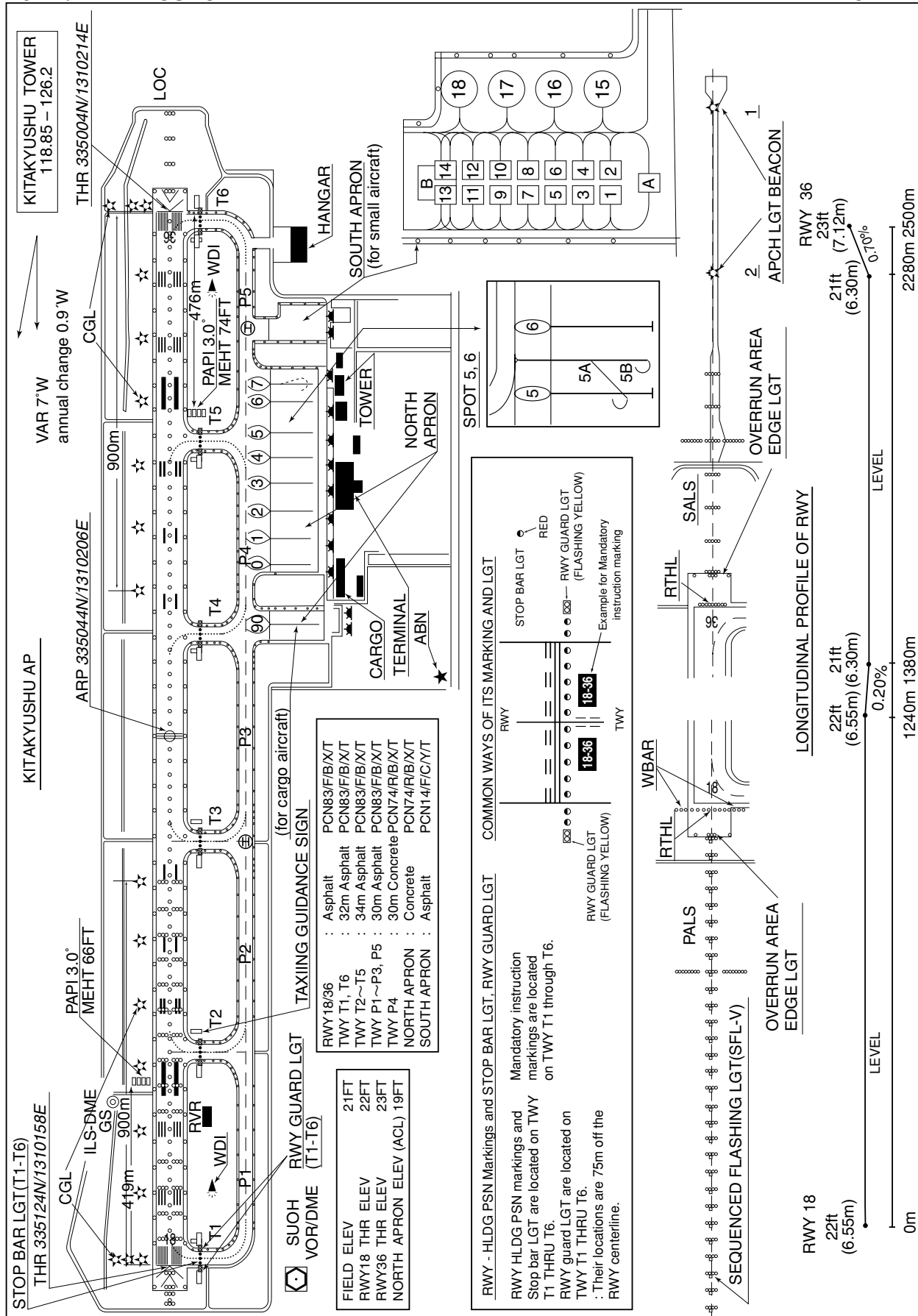


RJFR / KITAKYUSHU

AD CHART



STANDARD DEPARTURE CHART - INSTRUMENT

RJFR / KITAKYUSHU

SID

ASARI THREE DEPARTURE

RWY 18 : Climb RWY HDG to 500FT, turn left HDG039°,...

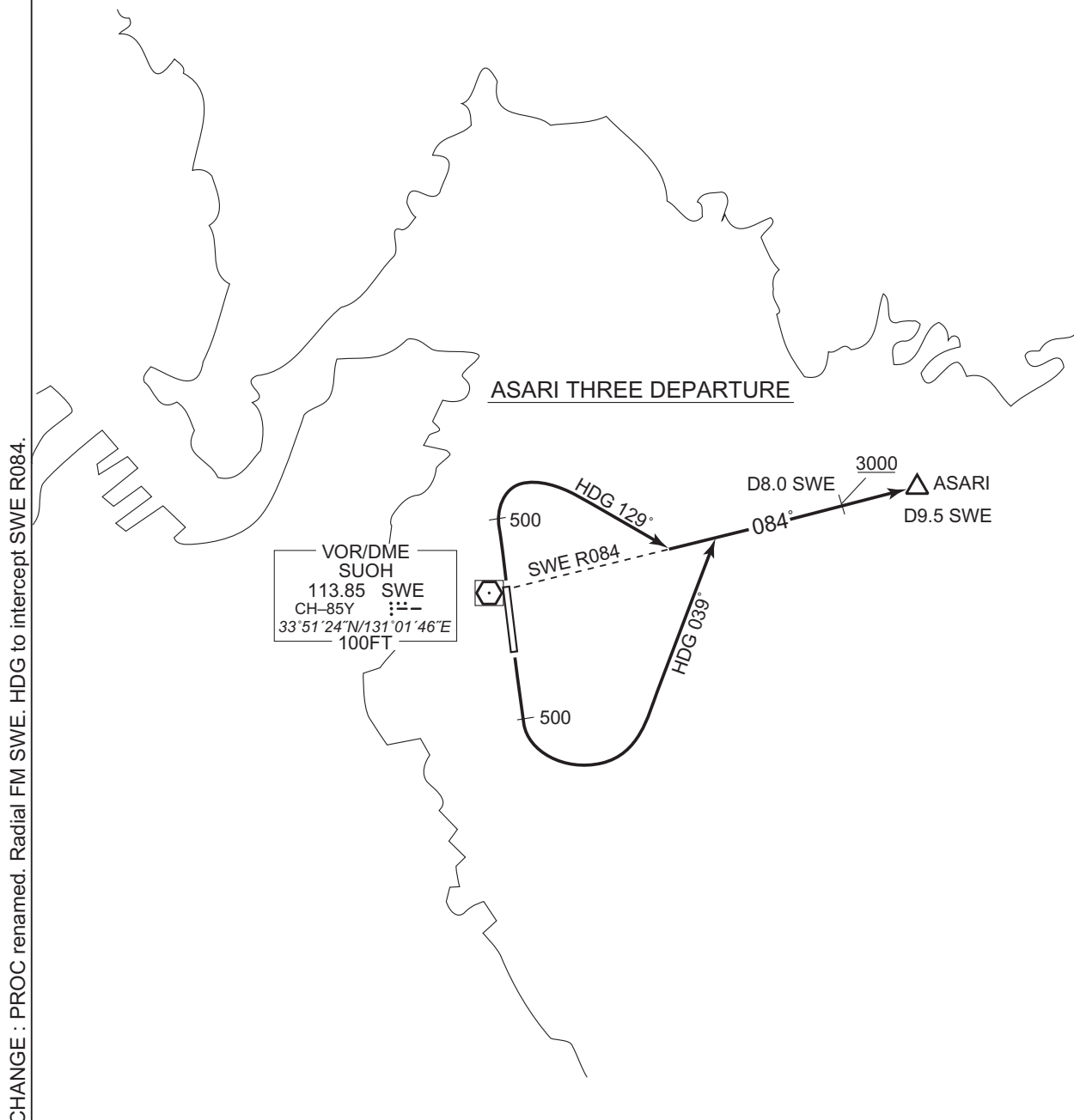
RWY 36 : Climb RWY HDG to 500FT, turn right HDG129°, ...

