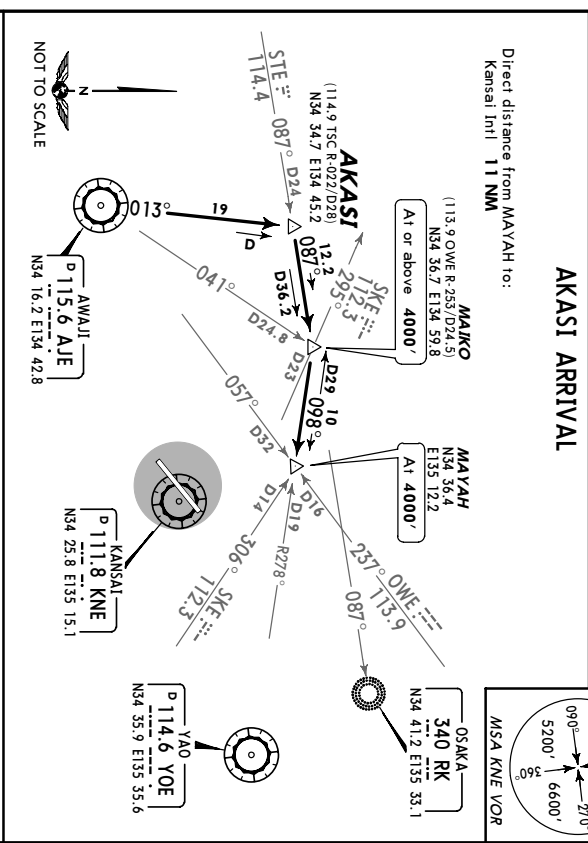
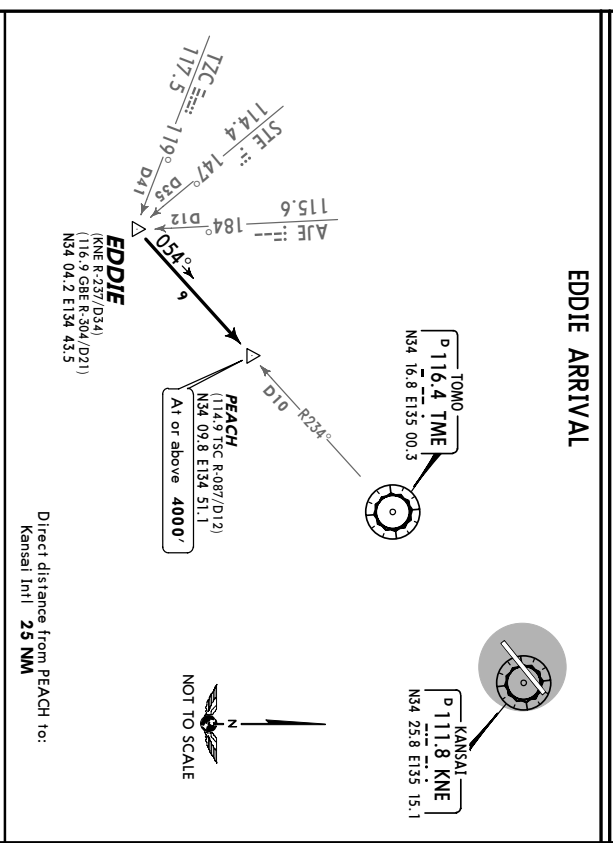


<b>RJBB/KIX</b> KANSAI INTL		<b>JEPPesen</b> 10 FEB 06 <b>(20-2)</b> <b>EFT 13 Feb 1500Z</b>		<b>OSAKA, JAPAN</b> <b>STAR</b>	
ATIS <b>127.85</b>	Apf Elev <b>15'</b>	Alt Set: IN (hPa on req) Trans level: FL 140	Trans alt: 14000'		

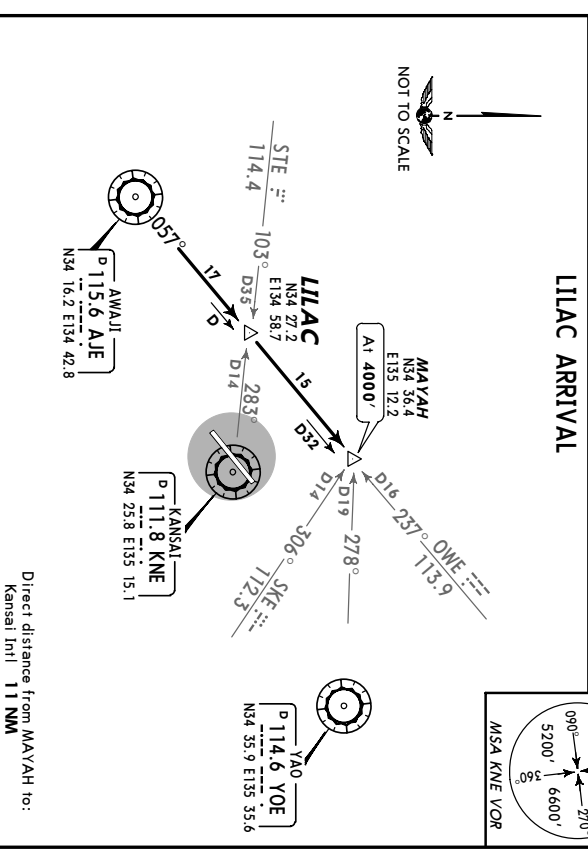


**ROUTING**  
 From over AJE, proceed via AJE R-013 to AKASI, then via RK 087° bearing to MAIKO,  
 then via YOJ R-278 to MAYAH.

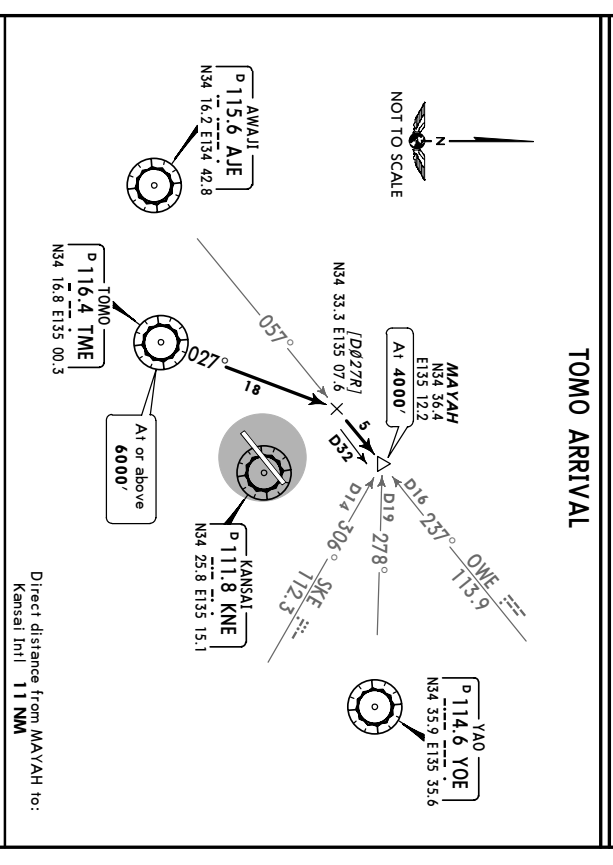


**ROUTING**  
 From over EDDIE, proceed via TME R-234 to PEACH

<b>RJBB/KIX</b> KANSAI INTL		<b>JEPPesen</b> 10 FEB 06 <b>(20-2A)</b> <b>EFT 13 Feb 1500Z</b>		<b>OSAKA, JAPAN</b> <b>STAR</b>	
ATIS <b>127.85</b>	Apf Elev <b>15'</b>	Alt Set: IN (hPa on req) Trans level: FL 140	Trans alt: 14000'		



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

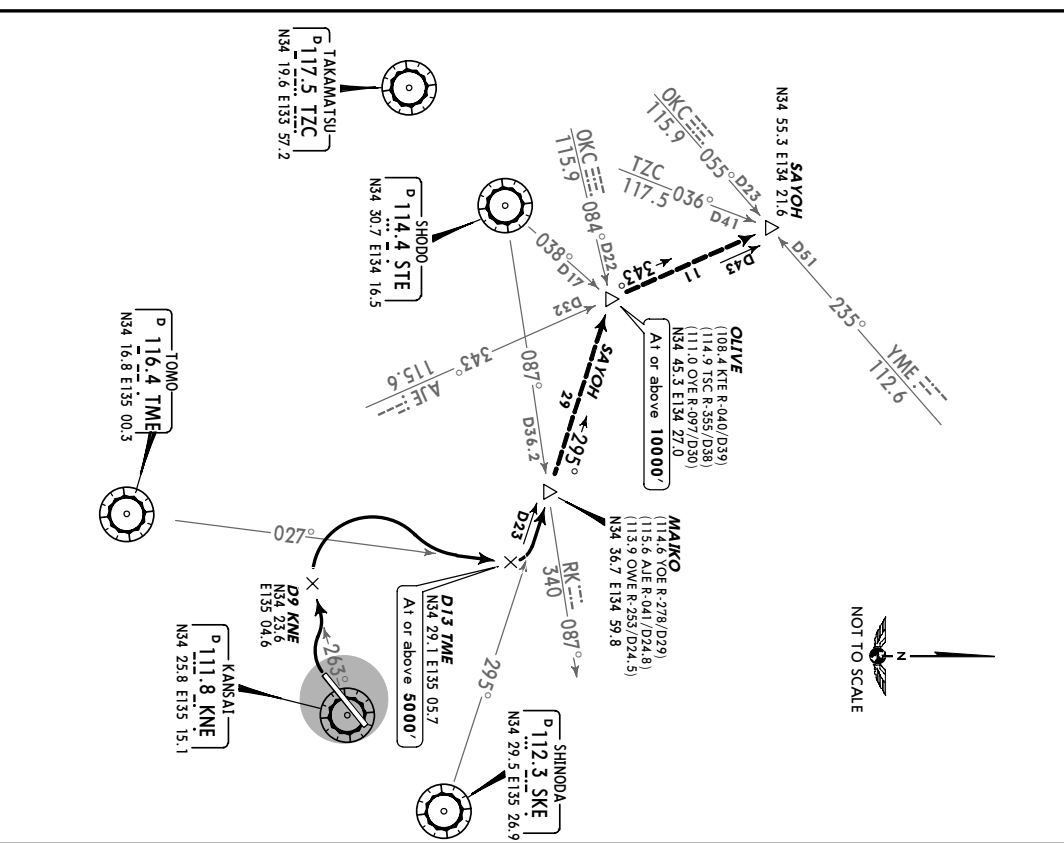
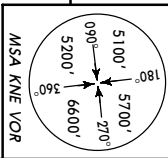


