

## AD 2 AERODROMES

## RJFF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJFF - FUKUOKA

## RJFF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	333504N/1302706E 151°/1.59km from RWY 16 THR
2	Direction and distance from (city)	1.6nm E Hakata railway station.
3	Elevation/ Reference temperature	30FT / 32°C (2012-2016)
4	Geoid undulation at AD ELEV PSN	107FT
5	MAG VAR/ Annual change	8°W (2020) / 5'W
6	AD Administration, address, telephone, telefax, telex, AFS, e-mail and/or Web-site addresses	Fukuoka International Airport Co., Ltd. 782-1 Shimousui, Hakata-ku, Fukuoka, Japan Tel : 092(623)2255 (OPS)
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Fukuoka Airport Office (Civil Aviation Bureau) 295 Yashiki, kamiusui, Hakata-ku, Fukuoka, Japan Tel : 092(621)2221 (2330-0815UTC MON THRU FRI) Tel : 092(622)6529 (AIS) AFS : RJFFYFYX

## RJFF AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	2145-1300
3	Health and sanitation	2145-1300
4	AIS Briefing Office	H24
5	ATS Reporting Office(ARO)	Nil
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2000 - 1400
9	Handling	2100 - 1400
10	Security	2100 - 1300
11	De-icing	Nil
12	Remarks	Nil

**RJFF AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	All the modern institutions that deal with the weight thing to a Boeing747 type freighter.
2	Fuel/ oil types	Fuel grade : 100/130, JET A-1, JP-4(JSDF). Oil Grades : All piston and turbin grades.
3	Fuelling facilities/ capacity	Hydrant refueling and fuel truck / No limitation.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Ask AD administration
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Fuel/Oil service : PN

**RJFF AD 2.5 PASSENGER FACILITIES**

1	Hotels	Hotels in the city
2	Restaurants	At airport
3	Transportation	Bus, taxi and subway
4	Medical facilities	At airport and hospitals in the city
5	Bank and Post Office	At airport
6	Tourist Office	At airport
7	Remarks	Nil

**RJFF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	CAT 9
2	Rescue equipment	Chemical fire fighting truck x 3, Water-supply truck, Rescue and lighting power supply truck, Emergency medical equipments conveyance truck
3	Capability for removal of disabled aircraft	Ask AD administration
4	Remarks	Nil

**RJFF AD 2.7 SEASONAL AVAILABILITY-CLEARING**

1	Types of clearing equipment	Snow removal equipment : (1) 4 Motor graders (2) 4 Wheel loaders
2	Clearance priorities	(1) RWY, TWY(A1-A7, N, S, E2, E5(RWY34 in use), E9(RWY16 in use), E13, K1, K3, K7, W1, W9 and Y), ACFT STAND TAXI LANE(C2, C4 and G) (2) EAST APRON(From SPOT NR 1 to SPOT NR 12) and WEST APRON(From SPOT NR 53 to SPOT NR 58)
3	Remarks	Seasonal availability : All seasons

## RJFF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	<p>Surface : Concrete</p> <p>Strength :</p> <p>PCN 74/R/B/X/T : SPOT NR 1, 1L, 1R, 5, 6, 6L, 6R, 11, 11R, 12L, 12, 12R, 20</p> <p>PCN 78/R/C/X/T : SPOT NR 13</p> <p>PCN 62/R/B/X/T : SPOT NR 2, 3, 4, 32, 32R</p> <p>PCN 70/R/C/X/T : SPOT NR 7, 8, 9, 10, 11L</p> <p>PCN 60/R/C/X/T : SPOT NR 14, 15</p> <p>PCN 71/R/C/X/T : SPOT NR 16, 17, 18, 19, 51, 51L, 51R, 52, 52L, 52R, 53, 54, 55, 56, 57, 59</p> <p>PCN 66/R/C/X/T : SPOT NR 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32L</p> <p>PCN 70/R/B/X/T : SPOT NR 47, 48, 48L, 48R, 49, 49L, 49R, 50, 50L, 50R</p> <p>PCN 73/R/B/X/T : SPOT NR 58</p>
2	Taxiway width, surface and strength	<p>Surface : Asphalt concrete and concrete</p> <p>Strength :</p> <p>PCN 74/R/B/X/T : A1, K6, K7</p> <p>PCN 78/R/B/X/T : A2, A3, A7, E2, E13</p> <p>PCN 77/R/B/X/T : A4, A5, A6</p> <p>PCN 74/F/A/X/T : E6, E7, E8, E12</p> <p>PCN 88/F/A/X/T : N</p> <p>PCN 68/F/A/X/T : E3</p> <p>PCN 72/F/A/X/T : S, W1, W2, W3, W4, W5, W6, W7, W9</p> <p>PCN 88/F/B/X/T : C2</p> <p>PCN 59/F/A/X/T : C4</p> <p>PCN 70/F/B/X/T : C6, C7</p> <p>PCN 96/F/B/X/T : E1</p> <p>PCN 85/F/B/X/T : E4</p> <p>PCN 73/F/A/X/T : E5</p> <p>PCN 85/F/A/X/T : E9</p> <p>PCN 87/F/B/X/T : E10</p> <p>PCN 66/F/A/X/T : E11</p> <p>PCN 71/R/C/X/T : G</p> <p>PCN 70/R/B/X/T : Q, L, M</p> <p>PCN 70/F/A/X/T : W8</p> <p>PCN 62/R/B/X/T : K1, K2, Y</p> <p>PCN 70/R/C/X/T : K3, K4, K5</p> <p>Width :</p> <p>83M : U</p> <p>60.5M : Q</p> <p>51M : K7</p> <p>50M : K4, K5</p> <p>49M : K1, K2, K3, K6</p> <p>44M : C4</p> <p>34M : E4, E7, E10, W2, W5, W8</p> <p>32M : E2</p> <p>30M : C2, E1, E3, E5, E6, E8, E9, W1, W3, W4, W6, W7</p> <p>28.5M : E11, E12, E13, W9</p> <p>24M : L</p> <p>23M : A1 THRU A7, N, S, C6, C7, G, Y, M</p>
3	ACL and elevation	Not available
4	VOR checkpoints	Not available

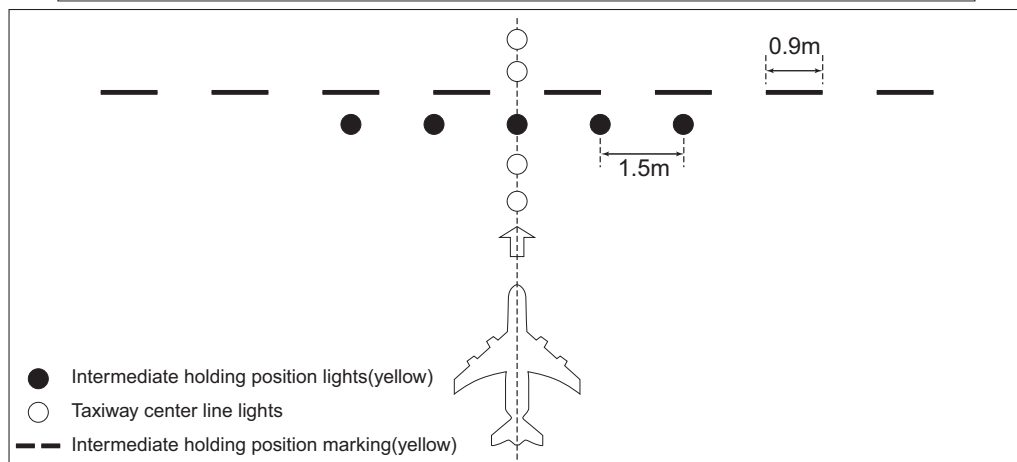
5	INS checkpoints	<p>Spot NR</p> <p>1L : 333604.12N 1302640.21E  1 : 333603.77N 1302641.50E  1R : 333603.25N 1302641.57E  2 : 333601.96N 1302642.28E  3 : 333600.75N 1302643.11E  4 : 333559.55N 1302643.93E  5 : 333558.35N 1302644.75E  6L : 333557.24N 1302645.58E  6 : 333556.91N 1302646.93E  6R : 333556.40N 1302647.01E  7 : 333554.87N 1302648.32E  8 : 333552.82N 1302649.72E  9 : 333547.66N 1302653.25E  10 : 333545.62N 1302654.64E  11L : 333543.58N 1302654.91E  11 : 333543.25N 1302656.26E  11R : 333542.75N 1302656.34E  12L : 333541.21N 1302656.53E  12 : 333540.89N 1302657.88E  12R : 333540.38N 1302657.95E  13 : 333534.52N 1302657.98E  14 : 333532.60N 1302658.27E  15 : 333531.05N 1302659.33E  16 : 333529.53N 1302700.36E  17 : 333527.98N 1302701.41E  18 : 333526.44N 1302702.47E  19 : 333524.85N 1302703.56E  20 : 333524.16N 1302705.11E  21 : 333521.96N 1302705.53E  22 : 333521.27N 1302707.08E  23 : 333520.13N 1302707.87E  24 : 333518.99N 1302708.65E  25 : 333517.72N 1302709.51E  26 : 333516.45N 1302710.38E  27 : 333515.18N 1302711.24E  28 : 333514.21N 1302712.62E  29 : 333511.85N 1302714.23E  30 : 333508.81N 1302715.19E  31 : 333506.86N 1302716.36E  32 : 333505.93N 1302717.38E  32L : 333505.60N 1302717.23E  32R : 333504.14N 1302718.22E</p> <p>47 : 333527.45N 1302629.47E  48R : 333525.60N 1302630.24E  48 : 333525.18N 1302630.50E  48L : 333524.66N 1302631.79E  49R : 333522.91N 1302631.66E  49 : 333522.51N 1302631.95E  49L : 333521.97N 1302633.21E  50R : 333520.34N 1302633.31E  50 : 333519.98N 1302633.68E  50L : 333519.37N 1302634.80E  51R : 333517.81N 1302635.05E  51 : 333517.44N 1302635.42E  51L : 333516.84N 1302636.54E  52R : 333515.32N 1302636.88E  52 : 333514.90N 1302637.15E  52L : 333514.30N 1302638.27E  53 : 333512.39N 1302638.90E  54 : 333510.27N 1302640.35E  55 : 333508.16N 1302641.79E  56 : 333505.49N 1302643.62E  57 : 333503.37N 1302645.06E  58 : 333501.26N 1302646.51E  59 : 333459.58N 1302647.81E</p>
6	Remarks	Nil

