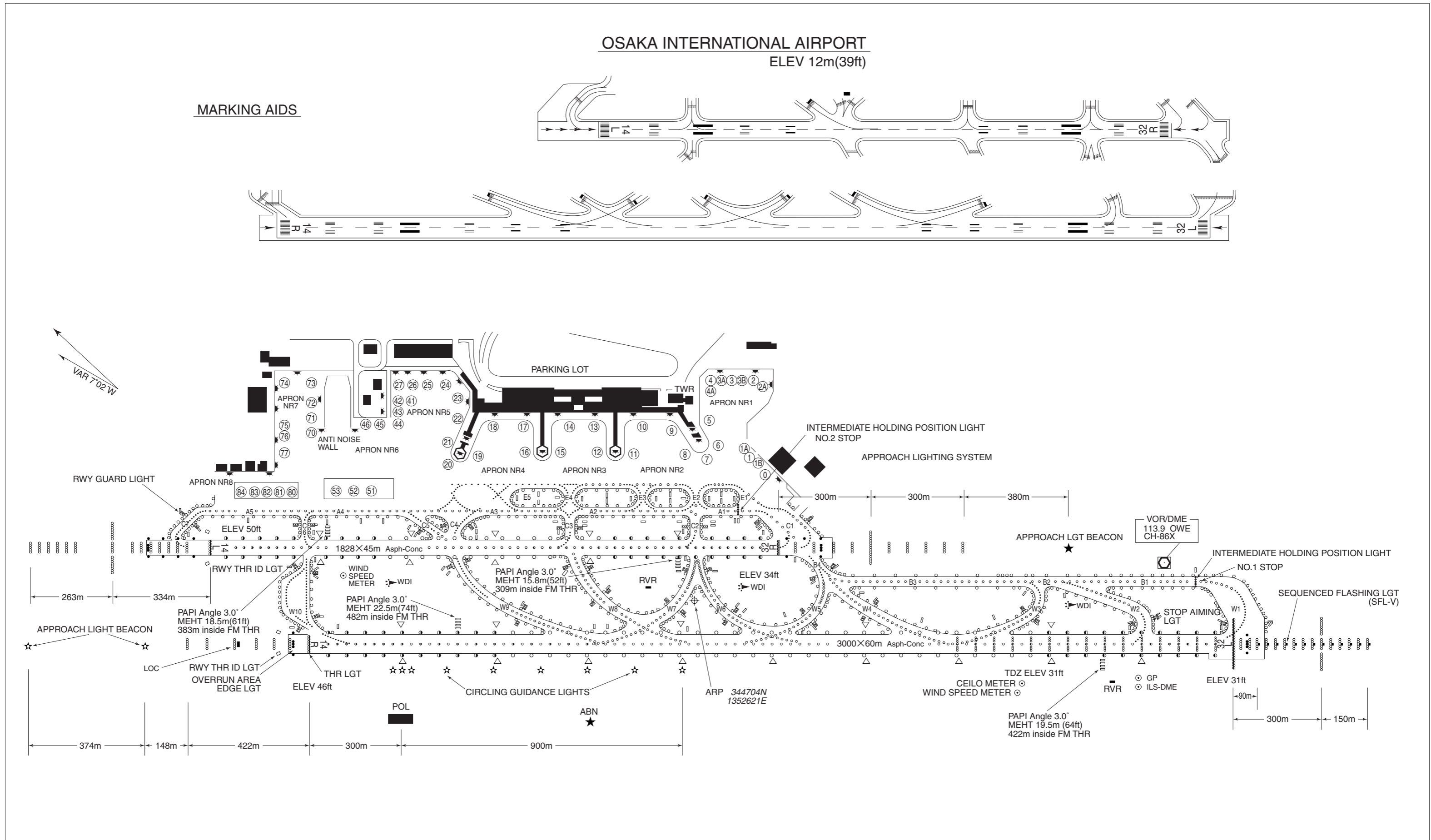
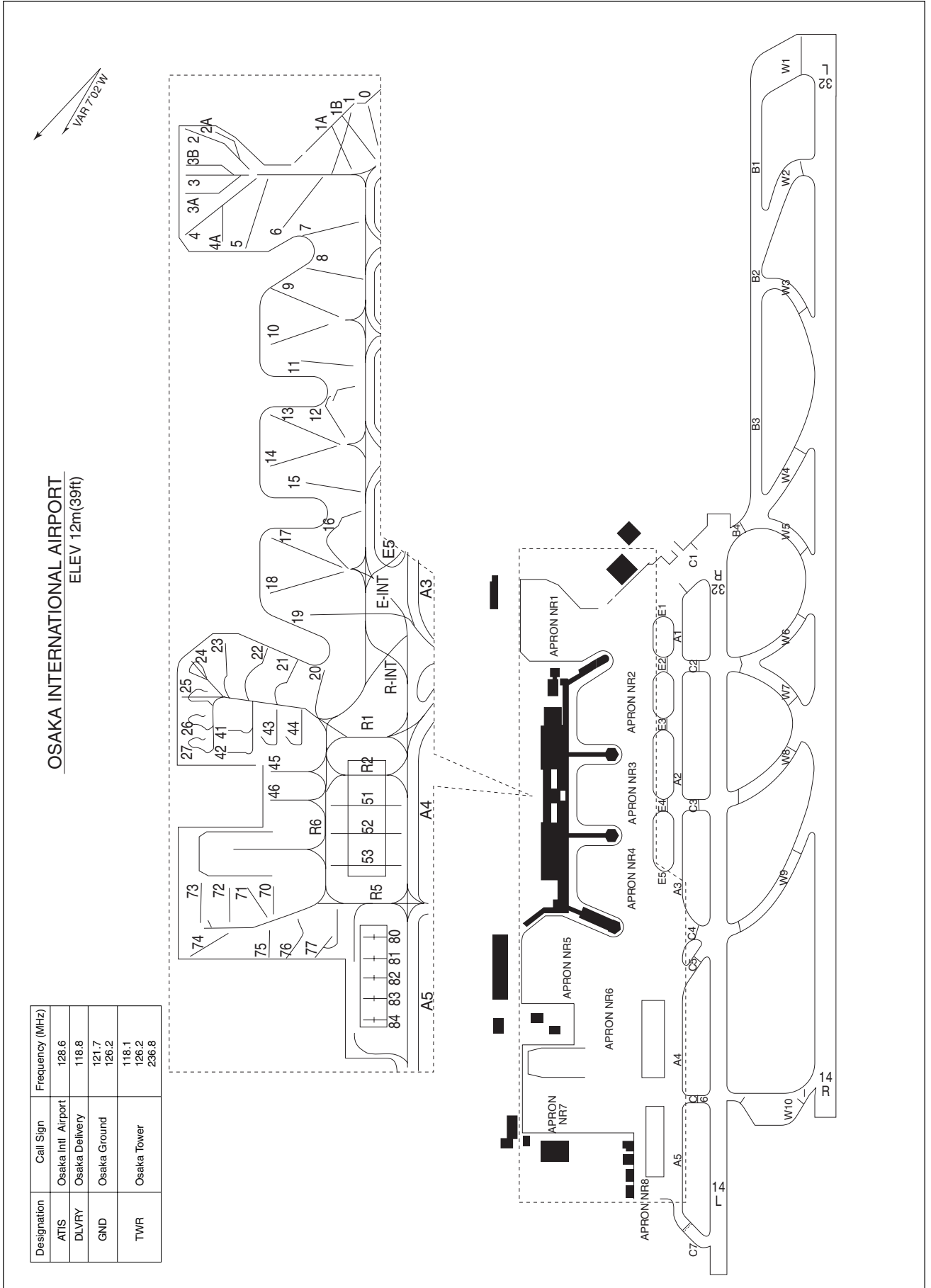


AERODROME CHART



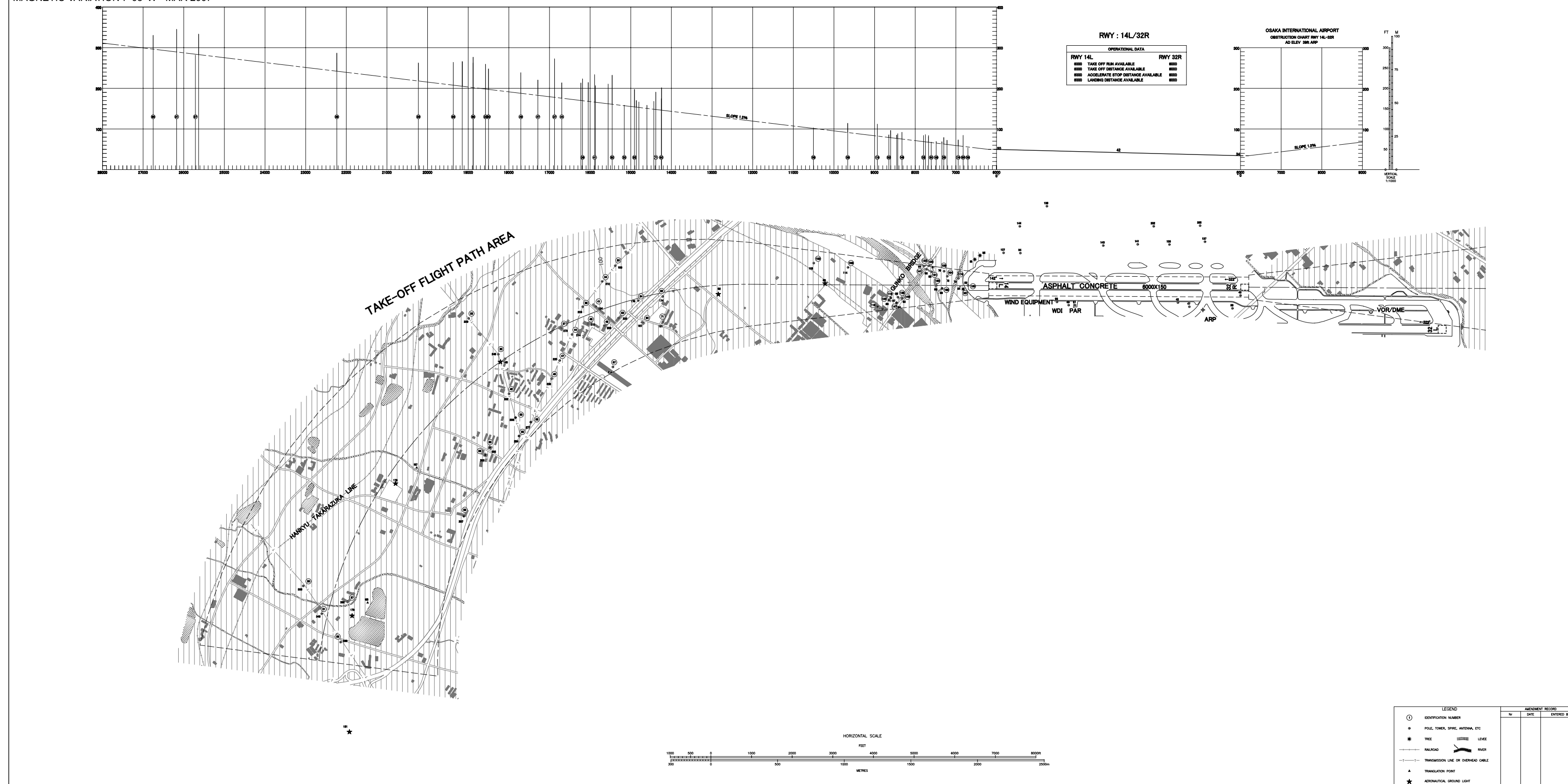


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AERODROME OBSTRUCTION CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

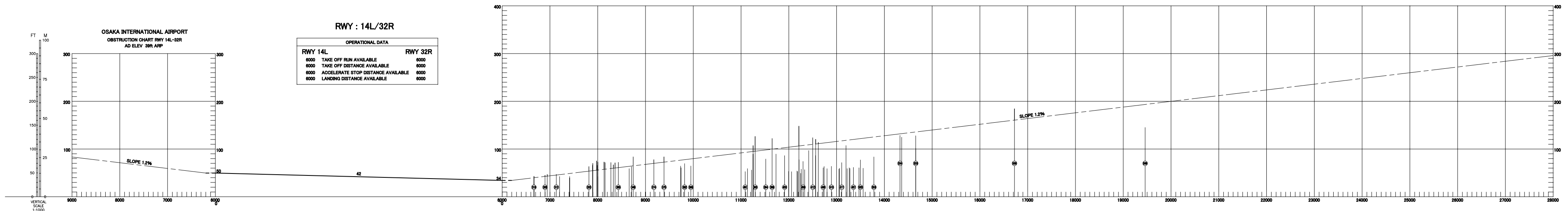
MAGNETIC VARIATION 7°03' W - MAR 2007



AERODROME OBSTRUCTION CHART - ICAO TYPE A (OPERATING LIMITATIONS)

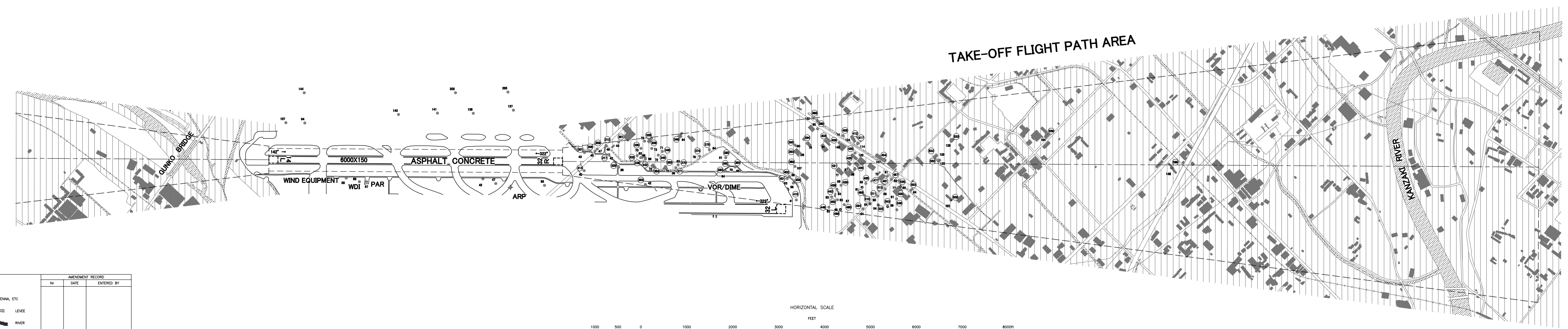
DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

MAGNETIC VARIATION 7°03' W - MAR 2007

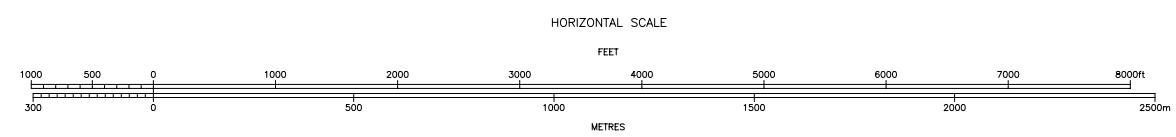


OPERATIONAL DATA

RWY 14L	RWY 32R
6000 TAKE OFF RUN AVAILABLE	6000
6000 TAKE OFF DISTANCE AVAILABLE	6000
6000 ACCELERATE STOP DISTANCE AVAILABLE	6000
6000 LANDING DISTANCE AVAILABLE	6000



LEGEND		AMENDMENT RECORD	
SYMBOL	DESCRIPTION	Nr	ENTERED BY
①	IDENTIFICATION NUMBER		
●	POLE, TOWER, SPIRE, ANTENNA, ETC		
*	TREE		
—	RAILROAD		
—	TRANSMISSION LINE OR OVERHEAD CABLE		
▲	TRIANGULATION POINT		
★	AERONAUTICAL GROUND LIGHT		



AERODROME OBSTRUCTION CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

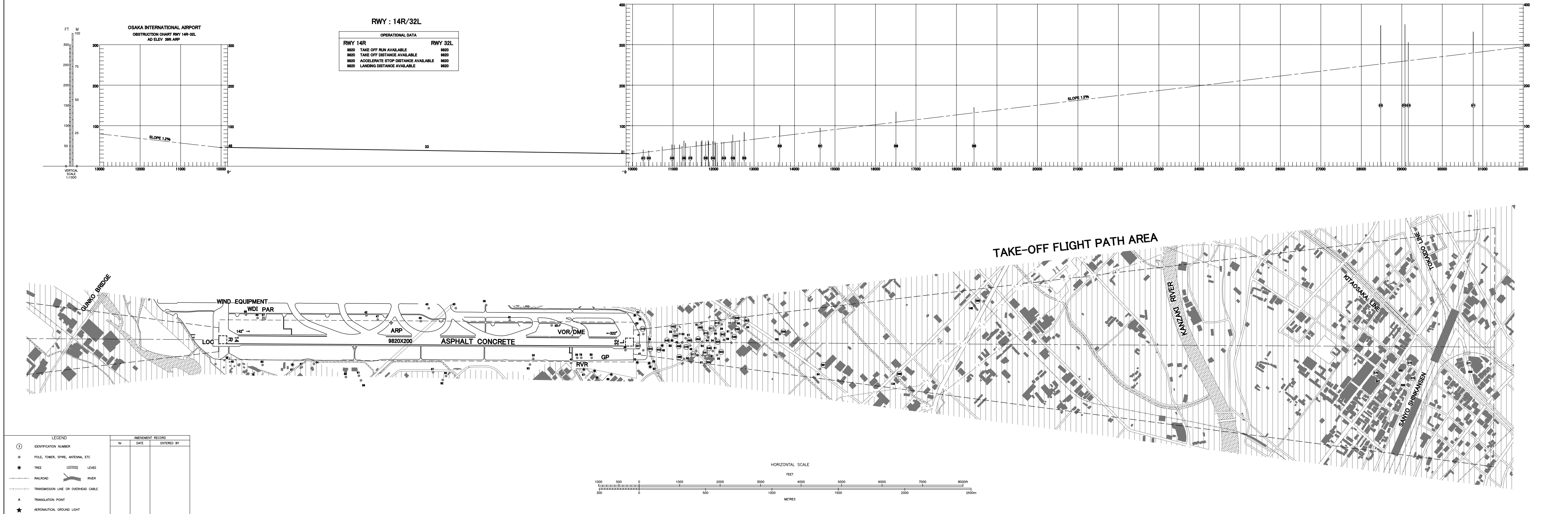
MAGNETIC VARIATION 7°03' W - MAR 2007



AERODROME OBSTRUCTION CHART - ICAO TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

