

STOP BAR LGT (T1-T6)
THR 335124N/1310158E

KITAKYUSHU AP
ARP 335044N/1310206E

KITAKYUSHU TOWER
118.85 - 126.2

THR 335004N/1310214E

VAR 8°W
annual change 5.4°W

LOC

WIND SPEED METER

JCG

HANGAR

SOUTH APRON (for small aircraft)

TOWER

NORTH APRON

CARGO

TERMINAL

ABN

T4

T3

T2

T1

P1

P2

P3

P4

P5

WDI

WIND SPEED METER

RVR

PAPI 3.0° MEHT 66FT

ILS-DME

GS

419m

900m

CGL

THR 335004N/1310214E

LOC

WIND SPEED METER

JCG

HANGAR

SOUTH APRON (for small aircraft)

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P5

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RVR

PAPI 3.0° MEHT 66FT

ILS-DME

GS

419m

900m

CGL

THR 335004N/1310214E

LOC

WIND SPEED METER

JCG

HANGAR

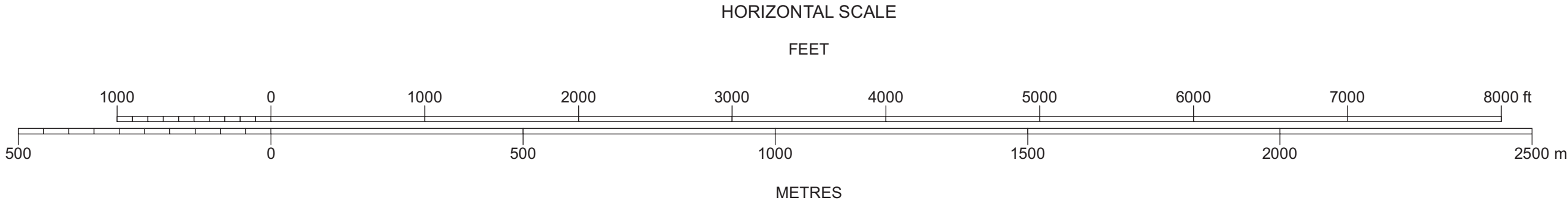
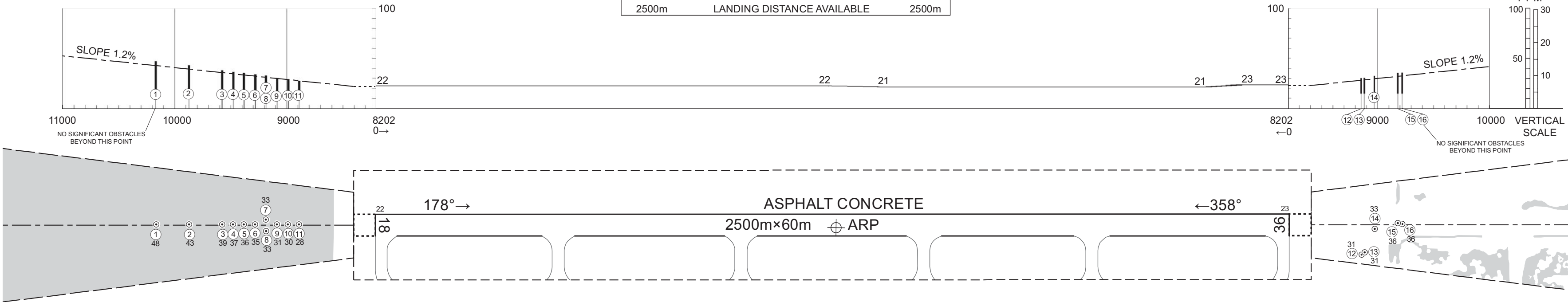
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)





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 |



| LEGEND | | AMENDMENT RECORD | | |
|---|---|------------------|------|------------|
| | | Nr | DATE | ENTERED BY |
| ① | IDENTIFICATION NUMBER | | | |
| ⊙ | POLE, TOWER, SPIRE, ANTENNA, ETC. | | | |
| * | TREE | | | |
|  | HYDROGRAPHY | | | |
|  | BUILDING OR LARGE STRUCTURE | | | |
|  | TERRAIN CONTOUR (ft) | | | |
|  | TERRAIN PENETRATING OBSTACLE PLANE (ft) | | | |

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°, ...

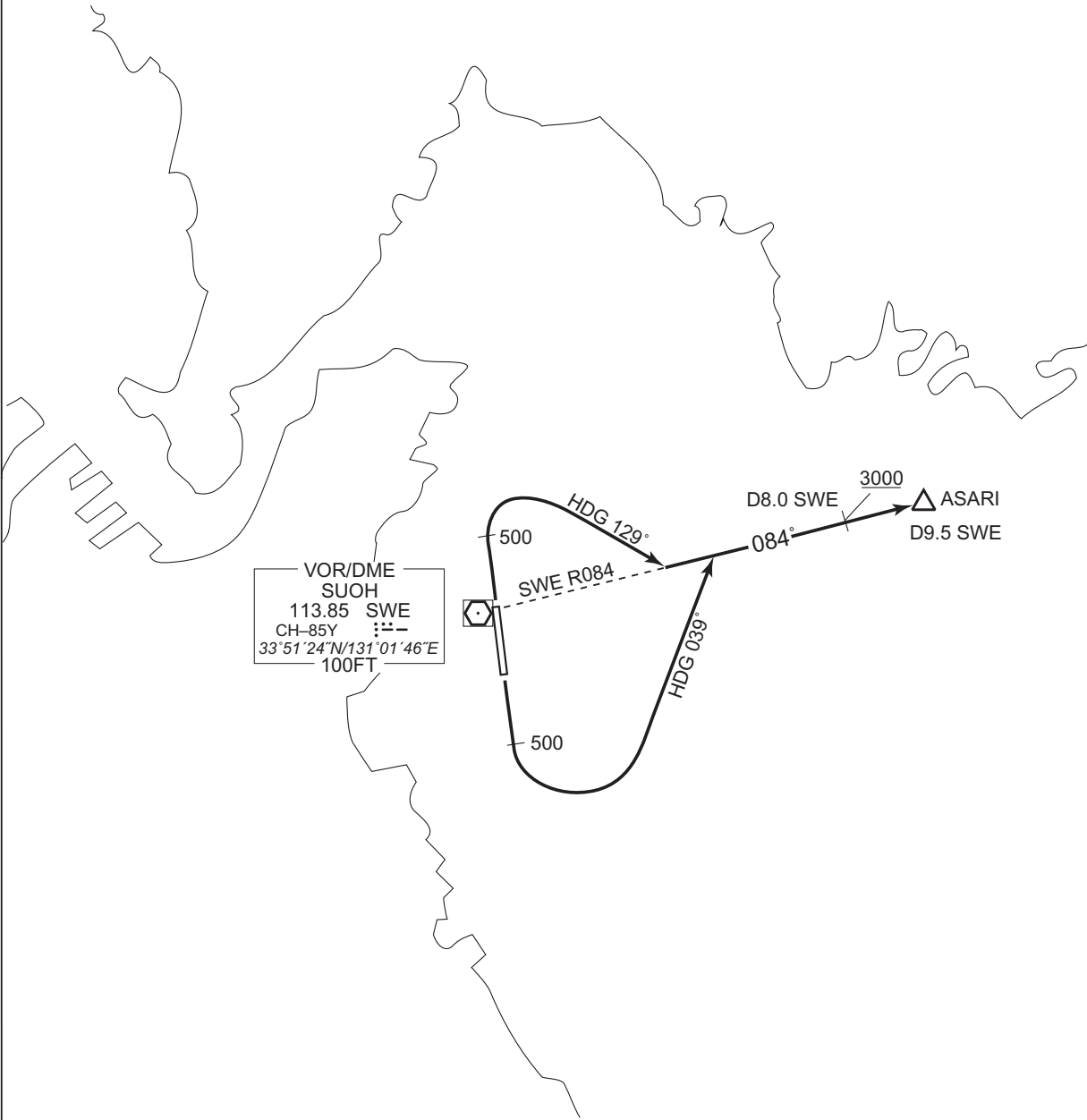
...to intercept and proceed via SWE R084 to ASARI.

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.



