

**STAR**

**JEPPESEN**

12 FEB 99

20-2

Eff 24 Feb 1500Z

**OSAKA, JAPAN**

**KANSAI INTL**

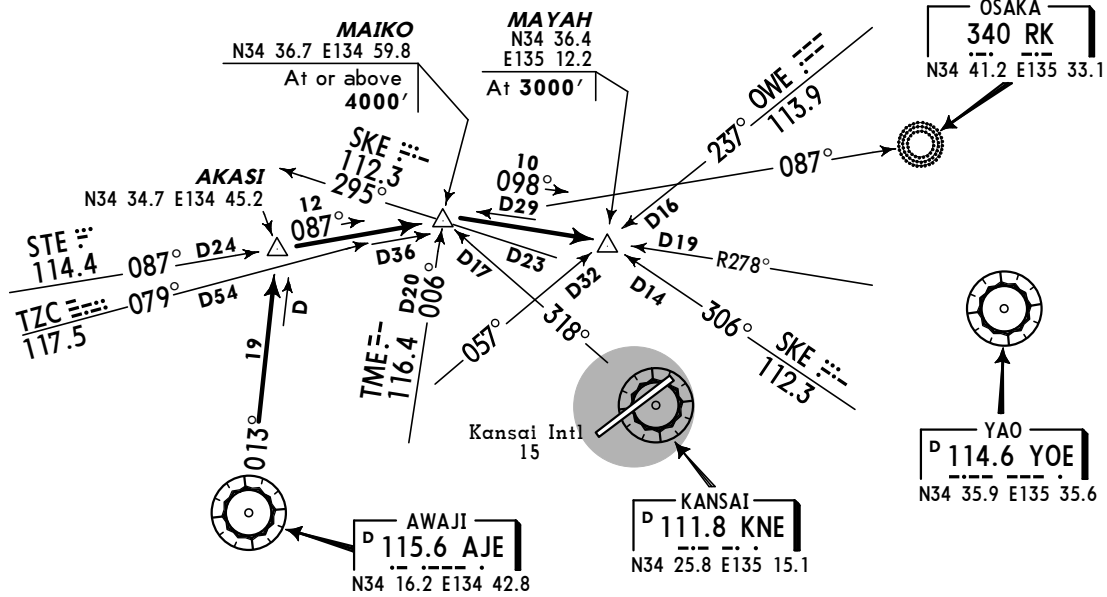
ATIS **127.85**

TRANS LEVEL: FL 140  
TRANS ALT: 14000'

**AKASI ARRIVAL**

From over AJE VOR, proceed via AJE R-013 to Akasi Int, then via RK NDB 087° to Maiko Int, then via YOE R-278 to Mayah Int. Cross Maiko Int at or above 4000' and cross Mayah Int at 3000'.

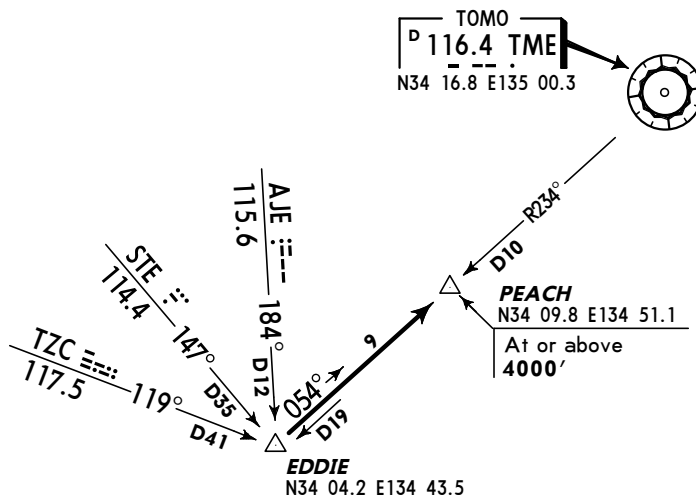
Direct distance from Mayah Int to:  
Kansai Intl **11 NM**



**EDDIE ARRIVAL**

From over Eddie Int, proceed via TME R-234 to Peach Int. Cross Peach Int at or above 4000'.

Direct distance from Peach Int to:  
Kansai Intl **25 NM**



**STAR**

**JEPPESEN**

12 FEB 99

**20-2A**

**Eff 24 Feb 1500Z**

**OSAKA, JAPAN**

**KANSAI INTL**

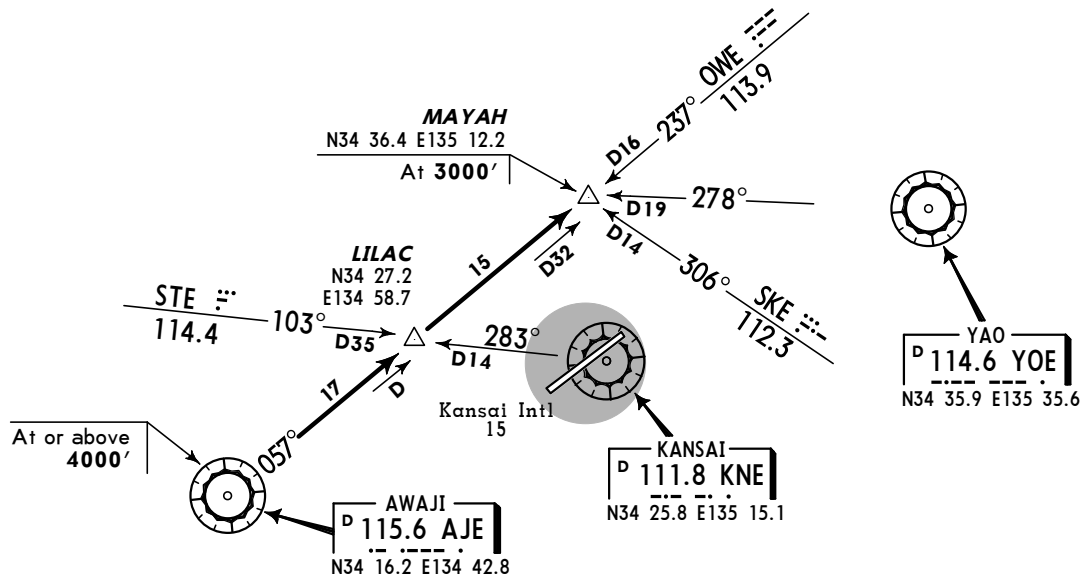
ATIS **127.85**

TRANS LEVEL: FL 140  
TRANS ALT: 14000'

**LILAC ARRIVAL**

From over AJE VOR, proceed via AJE R-057 to Lilac Int, then via AJE R-057 to Mayah Int. Cross AJE VOR at or above 4000' and cross Mayah Int at 3000'.

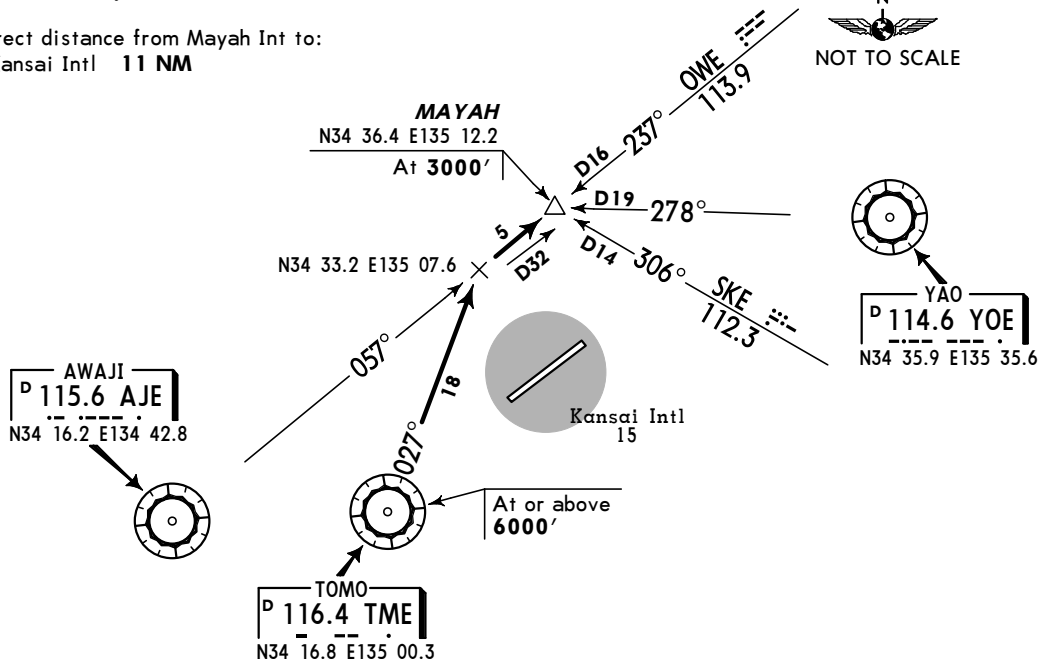
Direct distance from Mayah Int to:  
Kansai Intl **11 NM**



