

**INSTRUMENT  
APPROACH  
CHART - ICAO**

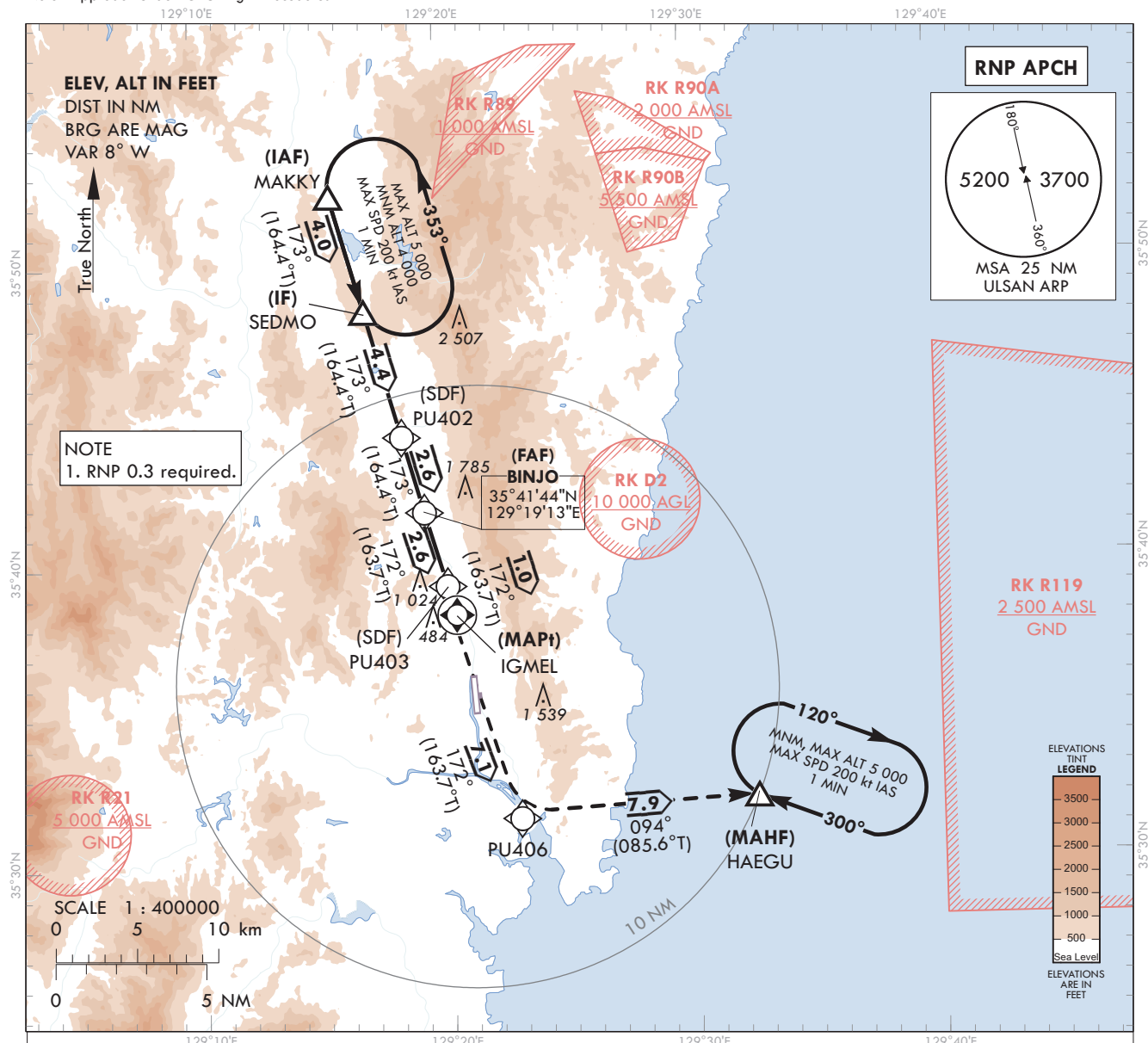
**AERODROME ELEV 42 ft**  
HEIGHTS RELATED TO  
THR RWY 18 - ELEV 42 ft

|        |     |        |
|--------|-----|--------|
| POHANG | APP | 124.25 |
|        |     | 120.2  |
| ULSAN  | TWR | 118.75 |

**ULSAN/Ulsan(RKPU)**

**RNP Y RWY 18**

Note : Approach Under ICAO Flight Procedures.

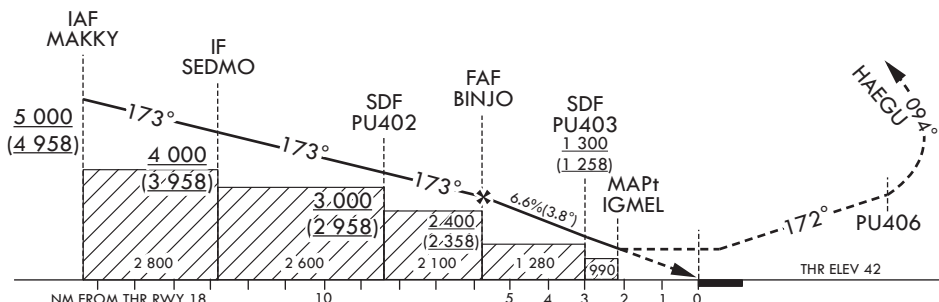


| RECOMMENDED PROFILE(FAA)                 | THR RWY 18 | 5                | 4                | 3                | 2.2          |
|------------------------------------------|------------|------------------|------------------|------------------|--------------|
| Final Approach Gradient 6.58%, 400 ft/NM | ALT(HGT)   | 2 092<br>(2 050) | 1 692<br>(1 650) | 1 292<br>(1 250) | 990<br>(948) |

TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**MISSED APPROACH**

Climb on track of 172° to PU406 then LEFT turn on track of 094° to HAEGU and HOLD at 5 000 ft.



\* Missed APCH climb rate :  
304 ft/NM(5.0%)

| CATEGORY |      | MDA(H)           | A            | B                  | C                  | D          | Rate of descent | V/V fpm | 400 | 600 | 800 | 1 000 | 1 200 |
|----------|------|------------------|--------------|--------------------|--------------------|------------|-----------------|---------|-----|-----|-----|-------|-------|
| STA      | LNAV | FULL<br>ALS INOP | 990<br>(948) | 3 600 m<br>4 000 m | 3 900 m<br>4 300 m | N/A<br>N/A |                 |         |     |     |     |       |       |

