AD 2 AERODROMES

RJFE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RJFE - FUKUE

RJFE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RJFE AD 2.3 OPERATIONAL HOURS

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

RJFE AD 2.4 HANDLING SERVICES AND FACILITIES

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

RJFE AD 2.5 PASSENGER FACILITIES

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

RJFE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6
2	Rescue equipment	Chemical fire fighting truck x 2
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

RJFE AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

RJFE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Asphalt Strength: SOUTH : PCN 38/F/B/X/T NORTH : PCN 14/F/C/Y/T
2	Taxiway width, surface and strength	Surface: Asphalt Width & Strength : T1 23m PCN 45/F/C/X/T T2 18m PCN 13/F/C/Y/T
3	ACL and elevation	Not AVBL
4	VOR checkpoints	Not AVBL
5	INS checkpoints	(Spot NR) 3: *323956.09N/1285017.80E* 5: *323956.07N/1285017.79E* 6: *323956.19N/1285017.54E*
6	Remarks	Nil

RJFE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and Visual docking/ parking guidance system of aircraft stands	Nil
2	RWY and TWY markings and LGT	RWY:RWY03/21 (Marking):RWY designation, RWY CL, RWY THR, TDZ, Aiming point, RWY side stripe (LGT): RCLL, REDL, RTHL, RENL, RWY DIST marker LGT, TWY: (Marking): (LGT): TWY edge LGT, TWY CL LGT(TWY T1), Taxiing guidance sign
3	Stop bars	Nil
4	Remarks	(Marking): Overrun area (LGT): Apron flood LGT

RJFE AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

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

In circling area and at AD

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

RJFE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	FUKUOKA
2	Hours of service MET Office outside hours	H24 (FUKUOKA)
3	Office responsible for TAF preparation Periods of validity	Nil
4	Trend forecast Interval of issuanc	Nil
5	Briefing/ consultation provided	Briefing is available upon inquiry at FUKUOKA
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	Nil
9	ATS units provided with information	RADIO
10	Additional information(limitation of service, etc.)	Nil

RJFE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength(PCN) and surface of RWY	THR coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	025.75°	2000×45	PCN 40/F/B/X/T Asphalt Concrete	*323929.34N/* *1284941.44E* 372ft	THR ELEV:223FT
21	205.75°	2000×45	PCN 40/F/B/X/T Asphalt Concrete	*324027.81N/* *1285014.79E* 322ft	THR ELEV:273FT

Slope of RWY	Strip Dimensions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See AD 2.24 AD Chart	2120×150	195 ×150	RWY Grooving 2000m×30m
	2120×150	45 × 150	

RJFE AD 2.13 DECLARED DISTANCES

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

RJFE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type 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
03	SALS (*1) 420m LIH	Green	PAPI 3.0° /Left 323m 61FT	Nil	2000m 30m Coded color (White/Red) LIH	2000m 60m Coded color (White/Yellow) LIH	Red	Nil(*2)
21	SALS (*1) 420m LIH	Green	PAPI 3.0° /Left 388m 61FT	Nil	2000m 30m Coded color (White/Red) LIH	2000m 60m Coded color (White/Yellow) LIH	Red	Nil(*2)
Remarks								
10								
SALS with RAI(LEN:480m)(*1) Overrun area edge LGT(LEN:60m,Color:Red)(*2)								

RJFE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: *324010N/1285018E*, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: RWY03: 210m from RWY 03 THR, LGTD RWY21: 260m from RWY 21 THR, LGTD
3	TWY edge and center line lighting	TWY edge and center line lights installed, see AD2.9
4	Secondary power supply/ switch-over time	Within 15 sec: All lights
5	Remarks	WDI LGT

RJFE AD 2.16 HELICOPTER LANDING AREA

Nil

RJFE AD 2.17 ATS AIRSPACE

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

RJFE AD 2.18 ATS COMMUNICATION FACILITIES

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

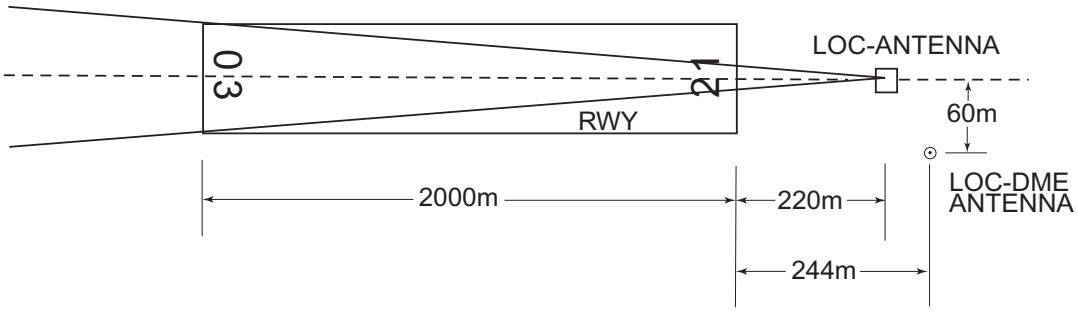
RJFE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid (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 (7°W / 2008)	FUE	115.8MHz	H24	*324006.98N/ 1284936.25E*		VOR/DME Unusable: (1)100° - 140° beyond 15nm BLW 4,000ft. (2)260° -300° beyond 20nm BLW 4,000ft.
DME	FUE	1192MHz (CH-105X)	H24	*324006.98N/ 1284936.25E*	296FT	
LOC 03	IFU	109.7MHz	2300-1030	*324034.22N/ 1285018.44E*		LOC 03: 220m (722ft) away FM RWY 21 THR, BRG (MAG) 033°
LOC-DME 03	IFU	995MHz (CH-34X)	2300-1030	*324034.08N/ 1285020.92E*	280FT	LOC-DME 03: 244m (801ft) away FM RWY 21 THR, 60m (197ft) E of RCL.
LOC 21	IFE	110.1MHZ	2300-1030	*324003.51N/ 1284956.55E*		LOC 21: 880(2887FT) inside FM RWY 21 THR, 102.6m(337FT) W of RCL. LOC off-set angle 2.5° BRG(MAG)215.63°
LOC-DME 21	IFE	999MHz (CH-38X)	2300-1030	*324003.50N/ 1284955.69E*	271FT	LOC-DME 21: 890m(2920FT) inside FM RWY21 THR. 122.6m(402FT) W of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based.

RJFE / FUKUE LOC

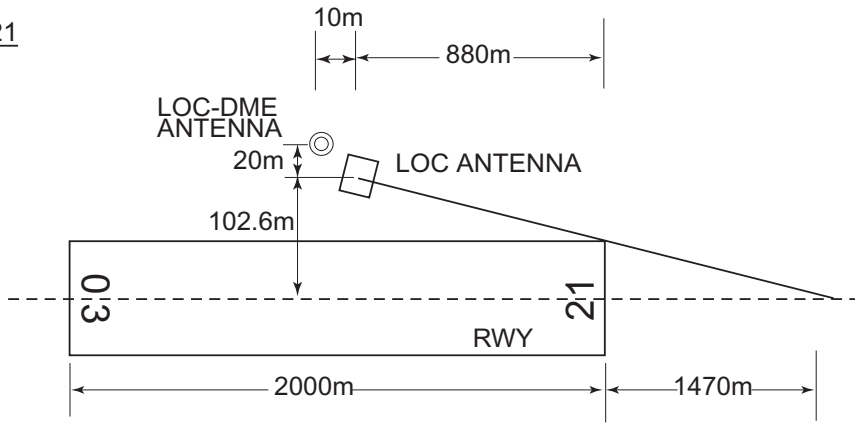
FUKUE AP

LOC for RWY03

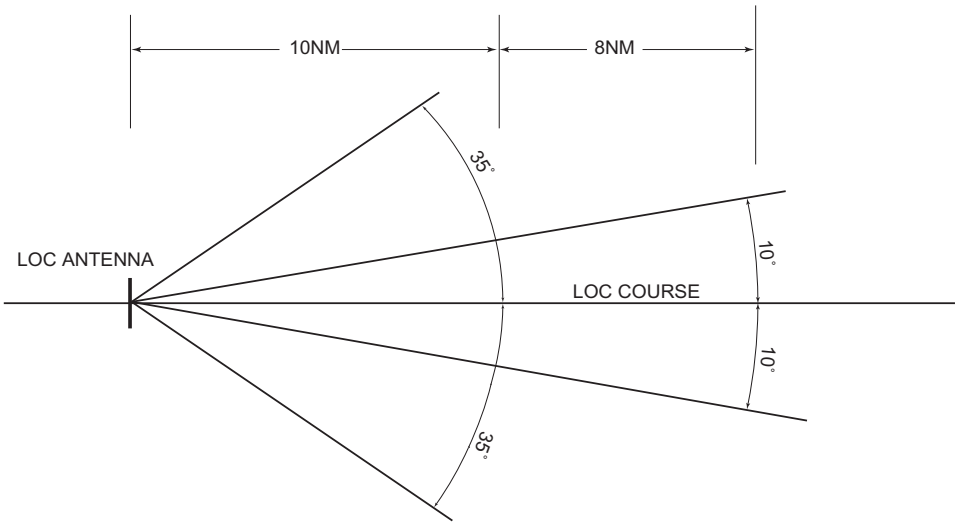


REMARKS : 1.LOC beam BRG(MAG) 033°
2.ELEV of LOC-DME 85.1m(280ft)

LOC for RWY21



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



RJFE AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

Nil

2. Taxiing to and from stands

Nil

3. Parking area for small aircraft(General aviation)

Nil

4. Parking area for helicopters

Nil

5. Apron - taxiing during winter conditions

Nil

6. Taxiing - limitations

Nil

7. School and training flights - technical test flights - use of runways

Nil

8. Helicopter traffic - limitation

Nil

9. Removal of disabled aircraft from runways

Nil

RJFE AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

RJFE AD 2.22 FLIGHT PROCEDURES

1.TAKE OFF MINIMA

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

RJFE AD 2.23 ADDITIONAL INFORMATION

Nil

RJFE AD 2.24 CHARTS RELATED TO AN AERODROME

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

INTENTIONALLY LEFT BLANK

CHANGE : Secondary FREQ abolished.