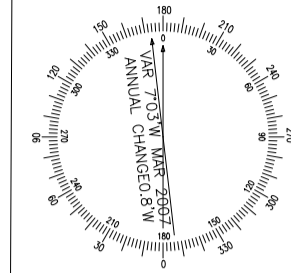
MAGNETIC VARIATION 7°03' W - MAR 2007



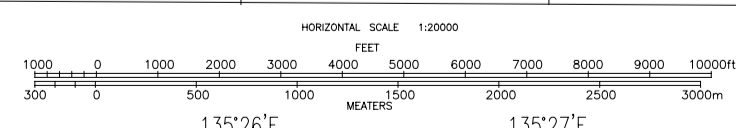
AERODROME OBSTRUCTION CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN FEET BEARING ARE MAGNETIC

AERODROME ELEVATION 39ft ARP



LEGEND		AMENDMENT RECORD	
+	AERODROME REFERENCE POINT 34°45'00"N 135°27'12"E	No.	DATE
⊙	POLE, TOWER, SPIRE, ANTENNA, ETC.		ENTERED BY
★	AERONAUTICAL OBSTRUCTION LIGHT		
⊠	OBSTRUCTION LIGHT		
⊡	BUILDING OR LARGE STRUCTURE		
—	RAILROAD		
—	TRANSMISSION LINE OR OVERHEAD CABLE		
—	STREET LEVEL		
—	RIVER		
—	LAKE		
—	CONTOUR LINE		



STANDARD DEPARTURE CHART -INSTRUMENT

RJOO / OSAKA INTL

SID

ASUKA TWO DEPARTURE

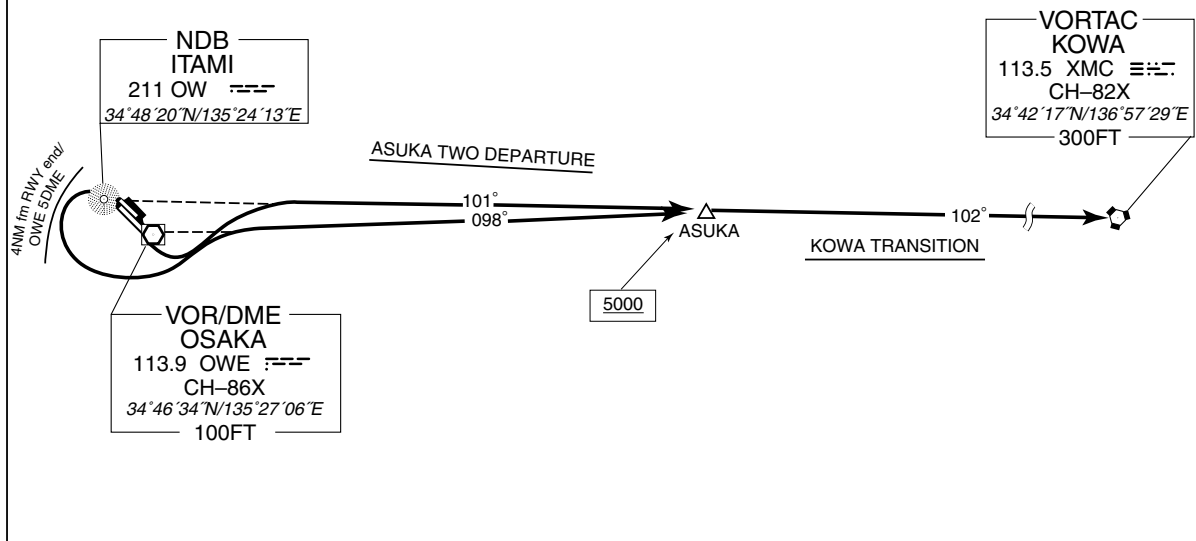
RWY 32R/32L : Climb RWY HDG to 500ft or above, turn left within 4NM from RWY end/OWE 5DME....
 RWY 14R/14L : Climb RWY HDG to 500 ft or above, turn left....
climb via OWE R-098 (101 DEG from OW NDB) to ASUKA.
 Cross ASUKA at or above 5,000ft.

Note : When take off RWY 14R/14L, following climb gradient should be maintained until 500ft.

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

KOWA TRANSITION

From over ASUKA, proceed via XMC R-282 to XMC VORTAC.



STANDARD DEPARTURE CHART -INSTRUMENT

RJOO / OSAKA INTL

SID

OTSU THREE DEPARTURE

RWY 32R/32L : Climb RWY HDG to 500FT or above, turn left within 4NM (OWE 5DME)....

RWY 14R/14L : Climb RWY HDG to 500FT or above, turn left....

....climb via OWE R-100 (101 DEG from OW NDB) to intercept and proceed via CUE R-206 to CUE VOR/DME.

Cross CUE VOR/DME at or above 7000FT.

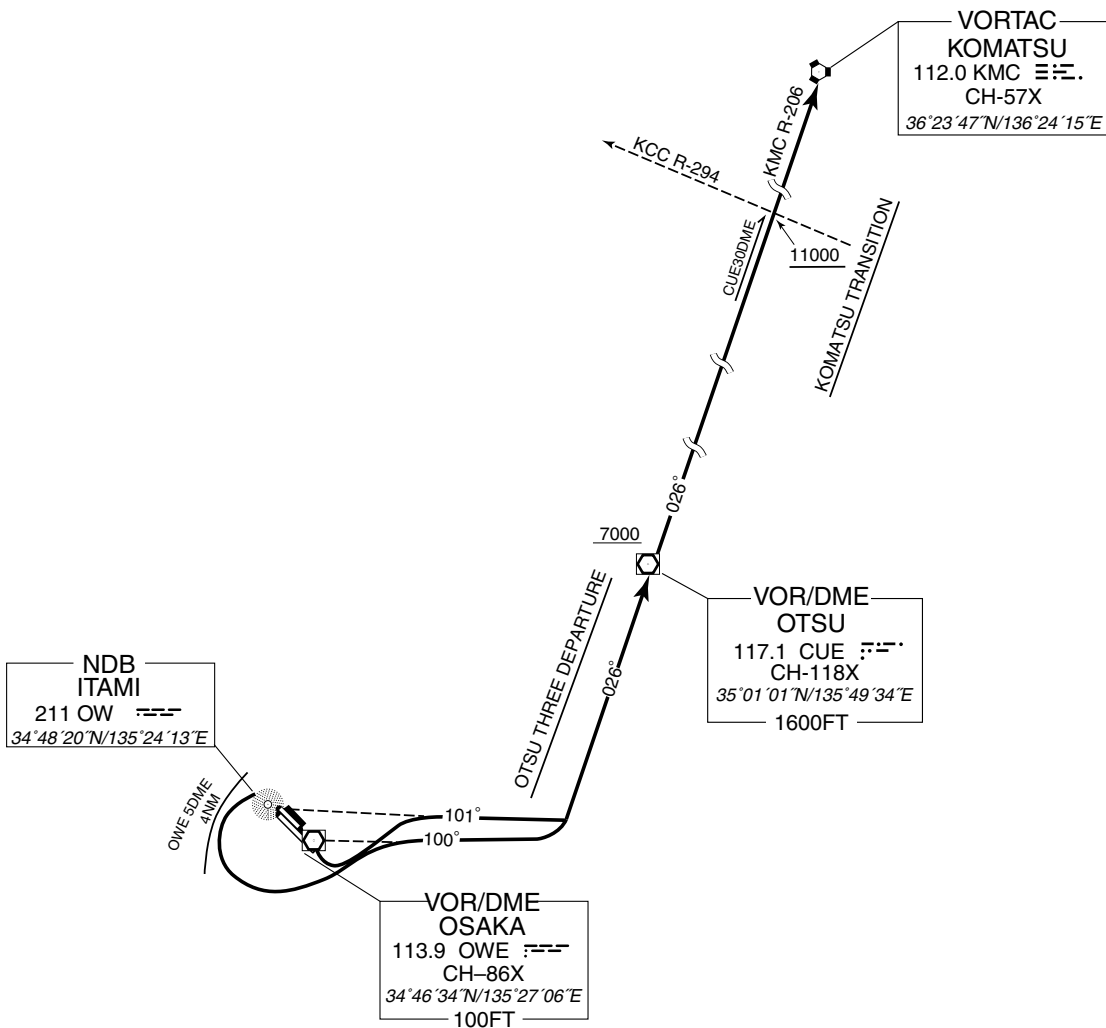
Note : When take off RWY 14R/14L, following climb gradient should be maintained until 500FT.

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

KOMATSU TRANSITION

After CUE VOR/DME, proceed via CUE R-026/KMC R-206 to KMC VORTAC.

Cross CUE R-026/30DME (KCC R-294) at or above 11000FT.



STANDARD DEPARTURE CHART -INSTRUMENT

RJOO / OSAKA INTL

SID

SHINODA TWO DEPARTURE

RWY 32R/32L : Climb RWY HDG to 500ft or above, turn left within 4NM (OWE 5DME), climb via 201 DEG from OW NDB (OWE R-220) to YODOH,....

RWY 14R/14L : Climb RWY HDG to 500ft or above, turn right, climb HDG 230 DEG to intercept and proceed via OWE R-220 (201 DEG from OW NDB) to YODOH,....

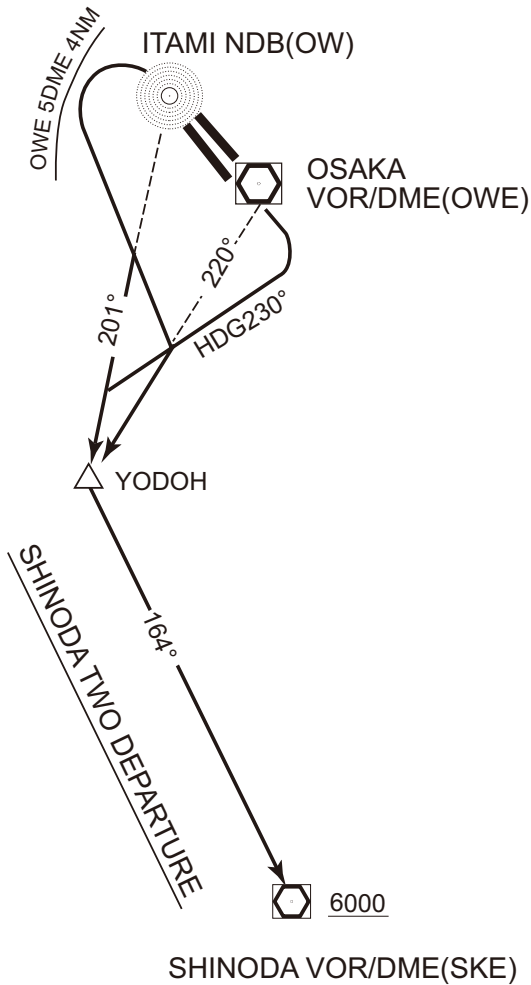
....turn left to intercept and proceed via SKE R-344 to SKE VOR/DME.

Cross SKE VOR/DME at or above 6,000ft.

Note 1 : OWE R-220 for RWY 32R/32L is to be utilized only during the outage of OW NDB.

Note 2 : For RWY 14R/14L, following climb gradient should be maintained until 500ft.

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



STANDARD DEPARTURE CHART -INSTRUMENT

RJOO / OSAKA INTL

SID

EAST REVERSAL TWO DEPARTURE

RWY 32R/32L : Climb RWY HDG to 500ft or above, turn left within 4NM (OWE 5DME),....

RWY 14R/14L : Climb RWY HDG to 500ft or above, turn left,....

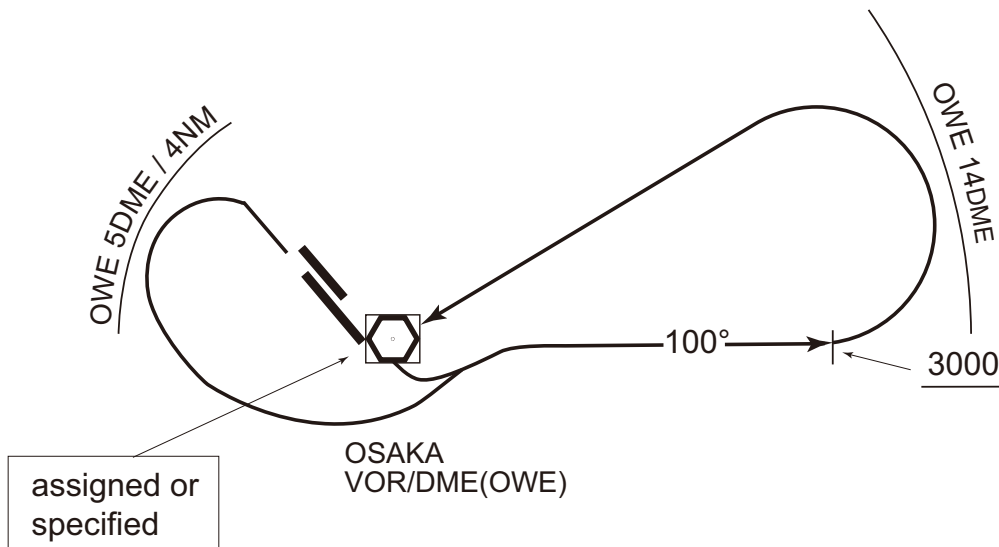
...climb via OWE R-100 to 3,000ft or above, then turn left to OWE VOR/DME within OWE 14DME.

Cross OWE VOR/DME at assigned or specified altitude.

Note : For RWY 14R/14L, following climb gradient should be maintained until 500ft.

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

EAST REVERSAL TWO DEPARTURE



STANDARD DEPARTURE CHART -INSTRUMENT

RJOO / OSAKA INTL

SID and TRANSITION

HYOGO THREE DEPARTURE

RWY 32R/32L : Climb RWY HDG to 500ft or above, turn left within 4NM (OWE 5DME), climb via 201 DEG from OW NDB (OWE R-220) to YODOH,....

RWY 14R/14L : Climb RWY HDG to 500ft or above, turn right, climb HDG 230 DEG to intercept and proceed via OWE R-220 (201 DEG from OW NDB) to YODOH,....

...turn right to intercept and proceed via SKE R-322 to HYOGO.

Cross SKE R-322/22DME at or above 6,000ft.

Note 1 : OWE R-220 for RWY 32R/32L is to be utilized only during the outage of OW NDB.

Note 2 : For RWY 14R/14L, following climb gradient should be maintained until 500ft.

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

ASAGI TRANSITION

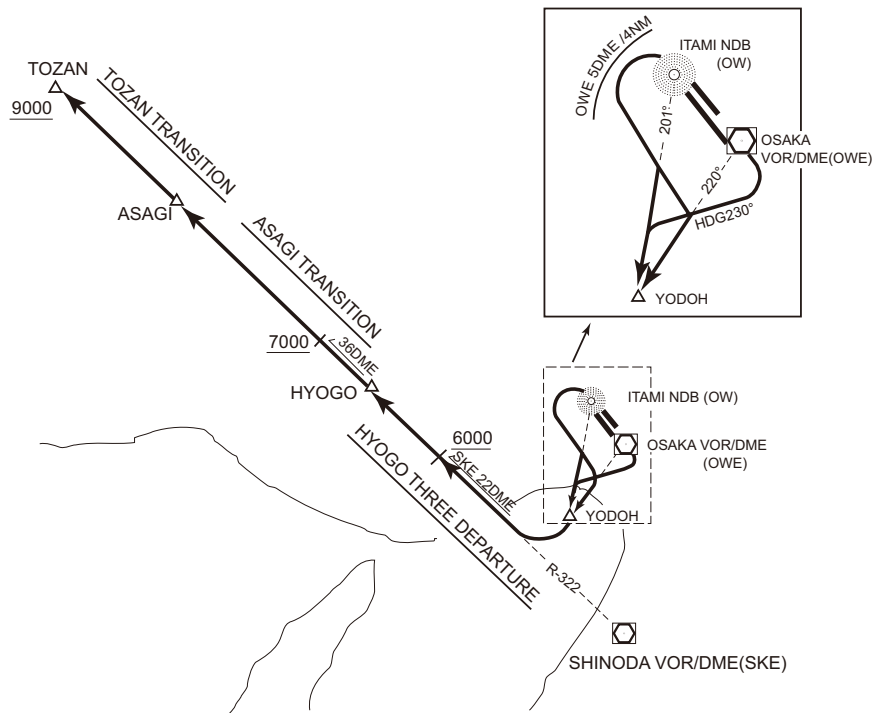
After HYOGO, proceed via SKE R-322 to ASAGI.

Cross SKE R-322/36DME at or above 7,000ft.

TOZAN TRANSITION

After HYOGO, proceed via SKE R-322 to TOZAN.

Cross SKE R-322/36DME at or above 7,000ft, cross TOZAN at or above 9,000ft.



STANDARD DEPARTURE CHART -INSTRUMENT

RJOO / OSAKA INTL

SID

BRIDGE ONE DEPARTURE

RWY 32R/32L : Climb RWY HDG to 500ft or above, turn left within 4NM (OWE 5DME), via 201 DEG from OW NDB (OWE R-220) until intercepting YOE R-299,....

RWY 14R/14L : Climb RWY HDG to 500ft or above, turn right, via HDG 230 DEG until intercepting YOE R-299,....
...turn right to intercept and proceed via YOE R-290, then turn left to intercept and proceed via AJE R-041 to MAIKO.

Note 1 : OWE R-220 for RWY 32R/32L is to be utilized only during the outage of OW NDB.

Note 2 : Following climb gradient should be maintained until 2,500ft.

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

SUMAR ONE DEPARTURE

RWY 32R/32L : Climb RWY HDG to 500ft or above, turn left within 4NM (OWE 5DME), via 201 DEG from OW NDB (OWE R-220) until intercepting YOE R-299,....

