

**Kansai International Airport Service Regulations**  
**(For Reference Purpose Only)**

This English translation has been prepared to provide reference for the benefit of those who are unable to use the official Japanese text and should be regarded and treated as such.

Kansai Airports

# Kansai International Airport Service Regulations (Provisional Translation)

(January 20, 2016, Regulation No. 13)

Last updated: December 26, 2024, Regulation No. 142

## Article 1 Purpose

The purpose of these regulations is to prescribe the matters necessary to safely and efficiently operate Kansai International Airport (the "Airport") as well as inform airport users of the services and other information so as to contribute to a better user experience.

## Article 2 Operating Hours

- 1 The operating hours of the Airport shall be for 24 hours.
- 2 The operating hours of the facilities required for maintaining the basic and essential airport functions such as the passenger or cargo facilities, aircraft refueling facilities and car parks shall be determined separately and made public on the Internet or by other means.

## Article 2-2 Outline of the Airport

- 1 Number of runways (length x width)
  - (1) Runway A: 3,500 m x 60 m
  - (2) Runway B: 4,000 m x 60 m
- 2 Single Isolated Wheel Load (SIWL):
  - (1) Runway A: 43 t
  - (2) Runway B: 43 t
- 3 Apron: 68 large aircraft stands; 8 medium aircraft stands; 21 small aircraft stands
- 4 ILS Facilities
  - (1) Runway A: 2 sets available, Category II
  - (2) Runway B: 2 sets available, Category II

## Article 2-3 Information on Services Provided at the Airport

The following information on the services provided at the Airport shall be prescribed separately and made public on the Internet or by other means.

- (1) Information on the facilities related to services available at the Airport such as the information center and tourist information center;
- (2) Information on the Airport including the name, address, contact details of the Airport operator; and
- (3) Any other information pertaining to services provided by the Airport.

## Article 3 Restriction of Entry

For the purpose of preventing excessive congestion and for any other reason deemed necessary for the operation and administration of the Airport, Kansai Airports (the "Company") may restrict or prohibit persons other than those authorized by the Company from entering the Airport.

## Article 4 Advance Notice of Congestion

In the event that a significantly heavy congestion caused by well-wishers, meeters and greeters is anticipated upon arrival or departure of an aircraft, the air transport operator concerned shall so notify the Company no later than 24 hours prior to the scheduled arrival or departure of the aircraft.

## Article 5 Restricted Entry

Except in the cases as mentioned below, entry into runways and other take-off/landing areas, taxiways, aprons, hangars and any other areas indicated as being restricted by the Company is prohibited.

- (1) Entry by persons duly authorized by the Company; or
- (2) Embarkation/disembarkation of airline crew and passengers to/from an aircraft.

## Article 6 Prohibited Acts

### 6.1 The following acts are prohibited at the Airport.

- (1) Damaging and/or defacing buildings, structures, signs and any other airport facilities, equipment or vehicles;
- (2) Possession and carriage into the Airport, without a legitimate reason, of cutlery, poles, unmanned aerial vehicles (specified in Article 2, Paragraph 3 of the "Act on Prohibition of Flying UAVs over Important Facilities and Their Peripheries": Act No. 9, 2016) (hereinafter the "UAV") or other items which, if used incorrectly, can cause harm or confusion to people;
- (3) Disposal of trash, rubbish, waste and other articles at places not so designated, or leaving luggage and other items unattended without a reason;
- (4) Smoking in areas where smoking is prohibited;
- (5) Entry into places and/or areas where entry is indicated as prohibited; or
- (6) Any other acts which may disturb public order and/or cause annoyance to other people.

### 6.2 Unless prior permission has been obtained from the Company, the following acts are prohibited at the Airport:

- (1) Carrying or transporting firearms, swords, explosives, radioactive materials and/or dangerous flammables (except by authorized officials on official duty);
- (2) Keeping or storing flammable liquids, gasses, radioactive materials and other similar items (except those kept in specifically designed containers installed within aircraft);
- (3) Using open fires;
- (4) Temporarily using airport facilities to post or display signboards, flags or banners, or to distribute printed materials or documents;
- (5) Temporarily using airport facilities to hold speech rallies, to carry out propaganda activities or demonstrations, to collect donation or to conduct other similar activities;
- (6) Entering the passenger terminal building or the area prescribed in the preceding article with an animal (except for an assistance dog as specified in Article 2.1 of the Act on Assistance Dogs for Physically Disabled Persons (Act No. 49, 2002), including any dog deemed to possess a similar function and any animal being transported as air cargo);
- (7) Flying the UAV; or
- (8) Dwelling for a long period of time with no intention of travelling ("Long period of time" here refers to a stay over one week)

## Article 7 Use of Facilities for Aircraft

7.1 Any party who intends to use the facilities managed by the Company for landing, take-off and parking of aircraft (the "Landing/Take-off Facilities") must submit the following information to the Company in advance. The same procedure shall apply whenever changes are made.

