

### AD CHART

**KITAKYUSHU AP**  
VAR 7°W  
annual change 0.9°W

**KITAKYUSHU TOWER**  
118.85 - 126.2

**THR 335004N/1310214E**

**THR 335044N/1310206E**

**PAPI 3.0° MEHT 66FT**

**ILS-DME GS 900m**

**CGL**

**R/V R**

**T1**

**T2**

**T3**

**T4**

**T5**

**T6**

**LOC**

**WIND SPEED METER**

**HANGAR**

**SOUTH APRON (for small aircraft)**

**NORTH APRON**

**CARGO TERMINAL**

**ABN**

**SPOT 5, 6**

**COMMON WAYS OF ITS MARKING AND LGT**

**R/WY - HLDG PSN Markings and STOP BAR LGT, R/WY GUARD LGT**

**R/WY T1, T6**  
Mandatory instruction markings are located on TWY T1 through T6.

**R/WY guard LGT are located on TWY T1 THRU T6.**  
Their locations are 75m off the R/WY centerline.

**STOP BAR LGT RED**

**R/WY GUARD LGT (FLASHING YELLOW)**

**Example for Mandatory instruction marking**

**LONGITUDINAL PROFILE OF RWY**

**R/WY 18**  
22ft (6.55m)  
0.20%  
LEVEL

**R/WY 36**  
23ft (7.12m)  
0.10%  
LEVEL

**OVERRUN AREA EDGE LGT**

**SEQUENCED FLASHING LGT(SFL-V)**

**WBAR**

**PALS**

**RTHL**

**SALS**

**OVERRUN AREA EDGE LGT**

**APCH LGT BEACON**

**0m**

**1240m 1380m**

**2280m 2500m**

FIELD ELEV	21FT
R/WY18 THR ELEV	22FT
R/WY36 THR ELEV	23FT
NORTH APRON ELEV (ACL)	19FT

PCN	ASPHALT
R/WY18/36	: Asphalt
TWY T1, T6	: 32m Asphalt
TWY T2 ~ T5	: 34m Asphalt
TWY P1 ~ P3, P5	: 30m Asphalt
TWY P4	: 30m Concrete
NORTH APRON	: Concrete
SOUTH APRON	: Asphalt

**TAXIING GUIDANCE SIGN (for cargo aircraft)**

**SUOH R/WY GUARD LGT VOR/DME (T1-T6)**

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.

