# REPUBLIC OF KOREA

# AIRAC AIP

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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 1/23

12 JAN 2023

# **AIRAC**

# **AIP AMENDMENT NR 1/23**

(Effective: 1600UTC 22 FEB 2023)

### 1. SIGNIFICANT INFORMATION AND CHANGES

### 1.1 Enroute

a) Establishment of UA 44(GUMAK)

### 1.2 Gimpo INTL Airport

a) Establishment of G2 holding bay and NOTE.

# 1.3 Gwangju Airport

a) Establishment of new procedures and Information of chart NR..

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**END** 

AIP ENR 5.5 - 1 12 JAN 2023

# ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

- 1. Ultralight vehicle flight areas
  - \* The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except areas listed in the below table.
    - \* : Unmanned Aerial Vehicles only. \*\*: Airpark for Light aircraft and Ultralight vehicle exist.

Designation and lateral limits	Vertical limits	Operator/User Tel NR.	Remarks and time of ACT
(UA 2) GUSEONGSAN Circle with radius of 1.8 km (1.0 NM) centered on 354421N 1270027E	500 ft AGL SFC	. 5, 100	remaine and ante of Act
(UA 3) YAGSAN Circle with radius of 0.7 km (0.4 NM) centered on 354421N 1282502E	500 ft AGL SFC		
(UA 4) BONGHWASAN Circle with radius of 4.0 km (2.2 NM) centered on 353731N 1290532E	500 ft AGL SFC		
(UA 5) DEOKDUSAN Circle with radius of 4.5 km (2.4 NM) centered on 352441N 1273157E	500 ft AGL SFC		
(UA 6) GUMSAN Circle with radius of 2.1 km (1.1 NM) centered on 344411N 1275852E	500 ft AGL SFC		
(UA 9) YANGPYEONG 373010N 1272300E - 373010N 1273200E - 372700N 1273200E - 372700N 1272300E - to point of origin	500 ft AGL SFC		
(UA 10) GOCHANG Circle with radius of 4.0 km (2.2 NM) centered on 352311N 1264353E	500 ft AGL SFC		
(UA 14) GONGJU 363038N 1270033E - 363002N 1270713E - 362604N 1270553E - 362729N 1265750E - to the beginning	500 ft AGL SFC		
(UA 19) SIHWAHO  371751N 1264215E - 371724N 1265000E - 371430N 1265000E - 371315N 1264628E - 371245N 1264029E - 371244N 1263342E - 371414N 1263319E - to point of origin	500 ft AGL SFC		
(UA 21) BANG JANG SAN Circle with radius of 3.0 km (1.6 NM) centered on 352658N 1264417E	500 ft AGL SFC		
(UA 24) GUJOA Circle with radius of 2.8 km (1.5 NM) centered on 332841N 1264922E	500 ft AGL SFC		
(UA 25) HADONG 350147N 1274325E - 350145N 1274741E - 345915N 1274739E - 345916N 1274324E - to point of origin	500 ft AGL SFC		
(UA 26) JANG AM SAN 372338N 1282419E - 372410N 1282810E - 372153N 1282610E - 372211N 1282331E - to point of origin	500 ft AGL SFC		
(UA 27) MIAKSAN Circle with radius of 1.2 km (0.7 NM) centered on 331800N 1263316E	500 ft AGL SFC		
(UA 28) SEOUNSAN Circle with radius of 2.0 km(1.1 NM) centered on 365550N 1271659E	500 ft AGL SFC		