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP Y RWY 18

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH  | Navigation specification | Remarks                    |
|---------------|-----------------|---------------------|----------|--------------------|---------------|----------------|---------------|------------|----------------------------|----------|--------------------------|----------------------------|
| 001           | IF              | MAKKY               | -        | -                  | -             | -              | +5 000        | -          | 35°52'18.8"N 129°15'35.8"E | -        | RNP APCH                 | IAF                        |
| 002           | TF              | SEDMO               | -        | 173(164.4)         | 4.0           | -              | +4 000        | -          | 35°48'27.1"N 129°16'55.0"E | -        | RNP APCH                 | IF                         |
| 003           | TF              | PU402               | -        | 173(164.4)         | 4.4           | -              | +3 000        | -          | 35°44'14.2"N 129°18'21.4"E | -        | RNP APCH                 | SDF                        |
| 004           | TF              | BINJO               | -        | 173(164.4)         | 2.6           | -              | +2 400        | -          | 35°41'43.5"N 129°19'12.8"E | -        | RNP APCH                 | FAF                        |
| 005           | TF              | PU403               | -        | 172(163.7)         | 2.6           | -              | +1 300        | -          | 35°39'15.5"N 129°20'05.6"E | -        | RNP APCH                 | SDF                        |
| 006           | TF              | IGMEL               | Y        | 172(163.7)         | 1.0           | -              | +990          | -          | 35°38'17.7"N 129°20'26.4"E | -3.77/50 | RNP APCH                 | MAPt                       |
| 007           | TF              | PU406               | -        | 172(163.7)         | 7.1           | -              | -             | -          | 35°31'29.1"N 129°22'52.3"E | -        | RNP APCH                 | -                          |
| 008           | TF              | HAEGU               | Y        | 094(085.6)         | 7.9           | -              | -             | -          | 35°32'06.7"N 129°32'32.3"E | -        | RNP APCH                 | -                          |
| 009           | HM              | HAEGU               | Y        | 300 (292.1)        | -             | R              | @5 000        | -200       | 35°32'06.7"N 129°32'32.3"E | -        | RNP APCH                 | 1 min<br>(Outbound timing) |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Time (min) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|--------------------|------------|----------------|------------------|------------|----------------------------|---------|--------------------------|---------|
| RNP Y RWY 18           | HM              | SEDMO               | Y        | 173(164.4)         | 1.0        | L              | -5 000<br>+4 000 | -200       | 35°48'27.1"N 129°16'55.0"E | -       | RNAV 1                   | -       |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

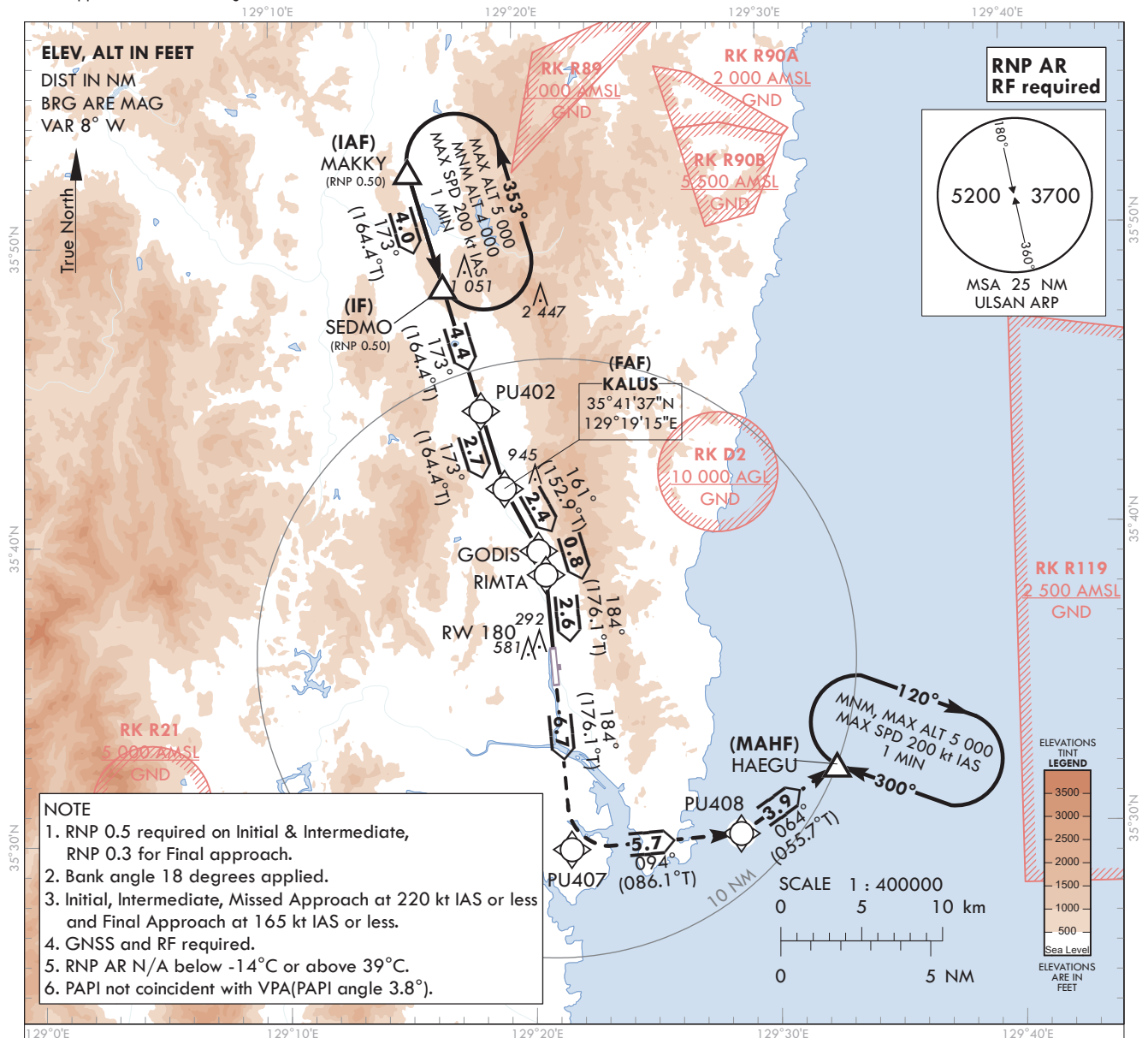
**AERODROME ELEV 42 ft**  
HEIGHTS RELATED TO  
THR RWY 18 - ELEV 42 ft

|        |     |        |
|--------|-----|--------|
| POHANG | APP | 124.25 |
|        |     | 120.2  |
| ULSAN  | TWR | 118.75 |

**ULSAN/Ulsan(RKPU)**

**RNP Z RWY 18(AR)**

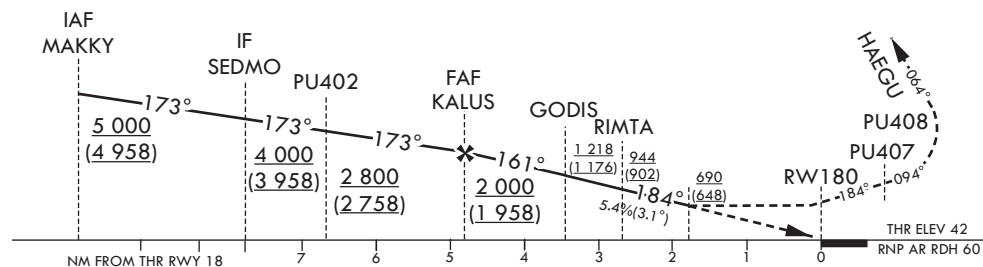
Note : Approach Under ICAO Flight Procedures.