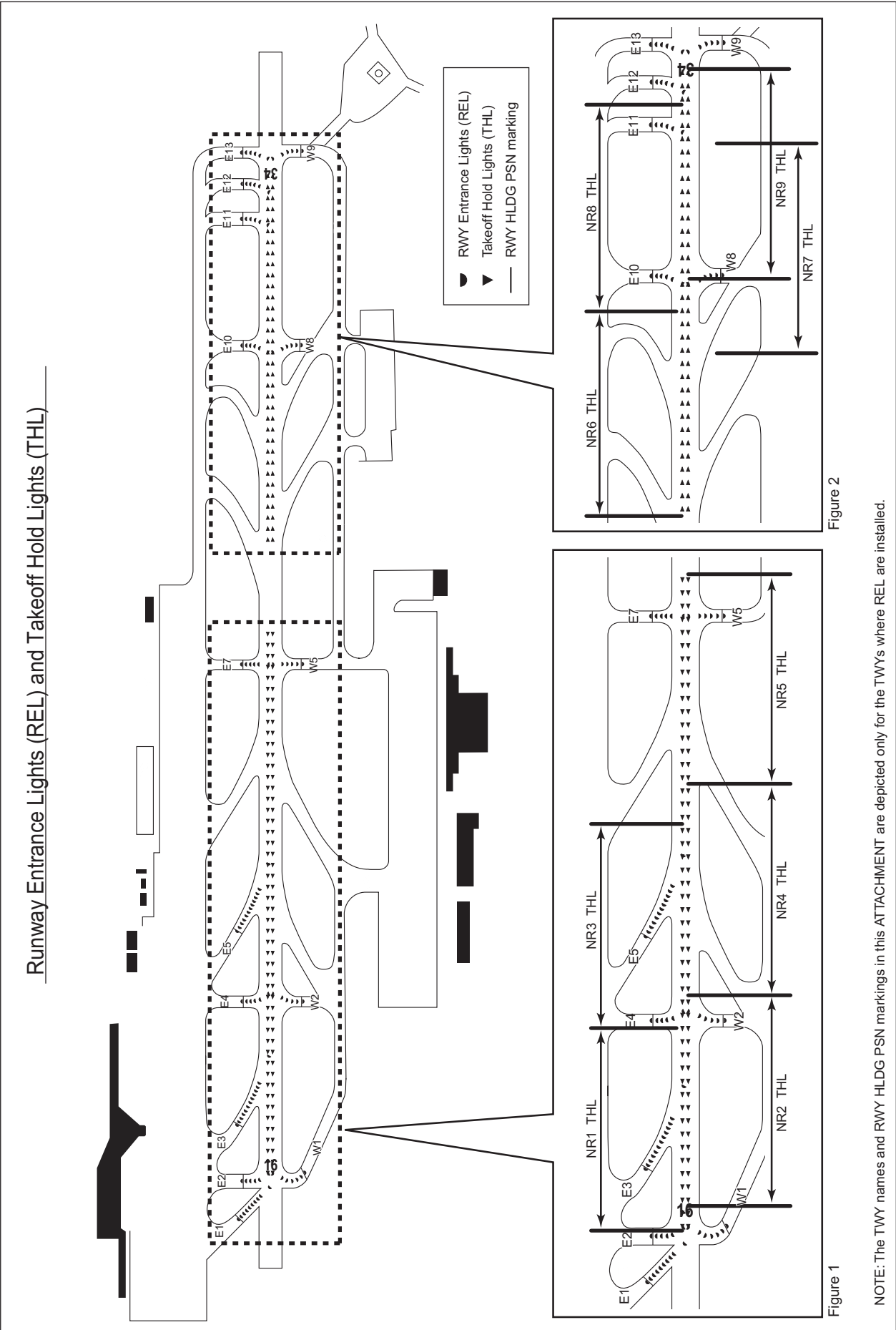
## RJFF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking / parking guidance system of aircraft stands	ACFT stand ID sign : NR1, NR2 - 5, NR6, NR7 - 10, NR11, NR12, NR54 - 58 ACFT stand taxi lane : C2, C4, G, L, Q, M, U Visual docking guidance system : NR1, NR2 - 5, NR6, NR7 - 10, NR11, NR12 (See attachment)
2	RWY and TWY markings and LGT	RWY:16/34 (Marking): RWY designation, RWY CL, TDZ, Aiming point, RWY THR, RWY side stripe (LGT): REDL, RCLL, RTHL, RENL, RTZL, WBAR, RWY DIST marker, Takeoff Hold Lights (RWY status LGT)(see attached chart)  TWY: ALL TWY (Marking): TWY CL, TWY side stripe (LGT): TWY edge LGT (EXC K1 - K7, Y, U)  TWY: E1 - E13 and W1 - W9 (Marking): RWY HLDG PSN, Mandatory instruction (LGT): RWY guard LGT  TWY: A1 - A3, A7, E1 - E5, W7, C2, C4, Q, G, K1 - K7, Y (Marking): SFC painted direction sign (see attached chart)  TWY: N(BTN W1 AND W2), S(BTN W7 AND W9) (Marking): Intermediate holding position (LGT): Intermediate holding position  TWY: E1 - E13, W1 - W9, C2, N, S, A1 - A7, K1 - K7, Y (LGT): TWY CL  TWY: E1 - E5, E7, E10 - E13, W1, W2, W5, W8, W9 (LGT): Runway Entrance Lights(RWY status LGT) (see attached chart)
3	Stop bars	Stop Bar Lights : E1 - E13(EXC E11), W1 - W9 Stop Bar Lights Operations 1) Stop Bar Lights are installed at each taxi holding position associated with Runway 16/34. 2) Stop Bar Lights will be operated when ATC determines necessity. 3) Stop Bar Lights on taxiways E1, E2, E4, E10, E12, E13, W1, W2, W8, W9 are controlled individually by ATC. 4) Stop Bar Lights on taxiways E3, E5 THRU E9, W3 THRU W7 are not controlled individually by ATC. 5) During the period Stop Bar Lights operated, taxiways E3, E5 THRU E9, W3 THRU W7 are not available for departure aircraft.
4	Remarks	(LGT): Taxiing guidance sign, Apron flood LGT (Marking):Over run area

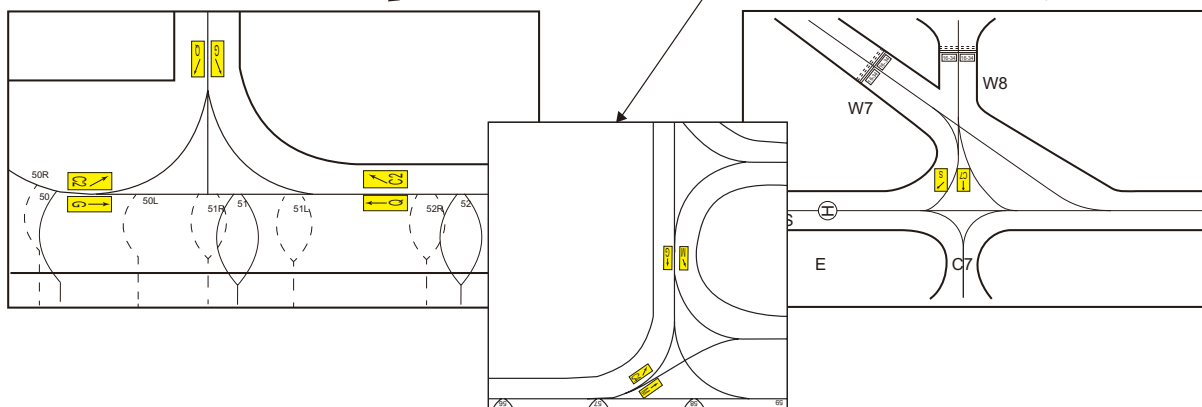
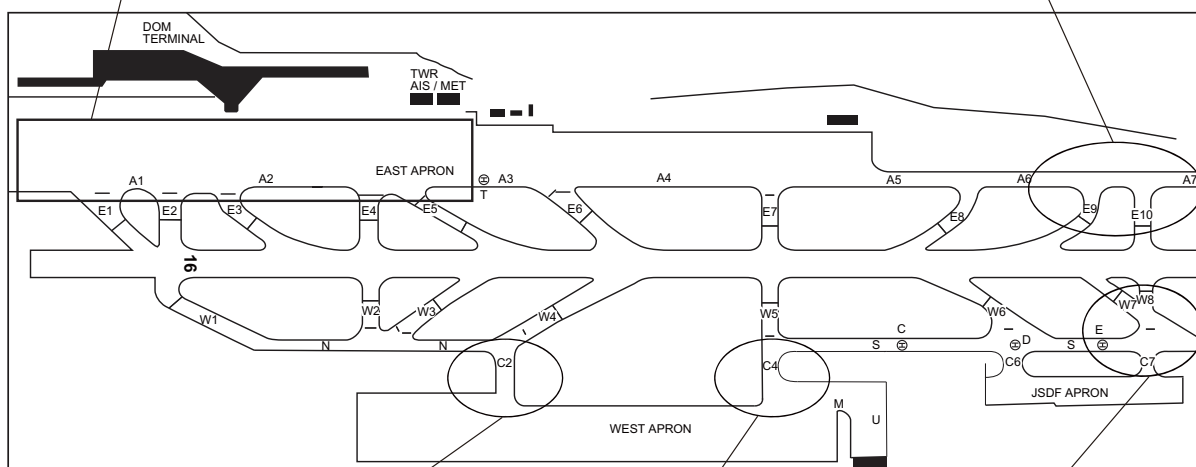
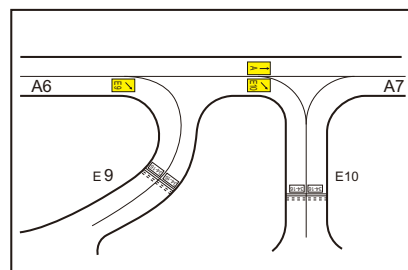
## GP HOLD LINE

