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Ministry of Land, Infrastructure and Transport
Office of Civil Aviation
11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 13/22

15 DEC 2022

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General
a) Information of Enroute chart publication date.

1.2 Enroute
a) Information of DME GAP.

1.3 Incheon INTL Airport
a) Information of taxiing routes on maneuvering area.
b) Information of deicing pad, concourse, and deicing pad taxi routes.
c) Improved clarity such as terrain.

1.4 Gimpo INTL Airport
a) Information of unit of measurement for ground visibility.
b) Information of RWY direction(143°, 323° → 144°, 324°).
c) Information of RK P73.

1.5 Jeju INTL Airport
a) Improved clarity such as terrain.

1.6 Yangyang INTL Airport
a) Information of rescue and fire fighting services.
b) Information of hours of operation.
c) Improved clarity such as terrain.

1.7 Muan Airport
a) Improved clarity such as terrain.

1.8 Yeosu Airport
a) Improved clarity such as terrain.

1.9 Sacheon Airport
a) Information of runway in use for SACHEON 1, 2.
b) Amended phrase(SCN D5 → SAC D5).

1.10 Ulsan Airport
a) Information of rescue equipment.
b) Improved clarity such as terrain.

1.11 Uljin Airport
a) Improved clarity such as terrain.

1.12 Jeongseok Airport
a) Improved clarity such as terrain.

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)	**VOL I, Part I - GEN (General)**	
GEN 0.3-1(17 NOV 22) / 0.3-2(17 NOV 22)	GEN 0.3-1 / 0.3-2	15 DEC 22
GEN 0.4-1(17 NOV 22) / 0.4-2(17 NOV 22)	GEN 0.4-1 / 0.4-2	15 DEC 22
GEN 0.4-3(17 NOV 22) / 0.4-4(17 NOV 22)	GEN 0.4-3 / 0.4-4	15 DEC 22
GEN 0.4-5(17 NOV 22) / 0.4-6(17 NOV 22)	GEN 0.4-5 / 0.4-6	15 DEC 22
GEN 0.4-7(17 NOV 22) / 0.4-8(17 NOV 22)	GEN 0.4-7 / 0.4-8	15 DEC 22
GEN 0.4-9(17 NOV 22) / 0.4-10(17 NOV 22)	GEN 0.4-9 / 0.4-10	15 DEC 22
GEN 3.2-3(28 JUL 22) / 3.2-4(28 JUL 22)	GEN 3.2-3 / 3.2-4	15 DEC 22
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**	
ENR 3.2-1(16 DEC 21) / 3.2-2(16 DEC 21)	ENR 3.2-1 / 3.2-2	15 DEC 22
ENR 3.2-7(20 OCT 22) / 3.2-8(20 OCT 22)	ENR 3.2-7 / 3.2-8	15 DEC 22
ENR 3.2-11(20 OCT 22) / 3.2-12(20 OCT 22)	ENR 3.2-11 / 3.2-12	15 DEC 22
ENR 3.2-13(20 OCT 22) / 3.2-14(20 OCT 22)	ENR 3.2-13 / 3.2-14	15 DEC 22
ENR 3.2-17(20 OCT 22) / 3.2-18(20 OCT 22)	ENR 3.2-17 / 3.2-18	15 DEC 22
ENR 3.2-19(20 OCT 22) / 3.2-20(20 OCT 22)	ENR 3.2-19 / 3.2-20	15 DEC 22
ENR 3.2-21(20 OCT 22) / 3.2-22(20 OCT 22)	ENR 3.2-21 / 3.2-22	15 DEC 22
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**	
RKSI	**RKSI**	
AD 2-27(20 OCT 22) / 2-27-1(20 OCT 22)	AD 2-27 / 2-27-1	15 DEC 22
AD 2-28(20 OCT 22) / 2-28-1(22 SEP 22)	AD 2-28 / 2-28-1	15 DEC 22
AD 2-29(20 OCT 22) / 2-30(20 OCT 22)	AD 2-29 / 2-30	15 DEC 22
AD 2-31(20 OCT 22) / 2-32(20 OCT 22)	AD 2-31 / 2-32	15 DEC 22
AD CHART 2-51(21 OCT 21) / 2-51-1(29 JUL 21)	AD CHART 2-51 / 2-51-1	15 DEC 22
AD CHART 2-52(28 JUL 22) / 2-52-1(28 JUL 22)	AD CHART 2-52 / 2-52-1	15 DEC 22
AD CHART 2-53(26 AUG 21) / 2-53-1(26 AUG 21)	AD CHART 2-53 / 2-53-1	15 DEC 22
AD CHART 2-54(29 JUL 21) / 2-54-1(29 JUL 21)	AD CHART 2-54 / 2-54-1	15 DEC 22
AD CHART 2-55(13 JAN 22) / 2-55-1(13 JAN 22)	AD CHART 2-55 / 2-55-1	15 DEC 22
AD CHART 2-56(28 JUL 22) / 2-56-1(28 JUL 22)	AD CHART 2-56 / 2-56-1	15 DEC 22
AD CHART 2-57(26 AUG 21) / 2-57-1(26 AUG 21)	AD CHART 2-57 / 2-57-1	15 DEC 22
AD CHART 2-58(13 JAN 22) / 2-58-1(13 JAN 22)	AD CHART 2-58 / 2-58-1	15 DEC 22
AD CHART 2-59(21 OCT 21) / 2-59-1(21 OCT 21)	AD CHART 2-59 / 2-59-1	15 DEC 22
AD CHART 2-60(13 JAN 22) / 2-60-1(13 JAN 22)	AD CHART 2-60 / 2-60-1	15 DEC 22
AD CHART 2-61(21 OCT 21) / 2-61-1(21 OCT 21)	AD CHART 2-61 / 2-61-1	15 DEC 22
AD CHART 2-62(21 OCT 21) / 2-62-1(29 JUL 21)	AD CHART 2-62 / 2-62-1	15 DEC 22
AD CHART 2-63(29 JUL 21) / 2-63-1(29 JUL 21)	AD CHART 2-63 / 2-63-1	15 DEC 22
AD CHART 2-64(21 OCT 21) / 2-64-1(29 JUL 21)	AD CHART 2-64 / 2-64-1	15 DEC 22
AD CHART 2-65(29 JUL 21) / 2-65-1(29 JUL 21)	AD CHART 2-65 / 2-65-1	15 DEC 22
AD CHART 2-66(29 JUL 21) / 2-66-1(29 JUL 21)	AD CHART 2-66 / 2-66-1	15 DEC 22
AD CHART 2-67(21 OCT 21) / 2-67-1(29 JUL 21)	AD CHART 2-67 / 2-67-1	15 DEC 22
AD CHART 2-68(29 JUL 21) / 2-68-1(29 JUL 21)	AD CHART 2-68 / 2-68-1	15 DEC 22
AD CHART 2-69(21 OCT 21) / 2-69-1(29 JUL 21)	AD CHART 2-69 / 2-69-1	15 DEC 22
AD CHART 2-70(29 JUL 21) / 2-70-1(29 JUL 21)	AD CHART 2-70 / 2-70-1	15 DEC 22

OLD (Pages to be removed)	NEW (Pages to be inserted)	
RKSS	**RKSS**	
AD 2-25(20 OCT 22) / 2-26(20 OCT 22)	AD 2-25 / 2-26	15 DEC 22
AD CHART 2-7(24 SEP 20) / BLANK	AD CHART 2-7 / BLANK	15 DEC 22
AD CHART 2-8(24 SEP 20) / BLANK	AD CHART 2-8 / BLANK	15 DEC 22
AD CHART 2-9(24 SEP 20) / BLANK	AD CHART 2-9 / BLANK	15 DEC 22
AD CHART 2-10(24 SEP 20) / BLANK	AD CHART 2-10 / BLANK	15 DEC 22
AD CHART 2-29(22 SEP 22) / 2-29-1(22 SEP 22)	AD CHART 2-29 / 2-29-1	15 DEC 22
AD CHART 2-30(22 SEP 22) / 2-30-1(22 SEP 22)	AD CHART 2-30 / 2-30-1	15 DEC 22
AD CHART 2-31(2 JUN 22) / 2-31-1(23 SEP 21)	AD CHART 2-31 / 2-31-1	15 DEC 22
AD CHART 2-32(22 SEP 22) / 2-32-1(22 SEP 22)	AD CHART 2-32 / 2-32-1	15 DEC 22
AD CHART 2-33(2 JUN 22) / 2-33-1(23 SEP 21)	AD CHART 2-33 / 2-33-1	15 DEC 22
AD CHART 2-34(22 SEP 22) / 2-34-1(22 SEP 22)	AD CHART 2-34 / 2-34-1	15 DEC 22
AD CHART 2-35(25 AUG 22) / 2-35-1(25 AUG 22)	AD CHART 2-35 / 2-35-1	15 DEC 22
AD CHART 2-36(2 JUN 22) / 2-36-1(23 SEP 21)	AD CHART 2-36 / 2-36-1	15 DEC 22
AD CHART 2-37(22 SEP 22) / 2-37-1(22 SEP 22)	AD CHART 2-37 / 2-37-1	15 DEC 22
AD CHART 2-38(25 AUG 22) / 2-38-1(25 AUG 22)	AD CHART 2-38 / 2-38-1	15 DEC 22
AD CHART 2-39(2 JUN 22) / 2-39-1(23 SEP 21)	AD CHART 2-39 / 2-39-1	15 DEC 22
RKPC	**RKPC**	
AD CHART 2-21(30 JUN 22) / 2-21-1(30 JUN 22)	AD CHART 2-21 / 2-21-1	15 DEC 22
AD CHART 2-22(30 JUN 22) / 2-22-1(30 JUN 22)	AD CHART 2-22 / 2-22-1	15 DEC 22
AD CHART 2-23(10 FEB 22) / 2-23-1(10 FEB 22)	AD CHART 2-23 / 2-23-1	15 DEC 22
AD CHART 2-24(2 JUN 22) / 2-24-1(2 JUN 22)	AD CHART 2-24 / 2-24-1	15 DEC 22
AD CHART 2-25(30 JUN 22) / 2-25-1(30 JUN 22)	AD CHART 2-25 / 2-25-1	15 DEC 22
AD CHART 2-26(30 JUN 22) / 2-26-1(30 JUN 22)	AD CHART 2-26 / 2-26-1	15 DEC 22
AD CHART 2-27(10 FEB 22) / 2-27-1(10 FEB 22)	AD CHART 2-27 / 2-27-1	15 DEC 22
AD CHART 2-28(18 NOV 21) / 2-28-1(18 NOV 21)	AD CHART 2-28 / 2-28-1	15 DEC 22
RKNY	**RKNY**	
AD 2-1(25 AUG 22) / 2-2(25 AUG 22)	AD 2-1 / 2-2	15 DEC 22
AD 2-5(9 APR 20) / 2-6(20 OCT 22)	AD 2-5 / 2-6	15 DEC 22
AD CHART 2-14(25 AUG 22) / 2-14-1(25 AUG 22)	AD CHART 2-14 / 2-14-1	15 DEC 22
AD CHART 2-15(25 AUG 22) / 2-15-1(25 AUG 22)	AD CHART 2-15 / 2-15-1	15 DEC 22
AD CHART 2-16(25 AUG 22) / 2-16-1(25 AUG 22)	AD CHART 2-16 / 2-16-1	15 DEC 22
AD CHART 2-17(25 AUG 22) / 2-17-1(25 AUG 22)	AD CHART 2-17 / 2-17-1	15 DEC 22
VOL III, Part III - AD (Aerodrome)	**VOL III, Part III - AD (Aerodrome)**	
RKJB	**RKJB**	
AD CHART 2-14(30 JUN 22) / 2-14-1(30 JUN 22)	AD CHART 2-14 / 2-14-1	15 DEC 22
AD CHART 2-15(30 JUN 22) / 2-15-1(30 JUN 22)	AD CHART 2-15 / 2-15-1	15 DEC 22
AD CHART 2-16(30 JUN 22) / 2-16-1(30 JUN 22)	AD CHART 2-16 / 2-16-1	15 DEC 22
AD CHART 2-17(30 JUN 22) / 2-17-1(30 JUN 22)	AD CHART 2-17 / 2-17-1	15 DEC 22
AD CHART 2-18(30 JUN 22) / 2-18-1(30 JUN 22)	AD CHART 2-18 / 2-18-1	15 DEC 22
AD CHART 2-19(30 JUN 22) / 2-19-1(30 JUN 22)	AD CHART 2-19 / 2-19-1	15 DEC 22
AD CHART 2-20(30 JUN 22) / 2-20-1(30 JUN 22)	AD CHART 2-20 / 2-20-1	15 DEC 22
AD CHART 2-21(30 JUN 22) / 2-21-1(30 JUN 22)	AD CHART 2-21 / 2-21-1	15 DEC 22
RKJY	**RKJY**	
AD CHART 2-15(30 JUN 22) / 2-15-1(30 JUN 22)	AD CHART 2-15 / 2-15-1	15 DEC 22
AD CHART 2-16(30 JUN 22) / 2-16-1(30 JUN 22)	AD CHART 2-16 / 2-16-1	15 DEC 22
AD CHART 2-17(30 JUN 22) / 2-17-1(30 JUN 22)	AD CHART 2-17 / 2-17-1	15 DEC 22
AD CHART 2-18(30 JUN 22) / 2-18-1(30 JUN 22)	AD CHART 2-18 / 2-18-1	15 DEC 22
AD CHART 2-19(30 JUN 22) / 2-19-1(30 JUN 22)	AD CHART 2-19 / 2-19-1	15 DEC 22
AD CHART 2-20(30 JUN 22) / 2-20-1(30 JUN 22)	AD CHART 2-20 / 2-20-1	15 DEC 22
AD CHART 2-21(30 JUN 22) / 2-21-1(30 JUN 22)	AD CHART 2-21 / 2-21-1	15 DEC 22
AD CHART 2-22(30 JUN 22) / 2-22-1(30 JUN 22)	AD CHART 2-22 / 2-22-1	15 DEC 22

OLD (Pages to be removed)	NEW (Pages to be inserted)	
RKPS	**RKPS**	
AD 2-13(22 SEP 22) / 2-14(26 AUG 21)	AD 2-13 / 2-14	15 DEC 22
AD CHART 2-4(20 OCT 22) / 2-4-1(30 JUN 22)	AD CHART 2-4 / 2-4-1	15 DEC 22
AD CHART 2-5(20 OCT 22) / 2-5-1(30 JUN 22)	AD CHART 2-5 / 2-5-1	15 DEC 22
RKPU	**RKPU**	
AD 2-1(2 JUN 22) / 2-2(28 JUL 22)	AD 2-1 / 2-2	15 DEC 22
AD CHART 2-12(23 SEP 21) / 2-12-1(23 SEP 21)	AD CHART 2-12 / 2-12-1	15 DEC 22
AD CHART 2-13(23 SEP 21) / 2-13-1(23 SEP 21)	AD CHART 2-13 / 2-13-1	15 DEC 22
AD CHART 2-14(30 JUN 22) / 2-14-1(30 JUN 22)	AD CHART 2-14 / 2-14-1	15 DEC 22
AD CHART 2-15(30 JUN 22) / 2-15-1(30 JUN 22)	AD CHART 2-15 / 2-15-1	15 DEC 22
AD CHART 2-16(30 JUN 22) / 2-16-1(30 JUN 22)	AD CHART 2-16 / 2-16-1	15 DEC 22
AD CHART 2-17(10 FEB 22) / 2-17-1(10 FEB 22)	AD CHART 2-17 / 2-17-1	15 DEC 22
AD CHART 2-18(30 JUN 22) / 2-18-1(30 JUN 22)	AD CHART 2-18 / 2-18-1	15 DEC 22
RKTL	**RKTL**	
AD CHART 2-18(22 SEP 22) / 2-18-1(22 SEP 22)	AD CHART 2-18 / 2-18-1	15 DEC 22
AD CHART 2-19(22 SEP 22) / 2-19-1(22 SEP 22)	AD CHART 2-19 / 2-19-1	15 DEC 22
AD CHART 2-20(22 SEP 22) / 2-20-1(22 SEP 22)	AD CHART 2-20 / 2-20-1	15 DEC 22
AD CHART 2-21(22 SEP 22) / 2-21-1(22 SEP 22)	AD CHART 2-21 / 2-21-1	15 DEC 22
AD CHART 2-22(22 SEP 22) / 2-22-1(22 SEP 22)	AD CHART 2-22 / 2-22-1	15 DEC 22
AD CHART 2-23(22 SEP 22) / 2-23-1(22 SEP 22)	AD CHART 2-23 / 2-23-1	15 DEC 22
AD CHART 2-24(22 SEP 22) / 2-24-1(22 SEP 22)	AD CHART 2-24 / 2-24-1	15 DEC 22
AD CHART 2-25(22 SEP 22) / 2-25-1(22 SEP 22)	AD CHART 2-25 / 2-25-1	15 DEC 22
RKPD	**RKPD**	
AD CHART 2-13(16 DEC 21) / 2-13-1(16 DEC 21)	AD CHART 2-13 / 2-13-1	15 DEC 22
AD CHART 2-14(16 DEC 21) / 2-14-1(16 DEC 21)	AD CHART 2-14 / 2-14-1	15 DEC 22
AD CHART 2-15(16 DEC 21) / 2-15-1(16 DEC 21)	AD CHART 2-15 / 2-15-1	15 DEC 22
AD CHART 2-16(2 JUN 22) / 2-16-1(2 JUN 22)	AD CHART 2-16 / 2-16-1	15 DEC 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	
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	
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	
32/22	ENR - Temporary Restricted Areas Established	ENR	1 JAN 23 / 31 DEC 23	
33/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 MAR 23	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
35/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 DEC 23	
36/22	Incheon AP - ACFT Stands Closed due to Remote Boarding Facility Construction	AD	14 DEC 22 / 19 APR 23	
37/22	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 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	
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	
20/22	Incheon AP - RWY 15R/33L and TWYs Closed due to Construction	AD	25 JAN 23 / 9 AUG 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	**15 DEC 22**
0.3 - 1	**15 DEC 22**	1.4 - 2	4 JUL 19	2.2 - 8	21 OCT 21	3.2 - 4	**15 DEC 22**
0.3 - 2	**15 DEC 22**	1.4 - 3	4 JUL 19	2.2 - 9	1 AUG 19	3.2 - 5	28 JUL 22
0.4 - 1	**15 DEC 22**	1.4 - 4	4 JUL 19	2.2 - 10	1 AUG 19	3.2 - 6	28 JUL 22
0.4 - 2	**15 DEC 22**	1.5 - 1	13 APR 17	2.2 - 11	1 MAY 14	3.2 - 7	18 JAN 18
0.4 - 3	**15 DEC 22**	1.5 - 2	13 APR 17	2.2 - 12	1 MAY 14	3.2 - 8	18 JAN 18
0.4 - 4	**15 DEC 22**	1.5 - 3	13 APR 17	2.2 - 13	21 OCT 21	3.3 - 1	13 JAN 22
0.4 - 5	**15 DEC 22**	1.5 - 4	13 APR 17	2.2 - 14	21 OCT 21	3.3 - 2	13 JAN 22
0.4 - 6	**15 DEC 22**	1.5 - 5	1 MAY 14	2.2 - 15	22 JAN 15	3.3 - 3	27 SEP 18
0.4 - 7	**15 DEC 22**	1.5 - 6	1 MAY 14	2.2 - 16	22 JAN 15	3.3 - 4	27 SEP 18
0.4 - 8	**15 DEC 22**	1.5 - 7	13 APR 17	2.2 - 17	16 FEB 17	3.3 - 5	27 SEP 18
0.4 - 9	**15 DEC 22**	1.5 - 8	13 APR 17	2.2 - 18	16 FEB 17	3.3 - 6	27 SEP 18
0.4 - 10	**15 DEC 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
ENR	
PART 2 - ENROUTE(ENR)	
ENR 0	
0.6 - 1	16 DEC 21
0.6 - 2	16 DEC 21
ENR 1	
1.1 - 1	14 JAN 21
1.1 - 2	1 MAY 14
1.2 - 1	27 SEP 18
1.2 - 2	27 SEP 18
1.2 - 3	13 APR 17
1.2 - 4	13 APR 17
1.2 - 5	13 JAN 22
1.2 - 6	13 JAN 22
1.2 - 7	27 SEP 18
1.2 - 8	27 SEP 18
1.2 - 9	12 MAY 16
1.2 - 10	12 MAY 16
1.2 - 11	12 MAY 16
1.2 - 12	12 MAY 16
1.2 - 13	13 APR 17
1.2 - 14	13 APR 17
1.2 - 15	27 SEP 18
1.2 - 16	27 SEP 18
1.2 - 17	28 JUL 22
1.2 - 18	28 JUL 22
1.2 - 19	13 APR 17
1.2 - 20	13 APR 17
1.2 - 21	1 AUG 19
1.2 - 22	27 SEP 18
1.2 - 23	27 SEP 18
1.2 - 24	22 SEP 22
1.2 - 25	22 SEP 22
1.2 - 26	6 JUN 19
1.2 - 27	6 JUN 19
1.2 - 28	31 AUG 17
1.2 - 29	31 AUG 17
1.3 - 1	26 OCT 17
1.3 - 2	1 MAY 14
1.4 - 1	30 JUL 20
1.4 - 2	30 JUL 20
1.4 - 3	4 JUN 20
1.4 - 4	2 JUN 22
1.4 - 5	25 AUG 22
1.4 - 6	25 AUG 22
1.4 - 7	28 JUL 22
1.4 - 8	28 JUL 22
1.4 - 9	25 AUG 22
1.4 - 10	25 AUG 22
1.4 - 11	25 AUG 22
1.4 - 12	25 AUG 22
1.5 - 1	2 JUN 22
1.5 - 2	8 JUN 17
1.5 - 3	8 JUN 17
1.5 - 4	8 JUN 17
1.6 - 1	9 APR 20
1.6 - 2	9 APR 20
1.6 - 3	9 APR 20
1.6 - 4	9 APR 20
1.7 - 1	28 JUL 22
1.7 - 2	28 JUL 22

Page	Date
ENR	
1.8 - 1	1 MAY 14
1.8 - 2	1 MAY 14
1.9 - 1	6 JUN 19
1.9 - 2	6 JUN 19
1.9 - 3	1 AUG 19
1.9 - 4	1 AUG 19
1.9 - 5	1 AUG 19
1.9 - 6	1 AUG 19
1.9 - 7	13 JAN 22
1.9 - 8	13 JAN 22
1.9 - 9	25 AUG 22
1.9 - 10	25 AUG 22
1.9 - 11	25 AUG 22
1.9 - 12	25 AUG 22
1.9 - 13	20 OCT 22
1.9 - 14	20 OCT 22
1.9 - 15	20 OCT 22
1.9 - 16	20 OCT 22
1.9 - 17	20 OCT 22
1.9 - 18	20 OCT 22
1.10 - 1	28 JAN 21
1.10 - 2	1 AUG 19
1.11 - 1	22 SEP 22
1.11 - 2	22 SEP 22
1.12 - 1	1 MAY 14
1.12 - 2	1 MAY 14
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1.14 - 5	1 MAY 14
1.14 - 6	1 MAY 14
ENR 2	
2.1 - 1	1 JUL 21
2.1 - 2	13 JAN 22
2.1 - 3	22 OCT 20
2.1 - 4	22 OCT 20
2.1 - 5	9 JUL 15
2.1 - 6	26 SEP 19
2.1 - 7	22 OCT 20
2.1 - 8	22 OCT 20
2.1 - 9	24 SEP 20
2.1 - 10	24 SEP 20
2.1 - 11	13 JAN 22
2.1 - 12	13 JAN 22
2.1 - 13	17 NOV 22
2.1 - 14	17 NOV 22
2.1 - 14-1	1 JUL 21
2.1 - 14-2	10 MAY 18
2.1 - 15	6 MAY 21
2.1 - 16	31 AUG 17
2.2 - 1	27 SEP 18
2.2 - 2	27 SEP 18
2.2 - 3	9 MAY 19
2.2 - 3-1	5 MAY 22

Page	Date
ENR	
2.2 - 4	26 OCT 17
2.2 - 4-1	26 OCT 17
ENR 3	
3.1 - 1	16 DEC 21
3.1 - 2	20 OCT 22
3.1 - 3	28 JUL 22
3.1 - 4	28 JUL 22
3.1 - 5	10 FEB 22
3.1 - 6	10 FEB 22
3.1 - 7	11 MAR 21
3.1 - 8	11 MAR 21
3.1 - 9	20 DEC 18
3.1 - 10	20 DEC 18
3.1 - 11	25 AUG 22
3.1 - 12	25 AUG 22
3.1 - 13	10 FEB 22
3.1 - 14	26 AUG 21
3.2 - 1	**15 DEC 22**
3.2 - 2	**15 DEC 22**
3.2 - 3	22 SEP 22
3.2 - 4	20 OCT 22
3.2 - 5	20 OCT 22
3.2 - 6	20 OCT 22
3.2 - 7	**15 DEC 22**
3.2 - 8	**15 DEC 22**
3.2 - 9	20 OCT 22
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3.2 - 16	20 OCT 22
3.2 - 17	**15 DEC 22**
3-2 - 18	**15 DEC 22**
3.2 - 19	**15 DEC 22**
3.2 - 20	**15 DEC 22**
3.2 - 21	**15 DEC 22**
3.2 - 22	**15 DEC 22**
3.3 - 1	16 DEC 21
3.3 - 2	16 DEC 21
3.4 - 1	20 OCT 22
3.4 - 2	16 DEC 21
ENR 4	
4.1 - 1	17 NOV 22
4.1 - 2	17 NOV 22
4.1 - 3	5 MAY 22
4.1 - 4	5 MAY 22
4.2 - 1	1 MAY 14
4.2 - 2	1 MAY 14
4.3 - 1	1 MAY 14
4.3 - 2	1 MAY 14
4.4 - 1	20 OCT 22
4.4 - 2	20 OCT 22
4.4 - 3	20 OCT 22
4.4 - 4	20 OCT 22
4.5 - 1	1 MAY 14
4.5 - 2	1 MAY 14

Page	Date
ENR	
ENR 5	
5.1 - 1	28 JUL 22
5.1 - 2	20 OCT 22
5.1 - 3	18 FEB 16
5.1 - 4	20 OCT 22
5.1 - 5	28 JUL 22
5.1 - 6	28 JUL 22
5.1 - 7	29 AUG 19
5.1 - 8	1 JUL 21
5.1 - 9	28 JUL 22
5.1 - 10	28 JUL 22
5.1 - 11	17 APR 14
5.1 - 12	17 APR 14
5.1 - 13	13 APR 17
5.1 - 14	13 APR 17
5.1 - 15	1 MAY 14
5.1 - 16	1 MAY 14
5.2 - 1	9 JUL 15
5.2 - 2	9 JUL 15
5.2 - 3	20 OCT 22
5.2 - 4	27 AUG 20
5.2 - 5	27 SEP 18
5.2 - 6	27 SEP 18
5.2 - 7	11 JUN 15
5.2 - 8	11 JUN 15
5.3 - 1	25 OCT 18
5.3 - 2	10 MAY 18
5.3 - 3	7 MAY 20
5.3 - 4	7 MAY 20
5.4 - 1	24 DEC 15
5.4 - 2	24 DEC 15
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5.4 - 21	24 DEC 15
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5.4 - 23	24 DEC 15
5.4 - 24	24 DEC 15
5.4 - 25	24 DEC 15
5.4 - 26	24 DEC 15
5.4 - 27	24 DEC 15
5.4 - 28	24 DEC 15
5.4 - 29	19 JAN 17
5.4 - 30	19 JAN 17
5.4 - 31	11 MAY 17
5.4 - 32	11 MAY 17

Page	Date
ENR	
5.4 - 33	11 MAY 17
5.4 - 34	11 MAY 17
5.5 - 1	13 JAN 22
5.5 - 2	13 JAN 22
5.6 - 1	1 MAY 14
5.6 - 2	1 MAY 14
ENR 6	
6 - 1	29 OCT 15
6 - 1-1	29 OCT 15
6 - 1-2	2 JUN 22
6 - 2	1 MAY 14
6 - 3	3 AUG 17
6 - 4	6 JUL 17
6 - 5	11 JUN 15
6 - 6	13 JAN 22
6 - 7	13 JAN 22
AD	
PART 3 - AERODROME(AD)	
AD 0	
0.6 - 1	2 AUG 18
0.6 - 2	2 AUG 18
AD 1	
1.1 - 1	25 AUG 22
1.1 - 2	25 AUG 22
1.2 - 1	21 OCT 21
1.2 - 2	21 OCT 21
1.2 - 3	21 OCT 21
1.2 - 4	21 OCT 21
1.3 - 1	25 AUG 22
1.3 - 2	25 AUG 22
1.4 - 1	1 MAY 14
1.4 - 2	1 MAY 14
1.5 - 1	17 DEC 20
1.5 - 2	17 DEC 20
RKSI	
2 - 1	25 AUG 22
2 - 2	25 AUG 22
2 - 3	20 OCT 22
2 - 4	20 OCT 22
2 - 5	25 AUG 22
2 - 6	25 AUG 22
2 - 6-1	25 AUG 22
2 - 6-2	25 AUG 22
2 - 7	8 APR 21
2 - 8	8 APR 21
2 - 9	10 FEB 22
2 - 10	10 FEB 22
2 - 10-1	10 FEB 22
2 - 10-2	10 FEB 22
2 - 11	10 FEB 22
2 - 12	10 FEB 22

Page	Date
RKSI	
2 - 13	10 FEB 22
2 - 14	10 FEB 22
2 - 15	8 APR 21
2 - 15-1	10 FEB 22
2 - 16	20 OCT 22
2 - 16-1	20 OCT 22
2 - 17	7 APR 22
2 - 17-1	7 APR 22
2 - 18	20 OCT 22
2 - 18-1	20 OCT 22
2 - 19	20 OCT 22
2 - 20	20 OCT 22
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2 - 21-1	20 OCT 22
2 - 21-2	20 OCT 22
2 - 21-3	20 OCT 22
2 - 21-4	20 OCT 22
2 - 21-5	20 OCT 22
2 - 22	16 DEC 21
2 - 22-1	20 OCT 22
2 - 22-2	17 NOV 22
2 - 22-3	17 NOV 22
2 - 23	22 SEP 22
2 - 24	20 OCT 22
2 - 25	21 OCT 21
2 - 26	10 FEB 22
2 - 27	**15 DEC 22**
2 - 27-1	**15 DEC 22**
2 - 27-2	20 OCT 22
2 - 27-3	20 OCT 22
2 - 28	**15 DEC 22**
2 - 28-1	**15 DEC 22**
2 - 29	**15 DEC 22**
2 - 30	**15 DEC 22**
2 - 31	**15 DEC 22**
2 - 32	**15 DEC 22**
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2 - 34	16 DEC 21
2 - 35	2 JUN 22
2 - 36	2 JUN 22
2 - 37	20 OCT 22
2 - 38	10 FEB 22
2 - 39	29 JUL 21
2 - 40	29 JUL 21
2 - 41	22 SEP 22
2 - 42	22 SEP 22
2 - 43	23 SEP 21
2 - 44	23 SEP 21
2 - 45	2 JUN 22
2 - 46	13 JAN 22
CHART 2 - 1	20 OCT 22
CHART 2 - 2	25 AUG 22
CHART 2 - 3	20 OCT 22
CHART 2 - 4	20 OCT 22
CHART 2 - 5	20 OCT 22
CHART 2 - 5-1	20 OCT 22
CHART 2 - 5-2	20 OCT 22
CHART 2 - 5-3	20 OCT 22

Page	Date
RKSI	
CHART 2 - 6	20 OCT 22
CHART 2 - 7	20 OCT 22
CHART 2 - 8	20 OCT 22
CHART 2 - 9	20 OCT 22
CHART 2 - 10	27 AUG 20
CHART 2 - 11	27 AUG 20
CHART 2 - 12	2 JUN 22
CHART 2 - 13	2 JUN 22
CHART 2 - 14	7 APR 22
CHART 2 - 15	7 APR 22
CHART 2 - 16	2 JUN 22
CHART 2 - 17	2 JUN 22
CHART 2 - 18	13 JAN 22
CHART 2 - 19	8 APR 21
CHART 2 - 20	8 APR 21
CHART 2 - 21	8 APR 21
CHART 2 - 22	8 APR 21
CHART 2 - 23	8 APR 21
CHART 2 - 24	8 APR 21
CHART 2 - 25	8 APR 21
CHART 2 - 26	8 APR 21
CHART 2 - 27	28 JUL 22
CHART 2 - 28	25 AUG 22
CHART 2 - 28-1	25 AUG 22
CHART 2 - 29	2 JUN 22
CHART 2 - 29-1	2 JUN 22
CHART 2 - 30	18 NOV 21
CHART 2 - 30-1	18 NOV 21
CHART 2 - 31	25 AUG 22
CHART 2 - 31-1	25 AUG 22
CHART 2 - 32	2 JUN 22
CHART 2 - 32-1	2 JUN 22
CHART 2 - 33	10 MAR 22
CHART 2 - 33-1	10 MAR 22
CHART 2 - 34	2 JUN 22
CHART 2 - 34-1	2 JUN 22
CHART 2 - 35	25 AUG 22
CHART 2 - 35-1	2 JUN 22
CHART 2 - 36	2 JUN 22
CHART 2 - 36-1	2 JUN 22
CHART 2 - 37	18 NOV 21
CHART 2 - 37-1	18 NOV 21
CHART 2 - 38	2 JUN 22
CHART 2 - 38-1	2 JUN 22
CHART 2 - 39	25 AUG 22
CHART 2 - 39-1	2 JUN 22
CHART 2 - 40	10 MAR 22
CHART 2 - 40-1	10 MAR 22
CHART 2 - 41	28 JUL 22
CHART 2 - 42	13 JAN 22
CHART 2 - 42-1	13 JAN 22
CHART 2 - 43	25 AUG 22
CHART 2 - 43-1	2 JUN 22
CHART 2 - 43-2	2 JUN 22
CHART 2 - 43-3	8 APR 21
CHART 2 - 44	25 AUG 22
CHART 2 - 44-1	2 JUN 22
CHART 2 - 44-2	2 JUN 22
CHART 2 - 44-3	8 APR 21

Page	Date
RKSI	
CHART 2 - 45	25 AUG 22
CHART 2 - 45-1	2 JUN 22
CHART 2 - 45-2	2 JUN 22
CHART 2 - 45-3	8 APR 21
CHART 2 - 46	29 JUL 21
CHART 2 - 46-1	29 JUL 21
CHART 2 - 47	28 JUL 22
CHART 2 - 47-1	28 JUL 22
CHART 2 - 48	25 AUG 22
CHART 2 - 48-1	2 JUN 22
CHART 2 - 48-2	2 JUN 22
CHART 2 - 48-3	2 JUN 22
CHART 2 - 49	25 AUG 22
CHART 2 - 49-1	25 AUG 22
CHART 2 - 50	28 JUL 22
CHART 2 - 51	**15 DEC 22**
CHART 2 - 51-1	**15 DEC 22**
CHART 2 - 52	**15 DEC 22**
CHART 2 - 52-1	**15 DEC 22**
CHART 2 - 53	**15 DEC 22**
CHART 2 - 53-1	**15 DEC 22**
CHART 2 - 54	**15 DEC 22**
CHART 2 - 54-1	**15 DEC 22**
CHART 2 - 55	**15 DEC 22**
CHART 2 - 55-1	**15 DEC 22**
CHART 2 - 56	**15 DEC 22**
CHART 2 - 56-1	**15 DEC 22**
CHART 2 - 57	**15 DEC 22**
CHART 2 - 57-1	**15 DEC 22**
CHART 2 - 58	**15 DEC 22**
CHART 2 - 58-1	**15 DEC 22**
CHART 2 - 59	**15 DEC 22**
CHART 2 - 59-1	**15 DEC 22**
CHART 2 - 60	**15 DEC 22**
CHART 2 - 60-1	**15 DEC 22**
CHART 2 - 61	**15 DEC 22**
CHART 2 - 61-1	**15 DEC 22**
CHART 2 - 62	**15 DEC 22**
CHART 2 - 62-1	**15 DEC 22**
CHART 2 - 63	**15 DEC 22**
CHART 2 - 63-1	**15 DEC 22**
CHART 2 - 64	**15 DEC 22**
CHART 2 - 64-1	**15 DEC 22**
CHART 2 - 65	**15 DEC 22**
CHART 2 - 65-1	**15 DEC 22**
CHART 2 - 66	**15 DEC 22**
CHART 2 - 66-1	**15 DEC 22**
CHART 2 - 67	**15 DEC 22**
CHART 2 - 67-1	**15 DEC 22**
CHART 2 - 68	**15 DEC 22**
CHART 2 - 68-1	**15 DEC 22**
CHART 2 - 69	**15 DEC 22**
CHART 2 - 69-1	**15 DEC 22**
CHART 2 - 70	**15 DEC 22**
CHART 2 - 70-1	**15 DEC 22**
CHART 2 - 71	13 JAN 22
CHART 2 - 72	13 JAN 22
CHART 2 - 73	13 JAN 22
CHART 2 - 74	13 JAN 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	20 OCT 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	20 OCT 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	20 OCT 22
2 - 4-1	17 NOV 22	CHART 2 - 18-1	2 JUN 22	2 - 6	18 NOV 21	CHART 2 - 6	20 OCT 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	20 OCT 22
2 - 11	25 AUG 22	CHART 2 - 21	2 JUN 22	2 - 12-1	29 JUL 21	CHART 2 - 12-1	20 OCT 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	20 OCT 22
2 - 13	17 NOV 22	CHART 2 - 23-1	2 JUN 22	2 - 15	10 MAR 22	CHART 2 - 14-1	20 OCT 22
2 - 14	17 NOV 22	CHART 2 - 23-2	2 JUN 22	2 - 16	2 JUL 20	CHART 2 - 14-2	20 OCT 22
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	20 OCT 22
2 - 17	7 APR 22	CHART 2 - 25-1	2 JUN 22	2 - 21	13 APR 17	CHART 2 - 16-1	20 OCT 22
2 - 18	7 APR 22	CHART 2 - 26	25 AUG 22	2 - 22	20 OCT 22	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	20 OCT 22
2 - 21	7 APR 22	CHART 2 - 27-1	2 JUN 22			CHART 2 - 18-1	20 OCT 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	**15 DEC 22**			CHART 2 - 18-4	20 OCT 22
2 - 25	**15 DEC 22**	CHART 2 - 29-1	**15 DEC 22**			CHART 2 - 18-5	27 SEP 18
2 - 26	**15 DEC 22**	CHART 2 - 30	**15 DEC 22**			CHART 2 - 19	20 OCT 22
2 - 27	13 JAN 22	CHART 2 - 30-1	**15 DEC 22**			CHART 2 - 19-1	20 OCT 22
2 - 28	13 JAN 22	CHART 2 - 31	**15 DEC 22**			CHART 2 - 19-2	20 OCT 22
2 - 29	30 JUN 22	CHART 2 - 31-1	**15 DEC 22**			CHART 2 - 19-3	20 OCT 22
2 - 30	30 JUN 22	CHART 2 - 32	**15 DEC 22**			CHART 2 - 19-4	20 OCT 22
2 - 31	18 NOV 21	CHART 2 - 32-1	**15 DEC 22**			CHART 2 - 19-5	27 SEP 18
2 - 32	2 JUN 22	CHART 2 - 33	**15 DEC 22**			CHART 2 - 20	20 OCT 22
		CHART 2 - 33-1	**15 DEC 22**			CHART 2 - 21	**15 DEC 22**
		CHART 2 - 34	**15 DEC 22**			CHART 2 - 21-1	**15 DEC 22**
CHART 2 - 1	20 OCT 22	CHART 2 - 34-1	**15 DEC 22**			CHART 2 - 22	**15 DEC 22**
CHART 2 - 2	22 SEP 22	CHART 2 - 35	**15 DEC 22**			CHART 2 - 22-1	**15 DEC 22**
CHART 2 - 3	20 OCT 22	CHART 2 - 35-1	**15 DEC 22**			CHART 2 - 23	**15 DEC 22**
CHART 2 - 4	22 SEP 22	CHART 2 - 36	**15 DEC 22**			CHART 2 - 23-1	**15 DEC 22**
CHART 2 - 5	20 OCT 22	CHART 2 - 36-1	**15 DEC 22**			CHART 2 - 24	**15 DEC 22**
CHART 2 - 6	20 OCT 22	CHART 2 - 37	**15 DEC 22**			CHART 2 - 24-1	**15 DEC 22**
CHART 2 - 7	**15 DEC 22**	CHART 2 - 37-1	**15 DEC 22**			CHART 2 - 25	**15 DEC 22**
CHART 2 - 8	**15 DEC 22**	CHART 2 - 38	**15 DEC 22**			CHART 2 - 25-1	**15 DEC 22**
CHART 2 - 9	**15 DEC 22**	CHART 2 - 38-1	**15 DEC 22**			CHART 2 - 26	**15 DEC 22**
CHART 2 - 10	**15 DEC 22**	CHART 2 - 39	**15 DEC 22**			CHART 2 - 26-1	**15 DEC 22**
CHART 2 - 11	18 NOV 21	CHART 2 - 39-1	**15 DEC 22**			CHART 2 - 27	**15 DEC 22**
CHART 2 - 12	1 MAY 14	CHART 2 - 40	13 JAN 22			CHART 2 - 27-1	**15 DEC 22**
CHART 2 - 13	28 JUL 22	CHART 2 - 41	23 SEP 21			CHART 2 - 28	**15 DEC 22**
CHART 2 - 14	2 JUN 22					CHART 2 - 28-1	**15 DEC 22**
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	20 OCT 22	2 - 1	16 DEC 21	CHART 2 - 16	28 JUL 22
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2 - 3	20 OCT 22	CHART 2 - 23	20 OCT 22	2 - 3	19 NOV 20	CHART 2 - 17-1	16 FEB 17
2 - 4	20 OCT 22	CHART 2 - 23-1	20 OCT 22	2 - 4	19 NOV 20	CHART 2 - 18	29 JUL 21
2 - 5	29 JUL 21	CHART 2 - 24	20 OCT 22	2 - 5	27 AUG 20	CHART 2 - 18-1	21 NOV 19
2 - 6	29 JUL 21	CHART 2 - 24-1	20 OCT 22	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	20 OCT 22	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	20 OCT 22	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
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CHART 2 - 1	29 JUL 21	CHART 2 - 36-1	3 JUN 21			CHART 2 - 29-4	29 JUL 21
CHART 2 - 2	29 JUL 21	CHART 2 - 37	29 JUL 21			CHART 2 - 29-5	21 NOV 19
CHART 2 - 3	20 OCT 22	CHART 2 - 37-1	29 JUL 21	CHART 2 - 1	28 JUL 22	CHART 2 - 29-6	29 JUL 21
CHART 2 - 4	20 OCT 22	CHART 2 - 38	22 OCT 20	CHART 2 - 2	10 MAR 22	CHART 2 - 29-7	21 NOV 19
CHART 2 - 5	20 OCT 22	CHART 2 - 38-1	22 OCT 20	CHART 2 - 3	16 DEC 21	CHART 2 - 30	27 OCT 16
CHART 2 - 6	20 OCT 22	CHART 2 - 39	16 DEC 21	CHART 2 - 3-1	16 DEC 21	CHART 2 - 31	3 AUG 17
CHART 2 - 7	17 DEC 20	CHART 2 - 39-1	22 OCT 20	CHART 2 - 4	28 JUL 22		
CHART 2 - 8	17 DEC 20	CHART 2 - 40	3 JUN 21	CHART 2 - 5	19 NOV 20		
CHART 2 - 9	20 OCT 22	CHART 2 - 40-1	3 JUN 21	CHART 2 - 6	19 NOV 20		
CHART 2 - 10	20 OCT 22	CHART 2 - 41	23 SEP 21	CHART 2 - 7	19 NOV 20		
CHART 2 - 11	17 DEC 20	CHART 2 - 42	23 SEP 21	CHART 2 - 8	19 NOV 20		
CHART 2 - 12	25 AUG 22			CHART 2 - 9	19 NOV 20		
CHART 2 - 13	28 JUL 22			CHART 2 - 10	29 JUL 21		
CHART 2 - 14	20 OCT 22			CHART 2 - 11	29 JUL 21		
CHART 2 - 14-1	20 OCT 22			CHART 2 - 11-1	16 FEB 17		
CHART 2 - 15	30 JUN 22			CHART 2 - 11-2	27 SEP 18		
CHART 2 - 15-1	30 JUN 22			CHART 2 - 11-3	27 SEP 18		
CHART 2 - 16	17 NOV 22			CHART 2 - 12	29 JUL 21		
CHART 2 - 16-1	17 NOV 22			CHART 2 - 12-1	16 FEB 17		
CHART 2 - 17	20 OCT 22			CHART 2 - 12-2	29 JUL 21		
CHART 2 - 17-1	21 OCT 21			CHART 2 - 12-3	29 JUL 21		
CHART 2 - 18	3 JUN 21			CHART 2 - 13	10 MAR 22		
CHART 2 - 18-1	25 OCT 18			CHART 2 - 13-1	1 AUG 19		
CHART 2 - 19	20 OCT 22			CHART 2 - 14	10 MAR 22		
CHART 2 - 19-1	20 OCT 22			CHART 2 - 14-1	1 AUG 19		
CHART 2 - 20	25 OCT 18			CHART 2 - 15	27 SEP 18		
CHART 2 - 20-1	25 OCT 18			CHART 2 - 15-1	27 SEP 18		
CHART 2 - 21	25 OCT 18			CHART 2 - 15-2	29 JUL 21		
CHART 2 - 21-1	25 OCT 18			CHART 2 - 15-3	29 JUL 21		

Page	Date
RKNY	
2 - 1	**15 DEC 22**
2 - 2	**15 DEC 22**
2 - 3	20 OCT 22
2 - 4	28 JUL 22
2 - 5	**15 DEC 22**
2 - 6	**15 DEC 22**
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2 - 10	28 JUL 22
2 - 11	28 JUL 22
2 - 12	28 JUL 22
2 - 12-1	28 JUL 22
2 - 12-2	28 JUL 22
2 - 13	4 JUL 19
2 - 14	4 JUL 19
CHART 2 - 1	20 OCT 22
CHART 2 - 2	20 OCT 22
CHART 2 - 3	20 OCT 22
CHART 2 - 3-1	21 OCT 21
CHART 2 - 4	13 JAN 22
CHART 2 - 5	13 JAN 22
CHART 2 - 6	13 JAN 22
CHART 2 - 7	18 NOV 21
CHART 2 - 8	25 AUG 22
CHART 2 - 8-1	8 APR 21
CHART 2 - 9	25 AUG 22
CHART 2 - 9-1	27 SEP 18
CHART 2 - 10	25 AUG 22
CHART 2 - 10-1	8 APR 21
CHART 2 - 11	25 AUG 22
CHART 2 - 11-1	27 SEP 18
CHART 2 - 12	25 AUG 22
CHART 2 - 12-1	25 AUG 22
CHART 2 - 13	28 JUL 22
CHART 2 - 14	**15 DEC 22**
CHART 2 - 14-1	**15 DEC 22**
CHART 2 - 15	**15 DEC 22**
CHART 2 - 15-1	**15 DEC 22**
CHART 2 - 16	**15 DEC 22**
CHART 2 - 16-1	**15 DEC 22**
CHART 2 - 17	**15 DEC 22**
CHART 2 - 17-1	**15 DEC 22**
CHART 2 - 18	22 OCT 20
CHART 2 - 19	25 OCT 18

Page	Date
RKTN	
2 - 1	17 NOV 22
2 - 2	17 NOV 22
2 - 3	17 NOV 22
2 - 4	17 NOV 22
2 - 5	17 NOV 22
2 - 6	17 NOV 22
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2 - 8	1 JUL 21
2 - 9	17 NOV 22
2 - 10	17 NOV 22
2 - 11	27 SEP 18
2 - 12	3 JUN 21
2 - 13	11 MAY 17
2 - 14	6 JUL 17
CHART 2 - 1	11 MAR 21
CHART 2 - 2	11 MAR 21
CHART 2 - 3	17 NOV 22
CHART 2 - 3-1	17 NOV 22
CHART 2 - 4	17 NOV 22
CHART 2 - 5	17 DEC 20
CHART 2 - 6	17 DEC 20
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CHART 2 - 9	17 DEC 20
CHART 2 - 10	27 SEP 18
CHART 2 - 10-1	27 SEP 18
CHART 2 - 11	21 OCT 21
CHART 2 - 11-1	21 OCT 21
CHART 2 - 12	27 SEP 18
CHART 2 - 12-1	27 SEP 18
CHART 2 - 13	28 JUL 22
CHART 2 - 13-1	28 JUL 22
CHART 2 - 14	3 JUN 21
CHART 2 - 14-1	21 NOV 19
CHART 2 - 15	3 JUN 21
CHART 2 - 15-1	21 NOV 19
CHART 2 - 16	3 JUN 21
CHART 2 - 16-1	21 NOV 19
CHART 2 - 17	25 AUG 22
CHART 2 - 17-1	25 AUG 22
CHART 2 - 18	3 JUN 21
CHART 2 - 18-1	27 SEP 18
CHART 2 - 19	30 JUN 22
CHART 2 - 19-1	21 NOV 19
CHART 2 - 20	3 JUN 21
CHART 2 - 20-1	27 SEP 18
CHART 2 - 21	25 AUG 22
CHART 2 - 22	25 AUG 22

Page	Date
RKJB	
2 - 1	10 FEB 22
2 - 2	28 JUL 22
2 - 3	10 FEB 22
2 - 4	10 FEB 22
2 - 5	22 OCT 20
2 - 6	11 FEB 21
2 - 7	18 NOV 21
2 - 8	23 SEP 21
2 - 9	20 OCT 22
2 - 10	23 SEP 21
2 - 11	20 OCT 22
2 - 12	30 JUN 22
CHART 2 - 1	28 JUL 22
CHART 2 - 2	10 FEB 22
CHART 2 - 3	28 JUL 22
CHART 2 - 4	28 JUL 22
CHART 2 - 5	30 JUL 20
CHART 2 - 6	30 JUL 20
CHART 2 - 7	23 SEP 21
CHART 2 - 7-1	23 SEP 21
CHART 2 - 8	30 JUN 22
CHART 2 - 8-1	30 JUN 22
CHART 2 - 9	23 SEP 21
CHART 2 - 9-1	19 NOV 20
CHART 2 - 10	30 JUN 22
CHART 2 - 10-1	30 JUN 22
CHART 2 - 11	23 SEP 21
CHART 2 - 11-1	23 SEP 21
CHART 2 - 12	23 SEP 21
CHART 2 - 12-1	19 NOV 20
CHART 2 - 13	30 JUN 22
CHART 2 - 14	**15 DEC 22**
CHART 2 - 14-1	**15 DEC 22**
CHART 2 - 15	**15 DEC 22**
CHART 2 - 15-1	**15 DEC 22**
CHART 2 - 16	**15 DEC 22**
CHART 2 - 16-1	**15 DEC 22**
CHART 2 - 17	**15 DEC 22**
CHART 2 - 17-1	**15 DEC 22**
CHART 2 - 18	**15 DEC 22**
CHART 2 - 18-1	**15 DEC 22**
CHART 2 - 19	**15 DEC 22**
CHART 2 - 19-1	**15 DEC 22**
CHART 2 - 20	**15 DEC 22**
CHART 2 - 20-1	**15 DEC 22**
CHART 2 - 21	**15 DEC 22**
CHART 2 - 21-1	**15 DEC 22**
CHART 2 - 22	30 JUN 22
CHART 2 - 23	30 JUN 22
RKJJ	
2 - 1	17 NOV 22
2 - 2	17 NOV 22
2 - 3	4 JUL 19
2 - 4	4 JUL 19
2 - 5	19 NOV 20
2 - 6	19 NOV 20

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

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h) 지역도
계기비행단계를 용이하게 수행하기 위해 다음의 정보를 제공한다.

- 비행의 순항단계와 비행장 접근단계간의 전환
- 이륙/실패접근단계와 순항단계간의 전환
- 복잡한 항공로 또는 공역의 통과비행

i) 표준계기출발도
이륙단계에서 항공로 비행단계까지 지정된 표준계기출발비행로를 따라 비행하는데 필요한 정보를 제공한다.

j) 표준계기도착도
항공로 비행단계에서 접근단계까지 지정된 표준계기도착 비행로를 따라 운항하는데 필요한 정보를 제공한다.

k) 계기접근도
착륙하고자 하는 활주로가 설정되었을 경우, 관련 체공장주까지 실패접근절차를 포함하여 승인된 계기접근절차를 수행하는데 필요한 정보를 제공한다.

l) 시계접근도
항공로 비행/강하단계로부터 시각 참조에 의하여 착륙하고자 하는 활주로에 접근하기 위한 비행단계의 전환시에 필요한 정보를 제공한다.

m) 비행장도
다음 각 호의 구간에서 항공기의 지상이동을 용이하게 할 수 있는 정보를 제공한다.

- 항공기 주기장으로부터 활주로
- 활주로부터 항공기 주기장

n) 비행장 지상이동도
항공기 주기장으로의 지상이동 및 항공기 주기/접현을 용이하게 수행하기 위한 세부정보를 제공한다.

o) 항공기 주기/접현도
유도로와 항공기 주기장간 항공기의 지상이동에 관한 세부정보를 제공한다.

p) ATC 감시 최저고도도
관제사에 의해 배정된 고도와 비행승무원이 비교, 검토할 수 있는 정보를 제공한다.

h) Area Chart
This chart provides the flight crew with information to facilitate the various phases of instrument flight:

- the transition between the en-route phase and the approach to an aerodrome;
- the transition between the take-off/missed approach and the en-route phase of flight; and
- flights through areas of complex ATS routes or airspace structure.

i) Standard Departure Chart - Instrument (SID)
This chart provides the flight crew with information that will enable them to comply with the designated standard departure route-instrument from the take-off phase to the en-route phase.

j) Standard Arrival Chart - Instrument (STAR)
This chart provides the flight crew with information that will enable them to comply with the designated arrival route-instrument from the en-route phase to the approach phase.

k) Instrument Approach Chart
This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

l) Visual Approach Chart - ICAO
This chart shall provide flight crews with information which will enable them to transit from the en-route/descent to approach phases of flight to the runway of intended landing by means of visual reference.

m) Aerodrome Chart
This chart shall provide flight crews with information which will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand.

n) Aerodrome Ground Movement Chart - ICAO
This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft to and from the aircraft stands and the parking/docking of aircraft.

o) Aircraft Parking/Docking Chart
This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft.

p) ATC Surveillance Minimum Altitude Chart
This supplementary chart shall provide information that will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system.

5. 이용 가능한 항공지도의 목록

5. List of aeronautical charts available

종류 Title of Chart Series	축적 Scale	지도종류 및 도엽번호 Name and/or Number	발간일자 Publication Date	가격(원) Price($)	비고 Remarks
항법도 Aeronautical Navigation Chart - ICAO	1 : 2000000	-	6 DEC 2018	10 000 KRW	
항공로도 Enroute Chart - ICAO	-	-	REF to AIP page	10 000 KRW	In AIP
세계항공도 World Aeronautical Chart - ICAO	1 : 1000000	2379/2380/2387	17 DEC 2020	10 000 KRW	
항공도 Aeronautical Chart - ICAO	1 : 500000	2379-AB/2379-CD 2380-AB/2380-CD 2387-AD	6 DEC 2018	8 000 KRW	
비행장 장애물도 Type A Aerodrome Obstacle Chart - ICAO Type A		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Yeosu DOM Airport Ulsan DOM Airport Jeongseok Airport	REF to AIP page		In AIP
비행장 장애물도 Type B Aerodrome Obstacle Chart - ICAO Type B		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Yeosu DOM Airport Ulsan DOM Airport	REF to AIP page		In AIP
정밀접근 지형도 Precision Approach Terrain Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport	REF to AIP page		In AIP
지역도 Area Chart - ICAO		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Gwangju DOM Airport	REF to AIP page		In AIP
표준계기 출발도 Standard Departure Chart Instrument (SID)		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Daegu INTL Airport Gwangju DOM Airport Gunsan DOM Airport Yeosu DOM Airport Wonju DOM Airport Sacheon DOM Aiport Ulsan DOM Airport Seoul DOM Airport Pohang Gyeongju DOM Airport Uljin Airport Jeongseok Airport	REF to AIP page		In AIP
표준계기 도착도 Standard Arrival Chart Instrument (STAR)		Incheon INTL Airport Gimpo INTL Airport Jeju INTL Airport Gimhae INTL Airport Cheongju INTL Airport Yangyang INTL Airport Muan INTL Airport Yeosu DOM Airport Wonju DOM Airport Ulsan DOM Airport Pohang Gyeongju DOM Airport Uljin Airport Jeongseok Airport	REF to AIP page		In AIP

Change : Information of Enroute chart publication date.

ENR 3.2 AREA NAVIGATION(RNAV) ROUTES

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits or (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
L512 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 122.25 MHz 125.925 MHz 122.75 MHz[1)] *1) Common frequency*
▲ TENAS 373820N 1313427E							
▲ SABET 373829N 1324019E	N/A	098/279	52.3	UNL / FL 270(1 500) Class A, G	↓		Airspace Classification refer to ENR 3.1-1 * L512 OPS HR between TENAS and ANDOL - EASTBOUND : H24 - WESTBOUND : H24
▲ ANDOL(FIR BDRY) 373958N 1330000E	N/A	093/274	15.7	UNL / FL 270(1 500) Class A, G		↑	
							** After ANDOL, MEA is FL 290, see AIP JAPAN.
INCHEON FIR							*** Extended DME DOC volume service is 220 NM.
FUKUOKA FIR							
1. Critical DME : KAE<TENAS/SABET>, KPO<TENAS/SABET> 2. DME GAP : SABET/ANDOL, GNSS required.							
Y233 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 122.25 MHz 125.925 MHz 122.75 MHz[2)] *2) Common frequency*
△ BUSKO 374033N 1301610E							
△ SELPA 375515N 1304911E	N/A	069/250	30.0	UNL / FL 200(1 500) Class A, D, G	↓		Airspace Classification refer to ENR 3.1-1
△ ONATA 382832N 1320602E	N/A	070/251	69.1	UNL / FL 200(1 500) Class A, D, G			
▲ KANSU(FIR BDRY) 383800N 1322830E	N/A	071/251	20.0	UNL / FL 200(1 500) Class A, D, G		↑	
INCHEON FIR							
PYONGYANG FIR							
1. Critical DME : KAE<BUSKO/SELPA>, KPO<BUSKO/SELPA>, KAE<SELPA/ONATA>, KPO<SELPA/ONATA> 2. DME GAP : ONATA/KANSU, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y253 **(RNAV2)** **[GNSS, DME/DME, DME/DME/IRU]** △ DALSU 350731N 1264206E							**Incheon ACC** FREQ : 123.725 MHz 124.50 MHz 132.20 MHz[1)] *1) Common frequency* Airspace Classification refer to ENR 3.1-1
△ GWANGJU VOR(KWA) 350734N 1264844E	N/A	097/277	5.4	UNL / 8 000(2 400) Class A, D, G	↓		
△ SAMUL 350736N 1265154E		097/278	2.6	UNL / 8 000(2 000) Class A, D, G			
△ TEDAN 350744N 1271852E		097/278	22.1	UNL / 8 000(5 200) Class A, D, G			
△ ANUBA 350746N 1273523E		098/278	13.5	UNL / 8 000(5 400) Class A, D, G			**Incheon ACC** FREQ : 128.175 MHz 128.325 MHz 132.20 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
△ SAPDI 350737N 1282952E		098/278	44.7				
△ SARAM 350736N 1283147E		098/278	1.6	UNL / 8 000(2 400) Class A, D, G			**Daegu ACC** FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz[3)] *3) Common frequency* Airspace Classification refer to ENR 3.1-1
△ ANKUS 350730N 1284616E		098/279	11.9	UNL / 8 000(4 000) Class A, D, G			
▲ BUSAN VORTAC(PSN) 350721N 1285958E		099/279	11.2	UNL / 8 000(3 500) Class A, D, G		↑	

1. Critical DME : PSN<SAPDI/SARAM>, CJU<SAPDI/SARAM>, PSN<SARAM/ANKUS>, CJU<SARAM/ANKUS>, PSN<ANKUS/PSN>, CJU<ANKUS/PSN>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y644 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 128.70 MHz 132.80 MHz 122.75 MHz[1)] *1) Common frequency*
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371010N 1235953E							Eastbound (AGAVO-EGOBA) FL 410, FL 390, FL 370, FL 350, FL 330, FL 310, FL 290, FL 270, FL 250, FL 230 REF. ENR 3.1-10 for the detailed altitude conversion procedures. Airspace Classification refer to ENR 3.1-1
△ RILRO 371033N 1241442E	N/A	096/276	11.8	UNL / FL 150(1 500) Class A, D, G	↓		
▲ GONAV 371048N 1242453E		096/276	8.1				
△ BODOL 371122N 1244954E		096/277	20.0				
△ REBIT 371203N 1252913E		097/277	31.4				
△ BELTU 371218N 1254759E		097/278	15.0				
△ BOGAN 371241N 1262812E		098/278	32.1	UNL / 8 000(2 400) Class A, D, G			
△ MONSI 371247N 1265015E		098/278	17.6	UNL / 8 000(3 200) Class A, D, G			
▲ POLEG 371249N 1265935E		098/278	7.5	UNL / 8 000(2 400) Class A, D, G			
△ EGOBA 372915N 1272246E		057/237	24.7	UNL / FL 140(3 300) Class A, D, G			

1. Critical DME : SEL<AGAVO/RILRO>, KUZ<AGAVO/RILRO>, SEL<RILRO/GONAV>, KUZ<RILRO/GONAV>, SEL<MONSI/POLEG>, SOT<MONSI/POLEG>, SEL<POLEG/EGOBA>, SOT<POLEG/EGOBA>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y655 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 132.80 MHz 128.70 MHz 122.75 MHz[1)] *1) Common frequency* Airspace Classification refer to ENR 3.1-1
▲ GONAV 371048N 1242453E							
△ DALPO 365835N 1242453E	N/A	188/008	12.2	UNL / FL 140(1 500) Class A, D, G	↓		
△ NONOS 364046N 1242453E		188/008	17.8				
△ DANPA 353036N 1242453E		188/008	70.1				**Incheon ACC** FREQ : 132.15 MHz 123.55 MHz 132.20 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
△ PALSA 340131N 1242453E		188/007	88.9				**Incheon ACC** FREQ : 120.725 MHz 128.30 MHz 132.20 MHz[3)] *3) Common frequency* Airspace Classification refer to ENR 3.1-1
△ TOLIS 335030N 1242453E		187/007	11.0				**Incheon ACC** FREQ : 124.525 MHz 132.425 MHz 132.20 MHz[4)] *4) Common frequency* Airspace Classification refer to ENR 3.1-1
△ LIMDI 333313N 1254953E		111/291	73.0	UNL / 9 000(1 500) Class A, D, G			
△ REMOS 332605N 1262329E		111/292	29.0	UNL / 9 000(4 100) Class A, D, G			
▲ JEJU VORTAC(CJU) 332305N 1263727E		112/292	12.1	UNL / 9 000(8 700) Class A, D, G		↑	

1. Critical DME : SEL<GONAV/DALPO>, KUZ<GONAV/DALPO>, SEL<DALPO/NONOS>, KUZ<DALPO/NONOS>, SEL<NONOS/DANPA>, KUZ<NONOS/DANPA>, KWA<LIMDI/REMOS>, CJU<LIMDI/REMOS>
2. DME GAP : DANPA/PALSA, PALSA/TOLIS, TOLIS/LIMDI, REMOS/CJU GNSS required.

Y657 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC** FREQ : 123.725 MHz 124.50 MHz 132.20 MHz[5)] *5) Common frequency* Airspace Classification refer to ENR 3.1-1
△ GWANGJU VOR(KWA) 350734N 1264844E	N/A	072/253	54.7	10 000 / 8 000(7 100) Class D	↓		
△ IGDOK 353104N 1274907E		073/254	41.6	10 000 / 8 000(4 800) Class D		↑	**Daegu ACC** FREQ :125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz[6)] *6) Common frequency* Airspace Classification refer to ENR 3.1-1
▲ DALSEONG VORTAC(TGU) 354835N 1283527E							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y697 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 128.70 MHz 132.80 MHz 122.75 MHz[1)] *1) Common frequency*
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371010N 1235953E							Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200 REF. ENR 3.1-9 for the detailed Altitude conversion procedures. Only flying westbound from SEL to AGAVO on Y697 is authorized.
△ OLBIM 371411N 1240751E	N/A	066/246	7.5	UNL / FL 150(1 500) Class A, D, G	↓	↑	
△ NOGON 372250N 1242505E		066/246	16.2				
△ ANSIM 372323N 1245009E		097/277	20.0				
△ BINIL 372349N 1251359E		097/277	19.0				
△ NOPIK 372412N 1253905E		097/277	20.0				
△ GOGET 372442N 1263036E		097/278	41.0	UNL / 8 000(2 100) Class A, D, G			
▲ ANYANG VORTAC(SEL) 372449N 1265542E		098/278	20.0	UNL / 7 500(3 400) Class A, D, G			
△ EGOBA 372915N 1272246E		087/267	22.0				**Daegu ACC** FREQ : 132.80 MHz 118.925 MHz 122.75 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
△ KARBU 373159N 1273952E		087/267	13.9	UNL / 7 500(5 100) Class A, D, G			
△ TORUS 373625N 1280807E		087/268	22.9	UNL / 7 500(4 500) Class A, D, G			**Daegu ACC** FREQ : 134.175 MHz 123.65 MHz 122.75 MHz[3)] *3) Common frequency* Airspace Classification refer to ENR 3.1-1
△ BIKSI 374032N 1283504E		088/268	21.8	UNL / 7 500(7 500) Class A, D, G			
▲ GANGWON VORTAC(KAE) 374203N 1284514E		088/268	8.2	UNL / 7 500(7 100) Class A, D, G			
▲ PILIT 372631N 1291731E		130/310	30.0	UNL / 8 000(7 100) Class A, D, G			**Daegu ACC** FREQ : 134.175 MHz 123.65 MHz 122.75 MHz[4)] *4) Common frequency* Only flying westbound from LANAT to KAE on G597 shall get 24HRs PPR from Daegu ACC. Airspace Classification refer to ENR 3.1-1
△ NIMUS 371210N 1294656E		130/310	27.5	UNL / 9 000(1 500) Class A, D, G			
△ AGSUS 364521N 1304044E		130/310	50.8				
▲ LANAT(FIR BDRY) 362224N 1312542E		130/311	42.9				
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : SEL<AGAVO/OLBIM>, KUZ<AGAVO/OLBIM>, SEL<OLBIM/NOGON>, KUZ<OLBIM/NOGON>, SEL<NOGON/ANSIM>, KUZ<NOGON/ANSIM>, SEL<KARBU/TORUS>, KAE<KARBU/TORUS>, SEL<TORUS/BIKSI>, KAE<TORUS/BIKSI>, SEL<BIKSI/KAE>, KAE<BIKSI/KAE>, KAE<KAE/PILIT>, KPO<KAE/PILIT>, KAE<PILIT/NIMUS>, KPO<PILIT/NIMUS>, KAE<NIMUS/AGSUS>, KPO<NIMUS/AGSUS>, KAE<AGSUS/LANAT>, KPO<AGSUS/LANAT>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Y711 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: 132.80 MHz 128.70 MHz 122.75 MHz[1)] *1) Common frequency* Airspace Classification refer to ENR 3.1-1
△ MONSI 371247N 1265015E						↓	
	N/A	190/010	29.4	UNL / FL 140(2 900) Class A, D, G			
△ BULTI 364322N 1264930E							**Incheon ACC** FREQ: 132.150 MHz 123.55 MHz 132.20 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
		187/007	10.0				
△ MEKIL 363322N 1264953E							
		187/006	10.2	UNL / FL 140(3 200) Class A, D, G			
△ GONAX 362311N 1265016E							
		193/013	14.1				
△ BEDES 360905N 1264844E							
		193/013	14.9	UNL / FL 140(2 200) Class A, D, G			
△ ELPOS 355410N 1264707E							
		193/013	24.0	UNL / FL 140(2 800) Class A, D, G			
△ MANGI 353011N 1264432E							
		193/013	22.7	UNL / FL 140(3 800) Class A, D, G			
△ DALSU 350731N 1264206E							**Incheon ACC** FREQ: 120.725 MHz 128.30 MHz 132.20 MHz[3)] *3) Common frequency* Airspace Classification refer to ENR 3.1-1
		193/013	52.4	UNL / FL 140(4 000) Class A, D, G			
△ DOTOL 341515N 1263637E							
		193/012	24.8	UNL / FL 140(2 700) Class A, D, G			**Incheon ACC** FREQ: 124.525 MHz 132.425 MHz 132.20 MHz[4)] *4) Common frequency* Airspace Classification refer to ENR 3.1-1
△ KIDOS 335028N 1263402E							
		207/027	25.9	UNL / FL 140(6 000) Class A, D, G			
△ REMOS 332605N 1262329E							
		207/027	27.4	UNL / FL 140(6 300) Class A, D, G			
△ PANSI 330014N 1261225E							
		207/027	33.4	UNL / FL 140(1 500) Class A, D, G			
△ DOMKO 322848N 1255859E							
		207/027	30.1				**Incheon ACC** FREQ : (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz[5)] (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz[5)] *5) Common frequency* Airspace Classification refer to ENR 3.1-1
△ PONIK 320021N 1254659E							
		207/027	18.2				
△ IKEDO 314314N 1253948E							
		207/026	12.0				
△ KANKA 313155N 1253504E							
		207/026	67.0				
△ BONSO 302840N 1250851E							
▲ MUGUS(FIR BDRY) 300006N 1245712E		206/026	30.2				
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : KWA<DOTOL/KIDOS>, CJU<DOTOL/KIDOS>
2. DME GAP : KIDOS/REMOS, REMOS/PANSI, PANSI/DOMKO, DOMKO/PONIK, PONIK/KANKA, KANKA/BONSO, BONSO/MUGUS GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Y722 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC** FREQ: 126.175 MHz 134.375 MHz 132.20 MHz[1)] *1) Common frequency* Airspace Classification refer to ENR 3.1-1
▲ SONGTAN VORTAC(SOT) 370540N 1270154E							
△ OLMEN 364413N 1265928E	N/A	194/014	21.5	UNL / FL 140(3 100) Class A, D, G			
△ GUNKU 363414N 1265949E		187/007	10.0	UNL / FL 140(3 600) Class A, D, G			
△ PEBRI 362311N 1270013E		187/007	11.0	UNL / FL 140(3 300) Class A, D, G			
△ ATASO 355344N 1265657E		193/013	29.5	UNL / FL 140(2 300) Class A, D, G			
△ MAKSA 353011N 1265422E		193/013	23.6	UNL / FL 140(3 800) Class A, D, G			
△ SAMUL 350736N 1265154E		193/013	22.7	UNL / FL 140(4 000) Class A, D, G			**Incheon ACC** FREQ: 123.725 MHz 124.50 MHz 132.20 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
△ KAMIT 341514N 1264618E		193/013	52.5	UNL / FL 140(3 400) Class A, D, G			
△ GUKSU 335251N 1264357E		193/013	22.4	UNL / FL 140(2 100) Class A, D, G			**Incheon ACC** FREQ: 124.525 MHz 132.425 MHz 132.20 MHz[3)] *3) Common frequency* Airspace Classification refer to ENR 3.1-1
△ LOSNI 333315N 1264153E		193/012	19.6	UNL / FL 140(1 700) Class A, D, G			
▲ JEJU VORTAC(CJU) 332305N 1263727E		207/027	10.8	UNL / FL 140(7 600) Class A, D, G			
△ SOSDO 330012N 1262735E		207/027	24.3	UNL / FL 140(8 700) Class A, D, G			
△ SAMLO 323223N 1261536E		207/027	29.5	UNL / FL 140(1 500) Class A, D, G			**Incheon ACC** FREQ: (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz[4)] (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz[4)] *4) Common frequency* Airspace Classification refer to ENR 3.1-1
△ NIRAT 320354N 1260329E		207/027	30.2				
△ ELGEP 314653N 1255617E		207/027	18.1				
△ TESIM 313526N 1255128E		207/027	12.1				
▲ ATOTI(FIR BDRY) 300013N 1251154E		207/026	100.9		↑		
INCHEON FIR							
SANGHAI FIR							

1. Critical DME : KWA<KAMIT/GUKSU>, CJU<KAMIT/GUKSU>
2. DME GAP : GUKSU/LOSNI, LOSNI/CJU, CJU/SOSDO, SOSDO/SAMLO, SAMLO/NIRAT, NIRAT/TESIM, TESIM/ATOTI, GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y744 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: 134.175 MHz 120.575 MHz 123.65 MHz 119.375 MHz 122.75 MHz[1)] *1) Common frequency* 1. 11 000 ft to FL 240, at or above FL 280 will be blocked. 2. At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office. 3. Airspace Classification refer to ENR 3.1-1
▲ PILIT 372631N 1291731E							
△ NOBUT 370715N 1291957E	N/A	183/003	19.3	UNL / 9 000(4 900) Class A, D, G		↓	
△ LOSTO 362016N 1292548E		183/003	47.2	UNL / 9 000(5 600) Class A, D, G			
▲ POHANG VORTAC(KPO) 355838N 1292828E		183/003	21.7	UNL / 9 000(2 100) Class A, D, G			
△ APARU 352442N 1290932E		213/033	37.2	UNL / 9 000(4 400) Class A, D, G			
▲ BUSAN VORTAC(PSN) 350721N 1285958E		213/032	19.0	UNL / 9 000(4 400) Class A, D, G	↑		
Y781 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
▲ DALSEONG VORTAC(TGU) 354835N 1283527E							
△ MASTA 352847N 1283340E	N/A	192/012	19.8	UNL / 7 000(4 900) Class A, D, G	↓		
△ ANKUS 350730N 1284616E		162/342	23.6	UNL / 7 000(4 000) Class A, D, G			
△ OMOTU 350033N 1285022E		162/342	7.7	UNL / 7 000(3 500) Class A, D, G			
▲ BESNA(FIR BDRY) 343718N 1290751E		156/336	27.3	UNL / 7 000(2 800) Class A, D, G			
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : PSN<OMOTU/BESNA>, CJU<OMOTU/BESNA>
2. DME GAP : ANKUS/OMOTU, GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Z54 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: 128.70 MHz 132.80 MHz 120.525 MHz 122.75 MHz 1)
▲ SONGTAN VORTAC(SOT) 370540N 1270154E							
△ MONSI 371247N 1265015E	N/A	316/136	11.7	UNL / 8 000(2 400) Class A, D, G		↓	1) *Common frequency* Airspace Classification refer to ENR 3.1-1
△ GOGET 372442N 1263036E	N/A	316/136	19.7	UNL / 8 000(2 300) Class A, D, G	↑		
Z55 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: 128.70 MHz 132.80 MHz 122.75 MHz 2)
SANGHAI FIR							
INCHEON FIR							
△ AGAVO(FIR BDRY) 371010N 1235953E							2) *Common frequency*
△ NONOS 364046N 1242453E	N/A	154/334	35.5	UNL / FL 140(1 500) Class A, D, G		↑	Airspace Classification refer to ENR 3.1-1
1. Critical DME : SEL<AGAVO/NONOS>, KUZ<AGAVO/NONOS>							
Z56 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 122.25 MHz 125.925 MHz 122.75 MHz 3)
PYONGYANG FIR							
INCHEON FIR							
▲ KANSU(FIR BDRY) 383800N 1322830E							3) *Common frequency*
△ PALDU 375813N 1323625E	N/A	180/360	40.2	UNL / FL 200(1 500) Class A, G	↓		Airspace Classification refer to ENR 3.1-1
▲ SABET 373829N 1324019E	N/A	180/360	19.9				
▲ IGRAS(FIR BDRY) 371846N 1324411E	N/A	180/360	19.9			↑	
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : KAE<PALDU/SABET>, KPO<PALDU/SABET>, KAE<SABET/IGRAS>, KPO<SABET/IGRAS> 2. DME GAP : KANSU/PALDU, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Z57 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ RILRO 371033N 1241442E							FREQ: 128.70 MHz 132.80 MHz 122.75 MHz[1)]
	N/A	154/334	14.5	UNL / FL 150(1 500) Class A, D, G	↓		*1) Common frequency*
△ DALPO 365835N 1242453E							Airspace Classification refer to ENR 3.1-1
1. Critical DME : SEL<RILRO/DALPO>, KUZ<RILRO/DALPO>							
Z63 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
▲ PILIT 372631N 1291731E							FREQ : 134.175 MHz 123.65 MHz 122.75 MHz[2)]
	N/A	064/245	26.1	UNL / FL 250(1 500) Class A, G	↓	↑	*2) Common frequency*
△ NOMEX 374112N 1294441E							Airspace Classification refer to ENR 3.1-1
1. Critical DME : KAE<PILIT/NOMEX>, KPO<PILIT/NOMEX>							
Z81 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC**
△ KIDOS 335028N 1263402E							FREQ: 124.525 MHz 132.425 MHz 132.20 MHz[3)]
	N/A	182/001	27.5	UNL / FL 140(8 700) Class A, D, G		↓	*3) Common frequency*
▲ JEJU VORTAC(CJU) 332305N 1263727E							Airspace Classification refer to ENR 3.1-1
Z82 (RNAV2) [GNSS, DME/DME/IRU]							**Incheon ACC**
▲ JEJU VORTAC(CJU) 332305N 1263727E							FREQ: 124.525 MHz 132.425 MHz 132.20 MHz[4)]
	N/A	230/050	31.0	UNL / FL 140(8 700) Class A, D, G		↓	*4) Common frequency*
△ PANSI 330014N 1261225E							Airspace Classification refer to ENR 3.1-1
1. DME GAP : CJU/PANSI, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Z83 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							
▲ DALSEONG VORTAC(TGU) 354835N 1283527E							
△ MASTA 352847N 1283340E	N/A	192/012	19.8	UNL / 5 000(4 900) Class A, D, G		↓	**Daegu ACC** FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz 1) *1) Common frequency* Airspace Classification refer to ENR 3.1-1
△ SARAM 350736N 1283147E		192/012	21.2	UNL / 5 000(3 800) Class A, D, G			
△ ENGOT 344834N 1282952E		193/013	19.1	UNL / 5 000(3 000) Class A, D, G			
△ ANROD 343758N 1282952E		188/008	10.6	UNL / 5 000(2 300) Class A, D, G	↑		
1. Critical DME : PSN<TGU/MASTA>, TGU<TGU/MASTA>, PSN<MASTA/SARAM>, TGU<MASTA/SARAM>, PSN<SARAM/ENGOT>, TGU<SARAM/ENGOT> 2. DME GAP : ENGOT/ANROD, GNSS required.							
Z84 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz 2) *2) Common frequency* Airspace Classification refer to ENR 3.1-1
△ BUSAN VORTAC(PSN) 350721N 1285958E	N/A	091/272	43.8	UNL / 8 000(3 100) Class A, D, G	↓	↑	
▲ KALEK(FIR BDRY) 351232N 1295305E							
INCHEON FIR							
FUKUOKA FIR							
Z85 (RNAV2) [GNSS, DME/DME/IRU]							**Incheon ACC** FREQ : 124.525 MHz 128.175 MHz 132.20 MHz 3) *3) Common frequency* Airspace Classification refer to ENR 3.1-1
△ BILUM 334613N 1270439E	N/A	192/012	11.5	UNL / FL 170(1 500) Class A, D, G	↓		
△ PAPLU 333441N 1270337E		192/011	64.5			↑	
▲ RUGMA(FIR BDRY) 323012N 1265753E							
INCHEON FIR							
FUKUOKA FIR							
1. DME GAP : BILUM/PAPLU, PAPLU/RUGMA, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Z86 (RNAV2) [GNSS, DME/DME/IRU]							**Incheon ACC** FREQ: 124.525 MHz 132.20 MHz[1)] *1) Common frequency*
△ BONSO 302840N 1250851E	N/A	181 / 001	28.5	UNL / FL 140(1 500) Class A, D, G		↓	Airspace Classification refer to ENR 3.1-1
▲ ATOTI(FIR BDRY) 300013N 1251154E							
INCHEON FIR							
FUKUOKA FIR							
1. DME GAP : BONSO/ATOTI, GNSS required.							
Z91 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz[2)] *2) Common frequency*
▲ BUSAN VORTAC(PSN) 350721N 1285958E	N/A	149 / 329	25.6	UNL / 10 000(3 000) Class A, D, G	↓	↑	Airspace Classification refer to ENR 3.1-1
▲ INVOK(FIR BDRY) 344719N 1291923E							
INCHEON FIR							
FUKUOKA FIR							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Y590 (RNAV2) [GNSS, DME/DME/IRU]							**Incheon ACC**
FUKUOKA FIR							FREQ : (At or above FL 335) 133.425 MHz 134.15 MHz 132.20 MHz[1)] (below FL 335) 125.725 MHz 132.825 MHz 128.375 MHz 132.20 MHz[1)]
INCHEON FIR							
▲ BEDAR(FIR BDRY) 315401N 1262910E							
△ ELGEP 314653N 1255617E	N/A	263/082	28.9	UNL / FL 240(1 500) Class A, G	↑		*1) Common frequency*
△ IKEDO 314314N 1253948E		262/082	14.5				Airspace Classification refer to ENR 3.1-1
▲ SADLI 314948N 1250000E		288/108	34.5				

1. DME GAP : BEDAR/SADLI, GNSS required.
2. Flight Level Allocation Scheme (FLAS)
   - For the eastbound over BEDAR : FL 250, FL 290, FL 310, FL 390

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DME GAP.

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11. Special notice to ICAO Code F aircraft (A380 & B747-8) operations

11.1 Runway

All runways are available for the ICAO Code F aircraft.

11.2 RWY-holding position markings

The markings for RWY 15R/33L, RWY 15L/33R, RWY 16R/34L, RWY 16L/34R are located at 107.5 m from runway centerline.

11.3 Taxiing routes on maneuvering area

1. ICAO Code F aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by ATC.
2. ICAO Code F aircraft should taxi at speed of less than 30 kt on TWY A, B, M and N because there are open channels between TWY A and B (depth 3 m), TWY N and M (depth 3.5 m). (refer to AIP RKSI Aerodrome ground movement chart)
3. ICAO Code F aircraft should taxi along the taxiing routes published on SMGCS taxi route (refer to AIP RKSI Low visibility procedure diagram) under Low Visibility Procedure(LVP) unless there are special instructions by ATC.

11.4 Taxiing routes on aprons

1. B747-8 aircraft are available on all taxiing routes.
2. A380 aircraft should taxi along the taxiing routes published on movement charts(refer to AIP RKSI Aerodrome ground movement chart) unless there are special instructions by Incheon Apron(Apron Controller). Some Apron taxiing routes are restricted as below.

	A380 Unavailable Taxiing Routes
Apron 1	AS, R5
Apron 3	RF
	Parts of RA, RB, RC(Except the routes between R11 and R12)
Apron 4	R26
	M18, M19(R4 ~ R26 routes)
Cargo Apron 1	D2, D3
Etc	R1(AS ~ R9 routes)

11.5 Parking stands

For more information on ICAO Code F aircraft operation in Maintenance Apron, Deicing Apron, Isolated Security Parking Position, and Multiple use stands, refer to RKSI AD CHART 2-4 and 2-5.

	Stand NR.	Code F ACFT	
		A380	B747-8
Passenger Terminal 1	8	-	○
	10	○	○
	12	-	○
	15	-	○
	17	○	○
	43	○	○
	46	○	○
Passenger Terminal 2	231	○	○
	232	○	○
	233	-	○
	234	-	○
	264	-	○
	265	-	○
	266	○	○
	267	○	○
	268	○	○

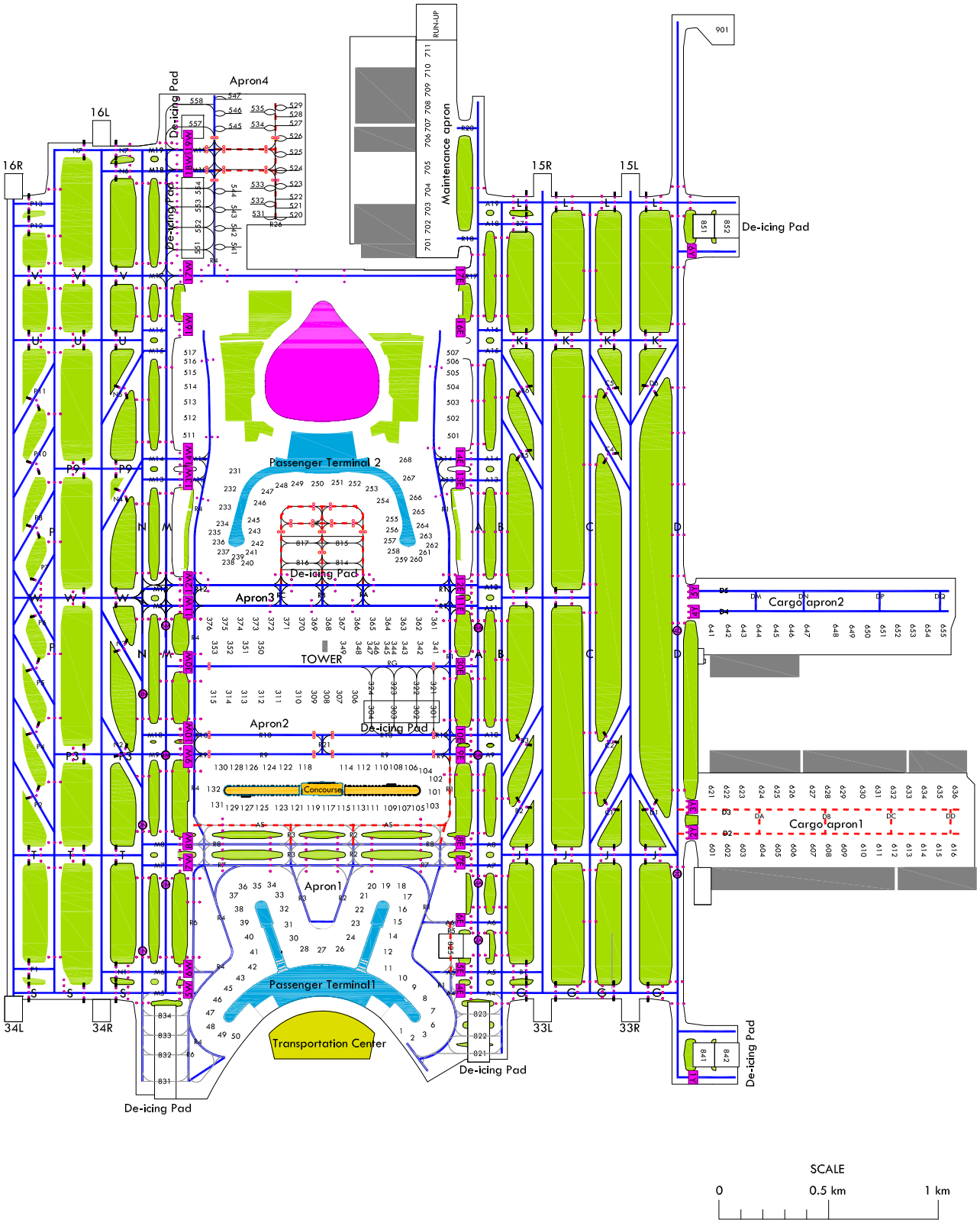
Change : Information of taxiing routes on maneuvering area.