- (1) Name or designation and address;
- (2) Model, nationality, registration number and the maximum take-off weight ("MTOW") of the aircraft;

- (3) Date and time of use (clearly specify the start and end time);
- (4) Designation of facility of use and the purpose of use; and
- (5) Reasons for change if any.

7.2 The Company may issue instructions or attach conditions to the use of the Airport by the party mentioned in the preceding paragraph when they are necessary for the administration of the Airport.

7.3. In the event of any violation of the said instructions or conditions, the Company may prohibit such party from using the Landing/Take-off Facilities or take actions deemed necessary for the administration of the Airport.

#### Article 8 Aircraft Stands etc.

8.1 Embarkation/disembarkation of passengers and loading/unloading of cargo, replenishment of supplies, and maintenance, inspection and parking of aircraft must be performed at the stands designated by the Company, except when approved by the Company. This shall not apply if the Company approves otherwise.

8.2 Aircraft must be parked in a safe and secure manner using chocks and/or other devices.

8.3 Aircraft engine run-ups must be performed at the stands designated by the Company and be conducted at the time and in accordance with the method specified by the Company.

8.4 In the case of violation of any of the three preceding paragraphs, the Company may prohibit such party from using the Landing/Take-off Facilities or take actions deemed necessary for the administration of the Airport.

#### Article 9 Removal of Disabled Aircraft

The owner or user of an aircraft which has become disabled at the Airport must promptly remove such aircraft to a location designated by the Company.

#### Article 10 Instruction for Inspection

10.1 In order to protect passengers, flight crew and others from being harmed and to prevent damage from being done to aircraft at the Airport, the Company may instruct air transport operators to carry out inspection(s) of their passengers and their luggage in accordance with the method specified by the Company.

10.2 In the case of violation of the provisions of the preceding paragraph, the Company may prohibit such party from using the Landing/Take-off Facilities or take actions deemed necessary for the administration of the Airport.

#### Article 11 Refueling/Defueling Operations

11.1 Refueling and defueling of aircraft must be carried out in accordance with the following conditions.

- (1) Refueling/defueling operations must be conducted at locations designated by the Company.
- (2) Unless otherwise approved by the Company, aircraft must be refueled using the hydrant facility.
- (3) Operators providing the refueling/defueling services must appoint a responsible person with qualifications from among those engaged in the operation specified by the Company in accordance with the relevant laws and regulations.
- (4) Refueling/defueling must not be conducted when:
  - A. Engines are in operation or are in a heated condition;
  - B. Passengers are on board the aircraft, except when appropriate hazard prevention measures have been taken.
- (5) In order to prevent accidents caused by static electricity, earth bonding shall be provided between the refueler or hydrant servicer and the aircraft before connecting the refueling hose.
- (6) Sufficient safety measures such as provision of fire extinguishers must be taken during

refueling/defueling operations.

- (7) While refueling/defueling an aircraft, do not perform any operations that may cause sparks to wireless communication equipment, electrical equipment and other devices of the aircraft or fueling servicing vehicles.

11.2 While refueling/defueling an aircraft, persons other than those engaged in the operation must strictly observe the following.

- (1) They must not approach air vents of the fuel tanks of the aircraft being serviced, or vehicle engaged in the operation.
- (2) They must not perform any operations that may cause sparks to wireless communication equipment or electrical equipment of vehicles placed around the said aircraft.
- (3) They must not use any devices or appliances that may cause sparks in the vicinity of the aircraft or fueling servicing vehicles.

#### Article 12 Use and Handling of Vehicles

Vehicles shall be used or handled in accordance with the following provisions, except in the case of emergency.

- (1) Vehicles used within the restricted areas as specified in Article 5 must be approved by the Company in advance.
- (2) Drivers of vehicles used within the area mentioned in the preceding item must be authorized and approved by the Company in advance.
- (3) Parking, maintenance, inspection, recharging and refueling of vehicles must be carried out at locations designated by the Company.
- (4) Embarkation/disembarkation of passengers and loading/unloading of cargo must not be conducted at locations prohibited by the Company.