**ROUTING**  
 From over TME, proceed via TME R-027 to intercept and proceed via AJE R-057 to MAYAH.

**RBB/KIX**  
**KANSAI INTL**  
 10 FEB 06 **(20-3)** **EFF 13 Feb 1500Z**  
**JEPPesen**  
**OSAKA, JAPAN**  
**SID**

KANSAI Departure (R)	119.2 119.5 119.75 120.65 120.85	Apt Elev 15'	Trans level: FL140	Trans alt: 14000'
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**FERRY TWO DEPARTURE**  
 (RWY 24)



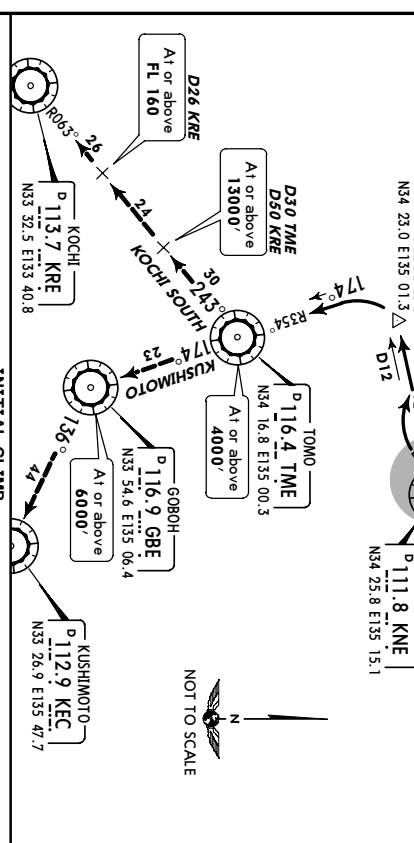
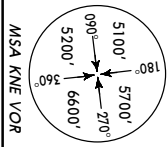
**INITIAL CLIMB**  
 Turn RIGHT, climb via KNE R-263 to D9 KNE, turn RIGHT and proceed via TME R-027 to D13 TME, then turn LEFT and proceed via SKE R-295 to MAIKO.

**TRANSITION**  
 From over MAIKO proceed via SKE R-295 to OLIVE, turn RIGHT via AUE R-343 to SAYOH.

**RBB/KIX**  
**KANSAI INTL**  
 10 FEB 06 **(20-3A)** **EFF 13 Feb 1500Z**  
**JEPPesen**  
**OSAKA, JAPAN**  
**SID**

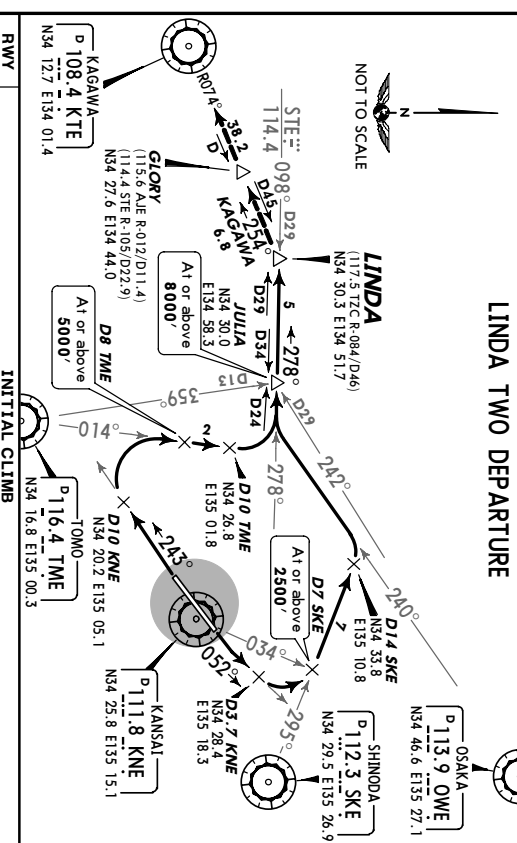
KANSAI Departure (R)	119.2 119.5 119.75 120.65 120.85	Apt Elev 15'	Trans level: FL140	Trans alt: 14000'
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**KITAN ONE DEPARTURE**  
 (RWY 24)



**INITIAL CLIMB**  
 Turn RIGHT, climb via KNE R-263 to KITAN, turn LEFT and proceed via TME R-354 to TME.

**TRANSITIONS**  
 Turn RIGHT, proceed via TME R-243/D30, then via KRE R-063 to KRE.  
 After TME, proceed via TME R-174 to GBE, then via GBE R-136 to KEC.



**INITIAL CLIMB**  
 Climb via KNE R-052 to D3.7 KNE, turn LEFT via SKE R-295 to D14 SKE, then turn LEFT via OWE R-240 to intercept and proceed via SKE R-278 to LINDA via JULIA.

**TRANSITION**  
 After LINDA proceed via KTE R-074 to GLORY or KTE.

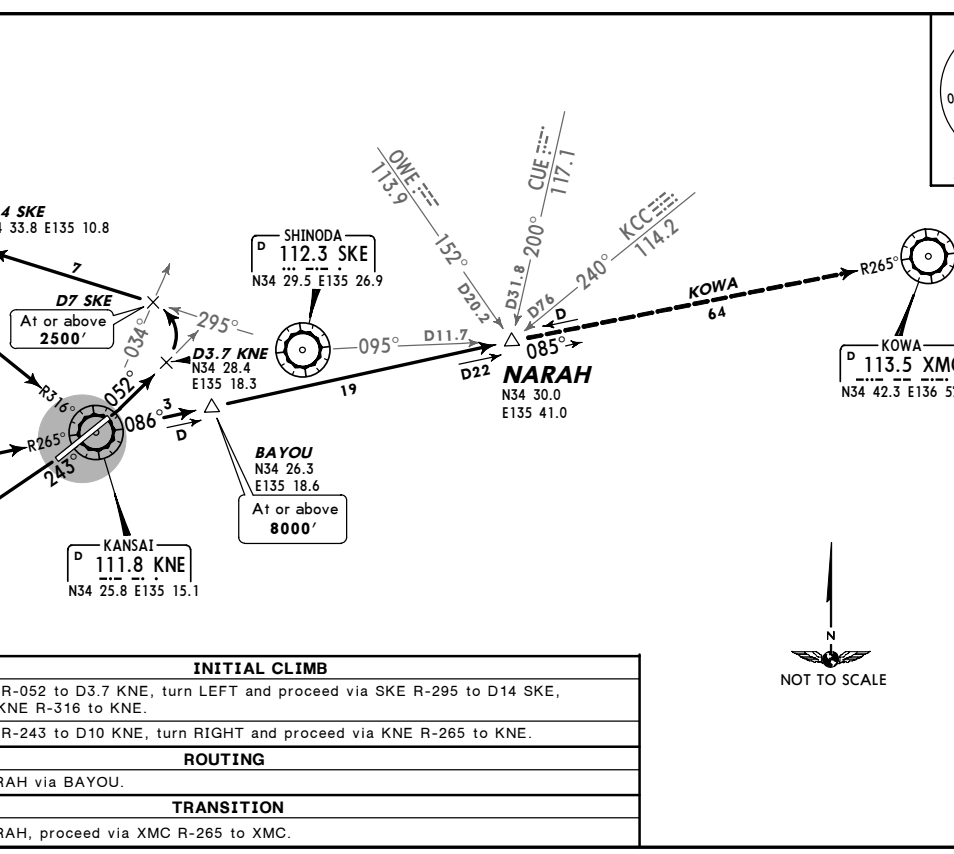
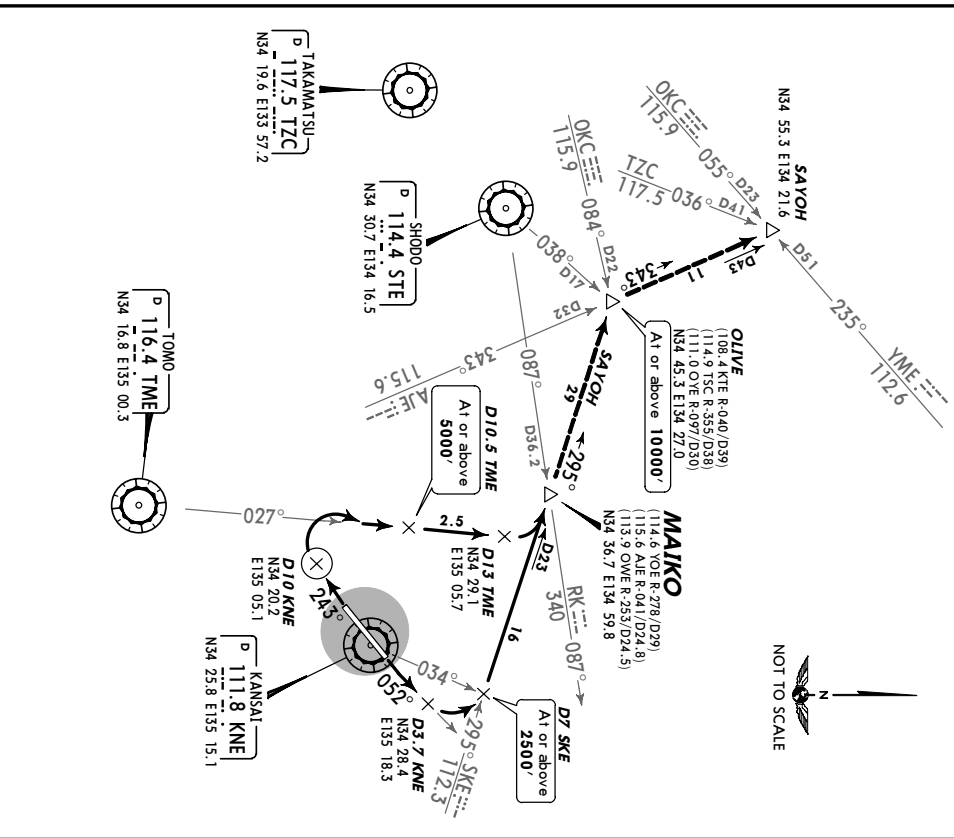
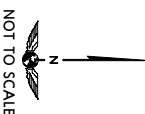
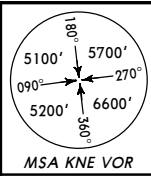
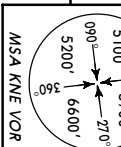
**RBB/KIX**  
**KANSAI INTL**  
 10 FEB 06 **(20-3B)** **EFT 13 Fob 1500Z**  
**OSAKA, JAPAN**  
**SID**