...to intercept and proceed via SWE R084 to ASARI.

Cross SWE 8.0DME at or above 3000FT.

Note RWY18 : 5.8% climb gradient required up to 500FT due to airspace restrictions only.

RWY36 : 4.0% climb gradient required up to 500FT due to airspace restrictions only.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFR / KITAKYUSHU

TRANSITION

MATSUYAMA TRANSITION

From over ASARI, via SWE R084 to intercept and proceed via UBE R133 to HIMEH,
via UBE R133 to intercept and proceed via MYE R257 to MYE VOR/DME.



CHANGE : Radial FM SWE.

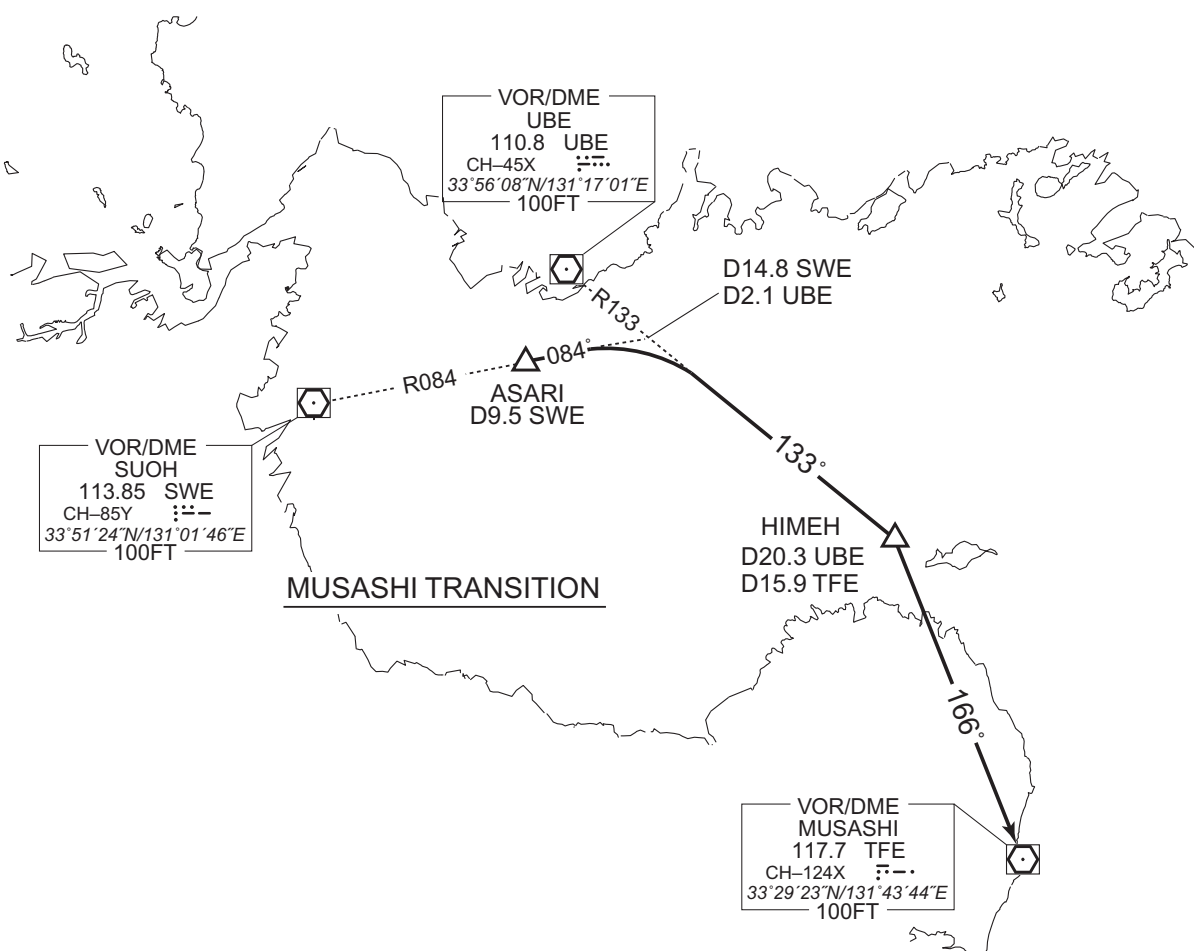
STANDARD DEPARTURE CHART - INSTRUMENT

RJFR / KITAKYUSHU

TRANSITION

MUSASHI TRANSITION

From over ASARI, via SWE R084 to intercept and proceed via UBE R133 to HIMEH, via TFE R346 to TFE VOR/DME.



CHANGE : Radial FM SWE.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFR / KITAKYUSHU

SID

ONGHA TWO DEPARTURE

RWY 18 : Climb RWY HDG to 500FT, turn left,...

RWY 36 : Climb RWY HDG to 500FT, turn right,...

...direct to SWE VOR/DME, proceed via SWE R259 to ONGHA.

Cross SWE VOR/DME at or above 3000FT.

Note RWY18 : 5.8% climb gradient required up to 500FT due to airspace restrictions only.

RWY36 : 4.0% climb gradient required up to 500FT due to airspace restrictions only.