The "GP HOLD LINE" is installed on TWY N (BTN W1 AND W2) and S(BTN W7 AND W9), consists of Intermediate holding position lights and marking.  
(see below figure, and AD2.24-ADC-1 AD CHART) REF AD2.20.2.1 1) for taxiing procedure on the "GP HOLD LINE".





### Type of Surface Markings



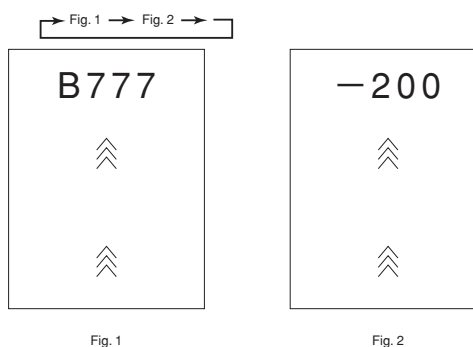
## VISUAL DOCKING GUIDANCE SYSTEM

### 1. General

- (1) Aircraft parking stands NR1, NR2 - 5, NR6, NR7 - 10, NR11, NR12 are equipped with a visual docking guidance system. The pilots of an arriving aircraft assigned to park at one of these parking stands can use this system to be guided and stop the aircraft at the correct parking position.
- (2) This system is operational only in the automatic mode and in an event of a system failure, the aircraft shall be manually guided by a marshaller to the stopping position.
- (3) The visual docking guidance system consists of a display screen for pilots and a laser scanner. The system detects and analyses the aircraft type of an approaching aircraft, tracks it through the laser scanner, and displays these results on the display screen.
- (4) The display screen indicates the following information:
  - a) type of the approaching aircraft
  - b) deviation from the lead-in center line
  - c) distance to the stopping position
 The above information is provided equally to the pilots on both left seat and right seat.

### 2. Aircraft Type Indication

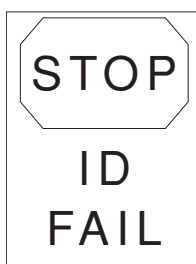
- (1) An operator on ground shall input the aircraft type into the system before the aircraft approaches the parking stand. Upon accepting the input, the system carries out internal calibration, starts the laser scanner simultaneously, and indicates the aircraft type according to the input. The system then will begin to indicate yellow lead-in arrows scrolling upwards prompting the aircraft to proceed. (Fig.1, Fig.2)



- (2) When the laser scanner detects the approaching aircraft, the display screen will indicate the aircraft type, a "T" bar, and a lead-in upward arrow in yellow.
- (3) At least until the approaching aircraft arrives at a point 15 meters before the stopping position, the system will identify the aircraft type and will compare with the previously input aircraft type. If these data match, the system will continue its operation. If they do not match, the display screen will indicate "STOP" with a red border, and "ID FAIL" simultaneously. (Fig.3)

NOTE: At this moment, the pilots must stop the aircraft immediately.

When the operator re-input the correct aircraft type into the system and the system finds it correct, it resumes normal operations indicating the correct aircraft type on its display screen.





## 3. Taxiing and Lateral Center line Guidance

- (1) While taxiing the aircraft using the system, the pilots should maneuver the aircraft at a low speed to the stopping position. In an event when "SLOW" is indicated on the display screen, the pilots should further decelerate the taxiing speed to avoid overshooting. (Fig.4)

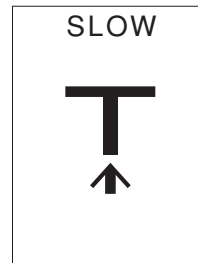


Fig. 4

- (2) Deviation of an upward yellow arrow from the center line of "T" indicates the deviation of the approaching aircraft relative to the center line of the parking stand either to right or left. Further, an additional flashing red arrow on the either side indicates the required direction for the aircraft to turn (Fig.5, Fig.6) and indicate numerical value of remaining distance. (Fig.7, Fig.8)

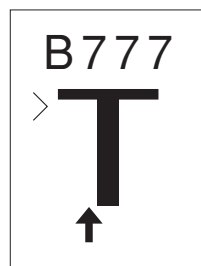


Fig. 5

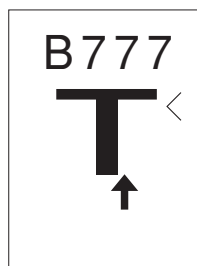


Fig. 6

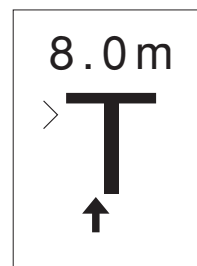


Fig. 7

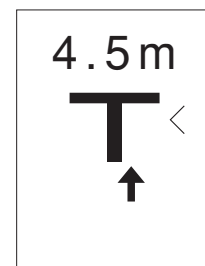


Fig. 8

## 4. Stop Guidance

- (1) When the approaching aircraft is within 20 meters from the stopping position, the shaft of the illuminated "T" will start to reduce in its length from the bottom to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively. (Fig.9, Fig.10) As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.3 m.

At aircraft parking stands when the approaching aircraft is within 30 meters from the stopping position, display of digital countdown will start.

As the aircraft approaches the stopping position, a digital countdown shows the distance to stop position numerically, for every 1.0 meters (from 30 to 5 meters to the stop position), for every 0.5 meters (from 5 to 2 meters to the stop position) or for every 0.1 meters (from 2 to 0 meters to the stop position).

When the approaching aircraft is within 20 meter from the stopping position, the shaft of the illuminated "T" will start to reduce in its length from the bottom to indicate the approaching rate of the aircraft, indicating the remaining distance to the stopping position successively. (Fig.11, Fig.12)

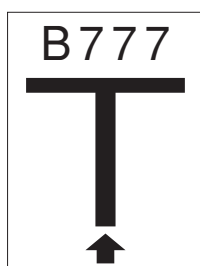


Fig. 9

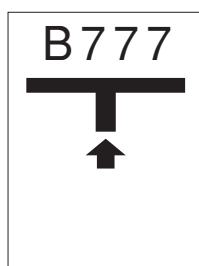


Fig. 10

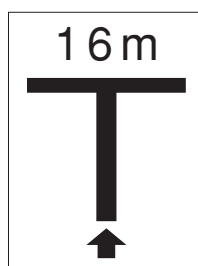


Fig. 11

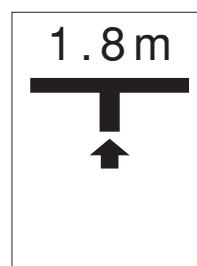


Fig. 12

- (2) When the aircraft reaches the stopping position, a message "STOP" will be displayed on the screen with a red border. (Fig.13)

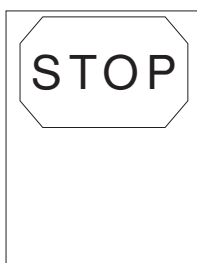


Fig. 13

- (3) When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen in several seconds. (Fig.14)

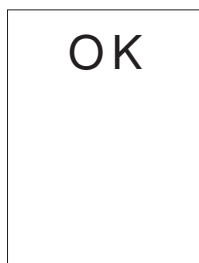


Fig. 14



Fig. 15

- (4) When the operator applies chocks, and switches on "CHOCK ON" switch, the display screen will display "CHOCK ON." (Fig.15)

- (5) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen. (Fig.16)



Fig. 16

#### 5. Cautions and Safety

- (1) When the system displays an incorrect aircraft type, or when such a message as "STOP", "ID FAIL", or "WAIT" appears on the display screen, the pilots should stop the aircraft immediately. (Fig.3, Fig.13, Fig.17)

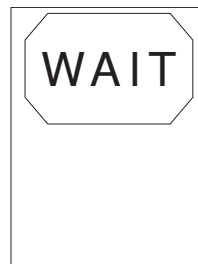


Fig. 17

- (2) During heavy fog, rain or snow the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show "SLOW" (Fig.18). The message will be superseded by the closing rate bar as soon as the system detects the approaching aircraft. The pilot must not proceed beyond the bridge, unless the "SLOW" text has been superseded by the closing rate bar.