KANSAI Departure (R)  
**119.2 119.5**  
**119.75 120.65**  
**120.85**  
 Apt Elev 15'  
 Trans level: FL140 Trans alt: 14000'

KANSAI Departure (R)  
**119.2 119.5**  
**119.75 120.65**  
**120.85**  
 Apt Elev 15'  
 Trans level: FL140 Trans alt: 14000'

**MAIKO THREE DEPARTURE**

**NARAH REVERSAL TWO DEPARTURE**

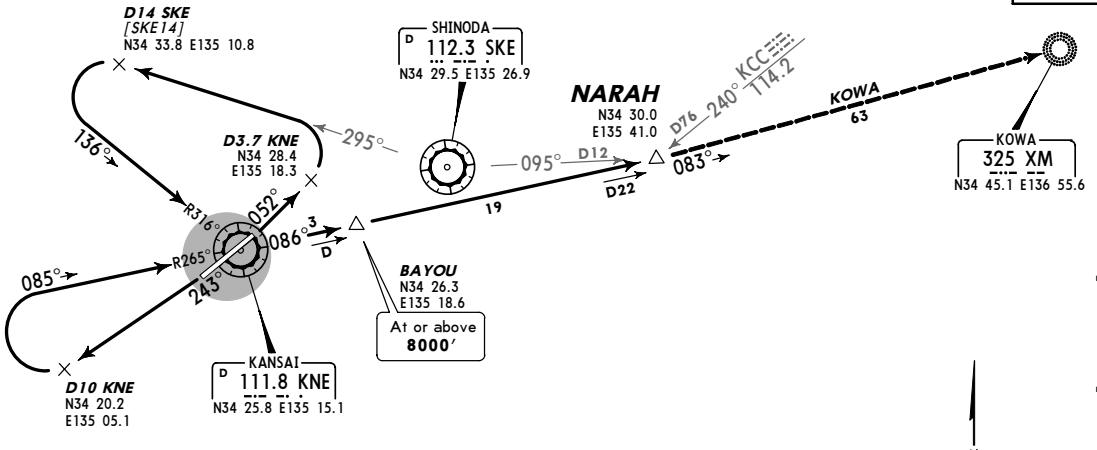
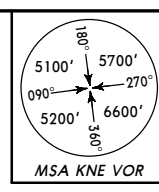


RWY	INITIAL CLIMB
06	Climb via KNE R-052 to D3.7 KNE.
24	Climb via KNE R-243 to D10 KNE, turn RIGHT and proceed via TME R-027 to D13 TME.
ROUTING	
Turn LEFT and proceed via SKE R-295 to MAIKO.	
TRANSITION	
SAYOH	From over MAIKO, proceed via SKE R-295 to OLIVE, turn RIGHT via AJE R-343 to SAYOH.

RWY	INITIAL CLIMB
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.
24	Climb via KNE R-243 to D10 KNE, turn RIGHT and proceed via KNE R-265 to KNE.
ROUTING	
Via KNE R-086 to NARAH via BAYOU.	
TRANSITION	
KOWA	After NARAH, proceed via XMC R-265 to XMC.

**RBB/KIX**  
**KANSAI INTL**  
 13 JAN 06  
**JEPPesen** (20-3C-1) Eff: 18 Jan 1500Z  
**OSAKA, JAPAN**  
**SID**

**FOR USE DURING THE OUTAGE OF XMC VOR**  
 FROM 1500 UTC 18 JAN TO 1500 UTC 12 APR 2006  
**NARAH REVERSAL ONE DEPARTURE**  
 [NARA1R]  
 KANSAI Departure (R)  
 119.2 119.5  
 119.75 120.65  
 120.85  
 Apt Elev 15'  
 Trans level: FL140 Trans alt: 14000'



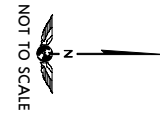
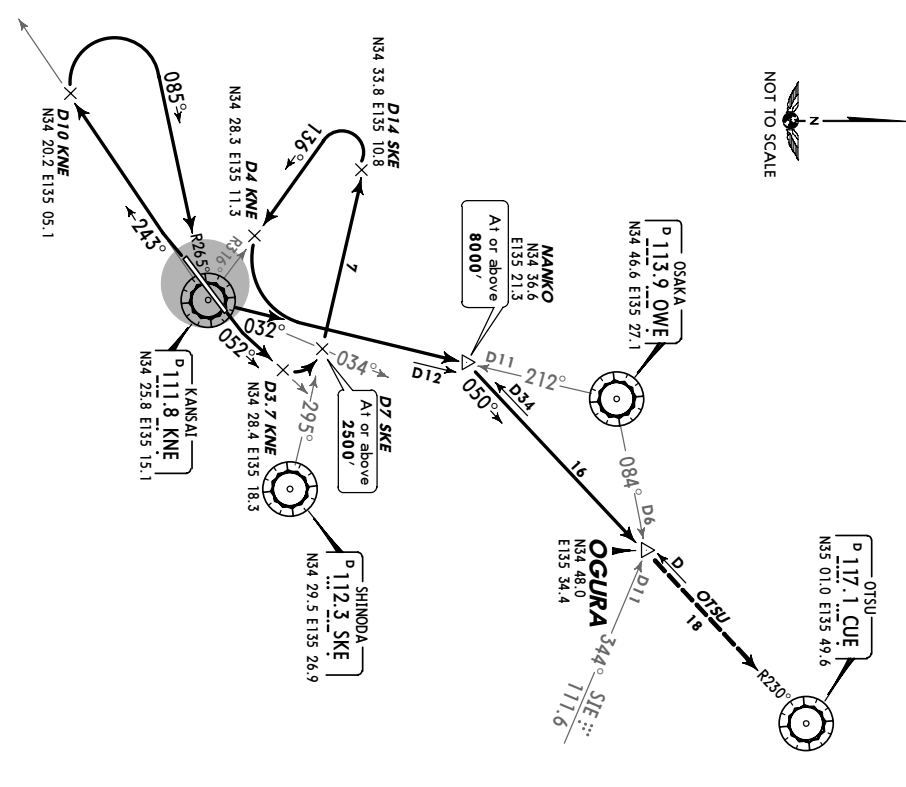
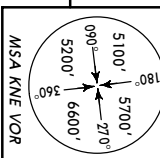
INITIAL CLIMB	
06	Climb via KNE R-052 to D3.7 KNE, turn LEFT and proceed via SKE R-295 to D14 SKE, turn LEFT via KNE R-316 to KNE.
24	Climb via KNE R-243 to D10 KNE, turn RIGHT and proceed via KNE R-265 to KNE.

ROUTING	
Via KNE R-086 to NARAH via BAYOU.	

TRANSITION	
KOWA	From over NARAH, proceed via XM 083° bearing to XM.

**RBB/KIX**  
**KANSAI INTL**  
 10 FEB 06  
**JEPPesen** (20-3D) Eff: 13 Feb 1500Z  
**OSAKA, JAPAN**  
**SID**

**OGURA REVERSAL TWO DEPARTURE**  
 KANSAI Departure (R)  
 119.2 119.5  
 119.75 120.65  
 120.85  
 Apt Elev 15'  
 Trans level: FL140 Trans alt: 14000'



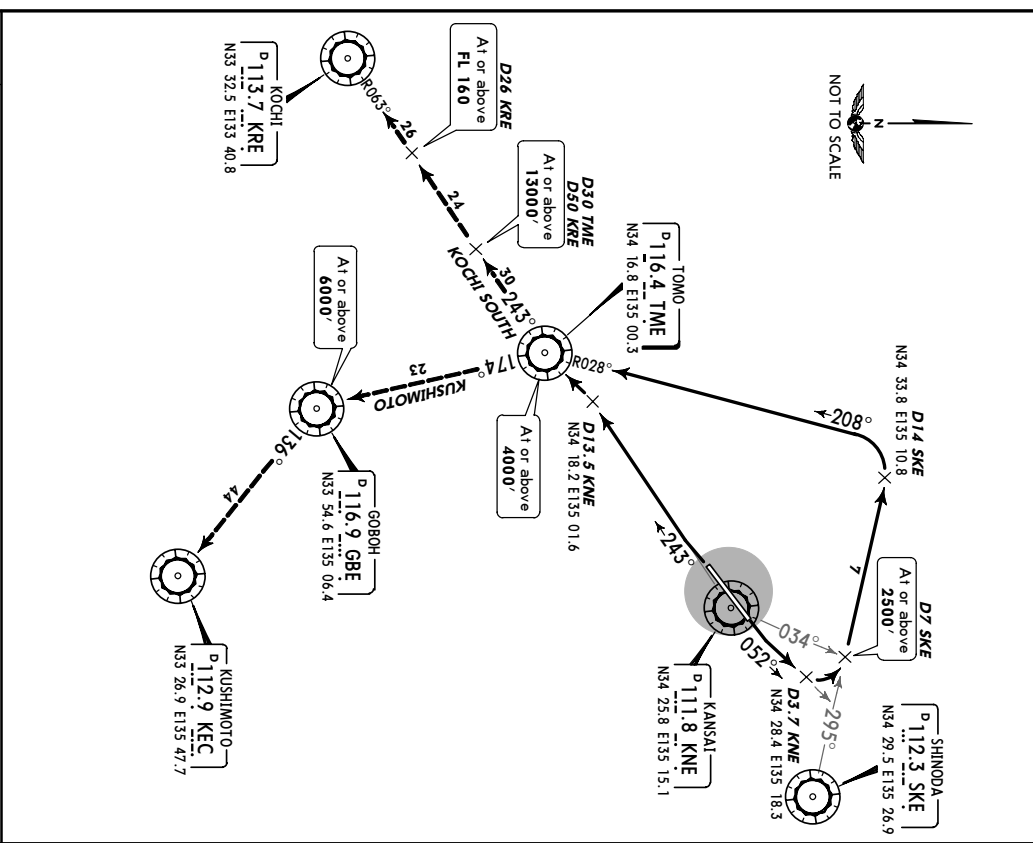
INITIAL CLIMB	
06	Climb via KNE R-052 to D3.7 KNE, turn LEFT and proceed via SKE R-295 to D14 SKE, then turn LEFT via KNE R-316 to D4 KNE, turn LEFT via KNE R-032 to MANKO, then via CUE R-230 to OGURA.
24	Climb via KNE R-243 to D10 KNE, turn RIGHT and proceed via KNE R-265 to KNE, then via KNE R-032 to NANKO, then via CUE R-230 to OGURA.

TRANSITION	
OTSU	After OGURA via CUE R-230 to CUE.