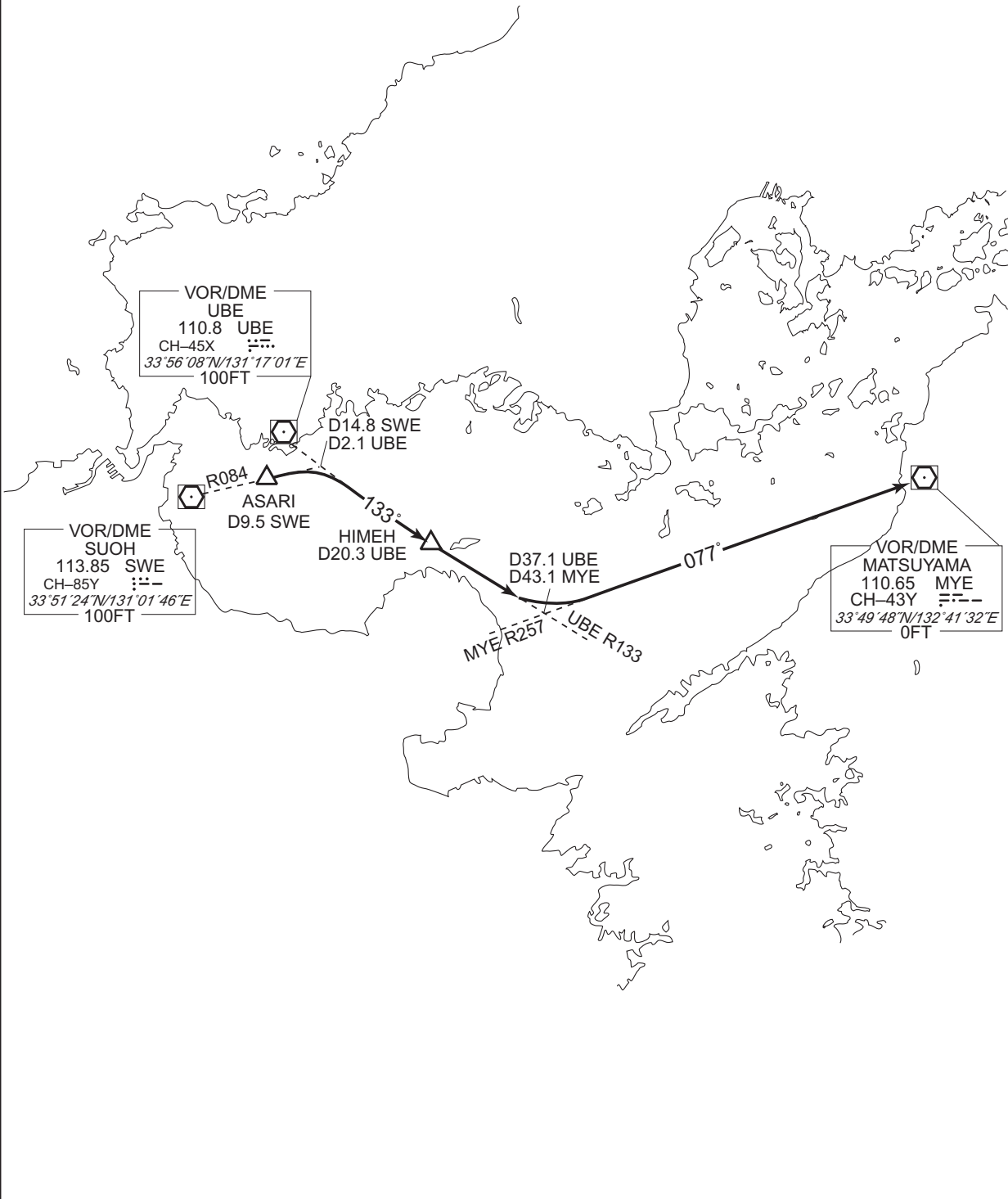
STANDARD DEPARTURE CHART - INSTRUMENT

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.

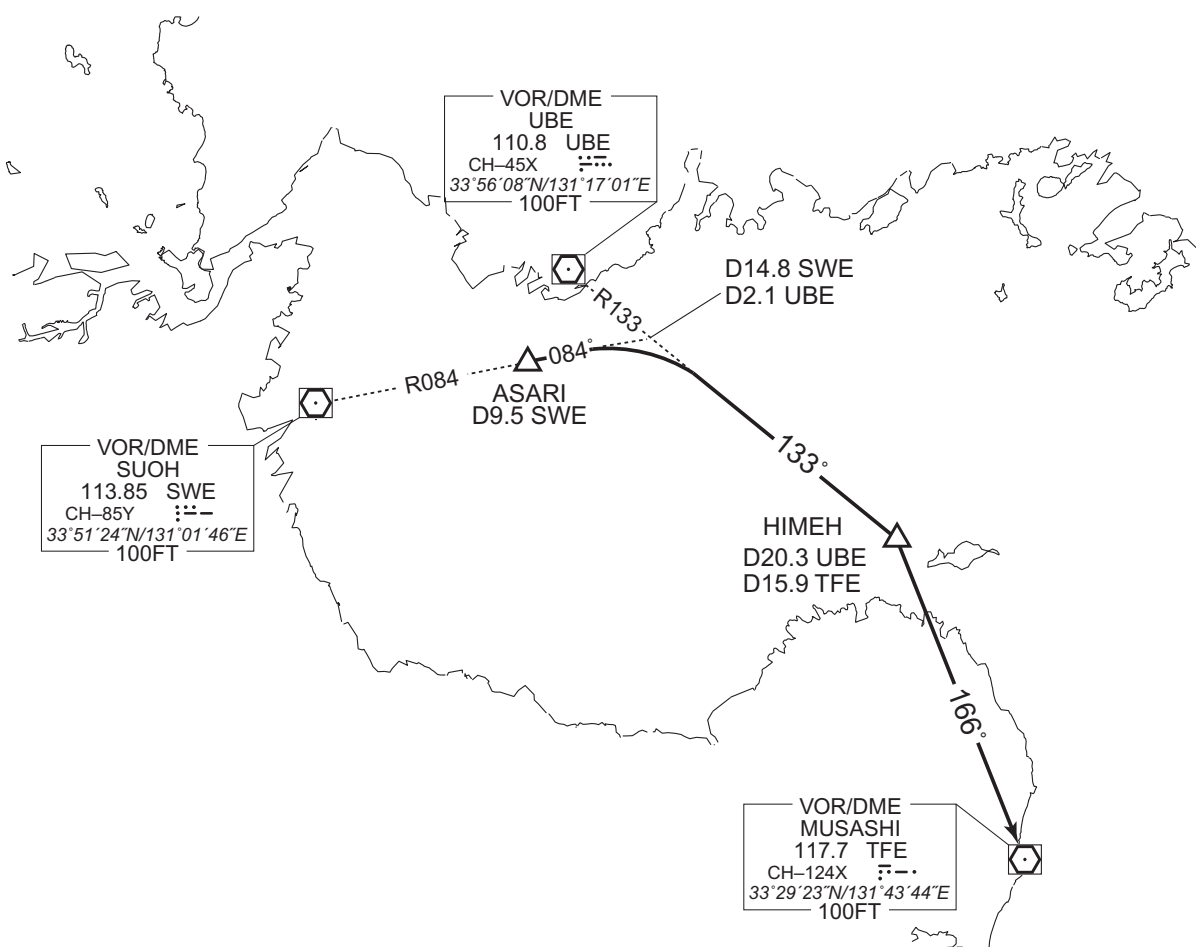


CHANGE : Description of PROC name.

