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 (See AIP RJFF AD2.20)
2	Customs and immigration	Customs: 2200-1300 Immigration: 2200-1215
3	Health and sanitation	2200-1300
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 : JET A-1 Oil Grades : Turbin grades
3	Fuelling facilities/ capacity	Hydrant refueling and fuel truck / No limitation.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
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) 1 Wheel loader
2	Clearance priorities	(1) RWY, TWY(A1-A7, E2, E5(RWY34 in use), E9(RWY16 in use), E12, E13, K1, K3, K7, C1, C9 and Y), ACFT STAND TAXI LANE(Q, M 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 TWY/APN to measure the coefficient of friction : TWY(A1-A7, E1-E3, E5, E9, E12, E13, K1, K3, K7, C1, C3, C6, C9 and Y), ACFT STAND TAXI LANE(Q, M and G)

RJFF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete Strength : PCN 74/R/B/X/T : SPOT NR 1, 1L, 1R, 5, 6, 6L, 6R, 11, 11R, 12L, 12, 12R, 20 PCN 78/R/C/X/T : SPOT NR 13 PCN 62/R/B/X/T : SPOT NR 2, 3, 4, 32, 32R PCN 70/R/C/X/T : SPOT NR 7, 8, 9, 10, 11L PCN 60/R/C/X/T : SPOT NR 14, 15 PCN 71/R/C/X/T : SPOT NR 16, 17, 18, 19, 51, 51L, 51R, 52, 52L, 52R, 53, 54, 55, 56, 57, 59 PCN 66/R/C/X/T : SPOT NR 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32L PCN 70/R/B/X/T : SPOT NR 47, 48, 48L, 48R, 49, 49L, 49R, 50, 50L, 50R PCN 73/R/B/X/T : SPOT NR 58
2	Taxiway width, surface and strength	Surface : Asphalt concrete and concrete Strength : PCN 74/R/B/X/T : A1, K6, K7 PCN 78/R/B/X/T : A2, A3, A7, E2, E13 PCN 77/R/B/X/T : A4, A5, A6 PCN 74/F/A/X/T : E6, E7, E8, E12 PCN 68/F/A/X/T : E3 PCN 62/F/A/X/T : C1 PCN 72/F/A/X/T : C2, C3, C4, C6, C7 PCN 88/F/B/X/T : T3 PCN 59/F/A/X/T : C5 PCN 96/F/B/X/T : E1 PCN 85/F/B/X/T : E4 PCN 73/F/A/X/T : E5 PCN 85/F/A/X/T : E9 PCN 87/F/B/X/T : E10 PCN 66/F/A/X/T : E11 PCN 71/R/C/X/T : G PCN 70/R/B/X/T : Q, L, M PCN 70/F/A/X/T : C8 PCN 63/F/A/X/T : C9 PCN 62/R/B/X/T : K1, K2, Y PCN 70/R/C/X/T : K3, K4, K5 Width : 83M : U 51M : K7 50M : K4, K5 49M : K1, K2, K3, K6 34M : E4, E7, E10, C2, C5, C8 32M : E2 30M : T3, E1, E3, E5, E6, E8, E9, C3, C4, C6, C7 28.5M : E11, E12, E13, C1, C9 24M : L 23M : A1 THRU A7, G, Y, M, Q, J1, J2, J3, J4, J5
3	ACL and elevation	Not available
4	VOR checkpoints	Not available

5	INS checkpoints	Spot NR 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* 47 : *333527.10N 1302628.74E* 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 : 333519.55N 1302635.17E* *51R : 333517.81N 1302635.05E* *51 : 333517.44N 1302635.42E* *51L : 333516.96N 1302636.81E* *52R : 333515.32N 1302636.88E* *52 : 333514.90N 1302637.15E* *52L : 333514.37N 1302638.42E* 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*
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, NR51, NR52, NR53 - 58 ACFT stand taxi lane : T3, 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 C1 - C9 (Marking): RWY HLDG PSN, Mandatory instruction (LGT): RWY guard LGT TWY: A1 - A3, A7, E1 - E5, T3, Q, G, K1 - K7, Y (Marking): SFC painted direction sign (see attached chart) TWY: E1 - E3, A7(BTN E10 AND E11) (Marking): Intermediate holding position TWY: E1 - E13, C1 - C9, T3, A1 - A7, K1 - K7, Y (LGT): TWY CL LGT TWY: E1 - E13, C1 - C9, A1 - A4, A7 (LGT): Taxiing guidance sign TWY: E1 - E5, E7, E10 - E13, C1, C2, C5, C8, C9 (LGT): Runway Entrance Lights(RWY status LGT) (see attached chart)
3	Stop bars	Nil
4	Remarks	(LGT): Apron flood LGT (Marking): Over run area

GP HOLD LINE

The "GP HOLD LINE" is installed on TWY E1 through E3 and A7(BTN E10 AND E11), consists of Intermediate holding position 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".

0.9m
Taxiway center line lights
Intermediate holding position marking(yellow)
A7(BTN E10 AND E11)
E1 through E3

Runway Entrance Lights (REL) and Takeoff Hold Lights (THL)

Figure 1

Figure 2

RWY Entrance Lights (REL)
Takeoff Hold Lights (THL)
RWY HLDG PSN marking

NOTE: The TWY names and RWY HLDG PSN markings in this ATTACHMENT are depicted only for the TWYs where REL are installed.

Surface Painted Direction Sign

Type of Surface Markings

This type of marking at a taxiway intersection indicates the designation and direction of taxiway leading out of an intersection. Black inscriptions with an arrow with a yellow background.

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, stars 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)

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.

Fig. 3

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_6, U_{85}, U_7, U_5, U_3, U_{25}, U_2/T_r, P_S, P_5, P_3, P_{25}, P_{SWE}, P_{SWF}, P_{SWG}, P_{SWI}, P_{SWM}, P_{SW}(domestic), E, C, W_E, W_F, W_G, W_I, 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°	2800×60	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°	2800×60	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	2920×300	221 × (MNM:235 MAX:300)* 240 × (MNM:154 MAX:300)* *For detail, ask airport administrator	RWY grooving 2800m×40m

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,C2	2263	2263	2263		7425ft
TWY:C3	1931	1931	1931		6336ft
TWY:E5	1825	1825	1825		5988ft
TWY:C4	1551	1551	1551		5089ft
TWY:E6	1531	1531	1531		5023ft
TWY:E7,C5	1353	1353	1353		4439ft
34	2800	2800	2800	2800	9187ft
TWY:E12	2654	2654	2654		8708ft
TWY:E11	2569	2569	2569		8429ft
TWY:E10,C8	2212	2212	2212		7258ft
TWY:C7	1941	1941	1941		6368ft
TWY:E9	1802	1802	1802		5912ft
TWY:C6	1651	1651	1651		5417ft
TWY:E8	1531	1531	1531		5023ft
TWY:E7,C5	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: *333518N/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, Runway Entrance Lights, Takeoff Hold Lights Within 15 sec : Other LGT
5	Remarks	Nil

RJFF AD 2.16 HELICOPTER LANDING AREA

Nil

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) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
福岡 FUKUOKA	下記に示される区域 The area shown below		Primary Fukuoka TCA 121.275 - 318.2 (2300 - 1030) Fukuoka DEP 127.9 - 261.2 (2145 - 2300, 1030 - 1315) 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TCA、福岡デパーチャー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 TCA, Departure 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*	

