

TEL : 82-53-668-0255
FAX : 82-53-668-0277
AFS : RKRRYNYX
EMAIL : aais@korea.kr
Web : http://ais.casa.go.kr

Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 12/22

17 NOV 2022

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Withdrawal of RKBE, RKDS and Information of location indicators(RKNS, RKBB, RKMC).
- b) Establishment of radio navigation aids(ICN, MKP, NMP, NPH, NSN, SCH) and Information of purpose for YJU VOR/DME.

1.2 Enroute

- a) Information of lateral limits for gwangju west sector.
- b) Information of VOR and TACAN unusable for anyang VORTAC.

1.3 Incheon INTL Airport

- a) Information of ACFT types applicable for engine on de-icing.

1.4 Gimpo INTL Airport

- a) Information of aerodrome operator, address, telephone and telefax number.
- b) Establishment of AD OBST information in area 3.
- c) Information of vertical limits(AGL → AMSL).
- d) Information of authority and address for flight operations division.
- e) Information of ICAO PANS-OPS(Volume I → III) and reference pages.

1.5 Jeju INTL Airport

- a) Information of procedures for start-up and push back.

1.6 Gimhae INTL Airport

- a) Establishment of dalseong VORTAC.

1.7 Daegu INTL Airport

- a) Information of homepage address, rescue equipment, bearing strength for north and south apron.
- b) Withdrawal of center line lighting.
- c) Amended phrase(Deagu → Daegu).

1.8 Gwangju Airport

- a) Information of operational hours for AIS briefing office.

1.9 Wonju Airport

- a) Information of type of clearing equipment.

1.10 Sacheon Airport

- a) Information of dimension of RWY(2744 → 2743), declared distances and Establishment of THR/TDZ elevation in meter.
- b) Information of MAG VAR(8° W 2015 → 8° W 2020).

1.11 Pohang Gyeongju Airport

- a) Withdrawal of speed restriction for GOVLI and RW280.

1.12 Uljin Airport

- a) Information of operation hours for AD operator and remarks.

1.13 Jeongseok Airport

- a) Information of VOR/DME unusable for JDG VOR/DME.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General) GEN 0.3-1(20 OCT 22) / 0.3-2(20 OCT 22) GEN 0.4-1(20 OCT 22) / 0.4-2(20 OCT 22) GEN 0.4-3(20 OCT 22) / 0.4-4(20 OCT 22) GEN 0.4-5(20 OCT 22) / 0.4-6(20 OCT 22) GEN 0.4-7(20 OCT 22) / 0.4-8(20 OCT 22) GEN 0.4-9(20 OCT 22) / 0.4-10(20 OCT 22) GEN 2.4-1(20 OCT 22) / 2.4-2(20 OCT 22) GEN 2.4-3(20 OCT 22) / 2.4-4(20 OCT 22) GEN 2.5-1(20 OCT 22) / 2.5-2(20 OCT 22)	VOL I, Part I - GEN (General) GEN 0.3-1 / 0.3-2 17 NOV 22 GEN 0.4-1 / 0.4-2 17 NOV 22 GEN 0.4-3 / 0.4-4 17 NOV 22 GEN 0.4-5 / 0.4-6 17 NOV 22 GEN 0.4-7 / 0.4-8 17 NOV 22 GEN 0.4-9 / 0.4-10 17 NOV 22 GEN 2.4-1 / 2.4-2 17 NOV 22 GEN 2.4-3 / 2.4-4 17 NOV 22 GEN 2.5-1 / 2.5-2 17 NOV 22
VOL I, Part II - ENR (Enroute) ENR 2.1-13(11 MAR 21) / 2.1-14(6 MAY 21) ENR 4.1-1(10 FEB 22) / 4.1-2(10 FEB 22)	VOL I, Part II - ENR (Enroute) ENR 2.1-13 / 2.1-14 17 NOV 22 ENR 4.1-1 / 4.1-2 17 NOV 22
VOL II, Part III - AD (Aerodrome) RKSI AD 2-22-2(20 OCT 22) / 2-22-3(20 OCT 22) RKSS AD 2-1(25 AUG 22) / 2-2(25 AUG 22) AD 2-4(1 JUL 21) / 2-4-1(1 JUL 21) AD 2-7(25 AUG 22) / 2-8(25 AUG 22) AD 2-13(7 APR 22) / 2-14(7 MAY 20) AD 2-23(25 AUG 22) / 2-24(25 AUG 22) RKPC AD 2-9(6 MAY 21) / 2-10(10 MAR 22) RKPK AD CHART 2-16(30 JUN 22) / 2-16-1(30 JUN 22)	VOL II, Part III - AD (Aerodrome) RKSI AD 2-22-2 / 2-22-3 17 NOV 22 RKSS AD 2-1 / 2-2 17 NOV 22 AD 2-4 / 2-4-1 17 NOV 22 AD 2-7 / 2-8 17 NOV 22 AD 2-13 / 2-14 17 NOV 22 AD 2-23 / 2-24 17 NOV 22 RKPC AD 2-9 / 2-10 17 NOV 22 AD 2-10-1 / 2-10-2 17 NOV 22 RKPK AD CHART 2-16 / 2-16-1 17 NOV 22

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL III, Part III - AD (Aerodrome) RKTN AD 2-1(5 MAY 22) / 2-2(5 MAY 22) AD 2-3(19 NOV 20) / 2-4(19 NOV 20) AD 2-5(14 FEB 19) / 2-6(14 FEB 19) AD 2-9(25 OCT 18) / 2-10(11 MAY 17) AD CHART 2-3(23 SEP 21) / 2-3-1(23 SEP 21) AD CHART 2-4(17 DEC 20) / BLANK RKJJ AD 2-1(7 APR 22) / 2-2(7 APR 22) RKNW AD 2-1(8 APR 21) / 2-2(8 APR 21) RKPS AD 2-5(23 SEP 21) / 2-6(23 SEP 21) AD CHART 2-1(23 SEP 21) / 2-2(23 SEP 21) AD CHART 2-13(19 JAN 17) / 2-14(19 JAN 17) RKTH AD CHART 2-17-2(2 JUN 22) / 2-17-3(5 MAY 22) RKTL AD 2-1(2 JUN 22) / 2-2(2 JUN 22) RKPD AD 2-7(16 DEC 21) / 2-8(16 DEC 21)	VOL III, Part III - AD (Aerodrome) RKTN AD 2-1 / 2-2 17 NOV 22 AD 2-3 / 2-4 17 NOV 22 AD 2-5 / 2-6 17 NOV 22 AD 2-9 / 2-10 17 NOV 22 AD CHART 2-3 / 2-3-1 17 NOV 22 AD CHART 2-4 / BLANK 17 NOV 22 RKJJ AD 2-1 / 2-2 17 NOV 22 RKNW AD 2-1 / 2-2 17 NOV 22 RKPS AD 2-5 / 2-6 17 NOV 22 AD CHART 2-1 / 2-2 17 NOV 22 AD CHART 2-13 / 2-14 17 NOV 22 RKTH AD CHART 2-17-2 / 2-17-3 17 NOV 22 RKTL AD 2-1 / 2-2 17 NOV 22 RKPD AD 2-7 / 2-8 17 NOV 22

END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
12/21	ENR - Temporary Prohibited Areas Established	ENR	-	
15/21	Incheon AP - Temporary Obstacle Erected	AD	30 JUN 21 / 31 DEC 23	
25/21	Ulsan AP - Temporary Obstacles Erected	AD	1 APR 21 / 31 JAN 23	
27/21	Gimpo AP - Temporary Obstacle Erected	AD	1 SEP 21 / 31 MAR 23	
33/21	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 22	
6/22	Gimpo AP - Operational Restrictions	AD	28 FEB 22 / 31 DEC 22	
9/22	Ulsan AP - Temporary Obstacles Erected	AD	1 SEP 22 / 31 MAR 23	
13/22	ENR - Temporary Restricted Areas Established	ENR	1 JAN 22 / 31 DEC 22	
15/22	Incheon AP - Temporary Obstacle Erected	AD	14 MAY 22 / 14 MAY 23	
16/22	Gimpo AP - Temporary Obstacles Erected	AD	4 MAY 22 / 31 AUG 23	
17/22	Gimpo AP - Temporary Obstacle Erected	AD	4 MAY 22 / 15 MAR 23	
18/22	Jeju AP - Operational Restrictions	AD	9 MAY 22 / 28 DEC 22	
19/22	ENR - Temporary Drone Special Areas Established	ENR	3 JUN 22 / 2 JUN 23	
20/22	Incheon AP - Temporary Obstacle Erected	AD	1 JUN 22 / 31 JAN 23	
21/22	Gimpo AP - Operational Restrictions	AD	13 JUL 22 / 29 DEC 22	
23/22	Gimhae AP - TWY W1 Closed due to Suspension of Operation	AD	29 JUN 22 / 29 JUN 23	
24/22	Incheon AP - Temporary Obstacles Erected	AD	27 JUL 22 / 30 NOV 22	
25/22	Incheon AP - Temporary Obstacles Erected	AD	27 JUL 22 / 20 MAR 23	
28/22	Ulsan AP - Temporary Obstacles Erected	AD	24 AUG 22 / 31 AUG 23	
29/22	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	21 SEP 22 / 30 OCT 24	
30/22	Ulsan AP - Temporary Obstacle Erected	AD	13 AUG 22 / 30 JUN 23	
31/22	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 27 JUN 23	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
7/15	ENR - Y722 Traffic Dispersion Operation	ENR	24 JUN 15 / PERM	
4/22	Incheon AP - ACFT Stands Closed due to Remote Boarding Facility Construction	AD	20 APR 22 / 19 APR 23	
11/22	Gimpo AP - Operational Restrictions	AD	31 MAY 22 / 29 DEC 22	
16/22	Muan AP - Unserviceability of ILS/DME	AD	7 SEP 22 / 28 DEC 22	
17/22	Incheon AP - RWY 15R/33L and TWYs Closed due to Construction	AD	30 NOV 22 / 28 DEC 22	
18/22	Incheon AP - RWY 15R/33L and TWYs Closed due to Construction	AD	28 DEC 22 / 25 JAN 23	
19/22	Gimpo AP - Operational Restrictions	AD	29 DEC 22 / 11 JUN 23	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date	Page	Date
GEN		GEN		GEN		GEN	
PART 1 - GENERAL(GEN)		GEN 1		GEN 2		GEN 3	
GEN 0		1.1 - 1	28 JUL 22	2.1 - 1	13 JAN 22	3.1 - 1	2 JUN 22
0.1 - 1	11 MAY 17	1.1 - 2	28 JUL 22	2.1 - 2	13 JAN 22	3.1 - 2	13 JAN 22
0.1 - 2	11 MAY 17	1.2 - 1	28 JUL 22	2.2 - 1	1 AUG 19	3.1 - 3	1 MAY 14
0.1 - 3	16 DEC 21	1.2 - 2	28 JUL 22	2.2 - 2	1 AUG 19	3.1 - 4	21 NOV 19
0.1 - 4	16 DEC 21	1.2 - 3	26 AUG 21	2.2 - 3	1 AUG 19	3.1 - 5	28 JUL 22
0.1 - 5	23 NOV 17	1.2 - 4	26 AUG 21	2.2 - 4	1 AUG 19	3.1 - 6	28 JUL 22
0.1 - 6	23 NOV 17	1.3 - 1	1 MAY 14	2.2 - 5	1 AUG 19	3.2 - 1	10 FEB 22
0.2 - 1	7 MAY 20	1.3 - 2	1 MAY 14	2.2 - 6	1 AUG 19	3.2 - 2	10 FEB 22
0.2 - 2	7 MAY 20	1.4 - 1	4 JUL 19	2.2 - 7	21 OCT 21	3.2 - 3	28 JUL 22
0.3 - 1	17 NOV 22	1.4 - 2	4 JUL 19	2.2 - 8	21 OCT 21	3.2 - 4	28 JUL 22
0.3 - 2	17 NOV 22	1.4 - 3	4 JUL 19	2.2 - 9	1 AUG 19	3.2 - 5	28 JUL 22
0.4 - 1	17 NOV 22	1.4 - 4	4 JUL 19	2.2 - 10	1 AUG 19	3.2 - 6	28 JUL 22
0.4 - 2	17 NOV 22	1.5 - 1	13 APR 17	2.2 - 11	1 MAY 14	3.2 - 7	18 JAN 18
0.4 - 3	17 NOV 22	1.5 - 2	13 APR 17	2.2 - 12	1 MAY 14	3.2 - 8	18 JAN 18
0.4 - 4	17 NOV 22	1.5 - 3	13 APR 17	2.2 - 13	21 OCT 21	3.3 - 1	13 JAN 22
0.4 - 5	17 NOV 22	1.5 - 4	13 APR 17	2.2 - 14	21 OCT 21	3.3 - 2	13 JAN 22
0.4 - 6	17 NOV 22	1.5 - 5	1 MAY 14	2.2 - 15	22 JAN 15	3.3 - 3	27 SEP 18
0.4 - 7	17 NOV 22	1.5 - 6	1 MAY 14	2.2 - 16	22 JAN 15	3.3 - 4	27 SEP 18
0.4 - 8	17 NOV 22	1.5 - 7	13 APR 17	2.2 - 17	16 FEB 17	3.3 - 5	27 SEP 18
0.4 - 9	17 NOV 22	1.5 - 8	13 APR 17	2.2 - 18	16 FEB 17	3.3 - 6	27 SEP 18
0.4 - 10	17 NOV 22	1.5 - 9	13 APR 17	2.3 - 1	1 MAY 14	3.4 - 1	28 JUL 22
0.5 - 1	11 MAY 17	1.5 - 10	13 APR 17	2.3 - 2	1 MAY 14	3.4 - 2	28 JUL 22
0.5 - 2	11 MAY 17	1.5 - 11	13 APR 17	2.3 - 3	13 JAN 22	3.4 - 3	2 JUN 22
0.6 - 1	31 AUG 17	1.5 - 12	13 APR 17	2.3 - 4	13 JAN 22	3.4 - 4	2 JUN 22
0.6 - 2	31 AUG 17	1.5 - 13	1 MAY 14	2.3 - 5	12 MAY 16	3.5 - 1	3 JUN 21
		1.5 - 14	1 MAY 14	2.3 - 6	12 MAY 16	3.5 - 2	3 JUN 21
		1.5 - 15	1 MAY 14	2.3 - 7	13 JAN 22	3.5 - 3	13 FEB 20
		1.5 - 16	1 MAY 14	2.3 - 8	13 JAN 22	3.5 - 4	13 FEB 20
		1.5 - 17	13 APR 17	2.3 - 9	1 MAY 14	3.5 - 5	19 DEC 19
		1.5 - 18	13 APR 17	2.3 - 10	1 MAY 14	3.5 - 6	19 DEC 19
		1.5 - 19	28 JUL 22	2.3 - 11	4 JUL 19	3.6 - 1	28 JUL 22
		1.5 - 20	28 JUL 22	2.3 - 12	1 MAY 14	3.6 - 2	28 JUL 22
		1.5 - 21	28 JUL 22	2.4 - 1	17 NOV 22	3.6 - 3	14 FEB 19
		1.5 - 22	28 JUL 22	2.4 - 2	17 NOV 22	3.6 - 4	14 FEB 19
		1.5 - 23	13 JAN 22	2.4 - 3	17 NOV 22		
		1.5 - 24	13 JAN 22	2.4 - 4	17 NOV 22		
		1.5 - 25	13 JAN 22	2.5 - 1	17 NOV 22		
		1.5 - 26	13 JAN 22	2.5 - 2	17 NOV 22		
		1.5 - 27	13 JAN 22	2.6 - 1	1 MAY 14		
		1.5 - 28	13 JAN 22	2.6 - 2	1 MAY 14	GEN 4	
		1.6 - 1	13 JAN 22	2.7 - 1	2 JUN 22	4.1 - 1	9 MAY 19
		1.6 - 2	13 JAN 22	2.7 - 2	16 DEC 21	4.1 - 2	2 JUN 22
		1.7 - 1	30 JUN 22	2.7 - 3	13 JAN 22	4.1 - 3	2 JUN 22
		1.7 - 2	30 JUN 22	2.7 - 4	2 JUN 22	4.1 - 4	13 JAN 22
		1.7 - 3	14 APR 16	2.7 - 5	16 DEC 21	4.1 - 5	11 APR 19
		1.7 - 4	14 APR 16	2.7 - 6	16 DEC 21	4.1 - 6	11 APR 19
		1.7 - 5	14 APR 16			4.1 - 7	2 JUN 22
		1.7 - 6	14 APR 16			4.1 - 8	13 JAN 22
		1.7 - 7	14 APR 16			4.1 - 9	2 JUN 22
		1.7 - 8	14 APR 16			4.1 - 10	13 JAN 22
		1.7 - 9	1 MAY 14			4.1 - 11	22 OCT 20
		1.7 - 10	1 MAY 14			4.1 - 12	22 OCT 20
						4.2 - 1	28 JUL 22
						4.2 - 2	28 JUL 22

Page	Date	Page	Date	Page	Date	Page	Date
ENR		ENR		ENR		ENR	
PART 2 - ENROUTE(ENR)							
ENR 0		1.7 - 1	28 JUL 22	2.2 - 3	9 MAY 19	ENR 5	
0.6 - 1	16 DEC 21	1.7 - 2	28 JUL 22	2.2 - 3-1	5 MAY 22	5.1 - 1	28 JUL 22
0.6 - 2	16 DEC 21	1.8 - 1	1 MAY 14	2.2 - 4	26 OCT 17	5.1 - 2	28 JUL 22
		1.8 - 2	1 MAY 14	2.2 - 4-1	26 OCT 17	5.1 - 3	18 FEB 16
ENR 1		1.9 - 1	6 JUN 19			5.1 - 4	25 OCT 18
1.1 - 1	14 JAN 21	1.9 - 2	6 JUN 19	ENR 3		5.1 - 5	28 JUL 22
1.1 - 2	1 MAY 14	1.9 - 3	1 AUG 19	3.1 - 1	16 DEC 21	5.1 - 6	28 JUL 22
1.2 - 1	27 SEP 18	1.9 - 4	1 AUG 19	3.1 - 2	16 DEC 21	5.1 - 7	29 AUG 19
1.2 - 2	27 SEP 18	1.9 - 5	1 AUG 19	3.1 - 3	28 JUL 22	5.1 - 8	1 JUL 21
1.2 - 3	13 APR 17	1.9 - 6	1 AUG 19	3.1 - 4	28 JUL 22	5.1 - 9	28 JUL 22
1.2 - 4	13 APR 17	1.9 - 7	13 JAN 22	3.1 - 5	10 FEB 22	5.1 - 10	28 JUL 22
1.2 - 5	13 JAN 22	1.9 - 8	13 JAN 22	3.1 - 6	10 FEB 22	5.1 - 11	17 APR 14
1.2 - 6	13 JAN 22	1.9 - 9	25 AUG 22	3.1 - 7	11 MAR 21	5.1 - 12	17 APR 14
1.2 - 7	27 SEP 18	1.9 - 10	25 AUG 22	3.1 - 8	11 MAR 21	5.1 - 13	13 APR 17
1.2 - 8	27 SEP 18	1.9 - 11	25 AUG 22	3.1 - 9	20 DEC 18	5.1 - 14	13 APR 17
1.2 - 9	12 MAY 16	1.9 - 12	25 AUG 22	3.1 - 10	20 DEC 18	5.1 - 15	1 MAY 14
1.2 - 10	12 MAY 16	1.9 - 13	17 DEC 20	3.1 - 11	25 AUG 22	5.1 - 16	1 MAY 14
1.2 - 11	12 MAY 16	1.9 - 14	6 JUN 19	3.1 - 12	25 AUG 22	5.2 - 1	9 JUL 15
1.2 - 12	12 MAY 16	1.9 - 15	13 JAN 22	3.1 - 13	10 FEB 22	5.2 - 2	9 JUL 15
1.2 - 13	13 APR 17	1.9 - 16	13 JAN 22	3.1 - 14	26 AUG 21	5.2 - 3	27 AUG 20
1.2 - 14	13 APR 17	1.9 - 17	6 JUN 19	3.2 - 1	16 DEC 21	5.2 - 4	27 AUG 20
1.2 - 15	27 SEP 18	1.9 - 18	6 JUN 19	3.2 - 2	16 DEC 21	5.2 - 5	27 SEP 18
1.2 - 16	27 SEP 18	1.10 - 1	28 JAN 21	3.2 - 3	22 SEP 22	5.2 - 6	27 SEP 18
1.2 - 17	28 JUL 22	1.10 - 2	1 AUG 19	3.2 - 4	22 SEP 22	5.2 - 7	11 JUN 15
1.2 - 18	28 JUL 22	1.11 - 1	22 SEP 22	3.2 - 5	16 DEC 21	5.2 - 8	11 JUN 15
1.2 - 19	13 APR 17	1.11 - 2	22 SEP 22	3.2 - 6	16 DEC 21	5.3 - 1	25 OCT 18
1.2 - 20	13 APR 17	1.12 - 1	1 MAY 14	3.2 - 7	16 DEC 21	5.3 - 2	10 MAY 18
1.2 - 21	1 AUG 19	1.12 - 2	1 MAY 14	3.2 - 8	16 DEC 21	5.3 - 3	7 MAY 20
1.2 - 22	27 SEP 18	1.12 - 3	1 MAY 14	3.2 - 9	16 DEC 21	5.3 - 4	7 MAY 20
1.2 - 23	27 SEP 18	1.12 - 4	1 MAY 14	3.2 - 10	16 DEC 21	5.4 - 1	24 DEC 15
1.2 - 24	22 SEP 22	1.13 - 1	1 MAY 14	3.2 - 11	16 DEC 21	5.4 - 2	24 DEC 15
1.2 - 25	22 SEP 22	1.13 - 2	1 MAY 14	3.2 - 12	16 DEC 21	5.4 - 3	24 DEC 15
1.2 - 26	6 JUN 19	1.14 - 1	1 MAY 14	3.2 - 13	16 DEC 21	5.4 - 4	24 DEC 15
1.2 - 27	6 JUN 19	1.14 - 2	1 MAY 14	3.2 - 14	16 DEC 21	5.4 - 5	24 DEC 15
1.2 - 28	31 AUG 17	1.14 - 3	1 MAY 14	3.2 - 15	16 DEC 21	5.4 - 6	24 DEC 15
1.2 - 29	31 AUG 17	1.14 - 4	1 MAY 14	3.2 - 16	16 DEC 21	5.4 - 7	24 DEC 15
1.3 - 1	26 OCT 17	1.14 - 5	1 MAY 14	3.2 - 17	16 DEC 21	5.4 - 8	24 DEC 15
1.3 - 2	1 MAY 14	1.14 - 6	1 MAY 14	3-2 - 18	16 DEC 21	5.4 - 9	24 DEC 15
1.4 - 1	30 JUL 20	ENR 2		3.2 - 19	16 DEC 21	5.4 - 10	24 DEC 15
1.4 - 2	30 JUL 20	2.1 - 1	1 JUL 21	3.2 - 20	16 DEC 21	5.4 - 11	24 DEC 15
1.4 - 3	4 JUN 20	2.1 - 2	13 JAN 22	3.3 - 1	16 DEC 21	5.4 - 12	24 DEC 15
1.4 - 4	2 JUN 22	2.1 - 3	22 OCT 20	3.3 - 2	16 DEC 21	5.4 - 13	24 DEC 15
1.4 - 5	25 AUG 22	2.1 - 4	22 OCT 20	3.4 - 1	16 DEC 21	5.4 - 14	24 DEC 15
1.4 - 6	25 AUG 22	2.1 - 5	9 JUL 15	3.4 - 2	16 DEC 21	5.4 - 15	24 DEC 15
1.4 - 7	28 JUL 22	2.1 - 6	26 SEP 19	ENR 4		5.4 - 16	24 DEC 15
1.4 - 8	28 JUL 22	2.1 - 7	22 OCT 20	4.1 - 1	17 NOV 22	5.4 - 17	24 DEC 15
1.4 - 9	25 AUG 22	2.1 - 8	22 OCT 20	4.1 - 2	17 NOV 22	5.4 - 18	24 DEC 15
1.4 - 10	25 AUG 22	2.1 - 9	24 SEP 20	4.1 - 3	5 MAY 22	5.4 - 19	19 JAN 17
1.4 - 11	25 AUG 22	2.1 - 10	24 SEP 20	4.1 - 4	5 MAY 22	5.4 - 20	19 JAN 17
1.4 - 12	25 AUG 22	2.1 - 11	13 JAN 22	4.2 - 1	1 MAY 14	5.4 - 21	24 DEC 15
1.5 - 1	2 JUN 22	2.1 - 12	13 JAN 22	4.2 - 2	1 MAY 14	5.4 - 22	24 DEC 15
1.5 - 2	8 JUN 17	2.1 - 13	17 NOV 22	4.3 - 1	1 MAY 14	5.4 - 23	24 DEC 15
1.5 - 3	8 JUN 17	2.1 - 14	17 NOV 22	4.3 - 2	1 MAY 14	5.4 - 24	24 DEC 15
1.5 - 4	8 JUN 17	2.1 - 14-1	1 JUL 21	4.4 - 1	10 FEB 22	5.4 - 25	24 DEC 15
1.6 - 1	9 APR 20	2.1 - 14-2	10 MAY 18	4.4 - 2	26 AUG 21	5.4 - 26	24 DEC 15
1.6 - 2	9 APR 20	2.1 - 15	6 MAY 21	4.4 - 3	10 FEB 22	5.4 - 27	24 DEC 15
1.6 - 3	9 APR 20	2.1 - 16	31 AUG 17	4.4 - 4	3 JUN 21	5.4 - 28	24 DEC 15
1.6 - 4	9 APR 20	2.2 - 1	27 SEP 18	4.5 - 1	1 MAY 14	5.4 - 29	19 JAN 17
		2.2 - 2	27 SEP 18	4.5 - 2	1 MAY 14	5.4 - 30	19 JAN 17
						5.4 - 31	11 MAY 17
						5.4 - 32	11 MAY 17

