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Terminal Charts For RJFF

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Fukuoka Jpn
IATA Code: FUK
Lat/Long: N33° 35.1' E130° 27.1'
Elevation: 30 ft

Airport Use: Public
Magnetic Variation: 7.1°W

Fuel Types: 100-130 Octane, Jet 4
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2223 Z
Sunset: 0824 Z,

Runway Information

Runway: 16
Length x Width: 9186 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 34
Length x Width: 9186 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Communication Information

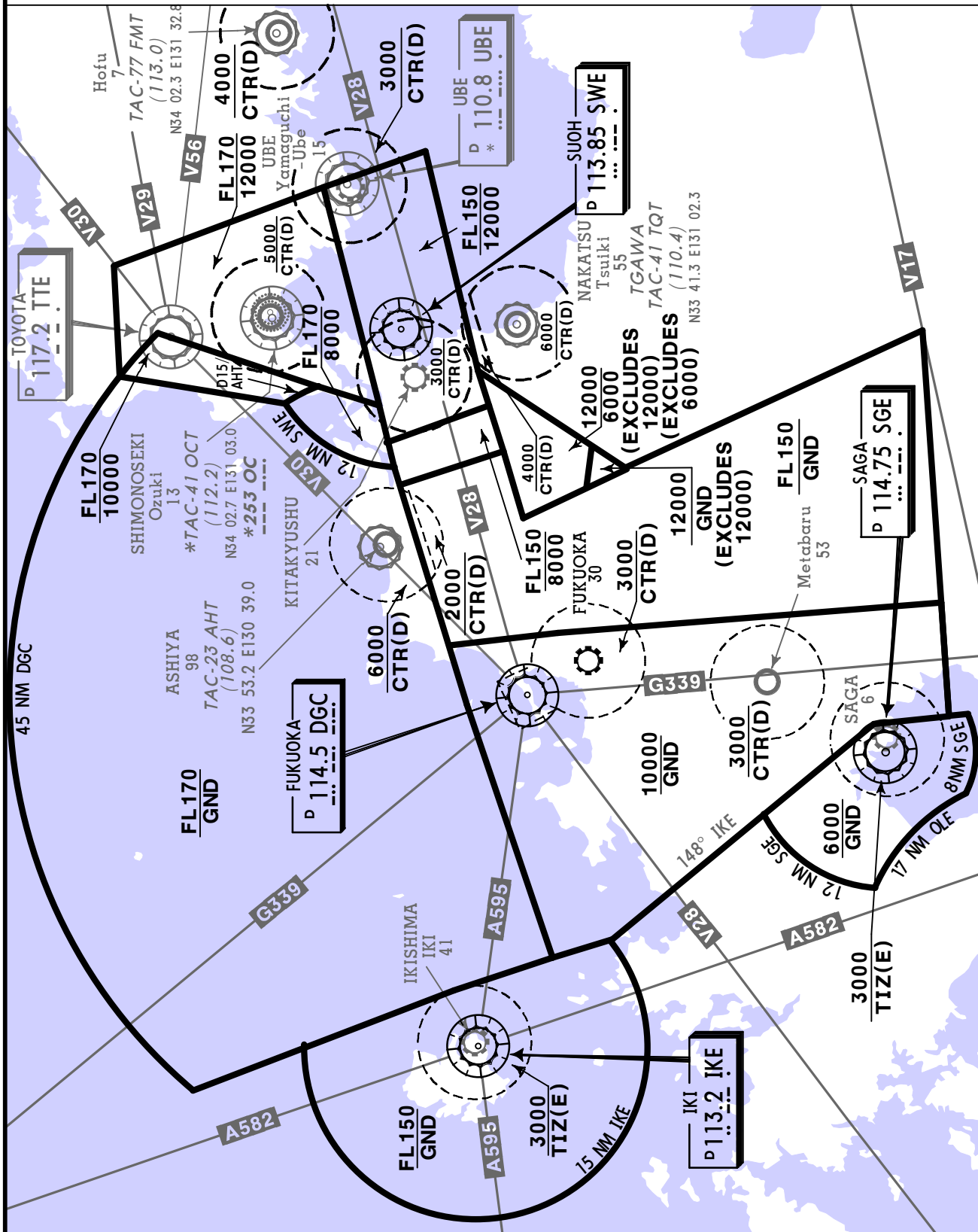
ATIS 127.2
Fukuoka Tower Tower 126.2
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Fukuoka Tower Tower 23.68 Military
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Fukuoka Delivery Clearance Delivery 121.925
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Fukuoka Approach Approach Control 120.7
Fukuoka Approach Approach Control 119.1

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Fukuoka Departure Departure Control 119.7 Departure Service
Fukuoka Radar Radar 127.9
Fukuoka Radar Radar 121.125
Fukuoka Radar Radar 120.7
Fukuoka Radar Radar 119.65
Fukuoka Radar Radar 119.1

FUKUOKA APPROACH CONTROL AREA (E)

FUKUOKA App (R) 119.1, 119.65, 120.7, 121.12, 127.9 Dep 119.7

Transponder (Mode A/3 & Mode C) required in
Approach Control Area and Control Zones.



SPEED RESTRICTIONS WITHIN JAPAN AIRSPACE

Maximum IAS unless otherwise authorized by ATC.
Within Approach Control Area:

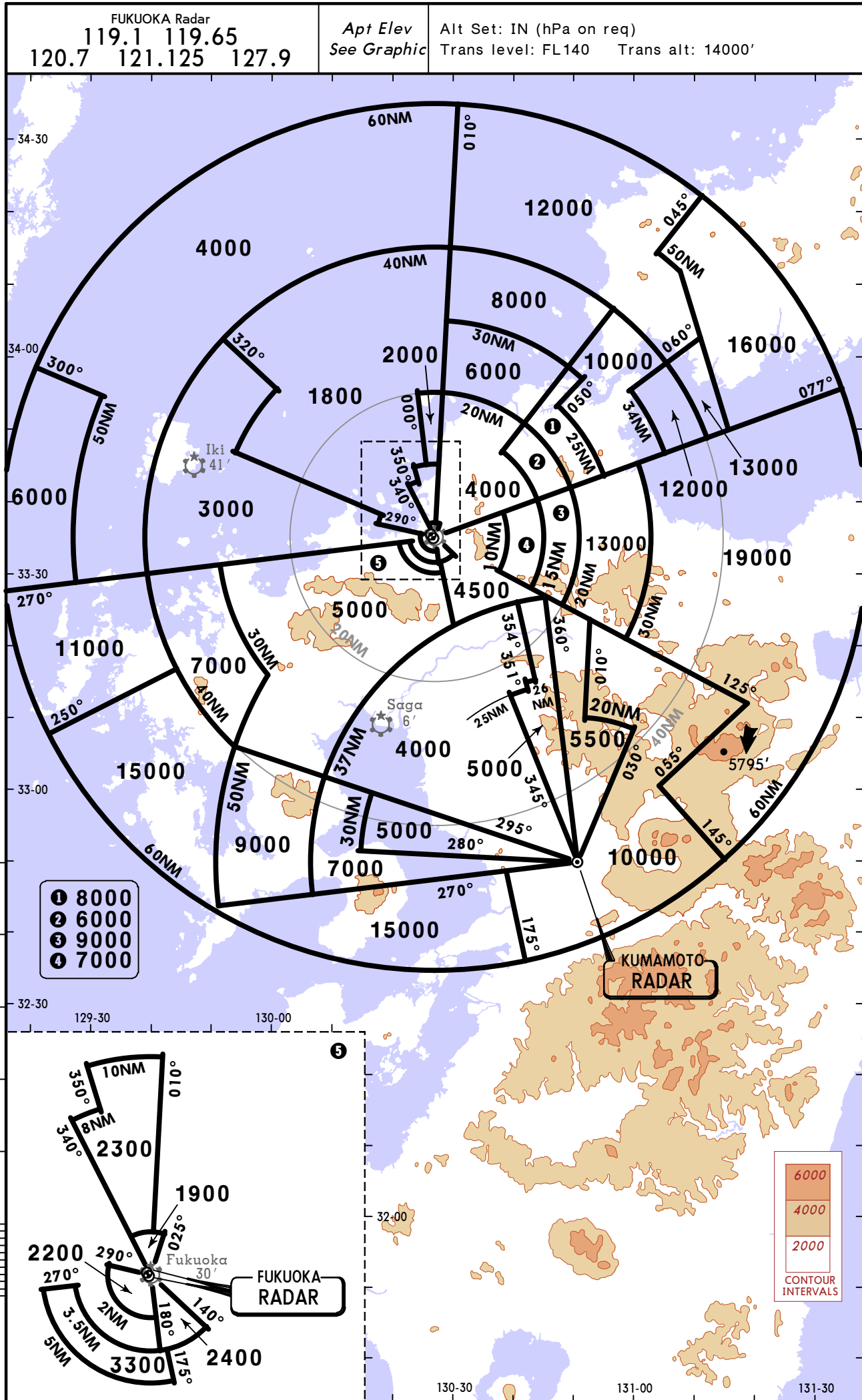
At or below 10000' MSL.....250 KTS

Within a Control Zone:

At or below 3000' MSL.....160 KTS Reciprocating

200 KTS Turbine-Powered

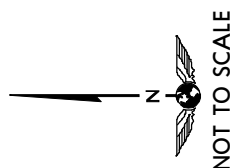
Above 3000' MSL.....250 KTS All



*D-ATIS
127.2Apt Elev
30'

Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'

1. RNAV 1.
2. DME/DME/IRU or GNSS required.
3. RADAR service required.

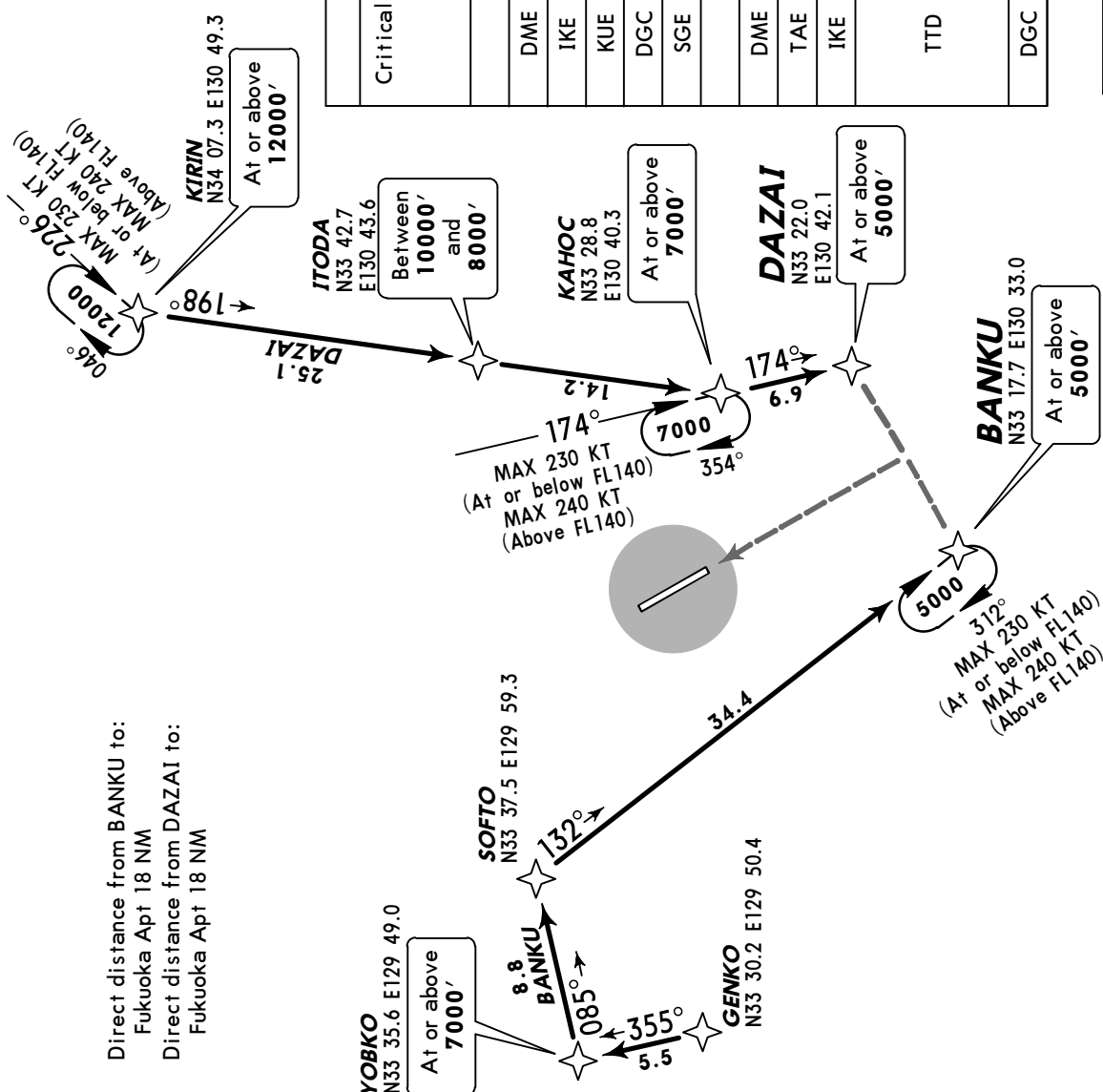
**BANKU [BANKU], DAZAI [DAZAI]
ARRIVALS
(RWY 34)**

CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
BANKU		
DME	ROUTE SEGMENT	DME GAP
IKE	YOBKO - 26 NM to BANKU	17.2 NM
KUE	13 NM to BANKU - 11 NM to BANKU	2.0 NM
DGC	6 NM to BANKU - 1 NM to BANKU	5.0 NM
SGE	1 NM to BANKU - BANKU	1.0 NM
DAZAI		
DME	ROUTE SEGMENT	DME GAP
TAE	KIRIN - 17 NM to ITODA	8.1 NM
IKE	14 NM to ITODA - 13 NM to ITODA	1.0 NM
TTD	14 NM to ITODA - 13 NM to ITODA	1.0 NM
	11 NM to ITODA - 10 NM to ITODA	1.0 NM
	6 NM to ITODA - 8 NM to KAHOC	12.2 NM
DGC	6 NM to KAHOC - DAZAI	12.9 NM
	KAHOC - DAZAI	6.9 NM

ROUTING**STAR**

From GENKO to YOBKO, to SOFTO, to BANKU.

From KIRIN to ITODA, to KAHOC, to DAZAI.