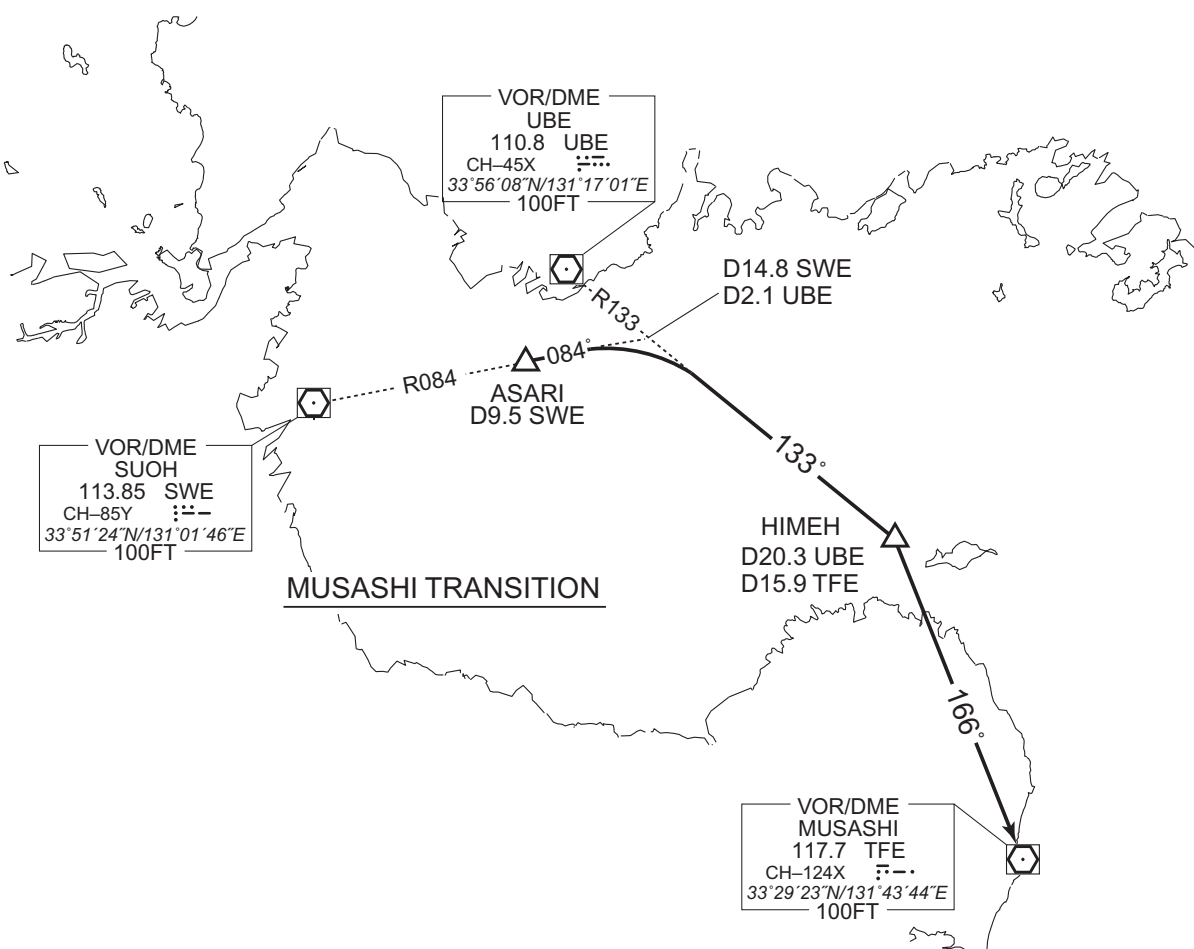
STANDARD DEPARTURE CHART - INSTRUMENT

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
<p>VAR 8°W (2017)</p>		
<p><u>KOHEI ONE DEPARTURE</u></p> <p>RWY18 : Climb on HDG178° at or above 500FT, turn left direct to KOHEI.</p> <p>RWY36 : Climb on HDG358° at or above 500FT, turn right direct to KOHEI.</p> <p>Note RWY18: 5.8% climb gradient required up to 500FT due to airspace restrictions only.