**TOMO ARRIVAL**

From over TME VOR, proceed via TME R-027 to intercept and proceed via AJE R-057 to Mayah Int. Cross TME VOR at or above 6000' and cross Mayah Int at 3000'.

Direct distance from Mayah Int to:  
Kansai Intl **11 NM**



JEPPESEN

29 SEP 00

20-3

Eff 30 Sep 1500Z

SID

KANSAI Departure (R) **119.2 119.5**  
**119.75 120.65 120.85**

**OSAKA, JAPAN**  
**KANSAI INTL**

TRANS LEVEL: FL 140  
TRANS ALT: 14000'

**FERRY TWO DEPARTURE**  
**[FERRY2]**  
(RWY 24)

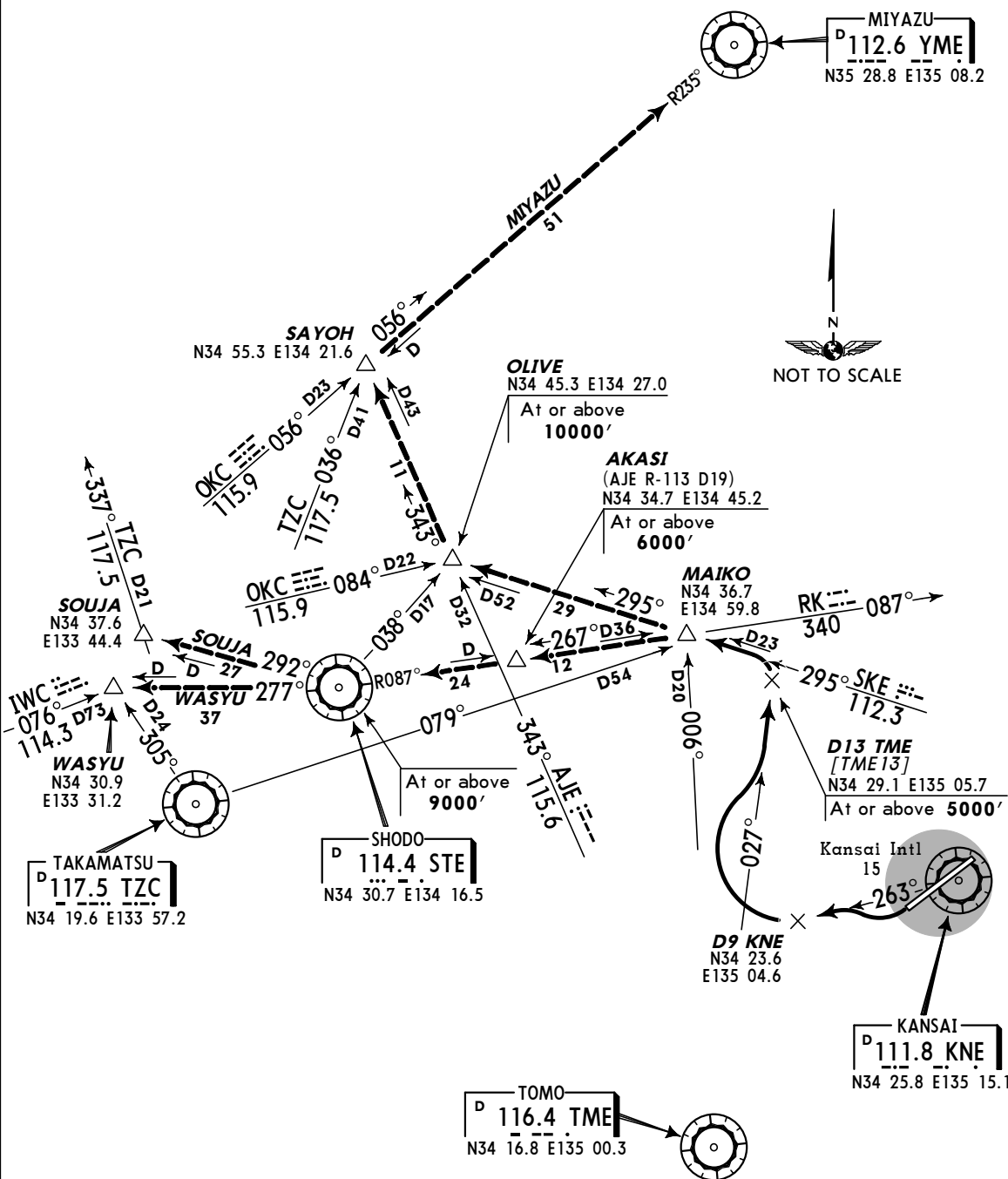
**Rwy 24:** Turn RIGHT climb via KNE R-263 to D9 KNE, turn RIGHT and proceed via TME R-027 to D13 TME, then turn LEFT and proceed via SKE R-295 to MAIKO. Cross TME R-027/D13 at or above 5000'.

**TRANSITIONS**

**MIYAZU:** After Maiko Int, proceed via SKE R-295 to Olive Int, turn RIGHT via AJE R-343 to Sayoh Int, then via OKC R-056/YME R-235 to YME VOR. Cross Olive Int at or above 10000'.

**SOUJA:** After Maiko Int, proceed via STE R-087 (267° from RK NDB) to STE VOR via Akasi Int, then via STE R-292 to Souja Int. Cross Akasi Int at or above 6000', cross STE VOR at or above 9000'.

**WASYU:** After Maiko Int, proceed via STE R-087 (267° from RK NDB) to STE VOR via Akasi Int, then via STE R-277 to Wasyu Int. Cross Akasi Int at or above 6000', cross STE VOR at or above 9000'.





**JEPPESEN**

24 SEP 99

**(20-3B)**

**Eff 6 Oct 1500Z**

**SID**

KANSAI Departure (R) **119.2 119.5**  
**119.75 120.65 120.85**

**OSAKA, JAPAN**  
**KANSAI INTL**

TRANS LEVEL: FL 140  
TRANS ALT: 14000'

**MAIKO TWO DEPARTURE**

**Rwy 06:** Climb via KNE R-052 to D3.7 KNE, turn LEFT and proceed via SKE R-295 to Maiko Int.

**Rwy 24:** Climb via KNE R-243 to D10 KNE, turn RIGHT and proceed via TME R-027 to D13 TME, then turn LEFT and proceed via SKE R-295 to Maiko Int. Cross TME R-027/ D10.5 at or above 5000'.