**RJB/KIX**  
KANSAI INTL  
10 FEB 06 **(20-3E)** **EFF 15 Feb 1500Z**  
**OSAKA, JAPAN**  
**SID**

KANSAI Departure (R)  
**119.2 119.5**  
**119.75 120.65**  
**120.85**  
Apt Elev **15'**  
Trans level: FL-140 Trans alt.: 14000'

**TOMO THREE DEPARTURE**  
M54 KVE VOR



<b>RWY</b>	<b>INITIAL CLIMB</b>
<b>06</b>	Climb via KNE R-052 to D3.7 KNE, turn LEFT and proceed via SKE R-295 to D14 SKE, then turn LEFT via TME R-028 to TME.
<b>24</b>	Climb via KNE R-243 to D13.5 KNE, turn LEFT to TME.
<b>KOCHI SOUTH</b>	After TME, proceed via TME R-243/D30, then via KRE R-063 to KRE.
<b>KUSHIMOTO</b>	After TME, proceed via TME R-174 to GBE, then via GBE R-136 to KEC.
<b>TRANSITIONS</b>	
CHANGES: Procedure renumbered, revised.	

**RJB/KIX**  
26 AUG 05 **(20-8)**  
**OSAKA, JAPAN**  
KANSAI INTL

**OBSTRUCTIONS EXISTING AT KANSAI INTL AIRPORT**

1. Ships projecting above horizontal surface and conical surface of Kansai Intl Airport will exist as follows: (Diagram 1)

PERIOD	POSITION	HEIGHT	NUMBER OF SHIPS	REMARKS
Until 1500 UTC 31 MAR 2006	Surrounded by the following points ① N34 25.3 E135 13.2 ② N34 24.8 E135 12.5 ③ N34 25.7 E135 11.6 ④ N34 27.6 E135 14.4 ⑤ N34 27.6 E135 15.2 ⑥ N34 27.1 E135 15.7 ⑦ N34 26.8 E135 15.6 ⑧ N34 26.7 E135 15.5 Connected by the following points ⑨ N34 25.8 E135 19.1 ⑩ N34 27.9 E135 19.2 ⑪ N34 28.3 E135 17.1 ⑫ N34 27.8 E135 14.2 (A) N34 27.6 E135 14.5 ⑬ N34 25.8 E135 19.1 ⑭ N34 27.9 E135 19.2 ⑮ N34 28.3 E135 17.1 ⑯ N34 27.8 E135 14.2 ⑰ N34 25.8 E135 11.2 ⑱ N34 24.6 E135 12.3 ⑲ N34 25.1 E135 13.1 (B) N34 25.2 E135 13.0	MAX 246' (75m) /MSL	MAX 29 ships	Temporary change of WX MINIMA etc. as follows. ILS Rwy 06 VOR DME Rwy 06 VOR DME Rwy 24 Temporary change of SID as follows. KITAN ONE DEPARTURE FERRY TWO DEPARTURE Temporary change of take off WX MINIMA.
From 1500 UTC 31 AUG 2005 to 1500 UTC 31 MAR 2006	Surrounded by the following points ① N34 25.4 E135 11.7 ② N34 25.2 E135 11.9 ③ N34 25.5 E135 12.3 ④ N34 25.7 E135 12.1 Surrounded by the following points	MAX 325' (99m) /MSL	MAX 4 ships	Temporary change of WX MINIMA etc. as follows. ILS Rwy 06 VOR DME Rwy 06 VOR DME Rwy 24 Temporary change of SID as follows. KITAN ONE DEPARTURE FERRY TWO DEPARTURE Temporary change of take off WX MINIMA.

**RJBB/KIX**

**JEPPENSEN**  
26 AUG 05 (20-8A)

**OSAKA, JAPAN**  
KANSAI INTL

**OBSTRUCTIONS EXISTING AT KANSAI INTL AIRPORT**

2. Cranes etc. (work equipment) will exist near Rwy (at the strip) as follows due to construction. (Diagram 3)

PERIOD	POSITION (Construction Area)	HEIGHT	REMARKS
1 Until late SEP 2006, H24	See Diagram 3	(WIP) MAX 54.8' (16.7m) /MSL (Other than WIP) MAX 25.3' (7.7m) /MSL	Work using MAX height equipment at the construction area will occur during VMC only. And other than WIP, work equipment will remain at the construction area. A MAX of 13 pieces of work equipment will stay at the construction area.

3. Cranes etc. (work equipment) under approach surface and transition surface of Kansai Intl Airport will exist as follows due to construction. (Diagram 4)

PERIOD	POSITION (Construction Area)	HEIGHT	REMARKS
1 Until late APR 2006, H24	See Diagram 4 Area ①	(WIP) MAX 56.4' (17.2m)/MSL (Other than WIP) MAX 33.5' (10.2m)/MSL	Work using MAX height equipment at areas ③ & ⑥ will occur during VMC only. And other than WIP, work equipment will remain at each construction area.
	See Diagram 4 Area ②	(WIP) MAX 25.3' (7.7m) /MSL (Other than WIP) MAX 18.7' (5.7m) /MSL	
	See Diagram 4 Area ③	(WIP) MAX 27.6' (8.4m) /MSL (Other than WIP) MAX 21.0' (6.4m) /MSL	
	See Diagram 4 Area ④	(WIP) MAX 33.5' (10.2m)/MSL (Other than WIP) MAX 26.9' (8.2m) /MSL	
2 Until late SEP 2006, H24	See Diagram 4 Area ⑤	(WIP) MAX 26.9' (8.2m) /MSL (Other than WIP) MAX 20.3' (6.2m) /MSL	
	See Diagram 4 Area ⑥	(WIP) MAX 21.3' (6.5m) /MSL (Other than WIP) MAX 18.0' (5.5m) /MSL	

4. Remarks:

- (1) The exact date/time mentioned above (2. & 3.) will be notified by further NOTAM RJBB.
- (2) Aeronautical obstruction lights and obstacle day markings will be installed on these strips and work equipment.