AIP AMDT 12/22

Page	Date	Page	Date	Page	Date	Page	Date
RKSS		RKSS		RKPC		RKPC	
2 - 1	17 NOV 22	CHART 2 - 16	2 JUN 22	2 - 1	10 FEB 22	CHART 2 - 1	10 MAR 22
2 - 2	17 NOV 22	CHART 2 - 16-1	2 JUN 22	2 - 2	10 FEB 22	CHART 2 - 2	10 FEB 22
2 - 3	11 MAR 21	CHART 2 - 17	2 JUN 22	2 - 3	29 JUL 21	CHART 2 - 3	10 MAR 22
2 - 3-1	11 MAR 21	CHART 2 - 17-1	23 SEP 21	2 - 4	29 JUL 21	CHART 2 - 4	7 APR 22
2 - 4	17 NOV 22	CHART 2 - 18	2 JUN 22	2 - 5	18 NOV 21	CHART 2 - 5	5 MAY 22
2 - 4-1	17 NOV 22	CHART 2 - 18-1	2 JUN 22	2 - 6	18 NOV 21	CHART 2 - 6	5 MAY 22
2 - 5	24 SEP 20	CHART 2 - 18-2	2 JUN 22	2 - 7	28 JUL 22	CHART 2 - 6-1	3 JUN 21
2 - 6	24 SEP 20	CHART 2 - 18-3	27 AUG 20	2 - 8	27 AUG 20	CHART 2 - 6-2	3 JUN 21
2 - 7	17 NOV 22	CHART 2 - 19	2 JUN 22	2 - 9	17 NOV 22	CHART 2 - 7	10 FEB 22
2 - 8	17 NOV 22	CHART 2 - 19-1	2 JUN 22	2 - 10	17 NOV 22	CHART 2 - 8	10 FEB 22
2 - 9	30 JUN 22	CHART 2 - 19-2	2 JUN 22	2 - 10-1	17 NOV 22	CHART 2 - 9	10 FEB 22
2 - 10	30 JUN 22	CHART 2 - 19-3	23 SEP 21	2 - 10-2	17 NOV 22	CHART 2 - 10	25 AUG 22
2 - 10-1	28 JUL 22	CHART 2 - 20	2 JUN 22	2 - 11	20 OCT 22	CHART 2 - 11	28 JUL 22
2 - 10-2	28 JUL 22	CHART 2 - 20-1	27 AUG 20	2 - 12	20 OCT 22	CHART 2 - 12	10 FEB 22
2 - 11	25 AUG 22	CHART 2 - 21	2 JUN 22	2 - 12-1	29 JUL 21	CHART 2 - 12-1	10 FEB 22
2 - 12	25 AUG 22	CHART 2 - 21-1	23 SEP 21	2 - 12-2	29 JUL 21	CHART 2 - 13	13 JAN 22
2 - 12-1	30 JUN 22	CHART 2 - 22	28 JUL 22	2 - 13	10 MAR 22	CHART 2 - 13-1	13 JAN 22
2 - 12-2	30 JUN 22	CHART 2 - 23	25 AUG 22	2 - 14	10 MAR 22	CHART 2 - 14	10 FEB 22
2 - 13	17 NOV 22	CHART 2 - 23-1	2 JUN 22	2 - 15	10 MAR 22	CHART 2 - 14-1	10 FEB 22
2 - 14	17 NOV 22	CHART 2 - 23-2	2 JUN 22	2 - 16	2 JUL 20	CHART 2 - 14-2	18 NOV 21
2 - 15	7 APR 22	CHART 2 - 23-3	23 SEP 21	2 - 17	10 MAR 22	CHART 2 - 14-3	27 SEP 18
2 - 15-1	7 APR 22	CHART 2 - 24	25 AUG 22	2 - 18	10 MAR 22	CHART 2 - 15	13 JAN 22
2 - 15-2	7 APR 22	CHART 2 - 24-1	2 JUN 22	2 - 19	25 AUG 22	CHART 2 - 15-1	13 JAN 22
2 - 16	7 APR 22	CHART 2 - 25	25 AUG 22	2 - 20	25 AUG 22	CHART 2 - 16	10 FEB 22
2 - 17	7 APR 22	CHART 2 - 25-1	2 JUN 22	2 - 21	13 APR 17	CHART 2 - 16-1	10 FEB 22
2 - 18	7 APR 22	CHART 2 - 26	25 AUG 22	2 - 22	4 JUL 19	CHART 2 - 17	10 FEB 22
2 - 19	7 APR 22	CHART 2 - 26-1	2 JUN 22			CHART 2 - 17-1	10 FEB 22
2 - 20	7 APR 22	CHART 2 - 27	25 AUG 22			CHART 2 - 18	10 FEB 22
2 - 21	7 APR 22	CHART 2 - 27-1	2 JUN 22			CHART 2 - 18-1	10 FEB 22
2 - 22	7 APR 22	CHART 2 - 28	2 JUN 22			CHART 2 - 18-2	10 FEB 22
2 - 23	17 NOV 22	CHART 2 - 28-1	23 SEP 21			CHART 2 - 18-3	10 FEB 22
2 - 24	17 NOV 22	CHART 2 - 29	22 SEP 22			CHART 2 - 18-4	18 NOV 21
2 - 25	20 OCT 22	CHART 2 - 29-1	22 SEP 22			CHART 2 - 18-5	27 SEP 18
2 - 26	20 OCT 22	CHART 2 - 30	22 SEP 22			CHART 2 - 19	10 FEB 22
2 - 27	13 JAN 22	CHART 2 - 30-1	22 SEP 22			CHART 2 - 19-1	10 FEB 22
2 - 28	13 JAN 22	CHART 2 - 31	2 JUN 22			CHART 2 - 19-2	10 FEB 22
2 - 29	30 JUN 22	CHART 2 - 31-1	23 SEP 21			CHART 2 - 19-3	10 FEB 22
2 - 30	30 JUN 22	CHART 2 - 32	22 SEP 22			CHART 2 - 19-4	18 NOV 21
2 - 31	18 NOV 21	CHART 2 - 32-1	22 SEP 22			CHART 2 - 19-5	27 SEP 18
2 - 32	2 JUN 22	CHART 2 - 33	2 JUN 22			CHART 2 - 20	20 OCT 22
		CHART 2 - 33-1	23 SEP 21			CHART 2 - 21	30 JUN 22
		CHART 2 - 34	22 SEP 22			CHART 2 - 21-1	30 JUN 22
CHART 2 - 1	22 SEP 22	CHART 2 - 34-1	22 SEP 22			CHART 2 - 22	30 JUN 22
CHART 2 - 2	22 SEP 22	CHART 2 - 35	25 AUG 22			CHART 2 - 22-1	30 JUN 22
CHART 2 - 3	22 SEP 22	CHART 2 - 35-1	25 AUG 22			CHART 2 - 23	10 FEB 22
CHART 2 - 4	22 SEP 22	CHART 2 - 36	2 JUN 22			CHART 2 - 23-1	10 FEB 22
CHART 2 - 5	22 SEP 22	CHART 2 - 36-1	23 SEP 21			CHART 2 - 24	2 JUN 22
CHART 2 - 6	22 SEP 22	CHART 2 - 37	22 SEP 22			CHART 2 - 24-1	2 JUN 22
CHART 2 - 7	24 SEP 20	CHART 2 - 37-1	22 SEP 22			CHART 2 - 25	30 JUN 22
CHART 2 - 8	24 SEP 20	CHART 2 - 38	25 AUG 22			CHART 2 - 25-1	30 JUN 22
CHART 2 - 9	24 SEP 20	CHART 2 - 38-1	25 AUG 22			CHART 2 - 26	30 JUN 22
CHART 2 - 10	24 SEP 20	CHART 2 - 39	2 JUN 22			CHART 2 - 26-1	30 JUN 22
CHART 2 - 11	18 NOV 21	CHART 2 - 39-1	23 SEP 21			CHART 2 - 27	10 FEB 22
CHART 2 - 12	1 MAY 14	CHART 2 - 40	13 JAN 22			CHART 2 - 27-1	10 FEB 22
CHART 2 - 13	28 JUL 22	CHART 2 - 41	23 SEP 21			CHART 2 - 28	18 NOV 21
CHART 2 - 14	2 JUN 22					CHART 2 - 28-1	18 NOV 21
CHART 2 - 14-1	2 JUN 22					CHART 2 - 29	26 AUG 21
CHART 2 - 15	2 JUN 22					CHART 2 - 30	26 AUG 21
CHART 2 - 15-1	2 JUN 22						

Page	Date	Page	Date	Page	Date	Page	Date
RKPK		RKPK		RKTU		RKTU	
2 - 1	25 AUG 22	CHART 2 - 22	6 JUN 19	2 - 1	16 DEC 21	CHART 2 - 16	28 JUL 22
2 - 2	25 AUG 22	CHART 2 - 22-1	6 JUN 19	2 - 2	16 DEC 21	CHART 2 - 17	29 JUL 21
2 - 3	20 OCT 22	CHART 2 - 23	30 JUN 22	2 - 3	19 NOV 20	CHART 2 - 17-1	16 FEB 17
2 - 4	20 OCT 22	CHART 2 - 23-1	30 JUN 22	2 - 4	19 NOV 20	CHART 2 - 18	29 JUL 21
2 - 5	29 JUL 21	CHART 2 - 24	25 OCT 18	2 - 5	27 AUG 20	CHART 2 - 18-1	21 NOV 19
2 - 6	29 JUL 21	CHART 2 - 24-1	25 OCT 18	2 - 6	27 AUG 20	CHART 2 - 19	29 JUL 21
2 - 7	14 FEB 19	CHART 2 - 25	28 JUL 22	2 - 7	19 NOV 20	CHART 2 - 19-1	29 JUL 21
2 - 8	14 FEB 19	CHART 2 - 25-1	28 JUL 22	2 - 8	14 JAN 21	CHART 2 - 20	21 OCT 21
2 - 9	20 OCT 22	CHART 2 - 26	29 JUL 21	2 - 8-1	16 DEC 21	CHART 2 - 20-1	23 SEP 21
2 - 10	20 OCT 22	CHART 2 - 26-1	29 JUL 21	2 - 8-2	16 DEC 21	CHART 2 - 21	21 OCT 21
2 - 11	19 NOV 20	CHART 2 - 27	21 NOV 19	2 - 8-3	16 DEC 21	CHART 2 - 21-1	21 NOV 19
2 - 12	19 NOV 20	CHART 2 - 27-1	21 NOV 19	2 - 8-4	16 DEC 21	CHART 2 - 22	16 FEB 17
2 - 13	3 JUN 21	CHART 2 - 28	22 OCT 20	2 - 8-5	16 DEC 21	CHART 2 - 22-1	16 FEB 17
2 - 14	3 JUN 21	CHART 2 - 28-1	22 OCT 20	2 - 8-6	16 DEC 21	CHART 2 - 23	16 FEB 17
2 - 15	23 SEP 21	CHART 2 - 29	29 JUL 21	2 - 8-7	16 DEC 21	CHART 2 - 23-1	16 FEB 17
2 - 16	23 SEP 21	CHART 2 - 29-1	29 JUL 21	2 - 8-8	16 DEC 21	CHART 2 - 24	16 FEB 17
2 - 17	23 SEP 21	CHART 2 - 30	26 AUG 21	2 - 8-9	27 AUG 20	CHART 2 - 24-1	16 FEB 17
2 - 18	23 SEP 21	CHART 2 - 30-1	26 AUG 21	2 - 8-10	27 AUG 20	CHART 2 - 25	16 FEB 17
2 - 19	25 AUG 22	CHART 2 - 31	3 JUN 21	2 - 9	27 AUG 20	CHART 2 - 25-1	16 FEB 17
2 - 20	25 AUG 22	CHART 2 - 31-1	3 JUN 21	2 - 10	27 AUG 20	CHART 2 - 26	29 JUL 21
2 - 21	3 JUN 21	CHART 2 - 32	22 OCT 20	2 - 11	27 AUG 20	CHART 2 - 26-1	29 JUL 21
2 - 22	3 JUN 21	CHART 2 - 32-1	22 OCT 20	2 - 12	14 FEB 19	CHART 2 - 27	29 JUL 21
2 - 23	3 JUN 21	CHART 2 - 33	21 NOV 19	2 - 12-1	1 AUG 19	CHART 2 - 27-1	29 JUL 21
2 - 24	25 OCT 18	CHART 2 - 33-1	21 NOV 19	2 - 12-2	12 MAY 16	CHART 2 - 28	29 JUL 21
2 - 25	23 SEP 21	CHART 2 - 34	21 NOV 19	2 - 13	29 JUL 21	CHART 2 - 28-1	29 JUL 21
2 - 26	23 SEP 21	CHART 2 - 34-1	21 NOV 19	2 - 14	29 JUL 21	CHART 2 - 29	29 JUL 21
		CHART 2 - 35	3 JUN 21	2 - 15	29 JUL 21	CHART 2 - 29-1	21 NOV 19
		CHART 2 - 35-1	3 JUN 21	2 - 16	24 NOV 16	CHART 2 - 29-2	29 JUL 21
		CHART 2 - 36	3 JUN 21			CHART 2 - 29-3	21 NOV 19
		CHART 2 - 36-1	3 JUN 21			CHART 2 - 29-4	29 JUL 21
CHART 2 - 1	29 JUL 21	CHART 2 - 37	29 JUL 21	CHART 2 - 1	28 JUL 22	CHART 2 - 29-5	21 NOV 19
CHART 2 - 2	29 JUL 21	CHART 2 - 37-1	29 JUL 21	CHART 2 - 2	10 MAR 22	CHART 2 - 29-6	29 JUL 21
CHART 2 - 3	20 OCT 22	CHART 2 - 38	22 OCT 20	CHART 2 - 3	16 DEC 21	CHART 2 - 29-7	21 NOV 19
CHART 2 - 4	20 OCT 22	CHART 2 - 38-1	22 OCT 20	CHART 2 - 3-1	16 DEC 21	CHART 2 - 30	27 OCT 16
CHART 2 - 5	20 OCT 22	CHART 2 - 39	16 DEC 21	CHART 2 - 4	28 JUL 22	CHART 2 - 31	3 AUG 17
CHART 2 - 6	20 OCT 22	CHART 2 - 39-1	22 OCT 20	CHART 2 - 5	19 NOV 20		
CHART 2 - 7	17 DEC 20	CHART 2 - 40	3 JUN 21	CHART 2 - 6	19 NOV 20		
CHART 2 - 8	17 DEC 20	CHART 2 - 40-1	3 JUN 21	CHART 2 - 7	19 NOV 20		
CHART 2 - 9	20 OCT 22	CHART 2 - 41	23 SEP 21	CHART 2 - 8	19 NOV 20		
CHART 2 - 10	20 OCT 22	CHART 2 - 42	23 SEP 21	CHART 2 - 9	19 NOV 20		
CHART 2 - 11	17 DEC 20			CHART 2 - 10	29 JUL 21		
CHART 2 - 12	25 AUG 22			CHART 2 - 11	29 JUL 21		
CHART 2 - 13	28 JUL 22			CHART 2 - 11-1	16 FEB 17		
CHART 2 - 14	28 JUL 22			CHART 2 - 11-2	27 SEP 18		
CHART 2 - 14-1	28 JUL 22			CHART 2 - 11-3	27 SEP 18		
CHART 2 - 15	30 JUN 22			CHART 2 - 12	29 JUL 21		
CHART 2 - 15-1	30 JUN 22			CHART 2 - 12-1	16 FEB 17		
CHART 2 - 16	17 NOV 22			CHART 2 - 12-2	29 JUL 21		
CHART 2 - 16-1	17 NOV 22			CHART 2 - 12-3	29 JUL 21		
CHART 2 - 17	21 OCT 21			CHART 2 - 13	10 MAR 22		
CHART 2 - 17-1	21 OCT 21			CHART 2 - 13-1	1 AUG 19		
CHART 2 - 18	3 JUN 21			CHART 2 - 14	10 MAR 22		
CHART 2 - 18-1	25 OCT 18			CHART 2 - 14-1	1 AUG 19		
CHART 2 - 19	25 OCT 18			CHART 2 - 15	27 SEP 18		
CHART 2 - 19-1	25 OCT 18			CHART 2 - 15-1	27 SEP 18		
CHART 2 - 20	25 OCT 18			CHART 2 - 15-2	29 JUL 21		
CHART 2 - 20-1	25 OCT 18			CHART 2 - 15-3	29 JUL 21		
CHART 2 - 21	25 OCT 18						
CHART 2 - 21-1	25 OCT 18						