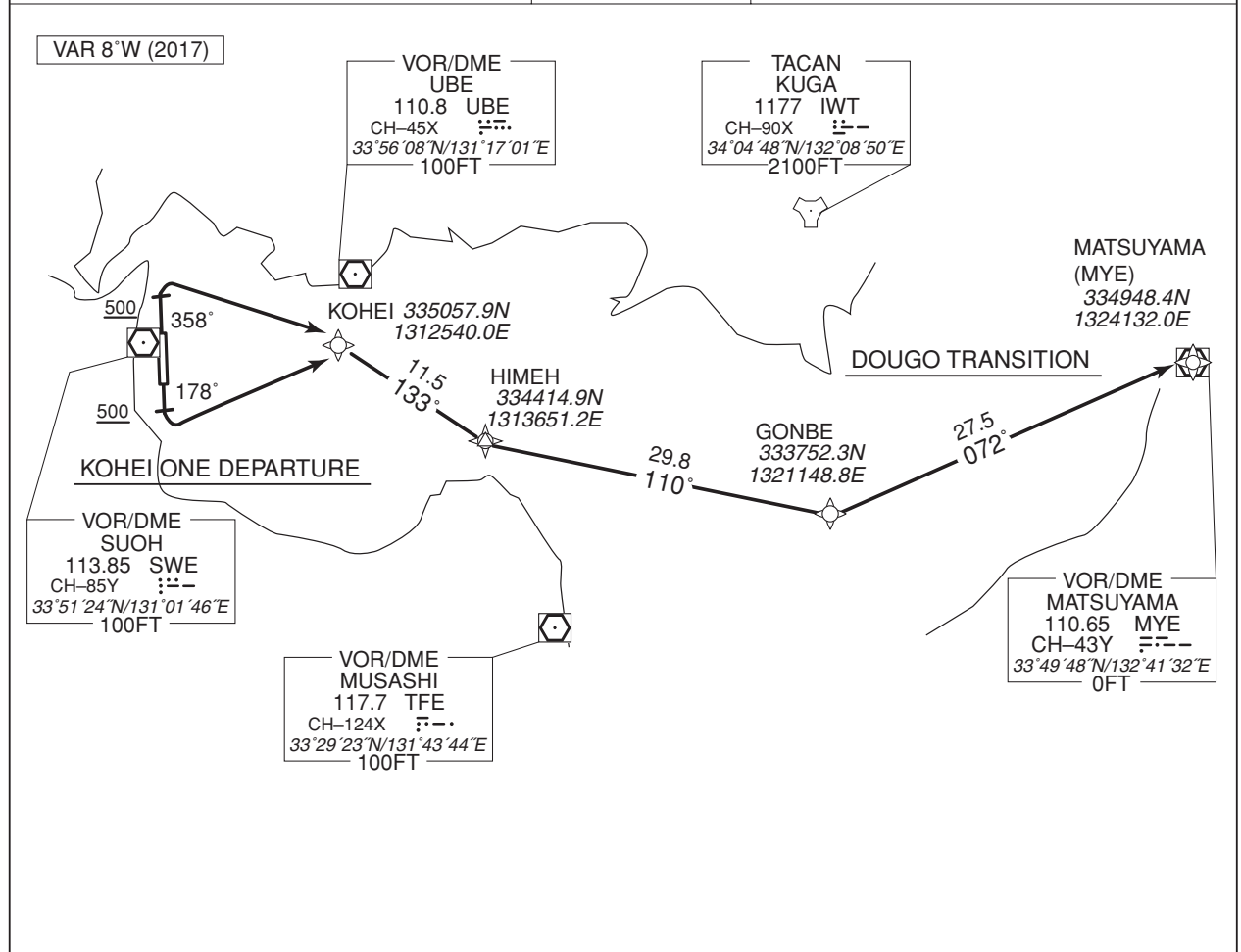
CHANGE : PROC renamed. Radial FM SWE.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFR / KITAKYUSHU

RNAV SID and TRANSITION

| KOHEI ONE DEPARTURE DOUGO TRANSITION | | RNAV1 |
|---|-----------------------|--|
| <p>Note 1) DME/DME/IRU or GNSS required.</p> <p>※ The aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.</p> <p>2) RADAR service required.</p> | Critical DME | <p>RWY18 : SWE : 2.0NM from DER - 12.0NM to KOHEI UBE : 16.0NM to KOHEI - KOHEI</p> <p>RWY36 : UBE : 12.0NM to KOHEI - KOHEI</p> |
| | DME GAP | <p>RWY18 : DER - 2.0NM from DER RWY36 : DER - 12.0NM to KOHEI</p> |
| | Inappropriate NavAids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 |



KOHEI ONE DEPARTURE

RWY18 : Climb on HDG178° at or above 500FT, turn left direct to KOHEI.

RWY36 : Climb on HDG358° at or above 500FT, turn right direct to KOHEI.

Note RWY18: 5.8% climb gradient required up to 500FT due to airspace restrictions only.

RWY36: 4.0% climb gradient required up to 500FT due to airspace restrictions only.

DOUGO TRANSITION

From KOHEI, to HIMEH, to GONBE, to MYE.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFR / KITAKYUSHU

RNAV SID and TRANSITION

KOHEI ONE DEPARTURE

RWY18

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 178 (170.4) | -7.5 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | KOHEI | — | — | -7.5 | — | L | — | — | — | RNAV1 |

RWY36

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | VA | — | — | 358 (350.4) | -7.5 | — | — | +500 | — | — | RNAV1 |
| 002 | DF | KOHEI | — | — | -7.5 | — | R | — | — | — | RNAV1 |

DOUGO TRANSITION

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | KOHEI | — | — | -7.5 | — | — | — | — | — | RNAV1 |
| 002 | TF | HIMEH | — | 133 (125.8) | -7.5 | 11.5 | — | — | — | — | RNAV1 |
| 003 | TF | GONBE | — | 110 (102.2) | -7.5 | 29.8 | — | — | — | — | RNAV1 |
| 004 | TF | MYE | — | 072 (064.1) | -7.5 | 27.5 | — | — | — | — | RNAV1 |

STANDARD DEPARTURE CHART-INSTRUMENT

RJFR / KITAKYUSHU

RNAV TRANSITION

| FIATO TRANSITION | | | RNAV1 |
|---|-----------------------|---|-------|
| Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required. | Critical DME | - | |
| | DME GAP | - | |
| | Inappropriate Navaids | See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1 | |

VAR 8°W (2017)