**MISSED APPROACH**

Climb on track of 184° to PU407 then LEFT turn on track of 094° to PU408 then LEFT turn on track of 064° to HAEGU and Hold at 5 000 ft.  
\* DA to RW180 1.8 NM.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



\* Missed APCH climb rate :  
304 ft/NM(5.0%) for ATC

|          |          |              |         |   |   |   |                                                                          | Knots   | 60  | 90  | 120 | 150 | 180 |
|----------|----------|--------------|---------|---|---|---|--------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| CATEGORY |          | DA(H)        | A       | B | C | D | Rate of descent                                                          | V/V fpm | 329 | 494 | 658 | 823 | 987 |
| RNP 0.3  | FULL     | 690<br>(648) | 3 100 m |   |   |   | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |     |     |     |     |     |
|          | ALL INOP |              | 3 400 m |   |   |   |                                                                          |         |     |     |     |     |     |

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP Z RWY 18 (AR)

| Serial Number | Path Descriptor                  | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH  | Navigation specification | Remarks                    |
|---------------|----------------------------------|---------------------|----------|--------------------|---------------|----------------|---------------|------------|----------------------------|----------|--------------------------|----------------------------|
| 001           | IF                               | MAKKY               | -        | -                  | -             | -              | +5 000        | -220       | 35°52'18.8"N 129°15'35.8"E | -        | -                        | IAF                        |
| 002           | TF                               | SEDMO               | -        | 173(164.4)         | 4.0           | -              | +4 000        | -220       | 35°48'27.1"N 129°16'55.0"E | -        | 0.5                      | IF                         |
| 003           | TF                               | PU402               | -        | 173(164.4)         | 4.4           | -              | +2 800        | -220       | 35°44'14.2"N 129°18'21.4"E | -        | 0.5                      |                            |
| 004           | TF                               | KALUS               | -        | 173(164.4)         | 2.7           | -              | +2 000        | -165       | 35°41'37.4"N 129°19'14.9"E | -        | 0.3                      | FAF<br>Bank Angle 18°      |
| 005           | TF                               | GODIS               | -        | 161(152.9)         | 2.4           | L              | +1 218        | -165       | 35°39'30.7"N 129°20'34.3"E | -3.10    | 0.3                      | Bank Angle 18°             |
| 006           | RF<br>Center: ARCO1<br>r=2.08 NM | RIMTA               | -        | -                  | 0.8           | R              | +944          | -165       | 35°38'42.4"N 129°20'50.7"E | -3.10    | 0.3                      | Bank Angle 18°             |
| 007           | TF                               | RW180               | Y        | 184(176.1)         | 2.6           | -              | -             | -165       | 35°36'08.9"N 129°21'03.5"E | -3.10/60 | 0.3                      | -                          |
| 008           | TF                               | PU407               | -        | 184(176.1)         | 6.7           | -              | -             | -220       | 35°29'30.2"N 129°21'36.8"E | -        | 1.0                      |                            |
| 009           | TF                               | PU408               | -        | 094(086.1)         | 5.7           | L              | -             | -220       | 35°29'53.2"N 129°28'33.2"E | -        | 1.0                      | Bank Angle 18°             |
| 010           | TF                               | HAEGU               | Y        | 064(055.7)         | 3.9           | L              | +5 000        | -220       | 35°32'06.7"N 129°32'32.3"E | -        | 1.0                      | Bank Angle 18°             |
| 011           | HM                               | HAEGU               | Y        | 300(292.1)         | -             | R              | @5 000        | -200       | 35°32'06.7"N 129°32'32.3"E | -        | RNP APCH                 | 1 min<br>(Outbound timing) |

| RF arc center Identifier | Coordinates                |
|--------------------------|----------------------------|
| ARCO1                    | 35°38'33.8"N 129°18'18.0"E |

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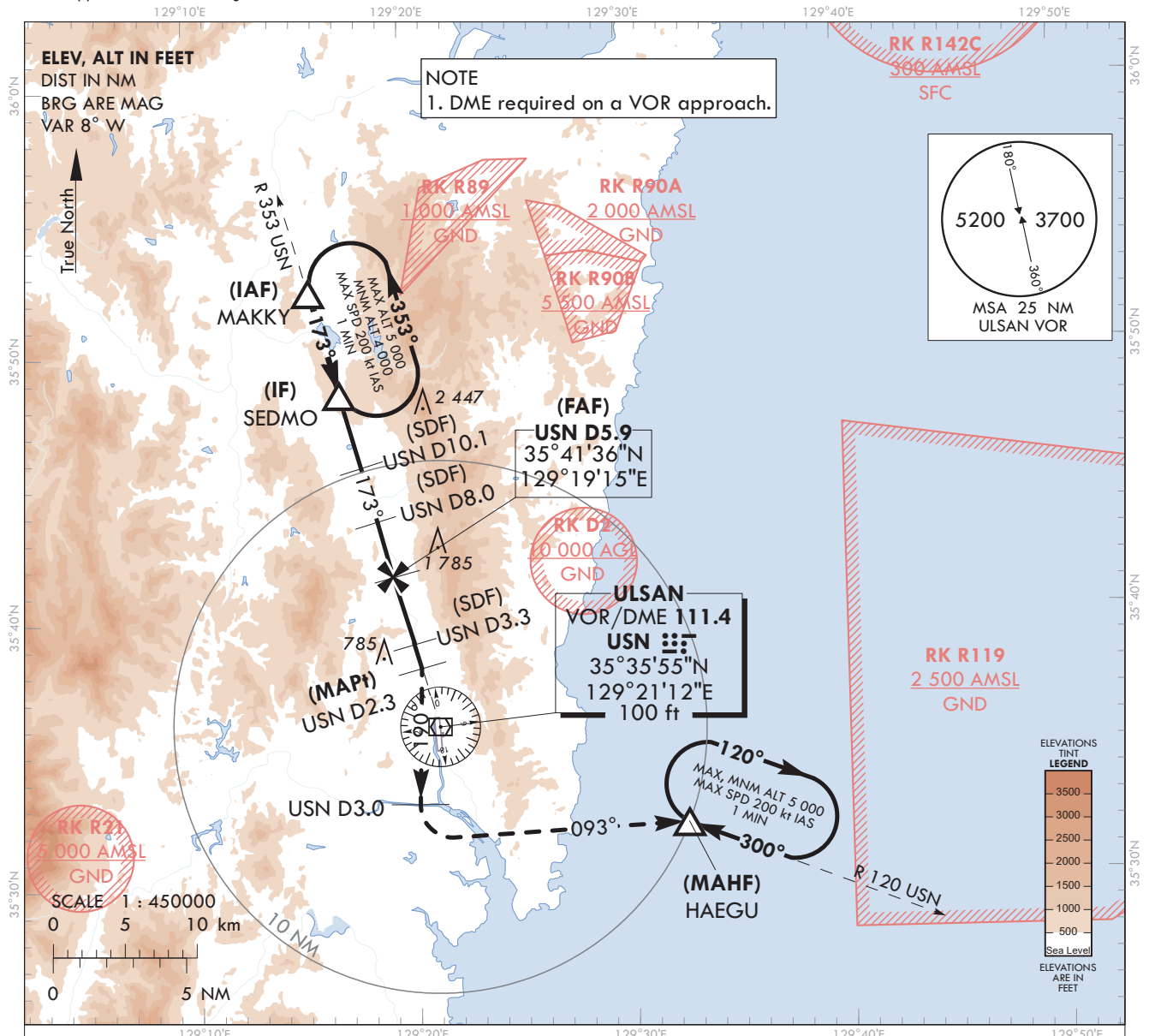
**AERODROME ELEV 42 ft**  
HEIGHTS RELATED TO  
THR RWY 18 - ELEV 42 ft

POHANG APP 124.25  
120.2  
ULSAN TWR 118.75

**ULSAN/Ulsan(RKPU)**

**VOR RWY 18**

Note : Approach Under ICAO Flight Procedures.