Concourse	106	○	○
	110	○	○
	112	○	○
	122	○	○
	126	○	○
Cargo Apron 1	603	-	○
	604	-	○
	606	-	○
	607	-	○
	616	-	○
	623	-	○
	624	-	○
	626	-	○
	627	-	○
	629	-	○
	630	-	○
	636	-	○
Cargo Apron 2	641	○	○
	644	○	○
	647	-	○
	648	○	○
	652	○	○
	655	-	○
Remote Stands	306	○	○
	310	○	○
	312	○	○
	322	○	○
	323	○	○
	324	○	○
	341	○	○
	342	○	○
	352	○	○
	353	○	○
	501	○	○
	502	-	○
	511	○	○
	512	-	○
	541	○	○
	542	○	○
	543	○	○
	544	○	○

ICAO Code F Aircraft Taxiing Route

LEGEND

- All Aircraft available except A380
- All Aircraft available



Change : Information of deicing pad.

INTENTIONALLY

LEFT

BLANK

LOW VISIBILITY PROCEDURE

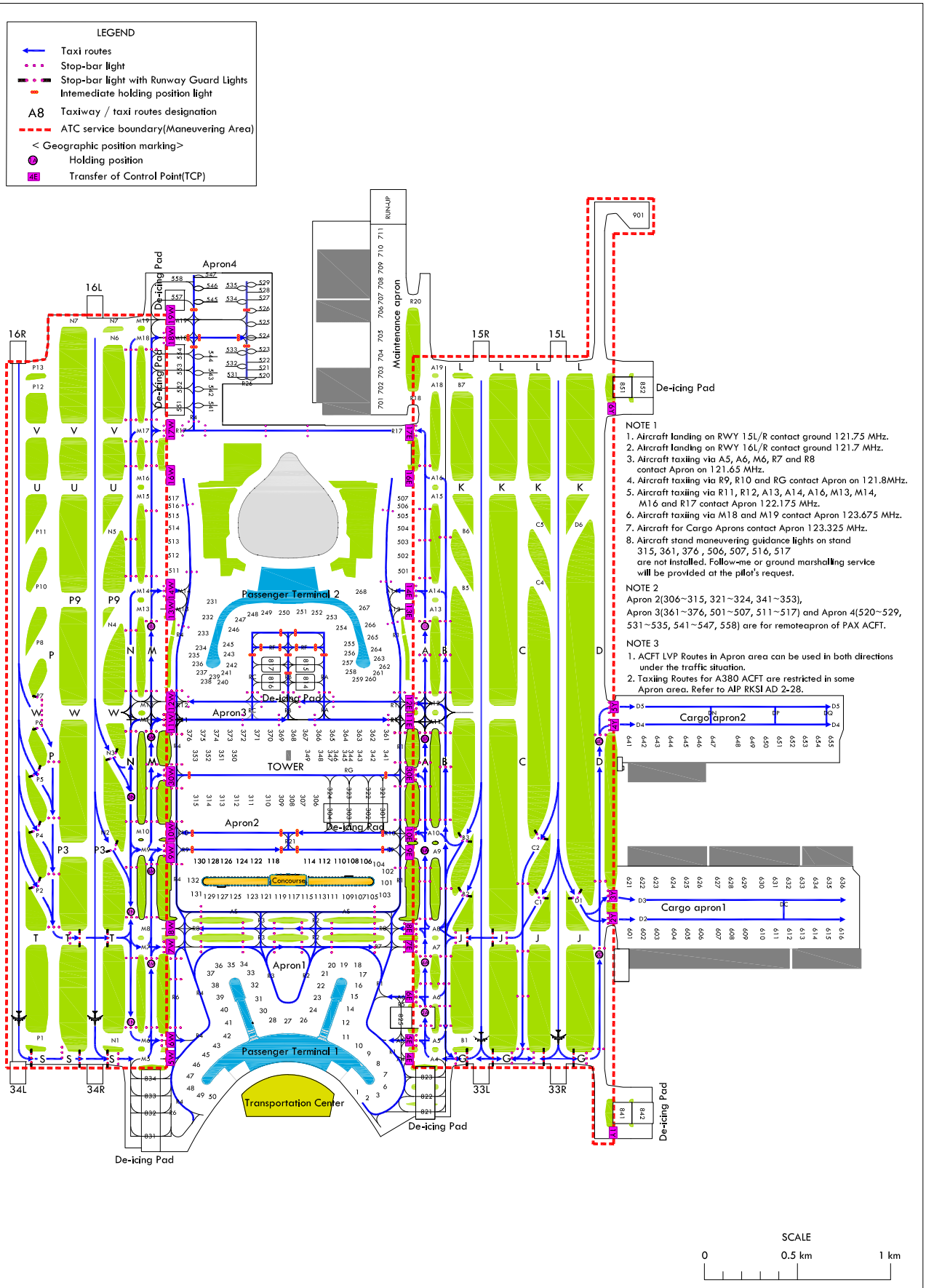
AERODROME ELEV **7** m

GND CONTROL 121.75(E) 121.7(W)
APRON CONTROL 121.65 122.175 123.675
121.8 123.325

SEOUL/Incheon Intl(RKSI)

RWY 15L/R, 16L/R

SMGCS - Arrival Taxi Route



NOTE 1
1. Aircraft landing on RWY 15L/R contact ground 121.75 MHz.
2. Aircraft landing on RWY 16L/R contact ground 121.7 MHz.
3. Aircraft taxiing via A5, A6, M6, R7 and R8 contact Apron on 121.65 MHz.
4. Aircraft taxiing via R9, R10 and RG contact Apron on 121.8MHz.
5. Aircraft taxiing via R11, R12, A13, A14, A16, M13, M14, M16 and R17 contact Apron 122.175 MHz.
6. Aircraft taxiing via M18 and M19 contact Apron 123.675 MHz.
7. Aircraft for Cargo Aprons contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stand 315, 361, 376 , 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2
Apron 2(306~315, 321~324, 341~353),
Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remoteapron of PAX ACFT.

NOTE 3
1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

LOW VISIBILITY PROCEDURE

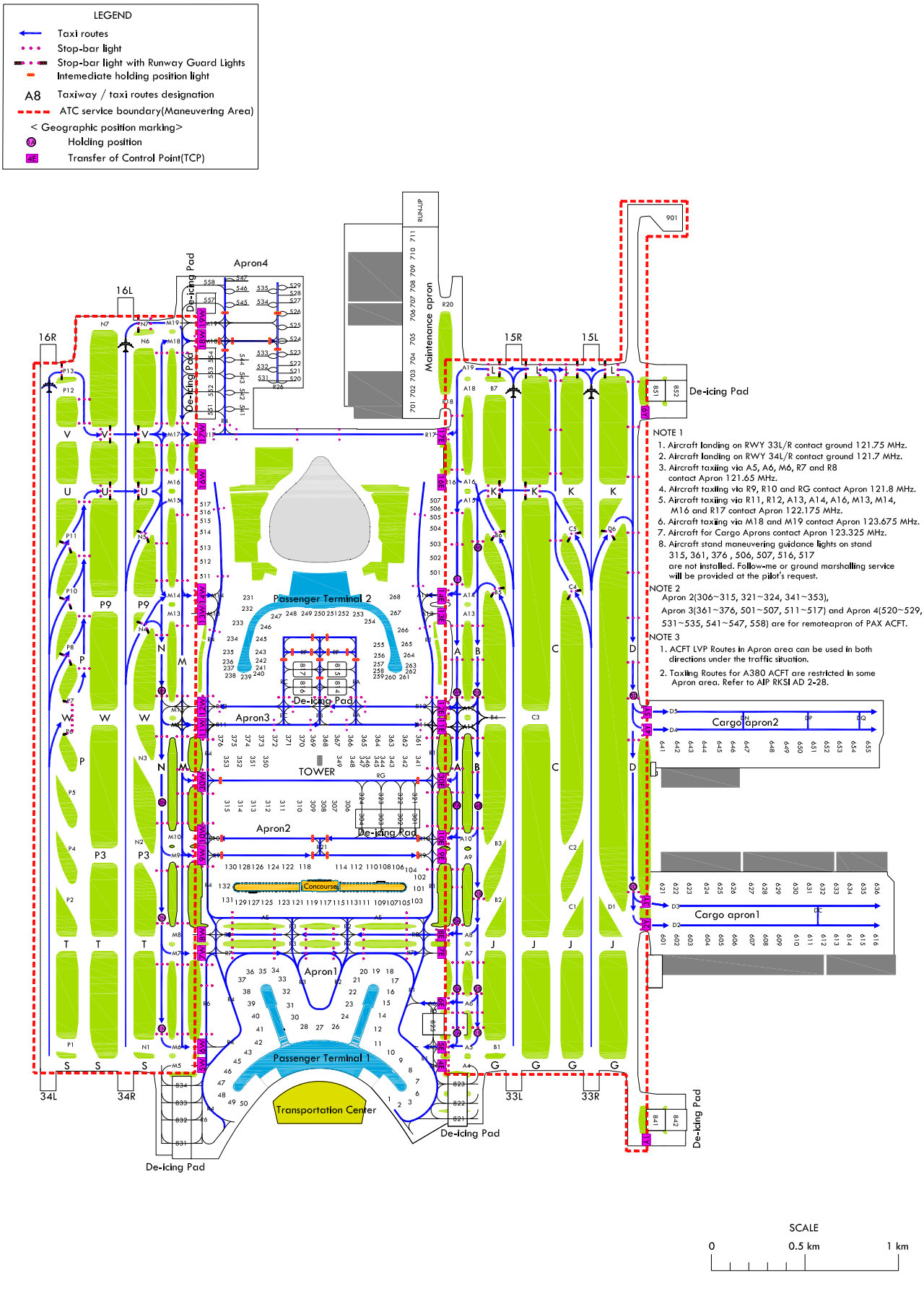
AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Arrival Taxi Route



Change : Information of concourse.

LOW VISIBILITY PROCEDURE

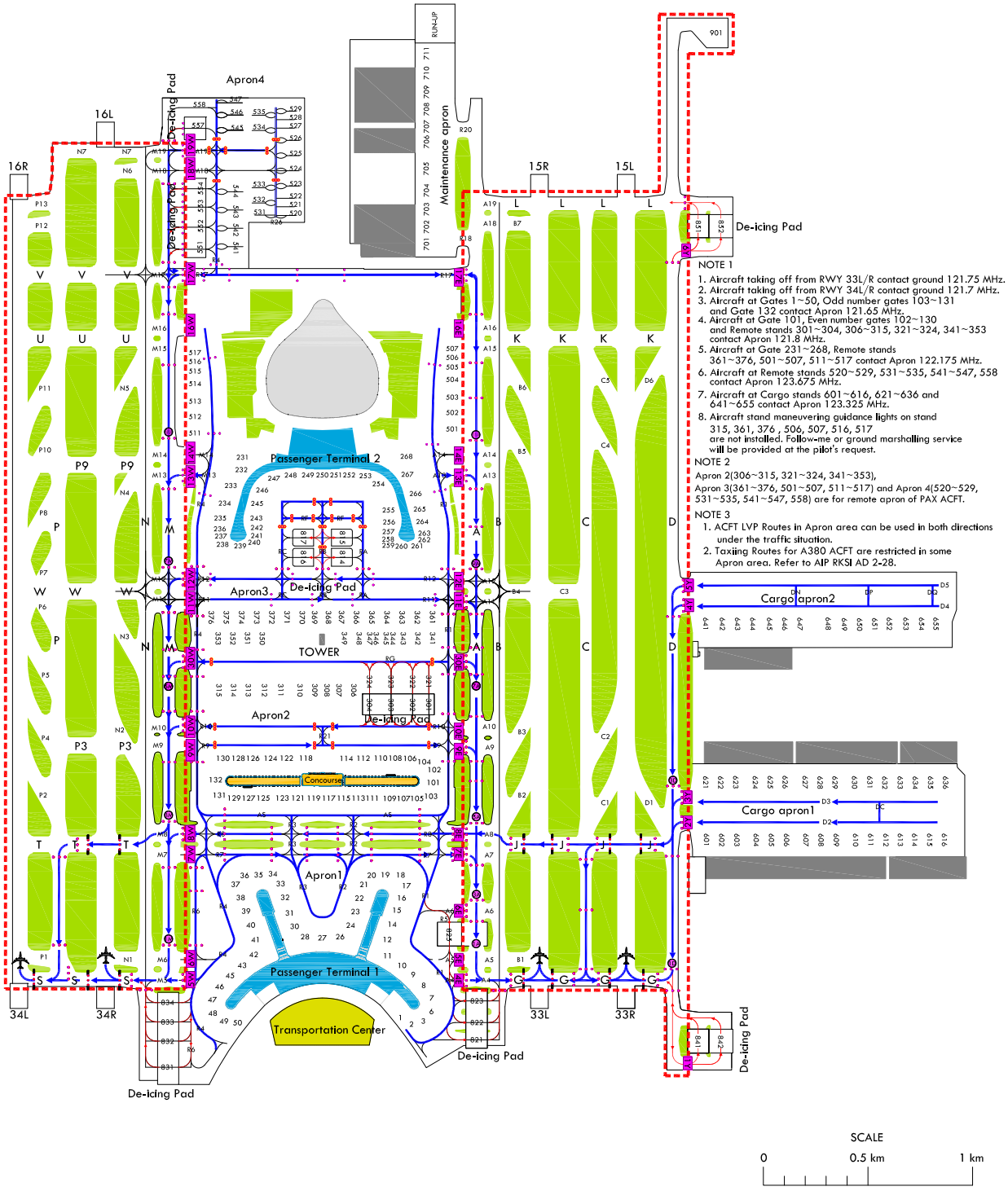
AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)

RWY 33L/R, 34L/R

SMGCS - Departure Taxi Route



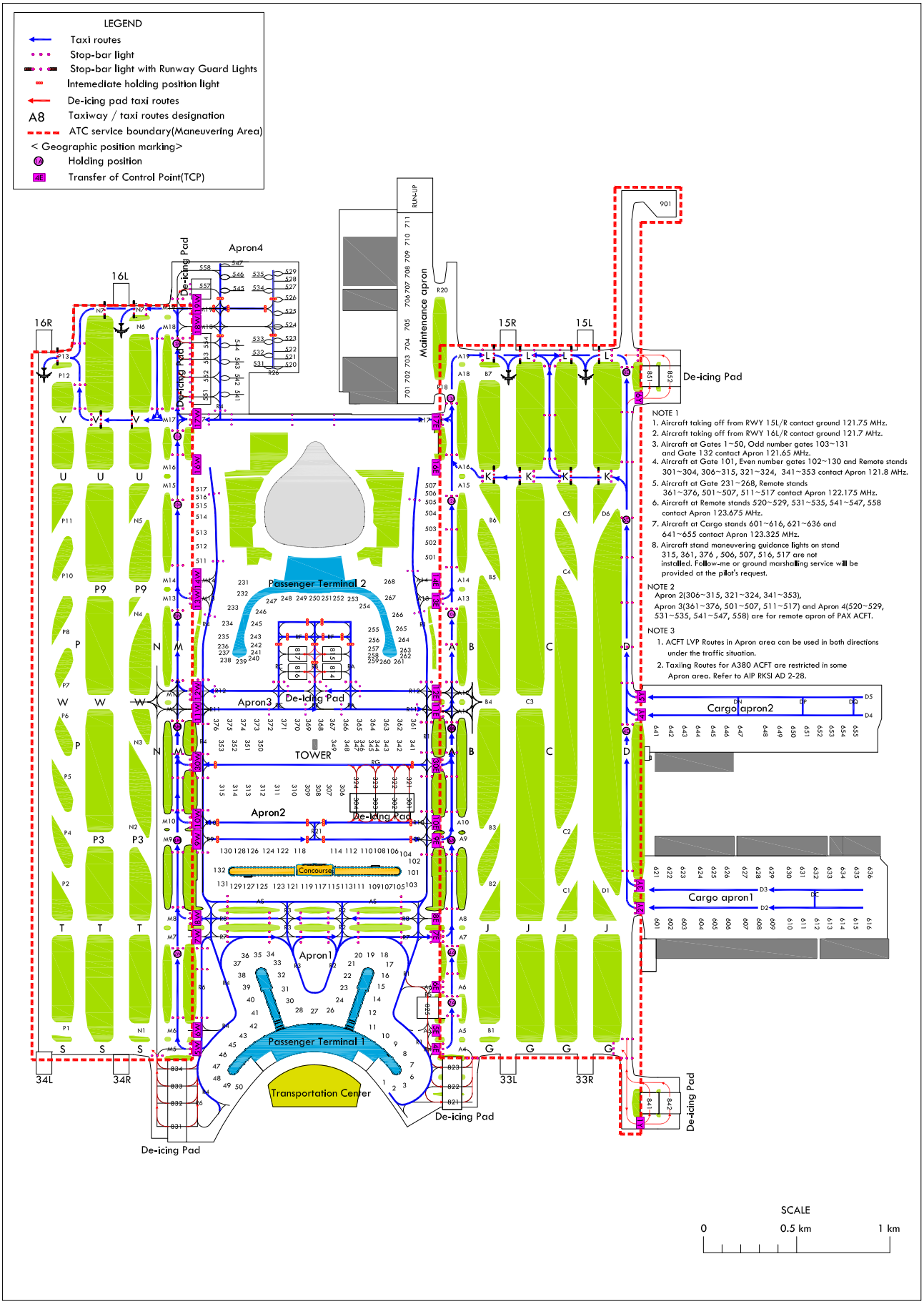
Change : Information of deicing pad taxi routes.

LOW VISIBILITY PROCEDURE

AERODROME ELEV 7 m

GND CONTROL	121.75(E)	121.7(W)	
APRON CONTROL	121.65	122.175	123.675
	121.8	123.325	

SEOUL/Incheon Intl(RKSI)
RWY 15L/R, 16L/R
SMGCS - Departure Taxi Route



NOTE 1

1. Aircraft taking off from RWY 15L/R contact ground 121.75 MHz.
2. Aircraft taking off from RWY 16L/R contact ground 121.7 MHz.
3. Aircraft at Gates 1~50, Odd number gates 103~131 and Gate 132 contact Apron 121.65 MHz.
4. Aircraft at Gate 101, Even number gates 102~130 and Remote stands 301~304, 306~315, 321~324, 341~353 contact Apron 121.8 MHz.
5. Aircraft at Gate 231~268, Remote stands 361~376, 501~507, 511~517 contact Apron 122.175 MHz.
6. Aircraft at Remote stands 520~529, 531~535, 541~547, 558 contact Apron 123.675 MHz.
7. Aircraft at Cargo stands 601~616, 621~636 and 641~655 contact Apron 123.325 MHz.
8. Aircraft stand maneuvering guidance lights on stand 315, 361, 376 , 506, 507, 516, 517 are not installed. Follow-me or ground marshalling service will be provided at the pilot's request.

NOTE 2

Apron 2(306~315, 321~324, 341~353), Apron 3(361~376, 501~507, 511~517) and Apron 4(520~529, 531~535, 541~547, 558) are for remote apron of PAX ACFT.

NOTE 3

1. ACFT LVP Routes in Apron area can be used in both directions under the traffic situation.
2. Taxiing Routes for A380 ACFT are restricted in some Apron area. Refer to AIP RKSI AD 2-28.

Change : Information of concourse and deicing pad taxi routes.

INSTRUMENT APPROACH CHART - ICAO

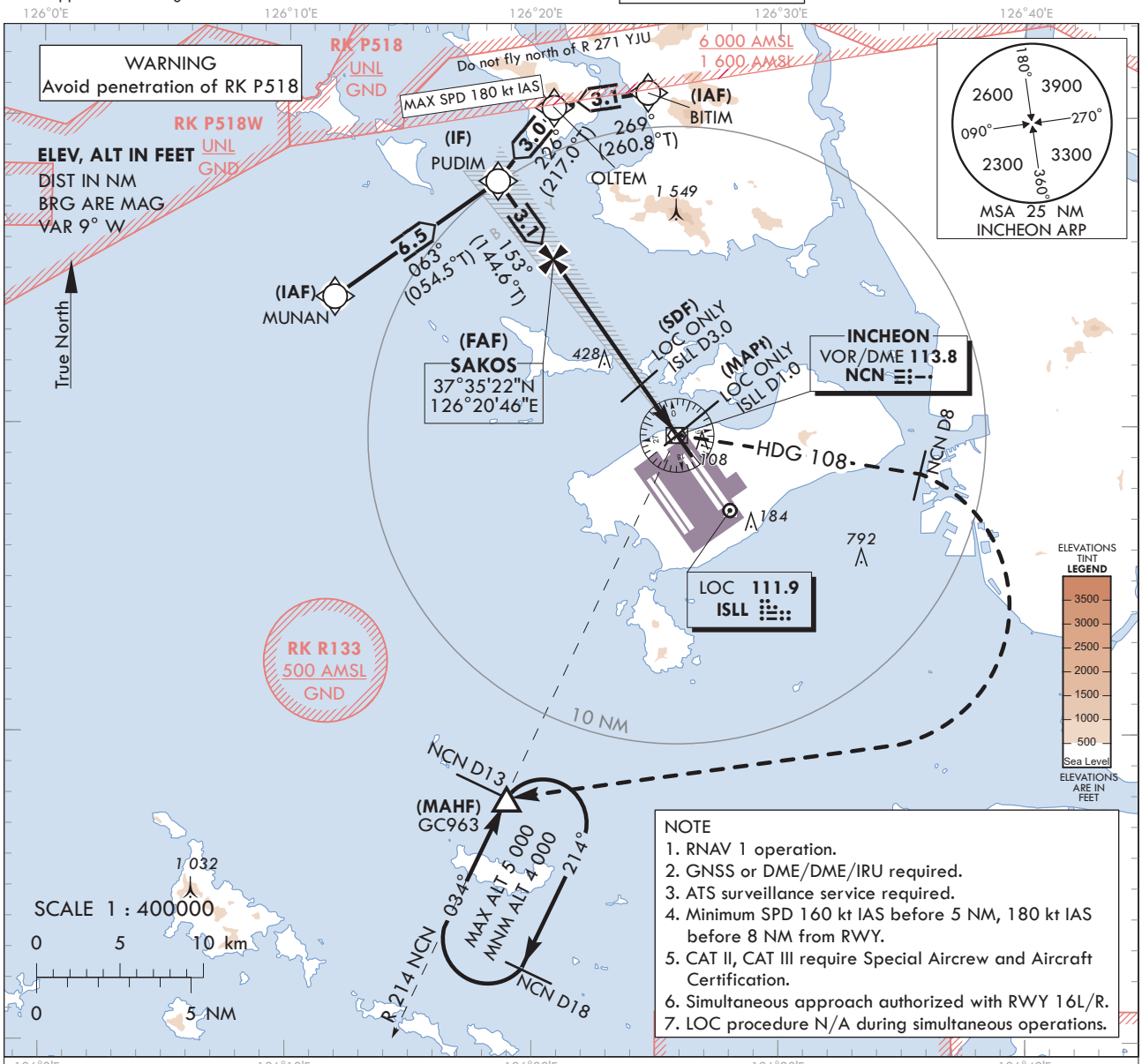
Note : Approach ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

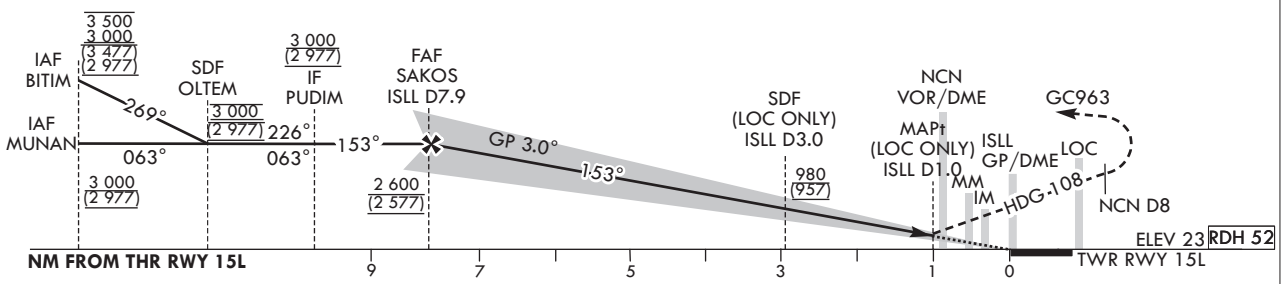
ILS Z or LOC Z RWY 15L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISLL	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m 1) / 350 m
	CAT III		-	75 m 2) / 125 m			

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left on HDG 108° to NCN 8 DME, continue climb to 4 000 ft turn right direct to GC963.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15L from MUNAN to PUDIM(IF)		
Fix / Point	Coordinates	
MUNAN(IAF)	37°34'09.3"N	126°11'53.0"E
PUDIM(IF)	37°37'54.2"N	126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from BITIM to PUDIM(IF)		
Fix / Point	Coordinates	
BITIM(IAF)	37°40'48.0"N	126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N	126°20'46.3"E
PUDIM(IF)	37°37'54.2"N	126°18'30.0"E

ILS Z/LOC Z Approach to RWY 15L from PUDIM(IF) to MAHF			
Fix / Point		Coordinates	
SAKOS(FAF)	BRG 153.15°/7.92 NM ISLL	37°35'22.4"N	126°20'45.7"E
D3.0 ISLL(SDF) (LOC ONLY)	BRG 153.15°/2.98 NM ISLL	37°31'20.2"N	126°24'21.7"E
D1.0 ISLL(MAPt) (LOC ONLY)	BRG 153.15°/0.98 NM ISLL	37°29'42.2"N	126°25'49.0"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15L		37°29'02.20"N	126°26'24.56"E
ISLL DME		37°28'56.4"N	126°26'35.6"E
Climb to 520 ft	HDG 153	-	
D8 NCN	HDG 108	-	
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

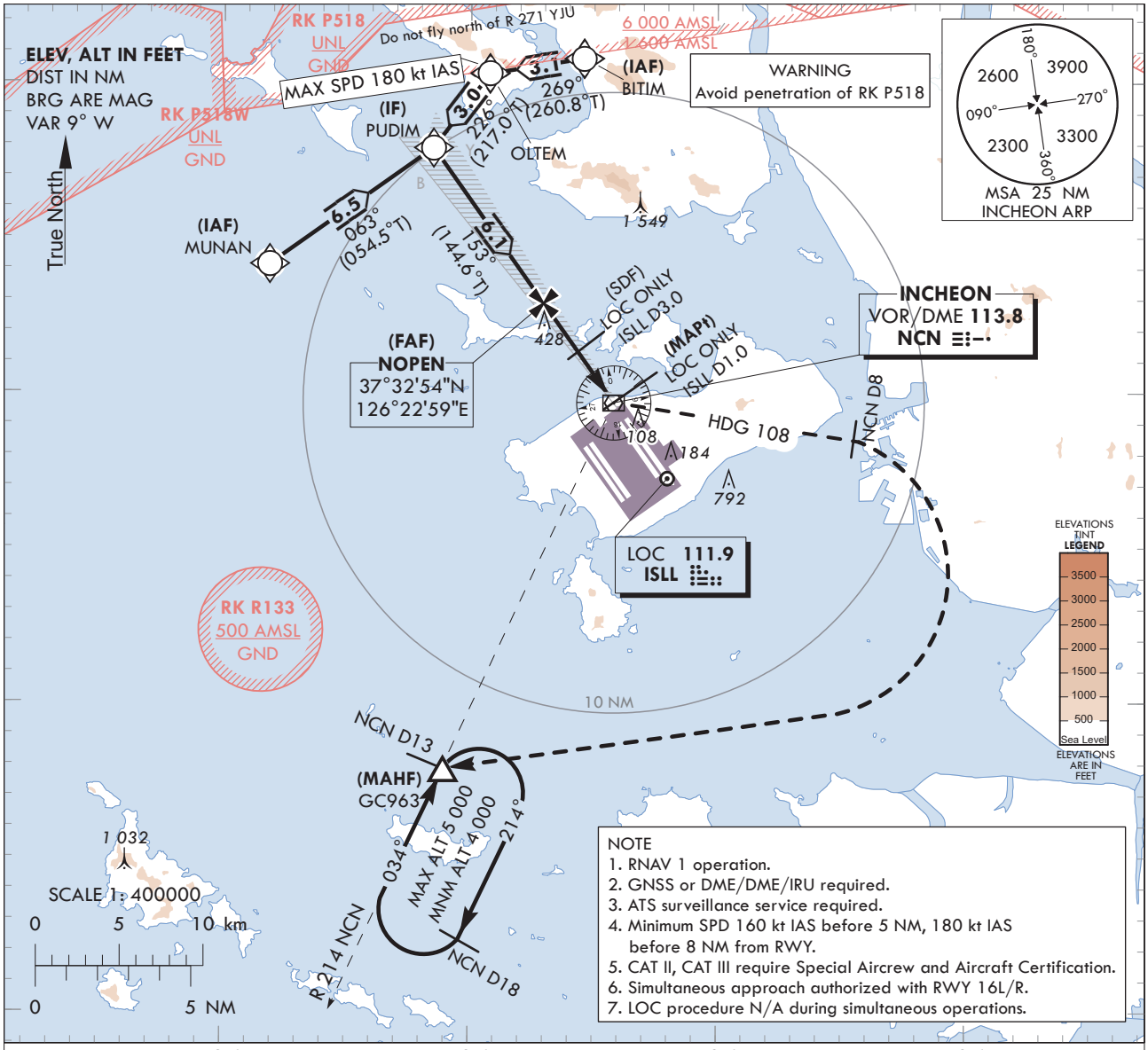
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

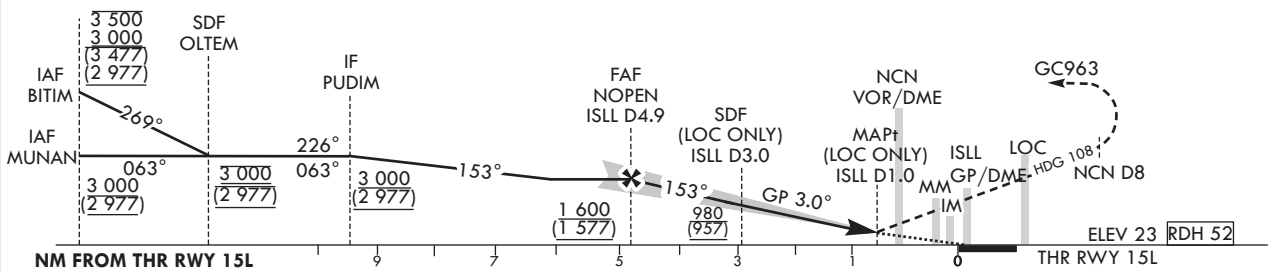
ILS Y or LOC Y RWY 15L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISLL	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	982 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m 1) / 350 m
	CAT III		-	75 m 2) / 125 m			

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left on HDG 108° to NCN 8 DME, continue climb to 4 000 ft turn right direct to GC963.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15L from MUNAN to PUDIM(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from BITIM to PUDIM(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N 126°20'46.3"E
PUDIM(IF)	37°37'54.2"N 126°18'30.0"E

ILS Y/LOC Y Approach to RWY 15L from PUDIM(IF) to MAHF		
Fix / Point		Coordinates
NOPEN(FAF)	BRG 153.15°/4.89 NM ISLL	37°32'53.5"N 126°22'58.5"E
D3.0 ISLL (SDF LOC ONLY)	BRG 153.15°/2.98 NM ISLL	37°31'20.2"N 126°24'21.7"E
D1.0 ISLL (MAPt LOC ONLY)	BRG 153.15°/0.98 NM ISLL	37°29'42.2"N 126°25'49.0"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15L		37°29'02.20"N 126°26'24.56"E
ISLL DME		37°28'56.4"N 126°26'35.6"E
Climb to 520 ft	HDG 153	-
D8 NCN	HDG 108	-
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

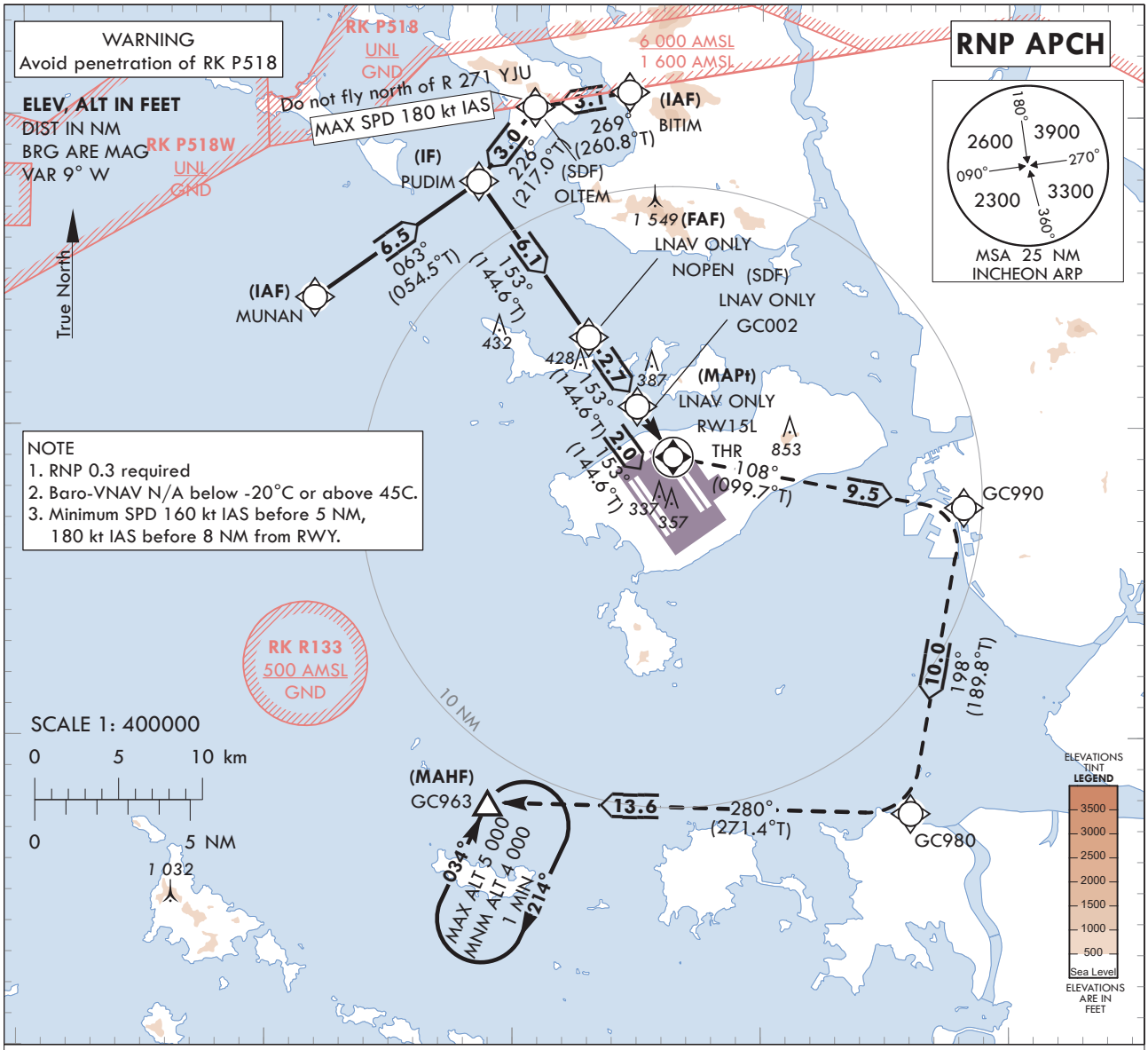
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

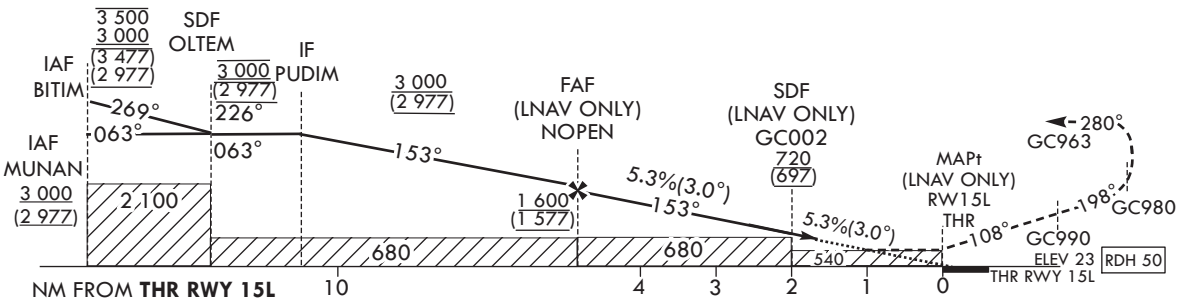
SEOUL/Incheon Intl(RKSI)

RNP RWY 15L



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft. Track to GC990, GC980 and GC963. Hold as published.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV	FULL	540 (517)	1 600 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	324	485	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 15L - via MUNAN(IAF) to GC963(MAHF)

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	MUNAN	-	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	PUDIM	-	063 (054.5)	6.5	-	+3 000	-	37°37'54.2"N 126°18'30.0"E	-	RNP APCH	IF
003	TF	NOPEN	-	153 (144.6)	6.1	-	+1 600	-	37°32'53.5"N 126°22'58.5"E	-	RNP APCH	FAF
004	TF	GC002	-	153 (144.6)	2.7	-	+720	-	37°30'40.2"N 126°24'57.3"E	-	RNP APCH	SDF
005	TF	RW15L	Y	153 (144.6)	2.0	-	+540	-	37°29'02.20"N 126°26'24.56"E	-3.05/50	RNP APCH	MAPt
006	TF	GC990	-	108 (099.7)	9.5	-	-	-	37°27'25.8"N 126°38'10.3"E	-	RNP APCH	-
007	TF	GC980	-	198 (189.8)	10.0	-	-	-	37°17'33.8"N 126°36'02.5"E	-	RNP APCH	-
008	TF	GC963	Y	280 (271.4)	13.6	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
009	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15L - via BITIM(IAF) to GC963(MAHF)

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	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	-	269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	PUDIM	-	226 (217.0)	3.0	-	+3 000	-	37°37'54.2"N 126°18'30.0"E	-	RNP APCH	IF
004	TF	NOPEN	-	153 (144.6)	6.1	-	+1 600	-	37°32'53.5"N 126°22'58.5"E	-	RNP APCH	FAF
005	TF	GC002	-	153 (144.6)	2.7	-	+720	-	37°30'40.2"N 126°24'57.3"E	-	RNP APCH	SDF
006	TF	RW15L	Y	153 (144.6)	2.0	-	+540	-	37°29'02.20"N 126°26'24.56"E	-3.05/50	RNP APCH	MAPt
007	TF	GC990	-	108 (099.7)	9.5	-	-	-	37°27'25.8"N 126°38'10.3"E	-	RNP APCH	-
008	TF	GC980	-	198 (189.8)	10.0	-	-	-	37°17'33.8"N 126°36'02.5"E	-	RNP APCH	-
009	TF	GC963	Y	280 (271.4)	13.6	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
010	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

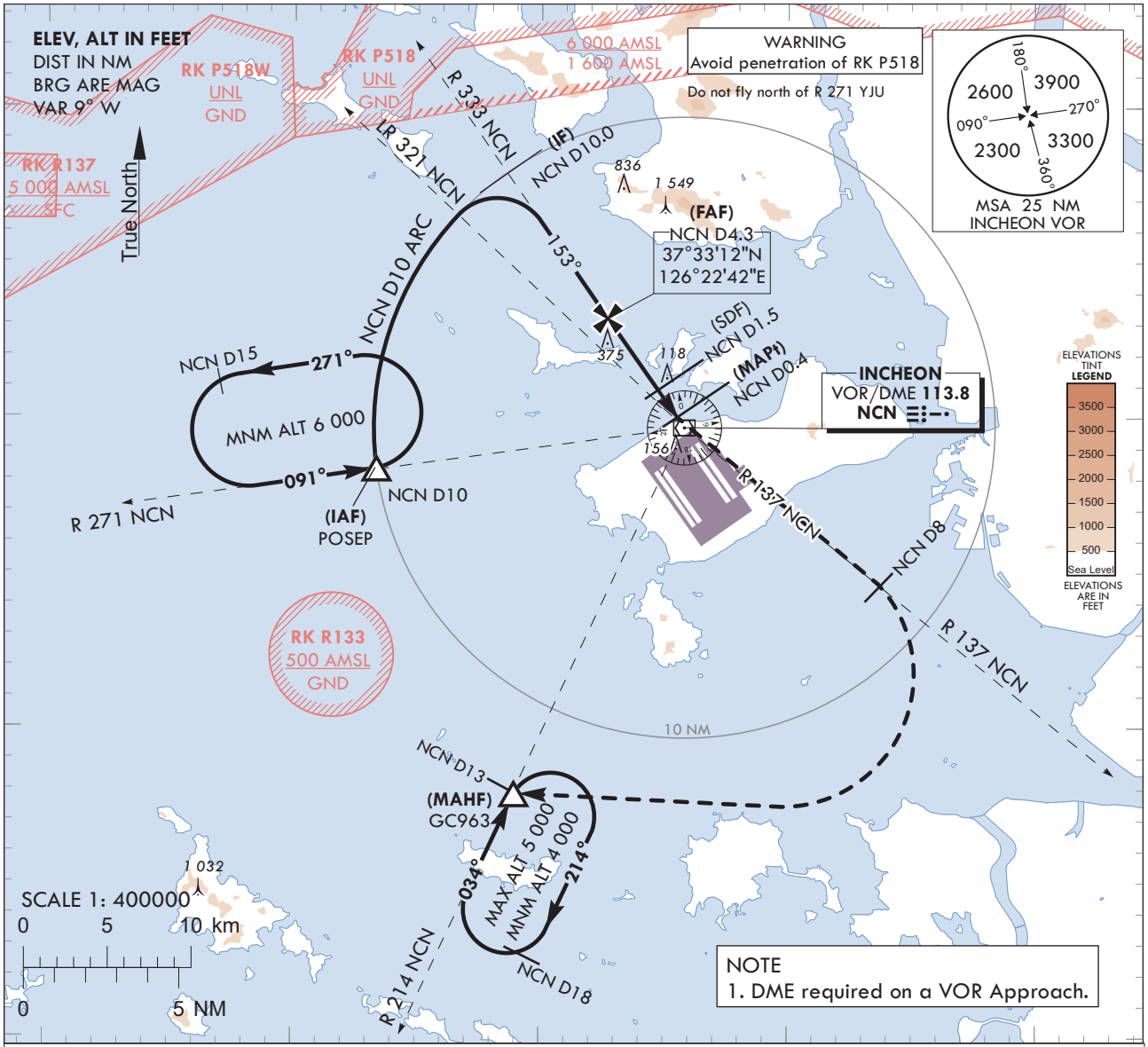
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 15L

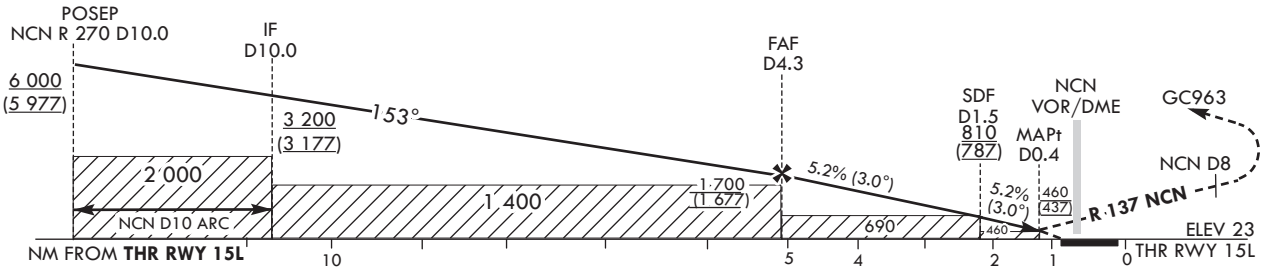


NOTE
1. DME required on a VOR Approach.

RECOMMENDED DESCENT PROFILE	DME NCN	3	2	1
Final Approach Gradient 5.2%(317.9 ft/NM) to SDF, 5.2%(318.3 ft/NM) to THR	ALT(HGT)	1 287(1 264)	969(946)	650(627)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft via NCN then turn left on R 137 NCN to 8 DME and turn right direct to GC963. Hold as published.



CATEGORY		MDA(MDH)	A	B	C	D
Straight-in	FULL	460 (437)	1 300m			
	ALS INOP		2 000m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	477	636	795	954

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
VOR RWY 15L

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 15L from POSEP			
Fix / Point		Coordinates	
POSEP(IAF)		37°28'21.8"N	126°13'22.0"E
D10 NCN(IF)	BRG 153.45°/10.00 NM NCN	37°37'52.4"N	126°18'33.7"E
D4.3 NCN(FAF)	BRG 153.45°/4.30 NM NCN	37°33'12.4"N	126°22'42.4"E
D1.5 NCN(SDF)	BRG 153.45°/1.50 NM NCN	37°30'55.0"N	126°24'44.2"E
D0.4 NCN(MAPt)	BRG 153.45°/0.40 NM NCN	37°30'01.0"N	126°25'32.1"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15L	Final approach descent angle 2.99°(FAF - SDF)/3.00°(SDF - THR)	37°29'02.20"N	126°26'24.56"E
D8 NCN	R 137 NCN/8.00 NM NCN	37°24'40.1"N	126°33'39.1"E
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

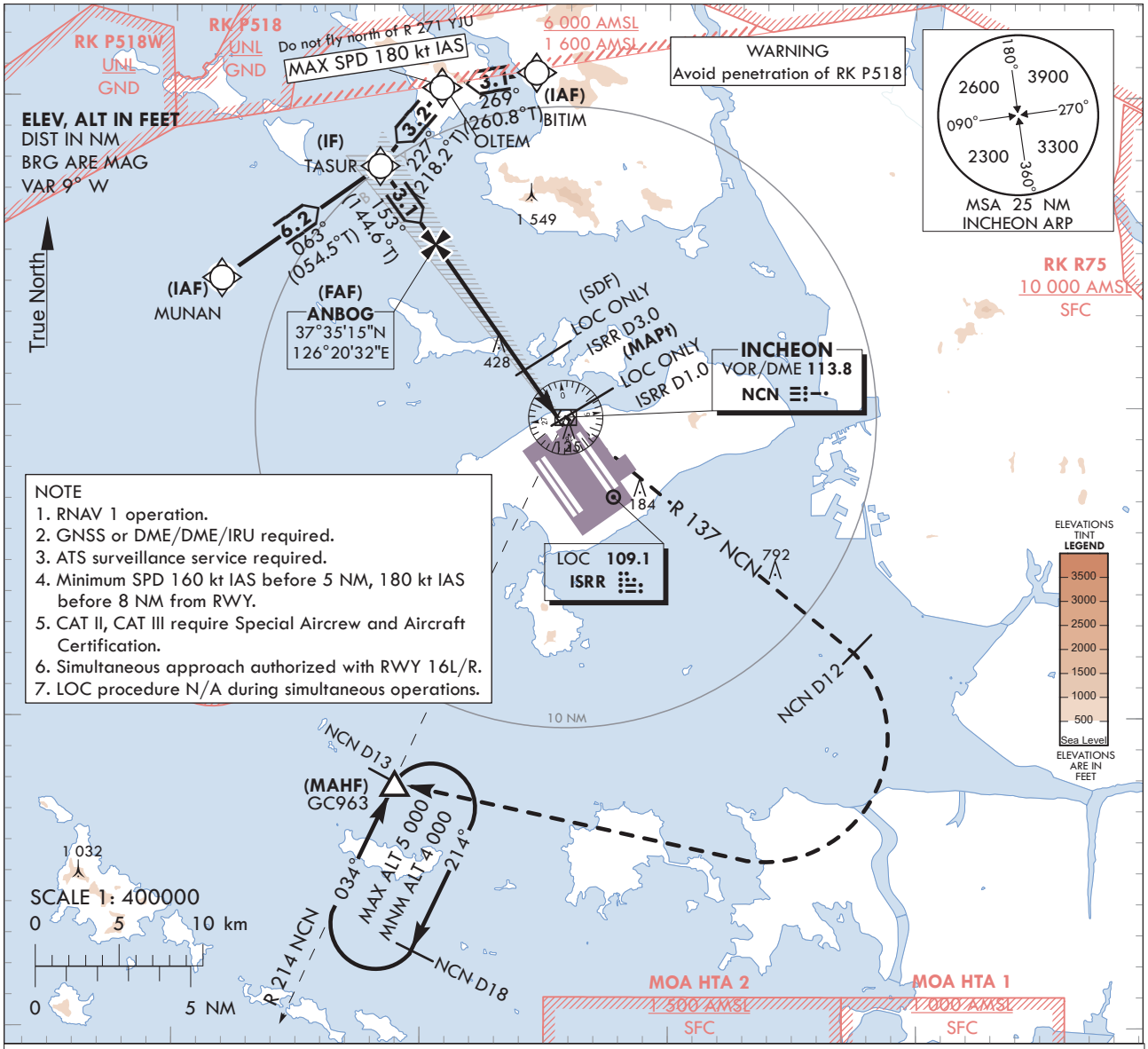
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23 ft**

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

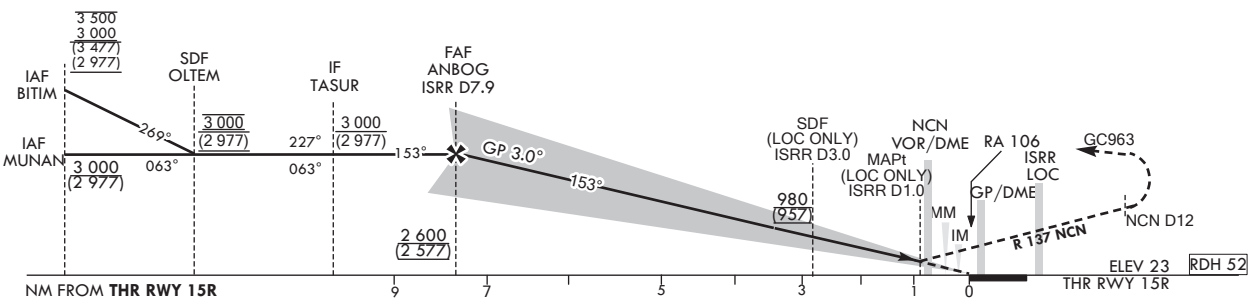
ILS Z or LOC Z RWY 15R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m 2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left to intercept and follow R 137 NCN to 12 DME, continue climb to 4 000 ft turn right direct to GC963. Hold as pulished.
Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Z or LOC Z RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Z/LOC Z Approach to RWY 15R from MUNAN to TASUR(IF)		
Fix / Point		Coordinates
MUNAN(IAF)		37°34'09.3"N 126°11'53.0"E
TASUR(IF)		37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from BITIM to TASUR(IF)		
Fix / Point		Coordinates
BITIM(IAF)		37°40'48.0"N 126°24'36.1"E
OLTEM(SDF)		37°40'18.2"N 126°20'46.3"E
TASUR(IF)		37°37'46.4"N 126°18'16.2"E

ILS Z/LOC Z Approach to RWY 15R from TASUR(IF) to MAHF		
Fix / Point		Coordinates
ANBOG(FAF)	BRG 153.15°/7.92 NM ISRR	37°35'14.6"N 126°20'31.9"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N 126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'34.5"N 126°25'35.2"E
NCN VOR/DME		37°29'41.7"N 126°25'49.2"E
THR RWY 15R		37°28'54.44"N 126°26'10.82"E
ISRR DME		37°28'48.7"N 126°26'21.9"E
Climb to 520 ft	HDG 153	-
D12 NCN	R 137 NCN/12.00 NM NCN	37°22'06.2"N 126°37'29.9"E
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N 126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

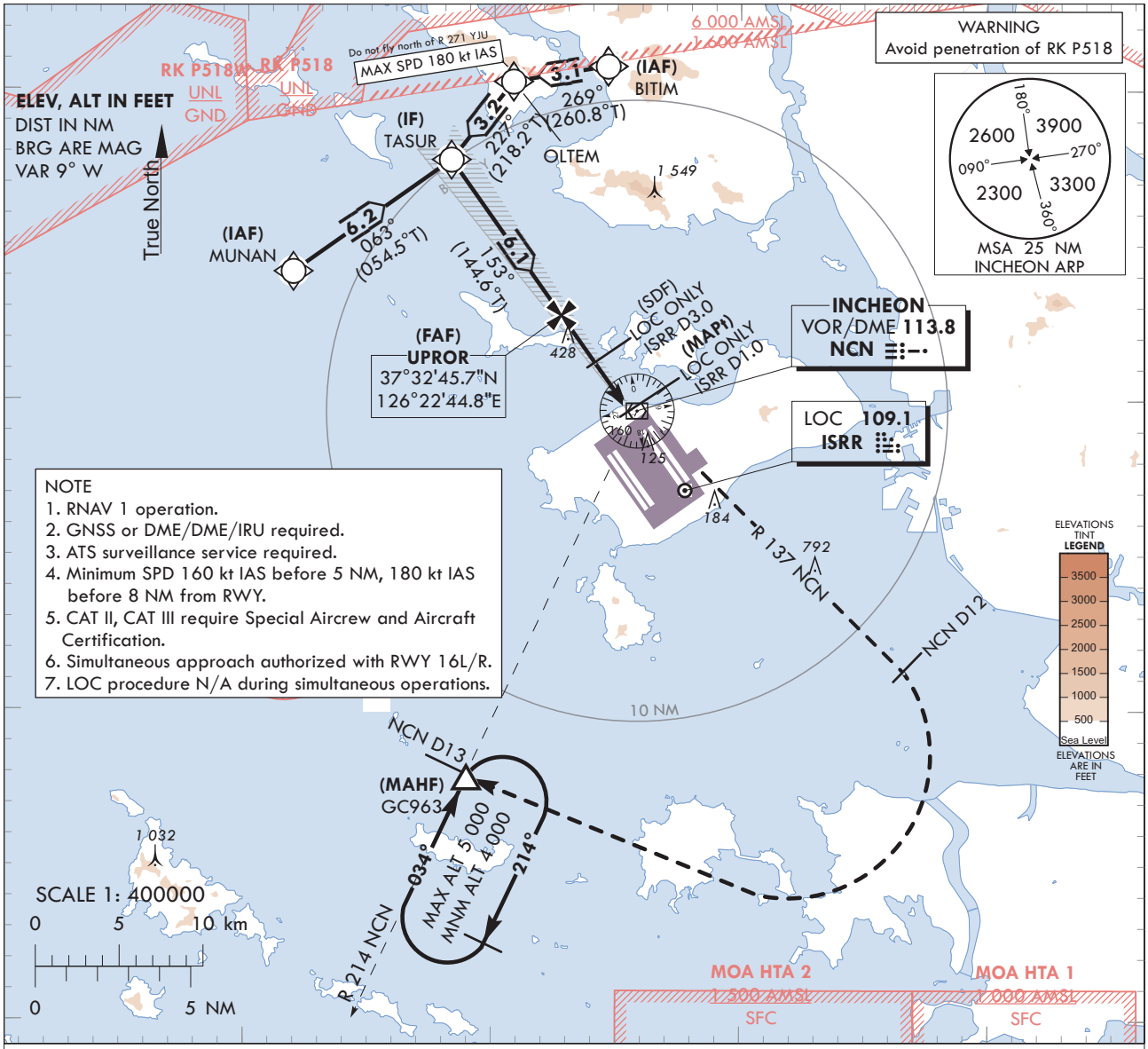
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

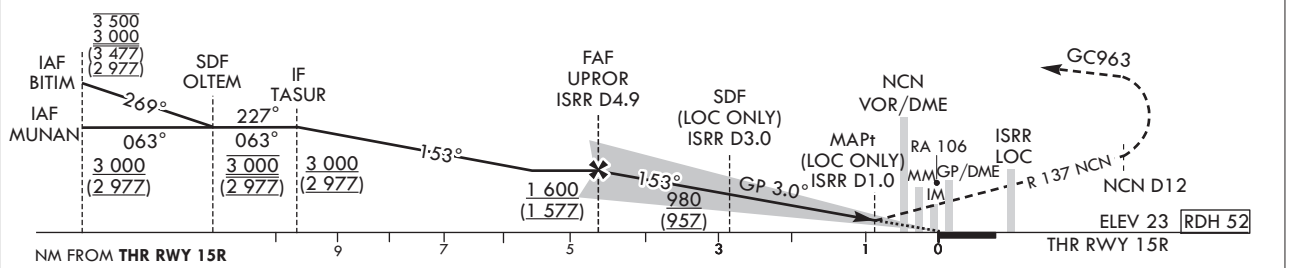
ILS Y or LOC Y RWY 15R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 16L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	982 (959)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	370 (347)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m 1) /350 m
	CAT III		-	75 m 2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 520 ft on RWY HDG then turn left to intercept and follow R 137 NCN to 12 DME, continue climb to 4 000 ft turn right direct to GC963.
Hold as pulished.
Do not turn before passing MAPt.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS Y or LOC Y RWY 15R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS Y/LOC Y Approach to RWY 15R from MUNAN to TASUR(IF)		
Fix / Point	Coordinates	
MUNAN(IAF)	37°34'09.3"N	126°11'53.0"E
TASUR(IF)	37°37'46.4"N	126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from BITIM to TASUR(IF)		
Fix / Point	Coordinates	
BITIM(IAF)	37°40'48.0"N	126°24'36.1"E
OLTEM(SDF)	37°40'18.2"N	126°20'46.3"E
TASUR(IF)	37°37'46.4"N	126°18'16.2"E

ILS Y/LOC Y Approach to RWY 15R from TASUR(IF) to MAHF			
Fix / Point		Coordinates	
UPROR(FAF)	BRG 153.15°/4.89 NM ISRR	37°32'45.7"N	126°22'44.8"E
D3.0 ISRR (SDF LOC ONLY)	BRG 153.15°/3.00 NM ISRR	37°31'13.4"N	126°24'07.1"E
D1.0 ISRR (MAPt LOC ONLY)	BRG 153.15°/1.00 NM ISRR	37°29'35.3"N	126°25'34.4"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
THR RWY 15R		37°28'54.44"N	126°26'10.82"E
ISRR DME		37°28'48.7"N	126°26'21.9"E
Climb to 520 ft	HDG 153	-	
D12 NCN	R 137 NCN/12.00 NM NCN	37°22'06.2"N	126°37'29.9"E
GC963	BRG 213.53°/13.00 NM NCN	37°17'53.0"N	126°18'58.0"E

INSTRUMENT APPROACH CHART - ICAO

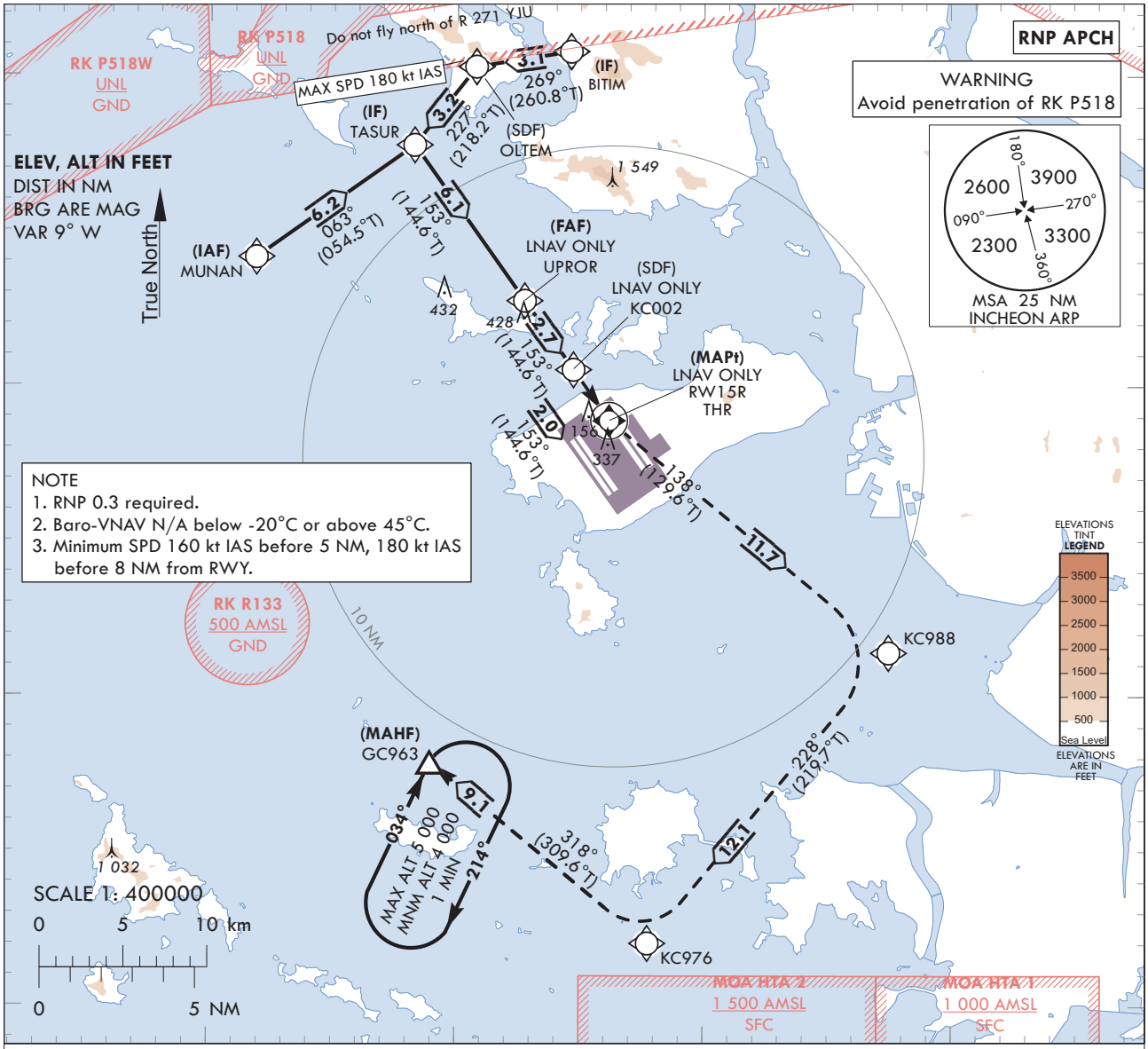
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

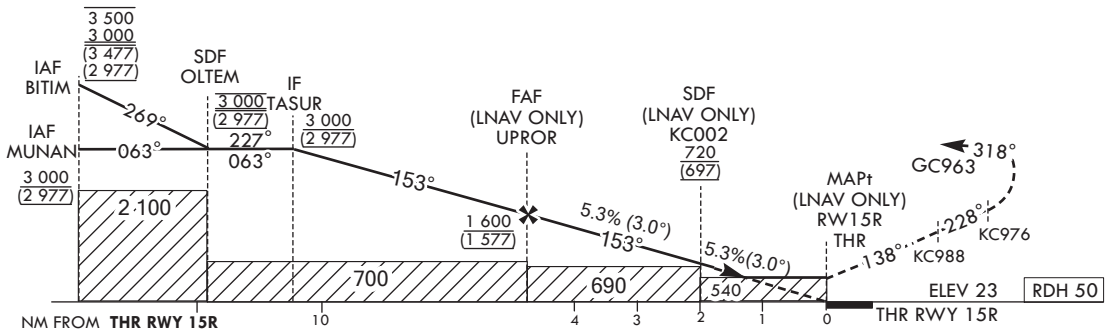
SEOUL/Incheon Intl(RKSI)

RNP RWY 15R



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft. Track to KC988, KC976 and GC963. Hold as published.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV	FULL	540 (517)	1 600 m			
		ALS INOP		2 400 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	324	485	647	809	971

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 15R - via MUNAN(IAF) to GC963(MAHF)

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	MUNAN	-	-	-	-	+3 000	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	TASUR	-	063 (054.5)	6.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
003	TF	UPROR	-	153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
004	TF	KC002	-	153 (144.6)	2.7	-	+720	-	37°30'32.4"N 126°24'43.6"E	-	RNP APCH	SDF
005	TF	RW15R	Y	153 (144.6)	2.0	-	+540	-	37°28'54.44"N 126°26'10.82"E	-3.05/50	RNP APCH	MAPt
006	TF	KC988	-	138 (129.6)	11.7	-	-	-	37°21'25.5"N 126°37'29.3"E	-	RNP APCH	-
007	TF	KC976	-	228 (219.7)	12.1	-	-	-	37°12'03.9"N 126°27'45.9"E	-	RNP APCH	-
008	TF	GC963	Y	318 (309.6)	9.1	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
009	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 15R - via BITIM(IAF) to GC963(MAHF)

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	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	OLTEM	-	269 (260.8)	3.1	-	@3 000	-180	37°40'18.2"N 126°20'46.3"E	-	RNP APCH	SDF
003	TF	TASUR	-	227 (218.2)	3.2	-	+3 000	-	37°37'46.4"N 126°18'16.2"E	-	RNP APCH	IF
004	TF	UPROR		153 (144.6)	6.1	-	+1 600	-	37°32'45.7"N 126°22'44.8"E	-	RNP APCH	FAF
005	TF	KC002	-	153 (144.6)	2.7	-	+720	-	37°30'32.4"N 126°24'43.6"E	-	RNP APCH	SDF
006	TF	RW15R	Y	153 (144.6)	2.0	-	+540	-	37°28'54.44"N 126°26'10.82"E	-3.05/50	RNP APCH	MAPt
007	TF	KC988	-	138 (129.6)	11.7	-	-	-	37°21'25.5"N 126°37'29.3"E	-	RNP APCH	-
008	TF	KC976	-	228 (219.7)	12.1	-	-	-	37°12'03.9"N 126°27'45.9"E	-	RNP APCH	-
009	TF	GC963	Y	318 (309.6)	9.1	-	+4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	-
010	HM	GC963	Y	034 (025.0)	-	R	-5 000 +4 000	-	37°17'53.0"N 126°18'58.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

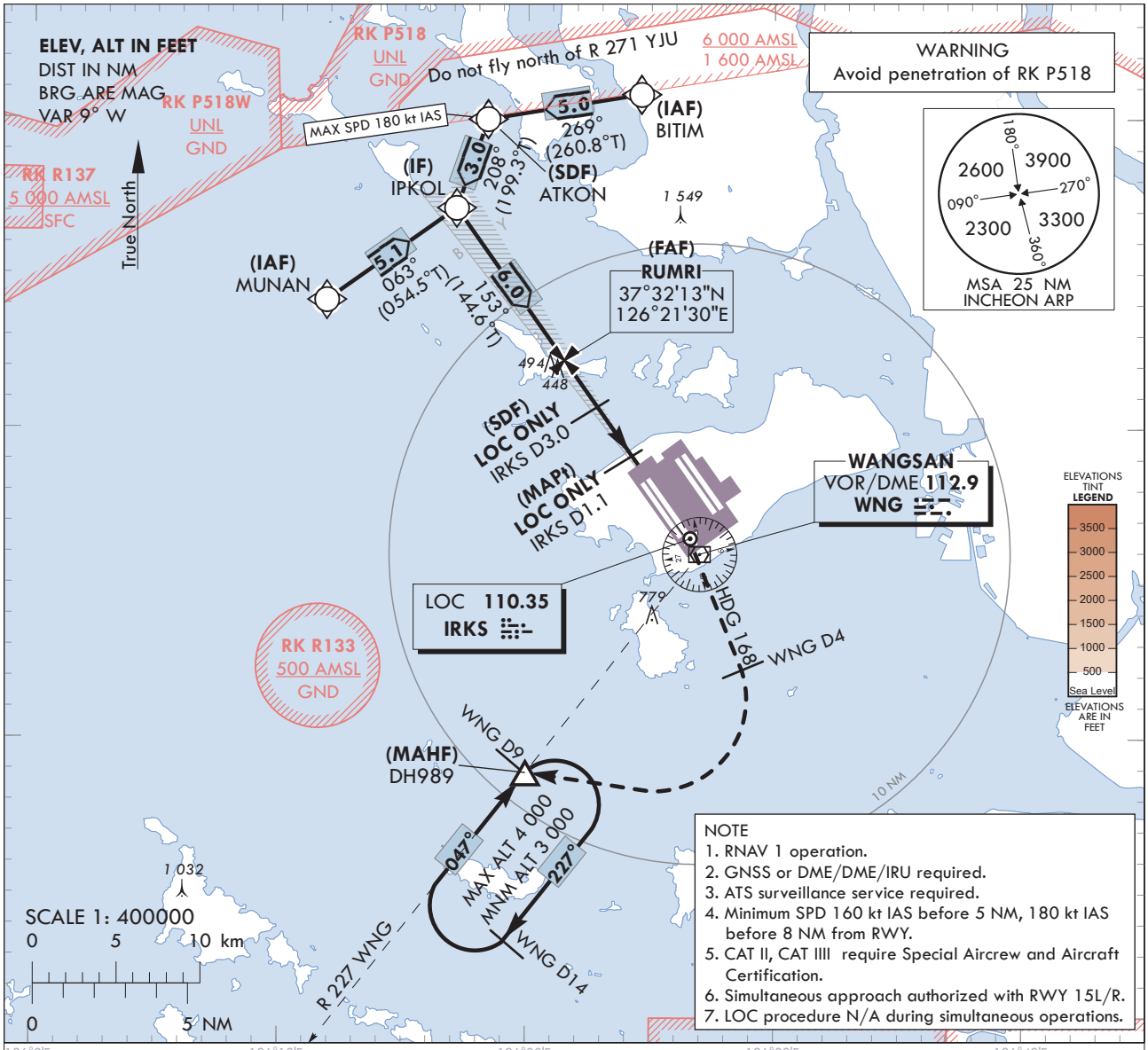
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS ELEV TO
THR RWY 16L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

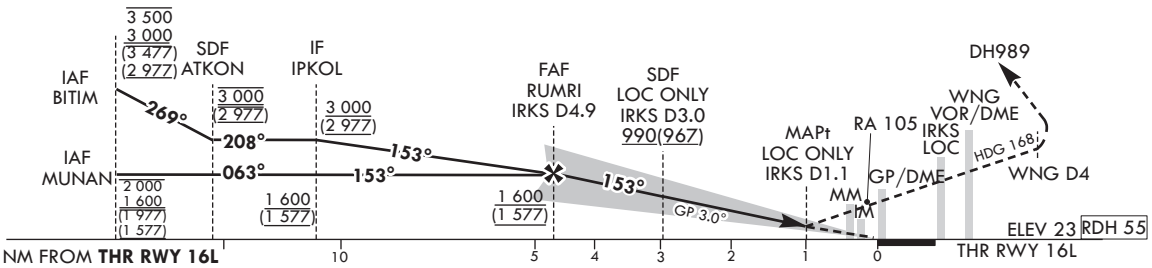
ILS or LOC RWY 16L
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT IIII require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 15L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISRR	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 168° to WNG 4 DME, continue climb to 3 000 ft turn right direct to DH989.
Hold as published.
Do not turn before passing MAPt.

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 437 or 357), 4% to 3 000 ft (DH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16L from MUNAN to IPKOL(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
IPKOL(IF)	37°37'07.4"N 126°17'07.3"E

ILS/LOC Approach to RWY 16L from BITIM to IPKOL(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
IPKOL(IF)	37°37'07.4"N 126°17'07.3"E

ILS/LOC Approach to RWY 16L from IPKOL(IF) to MAHF		
Fix / Point		Coordinates
RUMRI(FAF)	BRG 153.16°/4.89 NM IRKS	37°32'12.9"N 126°21'30.4"E
D3.0 IRKS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRKS	37°30'40.6"N 126°22'52.7"E
D1.1 IRKS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRKS	37°29'07.6"N 126°24'15.6"E
THR RWY 16L		37°28'22.11"N 126°24'56.05"E
IRKS DME		37°28'11.4"N 126°24'59.7"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 168	-
DH989	BRG 227.09°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

INSTRUMENT APPROACH CHART - ICAO

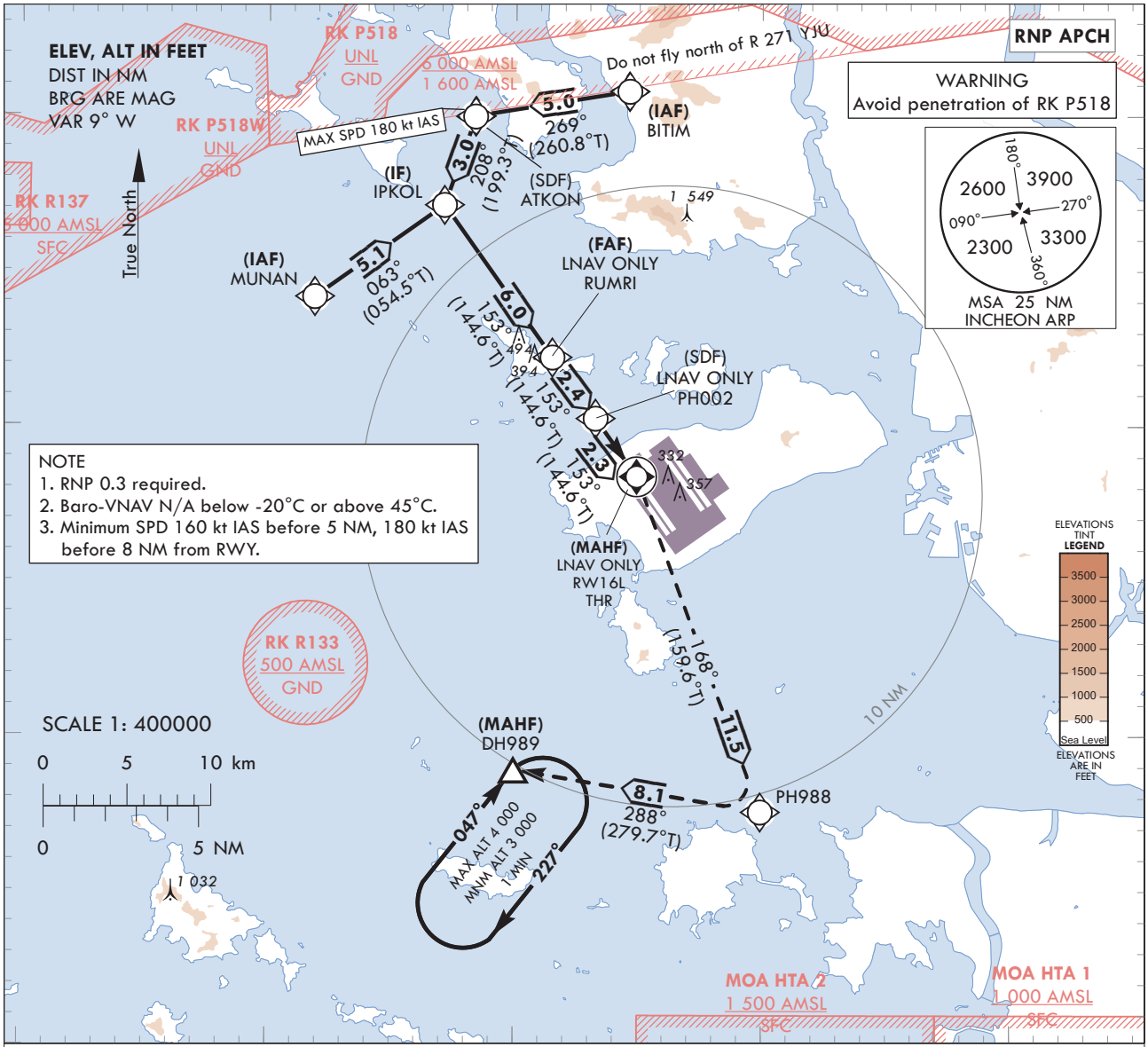
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16L - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 16L

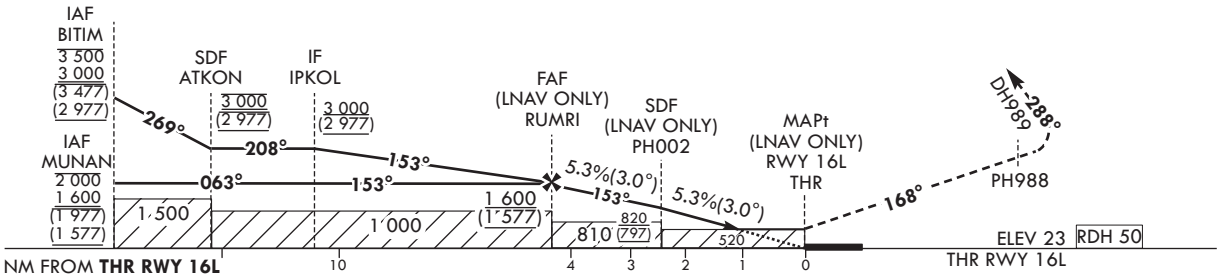


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 3 000 ft. Track to PH988 and DH989.
Hold as published.

NOTE
1. Missed approach turn limited to 240 kt IAS maximum.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	324	486	648	810	972

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 16L - via MUNAN(IAF) to DH989(MAHF)

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	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	IPKOL	-	063 (054.5)	5.1	-	+1 600	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
003	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
004	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
005	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
006	TF	PH988	-	168 (159.6)	11.5	-	-	-240	37°17'34.0"N 126°29'57.5"E	-	RNP APCH	-
007	TF	DH989	Y	288 (279.7)	8.1	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16L - via BITIM(IAF) to DH989(MAHF)

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	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	IPKOL	-	208 (199.3)	3.0	-	+3 000	-	37°37'07.4"N 126°17'07.3"E	-	RNP APCH	IF
004	TF	RUMRI	-	153 (144.6)	6.0	-	+1 600	-	37°32'12.9"N 126°21'30.4"E	-	RNP APCH	FAF
005	TF	PH002	-	153 (144.6)	2.4	-	+820	-	37°30'14.8"N 126°23'15.7"E	-	RNP APCH	SDF
006	TF	RW16L	Y	153 (144.6)	2.3	-	+520	-	37°28'22.11"N 126°24'56.06"E	-3.05/50	RNP APCH	MAPt
007	TF	PH988	-	168 (159.6)	11.5	-	-	-240	37°17'34.0"N 126°29'57.5"E	-	RNP APCH	-
008	TF	DH989	Y	288 (279.7)	8.1	-	+3 000	-240	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART-ICAO

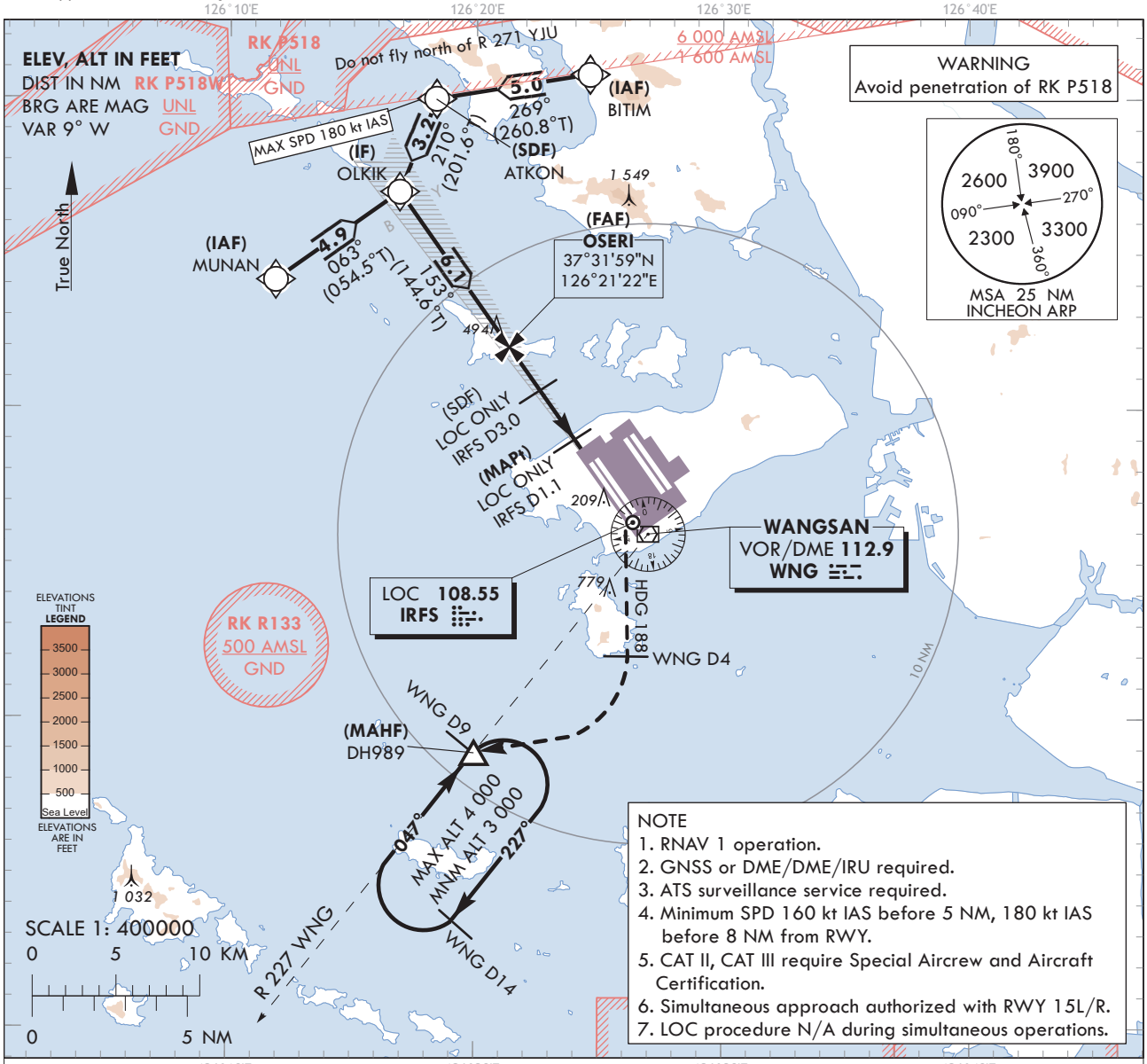
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

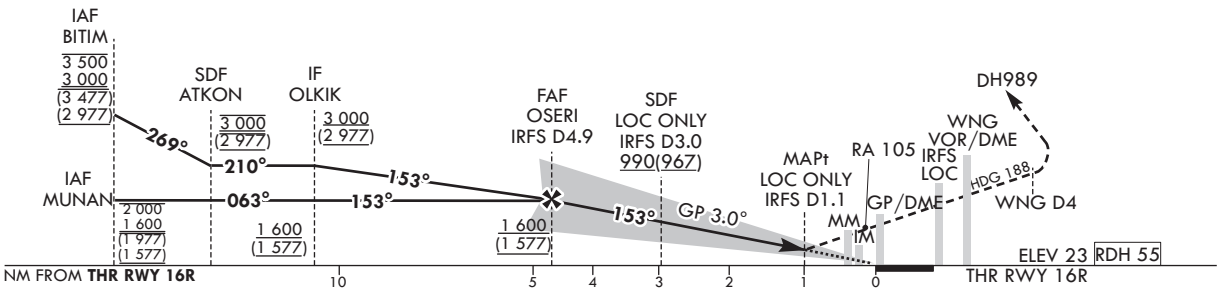
ILS or LOC RWY 16R
CAT II & III



NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 15L/R.
7. LOC procedure N/A during simultaneous operations.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME IRFS	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	460 (437)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	380 (357)	900 m			
		ALS INOP		1 600 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 188° to WNG 4 DME, continue climb to 3 000 ft turn right direct to DH989.
Hold as published.
Do not turn before passing MAPt.
NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 437 or 357), 4% to 3 000 ft (DH 200 or 100).

