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 16 THR
2	Direction and distance from (city)	1.6nm E Hakata railway station.
3	Elevation/ Reference temperature	30FT / 34°C (2006-2010)
4	Geoid undulation at AD ELEV PSN	107FT
5	MAG VAR/ Annual change	8°W (2020) / 5'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) 295 Yashiki, kamiusui, Hakata-ku, Fukuoka, Japan Tel : 092(621)2221 (2330-0815UTC MON THRU FRI) Tel : 092(622)6529 (AIS) AFS : RJFFYFYX

RJFF AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	2145-1300
3	Health and sanitation	2145-1300
4	AIS Briefing Office	H24
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 : 100/130, JET A-1, JP-4(JSDF). Oil Grades : All piston and turbin grades.
3	Fuelling facilities/ capacity	Hydrant refueling and fuel truck / No limitation.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Ask AD administration
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) 4 Wheel loaders
2	Clearance priorities	(1) RWY, TWY(A1-A7, N, S, E2, E5(RWY34 in use), E9(RWY16 in use), E13, K1, K3, K7, W1, W9 and Y), ACFT STAND TAXI LANE(C2, C4 and G) (2) EAST APRON(From SPOT NR 1 to SPOT NR 12) and WEST APRON(From SPOT NR 53 to SPOT NR 58)
3	Remarks	Seasonal availability : All seasons

RJFF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete Strength : PCN 74/R/B/X/T : SPOT NR 1, 1L, 1R, 5, 6, 6L, 6R, 11, 11R, 12L, 12, 12R, 20 PCN 78/R/C/X/T : SPOT NR 13 PCN 62/R/B/X/T : SPOT NR 2, 3, 4, 32, 32R PCN 70/R/C/X/T : SPOT NR 7, 8, 9, 10, 11L PCN 60/R/C/X/T : SPOT NR 14, 15 PCN 71/R/C/X/T : SPOT NR 16, 17, 18, 19, 51, 51L, 51R, 52, 52L, 52R, 53, 54, 55, 56, 57, 59 PCN 66/R/C/X/T : SPOT NR 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32L PCN 70/R/B/X/T : SPOT NR 47, 48, 48L, 48R, 49, 49L, 49R, 50, 50L, 50R PCN 73/R/B/X/T : SPOT NR 58
2	Taxiway width, surface and strength	Surface : Asphalt concrete and concrete Strength : PCN 74/R/B/X/T : A1, K6, K7 PCN 78/R/B/X/T : A2, A3, A7, E2, E13 PCN 77/R/B/X/T : A4, A5, A6 PCN 74/F/A/X/T : E6, E7, E8, E12 PCN 88/F/A/X/T : N PCN 68/F/A/X/T : E3 PCN 72/F/A/X/T : S, W1, W2, W3, W4, W5, W6, W7, W9 PCN 88/F/B/X/T : C2 PCN 59/F/A/X/T : C4 PCN 70/F/B/X/T : C6, C7, C8, C9 PCN 96/F/B/X/T : E1 PCN 85/F/B/X/T : E4 PCN 73/F/A/X/T : E5 PCN 85/F/A/X/T : E9 PCN 87/F/B/X/T : E10 PCN 66/F/A/X/T : E11 PCN 71/R/C/X/T : G PCN 70/R/B/X/T : Q, L, M PCN 70/F/A/X/T : W8 PCN 62/R/B/X/T : K1, K2, Y PCN 70/R/C/X/T : K3, K4, K5 Width : 83M : U 60.5M : Q 51M : K7 50M : K4, K5 49M : K1, K2, K3, K6 44M : C4 34M : E4, E7, E10, W2, W5, W8, C8 32M : E2 30M : C2, E1, E3, E5, E6, E8, E9, W1, W3, W4, W6, W7 28.5M : E11, E12, E13, W9 24M : L 23M : A1 THRU A7, N, S, C6, C7, G, Y, M
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 : *333527.45N 1302629.47E* 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 : 333519.37N 1302634.80E* *51R : 333517.81N 1302635.05E* *51 : 333517.44N 1302635.42E* *51L : 333516.84N 1302636.54E* *52R : 333515.32N 1302636.88E* *52 : 333514.90N 1302637.15E* *52L : 333514.30N 1302638.27E* 53 : *333512.39N 1302638.90E* 54 : *333510.27N 1302640.35E* 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, NR54 - 58 ACFT stand taxi lane : C2, C4, G, L, Q, M, U Visual docking guidance system : NR1, NR2 - 5, NR6, NR7 - 10, NR11, NR12 (See attachment)
2	RWY and TWY markings and LGT	RWY:16/34 (Marking): RWY designation, RWY CL, TDZ, Aiming point, RWY THR, RWY side stripe (LGT): REDL, RCLL, RTHL, RENL, RTZL, WBAR, RWY DIST marker, Takeoff Hold Lights (RWY status LGT)(see attached chart) TWY: ALL TWY (Marking): TWY CL, TWY side stripe (LGT): TWY edge LGT (EXC K1 - K7, Y, U) TWY: E1 - E13 and W1 - W9 (Marking): RWY HLDG PSN, Mandatory instruction (LGT): RWY guard LGT TWY: A1 - A3, A7, E1 - E5, W7, C2, C4, Q, G, K1 - K7, Y (Marking): SFC painted direction sigh (see attached chart) TWY: N(BTN W1 AND W2), S(BTN W7 AND W9) (Marking): Intermediate holding position (LGT): Intermediate holding position TWY: E1 - E13, W1 - W9, C2, N, S, A1 - A7, K1 - K7, Y (LGT): TWY CL TWY: E1 - E5, E7, E10 - E13, W1, W2, W5, W8, W9 (LGT): Runway Entrance Lights(RWY status LGT) (see attached chart)
3	Stop bars	Stop Bar Lights : E1 - E13(EXC E11), W1 - W9 Stop Bar Lights Operations 1) Stop Bar Lights are installed at each taxi holding position associated with Runway 16/34. 2) Stop Bar Lights will be operated when ATC determines necessity. 3) Stop Bar Lights on taxiways E1, E2, E4, E10, E12, E13, W1, W2, W8, W9 are controlled individually by ATC. 4) Stop Bar Lights on taxiways E3, E5 THRU E9, W3 THRU W7 are not controlled individually by ATC. 5) During the period Stop Bar Lights operated, taxiways E3, E5 THRU E9, W3 THRU W7 are not available for departure aircraft.
4	Remarks	(LGT): Taxiing guidance sign, Apron flood LGT (Marking):Over run area

GP HOLD LINE

The “GP HOLD LINE” is installed on TWY N (BTN W1 AND W2) and S(BTN W7 AND W9), consists of Intermediate holding position lights and 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”.

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

Figure 1

Figure 2

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

Type of Surface Markings

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.

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, stars 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)

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

RWY/Area affected	Obstacle type	Coordinates	Elevation	Markings/ LGT	Remarks
See RJFF Aerodrome obstruction charts.					