RWY 14R/14L : Climb RWY HDG to 500ft or above, turn right, via HDG 230 DEG until intercepting YOE R-299,....
...turn right to intercept and proceed via YOE R-290 to SUMAR.

Note 1 : OWE R-220 for RWY 32R/32L is to be utilized only during the outage of OW NDB.

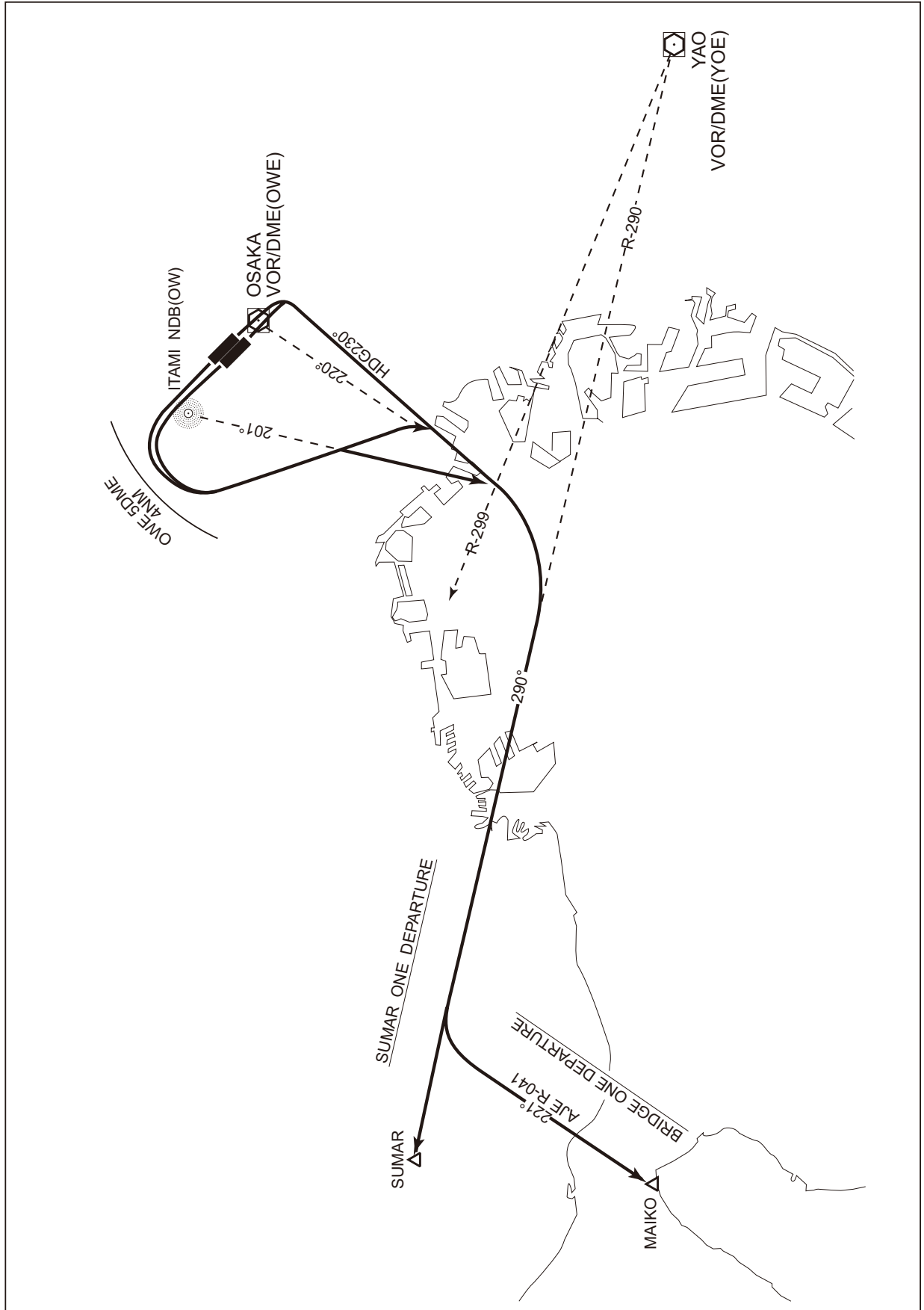
Note 2 : Following climb gradient should be maintained until 2,500ft.

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

STANDARD DEPARTURE CHART -INSTRUMENT

RJOO / OSAKA INTL

OSAKA SID



STANDARD DEPARTURE CHART-INSTRUMENT

RJOO / OSAKA INTL

SID and TRANSITION

MINAC ONE DEPARTURE

RWY 32R/32L : Climb RWY HDG to 500ft or above, turn left within 4NM from RWY end/OWE 5DME,....

RWY 14R/14L : Climb RWY HDG to 500ft or above, turn left,....

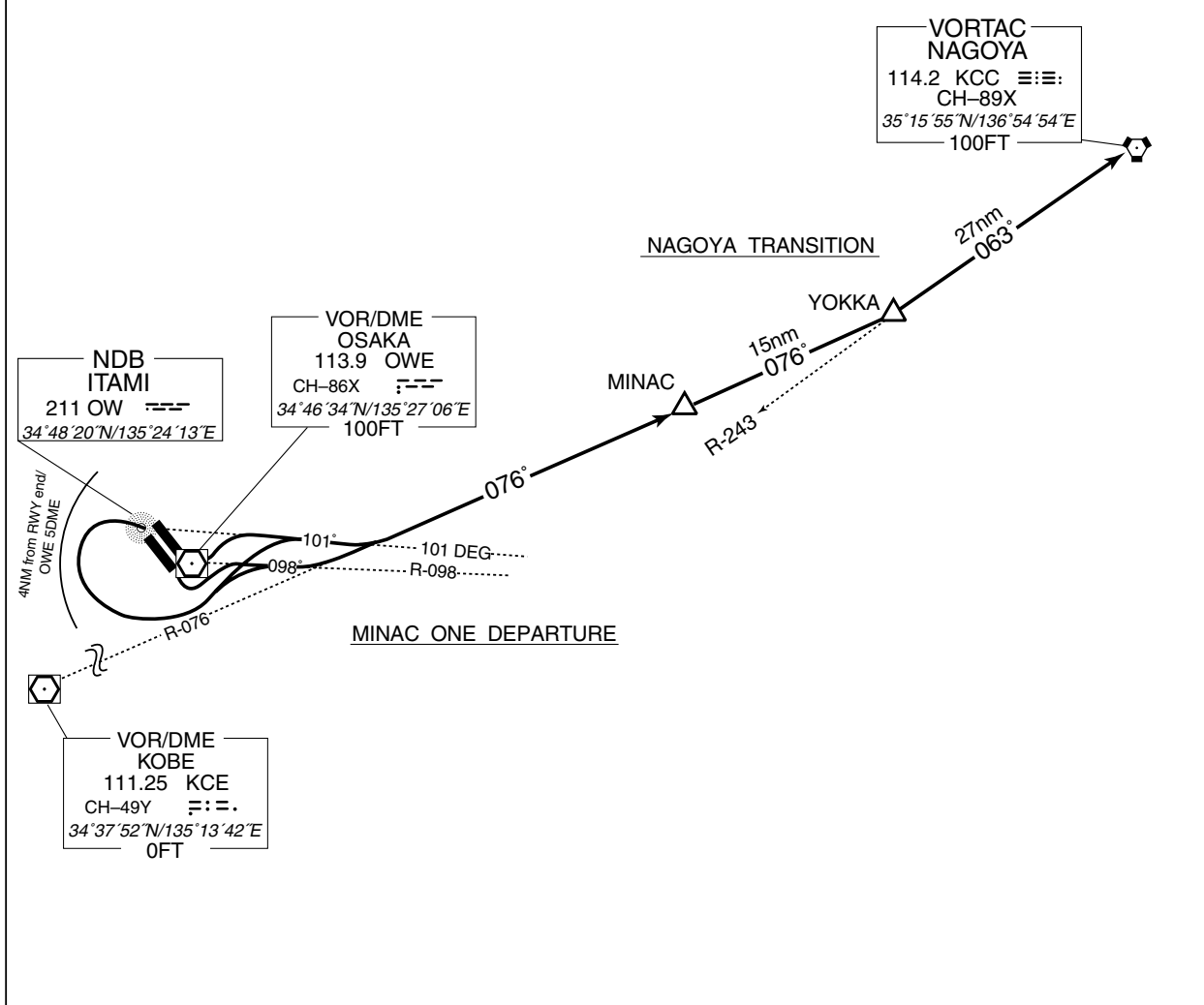
...climb via OWE R-098 (101DEG from OW NDB) to intercept and proceed via KCE R-076 to MINAC.

Note: When take off RWY14R/14L, following climb gradient should be maintained until 500ft.

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

NAGOYA TRANSITION

From over MINAC, proceed via KCE R-076 to YOKKA, then proceed via KCC R-243 to KCC VORTAC.

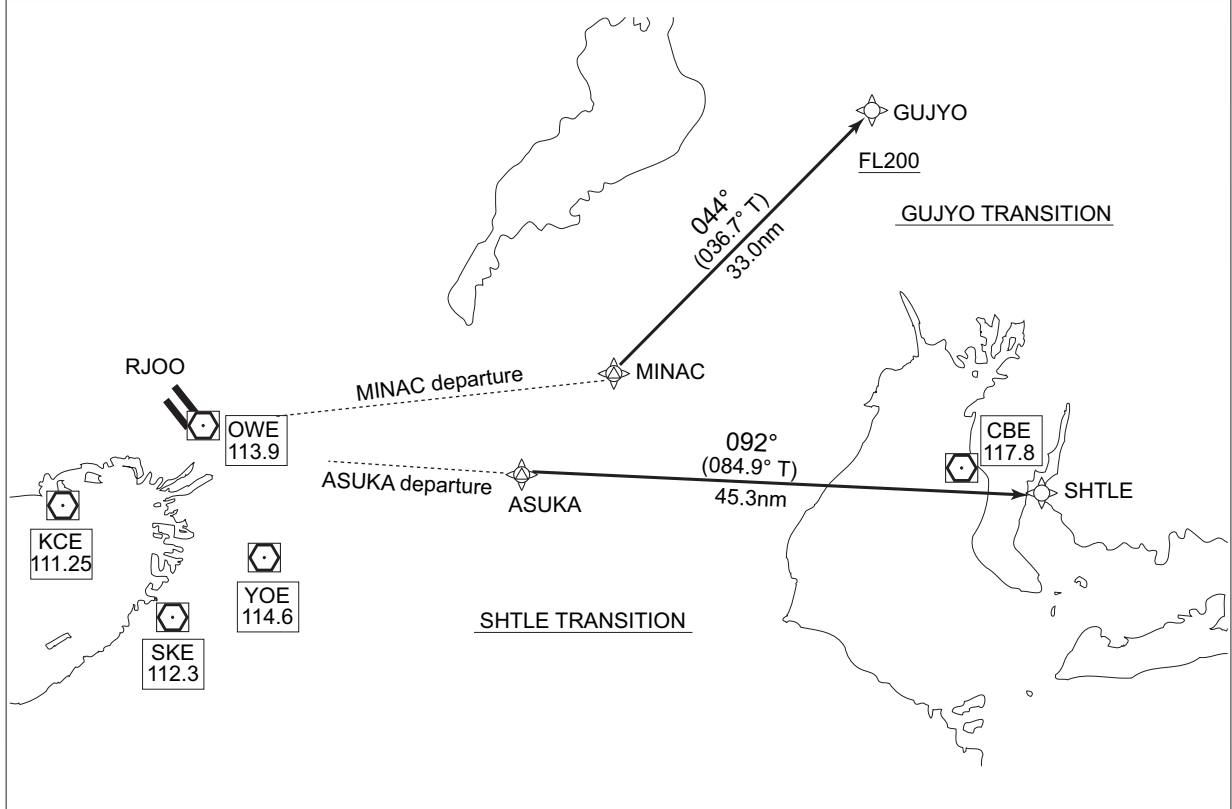


STANDARD DEPARTURE CHART-INSTRUMENT

RJOO / OSAKA INTL

RNAV TRANSITION

GUJYO TRANSITION / SHTLE TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.		Inappropriate Nav aids : See General Rule 3. Inappropriate NAVAIDs for RNAV1



GUJYO TRANSITION
From MINAC, to GUJYO at or above FL200.

DESIGNATION	COORDINATES
MINAC	345526.3N 1361026.4E
GUJYO	352150.5N 1363438.5E
Critical DME	—
DME GAP	—

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit (kt)	Vertical Angle	Navigation Performance
IF	MINAC	—	—	—	—	—	—	—	RNAV1
TF	GUJYO	—	33.0	044° (036.7°)	—	+FL200	—	—	RNAV1

SHTLE TRANSITION
From ASUKA, to SHTLE.

DESIGNATION	COORDINATES
ASUKA	344602.7N 1360154.7E
SHTLE	344951.0N 1365653.8E
Critical DME	—
DME GAP	—

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft.)	Speed Limit (kt)	Vertical Angle	Navigation Performance
IF	ASUKA	—	—	—	—	—	—	—	RNAV1
TF	SHTLE	—	45.3	092° (084.9°)	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJOO / OSAKA INTL

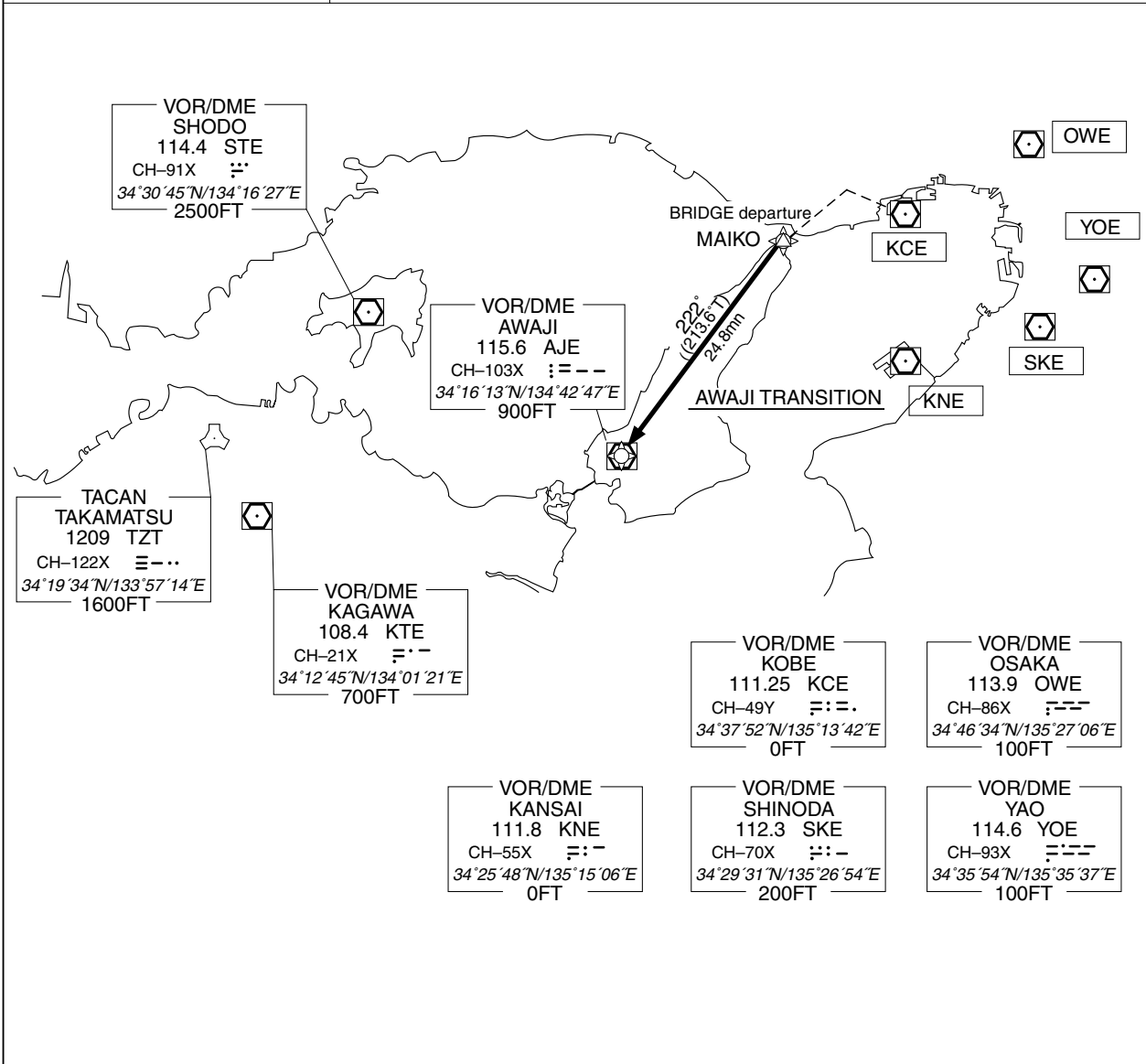
RNAV TRANSITION

AWAJI TRANSITION	RNAV 1
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Note 1) DME/DME/IRU or GNSS required / 2) RADAR service required

Inappropriate Nav aids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1



DESIGNATION	COORDINATES
MAIKO	343639.7N 1345949.1E
AWAJI(AJE)	341613.1N 1344246.6E

AWAJI TRANSITION

From MAIKO, to AJE.