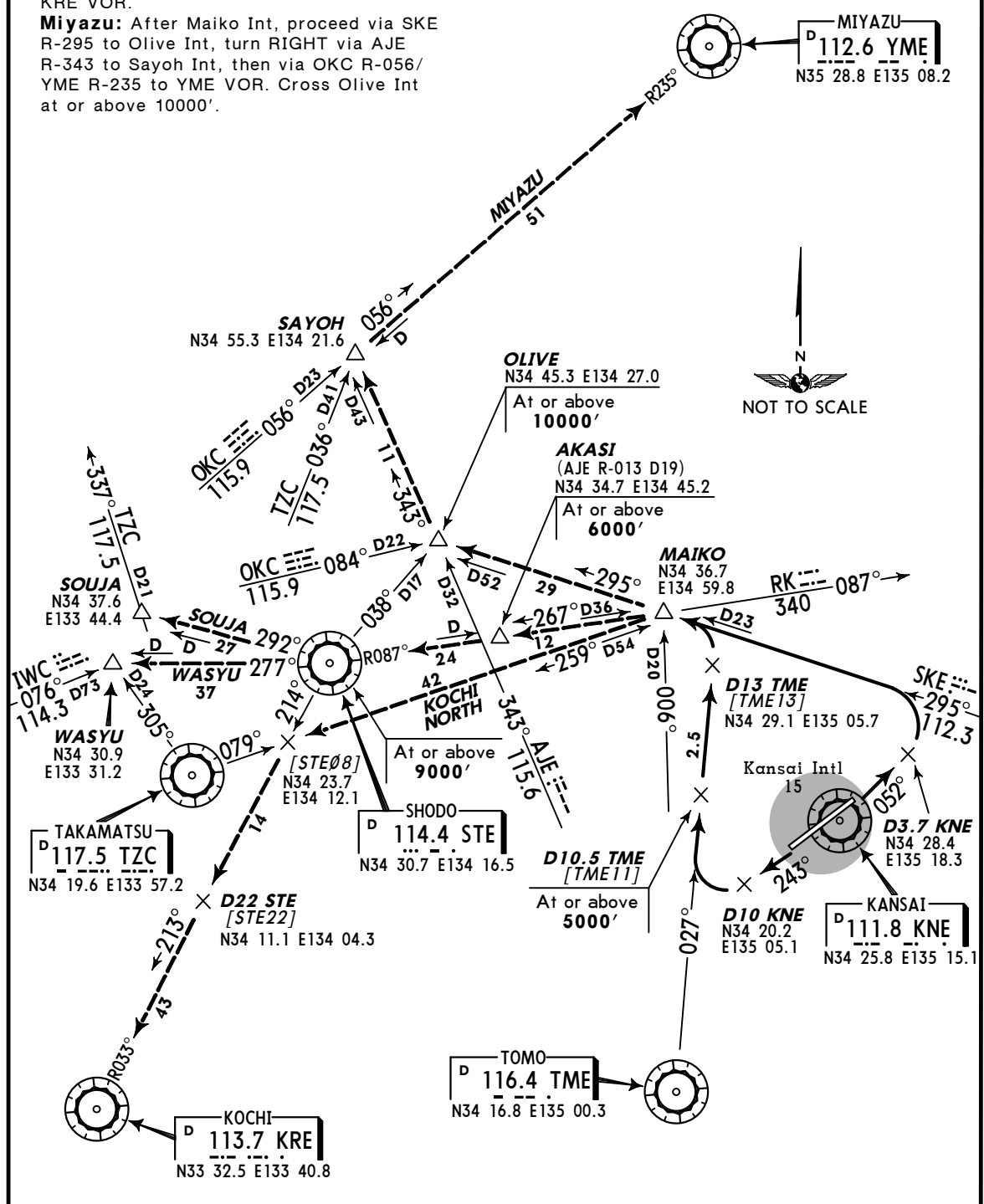
**TRANSITIONS**

**Kochi North:** After Maiko Int, proceed via TZC R-079 to intercept and proceed via STE R-214 to D22 STE, then via KRE R-033 to KRE VOR.

**Miyazu:** After Maiko Int, proceed via SKE R-295 to Olive Int, turn RIGHT via AJE R-343 to Sayoh Int, then via OKC R-056/ YME R-235 to YME VOR. Cross Olive Int at or above 10000'.

**Souja:** After Maiko Int, proceed via STE R-087 (267° from RK NDB) to STE VOR via Akasi Int, then via STE R-292 to Souja Int. Cross Akasi Int at or above 6000', cross STE VOR at or above 9000'.

**Wasyu:** After Maiko Int, proceed via STE R-087 (267° from RK NDB) to STE VOR via Akasi Int, then via STE R-277 to Wasyu Int. Cross Akasi Int at or above 6000', cross STE VOR at or above 9000'.



**SID**

**JEPPESEN**

24 SEP 99

**20-3C**

**Eff 6 Oct 1500Z**

**OSAKA, JAPAN**

**KANSAI INTL**

KANSAI Departure (R) **119.2 119.5 119.75**  
**120.65 120.85**

TRANS LEVEL: FL 140  
TRANS ALT: 14000'

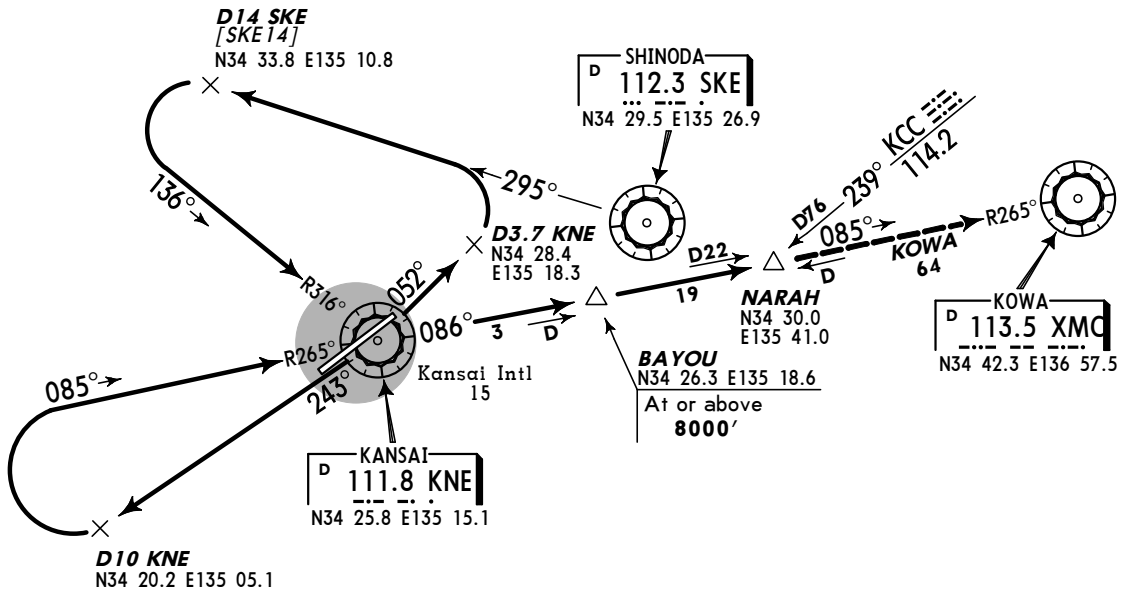
**NARAH REVERSAL ONE DEPARTURE**

**Rwy 06:** Climb via KNE R-052 to D3.7 KNE, turn LEFT and proceed via SKE R-295 to D14 SKE, turn LEFT via KNE R-316 to KNE VOR, then via KNE R-086 to Narah Int via Bayou Int. Cross Bayou Int at or above 8000'.

**Rwy 24:** Climb via KNE R-243 to D10 KNE, turn RIGHT and proceed via KNE R-265 to KNE VOR, then via KNE R-086 to Narah Int via Bayou Int. Cross Bayou Int at or above 8000'.