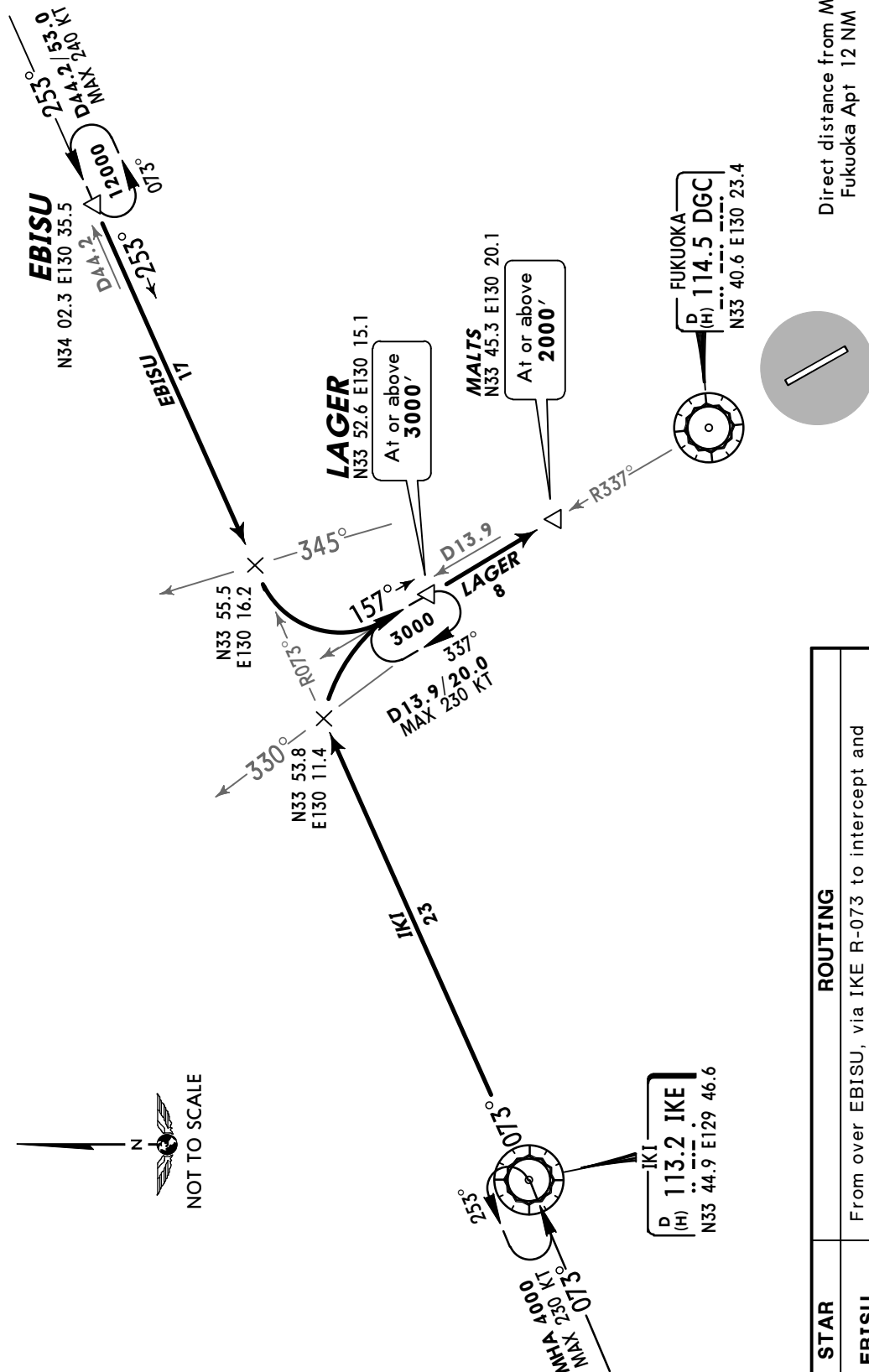


*D-ATIS
127.2

Apt Elev
30'

Alt Set: IN (hPa on request)
Trans level: FL140 Trans alt: 14000'

**EBISU [EBISU], IKI [IKE]
LAGER [LAGER]
ARRIVALS**

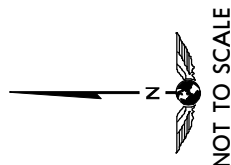


Direct distance from MALTS to:
Fukuoka Apt 12 NM

STAR	ROUTING
EBISU	From over EBISU, via IKE R-073 to intercept and proceed via DGC R-337 to MALTS via LAGER.
IKI	From over IKE, via IKE R-073 to intercept and proceed via DGC R-337 to MALTS via LAGER.
LAGER	From over LAGER, via DGC R-337 to MALTS.

*D-ATIS
127.2Apt Elev
30'

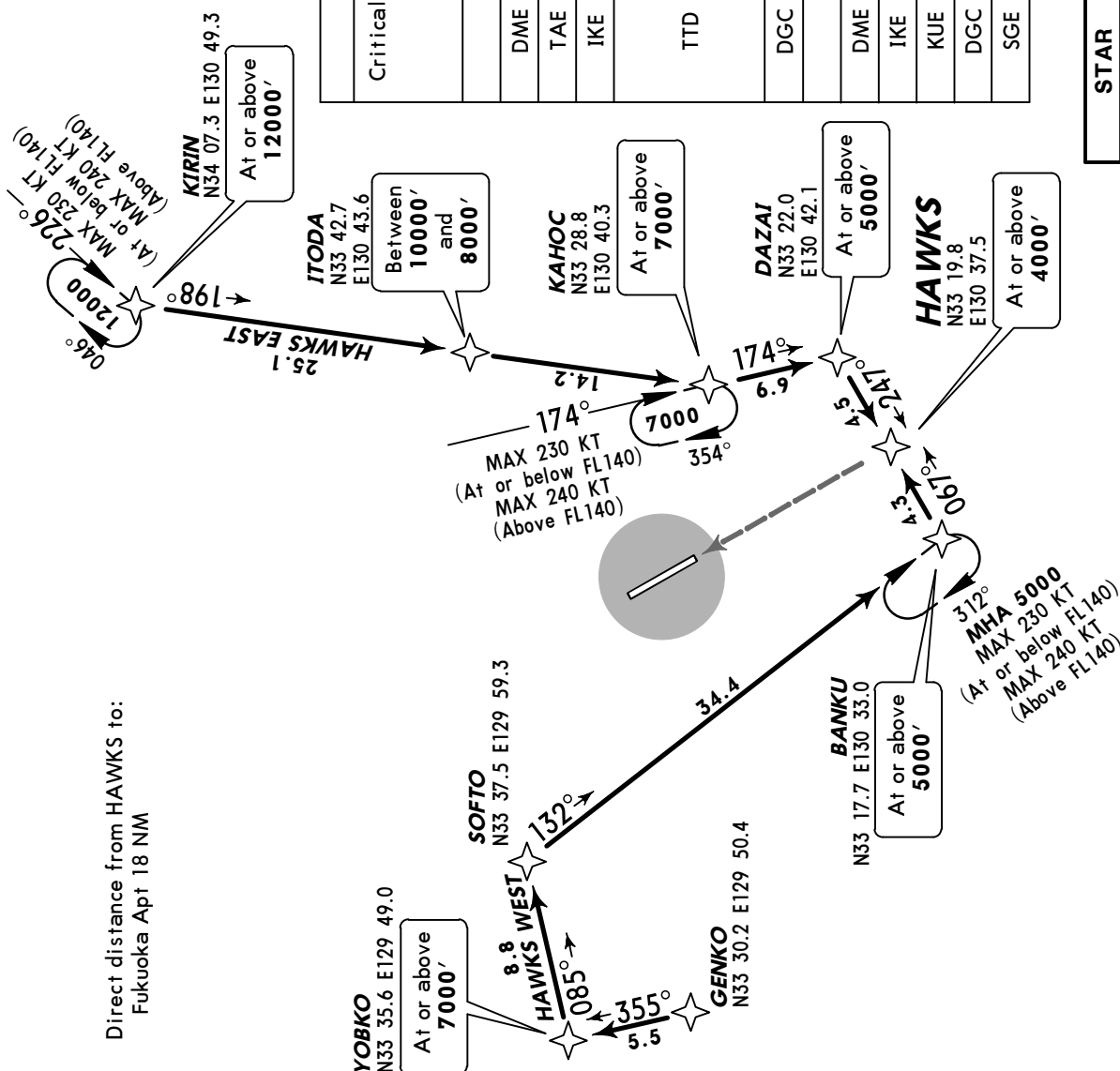
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'

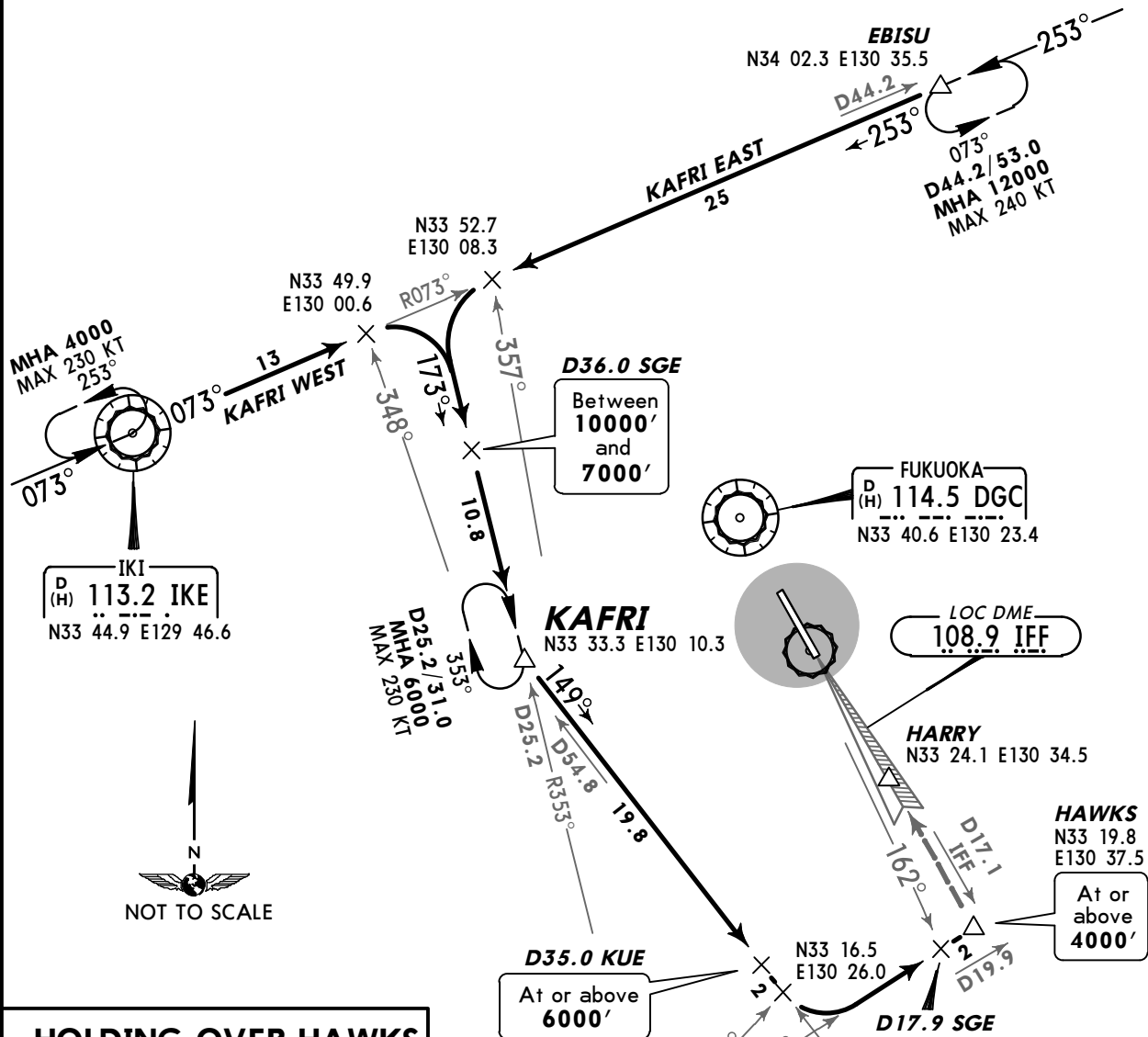
1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.HAWKS EAST [HAWKSE], HAWKS WEST [HAWKSW]
ARRIVALS
(RWY 34)

CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
HAWKS EAST		
DME	ROUTE SEGMENT	DME GAP
TAE	KIRIN - 17 NM to ITODA	8.1 NM
IKE	14 NM to ITODA - 13 NM to ITODA	1.0 NM
TTD	14 NM to ITODA - 13 NM to ITODA	1.0 NM
	11 NM to ITODA - 10 NM to ITODA	1.0 NM
	6 NM to ITODA - 8 NM to KAHOC	12.2 NM
	6 NM to KAHOC - HAWKS	17.4 NM
DGC	KAHOC - HAWKS	11.4 NM
HAWKS WEST		
DME	ROUTE SEGMENT	DME GAP
IKE	YOBKO - 26 NM to BANKU	17.2 NM
KUE	13 NM to BANKU - 11 NM to BANKU	2.0 NM
DGC	6 NM to BANKU - 1 NM to BANKU	5.0 NM
SGE	1 NM to BANKU - HAWKS	5.3 NM

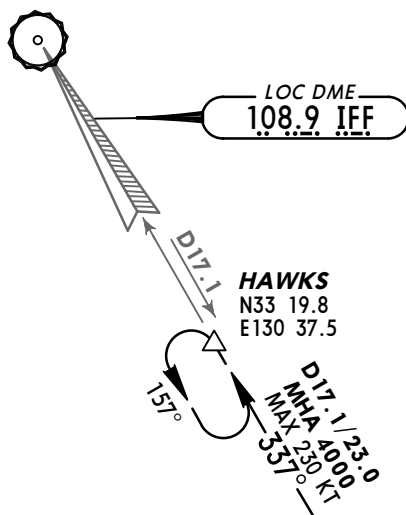
ROUTING

STAR	ROUTING
HAWKS EAST	From KIRIN to ITODA, to KAHOC, to DAZAI, to HAWKS.
HAWKS WEST	From GENKO to YOBKO, to SOFTO, to BANKU, to HAWKS.



*D-ATIS
127.2Apt Elev
30'Alt Set: IN (hPa on request)
Trans level: FL140 Trans alt: 14000'KAFRI EAST [KAFRIE]
KAFRI WEST [KAFRIW]
ARRIVALS

HOLDING OVER HAWKS



STAR

ROUTING

KAFRI
EAST

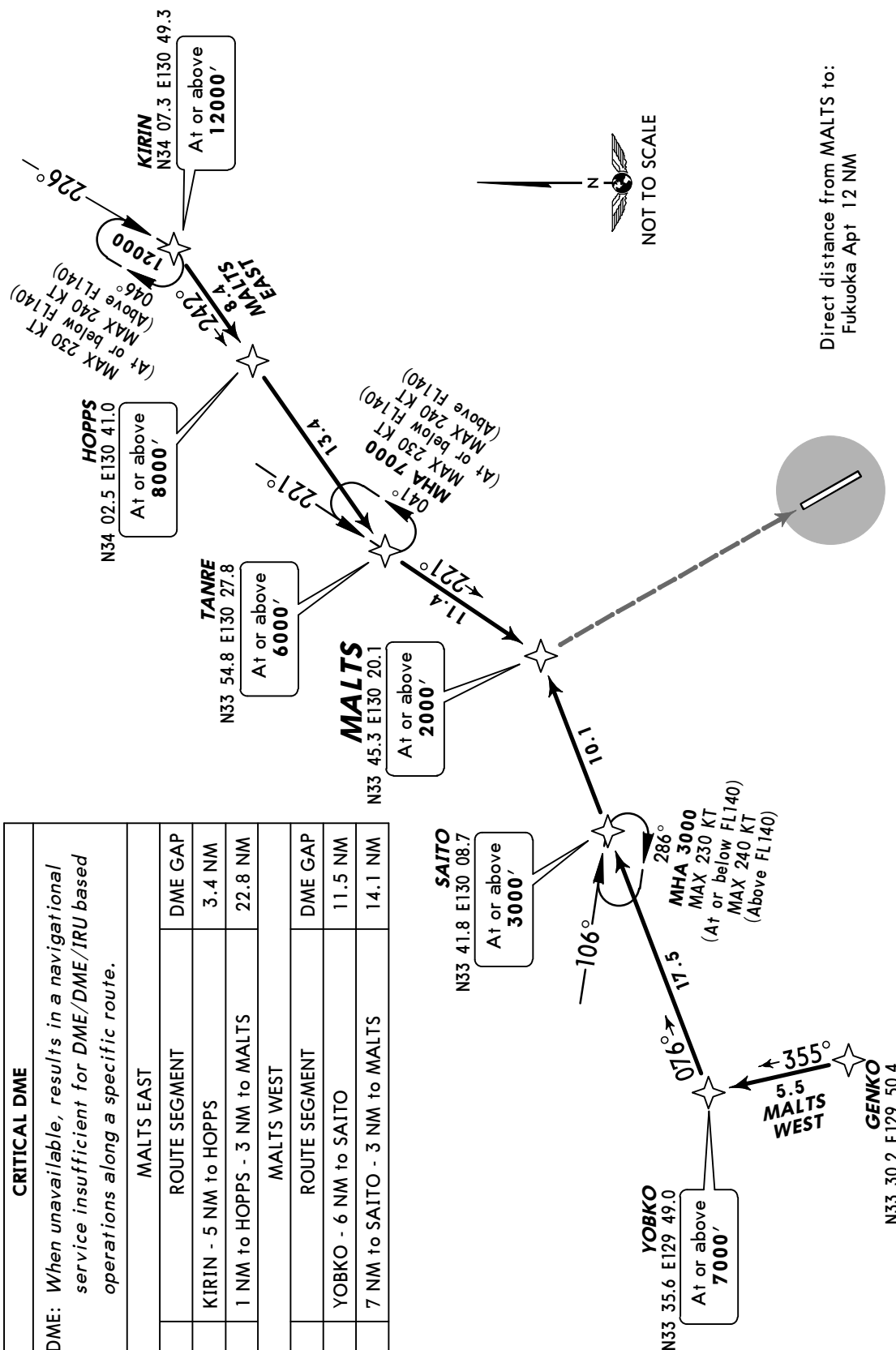
From over EBISU, proceed via IKE R-073 to intercept and proceed via SGE R-353 to KAFRI, via KUE R-329 to intercept and proceed via SGE R-064 to HAWKS.