RJFR / KITAKYUSHU

TRANSITION

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



CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFR / KITAKYUSHU

SID

ONGHA TWO DEPARTURE

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

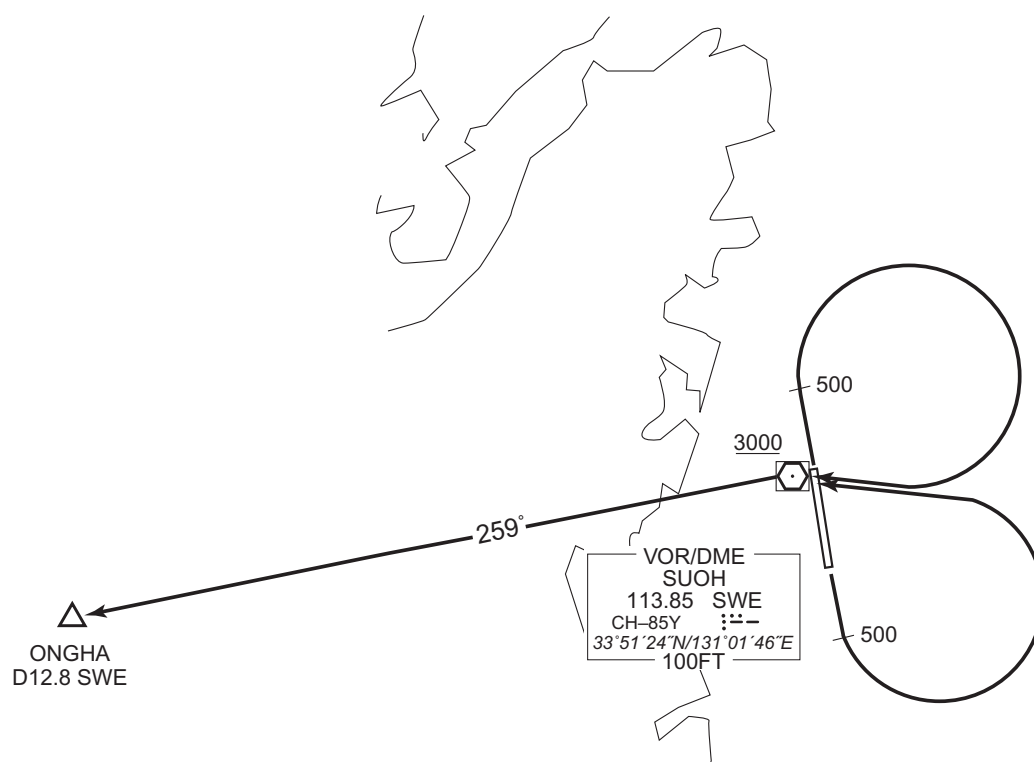
RWY 36 : Climb RWY HDG to 500FT, turn right,...

...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.

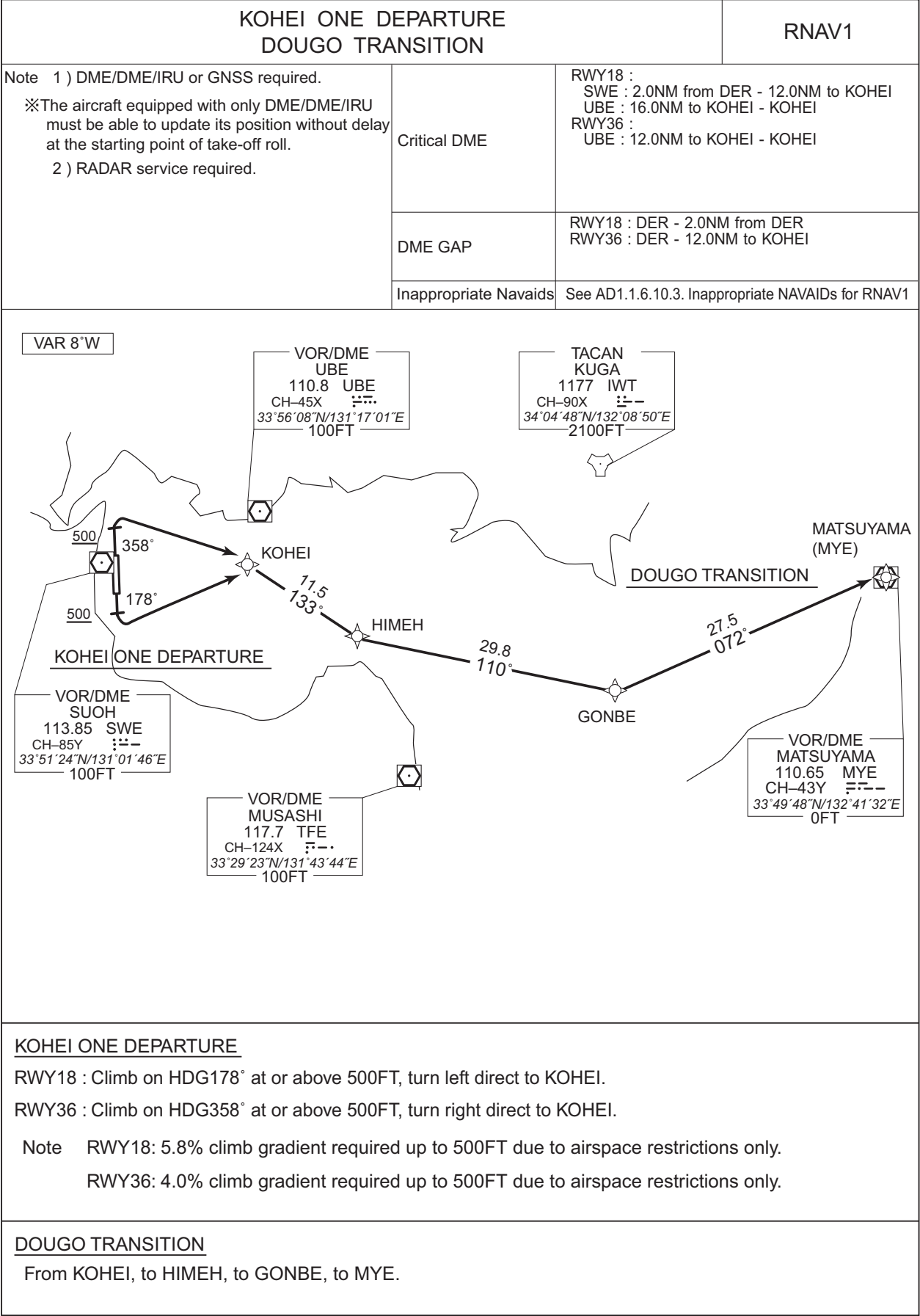


CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFR / KITAKYUSHU

RNAV SID and TRANSITION



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

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

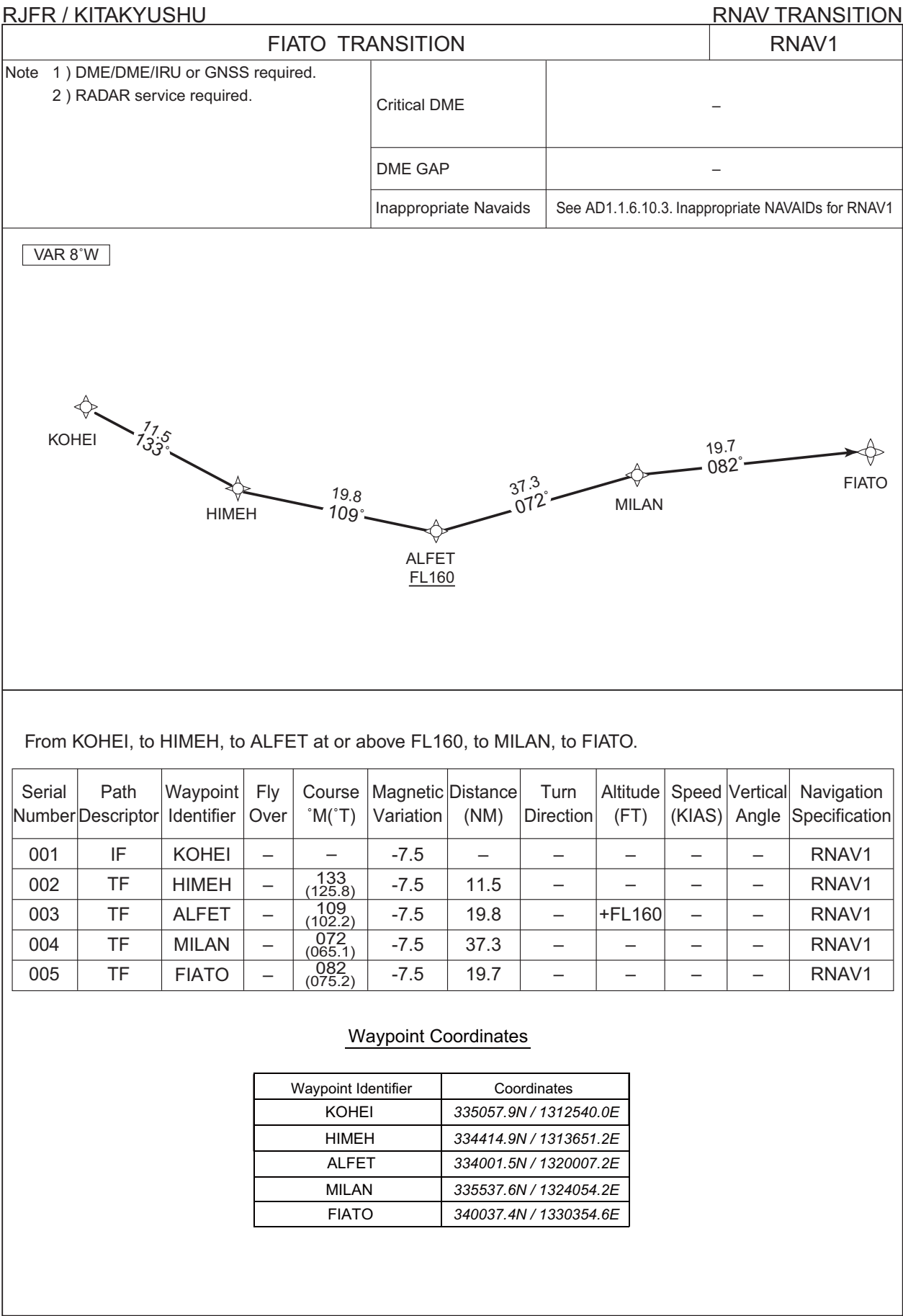
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 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



