JEPPESEN
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List of pages in this Trip Kit

General Information

Location: FUKUOKA JPN
ICAO/IATA: RJFF / FUK
Lat/Long: N33° 35.07', E130° 27.10'
Elevation: 30 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 2009 Z
Sunset: 1023 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

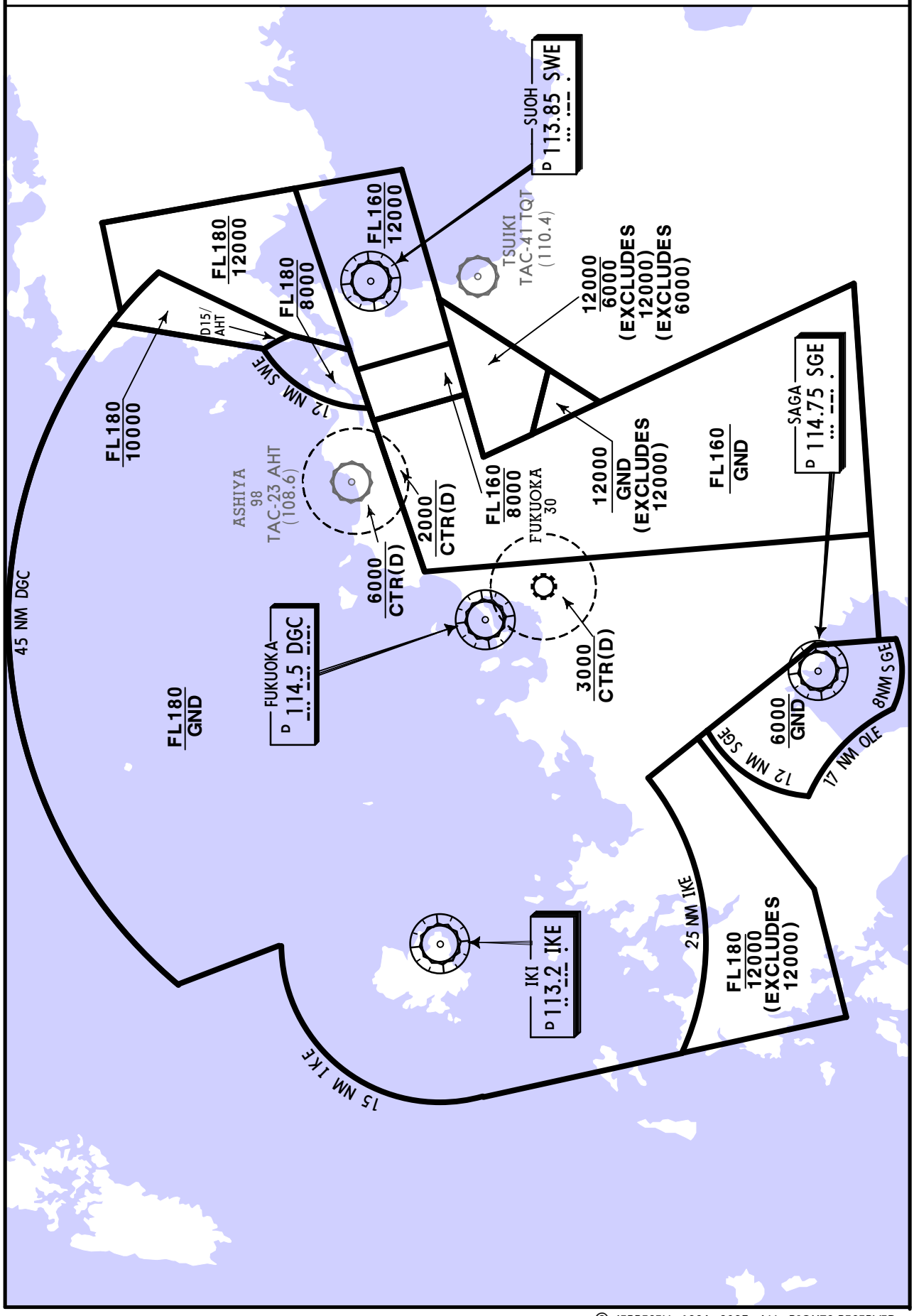
ATIS: 127.200
Fukuoka Tower: 126.200
Fukuoka Tower: 118.400
Fukuoka Ground: 121.700
Fukuoka Clearance Delivery: 121.925
Kobe Control Approach: 134.250 Secondary RCO
Fukuoka Approach: 134.700
Kobe Control Approach: 118.900 RCO
Fukuoka Approach: 128.450

Fukuoka Approach: 127.900
Fukuoka Approach: 119.650
Fukuoka Approach: 121.125
Fukuoka Approach: 119.700
Fukuoka Terminal Control Area: 121.275
Fukuoka Departure: 119.700
Fukuoka Departure: 127.900
Fukuoka Departure: 128.450
Fukuoka Departure: 134.700
Fukuoka Radar: 119.650
Fukuoka Radar: 119.700
Fukuoka Radar: 121.125
Fukuoka Radar: 127.900
Fukuoka Radar: 128.450
Fukuoka Radar: 134.700

FUKUOKA APPROACH CONTROL AREA (E)

FUKUOKA *App (R) 119.65 119.7 121.125 127.9 128.45 134.7
*Dep 119.7 127.9 128.45 134.7

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



CHANGES: Approach and departure freqs chgd.

1. GENERAL

1.1. ATIS

*D-ATIS 127.2

1.2. LOCAL TRAFFIC REGULATIONS

1.2.1. Rwy relations

Rwy 16: 1) Rwy 16 will be preferentially used when tail wind component is 10kt or less.
2) RNP Rwy 16 or LOC Rwy 16 approach is primarily applied.

Rwy 34: 1) Visual approach is primarily applied.
2) RNP Rwy 34 or LOC Rwy 34 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.

1.2.2. On use of Fukuoka airport for small aircraft

1) In order to cope with the increasing flight frequencies and to ensure the safety of flight during the hours from 0000UTC to 1000UTC, small aircraft flights (except HEL) shall be prohibited from take-off and landing at Fukuoka airport unless they meet the following requirements.

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 250 KT at 10,000ft.
b) Maintaining between 200 KT and 250 KT during the descent from 10,000ft to 5,000ft.

Small aircraft (except HEL) 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 Director of Fukuoka Airport Office (CAB).

2) Take-off and landing of Helicopters shall not be permitted at Fukuoka airport except those permitted by Fukuoka airport administrator.
Helicopter operators are requested to contact NATA HELIPORT (FUKUOKA AIRPORT NATA AREA) administrator for the use of NATA HELIPORT.

1.2.3. Trajectorized Airport Traffic Data Processing System(TAPS)

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 is instructed to reply with the discrete code, it shall report a controller accordingly.

1.2.4. 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, acft operators are required to notify Apt Administration 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.

1.3. TAXI PROCEDURES

1) All aircraft required to hold at "GP HOLD LINE" on Twy Q for Rwy 16 or Twy A7 for Rwy 34 until receiving further taxi clearance to protect the ILS glide slope signal.
2) When ILS approach for Rwy 34 is in operation, aircraft on the east side of the runway may need to cross the runway to protect the ILS glide slope signal. The main taxi routes for crossing the runway is from E10 to C8.
3) In order to keep clearance between aircraft and obstructions 139'(42.5m) from taxiway centerline, all aircraft shall reduce taxiing speed on Twy A (between A3 and A5), Y or K1 and follow the taxiway centerline strictly.
4) After vacating Rwy, aircraft may be instructed to hold short of Twy A in order to separate from aircraft on Twy A. White lines that can be used as a guidance for holding short of Twy A are painted on Twys E1 through E7.
5) The pilots of B777-300 are requested to pay special attention at the corner section of Twy E5. The minimum clearance distance between the main wheel and the edge of Twy E5 is less than 15'(4.5m) when the nose wheel of B777-300 follows Twy centerline markings.

1. GENERAL

1.4. RESTRICTIONS ABOUT THE USE OF AUXILIARY POWER UNITS (APU)

When an acft is using an acft 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. ARRIVAL

2.1. TAXIING LIMITATIONS

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(61′)	18.6m(61′) < WS = < 35.6m(117′)	WS > 35.6m(117′)
Wing tip clearance	A	B	C

(2) When B744 holding at the stop marking on Twy E3

Wing span(WS) of ACFT taxiing on Twy A1-A2	WS = < 31.0m(102′)	31.0m(102′) < WS = < 48.0m(157′)	WS > 48.0m(157′)
Wing tip clearance	A	B	C

(3) When B744 holding at the stop marking on Twy E2, E4, E7, E10, E11, E12

Wing span(WS) of ACFT taxiing on Twy A2-A3, A4-A5, A6-A7	WS = < 21.2m(70′)	WS >21.2m(70′)
Wing tip clearance	B	C

Legend
A: wing tip clearance > = 15.0m(49′) B: 6.5m(21′)= < wing tip clearance < 15m(49′)
C: wing tip clearance < 6.5m(21′)

2.2. FLIGHT PROCEDURES

2.2.1. 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 5000′ whichever is higher, and execute instrument approach.

(II) Procedures other than above will be issued when situation required.

2. ARRIVAL

2.2.2. Additional information

Traffic pattern altitude

1) Fixed wing ACFT
   a) JET.....1,500ft
   b) PROPELLER
      Single engine.....800ft
      Multi engine.....1,000ft
      (SF34, C130, any type of DH8 and any type of ATR should follow 1,500ft as an exception.)
   c) MILITARY SMALL JET.....2,000ft

3. DEPARTURE

3.1. ATC Procedures

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

1) ATC clearance

ATC clearance will be obtained by "Voice radiotelephone (Voice RTF)" or "Departure Clearance by data link (DCL)". Shown in detail below (a) or (b).

CLEARANCE FLOW	(a) Voice RTF	(b) DCL Refer to ENR 1.5.4.1 (Operation for Departure Clearance by data link (DCL))
REQUEST CLEARANCE	Call Fukuoka Delivery (121.925) at 5 minutes before starting engines, with the following information. (1) Call sign (2) Destination (3) Proposal flight level/altitude (alternative flight level/altitude, if any.) (4) Parking position (spot number)	- Send RCD message at 15 minutes before starting engines. - Monitor Fukuoka Delivery (121.925). NOTE: - Start monitoring Fukuoka Delivery (121.925) once RCD message is sent. In case coordination is required, Fukuoka Delivery calls the pilot on Voice RTF.
OTHERS	After receiving clearance from Fukuoka Delivery, monitor Fukuoka Ground (121.7). Call Fukuoka Ground when ready for push back/for taxiing.	

2) Intersection departure

a) Separation for departure will not be applied to aircraft departing from Twy E-12 or Twy E-11 behind departing aircraft from E-12. Aircraft requiring separation 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.

3.2. 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 Rwy 16/34.

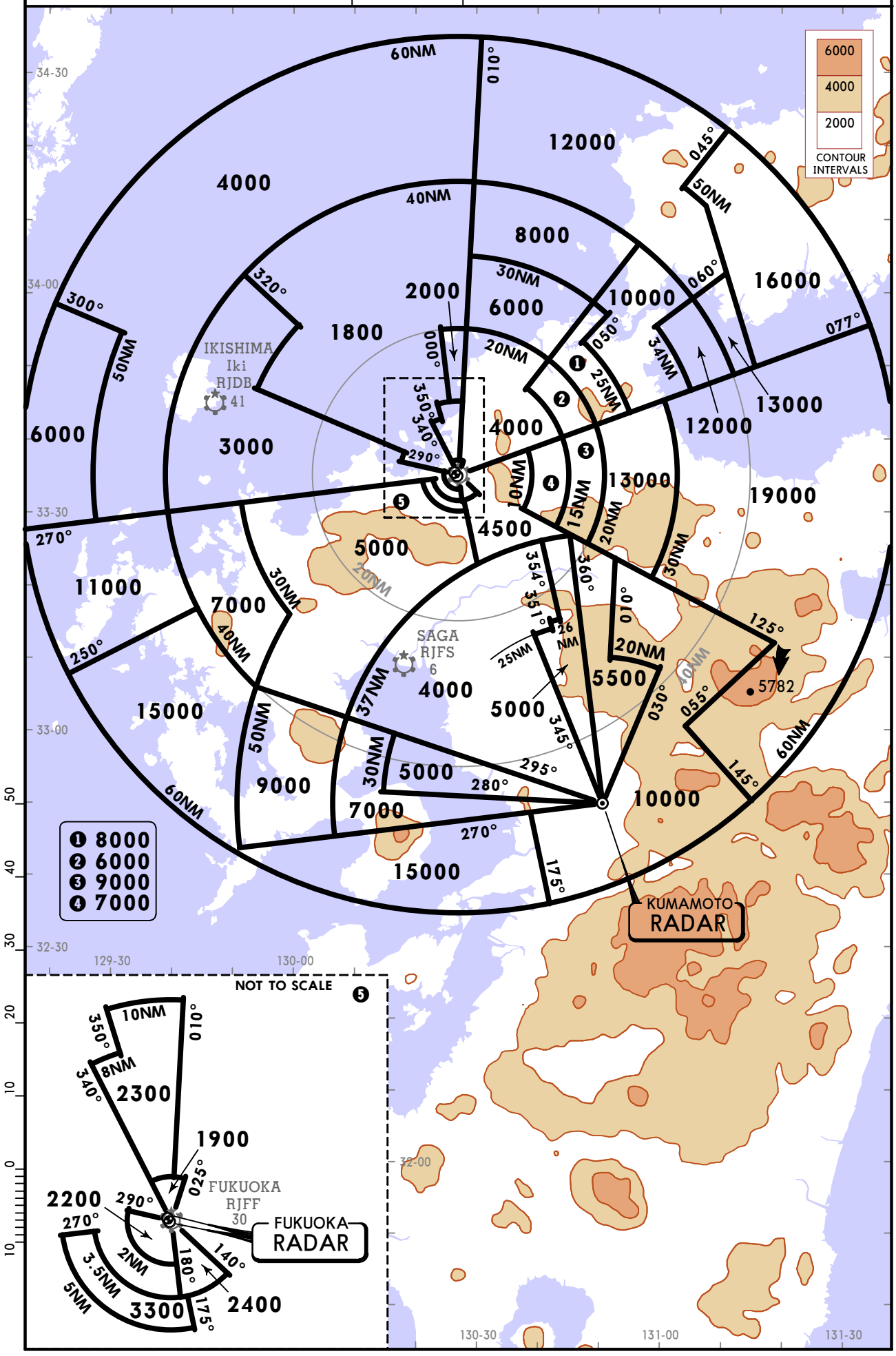
RJFF/FUK
FUKUOKA (ALSO SERVES IKI AND SAGA)

14 APR 23
Eff 19 Apr 1500Z

JEPPESEN
10-1R

FUKUOKA, JAPAN
RADAR MINIMUM ALTITUDES

*FUKUOKA Radar			Apt Elev	Alt Set: IN (hPa on req)
119.65	121.125	119.7	See Graphic	Trans level: FL140 Trans alt: 14000
127.9	128.45	134.7		



CHANGES: Fukuoka Radar frequency revised.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL140
127.2	30	

RNAV 1 DME/DME/IRU or GNSS required

RADAR service required.

ATSAG [ATSAG], ISKUP [ISKUP] OSTEP [OSTEP], SARUP [SARUP] ARRIVALS (RWY 16)

RJFF/FUK FUKUOKA

ELMIS
At 210 KT
7000

(ISKUP & OSTEP only)
SAKOX
At 210 KT
8000

ENTIX
2000

FF677
FF676
FF673
FF672
FF675
FF671
FF674
At 210 KT
FF67Ø
At 210 KT

IKOLO
7000

UGROT
8000

SARUP

ATSAG

KEYAH

ISKUP

AMAOH

HONOK

OSTEP

ARP

17.9 from SAKOX
19.4 from ELMIS

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 5000

MAX 230 KT
(At or below FL140)
MAX 240 KT
(Above FL140)
MHA 7000

5000

IKI RJDB

SAGA RJFS

3627

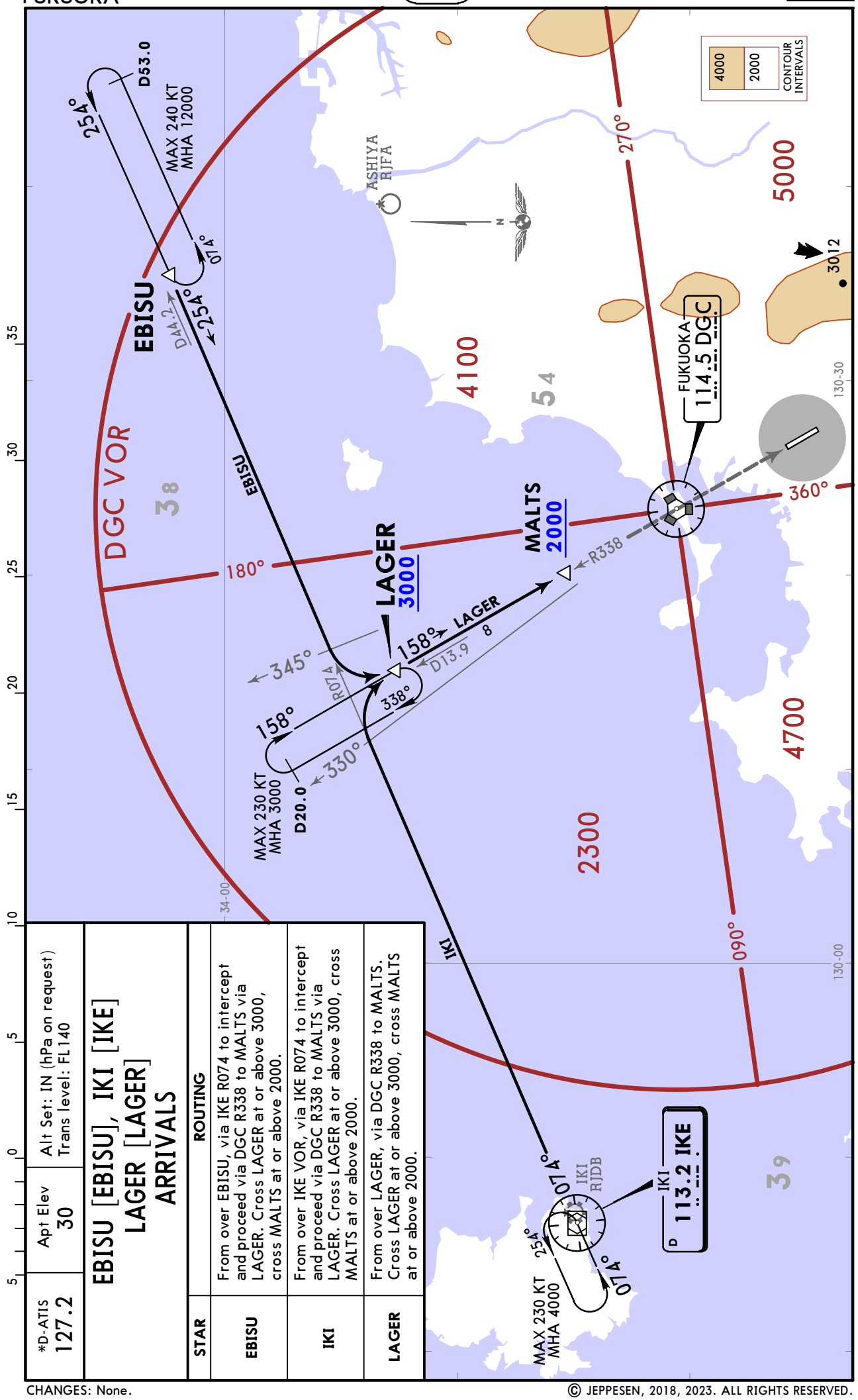
4000
2000
CONTOUR INTERVALS

STAR	ROUTING
ATSAG	From ATSAG, to IKOLO at 7000, to FF674, to FF675, to FF676, to FF677, to ELMIS at 7000, to ENTIX at or above 2000.
ISKUP	From ISKUP, to UGROT at 8000, to FF67Ø, to FF671, to FF672, to FF673, to SAKOX at 8000, to ENTIX at or above 2000.
OSTEP	From OSTEP, to HONOK, to AMAOH, to KEYAH, to UGROT at 8000, to FF67Ø, to FF671, to FF672, to FF673, to SAKOX at 8000, to ENTIX at or above 2000.
SARUP	From SARUP, to IKOLO at 7000, to FF674, to FF675, to FF676, to FF677, to ELMIS at 7000, to ENTIX at or above 2000.