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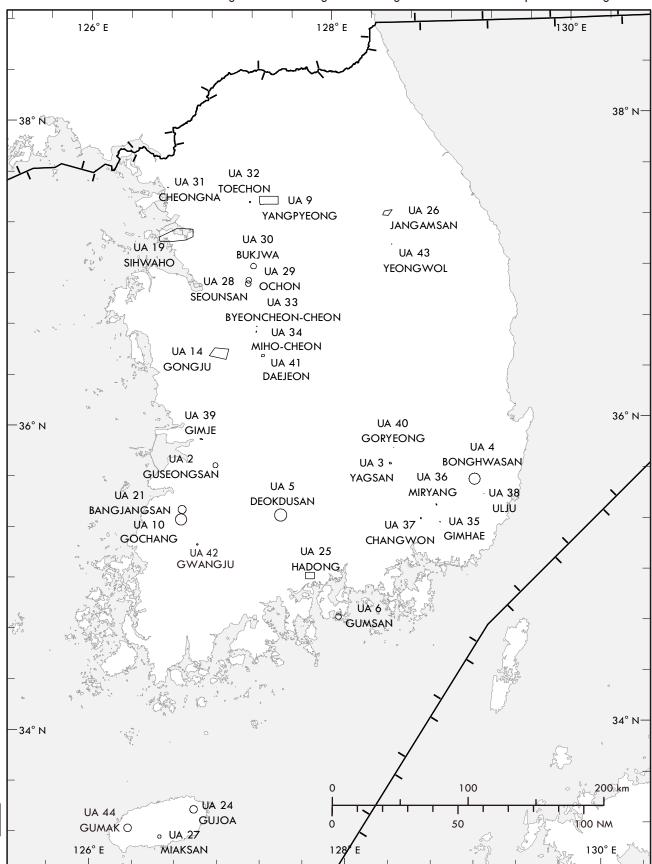
Designation and lateral limits	Vertical limits	Operator/User Tel NR.	Remarks and time of ACT
(UA 29) OCHON	500 ft AGL		
Circle with radius of 2.0 km(1.1 NM) centered on 365711N 1271716E	SFC		
(UA 30) BUKJWA	500 ft AGL		
Circle with radius of 2.0 km(1.1 NM) centered on 370242N 1271940E	SFC		
* (UA 31) CHEONGNA	500 ft AGL		
373354N 1263730E - 373400N 1263744E - 373351N 1263750E - 373345N 1263736E -	SFC		į
to point of origin	3FU		
* (UA 32) TOECHON	500 ft AGL		
Circle with radius of 0.3 km(0.2 NM) centered on	SFC		
372800N 1271809E	9LC		
* (UA 33) BYEONCHEON- CHEON	500 # AGI		
363904N 1272103E - 363902N 1272111E -	500 ft AGL		
363850N 1272106E - 363852N 1272059E - to point of origin	SFC		
* (UA 34) MIHO-CHEON			
363710N 1272048E - 363705N 1272105E -	500 ft AGL		
363636N 1272049E - 363650N 1272033E -	SFC		
to point of origin			
* (UA 35) GIMHAE			
352057N 1284815E - 352101N 1284825E -	500 ft AGL		
352047N 1284833E - 352043N 1284823E - to point of origin	SFC		
* (UA 36) MIRYANG			
352801N 1284642E - 352729N 1284714E -	500 ft AGL		
352717N 1284659E - 352750N 1284627E -	SFC		
to point of origin			
* (UA 37) CHANGWON	500 # ACI		
352238N 1283856E - 352238N 1283931E -	500 ft AGL		
352216N 1283931E - 352213N 1283921E - 352213N 1283856E - to point of origin	SFC		
* (UA 38) ULJU			
353129N 1290947E - 353128N 1290957E -	500 # AGI		
353130N 1291001E - 353126N 1291003E -	500 ft AGL		
353124N 1291001E - 353125N 1290946E -	SFC		
to the beginning			
*(UA 39) GIMJE 355435N 1265304E - 355454N 1265257E -			
355435N 1265304E - 355454N 1265257E - 355458N 1265339E - 355437N 1265420E -	500 ft AGL		
355420N 1265408E - 355439N 1265331E -	SFC		
to point of origin			
*(UA 40) GORYEONG	500 ft AGL		
Circle with radius of 80 m(0.05 NM) centered	SFC		
on 355034N 1282639E			
*(UA 41) DAEJEON 362754N 1272326E - 362757N 1272427E -	500 ft AGL	DAEJEON CITY	
362754N 1272326E - 362757N 1272427E - 362710N 1272439E - 362707N 1272306E -	SFC	Tel: 042-930-4419	Active: 0900-1600 (KST)
to the beginning	01 0	101 . 0-12 000	
			Only for Unmanned Aerial
*(UA 42) GWANGJU Circle with radius of 50 m(0.03 NM) centered	500 ft AGL	KOTSA	Vehicle practical test
on 351318N 1265142E	SFC	Tel: 031-645-2108	Active: TUE-WED
			0800-1800 (KST)
*(UA 43) YEONGWOL			Only for Unmanned Aerial
371036N 1282739E - 371031N 1282745E -	500 ft AGL	KOTSA	Vehicle practical test
371029N 1282743E - 371034N 1282737E -	SFC	Tel: 031-645-2108	Active: TUE-WED
to the beginning			0800-1800 (KST)
(UA 44) GUMAK	1 200 # AMOI	Jeju Paragliding	- · · · ·
Circle with radius of 1.5 NM centered on	1 900 ft AMSL	Association	Only for Paragliding
332127N 1261820E	SFC	Tel: 064-758-2676	(Recommended)
T .			

Change: Establishment of UA 44(GUMAK).

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# **AERIAL SPORTING AND RECREATIONAL ACTIVITIES -INDEX CHART**

The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except the following areas



A I P
Republic of Korea
ENR 6 - 7
13 JAN 2022

RADIO FACILITY - INDEX CHART

TO BE DEVELOPED

OFFICE OF CIVIL AVIATION AIP AMDT 1/22

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020)	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518
GP 14L	-	333.8 MHz	H24	373403.9N 1264648.2E		Scheduled inspection time :
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.8N 1264648.1E	30 m	Every 2nd THU(1400-1900 UTC) of the month
IM 14L	-	75 MHz	H24	373421.9N 1264632.6E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.7N 1264632.8E		RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73A/B
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373256.3N 1264812.9E	30 m	Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the
GP 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		month
IM 32R	-	75 MHz	H24	373244.5N 1264834.9E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373413.4N 1264622.6E		RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73  Scheduled inspection time:
DME 32L	IKMO	981 MHz (CH 20X)	H24	373257.2N 1264751.2E	30 m	Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.3N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	AJU	114.90 MHz (CH 96X)	H24	374453N 1265928E		VOR/DME unusable  - RDL 081 clockwise RDL 100 beyond 20 NN not flight check due to RK P518  - RDL 125 clockwise RDL 155 beyond 30 NN due to RK R17  - RDL 155 clockwise RDL 220 not flight check due to RK P73A/73B  - RDL 250 clockwise RDL 265 beyond 30 NN not flight check due to RK P518  - RDL 265 clockwise RDL 271 beyond 20 NN not flight check due to RK P518  - RDL 271 clockwise RDL 081 not flight check due to RK P518

Scheduled Inspection Time

ASDE: Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC). RADAR (PSR, SSR): Every 2nd, 4th WED (1400-1900 UTC) of the month. SEL(VORTAC): Every 3rd TUE (1500-2000 UTC) of the month.

Yangju(VOR/DME): Every 2nd WED (1500-2000 UTC) of the month.

\* The information of VORTAC SEL see ENR 4.1 for details.