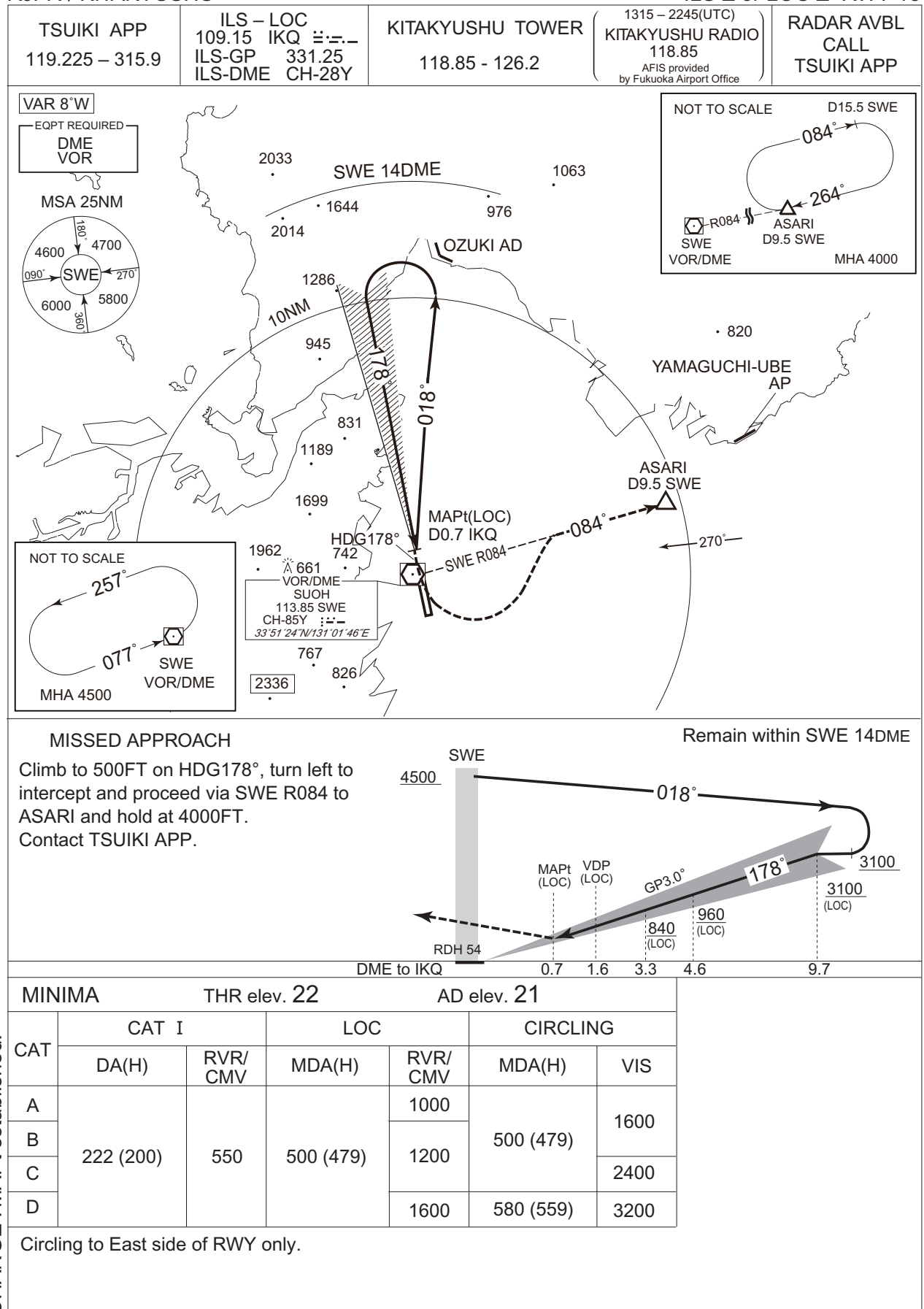
CHANGE : Waypoint Coordinates added.

INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

ILS Z or LOC Z RWY 18

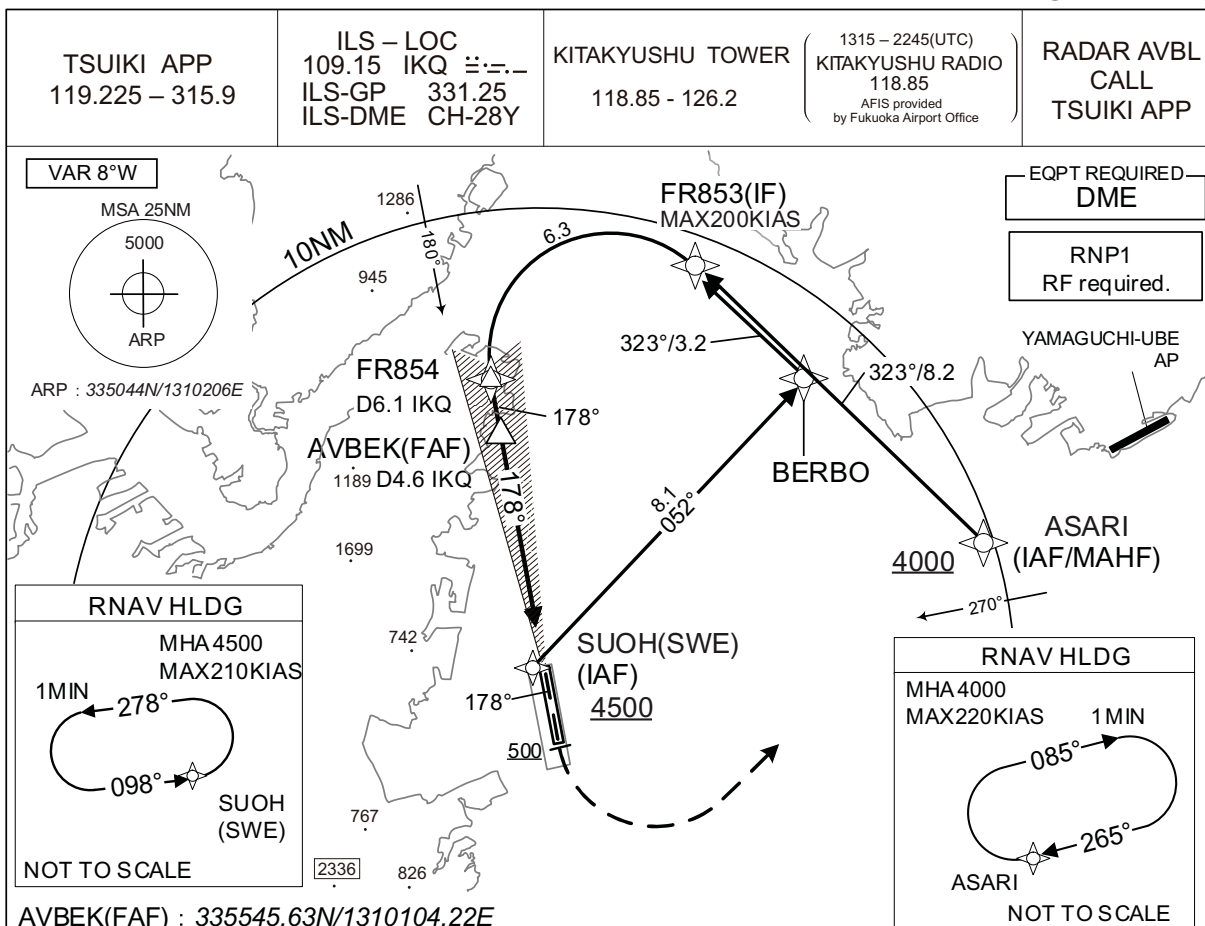


CHANGE : MAPt established.