ATSAG [ATSAG], ISKUP [ISKUP]
OSTEP [OSTEP], SARUP [SARUP]
ARRIVALS
(RWY 16)

15 MAR 24 (10-2) Eff 20 Mar 1500Z

JEPPESEN FUKUOKA, JAPAN
RNAV STAR



*D-ATIS 127.2

Apt Elev 30

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

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

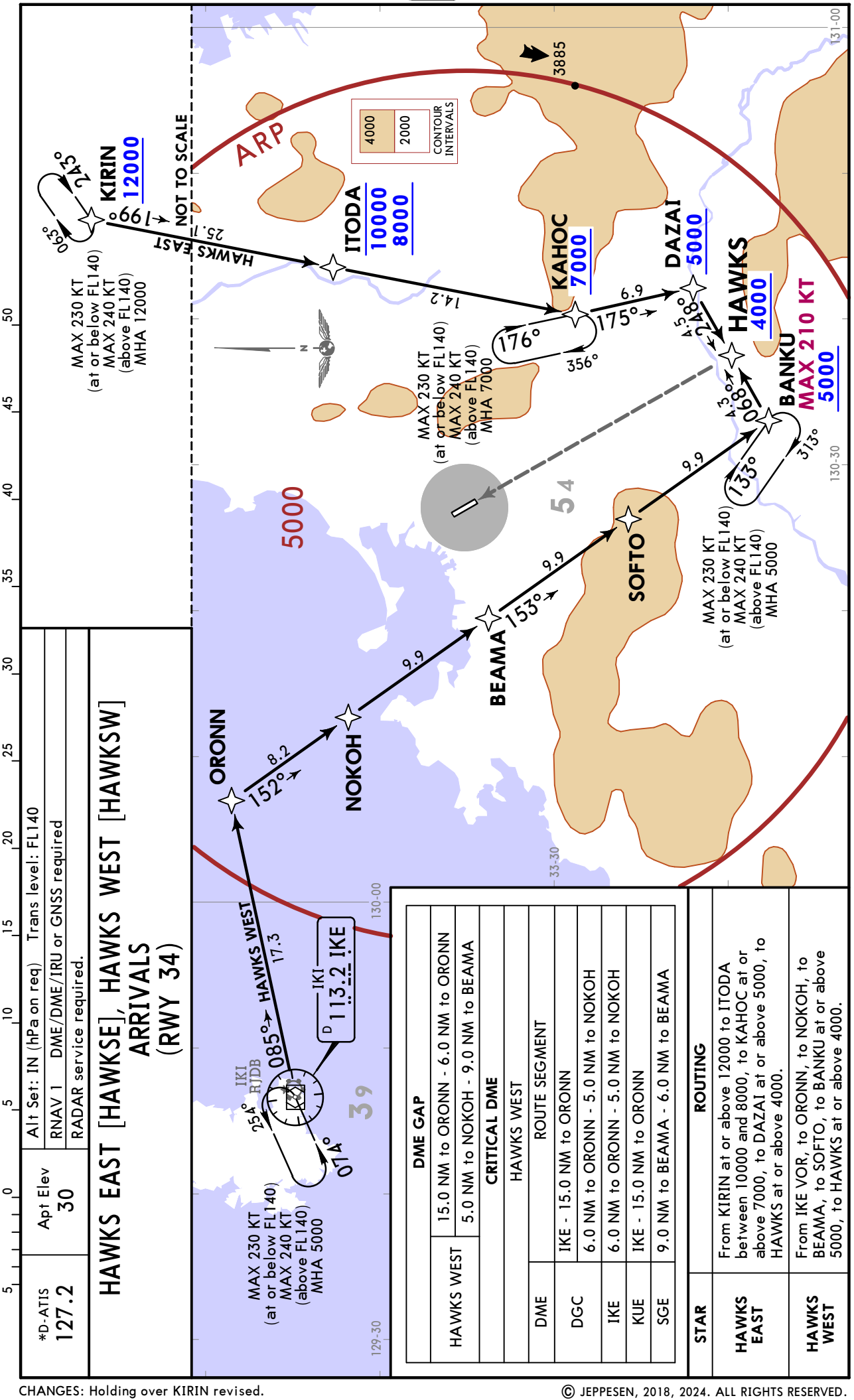
STAR	ROUTING
EBISU	From over EBISU, via IKE R074 to intercept and proceed via DGC R338 to MALTS via LAGER. Cross LAGER at or above 3000, cross MALTS at or above 2000.
IKI	From over IKE VOR, via IKE R074 to intercept and proceed via DGC R338 to MALTS via LAGER. Cross LAGER at or above 3000, cross MALTS at or above 2000.
LAGER	From over LAGER, via DGC R338 to MALTS. Cross LAGER at or above 3000, cross MALTS at or above 2000.

CHANGES: None.

HAWKS EAST [HAWKSE], HAWKS WEST [HAWKSW] ARRIVALS (RWY 34)

*D-ATIS	Apt Elev
127.2	30

Alt Set: IN (hPa on req) Trans level: FL140
RNAV 1 DME/DME/IRU or GNSS required
RADAR service required.



DME GAP	
HAWKS WEST	15.0 NM to ORONN - 6.0 NM to ORONN
	5.0 NM to NOKOH - 9.0 NM to BEAMA

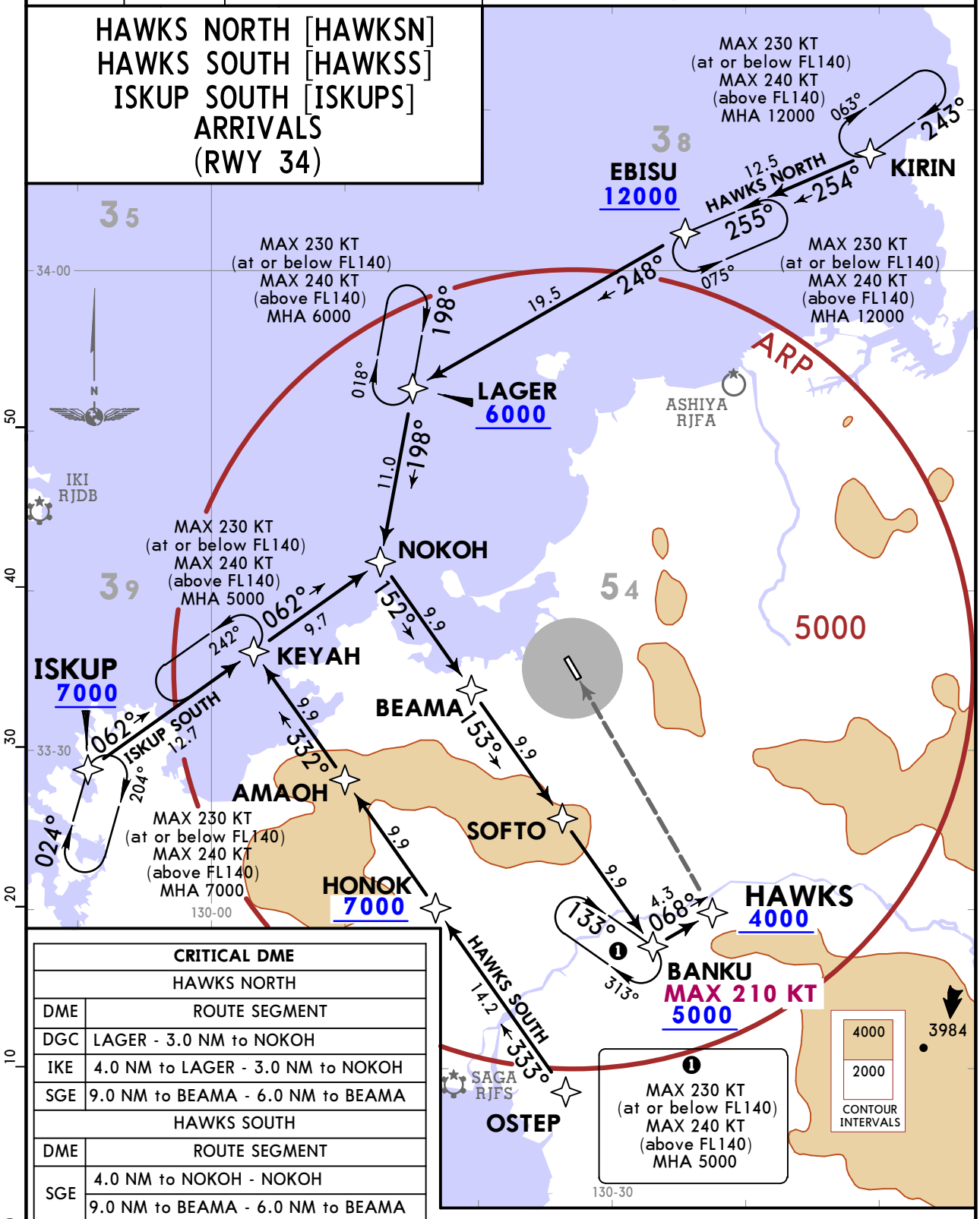
CRITICAL DME	
HAWKS WEST	
DME	ROUTE SEGMENT
DGC	IKE - 15.0 NM to ORONN
	6.0 NM to ORONN - 5.0 NM to NOKOH
IKE	6.0 NM to ORONN - 5.0 NM to NOKOH
KUE	IKE - 15.0 NM to ORONN
SGE	9.0 NM to BEAMA - 6.0 NM to BEAMA

STAR	ROUTING
HAWKS EAST	From KIRIN at or above 12000 to ITODA between 10000 and 8000, to KAHOC at or above 7000, to DAZAI at or above 5000, to HAWKS at or above 4000.
HAWKS WEST	From IKE VOR, to ORONN, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000, to HAWKS at or above 4000.

CHANGES: Holding over KIRIN revised.

*D-ATIS	Apt Elev	Alt Set: IN (hPa on req)	RNAV 1 DME/DME/IRU or GNSS required
127.2	30	Trans level: FL140	RADAR service required.

HAWKS NORTH [HAWKSN]
HAWKS SOUTH [HAWKSS]
ISKUP SOUTH [ISKUPS]
ARRIVALS
(RWY 34)



CRITICAL DME	
HAWKS NORTH	
DME	ROUTE SEGMENT
DGC	LAGER - 3.0 NM to NOKOH
IKE	4.0 NM to LAGER - 3.0 NM to NOKOH
SGE	9.0 NM to BEAMA - 6.0 NM to BEAMA
HAWKS SOUTH	
DME	ROUTE SEGMENT
SGE	4.0 NM to NOKOH - NOKOH
	9.0 NM to BEAMA - 6.0 NM to BEAMA
ISKUP SOUTH	
DME	ROUTE SEGMENT
SGE	4.0 NM to NOKOH - NOKOH
	9.0 NM to BEAMA - 6.0 NM to BEAMA

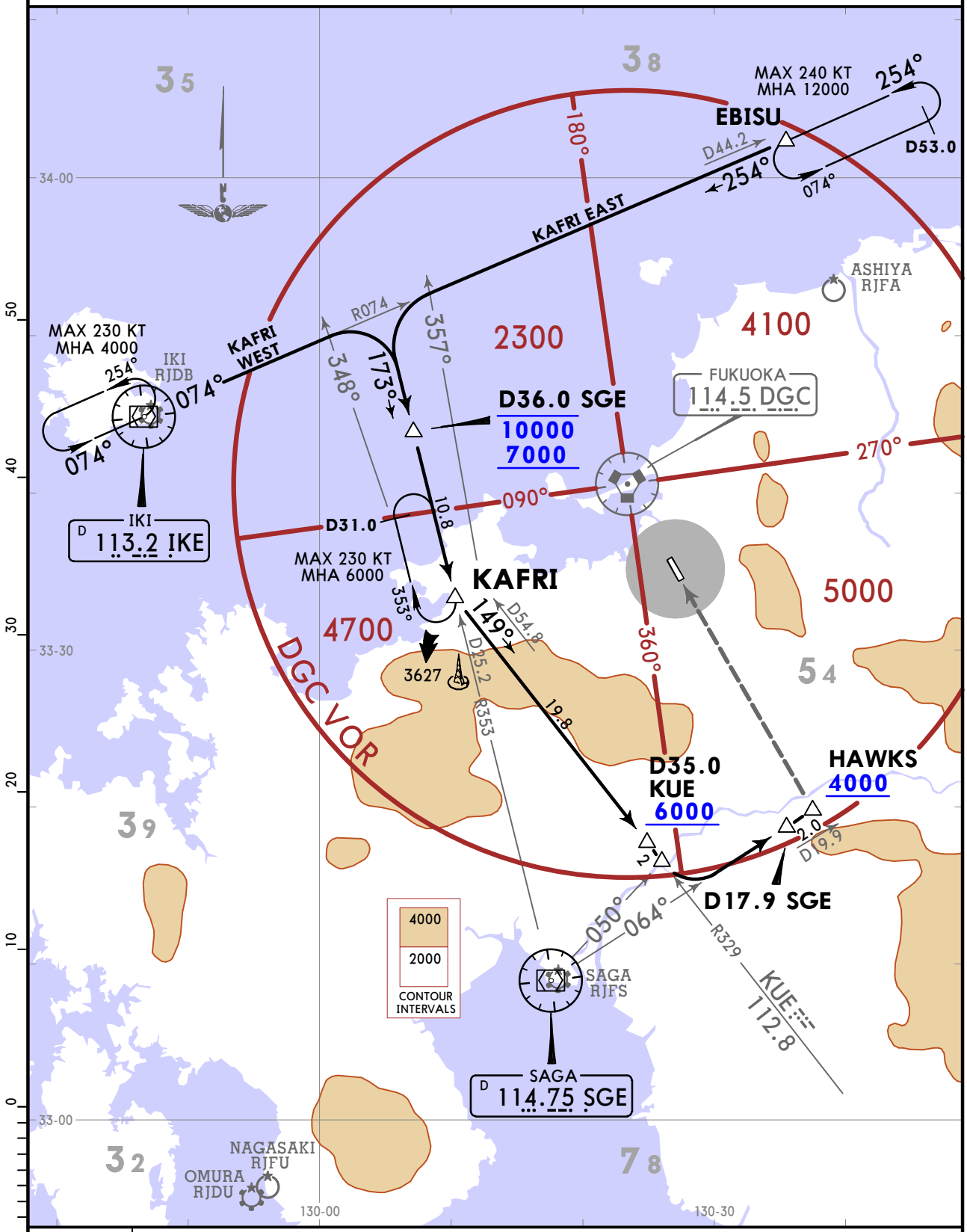
DME GAP	
HAWKS NORTH	3.0 NM to NOKOH - 9.0 NM to BEAMA
HAWKS SOUTH	NOKOH - 9.0 NM to BEAMA
ISKUP SOUTH	NOKOH - 9.0 NM to BEAMA

STAR	ROUTING
HAWKS NORTH	From KIRIN, to EBISU at or above 12000, to LAGER at or above 6000, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000, to HAWKS at or above 4000.
HAWKS SOUTH	From OSTEP, to HONOK at or above 7000, to AMAOH, to KEYAH, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000, to HAWKS at or above 4000.
ISKUP SOUTH	From ISKUP at or above 7000, to KEYAH, to NOKOH, to BEAMA, to SOFTO, to BANKU at or above 5000, to HAWKS at or above 4000.

CHANGES: Holding over ISKUP established, holding over KIRIN revised.

*D-ATIS	Apt Elev	
127.2	30	Alt Set: IN (hPa on request) Trans level: FL140

KAFRI EAST [KAFRIE], KAFRI WEST [KAFRIW] ARRIVALS

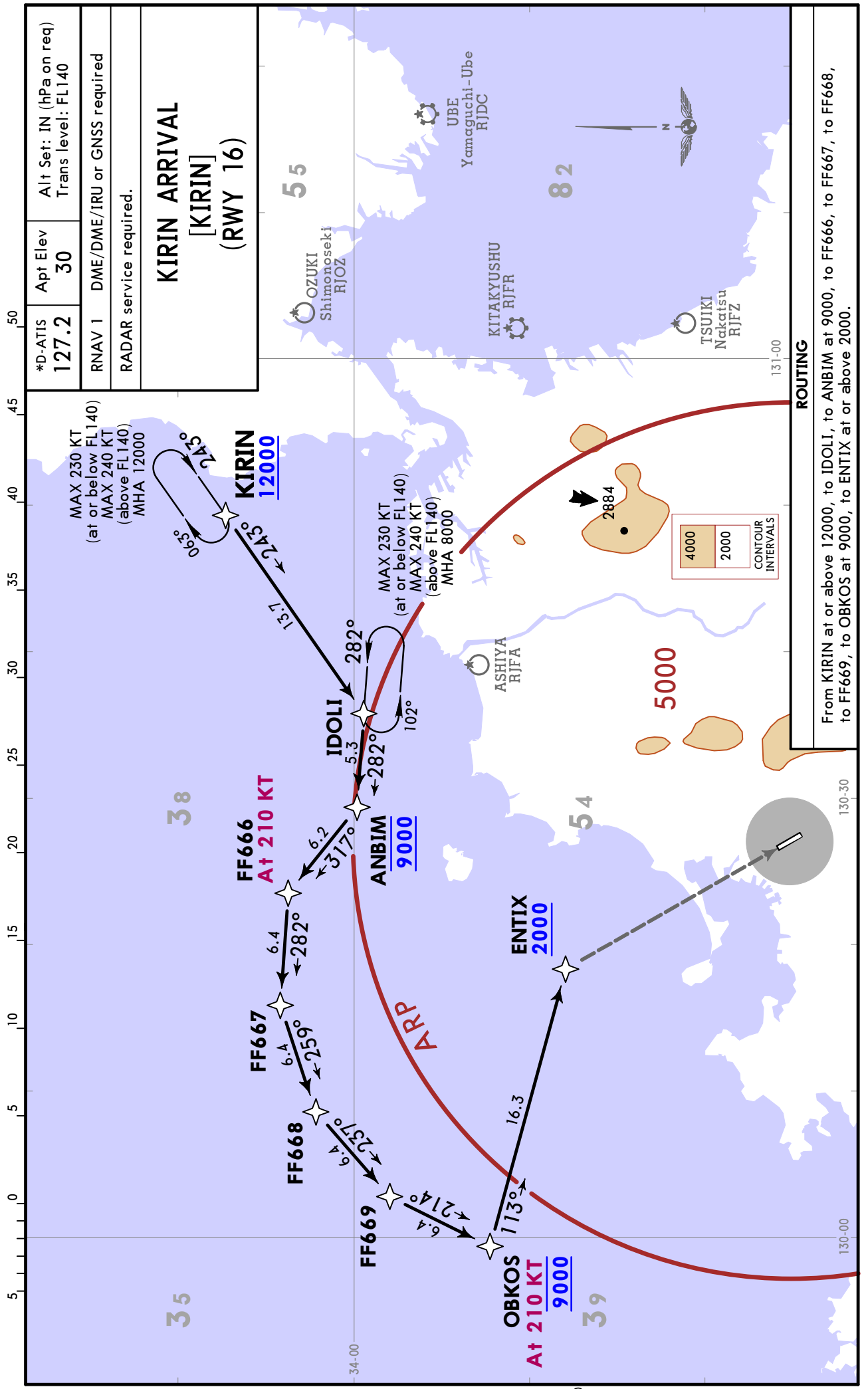


STAR	ROUTING
KAFRI EAST	From over EBISU, proceed via IKE R074 to intercept and proceed via SGE R353 to KAFRI, via KUE R329 to intercept and proceed via SGE R064 to HAWKS. Cross D36.0 SGE between 7000 and 10000, cross D35.0 KUE at or above 6000, cross HAWKS at or above 4000.
KAFRI WEST	From over IKE VOR, proceed via IKE R074 to intercept and proceed via SGE R353 to KAFRI, via KUE R329 to intercept and proceed via SGE R064 to HAWKS. Cross D36.0 SGE between 7000 and 10000, cross D35.0 KUE at or above 6000, cross HAWKS at or above 4000.

CHANGES: None.

KIRIN ARRIVAL
[KIRIN]
(RWY 16)

*D-ATIS 127.2	Apt Elev 30	Alt Set: IN (hPa on req) Trans level: FL140
RNAV 1	DME/DME/IRU or GNSS required	
RADAR service required.		