### **RKSS AD 2.20 LOCAL AERODROME REGULATIONS**

- 1. Airport regulations
- All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and 1.1
- 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
- Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P73A/B, etc) and Special Use Airspace (ACMI, R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32. 1.3
- 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
- 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

Aircraft on international flight may be permitted to use the Gimpo Airport (RKSS) under the following conditions;

#### 1. Aircraft

- a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
  - 1) Public charter which is not scheduled,
  - Inclusive tour charter,

  - 3) Aircraft having a seating capacity of more than 50 passengers
    4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
    5) Aircraft carrying commercial goods (including free-of-charge carriage), or

  - 6) State aircraft which is not owned by an enterprise or a person.
- b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.

#### 2. Restriction

The use of the Gimpo Airport may not be permitted when required for certain reasons, including the shortage of airport capacity, safety or security.

3. Permitted Hours: 2100-1400 UTC, daily (In other hours, the Incheon International Airport or the other airports should be used.)

#### 1.6 Landing Procedure

- 1. Landing to RWY(14R/32L)
  - a. Recommendation for increase RWY(14R/32L) operation capacity, except for wet or contaminated: recommend to use Rapid Exit Taxiways and fully vacate within 60 seconds after touchdown.
     b. If possible, maintain speed at or above 30 kt IAS until reaching Rapid Exit Taxiway "C1" or "E1".

RWY	RET	Taxi Procedure	Distance from Threshold
14R	C1	After landing, vacate via C1 then hold short of RWY 14L. Remain on the TWR frequency.	6 397 ft/1 950 m
32L	E1	After landing, vacate via E1 then hold short of RWY 32R. Remain on the TWR frequency.	6 512 ft/1 985 m

<sup>\*</sup> Note: The Exit of "D1" will be available by pilot's discretion.

### 2. Landing to RWY(14L/32R)

Unless otherwise cleared by ATC, aircrafts are advised to vacate RWY as follow;

RWY	RET	Taxi Procedure
32R	D3	After landing, vacate via D3.
14L	C2	After landing, vacate via C2.

<sup>\*</sup> If unable to follow the above RWY vacating routes, pilots should notify it to ATC.

#### 1.7 Taxiway Classification

<b>-</b> .	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available
Taxiway	A, C1, C2, C3, E1, E2, F1, F2	Up to code letter "E" available
	W1, W2	Up to code letter "B" available
Holding bay	G2	Up to code letter "E" available
	P1	Up to code letter "F" available
Taxilane	N1, N2, N3, N4, P2, P3, P4, P5, P6, R, RD	Up to code letter "E" available
Taxilarie	T, S	Up to code letter "B" available
	N5	Up to code letter "C" available

<sup>\*</sup> NOTE:

When ACFT holding within G2 holding bay, code F ACFT is not available on adjacent parallel TWY G2. 2) No TCLL installed on G2 holding bay.

#### 1.8 Load Limitations

Runway	14R/32L, 14L/32R	None
B1, B2, C1, C2, C3, D1, D2, D3, Taxiway E1, E2, F1, F2, G1, W1, W2		None
1	A, G2, P	B787-900 (Up to 240 413 kg)
Taxilane	P1, P2, P3, P4, P5, P6, N1, N2, N3, N4, N5, R, RD	B787-900 (Up to 240 413 kg)
Anron	East, Central	None
Apron	North	B787-900 (Up to 240 413 kg)

#### 1.9 Parking Stands Confirmation Procedure

All general aviation aircraft (fixed & rotary wing) operator who plans to fly to Gimpo International Airport should contact with airport operator (airside operations team) at least 1 day before the flight (before filling flight plan), to confirm aircraft stand availability.

Contact: +82-2-2660-2566~7

Change: Establishment of G2 holding bay and NOTE.

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### **RKJJ AD 2.23 ADDITIONAL INFORMATION**

- 1. Special VFR not Authorized.
- 2. Bird concentrates in the vicinity of airport

The birds' feeding areas consist of surrounding farmland and greens along the river and they frequently move to get their habitat (located QDR 300°, 5 000 m from end of RWY 22R). In the winter, the ducks frequently move at the rise and the set of sun and the lapwings frequently fly before sunset. In the summer, the egrets at the rise of sun and the snipes at the set of sun fly most frequently.

The flying heights are various such as from the ground to 600 m.

The control tower is going to provide the information on the activity of birds and estimated height to the pilots if it is possible. At the same time, the pilots are informed to turn on the landing light in the process of taking off, approach for landing, climbing, and descending as far as the designed limit of aircraft facility allows.

To eliminate the birds, we are using the blank cartridge, signal gun, and loudspeaker. As well, we are operating several equipments including explosive sounds, alarm, sky dancer. For environmental management, we are carrying out various activities simultaneously to prevent the installation of rubbish dump and wastewater treatment plant, and to limit the kinds of trees and the farming in the airport.

3. Use extreme caution, field is surrounded by high angle firing range(RK R14).

Change : Page control.

OFFICE OF CIVIL AVIATION

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Effective: 1600UTC 22 FEB 2023

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Instrument Approach Chart - RWY 22R - ASR	RKJJ A	D CHART	2-37
	<b>.</b>		
Visual Approach Chart - ICAO ······	RKJJ A	AD CHART	2-38
Rind concentrates in the vicinity of airport	PKII /	LD CHART	2_30

Change: Establishment of new procedures and Information of chart NR..