Page	Date	Page	Date	Page	Date	Page	Date
RKNY		RKTN		RKJB		RKJJ	
2 - 1	25 AUG 22	2 - 1	17 NOV 22	2 - 1	10 FEB 22	2 - 7	2 JUN 22
2 - 2	25 AUG 22	2 - 2	17 NOV 22	2 - 2	28 JUL 22	2 - 8	2 JUN 22
2 - 3	28 JUL 22	2 - 3	17 NOV 22	2 - 3	10 FEB 22	2 - 9	13 JAN 22
2 - 4	28 JUL 22	2 - 4	17 NOV 22	2 - 4	10 FEB 22	2 - 10	10 MAR 22
2 - 5	9 APR 20	2 - 5	17 NOV 22	2 - 5	22 OCT 20	2 - 11	28 JUL 22
2 - 6	22 OCT 20	2 - 6	17 NOV 22	2 - 6	11 FEB 21	2 - 12	28 JUL 22
2 - 7	20 OCT 22	2 - 7	1 JUL 21	2 - 7	18 NOV 21	2 - 13	28 JUL 22
2 - 8	20 OCT 22	2 - 8	1 JUL 21	2 - 8	23 SEP 21	2 - 14	28 JUL 22
2 - 9	28 JUL 22	2 - 9	17 NOV 22	2 - 9	23 SEP 21	2 - 15	28 JUL 22
2 - 10	28 JUL 22	2 - 10	17 NOV 22	2 - 10	23 SEP 21	2 - 16	28 JUL 22
2 - 11	28 JUL 22	2 - 11	27 SEP 18	2 - 11	30 JUN 22	2 - 17	28 JUL 22
2 - 12	28 JUL 22	2 - 12	3 JUN 21	2 - 12	30 JUN 22	2 - 18	28 JUL 22
2 - 12-1	28 JUL 22	2 - 13	11 MAY 17				
2 - 12-2	28 JUL 22	2 - 14	6 JUL 17	CHART 2 - 1	28 JUL 22	CHART 2 - 1	2 JUN 22
2 - 13	4 JUL 19			CHART 2 - 2	10 FEB 22	CHART 2 - 2	2 JUN 22
2 - 14	4 JUL 19			CHART 2 - 3	28 JUL 22	CHART 2 - 3	16 DEC 21
		CHART 2 - 1	11 MAR 21	CHART 2 - 4	28 JUL 22	CHART 2 - 4	16 DEC 21
		CHART 2 - 2	11 MAR 21	CHART 2 - 5	30 JUL 20	CHART 2 - 5	17 DEC 20
CHART 2 - 1	28 JUL 22	CHART 2 - 3	17 NOV 22	CHART 2 - 6	30 JUL 20	CHART 2 - 6	17 DEC 20
CHART 2 - 2	28 JUL 22	CHART 2 - 3-1	17 NOV 22	CHART 2 - 7	23 SEP 21	CHART 2 - 7	17 DEC 20
CHART 2 - 3	21 OCT 21	CHART 2 - 4	17 NOV 22	CHART 2 - 7-1	23 SEP 21	CHART 2 - 8	17 DEC 20
CHART 2 - 3-1	21 OCT 21	CHART 2 - 5	17 DEC 20	CHART 2 - 8	30 JUN 22	CHART 2 - 9	17 DEC 20
CHART 2 - 4	13 JAN 22	CHART 2 - 6	17 DEC 20	CHART 2 - 8-1	30 JUN 22	CHART 2 - 10	10 MAR 22
CHART 2 - 5	13 JAN 22	CHART 2 - 7	17 DEC 20	CHART 2 - 9	23 SEP 21	CHART 2 - 11	10 MAR 22
CHART 2 - 6	13 JAN 22	CHART 2 - 8	17 DEC 20	CHART 2 - 9-1	19 NOV 20	CHART 2 - 11-1	27 SEP 18
CHART 2 - 7	18 NOV 21	CHART 2 - 9	17 DEC 20	CHART 2 - 10	30 JUN 22	CHART 2 - 12	30 JUN 22
CHART 2 - 8	25 AUG 22	CHART 2 - 10	27 SEP 18	CHART 2 - 10-1	30 JUN 22	CHART 2 - 12-1	30 JUN 22
CHART 2 - 8-1	8 APR 21	CHART 2 - 10-1	27 SEP 18	CHART 2 - 11	23 SEP 21	CHART 2 - 13	30 JUN 22
CHART 2 - 9	25 AUG 22	CHART 2 - 11	21 OCT 21	CHART 2 - 11-1	23 SEP 21	CHART 2 - 13-1	30 JUN 22
CHART 2 - 9-1	27 SEP 18	CHART 2 - 11-1	21 OCT 21	CHART 2 - 12	23 SEP 21	CHART 2 - 14	28 JUL 22
CHART 2 - 10	25 AUG 22	CHART 2 - 12	27 SEP 18	CHART 2 - 12-1	19 NOV 20	CHART 2 - 15	10 MAR 22
CHART 2 - 10-1	8 APR 21	CHART 2 - 12-1	27 SEP 18	CHART 2 - 13	30 JUN 22	CHART 2 - 15-1	21 NOV 19
CHART 2 - 11	25 AUG 22	CHART 2 - 13	28 JUL 22	CHART 2 - 14	30 JUN 22	CHART 2 - 16	2 JUN 22
CHART 2 - 11-1	27 SEP 18	CHART 2 - 13-1	28 JUL 22	CHART 2 - 14-1	30 JUN 22	CHART 2 - 16-1	2 JUN 22
CHART 2 - 12	25 AUG 22	CHART 2 - 14	3 JUN 21	CHART 2 - 15	30 JUN 22	CHART 2 - 17	2 JUN 22
CHART 2 - 12-1	25 AUG 22	CHART 2 - 14-1	21 NOV 19	CHART 2 - 15-1	30 JUN 22	CHART 2 - 17-1	2 JUN 22
CHART 2 - 13	28 JUL 22	CHART 2 - 15	3 JUN 21	CHART 2 - 16	30 JUN 22	CHART 2 - 18	30 JUN 22
CHART 2 - 14	25 AUG 22	CHART 2 - 15-1	21 NOV 19	CHART 2 - 16-1	30 JUN 22	CHART 2 - 18-1	30 JUN 22
CHART 2 - 14-1	25 AUG 22	CHART 2 - 16	3 JUN 21	CHART 2 - 17	30 JUN 22	CHART 2 - 19	10 MAR 22
CHART 2 - 15	25 AUG 22	CHART 2 - 16-1	21 NOV 19	CHART 2 - 17-1	30 JUN 22	CHART 2 - 19-1	26 AUG 21
CHART 2 - 15-1	25 AUG 22	CHART 2 - 17	25 AUG 22	CHART 2 - 18	30 JUN 22	CHART 2 - 20	10 MAR 22
CHART 2 - 16	25 AUG 22	CHART 2 - 17-1	25 AUG 22	CHART 2 - 18-1	30 JUN 22	CHART 2 - 20-1	26 AUG 21
CHART 2 - 16-1	25 AUG 22	CHART 2 - 18	3 JUN 21	CHART 2 - 19	30 JUN 22	CHART 2 - 21	30 JUN 22
CHART 2 - 17	25 AUG 22	CHART 2 - 18-1	27 SEP 18	CHART 2 - 19-1	30 JUN 22	CHART 2 - 21-1	30 JUN 22
CHART 2 - 17-1	25 AUG 22	CHART 2 - 19	30 JUN 22	CHART 2 - 20	30 JUN 22	CHART 2 - 22	10 MAR 22
CHART 2 - 18	22 OCT 20	CHART 2 - 19-1	21 NOV 19	CHART 2 - 20-1	30 JUN 22	CHART 2 - 22-1	26 AUG 21
CHART 2 - 19	25 OCT 18	CHART 2 - 20	3 JUN 21	CHART 2 - 21	30 JUN 22	CHART 2 - 23	30 JUN 22
		CHART 2 - 20-1	27 SEP 18	CHART 2 - 21-1	30 JUN 22	CHART 2 - 23-1	30 JUN 22
		CHART 2 - 21	25 AUG 22	CHART 2 - 22	30 JUN 22	CHART 2 - 24	10 MAR 22
		CHART 2 - 22	25 AUG 22	CHART 2 - 23	30 JUN 22	CHART 2 - 24-1	26 AUG 21
						CHART 2 - 25	10 MAR 22
						CHART 2 - 25-1	26 AUG 21
						CHART 2 - 26	10 MAR 22
						CHART 2 - 26-1	26 AUG 21
						CHART 2 - 27	30 JUN 22
						CHART 2 - 27-1	30 JUN 22
						CHART 2 - 28	2 JUN 22
						CHART 2 - 28-1	2 JUN 22
						CHART 2 - 29	26 AUG 21
						CHART 2 - 30	26 AUG 21

Page	Date	Page	Date	Page	Date	Page	Date
RKJK		RKJY		RKNW		RKPS	
2 - 1	24 SEP 20	2 - 1	20 OCT 22	2 - 1	17 NOV 22	2 - 1	25 AUG 22
2 - 2	24 SEP 20	2 - 2	20 OCT 22	2 - 2	17 NOV 22	2 - 2	25 AUG 22
2 - 3	14 FEB 19	2 - 3	26 AUG 21	2 - 3	17 DEC 20	2 - 3	22 SEP 22
2 - 4	14 FEB 19	2 - 4	26 AUG 21	2 - 4	17 DEC 20	2 - 4	19 NOV 20
2 - 5	26 SEP 19	2 - 4-1	10 MAR 22	2 - 5	25 AUG 22	2 - 5	17 NOV 22
2 - 6	26 SEP 19	2 - 4-2	10 MAR 22	2 - 6	25 AUG 22	2 - 6	17 NOV 22
2 - 7	22 OCT 20	2 - 5	20 OCT 22	2 - 7	1 JUL 21	2 - 7	10 FEB 22
2 - 8	22 OCT 20	2 - 6	20 OCT 22	2 - 8	1 JUL 21	2 - 8	10 FEB 22
		2 - 7	20 OCT 22	2 - 9	1 JUL 21	2 - 9	27 SEP 18
		2 - 8	20 OCT 22	2 - 10	1 JUL 21	2 - 10	22 SEP 22
		2 - 9	20 OCT 22	2 - 11	1 JUL 21	2 - 10-1	22 SEP 22
		2 - 10	20 OCT 22	2 - 12	1 JUL 21	2 - 10-2	22 SEP 22
CHART 2 - 1	22 OCT 20	2 - 11	2 JUL 20			2 - 11	22 SEP 22
CHART 2 - 1-1	22 OCT 20	2 - 12	2 JUL 20			2 - 12	13 JAN 22
CHART 2 - 2	19 MAR 15	2 - 13	2 JUL 20			2 - 13	22 SEP 22
CHART 2 - 2-1	19 MAR 15	2 - 14	2 JUL 20			2 - 14	26 AUG 21
CHART 2 - 3	19 MAR 15	2 - 15	30 JUN 22				
CHART 2 - 3-1	19 MAR 15	2 - 16	30 JUN 22	CHART 2 - 1	25 AUG 22	CHART 2 - 1	17 NOV 22
CHART 2 - 4	1 JUL 21			CHART 2 - 2	25 AUG 22	CHART 2 - 2	17 NOV 22
CHART 2 - 4-1	1 JUL 21	CHART 2 - 1	14 JAN 21	CHART 2 - 3	26 AUG 21	CHART 2 - 3	22 SEP 22
CHART 2 - 5	1 JUL 21	CHART 2 - 2	14 JAN 21	CHART 2 - 3-1	26 AUG 21	CHART 2 - 3-1	30 JUN 22
CHART 2 - 5-1	1 JUL 21	CHART 2 - 3	28 JUL 22	CHART 2 - 4	26 AUG 21	CHART 2 - 4	22 SEP 22
CHART 2 - 6	1 JUL 21	CHART 2 - 4	28 JUL 22	CHART 2 - 4-1	26 AUG 21	CHART 2 - 4-1	30 JUN 22
CHART 2 - 6-1	1 JUL 21	CHART 2 - 5	14 JAN 21	CHART 2 - 5	26 AUG 21	CHART 2 - 5	22 SEP 22
CHART 2 - 7	1 JUL 21	CHART 2 - 6	14 JAN 21	CHART 2 - 5-1	26 AUG 21	CHART 2 - 5-1	30 JUN 22
CHART 2 - 7-1	1 JUL 21	CHART 2 - 7	10 MAR 22	CHART 2 - 6	1 JUL 21	CHART 2 - 6	30 JUN 22
CHART 2 - 8	22 OCT 20	CHART 2 - 8	30 JUN 22	CHART 2 - 6-1	1 JUL 21	CHART 2 - 7	22 SEP 22
CHART 2 - 8-1	22 OCT 20	CHART 2 - 8-1	30 JUN 22	CHART 2 - 7	26 AUG 21	CHART 2 - 7-1	29 JUL 21
		CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	26 AUG 21	CHART 2 - 8	22 SEP 22
		CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	26 AUG 21	CHART 2 - 8-1	29 JUL 21
		CHART 2 - 10	30 JUN 22	CHART 2 - 8-1	26 AUG 21	CHART 2 - 9	22 SEP 22
		CHART 2 - 10-1	30 JUN 22	CHART 2 - 9	26 AUG 21	CHART 2 - 9-1	26 AUG 21
		CHART 2 - 11	30 JUN 22	CHART 2 - 9-1	26 AUG 21	CHART 2 - 10	22 SEP 22
		CHART 2 - 11-1	30 JUN 22	CHART 2 - 10	20 OCT 22	CHART 2 - 10-1	29 JUL 21
		CHART 2 - 12	30 JUN 22	CHART 2 - 10-1	20 OCT 22	CHART 2 - 10-2	22 SEP 22
		CHART 2 - 12-1	30 JUN 22	CHART 2 - 11	25 AUG 22	CHART 2 - 10-3	29 JUL 21
		CHART 2 - 13	30 JUN 22	CHART 2 - 11-1	25 AUG 22	CHART 2 - 11	22 SEP 22
		CHART 2 - 13-1	30 JUN 22	CHART 2 - 12	1 JUL 21	CHART 2 - 11-1	29 JUL 21
		CHART 2 - 14	30 JUN 22	CHART 2 - 12-1	24 SEP 20	CHART 2 - 12	22 SEP 22
		CHART 2 - 15	30 JUN 22	CHART 2 - 13	1 JUL 21	CHART 2 - 12-1	29 JUL 21
		CHART 2 - 15-1	30 JUN 22	CHART 2 - 13-1	24 SEP 20	CHART 2 - 13	17 NOV 22
		CHART 2 - 16	30 JUN 22	CHART 2 - 14	26 AUG 21	CHART 2 - 14	17 NOV 22
		CHART 2 - 16-1	30 JUN 22	CHART 2 - 14-1	26 AUG 21		
		CHART 2 - 17	30 JUN 22	CHART 2 - 15	25 AUG 22		
		CHART 2 - 17-1	30 JUN 22	CHART 2 - 15-1	25 AUG 22		
		CHART 2 - 18	30 JUN 22	CHART 2 - 16	25 AUG 22		
		CHART 2 - 18-1	30 JUN 22	CHART 2 - 16-1	25 AUG 22		
		CHART 2 - 19	30 JUN 22	CHART 2 - 17	1 JUL 21		
		CHART 2 - 19-1	30 JUN 22	CHART 2 - 17-1	1 JUL 21		
		CHART 2 - 20	30 JUN 22				
		CHART 2 - 20-1	30 JUN 22				
		CHART 2 - 21	30 JUN 22				
		CHART 2 - 21-1	30 JUN 22				
		CHART 2 - 22	30 JUN 22				
		CHART 2 - 22-1	30 JUN 22				
		CHART 2 - 23	20 OCT 22				
		CHART 2 - 24	20 OCT 22				

Page	Date	Page	Date	Page	Date	Page	Date
RKPU		RKSM		RKSM		RKTH	
2 - 1	2 JUN 22	2 - 1	21 NOV 19	CHART 2 - 23	3 JUN 21	2 - 1	2 JUN 22
2 - 2	28 JUL 22	2 - 2	27 SEP 18	CHART 2 - 23-1	27 SEP 18	2 - 2	2 JUN 22
2 - 3	12 MAR 20	2 - 3	7 JUN 18	CHART 2 - 24	3 JUN 21	2 - 3	13 JAN 22
2 - 4	12 MAR 20	2 - 3-1	7 JUN 18	CHART 2 - 24-1	27 SEP 18	2 - 4	13 JAN 22
2 - 5	28 JUL 22	2 - 4	4 JUN 20	CHART 2 - 25	28 SEP 17	2 - 5	2 JUN 22
2 - 6	28 JUL 22	2 - 4-1	4 JUN 20	CHART 2 - 25-1	17 MAR 16	2 - 6	2 JUN 22
2 - 7	28 JUL 22	2 - 5	17 MAR 16	CHART 2 - 26	3 JUN 21	2 - 7	2 JUN 22
2 - 8	28 JUL 22	2 - 6	29 SEP 16	CHART 2 - 26-1	27 SEP 18	2 - 8	13 JAN 22
2 - 9	24 DEC 15	2 - 7	2 JUN 22	CHART 2 - 27	3 JUN 21	2 - 9	1 AUG 19
2 - 10	17 DEC 20	2 - 8	2 JUN 22	CHART 2 - 27-1	27 SEP 18	2 - 10	1 AUG 19
2 - 11	19 FEB 15	2 - 9	22 OCT 20	CHART 2 - 28	28 SEP 17	2 - 11	24 OCT 19
2 - 12	17 DEC 20	2 - 10	22 OCT 20	CHART 2 - 28-1	9 JUL 15	2 - 12	24 OCT 19
2 - 13	30 JUN 22	2 - 11	21 OCT 21	CHART 2 - 29	3 JUN 21	2 - 13	14 FEB 19
2 - 14	30 JUN 22	2 - 12	28 SEP 17	CHART 2 - 29-1	27 SEP 18	2 - 14	2 JUN 22
				CHART 2 - 30	3 JUN 21		
				CHART 2 - 30-1	27 SEP 18	CHART 2 - 1	2 JUN 22
				CHART 2 - 31	3 JUN 21	CHART 2 - 2	2 JUN 22
CHART 2 - 1	28 JUL 22	CHART 2 - 1	27 SEP 18	CHART 2 - 31-1	27 SEP 18	CHART 2 - 3	2 JUN 22
CHART 2 - 2	30 JUL 20	CHART 2 - 2	27 SEP 18	CHART 2 - 32	3 JUN 21	CHART 2 - 3-1	29 AUG 19
CHART 2 - 3	30 JUL 20	CHART 2 - 3	21 OCT 21	CHART 2 - 32-1	27 SEP 18	CHART 2 - 4	28 JUL 22
CHART 2 - 4	30 JUL 20	CHART 2 - 3-1	21 NOV 19	CHART 2 - 33	3 JUN 21	CHART 2 - 4-1	28 JUL 22
CHART 2 - 5	17 DEC 20	CHART 2 - 4	21 OCT 21	CHART 2 - 33-1	19 DEC 19	CHART 2 - 5	2 JUN 22
CHART 2 - 6	13 JAN 22	CHART 2 - 4-1	21 NOV 19	CHART 2 - 34	3 JUN 21	CHART 2 - 5-1	2 JUN 22
CHART 2 - 6-1	13 JAN 22	CHART 2 - 5	21 NOV 19	CHART 2 - 34-1	19 DEC 19	CHART 2 - 6	2 JUN 22
CHART 2 - 7	30 JUN 22	CHART 2 - 5-1	21 NOV 19	CHART 2 - 35	3 JUN 21	CHART 2 - 6-1	16 DEC 21
CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	21 OCT 21	CHART 2 - 35-1	19 DEC 19	CHART 2 - 7	2 JUN 22
CHART 2 - 8	13 JAN 22	CHART 2 - 6-1	21 NOV 19			CHART 2 - 7-1	2 JUN 22
CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	21 OCT 21			CHART 2 - 8	2 JUN 22
CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	21 OCT 21			CHART 2 - 8-1	2 JUN 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	21 OCT 21			CHART 2 - 9	2 JUN 22
CHART 2 - 10	23 SEP 21	CHART 2 - 8-1	21 OCT 21			CHART 2 - 9-1	2 JUN 22
CHART 2 - 10-1	23 SEP 21	CHART 2 - 9	21 NOV 19			CHART 2 - 10	2 JUN 22
CHART 2 - 11	23 SEP 21	CHART 2 - 9-1	21 NOV 19			CHART 2 - 11	2 JUN 22
CHART 2 - 11-1	8 APR 21	CHART 2 - 10	21 OCT 21			CHART 2 - 11-1	3 JUN 21
CHART 2 - 12	23 SEP 21	CHART 2 - 10-1	21 OCT 21			CHART 2 - 12	2 JUN 22
CHART 2 - 12-1	23 SEP 21	CHART 2 - 11	3 JUN 21			CHART 2 - 12-1	16 DEC 21
CHART 2 - 13	23 SEP 21	CHART 2 - 11-1	19 DEC 19			CHART 2 - 13	2 JUN 22
CHART 2 - 13-1	23 SEP 21	CHART 2 - 12	3 JUN 21			CHART 2 - 13-1	2 JUN 22
CHART 2 - 14	30 JUN 22	CHART 2 - 12-1	19 DEC 19			CHART 2 - 14	20 OCT 22
CHART 2 - 14-1	30 JUN 22	CHART 2 - 13	3 JUN 21			CHART 2 - 14-1	20 OCT 22
CHART 2 - 15	30 JUN 22	CHART 2 - 13-1	27 SEP 18			CHART 2 - 15	2 JUN 22
CHART 2 - 15-1	30 JUN 22	CHART 2 - 14	3 JUN 21			CHART 2 - 15-1	5 MAY 22
CHART 2 - 16	30 JUN 22	CHART 2 - 14-1	3 JUN 21			CHART 2 - 16	2 JUN 22
CHART 2 - 16-1	30 JUN 22	CHART 2 - 15	3 JUN 21			CHART 2 - 16-1	2 JUN 22
CHART 2 - 17	10 FEB 22	CHART 2 - 15-1	19 DEC 19			CHART 2 - 16-2	2 JUN 22
CHART 2 - 17-1	10 FEB 22	CHART 2 - 16	3 JUN 21			CHART 2 - 16-3	5 MAY 22
CHART 2 - 18	30 JUN 22	CHART 2 - 16-1	19 DEC 19			CHART 2 - 17	28 JUL 22
CHART 2 - 18-1	30 JUN 22	CHART 2 - 17	3 JUN 21			CHART 2 - 17-1	28 JUL 22
CHART 2 - 19	20 OCT 22	CHART 2 - 17-1	19 DEC 19			CHART 2 - 17-2	17 NOV 22
CHART 2 - 20	20 OCT 22	CHART 2 - 18	3 JUN 21			CHART 2 - 17-3	17 NOV 22
		CHART 2 - 18-1	27 SEP 18			CHART 2 - 18	2 JUN 22
		CHART 2 - 19	21 OCT 21			CHART 2 - 18-1	5 MAY 22
		CHART 2 - 19-1	21 OCT 21				
		CHART 2 - 20	21 OCT 21				
		CHART 2 - 20-1	21 OCT 21				
		CHART 2 - 21	21 OCT 21				
		CHART 2 - 21-1	21 OCT 21				
		CHART 2 - 22	21 OCT 21				
		CHART 2 - 22-1	21 OCT 21				