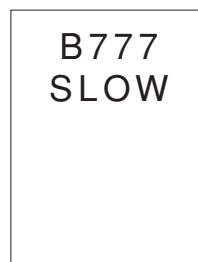


Fig. 18

**RJFF AD 2.10 AERODROME OBSTACLES**

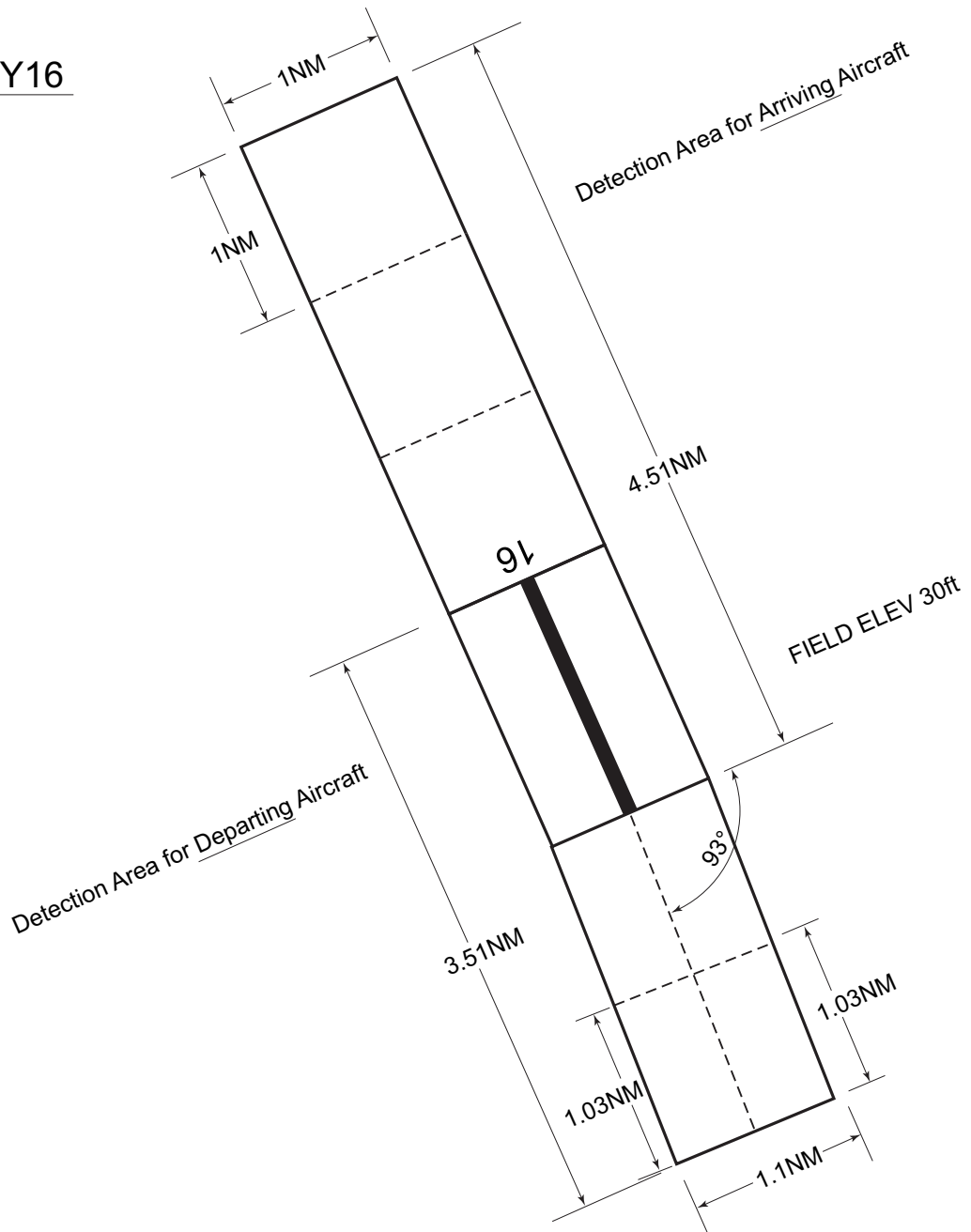
- In Area 2 See Obstacle data
- In Area 3 To be developed

**RJFF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

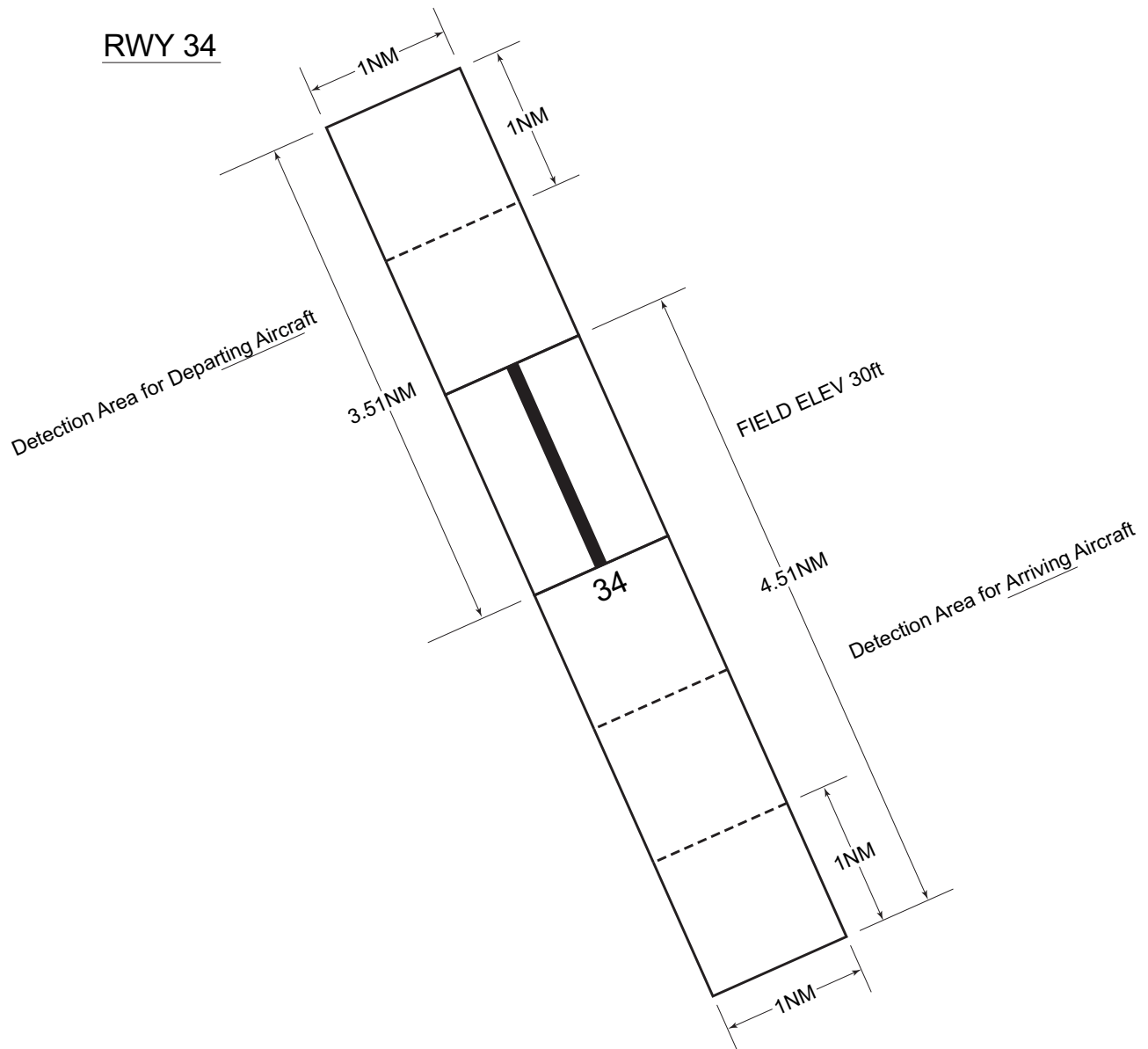
1	Associated MET Office	FUKUOKA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	FUKUOKA 30 Hours
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/ consultation provided	P, Ja, En
6	Flight documentation Language(s) used	C En
7	Charts and other information available for briefing or consultation	S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2</sub> /T <sub>r</sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> , P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW(domestic)</sub> , E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N
8	Supplementary equipment available for providing information	Doppler Radar for Airport Weather (See attached chart)
9	ATS units provided with information	TWR, APP, ATIS
10	Additional information(limitation of service, etc.)	Nil

Airspace for the advisory service  
concerning low level wind shear (RWY16)

RWY16



Airspace for the advisory service  
concerning low level wind shear (RWY34)



## RJFF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	150.24°	2800x60	PCN 92/F/B/X/T Asphalt Concrete	333548.91N 1302635.47E 106.7ft	THR ELEV:15.0FT TDZ ELEV:17.6FT
34	330.24°	2800x60	PCN 92/F/B/X/T Asphalt Concrete	333429.88N 1302729.47E 106.8ft	THR ELEV:32.2FT TDZ ELEV:30FT
Slope of RWY		Strip Dimen- sions(M)	RESA (Overrun) Dimensions(M)		Remarks
7		10	11		14
See below figure		2920x300	221 x (MNM:235 MAX:300)* 240 x (MNM:154 MAX:300)* *For detail, ask airport administrator		RWY grooving 2800mx40m
<div><div>RWY16</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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## RJFF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16	2800	2800	2800	2800	9187ft
TWY:E3	2372	2372	2372		7783ft
TWY:E4,W2	2263	2263	2263		7425ft
TWY:W3	1931	1931	1931		6336ft
TWY:E5	1825	1825	1825		5988ft
TWY:W4	1551	1551	1551		5089ft
TWY:E6	1531	1531	1531		5023ft
TWY:E7,W5	1353	1353	1353		4439ft
34	2800	2800	2800	2800	9187ft
TWY:E12	2654	2654	2654		8708ft
TWY:E11	2569	2569	2569		8429ft
TWY:E10,W8	2212	2212	2212		7258ft
TWY:W7	1941	1941	1941		6368ft
TWY:E9	1802	1802	1802		5912ft
TWY:W6	1651	1651	1651		5417ft
TWY:E8	1531	1531	1531		5023ft
TWY:E7,W5	1350	1350	1350		4429ft

誘導路の TORA, TODA 及び ASDA は、誘導路中心線と滑走路中心線の交点から滑走路末端までの距離を示す。  
(TORA, TODA and ASDA for TWY indicate distances BTN the point where TWY CL meets RWY CL and RWY THR.)

