

## AD 2 AERODROMES

## RJFE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## RJFE - FUKUE

## RJFE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |  |  |
|---|--|--|
| 1 | ARP coordinates and site at AD   | 323959N/1284958E<br>APRX 400m SW of AP administration office   |
| 2 | Direction and distance from (city)   | 1.7nm SW of Goto city  |
| 3 | Elevation/ Reference temperature   | 251FT / 34°C (2003-2007)   |
| 4 | Geoid undulation at AD ELEV<br>PSN   | 99ft   |
| 5 | MAG VAR/ Annual change   | 7° W(2009) / 2.8°W   |
| 6 | AD Administration, address,<br>telephone, telefax, telex, AFS,<br>e-mail and/or Web-site addresses | Fukue Airport Administration Office, Nagasaki Prefectural Government<br>2158 Kamioozu, Gotou-city, Nagasaki, 853-0013, JAPAN<br>Tel: 0959-72-2400 e-mail: s12080@pref.nagasaki.lg.jp |
| 7 | Types of traffic permitted<br>(IFR/VFR)  | IFR/VFR  |
| 8 | Remarks  | Nil  |

## RJFE AD 2.3 OPERATIONAL HOURS

|    |                           |   |
|----|---------------------------|---|
| 1  | AD Administration         | 2300 - 1030   |
| 2  | Customs and immigration   | On request<br>Customs: 095-828-8641<br>Immigration: 095-822-5289              |
| 3  | Health and sanitation     | Quarantine(human): On request(095-826-8081)<br>Quarantine(animal, plant): Nil |
| 4  | AIS Briefing Office       | Nil   |
| 5  | ATS Reporting Office(ARO) | Nil   |
| 6  | MET Briefing Office       | H24 (FUKUOKA)   |
| 7  | ATS                       | 2300 - 1030<br>Remarks: AFIS provided by Fukuoka Airport Office.              |
| 8  | Fuelling                  | Nil   |
| 9  | Handling                  | Nil   |
| 10 | Security                  | 2300 - 1030   |
| 11 | De-icing                  | Nil   |
| 12 | Remarks                   | Nil   |

**RJFE AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |   |     |
|---|---|-----|
| 1 | Cargo-handling facilities               | Nil |
| 2 | Fuel/ oil types                         | Nil |
| 3 | Fuelling facilities/ capacity           | Nil |
| 4 | De-icing facilities                     | Nil |
| 5 | Hangar space for visiting aircraft      | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks                                 | Nil |

**RJFE AD 2.5 PASSENGER FACILITIES**

|   |                      |   |
|---|----------------------|---|
| 1 | Hotels               | in Goto city 5km                                      |
| 2 | Restaurants          | at Airport  |
| 3 | Transportation       | Busses and Taxis                                      |
| 4 | Medical facilities   | First aid treatment center, Hospital in Goto city 5km |
| 5 | Bank and Post Office | in Goto city 5km                                      |
| 6 | Tourist Office       | in Goto city 5km                                      |
| 7 | Remarks              | Nil   |

**RJFE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |   |                                  |
|---|---|----------------------------------|
| 1 | AD category for fire fighting               | CAT 7                            |
| 2 | Rescue equipment                            | Chemical fire fighting truck x 2 |
| 3 | Capability for removal of disabled aircraft | Nil                              |
| 4 | Remarks                                     | Nil                              |

**RJFE AD 2.7 SEASONAL AVAILABILITY-CLEARING**

|   |                             |          |
|---|-----------------------------|----------|
| 1 | Types of clearing equipment | Not AVBL |
| 2 | Clearance priorities        | Nil      |
| 3 | Remarks                     | Nil      |

## RJFE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

|   |                                     |  |
|---|-------------------------------------|--|
| 1 | Apron surface and strength          | Surface: Asphalt<br>Strength: SOUTH : PCR 377/F/B/X/T<br>NORTH : PCR 172/F/C/Y/T                 |
| 2 | Taxiway width, surface and strength | Surface: Asphalt<br>Width & Strength :<br>T1 23m PCR 537/F/D/X/T<br>T2 18m PCR 149/F/C/Y/T       |
| 3 | ACL and elevation                   | Not AVBL   |
| 4 | VOR checkpoints                     | Not AVBL   |
| 5 | INS checkpoints                     | (Spot NR)<br>3: 323956.09N/1285017.80E<br>5: 323956.07N/1285017.79E<br>6: 323956.19N/1285017.54E |
| 6 | Remarks                             | Nil  |

## RJFE 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 | Nil   |
| 2 | RWY and TWY markings and LGT   | RWY:RWY03/21<br>(Marking):RWY designation, RWY CL, RWY THR, TDZ, Aiming point, RWY side stripe<br>(LGT): RCLL, REDL, RTHL, RENL, RWY DIST marker LGT,<br>TWY:<br>(Marking):<br>(LGT): TWY edge LGT, TWY CL LGT(TWY T1), Taxiing guidance sign |
| 3 | Stop bars  | Nil   |
| 4 | Remarks  | (Marking): Overrun area<br>(LGT): Apron flood LGT   |

## RJFE AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

| RWY/Area affected | Obstacle type | Coordinates | Elevation | Markings/ LGT | Remarks |
|-------------------|---------------|-------------|-----------|---------------|---------|
| Nil               |               |             |           |               |         |

In circling area and at AD

| Obstacle type | Coordinates          | Elevation | Markings/ LGT | Remarks                      |
|---------------|----------------------|-----------|---------------|------------------------------|
| Mountain      | to be developed      | 1039ft    | - / LIM       | above the horizontal surface |
| Mountain      | 324436.0N/1284455.2E | 830ft     | - / LIM       | above the horizontal surface |
| Antenna       | 323951.8N/1285036.0E | 582ft     | - / LIL       | above the horizontal surface |

## RJFE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|    |  |  |
|----|--|--|
| 1  | Associated MET Office  | FUKUOKA  |
| 2  | Hours of service<br>MET Office outside hours                           | H24 (FUKUOKA)  |
| 3  | Office responsible for TAF preparation<br>Periods of validity          | Nil  |
| 4  | Trend forecast<br>Interval of issuance                                 | Nil  |
| 5  | Briefing/ consultation provided  | Briefing is available upon inquiry at FUKUOKA  |
| 6  | Flight documentation<br>Language(s) used                               | C<br>En  |
| 7  | Charts and other information available for<br>briefing or consultation | S <sub>6</sub> , U <sub>85</sub> , U <sub>7</sub> , U <sub>5</sub> , U <sub>3</sub> , U <sub>25</sub> , U <sub>2</sub> /T <sub>r</sub> , P <sub>S</sub> , P <sub>5</sub> , P <sub>3</sub> , P <sub>25</sub> , P <sub>SWE</sub> , P <sub>SWF</sub> ,<br>P <sub>SWG</sub> , P <sub>SWI</sub> , P <sub>SWM</sub> , P <sub>SW</sub> (domestic), E, C, W <sub>E</sub> , W <sub>F</sub> , W <sub>G</sub> , W <sub>I</sub> , W, N |
| 8  | Supplementary equipment<br>available for providing information         | Nil  |
| 9  | ATS units provided with information                                    | RADIO  |
| 10 | Additional information(limitation of service,<br>etc.)                 | Nil  |

## RJFE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions<br>of<br>RWY(M) | Strength(PCR) and<br>surface of RWY | THR coordinates<br>THR geoid undulation | THR elevation and<br>highest elevation of TDZ<br>of precision APP RWY |
|------------------------|----------|----------------------------|-------------------------------------|---|---|
| 1                      | 2        | 3                          | 4                                   | 5                                       | 6   |
| 03                     | 025.75°  | 2000x45                    | PCR 440/F/B/X/T<br>Asphalt Concrete | 323929.34N/<br>1284941.44E<br>372ft     | THR ELEV:223FT  |
| 21                     | 205.75°  | 2000x45                    | PCR 440/F/B/X/T<br>Asphalt Concrete | 324027.81N/<br>1285014.79E<br>322ft     | THR ELEV:273FT  |
|                        |          |                            |                                     |   |   |
| Slope of RWY           |          | Strip<br>Dimensions(M)     | RESA (Overrun)<br>Dimensions(M)     |   | Remarks   |
| 7                      |          | 10                         | 11                                  |   | 14  |
| See AD 2.24 AD Chart   |          | 2120x150                   | 195 x150                            |   | RWY Grooving 2000mx30m  |
|                        |          | 2120x150                   | 45 x 150                            |   |   |

## RJFE AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
| 03             | 2000        | 2000        | 2000        | 2000       | Nil     |
| 21             | 2000        | 2000        | 2000        | 2000       | Nil     |

## RJFE AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator  | APCH LGT type<br>LEN INTST  | RTHL Color<br>WBAR | PAPI (VASIS)<br>Angle<br>DIST FM THR<br>MEHT | RTZL<br>LEN | RCLL<br>LEN<br>Spacing<br>Color<br>INTST          | REDL<br>LEN<br>Spacing<br>Color<br>INTST             | RENL<br>Color<br>WBAR | STWL<br>LEN<br>Color |
|---|-----------------------------|--------------------|--|-------------|---|--|-----------------------|----------------------|
| 1   | 2                           | 3                  | 4  | 5           | 6   | 7  | 8                     | 9                    |
| 03  | SALS<br>(*1)<br>420m<br>LIH | Green              | PAPI<br>3.0° /Left<br>323m<br>61FT           | Nil         | 2000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*2)              |
| 21  | SALS<br>(*1)<br>420m<br>LIH | Green              | PAPI<br>3.0° /Left<br>388m<br>61FT           | Nil         | 2000m<br>30m<br>Coded color<br>(White/Red)<br>LIH | 2000m<br>60m<br>Coded color<br>(White/Yellow)<br>LIH | Red                   | Nil(*2)              |
| Remarks   |                             |                    |  |             |   |  |                       |                      |
| 10  |                             |                    |  |             |   |  |                       |                      |
| SALS with RAI(LEN:480m)(*1)<br>Overrun area edge LGT(LEN:60m,Color:Red)(*2) |                             |                    |  |             |   |  |                       |                      |