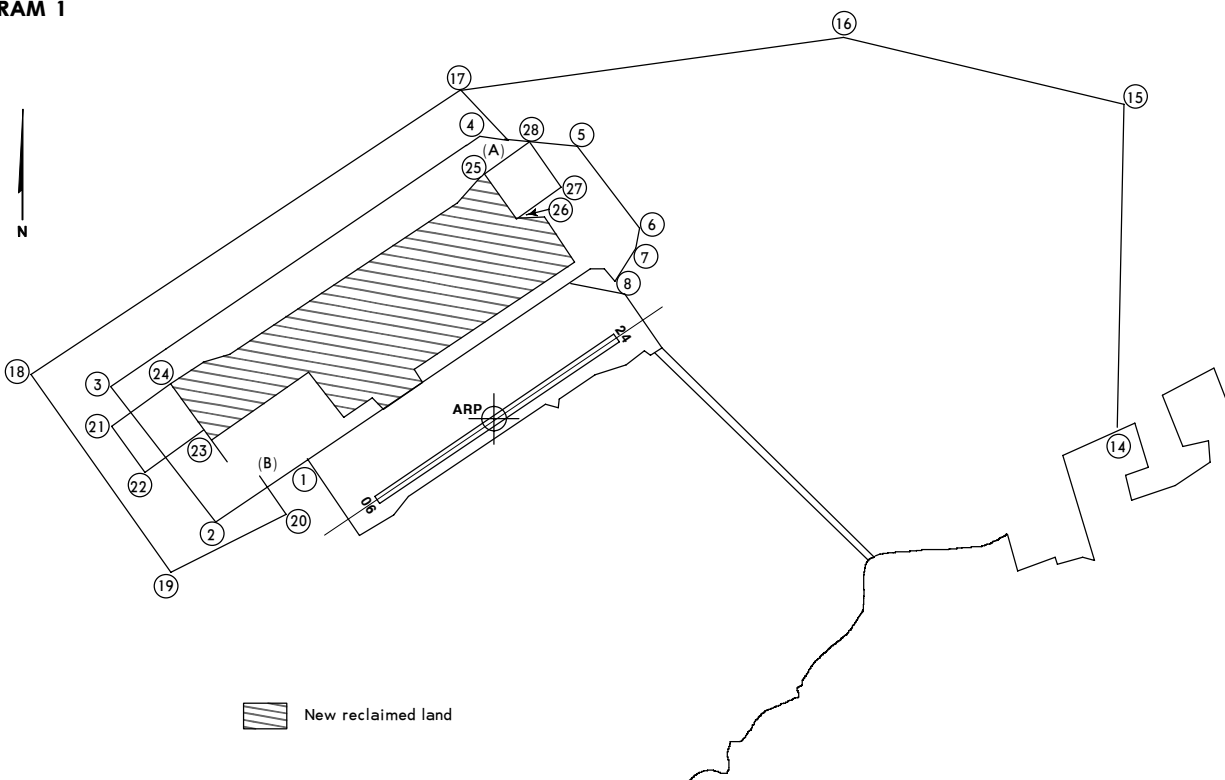
**RJBB/KIX**

**JEPPENSEN**  
26 AUG 05 (20-8B)

**OSAKA, JAPAN**  
KANSAI INTL

**KANSAI INTL AIRPORT**

**DIAGRAM 1**



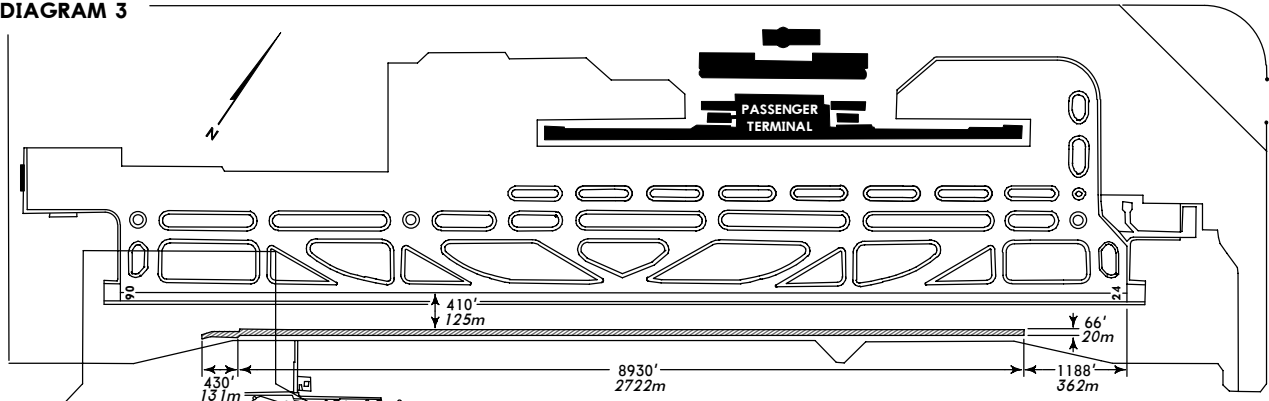
RJBB/KIX

26 AUG 05

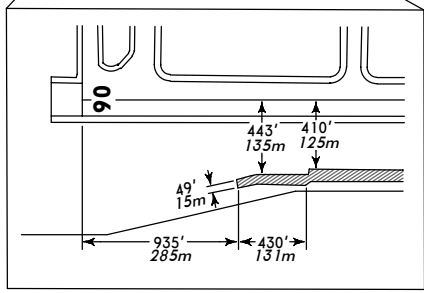
JEPPesen  
 20-8C

OSAKA, JAPAN  
 KANSAI INTL

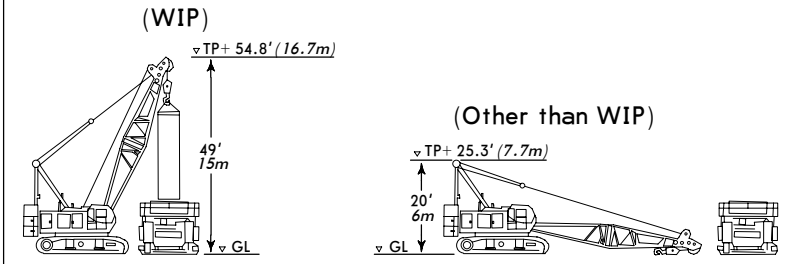
DIAGRAM 3



CONSTRUCTION AREA



Work Equipment



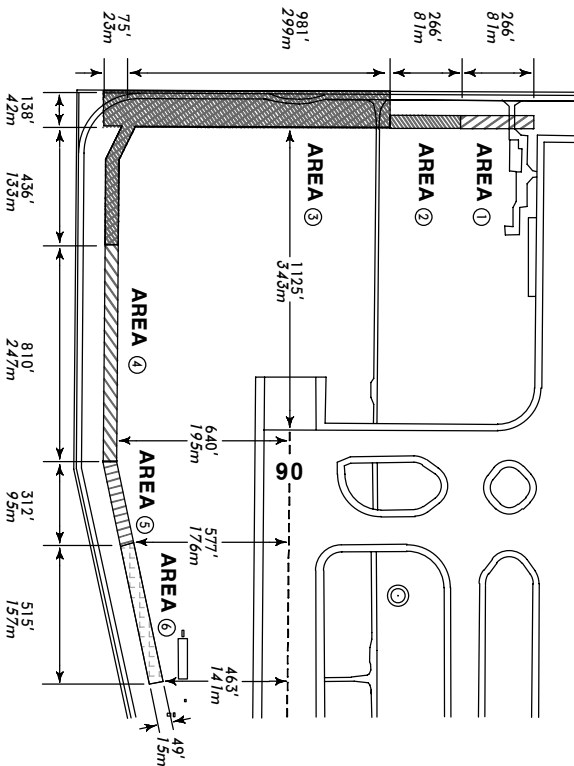
RJBB/KIX

7 OCT 05

JEPPesen  
 20-8D

OSAKA, JAPAN  
 KANSAI INTL

DIAGRAM 4



RJBB/KIX

JEPPENSEN  
7 OCT 05 (20-8E)

OSAKA, JAPAN  
KANSAI INTL

### OPERATIONAL RESTRICTIONS AT KANSAI INTL AIRPORT

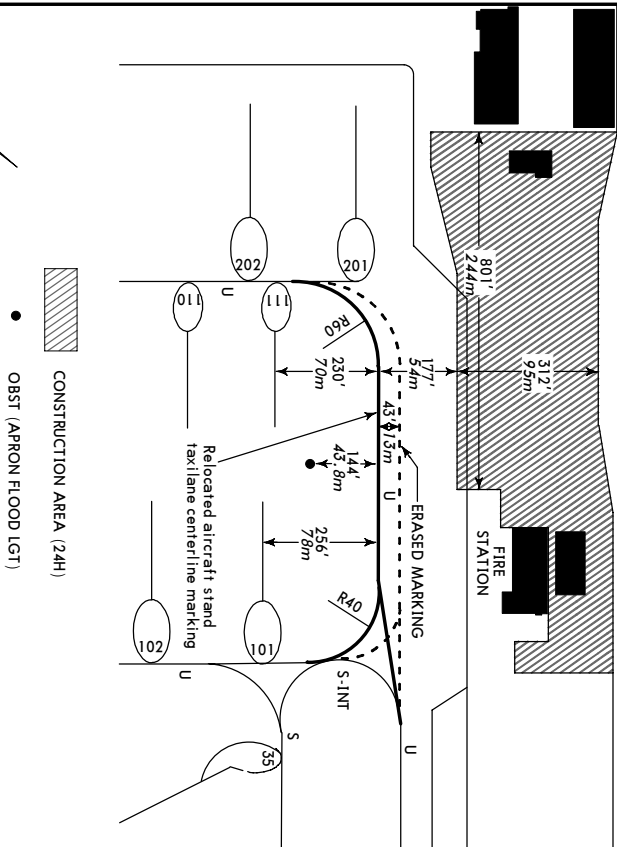
Operational restrictions at Kansai Intl Airport will be placed as follows due to maintenance and construction.

1. Until 1930 UTC 21 MAR 2006, during the following period, Runway 06/24 will be closed due to maintenance, except for flights with prior permission and aircraft in an emergency.  
(1) During hours between 1700 UTC and 2000 UTC on every SAT and SUN.  
(2) During hours between 1705 UTC and 1930 UTC on every TUE.

2. Until late JUN 2006, a part of TWY centerline marking for aircraft stand taxi-lane U will be relocated due to construction.  
(Note) The aircraft, pushing back from spot No. 111, 201, and 202, shall set their nose gear on aircraft stand lead-in line of spot No. 110, and then start engines.

3. Remarks:

- (1) Works by vehicles etc. will be conducted at the area as shown in attached chart.
- (2) The exact dates/times mentioned above will be notified by further NOTAM RJBB.





Notice: After 2.3.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

**RBB/KIX**  
 APT Elev 15  
 N34 25.6 E135 14.7

**JEPPesen OSAKA, JAPAN**  
 14 JAN 05  
 Eff 19 Jan 1500Z (20-9)  
 KANSAI INTL

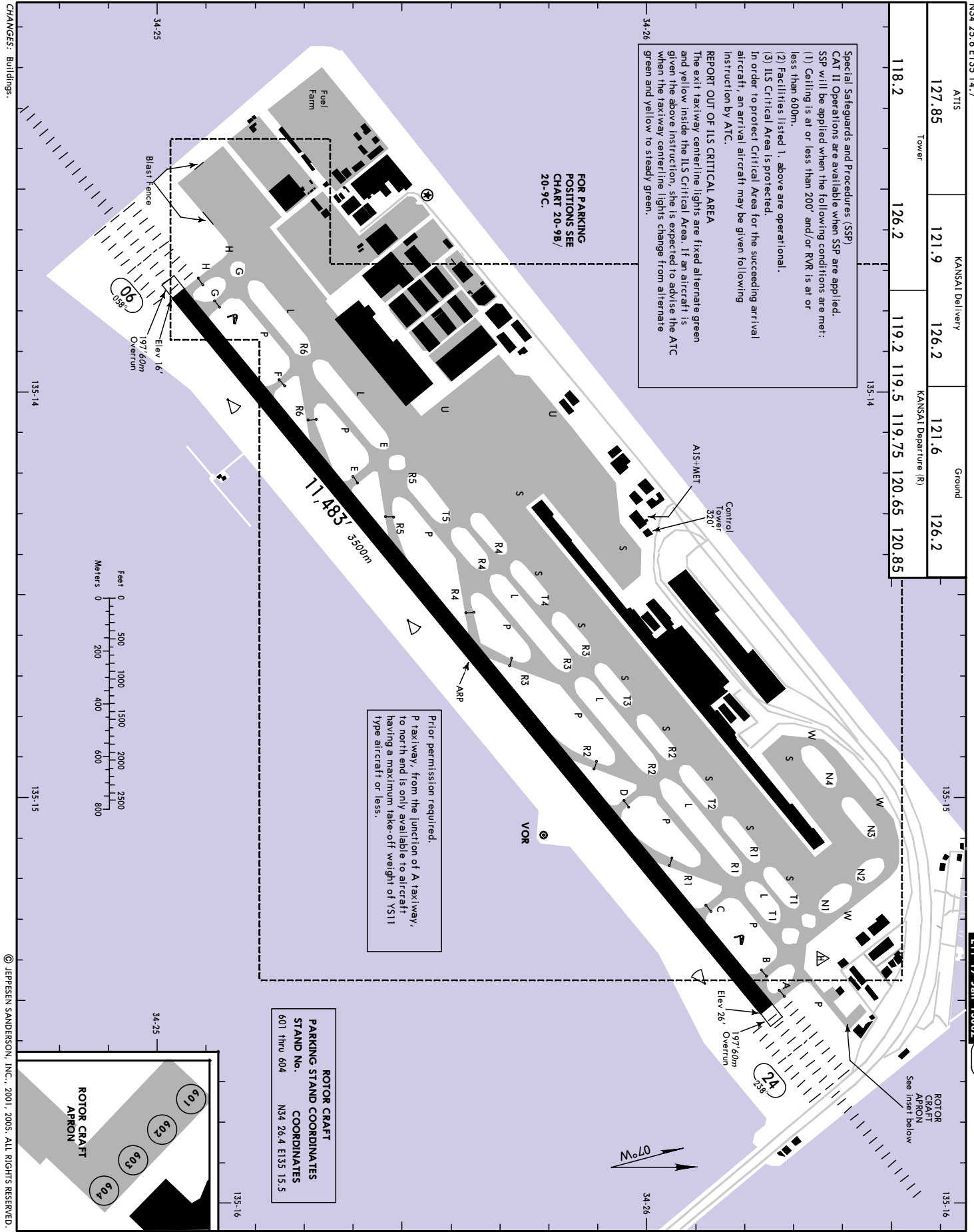
ATIS	127.85	KANSAI Delivery	121.9	126.2	Ground	121.6	126.2
Tower	118.2	126.2	KANSAI Departure (R)		119.2	119.5	119.75 120.65 120.85

**Special Safeguards and Procedures (SSP)**  
 CAT II Operations are available when SSP are applied.  
 SSP will be applied when the following conditions are met:  
 (1) Ceiling is at or less than 200' and/or RVR is at or less than 600m.  
 (2) Facilities listed 1. above are operational.  
 (3) ILS Critical Area is protected.  
 In order to protect Critical Area for the succeeding arrival aircraft, an arrival aircraft may be given following instruction by ATC.  
**REPORT OUT OF ILS CRITICAL AREA**  
 The exit taxiway centerline lights are fixed alternate green and yellow inside the ILS Critical Area. If an aircraft is given the above instruction, she is expected to advise the ATC when the taxiway centerline lights change from alternate green and yellow to steady green.