FIATO TRANSITION

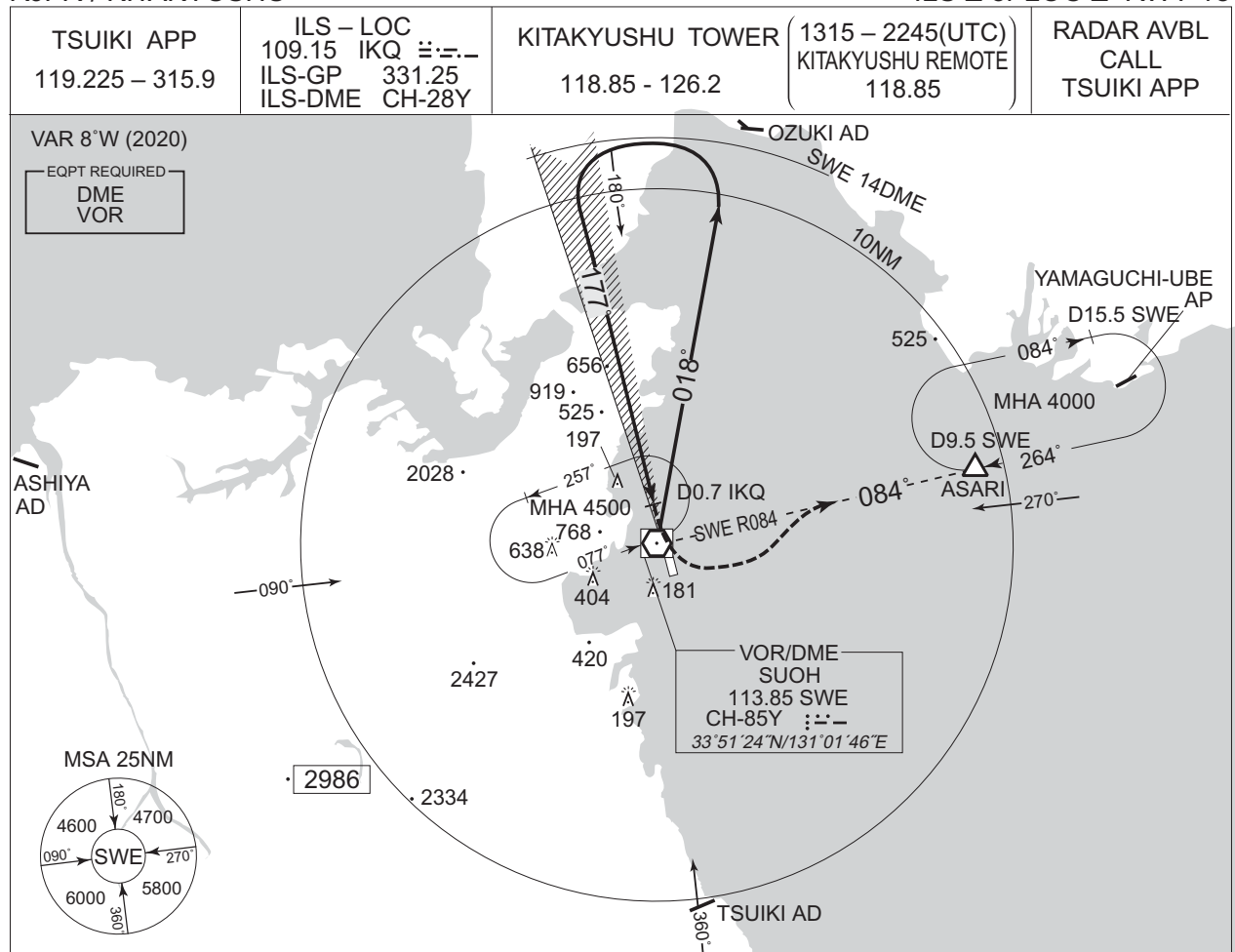
From KOHEI, to HIMEH, to ALFET at or above FL160, to MILAN, to FIATO.

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001 | IF | KOHEI | - | - | -7.5 | - | - | - | - | - | RNAV1 |
| 002 | TF | HIMEH | - | 133 (125.8) | -7.5 | 11.5 | - | - | - | - | RNAV1 |
| 003 | TF | ALFET | - | 109 (102.2) | -7.5 | 19.8 | - | +FL160 | - | - | RNAV1 |
| 004 | TF | MILAN | - | 072 (065.1) | -7.5 | 37.3 | - | - | - | - | RNAV1 |
| 005 | TF | FIATO | - | 082 (075.2) | -7.5 | 19.7 | - | - | - | - | RNAV1 |

INSTRUMENT APPROACH CHART

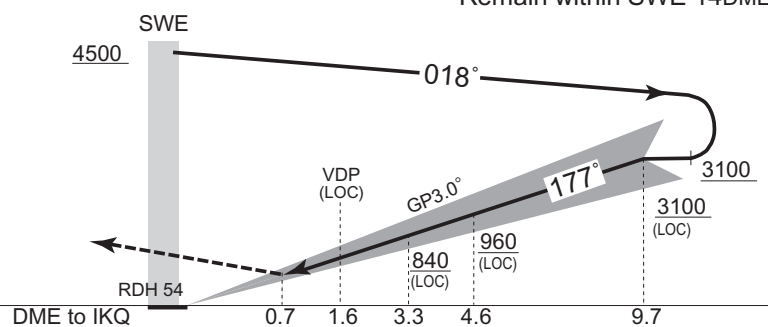
RJFR / KITAKYUSHU

ILS Z or LOC Z RWY 18



MISSED APPROACH
 At DA, turn left and climb to 4000FT
 via SWE R084 to ASARI and hold.
 Contact TSUIKI APP.

Remain within SWE 14DME



| MINIMA | | THR elev. 22 | | AD elev. 21 | | |
|--------|-----------|--------------|-----------|-------------|-----------|-----------|
| CAT | CAT I | | LOC | | CIRCLING | |
| | DA(H) | RVR/ CMV | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 222 (200) | 550 | 500 (479) | 1000 | 500 (479) | 1600 |
| B | | | | 1200 | | |
| C | | | | | | 2400 |
| D | | | | | 1600 | 580 (559) |

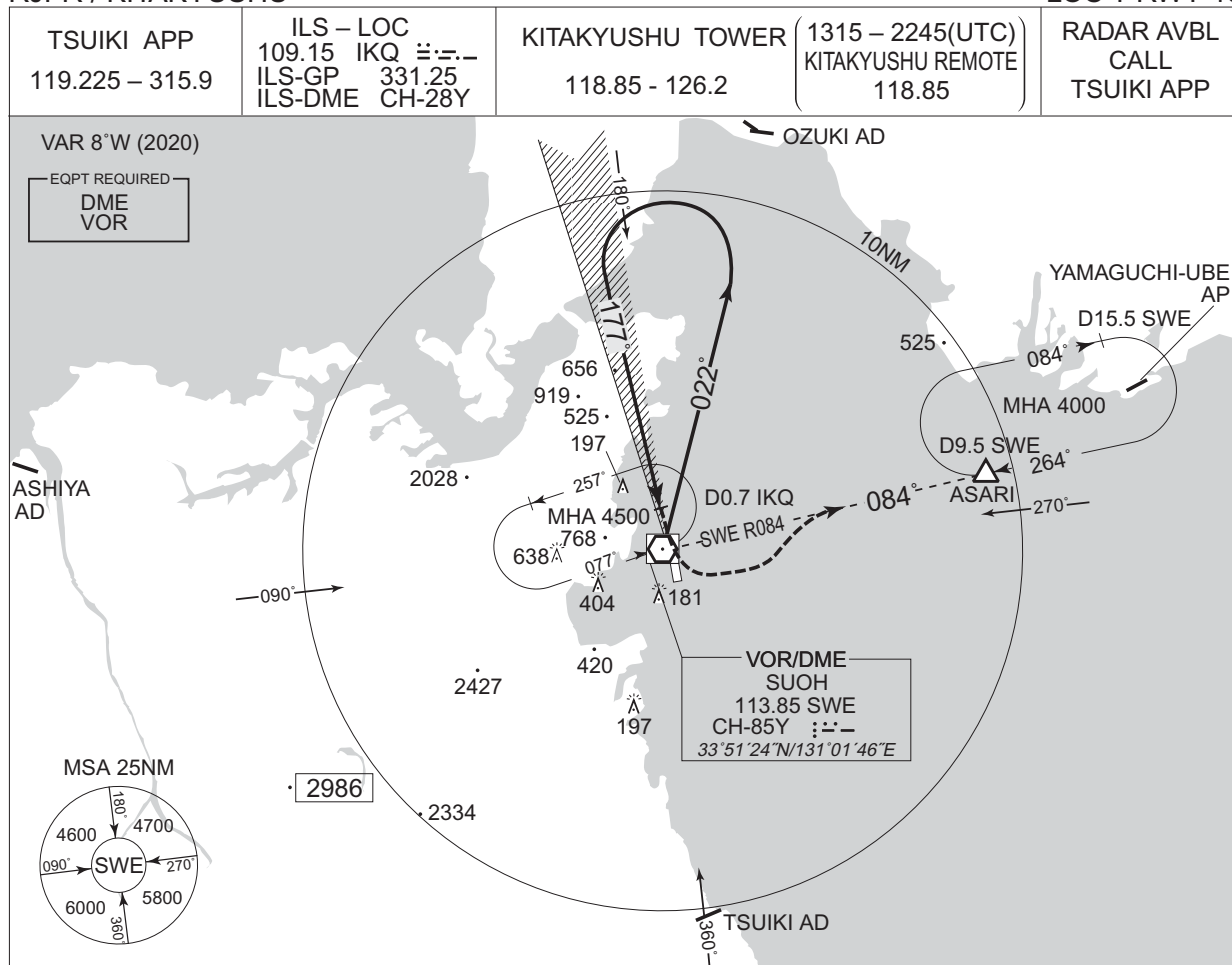
Circling to East side of RWY only.