## RJFE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |  |  |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: 324010N/1285018E, White/Green EV4.3sec, HO  |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI: Nil<br>Anemometer: RWY03: 210m from RWY 03 THR, LGTD<br>RWY21: 260m from RWY 21 THR, LGTD |
| 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 15 sec: All lights  |
| 5 | Remarks  | WDI LGT  |

## RJFE AD 2.16 HELICOPTER LANDING AREA

|     |
|-----|
| Nil |
|-----|

RJFE AD 2.17 ATS AIRSPACE

| Designation and lateral limits |   | Vertical limits<br>(ft) | Airspace classification | ATS unit call sign Language | Transition altitude | Remarks |
|--------------------------------|---|-------------------------|-------------------------|-----------------------------|---------------------|---------|
| 1                              |   | 2                       | 3                       | 4                           | 5                   | 6       |
| Fukue Information zone         | Area within a radius of 5NM(9km) of ARP | 3,000FT or below        | E                       | Fukue Radio En              | Nil                 | Nil     |

RJFE AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign   | Frequency | Hours of operation | Remarks                             |
|---------------------|-------------|-----------|--------------------|-------------------------------------|
| 1                   | 2           | 3         | 4                  | 5                                   |
| AFIS                | Fukue Radio | 118.35MHz | 2300 - 1030        | Operated by Fukuoka Airport office. |

RJFE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid<br>(VOR declination) | ID  | Frequency            | Hours of operation | Position of transmitting antenna<br>coordinates | Elevation of DME transmitting antenna | Remarks   |
|----------------------------------|-----|----------------------|--------------------|---|---------------------------------------|---|
| 1                                | 2   | 3                    | 4                  | 5   | 6                                     | 7   |
| VOR<br>(8°W / 2022)              | FUE | 115.8MHz             | H24                | 324006.98N/<br>1284936.25E                      |                                       | VOR/DME Unusable:<br>080° - 090° beyond<br>25nm BLW 4,000ft.  |
| DME                              | FUE | 1192MHz<br>(CH-105X) | H24                | 324006.98N/<br>1284936.25E                      | 291FT                                 | 090° -100° beyond<br>15nm BLW 4,000ft.<br>100° -120° beyond<br>10nm BLW 4,000ft.<br>120° -140° beyond<br>5nm BLW 4,000ft.<br>250° -260° beyond<br>25nm BLW 4,000ft.<br>260° -300° beyond<br>15nm BLW 4,000ft.<br>300° -360° beyond<br>25nm BLW 4,000ft. |
| LOC 03                           | IFU | 109.7MHz             | 2300-1030          | 324034.22N/<br>1285018.44E                      |                                       | LOC 03: 220m (722ft) away<br>FM RWY 21 THR, BRG<br>(MAG) 033°   |
| LOC-DME 03                       | IFU | 995MHz<br>(CH-34X)   | 2300-1030          | 324034.08N/<br>1285020.92E                      | 280FT                                 | LOC-DME 03: 244m (801ft)<br>away FM RWY 21 THR,<br>60m (197ft) E of RCL.  |
| LOC 21                           | IFE | 110.1MHZ             | 2300-1030          | 324003.51N/<br>1284956.55E                      |                                       | LOC 21: 880(2887FT) inside<br>FM RWY 21 THR,<br>102.6m(337FT) W of RCL.<br>LOC off-set angle 2.5°<br>BRG(MAG)215.63°  |
| LOC-DME 21                       | IFE | 999MHz<br>(CH-38X)   | 2300-1030          | 324003.50N/<br>1284955.69E                      | 271FT                                 | LOC-DME 21:<br>890m(2920FT) inside FM<br>RWY21 THR.<br>122.6m(402FT) W of RCL.  |
| MSAS                             |     | 1575.42MHz           | H24                |   |                                       | Transmitting antennas are<br>satellite based.   |

LOC

## LOC for RWY03

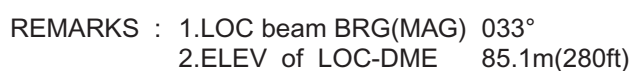
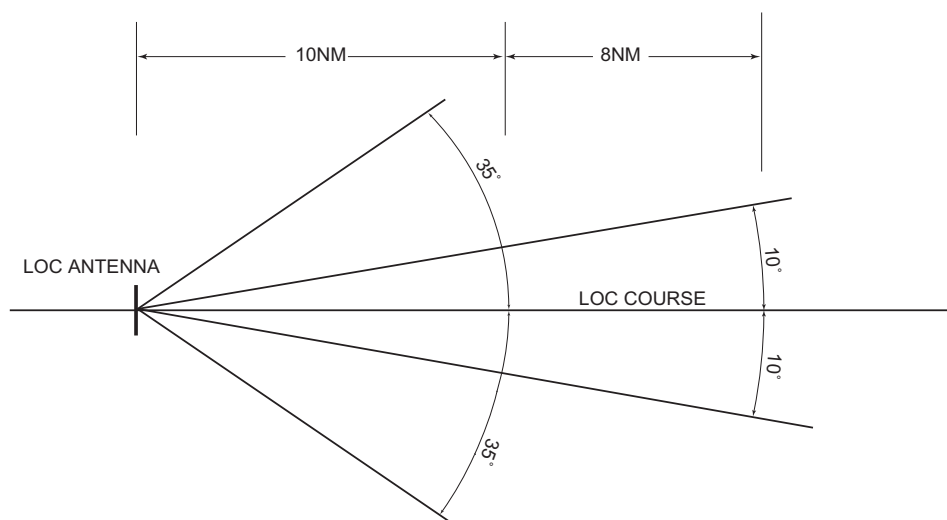


Diagram illustrating the LOC-DME antenna layout for Runway 21:

- The distance from the runway centerline to the LOC-DME antenna is 102.6m.
- The distance from the LOC-DME antenna to the LOC antenna is 10m.
- The distance from the LOC antenna to the runway end is 880m.
- The total length of the runway is 2000m.
- The distance from the runway end to the LOC antenna is 1470m.

REMARKS : 1. LOC OFFSET ANGLE 2.5°  
2. LOC Beam BRG (MAG) 215.63°  
3. ELEV of LOC-DME 82.5m(271ft)



RJFE AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Aircraft operations other than scheduled flights or in an emergency on use of this airport, aircraft operator is required to obtain the prior permission of the airport administrator.

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

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

RJFE AD 2.21 NOISE ABATEMENT PROCEDURES

Nil



## RJFE AD 2.22 FLIGHT PROCEDURES

## 1.TAKE OFF MINIMA

|   | RWY | ACFT<br>CAT | REDL & RCLL     |      | REDL or RCLL<br>or RCL Marking |      | NIL<br>(DAY ONLY) |      |
|---|-----|-------------|-----------------|------|--------------------------------|------|-------------------|------|
|   |     |             | RVR             | VIS  | RVR                            | VIS  | RVR               | VIS  |
| Multi-Engine<br>ACFT with TKOF<br>ALTN AP Filed | 03  | A,B,C,D     | -               | 400m | -                              | 400m | -                 | 500m |
|   | 21  | A,B,C,D     | -               | 400m | -                              | 400m | -                 | 500m |
| OTHER   | 03  | A,B,C,D     | AVBL LDG MINIMA |      |                                |      |                   |      |
|   | 21  | A,B,C,D     |                 |      |                                |      |                   |      |

## RJFE AD 2.23 ADDITIONAL INFORMATION

Nil

## RJFE AD 2.24 CHARTS RELATED TO AN AERODROME

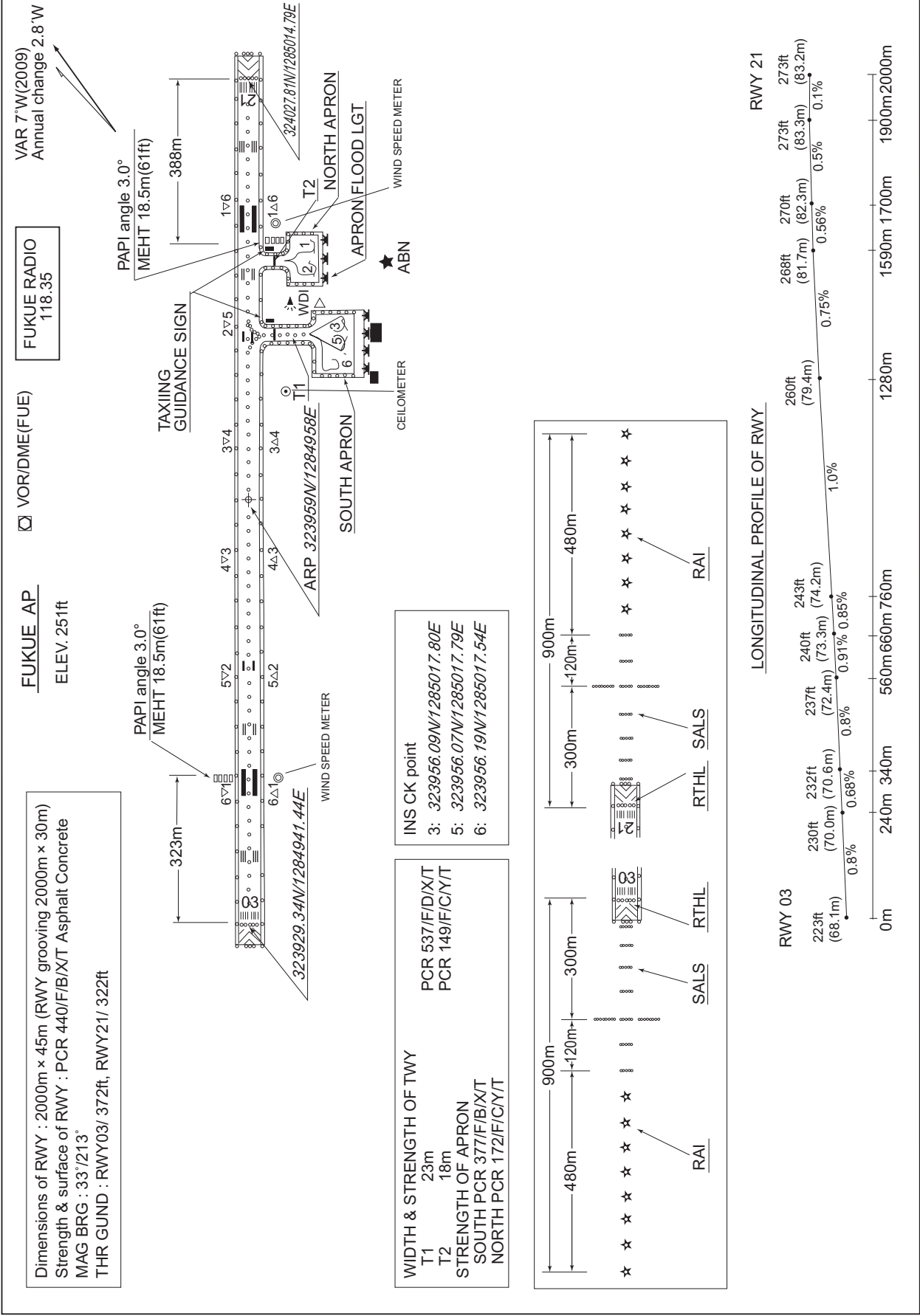
Aerodrome/Heliport Chart  
Standard Departure Chart - Instrument (NAGASAKI, IKI, FUKUE REVERSAL)  
Standard Departure Chart - Instrument (AGRIT-RNAV)  
Standard Departure Chart - Instrument (OLVIN-RNAV)  
Instrument Approach Chart (LOC RWY03)  
Instrument Approach Chart (VOR RWY03)  
Instrument Approach Chart (LOC Z RWY21)  
Instrument Approach Chart (LOC Y RWY21)  
Instrument Approach Chart (VOR RWY21)  
Instrument Approach Chart (RNP RWY03)  
Instrument Approach Chart (RNP RWY21)  
Other Chart (Visual REP)  
Other Chart (LDG CHART)  
Other Chart (MVA CHART)