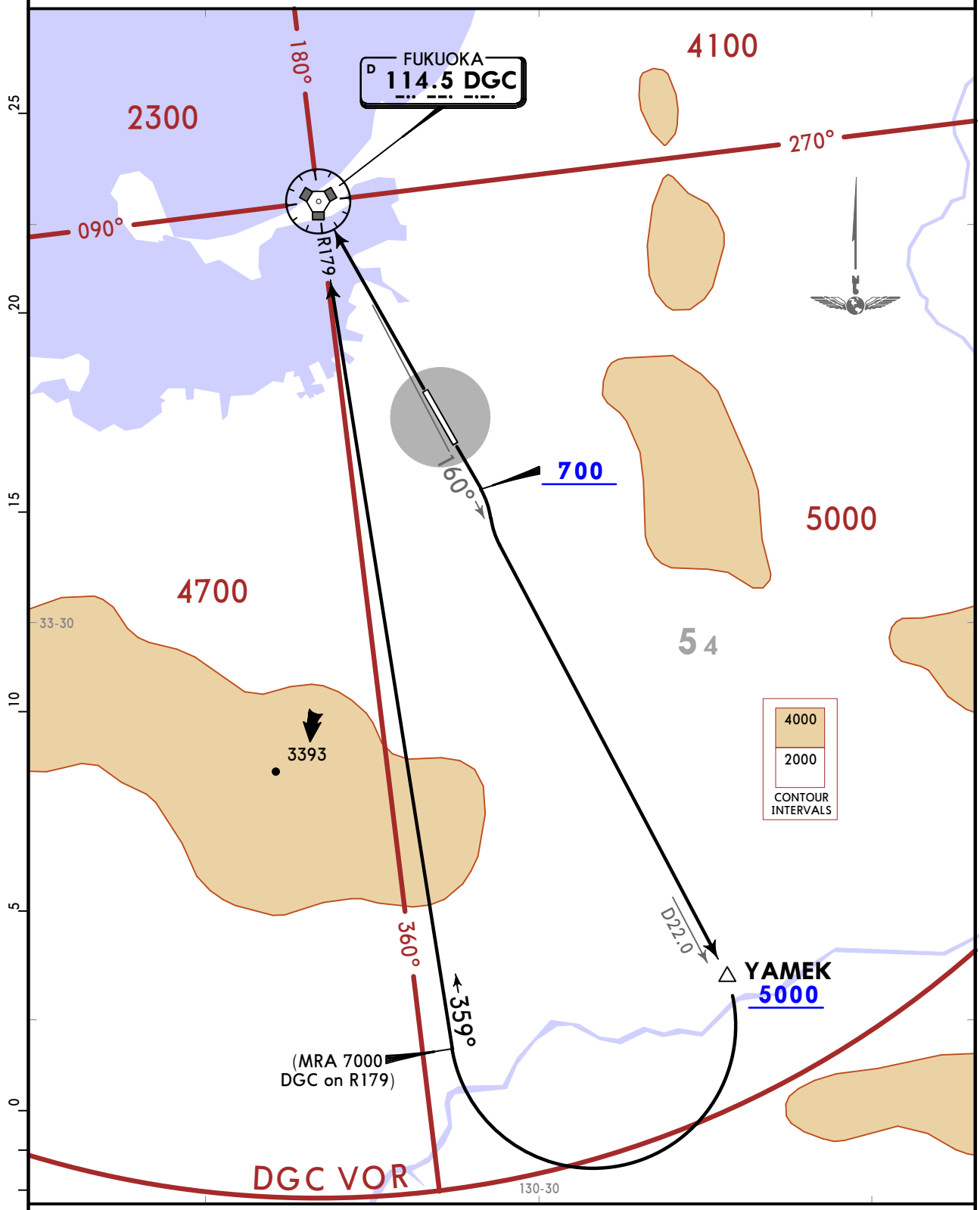
CHANGES: Procedure revised.

*FUKUOKA Departure (R)
127.9 119.7
128.45 134.7

Apt Elev
30

Trans alt: 14000

FUKUOKA 4 DEPARTURE [DGC4]
(ALL RWYS)



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

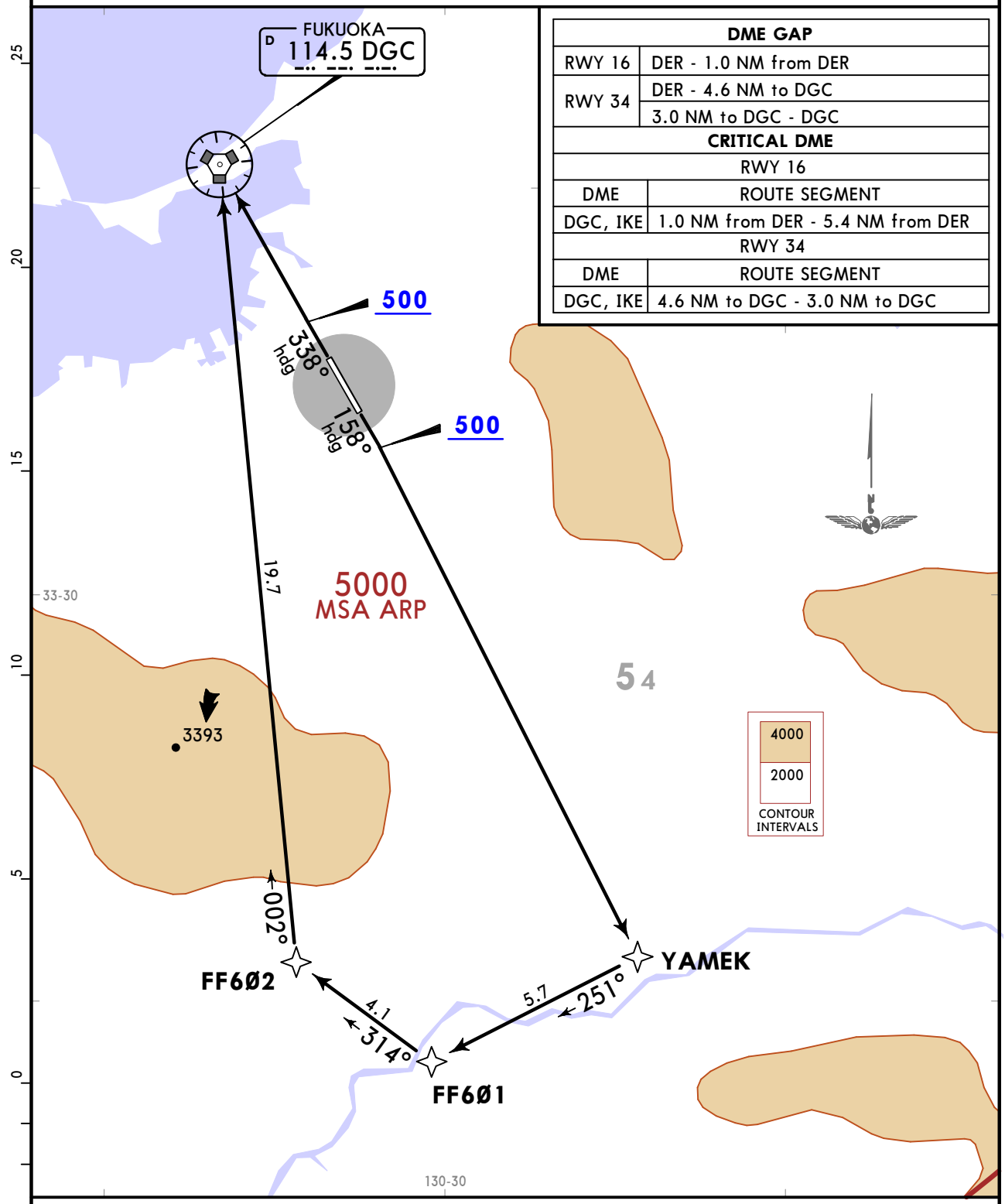
OBSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 1470 located at 6.2 NM 182° from end of RWY 16.

RWY	INITIAL CLIMB
16	Climb runway heading to 700, turn RIGHT, via DGC R160 to YAMEK, turn RIGHT, via DGC R179 (MRA 7000) to DGC VOR. Cross YAMEK at or above 5000.
34	Climb direct to DGC VOR.

CHANGES: MSA revised.

*FUKUOKA Departure (R)	Apt Elev	Trans alt: 14000
127.9 119.7 128.45 134.7	30	RNAV 1 DME/DME/IRU or GNSS required 1. RADAR service required. 2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

HAKATA 4 DEPARTURE [HAKAT4]
(ALL RWYS)



DME GAP	
RWY 16	DER - 1.0 NM from DER
RWY 34	DER - 4.6 NM to DGC
	3.0 NM to DGC - DGC

CRITICAL DME	
RWY 16	
DME	ROUTE SEGMENT
DGC, IKE	1.0 NM from DER - 5.4 NM from DER
RWY 34	
DME	ROUTE SEGMENT
DGC, IKE	4.6 NM to DGC - 3.0 NM to DGC

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

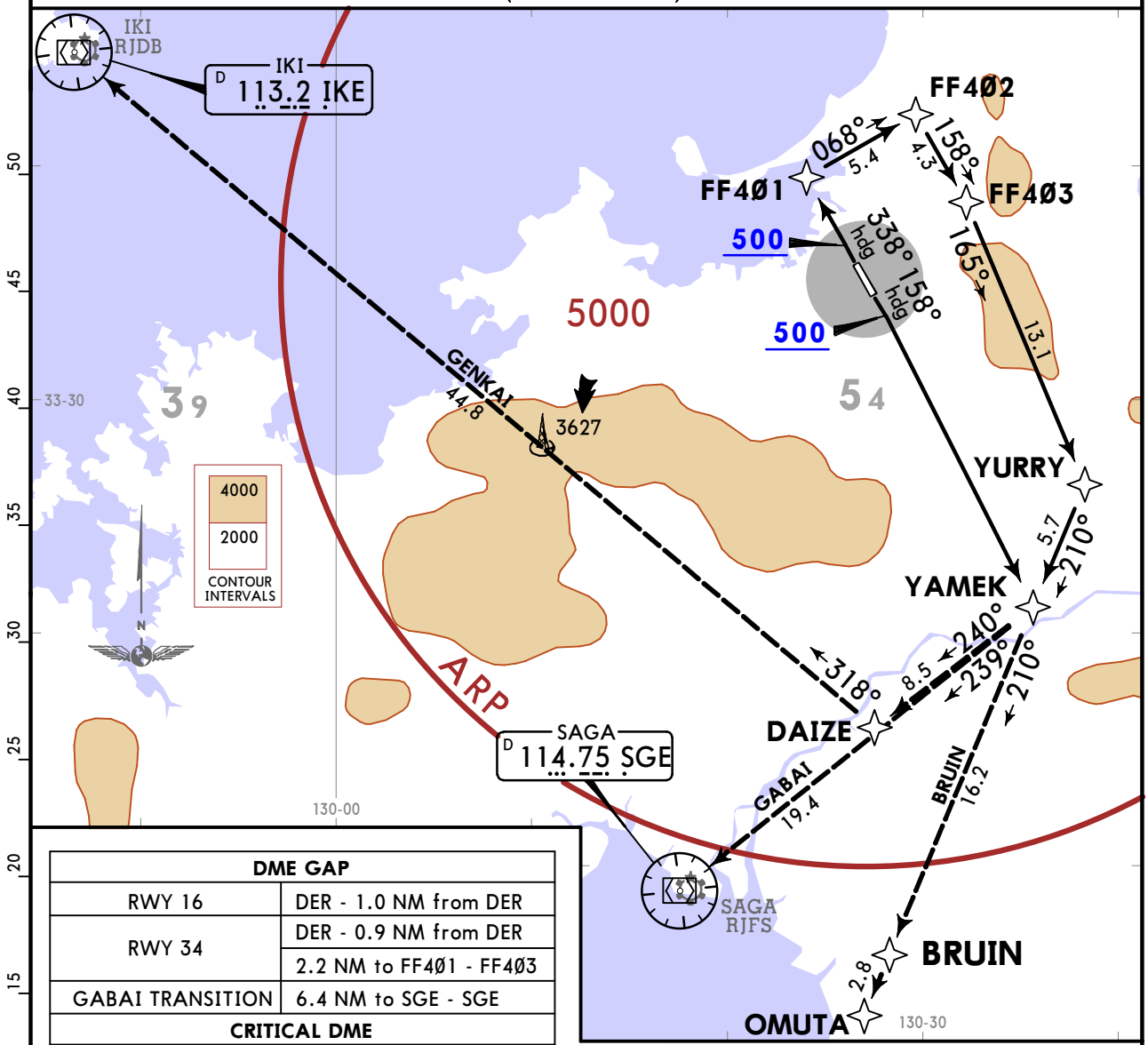
OBSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 1470 located at 6.2 NM 182° from end of RWY 16.

RWY	INITIAL CLIMB
16	Climb on heading 158° to at or above 500, direct to YAMEK, to FF6Ø1, to FF6Ø2, to DGC VOR.
34	Climb on heading 338° to at or above 500, direct to DGC VOR.

CHANGES: None.

*FUKUOKA Departure (R)		Apt Elev	Trans alt: 14000
127.9	119.7	30	RNAV 1 DME/DME/IRU or GNSS required
128.45	134.7		1. RADAR service required. 2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

KURUME 4 DEPARTURE
[KURUM4]
(ALL RWYS)



DME GAP	
RWY 16	DER - 1.0 NM from DER
RWY 34	DER - 0.9 NM from DER
	2.2 NM to FF401 - FF403
GABAI TRANSITION	6.4 NM to SGE - SGE

CRITICAL DME	
RWY 16	
DME	ROUTE SEGMENT
DGC, IKE	1.0 NM from DER - 5.4 NM from DER
RWY 34	
DME	ROUTE SEGMENT
DGC, IKE	3.5 NM to FF401 - 2.2 NM to FF401
BRUIN TRANSITION	
DME	ROUTE SEGMENT
DGC	2.0 NM to OMUTA - OMUTA

OBSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 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

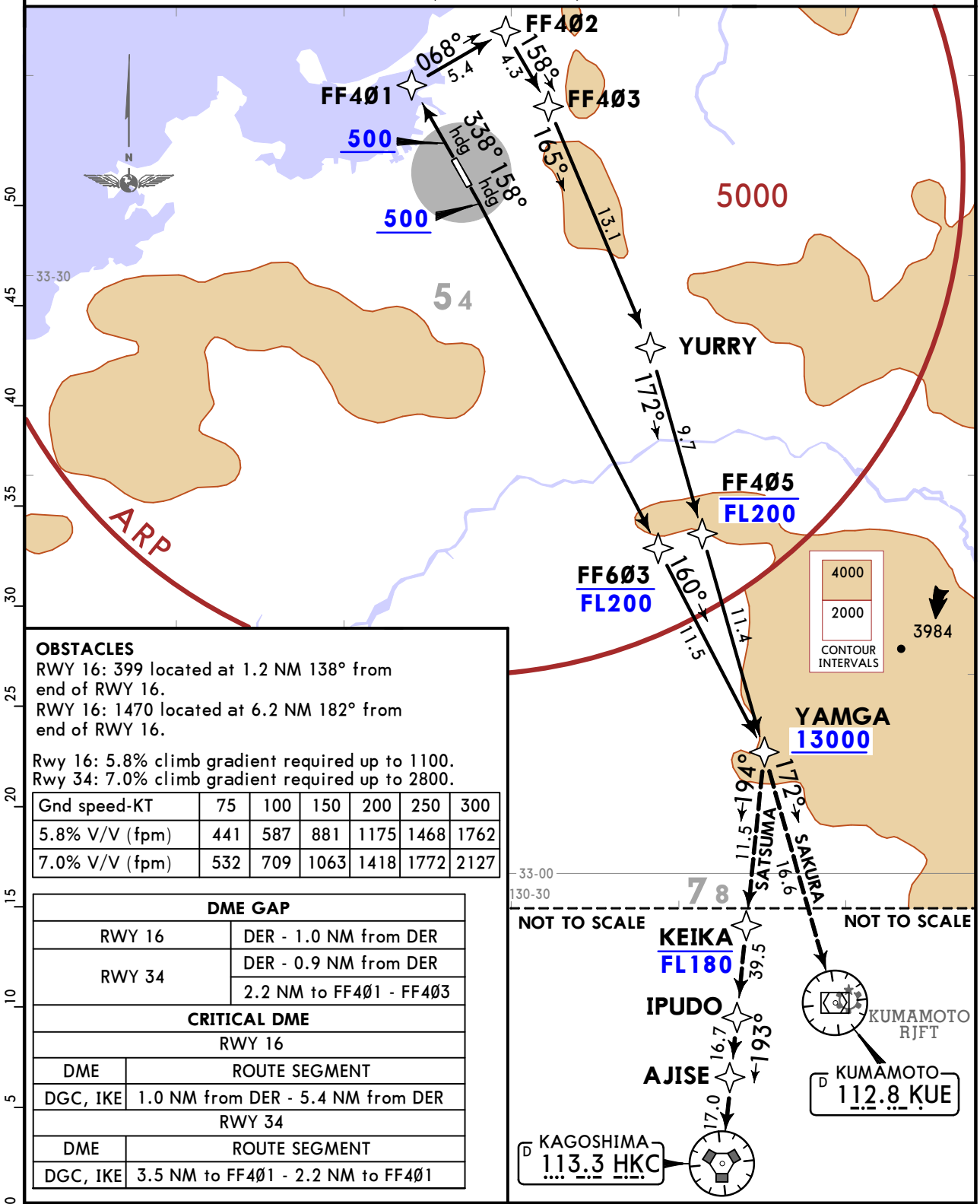
RWY	INITIAL CLIMB
16	Climb on heading 158° at or above 500, direct to YAMEK.
34	Climb on heading 338° at or above 500, direct to FF401, to FF402, to FF403, to YURRY, to YAMEK.

TRANSITIONS	
BRUIN	From YAMEK, to BRUIN, to OMUTA.
GABAI	From YAMEK, to SGE VOR.
GENKAI	From YAMEK, to DAIZE, to IKE VOR.

CHANGES: *FUKUOKA Departure (R) frequency revised.

*FUKUOKA Departure (R)	Apt Elev	Trans alt: 14000	RNAV 1 DME/DME/IRU or GNSS required
127.9 119.7 128.45 134.7	30		1. RADAR service required. 2. Aircraft equipped with only DME/DME/IRU must be able to update its position without delay at the starting point of takeoff roll.

MORIO 4 DEPARTURE [MORIO4]
(ALL RWYS)



OBSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 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 - 1.0 NM from DER
RWY 34	DER - 0.9 NM from DER
	2.2 NM to FF401 - FF403

CRITICAL DME	
RWY 16	
DME	ROUTE SEGMENT
DGC, IKE	1.0 NM from DER - 5.4 NM from DER
RWY 34	
DME	ROUTE SEGMENT
DGC, IKE	3.5 NM to FF401 - 2.2 NM to FF401

RWY	INITIAL CLIMB
16	Climb on heading 158° at or above 500, direct to FF603 at or below FL200, to YAMGA at or above 13000.
34	Climb on heading 338° at or above 500, direct to FF401, to FF402, to FF403, to YURRY, to FF405 at or below FL200, to YAMGA at or above 13000.

TRANSITIONS	
SAKURA	From YAMGA at or above 13000, to KUE VOR.
SATSUMA	From YAMGA at or above 13000, to KEIKA at or below FL180, to IPUDO, to AJISE, to HKC VOR.

CHANGES: *FUKUOKA Departure (R) frequency revised.

OSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 1470 located at 6.2 NM 182° from end of RWY 16.

