GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9
PCN: RWY 18/36: 83/F/B/X/T
Customs: O/R

Operation

Traffic Note
PN required.
PN required for approval when crossing Kitakyushu CTR from 1315-2245.

TWY Restriction
When ACFT HLDG at stop marking on TWY T2-T5:

Wing-tip CLR	Wing-tip CLR ≥15m / 49ft	6.5m / 21ft ≤ Wing-tip CLR <15m /49ft	Wing-tip CLR <6.5m / 21ft
When B744 HLDG: Wingspan (WS) of ACFT taxiing on TWY	WS ≤6.12m / 20ft	6.12m / 20ft <WS ≤23.12m / 76ft	WS >23.12m / 76ft
When B738 HLDG: Wingspan (WS) of ACFT taxiing on TWY	WS ≤86.12m / 282ft	-	-
When A320 HLDG: Wingspan (WS) of ACFT taxiing on TWY	WS ≤87.78m / 288ft	-	-

Warnings

SWE VOR unusable: R280-R300 beyond 20NM below 4000ft.

Vessel will pass in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)

PROP only:
MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Communication

COM Failure under Radar Guidance
If radio COM with TSUIKI RAD is lost for 1min, squawk Mode A/3 Code 7600 and:
- Contact Kitakyushu TWR/Remote.
- If unable, proceed in accordance with VFR.
- If unable, proceed to SWE VOR last assigned ALT or 5000ft whichever is higher, and execute VOR/DME B APCH.

Procedures other than above will be issued when situation requires.

ARRIVAL

Arrival Procedure

Noise Abatement Procedure: See CRAR and in addition;
For landing RWY 18/36:
- Execute delayed Flap Approach Procedure and reduced Flap Setting Procedure.

Approach Procedures and Noise Preferential Routes:
Circling APCH and in case of canceling IFR:
- Do not fly over the west side of Kitakyushu AD Island and the land areas located northwest side of AD.
- In traffic pattern, shorten the final APCH course as much as possible.

VOR/DME RWY 18
- Even if the APCH LGTs and/or the RWY are in sight on final APCH, do not fly over land areas northwest side of AD.

VOR/DME/LOC RWY 18
- Perform gear down over the sea.
- Delayed Flap Approach Procedure, set final flaps after passing 1500ft.

VOR/DME/ILS RWY 18
- During base turn, reduce ACFT noise impact on residential areas located north side of AD.
- Make gear down after passing 2500ft.
- Delayed Flap Approach Procedure, set final flaps after passing 1500ft.

2100-1300
According to the AD weather condition, IAPs are assigned in following order:
- VOR DME A or VOR DME B
- ILS DME + VOR 18

VOR/DME RWY 18 and VOR/DME/LOC RWY 18 are not assigned in this time period.

1300-2100
In order to avoid ACFT noise impact in the vicinity of the AD and residential areas located N side of the AD, IAPs are assigned in the following order according to the AD weather condition:
1) VOR DME A or VOR DME B
2) VOR DME 18
3) LOC DME + VOR 18
4) ILS DME + VOR 18
Note: Not applicable to RNP AR APCH.

B747-8F: For LDG, equip and activate Digital Avionics to maintain precise path during APCH.

Reverse: Do not use more than idle reverse between 1300-2100.

Non-standard GP intercept position on RWY 18
GP intercepts RWY 18 at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2186m / 7172ft.*

DEPARTURE

Take-off Minima

RWY		18	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		36	
All ACFT	ft - m/km	0 - 400V	-

Speed

MAX IAS 250KT at or below 10000ft.
MAX IAS 200KT at or below 3000ft within CTR (APRX 5NM around ARP)

PROP only:
MAX IAS 160KT at or below 3000ft within CTR (APRX 5NM around ARP)

Departure Procedure

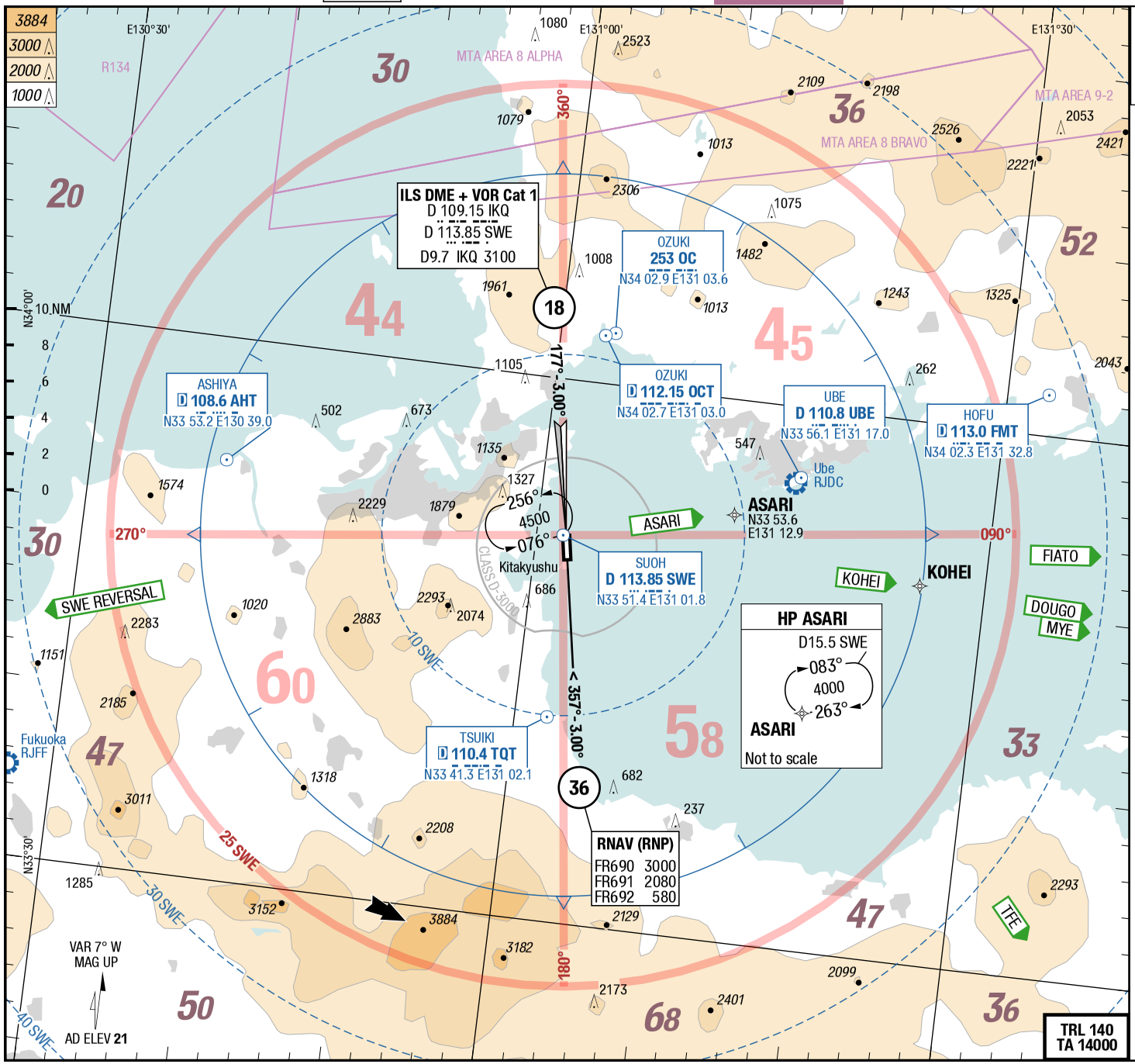
Critical DME for DME/DME/IRU navigation on RNAV SIDs
KOHEI RNAV, DOUGO TR
- RNAV Critical DME
  RWY 18: **SWE:** 2NM from DER - 12NM to KOHEI.
  UBE: 16NM to KOHEI - KOHEI.
  RWY 36: **UBE:** 12NM to KOHEI - KOHEI.
- RNAV DME GAP
  RWY 18: DER - 2NM from DER.
  RWY 36: DER - 12NM to KOHEI.