KAFRI
WEST

From over IKE, proceed via IKE R-073 to intercept and proceed via SGE R-353 to KAFRI, via KUE R-329 to intercept and proceed via SGE R-064 to HAWKS.

*D-ATIS
127.2Apt Elev
30'

Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000'

1. RNAV 1. 2. DME/DME/IRU or GNSS required.
3. RADAR service required.MALTS EAST [MALTSE], MALTS WEST [MALTSW]
ARRIVALS
(RWY 16)

CRITICAL DME

Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.

MALTS EAST			
DME	ROUTE SEGMENT	DME GAP	
TAE	KIRIN - 5 NM to HOPPS	3.4 NM	
DGC	1 NM to HOPPS - 3 NM to MALTS	22.8 NM	
MALTS WEST			
DME	ROUTE SEGMENT	DME GAP	
IKE	YOBKO - 6 NM to SAITO	11.5 NM	
DGC	7 NM to SAITO - 3 NM to MALTS	14.1 NM	

ROUTING

STAR

MALTS EAST From KIRIN to HOPPS, to TANRE, to MALTS.

MALTS WEST From GENKO to YOBKO, to SAITO, to MALTS.

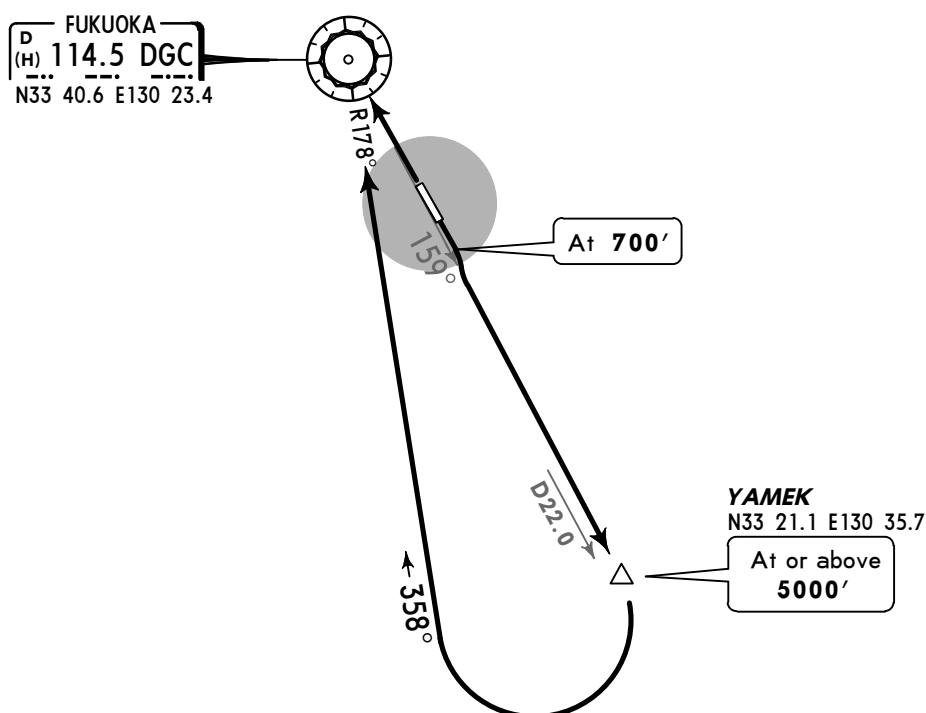
FUKUOKA Departure (R)
119.7

Apt Elev
30'

Trans level: FL140 Trans alt: 14000'

FUKUOKA TWO DEPARTURE [DGC2]

Direct distance from Fukuoka Apt
(RWY 16) to : YAMEK 16 NM
(RWY 34) to : DGC 6 NM



Obstacle altitude 399' located at
1.2 NM 138° from end of RWY 16.
Obstacle altitude 1470' located at
6.2 NM 182° from end of RWY 16.

Rwy 16: 5.8% climb gradient required up to 1100'.

Gnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

RWY

INITIAL CLIMB

16

Climb runway heading to 700', turn RIGHT, via DGC R-159 to YAMEK, turn RIGHT, via DGC R-178 to DGC.

34

Climb direct to DGC.

FUKUOKA
Departure (R)
119.7Apt Elev
30'

Trans level: FL140 Trans alt: 14000'

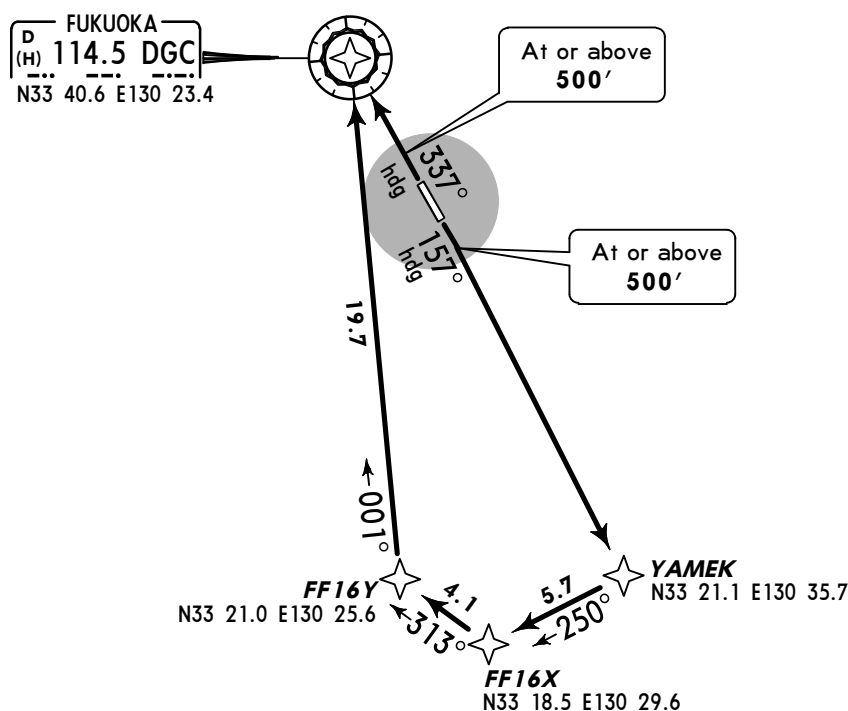
1. RNAV 1. 2. DME/DME/IRU or GNSS required.

3. RADAR service required.

4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

HAKATA TWO RNAV DEPARTURE
[HAKAT2]

DME GAP		
RWY 16	DER - 1.0 NM from DER	
RWY 34	DER - 4.6 NM to DGC	
CRITICAL DME		
Critical DME: <i>When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.</i>		
RWY 16		
DME	ROUTE SEGMENT	DME GAP
DGC, IKE	1.0 NM from DER - 5.4 NM from DER	4.4 NM
RWY 34		
DME	ROUTE SEGMENT	DME GAP
DGC	4.6 NM to DGC - 3.0 NM to DGC	1.6 NM
IKE	4.6 NM to DGC - DGC	4.6 NM
TTD	3.0 NM to DGC - DGC	3.0 NM

Direct distance from Fukuoka Apt
(RWY 16) to : YAMEK 16 NM
(RWY 34) to : DGC 6 NM

Rwy 16: 5.8% climb gradient required up to 1100'.

Gnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

Obstacle altitude 399' located at
1.2 NM 138° from end of RWY 16.
Obstacle altitude 1470' located at
6.2 NM 182° from end of RWY 16.

RWY	INITIAL CLIMB
16	Climb on heading 157° to at or above 500', direct to YAMEK, to FF16X, to FF16Y, to DGC.
34	Climb on heading 337° to at or above 500', direct to DGC.

FUKUOKA
Departure (R)
119.7Apt Elev
30'

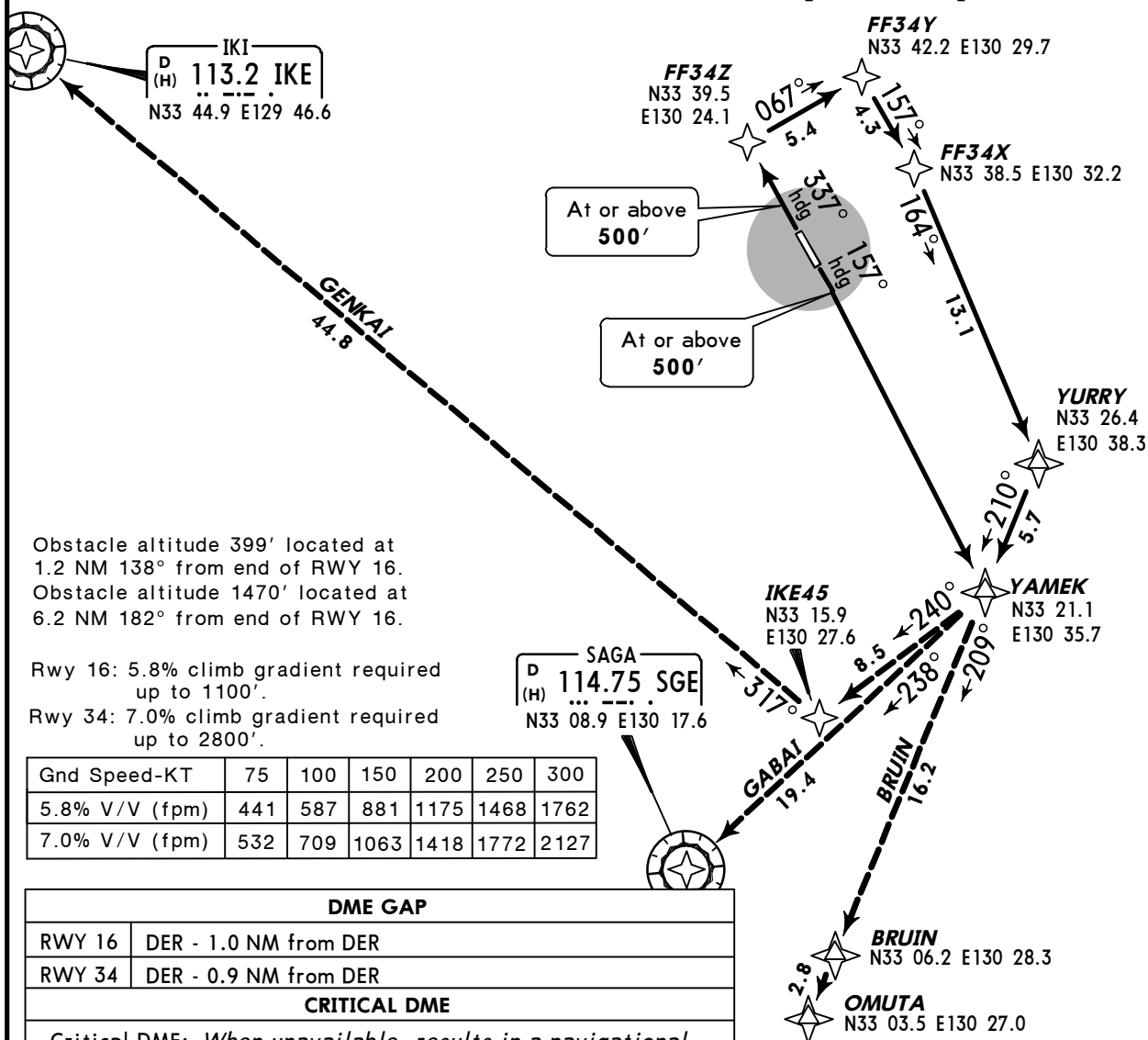
Trans level: FL140 Trans alt: 14000'

1. RNAV 1. 2. DME/DME/IRU or GNSS required.

3. RADAR service required.

4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

KURUME THREE RNAV DEPARTURE [KURUM3]



RWY

INITIAL CLIMB

16

Climb on heading 157° to at or above 500', direct to YAMEK.

34

Climb on heading 337° to at or above 500', direct to FF34Z, to FF34Y, to FF34X, to YURRY, to YAMEK.

TRANSITIONS

BRUIN

From YAMEK, to BRUIN, to OMUTA.

GABAI

From YAMEK, to SGE.

GENKAI

From YAMEK, to IKE45, to IKE.

FUKUOKA
Departure (R)
119.7Apt Elev
30'

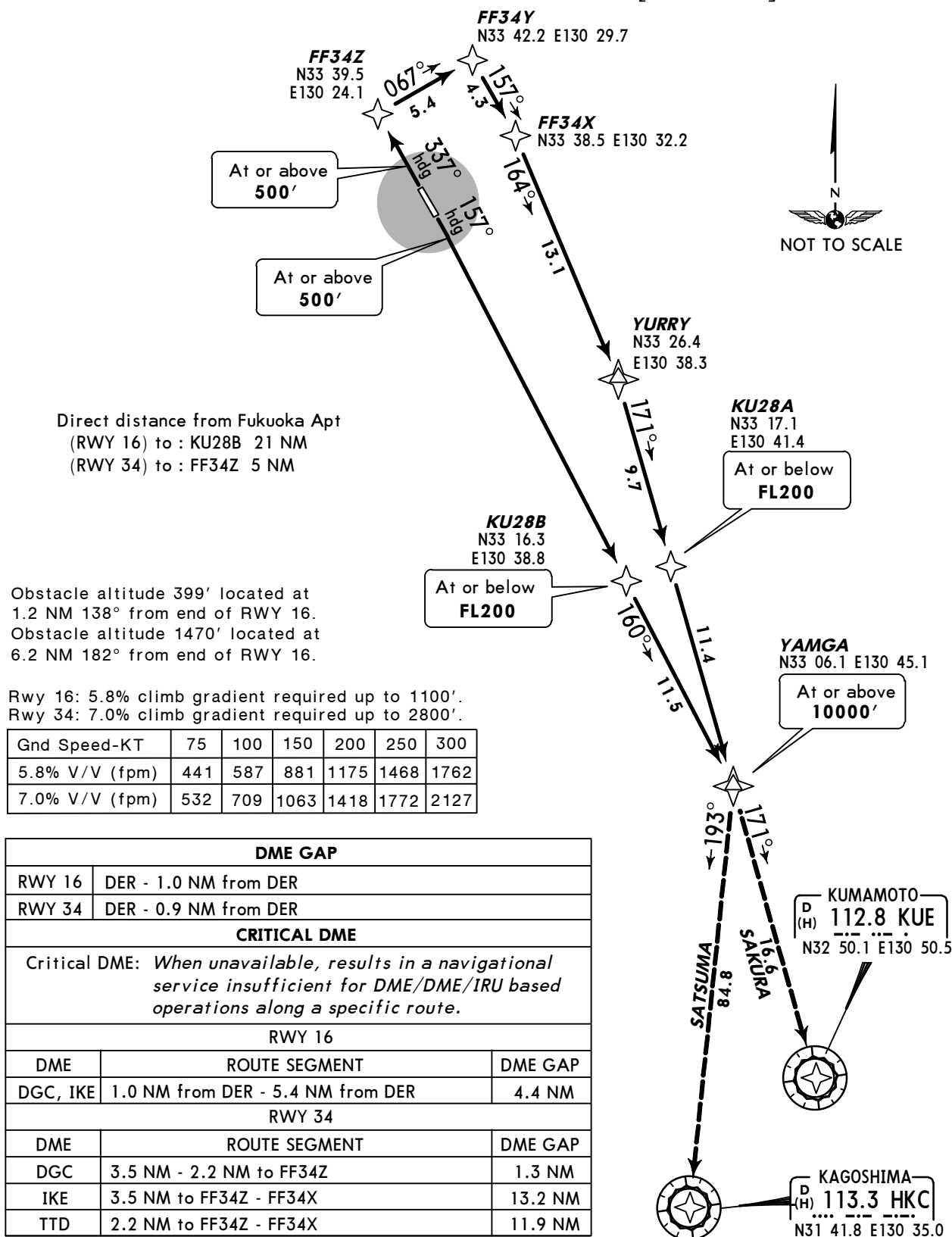
Trans level: FL140 Trans alt: 14000'

1. RNAV 1. 2. DME/DME/IRU or GNSS required.

3. RADAR service required.

4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.