RJFE / FUKUE

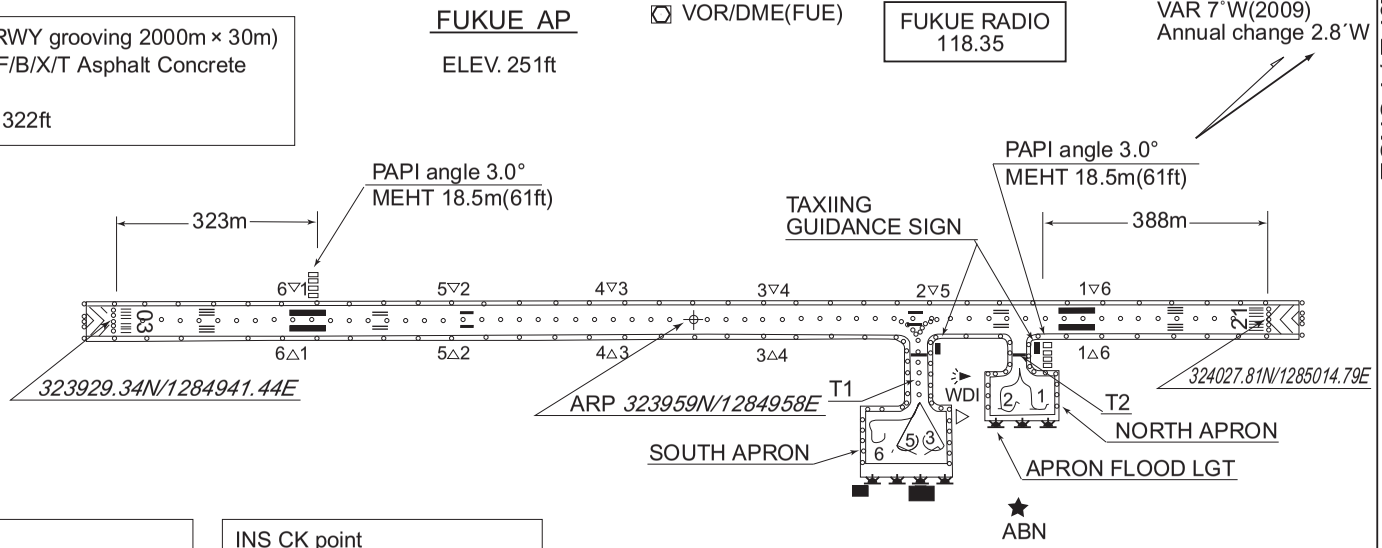
Dimensions of RWY : 2000m × 45m (RWY grooving 2000m × 30m)
Strength & surface of RWY : PCN 40/F/B/X/T Asphalt Concrete
MAG BRG : 33˚/213˚
THR GUND : RWY03/ 372ft, RWY21/ 322ft

FUKUE AP
ELEV. 251ft

VOR/DME(FUE)

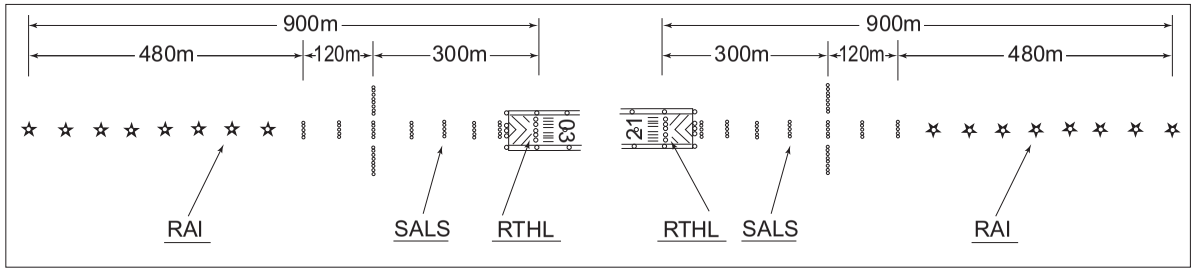
FUKUE RADIO
118.35

VAR 7˚W(2009)
Annual change 2.8´W

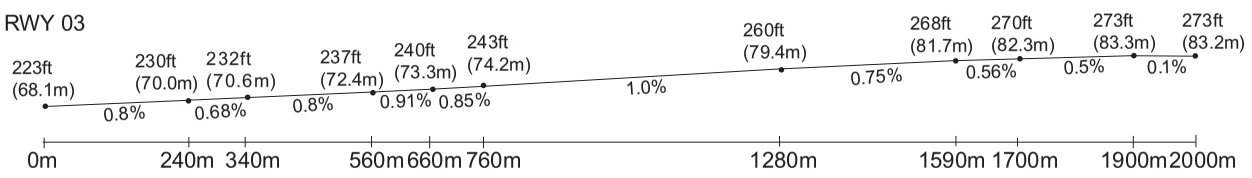


WIDTH & STRENGTH OF TWY
T1 23m PCN 45/F/C/X/T
T2 18m PCN 13/F/C/Y/T
STRENGTH OF APRON
SOUTH PCN 38/F/B/X/T
NORTH PCN 14/F/C/Y/T

INS CK point
3: *323956.09N/1285017.80E*
5: *323956.07N/1285017.79E*
6: *323956.19N/1285017.54E*



LONGITUDINAL PROFILE OF RWY



AD CHART

INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT

RJFE / FUKUE SID

CHANGE : Description of course(NAGASAKI FOUR DEPARTURE).

NAGASAKI FOUR DEPARTURE

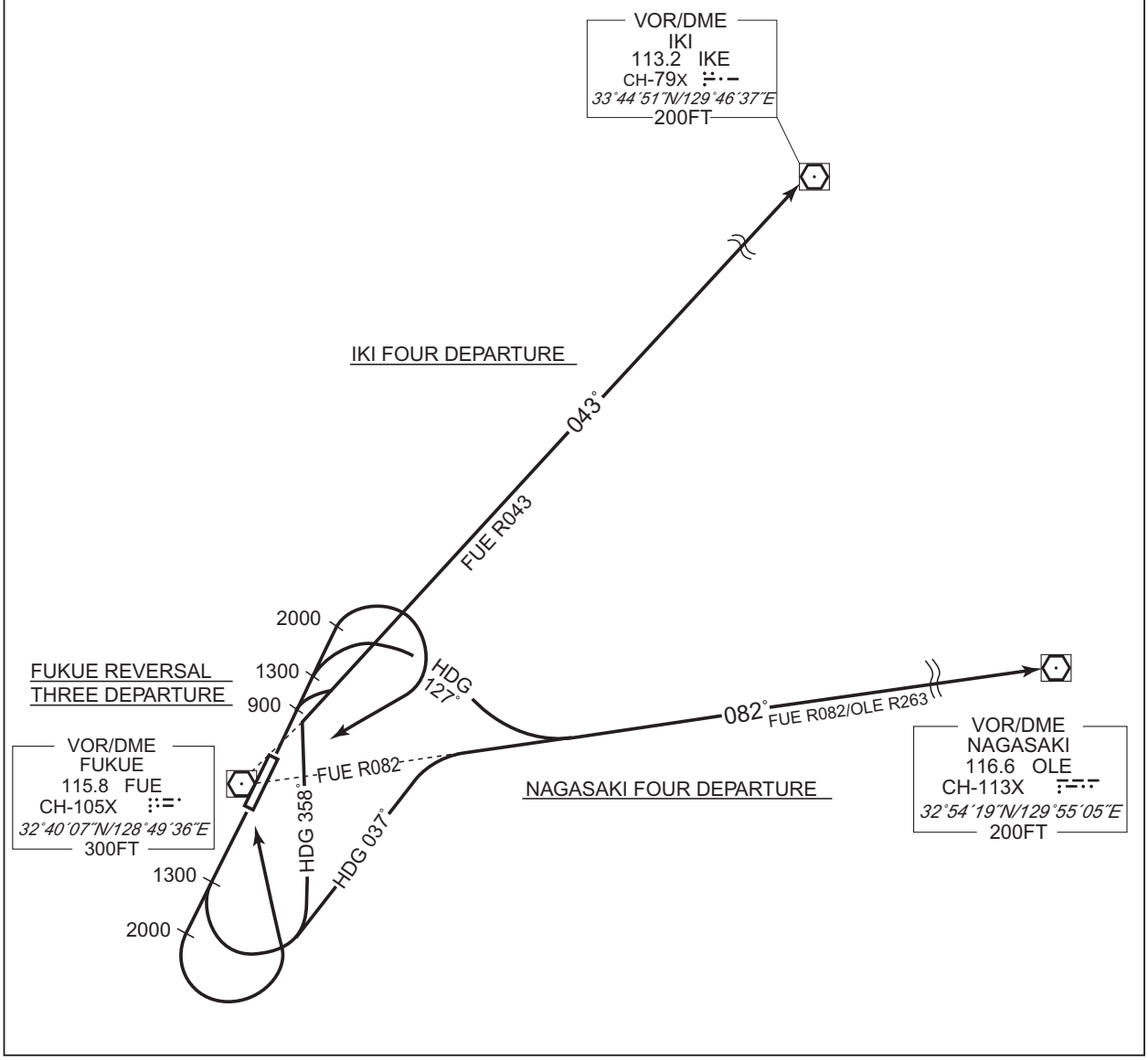
RWY 03 : Climb RWY HDG to 1300FT, turn right HDG127˚....,
RWY 21 : Climb RWY HDG to 1300FT, turn left HDG037˚....,
....to intercept and proceed via FUE R082/OLE R263 to OLE VOR/DME.

IKI FOUR DEPARTURE

RWY 03 : Climb RWY HDG to 900FT, turn right....,
RWY 21 : Climb RWY HDG to 1300FT, turn left HDG358˚....,
....to intercept and proceed via FUE R043 to IKI VOR/DME.