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

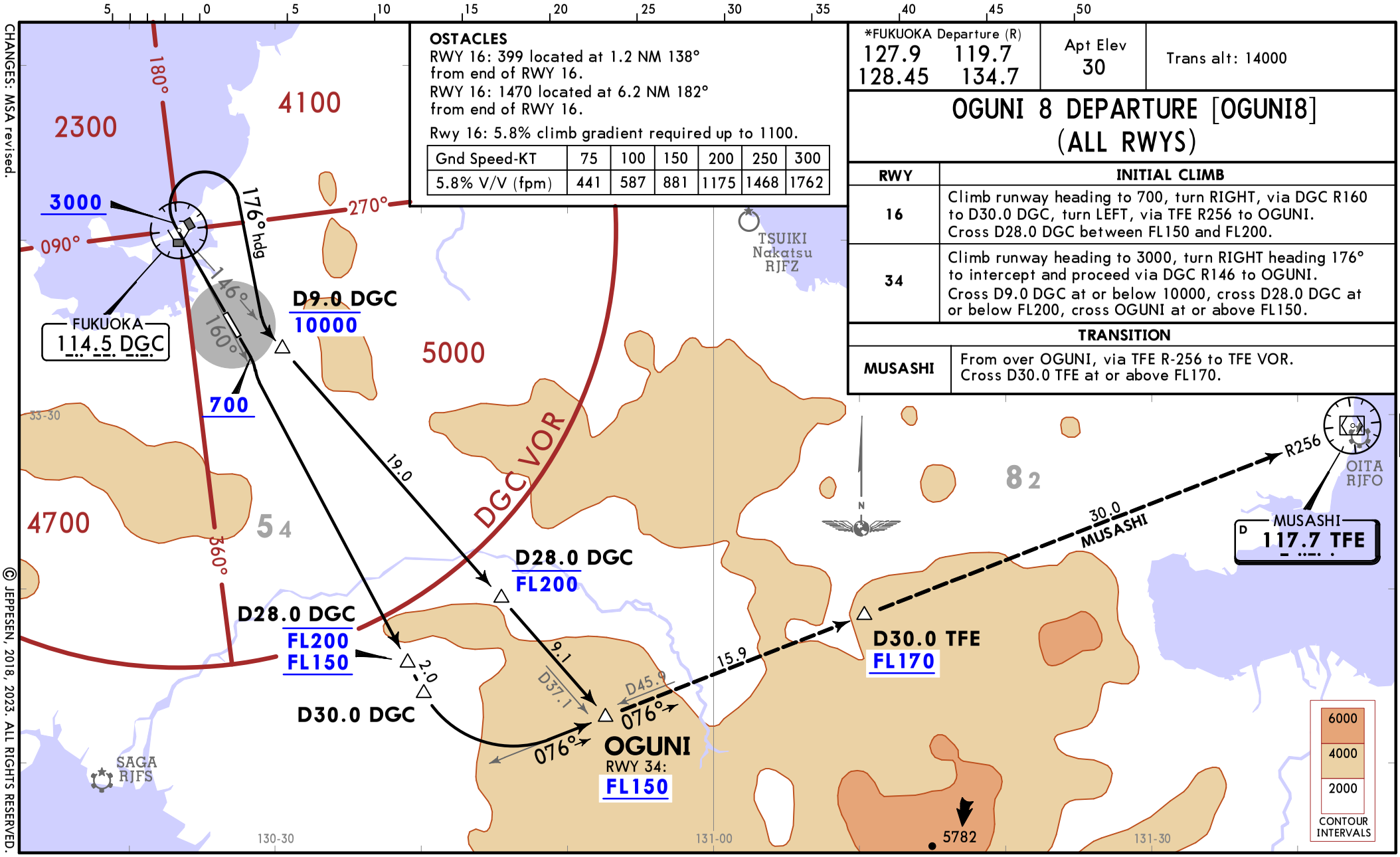
Gnd Speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

*FUKUOKA Departure (R)		Apt Elev	Trans alt: 14000
127.9	119.7	30	
128.45	134.7		

OGUNI 8 DEPARTURE [OGUNI8] (ALL RWYS)

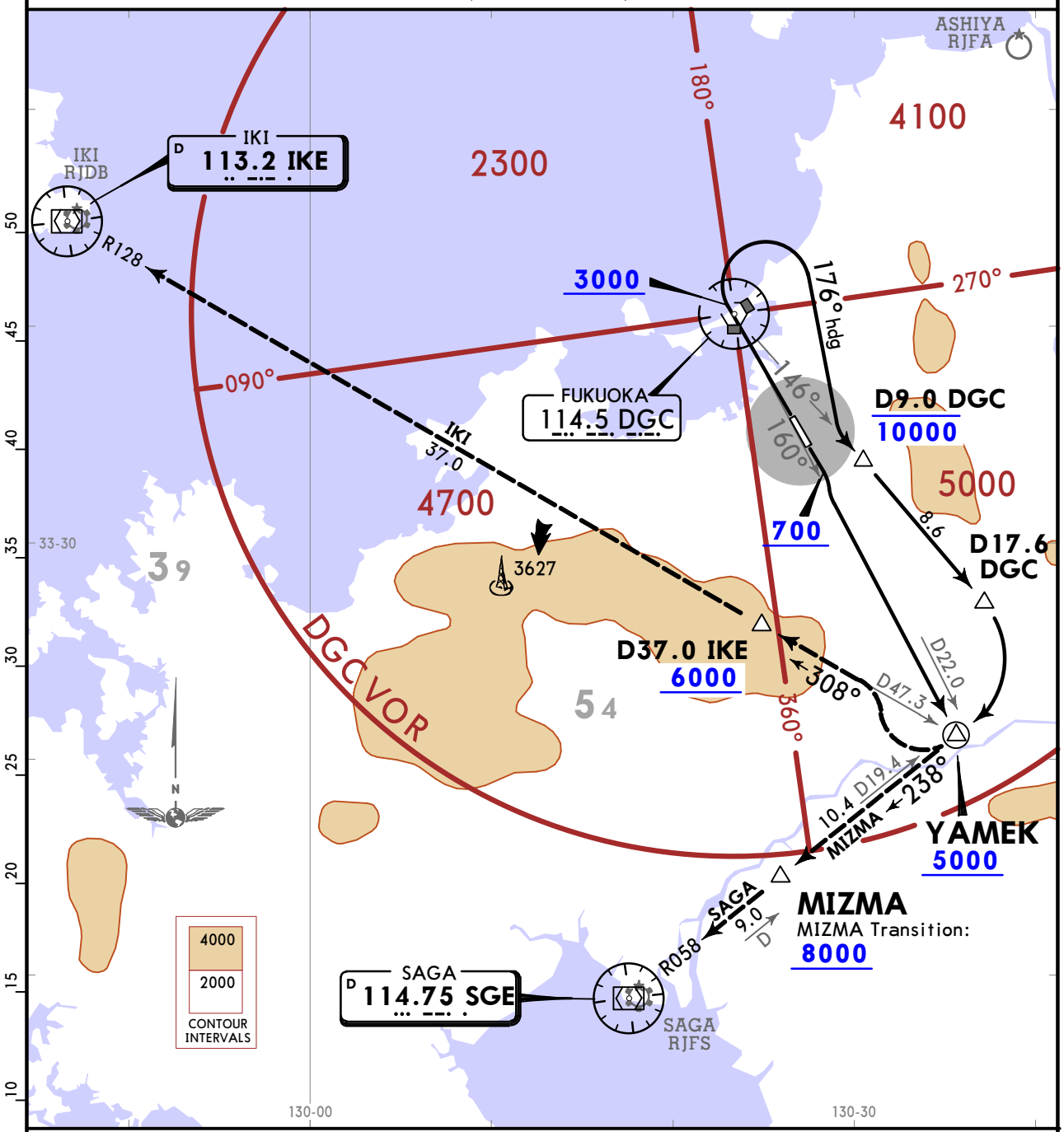
RWY	INITIAL CLIMB
16	Climb runway heading to 700, turn RIGHT, via DGC R160 to D30.0 DGC, turn LEFT, via TFE R256 to OGUNI. Cross D28.0 DGC between FL150 and FL200.
34	Climb runway heading to 3000, turn RIGHT heading 176° to intercept and proceed via DGC R146 to OGUNI. Cross D9.0 DGC at or below 10000, cross D28.0 DGC at or below FL200, cross OGUNI at or above FL150.

TRANSITION	
MUSASHI	From over OGUNI, via TFE R-256 to TFE VOR. Cross D30.0 TFE at or above FL170.



*FUKUOKA Departure (R)		Apt Elev	Trans alt: 14000
127.9	119.7	30	
128.45	134.7		

YAMEK 9 DEPARTURE [YAMEK9]
(ALL RWYS)



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

OBSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 1470 located at 6.2 NM 182° from end of RWY 16.

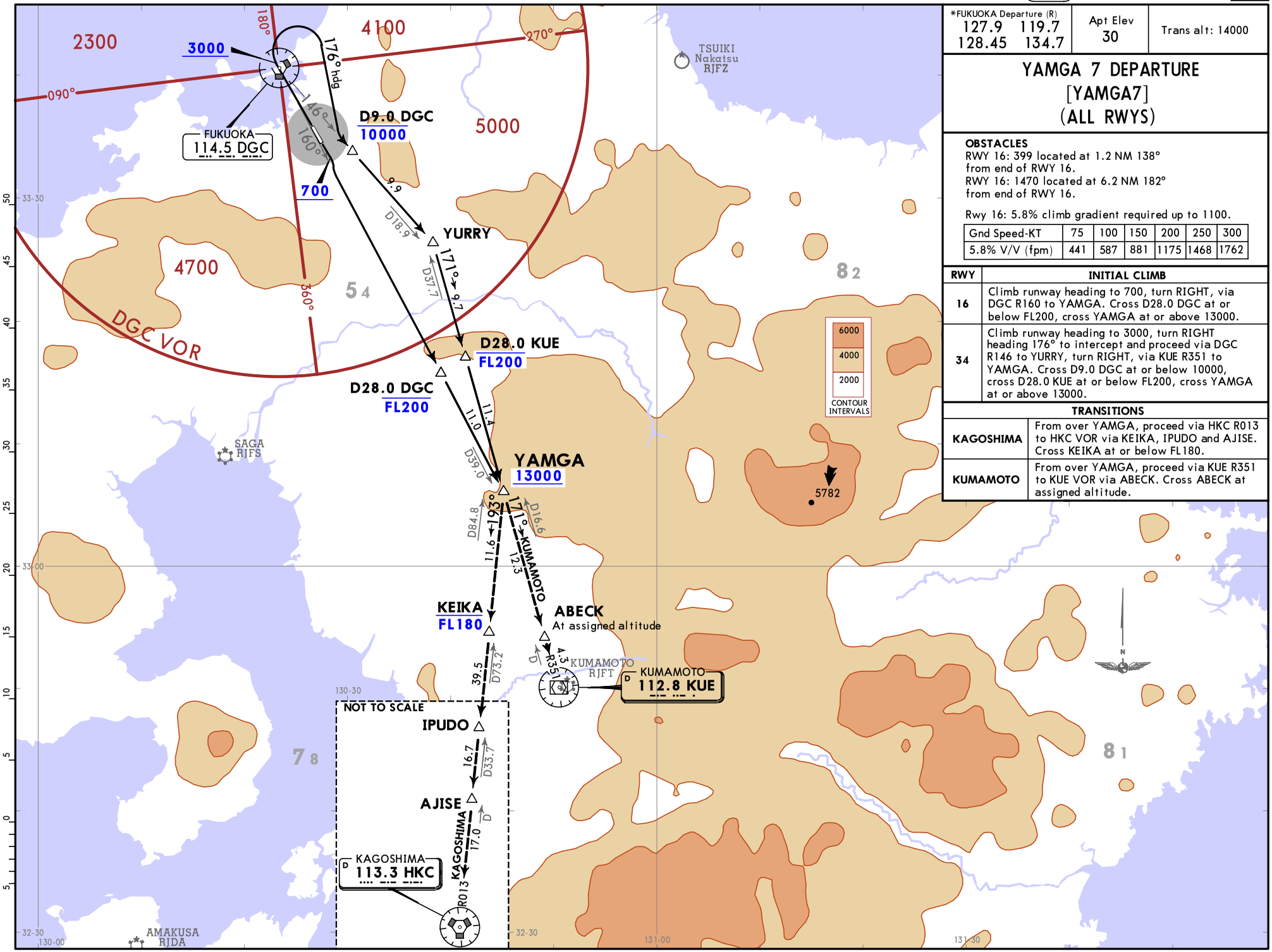
RWY	INITIAL CLIMB
16	Climb runway heading to 700, turn RIGHT, via DGC R160 to YAMEK. Cross YAMEK at or above 5000.
34	Climb runway heading to 3000, turn RIGHT heading 176° to intercept and proceed via DGC R146 to D17.6 DGC, turn RIGHT, via SGE R058 to YAMEK. Cross D9.0 DGC at or below 10000, cross YAMEK at or above 5000.

TRANSITIONS

IKI	From over YAMEK, turn RIGHT, proceed via IKE R128 to IKE VOR. Cross D37.0 IKE at or above 6000.
MIZMA	From over YAMEK, proceed via SGE R058 to MIZMA. Cross MIZMA at or above 8000.
SAGA	From over YAMEK, proceed via SGE R058 to SGE VOR.

CHANGES: MSA revised.

JEPPESEN FUKUOKA, JAPAN
19 JAN 24 (10-3F) Eff 24 Jan 1500Z
SID



*FUKUOKA Departure (R)		Apt Elev	Trans alt: 14000
127.9	119.7	30	
128.45	134.7		

YAMGA 7 DEPARTURE
[YAMGA7]
(ALL RWYS)

OBSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 1470 located at 6.2 NM 182° from end of RWY 16.

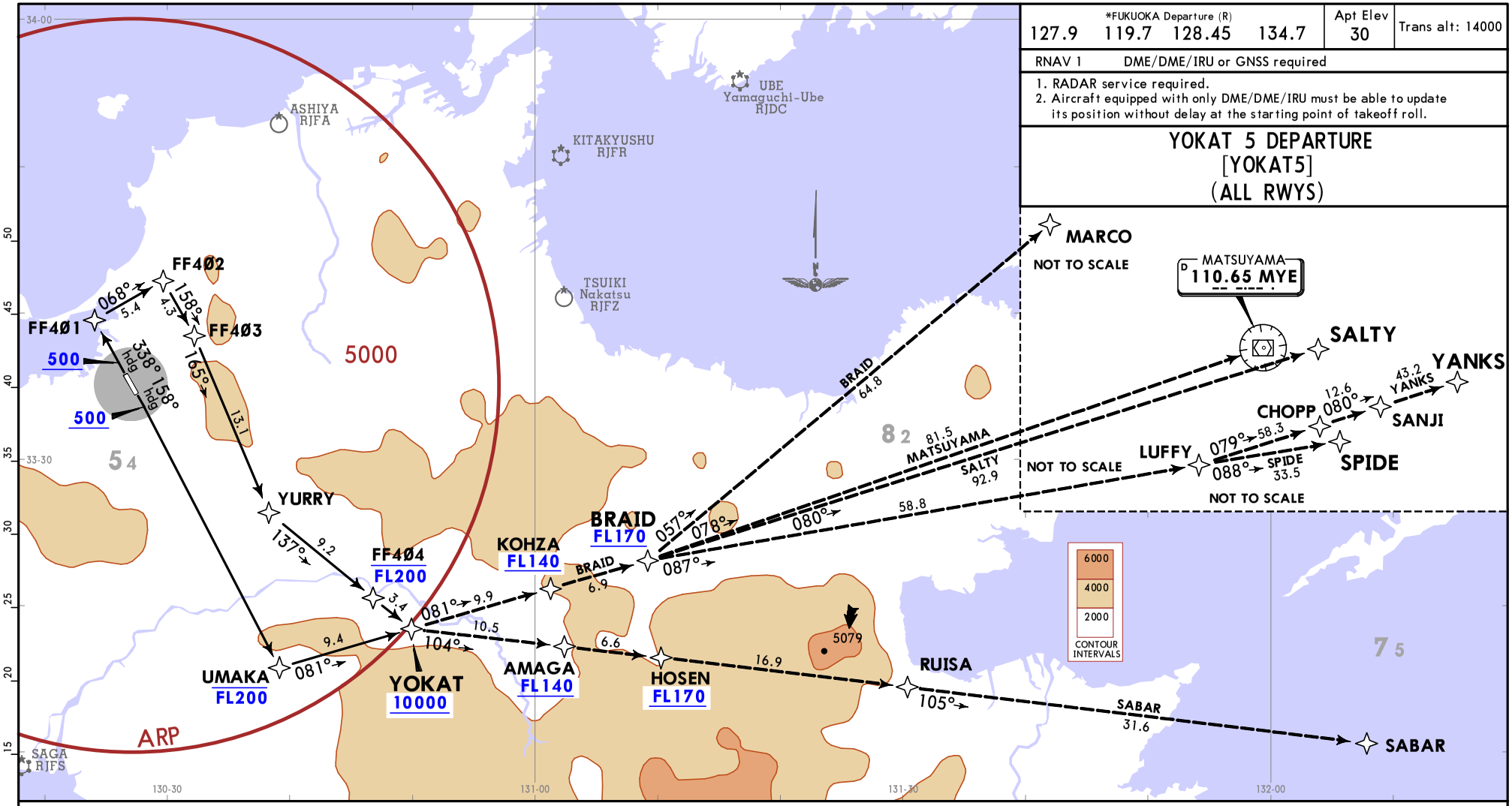
Rwy 16: 5.8% climb gradient required up to 1100.

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 R160 to YAMGA. Cross D28.0 DGC at or below FL200, cross YAMGA at or above 13000.
34	Climb runway heading to 3000, turn RIGHT heading 176° to intercept and proceed via DGC R146 to YURRY, turn RIGHT, via KUE R351 to YAMGA. Cross D9.0 DGC at or below 10000, cross D28.0 KUE at or below FL200, cross YAMGA at or above 13000.

TRANSITIONS	
KAGOSHIMA	From over YAMGA, proceed via HKC R013 to HKC VOR via KEIKA, IPUDO and AJISE. Cross KEIKA at or below FL180.
KUMAMOTO	From over YAMGA, proceed via KUE R351 to KUE VOR via ABECK. Cross ABECK at assigned altitude.

CHANGES: KAGOSHIMA transition revised.



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

OBSTACLES
RWY 16: 399 located at 1.2 NM 138° from end of RWY 16.
RWY 16: 1470 located at 6.2 NM 182° from end of RWY 16.

DME GAP	
RWY 16	DER - 1.0 NM from DER
RWY 34	DER - 0.9 NM from DER
	2.2 NM to FF401 - FF403

CRITICAL DME	
RWY 16	
DME	ROUTE SEGMENT
DGC, IKE	1.0 NM from DER - 5.4 NM from DER
RWY 34	
DME	ROUTE SEGMENT
DGC, IKE	3.5 NM to FF401 - 2.2 NM to FF401
SABAR TRANSITION	
DME	ROUTE SEGMENT
SGE	HOSEN - RUISA
SWE	YOKAT - RUISA

RWY	INITIAL CLIMB
16	Climb on heading 158° at or above 500, direct to UMAKA at or below FL200, to YOKAT at or above 10000.
34	Climb on heading 338° at or above 500, direct to FF401, to FF402, to FF403, to YURRY, to FF404 at or below FL200, to YOKAT at or above 10000.

TRANSITIONS	
BRAID	From YOKAT at or above 10000, to KOHZA at or above FL140, to BRAID at or above FL170, to MARCO.
MATSUYAMA	From YOKAT at or above 10000, to KOHZA at or above FL140, to BRAID at or above FL170, to MYE VOR.
SABAR	From YOKAT at or above 10000, to AMAGA at or above FL140, to HOSEN at or above FL170, to RUISA, to SABAR.
SALTY	From YOKAT at or above 10000, to KOHZA at or above FL140, to BRAID at or above FL170, to SALTY.
SPIDE	From YOKAT at or above 10000, to KOHZA at or above FL140, to BRAID at or above FL170, to LUFFY, to SPIDE.
YANKS	From YOKAT at or above 10000, to KOHZA at or above FL140, to BRAID at or above FL170, to LUFFY, to CHOPP, to SANJI, to YANKS.

CHANGES: None.

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 1000 UTC (1900 JST) and 2200 UTC (0700 JST), pilots are requested to limit the use of reverse thrust to idle reverse after landing.

Preferential Runways Procedures

NIL

Preferential Routes

NIL

Noise Restrictions

Time restrictions on departure and arrivals:
No take-off or landing shall be permitted during the hours from 1300 UTC to 2200 UTC with the exception of aircraft in an emergency or in an unavoidable situation.