## RJFF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL Color WBAR	PAPI (VASIS) Angle DIST FM THR MEHT	RTZL LEN	RCLL LEN Spacing Color INTST	REDL LEN Spacing Color INTST	RENL Color WBAR	STWL LEN Color
1	2	3	4	5	6	7	8	9
16	PALS (CAT I) 900m LIH	Green Green	PAPI 3.0°/LEFT 436m 70ft	900m	2,800m 30m Coded color (White/Red) LIH	2,800m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
34	PALS (CAT I) 900m LIH	Green Green	PAPI 3.0°/LEFT 435.3m 66ft	900m	2,800m 30m Coded color (White/Red) LIH	2,800m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red)(*1)								

## RJFF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 333519N/1302634E, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI:Nil Anemometer: RWY16 side 397m inside of RWY 16 THR RWY34 side 380m inside of RWY 34 THR
3	TWY edge and center line lighting	TWY edge and center line lights installed, see AD2.9.
4	Secondary power supply/ switch-over time	Within 1 sec : REDL, RENL, RTHL, WBAR, RCLL, Overrun area edge LGT, Stop bar LGT, Runway Entrance Lights, Takeoff Hold Lights Within 15 sec : Other LGT
5	Remarks	Nil

## RJFF AD 2.16 HELICOPTER LANDING AREA

Nil
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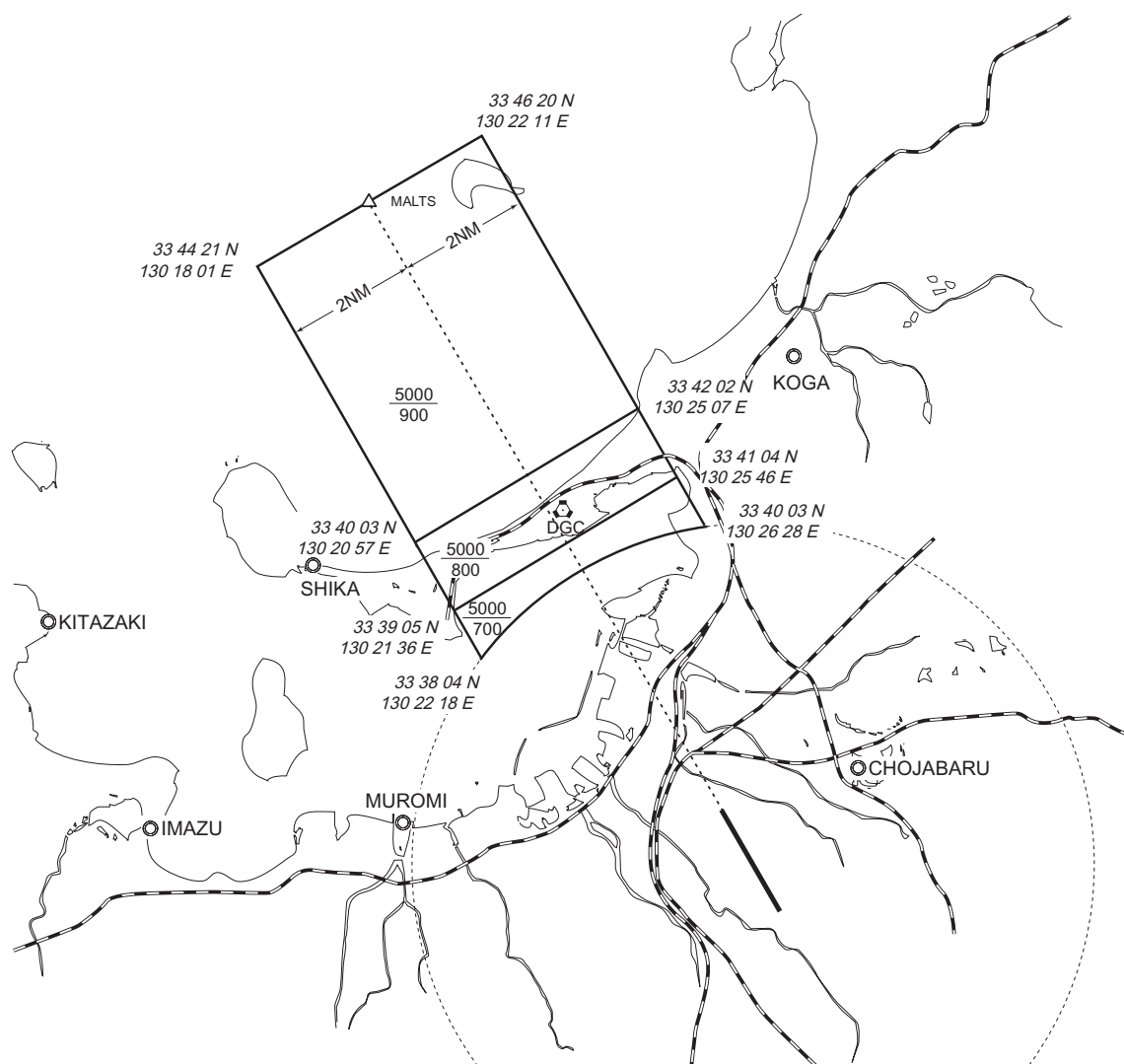
## RJFF AD 2.17 ATS AIRSPACE

Designation and lateral limits		Vertical limits (ft)	Airspace classification	ATS unit call sign Language	Remarks
1		2	3	4	6
FUKUOKA CTR	Area defined follows Area within a radius of 5 nm of FUKUOKA ARP	3 000 or below	D	Fukuoka tower En	
FUKUOKA POSITIVE CONTROL AREA	See RJFF attached chart		C	Fukuoka approach, Fukuoka departure, Fukuoka radar En	Operational hour : 2145 - 1315 UTC
FUKUOKA APPROACH CONTROL AREA	See RJFF attached chart		E	Fukuoka approach, Fukuoka departure, Fukuoka radar En	
FUKUOKA TERMINAL CONTROL AREA	See RJFF attached chart		E	Fukuoka TCA En	