</p> <p>RWY36: 4.0% climb gradient required up to 500FT due to airspace restrictions only.</p>		
<p><u>DOUGO TRANSITION</u></p> <p>From KOHEI, to HIMEH, to GONBE, to MYE.</p>		

## 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

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DME GAP

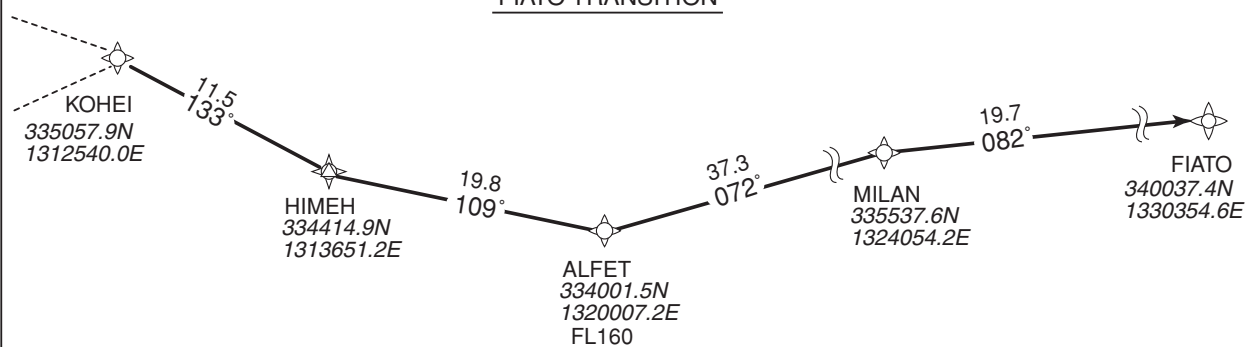
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Inappropriate Navaids