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RJFE / FUKUE

AD CHART

CHANGE : WIND SPEED METER, CEILOMETER added.



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STANDARD DEPARTURE CHART - INSTRUMENT

RJFE / FUKUE

SID

NAGASAKI FIVE DEPARTURE

RWY 03 : Climb RWY HDG to 1300FT, turn right HDG128°...  
RWY 21 : Climb RWY HDG to 1300FT, turn left HDG038°...  
...to intercept and proceed via FUE R083/OLE R263 to OLE VOR/DME.

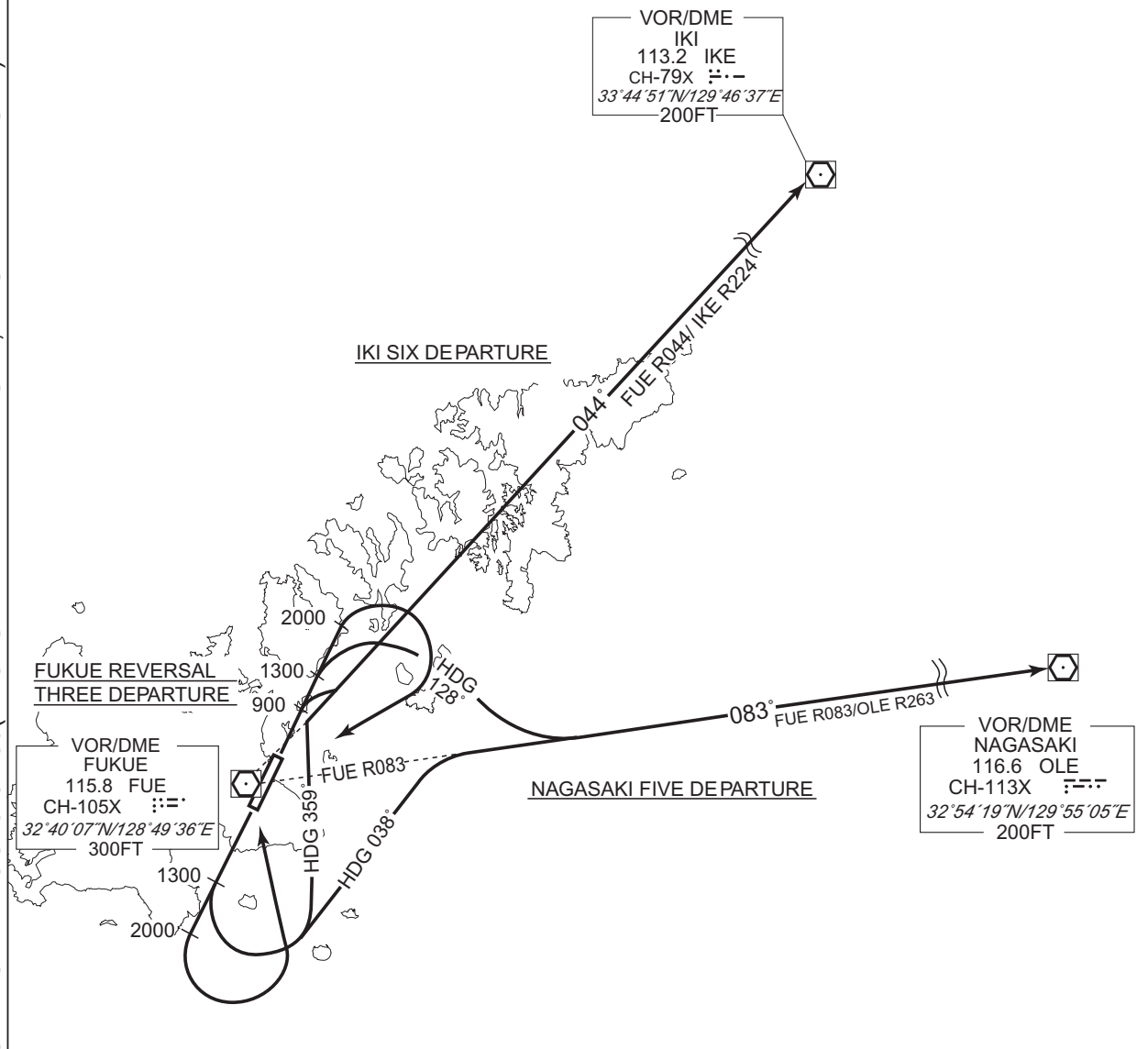
IKI SIX DEPARTURE

RWY 03 : Climb RWY HDG to 900FT, turn right...  
RWY 21 : Climb RWY HDG to 1300FT, turn left HDG359°...  
...to intercept and proceed via FUE R044/IKE R224 to IKE VOR/DME

FUKUE REVERSAL THREE DEPARTURE

RWY 03 : Climb RWY HDG to 2000FT, turn right...  
RWY 21 : Climb RWY HDG to 2000FT, turn left...  
...direct to FUE VOR/DME.

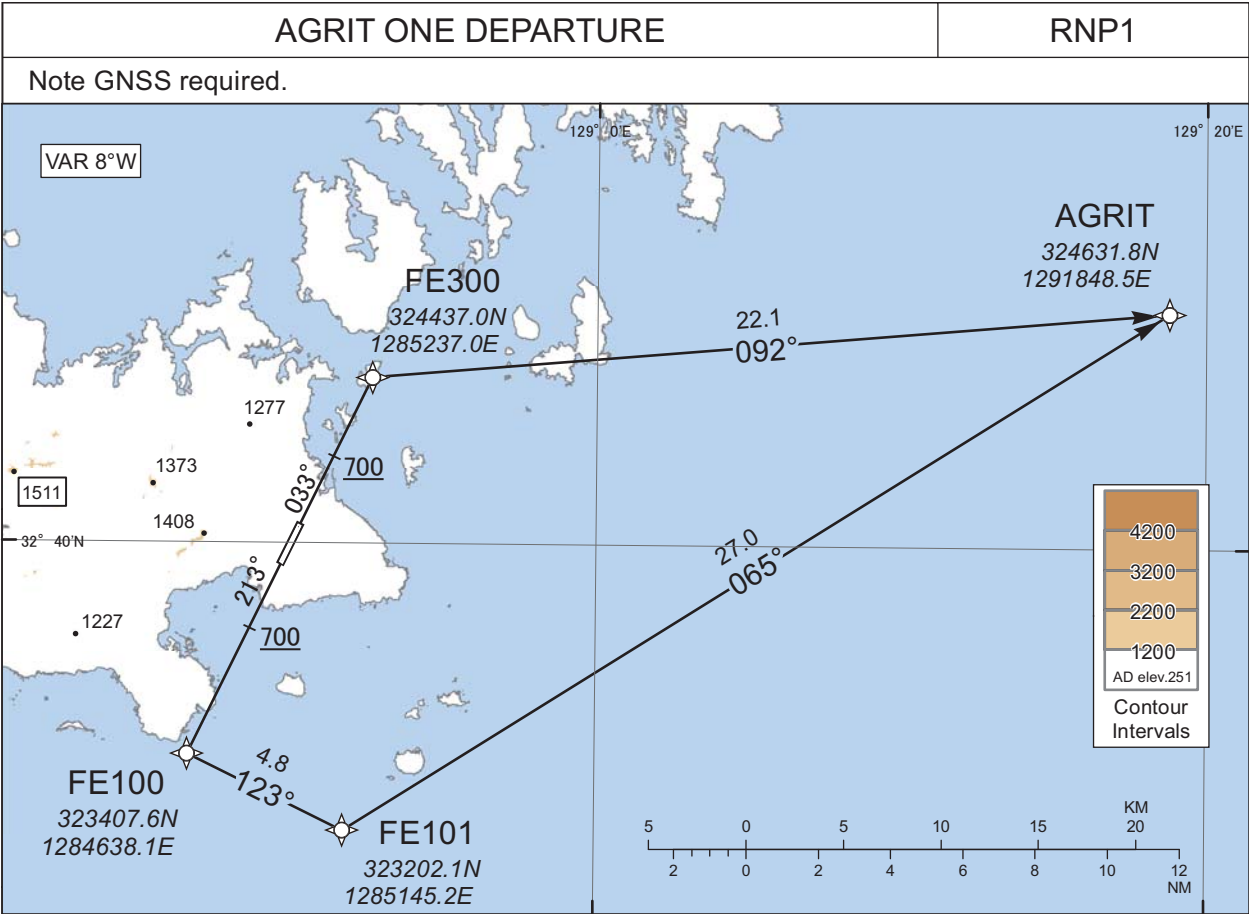
CHANGE : PROC renamed(NAGASAKI FIVE DEPARTURE, IKI SIX DEPARTURE). PROC course.



