

Fukuoka Airport Service Regulations

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Fukuoka International Airport Co., Ltd. (hereinafter referred to as "FIAC") establishes the Fukuoka Airport Service Regulations in accordance with the provisions of Paragraph 1 of Article 12 of Airport Act (Act No. 80 of 1956) as applied mutatis mutandis pursuant to Paragraph 2, Article 8 of the Act on Operation of National Airports Utilizing Skills of the Private Sector (Act No.67 of 2013, hereinafter referred to as "Private Utilizing Airport Operation Act"), the Agreement on the Implementation of the Operation Right of Public Facilities, Etc. in the Qualified Project, Etc. for Fukuoka Airport Operation that was concluded between the Civil Aviation Bureau of the Ministry of Land, Infrastructure, Transport and Tourism and FIAC as of August 1, 2018 (hereinafter referred to as the "Implementation Agreement") and the Required Standards Document for the Qualified Project, Etc. for Operation of Fukuoka Airport II-2. The Required Standards concerning the Fukuoka Airport Service Regulations constituting the same (hereinafter referred to as the "Required Standards Document") as follows.

Chapter 1. Operation Hours and Other Services Provided by the Airport

Article 1. Operation Hours, Etc.

1. The operation hours of Fukuoka Airport (hereinafter referred to as the "Airport") shall be 24 hours (provided, however, that the schedule of regular flights shall be from 7:00 to 21:55 and takeoffs and landings shall be conducted from 7:00 to 22:00 in principle). FIAC may change the operation hours of the Airport when it is deemed necessary for the construction of facilities of the Airport or in case of an earthquake, disaster and other emergency situations or due to other reasons.
2. The business hours of the facilities for handling air passengers and freight and aircraft fueling facilities that are needed to secure the functions of the Airport (hereinafter referred to as the "Airport Function Facilities") and the business hours of parking lots shall be prescribed separately and published online or in other appropriate methods. Efforts shall be made to keep the information accurate and up-to-date.

Article 2. Outline of the Airport

1. Fukuoka

- (1) The number of runways (length x width): 1 (2,800 m x 60 m)
- (2) Single wheel load: 43 tons
- (3) Apron: 45 berths (20 for large aircraft, 1 for middle-sized aircraft, 21 for small aircraft and 3 for smaller aircraft)
- (4) The presence/absence, number and operation category of facilities for instrument landing systems (ILS)
 - i) 16 ILS (LOC, GS and T-DME): 1 set, CAT I precision approach lights
 - ii) 34 ILS (LOC, GS and T-DME): 1 set, CAT I precision approach lights

2. Nata

- (1) The number of runways (length x width): 2 (35 m x 30 m)
- (2) All-up weight: 14.6 tons
- (3) Apron: 19 spots (for middle-sized aircraft)
- (4) The presence/absence for instrument landing systems (ILS) : absence

Article 3. Information on the Services Provided by the Airport

Information on the services provided by the Airport listed below shall be prescribed separately and published online or in other appropriate methods. Efforts shall be made to keep the information accurate and up-to-date.

- (1) Information on general information offices, tourist information centers and other facilities for the services provided by the Airport
- (2) The trade name, address and contact information of FIAC and other information on the Airport
- (3) Information on the services provided by the Airport in case of an earthquake, disaster and other emergency situations other than the information listed in the preceding two items

Chapter 2. Matters to Be Followed by the Users of the Services Provided by the Airport and Others

Article 4. Restriction or Prohibition of Entry

FIAC may restrict or prohibit entry into the Airport in case it is deemed necessary for the prevention of congestion or other administrative reasons.

Article 5. Entry of Groups

When a group of 20 persons (or any larger number specified by FIAC in view of the usage status of the Airport) or more (excluding any aircraft crew, passengers and workers of the Airport) intends to enter the Airport, its representative shall notify FIAC of it.

Article 6. Advance Notice of Congestion

When an air carrier predicts considerable congestion with people welcoming/sending off passengers at the time of the takeoff/landing of an aircraft it uses, the air carrier shall notify FIAC of the prediction at least 24 hours before the scheduled takeoff/landing time of the airplane.

Article 7. Restricted Areas

Any person except those listed below shall not enter the runways and other takeoff/landing areas, taxiways, aprons, hangars and other restricted areas indicated by FIAC.

- (1) Those approved by FIAC to enter the areas
- (2) Aircraft crew and passengers who get on/off aircraft

Article 8. Use of Facilities by Aircraft

1. The persons who intend to use any facilities managed by FIAC for takeoff/landing, parking or hangarage of aircraft (hereinafter referred to as "Takeoff/Landing, Etc. Facilities") (hereinafter referred to as "Operators") shall submit in advance to FIAC a prescribed form stating the following information. The same shall apply to the modification thereof. Those who have made notification may use the facilities under the same conditions and situation.
 - (1) Name and address
 - (2) Model and registration number of the aircraft to be used
 - (3) Date of use
 - (4) Facilities to be used and the intended use
2. The Nata Heliport shall be used for rotorcraft unless approved by FIAC.
3. Regarding the use of Takeoff/Landing, Etc. Facilities by aircraft at the Nata Heliport, the Operators shall comply with the separately stipulated "Fukuoka Airport (Nata Area) Operation Regulations."
4. No takeoff/landing training flights shall be conducted at the Nata Heliport; provided, however, that this shall not apply if such flights are approved by FIAC.

