

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 16L 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 (2025) / 3'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) 2025-3 Sasai, Hakata-ku, Fukuoka, Japan Tel : 092(621)2221 (2330-0815UTC MON THRU FRI)

RJFF AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24 (See AIP RJFF AD2.20)
2	Customs and immigration	Customs: 2200-1300 Immigration: 2130-1300
3	Health and sanitation	2200-1300
4	AIS Briefing Office	Nil
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(16L/34R), TWY(A, B, E2, E5(RWY34R in use), E9(RWY16L in use), E12, E13, K1, K3, K7, C1, W1, C9 and Y) (2) EAST APRON(From SPOT NR 1 to SPOT NR 12) and WEST APRON(From SPOT NR 50 to SPOT NR 58)
3	Remarks	Seasonal availability : All seasons TWY/APN to measure the coefficient of friction : TWY(A, B, E1-E3, E5, E9, E12, E13, K1, K3, K7, C1, W1, C3, W3, C6, W8, C9 and Y)

RJFF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete Strength : PCR 1132/R/B/W/T SPOT NR 1, 1L, 1R, 2, 3, 4, 5, 6, 6L, 6R, 7, 8, 9, 10, 11, 11L, 11R, 12, 12L, 12R, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 32L, 32R, 47, 48, 48L, 48R, 49, 49L, 49R, 50, 50L, 50R, 51, 51L, 51R, 52, 52L, 52R, 53, 54, 55, 56, 57, 58, 59
2	Taxiway width, surface and strength	Surface : Asphalt concrete and concrete Strength : PCR 1221/F/B/X/T : A, K1, K2, K3, K4, K5, K6, K7, Y, E1, E2, E3, E4, E5, E6, E7, E8, E9, E10, E11, E12, E13, C1, C2, C3, C4, C5, C6, C7, C8, C9, W1, W2, W3, W4, W5, W6, W7, W8, W9, W10, B, L Width : 83M : U 51M : K7 50M : K4, K5 49M : K1, K2, K3, K6 44M : W2, W3, W4, W5, W6, W7, W8, W9 35.6M : W10 34M : E4, E7, E10, C2, C5, C8 33.3M : W1 32M : E2 30M : E1, E3, E5, E6, E8, E9, C3, C4, C6, C7 28.5M : E11, E12, E13, C1, C9 24M : L 23M : A, B, Y, J1, J2, J3, J4, J5
3	ACL and elevation	Not available
4	VOR checkpoints	Not available

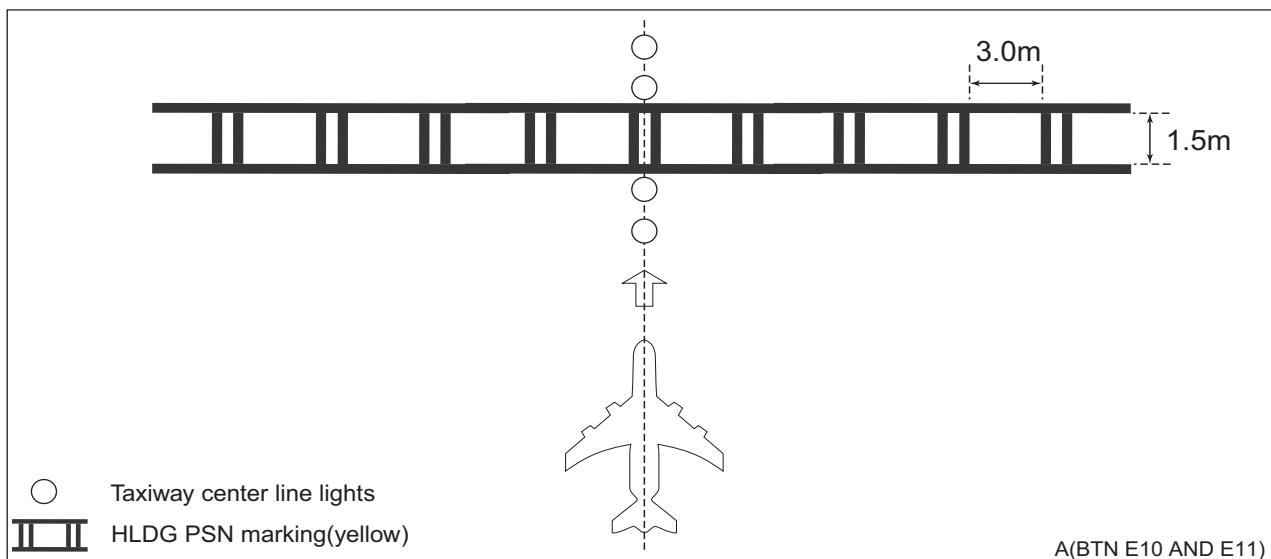
5	INS checkpoints	Spot NR 1L : 333604.12N 1302640.21E 1 : 333603.77N 1302641.50E 1R : 333603.25N 1302641.57E 2 : 333601.96N 1302642.28E 3 : 333600.75N 1302643.11E 4 : 333559.55N 1302643.93E 5 : 333558.35N 1302644.75E 6L : 333557.24N 1302645.58E 6 : 333556.91N 1302646.93E 6R : 333556.40N 1302647.01E 7 : 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 : 333514.88N 1302637.09E 52L : 333514.37N 1302638.42E 53 : 333512.34N 1302638.83E 54 : 333510.24N 1302640.27E 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 : L, U Visual docking guidance system : NR1, NR2 - 5, NR6, NR7 - 10, NR11, NR12 (See attachment)
2	RWY and TWY markings and LGT	<p>RWY:16L/34R, 16R/34L (Marking): RWY designation, RWY CL, TDZ, Aiming point, RWY THR, RWY side stripe, RWY middle point (LGT): REDL, RCLL, RTHL, RENL, RTZL(RWY16L/34R), WBAR(RWY16L/34R), RWY DIST marker(RWY16L/34R), Takeoff Hold Lights (RWY status LGT) (RWY16L/34R, see attached chart)</p> <p>TWY: ALL TWY (Marking): TWY CL, TWY side stripe (LGT): TWY edge LGT (EXC K1 - K7, Y, U)</p> <p>TWY: E1 - E13, C1 - C9, W1 - W10 (Marking): RWY HLDG PSN, Mandatory instruction (LGT): RWY guard LGT</p> <p>TWY: A, E1 - E5, B, K1 - K7, Y (Marking): SFC painted direction sign (see attached chart)</p> <p>TWY: B(BTN W9 AND C9) (Marking): SFC painted location sign (see attached chart)</p> <p>TWY: A(BTN E10 AND E11) (Marking): GP HOLD LINE</p> <p>TWY: B(BTN W10 AND C9) (Marking): APPROACH/DEPARTURE HOLD LINE</p> <p>TWY: E1 - E13, C1 - C9, W1 - W10, A, B, K1 - K7, Y (LGT): TWY CL LGT</p> <p>TWY: E1 - E13, C1 - C9, W1 - W10, A, B (LGT): Taxiing guidance sign</p> <p>TWY: E1 - E5, E7, E10 - E13, C1, C2, C5, C8, C9 (LGT): Runway Entrance Lights(RWY status LGT) (see attached chart)</p>
3	Stop bars	Nil
4	Remarks	(LGT): Apron flood LGT (Marking): Over run area

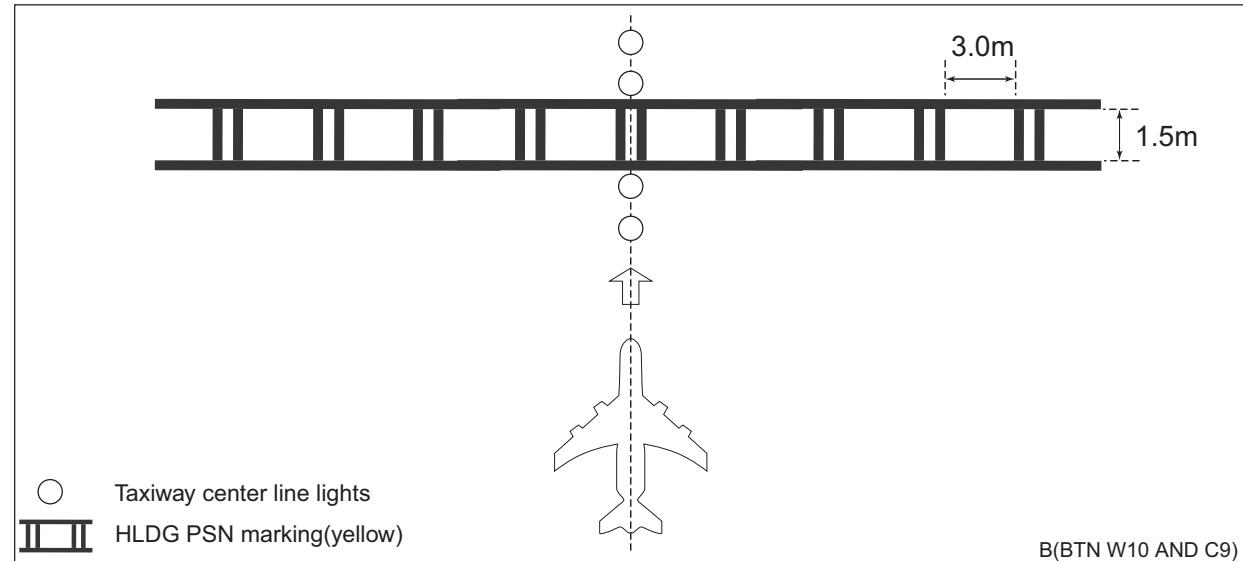
GP HOLD LINE

The "GP HOLD LINE" is installed on TWY A (BTN E10 AND E11), consists of HLDG PSN 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".



APPROACH / DEPARTURE HOLD LINE

The "APPROACH / DEPARTURE HOLD LINE" is installed on TWY B (BTN W10 AND C9), consists of HLDG PSN marking.
(see below figure, and AD2.24-ADC-1 AD CHART) REF AD1.1.6.13



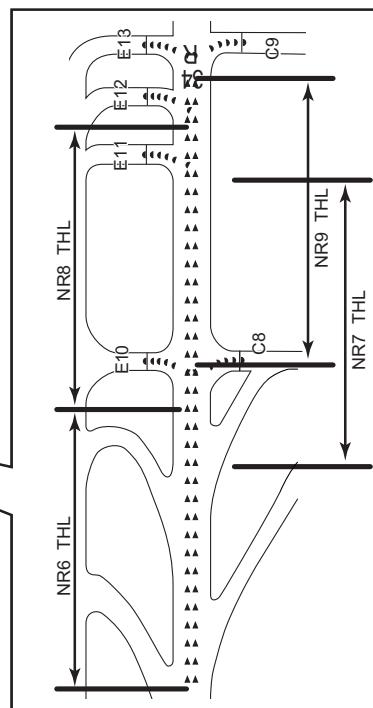
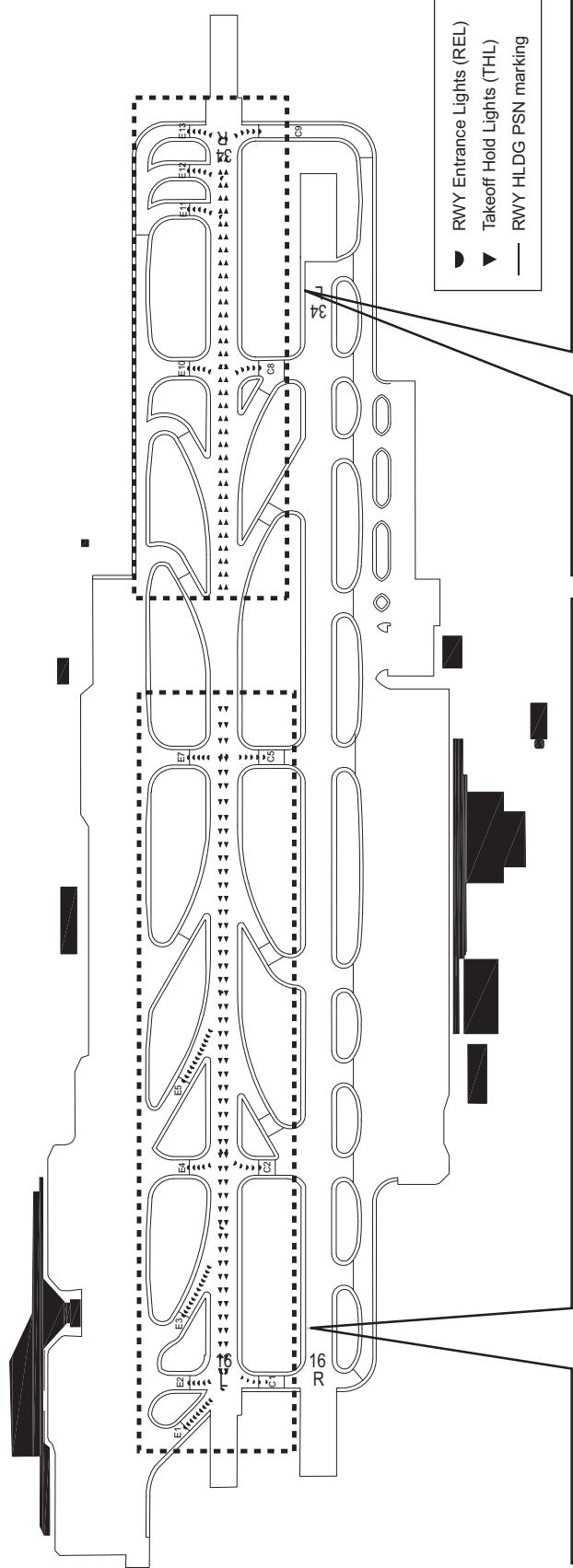
Runway Entrance Lights (REL) and Takeoff Hold Lights (THL)

Figure 2

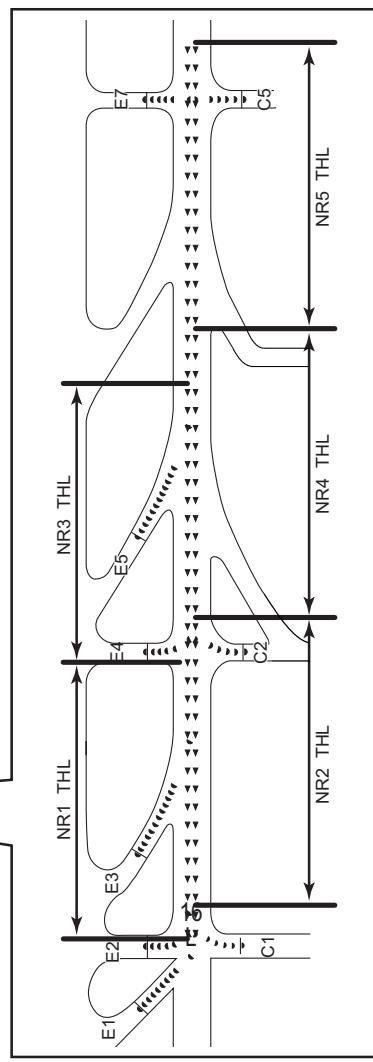


Figure 1

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 and Surface Painted Location Sign

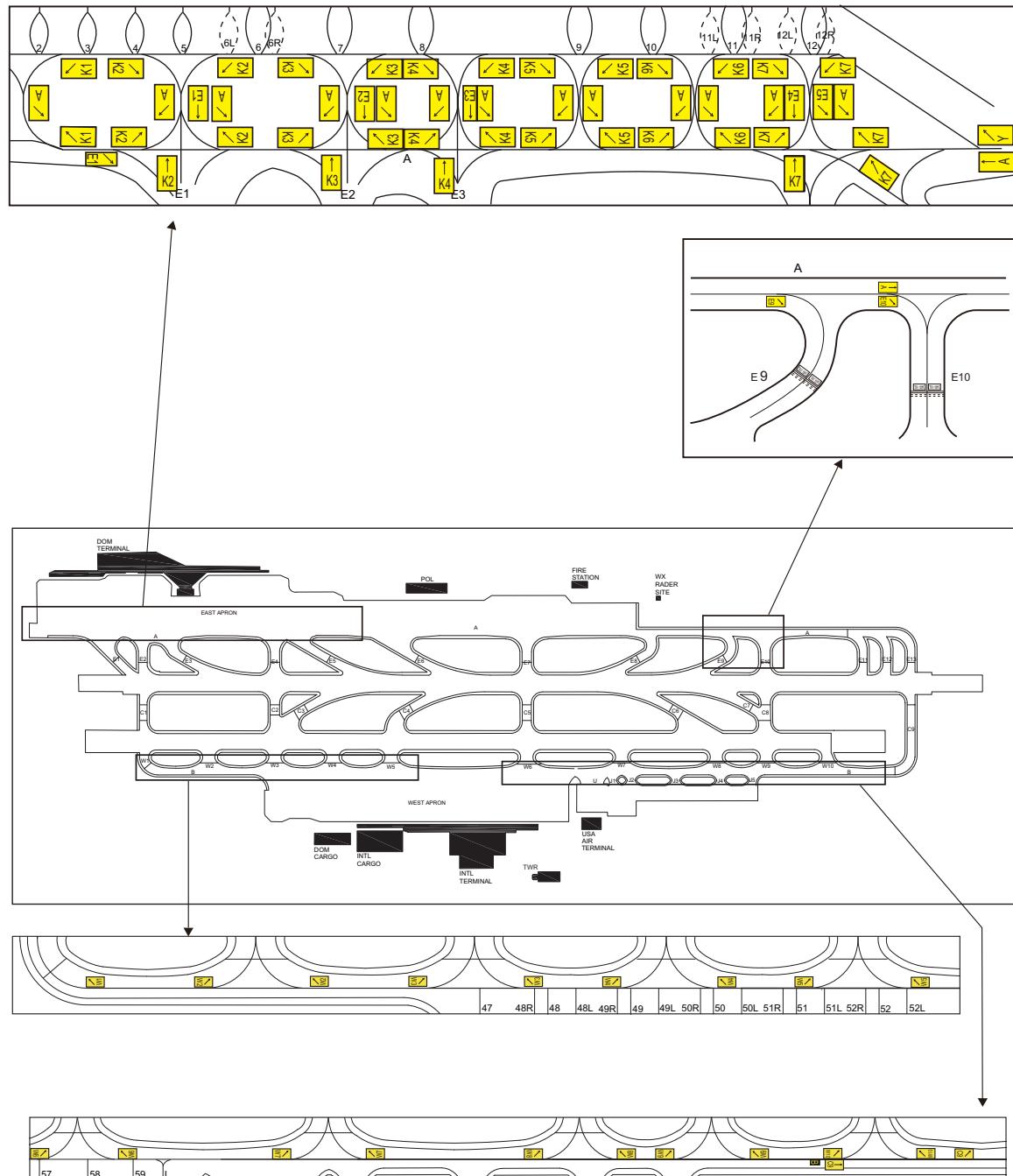
Type of Surface Markings

(1) Surface Painted Direction Sign

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.

(2) Surface Painted Location Sign

This type of marking indicates the designation of the taxiway on which the aircraft is located. Yellow inscriptions with a black background and a yellow frame.



VISUAL DOCKING GUIDANCE SYSTEM

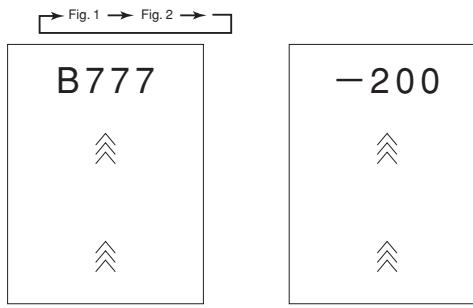
1. General

- (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, starts 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)



- (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.

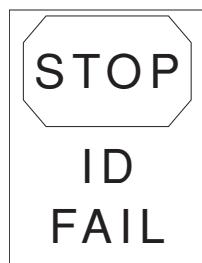


Fig. 3

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)

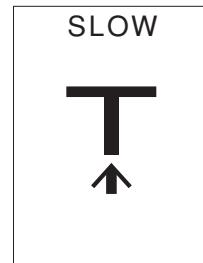


Fig. 4

- (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)

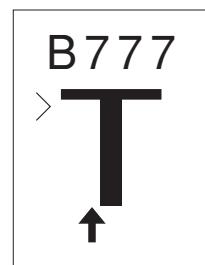


Fig. 5

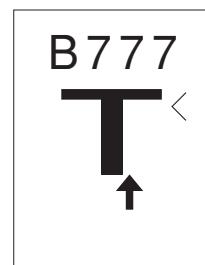


Fig. 6

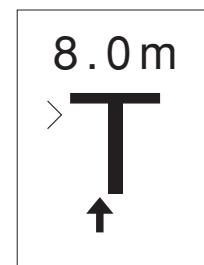


Fig. 7

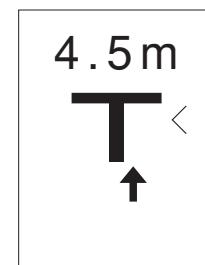


Fig. 8

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)

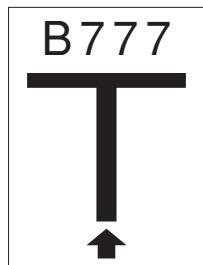


Fig. 9

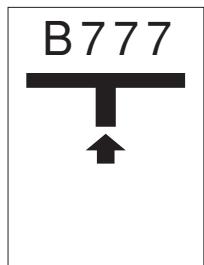


Fig. 10

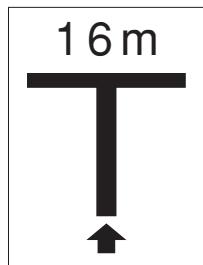


Fig. 11

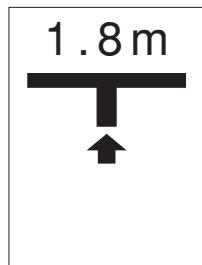


Fig. 12

- (2) When the aircraft reaches the stopping position, a message "STOP" will be displayed on the screen with a red border. (Fig.13)

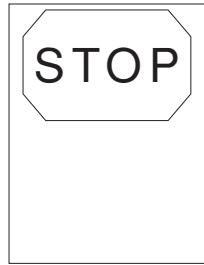


Fig. 13

- (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)

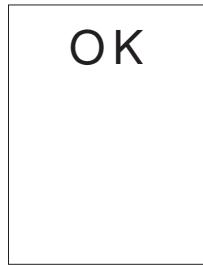


Fig. 14



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)

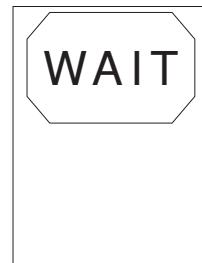


Fig. 17

- (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.

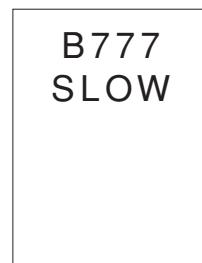


Fig. 18

RJFF AD 2.10 AERODROME OBSTACLES

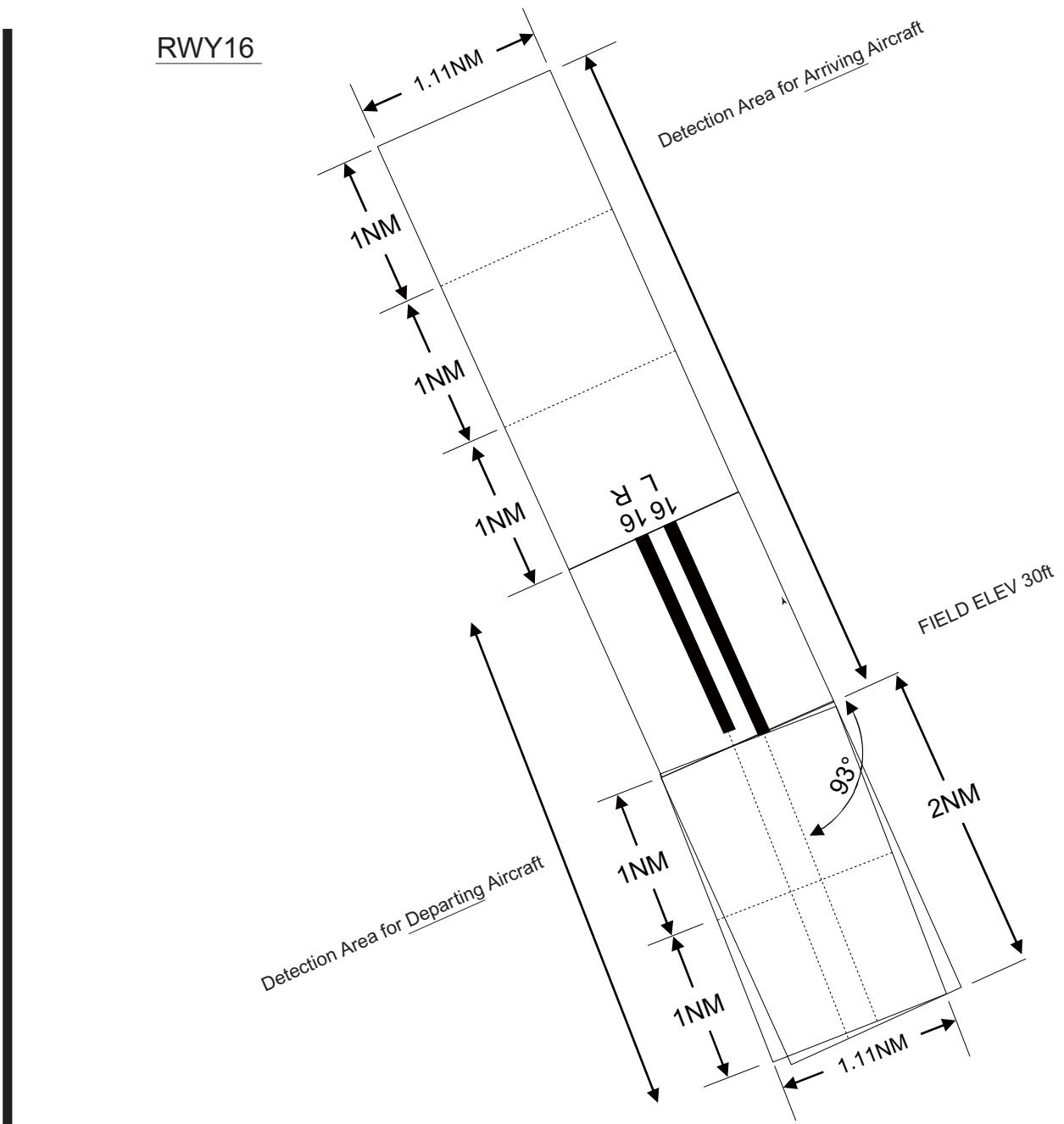
In Area 2 See Obstacle data

In Area 3 To be developed

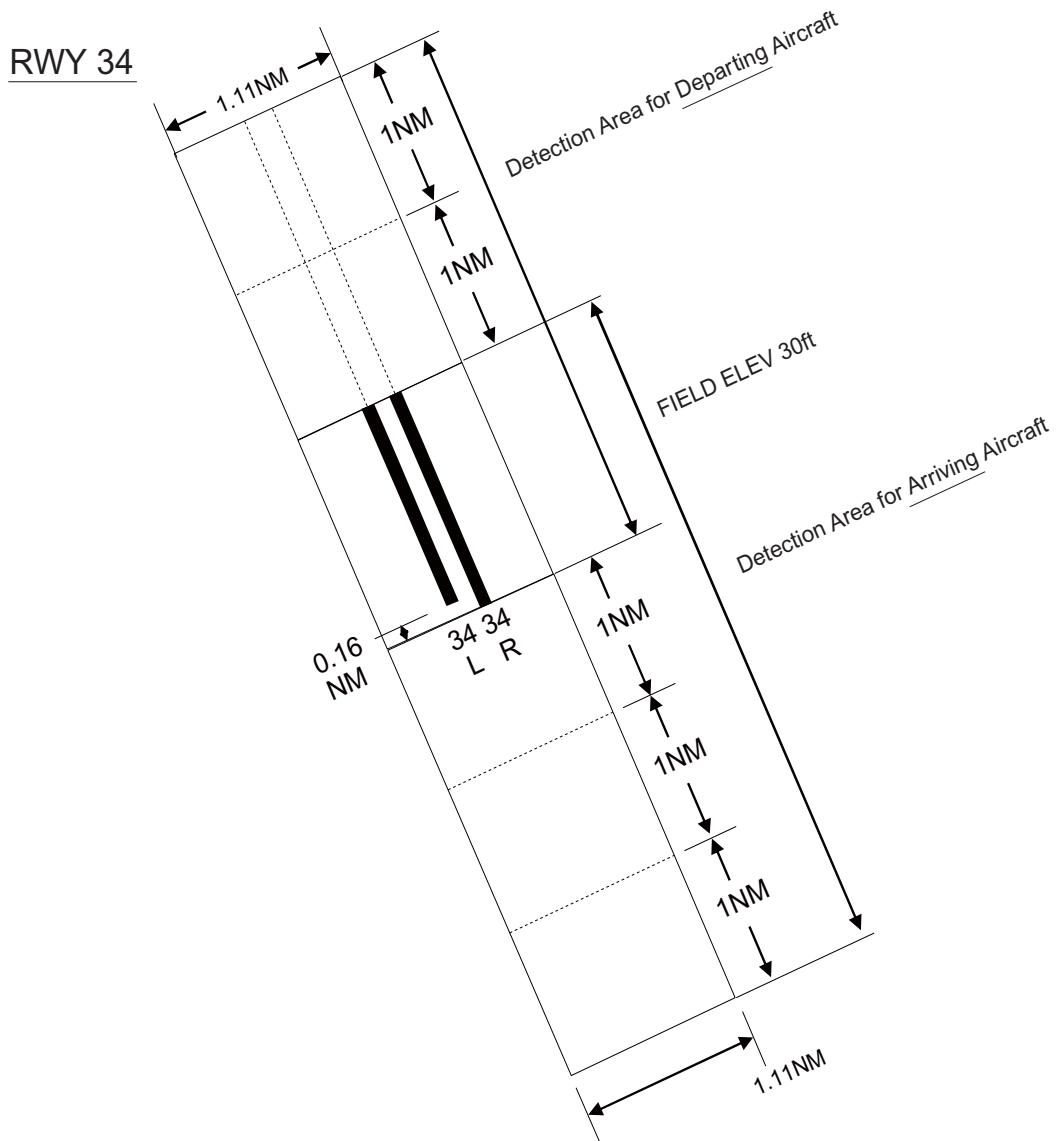
RJFF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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)



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(PCR) 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
16L	150.24°	2800x60	PCR 1183/F/B/X/T Asphalt Concrete	333548.91N 1302635.47E 106.7ft	THR ELEV:15.0FT TDZ ELEV:18.9FT
34R	330.24°	2800x60	PCR 1183/F/B/X/T Asphalt Concrete	333429.88N 1302729.47E 106.8ft	THR ELEV:32.2FT TDZ ELEV:32.2FT
16R	150.24°	2500x60	PCR 1356/F/B/X/T Asphalt Concrete	333545.49N 1302628.39E 106.8ft	THR ELEV:15.1FT TDZ ELEV:21.7FT
34L	330.24°	2500x60	PCR 1356/F/B/X/T Asphalt Concrete	333435.05N 1302716.52E 106.9ft	THR ELEV:32.5FT TDZ ELEV:32.5FT
Slope of RWY	Strip Dimen- sions(M)	RESA (Overrun) Dimensions(M)		Remarks	
7	10	11		14	
See below figure	2920x300 2620x150	221 x (MIN:235 MAX:300)* 240 x (MIN:154 MAX:300)* 207 x (MIN:112 MAX:150)* 240 x 150*		RWY grooving 2800m×40m RWY grooving 2500m×40m	
*For detail, ask airport administrator					
<p>RWY16L</p> <p>0m 200m 400m 600m 1000m 1400m 2800m</p>					
<p>RWY34R</p> <p>9.82m (32.2ft)</p> <p>RWY16R</p> <p>0m 900m 1100m 1400m 2500m</p> <p>RWY34L</p> <p>9.90m (32.5ft)</p>					

RJFF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16L	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
34R	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
16R	2500	2500	2500	2500	8203ft
TWY:W2	2204	2204	2204		7231ft
TWY:W3	1965	1965	1965		6447ft
TWY:C2	1960	1960	1960		6431ft
TWY:C3	1893	1893	1893		6211ft
TWY:W4	1755	1755	1755		5758ft
TWY:W5	1545	1545	1545		5069ft
TWY:C4	1513	1513	1513		4964ft
TWY:W6	1055	1055	1055		3461ft
TWY:C5	1050	1050	1050		3445ft
34L	2500	2500	2500	2500	8203ft
TWY:W9	2220	2220	2220		7284ft
TWY:C7, C8	2214	2214	2214		7264ft
TWY:W8	2040	2040	2040		6693ft
TWY:C6	1917	1917	1917		6290ft
TWY:W7	1697	1697	1697		5568ft
TWY:W6	1355	1355	1355		4446ft
TWY: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
16L	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)
34R	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)
16R	Nil	Green Nil	PAPI 3.0°/LEFT 443.5m 75ft	Nil	2,500m 30m Coded color (White/Red) LIH	2,500m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
34L	Nil	Green Nil	PAPI 3.0°/LEFT 487.7m 75ft	Nil	2,500m 30m Coded color (White/Red) LIH	2,500m 60m Coded color (White/Yellow) LIH	Red	Nil (*1)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red)(*1) CGL for RWY 34R RWY THR ID LGT for RWY 16R/34L THR(Color: White)								

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: RWY16L side 397m inside of RWY 16L THR RWY34R side 380m inside of RWY 34R THR RWY16R side 433m inside of RWY 16R THR RWY34L side 423m inside of RWY 34L 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(RWY16L/34R), RCLL, Overrun area edge LGT, Runway Entrance Lights, Takeoff Hold Lights Within 15 sec : Other LGT
5	Remarks	WDI LGT

RJFF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	T HELIPAD: 333529.50N 1302656.92E, Nil R HELIPAD: 333510.72N 1302709.75E, Nil A HELIPAD: 333454.61N 1302658.29E, Nil B HELIPAD: 333446.89N 1302703.56E, Nil
2	TLOF and/or FATO elevation M/FT	T HELIPAD: 17ft R HELIPAD: 20ft A HELIPAD: 24ft B HELIPAD: 26ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF and FATO area dimensions: 36.216m × 22.32m Surface: Asphalt and concrete Strength: 23ton Marking: TDZ (See AIP AD2.24 ad chart)
4	True BRG of FATO	150.24° / 330.24°
5	Declared distance available	Nil
6	APCH and FATO lighting	Nil
7	Remarks	<ul style="list-style-type: none"> • MAX helicopter type: T HELIPAD, R HELIPAD: EH10 A HELIPAD, B HELIPAD: H47 • only available to specific operators • daytime use only

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 TCA, Fukuoka departure, Fukuoka TWR 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

福岡特別管制区

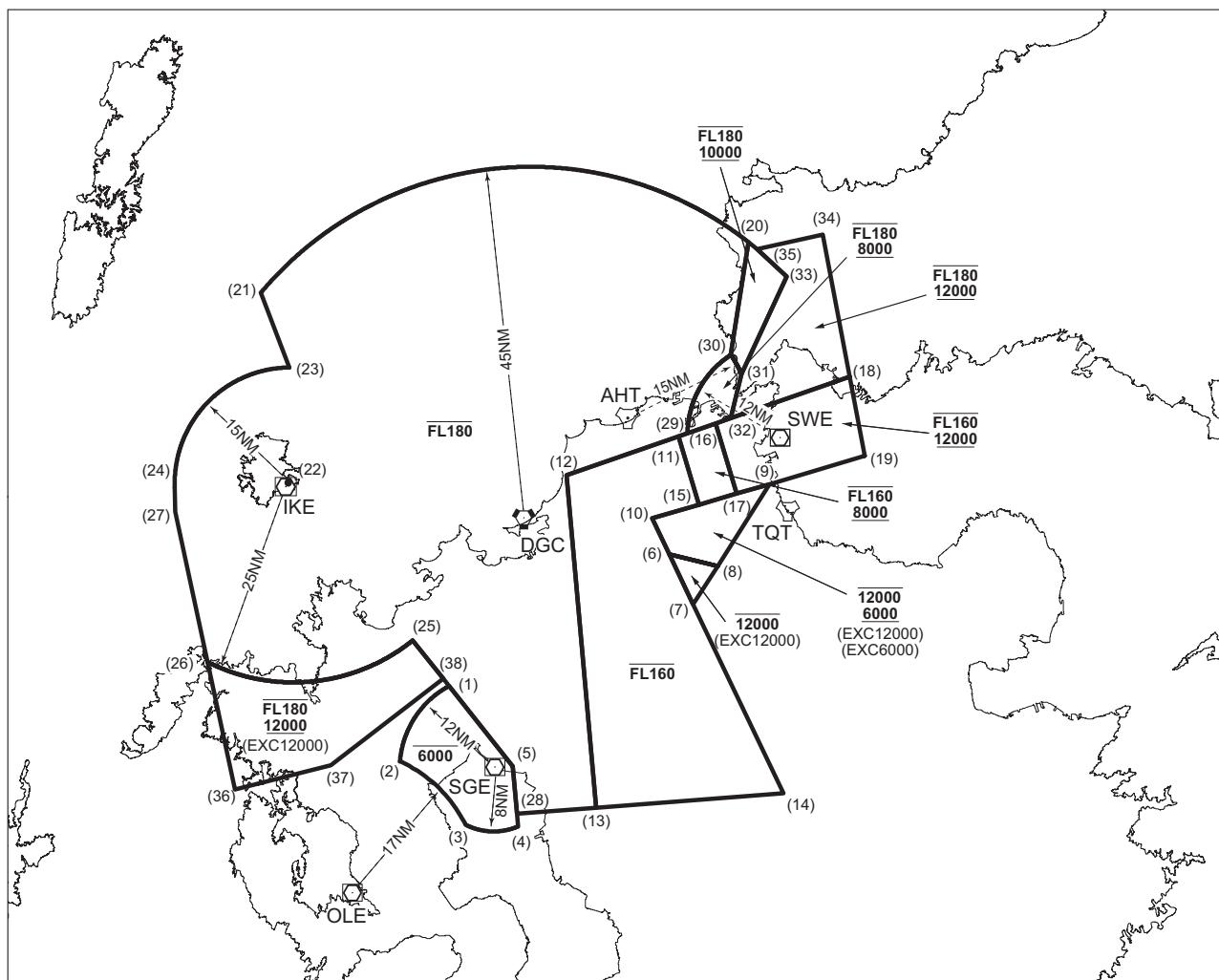
Fukuoka Positive Control Area

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL)	UNIT PROVIDING SERVICE	REMARKS
		LOWER LIMIT (AMSL) M(ft)		
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、福岡デパートナ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.

The map illustrates the Fukuoka Positive Control Area (PCA) boundaries and key locations. The PCA is bounded by a polygon defined by vertices at approximately 33°44'17"N 130°17'52"E, 33°46'20"N 130°22'11"E, 33°42'02"N 130°25'07"E, and 33°41'04"N 130°25'46"E. A dashed line extends from the top vertex to the right. Specific points marked include BIXAB, AKTIB, KOGA, DGC, SHIKA, MUROMI, OMAZU, OKITAZAKI, and CHOJABARU. Altitude levels indicated are 5000ft and 900ft, 800ft, and 700ft. The map also shows the coastline and various air routes.

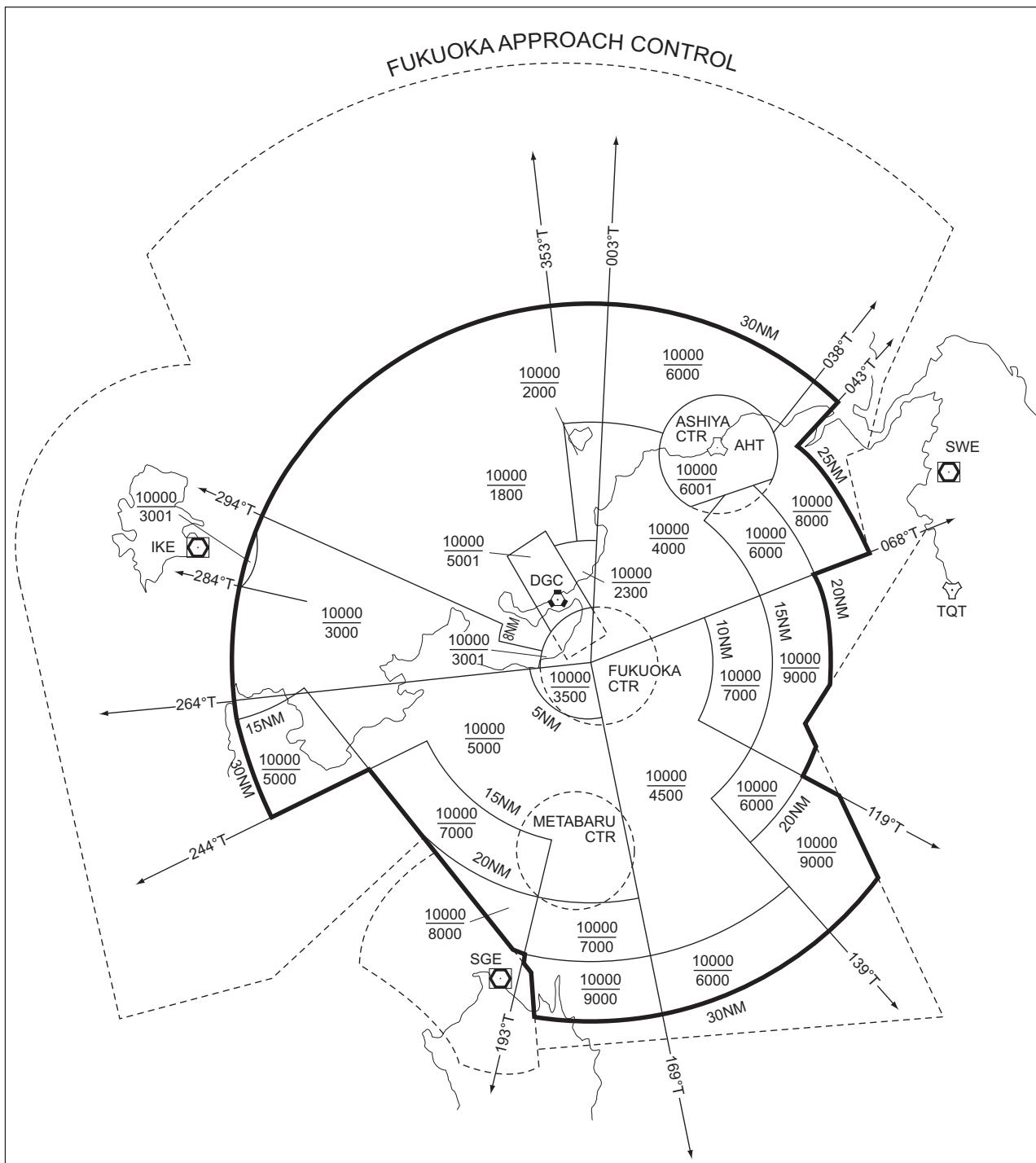
福岡進入管制区

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

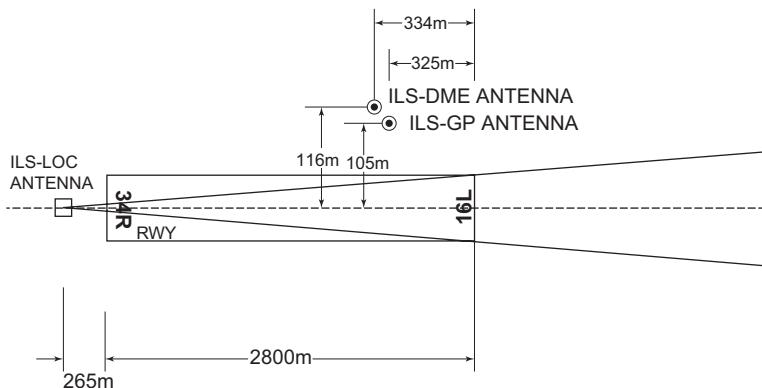
RJFF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Fukuoka Approach	119.65MHz(1) 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	(1)Primary 1315 - 2145 : APP service provided by Kobe Control
RADAR	Fukuoka Radar	119.65MHz 121.125MHz 119.7MHz 127.9MHz 128.45MHz 134.7MHz 261.2MHz 270.8MHz 279.2MHz 121.5MHz(E) 243.0MHz(E)	2145 - 1315	
DEP	Fukuoka Departure	127.9MHz(1) 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(1) 118.25MHz 126.2MHz 236.8MHz 121.5MHz(E) 243.0MHz(E)	H24	
GND	Fukuoka Ground	121.7MHz 121.8MHz 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

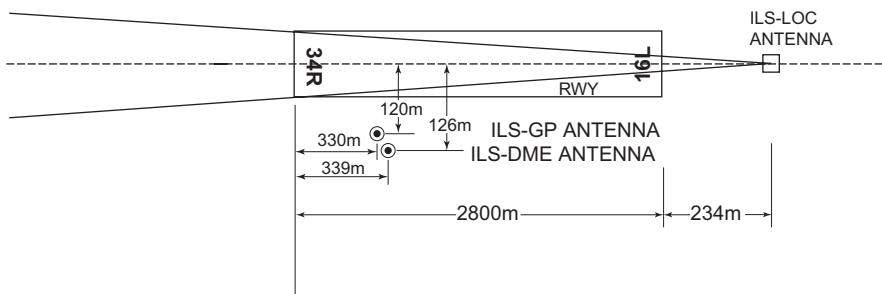
Type of aid (VOR declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR (8°W/2018)	DGC	114.5MHz	H24	334034.35N/ 1302322.66E		VOR unusable: 080°-100° beyond 30nm BLW 5,000ft. 120°-130° beyond 30nm BLW 6,000ft. 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 16L	IFO	111.7MHz	H24	333422.43N/ 1302734.55E		[For RWY16L] LOC 16L:265m(869ft) FM RWY34R THR, BRG(MAG)158°
ILS-GP 16L	-	333.5MHz	H24	333538.02N/ 1302638.18E		[For RWY16L] GP 16L: 325m (1066ft) inside FM RWY16L THR, 105m (344ft) SW of RCL. HGT of ILS reference datum 17.7m(58ft) GP angle 3.0°
ILS-DME 16L	IFO	1015MHz (CH-54X)	H24	333537.57N/ 1302637.96E	31ft	[For RWY16L] DME 16L: 334m(1096ft) inside FM RWY16L THR, 116m (383ft) SW of RCL.
ILS-LOC 34R	IFF	108.9MHz	H24	333555.49N/ 1302630.97E		[For RWY34R] LOC 34R: 234m(768ft) away FM RWY16L 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 34R	-	329.3MHz	H24	333441.10N/ 1302727.12E		[For RWY34R] GP 34R: 330m(1083ft) inside FM RWY34R THR. 120m (394ft) NE of RCL. HGT of ILS reference datum 16.5m(54ft). GP angle 3.0°
ILS-DME 34R	IFF	987MHz (CH-26X)	H24	333441.32N/ 1302727.22E	44ft	[For RWY34R] DME 34R: 339m(1112ft) inside FM RWY34R THR, 126m (413ft) NE of RCL.

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
LOC 16R	IFN	110.95MHz	H24	333424.36N/ 1302723.82E		[For RWY16R] LOC 16R: 379m(1243ft) away FM RWY34L THR, BRG(MAG)158.20°
LOC-DME 16R	IFN	1133MHz (CH-46Y)	H24	333423.11N/ 1302721.20E	46ft	[For RWY16R] DME 16R: 379m(1243ft) away FM RWY34L THR, 79m (259ft) SW of RCL.
LOC 34L	IFW	110.35MHz	H24	333552.08N/ 1302623.88E		[For RWY34L] LOC 34L: 234m(768ft) away FM RWY16R THR, BRG (MAG) 338.21° LOC unusable in the following areas: beyond 015° W side of LOC course. beyond 015° E side of LOC course.
LOC-DME 34L	IFW	1127MHz (CH-40Y)	H24	333550.81N/ 1302621.22E	28ft	[For RWY34L] DME 34L: 234m(768ft) away FM RWY16R THR, 79m (259ft) SW of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based

FUKUOKA APILS for RWY16L

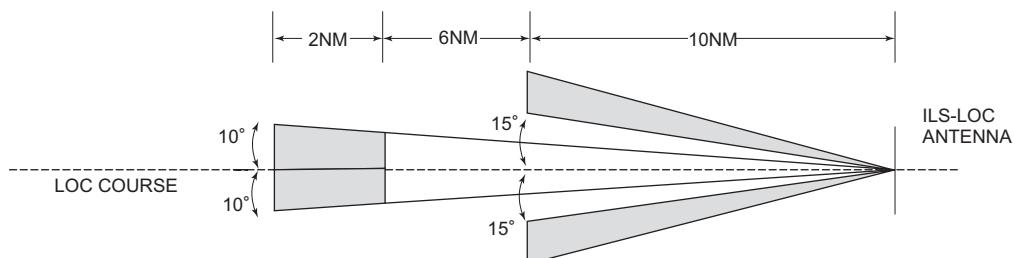
REMARKS :

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	9.43m (31ft)

ILS for RWY34R

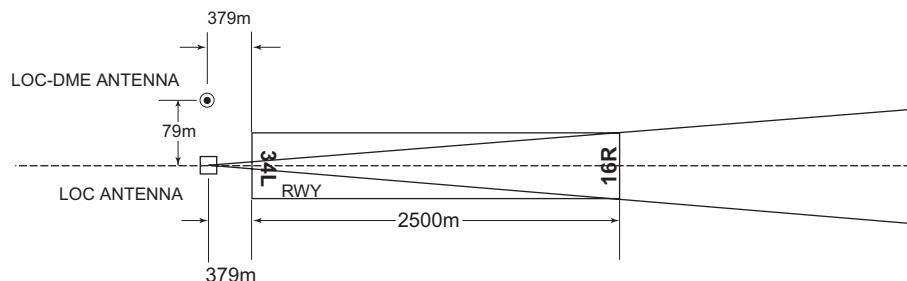
REMARKS :

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)



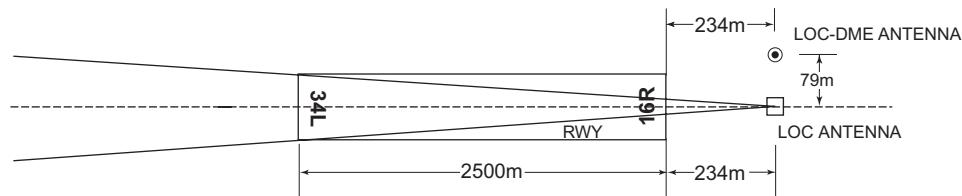
LOC unusable in the following areas:
 beyond 16NM FM LOC antenna.
 beyond 015° W side of LOC course.
 beyond 015° E side of LOC course.

LOC and LOC-DME for RWY16R

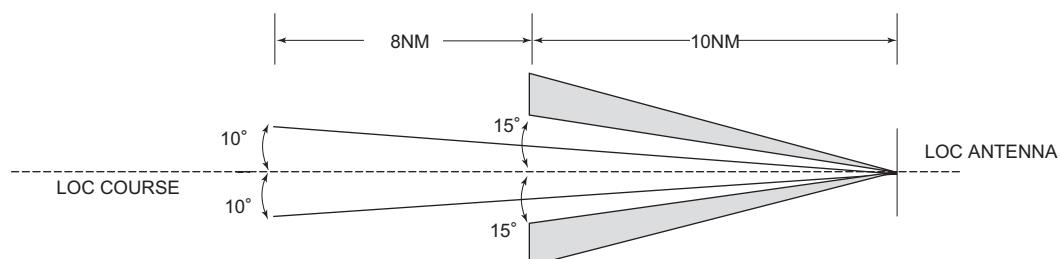


REMARKS : 1.LOC beam BRG(MAG) 158.20°
2.ELEV of LOC-DME 13.89m(46ft)

LOC and LOC-DME for RWY34L



REMARKS : 1.LOC beam BRG(MAG) 338.21°
2.ELEV of LOC-DME 8.59m(28ft)



LOC unusable in the following areas : 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

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
REQUEST CLEARANCE	<p>Call Fukuoka Delivery (121.925) at 5 minutes before starting engines, with the following information.</p> <ul style="list-style-type: none"> (1) Call sign (2) Destination (3) Proposal flight level/altitude (alternative flight level/altitude, if any.) (4) Parking position (spot number) 	<p>Refer to ENR 1.5.4.1 (Operation for Departure Clearance by data link (DCL))</p> <ul style="list-style-type: none"> - Send RCD message at 15 minutes before starting engines. - Monitor Fukuoka Delivery (121.925). <p>NOTE:</p> <ul style="list-style-type: none"> - 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	<p>Aircraft from West apron should notify Fukuoka Delivery via Voice RTF of their request for either RWY16L or RWY34R for departure. When requesting ATC clearance through DCL, pilots must notify Fukuoka Delivery of their runway request (RWY16L/34R) via Voice RTF prior to sending RCD.</p> <p>After receiving clearance from Fukuoka Delivery, monitor Fukuoka Ground (121.7 for East apron, 121.8 for West apron unless otherwise requested by ATC).</p> <p>Call Fukuoka Ground when ready for push back/for taxiing.</p>	

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;
 - (1) TWY E-12 or TWY E-11 behind departing aircraft from E-12.
 - (2) TWY W-10 behind departing aircraft from E-11.
- b) Aircraft requiring separation in AD1.1.6.3.2.2(2)(2) shall advise "FUKUOKA GROUND/TOWER" accordingly.
- c) Departing aircraft may be instructed intersection departure from TWY E-11 or E-12 without Pilot's consent. Aircraft unable to depart from TWY E-11 or E-12 shall advise "FUKUOKA GROUND/TOWER" accordingly.

3) Prior notice of landing RWY

All arriving aircraft should notify FUKUOKA TOWER of the landing RWY at initial contact to avoid approaching the wrong RWY.

4) VFR arriving and crossing aircraft

FUKUOKA Tower may instruct VFR arriving and crossing aircraft to change frequency from 118.4MHz to 118.25MHz.

1.3 RWY relations

1) RWY16L/34R

- a) Departing aircraft from East apron will use RWY16L/34R in principle unless otherwise required by ATC.
- b) Arriving aircraft will use RWY16L/34R in principle unless otherwise required by ATC.
 - (1) In order to avoid misunderstanding of the landing RWY, PALS for RWY16L or 34R will be turned on even during daytime and in VMC.
 - (2) In case the landing RWY is specified as RWY16L or 34R, RWYIL and PAPI for RWY16R or 34L will normally be turned off.
- 2) RWY16R/34L will be specified for departing aircraft from West apron in principle unless otherwise required by ATC. However, if a departing aircraft from West apron requires a departure from RWY16L/34R for performance reasons, the pilot shall notify Fukuoka delivery.
- 3) RWY16L/R will be preferentially used when tail wind component is 10kt or less.
- 4) RWY16L/R: RNP or LOC approach is primarily applied.
- 5) RWY34L/R: a) Visual approach is primarily applied.
 b) RNP or LOC 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。

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。

- 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

(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）

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.

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.

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

*except HEL.

- 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) 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).

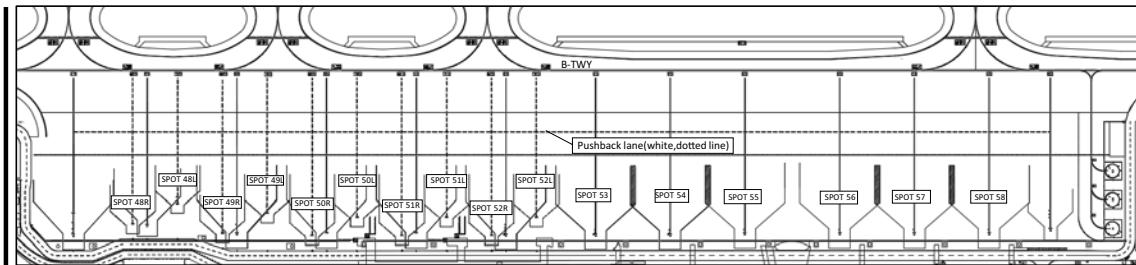
2. Taxiing to and from stands

2.1 Taxiing procedure

- 1) All aircraft are required to hold at "GP HOLD LINE" on TWY A(between E10 and E11) for RWY 34R until receiving further taxi clearance to protect the ILS glide slope signal.
- 2) When ILS approach for RWY34R 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, C8 to W9.
- 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 E5 and E8), B(from W3 to L), 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 RWY16L/34R.
(See RJFF AD2.24 AD CHART)
- 4) Push back from SPOT 48R, 48L, 49R, 49L, 50R, 50L, 51R, 51L, 52R, 52L, 53, 54, 55, 56, 57 and 58 can be made to Pushback lane only for code letter C and below.
Taxiing after push back shall taxi via the nearest lead-in line to TWY B, with reducing engine power to the extent practicable.
Ask AD administration for detail.

**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 A	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 A	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 A	WS < 21.2m	WS > 21.2m
Wing tip clearance	B	C

Legend

A : wing tip clearance $\geq 15m$

B : $6.5m \leq \text{wing tip clearance} < 15m$

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. 駆音軽減運航方式**

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) 着陸について

急上昇方式

2) 着陸について（滑走路 34L/34R）

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

Steepest Climb Procedure

2) For landing to RWY34L/34R

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(Daylight only)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-engine ACFT with TKOF ALTN AP filed	16L 34R	A,B,C,D	400m	400m	400m	400m	-	500m
	16R 34L		-	400m	-	400m	-	500m
Others	16L 34R 16R 34L	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 :

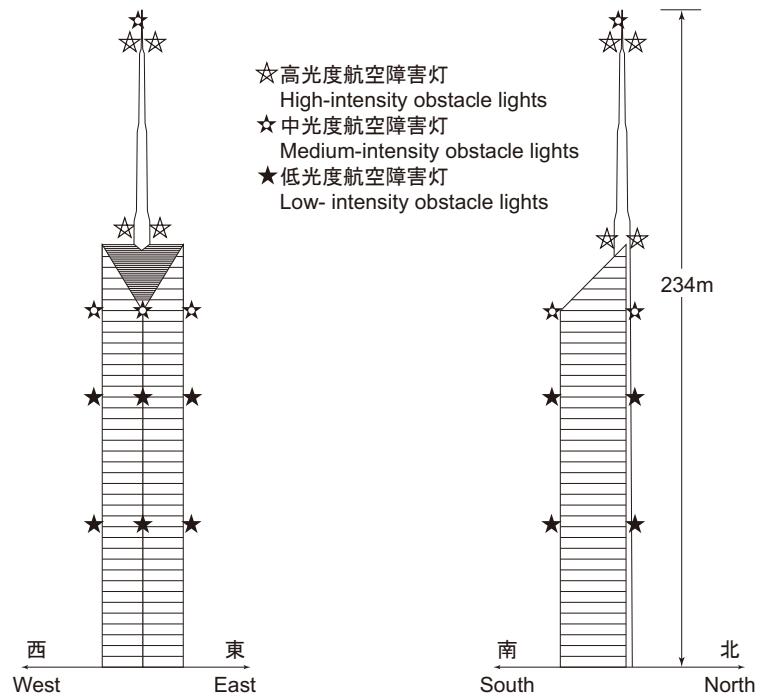
1. BAK-12/15 JET barrier is located at 40m (131ft) outside from RWY34R threshold. BAK-12/15 JET barrier is located at 91m (299ft) outside from RWY16L threshold. BAK-12/15 JET barrier is located at 65m (213ft) outside from RWY34L threshold. BAK-12/15 JET barrier is located at 65m (213ft) outside from RWY16R threshold.
2. ILS
RWY16R, 34L, 16L and 34R ILS radiate simultaneously. Pilot shall confirm type of APCH and using RWY.
3. Helicopter Landing and take off area: located on TWY A, B.(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。

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

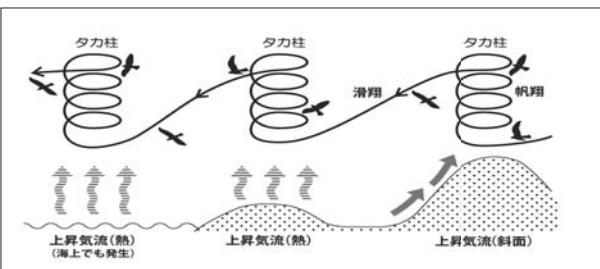
Flying Altitude: GND-APRX 3000FT(visual estimation of bird activities)

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.

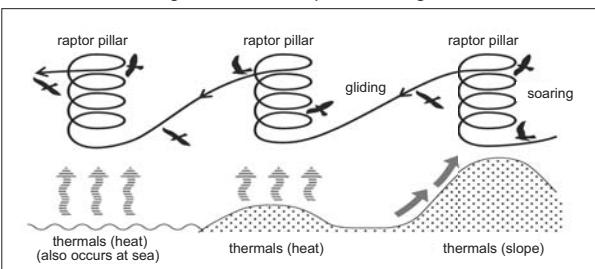
Measure of AD administration: Regular bird patrols are conducted in the airport.

【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)

【Figure of buzzards pillar and migration】



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

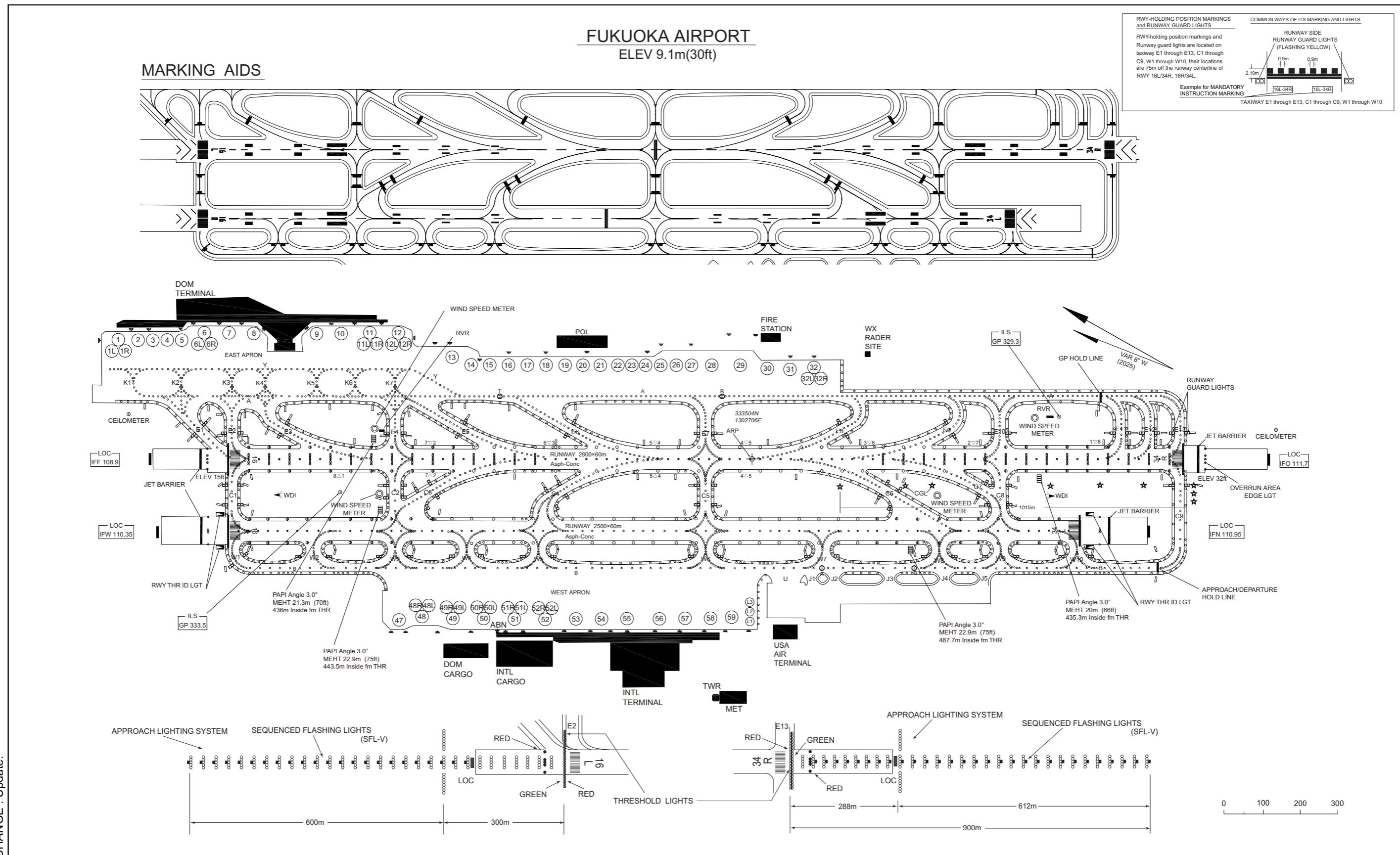
RJFF AD 2.24 CHARTS RELATED TO AN AERODROME

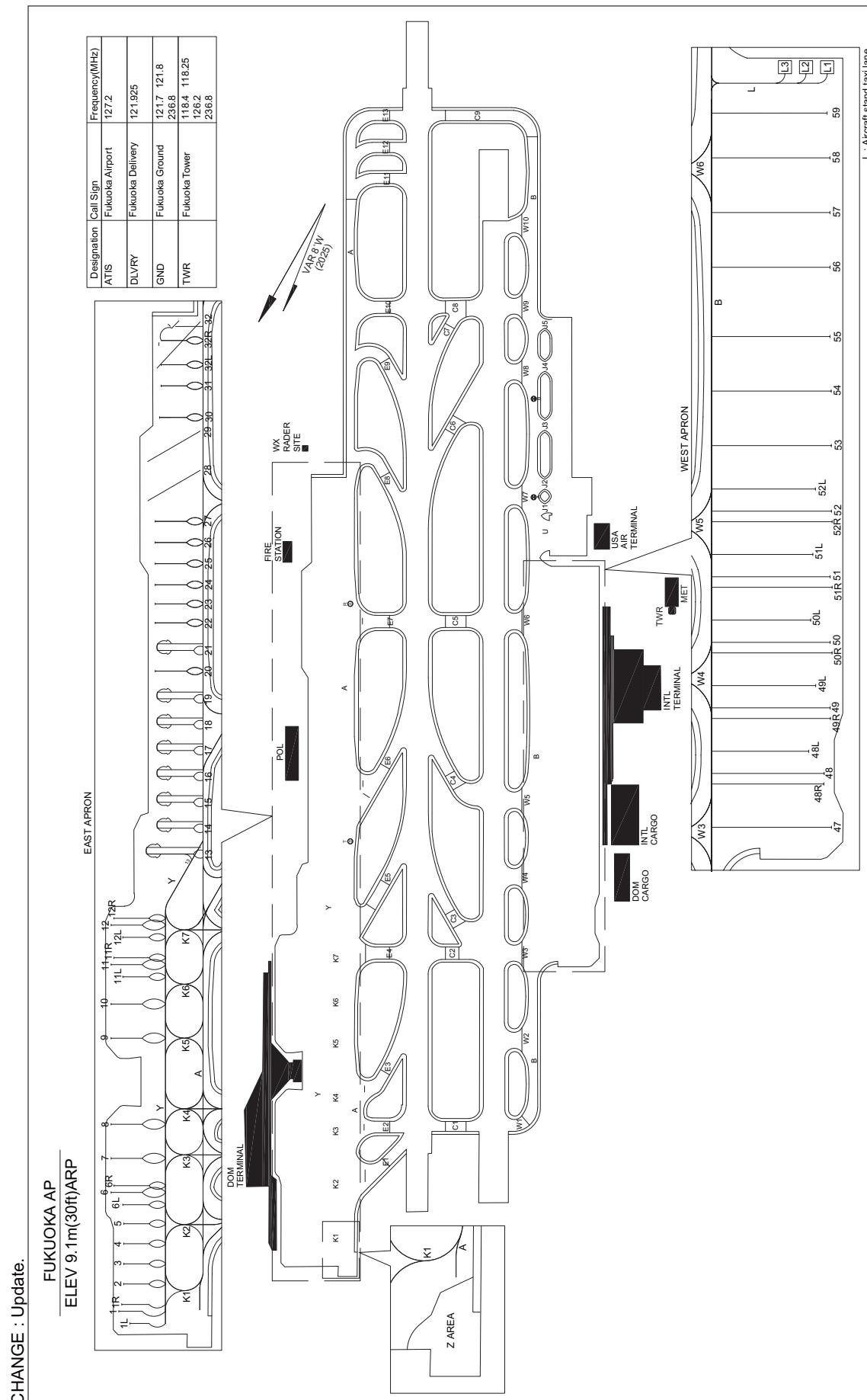
Aerodrome Chart
Aircraft Parking/Docking Chart
Aerodrome Obstacle Chart -ICAO type A (RWY16L)
Aerodrome Obstacle Chart -ICAO type A (RWY34R)
Aerodrome Obstacle Chart -ICAO type A (RWY16R)
Aerodrome Obstacle Chart -ICAO type A (RWY34L)
Aerodrome Obstacle Chart -ICAO type B
Standard Departure Chart - Instrument (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 Departure Chart - Instrument (KIKYU-RNAV)
Standard Arrival Chart - Instrument (EBISU-A/B, IKI-A/B)
Standard Arrival Chart - Instrument (EBISU-E/W, IKI-E/W)

Standard Arrival Chart - Instrument (KIRIN-K/D-RNAV)
Standard Arrival Chart - Instrument (HONOK, ISKUP, ATSAG, SARUP-K-RNAV)
Standard Arrival Chart - Instrument (KIRIN-E-RNAV)
Standard Arrival Chart - Instrument (HONOK, ISKUP, ATSAG, SARUP-E-RNAV)
Instrument Approach Chart (ILS or LOC RWY34R)
Instrument Approach Chart (LOC RWY34L)
Instrument Approach Chart (RNP RWY34R)
Instrument Approach Chart (RNP RWY34L)
Instrument Approach Chart (ILS or LOC RWY16L)
Instrument Approach Chart (LOC RWY16R)
Instrument Approach Chart (RNP RWY16L)
Instrument Approach Chart (RNP RWY16R)
Instrument Approach Chart (VOR RWY16L)
Instrument Approach Chart (TACAN RWY16L)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

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AERODROME CHART





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DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC
Transverse Mercator Projection

MAGNETIC VARIATION 8° W-MAR 2025

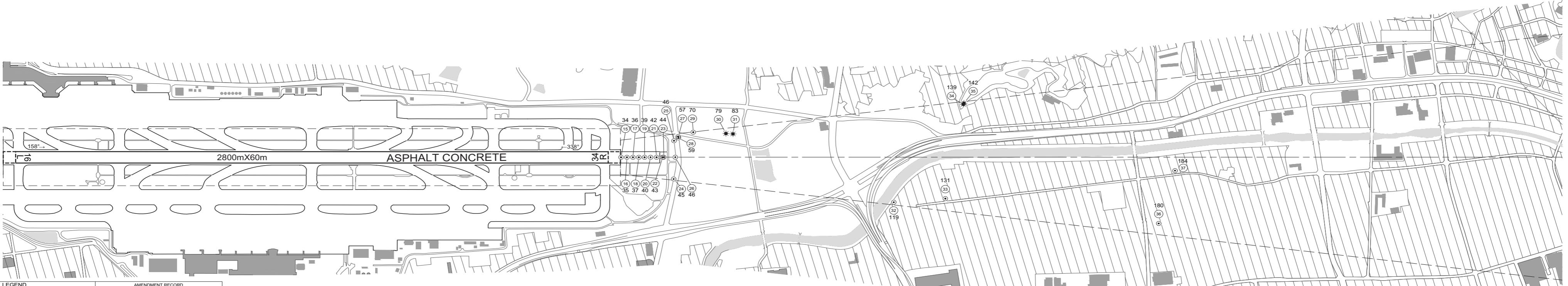
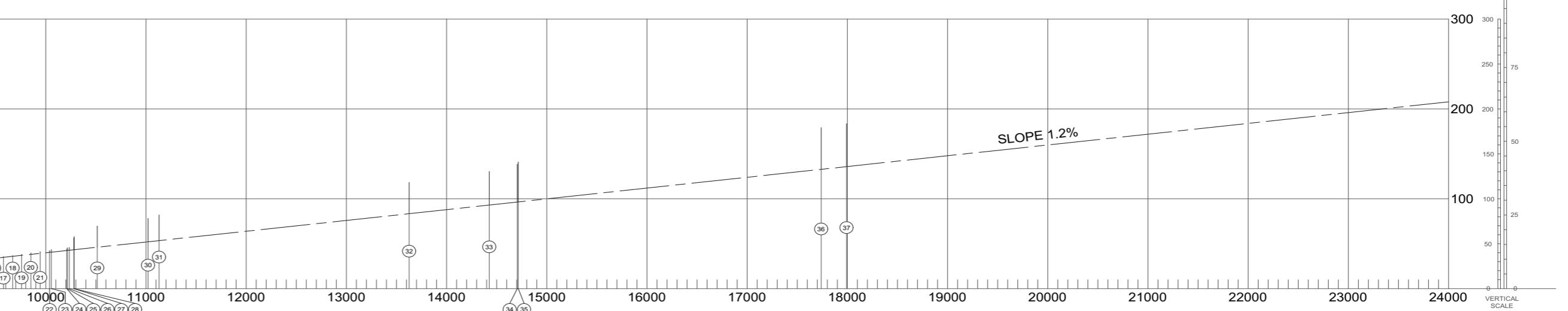
FUKUOKA AIRPORT
RWY : 16L/34R

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

300
200
100
15
9186 0→

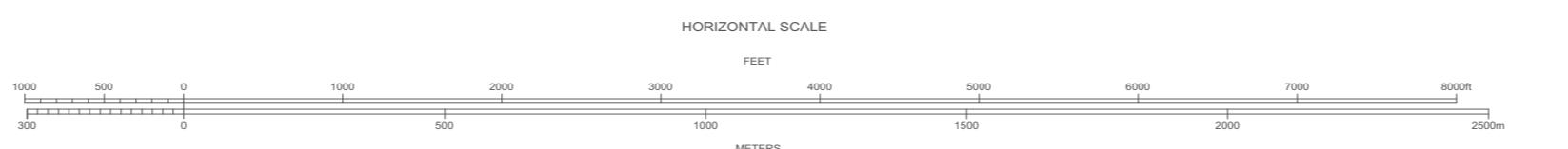
AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)



CHANGE:Update

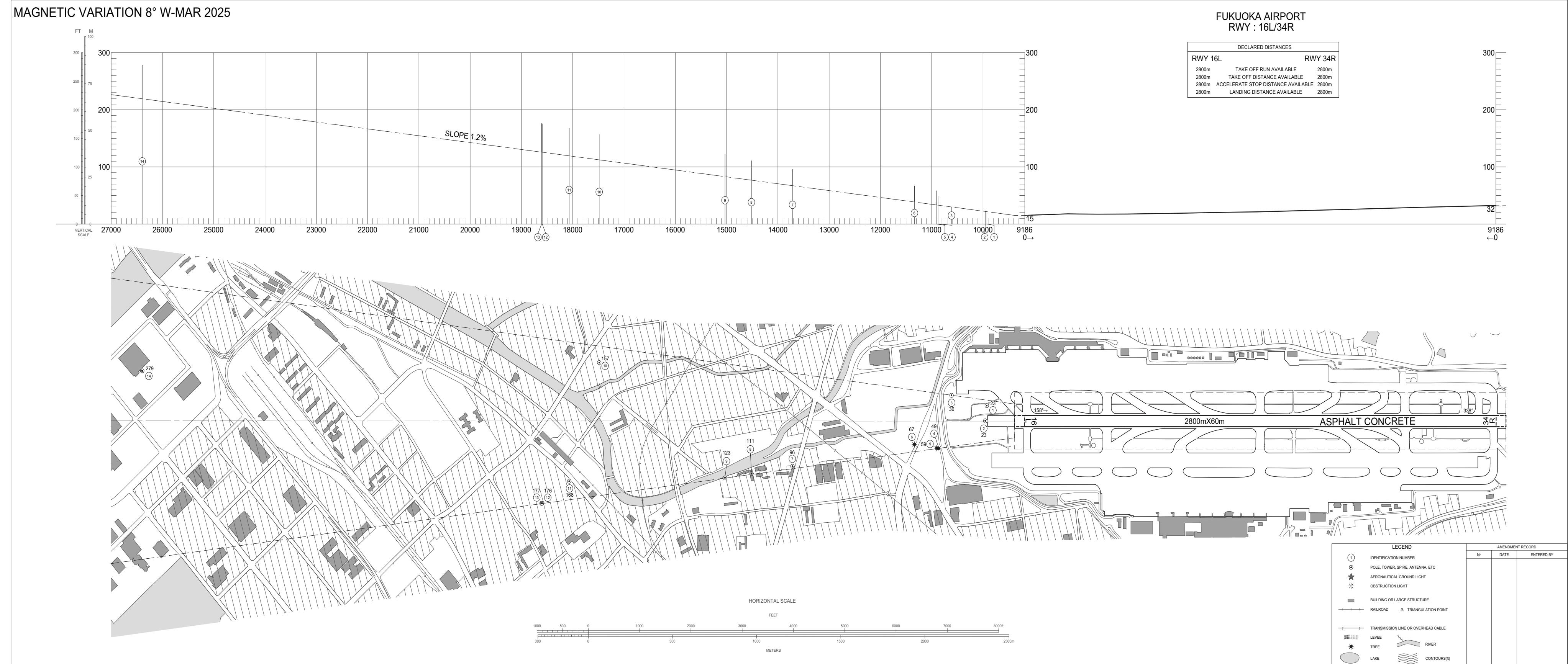
LEGEND		AMENDMENT RECORD		
Nr	DATE	ENTERED BY		
①	IDENTIFICATION NUMBER			
◎	POLE, TOWER, SPIRE, ANTENNA, ETC			
★	AERONAUTICAL GROUND LIGHT			
●	OBSTRUCTION LIGHT			
■	BUILDING OR LARGE STRUCTURE			
—	RAILROAD	▲	TRIANGULATION POINT	
—	TRANSMISSION LINE OR OVERHEAD CABLE			
---	LEVEE			
●	TREE			
---	RIVER			
●	LAKE			
—	CONTOURS(R)			



DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC
Transverse Mercator Projection

AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 8° W-MAR 2025



CHANGE:Update

**DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC
Transverse Mercator Projection**

AERODROME OBSTACLE CHART-ICAO TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 8° W-MAR 2025

FUKUOKA AIRPORT
RWY : 16R/34L

DECLARED DISTANCES		
RWY 16R		RWY 34L
2500m	TAKE OFF RUN AVAILABLE	2500m
2500m	TAKE OFF DISTANCE AVAILABLE	2500m
2500m	ACCELERATE STOP DISTANCE AVAILABLE	2500m
2500m	LANDING DISTANCE AVAILABLE	2500m



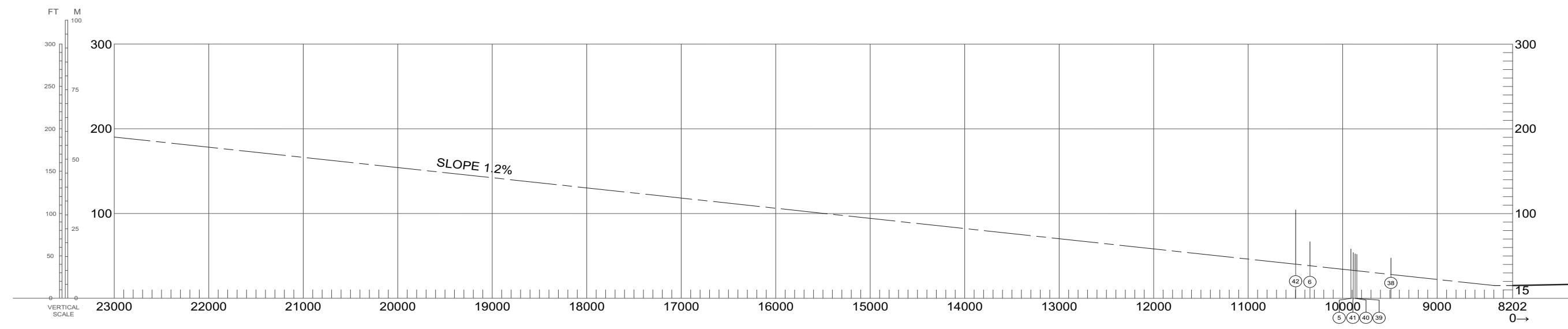
CHANGE:Update

DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC
Transverse Mercator Projection

AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 8° W-MAR 2025



FUKUOKA AIRPORT
RWY : 16R/34L

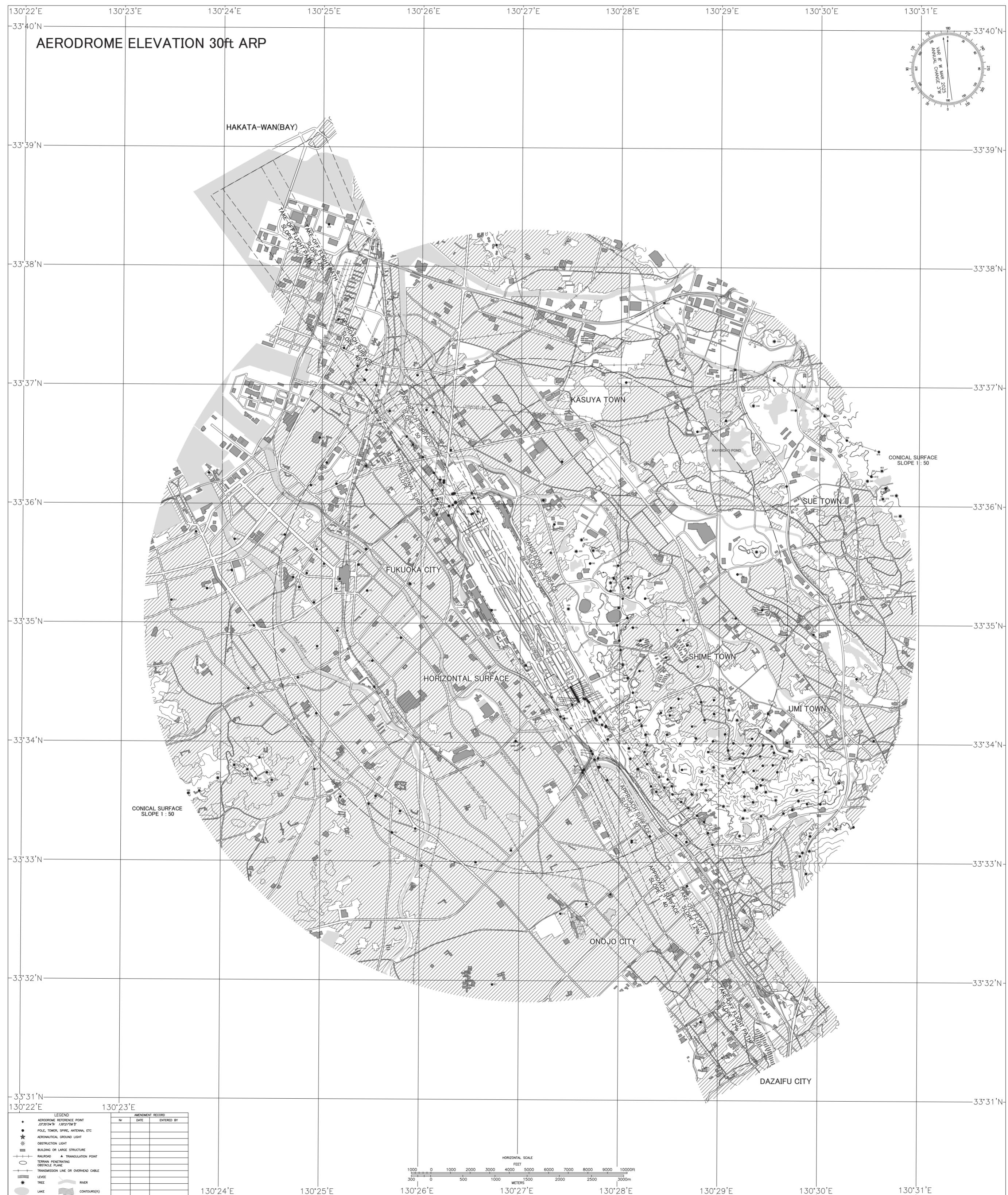
DECLARED DISTANCES	
RWY 16R	RWY 34L
2500m	TAKE OFF RUN AVAILABLE
2500m	TAKE OFF DISTANCE AVAILABLE
2500m	ACCELERATE STOP DISTANCE AVAILABLE
2500m	LANDING DISTANCE AVAILABLE



CHANGE:Update

AERODROME OBSTACLE CHART-ICAO TYPE B

**DIMENSIONS AND ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC
Transverse Mercator Projection**



CHANGE:Update

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA

SID and TRANSITION

OGUNI NINE DEPARTURE

RWY16L/16R : 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.

RWY34R/34L : Climb RWY HDG to 3000FT, turn right HDG176° to intercept and proceed via DGC R146 to OGUNI.

Cross DGC R146/28.0DME

at or below FL200, cross OGUNI at or above FL150.

Note RWY16L/16R : 5.8% climb gradient required up to 1100FT.

OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L.

OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L.

OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.

RWY34R : 5.0% climb gradient required up to 500FT.

RWY34L : 7.0% climb gradient required up to 500FT.

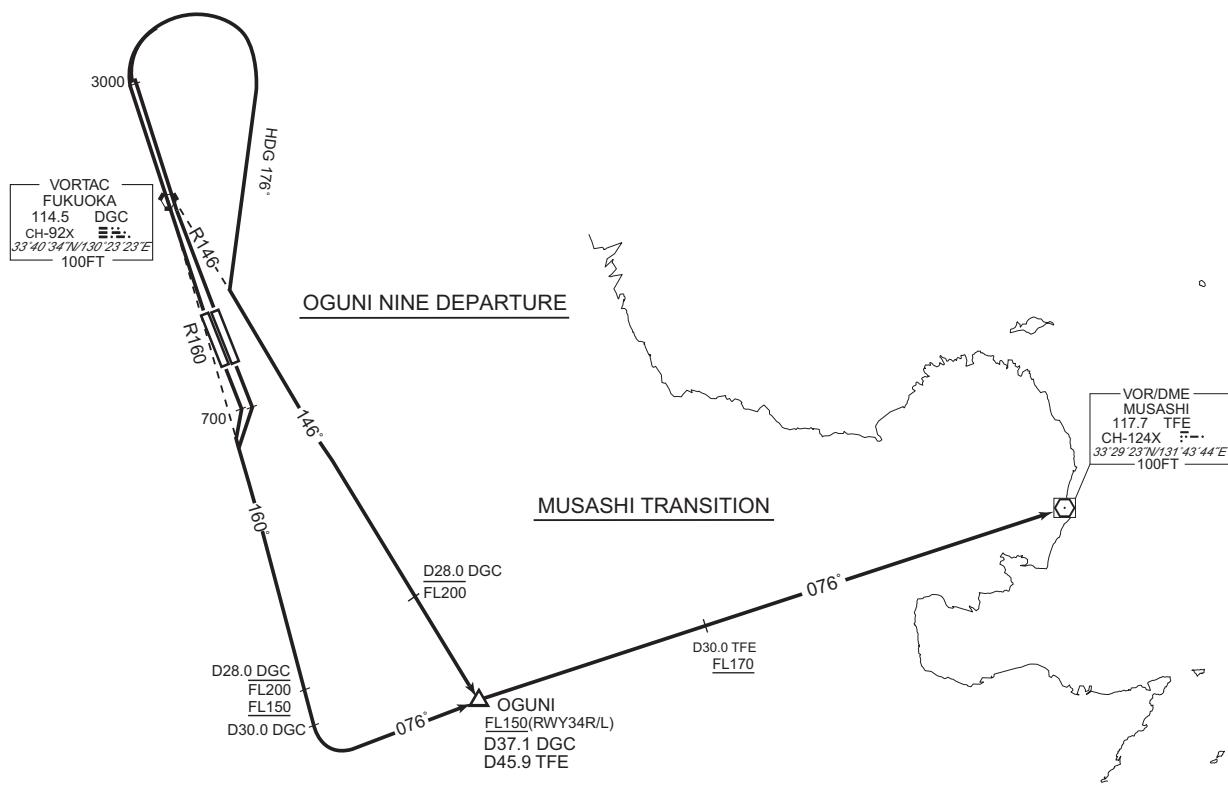
OBST ALT 135FT located at 0.3NM 309° FM end of RWY34L.

MUSASHI TRANSITION

From over OGUNI, via TFE R256 to TFE VOR/DME.

Cross TFE R256/30.0DME at or above FL170.

CHANGE : PROC renamed. ALT restriction at D9.0 DGC abolished. Climb gradient restriction. OBST.



STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

SID and TRANSITION

YAMEK ONE DEPARTURE

RWY16L/16R : Climb RWY HDG to 700FT, turn right, via DGC R160 to YAMEK.
 Cross YAMEK at or above 5000FT.

RWY34R/34L : Climb RWY HDG to 3000FT, turn right HDG176° to intercept and proceed
 via DGC R146 to DGC 17.6DME, turn right, via SGE R058 to YAMEK.
 Cross YAMEK at or above 5000FT.

Note RWY16L/16R : 5.8% climb gradient required up to 1100FT.

OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L.

OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L.

OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.

RWY34R : 5.0% climb gradient required up to 500FT.

RWY34L : 7.0% climb gradient required up to 500FT.

OBST ALT 135FT located at 0.3NM 309° FM end of RWY34L.

SAGA TRANSITION

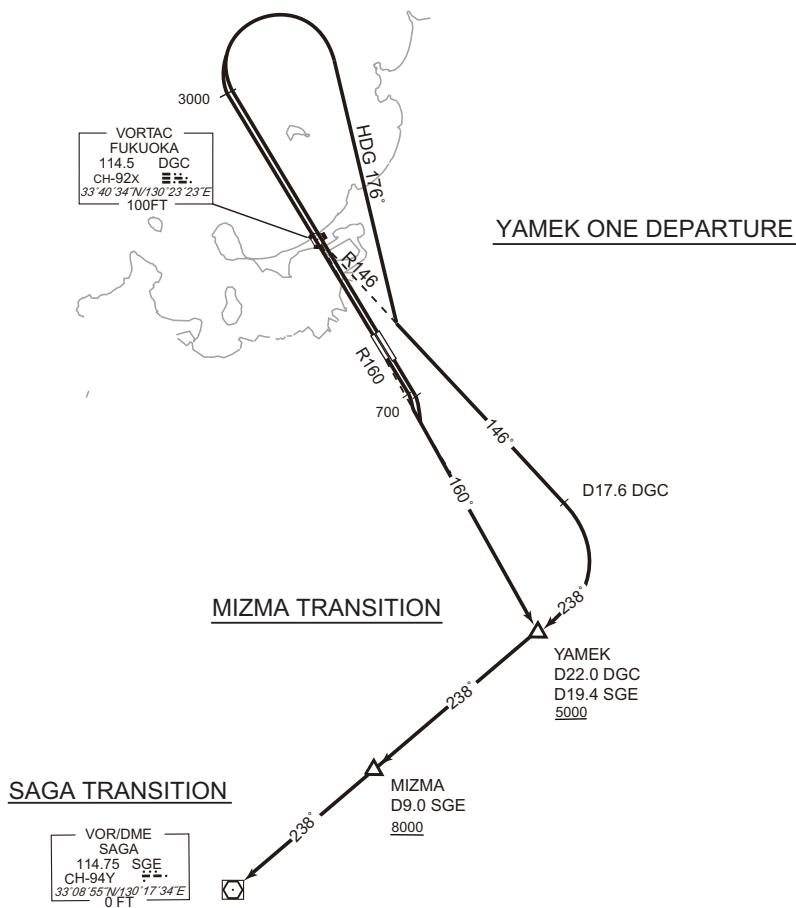
From over YAMEK, via SGE R058 to SGE VOR/DME.

MIZMA TRANSITION

From over YAMEK, via SGE R058 to MIZMA.

Cross MIZMA at or above 8000FT.

CHANGE : PROC renamed. ALT restriction at D9.0 DGC abolished. Climb gradient restriction. OBST.



STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

SID and TRANSITION

YAMGA EIGHT DEPARTURE

RWY16L/16R : 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.

RWY34R/34L : 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 KUE R351/28.0DME
at or below FL200, cross YAMGA at or above 13000FT.

Note RWY16L/16R : 5.8% climb gradient required up to 1100FT.

OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L.

OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L.

OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.

RWY34R : 5.0% climb gradient required up to 500FT.

RWY34L : 7.0% climb gradient required up to 500FT.

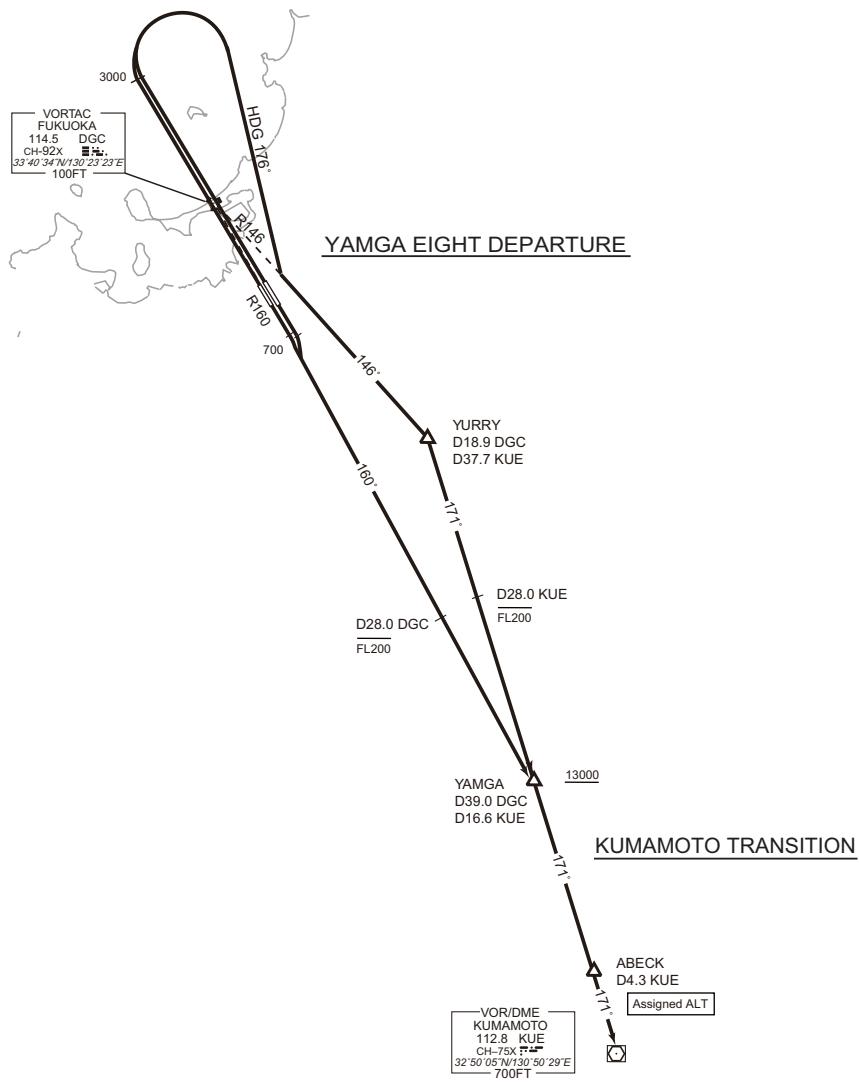
OBST ALT 135FT located at 0.3NM 309° FM end of RWY34L.

KUMAMOTO TRANSITION

From over YAMGA, via KUE R351 to KUE VOR/DME via ABECK.

Cross ABECK at assigned altitude.

CHANGE : PROC renamed. ALT restriction at D9.0 DGC abolished. Climb gradient restriction. OBST.



STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

SID

FUKUOKA FIVE DEPARTURE

RWY16L/16R : 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.

RWY34R/34L : Climb direct to DGC VORTAC.

Note RWY16L/16R : 5.8% climb gradient required up to 1100FT.

OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L.

OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L.

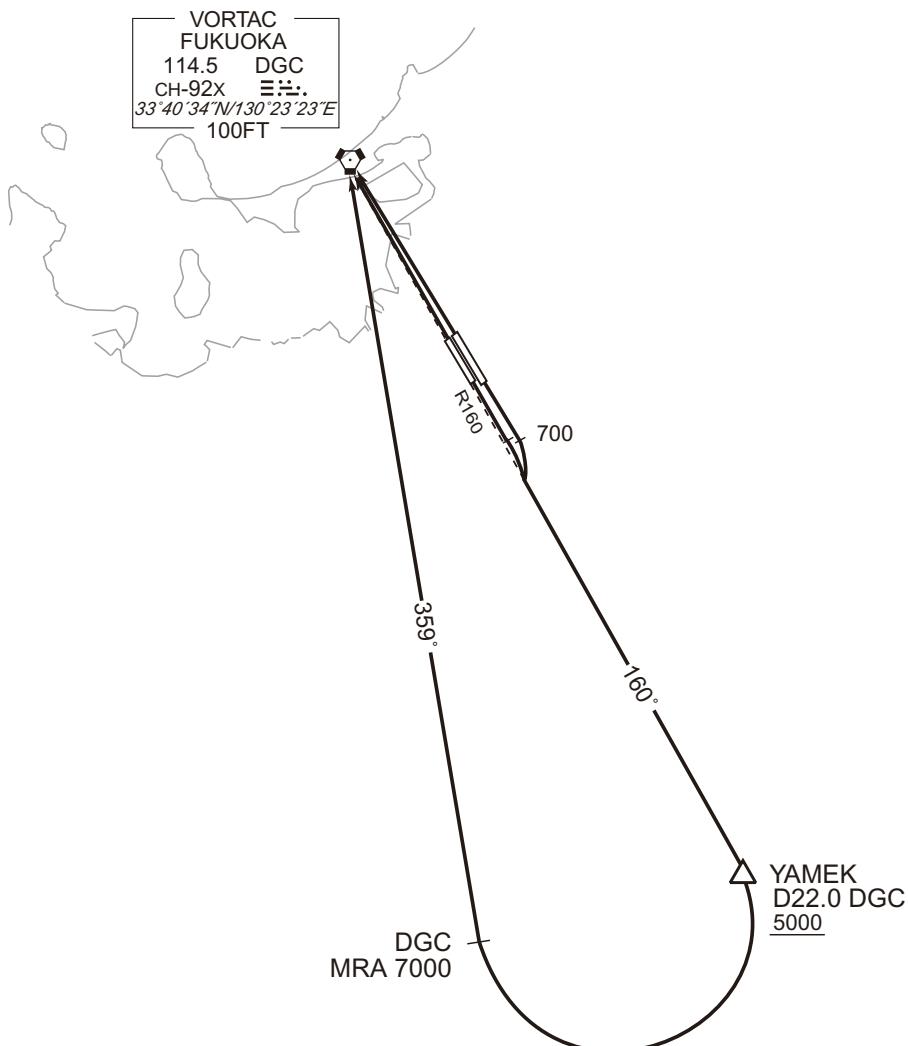
OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.

RWY34R : 5.0% climb gradient required up to 500FT.

RWY34L : 7.0% climb gradient required up to 500FT.

OBST ALT 135FT located at 0.3NM 309° FM end of RWY34L.

CHANGE : PROC renamed. Climb gradient restriction. OBST.



STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

TRANSITION

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.

CHANGE : KAGOSHIMA TRANSITION, IKI TRANSITION abolished.

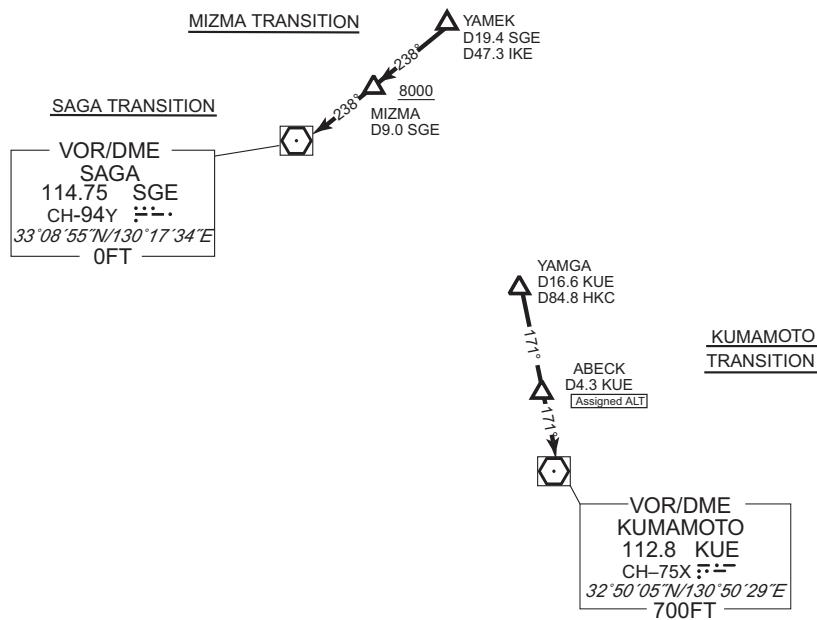
STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

TRANSITION

CHANGE : KAGOSHIMA TRANSITION, IKI TRANSITION abolished.

VORTAC
FUKUOKA
114.5 DGC
CH-92X
33°40'34"N/130°23'23"E
100FT



STANDARD DEPARTURE CHART-INSTRUMENT

CHANGE : BUTUR TRANSITION, ENGID TRANSITION, IPRIR TRANSITION, F4L01, IRMEM abolished. UMAKA abolished. PROC renamed. DME GAP. Critical DME. PROC course. OBST.

RJFF / FUKUOKA		RNAV SID and TRANSITION				
YOKAT SIX DEPARTURE BUTUR TRANSITION / ENGID TRANSITION / IPRIR 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				
DME GAP	RWY16L/16R : DER - 20.3NM to IRMEM RWY34L : DER - 3.3NM to F4L01 1.8NM to F4L01 - F4L01 RWY34R : DER - 3.3NM to FF401 1.8NM to FF401 - FF401		RWY16L/16R DGC : 20.3NM to IRMEM - 15.5NM to IRMEM IKE : 20.3NM to IRMEM - 15.5NM to IRMEM RWY34L DGC : 3.3NM to F4L01 - 1.8NM to F4L01 IKE : 3.3NM to F4L01 - 1.8NM to F4L01 F4L01 - 2.8NM to FF402 AHT : F4L01 - 2.0NM to FF403 RWY34R DGC : 3.3NM to FF401 - 1.8NM to FF401 IKE : 3.3NM to FF401 - 1.8NM to FF401 FF401 - 2.8NM to FF402 AHT : FF401 - 2.0NM to FF403			
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVADIs for RNAV1					
<p>The chart illustrates the YOKAT SIX DEPARTURE route. It starts at YOKAT (10000ft) and follows a path to KOHZA (FL140), BRAID (FL170), and BUTUR. There are three main transition routes: BUTUR TRANSITION, ENGID TRANSITION, and IPRIR TRANSITION. The BUTUR TRANSITION starts at YOKAT and goes through KOHZA and BRAID to BUTUR. The ENGID TRANSITION starts at YOKAT and goes through KOHZA and BRAID to ENGID. The IPRIR TRANSITION starts at YOKAT and goes through KOHZA and BRAID to IPRIR. The chart also shows the IRMEM and FF401 routes, which lead to YOKAT. Key waypoints include VORTAC FUKUOKA (114.5 TFE, CH-92X, 33°40'34"N 130°23'23"E, 100FT), FF401, FF402, FF403, YURRY, FF404, FL200, YOKAT (10000ft), KOHZA (FL140), BRAID (FL170), and BUTUR. The chart includes climb gradients (e.g., 7.0% up to 2800ft, 5.8% up to 1100ft), and obstacles (e.g., OBST ALT 399FT, 1470FT, 130FT).</p>						
YOKAT SIX DEPARTURE RWY34R : 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. RWY34L : Climb on HDG 338° at or above 500FT, direct to F4L01, to FF402, to FF403, to YURRY, to FF404 at or below FL200, to YOKAT at or above 10000FT. RWY16L/16R : Climb on HDG 158° at or above 500FT, direct to IRMEM at or below FL200, to YOKAT at or above 10000FT. Note RWY34R/34L : 7.0% climb gradient required up to 2800FT. RWY16L/16R : 5.8% climb gradient required up to 1100FT. OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L. OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L. OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.						
BUTUR TRANSITION From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to BUTUR. ENGID TRANSITION From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to ENGID. IPRIR TRANSITION From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to IPRIR.						

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV SID

YOKAT SIX DEPARTURE

RWY34R

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 (330.4)	-8.0	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-8.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-8.0	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-8.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-8.0	13.1	—	—	—	—	RNAV1
006	TF	FF404	—	137 (129.4)	-8.0	9.2	—	-FL200	—	—	RNAV1
007	TF	YOKAT	—	137 (129.4)	-8.0	3.4	—	+10000	—	—	RNAV1

RWY34L

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 (330.4)	-8.0	—	—	+500	—	—	RNAV1
002	DF	F4L01	—	—	-8.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-8.0	5.5	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-8.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-8.0	13.1	—	—	—	—	RNAV1
006	TF	FF404	—	137 (129.4)	-8.0	9.2	—	-FL200	—	—	RNAV1
007	TF	YOKAT	—	137 (129.4)	-8.0	3.4	—	+10000	—	—	RNAV1

RWY16L/ RWY16R

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)	-8.0	—	—	+500	—	—	RNAV1
002	DF	IRMEM	—	—	-8.0	—	—	-FL200	—	—	RNAV1
003	TF	YOKAT	—	082 (073.5)	-8.0	9.4	—	+10000	—	—	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
F4L01	333928.0N / 1302356.2E	YURRY	332622.1N / 1303817.8E
FF401	333931.4N / 1302403.3E	FF404	332032.3N / 1304647.7E
FF402	334212.3N / 1302939.7E	IRMEM	331544.5N / 1303908.3E
FF403	333827.6N / 1303213.2E	YOKAT	331824.0N / 1304954.8E

CHANGE : PROC renamed. PROG course. VAR. Waypoint Coordinates added.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV TRANSITION

BUTUR 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	—	—	-8.0	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	082 (073.6)	-8.0	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	082 (073.8)	-8.0	6.9	—	+FL170	—	—	RNAV1
004	TF	BUTUR	—	058 (049.7)	-8.0	30.5	—	—	—	—	RNAV1

ENGID 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	—	—	-8.0	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	082 (073.6)	-8.0	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	082 (073.8)	-8.0	6.9	—	+FL170	—	—	RNAV1
004	TF	ENGID	—	078 (070.4)	-8.0	29.5	—	—	—	—	RNAV1

IPRIR 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	—	—	-8.0	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	082 (073.6)	-8.0	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	082 (073.8)	-8.0	6.9	—	+FL170	—	—	RNAV1
004	TF	IPRIR	—	088 (079.8)	-8.0	29.6	—	—	—	—	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates
YOKAT	331824.0N / 1304954.8E
KOHZA	332110.5N / 1310116.1E
BRAID	332305.6N / 1310911.1E
BUTUR	334245.3N / 1313707.9E
ENGID	333254.3N / 1314232.6E
IPRIR	332815.0N / 1314401.8E

CHANGE : New PROC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID and TRANSITION

KURUME FIVE DEPARTURE GABAI TRANSITION / BERSA 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	RWY16L/16R DGC : 14.2NM to YAMEK - 9.4NM to YAMEK IKE : 14.2NM to YAMEK - 9.4NM to YAMEK RWY34L DGC : 3.3NM to F4L01 - 1.8NM to F4L01 IKE : 3.3NM to F4L01 - 1.8NM to F4L01 F4L01 - 2.8NM to FF402 AHT : F4L01 - 2.0NM to FF403 RWY34R DGC : 3.3NM to FF401 - 1.8NM to FF401 IKE : 3.3NM to FF401 - 1.8NM to FF401 FF401 - 2.8NM to FF402 AHT : FF401 - 2.0NM to FF403	RNAV 1
DME GAP	RWY16L/16R : DER - 14.2NM to YAMEK RWY34L : DER - 3.3NM to F4L01 1.8NM to F4L01 - F4L01 RWY34R : DER - 3.3NM to FF401 1.8NM to FF401 - FF401	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDS for RNAV1
VAR 8°W			
<p>KURUME FIVE DEPARTURE</p> <p>GABAI TRANSITION</p> <p>BERSA TRANSITION</p>			
<p>KURUME FIVE DEPARTURE</p> <p>RWY34R : Climb on HDG 338° at or above 500FT, direct to FF401, to FF402, to FF403, to YURRY, to YAMEK.</p> <p>RWY34L : Climb on HDG 338° at or above 500FT, direct to F4L01, to FF402, to FF403, to YURRY, to YAMEK.</p> <p>RWY16L/16R : Climb on HDG 158° at or above 500FT, direct to YAMEK.</p> <p>Note RWY34R/34L : 7.0% climb gradient required up to 2800FT.</p> <p>RWY16L/16R : 5.8% climb gradient required up to 1100FT.</p> <p>OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L.</p> <p>OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L.</p> <p>OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.</p> <p>BERSA TRANSITION</p> <p>From YAMEK, to BERSA, to OMUTA.</p> <p>GABAI TRANSITION</p> <p>From YAMEK, to SGE.</p>			

 CHANGE : F4L01, BERSA established. BRUIN abolished. GENKAI TRANSITION abolished.
 PROC renamed. DME GAP. Critical DME. PROC course. OBST.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID

KURUME FIVE DEPARTURE

RWY34R

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 (330.4)	-8.0	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-8.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-8.0	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-8.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-8.0	13.1	—	—	—	—	RNAV1
006	TF	YAMEK	—	211 (202.7)	-8.0	5.7	—	—	—	—	RNAV1

RWY34L

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 (330.4)	-8.0	—	—	+500	—	—	RNAV1
002	DF	F4L01	—	—	-8.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-8.0	5.5	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-8.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-8.0	13.1	—	—	—	—	RNAV1
006	TF	YAMEK	—	211 (202.7)	-8.0	5.7	—	—	—	—	RNAV1

RWY16L/ RWY16R

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)	-8.0	—	—	+500	—	—	RNAV1
002	DF	YAMEK	—	—	-8.0	—	—	—	—	—	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates
F4L01	333928.0N / 1302356.2E
FF401	333931.4N / 1302403.3E
FF402	334212.3N / 1302939.7E
FF403	333827.6N / 1303213.2E
YURRY	332622.1N / 1303817.8E
YAMEK	332105.9N / 1303539.5E

CHANGE : PROC renamed. PROC course. VAR. Waypoint Coordinates added.

STANDARD DEPARTURE CHART - INSTRUMENT

CHANGE : BERSA TRANSITION established. BRUIN TRANSITION, GENKAI TRANSITION abolished. Waypoint Coordinates added.

RJFF / FUKUOKA												RNAV TRANSITION
<u>BERSA TRANSITION</u>												
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	—	—	-8.0	—	—	—	—	—	RNAV1	
002	TF	BERSA	—	210 (202.4)	-8.0	16.2	—	—	—	—	RNAV1	
003	TF	OMUTA	—	210 (202.3)	-8.0	2.8	—	—	—	—	RNAV1	

<u>GABAI TRANSITION</u>												
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	—	—	-8.0	—	—	—	—	—	RNAV1	
002	TF	SGE	—	239 (231.2)	-8.0	19.4	—	—	—	—	RNAV1	

Waypoint Coordinates

Waypoint Identifier	Coordinates
YAMEK	332105.9N / 1303539.5E
BERSA	330609.6N / 1302818.4E
OMUTA	330332.2N / 1302701.4E
SGE	330855.0N / 1301734.4E

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA		RNAV SID and TRANSITION
MORIO FIVE DEPARTURE VEMRA 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	RWY16L/16R DGC : 19.6NM to FF603 - 14.8NM to FF603 IKE : 19.6NM to FF603 - 14.8NM to FF603 RWY34L DGC : 3.3NM to F4L01 - 1.8NM to F4L01 IKE : 3.3NM to F4L01 - 1.8NM to F4L01 F4L01 - 2.8NM to FF402 AHT : F4L01 - 2.0NM to FF403 RWY34R DGC : 3.3NM to FF401 - 1.8NM to FF401 IKE : 3.3NM to FF401 - 1.8NM to FF401 FF401 - 2.8NM to FF402 AHT : FF401 - 2.0NM to FF403
DME GAP	RWY16L/16R : DER - 19.6NM to FF603 RWY34L : DER - 3.3NM to F4L01 1.8NM to F4L01 - F4L01 RWY34R : DER - 3.3NM to FF401 1.8NM to FF401 - FF401	
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	
MORIO FIVE DEPARTURE VEMRA TRANSITION SAKURA TRANSITION		
<p>MORIO FIVE DEPARTURE</p> <p>RWY34R : 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.</p> <p>RWY34L : Climb on HDG 338° at or above 500FT, direct to F4L01, to FF402, to FF403, to YURRY, to FF405 at or below FL200, to YAMGA at or above 13000FT.</p> <p>RWY16L/16R : Climb on HDG 158° at or above 500FT, direct to FF603 at or below FL200, to YAMGA at or above 13000FT.</p> <p>Note RWY34R/34L : 7.0% climb gradient required up to 2800FT.</p> <p>RWY16L/16R : 5.8% climb gradient required up to 1100FT.</p> <p>OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L.</p> <p>OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L.</p> <p>OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.</p> <p>SAKURA TRANSITION From YAMGA at or above 13000FT, to KUE.</p> <p>VEMRA TRANSITION From YAMGA at or above 13000FT, to VEMRA.</p>		

CHANGE : F4L01, VEMRA established. SATSUMA TRANSITION abolished.
PROC renamed. DME GAP. Critical DME. PROC course. OBST.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID

MORIO FIVE DEPARTURE

RWY34R

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 (330.4)	-8.0	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-8.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-8.0	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-8.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-8.0	13.1	—	—	—	—	RNAV1
006	TF	FF405	—	172 (164.3)	-8.0	9.7	—	-FL200	—	—	RNAV1
007	TF	YAMGA	—	172 (164.3)	-8.0	11.4	—	+13000	—	—	RNAV1

RWY34L

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 (330.4)	-8.0	—	—	+500	—	—	RNAV1
002	DF	F4L01	—	—	-8.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	068 (060.1)	-8.0	5.5	—	—	—	—	RNAV1
004	TF	FF403	—	158 (150.4)	-8.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	165 (157.2)	-8.0	13.1	—	—	—	—	RNAV1
006	TF	FF405	—	172 (164.3)	-8.0	9.7	—	-FL200	—	—	RNAV1
007	TF	YAMGA	—	172 (164.3)	-8.0	11.4	—	+13000	—	—	RNAV1

RWY16L/ RWY16R

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)	-8.0	—	—	+500	—	—	RNAV1
002	DF	FF603	—	—	-8.0	—	—	-FL200	—	—	RNAV1
003	TF	YAMGA	—	161 (152.6)	-8.0	11.5	—	+13000	—	—	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
F4L01	333928.0N / 1302356.2E	YURRY	332622.1N / 1303817.8E
FF401	333931.4N / 1302403.3E	FF405	331704.3N / 1304125.8E
FF402	334212.3N / 1302939.7E	FF603	331620.4N / 1303847.3E
FF403	333827.6N / 1303213.2E	YAMGA	330605.9N / 1304507.3E

CHANGE : PROC renamed. PROG course. VAR. Waypoint Coordinates added.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA										RNAV TRANSITION			
<u>SAKURA TRANSITION</u>													
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	—	—	-8.0	—	—	+13000	—	—	RNAV1		
002	TF	KUE	—	172 (164.3)	-8.0	16.6	—	—	—	—	RNAV1		
<u>VEMRA TRANSITION</u>													
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	—	—	-8.0	—	—	+13000	—	—	RNAV1		
002	TF	VEMRA	—	194 (185.9)	-8.0	11.5	—	—	—	—	RNAV1		
<u>Waypoint Coordinates</u>													
Waypoint Identifier					Coordinates								
YAMGA					330605.9N / 1304507.3E								
KUE					325005.3N / 1305029.5E								
VEMRA					325439.2N / 1304343.3E								

CHANGE : VEMRA TRANSITION established SATSUMA TRANSITION abolished. Waypoint Coordinates added.

STANDARD DEPARTURE CHART - INSTRUMENT

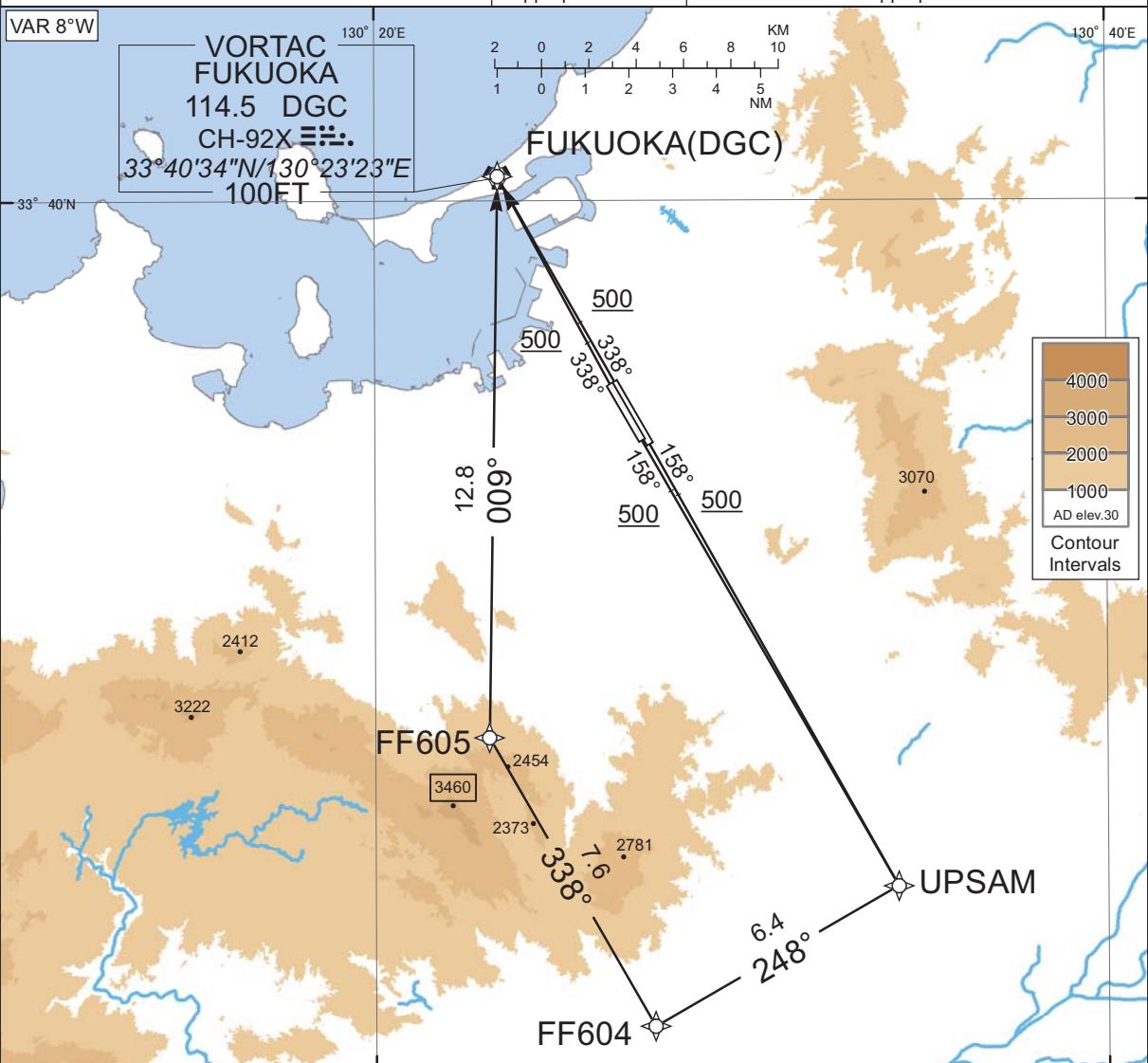
RJFF / FUKUOKA

RNAV SID

HAKATA 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	RWY16L/16R DGC: 10.8NM to UPSAM - 6.0NM to UPSAM IKE: 10.8NM to UPSAM - 6.0NM to UPSAM RWY34L/34R DGC: 4.5NM to DGC - 3.0NM to DGC IKE: 4.5NM to DGC - 3.0NM to DGC	
	DME GAP	RWY16L/16R: DER-10.8NM to UPSAM RWY34L/34R: DER-4.5NM to DGC 3.0NM to DGC - DGC	
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1	



RWY34R/34L : Climb on HDG 338° at or above 500FT, direct to DGC.

RWY16L/16R : Climb on HDG 158° at or above 500FT, direct to UPSAM, to FF604, to FF605, to DGC.

Note RWY34R : 5.0% climb gradient required up to 500FT.

RWY34L : 7.0% climb gradient required up to 500FT.

OBST ALT 135FT located at 0.3NM 309° FM end of RWY34L.

RWY16L/16R : 5.8% climb gradient required up to 2900FT.

OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L.

OBST ALT 3481FT located at 9.7NM 213° FM end of RWY16L.

OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.

CHANGE : PROC renamed. Critical DME. DME GAP. PROC course. FF604, FF605, UPSAM established. OBST.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID

HAKATA FIVE DEPARTURE

RWY34R / RWY34L

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 (330.4)	-8.0	-	-	+500	-	-	RNAV1
002	DF	DGC	-	-	-8.0	-	-	-	-	-	RNAV1

RWY16L / RWY16R

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)	-8.0	-	-	+500	-	-	RNAV1
002	DF	UPSAM	-	-	-8.0	-	-	-	-	-	RNAV1
003	TF	FF604	-	248 (240.2)	-8.0	6.4	-	-	-	-	RNAV1
004	TF	FF605	-	338 (330.4)	-8.0	7.6	-	-	-	-	RNAV1
005	TF	DGC	-	009 (001.0)	-8.0	12.8	-	-	-	-	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates
UPSAM	332418.8N / 1303416.6E
FF604	332107.6N / 1302737.7E
FF605	332744.2N / 1302307.1E
DGC	334034.4N / 1302322.7E

CHANGE : PROC renamed. PROC course. VAR. UPSAM, FF604, FF605 established. Waypoint Coordinates added.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA

RNAV SID and TRANSITION

KIKYU ONE DEPARTURE / CARSE TRANSITION		RNAV 1
<p>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.</p> <p>2) RADAR service required.</p>		
DME GAP	RWY16L/16R: DER-20.3NM to IRMEM RWY34L: DER - 3.3NM to F4L01 1.8NM to F4L01 - F4L01 RWY34R: DER - 3.3NM to FF401 1.8NM to FF401 - FF401	Critical DME
		<p>RWY16L/16R DGC:20.3NM to IRMEM - 15.5NM to IRMEM IKE:20.3NM to IRMEM - 15.5NM to IRMEM RWY34L DGC:3.3NM to F4L01 - 1.8NM to F4L01 IKE:3.3NM to F4L01 - 1.8NM to F4L01 F4L01 - 2.8NM to FF402 AHT:F4L01 - 2.0NM to FF403 RWY34R DGC:3.3NM to FF401 - 1.8NM to FF401 IKE:3.3NM to FF401 - 1.8NM to FF401 FF401 - 2.8NM to FF402 AHT:FF401 - 2.0NM to FF403</p> <p>Inappropriate Navaids See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1</p>
<p>KIKYU ONE DEPARTURE</p> <p>RWY34R : Climb on HDG 338° at or above 500FT, direct to FF401, to FF402, to FF403, to YURRY, to ISKEK at or below FL200, to KIKYU at or above 10000FT.</p> <p>RWY34L : Climb on HDG 338° at or above 500FT, direct to F4L01, to FF402, to FF403, to YURRY, to ISKEK at or below FL200, to KIKYU at or above 10000FT.</p> <p>RWY16L/16R : Climb on HDG 158° at or above 500FT, direct to IRMEM at or below FL200, to KIKYU at or above 10000FT.</p> <p>Note RWY34R/34L : 7.0% climb gradient required up to 2800FT. RWY16L/16R : 5.8% climb gradient required up to 1100FT. OBST ALT 399FT located at 1.2NM 138° FM end of RWY16L. OBST ALT 1470FT located at 6.2NM 182° FM end of RWY16L. OBST ALT 130FT located at 0.3NM 186° FM end of RWY16R.</p>		
<p>CARSE TRANSITION</p> <p>From KIKYU at or above 10000FT, to NOGAB at or above FL170, to CARSE.</p>		

CHANGE : New PROC.

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA

RNAV SID

KIKYU ONE DEPARTURE

RWY34R

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 (330.4)	-8.0	-	-	+500	-	-	RNAV1
002	DF	FF401	-	-	-8.0	-	-	-	-	-	RNAV1
003	TF	FF402	-	068 (060.1)	-8.0	5.4	-	-	-	-	RNAV1
004	TF	FF403	-	158 (150.4)	-8.0	4.3	-	-	-	-	RNAV1
005	TF	YURRY	-	165 (157.2)	-8.0	13.1	-	-	-	-	RNAV1
006	TF	ISKEK	-	165 (157.3)	-8.0	9.4	-	-FL200	-	-	RNAV1
007	TF	KIKYU	-	130 (122.1)	-8.0	12.9	-	+10000	-	-	RNAV1

RWY34L

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 (330.4)	-8.0	-	-	+500	-	-	RNAV1
002	DF	F4L01	-	-	-8.0	-	-	-	-	-	RNAV1
003	TF	FF402	-	068 (060.1)	-8.0	5.5	-	-	-	-	RNAV1
004	TF	FF403	-	158 (150.4)	-8.0	4.3	-	-	-	-	RNAV1
005	TF	YURRY	-	165 (157.2)	-8.0	13.1	-	-	-	-	RNAV1
006	TF	ISKEK	-	165 (157.3)	-8.0	9.4	-	-FL200	-	-	RNAV1
007	TF	KIKYU	-	130 (122.1)	-8.0	12.9	-	+10000	-	-	RNAV1

RWY16L/RWY16R

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)	-8.0	-	-	+500	-	-	RNAV1
002	DF	IRMEM	-	-	-8.0	-	-	-FL200	-	-	RNAV1
003	TF	KIKYU	-	117 (109.4)	-8.0	14.7	-	+10000	-	-	RNAV1

CHANGE : New PROC.

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
F4L01	333928.0N / 1302356.2E	YURRY	332622.1N / 1303817.8E
FF401	333931.4N / 1302403.3E	ISKEK	331742.3N / 1304238.0E
FF402	334212.3N / 1302939.7E	IRMEM	331544.5N / 1303908.3E
FF403	333827.6N / 1303213.2E	KIKYU	331051.1N / 1305540.3E

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA

RNAV TRANSITION

CARSE 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	KIKYU	-	-	-8.0	-	-	+10000	-	-	RNAV1
002	TF	NOGAB	-	113 (104.5)	-8.0	9.8	-	+FL170	-	-	RNAV1
003	TF	CARSE	-	113 (104.5)	-8.0	14.1	-	-	-	-	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates
KIKYU	331051.1N / 1305540.3E
NOGAB	330822.5N / 1310702.1E
CARSE	330448.4N / 1312315.4E

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

STAR

EBISU A ARRIVAL

From over EBISU, via IKE R074 to intercept and proceed via DGC R338 to AKTIB via LAGER.

Cross LAGER at or above 3000FT, cross AKTIB at or above 2000FT.

EBISU B ARRIVAL

From over EBISU, via IKE R074 to intercept and proceed via DGC R336 to BIXAB.

Cross BIXAB at or above 2000FT.

IKI A ARRIVAL

From over IKE VOR/DME, via IKE R074 to intercept and proceed via DGC R338 to AKTIB via LAGER.

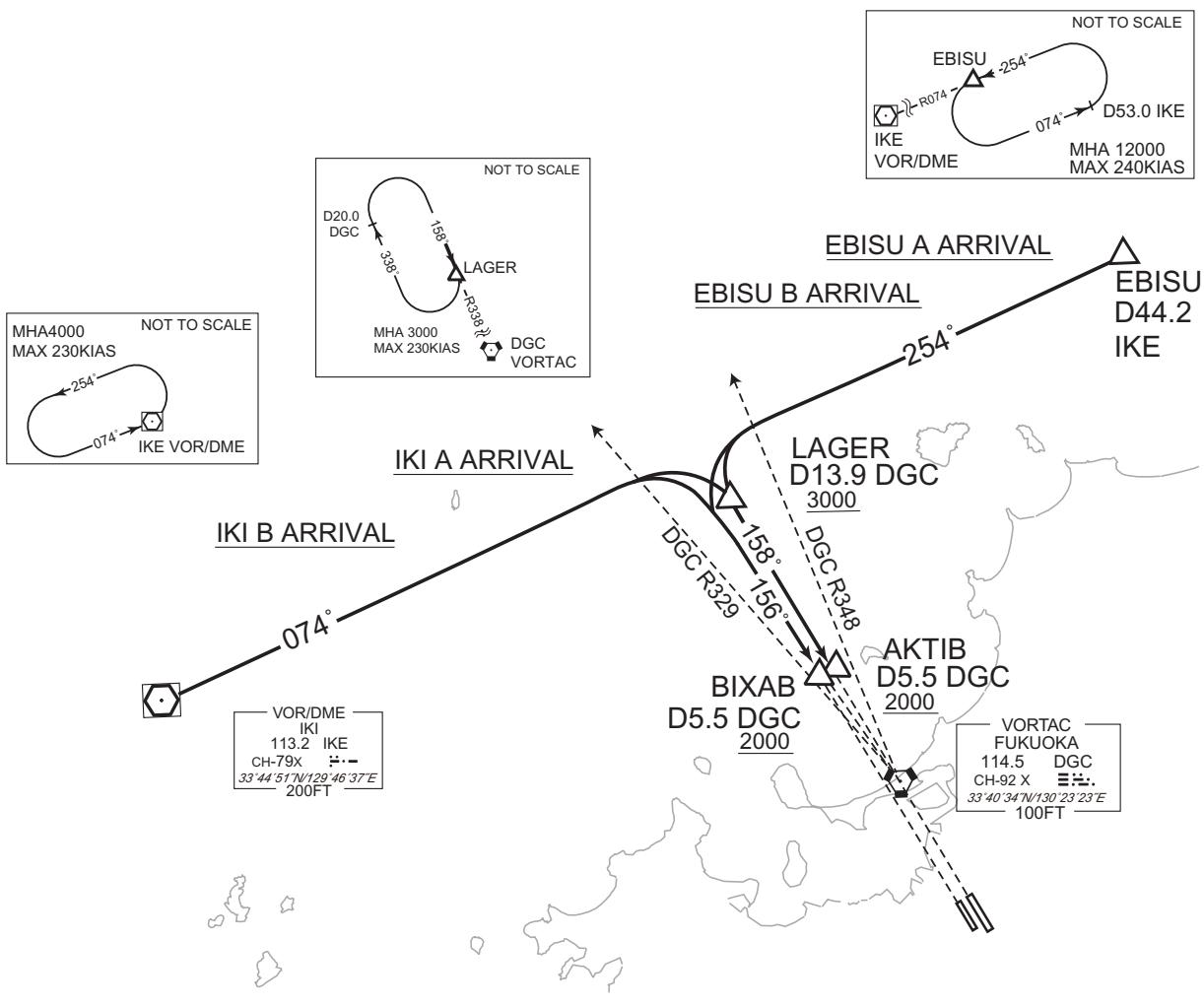
Cross LAGER at or above 3000FT, cross AKTIB at or above 2000FT.

IKI B ARRIVAL

From over IKE VOR/DME, via IKE R074 to intercept and proceed via DGC R336 to BIXAB.

Cross BIXAB at or above 2000FT.

CHANGE : New PROC.



STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

STAR

EBISU E ARRIVAL

From over EBISU, proceed via IKE R074 to intercept and proceed via SGE R353 to IGDER, via KUE R329, to intercept and proceed via SGE R064 to ADPAR. Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross ADPAR at or above 4000FT.

EBISU W ARRIVAL

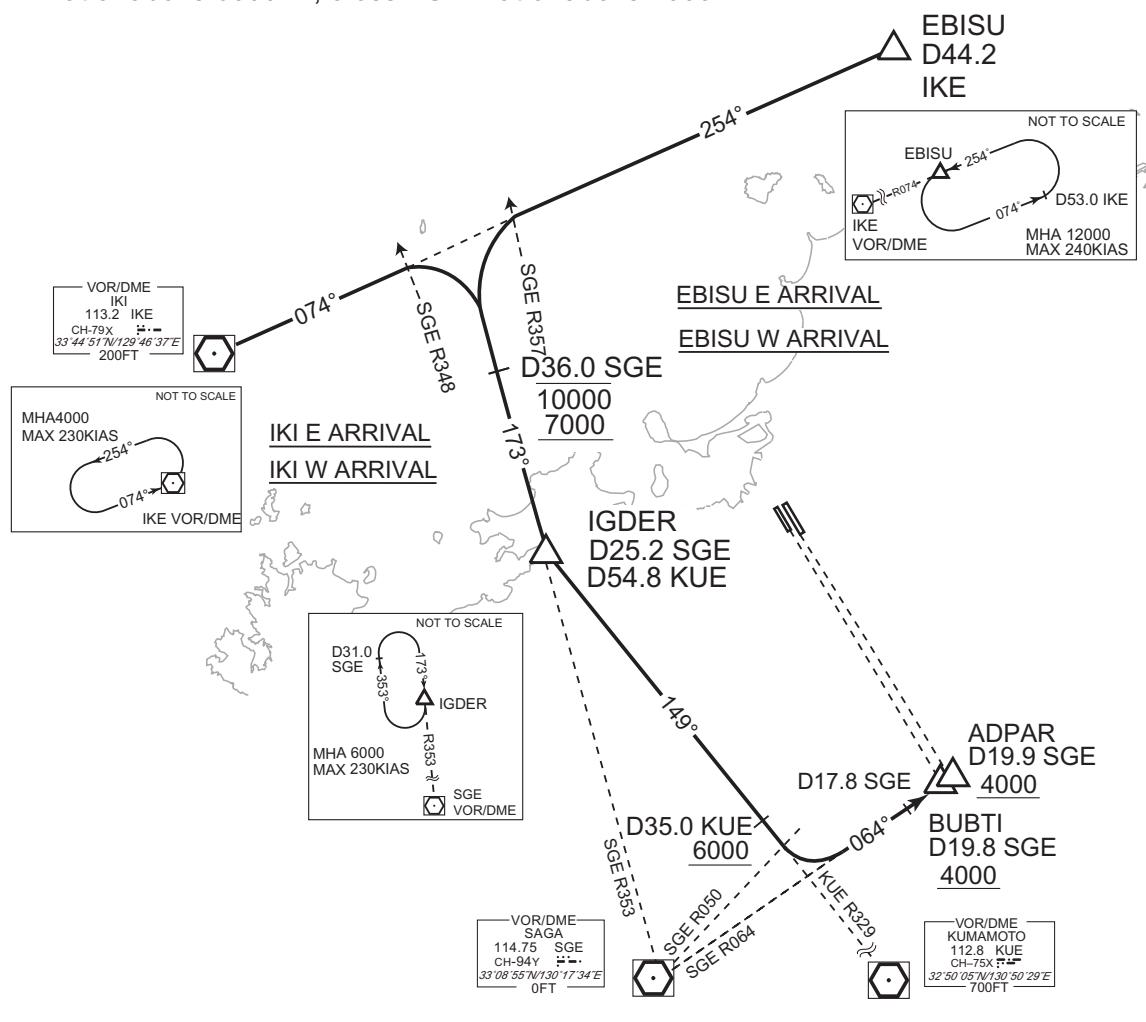
From over EBISU, proceed via IKE R074 to intercept and proceed via SGE R353 to IGDER, via KUE R329, to intercept and proceed via SGE R064 to BUBTI. Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross BUBTI at or above 4000FT.

IKI E ARRIVAL

From over IKE VOR/DME, proceed via IKE R074 to intercept and proceed via SGE R353 to IGDER, via KUE R329, to intercept and proceed via SGE R064 to ADPAR. Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross ADPAR at or above 4000FT.

IKI W ARRIVAL

From over IKE VOR/DME, proceed via IKE R074 to intercept and proceed via SGE R353 to IGDER, via KUE R329, to intercept and proceed via SGE R064 to BUBTI. Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross BUBTI at or above 4000FT.



CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

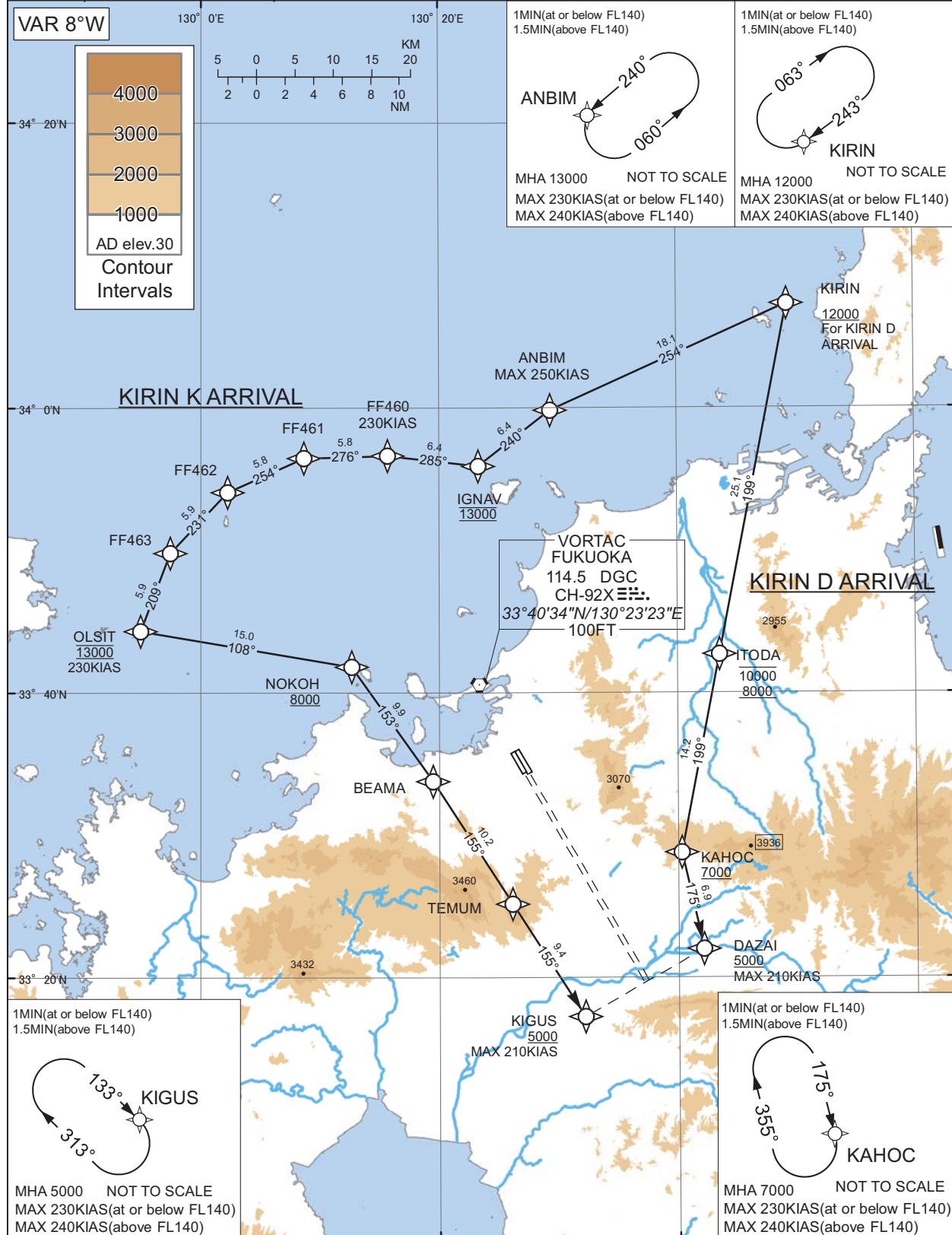
RJFF / FUKUOKA

RNAV STAR RWY34R/34L

KIRIN K ARRIVAL / KIRIN D ARRIVAL

RNAV1

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



STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34R/34L

KIRIN K ARRIVAL

From KIRIN, to ANBIM, to IGNAV at 13000FT, to FF460, to FF461, to FF462, to FF463, to OLSIT at 13000FT, to NOKOH at or above 8000FT, to BEAMA, to TEMUM, to KIGUS at or above 5000FT.

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	-	-	-	-	-	RNAV1
002	TF	ANBIM	-	254 (245.8)	-8.0	18.1	-	-	-250	-	RNAV1
003	TF	IGNAV	-	240 (232.0)	-8.0	6.4	-	13000	-	-	RNAV1
004	TF	FF460	-	285 (276.7)	-8.0	6.4	-	-	230	-	RNAV1
005	TF	FF461	-	276 (268.4)	-8.0	5.8	-	-	-	-	RNAV1
006	TF	FF462	-	254 (245.8)	-8.0	5.8	-	-	-	-	RNAV1
007	TF	FF463	-	231 (223.2)	-8.0	5.9	-	-	-	-	RNAV1
008	TF	OLSLIT	-	209 (200.7)	-8.0	5.9	-	13000	230	-	RNAV1
009	TF	NOKOH	-	108 (099.5)	-8.0	15.0	-	+8000	-	-	RNAV1
010	TF	BEAMA	-	153 (144.8)	-8.0	9.9	-	-	-	-	RNAV1
011	TF	TEMUM	-	155 (147.2)	-8.0	10.2	-	-	-	-	RNAV1
012	TF	KIGUS	-	155 (147.3)	-8.0	9.4	-	+5000	-210	-	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	ANBIM	240 (232.1)	-8.0	1.0 (-14000) 1.5 (+14001)	L	13000	-	-230 (-14000) -240 (+14001)	RNAV1
Hold	KIGUS	133 (125.2)	-8.0	1.0 (-14000) 1.5 (+14001)	R	5000	-	-230 (-14000) -240 (+14001)	RNAV1

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34R/34L

KIRIN D 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.

Critical DME	-
DME GAP	-
Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAlDs 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	ITODA	-	199 (191.0)	-8.0	25.1	-	-10000 +8000	-	-	RNAV1
003	TF	KAHOC	-	199 (191.0)	-8.0	14.2	-	+7000	-	-	RNAV1
004	TF	DAZAI	-	175 (167.3)	-8.0	6.9	-	+5000	-210	-	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	KAHOC	175 (167.3)	-8.0	1.0 (-14000) 1.5 (+14001)	R	7000	-	-230 (-14000) -240 (+14001)	RNAV1

Waypoint Coordinates

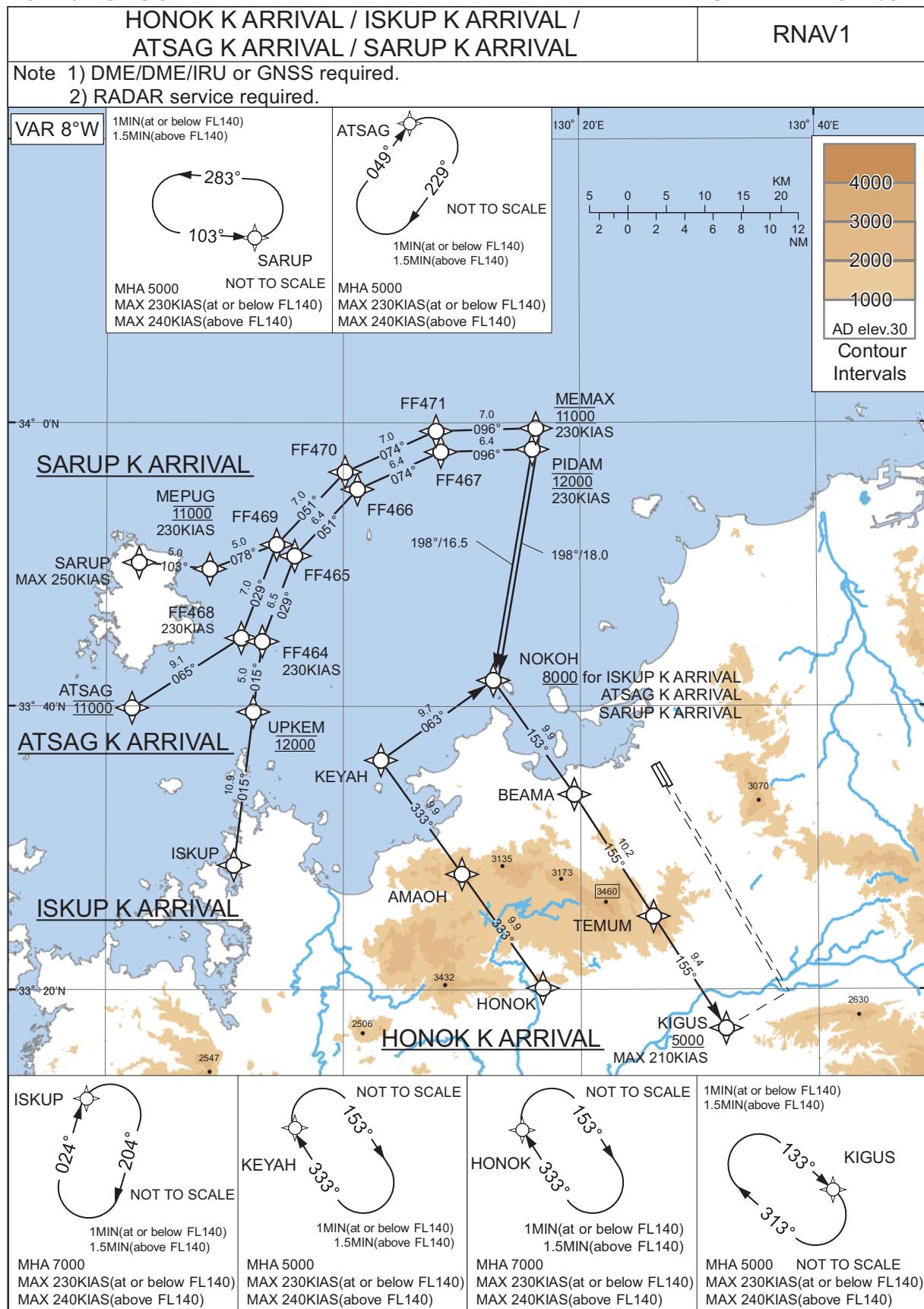
Waypoint Identifier	Coordinates
KIRIN	340717.9N / 1304919.3E
ANBIM	335949.6N / 1302922.5E
IGNAV	335554.0N / 1302319.1E
FF460	335638.5N / 1301541.9E
FF461	335628.8N / 1300839.8E
FF462	335404.9N / 1300214.7E
FF463	334948.8N / 1295725.3E
OLSIT	334419.7N / 1295455.9E
NOKOH	334149.5N / 1301240.1E
BEAMA	333346.7N / 1301928.8E
TEMUM	332509.9N / 1302607.4E
KIGUS	331715.7N / 1303211.9E
ITODA	334242.2N / 1304333.1E
KAHOC	332847.4N / 1304018.8E
DAZAI	332200.9N / 1304208.1E

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34R/34L



STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34R/34L

HONOK K ARRIVAL

From HONOK, to AMAOH, to KEYAH, to NOKOH, to BEAMA, to TEMUM, to KIGUS at or above 5000FT.

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	HONOK	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	AMAOH	-	333 (324.8)	-8.0	9.9	-	-	-	-	RNAV1
003	TF	KEYAH	-	333 (324.8)	-8.0	9.9	-	-	-	-	RNAV1
004	TF	NOKOH	-	063 (054.5)	-8.0	9.7	-	-	-	-	RNAV1
005	TF	BEAMA	-	153 (144.8)	-8.0	9.9	-	-	-	-	RNAV1
006	TF	TEMUM	-	155 (147.2)	-8.0	10.2	-	-	-	-	RNAV1
007	TF	KIGUS	-	155 (147.3)	-8.0	9.4	-	+5000	-210	-	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	5000	-	-230 (-14000) -240 (+14001)	RNAV1
Hold	KIGUS	133 (125.2)	-8.0	1.0 (-14000) 1.5 (+14001)	R	5000	-	-230 (-14000) -240 (+14001)	RNAV1

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34R/34L

ISKUP K ARRIVAL

From ISKUP, to UPKEM at 12000FT, to FF464, to FF465, to FF466, to FF467, to PIDAM at 12000FT, to NOKOH at or above 8000FT, to BEAMA, to TEMUM, to KIGUS at or above 5000FT.

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	ISKUP	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	UPKEM	-	015 (007.1)	-8.0	10.9	-	12000	-	-	RNAV1
003	TF	FF464	-	015 (007.2)	-8.0	5.0	-	-	230	-	RNAV1
004	TF	FF465	-	029 (020.7)	-8.0	6.5	-	-	-	-	RNAV1
005	TF	FF466	-	051 (043.1)	-8.0	6.4	-	-	-	-	RNAV1
006	TF	FF467	-	074 (065.7)	-8.0	6.4	-	-	-	-	RNAV1
007	TF	PIDAM	-	096 (088.4)	-8.0	6.4	-	12000	230	-	RNAV1
008	TF	NOKOH	-	198 (189.7)	-8.0	16.5	-	+8000	-	-	RNAV1
009	TF	BEAMA	-	153 (144.8)	-8.0	9.9	-	-	-	-	RNAV1
010	TF	TEMUM	-	155 (147.2)	-8.0	10.2	-	-	-	-	RNAV1
011	TF	KIGUS	-	155 (147.3)	-8.0	9.4	-	+5000	-210	-	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	024 (016.5)	-8.0	1.0 (-14000) 1.5 (+14001)	R	7000	-	-230 (-14000) -240 (+14001)	RNAV1
Hold	KIGUS	133 (125.2)	-8.0	1.0 (-14000) 1.5 (+14001)	R	5000	-	-230 (-14000) -240 (+14001)	RNAV1

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34R/34L

ATSAG K ARRIVAL

From ATSAG at 11000FT, to FF468, to FF469, to FF470, to FF471, to MEMAX at 11000FT, to NOKOH at or above 8000FT, to BEAMA, to TEMUM, to KIGUS at or above 5000FT.

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	ATSAG	-	-	-8.0	-	-	11000	-	-	RNAV1
002	TF	FF468	-	065 (057.2)	-8.0	9.1	-	-	230	-	RNAV1
003	TF	FF469	-	029 (020.6)	-8.0	7.0	-	-	-	-	RNAV1
004	TF	FF470	-	051 (043.1)	-8.0	7.0	-	-	-	-	RNAV1
005	TF	FF471	-	074 (065.7)	-8.0	7.0	-	-	-	-	RNAV1
006	TF	MEMAX	-	096 (088.4)	-8.0	7.0	-	11000	230	-	RNAV1
007	TF	NOKOH	-	198 (189.7)	-8.0	18.0	-	+8000	-	-	RNAV1
008	TF	BEAMA	-	153 (144.8)	-8.0	9.9	-	-	-	-	RNAV1
009	TF	TEMUM	-	155 (147.2)	-8.0	10.2	-	-	-	-	RNAV1
010	TF	KIGUS	-	155 (147.3)	-8.0	9.4	-	+5000	-210	-	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	049 (040.9)	-8.0	1.0 (-14000) 1.5 (+14001)	R	5000	-	-230 (-14000) -240 (+14001)	RNAV1
Hold	KIGUS	133 (125.2)	-8.0	1.0 (-14000) 1.5 (+14001)	R	5000	-	-230 (-14000) -240 (+14001)	RNAV1

CHANGE : New PROC

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34R/34L

SARUP K ARRIVAL

From SARUP, to MEPUG at 11000FT, to FF469, to FF470, to FF471, MEMAX at 11000FT, to NOKOH at or above 8000FT, to BEAMA, to TEMUM, to KIGUS at or above 5000FT.

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	SARUP	-	-	-8.0	-	-	-	-250	-	RNAV1
002	TF	MEPUG	-	103 (095.1)	-8.0	5.0	-	11000	230	-	RNAV1
003	TF	FF469	-	078 (069.9)	-8.0	5.0	-	-	-	-	RNAV1
004	TF	FF470	-	051 (043.1)	-8.0	7.0	-	-	-	-	RNAV1
005	TF	FF471	-	074 (065.7)	-8.0	7.0	-	-	-	-	RNAV1
006	TF	MEMAX	-	096 (088.4)	-8.0	7.0	-	11000	230	-	RNAV1
007	TF	NOKOH	-	198 (189.7)	-8.0	18.0	-	+8000	-	-	RNAV1
008	TF	BEAMA	-	153 (144.8)	-8.0	9.9	-	-	-	-	RNAV1
009	TF	TEMUM	-	155 (147.2)	-8.0	10.2	-	-	-	-	RNAV1
010	TF	KIGUS	-	155 (147.3)	-8.0	9.4	-	+5000	-210	-	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	5000	-	-230 (-14000) -240 (+14001)	RNAV1
Hold	KIGUS	133 (125.2)	-8.0	1.0 (-14000) 1.5 (+14001)	R	5000	-	-230 (-14000) -240 (+14001)	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
HONOK	332006.3N / 1301647.8E	FF468	334449.4N / 1295123.0E
AMAOH	332809.0N / 1300959.9E	SARUP	335008.4N / 1294244.7E
KEYAH	333611.4N / 1300310.7E	MEPUG	334941.5N / 1294843.5E
ISKUP	332847.3N / 1295046.6E	FF469	335124.4N / 1295422.1E
UPKEM	333936.3N / 1295224.4E	FF470	335631.8N / 1300009.2E
FF464	334434.6N / 1295309.4E	FF471	335924.6N / 1300751.6E
FF465	335036.6N / 1295553.7E	MEMAX	335936.3N / 1301618.4E
FF466	335518.3N / 1300112.0E	NOKOH	334149.5N / 1301240.1E
FF467	335756.7N / 1300815.7E	BEAMA	333346.7N / 1301928.8E
PIDAM	335807.4N / 1301600.1E	TEMUM	332509.9N / 1302607.4E
ATSAG	333953.2N / 1294210.5E	KIGUS	331715.7N / 1303211.9E

CHANGE : New PROC.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

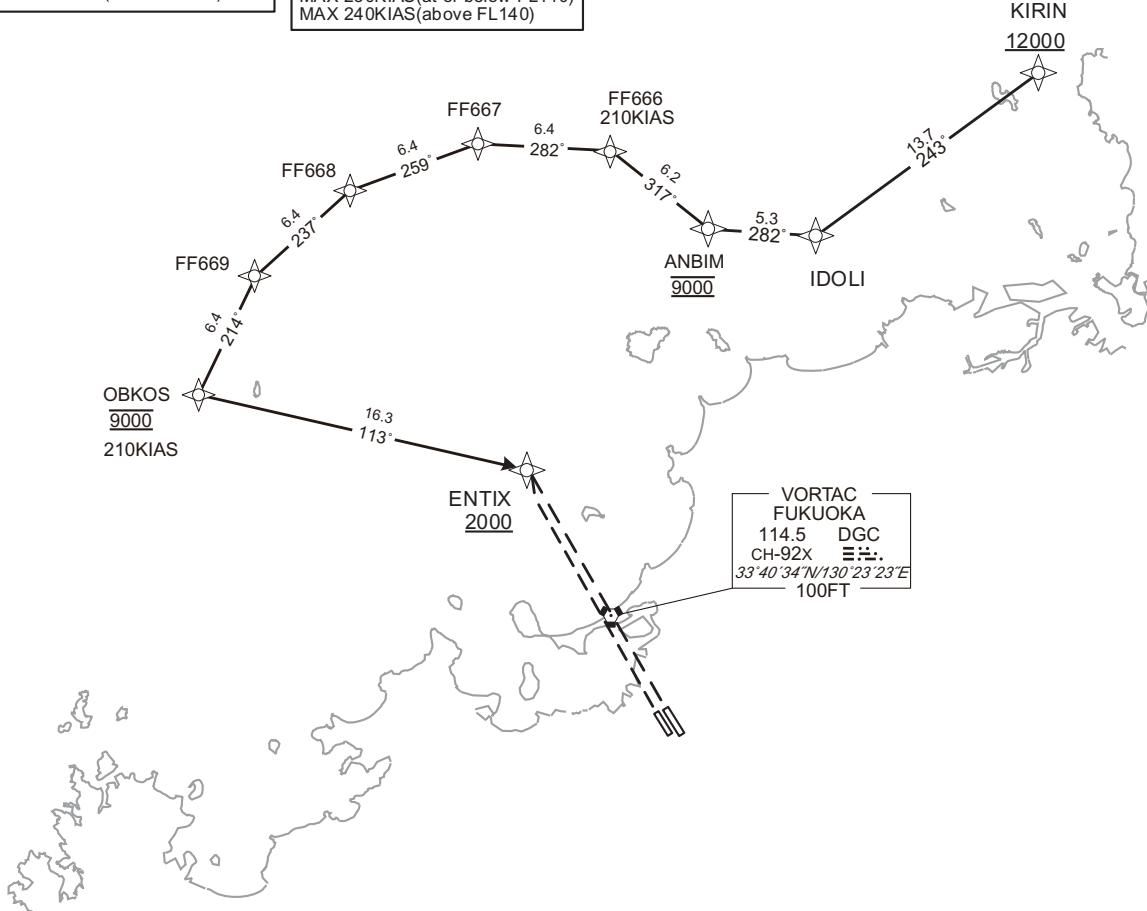
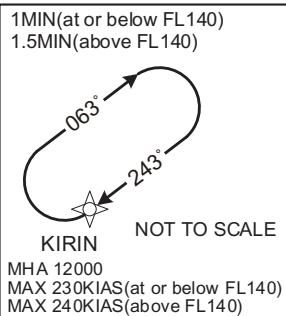
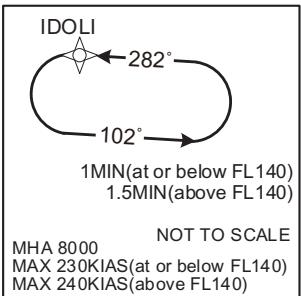
RNAV STAR RWY16L/16R

KIRIN E ARRIVAL

RNAV 1

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

VAR 8° W



CHANGE : PROC renamed.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY16L/16R

KIRIN E ARRIVAL

From KIRIN at or above 12000FT, to IDOLI, to ANBIM at 9000FT, to FF666, to FF667, to FF668, to FF669, to O BKOS at 9000FT, 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	-	9000	-	-	RNAV1
004	TF	FF666	-	317 (308.8)	-8.0	6.2	-	-	210	-	RNAV1
005	TF	FF667	-	282 (274.1)	-8.0	6.4	-	-	-	-	RNAV1
006	TF	FF668	-	259 (251.4)	-8.0	6.4	-	-	-	-	RNAV1
007	TF	FF669	-	237 (228.8)	-8.0	6.4	-	-	-	-	RNAV1
008	TF	O BKOS	-	214 (206.3)	-8.0	6.4	-	9000	210	-	RNAV1
009	TF	ENTIX	-	113 (105.2)	-8.0	16.3	-	+2000	-	-	RNAV1

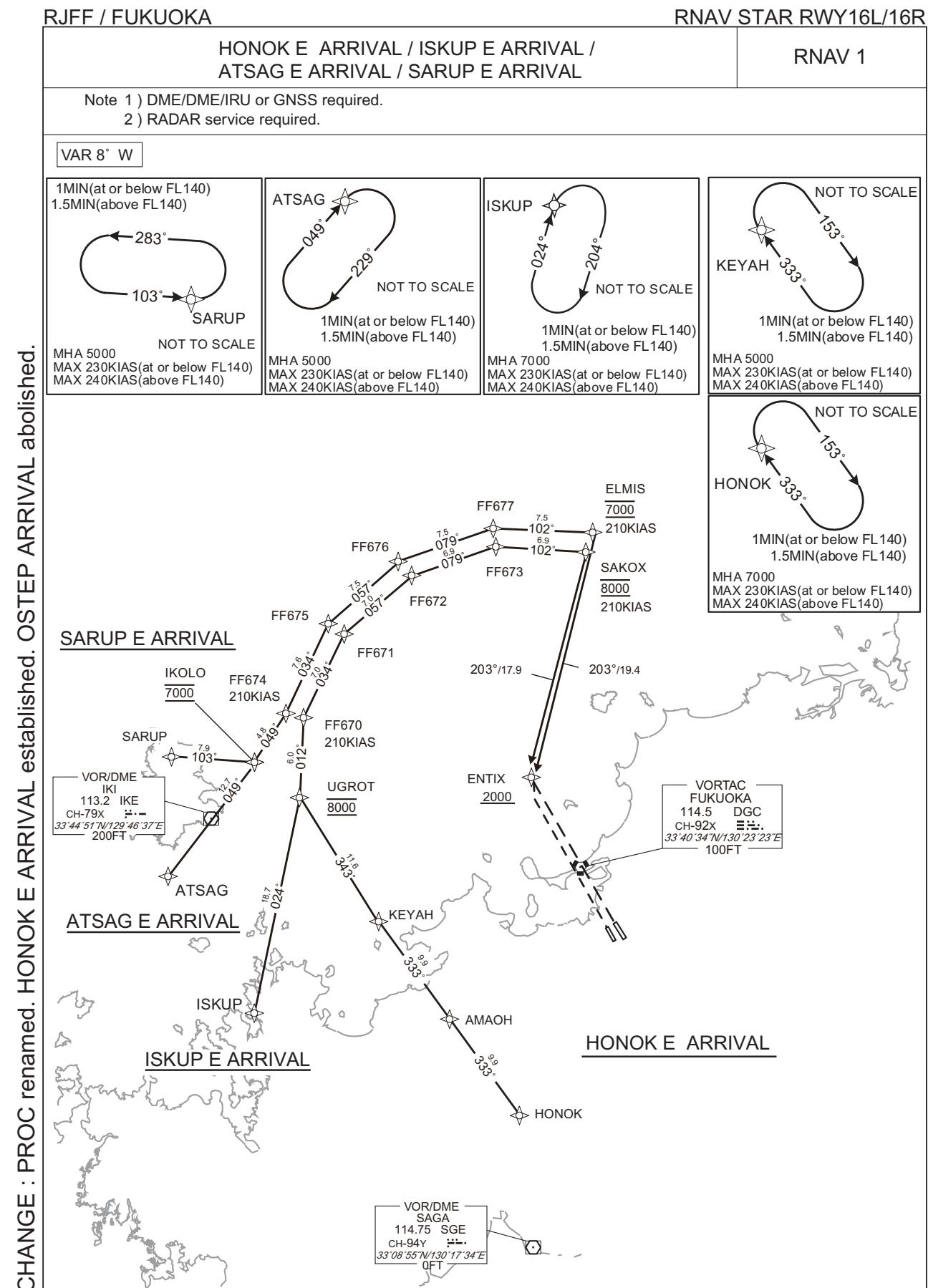
Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	KIRIN	243 (235.1)	-8.0	1.0(-14000) 1.5(+14001)	R	12000	-	-230(-14000) -240(+14001)	RNAV1
Hold	IDOLI	282 (274.3)	-8.0	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
FF666	340344.2N / 1302330.1E
FF667	340411.4N / 1301551.1E
FF668	340209.8N / 1300834.7E
FF669	335758.2N / 1300248.0E
O BKOS	335215.0N / 1295923.7E
ENTIX	334757.5N / 1301818.9E

CHANGE : PROC renamed.

STANDARD ARRIVAL CHART-INSTRUMENT



STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY16L/16R

HONOK E ARRIVAL

From HONOK, to AMAOH, to KEYAH, to UGROT at 8000FT, to FF670, to FF671, to FF672, to FF673, to SAKOX at 8000FT, to ENTIK 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	HONOK	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	AMAOH	-	333 (324.8)	-8.0	9.9	-	-	-	-	RNAV1
003	TF	KEYAH	-	333 (324.8)	-8.0	9.9	-	-	-	-	RNAV1
004	TF	UGROT	-	343 (334.6)	-8.0	11.6	-	8000	-	-	RNAV1
005	TF	FF670	-	012 (003.8)	-8.0	6.0	-	-	210	-	RNAV1
006	TF	FF671	-	034 (026.3)	-8.0	7.0	-	-	-	-	RNAV1
007	TF	FF672	-	057 (048.8)	-8.0	7.0	-	-	-	-	RNAV1
008	TF	FF673	-	079 (071.4)	-8.0	6.9	-	-	-	-	RNAV1
009	TF	SAKOX	-	102 (094.0)	-8.0	6.9	-	8000	210	-	RNAV1
010	TF	ENTIX	-	203 (195.3)	-8.0	17.9	-	+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	5000	-	-230(-14000) -240(+14001)	RNAV1

CHANGE : HONOK E ARRIVAL established. PRO course.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY16L/16R

ISKUP E ARRIVAL

From ISKUP, to UGROT, at 8000FT, to FF670, to FF671, to FF672, to FF673, to SAKOX, 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	ISKUP	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	UGROT	-	024 (016.5)	-8.0	18.7	-	8000	-	-	RNAV1
003	TF	FF670	-	012 (003.8)	-8.0	6.0	-	-	210	-	RNAV1
004	TF	FF671	-	034 (026.3)	-8.0	7.0	-	-	-	-	RNAV1
005	TF	FF672	-	057 (048.8)	-8.0	7.0	-	-	-	-	RNAV1
006	TF	FF673	-	079 (071.4)	-8.0	6.9	-	-	-	-	RNAV1
007	TF	SAKOX	-	102 (094.0)	-8.0	6.9	-	8000	210	-	RNAV1
008	TF	ENTIX	-	203 (195.3)	-8.0	17.9	-	+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	024 (016.5)	-8.0	1.0(-14000) 1.5(+14001)	R	7000	-	-230(-14000) -240(+14001)	RNAV1

CHANGE : PROC renamed.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY16L/16R

ATSAG E ARRIVAL

From ATSAG, to IKOLO, at 7000FT, to FF674, to FF675, to FF676, to FF677, to ELMIS at 7000FT, 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	ATSAG	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	IKOLO	-	049 (040.9)	-8.0	12.7	-	7000	-	-	RNAV1
003	TF	FF674	-	049 (041.0)	-8.0	4.8	-	-	210	-	RNAV1
004	TF	FF675	-	034 (026.2)	-8.0	7.6	-	-	-	-	RNAV1
005	TF	FF676	-	057 (048.7)	-8.0	7.5	-	-	-	-	RNAV1
006	TF	FF677	-	079 (071.4)	-8.0	7.5	-	-	-	-	RNAV1
007	TF	ELMIS	-	102 (094.0)	-8.0	7.5	-	7000	210	-	RNAV1
008	TF	ENTIX	-	203 (195.3)	-8.0	19.4	-	+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	049 (040.9)	-8.0	1.0(-14000) 1.5(+14001)	R	5000	-	-230(-14000) -240(+14001)	RNAV1

CHANGE : PROC renamed.

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY16L/16R

SARUP E ARRIVAL

From SARUP, to IKOLO at 7000FT, to FF674, to FF675, to FF676, to FF677, to ELMIS at 7000FT, 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	SARUP	-	-	-8.0	-	-	-	-	-	RNAV1
002	TF	IKOLO	-	103 (095.0)	-8.0	7.9	-	7000	-	-	RNAV1
003	TF	FF674	-	049 (041.0)	-8.0	4.8	-	-	210	-	RNAV1
004	TF	FF675	-	034 (026.2)	-8.0	7.6	-	-	-	-	RNAV1
005	TF	FF676	-	057 (048.7)	-8.0	7.5	-	-	-	-	RNAV1
006	TF	FF677	-	079 (071.4)	-8.0	7.5	-	-	-	-	RNAV1
007	TF	ELMIS	-	102 (094.0)	-8.0	7.5	-	7000	210	-	RNAV1
008	TF	ENTIX	-	203 (195.3)	-8.0	19.4	-	+2000	-	-	RNAV1

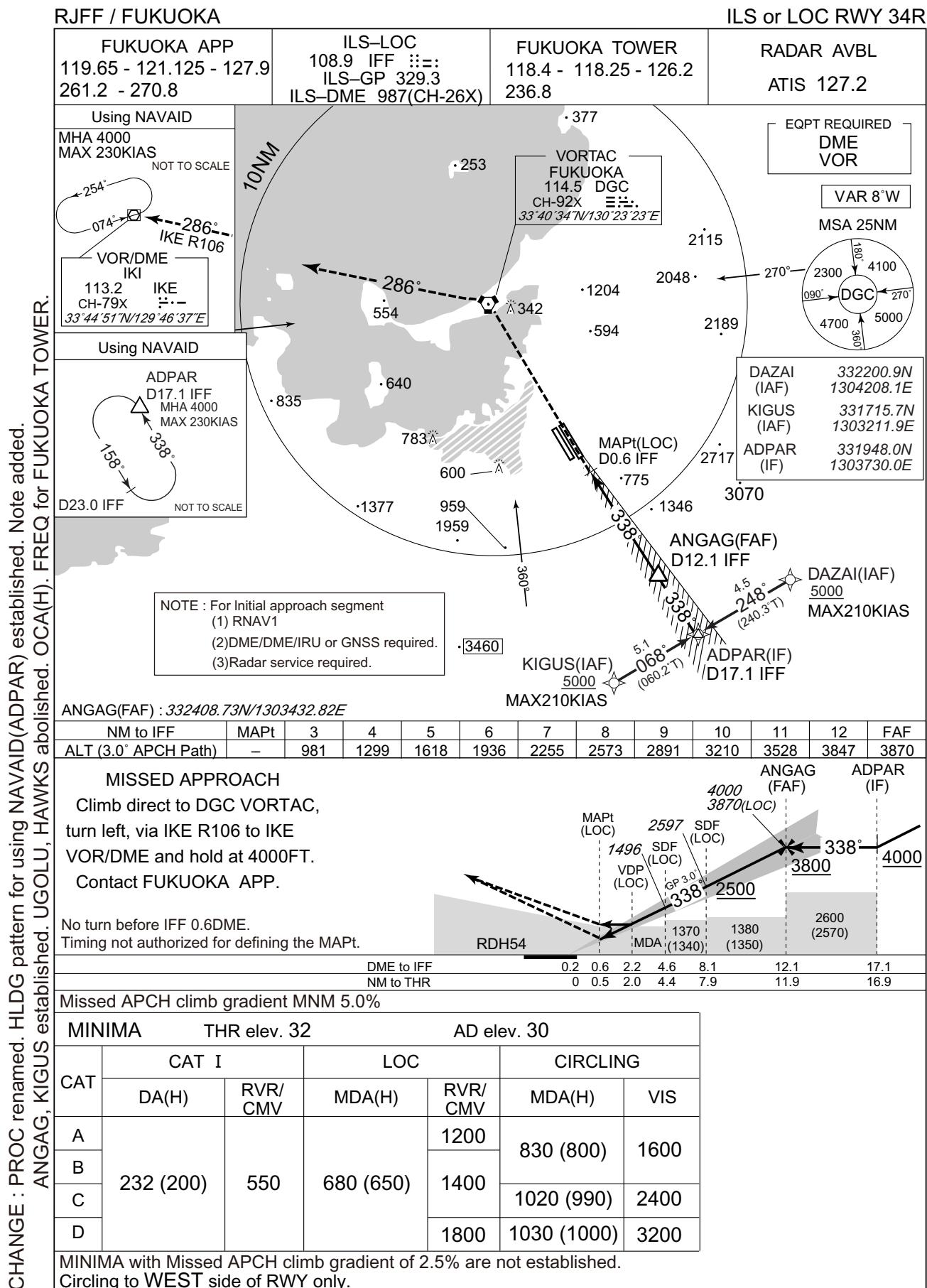
Path	Waypoint Identifier	Inbound Course °M(°T)	Magnetic Variation	Outbound Time (MIN)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FT)	Speed (KIAS)	Navigation Specification
Hold	SARUP	103 (094.9)	-8.0	1.0(-14000) 1.5(+14001)	L	5000	-	-230(-14000) -240(+14001)	RNAV1

Waypoint Coordinates

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
HONOK	332006.3N / 1301647.8E	SAKOX	340511.2N / 1302358.8E
AMAOH	332809.0N / 1300959.9E	ATSAG	333953.2N / 1294210.5E
KEYAH	333611.4N / 1300310.7E	SARUP	335008.4N / 1294244.7E
ISKUP	332847.3N / 1295046.6E	IKOLO	334926.8N / 1295209.4E
UGROT	334642.0N / 1295710.6E	FF674	335302.0N / 1295555.0E
FF670	335238.5N / 1295739.4E	FF675	335948.3N / 1295956.5E
FF671	335853.2N / 1300122.2E	FF676	340446.3N / 1300647.0E
FF672	340328.1N / 1300740.9E	FF677	340710.3N / 1301523.8E
FF673	340540.8N / 1301537.4E	ELMIS	340638.1N / 1302427.5E
		ENTIX	334757.5N / 1301818.9E

CHANGE : PROC renamed.

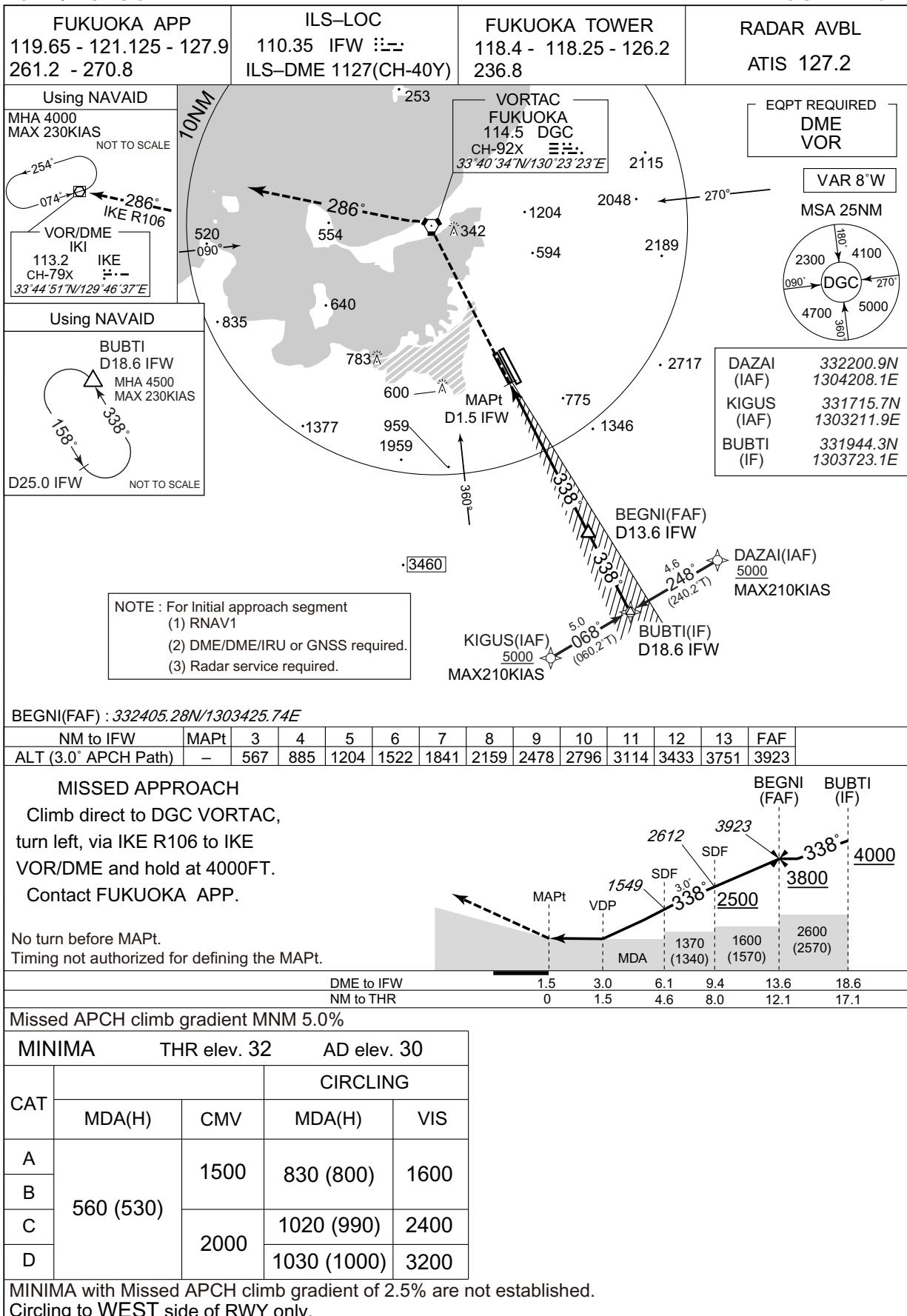
INSTRUMENT APPROACH CHART



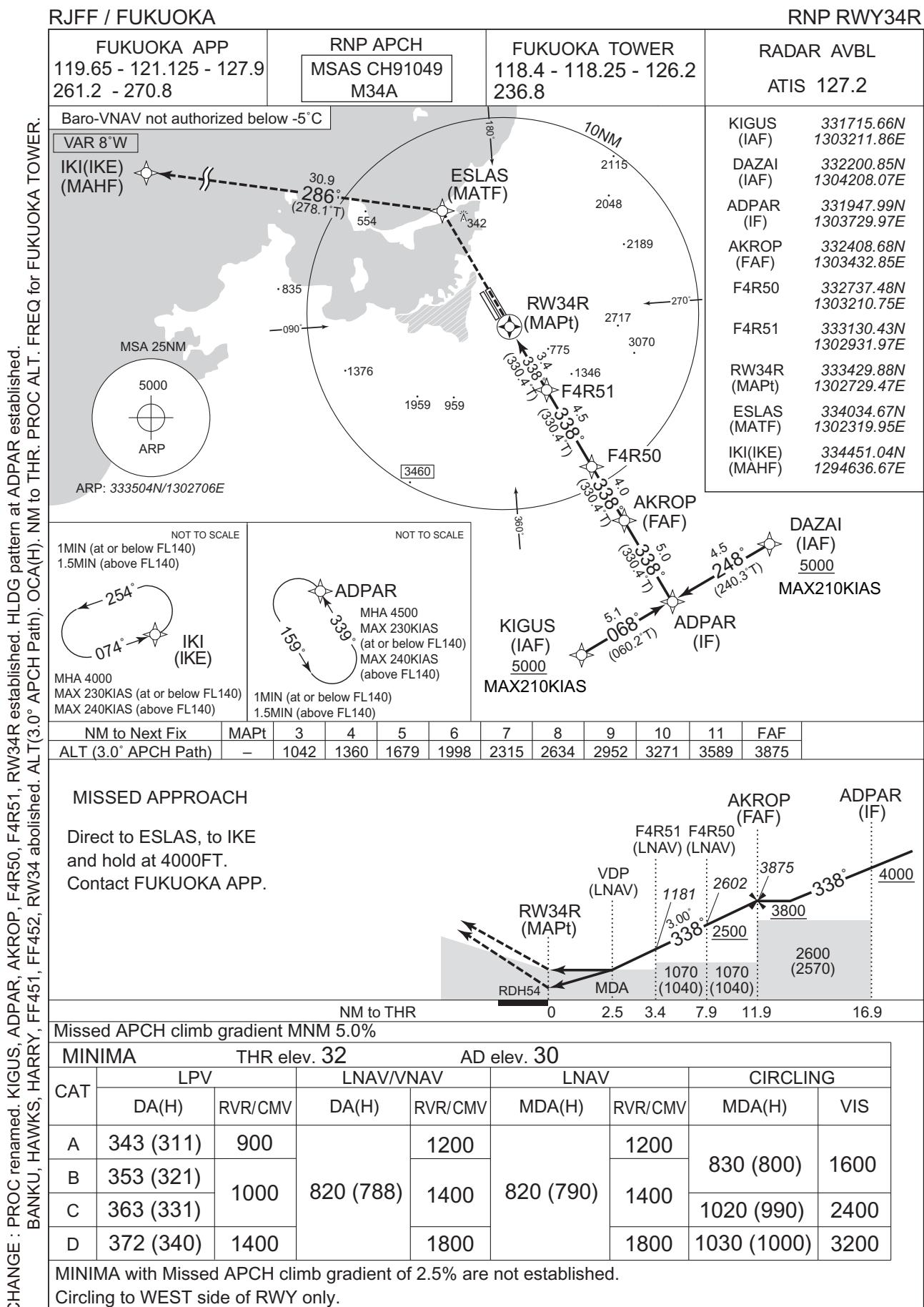
INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

LOC RWY 34L



INSTRUMENT APPROACH CHART



INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

RNP RWY34R

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	341	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	1C55BCEE		

Required additional data

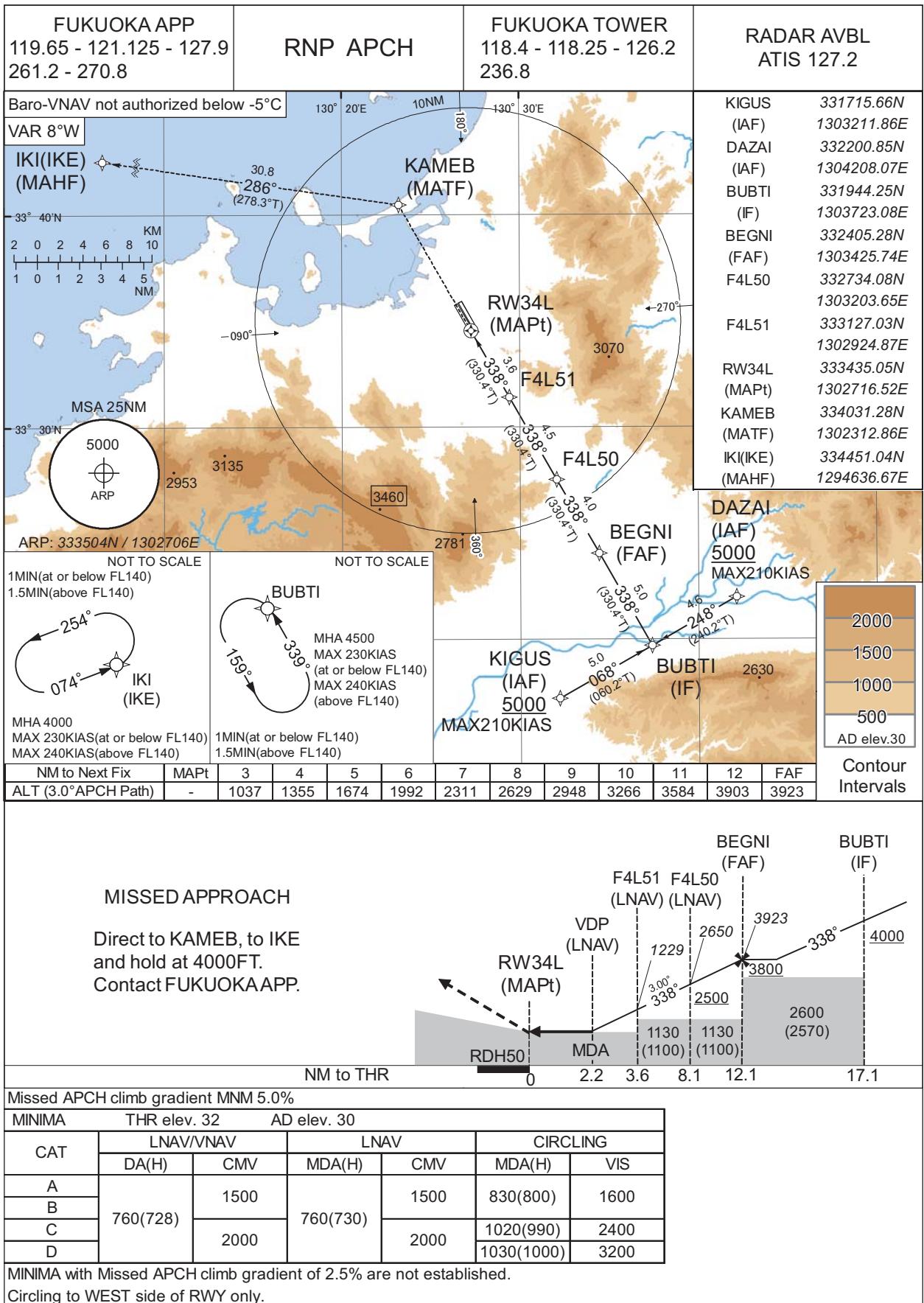
LTP/FTP orthometric height	9.8
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CHANGE : Runway and CRC remainder of FAS DATA BLOCK.

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

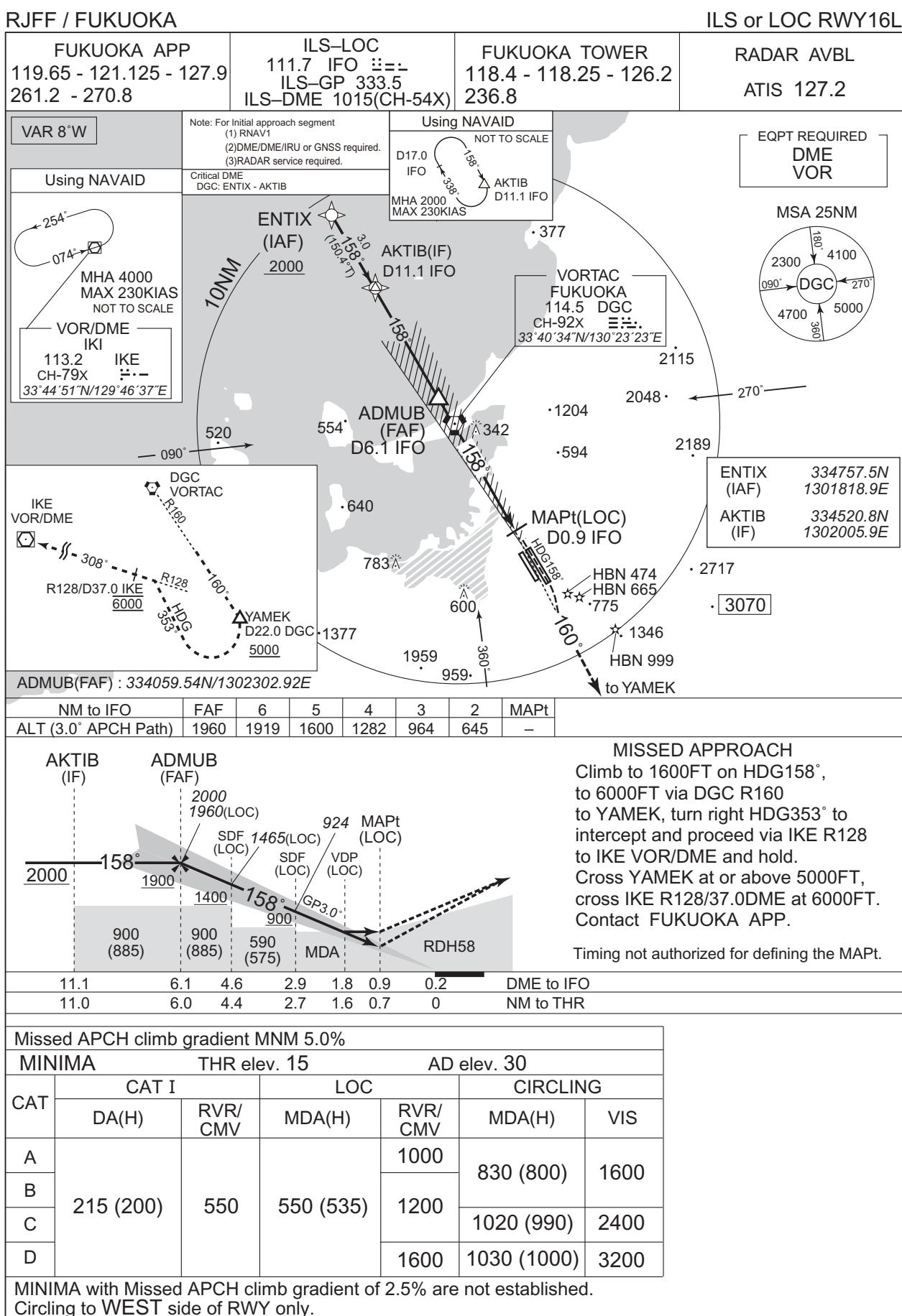
RNP RWY34L



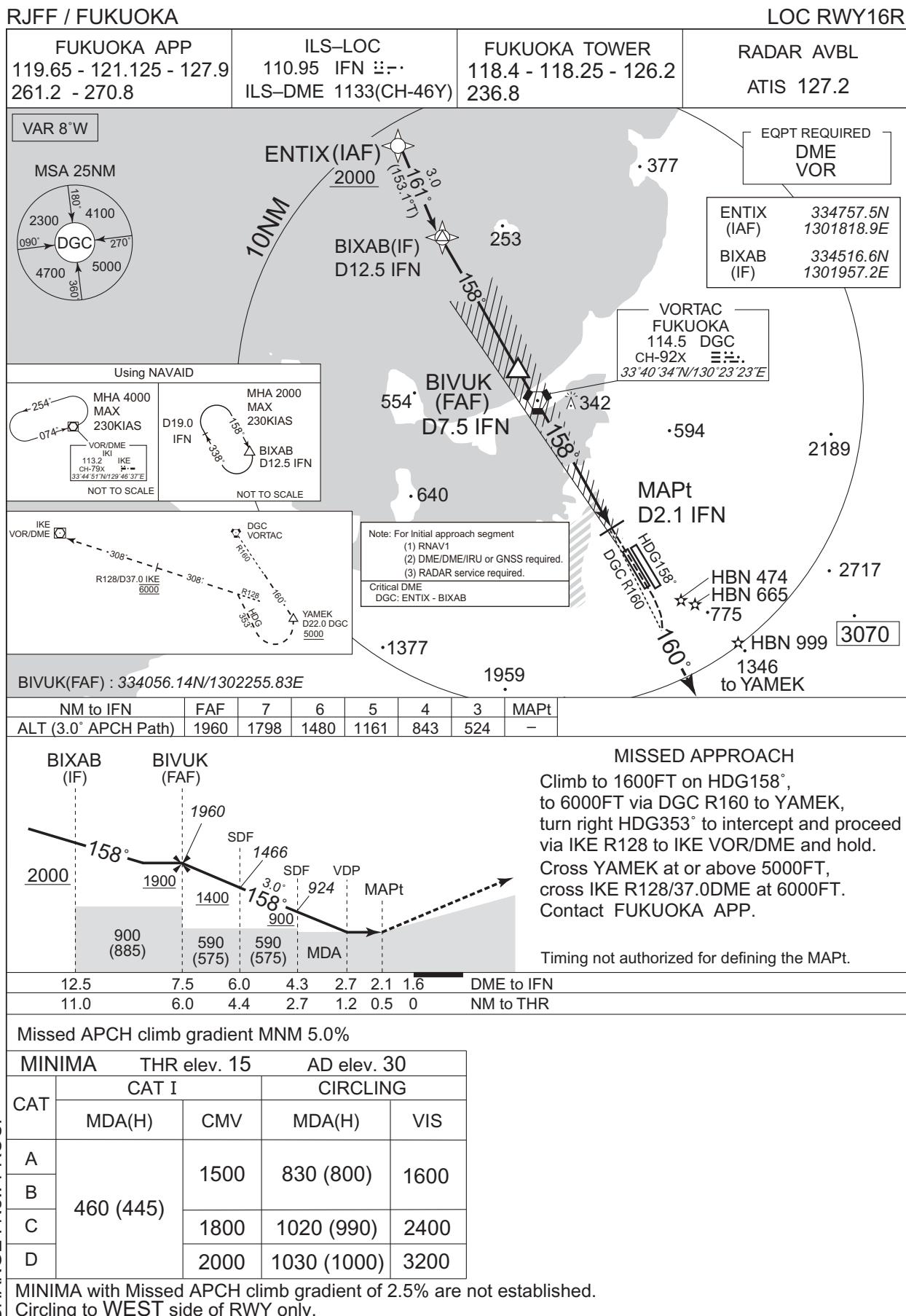
CHANGE : New PROC.