STANDARD DEPARTURE CHART - INSTRUMENT

RJFE / FUKUE

RNAV SID



RWY03 : Climb on HDG033° at or above 700FT, direct to FE300, to AGRIT.  
RWY21 : Climb on HDG213° at or above 700FT, direct to FE100, to FE101, to AGRIT.

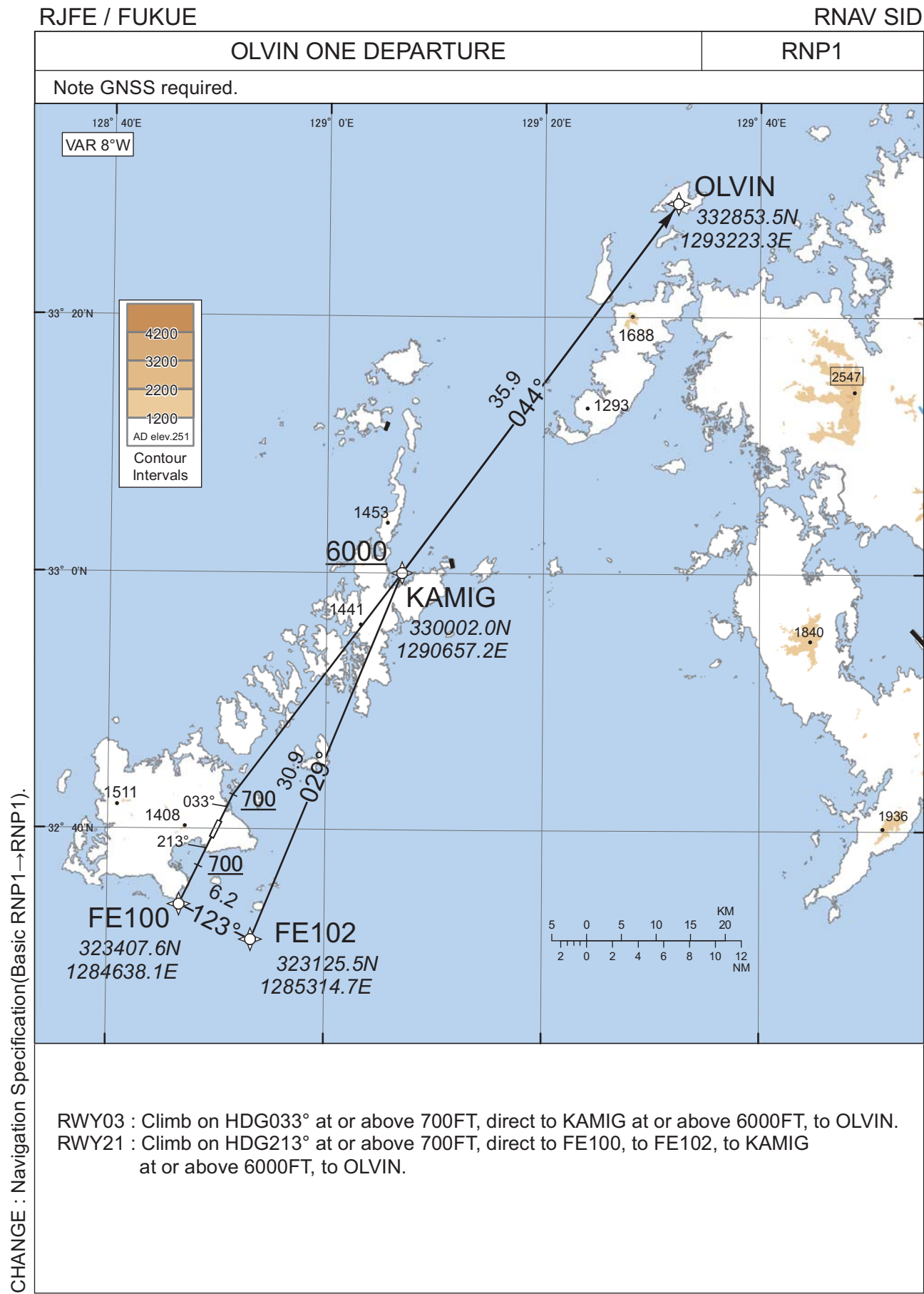
RWY03

| 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              | -                   | -        | 033 (025.6)   | -7.5               | -             | -              | +700          | -            | -              | RNP1                     |
| 002           | DF              | FE300               | -        | -             | -7.5               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | AGRIT               | -        | 092 (084.9)   | -7.5               | 22.1          | -              | -             | -            | -              | RNP1                     |

RWY21

| 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              | -                   | -        | 213 (205.7)   | -7.5               | -             | -              | +700          | -            | -              | RNP1                     |
| 002           | DF              | FE100               | -        | -             | -7.5               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | FE101               | -        | 123 (115.8)   | -7.5               | 4.8           | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | AGRIT               | -        | 065 (057.4)   | -7.5               | 27.0          | -              | -             | -            | -              | RNP1                     |

STANDARD DEPARTURE CHART - INSTRUMENT



Civil Aviation Bureau,Japan (EFF:21 MAR 2024)

22/2/24

## RJFE / FUKUE

## OLVIN ONE DEPARTURE

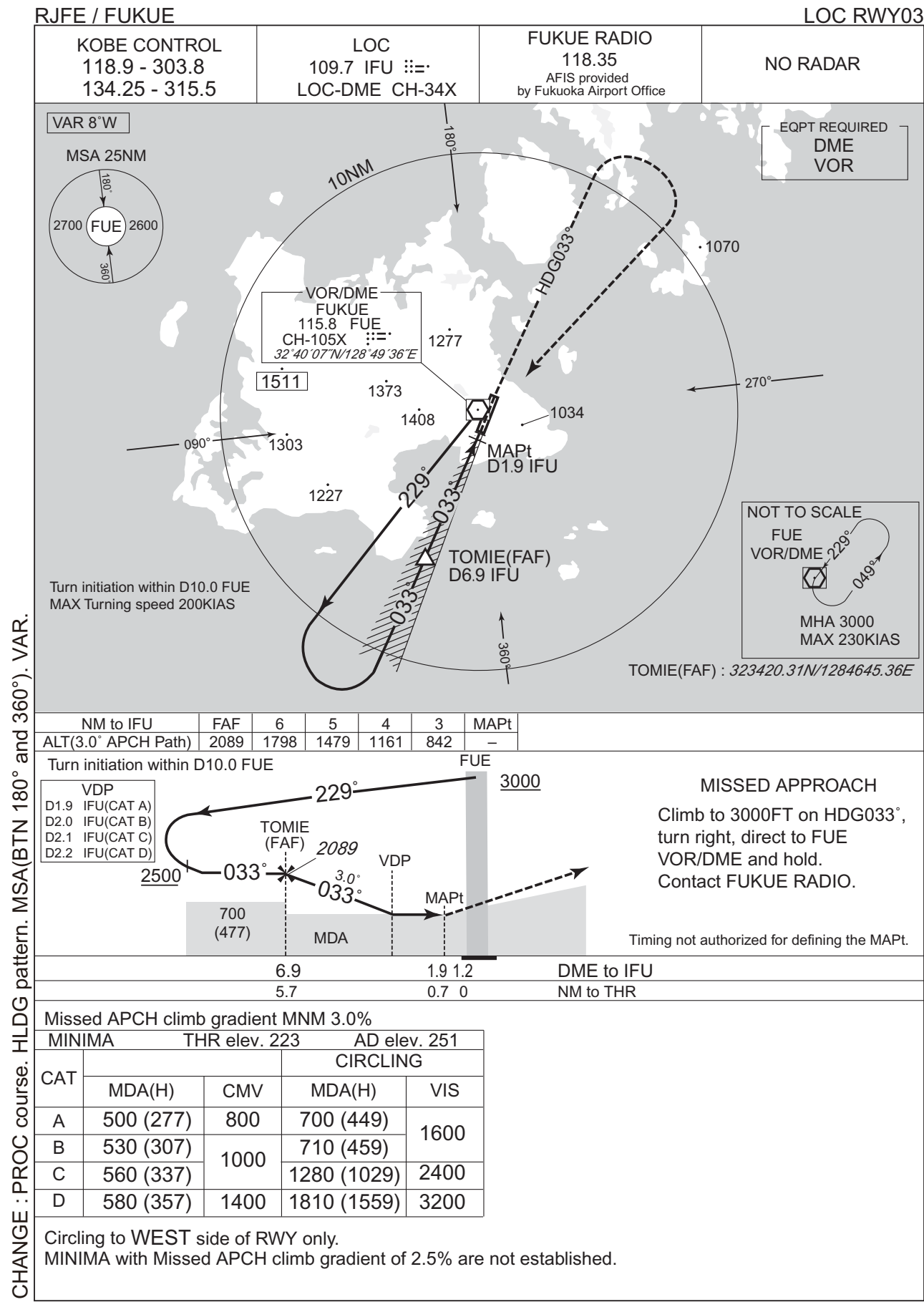
| Serial Number | Path Descriptor | Waypoint Identifier | Fly Over | Course °M(°T)  | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KIAS) | Vertical Angle | Navigation Specification |
|---------------|-----------------|---------------------|----------|----------------|--------------------|---------------|----------------|---------------|--------------|----------------|--------------------------|
| 001           | VA              | -                   | -        | 033<br>(025.6) | -7.5               | -             | -              | +700          | -            | -              | RNP1                     |
| 002           | DF              | KAMIG               | -        | -              | -7.5               | -             | -              | +6000         | -            | -              | RNP1                     |
| 003           | TF              | OLVIN               | -        | 044<br>(036.3) | -7.5               | 35.9          | -              | -             | -            | -              | RNP1                     |

| 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              | -                   | -        | 213 (205.7)   | -7.5               | -             | -              | +700          | -            | -              | RNP1                     |
| 002           | DF              | FE100               | -        | -             | -7.5               | -             | -              | -             | -            | -              | RNP1                     |
| 003           | TF              | FE102               | -        | 123 (115.8)   | -7.5               | 6.2           | -              | -             | -            | -              | RNP1                     |
| 004           | TF              | KAMIG               | -        | 029 (021.9)   | -7.5               | 30.9          | -              | +6000         | -            | -              | RNP1                     |
| 005           | TF              | OLVIN               | -        | 044 (036.3)   | -7.5               | 35.9          | -              | -             | -            | -              | RNP1                     |

CHANGE : Navigation Specification(Basic RNP1  $\rightarrow$  RNP1).



