

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** 2000-1400**PCN:** RWY 16/34: 92/F/B/X/T**Customs:** 2300-1100**Operation****Traffic Note**

Low Level Wind Shear Alert System (LLWAS) in operation.

Preferential RWY

TKOF and LDG RWY 16 with MAX 10KT tailwind.

Runway Status Lights (RWSL)

RWSL system installed. See AGC for details.

RWY Restriction

RWY 16: RNAV or LOC APCH is primarily applied.

RWY 34:

- Visual APCH is primarily applied.
- RNAV or LOC APCH is applied when visual APCH is not applicable.

TWY Restrictions

TWY C1 width 8m / 26ft.

Stop bar lights are installed at each taxi HLDG PSN associated with RWY 16/34.

Stop bar lights will be operated when ATC determines necessity.

Stop bar lights on TWYs E10, E11, W5, W9 are controlled individually by ATC.

Stop bar lights on TWYs E1-E9, W1-W4, W6-W8 are not controlled individually by ATC.

During the period stop bar lights operated, TWYs E1-E9, W1-W4, W6-W8 are not AVBL for DEP ACFT.

Taxi/Parking

Hold at "GP HOLD LINE" on TWY B1 for RWY 16 or TWY B6 for RWY 34 until receiving CLR for ILS glide slope signal protection.

When ILS APCH is in operation, ACFT on the west side of RWY may need to cross the RWY to protect the ILS glide slope signal. The main taxi routes for crossing the RWY are:

- RWY 16 - taxi from W2 to E4
- RWY 34 - taxi from W8 to E10

Reduce taxiing speed on TWY A, between A2 and A5, and strictly follow TWY CL in order to keep clearance between ACFT and OBST (42.5m / 139ft from TWY CL).

After vacating RWY, ACFT may be instructed to hold short of TWY A or B. Use white lines painted on TWY E1-E7 and W2-W8 as guidance.

While taxiing with nosewheel on TWY CL clearance of edge of TWY and outer wing gear is less than 4.5m / 15ft:

B777-300 on following TWYs (judgmental steering necessary): E5

GENERAL**APU**

Use of APU restricted to:

- MAX 30min prior to ETD.
- MNM time required for switching over to the fixed PWR facilities, after arriving at stands.
- MNM time required for maintenance purposes.

Noise Abatement Procedure

In order to reduce noise, it is desirable to avoid TKOF/LDG BTN 1300-2200.

Warnings

AD PPR during MAINT work at AD facilities.

JET barrier located 40m / 131ft outside from RWY 34 THR.

JET barrier located 91m / 299ft outside from RWY 16 THR.

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 Fukuoka APP/RAD are lost for 30s, squawk Mode A/3 Code 7600 and:

- Contact Fukuoka TWR.
- If unable, proceed in accordance with VFR.
- If unable, proceed to DGC VOR/DME at last assigned ALT or 5000ft whichever is higher and execute instrument APCH.

Procedures other than above will be issued when situation required.

Arrival Procedure**Critical DME and DME Gap for DME/DME/IRU navigation on RNAV STARs**

HAWKS WEST RNAV

- RNAV Critical DME
 - RWY 34: **DGC:** IKE - 15NM to ORONN
6NM to ORONN - 5NM to NOKOH.
 - KUE** IKE - 15NM to ORONN.
 - IKE:** 6NM to ORONN - 5NM to NOKOH.
 - SGE:** 9NM to BEAMA - 6NM to BEAMA.
- RNAV DME GAP
 - 15NM to ORONN - 6NM to ORONN
 - 5NM to NOKOH - 9NM to BEAMA

HAWKS NORTH RNAV

- RNAV Critical DME
 - RWY 34: **IKE** 4NM to LAGER - 3NM to NOKOH.
 - DGC:** LAGER - 3NM to NOKOH.
 - SGE:** 9NM to BEAMA - 6NM to BEAMA.
- RNAV DME GAP
 - 3NM to NOKOH - 9NM to BEAMA

ARRIVAL

HAWKS SOUTH RNAV

- RNAV Critical DME
RWY 34: **SGE** 4NM to NOKOH - NOKOH
9NM to BEAMA - 6NM to BEAMA

- RNAV DME GAP
NOKOH - 9NM to BEAMA

MALTS EAST RNAV

- RNAV Critical DME
RWY 16: **DGC**: TANRE - MALTS.

MALTS WEST RNAV

- RNAV Critical DME
RWY 16: **DGC**: IKE - 15NM to ORONN
6NM to ORONN - MALTS.
KUE IKE - 15NM to ORONN.
IKE: 6NM to ORONN - MALTS.

- RNAV DME GAP
15NM to ORONN - 6NM to ORONN

MALTS SOUTH RNAV

- RNAV Critical DME
RWY 16: **SGE** 4NM to NOKOH - NOKOH.
IKE: 2NM to MALTS - MALTS.
DGC: 2NM to MALTS - MALTS.
- RNAV DME GAP
NOKOH - 2NM to MALTS

Noise Abatement Procedure: LDG RWY 34: Use delayed and reduced flap setting PROC.

Reverse: Use idle reverse only between 1300-2200.

Non-standard GP intercept position on**RWY 16**

GP intercepts RWY 16 at *337m / 1107ft* after landing threshold.
Remaining DIST beyond GP is *2463m / 8079ft*.

RWY 34

GP intercepts RWY 34 at *308m / 1011ft* after landing threshold.
Remaining DIST beyond GP is *2492m / 8175ft*.

Warnings

ILS RWY 16 and RWY 34 radiate simultaneously, Pilots shall confirm type of APCH and RWY.

DEPARTURE

Take-off Minima

RWY		16/34	
All ACFT	ft - m/km	0 - 400R/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

ACFT requesting ATC CLR shall provide the following information to Fukuoka DLV 5min prior to ENG start:

- call-sign
- DEST
- proposed FL (alternative FL/ALT, if any)
- parking PSN

When CLR received, monitor GND. Call GND when ready for push-back/taxiing.

Intersection Departure

Separation for DEP (3min for MEDIUM or LIGHT ACFT behind HEAVY ACFT, LIGHT ACFT behind MEDIUM ACFT) will not be applied to ACFT DEP from TWY E12 or TWY E11 behind DEP ACFT from TWY E12. ACFT requiring separation 3min shall advise GND/TWR.

ACFT may be instructed intersection DEP from Intersection TWY E12 without Pilots consent. If unable to comply advise GND/TWR.

Critical DME for DME/DME/IRU navigation on RNAV SIDs

YOKAT RNAV, KURUME RNAV, MORIO RNAV:

- RNAV Critical DME
 - RWY 16: **DGC:** 1NM from DER - 5.4NM from DER.
 - IKE:** 1NM from DER - 5.4NM from DER.
 - RWY 34: **DGC:** 3.5NM to FF401 - 2.2NM to FF401.
 - IKE:** 3.5NM to FF401 - 2.2NM to FF401.
 - KURUME RNAV: BRUIN TR: DGC 2NM to OMUTA - OMUTA.
- RNAV DME GAP
 - RWY 16: DER - 1NM from DER.
 - RWY 34: DER - 0.9NM from DER.
 - 2.2NM to FF401 - FF403
 - KURUME RNAV: GABAI TR: 6.4NM to SGE - SGE.

HAKATA RNAV

- RNAV Critical DME
 - RWY 16: **DGC:** 1NM from DER - 5.4NM from DER.
 - IKE:** 1NM from DER - 5.4NM from DER.
 - RWY 34: **DGC:** 4.6NM to DGC- 3NM to DGC.
 - IKE:** 4.6NM to DGC - 3NM to DGC.
- RNAV DME GAP
 - RWY 16: DER - 1NM from DER.
 - RWY 34: DER - 4.6NM to DGC.
 - 3NM to DGC - DGC.

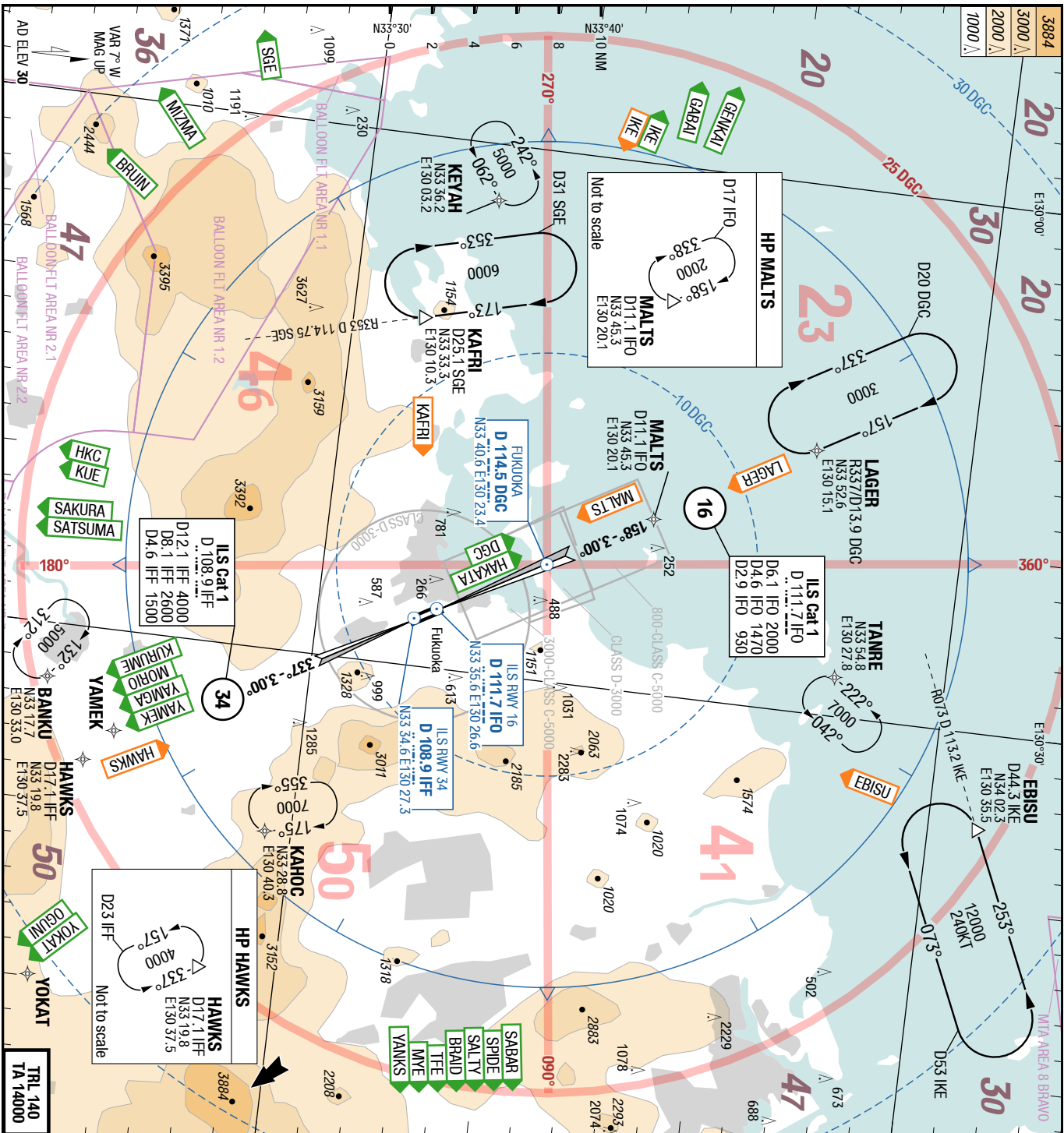
DEPARTURE

SABAR TR

- RNAV Critical DME
SWE YOKAT - RUISA
SGE HOSEN - RUISA

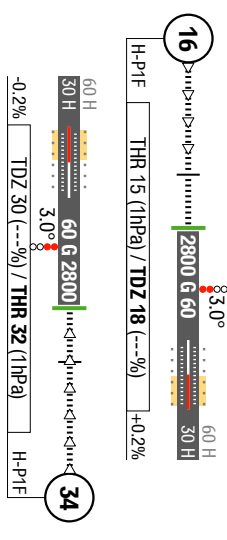
Noise Abatement Procedure

TKOF RWY 16/34: Use steepest climb PROC.