福岡ターミナルコントロールエリア
Fukuoka Terminal Control Area

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 128.45MHz 134.7MHz 261.2MHz 270.8MHz 279.2MHz 121.5MHz(E) 243.0MHz(E)	2145 - 1315	1315 - 2145 : APP service provided by Kobe Control
DEP	Fukuoka Departure	127.9MHz 119.7MHz 128.45MHz 134.7MHz 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	*333541.40N/ 1302645.25E*		[For RWY16] GP 16: 325m (1066ft) inside FM RWY16 THR, 105m (344ft) NE of RCL. HGT of ILS reference datum 17.7m(58ft) GP angle 3.0°
ILS-DME 16	IFO	1015MHz (CH-54X)	H24	*333541.55N/ 1302645.55E*	32ft	[For RWY16] DME 16: 325m(1066ft) inside FM RWY16 THR, 114m (374ft) NE 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	*333441.10N/ 1302727.12E*		[For RWY34] GP 34: 330m(1083ft) inside FM RWY34 THR. 120m (394ft) NE of RCL. HGT of ILS REF datum 16.5m(54ft). GP angle 3.0°
ILS-DME 34	IFF	987MHz (CH-26X)	H24	*333441.32N/ 1302727.22E*	44ft	[For RWY34] DME 34: 339m(1112ft) inside FM RWY34 THR, 126m (413ft) NE 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 9.76m (32ft)

ILS for RWY34

REMARKS : 1.ILS-LOC beam BRG(MAG) 337.75˚
2.HGT of ILS REF datum 16.5m(54ft)
3.ILS-GP Angle 3.0˚
4.ELEV of ILS-DME 13.4m(44ft)

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 Noise restrictions

Time restrictions on departure and arrivals:

No take off or landing shall be permitted during the hours from 1300 UTC to 2200 UTC with the exception of aircraft in an emergency or in an unavoidable situation.

Note: “In an emergency or in an unavoidable situation” as described above shall be limited to the following cases:

(1)Aircraft declared emergency or is under emergency situation
(2)Aircraft operating for the purpose of emergency mission e.g. lifesaving and organ transport
(3)Aircraft operating for the purpose of emergency mission by Public institution
(4)Aircraft operating for the purpose of urgent news collection activities
(5)When take-off or landing is considered really unavoidable due to rapid weather change, air traffic congestion or other reasons
(6)Aircraft operating with the reasons which Fukuoka International Airport Co., Ltd. approves especially

1.2 ATC Procedure

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

1) ATC clearance

ATC clearance will be obtained by “Voice radiotelephone (Voice RTF)” or “Departure Clearance by data link (DCL)”. Shown in detail below (a) or (b).

CLEARANCE FLOW	(a) Voice RTF	(b) DCL Refer to ENR 1.5.4.1 (Operation for Departure Clearance by data link (DCL))
REQUEST CLEARANCE	Call Fukuoka Delivery (121.925) at 5 minutes before starting engines, with the following information. (1) Call sign (2) Destination (3)Proposal flight level/altitude (alternative flight level/altitude, if any.) (4) Parking position (spot number)	- Send RCD message at 15 minutes before starting engines. - Monitor Fukuoka Delivery (121.925). NOTE: - Start monitoring Fukuoka Delivery (121.925) once RCD message is sent. In case coordination is required, Fukuoka Delivery calls the pilot on Voice RTF.
OTHERS	After receiving clearance from Fukuoka Delivery, monitor Fukuoka Ground (121.7). Call Fukuoka Ground when ready for push back/for taxiing.	

2) Intersection departure

a) Separation for departure as in AD1.1.6.3.2.2(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)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.

1.3 RWY relations

RWY16 : 1) RWY16 will be preferentially used when tail wind component is 10kt or less.
2) RNP RWY16 or LOC RWY16 approach is primarily applied.

RWY34 : 1) Visual approach is primarily applied.
2) RNP 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.

1.4 小型航空機の空港利用

(1) 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。

1.4 On use of Fukuoka airport for small aircraft

(1)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（回転翼航空機を除く）については、本取扱いを適用しないこととする。

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

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

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 Director of Fukuoka Airport Office (CAB).

(2) 回転翼航空機については、空港管理者が認める場合を除き、福岡空港における離着陸のための施設利用を認めない。福岡空港（奈多地区）「奈多ヘリポート」の施設利用についてはヘリポート管理者に連絡すること。（参照：AIP AD3 RJFH）

(2)Take-off and landing of Helicopters shall not be permitted at Fukuoka airport except those permitted by Fukuoka airport administrator.
Helicopter operators are requested to contact NATA HELIPORT (FUKUOKA AIRPORT NATA AREA) administrator for the use of NATA HELIPORT (See AIP AD3 RJFH).

1.5 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.

1.6 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 E1 through E3 for RWY 16 or TWY A7 for RWY 34 until receiving further taxi clearance to protect the ILS glide slope signal.
2) When ILS approach for RWY34 is in operation, aircraft on the east 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 is from E10 to C8.
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 in order to separate from aircraft on TWY A.
White lines that can be used as a guidance for holding short of TWY A are painted on TWYs E1 through E7.
(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 E3

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

(3) When B744 holding at the stop marking on TWY E2, E4, E7, E10, E11, E12

Wing span(WS) of ACFT taxiing on TWY A2-A3, A4-A5, A6-A7	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

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

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. Trajectorized 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 (Fixed wing ACFT)

1) JET.....1,500ft
2) PROPELLER
Single engine.....800ft
Multi engine.....1,000ft
(SF34,C130, any type of DH8 and any type of ATR should follow 1,500ft as an exception.)
3) MILITARY SMALL JET.....2,000ft

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, A5 and ACFT STAND TAXI LANE M.(See AD chart)

4. Antenna Tower

アンテナタワー
1. 位置：*33°35'36"N/130°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°35'36"N/130°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.

5. 空港周辺における鳥の密集

春（4 月～ 5 月）と秋（9 月～ 10 月）に鳥の群れが見られる。

鳥種：ハチクマ
飛翔高度：地上 -3000FT（目視による計測）

特徴：体重 約 800 ～ 1500g、大型タカ種
備考：よく晴れた昼間帯において丘陵や海上で発生する上昇気流を利用し、多数のハチクマが旋回して帆翔する現象（タカ柱）が見られる。
空港管理者の対策：空港内でのバードパトロールを実施している。

【タカ柱と渡りのイメージ図】

（出典）「図鑑日本のワシタカ類」（1995 文一総合出版）

5.The flocks of birds in the vicinity of the airport

Bird flocks are found in spring (April-May) and autumn (September-October).

Species of birds: Honey Buzzard
Flying Altitude: GND-APRX 3000FT(visual estimation of bird activities)
Characteristics: Weight 800-1500g, large-sized hawk species
Remarks: Many Honey Buzzards soar using the thermals that occur in the hills and the sea during the sunny daytime.
Measure of AD administration: Regular bird patrols are conducted in the airport.

【Figure of buzzards pillar and migration】

Source : "Zukan nihon no washitakarui" (1995 Bun-ichiSogo Shuppan)
* translated with permission

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 (KIRIN-RNAV)
Standard Arrival Chart - Instrument (OSTEP, ISKUP, ATSAG, SARUP-RNAV)
Instrument Approach Chart (ILS or LOC RWY34)
Instrument Approach Chart (RNP RWY34)
Instrument Approach Chart (ILS or LOC RWY16)
Instrument Approach Chart (RNP RWY16)
Instrument Approach Chart (VOR RWY16)
Instrument Approach Chart (TACAN RWY16)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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AERODROME CHART

FUKUOKA AIRPORT

ELEV 9.1m(30ft)

MARKING AIDS

CHANGE : Shape of TWY C5, C6. TWY T4, T5, T6, P abolished.

CHANGE : Shape of TWY C5, C6. TWY T4, T5, T6, P abolished.