CHANGE: GP angle added.

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

LOC Y RWY 18



MISSED APPROACH

At IKQ 0.7DME, turn left and climb to 4000FT via SWE R084 to ASARI and hold.
Contact TSUIKI APP.

Remain within SWE 10DME



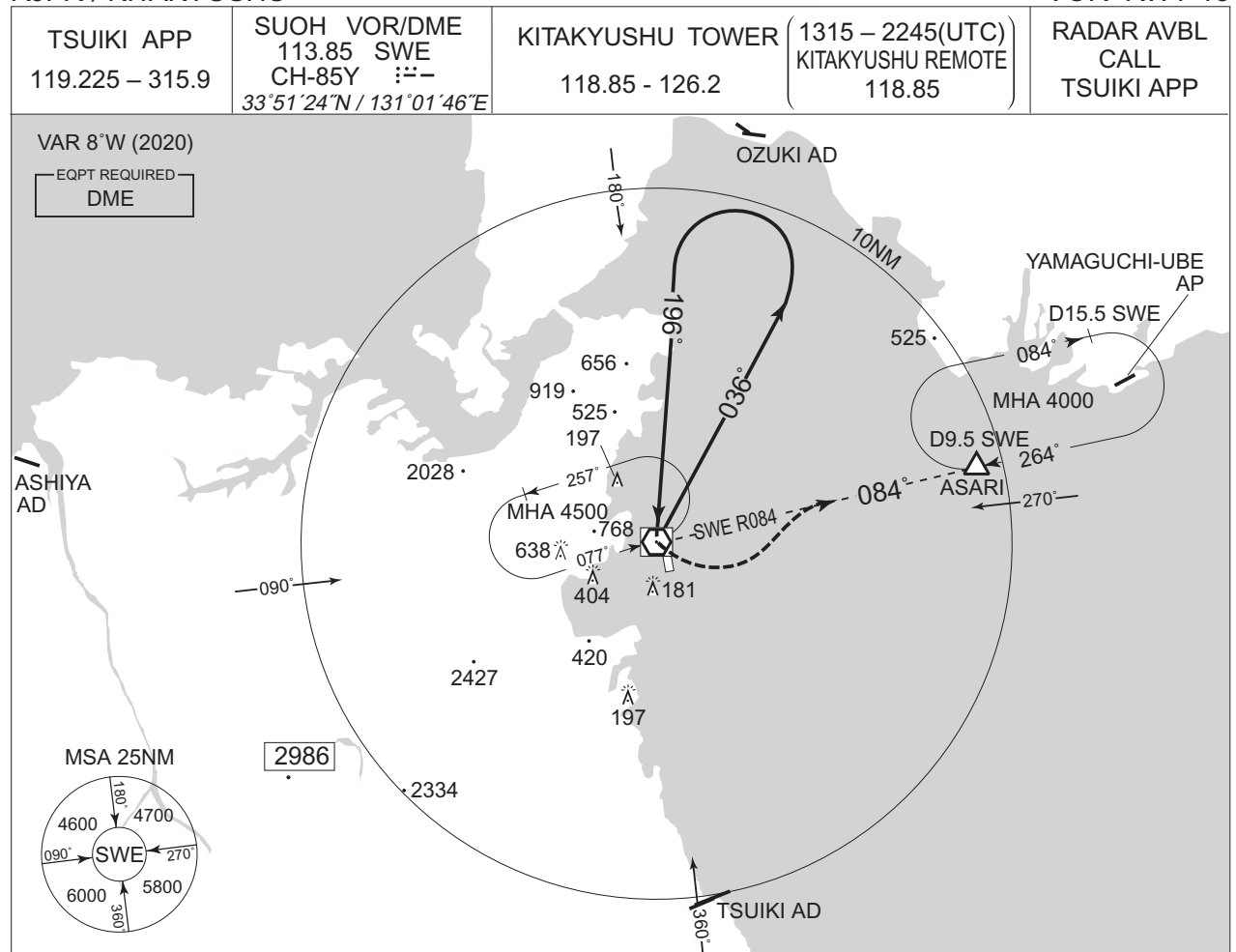
| MINIMA | | THR elev. 22 | AD elev. 21 | |
|--------|-----------|--------------|-------------|------|
| CAT | CIRCLING | | | |
| | MDA(H) | RVR/CMV | MDA(H) | VIS |
| A | 500 (479) | 1000 | 500 (479) | 1600 |
| B | | 1200 | | 2400 |
| C | | 1600 | | 3200 |
| D | | | | |

Circling to East side of RWY only.

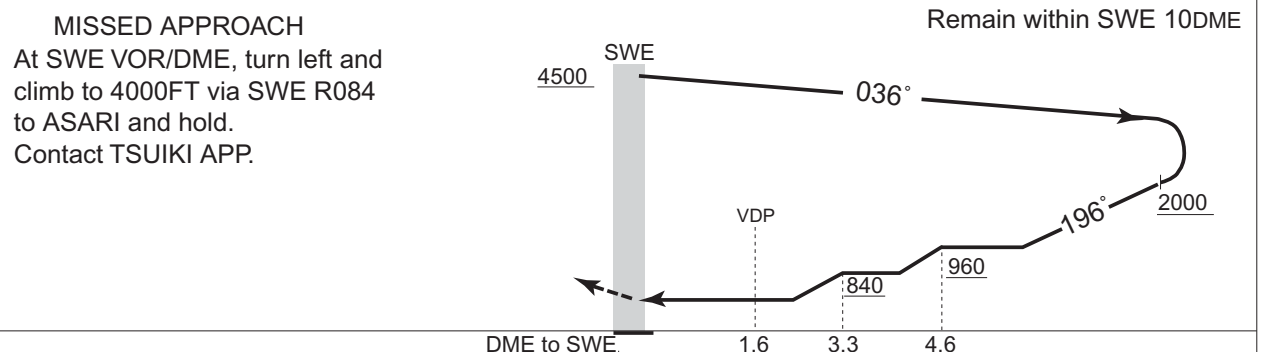
INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