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(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
16	150.24°	2800×60	PCN 92/F/B/X/T Asphalt Concrete	*333548.91N* *1302635.47E* 106.7ft	THR ELEV:15.0FT TDZ ELEV:17.6FT
34	330.24°	2800×60	PCN 92/F/B/X/T Asphalt Concrete	*333429.88N* *1302729.47E* 106.8ft	THR ELEV:32.2FT TDZ ELEV:30FT

Slope of RWY	Strip Dimen-sions(M)	RESA (Overrun) Dimensions(M)	Remarks
7	10	11	14
See below figure	2920×300	221 × (MNM:235 MAX:300)* 240 × (MNM:154 MAX:300)* *For detail, ask airport administrator	RWY grooving 2800m×40m

RJFF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16	2800	2800	2800	2800	Nil
34	2800	2800	2800	2800	Nil

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
16	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)
34	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)
Remarks								
10								
Overrun area edge LGT(LEN:60m Color:Red)(*1)								

RJFF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: *333519N/1302634E*, White/Green EV4.3sec, HO
2	LDI location and LGT Anemometer location and LGT	LDI:Nil Anemometer: RWY16 side 397m inside of RWY 16 THR RWY34 side 380m inside of RWY 34 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, RCLL, Overrun area edge LGT, Stop bar LGT, Runway Entrance Lights, Takeoff Hold Lights Within 15 sec : Other LGT
5	Remarks	Nil

RJFF AD 2.16 HELICOPTER LANDING AREA

Nil

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 approach, Fukuoka departure, Fukuoka radar 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

NAME	LATERAL LIMITS	UPPER LIMIT (AMSL) / LOWER LIMIT (AMSL) M(ft)	UNIT PROVIDING SERVICE	REMARKS
1	2	3	4	5
福岡 FUKUOKA	下記に示される区域 The area shown below		Primary Fukuoka APP 119.1 - 261.2 Secondary Fukuoka TWR 118.4 - 236.8	当該空域を飛行しようとする航空機は、福岡アプローチ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 Approach or Tower prior to the point of entry to provide aircraft identification, position, altitude and intention.

福岡進入管制区

Fukuoka Approach Control Area

福岡進入管制区
Fukuoka Approach Control Area

Point list

(1) *331929N1301048E*	(11) *333611N1304424E*	(21) *334228N1304858E*	(31) *335327N1305356E*
(2) *330951N1300318E*	(12) *332944N1304800E*	(22) *335247N1305140E*	(32) *341128N1310245E*
(3) *330147N1301316E*	(13) *333437N1305145E*	(23) *334351N1305445E*	(33) *341648N1310822E*
(4) *330132N1302113E*	(14) *334458N1305945E*	(24) *335836N1311215E*	(34) *341502N1305813E*
(5) *330915N1302028E*	(15) *334047N1304149E*	(25) *334829N1311425E*	
(6) *334621N1302850E*	(16) *334508N1294656E*	(26) *341554N1305655E*	
(7) *333703N1295624E*	(17) *340007N1294626E*	(27) *340937N1294200E*	
(8) *333257N1295800E*	(18) *334648N1295236E*	(28) *335135N1304720E*	
(9) *330309N1302104E*	(19) *335111N1304558E*	(29) *340133N1305404E*	
(10) *330353N1303303E*	(20) *330533N1310128E*	(30) *335905N1305538E*	

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 / ASR	Fukuoka Approach / Fukuoka Radar	119.65MHz 121.125MHz 119.7MHz(ASR) 127.9MHz 261.2MHz 270.8MHz 279.2MHz 121.5MHz(E) 243.0MHz(E)	2145 - 1315	1315 - 2145 : APP service provided by Fukuoka Control
DEP	Fukuoka Departure	127.9MHz 119.1MHz 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 126.2MHz 236.8MHz 121.5MHz(E) 243.0MHz(E)	H24	
GND	Fukuoka Ground	121.7MHz 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 16	IFO	111.7MHz	H24	*333422.43N/ 1302734.55E*		[For RWY16] LOC 16:265m(869ft) FM RWY34 THR, BRG(MAG)158°
ILS-GP 16	-	333.5MHz	H24	*333537.78N/ 1302637.68E*		[For RWY16] GP 16: 325m (1066ft) inside FM RWY16 THR, 120m (394ft) SW of RCL. HGT of ILS reference datum 17.7m(58ft) GP angle 3.0°
ILS-DME 16	IFO	1015MHz (CH-54X)	H24	*333537.50N/ 1302637.42E*	30ft	[For RWY16] DME 16: 328m(1076ft) inside FM RWY16 THR, 129m (423ft) SW of RCL.
ILS-LOC 34	IFF	108.9MHz	H24	*333555.49N/ 1302630.97E*		[For RWY34] LOC 34: 234M(768ft) away FM RWY16 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 34	-	329.3MHz	H24	*333437.25N/ 1302719.52E*		[For RWY34] GP 34: 324m(1063ft) inside FM RWY34 THR. 109m (378ft) SW of RCL. HGT of ILS reference datum 16.2m(53ft). GP angle 3.0°
ILS-DME 34	IFF	987MHz (CH-26X)	H24	*333437.51N/ 1302719.39E*	43ft	[For RWY34] DME 34: 333m(1092ft) inside FM RWY34 THR, 108m (354ft) SW of RCL.
MSAS		1575.42MHz	H24			Transmitting antennas are satellite based

FUKUOKA AP

ILS for RWY16

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 9.2m (30ft)

ILS for RWY34

REMARKS : 1.ILS-LOC beam BRG(MAG) 337.75˚
2.HGT of ILS REF datum 16.2m(53ft)
3.ILS-GP Angle 3.0˚
4.ELEV of ILS-DME 12.9m(43ft)

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.

RJFF AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 ATC Procedure

Aircraft operators in accordance with IFR are requested to comply with the following.

CLEARANCE

1) ATC clearance

Aircraft requesting clearance shall provide the following information on FUKUOKA DELIVERY frequency 5 minutes prior to starting engines.

a) Call sign
b) Destination
c) Proposed flight level/altitude (alternative flight levels/altitudes, if any)
d) Parking position (spot number)

2) After receiving clearance from 'FUKUOKA DELIVERY', monitor 'FUKUOKA GROUND'. Call 'FUKUOKA GROUND' when ready for push back/for taxiing.

3) Intersection departure

a) Separation for departure as in AD1.1.6.3.2.(2).B.b(a)(3 minutes for MEDIUM or LIGHT aircraft behind HEAVY aircraft, LIGHT aircraft behind MEDIUM aircraft) will not be applied to aircraft departing from TWY E-12 or TWY E-11 behind departing aircraft from E-12. Aircraft requiring separation 3 minutes shall advise "FUKUOKA GROUND/ TOWER" accordingly.

b) Departing aircraft may be instructed intersection departure from TWY E-12 without Pilot's consent. Aircraft unable to depart from TWY E-12 shall advise "FUKUOKA GROUND/TOWER" accordingly.

c) The remaining runway length for intersection departures are as follows.