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 16R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 16R from MUNAN to OLKIK(IF)	
Fix / Point	Coordinates
MUNAN(IAF)	37°34'09.3"N 126°11'53.0"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from BITIM to OLKIK(IF)	
Fix / Point	Coordinates
BITIM(IAF)	37°40'48.0"N 126°24'36.1"E
ATKON(SDF)	37°39'59.6"N 126°18'23.2"E
OLKIK(IF)	37°36'59.6"N 126°16'53.5"E

ILS/LOC Approach to RWY 16R from OLKIK(IF) to MAHF		
Fix / Point		Coordinates
OSERI(FAF)	BRG 153.16°/4.89 NM IRFS	37°31'59.0"N 126°21'22.1"E
D3.0 IRFS(SDF) (LOC ONLY)	BRG 153.16°/3.00 NM IRFS	37°30'26.2"N 126°22'44.8"E
D1.1 IRFS(MAPt) (LOC ONLY)	BRG 153.16°/1.10 NM IRFS	37°28'53.2"N 126°24'07.7"E
THR RWY 16R		37°28'07.71"N 126°24'48.18"E
IRFS DME		37°27'56.9"N 126°24'51.6"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
Climb to 500 ft	HDG 153	-
D4 WNG	HDG 188	-
DH989	BRG 227.09°/9.00 NM WNG	37°18'55.0"N 126°19'59.0"E

INSTRUMENT APPROACH CHART - ICAO

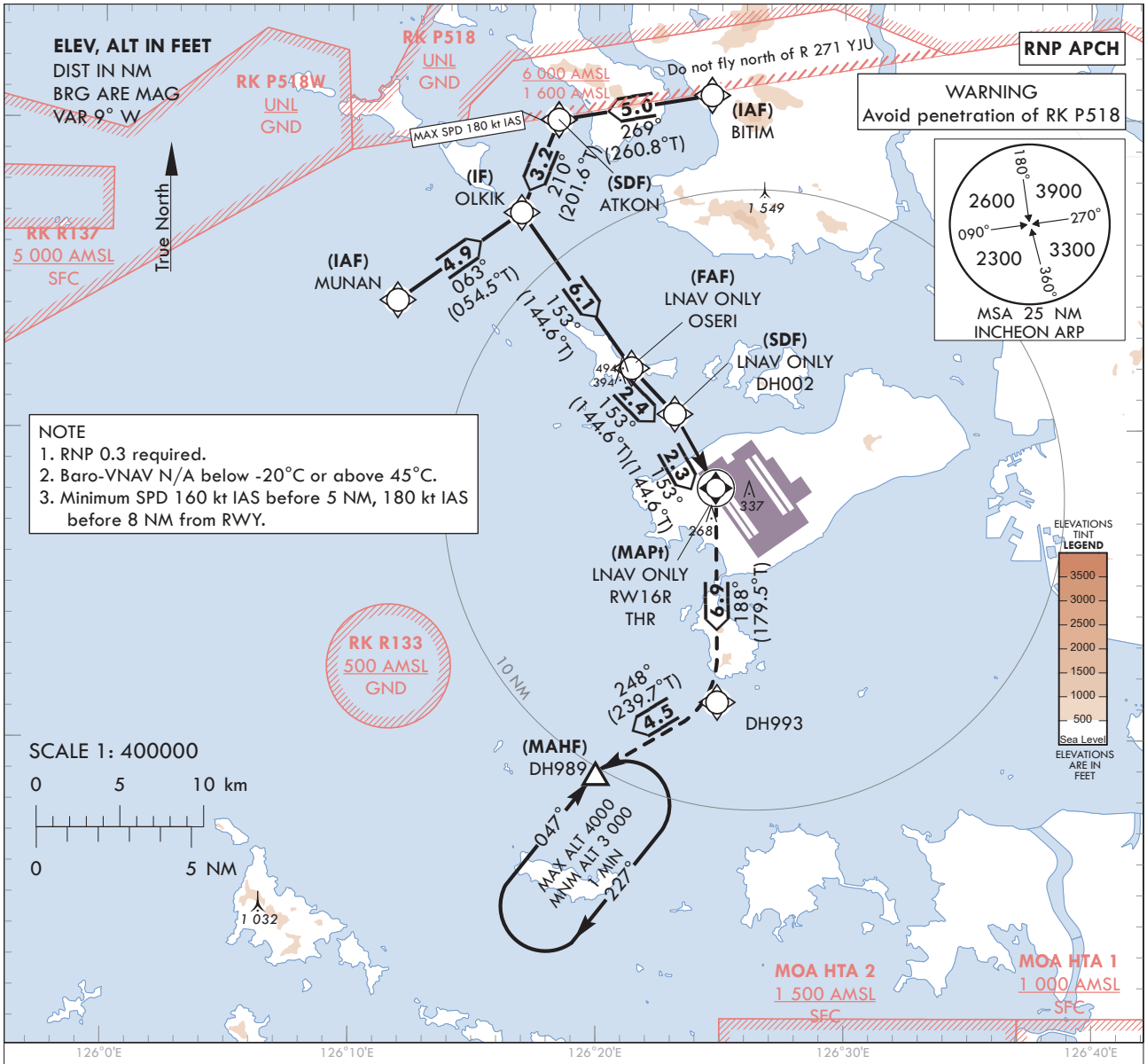
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 16R - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

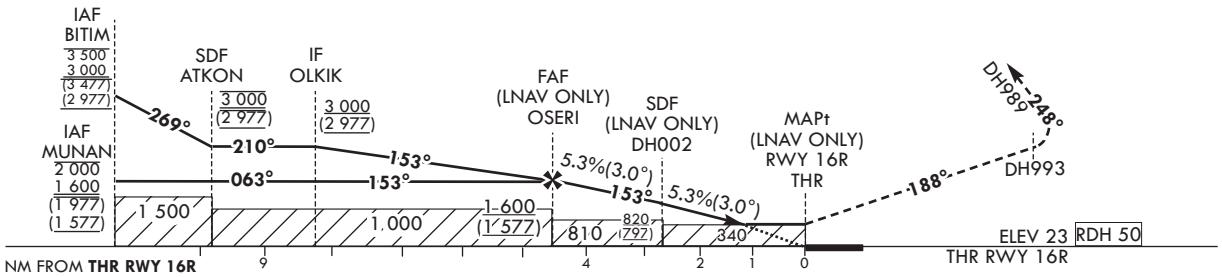
SEOUL/Incheon Intl(RKSI)

RNP RWY 16R



MISSED APPROACH
Climb to 3 000 ft. Track to DH993 and DH989.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV	FULL	520 (497)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	323	485	647	809	970

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 16R - via MUNAN(IAF) to OLKIK(IF)

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	MUNAN	-	-	-	-	-2 000 +1 600	-	37°34'09.3"N 126°11'53.0"E	-	RNP APCH	IAF
002	TF	OLKIK	-	063 (054.5)	4.9	-	+1 600	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
003	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
004	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
005	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
006	TF	DH993	-	188 (179.5)	6.9	-	-	-	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
007	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
008	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 16R - via BITIM(IAF) to OLKIK(IF)

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	BITIM	-	-	-	-	-3 500 +3 000	-	37°40'48.0"N 126°24'36.1"E	-	RNP APCH	IAF
002	TF	ATKON	-	269 (260.8)	5.0	-	@3 000	-180	37°39'59.6"N 126°18'23.2"E	-	RNP APCH	SDF
003	TF	OLKIK	-	210 (201.6)	3.2	-	+3 000	-	37°36'59.6"N 126°16'53.5"E	-	RNP APCH	IF
004	TF	OSERI	-	153 (144.6)	6.1	-	+1 600	-	37°31'59.0"N 126°21'22.1"E	-	RNP APCH	FAF
005	TF	DH002	-	153 (144.6)	2.4	-	+820	-	37°30'00.4"N 126°23'07.8"E	-	RNP APCH	SDF
006	TF	RW16R	Y	153 (144.6)	2.3	-	+520	-	37°28'07.71"N 126°24'48.18"E	-3.05/50	RNP APCH	MAPt
007	TF	DH993	-	188 (179.5)	6.9	-	-	-	37°21'12.6"N 126°24'53.1"E	-	RNP APCH	-
008	TF	DH989	Y	248 (239.7)	4.5	-	+3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	-
009	HM	DH989	Y	047 (038.4)	-	R	-4 000 +3 000	-	37°18'55.0"N 126°19'59.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

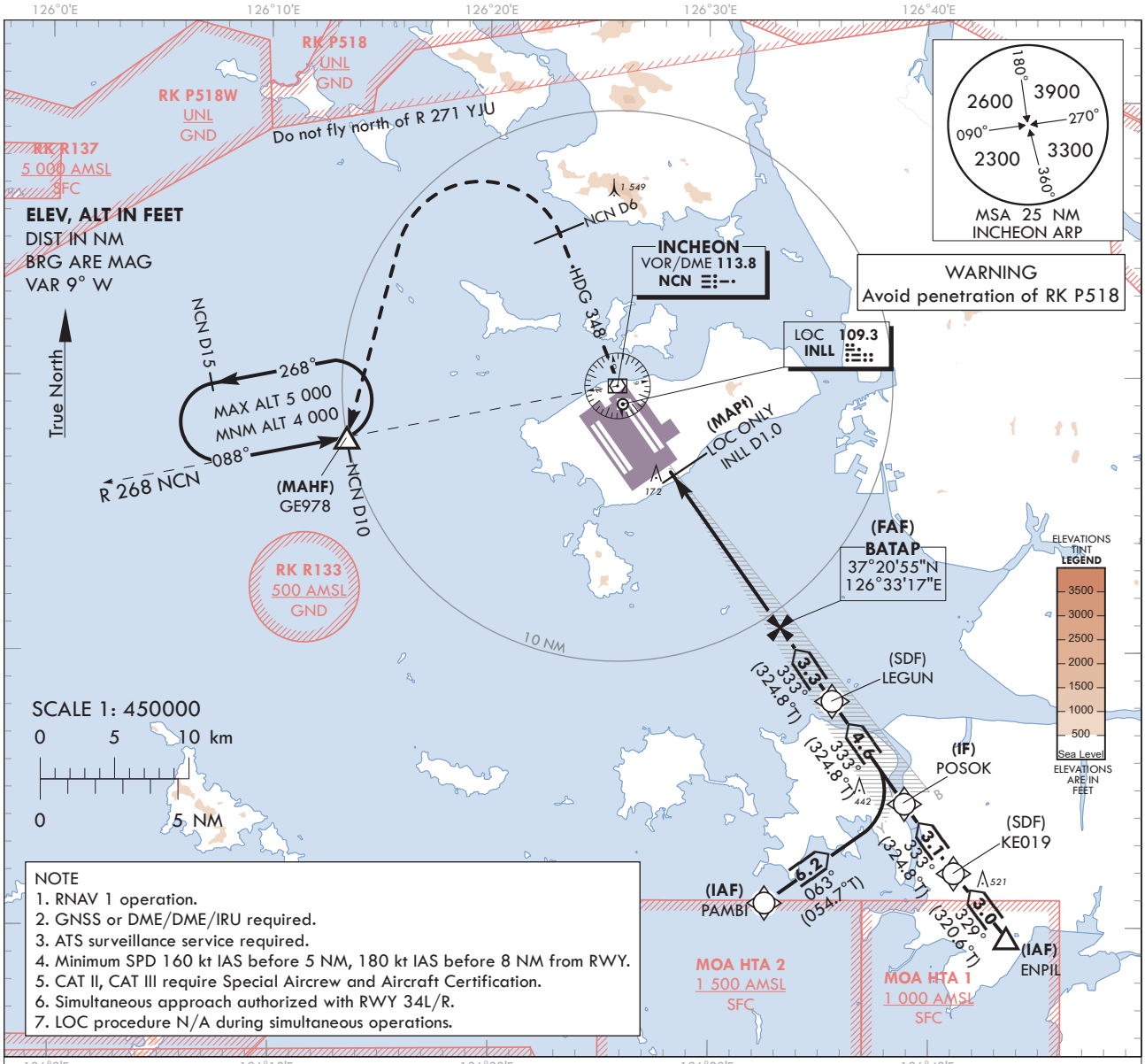
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33L
CAT II & III

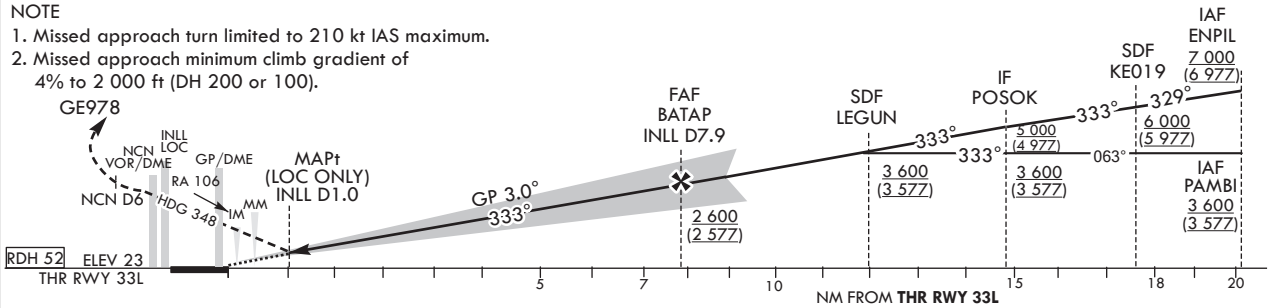


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME INLL	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 4% to 2 000 ft (DH 200 or 100).



MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 348° to NCN 6 DME, continue climb to 4 000 ft turn left direct to GE978.
Hold as published.
Do not turn before passing MAPt.

CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	461 (438)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	440 (417)	1 200 m			
		ALS INOP		1 900 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 33L from PAMBI to POSOK(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
POSOK(IF)	37°14'30.3"N	126°38'56.6"E

ILS/LOC Approach to RWY 33L from ENPIL to POSOK(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0" N	126°43'34.0" E
KE019(SDF)	37°11'58.6"N	126°41'10.5"E
POSOK(IF)	37°14'30.3"N	126°38'56.6"E

ILS/LOC Approach to RWY 33L from POSOK(IF) to MAHF			
Fix / Point		Coordinates	
LEGUN(SDF)		37°18'14.5"N	126°35'38.6"E
BATAP(FAF)	BRG 333.37°/7.92 NM INLL	37°20'54.7"N	126°33'16.8"E
D1.0 INLL (MAPt LOC ONLY)	BRG 333.37°/1.00 NM INLL	37°26'34.2"N	126°28'15.6"E
THR RWY 33L		37°27'15.21"N	126°27'39.08"E
INLL DME		37°27'25.4"N	126°27'35.9"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
Climb to 500 ft	HDG 333	-	
D6 NCN	HDG 348	-	
GE978	BRG 267.72°/10 NM NCN	37°27'47.0"N	126°13'29.0"E

INSTRUMENT APPROACH CHART - ICAO

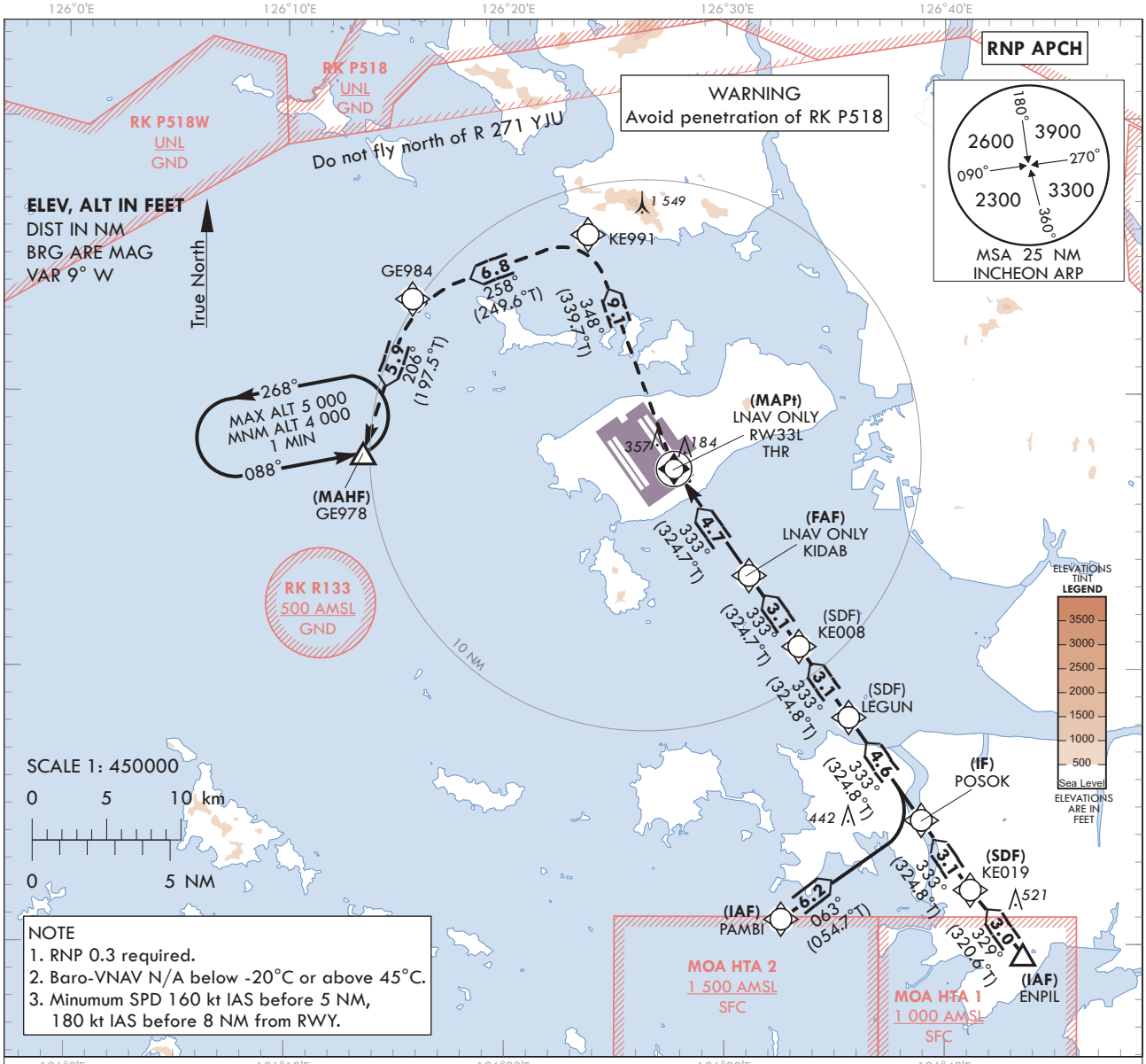
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33L - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 33L

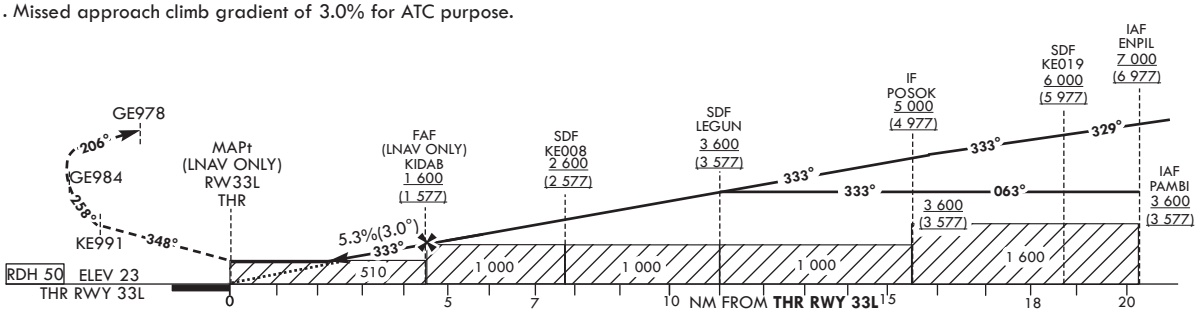


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minumum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 4 000 ft. Track to KE991, GE984 and GE978.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach climb gradient of 3.0% for ATC purpose.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500m			
		ALS INOP		2 300m			
	LNAV/VNAV	FULL	430 (407)	1 200m			
		ALS INOP		1 900m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	484	645	807	968

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 33L - via PAMBI(IAF) to GE978(MAHF)

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	IF	PAMBI	-	-	-	-	+3 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	POSOK	-	063 (054.7)	6.2	-	+3 600	-	37°14'30.3"N 126°38'56.6"E	-	RNP APCH	IF
003	TF	LEGUN	-	333 (324.8)	4.6	-	+3 600	-	37°18'14.5"N 126°35'38.6"E	-	RNP APCH	SDF
004	TF	KE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'48.9"N 126°33'21.9"E	-	RNP APCH	SDF
005	TF	KIDAB	-	333 (324.7)	3.1	-	+1 600	-	37°23'23.2"N 126°31'05.1"E	-	RNP APCH	FAF
006	TF	RW33L	Y	333(324.7)	4.7	-	+510	-	37°27'15.21"N 126°27'39.08"E	-3.04/50	RNP APCH	MAPt
007	TF	KE991	-	348 (339.7)	9.1	-	-	-	37°35'45.4"N 126°23'41.5"E	-	RNP APCH	-
008	TF	GE984	-	258 (249.6)	6.8	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
009	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
010	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 33L - via ENPIL(IAF) to GE978(MAHF)

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	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	KE019	-	329 (320.6)	3.0	-	+6 000	-	37°11'58.6"N 126°41'10.5"E	-	RNP APCH	SDF
003	TF	POSOK	-	333 (324.8)	3.1	-	+5 000	-	37°14'30.3"N 126°38'56.6"E	-	RNP APCH	IF
004	TF	LEGUN	-	333 (324.8)	4.6	-	+3 600	-	37°18'14.5"N 126°35'38.6"E	-	RNP APCH	SDF
005	TF	KE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'48.9"N 126°33'21.9"E	-	RNP APCH	SDF
006	TF	KIDAB	-	333 (324.7)	3.1	-	+1 600	-	37°23'23.2"N 126°31'05.1"E	-	RNP APCH	FAF
007	TF	RW33L	Y	333(324.7)	4.7	-	+510	-	37°27'15.21"N 126°27'39.08"E	-3.04/50	RNP APCH	MAPt
008	TF	KE991	-	348 (339.7)	9.1	-	-	-	37°35'45.4"N 126°23'41.5"E	-	RNP APCH	-
009	TF	GE984	-	258 (249.6)	6.8	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
010	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
011	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

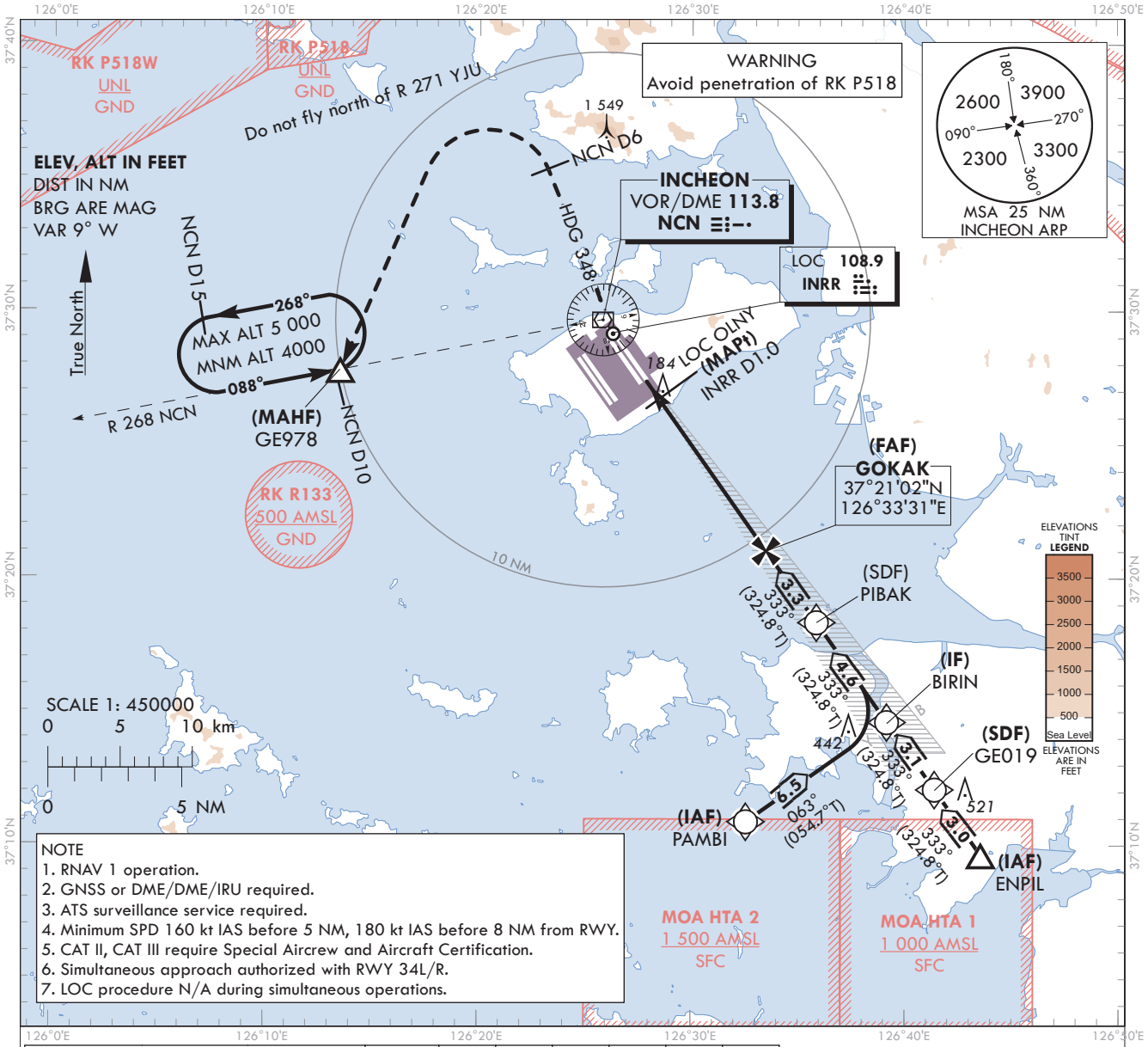
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33R
CAT II & III

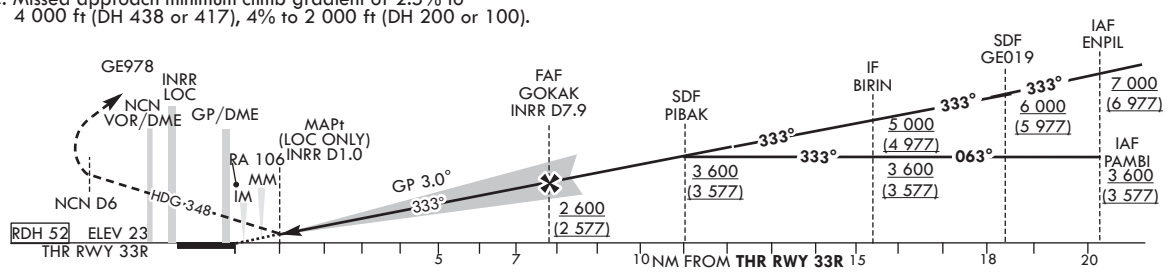


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME INRR	7	6	5	4	3	2
Final Approach Gradient 5.37%, 326 ft/NM	ALT(HGT)	2 306 (2 283)	1 980 (1 957)	1 653 (1 630)	1 327 (1 304)	1 001 (978)	674 (651)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 4 000 ft (DH 438 or 417), 4% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	461 (438)	1 300 m			
		ALS INOP		2 000 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	440 (417)	1 200 m			
		ALS INOP		1 900 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn right on HDG 348° to NCN 6 DME, continue climb to 4 000 ft turn left direct to GE978.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 33R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 33R from PAMBI to BIRIN(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
BIRIN(IF)	37°14'38.1"N	126°39'10.4"E

ILS/LOC Approach to RWY 33R from ENPIL to BIRIN(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0"N	126°43'34.0"E
GE019(SDF)	37°12'06.3"N	126°41'24.3"E
BIRIN(IF)	37°14'38.1"N	126°39'10.4"E

ILS/LOC Approach to RWY 33R from BIRIN(IF) to MAHF			
Fix / Point		Coordinates	
PIBAK(SDF)		37°18'22.2"N	126°35'52.3"E
GOKAK(FAF)	BRG 333.37°/7.92 NM INRR	37°21'02.4"N	126°33'30.5"E
D1.0 INRR (MAPt LOC ONLY)	BRG 333.37°/1.00 NM INRR	37°26'41.9"N	126°28'29.3"E
THR RWY 33R		37°27'22.97"N	126°27'52.82"E
INRR DME		37°27'33.2"N	126°27'49.7"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
Climb to 500 ft	HDG 333	-	
D6 NCN	HDG 348	-	
GE978	BRG 267.72°/10 NM NCN	37°27'47.0"N	126°13'29.0"E

INSTRUMENT APPROACH CHART - ICAO

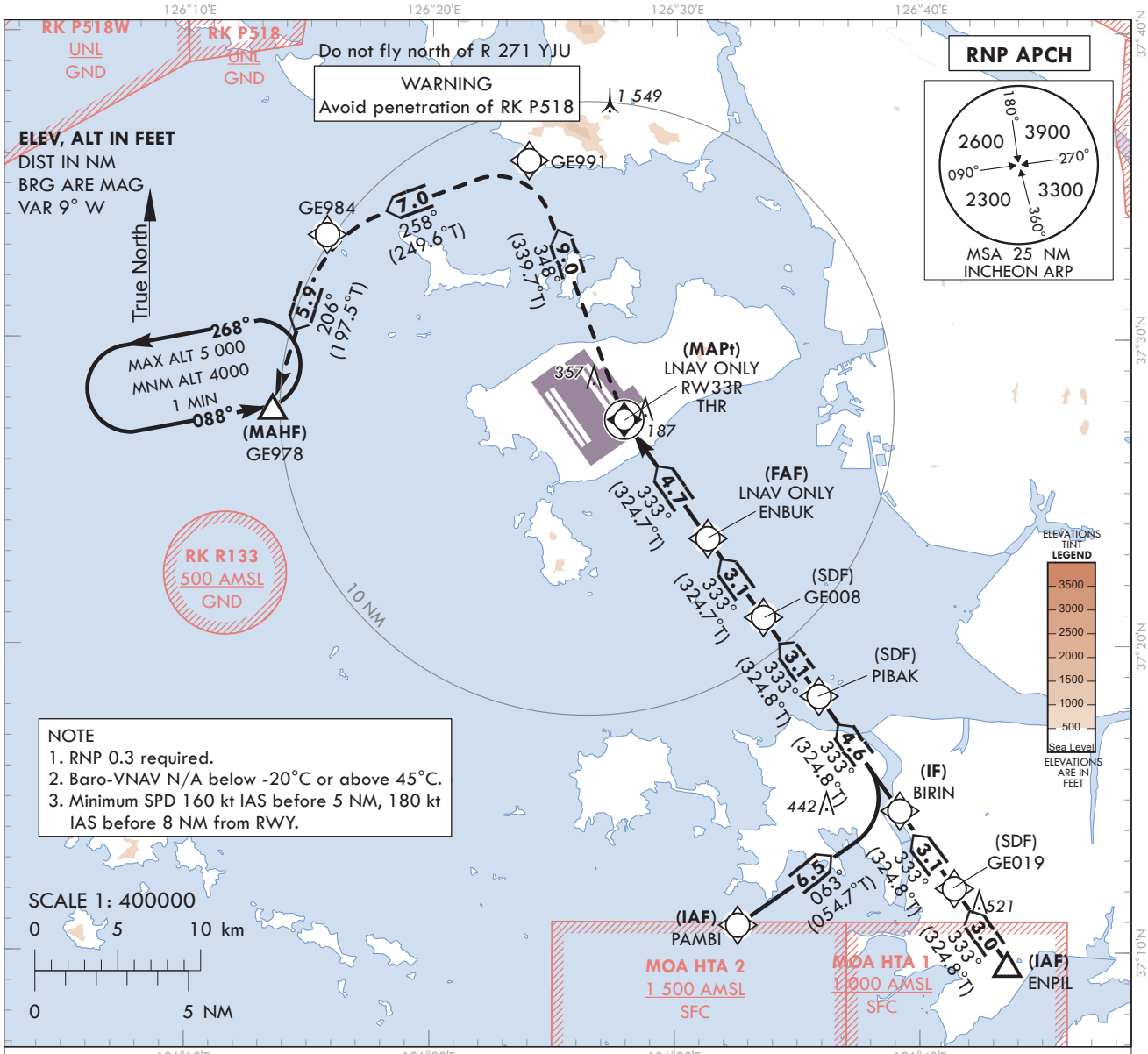
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 33R

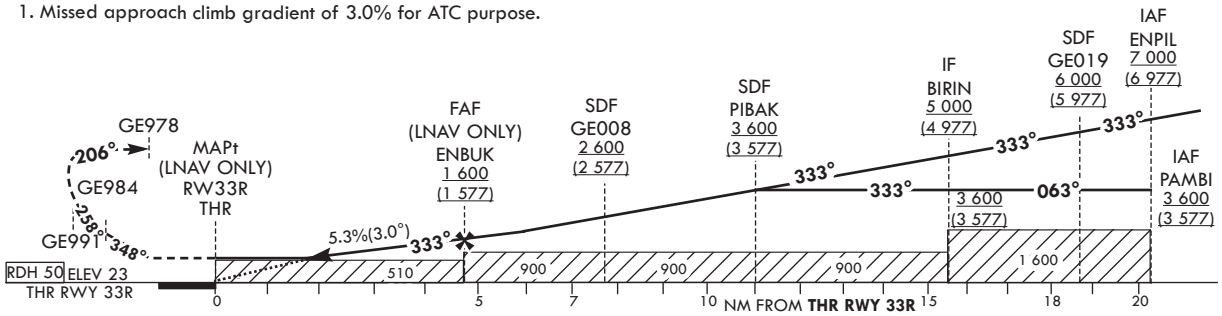


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 4 000 ft. Track to GE991, GE984 and GE978.
Hold as published.

NOTE
1. Missed approach climb gradient of 3.0% for ATC purpose.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	484	645	807	968

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 33R - via PAMBI(IAF) to GE978(MAHF)

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	IF	PAMBI	-	-	-	-	+ 3 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	BIRIN	-	063 (054.7)	6.5	-	+ 3 600	-	37°14'38.1"N 126°39'10.4"E	-	RNP APCH	IF
003	TF	PIBAK	-	333 (324.8)	4.6	-	+3 600	-	37°18'22.2"N 126°35'52.3"E	-	RNP APCH	SDF
004	TF	GE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'56.6"N 126°33'35.7"E	-	RNP APCH	SDF
005	TF	ENBUK	-	333 (324.7)	3.1	-	+1 600	-	37°23'31.0"N 126°31'18.8"E	-	RNP APCH	FAF
006	TF	RW33R	Y	333(324.7)	4.7	-	+510	-	37°27'22.97"N 126°27'52.82"E	-3.04/50	RNP APCH	MAPt
007	TF	GE991	-	348 (339.7)	9.0	-	-	-	37°35'49.9"N 126°23'56.8"E	-	RNP APCH	-
008	TF	GE984	-	258 (249.6)	7.0	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
009	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
010	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 33R - via ENPIL(IAF) to GE978(MAHF)

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	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	GE019	-	333 (324.8)	3.0	-	+6 000	-	37°12'06.3"N 126°41'24.3"E	-	RNP APCH	SDF
003	TF	BIRIN	-	333 (324.8)	3.1	-	+5 000	-	37°14'38.1"N 126°39'10.4"E	-	RNP APCH	IF
004	TF	PIBAK	-	333 (324.8)	4.6	-	+3 600	-	37°18'22.2"N 126°35'52.3"E	-	RNP APCH	SDF
005	TF	GE008	-	333 (324.8)	3.1	-	+2 600	-	37°20'56.6"N 126°33'35.7"E	-	RNP APCH	SDF
006	TF	ENBUK	-	333 (324.7)	3.1	-	+1 600	-	37°23'31.0"N 126°31'18.8"E	-	RNP APCH	FAF
007	TF	RW33R	Y	333(324.7)	4.7	-	+510	-	37°27'22.97"N 126°27'52.82"E	-3.04/50	RNP APCH	MAPt
008	TF	GE991	-	348 (339.7)	9.0	-	-	-	37°35'49.9"N 126°23'56.8"E	-	RNP APCH	-
009	TF	GE984	-	258 (249.6)	7.0	-	-	-	37°33'23.2"N 126°15'41.7"E	-	RNP APCH	-
010	TF	GE978	Y	206 (197.5)	5.9	-	+4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	-
011	HM	GE978	Y	088 (078.9)	-	L	-5 000 +4 000	-	37°27'47.0"N 126°13'29.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

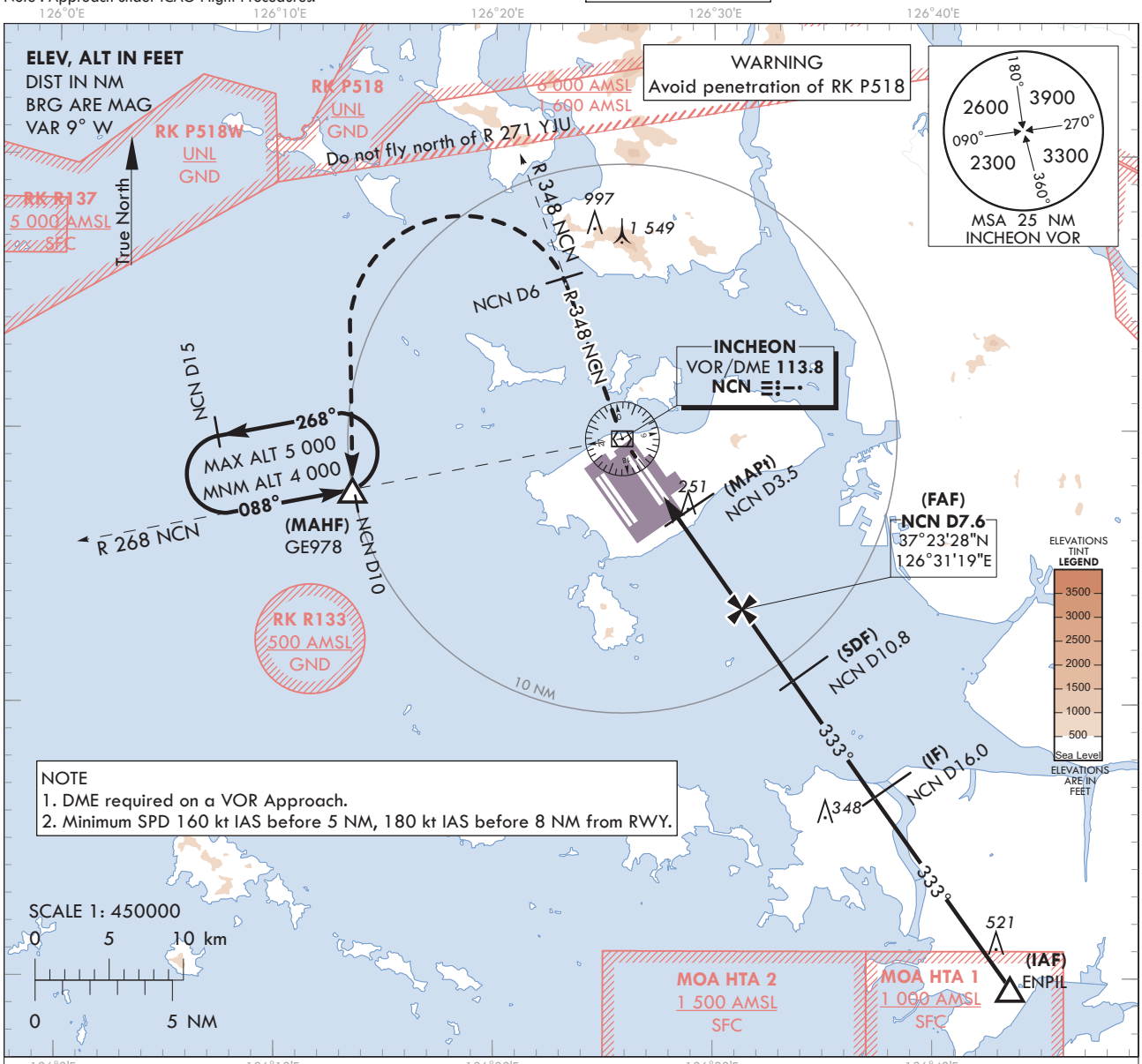
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 33R - ELEV **23** ft

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

VOR RWY 33R

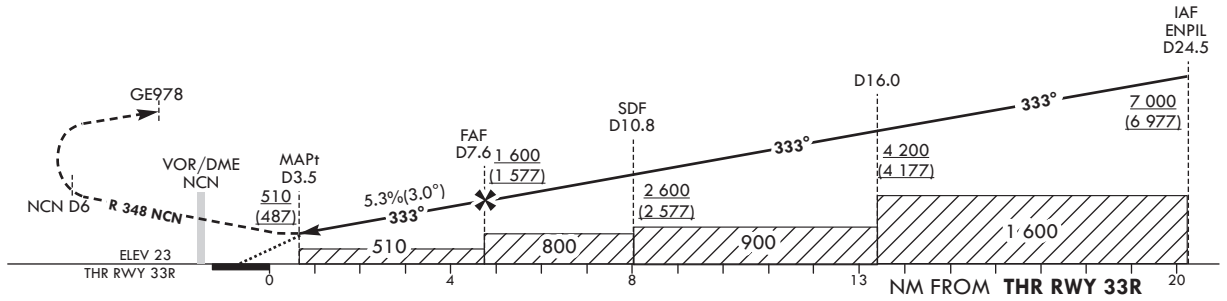


NOTE
1. DME required on a VOR Approach.
2. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

RECOMMENDED PROFILE	DME NCN	7	6	5
Final Approach Gradient 5.3%(319.8 ft/NM)	ALT(HGT)	1 441(1 418)	1 121(1 098)	801(778)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft via NCN VOR then turn right on R 348 NCN to 6 DME and turn left direct to GE978.
Hold as published.



CATEGORY		MDA(MDH)	A	B	C	D
Straight-in	FULL	510 (487)	1 500 m			
	ALS INOP		2 300 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	320	480	640	800	960

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
VOR RWY 33R

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33R from ENPIL			
Fix / Point		Coordinates	
ENPIL(IAF)		37°09'39.0"N	126°43'34.0"E
D16 NCN(IF)	BRG 333.19°/8.51 NM	37°16'35.5"N	126°37'22.8"E
D10.8 NCN(SDF)	BRG 333.00°/10.80 NM NCN	37°20'51.0"N	126°33'37.9"E
D7.6 NCN(FAF)	BRG 333.00°/7.60 NM NCN	37°23'28.2"N	126°31'19.3"E
D3.5 NCN(MAPt)	BRG 333.00°/3.50 NM NCN	37°26'49.6"N	126°28'21.5"E
THR RWY 33R	Final approach descent angle 3°	37°27'22.97"N	126°27'52.82"E
NCN VOR/DME		37°29'41.7"N	126°25'49.2"E
D6 NCN	R 348 NCN/6.00 NM NCN	37°35'19.7"N	126°23'12.9"E
GE978	BRG 267.72°/10.00 NM NCN	37°27'47.0"N	126°13'29.0"E

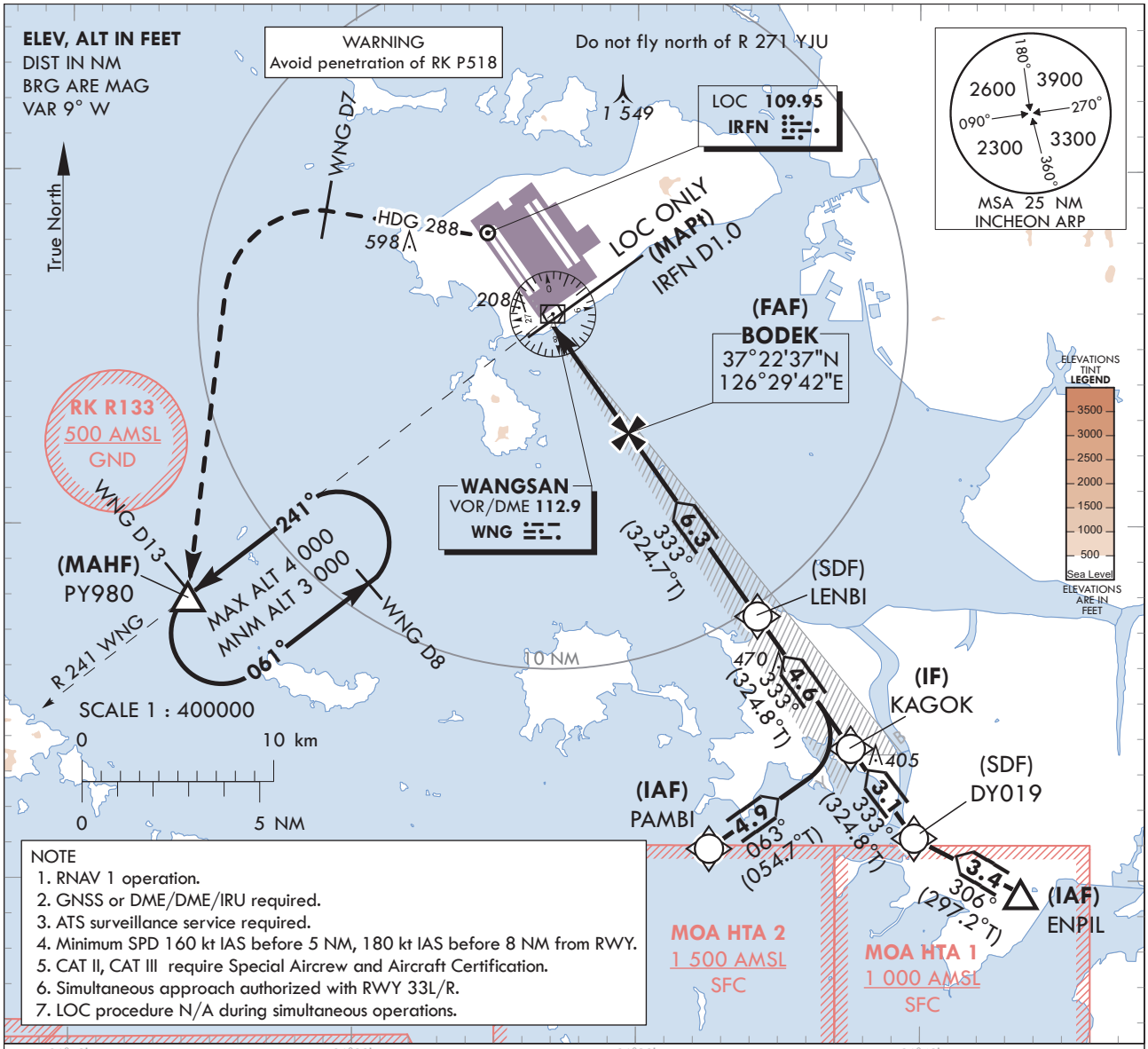
INSTRUMENT APPROACH CHART - ICAO
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34L - ELEV 23 ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34L
CAT II & III

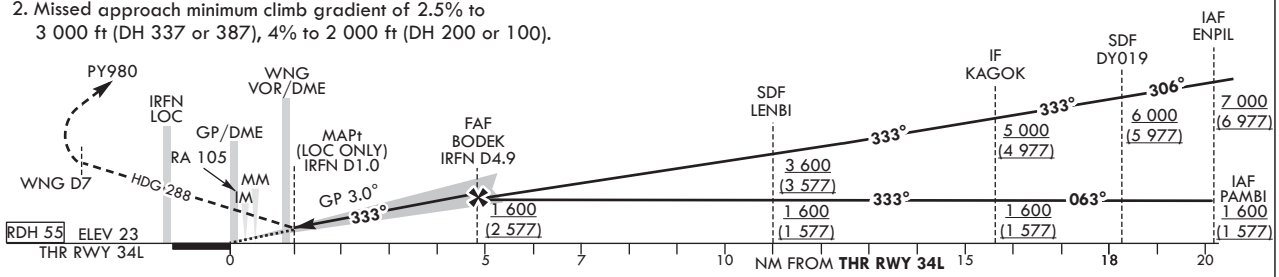


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 33L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME IRFN	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 310 (1 287)	988 (965)	666 (643)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 337 or 387), 4% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	360 (337)	800 m			
		ALS INOP		1 500 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	410 (387)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn left on HDG 288° to WNG 7 DME, continue climb to 3 000 ft turn left direct to PY980.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting on autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining the MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34L
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34L from PAMBI to KAGOK(IF)		
Fix / Point		Coordinates
PAMBI(IAF)		37°10'54.3"N 126°32'34.4"E
KAGOK(IF)		37°13'43.8"N 126°37'34.2"E

ILS/LOC Approach to RWY 34L from ENPIL to KAGOK(IF)		
Fix / Point		Coordinates
ENPIL(IAF)		37°09'39.0"N 126°43'34.0"E
DY019(SDF)		37°11'12.0"N 126°39'48.0"E
KAGOK(IF)		37°13'43.8"N 126°37'34.2"E

ILS/LOC Approach to RWY 34L from KAGOK(IF) to MAHF		
Fix / Point		Coordinates
LENBI(SDF)		37°17'27.8"N 126°34'16.1"E
BODEK(FAF)	BRG 333.20°/4.89 NM IRFN	37°22'37.3"N 126°29'41.9"E
D1.0 IRFN (MAPt LOC ONLY)	BRG 333.20°/1.00 NM IRFN	37°25'48.0"N 126°26'52.4"E
WNG VOR/DME		37°25'58.6"N 126°27'00.0"E
THR RWY 34L		37°26'28.50"N 126°26'16.45"E
IRFN DME		37°26'34.7"N 126°26'04.9"E
Climb to 500 ft	HDG 333	-
D7 WNG	HDG 288	-
PY980	BRG 240.75°/13.00 NM WNG	37°17'58.7"N 126°14'09.0"E

INSTRUMENT APPROACH CHART - ICAO

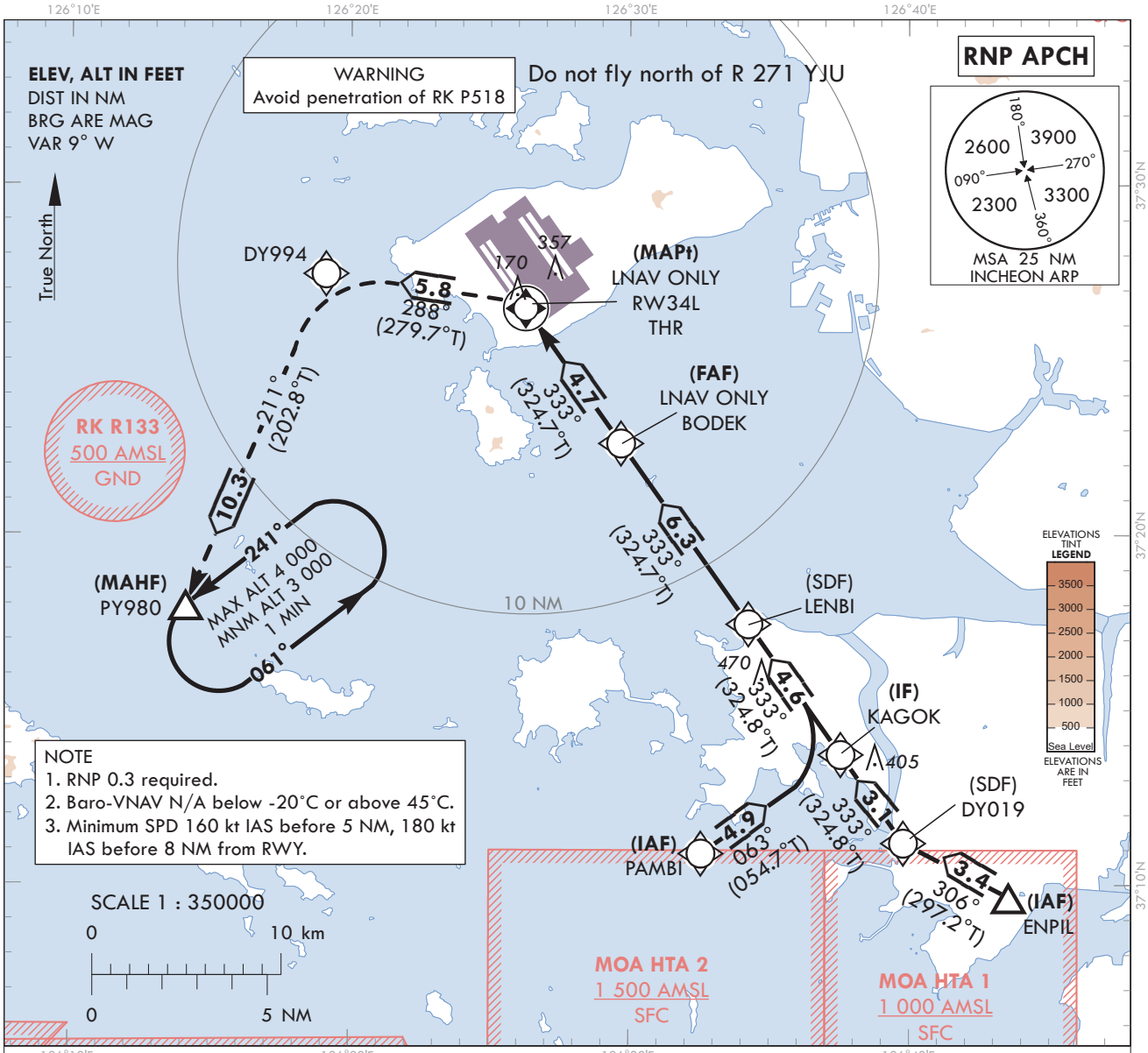
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34 - ELEV **23 ft**

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 34L

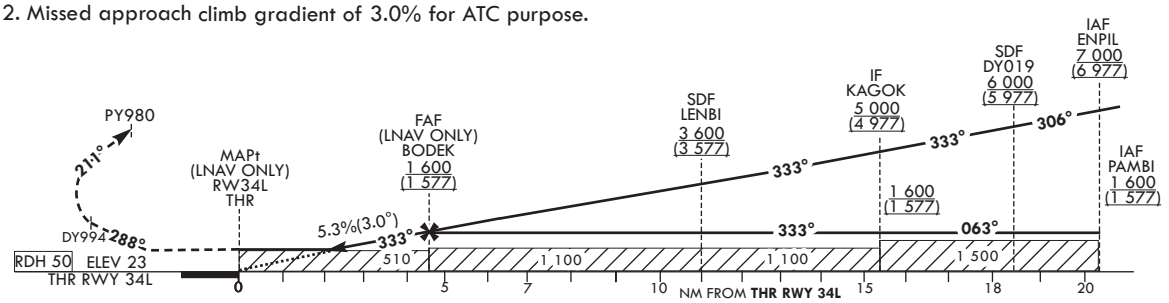


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 3 000 ft. Track to DY994, PY980.
Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.
2. Missed approach climb gradient of 3.0% for ATC purpose.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining the MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 34L - via PAMBI to PY980(MAHF)

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	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	KAGOK	-	063 (054.7)	4.9	-	+1 600	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
003	TF	LENBI	-	333 (324.8)	4.6	-	+1 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
004	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
005	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.04/50	RNP APCH	MAPt
006	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	-
007	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
008	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34L - via ENPIL(IAF) to PY980(MAHF)

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	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	DY019	-	306 (297.2)	3.4	-	+6 000	-	37°11'12.0"N 126°39'48.0"E	-	RNP APCH	SDF
003	TF	KAGOK	-	333 (324.8)	3.1	-	+5 000	-	37°13'43.8"N 126°37'34.2"E	-	RNP APCH	IF
004	TF	LENBI	-	333 (324.8)	4.6	-	+3 600	-	37°17'27.8"N 126°34'16.1"E	-	RNP APCH	SDF
005	TF	BODEK	-	333 (324.7)	6.3	-	+1 600	-	37°22'37.3"N 126°29'41.9"E	-	RNP APCH	FAF
006	TF	RW34L	Y	333 (324.7)	4.7	-	+510	-	37°26'28.50"N 126°26'16.45"E	-3.04/50	RNP APCH	MAPt
007	TF	DY994	-	288 (279.7)	5.8	-	-	-220	37°27'26.9"N 126°19'07.5"E	-	RNP APCH	-
008	TF	PY980	Y	211 (202.8)	10.3	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	MAHF
009	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

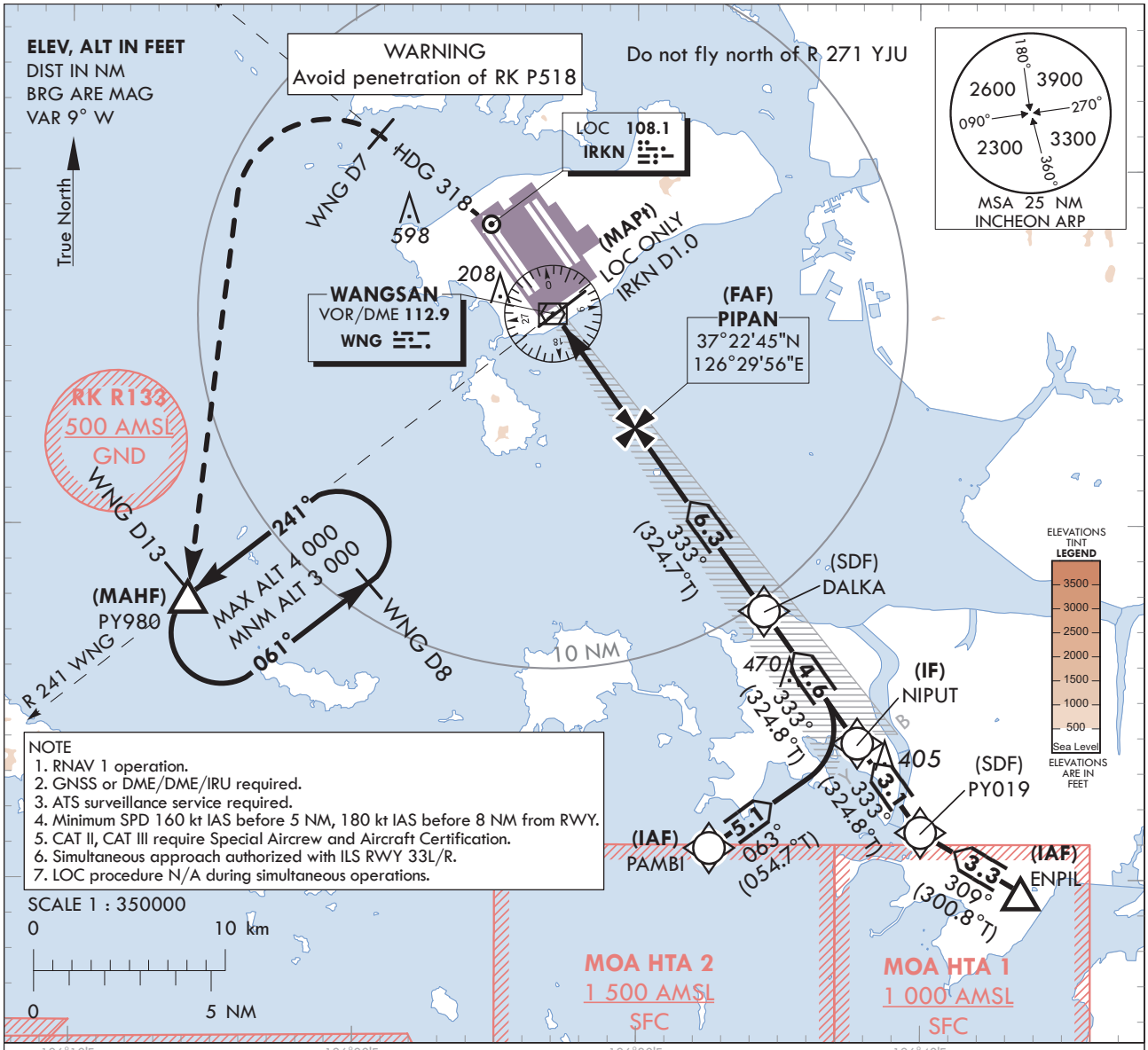
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34R
CAT II & III

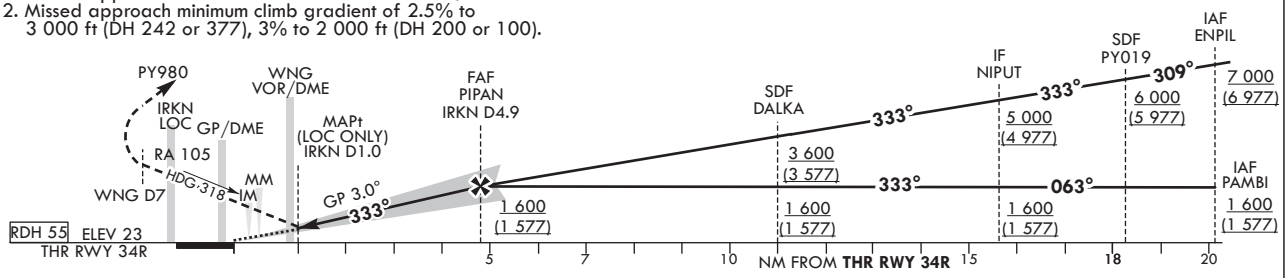


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with ILS RWY 33L/R.
7. LOC procedure N/A during simultaneous operations.

RECOMMENDED PROFILE(LOC ONLY)	DME IRKN	4	3	2
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 311 (1 288)	988 (965)	666 (643)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 210 kt IAS maximum.
2. Missed approach minimum climb gradient of 2.5% to 3 000 ft (DH 242 or 377), 3% to 2 000 ft (DH 200 or 100).



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	265 (242)	RVR 550 m, VIS 800 m			
		ALS INOP		1 300 m			
	CAT-I (CG 3.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	400 (377)	1 000 m			
		ALS INOP		1 700 m			
	CAT II		123(100)	300 m			300 m1) /350 m
	CAT III		-	75 m2) / 125 m			

MISSED APPROACH
Climb to 500 ft on RWY HDG then turn left on HDG 318° to WNG 7 DME, continue climb to 3 000 ft turn left direct to PY980.
Hold as published.
Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

SEOUL/Incheon Intl(RKSI)
ILS or LOC RWY 34R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 34R from PAMBI to NIPUT(IF)		
Fix / Point	Coordinates	
PAMBI(IAF)	37°10'54.3"N	126°32'34.4"E
NIPUT(IF)	37°13'51.5"N	126°37'47.9"E

ILS/LOC Approach to RWY 34R from ENPIL to NIPUT(IF)		
Fix / Point	Coordinates	
ENPIL(IAF)	37°09'39.0"N	126°43'34.0"E
PY019(SDF)	37°11'20.4"N	126°40'01.2"E
NIPUT(IF)	37°13'51.5"N	126°37'47.9"E

ILS/LOC Approach to RWY 34R from NIPUT(IF) to MAHF			
Fix / Point		Coordinates	
DALKA(SDF)		37°17'35.6"N	126°34'29.8"E
PIPAN(FAF)	BRG 333.34°/4.89 NM IRKN	37°22'45.1"N	126°29'55.6"E
D1.0 IRKN (MAPt LOC ONLY)	BRG 333.34°/1.00 NM IRKN	37°25'55.7"N	126°27'06.3"E
WNG VOR/DME		37°25'58.6"N	126°27'00.0"E
THR RWY 34R		37°26'36.29"N	126°26'30.21"E
IRKN DME		37°26'42.5"N	126°26'18.8"E
Climb to 500 ft	HDG 333	-	
D7 WNG	HDG 318	-	
PY980	BRG 240.75°/13.00 NM WNG	37°17'58.7"N	126°14'09.0"E

INSTRUMENT APPROACH CHART - ICAO

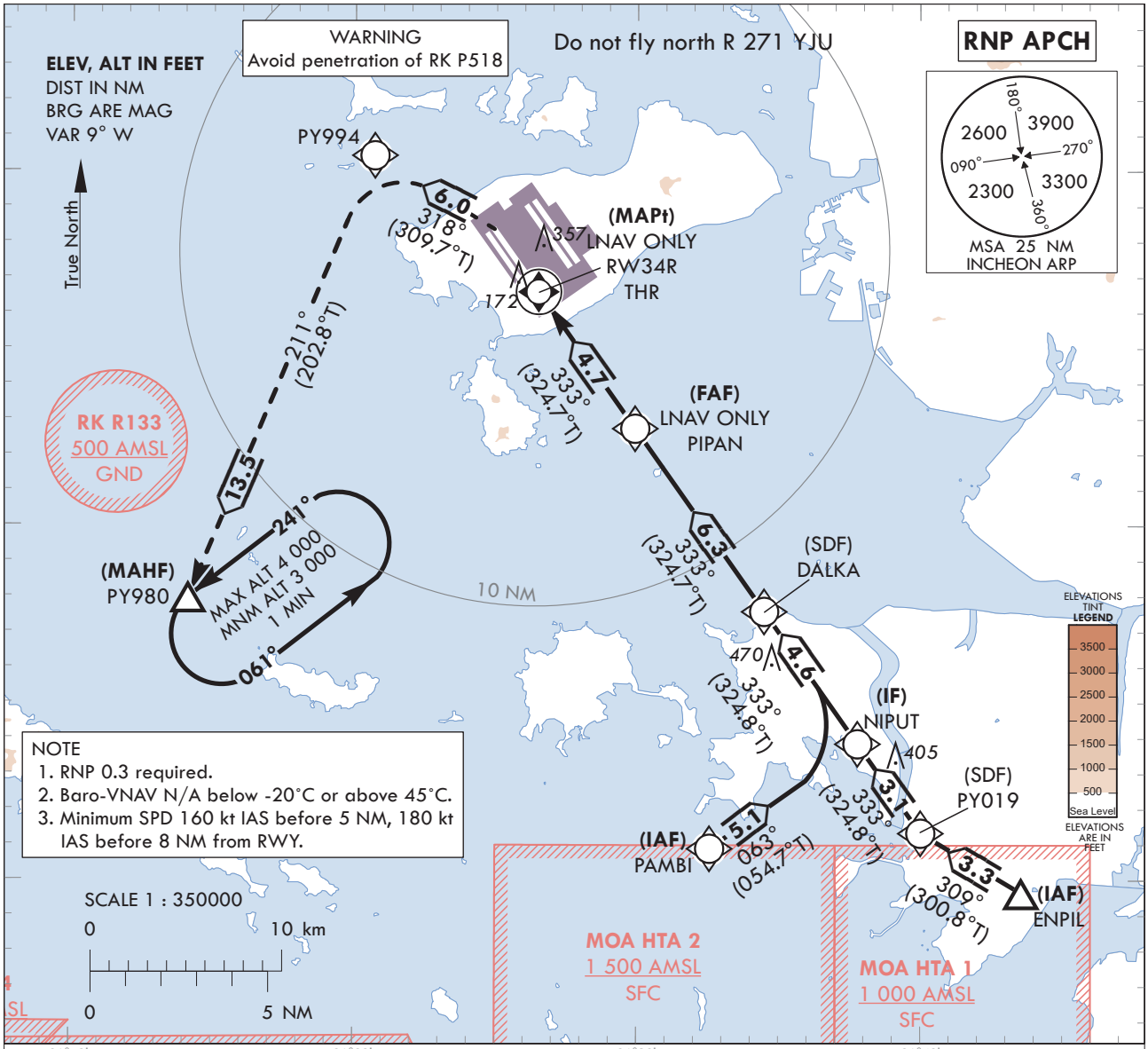
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 34R - ELEV **23** ft

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

RNP RWY 34R

Note : Approach under ICAO Flight Procedures.

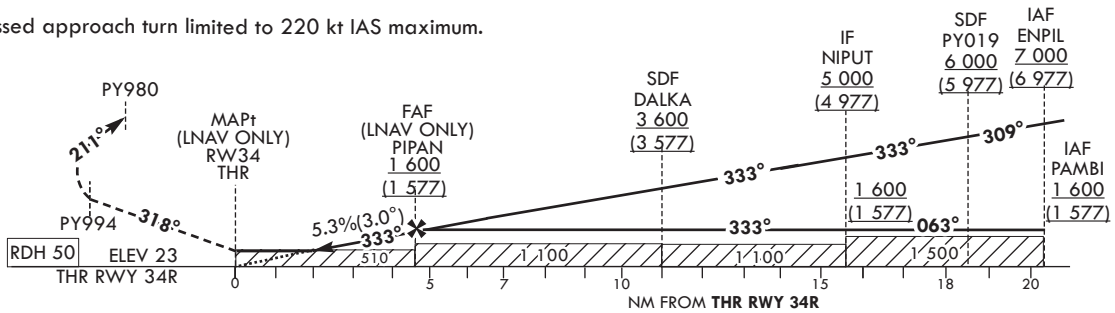


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.

MISSED APPROACH
Climb to 3 000 ft. Track to PY994, PY980.
Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	510 (487)	1 500 m			
		ALS INOP		2 300 m			
	LNAV/VNAV	FULL	430 (407)	1 200 m			
		ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	324	486	647	809	971

* Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 34R - via PAMBI(IAF) to PY980(MAHF)

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	IF	PAMBI	-	-	-	-	+1 600	-	37°10'54.3"N 126°32'34.4"E	-	RNP APCH	IAF
002	TF	NIPUT	-	063 (054.7)	5.1	-	+1 600	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
003	TF	DALKA	-	333 (324.8)	4.6	-	+1 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
004	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
005	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.04/50	RNP APCH	MAPt
006	TF	PY994	-	318 (309.7)	6.0	-	-	-220	37°30'26.2"N 126°20'41.9"E	-	RNP APCH	-
007	TF	PY980	Y	211 (202.8)	13.5	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	-
008	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

RNP RWY 34R - via ENPIL(IAF) to PY980(MAHF)

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	IF	ENPIL	-	-	-	-	+7 000	-	37°09'39.0"N 126°43'34.0"E	-	RNP APCH	IAF
002	TF	PY019	-	309 (300.8)	3.3	-	+6 000	-	37°11'20.4"N 126°40'01.2"E	-	RNP APCH	SDF
003	TF	NIPUT	-	333 (324.8)	3.1	-	+5 000	-	37°13'51.5"N 126°37'47.9"E	-	RNP APCH	IF
004	TF	DALKA	-	333 (324.8)	4.6	-	+3 600	-	37°17'35.6"N 126°34'29.8"E	-	RNP APCH	SDF
005	TF	PIPAN	-	333 (324.7)	6.3	-	+1 600	-	37°22'45.1"N 126°29'55.6"E	-	RNP APCH	FAF
006	TF	RW34R	Y	333(324.7)	4.7	-	+510	-	37°26'36.29"N 126°26'30.21"E	-3.04/50	RNP APCH	MAPt
007	TF	PY994	-	318 (309.7)	6.0	-	-	-220	37°30'26.2"N 126°20'41.9"E	-	RNP APCH	-
008	TF	PY980	Y	211 (202.8)	13.5	-	+3 000	-220	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	-
009	HM	PY980	Y	241 (232.0)	-	L	-4 000 +3 000	-	37°17'58.7"N 126°14'09.0"E	-	RNP APCH	1 min (Outbound timing)

b. These speed restrictions are essential for smooth and safe operations at high traffic loads. If an aircraft does not comply with these speed instructions, the aircraft may have to be excluded from the planned approach sequence.

c. When ATC use “RESUME NORMAL SPEED“ RTF phraseology, it means that the previously issued speed restriction by ATC is cancelled and a pilot can resume an aircraft’s preferred speed. Pilot shall note that it does not mean the removal of MAX 250 kt IAS with in SEOUL TMA.

1.3 Fuel Dumping Area
Fuel Dumping Area is established within SEOUL TMA as follows.

1. AREA : A circle with a radius of 5 NM centered on R 264 NCN/D22, R 278 SEL/D45

2. ALTITUDE : At or above 6 000 ft

3. Area/altitude may be changed by pilot request, traffic condition or any other safety reason.

1.4 Visual Approach
Visual Approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when;

1. Ceiling : at or above 1 000 ft (reported weather by the airport)

2. Visibility : not less than 5 km (3 SM)

3. Circuit : west pattern only

1.5 Use of SID / STAR

a. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.
b. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.
c. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using “CANCEL (LEVEL/SPEED) RESTRICTIONS” or “COMPLY WITH (LEVEL/SPEED) RESTRICTIONS” RTF phraseology.

1.5.1 Assignment of Standard Instrument Departure(SID)

RKSS RWY	RKSI RWY	AIRWAY	SID(PRIMARY)	SID(SECONDARY)
14L/R	15L/R, 16L/R	G597/Y679(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2U	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2U	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2U	SEL 1F
		Y711(BULTI)	RNAV BULTI 2Z	SOT 1E
		Y782/A582(OSPOT)	RNAV OSPOT 2Z	SOT 1E
		G597/Y697(EGOBA)	RNAV EGOBA 2U	SEL 1F
32L/R	33L/R, 34L/R	G597/Y697(NOPIK)	RNAV NOPIK 2T	SEL 1W
		Y711(BULTI)	RNAV BULTI 2T	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2T	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2T	SEL 1W, KARBU 1W
	15L/R, 16L/R	G597/Y697(NOPIK)	RNAV NOPIK 2Q	SEL 1W
		Y711(BULTI)	RNAV BULTI 2Q	SOT 1W
		Y782/A582(OSPOT)	RNAV OSPOT 2Q	SOT 1W
		G597/Y697(EGOBA)	RNAV EGOBA 2Q	SEL 1W, KARBU 1W

1.5.2 Assignment of Standard Terminal Arrival(STAR)

RKSS RWY	RKSI RWY	AIRWAY	STAR(PRIMARY)	STAR(SECONDARY)
14L/R	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2U	RNAV LEGAK 1U
	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2Z	RNAV LEGAK 1U
	-	Y722(OLMEN)	RNAV OLMEN 2U	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2U	
	-	G597/Y697(KARBU)	RNAV KARBU 2U	
32L/R	33L/R, 34L/R	Y644(REBIT)	RNAV REBIT 2T	RNAV LEGAK 1T
	15L/R, 16L/R	Y644(REBIT)	RNAV REBIT 2Q	RNAV LEGAK 1T
	-	Y722(OLMEN)	RNAV OLMEN 2T	
	-	Y685/G585(GUKDO)	RNAV GUKDO 2T	
	-	G597/Y697(KARBU)	RNAV KARBU 2T	

1.6 Initial Radio Call Procedures with SEOUL APPROACH

1. When instructed to "CONTACT", pilot shall Squawk IDENT and report callsign, ACFT type(including series) and ATIS code.

   e.g.) “Seoul Approach, ABC123, Boeing 738, information ‘A’.”

2. When instructed to "MONITOR or STAND BY FOR", pilot shall Squawk IDENT and keep silent until ATC initiate call.

1.7 Missed approach procedure when ground navigation aid is Unserviceable

1. RWY 14L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.
2. RWY 32L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.
3. Report to ATC about missed approach route(published procedure or HDG/ALT) when going around.
4. If ATC issue another HDG/ALT, follow ATC’s instruction when going around.

2. VFR

2.1 VFR PROCEDURE

1. VFR Weather minima

   a. Ground Visibility : Not less than 5 km
   b. Ceiling : at or above 450 m (1 500 ft)
   ※ School and Training Flights
   Ceiling : at or above 610 m(2 000 ft)

2. VFR Traffic Circuit : Refer to Page RKSS AD 2-29

3. VFR Reporting point : Refer to Page RKSS AD 2-30

4. VFR Circuit Altitude

   a. Helicopter : 1 000 ft
   b. Conventional : 1 000 ft

5. VFR Flight procedure

   a. VFR aircraft shall maintain two way radio communication and get permission prior to entering Class B airspace from Seoul Approach Control except
      1) when landing and departing within Gimpo Control Zone via VFR reporting points.
      2) for transiting through Gimpo Control Zone.
   b. VFR Aircraft shall pass "K" at or above 2 000 ft unless otherwise when cleared or instructed by ATC or when necessary for safety or hazardous in-flight weather condition.
   c. Aircraft is required to use traffic circuit for each runway in use.
   d. "F" and "W" are radio transfer points between Gimpo and Incheon control zone.
   e. As practical as possible, pilot should avoid congested areas, hospitals and schools.

6. Fixed Wing VFR Procedures

   Departure

   a. After departing from RWY 14, pass the RWY end and reach the safe altitude, then fly the following routes;
      1) For SOUTH bound : Turn right then proceed to K for the next VFR reporting point or for further ATC instructions. Cross K at or above 2 000 ft.
      2) For NORTH bound : Turn right then proceed to K for further ATC instructions. Pass K at or above 2 000 ft.
   b. After departing from RWY 32, pass the RWY end and reach the safe altitude, then fly the following routes;
      1) For SOUTH bound : After take-off, turn left then proceed to K for the next VFR reporting point for further ATC instructions. Cross K at or above 2 000 ft.
      2) For NORTHEAST bound : After take-off, maintain RWY heading then turn right when ATC gives instruction.

   Arrival

   a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following route. Cross K at or above 3 000 ft;
      1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
      2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.
   b. Inbound from NORTH : Enter into N or R then climb to 3 000 ft as instructed by ATC. Proceed to K via KIP.
      1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
      2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on RWY 32L/R as instructed by ATC.

   Holding

   a. When ATC clears "Hold north of K", pilots shall fly connecting "K" - Geyang IC (R 256 KIP/D2.2, 373238N 1264455E) - Bucheon city northern water resources ecological park (R 255 KIP/D1.5, 373239N 1264603E) maintaining at or above 2 000 ft as instructed by ATC.
      ※ CAUTION : Use caution not to fly beyond the line of 1.5 NM west of RWY 32L/14R in order to protect the VFR traffic circuits.

Change : Information of unit of measurement for ground visibility.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

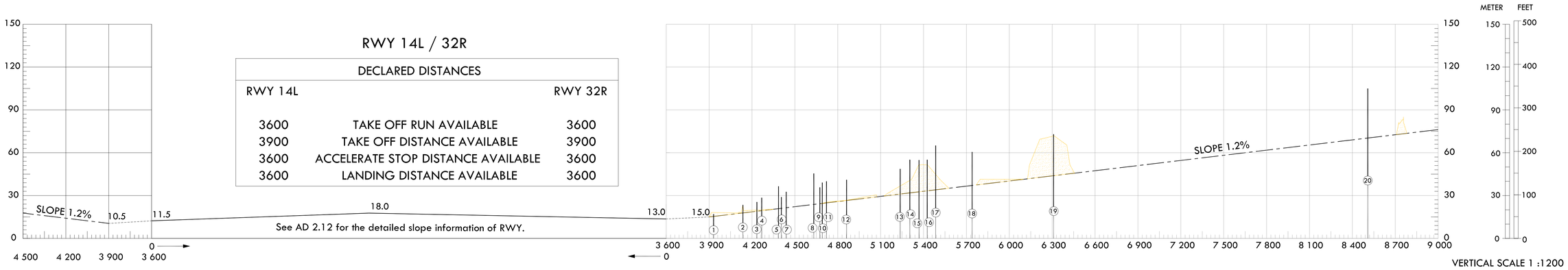
DIMENSIONS AND ELEVATIONS IN METERS

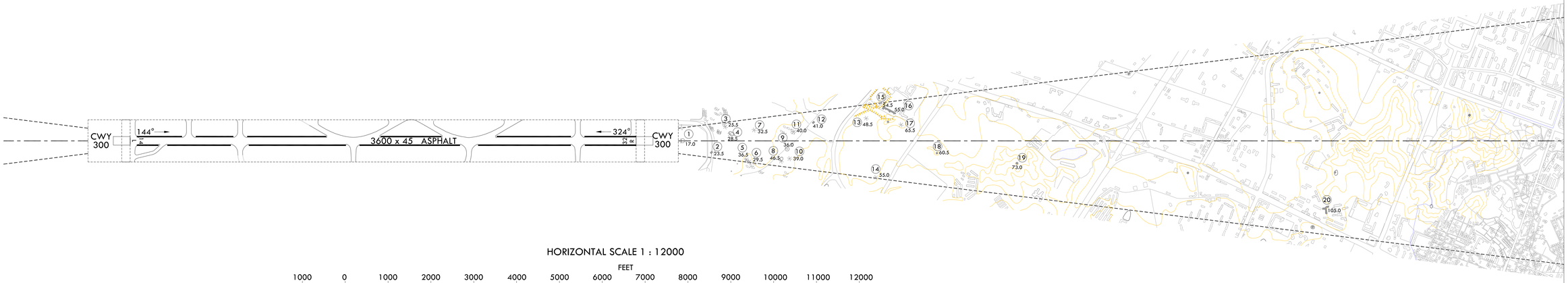
SEOUL / Gimpo Intl

MAGNETIC VARIATION 9° W - 2020

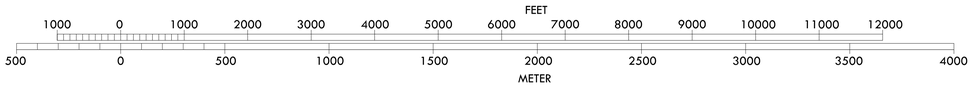
RWY 14L / 32R

DECLARED DISTANCES		
RWY 14L		RWY 32R
3600	TAKE OFF RUN AVAILABLE	3600
3900	TAKE OFF DISTANCE AVAILABLE	3900
3600	ACCELERATE STOP DISTANCE AVAILABLE	3600
3600	LANDING DISTANCE AVAILABLE	3600





HORIZONTAL SCALE 1 : 12000



LEGEND		
ITEM	SYMBOL Plan	SYMBOL Number
Tree or shrub		Identification number
Pole,tower,spire,antenna,etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

OBSTACLES					
NO	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37˚32´44.1˝N	126˚48´35.1˝E	17.0	ETC	
2	37˚32´37.5˝N	126˚48´38.6˝E	23.5	Building	
3	37˚32´39.4˝N	126˚48´46.6˝E	25.5	Tree	
4	37˚32´37.9˝N	126˚48´46.4˝E	28.5	Tree	
5	37˚32´31.0˝N	126˚48´44.5˝E	36.5	Tree	
6	37˚32´30.2˝N	126˚48´44.2˝E	29.5	Tree	
7	37˚32´34.6˝N	126˚48´52.1˝E	32.5	Tree	
8	37˚32´24.7˝N	126˚48´51.1˝E	46.5	Tree	
9	37˚32´25.7˝N	126˚48´54.8˝E	36.0	ETC	
10	37˚32´24.2˝N	126˚48´53.6˝E	39.0	Tree	

OBSTACLES					
NO	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
11	37˚32´27.5˝N	126˚48´59.6˝E	40.0	Tree	
12	37˚32´25.9˝N	126˚49´05.9˝E	41.0	Building(Chimney)	
13	37˚32´18.2˝N	126˚49´17.5˝E	48.5	Tree	
14	37˚32´06.9˝N	126˚49´07.1˝E	55.0	Tree	
15	37˚32´16.2˝N	126˚49´23.4˝E	54.5	Building	
16	37˚32´15.1˝N	126˚49´23.7˝E	55.0	Building	
17	37˚32´11.5˝N	126˚49´23.3˝E	65.0	Tree	
18	37˚31´57.4˝N	126˚49´24.8˝E	60.5	Tree	
19	37˚31´45.9˝N	126˚49´38.9˝E	73.0	Peak	
20	37˚30´48.1˝N	126˚50´33.6˝E	105.0	Building	

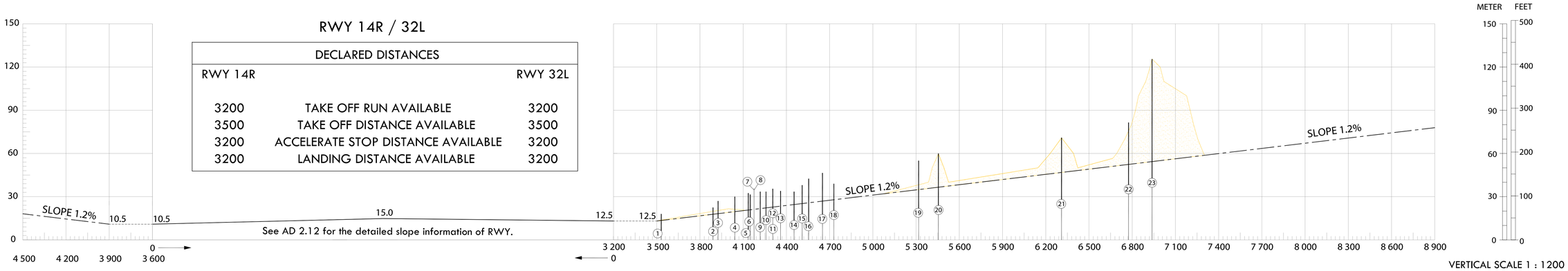
AMENDMENT RECORD		
NO	DATE	ENTERED BY

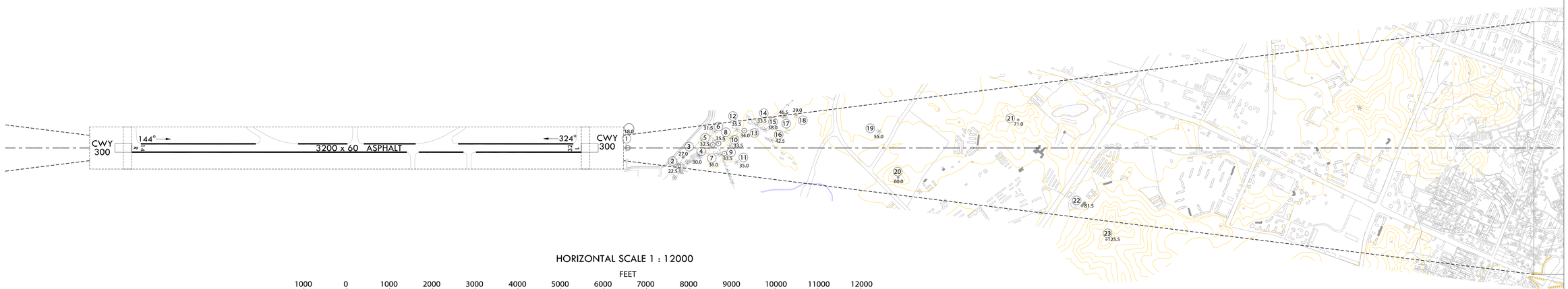
Change : Information of RWY direction(143°, 323° → 144°, 324°).