5. FIAC may provide direction to or impose conditions on the Operators in relation to the use of Takeoff/Landing, Etc. Facilities when it is necessary for the management of the Airport.
6. FIAC may order any person who has violated the direction or conditions under the provisions of the preceding paragraph to suspend the use of the Airport or take other necessary measures within the limit necessary for the management of the Airport.

Article 9. Direction to Conduct Inspections

1. To prevent harm to passengers, aircraft crew and others and damage to aircraft in the Airport, FIAC or the national government may direct the Operators that use the Airport to conduct the inspections of the passengers and their baggage to be transported by them in the method designated by FIAC.
2. FIAC or the national government may order any person who has violated the direction under the provisions of the preceding paragraph to suspend the use of the Airport or take other necessary measures within the limit necessary for the management of the Airport.

Article 10. Borrowing of the Airport Site, Etc.

1. Any person who intends to borrow from FIAC the airport site and any buildings and structures incidental thereto (hereinafter referred to as the "Airport Site, Etc.") shall conclude a lease contract or loan for use contract regarding the Airport Site, Etc. with FIAC. When the contract is concluded, the prescribed application form, etc. mentioning the following items shall be submitted to FIAC in advance.
 - (1) Name and address
 - (2) The quantity of the Airport Site, Etc. to be borrowed, the intended use, etc.
2. The application form set forth in the preceding paragraph shall be accompanied by the location diagram of the Airport Site, Etc. to be borrowed, quadrature diagram, registration copy and the commitment form specified separately by FIAC.

Article 11. Installation, Etc. of Facilities

1. The persons who intend to install, acquire or borrow buildings and other facilities in the airport site shall submit the prescribed application form mentioning the following items to FIAC and obtain its approval.
 - (1) Name and address
 - (2) The facilities to be installed, acquired or borrowed and the intended use

- (3) Reason for installing, acquiring or borrowing the facilities
- (4) Duration of use
- (5) The outline of the businesses that have already been conducted, if any
2. The application form provided in the preceding paragraph shall be accompanied by an abstract of family register or commercial register and documents showing the outline of the design and construction work.
3. Conditions or a deadline may be set for the approval provided in Paragraph 1.

Article 12. Repair, Etc. of Facilities

1. When those who install, acquire or borrow facilities under the provisions of the preceding article (hereinafter referred to as "Facility Users") intend to repair, remodel, relocate or remove the facilities to be used (hereinafter referred to as "Utilization Facilities"), they shall submit an application form mentioning the following items to FIAC and obtain its approval; provided, however, that this shall not apply to minor repair, remodeling, relocation or removal approved by FIAC.
 - (1) Name and address
 - (2) The Utilization Facilities to be repaired, remodeled, relocated or removed
 - (3) Reason for the repair, remodeling, relocation or removal of the Utilization Facilities
2. The application form under the provisions of the preceding paragraph shall be accompanied by documents showing the outline of the design and construction work.
3. FIAC may provide Facility Users with necessary directions on the repair, remodeling, relocation or removal of the Utilization Facilities.

Article 13. Restriction of the Transfer, Etc. of Facilities

1. Facility Users shall not transfer, collateralize or sublease the Utilization Facilities or change the use thereof; provided, however, that when Facility Users intend to transfer, collateralize or sublease the Utilization Facilities or change the use thereof for special reasons, they shall submit the prescribed application form mentioning the following items to FIAC in advance and obtain its approval.
 - (1) Name and address
 - (2) The Utilization Facilities to be transferred, collateralized or subleased or whose use is to be changed
 - (3) Name and address of the other party
 - (4) Use after the change

- (5) Reason for the transfer, collateralization or sublease of the Utilization Facilities or change of the use thereof
2. Conditions or a deadline may be set for the approval under the provisions of the preceding paragraph.

Article 14. Duty of Restoration to the Original State

Facility Users shall restore the Utilization Facilities to the original state when the use of the Utilization Facilities has ended, the approval is rescinded or the contract is canceled; provided, however, this shall not apply if FIAC provides a direction otherwise.

Article 15. Usage Charges, Etc. (Fukuoka)

1. The Operators under the provisions of Article 8 shall pay the landing charges, parking charges and security charges (hereinafter referred to as "Usage Charges") in the Japanese currency to FIAC without delay as prescribed below; provided, however, that this shall not apply if FIAC provides a direction otherwise. Notwithstanding this article, the Operators who use Nata Heliport shall pay the Usage Charges as provided in Article 15-2.
 - (1) The landing charges shall be paid right after the landing.
 - (2) The parking charges shall be paid when the parking (the time between the first block in after landing and the last block out before takeoff; the same shall apply hereinafter) has ended; provided, however, that it shall be paid at the timing designated by FIAC if the parking continues for one month or more.
 - (3) The security charges shall be paid right after the takeoff.
2. The Usage Charges shall be the amount calculated as specified in I or III below for the aircraft exempt from consumption tax under the provisions of Article 7 of the Consumption Tax Act (Act No. 108 of 1988) or the sum of the amount calculated as specified in I or III below with the consumption tax and the local consumption tax for the other aircraft.

I. Landing charges

1) Jet planes

The charges shall be the sum of a), b) and c) below for each landing of a jet plane. For a), with aircraft categorized into different classes based on their weight (the maximum takeoff weight is applied; weight less than 1 ton is deemed as 1 ton; the same shall apply thereafter), the charges shall be

the sum of the charges for each landing calculated with the applicable charge rate to the class. For b), the amount shall be obtained with calculation according to the relevant formula for the noise level of the aircraft (noise level less than 1 EPNdB is deemed as 1 EPNdB; the same shall apply thereafter). c) shall be applied only to the aircraft engaged in domestic flights.

a) Charges in proportion to the aircraft weight

i) Jet planes engaged in domestic flights

Aircraft weight (tons)	Charge per ton (JPY)
Portion of 25 or less	750
Portion of 26 to 100	1,150
Portion of 101 to 200	1,490
Portion of 201 or more	1,160

ii) Jet planes engaged in international flights

Aircraft weight (tons)	Charge per ton (JPY)
Portion of 25 or less	800
Portion of 26 to 100	1,200
Portion of 101 to 200	1,650
Portion of 201 or more	1,800

b) Charges in proportion to the noise level

Charges according to the aircraft noise (JPY)

Noise level	Charges (JPY)
83 EPNdB or less	0
84 to 90 EPNdB	$5,000 \times (\text{noise level} - 83)$ EPNdB
91 EPNdB or more	$5,000 \times 7 + 9,000 \times (\text{noise level} - 90)$ EPNdB

The noise level shall be obtained as the arithmetic average of the noise levels of the aircraft determined at a takeoff measurement point and an approach measurement point as set forth in Annex 16 to the Convention on International Civil Aviation (or if the noise levels determined as mentioned above are not available for the aircraft, similar noise levels of the aircraft published by the government agencies in the countries where they were manufactured).

c) Charges in proportion to the number of passengers

120 yen per arriving fare-paying passenger carried (excluding passengers for whom the landing charges are exempted)

If the monthly number of passengers for a route exceeds the number of seats obtained by multiplying the monthly number of available seats for the route (defined as the number obtained by subtracting the total number of non-fare-paying passengers from the total number of available seats and excluding the number of seats exempt from the landing charges) by seven-tenths (the number of less than 1 seat is counted as 0), the charges in proportion to the number of passengers shall be equivalent to the charges for the number of passengers obtained by subtracting the exceeding number of passengers. If the monthly number of passengers for a route is below three-tenths of the monthly number of available seats for the route, the number of passengers shall be three-tenths of the monthly number of available seats for the route and the amount shall be charged according to the number.

2) Aircraft other than jet planes

The amount calculated for each landing of aircraft according to the following classifications:

a) Aircraft weighing 6 tons or less

1,000 yen per landing

b) Aircraft weighing 7 tons or more

With aircraft categorized into different classes based on their weight, the charges shall be the sum of the charges calculated with the applicable charge rate to the class.

Aircraft weight (tons)	Charges (JPY)
Portion of 6 or less	700
Portion of 7 or more	590 per ton

II. Parking charges

Charges on each parking of an aircraft are calculated in accordance with the

parking time as mentioned below.

a) For the parking time of less than 24 hours

Parking time	Charges per ton of the weight of the aircraft (JPY)
Less than 2 hours	0
2 hours or more and less than 3 hours	40
3 hours or more and less than 24 hours	80

b) For the parking time of 24 hours or more

- 80 yen per ton per day (24 hours)

Parking charges for the next day shall be added when one day (24 hours) has passed.

III. Security charges

1) Aircraft to carry passengers according to the demand of others (jet planes only)

115 yen per departing fare-paying passenger carried

2) Aircraft to carry freight according to the demand of others (jet planes only)

287 yen per ton of the paid freight (excluding baggage of passengers, excess baggage and mails) carried from the airport of origin

However, charges shall not be collected if the weight is less than 1 ton.

3. The Operators that use the facilities for handling air passengers or freight owned by FIAC shall pay the charges specified separately by FIAC to FIAC.
4. In the case under the provisions of Paragraph 2, if a measurement unit in the yard-pound system is used for the weight, the weight shall be converted into tons at a rate of 0.45359243 tons per 1,000 pounds.
5. Operators must deposit Security Money with FIAC in accordance with the provisions of the Airport Fees Security Money Regulations established by FIAC.
6. FIAC may order any person who has violated the provisions of paragraph 1, paragraph 3, or the preceding paragraph to suspend the use of the Takeoff/Landing, Etc. Facilities or the facilities under the provisions of Paragraph 3 or take other necessary measures within the limit necessary for the management of the Airport.
7. When FIAC prescribes the fee for the use of facilities for handling passengers, the

passengers who use facilities for handling air passengers shall pay the fee for the use of the facilities for handling passengers to FIAC in the method and amount prescribed by FIAC.

Article 15-2. Usage Charges, Etc. (Nata)

1. The Operators under the provisions of Article 8 that use Nata Heliport shall pay the Usage Charges in the Japanese currency to FIAC without delay as prescribed below; provided, however, that this shall not apply if FIAC provides a direction otherwise.
 - (1) The landing charges shall be paid right after the landing.
 - (2) The parking charges shall be paid when the parking has ended; provided, however, that it shall be paid at the timing designated by FIAC if the parking continues for one month or more.
2. For the aircraft exempt from consumption tax in accordance with the provisions of Article 7 of the Consumption Tax Act (Act No. 108 of 1988), the Usage Charges shall be the amount calculated as specified in I or III below. For the other aircraft, the Usage Charges shall be the sum of the amount calculated as specified in I or III below with the consumption tax and the local consumption tax.

I. Landing charges

The amount calculated for each landing of aircraft according to the following classifications:

- a) Aircraft weighing 6 tons or less

1,000 yen per landing

- b) Aircraft weighing 7 tons or more

With aircraft categorized into different classes based on their weight, the charges shall be the sum of the charges calculated with the applicable charge rate to the class.

Aircraft weight (tons)	Charges (JPY)
Portion of 6 or less	700
Portion of 7 or more	590 per ton

II. Parking charges

With aircraft categorized into different classes based on their weight, the charges shall be the sum of the charges for every 24 hours of parking calculated with the applicable charge rate to the class (no charge on parking

for less than 3 hours).

a) Aircraft weighing 23 tons or less

Aircraft weight (tons)	Charges (JPY)
Portion of 3 or less	810
Portion of 4 to 6	810
Portion of 7 to 23	30 per ton

b) Aircraft weighing 24 tons or more

Aircraft weight (tons)	Charge per ton (JPY)
Portion of 25 or less	90
Portion of 26 to 100	80
Portion of 101 or more	70

3. In the case under the provisions of Paragraph 2, if a measurement unit in the yard-pound system is used for the weight, the weight shall be converted into tons at a rate of 0.45359243 tons per 1,000 pounds.
4. FIAC may order any person who has violated the provisions of Paragraph 1 to suspend the use of the Takeoff/Landing, Etc. Facilities or take other necessary measures within the limit necessary for the management of the Airport.

Article 16. Exemption from Usage Charges, Etc. (Fukuoka)

1. Notwithstanding the provisions of Paragraphs 1 and 3 of Article 15, FIAC may exempt users from the whole or part of the Usage Charges, Etc. that fall under any of the following items:
 - (1) Aircraft used for diplomatic or official services
 - (2) Aircraft that have returned without landing at other airports due to unavoidable circumstances
 - (3) Emergency landing due to unavoidable circumstances
 - (4) Aircraft that are ordered to land by an administrative authority
 - (5) Aircraft specially allowed by FIAC
 - (6) Landing for a test flight
2. Notwithstanding the provisions of I of Paragraph 2 of Article 15, landing charges for the aircraft that meet the conditions set forth in the following items shall be the amount obtained by multiplying the amount calculated as provided in I of Paragraph 2 of Article 15 by the ratio mentioned in the following items.
 - (1) For the aircraft engaged in domestic flights that took off from a remote island before landing at Fukuoka Airport, the ratio shall be two-thirds for jet planes or

one-fourth for the other aircraft (or one-eighth for the aircraft whose weight is 6 tons or less) until March 31, 2024.

- (2) For the aircraft engaged in domestic flights that took off from Okinawa Island before landing at Fukuoka Airport, the ratio shall be five-sixths for jet planes or one-half for the other aircraft (or one-fourth for the aircraft whose weight is 6 tons or less) until March 31, 2024.
3. Notwithstanding the provisions of Paragraph 2 of Article 15 and the preceding paragraph, landing charges, parking charges and security charges (however, for security charges, the reduction set forth in this paragraph shall be applicable to only those provided in 1) of III of Paragraph 2 of Article 15 but the security charges provided in 2) of Item III of Paragraph 2 of Article 15 shall not be reduced even if the conditions specified in the items below are met) for the aircraft that carry fare-paying passengers or paid freight according to the demand of others and meet the conditions set forth in the following items shall be the amount obtained by multiplying the amount calculated as provided in Paragraph 2 of Article 15 by the ratio mentioned in the following items.
 - (1) For the aircraft engaged in international flights, the ratio shall be eighty-hundredths until March 31, 2024.
 - (2) For the landing charges on the aircraft engaged in domestic flights that took off from a remote island before landing at Fukuoka Airport and the parking and security charges on the aircraft engaged in domestic flights that took off from Fukuoka Airport toward a remote island, the ratio shall be zero-hundredths until March 31, 2024.
 - (3) For the landing charges on the aircraft engaged in domestic flights that took off from Okinawa Island before landing at Fukuoka Airport and the parking and security charges on the aircraft engaged in domestic flights that took off from Fukuoka Airport toward Okinawa Island, the ratio shall be thirty-five hundredths until March 31, 2024.
 - (4) For the landing charges on the aircraft engaged in domestic flights that took off from an airport, etc. other than remote islands, Okinawa Island, the Tokyo International Airport, the Osaka International Airport, the New Chitose Airport and the Fukuoka International Airport before landing at Fukuoka International Airport and the parking and security charges on the aircraft engaged in domestic flights that took off from Fukuoka Airport toward any of those airports, etc., the ratio shall be fifty hundredths until March 31, 2024.

Article 16-2. Exemption from Usage Charges, Etc. (Nata)

Notwithstanding the provisions of Paragraph 1 of Article 15-2, FIAC may exempt users from the whole or part of the Usage Charges that fall under any of the following items:

- (1) Aircraft used for diplomatic or official services
 - (2) Aircraft that have returned without landing at other airports due to unavoidable circumstances
 - (3) Emergency landing due to unavoidable circumstances
 - (4) Aircraft that are ordered to land by an administrative authority
 - (5) Aircraft specially allowed by FIAC
 - (6) Landing for a test flight
2. For the aircraft that meet the conditions set forth in the following items, FIAC shall calculate the charges by multiplying the amount calculated as provided in 1 of Paragraph 2 of Article 15-2 by the ratio mentioned in the following items. For (2), (3), (4) and (5), when the weight is 50 tons or less, the charges shall be obtained by further multiplying the amount obtained above by nine-tenths until March 31, 2024.
- (1) For the aircraft engaged in domestic flights whose weight is 50 tons or less (only those which carry fare-paying passengers or paid freight according to the demand of others), the ratio shall be nine-tenths until March 31, 2024.
 - (2) For the aircraft engaged in domestic flights that took off from a remote island before landing at Nata Heliport, the ratio shall be one-fourth (or one-eighth for the aircraft whose weight is 6 tons or less) until March 31, 2024; provided, however, that the ratio shall be one-eighth (or one-sixteenth for the aircraft whose weight is 6 tons or less) for the aircraft which carry fare-paying passengers or paid freight according to the demand of others.
 - (3) For the aircraft engaged in domestic flights that took off from Okinawa Island before landing at Nata Heliport, the ratio shall be one-half (or one-fourth for the aircraft whose weight is 6 tons or less) until March 31, 2024; provided, however, that the ratio shall be one-eighth (or one-sixteenth for the aircraft whose weight is 6 tons or less) for the aircraft which carry fare-paying passengers or paid freight according to the demand of others.
 - (4) For the aircraft engaged in domestic flights on the routes involving an airport, etc. other than the Narita International Airport, the Tokyo International Airport, the Chubu Centrair International Airport, the Kansai International Airport, the Osaka International Airport, the New Chitose Airport and the Fukuoka International Airport (only those which carry fare-paying passengers or paid

freight according to the demand of others), the ratio shall be one-half until March 31, 2023.

- (5) For the aircraft engaged in domestic flights on the routes involving the Narita International Airport, the Chubu Centrair International Airport or the Kansai International Airport (only those which carry fare-paying passengers or paid freight according to the demand of others), the ratio shall be one-third until March 31, 2023.

Article 17. Late Payment Charge

In case Operators fail to pay the Usage Charges by the deadline, FIAC shall make a late payment charge calculated with 14.5% per annum on the amount of the delayed payment in accordance with the number of days from the following day of the payment deadline to the date when the payment is made.

Article 18. Processing of Fractions

Any fractions of less than 1 yen in the amount of the charges in Paragraph 2 of Article 15 and Paragraph 2 of Article 15-2 and the late payment charge in the preceding article shall be rounded down.

Article 19. Report on the Number of Passengers

Air carriers, etc. shall report the number of passengers, the amount of freight, etc. at the request of FIAC.

Article 20. Business Operation in the Airport Site

1. Those who intend to do business (including the cases of only fulfilling a contract) in the Airport shall notify FIAC thereof or gain approval from FIAC in accordance with the types specified separately by FIAC; provided, however, that this shall not apply if FIAC provides a direction otherwise.
2. Those who have gained approval as set forth in the preceding paragraph (hereinafter referred to as "Approved Business Operators") shall not transfer, lend or outsource the whole or part of the business to others; provided, however, that this shall not apply if FIAC has given approval.
3. Conditions or a deadline may be set for the approval set forth in the preceding two paragraphs.
4. FIAC may rescind the approval in case Approved Business Operators fail to comply with the law or follow the conditions or deadline as set in the preceding paragraph.

5. When Approved Business Operators intend to suspend or discontinue the business, they shall notify FIAC thereof.
6. Those who have made notification as provided in Paragraph 1 (hereinafter referred to as "Notifying Business Operators") shall notify FIAC when they transfer, lend or outsource the whole or part of the business to others.
7. Approved Business Operators and Notifying Business Operators (hereinafter referred to collectively as "Business Operators") shall submit documents concerning the business and other documents without delay when they are required by FIAC.

Article 21. Request for Report

FIAC may ask Facility Users or Business Operators to report the situation, etc. of the facilities or business when it is necessary for the management of the Airport.

Article 22. Suspension, Etc. of Use

1. FIAC may order Facility Users to suspend the use of the facilities, clear their belongings, conduct repair, remodeling, transfer or removal or take other necessary actions when it is necessary for the management of the Airport.
2. FIAC may order Business Operators to suspend business or take necessary actions for the business when it is particularly necessary for the management of the Airport.

Article 23. Temporary Use of Facilities

1. Those who intend to use airport facilities temporarily for speech meetings, collection of monetary donations, advertisement, promotion and other similar acts shall gain approval from FIAC.
2. Notwithstanding the provisions of the preceding paragraph, advertisement or promotion may be conducted if an agreement on the implementation of advertisement or promotion has already been concluded with FIAC or approval has been actually gained from FIAC.

Article 24. Use and Handling of Vehicles

The use and handling of vehicles in the airport site shall be governed by the following provisions.

- (1) Only those who have gained approval from FIAC may operate vehicles in the restricted areas.
- (2) Automatic vehicles except tractors equipped with fire prevention devices for exhaust gas shall not be operated in the hangars.

- (3) When automatic vehicles are parked in the Airport, they shall be parked in the parking areas designated by FIAC or the national government in accordance with the regulations established by FIAC or the national government.
- (4) Repair or cleaning of automatic vehicles shall not be conducted in places other than those designated by FIAC.
- (5) Fare-charging buses that stop in the Airport shall not have passengers get on or off in the places other than those designated by FIAC.
- (6) Those who use or handle vehicles in case of emergency and not according to the preceding five items shall make notify or report to FIAC thereon as soon as possible and follow the direction of FIAC.

Article 25. Prohibited Acts

No one shall not conduct any of the acts provided in the following items in the airport site.

- (1) To damage or defile labels, signs, lawn or other facilities in the Airport or parked vehicles
- (2) To abandon garbage or other objects in the places other than designated places
- (3) To bring or transport weapons, explosives or dangerous combustibles without approval from FIAC (excluding the cases where public persons, Facility Users or Business Operators do so for their business or operation)
- (4) To use naked flame without approval from FIAC
- (5) To use combustible or volatile liquid to clean aircraft, engines, propellers and other devices in places other than outdoors or fire-resistant worksites with fire-fighting equipment
- (6) To keep or store combustible liquid, gas or other similar objects in places other than the zones designated by FIAC (excluding the cases where FIAC has given approval or where such objects are put in vessels installed in aircraft for that purpose and stored on the aircraft)
- (7) To smoke in the places where FIAC bans smoking
- (8) To smoke in a place within 30 meters from any aircraft being fueled or defueled
- (9) To enter a place within 30 meters from any aircraft being fueled or defueled, under maintenance or on a test run (excluding those engaged in the work)
- (10) To apply dope paint in a place other than the rooms equipped with fireproof and ventilation facilities in buildings that meet the conditions specified by FIAC
- (11) To use volatile combustibles for cleaning floors in hangars and other buildings

- (12) To abandon oil-soaked rag or similar objects in places other than appropriate metal containers
- (13) To enter the terminal buildings and restricted areas with animals (excluding assistance dogs for physically disabled persons as provided in Paragraph 1 of Article 2 of the Act on Assistance Dogs for Physically Disabled Persons (Act No. 49 of 2002) and other dogs deemed to have similar abilities thereto)
- (14) To bring in edge tools, sticks, drones (meaning the drones under the provisions of Paragraph 3 of Article 2 of the Act for a Ban on Drone Flights over the Peripheral Areas of Important Facilities (Act No. 9 of 2016); the same shall apply thereafter) and other objects that may do harm to or confuse others when they are used in a different way without reasonable excuse
- (15) To fly drones without legal procedures or confirmation by FIAC
- (16) To conduct any act that disrupts order or cause a nuisance to others other than those in the preceding items

Article 26. Report on Accidents

Any person in the Airport who has become aware of any crime, fire and other serious accidents in the Airport shall notify FIAC, the police station or the fire station thereof as soon as possible.

Article 27. Fueling Operation, Etc.

Fueling or defueling of aircraft shall be operated as provided below.

- (1) No aircraft shall be fueled or defueled in the following cases.
 - (i) where the engine is in operation or heated
 - (ii) where the aircraft is in a hangar or other closed places
 - (iii) where the aircraft is within 15 meters outside of any hangars and other buildings
 - (iv) where passengers are in the aircraft, except in the cases where necessary measures are taken to prevent risks
- (2) Any wireless equipment or electric equipment of aircraft being fueled or defueled shall not be operated or any object that may cause static spark discharge shall not be used.
- (3) Fueling or defueling devices shall be constantly kept safe and reliable.