Note: "In an emergency or in an unavoidable situation" as described above shall be limited to the following cases:

1. Aircraft declared emergency or is under emergency situation
2. Aircraft operating for the purpose of emergency mission e.g. lifesaving and organ transport
3. Aircraft operating for the purpose of emergency mission by Public institution
4. Aircraft operating for the purpose of urgent news collection activities
5. When take-off or landing is considered really unavoidable due to rapid weather change, air traffic congestion or other reasons
6. Aircraft operating with the reasons which Fukuoka International Airport Co., Ltd. approves especially

OPERATIONAL RESTRICTIONS AT FUKUOKA AIRPORT (SUP 050/24)

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	Runway 16/34	closed	——	SEP 2024	1330-2130 exception: SAT, SUN, specified days*		
1	Circling guidance lights	partly unserviceable	APR 2024	SEP 2024	H24	14	
3	Take-off hold lights (NR 1, 2, 3, 4) for Rwy 16	unserviceable	——	SEP 2024	H24	4	
4	Take-off hold lights (NR 6, 7, 8, 9) for Rwy 34	unserviceable	——	AUG 2024	H24	6	
5	Runway distance marker lights for Rwy 16/34	partly unserviceable	——	AUG 2024	H24	9	
6	Circling guidance lights for Rwy 34	unserviceable	——	APR 2024	H24	10	
7	Runway distance marker lights for Rwy 16/34	partly unserviceable	——	AUG 2024	H24	10	
8	Runway centerline lights for Rwy 16/34	unserviceable	——	SEP 2024	H24	12	There is a case in which runway centerline lights are partly lighted.
9	Runway threshold lights for Rwy 16	unserviceable	——	SEP 2024	H24	12	Temporary runway threshold lights for Rwy 16 installed.
10	Runway touchdown zone lights for Rwy 16	partly unserviceable	——	SEP 2024	H24	12	Available for landing.
11	Grooving for Rwy 16/34	partly erased	MAR 2024	MAY 2024	H24		Area: from Rwy 16 threshold to 295'(90m).
TAXIWAY							
C	Twy C7, C8	closed	——	SEP 2024	H24	13	Closed marking and unserviceability lights installed.
D	Taxiway C1, aircraft stand taxilane Q (between C1 and C2)	closed	——	SEP 2024	1330-2130 exception: SAT, SUN, specified days*		
E	Taxiway E1, E2	closed	MAR 2024	MAY 2024	1330-2130 exception: SAT, SUN, specified days*		
F	Taxiway C4, aircraft stand taxilane T3	closed	——	JUL 2024	H24	7	Closed marking and unserviceability lights installed.
1	Runway entrance lights for C1	unserviceable	——	SEP 2024	H24		
2	Taxiway centerline lights for C1	unserviceable	——	SEP 2024	H24		
4	Taxiway side stripe marking for C1, C2, C3, C5	partly erased	——	MAR 2025	H24	1	

*Specified days are as follows:
2024: 30 DEC, 31 DEC
2025: 1 JAN, 2 JAN, 3 JAN

CHANGES: Chart revised.

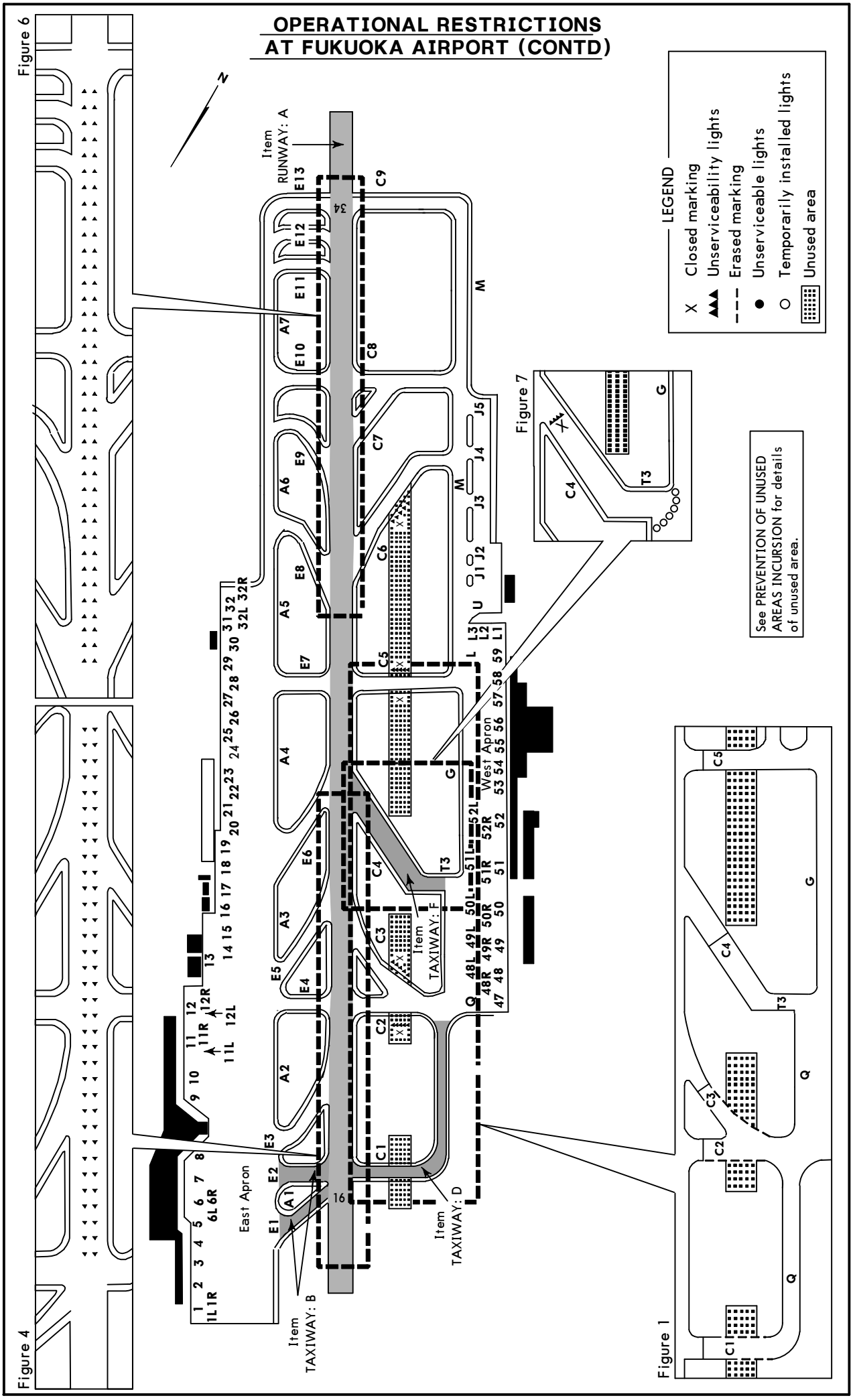
OPERATIONAL RESTRICTIONS AT FUKUOKA AIRPORT (CONTD)

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		
TAXIWAY (CONTD)							
6	Taxiway edge lights for aircraft stand taxilane G, Q (intersection of T3)	temporarily installed	——	JUL 2024	H24	7	
7	Taxiway side stripe marking for C6, C8, aicraft stand taxilane M	partly erased	——	MAR 2025	H24	15	
10	Taxiing guidance sign for C3	partly unserviceable	——	JUL 2024	H24	9	
12	Taxiway edge lights for aircraft stand taxilane M (intersection of C8)	temporarily installed	——	SEP 2024	H24	13	
13	Twy centerline lights for E1, E2	partly unserviceable	——	SEP 2024	H24	12	
14	Rwy entrance lights for E1, E2	unserviceable	——	SEP 2024	H24		

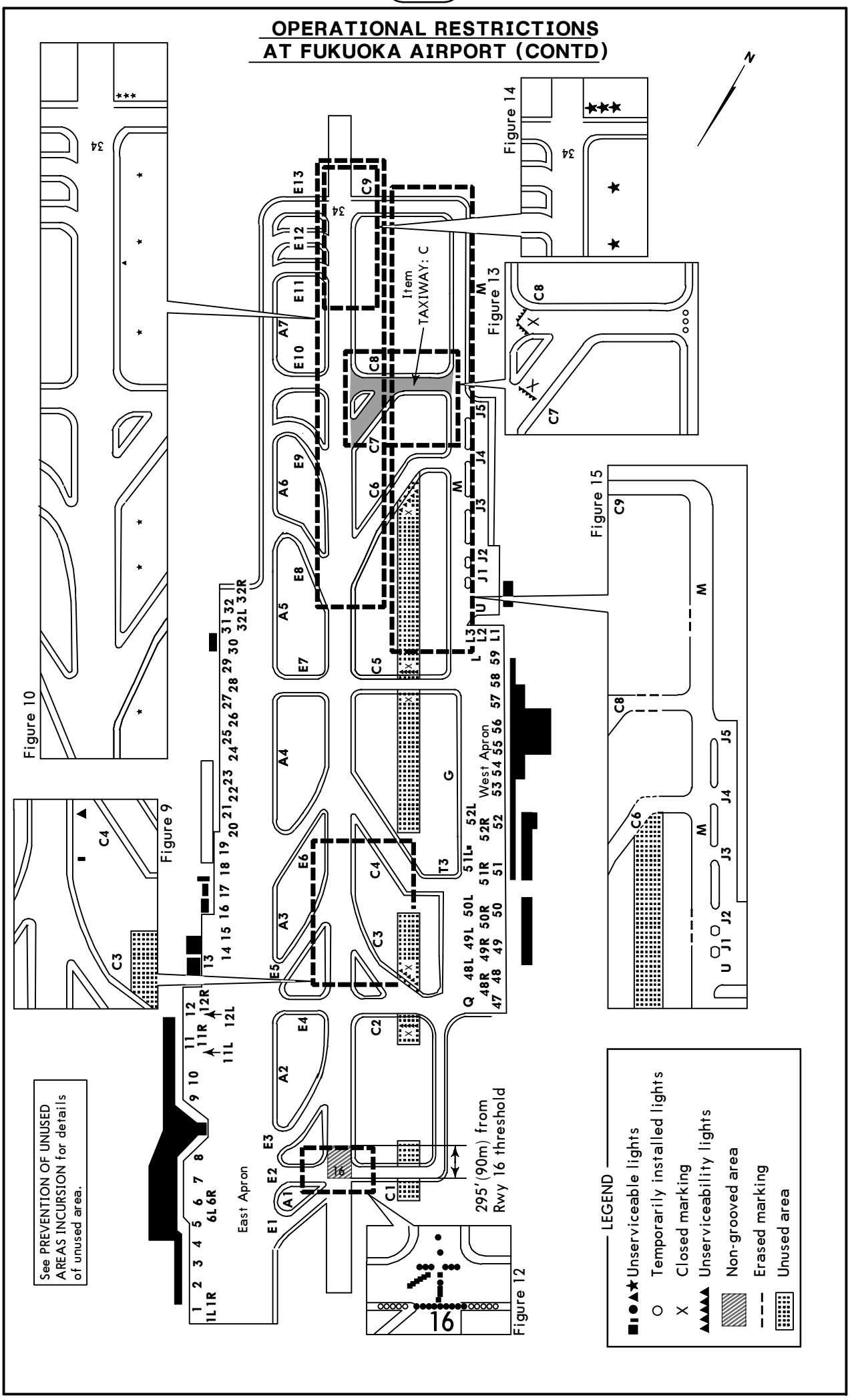
CHANGES: Item 5 withdrawn, item 7 added, items 13, 14 start period.

OPERATIONAL RESTRICTIONS AT FUKUOKA AIRPORT (CONTD)



CHANGES: Figure 2 withdrawn, figure 7 revised, unused areas added, note.

OPERATIONAL RESTRICTIONS AT FUKUOKA AIRPORT (CONTD)

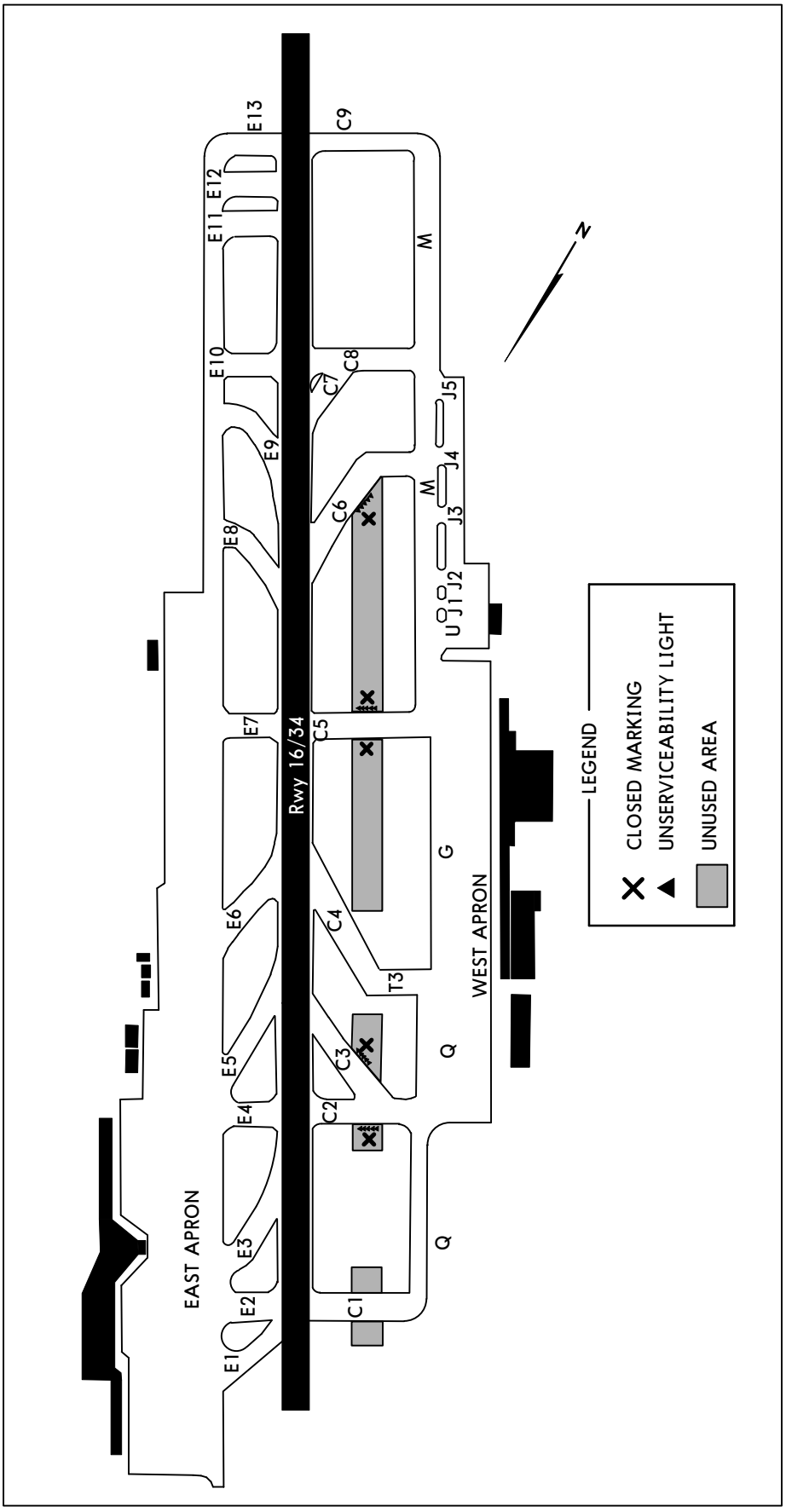


CHANGES: Figures 14 and 15 added, unused areas added, note.

PREVENTION OF UNUSED AREAS INCURSION AT FUKUOKA AIRPORT (AIC 007/24)

1. New runway construction work is underway at Fukuoka airport. The figure of unused areas are visible as shown on the diagram below. Accordingly, aircraft should pay special attention not to enter unused areas.

2. Remarks:
   -Closed marking and unserviceability lights are gradually installed on unused areas.
   -Commencement of operating unused areas will be notified by further publications.



CHANGES: Chart revised.

RJFF/FUK

Apt Elev 30′
N33 35.1 E130 27.1

JEPPESEN
12 APR 24 (10-9) Eff 17 Apr 1500Z

FUKUOKA, JAPAN

FUKUOKA

*D-ATIS	Data Comm ACARS: D-ATIS DCL	FUKUOKA Delivery	Ground	Tower	*FUKUOKA Departure (R)
127.2		121.925	121.7	118.4 126.2	127.9 119.7 128.45 134.7

130-27

Birds in vicinity of airport.

M 08°W

FOR PARKING POSITIONS SEE PARKING SPOTS & COORDS

33-36

33-35

DOM TERMINAL

EAST APRON

AIS + MET

Control Tower

WEST APRON

DOM CARGO

INTL CARGO

INTL TERMINAL

USA AIR TERMINAL

ARP

GP HOLD LINE

Elev 15′

Elev 32′

16 158°

34 338°

9186′ 2800m

Circling Guidance Lights

The "GP HOLD LINE" is installed on Twy Q and A7 (between E10 and E11), consists of holding position marking.
SEE AIRPORT BRIEFING (GEN) chart for taxiing procedure on the "GP HOLD LINE".

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

130-27

CHANGES: GP hold line for Twy Q added, for Twys E1 thru E3 withdrawn, note.

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) consist of Variable Message Signs (VMS) or Runway Entrance Lights (REL) and/or Take-off Hold Lights (THL). See RUNWAY ENTRANCE LIGHTS chart for additional information. If the status of these lights differ from tower instructions, re-contact tower.

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 ❶ 34	HIRL(60m) CL(30m) ❷HIALS SFL-V TDZ RVR PAPI-L (angle 3.0°)		8120′ 2475m	❸	197′ 60m
	HIRL(60m) CL(30m) ❷HIALS SFL-V TDZ RVR PAPI-L (angle 3.0°) Circling Guidance Lights.		8103′ 2470m		

❶ Runway grooved.
❷ Length 900m.

❸INTERSECTION TAKE-OFF POSITIONS & DISTANCES

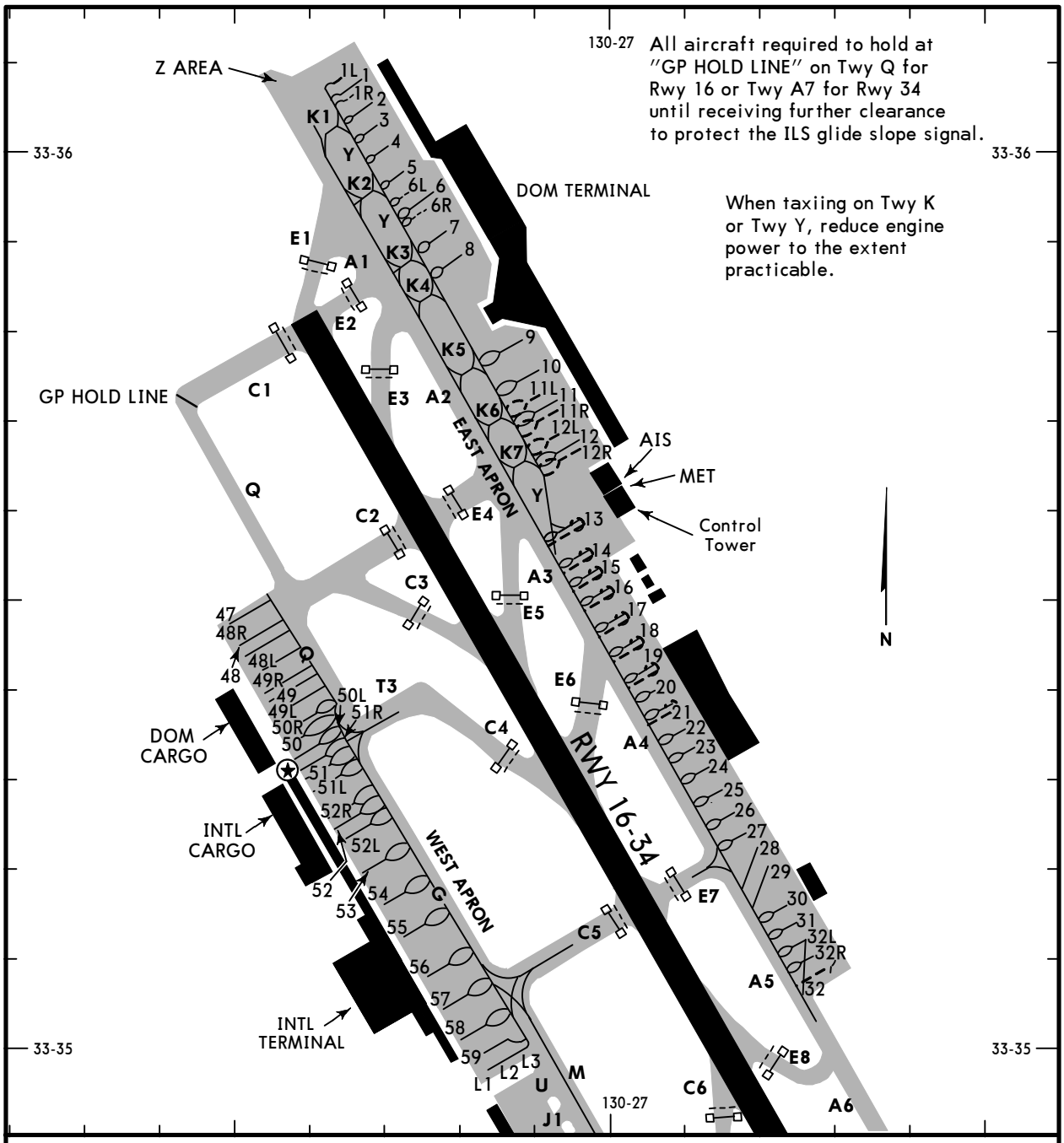
RUNWAY	FROM TAXIWAY	RUNWAY REMAINING	RUNWAY	FROM TAXIWAY	RUNWAY REMAINING
16	TWY E3	7782′ (2372m)	34	TWY E12	8707′ (2654m)
	TWY E4, C2	7425′ (2263m)		TWY E11	8428′ (2569m)
	TWY C3	6335′ (1931m)		TWY E10, C8	7257′ (2212m)
	TWY E5	5988′ (1825m)		TWY C7	6368′ (1941m)
	TWY C4	5089′ (1551m)		TWY E9	5912′ (1802m)
	TWY E6	5023′ (1531m)		TWY C6	5417′ (1651m)
	TWY E7, C5	4439′ (1353m)		TWY E8	5023′ (1531m)
				TWY E7, C5	4429′ (1350m)

State TAKE-OFF

Multi Engine Aircraft			Without Take-off Altn Apt. Filed	Single Eng Acft
With Take-off Alternate Airport Filed				
❶ HIRL & CL	❶ HIRL or CL or RCLM	NIL (DAY ONLY)		
R/V400m		V500m	Available Landing Minimums	Available Landing Minimums

❶ HIRL and Runway Threshold Lights (which indicates DER) required for night operations.