**TRANSITION**

**Kowa:** After Narah Int, proceed via XMC R-265 to XMC VOR.



**SID**

**JEPPESEN**

13 NOV 98

**20-3D**

**Eff 2 Dec 1500Z**

**OSAKA, JAPAN**

**KANSAI INTL**

KANSAI Departure (R) **119.2 119.5 119.75**  
**120.65 120.85**

TRANS LEVEL: FL 140  
TRANS ALT: 14000'

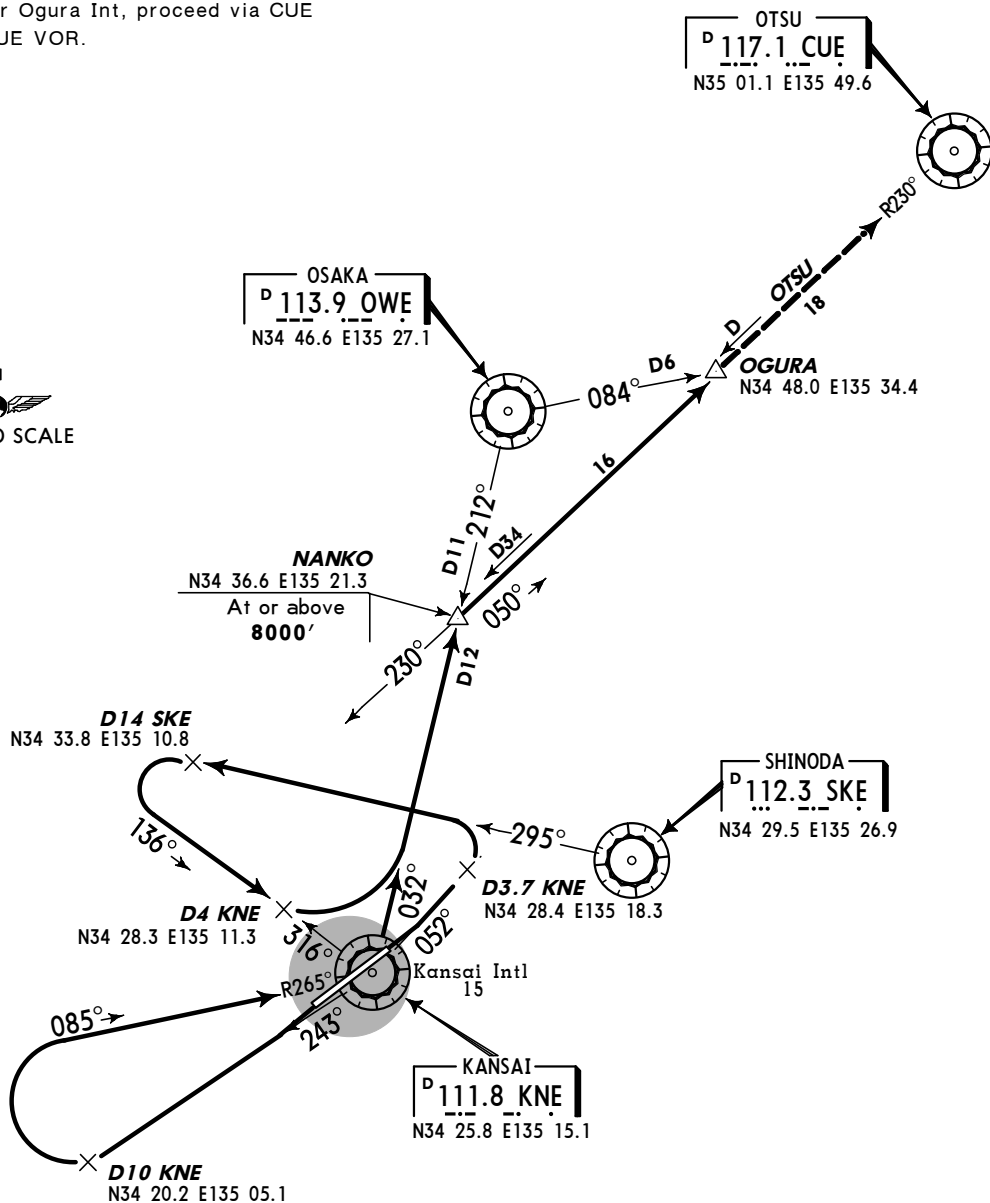
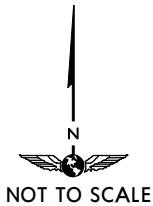
**OGURA REVERSAL ONE DEPARTURE**

**Rwy 06:** Climb via KNE R-052 to D3.7 KNE. Turn LEFT and proceed via SKE R-295 to D14 SKE, then turn LEFT via KNE R-316 to D4 KNE, then turn LEFT via KNE R-032 to Nanko, then via CUE R-230 to Ogura. Cross Nanko Int at or above 8000'.

**Rwy 24:** Climb via KNE R-243 to D10 KNE. Turn RIGHT and proceed via KNE R-265 to KNE VOR then via KNE R-032 to Nanko Int, then via CUE R-230 to Ogura. Cross Nanko Int at or above 8000'.

**TRANSITION**

**Otsu:** After Ogura Int, proceed via CUE R-230 to CUE VOR.



**SID**

**JEPPESEN**

13 NOV 98

20-3E

Eff 2 Dec 1500Z

**OSAKA, JAPAN**

**KANSAI INTL**

KANSAI Departure (R) **119.2 119.5 119.75**  
**120.65 120.85**

TRANS LEVEL: FL 140  
 TRANS ALT: 14000'

**TOMO TWO DEPARTURE**

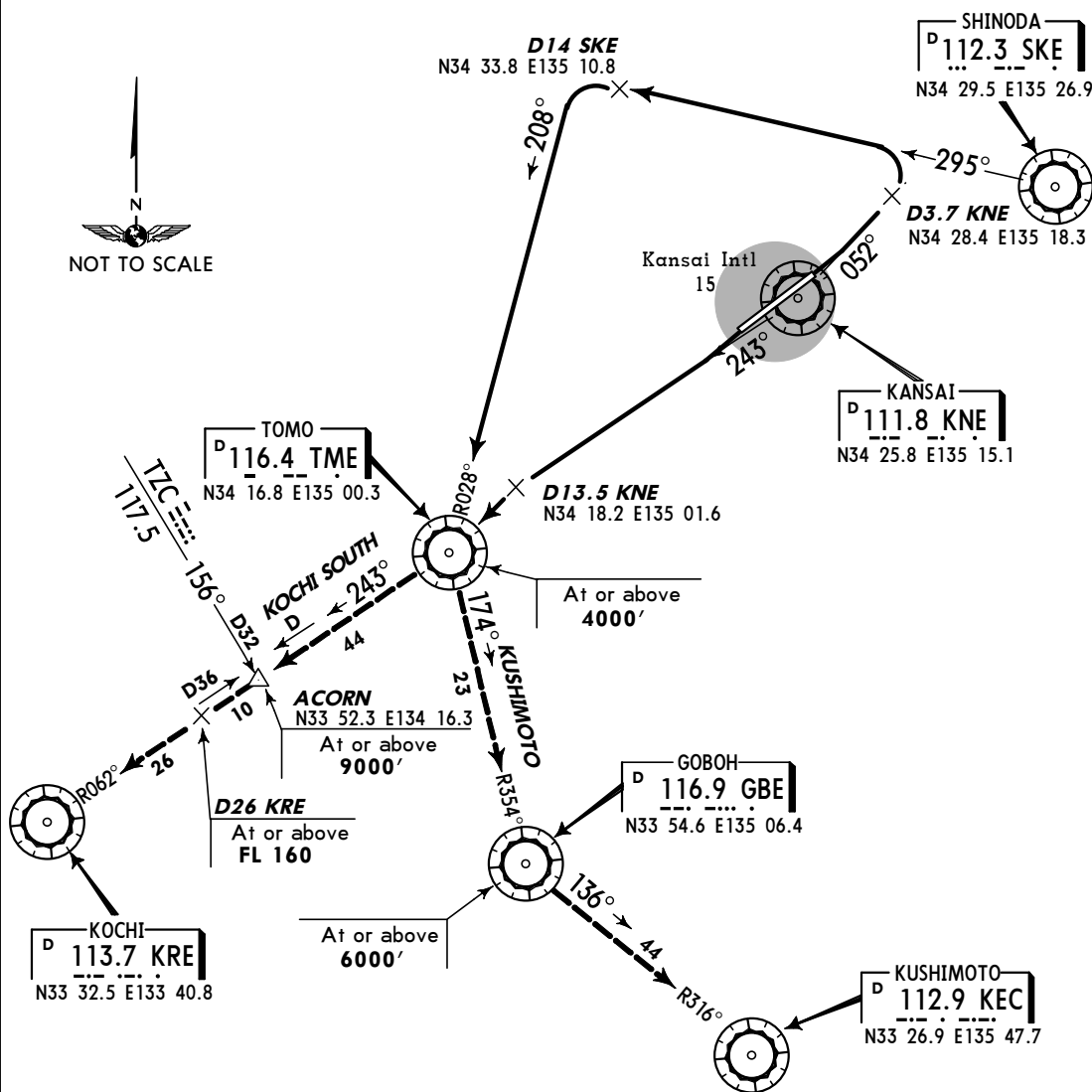
**Rwy 06:** Climb via KNE R-052 to D3.7 KNE, turn LEFT and proceed via SKE R-295 to D14 SKE, turn LEFT via TME R-028 to TME VOR. Cross TME VOR at or above 4000'.