MAGNETIC VARIATION 9° W - 2020

RWY 14R / 32L

DECLARED DISTANCES		
RWY 14R		RWY 32L
3200	TAKE OFF RUN AVAILABLE	3200
3500	TAKE OFF DISTANCE AVAILABLE	3500
3200	ACCELERATE STOP DISTANCE AVAILABLE	3200
3200	LANDING DISTANCE AVAILABLE	3200





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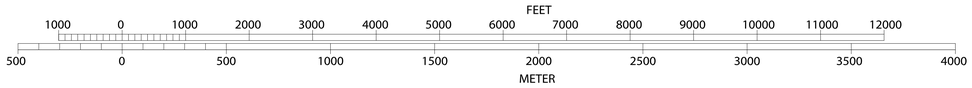


LEGEND		
ITEM	SYMBOL Plan	Number
Tree or shrub		Identification number
Pole,tower,spire,antenna,etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

OBSTACLES

NO	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°32´45.4˝N	126°48´12.5˝E	18.0	LOC(14L)	
2	37°32´34.1˝N	126°48´19.0˝E	22.5	ETC	
3	37°32´34.8˝N	126°48´21.9˝E	27.0	Building	
4	37°32´32.0˝N	126°48´26.2˝E	30.0	Tree	
5	37°32´32.0˝N	126°48´30.5˝E	32.5	Electric pole	
6	37°32´33.8˝N	126°48´33.6˝E	31.5	Tree	
7	37°32´29.5˝N	126°48´29.7˝E	36.0	Tree	
8	37°32´31.3˝N	126°48´31.9˝E	35.5	Electric pole	
9	37°32´28.7˝N	126°48´31.1˝E	33.5	ETC	
10	37°32´29.0˝N	126°48´33.8˝E	33.5	Tree	
11	37°32´25.3˝N	126°48´31.8˝E	35.0	Tree	
12	37°32´30.6˝N	126°48´38.6˝E	35.5	Tree	

OBSTACLES

NO	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
13	37°32´29.1˝N	126°48´39.8˝E	34.0	Electric pole	
14	37°32´28.0˝N	126°48´43.8˝E	33.5	Tree	
15	37°32´25.8˝N	126°48´44.4˝E	38.0	Tree	
16	37°32´23.1˝N	126°48´43.6˝E	42.5	Tree	
17	37°32´24.7˝N	126°48´51.1˝E	46.5	Tree	
18	37°32´24.2˝N	126°48´53.6˝E	39.0	Tree	
19	37°32´06.9˝N	126°49´07.1˝E	55.0	Tree	
20	37°31´56.1˝N	126°49´02.5˝E	60.0	peak	
21	37°31´45.9˝N	126°49´38.9˝E	71.0	peak	
22	37°31´21.5˝N	126°49´34.9˝E	81.5	Building	
23	37°31´11.9˝N	126°49´32.4˝E	125.5	peak	

AMENDMENT RECORD		
NO	DATE	ENTERED BY

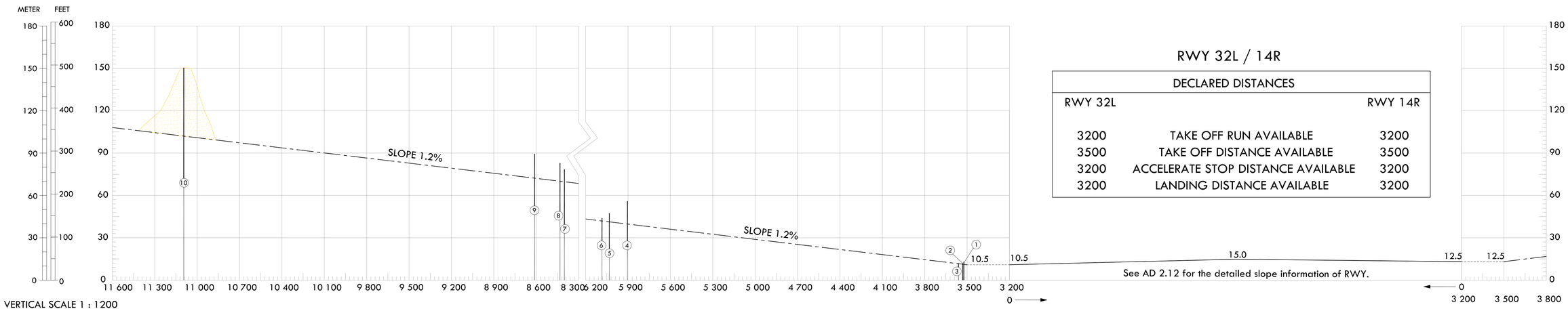
Change : Information of RWY direction(143°, 323° → 144°, 324°).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

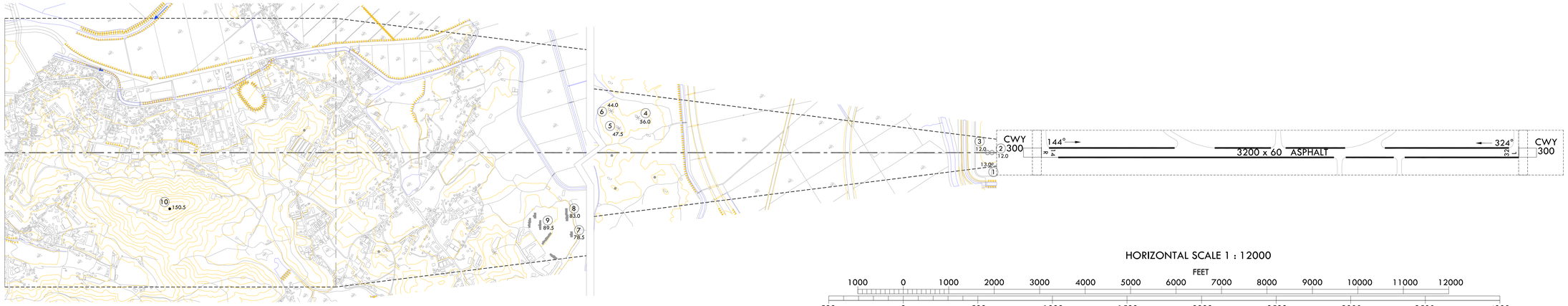
SEOUL / Gimpo Intl

MAGNETIC VARIATION 9° W - 2020



RWY 32L / 14R

DECLARED DISTANCES		
RWY 32L		RWY 14R
3200	TAKE OFF RUN AVAILABLE	3200
3500	TAKE OFF DISTANCE AVAILABLE	3500
3200	ACCELERATE STOP DISTANCE AVAILABLE	3200
3200	LANDING DISTANCE AVAILABLE	3200



LEGEND		
ITEM	SYMBOL	
	Plan	Number
Tree or shrub		Identification number
Pole,tower,spire,antenna,etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

ORDER OF ACCURACY

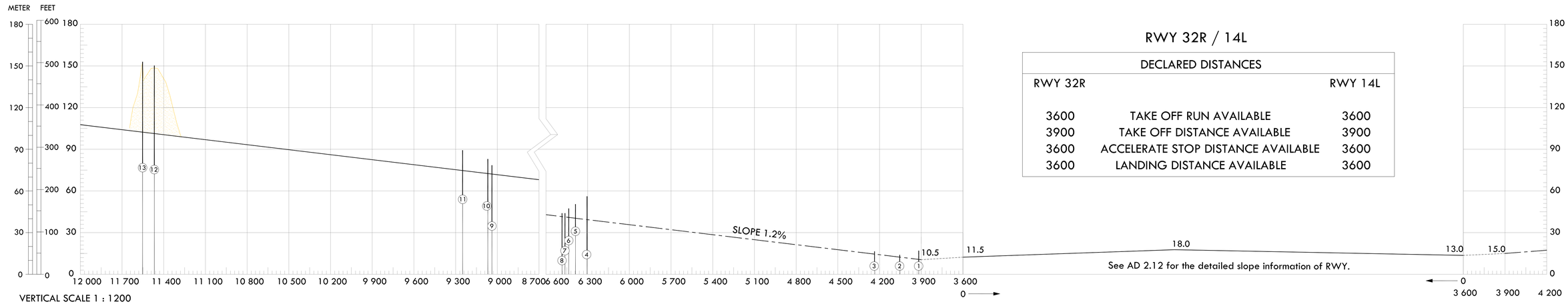
HORIZONTAL 5.0 m
VERTICAL 0.5 m

OBSTACLES					
NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37˚34´11.8˝N	126˚46´19.8˝E	13.0	building	
2	37˚34´13.7˝N	126˚46´21.9˝E	12.0	etc	
3	37˚34´14.3˝N	126˚46´21.0˝E	12.0	etc	
4	37˚35´13.4˝N	126˚45´20.2˝E	56.0	tree	
5	37˚35´14.7˝N	126˚45´14.4˝E	47.5	tree	
6	37˚35´18.6˝N	126˚45´16.3˝E	44.0	tree	
7	37˚35´52.8˝N	126˚43´45.7˝E	78.5	building	
8	37˚35´56.0˝N	126˚43´48.1˝E	83.0	building	
9	37˚35´59.1˝N	126˚43´41.5˝E	89.5	building	
10	37˚36´58.4˝N	126˚42´33.0˝E	150.5	mountain	

AMENDMENT RECORD		
NO	DATE	ENTERED BY

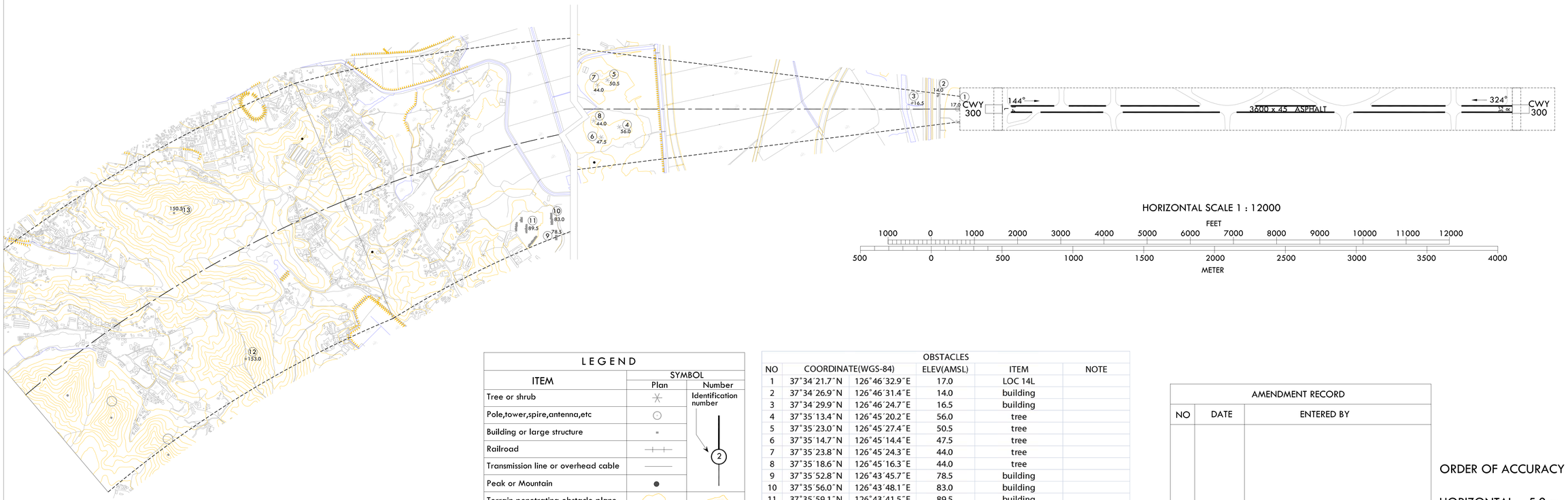
Change : Information of RWY direction(143˚, 323˚ → 144˚, 324˚).

MAGNETIC VARIATION 9° W - 2020



RWY 32R / 14L

DECLARED DISTANCES		
RWY 32R		RWY 14L
3600	TAKE OFF RUN AVAILABLE	3600
3900	TAKE OFF DISTANCE AVAILABLE	3900
3600	ACCELERATE STOP DISTANCE AVAILABLE	3600
3600	LANDING DISTANCE AVAILABLE	3600



LEGEND		
ITEM	SYMBOL Plan	SYMBOL Number
Tree or shrub		Identification number
Pole,tower,spire,antenna,etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

OBSTACLES

NO	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°34´21.7˝N	126°46´32.9˝E	17.0	LOC 14L	
2	37°34´26.9˝N	126°46´31.4˝E	14.0	building	
3	37°34´29.9˝N	126°46´24.7˝E	16.5	building	
4	37°35´13.4˝N	126°45´20.2˝E	56.0	tree	
5	37°35´23.0˝N	126°45´27.4˝E	50.5	tree	
6	37°35´14.7˝N	126°45´14.4˝E	47.5	tree	
7	37°35´23.8˝N	126°45´24.3˝E	44.0	tree	
8	37°35´18.6˝N	126°45´16.3˝E	44.0	tree	
9	37°35´52.8˝N	126°43´45.7˝E	78.5	building	
10	37°35´56.0˝N	126°43´48.1˝E	83.0	building	
11	37°35´59.1˝N	126°43´41.5˝E	89.5	building	
12	37°36´23.4˝N	126°42´17.7˝E	153.0	mountain	
13	37°36´58.4˝N	126°42´33.0˝E	150.5	peak	

AMENDMENT RECORD		
NO	DATE	ENTERED BY

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

Change : Information of RWY direction(143°, 323° → 144°, 324°).

INSTRUMENT APPROACH CHART-ICAO

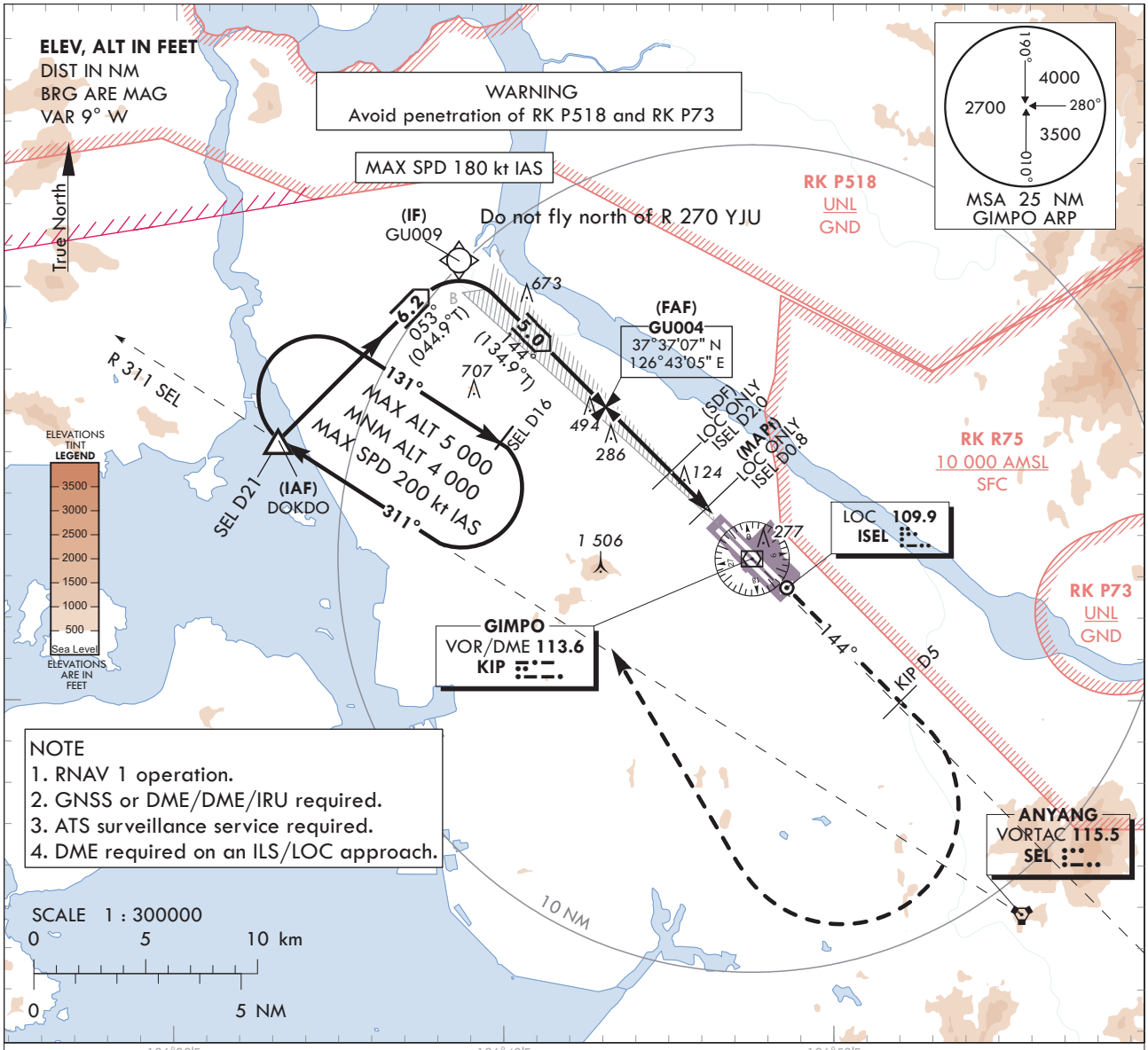
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14L - ELEV **38** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

ILS Z or LOC Z RWY 14L



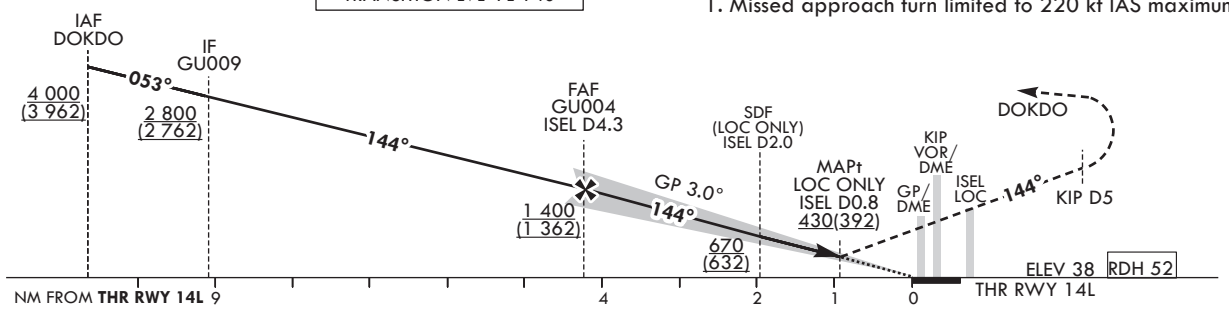
NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.

RECOMMENDED PROFILE	DME ISEL	4	3	2
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 336 (1 298)	1 018 (980)	700 (662)

MISSED APPROACH
Climb to 4 000 ft on HDG 144 to KIP D5 then turn right to intercept and proceed via R 311 SEL to DOKDO. Hold as published.

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	238 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	430 (392)	1 100 m			
		ALS INOP		1 800 m			

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of RK P73.

SEOUL/Gimpo Intl(RKSS)
ILS Z or LOC Z RWY 14L

AERONAUTICAL DATA TABULATION

ILS/LOC Z Approach to RWY 14L from DOKDO			
Fix / Point		Coordinates	
DOKDO(IAF)		37°36'17.1"N	126°33'07.1"E
GU009(IF)	BRG 53.48°/6.20 NM	37°40'40.0"N	126°38'36.6"E
GU004(FAF)	BRG 143.54°/4.30 NM ISEL	37°37'07.1"N	126°43'04.8"E
D2.0 ISEL (SDF LOC ONLY)	BRG 143.54°/2.00 NM ISEL	37°35'32.2"N	126°45'04.3"E
D0.8 ISEL (MAPt LOC ONLY)	BRG 143.54°/0.80 NM ISEL	37°34'41.1"N	126°46'08.4"E
THR RWY 14L		37°34'14.55"N	126°46'41.80"E
ISEL DME		37°34'03.8"N	126°46'48.1"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	HDG 144	37°29'58.1"N	126°52'02.1"E
DOKDO	R 311 SEL/21.00 NM	37°36'17.1"N	126°33'07.1"E

INSTRUMENT APPROACH CHART - ICAO

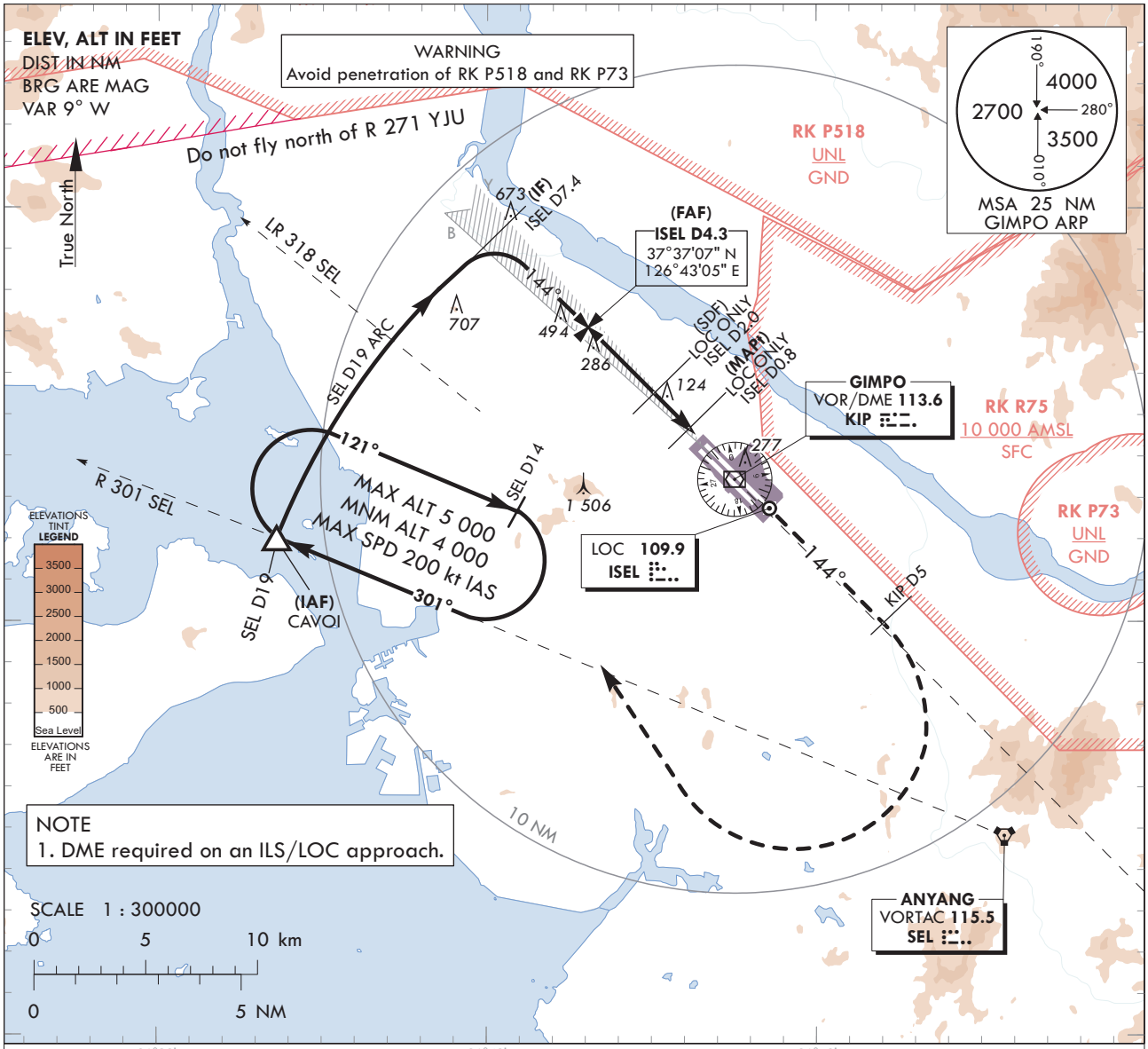
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14L - ELEV **38** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

ILS Y or LOC Y RWY 14L

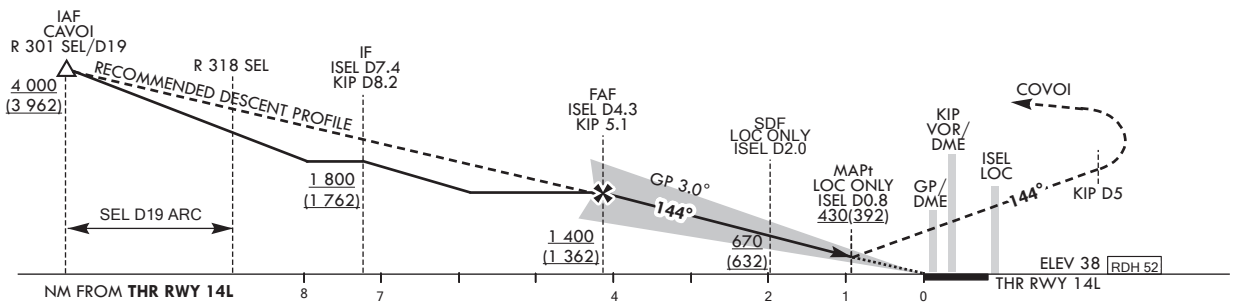


NOTE
1. DME required on an ILS/LOC approach.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

RECOMMENDED PROFILE	DME ISEL	4	3	2
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 336 (1 298)	1 018 (980)	700 (662)

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	238 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	430 (392)	1 100 m			
		ALS INOP		1 800 m			

MISSED APPROACH
Climb to 4 000 ft on HDG 144 to KIP D5 then turn right to intercept and proceed via R 301 SEL to CAVOI. Hold as published.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of RK P73.

SEOUL/Gimpo Intl(RKSS)
ILS Y or LOC Y RWY 14L

AERONAUTICAL DATA TABULATION

ILS/LOC Y Approach to RWY 14L from CAVOI			
Fix / Point		Coordinates	
CAVOI(IAF)	R 301 SEL/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E
D7.4 ISEL(IF)	BRG 143.54°/7.40 NM ISEL	37°39'20.6"N	126°40'16.7"E
D4.3 ISEL(FAF)	BRG 143.54°/4.30 NM ISEL	37°37'07.1"N	126°43'04.8"E
D2.0 ISEL (SDF LOC ONLY)	BRG 143.54°/2.00 NM ISEL	37°35'32.2"N	126°45'04.3"E
D0.8 ISEL (MAPt LOC ONLY)	BRG 143.54°/0.80 NM ISEL	37°34'41.1"N	126°46'08.4"E
THR RWY 14L		37°34'14.55"N	126°46'41.80"E
ISEL DME		37°34'03.8"N	126°46'48.1"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	HDG 144	37°29'58.1"N	126°52'02.1"E
CAVOI	R 301 SEL/19.00 NM	37°32'02.0"N	126°33'37.0"E

INSTRUMENT APPROACH CHART-ICAO

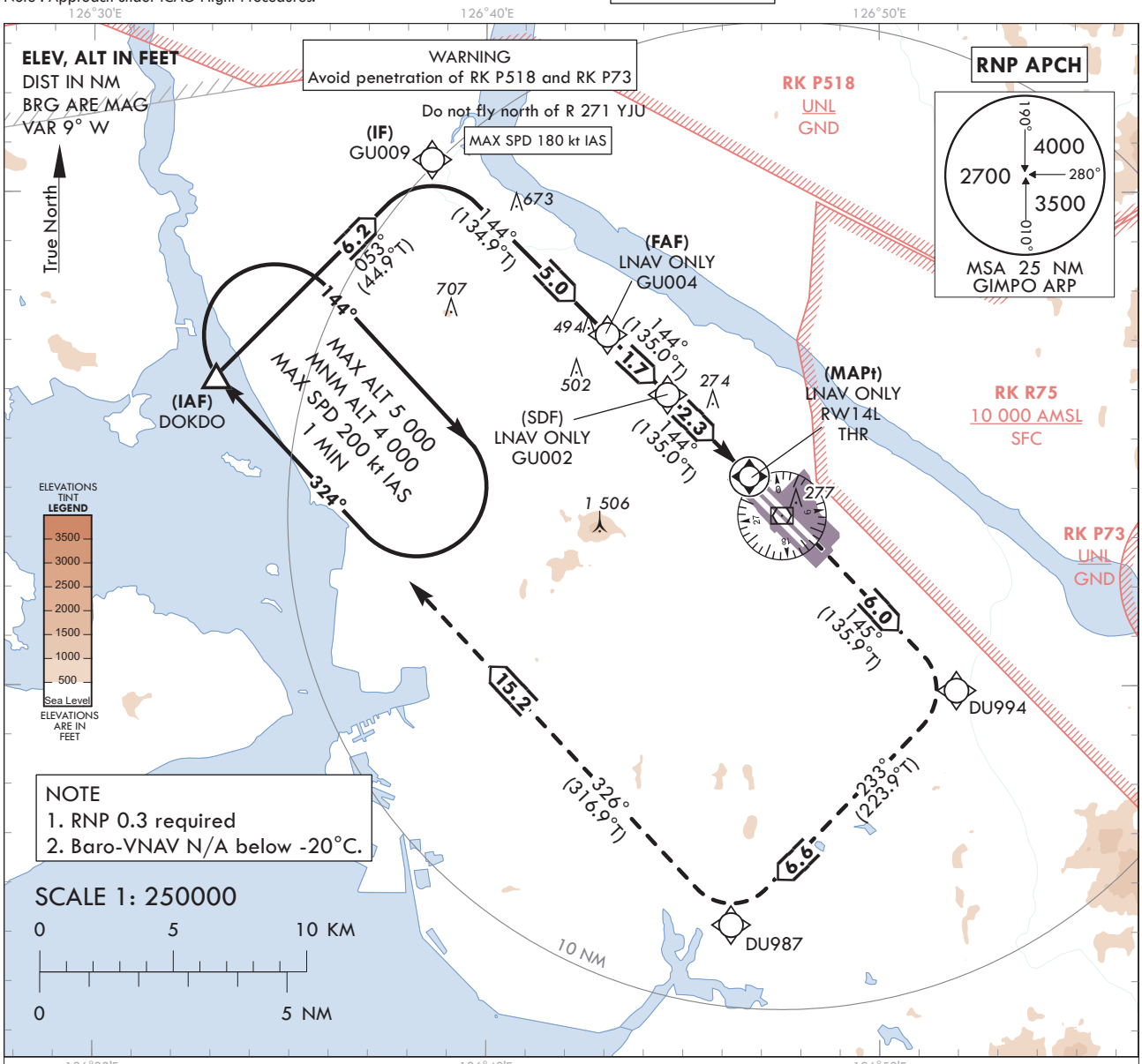
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14L - ELEV **38** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

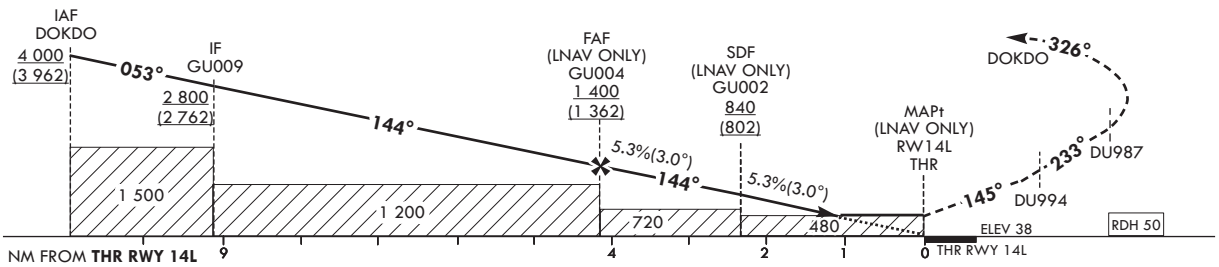
RNP RWY 14L



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft. Track to DU994, DU987 and DOKDO. Hold as pushlished.

NOTE
1.Missed approach turn limited to 220 kt IAS maximum.



CATEGORY		MDA(H)/ DA(H)	A	B	C	D
LNAV	FULL	480 (442)	1 400 m			
	ALS INOP		2 100 m			
LNAV/VNAV	FULL	450 (412)	1 200 m			
	ALS INOP		1 900 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of RK P73.

Instrument Approach Procedure Coding Tables

RNP RWY 14L

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	IF	DOKDO	-	-	-	-	+4 000	-	37°36'17.1"N 126°33'07.1"E	-	RNP APCH	IAF
002	TF	GU009	-	053 (044.9)	6.2	-	+2 800	-180	37°40'40.0"N 126°38'36.6"E	-	RNP APCH	IF
003	TF	GU004	-	144 (134.9)	5.0	-	+1 400	-	37°37'07.1"N 126°43'04.8"E	-	RNP APCH	FAF
004	TF	GU002	-	144 (135.0)	1.7	-	+840	-	37°35'54.2"N 126°44'36.6"E	-	RNP APCH	SDF
005	TF	RW14L	Y	144 (135.0)	2.3	-	+480	-	37°34'14.55"N 126°46'41.80"E	-3.01/50	RNP APCH	MAPt
006	TF	DU994	-	145 (135.9)	6.0	-	-	-	37°29'54.5"N 126°51'57.6"E	-	RNP APCH	-
007	TF	DU987	-	233 (223.9)	6.6	-	-	-220	37°25'09.3"N 126°46'13.6"E	-	RNP APCH	-
008	TF	DOKDO	Y	326 (316.9)	15.2	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-	RNP APCH	-
009	HM	DOKDO	Y	324 (314.9)	-	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART-ICAO

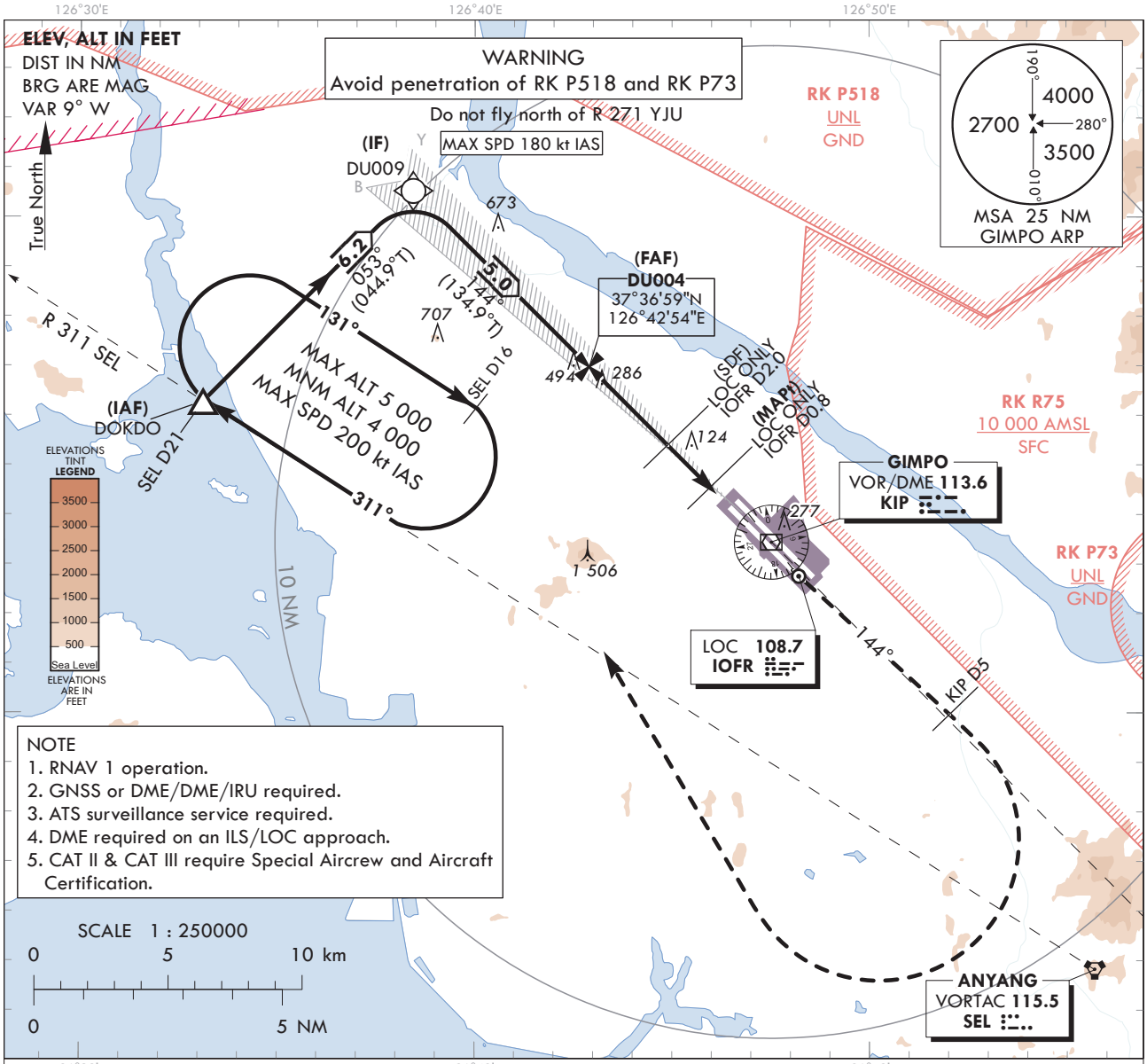
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14R - ELEV **34** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 14R
CAT II & III



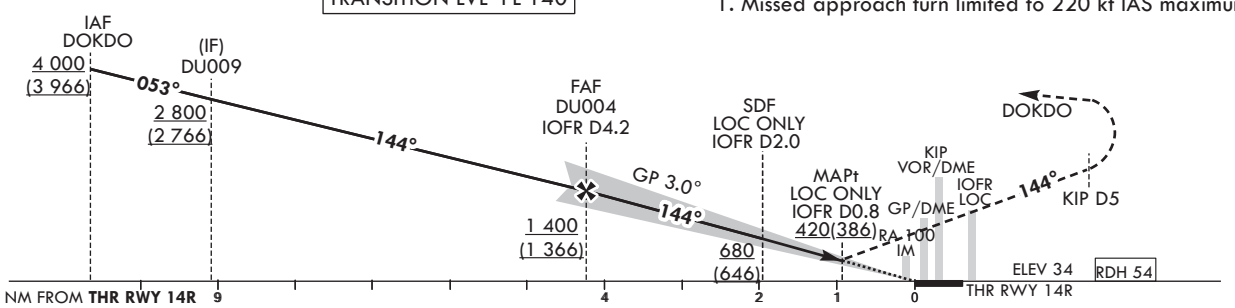
NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.
5. CAT II & CAT III require Special Aircrew and Aircraft Certification.

RECOMMENDED PROFILE	DME IOFR	4	3	2
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 336 (1 302)	1 018 (984)	700 (666)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 4 000 ft on HDG 144° to KIP D5 then turn right to intercept and proceed via R 311 SEL to DOKDO. Hold as published.

NOTE
1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	234 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	420 (386)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		134(100)	300 m			300 m1) / 350 m
	CAT III		-	75 m2) / 125 m			

1) For CAT D aeroplane conducting and autoland.
2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of RK P73.

SEOUL/Gimpo Intl(RKSS)
ILS or LOC RWY 14R
CAT II & III

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 14R from DOKDO			
Fix / Point		Coordinates	
DOKDO(IAF)		37°36'17.1"N	126°33'07.1"E
DU009(IF)	BRG 53.48°/6.00 NM	37°40'31.8"N	126°38'26.2"E
DU004(FAF)	BRG 143.53°/4.20 NM IOFR	37°36'59.0"N	126°42'54.3"E
D2.0 IOFR (SDF LOC ONLY)	BRG 143.53°/2.00 NM IOFR	37°35'23.9"N	126°44'53.9"E
D0.8 IOFR (MAPt LOC ONLY)	BRG 143.53°/0.80 NM IOFR	37°34'32.9"N	126°45'58.1"E
THR RWY 14R		37°34'06.19"N	126°46'31.60"E
IOFR DME		37°34'01.9"N	126°46'44.2"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	HDG 144	37°29'50.7"N	126°51'52.7"E
DOKDO	R 311 SEL/21.00 NM	37°36'17.1"N	126°33'07.1"E

INSTRUMENT APPROACH CHART-ICAO

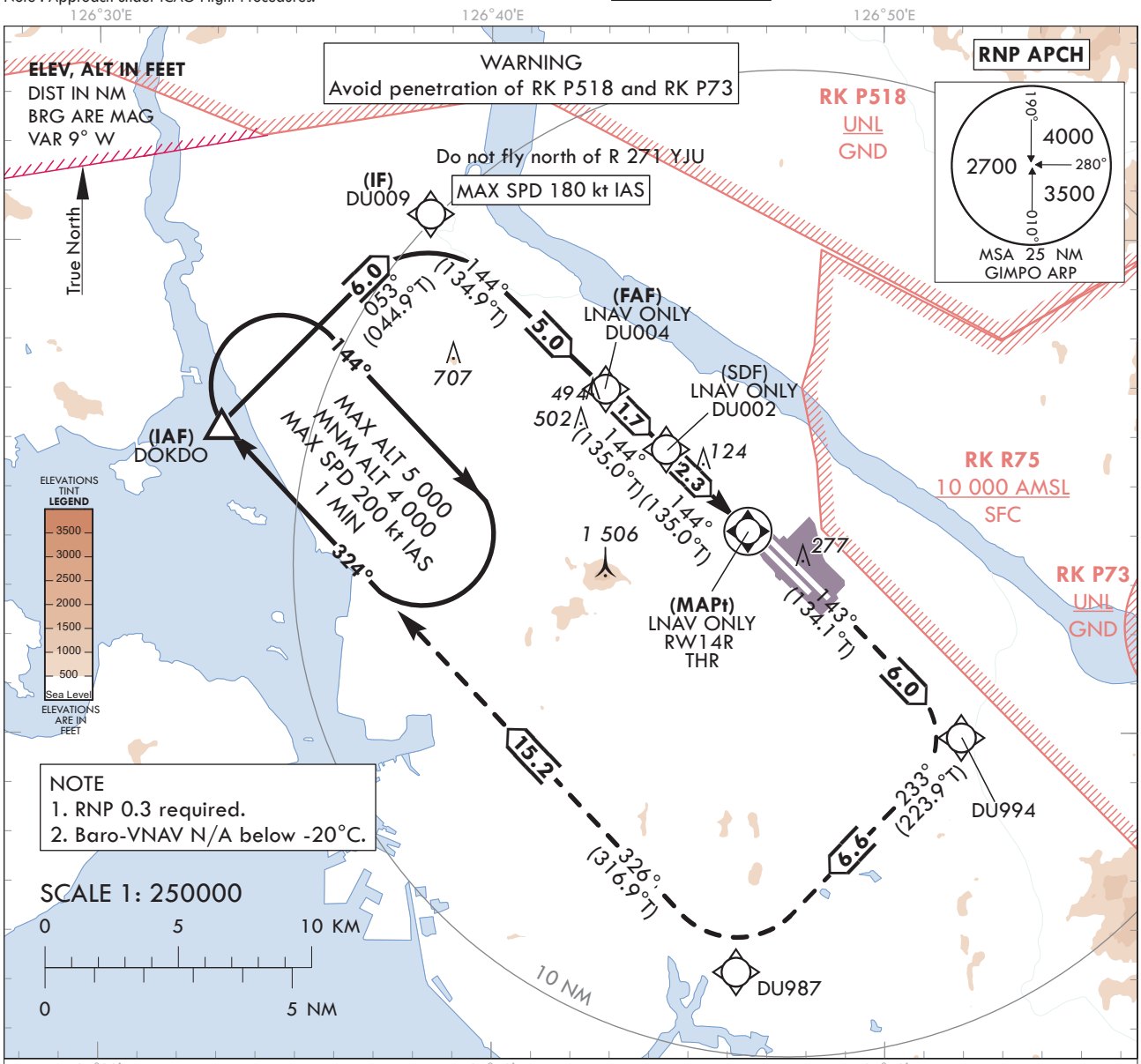
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 14R - ELEV **34** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

RNP RWY 14R



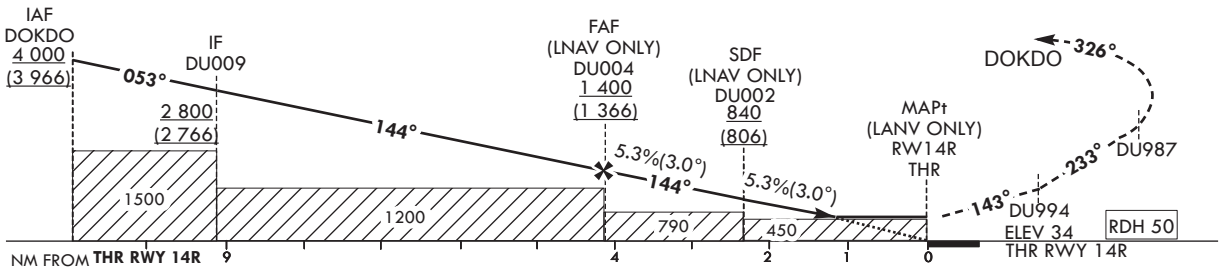
MISSED APPROACH

Climb to 4 000 ft. Track to DU994, DU987 and DOKDO. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE

1. Missed approach turn limited to 220 kt IAS maximum.



CATEGORY		MDA(H)/DA(H)	A	B	C	D
LNAV	FULL	450 (416)	1 200 m			
	ALS INOP		1 900 m			
LNAV/VNAV	FULL	450 (416)	1 200 m			
	ALS INOP		1 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of RK P73.

Instrument Approach Procedure Coding Tables

RNP RWY 14R

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	IF	DOKDO	-	-	-	-	+4 000	-	37°36'17.1"N 126°33'07.1"E	-	RNP APCH	IAF
002	TF	DU009	-	053 (044.9)	6.0	-	+2 800	-180	37°40'31.8"N 126°38'26.2"E	-	RNP APCH	IF
003	TF	DU004	-	144 (134.9)	5.0	-	+1 400	-	37°36'59.0"N 126°42'54.3"E	-	RNP APCH	FAF
004	TF	DU002	-	144 (135.0)	1.7	-	+840	-	37°35'45.6"N 126°44'26.6"E	-	RNP APCH	SDF
005	TF	RW14R	Y	144 (135.0)	2.3	-	+450	-	37°34'06.19"N 126°46'31.60"E	-3.01/50	RNP APCH	MAPt
006	TF	DU994	-	143 (134.1)	6.0	-	-	-	37°29'54.5"N 126°51'57.6"E	-	RNP APCH	-
007	TF	DU987	-	233 (223.9)	6.6	-	-	-220	37°25'09.3"N 126°46'13.6"E	-	RNP APCH	-
008	TF	DOKDO	Y	326 (316.9)	15.2	-	+4 000	-220	37°36'17.1"N 126°33'07.1"E	-	RNP APCH	-
009	HM	DOKDO	Y	324 (314.9)	-	R	-5 000 +4 000	-200	37°36'17.1"N 126°33'07.1"E	-	RNP APCH	1 min (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

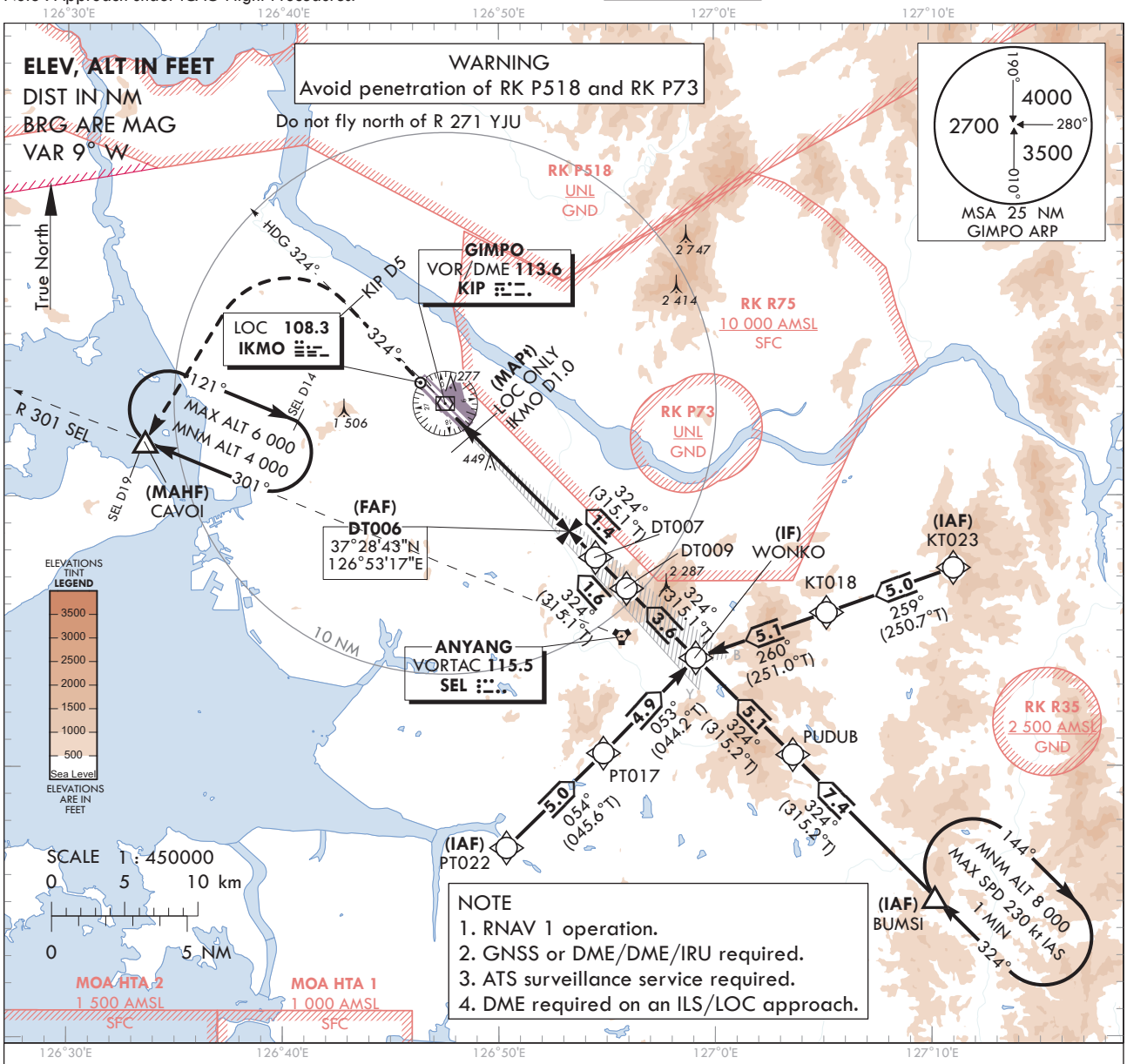
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV **41** ft

SEOUL APP	119.75 119.1
GIMPO TWR	118.1 118.05

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 32L

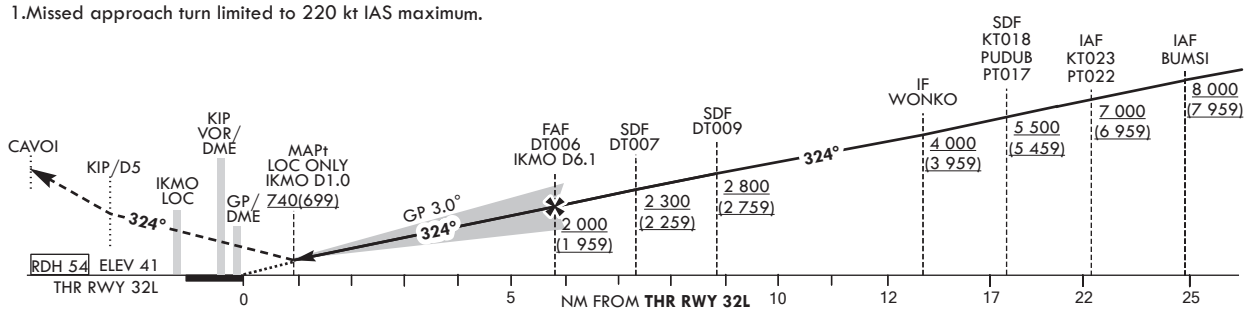


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.

RECOMMENDED PROFILE	DME IKMO	6	5	4	3
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 969 (1 926)	1 655 (1 614)	1 328 (1 287)	1 004 (963)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1.Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	241 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	740 (699)	2 500 m			
		ALS INOP		3 200 m			

MISSED APPROACH
After 500 ft, Climb on HDG 324° to KIP D5.
Continue climb to 4 000 ft.
Turn left direct to CAVOI. Hold as published.

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of RK P73.

SEOUL/Gimpo Intl(RKSS)
ILS or LOC RWY 32L

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 32L from KT023 to WONKO(IF)		
Fix / Point		Coordinates
KT023(IAF)		37°27'20.9"N 127°11'04.4"E
KT018(SDF)	BRG 259.29°/5.00 NM	37°25'41.9"N 127°05'11.1"E
WONKO(IF)	BRG 259.60°/5.10 NM	37°24'02.0"N 126°59'08.0"E
ILS/LOC Approach to RWY 32L from BUMSI to WONKO(IF)		
Fix / Point		Coordinates
BUMSI(IAF)		37°15'10.2"N 127°10'09.6"E
PUDUB(SDF)	BRG 323.86°/7.42 NM	37°20'26.5"N 127°03'36.6"E
WONKO(IF)	BRG 323.79°/5.06 NM	37°24'02.0"N 126°59'08.0"E
ILS/LOC Approach to RWY 32L from PT022 to WONKO(IF)		
Fix / Point		Coordinates
PT022(IAF)		37°17'00.6"N 126°50'21.9"E
PT017(SDF)	BRG 54.22°/5.00 NM	37°20'30.7"N 126°54'50.7"E
WONKO(IF)	BRG 52.77°/4.90 NM	37°24'02.0"N 126°59'08.0"E
ILS/LOC Approach to RWY 32L from WONKO(IF) to MAHF		
Fix / Point		Coordinates
DT009(SDF)	BRG 323.72°/9.10 NM IKMO	37°26'36.1"N 126°55'55.6"E
DT007(SDF)	BRG 323.72°/7.50 NM IKMO	37°27'44.9"N 126°54'29.5"E
DT006(FAF)	BRG 323.72°/6.10 NM IKMO	37°28'42.9"N 126°53'17.0"E
D1.0 IKMO (MAPt LOC ONLY)	BRG 323.72°/1.00 NM IKMO	37°32'17.6"N 126°48'48.0"E
THR RWY 32L		37°32'52.83"N 126°48'03.71"E
IKMO DME		37°32'57.4"N 126°47'51.3"E
KIP VOR/DME		37°33'27.1"N 126°47'31.3"E
Climb to 500 ft	HDG 324	-
D5 KIP	HDG 324	37°36'59.7"N 126°43'04.6"E
CAVOI	BRG 223.11°/19.00 NM SEL	37°32'02.0"N 126°33'37.0"E

INSTRUMENT APPROACH CHART-ICAO

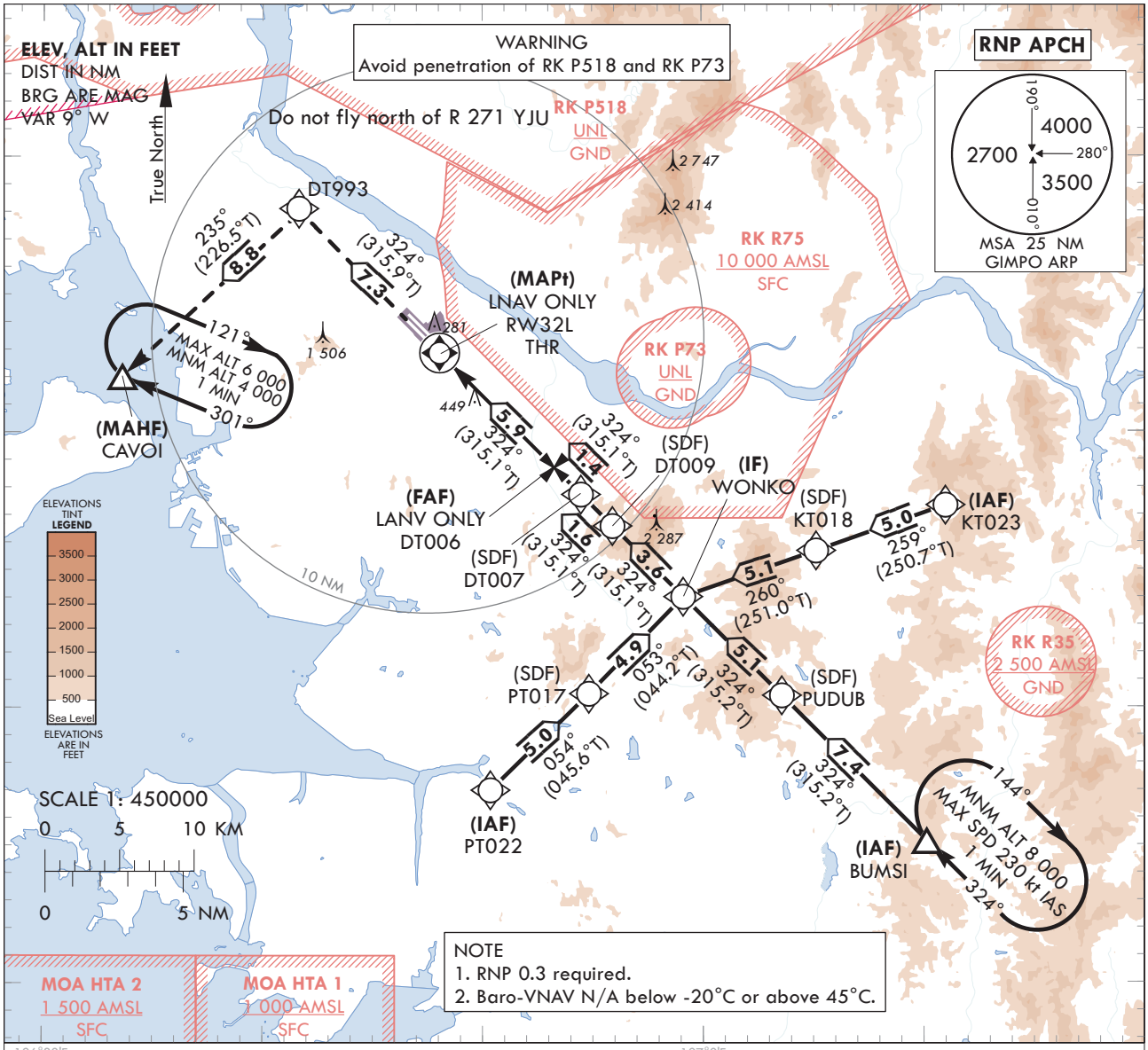
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV **41** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.2
	118.8

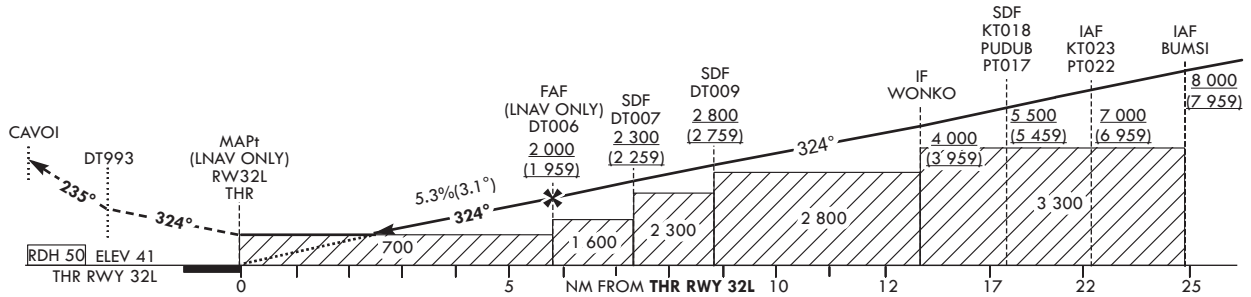
SEOUL/Gimpo Intl(RKSS)

RNP RWY 32L



MISSED APPROACH
Climb to 4 000 ft. Track to DT993 and CAVOI.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV	FULL	700 (659)	2 300 m			
		ALS INOP		3 000 m			
	LNAV/VNAV	FULL	610 (569)	1 900 m			
		ALS INOP		2 600 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	325	487	649	812	974

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of RK P73.

Instrument Approach Procedure Coding Tables

RNP RWY 32L - via KT023 to WONKO(IF)

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	KT023	-	-	-	-	+7 000	-	37°27'20.9"N 127°11'04.4"E	-	RNP APCH	IAF
002	TF	KT018	-	259 (250.7)	5.0	-	+5 500	-	37°25'41.9"N 127°05'11.1"E	-	RNP APCH	SDF
003	TF	WONKO	-	260 (251.0)	5.1	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via BUMSI to WONKO(IF)

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	BUMSI	-	-	-	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNP APCH	IAF
002	TF	PUDUB	-	324 (315.2)	7.4	-	+5 500	-	37°20'26.5"N 127°03'36.6"E	-	RNP APCH	SDF
003	TF	WONKO	-	324 (315.2)	5.1	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via PT022 to WONKO(IF)

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	PT022	-	-	-	-	+7 000	-	37°17'00.6"N 126°50'21.9"E	-	RNP APCH	IAF
002	TF	PT017	-	054 (045.6)	5.0	-	+5 500	-	37°20'30.7"N 126°54'50.7"E	-	RNP APCH	SDF
003	TF	WONKO	-	053 (044.2)	4.9	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF

RNP RWY 32L - via WONKO(IF) to MAHF

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
003	TF	WONKO	-	-	-	-	+4 000	-	37°24'02.0"N 126°59'08.0"E	-	RNP APCH	IF
004	TF	DT009	-	324 (315.1)	3.6	-	+2 800	-	37°26'36.1"N 126°55'55.6"E	-	RNP APCH	SDF
005	TF	DT007	-	324 (315.1)	1.6	-	+2 300	-	37°27'44.9"N 126°54'29.5"E	-	RNP APCH	SDF
006	TF	DT006	-	324 (315.1)	1.4	-	+2 000	-	37°28'42.9"N 126°53'17.0"E	-	RNP APCH	FAF
007	TF	RW32L	Y	324 (315.1)	5.9	-	+700	-	37°32'52.83"N 126°48'03.71"E	-3.06/50	RNP APCH	MAPt
008	TF	DT993	-	324 (315.9)	7.3	-	-	-	37°38'07.5"N 126°41'39.6"E	-	RNP APCH	-
009	TF	CAVOI	Y	235 (226.5)	8.8	-	+4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNP APCH	-

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 32L	HM	BUMSI	Y	324 (315.2)	1	R	+8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
	HM	CAVOI	Y	301 (292.2)	1	R	-6 000 +4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART-ICAO

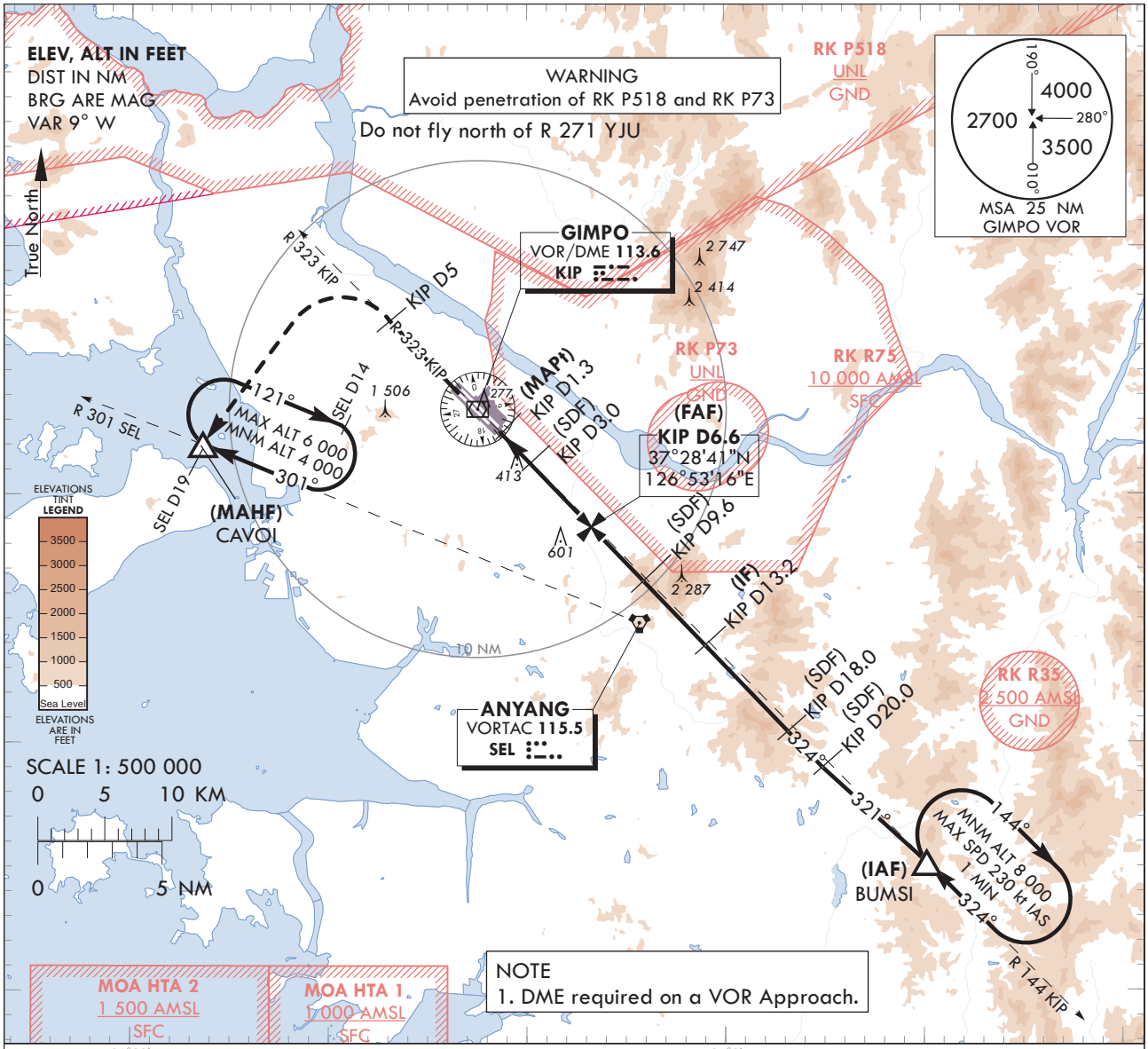
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32L - ELEV **41** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

VOR RWY 32L

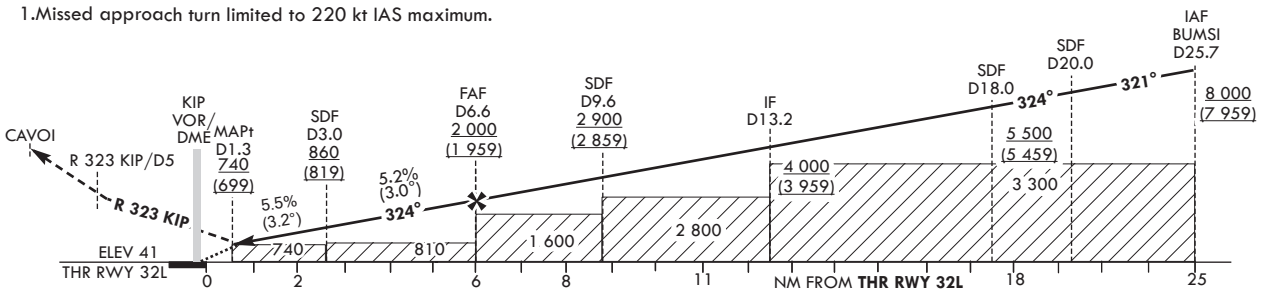


NOTE
1. DME required on a VOR Approach.

RECOMMENDED PROFILE	DME KIP	6	5	4	3
Final Gradient 5.2%(316.7 ft/NM)to SDF,5.5%(335.7 ft/NM) to THR	ALT(HGT)	1 810(1 769)	1 493(1 452)	1 177(1 136)	860(819)

MISSED APPROACH
Climb to 4 000 ft on R 323 KIP to 5 DME then turn left direct to CAVOI.
Hold as published.
NOTE
1.Missed approach turn limited to 220 kt IAS maximum.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		MDA(MDH)	A	B	C	D		Knots	60	90	120	150	180
Straight-in	FULL	740 (699)	2 500 m				Rate of descent	V/V fpm	319	478	637	797	956
	ALS INOP		3 200 m				*Timing Not authorized for defining MAPt. *Circling Not authorized.						

Change : Information of RK P73.

SEOUL/Gimpo Intl(RKSS)
VOR RWY 32L

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 32L from BUMSI			
Fix / Point		Coordinates	
BUMSI(IAF)		37°15'10.2"N	127°10'09.6"E
D20 KIP(SDF)	BRG 320.65°/5.68 NM	37°19'00.4"N	127°04'54.7"E
D18 KIP(SDF)	BRG 324.48°/18.00 NM KIP	37°20'27.2"N	127°03'10.7"E
D13.2 KIP(IF)	BRG 324.48°/13.20 NM KIP	37°23'55.4"N	126°59'00.7"E
D9.6 KIP(SDF)	BRG 324.48°/9.60 NM KIP	37°26'31.4"N	126°55'52.9"E
D6.6 KIP(FAF)	BRG 324.48°/6.60 NM KIP	37°28'41.4"N	126°53'16.3"E
D3.0 KIP(SDF)	BRG 324.48°/3.00 NM KIP	37°31'17.3"N	126°50'08.2"E
D1.3 KIP(MAPt)	BRG 324.48°/1.30 NM KIP	37°32'30.8"N	126°48'39.2"E
THR RWY 32L	Final approach descent angle 2.98°(FAF - SDF)/3.16°(SDF - THR)	37°32'52.83"N	126°48'03.71"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	R 323 KIP/5.00 NM	37°36'59.7"N	126°43'04.6"E
CAVOI	BRG 223.11°/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E

INSTRUMENT APPROACH CHART - ICAO

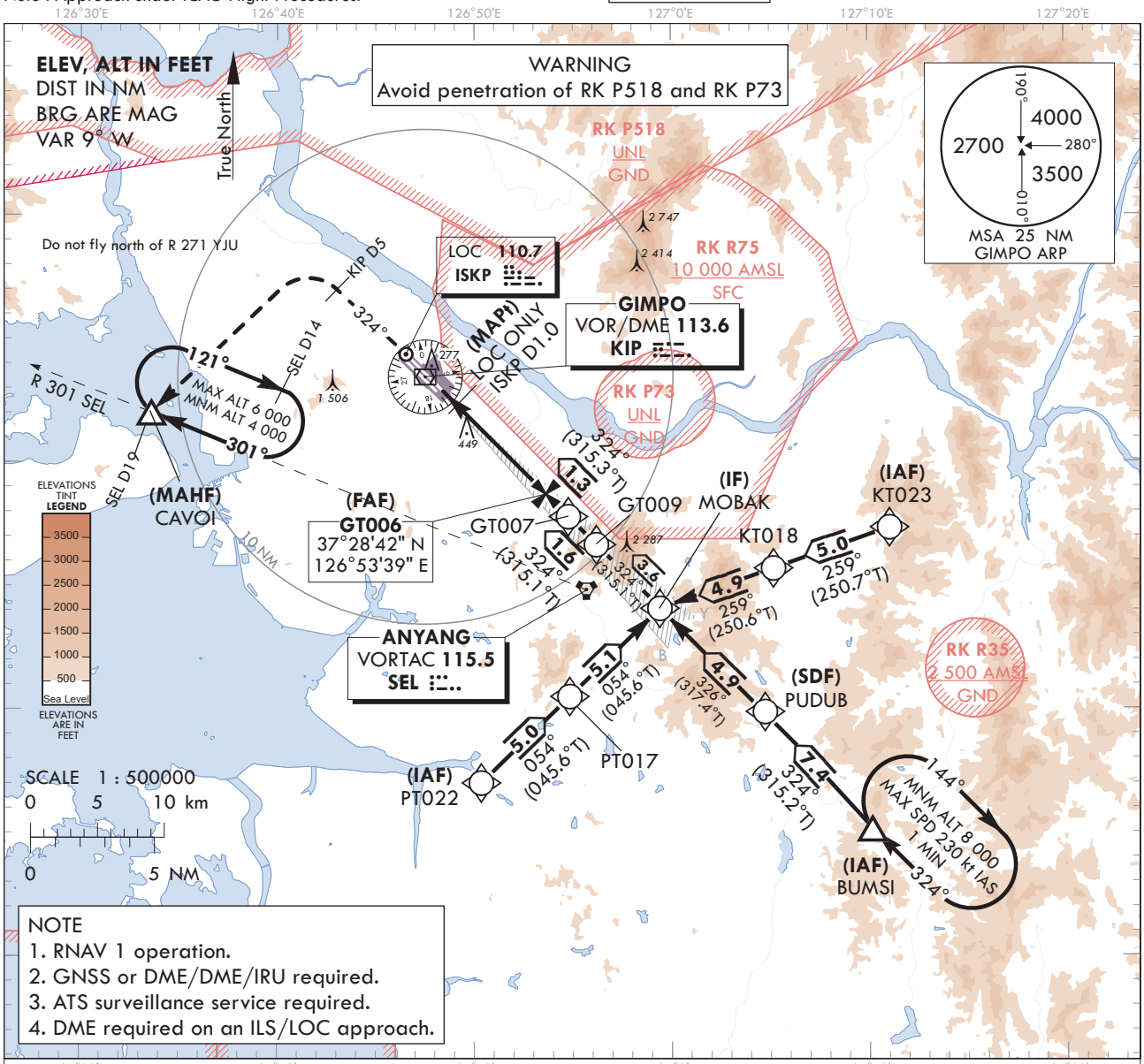
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV **42** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 32R

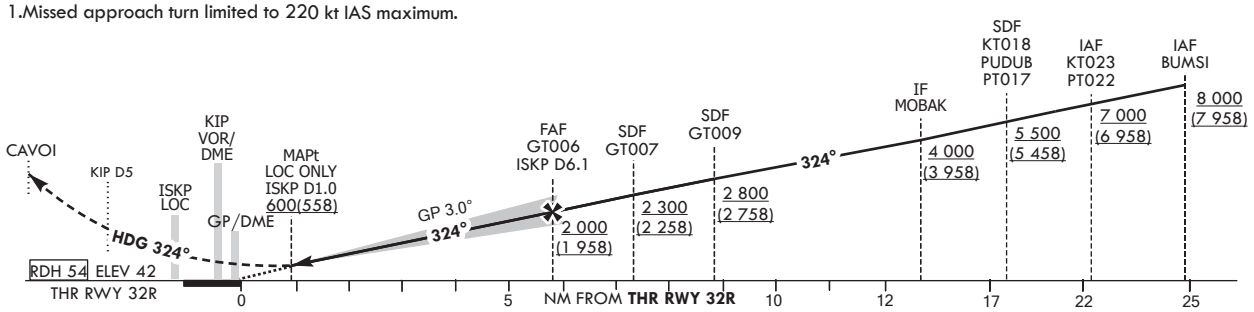


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.

RECOMMENDED PROFILE	DME ISKP	6	5	4	3	2
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 968 (1 926)	1 656 (1 614)	1 330 (1 288)	1 005 (963)	682 (640)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1.Missed approach turn limited to 220 kt IAS maximum.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	242 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	600 (558)	1 800 m			
		ALS INOP		2 500 m			

MISSED APPROACH
After 500 ft, Climb on HDG 324° to KIP D5.
Continue climb to 4 000 ft.
Turn left direct to CAVOI. Hold as published.

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Information of RK P73.

SEOUL/Gimpo Intl(RKSS)
ILS or LOC RWY 32R

AERONAUTICAL DATA TABULATION

ILS/LOC Approach to RWY 32R from KT023 to MOBAK(IF)			
Fix / Point		Coordinates	
KT023(IAF)		37°27'20.9"N	127°11'04.4"E
KT018(SDF)	BRG 259.29°/5.00 NM	37°25'41.9"N	127°05'11.1"E
MOBAK(IF)	BRG 259.23°/4.87 NM	37°24'04.7"N	126°59'25.2"E
ILS/LOC Approach to RWY 32R from BUMSI to MOBAK(IF)			
Fix / Point		Coordinates	
BUMSI(IAF)		37°15'10.2"N	127°10'09.6"E
PUDUB(SDF)	BRG 323.86°/7.42 NM	37°20'26.5"N	127°03'36.6"E
MOBAK(IF)	BRG 326.03°/4.93 NM	37°24'04.7"N	126°59'25.2"E
ILS/LOC Approach to RWY 32R from PT022 to MOBAK(IF)			
Fix / Point		Coordinates	
PT022(IAF)		37°17'00.6"N	126°50'21.9"E
PT017(SDF)	BRG 54.22°/5.00 NM	37°20'30.7"N	126°54'50.7"E
MOBAK(IF)	BRG 54.26°/5.10 NM	37°24'04.7"N	126°59'25.2"E
ILS/LOC Approach to RWY 32R from MOBAK(IF) to MAHF			
Fix / Point		Coordinates	
GT009(SDF)	BRG 323.75°/9.00 NM ISKP	37°26'39.3"N	126°56'12.2"E
GT007(SDF)	BRG 323.75°/7.40 NM ISKP	37°27'47.4"N	126°54'47.0"E
GT006(FAF)	BRG 323.90°/6.10 NM ISKP	37°28'42.2"N	126°53'38.9"E
D1.0 ISKP (MAPt LOC ONLY)	BRG 323.90°/1.00 NM ISKP	37°32'16.7"N	126°49'09.7"E
THR RWY 32R		37°32'51.89"N	126°48'25.58"E
ISKP DME		37°32'56.3"N	126°48'12.9"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
Climb to 500 ft	HDG 324	-	
D5 KIP	HDG 324	37°36'59.7"N	126°43'04.6"E
CAVOI	BRG 222.76°/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E

INSTRUMENT APPROACH CHART-ICAO

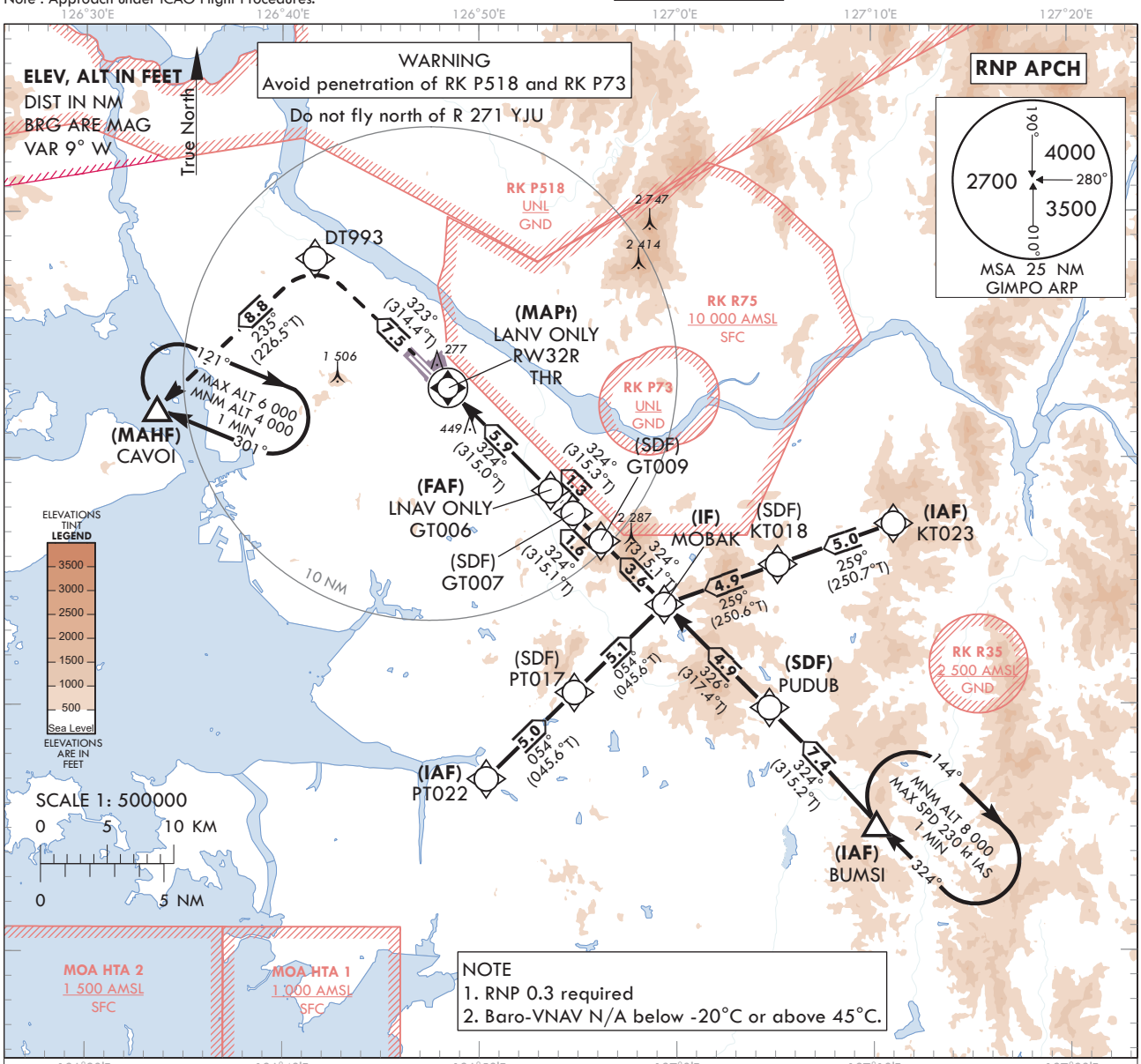
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV **42** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

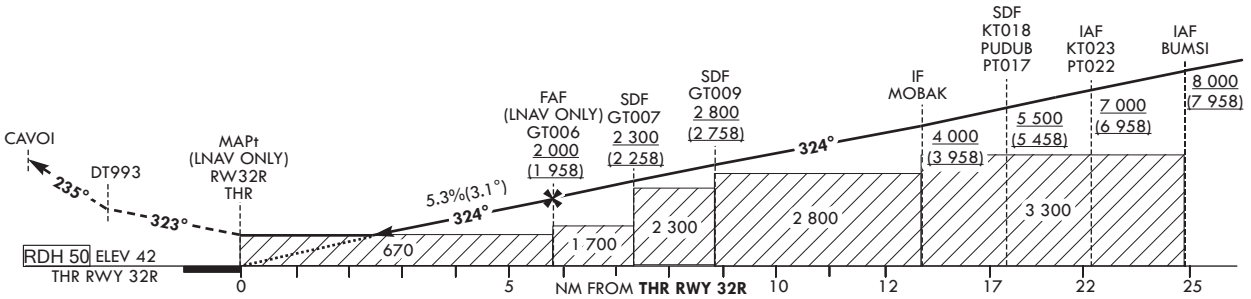
SEOUL/Gimpo Intl(RKSS)

RNP RWY 32R



MISSED APPROACH
Climb to 4 000 ft. Track to DT993 and CAVOI.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/ DA(H)	A	B	C	D
STA	LNAV	FULL	670 (628)	2 200 m			
		ALS INOP		2 900 m			
	LNAV/VNAV	FULL	600 (558)	1 800 m			
		ALS INOP		2 500 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	325	487	649	812	974

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Information of RK P73.