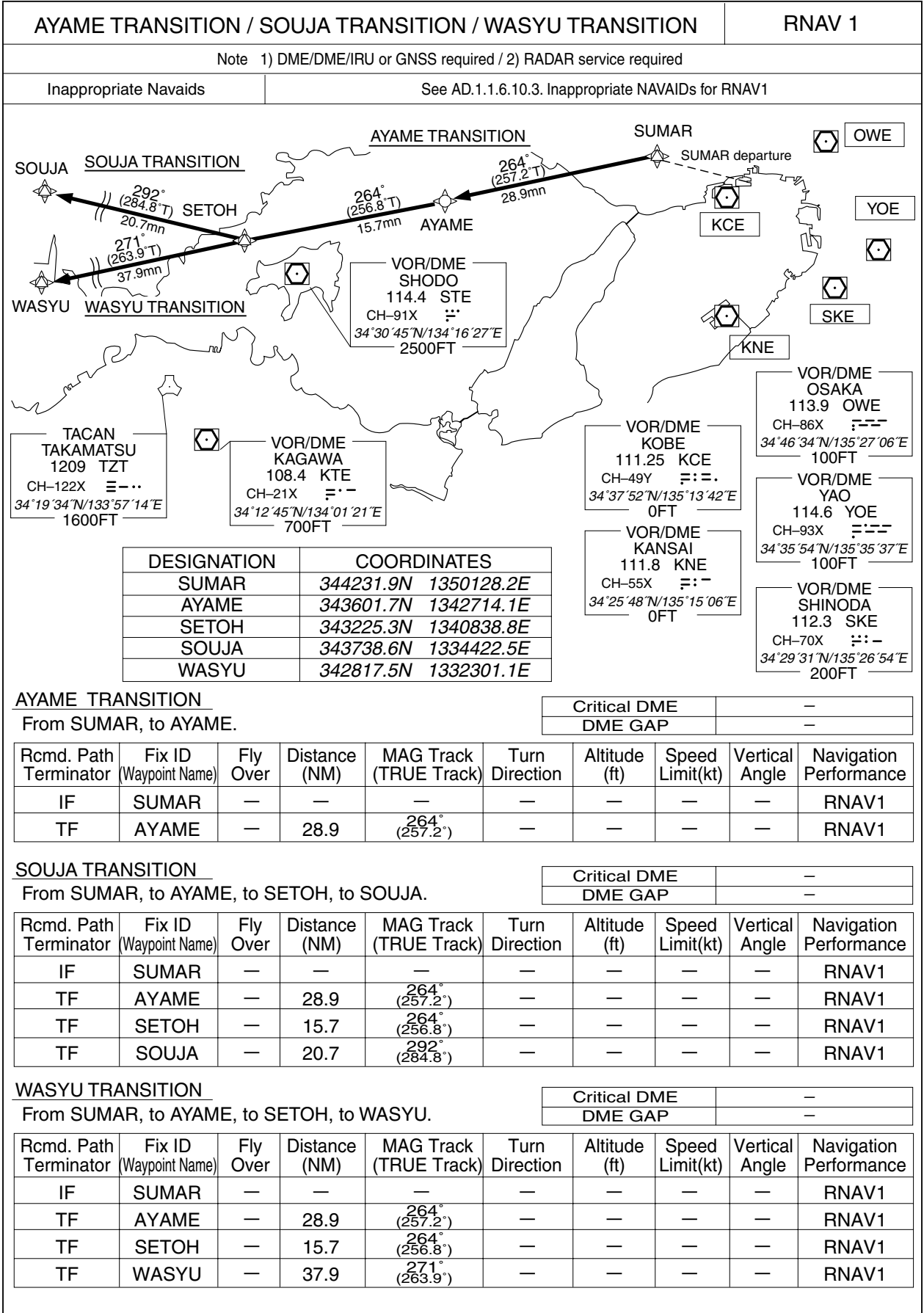
Critical DME	-
DME GAP	-

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft)	Speed Limit(kt)	Vertical Angle	Navigation Performance
IF	MAIKO	-	-	-	-	-	-	-	RNAV1
TF	AJE	-	24.8	222° (213.6°)	-	-	-	-	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJOO / OSAKA INTL

RNAV TRANSITION



STANDARD ARRIVAL CHART-INSTRUMENT

RJOO / OSAKA INTL

STAR

SHINODA ARRIVAL

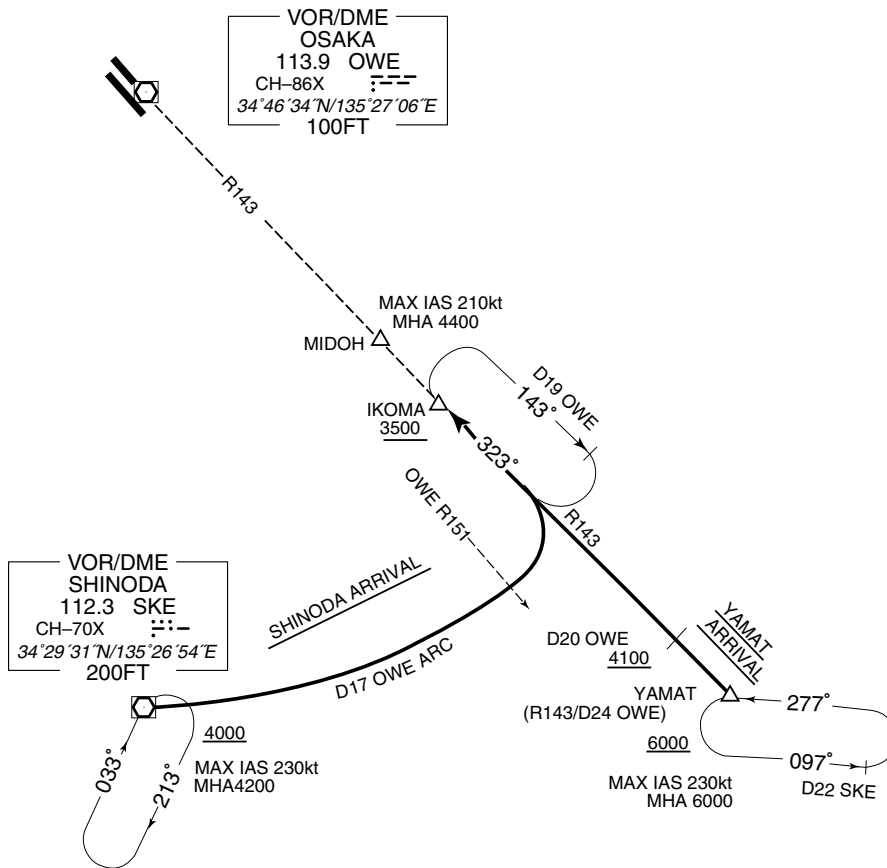
From over SKE VOR/DME, proceed via OWE 17DME counterclockwise ARC to intercept and proceed via OWE R143 to IKOMA.

Cross SKE VOR/DME at or above 4000FT, cross IKOMA at or above 3500FT.

YAMAT ARRIVAL

From over YAMAT, proceed via OWE R143 to IKOMA.

Cross YAMAT at or above 6000FT, cross OWE R143/20DME at or above 4100FT, cross IKOMA at or above 3500FT.



STANDARD ARRIVAL CHART-INSTRUMENT

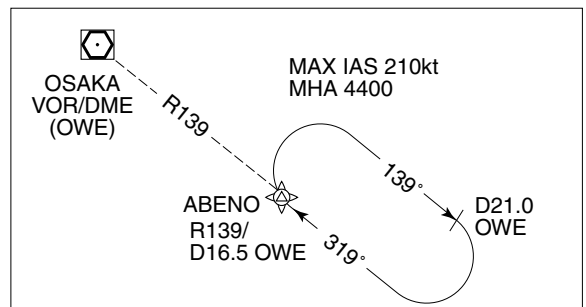
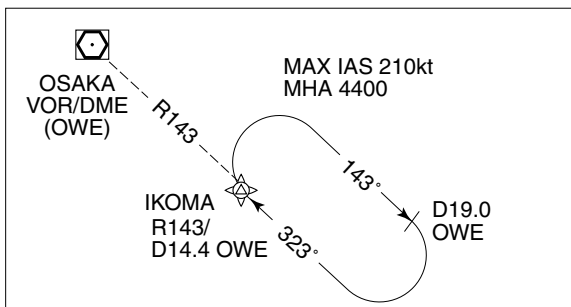
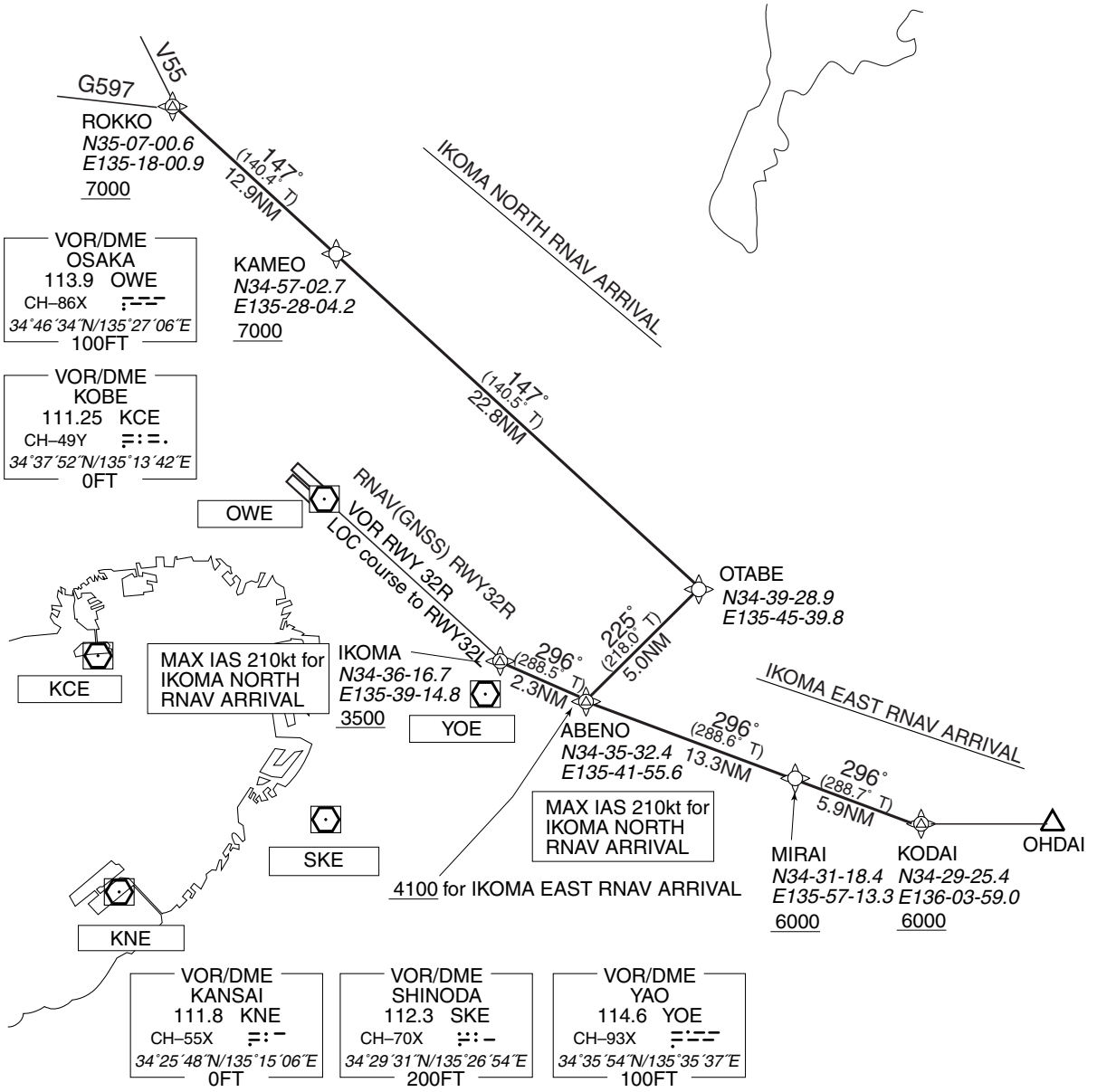
RJOO / OSAKA INTL

RNAV STAR RWY 32L/32R

IKOMA EAST RNAV ARRIVAL / IKOMA NORTH RNAV ARRIVAL	RNAV 1
--	--------

Note 1) DME/DME/IRU or GNSS required
2) RADAR service required

VAR 7°W (2008)



STANDARD ARRIVAL CHART-INSTRUMENT

RJOO / OSAKA INTL

RNAV STAR RWY 32L/32R

IKOMA EAST RNAV ARRIVAL

From KODAI at or above 6,000ft, to MIRAI at or above 6,000ft, to ABENO at or above 4,100ft, to IKOMA at or above 3,500ft.

FIX	DESIGNATION	COORDINATES
	KODAI	342925.4N 1360359.0E
	MIRAI	343118.4N 1355713.3E
	ABENO	343532.4N 1354155.6E
	IKOMA	343616.7N 1353914.8E
Critical DME	-	
DME GAP	-	
Inappropriate Nav aids	See AD 1.1.6.10.3 Inappropriate NAVAIDs for RNAV1	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (kt)	Vertical Angle	Navigation Performance
IF	KODAI	-	-	-	-	+6000	-	-	RNAV1
TF	MIRAI	-	5.9	296° (288.7°)	-	+6000	-	-	RNAV1
TF	ABENO	-	13.3	296° (288.6°)	-	+4100	-	-	RNAV1
TF	IKOMA	-	2.3	296° (288.5°)	-	+3500	-	-	RNAV1

IKOMA NORTH RNAV ARRIVAL

From ROKKO at or above 7,000ft, to KAMEO at or above 7,000ft, to OTABE, turn right to ABENO at or above 3,500ft, turn right to IKOMA at or above 3,500ft.

FIX	DESIGNATION	COORDINATES
	ROKKO	350700.6N 1351800.9E
	KAMEO	345702.7N 1352804.2E
	OTABE	343928.9N 1354539.8E
	ABENO	343532.4N 1354155.6E
	IKOMA	343616.7N 1353914.8E
Critical DME	-	
DME GAP	-	
Inappropriate Nav aids	See AD 1.1.6.10.3 Inappropriate NAVAIDs for RNAV1	

Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (FT)	Speed Limit (kt)	Vertical Angle	Navigation Performance
IF	ROKKO	-	-	-	-	+7000	-	-	RNAV1
TF	KAMEO	-	12.9	147° (140.4°)	-	+7000	-	-	RNAV1
TF	OTABE	-	22.8	147° (140.5°)	-	-	-	-	RNAV1
TF	ABENO	-	5.0	225° (218.0°)	-	-	210	-	RNAV1
TF	IKOMA	-	2.3	296° (288.5°)	-	+3500	210	-	RNAV1

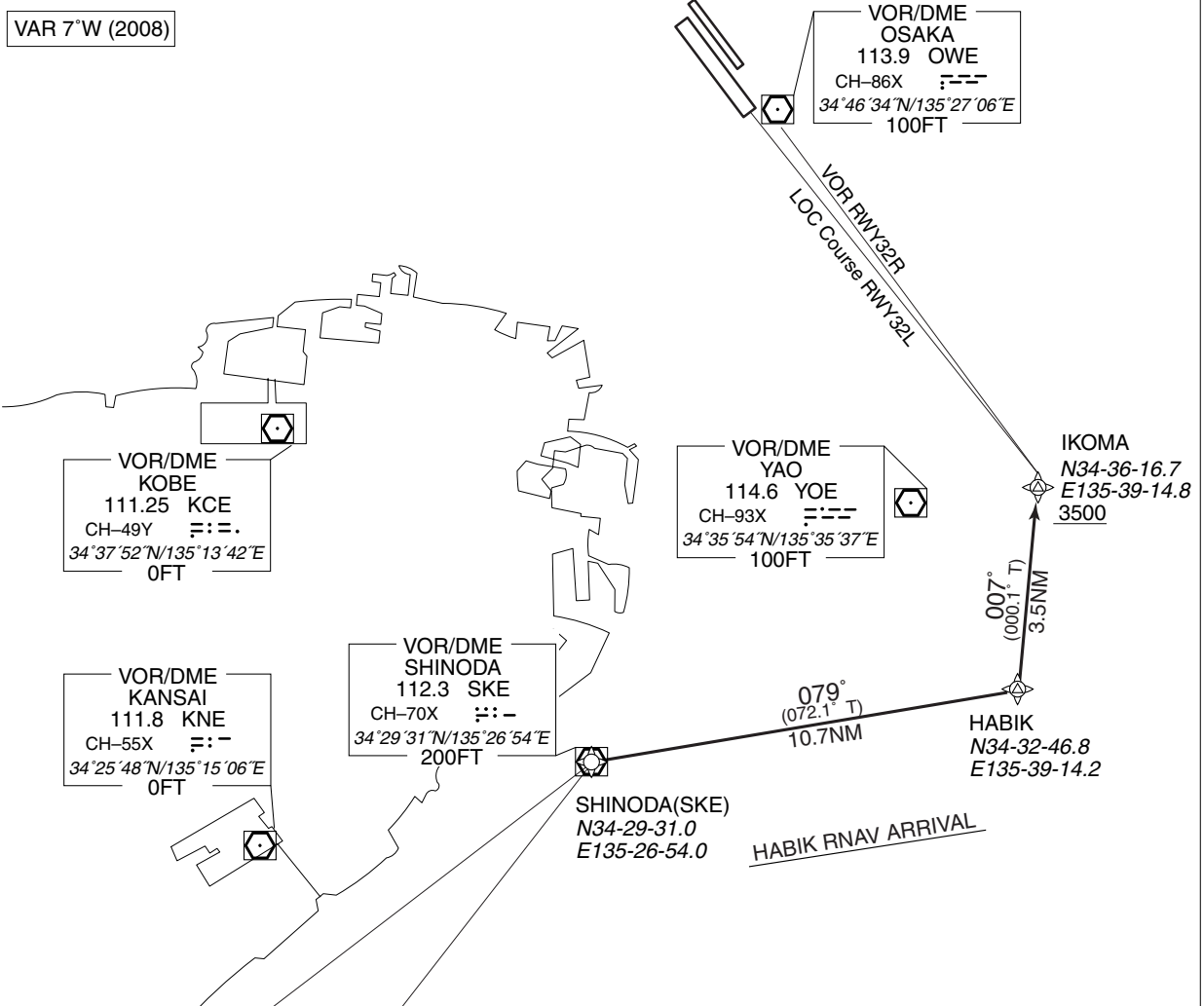
STANDARD ARRIVAL CHART-INSTRUMENT

RJOO / OSAKA INTL

RNAV STAR RWY 32L/32R

HABIK RNAV ARRIVAL RNAV 1

Note 1) DME/DME/IRU or GNSS required
2) RADAR service required



HABIK RNAV ARRIVAL

From SKE, to HABIK, to IKOMA at or above 3500FT.