Noise Abatement Procedure
See CRAR Japan and in addition;
SUOH REVERSAL:
- Cross SWE VOR/DME at practically high ALT.

ASARI (RWY 36):
- Commence right turn as soon as possible.

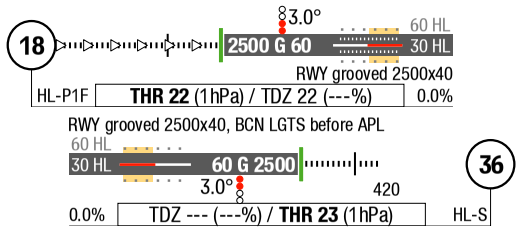
De-Icing

Not AVBL.

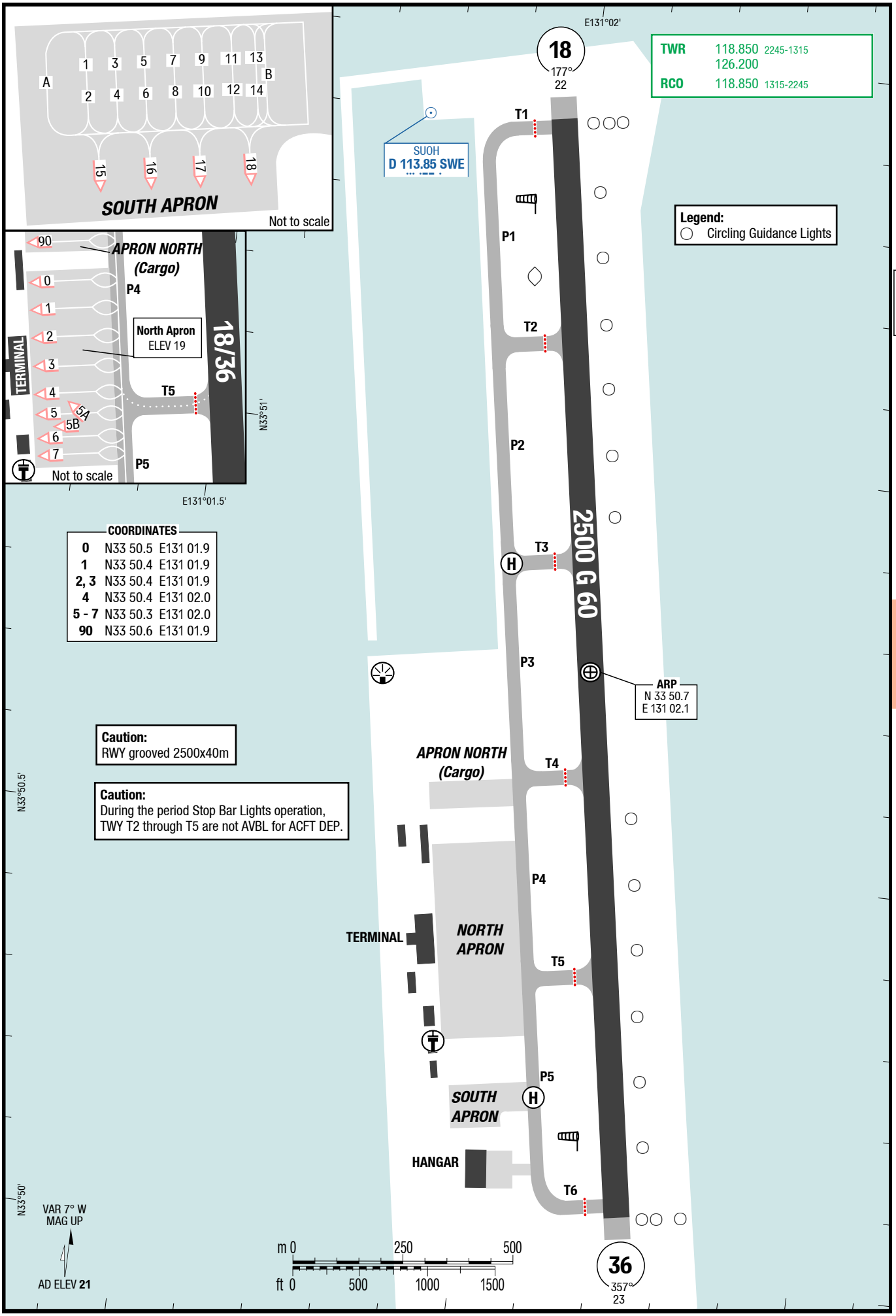


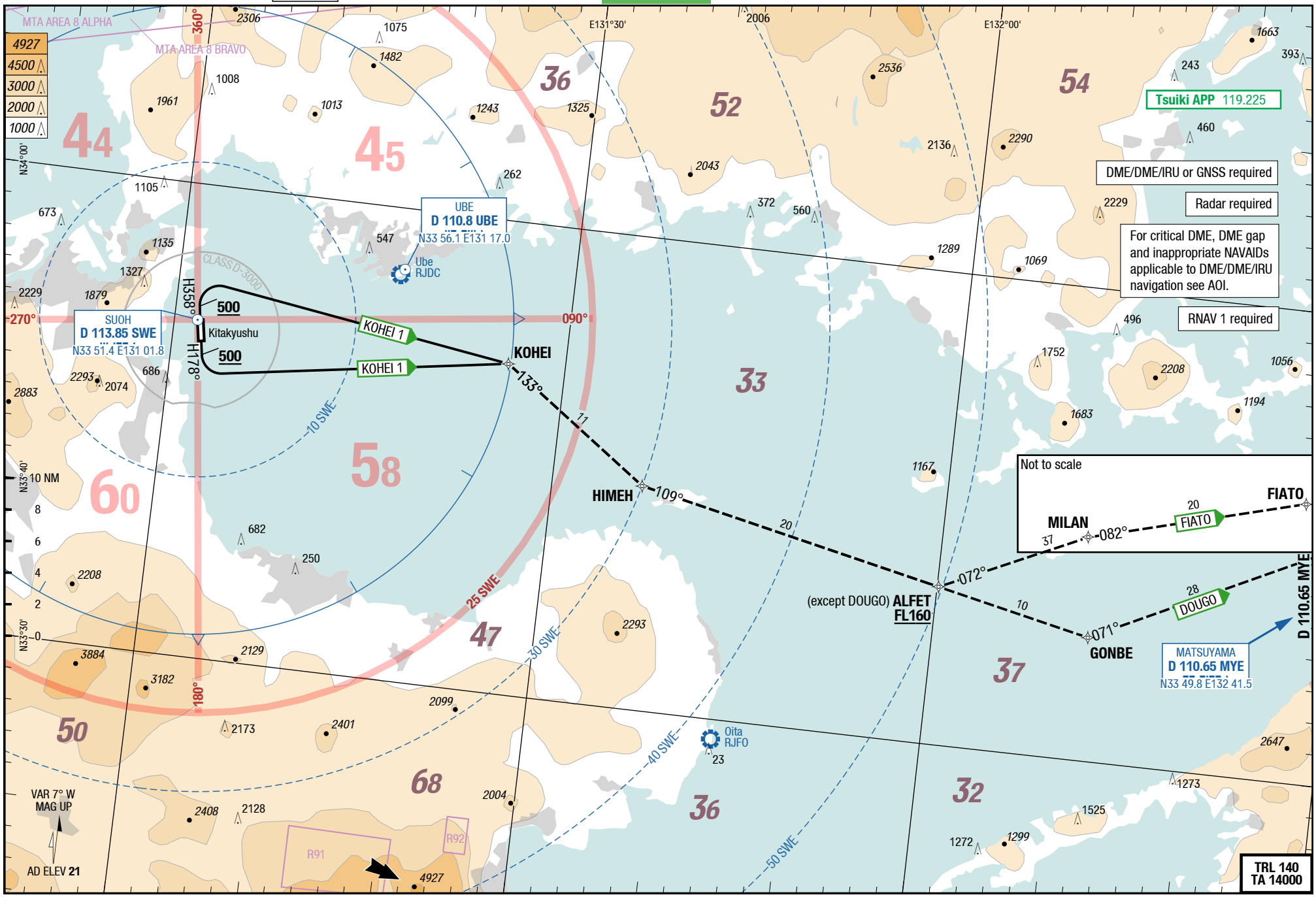
Tsuiki APP	119.225
TWR	118.850 2245-1315 126.200
RCO	118.850 1315-2245

Landing RWY system:

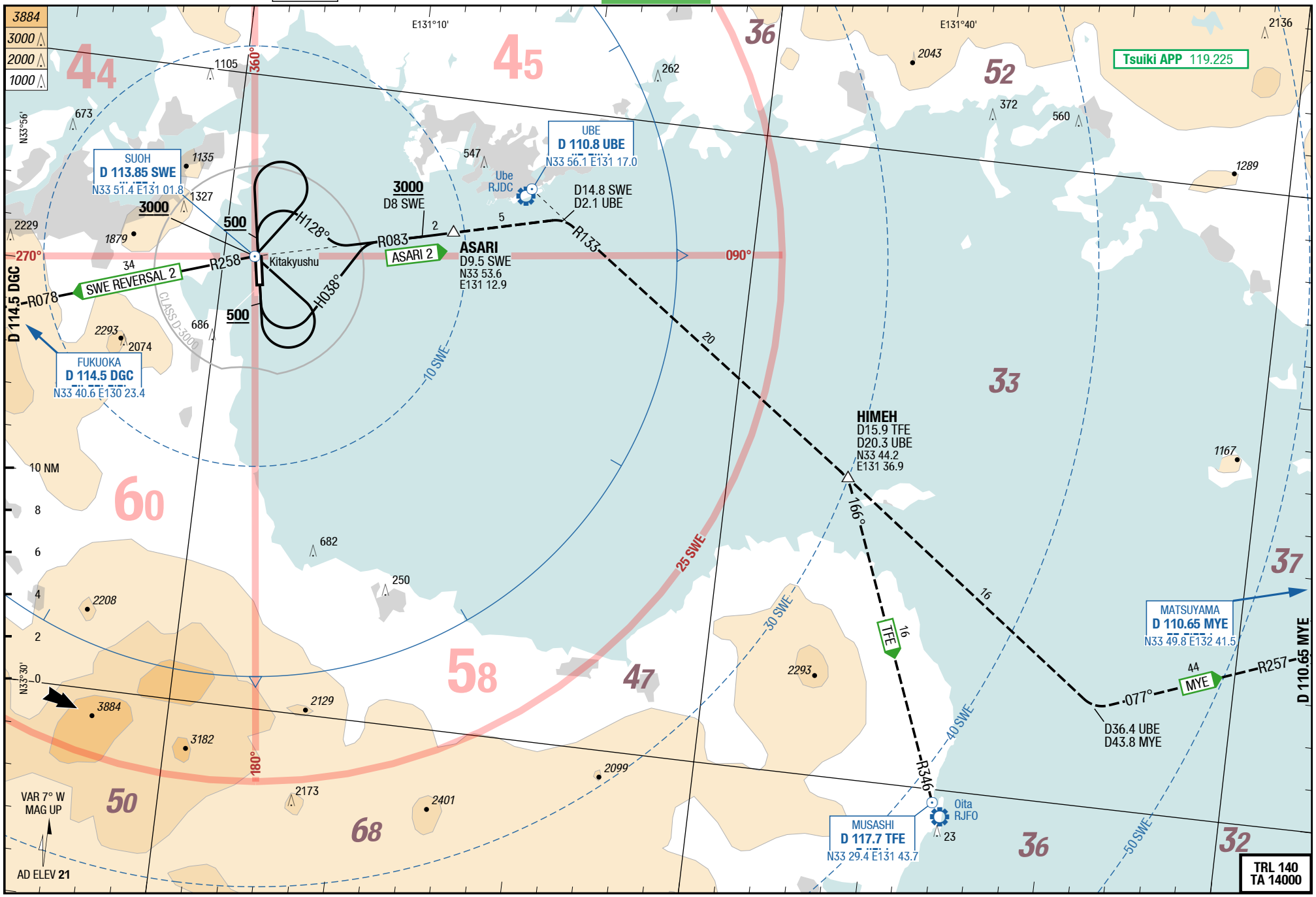


Changes: APL, Editorial


SOUTH APRON
Not to scale
APRON NORTH (Cargo)
P4
North Apron
ELEV 19
TERMINAL
T5
18/36
P5
Not to scale
E131°01.5'
N33°51'
N33°50.5'
N33°50'
E131°02'
18
177°
22
TWR 118.850 2245-1315
126.200
RCO 118.850 1315-2245
SUOH
D 113.85 SWE
T1
P1
T2
P2
T3
2500 G 60
P3
ARP
N 33 50.7
E 131 02.1
APRON NORTH (Cargo)
T4
P4
TERMINAL
NORTH APRON
T5
P5
SOUTH APRON
HANGAR
T6
36
357°
23
Legend:
Circling Guidance Lights
COORDINATES
0 N33 50.5 E131 01.9
1 N33 50.4 E131 01.9
2, 3 N33 50.4 E131 01.9
4 N33 50.4 E131 02.0
5 - 7 N33 50.3 E131 02.0
90 N33 50.6 E131 01.9
Caution:
RWY grooved 2500x40m
Caution:
During the period Stop Bar Lights operation,
TWY T2 through T5 are not AVBL for ACFT DEP.
VAR 7° W
MAG UP
AD ELEV 21
m 0 250 500
ft 0 500 1000 1500