INSTRUMENT APPROACH CHART

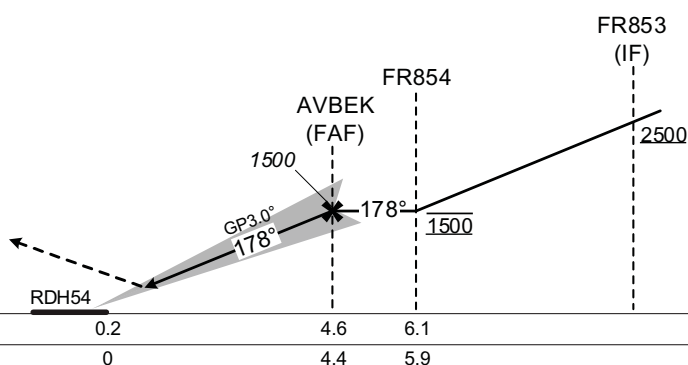
RJFR / KITAKYUSHU

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 |

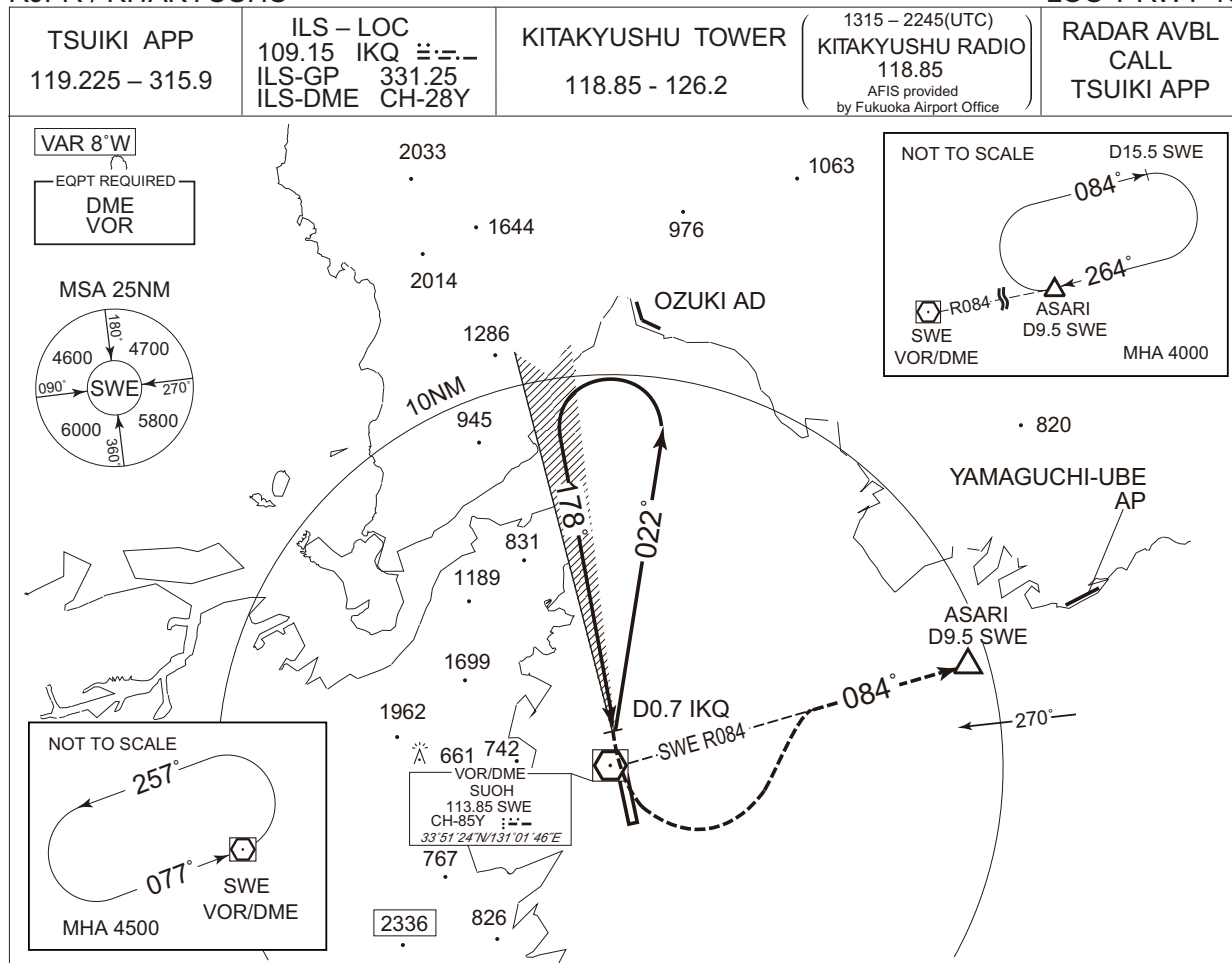
| Waypoint Coordinates | | | |
|----------------------|--------------------------|--------------------------|--------------------------|
| Waypoint Identifier | Coordinates | RF Arc Center Identifier | Coordinates |
| ASARI | 335338.98N / 1311252.32E | FRRF3 | 335739.78N / 1310343.74E |
| BERBO | 335710.25N / 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

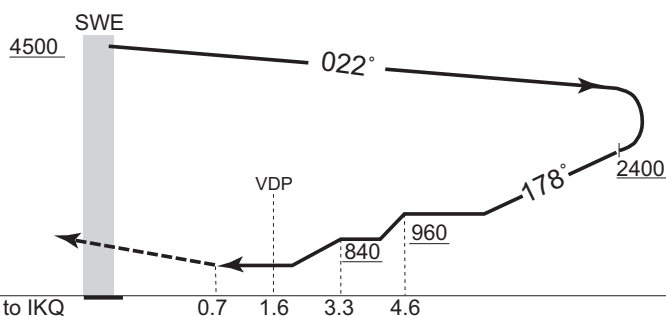
LOC Y RWY 18



MISSED APPROACH

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

Remain within SWE 10DME



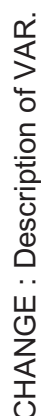
| MINIMA | | THR elev. 22 | AD elev. 21 | |
|--------|-----------|--------------|-------------|------|
| CAT | | | CIRCLING | |
| | MDA(H) | RVR/ CMV | MDA(H) | VIS |
| A | 500 (479) | 1000 | 500 (479) | 1600 |
| B | | 1200 | | |
| C | | | | 2400 |
| D | | 1600 | 580 (559) | 3200 |

Circling to East side of RWY only.

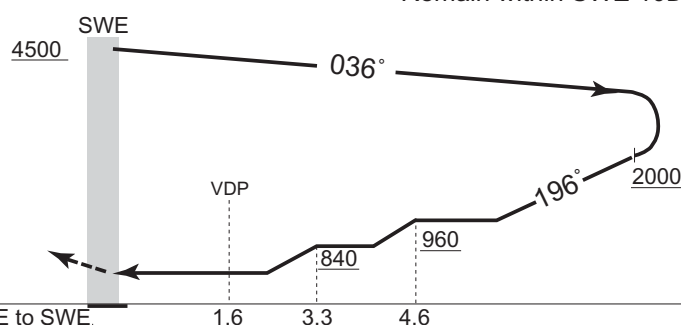
CHANGE : Description of HLDG.

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.