See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8°W (2017)

## FIATO TRANSITION



## 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

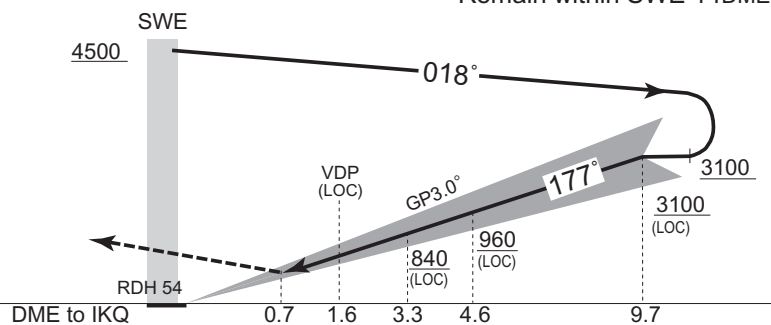
ILS Z or LOC Z RWY 18



MISSED APPROACH

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

Remain within SWE 14DME



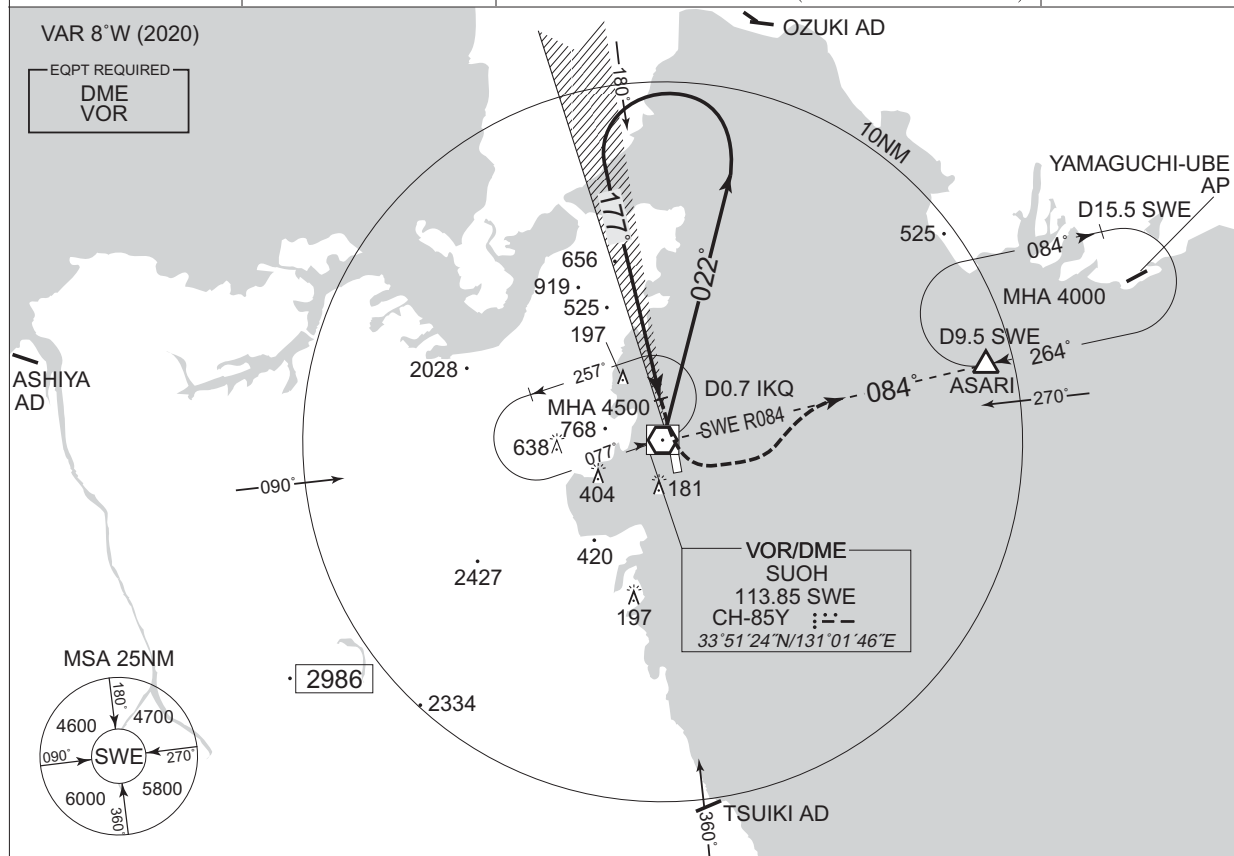
MINIMA		THR elev. 22		AD elev. 21		
CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/ CMV	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	222 (200)	550	500 (479)	1000	500 (479)	1600
B				1200		
C						2400
D					1600	580 (559)