Changes: OBST, Transition



Changes: OBST, Transition

KOHEI 1

RWYs 18 (177°) / 36 (357°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
KOHEI 1 5.8% to 500 **119.225** ①	HDG 178° - at MNM **500 LT** direct KOHEI **FMS** [A500+ ;L] - KOHEI	
	TRANSITION	
	DOUGO KOHEI - HIMEH - GONBE - **MYE**	
	FIATO KOHEI - HIMEH - ALFET [F160+] - MILAN - FIATO	
	Runway 36	
KOHEI 1 4.0% to 500 **119.225** ①	HDG 358° - at MNM **500 RT** direct KOHEI **FMS** [A500+ ;R] - KOHEI	
	TRANSITION	
	DOUGO KOHEI - HIMEH - GONBE - **MYE**	
	FIATO KOHEI - HIMEH - ALFET [F160+] - MILAN - FIATO	

① Climb gradient due to ASP restrictions.

Changes: Transition

ASARI 2 / SUOH REVERSAL 2

RWYs 18 (177°) / 36 (357°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ASARI 2 5.8% to 500 **119.225** ①	at MNM **500 LT** HDG 038°- intercept R083 **SWE** to ASARI	D8 **SWE** MNM **3000**
	TRANSITION	
	MATSUYAMA (MYE) R083 **SWE** - intercept R133 **UBE** via HIMEH - intercept R257 **MYE** to **MYE**	
	MUSASHI (TFE) R083 **SWE** - intercept R133 **UBE** to HIMEH - intercept R346 **TFE** to **TFE**	
SUOH REVERSAL 2 **SWE REVERSAL 2** 5.8% to 500 **119.225** ①	at MNM **500 LT** direct **SWE** - R258 **SWE** to **DGC**	**SWE** MNM **3000**
	Runway 36	
ASARI 2 4.0% to 500 **119.225** ①	at MNM **500 RT** HDG 128° - intercept R083 **SWE** to ASARI	D8 **SWE** MNM **3000**
	TRANSITION	
	MATSUYAMA (MYE) R083 **SWE** - intercept R133 **UBE** via HIMEH - intercept R257 **MYE** to **MYE**	
	MUSASHI (TFE) R083 **SWE** - intercept R133 **UBE** to HIMEH - intercept R346 **TFE** to **TFE**	
SUOH REVERSAL 2 **SWE REVERSAL 2** 4.0% to 500 **119.225** ①	at MNM **500 RT** direct **SWE** - R258 **SWE** to **DGC**	**SWE** MNM **3000**

① Climb gradients due to ASP restrictions.

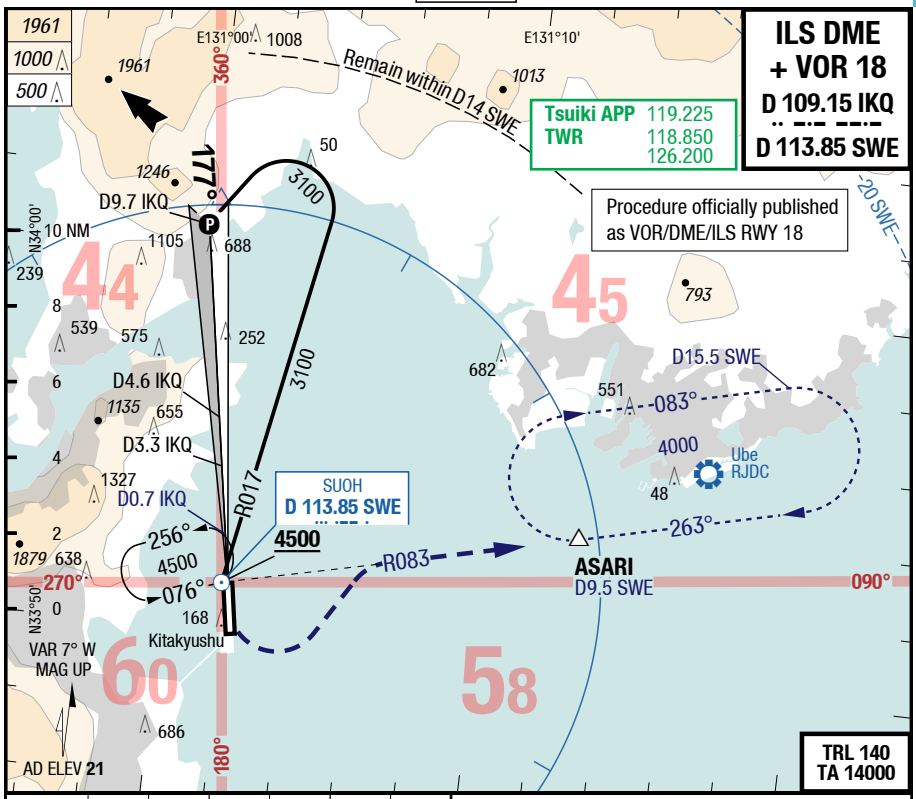
Changes: Transition

05-JUL-2018

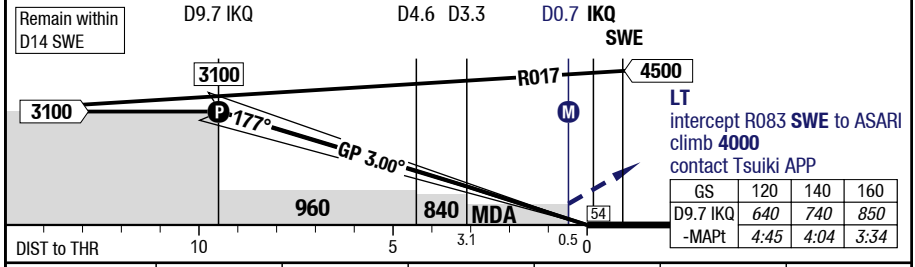
KKJ-RJFR

7-10

ILS DME + VOR 18



LOC 3.00° D IKQ	9.7	8	6	4	3	2
	3100	2580	1940	1300	980	660



GS	120	140	160
D9.7 IKQ	*640*	*740*	*850*
-MAPt	*4:45*	*4:04*	*3:37*

18		Cat 1 DME 1)	Cat 1 DME 1) 2)	LOC DME			Circling 3) TERPS
C	ft - m/km ft	200 - 550 **230**	200 - 750 **230**	480 - 1.5 **500**			600 - 2.4V **630**
D	ft - m/km ft	200 - 550 **230**	200 - 750 **230**	480 - 1.6 **500**			700 - 3.6V **730**