Article 28. Prohibition of the Operation of Wireless Equipment

Wireless equipment of aircraft in hangars shall not be operated.

Article 29. Restraint and Eviction

FIAC may restrain or evict the following persons.

- (1) Those who have made an entry in violation of the provisions of Article 4 or 5
- (2) Those who have entered restricted areas in violation of the provisions of Article 7
- (3) Those who have installed facilities, changed their original state or transferred them in violation of the provisions of Article 11, 12 or 13
- (4) Those who have conducted business activities in violation of the provisions of Article 20
- (5) Those who have used facilities in violation of the provisions of Article 23
- (6) Those who have used vehicles in violation of the provisions of Article 24
- (7) Those who conducted prohibited acts in violation of the provisions of Article 25
- (8) Those who have conducted fueling operation in violation of the provisions of Article 27
- (9) Those who have operated wireless equipment in violation of the provisions of Article 28

Article 30. Suspension, Etc. of Use

FIAC may suspend the usage of the Airport or place a restriction on the uses in case it judges that the management of the Airport may be affected under any of the following cases.

- (1) Acts of God, crimes, accidents and other force majeure events
- (2) Implementation of repair and other construction works
- (3) Unavoidable circumstances other than those listed in the preceding two items

Article 31. Necessary Matters for Implementation

In addition to those specified in these regulations, necessary procedures and other matters for the implementation of these regulations shall be specified separately by FIAC.

Article 32. Exemption from Liability

FIAC shall not be liable for compensation for any damage caused by the suspension of the usage of the Airport or restriction on the uses unless there are clear reasons attributable to FIAC.

Article 33. Compensation for Damage

Any person who has willfully or negligently damaged or defiled facilities or committed other acts to cause damage to FIAC or a third party in the Airport shall compensate for the damage.

Supplementary Provisions

These regulations shall come into effect on April 1, 2019.
These regulations shall come into effect on June 5, 2019.
These regulations shall come into effect on June 20, 2019.
These regulations shall come into effect on August 26, 2019.
These regulations shall come into effect on October 1, 2019.
These regulations shall come into effect on November 7, 2019.
These regulations shall come into effect on January 30, 2020.
These regulations shall come into effect on March 26, 2020.
These regulations shall come into effect on April 1, 2020.
These regulations shall come into effect on May 21, 2020.
These regulations shall come into effect on June 18, 2020.
These regulations shall come into effect on February 25, 2021.
These regulations shall come into effect on April 1, 2021.
These regulations shall come into effect on April 1, 2022.
These regulations shall come into effect on April 1, 2023.

Services Provided by Fukuoka Airport

Information on the services provided by the Airport is listed in the following items. For the specific description of each item, visit the relevant website if its address (URL) is mentioned.

- Business hours of airport function facilities, etc.

- (1) Facilities for handling air passengers

- Domestic Terminal Building: 5:30 to 22:30

- International Terminal Building: 5:00 to 21:40

- However, for either of the buildings, this shall not apply in case of delay in the final regular flight, etc.

- (2) Facilities for handling air freight

- Freight terminal area: 24 hours

- (3) Aircraft fueling facilities

- Facilities operated by Fukuoka Fueling Facilities Co., Ltd.: 24 hours

- (4) Business hours of parking lots

- 24 hours

- Facilities for the services provided by Fukuoka Airport

- (1) Information office - Fukuoka Airport Information Center:

- <https://www.fukuoka-airport.jp/service/m-information-office.html>

- (2) Tourist information center - Fukuoka Airport Tourist Information Center (International Terminal Building 1F)

- Tel.: 092-473-2518 Fax: 092-437-5105

- <https://www.fukuoka-airport.jp/service/information-office07.html>

- (3) CIQ

- Moji Customs, Fukuoka Airport Branch Customs:

- http://www.customs.go.jp/kyotsu/map/moji/fukuoka_ap.htm

- Fukuoka Regional Immigration Bureau, Fukuoka Airport Branch Office:

- <http://www.immi-moj.go.jp/soshiki/kikou/fukuoka.html>

- Fukuoka Airport International Terminal Building, 739 Oaza Aoki, Hakata-ku, Fukuoka City 812-0851

- Tel.: 092-477-0121 Fax: 092-477-7878

- Fukuoka Quarantine Station, Fukuoka Airport Quarantine branch office:

- <https://www.forth.go.jp/keneki/fukuoka/access-kuko.html>

- Animal Quarantine Service, Moji Branch, Fukuoka Airport Sub-branch:

<http://www.maff.go.jp/aqs/sosiki/address.html>

Fukuoka Airport International Terminal Building, 739 Oaza Aoki, Hakata-ku, Fukuoka City 812-0851

Tel.: 092-477-0080 Fax: 092-477-7580

Moji Plant Protection Station, Fukuoka Airport Branch:

<http://www.maff.go.jp/pps/j/map/moji/fukuoka-airport/index.html>

(4) Lounges (pay-in and free):