Circling to East side of RWY only.

CHANGE: GP angle added.

## RJFR / KITAKYUSHU

TSUIKI APP 119.225 – 315.9	ILS – LOC 109.15 IKQ 331.25 ILS-GP 331.25 ILS-DME CH-28Y	KITAKYUSHU TOWER 118.85 - 126.2	( 1315 – 2245(UTC) KITAKYUSHU REMOTE 118.85 )	RADAR AVBL CALL TSUIKI APP
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Remain within SWE 10DME

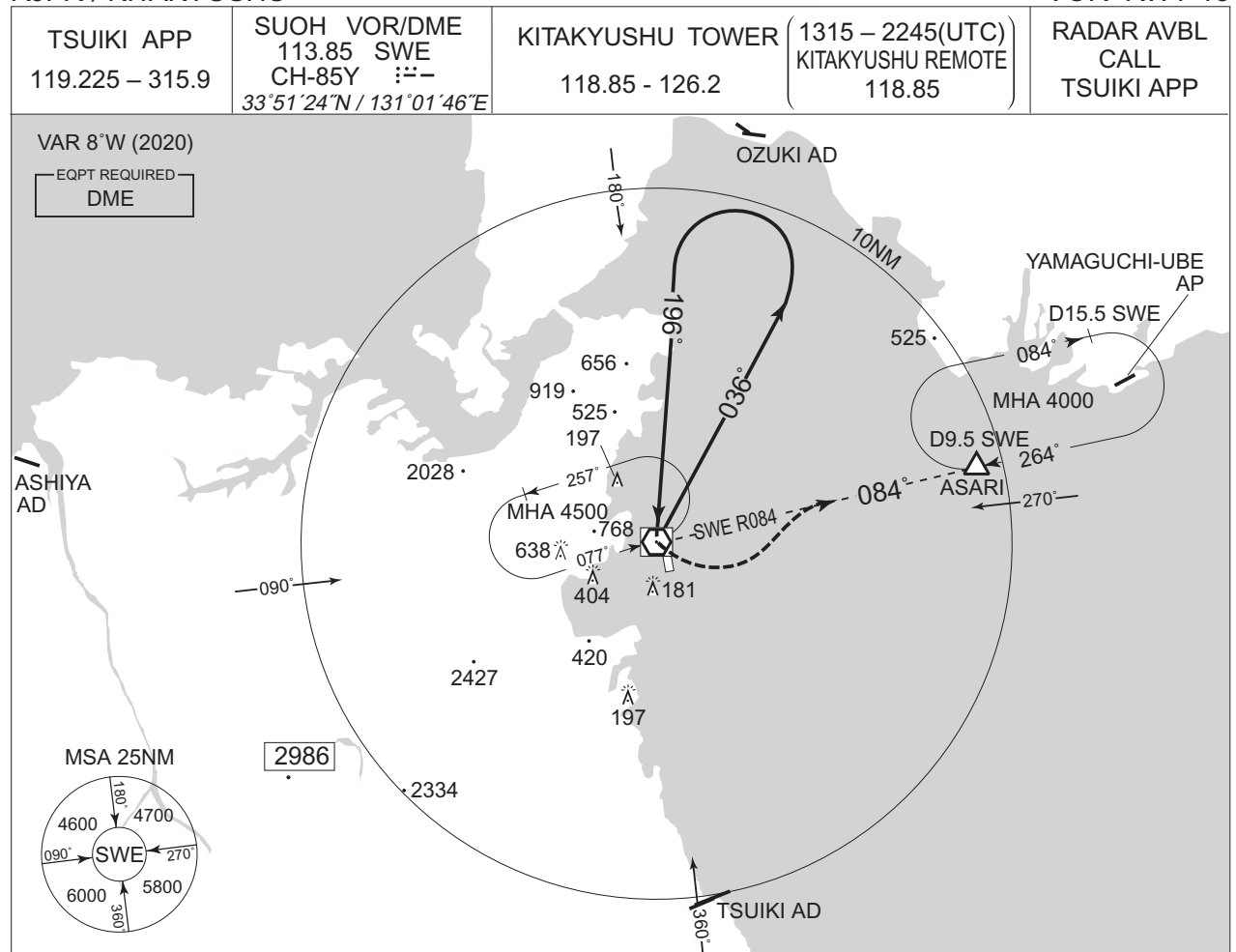
MINIMA		THR elev. 22	AD elev. 21	
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	500 (479)	1000	500 (479)	1600
B		1200		
C				2400
D			1600	580 (559)