RWY	TWY	Remaining RWY length*
16	E3	2,480m(8,130ft)
	E4,W2	2,310m(7,570ft)
	W3	2,040m(6,690ft)
	E5	1,960m(6,420ft)
	W4	1,660m(5,440ft)
	E6	1,640m(5,370ft)
	E7,W5	1,390m(4,550ft)
34	E12	2,700m(8,850ft)
	E11	2,610m(8,560ft)
	E10,W8	2,260m(7,410ft)
	W7	2,050m(6,720ft)
	E9	1,950m(6,390ft)
	W6	1,760m(5,770ft)
	E8	1,640m(5,370ft)
	E7,W5	1,400m(4,590ft)

*Rounded down to the nearest 10m (10ft) from the measurement between the point where TWY CL meets RWY CL and RWY THR.

1.2 RWY relations

RWY16 : 1) RWY16 will be preferentially used when tail wind component is 10kt or less.
2) RNAV RWY16 or LOC RWY16 approach is primarily applied.

RWY34 : 1) Visual approach is primarily applied.
2) RNAV RWY34 or LOC RWY34 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.

1.3 小型航空機の空港利用

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。

1.3 On use of Fukuoka airport for small aircraft

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.

以下の小型航空機については、本取扱いを適用しないこととする。

⑴ 急患、臓器等の輸送、災害派遣等緊急を要する小型航空機

⑵ 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

⑶ 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

⑷ その他福岡空港事務所長が認める小型航空機

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

(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 Fukuoka airport authority.

1.4 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.

1.5 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.

2. Taxiing to and from stands

2.1 Taxiing procedure

1) All aircraft are required to hold at "GP HOLD LINE" on TWY N(BTN W1 AND W2) for RWY 16 or TWY S(BTN W7 AND W9) for RWY 34 until receiving taxi clearance to protect the ILS glide slope signal.
2) When ILS approach is in operation, aircraft on the west 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 are:
   a) RWY16 - taxi from W2 to E4
   b) RWY34 - taxi from W8 to E10
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 A3 and A5), Y or K1 and follow the taxiway center line strictly.
4) After vacating RWY, aircraft may be instructed to hold short of TWY A, N or S in order to separate from aircraft on TWY A, N or S.
   White lines that can be used as a guidance for holding short of TWY A, N or S are painted on TWYs E1 through E7 and W2 through W8.
   (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 RWY16/34.
   (See RJFF AD2.24 AD CHART)

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 A1	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 E2

Wing span(WS) of ACFT taxiing on TWY A1-A2	WS =< 22.0m	WS > 22.0m
Wing tip clearance	B	C

(3) When B744 holding at the stop marking on TWY E3

Wing span(WS) of ACFT taxiing on TWY A1-A2	WS =< 31m	31m < WS =< 48m	WS > 48m
Wing tip clearance	A	B	C

(4) When B744 holding at the stop marking on TWY E4, E7, E10, E11, E12, W2, W5 or W8

Wing span(WS) of ACFT taxiing on TWY A2-A3, A4-A5, A6-A7, N, S(BTN W5 AND W6) or S(BTN W6 AND W9)	WS =< 21.2m	WS > 21.2m
Wing tip clearance	B	C

Legend
A : wing tip clearance >= 15m
B : 6.5m =< 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. 騒音軽減運航方式

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、これらの方式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) 離陸について（滑走路 16/34）
急上昇方式
2) 着陸について（滑走路 34）
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

4. その他

空港周辺における航空機騒音軽減のため、「22 時以降翌朝 7 時までの間、航空運送事業の用に供する航空機による離着陸は避けること」が望まれる。

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 from RWY16/34
Steepest Climb Procedure
2) For landing to RWY34
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

4. Remarks

In order to reduce aircraft noise in the vicinity of airport, it is desirable that **aircraft used for commercial air transport to avoid take-offs and landings between 1300UTC (2200JST) and 2200UTC(0700JST).**

RJFF AD 2.22 FLIGHT PROCEDURES

1. TAKE OFF MINIMA

	RWY	ACFT CAT	REDL & RCLL		REDL or RCLL or RCL markings		Nil(Daytime only)	
			RVR	VIS	RVR	VIS	RVR	VIS
Multi-engine ACFT with TKOF ALTN AP filed	16/34	A,B,C,D	400m	400m	400m	400m	-	500m
Others			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

1) Fixed wing ACFT
   a) JET.....1,500ft
   b) PROPELLER
      Single engine.....800ft
      Multi engine.....1,000ft
      (Except SF34,SB20, any type of DH8 and any type of ATR should follow 1,500ft.)
   c) MILITARY SMALL JET.....2,000ft
2) Rotor craft

RJFF AD 2.23 ADDITIONAL INFORMATION

Local Flying Restrictions :

1. BAK-12/-15 JET barrier is located at 40m (131ft) outside from RWY34 threshold. BAK-12/-15 JET barrier is located at 91m (299ft) outside from RWY16 threshold.

2. ILS
   RWY16 and 34 ILS radiate simultaneously. Pilot shall confirm type of APCH and using RWY.

3. Helicopter Landing and take off area:located on TWY A3, S. (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.

RJFF AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart
Aircraft Parking/Docking Chart
Aerodrome Obstacle Chart -ICAO type A (RWY16)
Aerodrome Obstacle Chart -ICAO type A (RWY34)
Aerodrome Obstacle Chart -ICAO type B (RWY16/34)
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 Arrival Chart - Instrument (LAGER, EBISU, IKI)
Standard Arrival Chart - Instrument (KAFRI-E/W)
Standard Arrival Chart - Instrument (HAWKS-E/W/N/S-RNAV)
Standard Arrival Chart - Instrument (MALTS-E/W/S-RNAV)
Instrument Approach Chart (ILS or LOC RWY34)
Instrument Approach Chart (RNAV(GNSS) RWY34)
Instrument Approach Chart (ILS or LOC RWY16)
Instrument Approach Chart (RNAV(GNSS) RWY16)
Instrument Approach Chart (VOR RWY16)
Instrument Approach Chart (TACAN RWY16)
Other Chart (Visual REP)
Other Chart (LDG CHART)
Other Chart (MVA CHART)

AERODROME CHART

FUKUOKA AIRPORT

ELEV 9.1m(30ft)

MARKING AIDS

RWY-HOLDING POSITION MARKINGS and STOP BAR LIGHTS

RWY-holding position markings and Stop bar lights and Runway guard lights are located on taxiway W-1 through W-9 their locations are 75m off the runway centerline of RWY 16/34.

COMMON WAYS OF ITS MARKING AND LIGHTS

RWY-HOLDING POSITION MARKINGS and STOP BAR LIGHTS

RWY-holding position markings and Runway guard lights are located on taxiway E-1 through E-13 their locations are 75m off the runway centerline of RWY 16/34.

Stop bar lights are located on taxiway E-1 through E-10,E-12,E-13 their locations are 75m off the runway centerline of RWY 16/34.

COMMON WAYS OF ITS MARKING AND LIGHTS

CHANGE : WX EQPT(RVR,CEILO METER,WIND SPEED METER) relocated.

CHANGE : VAR. TWY C5 abolished.