OFFICE OF CIVIL AVIATION AIRAC AIP AMDT 1/23

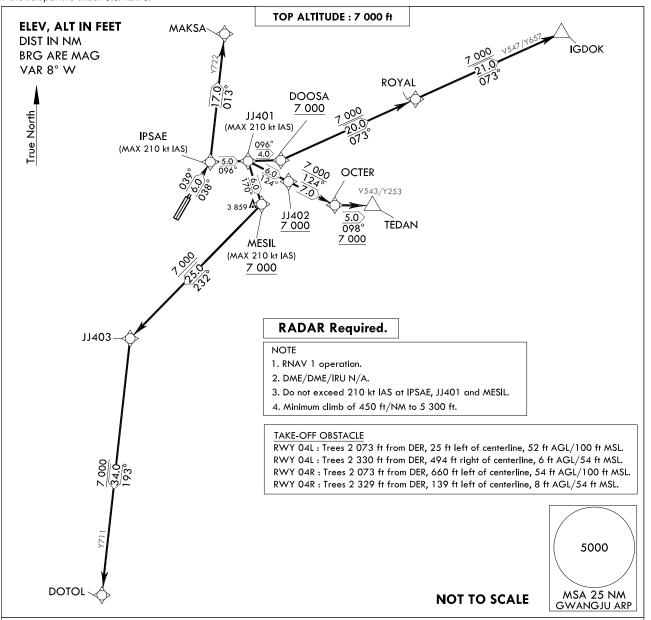
Effective: 1600UTC 22 FEB 2023

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT 14 000 TRANSITION LVL FL 140

GWANGJU DEP 124.0, 124.7 347.2 GWANGJU TWR 118.05 GWANGJU/Gwangju(RKJJ) RWY 04L/R RNAV IPSAE 1

Note: Departure under U.S. TERPS.



### **DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RWY 04R : Climb on course 038° to IPSAE, thence......

 $\underline{\text{TAKE-OFF RWY 04L}}: \text{Climb on course 039}^{\circ}$  to IPSAE, thence......

.....transition routes and expect further clearance to filed altitude after departure.

MAKSA Transition: From IPSAE track 013° to MAKSA.

IGDOK Transition: From IPSAE track 096° to JJ401 and track 096° to DOOSA at or above 7 000 ft,

then track  $073^{\circ}$  to ROYAL and track  $073^{\circ}$  to IGDOK.

 $\underline{\text{TEDAN Transition}}: \text{From IPSAE track } 096^{\circ} \text{ to JJ401 and track } 124^{\circ} \text{ to JJ402 at or above } 7\ 000\ \text{ft,}$ 

then track 124° to OCTER and track 098° to TEDAN.

DOTOL Transition: From IPSAE track 096° to JJ401 and track 170° to MESIL at or above 7 000 ft,

then track  $232^{\circ}$  to JJ403 and track  $193^{\circ}$  to DOTOL.

GWANGJU/Gwangju(RKJJ) RWY 04L/R RNAV IPSAE 1

### **AERONAUTICAL DATA TABULATION**

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	Remarks	•	
	VPA/ Navigation RDH specification	RNAV 1	RNAV 1
	VPA/ RDH	1	,
	Coordinates	35°13'07.6"N 126°52'30.1"E	35°30'11.3"N 126°54'22.0"E
	Speed (kt)	-210	-210
	Altitude (ft)	-	1
	Turn direction	•	ı
	Distance (NM)	5.7	17.1
	Fly- Course/Track Distance Turn Altitude Speed over $^{\circ}$	04L-039 (031.0) 04R-038 (029.9)	013 (005.1)
Ē	Fly- over	ı	ı
SA Transitio	Waypoint Identifier	IPSAE	MAKSA
NAV IPSAE 1 - MAKSA Transition	Serial Path Waypoint Jumber Descriptor Identifier	J)	#
RNAV IPS≠	Serial Number	100	002

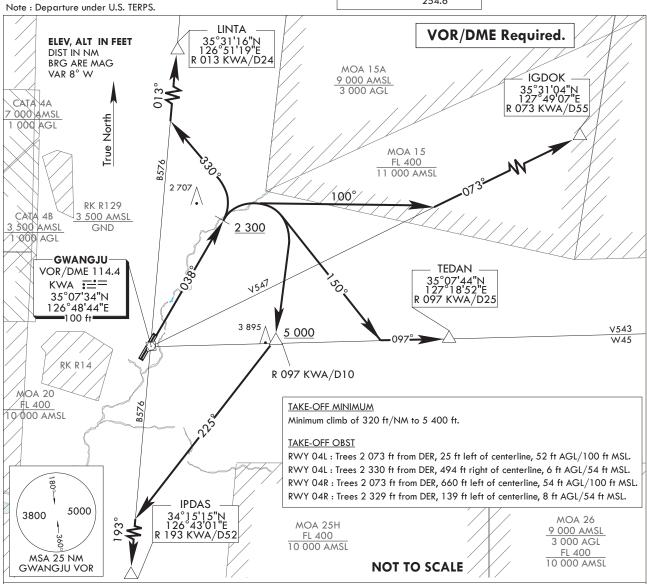
Remarks	•	ı		ı	ı
VPA/ Navigation RDH specification	RNAV 1	RNAV 1	RNAV 1	RNAV 1	RNAV 1
VPA/ RDH	1	1	ı	1	1
Coordinates	35°13'07.6"N 126°52'30.1"E	35°13'21.1"N 126°58'35°.9"E	35°13'32.6"N 127°03'54.5"E	35°21'59.1"N 127°25'33.7"E	35°31'03.6"N 127°49'06.6"E
Speed (kt)	-210	-210	ı	ı	ı
Altitude (ft)	1	1	1	+7 000	+7 000
Turn direction	1				-
Distance (NM)	5.7	5.0	4.4	19.6	21.3
Serial Path Waypoint Fly-Course/Track Distance Turn Altitude Speed Number Descriptor Identifier over °M(°T) (NM) direction (ft) (Kt)	04L-039 (031.0) 04R-038 (029.9)	- 096 (087.4) 5.0	096 (087.5) 4.4	073 (064.5) 19.6	073 (064.7) 21.3
Fly- over	1	1		1	ı
Waypoint Identifier	IPSAE	1)401	DOOSA	ROYAL	ходы
Serial Path Waypoint Number Descriptor Identifier	CF	Ľ	Ħ	TF.	1F
Serial Number	100	002	003	004	900