**FOR PARKING POSITIONS SEE CHART 20-98/20-9C.**

Prior permission required.  
 P Taxiway, from the junction of A taxiway, to north end is only available to aircraft having a maximum take-off weight of Y511 type aircraft or less.

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



CHANGES: Buildings. 135-14 135-15 135-16

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**RJBB/KIX** **JEPPesen** **OSAKA, JAPAN**  
 14 JAN 05 **(20-9A)** **Eff 19 Jan 1500Z** **KANSAI INTL**

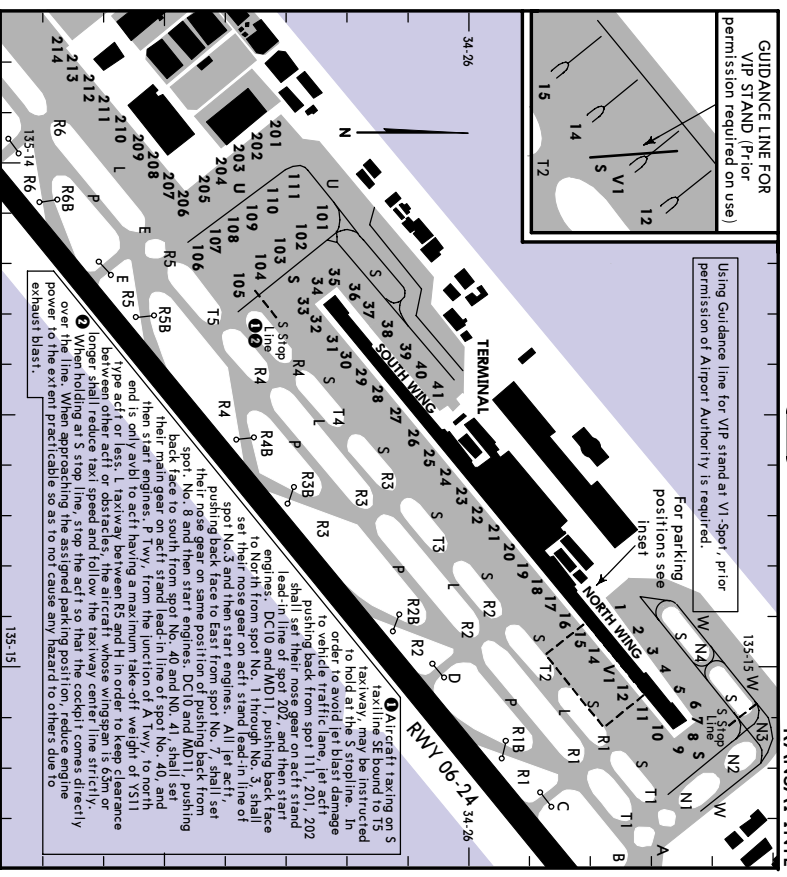
**GENERAL**  
 Low-level wind shear alert system.

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS								
	① HIRL CI HIALS ② SEL-V TDZ PAPI (angle 3.0°) RVR	LANDING BEYOND THRESHOLD		TAKE-OFF	WIDTH	① Runway grooved (10827' x 300m). ② Variable light intensity.							
		Threshold	Glide Slope							10,450' (3,195m)	197' 60m		
06	① HIRL CI HIALS ② SEL-V TDZ PAPI (angle 3.0°) RVR	Threshold	Glide Slope	TAKE-OFF	WIDTH	① Runway grooved (10827' x 300m). ② Variable light intensity.							
TAKE-OFF All Rwy's													
Take-off Alternate Apt. Filled													
HIRL CI & All Three RVRs Available			HIRL CI & Any Two RVRs Available			HIRL & CI		HIRL or CI		HIRL & CL out		Other	
1 & 2 Eng	TDZ RVR 200m	Mid RVR 300m	Mid RVR 300m	RVR 500m VIS 400m	600m	800m	Available Landing Minimums						
3 & 4 Eng	Rollout RVR 200m	Rollout RVR 300m											
FOR FILING AS ALTERNATE													
Precision					Non-Precision								
A	600' - 3200m					800' - 3200m							
B	600' - 3200m					800' - 3200m							
C	600' - 3200m					800' - 3200m							
D	600' - 3200m					800' - 3200m							

**RJB/KIX**

**JEPPesen**  
 13 JAN 06 (20-9B)

**OSAKA, JAPAN**  
 KANSAI INTL



**PARKING SPOT COORDINATES**

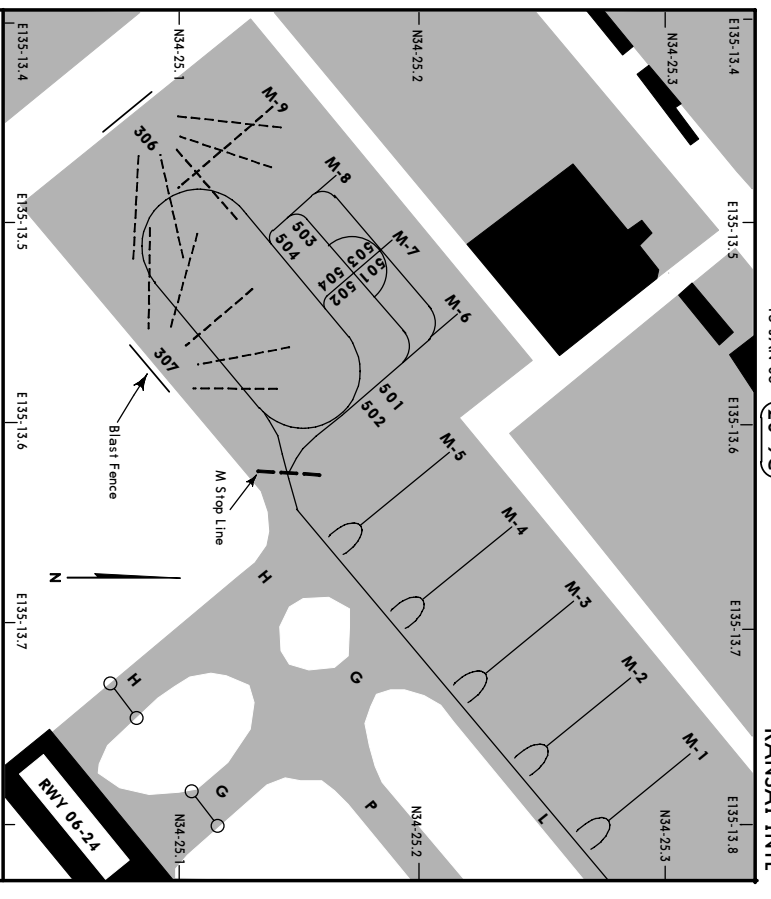
SPOT No.	COORDINATES	SPOT No.	COORDINATES
1	N34 26.2 E135 14.9	35	N34 25.8 E135 14.2
2	N34 26.3 E135 14.9	36, 37	N34 25.8 E135 14.3
3, 4	N34 26.3 E135 15.0	38	N34 25.9 E135 14.3
5	N34 26.3 E135 15.1	39, 40	N34 25.9 E135 14.4
6 thru 8	N34 26.4 E135 15.1	41	N34 25.9 E135 14.5
9	N34 26.3 E135 15.2	101	N34 25.8 E135 14.1
10 thru 12	N34 26.3 E135 15.1	102, 103	N34 25.7 E135 14.1
V1, 14	N34 26.2 E135 15.0	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	N34 25.4 E135 13.8
33	N34 25.7 E135 14.3		
34	N34 25.8 E135 14.3		

CHANGES: Parking spot 206 coords, pavement marking. © JEPPesen SANDERSON, INC., 1994, 2006. ALL RIGHTS RESERVED.

**RJB/KIX**

**JEPPesen**  
 13 JAN 06 (20-9C)

**OSAKA, JAPAN**  
 KANSAI INTL



**PARKING STAND COORDINATES**

STAND No.	COORDINATES
M1 thru M3	N34 25.3 E135 13.7
M4	N34 25.3 E135 13.6
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

CHANGES: Diagram. © JEPPesen SANDERSON, INC., 1995, 2006. ALL RIGHTS RESERVED.

**RJBB/KIX** **JEPPESSEN** **AIRPORT**  
 10 FEB 06 **20-9D** **OSAKA, JAPAN**  
**KANSAI INTL**  
**ATC PROCEDURES**

For the purpose of ensuring the orderly flow of air traffic in and out of Kansai Intl, aircraft operators shall comply with the following ATC procedures.

**DEPARTURE**

**a. ATC Clearance Procedures**

Departing aircraft should contact KANSAI DELIVERY on 121.9 MHz or 126.2 MHz for ATC clearance 5 minutes prior to starting engines with the following information.

1. call sign;
2. destination;
3. proposed flight level/altitude and alternative flight levels/altitudes, if any;
4. parking position (spot number), and
5. alternative flight routes, if any.

**b. Intersection Departures**

Separation for departures (3 minutes for light and medium aircraft behind heavy aircraft and, light aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from Intersections B or G. Aircraft requiring separation of three minutes shall advise ATC accordingly.

The remaining runway length for intersection departures is as follows:

Runway 6	Runway Length Remaining	Runway 24	Runway Length Remaining
Taxiway G	10,900 ft (3320m)	Taxiway B	10,900 ft (3320m)
Taxiway F	9,640 ft (2940m)	Taxiway C	9,820 ft (2990m)
Taxiway R6	8,220 ft (2500m)	Taxiway R1	8,390 ft (2560m)
Taxiway E	8,120 ft (2470m)	Taxiway D	8,180 ft (2490m)
Taxiway R5	6,700 ft (2040m)	Taxiway R2	6,750 ft (2060m)
Taxiway R4	5,160 ft (1570m)	Taxiway R3	5,110 ft (1560m)

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.