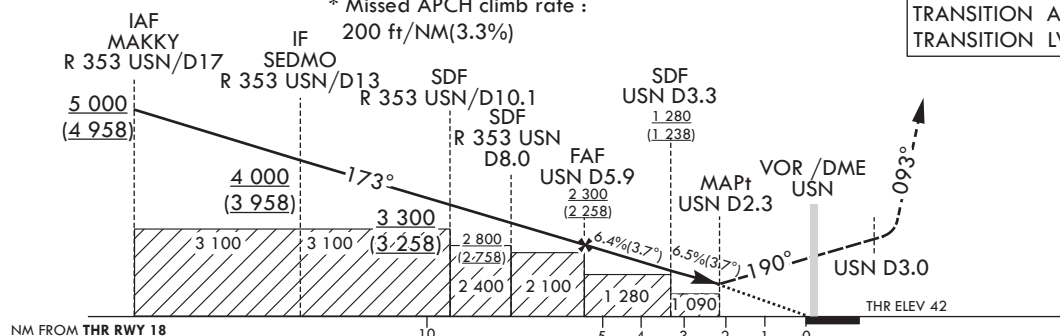
**MISSED APPROACH**

Climb on HDG 190° to USN 3 DME,  
then LEFT turn direct to HAEGU  
and Hold at 5 000 ft.

| RECOMMENDED PROFILE (FAA)                | DME USN   | 5                | 4                | 3                | 2.8              |
|------------------------------------------|-----------|------------------|------------------|------------------|------------------|
| Final Approach Gradient 6.45%, 392 ft/NM | ALT (HGT) | 1 947<br>(1 906) | 1 556<br>(1 514) | 1 164<br>(1 122) | 1 080<br>(1 038) |

\* Missed APCH climb rate :  
200 ft/NM (3.3%)

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



| CATEGORY |          | MDA(MDH)         | A       | B | C       | D   |                                                                          | Knots   | 60  | 90  | 120 | 150 | 180   |
|----------|----------|------------------|---------|---|---------|-----|--------------------------------------------------------------------------|---------|-----|-----|-----|-----|-------|
| STA      | FULL     | 1 090<br>(1 048) | 3 600 m |   | 4 600 m | N/A | Rate of<br>descent                                                       | V/V fpm | 392 | 588 | 784 | 980 | 1 175 |
|          | ALS INOP |                  | 4 000 m |   | 4 900 m | N/A | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |     |     |     |     |       |

Change : Improved clarity such as terrain.

ULSAN/Ulsan(RKPU)  
VOR RWY 18

## AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 18 from MAKKY |                                                                 |                              |
|-----------------------------------|-----------------------------------------------------------------|------------------------------|
| Fix/point                         |                                                                 | Coordinates                  |
| MAKKY(IAF)                        | R 353 USN / 17.00 NM USN                                        | 35°52'18.8"N 129°15'35.8"E   |
| SEDMO(IF)                         | BRG 172.64° / 13.00 NM USN                                      | 35°48'27.1"N 129°16'55.0"E   |
| D10.1 USN(SDF)                    | BRG 172.64° / 10.10 NM USN                                      | 35°45'39.1"N 129°17'51.8"E   |
| D8.0 USN(SDF)                     | BRG 172.64° / 8.00 NM USN                                       | 35°43'37.6"N 129°18'33.5"E   |
| D5.9 USN(FAF)                     | BRG 172.64° / 5.90 NM USN                                       | 35°41'36.0"N 129°19'15.1"E   |
| D3.3 USN(SDF)                     | BRG 172.64° / 3.28 NM USN                                       | 35°39'04.4"N 129°20'07.0"E   |
| D2.3 USN(MAPt)                    | BRG 172.64° / 2.26 NM USN                                       | 35°38'05.4"N 129°20'27.1"E   |
| THR RWY 18                        | Final approach descent angle<br>3.67°(FAF-SDF) / 3.71°(SDF-THR) | 35°36'08.89"N 129°21'03.54"E |
| USN VOR/DME                       |                                                                 | 35°35'54.6"N 129°21'11.8"E   |
| D3.0 USN                          | BRG 190.62° / 3.00 NM USN                                       | 35°33'01.3"N 129°20'11.6"E   |
| HAEGU                             | BRG 93.43° / 10.00 NM USN                                       | 35°32'06.7"N 129°32'32.3"E   |

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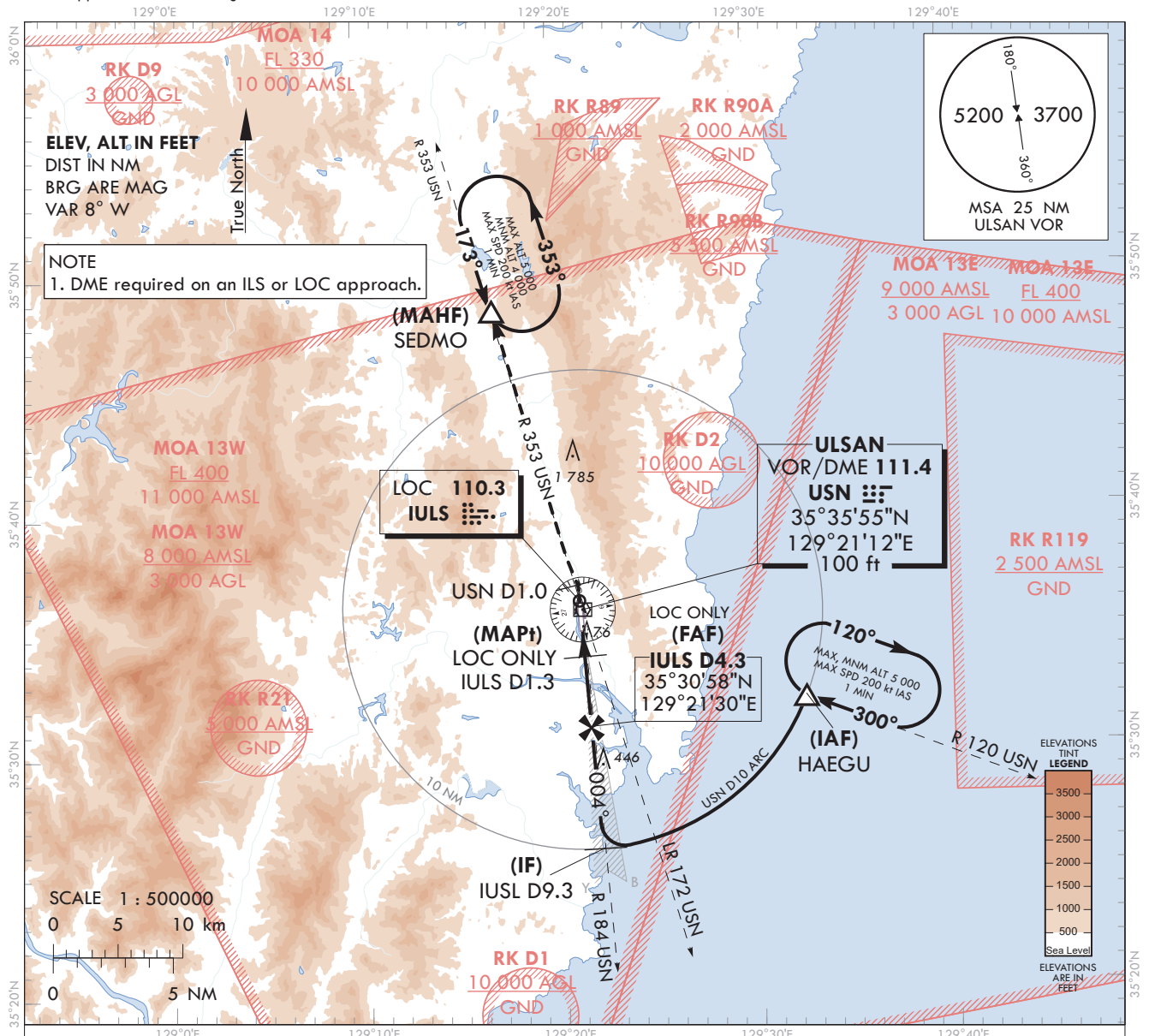
**AERODROME ELEV 42 ft**  
HEIGHTS RELATED TO  
THR RWY 36 - ELEV 28 ft

POHANG APP 124.25  
120.2  
ULSAN TWR 118.75

**ULSAN/Ulsan(RKPU)**

**ILS Y or LOC Y RWY 36**

Note : Approach under ICAO Flight Procedures.