INSTRUMENT APPROACH CHART



## RJFE / FUKUE

KOBE CONTROL  
118.9 - 303.8  
134.25 - 315.5

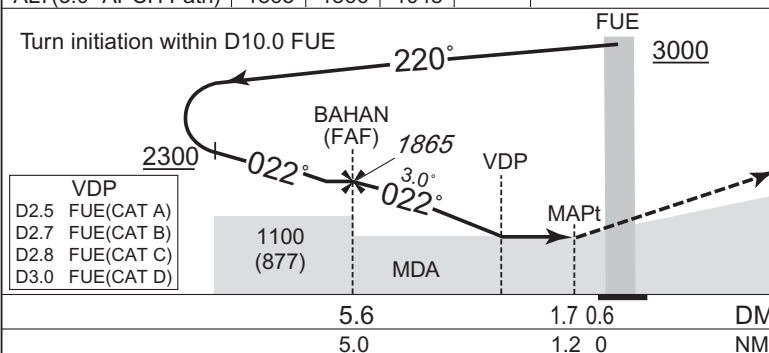
FUKUE VOR/DME  
115.8 FUE  
CH-105X ::=  
32°40'07"N/128°49'36"E

FUKUE RADIO  
118.35  
AFIS provided  
by Fukuoka Airport Office

NO RADAR



|                     |      |      |      |      |
|---------------------|------|------|------|------|
| NM to FUE           | FAF  | 5    | 4    | MAPt |
| ALT(3.0° APCH Path) | 1865 | 1366 | 1048 | –    |



**MISSED APPROACH**  
Climb to 3000FT via FUE R022,  
turn right, direct to FUE VOR/DME  
and hold.  
Contact FUKUE RADIO.

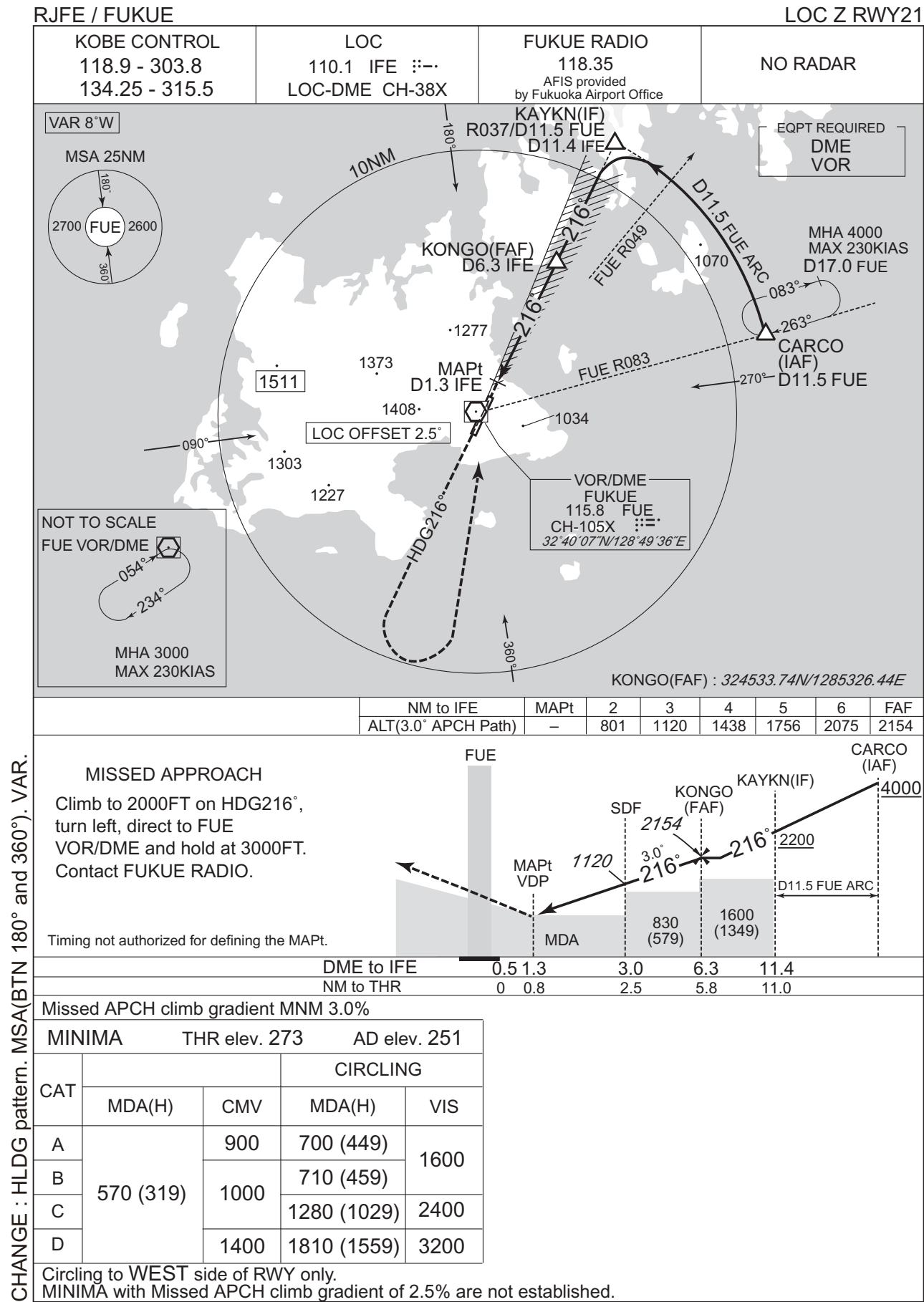
Timing not authorized for defining the MAPt.

|                                     |            |               |              |      |
|-------------------------------------|------------|---------------|--------------|------|
| Missed APCH climb gradient MNM 5.0% |            |               |              |      |
| MINIMA                              |            | THR elev. 223 | AD elev. 251 |      |
| CAT                                 |            |               | CIRCLING     |      |
|                                     | MDA(H)     | CMV           | MDA(H)       | VIS  |
| A                                   | 880 (657)  | 1200          | 880 (629)    | 1600 |
| B                                   | 920 (697)  | 1400          | 920 (669)    |      |
| C                                   | 970 (747)  |               | 1280 (1029)  |      |
| D                                   | 1010 (787) | 1800          | 1810 (1559)  | 3200 |

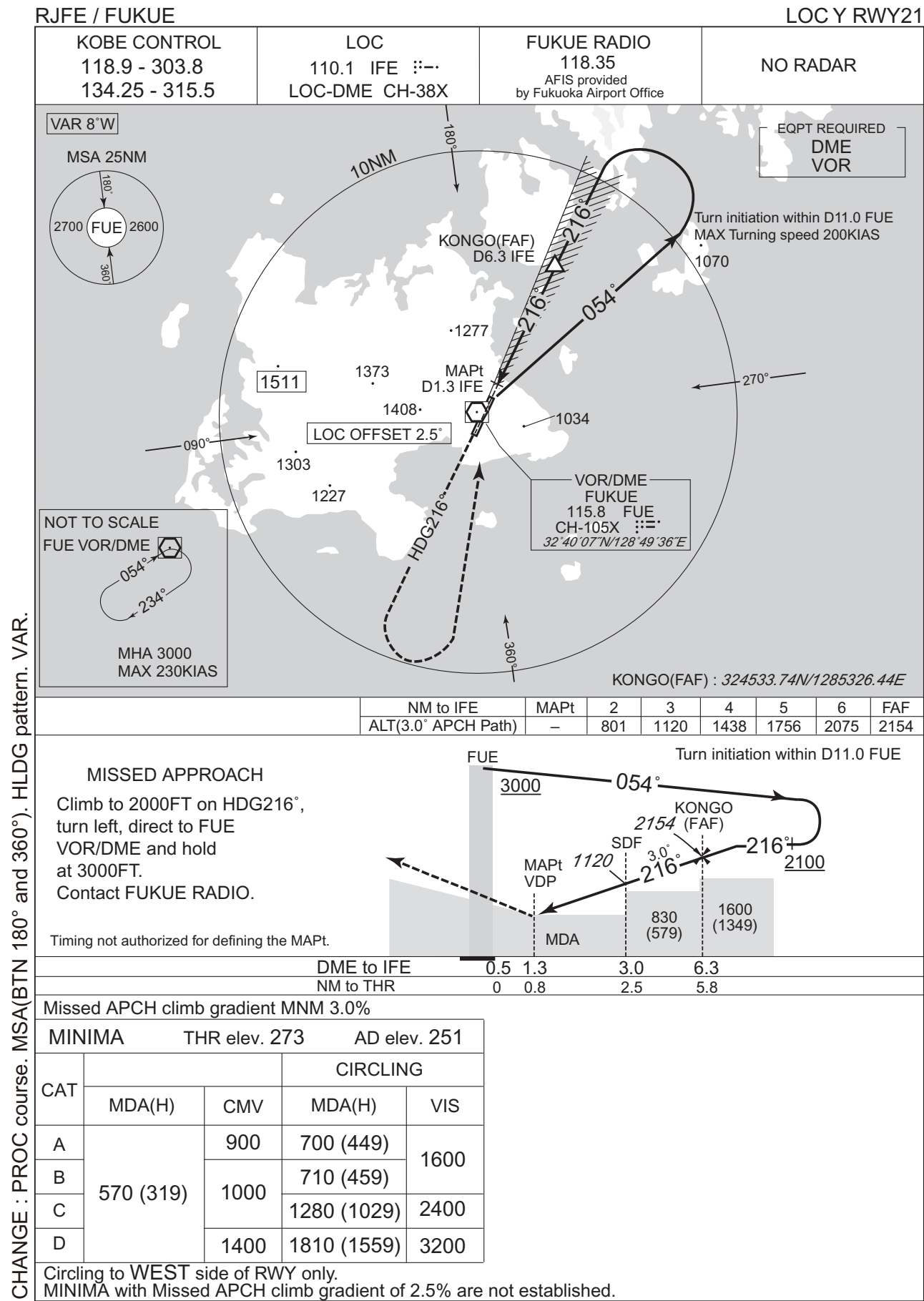
Circling to WEST side of RWY only.  
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : PROC course. HLDG pattern. Missed APCH course. MSA(BTN 180° and 360°). VAR.