**Rwy 24:** Climb via KNE R-243 to D13.5 KNE, turn LEFT to TME VOR. Cross TME VOR at or above 4000'.

**TRANSITIONS**

**Kochi South:** After TME VOR, proceed via TME R-243 to KRE VOR via Acorn Int. Cross Acorn Int at or above 9000', cross KRE R-062/D26 at or above FL 160.

**Kushimoto:** After TME VOR, proceed via TME R-174 to GBE VOR, then via GBE R-136 to KEC VOR. Cross GBE VOR at or above 6000'.





**JEPPESEN**

16 MAR 01

20-4

EII 22 Mar 1500Z

**NOISE**  
**OSAKA, JAPAN**  
KANSAI INTL

**NOISE ABATEMENT PROCEDURES**

Local Time minus 9 HOURS = UTC (Z)

**ARRIVAL PROCEDURES**

Approaches to Rwy 06 should use the Delayed Flap Approach Procedure as outlined in the ATC Japan pages. Delay extending final landing flaps until after leaving 1500 feet. In addition, all arriving aircraft should make gear down after leaving 2500 feet, unless doing so would compromise the safety of the flight.

**DEPARTURE PROCEDURES**

In order to reduce aircraft noise around the airport, all departing aircraft are requested to fly via the following SIDs during the hours from 1400 UTC (2300 JST) to 2100 UTC (0600 JST).

- a. Take off from Rwy 06:

MAIKO TWO DEPARTURE or TOMO TWO DEPARTURE

- b. Take off from Rwy 24:

FERRY TWO DEPARTURE or KITAN ONE DEPARTURE

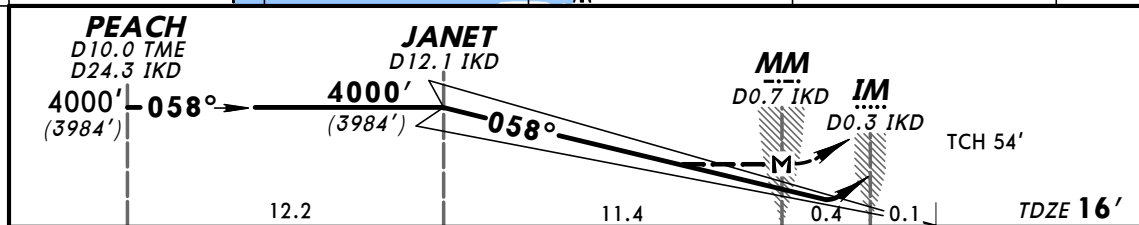
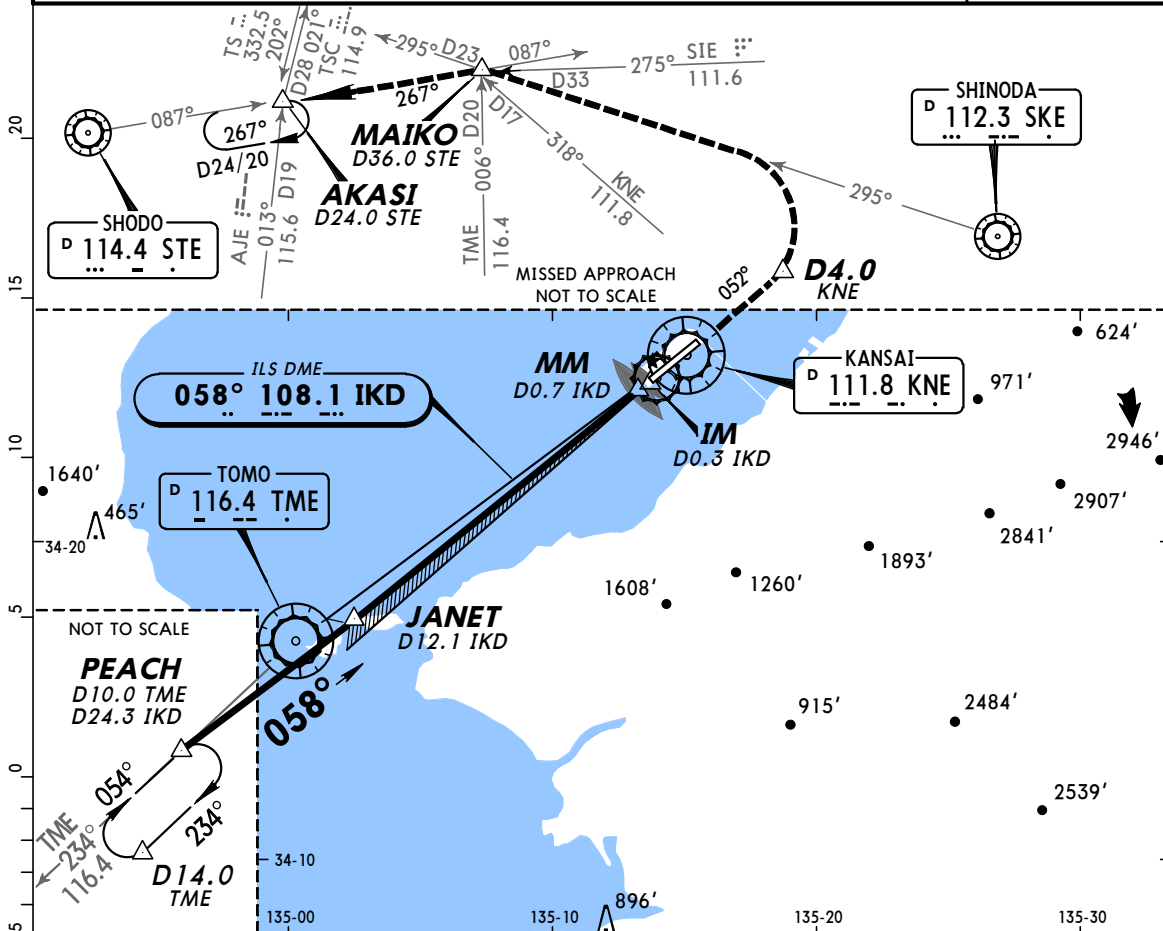
**RJBB**  
**KANSAI INTL**

**JEPPESEN**

30 MAR 01 (21-1)

**OSAKA, JAPAN**  
**ILS Rwy 06**

ATIS <b>127.85</b>		KANSAI Approach (R) <b>120.25</b>		KANSAI Tower <b>118.2 126.2</b>		Ground <b>121.6 126.2</b>	
LOC IKD <b>108.1</b>	Final Apch Crs <b>058°</b>	Minimum Alt <b>JANET</b> <b>4000' (3984')</b>	ILS DA(H) <b>216' (200')</b>	Apt Elev <b>15'</b>	TDZE <b>16'</b>		
<b>MISSED APCH:</b> Climb on a 058° heading to intercept and proceed outbound via KNE VOR R-052 to D4.0 KNE, turn LEFT outbound via SKE VOR R-295 to MAIKO INT, then inbound via STE VOR R-087 to AKASI INT and hold at 7000'. Contact Kansai APP.							
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' (13984') Delayed flap approach procedure: Extend final landing flaps after leaving 1500'.						MSA KNE VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	↑ <b>058°</b> hdg	and <b>111.8</b> <b>R-052</b>	<b>D4.0</b> KNE	
GS	3.00°	377	485	539	647	755					862
MAP at MM/D0.7 IKD											