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

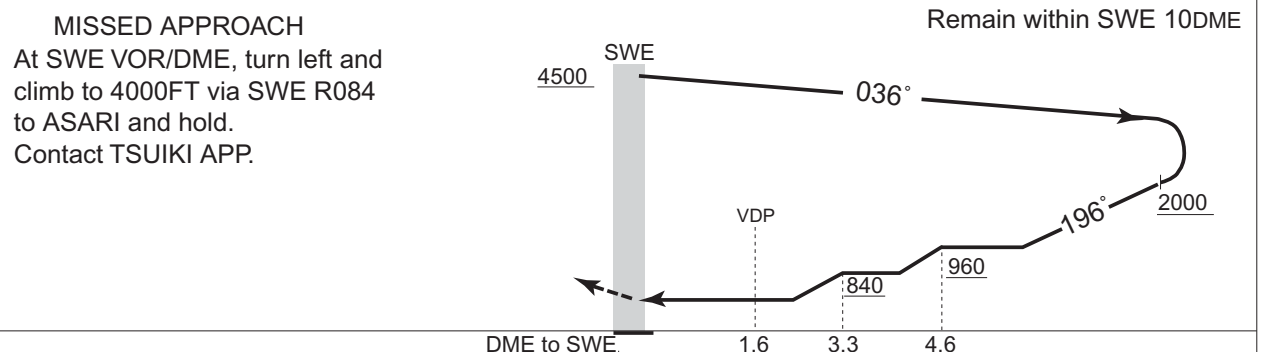
INSTRUMENT APPROACH CHART

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



## 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		

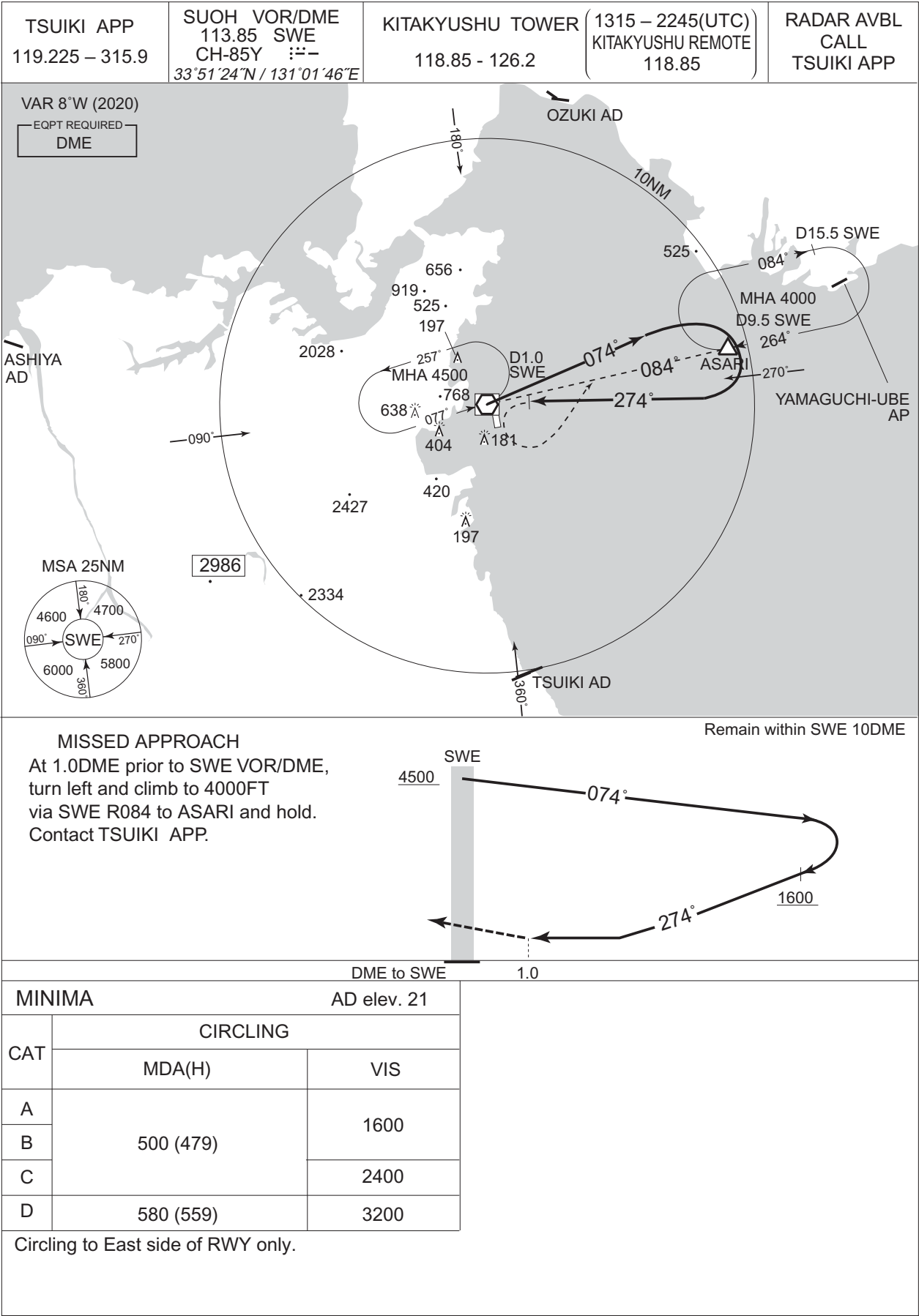
Circling to East side of RWY only.