CHANGES: None.



PARKING SPOT COORDINATES

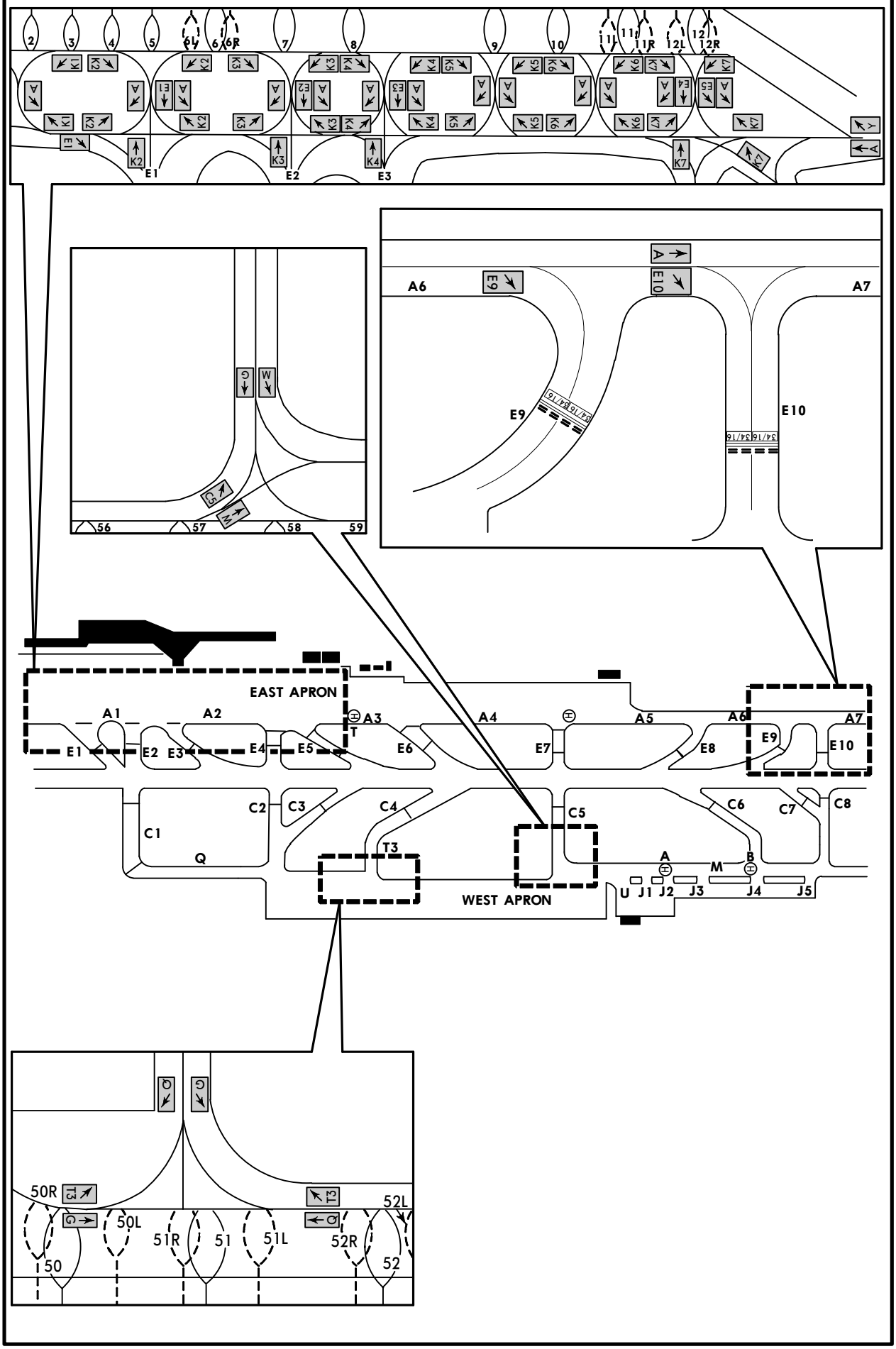
SPOT No.	COORDINATES	SPOT No.	COORDINATES
1, 1L, 1R	N33 36.1 E130 26.7	47	N33 35.5 E130 26.5
2 thru 5	N33 36.0 E130 26.7	48R thru 49	N33 35.4 E130 26.5
6L thru 8	N33 35.9 E130 26.8	49L	N33 35.4 E130 26.6
9, 10	N33 35.8 E130 26.9	50R, 50, 50L, 51R, 51, 51L, 52R	N33 35.3 E130 26.6
11L, 11, 11R, 12L	N33 35.7 E130 26.9	52, 52L	N33 35.2 E130 26.6
12, 12R	N33 35.7 E130 27.0	54	N33 35.2 E130 26.7
13	N33 35.6 E130 27.0	55, 56	N33 35.1 E130 26.7
14 thru 17	N33 35.5 E130 27.0	57	N33 35.1 E130 26.8
18	N33 35.4 E130 27.0	58, 59	N33 35.0 E130 26.8
19 thru 23	N33 35.4 E130 27.1	L1, L2, L3	N33 35.0 E130 26.8
24	N33 35.3 E130 27.1		
25, 26	N33 35.3 E130 27.1		
27	N33 35.3 E130 27.2		
28, 29	N33 35.2 E130 27.2		
30, 31, 32, 32L, 32R	N33 35.1 E130 27.3		

CHANGES: GP hold line for Twy Q added, for Twys E1 thru E3 withdrawn, note.

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.



CHANGES: GP hold line on Twy Q added.

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

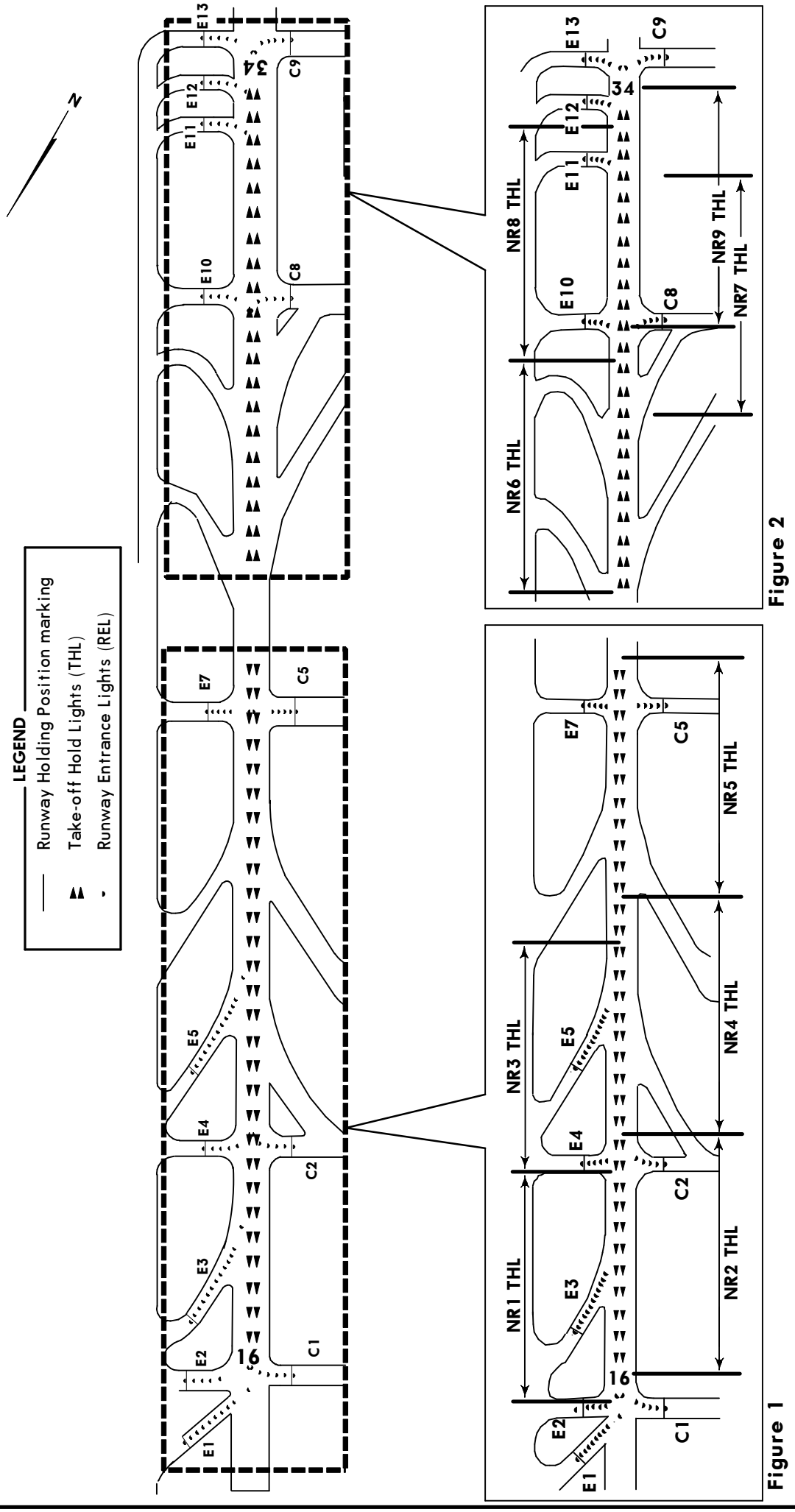


Figure 2

Figure 1

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

CHANGES: Shape of twy.

VISUAL DOCKING GUIDANCE SYSTEM

1. GENERAL

(1) Aircraft parking stands NR1, NR2 thru NR5, NR6, NR7 thru NR10, 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 analyzes 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 centerline

c) distance to the stopping position.

The above information is provided equally to the pilots in both the left and right seat.

2. AIRCRAFT TYPE INDICATION

(1) An operator on the ground shall input the aircraft type into the system before the aircraft approaches the parking stand. Upon accepting the input, the system carries out internal calibration, starts the laser scanner simultaneously, and indicates the aircraft type according to the input. The system will then begin to indicate yellow lead-in arrows scrolling upwards prompting the aircraft to proceed. (Figure 1, Figure 2)

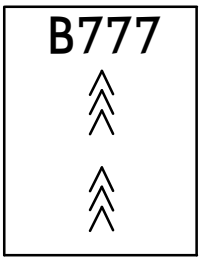


Figure 1

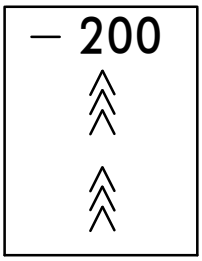


Figure 2

(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 (Figure 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.

Figure 3

VISUAL DOCKING GUIDANCE SYSTEM

3. TAXIING AND LATERAL CENTERLINE 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 (Figure 4).

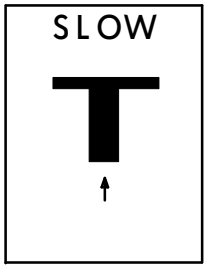


Figure 4

(2) Deviation of an upward yellow arrow from the centerline of "T" indicates the deviation of the approaching aircraft relative to the centerline of the parking stand either to right or left. Further, an additional flashing red arrow on either side indicates the required direction for the aircraft to turn (Figures 5 & 6) and indicate numerical value of remaining distance (Figures 7 & 8).

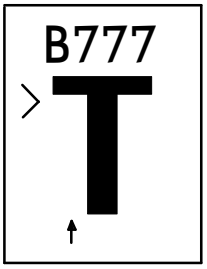


Figure 5

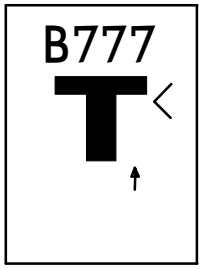


Figure 6

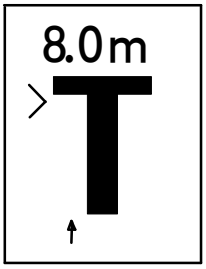


Figure 7

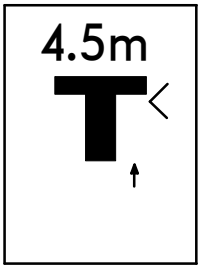


Figure 8

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 (Figures 9 & 10).
As the aircraft approaches the stopping position, the shaft of the illuminated "T" retract one row for every 0.3 meters.
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 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 (Figures 11 & 12).

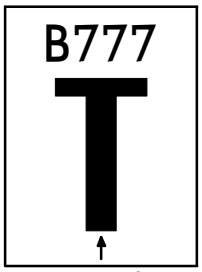


Figure 9

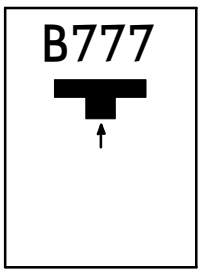


Figure 10

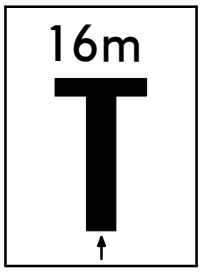


Figure 11

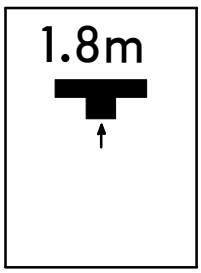


Figure 12

VISUAL DOCKING GUIDANCE SYSTEM

4. STOP GUIDANCE (CONTD)

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

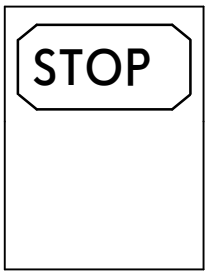


Figure 13

(3) When the aircraft is stopped at the correct stopping position, a message "OK" will be displayed on the screen in several seconds (Figure 14).

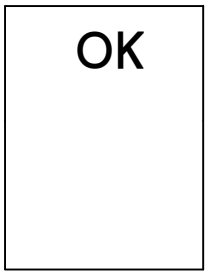


Figure 14

(4) When the operator applies chocks, and switches on "CHOCK ON" switch, the display screen will display "CHOCK ON" (Figure 15).

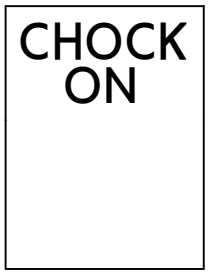


Figure 15

(5) If the aircraft stops at a position beyond the correct stopping position, a message "TOO FAR" will be displayed on the screen (Figure 16).

Figure 16

VISUAL DOCKING GUIDANCE SYSTEM

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 (Figures 3, 13 & 17).

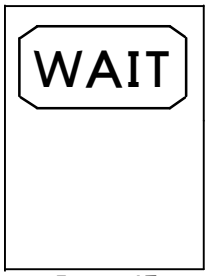


Figure 17

(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" (Figure 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.

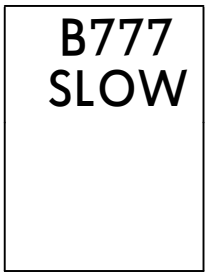


Figure 18

CHANGES: New chart.

OPERATION FOR DEPARTURE CLEARANCE BY DATA LINK (DCL)

Operation for Departure Clearance by data link (DCL) in departure clearance, Operation for Departure Clearance by data link (DCL) is conducted for ACARS equipped aircraft. VHF data link and Satellite data link are utilized for communications between airborne and ground systems.

1. Applicable airport

Tokyo Intl Airport, Narita Intl Airport, Chubu Centrair Intl Airport, Kansai Intl Airport, Osaka Intl Airport, Fukuoka Airport, Kagoshima Airport.

2. Applicable time

Tokyo INTL AP/RJTT: 24Hrs
Narita INTL AP/RJAA: 2045-1530Z
Chubu Centrair INTL AP: 24Hrs
Kansai INTL AP/RJBB: 24Hrs
Osaka INTL AP/RJOO: 2200-1200Z
Fukuoka AP/RJFF: 2130-1300Z
Kagoshima AP: 2200-1300Z

3. Definition of messages

Definition of messages for DCL is as follows:

(1) RCD: DCL Request
(2) CLD: DCL Clearance message
(3) CDA: DCL Clearance Echoback message
(4) FSM: Flight System Message

4. Procedures

This operation is based on EUROCAE document ED-85A ("Data-Link Application System Document (DLASD) for the Departure Clearance Data link Service") and ARINC specification 623-3. Aircraft shall obey these specifications and the following procedures.

(1) Aircraft except one departing from Osaka Intl airport and Kagoshima airport shall request DCL at 15 minutes prior to starting engine.
(2) When clearance is requested by DCL, clearance will be delivered by DCL.
(3) Aircraft capable of DCL may request clearance on voice. When clearance is requested on voice, clearance will be delivered on voice.
(4) Pilot shall monitor the frequency of the Clearance Delivery (CD), even after clearance is requested by DCL, until getting an FSM for CDA in order to respond to the voice communication immediately.
(5) CLD will be deferred when engine start cannot be approved due to congested situation. When aircraft is ready to start engine and CLD is not yet received, pilot should advise to ATC "Ready to start engine" on voice via CD frequency.
(6) In case that any prior coordination with CD regarding an assignment of a cruising altitude is necessary for aircraft to fly beyond the Fukuoka FIR, the coordination will be conducted on voice before CLD is issued. After completion of the coordination, and CLD is available, CD will advise to the pilot by using the phraseology below.

Sample of Message on voice;
"STAND BY FOR CLEARANCE BY DATALINK"
"STAND BY DCL"

(7) As a result of coordination above, when CLD cannot be transmitted and/or time restriction (VIFNO etc.) is necessary, the clearance will be delivered on voice according to the Item (8).
(8) When CD delivers clearance on voice to an aircraft capable of DCL, procedures will switch to voice from DCL by using the phraseology "Clearance on voice" with message transmission of "REVERT TO VOICE PROCEDURES" via data link.
(9) If requesting a different altitude from the flight planned altitude, pilot shall enter the capital letter "P" followed by a proposing altitude in three-digit number ("Pxxx") in the RMK field. (Sample of entry; P340)
(10) No text should be entered in the RMK field other than the proposing altitude as item (9).
(11) The call sign must be used by the ICAO cable address of three characters.
(12) Aircraft registration number shall be included in the item 18 of a flight plan.

5. The flow from the beginning to the completion of DCL

(1) Clearance request by DCL (downlink from aircraft)

Sample of message;
RCD
ABC123-RJTT-GATE 12-RJOO
ATIS D
-TYP/B787
-RMK/P240

CHANGES: Applicable airport and time revised.