STRAIGHT-IN LANDING RWY06 ILS DA(H) <b>216' (200')</b>					LOC (GS out) MDA(H) <b>440' (424')</b>		CIRCLE-TO-LAND Not Authorized South of Rwy	
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					1400m	90	620'(605')-1600m	
B	RVR 550m				1600m	120	620'(605')-2400m	
C	VIS 800m	800m	1200m	1200m	2200m	140	620'(605')-2400m	
D						165	620'(605')-3200m	

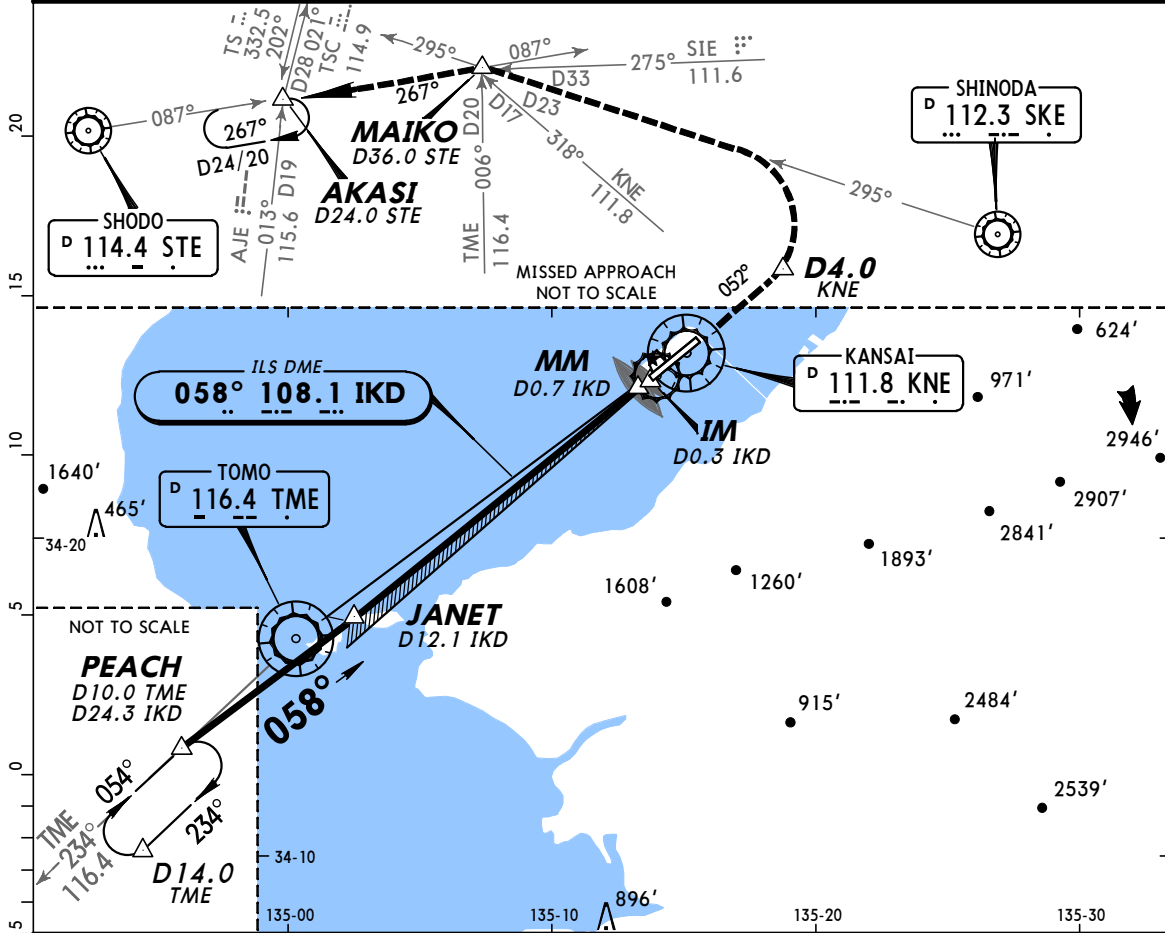
**RJBB**  
**KANSAI INTL**

**JEPPESEN**

30 MAR 01 **(21-1A)**

**OSAKA, JAPAN**  
**ILS Rwy 06 CAT II**

ATIS <b>127.85</b>		KANSAI Approach (R) <b>120.25</b>		KANSAI Tower <b>118.2 126.2</b>		Ground <b>121.6 126.2</b>	
LOC IKD <b>108.1</b>	Final Apch Crs <b>058°</b>	Minimum Alt <b>JANET</b> <b>4000' (3984')</b>	CAT II ILS <b>RA 126'</b> DA(H) 142'(126')		Apt Elev <b>15'</b> TDZE <b>16'</b>		<p>MSA KNE VOR</p>
<p><b>MISSED APCH:</b> Climb on a 058° heading to intercept and proceed outbound via KNE VOR R-052 to D4.0 KNE, turn LEFT outbound via SKE VOR R-295 to MAIKO INT, then inbound via STE VOR R-087 to AKASI INT and hold at 7000'. Contact Kansai APP.</p>							
<p>Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' (13984') 1. Special Aircrew &amp; Aftt Certification Required. 2. Delayed flap approach procedure: Extend final landing flaps after leaving 1500'.</p>							



<b>PEACH</b> D10.0 TME D24.3 IKD	<b>JANET</b> D12.1 IKD	<b>MM</b> D0.7 IKD	<b>RA 150'</b> DA(H) 166'(150')	<b>RA 126'</b> DA(H) 142'(126')	<b>IM</b> D0.3 IKD	TCH 54'	TDZE 16'
4000' (3984')	4000' (3984')						
12.2		11.4					

Gnd speed-Kts	70	90	100	120	140	160	HIALS 	↑ 058° hdg and 111.8 R-052	KNE D4.0 KNE
GS	3.00°	377	485	539	647	755			

STRAIGHT-IN LANDING RWY06 <b>RA 126'</b> DA(H) 142'(126') RVR 350m		RESTRICTED <b>RA 150'</b> DA(H) 166'(150') RVR 500m	
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**RJBB**  
**KANSAI INTL**