Serial												
lumber	Path Descriptor	Waypoint Identifier	Fly- over	Serial Path Waypoint $Hy$ - Course/Track Distance Descriptor Identifier over ${}^{\circ}M({}^{\circ}7)$ (NM) direction (ft) (kt)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH s	Navigation specification	Remarks
100	G	IPSAE	1	04L-039 (031.0) 04R-038 (029.9)	5.7	ī	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	•
002	Ħ	1)401		096 (087.4)	5.0	ı		-210	35°13'21.1"N 126°58'35.9"E		RNAV 1	
003	1	11402	ı	124 (115.8)	0.9	1	1		35°10'43.6"N 127°05'12.9"E	ı	RNAV 1	1
004	Ħ	OCTER	ı	124 (115.8)	6.9	ı	+7 000		35°07'43.0"N 127°12'46.3"E	ı	RNAV 1	
900	11	TEDAN	ı	098 (089.8)	5.0	1	+7 000		35°07'43.8"N 127°18'52.1"E	1	RNAV 1	

KNAV IPS	KNAV IPSAE I - DOI OL Iransition	OL Iransitio	ž									
Serial Number	Path Descriptor	Waypoint Identifier	Fly- over	Serial Path Waypoint Fly- Course/Track Distance Turn Altitude Speed Number Descriptor Identifier over "M("T) (NM) direction (ft) (kt)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	VPA/ Navigation RDH specification	Remarks
100	P	IPSAE	1	04L-039 (031.0) 04R-038 (029.9)	5.7	1	ı	-210	35°13'07.6"N 126°52'30.1"E	ı	RNAV 1	1
005	Ħ	1)401	ı	096 (087.4)	5.0	ı	,	-210	35°13'21.1"N 126°58'35.9"E	1	RNAV 1	ı
003	¥	MESIL	ı	170 (161.5)	6.0	ı	ı	-210	35°07'39.2"N 127°00'55.4"E	ı	RNAV 1	1
004	Ħ	11403	ı	232 (223.2)	24.9	ı	+7 000	,	34°49'26.5"N 126°40'11.4"E	ı	RNAV 1	1
900	Ŧ	DOTOL	ı	193 (185.0)	34.3	ı	+7 000	ı	34°15'15.4"N 126°36'36.6"E	1	RNAV 1	ı

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT 14 000 TRANSITION LVL FL 140 GWANGJU DEP 124.0, 124.7 347.2 GWANGJU TWR 118.05 254.6 GWANGJU/Gwangju(RKJJ) RWY 04L/R GWANGJU 3



# **DEPARTURE ROUTE DESCRIPTION**

 $\underline{\text{TAKE-OFF RWY 04R/L}}: \text{Climb HDG 038}^{\circ} \text{ to 2 300 ft, thence........}$ 

........ Climb to assigned or specified altitude via (the following transition routes).

 $\underline{\text{LINTA transition}}$ : Left turn HDG 330° to intercept R 013 KWA and R 013 KWA to LINTA.

IGDOK transition: Right turn HDG 100° to intercept R 073 KWA and R 073 KWA to IGDOK.

 $\underline{\text{TEDAN transition}}: \text{Right turn HDG } 150^{\circ} \text{ to intercept R } 097 \text{ KWA and R } 097 \text{ KWA to TEDAN.}$ 

IPDAS transition: Right turn direct to R 097 KWA/D10 at or above 5 000 ft,

then right turn HDG  $225^{\circ}$  to intercept R 193 KWA and R 193 KWA to IPDAS.

# **INTENTIONALLY**

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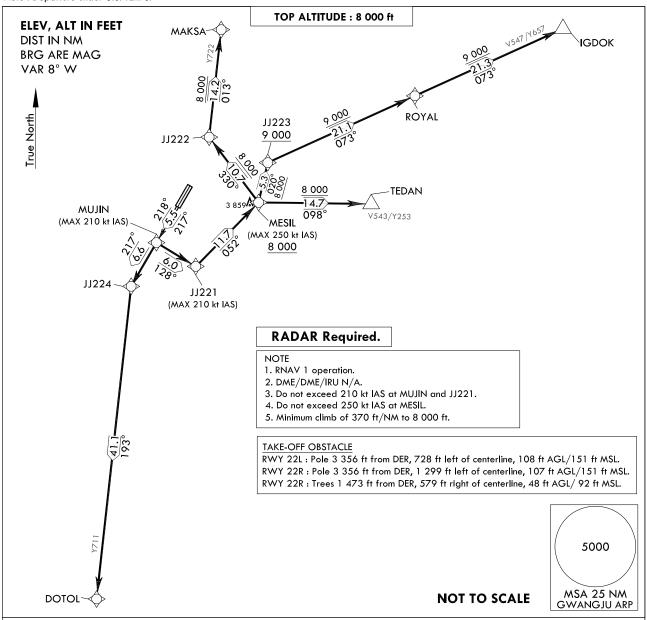
OFFICE OF CIVIL AVIATION AIP AMDT 7/22

STANDARD DEPARTURE CHART INSTRUMENT (SID)

TRANSITION ALT 14 000 TRANSITION LVL FL 140

GWANGJU DEP 124.0, 124.7 347.2 GWANGJU TWR 118.05 254.6 GWANGJU/Gwangju(RKJJ) RWY 22L/R RNAV MUJIN 1

Note: Departure under U.S. TERPS.



