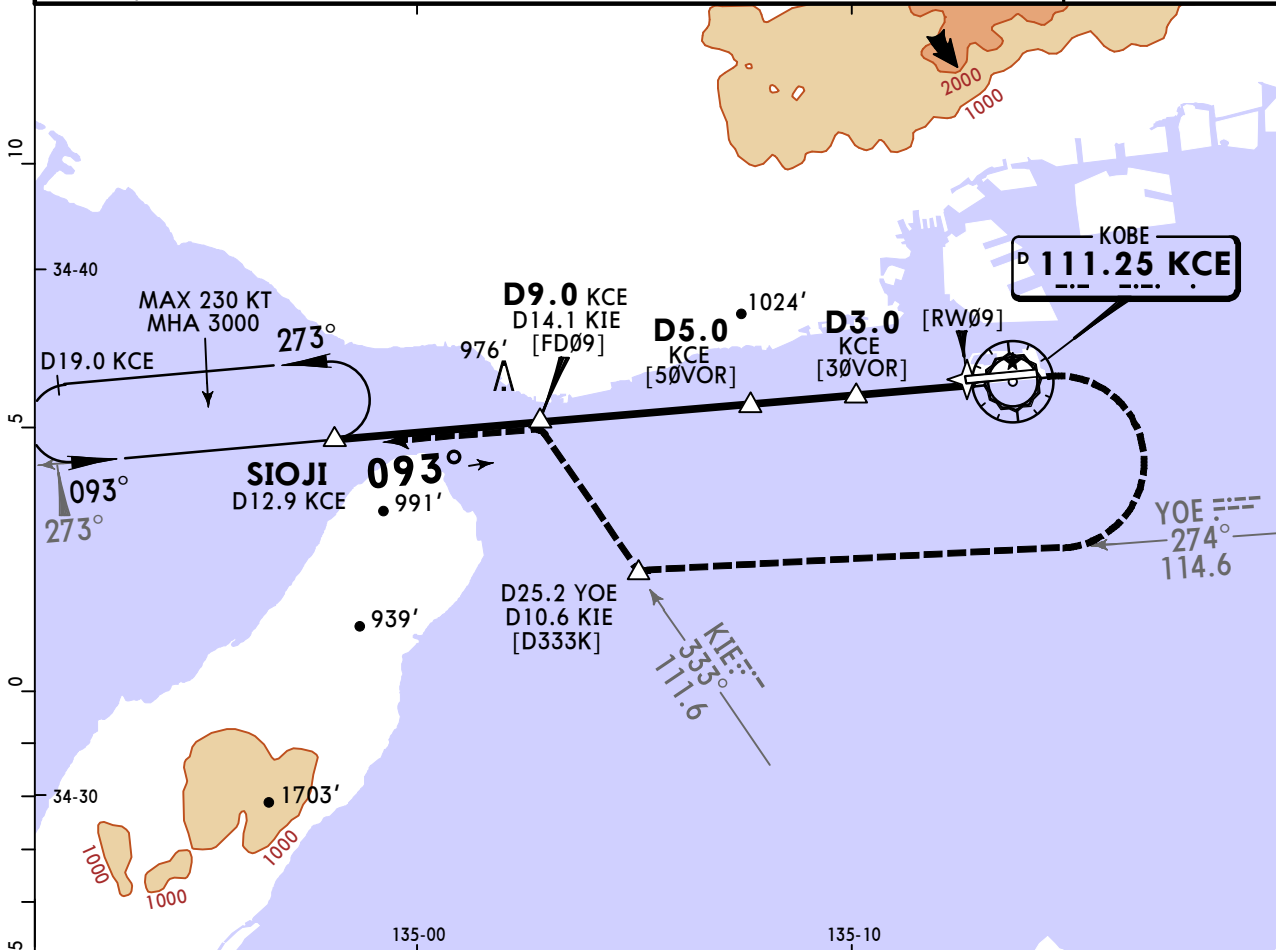
**RJBE/UKB**  
**KOBE**

**JEPPesen**

18 FEB 22 (13-1) Eff 23 Feb 1500Z

**KOBE, JAPAN**  
**VOR Rwy 09**

*D-ATIS <b>128.075</b>		*KANSAI Radar (APP) <b>121.15 120.85</b>		*KOBE Tower <b>118.5</b>		*Ground <b>122.075</b>	
VOR KCE <b>111.25</b>	Final Apch Crs <b>093°</b>	Minimum Alt <b>D9.0</b> 1300' (1282')	MDA(H) <b>560'</b> (542')	Apt Elev 18' Rwy 23'			
<b>MISSED APCH: Turn RIGHT, climb to 3000' via YOE VOR R-274 to intercept and proceed via KIE VOR R-333, via KCE VOR R-273 to SIOJI and hold. Contact KOBE Tower.</b>							MSA KCE VOR
Alt Set: IN (hPa on req)		Trans level: FL140		Trans alt: 14000'			
DME required.							