INSTRUMENT APPROACH CHART

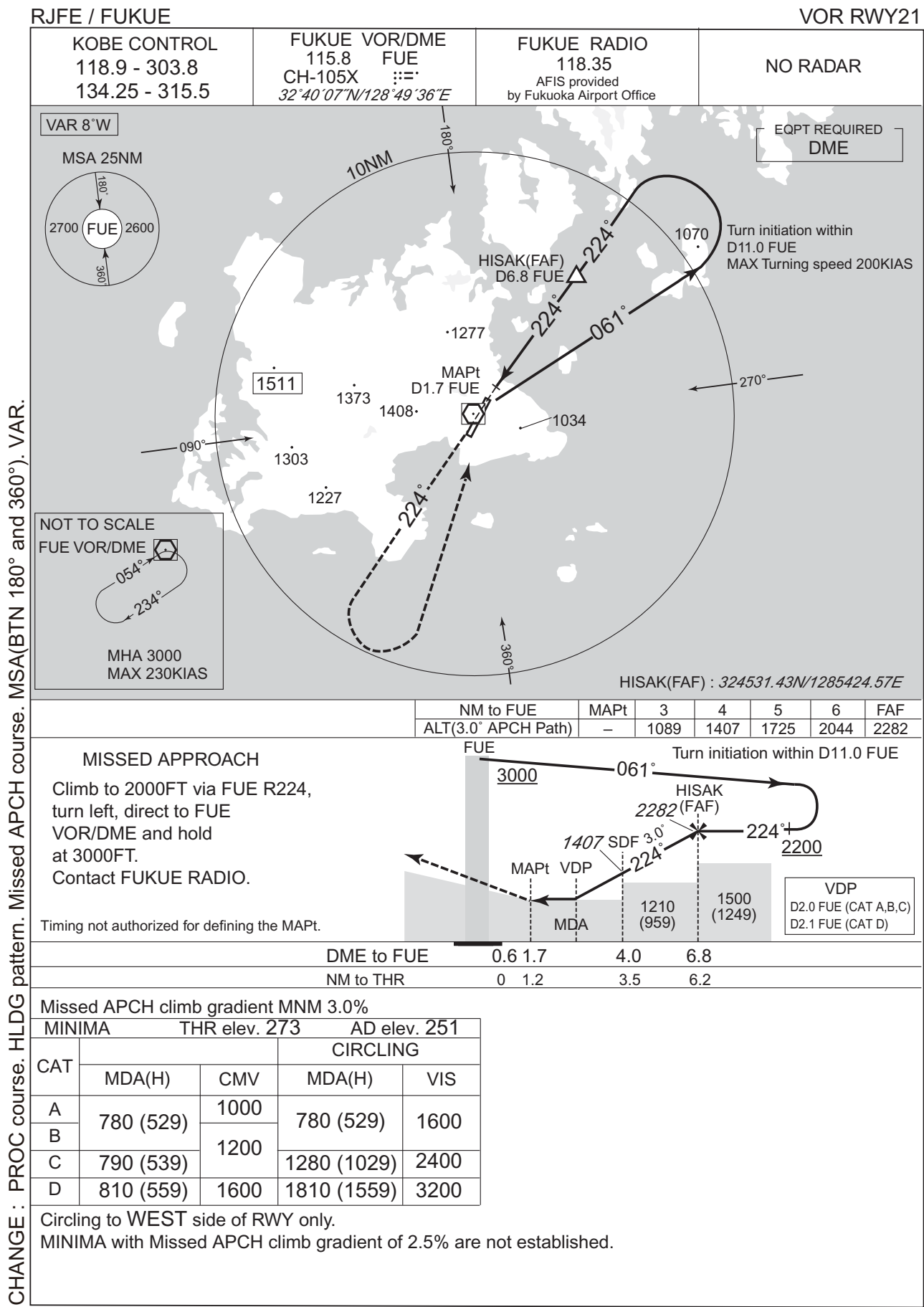


INSTRUMENT APPROACH CHART



CHANGE : PROC course. MSA(BTN 180° and 360°). HLDG pattern. VAR.

INSTRUMENT APPROACH CHART



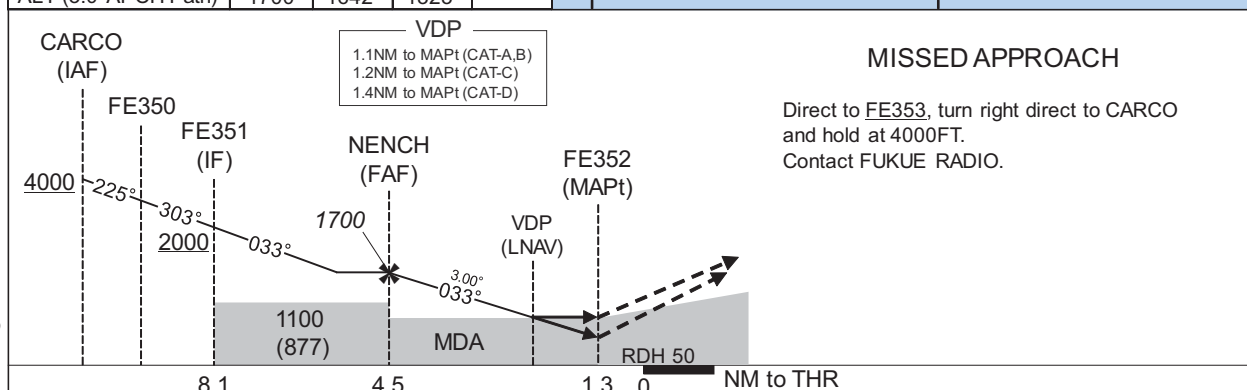
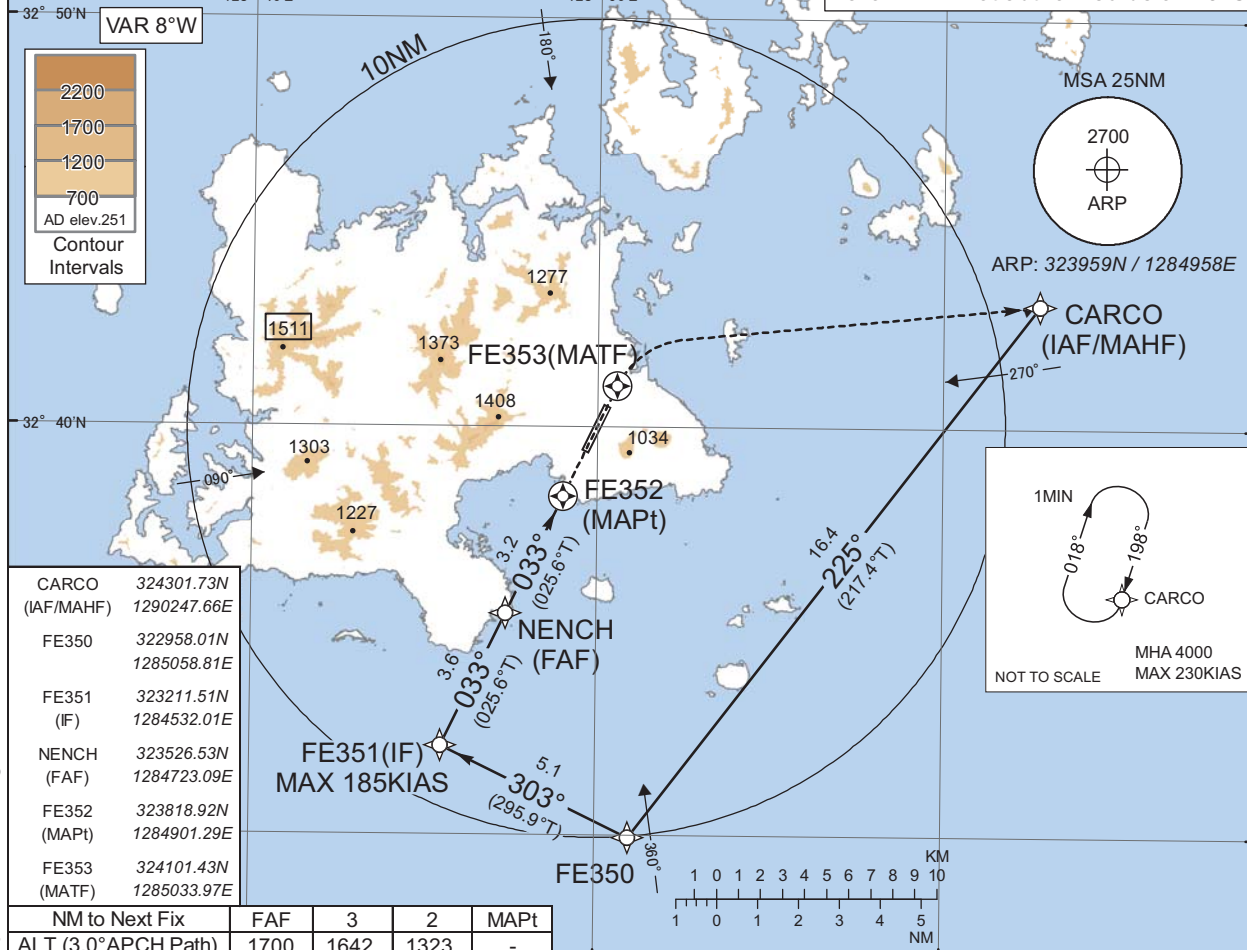
## INSTRUMENT APPROACH CHART

RJFE / FUKUE

RNP RWY03

|   |                                  |   |          |
|---|----------------------------------|---|----------|
| KOBE CONTROL<br>118.9 - 303.8<br>134.25 - 315.5 | RNP APCH<br>MSAS CH88033<br>M03A | FUKUE RADIO<br>118.35<br>AFIS provided by<br>Fukuoka Airport Office | NO RADAR |
|---|----------------------------------|---|----------|

Baro-VNAV not authorized below -5°C



Missed APCH climb gradient MNM 5.0%

| CAT | THR elev. 223 |      | AD elev. 251 |      | LNAV      |      | CIRCLING   |      |
|-----|---------------|------|--------------|------|-----------|------|------------|------|
|     | DA(H)         | CMV  | DA(H)        | CMV  | MDA(H)    | CMV  | MDA(H)     | VIS  |
| A   | 611(388)      | 900  | 1010(787)    | 1200 | 1010(787) | 1200 | 1010(759)  | 1600 |
| B   | 621(398)      | 1000 | 1050(827)    | 1400 | 1050(827) | 1400 | 1280(1029) | 2400 |
| C   | 631(408)      | 1400 | 1090(867)    | 1800 | 1090(867) | 1800 | 1810(1559) | 3200 |
| D   | 641(418)      |      |              |      |           |      |            |      |

Circling to WEST side of RWY only.