MORIO THREE RNAV DEPARTURE [MORIO3]



RWY

INITIAL CLIMB

16

Climb on heading 157° to at or above 500', direct to KU28B, to YAMGA.

34

Climb on heading 337° to at or above 500', direct to FF34Z, to FF34Y, to FF34X, to YURRY, to KU28A, to YAMGA.

TRANSITIONS

SAKURA

From YAMGA, to KUE.

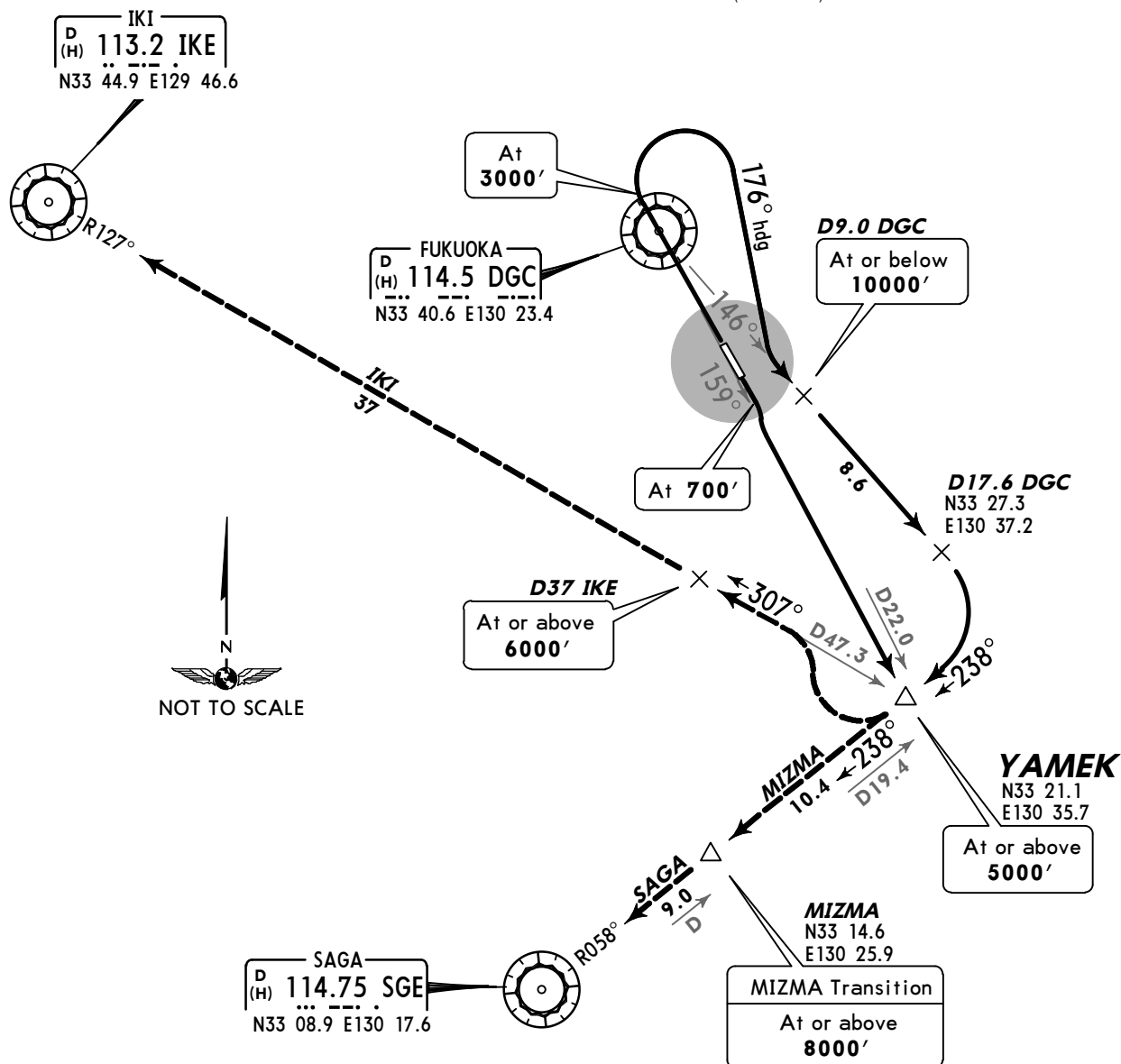
SATSUMA

From YAMGA, to HKC.

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FUKUOKA Departure (R)
119.7Apt Elev
30'

Trans level: FL140 Trans alt: 14000'

YAMEK EIGHT DEPARTURE
[YAMEK8]Direct distance from Fukuoka Apt
(RWY 16) to: YAMEK 16 NM
(RWY 34) to: D9.0 DGC 3 NM

Obstacle altitude 399' located at 1.2 NM 138° from end of RWY 16.
Obstacle altitude 1470' located at 6.2 NM 182° from end of RWY 16.

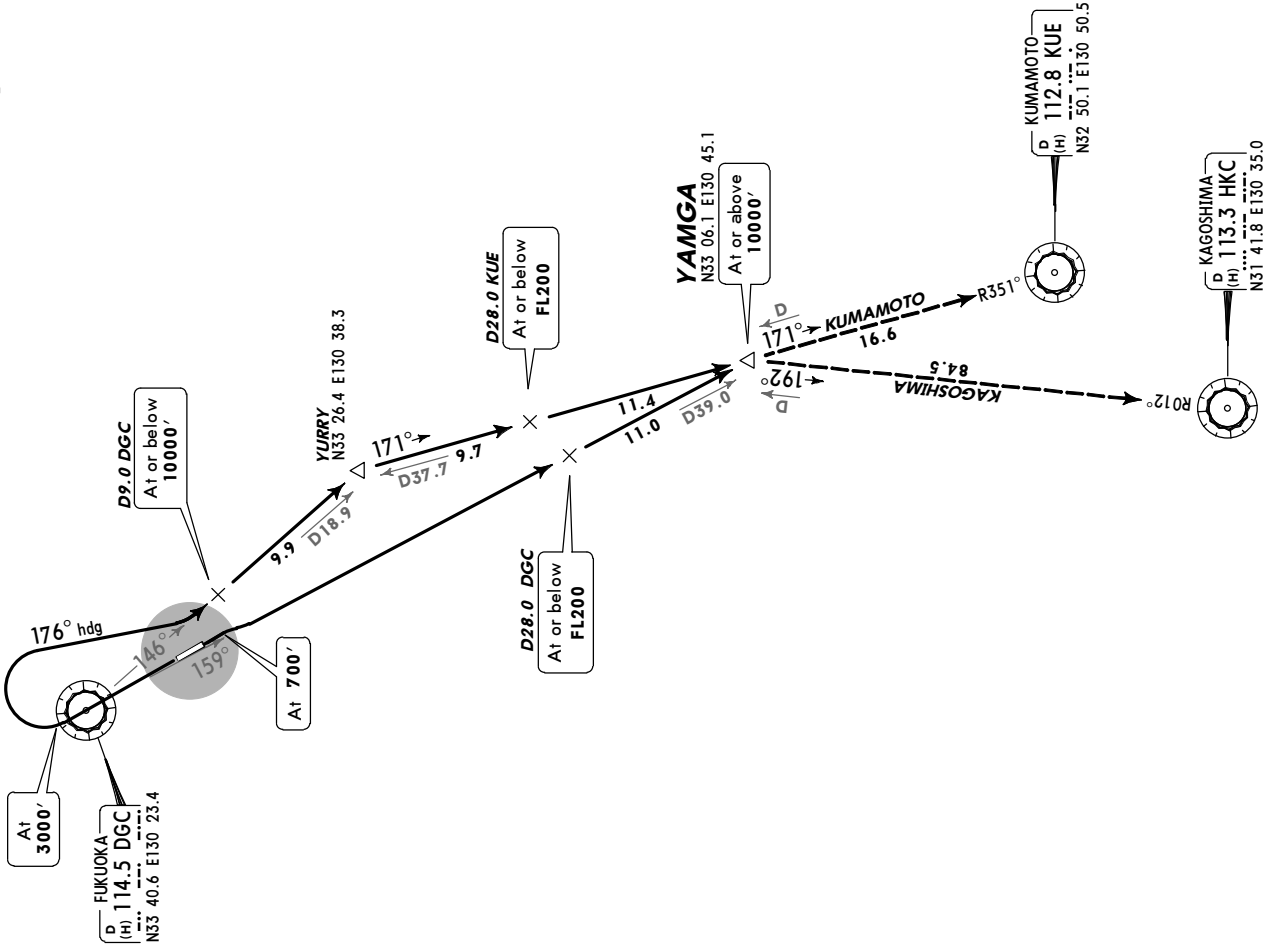
Rwy 16: 5.8% climb gradient required up to 1100'.

Gnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

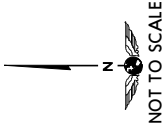
RWY	INITIAL CLIMB
16	Climb runway heading to 700', turn RIGHT, via DGC R-159 to YAMEK.
34	Climb runway heading to 3000', turn RIGHT heading 176° to intercept and proceed via DGC R-146 to D17.6 DGC, turn RIGHT, via SGE R-058 to YAMEK.
TRANSITIONS	
IKI	From over YAMEK, turn RIGHT, proceed via IKE R-127 to IKE.
MIZMA	From over YAMEK, proceed via SGE R-058 to MIZMA.
SAGA	From over YAMEK, proceed via SGE R-058 to SGE.

YAMGA FIVE DEPARTURE

[YAMGA5]



Direct distance from Fukuoka Apt
(RWY 16) to: YAMGA 33 NM
(RWY 34) to: YURRY 13 NM



Obstacle altitude 399' located at 1.2 NM 138° from end of RWY 16.
Obstacle altitude 1470' located at 6.2 NM 182° from end of RWY 16.
Rwy 16: 5.8% climb gradient required up to 1100'.

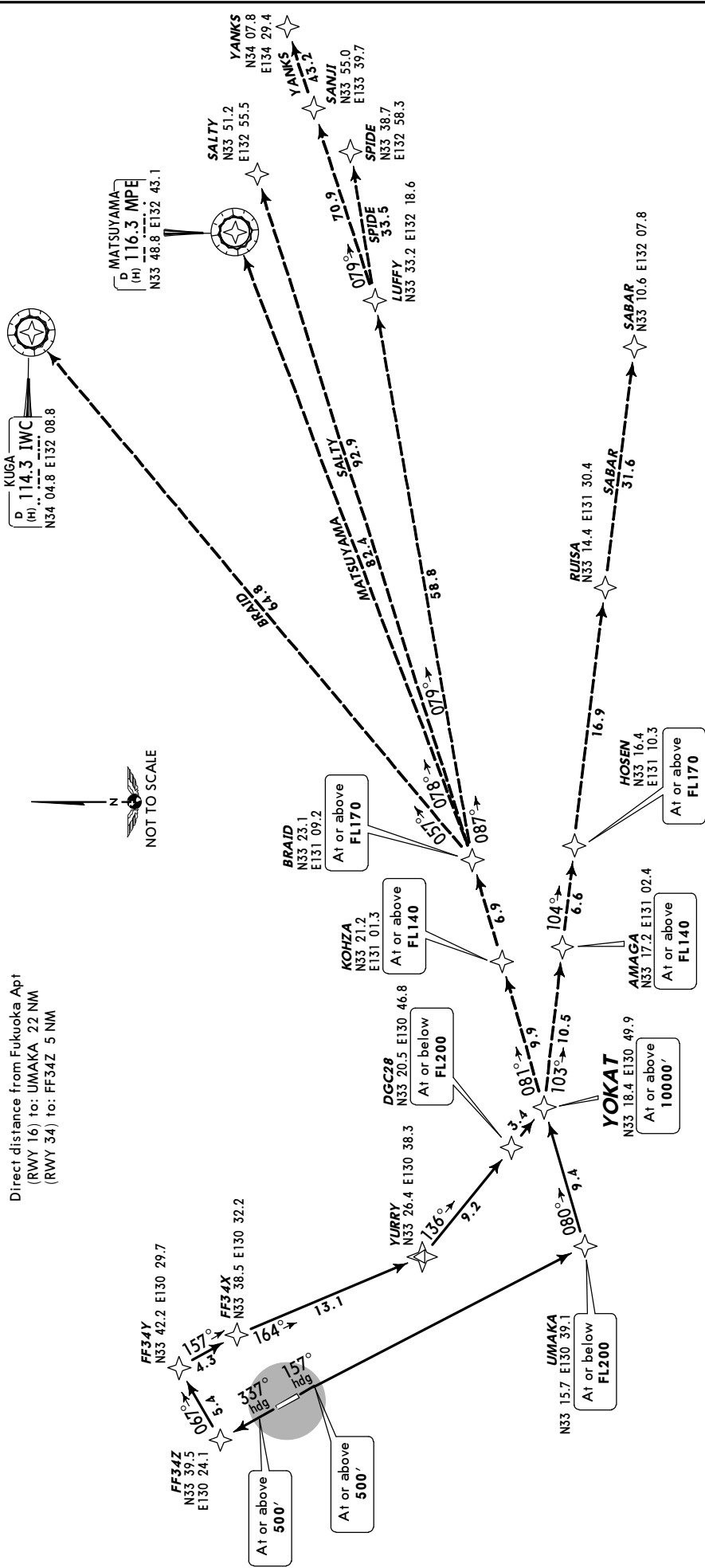
Grnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

INITIAL CLIMB	
16	Climb runway heading to 700', turn RIGHT, via DGC R-159 to YAMGA.
34	Climb runway heading to 3000', turn RIGHT heading 176° to intercept and proceed via DGC R-146 to YURRY, turn RIGHT, via KUE R-351 to YAMGA.
TRANSITIONS	
KAGOSHIMA	From over YAMGA proceed via HKC R-012 to HKC.
KUMAMOTO	From over YAMGA proceed via KUE R-351 to KUE.

FUKUOKA Departure (R)	119.7	Apt Elev 30'	Trans level: FL140	Trans alt: 14000'
1. RNAV 1. 2. DME/DME/IRU or GNSS required. 3. RADAR service required. 4. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of take-off roll.				

YOKAT THREE RNAV DEPARTURE

[YOKAT3]



INITIAL CLIMB	
16	Climb on heading 157° to at or above 500', direct to UMAKA, to YOKAT.
34	Climb on heading 337° to at or above 500', direct to FF34Z, to FF34Y, to FF34X, to YURRY, to DGC28, to YOKAT.
TRANSITIONS	
BRAID	From YOKAT, to KOHZA, to BRAID, to IWC.
MATSUYAMA	From YOKAT, to KOHZA, to BRAID, to MPE.
SABAR	From YOKAT, to AMAGA, to HOSEN, to RUJISA, to SABAR.
SALTY	From YOKAT, to KOHZA, to BRAID, to SALTY.
SPIDE	From YOKAT, to KOHZA, to BRAID, to LUFFY, to SPIDE.
YANKS	From YOKAT, to KOHZA, to BRAID, to LUFFY, to SANJI, to YANKS.

Obstacle altitude 399' located at 1.2 NM 138° from end of RWY 16.						
Obstacle altitude 1470' located at 6.2 NM 182° from end of RWY 16.						
Rwy 16: 5.8% climb gradient required up to 1100'.						
Rwy 34: 7.0% climb gradient required up to 2800'.						
Gnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

DME GAP		
RWY 16	DER to 1.0 NM from DER	
RWY 34	DER to 0.9 NM from DER	
CRITICAL DME		
Critical DME: When unavailable, results in a navigational service insufficient for DME/DME/IRU based operations along a specific route.		
RWY 16		
DME	ROUTE SEGMENT	DME GAP
DGC	1.0 NM from DER to 5.4 NM from DER	4.4 NM
IKE	1.0 NM from DER to 5.4 NM from DER	4.4 NM
RWY 34		
DGC	3.5 NM to 2.2 NM to FF34Z	1.3 NM
IKE	3.5 NM to FF34Z to FF34X	13.2 NM
TTD	2.2 NM to FF34Z to FF34X	11.9 NM

NOISE ABATEMENT PROCEDURES**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 RWY 16/34:
Steepest Climb Procedure.
2. For landing on RWY 34:
Delayed Flap Approach Procedure and Reduced Flap Setting Procedure.
3. Reverse Thrust:
Between 1300 UTC (2200 JST) and 2200 UTC (0700 JST), pilots are requested to limit the use of reverse thrust to idle reverse after landing.