**RJBB/KIX** **JEPPESSEN** **OSAKA, JAPAN**  
 26 AUG 05 **(21-0)** **TEMPORARY WEATHER MINIMA**  
 From 1500 UTC 31 AUG 2005 to 1500 UTC 31 MAR 2006  
**KANSAI INTL**

**ILS Rwy 06**

STRAIGHT-IN LANDING Rwy06		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 216' (200')		MDA(H) 500' (484')		Not Authorized South of Runway	
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				90	640' (625') - 1600m
B	RVR 550m	800m	1200m	120	640' (625') - 1700m
C	RVR 800m			140	640' (625') - 2400m
D		1300m	2600m	165	640' (625') - 3200m

**ILS Rwy 06 CAT II**

STRAIGHT-IN LANDING Rwy06		RESTRICTED	
RA 110'		RA 160'	
DA(H) 126' (110')		DA(H) 176' (160')	
	RVR 350m		RVR 500m

**ILS Rwy 24**

STRAIGHT-IN LANDING Rwy24		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 226' (200')		MDA(H) 560' (534')		Not Authorized South of Runway	
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				90	640' (625') - 1600m
B	RVR 550m	800m	1200m	120	640' (625') - 1700m
C	RVR 800m			140	640' (625') - 2400m
D		1600m	2900m	165	640' (625') - 3200m

**ILS Rwy 24 CAT II**

STRAIGHT-IN LANDING Rwy 24		RESTRICTED	
RA 105'		RA 155'	
DA(H) 131' (105')		DA(H) 181' (155')	
	RVR 350m		RVR 500m

**VOR DME Rwy 06**

STRAIGHT-IN LANDING Rwy06		CIRCLE-TO-LAND	
MDA(H) 640' (624')		Not Authorized South of Runway	
	ALS out	Max Kts	MDA(H)
A	1600m	90	640' (625') - 1600m
B	1200m	120	640' (625') - 1700m
C	2100m	140	640' (625') - 2400m
D	1600m	165	640' (625') - 3200m

VDP is not applicable.

**RJBB/KIX**  
 26 AUG 05 (21-0A)  
**JEPPENSEN**  
**OSAKA, JAPAN**  
**KANSAI INTL**

From 1500 UTC 31 AUG 2005 to 1500 UTC 31 MAR 2006

**TEMPORARY WEATHER MINIMA**

**VOR DME Rwy 24**  
 VDP is not applicable.

ALS out	Max Kts	Max MDA(H)	CIRCLE-TO-LAND Not Authorized South of Runway	
			MDA(H)	MDA(H)
A	1600m	90	640' (625')	1600m
B	1700m	120	640' (625')	1700m
C	2100m	140	640' (625')	2400m
D	2900m	165	640' (625')	3200m

**KITAN ONE DEPARTURE**

Rwy 24: Turn RIGHT, climb via KNE R-263 to KITAN, turn LEFT and proceed via TME VOR R-354 to TME VOR. Cross TME VOR at or above 4000'.  
 Note: The following climb gradient should be maintained until 500'.

Speed (Knots)	60	90	120	150	180	210
Rate (feet/Min)	300	450	600	750	900	1050

**FERRY TWO DEPARTURE**

Rwy 24: Turn RIGHT, climb via KNE VOR R-263 to D9.0, turn RIGHT and proceed via TME VOR R-027 to D13.0, then turn LEFT and proceed via SKE VOR R-295 to MAIKO.  
 Cross TME VOR R-027/D13.0 at or above 5000'.  
 Note: The following climb gradient should be maintained until 500'.

Speed (Knots)	60	90	120	150	180	210
Rate (feet/Min)	300	450	600	750	900	1050

**TAKEOFF**

HIRL, CL & All Three PPRs Available	HIRL, CL & Apr Two PPRs Available	HIRL & CL	HIRL or CL	HIRL & CL out	Other
1 & 2 Eng	TDZ RVR 200m	TDZ RVR 300m	TDZ RVR 300m	500m VIS	600m
3 & 4 Eng	Rollout RVR 200m	Rollout RVR 300m	Rollout RVR 300m	400m	800m

**RJBB/KIX**  
 4 NOV 05 (21-1)  
**JEPPENSEN**  
**OSAKA, JAPAN**  
**ILS Rwy 06**  
**KANSAI INTL**

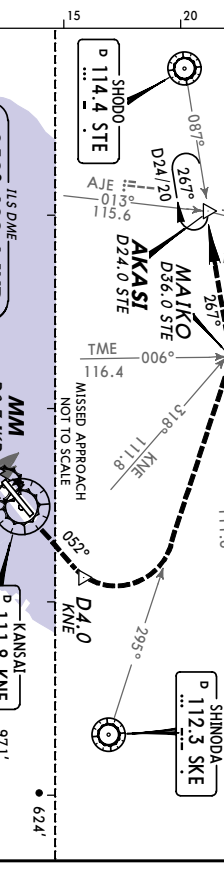
ATIS 127.85  
 LOC 108.1  
 ICD 058°

Final	Mandatory Alt	ILS DA(H)	App Elev	TDZE
4000' (3984')	JANET	216' (200')	15'	16'

MISSED APCH: 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 AKASAI INT and hold at 7000'. Contact Kansai App.

LOC	Final	Mandatory Alt	ILS DA(H)	App Elev	TDZE
108.1	4000' (3984')	JANET	216' (200')	15'	16'

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



GS	70	90	100	120	140	160	HIAS	058°	KNE	D4.0
3.00°	377	484	538	646	753	861	PAP1	hdg	111.8	KNE



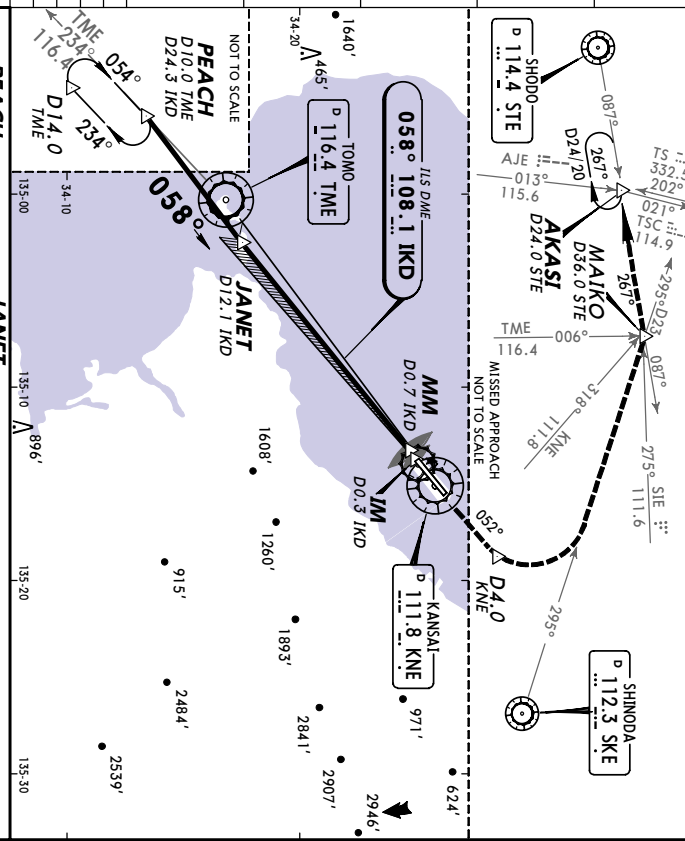
**RJB/KIX**  
**KANSAI INTL**

4 NOV 05 **(21-1A)**  
**JEPPRESEN**

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

LOC IKD	Final Apch Crs	Mandatory Alt JANET	CAT II ILS RA 100' DA(H) 116'(100')	Appt Elev 15'	TDZE 16'
127.85	058°	4000' (3984')	118.2	126.2	121.6
ATIS		KANSAI Approach (R)	KANSAI Tower	Ground	126.2

MISSED APCH: 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'  
 1. Special Aircrew & Actt Certification Required. 2. RA150'-DA(H)166'(150') for the operators on evaluation phases prior to Category II operations.



Grnd speed/Kts	70	90	100	120	140	160
GS	3,00*	377	484	538	646	753
					861	

HIAS  
 PAPER ILS  
 058° and 111.8 KNE  
 R-052

STRAIGHT-IN LANDING RWY06  
 CAT II ILS  
 RA 100'  
 DA(H) 116'(100')

RVR 350m

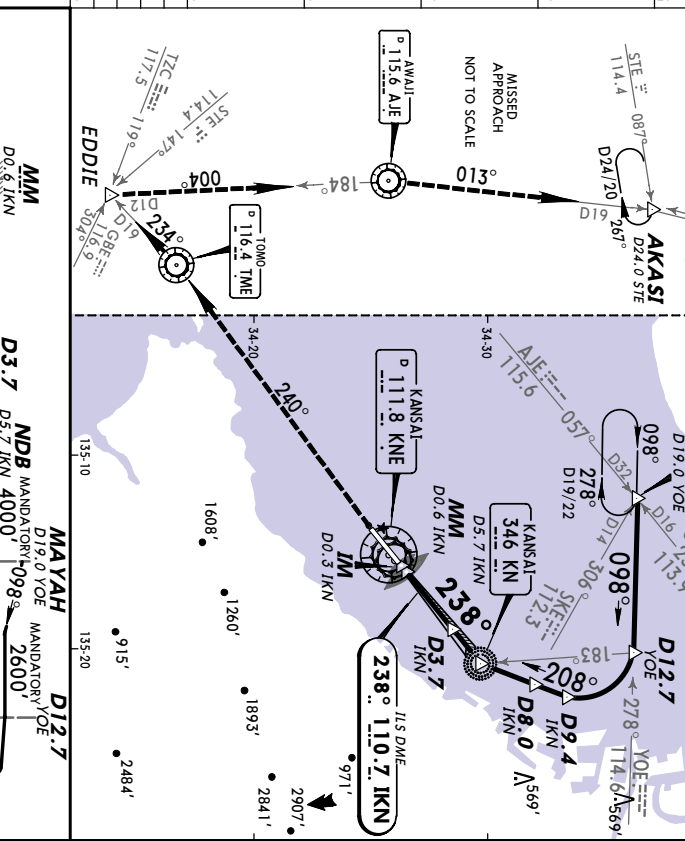
**RJB/KIX**  
**KANSAI INTL**

10 FEB 06 **(21-2)**  
**JEPPRESEN**

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

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

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 AIE VOR R-184 to AIE VOR, outbound via AIE 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'  
 MSA KNE VOR