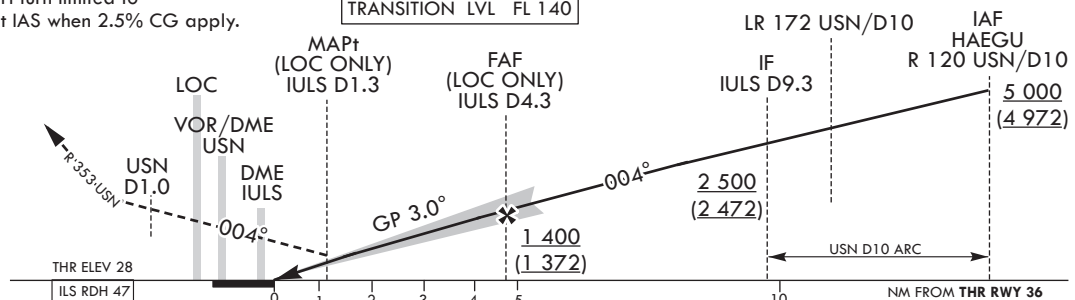
**MISSED APPROACH**

Climb on HDG 004° to USN 1 DME,  
then LEFT turn to intercept R 353 USN to SEDMO.  
Hold at SEDMO at 4 000 ft.

\* Missed APCH turn limited to  
MAX 200 kt IAS when 2.5% CG apply.

| RECOMMENDED PROFILE(LOC ONLY)            | DME IULS | 6                | 5                | 4                | 3            | 2.3          |
|------------------------------------------|----------|------------------|------------------|------------------|--------------|--------------|
| Final Approach Gradient 5.28%, 321 ft/NM | ALT(HGT) | 1 950<br>(1 922) | 1 620<br>(1 592) | 1 300<br>(1 272) | 980<br>(952) | 750<br>(722) |

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



| CATEGORY |                    |          | DA(DH)/<br>MDA(MDH) | A      | B | C | D |                    |                                                                        |     |     |     |     |     |
|----------|--------------------|----------|---------------------|--------|---|---|---|--------------------|------------------------------------------------------------------------|-----|-----|-----|-----|-----|
| STA      | CAT-I<br>(CG 2.5%) | FULL     | 710                 | 3 000m |   |   |   | Rate of<br>descent | Knots                                                                  | 60  | 90  | 120 | 150 | 180 |
|          |                    | ALS INOP | (682)               | 3 700m |   |   |   |                    | V/V fpm                                                                | 318 | 478 | 637 | 796 | 955 |
|          | CAT-I<br>(CG 5.0%) | FULL     | 246                 | 800m   |   |   |   |                    | *Timing Not authorized for defining MAPt.<br>*Circling Not authorized. |     |     |     |     |     |
|          |                    | ALS INOP | (218)               | 1 200m |   |   |   |                    |                                                                        |     |     |     |     |     |
|          | LOC                | FULL     | 750                 | 2 700m |   |   |   |                    |                                                                        |     |     |     |     |     |
|          |                    | ALS INOP | (722)               | 3 400m |   |   |   |                    |                                                                        |     |     |     |     |     |

Chage : Improved clarity such as terrain.