1) With EVS 550m
2) TDZL+/RCLL U/S
3) E of RWY only

Changes: APL, OBST, HLDG

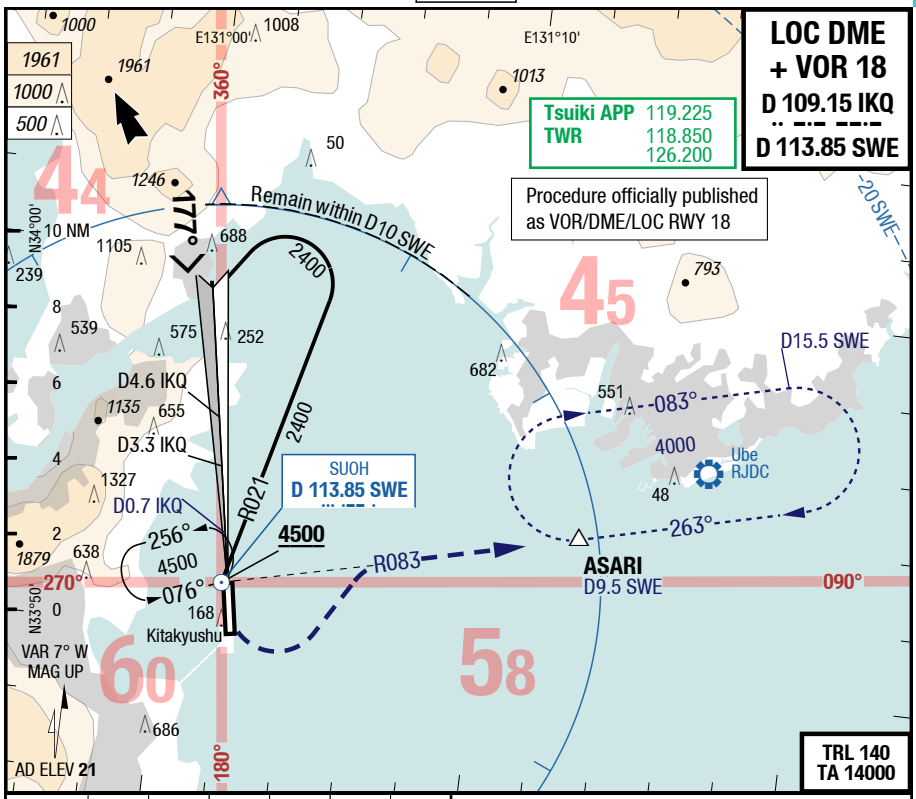
Japan **Kitakyushu**

05-JUL-2018

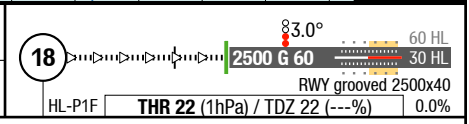
KKJ-RJFR

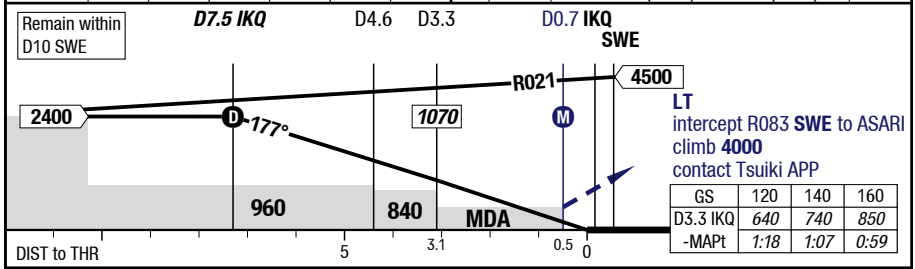
7-20

LOC DME + VOR 18



3.00° D IKQ	7.5	6	5	4	3	2
	2400	1940	1620	1300	980	660





GS	120	140	160
D3.3 IKQ	*640*	*740*	*850*
-MAPt	*1:18*	*1:07*	*0:59*

18		LOC DME					Circling 1) TERPS
C	ft - m/km ft	480 - 1.5 **500**					600 - 2.4V **630**
D	ft - m/km ft	480 - 1.6 **500**					700 - 3.6V **730**