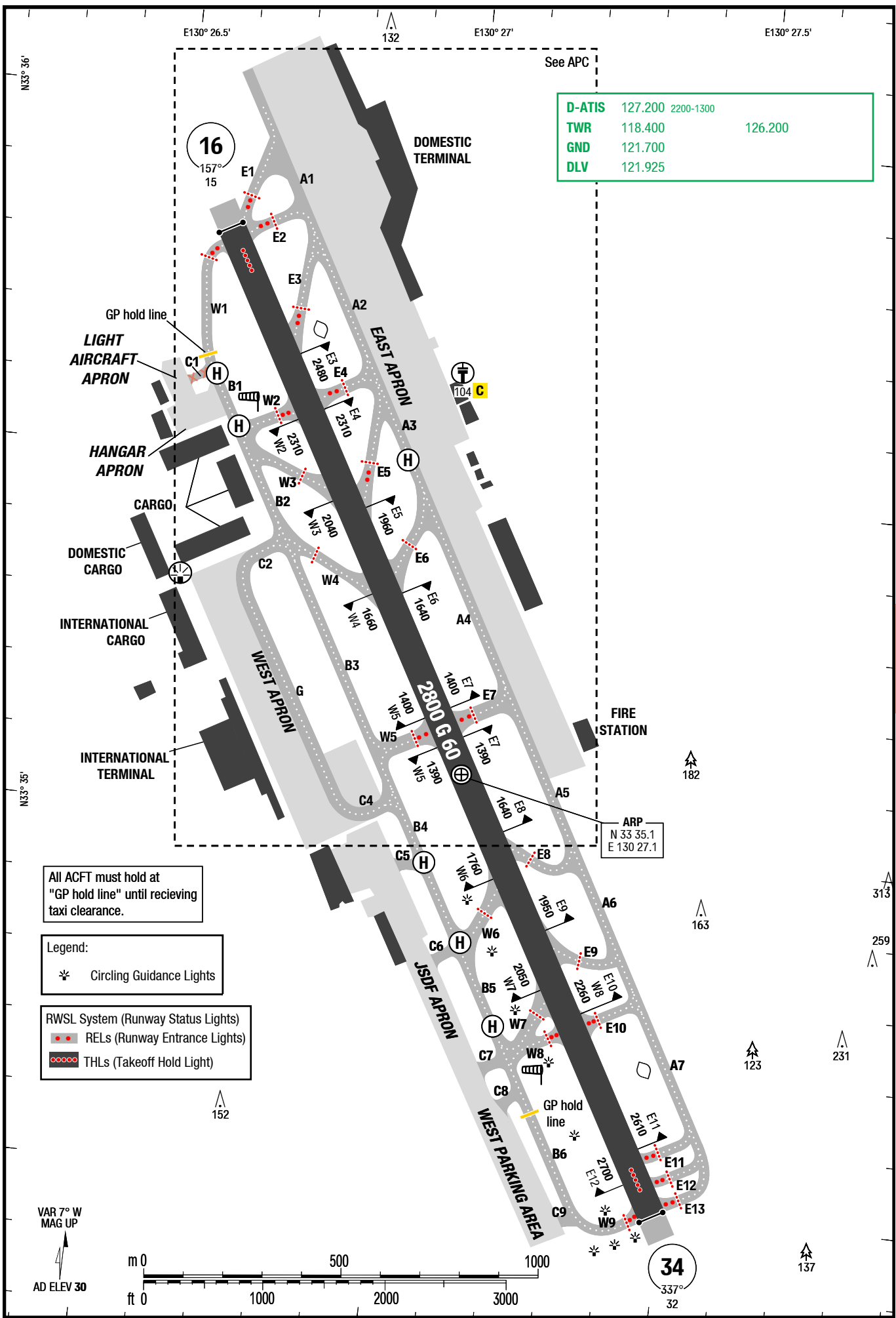


D-ATIS	127.200	2200-1300	132.500
CTL	118.900		119.650
RAD/APP	119.100	1245-1315 provided by Fukuoka CTL	1315-2145 service provided by Fukuoka CTL
	120.700	1315-2145 service provided by Fukuoka CTL	121.125
	127.900	1315-2145 service provided by Fukuoka CTL	1315-2145 service provided by Fukuoka CTL
DEP	119.700	2145-1315	
TWR	118.400		126.200
GND	121.700		
DLV	121.925		

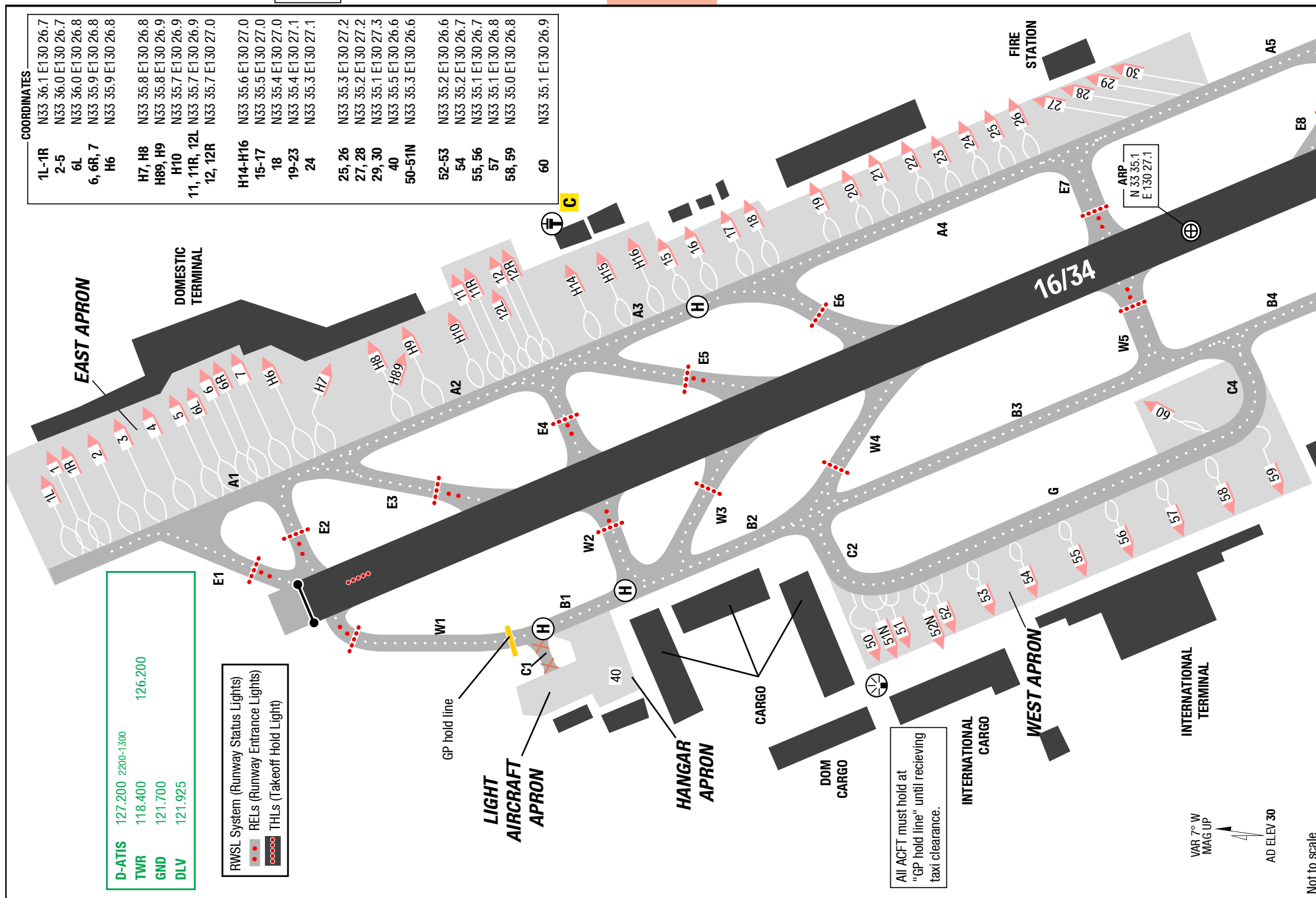
Landing RWY system:



D-ATIS	127.200	2200-1300
TWR	118.400	126.200
GND	121.700	
DLV	121.925	



Changes: Declared distances, TWY



FUK-RJFF

KURUME 3/YOKAT 4 RNAV

4-10

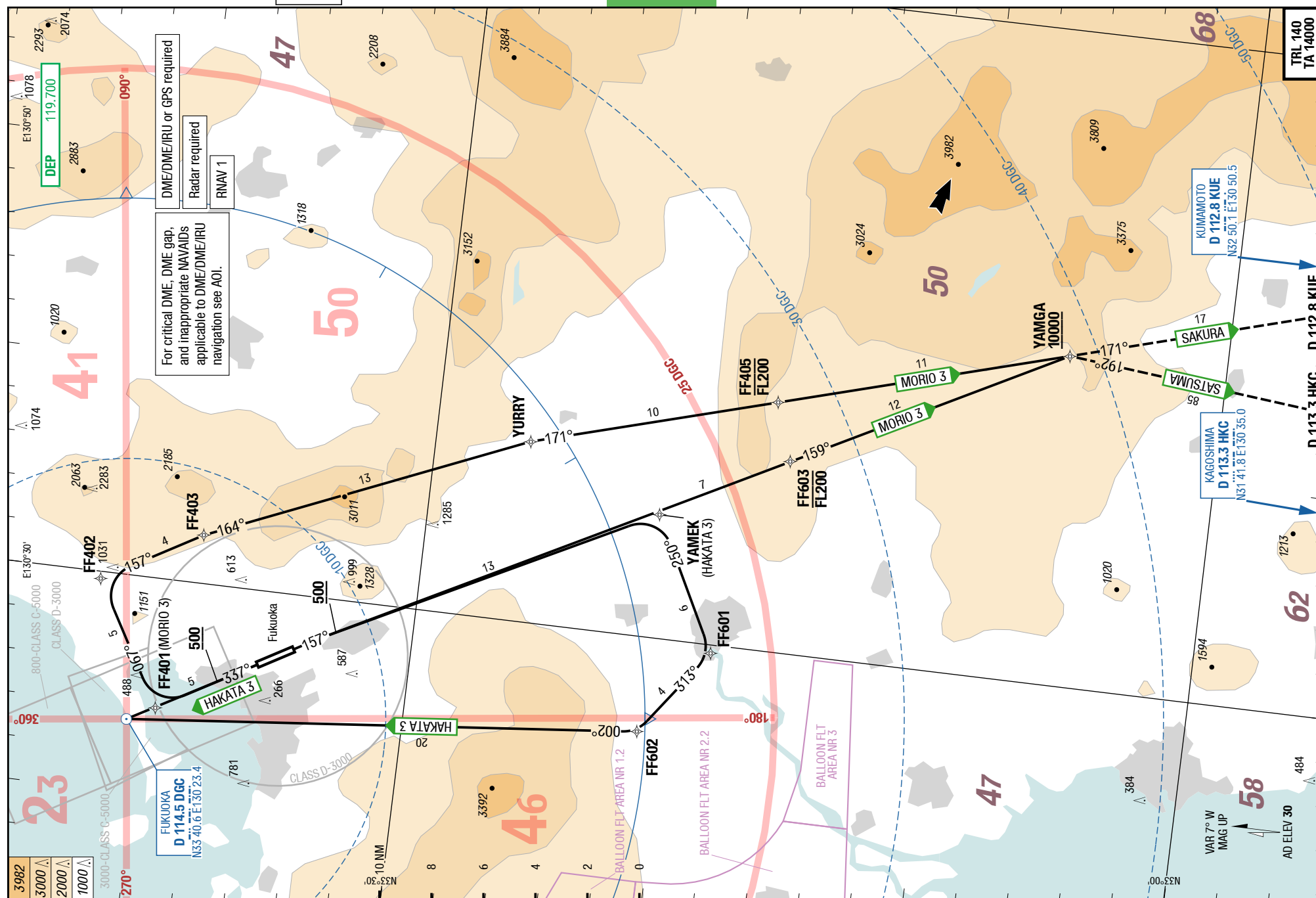
HAKATA 3/MORIO 3 RNAV

SID

SID

KURUME 3/YOKAT 4 RNAV

HAKATA 3/MORIO 3 RNAV



© Lido 2018

Changes: OBST, Editorial

22-FEB-2018
FUK-RJFF

Japan Fukuoka

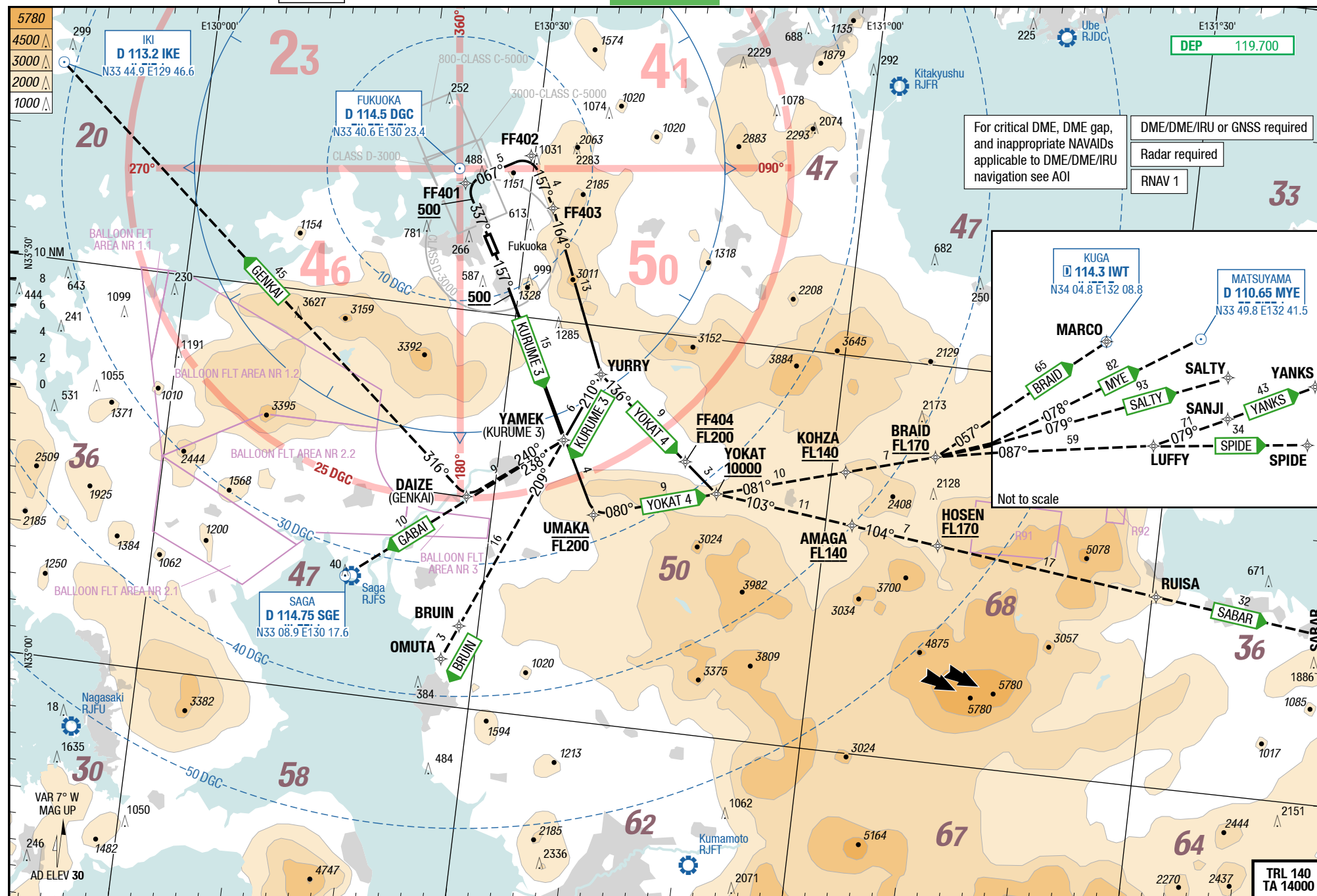
SID

SID

Fukuoka Japan

4-20 KURUME 3/YOKAT 4 RNAV

KURUME 3/YOKAT 4 RNAV



22-FEB-2018
FUK-RJFF

Japan **Fukuoka**

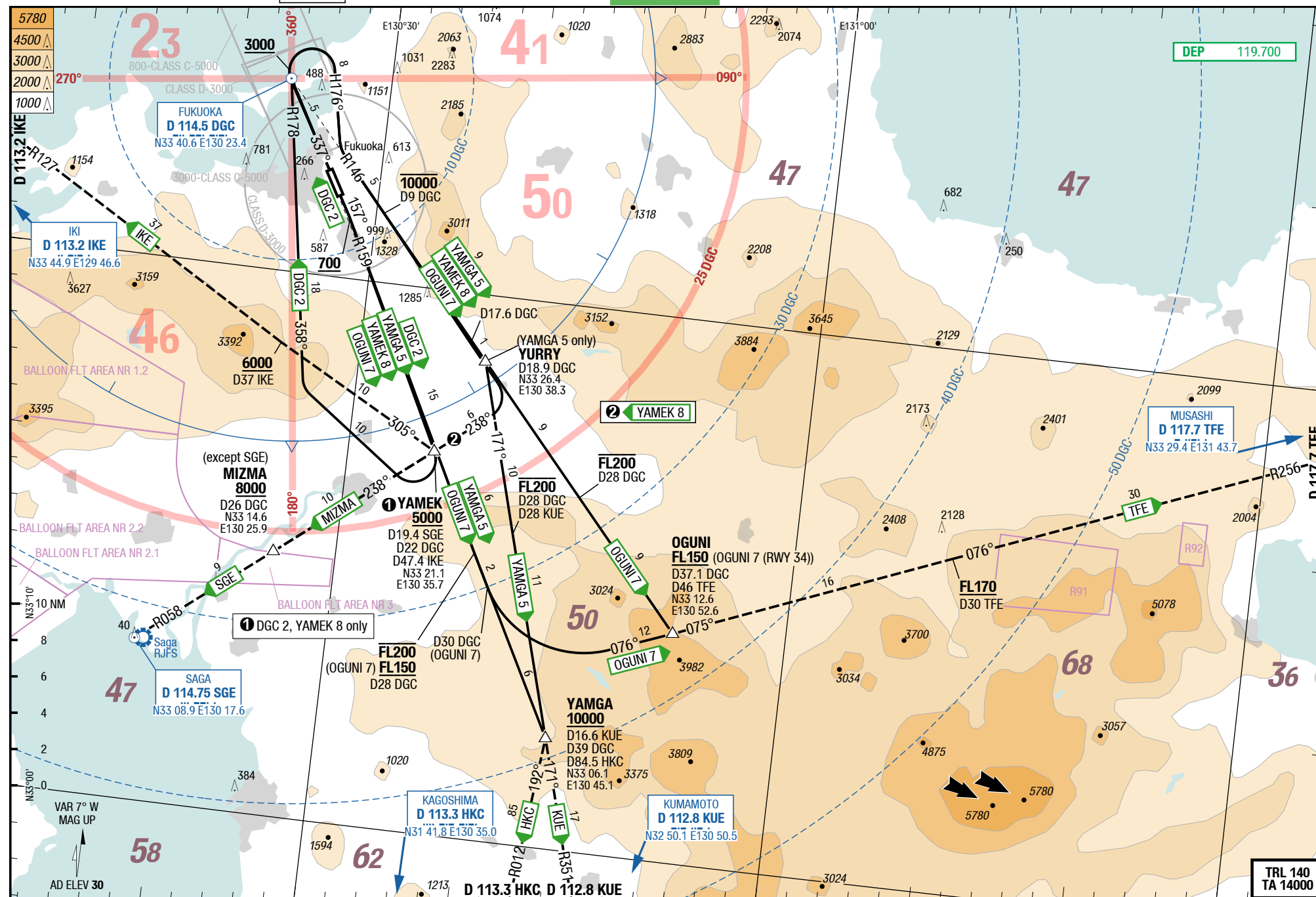
SIDs

SID

SID

Fukuoka Japan

SIDs



Changes: OBST

TRL 140
TA 14000

© Lido 2018

HAKATA 3 / MORIO 3

RWYs 16 (157°) / 34 (337°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
HAKATA 3 5.8% to 1100 119.700	at MNM 500 direct YAMEK - FF601 - FF602 - DGC	
MORIO 3 5.8% to 1100 119.700	at MNM 500 direct FF603 - YAMGA	FF603 MAX FL200 YAMGA MNM 10000
	TRANSITION	
	SAKURA YAMGA - KUE	
	SATSUMA YAMGA - HKC	
	Runway 34	
HAKATA 3 119.700	at MNM 500 direct DGC	
MORIO 3 7.0% to 2800 119.700	at MNM 500 direct FF401 - FF402 - FF403 - YURRY - FF405 - YAMGA	FF405 MAX FL200 YAMGA MNM 10000
	TRANSITION	
	SAKURA YAMGA - KUE	
	SATSUMA YAMGA - HKC	