#### **DEPARTURE ROUTE DESCRIPTION**

 $\underline{\text{TAKE-OFF RWY 22R}}: \text{Climb on course 217}^{\circ}$  to IPSAE, thence......

TAKE-OFF RWY 22L: Climb on course 218° to IPSAE, thence......

.....transition routes and expect further clearance to filed altitude after departure.

DOTOL Transition: From MUJIN track 217° to JJ224 and track 193° to DOTOL.

 $\underline{\text{TEDAN Transition}}: \text{From MUJIN track } 128^{\circ} \text{ to JJ221 and track } 052^{\circ} \text{ to MESIL at or above } 8 \text{ 000 ft,}$ 

then track 098° to TEDAN.

IGDOK Transition: From MUJIN track 128° to JJ221 and track 052° to MESIL at or above 8 000 ft,

then track  $020^{\circ}$  to JJ223 and track  $073^{\circ}$  to ROYAL and track  $073^{\circ}$  to IGDOK.

MAKSA Transition: From MUJIN track 128° to JJ221 and track 052° to MESIL at or above 8 000 ft,

then track  $330^{\circ}$  to JJ222 and track  $013^{\circ}$  to MAKSA.

GWANGJU/Gwangju(RKJJ) RWY 22L/R **RNAV MUJIN 1** 

## **AERONAUTICAL DATA TABULATION**

Tables
Coding
Procedure
Departure
andard Instrument
Standard

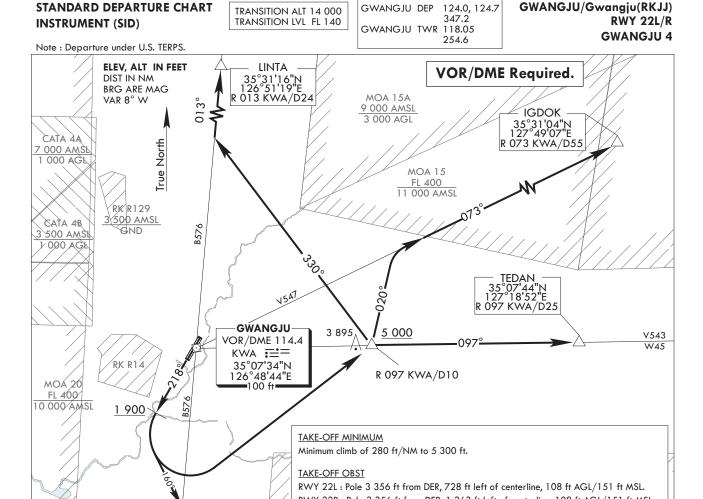
Remarks	-	1	ı		Remarks	1	ı	1	1
Navigation specification	RNAV 1	RNAV 1	RNAV 1		Navigation specification	RNAV 1	RNAV 1	RNAV 1	RNAV 1
VPA/ RDH	-	1			VPA/ RDH	ı	ı	ı	ı
Coordinates	35°02'06.6"N 126°44'47.0"E	34°56'18.9"N 126°40'54.9"E	34°15'15.4"N 126°36'36.6"E		Coordinates	35°02'06.6"N 126°44'47.0"E	34°59'06.8"N 126°51'06.8"E	35°07'39.2"N 127°00'55.4"E	35°07'43.8"N 127°18'52.1"E
Speed (kt)	-210	-210	ı		Speed (kt)	-210	-210	-250	ı
Altitude (ft)	ı	ı	1		Altitude (ft)		1		+8 000
Turn direction	1				Turn direction	ı	1	1	ī
	5.5	6.6	41.1			5.5	9.9	11.7	14.7
Serial Path Waypoint Fly- Course Track Distance Number Descriptor Identifier over ${}^{\circ}M({}^{\circ}T)$ (NM)	22L-218 (209.9) 22R-217 (208.8)	217 (208.8)	193 (185.0)		Path Waypoint Fly- Course/Track Distance Descriptor Identifier over ${}^{\circ}M({}^{\circ}T)$ (NM)	22L-218 (209.9) 22R-217 (208.8)	128 (119.9)	052 (043.3)	(9.680) 860
Fly- over	ı	ı	ı	Ę	Fly- over				
Waypoint Identifier	MUJIN	11224	DOTOL	AN Transitic	Waypoint Identifier	NITOW	1,1221	MESIL	TEDAN
Path Descriptor	CF	Ľ	11	RNAV MUJIN 1 - TEDAN Transition		ъ	¥	£	¥
Serial Number	100	005	003	RNAV MU.	Serial Number	100	000	003	004

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MUJIN
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Remarks	•	ı	ı	ı	ı	•
VPA/ Navigation RDH specification	RNAV 1	RNAV 1	RNAV 1	RNAV 1	RNAV 1	RNAV 1
VPA/ RDH	i	ı	ı	ı	ı	
Coordinates	35°02'06.6"N 126°44'47.0"E	34°59'06.8"N 126°51'06.8"E	35°07'39.2"N 127°00'55.4"E	35°12'53.6"N 127°02'15.1"E	35°21'59.1"N 127°25'33.7"E	35°31'03.6"N 127°49'06.6"E
Speed (kt)	-210	-210	-250	1	ı	1
Altitude (ft)	ı	-		+8 000	000 6+	000 6+
Turn Altitude Speed direction (ft) (kt)	=	-	1	-	1	1
,/Track Distance (°T)	5.5	6.0	11.7	5.3	21.1	21.3
Course/Track ^M(°T)	22L-218 (209.9) 22R-217 (208.8)	128 (119.9)	052 (043.3)	020 (011.8)	073 (064.5)	073 (064.7)
Fly- over	ı				ı	
Waypoint Identifier	NITOW	12211	WESIL	11223	ROYAL	ІСРОК
Serial Path Waypoint Fly- Course, Number Descriptor Identifier over M(	CF	11	Ħ	11	Ħ	1
Serial Number	100	002	003	400	900	900

Remarks	ı	Ī	ı	ı	٠
VPA/ Navigation RDH specification	RNAV 1	RNAV 1	RNAV 1	RNAV 1	RNAV 1
VPA/ RDH	1	1	1	1	ı
Coordinates	35°02'06.6"N 126°44'47.0"E	34°59'06.8"N 126°51'06.8"E	35°07'39.2"N 127°00'55.4"E	35°16'04.6"N 126°52'49.4"E	35°30'11.3"N 126°54'22.0"E
Speed (kt)	-210	-210	-250	1	ı
Altitude (ft)	•	ı	-	+8 000	+8 000
Turn direction	1	ı	•	1	ı
Distance (NM)	5.5	6.0	7:11	10.7	14.2
	22L-218 (209.9) 22R-217 (208.8)	128 (119.9) 6.0	052 (043.3)	330 (321.8)	013 (005.1)
Fly- over	ì	ı	ī	i	ı
Waypoint Identifier	NITOW	11221	MESIL	11222	MAKSA
Serial Path Waypoint Fly- Jumber Descriptor Identifier over	J)	业	ΤF	ΤF	11
Serial Number	100	002	003	004	005

AIP



### **DEPARTURE ROUTE DESCRIPTION**

MOA 25H

FL 400

10 000 AMSL

TAKE-OFF RWY 22L/R: Climb HDG 218° to 1 900 ft, thence.......

**IPDAS** 34°15'15"N 126°43'01"E R 193 KWA/D52

......... Climb to assigned or specified altitude via (the following trasition routes).

RWY 22R : Pole 3 356 ft from DER, 1 363 ft left of centerline, 108 ft AGL/151 ft MSL. RWY 22R: Trees 1 473 ft from DER, 551 ft right of centerline, 48 ft AGL/92 ft MSL.

**NOT TO SCALE** 

IPDAS transition: Left turn HDG 160° to intercept R 193 KWA and R 193 KWA to IPDAS.

LINTA transition: Left turn direct to R 097 KWA/D10 at or above 5 000 ft, then left turn HDG 330° to

intercept R 013 KWA and R 013 KWA to LINTA.

IGDOK transition: Left turn direct to R 097 KWA/D10 at or above 5 000 ft, then left turn HDG 020° to

intercept R 073 KWA and R 073 KWA to IGDOK.

<u>TEDAN transition</u>: Left turn direct to R 097 KWA/D10 at or above 5 000 ft, then right turn direct to TEDAN.

180

MSA 25 NM

GWANGJU VOR

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MOA 26

9 000 AMSL

3 000 AGL FL 400 10 000 AMSL A I P Republic of Korea RKJJ AD CHART 2 - 14 - 1
12 JAN 2023

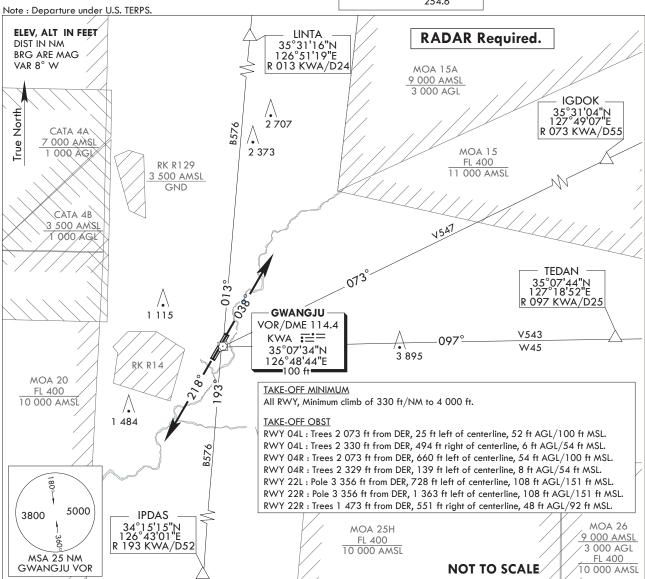
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AIRAC AIP AMDT 1/23 Effective: 1600UTC 22 FEB 2023

Republic of Korea 12 JAN 2023 GWANGJU/Gwangju(RKJJ) STANDARD DEPARTURE CHART TRANSITION ALT 14 000 TRANSITION LVL FL 140 GWANGJU DEP 124.0, 124.7 347.2 **RWY 04L/R, 22L/R INSTRUMENT (SID)** GWANGJU TWR 118.05 **GWANGJU 5** 254.6 Note: Departure under U.S. TERPS.



# **DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RWY 04L/R: Climb HDG 038°, thence...... TAKE-OFF RWY 22L/R: Climb HDG 218°, thence.......

...... Except radar vectors to intercept filed Enroute fix or Navaid.

Maintain 8 000 ft or assigned altitude(flight level).

Expect filed altitude/fligth level within 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established with departure control prior to reaching 4 000 ft, continue climb to 8 000 ft before turning to filed fix/Navaid and proceed filed route and altitude.

Change: Page control.