1) E of RWY only

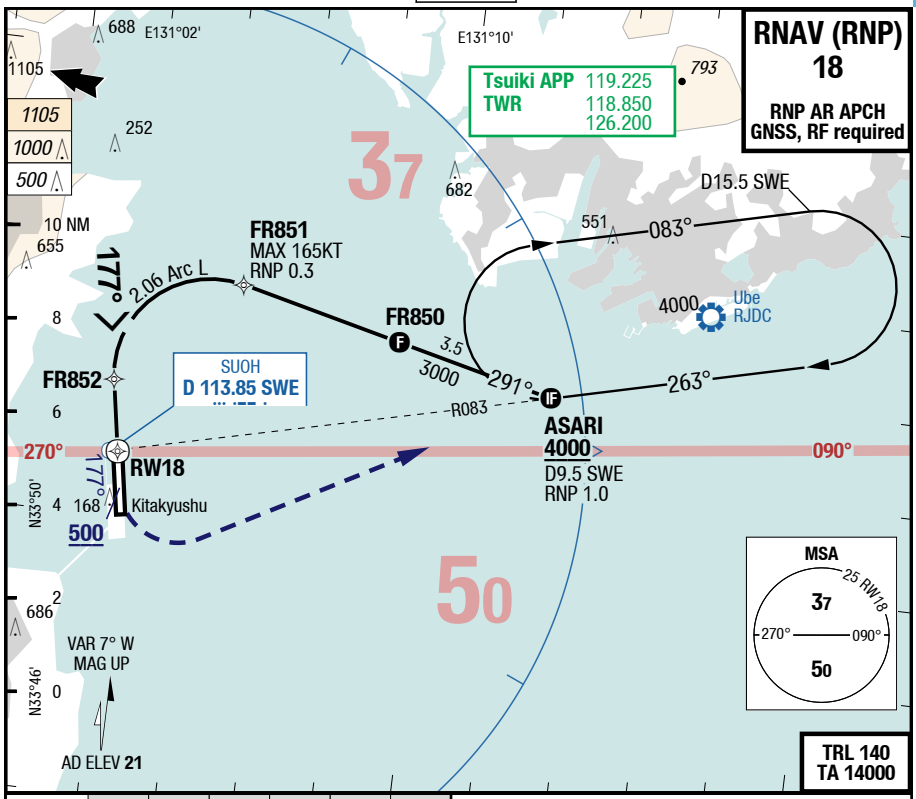
Changes: APL, OBST, HLDG

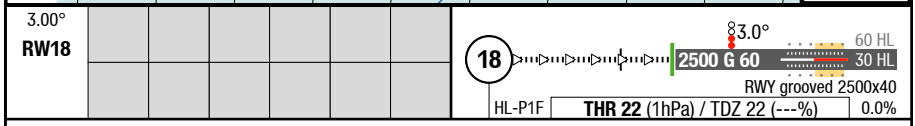
05-JUL-2018

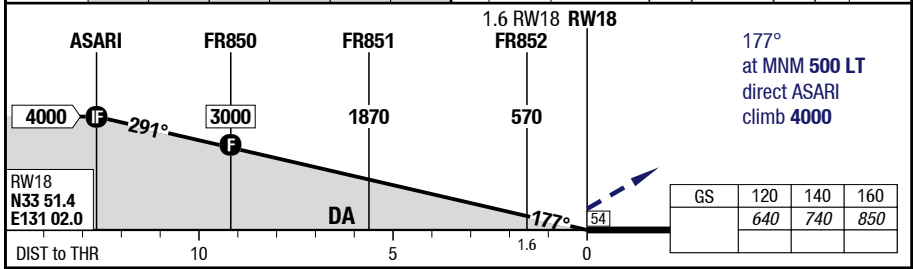
KKJ-RJFR

7-30

RNAV (RNP) 18



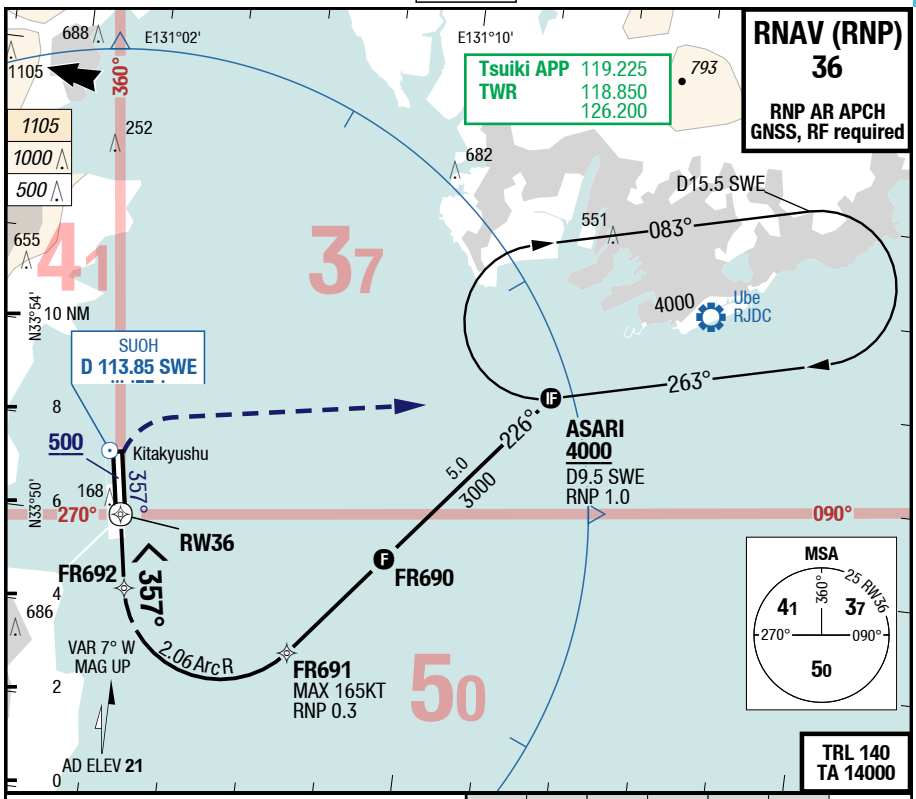


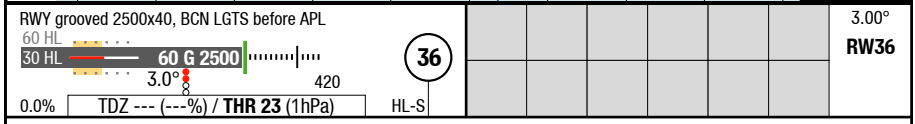


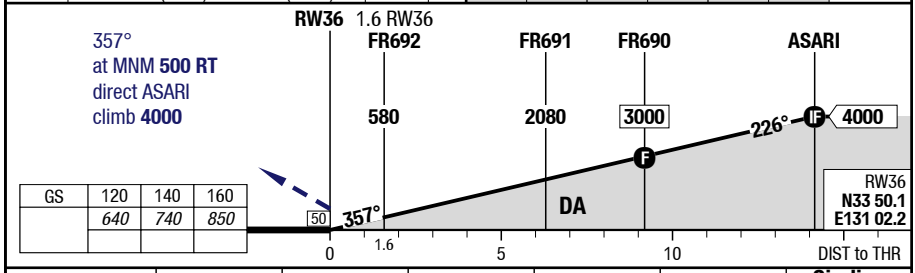
18		RNAV RNP 0.30 VNAV 1) 2)					Circling TERPS
C	ft - m/km ft	300 - 1.0 **330** 3)					Not published
D	ft - m/km ft	300 - 1.4 **330** 4)					Not published

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 45°C (113°F) 2) GA 5.0% 3) With EVS 650m 4) With EVS 900m