#### Article 13 Usage Charges

13.1 A party who intends to use the Landing/Take-off Facilities shall pay to the Company the sum of all landing charges or parking charges (the "Usage Charges") in accordance with the Regulations on Payment of Usage Charges and Security Deposit specified separately.

13.2 The calculation of the Usage Charges and the relevant amounts, in the case of aircraft which are exempt from consumption tax under the provisions of Article 7 of the Consumption Tax Law (Law No. 108, 1988), shall be an amount as provided for in items (1) and (2) and, in the case of all other aircraft, shall be an amount as provided for in items (1) and (2).

##### (1) Landing charges

A. Landing charges for aircraft that uses the Landing/Take-off Facilities shall be calculated as follows per landing:

##### (a) Aircraft engaged in international aviation:

Maximum take-off weight ("MTOW") of the aircraft x 1,900 yen (The weight shall be in tonnes. The weight less than one (1) tonne are calculated as one (1) tonne, the same shall apply hereinafter.)

##### (b) Aircraft engaged in domestic aviation other than those stipulated in (c), (d) and (e):

MTOW of the aircraft x 1,900 yen

##### (c) Aircraft engaged in domestic aviation other than those stipulated in (e) which arrived directly from airports located in remote islands (remote islands included, as a whole or in part, in the remote island development zones as designated in Article 2.1 of the Remote Islands Development Act, Act No.72, 1953, Amami Islands as described in Article 1 of Act on Special Measures for the Amami Islands Promotion and Development, Act No. 189, 1954, or the remote islands as described in Article 3.3 of

the Act on Special Measures for the Promotion and Development of Okinawa, Act No. 14, 2002):

MTOW of the aircraft x 1,300 yen

Of aircraft stipulated in (c), those which transport passengers or cargo for remuneration upon demand of others: MTOW of the aircraft x 350 yen

(d) Aircraft engaged in domestic aviation other than those stipulated in (e) and arrived directly from airports located in Okinawa Islands:

MTOW of the aircraft x 1,600 yen

(e) Of aircraft engaged in domestic aviation not equipped with turbofan engines (excluding rotorcraft), those which transport passengers or cargo for remuneration upon demand of others:

The amount shall be calculated based upon the corresponding rate for each class.

(a) MTOW of the aircraft up to 6 tonnes: 1,000 yen

(b) MTOW of the aircraft over 6 tonnes

(i) Up to 6 tonnes: 700 yen + (ii) 590 yen per extra tonne

Landing charges for aircraft stipulated in (e) and arrived directly from airports other than New Chitose Airport, Tokyo International Airport or Fukuoka Airport: Two-thirds of the amount calculated

Landing charges for aircraft arrived directly from airports located in remote islands or Okinawa Islands: One-eighth of the amount calculated

B. Notwithstanding the provisions of A, if an aircraft that transports passengers or cargo for remuneration upon demand of others on fixed routes and a scheduled basis landed in the late night or early morning hours (1:00 am to 5:59 am JST, the landing time shall be ATA, the actual time of arrival in JST which is recorded at Kansai Airport Office of West Japan Civil Aviation Bureau of the Ministry of Land, Infrastructure, Transport and Tourism), landing charges shall be half of the amount calculated in accordance with the provisions of A.

C. Notwithstanding the provisions of A and B, should the Company decide to establish exceptions to the calculation of landing charges, they shall be made public on the Internet or by other means.

## (2) Parking charges

The parking charges for aircraft parked at the Airport using the Landing/Take-off Facilities: MTOW of the aircraft x the rate prescribed below per 15 minutes (for calculation purposes, minutes shorter than 15 minutes are treated as 15 minutes) If an aircraft is parked at Terminal 1 or Terminal 2 as a departure flight, it shall be charged in accordance with the following categories:

Wide-body aircraft: Charged after the first 150 minutes

Narrow-body aircraft: Charged after the first 90 minutes

All other aircraft not mentioned in 1 or 2 above: Charged after the first 360 minutes

A. Aircraft parked on international stands, Terminal 1 (when the aircraft is parked on any of the stands #1 to #23, #28 to #37, #24 to #27, and #38 for an international departure flight. If an aircraft is parked on the stands #24 to #27 or #38 for other purposes than an international departure flight, the parking charges shall be calculated in accordance with the condition set forth in B as below.)