Page	Date	Page	Date
RKTL		RKPD	
2 - 1	17 NOV 22	2 - 1	19 NOV 20
2 - 2	17 NOV 22	2 - 2	19 NOV 20
2 - 3	30 AUG 18	2 - 3	9 MAY 19
2 - 4	30 AUG 18	2 - 4	9 MAY 19
2 - 5	6 MAY 21	2 - 5	16 DEC 21
2 - 6	6 MAY 21	2 - 6	16 DEC 21
2 - 7	2 JUN 22	2 - 7	17 NOV 22
2 - 8	2 JUN 22	2 - 8	17 NOV 22
2 - 9	30 JUN 22	2 - 9	10 FEB 22
2 - 9-1	2 JUN 22	2 - 10	10 FEB 22
2 - 10	26 AUG 21	2 - 11	16 DEC 21
2 - 10-1	26 AUG 21	2 - 12	16 DEC 21
2 - 11	22 SEP 22		
2 - 12	22 SEP 22	CHART 2 - 1	16 DEC 21
		CHART 2 - 2	16 DEC 21
CHART 2 - 1	22 SEP 22	CHART 2 - 3	19 NOV 20
CHART 2 - 2	22 SEP 22	CHART 2 - 4	2 JUN 22
CHART 2 - 3	22 SEP 22	CHART 2 - 4-1	2 JUN 22
CHART 2 - 4	22 SEP 22	CHART 2 - 5	2 JUN 22
CHART 2 - 5	22 SEP 22	CHART 2 - 5-1	2 JUN 22
CHART 2 - 6	22 SEP 22	CHART 2 - 6	16 DEC 21
CHART 2 - 7	22 SEP 22	CHART 2 - 6-1	16 DEC 21
CHART 2 - 7-1	22 SEP 22	CHART 2 - 7	16 DEC 21
CHART 2 - 8	22 SEP 22	CHART 2 - 7-1	16 DEC 21
CHART 2 - 8-1	22 SEP 22	CHART 2 - 8	2 JUN 22
CHART 2 - 9	22 SEP 22	CHART 2 - 8-1	2 JUN 22
CHART 2 - 9-1	22 SEP 22	CHART 2 - 9	2 JUN 22
CHART 2 - 10	22 SEP 22	CHART 2 - 9-1	2 JUN 22
CHART 2 - 10-1	22 SEP 22	CHART 2 - 10	16 DEC 21
CHART 2 - 11	22 SEP 22	CHART 2 - 10-1	16 DEC 21
CHART 2 - 11-1	22 SEP 22	CHART 2 - 11	2 JUN 22
CHART 2 - 12	22 SEP 22	CHART 2 - 11-1	2 JUN 22
CHART 2 - 12-1	22 SEP 22	CHART 2 - 12	16 DEC 21
CHART 2 - 13	22 SEP 22	CHART 2 - 12-1	16 DEC 21
CHART 2 - 13-1	22 SEP 22	CHART 2 - 13	16 DEC 21
CHART 2 - 14	22 SEP 22	CHART 2 - 13-1	16 DEC 21
CHART 2 - 14-1	22 SEP 22	CHART 2 - 14	16 DEC 21
CHART 2 - 15	22 SEP 22	CHART 2 - 14-1	16 DEC 21
CHART 2 - 15-1	22 SEP 22	CHART 2 - 15	16 DEC 21
CHART 2 - 16	22 SEP 22	CHART 2 - 15-1	16 DEC 21
CHART 2 - 16-1	22 SEP 22	CHART 2 - 16	2 JUN 22
CHART 2 - 17	22 SEP 22	CHART 2 - 16-1	2 JUN 22
CHART 2 - 17-1	22 SEP 22	CHART 2 - 17	9 MAY 19
CHART 2 - 18	22 SEP 22	CHART 2 - 17-1	9 MAY 19
CHART 2 - 18-1	22 SEP 22		
CHART 2 - 19	22 SEP 22		
CHART 2 - 19-1	22 SEP 22		
CHART 2 - 20	22 SEP 22		
CHART 2 - 20-1	22 SEP 22		
CHART 2 - 21	22 SEP 22		
CHART 2 - 21-1	22 SEP 22		
CHART 2 - 22	22 SEP 22		
CHART 2 - 22-1	22 SEP 22		
CHART 2 - 23	22 SEP 22		
CHART 2 - 23-1	22 SEP 22		
CHART 2 - 24	22 SEP 22		
CHART 2 - 24-1	22 SEP 22		
CHART 2 - 25	22 SEP 22		
CHART 2 - 25-1	22 SEP 22		
CHART 2 - 26	22 SEP 22		
CHART 2 - 27	22 SEP 22		

INTENTIONALLY

LEFT

BLANK

1. 이 지명 약어는 항공기 운항에 관련된 비행장, 통신소, 시설의 지명을 약어로 표시하여 항공고정업무에 사용한다.
보통 이 약어는 메시지의 송신 및 수신처를 간략한 문자로서 표시함으로 송수신처의 식별을 용이하게 하는데 사용되고 또한 항공고시보에 있어서 지명을 식별하는데 사용한다.

* 항공고정통신망 주소가 배정되지 않은 지명부호

ENCODE	
지 명	약 어
가남리	RKRA*
가평	RKRK*
강릉	RKNN*
거제(삼성중공업)	RKPI*
계룡대(기상전대)	RKTF
과천(정부청사)	RKBA*
광양(포스코)	RKJS*
광주(삼성전자)	RKJE*
광주공항	RKJJ
구미(삼성전자)	RKTV*
국토교통부	RKSL
군산(해양경찰)	RKJD*
군산공항	RKJK
금왕	RKUK*
김포(한국타임즈항공)	RKBU*
김포국제공항	RKSS
김해국제공항	RKPK
남양헬기장	RKSN*
남항진(강릉)	RKNH*
논산	RKUL*
달성(중앙119)	RKTG*
대구 ACC	RKDA
대구국제공항	RKTN
대전(헬리코리아)	RKDJ
덕소	RKRD*
덕송(중앙119)	RKSH*
독도	RKDD*
마산(삼성병원)	RKPH*
모슬포	RKPM*
목포공항	RKJM*
무안국제공항	RKJB
발안	RKSD*
백령도	RKSE*
백령도(공군 Site)	RKSP*
봉덕(미8군)	RKDE*
봉명	RKBY*
부평	RKRB*
사천공항	RKPS
서산	RKTP*
서울	RKSM*
성무	RKTE*
속초	RKND*
송산리	RKSX*
수색	RKRS*
수원	RKSW*
수원(KBS)	RKBW*
안동	RKTD*

ENCODE	
지 명	약 어
양구	RKMG*
양산	RKPY*
양양국제공항	RKNY
양재(HEL)	RKBD*
양정(HEL)	RKPN*
양평(광탄)	RKRG*
여수공항	RKJY
여의도(KBS)	RKBS*
영암	RKJA*
영암(신한여어)	RKJW*
영종도(해양경찰)	RKRE*
영천	RKUY*
예산(UI 헬리제트)	RKDB*
예천	RKTY*
오산	RKSO*
옥포	RKPO*
왜관(미8군)	RKDC*
용산	RKSY*
용암	RKJP*
용인	RKRY*
용인(에버랜드)	RKBP*
울릉도	RKDU*
울산공항	RKPU
울진(산림항공)	RKTK*
울진비행장	RKTL*
웅천	RKTW*
원광대학병원	RKJC*
원주공항	RKNW
의왕(현대자동차)	RKBF*
의정부	RKSB*
이동	RKRI*
이천	RKRN*
익산	RKJI*
인천ACC	RKRR
인천국제공항	RKSI
일원동(삼성병원)	RKBI*
잠실(한강공원)	RKSJ*
전주	RKJU*
정석(대한항공)	RKPD
제주국제공항	RKPC
제주용강(산림항공)	RKPF*
조치원	RKUC*
중원	RKTI*
지정(원주)	RKNK*
진천	RKUJ*
진해	RKPE*
천안(단국대)	RKDH*

[illegible]

Change : Withdrawal of RKBE, RKDS and Information of location indicators(RKNS, RKBB, RKMC).

1. Location indicators are used in the aeronautical fixed service to indicate in code form the place name of an aerodrome, communication station, or facility related to air navigation. They are used in address, origin and text sections of a message part, and also for identification of the location in a NOTAM.

* Location indicators which are assigned to locations to which messages can not be addressed over the AFTN.

[illegible]

Change : Withdrawal of RKBE, RKDS and Information of location indicator(RKBB).

KK
DK

OFFICE OF CIVIL AVIATION

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Radio navigation aids installed at civil aerodrome and joint civil/military aerodrome and ATS route reference radio navigation aids are only listed in the following table.

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
CHJ	Cheongju	TACAN	A	Anyang	VORTAC	SEL	E
CHO	Cheongju	VOR/DME	A	Busan	VORTAC	PSN	E
CJU	Jeju	VORTAC	E	Cheongju	VOR/DME	CHO	A
CUN	Yecheon	VOR/DME	AE	Cheongju	TACAN	CHJ	A
CW	Seongmu	NDB	A	Cheongju	LOC/DME	ICHG	A
DOC	Dongchon	VOR/DME	A	Daegu	TACAN	TAG	A
HGS	Wonju	VOR/DME	A	Daegu	ILS	ITAG	A
ICHE	Jeju	ILS/DME	A	Daegu	LOC/DME	IDAG	A
ICHG	Cheongju	LOC/DME	A	Dalseong	VORTAC	TGU	E
ICJU	Jeju	ILS/DME	A	Dongchon	VOR/DME	DOC	A
ICN	Icheon	VOR	A	Gangwon	VORTAC	KAE	E
IDAG	Daegu	LOC/DME	A	Gangneung	TACAN	KAN	A
IJDG	Jedong	ILS/DME	A	Gimhae	TACAN	KHE	A
IKHE	Gimhae	ILS/DME	A	Gimhae	VOR/DME	KMH	A
IKMO	Gimpo	ILS/DME	A	Gimhae	ILS/DME	IKHE	A
IKPO	Pohang	LOC/DME	A	Gimpo	ILS/DME	ISKP	A
IKUZ	Gunsan	ILS	A	Gimpo	ILS/DME	IKMO	A
IMAN	Muan	ILS	A	Gimpo	ILS/DME	IOFR	A
IMDG	Gwangju	ILS/DME	A	Gimpo	VOR/DME	KIP	A
IMUN	Muan	ILS	A	Gimpo	ILS/DME	ISEL	A
INLL	Incheon	ILS/DME	A	Gunsan	ILS	IKUZ	A
INRR	Incheon	ILS/DME	A	Gunsan	VORTAC	KUZ	AE
IOFR	Gimpo	ILS/DME	A	Gwangju	ILS/DME	IMDG	A
IRFN	Incheon	ILS/DME	A	Gwangju	VOR/DME	KWA	AE
IRFS	Incheon	ILS/DME	A	Gwangju	TACAN	KWJ	AE
IRKN	Incheon	ILS/DME	A	Icheon	VOR	ICN	A
IRKS	Incheon	ILS/DME	A	Incheon	ILS/DME	IRKS	A
ISAH	Sacheon	ILS/DME	A	Incheon	ILS/DME	INRR	A
ISAM	Sacheon	LOC/DME	A	Incheon	ILS/DME	INLL	A
ISEL	Gimpo	ILS/DME	A	Incheon	VOR/DME	WNG	A
ISKP	Gimpo	ILS/DME	A	Incheon	ILS/DME	ISLL	A
ISLL	Incheon	ILS/DME	A	Incheon	VOR/DME	NCN	A
ISOL	Seoul	ILS	A	Incheon	ILS/DME	ISRR	A
ISRR	Incheon	ILS/DME	A	Incheon	ILS/DME	IRKN	A
ITAG	Daegu	ILS	A	Incheon	ILS/DME	IRFN	A
IUJN	Ulsan	ILS	A	Incheon	ILS/DME	IRFS	A
IUJS	Ulsan	ILS	A	Jedong	VOR/DME	JDG	A
IULS	Ulsan	ILS/DME	A	Jedong	ILS/DME	IJDG	A

Change : Establishment of radio navigation aid(ICN).

ID	Station name	Aid	Purpose
IYAN	Yangyang	ILS/DME	A
IYSO	Yeosu	ILS/DME	A
IYSU	Yeosu	ILS/DME	A
JDG	Jedong	VOR/DME	A
JWN	Jungwon	TACAN	A
KAE	Gangwon	VORTAC	E
KAN	Gangneung	TACAN	A
KHE	Gimhae	TACAN	A
KIP	Gimpo	VOR/DME	A
KMH	Gimhae	VOR/DME	A
KPO	Pohang	VORTAC	E
KSM	Seoul	VOR/DME	A
KUZ	Gunsan	VORTAC	AE
KWA	Gwangju	VOR/DME	AE
KWJ	Gwangju	TACAN	AE
MKP	Mokpo	VOR/DME	A
MUN	Muan	VOR/DME	A
NCN	Incheon	VOR/DME	A
NMP	Mokpo	TACAN	A
NPH	Navy	VORTAC	A
NSN	Nonsan	VOR	A
PSN	Busan	VORTAC	E
SAC	Sacheon	VOR/DME	A
SCH	Sokcho	VOR/DME	A
SCN	Sacheon	TACAN	A
SEL	Anyang	VORTAC	E
SOL	Seoul	TACAN	A
SOT	Songtan	VORTAC	AE
TAG	Daegu	TACAN	A
TGU	Dalseong	VORTAC	E
UJN	Ulsan	VORTAC	A
USN	Ulsan	VOR/DME	A
WNG	Incheon	VOR/DME	A
WNJ	Wonju	TACAN	A
YAG	Yangyang	VOR/DME	A
YCN	Yecheon	TACAN	A
YDM	Yongdam	VOR/DME	A
YJU	Yangju	VOR/DME	A
YSU	Yeosu	VOR/DME	A

Station name	Aid	ID	Purpose
Jeju	ILS/DME	ICHE	A
Jeju	ILS/DME	ICJU	A
Jeju	VORTAC	CJU	E
Jungwon	TACAN	JWN	A
Mokpo	VOR/DME	MKP	A
Mokpo	TACAN	NMP	A
Muan	ILS	IMUN	A
Muan	ILS	IMAN	A
Muan	VOR/DME	MUN	A
Navy	VORTAC	NPH	A
Nonsan	VOR	NSN	A
Pohang	VORTAC	KPO	E
Pohang	LOC/DME	IKPO	A
Sacheon	TACAN	SCN	A
Sacheon	ILS/DME	ISAH	A
Sacheon	LOC/DME	ISAM	A
Sacheon	VOR/DME	SAC	A
Seongmu	NDB	CW	A
Seoul	VOR/DME	KSM	A
Seoul	TACAN	SOL	A
Seoul	ILS	ISOL	A
Sokcho	VOR/DME	SCH	A
Songtan	VORTAC	SOT	AE
Ulsan	ILS	IUJS	A
Ulsan	ILS	IUJN	A
Ulsan	VORTAC	UJN	A
Ulsan	VOR/DME	USN	A
Ulsan	ILS/DME	IULS	A
Wonju	TACAN	WNJ	A
Wonju	VOR/DME	HGS	A
Yangju	VOR/DME	YJU	A
Yangyang	VOR/DME	YAG	A
Yangyang	ILS/DME	IYAN	A
Yecheon	VOR/DME	CUN	AE
Yecheon	TACAN	YCN	A
Yeosu	ILS/DME	IYSU	A
Yeosu	VOR/DME	YSU	A
Yeosu	ILS/DME	IYSO	A
Yongdam	VOR/DME	YDM	A

Change : Establishment of radio navigation aids(MKP, NMP, NPH, NSN, SCH) and Information of purpose for YJU VOR/DME.



1.4 CONTROL AREA (CTA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz) /Purpose	Remarks
1	2	3	4	5
West-sea North Sector 380000N 1240000E - 380000N 1245100E - along the Northern Limit Line and Military Demarcation Line to 382020N 1273952E - 371700N 1273952E - 371700N 1240000E - 380000N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, B, D, E	Daegu ACC	Daegu Control English H24	132.80, 290.60/ PRIMARY 118.925, 335.45 / SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas.
West-sea South Sector 371700N 1240000E - 371700N 1273952E - 370210N 1273952E - 370111N 1273823E - 365816N 1273339E - 370710N 1271352E - 370502N 1265615E - 365650N 1254822E - 364046N 1242453E - 363600N 1240000E - 371010N 1235953E - 371700N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	128.70, 270.50/ PRIMARY 120.525, 263.60 / SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	2) FL 600-UNL : Class G(Advisoty Airspace), refer to ENR 1.4-9
Gangneung Area Sector 382020N 1273952E - along the Northern Limit Line and Military Demarcation Line to 383800N 1282200E - 383800N 1294441E - 374112N 1294441E - 371210N 1294656E - 362011N 1295052E - 362016N 1292548E - 362011N 1291552E - 370710N 1291010E - 370710N 1284052E - 373310N 1283622E - 373110N 1281952E - 371410N 1280352E - 371010N 1275452E - 370710N 1275052E - 370640N 1273952E - 382020N 1273952E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	134.175, 233.60/ PRIMARY 123.65, 272.40/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
East-sea Sector 383800N 1294441E - 383800N 1333900E - 380000N 1330000E - 373000N 1330000E - 371846N 1324411E - 362224N 1312542E - 361030N 1311003E - 362011N 1295052E - 371210N 1294656E - 374112N 1294441E FL 600 1 000 ft AGL ¹⁾ Class A, D, E	Daegu ACC	Daegu Control English H24	122.250, 263.350/ PRIMARY 125.925, 263.85/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
Gunsan West Sector 363600N 1240000E - 364046N 1242453E - 365650N 1254822E - 370502N 1265615E - 364322N 1265429E - 362311N 1265515E - 353011N 1264927E - 353036N 1242453E - 353036N 1240000E - 363600N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	132.15, 263.15/ PRIMARY 123.55, 272.60/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Frequencies(MHz)/Purpose	Remarks
1	2	3	4	5
Gunsan East Sector 370502N 1265615E - 370710N 1271352E - 365816N 1273339E - 365018N 1272055E - 364010N 1270452E - 362311N 1270352E - 361211N 1273652E - 355149N 1273652E - 354511N 1273652E - 353104N 1274907E - 353011N 1274952E - 353011N 1271140E - 353011N 1264927E - 362311N 1265515E - 364322N 1265429E - 370502N 1265615E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	126.175, 317.85/ PRIMARY 137.375, 335.55/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas. 2) FL 600-UNL : Class G(Advisory Airspace), refer to ENR 1.4-8
Gwangju West Sector 353036N 1240000E - 353036N 1242453E - 353011N 1264927E - 341511N 1264128E - 341511N 1254953E - 340131N 1242453E - 335718N 1240000E - 353036N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	120.725, 263.90/ PRIMARY 128.30, 272.75/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Gwangju East Sector 353011N 1264927E - 353011N 1274952E - 351311N 1273852E - 350744N 1271852E - 341512N 1271953E - 341511N 1264128E - 353011N 1264927E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	123.725, 241.80/ PRIMARY 124.50, 275.40/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Jeju North Sector 335718N 1240000E - 340131N 1242453E - 341511N 1254953E - 341511N 1264128E - 341512N 1271953E - 335452N 1271953E - 332815N 1271953E - 331612N 1271953E - 323000N 1273000E - 323000N 1265753E - 323000N 1265000E - 323223N 1261536E - 322848N 1255859E - 320229N 1240000E - 335718N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, B, D, E	Incheon ACC	Incheon Control English H24	124.525, 255.40/ PRIMARY 132.425, 233.50, 348.10/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Jeju South High Sector 320229N 1240000E - 322848N 1255859E - 323223N 1261536E - 323000N 1265000E - 300000N 1252500E - 300000N 1251154E - 300000N 1245712E - 300000N 1240000E - 313636N 1240000E - 320229N 1240000E FL 600 FL 335 Class A, D, E	Incheon ACC	Incheon Control English H24	133.425, 234.35/ PRIMARY 134.15, 234.65/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	

Change : Information of lateral limits for gwangju west sector.

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1. RADIO NAVIGATION AIDS - ENROUTE

Name of station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME antenna (ft AMSL)	Remarks
1	2	3	4	5	6	7
ANYANG VORTAC (8° W)	SEL	115.5 MHz (CH 102X)	H24	372449N 1265542E	900	Korea Airport Authority VOR unusable RDL 063 clockwise RDL 070 beyond 38 NM below 9 000 ft AMSL TACAN unusable RDL 063 clockwise RDL 070 beyond 23 NM below 13 000 ft AMSL RDL 071 clockwise RDL 090 beyond 30 NM below 8 000 ft AMSL RDL 091 clockwise RDL 100 beyond 20 NM below 10 000 ft AMSL RDL 131 clockwise RDL 140 beyond 23 NM below 6 500 ft AMSL RDL 181 clockwise RDL 210 beyond 12 NM below 8 000 ft AMSL Scheduled Inspection Time Every 3rd TUE(1500-2000 UTC) of the month
BUSAN VORTAC (7° W)	PSN	114.0 MHz (CH 87X)	H24	350721N 1285958E	1 900	Korea Airport Authority VOR unusable RDL 047 between 10 and 16 DME below 15 000 ft AMSL due to roughness RDL 237 between 9 and 12 DME below 15 000 ft AMSL between 18 and 26 DME below 25 000 ft AMSL between 34 and 37 DME below 15 000 ft AMSL due to roughness RDL 278 between 5 and 15 DME below 20 000 ft AMSL due to roughness RDL 341 between 7 and 15 DME below 25 000 ft AMSL due to roughness Scheduled Inspection Time Every 2nd MON(1500-2000 UTC) of the month
DALSEONG VORTAC (8° W)	TGU	112.2 MHz (CH 59X)	H24	354835N 1283527E	2 200	Korea Airport Authority VOR/TACAN unusable RDL 155 clockwise RDL 185 beyond 33 DME below 9 000 ft AMSL RDL 208 clockwise RDL 225 beyond 26 DME below 7 000 ft AMSL VOR unusable RDL 084 between 5 DME and 17 DME below 15 000 ft AMSL between 18 DME and 22 DME below 25 000 ft AMSL RDL 253 between 7 DME and 23 DME below 15 000 ft AMSL between 24 DME and 30 DME below 25 000 ft AMSL RDL 282 between 8 DME and 15 DME below 15 000 ft AMSL between 16 DME and 32 DME below 25 000 ft AMSL RDL 324 between 9 DME and 18 DME below 15 000 ft AMSL between 19 DME and 26 DME below 27 000 ft AMSL Scheduled Inspection Time Every 4th WED(1500-2000 UTC) of the month

Change : Information of VOR and TACAN unusable for anyang VORTAC.