Preferential Runways Procedure

NIL

Preferential Routes

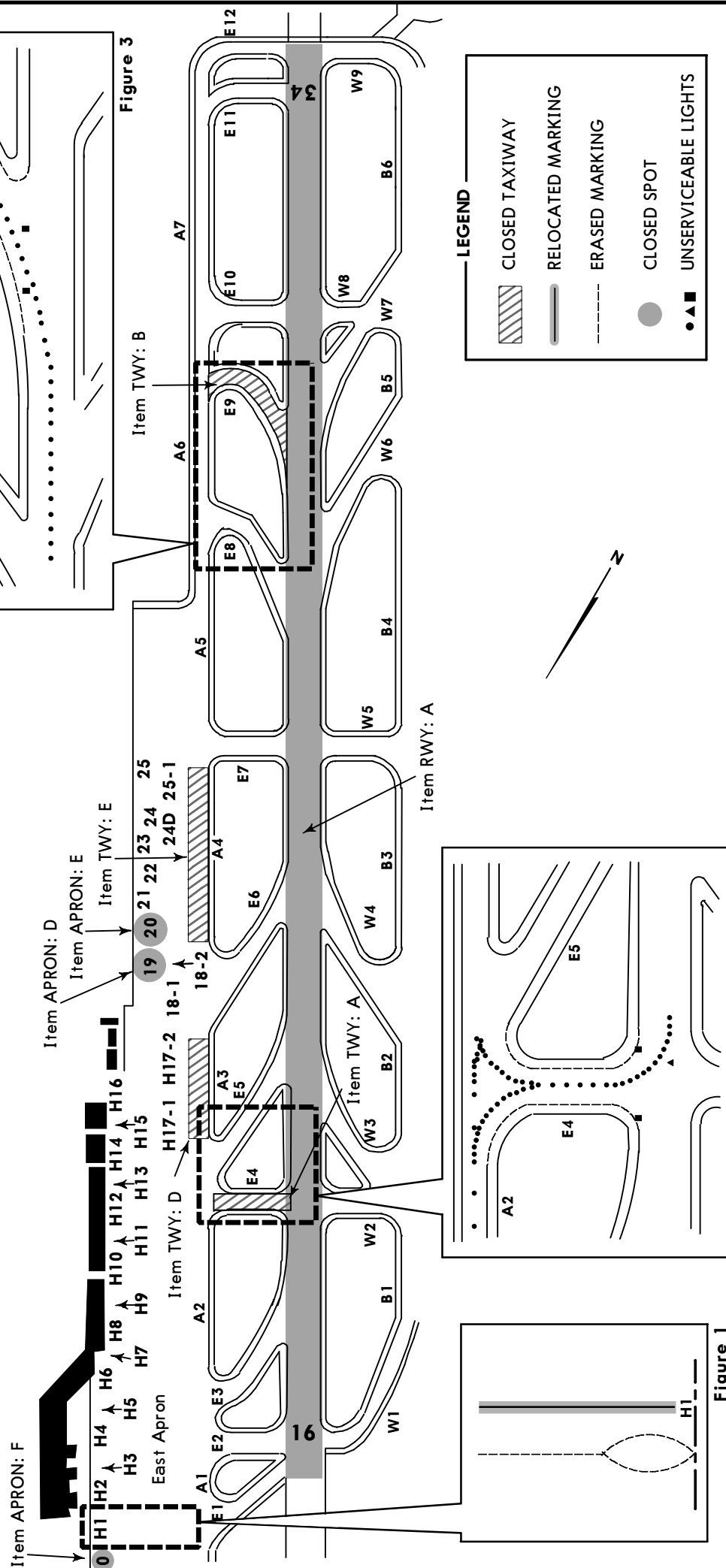
NIL

OPERATIONAL RESTRICTIONS AT FUKUOKA AIRPORT

Operational restrictions at Fukuoka Airport will be placed due to construction as follows:
 The exact date/time and change of planning period will be notified by further NOTAM RJFF.

Item	Operational Restrictions		Planning Period (UTC)			Figure NR	Remarks
	Facility	Condition	Start of Validity	End of Validity	Specified Date/Time		
RUNWAY							
A	Rwy 16/34	Closed	AUG 2014	MAR 2015	1330 - 2130 Exception: SAT, SUN, Specified Days ❶		
1	Edge lights for Rwy 16/34	Partly unserviceable	(1) AUG 2014	JAN 2015	H24	2	Available for Take-off/ Landing
			(2) SEP 2014	FEB 2015	H24	3	
TAXIWAY							
A	Twy E4	Closed	AUG 2014	JAN 2015	1400 - 2130 Exception: SAT, SUN, Specified Days ❶		
B	Twy E9	Closed	SEP 2014	FEB 2015	1400 - 2130 Exception: SAT, SUN, Specified Days ❶		
D	Twy A3	Closed	————	NOV 2014	1400 - 2130 Exception: SAT, SUN, Specified Days ❶		
E	Twy A4	Closed	————	NOV 2014	1400 - 2130 Exception: SAT, SUN, Specified Days ❶		
1	Twy side stripe marking for E4	Gradually erased or installed	AUG 2014	OCT 2014	H24	2	
2	Twy side stripe marking for E9	Gradually erased or installed	OCT 2014	JAN 2015	H24	3	
3	Twy CL lights for A2, E5	Partly unserviceable	AUG 2014	JAN 2015	H24	2	
4	Twy CL lights, stop bar lights, Rwy entrance lights for E4	Unserviceable	AUG 2014	JAN 2015	H24	2	
5	Twy CL lights for A6	Partly unserviceable	SEP 2014	FEB 2015	H24	3	
6	Twy CL lights, stop bar lights for E9	Unserviceable	SEP 2014	FEB 2015	H24	3	
APRON							
D	Spot 19	Closed	————	MAR 2015	H24		Barricades with red lights installed
E	Spot 20	Closed	————	MAR 2015	H24		Barricades with red lights installed
F	Spot 0	Closed	————	MAR 2015	H24		Barricades with red lights installed
2	Aircraft stand lead-in line for Spot H1	Relocated	JUL 2014	MAR 2015	H24	1	INS Checkpoint N 33 36 01.13 E 130 26 42.43
❶ Specified days are as follows: 2014: 21 JUL, 13-15 AUG, 15 SEP, 23 SEP, 13 OCT, 3 NOV, 24 NOV, 23 DEC, 29- 31 DEC. 2015: 1-2 JAN, 12 JAN, 11 FEB.							

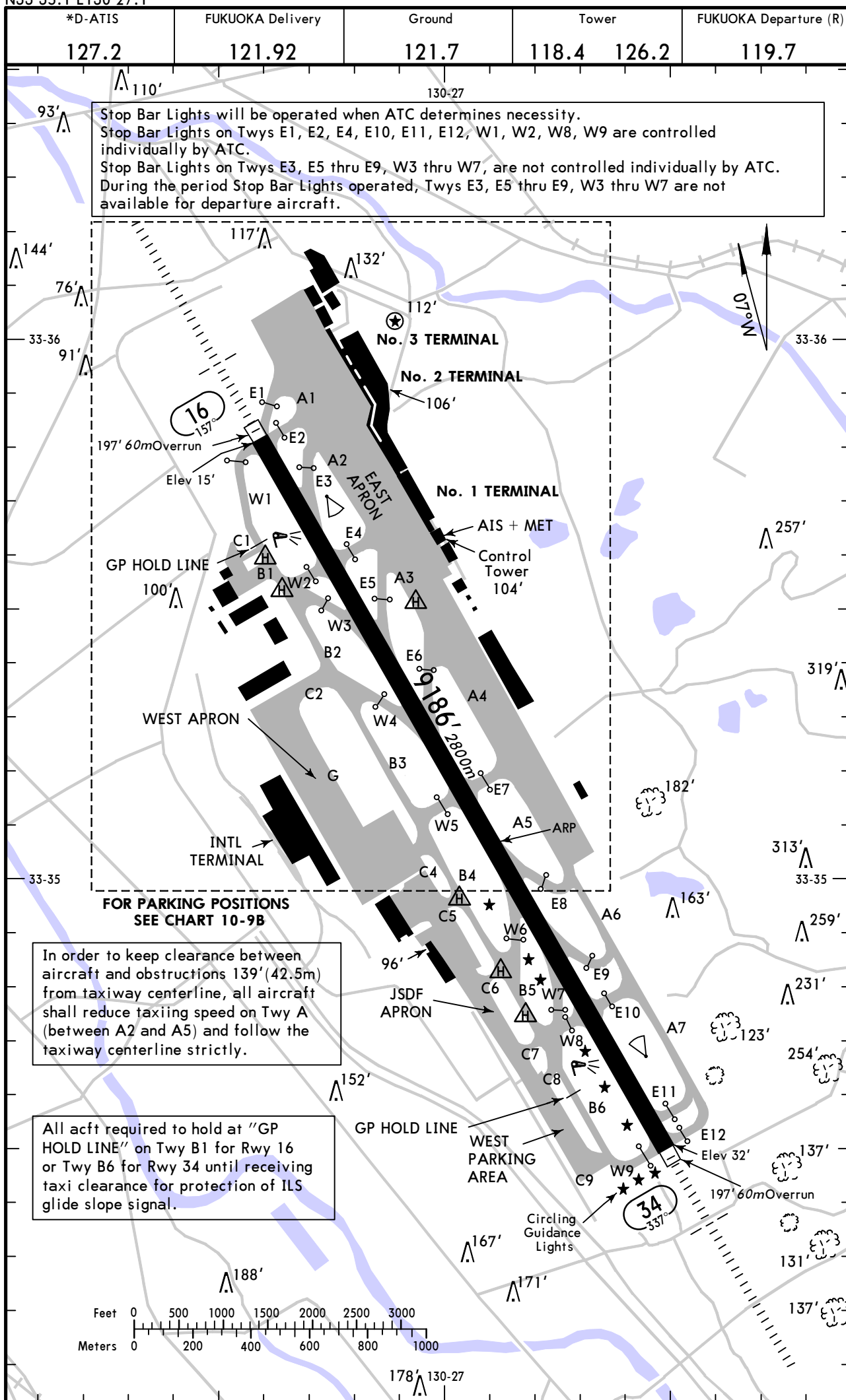
FUKUOKA AIRPORT



RJFF/FUK
Apt Elev 30'
N33 35.1 E130 27.1

JEPPesen
19 JUL 13 10-9

FUKUOKA, JAPAN
FUKUOKA



CHANGES: None.

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GENERAL

Transient aircraft required to obtain prior permission of the airport administrator in order to adjust parking area.

When runway, taxiway and other facilities will be closed due to scheduled maintenance, aircraft using this airport should obtain the prior permission of the airport administrator until 2 hours before take-off or landing.

Runway Status Lights (RWSL) are installed at RJFF. See RJFF 10-9D/10-9E for additional information.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						— LANDING BEYOND			
						Threshold	Glide Slope		
16 ① 34	HIRL CL	ALSF-I	TDZ	PAPI-L (angle 3.0°)	RVR		8120' 2475m		197'
	HIRL CL	ALSF-I	TDZ	PAPI-L (angle 3.0°) ②	RVR		8123' 2476m		60m

1 Runway grooved.

② Circling guidance lights.

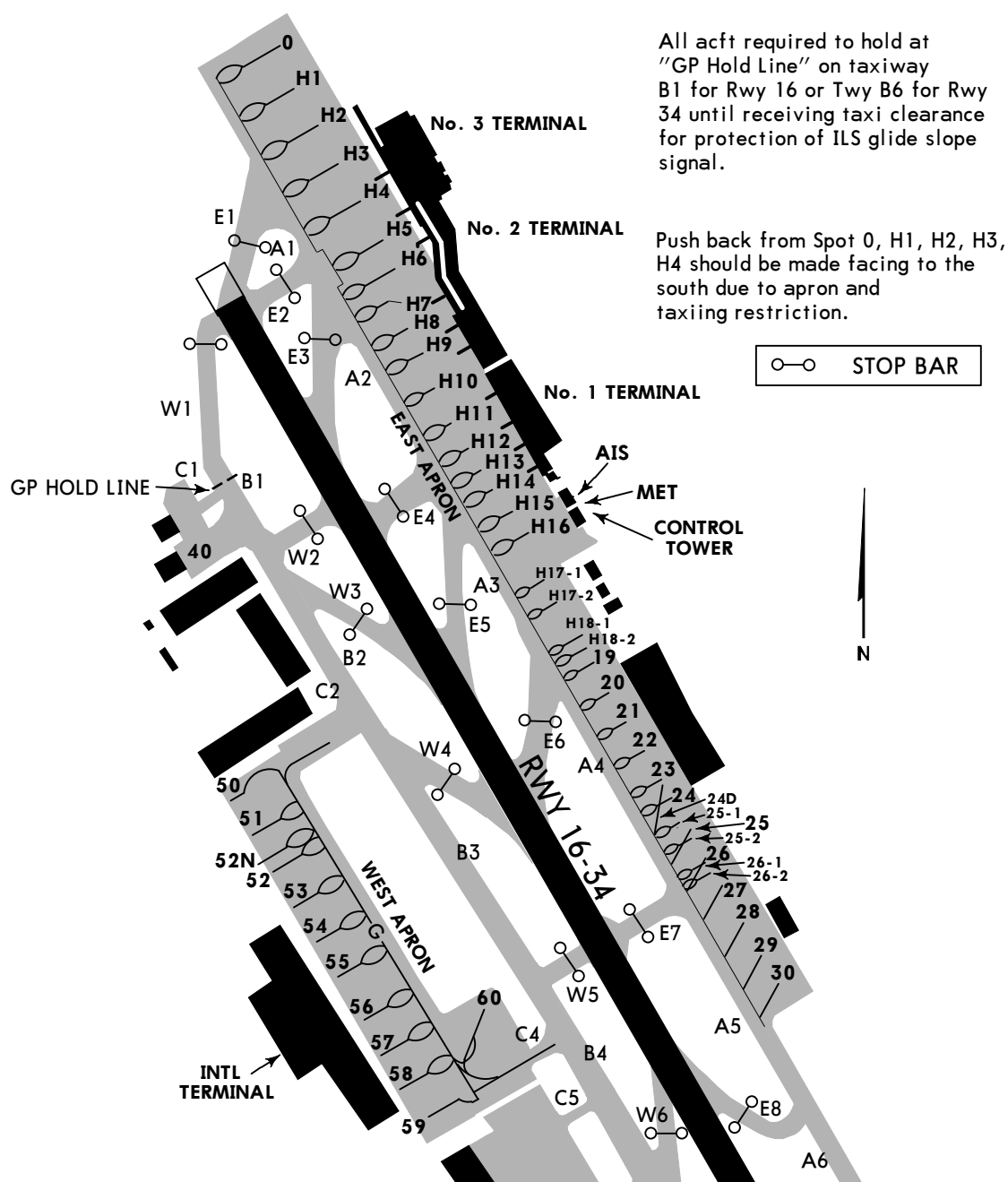
TAKE-OFF

All Rwys

	Multi-Engine Aircraft with Take-off Alternate Apt. Filed			Other
	1 HIRL & CL	1 HIRL or CL or RCLM	NIL (DAY ONLY)	
A	400m		500m	Available Landing Minimums
B				
C				
D				

SIDs are designed in accordance with Standards for Flight Procedure Design.

