

[illegible]

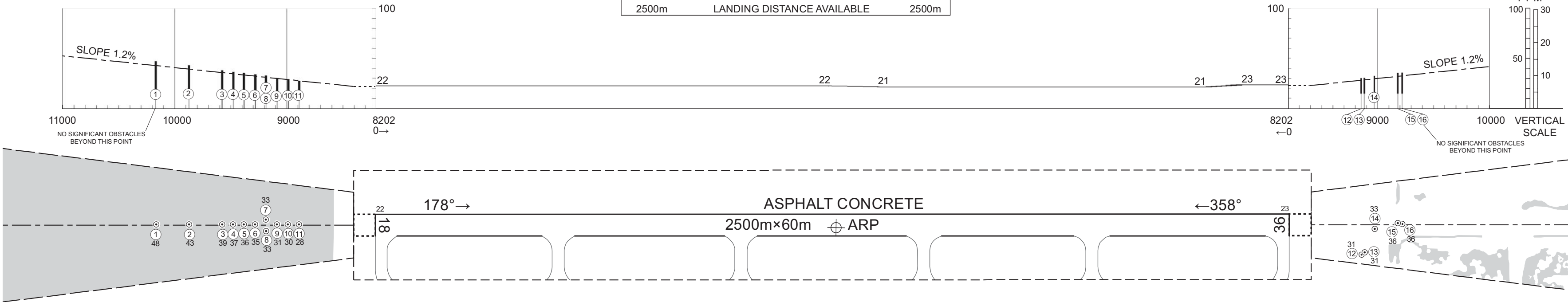
AERODROME OBSTACLE CHART-ICAO  
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC  
Transverse Mercator Projection

MAGNETIC VARIATION 8°W - JUN 2025

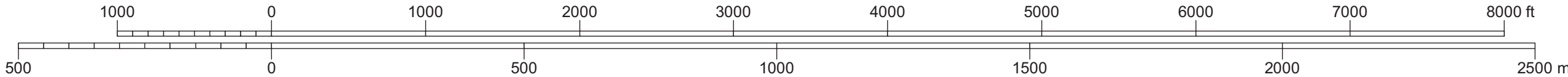
KITAKYUSHU AIRPORT  
RWY : 18/36

DECLARED DISTANCES		
RWY 18		RWY36
2500m	TAKE OFF RUN AVAILABLE	2500m
2500m	TAKE OFF DISTANCE AVAILABLE	2500m
2500m	ACCELERATE STOP DISTANCE AVAILABLE	2500m
2500m	LANDING DISTANCE AVAILABLE	2500m



HORIZONTAL SCALE

FEET



METRES

LEGEND

- ① IDENTIFICATION NUMBER
- ⊙ POLE, TOWER, SPIRE, ANTENNA, ETC.
- \* TREE
- HYDROGRAPHY
- BUILDING OR LARGE STRUCTURE
- TERRAIN CONTOUR (ft)
- TERRAIN PENETRATING OBSTACLE PLANE (ft)

AMENDMENT RECORD

Nr	DATE	ENTERED BY

測量法に基づく国土地理院長承認(使用) R 6JHs 299

CHANGE: Update.

AERODROME OBSTACLE CHART-ICAO  
TYPE B

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° , ...

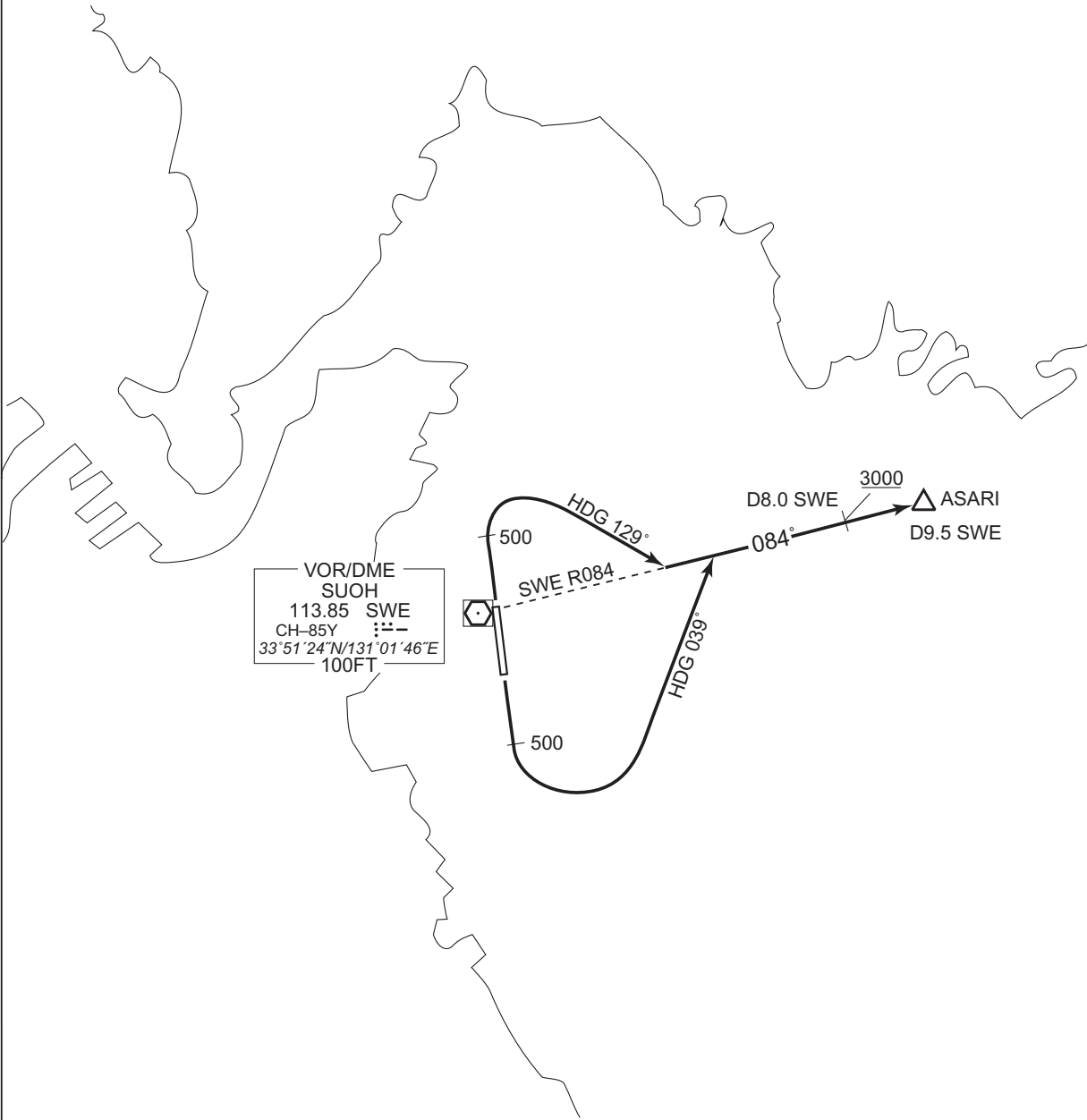
...to intercept and proceed via SWE R084 to ASARI.

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.

CHANGE : Description of PROC name.



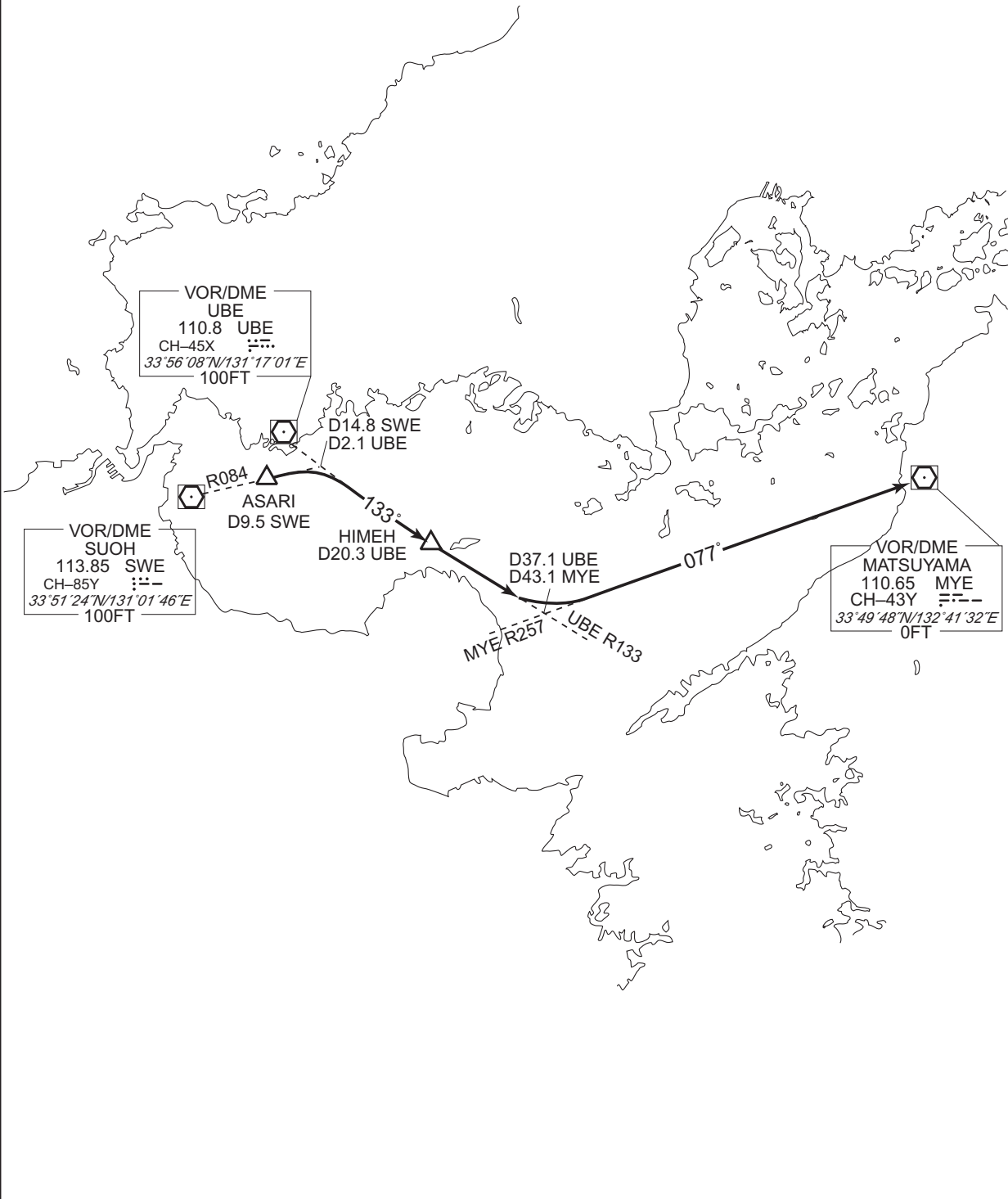
STANDARD DEPARTURE CHART - INSTRUMENT

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 : Description of PROC name.

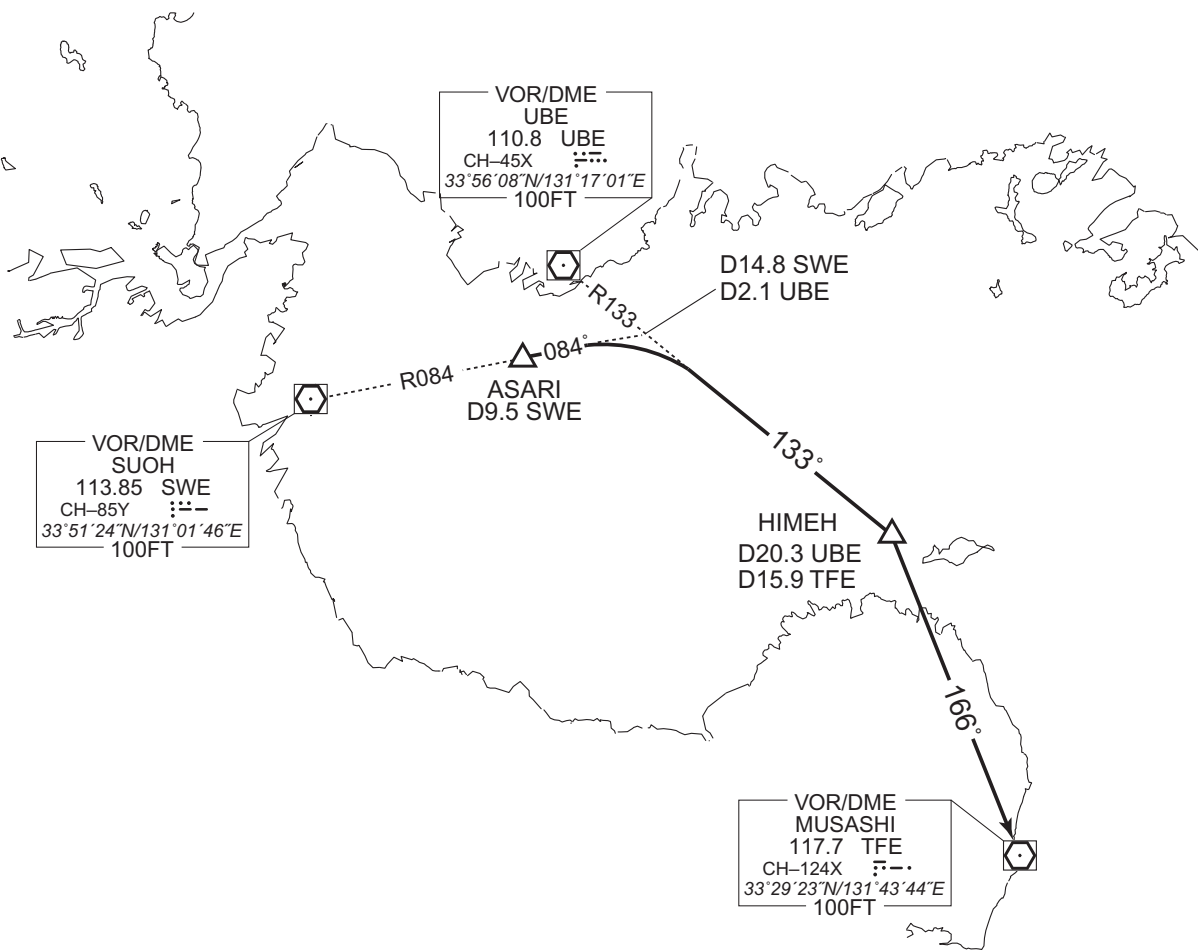
STANDARD DEPARTURE CHART - INSTRUMENT

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.



## STANDARD DEPARTURE CHART - INSTRUMENT

RJFR / KITAKYUSHU

SID

ONGHA TWO DEPARTURE

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

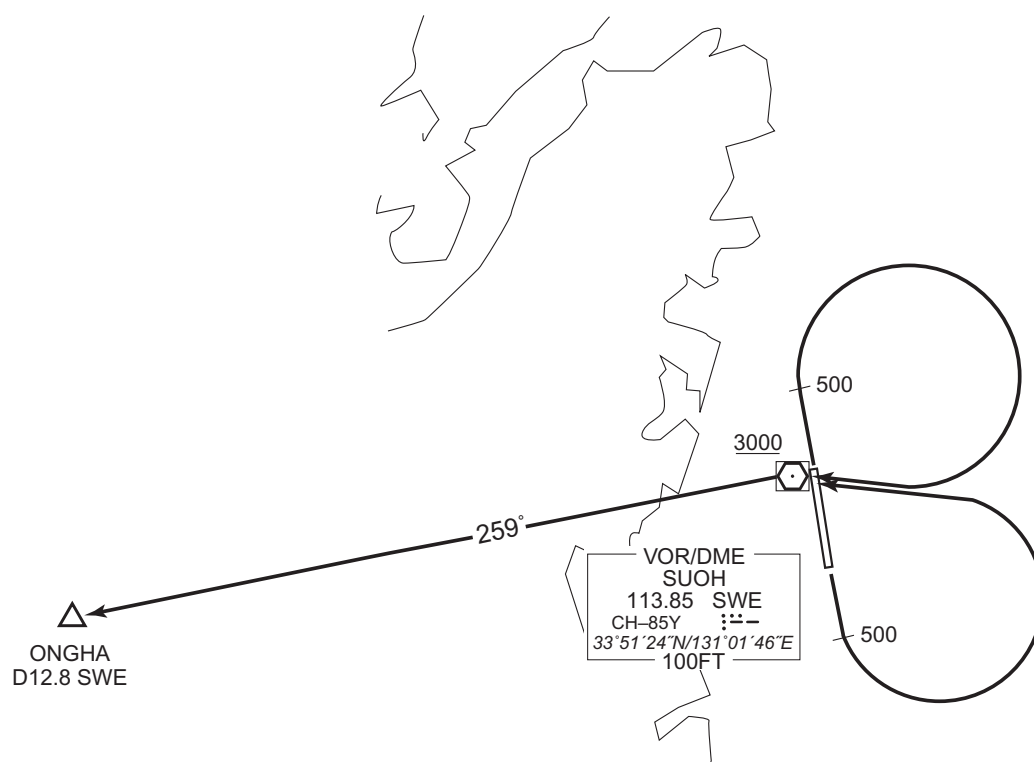
RWY 36 : Climb RWY HDG to 500FT, turn right,...

...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 : Description of PROC name.

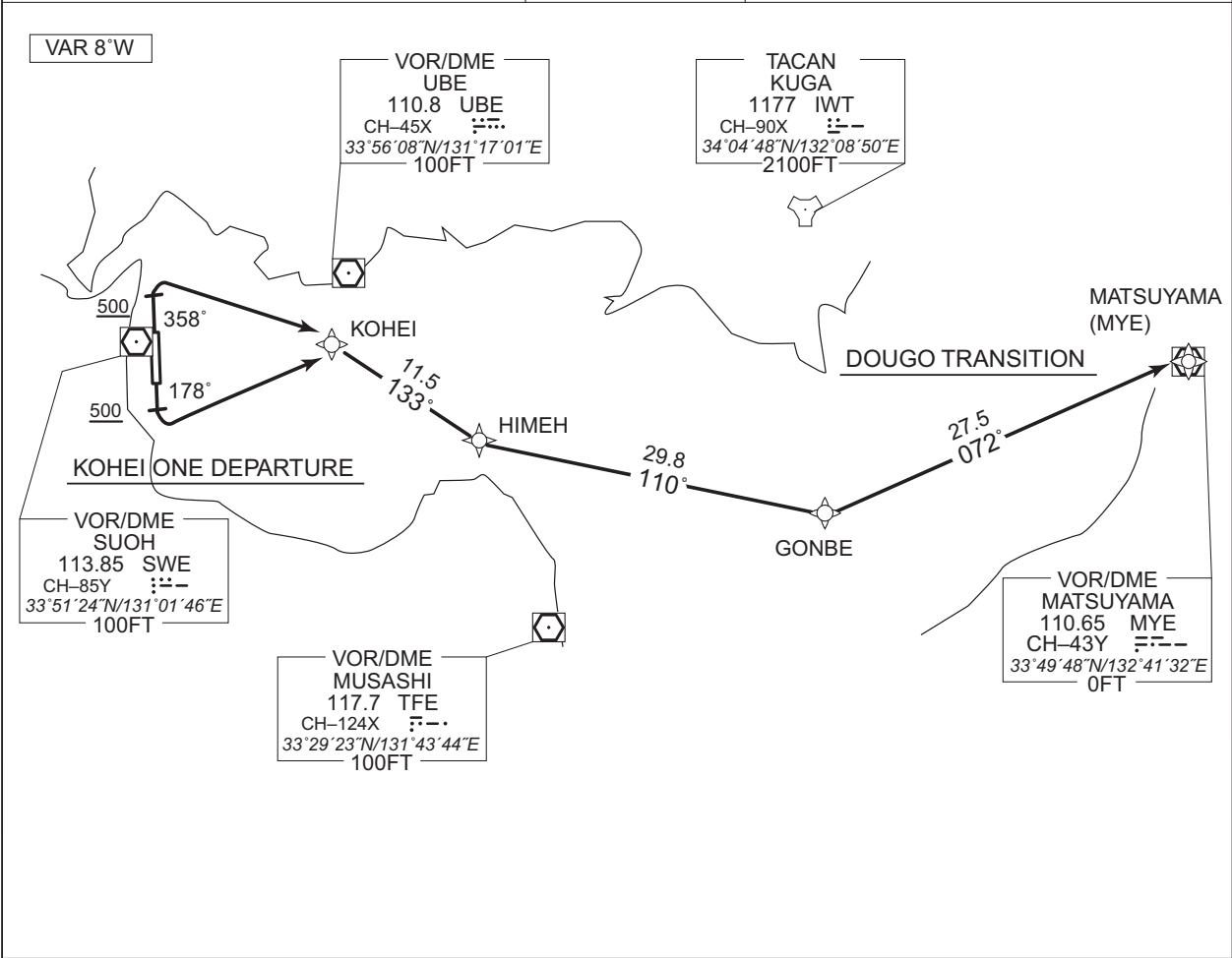


STANDARD DEPARTURE CHART-INSTRUMENT

RJFR / KITAKYUSHU RNAV SID and TRANSITION

KOHEI ONE DEPARTURE DOUGO TRANSITION		RNAV1
<div>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.</div>	Critical DME	<div>RWY18 : SWE : 2.0NM from DER - 12.0NM to KOHEI UBE : 16.0NM to KOHEI - KOHEI RWY36 : UBE : 12.0NM to KOHEI - KOHEI</div>
	DME GAP	<div>RWY18 : DER - 2.0NM from DER RWY36 : DER - 12.0NM to KOHEI</div>
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

CHANGE : Latitude and longitude(KOHEI, HIMEH, GONBE, MATSUYAMA(MYE)) deleted.



<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. 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

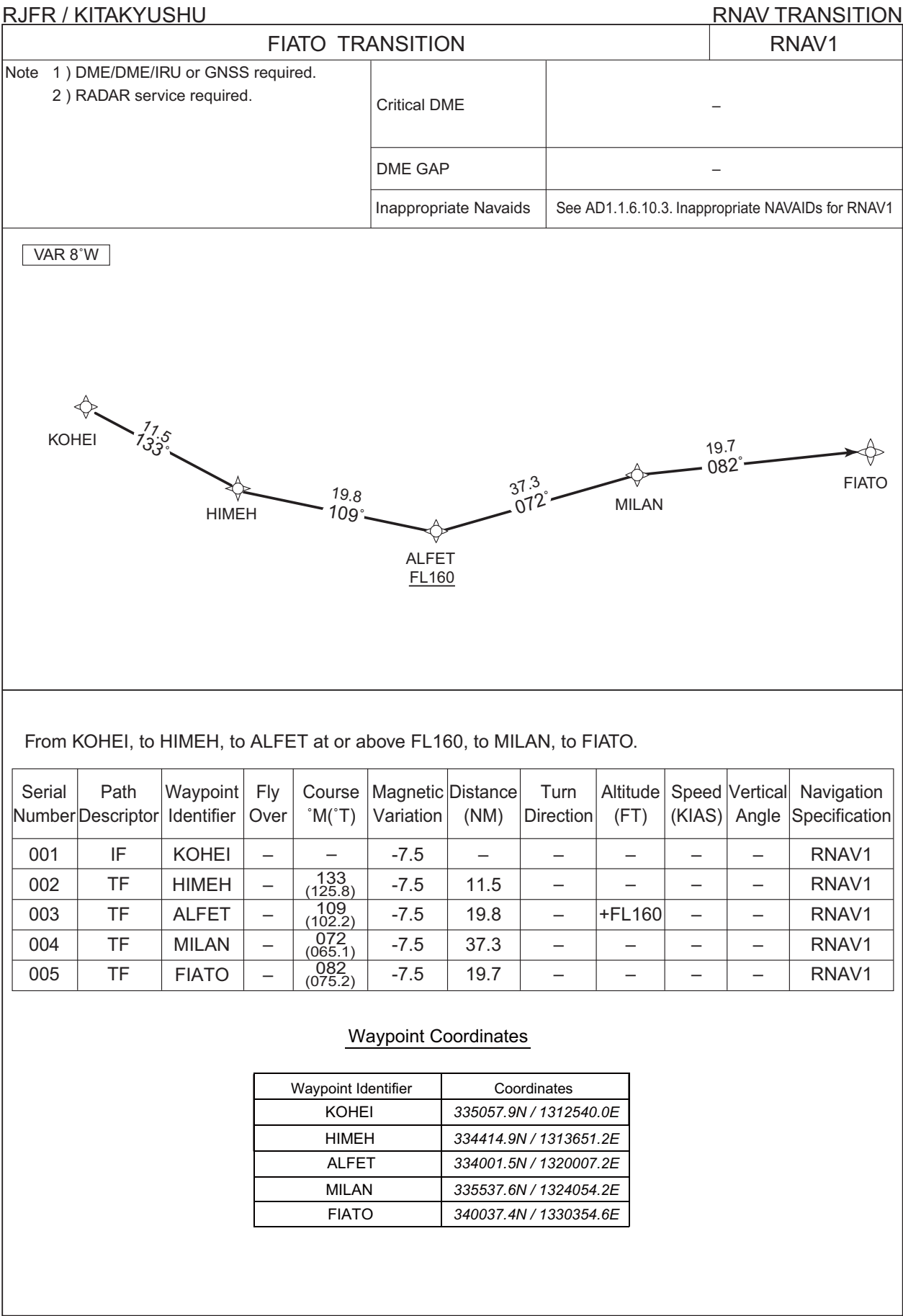
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	IF	KOHEI	—	—	-7.5	—	—	—	—	—	RNAV1
002	TF	HIMEH	—	133 (125.8)	-7.5	11.5	—	—	—	—	RNAV1
003	TF	GONBE	—	110 (102.2)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

Waypoint Coordinates

Waypoint Identifier	Coordinates
KOHEI	335057.9N / 1312540.0E
HIMEH	334414.9N / 1313651.2E
GONBE	333752.3N / 1321148.8E
MYE	334948.4N / 1324132.0E

CHANGE : Waypoint Coordinates added.

STANDARD DEPARTURE CHART-INSTRUMENT



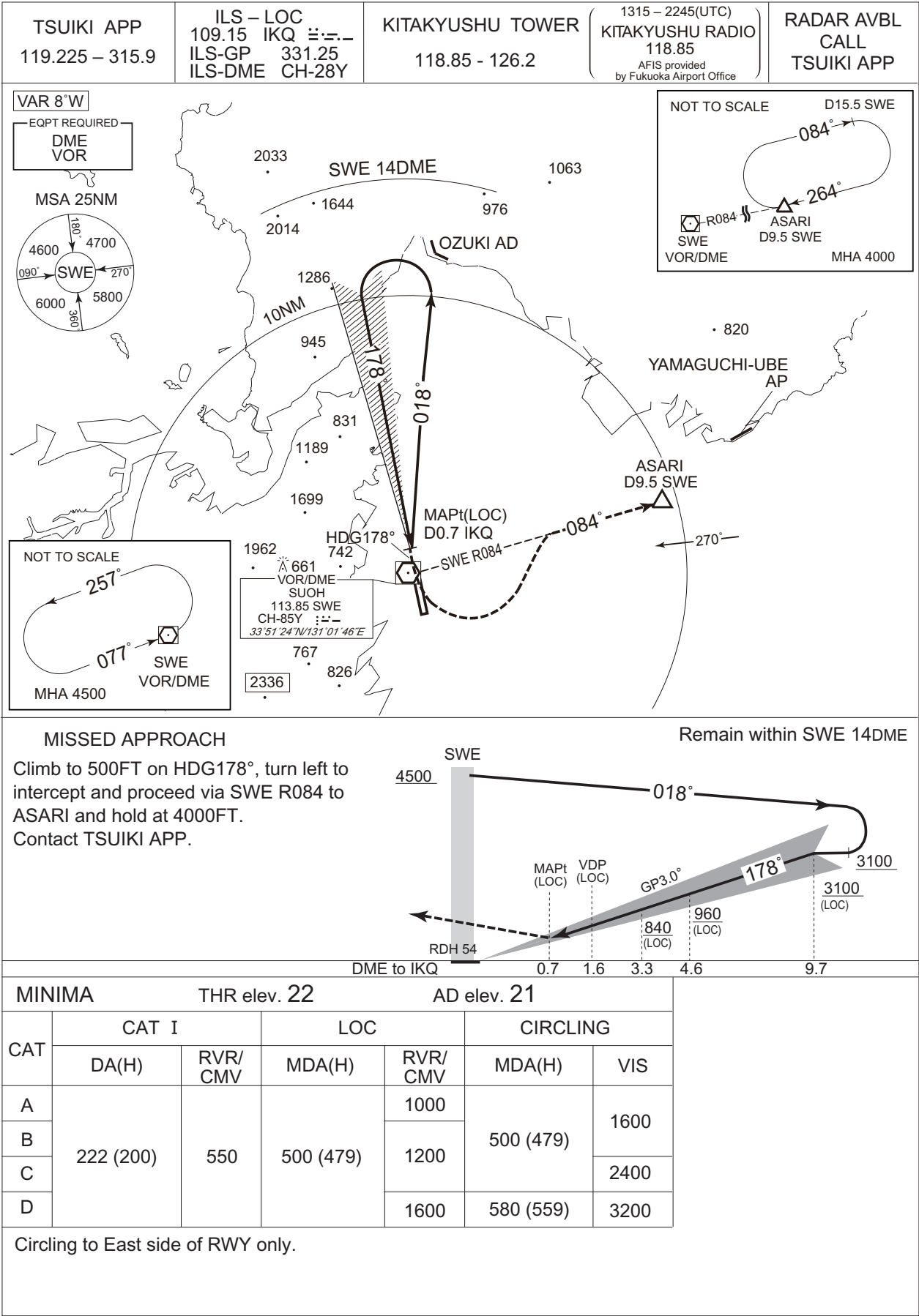
CHANGE : Waypoint Coordinates added.

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INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

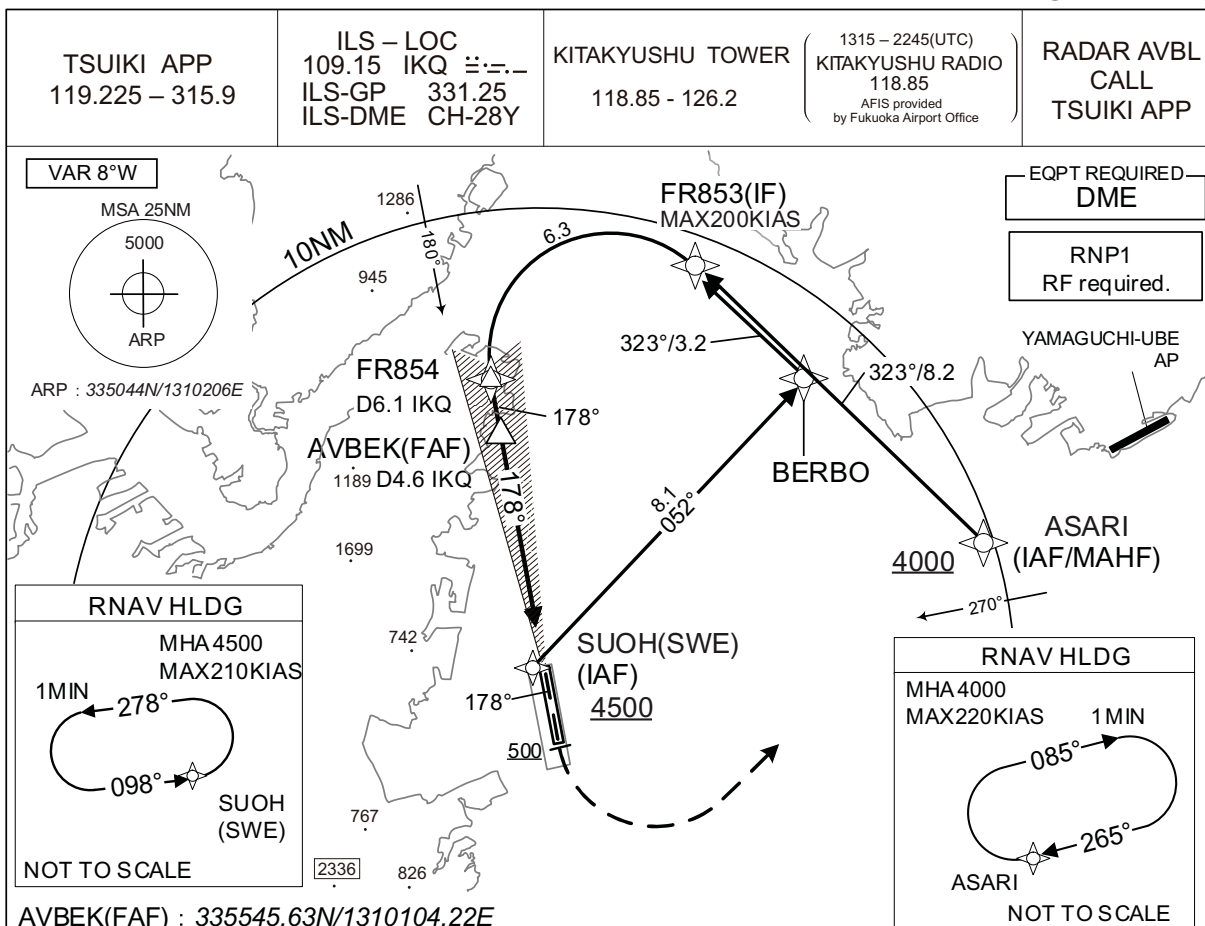
ILS Z or LOC Z RWY 18



## INSTRUMENT APPROACH CHART

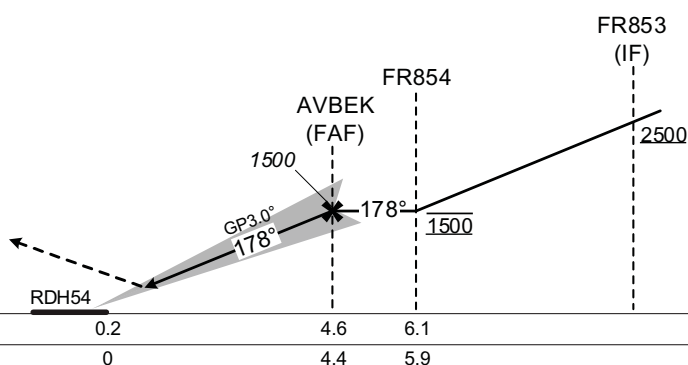
RJFR / KITAKYUSHU

ILS Y RWY18



## MISSED APPROACH

Climb on course 178°, at or above 500FT turn left, direct to ASARI and hold at 4000FT. Contact TSUIKI APP.



Missed APCH climb gradient MNM 5.0%

MINIMA		THR elev. 22	AD elev. 21	
CAT	CAT I		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	VIS
A	222(200)	550	500(479)	1600
B				2400
C			580(559)	3200
D				

Circling to EAST side of RWY only.

MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : RNAV HLDG at ASARI.

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

ILS Y RWY18

Coding Table											
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	ASARI	-	-	-8.0	-	-	+4000	-	-	RNP1
002	TF	FR853	-	323 (314.8)	-8.0	8.2	-	+2500	-200	-	RNP1
001	IF	SWE	-	-	-8.0	-	-	+4500	-	-	RNP1
002	TF	BERBO	-	052 (044.5)	-8.0	8.1	-	-	-	-	RNP1
003	TF	FR853	-	323 (314.8)	-8.0	3.2	-	+2500	-200	-	RNP1
001	IF	FR853	-	-	-8.0	-	-	+2500	-200	-	RNP1
002	RF Center: FRRF3 r=2.50NM	FR854	-	-	-8.0	6.3	L	1500	-	-	RNP1
001	CA	-	-	178 (170.4)	-8.0	-	-	+500	-	-	RNP1
002	DF	ASARI	-	-	-8.0	-	L	4000	-	-	RNP1

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	ASARI	265 (256.4)	-8.1	1.0 (-14000)	R	4000	FL140	-220 (-14000)	RNP1
Hold	SWE	098 (090.0)	-8.0	1.0 (-14000)	L	4500	FL140	-210 (-14000)	RNP1

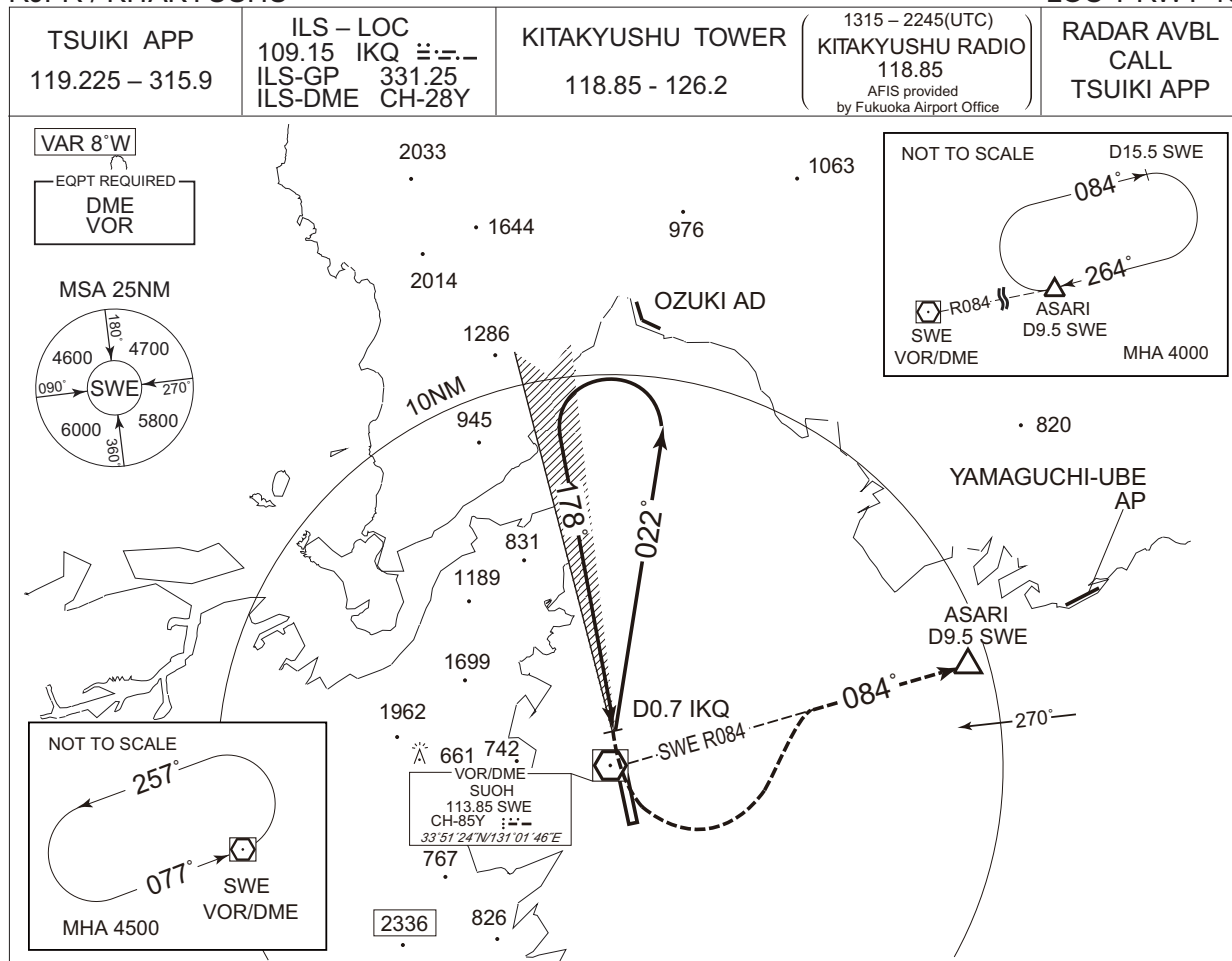
Waypoint Coordinates			
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
ASARI	335338.98N / 1311252.32E	FRRF3	335739.78N / 1310343.74E
BERBO	335710.25N / 1310836.17E		
FR853	335926.70N / 1310550.48E		
FR854	335714.50N / 1310045.99E		
SUOH(SWE)	335123.82N / 1310145.84E		

CHANGE : PROC course at ASARI. VAR. Speed at ASARI.

## INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

LOC Y RWY 18



CHANGE : Description of HLDG.

**MISSED APPROACH**

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

Contact TSUIKI APP.

DME to IKQ					
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

Circling to East side of RWY only.

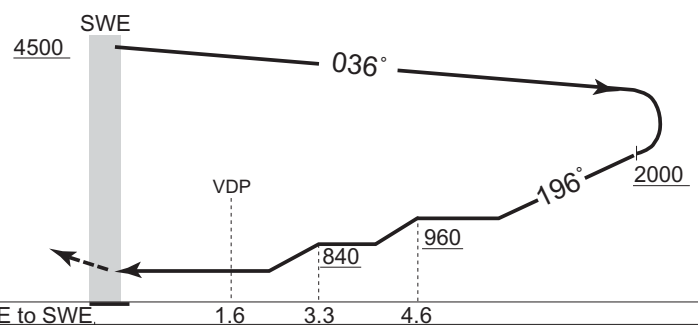


## RJFR / KITAKYUSHU

VOR RWY 18



Remain within SWE 10DME



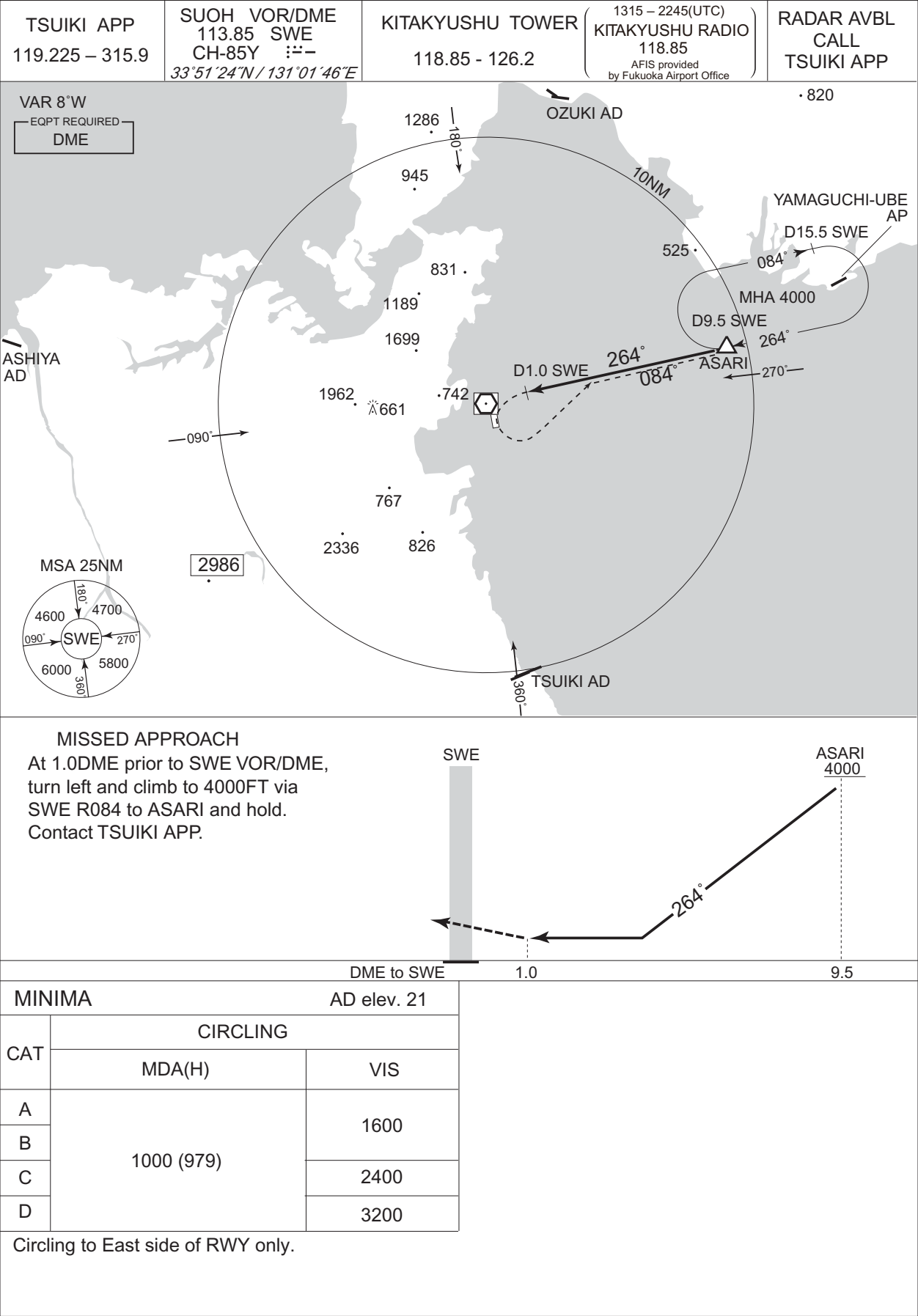
MINIMA		THR elev. 22	AD elev. 21	
CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	500 (479)	1000	500 (479)	1600
B		1200		
C				2400
D		1600	580 (559)	3200

Circling to East side of RWY only.

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

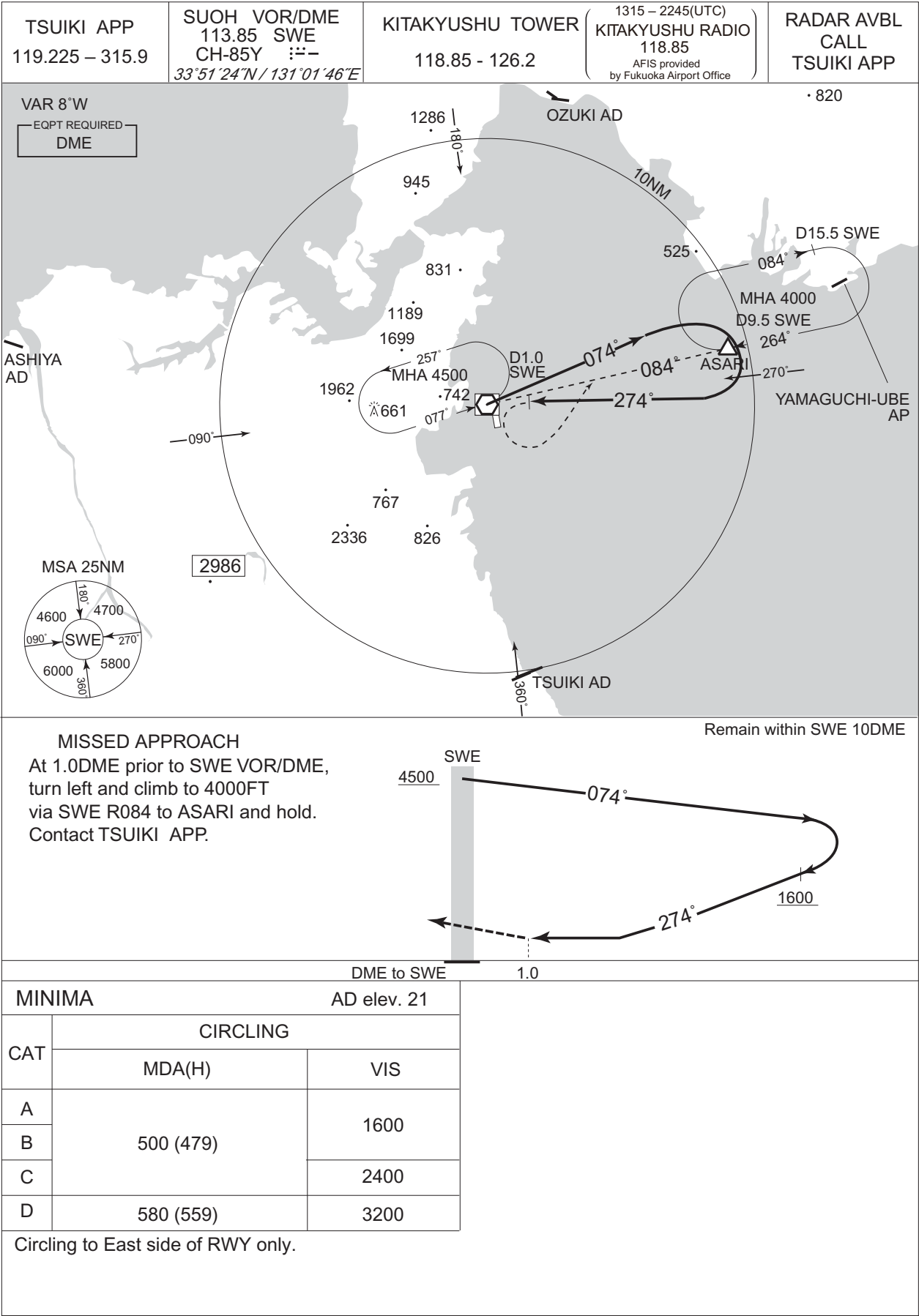
VOR A



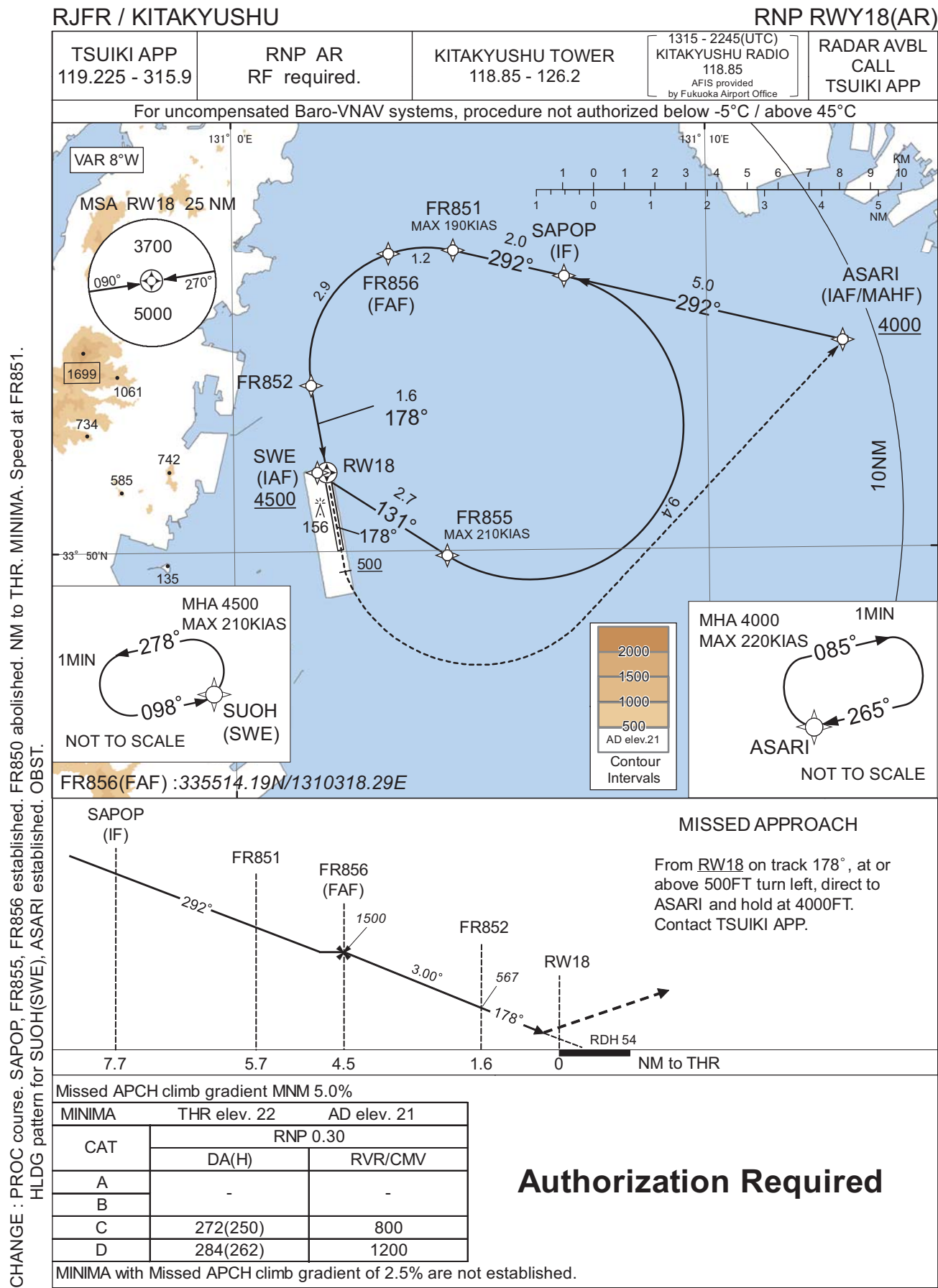
INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

VOR B



INSTRUMENT APPROACH CHART



CHANGE : PROC course. SAPOP, FR855, FR856 established. FR850 abolished. NM to THR. MINIMA. Speed at FR851. HLDG pattern for SUOH(SWE), ASARI established. OBST.

## INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

RNP RWY18(AR)

CHANGE : SAPOP, FR855, FR856 established. FR850 abolished. PROC course. VAR. ALT restriction. Hold at ASARI, SWE, Waypoint Coordinates established.

Coding Table

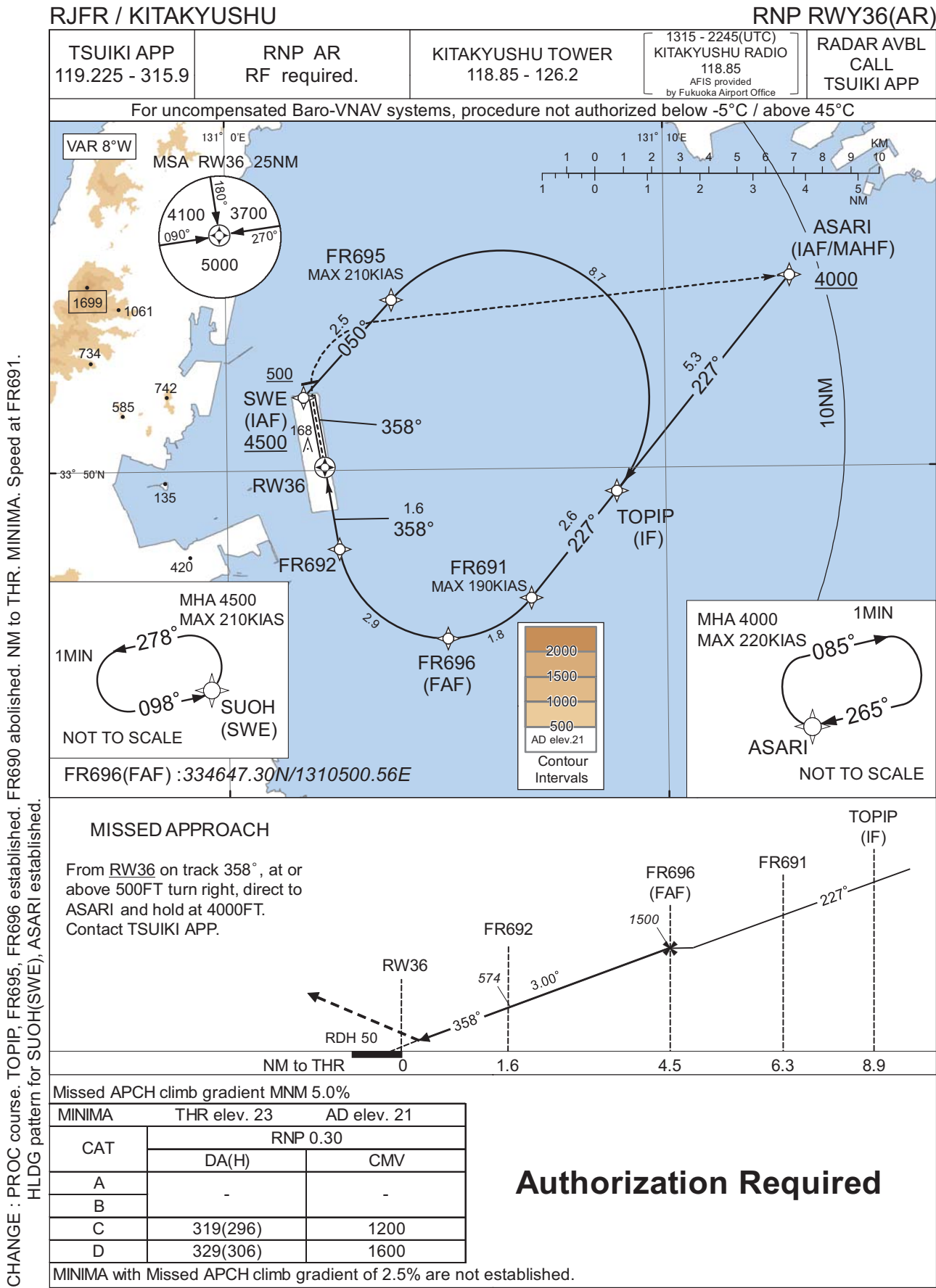
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	VPA/ RDH (°/FT)	RNP Value
001	IF	ASARI	-	-	-8.1	-	-	+4000	-	-	-
002	TF	SAPOP	-	292 (283.6)	-8.1	5.0	-	-	-	-	0.3
001	IF	SWE	-	-	-8.1	-	-	+4500	-	-	-
002	TF	FR855	-	131 (123.1)	-8.1	2.7	-	-	-210	-	0.3
003	RF Center: FRRF4 r=2.70NM	SAPOP	-	-	-8.1	9.4	L	-	-	-	0.3
001	IF	SAPOP	-	-	-8.1	-	-	-	-	-	-
002	TF	FR851	-	292 (283.5)	-8.1	2.0	-	-	-190	-	0.3
003	RF Center: FRRF1 r=2.06NM	FR856	-	-	-8.1	1.2	L	1500	-	-3.00	0.3
004	RF Center: FRRF1 r=2.06NM	FR852	-	-	-8.1	2.9	L	567	-	-3.00	0.3
005	TF	RW18	Y	178 (170.4)	-8.1	1.6	-	76	-	-3.00/54	0.3
006	FA	-	-	178 (170.4)	-8.1	-	-	+500	-	-	1.0
007	DF	ASARI	-	-	-8.1	-	L	4000	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	ASARI	265 (256.4)	-8.1	1.0 (-14000)	R	4000	FL140	-220 (-14000)	1.0
Hold	SWE	098 (090.0)	-8.1	1.0 (-14000)	L	4500	FL140	-210 (-14000)	1.0

Waypoint Coordinates

Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
ASARI	335338.98N / 1311252.32E	FRRF4	335211.48N / 1310615.14E
SUOH(SWE)	335123.82N / 1310145.84E	FRRF1	335316.61N / 1310405.62E
FR855	334955.38N / 1310429.24E		
SAPOP	335449.30N / 1310700.39E		
FR851	335517.24N / 1310440.15E		
FR856	335514.19N / 1310318.29E		
FR852	335255.76N / 1310139.03E		
RW18	335123.92N / 1310157.83E		

INSTRUMENT APPROACH CHART



## INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

RNP RWY36(AR)

Coding 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	-	-	-8.1	-	-	+4000	-	-	-
002	TF	TOPIP	-	227 (219.1)	-8.1	5.3	-	-	-	-	0.3
001	IF	SWE	-	-	-8.1	-	-	+4500	-	-	-
002	TF	FR695	-	050 (042.2)	-8.1	2.5	-	-	-210	-	0.3
003	RF Center: FRRF5 r=2.81NM	TOPIP	-	-	-8.1	8.7	R	-	-	-	0.3
001	IF	TOPIP	-	-	-8.1	-	-	-	-	-	-
002	TF	FR691	-	227 (219.0)	-8.1	2.6	-	-	-190	-	0.3
003	RF Center: FRRF2 r=2.06NM	FR696	-	-	-8.1	1.8	R	1500	-	-3.00	0.3
004	RF Center: FRRF2 r=2.06NM	FR692	-	-	-8.1	2.9	R	574	-	-3.00	0.3
005	TF	RW36	Y	358 (350.4)	-8.1	1.6	-	73	-	-3.00/50	0.3
006	FA	-	-	358 (350.4)	-8.1	-	-	+500	-	-	1.0
007	DF	ASARI	-	-	-8.1	-	R	4000	-	-	1.0

Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	RNP Value
Hold	ASARI	265 (256.4)	-8.1	1.0 (-14000)	R	4000	FL140	-220 (-14000)	1.0
Hold	SWE	098 (090.0)	-8.1	1.0 (-14000)	L	4500	FL140	-210 (-14000)	1.0

Waypoint Coordinates

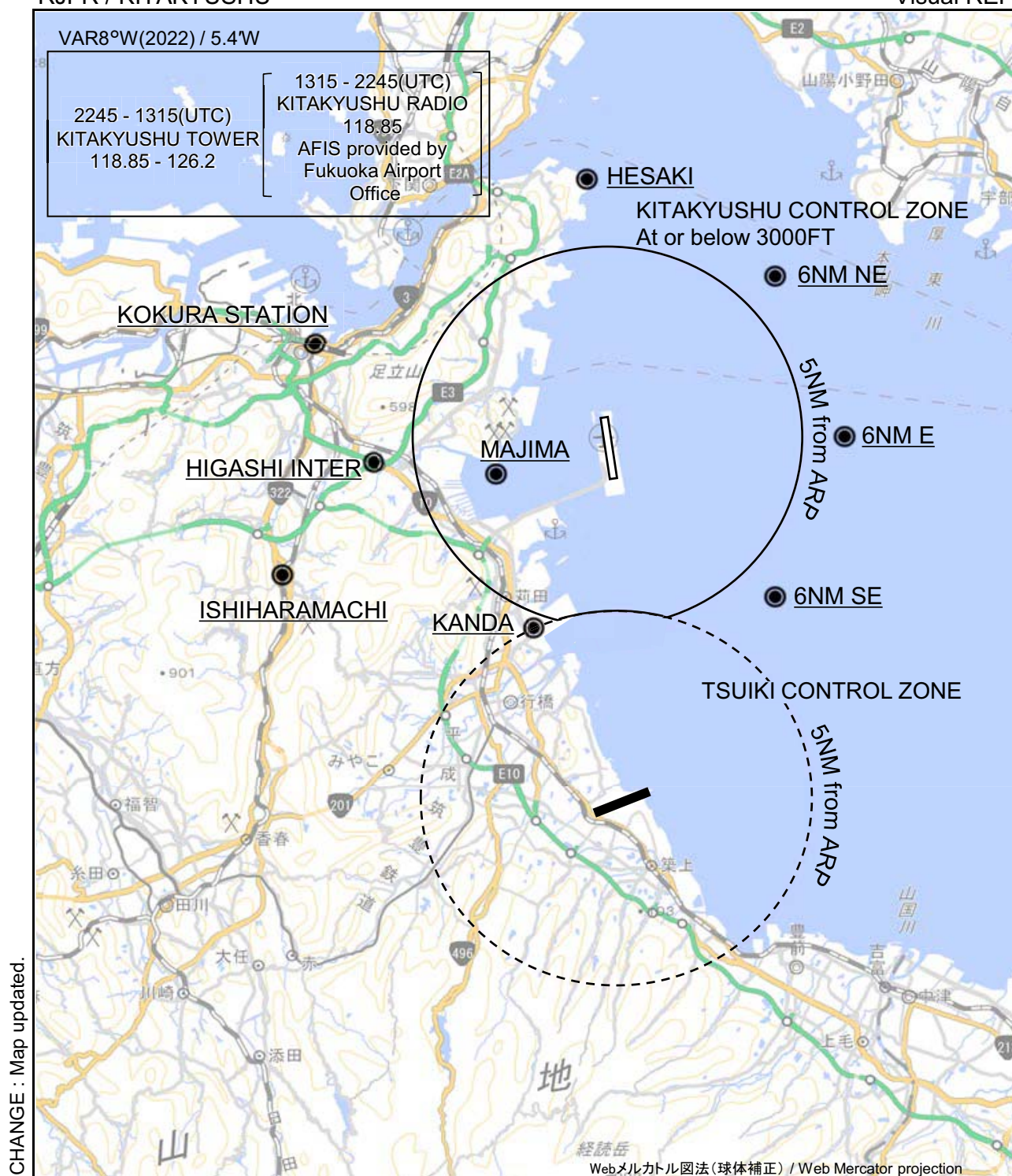
Waypoint Identifier	Coordinates	RF Arc Center Identifier	Coordinates
ASARI	335338.98N / 1311252.32E	FRRF5	335120.78N / 1310616.38E
SUOH(SWE)	335123.82N / 1310145.84E	FRRF2	334851.32N / 1310459.78E
FR695	335314.57N / 1310346.97E		
TOPIP	334934.23N / 1310853.21E		
FR691	334733.05N / 1310655.02E		
FR696	334647.30N / 1310500.56E		
FR692	334830.46N / 1310233.32E		
RW36	335004.08N / 1310214.17E		

CHANGE : TOPIP, FR695, FR696 established. FR690 abolished. PROC course. VAR. ALT restriction. Hold at ASARI, SWE, Waypoint Coordinates established.



RJFR / KITAKYUSHU

Visual REP



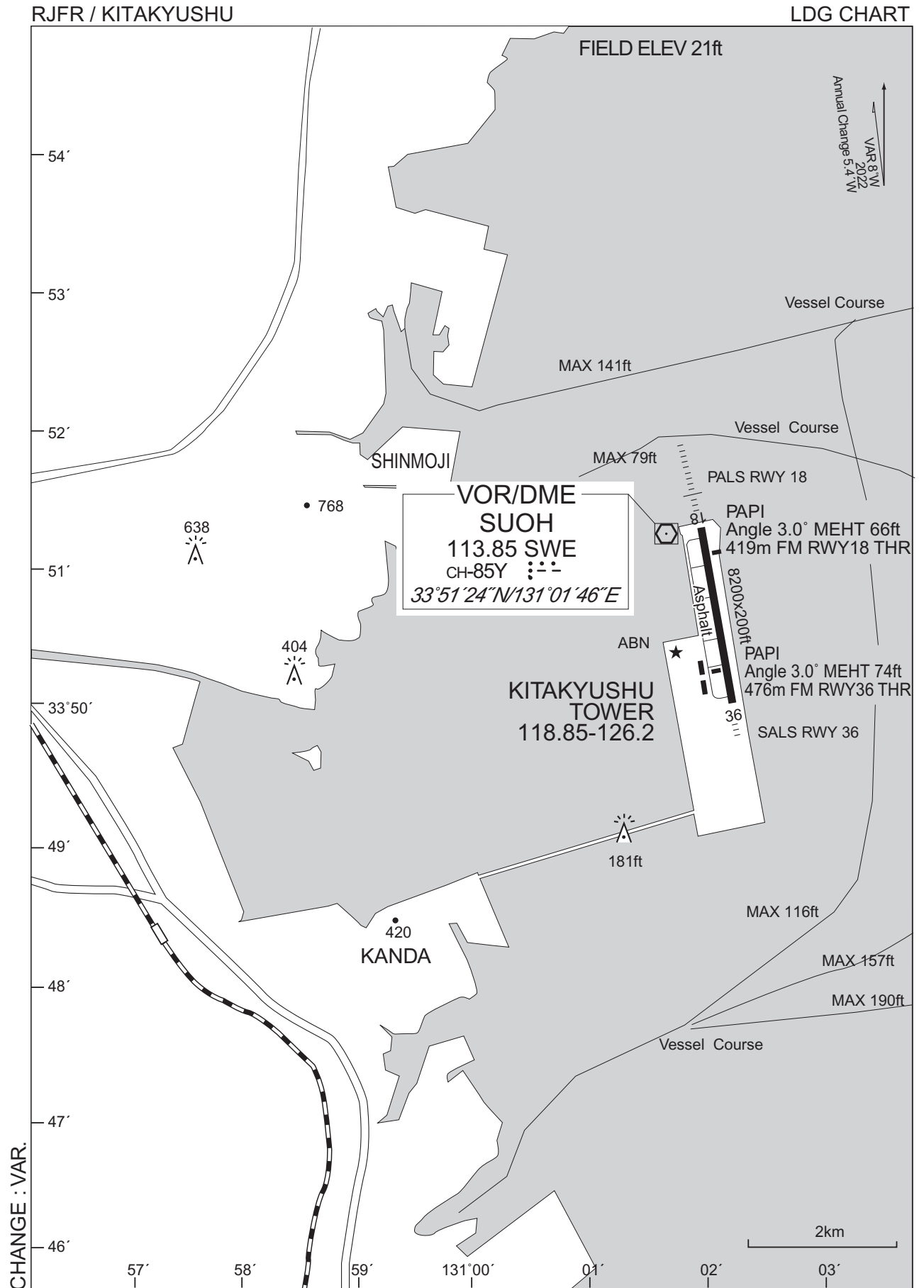
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

RJFR / KITAKYUSHU

Visual REP

Call sign	BRG / DIST from ARP	Remarks
部崎 Hesaki	355°T / 6.8NM	灯台 Lighthouse
6NM NE	045°T / 6.0NM	海上 Over the sea
6NM E	090°T / 6.0NM	海上 Over the sea
6NM SE	135°T / 6.0NM	海上 Over the sea
苅田 Kanda	202°T / 5.5NM	日産自動車九州工場 Automobile manufacturing plant
石原町 Ishiharamachi	247°T / 9.2NM	JR石原町駅 Station
間島 Majima	252°T / 3.1NM	島 Island
東インター Higashi Inter	263°T / 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°T / 8.0NM	JR小倉駅 Station

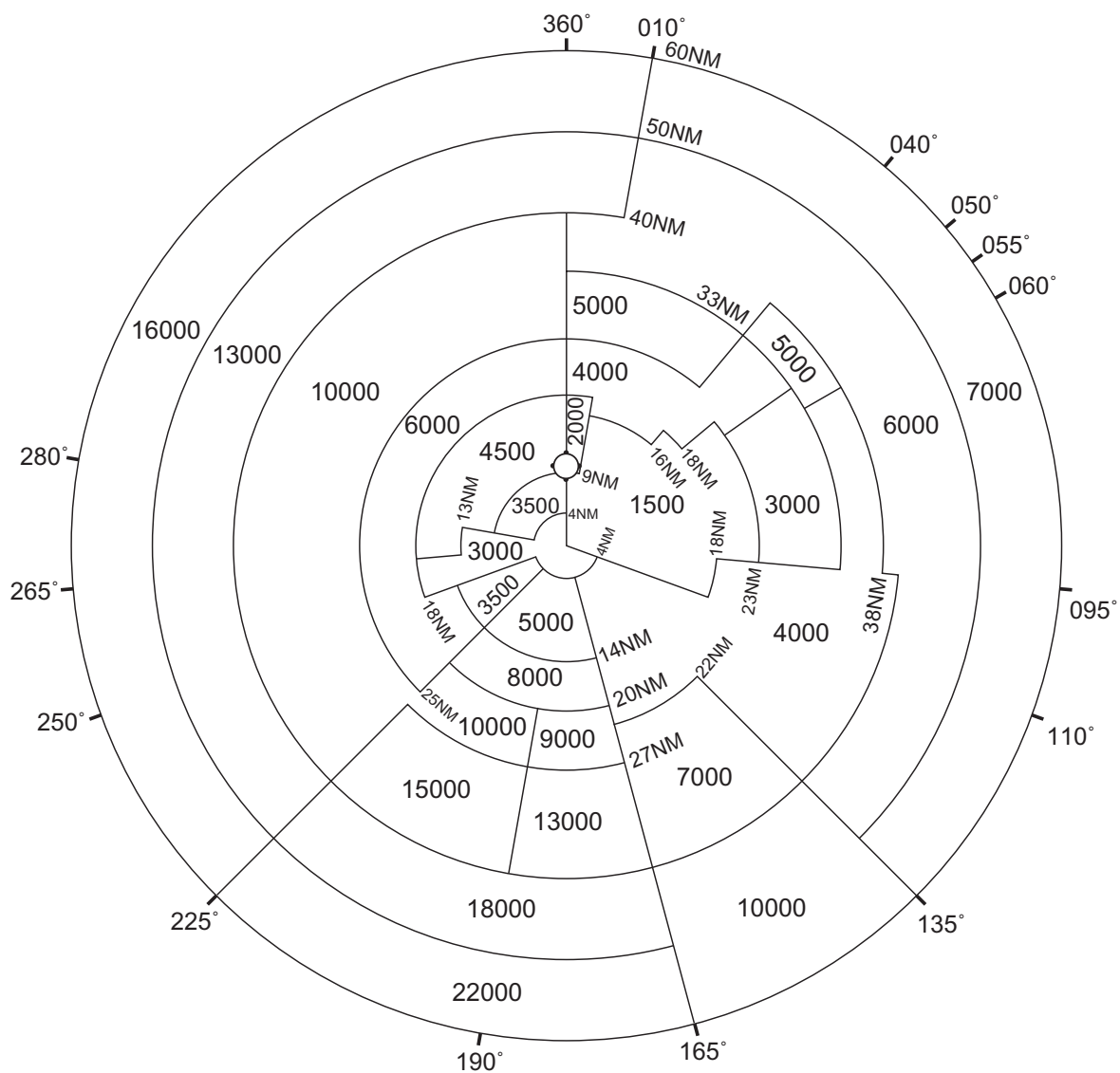
CHANGE : BRG/DIST from ARP. Remarks(Kanda).



RJFR / KITAKYUSHU

Minimum Vectoring Altitude CHART

VAR 8°W (2022)



CENTER : 334041N/1310204E (RJFZ RADAR SITE)

CHANGE : VAR.