FUKUOKA AP
ELEV 9.1m(30ft)ARP

Designation	Call Sign	Frequency(MHz)
ATIS	Fukuoka Airport	127.2
DLVRY	Fukuoka Delivery	121.925
GND	Fukuoka Ground	121.7 236.8
TWR	Fukuoka Tower	118.4 126.2 236.8

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AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8° W-MAR 2020

FUKUOKA AIRPORT
RWY : 16/34

DECLARED DISTANCES		
RWY 16		RWY 34
2800m	TAKE OFF RUN AVAILABLE	2800m
2800m	TAKE OFF DISTANCE AVAILABLE	2800m
2800m	ACCELERATE STOP DISTANCE AVAILABLE	2800m
2800m	LANDING DISTANCE AVAILABLE	2800m

LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- RIVER
- TREE
- LAKE
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

HORIZONTAL SCALE

FEET

METERS

CHANGE:Update

AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8°W-MAR 2020

FUKUOKA AIRPORT
RWY : 16/34

DECLARED DISTANCES		
RWY 16		RWY 34
2800m	TAKE OFF RUN AVAILABLE	2800m
2800m	TAKE OFF DISTANCE AVAILABLE	2800m
2800m	ACCELERATE STOP DISTANCE AVAILABLE	2800m
2800m	LANDING DISTANCE AVAILABLE	2800m

LEGEND

- IDENTIFICATION NUMBER
- POLE, TOWER, SPIRE, ANTENNA, ETC
- AERONAUTICAL GROUND LIGHT
- OBSTRUCTION LIGHT
- BUILDING OR LARGE STRUCTURE
- RAILROAD
- TRIANGULATION POINT
- TRANSMISSION LINE OR OVERHEAD CABLE
- LEVEE
- TREE
- RIVER
- LAKE
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

CHANGE:Update

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART - ICAO
TYPE B

CHANGE:Update

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA SID

OGUNI EIGHT DEPARTURE

RWY 16 : Climb RWY HDG to 700FT, turn right, via DGC R160 to 30.0DME, turn left, via TFE R256 to OGUNI.
Cross DGC R160/28.0DME between FL150 and FL200.

RWY 34 : Climb RWY HDG to 3000FT, turn right HDG176˚ to intercept and proceed via DGC R146 to OGUNI.
Cross DGC R146/9.0DME at or below 10000FT, cross DGC R146/28.0DME at or below FL200, cross OGUNI at or above FL150.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA TRANSITION

MUSASHI TRANSITION

From over OGUNI, via TFE R256 to TFE VOR/DME.
Cross TFE R256/30.0DME at or above FL170.

CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA SID

YAMEK NINE DEPARTURE

RWY 16 : Climb RWY HDG to 700FT, turn right, via DGC R160 to YAMEK.
Cross YAMEK at or above 5000FT.

RWY 34 : Climb RWY HDG to 3000FT, turn right HDG 176˚ to intercept and proceed via DGC R146 to DGC 17.6DME, turn right, via SGE R058 to YAMEK.
Cross DGC R146/9.0DME at or below 10000FT, cross YAMEK at or above 5000FT.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA SID

YAMGA SEVEN DEPARTURE

RWY 16 : Climb RWY HDG to 700FT, turn right, via DGC R160 to YAMGA.
Cross DGC R160/28.0DME at or below FL200, cross YAMGA at or above 13000FT.

RWY 34 : Climb RWY HDG to 3000FT, turn right HDG 176˚ to intercept and proceed via DGC R146 to YURRY, turn right, via KUE R351 to YAMGA.
Cross DGC R146/9.0DME at or below 10000FT, cross KUE R351/28.0DME at or below FL200, cross YAMGA at or above 13000FT.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA SID

FUKUOKA FOUR DEPARTURE

RWY 16 : Climb RWY HDG to 700FT, turn right, via DGC R160 to YAMEK, turn right, via DGC R179 (MRA 7000FT) to DGC VORTAC.
Cross YAMEK at or above 5000FT.

RWY 34 : Climb direct to DGC VORTAC.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA TRANSITION

KAGOSHIMA TRANSITION

From over YAMGA, proceed via HKC R013 to HKC VORTAC via KEIKA, IPUDO and AJISE.
Cross KEIKA at or below FL180.

KUMAMOTO TRANSITION

From over YAMGA, proceed via KUE R351 to KUE VOR/DME via ABECK.
Cross ABECK at assigned altitude.

SAGA TRANSITION

From over YAMEK, proceed via SGE R058 to SGE VOR/DME.

MIZMA TRANSITION

From over YAMEK, proceed via SGE R058 to MIZMA.
Cross MIZMA at or above 8000FT.

IKI TRANSITION

From over YAMEK, turn right, proceed via IKE R128 to IKE VOR/DME .
Cross IKE R128/37.0DME at or above 6000FT.

CHANGE : Radial FM HKC.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA TRANSITION

CHANGE : Radial FM HKC. DIST FM HKC(YAMGA).

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV SID

YOKAT FIVE DEPARTURE		RNAV 1
Note 1) DME/DME/IRU or GNSS required. ※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. 2) RADAR service required.	Critical DME	RWY16 : DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 : DGC "3.5NM to FF401～2.2NM to FF401" IKE "3.5NM to FF401～2.2NM to FF401"
	DME GAP	RWY16 :DER～1.0NM FM DER RWY34 :DER～0.9NM FM DER 2.2NM to FF401～FF403
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8˚W

RWY34 : Climb on HDG 338˚ at or above 500FT, direct to FF401, to FF402, to FF403, to YURRY, to FF404 at or below FL200, to YOKAT at or above 10000FT.

RWY16 : Climb on HDG 158˚ at or above 500FT, direct to UMAKA at or below FL200, to YOKAT at or above 10000FT.

Note RWY34 : 7.0% climb gradient required up to 2800FT.
RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA RNAV SID

YOKAT FIVE DEPARTURE

RWY34

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	—	—	338 (330.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-7.7	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-7.7	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-7.7	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-7.7	13.1	—	—	—	—	RNAV1
006	TF	FF404	—	137 (129.4)	-7.7	9.2	—	-FL200	—	—	RNAV1
007	TF	YOKAT	—	137 (129.4)	-7.7	3.4	—	+10000	—	—	RNAV1

RWY16

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	—	—	158 (150.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	UMAKA	—	—	-7.7	—	—	-FL200	—	—	RNAV1
003	TF	YOKAT	—	081 (073.5)	-7.7	9.4	—	+10000	—	—	RNAV1

CHANGE : VAR. PROC renamed. PROC course.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA — RNAV TRANSITION

BRAID TRANSITION / MATSUYAMA TRANSITION / SALTY TRANSITON YANKS TRANSITION / SPIDE TRANSITION / SABAR TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	SABAR TRANSITION : SWE "YOKAT ~ RUISA" SGE "HOSEN ~ RUISA"
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

BRAID TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to MARCO.

MATSUYAMA TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to MYE.

SALTY TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to SALTY.

YANKS TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to LUFFY, to CHOPP, to SANJI, to YANKS.

SPIDE TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to LUFFY, to SPIDE.

SABAR TRANSITION

From YOKAT at or above 10000FT, to AMAGA at or above FL140, to HOSEN at or above FL170, to RUISA, to SABAR.

CHANGE : Description of VAR.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV TRANSITION

BRAID 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	YOKAT	—	—	-7.7	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.7	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.7	6.9	—	+FL170	—	—	RNAV1
004	TF	MARCO	—	057 (049.7)	-7.7	64.8	—	—	—	—	RNAV1

MATSUYAMA 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	YOKAT	—	—	-7.7	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.7	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.7	6.9	—	+FL170	—	—	RNAV1
004	TF	MYE	—	078 (070.4)	-7.7	81.5	—	—	—	—	RNAV1

SALTY 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	YOKAT	—	—	-7.7	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.7	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.7	6.9	—	+FL170	—	—	RNAV1
004	TF	SALTY	—	080 (071.9)	-7.7	92.9	—	—	—	—	RNAV1

CHANGE : VAR. Course FM BRAID to SALTY.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA RNAV TRANSITION

CHANGE : VAR. CHOPP established. Course FM RUISA to SABAR.