- 1** HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

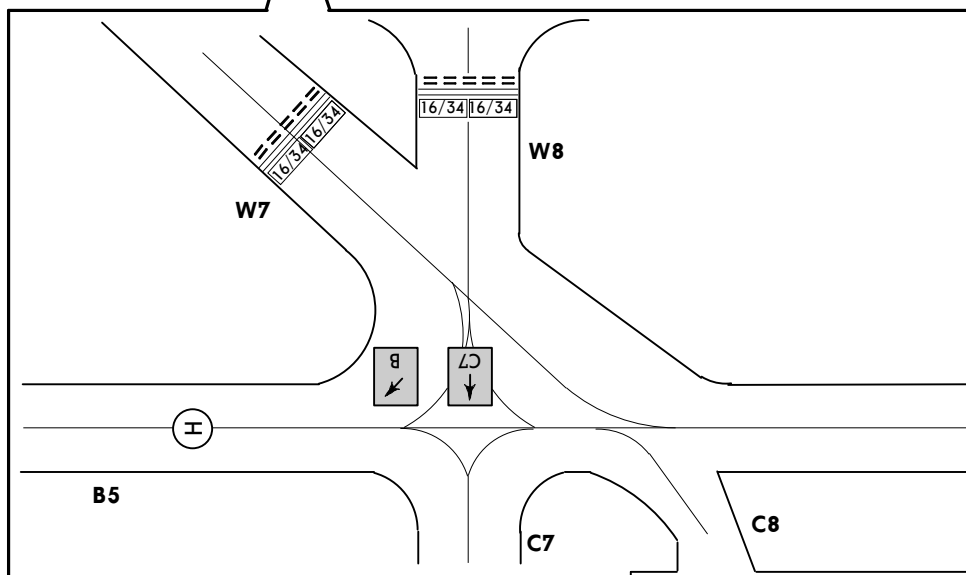
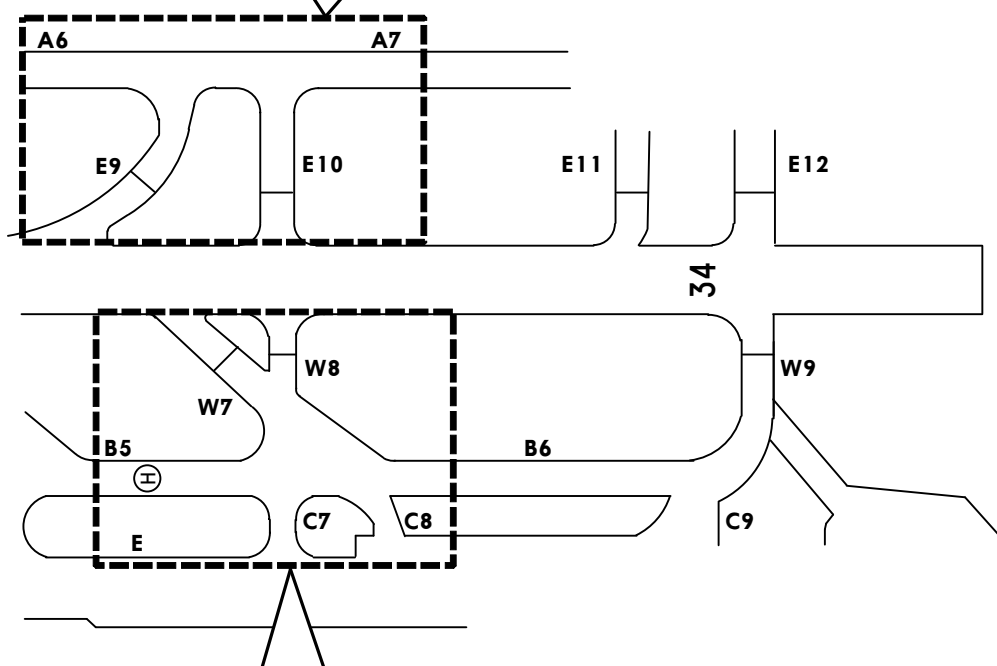
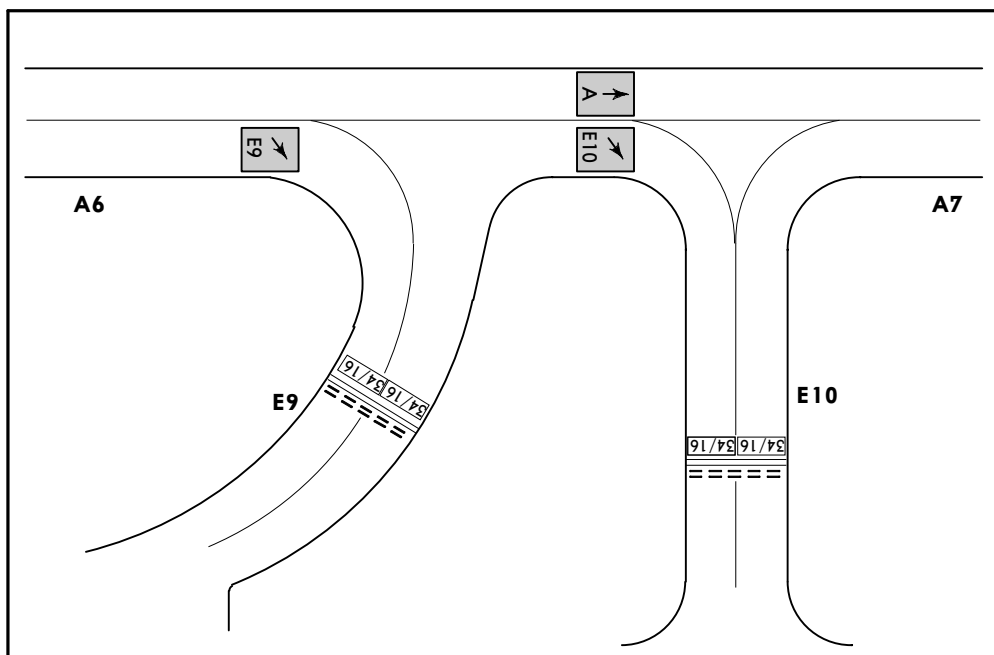


PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
0	N33 36.1 E130 26.7	24	N33 35.3 E130 27.1
H1, H2	N33 36.0 E130 26.7	24D	N33 35.4 E130 27.1
H3	N33 36.0 E130 26.8	25, 25-1, 25-2	N33 35.3 E130 27.1
H4, H5, H6	N33 35.9 E130 26.8	26	N33 35.3 E130 27.2
H7, H8	N33 35.8 E130 26.8	27, 28	N33 35.2 E130 27.2
H9	N33 35.8 E130 26.9	29, 30	N33 35.1 E130 27.3
H10 thru H13	N33 35.7 E130 26.9	40	N33 35.5 E130 26.6
H14, H15, H16	N33 35.6 E130 27.0	50, 51	N33 35.3 E130 26.6
H17-1, H17-2	N33 35.5 E130 27.0	52, 52N, 53	N33 35.2 E130 26.6
H18-1	N33 35.5 E130 27.0	54	N33 35.2 E130 26.7
H18-2	N33 35.5 E130 27.0	55, 56	N33 35.1 E130 26.7
19 thru 23	N33 35.4 E130 27.1	57	N33 35.1 E130 26.8
		58, 59	N33 35.0 E130 26.8
		60	N33 35.1 E130 26.9

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.



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

LEGEND

- Runway Holding Position marking
- ▶ Take-off Hold Lights (THL)
- Runway Entrance Lights (REL)

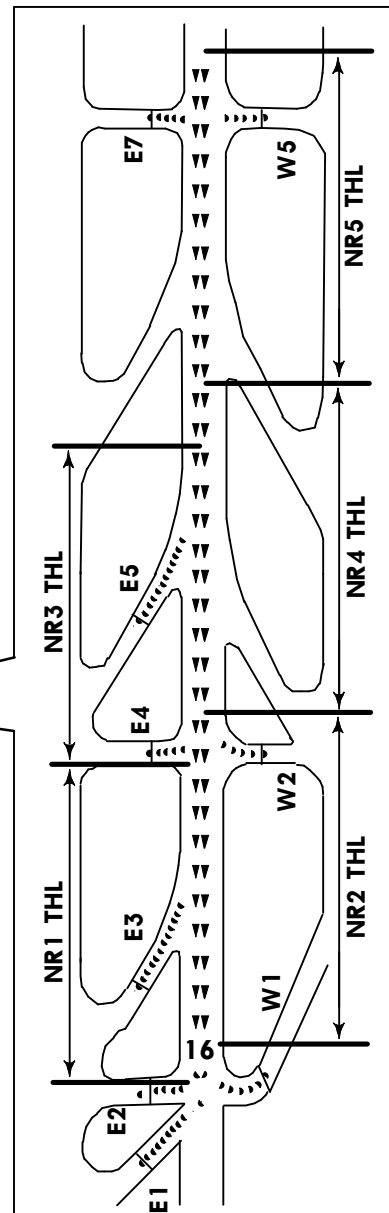
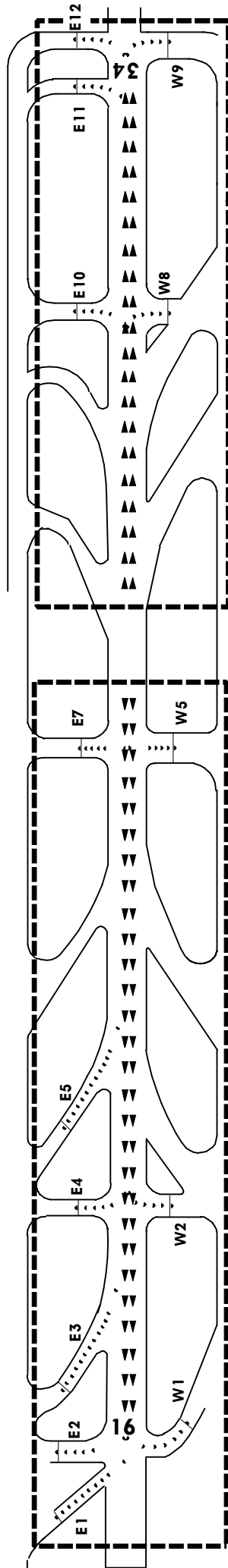


Figure 1

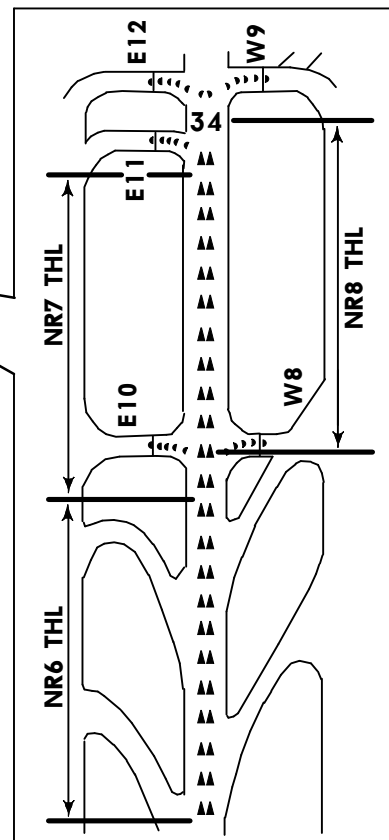


Figure 2

NOTE: The Taxiway names and Runway Holding Position markings are depicted only for the Taxiways where REL are installed.

Operational trial of Runway Status Lights (RWSL)

Operational trial of Runway Status Lights (RWSL) will be conducted as follows:

1.Objectives:

The objectives are to evaluate ON/OFF timing and the optimum luminous intensity of RWSL.

2.Aircraft subject to the trial:

Aircraft which depart from RWY 16/34

3.Type and location of lights:

Takeoff Hold Lights (THL) are the objects of the trial. THL are installed on the RWYs as per diagram.

4.Actions that pilots shall take:

Pilots shall pay attention that RWSL indicate status only, never ATC clearance and instructions (hereinafter "ATC clearance etc"), and comply with the following:

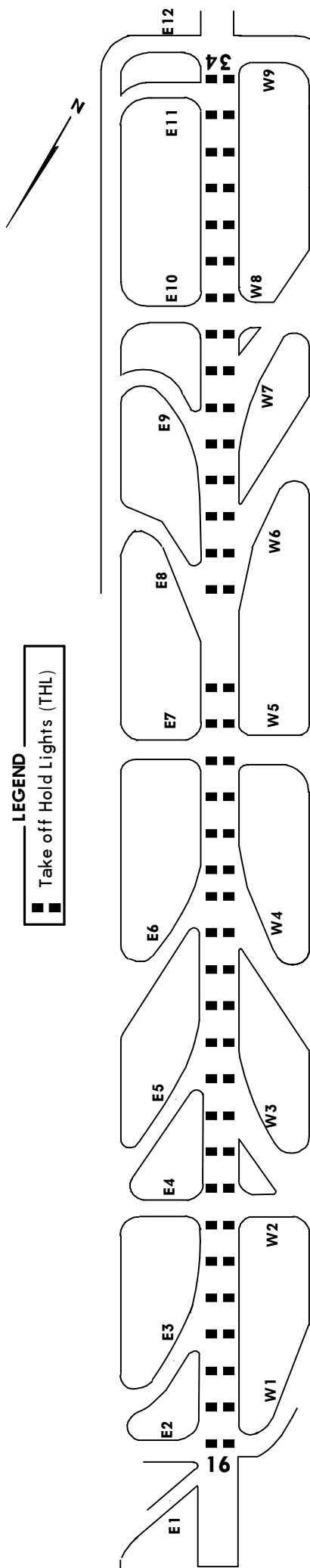
- 1) While THL is lighting up, aircraft shall not begin takeoff roll.
- 2) Aircraft shall not begin takeoff roll without ATC clearance etc. even if THL have been extinguished.
- 3) If the THL remain illuminated despite of ATC clearance etc, aircraft shall not begin takeoff roll and pilots shall inform ATC accordingly by the following phraseology for further clearance etc, "Verify, THL is illuminated"
- 4) When stopping is impractical for safety reasons, the crew shall proceed according to their best judgment while understanding the illuminated THL indicate the continuing the takeoff is unsafe. Contact ATC at the earliest possible opportunity.

5.Suspension of the operational trial:

Operational trial of RWSL will be suspended and that will be notified by NOTAM RJFF when:

- 1) Any failures occur in THL.
- 2) Necessary for other reasons

Take off Hold Lights (THL)