## 福岡特別管制区

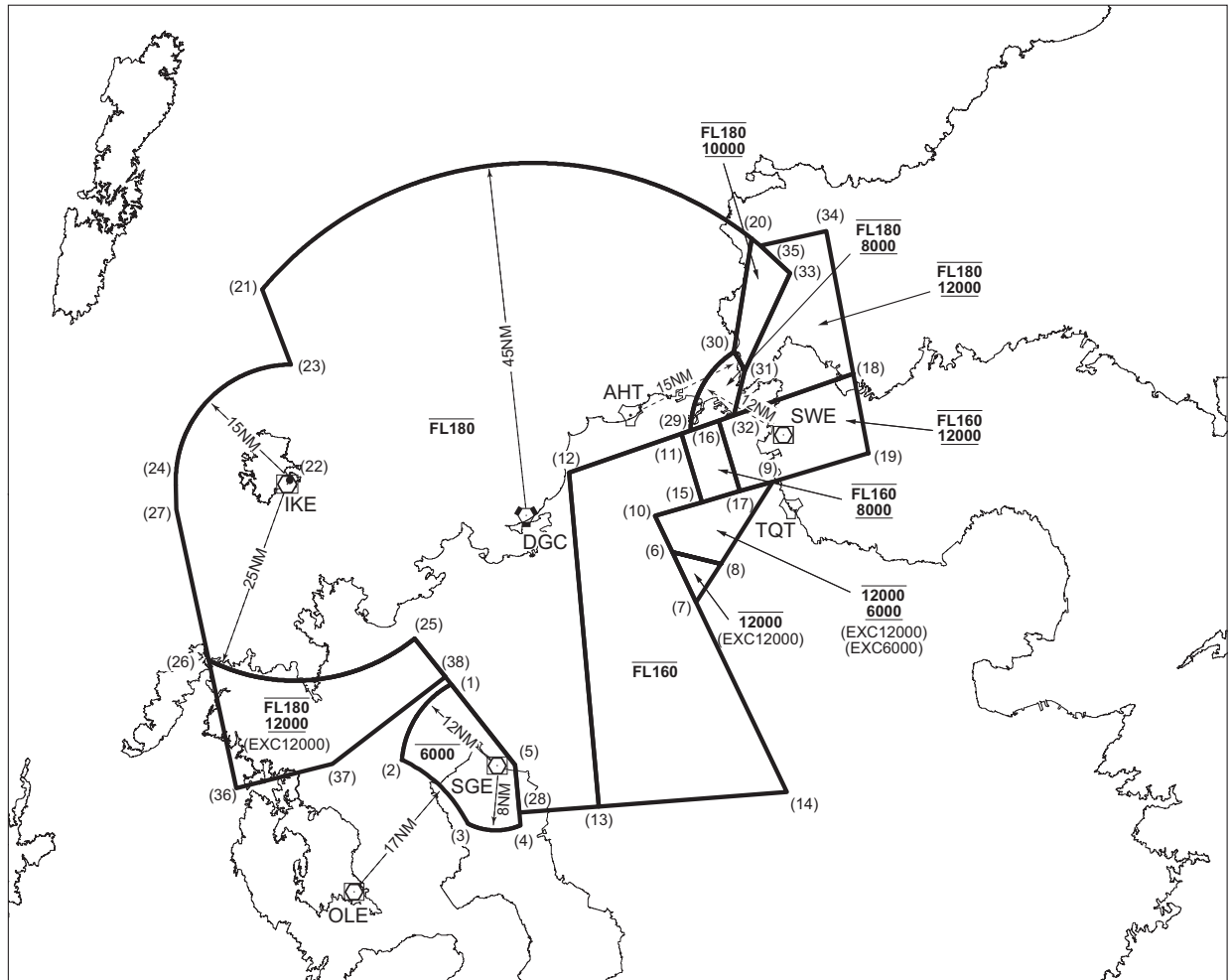
## Fukuoka Positive Control Area

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL)	UNIT PROVIDING SERVICE	REMARKS
		LOWER LIMIT (AMSL) M(ft)		
1	2	3	4	5
福岡 FUKUOKA	下記に示される区域 The area shown below		Primary Fukuoka APP 119.1 - 261.2 Secondary Fukuoka TWR 118.4 - 236.8	当該空域を飛行しようとする航空機は、福岡アプローチ又は福岡タワーに連絡し、コールサイン、現在位置、高度及び意図を通報し、指示を受けること。 Pilots requiring transit of Fukuoka Positive Control Area must call Fukuoka Approach or Tower prior to the point of entry to provide aircraft identification, position, altitude and intention.



福岡進入管制区

Fukuoka Approach Control Area



Point list

(1) 331929N1301048E	(11) 335111N1304558E	(21) 340937N1294200E	(31) 335905N1305538E
(2) 330951N1300318E	(12) 334621N1302850E	(22) 334508N1294656E	(32) 335327N1305356E
(3) 330147N1301316E	(13) 330353N1303303E	(23) 340007N1294626E	(33) 341128N1310245E
(4) 330132N1302113E	(14) 330533N1310128E	(24) 334447N1292857E	(34) 341648N1310822E
(5) 330915N1302028E	(15) 334228N1304858E	(25) 332519N1300516E	(35) 341502N1305813E
(6) 333611N1304424E	(16) 335247N1305140E	(26) 332231N1293403E	(36) 330615N1293818E
(7) 332944N1304800E	(17) 334351N1305445E	(27) 334138N1292902E	(37) 330921N1295252E
(8) 333437N1305145E	(18) 335836N1311215E	(28) 330309N1302104E	(38) 332024N1300955E
(9) 334458N1305945E	(19) 334829N1311425E	(29) 335135N1304720E	
(10) 334047N1304149E	(20) 341554N1305655E	(30) 340133N1305404E	



## RJFF AD 2.18 ATS COMMUNICATION FACILITIES

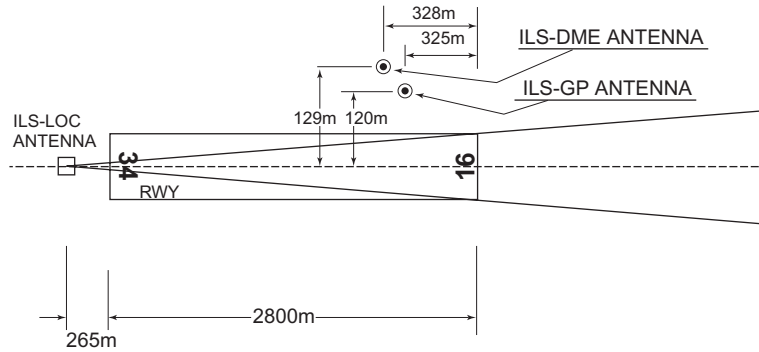
Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP / ASR	Fukuoka Approach / Fukuoka Radar	119.65MHz 121.125MHz 119.7MHz(ASR)  127.9MHz 261.2MHz 270.8MHz 279.2MHz 121.5MHz(E) 243.0MHz(E)	2145 - 1315	1315 - 2145 : APP service provided by Fukuoka Control
DEP	Fukuoka Departure	127.9MHz 119.1MHz 261.2MHz 270.8MHz 279.2MHz 121.5MHz(E) 243.0MHz(E)	2145 - 1315	
TCA	Fukuoka TCA	121.275MHz 318.2MHz	2300 - 1030	
TWR	Fukuoka Tower	118.4MHz 126.2MHz 236.8MHz 121.5MHz(E) 243.0MHz(E)	H24	
GND	Fukuoka Ground	121.7MHz 236.8MHz 121.5MHz(E) 243.0MHz(E)	H24	
DLVRY	Fukuoka Delivery	121.925MHz	H24	
ATIS	Fukuoka Airport	127.2MHz	2130 - 1300	

## RJFF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (8°W/2018)	DGC	114.5MHz	H24	334034.35N/ 1302322.66E		VOR unusable: 080°-100° beyond 30nm BLW 5,000ft. 120°-130° beyond 30nm BLW 6,000ft. 130°-140° beyond 30nm BLW 7,000ft. 180°-200° beyond 25nm BLW 6,000ft. 200°-210° beyond 35nm BLW 6,000ft.
TACAN	DGC	1179MHz (CH-92X)	H24	334033.52N/ 1302320.98E	65ft	TACAN DME unusable: 070°-090° beyond 30nm BLW 5,000ft. 090°-120° beyond 30nm BLW 6,000ft. 120°-130° beyond 25nm BLW 6,000ft. 130°-140° beyond 30nm BLW 6,000ft. 190°-240° beyond 35nm BLW 6,000ft. TACAN AZM unusable: 070°-090° beyond 20nm BLW 5,000ft. 090°-140° beyond 25nm BLW 6,000ft. 170°-190° beyond 30nm BLW 6,000ft. 190°-230° beyond 25nm BLW 6,000ft. 230°-240° beyond 35nm BLW 6,000ft. 260°-270° beyond 30nm BLW 3,000ft. 270°-280° beyond 25nm BLW 3,000ft. 280°-290° beyond 35nm BLW 3,000ft.
ILS-LOC 16	IFO	111.7MHz	H24	333422.43N/ 1302734.55E		[For RWY16] LOC 16:265m(869ft) FM RWY34 THR, BRG(MAG)158°
ILS-GP 16	-	333.5MHz	H24	333537.78N/ 1302637.68E		[For RWY16] GP 16: 325m (1066ft) inside FM RWY16 THR, 120m (394ft) SW of RCL. HGT of ILS reference datum 17.7m(58ft) GP angle 3.0°
ILS-DME 16	IFO	1015MHz (CH-54X)	H24	333537.50N/ 1302637.42E	30ft	[For RWY16] DME 16: 328m(1076ft) inside FM RWY16 THR, 129m (423ft) SW of RCL.
ILS-LOC 34	IFF	108.9MHz	H24	333555.49N/ 1302630.97E		[For RWY34] LOC 34: 234M(768ft) away FM RWY16 THR , BRG (MAG) 337.75° LOC unusable in the following areas: beyond 16NM FM LOC antenna. beyond 015° W side of LOC course. beyond 015° E side of LOC course.
ILS-GP 34	-	329.3MHz	H24	333437.25N/ 1302719.52E		[For RWY34] GP 34: 324m(1063ft) inside FM RWY34 THR. 109m (378ft) SW of RCL. HGT of ILS reference datum 16.2m(53ft). GP angle 3.0°
ILS-DME 34	IFF	987MHz (CH-26X)	H24	333437.51N/ 1302719.39E	43ft	[For RWY34] DME 34: 333m(1092ft) inside FM RWY34 THR, 108m (354ft) SW of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based