13-JUL-2017

FUK-RJFF

5-20

KURUME 3/YOKAT 4 RNAV

SIDPT

KURUME 3 / YOKAT 4

RWY 16 (157°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
KURUME 3 5.8% to 1100 119.700	at MNM 500 direct YAMEK	
	TRANSITION	
	BRUIN YAMEK - BRUIN - OMUTA	
	GABAI YAMEK - SGE	
	GENKAI YAMEK - DAIZE - IKE	
YOKAT 4 5.8% to 1100 119.700	at MNM 500 direct UMAKA - YOKAT	UMAKA MAX FL200 YOKAT MNM 10000
	TRANSITION	
	BRAID YOKAT - KOHZA - BRAID - MARCO	KOHZA MNM FL140 BRAID MNM FL170
	MATSUYAMA (MYE) YOKAT - KOHZA - BRAID - MYE	KOHZA MNM FL140 BRAID MNM FL170
	SABAR YOKAT - AMAGA - HOSEN - RUISA - SABAR	AMAGA MNM FL140 HOSEN MNM FL170
	SALTY YOKAT - KOHZA - BRAID - SALTY	KOHZA MNM FL140 BRAID MNM FL170
	SPIDE YOKAT - KOHZA - BRAID - LUFFY - SPIDE	KOHZA MNM FL140 BRAID MNM FL170
	YANKS YOKAT - KOHZA - BRAID - LUFFY - SANJI - YANKS	KOHZA MNM FL140 BRAID MNM FL170

13-JUL-2017

FUK-RJFF

5-30

KURUME 3/YOKAT 4 RNAV

SIDPT

KURUME 3 / YOKAT 4

RWY 34 (337°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
KURUME 3 7.0% to 2800 119.700	at MNM 500 direct FF401 - FF402 - FF403 - YURRY - YAMEK	
	TRANSITION	
	BRUIN YAMEK - BRUIN - OMTA	
	GABAI YAMEK - SGE	
	GENKAI YAMEK - DAIZE - IKE	
YOKAT 4 7.0% to 2800 119.700	at MNM 500 direct FF401 - FF402 - FF403 - YURRY - FF404 - YOKAT	FF404 MAX FL200 YOKAT MNM 10000
	TRANSITION	
	BRAID YOKAT - KOHZA - BRAID - MARCO	KOHZA MNM FL140 BRAID MNM FL170
	MATSUYAMA (MYE) YOKAT - KOHZA - BRAID - MYE	KOHZA MNM FL140 BRAID MNM FL170
	SABAR YOKAT - AMAGA - HOSEN - RUISA - SABAR	AMAGA MNM FL140 HOSEN MNM FL170
	SALTY YOKAT - KOHZA - BRAID - SALTY	KOHZA MNM FL140 BRAID MNM FL170
	SPIDE YOKAT - KOHZA - BRAID - LUFFY - SPIDE	KOHZA MNM FL140 BRAID MNM FL170
	YANKS YOKAT - KOHZA - BRAID - LUFFY - SANJI - YANKS	KOHZA MNM FL140 BRAID MNM FL170

FUKUOKA 2 / OGUNI 7 / YAMEK 8 / YAMGA 5

RWYs 16 (157°) / 34 (337°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
FUKUOKA 2 DGC 2 5.8% to 1100 119.700 ①	at MNM 700 RT intercept R159 DGC - at YAMEK RT intercept R178 DGC to DGC	YAMEK MNM 5000
OGUNI 7 5.8% to 1100 119.700 ①	at MNM 700 RT intercept R159 DGC - at D30 DGC LT intercept R256 TFE inbound to OGUNI	R159/D28 DGC between FL150 and FL200
	TRANSITION	
	MUSASHI (TFE) OGUNI - R256 TFE to TFE	R256/D30 TFE MNM FL170
YAMEK 8 5.8% to 1100 119.700 ①	at MNM 700 RT intercept R159 DGC to YAMEK	YAMEK MNM 5000
	TRANSITION	
	IKI (IKE) YAMEK - RT intercept R127 IKE to IKE	R127/D37 IKE MNM 6000
	MIZMA YAMEK - intercept R058 SGE to MIZMA	MIZMA MNM 8000
	SAGA (SGE) YAMEK - RT intercept R058 SGE to SGE	
YAMGA 5 5.8% to 1100 119.700 ①	at MNM 700 RT intercept R159 DGC to YAMGA	R159/D28 DGC MAX FL200 YAMGA MNM 10000
	TRANSITION	
	KAGOSHIMA (HKC) YAMGA - R012 HKC to HKC	
	KUMAMOTO (KUE) YAMGA - R351 KUE to KUE	
	Runway 34	
FUKUOKA 2 DGC 2 119.700	direct DGC	

① Obstacle ALT 399ft located at 1.2 NM 138° from end of RWY16. Obstacle ALT 1470ft located at 6.2 NM 182° from end of RWY16.

OGUNI 7 / YAMEK 8 / YAMGA 5

RWY 34 (337°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
OGUNI 7 119.700	at MNM 3000 RT HDG 176° - intercept R146 DGC to OGUNI	R146/D9 DGC MAX 10000 R146/D28 DGC MAX FL200 OGUNI MNM FL150
	TRANSITION	
	MUSASHI (TFE) OGUNI - R256 TFE to TFE	R256/D30 TFE MNM FL170
YAMEK 8 119.700	at MNM 3000 RT HDG 176° - intercept R146 DGC - at D17.6 DGC RT intercept R058 SGE to YAMEK	R146/D9 DGC MAX 10000 YAMEK MNM 5000
	TRANSITION	
	IKI (IKE) YAMEK - RT intercept R127 IKE to IKE	R127/D37 IKE MNM 6000
	MIZMA YAMEK - intercept R058 SGE to MIZMA	MIZMA MNM 8000
	SAGA (SGE) YAMEK - RT intercept R058 SGE to SGE	
YAMGA 5 119.700	at MNM 3000 RT HDG 176° - intercept R146 DGC - at YURRY RT intercept R351 KUE inbound to YAMGA	R146/D9 DGC MAX 10000 R351/D28 KUE MAX FL200 YAMGA MNM 10000
	TRANSITION	
	KAGOSHIMA (HKC) YAMGA - R012 HKC to HKC	
	KUMAMOTO (KUE) YAMGA - R351 KUE to KUE	