Instrument Approach Procedure Coding Tables

RNP RWY 32R - via KT023 to MOBAK(IF)

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	KT023	-	-	-	-	+7 000	-	37°27'20.9"N 127°11'04.4"E	-	RNP APCH	IAF
002	TF	KT018	-	259 (250.7)	5.0	-	+5 500	-	37°25'41.9"N 127°05'11.1"E	-	RNP APCH	SDF
003	TF	MOBAK	-	259 (250.6)	4.9	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

RNP RWY 32R - via BUMSI to MOBAK(IF)

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	BUMSI	-	-	-	-	+8 000	-	37°15'10.2"N 127°10'09.6"E	-	RNP APCH	IAF
002	TF	PUDUB	-	324 (315.2)	7.4	-	+5 500	-	37°20'26.5"N 127°03'36.6"E	-	RNP APCH	SDF
003	TF	MOBAK	-	326 (317.4)	4.9	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

RNP RWY 32R - via PT022 to MOBAK(IF)

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	PT022	-	-	-	-	+7 000	-	37°17'00.6"N 126°50'21.9"E	-	RNP APCH	IAF
002	TF	PT017	-	054 (045.6)	5.0	-	+5 500	-	37°20'30.7"N 126°54'50.7"E	-	RNP APCH	SDF
003	TF	MOBAK	-	054 (045.6)	5.1	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF

RNP RWY 32R - via MOBAK(IF) to MAHF

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
003	TF	MOBAK	-	-	-	-	+4 000	-	37°24'04.7"N 126°59'25.2"E	-	RNP APCH	IF
004	TF	GT009	-	324 (315.1)	3.6	-	+2 800	-	37°26'39.3"N 126°56'12.2"E	-	RNP APCH	SDF
005	TF	GT007	-	324 (315.1)	1.6	-	+2 300	-	37°27'47.4"N 126°54'47.0"E	-	RNP APCH	SDF
006	TF	GT006	-	324 (315.3)	1.3	-	+2 000	-	37°28'42.2"N 126°53'38.9"E	-	RNP APCH	FAF
007	TF	RW32R	Y	324 (315.0)	5.9	-	+670	-	37°32'51.89"N 126°48'25.58"E	-3.06/50	RNP APCH	MAPt
008	TF	DT993	-	323 (314.4)	7.5	-	-	-	37°38'07.5"N 126°41'39.6"E	-	RNP APCH	-
009	TF	CAVOI	Y	235 (226.5)	8.8	-	+4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNP APCH	-

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 32R	HM	BUMSI	Y	324 (315.2)	1	R	+8 000	-230	37°15'10.2"N 127°10'09.6"E	-	RNAV 1	-
	HM	CAVOI	Y	301 (292.2)	1	R	-6 000 +4 000	-	37°32'02.0"N 126°33'37.0"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART-ICAO

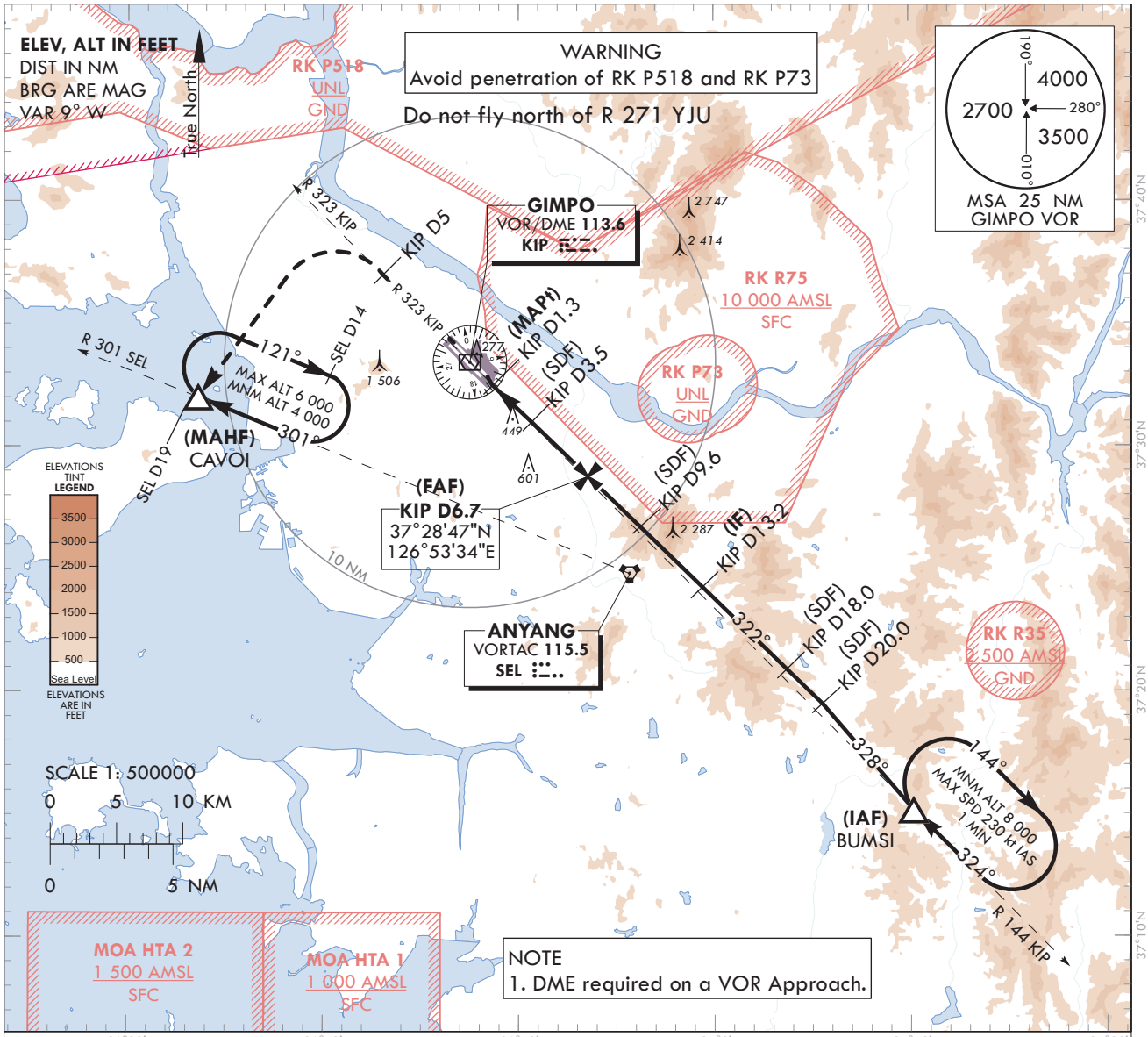
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 59 ft
HEIGHTS RELATED TO
THR RWY 32R - ELEV **42** ft

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

VOR RWY 32R

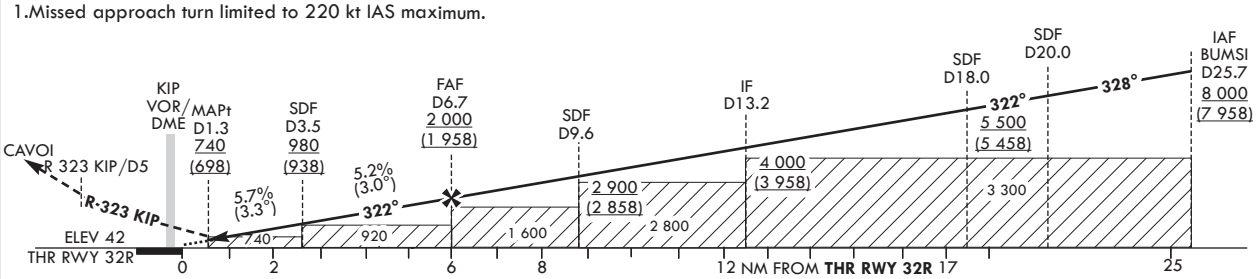


RECOMMENDED PROFILE	DME KIP	6	5	4	3
Final Gradient 5.2%(318.8 ft/NM)to SDF, 5.7%(345.5 ft/NM) to THR	ALT(HGT)	1 779 (1 737)	1 460 (1 418)	1 141 (1 399)	809 (767)

MISSED APPROACH
Climb to 4 000 ft on R 324 KIP to 5 DME then turn left direct to CAVOI.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
1.Missed approach turn limited to 220 kt IAS maximum.



CATEGORY		MDA(MDH)	A	B	C	D		Knots	60	90	120	150	180
Straight-in	FULL	740 (698)	2 500 m				Rate of descent	V/V fpm	331	486	661	827	992
	ALS INOP		3 200 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						

Change : Information of RK P73.

SEOUL/Gimpo Intl(RKSS)
VOR RWY 32R

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 32R from BUMSI			
Fix / Point		Coordinates	
BUMSI(IAF)		37°15'10.2"N	127°10'09.6"E
D20 KIP(SDF)	BRG 327.70°/5.69 NM	37°19'29.9"N	127°05'32.0"E
D18 KIP(SDF)	BRG 322.48°/18.00 NM KIP	37°20'53.8"N	127°03'44.2"E
D13.2 KIP(IF)	BRG 322.48°/13.20 NM KIP	37°24'15.2"N	126°59'25.7"E
D9.6 KIP(SDF)	BRG 322.48°/9.60 NM KIP	37°26'45.9"N	126°56'11.2"E
D6.7 KIP(FAF)	BRG 322.48°/6.70 NM KIP	37°28'47.0"N	126°53'34.1"E
D3.5 KIP(SDF)	BRG 322.48°/3.50 NM KIP	37°31'00.8"N	126°50'40.9"E
D1.3 KIP(MAPt)	BRG 322.48°/1.30 NM KIP	37°32'32.8"N	126°48'41.7"E
THR RWY 32R	Final approach descent angle 3.00°(FAF - SDF)/3.25°(SDF - THR)	37°32'51.89"N	126°48'25.58"E
KIP VOR/DME		37°33'27.1"N	126°47'31.3"E
D5 KIP	R 323 KIP/5.00 NM	37°36'59.7"N	126°43'04.6"E
CAVOI	BRG 223.11°/19.00 NM SEL	37°32'02.0"N	126°33'37.0"E

INSTRUMENT APPROACH CHART - ICAO

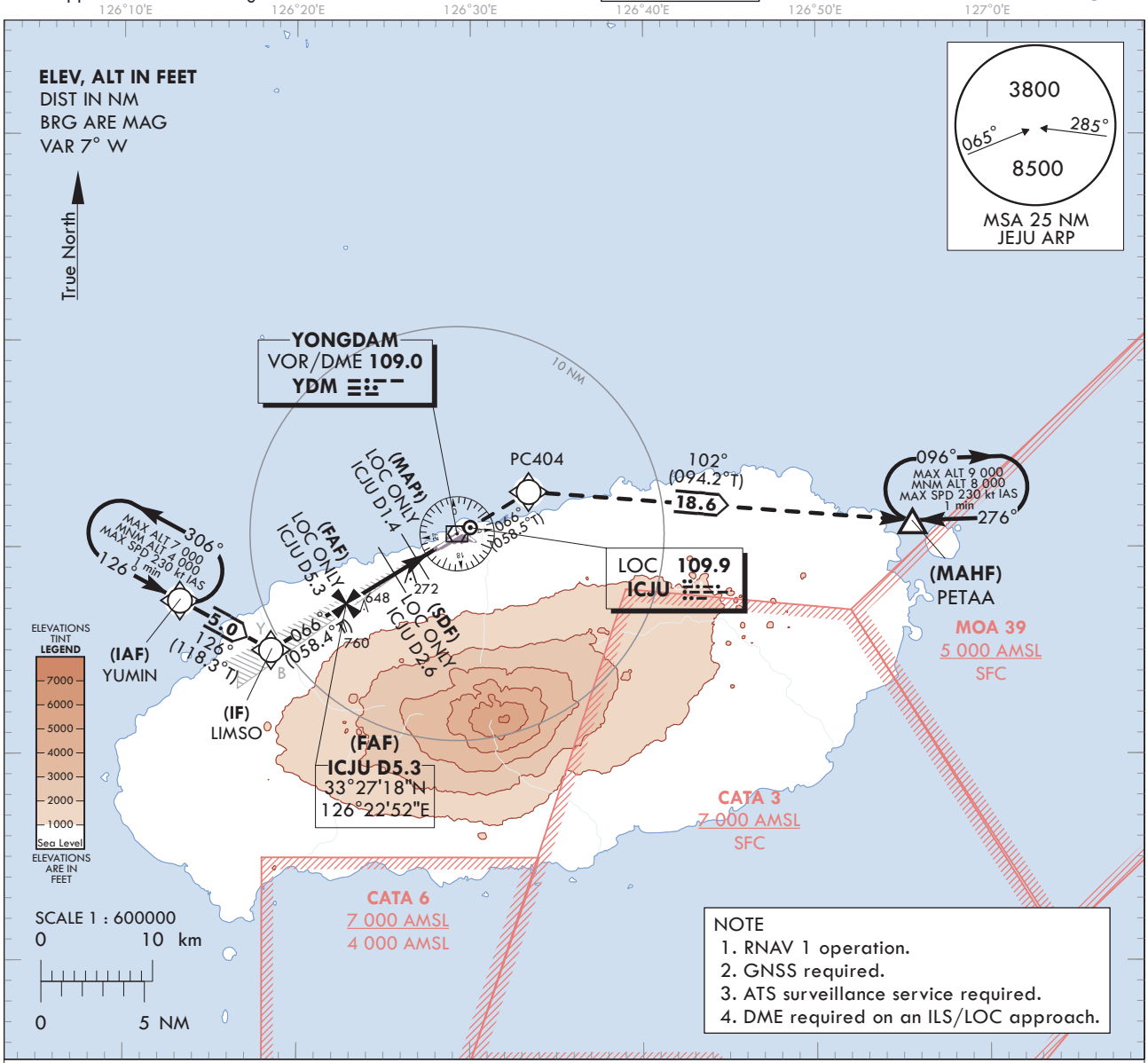
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.55
	118.2

JEJU/Jeju Intl(RKPC)

ILS Z or LOC Z RWY 07
CAT II

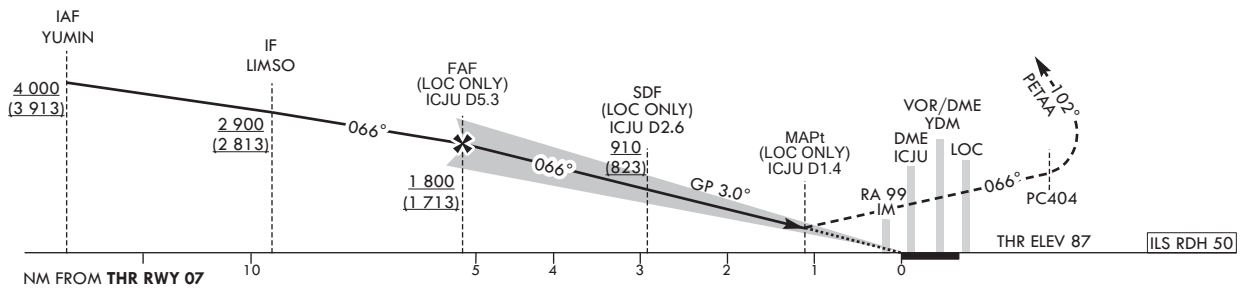


NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.

RECOMMENDED PROFILE(LOC ONLY)	DME ICJU	5	4	3	2	1.4
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 690 (1 603)	1 367 (1 280)	1 044 (957)	721 (634)	530 (443)

MISSED APPROACH
Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and hold at 8 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	287 (200)	RVR 550 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	530 (443)	1 600 m				
		ALS INOP		2 300 m				
	CAT-II		187(100)	300 m			300 m[1] / 350 m	

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

1) For CAT D/DL aeroplane conducting an autoland.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 07 from YUMIN(IAF)		
Fix/point		Coordinates
YUMIN(IAF)		33°27'25.7"N 126°13'15.5"E
LIMSO(IF)		33°25'03.0"N 126°18'31.0"E
D5.3 ICJU(FAF LOC only)	BRG 65.82°/5.34 NM ICJU	33°27'17.6"N 126°22'51.8"E
D2.6 ICJU(SDF LOC only)	BRG 65.82°/2.60 NM ICJU	33°28'43.8"N 126°25'39.3"E
D1.4 ICJU(MAPt LOC only)	BRG 65.82°/1.40 NM ICJU	33°29'21.6"N 126°26'52.7"E
THR RWY 07		33°29'59.57"N 126°28'06.50"E
DME ICJU		33°30'09.0"N 126°28'15.7"E
PC404		33°32'42.3"N 126°33'23.4"E
PETAA(MAHF)		33°31'18.0"N 126°55'34.0"E

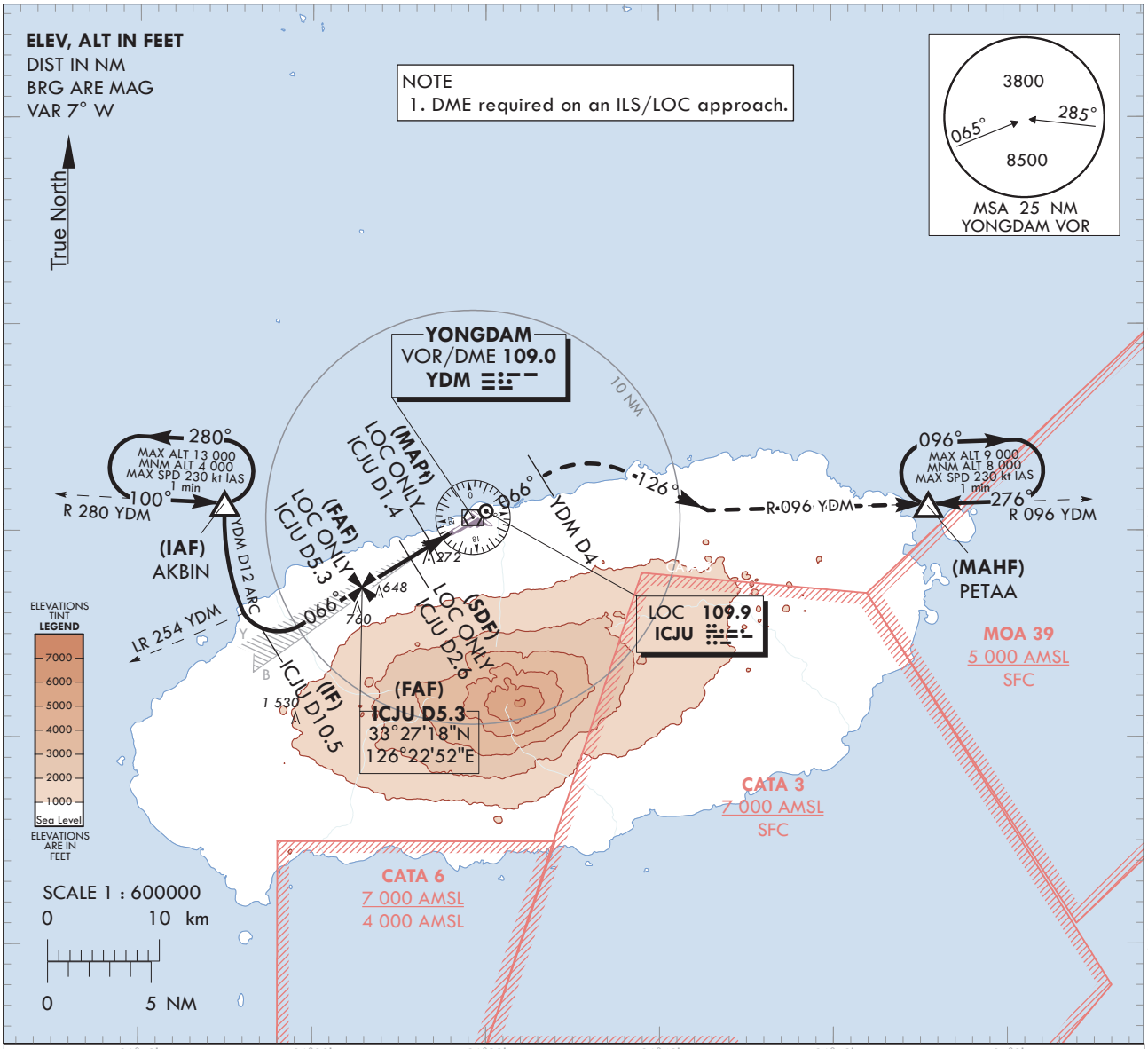
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **119** ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2
		124.05
JEJU	TWR	118.55
		118.2

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II

Note : Approach under ICAO Flight Procedures.

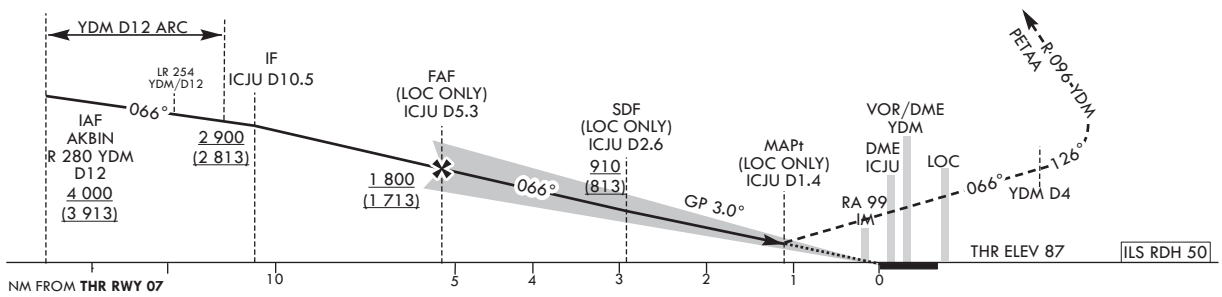


RECOMMENDED PROFILE(LOC ONLY)	DME ICJU	5	4	3	2	1.4
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 690 (1 603)	1 367 (1 280)	1 044 (957)	721 (634)	530 (443)

MISSED APPROACH
Climb straight ahead untill YDM D4 then RIGHT turn to Intercept R 096 YDM to PETAA and Hold at 8 000 ft.

NOTE
1. Missed approach turn limited to maximum of 230 kt IAS.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	287 (200)	RVR 550 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	530 (443)	1 600 m				
		ALS INOP		2 300 m				
	CAT- II		187(100)	300 m			300 m[1] /350 m	

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

1) For CAT D/DL aeroplane conducting an autoland.
* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

JEJU/Jeju Intl(RKPC)
ILS Y or LOC Y RWY 07
CAT II

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 07 from AKBIN(IAF)			
Fix/point		Coordinates	
AKBIN(IAF)	- 12 DME ARC /12.00 NM YDM	33°31'21.5"N	126°14'55.3"E
D10.5 ICJU(IF)	- BRG 65.82°/10.50 NM ICJU	33°24'35.0"N	126°17'36.8"E
D5.3 ICJU(FAF LOC only)	- BRG 65.82°/5.34 NM ICJU	33°27'17.6"N	126°22'51.8"E
D2.6 ICJU(SDF LOC only)	- BRG 65.82°/2.60 NM ICJU	33°28'43.8"N	126°25'39.3"E
D1.4 ICJU(MAPt LOC only)	- BRG 65.82°/1.40 NM ICJU	33°29'21.6"N	126°26'52.7"E
THR RWY 07		33°29'59.57"N	126°28'06.50"E
DME ICJU		33°30'09.0"N	126°28'15.7"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D4.0 YDM	- BRG 65.87°/4.00 NM YDM	33°32'42.4"N	126°33'23.4"E
PETAA	- BRG 95.70°/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E

INSTRUMENT APPROACH CHART - ICAO

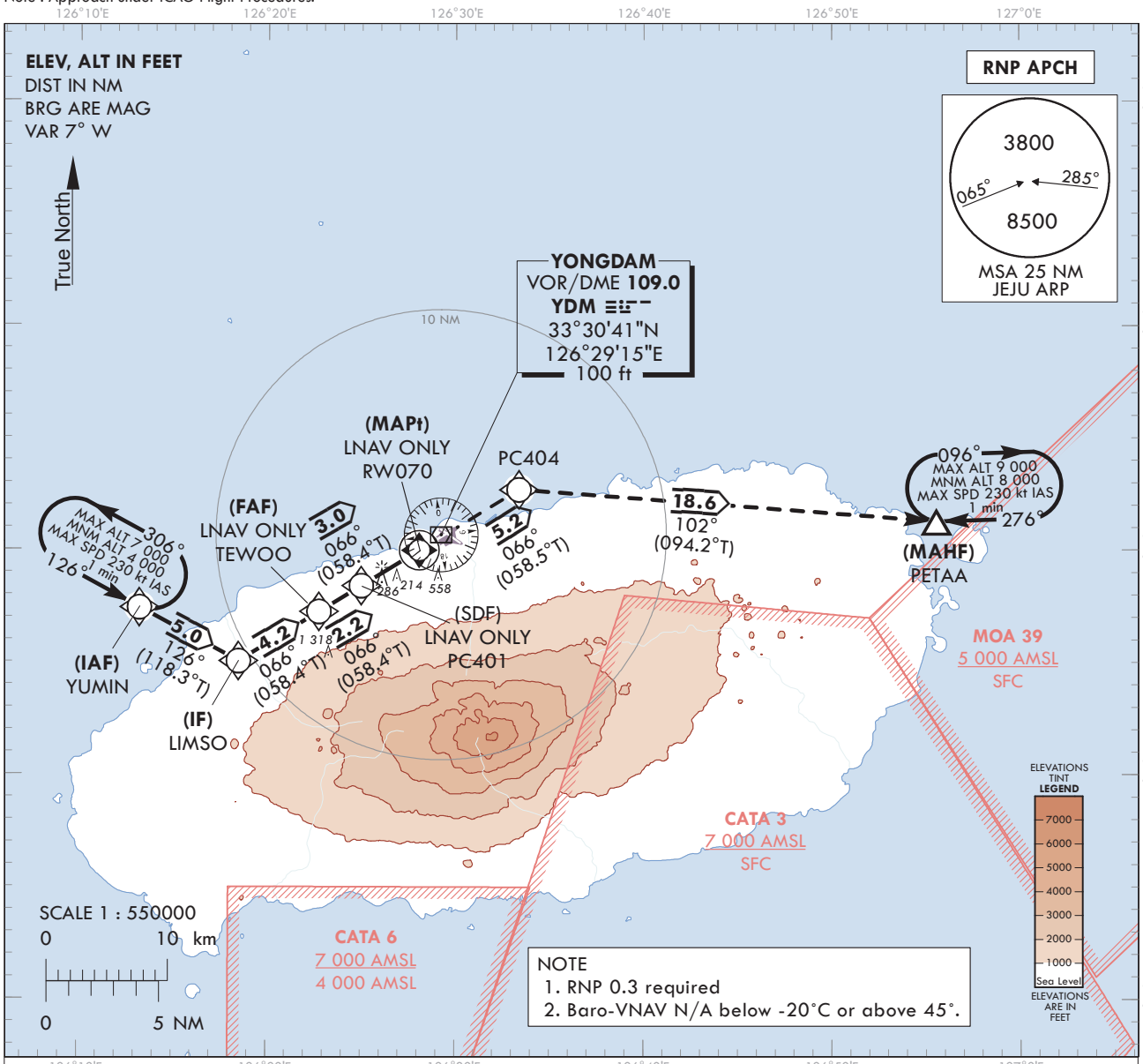
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2
		124.05
JEJU	TWR	118.55
		118.2

JEJU/Jeju Intl(RKPC)

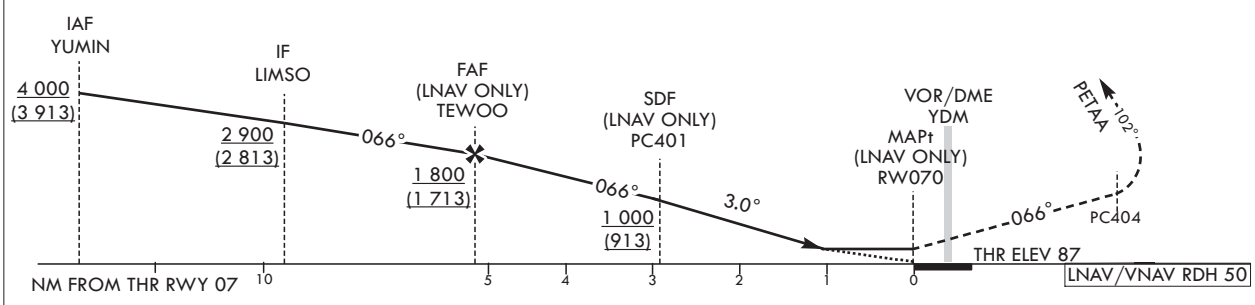
RNP RWY 07



NOTE
1. RNP 0.3 required
2. Baro-VNAV N/A below -20°C or above 45°.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to 8 000 ft on track of 066° to PC404, then RIGHT turn on track of 102° to PETAA and Hold at 8 000 ft.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	560 (473)	1 500 m			
		ALS INOP		2 200 m			
	LNAV	FULL	640 (553)	1 800 m			
		ALS INOP		2 500 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 07

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	IF	YUMIN	-	-	-	-	+4 000	-	33°27'25.7"N 126°13'15.5"E	-	RNP APCH	IAF
002	TF	LIMSO	-	126(118.3)	5.0	-	+2 900	-	33°25'03.0"N 126°18'31.0"E	-	RNP APCH	IF
003	TF	TEWOO	-	066(058.4)	4.2	-	+1 800	-	33°27'15.3"N 126°22'47.5"E	-	RNP APCH	FAF
004	TF	PC401	-	066(058.4)	2.2	-	+1 000	-	33°28'24.5"N 126°25'01.8"E	-	RNP APCH	SDF
005	TF	RW070	Y	066(058.4)	3.0	-	+640	-	33°29'59.6"N 126°28'06.5"E	-3.00/50	RNP APCH	MAPt
006	TF	PC404	-	066(058.5)	5.2	-	-	-	33°32'42.3"N 126°33'23.4"E	-	RNP APCH	-
007	TF	PETAA	Y	102(094.2)	18.6	-	-	-	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	-
008	HM	PETAA	Y	276(268.2)	-	R	-9 000 +8 000	-230	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	1 min (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/ TCH	Navigation specification	Remarks
RNP RWY 07	HM	YUMIN	Y	126(118.3)	1.0	L	-7 000 +4 000	-230	33°27'25.7"N 126°13'15.5"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

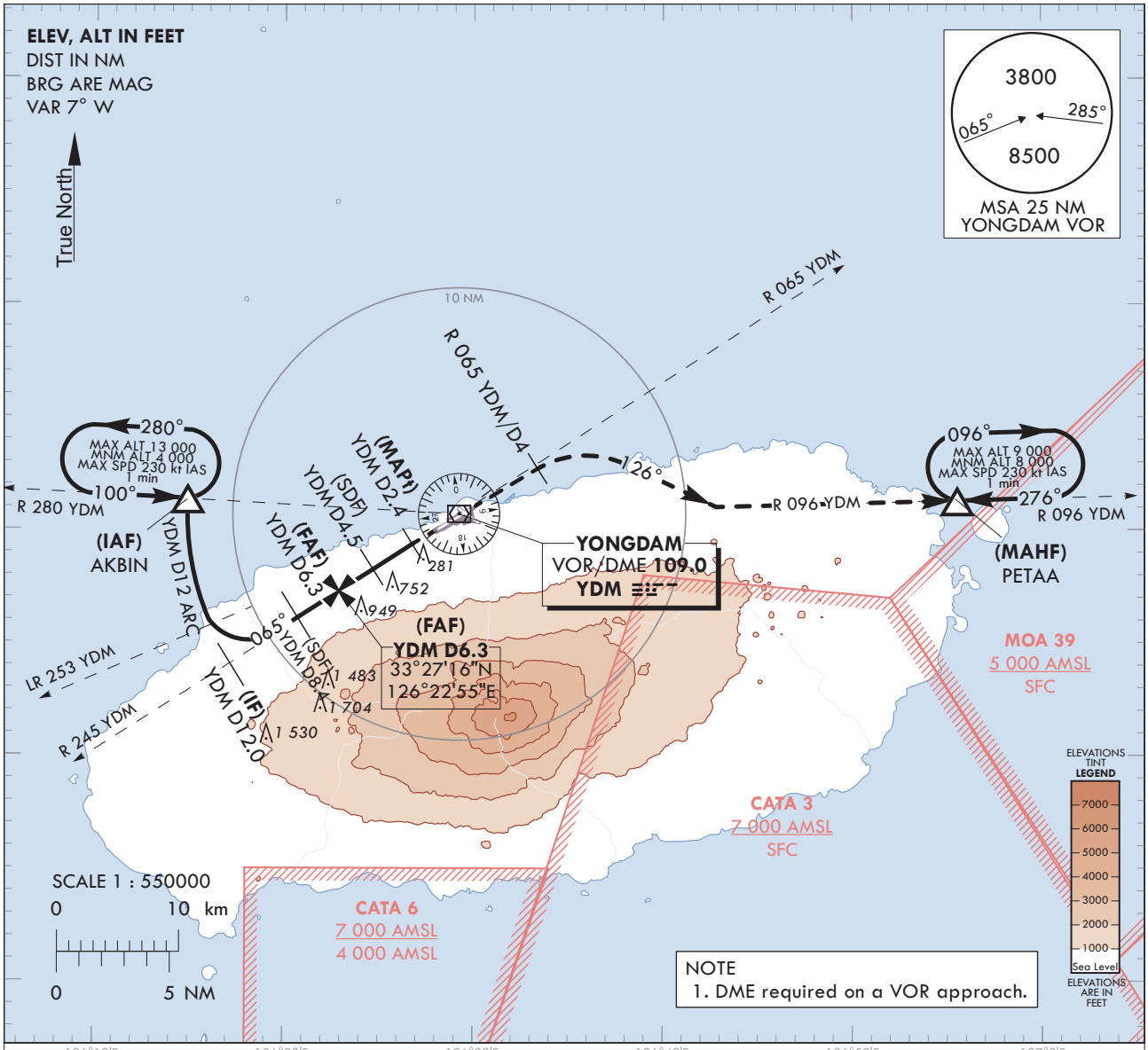
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 07 - ELEV **87** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.55 118.2

JEJU/Intl(RKPC)

VOR RWY 07

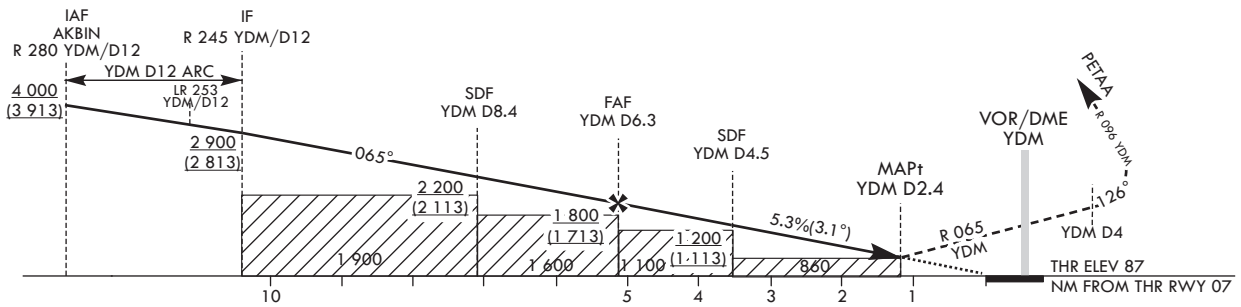
Note : Approach under ICAO Flight Procedures.



RECOMMENDED PROFILE	DME YDM	6	5	4	3.4
Final Approach Gradient 5.3%, 325 ft/NM	ALT(HGT)	1 702 (1 615)	1 377 (1 290)	1 052 (965)	860 (773)

MISSED APPROACH
Climb on R 065 YDM until 4 DME, then Right turn to intercept R 096 YDM to PETAA and Hold at 8 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA/(MDH)	A	B	C	D
STA	FULL	860 (773)	2 900 m			
	ALS INOP		3 600 m			

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

JEJU/Intl(RKPC)
VOR RWY 07

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 07 from AKBIN(IAF)			
Fix/point		Coordinates	
AKBIN(IAF)	- 12 DME ARC /12.00 NM YDM	33°31'21.5"N	126°14'55.3"E
D12.0 YDM(IF)	- BRG 64.55°/12.00 NM YDM	33°24'10.5"N	126°17'12.1"E
D8.4 YDM(SDF)	- BRG 64.58°/8.40 NM YDM	33°26'07.9"N	126°20'48.9"E
D6.3 YDM(FAF)	- BRG 64.60°/6.30 NM YDM	33°27'16.3"N	126°22'55.4"E
D4.5 YDM(SDF)	- BRG 64.62°/4.50 NM YDM	33°28'14.9"N	126°24'43.9"E
D2.4 YDM(MAPt)	- BRG 64.63°/2.40 NM YDM	33°29'23.3"N	126°26'50.6"E
THR RWY 07	Final approach descent angle 3.14°(FAF - SDF) / 3.02°(SDF - THR)	33°29'59.57"N	126°28'06.50"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D4.0 YDM	- BRG 64.66°/4.00 NM YDM	33°32'51.3"N	126°33'16.9"E
PETAA	- BRG 95.70°/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E

INSTRUMENT APPROACH CHART - ICAO

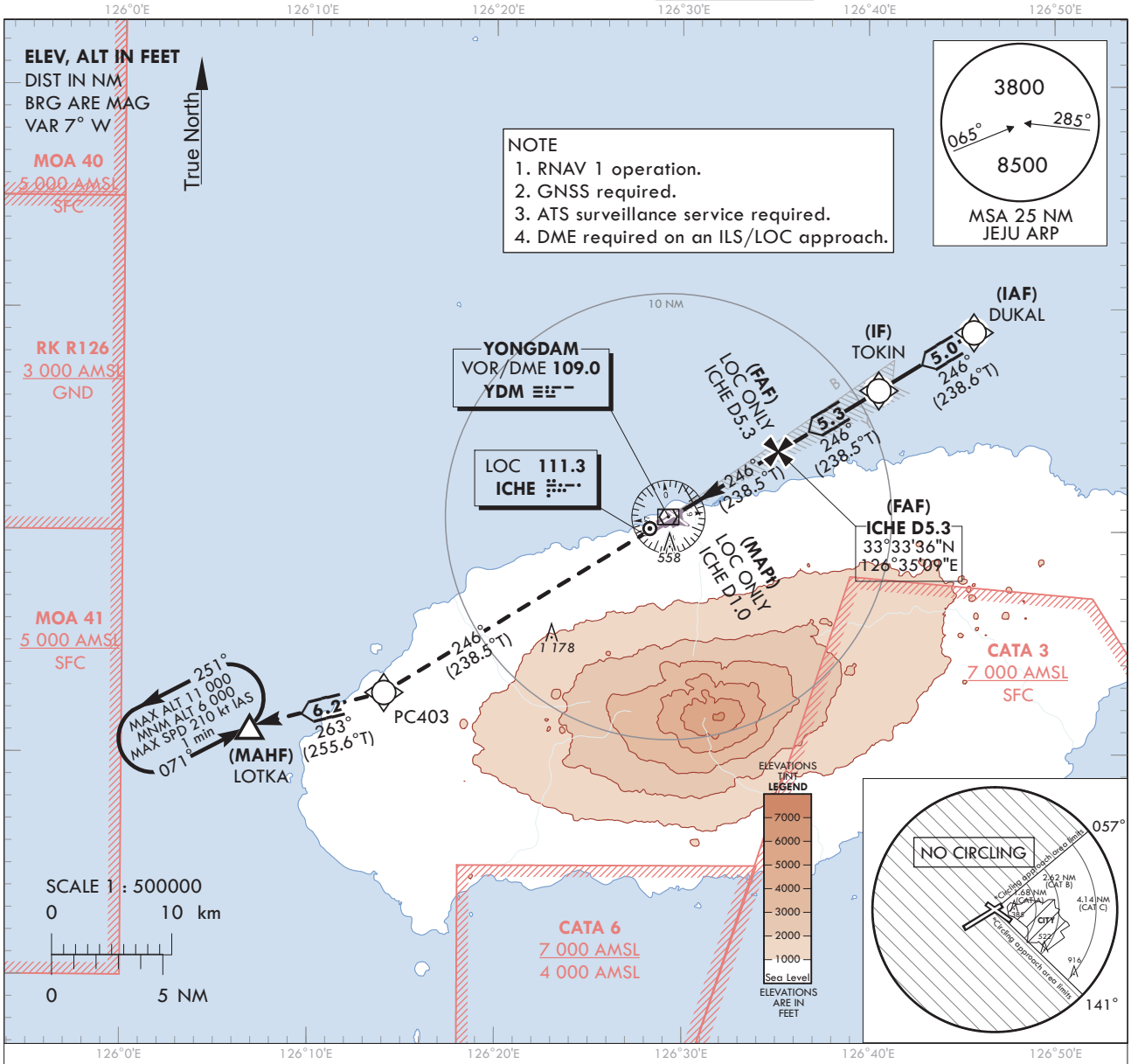
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.55 118.2

JEJU/Jeju Intl(RKPC)

ILS Z or LOC Z RWY 25

Note : Approach under ICAO Flight Procedures.

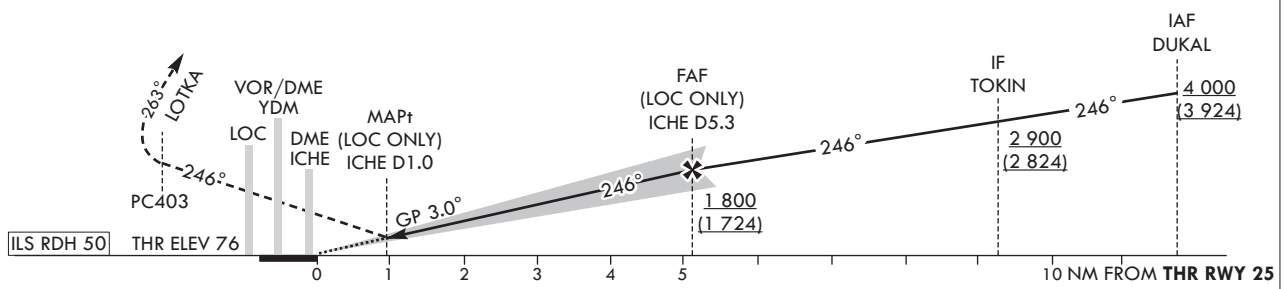


RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and Hold at 6000 ft.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	276 (200)	RVR 750 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	450 (374)	1 300 m				
		ALS INOP		1 700 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Improved clarity such as terrain.

JEJU/Jeju Intl(RKPC)
ILS Z or LOC Z RWY 25

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 25 from DUKAL(IAF)		
Fix/point		Coordinates
DUKAL(IAF)		33°38'58.6"N 126°45'38.8"E
TOKIN(IF)	BRG 246.03°/5.00 NM	33°36'21.9"N 126°40'32.2"E
D5.3 ICHE(FAF LOC only)	BRG 245.98°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
PC403		33°22'44.4"N 126°14'03.0"E
LOTKA		33°21'11.1"N 126°06'52.2"E

INSTRUMENT APPROACH CHART - ICAO

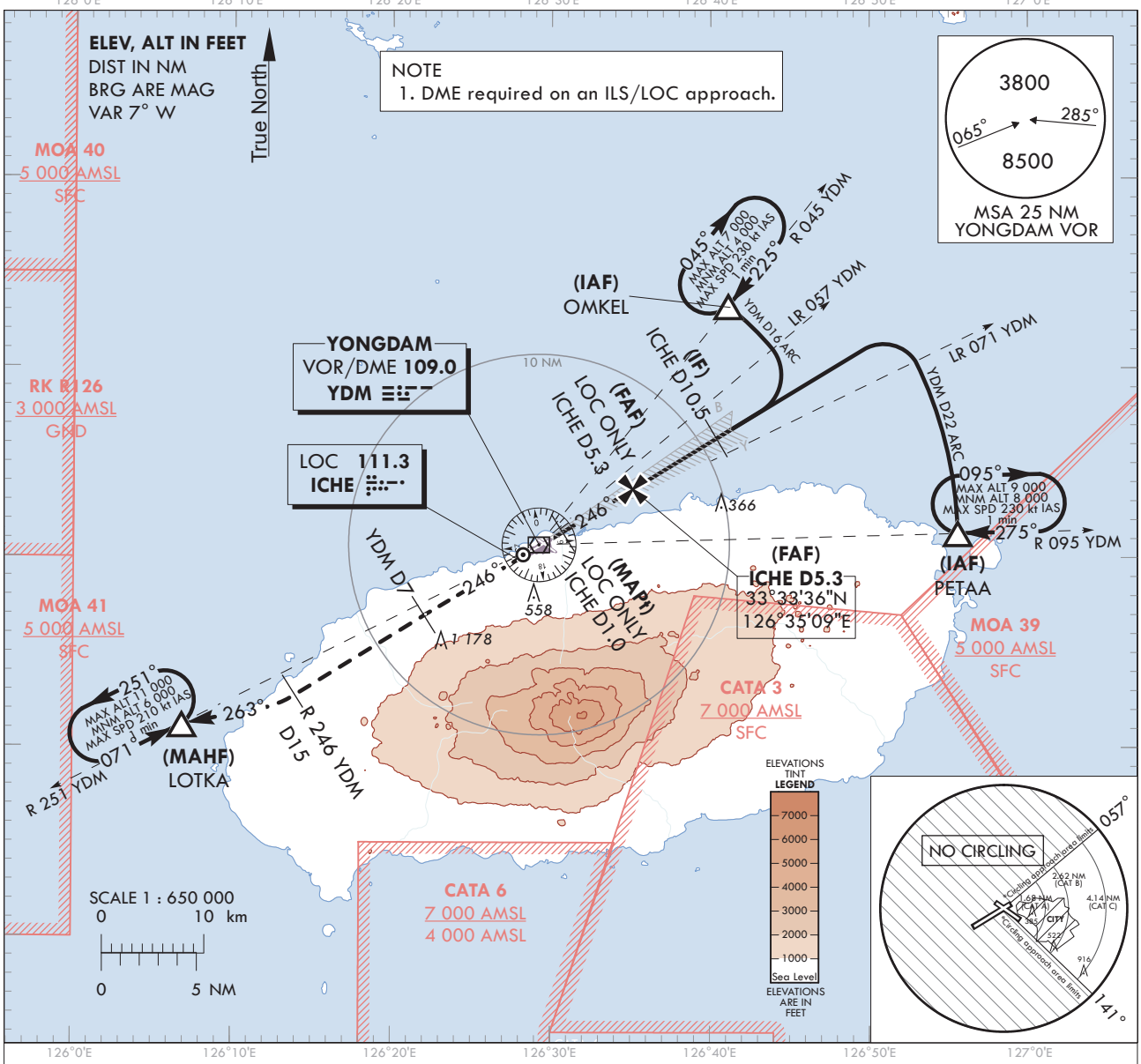
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2 124.05
JEJU	TWR	118.55 118.2

JEJU/Jeju Intl(RKPC)

ILS Y or LOC Y RWY 25

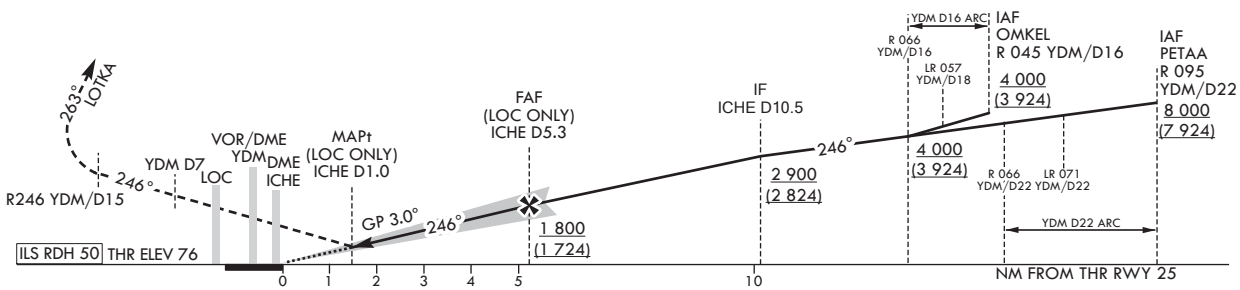
Note : Approach under ICAO Flight Procedure.



RECOMMENDED PROFILE(LOC ONLY)	DME ICHE	5	4	3	2	1.0
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 691 (1 615)	1 368 (1 292)	1 045 (969)	722 (646)	400 (324)

MISSDED APPROACH
Climb straight ahead untill YDM D7 to Intercept R 246 YDM/D15 turn RIGHT HDG 263° to LOTKA and Hold at 6 000 ft.
NOTE
1. Missed approach turn limited to maximum of 210 kt IAS.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	DL
STA	CAT-1	FULL	276 (200)	RVR 750 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	450 (374)	1 300 m				
		ALS INOP		1 700 m				
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A	

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF)		
Fix/point		Coordinates
OMKEL(IAF)	- 16 DME ARC /16.00 NM YDM	33°43'16.2"N 126°41'08.0"E
PETAA(IAF)	- 22 DME ARC /22.00 NM YDM	33°31'18.0"N 126°55'34.0"E
D10.5 ICHE(IF)	- BRG 245.98°/10.50 NM ICHE	33°36'18.2"N 126°40'24.9"E
D5.3 ICHE(FAF LOC only)	- BRG 245.93°/5.34 NM ICHE	33°33'36.4"N 126°35'08.7"E
D1.0 ICHE(MAPt LOC only)	- BRG 245.93°/1.00 NM ICHE	33°31'20.0"N 126°30'43.0"E
THR RWY 25		33°30'53.56"N 126°29'51.51"E
DME ICHE		33°30'51.4"N 126°29'39.1"E
YDM VOR/DME		33°30'41.3"N 126°29'15.3"E
D7.0 YDM	- BRG 246.34°/7.00 NM YDM	33°26'59.7"N 126°22'08.6"E
D15.0 YDM	- BRG 245.59°/15.00 NM YDM	33°22'45.9"N 126°14'01.5"E
LOTKA	- BRG 262.70°/21.00 NM YDM	33°21'11.1"N 126°06'52.2"E

INSTRUMENT APPROACH CHART - ICAO

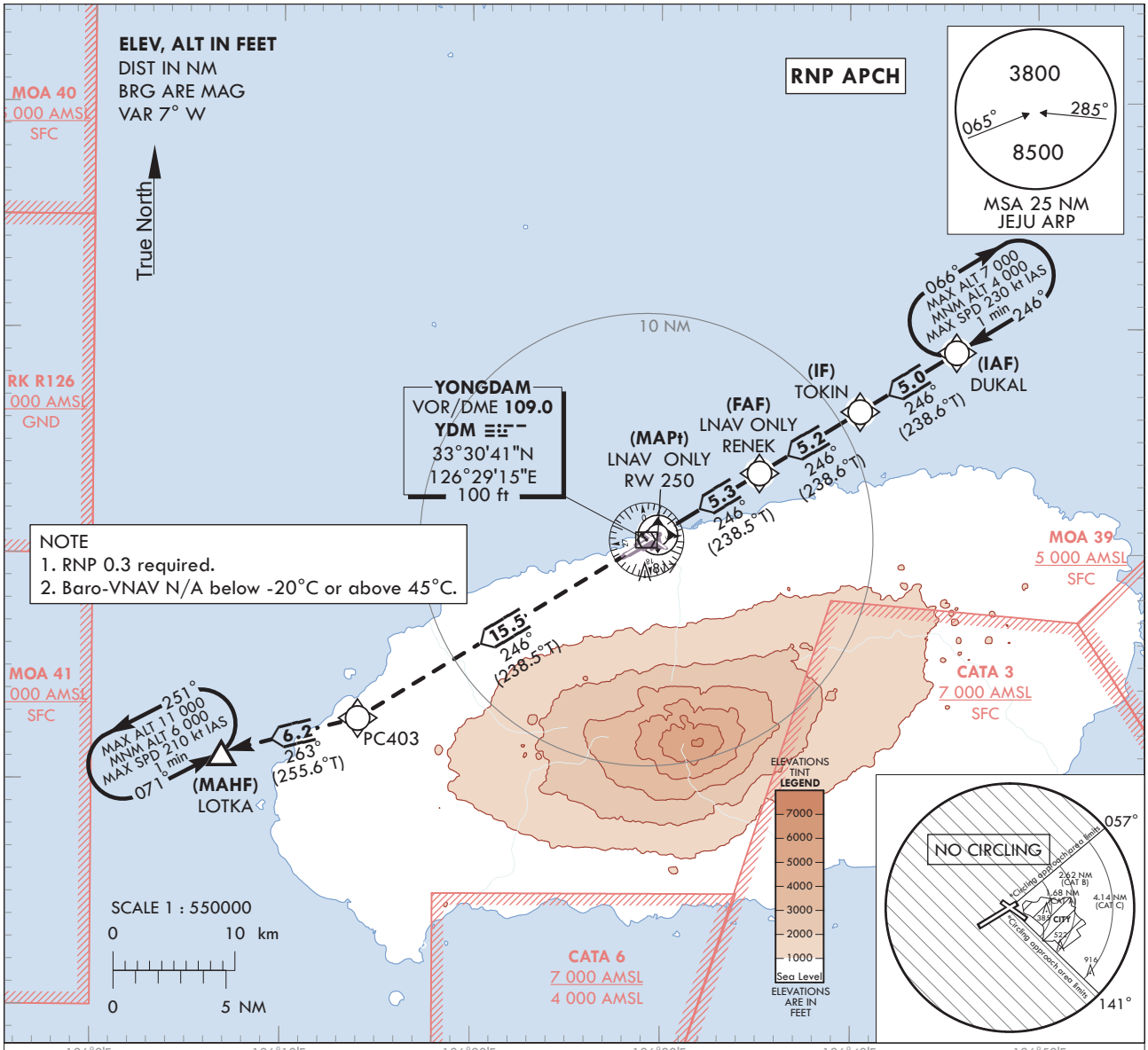
AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU	APP	121.2
		124.05
JEJU	TWR	118.55
		118.2

JEJU/Jeju Intl(RKPC)

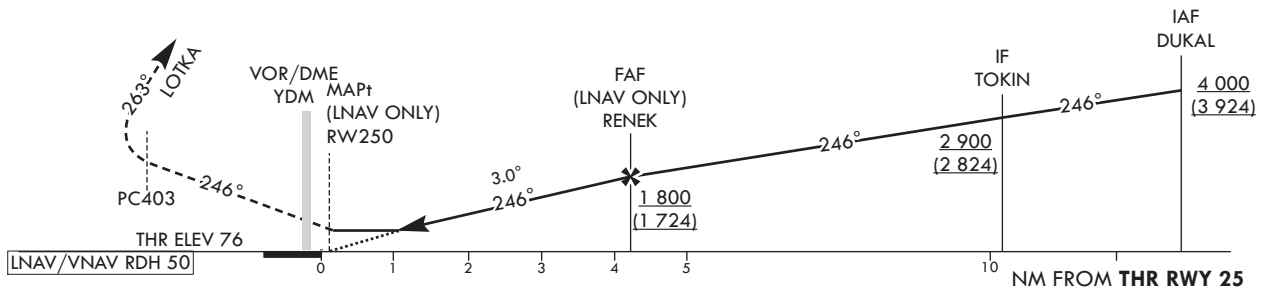
RNP RWY 25

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 6 000 ft on track of 246° to PC403, then RIGHT turn on track of 263° to LOTKA and hold at 6000 ft.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	620 (544)	2 100 m			
		ALS INOP		2 500 m			
	LNAV	FULL	810 (734)	3 000 m			
		ALS INOP		3 400 m			
Circling				680(561) 2 600 m	890(771) 3 600 m	1 380(1 261) 5 000 m	N/A

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	319	478	637	797	956

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 25

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	IF	DUKAL	-	-	-	-	+4 000	-	33°38'58.6"N 126°45'38.8"E	-	RNP APCH	IAF
002	TF	TOKIN	-	246(238.6)	5.0	-	+2 900	-	33°36'21.9"N 126°40'32.2"E	-	RNP APCH	IF
003	TF	RENEK	-	246(238.6)	5.2	-	+1 800	-	33°33'38.6"N 126°35'13.1"E	-	RNP APCH	FAF
004	TF	RW250	Y	246(238.5)	5.3	-	+810	-	33°30'53.6"N 126°29'51.5"E	-3.00/50	RNP APCH	MAPt
005	TF	PC403	-	246(238.5)	15.5	-	-	-	33°22'44.4"N 126°14'03.0"E	-	RNP APCH	-
006	TF	LOTKA	Y	263(255.6)	6.2	-	-	-	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	-
007	HM	LOTKA	Y	071(063.2)	-	L	-11 000 +6 000	-210	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	1 min (Outbound timing)

HOLDING PROCEDURE

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	TIME (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 25	HM	DUKAL	Y	246(238.6)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

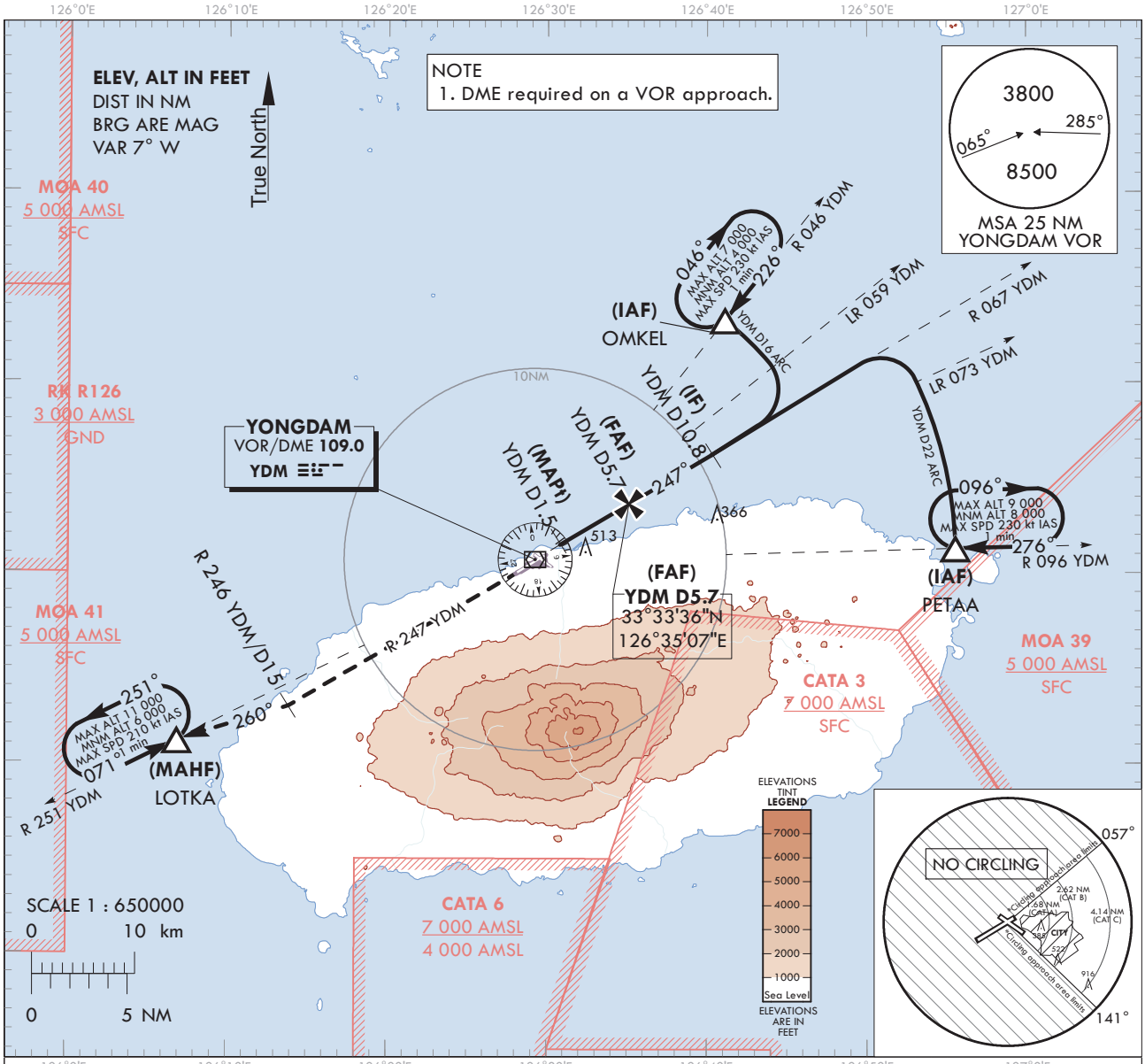
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 119 ft
HEIGHTS RELATED TO
THR RWY 25 - ELEV **76** ft

JEJU APP	121.2
	124.05
JEJU TWR	118.55
	118.2

JEJU/Jeju Intl(RKPC)

VOR RWY 25

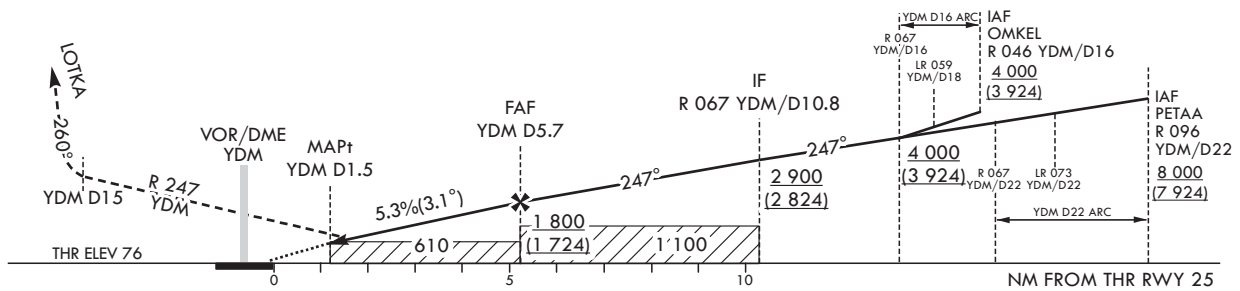


MISSED APPROACH

Climb on R 247 YDM until 15 DME, then turn Right HDG 260° to LOTKA and Hold at 6 000 ft.

RECOMMENDED PROFILE	DME YDM	5	4	3	2.2
Final Approach Gradient 5.34%, 325 ft/NM	ALT(HGT)	1 573 (1 497)	1 248 (1 172)	924 (848)	650 (574)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA(MDH)	A	B	C	D
STA	FULL	610 (534)	2 000 m			
	ALS INOP		2 400 m			
Circling			680 (561) 2 600 m	890 (771) 3 600 m	1 380 (1 261) 5 000 m	N/A

* Timing Not authorized for defining MAPt.
* MDH for Circling realated to aerodrome ELEV 119 ft.

Change : Improved clarity such as terrain.

JEJU/Intl(RKPC)
VOR RWY 25

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 25 from OMKEL(IAF) or PETAA(IAF)			
Fix/point		Coordinates	
OMKEL(IAF)	- 16 DME ARC/16.00 NM YDM	33°43'16.2"N	126°41'08.0"E
PETAA(IAF)	- 22 DME ARC/22.00 NM YDM	33°31'18.0"N	126°55'34.0"E
D10.8 YDM(IF)	- BRG 246.76°/10.80 NM YDM	33°36'12.8"N	126°40'22.1"E
D5.7 YDM(FAF)	- BRG 246.76°/5.70 NM YDM	33°33'36.4"N	126°35'07.1"E
D1.5 YDM(MAPt)	- BRG 246.71°/1.50 NM YDM	33°31'27.2"N	126°30'47.4"E
THR RWY 25	Final approach descent angle 3.06°	33°30'53.56"N	126°29'51.51"E
YDM VOR/DME		33°30'41.3"N	126°29'15.3"E
D15.0 YDM	- BRG 246.67°/15.00 NM YDM	33°22'59.4"N	126°13'51.7"E
LOTKA	- BRG 260.35°/21.00 NM YDM	33°21'11.1"N	126°06'52.2"E

RKNY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKNY - YANGYANG / International

RKNY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	380341N 1284009E 150° / 1 243 m from THR 15
2	Direction and distance from city	093°, 4.4 km from Yangyang County office 162°, 16 km from Sokcho City Hall
3	Elevation/Reference temperature	73 m / 28.4 °C
4	Geoid undulation at AD ELEV PSN	26 m
5	MAG VAR/Annual change	9° W (2020) / 0.089° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Yangyang Airport Branch Office (Seoul Regional Office of Aviation) 201, Gonghang-ro, Sonyang-meon, Yangyang-gun, Gangwon-do, 25042, Republic of Korea TEL : +82-33-671-5855 Telefax : +82-33-670-7203 AFS : RKNYZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKNY AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-0900 UTC*
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	2300-0900 UTC*
5	ATS Reporting Office	2300-0900 UTC*
6	MET Briefing Office	2300-0900 UTC*
7	ATS	2300-0900 UTC*
8	Fuelling	2300-0900 UTC
9	Handling	2300-0900 UTC
10	Security	2300-0900 UTC
11	De-icing	HO
12	Remarks	* Outside these hours services are available on request (passenger flights only)

RKNY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Baggage Handling service only
2	Fuel/oil types	Jet A-1 / Turbo 2380
3	Fuelling facilities/capacity	Elevated storage tank 3 units / total 1 347 kilo liters 3 fuel tanks with 450 kilo liters Refueling available by trucks
4	De-icing facilities	Available (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKNY AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in Yangyang & Sokcho city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and rental cars from the AD
4	Medical facilities	a. First aid b. Ambulance service available c. Hospitals in Sokcho & Gangneung city
5	Bank and Post Office	ATM only
6	Tourist Office	Available at AD (TEL : +82-33-672-7222)
7	Remarks	https://www.airport.co.kr/yangyang/

RKNY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	a. 2 Chemical crash rescue & Fire fighting trucks (Total capacity : 21 000 L water, 2 700 L *AFFF and 500 kg dry chemical) b. 1 Patrol car c. 1 Ambulance car
3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment available up to and including maximum size aircraft such as B747-400. b. 300 ton crane and 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 : +82-33-670-7331)
4	Remarks	* AFFF (Aqueous Film Forming Foam)

RKNY AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 1 (one) Towed runway jet sweeper(working width : about 8.0 m) b. 1 (one) Compact runway jet sweeper(working width : about 5.6 m) c. 2 (two) Snow blowers(working width : up to 2.3 m) d. 2 (two) Dry material spreaders e. 1 (one) Liquid material spreader
2	Clearance priorities	a. First 1) RWY 15/33 2) TWY A 3) Aprons(NR. 1~5) 4) Access roads b. second 1) Aprons(NR. 6~7, NR. 31~39, NR. 41~49) 2) TWY B 3) Parking lot and other area
3	Remarks	NIL

Change : Information of rescue and fire fighting services.

RKNY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
15	2 500	2 845	2 500	2 500	NIL
15	1 370	1 715	1 370	1 370	Take-off from intersection with TWY A
15	1 740	2 085	1 740	1 740	Take-off from intersection with TWY B
33	2 500	2 845	2 500	2 500	NIL
33	1 130	1 475	1 130	1 130	Take-off from intersection with TWY A
33	760	1 105	760	760	Take-off from intersection with TWY B

RKNY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center Line LGT LEN, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour
1	2	3	4	5	6	7	8	9
15	SALS (SSALF) 420 m LIH	Green -	PAPI Both/3° (57.7 ft)	NIL	2 500 m 30 m White/Red LIH	2 500 m 60 m White/Yellow LIH	Red -	NIL
33	ALSF-I 900 m LIH	Green -	PAPI Left/3° (57.7 ft)	900 m	2 500 m 30 m White/Red LIH	2 500 m 60 m White/Yellow LIH	Red -	NIL

10. Remarks

1) Circling guidance LGT are installed as follows.
   a. Location : East side of RWY 15
   b. Length : 900 m from threshold of RWY 15
   c. Spacing : 150 m
   d. Colour : White with flasher
      - During circling approach, CGL cannot be identified on entering downwind leg because of mountains.
2) RWY THR Identification LGT are installed as follows.
   a. Location : THR of RWY 15
   b. Colour : White with flasher

RKNY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower building, FLG W/G EV 2~3 SEC IBN : NIL As AD 2.3 Operational hours
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 230 m from RWY 15 THR, 350 m from RWY 33 THR 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 : 1 or 15 SEC according to a kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

Change : Information of hours of operation.

RKNY 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 dimesions, surface, strength and marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

RKNY AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	YANGYANG CTR A circle, radius 5 NM centered at 380341N 1284009E(ARP)
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	YANGYANG Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2300-0900 UTC* * Outside these hours, services are available on prior request (passenger flights only)
7	Remarks	NIL

RKNY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency(MHz)	Hours of operation	Remarks
1	2	3	4	5
TWR	Yangyang Tower	118.85 MHz 240.4 MHz 124.375 MHz	2300-0900 UTC*	* Outside these hours services are available on request (passenger flights only)
GND, DLVRY	Yangyang Ground	124.3 MHz 240.4 MHz	2300-0900 UTC*	* Outside these hours services are available on request (passenger flights only)
ATIS	Yangyang INTL airport	128.825 MHz 233.975 MHz	H24	NIL
APP	Gangneung Approach	124.6 MHz 304.0 MHz	H24	NIL
DEP	Gangneung Departure	124.6 MHz 258.4 MHz	H24	NIL
EMERG		121.5 MHz 243.0 MHz	H24	NIL

* Scheduled Maintenance Time :
- TWR, GND, DLVRY, ATIS, EMERG : Every 4th TUE(1300-1800 UTC) of the month

INSTRUMENT APPROACH CHART - ICAO

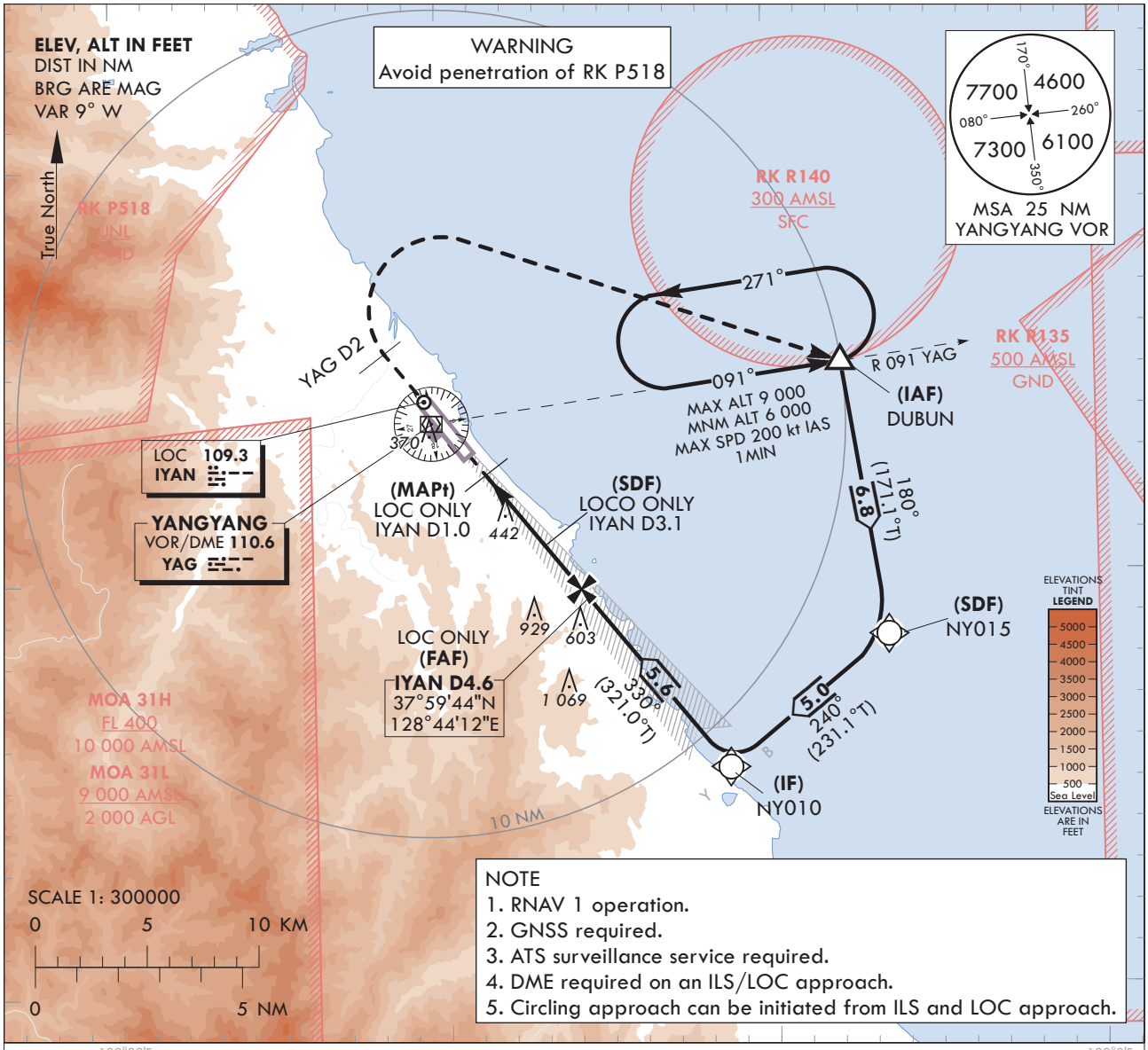
Note : Approach Under ICAO Flight Procedures.

AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

ILS Z or LOC Z RWY 33



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.
5. Circling approach can be initiated from ILS and LOC approach.

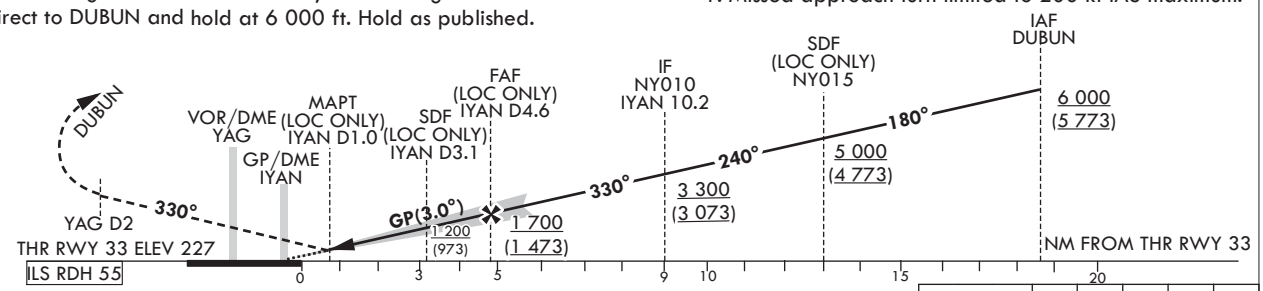
RECOMMENDED PROFILE(LOC ONLY)	DME IYAN	4	3	2
Final Approach Gradient 5.31%(323 ft/NM)	ALT(HGT)	1 523 (1 296)	1 200 (973)	878 (651)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb straight ahead until YAG D2, then turn right direct to DUBUN and hold at 6 000 ft. Hold as published.

NOTE
1. Missed approach turn limited to 200 kt IAS maximum.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT 1	FULL	427 (200)	RVR 500 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	700 (473)	1 500 m			
		ALS INOP		2 200 m			
Circling				700(459) 2 100 m	740(499) 2 800 m	1 210(969) 4 500 m	1 230(989) 4 600 m

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Improved clarity such as terrain.

YANGYANG/Intl(RKNY)
ILS Z or LOC Z RWY 33

AERONAUTICAL DATA TABULATION

ILS/LOC Z Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
NY015(SDF)		37°58'31.2"N 128°53'33.6"E
NY010(IF)		37°55'22.3"N 128°48'38.8"E
D4.6 IYAN(FAF LOC ONLY)	BRG 329.92° / 4.55 NM IYAN	37°59'43.9"N 128°44'11.5"E
D3.1 IYAN(SDF LOC ONLY)	BRG 329.92° / 3.10 NM IYAN	38°00'51.7"N 128°43'02.1"E
D1.0 IYAN(MAPt LOC ONLY)	BRG 329.92° / 1.00 NM IYAN	38°02'29.7"N 128°41'21.8"E
THR RWY 33		38°03'09.21"N 128°40'41.25"E
IYAN DME		38°03'13.8"N 128°40'30.0"E
D2 YAG	HDG 330	38°05'28.5"N 128°38'18.4"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E

INSTRUMENT APPROACH CHART - ICAO

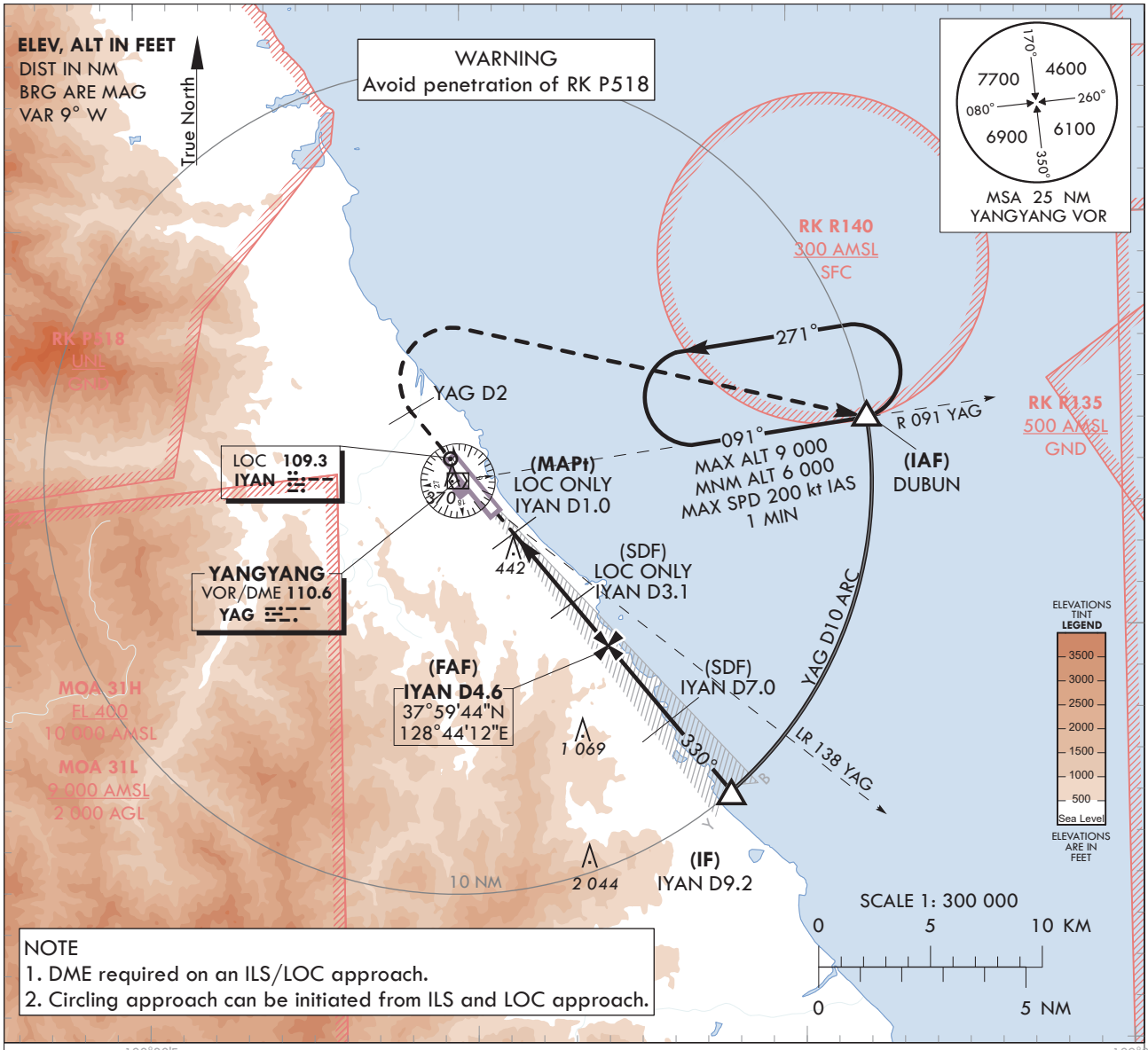
AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

Note : Approach Under ICAO Flight Procedures.

ILS Y or LOC Y RWY 33

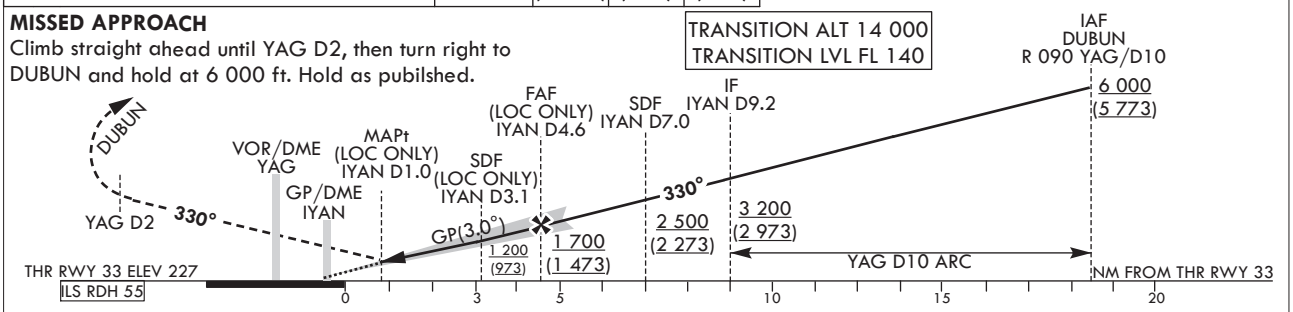


NOTE
1. DME required on an ILS/LOC approach.
2. Circling approach can be initiated from ILS and LOC approach.

RECOMMEND PROFILE(LOC ONLY)	DME YAG	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 523 (1 296)	1 200 (973)	878 (651)

NOTE
Missed approach turn limited to 200 kt IAS maximum.

MISSED APPROACH
Climb straight ahead until YAG D2, then turn right to DUBUN and hold at 6 000 ft. Hold as pubilshed.



Knots	60	90	120	150	180
V/V fpm	318	478	637	796	955

Rate of descent

CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT 1	FULL	427 (200)	RVR 500 m, VIS 800 m			
		ALS INOP		1 200m			
	LOC	FULL	700 (473)	1 500m			
		ALS INOP		2 200m			
Circling				700(459) 2 100m	740(499) 2 800m	1 210(969) 4 500m	1 230(989) 4 600m

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Improved clarity such as terrain.

YANGYANG/Intl(RKNY)
ILS Y or LOC Y RWY 33

AERONAUTICAL DATA TABULATION

ILS/LOC Y Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
D9.2 IYAN(IF)	BRG 329.92° / 9.16 NM IYAN	37°56'08.9"N 128°47'51.2"E
D7.0 IYAN(SDF)	BRG 329.92° / 7.00 NM IYAN	37°57'49.6"N 128°46'08.4"E
D4.6 IYAN(FAF LOC ONLY)	BRG 329.92° / 4.55 NM IYAN	37°59'43.9"N 128°44'11.5"E
D3.1 IYAN(SDF LOC ONLY)	BRG 329.92° / 3.10 NM IYAN	38°00'51.7"N 128°43'02.1"E
D1.0 IYAN(MAPt LOC ONLY)	BRG 329.92° / 1.00 NM IYAN	38°02'29.7"N 128°41'21.8"E
THR RWY 33		38°03'09.21"N 128°40'41.25"E
IYAN DME		38°03'13.8"N 128°40'30.0"E
D2 YAG	HDG 330	38°05'28.5"N 128°38'18.4"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E

INSTRUMENT APPROACH CHART - ICAO

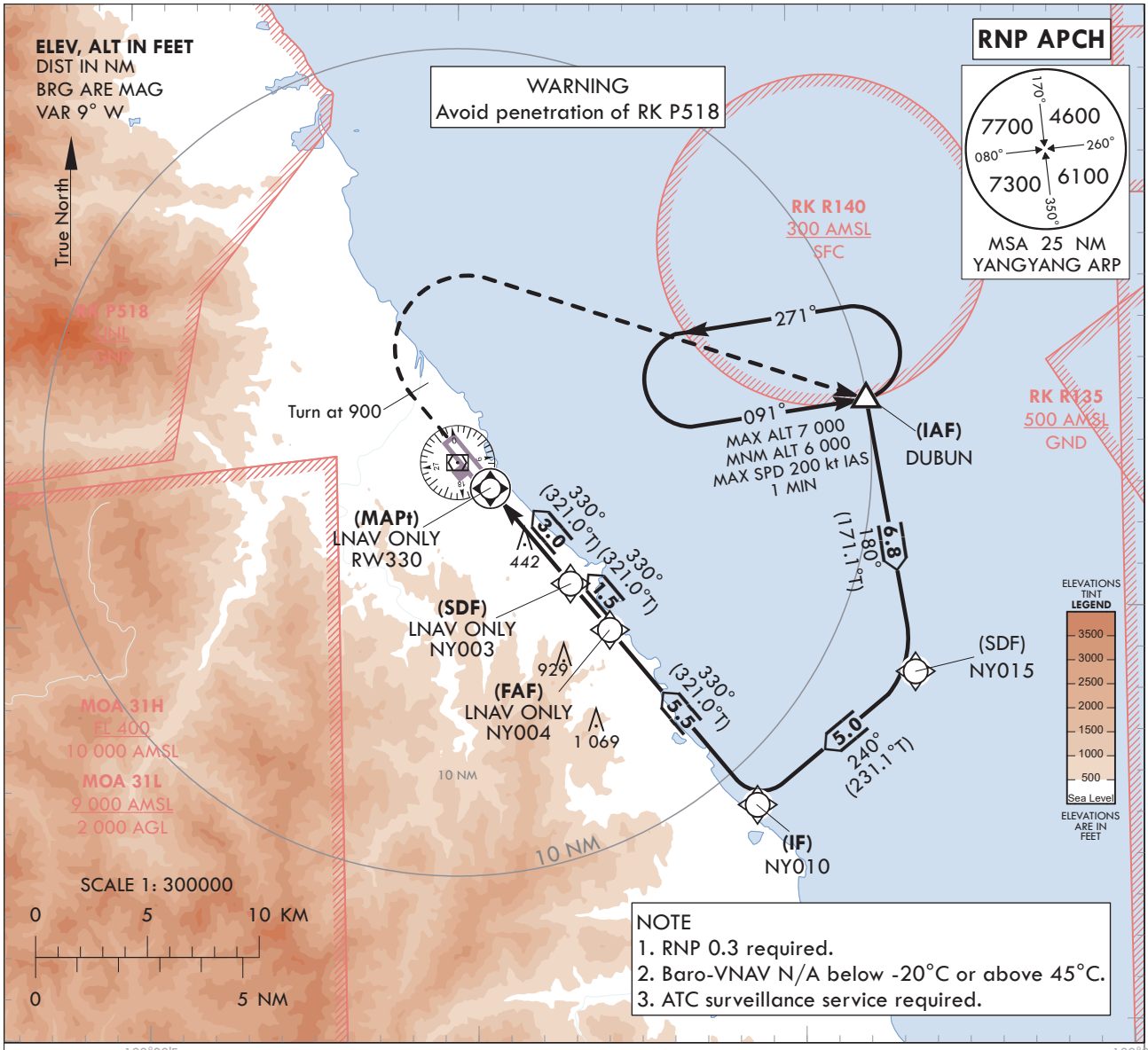
AERODROME ELEV **241 ft**
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

RNP RWY 33

Note : Approach Under ICAO Flight Procedures.

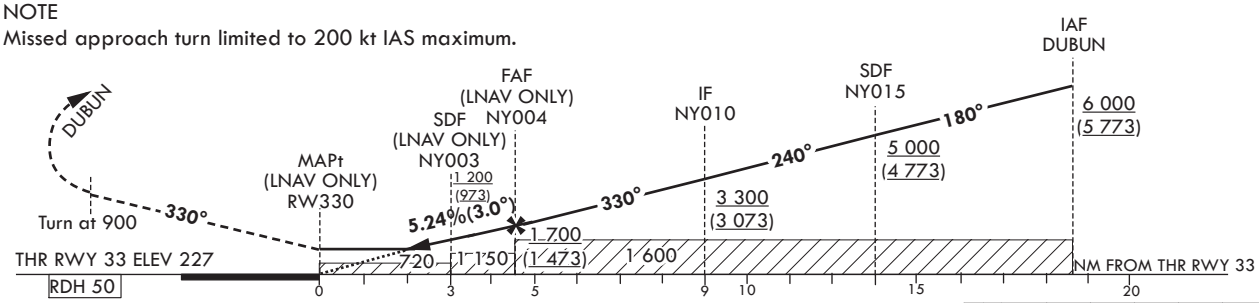


NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. ATC surveillance service required.