Changes: APL



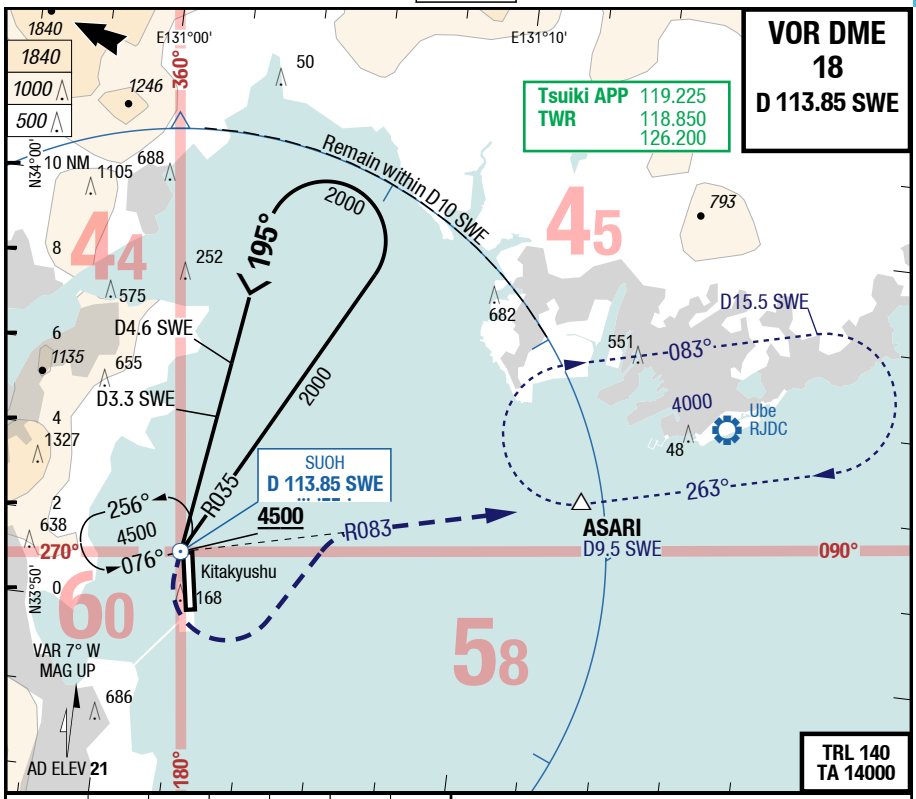




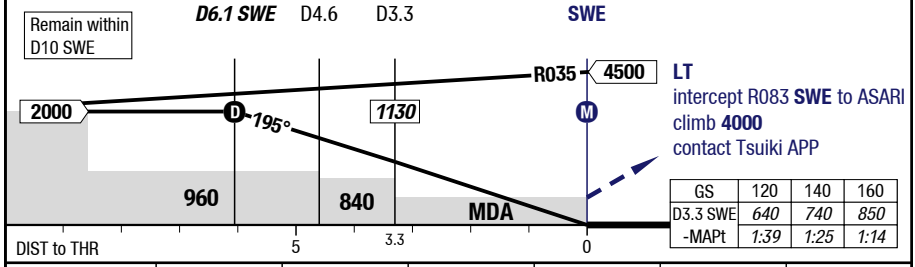
36		RNAV RNP 0.30 VNAV 1) 2)					Circling TERPS
C	ft - m/km ft	310 - 1.4 **330** 3)					Not published
D	ft - m/km ft	310 - 1.6 **330** 4)					Not published

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 45°C (113°F) 2) GA 5.0% 3) With EVS 900m 4) With EVS 1.1km

Changes: APL



3.00° D SWE 195° RWY 177°	6.1	6	5	4	3	2
	2000	*1990*	*1670*	*1350*	*1030*	*710*



GS	120	140	160
D3.3 SWE	*640*	*740*	*850*
-MAPt	*1:39*	*1:25*	*1:14*

18		VOR DME					Circling 1) TERPS
C	ft - m/km ft	480 - 1.5 **500**					600 - 2.4V **630**
D	ft - m/km ft	480 - 1.6 **500**					700 - 3.6V **730**

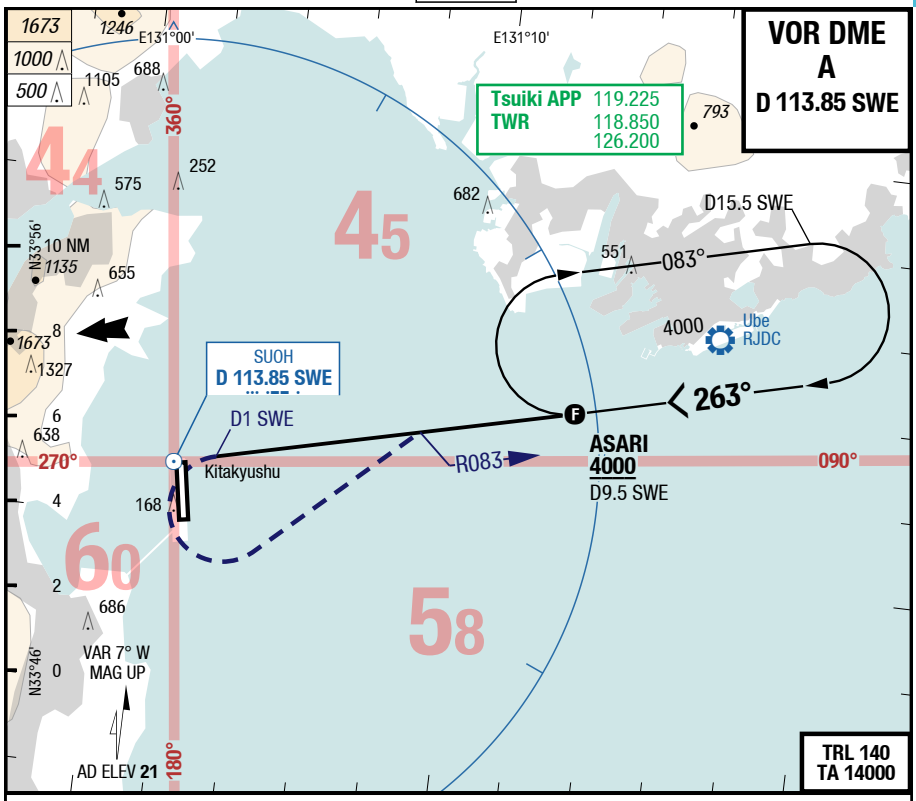
1) E of RWY only

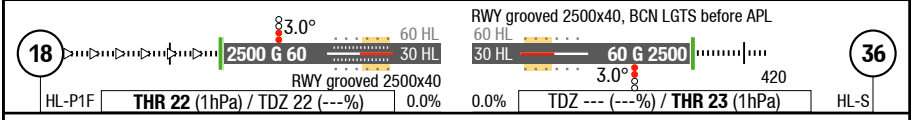
Changes: APL, OBST, HLDG

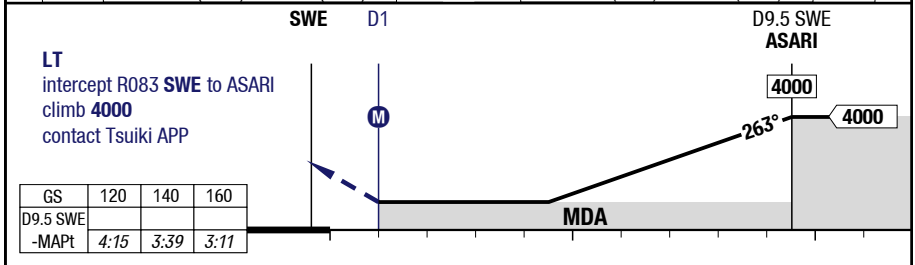
05-JUL-2018

KKJ-RJFR

VOR DME A



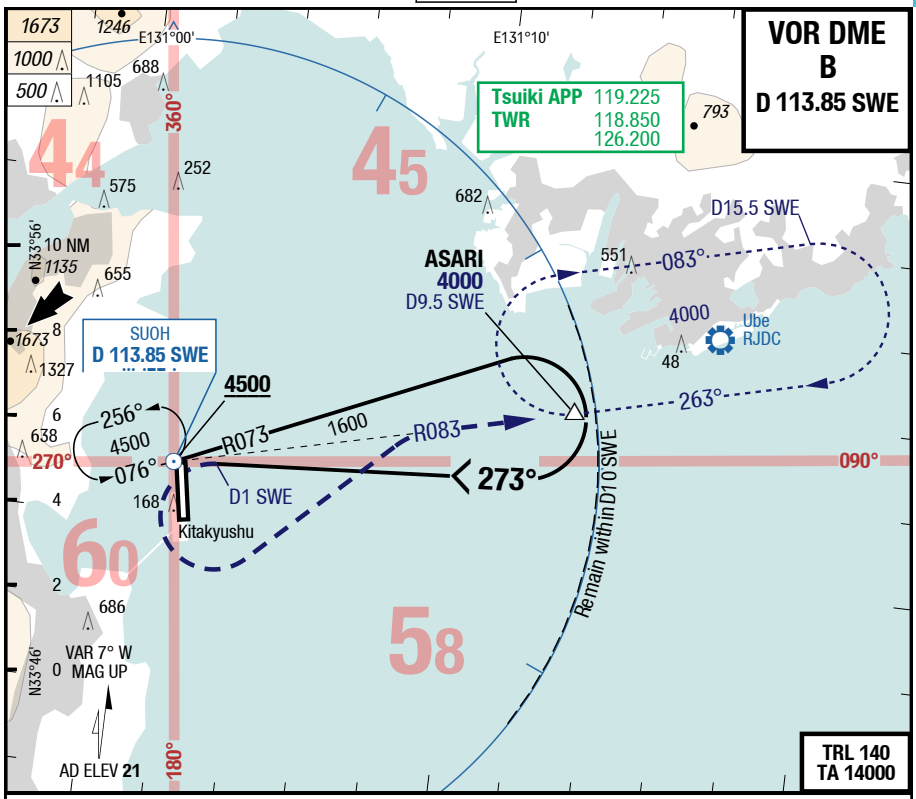


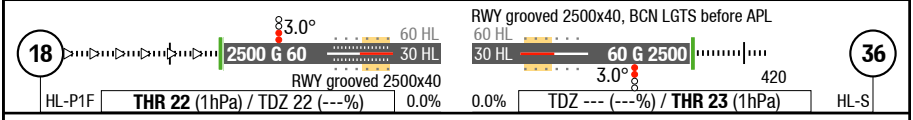


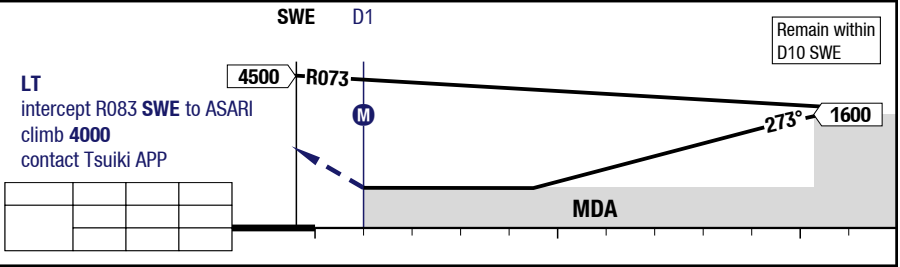
All RWYs		Letdown VOR DME					Circling 1) TERPS
C	ft - m/km ft	Use circling minima					980 - 2.4V **1000**
D	ft - m/km ft	Use circling minima					980 - 3.6V **1000**

1) E of RWY only

Changes: APL







All RWYs		Letdown VOR DME					Circling 1) TERPS
C	ft - m/km ft	Use circling minima					600 - 2.4V **630**
D	ft - m/km ft	Use circling minima					700 - 3.6V **730**

1) E of RWY only

Changes: APL, OBST, HLDG

24-MAR-2016

KKJ-RJFR

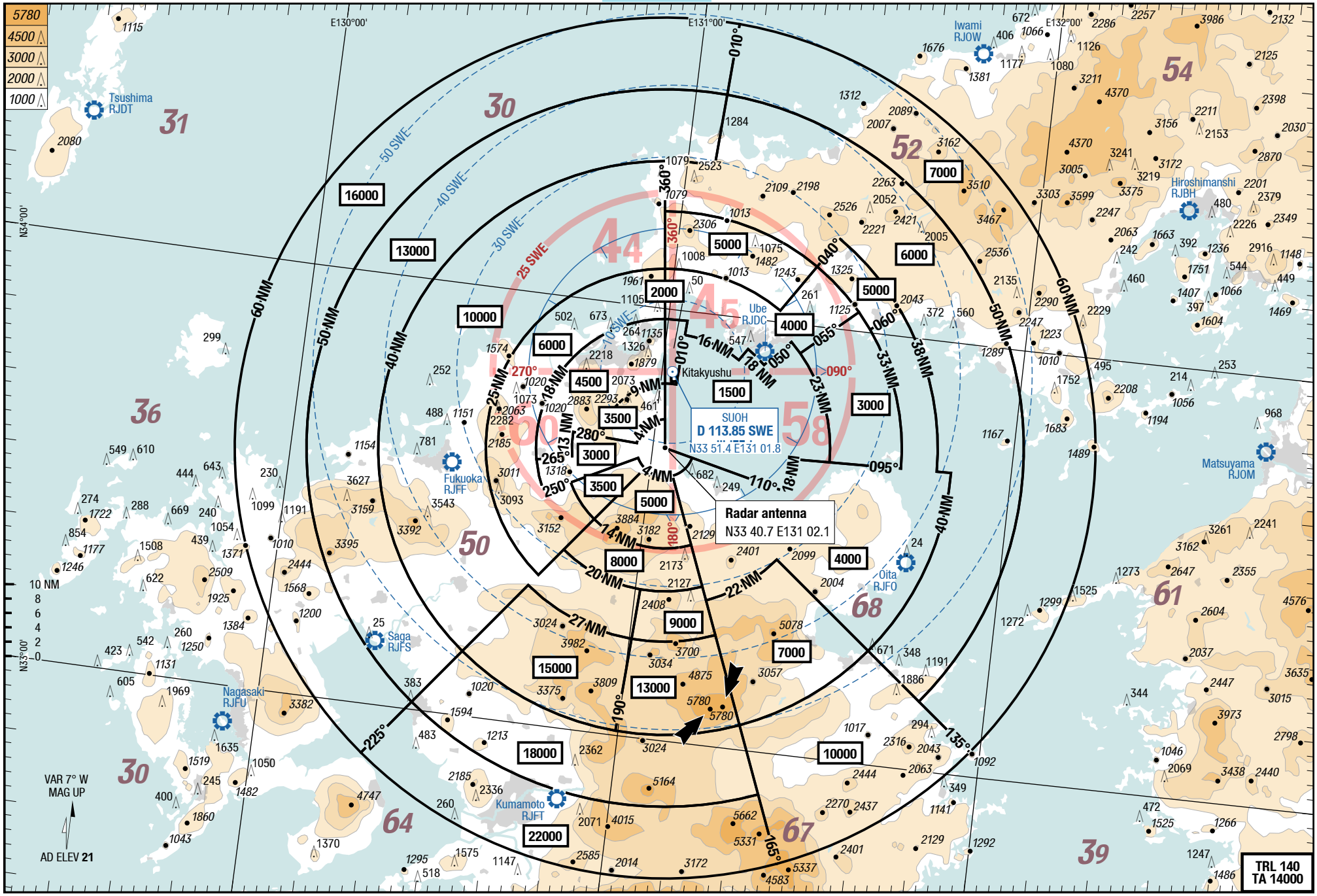
8-10

Japan **Kitakyushu** MRC
NIL
MRC

MRC

MRC

Kitakyushu Japan MRC
NIL
MRC



Changes: OBST