FIX	DESIGNATION	COORDINATES	
	SHINODA(SKE)	342931.0N	1352654.0E
HABIK	343246.8N	1353914.2E	
IKOMA	343616.7N	1353914.8E	
Critical DME	-		
DME GAP	-		
Inappropriate Nav aids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1		

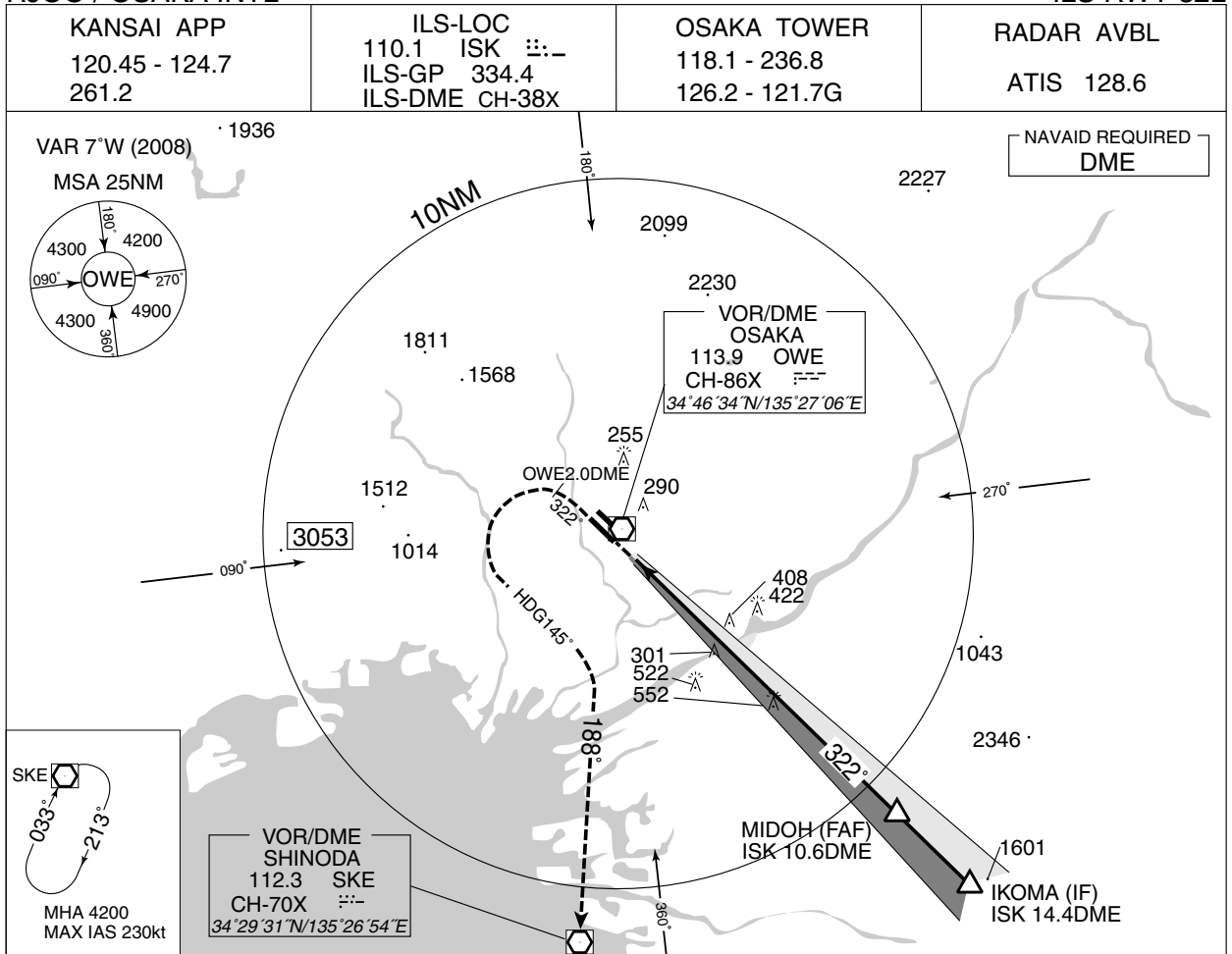
Rcmd. Path Terminator	Fix ID (Waypoint Name)	Fly Over	Distance (NM)	MAG Track (TRUE Track)	Turn Direction	Altitude (ft)	Speed Limit(kt)	Vertical Angle	Navigation Performance
IF	SKE	-	-	-	-	-	-	-	RNAV1
TF	HABIK	-	10.7	079° (072.1°)	-	-	-	-	RNAV1
TF	IKOMA	-	3.5	007° (000.1°)	-	+3500	-	-	RNAV1

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INSTRUMENT APPROACH CHART

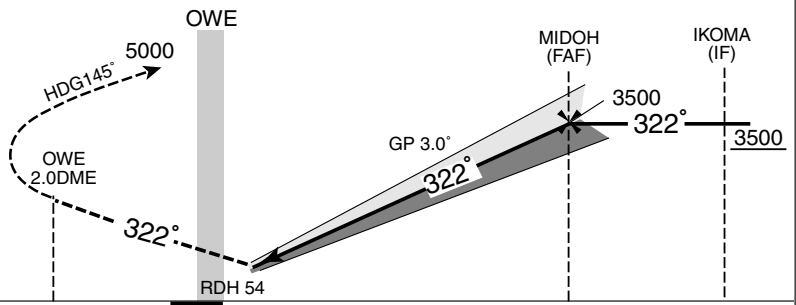
RJOO / OSAKA INTL

ILS RWY 32L



MISSED APPROACH

Climb to 5,000ft on HDG 322° to OWE 2.0DME, turn left HDG145° to intercept and proceed via SKE R-008 to SKE VOR/DME and hold. Contact KANSAI APP.



DME to ISK	0.1	10.6	14.4
NM to RWY32L	0	10.4	14.2

Missed APCH climb gradient MNM 4.0%

MINIMA		THR elev. 31	AD elev. 39	
CAT	CAT I		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	VIS
A	281 (250)	700	590 (551)	1600
B			610 (571)	2400
C			760 (721)	3200
D				

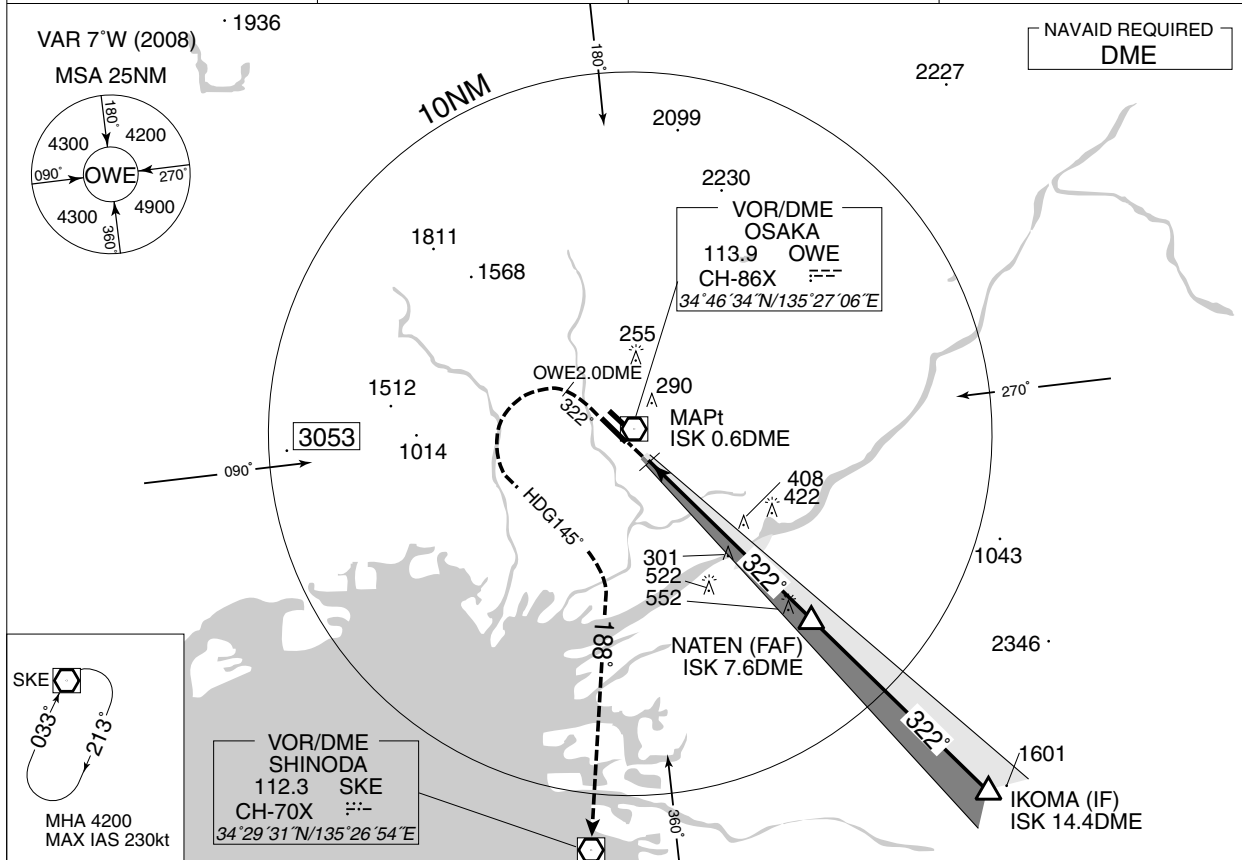
MINIMA with Missed APCH climb gradient of 2.5% are not established.
JET circling to west side of RWY only.

INSTRUMENT APPROACH CHART

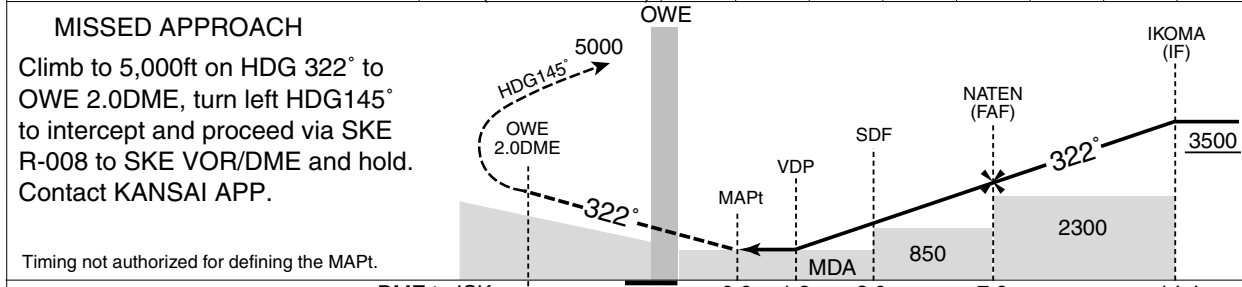
RJOO / OSAKA INTL

LOC RWY 32L

KANSAI APP 120.45 - 124.7 261.2	LOC 110.1 ISK ILS-DME CH-38X	OSAKA TOWER 118.1 - 236.8 126.2 - 121.7G	RADAR AVBL ATIS 128.6
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NM to ISK	MAPt	2	SDF	4	5	6	7	FAF
ALT (3.0° APCH Path)	-	660	978	1297	1615	1934	2252	2433



DME to ISK	0.6	1.2	3.0	7.6	14.4
NM to RWY32L	0.5	1.0	2.8	7.4	14.2

Missed APCH climb gradient MNM 3.2%

MINIMA	THR elev. 31	AD elev. 39	CIRCLING	
CAT	MDA(H)	RVR/CMV	MDA(H)	VIS
A	390 (359)	1200	590 (551)	1600
B		1300		
C		1400	610 (571)	
D		1600	760 (721)	

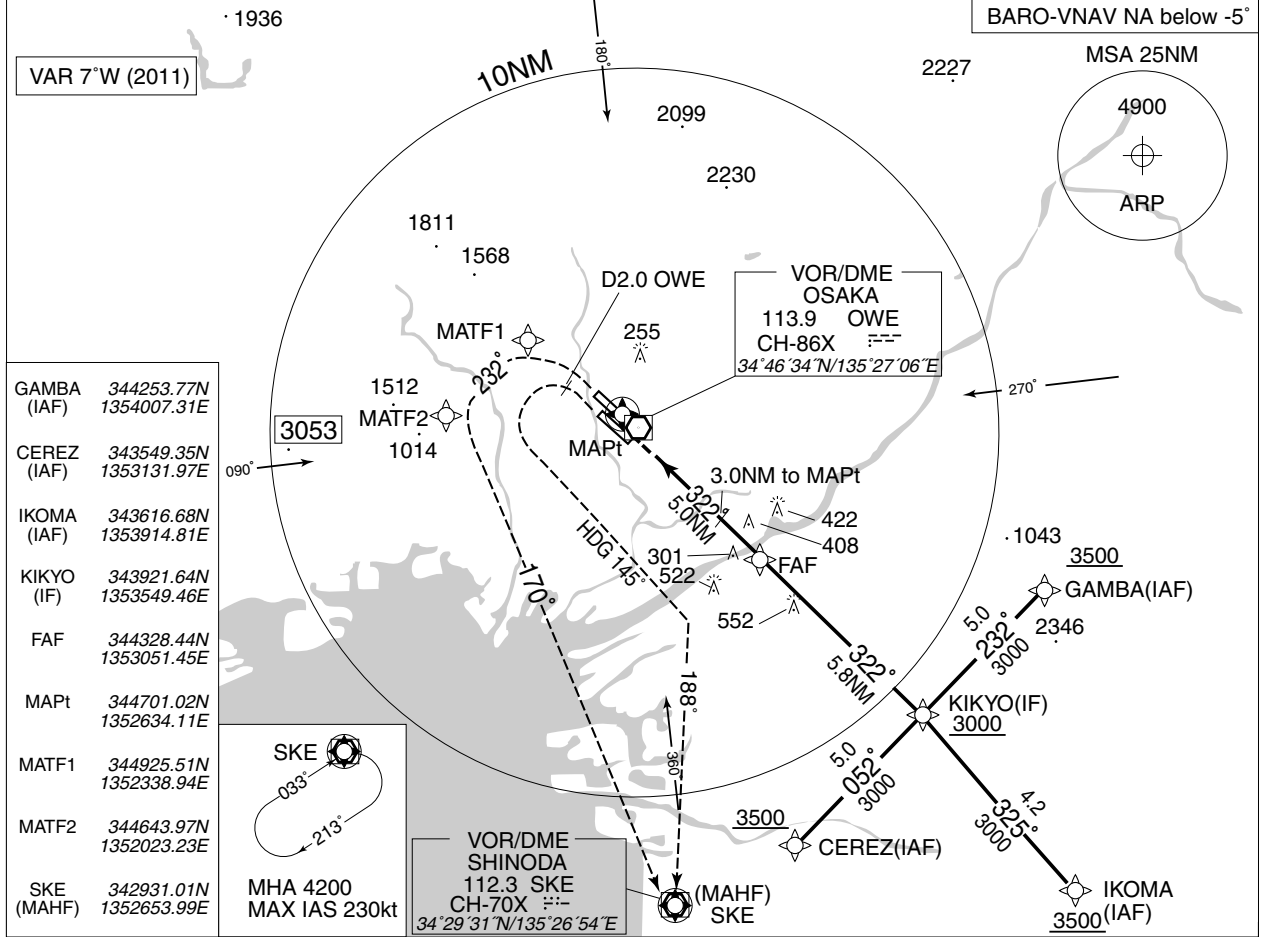
MINIMA with Missed APCH climb gradient of 2.5% are not established.
JET circling to WEST side of RWY only.