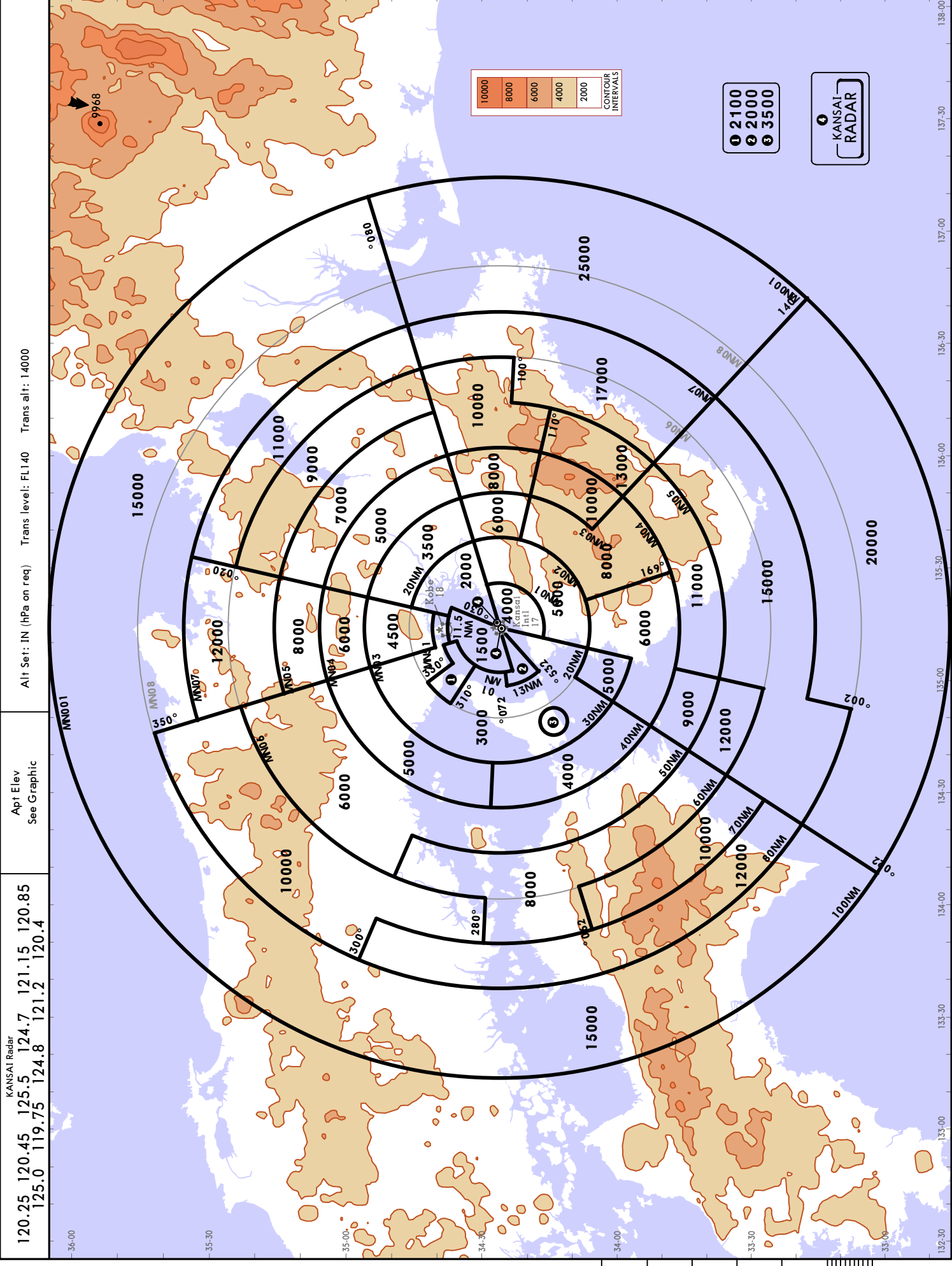
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	RT 3000' ↑ YOE via 114.6 R-274
Descent Angle	3.00°	372	478	531	637	743		
MAP at VOR								

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND Not Authorized North of Rwy			
MDA(H) <b>560'</b> (542')				Max Kts			
ALS out				MDA(H)			
A	RVR 1000m	RVR 1500m		90	560' (542') - 1600m		
B	RVR 1200m	RVR 2000m		120	560' (542') - 2400m		
C	RVR 1600m			140	560' (542') - 3200m		
D	RVR 1600m			165	580' (562') - 3200m		

CHANGES: Ground communication added.

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



### Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>KOBE, (KOBE - RJBE)</b>				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJBE