

Fukuoka Airport

IATA/ICAO CODE: FUK/RJFF
CITY: Fukuoka
COUNTRY: Japan

AIRPORT CONTACT

Information updated by the Japan Civil Aviation Bureau 5/2011

Name: Seiji Nukushina
Title: Noise Abatement Technology Office
Airport: Fukuoka Airport
Address: Civil Aviation Bureau
Ministry of Land, Infrastructure and Transport
2-1-3 Kasumigaseki, Chiyoda-ku
Tokyo 100-8918, Japan
Phone: +81 3 5253 8724
Fax: +81 3 5253 1658
Email: nukusina-s2jk@mlit.go.jp
Airport Web Site: www.mlit.go.jp/english/civil_aviation/airport.html

ELEVATION: 30ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16/34	2800	-	3	200

NOISE ABATEMENT PROCEDURES

For all jet aircraft, in order to reduce aircraft noise in the vicinity of the airport, the following procedures shall be applied unless compliance of the procedures adversely affects the safety of the aircraft operations. In case that the aircraft is unable to take this procedure, pilots should execute alternative procedures which are considered to be practically equivalent.

1. For take-off from Runway 16/34

Steepest Climb Procedure

2. For landing to Runway 34

- (1) Delayed flap approach procedure and reduced flap setting procedure.
- (2) Visual approach is primarily applied. ILS RWY34 approach is applied only when visual approach is not applicable.

3. Reverse Thrust

Between 1300UTC (2200JST) and 2200UTC (0700JST), pilots are requested to limit the use of reverse thrust to idle reverse after landing.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Departure or arrival should not be scheduled between 1300UTC (2200JST) and 2200 UTC (0700JST).

PREFERENTIAL RUNWAYS

Usually Runway16 will be assigned when tail wind velocity is 10 knots or less

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Permitted Place	Type of aircraft	Permitted time	Restriction etc.
East apron	All aircraft	2200(UTC)	Engine power is allowed lower than idle power, and within 5minutes.
Spot Nr.0~Nr.16		~ 1300(UTC)	
Spot Nr.17~Nr.28	All aircraft	2200(UTC) ~ 1200(UTC)	It is permitted only unavoidable situation. Engine power is allowed lower than idle power, and within 5minutes.
L apron	Small aircraft and Helicopter	2200(UTC) ~ 1200(UTC)	None
West apron	All aircraft	2200(UTC)	None
Engine run-up area		~ 1200(UTC)	
Nr.40 and Nr.50~Nr.59	All aircraft	2200(UTC) ~ 1200(UTC)	Engine power is allowed lower than idle power, and within 5minutes.
West side spot	Propeller aircraft	2300(UTC) ~ 1200(UTC)	It is permitted only unavoidable situation.
“P” apron NR.6	Small aircraft and Helicopter	Mon. ~ Fri. 2200(UTC) ~ 1200(UTC) Sat., Sun. and holidays 2300(UTC) ~ 1200(UTC)	
Small aircraft’s apron			

APU OPERATING RESTRICTIONS

During 1300(UTC) ~ 2200(UTC), no APU operation may be permitted in East apron (spot 1 ~ 29 and 89).

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Landing Charges of jet aircraft shall be the total of Basic Landing Charge and Noise Surcharge per each landing.

Updated by the JCAB 5/2011

Basic Landing Charge:

Up to 25 tonnes	JYP 950/tonne
26-100 tonnes	JYP 1380/tonne
101-200 tonnes	JYP 1650/tonne
Over 201 tonnes	JYP 1800/tonne

Noise Surcharge:

Basis: noise level

Note: Noise level means those of an aircraft determined at a takeoff noise measurement and an approach noise measurement point in accordance with Annex 16 to the Convention on International Civil Aviation. Noise levels of aircraft without those as determined by Annex 16 mean those corresponding to those of Annex 16, which are officially published by the Government authorities of the manufacturing country of said aircraft".

The noise surcharge is calculated as follows:

The amount calculated adding the values for flyover and approach, divided by 2, minus 83 (units less than 1 EPNdB are calculated as 1) and then multiplying this value by 3400 yen.

- 1. Add EPNdB values for flyover and approach
- 2. Divide by 2
- 3. Subtract 83
- 4. Round up to the next whole number (example,7.2 is rounded to 8)
- 5. Multiply by 3400

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-

Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM
2 permanent stations are installed.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS
Chapter 2 jet powered aircraft operations are not allowed in Japan as of April 1, 2002.

CHAPTER 2 PHASEOUT
All Chapter 2 jet powered aircraft have been phase out in Japan as of April 1, 2002.

CHAPTER 3 RESTRICTIONS - [NONE](#)