INSTRUMENT APPROACH CHART

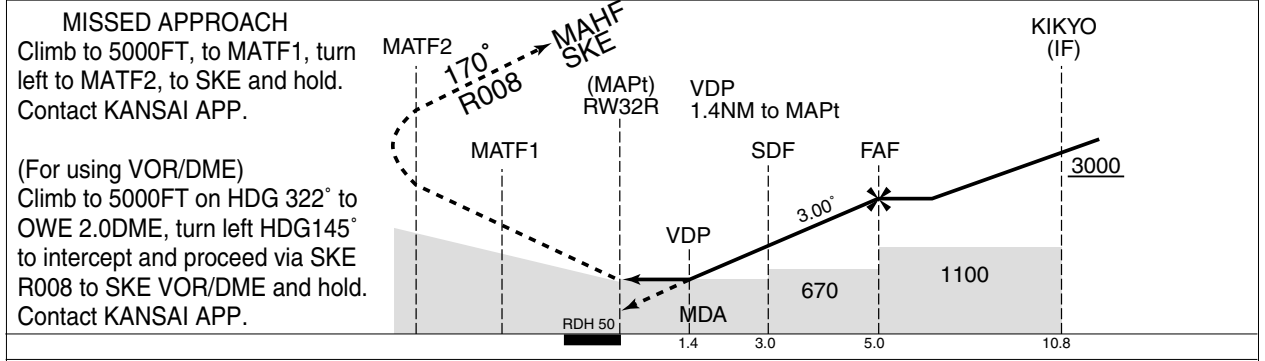
RJOO / OSAKA INTL

RNAV(GNSS) RWY 32R

KANSAI APP 120.45 - 124.7 261.2	Remarks : 1. DME/DME not authorized. 2. RADAR service required	OSAKA TOWER 118.1 - 236.8 126.2 - 121.7G	RADAR AVBL ATIS 128.6
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NM to Next Fix	MAPt	2	SDF	4	FAF
ALT(3.0° APCH Path)	-	722	1040	1359	1677



Missed Apch climb gradient min 6.0%							Missed Apch climb gradient below 6.0%						
MINIMA			THR elev. 35		AD elev. 39		MINIMA			THR elev. 35		AD elev. 39	
CAT	LNAV/VNAV		LNAV		CIRCLING		CAT	LNAV / VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS		DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	530 (495)	1400	530 (491)	1400	570 (531)	1600	A	1820 (1785)	1500	1820 (1781)	1500	1820 (1781)	1600
B		1500		1500			1850 (1811)	1850 (1811)					
C		1600		1600	1870 (1835)	1800	1870 (1831)	1800	1870 (1831)	1800	1870 (1831)	2400	
D		1800		1800	1890 (1855)	2000	1890 (1851)	2000	1890 (1851)	2000	1890 (1851)	3200	

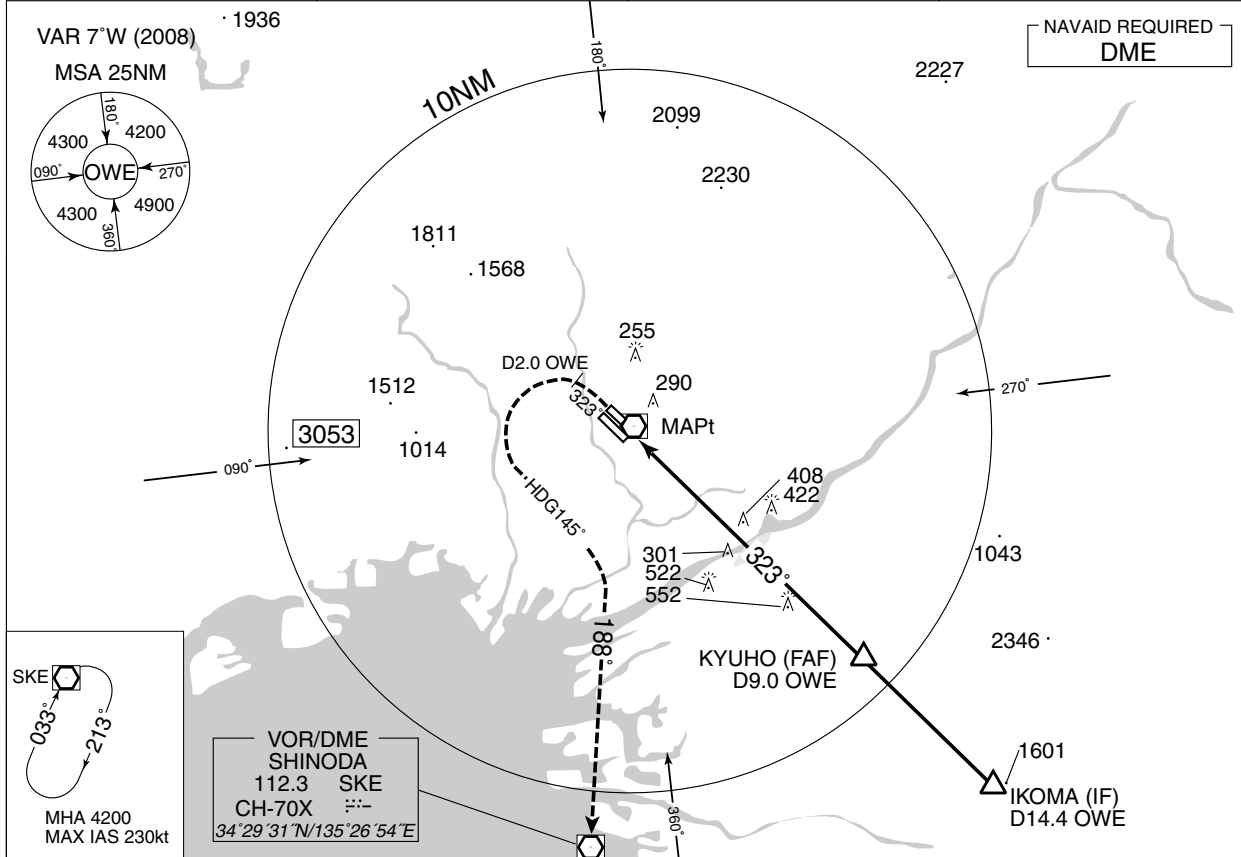
Circling to west side of RWY only.
Missed Apch climb gradient of 6.0% up to 1900FT.

INSTRUMENT APPROACH CHART

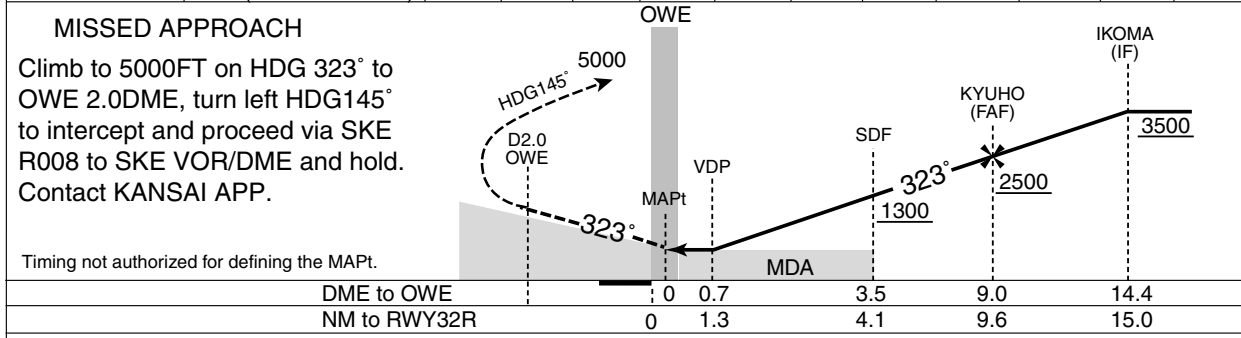
RJOO / OSAKA INTL

VOR RWY 32R

KANSAI APP 120.45 - 124.7 261.2	OSAKA VOR/DME 113.9 OWE CH-86X 34°46'34"N/135°27'06"E	OSAKA TOWER 118.1 - 236.8 126.2 - 121.7G	RADAR AVBL ATIS 128.6
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	NM to OWE	MAPt	1	2	3	SDF	4	5	6	7	8	FAF
	ALT (3.0° APCH Path)	-	602	921	1239	1398	1557	1876	2194	2513	2831	3150



Missed APCH climb gradient MNM 3.0%

MINIMA	THR elev. 35	AD elev. 39	CIRCLING	
CAT	MDA(H)	RVR/ CMV	MDA(H)	VIS
	B	1500	610 (571)	2400
	C	1600	760 (721)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
JET circling to west side of RWY only.

RJOO / OSAKA INTL

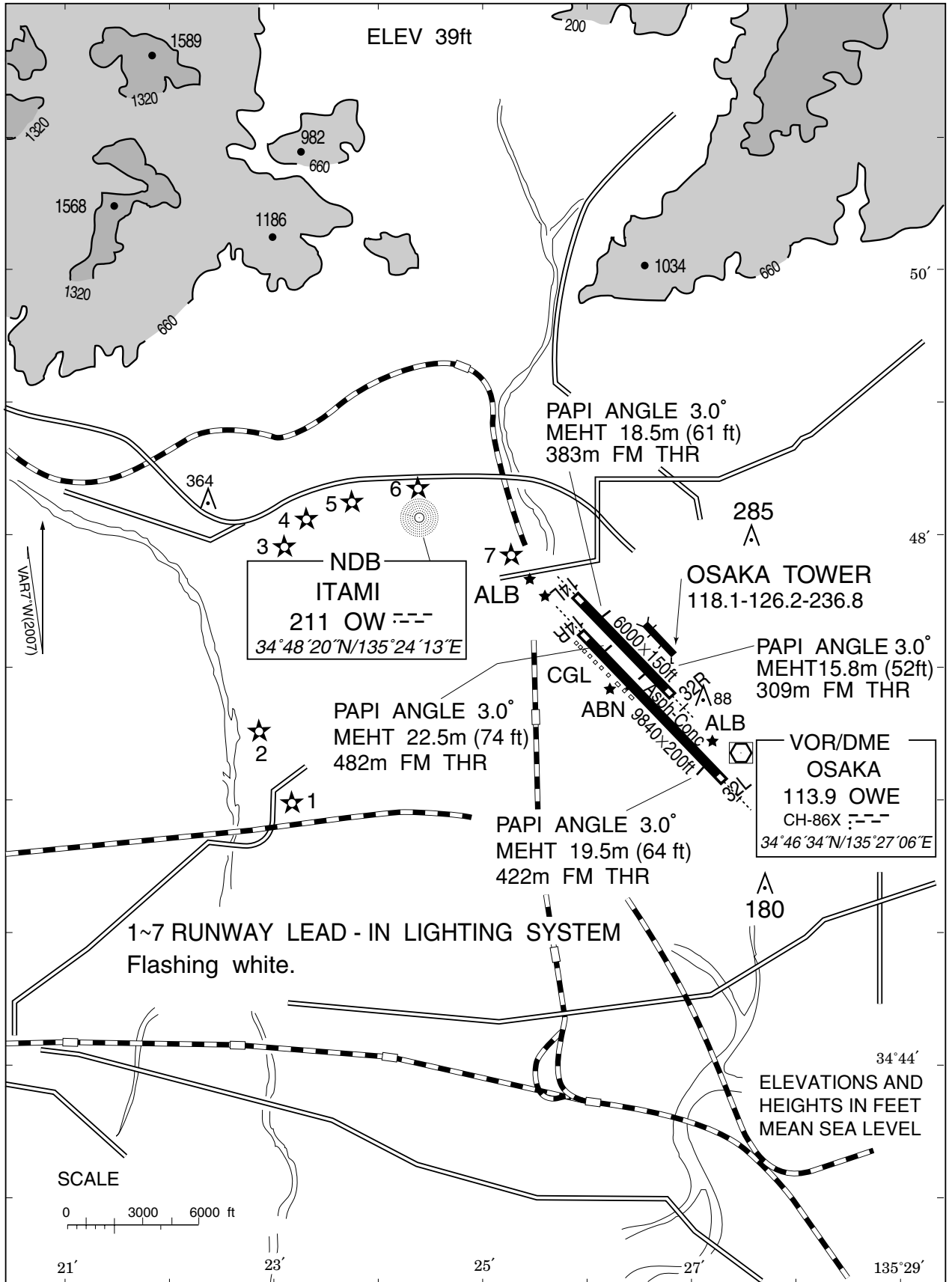
OSAKA Visual REP



Call sign	BRG / DIST from ARP	Remarks
刀根山 Toneyama	044°/1.3NM	中国豊中インターチェンジ interchange
千里 Senri	070°/3.0NM	千里ジャンクション Junction
吹田 Suita	082°/5.4NM	吹田インターチェンジ interchange
鳥飼 Torikai	110°/6.8NM	鳥飼大橋 Bridge
鳴尾 Naruo	232°/5.4NM	甲子園球場 Baseball ground
伊丹 Itami	263°/0.9NM	JR伊丹駅 Station
川西 Kawanishi	345°/5.0NM	多田神社 Shrine
石橋 Ishibashi	020°/1.5NM	阪急石橋駅 Station

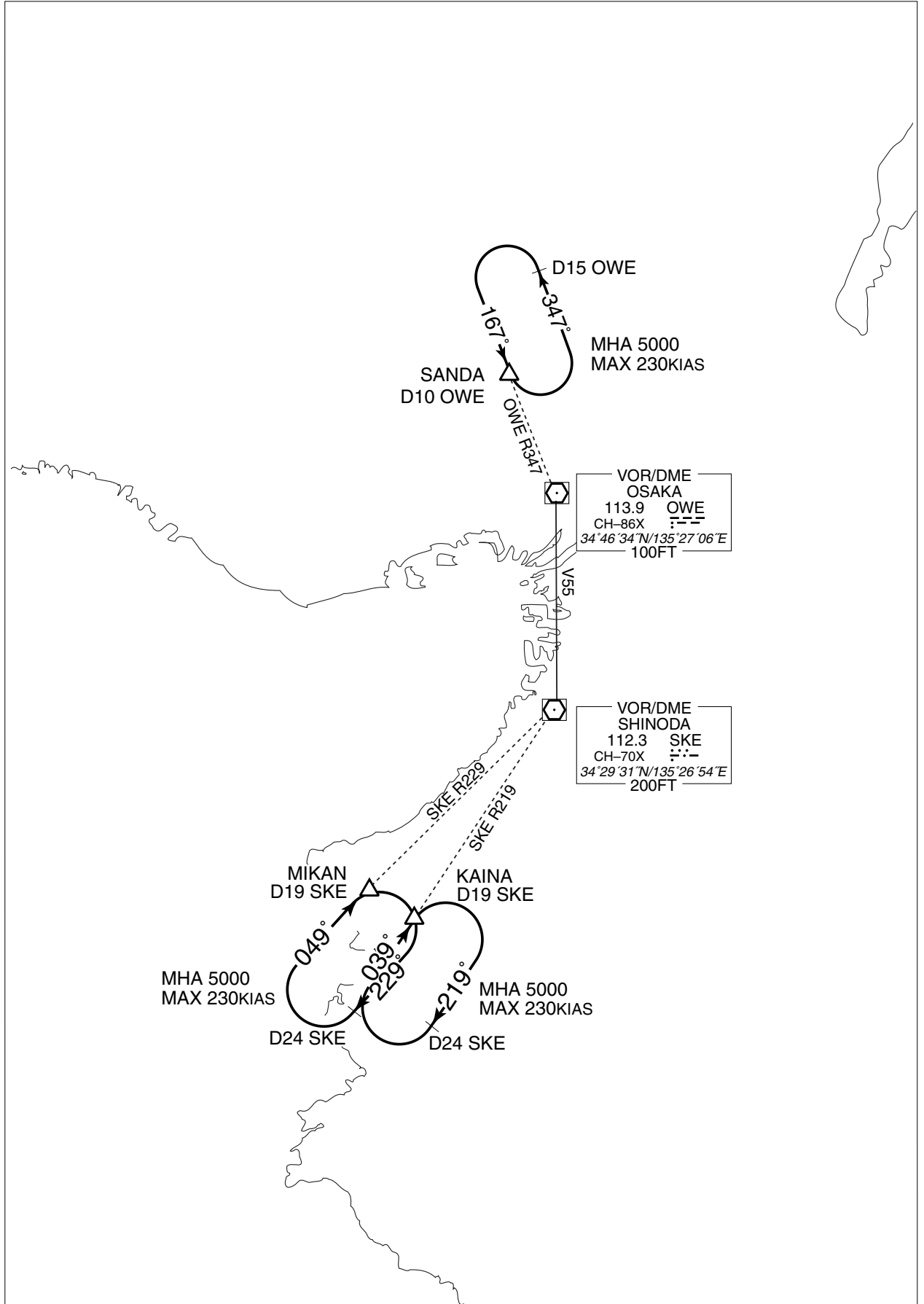
RJOO / OSAKA INTL

LDG CHART



RJOO / OSAKA INTL

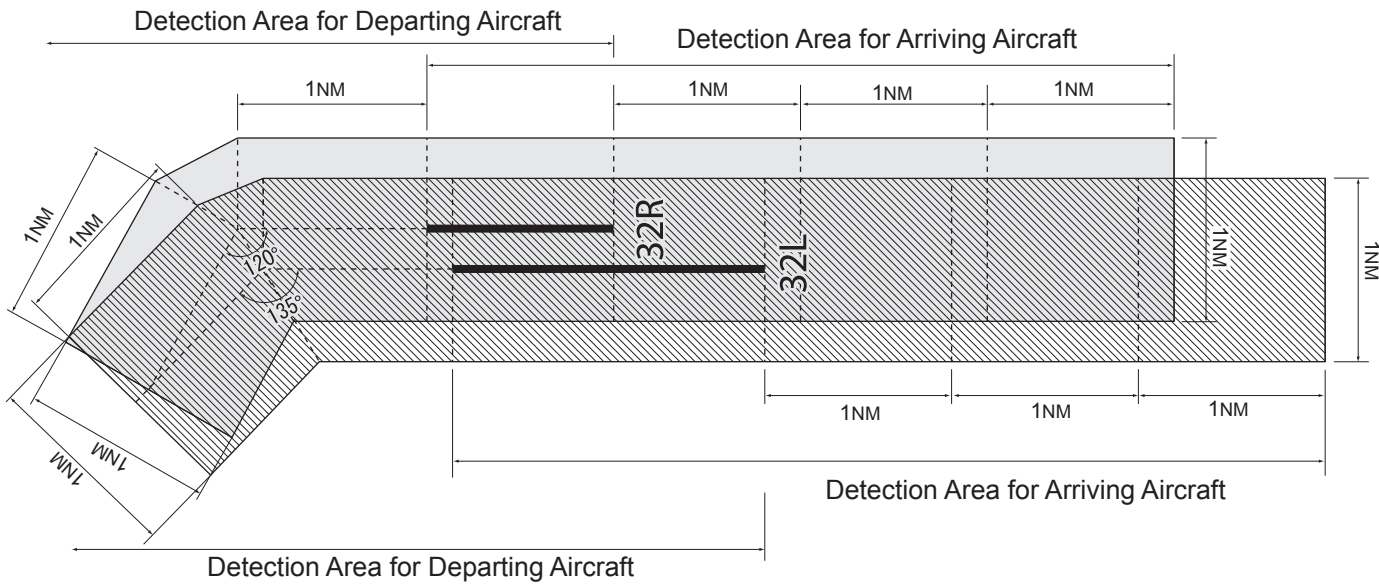
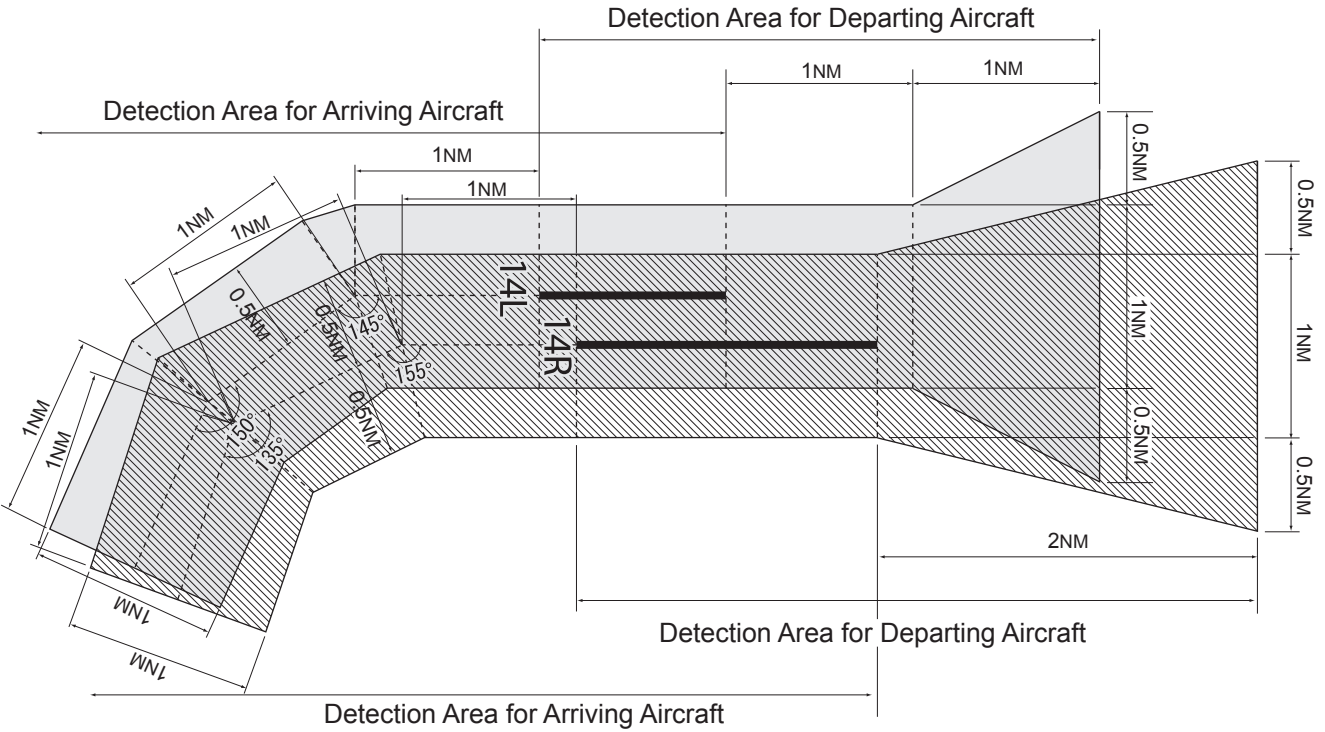
HLDG PATTERN