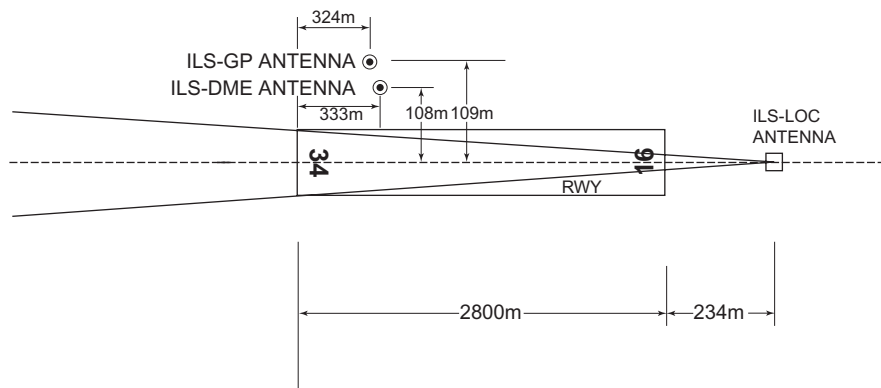
## FUKUOKA AP

### ILS for RWY16

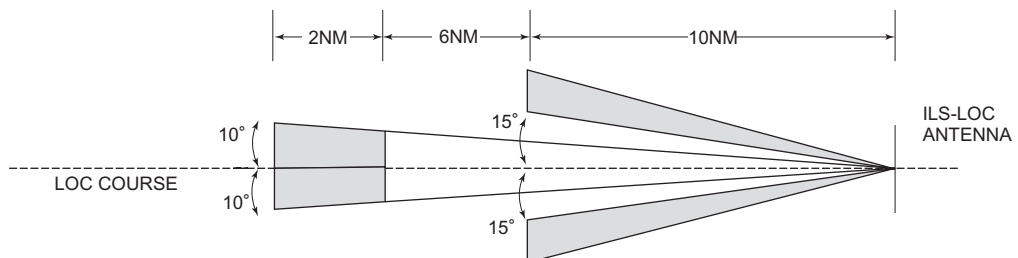


REMARKS : 1.ILS-LOC beam BRG(MAG) 158°  
2.HGT of ILS REF datum 17.7m(58ft)  
3.ILS-GP Angle 3.0°  
4.ELEV of ILS-DME 9.2m (30ft)

### ILS for RWY34



REMARKS : 1.ILS-LOC beam BRG(MAG) 337.75°  
2.HGT of ILS REF datum 16.2m(53ft)  
3.ILS-GP Angle 3.0°  
4.ELEV of ILS-DME 12.9m(43ft)



LOC unusable in the following areas:beyond 16NM FM LOC antenna.  
beyond 015° W side of LOC course.  
beyond 015° E side of LOC course.

## RJFF AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1. Airport regulations

**1.1 ATC Procedure**

Aircraft operators in accordance with IFR are requested to comply with the following.

**CLEARANCE****1) ATC clearance**

Aircraft requesting clearance shall provide the following information on FUKUOKA DELIVERY frequency 5 minutes prior to starting engines.

- a) Call sign
- b) Destination
- c) Proposed flight level/altitude (alternative flight levels/altitudes, if any)
- d) Parking position (spot number)

**2) After receiving clearance from 'FUKUOKA DELIVERY', monitor 'FUKUOKA GROUND'. Call 'FUKUOKA GROUND' when ready for push back/for taxiing.****3) Intersection departure**

- a) Separation for departure as in AD1.1.6.3.2.2(2) will not be applied to aircraft departing from TWY E-12 or TWY E-11 behind departing aircraft from E-12. Aircraft requiring separation in AD1.1.6.3.2.2(2) shall advise "FUKUOKA GROUND/TOWER" accordingly.
- b) Departing aircraft may be instructed intersection departure from TWY E-12 without Pilot's consent. Aircraft unable to depart from TWY E-12 shall advise "FUKUOKA GROUND/TOWER" accordingly.

**1.2 RWY relations**

RWY16 : 1) RWY16 will be preferentially used when tail wind component is 10kt or less.

2) RNAV RWY16 or LOC RWY16 approach is primarily applied.

RWY34 : 1) Visual approach is primarily applied.

2) RNAV RWY34 or LOC RWY34 approach is applied when visual approach is not applicable.

Remarks : RWY relations described above will be applied when radar service provided by Fukuoka approach/radar.

**1.3 小型航空機の空港利用**

福岡空港における運航の安全の確保及び円滑な空港運用の維持の観点から、混雑時間帯（日本時間午前 9 時から午後 7 時まで）において、以下の要件等を満たさない小型航空機（回転翼航空機を除く）については、福岡空港における離着陸のための施設利用を認めない。

- (1) ATC トランスポンダー並びに ILS、VOR/DME 及び ADF 受信装置を装備していること。
- (2) 飛行方式は計器飛行方式によること。
- (3) 機長が福岡空港の出発進入方式を含む管制方式を熟知していること。
- (4) 以下の飛行が可能であること。
  - (a) 高度 10,000 フィートにおいて、250 ノットの速度を保持することが可能であること。
  - (b) 高度 10,000 フィートから 5,000 フィートまで降下するにあたっては、200 ノットから 250 ノットまでの間で一定の速度を保持することが可能であること。

**1.3 On use of Fukuoka airport for small aircraft**

In order to cope with the increasing flight frequencies and to ensure the safety of flight, during the hours from 0000UTC to 1000UTC, small aircraft flights\* shall be prohibited from take-off and landing at Fukuoka airport unless they meet the following requirements.

\*except HEL.

- (1) ATC transponder, ILS, VOR/DME and ADF equipped.
- (2) Operation in accordance with IFR.
- (3) Aircraft crew shall be familiar with ATC procedures at Fukuoka airport.
- (4) According to the instructions of ATC, they can keep.
  - (a) Maintaining 250kts at 10,000ft.
  - (b) Maintaining between 200kts and 250kts during the descent from 10,000ft to 5,000ft.



以下の小型航空機については、本取扱いを適用しないこととする。

- (1) 急患、臓器等の輸送、災害派遣等緊急を要する小型航空機
- (2) 国、地方公共団体その他の公的機関の使用に係る小型航空機
- (3) 新聞社その他の報道機関の取材のための使用に係る小型航空機
- (4) その他福岡空港事務所長が認める小型航空機

NOTE. Small aircraft in the following situations are exempted from applying any of the above-mentioned limitations.

- (1) Aircraft operation for the transportation of urgent patients or internal organs and disaster dispatches etc (in a state of emergency).
- (2) Aircraft operation for the purpose of Government Agency and Local Government activities.
- (3) Aircraft operation for the purpose of news gathering activities by newspaper companies etc (such as media organizations).
- (4) Small aircraft permitted by Fukuoka airport authority.

#### 1.4 PDA (parts departing aircraft) reporting to Airport Administration

In order to secure the safety of aircraft operations and to rectify the issue of falling objects from aircraft operating in the vicinity of Fukuoka Airport, aircraft operators are required to notify Airport Administration (Tel 092-623-2255 (OPS)) of any "Parts Departing Aircraft" from flights operating to/from Fukuoka Airport, without delay. This information shall be shared by relevant parties in order to prevent recurrence of such.

#### 1.5 Other information

- 1) On use of this airport by transient ACFT, the operator is required to obtain the prior permission of the airport administrator in order to adjust parking area.
- 2) When RWY, TWY and other facilities will be closed due to scheduled maintenance (see NOTAM RJFF), aircraft using this airport should obtain the prior permission of the airport administrator until 2 hour before take off or landing. (TEL 092-623-2255 (OPS))
- 3) Restrictions about the use of auxiliary power units (APU)  
When an aircraft is using an aircraft parking 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.
  - a) Less than 30 minutes prior to the estimated time of departure.
  - b) The minimum time required for switching over to the fixed power facilities, after arrival at the parking stand.
  - c) For the minimum time required for aircraft maintenance purposes if needed.

NOTE:

Spot 1 - 12 and 53 - 58 are aircraft parking stands with fixed power facilities.

## 2. Taxiing to and from stands

### 2.1 Taxiing procedure

- 1) All aircraft are required to hold at "GP HOLD LINE" on TWY N(BTN W1 AND W2) for RWY 16 or TWY S(BTN W7 AND W9) for RWY 34 until receiving taxi clearance to protect the ILS glide slope signal.
- 2) When ILS approach is in operation, aircraft on the west side of the RWY may need to cross the RWY to protect the ILS glide slope signal. The main taxi routes for crossing the RWY are:
  - a) RWY16 - taxi from W2 to E4
  - b) RWY34 - taxi from W8 to E10
- 3) In order to keep clearance between aircraft and OBST(42.5m from taxiway center line), all aircraft shall reduce taxiing speed on TWY A(between A3 and A5), Y or K1 and follow the taxiway center line strictly.
- 4) After vacating RWY, aircraft may be instructed to hold short of TWY A, N or S in order to separate from aircraft on TWY A, N or S.  
White lines that can be used as a guidance for holding short of TWY A, N or S are painted on TWYs E1 through E7 and W2 through W8.  
(See RJFF AD2.24 AD CHART)

### 2.2 Push back procedures

- 1) Push back from SPOT 1, 1L and 1R should be made to Z unless otherwise instructed by ATC.
- 2) Push back from SPOT 2 to 12R should be made facing to the south due to apron and taxiing restrictions.
- 3) An aircraft at the SPOT other than 1, 1L and 1R might be instructed to make push back to Z if necessary.  
e.g. Push back to Z approved RWY16/34.  
(See RJFF AD2.24 AD CHART)

### 2.3 Safety measures on the TWY

When taxiing on the TWY K or TWY Y, reduce engine power to the extent practicable.

## 3. Parking area for small aircraft(General aviation)

Ask AD administration

## 4. Parking area for helicopters

Ask AD administration

## 5. Apron - taxiing during winter conditions

Nil

## 6. Taxiing - limitations

**6.1 Wing tip clearance at the TWY intersection (REF. AD1.1.6.8)**

Wing tip clearance at the TWY intersection between the aircraft holding at the stop marking on the TWY and the other aircraft taxiing behind it are as follows.