22-FEB-2018
FUK-RJFF

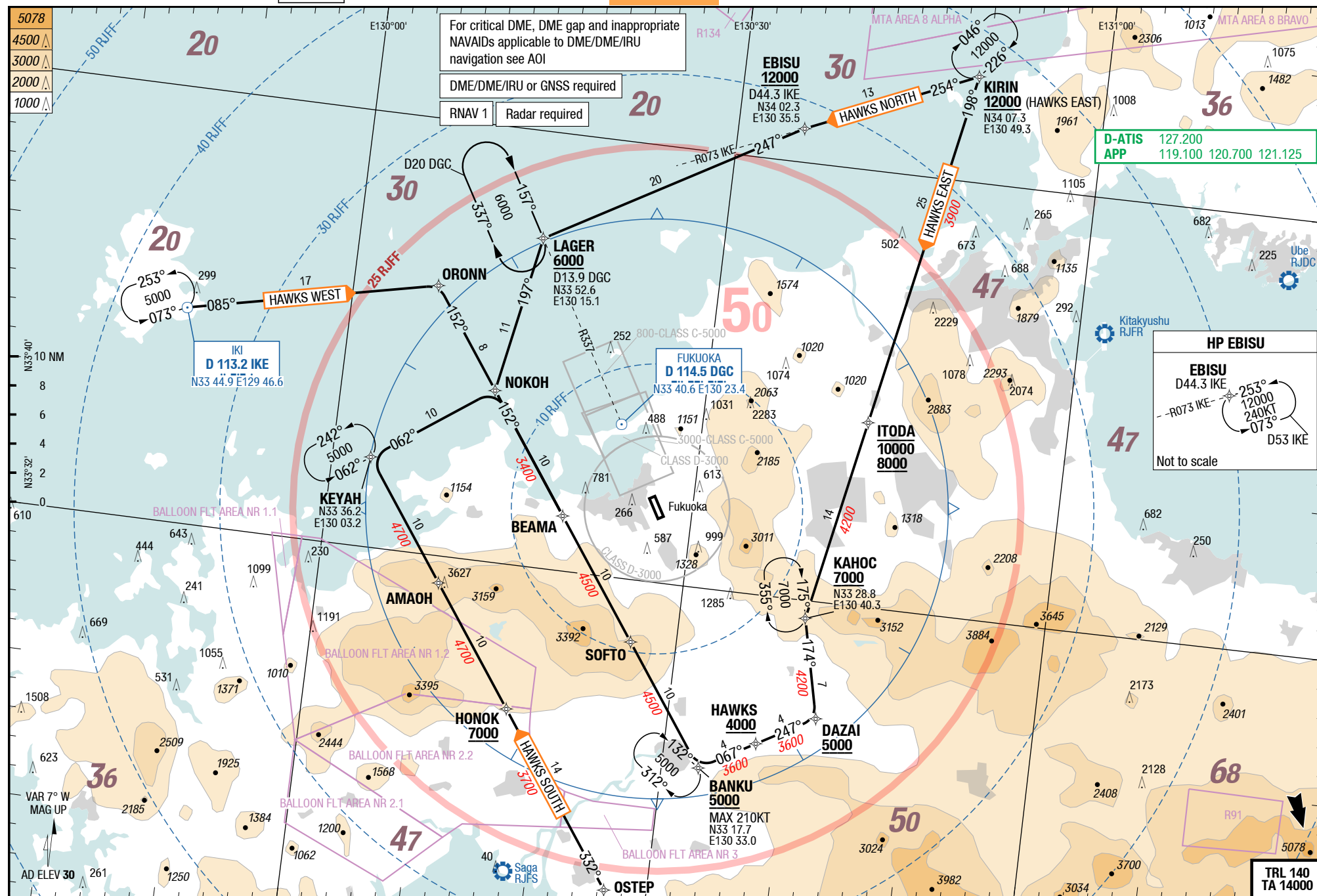
6-10

Japan Fukuoka
RNAV STARs MALTS
RNAV STARs HAWKS

STAR

STAR

Fukuoka Japan
RNAV STARs MALTS
RNAV STARs HAWKS



Changes: FREQ, MTCA, OBST

FUK-RJFF

Japan **Fukuoka**

STAR

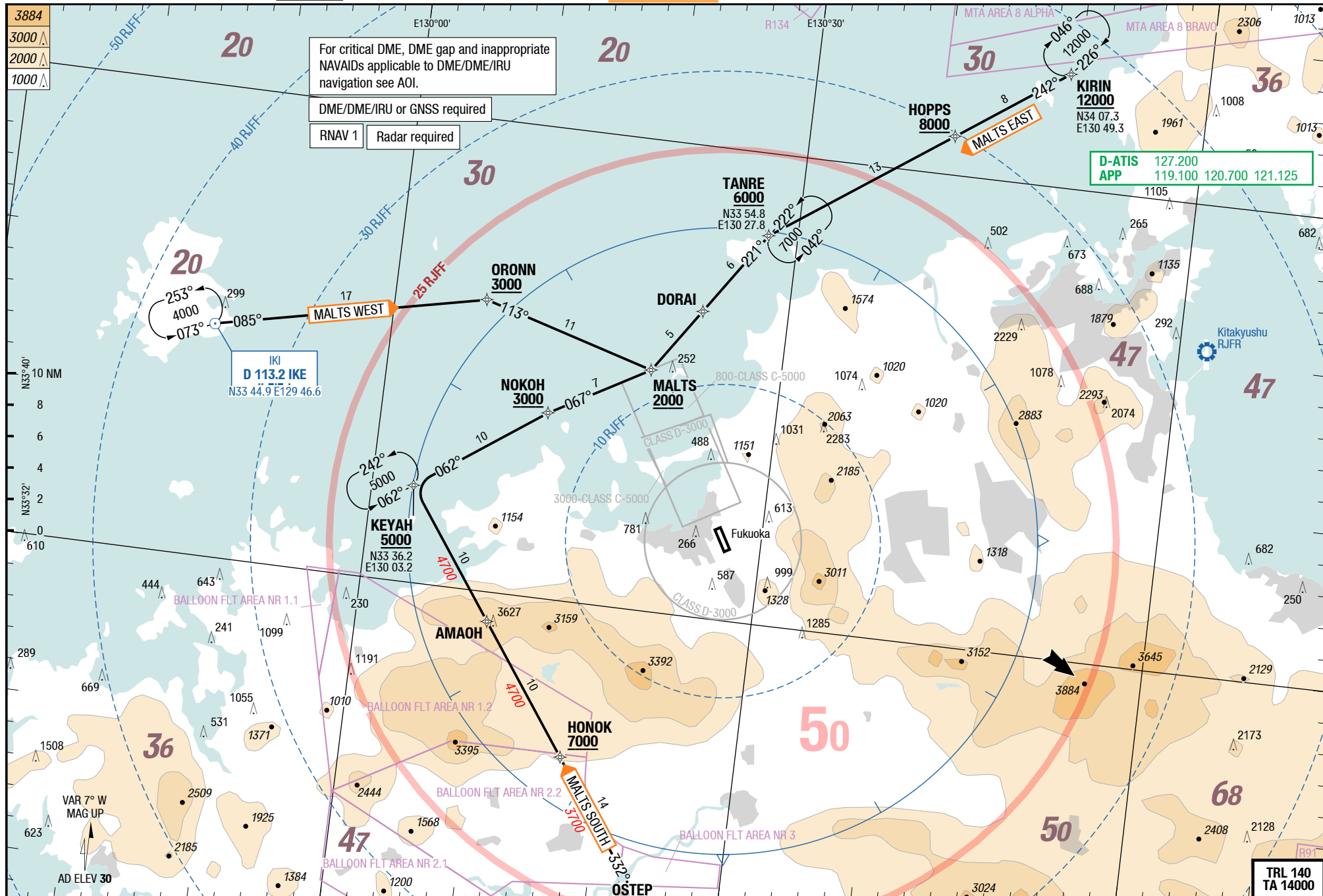
STAR

Fukuoka Japan

RNAV STARs MALTS

6-20

RNAV STARs MALTS



Changes: **FREQ**, **OBST**

© Lido 2018

22-FEB-2018
FUK-RJFF

Japan Fukuoka

STARs KAFRI

6-30

STARs EBISU / IKE / LAGER

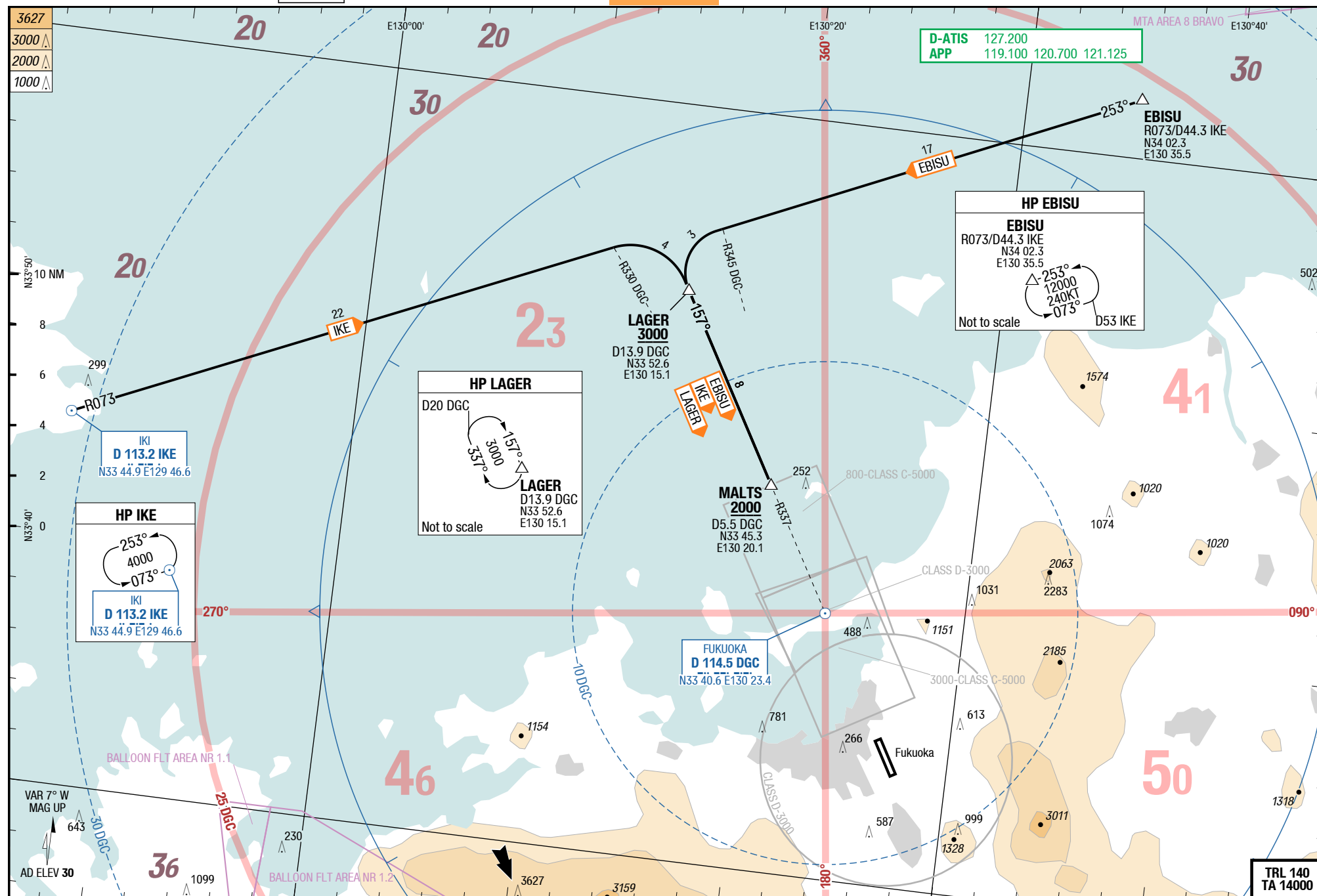
STAR

STAR

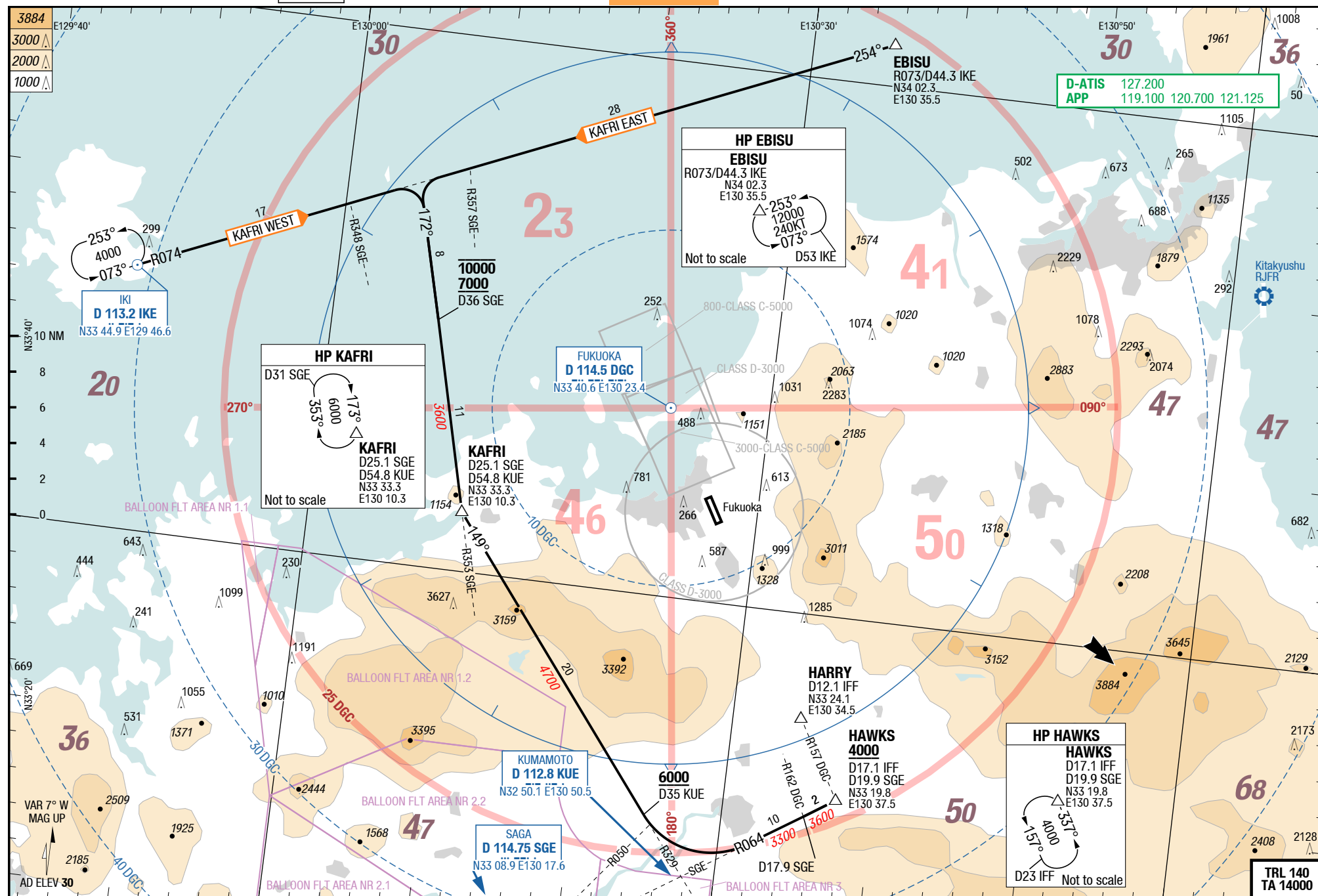
Fukuoka Japan

STARs KAFRI

STARs EBISU / IKE / LAGER



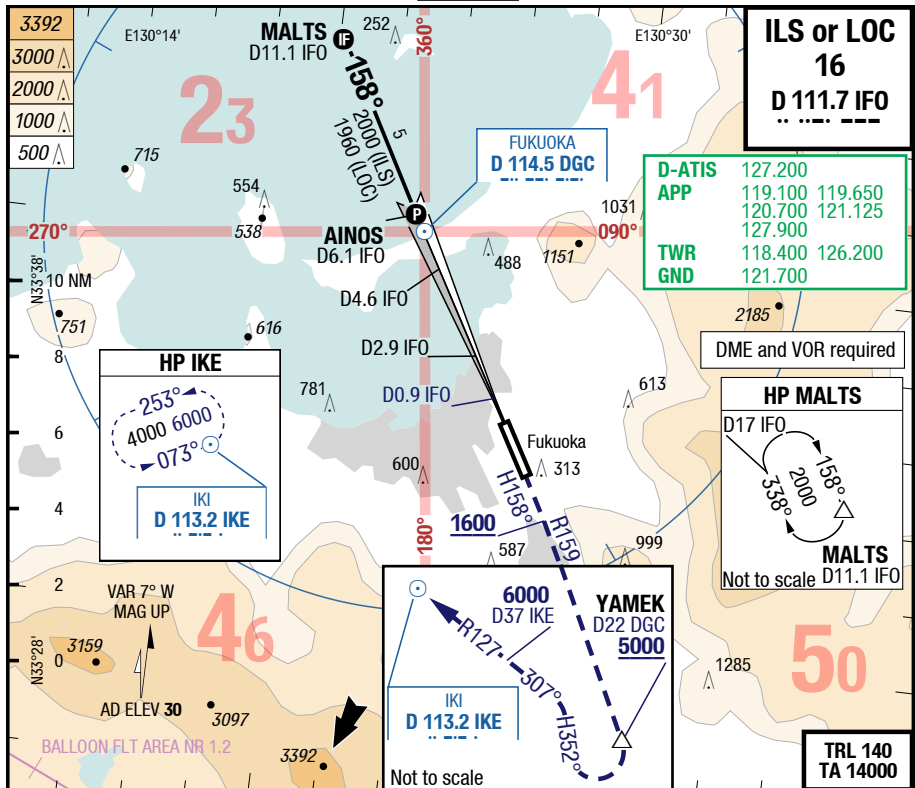
Changes: FREQ, OBST



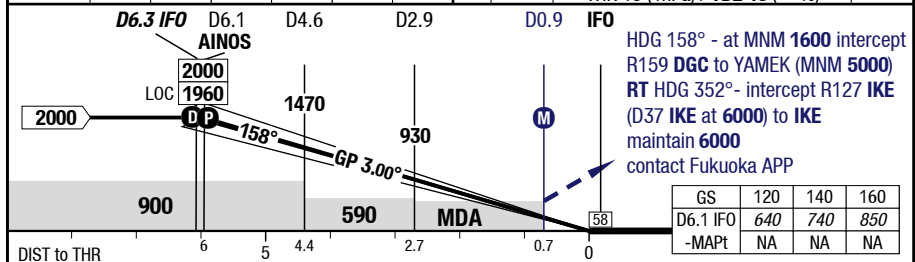
FUK-RJFF

7-10

ILS or LOC 16



LOC 3.00° D IFO 158° RWY 157°	6.3	6	5	4	3	2	16	83.0° 2800 G 60 60 H 30 H	+0.2%
	2000	1920	1600	1290	970	650	H-P1F	THR 15 (1hPa) / TDZ 18 (---%)	



16	Cat 1 DME GA 5.0%	Cat 1 DME GA 5.0% TDZL+RCLL U/S 1)	LOC DME GA 5.0%	Circling 2)
C	ft - m/km ft 200 - 550 220	200 - 750 220	540 - 1.7 550	990 - 2.4V 1020
D	ft - m/km ft 200 - 550 220	200 - 750 220	540 - 1.7 550	1000 - 3.6V 1030

1) With EVS 550m

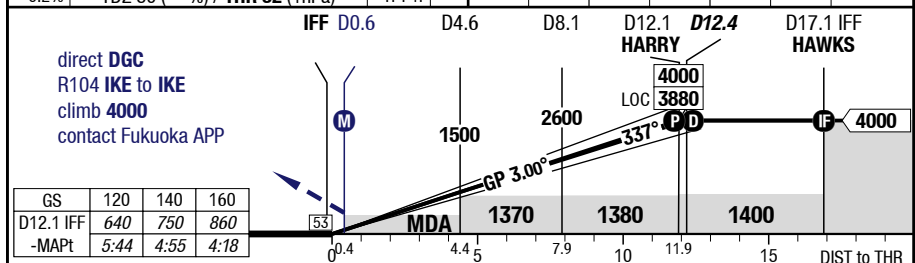
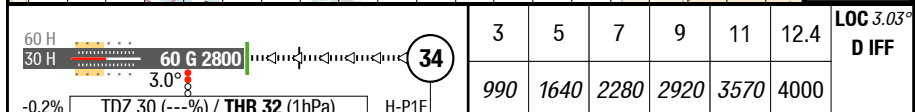
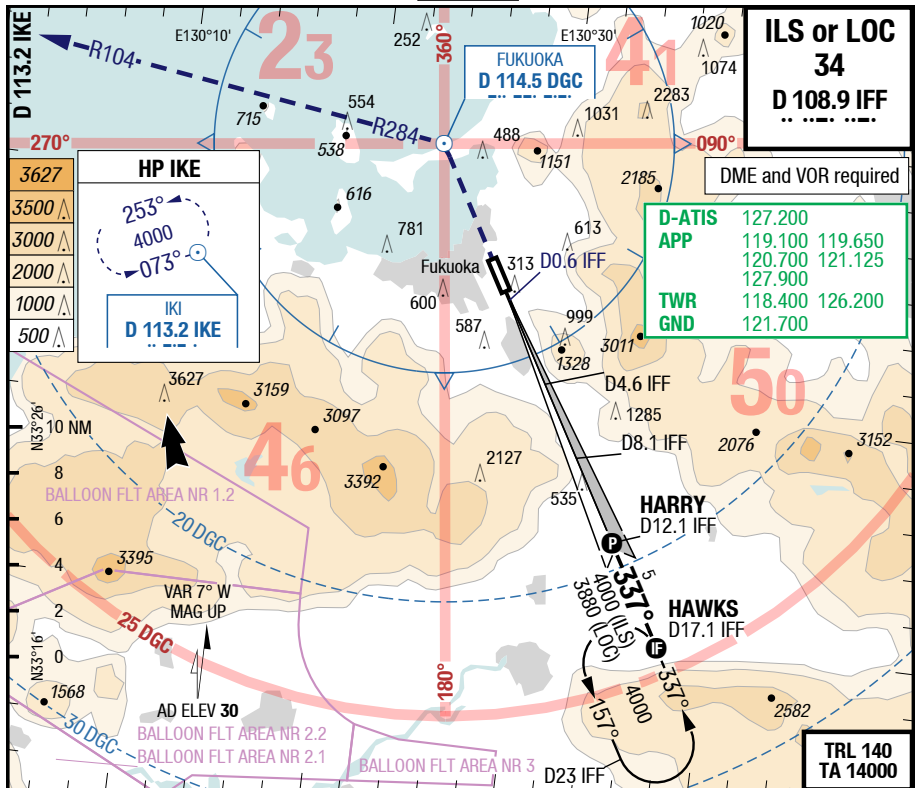
2) W of RWY only