Name of station (VAR) (VOR: Declination)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME antenna (ft AMSL)	Remarks
1	2	3	4	5	6	7
GANGWON VORTAC (8° W)	KAE	115.6 MHz (CH 103X)	H24	374203N 1284514E	3 400	Korea Airport Authority VOR unusable RDL 300 clockwise RDL 030 beyond 20 DME below 7 000 ft AMSL due to RK P518 RDL 099 between 7 and 11 DME below 20 000 ft AMSL RDL 129 between 7 and 11 DME below 25 000 ft AMSL RDL 268 between 11 and 15 DME below 20 000 ft AMSL between 21 and 24 DME below 19 000 ft AMSL TACAN unusable RDL 300 clockwise RDL 030 beyond 20 NM below 7 000 ft AMSL due to RK P518 RDL 200 clockwise RDL 230 beyond 35 NM below 10 000 ft AMSL RDL 280 clockwise RDL 359 beyond 13 NM below 10 000 ft AMSL Scheduled Inspection Time Every 3rd WED(1500-2000 UTC) of the month
GUNSAN VORTAC (7° W)	KUZ	112.8 MHz (CH 75X)	H24	355437N 1263641E	0	United States Air force TACAN unusable RDL 030 clockwise RDL 050 beyond 30 DME below 7 000 ft AMSL RDL 185 clockwise RDL 195 beyond 30 DME below 6 000 ft AMSL Scheduled Inspection Time Every MON, WED, FRI (1900-2200 UTC)
GWANGJU TACAN (8° W)	KWJ	1175 MHz (CH 88X)	H24	350723N 1264810E	100	Republic of Korea Air force TACAN unusable RDL 000 clockwise RDL 031 beyond 24 DME below 9 000 ft AMSL RDL 085 clockwise RDL 110 beyond 22 DME below 8 000 ft AMSL RDL 111 clockwise RDL 170 beyond 16 DME below 12 000 ft AMSL RDL 230 clockwise RDL 250 beyond 17 DME below 9 000 ft AMSL RDL 251 clockwise RDL 269 beyond 32 DME below 5 500 ft AMSL RDL 296 clockwise RDL 320 beyond 27 DME below 9 000 ft AMSL RDL 321 clockwise RDL 359 beyond 15 DME below 9 000 ft AMSL
GWANGJU VOR/DME (8° W)	KWA	114.4 MHz (CH 91X)	H24	350734N 1264844E	100	Korea Airport Authority VOR unserviceable RDL 291 clockwise RDL 359 beyond 28 NM below 8 000 ft AMSL DME unserviceable RDL 000 clockwise RDL 060 beyond 33 NM below 6 000 ft AMSL RDL 088 clockwise RDL 110 beyond 28 NM below 8 000 ft AMSL RDL 111 clockwise RDL 140 beyond 22 NM below 10 000 ft AMSL RDL 141 clockwise RDL 190 beyond 14 NM below 9 000 ft AMSL RDL 191 clockwise RDL 270 beyond 36 NM below 5 000 ft AMSL RDL 271 clockwise RDL 290 beyond 30 NM below 8 000 ft AMSL RDL 291 clockwise RDL 359 beyond 28 NM below 8 000 ft AMSL Scheduled Inspection Time Every 4th TUE(1500-2000 UTC) of the month

- 3.5 Follow the Greens(FtGs) procedures at Incheon INTL Airport
- 3.5.1 "Follow the Greens" procedures at Incheon INTL Airport is operated to provide pilots with individual visual guidance(green taxiway centerline lights and red Stop bar lights) while taxiing during day and night operations as well as during periods of low visibility.
- 3.5.2 Aircraft taxiing on maneuvering area(runway and main parallel taxiways) will be guided by dedicated individual green taxiway centerline lights in front of the aircraft.
- 3.5.3 ATC will use the phraseology "Follow the Greens....." when issuing a clearance to pilots to taxi along the directional guidance provided by the green taxiway centerline lights to clearance limit(runway holding point or transfer of control point/TCP or stop bar lights).
- 3.5.4 When instructed to follow the greens by ATC, pilots are reminded of the extreme importance of maintaining a careful lookout and are at all times responsible wing tip clearance.
- 3.5.5 When instructed to follow the greens by ATC, pilots shall not taxi ahead if there is no green lights or red Stop bar lights are ahead.
- 3.5.6 Pilots and drivers shall enter/cross the runway or taxiway only when both the following conditions are met.
The crew have
- a. received positive ATC clearance to enter/cross the runway or taxiway, and
 - b. observed that the red Stop bar lights are turned off.
- 3.5.7 When more than one aircraft taxi closely toward the common intersection, it is possible to see more than one directional guidance ahead because the end of proceeding green lights segment is still remaining.
- 3.5.8 When more than one directional guidance are provided ahead or hard to see the guidance due to reflection of sunlight, pilots shall stop and ask ATC for onward clearance before taxiing.
- 3.5.9 When more than one aircraft taxi toward the common intersection, ATC will continue turning on the green lights to give priority to first aircraft. Second aircraft will be instructed "GIVE WAY TO...../FOLLOW....." or provided turning on the red Stop bar lights.
- 3.5.10 When ATC wants to terminate the "Follow the Greens", ATC will revert to directional guidance by taxiway information or mandatory signs/markings. In this case, pilots shall navigate their taxi route with reference to signs/markings on taxiway.

4. Deicing operations

4.1 De/anti-icing phase notification

DE/ANTI-ICING PHASE	Application of phase
Phase 1 (BLUE)	It is estimated that the average time between aircraft EOBT and being airborne will be less than 60 minutes.
Phase 2 (YELLOW)	It is estimated that the average time between aircraft EOBT and being airborne will range from 60 minutes to 119 minutes.
Phase 3 (ORANGE)	It is estimated that the average time between aircraft EOBT and being airborne will range from 120 minutes to 239 minutes.
Phase 4 (RED)	It is estimated that the average time between aircraft EOBT and being airborne will be at or above 240 minutes.

4.2 De-icing zones and pads

De-icing pads assignment will be made as pad-group.

1. A South zone : 821, 822, 823, 825 pads
2. M South zone : 831, 832, 833, 834 pads
3. M North zone : 551, 552, 553, 554, 557 pads
4. T Center zone : 814, 815, 816, 817 pads
5. Central De-icing zone : 301, 302, 303, 304 pads
6. D South zone : 841, 842 pads
7. D North zone : 851, 852 pads

4.3 De-icing operational procedures

1. De-icing requests and cancellations must be made by the flight crew to Incheon De-icing.
2. ACFT types applicable for engine on de-icing

Airbus	A318, A319, A320, A321, A330, A350, A220, A380
Boeing	B737, B757, B767, B777, B787, B747

3. Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/ static ports/ pitot probes) should be performed by Engine off.
4. On the de-icing pads ACFT shall hold abeam the stop line which indicates the cockpit stop position or follow the advice of the marshaller.
5. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the de-icing stands.
6. During the engine on de-icing, aircrew shall keep the engine idle and set the brake. ACFT hold position until Pad control give the taxi instruction.
7. The detailed de-icing procedures are given on the 'ICN DE-ICING ANTI-ICING PILOT BRIEF SHEET'. A copy of the sheet can be downloaded from www.airport.kr/co/en/index.do.

RKSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSS - SEOUL / GIMPO International

RKSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	373325N 1264751E 328° / 1 327 m from THR 32R
2	Direction and distance from city	275°, 16 km from Seoul City Hall
3	Elevation/Reference temperature	18 m / 30.8 °C
4	Geoid undulation at the AD ELEV PSN	23 m
5	MAG VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Gimpo International Airport) 76, Haneul-gil, Gangseo-gu, Seoul, 07505, Republic of Korea TEL : +82-2-2660-4218, 2566~7 Telefax : +82-2-2660-2842, 2575 AFS : RKSSZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	* Take-off and landing is restricted from 1400 UTC to 2100 UTC due to noise abatement, except the conditions described in RKSS AD 2.21 item 1.1 and 1.2.

RKSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	Fuel : Aviation Turbin Fuel (Jet A-1) Aviation Gasolin (AV-gas 100LL) Oil : Turbo Oil 2 380/2 389, Jet Oil 254
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 10 aircraft can be fueled simultaneously, total amount of storage is 35 771 000 L. No limitations at any time service available.
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Business aircraft hangar : 4 for class "C" aircraft
6	Repair facilities for visiting aircraft	Major and minor repairs by arrangement
7	Remarks	NIL

Change : Information of aerodrome operator, address, telephone and telefax number.

RKSS AD 2.5 PASSENGER FACILITIES

1	Hotels	In Seoul city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis, subway and rental cars from the AD
4	Medical facilities	a. Ambulance service available b. Hospitals near the AD within 18 km
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimpo/

RKSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : CAT 10
2	Rescue equipment	a. 2 ARFF* vehicles : A capacity of 12 000 L water(each), 1 500 L AFFF**(each), Foam discharge rate 6 000 L/min (each), with dry chemical powder 250 kg(each) b. 1 ARFF* vehicle : 15 000 L water, 2 200 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg c. 1 ARFF* vehicle : 11 000 L water, 1 400 L AFFF**, Foam discharge rate 6 000 L/min, with dry chemical powder 250 kg d. 1 Supplementary water tank truck : capacity 12 000 L e. 1 Rescue vehicle f. 1 Ambulance g. 1 Commanding vehicle * ARFF (Aircraft Rescue and Fire Fighting) ** AFFF (Aqueous Film Forming Foam)
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available for up to B747-8 size aircraft. b. 1 & 3 pole recovery jacks, 470 ton mobile crane including other accessory equipment can be provided by airlines and agencies. c. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (Tel : 82-2-2660-4217)
4	Remarks	Aviation Fire-Fighting training facility a. Location - 389-9 Sangya dong Gyeyang-gu Incheon - 400 m from the airport boundary close to the beginning tip of RWY 14R b. Plottage 8 947 m² c. Two model aircraft for training

RKSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 5 Towed runway jet sweepers(working width : about 8.0 m) b. 7 Compact runway jet sweepers(working width : about 5.6 m) c. 2 Snow blowers(working width : about 2.5 m) d. 3 Dry material spreaders e. 1 Liquid material spreader
2	Clearance priorities	a. First 1) RWY 14R/32L and 14L/32R 2) Rapid exit taxiways(C1, E1, C2) 3) TWYs (P, A, B1, B2, E2, G1, G2) 4) Apron taxilanes (R, P1, P2, P3, P4) 5) De-icing Pad b. Second 1) Rapid exit taxiways (C3, D2, D3) 2) TWYs (D1, F1, F2) 3) Apron Taxilanes (P5, N2, N3, N4, N5, S, W1, W2) 4) Aircraft stands
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKSS AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKSSOB001	Mt. Gwanak(Electric Tower)	372642.5N 1265750.5E	2 287 ft/2 228 ft	LGTD	32L/R APCH
RKSSOB002	Mt. Samsung(North Peak)	372652.0N 1265551.4E	1 348 ft/1 289 ft	NIL	14L/R TKOF
RKSSOB003	BLDG. Sinturi	373046.2N 1265112.9E	283 ft/224 ft	NIL	
RKSSOB004	Mt. Samsung(South Peak)	372609.4N 1265621.8E	1 578 ft/1 519 ft	NIL	
RKSSOB005	Mt. Samsung(Transmitting Tower)	372559.6N 1265629.3E	1 742 ft/1 683 ft	LGTD	
RKSSOB006	BLDG. Yangcheon Middle School	373110.6N 1264932.9E	413 ft/354 ft	NIL	
RKSSOB007	BLDG. Gwangyeong girl's High School	373217.0N 1264924.4E	180 ft/121 ft	NIL	
RKSSOB008	Temple(Daegaksa)	373028.8N 1264929.5E	453 ft/394 ft	NIL	
RKSSOB009	BLDG. Mokdong	373138.2N 1265232.7E	891 ft/832 ft	LGTD	
RKSSOB010	Mt. Jangneong	373658.6N 1264233.1E	493 ft/434 ft	NIL	14L/R APCH
RKSSOB011	Hill. Daejun	373522.9N 1264527.5E	123 ft/64 ft	NIL	32L/R TKOF
RKSSOB012	Mt. Gaeyang (Transmitting Tower)	373311.0N 1264252.6E	1 506 ft/1 447 ft	LGTD	
RKSSOB013	Mt. Gahyun	373732.9N 1263902.6E	706 ft/647 ft	NIL	
RKSSOB014	HF antenna	373311.0N 1264706.0E	103 ft/44 ft	LTGD	32L/14R APCH
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

RKSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Gimpo Airport Weather Office · TEL : +82-2-2664-0365 · FAX : +82-2-2664-0366
2	Hours of service MET Office outside hours	24 hours -
3	Office responsible for TAF preparation Periods of validity	Gimpo Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available at the office for 24 hours, if required
6	Flight documentation language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts (surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	FIC, TWR and APP
10	Additional information	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the Office through Internet link.

Change : Establishment of AD OBST information in area 3.

INTENTIONALLY

LEFT

BLANK

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At APN TWR FLG W&G EV 2.5 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY (except : W1, W2, Part of R(P1~NR. 121)) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKSS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Gimpo CTR; A circle, radius 5 NM centered at (ARP)
2	Vertical limits	SFC to 3 000 ft AMSL
3	Airspace classification	B
4	ATS unit call sign Languages	Gimpo Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

Change : Information of vertical limits(AGL → AMSL).

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Gimpo Tower	118.1 MHz* 118.05 MHz** 240.9 MHz*	H24	NIL
GND	Gimpo Ground	121.9 MHz* 121.95 MHz**	H24	NIL
APN	Gimpo Apron	130.875 MHz* 131.175 MHz* 129.525 MHz**	H24	NIL
Delivery	Gimpo Delivery	121.975 MHz**	H24	Digital PDC service Available
ATIS	Gimpo INTL Airport	126.4 MHz** 317.8 MHz*	H24	1. Digital ATIS service Available 2. ATIS telephone service Available (Refer to RKSS AD 2-31 for detail)
APP	Seoul Approach	119.05 MHz** 119.1 MHz* 120.8 MHz** 124.2 MHz**	119.75 MHz** 124.7 MHz* 121.35 MHz* 293.3 MHz**	H24 NIL
VFR		123.25 MHz** 363.8 MHz*	123.8 MHz* 305.7 MHz*	
DEP	Seoul Departure	121.4 MHz** 125.15 MHz**	124.8 MHz* 353.2 MHz*	H24 NIL
EMERG		121.5 MHz*	243.0 MHz**	H24 NIL
Scheduled Inspection Time				
- * : Every 1st THU(1500-2000 UTC) of the month				
- ** : Every 3rd THU(1500-2000 UTC) of the month				

RKSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2020)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	VOR/DME unusable RDL 331 clockwise RDL 360, RDL 001 clockwise RDL 099 not flight checked RDL 270 clockwise RDL 278 beyond 15 NM below 3 500 ft AMSL RDL 290 clockwise RDL 310 beyond 15 NM due to RK P518 RDL 311 clockwise RDL 330 beyond 12 NM due to RK P518 Scheduled Inspection time : Every 2nd TUE(1500-1800 UTC) of the month
LOC 14R (9° W/2020) ILS CAT II/III (9° W/2020)	IOFR	108.70 MHz	H24	373245.5N 1264812.9E	-	RWY 14R LOC unusable beyond 12 NM FM GP-DME and beyond 10° Left side of the course not flight check due to RK P518
GP 14R	-	330.5 MHz	H24	373401.8N 1264644.0E	-	Scheduled Inspection time : Every 1st THU(1400-1900 UTC) of the month
DME 14R	IOFR	985 MHz (CH 24X)	H24	373401.9N 1264644.2E	30 m	
IM 14R	-	75 MHz	H24	373413.7N 1264622.1E		

2.10 Ramp Safety Management

1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxiway are marked in the form of zipper.
2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxiway in the ramp.
3. Some of Code letter B aircraft stands(NR. 502, 503, 506~514) in West Apron don't provide minimum clearance distance(3 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from control tower.
4. Some of Code letter E aircraft stands(NR. 221~232) in North Apron do not provide minimum clearance distance(7.5 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from control tower.

2.11 Transponder

Pilots should always operate transponders with XPNDR (and AUTO if available) except for parking ACFT on the stands.

3. School and Training Flights

- 3.1 'Touch and go', 'Stop and go' and 'Low approach' are not allowed.
- 3.2 Solo training flight by a student pilot is not allowed within Gimpo control zone which is B airspace.
- 3.3 Aircraft control and ATC radio communication should be maintained by the instructor.
- 3.4 Checkride(examination flight for applying the pilot licence) is restricted at Gimpo airport from July 1st, 2015.

4. CAT II/III Operations

4.1 General

Gimpo International Airport RWY 14R has ILS CAT III equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m (200 ft).

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
2. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

- 4.2 Aircraft operator must obtain the approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Gimpo International Airport.

1. Approval for CAT II/III Operations

- a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Gimpo International Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Seoul Regional Office of Aviation
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
22382, Republic of Korea

Tel : 82-32-740-2154, 5
Fax : 82-32-740-2159

- b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

- 1) Aircraft type and register number;
- 2) The Category II/III minima under which they intend to operate; and
- 3) A copy of the category II/III certification issued by their own category authority.

4.3 Pilots shall be informed when:

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

4.4 The separation between the aircraft landing successively on the same runway will not be less than 10 NM.

4.5 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

4.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform Approach Control on their initial contact.

4.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 5 of 186.

1. During Low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows :

- a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
- b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

2. Arriving Aircraft

- a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
RWY 14R - B1, B2, C1, C2, P (Refer to RKSS AD 2-15-1)
- b. 14R/32L runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate the portion of the taxiway that is within the ILS sensitive area.
- c. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

3. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows :

RWY 14R - P, G2, G1
RWY 32L - P, B2, B1
Refer to RKSS AD 2-18, 2-19

4. Follow-me car service

- a. Follow-me service is available to arriving aircraft using RWY 32L/14R when crossing RWY 32R/14L.
Pilot should make the request to Gimpo Control.
- b. Aircraft shall monitor the Gimpo Ground Control frequencies during taxiing.

4.8 Practice Approaches

Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

RKSS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction (Curfew) for noise abatement

All take-off and landing are restricted from 1400 UTC to 2100 UTC (for flight with the purpose of training, take-off is restricted from 0900 UTC to 2100 UTC, landing is restricted from 1100 UTC to 2100 UTC), except in the following;

1.1 Emergency

1. Aircraft in emergency condition.
2. Aircraft which transports the patient who needs emergency medical assistance.
3. Aircraft which needs to take off or land Gimpo airport for evacuation from typhoon or heavy snow.

1.2 Special Mission

1. Aircraft engaged in search and rescue operation.
2. Aircraft used for national purposes designated by the relevant authorities.

2. Aircraft Operating Procedures (except helicopter)

2.1 Take off

All departing aircraft should apply ICAO PANS-OPS (Doc 8168) Volume III Noise Abatement Take-off Climb Procedure as follows;

1. Noise Abatement Departure Procedure ONE (NADP ONE)
 - Thrust reduction at 1 000 ft or 1 500 ft above aerodrome elevation recommended.

2.2 Approach

1. Delayed Flap Setting Procedures

All arriving aircraft shall apply delayed flap approach procedure as follows;

- a. When runway 14 in use :
 - After intercepting LOC, lower gear.
 - Maintain intermediate flap until FAF.
 - ※ Refer to AD 2.22.1.2 Speed Restriction.
 - At FAF, set flaps for landing and establish final approach speed.
- b. When runway 32 in use :
 - After 7 ILS/DME(8 DME from KIP), lower gear.
 - Maintain intermediate flap until FAF.
 - ※ Refer to AD 2.22.1.2 Speed Restriction.
 - At FAF, set flaps for landing and establish final approach speed.

2. Aircraft unable to comply with this procedure for any reason should inform ATC.

3. Exception

Procedures described in the provisions 1 and 2 need not be complied with, for aircraft who have passed the IAF(for RWY 32) or intercepted the LOC(for RWY 14) in adverse operating conditions such as the following :

- a. If the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice, water or other substances;
- b. In conditions when the ceiling is lower than 500 ft above AGL, or when the horizontal visibility is less than 1 900 m;
- c. When the cross-wind component, including gusts, exceeds 15 kt;
- d. When the tail-wind component, including gusts, exceeds 5 kt;
- e. When wind shear has been reported or forecasted.

4. Apply Reduced Power/Drag Technique (recommendation) when

- a. Landing Weight and Runway length are enough,
- b. Runway surface is DRY condition,
- c. When there is no tailwind, pilot can select final landing flaps setting. Apply Final landing flaps setting minimum approved by flight manual.

5. Follow each aircraft's POM procedure for engine reverse after landing

- a. Engine reverse system is effective at high speed, so use engine reverse system as soon as touchdown. But pilot can use idle thrust for noise reduction when runway length is enough and runway surface condition is good.
- b. Pilot must follow restriction of engine reverse system of each aircraft.
- c. Pilot can use idle reverse until reaching taxi speed. But high reverse thrust under 80 kt is prohibited except in emergency.
- d. Turn off engine reverse system when vacating runway.

Change : Information of ICAO PANS-OPS(Volume I → III) and reference page.

2.3 Visual Flight Rules

Use MINIMUM DRAG/POWER APPROACH for NOISE LEVEL in VFR.

2.4 ENGINE RUN-UP procedure

1. Each airline company must make a procedure for prevention of ground accident, and restrict unnecessary RUN-UP for noise reduction, and recommend effective ENGINE RUN-UP.
2. All aircraft's ENGINE RUN-UP must be executed by each aircraft's qualified staff, and the staff must get approval before ENGINE RUN-UP.
3. Use ENGINE RUN-UP location designated by airport authority.
4. Aircraft is recommended to stand toward headwind direction as much as possible, but the aircraft must stand toward headwind direction $\pm 30^\circ$ when wind speed is 10 knot or more.
5. Ensure ground staff is near the aircraft before engine start and when engine is running, and ensure two ground staff are located left and right side when left and right engines are running.
6. Follow each aircraft's EMERGENCY PROCEDURE in emergency situation for example fire during engine run-up.
7. Follow each airline company's procedure for safety matter during engine run-up.

2.5 RWY Operations

1. When RWY 14 in use
 - a. Take-off : RWY 14L
 - b. Landing : RWY 14R

2. RWY 32 Operation Hours

Operation Hours(UTC)	For Departure	For Landing
2100-2359	32R	32L
0000-0259	32L	32R
0300-0559	32R	32L
0600-0859	32L	32R
0900-1159	32R	32L
1200-1459	32L	32R

* These operation hours can be changed depending on weather condition and traffic situation.

3. Intersection take-off is not available on all runways except in an unavoidable case for traffic flow or other reasons.

2.6 Run up checks and idle power check are not allowed from 1400 UTC to 2100 UTC.

2.7 Aircraft flying along the VFR route for P73 shall maintain at or above 1 500 ft while in GIMPO control zone for noise abatement, and use caution for traffic approaching runway 32 at Gimpo airport.