(a) Rate for aircraft parked during peak hours (7:00 am to 11:29 am and 6:00 pm to 8:59 pm in JST): 25 yen

(b) Rate for aircraft parked during off-peak hours (6:00 am to 6:59 am, 11:30 am to 5:59 pm, and 9:00 pm to 9:59 pm in JST): 15 yen

(c) Aircraft parked in the late night or early morning hours (10:00 pm to 5:59 am next day in JST): Not charged

B. Aircraft parked on domestic stands, Terminal 1 (when the aircraft is parked on any of the stands #39 to #41, #24 to #27, and #38 except for the case where the stands #24 to #27 and #38 are used for the purpose set forth in A as above)

(a) Rate for aircraft parked during normal hours (6:00 am to 9:59 pm in JST): 15 yen

(b) Aircraft parked in the late night or early morning hours (10:00 pm to 5:59 am next day in JST): Not charged

C. Aircraft parked on stands, Terminal 2 (#80 to #99)

(a) Rate for aircraft parked during normal hours (6:00 am to 9:59 pm in JST): 15 yen

(b) Aircraft parked in the late night or early morning hours (10:00 pm to 5:59 am next day in JST): Not charged

D. Aircraft parked at places other than A, B or C

(a) Rate for aircraft parked during normal hours (6:00 am to 9:59 pm in JST): 15 yen

(b) Aircraft parked in the late night or early morning hours (10:00 pm to 5:59 am next day in JST): Not charged

13.3 In the case referred to in the preceding paragraph, when the MTOW is shown in pounds, 1,000 lbs shall be converted to 0.45359243 tonnes.

13.4. In the case of violation of the provisions of Article 13.1, the Company may suspend the use of the Landing/Take-off Facilities or may take actions deemed necessary for the administration of the Airport.

#### Article 14 Exemption from Usage Charges

Notwithstanding the provisions of Article 13.1, the Company may exempt users from the Usage Charges in full or in part when landing or parking falls under any of the following:

- (1) Landing and parking of aircraft used exclusively for diplomatic purposes;
- (2) Landing at the Airport after taking-off, for reasons beyond the operator's control without landing at another airfield;
- (3) Unscheduled landing due to unforeseen circumstances arising from a fault in the airframe or equipment;
- (4) Landing and parking in compliance with landing orders from Air Traffic Control or due to any other administrative necessity; or
- (5) Landing and parking of aircraft when exemption of the Usage Charges, fully or partly, is deemed appropriate by the Company for reasons other than that prescribed above.

#### Article 15 Delinquency Charge

In the event the user of the Landing/Take-off Facilities failed to make payment of the Usage Charges, the Company shall collect a delinquency charge in accordance with the Regulations on Payment of Usage Charges and Security Deposit or any other regulations specified separately.

#### Article 16 Treatment of Fractions

Any fraction of less than one (1) yen in the charges described in Article 13.2 shall be rounded down.

#### Article 17 Acquisition/Establishment of Land, Buildings and Other Facilities

17.1 A party who intends to establish, acquire or lease the land, buildings, structures or other facilities in the Airport must be approved by the Company. The same shall apply to the following acts in relation to the land or facilities in question, and when transferring the rights to lease the said land or facilities.

- (1) Modification of existing conditions or changes to purpose of use
- (2) Granting of usufruct and real rights
- (3) Transfer
- (4) Lease (including sublease)
- (5) Removal of said facilities

17.2 The approval referred to the above may be subject to conditions and/or time limits.

17.3 Those who have obtained approval as per Article 17.1 shall, when no longer using the said land or facilities or when the said approval has been withdrawn in accordance with the provisions of Article 28.2, immediately restore the facilities to their original condition. This shall not apply, however, if the Company approves otherwise.

#### Article 18 On-airport Business Activities

18.1 All business activities carried out in the Airport (including activities performed under contract) must be approved by the Company, except when prescribed otherwise by the Company.

18.2 The party who obtained the approval in accordance with the preceding paragraph must not transfer all or part of the business to any third party, have such party operate the business nor commission the business to such party. This shall not apply, however, if the Company approves otherwise.

18.3 The approval referred to in the preceding two paragraphs may be subject to conditions and/or time limits.

#### Article 19 Passage of Motor Vehicles on Airport Roads

A party who proceeds onto a road used for public traffic at the Airport (excluding the road specified in the Road Act, Act No. 180, 1952, the "Airport Roads") must follow the instructions given by the Company for the administration of the Airport.

