

# Kansai International Airport

IATA/ICAO CODE:	KIX/RJBB
CITY:	Osaka
COUNTRY:	Japan

## AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

Name:	Jun Sakamoto	Yusuke Yagi
Title:	Assistant Manager Operations Group Airport Operations Department Operations Headquarters Kansai International Airport Co.,Ltd. (KIAC)	Environment Division Planning and Engineering DepartmentEngineering Headquarters Kansai International Airport Co., Ltd. (KIAC)

Airport: Kansai International Airport

Address: KIAC Bldg.  
Senshu-Kuko Kita 1-Banchi, Izumisano City, Osaka 549-8501  
Japan

Phone: +81 72 455 2215 +81 72 455 2177  
Fax: +81 72 455 2053 +81 72 455 2050  
Email: j-sakamoto@kiac.co.jp y-yagi@kiac.co.jp

Airport Web Site: [www.kiac.co.jp](http://www.kiac.co.jp) or [www.kansai-airport.or.jp](http://www.kansai-airport.or.jp)

ELEVATION: 17.4 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06R/24L	3500	-	3.0	60
06L/24R	4000		3.0	60

## NOISE ABATEMENT PROCEDURES

In order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of the aircraft operations. If an aircraft is unable to follow the procedures below, the pilot should execute alternative procedures which are considered to be practically equivalent.

For take-off - NONE

For landing to RWY 06R/L

- a) Delayed Flap Approach Procedure: Extend final landing flaps after leaving 1500ft
- b) Make gear down after leaving 2500ft

Use of SIDs

In order to reduce aircraft noise around the airport, in principle, all departure 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 Runway 06 R/L :MAIKO FIVE DEPARTURE or TOMO FIVE DEPARTUR
- b) Take off from Runway 24 R/L: FERRY FOUR DEPARTURE or TOMO WEST TWO DEPARTURE

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS

When an aircraft is parking at an aircraft 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.

- Less than 15 minutes prior to the estimated off-block time.
- The minimum time required for switching over to the fixed power facilities after arrival at the parking stand.
- For the minimum time required for aircraft maintenance purposes if needed

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-

Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 jet powered aircraft operations are not allowed in Japan since of April 1, 2002.

CHAPTER 2 PHASEOUT

All Chapter 2 jet powered aircraft have been phase out in Japan since of April 1, 2002.

CHAPTER 3 RESTRICTIONS - [NONE](#)