MISSED APPROACH
Climb on HDG 330° to 900 ft,
then turn right to DUBUN and hold at 6 000 ft. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

NOTE
Missed approach turn limited to 200 kt IAS maximum.



Knots	60	90	120	150	180
Rate of descent V/V fpm	318	478	637	796	955

CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	640 (413)	1 200 m			
		ALS INOP		1 900 m			
	LNAV	FULL	720 (493)	1 500 m			
		ALS INOP		2 300 m			
Circling				720(479) 2 200 m	740(499) 2 800 m	1 210(969) 4 500 m	1 230(989) 4 600 m

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 33 - via DUBUN(IAF)

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	IF	DUBUN	-	-	-	-	+6 000	-	38°05'14.5"N 128°52'13.8"E	-	RNP APCH	IAF
002	TF	NY015	-	180(171.1)	6.8	-	+5 000	-	37°58'31.2"N 128°53'33.6"E	-	RNP APCH	SDF
003	TF	NY010	-	240(231.1)	5.0	-	+3 300	-	37°55'22.3"N 128°48'38.8"E	-	RNP APCH	IF
004	TF	NY004	-	330(321.0)	5.5	-	+1 700	-	37°59'40.6"N 128°44'14.9"E	-	RNP APCH	FAF
005	TF	NY003	-	330(321.0)	1.5	-	+1 200	-	38°00'49.2"N 128°43'04.7"E	-	RNP APCH	SDF
006	TF	RW330	Y	330(321.0)	3.0	-	+720	-	38°03'09.21"N 128°40'41.25"E	-3.00/50	RNP APCH	MAPt
007	VA	ALT	Y	330(321.0)	-	R	+900	-200	-	-	RNP APCH	-
008	DF	DUBUN	Y	-	-	L	@6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNP APCH	MAHF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (Min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH*	Navigation specification	Remarks
RNP RWY 33	HM	DUBUN	Y	091(081.7)	1	L	-9 000 +6 000	-200	38°05'14.5"N 128°52'13.8"E	-	RNAV 1	1 MIN (Outbound Leg)

* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

INSTRUMENT APPROACH CHART - ICAO

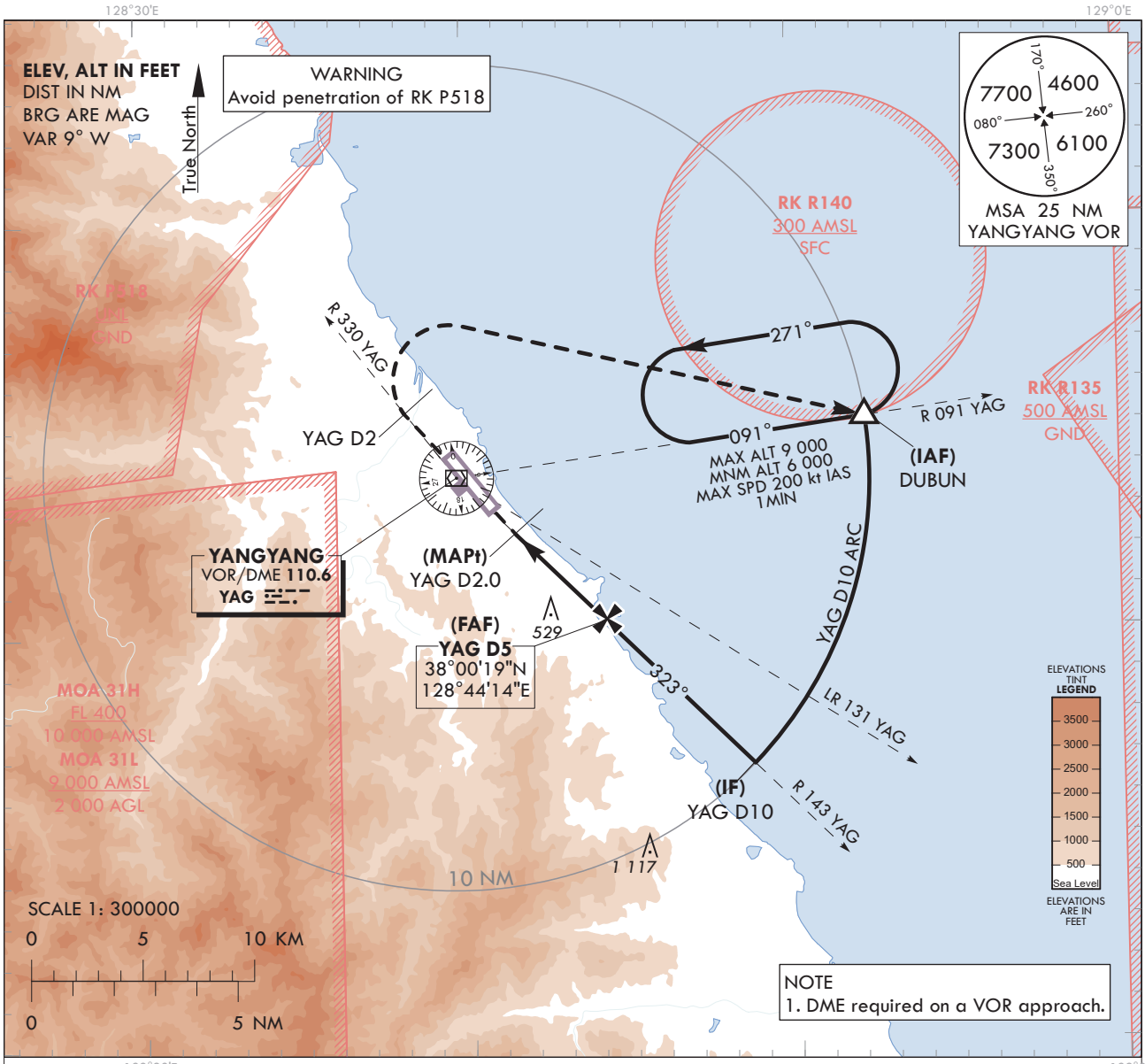
AERODROME ELEV **241** ft
HEIGHTS RELATED TO
THR RWY 33 - ELEV **227** ft

GANGNEUNG	APP	124.6
YANGYANG	TWR	118.85
		124.375

YANGYANG/Intl(RKNY)

VOR RWY 33

Note : Approach Under ICAO Flight Procedures.

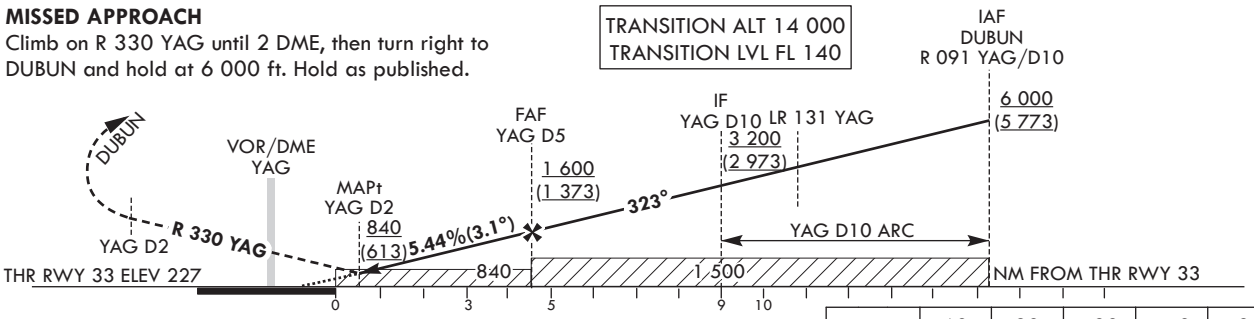


RECOMMENDED PROFILE(LOC ONLY)	DME YAG	5	4	3
Final Approach Gradient 5.44%, 330 ft/NM	ALT(HGT)	1600 (1 373)	1 269 (1 042)	938 (711)

NOTE
Missed approach turn limited to 200 kt IAS maximum.

MISSED APPROACH
Climb on R 330 YAG until 2 DME, then turn right to DUBUN and hold at 6 000 ft. Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



	Knots	60	90	120	150	180
Rate of descent	V/V fpm	330	496	661	826	991

CATEGORY		MDA(H)	A	B	C	D
STA	FULL	840 (613)	2 100 m			
	ALS INOP		2 800 m			
Circling			840(599) 2 700 m	840(599) 2 800 m	1 210(969) 4 500 m	1 230(989) 4 600 m

*Timing Not authorized for defining MAPt.
*Circling Not authorized west of RWY 15-33, area on between R 150 and R 315 YAG and area beyond 6 DME of between R 315 and R 360 YAG.

Change : Improved clarity such as terrain.

YANGYANG/Intl(RKNY)
VOR RWY 33

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 33 from DUBUN		
Fix/Point		Coordinates
DUBUN(IAF)		38°05'14.5"N 128°52'13.8"E
D10.0 YAG(IF)	BRG 323.00° / 10.00 NM YAG	37°56'49.6"N 128°48'46.6"E
D5.0 YAG(FAF)	BRG 323.00° / 5.00 NM YAG	38°00'18.8"N 128°44'14.2"E
D2.0 YAG(MAPt)	BRG 323.00° / 2.00 NM YAG	38°02'24.3"N 128°41'30.7"E
THR RWY 33	Final Approach Descent Angle 3.11°	38°03'09.21"N 128°40'41.25"E
YAG VOR/DME		38°03'48.0"N 128°39'41.3"E
D2 YAG	R 330 YAG/ 2.00 NM YAG	38°05'21.3"N 128°38'06.0"E
DUBUN	R 091 YAG/ 10.00 NM YAG	38°05'14.5"N 128°52'13.8"E

INSTRUMENT APPROACH CHART - ICAO

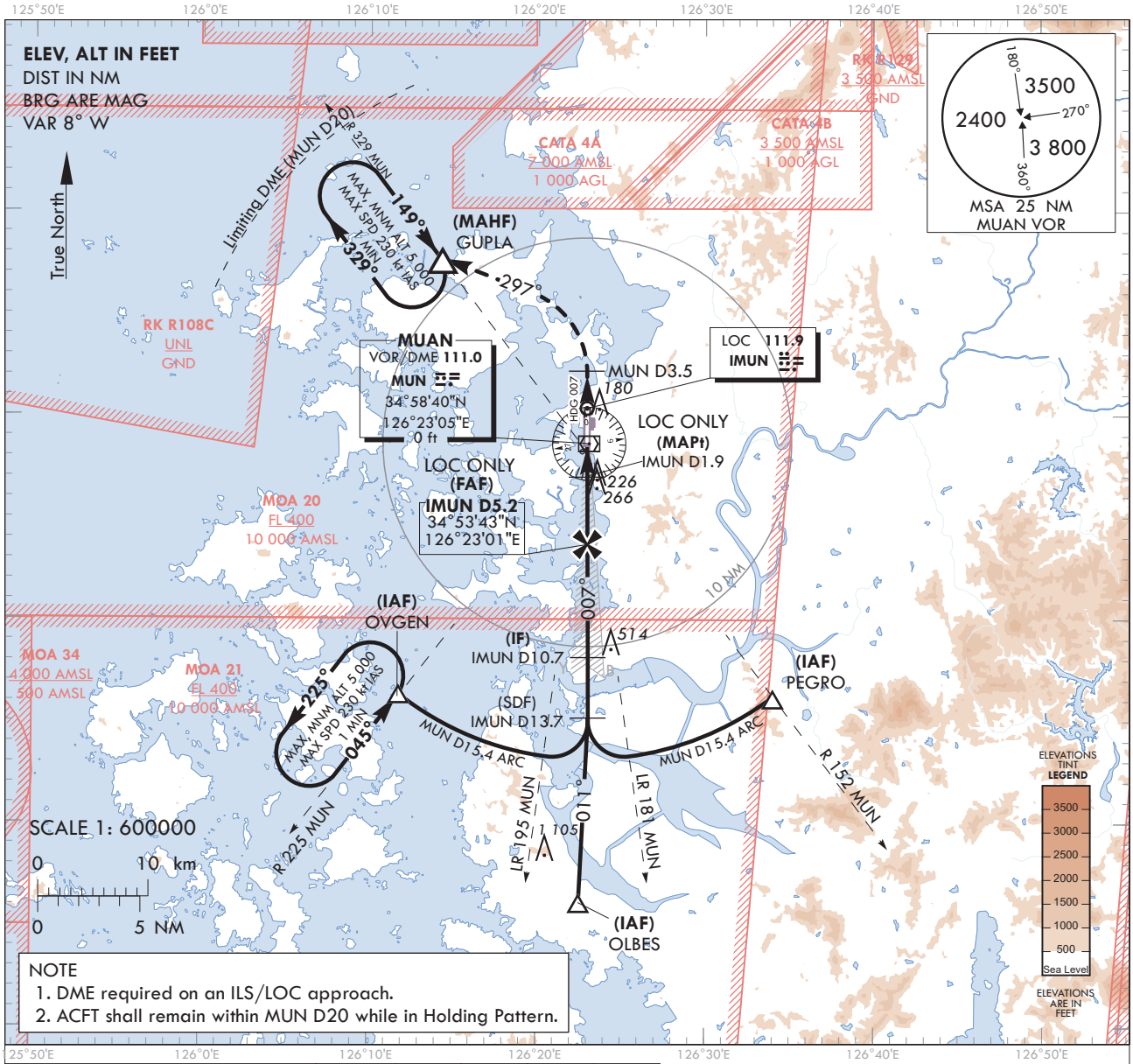
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Y or LOC Y RWY 01

Note : Approach under ICAO Flight Procedure.

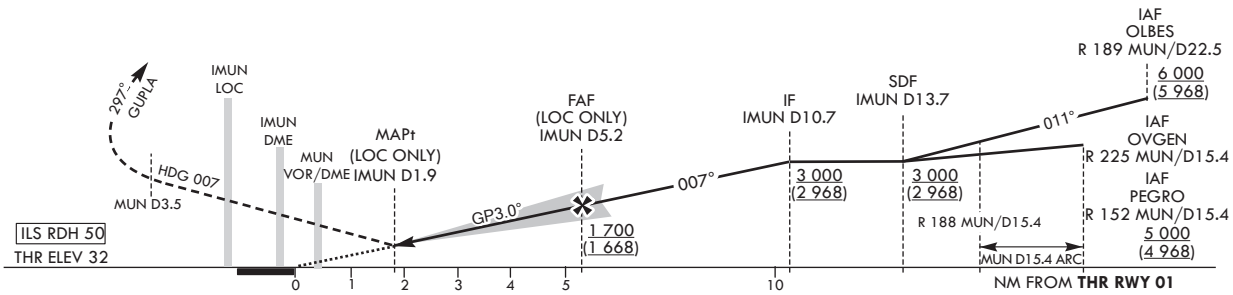


NOTE
1. DME required on an ILS/LOC approach.
2. ACFT shall remain within MUN D20 while in Holding Pattern.

RECOMMENDED PROFILE(LOC ONLY)	DME IMUN	5	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 645 (1 613)	1 322 (1 290)	999 (967)	660 (628)

MISSESD APPROACH
Climb on HDG 007° to MUN D3.5, then turn left HDG 297° to GUPLA and Hold at 5 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I	FULL	232 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	660 (628)	2 600 m			
		ALS INOP		3 300 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

MUAN/Muan Intl(RKJB)
ILS Y or LOC Y RWY 01

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 01 from OVGEN, OLBES or PEGRO			
Fix/point		Coordinates	
OVGEN(IAF)	R 225 MUN /15.4 NM MUN	34°46'22.2"N	126°11'47.9"E
OLBES(IAF)	R 189 MUN /22.5 NM MUN	34°36'08.1"N	126°22'32.0"E
PEGRO(IAF)	R 152 MUN /15.4 NM MUN	34°46'09.0"N	126°34'02.1"E
D13.7 IMUN(SDF)	BRG 7.10°/13.7 NM IMUN	34°45'11.5"N	126°23'04.1"E
D10.7 IMUN(IF)	BRG 7.10°/10.7 NM IMUN	34°48'10.9"N	126°23'03.3"E
D5.2 IMUN(FAF LOC ONLY)	BRG 7.10°/5.2 NM IMUN	34°53'42.6"N	126°23'00.5"E
D1.9 IMUN(MAPt LOC ONLY)	BRG 7.10°/1.9 NM IMUN	34°56'59.1"N	126°22'59.2"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
THR RWY 01	Final approach descent angle 3.04° (LOC ONLY)	34°58'43.64"N	126°22'58.45"E
IMUN DME		34°58'53.2"N	126°22'53.8"E
IMUN LOC		35°00'23.1"N	126°22'57.8"E
D3.5 MUN	HDG 007	-	
GUPLA	HDG 297/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

INSTRUMENT APPROACH CHART - ICAO

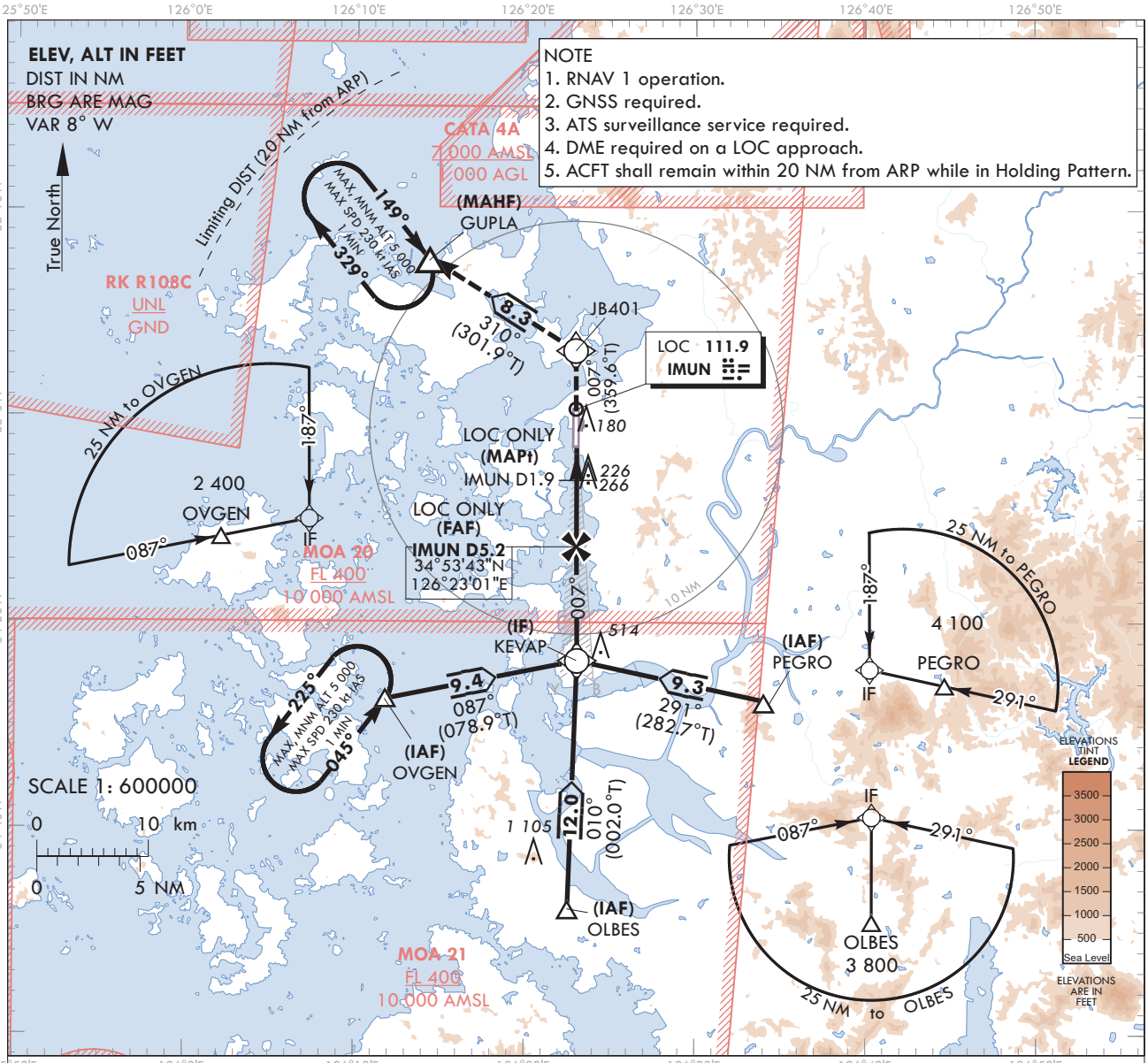
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Z or LOC Z RWY 01

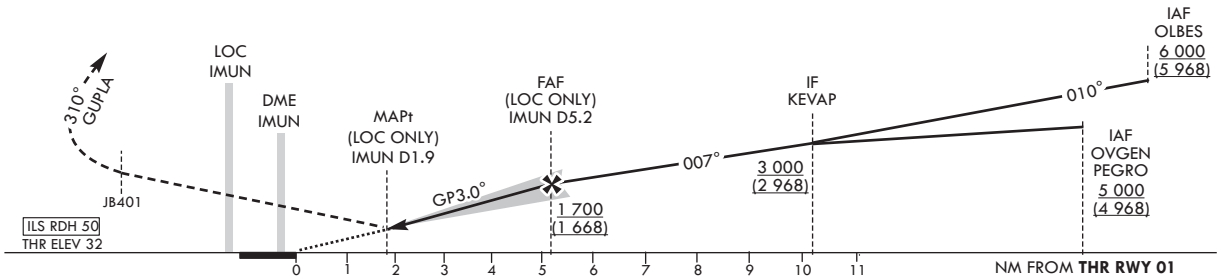
Note : Approach under ICAO Flight Procedure.



RECOMMENDED PROFILE(LOC ONLY)	DME IMUN	5	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 645 (1 613)	1 322 (1 290)	999 (967)	660 (628)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to 5 000 ft on track of 007° to JB401, then LEFT turn on track of 310° to GUPLA. Hold as published.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I	FULL	232	RVR 550 m, VIS 800 m			
		ALS INOP	(200)	1 200 m			
	LOC	FULL	660	2 600 m			
		ALS INOP	(628)	3 300 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

MUAN/Muan Intl(RKJB)
ILS Z or LOC Z RWY 01

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 01 from OVGEN, OLBES or PEGRO			
Fix/point		Coordinates	
OVGEN(IAF)		34°46'22.2"N	126°11'47.9"E
OLBES(IAF)		34°36'08.1"N	126°22'32.0"E
PEGRO(IAF)		34°46'09.0"N	126°34'02.1"E
KEVAP(IF)	BRG 7.10°/10.69 NM IMUN	34°48'10.9"N	126°23'03.3"E
D5.2 IMUN(FAF LOC ONLY)	BRG 7.10°/5.17 NM IMUN	34°53'42.6"N	126°23'00.5"E
D1.9 IMUN(MAPt LOC ONLY)	BRG 7.10°/1.90 NM IMUN	34°56'59.1"N	126°22'59.2"E
THR RWY 01	Final approach descent angle 3.04°(LOC ONLY)	34°58'43.64"N	126°22'58.45"E
IMUN DME		34°58'53.2"N	126°22'53.8"E
IMUN LOC		35°00'23.1"N	126°22'57.8"E
JB401		35°03'13.1"N	126°22'56.4"E
GUPLA		35°07'37.8"N	126°14'18.1"E

INSTRUMENT APPROACH CHART - ICAO

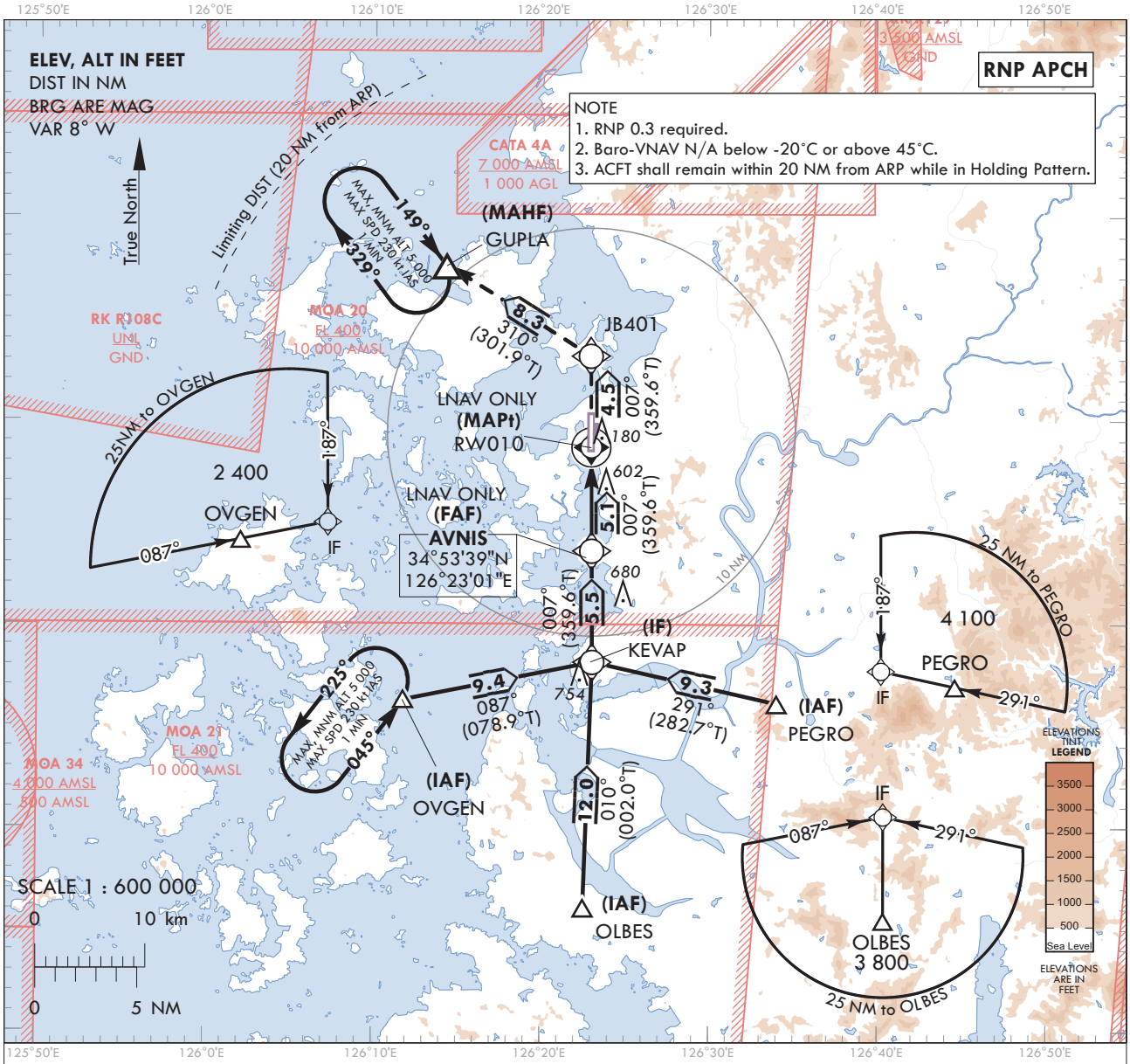
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

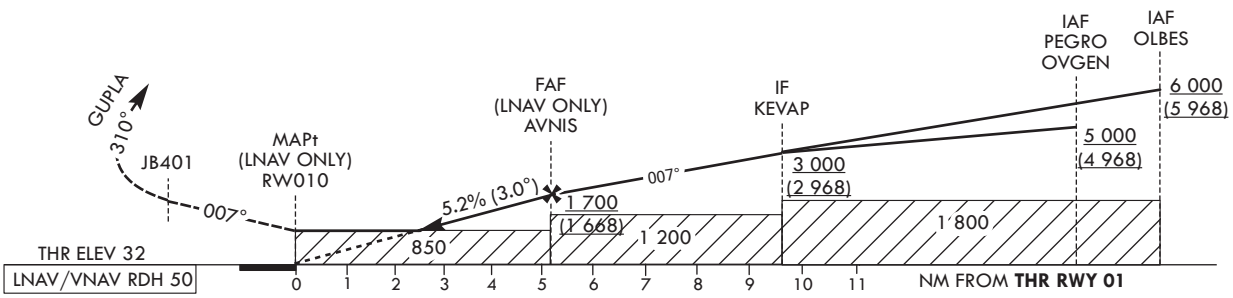
RNP RWY 01

Note : Approach under ICAO Flight Procedure.



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to 5 000 ft on track of 007° to JB401,
then LEFT turn on track of 310° to GUPLA.
Hold as published.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	790	2 700 m			
		ALS INOP	(758)	3 500 m			
	LNAV	FULL	850	3 100 m			
		ALS INOP	(818)	3 800 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	319	478	638	797	957

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 01 - via OVGEN to KEVAP(IF)

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	OVGEN	-	-	-	-	+5 000	-	34°46'22.2"N 126°11'47.9"E	-	RNP APCH	IAF
002	TF	KEVAP	-	087(078.9)	9.4	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF

RNP RWY 01 - via OLBES to KEVAP(IF)

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	OLBES	-	-	-	-	+6 000	-	34°36'08.1"N 126°22'32.0"E	-	RNP APCH	IAF
002	TF	KEVAP	-	010(002.0)	12.0	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF

RNP RWY 01 - via PEGRO to KEVAP(IF)

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	PEGRO	-	-	-	-	+5 000	-	34°46'09.0"N 126°34'02.1"E	-	RNP APCH	IAF
002	TF	KEVAP	-	291(282.7)	9.3	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF

RNP RWY 01 - via KEVAP(IF) to GUPLA(MAHF)

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
002	TF	KEVAP	-	-	-	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF
003	TF	AVNIS	-	007(359.6)	5.5	-	+1 700	-	34°53'38.8"N 126°23'00.8"E	-	RNP APCH	FAF
004	TF	RW010	Y	007(359.6)	5.1	-	+850	-	34°58'43.64"N 126°22'58.45"E	-3.00/50	RNP APCH	MAPt
005	TF	JB401	-	007(359.6)	4.5	-	-	-	35°03'13.1"N 126°22'56.4"E	-	RNP APCH	-
006	TF	GUPLA	Y	310(301.9)	8.3	-	-	-	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	-
007	HM	GUPLA	Y	149(141.1)	-	R	@5 000	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	1 MIN (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 01	HM	OVGEN	Y	045 (037.0)	1	L	@5 000	-230	34°46'22.2"N 126°11'47.9"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

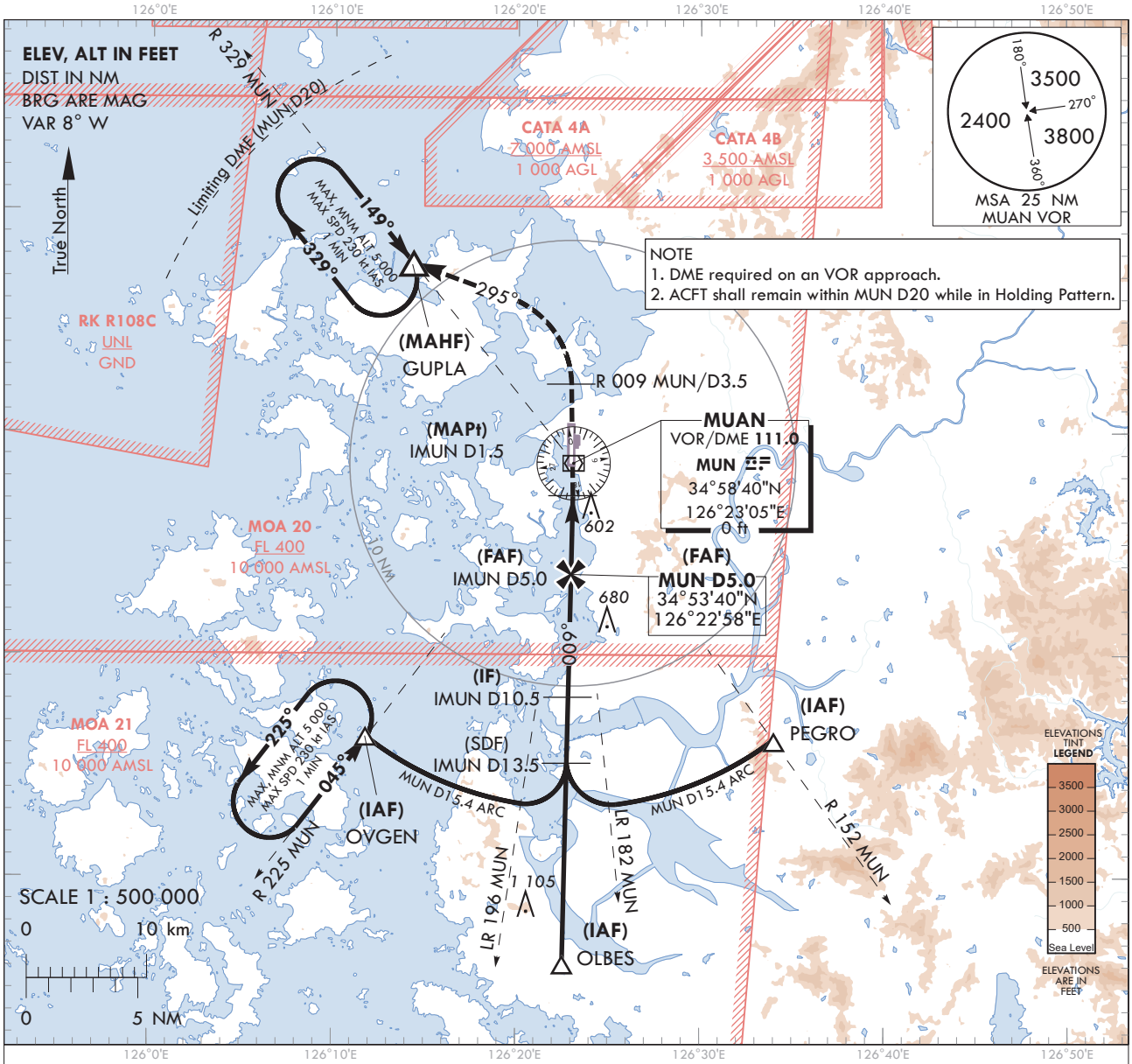
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

VOR RWY 01

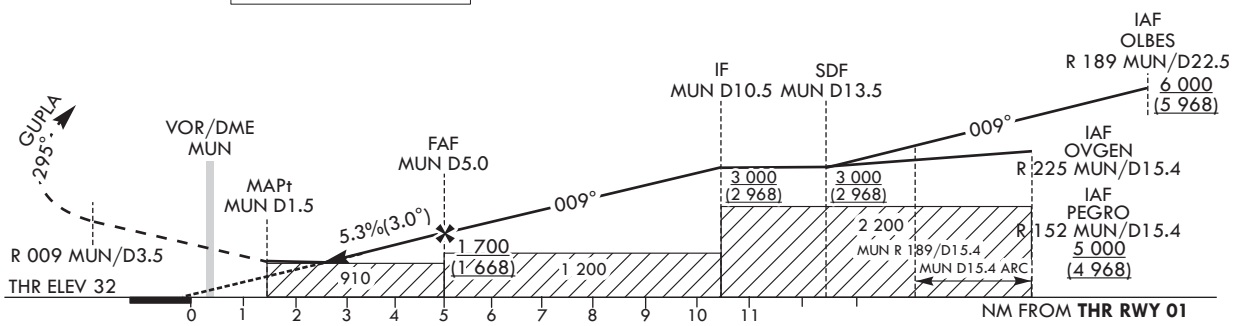
Note : Approach under ICAO Flight Procedure.



RECOMMENDED PROFILE	DME MUN	4	3	2.5
Final Approach Gradient 5.26%, 320 ft/NM	ALT(HGT)	1 381 (1 349)	1 061 (1 029)	910 (878)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to R 009 MUN/D3.5, then turn left HDG 295° to GUPLA and Hold at 5 000 ft.



CATEGORY		MDA/(MDH)	A	B	C	D
STA	FULL	910 (878)	3 300m			
	ALS INOP		4 000m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	320	480	640	799	959

* Circling Not authorized.
* Timing Not authorized for defining MAPt.

Change : Improved clarity such as terrain.

MUAN/Muan Intl(RKJB)
VOR RWY 01

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 01 from OVGEN, OLBES or PEGRO			
Fix/point		Coordinates	
OVGEN(IAF)	R 225 MUN /15.4 NM MUN	34°46'22.2"N	126°11'47.9"E
OLBES(IAF)	R 189 MUN /22.5 NM MUN	34°36'08.1"N	126°22'32.0"E
PEGRO(IAF)	R 152 MUN /15.4 NM MUN	34°46'09.0"N	126°34'02.1"E
D13.5 MUN(SDF)	R 189 MUN/13.5 NM MUN	34°45'08.9"N	126°22'45.3"E
D10.5 MUN(IF)	R 189 MUN/10.5 NM MUN	34°48'09.1"N	126°22'49.8"E
D5.0 MUN(FAF)	R 189 MUN/5.0 NM MUN	34°53'39.6"N	126°22'57.9"E
D1.5 MUN(MAPt)	R 189 MUN/1.5 NM MUN	34°57'09.9"N	126°23'03.1"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
THR RWY 01	Final approach descent angle 3.01°	34°58'43.64"N	126°22'58.45"E
D3.5 MUN	R 009 MUN /3.5 NM MUN	35°02'10.2"N	126°22'57.2"E
GUPLA	HDG 294.81/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

INSTRUMENT APPROACH CHART - ICAO

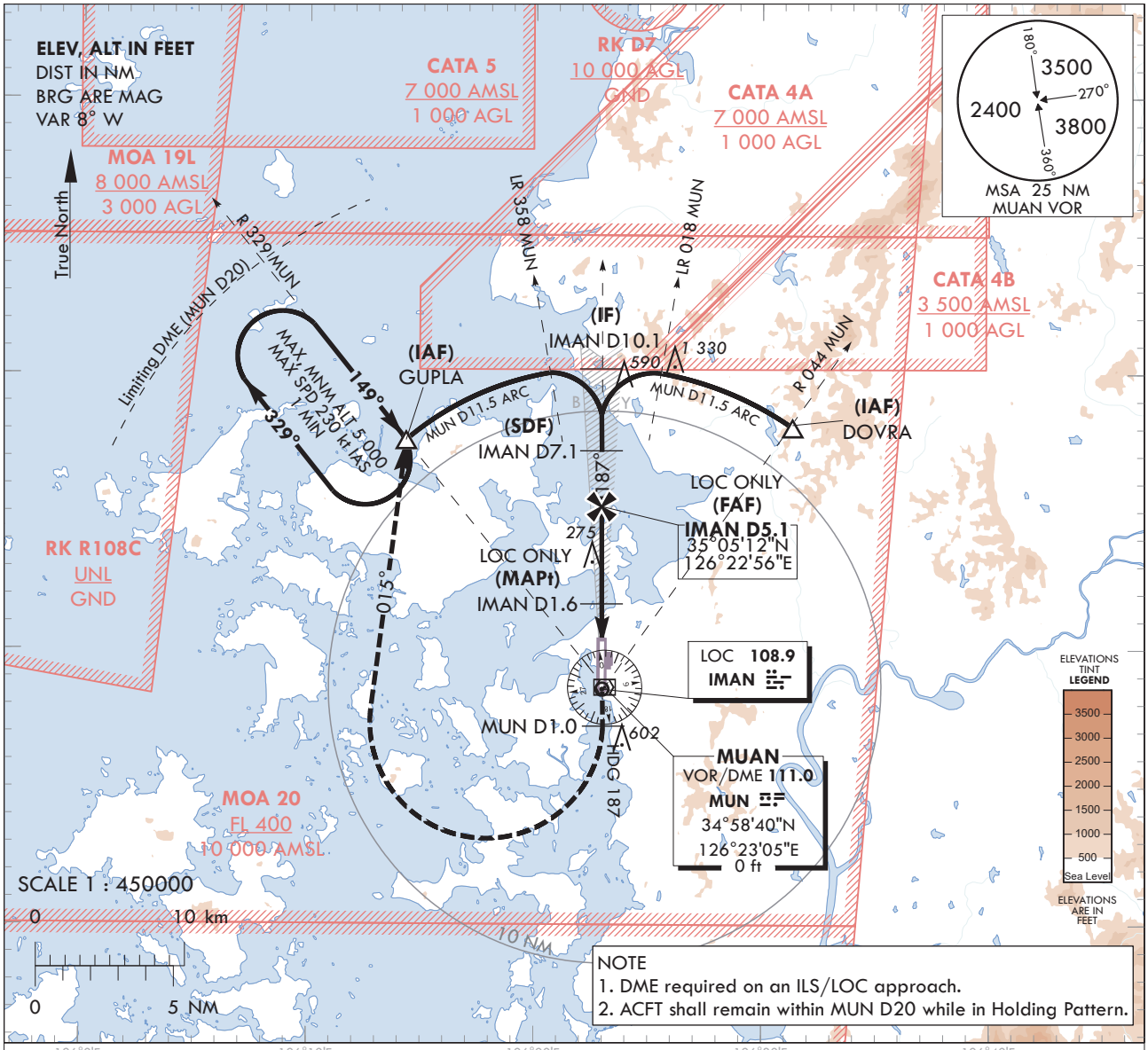
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **51** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Y or LOC Y RWY 19

Note : Approach under ICAO Flight Procedure.

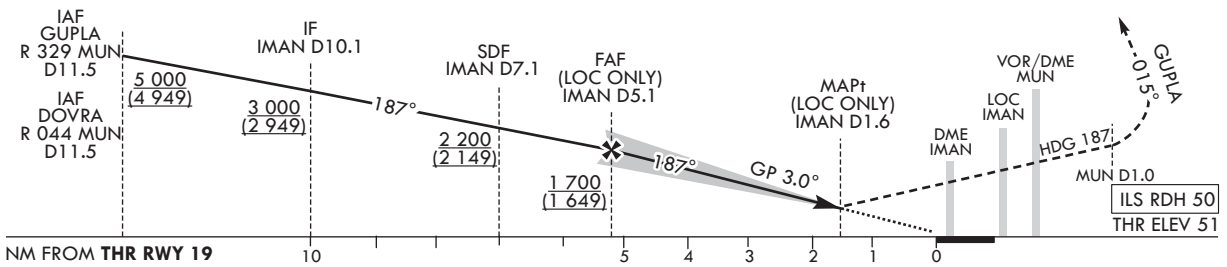


NOTE
1. DME required on an ILS/LOC approach.
2. ACFT shall remain within MUN D20 while in Holding Pattern.

RECOMMENDED PROFILE(LOC ONLY)	DME IMAN	5	4	3	2	1.7
Final Approach Gradient 5.31%, 323 ft/NM	ALT (HGT)	1 660 (1 609)	1 338 (1 287)	1 015 (964)	692 (641)	590 (539)

MISSED APPROACH
Climb on HDG 187° to MUN D1.0 then turn right HDG 015° to GUPLA and Hold at 5 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I (CG 2.5%)	FULL	414 (363)	1 200 m			
		ALS INOP		1 900 m			
	CAT-I (CG 5.0%)	FULL	251 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	590 (539)	2 000 m			
		ALS INOP		2 700 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

MUAN/Muan Intl(RKJB)
ILS Y or LOC Y RWY 19

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 19 from GUPLA or DOVRA			
Fix/point		Coordinates	
GUPLA(IAF)	R 329 MUN /11.5 NM MUN	35°07'37.8"N	126°14'18.1"E
DOVRA(IAF)	R 044 MUN /11.5 NM MUN	35°07'57.8"N	126°31'22.0"E
D10.1 IMAN(IF)	BRG 187.14°/10.14 NM IMAN	35°10'11.0"N	126°22'53.2"E
D7.1 IMAN(SDF)	BRG 187.14°/7.14 NM IMAN	35°07'13.4"N	126°22'54.7"E
D5.1 IMAN(FAF LOC ONLY)	BRG 187.14°/5.12 NM IMAN	35°05'12.3"N	126°22'55.7"E
D1.6 IMAN(MAPt LOC ONLY)	BRG 187.14°/1.60 NM IMAN	35°01'40.5"N	126°22'57.2"E
THR RWY 19	Final approach descent angle 3.04°(LOC ONLY)	35°00'14.49"N	126°22'57.82"E
IMAN DME		35°00'04.3"N	126°22'53.3"E
IMAN LOC		34°58'35.0"N	126°22'58.5"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
D1.0 MUN	HDG 187	-	
GUPLA	HDG 015/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

INSTRUMENT APPROACH CHART - ICAO

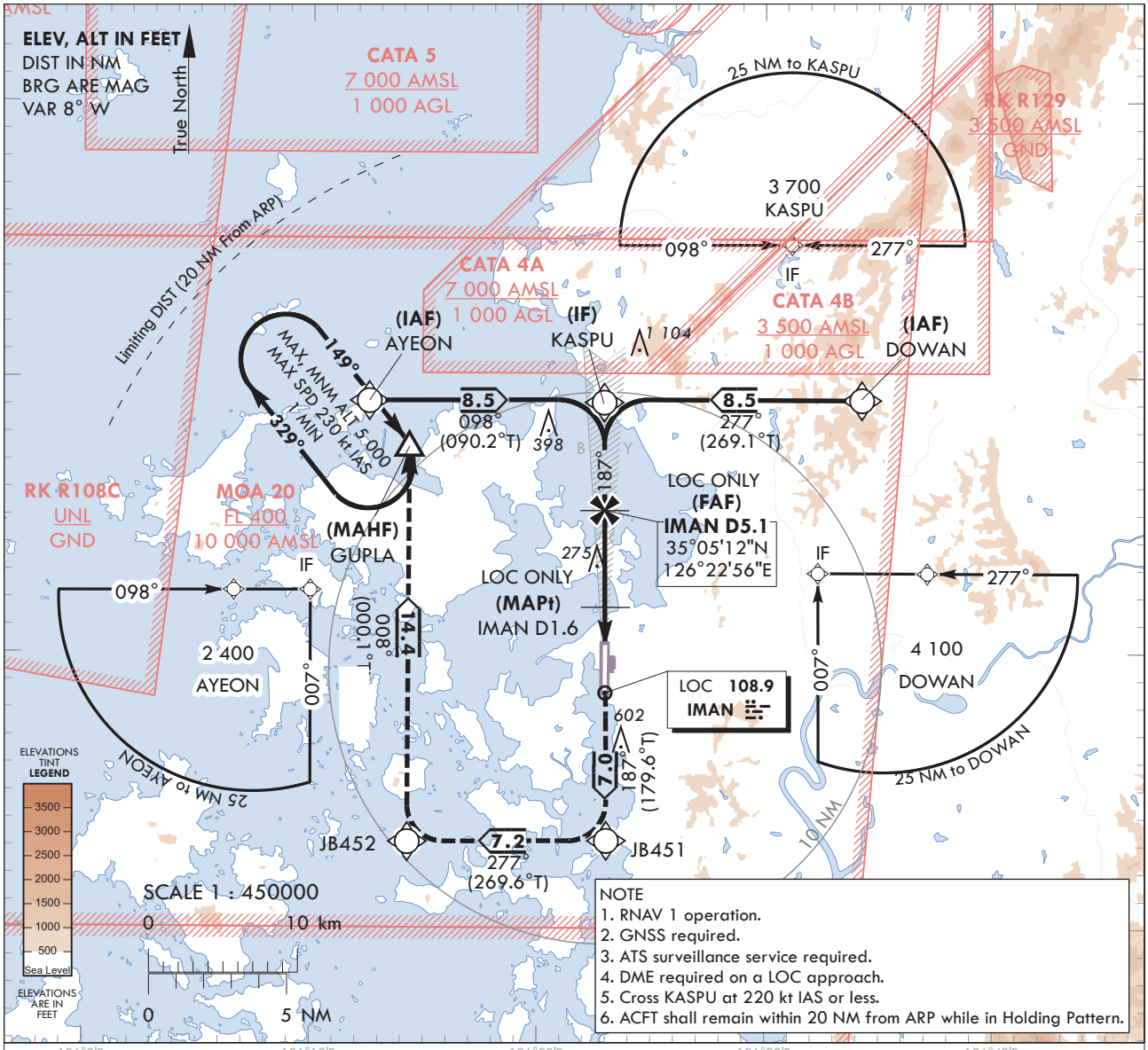
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **51** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Z or LOC Z RWY 19

Note : Approach under ICAO Flight Procedure.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on a LOC approach.
5. Cross KASPU at 220 kt IAS or less.
6. ACFT shall remain within 20 NM from ARP while in Holding Pattern.

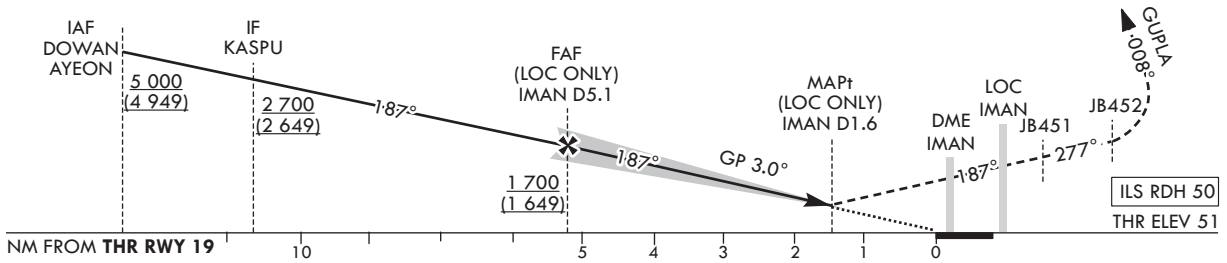
MISSED APPROACH

Climb to 5 000 ft on track of 187° to JB451, RIGHT turn on track of 277° to JB452, then RIGHT turn on track of 008° to GUPLA. Hold as published.

RECOMMENDED PROFILE(LOC ONLY)	DME IMAN	5	4	3	2	1.7
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 660 (1 609)	1 338 (1 287)	1 015 (964)	692 (641)	590 (539)

* Missed approach turns are limited to maximum of 230 kt IAS.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I (CG 2.5%)	FULL	414 (363)	1 200 m			
		ALS INOP		1 900 m			
	CAT-I (CG 5.0%)	FULL	251 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	590 (539)	2 000 m			
		ALS INOP		2 700 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

MUAN/Muan Intl(RKJB)
ILS Z or LOC Z RWY 19

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 19 from AYEON or DOWAN			
Fix/point		Coordinates	
AYEON(IAF)		35°09'10.2"N	126°12'32.1"E
DOWAN(IAF)		35°09'16.1"N	126°33'16.0"E
KASPU(IF)		35°09'07.5"N	126°22'54.1"E
D5.1 IMAN(FAF LOC ONLY)	BRG 187.14°/5.12 NM IMAN	35°05'12.3"N	126°22'55.7"E
D1.6 IMAN(MAPt LOC ONLY)	BRG 187.14°/1.60 NM IMAN	35°01'40.5"N	126°22'57.2"E
THR RWY 19	Final approach descent angle 3.04° (LOC ONLY)	35°00'14.49"N	126°22'57.82"E
IMAN DME		35°00'04.3"N	126°22'53.3"E
IMAN LOC		34°58'35.0"N	126°22'58.5"E
JB451		34°53'13.8"N	126°23'01.0"E
JB452		34°53'10.9"N	126°14'17.1"E
GUPLA		35°07'37.8"N	126°14'18.1"E

INSTRUMENT APPROACH CHART - ICAO

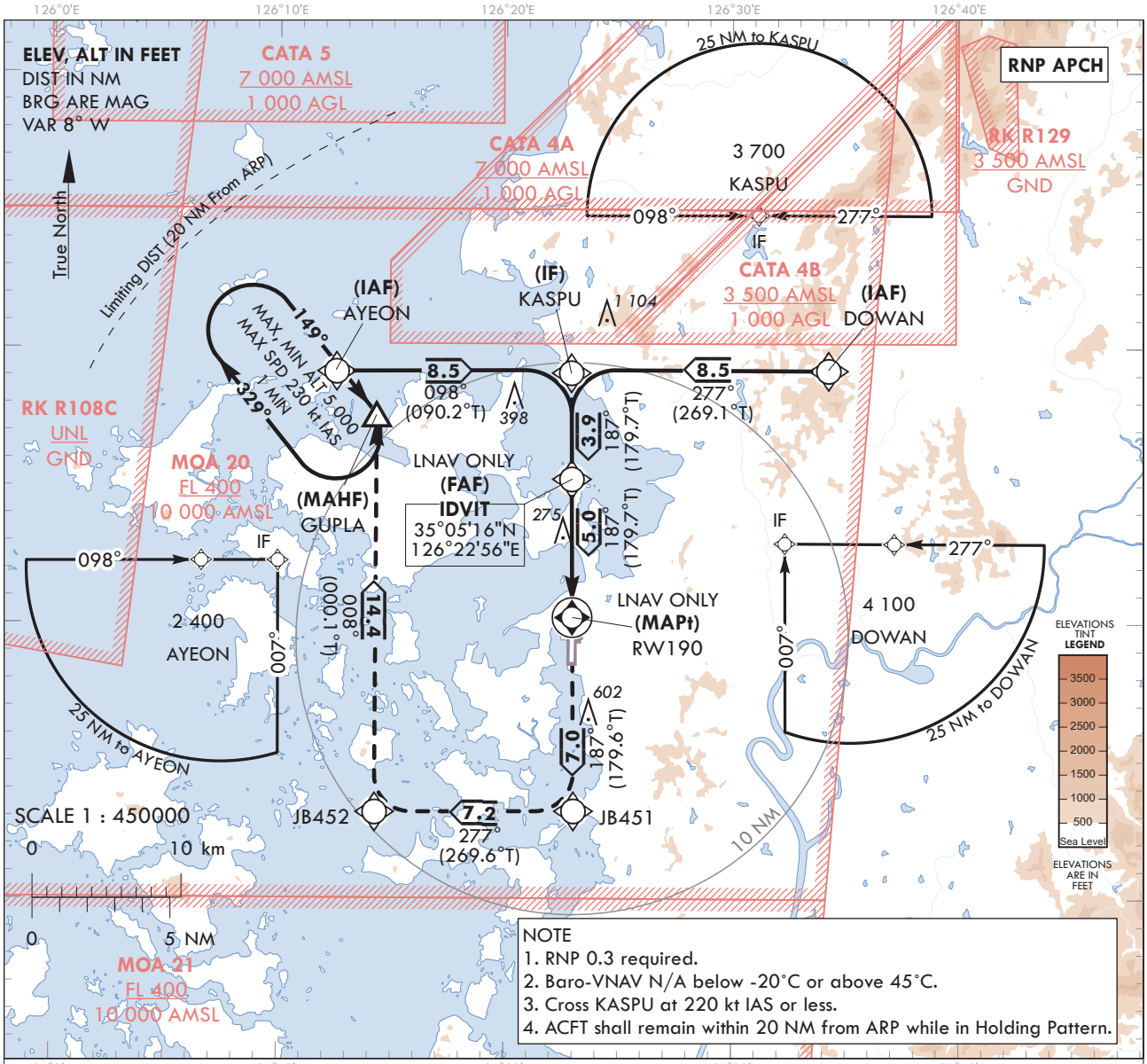
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **51** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

RNP RWY 19

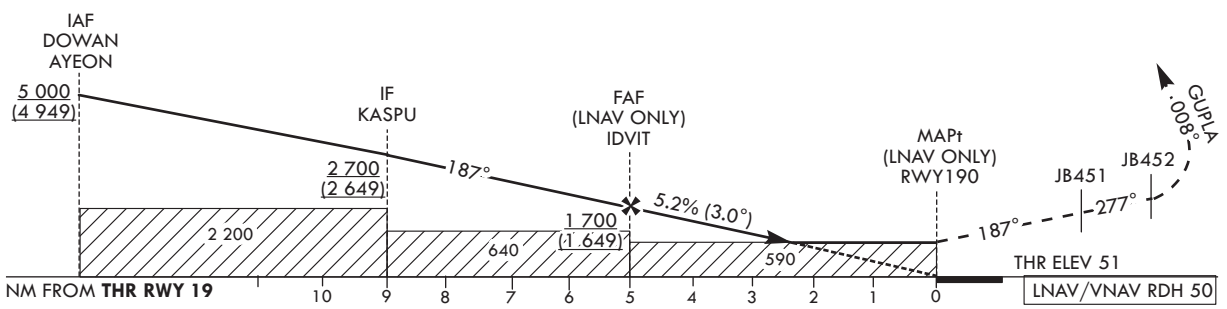
Note : Approach under ICAO Flight Procedure.



NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.
3. Cross KASPU at 220 kt IAS or less.
4. ACFT shall remain within 20 NM from ARP while in Holding Pattern.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb to 5 000 ft on track of 187° to JB451, RIGHT turn on track of 277° to JB452,
Then RIGHT turn on track of 008° to GUPLA.
Hold as published.
* Missed approach turns are limited to maximum of 230 kt IAS.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	460 (409)	1 200 m			
		ALS INOP		1 900 m			
	LNAV	FULL	590 (539)	1 700 m			
		ALS INOP		2 400 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	319	478	637	797	957

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 19 - via DOWAN to KASPU(IF)

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	DOWAN	-	-	-	-	+5 000	-	35°09'16.1"N 126°33'16.0"E	-	RNP APCH	IAF
002	TF	KASPU		277(269.1)	8.5	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF

RNP RWY 19 - via AYEON to KASPU(IF)

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	AYEON	-	-	-	-	+5 000	-	35°09'10.2"N 126°12'32.1"E	-	RNP APCH	IAF
002	TF	KASPU	-	098(090.2)	8.5	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF

RNP RWY 19 - via KASPU(IF) to GUPLA(MAHF)

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
002	TF	KASPU	-	-	-	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF
003	TF	IDVIT	-	187(179.7)	3.9	-	+1 700	-	35°05'15.9"N 126°22'55.7"E	-	RNP APCH	FAF
004	TF	RW190	Y	187(179.7)	5.0	-	+590	-	35°00'14.49"N 126°22'57.82"E	-3.00/50	RNP APCH	MAPt
005	TF	JB451	-	187(179.6)	7.0	-	-	-230	34°53'13.8"N 126°23'01.0"E	-	RNP APCH	-
006	TF	JB452	-	277(269.6)	7.2	-	-	-230	34°53'10.9"N 126°14'17.1"E	-	RNP APCH	-
007	TF	GUPLA	Y	008(000.1)	14.4	-	-	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	-
008	HM	GUPLA	Y	149(141.1)	-	R	@5 000	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	1 MIN (Outbound timing)

INSTRUMENT APPROACH CHART - ICAO

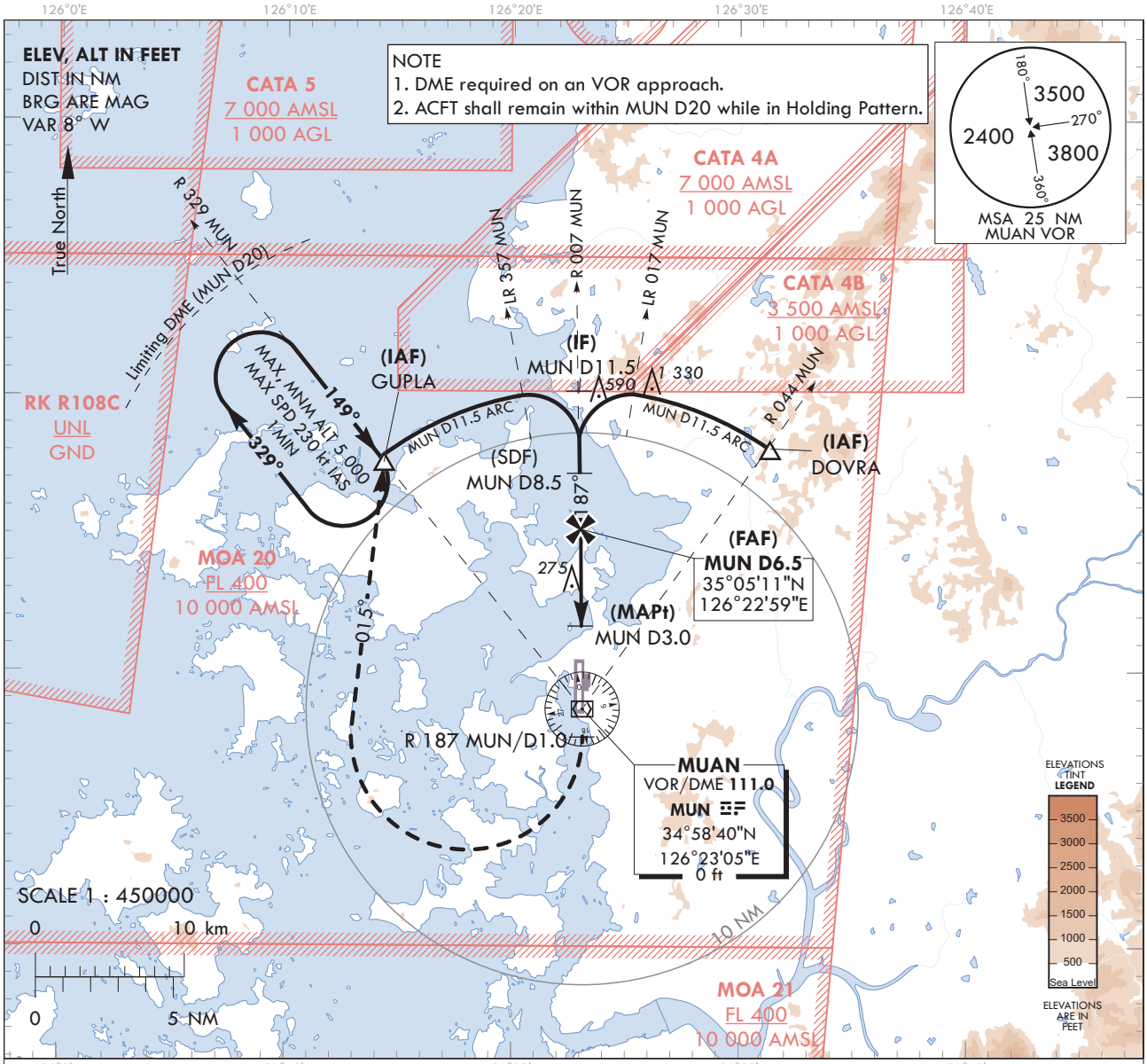
Note : Approach under ICAO Flight Procedure.

AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV **51** ft

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

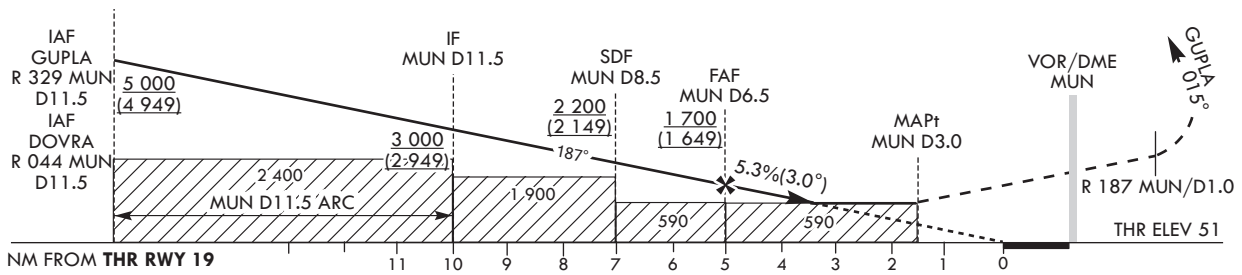
VOR RWY 19



RECOMMENDED PROFILE	DME MUN	6	5	4	3.1
Final Approach Gradient 5.35%, 325 ft/NM	ALT(HGT)	1 538 (1 487)	1 214 (1 163)	889 (838)	590 (539)

MISSED APPROACH
Climb on R 187 MUN/D1.0, then turn right HDG 015° to GUPLA and Hold at 5 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA/(MDH)	A	B	C	D
STA	FULL	590 (539)	2 100 m			
	ALS INOP		2 800 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	325	487	649	811	974

* Circling Not authorized.
* Timing Not authorized for defining the MAPt.

Change : Improved clarity such as terrain.

MUAN/Muan Intl(RKJB)
VOR RWY 19

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 19 from GUPLA or DOVRA			
Fix/point		Coordinates	
GUPLA(IAF)	R 329 MUN /11.5 NM MUN	35°07'37.8"N	126°14'18.1"E
DOVRA(IAF)	R 044 MUN /11.5 NM MUN	35°07'57.8"N	126°31'22.0"E
D11.5 MUN(IF)	R 007 MUN/11.5 NM MUN	35°10'11.0"N	126°22'53.2"E
D8.5 MUN(SDF)	R 007 MUN/8.5 NM MUN	35°07'13.6"N	126°22'56.3"E
D6.5 MUN(FAF)	R 007 MUN/6.5 NM MUN	35°05'10.6"N	126°22'59.5"E
D3.0 MUN(MAPt)	R 007 MUN/3.0 NM MUN	35°01'40.2"N	126°23'02.2"E
THR RWY 19	Final approach descent angle 3.06°	35°00'14.49"N	126°22'57.82"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
D1.0 MUN	R 187 MUN /1.0 NM MUN	34°57'39.9"N	126°23'06.3"E
GUPLA	HDG 014.75/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

INSTRUMENT APPROACH CHART - ICAO

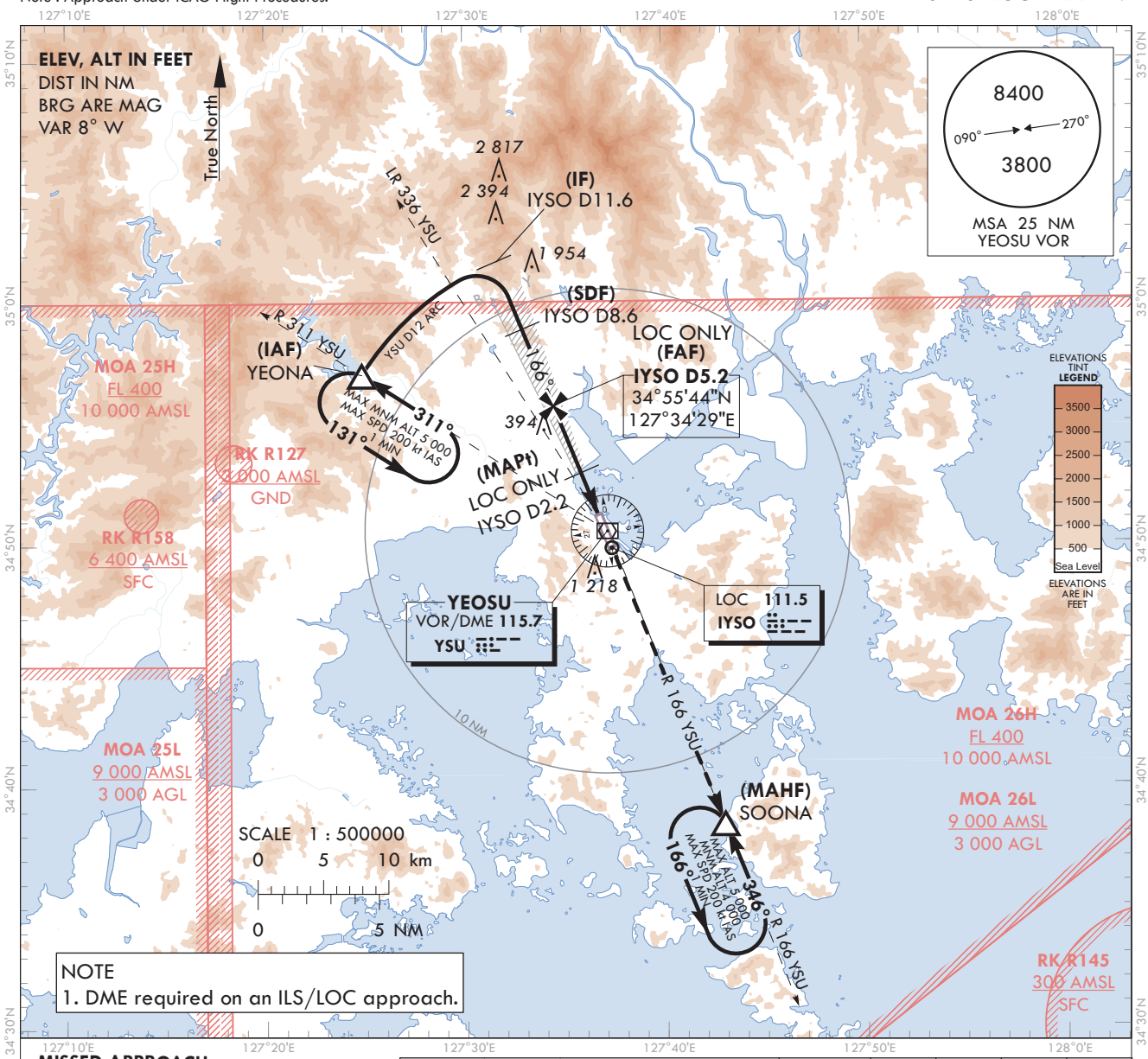
Note : Approach Under ICAO Flight Procedures.

AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **28** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

ILS Y or LOC Y RWY 17

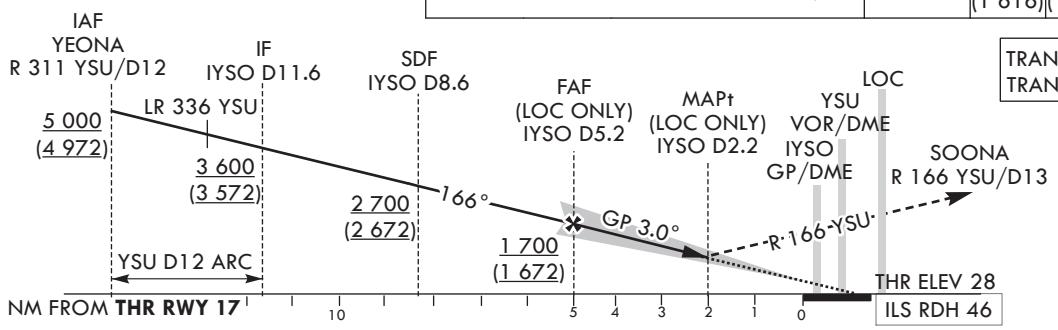


NOTE
1. DME required on an ILS/LOC approach.

MISSED APPROACH
Climb to R 166 YSU to SOONA and Hold at 4 000 ft

RECOMMENDED PROFILE(LOC ONLY)	DME IYSO	5	4	3	2.2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 644 (1 616)	1 321 (1 293)	998 (970)	740 (712)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	351	1 000 m			
		ALS INOP	(323)	1 700 m			
	CAT-1 (CG 5.0%)	FULL	228	RVR 550 m, VIS 800 m			
		ALS INOP	(200)	1 200 m			
	LOC (CG 2.5%)	FULL	910	3 300 m			
		ALS INOP	(882)	4 000 m			
	LOC (CG 5.0%)	FULL	740	3 200 m			
		ALS INOP	(712)	3 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

YEOSU/Yeosu(RKJY)
ILS Y or LOC Y RWY 17

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 17 from YEONA			
Fix/point		Coordinates	
YEONA(IAF)	R 311 YSU /12.00 NM YSU	34°57'03.8"N	127°24'52.1"E
D11.6 IYSO(IF)	BRG 165.87°/11.60 NM IYSO	35°01'41.4"N	127°31'33.6"E
D8.6 IYSO(SDF)	BRG 165.87°/8.60 NM IYSO	34°58'54.5"N	127°32'55.7"E
D5.2 IYSO(FAF LOC ONLY)	BRG 165.87°/5.17 NM IYSO	34°55'44.1"N	127°34'29.3"E
D2.2 IYSO(MAPt LOC ONLY)	BRG 165.87°/2.20 NM IYSO	34°52'58.5"N	127°35'50.6"E
THR RWY 17	Final approach descent angle 3.04° (LOC ONLY)	34°51'03.73"N	127°36'46.77"E
IYSO DME		34°50'57.3"N	127°36'54.6"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
IYSO LOC		34°49'52.0"N	127°37'21.9"E
SOONA	BRG 166.34°/13.00 NM YSU	34°38'27.5"N	127°42'56.0"E

INSTRUMENT APPROACH CHART - ICAO

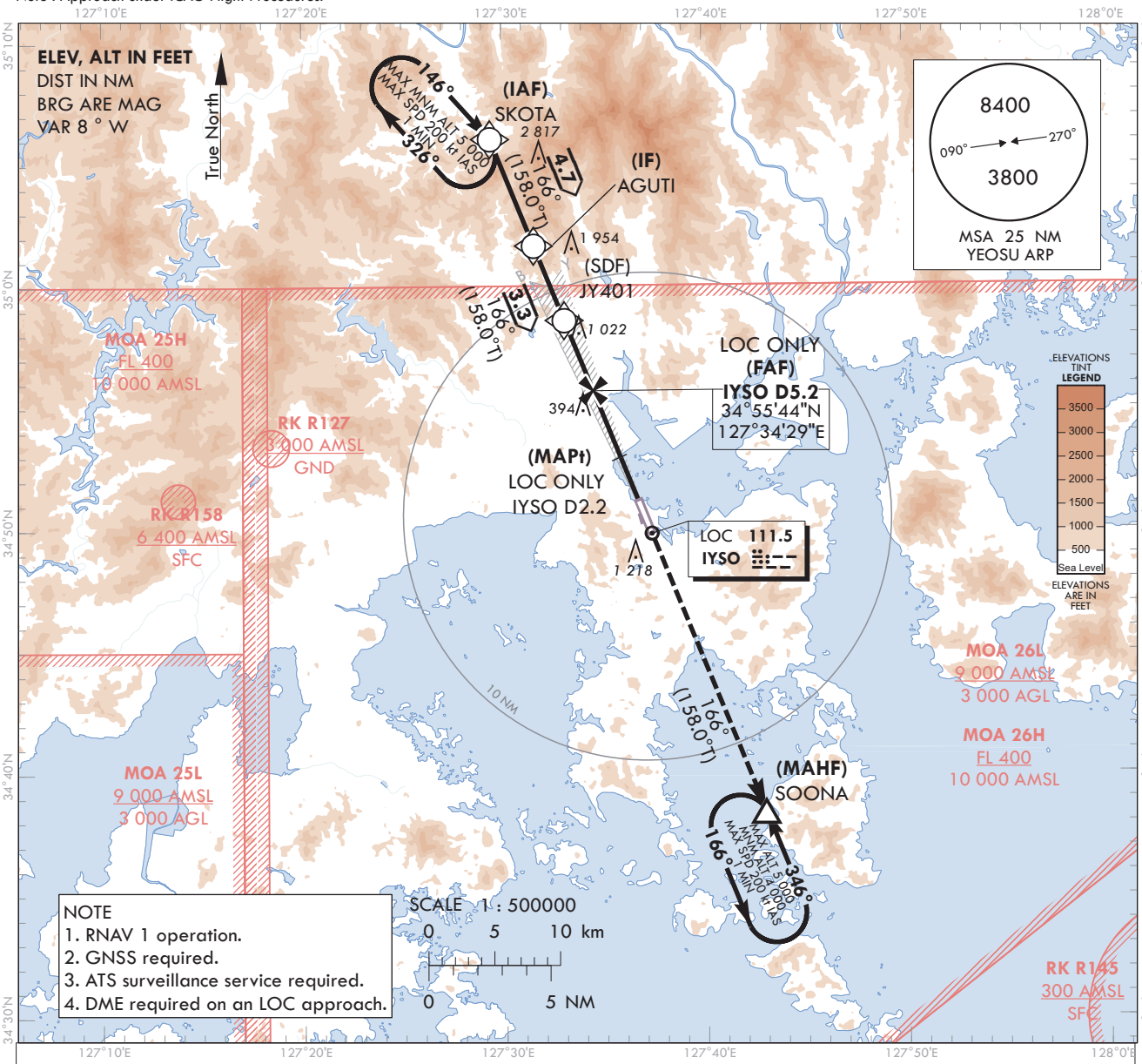
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **28** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

ILS Z or LOC Z RWY 17

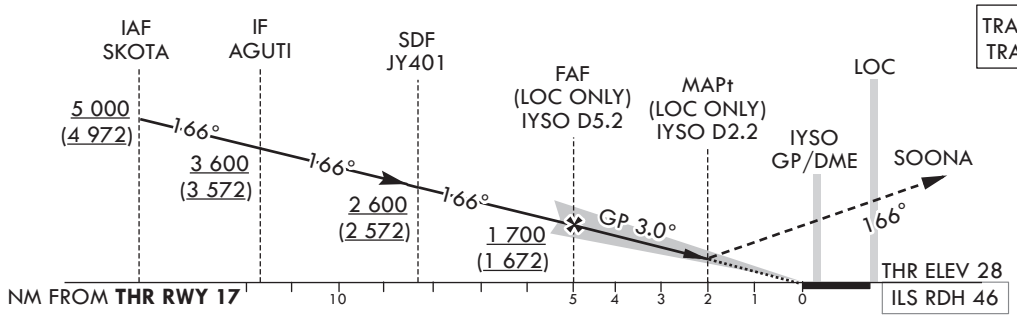


NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on an LOC approach.

MISSED APPROACH
Climb to 4 000 ft on track of 166° to SOONA.
Hold as published.

RECOMMENDED PROFILE(LOC ONLY)	DME IYSO	5	4	3	2.2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 644 (1 616)	1 321 (1 293)	998 (970)	740 (712)

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	351	1 000 m			
		ALS INOP	(323)	1 700 m			
	CAT-1 (CG 5.0%)	FULL	228	RVR 550 m, VIS 800 m			
		ALS INOP	(200)	1 200 m			
	LOC (CG 2.5%)	FULL	910	3 300 m			
		ALS INOP	(882)	4 000 m			
	LOC (CG 5.0%)	FULL	740	3 200 m			
		ALS INOP	(712)	3 900 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

YEOSU/Yeosu(RKJY)
ILS Z or LOC Z RWY 17

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 17 from SKOTA			
Fix/point		Coordinates	
SKOTA(IAF)		35°06'04.9"N	127°29'24.2"E
AGUTI(IF)		35°01'41.4"N	127°31'33.6"E
JY401(SDF)		34°58'37.8"N	127°33'04.0"E
D5.2 IYSO(FAF LOC ONLY)	BRG 165.87°/5.17 NM IYSO	34°55'44.1"N	127°34'29.3"E
D2.2 IYSO(MAPt LOC ONLY)	BRG 165.87°/2.20 NM IYSO	34°52'58.5"N	127°35'50.6"E
THR RWY 17	Final approach descent angle 3.04° (LOC ONLY)	34°51'03.73"N	127°36'46.77"E
IYSO DME		34°50'57.3"N	127°36'54.6"E
IYSO LOC		34°49'52.0"N	127°37'21.9"E
SOONA		34°38'27.5"N	127°42'56.0"E

INSTRUMENT APPROACH CHART - ICAO

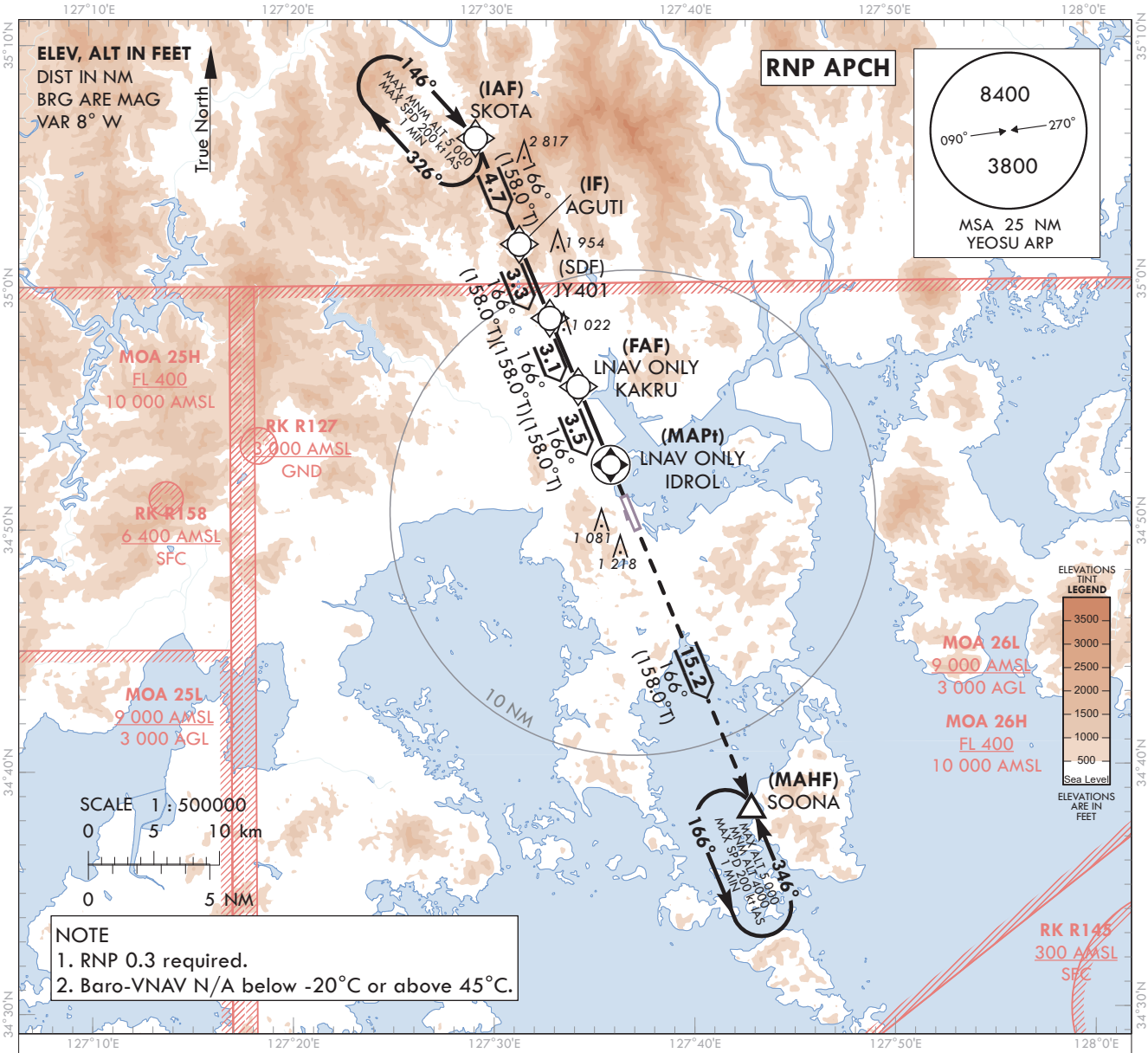
AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **28** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

RNP RWY 17

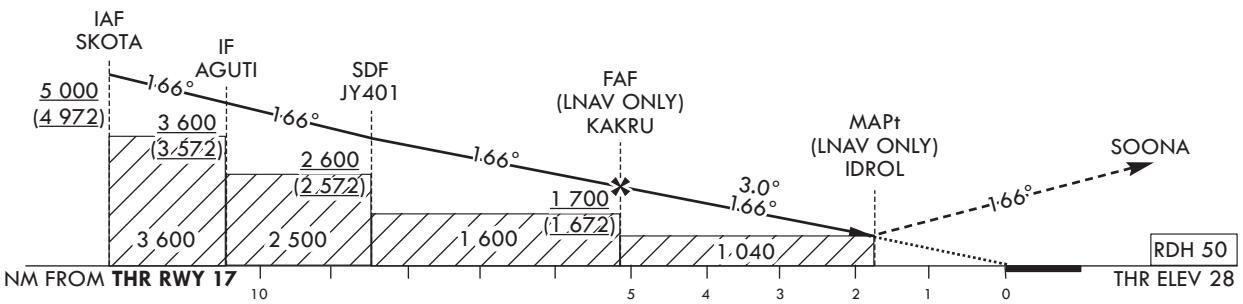
Note : Approach Under ICAO Flight Procedures.



NOTE
1. RNP 0.3 required.
2. Baro-VNAV N/A below -20°C or above 45°C.