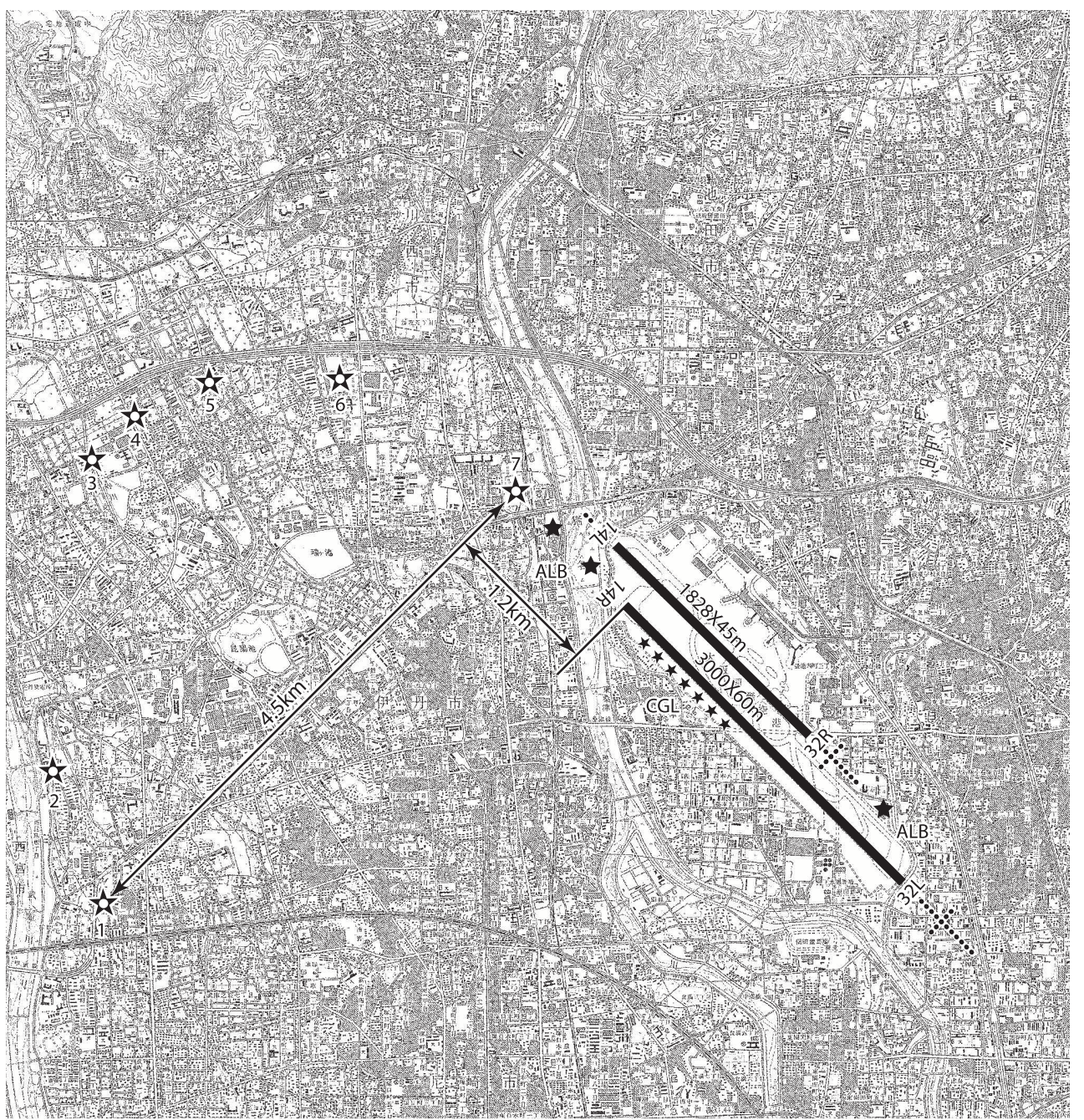
Airspace for the advisory service concerning low level wind shear

UPPER LIMIT: 1600ft above FIELD ELEV LEVEL
LOWER LIMIT: FIELD ELEV LEVEL

FIELD ELEV 39ft



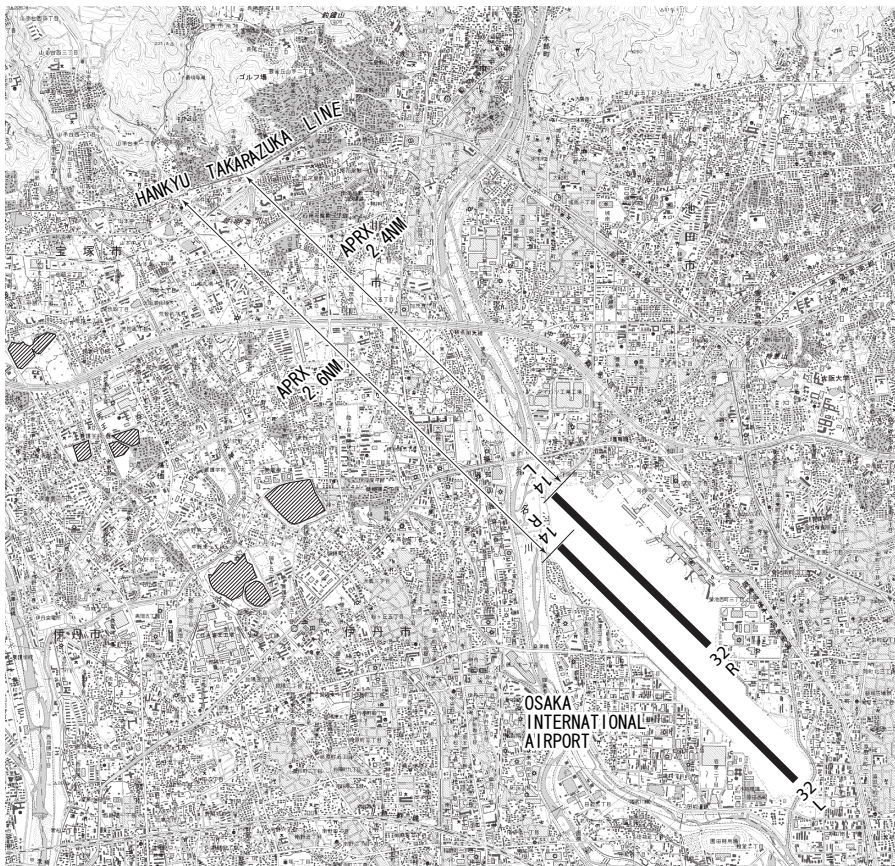
Runway lead-in lighting system for RWY 14 side (Nr.1 to Nr.7, Flashing white)



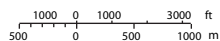
Usable area of PAPI

Usable area of PAPI for Runway 14L and Runway 14R is within approximately 2.4NM from Runway 14L threshold and approximately 2.6NM from Runway 14R threshold(Hankyu Railway, Takarazuka Line) due to obstruction (mountain).

滑走路14L末端側及び14R末端側進入角指示灯（PAPI）の使用範囲は、障害物（山）のため滑走路14L末端及び14R末端からそれぞれ2.4NM及び2.6NM（阪急宝塚線）以内とする。



SCALE



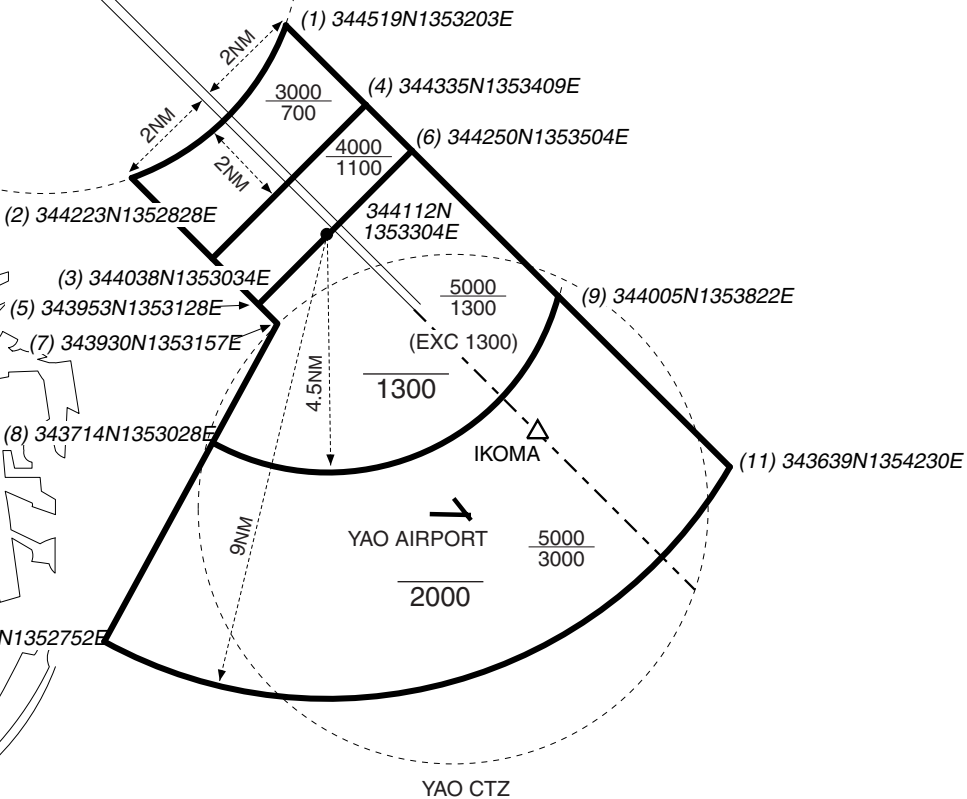
大阪特別管制区
Osaka Positive Control Area

OSAKA CTZ

ITAMI
NDB(OW)

OSAKA INTL
AIRPORT

OSAKA
VOR/DME(OWE)



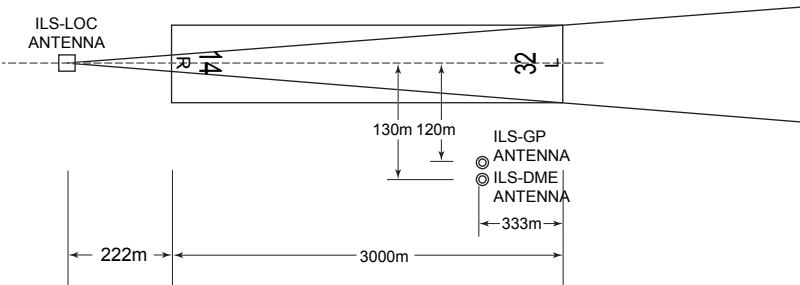
KANSAI NDB(KN)

SHINODA VOR/DME(SKE)

△
YAMAT

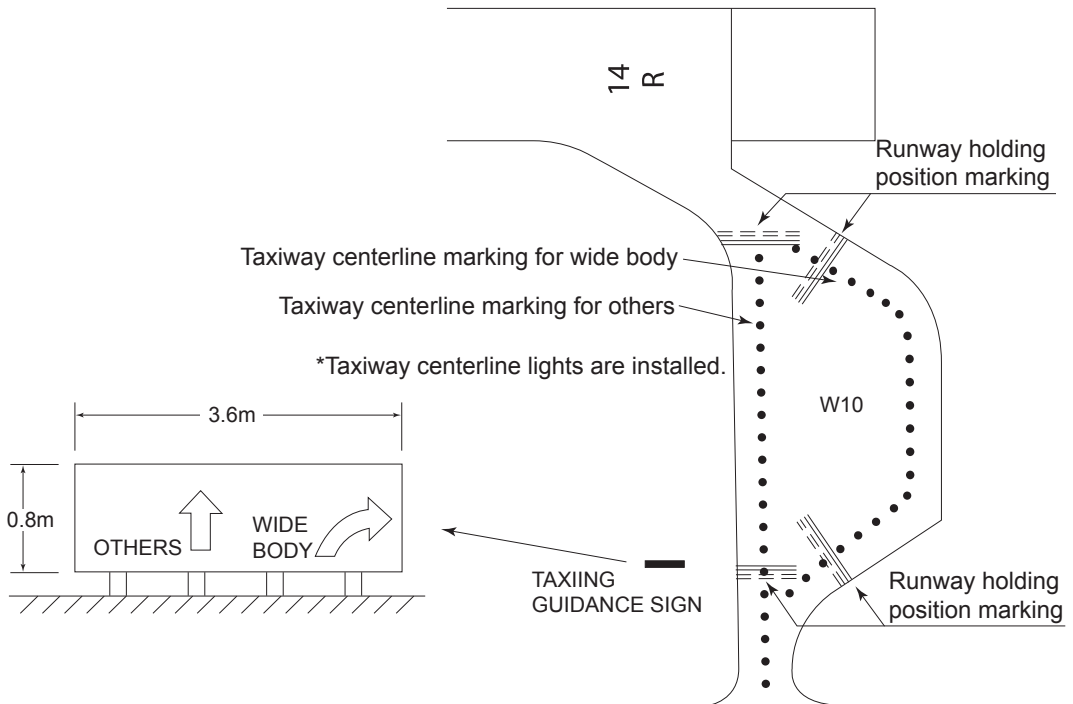
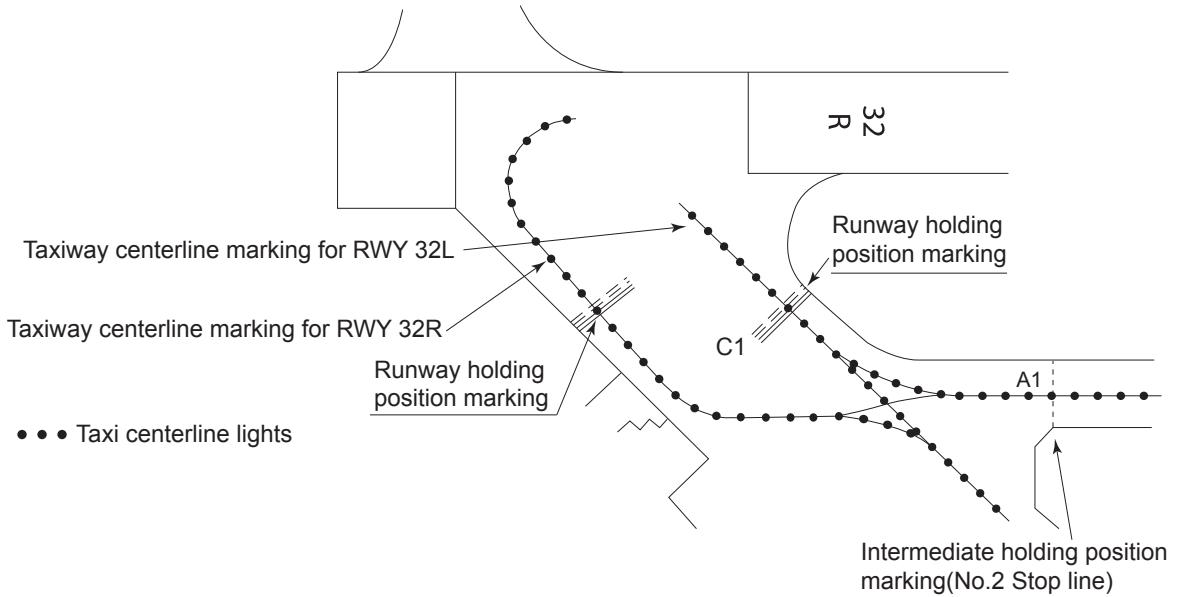
OSAKA INTL AP

ILS for RWY 32L

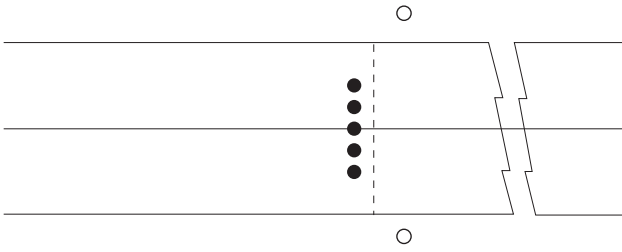


REMARKS :	1. LOC beam BRG(MAG)	322°
	2. HGT of ILS REF datum	16.5m (54 ft)
	3. GP Angle	3.0°
	4. ELEV of ILS-DME	14.6m (48ft)