VOR RWY 18



CHANGE : PROC renamed. VAR. MSA. Radial FM SWE.



| MINIMA | | THR elev. 22 | AD elev. 21 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 500 (479) | 1000 | 500 (479) | 1600 |
| B | | 1200 | | 2400 |
| C | | | | |
| D | | 1600 | 580 (559) | 3200 |

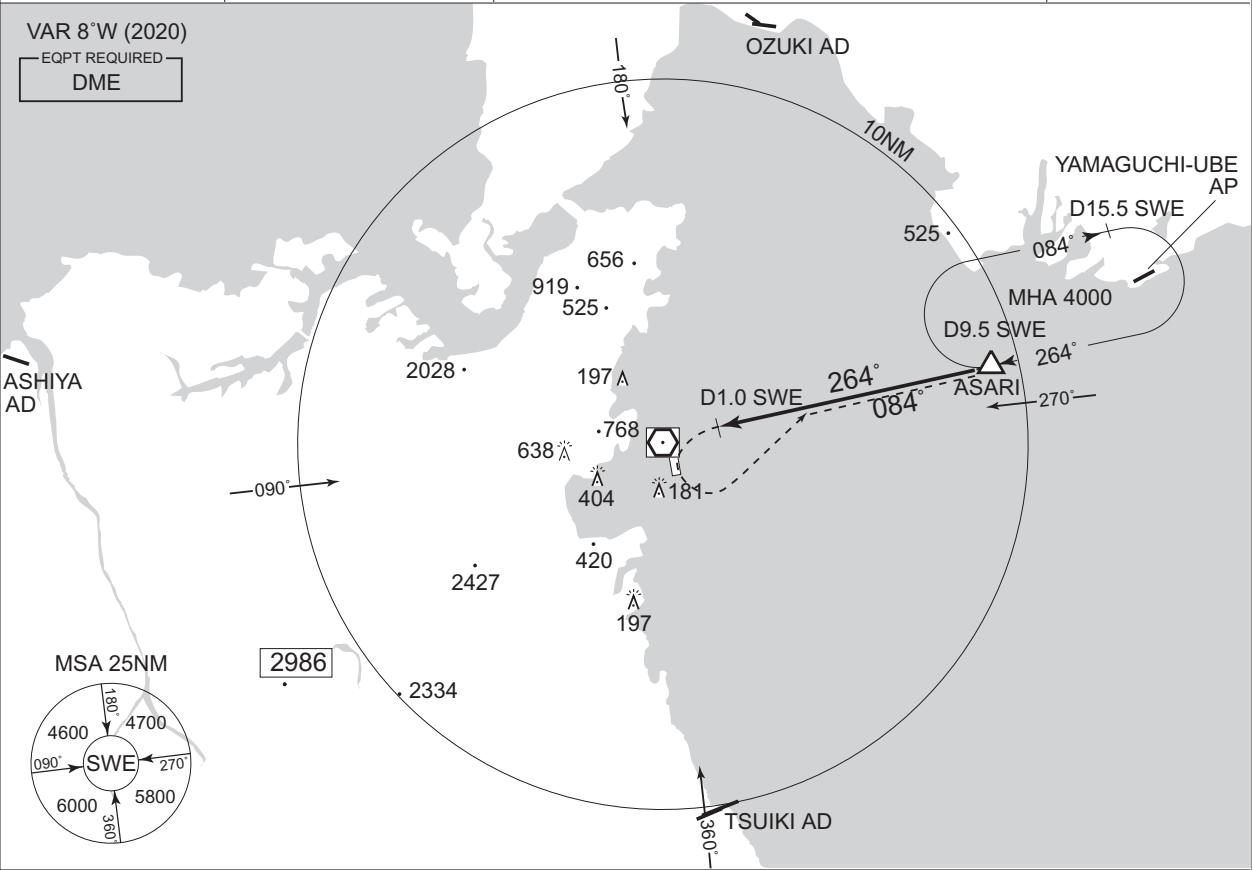
Circling to East side of RWY only.

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

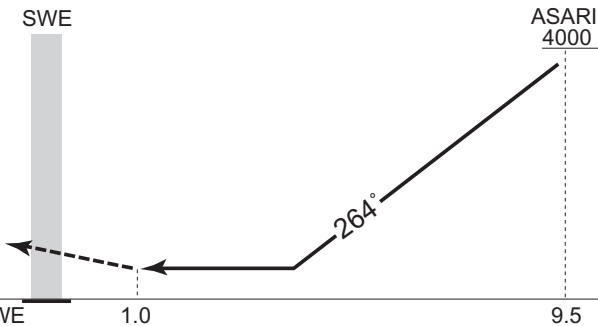
VOR A

| | | | |
|-------------------------------|--|--|----------------------------------|
| TSUIKI APP 119.225 – 315.9 | SUOH VOR/DME 113.85 SWE CH-85Y 33°51'24"N / 131°01'46"E | KITAKYUSHU TOWER 118.85 - 126.2 (1315 – 2245(UTC) KITAKYUSHU REMOTE 118.85 | RADAR AVBL CALL TSUIKI APP |
|-------------------------------|--|--|----------------------------------|



MISSED APPROACH

At 1.0DME prior to SWE VOR/DME,
turn left and climb to 4000FT via
SWE R084 to ASARI and hold.
Contact TSUIKI APP.



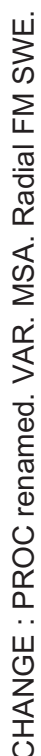
| MINIMA | | AD elev. 21 |
|--------|------------|-------------|
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 1000 (979) | 1600 |
| B | | 2400 |
| C | | 3200 |
| D | | |

Circling to East side of RWY only.

CHANGE : PROC renamed. VAR. MSA. Radial FM SWE.