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

CHANGE : Missed APCH for using VOR/DME abolished. HLDG pattern for using NAVAID abolished.

## INSTRUMENT APPROACH CHART

RJFE / FUKUE

RNP RWY03

**FAS DATA BLOCK**

|                                  |               |                            |               |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type                   | 0             | LTP/FTP ellipsoidal height | +00987        |
| SBAS service provider identifier | 2             | FPAP latitude              | 324027.7825N  |
| Airport identifier               | RJFE          | FPAP longitude             | 1285014.8040E |
| Runway                           | 03            | Threshold crossing height  | 00015.0       |
| 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                | M03A          | ∠ length offset            | 0000          |
| LTP/FTP latitude                 | 323929.3105N  | HAL                        | 40.0          |
| LTP/FTP longitude                | 1284941.4435E | VAL                        | 50.0          |
| CRC remainder                    | E0818BF5      |                            |               |

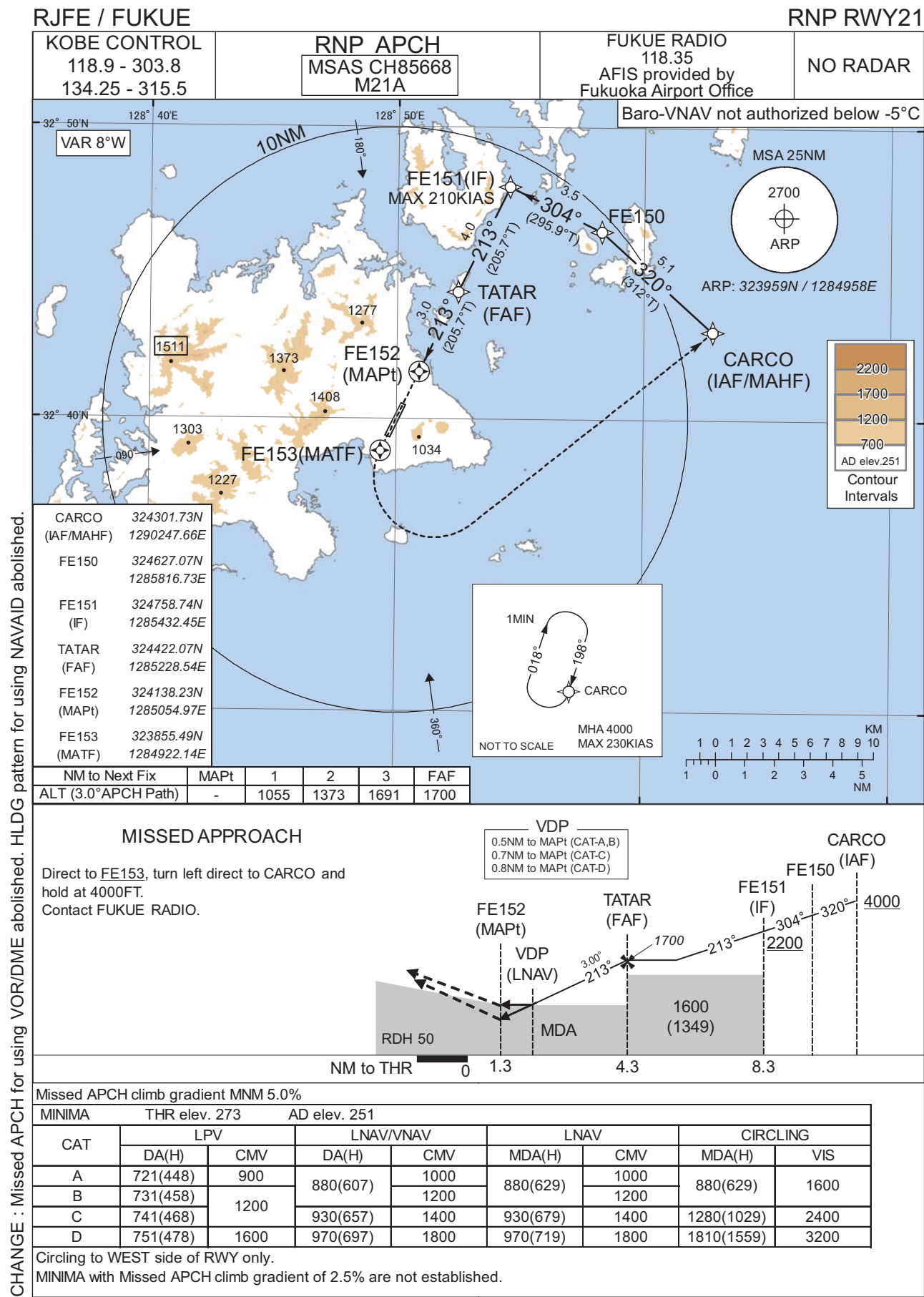
**Required additional data**

|                            |      |
|----------------------------|------|
| LTP/FTP orthometric height | 67.7 |
|----------------------------|------|

CHANGE : Description of FAS DATA BLOCK ITEM(CRC remainder).



INSTRUMENT APPROACH CHART





## INSTRUMENT APPROACH CHART

RJFE / FUKUE

RNP RWY21

**FAS DATA BLOCK**

|                                  |               |                            |               |
|----------------------------------|---------------|----------------------------|---------------|
| Operation type                   | 0             | LTP/FTP ellipsoidal height | +01140        |
| SBAS service provider identifier | 2             | FPAP latitude              | 323929.3105N  |
| Airport identifier               | RJFE          | FPAP longitude             | 1284941.4435E |
| Runway                           | 21            | Threshold crossing height  | 00015.0       |
| 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                | M21A          | ∠ length offset            | 0000          |
| LTP/FTP latitude                 | 324027.7825N  | HAL                        | 40.0          |
| LTP/FTP longitude                | 1285014.8040E | VAL                        | 50.0          |
| CRC remainder                    | 7B7068FB      |                            |               |

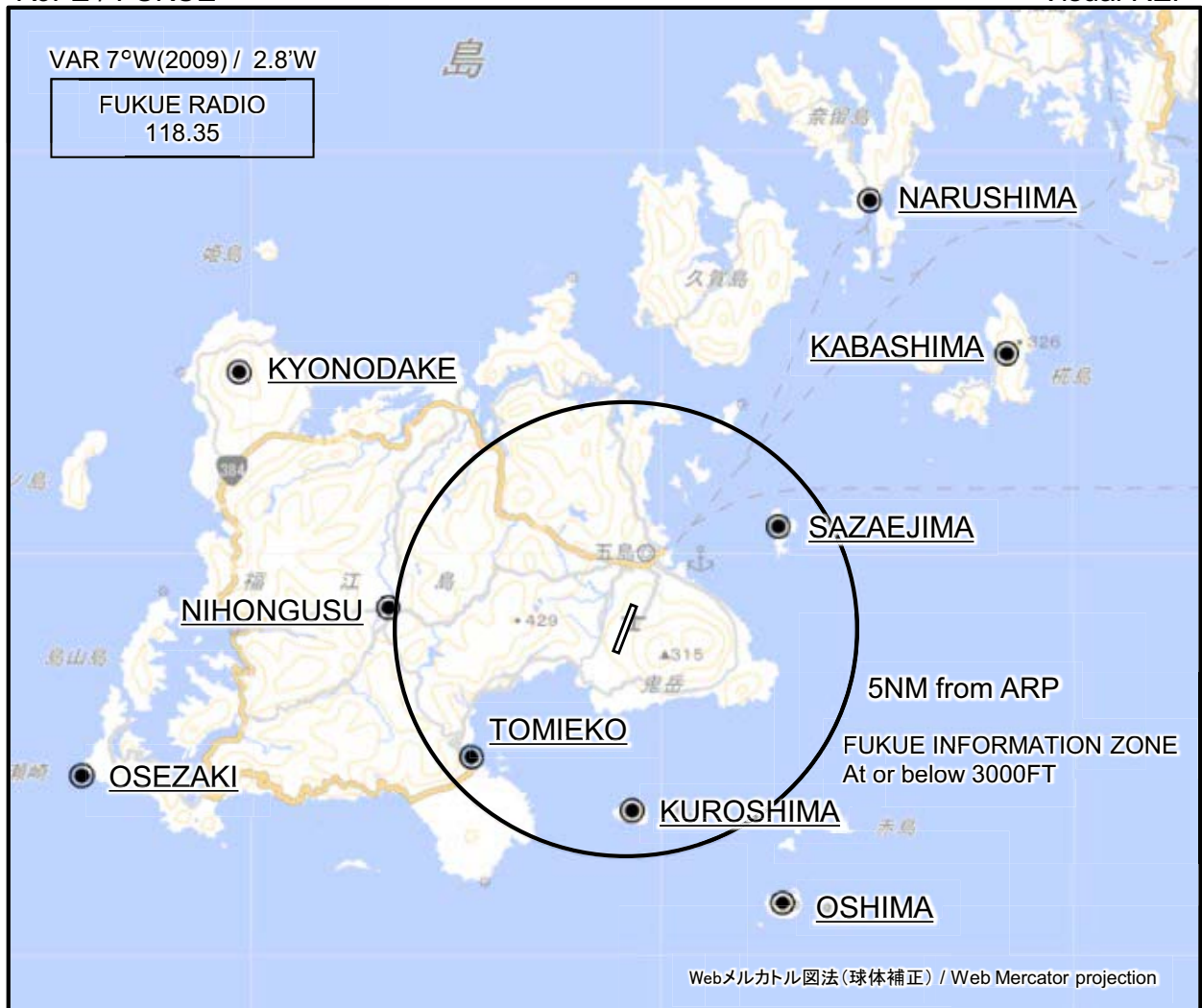
**Required additional data**

|                            |      |
|----------------------------|------|
| LTP/FTP orthometric height | 82.9 |
|----------------------------|------|

CHANGE : Description of FAS DATA BLOCK ITEM(CRC remainder).

