

Kitakyushu Airport

IATA/ICAO CODE: KKJ/RJFR
 CITY: Kita Kyushu
 COUNTRY: Japan

AIRPORT CONTACT

Information confirmed as current by the JCAB 3/2011

Name: Kitakyushu Airport Office (Civil Aviation Bureau)
 Title:
 Airport: Kitakyushu Airport
 Address: 6 Kukokitamachi, Kokuraminami-ward,
 Kitakyushu-city, Fukuoka Pref. 800-0306
 Japan
 Phone: +81 93 473 1089
 Fax: +81 93 473 9417
 Email:
 Airport Web Site: <http://english.kitakyu-air.jp/index.html>

ELEVATION: 21 ft

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold (m)	Glide Slope(deg)	Width(m)
18/36	2500	-	-	60

NOISE ABATEMENT PROCEDURES

1. For take-off	i) SUOH Reversal One Departure Cross SWE at practically high altitude ii) ASARI One Departure (RWY 36) Commence right turn as soon as practical
2. For landing (RWY 18/36)	Execute Delayed Flap Approach Procedure and Reduced Flap Setting Procedure.
3. Approach Procedures	i) Circling approach and in case of canceling IFR <ul style="list-style-type: none"> a) Do not fly over the west side of Kitakyushu Airport Island and the land areas located northwest side of the airport b) In traffic pattern, shorten the final approach course as much as possible ii) VOR/DME RWY18 <ul style="list-style-type: none"> a) Even if the approach lights and/or the runway are in sight on final approach, do not fly over land areas northwest side of the airport

and Noise Preferential Routes	<p>iii) VOR/DME/LOC RWY18</p> <p>a) Perform gear down over the sea. b) Delayed Flap Approach Procedure Set final flap after passing 1500feet</p> <p>iv) VOR/DME/ILS RWY18</p> <p>a) In taking base turn, take notice of reducing the aircraft noise impact on residential areas located north side of the airport. b) Make gear down after passing 2500feet. c) Delayed Flap Approach Procedure Set final flap after passing 1500feet</p>
Reverse Thrust - Between 1300UTC(2200JST) and 2100UTC(0600JST), the use of reverse thrust is limited to idle except for safety reasons .	

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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

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 - [NONE](#)

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](#)