RJFR / KITAKYUSHU

VOR B



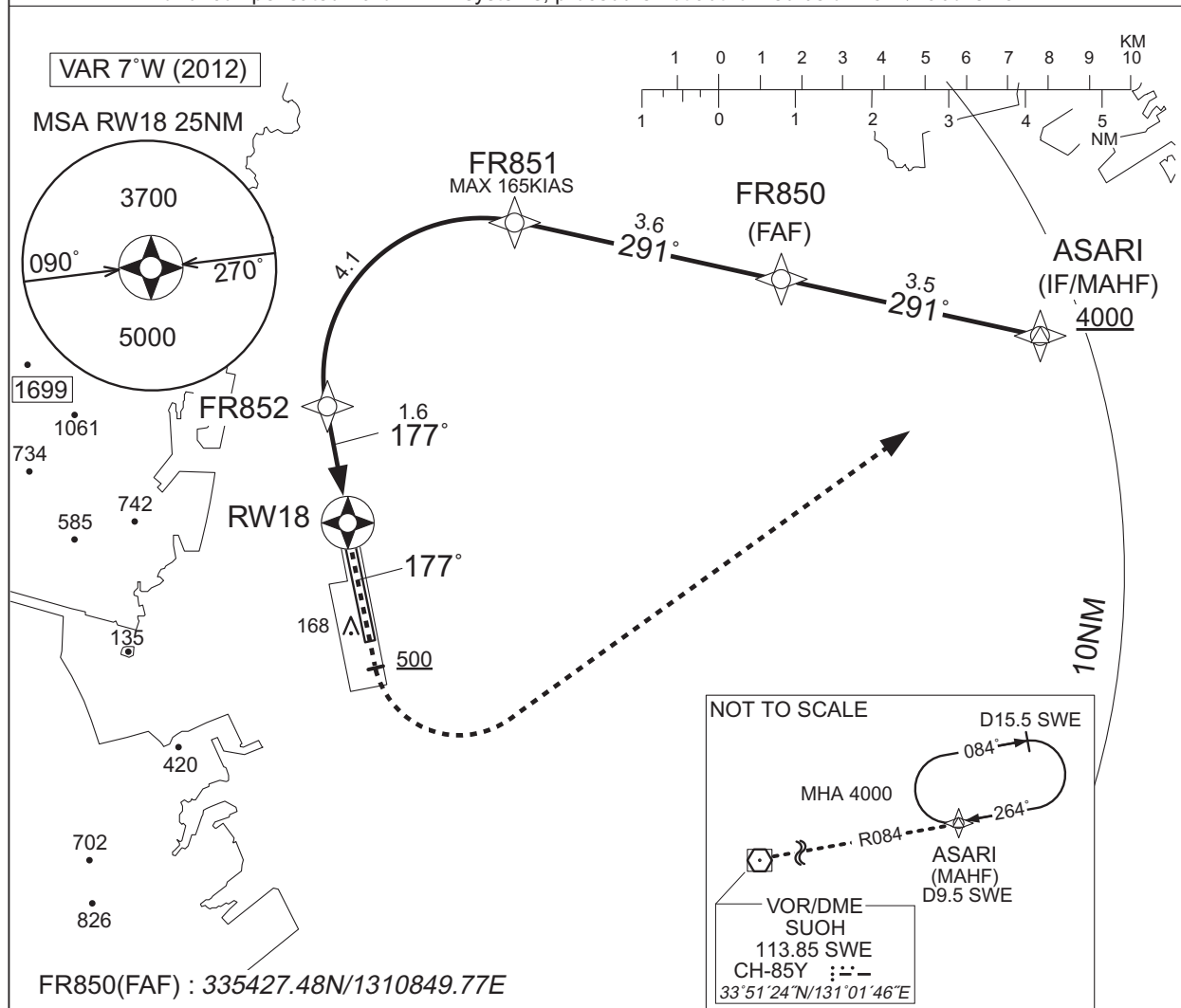
INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

RNAV(RNP) RWY18

| | | | |
|-------------------------------|-----------------------|--|----------------------------------|
| TSUIKI APP 119.225 – 315.9 | GNSS and RF required. | KITAKYUSHU TOWER (1315 – 2245(UTC)) KITAKYUSHU REMOTE 118.85 | RADAR AVBL CALL TSUIKI APP |
|-------------------------------|-----------------------|--|----------------------------------|

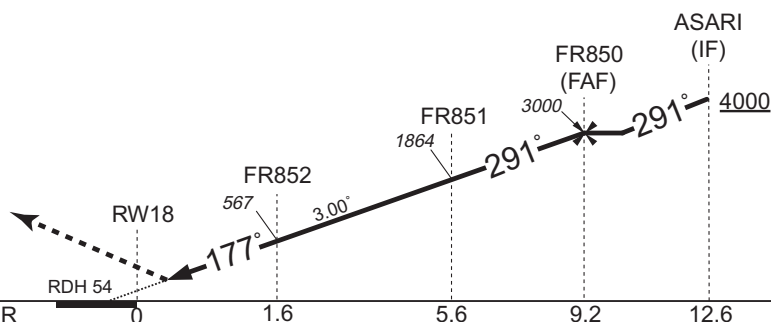
For uncompensated Baro-VNAV systems, procedure not authorized below -5°C / above 45°C



MISSED APPROACH

From RW18 on track 177°, at or above 500FT turn left, direct to ASARI and hold at 4000FT.

Contact TSUIKI APP.



MINIMA THR elev. 22 AD elev. 21

RNP 0.30

| CAT | DA(H) | RVR/CMV |
|-----|----------|---------|
| A | - | - |
| B | - | - |
| C | 322(300) | 1000 |
| D | | 1400 |

RNP AR

Special Authorization Required

*Missed APCH climb gradient MNM 5.0%

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

RNAV(RNP) RWY18

RNAV(RNP) RWY18Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH ('/FT) | RNP Value |
|---------------|---------------------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 001 | IF | ASARI | — | — | -7.1 | — | — | +4000 | — | — | — |
| 002 | TF | FR850 | — | 291 (283.6) | -7.1 | 3.5 | — | 3000 | — | — | 1.0 |
| 003 | TF | FR851 | — | 291 (283.5) | -7.1 | 3.6 | — | 1864 | -165 | -3.00 | 0.3 |
| 004 | RF Center: FRRF1 r=2.06NM | FR852 | — | — | -7.1 | 4.1 | L | 567 | — | -3.00 | 0.3 |
| 005 | TF | RW18 | Y | 177 (170.4) | -7.1 | 1.6 | — | 76 | — | -3.00/54 | 0.3 |
| 006 | FA | — | — | 177 (170.4) | -7.1 | — | — | +500 | — | — | 1.0 |
| 007 | DF | ASARI | — | — | -7.1 | — | L | 4000 | — | — | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|-------------------------|
| ASARI | 335338.98N / 1311252.32E | FRRF1 | 335316.61N/ 1310405.62E |
| FR850 | 335427.48N / 1310849.77E | | |
| FR851 | 335517.24N / 1310440.15E | | |
| FR852 | 335255.76N / 1310139.03E | | |
| RW18 | 335123.92N / 1310157.83E | | |