RJFR / KITAKYUSHU

| | | | |
|--------------------------------------|--|---|---|
| TSUIKI APP 119.225 – 315.9 | SUOH VOR/DME 113.85 SWE CH-85Y <i>33°51'24"N / 131°01'46"E</i> | KITAKYUSHU TOWER 118.85 - 126.2 | 1315 – 2245(UTC) KITAKYUSHU RADIO 118.85 <small>AFIS provided by Fukuoka Airport Office</small> |
| RADAR AVBL CALL TSUIKI APP | | | |

VAR 8°W

EQPT REQUIRED
DME

The map shows the Tsuiki VOR/DME station at the center, with a 10NM radius circle. Key features include:

- ASHIYA AD** (Aeronautical Data) on the left.
- OZUKI AD** (Aeronautical Data) at the top.
- TSUIKI AD** (Aeronautical Data) at the bottom.
- YAMAGUCHI-UBE AP** (Airport) on the right, with a distance of 15.5 NM.
- ASARI** (Aeronautical Station) marked with a triangle, with a distance of 9.5 NM.
- MHA 4000** (Maximum Height Above Ground) indicated near Yamaguchi-Ube.
- DME Frequencies and Distances:**
 - D1.0 SWE (Distance 1.0 NM)
 - D9.5 SWE (Distance 9.5 NM)
 - D15.5 SWE (Distance 15.5 NM)
- Other Frequencies and Distances:**
 - 1286, 945, 831, 1189, 1699, 1962, 742, 661, 767, 826, 2336, 2986
 - 10NM radius circle
 - 10NM distance marker
 - 084°, 264°, 270°, 090°, 360° bearings

MSA 25NM

The MSA 25NM diagram shows a circular area with a central frequency of 113.85 SWE. The surrounding frequencies are 4600, 4700, 5800, and 6000. The diagram is labeled with 090°, 180°, and 270° bearings.

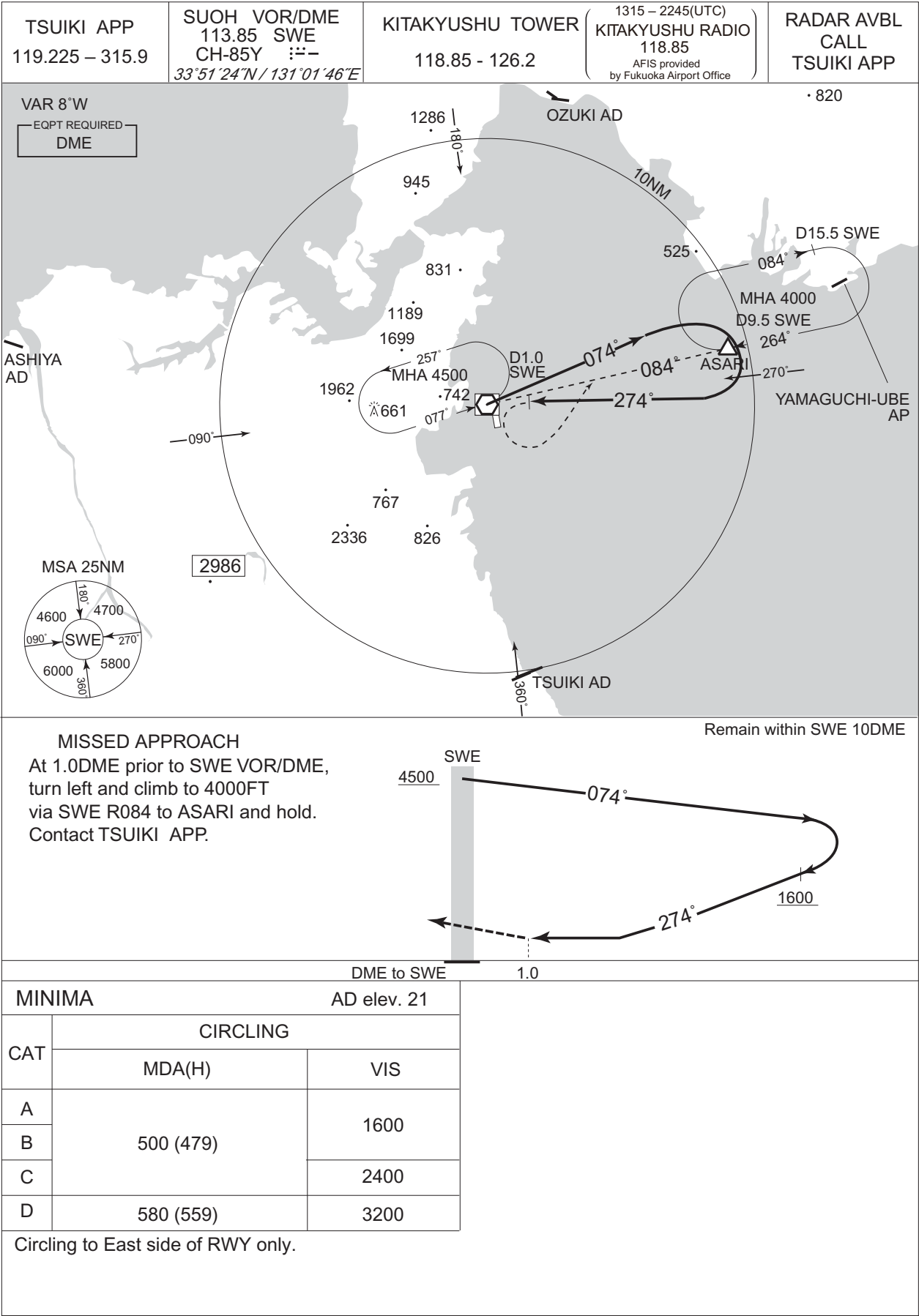
| | | |
|--------|------------|-------------|
| MINIMA | | AD elev. 21 |
| CAT | CIRCLING | |
| | MDA(H) | VIS |
| A | 1000 (979) | 1600 |
| B | | |
| C | | 2400 |
| D | | 3200 |

CHANGE : Description of VAR.