FUKUOKA AP
ELEV 9.1m(30ft)ARP

Designation	Call Sigh	Frequency(MHz)
ATIS	Fukuoka Airport	127.2
DLVRY	Fukuoka Delivery	121.925 256.0
GND	Fukuoka Ground	121.7 236.8
TWR	Fukuoka Tower	118.4 126.2 236.8

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AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8° W-MAR 2020

FUKUOKA AIRPORT
RWY : 16/34

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

LEGEND

- 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
- RIVER
- TREE
- LAKE
- CONTOURS(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

HORIZONTAL SCALE

FEET

METERS

CHANGE:Update

AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 8°W-MAR 2020

FUKUOKA AIRPORT
RWY : 16/34

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

LEGEND

- 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(ft)

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

CHANGE:Update

DIMENSIONS AND ELEVATIONS IN FEET BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART - ICAO
TYPE B

CHANGE:Update

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA SID

OGUNI EIGHT DEPARTURE

RWY 16 : 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.

RWY 34 : Climb RWY HDG to 3000FT, turn right HDG176˚ to intercept and proceed via DGC R146 to OGUNI.
Cross DGC R146/9.0DME at or below 10000FT, cross DGC R146/28.0DME at or below FL200, cross OGUNI at or above FL150.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : SID renamed

STANDARD DEPARTURE CHART -INSTRUMENT

RJFF / FUKUOKA TRANSITION

MUSASHI TRANSITION

From over OGUNI, via TFE R256 to TFE VOR/DME.
Cross TFE R256/30.0DME at or above FL170.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA SID

YAMEK NINE DEPARTURE

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

RWY 34 : Climb RWY HDG to 3000FT, turn right HDG 176˚ to intercept and proceed via DGC R146 to DGC 17.6DME, turn right, via SGE R058 to YAMEK.
Cross DGC R146/9.0DME at or below 10000FT, cross YAMEK at or above 5000FT.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : SID renamed

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA SID

YAMGA SIX DEPARTURE

RWY 16 : 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 10000FT.

RWY 34 : 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 DGC R146/9.0DME at or below 10000FT, cross KUE R351/28.0DME at or below FL200, cross YAMGA at or above 10000FT.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : SID renamed

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA SID

FUKUOKA FOUR DEPARTURE

RWY 16 : 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.

RWY 34 : Climb direct to DGC VORTAC.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

CHANGE : MRA added

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA TRANSITION

KAGOSHIMA TRANSITION

From over YAMGA, proceed via HKC R012 to HKC VORTAC.

KUMAMOTO TRANSITION

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

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.

IKI TRANSITION

From over YAMEK, turn right, proceed via IKE R127 to IKE VOR/DME .
Cross IKE R127/37DME at or above 6000FT.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA TRANSITION

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV SID

YOKAT FOUR 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	RWY16 : DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 : DGC "3.5NM to FF401～2.2NM to FF401" IKE "3.5NM to FF401～2.2NM to FF401"
	DME GAP	RWY16 :DER～1.0NM FM DER RWY34 :DER～0.9NM FM DER 2.2NM to FF401～FF403
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7˚W (2014)

YOKAT FOUR DEPARTURE

RWY34 : Climb on HDG 337˚ 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.

RWY16 : Climb on HDG 157˚ at or above 500FT, direct to UMAKA at or below FL200, to YOKAT at or above 10000FT.

Note RWY34 : 7.0% climb gradient required up to 2800FT.
RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA RNAV SID

YOKAT FOUR DEPARTURE

RWY34

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	—	—	337 (330.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-7.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	067 (060.1)	-7.0	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	157 (150.4)	-7.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	164 (157.2)	-7.0	13.1	—	—	—	—	RNAV1
006	TF	FF404	—	136 (129.4)	-7.0	9.2	—	-FL200	—	—	RNAV1
007	TF	YOKAT	—	136 (129.4)	-7.0	3.4	—	+10000	—	—	RNAV1

RWY16

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	—	—	157 (150.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	UMAKA	—	—	-7.0	—	—	-FL200	—	—	RNAV1
003	TF	YOKAT	—	081 (073.5)	-7.0	9.4	—	+10000	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA — RNAV TRANSITION

BRAID TRANSITION / MATSUYAMA TRANSITION / SALTY TRANSITON YANKS TRANSITION / SPIDE TRANSITION / SABAR TRANSITION		RNAV 1
Note 1) DME/DME/IRU or GNSS required. 2) RADAR service required.	Critical DME	SABAR TRANSITION : SWE "YOKAT ~ RUISA" SGE "HOSEN ~ RUISA"
	DME GAP	–
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

BRAID TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to MARCO.

MATSUYAMA TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to MYE.

SALTY TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to SALTY.

YANKS TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to LUFFY, to SANJI, to YANKS.

SPIDE TRANSITION

From YOKAT at or above 10000FT, to KOHZA at or above FL140, to BRAID at or above FL170, to LUFFY, to SPIDE.

SABAR TRANSITION

From YOKAT at or above 10000FT, to AMAGA at or above FL140, to HOSEN at or above FL170, to RUISA, to SABAR.

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA RNAV TRANSITION

BRAID 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	—	—	-7.4	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.4	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.4	6.9	—	+FL170	—	—	RNAV1
004	TF	MARCO	—	057 (049.7)	-7.4	64.8	—	—	—	—	RNAV1

MATSUYAMA 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	—	—	-7.4	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.4	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.4	6.9	—	+FL170	—	—	RNAV1
004	TF	MYE	—	078 (070.4)	-7.4	81.5	—	—	—	—	RNAV1

SALTY 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	—	—	-7.4	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.4	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.4	6.9	—	+FL170	—	—	RNAV1
004	TF	SALTY	—	079 (071.9)	-7.4	92.9	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART-INSTRUMENT

RJFF / FUKUOKA RNAV TRANSITION

YANKS 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	—	—	-7.4	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.4	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.4	6.9	—	+FL170	—	—	RNAV1
004	TF	LUFFY	—	087 (079.8)	-7.4	58.8	—	—	—	—	RNAV1
005	TF	SANJI	—	079 (071.7)	-7.4	70.9	—	—	—	—	RNAV1
006	TF	YANKS	—	080 (072.5)	-7.4	43.2	—	—	—	—	RNAV1

SPIDE 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	—	—	-7.4	—	—	+10000	—	—	RNAV1
002	TF	KOHZA	—	081 (073.6)	-7.4	9.9	—	+FL140	—	—	RNAV1
003	TF	BRAID	—	081 (073.8)	-7.4	6.9	—	+FL170	—	—	RNAV1
004	TF	LUFFY	—	087 (079.8)	-7.4	58.8	—	—	—	—	RNAV1
005	TF	SPIDE	—	088 (080.4)	-7.4	33.5	—	—	—	—	RNAV1

SABAR 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	—	—	-7.4	—	—	+10000	—	—	RNAV1
002	TF	AMAGA	—	104 (096.5)	-7.4	10.5	—	+FL140	—	—	RNAV1
003	TF	HOSEN	—	104 (096.6)	-7.4	6.6	—	+FL170	—	—	RNAV1
004	TF	RUISA	—	104 (096.7)	-7.4	16.9	—	—	—	—	RNAV1
005	TF	SABAR	—	104 (096.9)	-7.4	31.6	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID and TRANSITION

KURUME THREE DEPARTURE GABAI TRANSITION / BRUIN TRANSITION / GENKAI 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	RWY16 :DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 :DGC "3.5NM to FF401～2.2NM to FF401" IKE "3.5NM to FF401～2.2NM to FF401" BRUIN TRANSITION : DGC "2NM to OMUTA～OMUTA"
	DME GAP	RWY16 :DER～1.0NM FM DER RWY34 :DER～0.9NM FM DER 2.2NM to FF401～FF403 GABAI TRANSITION : 6.4NM to SGE～SGE
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

KURUME THREE DEPARTURE

RWY34 : Climb on HDG 337˚ at or above 500FT, direct to FF401, to FF402, to FF403, to YURRY, to YAMEK.