OPERATION FOR DEPARTURE CLEARANCE BY DATA LINK (DCL) - contd.

(2) Confirmation of reception (uplink from ground)
Sample of message;
FSM hhmm yymmdd RJTT
ABC123 RCD RECEIVED
REQUEST BEING PROCESSED
STANDBY

(3) Clearance issue by DCL (uplink from ground)
Sample of message;
CLD hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJOO OFF 05 VIA
LAXAS3 DEPARTURE FPR*
MNTN F200 EXP F240
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F**
*When the flight planned route has been changed before a "RCD", whole route may be displayed instead of "FPR".
**ADT included in CLD shall be read as EDCT.
Note; ADT: Approved Departure Time
EDCT: Expected Departure Clearance Time

(4) Clearance read back by DCL (downlink from aircraft)
Sample of message;
CDA hhmm yymmdd RJTT PDC nnn
ABC123 CLRD TO RJOO OFF 05 VIA
LAXAS3 DEPARTURE FPR*
MNTN F200 EXP F240
SQUAWK nnnn ADT hhmm NEXT FREQ 121.700 ATIS F
*When the flight planned route has been changed before a "RCD", whole route may be displayed instead of "FPR"

(5) Confirmation of reception (uplink from ground)
Sample of message;
FSM hhmm yymmdd RJTT
ABC123 CDA RECEIVED
CLEARANCE CONFIRMED
Note; When CDA is not sent within 10 minutes after receiving CLD, departure clearance by DCL will be cancelled.
Sample of message;
CDA REJECTED
CLEARANCE CANCELLED
REVERT TO VOICE PROCEDURES

6. Suspension of the operation for DCL

The operation for DCL suspended, and that will be notified by NOTAM at applicable airport when Data Link communication circumstances get worse or system trouble occurs or by other reasons.

7. Distribution of information for DCL

Aircraft operators who want to receive information for DCL, contact the following address and request. The information for DCL will be delivered to the AFTN address which coordinated and designated.

8. For further questions

Air Navigation Services Department, Civil Aviation Bureau,
Ministry of Land, Infrastructure, Transport and Tourism.
2-1-3 Kasumigaseki, Chiyoda-ku Tokyo, Japan 100-8918

Air traffic Control Division (for the whole operation)
TEL: +81-3-5253-8749

Operation and Flight Inspection Division (For distribution of information for DCL)
TEL: +81-3-5253-8751

TEMPORARY CHANGE OF DA(H) MDA(H) FOR FUKUOKA AIRPORT

DA(H) and MDA(H) are temporarily changed due to existing of cranes near the Fukuoka Airport until 1500 UTC 1 JUL 2024.

ILS or LOC Rwy 16

Apt Elev 30′ Rwy 15′

1 STRAIGHT-IN LANDING RWY **16**

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

	ILS			LOC (GS out)	
DA(H)	A: **302′**(287′) C: **321′**(306′) B: **311′**(296′) D: **331′**(316′)			MDA(H) **550′**(535′)	
	FULL	TDZ &/or CL out	ALS out		ALS out
A	RVR 650m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B				RVR 1200m	
C	RVR 800m			RVR 2000m	
D				RVR 1600m	

1 CIRCLE-TO-LAND

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

Not Authorized East of Rwy

Max Kts	MDA(H)
90	830′ (800′) -1600m
120	
140	1020′ (990′) -2400m
165	1030′ (1000′) -3200m

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

ILS or LOC Rwy 34

Apt Elev 30′ Rwy 32′

1 STRAIGHT-IN LANDING RWY **34**

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

	ILS			LOC (GS out)	
DA(H)	A: **321′**(289′) C: **340′**(308′) B: **330′**(298′) D: **350′**(318′)			MDA(H) **680′**(650′)	
	FULL	TDZ &/or CL out	ALS out		ALS out
A	RVR 650m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B				RVR 1400m	
C	RVR 800m			RVR 2000m	
D				RVR 1800m	

1 CIRCLE-TO-LAND

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

Not Authorized East of Rwy

Max Kts	MDA(H)
90	830′ (800′) -1600m
120	
140	1020′ (990′) -2400m
165	1030′ (1000′) -3200m

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

RNP Rwy 16

Apt Elev 30′ Rwy 15′

1 STRAIGHT-IN LANDING RWY **16**

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

	LPV		LNAV/VNAV		**2** LNAV	
DA(H)	A:**362′**(347′) C:**382′**(367′) B:**372′**(357′) D:**392′**(377′)		DA(H) **570′**(555′)		MDA(H) **570′**(555′)	
		ALS out		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m		RVR 1200m	
C		RVR 1800m		RVR 2000m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m		RVR 1600m	

1 CIRCLE-TO-LAND

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

Not Authorized East of Rwy

Max Kts	MDA(H)
90	830′ (800′) -1600m
120	
140	1020′ (990′) -2400m
165	1030′ (1000′) -3200m

1 Minima with Missed Apch Climb Gradient of 2.5% are not established.
2 VDP not applicable.

RNP Rwy 34

Apt Elev 30′ Rwy 32′

1 STRAIGHT-IN LANDING RWY **34**

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

	LPV		LNAV/VNAV		LNAV	
DA(H)	A:**382′**(350′) C:**401′**(369′) B:**391′**(359′) D:**411′**(379′)		DA(H) **820′**(788′)		MDA(H) **820′**(790′)	
		ALS out		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B	RVR 1000m		RVR 1400m		RVR 1400m	
C		RVR 1800m		RVR 2000m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1800m		RVR 1800m	

1 CIRCLE-TO-LAND

Missed approach requires a minimum climb gradient of 5.0% (304′/NM)

Not Authorized East of Rwy

Max Kts	MDA(H)
90	830′ (800′) -1600m
120	
140	1020′ (990′) -2400m
165	1030′ (1000′) -3200m

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

CHANGES: Validity period.

RJFF/FUK
FUKUOKA

JEPPESEN
27 OCT 23 (11-1)

FUKUOKA, JAPAN
ILS or LOC Rwy 16

*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 Apch Crs	AINOS	ILS DA(H)	Apt Elev 30′
111.7	158°	2000′(1985′)	215′(200′)	Rwy 15′

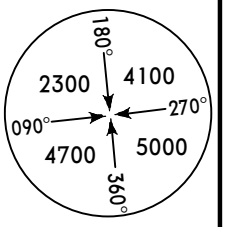
BRIEFING STRIP™

MISSED APCH: Climb on heading 158° to 1600′, turn RIGHT climb to 6000′ outbound via DGC VOR R-160 to YAMEK, turn RIGHT heading 353° to intercept and proceed inbound via IKE VOR R-128 to IKE VOR and hold. Cross YAMEK at or above 5000′. Cross IKE VOR R-128/D37.0 at 6000′. Contact Fukuoka APP.
Missed approach requires a climb gradient of minimum 5.0% (304′/NM).

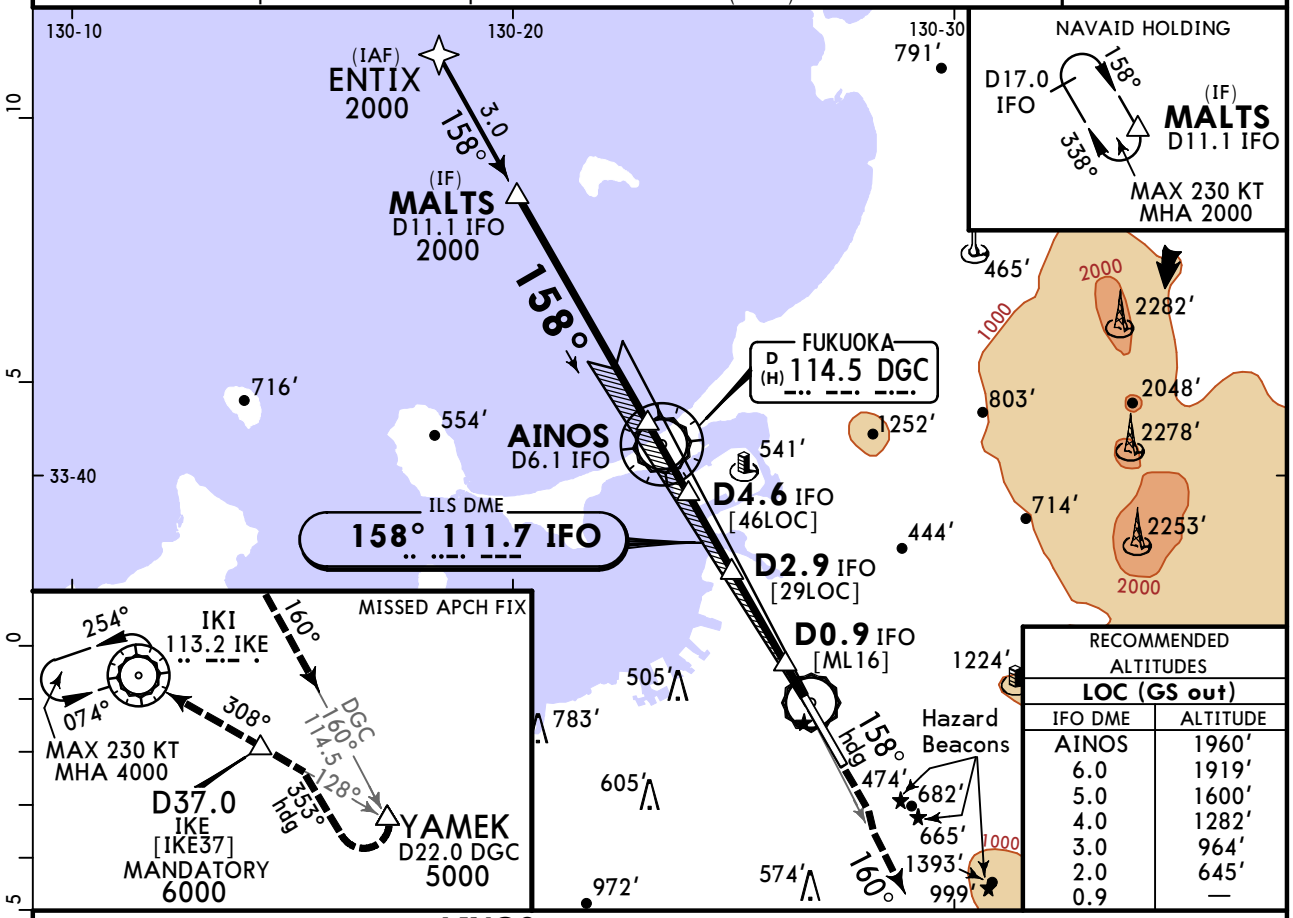
Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′

For initial approach segment, RNAV 1 and DME/DME/IRU or GNSS required.

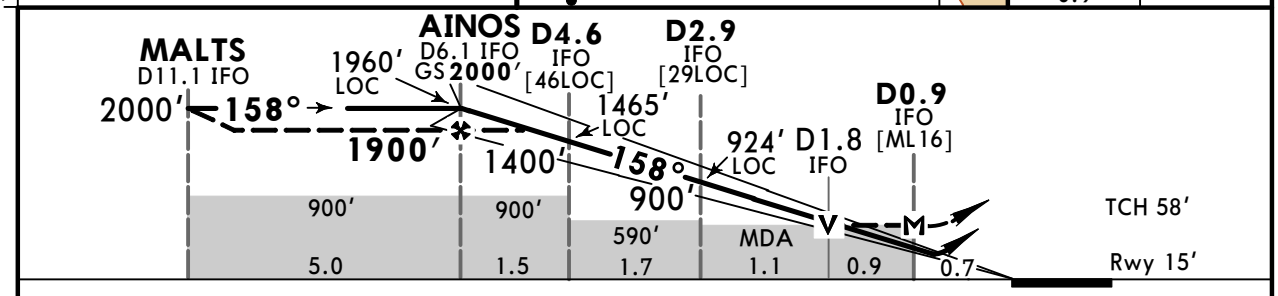
1. DME and VOR required. 2. Radar required. 3. Critical DME (DGC): ENTIX - MALTS.



MSA DGC VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
IFO DME	ALTITUDE
AINOS	1960′
6.0	1919′
5.0	1600′
4.0	1282′
3.0	964′
2.0	645′
0.9	—



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.9 IFO							

Timing not authorized for defining the MAP.

ALSF-I PAPI | 1600′ on | 158° hdg | 6000′ RT | DGC 114.5 R-160

State

1 STRAIGHT-IN LANDING

	ILS DA(H) 215′(200′)			LOC (GS out) MDA(H) 550′(535′)	
		TDZ &/or CL out	ALS out		ALS out
A	R550m	R750m	R1000m	R1000m	R1500m
B				R1200m	
C					R2000m
D				R1600m	

1 CIRCLE-TO-LAND
Circling to West side of Rwy only

Max Kts	MDA(H)
90	830′ (800′) V1600m
120	
140	1020′ (990′) V2400m
165	1030′(1000′) V3200m

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

NATL

CHANGES: MSA, new AOM concept.

RJFF/FUK
FUKUOKA

JEPPESEN
27 OCT 23 (11-2)

FUKUOKA, JAPAN
ILS or LOC Rwy 34

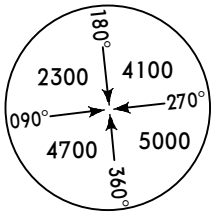
*D-ATIS	*FUKUOKA Approach (R)			FUKUOKA Tower		Ground
127.2	119.65	121.125	127.9	118.4	126.2	121.7

LOC IFF	Final Apch Crs	UGOLU	ILS DA(H)	Apt Elev 30′
108.9	338°	4000′(3968′)	232′(200′)	Rwy 32′

MISSED APCH: Climb direct to DGC VOR, turn LEFT to intercept and proceed inbound via IKE VOR R-106 to IKE VOR and hold at 4000′. Contact Fukuoka APP. Missed approach requires a minimum climb gradient of 5.0%(304′/NM).

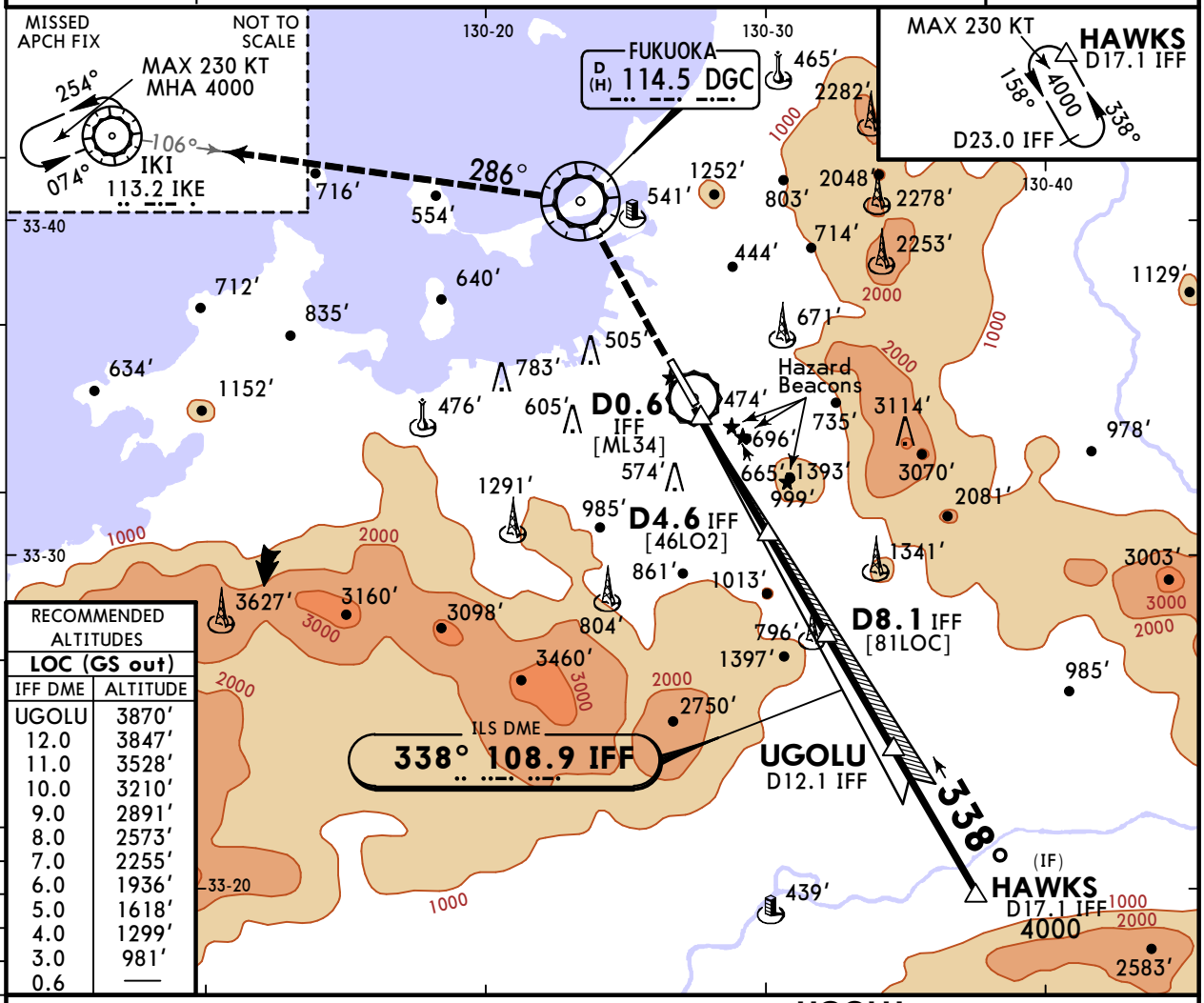
Alt Set: IN (hPa on req) | Trans level: FL140 | Trans alt: 14000′

DME and VOR required.

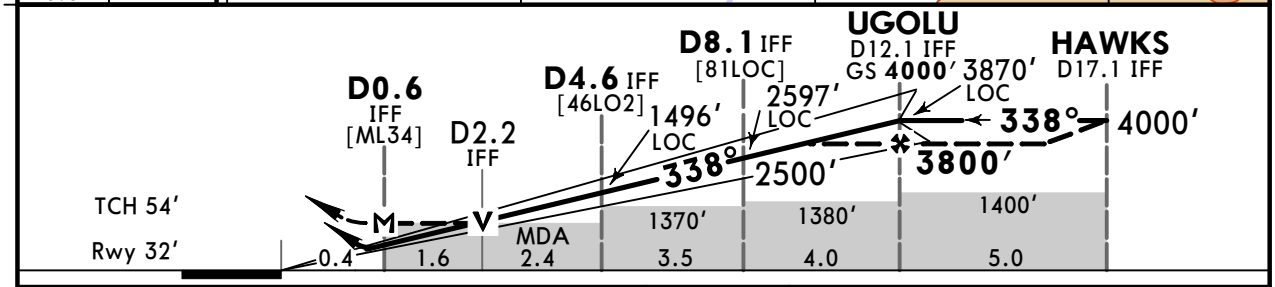


MSA DGC VOR

BRIEFING STRIP



RECOMMENDED ALTITUDES	
LOC (GS out)	
IFF DME	ALTITUDE
UGOLU	3870′
12.0	3847′
11.0	3528′
10.0	3210′
9.0	2891′
8.0	2573′
7.0	2255′
6.0	1936′
5.0	1618′
4.0	1299′
3.0	981′
0.6	—



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.6 IFF							

ALSF-I
PAPI

DGC 114.5

State

1 STRAIGHT-IN LANDING

	ILS DA(H) 232′(200′) TDZ &/or CL out	ILS DA(H) 232′(200′) ALS out	LOC (GS out) MDA(H) 680′(650′)	LOC (GS out) MDA(H) 680′(650′) ALS out
A	R550m	R750m	R1000m	R1200m	R1500m
B				R1400m	
C					R2000m
D				R1800m	

1 CIRCLE-TO-LAND

Circling to West side of Rwy only

Max Kts	MDA(H)
90	830′ (800′) V1600m
120	
140	1020′ (990′) V2400m
165	1030′ (1000′) V3200m

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

NATL

CHANGES: MSA new AOM concept.