RKSS AD 2.22 FLIGHT PROCEDURES

1. IFR

1.1 IFR ATC CLEARANCE

The following procedures are established for all turbo jet departures from Gimpo International Airport :

1. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to start-up or push-back.
 - a. Aircraft Identification
 - b. Type of aircraft
 - c. Destination
 - d. Proposed flight level
 - e. Gate or stand number
 - f. ATIS code
2. If aircraft fails to push back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when :
 - a. Start-up or push-back is delayed due to traffic on the ground, or
 - b. Aircraft departure is restricted by means of release time or the same altitude/route separation.

1.2 SPEED RESTRICTION

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft in SEOUL TMA, unless otherwise authorized by ATC. If unable to comply with this speed restriction, state minimum speed acceptable to ATC.
2. ATC will use "NO ATC SPEED RESTRICTIONS" RTF phraseology to remove MAX 250 kt IAS below 10 000 ft.
3. speed control under radar vector :
 - a. When arriving traffic is being sequenced under radar direction, ATC typically will apply the following speed control :
 - Initial approach phase : 210 kt IAS
 - Base leg/HDG to final approach : 180 kt IAS
 - When established on final approach : 180 kt to 160 kt IAS
 - Thereafter to 7.5 DME : 160 kt IAS

RKPC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

1.1 Circling not authorized north of RWY 07/25 and west of RWY 13/31.

1.2 Circling not authorized when cross-wind component within limits of main runway (07/25).

1.3 Surface wind data is available for both ends of the duty runway. Normally, only the touchdown surface wind information will be passed. Stop-end surface wind information is available on request.

1.4 High Intensity Runway Operation(HIRO)

The HIROs are used to optimize separation of aircraft on final approach in order to minimize runway occupancy time(ROT) for both arriving and departing aircraft to increase runway capacity. Expeditious exit from the landing runway allows ATC to make appropriate minimum radar separation on final approach.

1. The HIROs will be not applied when one of the following adverse conditions exists :

- The visibility is less than 5 km.
- The runway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
- The cross-wind component including gust exceeds 15 kt, or
- The tail-wind component including gust exceeds 5 kt, or
- Wind-shear has been reported.
- Any other abnormal condition of aircraft, airport or ATC system exist.

2. When HIROs are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force, minimum runway occupancy time required.) or RTF.

3. Arrival

a. Pilots are strongly encouraged to pre-plan the runway exit strategy that will minimize occupancy time.

- Select the most suitable exit taxiway(preferred rapid exit taxiways) that provides the least runway occupancy time taking into account safety, operational and company considerations.
- Adjust proper deceleration and use braking to expedite exit at appropriate speed at the selected exit.
- The following table is based upon the design information for Preferred Rapid Exit Taxiways (PETs) and is provided to assist pilots determine the most suitable exit.

RWY	Preferred Rapid Exit Taxiways (PETs)	Distance from THLD	Exit Angle	Design Exit Speed
07	P6	1 520 m	30°	40 kt (74 km/h)
	P5	1 750 m		
25	P7	1 520 m		
	P8	1 750 m		

b. If the aircraft is unable to vacate the runway via the PETs for safety reason, the pilot expeditiously exit the runway with the appropriate speed at another exit. In this case, the pilots should report "EXIT TWY" to the ATC as early as possible.

c. Pilots should avoid intentionally extending the landing run to vacate closer to the parking stand.

d. After landing, aircraft do not stop on the rapid exit taxiway to awaiting instructions from ATC.

Unless otherwise instructed by ATC, pilots should use following the standard taxi routes.

- RWY 07 - P6/P5 → P → G1 → R
- RWY 25 - P7/P8 → P → G3 → R

e. The runway is only vacated after the entire aircraft has passed the holding line.

4. Departure
 - a. Pilots are strongly encouraged to check the availability of intersection departure before start-up.
Declared distances for intersection departure are detailed in AD 2.13 DECLARED DISTANCES.
For the purpose of performance calculations the standard intersection departure points are :
 - 1) RWY 07 - P9 / P11 / P12
 - 2) RWY 25 - P2 / P3
 - b. Pilots should complete pre-departure cockpit checks prior to reaching runway holding point and the take-off checks on the runway should be kept to the minimum. Pilots not ready for departure when reaching the runway holding point shall advise ATC as early as possible.
 - c. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
 - d. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.
 - e. Departures will not always be cleared as the order "First Come, First Served", the ATC can optimize the departure sequence to facilitate the maximum number of departure with the least average delay considering following factors :
 - 1) Routes to be followed after preceding departure
 - 2) Need to apply wake turbulence separation minima
 - 3) Aircraft subject to ATFM requirements
 - 4) Types of aircraft and relative performance
- 1.5 No person may operate an aircraft for training purpose at Jeju INTL Airport.
- 1.6 No person may operate a light aircraft, ultra-light plane at Jeju INTL Airport.
2. Departure Procedure
 - 2.1 ATC clearance
 1. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).
 2. Pre-departure clearance by datalink is available at Jeju INTL airport for suitably equipped aircraft.
 - 2.2 Procedures for start-up and push back
 1. When ready to push back, aircraft contact JEJU GROUND and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. Release time (if necessary)
 2. Ground crews (Ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other OBST prior to engine start-up or aircraft push back for smooth and safety aircraft movements.
 3. Pilots shall confirm with ground crews whether there is no hazard to the aircraft starting up and shall not ask an JEJU GROUND for engine start-up and push back until its safety check-up is fully confirmed.
If there is any elements posing a potential failure, pilots shall ask the JEJU GROUND for push back only.
After moving and standing the aircraft at a safety area, pilots can ask the engine start-up.
 4. In Principle, Cross Bleed Start is not permitted at the aircraft stand. If any aircraft is required to perform Cross Bleed Start, the pilot shall ask the JEJU GROUND for towing their aircraft to a position parallel with the taxiway. Pilots shall perform Cross Bleed Start after the safety distance of the Jet blast is fully ensured.
 5. All aircraft to be taxied within the apron shall fix their engine thrust on an Idle. In case of using breakaway thrust, it should be used to a minimum.
 6. The following table describe the procedures for the pushback of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, JEJU GROUND will issue specific instructions to the pilots.

Aircraft Stands	RWY in use	Pushback Procedures	Phraseology
1, 1E	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand NR. 1 and 86.	Pushback approved, clear E2
2	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand NR. 1 and 2.	Pushback approved, clear E1
3	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 2 and 3.	Pushback approved, clear G1
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand NR. 3 and 6.	Pushback approved, clear G1
	07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 1 and 2.	Pushback approved to face northwest and clear E1
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G1
6	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
	07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 2 and 3.	Pushback approved to face northwest and clear G1
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxilane holding point.	Pushback approved to face south on G1
7, 9, 10, 13, 15	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
17, 18	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face west until the towing car pass the holding point between stand NR. 15 and 17.	Pushback approved and clear G2
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east until the towing car pass the holding point between stand NR. 18 and 20.	Pushback approved and clear G2
	07/25	The aircraft shall be pushed back to face south along G2 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G2
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back
20, 30, 31	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
32, 33	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face west along R taxilane until towing car pass the holding point between stand NR. 31 and 32.	Pushback approved and clear G3
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand NR. 33 and 34.	Pushback approved and clear G3
	07/25	The aircraft shall be pushed back to face south along G3 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G3
33	07/25	The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back

Change : Information of procedures for start-up and push back.

Aircraft Stands	RWY in use	Pushback Procedures	Phraseology
34, 35, 63	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
36, 37	07/25	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face south along G4 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G4
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back
80-86	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
51-57, 60-62, 64, 65	07/25	Self maneuvering parking stand.	-
		* During low visibility procedures(Phase 2), the aircraft shall be pushed back as follow :	-
	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved

※ Note : Push back heading will be provided by JEJU GROUND for RWY 31 departure.

7. Prior to push-back or engine start-up, turn on the transponder and set Mode A code assigned by ATC.

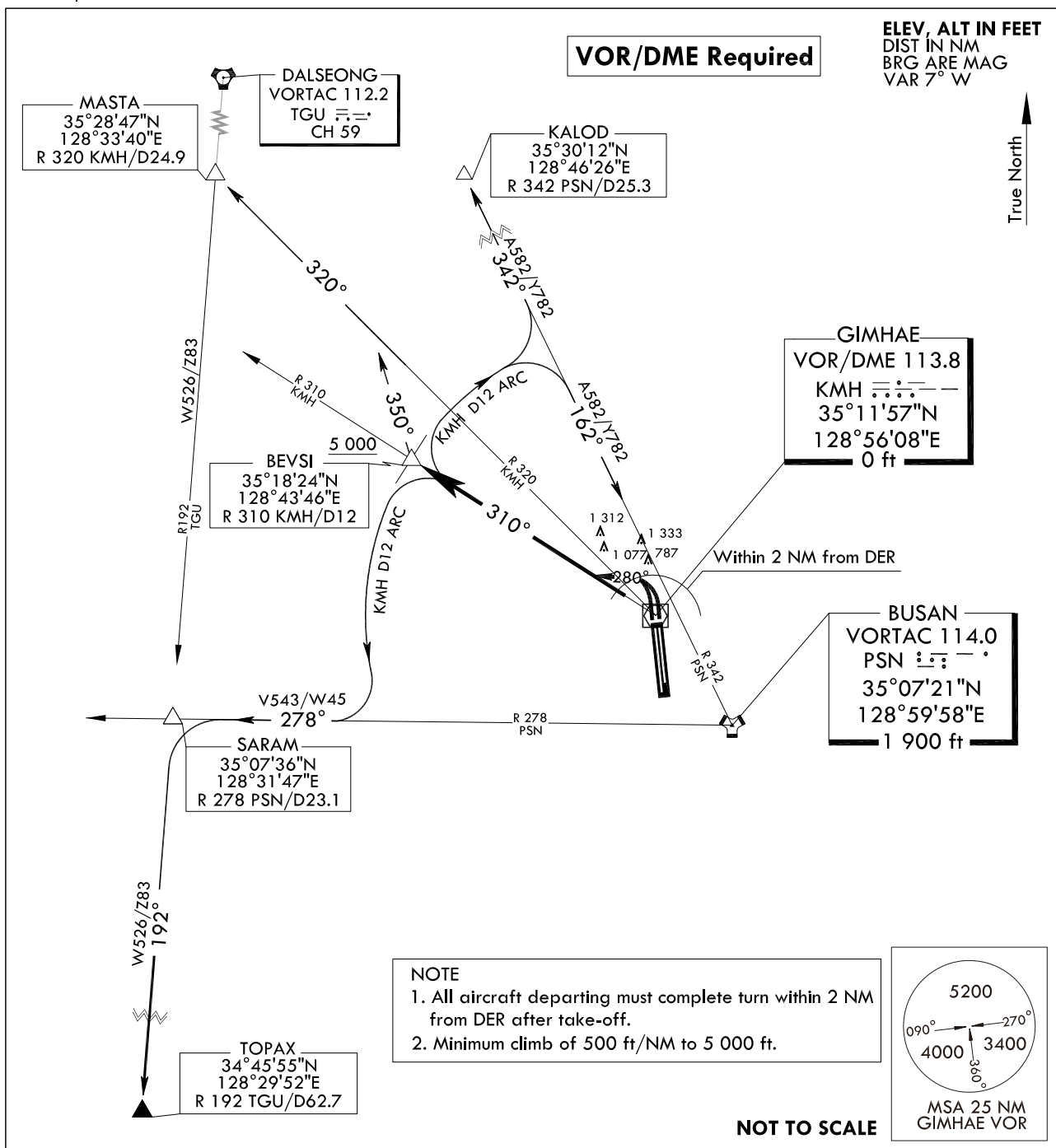
**STANDARD DEPARTURE
CHART - INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450

BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
BEVSI 3

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

BEVSI 3 DEPARTURE

RUNWAY 36L/R : Climbing left turn HDG 280° to intercept R 310 KMH
and R 320 KMH to cross BEVSI at or above 5 000 ft. thence.....
.....via (TRANSITIONS), climb assigned altitude or as directed by ATC.

KALOD Transition : Right turn and proceed via KMH D12 arc to R 342 PSN,
then via R 342 PSN to KALOD.

BUSAN(PSN) Transition : Right turn and proceed via KMH D12 arc to R 342 PSN,
then via R 342 PSN to PSN.

MASTA Transition : Right turn HDG 350° to R 320 KMH , then via R 320 KMH to MASTA.

TOPAX Transition : Left turn and proceed via KMH D12 arc to R 278 PSN,
then via R 278 PSN to SARAM, then left turn via R 192 TGU to TOPAX.

Change : Establishment of dalseong VORTAC.

INTENTIONALLY

LEFT

BLANK

RKTN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTN - DAEGU / Daegu International

RKTN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	355339N 1283932E 315° / 1 377 m from THR 31L
2	Direction and distance from city	072°, 4.8 km from Daegu City Hall
3	Elevation/Reference temperature	120 ft / 32.5 °C
4	Geoid undulation at AD ELEV PSN	93 ft
5	MAG VAR/Annual change	8° W(2020) / 0.09° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Daegu Airport Branch (Busan Regional Office of Aviation) 221, Gonghang-ro, Dong-gu, Daegu, 41052 Republic of Korea TEL : +82-53-980-5203, 5204 Telefax : +82-53-982-4154 AFS : RKTNPZPX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Military Air Base

RKTN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2000-1500 UTC
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	HO
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	- Airport Quiet Hour : 1500-2000 UTC daily During the Quiet HR, unsurpassed ENG runs and nonessential ACFT OPS are prohibited, except civil airlines authorized by ROKAF - Unable to divert at these HR(2000-2300, 1200-1500), EXC EMERG and prior permission ACFT

RKTN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 46 tones handling possible
2	Fuel/oil type	JET-A1
3	Fuelling facilities/capacity	Elevated storage tank 3 unit/total 900 000 L, 3 fuel tanks with 300 000 L. Refueling available by trucks.
4	De-icing facilities	One de-icing pad(Only under aircraft code letter "C") See Aircraft Parking/Docking Chart
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKTN AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	2 Restaurants in passenger terminal (1 Korean food, 1 Japanese food)
3	Transportation	Buses, Taxis, and rental cars from AD
4	Medical Facilities	PATIMA Hospital near the AD (about 2.1 km)
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/daegu

RKTN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. ROKAF* : - 6 Chemical crash rescue & fire fighting trucks - Total capacity Water : 30 000 L AFFF** : 3 600 L - 1 Rescue Truck - 4 Ambulance car b. KAC*** : NIL
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to A300-600 size aircraft. 1 & 3 pole recovery jacks, 330 ton mobile crane including other accessory equipment can be provided by airlines and agencies. Korea airports Corporation is the coordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (Tel : +82-53-980-5331)
4	Remarks	* ROKAF : Republic of Korea Air Force ** AFFF : Aqueous Film Forming Foam *** KAC : Korea Airports Corporation

RKTN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : 3 SE-88(snow heat blower), 7 Snow ploughs and 3 Snow masters, 2 Graders b. KAC** : 1 Multipurpose snow removal truck, 1 Tractor
2	Clearance priorities	1. RWY 13R/31L 2. TWY : F1, F, E, D3, D2, D1, A3, A2, A1, C3, C2, C1 3. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM * ROKAF : Republic of Korea Air Force ** KAC : Korea Airports Corporation

Change : Information of homepage address and rescue equipment.

RKTN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Designation, Apron surface and strength	a. Surface - NORTH & SOUTH : Concrete - DEICING PAD : Asphalt b. Strength (See Aircraft Parking/Docking Chart) - NORTH Apron(ACFT stands NR. 1, 2, 3, 4) : PCN 60/R/B/W/T - SOUTH Apron(ACFT stands NR. 5, 6, 7, 8, 9, 10) : PCN 58/R/B/W/T - DEICING PAD (ACFT stand NR. 31) : 59/F/B/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 23 m b. Surface : Concrete c. Strength : PCN 60/R/B/W/T (TWY F1)
3	Altimeter check location and elevation	a. Location : APRONS b. Elevation : 32 m
4	VOR checkpoints	VOR : NIL
5	INS checkpoints	INS : See Parking/Docking Chart
6	Remarks	NIL

RKTN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	a. Taxiing guidance signs are the intersections of all TWY, RWY and holding positions b. Guide lines at apron c. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	a. RWY 13R/31L Markings - Designation, CL, Edge, THR, TDZ Lightings - THR, TDZ(31L), CL, Edge, End b. RWY 13L/31R Marking - Designation, CL, THR, TDZ Lighting - Edge, THR, End c. TWY F1 Markings - CL, Edge Lightings - Edge
3	Stop bars	NIL
4	Remarks	NIL

Change : Information of bearing strength for north and south apron.

RKTN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTNOB001	Mountain	354931.9N 1290137.6E	2 539 ft/	NIL	31L/R APCH 13L/R TKOF
RKTNOB002	Mountain	354655.5N 1285646.2E	2 231 ft/	NIL	
RKTNOB003	Mountain	354418.6N 1284937.5E	2 104 ft/	NIL	
RKTNOB004	Hill	355605.8N 1283657.1E	907 ft/	NIL	
RKTNOB005	Building	1.5 NM from RWY 31L THR	266 ft/	NIL	
RKTNOB006	Hill	355248.6N 1284146.7E	430 ft/	NIL	In RWY 31L/R, 13L/R circling area and at AD
RKTNOB007	Hill	355153.4N 1283941.0E	561 ft/	NIL	
RKTNOB008	Hill	355144.6N 1283924.7E	653 ft/	NIL	
RKTNOB009	Hill	355439.1N 1283741.5E	280 ft/	NIL	
RKTNOB010	Hill	355606.0N 1283656.0E	915 ft/	NIL	13L/R APCH 31L/R TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
Remarks					
1. 280 ft hill located 1 NM from THR of RWY 13R may cause visual illusion of being low on final. 2. Obstacles in the circling area and at AD are depicted on the Instrument APP Chart. 3. Obstacles within the area that extends from the edge of the RWY to 61 m from the RWY center line - Arresting Gear (BAK-12, 14 on the RWY 31L/13R) - Arresting Gear (BAK-14 on the RWY 31R/13L) - Arresting Gear Control Units (both side of all BAK-12, 14) - Jet-Barrier (MA1A on the both RWY THR 31L/13R, 31R/13L)					

RKTN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

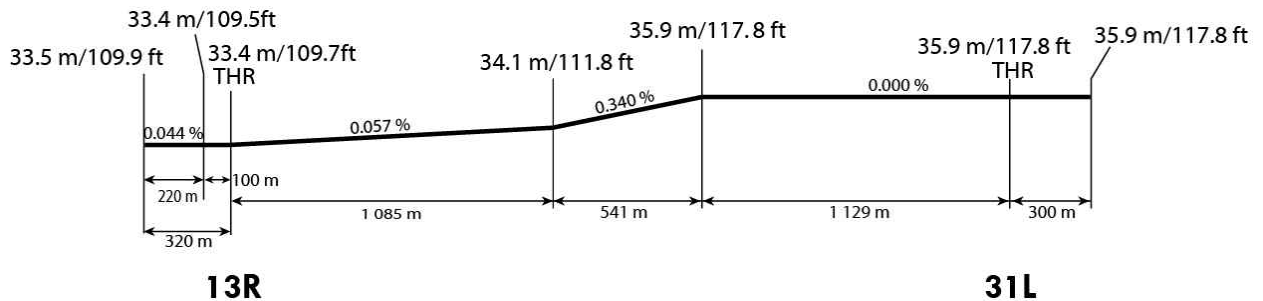
1	Associated MET Office	Daegu Airforce MET Office
2	Hours of service MET Office outside hours	24 hours
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through Internet link

RKTN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

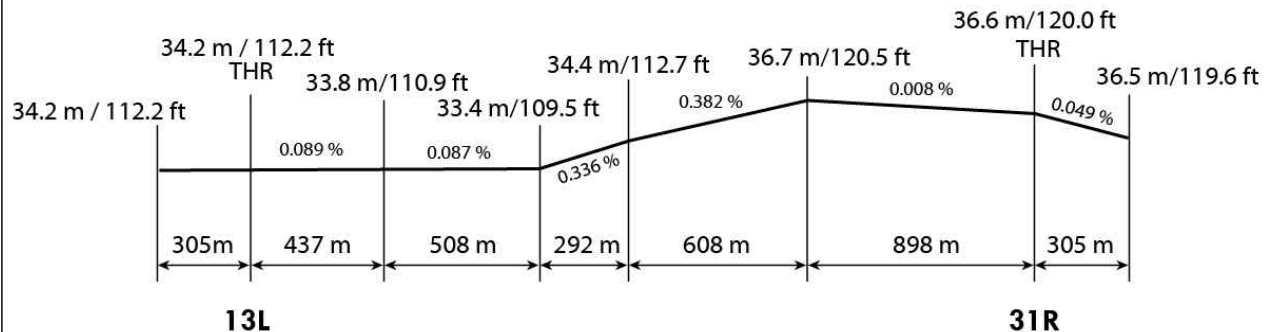
Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
13R	124.23°	2 755 × 45	69/R/B/W/T Concrete	355402.18N 1283845.06E	THR 33.4 m / 109.7 ft TDZ 34.0 m / 111.5 ft
31L	304.23°	2 755 × 45	69/R/B/W/T Concrete	355311.90N 1284015.90E	THR 35.9 m / 117.8 ft TDZ 35.9 m / 117.8 ft
13L	124.23°	2 743 × 45	69/R/B/W/T Concrete	355405.37N 1283848.35E	THR 34 m / 112 ft
31R	304.23°	2 743 × 45	69/R/B/W/T Concrete	355315.30N 1284018.82E	THR 36.6 m / 120.0 ft TDZ 36.7 m / 120.5 ft

7. Slope of RWY

a. RWY 13R/31L



b. RWY 13L/31R



SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimension(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2 875 × 248	266 × 120	MA-1A : 99 ft from the end of RWY 13R BAK-14 : 1 300 ft from the end RWY 13R, RWY 31L BAK-12 : 2 500 ft from the end RWY 13R, RWY 31L MA-1A : 90 ft from the end of RWY 31L	NIL	The surface of RWY 13R/31L and 13L/31R are grooved.(Expect 300 m inward from each THR RWY 13L/31R)
NIL	NIL	2 875 × 248	266 × 120	MA-1A : 120 ft from the end of RWY 13L BAK-14 : 1 450 ft from the end RWY 13L BAK-14 : 1 525 ft from the end RWY 31R MA-1A : 150 ft from the end of RWY 31R	NIL	
NIL	NIL	2 863 × 200	245 × 120		NIL	The transverse slope and the width of RWY 13R/31L strip does not meet criteria in Annex 14.
NIL	NIL	2 863 × 200	284 × 120		NIL	

RKTN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
13R	2 755	2 755	2 755	2 755	NIL
31L	2 755	2 755	2 755	2 755	NIL
13L	2 743	2 743	2 743	2 743	NIL
31R	2 743	2 743	2 743	2 743	NIL

RKTN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT Length, Spacing, Colour, Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color
1	2	3	4	5	6	7	8	9
13R	SSALF 420 m LIH	Green Green	PAPI Both/3.3° (52.8 ft)	NIL	2 755 m 30 m White	2 755 m 60 m White LIH	Red Red	NIL
31L	ALSF-1 900 m LIH	Green Green	PAPI Both/3.0° (54.7 ft)	900 m	2 755 m 30 m White	2 755 m 60 m White LIH	Red Red	NIL
13L	SSALF 420 m LIH	Green Green	PAPI Both/3.0° (58.4 ft)	NIL	NIL	2 743 m 60 m White LIH	Red Red	NIL
31R	ALSF-1 750 m LIH	Green Green	PAPI Both/3.0° (56.1 ft)	NIL	NIL	2 743 m 60 m White LIH	Red Red	NIL
10. Remarks Circling guidance lights are installed as follows : a. Location : West side of RWY 13R b. Length : 900 m (2 953 ft) from threshold of RWY 13R c. Spacing : 150 m d. Color : White with flasher								

RKTN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At hangar near the old TWR FLG W/W-G (18 FPM*) IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 s
5	Remarks	NIL

Change : Withdrawal of center line lighting.