Changes: FREQ, OBST

FUK-RJFF

7-20

ILS or LOC 34

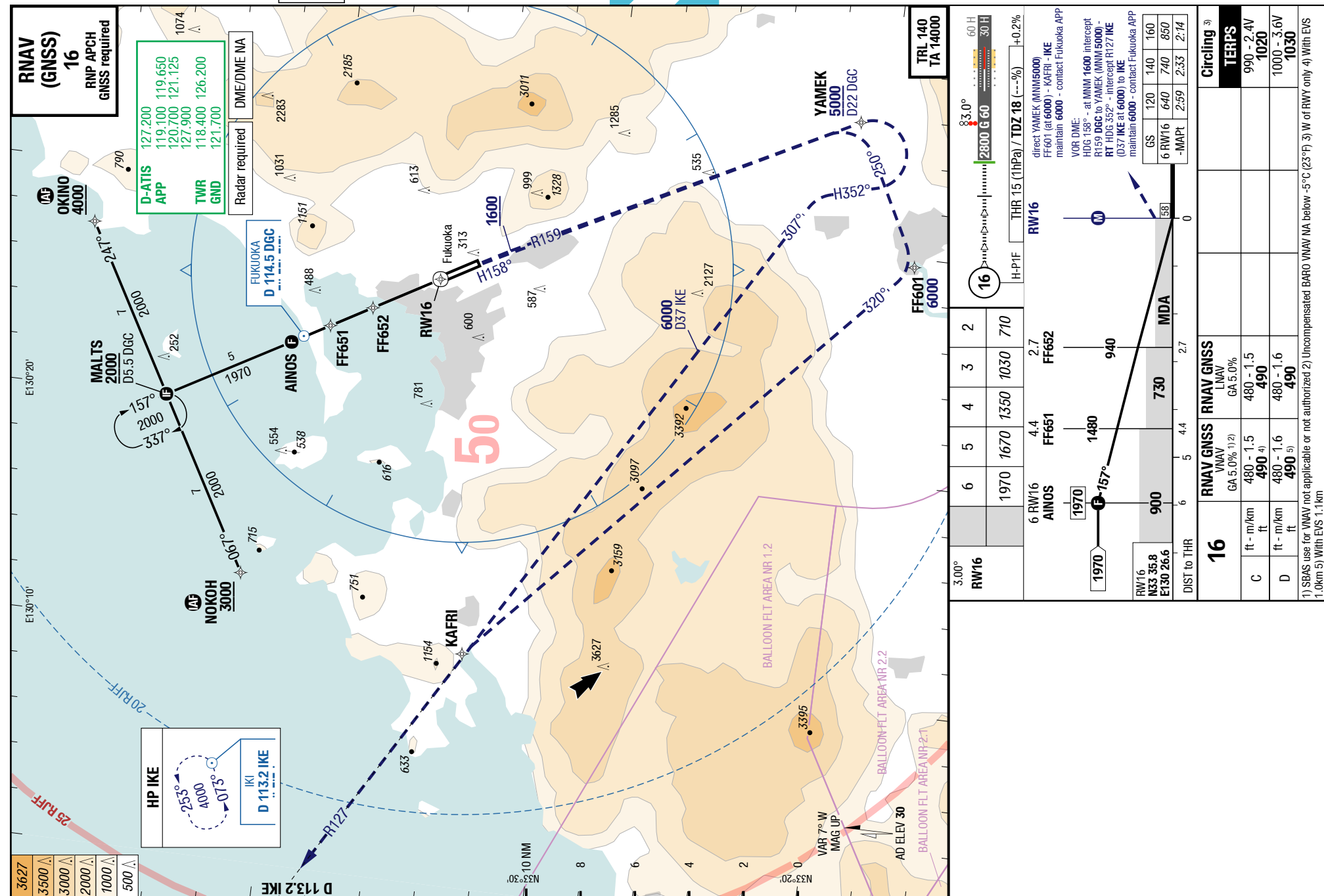


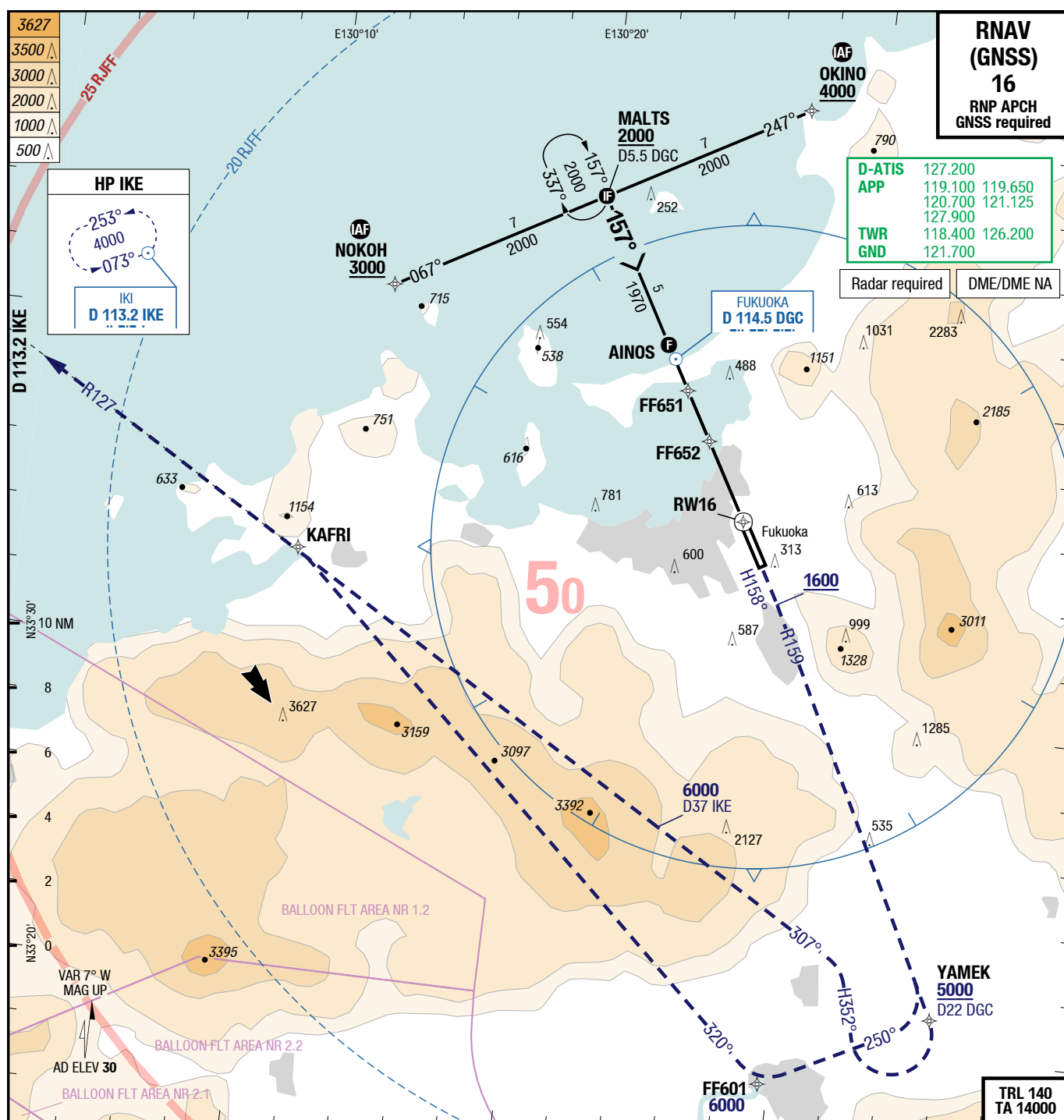
34		Cat 1 DME 1)	Cat 1 DME TDZL+RCLL U/S 1)	Circling 2)	
C	ft - m/km ft	200 - 550 240	200 - 750 240	990 - 2.4V 1020	
D	ft - m/km ft	200 - 550 240	200 - 750 240	1000 - 3.6V 1030	

1) With EVS 550m, wo EVS use STD

2) W of RWY only

Changes: FREQ, OBST





RW16

3.00°	6	5	4	3	2
	1970	1670	1350	1030	710

H-P1F THR 15 (1hPa) / TDZ 18 (---) +0.2%

RW16 direct YAMEK (MNM 5000)
FF601 (at 6000) - KAFRI - IKE
maintain 6000 - contact Fukuoka APP

VOR DME:
HDG 158° - at MNM 1600 intercept R159 DGC to YAMEK (MNM 5000) - RT HDG 352° - intercept R127 IKE (D37 IKE at 6000) to IKE maintain 6000 - contact Fukuoka APP

	GS	120	140	160
6 RW16	640	740	850	
-MAPt	2:59	2:33	2:14	

DIST to THR

6 5 4.4 2.7 0

1970 1480 940 58'

157°

RW16 N33 35.8 E130 26.6

AINOS FF651 FF652 MDA

16

RNAV GNSS VNAV GA 5.0%^{1) 2)}

RNAV GNSS LNAV GA 5.0%

C ft - m/km ft 480 - 1.5 490⁴⁾

D ft - m/km ft 480 - 1.6 490⁵⁾

16

RNAV GNSS VNAV GA 5.0%^{1) 2)}

RNAV GNSS LNAV GA 5.0%

C ft - m/km ft 480 - 1.5 490⁴⁾

D ft - m/km ft 480 - 1.6 490⁵⁾

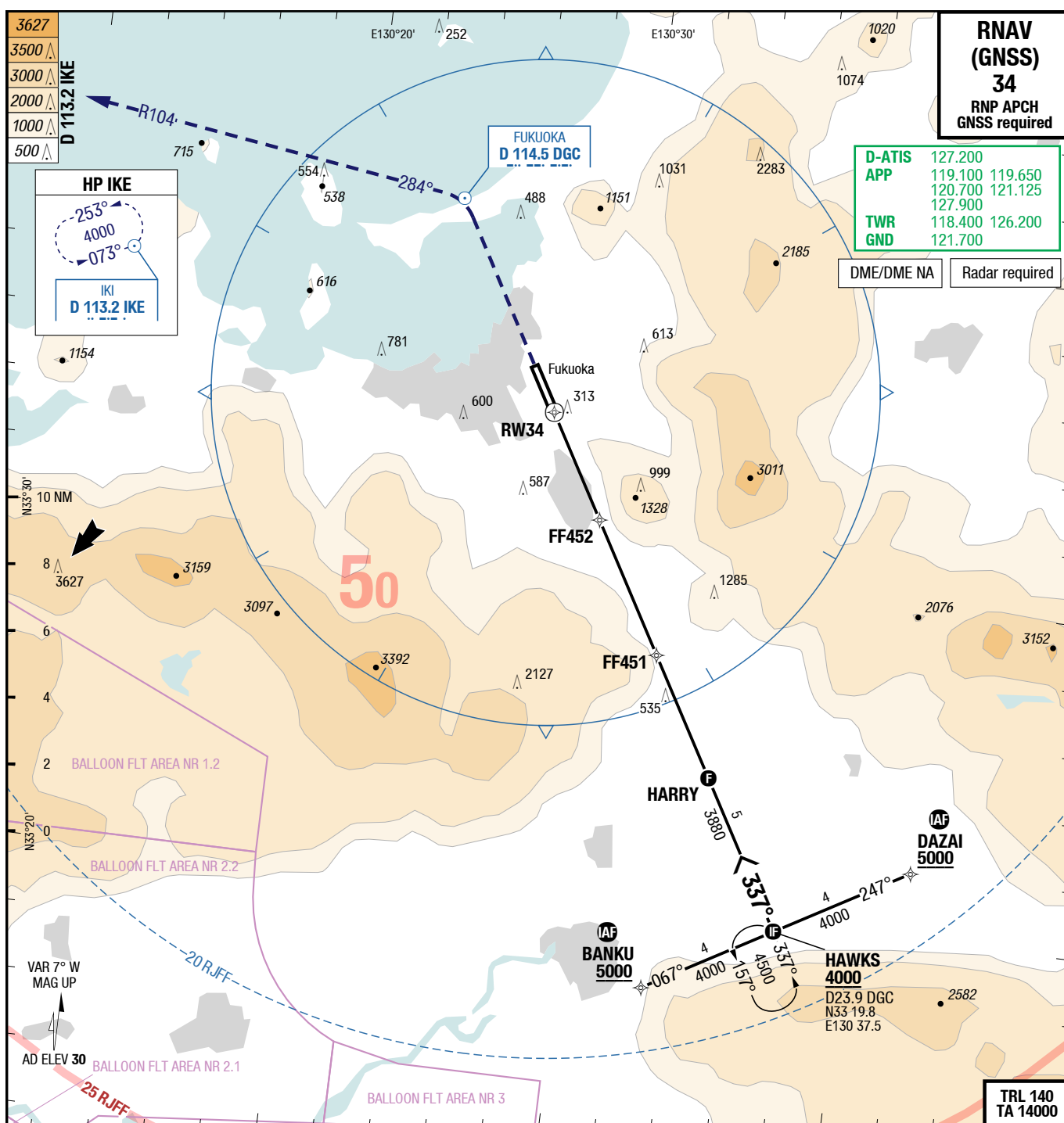
Circling³⁾

TERPS

990 - 2.4V 1020

1000 - 3.6V 1030

1) SBAS use for VNAV not applicable or not authorized 2) Uncompensated BARO VNAV NA below -5°C (23°F) 3) W of RWY only 4) With EVS 1.0km 5) With EVS 1.1km