RJFF/FUK
FUKUOKA

JEPPESEN
21 JUL 23 (12-1)

FUKUOKA, JAPAN
RNP 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

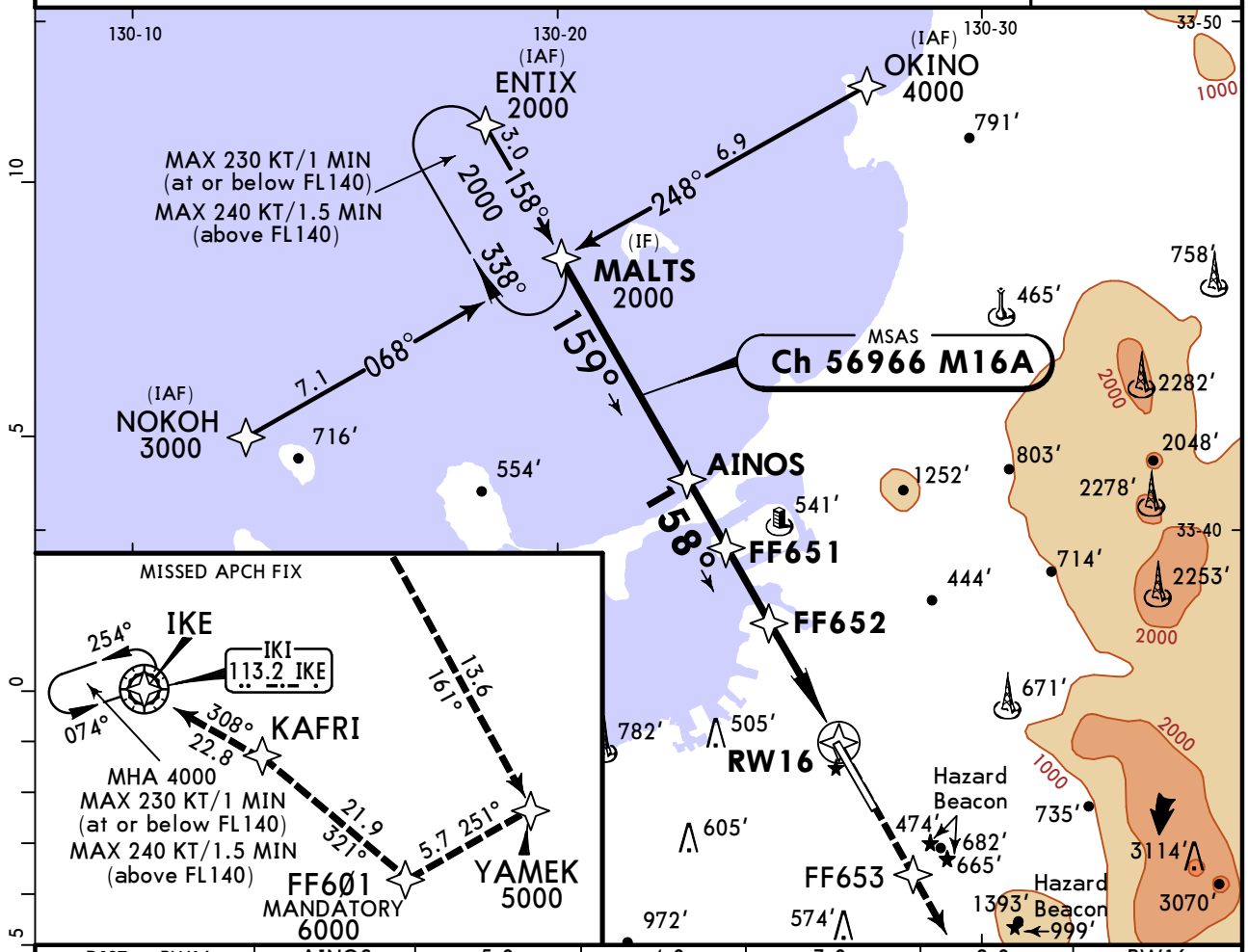
MSAS	Final Apch Crs	Refer to Profile	LPV DA(H) Refer to minimums	Apt Elev 30′ Rwy 15′
Ch 56966 M16A	158°			

MISSED APCH: Direct to FF653, to YAMEK at or above 5000′, to FF6Ø1 at 6000′, to KAFRI, to IKE and hold at 6000′. Contact Fukuoka APP.
Missed approach requires a minimum climb gradient of 5.0%(304′/NM).

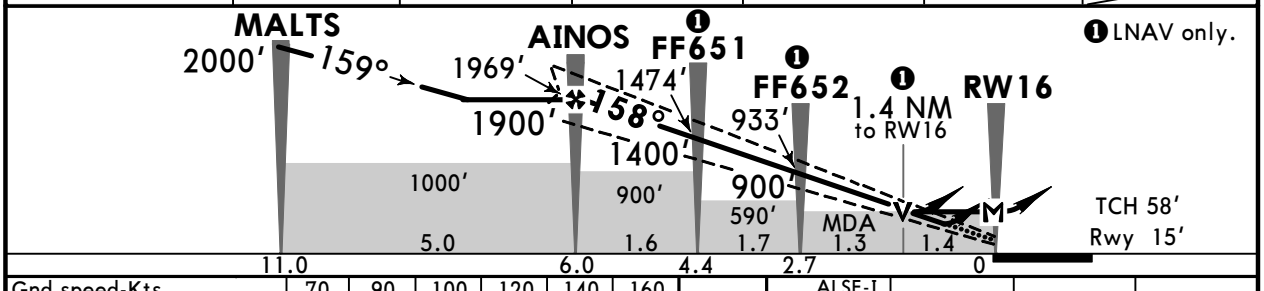
RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000′

Baro-VNAV not authorized below -5°C.

5000
MSA ARP



DIST to RW16	AINOS	5.0	4.0	3.0	2.0	RW16
ALTITUDE	1969′	1665′	1347′	1028′	710′	



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

ALSF-I
PAPI
FF653
YAMEK

1 STRAIGHT-IN LANDING RWY 16

	LPV		LNAV/VNAV		LNAV	
	DA(H)	ALS out	DA(H)	ALS out	MDA(H)	ALS out
A	A: 265′ (250′) C: 277′ (262′)	RVR 1500m	490′ (475′)	RVR 1500m	490′ (475′)	RVR 1500m
B	B: 267′ (252′) D: 287′ (272′)					
C	RVR 800m	RVR 1600m	RVR 1000m RVR 1200m	RVR 2000m	RVR 1000m RVR 1200m	RVR 2000m
D	RVR 1200m	RVR 1800m	RVR 1600m		RVR 1600m	

1 CIRCLE-TO-LAND
Not Authorized East of Rwy

Max Kts	MDA(H)
90 120	830′ (800′) -1600m
140	1020′ (990′) -2400m
165	1030′ (1000′) -3200m

1 Minima with Missed Apch Climb Gradient of 2.5% are not established.

NATL

CHANGES: None.

RJFF/FUK
FUKUOKA

JEPPESEN
21 JUL 23 (12-2)

FUKUOKA, JAPAN
RNP Rwy 34

*D-ATIS	*FUKUOKA Approach (R)			FUKUOKA Tower		Ground
127.2	119.65	121.125	127.9	118.4	126.2	121.7

BRIEFING STRIP™

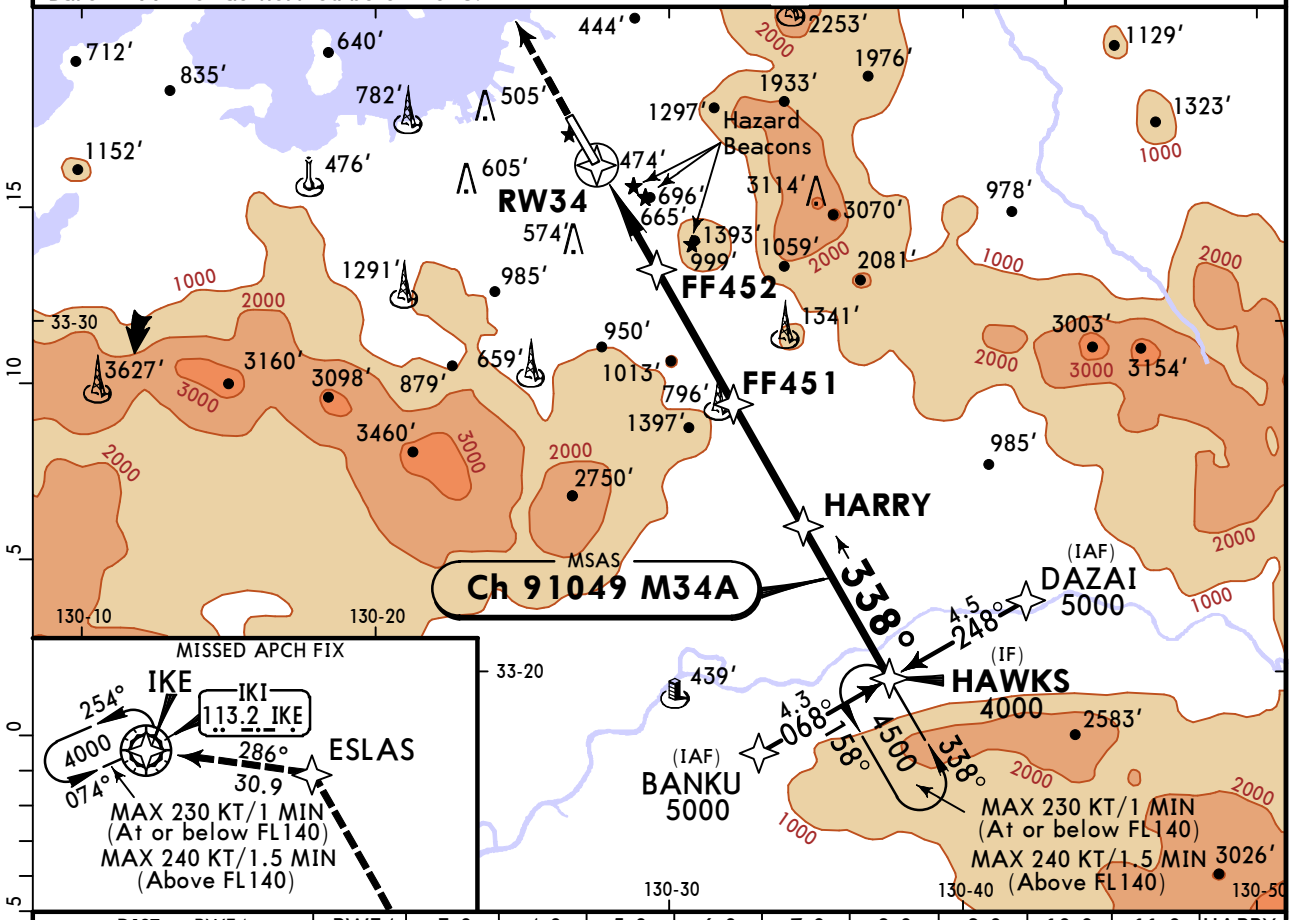
MSAS	Final Apch Crs	Refer to Profile	LPV DA(H) Refer to minimums	Apt Elev 30′ Rwy 32′
Ch 91049 M34A	338°			

MISSED APCH: Direct to ESLAS, to IKE and hold at 4000′. Contact Fukuoka APP.
Missed approach requires a minimum climb gradient of 5.0%(304′/NM).

RNP Apch	Alt Set: IN (hPa on req)	Trans level: FL140	Trans alt: 14000′

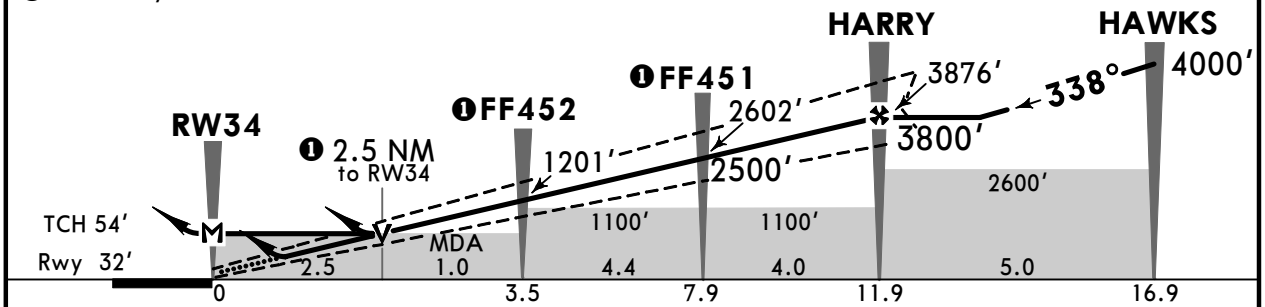
Baro-VNAV not authorized below -5°C.

5000
MSA ARP



DIST to RW34	RW34	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	HARRY
ALTITUDE		1042′	1360′	1679′	1997′	2315′	2634′	2952′	3271′	3589′	3876′

❶ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34							

ALSF-I
PAPI
ESLAS

❶ STRAIGHT-IN LANDING RWY 34

	LPV DA(H)		LNAV/VNAV DA(H)		LNAV MDA(H)	
		ALS out		ALS out		ALS out
A	A: 306′(274′) C: 326′(294′)	RVR 1500m	RVR 1200m	RVR 1500m	RVR 1200m	RVR 1500m
B	B: 316′(284′) D: 336′(304′)					
C		RVR 1600m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1800m		RVR 1800m	

❶ CIRCLE-TO-LAND
Not Authorized East of Rwy

Max Kts.	MDA(H)
90 / 120	830′ (800′) -1600m
140	1020′ (990′) -2400m
165	1030′ (1000′) -3200m

NATL

❶ Minima with Missed Apch Climb Gradient of 2.5% are not established.

CHANGES: HAWKS substitution name removed.

RJFF/FUK
FUKUOKA

JEPPESEN
27 OCT 23 (13-1)

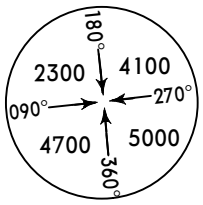
FUKUOKA, JAPAN
VOR Rwy 16

*D-ATIS	*FUKUOKA Approach (R)			FUKUOKA Tower		Ground
127.2	119.65	121.125	127.9	118.4	126.2	121.7

VOR DGC	Final Apch Crs	Refer to Profile	MDA(H)	Apt Elev 30′ Rwy 15′
114.5	158°		680′ (665′)	

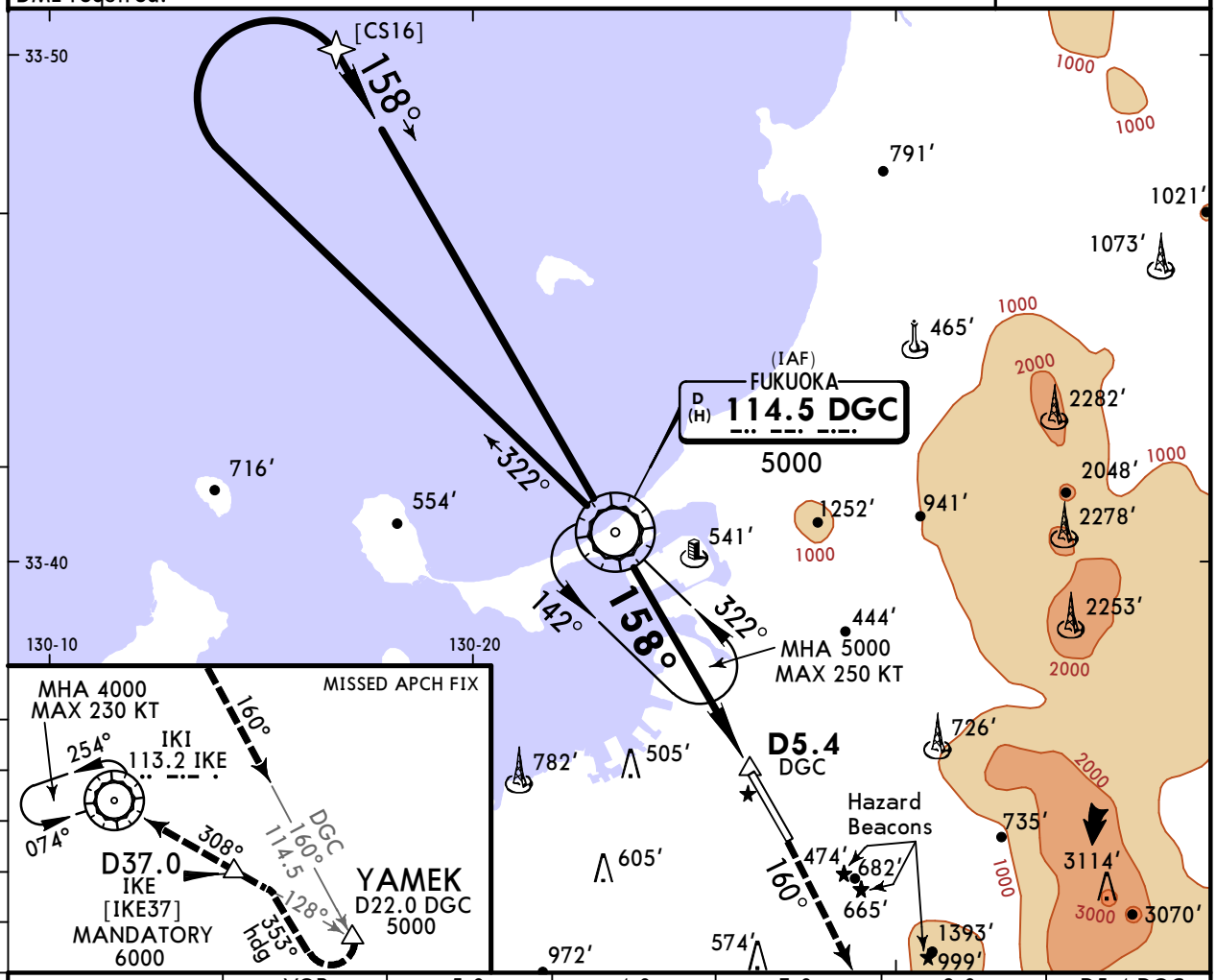
MISSED APCH: Climb to 6000′ outbound via DGC VOR R-160 to YAMEK, turn RIGHT heading 353° to intercept and proceed inbound via IKE VOR R-128 to IKE VOR and hold. Cross YAMEK at or above 5000′. Cross D37.0 IKE VOR R-128 at 6000′. Contact Fukuoka APP.
Missed approach requires a minimum climb gradient of 4.3%(262′/NM).

Alt Set: IN (hPa on req) Trans level: FL140 Trans alt: 14000′
DME required.

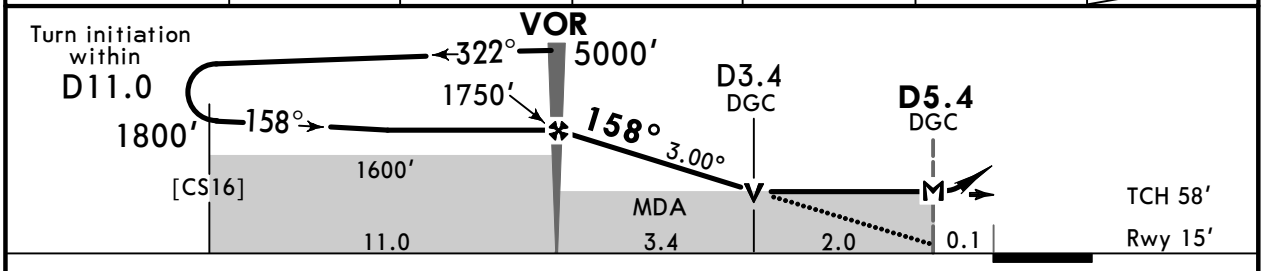


MSA DGC VOR

BRIEFING STRIP™



NM to RWY 16	VOR	5.0	4.0	3.0	2.0	D5.4 DGC
ALTITUDE	1750′	1656′	1338′	1019′	701′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.4 DGC							

Timing not authorized for defining the MAP.

HIALS
PAPI
6000′ via DGC 114.5 R-160
YAMEK

State — **1** STRAIGHT-IN LANDING

MDA(H) 680′ (665′)

		ALS out
A	R1200m	R1500m
B	R1400m	
C		R2000m
D	R1800m	

1 CIRCLE-TO-LAND

Circling to West side of Rwy only

Max Kts	MDA(H)	
90	830′ (800′)	V1600m
120		
140	1020′ (990′)	V2400m
165	1030′ (1000′)	V3200m

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

NATL

CHANGES: MSA.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

FUKUOKA, (FUKUOKA - RJFF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport RJFF