Grnd speed/Kts	70	90	100	120	140	160
GS	3,00*	377	484	538	646	753
					861	

HIAS  
 PAPER ILS  
 238° and 111.8 KNE  
 R-240

STRAIGHT-IN LANDING RWY24  
 LOC (GS out)  
 DA(H) 226'(200')  
 MDA(H) 400'  
 AIS out

CIRCLE-TO-LAND  
 Not Authorized  
 South of Rwy

**RBB/KIX**  
KANSAI INTL

10 FEB 06  
**JEPPRESEN**  
EFF 15 FEB 1500Z (21-2A)

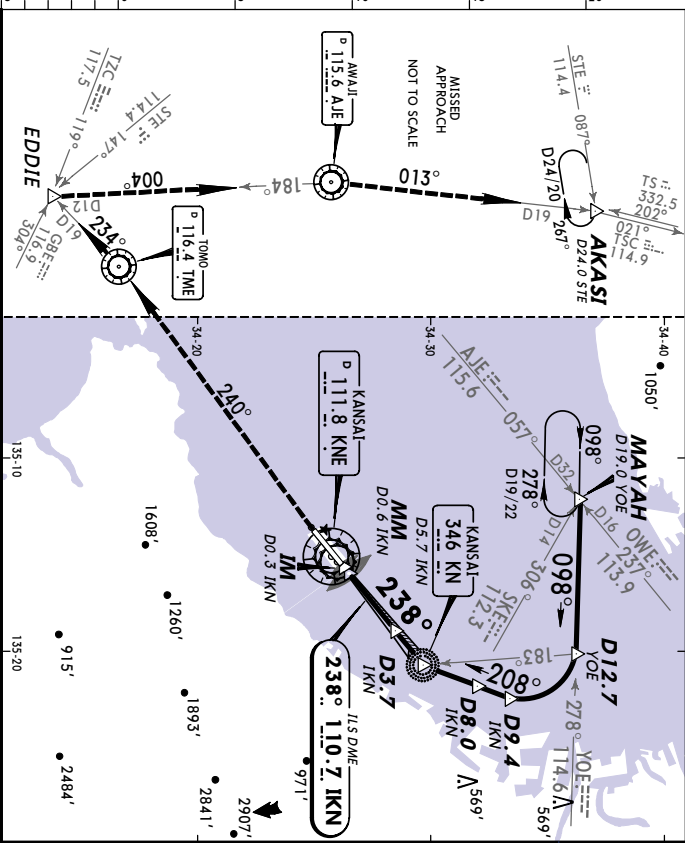
**OSAKA, JAPAN**  
ILS Rwy 24 CAT II

LOC	Final	Minimum Alt	CAT II ILS	Appt Elev	15'
110.7	238°	1200' (1174')	RA 100' DA(H)	TDZE 26'	
127.85	ATIS	KANSAI Approach (R)	118.2	126.2	121.6
					Ground 126.2

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 alt: 14000'  
1. Special Aircrew & Acti Certification Required. 2. RA150°-DA(H)176°(150°) for the operators on evaluation phases prior to Category II operations.

MSA KNE VOR



RA 100'	MM	D3.7	NDB	MANDATORY	4000'	D19.0	YOE	MANDATORY	2600'	D12.7	YOE
DA(H) 126'(100')	MM	D3.7	NDB	MANDATORY	4000'	D19.0	YOE	MANDATORY	2600'	D12.7	YOE
DA(H) 126'(100')	MM	D3.7	NDB	MANDATORY	4000'	D19.0	YOE	MANDATORY	2600'	D12.7	YOE

GRD SPEED-KTS: 70, 90, 100, 120, 140, 160

HS: 377, 484, 538, 646, 753, 861

HIAS: 238° and 111.8, 116.4

PAPI: R-240

STRAIGHT-IN LANDING RWY 24

RA 100'  
CAT II ILS  
RA 100'  
DA(H) 126'(100')

RVR 350m

**RBB/KIX**  
KANSAI INTL

10 FEB 06  
**JEPPRESEN**  
EFF 15 FEB 1500Z (23-1)

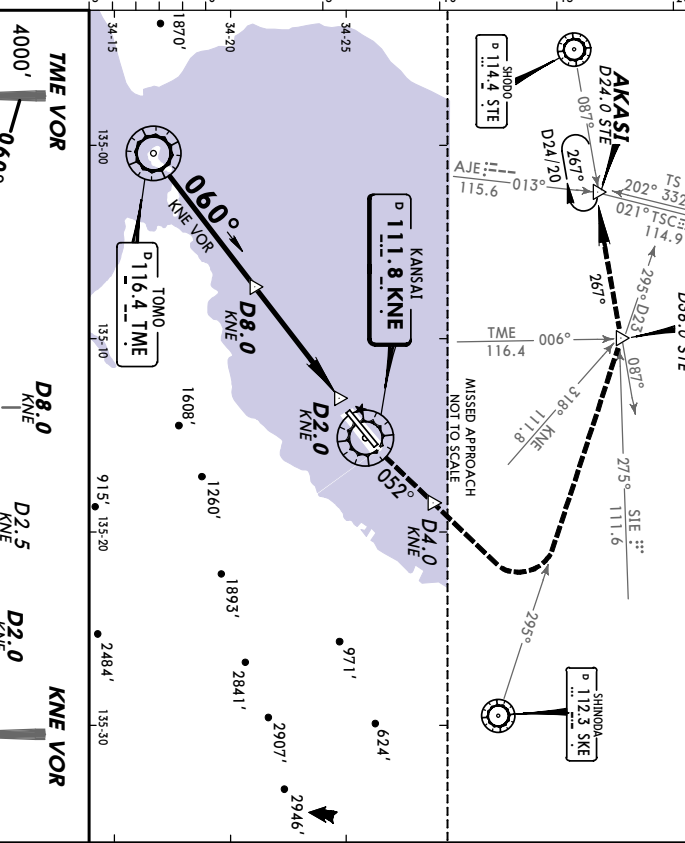
**OSAKA, JAPAN**  
DME Rwy 06

VOR	Final	Minimum Alt	MDA(H)	Appt Elev	15'
111.8	060°	2000' (1984')	460' (444')	TDZE 16'	
127.85	ATIS	KANSAI Approach (R)	118.2	126.2	121.6
					Ground 126.2

MISSED APCH: 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 alt: 14000'  
1. Special Aircrew & Acti Certification Required. 2. RA150°-DA(H)176°(150°) for the operators on evaluation phases prior to Category II operations.

MSA KNE VOR



RA 100'	MM	D3.7	NDB	MANDATORY	4000'	D19.0	YOE	MANDATORY	2600'	D12.7	YOE
DA(H) 126'(100')	MM	D3.7	NDB	MANDATORY	4000'	D19.0	YOE	MANDATORY	2600'	D12.7	YOE
DA(H) 126'(100')	MM	D3.7	NDB	MANDATORY	4000'	D19.0	YOE	MANDATORY	2600'	D12.7	YOE

GRD SPEED-KTS: 70, 90, 100, 120, 140, 160

HS: 377, 484, 538, 646, 753, 861

HIAS: 238° and 111.8, 111.8

PAPI: R-240

STRAIGHT-IN LANDING RWY 06

MDA(H) 460'(444')

ALTS out

CIRCLE-TO-LAND  
Not Authorized  
South of Runway

RA 100'  
CAT II ILS  
RA 100'  
DA(H) 126'(100')

RVR 350m

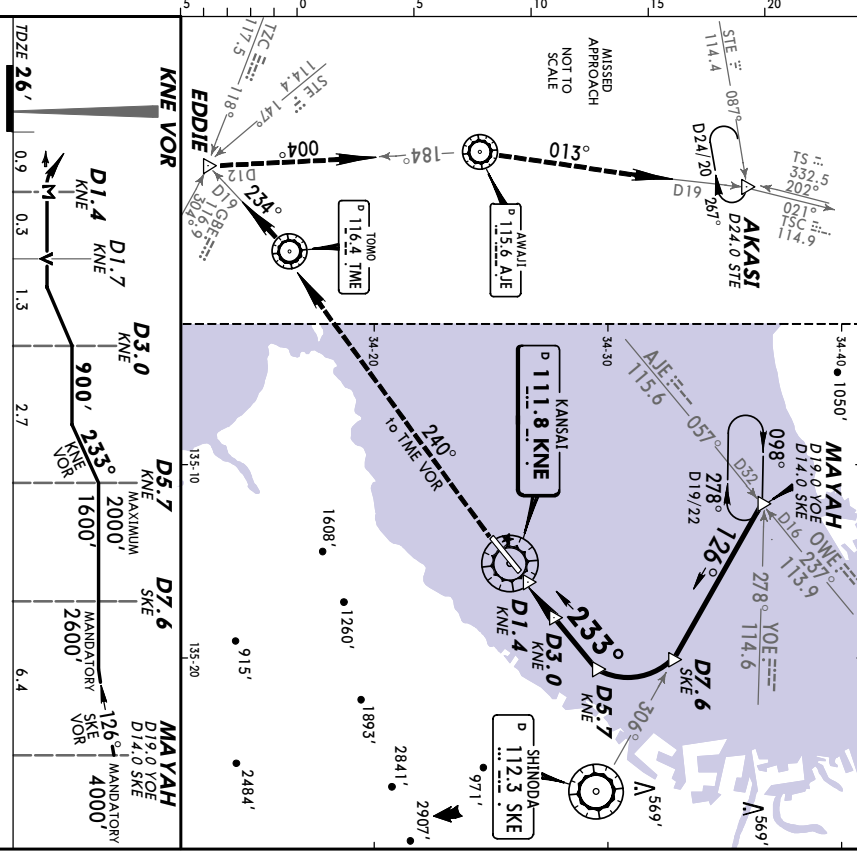
**RJB/KIX**  
**KANSAI INTL**  
 10 FEB 06 **23-2** **EFF 19 FEB 1500Z** **VOR DME Rwy 24**  
**OSAKA, JAPAN**

ATIS	127.85	KANSAI Approach (R)	120.25	KANSAI Tower	118.2	126.2	121.6	126.2
VOR	111.8	Final	233.0	Minimum Alt	900 (874')	MDA(H)	460 (434')	Apt Elev 15'
KNE	233.0	Appch Crs	900	TDZE	26'			

**MISSED APch:** Climb inbound via KNE VOR R-053 to KNE VOR, 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.

Trans level: FL 140  
 Trans alti: 14000'

MSA KNE VOR



TDZE	26'	0.9	0.3	1.3	2.7	6.4
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MAP at D1.4 KNE		STRAIGHT-IN LANDING Rwy 24		CIRCLE-TO-LAND	
MDA(H) 460 (434')		ALS out		Not Authorized South of Runway	
				via 111.8 R-053	

A	1200m	1600m	120	620' (605')-1600m
B	1700m	140	620' (605')-2400m	
C	1400m	2300m	165	620' (605')-3200m
D				