RJFE / FUKUE

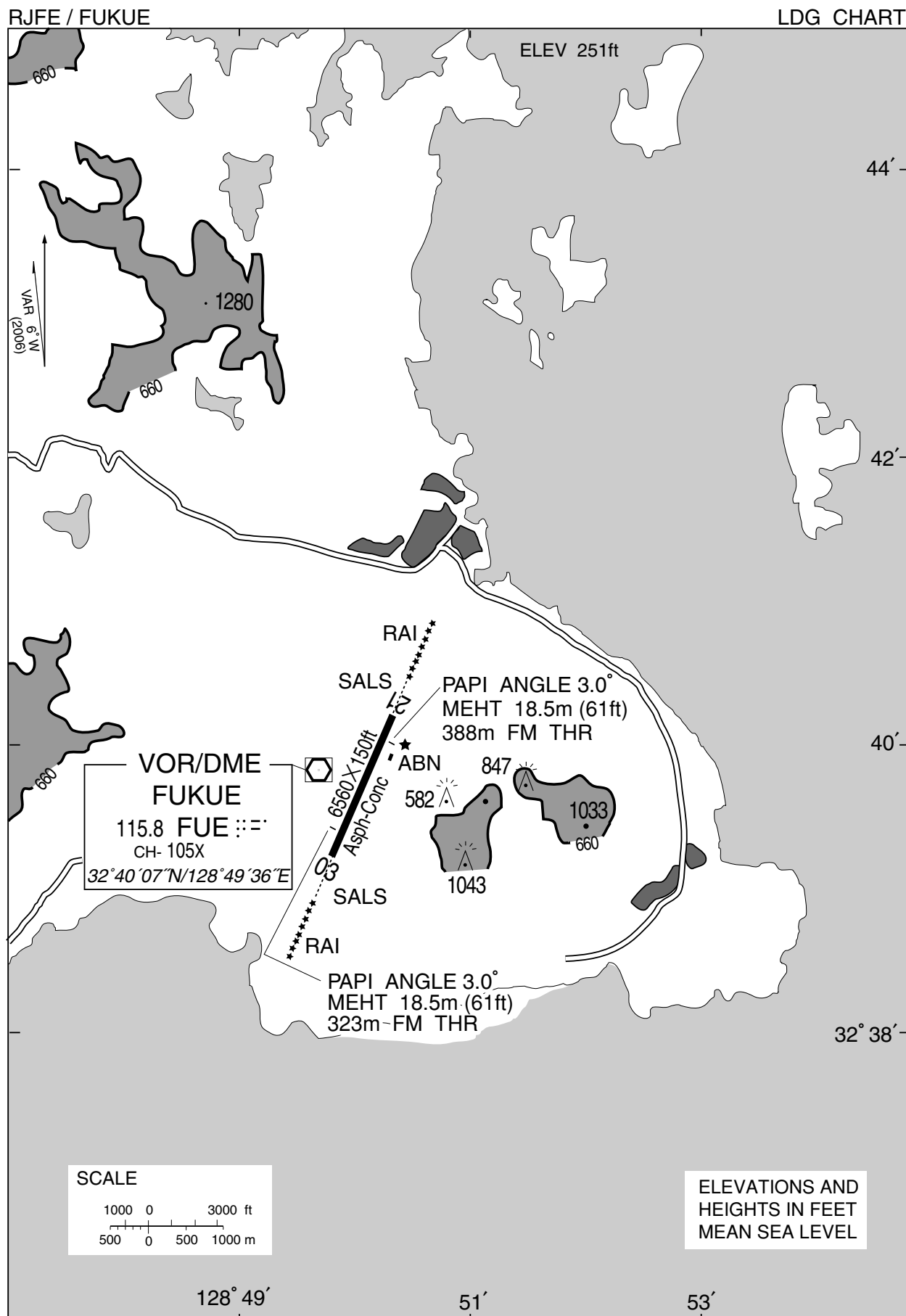
Visual REP



※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 : Secondary FREQ abolished.

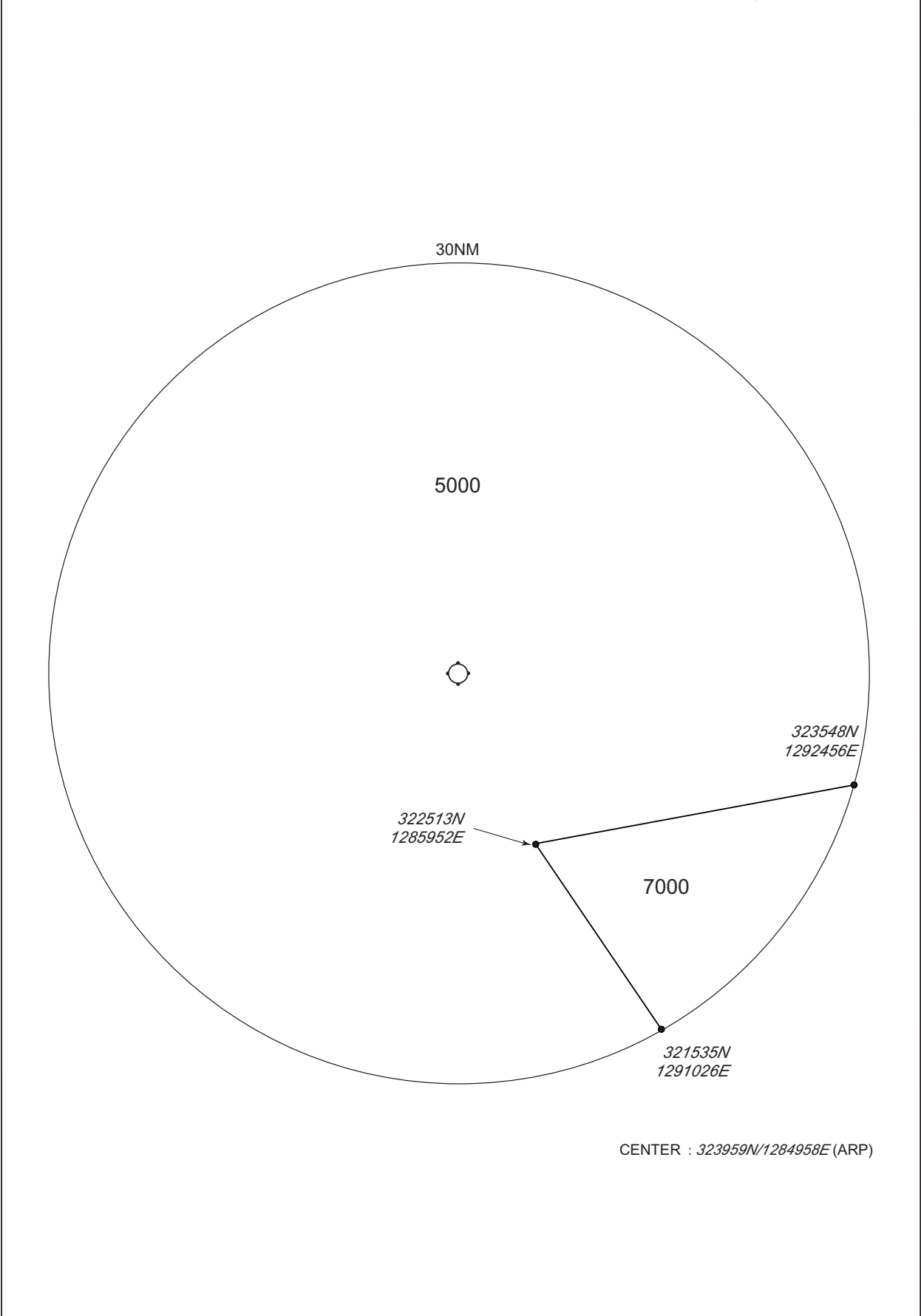
| Call sign        | BRG / DIST from ARP | Remarks               |
|------------------|---------------------|-----------------------|
| 奈留島<br>Narushima | 029°T / 10.8NM      | 浦港<br>Harbor          |
| 枇島<br>Kabashima  | 053°T / 10.2NM      | 島<br>Island           |
| 京ノ岳<br>Kyonodake | 304°T / 10.1NM      | レーダーサイト<br>Radar site |
| 蝶螺島<br>Sazaejima | 055°T / 4.0NM       | 島<br>Island           |
| 二本楠<br>Nihongusu | 275°T / 5.2NM       | 十字路<br>Intersection   |
| 富江港<br>Tomieko   | 230°T / 4.4NM       | 港<br>Harbor           |
| 大瀬崎<br>Osezaki   | 255°T / 12.2NM      | 灯台<br>Lighthouse      |
| 黒島<br>Kuroshima  | 179°T / 4.0NM       | 島<br>Island           |
| 黄島<br>Oshima     | 151°T / 6.9NM       | 島<br>Island           |



RJFE / FUKUE

Minimum Vectoring Altitude CHART

CHANGE : Shape of segment.



**INTENTIONALLY LEFT BLANK**