#### Article 20 Traffic Restrictions on Airport Roads

The Company may restrict or prohibit access to the Airport Roads in order to maintain the structure of the Airport Roads and to prevent danger in traffic.

#### Article 21 Motor Vehicle Limited Zone

Due to the structure of the Airport Roads and for smooth traffic, it is not allowed to enter the zone specified by the Company for the exclusive use of public traffic ("Motor Vehicle Limited Zone") for a motor vehicle (which refers to the motor vehicle stipulated in Article 2.2 of the Road Transport Vehicle Act, Act No. 185, 1952) by means other than the motor vehicle.

#### Article 22 Accident Reporting

Those within the Airport premises must promptly notify and report occurrence of act(s) of crime, fire and any other accidents of serious nature to the Company, the police or the fire service.

#### Article 23 Suspension of Operations

The Company may suspend or restrict the use of the Airport when any of the following conditions are deemed to interfere with the administration of the Airport:

- (1) A natural disaster or other Force Majeure;
- (2) Repairs or other construction work; or
- (3) Causes beyond the Company's control other than those prescribed above.

#### Article 24 Disclaimer

The Company shall not be responsible for any damage that may result from the suspension or restriction of



the use of the Airport in accordance with the provisions of the preceding article except where the Company's responsibility is clearly defined.

#### Article 25 Compensation for Damages

Any party who intentionally or negligently inflicts loss upon the Company by any actions such as damaging or despoiling the Company's facilities must compensate for the said loss.

#### Article 26 Passenger Number Reporting

Air transport operators or other parties must report to the Company the figures required for the administration of the Airport including the numbers of passengers and volume of cargo in a manner and by the due date designated by the Company.

#### Article 27 Suspension of Use, etc.

Whenever it deems necessary for the administration of the Airport, the Company may request that the user of the Company's facilities or the user of facilities constructed with the Company's approval, suspend the use of, repair, modify, move from, or remove the said facilities or take any other actions deemed necessary.

#### Article 28 Restraint, Removal, etc.

28.1 The Company may issue orders to the following individuals to restrain them from entering, to leave or to remove unauthorized objects, vehicles and/or facilities:

- (1) Those who have entered the Airport in violation of the provisions of Article 3;
- (2) Those who have entered the restricted areas in violation of the provisions of Article 5;
- (3) Those who have committed prohibited acts in violation of the provisions of Article 6;
- (4) Those who have refueled or defueled in violation of the provisions of Article 11.1;
- (5) Those who have violated or failed to adhere to the provisions of Article 11.2;
- (6) Those who have used or handled vehicles in violation of the provisions of Article 12;
- (7) Those who have established facilities or who have modified them in violation of the provisions of Article 17.1;
- (8) Those who have conducted business within the Airport in violation of the provisions of Article 18.1;
- (9) Those who have entered the Airport Roads in violation of the provisions of Article 19 or Article 20; or
- (10) Those who have entered the Motor Vehicle Limited Zone in violation of the provisions of Article 21.

28.2 The Company may withdraw its approval of any party that violates the law, these regulations or any regulations based thereon, or any conditions attached to the said approval.

#### Article 29 Provisions Related to Enforcement

In addition to the matters provided for in these regulations, any procedures and matters required for the enforcement of these regulations shall be set forth separately by the Company.

#### Article 30 Governing Law and Court of Jurisdiction

30.1 The governing language of the Regulations shall be Japanese. The Regulations shall be construed in accordance with the laws of Japan, and any other matters not specified herein shall be governed by the laws of Japan.

30.2 The Osaka District Court or the summary court shall have the exclusive jurisdiction of the first instance over any disputes in connection with or arising from these Regulations.

#### Supplementary Provision

These regulations shall come into effect on April 1, 2016.

Supplementary Provision

These regulations shall come into effect on November 1, 2017.

Supplementary Provision

These regulations shall come into effect on July 1, 2018.

Supplementary Provision

These regulations shall come into effect on April 1, 2019.

Supplementary Provision

These regulations shall come into effect on September 13, 2019.

Supplementary Provision

These regulations shall come into effect on January 28, 2021.

Supplementary Provision

These regulations shall come into effect on October 26, 2022.

Supplementary Provision

These regulations shall come into effect on October 27, 2024.

Supplementary Provision

These regulations shall come into effect on December 26, 2024.