RJFF/FUK
FUKUOKA

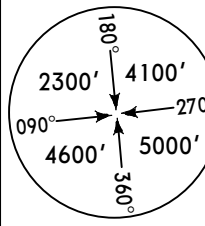
5 DEC 14

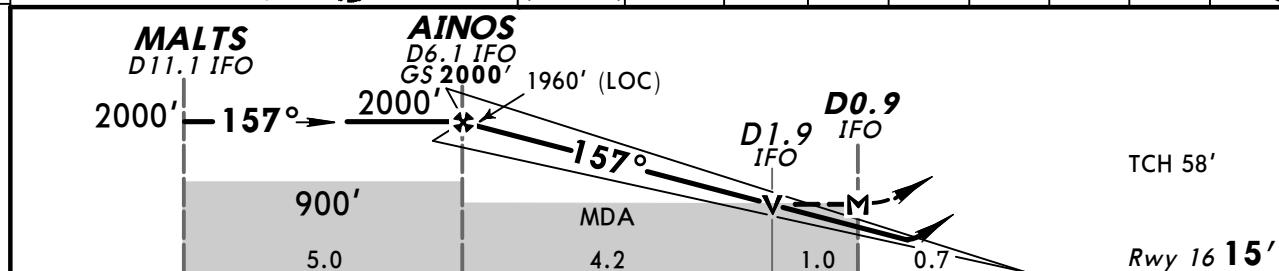
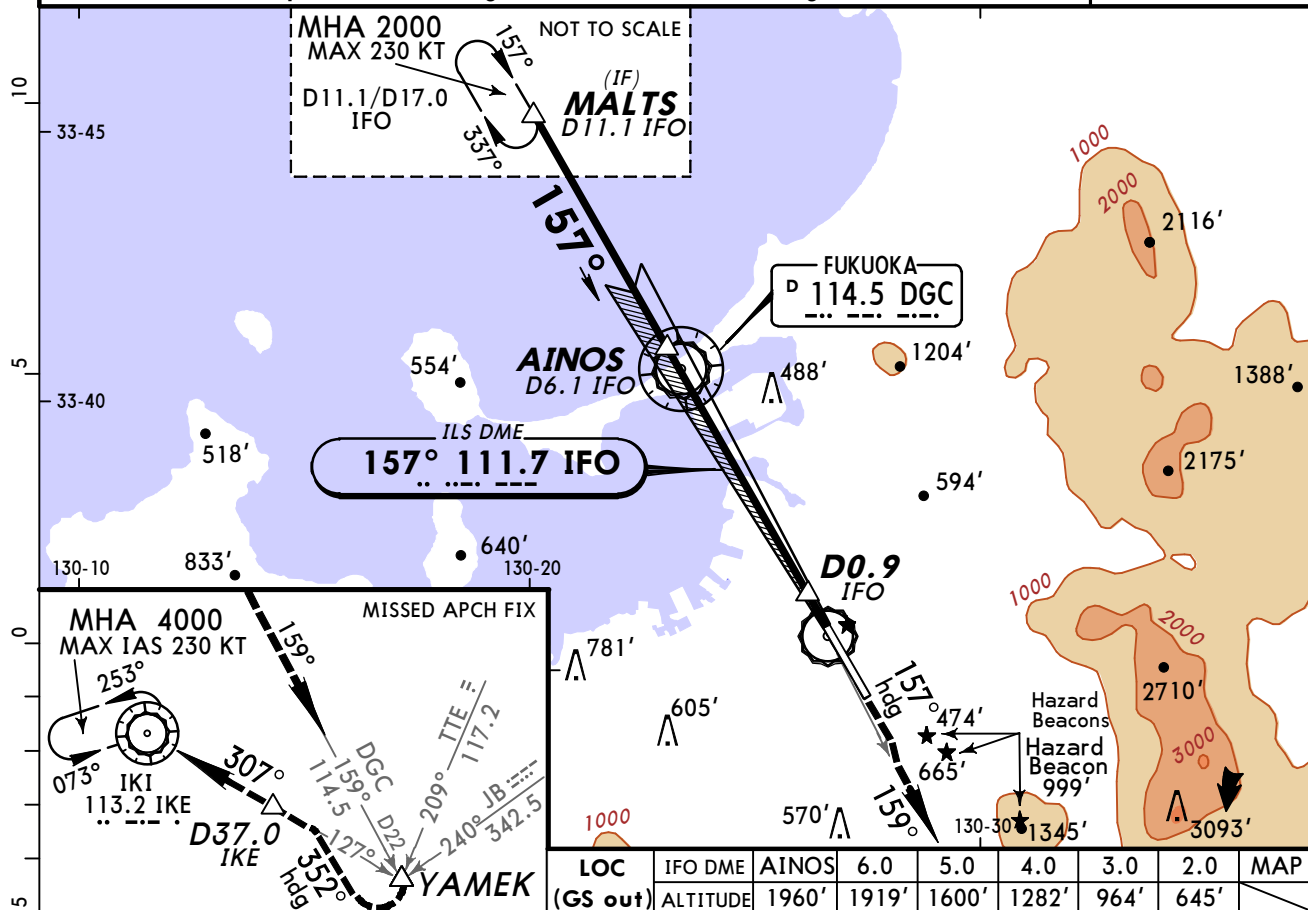
Eff 10 Dec 1500Z

11-1

MISSED APCH CLIMB
GRADIENT MIM 5.0%FUKUOKA, JAPAN
ILS or LOC Rwy 16

BRIEFING STRIP™

*D-ATIS	FUKUOKA Approach (R)			FUKUOKA Tower		Ground
127.2	119.65	121.125	127.9	118.4	126.2	121.7
LOC IFO	Final Aptch Crs	GS AINOS	ILS DA(H)	Apt Elev 30'		
111.7	157°	2000' (1985')	215' (200')	Rwy 16 15'		
MISSED APCH: Climb on heading 157° to 1600', turn RIGHT climb to 6000' outbound via DGC VOR R-159 to YAMEK, turn RIGHT heading 352° to intercept and proceed inbound via IKE VOR R-127 to IKE VOR and hold. Cross YAMEK at or above 5000'. Cross IKE VOR R-127/D37.0 at 6000'. Contact Fukuoka APP.						
Alt Set: IN (hPa on req)			Trans level: FL 140		Trans alt: 14000'	
1. DME and VOR required. 2. Timing not authorized for defining the MAP.						



ALSIF-I	1600'	157°	6000'	DGC
PAPI	↑	on	RT	114.5
		hdg		R-159

1 STRAIGHT-IN LANDING RWY16				1 CIRCLE-TO-LAND			
Missed apch climb gradient mim 5.0%				Not Authorized East of Rwy 16-34			
ILS		LOC (GS out)					
DA(H) 215' (200')		MDA(H) 590' (575')					
FULL	TDZ &/or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A			RVR 1000m	RVR 1500m	90	830' (800')-1600m	
B	RVR 550m	RVR 750m	RVR 1000m	RVR 1200m	120		
C				CMV 2000m	140	1020' (990')-2400m	
D					165	1030' (1000')-3200m	

1 Minima with missed apch climb gradient of 2.5% are not established.

CHANGES: Approach frequencies, MALTS, SMSA.

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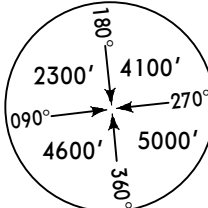
RJFF/FUK
FUKUOKA

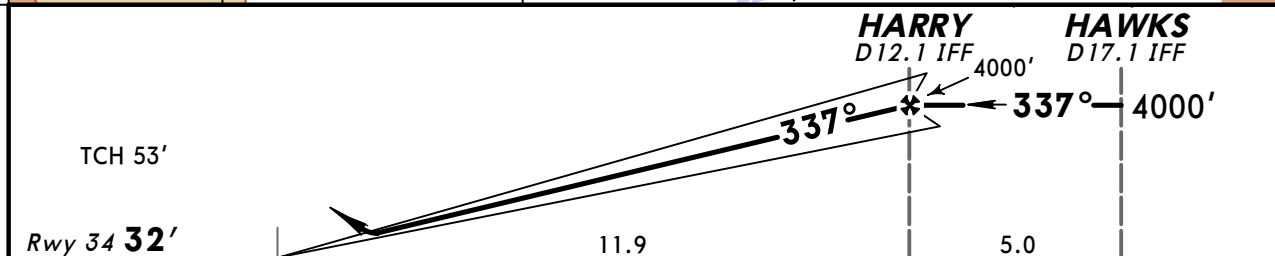
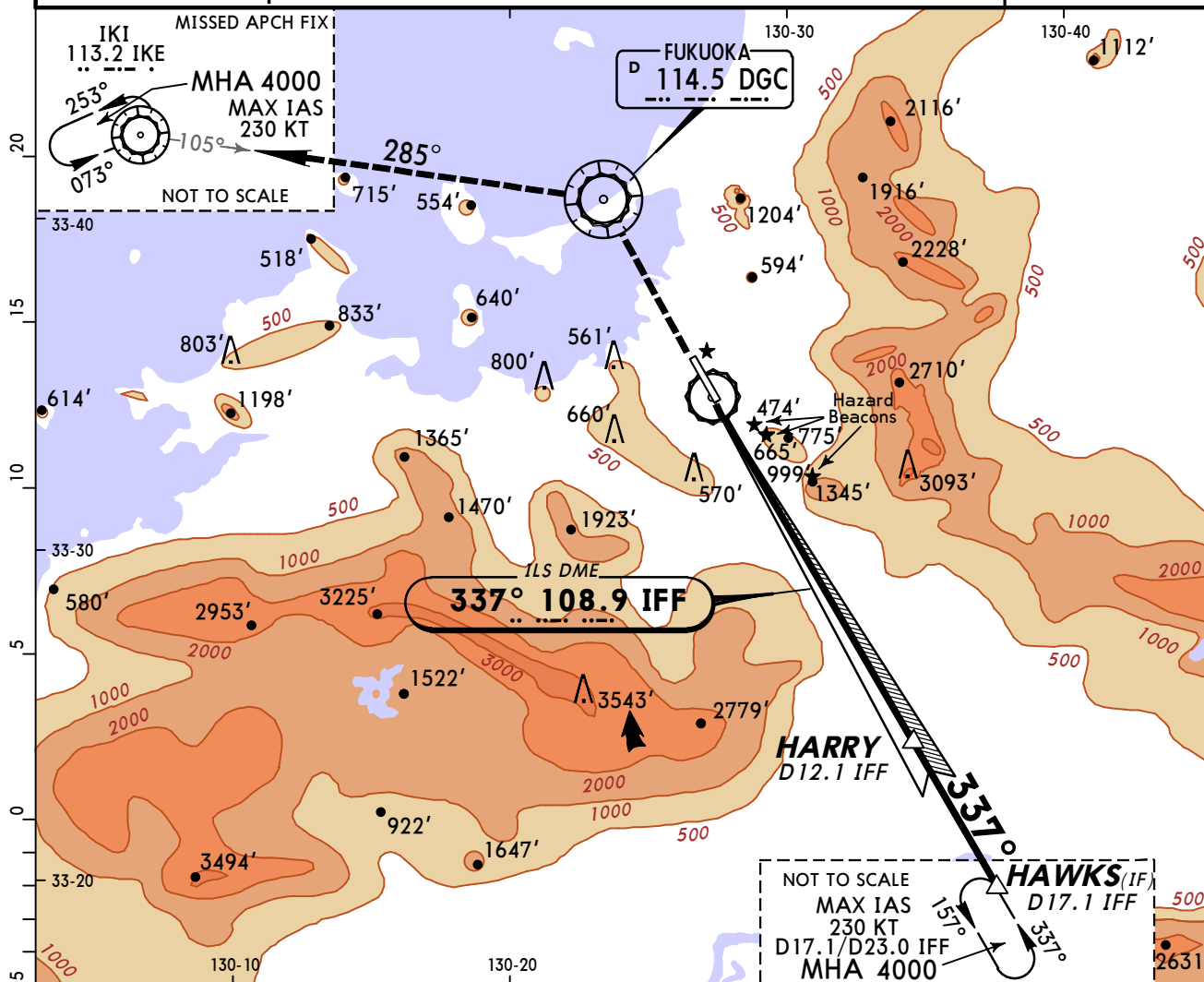
5 DEC 14

11-2

Eff 10 Dec 1500Z

FUKUOKA, JAPAN
ILS Rwy 34

BRIEFING STRIP TM	*D-ATIS 127.2	FUKUOKA Approach (R) 119.65 121.125 127.9			FUKUOKA Tower 118.4 126.2		Ground 121.7
	LOC IFF 108.9	Final Apch Crs 337°	Procedure Alt HARRY 4000' (3968')	ILS DA(H) 232' (200')	Apt Elev 30' Rwy 34 32'		
	MISSED APCH: Climb direct to DGC VOR, turn LEFT to intercept and proceed inbound via IKE VOR R-105 to IKE VOR and hold at 4000'. Contact Fukuoka APP.						
	Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		
	1. DME and VOR required.						
MSA DGC VOR							

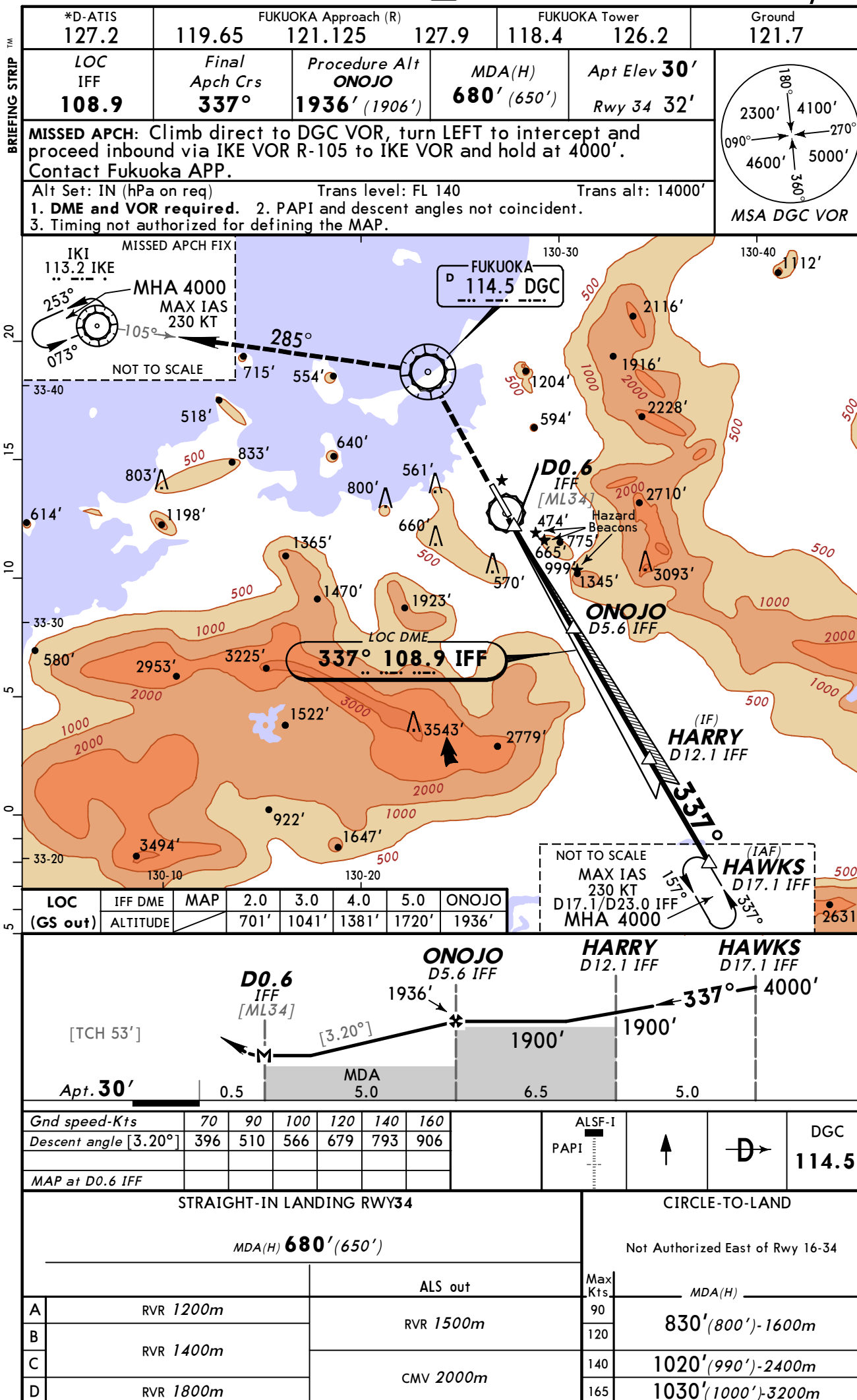


Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	PAPI	↑	→	DGC
GS	3.00°	372	478	531	637	743	849				114.5
MAP at DA											

STRAIGHT-IN LANDING RWY34				CIRCLE-TO-LAND	
ILS DA(H) 232' (200')				Not Authorized East of Rwy 16-34	
FULL	TDZ &/or CL out	ALS out	Max Kts	MDA(H)	
A			90	830' (800')-1600m	
B			120		
C	RVR 550m	RVR 750m	140	1020' (990')-2400m	
D			165	1030' (1000')-3200m	

CHANGES: Approach frequencies.

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RJFF/FUK
FUKUOKA

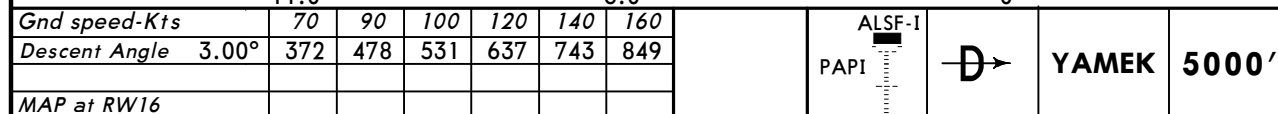
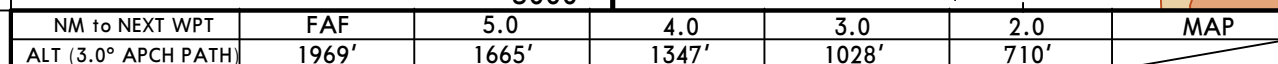
12-1

**MISSED APCH CLIMB
GRADIENT MIN 5.0%**

RNAV(GNSS) Rwy 16

BRIEFING STRIP™

Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'
1. **Radar service required.** 2. **GNSS required.** 3. DME/DME not authorized. 4. Baro-VNAV not authorized below -5°C (23°F).



1 STRAIGHT-IN LANDING RWY 16 Missed Apch Climb Gradient Mim 5.0%					1 CIRCLE-TO-LAND Not Authorized East of Rwy	
LNAV/VNAV DA(H) 490' (475')			LNAV MDA(H) 490' (475')			
		ALS out			Max Kts	
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	90	
B	RVR 1200m		RVR 1200m		120	
C		CMV 2000m		CMV 2000m	140	
D	RVR 1600m		RVR 1600m		165	
					MDA(H)	
					830' (800')-1600m	
					1020' (990')-2400m	
					1030' (1000')-3200m	

1 Minima with missed apch climb gradient of 2.5% are not established.

CHANGES: New procedure.