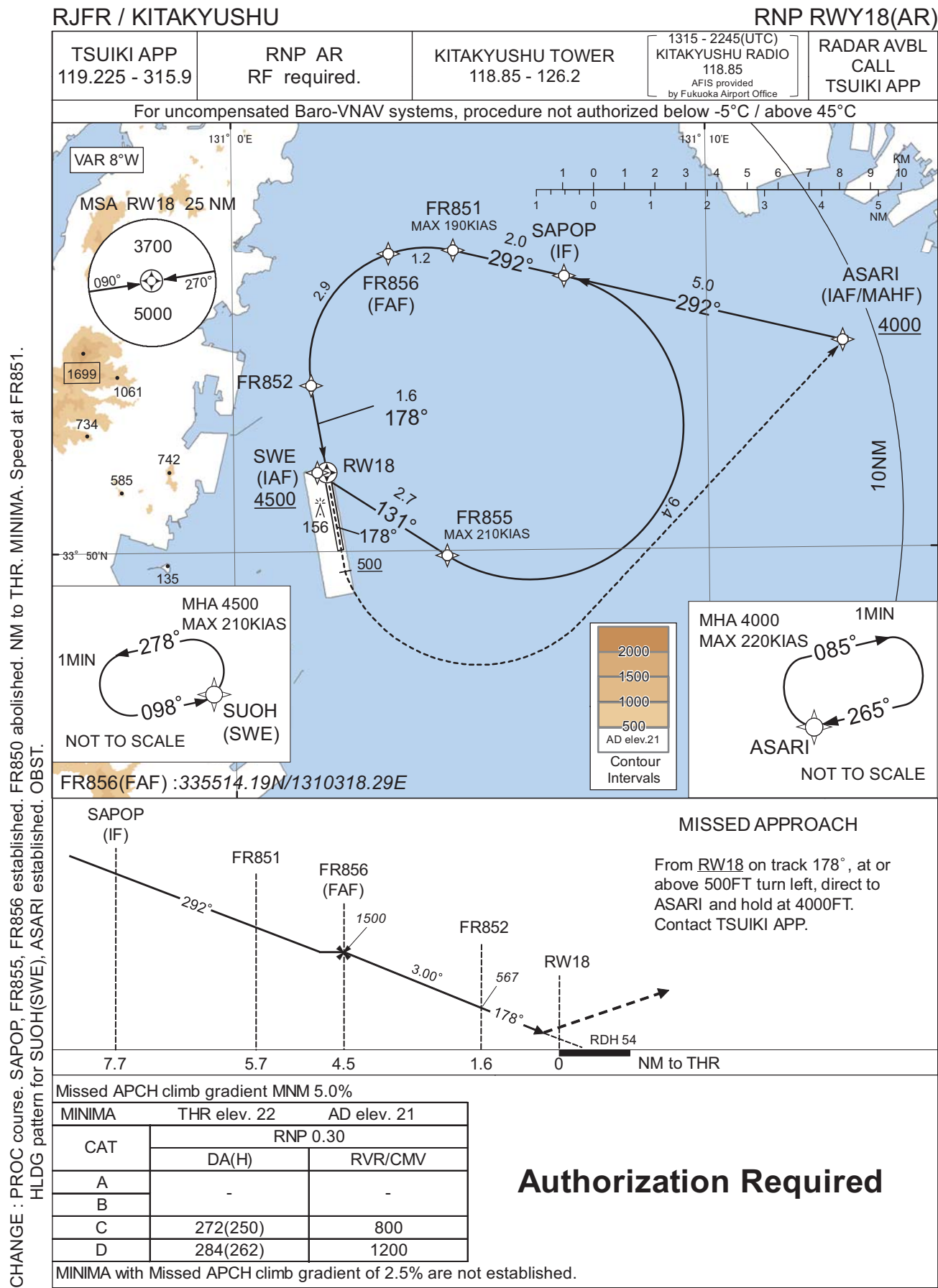
INSTRUMENT APPROACH CHART

RJFR / KITAKYUSHU

VOR B



INSTRUMENT APPROACH CHART



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

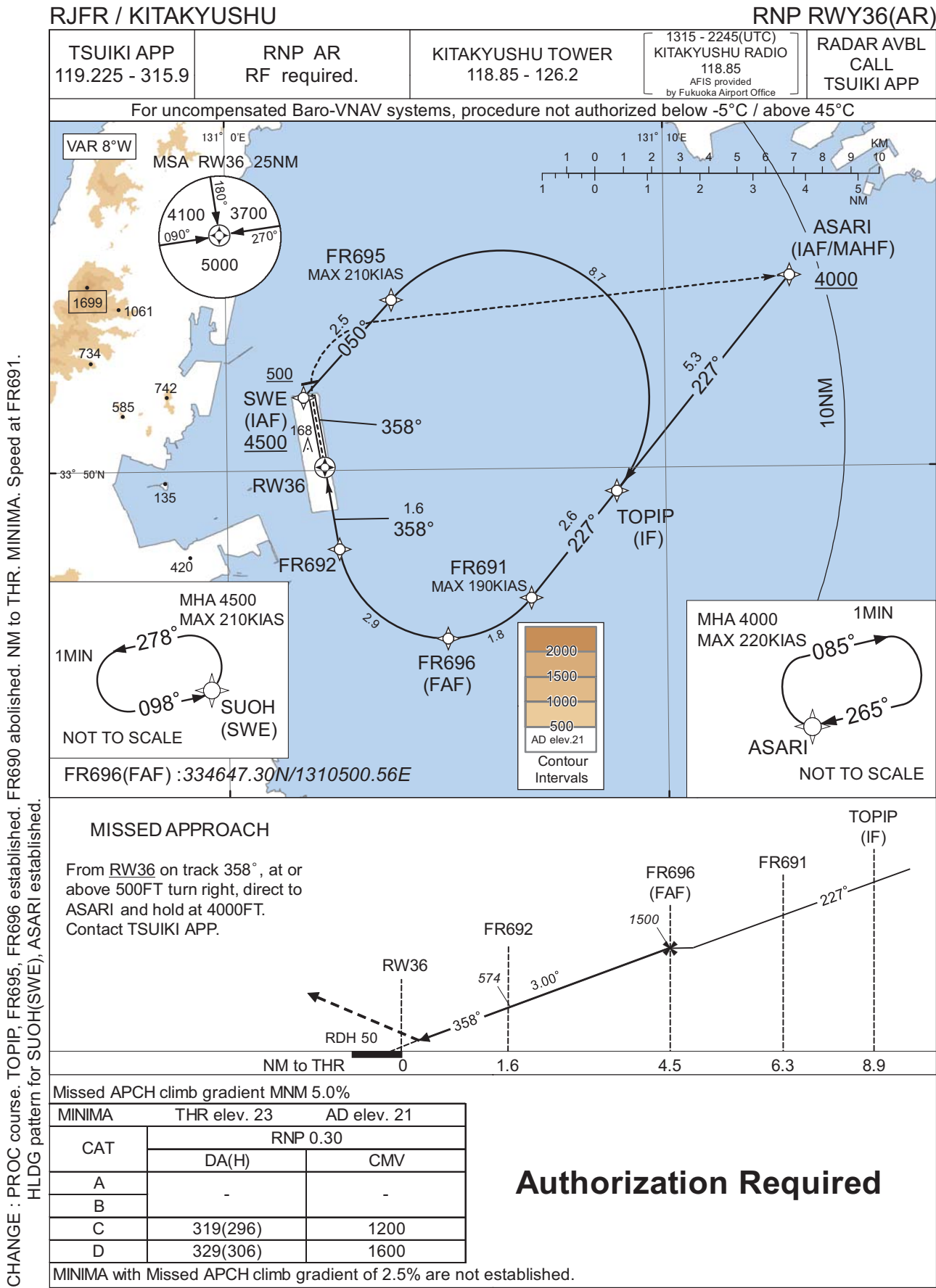
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | VPA/ RDH (°/FT) | RNP Value |
|---------------|------------------------------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|-----------------|-----------|
| 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



CHANGE : PROC course. TOPIP, FR695, FR696 established. FR690 abolished. NM to THR. MINIMA. Speed at FR691. HLDG pattern for SUOH(SWE), ASARI established.

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 |

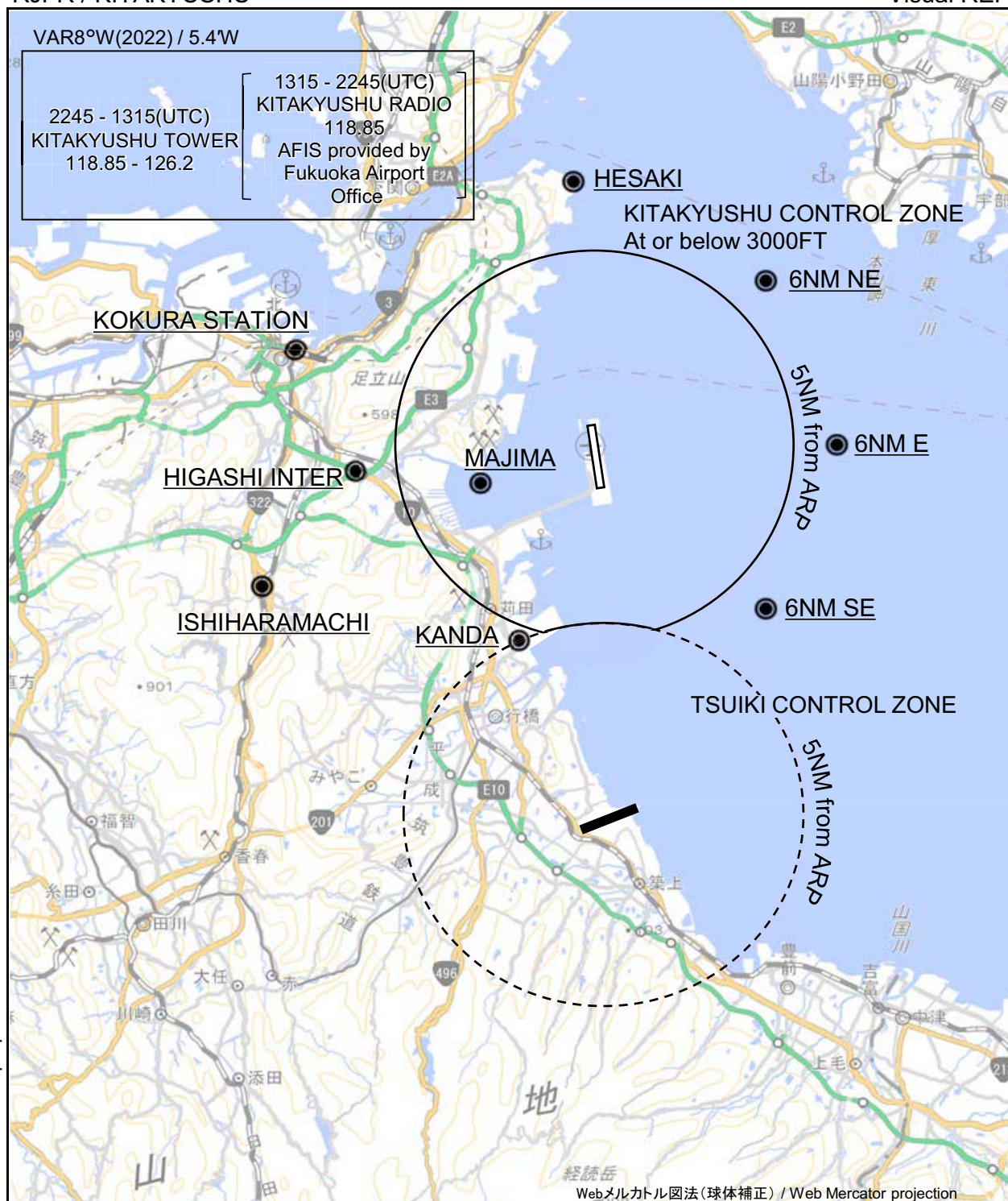
Waypoint Coordinates

| 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.