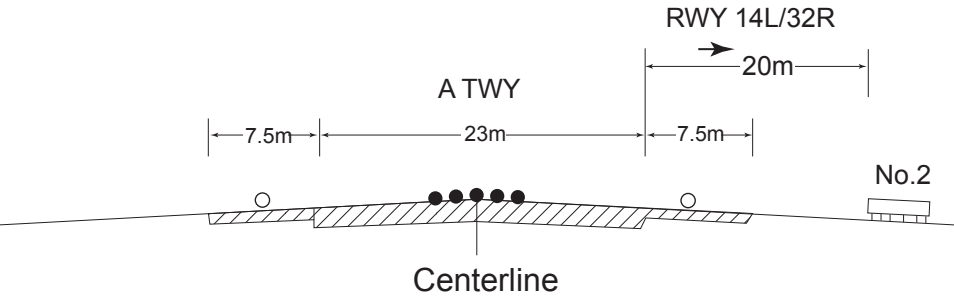
Guide line and Guidance sign of TWY C1 & W10



Intermediate holding position marking (No.2 Stop line) on Taxiway A

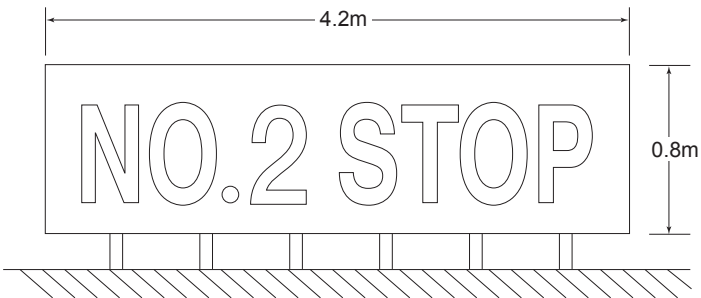


No.2



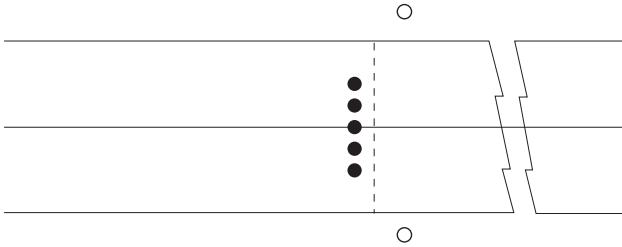
Legend:

- Intermediate holding position light
- Taxiway edge light
- ▭ No.2 Taxiing guidance sign
- Intermediate holding position marking

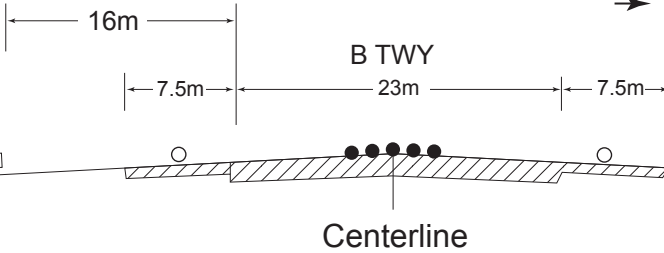


Intermediate holding position marking (No.1 Stop line) on Taxiway B

No.1



RWY 14R/32L



Legend:



Intermediate holding position light



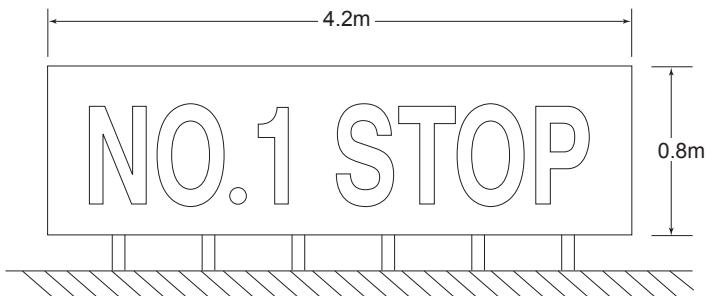
Taxiway edge light



No.1 Taxiing guidance sign



Intermediate holding position marking

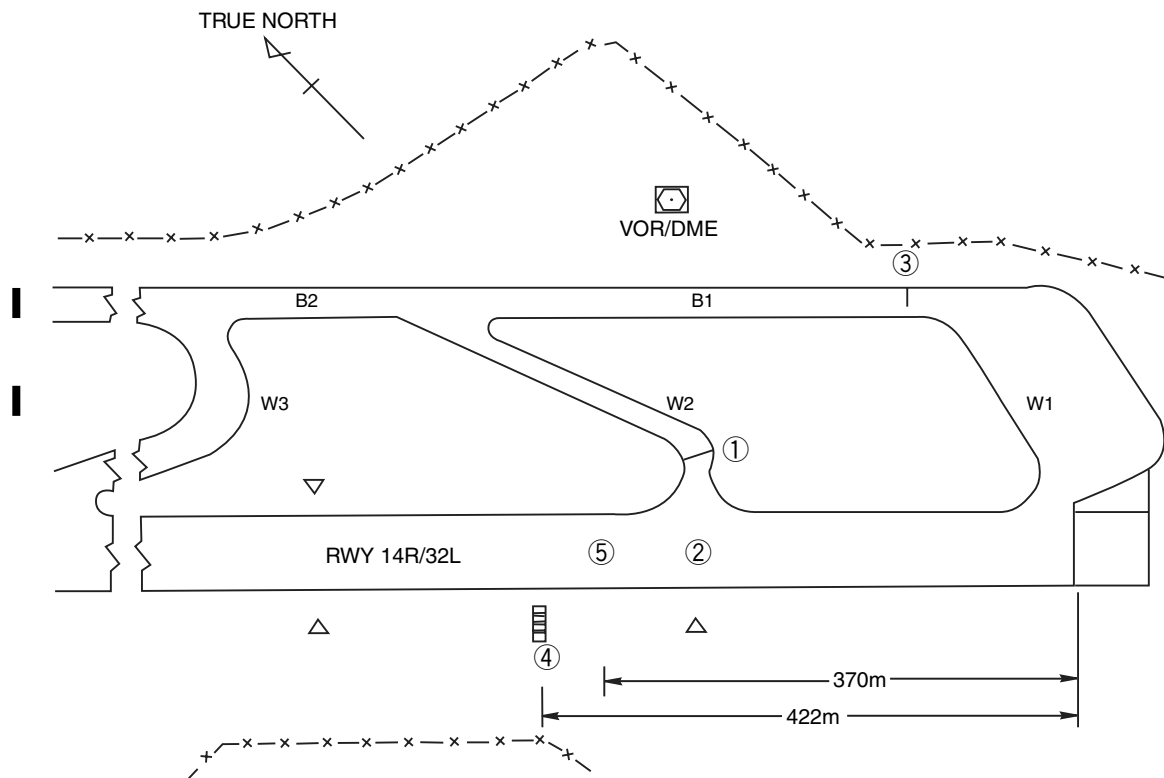


Taxiing and Taking off Procedure for RWY 32L

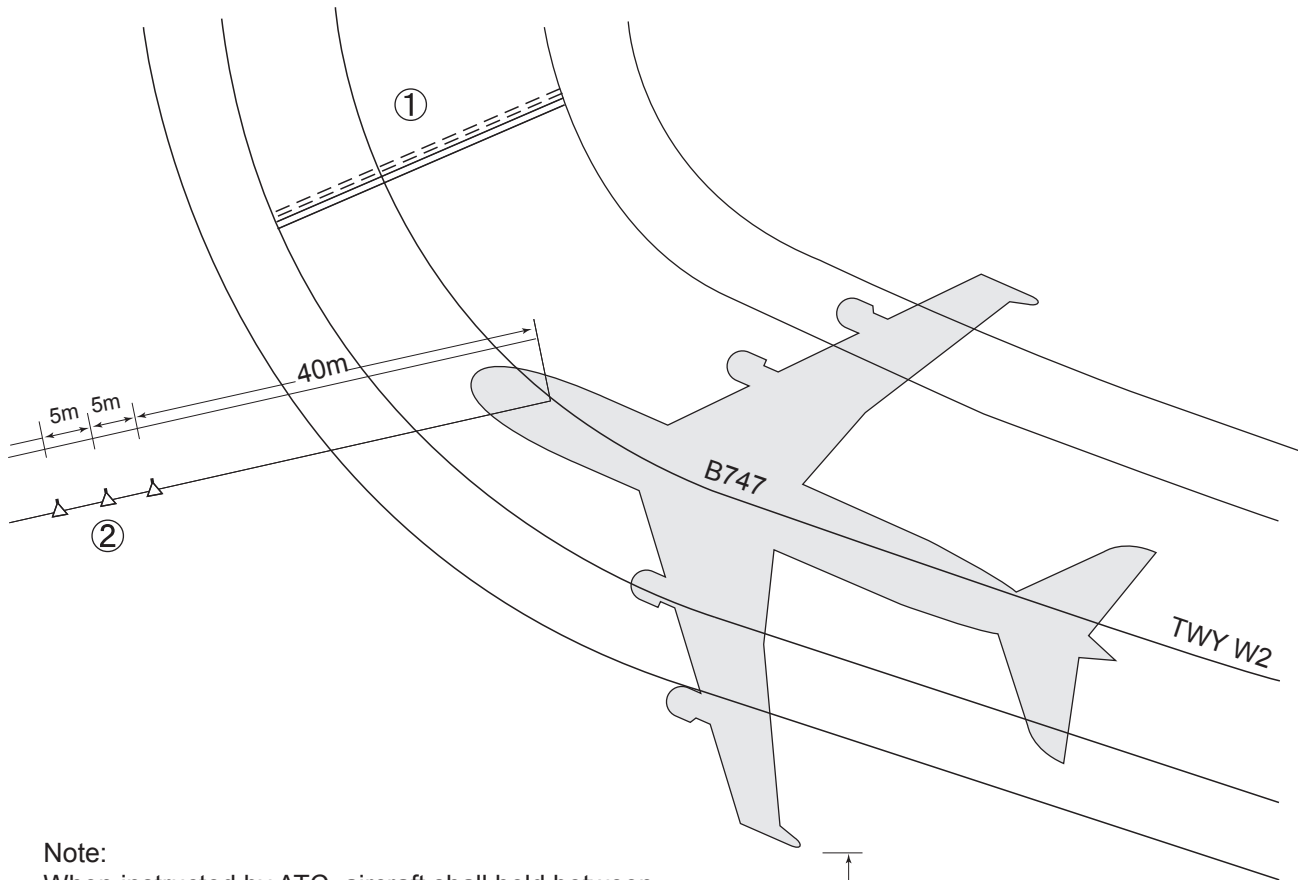
Key to the chart below:

- ① Runway holding position marking on TWY W2
- ② 2700m position from RWY 14R THR
- ③ NO.1 Stop line
- ④ PAPI
- ⑤ TKOF power setting position

*See the back page for more detailed information.



TAXING HOLDING POSITION ON TWY W2

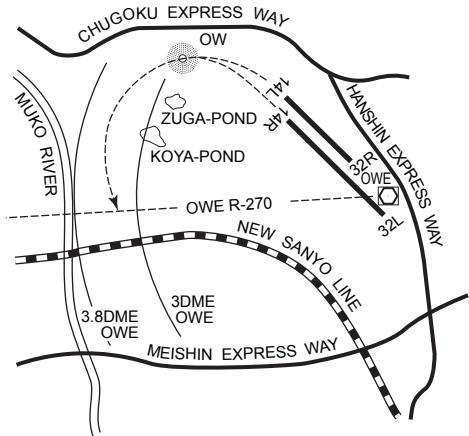


Note:
When instructed by ATC, aircraft shall hold between runway holding position marking and the line formed by stop aiming lights so as to keep wing tip clearance from aircraft on TWY B1.

15m wing tip clearance

to RWY 32L THR

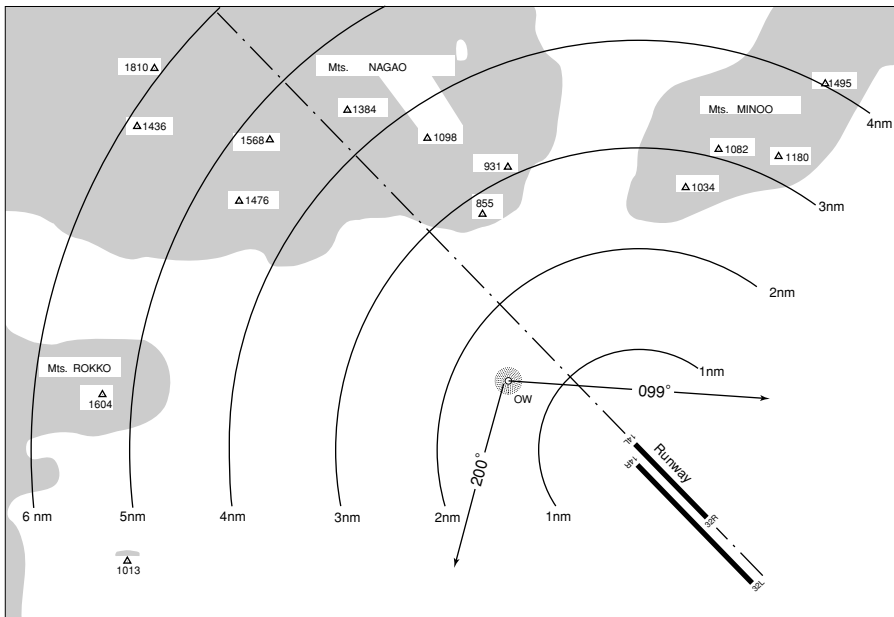
- Legend:
- ① ≡≡≡ Runway holding position marking
 - ② △△△ Stop aiming lights (Type: M-1 Red light)



Avoidance Flight of Mountainous Areas at OSAKA INTL Airport

For the purpose of avoiding collision at the mountainous area shown on the chart, the aircraft taking off from RWY 32 at OSAKA International Airport should turn to the left as soon as possible with due regard to the noise at the time of climbing, but without sacrificing the flight safety.

Note: The areas of hatching are obstructions which are projecting above the plane surface having a 40:1 slope from RWY 14 threshold.

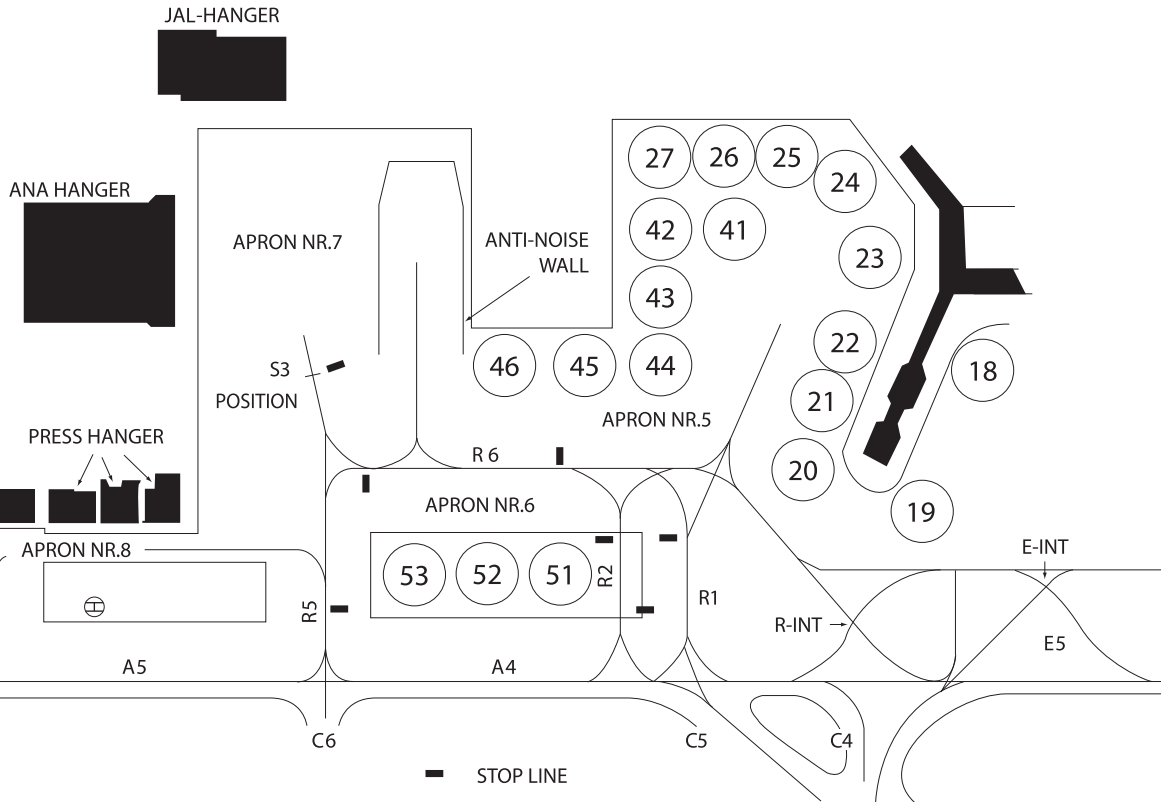


AIRCRAFT STAND TAXILANE AND PARKING AREAS

R1, R2, R5, R6 and apron TWY at Apron Nr.5, Nr.7 and Nr.8 :Aircraft stand taxilane
 Spots 45, 51 to 53 and Apron Nr7 and Nr8 :Parking areas
 R-INT. and E-INT. :Intersections

NOTE:

1. R1: For spots 20 to 27 and 41 to 44, aircraft may temporarily hold by ATC instructions in case of congestion of traffic in apron Nr.5.
2. R2: For spots congestion, aircraft may temporarily hold by ATC.
3. R5 and R6: Available at all times.
4. R1 to R6, or R6 to R1: Available for B767 or smaller aircraft.



Surface Painted Direction Sign and Surface Painted Location Sign

Type of Surface Painted Markings

1. Type of Surface Painted Markings

Surface Painted Direction Sign

This type of marking at a taxiway intersection indicates the designation and direction of taxiway leading out of intersection.

Black inscriptions with a yellow background.

2. On each of the Taxiway A3, A4, C4, behind APRON NR4, beside SPOT20 surface painted markings are provided (refer attached drawing).