YANKS 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	YOKAT	—	—	-7.7	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.7	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.7	6.9	—	+FL170	—	—	RNAV1
004	TF	LUFFY	—	087 (079.8)	-7.7	58.8	—	—	—	—	RNAV1
005	TF	CHOPP	—	079 (071.7)	-7.7	58.3	—	—	—	—	RNAV1
006	TF	SANJI	—	080 (072.4)	-7.7	12.6	—	—	—	—	RNAV1
007	TF	YANKS	—	080 (072.5)	-7.7	43.2	—	—	—	—	RNAV1

SPIDE 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	YOKAT	—	—	-7.7	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.7	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.7	6.9	—	+FL170	—	—	RNAV1
004	TF	LUFFY	—	087 (079.8)	-7.7	58.8	—	—	—	—	RNAV1
005	TF	SPIDE	—	088 (080.4)	-7.7	33.5	—	—	—	—	RNAV1

SABAR 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	YOKAT	—	—	-7.7	—	—	+10000	—	—	RNAV1
002	TF	AMAGA	—	104 (096.5)	-7.7	10.5	—	+FL140	—	—	RNAV1
003	TF	HOSEN	—	104 (096.6)	-7.7	6.6	—	+FL170	—	—	RNAV1
004	TF	RUISA	—	104 (096.7)	-7.7	16.9	—	—	—	—	RNAV1
005	TF	SABAR	—	105 (096.9)	-7.7	31.6	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID and TRANSITION

KURUME FOUR DEPARTURE GABAI TRANSITION / BRUIN TRANSITION / GENKAI TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. ※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. 2) RADAR service required.	Critical DME	RWY16 :DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 :DGC "3.5NM to FF401～2.2NM to FF401" IKE "3.5NM to FF401～2.2NM to FF401" BRUIN TRANSITION : DGC "2NM to OMUTA～OMUTA"
	DME GAP	RWY16 :DER～1.0NM FM DER RWY34 :DER～0.9NM FM DER 2.2NM to FF401～FF403 GABAI TRANSITION : 6.4NM to SGE～SGE
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

CHANGE : Description of VAR.

KURUME FOUR DEPARTURE

RWY34 : Climb on HDG 338˚ at or above 500FT, direct to FF401, to FF402, to FF403, to YURRY, to YAMEK.

RWY16 : Climb on HDG 158˚ at or above 500FT, direct to YAMEK.

Note RWY34 : 7.0% climb gradient required up to 2800FT.
RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

BRUIN TRANSITION

From YAMEK, to BRUIN, to OMUTA.

GABAI TRANSITION

From YAMEK, to SGE.

GENKAI TRANSITION

From YAMEK, to DAIZE to IKE.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID

KURUME FOUR DEPARTURE

RWY34

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	—	—	338 (330.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-7.7	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-7.7	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-7.7	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-7.7	13.1	—	—	—	—	RNAV1
006	TF	YAMEK	—	210 (202.7)	-7.7	5.7	—	—	—	—	RNAV1

RWY16

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	—	—	158 (150.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	YAMEK	—	—	-7.7	—	—	—	—	—	RNAV1

CHANGE : VAR. SID renamed. PROC course.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV TRANSITION

BRUIN 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	YAMEK	—	—	-7.7	—	—	—	—	—	RNAV1
002	TF	BRUIN	—	210 (202.4)	-7.7	16.2	—	—	—	—	RNAV1
003	TF	OMUTA	—	210 (202.3)	-7.7	2.8	—	—	—	—	RNAV1

GABAI 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	YAMEK	—	—	-7.7	—	—	—	—	—	RNAV1
002	TF	SGE	—	239 (231.2)	-7.7	19.4	—	—	—	—	RNAV1

GENKAI 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	YAMEK	—	—	-7.7	—	—	—	—	—	RNAV1
002	TF	DAIZE	—	240 (232.7)	-7.7	8.5	—	—	—	—	RNAV1
003	TF	IKE	—	318 (310.4)	-7.7	44.8	—	—	—	—	RNAV1

CHANGE : VAR. PROC course.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA — RNAV SID and TRANSITION

MORIO FOUR DEPARTURE
SATSUMA TRANSITION / SAKURA TRANSITION

RNAV 1

Note 1) DME/DME/IRU or GNSS required. ※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. 2) RADAR service required.	Critical DME	RWY16 :DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 :DGC "3.5NM to FF401～2.2NM to FF401" IKE "3.5NM to FF401～2.2NM to FF401"
	DME GAP	RWY16 :DER～1.0NM FM DER RWY34 :DER～0.9NM FM DER 2.2NM to FF401～FF403
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

CHANGE : Description of VAR.

MORIO FOUR DEPARTURE

RWY34 : Climb on HDG 338˚ at or above 500FT, direct to FF401, to FF402, to FF403, to YURRY, to FF405 at or below FL200, to YAMGA at or above 13000FT.

RWY16 : Climb on HDG 158˚ at or above 500FT, direct to FF603 at or below FL200, to YAMGA at or above 13000FT.

Note RWY34 : 7.0% climb gradient required up to 2800FT.
RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

SAKURA TRANSITION

From YAMGA at or above 13000FT, to KUE.

SATSUMA TRANSITION

From YAMGA at or above 13000FT, to KEIKA at or below FL180, to IPUDO, to AJISE, to HKC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA RNAV SID

MORIO FOUR DEPARTURE

RWY34

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	—	—	338 (330.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-7.7	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-7.7	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-7.7	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-7.7	13.1	—	—	—	—	RNAV1
006	TF	FF405	—	172 (164.3)	-7.7	9.7	—	-FL200	—	—	RNAV1
007	TF	YAMGA	—	172 (164.3)	-7.7	11.4	—	+13000	—	—	RNAV1

RWY16

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	—	—	158 (150.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	FF603	—	—	-7.7	—	—	-FL200	—	—	RNAV1
003	TF	YAMGA	—	160 (152.6)	-7.7	11.5	—	+13000	—	—	RNAV1

CHANGE : VAR. PROC renamed. PROC course. ALT restriction at YAMGA.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA RNAV TRANSITION

SAKURA 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	YAMGA	—	—	-7.7	—	—	+13000	—	—	RNAV1
002	TF	KUE	—	172 (164.3)	-7.7	16.6	—	—	—	—	RNAV1

SATSUMA 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	YAMGA	—	—	-7.7	—	—	+13000	—	—	RNAV1
002	TF	KEIKA	—	194 (185.9)	-7.7	11.5	—	-FL180	—	—	RNAV1
003	TF	IPUDO	—	194 (185.8)	-7.7	39.5	—	—	—	—	RNAV1
004	TF	AJISE	—	193 (185.8)	-7.7	16.7	—	—	—	—	RNAV1
005	TF	HKC	—	193 (185.8)	-7.7	17.0	—	—	—	—	RNAV1

CHANGE : IPUDO established. ALT restriction at KEIKA.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA — RNAV SID

HAKATA FOUR DEPARTURE		RNAV 1
Note 1) DME/DME/IRU or GNSS required. ※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. 2) RADAR service required.	Critical DME	RWY16 : DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 : DGC "4.6NM to DGC～3.0NM to DGC" IKE "4.6NM to DGC～3.0NM to DGC"
	DME GAP	RWY16 : DER～1.0NM FM DER RWY34 : DER～4.6NM to DGC 3.0NM to DGC～DGC
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 8˚W

RWY34 : Climb on HDG 338˚ at or above 500FT, direct to DGC.

RWY16 : Climb on HDG 158˚ at or above 500FT, direct to YAMEK, to FF601, to FF602 to DGC.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : Description of VAR and PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA RNAV SID

HAKATA FOUR DEPARTURE

RWY34

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	—	—	338 (330.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	DGC	—	—	-7.7	—	—	—	—	—	RNAV1

RWY16

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	—	—	158 (150.3)	-7.7	—	—	+500	—	—	RNAV1
002	DF	YAMEK	—	—	-7.7	—	—	—	—	—	RNAV1
003	TF	FF601	—	251 (242.9)	-7.7	5.7	—	—	—	—	RNAV1
004	TF	FF602	—	314 (306.5)	-7.7	4.1	—	—	—	—	RNAV1
005	TF	DGC	—	002 (354.5)	-7.7	19.7	—	—	—	—	RNAV1

CHANGE : VAR. PROC renamed. PROC course.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA STAR

LAGER ARRIVAL

From over LAGER, via DGC R338 to MALTS.
Cross LAGER at or above 3000FT, cross MALTS at or above 2000FT.

EBISU ARRIVAL

From over EBISU, via IKE R074 to intercept and proceed via DGC R338 to MALTS via LAGER.
Cross LAGER at or above 3000FT, cross MALTS at or above 2000FT.

IKI ARRIVAL

From over IKE VOR/DME, via IKE R074 to intercept and proceed via DGC R338 to MALTS via LAGER.
Cross LAGER at or above 3000FT, cross MALTS at or above 2000FT.

CHANGE : PROC course(IKI ARRIVAL, EBISU ARRIVAL). HLDG course(IKI, EBISU).

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA STAR

KAFRI EAST ARRIVAL

From over EBISU, proceed via IKE R074 to intercept and proceed via SGE R353 to KAFRI, via KUE R329 to intercept and proceed via SGE R064 to HAWKS.

Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross HAWKS at or above 4000FT.

KAFRI WEST ARRIVAL

From over IKE VOR/DME, proceed via IKE R074 to intercept and proceed via SGE R353 to KAFRI, via KUE R329, to intercept and proceed via SGE R064 to HAWKS.

Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross HAWKS at or above 4000FT.

CHANGE : PROC course. HLDG course(IKI, EBISU). HLDG pattern abolished(HAWKS).

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA — RNAV STAR RWY34

HAWKS EAST ARRIVAL / HAWKS WEST ARRIVAL / HAWKS NORTH ARRIVAL
HAWKS SOUTH ARRIVAL / ISKUP SOUTH ARRIVAL

RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY34

HAWKS EAST ARRIVAL

From KIRIN at or above 12000FT, to ITODA between 10000FT and 8000FT, to KAHOC at or above 7000FT, to DAZAI at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	–	–
	–	–
	–	–
DME GAP	–	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	KIRIN	–	–	-7.7	–	–	+12000	–	–	RNAV1
002	TF	ITODA	–	199 (191.0)	-7.7	25.1	–	-10000 +8000	–	–	RNAV1
003	TF	KAHOC	–	199 (191.0)	-7.7	14.2	–	+7000	–	–	RNAV1
004	TF	DAZAI	–	175 (167.3)	-7.7	6.9	–	+5000	–	–	RNAV1
005	TF	HAWKS	–	248 (240.3)	-7.7	4.5	–	+4000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course ˚M(˚T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	KIRIN	227 (218.7)	-7.7	1.0(-14000) 1.5(+14001)	R	12000	–	-230(-14000) -240(+14001)	RNAV1
Hold	KAHOC	176 (167.3)	-7.7	1.0(-14000) 1.5(+14001)	R	7000	–	-230(-14000) -240(+14001)	RNAV1

HAWKS WEST ARRIVAL

From IKE, to ORONN, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	DGC	IKE - 15.0NM to ORONN 6.0NM to ORONN - 5.0NM to NOKOH
	KUE	IKE - 15.0NM to ORONN
	IKE	6.0NM to ORONN - 5.0NM to NOKOH
	SGE	9.0NM to BEAMA - 6.0NM to BEAMA
DME GAP	15.0NM to ORONN - 6.0NM to ORONN 5.0NM to NOKOH - 9.0NM to BEAMA	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	IKE	–	–	-7.7	–	–	–	–	–	RNAV1
002	TF	ORONN	–	085 (077.7)	-7.7	17.3	–	–	–	–	RNAV1
003	TF	NOKOH	–	152 (144.7)	-7.7	8.2	–	–	–	–	RNAV1
004	TF	BEAMA	–	152 (144.8)	-7.7	9.9	–	–	–	–	RNAV1
005	TF	SOFTO	–	153 (144.9)	-7.7	9.9	–	–	–	–	RNAV1
006	TF	BANKU	–	153 (144.9)	-7.7	9.9	–	+5000	-210	–	RNAV1
007	TF	HAWKS	–	068 (060.2)	-7.7	4.3	–	+4000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course ˚M(˚T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	IKE	074 (066.4)	-8.0	1.0(-14000) 1.5(+14001)	L	5000	–	-230(-14000) -240(+14001)	RNAV1
Hold	BANKU	133 (125.0)	-7.7	1.0(-14000) 1.5(+14001)	R	5000	–	-230(-14000) -240(+14001)	RNAV1

CHANGE : RNAV HLDG established(IKE).

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34

HAWKS NORTH ARRIVAL

From KIRIN, to EBISU at or above 12000FT, to LAGER at or above 6000FT, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	IKE	4.0NM to LAGER - 3.0NM to NOKOH
	DGC	LAGER - 3.0NM to NOKOH
	SGE	9.0NM to BEAMA - 6.0NM to BEAMA
DME GAP	3.0NM to NOKOH - 9.0NM to BEAMA	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	KIRIN	–	–	-7.7	–	–	–	–	–	RNAV1
002	TF	EBISU	–	254 (246.7)	-7.7	12.5	–	+12000	–	–	RNAV1
003	TF	LAGER	–	248 (240.3)	-7.7	19.5	–	+6000	–	–	RNAV1
004	TF	NOKOH	–	198 (190.5)	-7.7	11.0	–	–	–	–	RNAV1
005	TF	BEAMA	–	152 (144.8)	-7.7	9.9	–	–	–	–	RNAV1
006	TF	SOFTO	–	153 (144.9)	-7.7	9.9	–	–	–	–	RNAV1
007	TF	BANKU	–	153 (144.9)	-7.7	9.9	–	+5000	-210	–	RNAV1
008	TF	HAWKS	–	068 (060.2)	-7.7	4.3	–	+4000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course ˚M(˚T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	KIRIN	227 (218.7)	-7.7	1.0(-14000) 1.5(+14001)	R	12000	–	-230(-14000) -240(+14001)	RNAV1
Hold	EBISU	255 (246.6)	-8.0	1.0(-14000) 1.5(+14001)	L	12000	–	-230(-14000) -240(+14001)	RNAV1
Hold	LAGER	198 (190.5)	-8.0	1.0(-14000) 1.5(+14001)	R	6000	–	-230(-14000) -240(+14001)	RNAV1
Hold	BANKU	133 (125.0)	-7.7	1.0(-14000) 1.5(+14001)	R	5000	–	-230(-14000) -240(+14001)	RNAV1

CHANGE : RNAV HLDG established(EBISU, LAGER).

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY34

HAWKS SOUTH ARRIVAL

From OSTEP, to HONOK at or above 7000FT, to AMAOH, to KEYAH, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	SGE	4.0NM to NOKOH - NOKOH 9.0NM to BEAMA - 6.0NM to BEAMA
DME GAP	NOKOH - 9.0NM to BEAMA	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	OSTEP	–	–	-7.7	–	–	–	–	–	RNAV1
002	TF	HONOK	–	333 (324.9)	-7.7	14.2	–	+7000	–	–	RNAV1
003	TF	AMAOH	–	333 (324.8)	-7.7	9.9	–	–	–	–	RNAV1
004	TF	KEYAH	–	332 (324.8)	-7.7	9.9	–	–	–	–	RNAV1
005	TF	NOKOH	–	062 (054.5)	-7.7	9.7	–	–	–	–	RNAV1
006	TF	BEAMA	–	152 (144.8)	-7.7	9.9	–	–	–	–	RNAV1
007	TF	SOFTO	–	153 (144.9)	-7.7	9.9	–	–	–	–	RNAV1
008	TF	BANKU	–	153 (144.9)	-7.7	9.9	–	+5000	-210	–	RNAV1
009	TF	HAWKS	–	068 (060.2)	-7.7	4.3	–	+4000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course ˚M(˚T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	KEYAH	062 (054.5)	-7.7	1.0(-14000) 1.5(+14001)	L	5000	–	-230(-14000) -240(+14001)	RNAV1
Hold	BANKU	133 (125.0)	-7.7	1.0(-14000) 1.5(+14001)	R	5000	–	-230(-14000) -240(+14001)	RNAV1

CHANGE : VAR. PROC course. HLDG course(BANKU).

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY34

ISKUP SOUTH ARRIVAL

From ISKUP at or above 7000FT, to KEYAH, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	SGE	4.0NM to NOKOH - NOKOH 9.0NM to BEAMA - 6.0NM to BEAMA
DME GAP	NOKOH - 9.0NM to BEAMA	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	ISKUP	–	–	-7.7	–	–	+7000	–	–	RNAV1
002	TF	KEYAH	–	062 (054.3)	-7.7	12.7	–	–	–	–	RNAV1
003	TF	NOKOH	–	062 (054.5)	-7.7	9.7	–	–	–	–	RNAV1
004	TF	BEAMA	–	152 (144.8)	-7.7	9.9	–	–	–	–	RNAV1
005	TF	SOFTO	–	153 (144.9)	-7.7	9.9	–	–	–	–	RNAV1
006	TF	BANKU	–	153 (144.9)	-7.7	9.9	–	+5000	-210	–	RNAV1
007	TF	HAWKS	–	068 (060.2)	-7.7	4.3	–	+4000	–	–	RNAV1

Path	Waypoint Identifier	Inbound Course ˚M(˚T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	KEYAH	062 (054.5)	-7.7	1.0(-14000) 1.5(+14001)	L	5000	–	-230(-14000) -240(+14001)	RNAV1
Hold	BANKU	133 (125.0)	-7.7	1.0(-14000) 1.5(+14001)	R	5000	–	-230(-14000) -240(+14001)	RNAV1

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY16

KIRIN ARRIVAL	RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 8° W

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY16

KIRIN ARRIVAL

From KIRIN at or above 12000FT, to IDOLI, to ANBIM at 8000FT, to FF654, to FF655, to FF656, to FF657, to MUGPO at 8000FT, to ENTIX at or above 2000FT.

Critical DME	-
DME GAP	-
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

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	KIRIN	-	-	-8.0	-	-	+12000	-	-	RNAV1
002	TF	IDOLI	-	243 (235.0)	-8.0	13.7	-	-	-	-	RNAV1
003	TF	ANBIM	-	282 (274.2)	-8.0	5.3	-	8000	210	-	RNAV1
004	TF	FF654	-	305 (296.8)	-8.0	5.8	-	-	-	-	RNAV1
005	TF	FF655	-	282 (274.1)	-8.0	5.8	-	-	-	-	RNAV1
006	TF	FF656	-	259 (251.4)	-8.0	5.8	-	-	-	-	RNAV1
007	TF	FF657	-	237 (228.8)	-8.0	5.9	-	-	-	-	RNAV1
008	TF	MUGPO	-	214 (206.3)	-8.0	5.9	-	8000	210	-	RNAV1
009	TF	ENTIX	-	113 (105.2)	-8.0	15.0	-	+2000	-	-	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	KIRIN	243 (235.1)	-8.0	1.0(-14000) 1.5(+14001)	R	12000	-	-230(-14000) -240(+14001)	RNAV1
Hold	IDOLI	282 (274.3)	-8.0	1.0(-14000) 1.5(+14001)	L	8000	-	-230(-14000) -240(+14001)	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates
KIRIN	*340717.9N / 1304919.3E*
IDOLI	*335926.2N / 1303546.7E*
ANBIM	*335949.6N / 1302922.5E*
FF654	*340227.2N / 1302304.8E*
FF655	*340252.2N / 1301603.1E*
FF656	*340100.5N / 1300922.3E*
FF657	*335709.4N / 1300403.8E*
MUGPO	*335154.2N / 1300056.2E*
ENTIX	*334757.5N / 1301818.9E*

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA — RNAV STAR RWY16

OSTEP ARRIVAL / ISKUP ARRIVAL / ATSAG ARRIVAL / SARUP ARRIVAL	RNAV 1

Note 1) DME/DME/IRU or GNSS required.
2) RADAR service required.

VAR 8° W

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY16

OSTEP ARRIVAL

From OSTEP, to HONOK, to AMAOH, to KEYAH, to AKSIL at 7000FT, to FF658, to FF659, to FF660, to FF661, to PIKOP at 7000FT, to ENTIX at or above 2000FT.

Critical DME	DGC	7.0NM to ENTIX - ENTIX
	IKE	1.0NM to ENTIX - ENTIX
DME GAP	-	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	OSTEP	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	HONOK	-	333 (324.9)	-8.0	14.2	-	-	-	-	RNAV1
003	TF	AMAOH	-	333 (324.8)	-8.0	9.9	-	-	-	-	RNAV1
004	TF	KEYAH	-	333 (324.8)	-8.0	9.9	-	-	-	-	RNAV1
005	TF	AKSIL	-	348 (339.9)	-8.0	10.8	-	7000	210	-	RNAV1
006	TF	FF658	-	012 (003.8)	-8.0	6.0	-	-	-	-	RNAV1
007	TF	FF659	-	034 (026.3)	-8.0	6.4	-	-	-	-	RNAV1
008	TF	FF660	-	057 (048.8)	-8.0	6.4	-	-	-	-	RNAV1
009	TF	FF661	-	079 (071.4)	-8.0	6.4	-	-	-	-	RNAV1
010	TF	PIKOP	-	102 (094.0)	-8.0	6.4	-	7000	210	-	RNAV1
011	TF	ENTIX	-	203 (195.3)	-8.0	16.5	-	+2000	-	-	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	HONOK	333 (324.9)	-8.0	1.0(-14000) 1.5(+14001)	R	7000	-	-230(-14000) -240(+14001)	RNAV1
Hold	KEYAH	333 (324.8)	-8.0	1.0(-14000) 1.5(+14001)	R	7000	-	-230(-14000) -240(+14001)	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY16

ISKUP ARRIVAL

From ISKUP, to AKSIL, at 7000FT, to FF658, to FF659, to FF660, to FF661, to PIKOP, at 7000FT, to ENTIX at or above 2000FT.

Critical DME	DGC	7.0NM to ENTIX - ENTIX
	IKE	1.0NM to ENTIX - ENTIX
DME GAP	-	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	ISKUP	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	AKSIL	-	029 (020.6)	-8.0	18.8	-	7000	210	-	RNAV1
003	TF	FF658	-	012 (003.8)	-8.0	6.0	-	-	-	-	RNAV1
004	TF	FF659	-	034 (026.3)	-8.0	6.4	-	-	-	-	RNAV1
005	TF	FF660	-	057 (048.8)	-8.0	6.4	-	-	-	-	RNAV1
006	TF	FF661	-	079 (071.4)	-8.0	6.4	-	-	-	-	RNAV1
007	TF	PIKOP	-	102 (094.0)	-8.0	6.4	-	7000	210	-	RNAV1
008	TF	ENTIX	-	203 (195.3)	-8.0	16.5	-	+2000	-	-	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	ISKUP	029 (020.6)	-8.0	1.0(-14000) 1.5(+14001)	R	7000	-	-230(-14000) -240(+14001)	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY16

ATSAG ARRIVAL

From ATSAG, to IKE, to OSPUN, at 6000FT, to FF662, to FF663, to FF664, to FF665, to SEDKA at 6000FT, to ENTIX at or above 2000FT.

Critical DME	DGC	6.0NM to ENTIX - ENTIX
DME GAP	-	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	ATSAG	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	IKE	-	045 (036.6)	-8.0	6.2	-	-	-	-	RNAV1
003	TF	OSPUN	-	057 (049.2)	-8.0	6.9	-	6000	210	-	RNAV1
004	TF	FF662	-	057 (048.7)	-8.0	5.0	-	-	-	-	RNAV1
005	TF	FF663	-	034 (026.2)	-8.0	7.0	-	-	-	-	RNAV1
006	TF	FF664	-	057 (048.8)	-8.0	7.0	-	-	-	-	RNAV1
007	TF	FF665	-	079 (071.4)	-8.0	7.0	-	-	-	-	RNAV1
008	TF	SEDKA	-	102 (094.0)	-8.0	7.0	-	6000	210	-	RNAV1
009	TF	ENTIX	-	203 (195.3)	-8.0	18.0	-	+2000	-	-	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	ATSAG	045 (036.6)	-8.0	1.0(-14000) 1.5(+14001)	R	6000	-	-230(-14000) -240(+14001)	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY16

SARUP ARRIVAL

From SARUP, to OSPUN at 6000FT, to FF662, to FF663, to FF664, to FF665, to SEDKA at 6000FT, to ENTIX at or above 2000FT.

Critical DME	DGC	6.0NM to ENTIX - ENTIX
DME GAP	-	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	

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	SARUP	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	OSPUN	-	103 (095.0)	-8.0	8.5	-	6000	210	-	RNAV1
003	TF	FF662	-	057 (048.7)	-8.0	5.0	-	-	-	-	RNAV1
004	TF	FF663	-	034 (026.2)	-8.0	7.0	-	-	-	-	RNAV1
005	TF	FF664	-	057 (048.8)	-8.0	7.0	-	-	-	-	RNAV1
006	TF	FF665	-	079 (071.4)	-8.0	7.0	-	-	-	-	RNAV1
007	TF	SEDKA	-	102 (094.0)	-8.0	7.0	-	6000	210	-	RNAV1
008	TF	ENTIX	-	203 (195.3)	-8.0	18.0	-	+2000	-	-	RNAV1

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	SARUP	103 (094.9)	-8.0	1.0(-14000) 1.5(+14001)	L	6000	-	-230(-14000) -240(+14001)	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
OSTEP	*330831.8N / 1302632.1E*	PIKOP	*340354.2N / 1302333.4E*
HONOK	*332006.3N / 1301647.8E*	ATSAG	*333953.2N / 1294210.5E*
AMAOH	*332809.0N / 1300959.9E*	SARUP	*335008.4N / 1294244.7E*
KEYAH	*333611.4N / 1300310.7E*	OSPUN	*334923.3N / 1295256.2E*
ISKUP	*332847.3N / 1295046.6E*	FF662	*335241.2N / 1295727.4E*
IKE	*334451.0N / 1294636.7E*	FF663	*335859.6N / 1300112.4E*
AKSIL	*334619.9N / 1295842.8E*	FF664	*340337.0N / 1300734.7E*
FF658	*335217.7N / 1295911.8E*	FF665	*340551.1N / 1301535.9E*
FF659	*335804.5N / 1300238.1E*	SEDKA	*340521.2N / 1302402.1E*
FF660	*340218.8N / 1300828.5E*	ENTIX	*334757.5N / 1301818.9E*
FF661	*340421.6N / 1301549.5E*		

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

ILS or LOC RWY 34

FUKUOKA APP	ILS–LOC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	108.9 IFF ILS–GP 329.3 ILS–DME 987(CH-26X)	118.4 - 126.2 236.8	ATIS 127.2

UGOLU(FAF) : *332408.73N/1303432.82E*

NM to IFF	MAPt	3	4	5	6	7	8	9	10	11	12	FAF
ALT (3.0° APCH Path)	–	981	1299	1618	1936	2255	2573	2891	3210	3528	3847	3870

MISSED APPROACH

Climb direct to DGC VORTAC, turn left, via IKE R106 to IKE VOR/DME and hold at 4000FT.

Contact FUKUOKA APP.

DME to IFF	0.2	0.6	2.2	4.6	8.1	12.1	17.1
NM to THR	0	0.5	2.0	4.4	7.9	11.9	16.9

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 32 AD elev. 30

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	232 (200)	550	680 (650)	1200	830 (800)	1600
B				1400		
C					1020 (990)	2400
D				1800	1030 (1000)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to WEST side of RWY only.

CHANGE : MSA(BTN 180° and 270°).

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

RNP RWY34

FUKUOKA APP	RNP APCH	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	MSAS CH91049 M34A	118.4 - 126.2 236.8	ATIS 127.2

Baro-VNAV not authorized below -5˚C

BANKU (IAF)	331739.93N 1303302.49E
DAZAI (IAF)	332200.85N 1304208.07E
HAWKS (IF)	331947.99N 1303729.97E
HARRY (FAF)	332408.58N 1303432.92E
FF451	332737.48N 1303210.75E
FF452	333127.19N 1302934.18E
RW34 (MAPt)	333429.88N 1302729.47E
ESLAS (MATF)	334034.67N 1302319.95E
IKI(IKE) (MAHF)	334451.04N 1294636.67E

NOT TO SCALE

1MIN (at or below FL140)
1.5MIN (above FL140)

MHA 4000
MAX 230KIAS (at or below FL140)
MAX 240KIAS (above FL140)

NOT TO SCALE

MHA 4500
MAX 230KIAS
(at or below FL140)
MAX 240KIAS
(above FL140)

1MIN (at or below FL140)
1.5MIN (above FL140)

NM to Next Fix	MAPt	3	4	5	6	7	8	9	10	11	FAF
ALT (3.0˚ APCH Path)	–	1042	1360	1679	1997	2315	2634	2952	3271	3589	3876

MISSED APPROACH

Direct to ESLAS, to IKE
and hold at 4000FT.
Contact FUKUOKA APP.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 32 AD elev. 30

CAT	LPV		LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	306 (274)	800	820 (788)	1200	820 (790)	1200	830 (800)	1600
B	316 (284)			1400		1400		
C	326 (294)						1020 (990)	2400
D	336 (304)	1400		1800		1800	1030 (1000)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to WEST side of RWY only.

CHANGE : FF453 abolished. ESLAS established.

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA RNP RWY34

FAS DATA BLOCK

Operation type	0	LTP/FTP ellipsoidal height	+00424
SBAS service provider identifier	2	FPAP latitude	*333548.8630N*
Airport identifier	RJFF	FPAP longitude	*1302635.4830E*
Runway	34	Threshold crossing height	00016.5
Approach performance designator	0	TCH units selector	1
Route indicator		Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M34A	⊿ length offset	0000
LTP/FTP latitude	*333429.8705N*	HAL	40.0
LTP/FTP longitude	*1302729.4540E*	VAL	50.0
CRC remainder	9DA9C0E7		

Required additional data

LTP/FTP orthometric height	9.8

CHANGE : FAS DATA BLOCK and Required additional data established.