RKTN AD 2.20 LOCAL AERODROME REGULATIONS

1. Restrictions
 - a. PAPI
Runway 13 PAPI restricted to 3 NM : beyond 3 NM PAPI does not guarantee adequate terrain clearance.
 - b. During VMC, all fixed wing aircraft must be remained at or below 1 000 ft until passing the aerodrome boundary to ensure the separation from overhead pattern, unless otherwise cleared by ATC.
 - c. TWY F cannot be used by an aircraft with wing span exceeding 36 m due to PAR reflector and PAR building.
2. Helicopter Operations
All VFR helicopter traffic shall be maintained at or below 600 ft within CTR, unless otherwise cleared by ATC.

RKTN AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction(Curfew) for noise abatement
All civil aircraft take-off and landing are restricted from 1500 to 2000 UTC except in the following.
 - 1.1 Aircraft in emergency condition
 - 1.2 Aircraft which transports the patient who needs emergency medical assistance
 - 1.3 Aircraft for search and rescue operations
 - 1.4 Aircraft used for national purposes designated by the relevant authorities
 - 1.5 Re-screening of passengers and/or baggage for aviation security purpose

RKTN AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Daegu TMA
 - 1.1 Refer to Instrument Approach and Departure Charts
 - 1.2 Circling Approach
 - a. Circling not authorized in North East of Airport.
 - b. Pilots should Circle to South West of Airport to land RWY 13R/13L only when they can proceed visually to the airport.
 - c. Circling Area Radius for ROC(required obstacle clearance) as follows.

Approach Category	Radius from threshold
A	1.3 NM
B	1.8 NM
C	2.8 NM
D	3.7 NM

- 1.3 Take-off Minimum (for all aircraft)
 - a. RWY 31L

CAT		A (ceiling - VIS)	B (ceiling - VIS)	C (ceiling - VIS)	D (ceiling - VIS)
S-ILS/DME	FULL	200 - 800 m			
	ALS INOP	200 - 1 200 m			
S-LOC/DME	FULL	600 - 1 200 m		600 - 2 000 m	
	ALS INOP	600 - 1 600 m		600 - 2 600 m	
S-VOR/DME	FULL	800 - 1 200 m		800 - 2 800 m	
	ALS INOP	800 - 1 600 m		800 - 4 000 m	
PAR	FULL	200 - 800 m			
	ALS INOP	200 - 1 200 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

b. RWY 13R

CAT		A (ceiling-VIS)	B (ceiling-VIS)	C (ceiling-VIS)	D (ceiling-VIS)
S-ILS/DME	FULL	600 - 2 400 m			
	ALS INOP	600 - 2 600 m			
S-LOC/DME	FULL	1 200 - 1 600 m	1 200 - 2 000 m	1 200 - 4 800 m	
	ALS INOP	1 200 - 2 000 m	1 200 - 2 400 m	1 200 - 4 800 m	
PAR	FULL	600 - 2 400 m			
	ALS INOP	600 - 2 800 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

c. RWY 31R

CAT		A (ceiling-VIS)	B (ceiling-VIS)	C (ceiling-VIS)	D (ceiling-VIS)
S-LOC/DME	FULL	700 - 1 200 m		700 – 2 200 m	
	ALS INOP	700 - 1 600 m		700 - 3 000 m	
S-VOR/DME	FULL	800 - 1 200 m		800 - 2 800 m	
	ALS INOP	800 - 1 600 m		800 - 3 200 m	
PAR	FULL	300 - 800 m			
	ALS INOP	300 - 1 200 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

d. RWY 13L

CAT		A (ceiling-VIS)	B (ceiling-VIS)	C (ceiling-VIS)	D (ceiling-VIS)
ASR	FULL	1 400 - 1 600 m	1 400 - 2 000 m	1 400 - 4 400 m	
	ALS INOP	1 400 - 2 000 m	1 400 - 2 400 m	1 400 - 4 800 m	

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

2. Procedures for VFR flights within Daegu TMA

2.1 VFR Procedure

1. VFR Weather Minima

VFR flight will be permitted under the conditions as below :

- Ground Visibility : Not less than 5 000 m (3 SM)
(if ground visibility is not reported, flight visibility : Not less than 5 000 m)
- Ceiling : at or above 750 m (2 500 ft)

2. VFR Circuit Altitude

- a. Helicopter : 600 ft West pattern
- b. Fixed Wing
 - 1) Jet aircraft : 2 000 ft East pattern
 - 2) Conventional aircraft : 1 200 ft West pattern

3. ATC surveillance procedures within Daegu TMA

3.1 PAR Approach

a. RWY 31L

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 52 / 985	318 / RVR 730 VIS 800	200	200
	ALS INOP	3.0° / 52 / 985	318 / RVR 1 220 VIS 1 200	200	200

- (2) Missed Approach Procedure : Climb on HDG 312° to 600 ft, then left turn climbing on HDG 290° to 5 000 ft, and as directed by ATC.

Change : Amended phrase(Daegu → Daegu).

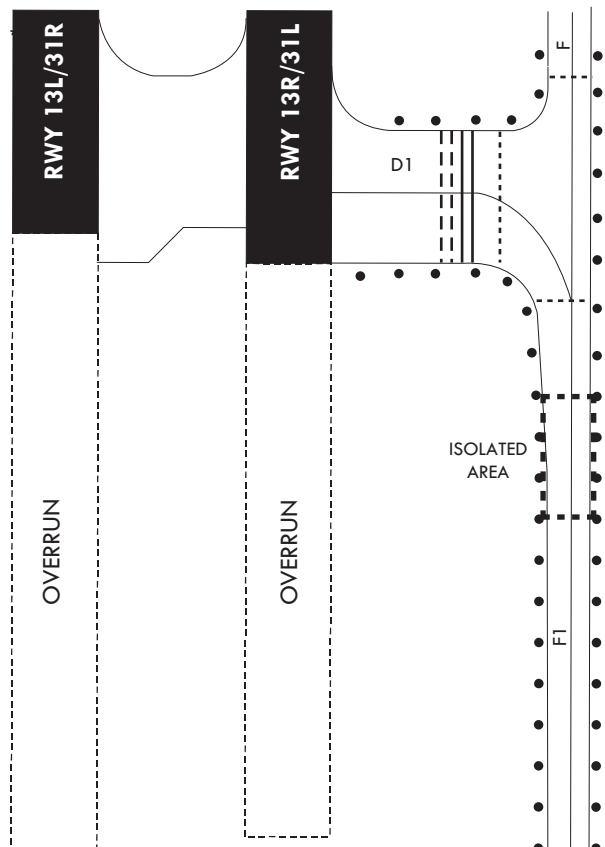
AIRCRAFT PARKING /
DOCKING CHART - ICAO

APRON ELEV
105 ft

TWR 126.2
GND 121.95

DAEGU/Daegu INTL

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC



VAR 8° W 2020
ANNUAL RATE OF CHANGE
5' W

LEGEND	
AIRCRAFT STAND	1 5
TAXIWAY LIGHT	●
SLIDING GATE	—

STANDS NR	INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)	
1	35°54'03.85"N	128°38'14.77"E
2	35°54'03.03"N	128°38'16.24"E
3	35°54'02.22"N	128°38'17.71"E
4	35°54'01.13"N	128°38'19.17"E
5	35°53'59.13"N	128°38'20.38"E
6	35°53'58.38"N	128°38'21.74"E
7	35°53'57.62"N	128°38'23.11"E
8	35°53'56.86"N	128°38'24.48"E
9	35°53'56.10"N	128°38'25.85"E
10	35°53'55.37"N	128°38'27.19"E
31	35°54'06.23"N	128°38'15.57"E

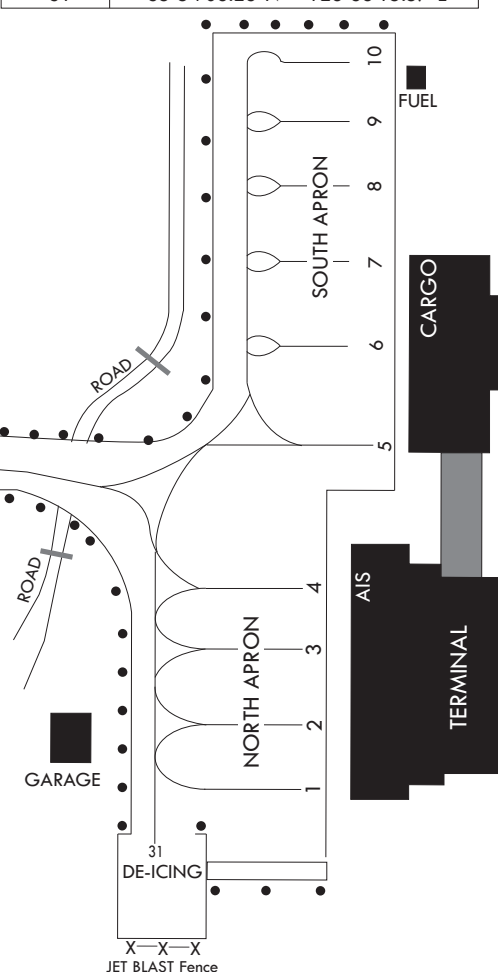
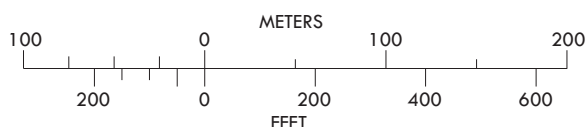
APRON		BEARING STRENGTH
NORTH APRON (STAND NR. 1, 2, 3, 4)		PCN 60/R/B/W/T CONCRETE
SOUTH APRON (STAND NR. 5, 6, 7, 8, 9, 10)		PCN 58/R/B/W/T CONCRETE
DE-ICING PAD (STAND NR. 31)		PCN 59/F/B/X/T ASPHALT
TWY F1	WIDTH 23 m	PCN 60/R/B/W/T CONCRETE

STAND NR	STAND AVAILABILITY
4	Available for "C" and "D" (See note)
1 to 3	Available for "C"
5 to 10	Available for "C"

Note
Code "C" and "D" : Refer to Annex 14
Table 1-1 Aerodrome reference code

Code letter	Wing span
C	24 m up to but not including 36 m
D	36 m up to but not including 52 m

* Due to inadequate safety margin between the taxiway center line and the rear of the parked aircraft "D", aircraft "D" is only available for entering or parking on stand.



Change : Information of bearing strength for north and south apron.

INTENTIONALLY

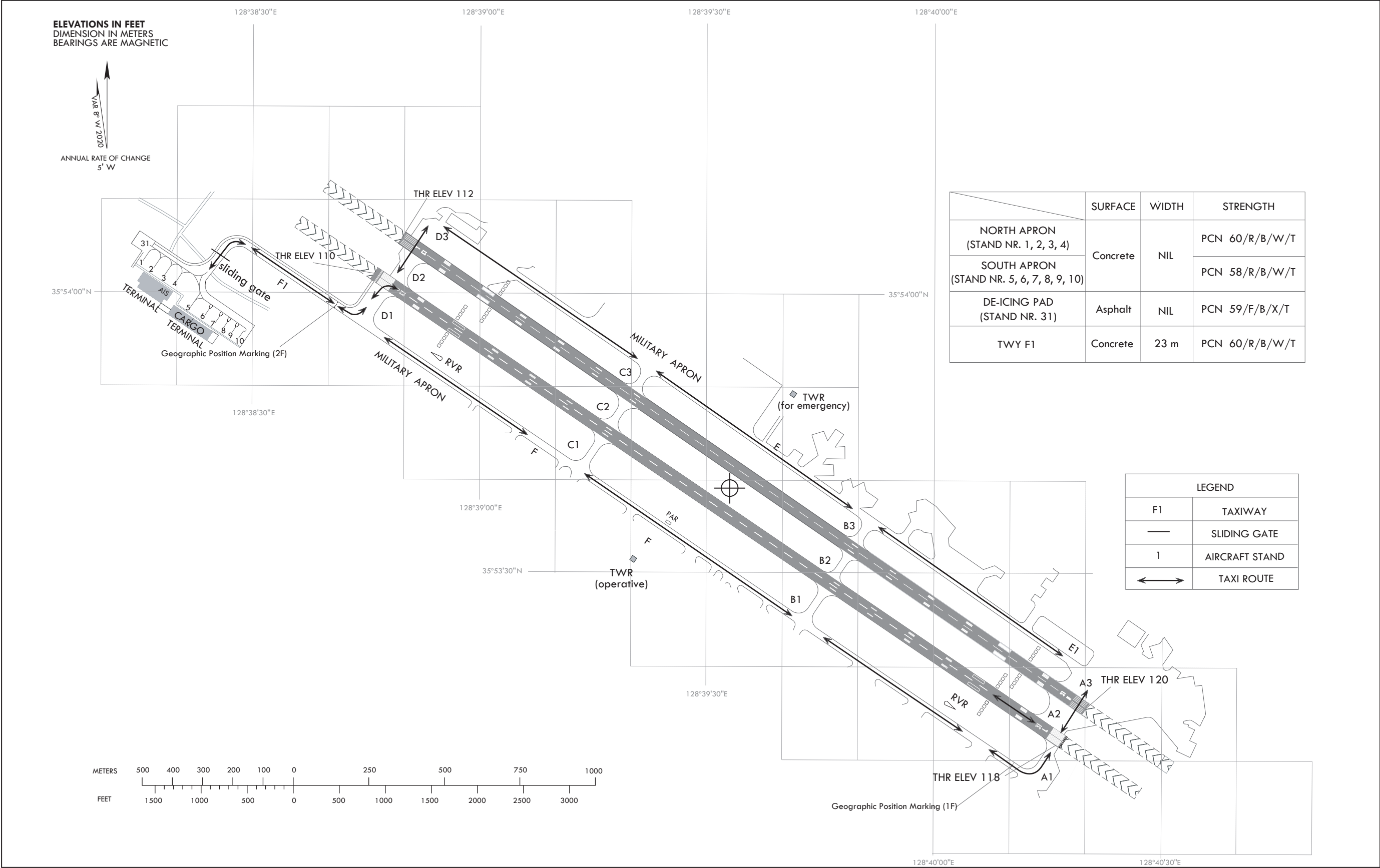
LEFT

BLANK

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV	TWR	126.2	236.6	365.0
ELEV 105 ft	GND	121.95	275.8	

DAEGU/Daegu INTL



Change : Information of bearing strength for north and south apron.

RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJJ - GWANGJU / Domestic

RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350735N 1264832E 026° / 1 420 m from THR RWY 04R
2	Direction and distance from city	227°, 5 km from Gwangju City Hall
3	Elevation/Reference temperature	15 m / 32.9 °C
4	Geoid undulation at AD ELEV PSN	24 m
5	Magnetic variation/Annual change	8° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Gwangju Airport Branch (Busan Regional Office of Aviation) 420-25, Sangmu-daero, Gwangsan-gu, Gwangju, 62425 Republic of Korea TEL : +82-62-942-3737 Telefax : +82-62-942-5515 AFS : RKJJZPX
7	Types of traffic permitted(IFR/VFR)	IFR / VFR
8	Remarks	Military Air Base

RKJJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC (Summer season) 2230-1300 UTC (Winter season)
2	Customs and immigration	NIL
3	Health and Sanitation	NIL
4	ALS Briefing Office	2250-1120 UTC
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Civil aircraft operation is restricted from 1300 UTC to 2200 UTC due to aircraft noise around the airport except aircraft in an emergency or in an abnormal situation.

RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF*)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	By arrangement with handling agent
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	* Republic of Korea Air Force(ROKAF)

Change : Information of operational hours for ALS briefing office.

RKJJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the City
2	Restaurants	At AD and in the City
3	Transportation	Buses, Taxi, Subway and rental cars from AD
4	Medical facilities	Hospitals in the city
5	Bank and Post Office	Bank available at AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/gwangju/

RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Available : CAT 8
2	Rescue equipment	a. Seven Chemical Fire Trucks - Water : 36 000 L - AFFF* : 4 400 L b. Two Ambulance Cars c. One Rescue Truck
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B767-300 size aircraft. 470 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (Tel : +82-62-940-0331, 0352)
4	Remarks	* Aqueous Film Forming Foam(AFFF)

RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF * - 3 Snow Heat Blowers(SE88) - 1 Grader - 1 Loader Scoop - 3 Dump Trucks - 3 Snow Ploughs b. KAC ** - 1 Dump Truck - 1 Tractor - 2 Snow Ploughs - 1 Urea Spreader
2	Clearance priorities	a. RWY 04L/22R b. RWY 04R/22L c. Taxiway d. Aprons
3	Remarks	* Republic of Korea Air Force (ROKAF) ** Korea Airports Corporation (KAC)

RKNW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNW - WONJU / Domestic

RKNW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372617N 1275737E 214° / 1 371 m from THR 21
2	Direction and distance from city	027°, 11.2 km from Wonju City Hall
3	Elevation/Reference temperature	100.6 m (330 ft) / 31.9 °C
4	Geoid undulation at AD ELEV PSN	-
5	MAG VAR/Annual change	9° W (2020) / 0.091° increasing
6	Aerodrome Operator, address, telephone, telefax, telex, AFS	ROKAF Wonju Airport Branch Office (Seoul Regional Office of Aviation) 38, Hoengseong-ro, Hoengseong-eub, Hoengseong-gun, Gangwon-do, 25239, Republic of Korea TEL : +82-33-344-0166 FAX : +82-33-344-0167 AFS : RKNWZPX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC
2	Customs and Immigration	-
3	Health and Sanitation	-
4	AIS Briefing Office	HO
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	2300-0800 UTC*
9	Handling	HO
10	Security	HO
11	De-icing	-
12	Remarks	* Fuelling : Outside these hours prior permission is required (+82-33-730-4222)

RKNW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel/oil types	JP-8 (Available by agreement with ROKAF)
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

RKNW AD 2.5 PASSENGER FACILITIES

1	Hotels	In Wonju and Heongseong city
2	Restaurants	Near AD and in the city
3	Transportation	Buses and taxis from AD
4	Medical facilities	Hospital in the city
5	Bank and Post Office	Automated Teller Machine only available at AD
6	Tourist Office	In the city
7	Remarks	www.airport.co.kr/mbs/wonju

RKNW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 6 chemical crash rescue & fire fighting trucks - Total capacity : Water : 36 000 L AFFF* : 3 000 L b. 3 ambulance cars(Supported by a hospital in the vicinity)
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. 100 ton hydraulic recovery jack, 330 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airport Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (Tel : +82-33-340-8312)
4	Remarks	

RKNW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF* : Three snow removal truck(SE-88), four snow ploughs, two snow air masters b. KAC** : Two trucks, one tractor, one urea spreader
2	Clearance priorities	1. RWY 03/21 2. TWY 3. Other areas
3	Remarks	* Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

Change : Information of type of clearing equipment.

RKPS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06R	055.59°	2 743 × 46 m	PCN 62/R/B/W/T Concrete	350452.63N 1280334.87E -	THR 16 ft / 5 m
24L	235.60°	2 743 × 46 m	PCN 62/R/B/W/T Concrete	350542.93N 1280504.22E -	THR 24 ft / 7 m
06L	055.58°	2 743 × 46 m	PCN 70/R/C/X/T Asphalt	350455.95N 1280324.81E -	THR 15 ft / 5 m
24R	235.59°	2 743 × 46 m	PCN 70/R/C/X/T Asphalt	350546.26N 1280454.16E -	THR 19.3 ft / 5.9 m TDZ 19.3 ft / 5.9 m

7. Slope of RWY-SWY

SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	300 x 300	2 863 x 300	NIL	MA-1A : 50 ft from the end of RWY 06R, RWY 24L	NIL	The width of 06L/24R strip does not meet criteria in Annex 14.
NIL	300 x 300	2 863 x 300	NIL	BAK-14 : 1 500 ft from the end RWY 06R, RWY 24L	NIL	
NIL	300 x 150	2 863 x 300	122 x 150	MA-1A : 31 ft from the end of RWY 06L	NIL	
NIL	185 x 150	2 863 x 300	177 x 90	MA-1A : 33 ft from the end of RWY 24R BAK-14 : 1 500 ft from the end of RWY 06L, RWY 24R	NIL	

RKPS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	Remarks
1	2	3	4	5	6
06R	2 743	3 043	2 743	2 743	NIL
24L	2 743	3 043	2 743	2 743	NIL
06L	2 743	3 043	2 743	2 743	NIL
24R	2 743	2 928	2 743	2 743	NIL

Change : Information of dimension of RWY, declared distances and Establishment of THR/TDZ elevation in meter.