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Visual REP



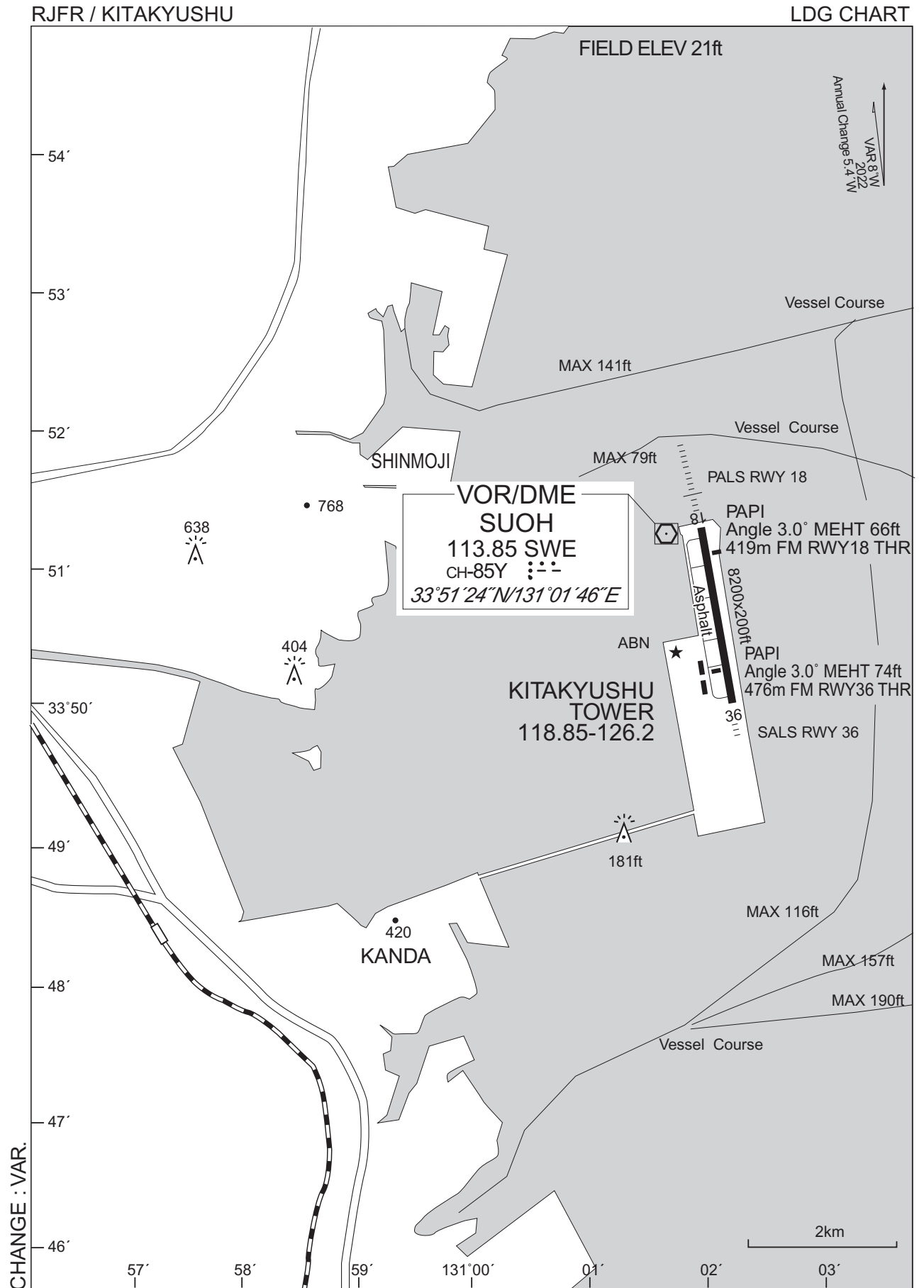
※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

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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 |

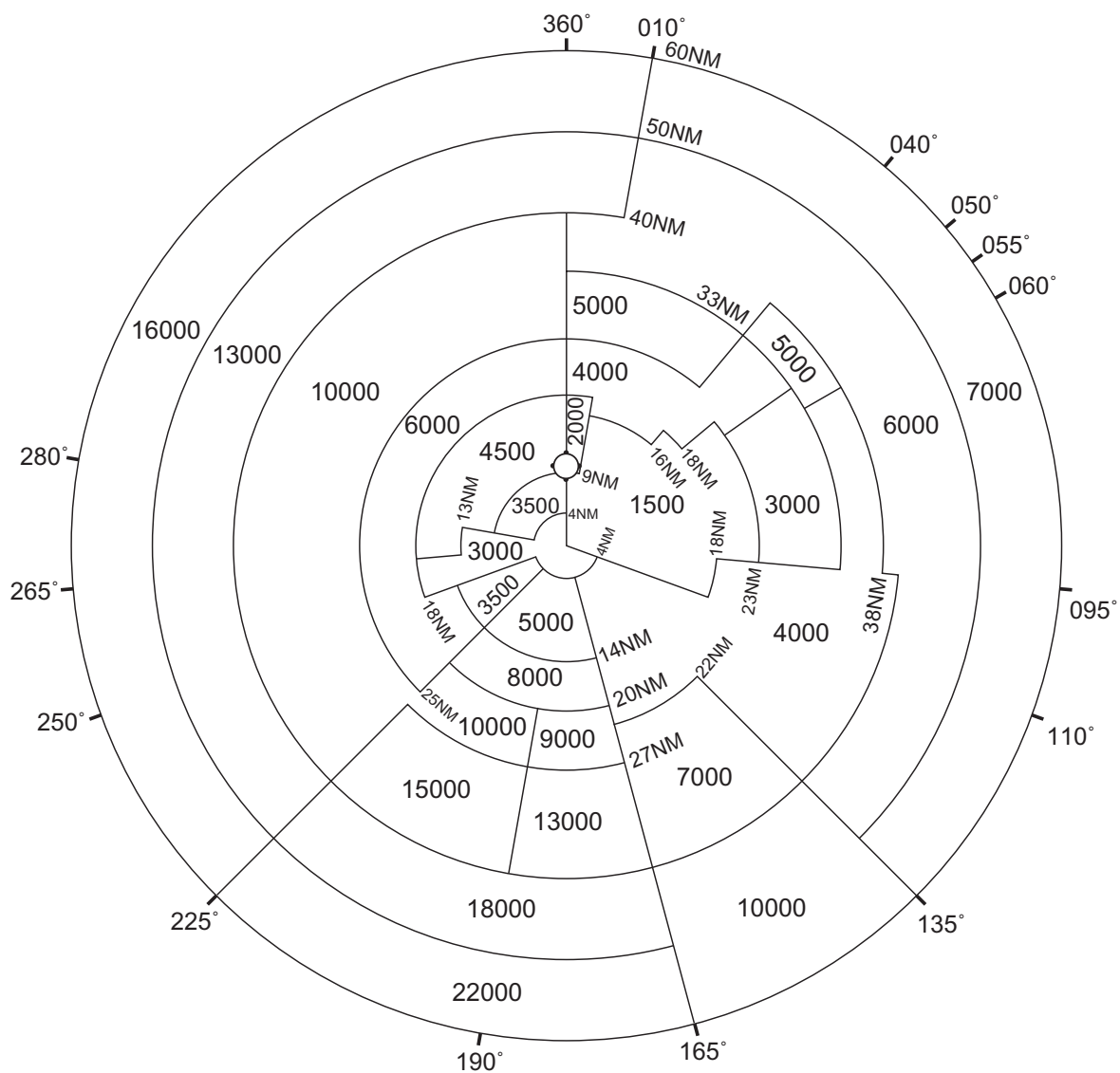
CHANGE : BRG/DIST from ARP. Remarks(Kanda).



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Minimum Vectoring Altitude CHART

VAR 8°W (2022)



CHANGE : VAR.