(1) When B744 holding at the stop marking on TWY E1

Wing span(WS) of ACFT taxiing on TWY A1	WS ≤ 18.6m	18.6m < WS ≤ 35.6m	WS > 35.6m
Wing tip clearance	A	B	C

(2) When B744 holding at the stop marking on TWY E2

Wing span(WS) of ACFT taxiing on TWY A1-A2	WS ≤ 22.0m	WS > 22.0m
Wing tip clearance	B	C

(3) When B744 holding at the stop marking on TWY E3

Wing span(WS) of ACFT taxiing on TWY A1-A2	WS ≤ 31m	31m < WS ≤ 48m	WS > 48m
Wing tip clearance	A	B	C

(4) When B744 holding at the stop marking on TWY E4, E7, E10, E11, E12, W2, W5 or W8

Wing span(WS) of ACFT taxiing on TWY A2-A3, A4-A5, A6-A7, N, S(BTN W5 AND W6) or S(BTN W6 AND W9)	WS ≤ 21.2m	WS > 21.2m
Wing tip clearance	B	C

**Legend**

A : wing tip clearance ≥ 15m

B : 6.5m ≤ wing tip clearance < 15m

C : wing tip clearance < 6.5m

## 7. School and training flights - technical test flights - use of runways

Nil

## 8. Helicopter traffic - limitation

Nil

## 9. Removal of disabled aircraft from runways

Nil

## RJFF AD 2.21 NOISE ABATEMENT PROCEDURES

## 1. 騒音軽減運航方式

すべてのジェット機に対して、空港周辺における航空機騒音軽減のため、運航の安全に支障のない範囲で、以下の方式が適用される。ただし、これらの方式によることができない航空機は実効的にこれらと同等と認められる代替方式を実施するものとする。

- 1) 離陸について（滑走路 16/34）  
急上昇方式
- 2) 着陸について（滑走路 34）  
ディレイド・フラップ進入方式及び低フラップ角着陸方式
- 3) リバース・スラストについて  
19 時以降翌朝 7 時までの間、着陸機におけるリバース・スラスト使用についてはアイドルまでに制限する。

## 2. 優先滑走路方式

なし

## 3. 優先飛行経路

なし

## 4. その他

空港周辺における航空機騒音軽減のため、「22 時以降翌朝 7 時までの間、航空運送事業の用に供する航空機による離着陸は避けること」が望まれる。

## 1. Noise Abatement Operating Procedures

For all jet aircraft, in order to reduce aircraft noise in the vicinity of airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of aircraft operations. In case that the aircraft is unable to take these procedures, pilots should execute alternative procedures which are considered to be practically equivalent.

- 1) For take-off from RWY16/34  
Steepest Climb Procedure
- 2) For landing to RWY34  
Delayed Flap Approach Procedure and Reduced Flap Setting Procedure
- 3) Reverse Thrust  
Between 1000UTC(1900JST) and 2200UTC(0700JST), pilots are requested to limit the use of reverse thrust to idle reverse after landing.

## 2. Preferential Runways Procedures

Nil

## 3. Preferential Routes

Nil

## 4. Remarks

In order to reduce aircraft noise in the vicinity of airport, it is desirable that **aircraft used for commercial air transport to avoid take-offs and landings between 1300UTC (2200JST) and 2200UTC(0700JST).**

## RJFF AD 2.22 FLIGHT PROCEDURES

## 1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL markings		Nil(Daytime only)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-engine ACFT with TKOF ALTN AP filed	16/34	A,B,C,D	400m	400m	400m	400m	-	500m
Others			AVBL LDG MINIMA					

## 2. Lost Communication Procedures for Arrival Aircraft under radar navigational guidance

If radio communications with Fukuoka Approach/Radar are lost for 30 seconds, squawk Mode A/3 Code 7600 and:

(I) 1. Contact Fukuoka tower.

2. If unable, proceed in accordance with visual flight rules.

3. If unable, proceed to Fukuoka VORTAC at last assigned altitude or 5000ft whichever is higher, and execute instrument approach.

(II) Procedures other than above will be issued when situation required.

## 3. Trajectory Airport Traffic Data Processing System(TAPS)

福岡アプローチの指示のもとに、当該進入管制区を飛行する航空機は、モード A/3 の二次レーダー個別コード及びモード C による応答を指示される。

二次レーダー個別コードを搭載していない航空機が当該コードによる応答を指示された場合、管制官に対し、その旨通報すること。

Aircraft flying under control of Fukuoka approach control in the approach control area will be instructed to reply with discrete code on Mode A/3 and Mode C.

If an aircraft with non-discrete code capability be instructed to reply with the discrete code, it shall report a controller accordingly.

## 4. Traffic pattern altitude

1) Fixed wing ACFT

a) JET.....1,500ft

b) PROPELLER

Single engine.....800ft

Multi engine.....1,000ft

(Except SF34,SB20, any type of DH8 and any type of ATR should follow 1,500ft.)

c) MILITARY SMALL JET.....2,000ft

2) Rotor craft

## RJFF AD 2.23 ADDITIONAL INFORMATION

## Local Flying Restrictions :

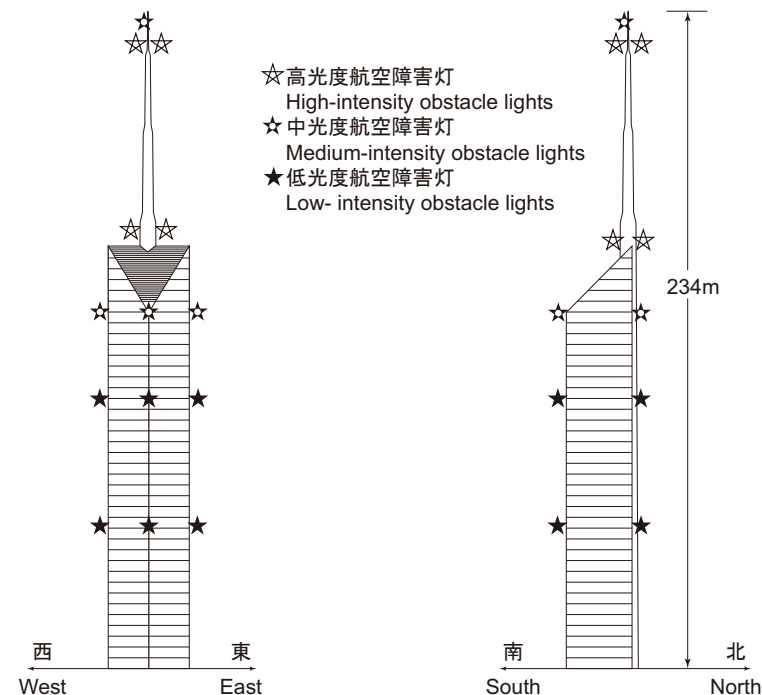
1. BAK-12/-15 JET barrier is located at 40m (131ft) outside from RWY34 threshold. BAK-12/-15 JET barrier is located at 91m (299ft) outside from RWY16 threshold.
2. ILS  
RWY16 and 34 ILS radiate simultaneously. Pilot shall confirm type of APCH and using RWY.
3. Helicopter Landing and take off area: located on TWY A3, S. (See AD chart)
4. Antenna Tower

## アンテナタワー

1. 位置 :  $33^{\circ}35'36''N/130^{\circ}21'05''E$  (福岡空港標点から西9.3km)  
--- AD2.24 LDG CHART参照
2. 高さ : 781FT (238M) MSL  
768FT (234M) AGL
3. 備考 : 高光度, 中光度及び低光度航空障害灯が付図のとおり設置されている。

## Antenna Tower

1. Position :  $33^{\circ}35'36''N/130^{\circ}21'05''E$  (9.3km W from FUKUOKA ARP)  
---See AD2.24 LDG CHART
2. Height : 781FT (238M) MSL  
768FT (234M) AGL
3. Remarks: High-intensity, medium-intensity and low-intensity obstacle lights are installed on this tower as shown in attached chart.



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**RJFF AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome Chart  
Aircraft Parking/Docking Chart  
Aerodrome Obstacle Chart -ICAO type A (RWY16)  
Aerodrome Obstacle Chart -ICAO type A (RWY34)  
Aerodrome Obstacle Chart -ICAO type B (RWY16/34)  
Standard Departure Chart - Instrument (OGUNI)  
Standard Departure Chart - Instrument (YAMEK)  
Standard Departure Chart - Instrument (YAMGA)  
Standard Departure Chart - Instrument (FUKUOKA)  
Standard Departure Chart - Instrument (TRANSITION)  
Standard Departure Chart - Instrument (YOKAT-RNAV)  
Standard Departure Chart - Instrument (KURUME-RNAV)  
Standard Departure Chart - Instrument (MORIO-RNAV)  
Standard Departure Chart - Instrument (HAKATA-RNAV)  
Standard Arrival Chart - Instrument (LAGER, EBISU, IKI)  
Standard Arrival Chart - Instrument (KAFRI-E/W)  
Standard Arrival Chart - Instrument (HAWKS-E/W/N/S, ISKUP-S-RNAV)  
Standard Arrival Chart - Instrument (MALTS-E/W/S, ISKUP-N-RNAV)  
Instrument Approach Chart (ILS or LOC RWY34)  
Instrument Approach Chart (RNAV(GNSS) RWY34)  
Instrument Approach Chart (ILS or LOC RWY16)  
Instrument Approach Chart (RNAV(GNSS) RWY16)  
Instrument Approach Chart (VOR RWY16)  
Instrument Approach Chart (TACAN RWY16)  
Other Chart (Visual REP)  
Other Chart (LDG CHART)  
Other Chart (MVA CHART)