FUKUE REVERSAL THREE DEPARTURE

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



STANDARD DEPARTURE CHART - INSTRUMENT

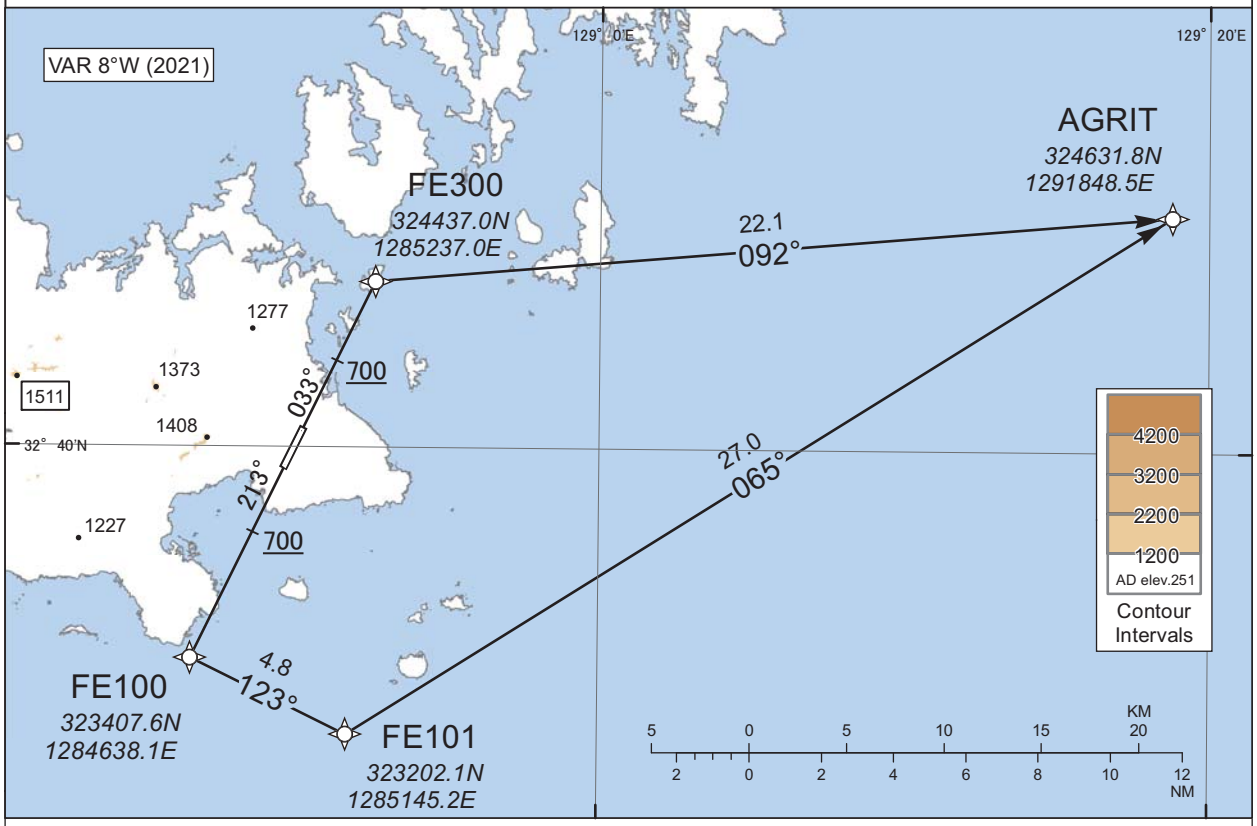
RJFE / FUKUE

RNAV SID

AGRIT ONE DEPARTURE

Basic RNP1

Note GNSS required.



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

RWY03

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	033 (025.6)	-7.5	-	-	+700	-	-	Basic RNP1
002	DF	FE300	-	-	-7.5	-	-	-	-	-	Basic RNP1
003	TF	AGRIT	-	092 (084.9)	-7.5	22.1	-	-	-	-	Basic RNP1

RWY21

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	213 (205.7)	-7.5	-	-	+700	-	-	Basic RNP1
002	DF	FE100	-	-	-7.5	-	-	-	-	-	Basic RNP1
003	TF	FE101	-	123 (115.8)	-7.5	4.8	-	-	-	-	Basic RNP1
004	TF	AGRIT	-	065 (057.4)	-7.5	27.0	-	-	-	-	Basic RNP1

CHANGE : Description of PROC name.

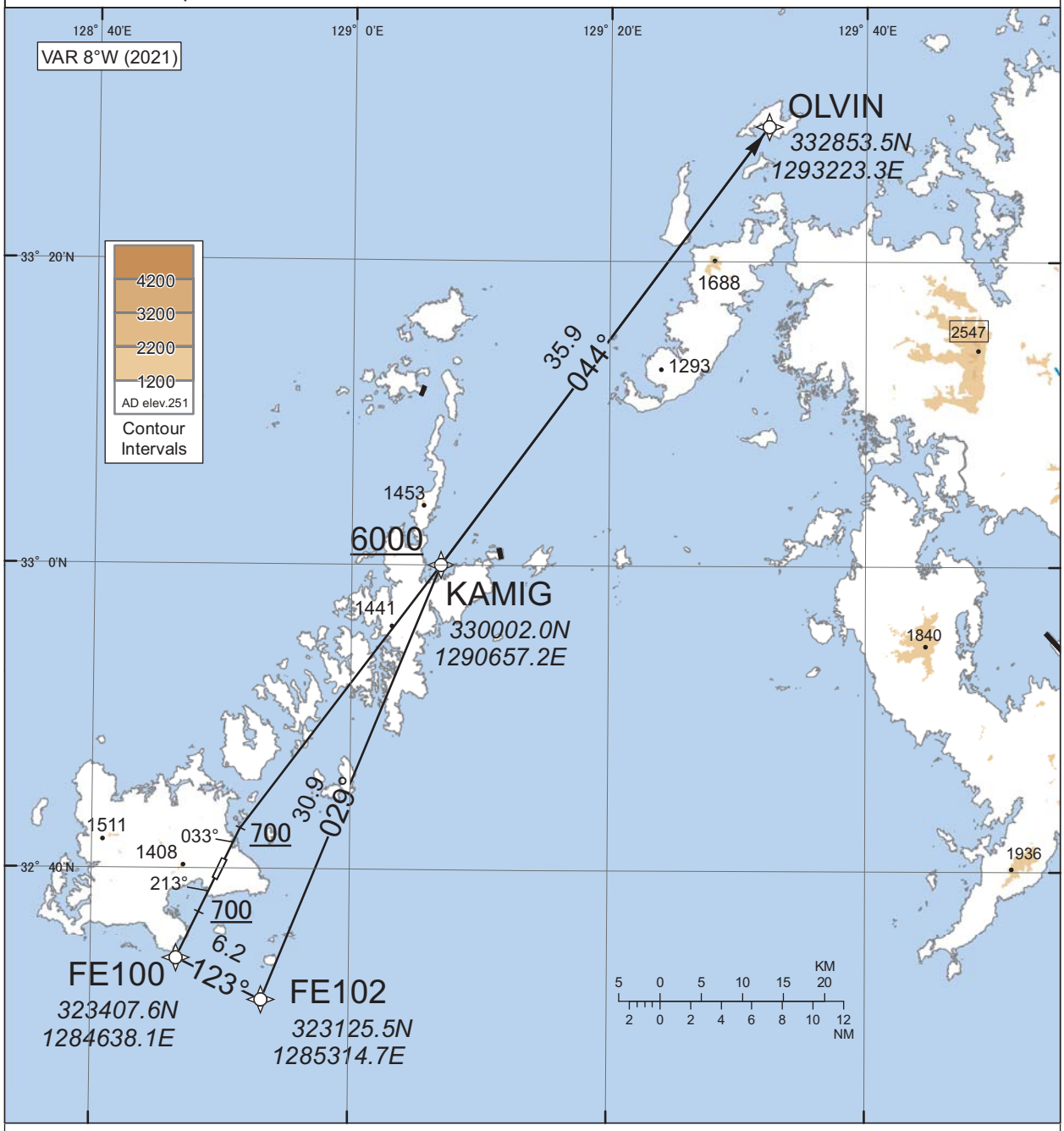
STANDARD DEPARTURE CHART - INSTRUMENT

RJFE / FUKUE

RNAV SID

OLVIN ONE DEPARTURE	Basic RNP1

Note GNSS required.



RWY03 : Climb on HDG033° at or above 700FT, direct to KAMIG at or above 6000FT, to OLVIN.
RWY21 : Climb on HDG213° at or above 700FT, direct to FE100, to FE102, to KAMIG at or above 6000FT, to OLVIN.

CHANGE : Description of PROC name.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFE / FUKUE RNAV SID

OLVIN ONE DEPARTURE

RWY03

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

RWY21

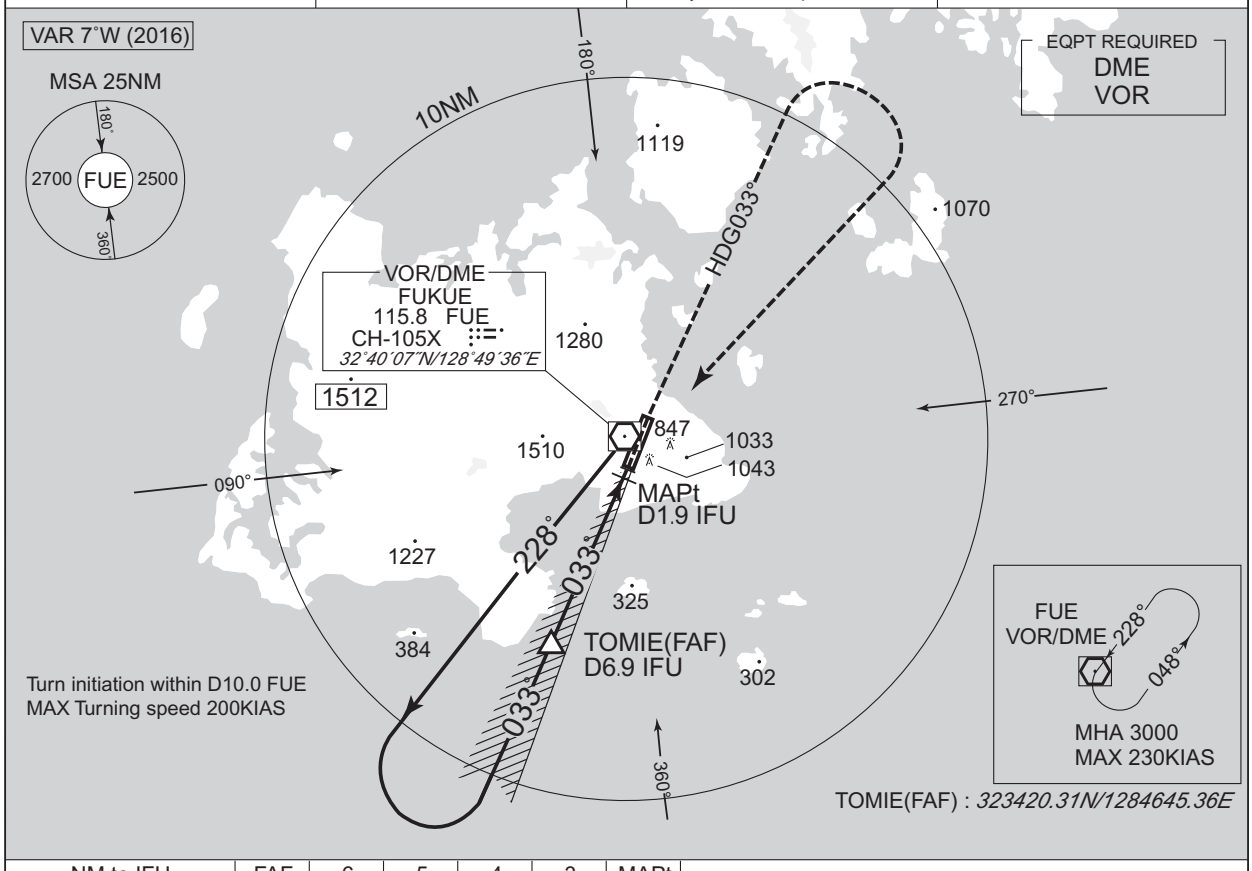
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KIAS)	Vertical Angle	Navigation Specification
001	VA	-	-	213 (205.7)	-7.5	-	-	+700	-	-	Basic RNP1
002	DF	FE100	-	-	-7.5	-	-	-	-	-	Basic RNP1
003	TF	FE102	-	123 (115.8)	-7.5	6.2	-	-	-	-	Basic RNP1
004	TF	KAMIG	-	029 (021.9)	-7.5	30.9	-	+6000	-	-	Basic RNP1
005	TF	OLVIN	-	044 (036.3)	-7.5	35.9	-	-	-	-	Basic RNP1

CHANGE : New PROC.

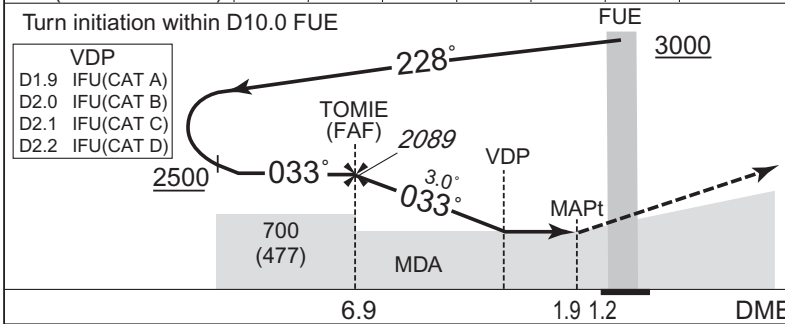
INSTRUMENT APPROACH CHART

RJFE / FUKUE — LOC RWY03

KOBE CONTROL	LOC	FUKUE RADIO	NO RADAR
118.9 - 303.8 134.25 - 315.5	109.7 IFU LOC-DME CH-34X	118.35 AFIS provided by Fukuoka Airport Office	



NM to IFU	FAF	6	5	4	3	MAPt
ALT(3.0˚ APCH Path)	2089	1798	1479	1161	842	–



MISSED APPROACH

Climb to 3000FT on HDG033˚, turn right, direct to FUE VOR/DME and hold. Contact FUKUE RADIO.

Timing not authorized for defining the MAPt.

6.9	1.9 1.2	DME to IFU
5.7	0.7 0	NM to THR

Missed APCH climb gradient MNM 3.0%

MINIMA	THR elev. 223		AD elev. 251	
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	500 (277)	800	700 (449)	1600
B	530 (307)	1000	710 (459)	
C	560 (337)		1280 (1029)	2400
D	580 (357)	1400	1810 (1559)	3200

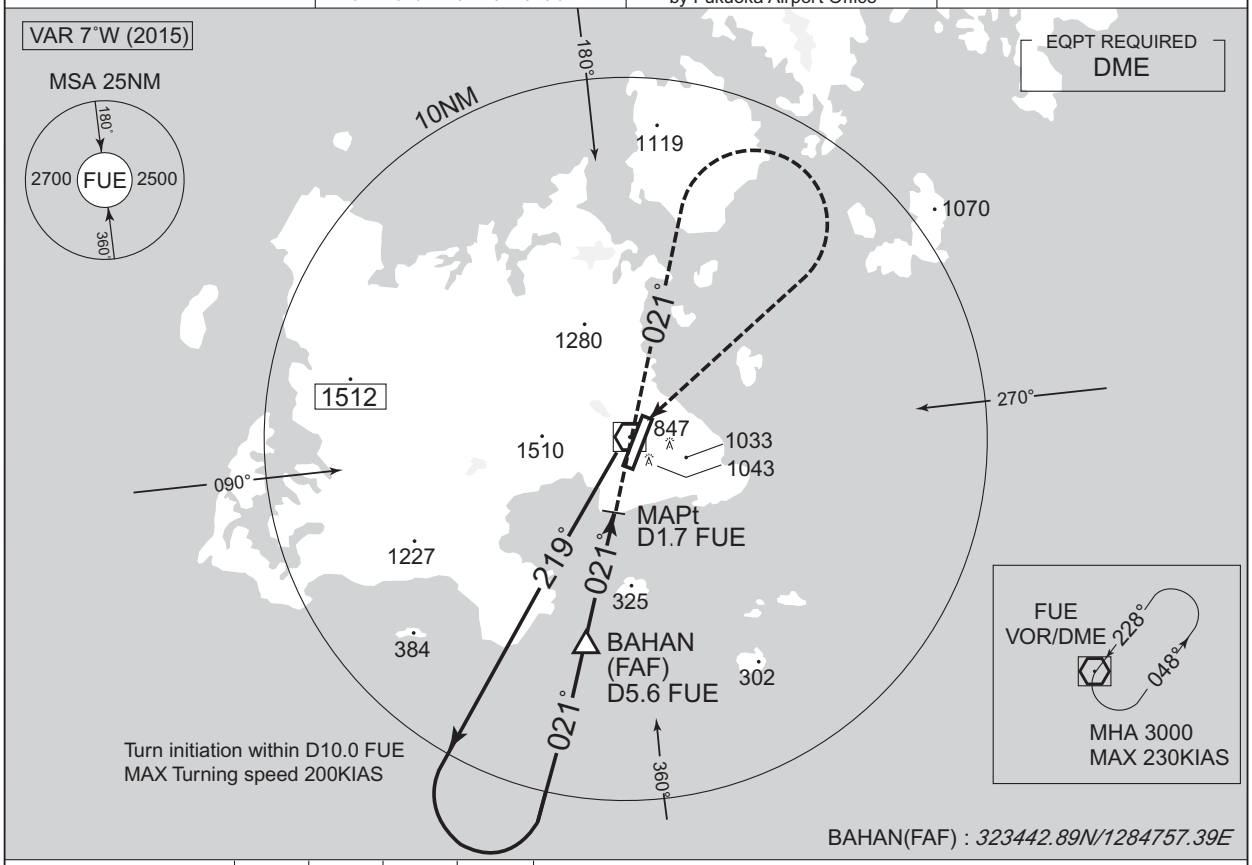
Circling to WEST side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : Secondary FREQ abolished(FUKUE RADIO).

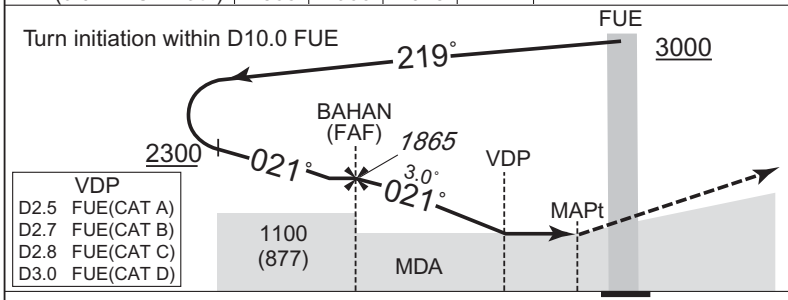
INSTRUMENT APPROACH CHART

RJFE / FUKUE — VOR RWY03

KOBE CONTROL	FUKUE VOR/DME	FUKUE RADIO	NO RADAR
118.9 - 303.8 134.25 - 315.5	115.8 FUE CH-105X *32°40′07″N/128°49′36″E*	118.35 AFIS provided by Fukuoka Airport Office	



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



MISSED APPROACH

Climb to 3000FT via FUE R021, turn right, direct to FUE VOR/DME and hold.
Contact FUKUE RADIO.

Timing not authorized for defining the MAPt.

5.6	1.7 0.6	DME to FUE
5.0	1.2 0	NM to THR

Missed APCH climb gradient MNM 5.0%

MINIMA	THR elev. 223		AD elev. 251	
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	880 (657)	1200	880 (629)	1600
B	920 (697)	1400	920 (669)	
C	970 (747)		1280 (1029)	2400
D	1010 (787)	1800	1810 (1559)	3200

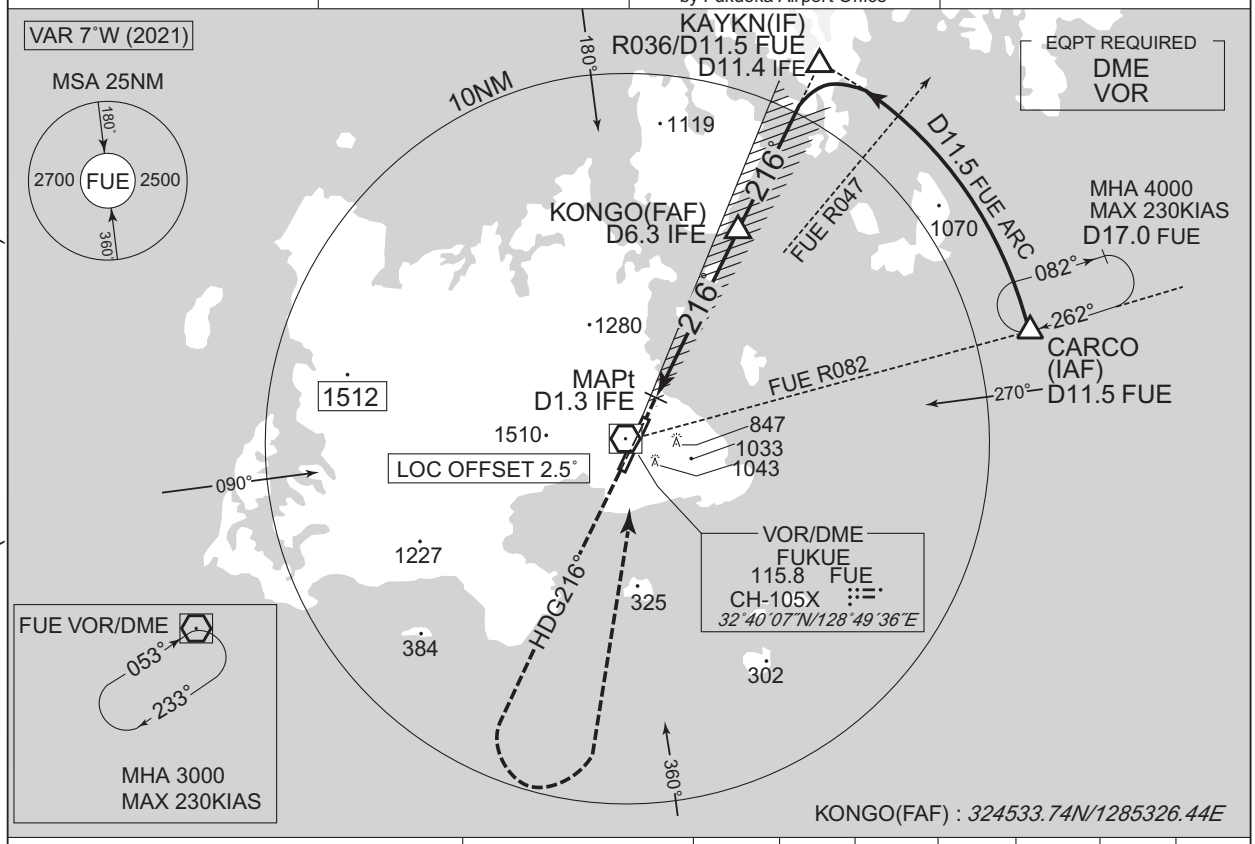
Circling to WEST side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : Secondary FREQ abolished(FUKUE RADIO).

INSTRUMENT APPROACH CHART

RJFE / FUKUE — LOC Z RWY21

KOBE CONTROL	LOC	FUKUE RADIO	NO RADAR
118.9 - 303.8 134.25 - 315.5	110.1 IFE LOC-DME CH-38X	118.35 AFIS provided by Fukuoka Airport Office	

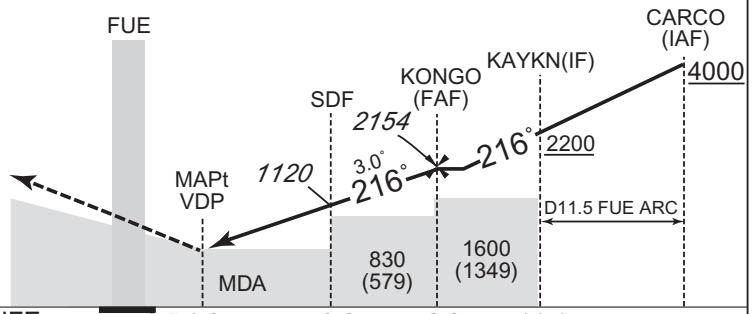


NM to IFE	MAPt	2	3	4	5	6	FAF
ALT(3.0˚ APCH Path)	–	801	1120	1438	1756	2075	2154

MISSED APPROACH

Climb to 2000FT on HDG216˚,
turn left, direct to FUE
VOR/DME and hold at 3000FT.
Contact FUKUE RADIO.

Timing not authorized for defining the MAPt.



DME to IFE	0.5	1.3	3.0	6.3	11.4
NM to THR	0	0.8	2.5	5.8	11.0

Missed APCH climb gradient MNM 3.0%

MINIMA THR elev. 273 AD elev. 251

CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	570 (319)	900	700 (449)	1600
B		1000	710 (459)	
C			1280 (1029)	2400
D		1400	1810 (1559)	3200

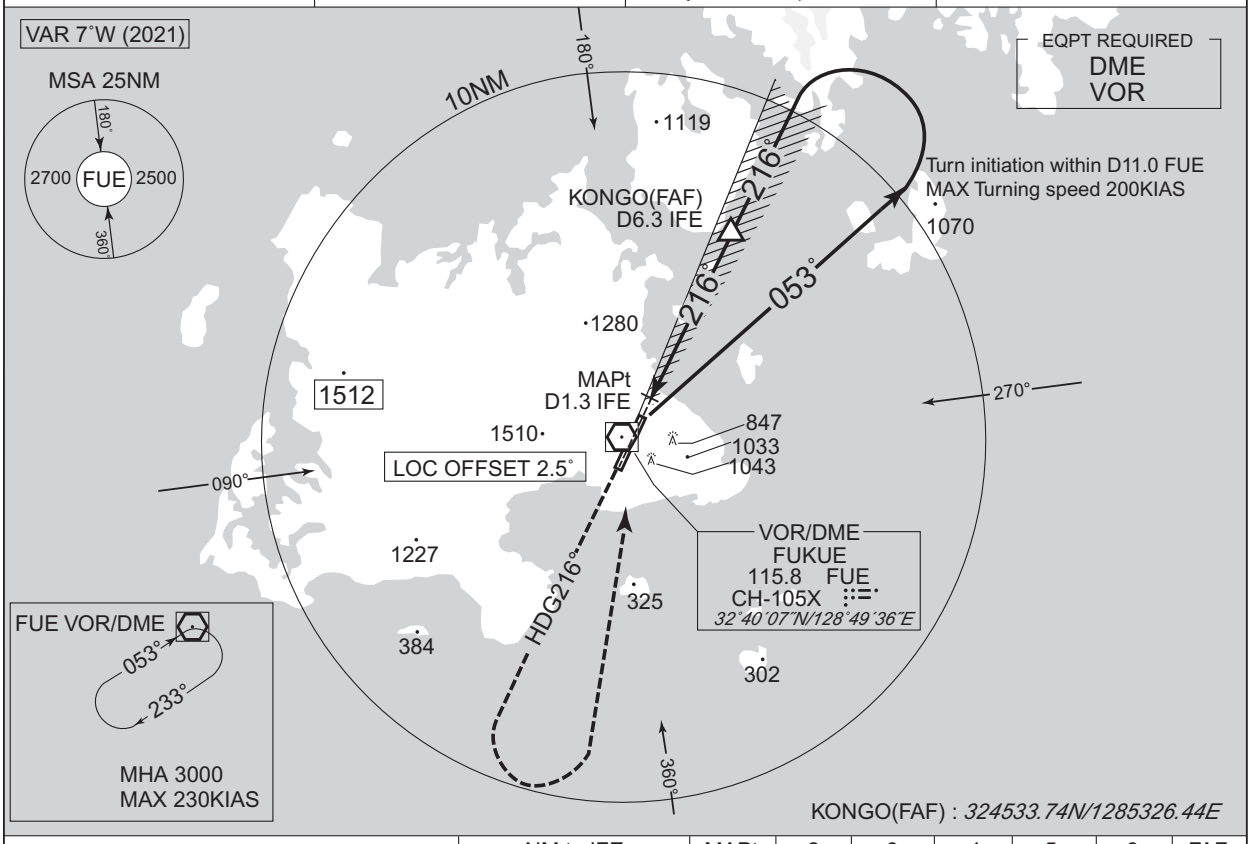
Circling to WEST side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR. PROC course. MISSED APPROACH course. ALT restriction added at KAYKN. OCA(BTN CARCO and KAYKN) deleted.

INSTRUMENT APPROACH CHART

RJFE / FUKUE — LOC Y RWY21

KOBE CONTROL	LOC	FUKUE RADIO	NO RADAR
118.9 - 303.8 134.25 - 315.5	110.1 IFE LOC-DME CH-38X	118.35 AFIS provided by Fukuoka Airport Office	

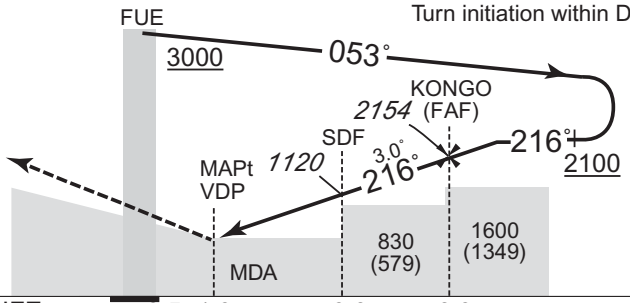


NM to IFE	MAPt	2	3	4	5	6	FAF
ALT(3.0˚ APCH Path)	–	801	1120	1438	1756	2075	2154

MISSED APPROACH

Climb to 2000FT on HDG216˚,
turn left, direct to FUE
VOR/DME and hold
at 3000FT.
Contact FUKUE RADIO.