**JEPPESEN**

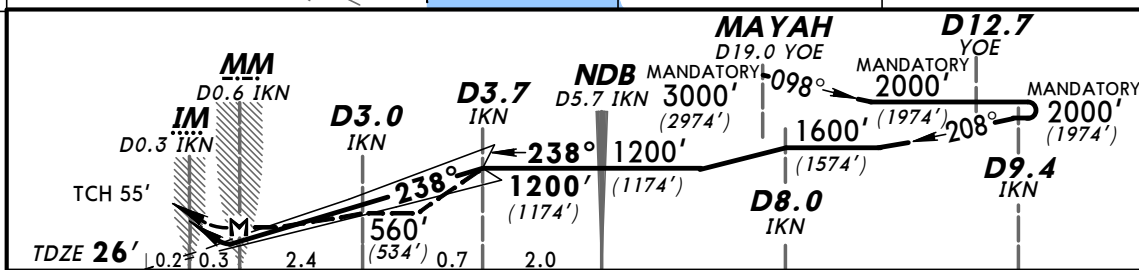
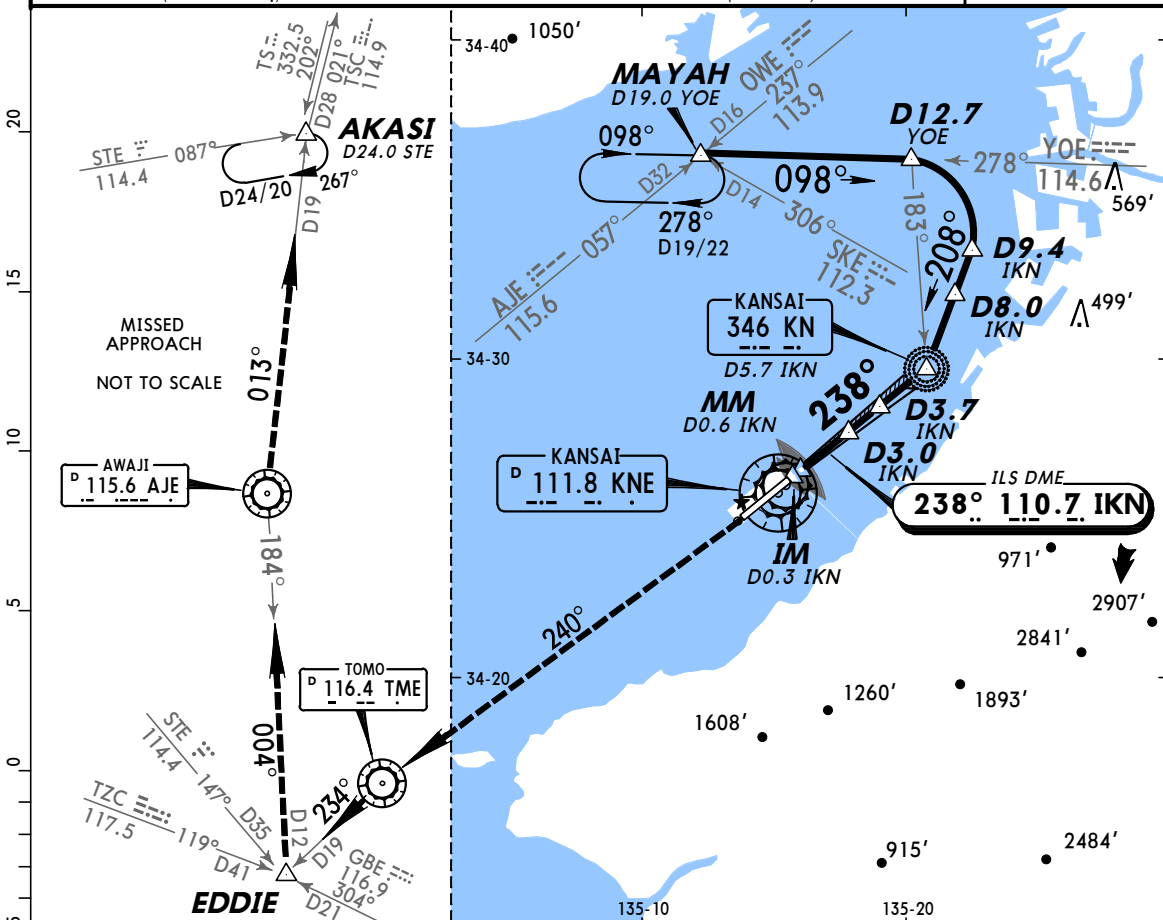
30 MAR 01 (21-2)

**OSAKA, JAPAN**  
**ILS Rwy 24**

ATIS <b>127.85</b>		KANSAI Approach (R) <b>120.25</b>		KANSAI Tower <b>118.2 126.2</b>		Ground <b>121.6 126.2</b>	
LOC IKN <b>110.7</b>	Final Apch Crs <b>238°</b>	Minimum Alt <b>D3.7 IKN</b> <b>1200' (1174')</b>	ILS DA(H) <b>226' (200')</b>	Apt Elev 15' <b>TDZE 26'</b>			

**MISSED APCH:** Climb on a 238° heading to intercept and proceed outbound via KNE VOR R-240 to TME VOR, outbound via TME VOR R-234 to EDDIE INT, inbound via AJE VOR R-184 to AJE VOR, outbound via AJE VOR R-013 to AKASI INT and hold at 7000'. Contact Kansai APP.

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' (13974')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	↑	238° hdg and	KNE R-240	TME 116.4
GS	3.00°	377	485	539	647	755					
MAP at MM/D0.6 IKN											

STRAIGHT-IN LANDING RWY24				CIRCLE-TO-LAND	
ILS DA(H) <b>226' (200')</b>		LOC (GS out) MDA(H) <b>460' (434')</b>		Not Authorized South of Rwy	
FULL	TDZ or CL out	ALS out	ALS out	Max Kts.	MDA(H)
A				90	620' (605')-1600m
B				120	
C	RVR 550m VIS 800m	800m	1200m	140	620' (605')-2400m
D				165	620' (605')-3200m