RKPS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT Length,Spacing Color, INTST	RWY edge LGT LEN,Spacing Color INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06R	ALSF-1 762 m LIH	Green	PAPI Both/3° (53 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	NIL
24L	SSALS 304 m	Green	PAPI Both/3° (51 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	
06L	ALSF-1 762 m LIH	Green	PAPI Both/3.7° (60 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	
24R	NIL	Green	PAPI Both/3.2° (56 ft)	NIL	NIL	2 749 m 60 m WHITE LIH	RED	NIL	

RKPS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At ATC Tower, FLG W/W-G (16 ~ 20 FPM*) IBN : NIL Hours of Operation : H24 (ROKAF) * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 7~ 8 SEC
5	Remarks	NIL

RKPS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	-
2	TLOF and/or FATO elevation(m/ft)	-
3	TLOF and FATO area dimensions, surface, strength, marking	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	Remarks	As directed by ATC

**AERODROME
CHART - ICAO**

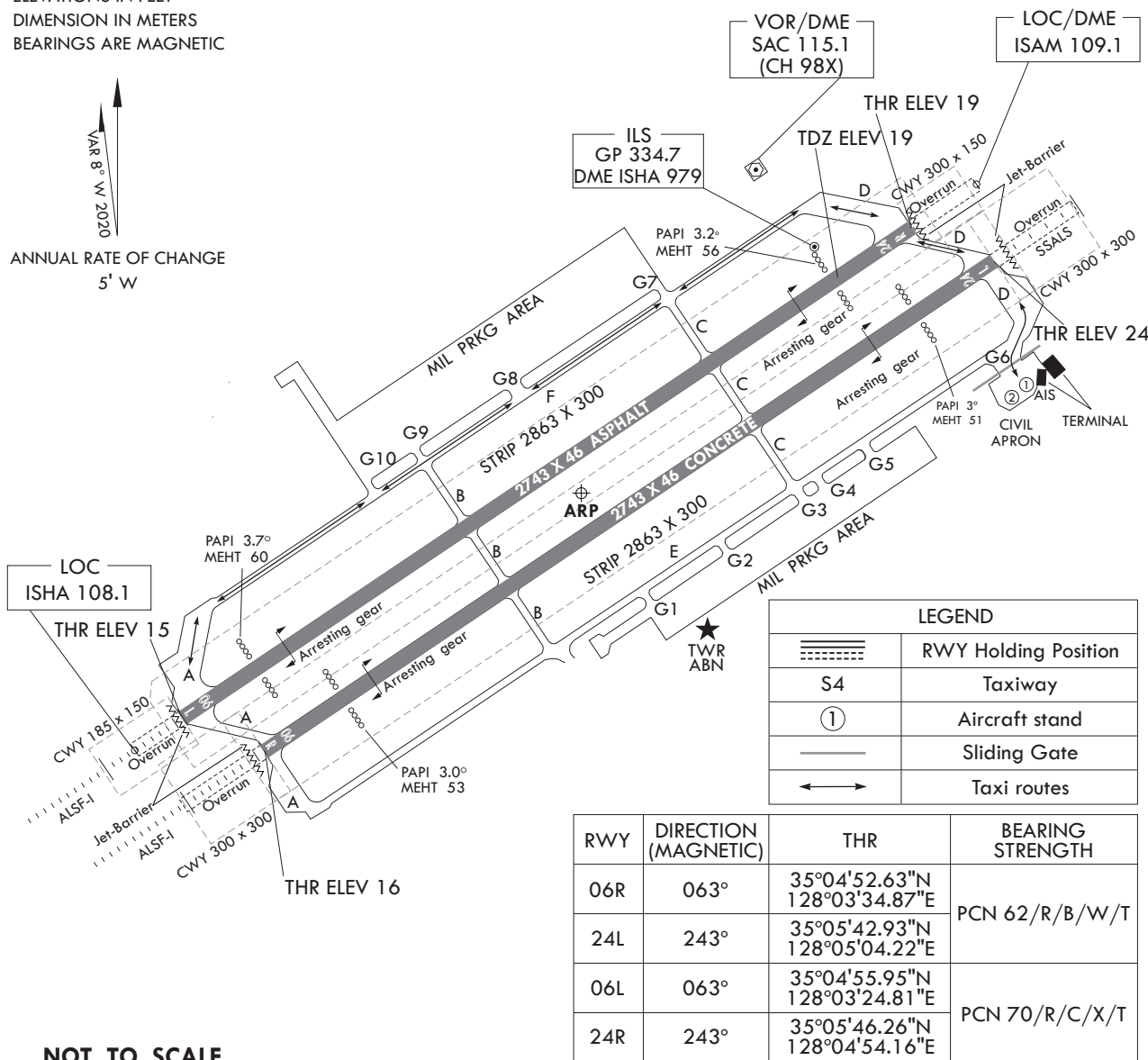
35°05'19"N
128°04'14"E ELEV 25 ft

TWR 118.675 236.6
GND 118.675 275.8

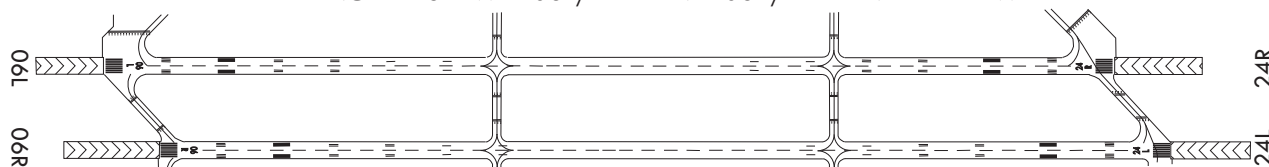
SACHEON/Sacheon

ELEVATIONS IN FEET
DIMENSION IN METERS
BEARINGS ARE MAGNETIC

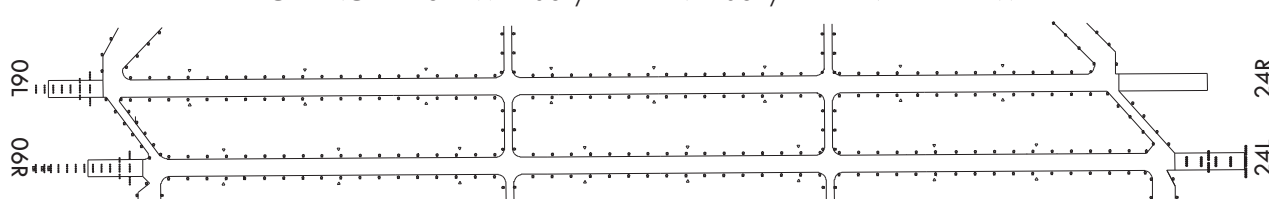
VAR 8° W 2020
ANNUAL RATE OF CHANGE
5' W



MARKING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



LIGHTING AIDS RWY 06L/24R AND 06R/24L AND EXIT TWY



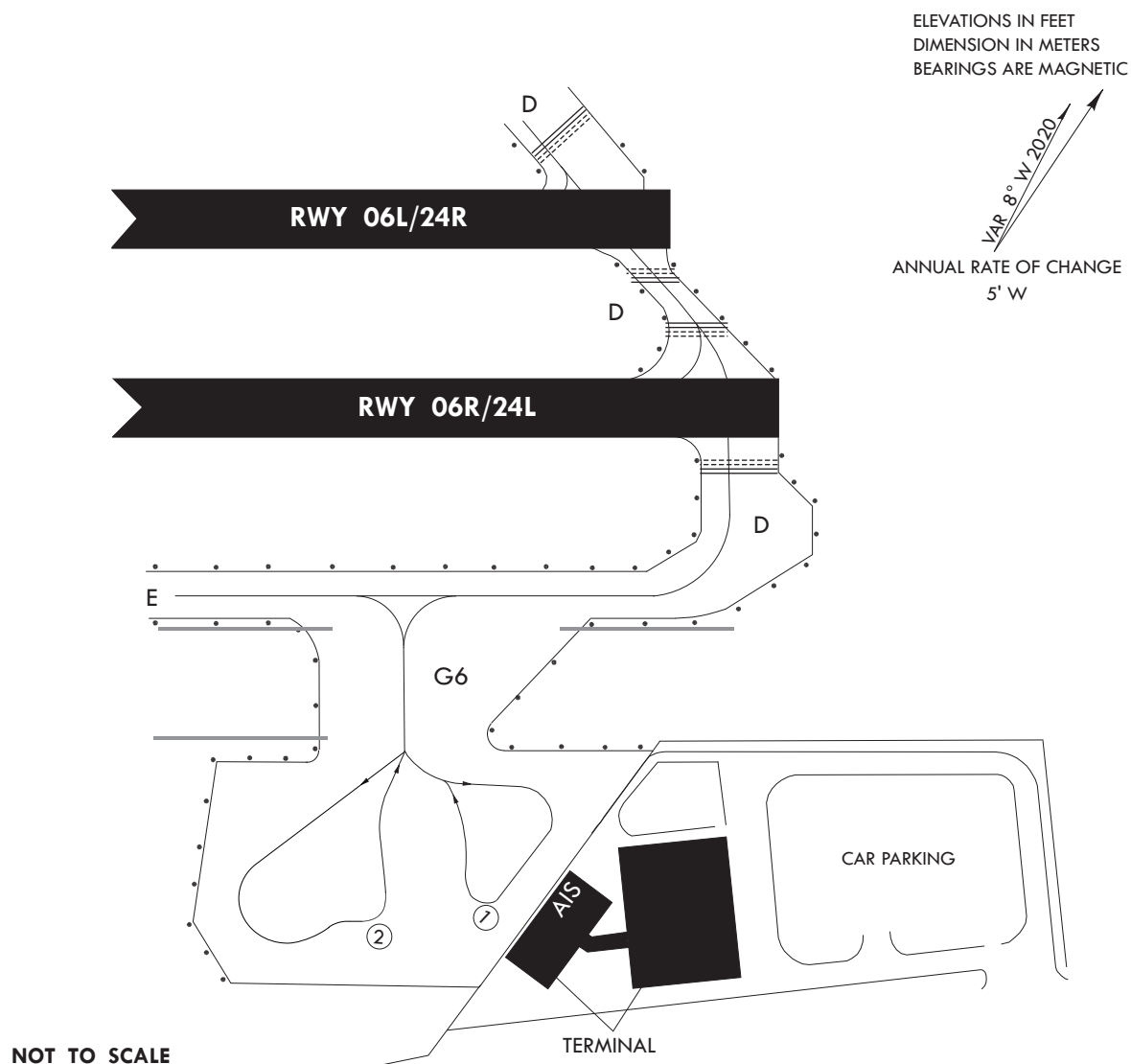
Change : Information of dimension of RWY(2744 → 2743).

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
27 ft

TWR 118.675 236.6
GND 118.675 275.8

SACHEON/Sacheon



LEGEND	
AIRCRAFT STAND	①
TAXIWAY LIGHT	•
SLIDING GATE	—
RWY Holding Position	=====

ISOLATED STAND : TWY D(BTN G6 and RWY 06R/24L)

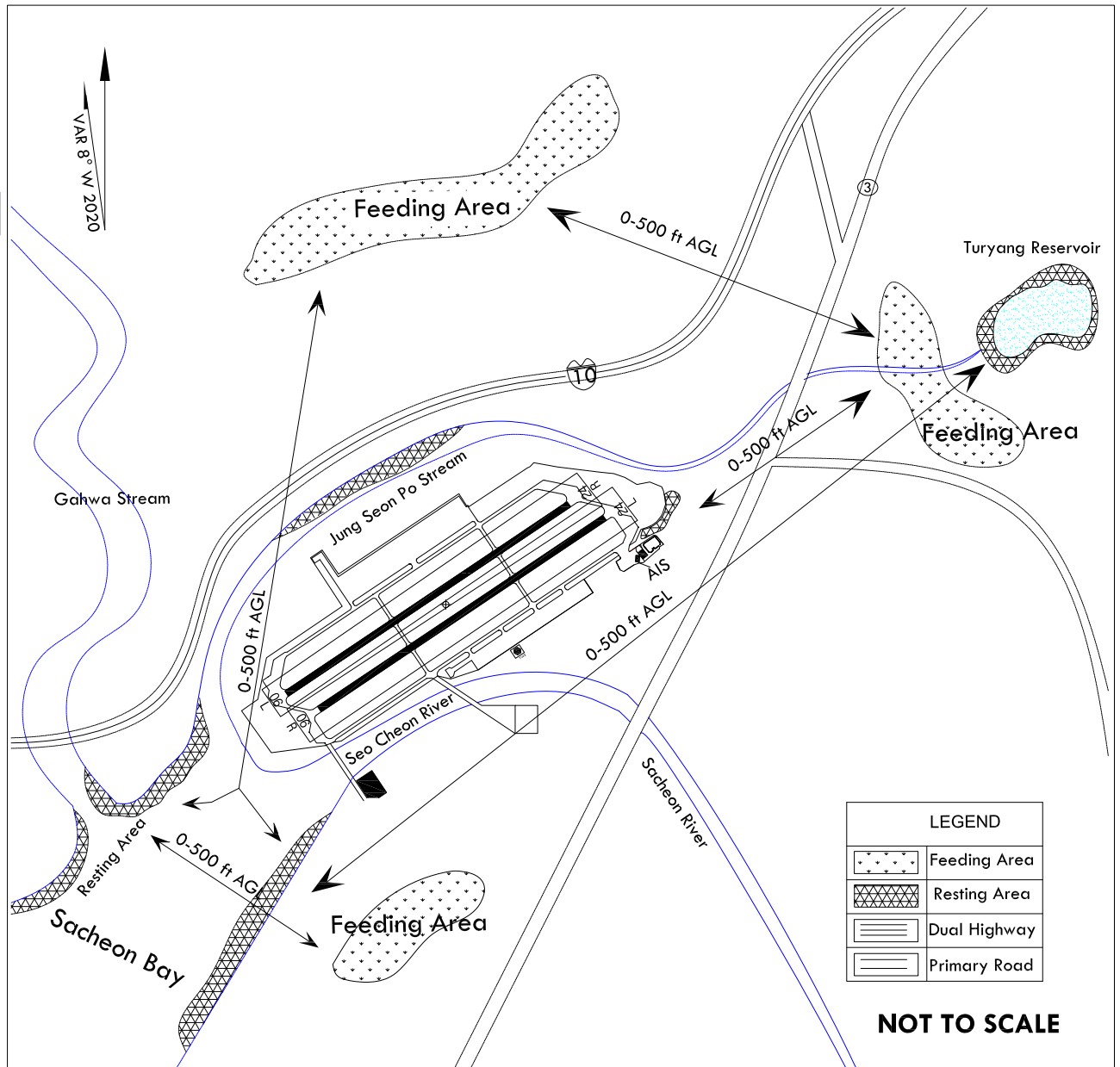
AIRCRAFT STANDS	
1	B737
2	B737

TAXIWAY INFORMATION		
TAXIWAY	WIDTH	STRENGTH
F	23 m	PCN 70/R/C/W/T
A	23 m	PCN 70/R/C/W/T
D	23 m	PCN 70/R/C/W/T
D	23 m	PCN 70/R/C/W/T
D	23 m	PCN 62/R/B/W/T
G6	70 m	PCN 67/F/C/X/T

INS COORDINATES FOR AIRCRAFT STANDS			
	WGS - 84		ELEV(MSL)
1	35°05'30.70"N	128°05'08.61"E	27 ft
2	35°05'29.60"N	128°05'08.68"E	28 ft

APRON INFORMATION	
STRENGTH	SURFACE
PCN 67/F/C/X/T	ASPHALT

BIRD CONCENTRATION - SACHEON AIRPORT



Change : Information of MAG VAR(8° W 2015 → 8° W 2020).

INTENTIONALLY

LEFT

BLANK

POHANG/Pohang Gyeongju(RKTH)
RNP Z RWY 28(AR)

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP Z RWY 28(AR) - via SABUM to IGASA

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	SABUM	-	-	-	-	+3 000	-230	35°59'24.2"N 129°38'05.2"E	-	RNP 1	IF Bank angle 23°
002	TF	GOVLI	-	278(269.4)	5.2	-	+1 800	-	35°59'20.6"N 129°31'39.8"E	-	RNP 0.1	FAF
003	TF	RW280	Y	278(269.3)	4.7	-	-	-	35°59'17.04"N 129°25'55.91"E	3.4/60	RNP 0.1	-
004	TF	TH731	-	278(269.2)	4.1	-	-	-230	35°59'13.7"N 129°20'49.9"E	-	RNP 1	-
005	TF	IGASA	-	346(337.5)	9.7	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	-
006	HM	IGASA	-	150(141.5)	-	R	-6 000 +5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	HOLDING 5 NM LEG

Change : Withdrawal of speed restriction for GOVLI and RW280.

INTENTIONALLY

LEFT

BLANK

RKTL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTL - ULJIN

RKTL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364637N 1292742E 169° / 904 m from THR 17
2	Direction and distance from (city)	176° / 25 km from Uljin-eup
3	Elevation/Reference temperature	53 m / 28.9 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	MAG VAR/Annual change	9° W(2020) / 0.088° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Uljin Airport Branch (Busan Regional Office of Aviation) 264, Giseong-ro, Giseong-myeon, Uljin-gun, Gyeongsangbuk-do, 36353, Republic of Korea TEL : +82-54-787-8031 Telefax : +82-54-787-8032 AFS : RKTLZPZX
7	Type of traffic permitted(IFR/VFR)	VFR/IFR
8	Remarks	NIL

RKTL AD 2.3 OPERATIONAL HOURS

1	AD operator	MON, WED, FRI, SAT : 2230-1130 UTC TUE, THU : 2230-1130 UTC(OCT-APR) 2230-1300 UTC(MAY-SEP) SUN : 0000-0900 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	As AD operator
5	ATS Reporting Office	As AD operator
6	MET Briefing Office	NIL
7	ATS	As AD operator
8	Fuelling	HO
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Outside these hours services are available under the pre-coordination. Training flights are restricted on Sunday for noise abatement.

RKTL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	Fuel : JET A1, AV GAS 100LL Oil : 15W50, 5W40
3	Fuelling facilities/capacity	Fuel services by truck / AV GAS 1 500, AV GAS 5 000, JET A1 5 000, AV GAS 20 000 Fuel services by trailer / AV GAS 32 000
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	

Change : Information of operation hours for AD operator and remarks.



RKTL AD 2.5 PASSENGER FACILITIES

1	Hotels	In Uljin Gun
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	a. ATM available b. Post Office : Not available
6	Tourist Office	NIL
7	Remarks	

RKTL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	- 1 Chemical fire fighting truck - Water : 3 600 L - AFFF : 400 L - Dry Chemical : 140 kg
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

RKTL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	1 Snow plough
2	Clearance priorities	a. RWY 35/17 b. TWY serving RWY in use c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKTL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	a. Area : 27 958 m ² b. Surface : Concrete c. Strength : See Aircraft Parking/Docking Chart			
2	Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		E2, E4, P	8	Asphalt	PCN 20/F/A/Z/T
		E1	26	Asphalt	PCN 20/F/A/Z/T
		E5	27	Asphalt	PCN 20/F/A/Z/T
		E3	18	Asphalt	PCN 36/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : Apron Elevation : 51 m			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks				

RKPD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation m/ft	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	As directed by ATC

RKPD AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	JEONGSEOK CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	JEONGSEOK TOWER Korean and English
5	Transition altitude	14 000 ft AMSL
6	Operational Hours	As AD operator
7	Remarks	Jeongseok CTR operational hours is same as AD operator. (Refer to RKPD AD 2.3 Operational Hours)

RKPD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	JEJU Approach	121.2 MHz, 124.05 MHz, 119.0 MHz, 317.7 MHz, 279.8 MHz,	H24	
DEP	JEJU Departure	119.225 MHz, 317.7 MHz	H24	
TWR	JEONGSEOK Tower	124.35 MHz, 239.1 MHz	As AD operator	
GND	JEONGSEOK Ground	121.95 MHz	As AD operator	
EMERG		121.5 MHz, 243.0 MHz	As AD operator	
ATIS	NIL	128.25 MHz	As AD operator	

RKPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (7° W/2020)	JDG	117.9 MHz (CH 126X)	H24	332331.8N 1264252.1E	360 m	VOR unusable RDL 240 clockwise RDL 310 beyond 17 NM below 9 500 ft AMSL DME unusable RDL 035 clockwise RDL 078 beyond 18 NM below 13 000 ft AMSL RDL 220 clockwise RDL 239 beyond 18 NM below 6 500 ft AMSL RDL 240 clockwise RDL 310 beyond 13 NM below 13 000 ft AMSL RDL 311 clockwise RDL 340 beyond 19 NM below 7 000 ft AMSL
LOC 01 (7° W/2020) ILS CAT I (7° W/2020)	IJDG	108.3 MHz	H24	332422.7N 1264241.2E		NIL
GP 01	-	334.1 MHz	H24	332307.6N 1264246.3E		NIL
DME 01		981 MHz (CH 20X)	H24	332307.8N 1264246.5E	343 m	NIL

※ The information of VORTAC CJU see ENR 4.1 for details.

RKPD AD 2.20 LOCAL AERODROME REGULATIONS

1. Aerodrome Regulation

- 1.1 VFR aircraft entering CATA 3 and CATA 6 should contact JEONGSEOK Tower to obtain traffic advisory and a clearance prior to entering.
- 1.2 Jeongseok AD is operated by Koreanair privately for training pilot. All aircraft except the aircraft belonging to Koreanair may be restricted to use this AD.
- 1.3 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage(stuck mike) from impairing ATC.

2. Standard Taxi Procedures

Unless otherwise instructed, aircraft should use the following routes :

a. Departure

- 1) RWY 01 in use : Apron → B → P → RWY 15/33 → D or E
- 2) RWY 19 in use : Apron → B → P → A

b. Arrival

- 1) RWY 01 in use : C or D → P → RWY 15/33 → B → Apron, B → Apron, A → P → B → Apron
- 2) RWY 19 in use : C or D or E → P → RWY 15/33 → B → Apron

3. Ground engine check procedures

- a. Aircraft requiring an engine check shall contact JEONGSEOK GND(121.95 MHz) and providing the following :

- 1) Call sign or registration number
- 2) Stand number
- 3) Type of request, engine start or performance check

- b. Engine starts are permitted in the ramp area. However, the power setting shall not exceed idle thrust unless cleared by ATC.

- c. During the engine check, pilot shall monitor the frequency of JEONGSEOK GND(121.95 MHz).

RKPD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

Change : Information of VOR/DME unusable for JDG VOR/DME.