Timing not authorized for defining the MAPt.



DME to IFE	0.5	1.3	3.0	6.3
NM to THR	0	0.8	2.5	5.8

Missed APCH climb gradient MNM 3.0%

MINIMA	THR elev. 273		AD elev. 251	
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	570 (319)	900	700 (449)	1600
B		1000	710 (459)	
C			1280 (1029)	2400
D		1400	1810 (1559)	3200

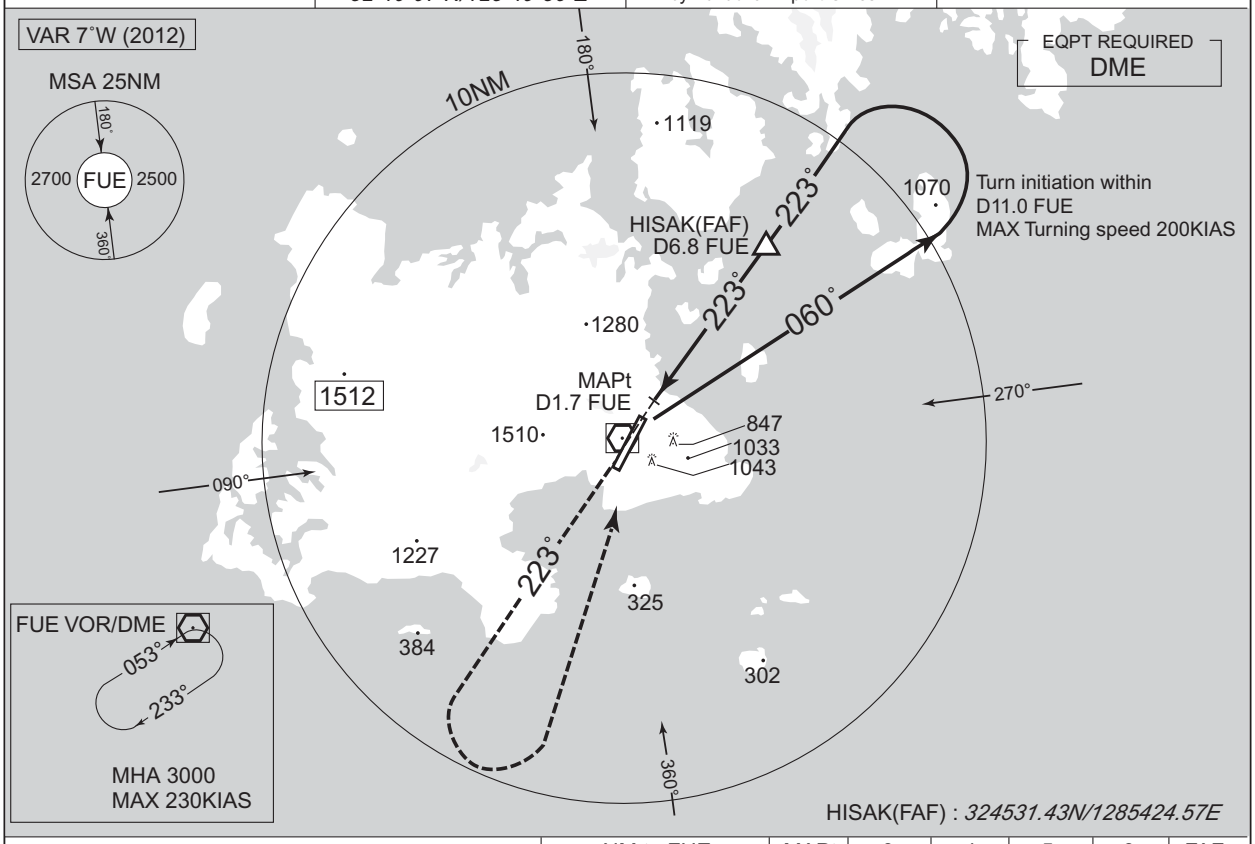
Circling to WEST side of RWY only.
MINIMA with Missed APCH climb gradient of 2.5% are not established.

CHANGE : VAR. PROC course. MISSED APPROACH course.

INSTRUMENT APPROACH CHART

RJFE / FUKUE — VOR RWY21

KOBE CONTROL	FUKUE VOR/DME	FUKUE RADIO	NO RADAR
118.9 - 303.8 134.25 - 315.5	115.8 FUE CH-105X *32˚40´07˝N/128˚49´36˝E*	118.35 AFIS provided by Fukuoka Airport Office	

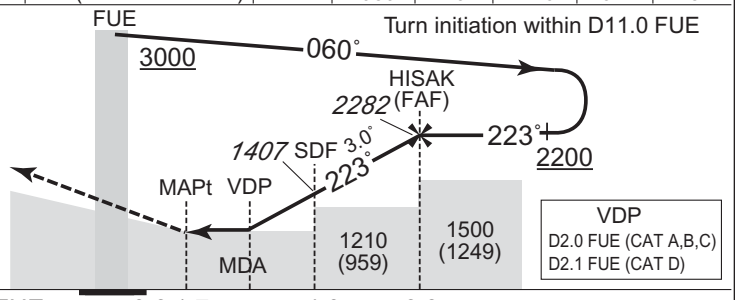


NM to FUE	MAPt	3	4	5	6	FAF
ALT(3.0˚ APCH Path)	–	1089	1407	1725	2044	2282

MISSED APPROACH

Climb to 2000FT via FUE R223,
turn left, direct to FUE
VOR/DME and hold
at 3000FT.
Contact FUKUE RADIO.

Timing not authorized for defining the MAPt.



DME to FUE	0.6	1.7	4.0	6.8
NM to THR	0	1.2	3.5	6.2

Missed APCH climb gradient MNM 3.0%

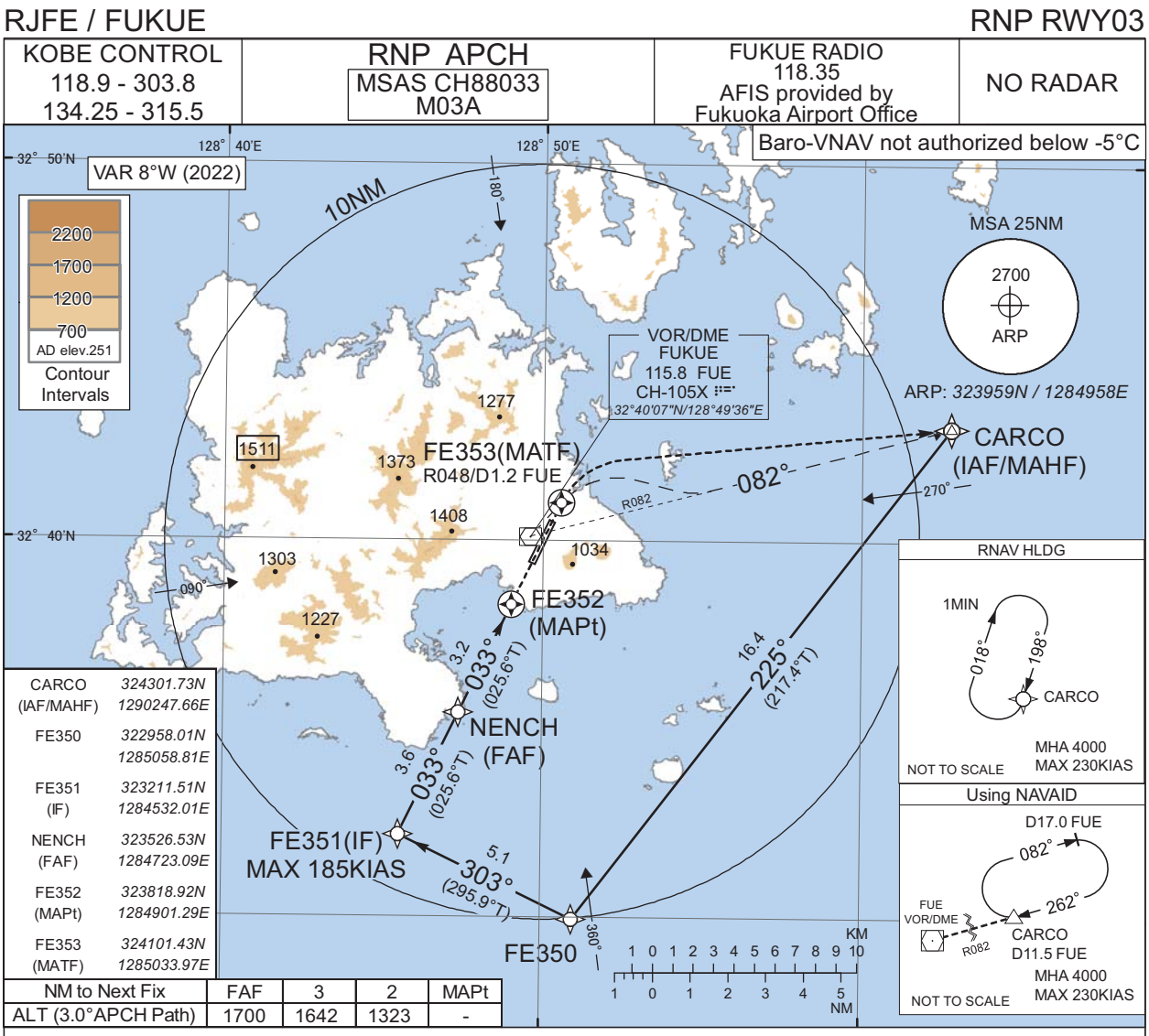
MINIMA	THR elev. 273		AD elev. 251	
CAT			CIRCLING	
	MDA(H)	CMV	MDA(H)	VIS
A	780 (529)	1000	780 (529)	1600
B		1200		
C	790 (539)		1280 (1029)	2400
D	810 (559)	1600	1810 (1559)	3200

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

CHANGE : Secondary FREQ abolished(FUKUE RADIO).

INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART



Missed APCH climb gradient MNM 5.0%

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

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

CHANGE : MSAS CH added. VAR. RNAV HLDG course. Missed APCH. MINIMA for LPV established.

INSTRUMENT APPROACH CHART

RJFE / FUKUE RNP RWY03

FAS DATA BLOCK

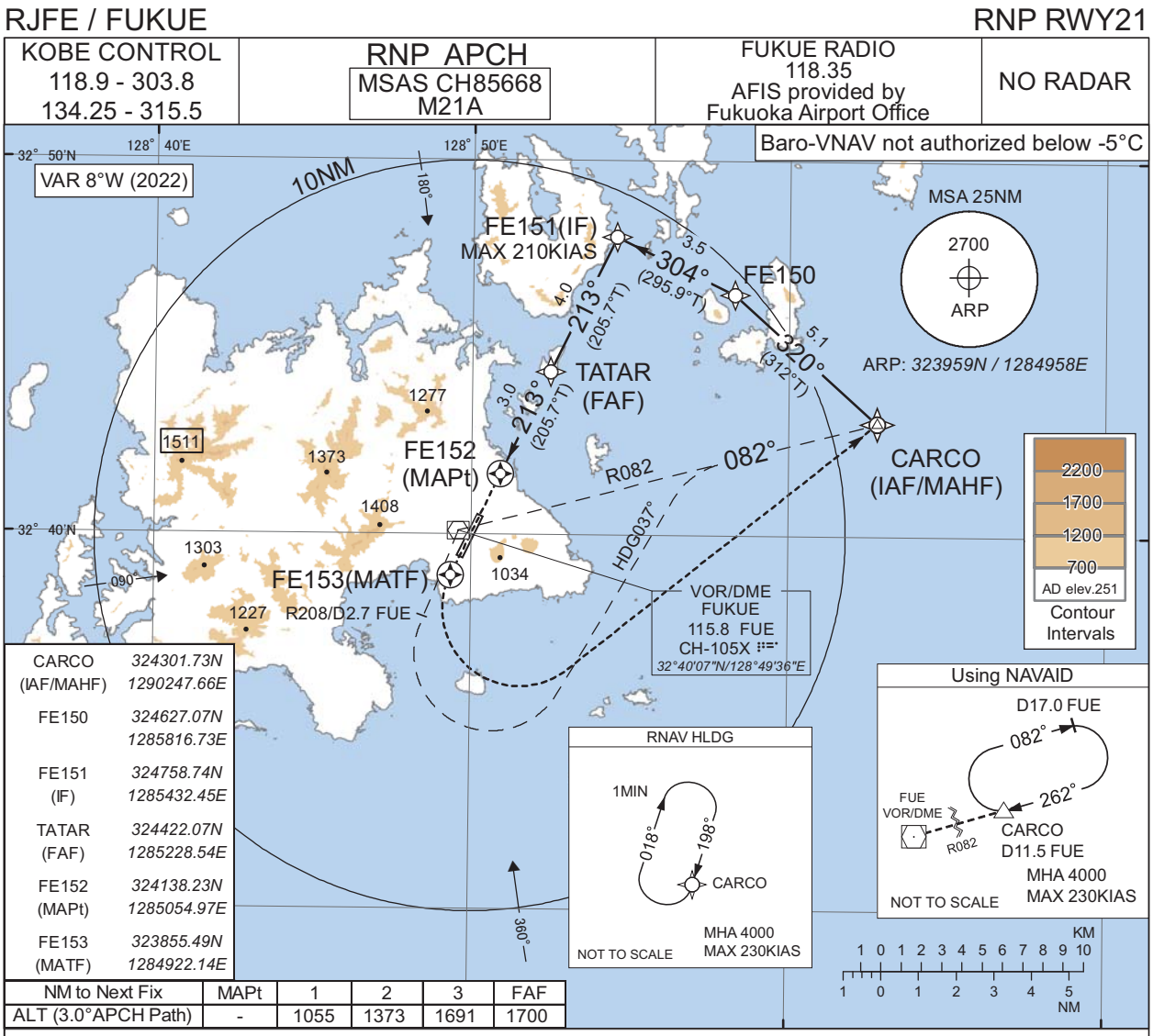
Operation type	0	LTP/FTP ellipsoidal height	+00987
SBAS service provider identifier	2	FPAP latitude	*324027.7825N*
Airport identifier	RJFE	FPAP longitude	*1285014.8040E*
Runway	03	Threshold crossing height	00015.0
Approach performance designator	0	TCH units selector	1
Route indicator		Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M03A	⊿ length offset	0000
LTP/FTP latitude	*323929.3105N*	HAL	40.0
LTP/FTP longitude	*1284941.4435E*	VAL	50.0
CRC remainder	E0818BF5		

Required additional data

LTP/FTP orthometric height	67.7

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

INSTRUMENT APPROACH CHART



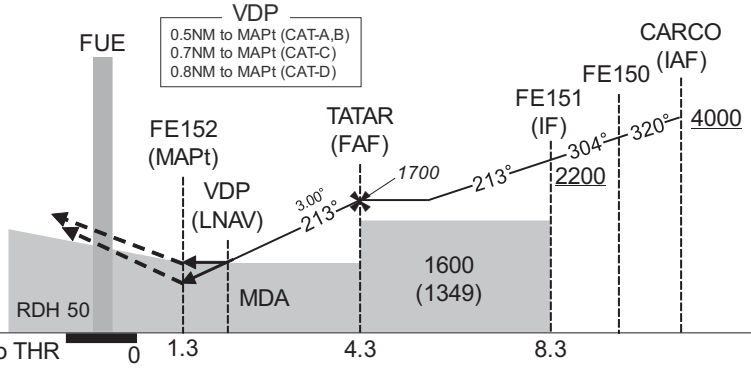
CARCO (IAF/MAHF)	324301.73N 1290247.66E
FE150	324627.07N 1285816.73E
FE151 (IF)	324758.74N 1285432.45E
TATAR (FAF)	324422.07N 1285228.54E
FE152 (MAPt)	324138.23N 1285054.97E
FE153 (MATF)	323855.49N 1284922.14E

NM to Next Fix	MAPt	1	2	3	FAF
ALT (3.0°APCH Path)	-	1055	1373	1691	1700

MISSED APPROACH

Direct to FE153, turn left direct to CARCO and hold at 4000FT.
Contact FUKUE RADIO.

(For using VOR/DME)
Climb to 4000FT, direct to FUE VOR/DME, via FUE R208 to FUE 2.7DME, turn left HDG037° to intercept and proceed via FUE R082 to CARCO and hold.
Contact FUKUE RADIO.



Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 273 AD elev. 251

CAT	LPV		LNAV/VNAV		LNAV		CIRCLING	
	DA(H)	CMV	DA(H)	CMV	MDA(H)	CMV	MDA(H)	VIS
A	721(448)	900	880(607)	1000	880(629)	1000	880(629)	1600
B	731(458)	1200		1200		1200		
C	741(468)		930(657)	1400	930(679)	1400	1280(1029)	2400
D	751(478)	1600	970(697)	1800	970(719)	1800	1810(1559)	3200

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

CHANGE : MSAS CH added. VAR. Course FM FE150 to FE151. RNAV HLDG course. Missed APCH. MINIMA for LPV established.

INSTRUMENT APPROACH CHART

RJFE / FUKUE RNP RWY21

FAS DATA BLOCK

Operation type	0	LTP/FTP ellipsoidal height	+01140
SBAS service provider identifier	2	FPAP latitude	*323929.3105N*
Airport identifier	RJFE	FPAP longitude	*1284941.4435E*
Runway	21	Threshold crossing height	00015.0
Approach performance designator	0	TCH units selector	1
Route indicator		Glide path angle	03.00
Reference path data selector	0	Course width at threshold	105.00
Reference path ID	M21A	⊿ length offset	0000
LTP/FTP latitude	*324027.7825N*	HAL	40.0
LTP/FTP longitude	*1285014.8040E*	VAL	50.0
CRC remainder	7B7068FB		