RWY16 : Climb on HDG 157˚ at or above 500FT, direct to YAMEK.

Note RWY34 : 7.0% climb gradient required up to 2800FT.
RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

BRUIN TRANSITION

From YAMEK, to BRUIN, to OMUTA.

GABAI TRANSITION

From YAMEK, to SGE.

GENKAI TRANSITION

From YAMEK, to DAIZE to IKE.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV SID

KURUME THREE DEPARTURE

RWY34

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	—	—	337 (330.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-7.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	067 (060.1)	-7.0	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	157 (150.4)	-7.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	164 (157.2)	-7.0	13.1	—	—	—	—	RNAV1
006	TF	YAMEK	—	210 (202.7)	-7.0	5.7	—	—	—	—	RNAV1

RWY16

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	—	—	157 (150.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	YAMEK	—	—	-7.0	—	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA

RNAV TRANSITION

BRUIN 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	YAMEK	—	—	-7.0	—	—	—	—	—	RNAV1
002	TF	BRUIN	—	209 (202.4)	-7.0	16.2	—	—	—	—	RNAV1
003	TF	OMUTA	—	209 (202.3)	-7.0	2.8	—	—	—	—	RNAV1

GABAI 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	YAMEK	—	—	-7.0	—	—	—	—	—	RNAV1
002	TF	SGE	—	238 (231.2)	-7.0	19.4	—	—	—	—	RNAV1

GENKAI 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	YAMEK	—	—	-7.0	—	—	—	—	—	RNAV1
002	TF	DAIZE	—	240 (232.7)	-7.0	8.5	—	—	—	—	RNAV1
003	TF	IKE	—	317 (310.4)	-7.0	44.8	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA — RNAV SID and TRANSITION

MORIO THREE DEPARTURE
SATSUMA 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	RWY16 :DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 :DGC "3.5NM to FF401～2.2NM to FF401" IKE "3.5NM to FF401～2.2NM to FF401"
	DME GAP	RWY16 :DER～1.0NM FM DER RWY34 :DER～0.9NM FM DER 2.2NM to FF401～FF403
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7˚W (2014)

MORIO THREE DEPARTURE

RWY34 : Climb on HDG 337˚ at or above 500FT, direct to FF401, to FF402, to FF403, to YURRY, to FF405 at or below FL200, to YAMGA at or above 10000FT.

RWY16 : Climb on HDG 157˚ at or above 500FT, direct to FF603 at or below FL200, to YAMGA at or above 10000FT.

Note RWY34 : 7.0% climb gradient required up to 2800FT.
RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

SAKURA TRANSITION

From YAMGA at or above 10000FT, to KUE.

SATSUMA TRANSITION

From YAMGA at or above 10000FT, to HKC.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA RNAV SID

MORIO THREE DEPARTURE

RWY34

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	—	—	337 (330.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	FF401	—	—	-7.0	—	—	—	—	—	RNAV1
003	TF	FF402	—	067 (060.1)	-7.0	5.4	—	—	—	—	RNAV1
004	TF	FF403	—	157 (150.4)	-7.0	4.3	—	—	—	—	RNAV1
005	TF	YURRY	—	164 (157.2)	-7.0	13.1	—	—	—	—	RNAV1
006	TF	FF405	—	171 (164.3)	-7.0	9.7	—	-FL200	—	—	RNAV1
007	TF	YAMGA	—	171 (164.3)	-7.0	11.4	—	+10000	—	—	RNAV1

RWY16

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	—	—	157 (150.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	FF603	—	—	-7.0	—	—	-FL200	—	—	RNAV1
003	TF	YAMGA	—	160 (152.6)	-7.0	11.5	—	+10000	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA RNAV TRANSITION

SAKURA 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	YAMGA	—	—	-7.0	—	—	+10000	—	—	RNAV1
002	TF	KUE	—	171 (164.3)	-7.0	16.6	—	—	—	—	RNAV1

SATSUMA 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	YAMGA	—	—	-7.0	—	—	+10000	—	—	RNAV1
002	TF	HKC	—	193 (185.8)	-7.0	84.8	—	—	—	—	RNAV1

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA — RNAV SID

HAKATA THREE 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	RWY16 : DGC "1.0NM FM DER～5.4NM FM DER" IKE "1.0NM FM DER～5.4NM FM DER" RWY34 : DGC "4.6NM to DGC～3.0NM to DGC" IKE "4.6NM to DGC～3.0NM to DGC"
	DME GAP	RWY16 : DER～1.0NM FM DER RWY34 : DER～4.6NM to DGC 3.0NM to DGC～DGC
	Inappropriate Navaids	See AD1.1.6.10.3. Inappropriate NAVAIDs for RNAV1

VAR 7˚W (2014)

HAKATA THREE DEPARTURE

RWY34 : Climb on HDG 337˚ at or above 500FT, direct to DGC.

RWY16 : Climb on HDG 157˚ at or above 500FT, direct to YAMEK, to FF601, to FF602 to DGC.

Note RWY16 : 5.8% climb gradient required up to 1100FT.
OBST ALT 399FT located at 1.2NM 138˚ FM end of RWY16.
OBST ALT 1470FT located at 6.2NM 182˚ FM end of RWY16.

STANDARD DEPARTURE CHART - INSTRUMENT

RJFF / FUKUOKA RNAV SID

HAKATA THREE DEPARTURE

RWY34

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	—	—	337 (330.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	DGC	—	—	-7.0	—	—	—	—	—	RNAV1

RWY16

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	—	—	157 (150.3)	-7.0	—	—	+500	—	—	RNAV1
002	DF	YAMEK	—	—	-7.0	—	—	—	—	—	RNAV1
003	TF	FF601	—	250 (242.9)	-7.0	5.7	—	—	—	—	RNAV1
004	TF	FF602	—	314 (306.5)	-7.0	4.1	—	—	—	—	RNAV1
005	TF	DGC	—	002 (354.5)	-7.0	19.7	—	—	—	—	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA STAR

LAGER ARRIVAL

From over LAGER, via DGC R338 to MALTS.
Cross LAGER at or above 3000FT, cross MALTS at or above 2000FT.

EBISU ARRIVAL

From over EBISU, via IKE R073 to intercept and proceed via DGC R338 to MALTS via LAGER.
Cross LAGER at or above 3000FT, cross MALTS at or above 2000FT.

IKI ARRIVAL

From over IKE VOR/DME, via IKE R073 to intercept and proceed via DGC R338 to MALTS via LAGER.
Cross LAGER at or above 3000FT, cross MALTS at or above 2000FT.

CHANGE : Radial

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA STAR

KAFRI EAST ARRIVAL

From over EBISU, proceed via IKE R073 to intercept and proceed via SGE R353 to KAFRI, via KUE R329 to intercept and proceed via SGE R064 to HAWKS.

Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross HAWKS at or above 4000FT.

KAFRI WEST ARRIVAL

From over IKE VOR/DME, proceed via IKE R073 to intercept and proceed via SGE R353 to KAFRI, via KUE R329, to intercept and proceed via SGE R064 to HAWKS.

Cross SGE R353/36.0DME between 7000FT and 10000FT, cross KUE R329/35.0DME at or above 6000FT, cross HAWKS at or above 4000FT.

CHANGE : Course(HAWKS HLDG Pattern)

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY34

HAWKS EAST ARRIVAL / HAWKS WEST ARRIVAL
HAWKS NORTH ARRIVAL / HAWKS SOUTH ARRIVAL

RNAV 1

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

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY34

HAWKS EAST 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, to HAWKS at or above 4000FT.

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	–	–	-7.4	–	–	+12000	–	–	RNAV1
002	TF	ITODA	–	198 (191.0)	-7.4	25.1	–	-10000 +8000	–	–	RNAV1
003	TF	KAHOC	–	198 (191.0)	-7.4	14.2	–	+7000	–	–	RNAV1
004	TF	DAZAI	–	175 (167.3)	-7.4	6.9	–	+5000	–	–	RNAV1
005	TF	HAWKS	–	248 (240.3)	-7.4	4.5	–	+4000	–	–	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	226 (218.7)	-7.4	1.0(-14000) 1.5(+14001)	R	12000	–	-230(-14000) -240(+14001)	RNAV1
Hold	KAHOC	175 (167.3)	-7.4	1.0(-14000) 1.5(+14001)	R	7000	–	-230(-14000) -240(+14001)	RNAV1

HAWKS WEST ARRIVAL

From IKE, to ORONN, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	DGC	IKE - 15.0NM to ORONN 6.0NM to ORONN - 5.0NM to NOKOH
	KUE	IKE - 15.0NM to ORONN
	IKE	6.0NM to ORONN - 5.0NM to NOKOH
	SGE	9.0NM to BEAMA - 6.0NM to BEAMA
DME GAP	15.0NM to ORONN - 6.0NM to ORONN 5.0NM to NOKOH - 9.0NM to BEAMA	
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	IKE	–	–	-7.4	–	–	–	–	–	RNAV1
002	TF	ORONN	–	085 (077.7)	-7.4	17.3	–	–	–	–	RNAV1
003	TF	NOKOH	–	152 (144.7)	-7.4	8.2	–	–	–	–	RNAV1
004	TF	BEAMA	–	152 (144.8)	-7.4	9.9	–	–	–	–	RNAV1
005	TF	SOFTO	–	152 (144.9)	-7.4	9.9	–	–	–	–	RNAV1
006	TF	BANKU	–	152 (144.9)	-7.4	9.9	–	+5000	-210	–	RNAV1
007	TF	HAWKS	–	068 (060.2)	-7.4	4.3	–	+4000	–	–	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	BANKU	132 (125.0)	-7.4	1.0(-14000) 1.5(+14001)	R	5000	–	-230(-14000) -240(+14001)	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA ➡ RNAV STAR RWY34

HAWKS NORTH ARRIVAL

From KIRIN, to EBISU at or above 12000FT, to LAGER at or above 6000FT, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	IKE	4.0NM to LAGER - 3.0NM to NOKOH
	DGC	LAGER - 3.0NM to NOKOH
	SGE	9.0NM to BEAMA - 6.0NM to BEAMA
DME GAP	3.0NM to NOKOH - 9.0NM to BEAMA	
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	–	–	-7.4	–	–	–	–	–	RNAV1
002	TF	EBISU	–	254 (246.7)	-7.4	12.5	–	+12000	–	–	RNAV1
003	TF	LAGER	–	248 (240.3)	-7.4	19.5	–	+6000	–	–	RNAV1
004	TF	NOKOH	–	198 (190.5)	-7.4	11.0	–	–	–	–	RNAV1
005	TF	BEAMA	–	152 (144.8)	-7.4	9.9	–	–	–	–	RNAV1
006	TF	SOFTO	–	152 (144.9)	-7.4	9.9	–	–	–	–	RNAV1
007	TF	BANKU	–	152 (144.9)	-7.4	9.9	–	+5000	-210	–	RNAV1
008	TF	HAWKS	–	068 (060.2)	-7.4	4.3	–	+4000	–	–	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	226 (218.7)	-7.4	1.0(-14000) 1.5(+14001)	R	12000	–	-230(-14000) -240(+14001)	RNAV1
Hold	BANKU	132 (125.0)	-7.4	1.0(-14000) 1.5(+14001)	R	5000	–	-230(-14000) -240(+14001)	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA ➡ RNAV STAR RWY34

HAWKS SOUTH ARRIVAL

From OSTEP, to HONOK at or above 7000FT, to AMAOH, to KEYAH, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000FT, to HAWKS at or above 4000FT.

Critical DME	SGE	4.0NM to NOKOH - NOKOH 9.0NM to BEAMA - 6.0NM to BEAMA
DME GAP	NOKOH - 9.0NM to BEAMA	
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	OSTEP	–	–	-7.4	–	–	–	–	–	RNAV1
002	TF	HONOK	–	332 (324.9)	-7.4	14.2	–	+7000	–	–	RNAV1
003	TF	AMAOH	–	332 (324.8)	-7.4	9.9	–	–	–	–	RNAV1
004	TF	KEYAH	–	332 (324.8)	-7.4	9.9	–	–	–	–	RNAV1
005	TF	NOKOH	–	062 (054.5)	-7.4	9.7	–	–	–	–	RNAV1
006	TF	BEAMA	–	152 (144.8)	-7.4	9.9	–	–	–	–	RNAV1
007	TF	SOFTO	–	152 (144.9)	-7.4	9.9	–	–	–	–	RNAV1
008	TF	BANKU	–	152 (144.9)	-7.4	9.9	–	+5000	-210	–	RNAV1
009	TF	HAWKS	–	068 (060.2)	-7.4	4.3	–	+4000	–	–	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	KEYAH	062 (054.5)	-7.4	1.0(-14000) 1.5(+14001)	L	5000	–	-230(-14000) -240(+14001)	RNAV1
Hold	BANKU	132 (125.0)	-7.4	1.0(-14000) 1.5(+14001)	R	5000	–	-230(-14000) -240(+14001)	RNAV1

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA

RNAV STAR RWY16

MALTS EAST ARRIVAL / MALTS WEST ARRIVAL MALTS SOUTH ARRIVAL	RNAV 1

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

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA RNAV STAR RWY16

MALTS EAST ARRIVAL

From KIRIN at or above 12000FT, to HOPPS at or above 8000FT, to TANRE at or above 6000FT, to DORAI, to MALTS at or above 2000FT.