MISSED APPROACH
Climb to 4 000 ft on track of 166° to SOONA.
Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	910 (882)	3 300 m			
		ALS INOP		4 000 m			
	LNAV	FULL	1 040 (1 012)	4 100 m			
		ALS INOP		4 900 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	319	478	637	796	956

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 17

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	SKOTA	-	-	-	-	+5 000	-	35°06'04.9"N 127°29'24.2"E	-	RNP APCH	IAF
002	TF	AGUTI	-	166(158.0)	4.7	-	+3 600	-	35°01'41.4"N 127°31'33.6"E	-	RNP APCH	IF
003	TF	JY401	-	166(158.0)	3.3	-	+2 600	-	34°58'37.8"N 127°33'04.0"E	-	RNP APCH	SDF
004	TF	KAKRU	-	166(158.0)	3.1	-	+1 700	-	34°55'47.5"N 127°34'27.6"E	-	RNP APCH	FAF
005	TF	IDROL	Y	166(158.0)	3.5	-	+1 040	-	34°52'32.9"N 127°36'03.1"E	-3.00/50	RNP APCH	MAPt
006	TF	SOONA	Y	166(158.0)	15.2	-	-	-	34°38'27.5"N 127°42'56.0"E	-	RNP APCH	-
007	HM	SOONA	Y	346(338.5)	-	L	-5 000 +4 000	-200	34°38'27.5"N 127°42'56.0"E	-	RNP APCH	1 MIN (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 17	HM	SKOTA	Y	146(138.0)	1	R	@5 000	-200	35°06'04.9"N 127°29'24.2"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

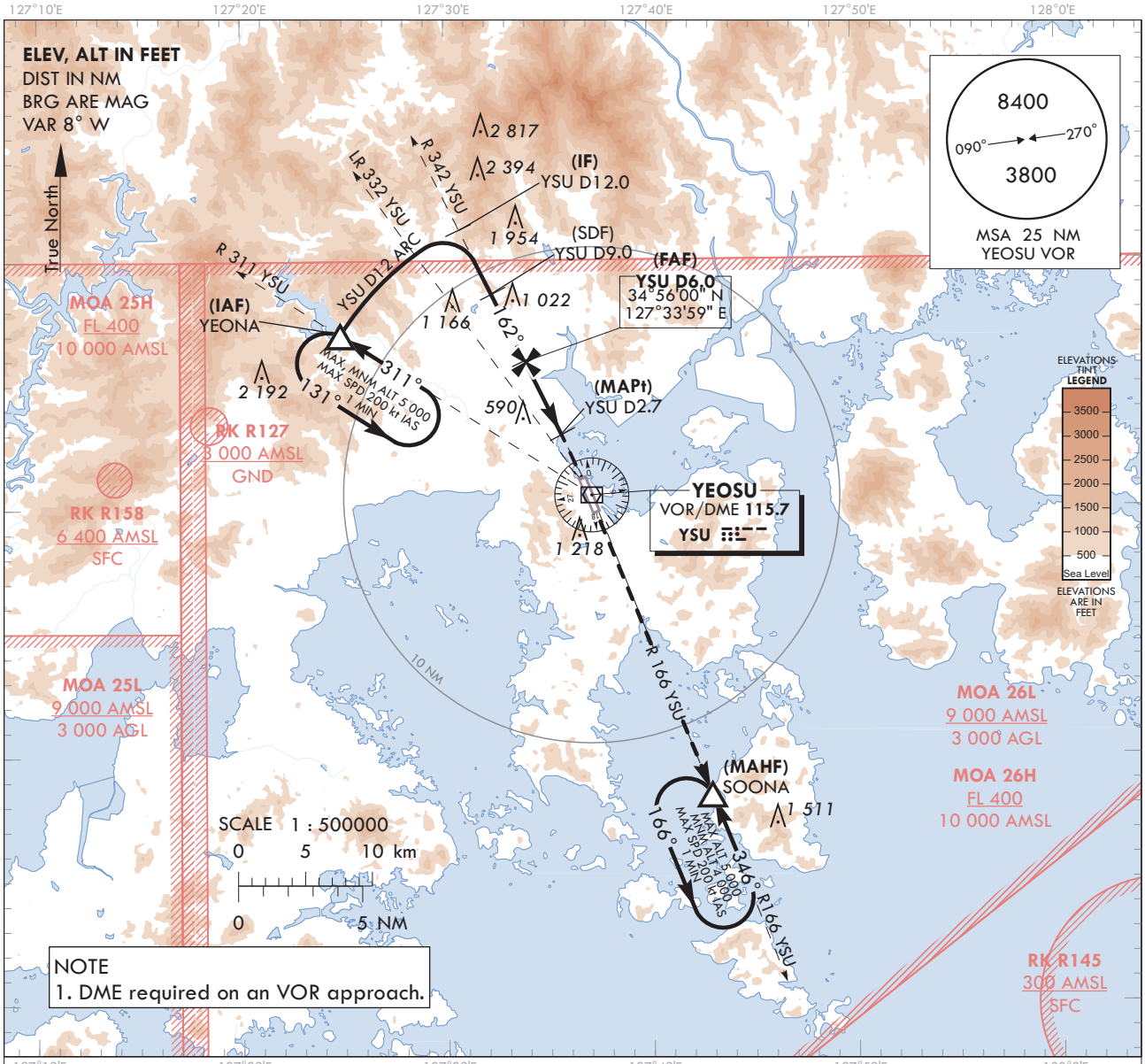
AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **28** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

VOR RWY 17

Note : Approach Under ICAO Flight Procedures.

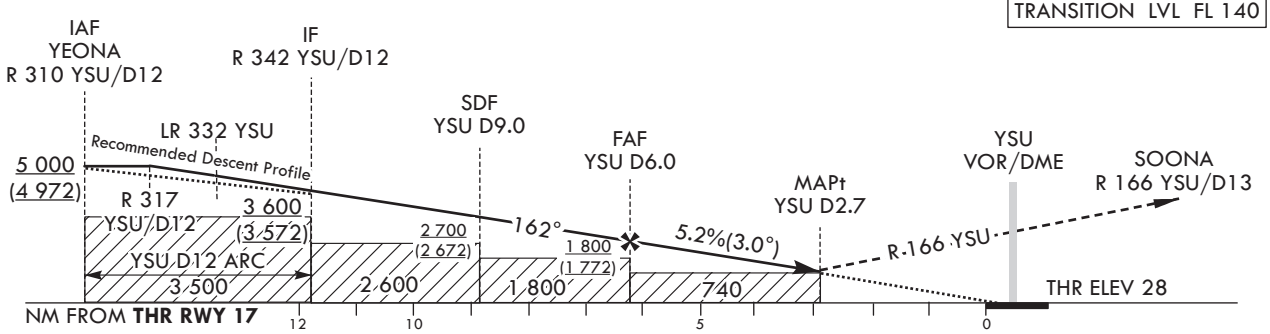


NOTE
1. DME required on an VOR approach.

MISSED APPROACH
Climb on R 166 YSU to SOONA and Hold at 4 000 ft.

RECOMMENDED PROFILE	DME YSU	5	4	3	2.7
Final Approach Gradient 5.22%, 317 ft/NM	ALT(HGT)	1 483 (1 455)	1 166 (1 138)	849 (821)	760 (732)

TRANSITION	ALT 14 000
TRANSITION	LVL FL 140



CATEGORY		MDA(MDH)	A	B	C	D
STA (CG 2.5%)	FULL	900 (872)	3 300 m			
	ALS INOP		4 000 m			
STA (CG 5.0%)	FULL	740 (712)	3 300 m			
	ALS INOP		4 000 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	317	476	634	793	951

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Change : Improved clarity such as terrain.

YEOSU/Yeosu(RKJY)
VOR RWY 17

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 17 from YEONA			
Fix/point		Coordinates	
YEONA(IAF)	R 311 YSU /12.00 NM YSU	34°57'03.8"N	127°24'52.1"E
D12.0 YSU(IF)	BRG 162.28°/12.00 NM YSU	35°01'24.8"N	127°30'50.3"E
D9.0 YSU(SDF)	BRG 162.28°/9.00 NM YSU	34°58'42.2"N	127°32'24.9"E
D6.0 YSU(FAF)	BRG 162.28°/6.00 NM YSU	34°55'59.5"N	127°33'59.4"E
D2.7 YSU(MAPt)	BRG 162.28°/2.70 NM YSU	34°53'00.6"N	127°35'43.3"E
THR RWY 17	Final approach descent angle 2.99°	34°51'03.73"N	127°36'46.77"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
SOONA	BRG 166.34°/13.00 NM YSU	34°38'27.5"N	127°42'56.0"E

INSTRUMENT APPROACH CHART - ICAO

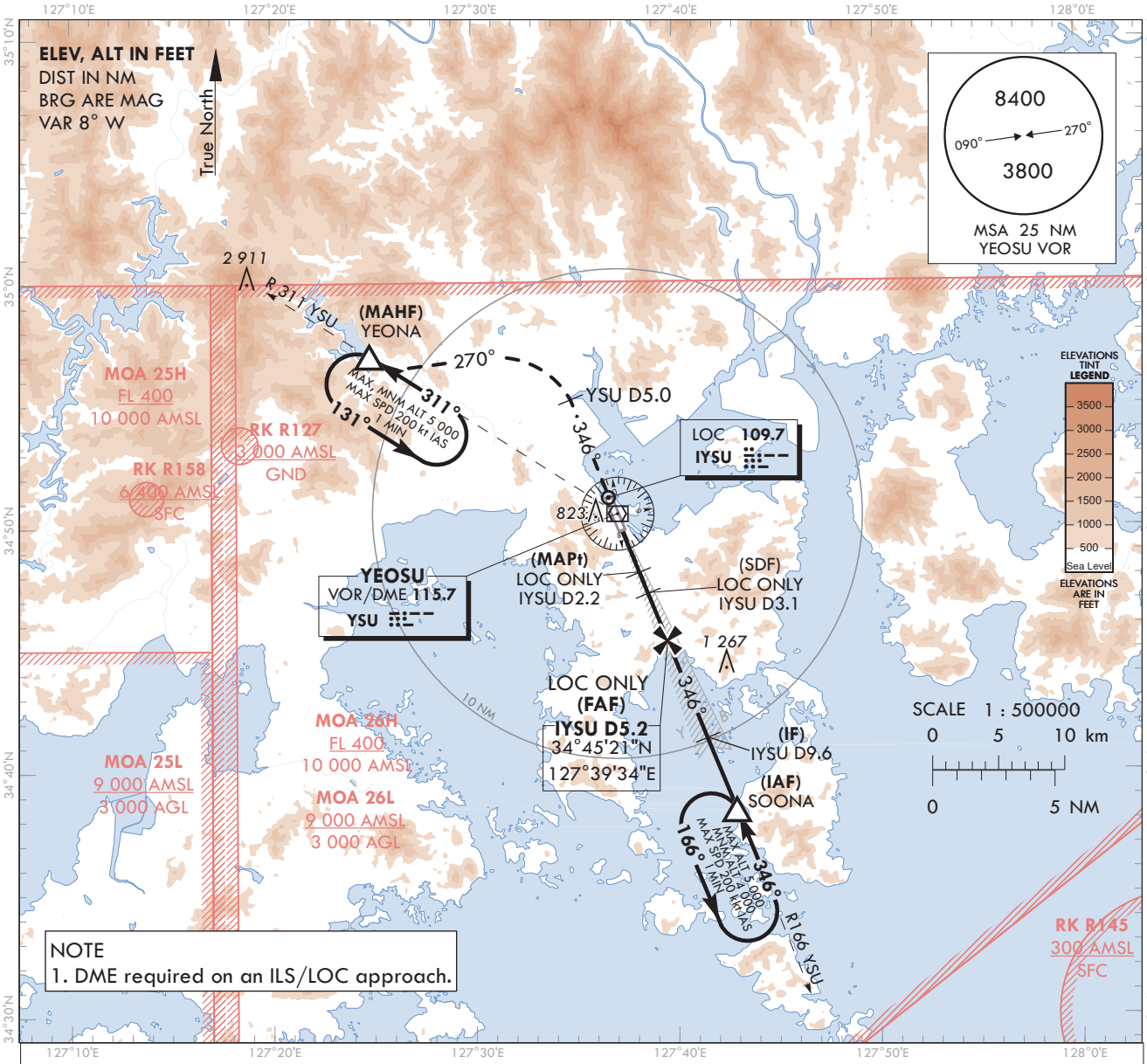
AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **31** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

ILS Y or LOC Y RWY 35

Note : Approach Under ICAO Flight Procedures.

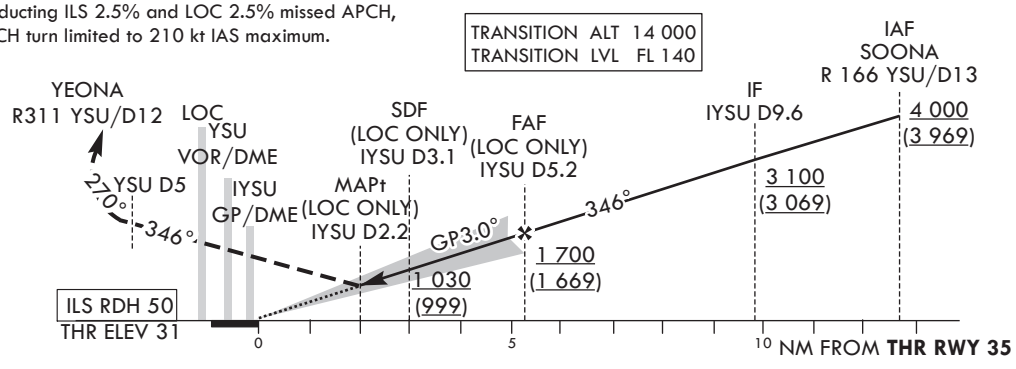


RECOMMENDED PROFILE	DME IYSU	5	4	3	2.5
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 646 (1 615)	1 323 (1 292)	1 001 (970)	850 (819)

MISSED APPROACH
Climb straight ahead to YSU 5 DME, Then turn LEFT HDG 270° to intercept and Climb on R 311 YSU to YEONA and Hold at 5 000 ft

* When conducting ILS 2.5% and LOC 2.5% missed APCH, missed APCH turn limited to 210 kt IAS maximum.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	465 (434)	1 900 m			
		ALS INOP		2 300 m			
	CAT-1 (CG 5.0%)	FULL	234 (203)	RVR 750 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC (CG 2.5%)	FULL	850 (819)	3 400 m			
		ALS INOP		3 800 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Chage : Improved clarity such as terrain.

YEOSU/Yeosu(RKJY)
ILS Y or LOC Y RWY 35

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 35 from SOONA			
Fix/point		Coordinates	
SOONA(IAF)	R 166 YSU /13.00 NM YSU	34°38'27.5"N	127°42'56.0"E
D9.6 IYSU(IF)	BRG 345.94°/9.60 NM IYSU	34°41'14.7"N	127°41'34.5"E
D5.2 IYSU(FAF LOC ONLY)	BRG 345.94°/5.17 NM IYSU	34°45'21.2"N	127°39'34.2"E
D3.1 IYSU(SDF LOC ONLY)	BRG 345.94°/3.10 NM IYSU	34°47'16.1"N	127°38'38.1"E
D2.2 IYSU(MAPt LOC ONLY)	BRG 345.94°/2.20 NM IYSU	34°48'06.4"N	127°38'13.5"E
THR RWY 35	Final approach descent angle 3.04° (LOC ONLY)	34°50'00.53"N	127°37'17.70"E
IYSU DME		34°50'10.5"N	127°37'18.1"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
IYSU LOC		34°51'13.0"N	127°36'42.2"E
D5.0 YSU	BRG 345.94°/5.00 NM YSU	34°55'10.9"N	127°34'45.7"E
YEONA	R 311 YSU /12.00 NM YSU	34°57'03.8"N	127°24'52.1"E

INSTRUMENT APPROACH CHART - ICAO

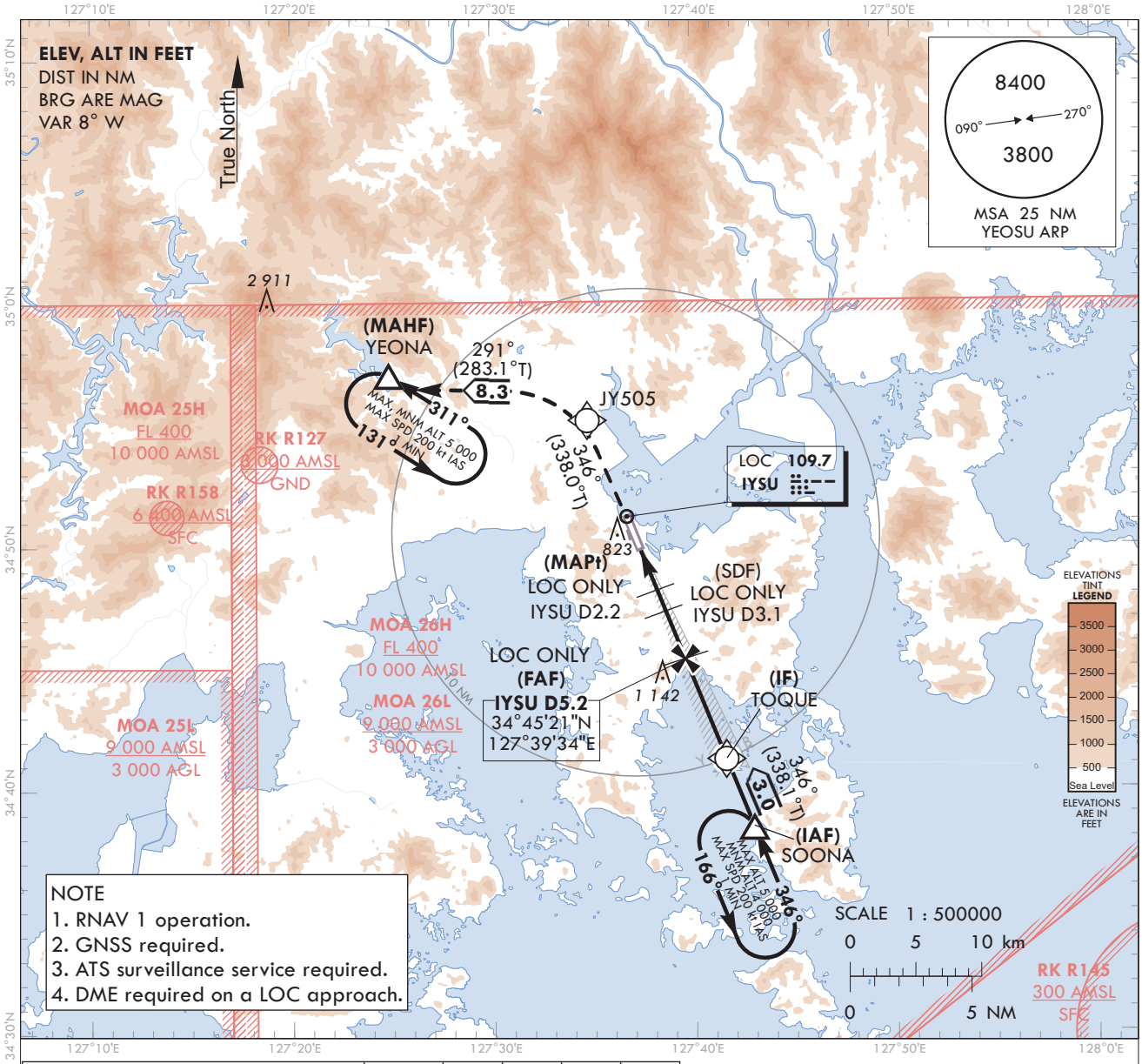
Note : Approach Under ICAO Flight Procedures.

AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **31** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

ILS Z or LOC Z RWY 35

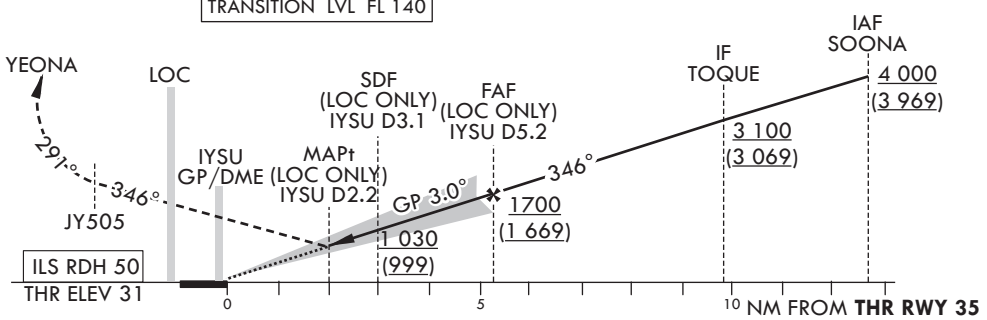


NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on a LOC approach.

RECOMMENDED PROFILE	DME IYSU	5	4	3	2.5
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 646 (1 615)	1 323 (1 292)	1 001 (970)	850 (819)

MISSED APPROACH
Climb at 5 000 ft on track of 346° to JY505, LEFT turn on track of 291° to YEONA, Hold as published.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	465 (434)	1 900 m			
		ALS INOP		2 300 m			
	CAT-1 (CG 5.0%)	FULL	234 (203)	RVR 750 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC (CG 2.5%)	FULL	850 (819)	3 400 m			
		ALS INOP		3 800 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Chage : Improved clarity such as terrain.

YEOSU/Yeosu(RKJY)
ILS Z or LOC Z RWY 35

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 35 from SOONA			
Fix/point		Coordinates	
SOONA(IAF)		34°38'27.5"N	127°42'56.0"E
TOQUE(IF)		34°41'14.7"N	127°41'34.5"E
D5.2 IYSU(FAF LOC ONLY)	BRG 345.94°/5.17 NM IYSU	34°45'21.2"N	127°39'34.2"E
D3.1 IYSU(SDF LOC ONLY)	BRG 345.94°/3.10 NM IYSU	34°47'16.1"N	127°38'38.1"E
D2.2 IYSU(MAPt LOC ONLY)	BRG 345.94°/2.20 NM IYSU	34°48'06.4"N	127°38'13.5"E
THR RWY 35	Final approach descent angle 3.04° (LOC ONLY)	34°50'00.53"N	127°37'17.70"E
IYSU DME		34°50'10.5"N	127°37'18.1"E
IYSU LOC		34°51'13.0"N	127°36'42.2"E
JY505		34°55'10.9"N	127°34'45.7"E
YEONA		34°57'03.8"N	127°24'52.1"E

INSTRUMENT APPROACH CHART - ICAO

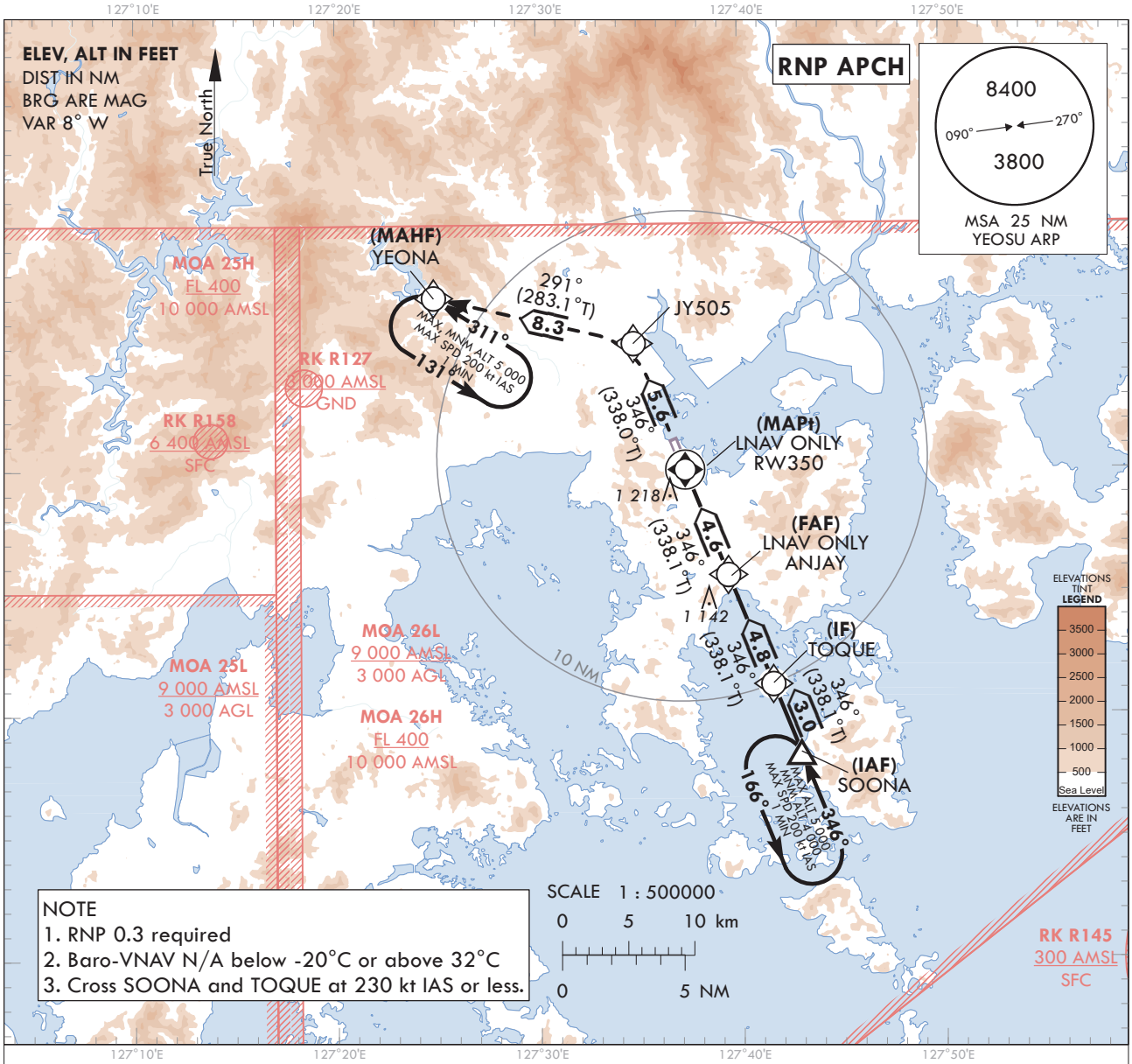
AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **31** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

RNP RWY 35

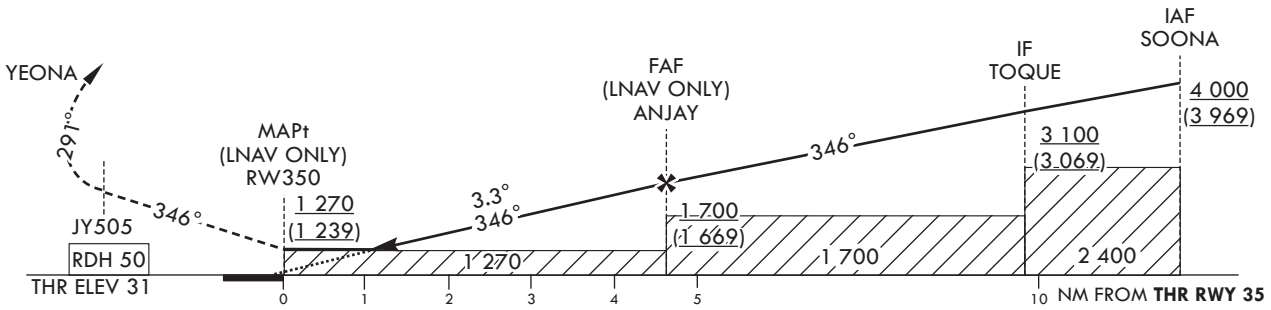
Note : Approach under ICAO Flight Procedures.



NOTE
1. RNP 0.3 required
2. Baro-VNAV N/A below -20°C or above 32°C
3. Cross SOONA and TOQUE at 230 kt IAS or less.

MISSED APPROACH
Climb to 5 000 ft on track of 346° to JY505, LEFT turn on track of 291° to YEONA.
Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			MDA(H)/DA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	1 070 (1 039)	4 400 m			
		ALS INOP		4 900 m			
	LNAV	FULL	1 270 (1 239)	5 000 m			
		ALS INOP		5 000 m			

Knots	60	90	120	150	180
Rate of descent V/V fpm	350	525	700	875	1 050

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Chage : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 35

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	SOONA	-	-	-	-	+4 000	-230	34°38'27.5"N 127°42'56.0"E	-	RNP APCH	IAF
002	TF	TOQUE	-	346(338.1)	3.0	-	+3 100	-230	34°41'14.7"N 127°41'34.5"E	-	RNP APCH	IF
003	TF	ANJAY	-	346(338.1)	4.8	-	+1 700	-	34°45'42.7"N 127°39'23.7"E	-	RNP APCH	FAF
004	TF	RW350	Y	346(338.1)	4.6	-	+1 270	-	34°50'00.53"N 127°37'17.70"E	-3.30/50	RNP APCH	MAPt
005	TF	JY505	-	346(338.0)	5.6	-	-	-	34°55'10.9"N 127°34'45.7"E	-	RNP APCH	-
006	TF	YEONA	Y	291(283.1)	8.3	-	-	-	34°57'03.8"N 127°24'52.1"E	-	RNP APCH	-
007	HM	YEONA	Y	311(302.6)	-	L	@5 000	-200	34°57'03.8"N 127°24'52.1"E	-	RNP APCH	1 MIN (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 35	HM	SOONA	Y	346(338.5)	1	L	-5 000 +4 000	-200	34°38'27.5"N 127°42'56.0"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

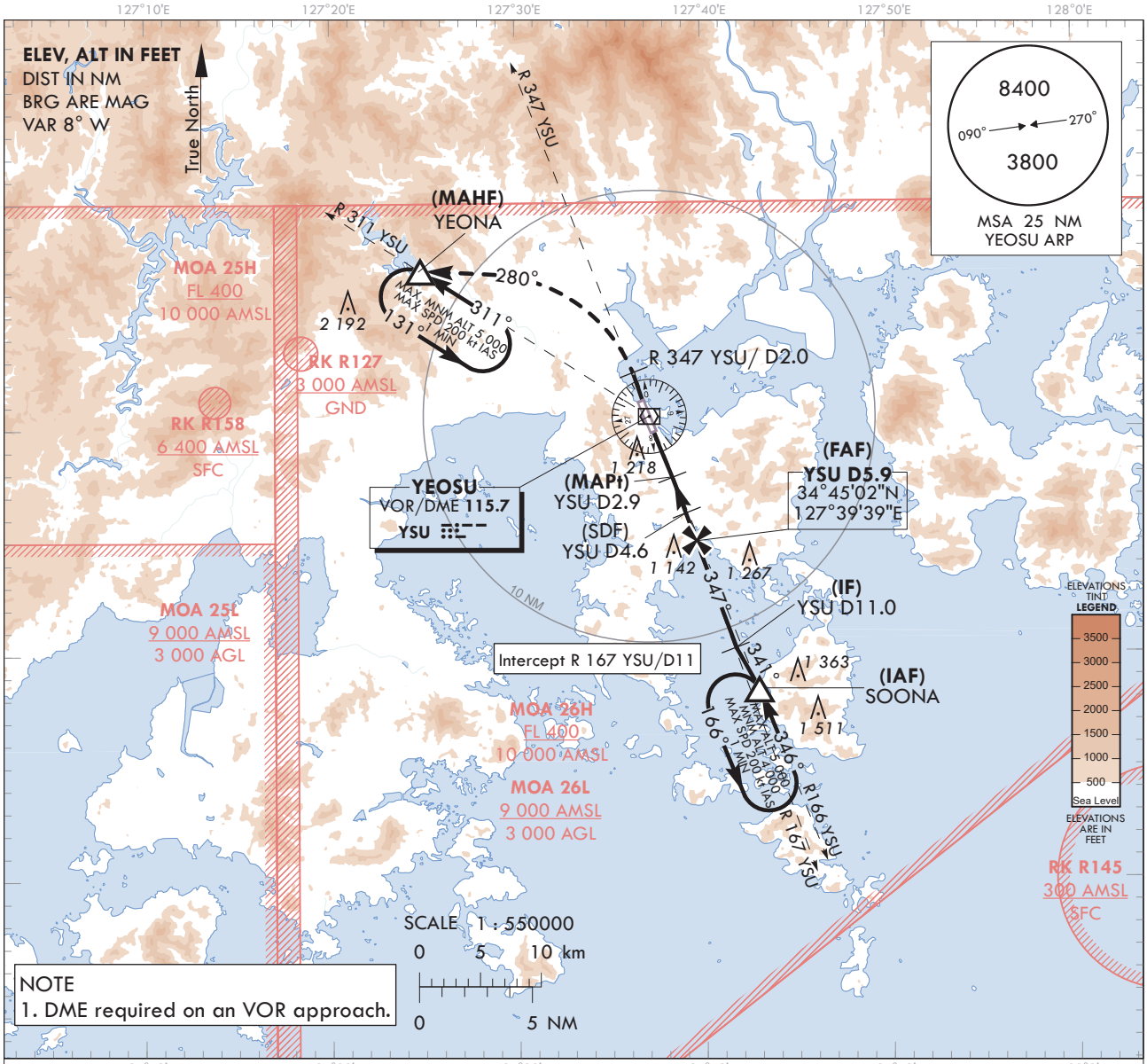
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **31** ft

SACHEON	APP	135.4
YEOSU	TWR	122.5
		240.9

YEOSU/Yeosu (RKJY)

VOR RWY 35

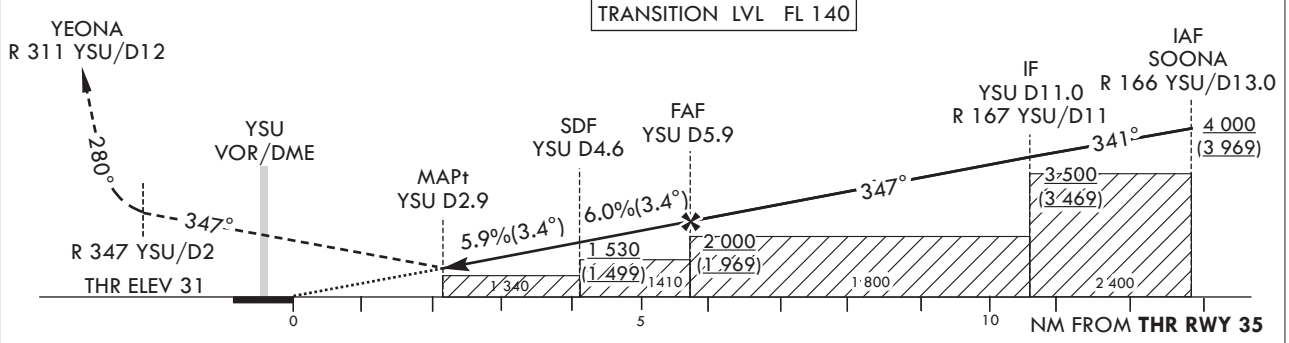


NOTE
1. DME required on an VOR approach.

MISSED APPROACH
Climb straight ahead to R 347 YSU/D2.
Then turn LEFT HDG 280° to intercept and
Climb on R 311 YSU to YEONA. Hold at 5 000 ft.

RECOMMENDED PROFILE(LOC ONLY)	DME IYSU	5	4.1
Final Approach Gradient 5.93%, 360 ft/NM	ALT(HGT)	1 676 (1 645)	1 340 (1 309)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA(MDH)	A	B	C	D
STA	FULL	1 340 (1 309)	5 000 m			
	ALS INOP		5 000 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	360	540	720	900	1 080

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Chage : Improved clarity such as terrain.

YEOSU/Yeosu(RKJY)
VOR RWY 35

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 35 from SOONA			
Fix/point		Coordinates	
SOONA(IAF)	R 166 YSU /13.00 NM YSU	34°38'27.5"N	127°42'56.0"E
D11.0 YSU(IF)	BRG 347.41°/11.00 NM YSU	34°40'15.2"N	127°41'48.9"E
D5.9 YSU(FAF)	BRG 347.41°/5.90 NM YSU	34°45'02.3"N	127°39'38.9"E
D4.6 YSU(SDF)	BRG 347.41°/4.60 NM YSU	34°46'15.4"N	127°39'05.8"E
D2.9 YSU(MAPt)	BRG 347.41°/2.90 NM YSU	34°47'51.1"N	127°38'22.3"E
THR RWY 35	Final approach descent angle 3.41°(FAF-SDF) / 3.38°(SDF-THR)	34°50'00.53"N	127°37'17.70"E
YSU VOR/DME		34°50'34.3"N	127°37'08.7"E
D2.0 YSU	BRG 347.15°/2.00 NM YSU	34°52'26.9"N	127°36'17.0"E
YEONA	BRG 310.64°/12.00 NM YSU	34°57'03.8"N	127°24'52.1"E

RKPS AD 2.23 ADDITIONAL INFORMATION

1. CAUTION

a. Instrument student flight training in progress(All aircraft use extreme caution)

- HR : 2300-0900 UTC
- Area : Within 15 NM of aerodrome
- Altitude : Between 2 000 ft and 10 000 ft

b. Bird concentrations in the vicinity of airport

The area around Sacheon Airport is close to the seaside and is composed of wide farmland, so the activities of birds are frequent.

The pilots shall be careful of bird strikes.

- During one hour to two hours after daily sunrise, from January until March, and from October to December, the flock of mallards fly from resting area (approximately 1~2 km to the threshold of RWY 06L) to feeding area(farmlands, waterway or airport).
  Also, from April until September in every year, birds which are mainly white-plumed egret and grey heron move from resting area(mountains which are located in approximately 4 km far away from airport) to feeding area(vicinity of airport).
  Besides, resident birds, such as magpie and skylark, sparrow, move in and out agricultural area near airport.

- The activity altitude of birds is from 0 to 500 ft(150 m). Also, before daily sunset, when returning to the resting area activities of the birds occur above the same way during one hour or two hours.

- Air traffic control tower shall offer pilots information about the birds's movement and estimated activity altitude.

- Furthermore, preventive activities against bird strikes, such as playing the spasmodic distress signal, operating explosive sounds using by gas, and firing a gun by member of B.A.T(Bird Alert Team) which scare birds away, shall be carried out.
  Also, it is difficult to completely remove the bird strike risk, but the measures for eliminating resting or feeding area of birds is being taken in the airport boundary. On the properties of airport farming, garbage treatment facilities are not permitted.

RKPS AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO ..... RKPS AD CHART 2-1

Aircraft Parking/Docking Chart - ICAO ..... RKPS AD CHART 2-2

SID - RWY 06L/R / RWY 24L/R - SACHEON 5 ..... RKPS AD CHART 2-3
SID - RWY 06L/R - SACHEON 1 ..... RKPS AD CHART 2-4
SID - RWY 24L/R - SACHEON 2 ..... RKPS AD CHART 2-5

ATC Surveillance Minimum Altitude Chart - ICAO ..... RKPS AD CHART 2-6

Instrument Approach Chart - RWY 06L - LOC/DME ..... RKPS AD CHART 2-7
Instrument Approach Chart - RWY 06L - VOR/DME ..... RKPS AD CHART 2-8
Instrument Approach Chart - RWY 06R - VOR/DME ..... RKPS AD CHART 2-9
Instrument Approach Chart - RWY 24L - VOR/DME ..... RKPS AD CHART 2-10
Instrument Approach Chart - RWY 24R - ILS/DME ..... RKPS AD CHART 2-10-2
Instrument Approach Chart - RWY 24R - LOC/DME ..... RKPS AD CHART 2-11
Instrument Approach Chart - RWY 24R - VOR/DME ..... RKPS AD CHART 2-12

Bird Concentrations in the vicinity of aerodrome ..... RKPS AD CHART 2-13

Change : Information of runway in use for SACHEON 1, 2.

INTENTIONALLY

LEFT

BLANK

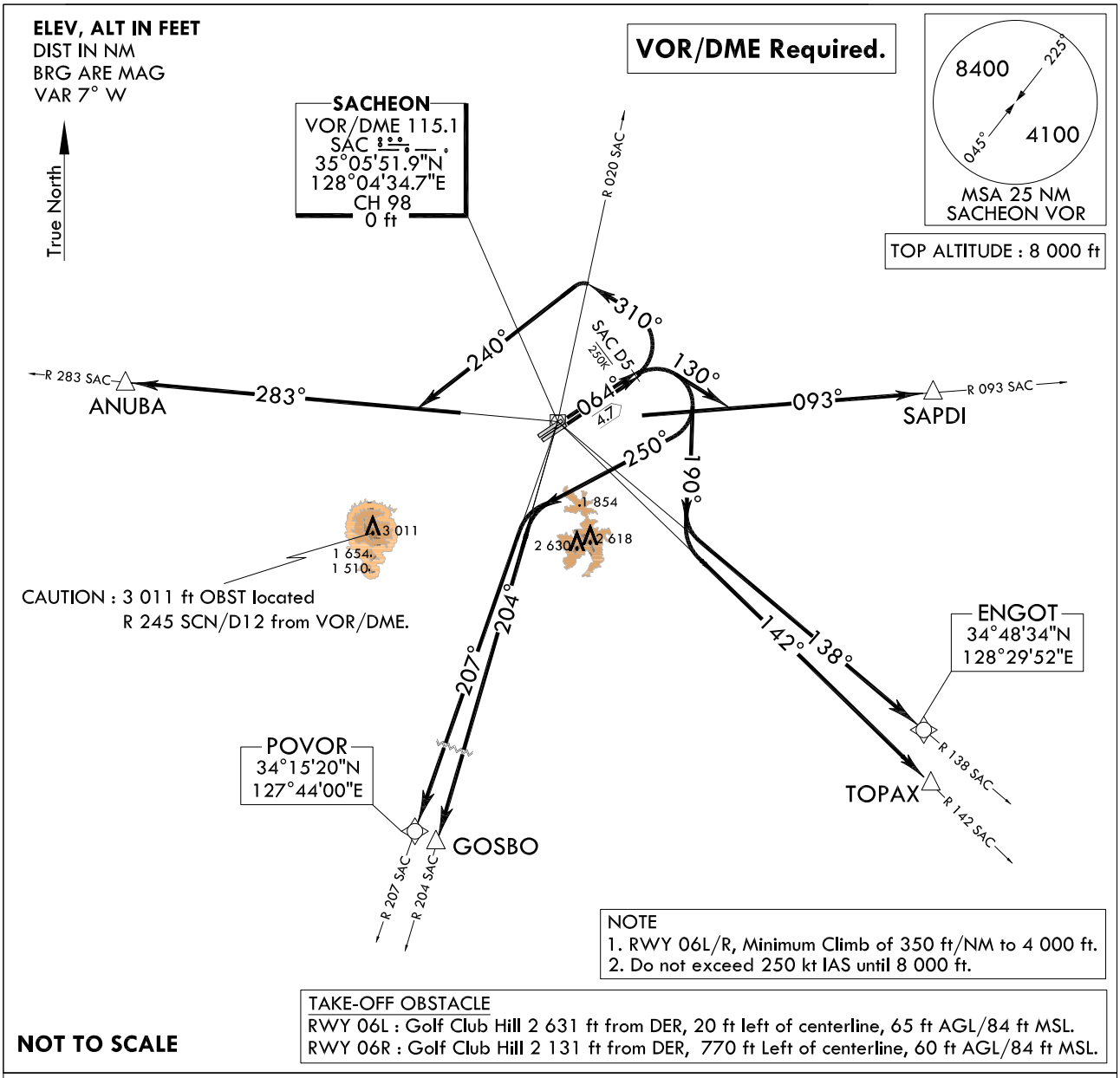
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SACHEON	DEP	135.4 347.3
SACHEON	TWR	118.675 236.6

SACHEON/Sacheon(RKPS)
RWY 06L/R
SACHEON 1

Note : Departures under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06L/R : Climb HDG 064° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.

ANUBA Transition	: Left turn HDG 310° to cross R 020 SAC and left turn HDG 240° to R 283 SAC and R 283 SAC to ANUBA.
SAPDI Transition	: Right turn HDG 130° to intercept R 093 SAC and R 093 SAC to SAPDI.
TOPAX Transition	: Right turn HDG 190° to intercept R 142 SAC and R 142 SAC to TOPAX.
GOSBO Transition	: Right turn HDG 250° to intercept R 204 SAC and R 204 SAC to GOSBO.
ENGOT Transirion	: Right turn HDG 190° to intercept R 138 SAC and R 138 SAC to ENGOT.
POVOR Transition	: Right turn HDG 250° to intercept R 207 SAC and R 207 SAC to POVOR.

Change : Information of runway in use(RWY 06L/R, 24L/R → RWY 06L/R).

INTENTIONALLY

LEFT

BLANK

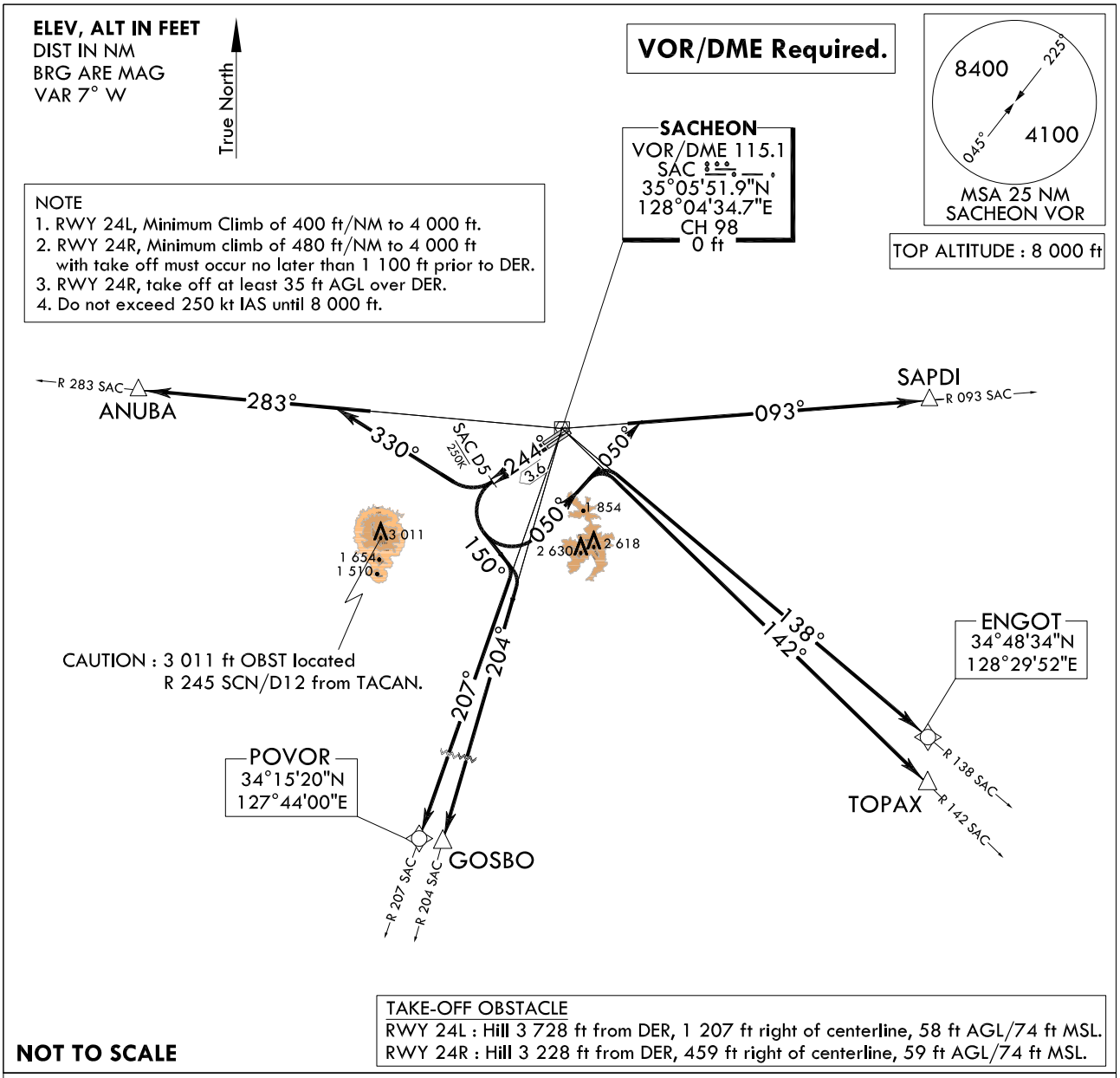
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SACHEON	DEP	135.4 347.3
SACHEON	TWR	118.675 236.6

SACHEON/Sacheon(RKPS) RWY 24L/R SACHEON 2

Note : Departures under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R : Climb HDG 244° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.

ANUBA Transition : Right turn HDG 330° to intercept R 283 SAC and R 283 SAC to ANUBA.
GOSBO Transition : Left turn HDG 150° to intercept R 204 SAC and R 204 SAC to GOSBO.
TOPAX Transition : Left turn HDG 050° to intercept R 142 SAC and R 142 SAC to TOPAX.
SAPDI Transition : Left turn HDG 050° to intercept R 093 SAC and R 093 SAC to SAPDI.
ENGOT Transition : Left turn HDG 050° to intercept R 138 SAC and R 138 SAC to ENGOT.
POVOR Transition : Left turn HDG 150° to intercept R 207 SAC and R 207 SAC to POVOR.

Change : Information of runway in use(RWY 06L/R, 24L/R → RWY 24L/R) and Amended phrase(SCN D5 → SAC D5).

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RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353536N 1292108E 181° / 1 020 m from THR 18
2	Direction and distance from city	039°, 7 km from Ulsan City Hall
3	Elevation/Reference temperature	13 m / 31 °C
4	Geoid undulation at AD ELEV PSN	30 m
5	MAG VAR/Annual change	8° W (2020) / 0.089° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Ulsan Airport Branch (Busan Regional Office of Aviation) 1103, Saneop-ro, Buk-gu, Ulsan, 44238, Republic of Korea TEL : +82-52-289-4740 Telefax : +82-52-289-4750 AFS : RKPUZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2230-1130 UTC
5	ATS Reporting Office	2230-1130 UTC
6	MET Briefing Office	H24
7	ATS	2230-1130 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight)

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Conveyor belt, various vehicles and equipment
2	Fuel/oil type	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	Available. See AD chart for location (ACFT stand NR. 1).
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKPU AD 2.5 PASSENGER FACILITIES

1	Hotels	In Ulsan city
2	Restaurants	60 Seats, light food services available at AD
3	Transportation	Buses, Taxis and rental cars available at AD
4	Medical Facilities	Ambulance services available Hospitals in Ulsan city
5	Bank and Post Office	Bank and Post office available in the vicinity of AD
6	Tourist Office	Available at AD
7	Remarks	http://www.airport.co.kr/mbs/ulsan/

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 7
2	Rescue equipment	- 2 Chemical Fire Fighting Trucks - 1 Ambulance Car - Water : 22 000 L - AFFF : 3 200 L - Dry Chemical : 500 kg
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B737-900 size aircraft. The usable equipment list which is 50 ton hydraulic recovery jack, 50 ton crane and other accessory equipment can be provided by airlines. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at(Tel : +82-52-219-6312) Airport Duty manager.
4	Remarks	NIL

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 1 Compact runway jet sweeper (working width : about 5.6 m) b. 1 Multi purpose snowplough (working width : about 3.2 m) c. 1 Thawing material spreader d. 1 De-icing Cart
2	Clearance priorities	1. RWY 18/36, TWY B and Apron (ACFT stands NR. 1, 2, 3) 2. TWY A and Apron (ACFT stand NR. 4)
3	Remarks	NIL

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

1	Designation, Apron surface and strength	a. Surface : Asphalt b. Strength : PCN 43/F/A/X/T
2	Designation, Taxiway width, surface and strength	a. Width : 30 m b. Surface : Asphalt c. Strength - "A" : PCN 43/F/A/X/T - "B" : PCN 43/F/A/X/T
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 9 m
4	VOR checkpoints	NIL
5	INS checkpoint	See AD chart
6	Remarks	NIL

Change : Information of rescue equipment.

INSTRUMENT APPROACH CHART - ICAO

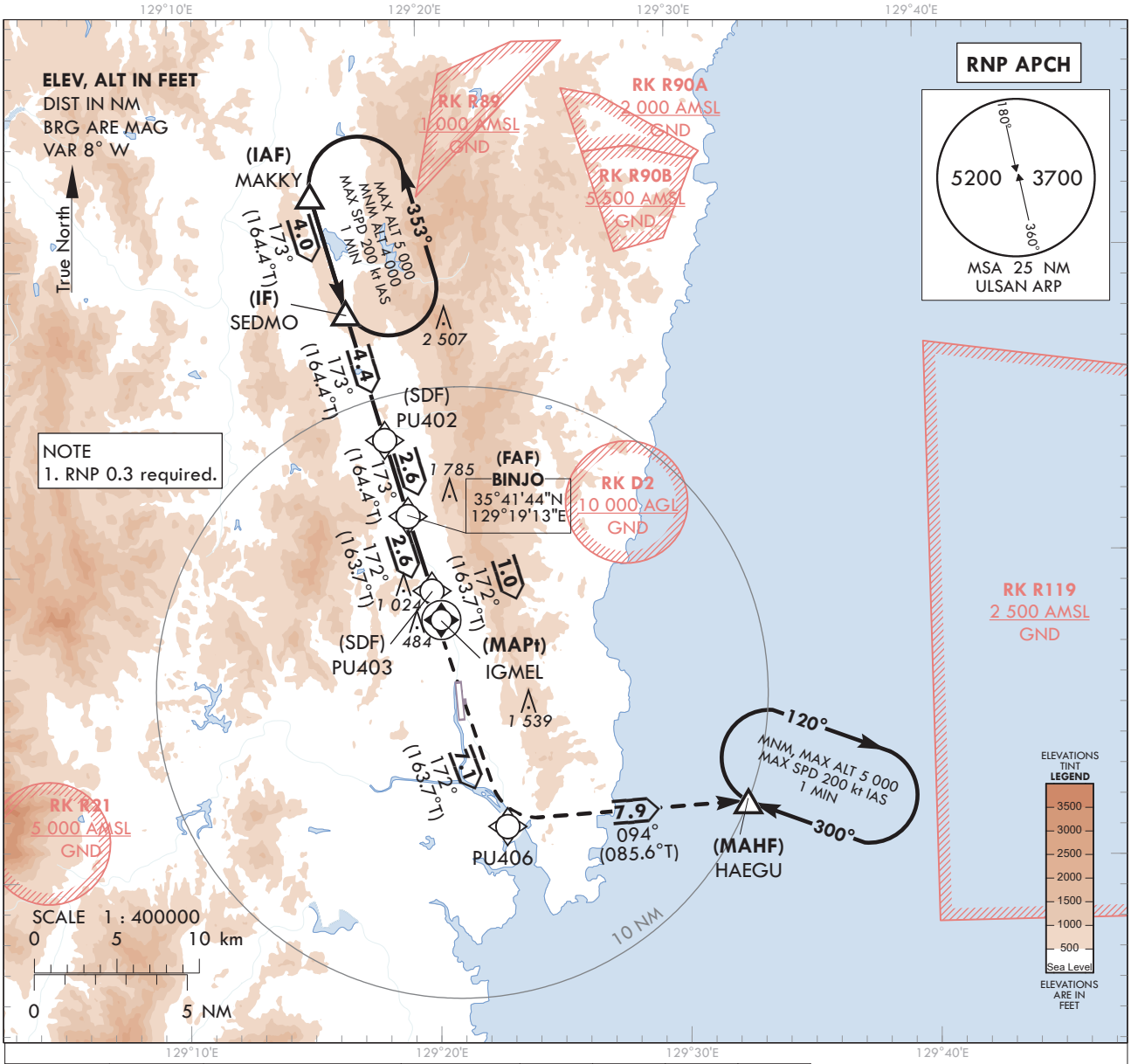
AERODROME ELEV 42 ft
HEIGHTS RELATED TO
THR RWY 18 - ELEV **42 ft**

POHANG	APP	124.25 120.2
ULSAN	TWR	118.75

ULSAN/Ulsan(RKPU)

RNP Y RWY 18

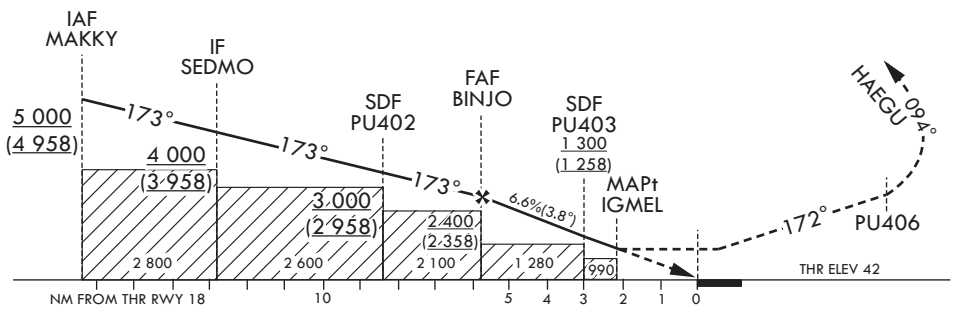
Note : Approach Under ICAO Flight Procedures.



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

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	400	600	800	1 000	1 200

CATEGORY			MDA(H)	A	B	C	D
STA	LNAV	FULL	990 (948)	3 600 m		3 900 m	N/A
		ALS INOP		4 000 m		4 300 m	N/A

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Chage : Improved clarity such as terrain.

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 (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 +4 000	-200	35°48'27.1"N 129°16'55.0"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART - ICAO

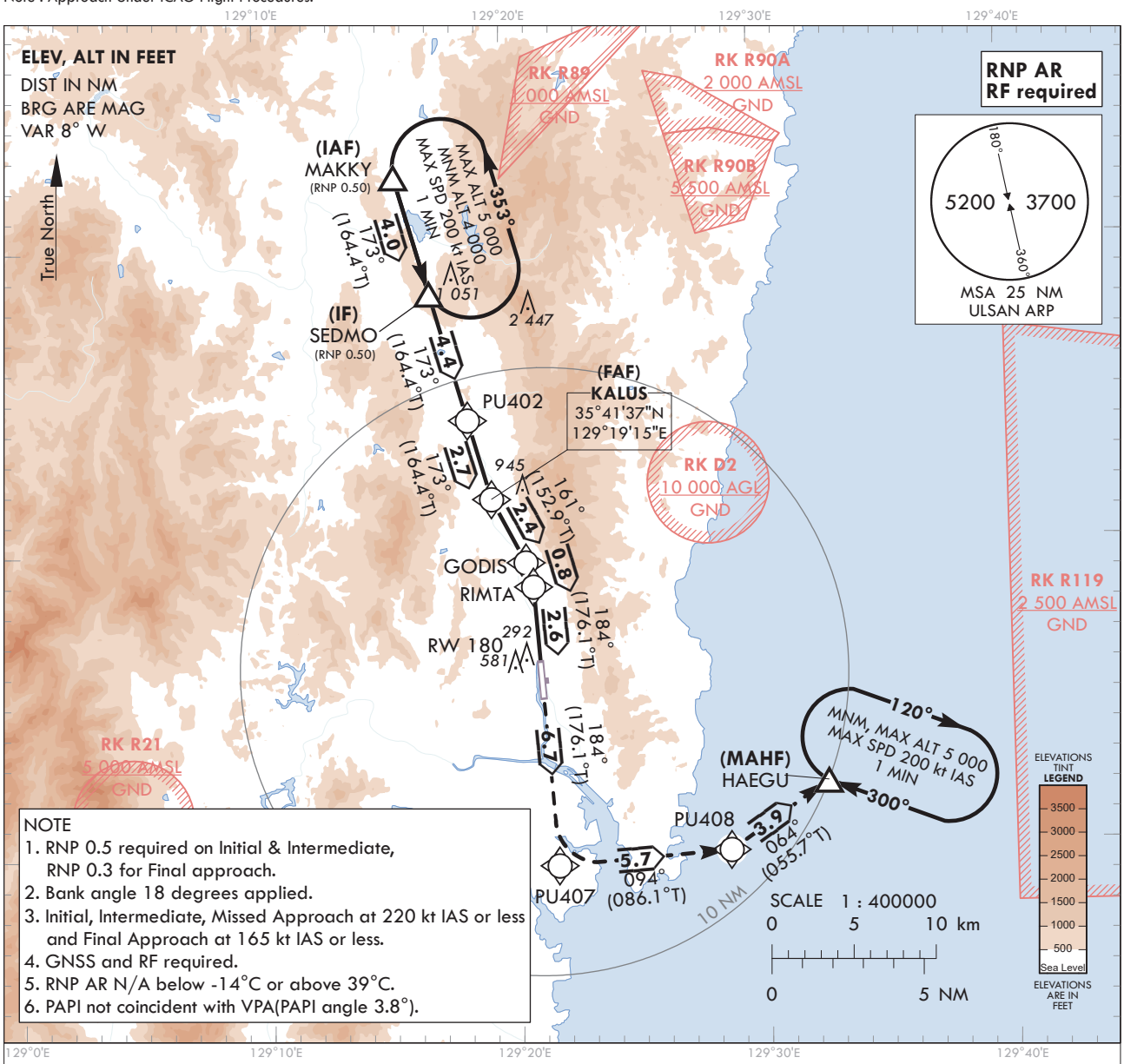
AERODROME ELEV 42 ft
HEIGHTS RELATED TO
THR RWY 18 - ELEV **42** ft

POHANG	APP	124.25
		120.2
ULSAN	TWR	118.75

ULSAN/Ulsan(RKPU)

RNP Z RWY 18(AR)

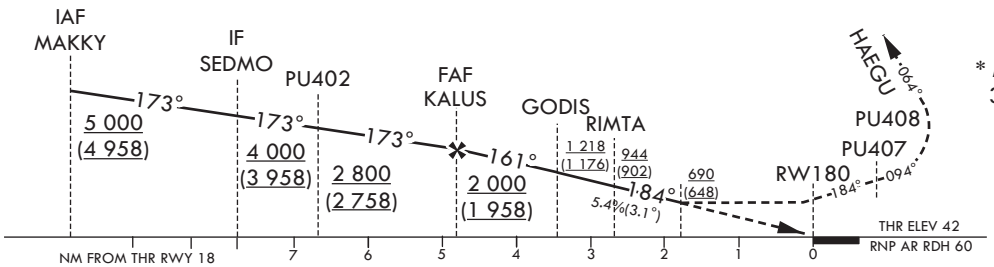
Note : Approach Under ICAO Flight Procedures.



NOTE
1. RNP 0.5 required on Initial & Intermediate, RNP 0.3 for Final approach.
2. Bank angle 18 degrees applied.
3. Initial, Intermediate, Missed Approach at 220 kt IAS or less and Final Approach at 165 kt IAS or less.
4. GNSS and RF required.
5. RNP AR N/A below -14°C or above 39°C.
6. PAPI not coincident with VPA(PAPI angle 3.8°).

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

Rate of descrent	Knots	60	90	120	150	180
	V/V fpm	329	494	658	823	987

CATEGORY		DA(H)	A	B	C	D
RNP 0.3	FULL	690 (648)	3 100 m			
	ALL INOP		3 400 m			

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Chage : Improved clarity such as terrain.

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 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 Center : ARC01 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 (Outbound timing)

RF arc center Identifier		Coordinates
ARC01		35°38'33.8"N 129°18'18.0"E

INSTRUMENT APPROACH CHART - ICAO

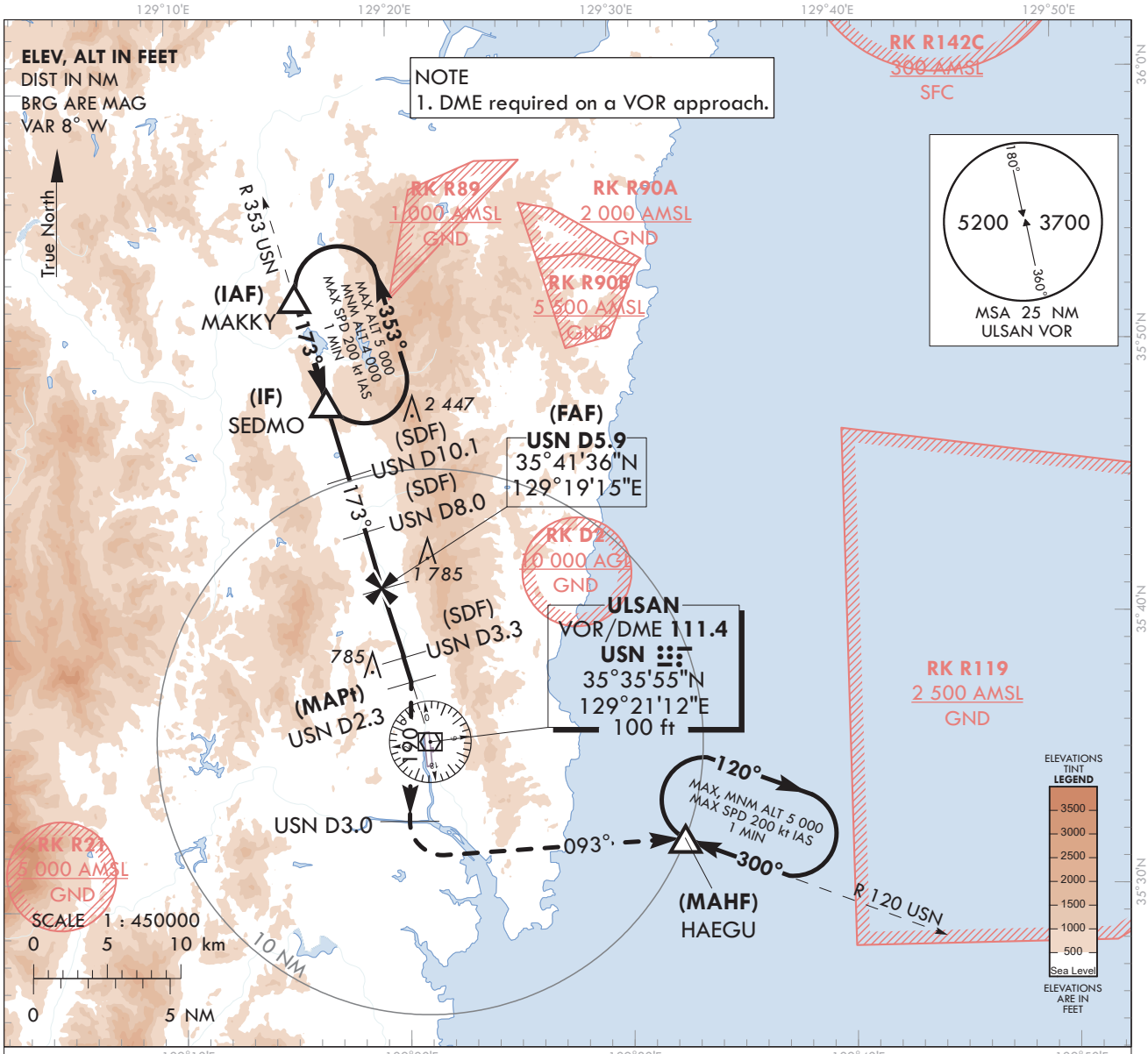
Note : Approach Under ICAO Flight Procedures.

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

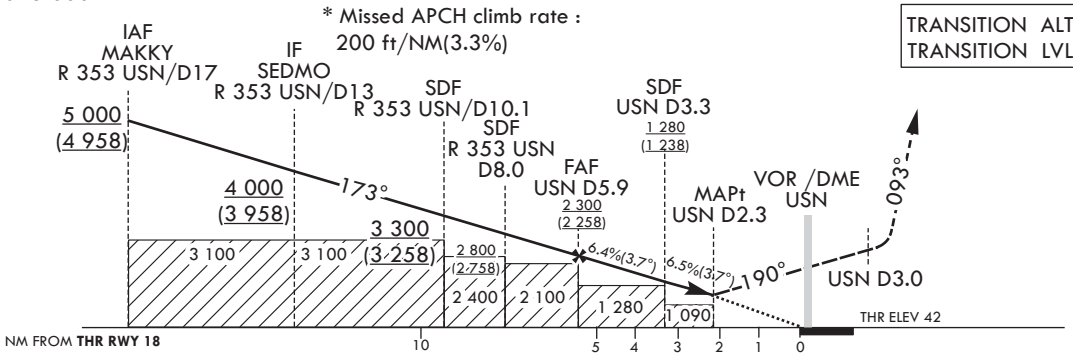


MISSED APPROACH
Climb on HDG 190° to USN 3 DME, then LEFT turn direct to HAEGU and Hold at 5 000 ft.

RECOMMENDED PROFILE(FAA)	DME USN	5	4	3	2.8
Final Approach Gradient 6.45%, 392 ft/NM	ALT(HGT)	1 947 (1 906)	1 556 (1 514)	1 164 (1 122)	1 080 (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 (1 048)	3 600 m		4 600 m	N/A	Rate of descrent	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. * Circling Not authorized.						

Chage : 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 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

INSTRUMENT APPROACH CHART - ICAO

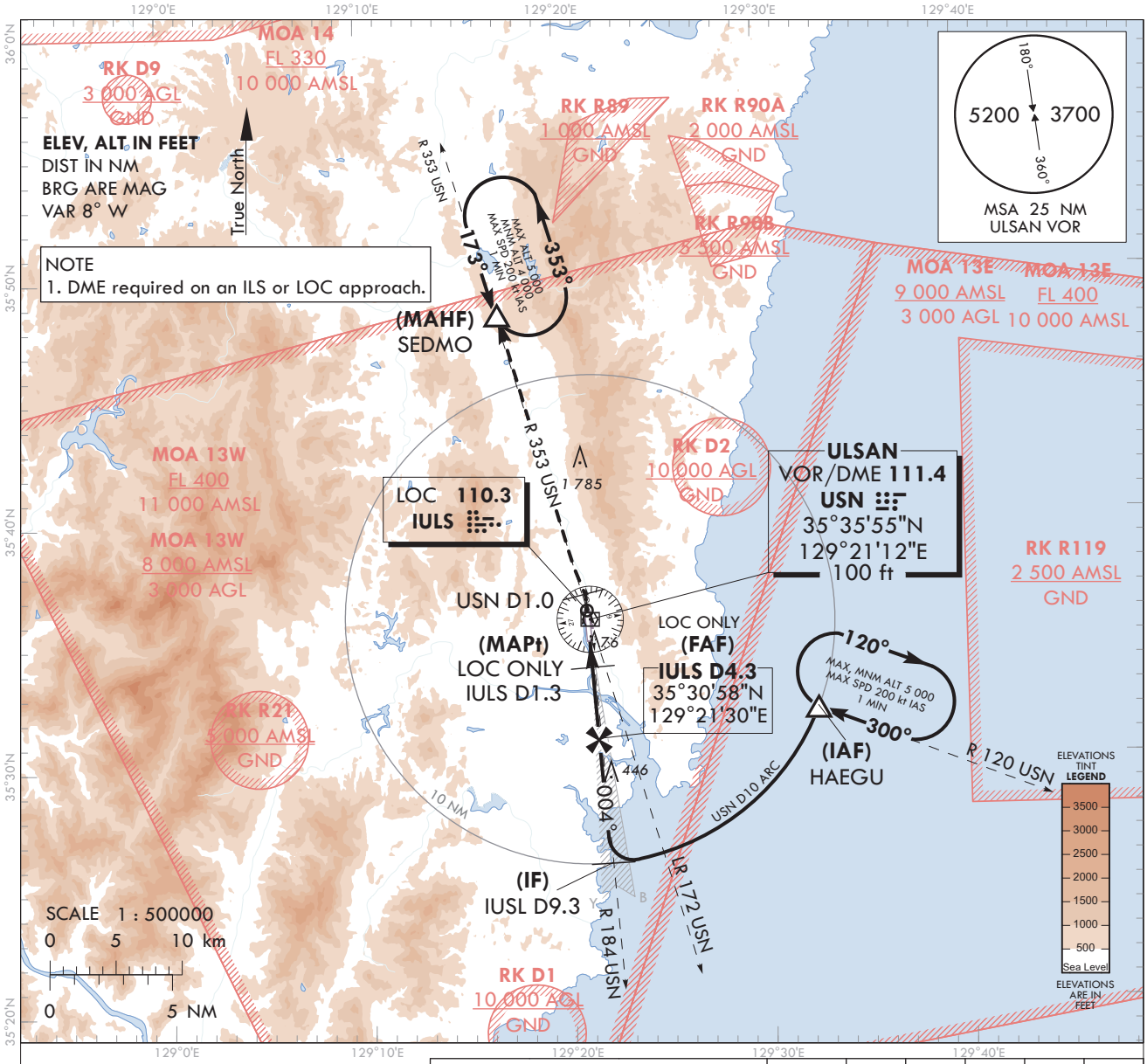
Note : Approach under ICAO Flight Procedures.

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

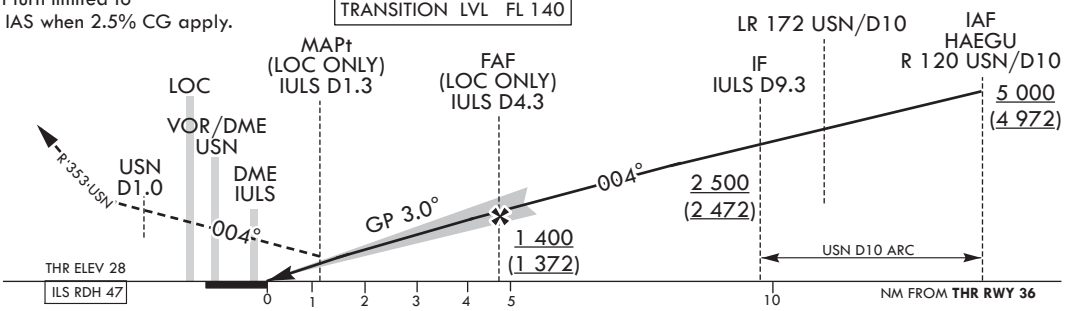


MISSED APPROACH
Climb on HDG 004° to USN 1 DME,
then LEFT turn to intercept R 353 USN to SEDMO.
Hold at SEDMO at 4 000 ft.

* 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 (1 922)	1 620 (1 592)	1 300 (1 272)	980 (952)	750 (722)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I (CG 2.5%)	FULL	710 (682)	3 000m			
		ALS INOP		3 700m			
	CAT-I (CG 5.0%)	FULL	246 (218)	800m			
		ALS INOP		1 200m			
	LOC	FULL	750 (722)	2 700m			
		ALS INOP		3 400m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

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

INSTRUMENT APPROACH CHART - ICAO

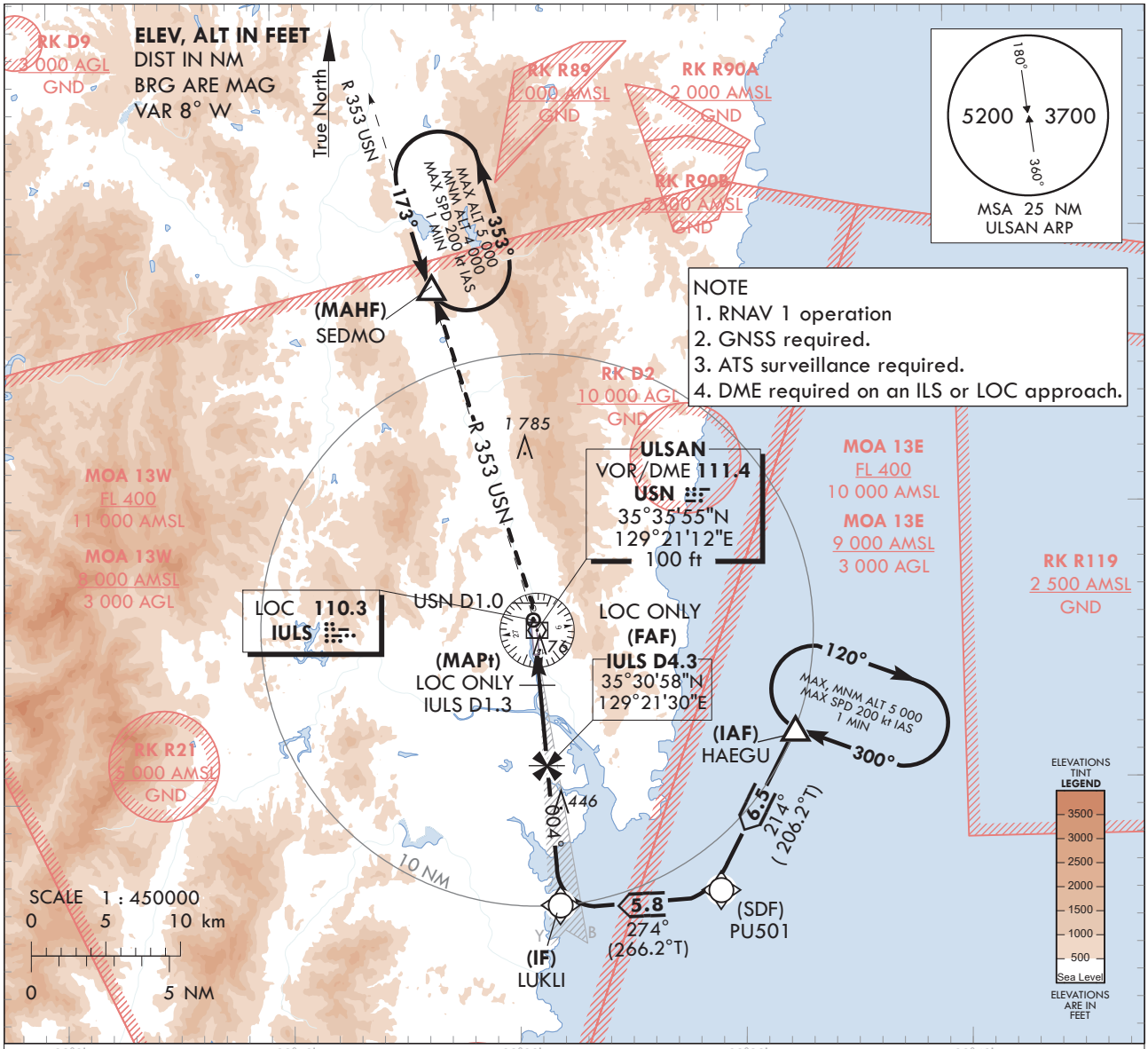
Note : Approach under ICAO Flight Procedures.

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 Z or LOC Z RWY 36

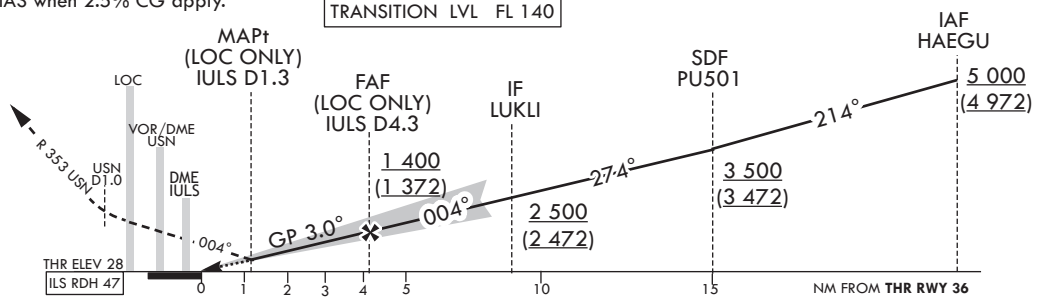


MISSED APPROACH
Climb on HDG 004° to USN 1 DME, then LEFT turn to intercept R 353 USN to SEDMO.
Hold at SEDMO at 4 000 ft.

* 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 (1 922)	1 620 (1 592)	1 300 (1 272)	980 (952)	750 (722)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
STA	CAT-I (CG 2.5%)	FULL	710 (682)	3 000 m			
		ALS INOP		3 700 m			
	CAT-I (CG 5.0%)	FULL	246 (218)	800 m			
		ALS INOP		1 200 m			
	LOC	FULL	750 (722)	2 700 m			
		ALS INOP		3 400 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

*Timing Not authorized for defining MAPt.
*Circling Not authorized.

Chage : Improved clarity such as terrain.

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

INSTRUMENT APPROACH CHART - ICAO

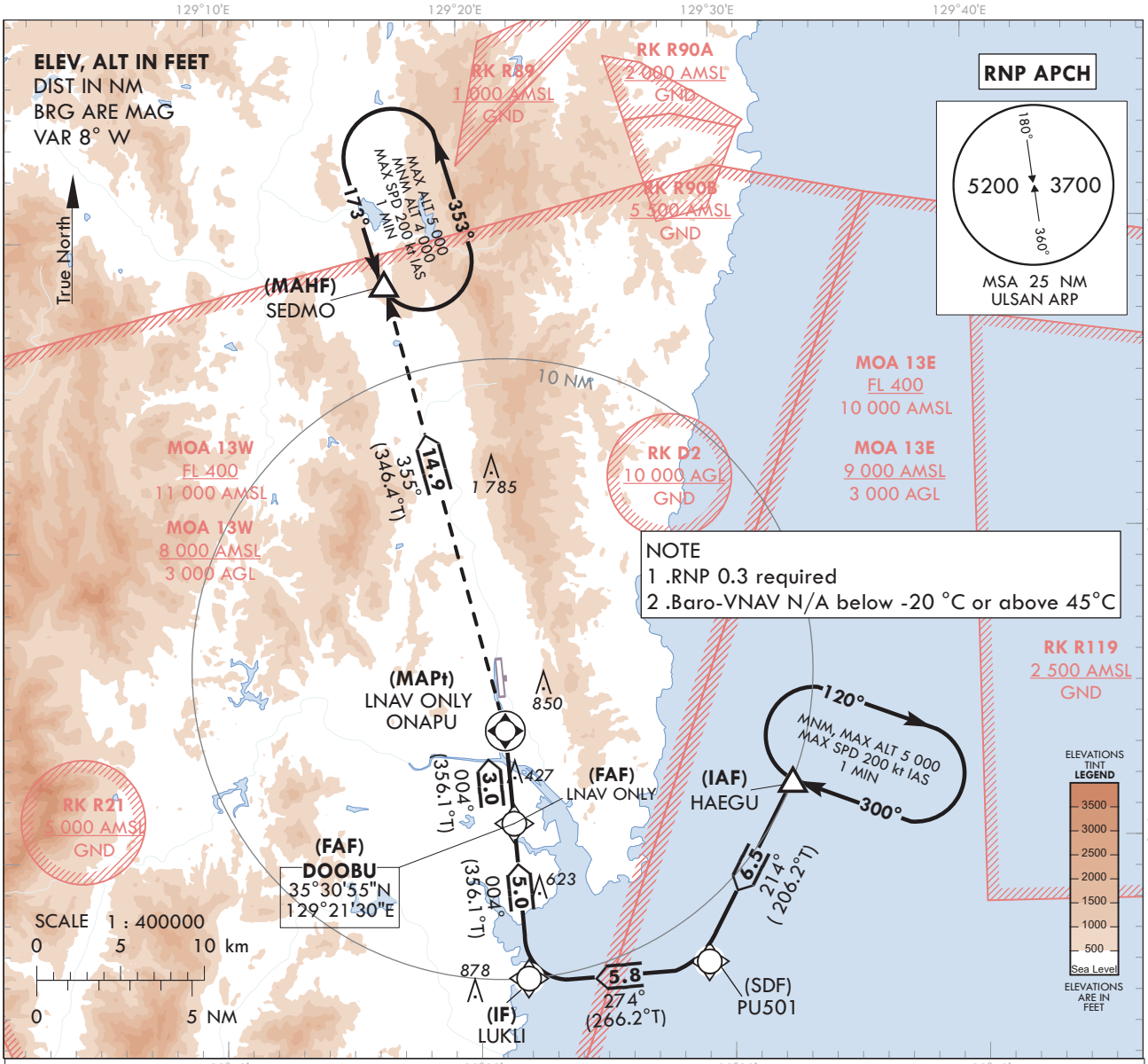
Note : Approach under ICAO Flight Procedures.

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

POHANG	APP	124.25
		120.2
ULSAN	TWR	118.75

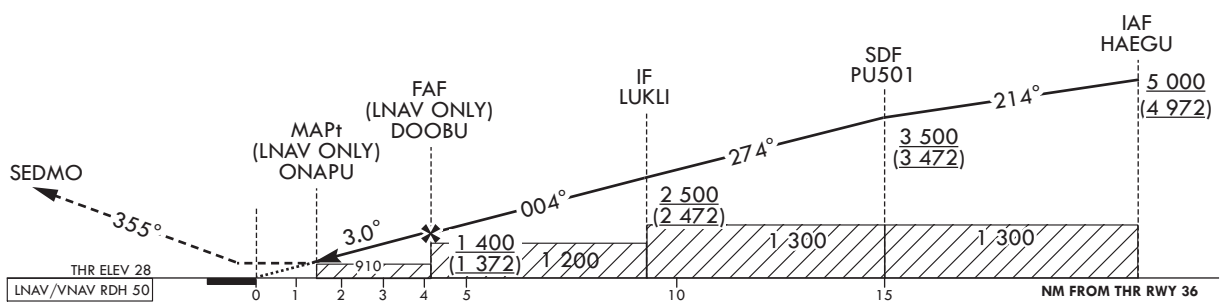
ULSAN/Ulsan(RKPU)

RNP RWY 36



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	760	2 700 m			
		ALS INOP	(732)	3 400 m			
	LNAV	FULL	910	3 300 m			
		ALS INOP	(882)	4 000 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	319	478	637	796	956

* Timing Not authorized for defining MAPt.
* Circling Not authorized.

Chage : Improved clarity such as terrain.