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FUKUOKA

5 DEC 14

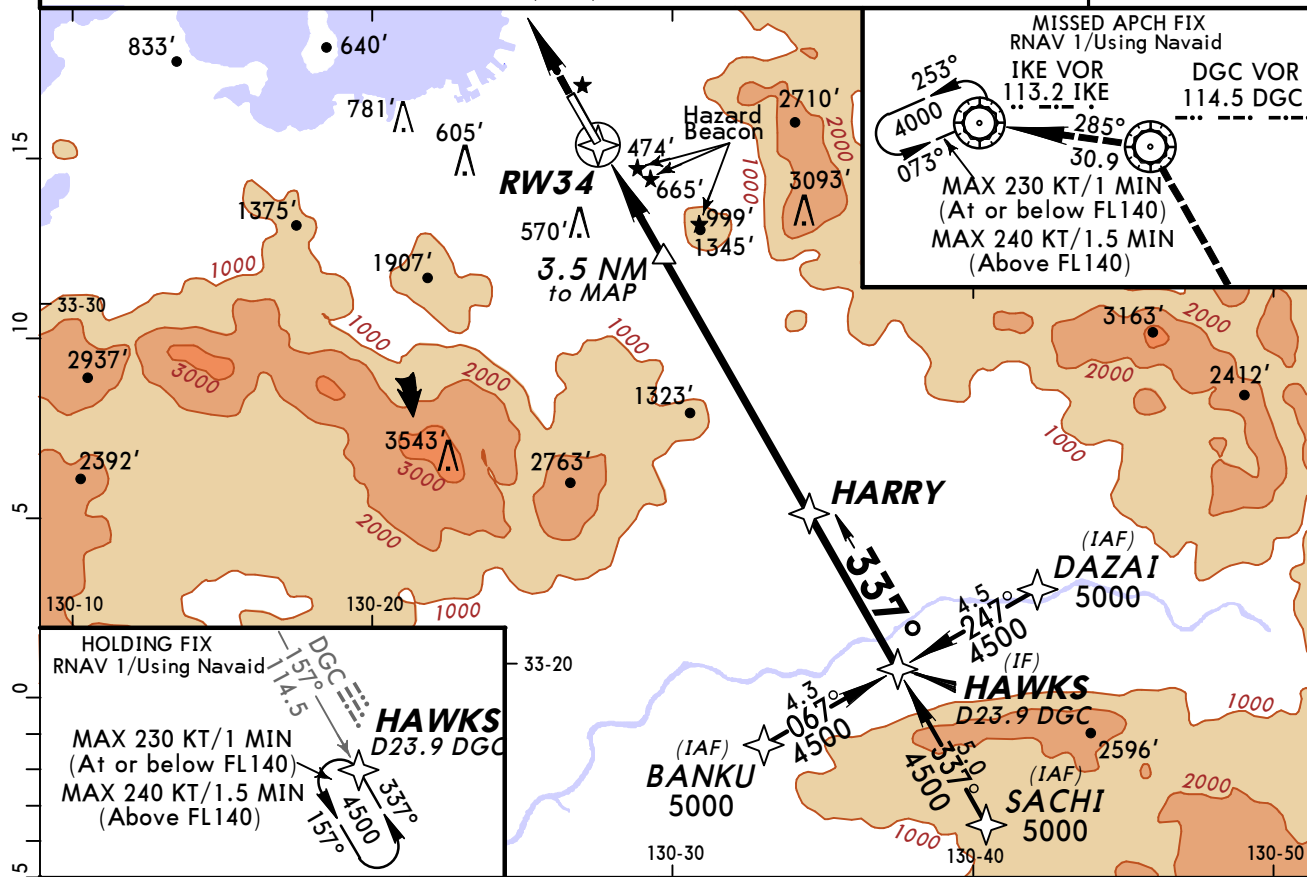
Eff 10 Dec 1500Z

(12-2)

FUKUOKA, JAPAN
RNAV (GNSS) Rwy 34

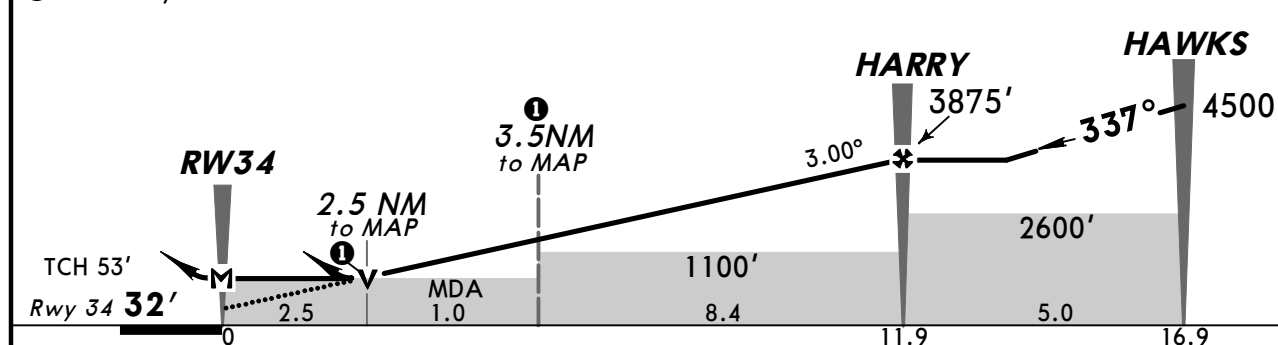
BRIEFING STRIP™

*D-ATIS 127.2	FUKUOKA Approach (R) 119.65 121.125 127.9			FUKUOKA Tower 118.4 126.2		Ground 121.7
RNAV	Final Apch Crs 337°	Minimum Alt Refer to Profile	LNAV/VNAV DA(H) 820' (788')	Apt Elev 30' Rwy 34 32'		5000' MSA ARP
MISSED APCH: Direct to DGC VOR, to IKE VOR and hold at 4000'. Contact Fukuoka APP.						
Using VOR: Climb direct to DGC VOR, turn LEFT, inbound via IKE VOR R-105 to IKE VOR and hold at 4000'. Contact Fukuoka APP.						
Alt Set: IN (hPa on req) Trans level: FL 140 Trans alt: 14000'						
1. Radar service required. 2. GNSS required. 3. DME/DME not authorized. 4. Baro-VNAV not authorized below 23°F (-5°C).						



NM to NEXT WPT	MAP	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	FAF
ALT (3.0° APCH PATH)			1041'	1359'	1678'	1996'	2314'	2633'	2951'	3270'	3588'	3875'

① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 PAPI	D→	DGC 114.5
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at RW34									

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Not Authorized East of Rwy	
DA(H) 820' (788')		MDA(H) 820' (790')		MDA(H)	
	ALS out		ALS out	Max Kts	
A	RVR 1200m	RVR 1200m	RVR 1500m	90	830' (800') - 1600m
B	RVR 1500m	RVR 1400m		120	
C	RVR 1400m			140	1020' (990') - 2400m
D	RVR 1800m	CMV 2000m	CMV 2000m	165	1030' (1000') - 3200m

CHANGES: New procedure.

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FUKUOKA

5 DEC 14

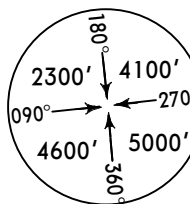
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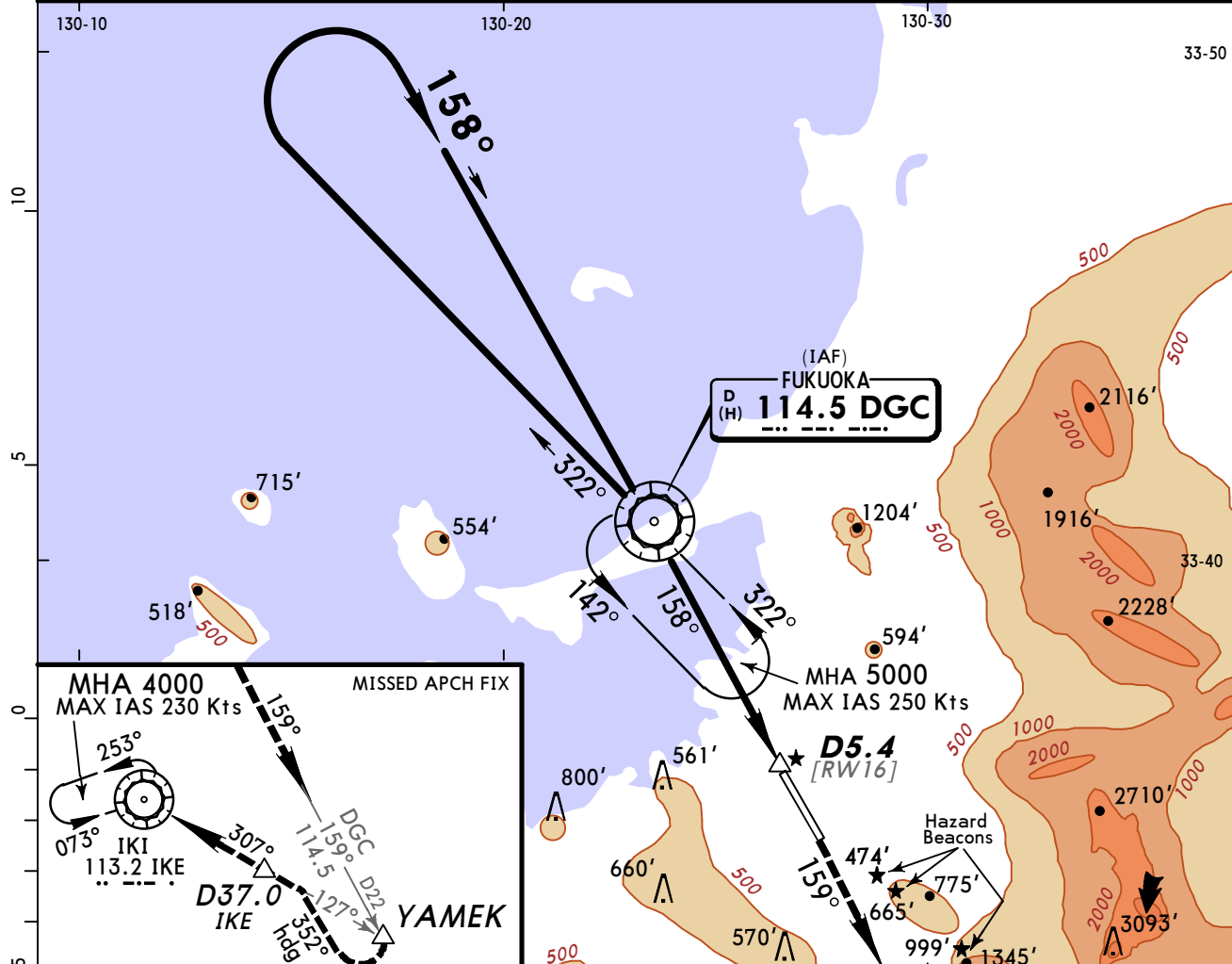
MISSED APCH CLIMB
GRADIENT MIM 4.3%

FUKUOKA, JAPAN
VOR Rwy 16

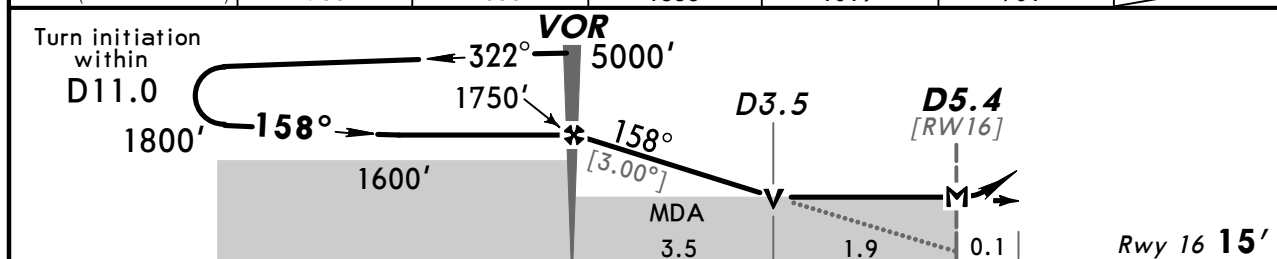
BRIEFING STRIP

*D-ATIS 127.2	FUKUOKA Approach (R) 119.65 121.125 127.9			FUKUOKA Tower 118.4 126.2		Ground 121.7
VOR DGC 114.5	Final Apch Crs 158°	Minimum Alt Refer to Profile	MDA(H) 630' (615')	Apt Elev 30' Rwy 16 15'		
MISSED APCH: Climb to 6000' outbound via DGC VOR R-159 to YAMEK, turn RIGHT heading 352° to intercept and proceed inbound via IKE VOR R-127 to IKE VOR and hold. Cross YAMEK at or above 5000'. Cross D37.0 IKE VOR R-127 at 6000'. Contact Fukuoka APP.						
Alt Set: IN (hPa on req)		Trans level: FL 140		Trans alt: 14000'		
1. DME required. 2. Timing not authorized for defining MAP.						

MSA DGC VOR



NM to Rwy 16	FAF (DGC)	5.0	4.0	3.0	2.0	MAP
ALT (3° APCH PATH)	1750'	1656'	1338'	1019'	701'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	6000' ↑	DGC via 114.5 R-159	YAMEK
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at D5.4										

1 STRAIGHT-IN LANDING RWY 16				1 CIRCLE-TO-LAND			
Missed Apch Climb Gradient Mim 4.3%				Missed Apch Climb Gradient Mim 4.3%			
MDA(H) 630' (615')				Not Authorized East of Rwy 16-34			
			ALS out	Max Kts	MDA(H)		
A	RVR 1000m		RVR 1500m	90	830' (800')-1600m		
B	RVR 1200m			120			
C	RVR 1600m		CMV 2000m	140	1020' (990')-2400m		
D	RVR 1600m			165	1030' (1000')-3200m		

1 Minima with missed apch climb gradient of 2.5% are not established.

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
FUKUOKA, (FUKUOKA - RJFF)				
ADD	BANKU & DAZAI RNAV ARRS	10-2	05 Dec 2014	10 Dec 2014
DEL	HAWKS EAST & WEST RNAV AR...	10-2	05 Dec 2014	10 Dec 2014
ADD	EBISU, IKI & LAGER ARRS	10-2A	05 Dec 2014	10 Dec 2014
DEL	KAFRI EAST & WEST ARRS	10-2A	05 Dec 2014	10 Dec 2014
DEL	LAGER, SANDY EAST & WEST ...	10-2B	05 Dec 2014	10 Dec 2014
ADD	HAWKS EAST & WEST RNAV AR...	10-2B	05 Dec 2014	10 Dec 2014
ADD	KAFRI EAST & WEST ARRS	10-2C	05 Dec 2014	10 Dec 2014
DEL	NAKASU EAST & WEST RNAV A...	10-2C	05 Dec 2014	10 Dec 2014
ADD	MALTS EAST & WEST RNAV AR...	10-2D	05 Dec 2014	10 Dec 2014
REV	RUNWAY ENTRANCE LIGHTS	10-9D	05 Dec 2014	10 Dec 2014
REV	TAKEOFF AND HOLD LIGHTS	10-9E	05 Dec 2014	10 Dec 2014
REV	ILS OR LOC RWY 16	11-1	05 Dec 2014	10 Dec 2014
REV	ILS RWY 34	11-2	05 Dec 2014	10 Dec 2014
REV	LOC RWY 34	11-3	05 Dec 2014	10 Dec 2014
ADD	RNAV (GNSS) RWY 16	12-1	05 Dec 2014	10 Dec 2014
ADD	RNAV (GNSS) RWY 34	12-2	05 Dec 2014	10 Dec 2014
REV	VOR RWY 16	13-1	05 Dec 2014	10 Dec 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJFF

Chart Change Notices for Country JPN

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All approach procedures-When RVR is available for the landing runway, all landing visibilities shown as CMV 1800m are changed to RVR 1800m.