INSTRUMENT APPROACH CHART

CHANGE : AKTIB, ADMUB established. MALIS, AINOS abolished. PROC renamed. FREQ for FUKUOKA TOWER.



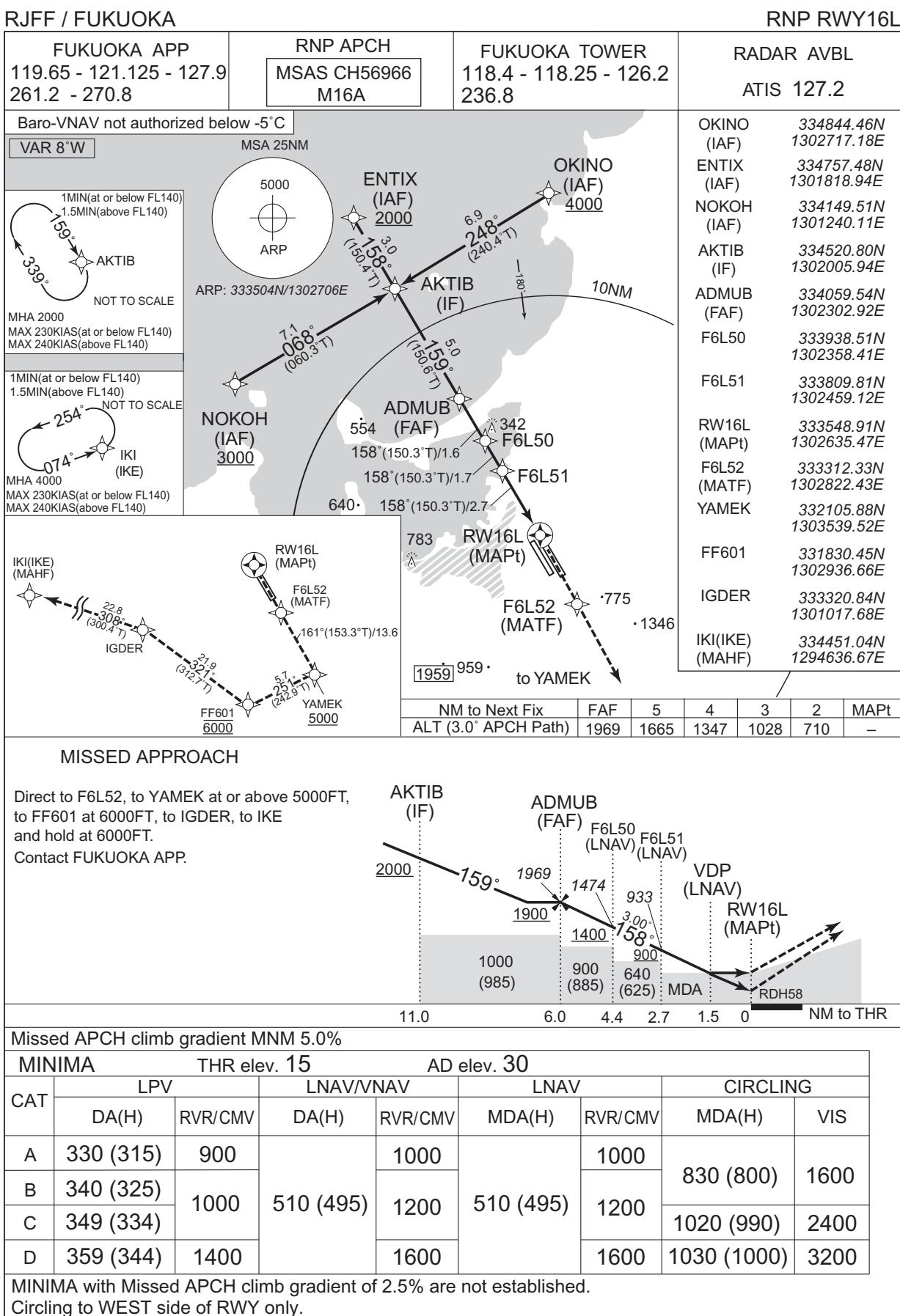
INSTRUMENT APPROACH CHART



CHANGE : New PROC.

INSTRUMENT APPROACH CHART

CHANGE : AKTIB, ADMUB, F6L50, F6L51, RW16L, F6L52, IGDER established. MALTS, AINOS, FF651, FF652, RW16, FF653, KAFRI abolished.
 PROC renamed. OCA(H). HLDG pattern at AKTIB established. FREQ for FUKUOKA TOWER.



INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

RNP RWY16L

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	163	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	Δ length offset	0000
LTP/FTP latitude	333548.8630N	HAL	40.0
LTP/FTP longitude	1302635.4830E	VAL	50.0
CRC remainder	299CD01B		

Required additional data

LTP/FTP orthometric height	4.5
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CHANGE : Runway and CRC remainder of FAS DATA BLOCK.

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

RNP RWY16R

FUKUOKA APP
119.65 - 121.125 - 127.9
261.2 - 270.8

RNP APCH

FUKUOKA TOWER
118.4 - 118.25 - 126.2
236.8

RADAR AVBL
ATIS 127.2

Baro-VNAV not authorized below -5°C

VAR 8°W

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

BIXAB
NOT TO SCALE

MHA 2000
MAX 230KIAS(at or below FL140)
MAX 240KIAS(above FL140)

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

NOT TO SCALE

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

130° 20°E 2 0 2 4 6 8 KM 10 130° 30°E

MSA 25NM ENTIX (IAF) 5000 2000 ARP: 333504N / 1302706E

OKINO (IAF) 4000

NOKOH (IAF) 3000

BIXAB (IF)

BIVUK (FAF)

F6R50

F6R51

158° (150.3°T)/1.6

158° (150.3°T)/1.7

158° (150.3°T)/2.7

158° (150.3°T)/2.7

RW16R (MAPt)

F6R52 (MATF)

YAMEK

2000
1500
1000
500
AD elev.30

Contour Intervals

to YAMEK

IGDER

RW16R (MAPt)

F6R52 (MATF)

YAMEK

2000
1500
1000
500
AD elev.30

Contour Intervals

to YAMEK

FF601 6000

IKI(IKE) (MAHF)

22.8° (300.4°T)

30.8° (300.4°T)

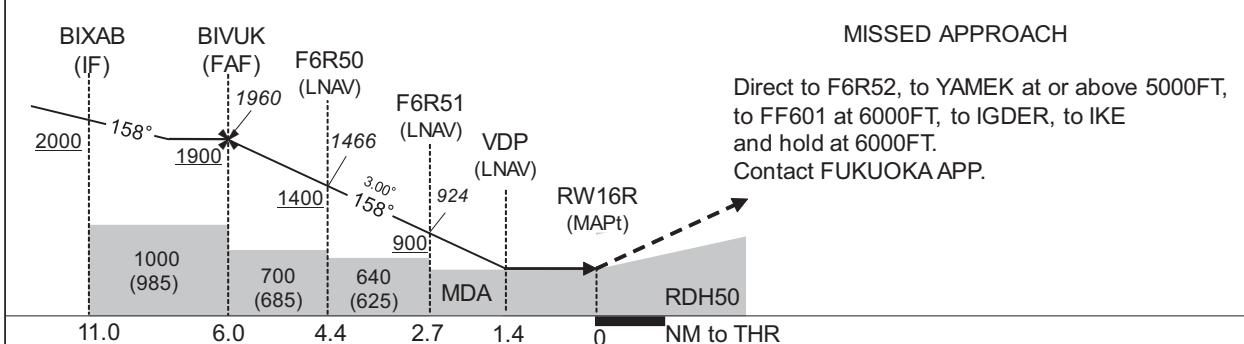
25.9° (312.7°T)

33.1° (312.7°T)

5.1° (242.9°T)

25.9° (242.9°T)

4 3 2 MAPt

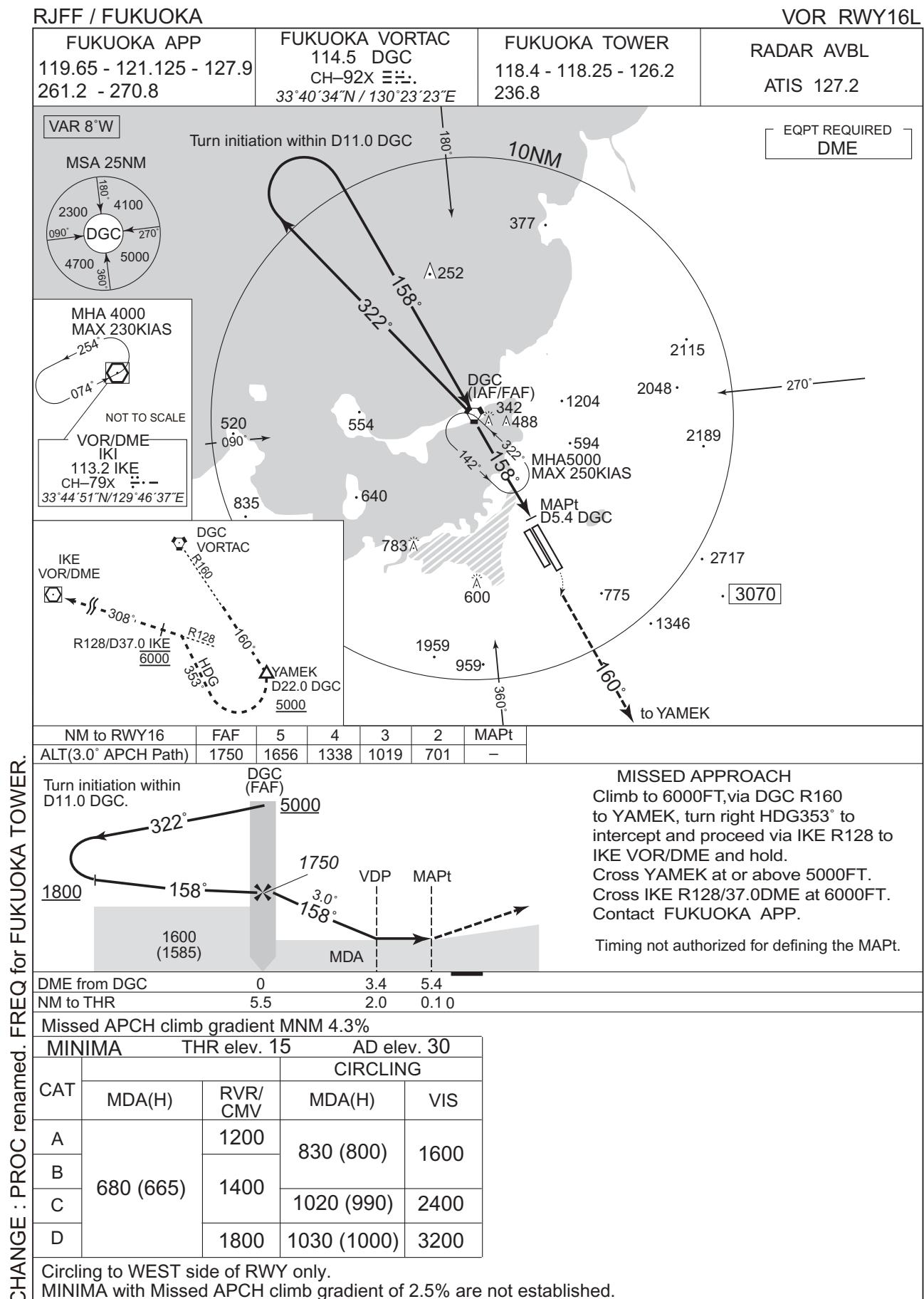


Missed APCH climb gradient MNM 5.0%						
MINIMA		THR elev. 15		AD elev. 30		
CAT	LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	510(495)	1500	510(495)	1500	830(800)	1600
B				2000	1020(990)	2400
C				2000	1030(1000)	3200
D						

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

CHANGE : New PROC.

INSTRUMENT APPROACH CHART



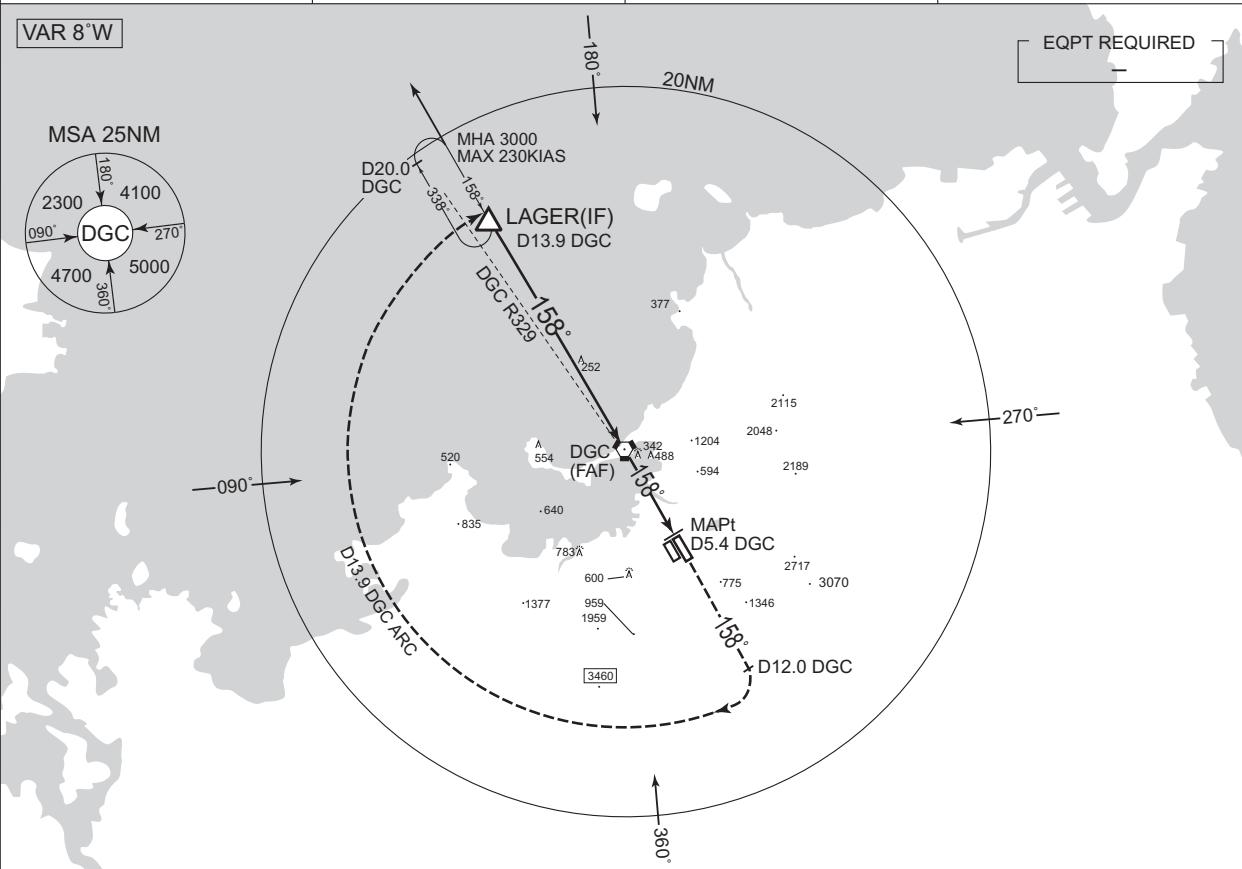
CHANGE : PROC renamed. FREQ for FUKUOKA TOWER.

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA

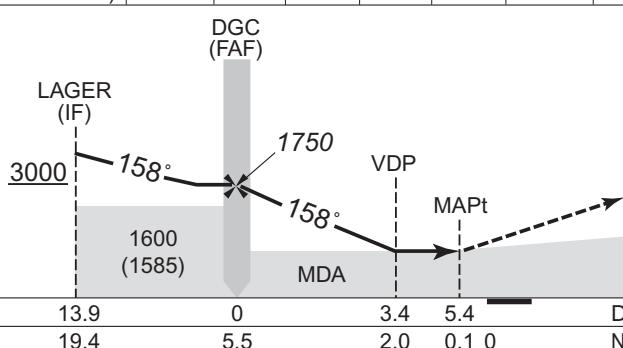
TACAN RWY16L

FUKUOKA APP 119.65 - 121.125 - 127.9 261.2 - 270.8	FUKUOKA VORTAC 114.5 DGC CH-92X ETC. 33°40'34"N / 130°23'23"E	FUKUOKA TOWER 118.4 - 118.25 - 126.2 236.8	RADAR AVBL ATIS 127.2
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CHANGE : PROC renamed. FREQ for FUKUOKA TOWER.

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.

MINIMA		THR elev. 15	AD elev. 30
CAT	MDA(H)	CIRCLING	
		MDA(H)	VIS
A	1200		
B	680 (665)	830 (800)	1600
C	1400	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.

RJFF / FUKUOKA

Visual REP

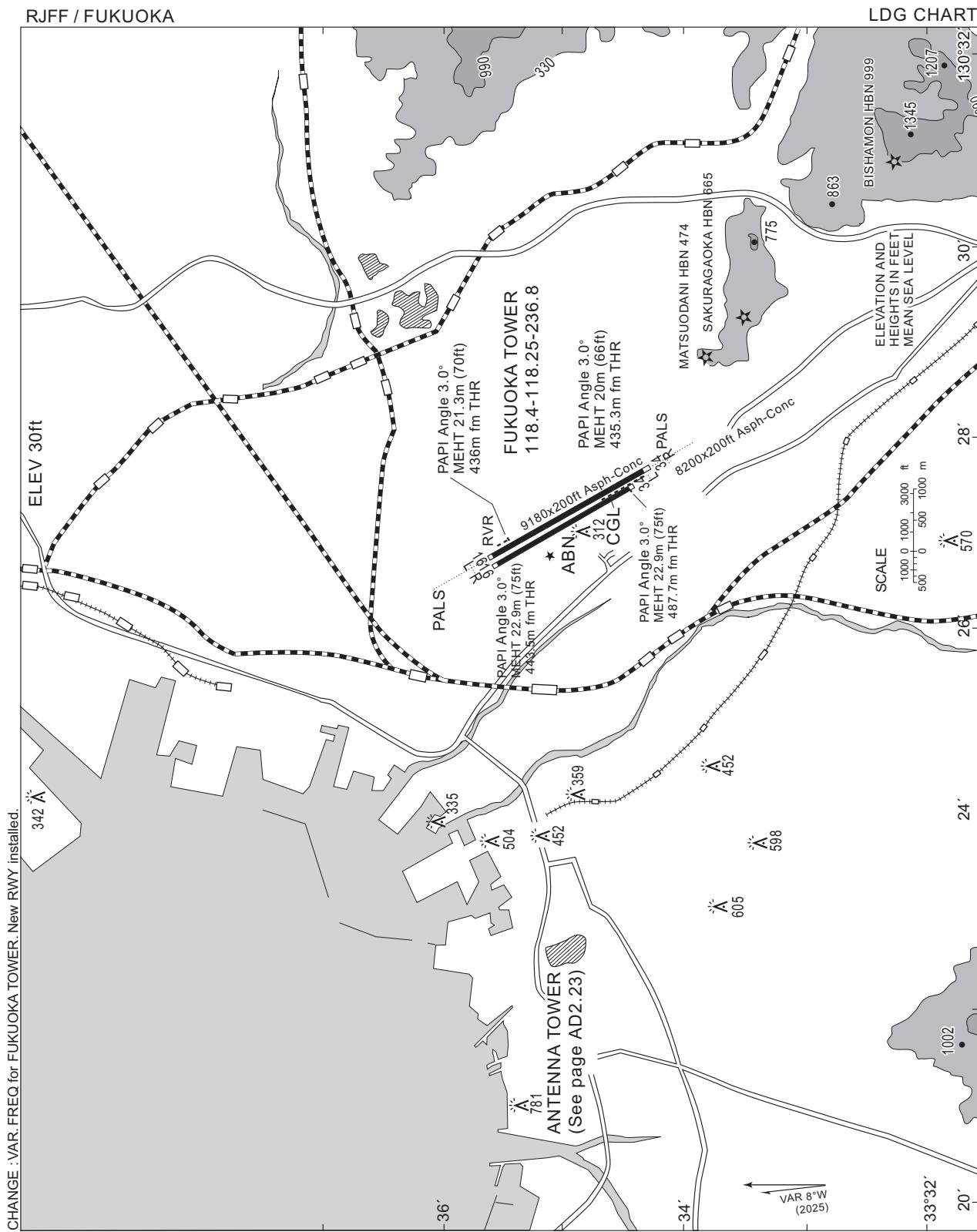


※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

CHANGE : VAR, FREQ for FUKUOKA TOWER, New RWY installed.

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

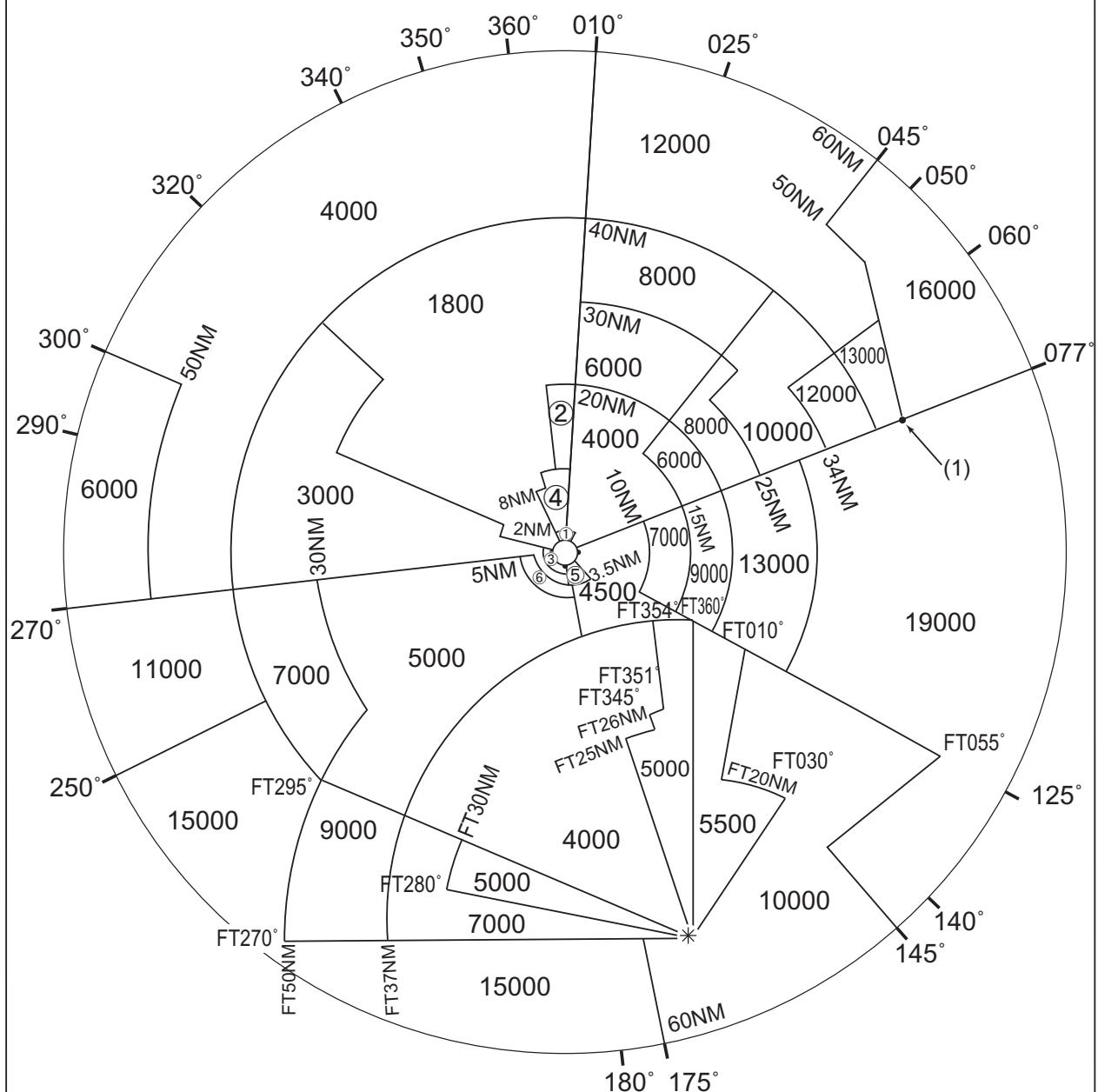
* ヘリコプター用 Use For Helicopter



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Minimum Vectoring Altitude CHART

VAR 8°W (2025)



INTENTIONALLY LEFT BLANK