30 H
30 H 60 G 2800
3.0°
-0.2% TDZ 30 (---%) / THR 32 (1hPa) H-P1F

4 5 7 9 11 12.3 3.00° RW34
1360 1680 2320 2950 3590 4000

direct DGC - IKE - climb 4000 RW34
contact Fukuoka APP

3.5 FF452 7.9 FF451 11.9 HARRY 12.3 16.9 RW34
contact Fukuoka APP

VOR DME:
direct DGC - LT intercept R105
IKE to IKE - climb 4000
contact Fukuoka APP

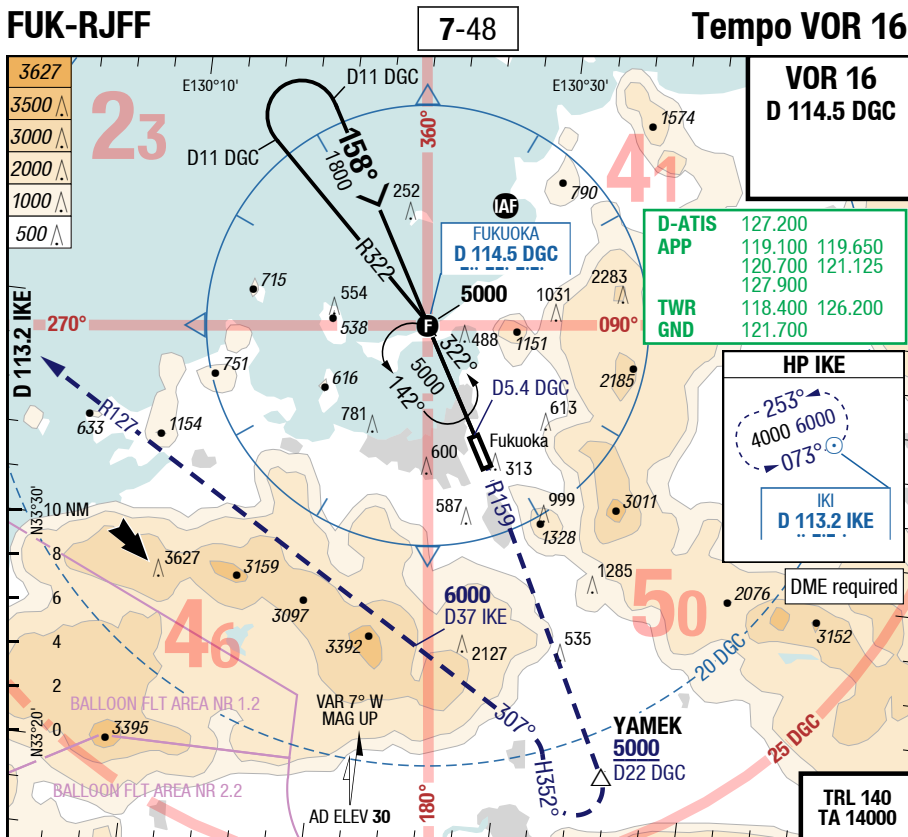
GS	120	140	160
11.9 RW34	640	740	850
-MAPt	5:57	5:06	4:28

0 3.5 5 7.9 10 11.9 15 DIST to THR

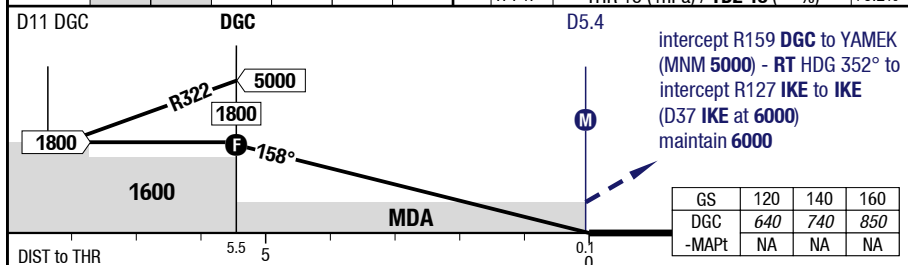
34 RNAV GNSS VNAV 1) 2) 3) RNAV GNSS LNAV 4) Circling 5) TERPS

C	ft - m/km ft	790 - 2.4 820	790 - 2.4 820	990 - 2.4V 1020
D	ft - m/km ft	790 - 2.4 820	790 - 2.4 820	1000 - 3.6V 1030

1) Uncompensated BARO VNAV NA below -5°C (23°F) 2) SBAS use for VNAV not applicable or not authorized 3) With EVS 1.6km 4) Timing to determine MAPt NA 5) W of RWY only



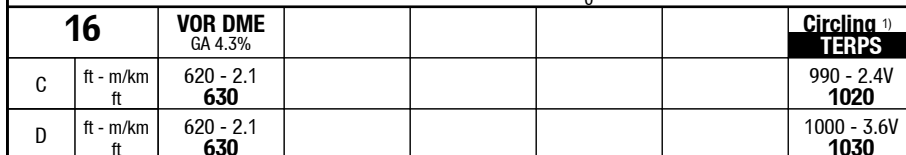
3.00° D DGC 158° RWY 157°		DGC	1	2	3	
			1800	1490	1170	850



16		VOR DME GA 4.3%				Circling ¹⁾ TERPS
C	ft - m/km ft	820 - 2.4 830				990 - 2.4V 1020
D	ft - m/km ft	820 - 2.4 830				1000 - 3.6V 1030

1) W of RWY only

Changes: Note



© Lido 2018

Changes: Note

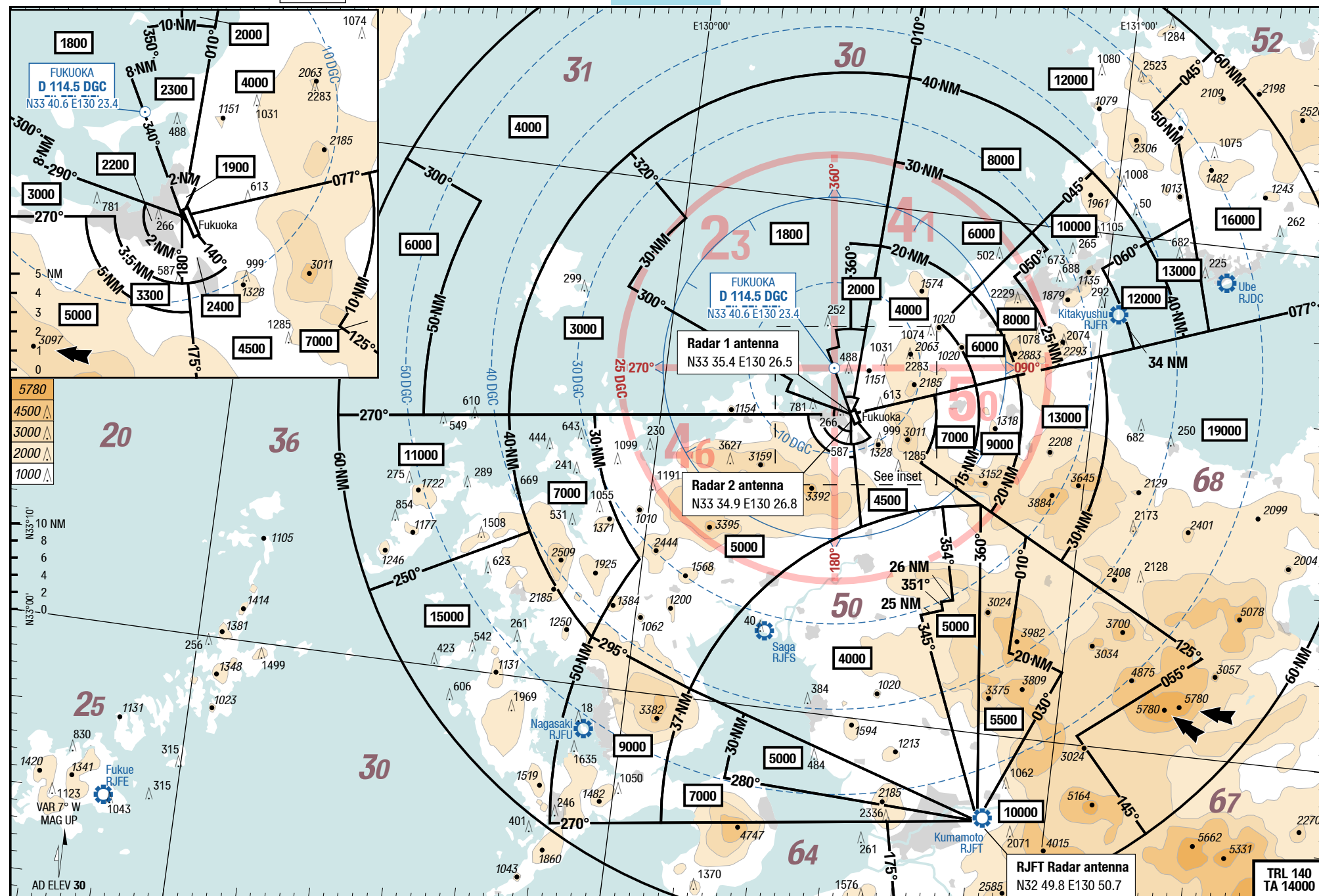
22-FEB-2018
FUK-RJFF

Japan Fukuoka
NIL
MRC

MRC
MRC

Fukuoka Japan
NIL
MRC

8-10



Changes: OBST