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 +4 000	-	35°48'27.1"N 129°16'55.0"E	-	RNP APCH	1 min (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

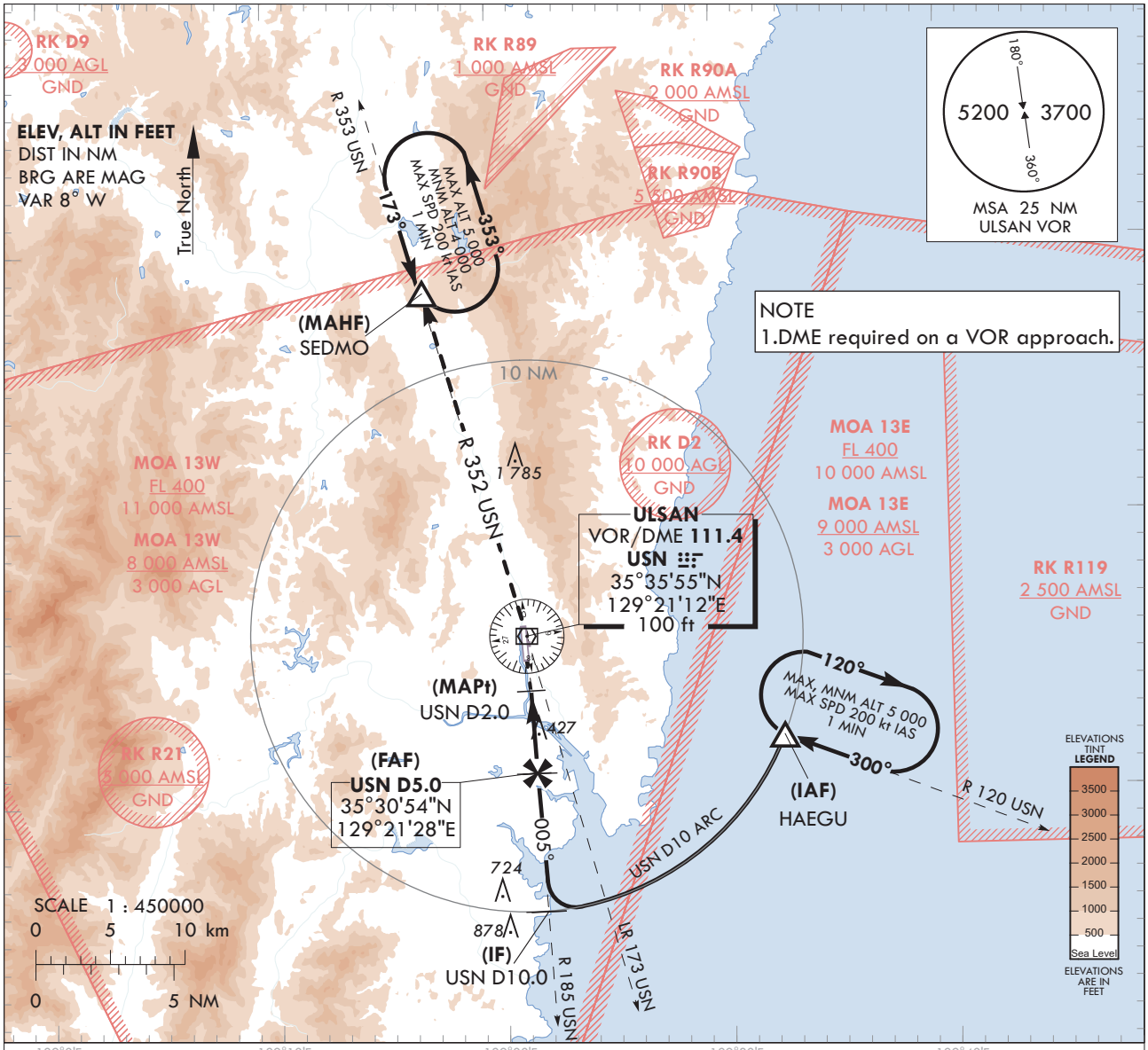
AERODROME ELEV 42 ft
HEIGHTS RELATED TO
THR RWY 36 - ELEV **28 ft**

POHANG	APP	124.25
		120.2
ULSAN	TWR	118.75

ULSAN/Ulsan(RKPU)

VOR RWY 36

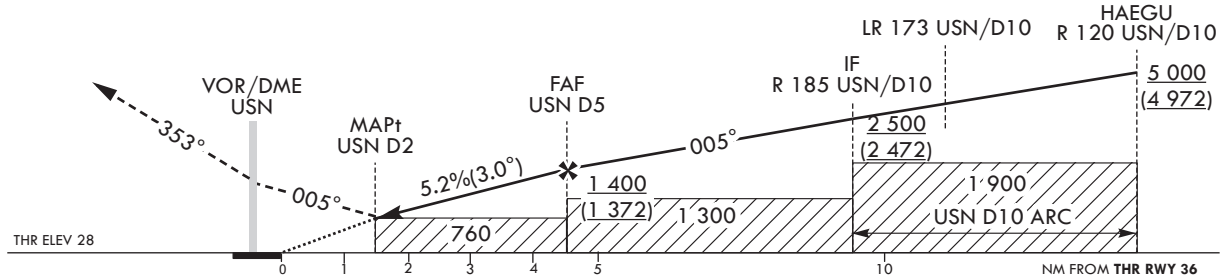
Note : Approach under ICAO Flight Procedures.



RECOMMENDED PROFILE	DME USN	5	4	3
Final Approach Gradient 5.24%, 318 ft/NM	ALT(HGT)	1 400 (1 372)	1 080 (1 052)	760 (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 (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. * Circling Not authorized.						

Chage : 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

INSTRUMENT APPROACH CHART - ICAO

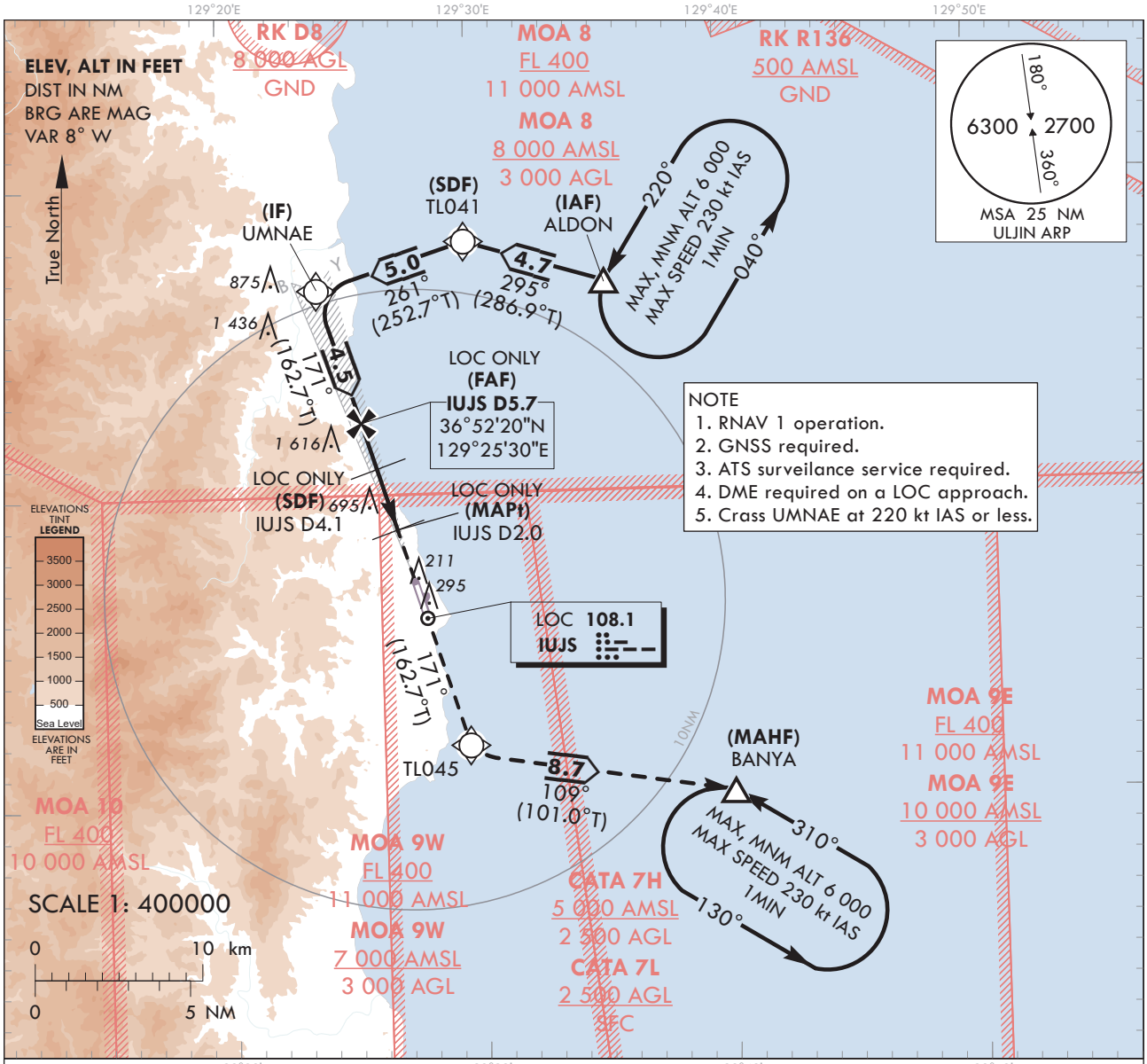
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

ILS Z or LOC Z RWY 17

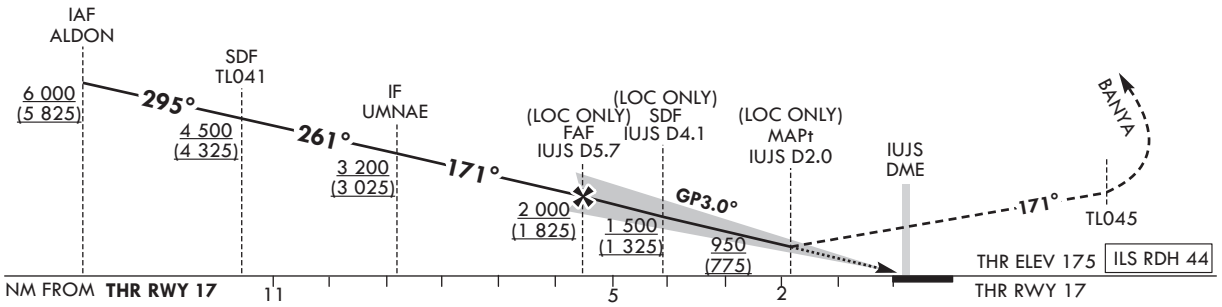


NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveilance service required.
4. DME required on a LOC approach.
5. Crass UMNAE at 220 kt IAS or less.

RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 777 (1 602)	1 455 (1 280)	1 132 (957)	810 (635)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb straight ahead untill TL045 then turn left to BANYA and hold at 6 000 ft.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT-1	FULL	375 (200)	800 m			
		ALS INOP		1 200 m			
	LOC	FULL	950 (775)	3 200 m			
		ALS INOP		3 600 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	485	646	808	970

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Improved clarity such as terrain.

ULJIN/Uljin(RKTL)
ILS Z or LOC Z RWY 17

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)		36°56'46.3"N 129°35'23.0"E
TL041(SDF)		36°58'07.9"N 129°29'46.5"E
UMNAE(IF)	BRG 170.91° / 10.3 NM IUJS	36°56'38.6"N 129°23'49.1"E
D5.7 IUJS(FAF)	BRG 170.93° / 5.7 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 170.95° / 4.1 NM IUJS	36°50'50.7"N 129°26'04.2"E
D2.0 IUJS(MAPt LOC Only)	BRG 170.95° / 2.0 NM IUJS	36°48'50.3"N 129°26'50.9"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03° (FAF-SDF) / 3.05° (SDF-THR)	36°47'05.09"N 129°27'31.62"E
UJN VORTAC		36°46'35.2"N 129°27'26.9"E
TL045		36°41'52.3"N 129°29'32.6"E
BANYA		36°40'12.4"N 129°40'05.8"E

INSTRUMENT APPROACH CHART - ICAO

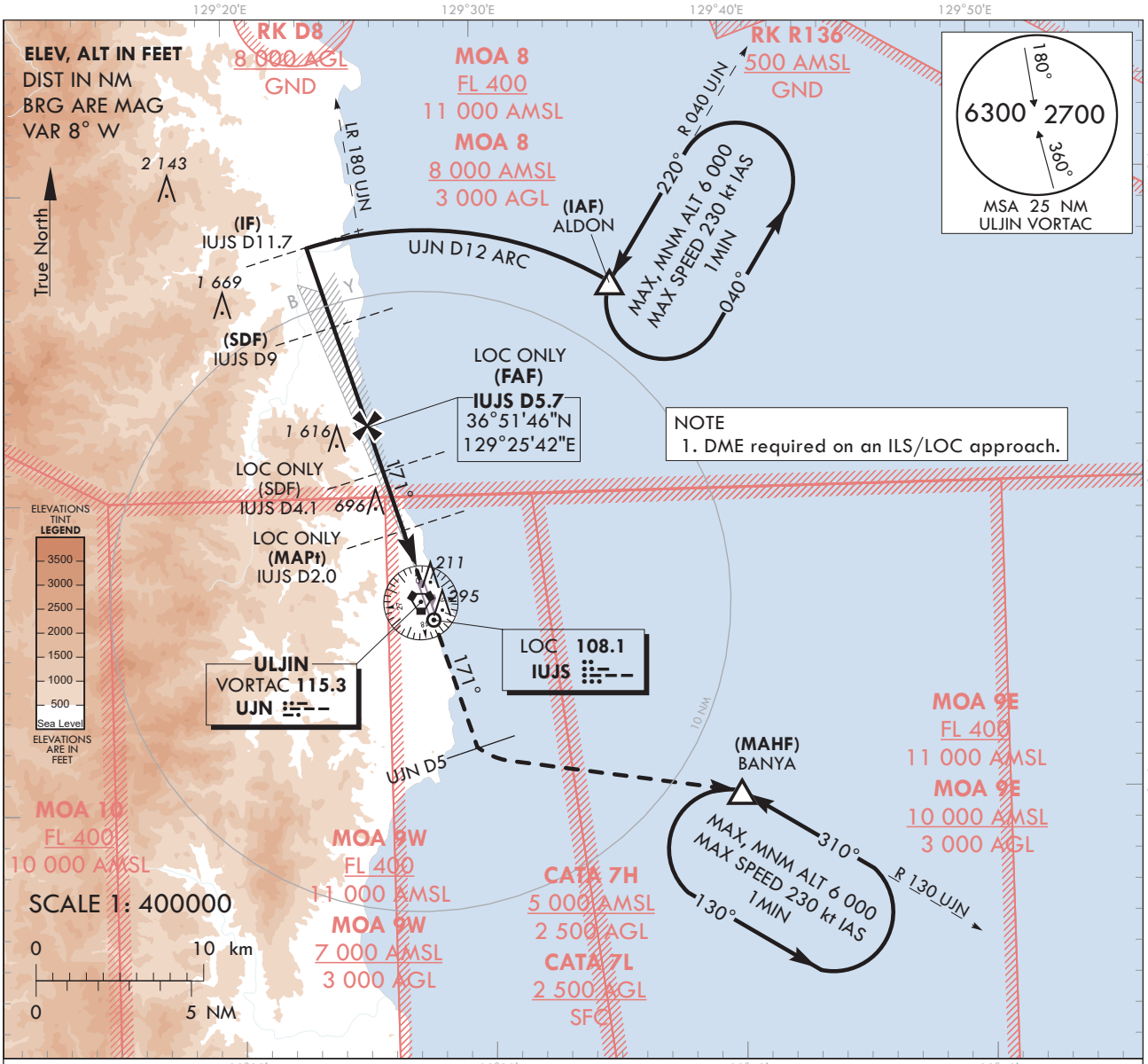
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

ILS Y or LOC Y RWY 17

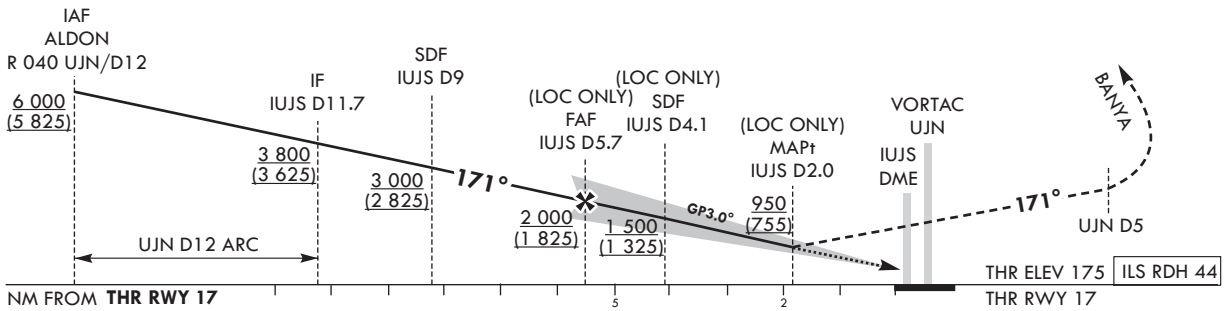


RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 777 (1 602)	1 455 (1 280)	1 132 (957)	810 (635)

MISSED APPROACH

Climb straight ahead untill UJN D5 then turn left to BANYA and hold at 6 000 ft

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT-1	FULL	375 (200)	800 m			
		ALS INOP		1 200 m			
	LOC	FULL	950 (775)	3 200 m			
		ALS INOP		3 600 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	323	485	646	808	970

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Improved clarity such as terrain.

ULJIN/Uljin(RKTL)
ILS Y or LOC Y RWY 17

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)	R 040 UJN/ 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D11.7 IUJS(IF)	BRG 170.91° / 11.71 NM IUJS	36°58'06.9"N 129°23'14.8"E
D9.0 IUJS(SDF)	BRG 170.91° / 9.00 NM IUJS	36°55'31.8"N 129°24'15.1"E
D5.7 IUJS(FAF)	BRG 170.93° / 5.66 NM IUJS	36°51'46.1"N 129°25'42.7"E
D4.1 IUJS(SDF LOC Only)	BRG 170.95° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D2.0 IUJS(MAPt LOC Only)	BRG 170.95° / 2.00 NM IUJS	36°48'50.3"N 129°26'50.9"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03°(FAF-SDF) / 3.05°(SDF-THR)	36°47'05.09"N 129°27'31.62"E
UJN VORTAC		36°46'35.2"N 129°27'26.9"E
D5 UJN	R 171 UJN/ 5.00 NM UJN	36°41'52.3"N 129°29'32.6"E
BANYA	R 130 UJN/ 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E

INSTRUMENT APPROACH CHART - ICAO

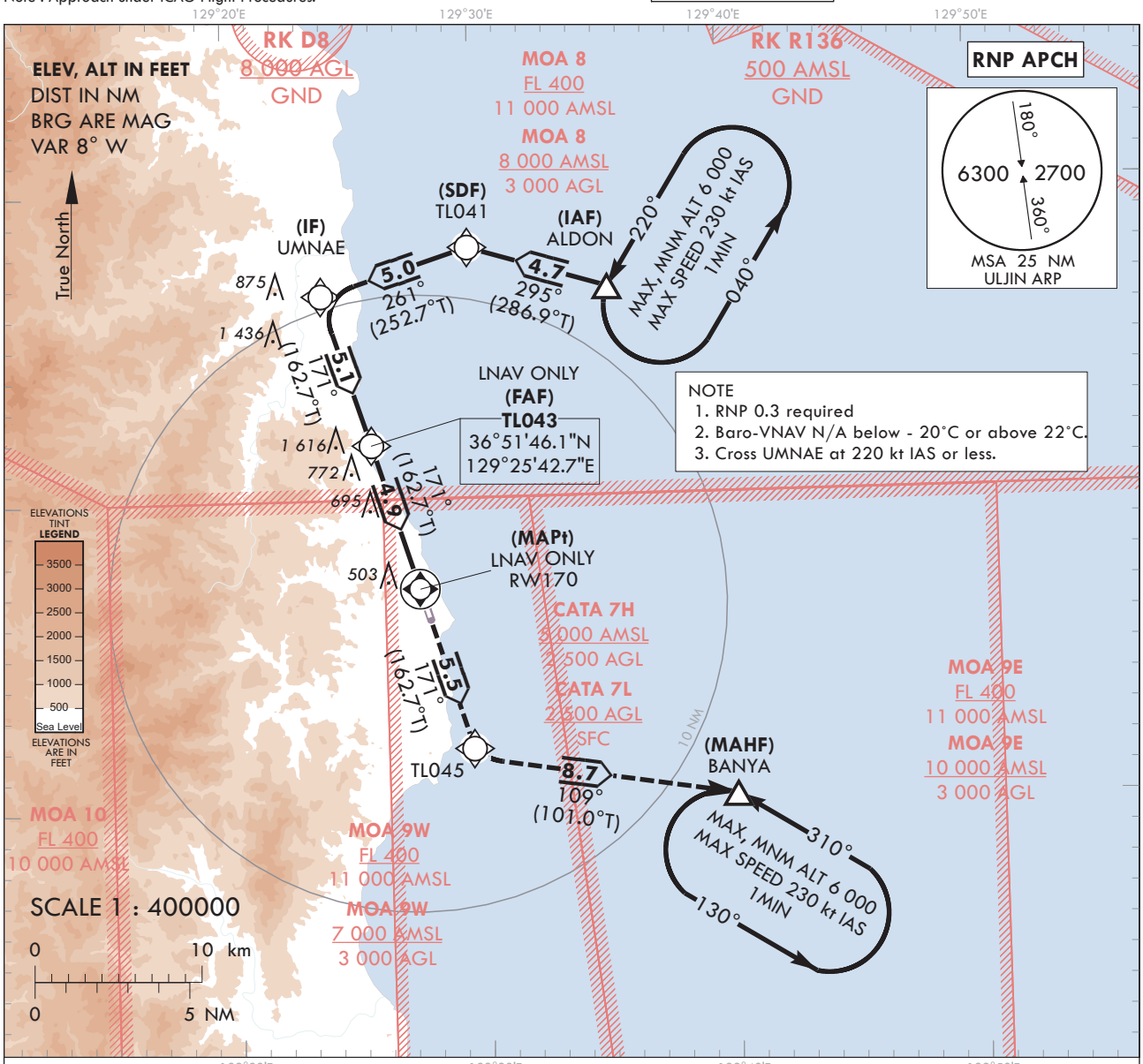
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

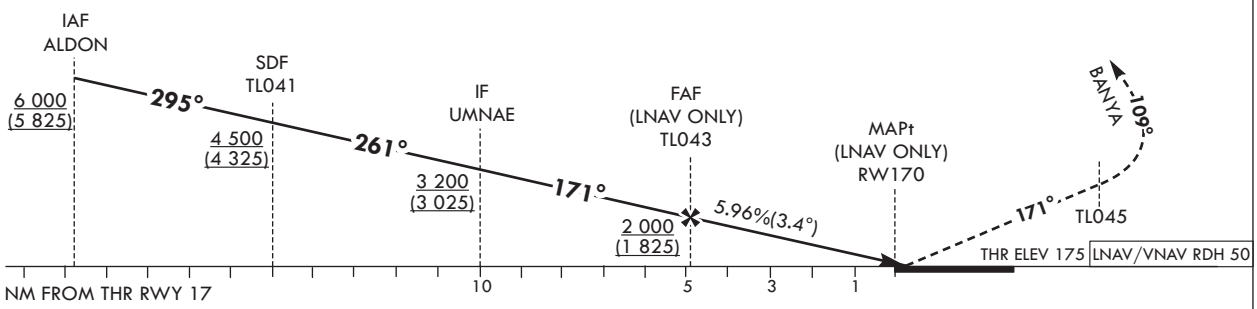
RNP RWY 17



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 171° to TL045, then turn left on track of 109° to BANYA. Hold as published.



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	690 (515)	2 000 m			
		ALS INOP		2 400 m			
	LNAV	FULL	960 (785)	3 200 m			
		ALS INOP		3 600 m			

	Knots	60	90	120	150	180
Rate of descrent	V/V fpm	362	543	725	906	1 087

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Improved clarity such as terrain.

AERONAUTICAL DATA TABULATION

Instrument approach Procedure Coding Tables

RNP RWY 17 - via ALDON(IAF)

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	IF	ALDON	-	-	-	-	+6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	IAF
002	TF	TL041	-	295(286.9)	4.7	-	+4 500	-	36°58'07.9"N 129°29'46.5"E	-	RNP APCH	SDF
003	TF	UMNAE	-	261(252.7)	5.0	-	+3 200	-	36°56'38.6"N 129°23'49.1"E	-	RNP APCH	IF
004	TF	TL043	-	171(162.7)	5.1	-	+2 000	-	36°51'46.1"N 129°25'42.7"E	-	RNP APCH	FAF
005	TF	RW170	Y	171(162.7)	4.9	-	+960	-	36°47'05.09"N 129°27'31.62"E	-3.41/50	RNP APCH	MAPt
006	TF	TL045	-	171(162.7)	5.5	-	-	-	36°41'52.3"N 129°29'32.6"E	-	RNP APCH	-
007	HM	BANYA	-	109(101.0)	8.7	-	@6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	1 MIN (outbound timing)

INSTRUMENT APPROACH CHART - ICAO

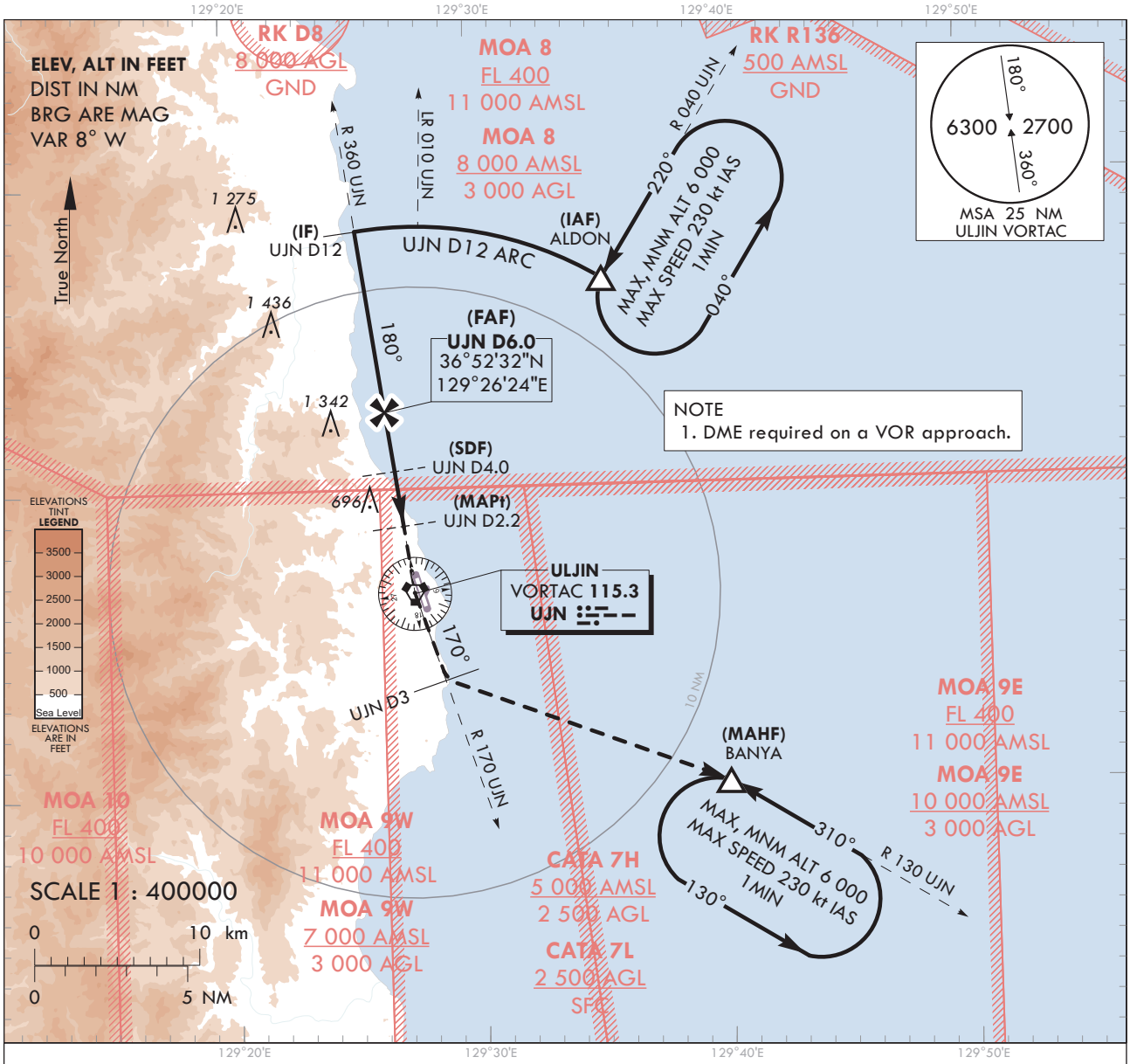
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV **175** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

VOR RWY 17

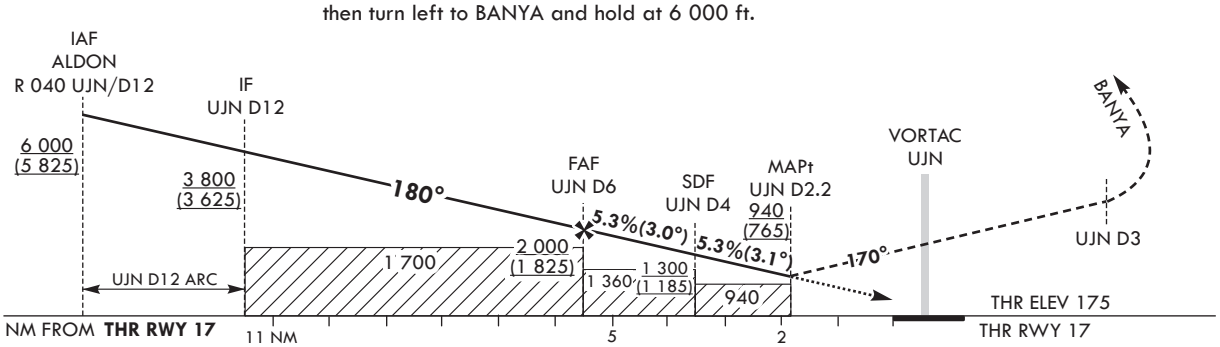


TRANSITION ALT	14 000
TRANSITION LVL	FL 140

RECOMMENDED PROFILE(LOC ONLY)	DME UJN	5	4	3	2.5
Final Approach Gradient 5.30%, 323 ft/NM	ALT(HGT)	1 680 (1 505)	1 360 (1 184)	1 034 (859)	879 (704)

MISSED APPROACH

Climb on R 360 UJN to UJN and R 170 UJN to 3 DME, then turn left to BANYA and hold at 6 000 ft.



Knots	60	90	120	150	180
Rate of descent V/V fpm	323	485	646	808	970

CATEGORY		MDA(H)	A	B	C	D
STA	FULL	940 (765)	3 200 m			
	ALS INOP		3 600 m			

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Improved clarity such as terrain.

ULJIN/Uljin(RKTL)
VOR RWY 17

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)	R 040 UJN/ 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D12.0 UJN(IF)	BRG 180.27° / 12.00 NM UJN	36°58'28.9"N 129°25'22.0"E
D6.0 UJN(FAF)	BRG 180.27° / 6.00 NM UJN	36°52'32.1"N 129°26'24.4"E
D4.0 UJN(SDF)	BRG 180.27° / 4.00 NM UJN	36°50'33.0"N 129°26'45.4"E
D2.2 UJN(MAPt)	BRG 180.27° / 2.20 NM UJN	36°48'45.7"N 129°27'04.1"E
THR RWY 17	Final approach descent angle 3.01°(FAF-SDF) / 3.06°(SDF-THR)	36°47'05.09"N 129°27'31.62"E
UJN VORTAC		36°46'35.2"N 129°27'26.9"E
D3 UJN	R 170 UJN/ 3.00 NM UJN	36°43'44.4"N 129°28'38.6"E
BANYA	R 130 UJN/ 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E

INSTRUMENT APPROACH CHART - ICAO

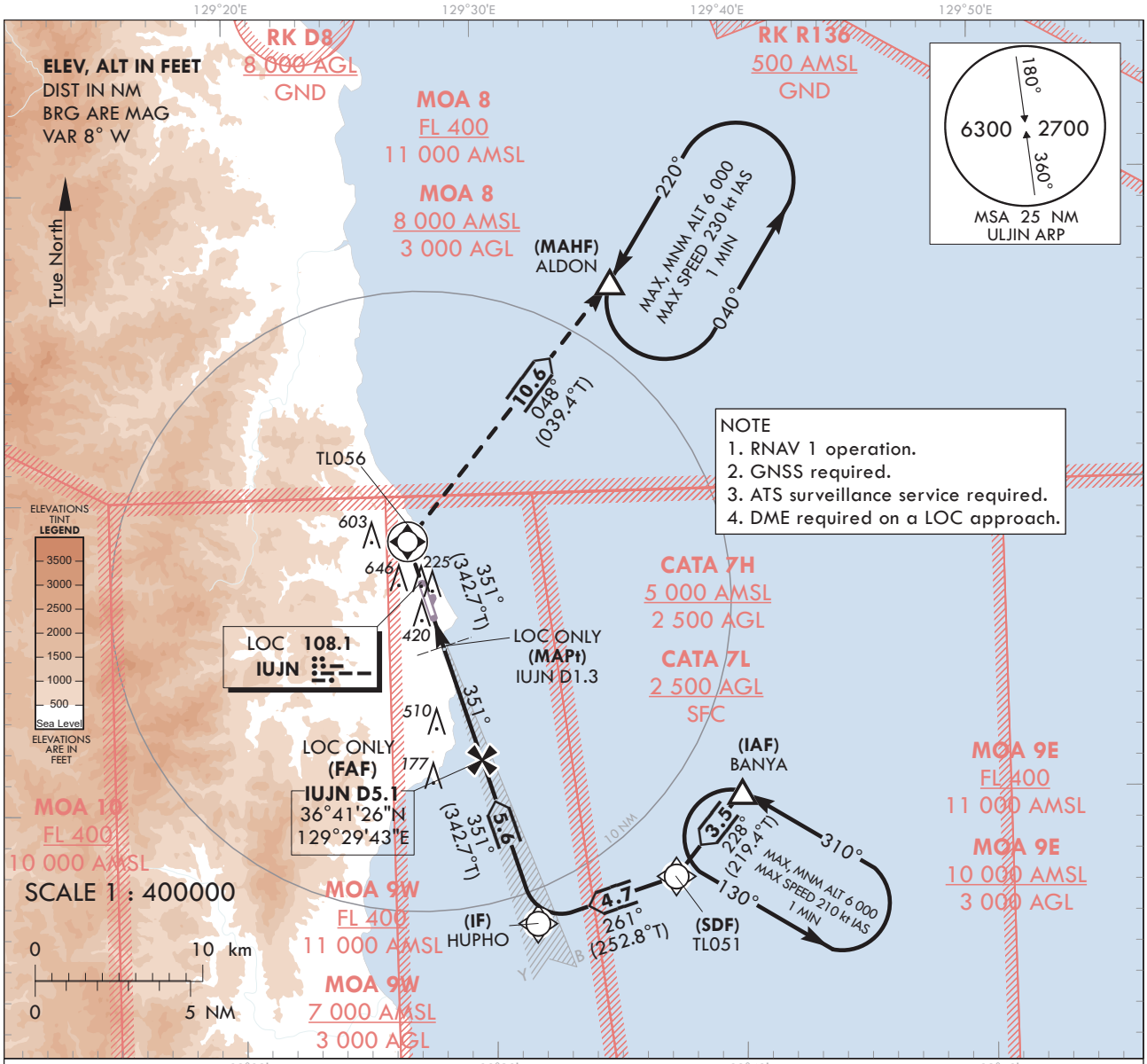
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **158** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

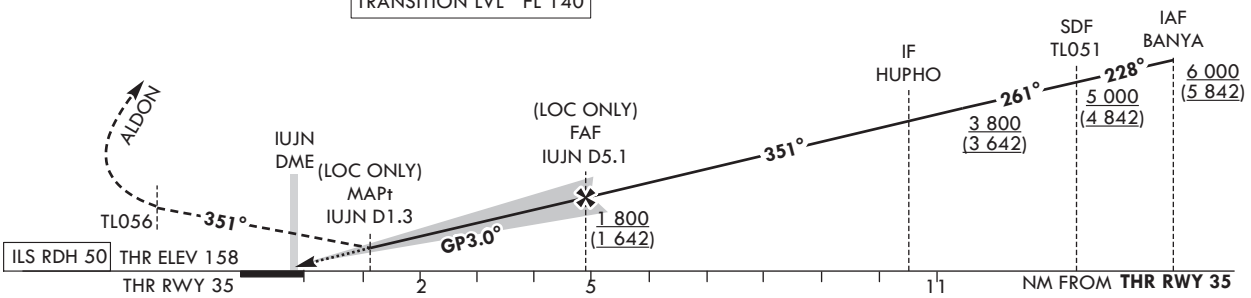
ILS Z or LOC Z RWY 35



RECOMMENDED PROFILE(LOC ONLY)	DME IUJN	5	4	3	2	1.3
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 774 (1 616)	1 451 (1 293)	1 128 (970)	805 (647)	579 (421)

MISSED APPROACH
Climb straight ahead until TL056, then turn right on track of 048° to ALDON and hold at 6 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	511 (353)	1 100 m			
		ALS INOP		1 800 m			
	CAT-1 (CG 4.0%)	FULL	391 (233)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	580 (422)	1 500 m			
		ALS INOP		2 200 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	322	483	644	805	966

* Timing NOT authorized for defining the MAPt.
* Circling not authorized.

Change : Improved clarity such as terrain.

ULJIN/Uljin(RKTL)
ILS Z or LOC Z RWY 35

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 35 from BANYA(IAF)		
Fix/Point		Coordinates
BANYA(IAF)	R 130 UJN/12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
TL051(SDF)	BRG 261.04°	36°37'30.8"N 129°37'21.1"E
HUPHO(IF)	BRG 350.99°/10.65 NM UJN	36°36'07.0"N 129°31'45.8"E
D5.1 IUJN(FAF)	BRG 350.97°/5.08 NM IUJN	36°41'26.4"N 129°29'42.5"E
D1.3 IUJN (MAPt LOC Only)	BRG 350.95°/1.30 NM IUJN	36°45'03.3"N 129°28'18.7"E
THR RWY 35	Final approach descent angle 3.04°(LOC ONLY)	36°46'09.33"N 129°27'53.20"E
UJN VORTAC		36°46'35.2"N 129°27'26.9"E
TL056		36°48'33.0"N 129°26'57.6"E
ALDON		36°56'46.3"N 129°35'23.0"E

INSTRUMENT APPROACH CHART - ICAO

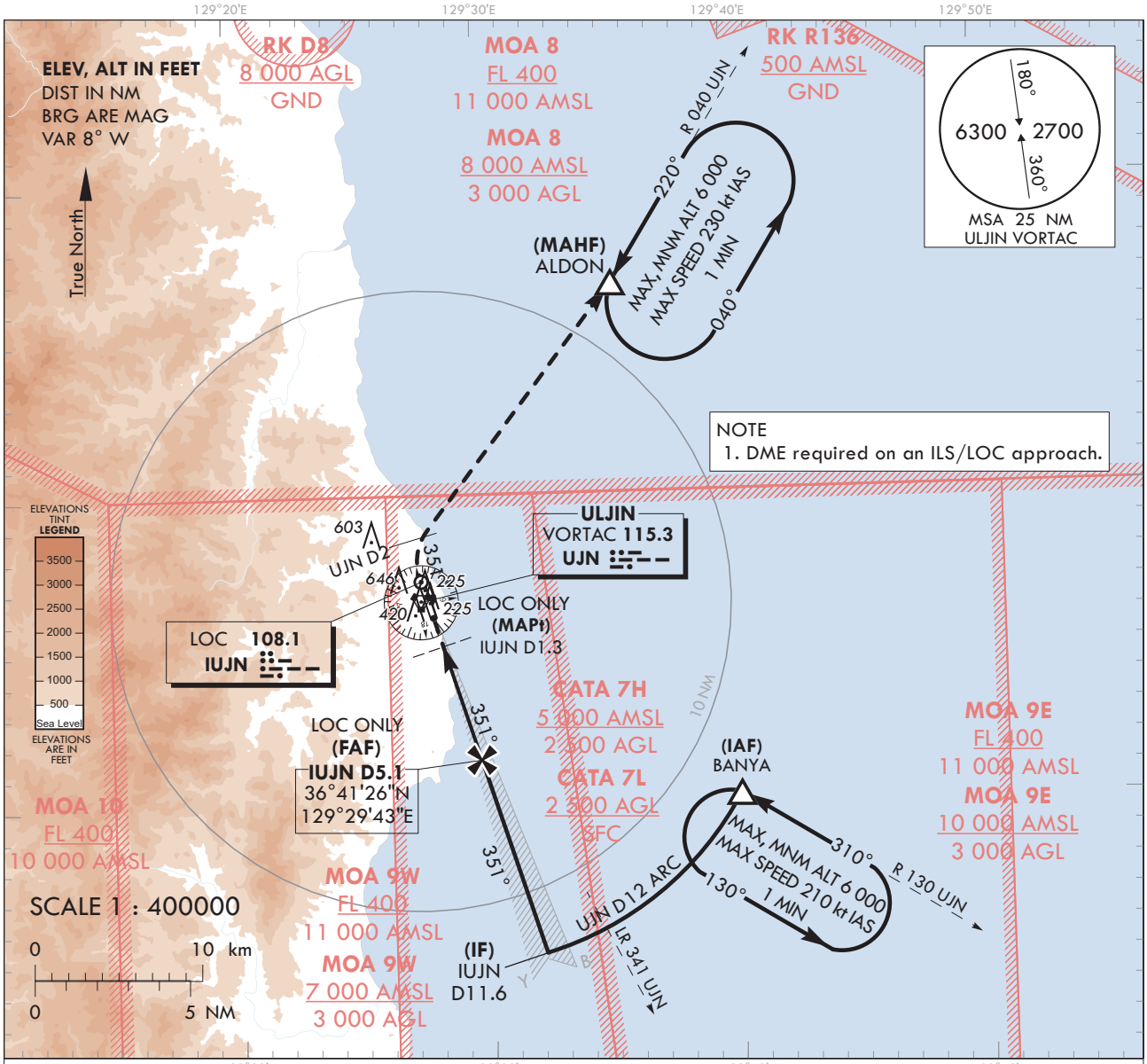
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **158 ft**

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

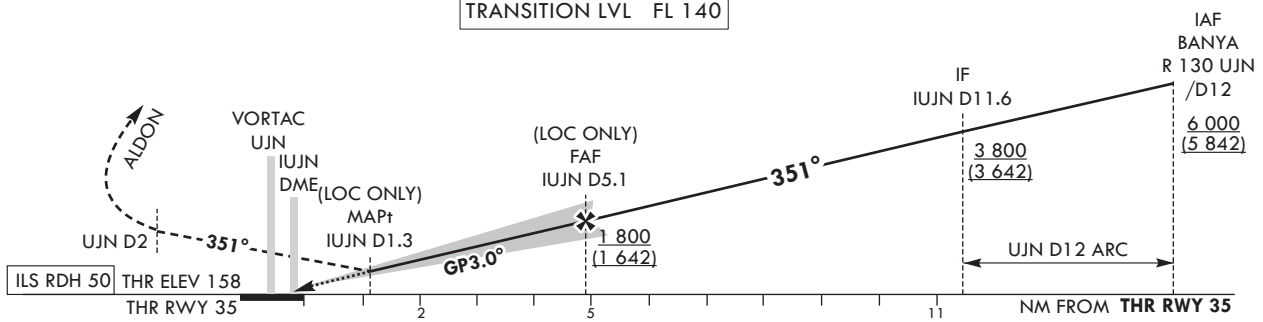
ILS Y or LOC Y RWY 35



RECOMMENDED PROFILE(LOC ONLY)	DME IUJN	5	4	3	2	1.3
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 774 (1 616)	1 451 (1 293)	1 128 (970)	805 (647)	579 (421)

MISSED APPROACH
Climb straight ahead until UJN D2, then turn right to ALDON and hold at 6 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT-1 (CG 2.5%)	FULL	511	1 100 m			
		ALS INOP	(353)	1 800 m			
	CAT-1 (CG 4.0%)	FULL	391	RVR 550 m, VIS 800 m			
		ALS INOP	(233)	1 200 m			
	LOC	FULL	580	1 500 m			
		ALS INOP	(422)	2 200 m			

Rate of descent	Knots	60	90	120	150	180
	V/V fpm	322	483	644	805	966

* Timing NOT authorized for defining the MAPt.
* Circling not authorized.

Change : Improved clarity such as terrain.

ULJIN/Uljin(RKTL)
ILS Y or LOC Y RWY 35

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 35 from BANYA(IAF)		
Fix/Point		Coordinates
BANYA(IAF)	R 130 UJN/12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
D11.6 IUJN(IF)	BRG 350.99°/11.63 NM IUJN	36°35'10.5"N 129°32'07.5"E
D5.1 IUJN(FAF)	BRG 350.97°/5.08 NM IUJN	36°41'26.4"N 129°29'42.5"E
D1.3 IUJN(MAPt LOC Only)	BRG 350.95°/1.30 NM IUJN	36°45'03.3"N 129°28'18.7"E
THR RWY 35	Final approach descent angle 3.04°(LOC ONLY)	36°46'09.33"N 129°27'53.20"E
UJN VORTAC		36°46'35.2"N 129°27'26.9"E
D2 UJN	R 351 UJN/2.00 NM UJN	36°48'33.0"N 129°26'57.6"E
ALDON	R 040 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

INSTRUMENT APPROACH CHART - ICAO

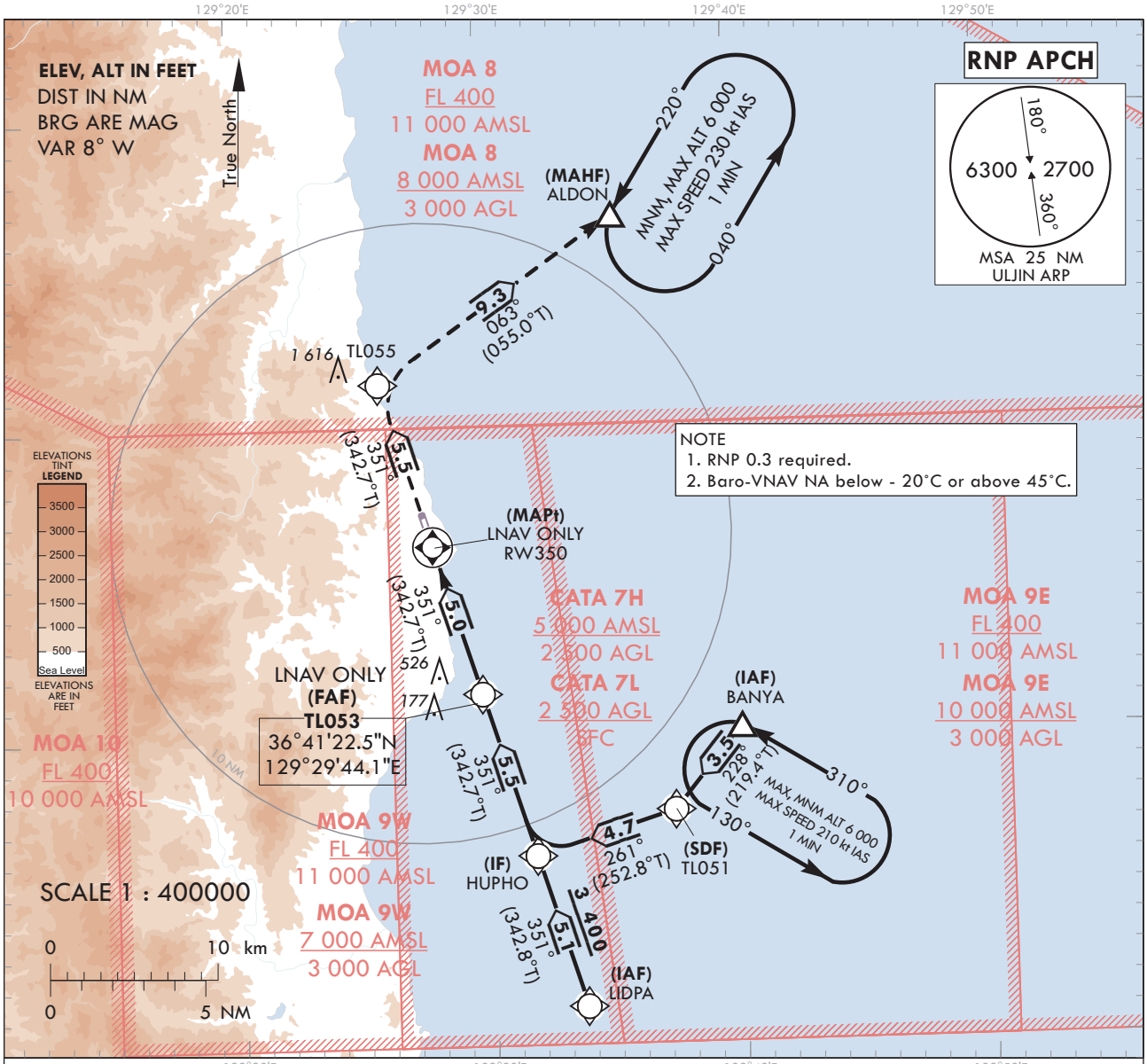
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **158 ft**

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

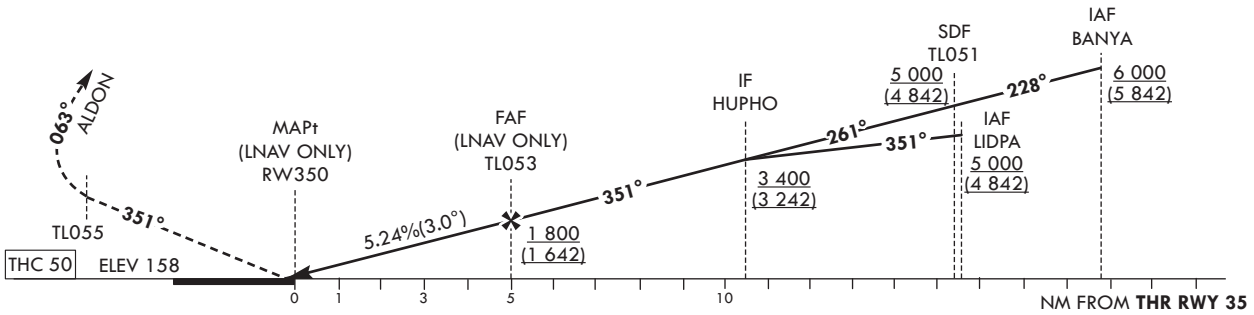
RNP RWY 35



MISSED APPROACH

Climb to 6 000 ft on track of 351° to TL055, then turn right on track of 063° to ALDON. Hold as published.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	LNAV/VNAV	FULL	700 (542)	2 200 m			
		ALS INOP		2 900 m			
	LNAV (CG3.0%)	FULL	760 (602)	2 100 m			
		ALS INOP		2 800 m			

	Knots	60	90	120	150	180
Rate of descrent	V/V fpm	318	478	637	796	955

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Improved clarity such as terrain

Instrument approach Procedure Coding Tables

RNP RWY 35 - via BANYA(IAF)

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	IF	BANYA	-	-	-	-	+6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	IAF
002	TF	TL051	-	228(219.4)	3.5	-	+5 000	-	36°37'30.8"N 129°37'21.1"E	-	RNP APCH	SDF
003	TF	HUPHO	-	261(252.8)	4.7	-	+3 400	-	36°36'07.0"N 129°31'45.8"E	-	RNP APCH	IF
004	TF	TL053	-	351(342.7)	5.5	-	+1 800	-	36°41'22.5"N 129°29'44.1"E	-	RNP APCH	FAF
005	TF	RW350	Y	351(342.7)	5.0	-	+930	-	36°46'09.33"N 129°27'53.20"E	-3.0/50	RNP APCH	MAPt
006	TF	TL055	-	351(342.7)	5.5	-	-	-	36°51'25.4"N 129°25'50.7"E	-	RNP APCH	-
007	HM	ALDON	-	063(055.0)	9.3	-	@6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 MIN (outbound timing)

RNP RWY 35 - via LIDPA(IAF)

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	IF	LIDPA	-	-	-	-	+5 000	-	36°31'13.6"N 129°33'38.6"E	-	RNP APCH	IAF
002	TF	HUPHO	-	351(342.8)	5.1	-	+3 400	-	36°36'07.0"N 129°31'45.8"E	-	RNP APCH	IF
003	TF	TL053	-	351(342.7)	5.5	-	+1 800	-	36°41'22.5"N 129°29'44.1"E	-	RNP APCH	FAF
004	TF	RW350	Y	351(342.7)	5.0	-	+930	-	36°46'09.33"N 129°27'53.20"E	-3.0/50	RNP APCH	MAPt
005	TF	TL055	-	351(342.7)	5.5	-	-	-	36°51'25.4"N 129°25'50.7"E	-	RNP APCH	-
006	HM	ALDON	-	063(055.0)	9.3	-	@6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 MIN (outbound timing)

INSTRUMENT APPROACH CHART - ICAO

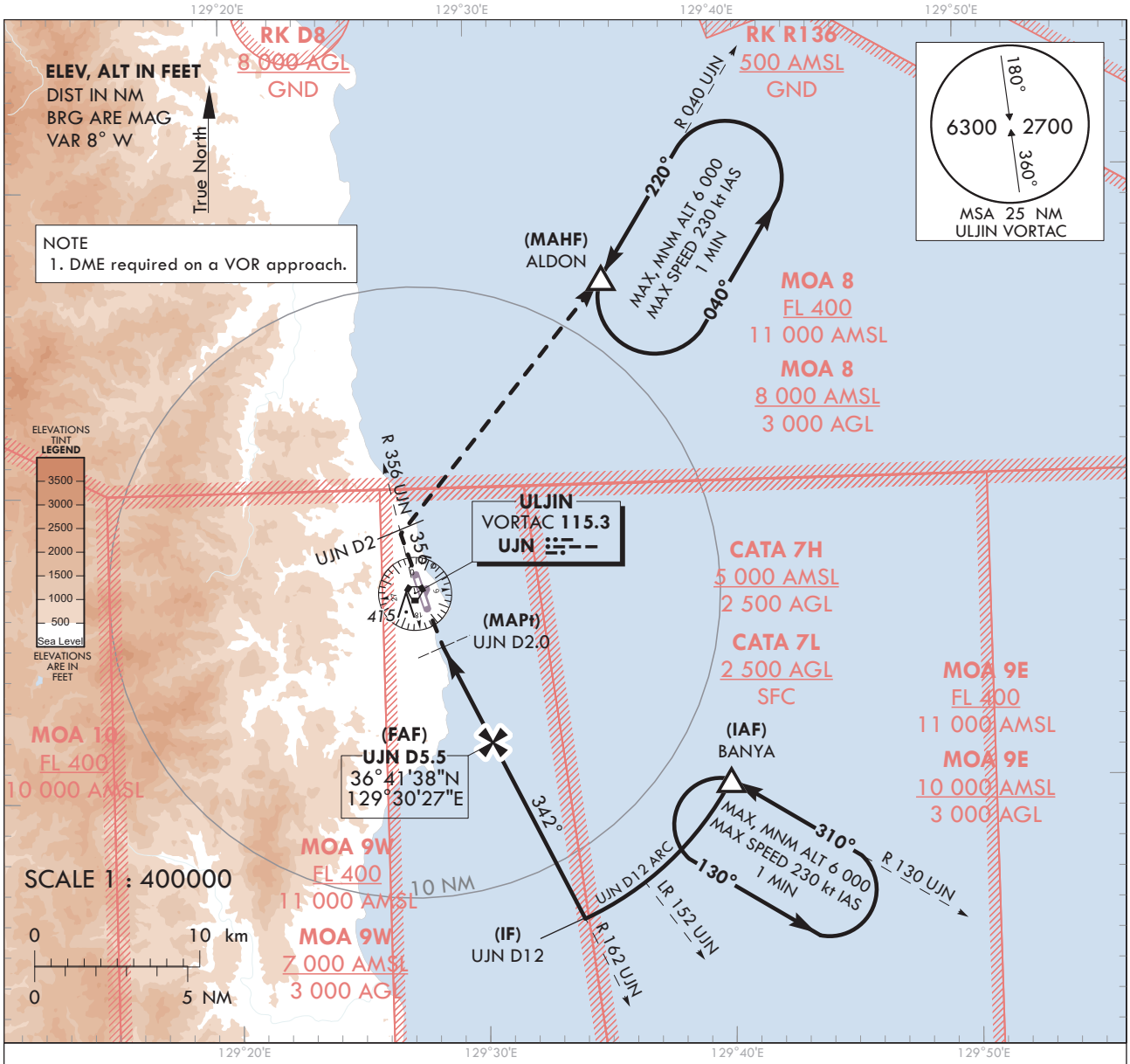
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV **158** ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/Uljin(RKTL)

VOR RWY 35

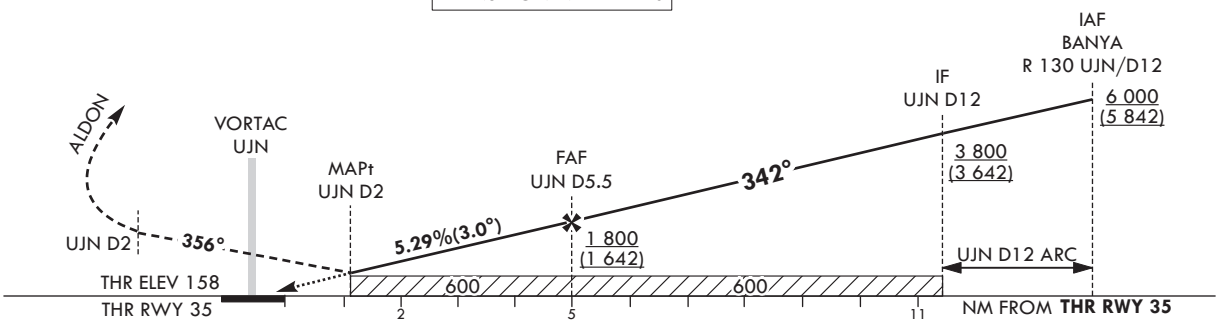


MISSED APPROACH

Climb on R 162 UJN to UJN and R 356 UJN to 2 DME, then turn right to ALDON and hold at 6 000 ft.

RECOMMENDED PROFILE	DME UJN	5	4	3	2
Final Approach Gradient 5.29%, 322 ft/NM	ALT(HGT)	1 639 (1 481)	1 317 (1 159)	995 (873)	673 (515)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		MDA(H)	A	B	C	D
STA	FULL	600 (442)	2 000 m			
	ALS INOP		2 700 m			

	Knots	60	90	120	150	180
Rate of descent	V/V fpm	322	483	644	805	966

* Timing NOT authorized for defining the MAPt.
* Circling not authorized.

Change : Improved clarity such as terrain.

ULJIN/Uljin(RKTL)
VOR RWY 35

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 35 from BANYA(IAF)		
Fix/Point		Coordinates
BANYA(IAF)	R 130 UJN/12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
D12.0 UJN(IF)	BRG 342.27°/12.00 NM UJN	36°35'46.8"N 129°33'59.3"E
D5.5 UJN(FAF)	BRG 342.27°/6.30 NM UJN	36°41'38.1"N 129°30'26.8"E
D2.0 UJN(MAPt)	BRG 342.27°/2.40 NM UJN	36°44'47.2"N 129°28'32.4"E
THR RWY 35	Final approach descent angle 3.03°	36°46'09.33"N 129°27'53.20"E
UJN VORTAC		36°46'35.2"N 129°27'26.9"E
D2 UJN	R 356 UJN/2.00 NM UJN	36°48'32.7"N 129°26'55.9"E
ALDON	R 040 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

INSTRUMENT APPROACH CHART - ICAO

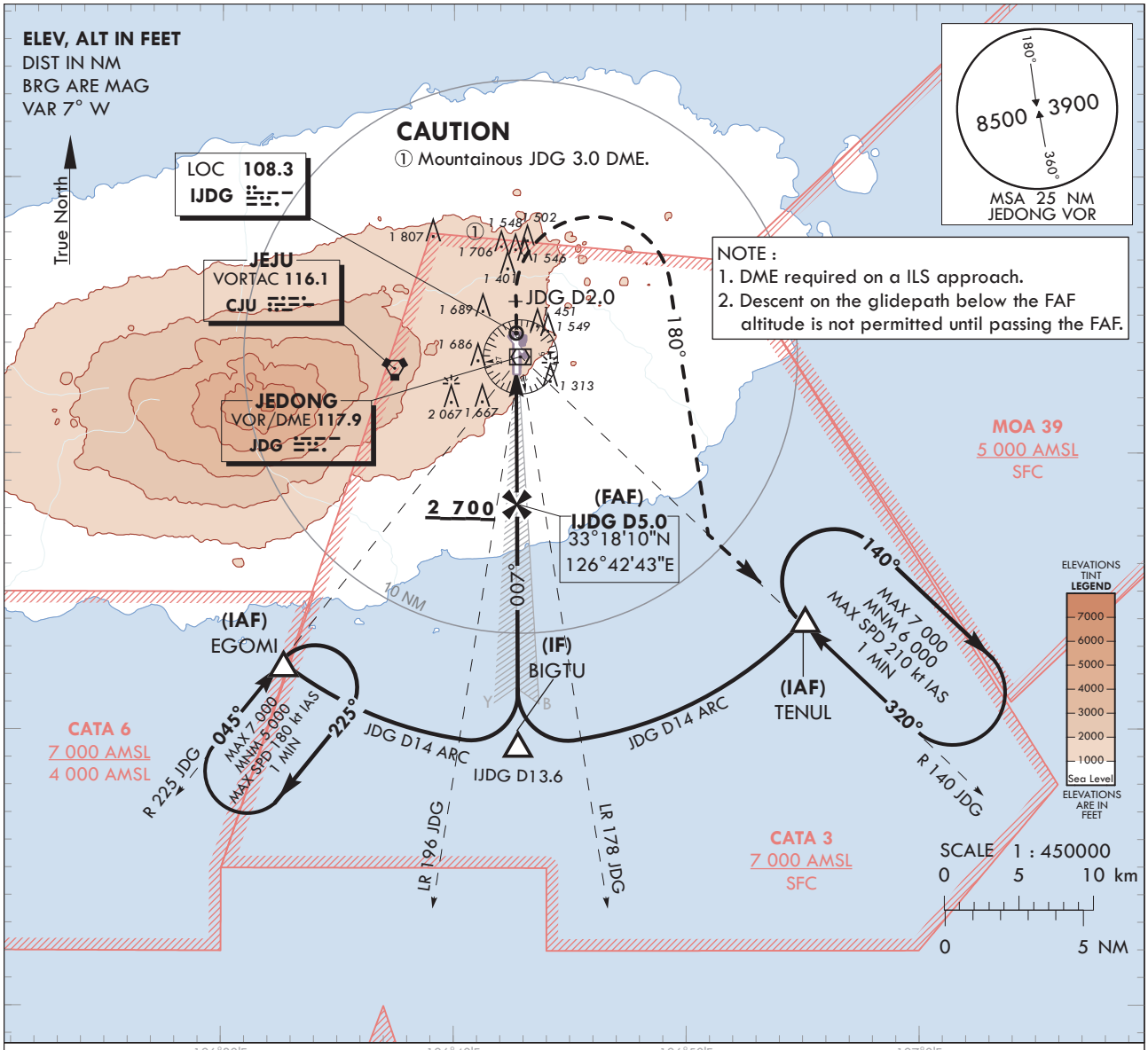
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

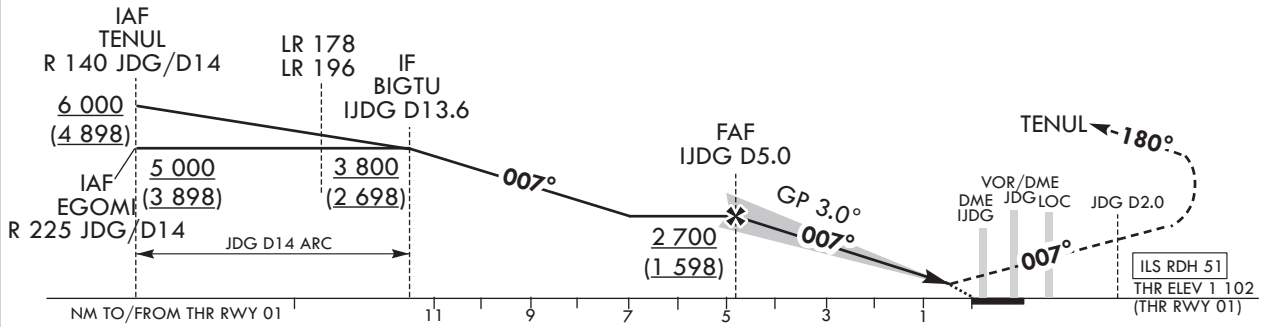
JEJU/Jeongseok(RKPD)

ILS RWY 01



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until JDG D2.0,
turn right HDG180° to intercept R 140 JDG,
then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



CATEGORY		DA(H)	A	B	C	D
CAT-I (4.0%)	FULL	1 302(200)	RVR 750 m, VIS 800 m			
	ALS INOP		1 200 m			
CAT-I (2.5%)	FULL	1 482(380)	1 500 m			
	ALS INOP		2 000 m			

Rate of descent (FAF - THR)	Knots	60	90	120	150	180
	V/V fpm	323	485	646	808	970

* Circling Not authorized.

Change : Improved clarity such as terrain.

JEJU/Jeongseok(RKPD)
ILS RWY 01

AERONAUTICAL DATA TABULATION

ILS approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG(FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
THR RWY 01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E

INSTRUMENT APPROACH CHART - ICAO

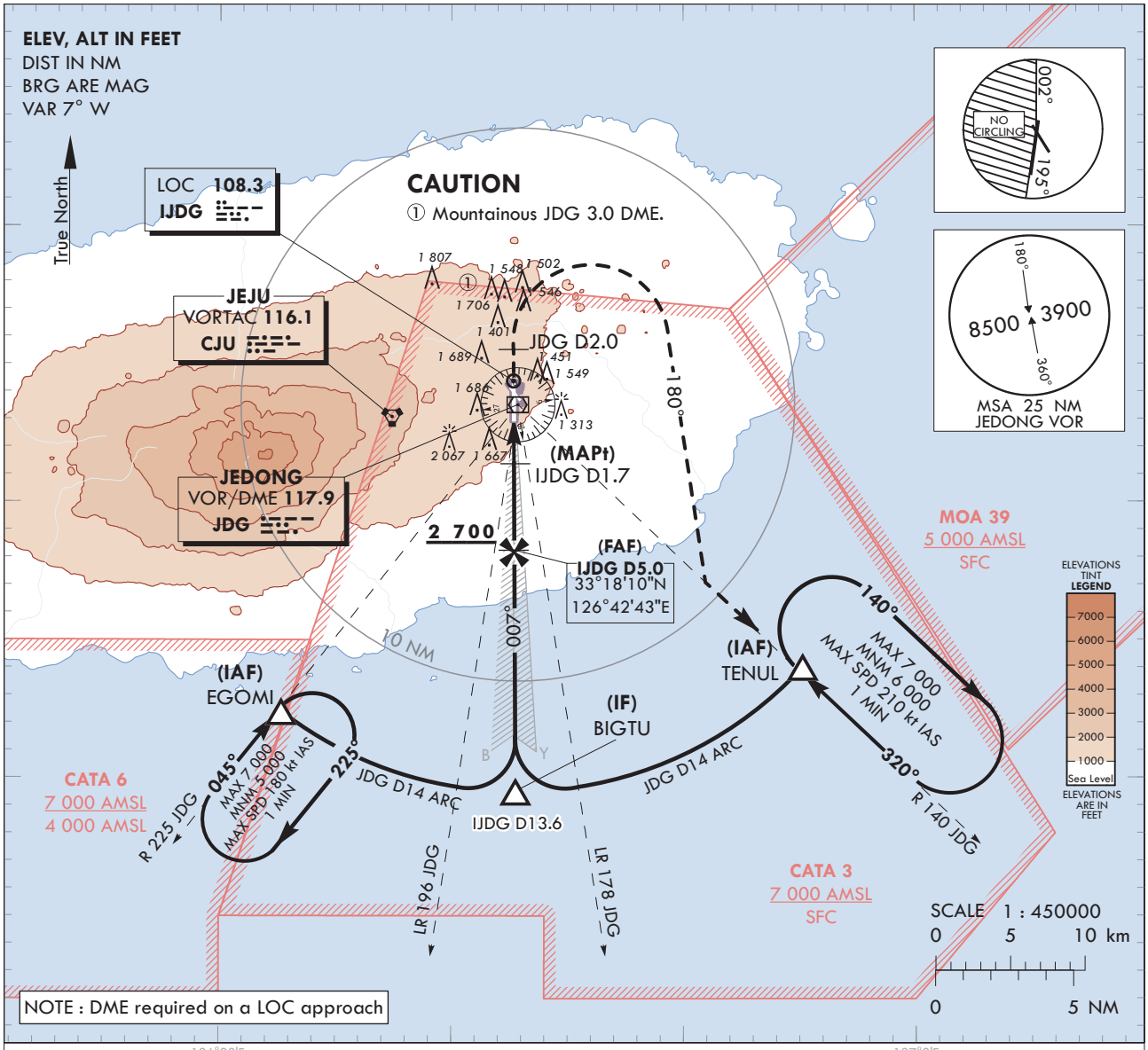
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

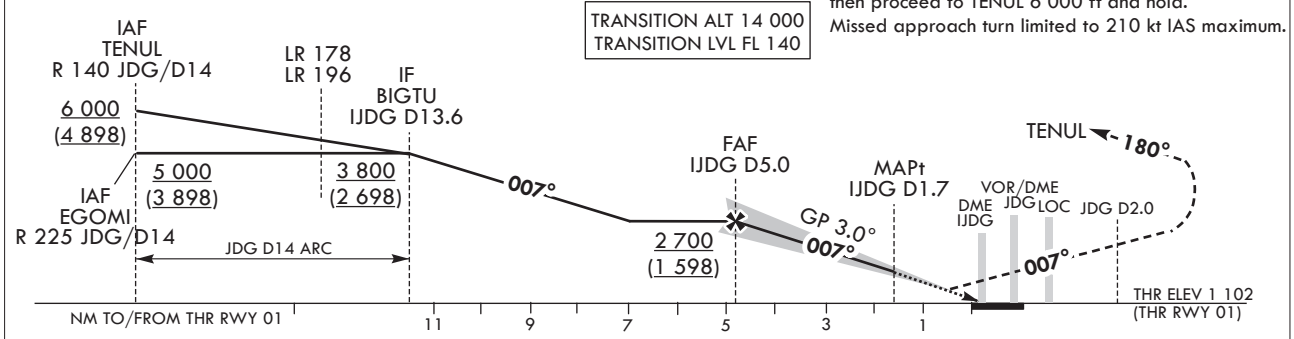
LOC RWY 01



RECOMMENDED PROFILE	DME IJDG	5	4	3	2	1.7
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	2 700 (1 598)	2 393 (1 291)	2 070 (968)	1 747 (645)	1 660 (558)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb straight ahead until JDG D2.0, turn right HDG180° to intercept R 140 JDG, then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



CATEGORY		MDA(H)	A	B	C	D
LOC (4.0%)	FULL	1 660 (558)	2 500m			
	ALS INOP		3 000m			
LOC (2.5%)	FULL	1 720 (618)	2 900m			
	ALS INOP		3 300m			
*Circling		MAX IAS	100	135	180	205
			1 920(746)		2 020(846)	
			3 500m		3 800m	4 600m

Rate of descent (FAF - THR)	knots	60	90	120	150	180
	V/V fpm	315	473	630	788	945

* Timing Not authorized for defining MAPt.
* Circling Not authorized west of RWY 01-19.

Change : Improved clarity such as terrain.

JEJU/Jeongseok(RKPD)
LOC RWY 01

AERONAUTICAL DATA TABULATION

LOC approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
BIGTU(IF)	BRG 187.12°/13.60 NM IJDG	33°09'30.3"N 126°42'46.3"E
D5.0 IJDG(FAF)	BRG 187.12°/4.95 NM IJDG	33°18'10.2"N 126°42'43.3"E
D1.7 IJDG(MAPt)	BRG 187.12°/1.70 NM IJDG	33°21'25.6"N 126°42'42.2"E
THR RWY 01		33°22'58.36"N 126°42'41.71"E
IJDG LOC		33°24'22.7"N 126°42'41.2"E
IJDG DME		33°23'07.8"N 126°42'46.5"E
D2.0 JDG(MATF)	2.00 NM JDG	33°25'31.7"N 126°42'40.8"E
TENUL(MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E

INSTRUMENT APPROACH CHART - ICAO

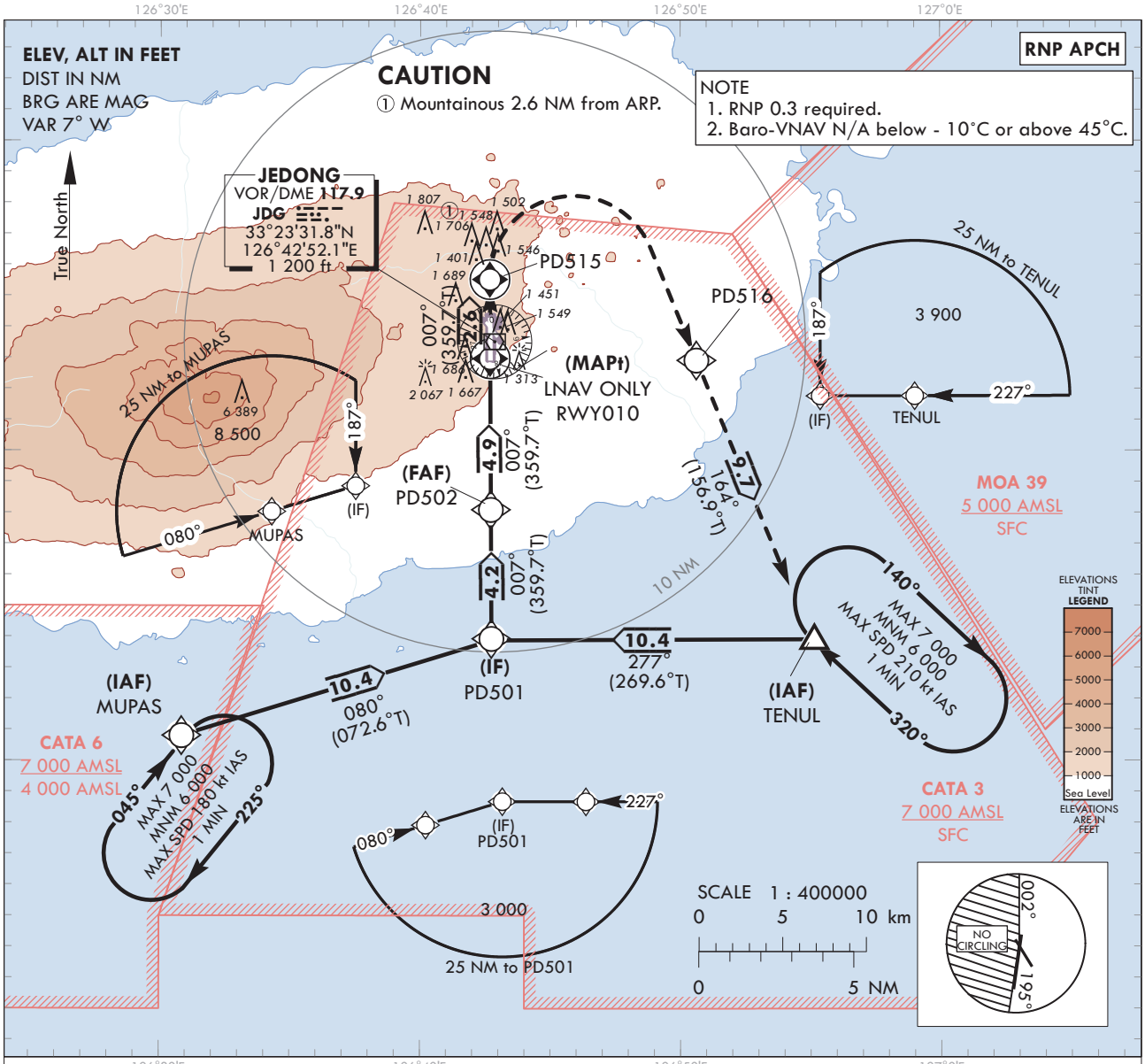
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102** ft

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

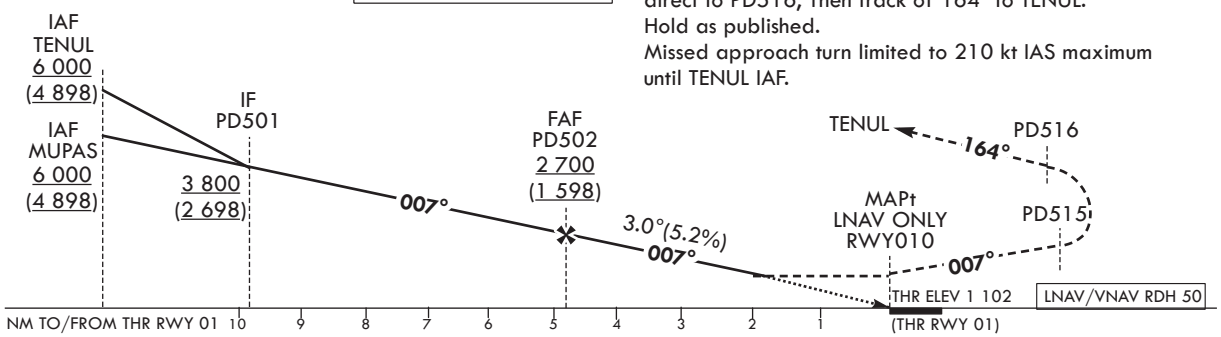
RNP RWY 01



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH

Climb to 6 000 ft on track of 007° to PD515, turn right direct to PD516, Then track of 164° to TENUL.
Hold as published.
Missed approach turn limited to 210 kt IAS maximum until TENUL IAF.



CATEGORY			A	B	C	D
LNAV /VNAV	FULL	DA(H)	3 000 m			
	ALS INOP	1 730 (628)	3 400 m			
LNAV	FULL	MDA(H)	3 600 m			
	ALS INOP	1 830 (728)	4 000 m			
		MAX IAS	100	135	180	205
*Circling			1 920(746)		2 020(846)	
			4 000m			4 600m

	knots	60	90	120	150	180
Rate of descent	V/V fpm	318	478	637	796	955

* Timing not authorized for defining MAPt.
* Circling not authorized west of RWY 01-19.

Change : Improved clarity such as terrain.

Instrument Approach Procedure Coding Tables

RNP RWY 01 - via TENUL to PD501(IF)

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	IF	TENUL	-	-	-	-	+6 000	-	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	IAF
002	TF	PD501	-	277(269.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY 01 - via MUPAS to PD501(IF)

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	IF	MUPAS	-	-	-	-	+6 000	-	33°10'49.1"N 126°30'51.5"E	-	RNP APCH	IAF
002	TF	PD501	-	080(072.6)	10.4	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF

RNP RWY 01 - via PD501(IF) to MAHF

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
002	TF	PD501	-	-	-	-	+3 800	-	33°13'56.3"N 126°42'44.8"E	-	RNP APCH	IF
003	TF	PD502	-	007(359.7)	4.2	-	+2 700	-	33°18'06.1"N 126°42'43.4"E	-	RNP APCH	FAF
004	TF	RW010	Y	007(359.7)	4.9	-	+1 830	-	33°22'58.4"N 126°42'41.7"E	3.00/50	RNP APCH	MAPt
005	TF	PD515	Y	007(359.7)	2.6	-	-	-210	33°25'31.7"N 126°42'40.8"E	-	RNP APCH	-
006	DF	PD516	-	-	-	R	-	-210	33°22'55.2"N 126°50'37.5"E	-	RNP APCH	-
007	TF	TENUL	Y	164(156.9)	9.7	-	-	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	
008	HM	TENUL	Y	320(312.7)	-	R	-7 000 +6 000	-210	33°14'01.6"N 126°55'08.7"E	-	RNP APCH	Outbound time 1 min

INSTRUMENT APPROACH CHART - ICAO

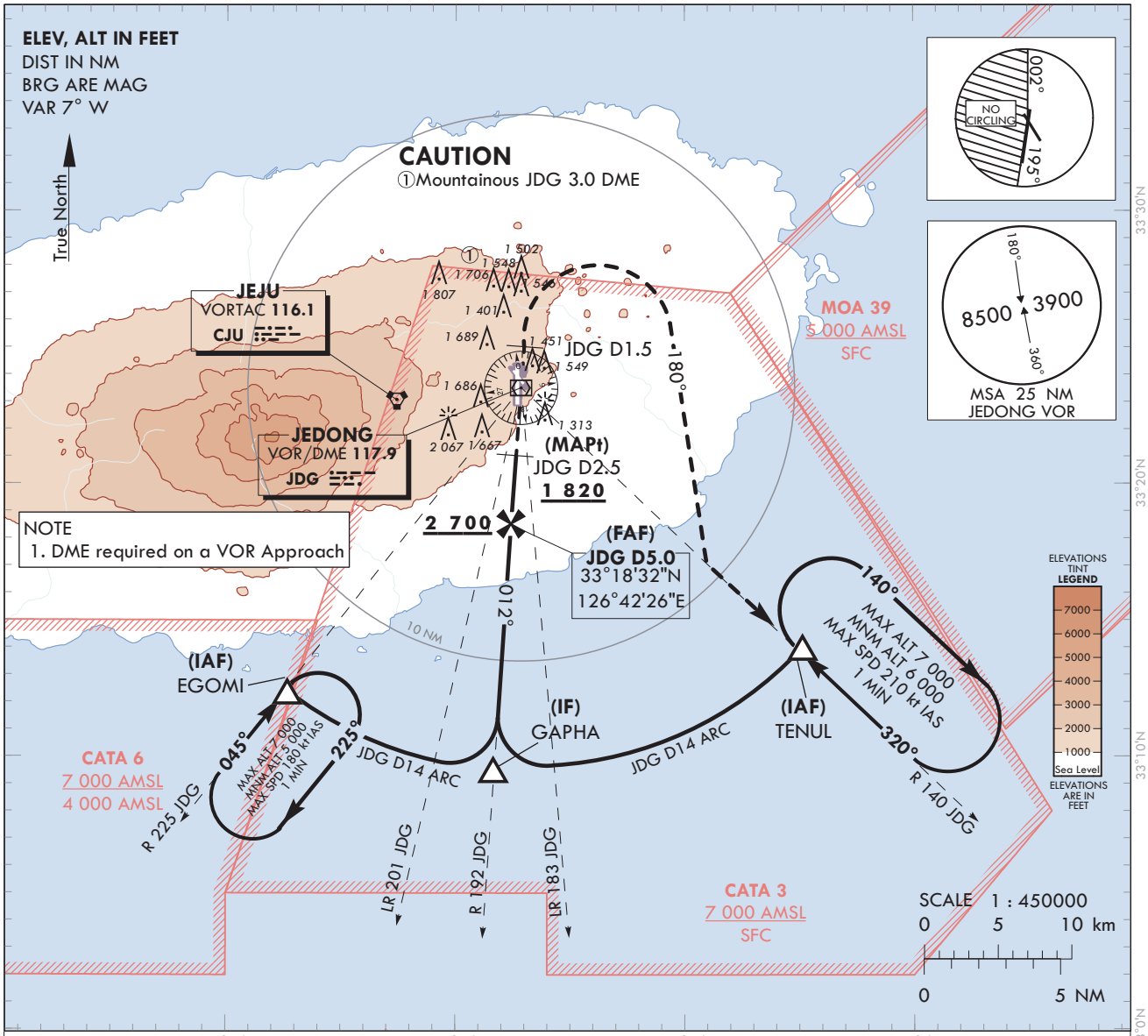
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 1 174 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **1 102 ft**

JEJU	APP	121.2
		124.05
JEONGSEOK	TWR	124.35

JEJU/Jeongseok(RKPD)

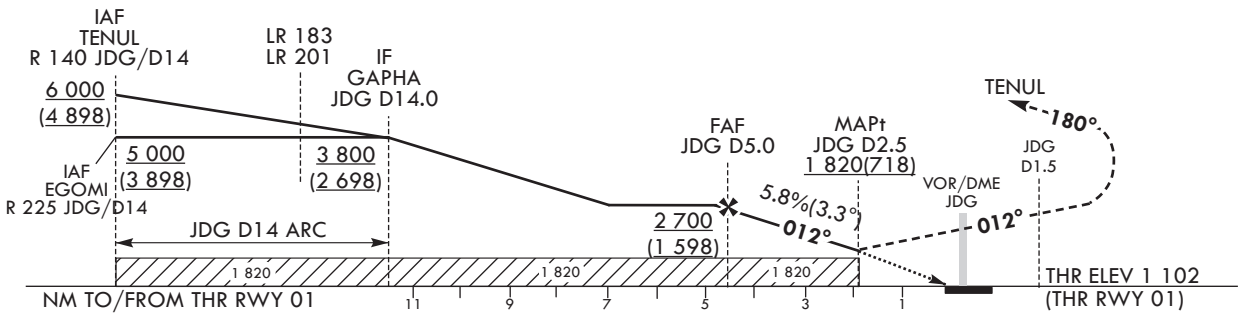
VOR RWY 01



RECOMMENDED PROFILE	DME JDG	5	4	3	2.5
Final Approach Gradient 5.76%, 350 ft/NM	ALT(HGT)	2 700 (1 598)	2 350 (1 248)	2 000 (898)	1 820 (718)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

MISSED APPROACH
Climb straight ahead until JDG D1.5, turn right HDG 180° to intercept R 140 JDG, then proceed to TENUL 6 000 ft and hold.
Missed approach turn limited to 210 kt IAS maximum.



CATEGORY		MDA(MDH)	A	B	C	D
VOR	FULL	1 820 (718)	3 200 m			
	ALS INOP		3 600 m			
	MAX IAS		100	135	180	205
*Circling			1 920(746)		2 020(846)	
			3 600 m		3 800 m	4 600 m

Rate of descent (FAF - THR)	knots	60	90	120	150	180
	V/V fpm	352	528	704	880	1 056

* Timing Not authorized for defining MAPt
* Circling Not authorized west of RWY 01-19.

Change : Improved clarity such as terrain.

JEJU/Jeongseok(RKPD)
VOR RWY 01

AERONAUTICAL DATA TABULATION

VOR approach to RWY 01 from TENUL, EGOMI		
Fix/point		Coordinates
TENUL(IAF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E
EGOMI(IAF)	R 225 JDG/14.00 NM	33°12'24.7"N 126°32'40.7"E
GAPHA(IF)	BRG 191.58°/14.00 NM JDG	33°09'32.5"N 126°41'39.1"E
D5.0 JDG(FAF)	BRG 191.58°/5.00 NM JDG	33°18'32.0"N 126°42'26.0"E
D2.5 JDG(MAPt)	BRG 191.58°/2.50 NM JDG	33°21'01.9"N 126°42'39.0"E
THR RWY 01	Final approach descent angle 3.30°	33°22'58.36"N 126°42'41.71"E
JDG VOR/DME		33°23'31.8"N 126°42'52.1"E
D1.5 JDG(MATF)	1.50 NM JDG	33°25'01.7"N 126°42'59.9"E
TENUL(MAHF)	R 140 JDG/14.00 NM	33°14'01.6"N 126°55'08.7"E