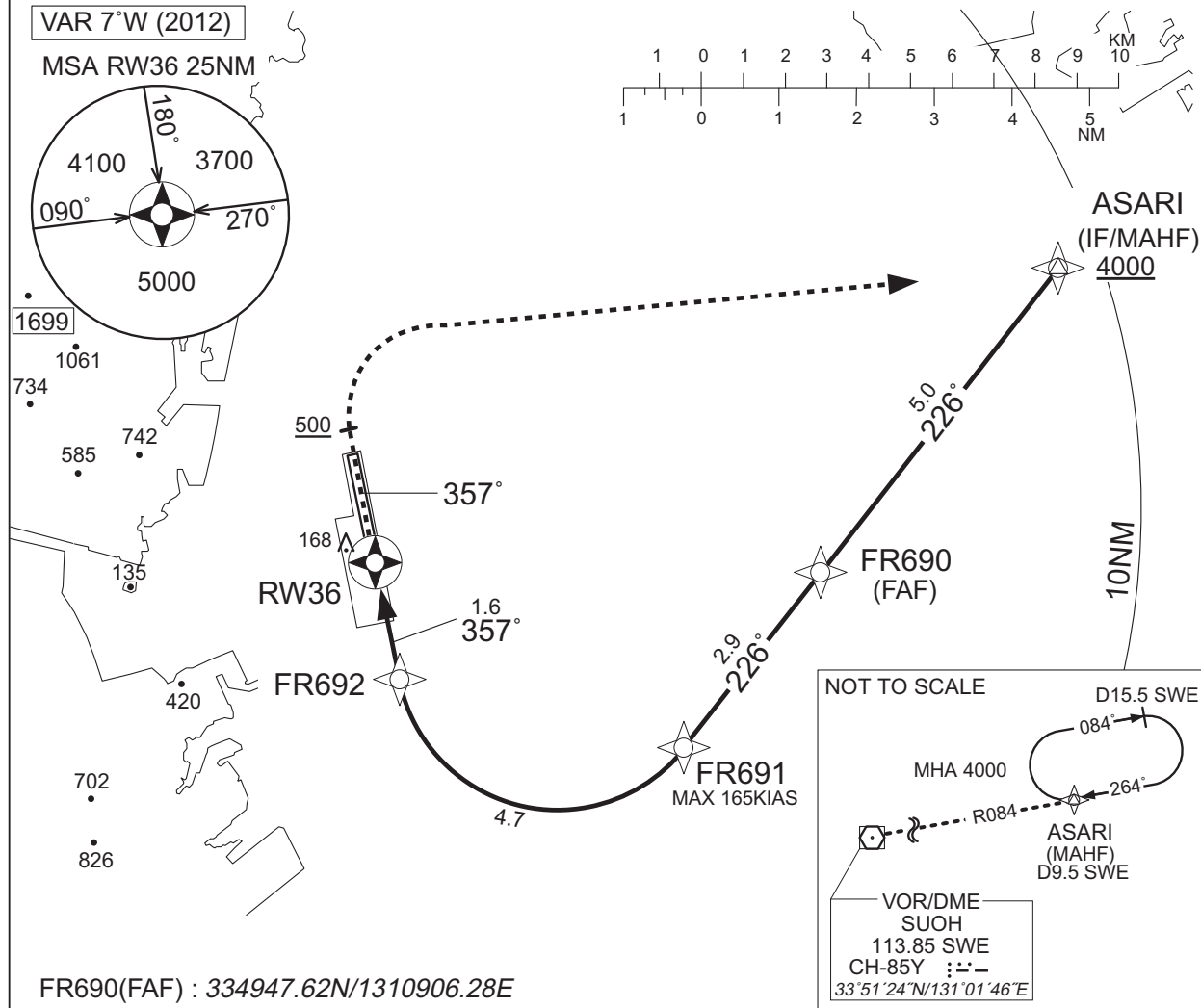
INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

RNAV(RNP) RWY36

| | | | |
|-------------------------------|-----------------------|---|----------------------------------|
| TSUIKI APP 119.225 – 315.9 | GNSS and RF required. | KITAKYUSHU TOWER (1315 – 2245(UTC) KITAKYUSHU REMOTE 118.85 - 126.2 118.85 | RADAR AVBL CALL TSUIKI APP |
|-------------------------------|-----------------------|---|----------------------------------|

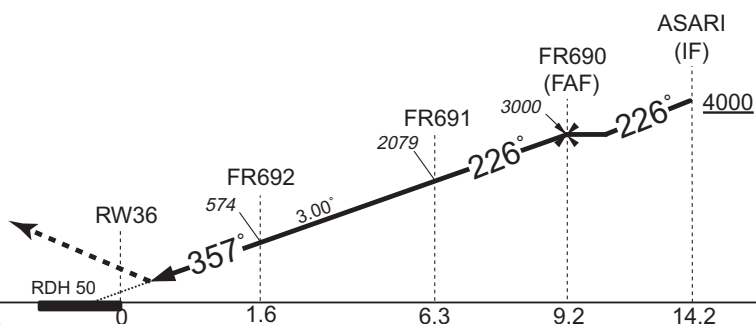
For uncompensated Baro-VNAV systems, procedure not authorized below -5°C / above 45°C



MISSED APPROACH

From RW36 on track 357°, at or above 500FT turn right, direct to ASARI and hold at 4000FT.

Contact TSUIKI APP.



NM to THR

MINIMA THR elev. 23 AD elev. 21

RNP 0.30

CAT DA(H) CMV

A - -

B - -

C 329(306) 1400

D 1600

RNP AR

Special Authorization Required

*Missed APCH climb gradient MNM 5.0%

CHANGE : Bearing on HOLD pattern.

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

RNAV(RNP) RWY36

RNAV(RNP) RWY36Coding Table

| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH ('/FT) | RNP Value |
|---------------|---------------------------|---------------------|----------|---------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 001 | IF | ASARI | — | — | -7.1 | — | — | +4000 | — | — | — |
| 002 | TF | FR690 | — | 226 (219.1) | -7.1 | 5.0 | — | 3000 | — | — | 1.0 |
| 003 | TF | FR691 | — | 226 (219.0) | -7.1 | 2.9 | — | 2079 | -165 | -3.00 | 0.3 |
| 004 | RF Center: FRRF2 r=2.06NM | FR692 | — | — | -7.1 | 4.7 | R | 574 | — | -3.00 | 0.3 |
| 005 | TF | RW36 | Y | 357 (350.4) | -7.1 | 1.6 | — | 73 | — | -3.00/50 | 0.3 |
| 006 | FA | — | — | 357 (350.4) | -7.1 | — | — | +500 | — | — | 1.0 |
| 007 | DF | ASARI | — | — | -7.1 | — | R | 4000 | — | — | 1.0 |

Waypoint Coordinates

| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
|---------------------|--------------------------|--------------------------|--------------------------|
| ASARI | 335338.98N / 1311252.32E | FRRF2 | 334851.32N / 1310459.78E |
| FR690 | 334947.62N / 1310906.28E | | |
| FR691 | 334733.05N / 1310655.02E | | |
| FR692 | 334830.46N / 1310233.32E | | |
| RW36 | 335004.08N / 1310214.17E | | |



RJFR / KITAKYUSHU

Visual REP

| Call sign | BRG / DIST from ARP | Remarks |
|----------------------------|---------------------|---|
| 部 崎 Hesaki | 355°/6.8NM | 灯台 Lighthouse |
| 6NM NE | 045°/6.0NM | 海上 Over the sea |
| 6NM E | 090°/6.0NM | 海上 Over the sea |
| 6NM SE | 135°/6.0NM | 海上 Over the sea |
| 苅 田 Kanda | 202°/5.5NM | 日産自動車工場 Automobile manufacturing plant |
| 石 原 町 Ishiharamachi | 247°/9.2NM | JR石原町駅 Station |
| 間 島 Majima | 252°/3.1NM | 島 Island |
| 東インター Higashi Inter | 263°/6.2NM | 小倉東I.C.(九州自動車道) Interchange |
| 小倉ステーション Kokura Station | 288°/8.0NM | JR小倉駅 Station |

CHANGE: Reporting point added (6NM NE, 6NM E, 6NM SE)

RJFR / KITAKYUSHU

LDG CHART



RJFR / KITAKYUSHU

Minimum Vectoring Altitude CHART