ULSAN/Ulsan(RKPU)  
ILS Y or LOC Y RWY 36

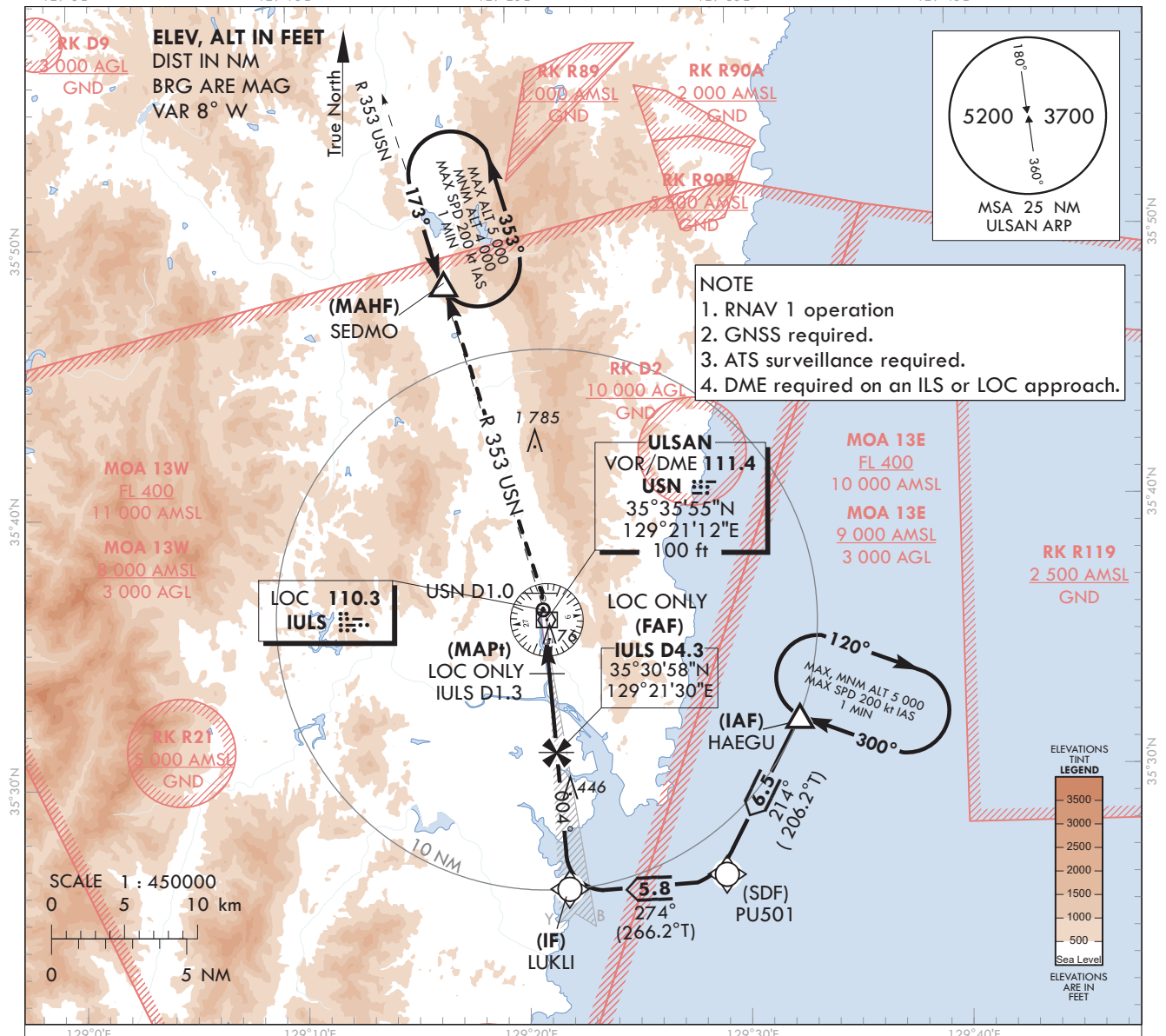
## AERONAUTICAL DATA TABULATION

| ILS Y / LOC Y Approach to RWY 36 from HAEGU |                                               |                              |
|---------------------------------------------|-----------------------------------------------|------------------------------|
| Fix/point                                   |                                               | Coordinates                  |
| HAEGU(IAF)                                  | R 120 USN / 10.00 NM USN                      | 35°32'06.7"N 129°32'32.3"E   |
| D9.3 IULS(IF)                               | BRG 4.31° / 9.30 NM IULS                      | 35°25'54.7"N 129°21'54.8"E   |
| D4.3 IULS(FAF LOC ONLY)                     | BRG 4.31° / 4.30 NM IULS                      | 35°30'57.6"N 129°21'29.5"E   |
| D1.3 IULS(MAPt LOC ONLY)                    | BRG 4.31° / 1.30 NM IULS                      | 35°33'55.7"N 129°21'14.7"E   |
| THR RWY 36                                  | Final approach descent angle 2.90° (LOC ONLY) | 35°35'04.15"N 129°21'08.95"E |
| IULS DME                                    |                                               | 35°35'13.8"N 129°21'12.2"E   |
| USN VOR/DME                                 |                                               | 35°35'54.6"N 129°21'11.8"E   |
| IULS LOC                                    |                                               | 35°36'16.3"N 129°21'02.9"E   |
| D1.0 USN                                    | BRG 4.31° / 1.00 NM USN                       | 35°36'53.8"N 129°20'59.8"E   |
| SEDMO                                       | BRG 352.68° / 13.00 NM USN                    | 35°48'27.1"N 129°16'55.0"E   |

|        |     |        |
|--------|-----|--------|
| POHANG | APP | 124.25 |
|        |     | 120.2  |
| ULSAN  | TWR | 118.75 |

**ILS Z or LOC Z RWY 36**

129°0'E                      129°10'E                      129°20'E                      129°30'E                      129°40'E



| RECOMMENDED PROFILE(LOC ONLY)            | DME ILS  | 6                | 5                | 4                | 3            | 2.3          |
|------------------------------------------|----------|------------------|------------------|------------------|--------------|--------------|
| Final Approach Gradient 5.28%, 321 ft/NM | ALT(HGT) | 1 950<br>(1 922) | 1 620<br>(1 592) | 1 300<br>(1 272) | 980<br>(952) | 750<br>(722) |

Profile view of the IAF HAEGU approach. The chart shows a 3D perspective of the approach path. Key features include:

- THR RWY 36 at the bottom left.
- THR ELEV 28 and ILS RDH 47.
- LOC and VOR/DME USN stations.
- MAPt (LOC ONLY) IULS D1.3.
- FAF (LOC ONLY) IULS D4.3.
- IF LUKLI.
- SDF PU501.
- IAF HAEGU at 5,000 feet.
- The approach path is marked with distances and altitudes: 1,400 (1,372) and 2,500 (2,472).
- The chart also shows a 3.0° glide path and a 21.4° climb angle.
- A dashed line indicates a 353 USN turn.

| CATEGORY |           |          | DA(DH)/<br>MDA(MDH) | A       | B | C | D |                                                                        |         |     |     |     |     |     |
|----------|-----------|----------|---------------------|---------|---|---|---|------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| STA      | CAT-I     | FULL     | 710                 | 3 000 m |   |   |   | Rate of<br>descent                                                     | Knots   | 60  | 90  | 120 | 150 | 180 |
|          | (CG 2.5%) | ALS INOP | (682)               | 3 700 m |   |   |   |                                                                        | V/V fpm | 318 | 478 | 637 | 796 | 955 |
|          | CAT-I     | FULL     | 246                 | 800 m   |   |   |   | *Timing Not authorized for defining MAPt.<br>*Circling Not authorized. |         |     |     |     |     |     |
|          | (CG 5.0%) | ALS INOP | (218)               | 1 200 m |   |   |   |                                                                        |         |     |     |     |     |     |
|          | LOC       | FULL     | 750                 | 2 700 m |   |   |   |                                                                        |         |     |     |     |     |     |
|          |           | ALS INOP | (722)               | 3 400 m |   |   |   |                                                                        |         |     |     |     |     |     |

AIP AMDT 13/22

ULSAN/Ulsan(RKPU)  
ILS Z or LOC Z RWY 36

## AERONAUTICAL DATA TABULATION

| ILS Z / LOC Z Approach to RWY 36 from HAEGU |                                               |               |                |
|---------------------------------------------|-----------------------------------------------|---------------|----------------|
| Fix/point                                   |                                               | Coordinates   |                |
| HAEGU(IAF)                                  |                                               | 35°32'06.7"N  | 129°32'32.3"E  |
| PU501(SDF)                                  |                                               | 35°26'18.1"N  | 129°29'02.9"E  |
| LUKLI(IF)                                   | BRG 4.31° / 9.30 NM IULS                      | 35°25'54.4"N  | 129°21'54.8"E  |
| D4.3 IULS(FAF LOC ONLY)                     | BRG 4.31° / 4.30 NM IULS                      | 35°30'57.6"N  | 129°21'29.5"E  |
| D1.3 IULS(MAPt LOC ONLY)                    | BRG 4.31° / 1.30 NM IULS                      | 35°33'55.7"N  | 129°21'14.7"E  |
| THR RWY 36                                  | Final approach descent angle 2.90° (LOC ONLY) | 35°35'04.15"N | 129°21'08.95"E |
| IULS DME                                    |                                               | 35°35'13.8"N  | 129°21'12.2"E  |
| USN VOR/DME                                 |                                               | 35°35'54.6"N  | 129°21'11.8"E  |
| IULS LOC                                    |                                               | 35°36'16.3"N  | 129°21'02.9"E  |
| D1.0 USN                                    | BRG 4.31° / 1.00 NM USN                       | 35°36'53.8"N  | 129°20'59.8"E  |
| SEDMO                                       | BRG 352.68° / 13.00 NM USN                    | 35°48'27.1"N  | 129°16'55.0"E  |

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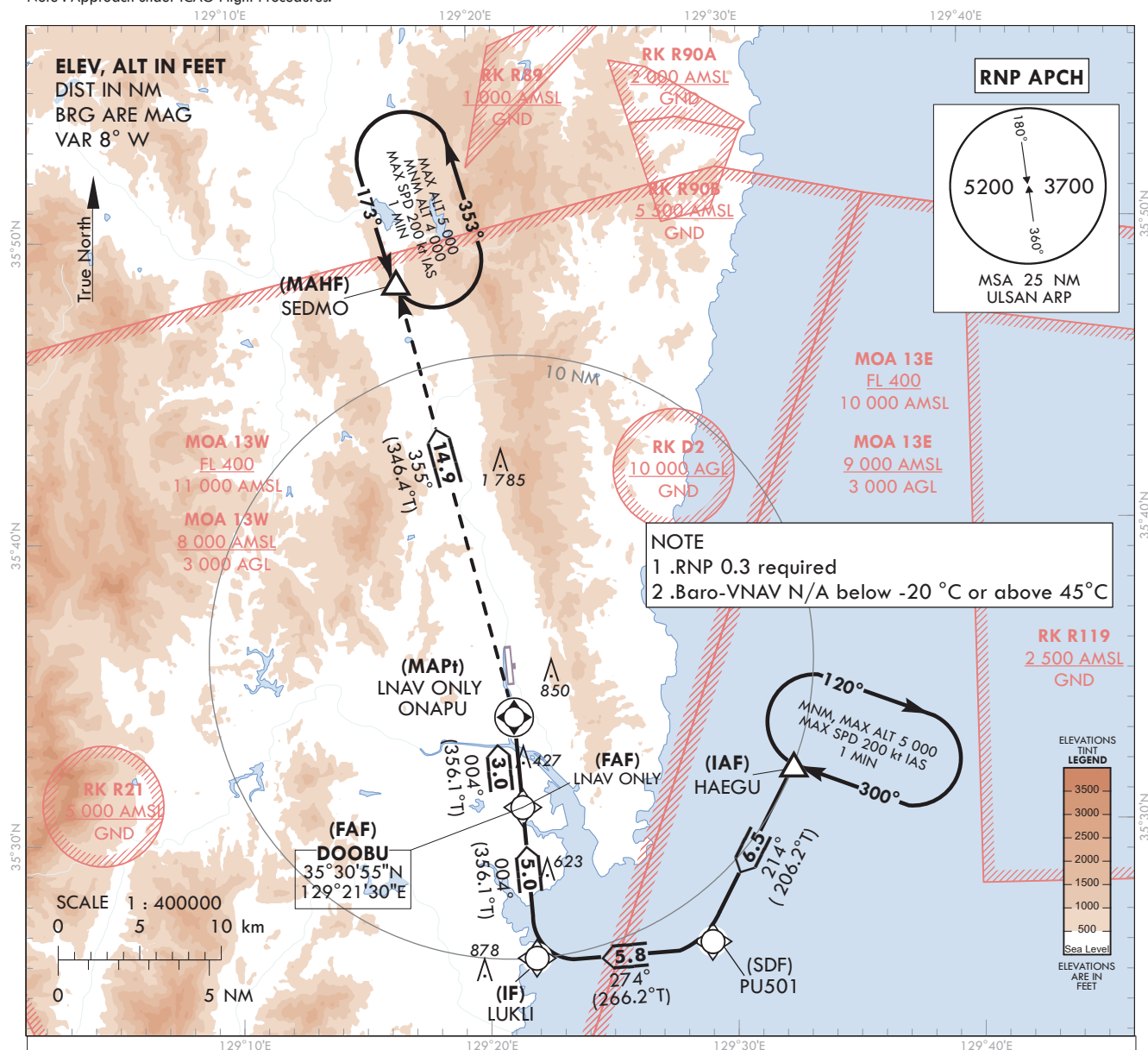
**AERODROME ELEV 42 ft**  
HEIGHTS RELATED TO  
THR RWY 36 - ELEV 28 ft

|        |     |        |
|--------|-----|--------|
| POHANG | APP | 124.25 |
|        |     | 120.2  |
| ULSAN  | TWR | 118.75 |

**ULSAN/Ulsan(RKPU)**

**RNP RWY 36**

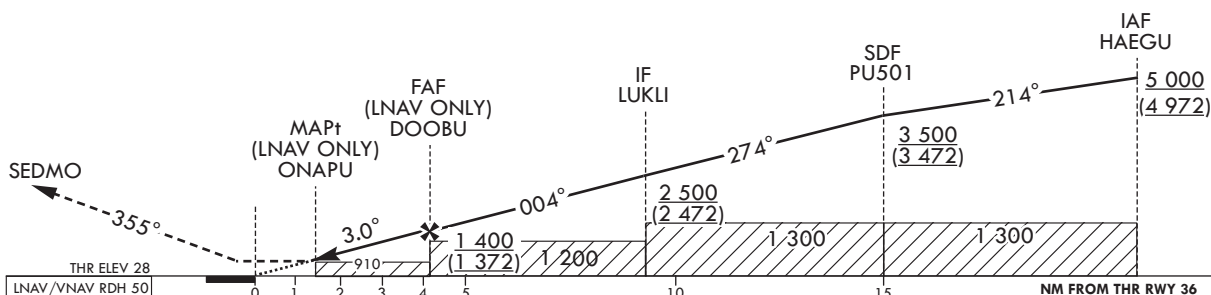
Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000  
TRANSITION LVL FL 140

**MISSED APPROACH**

Climb to 4 000 ft on track of 355° to SEDMO.  
Hold as published.



|          |           |          |              |         |   |   |   |                                                                          | Knots   | 60  | 90  | 120 | 150 | 180 |
|----------|-----------|----------|--------------|---------|---|---|---|--------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| CATEGORY |           |          | DA(H)/MDA(H) | A       | B | C | D | Rate of descent                                                          | V/V fpm | 319 | 478 | 637 | 796 | 956 |
| STA      | LNAV/VNAV | FULL     | 760          | 2 700 m |   |   |   | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |     |     |     |     |     |
|          |           | ALS INOP | (732)        | 3 400 m |   |   |   |                                                                          |         |     |     |     |     |     |
|          | LNAV      | FULL     | 910          | 3 300 m |   |   |   |                                                                          |         |     |     |     |     |     |
|          |           | ALS INOP | (882)        | 4 000 m |   |   |   |                                                                          |         |     |     |     |     |     |

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 36

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Distance (NM) | Turn direction | Altitude (ft)    | Speed (kt) | Coordinates                | VPA/RDH  | Navigation specification | Remarks                    |
|---------------|-----------------|---------------------|----------|--------------------|---------------|----------------|------------------|------------|----------------------------|----------|--------------------------|----------------------------|
| 001           | IF              | HAEGU               | -        | -                  | -             | -              | +5 000           | -          | 35°32'06.7"N 129°32'32.3"E | -        | RNP APCH                 | IAF                        |
| 002           | TF              | PU501               | -        | 214(206.2)         | 6.5           | -              | +3 500           | -          | 35°26'18.1"N 129°29'02.9"E | -        | RNP APCH                 | SDF                        |
| 003           | TF              | LUKLI               | -        | 274(266.2)         | 5.8           | -              | +2 500           | -          | 35°25'54.4"N 129°21'54.8"E | -        | RNP APCH                 | IF                         |
| 004           | TF              | DOOBU               | -        | 004(356.1)         | 5.0           | -              | +1 400           | -          | 35°30'55.3"N 129°21'29.7"E | -        | RNP APCH                 | FAF                        |
| 005           | TF              | ONAPU               | Y        | 004(356.1)         | 3.0           | -              | +910             | -          | 35°33'54.4"N 129°21'14.8"E | -3.00/50 | RNP APCH                 | MAPt                       |
| 006           | TF              | SEDMO               | Y        | 355(346.4)         | 14.9          | -              | -                | -          | 35°48'27.1"N 129°16'55.0"E | -        | RNP APCH                 | -                          |
| 007           | HM              | SEDMO               | Y        | 173 (164.4)        | -             | -              | -5 000<br>+4 000 | -          | 35°48'27.1"N 129°16'55.0"E | -        | RNP APCH                 | 1 min<br>(Outbound timing) |

HOLDING PROCEDURE

| Holding Identification | Path Descriptor | Waypoint Identifier | Fly-over | Course/Track °M(T) | Time (min) | Turn direction | Altitude (ft) | Speed (kt) | Coordinates                | VPA/RDH | Navigation specification | Remarks |
|------------------------|-----------------|---------------------|----------|--------------------|------------|----------------|---------------|------------|----------------------------|---------|--------------------------|---------|
| RNP RWY 36             | HM              | HAEGU               | Y        | 300 (292.1)        | 1.0        | R              | @5 000        | -200       | 35°32'06.7"N 129°32'32.3"E | -       | RNAV 1                   | -       |