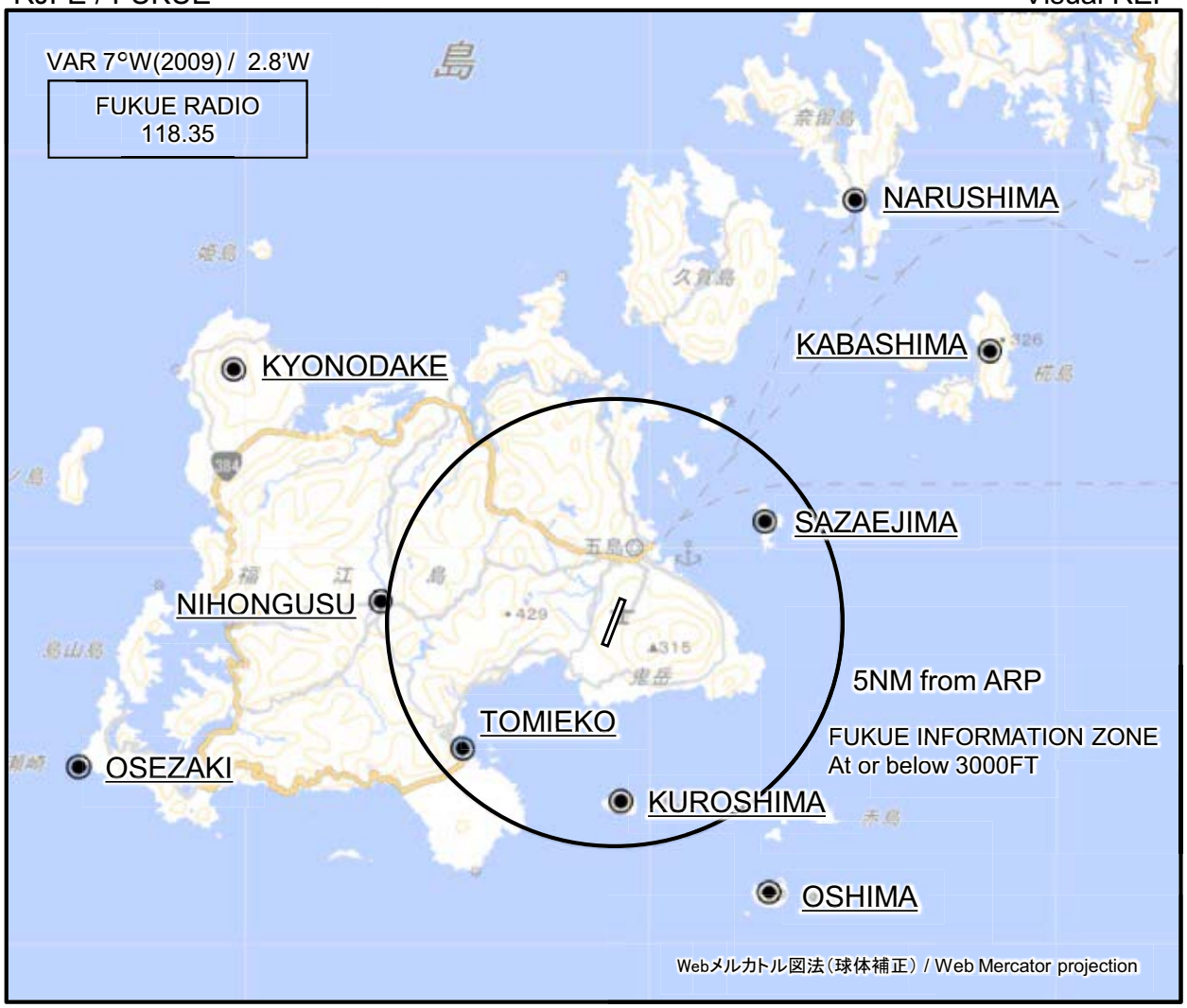
Required additional data

LTP/FTP orthometric height	82.9

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

RJFE / FUKUE

Visual REP

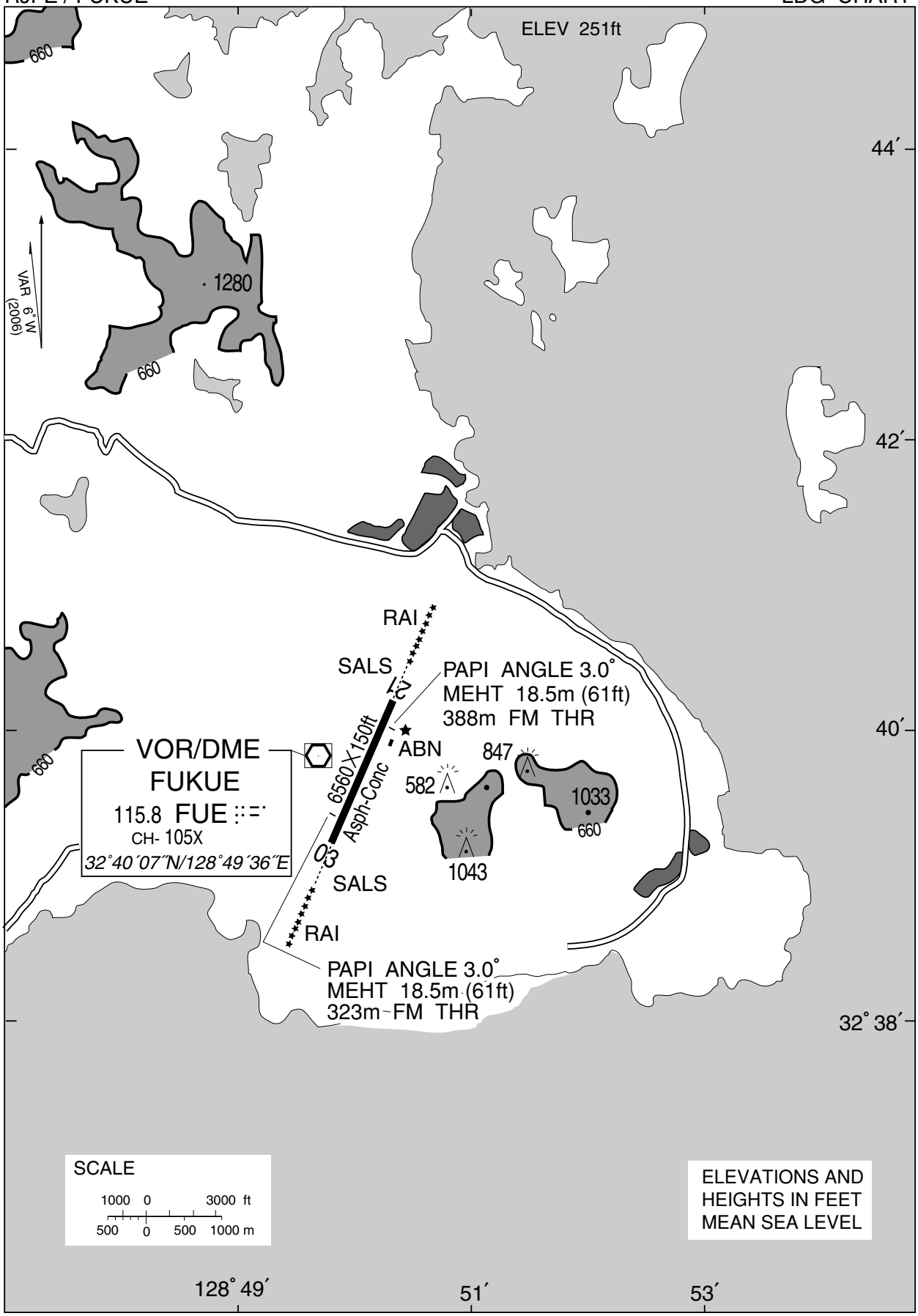


※図中に標高を示す数字がある場合、単位はメートル(m)である。The unit of measurement used to express elevation is meter(m).

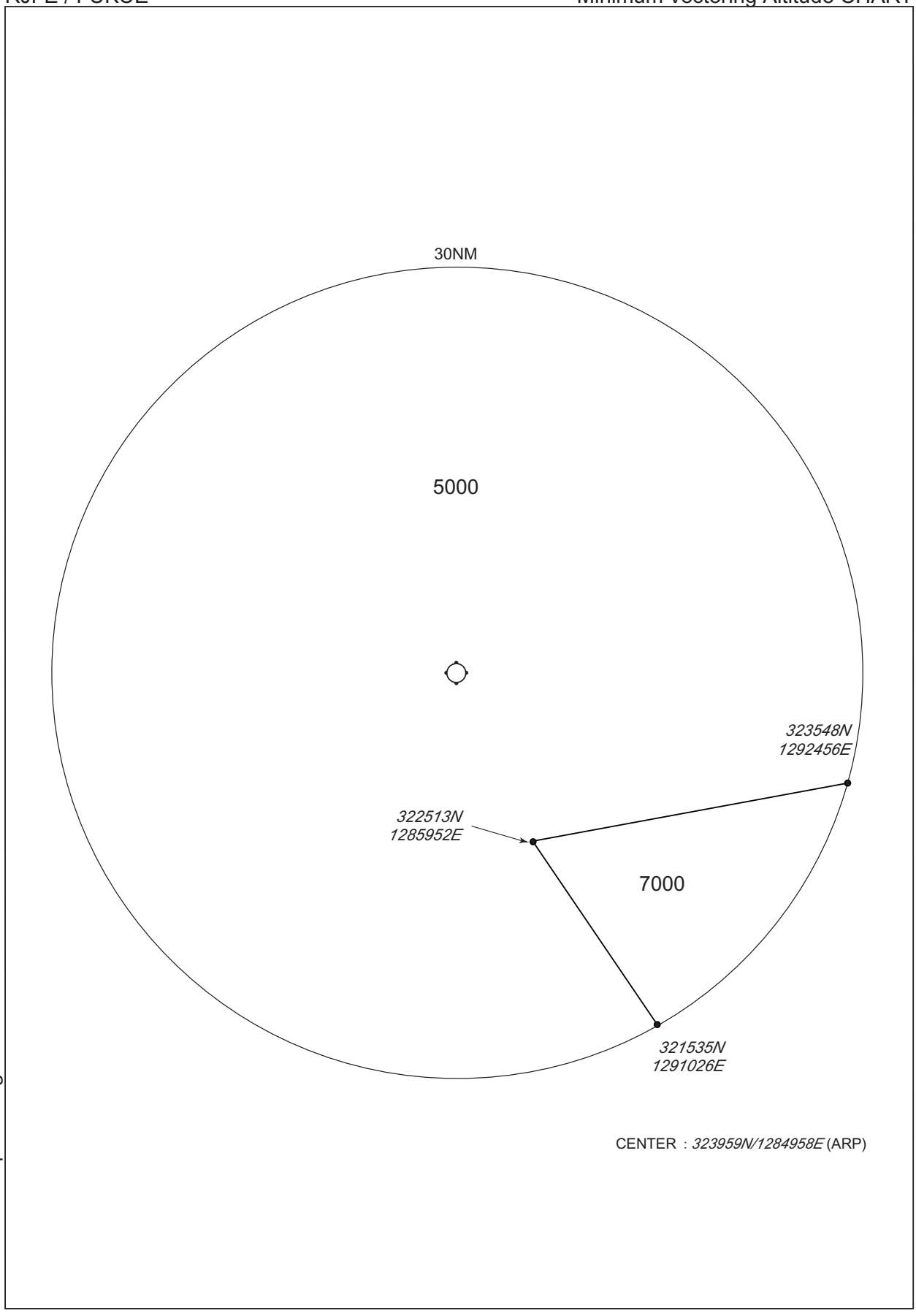
CHANGE : Secondary FREQ abolished.

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

RJFE / FUKUE LDG CHART



RJFE / FUKUE Minimum Vectoring Altitude CHART



CHANGE : Shape of segment.

INTENTIONALLY LEFT BLANK