<https://www.fukuoka-airport.jp/service/?id=3439>

(5) Cell phone rental office:

<https://www.fukuoka-airport.jp/service/mobile-rental/>

(6) Baggage delivery and temporary baggage storage services:

<https://www.fukuoka-airport.jp/service/?id=3419>

(7) Coin-operated lockers: <https://www.fukuoka-airport.jp/service/m-coin-locker.html>

(8) Banks, currency exchanges, ATMs, cash dispensers, foreign currency exchange service machines:

<https://www.fukuoka-airport.jp/service/?id=2798>

(9) Rental lounges: <https://www.fukuoka-airport.jp/service/viproom-lounge/>

(10) Rental of wheelchairs, etc.: Available at Fukuoka Airport Information Desk
(<https://www.fukuoka-airport.jp/barrier-free/01.html>)
and counters of airlines

(11) Internet environment: <https://www.fukuoka-airport.jp/service/wifi01.html>

(12) Medical clinics: <https://www.fukuoka-airport.jp/service/clinic/>

(13) Nursing rooms:

<https://www.fukuoka-airport.jp/service/m-nursing-room.html>

(14) Car rental and hotel guidance desks:

<https://www.fukuoka-airport.jp/service/m-information-office.html#info-counter>

(15) Restaurants and shops: <https://www.fukuoka-airport.jp/shops/>

(16) Smoking area: <https://www.fukuoka-airport.jp/service/m-smoking.html>

(17) Observation deck: <https://www.fukuoka-airport.jp/service/observation-deck/>

(18) Overseas travelers' personal accident insurance:

<https://www.fukuoka-airport.jp/service/insurance/>

(19) SIM cards: <https://www.fukuoka-airport.jp/service/cimcard/>

(20) International travel agency counters:

<https://www.fukuoka-airport.jp/service/travel-agency-counter/>

(21) Automated external defibrillators (AED):

<https://www.fukuoka-airport.jp/service/m-aed.html>

(22) Relaxation: <https://www.fukuoka-airport.jp/service/relaxation/>

(23) Prayer room: <https://www.fukuoka-airport.jp/service/place-of-worship/>

○ Information on Fukuoka Airport

(1) Trade name, address and contact information of the operation right holder

Trade name: Fukuoka International Airport Co., Ltd.

Address: Fukuoka Airport Terminal Building Annex, 782-1 Shimousui, Hakata-ku,
Fukuoka-shi

Tel.: 092-623-0501 Fax: 092-623-0590

(2) Trade name, address and contact information of the operator of airport function facilities

Facilities for handling air passengers

Same as (1) above

Facilities for handling air freight

Same as (1) above

Aircraft fueling facilities

Trade name: Fukuoka Fueling Facilities Co., Ltd.

Address: Hillcrest 373, 1-7-8 Moto-Akasaka, Minato-ku, Tokyo 107-0051

Tel.: 03-3796-6611 Fax: 03-3796-6614

(3) Trade name, address and contact information of the administrator of parking lots in the airport

Same as (1) above

(4) Airlines in service: <https://www.fukuoka-airport.jp/flight/airline/?sortKey=kana>

(5) Routes and flight schedule:

(Domestic flights):

<https://www.fukuoka-airport.jp/flight/schedule/index.html?intdom=dom>

(International flights):

<https://www.fukuoka-airport.jp/flight/schedule/index.html?intdom=int>

(6) Types of fuel provided by the fueling facilities

Jet fuel: JET A-1

Aviation gasoline: AVGAS100LL

Fuel for vehicles: Regular gasoline, gas oil, kerosene

(7) Landing charges, etc.

See Article 15 or 18 or Fukuoka Airport Service Regulations

(8) Passenger service facility charges:

(Domestic flights): https://www.fukuoka-airport.jp/flight/flow_dom/index.html

(International flights): https://www.fukuoka-airport.jp/flight/flow_int/index.html

(9) Access to the airport: <https://www.fukuoka-airport.jp/access/>

(10) Parking lots in the airport: <https://www.fukuoka-airport.jp/access/car.html>

(11) Fukuoka Airport map: <https://www.fukuoka-airport.jp/map/>

(12) Accessibility information: <https://www.fukuoka-airport.jp/service/?id=3469>

(13) Mechanism to reflect opinions from users: <https://www.fukuoka-airport.co.jp/hanei.html>

○ Others

(1) Hot meal and other services to supply food and drinking water

Food supply: 5,200 meals of emergency food and 5,208 bottles of 500ml drinking water

(2) Supply or loan of clothes, bedclothes and other daily necessities

Loan of bedclothes: 2,600 blankets and 2,640 mats

Supply of daily necessities: 13,000 sheets of portable toilets

(3) Other services provided by the airport in case of earthquake, disasters and other emergency situations

Emergency refuge areas:

(Domestic terminal) The taxi pool in front of the CAB and the bus pool next to the multistory car park

(International terminal) The parking lot for the delivery of goods in front of Security Center north of the International Terminal
The parking lot for the delivery of goods in front of the Branch Customs building south of the International Terminal