**INSTRUMENT  
APPROACH  
CHART - ICAO**

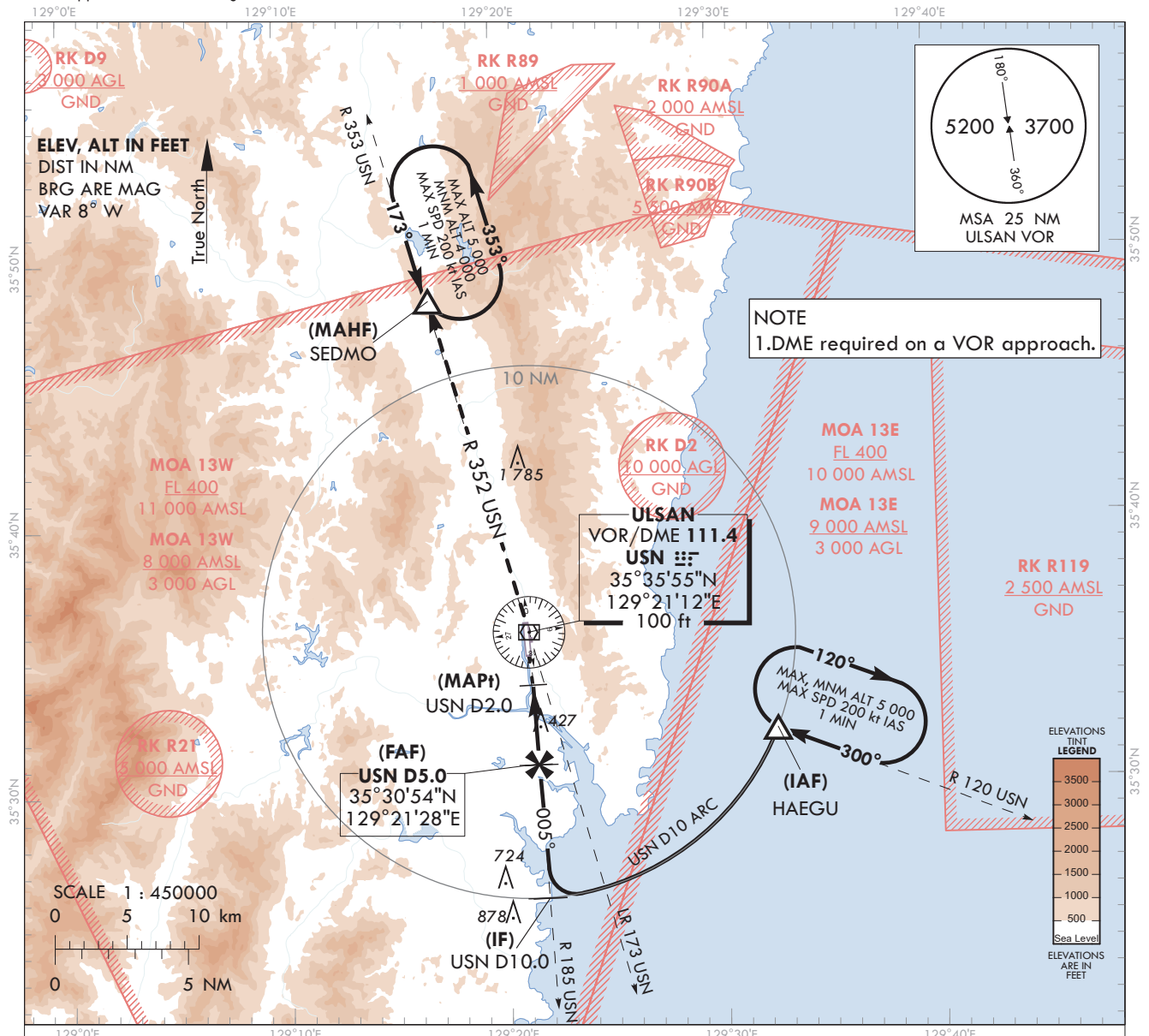
**AERODROME ELEV 42 ft**  
HEIGHTS RELATED TO  
THR RWY 36 - ELEV 28 ft

|        |     |        |
|--------|-----|--------|
| POHANG | APP | 124.25 |
|        |     | 120.2  |
| ULSAN  | TWR | 118.75 |

**ULSAN/Ulsan(RKPU)**

**VOR RWY 36**

Note : Approach under ICAO Flight Procedures.

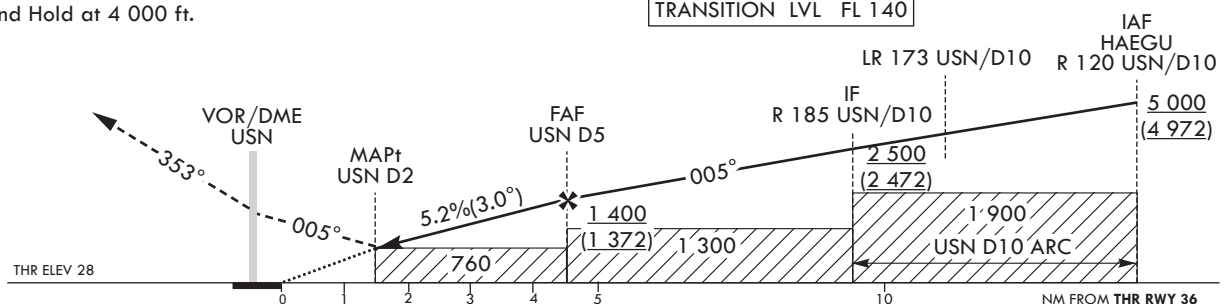


| RECOMMENDED PROFILE                      | DME USN  | 5                | 4                | 3            |
|------------------------------------------|----------|------------------|------------------|--------------|
| Final Approach Gradient 5.24%, 318 ft/NM | ALT(HGT) | 1 400<br>(1 372) | 1 080<br>(1 052) | 760<br>(732) |

**MISSED APPROACH**

Climb direct to USN then proceed on R 353 USN to SEMDO and Hold at 4 000 ft.

TRANSITION ALT 14 000  
TRANSITION LVL FL 140



| CATEGORY |          | MDA(MDH)     | A       | B | C | D |                                                                          | Knots   | 60  | 90  | 120 | 150 | 180 |
|----------|----------|--------------|---------|---|---|---|--------------------------------------------------------------------------|---------|-----|-----|-----|-----|-----|
| STA      | FULL     | 760<br>(732) | 2 700 m |   |   |   | Rate of descent                                                          | V/V fpm | 318 | 477 | 636 | 795 | 954 |
|          | ALS INOP |              | 3 400 m |   |   |   | * Timing Not authorized for defining MAPt.<br>* Circling Not authorized. |         |     |     |     |     |     |

Change : Improved clarity such as terrain.

ULSAN/Ulsan(RKPU)  
VOR RWY 36

## AERONAUTICAL DATA TABULATION

| VOR Approach to RWY 36 from HAEGU |                                    |                              |
|-----------------------------------|------------------------------------|------------------------------|
| Fix/point                         |                                    | Coordinates                  |
| HAEGU(IAF)                        | R 120 USN / 10.00 NM USN           | 35°32'06.7"N 129°32'32.3"E   |
| D10.0 USN(IF)                     | BRG 5.63° / 10.00 NM USN           | 35°25'54.3"N 129°21'44.9"E   |
| D5.0 USN(FAF)                     | BRG 5.63° / 5.00 NM USN            | 35°30'54.4"N 129°21'28.4"E   |
| D2.0 USN(MAPt)                    | BRG 5.63° / 2.00 NM USN            | 35°33'54.5"N 129°21'18.5"E   |
| THR RWY 36                        | Final approach descent angle 2.99° | 35°35'04.15"N 129°21'08.95"E |
| USN VOR/DME                       |                                    | 35°35'54.6"N 129°21'11.8"E   |
| SEDMO                             | BRG 352.68° / 13.00 NM USN         | 35°48'27.1"N 129°16'55.0"E   |