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — ILS or LOC RWY16

FUKUOKA APP	ILS–LOC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	111.7 IFO ILS–GP 333.5 ILS–DME 1015(CH-54X)	118.4 - 126.2 236.8	ATIS 127.2

NM to IFO	FAF	6	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	1960	1919	1600	1282	964	645	–

MISSED APPROACH
Climb to 1600FT on HDG158˚,
to 6000FT via DGC R160
to YAMEK, turn right HDG353˚ to
intercept and proceed via IKE R128
to IKE VOR/DME and hold.
Cross YAMEK at or above 5000FT,
cross IKE R128/37.0DME at 6000FT.
Contact FUKUOKA APP.

Timing not authorized for defining the MAPt.

11.1	6.1	4.6	2.9	1.8	0.9	0.2	DME to IFO
11.0	6.0	4.4	2.7	1.6	0.7	0	NM to THR

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 30

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	215 (200)	550	550 (535)	1000	830 (800)	1600
B				1200		
C					1020 (990)	2400
D				1600	1030 (1000)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to WEST side of RWY only.

CHANGE : MSA(BTN 180° and 270°).

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — RNP RWY16

FUKUOKA APP	RNP APCH	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	MSAS CH56966 M16A	118.4 - 126.2 236.8	ATIS 127.2

Baro-VNAV not authorized below -5˚C

Name	Latitude / Longitude
OKINO (IAF)	334844.46N 1302717.18E
ENTIX (IAF)	334757.48N 1301818.94E
NOKOH (IAF)	334149.51N 1301240.11E
MALTS (IF)	334520.80N 1302005.94E
AINOS (FAF)	334059.54N 1302302.92E
FF651 (SDF)	333938.51N 1302358.41E
FF652 (SDF)	333809.81N 1302459.12E
RW16 (MAPt)	333548.91N 1302635.47E
FF653 (MATF)	333312.33N 1302822.43E
YAMEK (MATF)	332105.88N 1303539.52E
FF601 (MATF)	331830.45N 1302936.66E
KAFRI (MATF)	333320.84N 1301017.68E
IKI(IKE) (MAHF)	334451.04N 1294636.67E

NM to Next Fix	FAF	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	1969	1665	1347	1028	710	–

MISSED APPROACH

Direct to FF653, to YAMEK at or above 5000FT, to FF601 at 6000FT, to KAFRI, to IKE and hold at 6000FT.
Contact FUKUOKA APP.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 30

CAT	LPV		LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	RVR/CMV	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	265 (250)	800	490 (475)	1000	490 (475)	1000	830 (800)	1600
B	267 (252)			1200		1200		
C	277 (262)						1020 (990)	2400
D	287 (272)	1200		1600		1600	1030 (1000)	3200

MINIMA with Missed APCH climb gradient of 2.5% are not established.
Circling to WEST side of RWY only.

CHANGE : ENTIX established. Course FM ENTIX to MALTS established.

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA RNP RWY16

FAS DATA BLOCK

Operation type	0	LTP/FTP ellipsoidal height	+00371
SBAS service provider identifier	2	FPAP latitude	*333429.8705N*
Airport identifier	RJFF	FPAP longitude	*1302729.4540E*
Runway	16	Threshold crossing height	00017.7
Approach performance designator	0	TCH units selector	1
Route indicator		Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M16A	◿ length offset	0000
LTP/FTP latitude	*333548.8630N*	HAL	40.0
LTP/FTP longitude	*1302635.4830E*	VAL	50.0
CRC remainder	AA995500		

Required additional data

LTP/FTP orthometric height	4.5

CHANGE : FAS DATA BLOCK and Required additional data established.

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — VOR RWY16

FUKUOKA APP	FUKUOKA VORTAC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	114.5 DGC CH–92X 33°40′34″N / 130°23′23″E	118.4 – 126.2 236.8	ATIS 127.2

NM to RWY16	FAF	5	4	3	2	MAPt
ALT(3.0° APCH Path)	1750	1656	1338	1019	701	–

MISSED APPROACH
Climb to 6000FT,via DGC R160 to YAMEK, turn right HDG353° to intercept and proceed via IKE R128 to IKE VOR/DME and hold.
Cross YAMEK at or above 5000FT.
Cross IKE R128/37.0DME at 6000FT.
Contact FUKUOKA APP.

Timing not authorized for defining the MAPt.

DME from DGC	0	3.4	5.4
NM to THR	5.5	2.0	0.1 0

Missed APCH climb gradient MNM 4.3%

MINIMA THR elev. 15 AD elev. 30

CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	680 (665)	1200	830 (800)	1600
B		1400		
C			1020 (990)	2400
D		1800	1030 (1000)	3200

Circling to WEST side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : MSA(BTN 180° and 270°).

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — TACAN RWY16

FUKUOKA APP	FUKUOKA VORTAC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	114.5 DGC CH–92X 33˚40´34˚N / 130˚23´23˚E	118.4 – 126.2 236.8	ATIS 127.2

NM to RWY16	FAF	5	4	3	2	MAPt
ALT(3.0˚ APCH Path)	1750	1656	1338	1019	701	–

MISSED APPROACH
Climb to 5000FT via DGC R158 to DGC 12.0DME, turn right, via DGC 13.9DME clockwise ARC to LAGER and hold.
Contact FUKUOKA APP.

Timing not authorized for defining the MAPt.

13.9	0	3.4	5.4		DME to/from DGC
19.4	5.5	2.0	0.1	0	NM to THR

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 30

CAT	MDA(H)	RVR/CMV	CIRCLING MDA(H)	CIRCLING VIS
A	680 (665)	1200	830 (800)	1600
B		1400		
C			1020 (990)	2400
D		1800	1030 (1000)	3200

Circling to WEST side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : MSA(BTN 180° and 270°).

RJFF / FUKUOKA

Visual REP

※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : Map updated. BRG/DIST from ARP.

Call sign	BRG / DIST from ARP	Remarks
古賀 Koga	014°T / 8.4NM	高速道路インターチェンジ Interchange
長者原 Chojabaru	046°T / 2.3NM	ドーム型建造物 Dome
太宰府 Dazaifu	133°T / 6.4NM	ゴルフ場 Golf Course
三沢 Mitsusawa	153°T / 10.4NM	ゴルフ場 Golf Course
*那珂川 Nakagawa	197°T / 5.8NM	松尾橋 Bridge
室見 Muromi	277°T / 5.4NM	室見川河口 River mouth
今津 Imazu	275°T / 9.4NM	今津橋 Bridge
志賀 Shika	305°T / 8.2NM	志賀島橋 Bridge
北崎 Kitazaki	289°T / 11.5NM	漁港 Harbor

*ヘリコプター用　Use For Helicopter

LDG CHART
RJFF / FUKUOKA
ELEV 30ft
PAPI ANGLE 3.0°
MEHT 21.3m (70ft)
436m fm THR
FUKUOKA TOWER
118.4-126.2-236.8
RVR
9180x200ft Asph-Conc
PALS
ABN
CGL
PAPI ANGLE 3.0°
MEHT 20m (66ft)
435.3m fm THR
MATSUODANI HBN 474
SAKURAGAOKA HBN 665
BISHAMON HBN 999
ELEVATION AND
HEIGHTS IN FEET
MEAN SEA LEVEL
SCALE
ANTENNA TOWER
(See page AD2.23)
VAR 6°54′W
(2009)
130°32′
30′
28′
26′
24′
20′
33°32′
34′
36′

RJFF / FUKUOKA

Minimum Vectoring Altitude CHART

VAR 8°W (2023)

① 1900
② 2000
③ 2200
④ 2300
⑤ 2400
⑥ 3300

(1) *334821N/1311428E*

CENTER : *333519N/1302625E* (No.1 RADAR SITE)
CENTER : *333448N/1302648E* (No.2 RADAR SITE)
✳ : *324949N/1305041E* (RJFT RADAR SITE)

CHANGE : VAR. COORD.

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