Critical DME	–	–
	DGC	TANRE - MALTS
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	–	–	-7.4	–	–	+12000	–	–	RNAV1
002	TF	HOPPS	–	242 (235.0)	-7.4	8.4	–	+8000	–	–	RNAV1
003	TF	TANRE	–	242 (235.0)	-7.4	13.4	–	+6000	–	–	RNAV1
004	TF	DORAI	–	222 (214.2)	-7.4	6.4	–	–	–	–	RNAV1
005	TF	MALTS	–	221 (214.1)	-7.4	5.0	–	+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	226 (218.7)	-7.4	1.0(-14000) 1.5(+14001)	R	12000	–	-230(-14000) -240(+14001)	RNAV1
Hold	TANRE	222 (214.2)	-7.4	1.0(-14000) 1.5(+14001)	L	7000	–	-230(-14000) -240(+14001)	RNAV1

MALTS WEST ARRIVAL

From IKE, to ORONN at or above 3000FT, to MALTS at or above 2000FT.

Critical DME	DGC	IKE - 15.0NM to ORONN 6.0NM to ORONN - MALTS
	KUE	IKE - 15.0NM to ORONN
	IKE	6.0NM to ORONN - MALTS
DME GAP	15NM to ORONN - 6.0NM to ORONN	
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	IKE	–	–	-7.4	–	–	–	–	–	RNAV1
002	TF	ORONN	–	085 (077.7)	-7.4	17.3	–	+3000	–	–	RNAV1
003	TF	MALTS	–	114 (106.2)	-7.4	11.4	–	+2000	–	–	RNAV1

CHANGE : Editorial

STANDARD ARRIVAL CHART-INSTRUMENT

RJFF / FUKUOKA ➡ RNAV STAR RWY16

MALTS SOUTH ARRIVAL

From OSTEP, to HONOK at or above 7000FT, to AMAOH, to KEYAH at or above 5000FT, to NOKOH at or above 3000FT, to MALTS at or above 2000FT.

Critical DME	SGE	4.0NM to NOKOH - NOKOH
	IKE	2.0NM to MALTS - MALTS
	DGC	2.0NM to MALTS - MALTS
DME GAP	NOKOH - 2.0NM to MALTS	
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	OSTEP	–	–	-7.4	–	–	–	–	–	RNAV1
002	TF	HONOK	–	332 (324.9)	-7.4	14.2	–	+7000	–	–	RNAV1
003	TF	AMAOH	–	332 (324.8)	-7.4	9.9	–	–	–	–	RNAV1
004	TF	KEYAH	–	332 (324.8)	-7.4	9.9	–	+5000	–	–	RNAV1
005	TF	NOKOH	–	062 (054.5)	-7.4	9.7	–	+3000	–	–	RNAV1
006	TF	MALTS	–	068 (060.3)	-7.4	7.1	–	+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	KEYAH	062 (054.5)	-7.4	1.0(-14000) 1.5(+14001)	L	5000	–	-230(-14000) -240(+14001)	RNAV1

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — ILS or LOC RWY 34

FUKUOKA APP	ILS–LOC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	108.9 IFF ILS–GP 329.3 ILS–DME 987(CH-26X)	118.4 - 126.2 236.8	ATIS 127.2

NM to IFF	MAPt	3	4	5	6	7	8	9	10	11	12	FAF
ALT (3.0° APCH Path)	–	981	1299	1618	1936	2255	2573	2891	3210	3528	3847	3871

MISSED APPROACH
Climb direct to DGC VORTAC, turn left, via IKE R105 to IKE VOR/DME and hold at 4000FT.
Contact FUKUOKA APP.

DME to IFF	0.2	0.6	2.2	4.6	8.1	12.1	17.1
NM to THR	0	0.5	2.0	4.4	7.9	11.9	16.9

MINIMA THR elev. 32 AD elev. 30

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	232 (200)	550	680 (650)	1200	830 (800)	1600
B				1400		
C					1020 (990)	2400
D				1800	1030 (1000)	3200

Circling to WEST side of RWY only.

CHANGE : VAR,Course BTN HAWKS and MAPt,Course(HAWKS HLDG Pattern)

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — RNAV(GNSS) RWY34

FUKUOKA APP		FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	1. DME/DME not authorized. 2. RADAR service required. 3. GNSS required.	118.4 - 126.2 236.8	ATIS 127.2

Baro-VNAV not authorized below -5˚C

VAR 7˚W (2016)

BANKU (IAF)	331739.93N	1303302.49E
DAZAI (IAF)	332200.85N	1304208.07E
HAWKS (IF)	331947.99N	1303729.97E
HARRY (FAF)	332408.58N	1303432.92E
FF451	332737.48N	1303210.75E
FF452	333127.19N	1302934.18E
RW34 (MAPt)	333429.88N	1302729.47E
FUKUOKA(DGC) (MATF)	334034.35N	1302322.66E
IKI(IKE) (MAHF)	334451.04N	1294636.67E

RNAV1 / using NAVaid	RNAV1
1MIN (at or below FL140) 1.5MIN (above FL140) 253˚ / 073˚ IKI VOR/DME MHA 4000 MAX 230KIAS (at or below FL140) MAX 240KIAS (above FL140)	HAWKS 157˚ / 337˚ MHA 4500 MAX 230KIAS (at or below FL140) MAX 240KIAS (above FL140) 1MIN (at or below FL140) 1.5MIN (above FL140)

NM to Next Fix	MAPt	3	4	5	6	7	8	9	10	11	FAF
ALT (3.0˚ APCH Path)	–	1041	1359	1678	1996	2314	2633	2951	3270	3588	3875

MISSED APPROACH

Direct to FUKUOKA(DGC), to IKI(IKE) and hold at 4000FT.
Contact FUKUOKA APP.

(For using VORTAC)
Climb direct to DGC VORTAC, turn left, via IKE R105 to IKE VOR/DME and hold at 4000FT.
Contact FUKUOKA APP.

MINIMA — THR elev. 32 — AD elev. 30

CAT	LNAV/VNAV DA(H)	LNAV/VNAV RVR/CMV	LNAV MDA(H)	LNAV RVR/CMV	CIRCLING MDA(H)	CIRCLING VIS
A	820 (788)	1200	820 (790)	1200	830 (800)	1600
B		1400		1400		
C					1020 (990)	2400
D		1800		1800	1030 (1000)	3200

Circling to WEST side of RWY only.

CHANGE : HOLD Pattern on HAWKS

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — ILS or LOC RWY16

FUKUOKA APP	ILS–LOC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	111.7 IFO ILS–GP 333.5 ILS–DME 1015(CH-54X)	118.4 - 126.2 236.8	ATIS 127.2

NM to IFO	FAF	6	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	1960	1919	1600	1282	964	645	–

MISSED APPROACH
Climb to 1600FT on HDG158˚,
to 6000FT via DGC R160
to YAMEK, turn right HDG352˚ to
intercept and proceed via IKE R127
to IKE VOR/DME and hold.
Cross YAMEK at or above 5000FT,
cross IKE R127/37.0DME at 6000FT.
Contact FUKUOKA APP.