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

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

VOR B



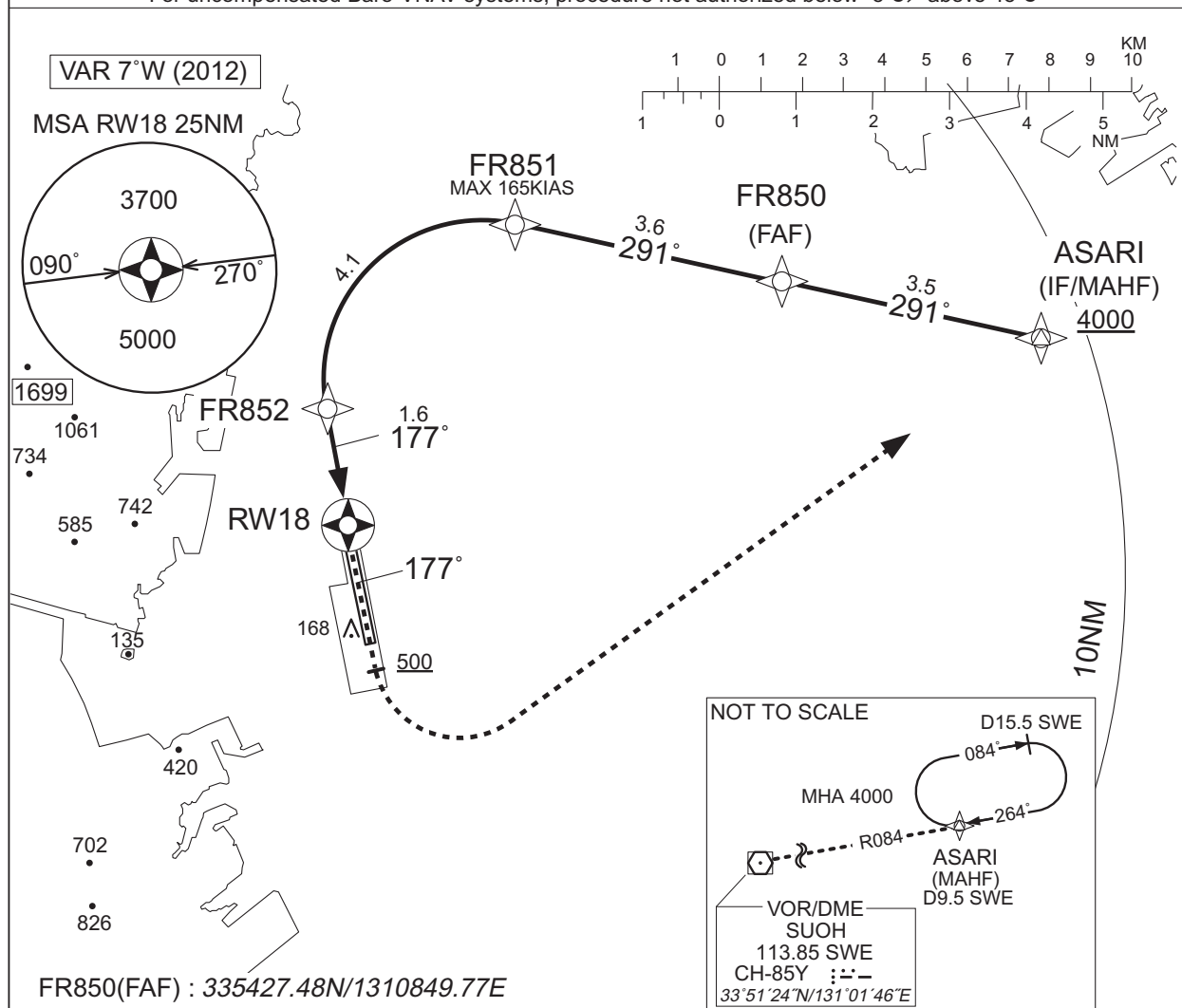
## INSTRUMENT APPROACH CHART

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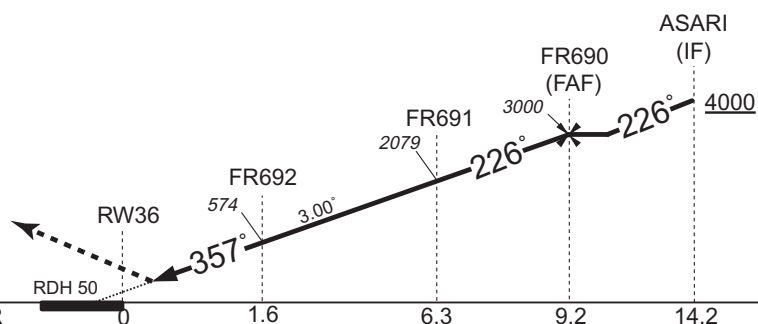
For uncompensated Baro-VNAV systems, procedure not authorized below -5°C / above 45°C



## MISSED APPROACH

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

Contact TSUIKI APP.



MINIMA THR elev. 23 AD elev. 21

RNP 0.30

CAT DA(H) CMV

A - -

B - -

C 329(306) 1400

D 329(306) 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