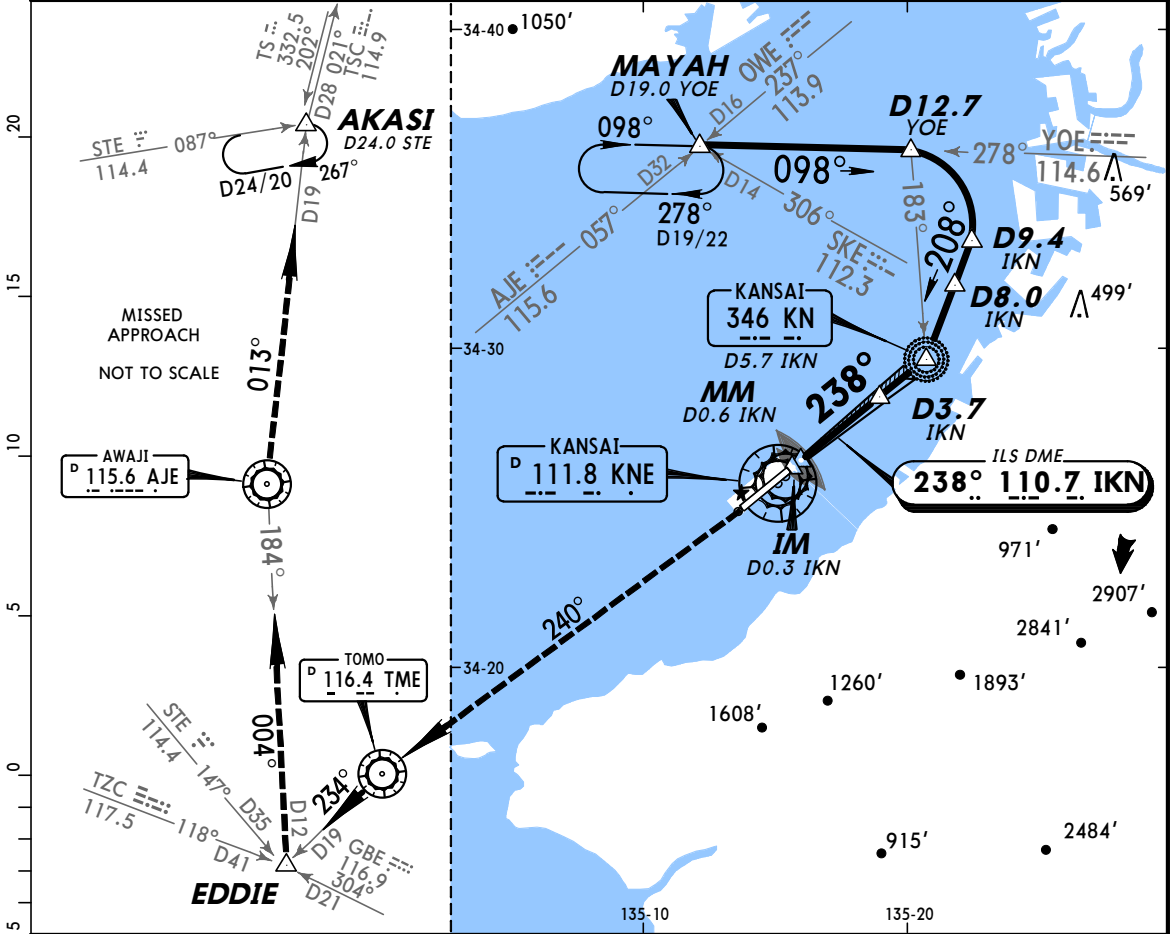
**RJBB**  
KANSAI INTL

**JEPPESEN**

30 MAR 01 (21-2A)

**OSAKA, JAPAN**  
ILS Rwy 24 CAT II

ATIS 127.85		KANSAI Approach (R) 120.25		KANSAI Tower 118.2 126.2		Ground 121.6 126.2	
LOC IKN <b>110.7</b>	Final Apch Crs <b>238°</b>	Minimum Alt <b>D3.7 IKN</b> 1200' (1174')	CAT II ILS <b>RA 100'</b> DA(H) 126'(100')		Apt Elev 15' TDZE 26'		
<p><b>MISSED APCH:</b> Climb on a 238° heading to intercept and proceed outbound via KNE VOR R-240 to TME VOR, outbound via TME VOR R-234 to EDDIE INT, inbound via AJE VOR R-184 to AJE VOR, outbound via AJE VOR R-013 to AKASI INT and hold at 7000'. Contact Kansai APP.</p> <p>Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' (13974')</p> <p>1. Special Aircrew &amp; Acft Certification Required.</p>							
MSA KNE VOR							



RA 150' DA(H) 176'(150')	MAYAH D19.0 YO	D12.7 YO
RA 100' DA(H) 126'(100')	MANDATORY 3000' (2974')	MANDATORY 2000' (1974')
MM D0.6 IKN	1600' (1574')	2000' (1974')
IM D0.3 IKN	D3.7 IKN	D8.0 IKN
TCH 55'	238°	208°
TDZE 26'	1200' (1174')	1200' (1174')

Gnd speed-Kts	70	90	100	120	140	160		238° hdg and KNE R-240	TME 116.4
Gs	3.00°	377	485	539	647	755			

STRAIGHT-IN LANDING RWY 24 CAT II ILS		RESTRICTED RWY 24	
RA 100' DA(H) 126'(100')		RA 150' DA(H) 176'(150')	
RVR 350m		RVR 500m	

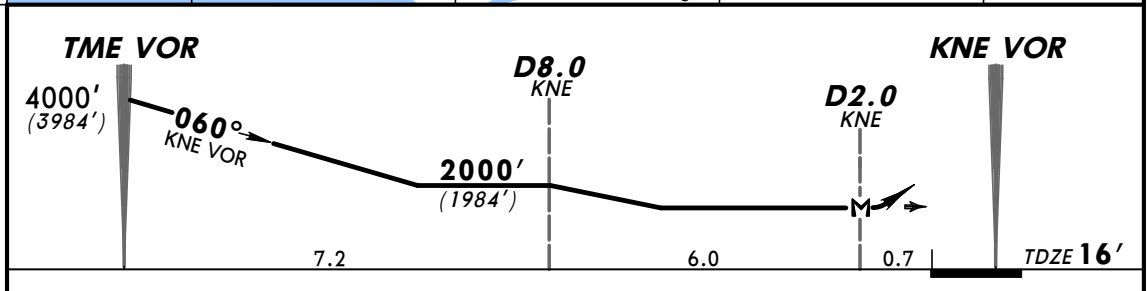
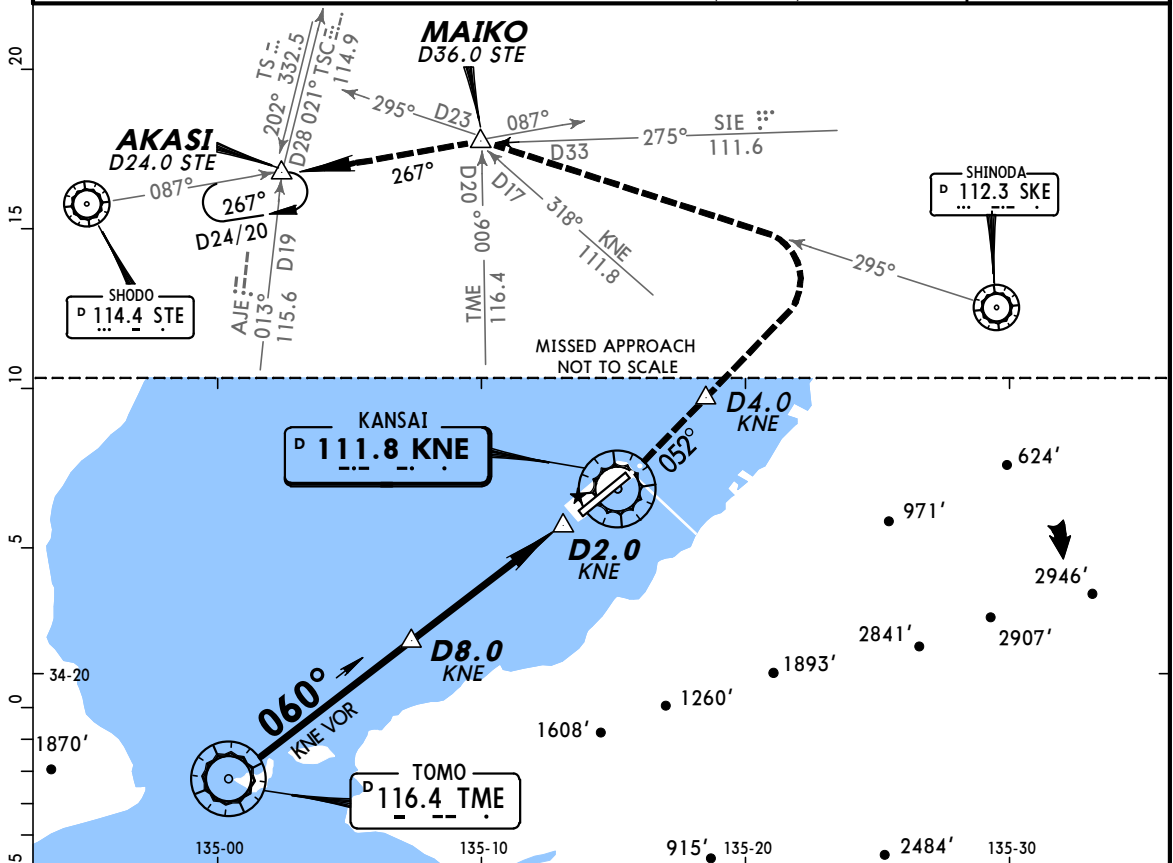
**RJBB**  
**KANSAI INTL**

**JEPPESEN**

**OSAKA, JAPAN**  
**VOR DME Rwy 06**

2 FEB 01 **(23-1)** Eff 31 Jan 1500Z

ATIS 127.85		KANSAI Approach (R) 120.25		KANSAI Tower 118.2 126.2		Ground 121.6 126.2	
VOR KNE <b>111.8</b>	Final Apch Crs <b>060°</b>	Minimum Alt <b>D8.0</b> 2000' (1984')	MDA(H) <b>560'</b> (544')	Apt Elev 15' TDZE 16'			
<b>MISSED APCH:</b> Climb inbound via KNE VOR R-240 to KNE VOR, outbound via KNE VOR R-052 to D4.0 KNE, turn LEFT outbound via SKE VOR R-295 to MAIKO INT, inbound via STE VOR R-087 to AKASI INT and hold at 7000'. Contact Kansai APP.							
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000' (13984')						MSA KNE VOR	



MAP at D2.0 KNE				HIALS	KNE via 111.8 R-240	KNE 111.8
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STRAIGHT-IN LANDING RWY06			CIRCLE-TO-LAND	
MDA(H) 560' (544')			Not Authorized South of Runway	
	ALS out	Max Kts.	MDA(H)	
A	1600m	90	620' (605')-1600m	
B	1700m	120	620' (605')-1700m	
C	2100m	140	620' (605')-2400m	
D	2900m	165	620' (605')-3200m	