Timing not authorized for defining the MAPt.

11.1	6.1	4.6	2.9	1.8	0.9	0.2	DME to IFO
11.0	6.0	4.4	2.7	1.6	0.7	0	NM to THR

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 30

CAT	CAT I		LOC		CIRCLING	
	DA(H)	RVR/CMV	MDA(H)	RVR/CMV	MDA(H)	VIS
A	215 (200)	550	550 (535)	1000	830 (800)	1600
B				1200		
C					1020 (990)	2400
D				1600	1030 (1000)	3200

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

CHANGE : VAR

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — RNAV(GNSS) RWY16

FUKUOKA APP		FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	1. DME/DME not authorized. 2. RADAR service required. 3. GNSS required.	118.4 - 126.2 236.8	ATIS 127.2

Baro-VNAV not authorized below -5˚C

VAR 7˚W (2016)

OKINO (IAF)	334844.46N 1302717.18E
NOKOH (IAF)	334149.51N 1301240.11E
MALTS (IF)	334520.80N 1302005.94E
AINOS (FAF)	334059.54N 1302302.92E
FF651	333938.51N 1302358.41E
FF652	333809.81N 1302459.12E
RW16 (MAPt)	333548.91N 1302635.47E
YAMEK (MATF)	332105.88N 1303539.52E
FF601 (MATF)	331830.45N 1302936.66E
KAFRI (MATF)	333320.84N 1301017.68E
IKI(IKE) (MAHF)	334451.04N 1294636.67E

3071

NM to Next Fix	FAF	5	4	3	2	MAPt
ALT (3.0˚ APCH Path)	1969	1665	1347	1028	710	–

MISSED APPROACH

Direct to YAMEK at or above 5000FT, to FF601 at 6000FT, to KAFRI, to IKI(IKE) and hold at 6000FT.
Contact FUKUOKA APP.

(For using VORTAC)
Climb to 1600FT on HDG158˚, to 6000FT via DGC R160 to YAMEK, turn right HDG352˚ to intercept and proceed via IKE R127 to IKE VOR/DME and hold.
Cross YAMEK at or above 5000FT,
Cross IKE R127 / 37.0DME at 6000FT.
Contact FUKUOKA APP.

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 30

CAT	LNAV/VNAV DA(H)	LNAV/VNAV RVR/CMV	LNAV MDA(H)	LNAV RVR/CMV	CIRCLING MDA(H)	CIRCLING VIS
A	490 (475)	1000	490 (475)	1000	830 (800)	1600
B		1200		1200		
C					1020 (990)	2400
D		1600		1600	1030 (1000)	3200

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

CHANGE : HOLD Pattern on MALTS

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — VOR RWY16

FUKUOKA APP	FUKUOKA VORTAC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	114.5 DGC CH–92X *33˚40´34˚N / 130˚23´23˚E*	118.4 – 126.2 236.8	ATIS 127.2

NM to RWY16	FAF	5	4	3	2	MAPt
ALT(3.0˚ APCH Path)	1750	1656	1338	1019	701	–

MISSED APPROACH
Climb to 6000FT,via DGC R160 to YAMEK, turn right HDG352˚ to intercept and proceed via IKE R127 to IKE VOR/DME and hold.
Cross YAMEK at or above 5000FT.
Cross IKE R127/37.0DME at 6000FT.
Contact FUKUOKA APP.

Timing not authorized for difining the MAPt.

DME from DGC	0	3.4	5.4
NM to THR	5.5	2.0	0.1 0

Missed APCH climb gradient MNM 4.3%

MINIMA THR elev. 15 AD elev. 30

CAT			CIRCLING	
	MDA(H)	RVR/ CMV	MDA(H)	VIS
A	680 (665)	1200	830 (800)	1600
B		1400		
C			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.

CHANGE : VAR, MINIMA, VDP

INSTRUMENT APPROACH CHART

RJFF / FUKUOKA — TACAN RWY16

FUKUOKA APP	FUKUOKA VORTAC	FUKUOKA TOWER	RADAR AVBL
119.65 - 121.125 - 127.9 261.2 - 270.8	114.5 DGC CH–92X 33°40′34″N / 130°23′23″E	118.4 – 126.2 236.8	ATIS 127.2

NM to RWY16	FAF	5	4	3	2	MAPt
ALT(3.0° APCH Path)	1750	1656	1338	1019	701	–

MISSED APPROACH
Climb to 5000FTvia 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.

13.9	0	3.4	5.4		DME to/from DGC
19.4	5.5	2.0	0.1	0	NM to THR

Missed APCH climb gradient MNM 5.0%

MINIMA THR elev. 15 AD elev. 30

CAT			CIRCLING	
	MDA(H)	RVR/CMV	MDA(H)	VIS
A	680 (665)	1200	830 (800)	1600
B		1400		
C			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.

CHANGE : Radial

RJFF FUKUOKA Visual REP

Call sign	BRG / DIST from ARP	Remarks
古 賀 koga	014°/ 8.4NM	高速道路インターチェンジ Interchange
長者原 Chojabaru	046°/ 2.3NM	ドーム型建造物 Dome
太宰府 Dazaifu	133°/ 6.4NM	ゴルフ場 Golf Course
三 沢 Mitusawa	153°/10.4NM	ゴルフ場 Golf Course
* 那珂川 Nakagawa	196°/ 5.9NM	松尾橋 Bridge
室 見 Muromi	273°/ 5.5NM	室見川河口 River - Mouth
今 津 Imazu	273°/ 9 NM	今津橋 Bridge
志 賀 Shika	303°/ 8 NM	志賀島橋 Bridge
北 崎 Kitazaki	288°/12 NM	漁港 Harbor

* ヘリコプター用 Use For Helicoptor

CHANGE : Shape of FUKUOKA CONTROL ZONE.

LDG CHART
RJFF / FUKUOKA
ELEV 30ft
PAPI ANGLE 3.0°
MEHT 21.3m (70ft)
436m fm THR
FUKUOKA TOWER
118.4-126.2-236.8
RVR
9180x200ft Asph-Conc
PALS
ABN
CGL
PAPI ANGLE 3.0°
MEHT 20m (66ft)
435.3m fm THR
MATSUODANI HBN 474
SAKURAGAOKA HBN 665
BISHAMON HBN 999
ELEVATION AND
HEIGHTS IN FEET
MEAN SEA LEVEL
SCALE
ANTENNA TOWER
(See page AD2.23)
VAR 6°54′W
(2009)
130°32′
30′
28′
26′
24′
20′
33°32′
34′
36′

RJFF / FUKUOKA Minimum Vectoring Altitude CHART

VAR 7˚W (2012)

① 1900
② 2000
③ 2200
④ 2300
⑤ 2400
⑥ 3300

(1) *334821N/1311428E*

CENTER : *333525N/1302627E*(No.1 RADAR SITE)
CENTER : *333453N/1302650E*(No.2 RADAR SITE)
✳ : *324949N/1305040E*(RJFT RADAR SITE)