AIRAC AIP AMDT 1/23 Effective: 1600UTC 22 FEB 2023

# **INTENTIONALLY**

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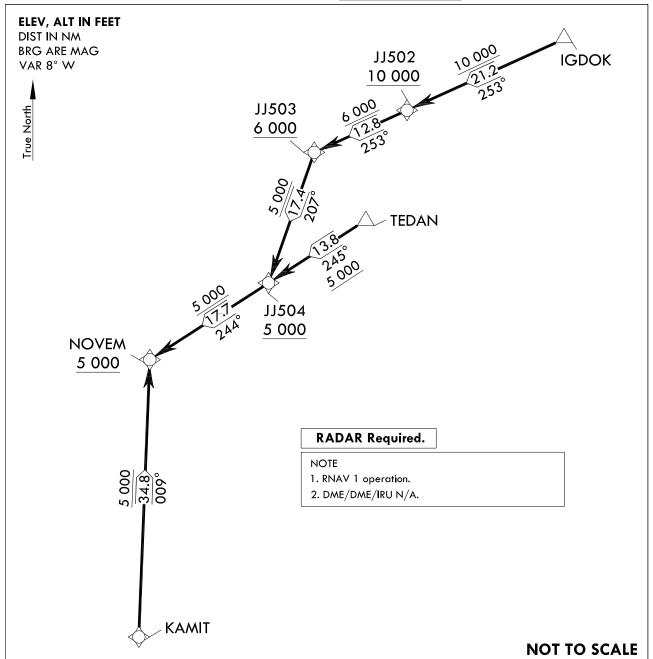
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STANDARD ARRIVAL CHART INSTRUMENT(STAR)

Note: Arrival under U.S. TERPS.

TRANSITION ALT 14 000 TRANSITION LVL FL 140

GWANGJU APP 130.0 228.9 GWANGJU TWR 118.05 254.6 GWANGJU/Gwangju(RKJJ) RWY 04L/R RNAV NOVEM 1



# ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 04L/04R: Expect RNP approach following transition routes.

The following are transition routes.

IGDOK transition : From IGDOK on track  $253^\circ$  to JJ502 at or above 10 000 ft, then track  $253^\circ$ 

to JJ503 at or above 6 000 ft, then track  $207^{\circ}$  to JJ504 at or above 5 000 ft,

then track  $244^{\circ}$  to NOVEM at or above 5 000 ft.

TEDAN transition: From TEDAN on track  $245^{\circ}$  to JJ504 at or above 5 000 ft,

then track  $244^{\circ}$  to NOVEM at or above 5 000 ft.

KAMIT transition: From KAMIT on track 009° to NOVEM at or above 5 000 ft.

# GWANGJU/Gwangju(RKJJ) RWY 04L/R RNAV NOVEM 1

# **AERONAUTICAL DATA TABULATION**

# Standard Instrument Arrival Procedure Coding Tables

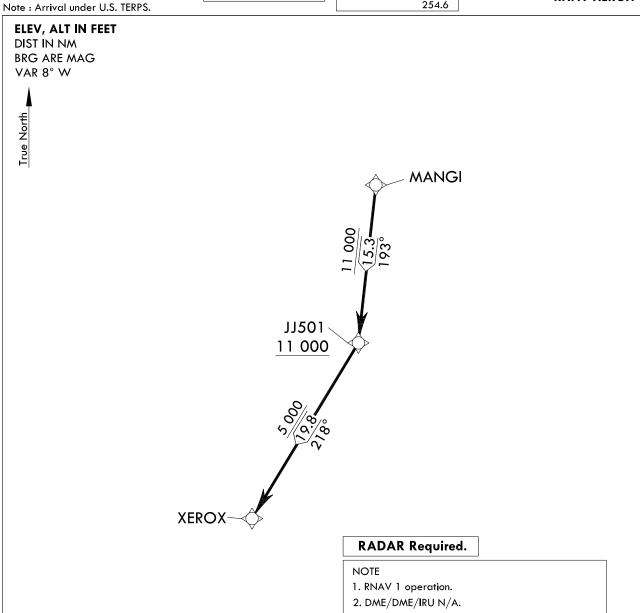
Remarks	ı	Outside of 30 NM ARP	-	ı	
VPA/ Navigation RDH specification	RNAV 1				
VPA/ RDH	-	·	-	-	1
Coordinates	35°31'03.6"N 127°49'06.6"E	35°22'00.0"N 127°25'35.7"E	35°16'31.0"N 127°11'29.8"E	35°00'00.4"N 127°04'53.5"E	34°50'03.9"N 126°47'02.3"E
Speed (kt)	1	ı	1	1	1
Altitude (ft)	1	+10 000	000 9+	+5 000	+5 000
Turn direction	-	ı	=	-	1
Distance (NM)	ı	21.2	12.8	17.4	17.7
Serial Path Waypoint Fly- Course/Track Distance Turn Altitude Speed Aumber Descriptor Identifier over (**)** (NM) Airection (ff)** (kt)	ı	253 (244.9)	253 (244.7) 12.8	207 (198.2)	(236.0)
Fly- over	1	ı	ı	1	1
Waypoint Identifier	IGDOK	11502	11503	1)504	NOVEM - 244
Path Descriptor	11	¥	1F	TF	TF
Serial	100	005	003	004	005

NO V	RNAV NOVEM 1 - TEDAN Transition	JAN Transiì	ion									
erial mber	Path Descriptor	Waypoint Identifier	Fly- over	Serial Path Waypoint Fly- Course/Track Distance Turn Altitude Speed Number Descriptor Identifier over $^{\circ}$ M( $^{\circ}$ T) (NM) direction (ff) (kt)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	VPA/ Navigation RDH specification	Remarks
100	Ħ	TF TEDAN	Î	•	,	ı	1	1	35°07'43.8"N 127°18'52.1"E	ı	RNAV 1	ı
002	11	11504	'	245 (236.2)	(236.2) 13.8	ı	+5 000	ı	35°00'00.4"N 127°04'53.5"E	ı	RNAV 1	1
600	Ŧ	NOVEM - 244 (	ı	236.0)	17.7	1	+5 000	1	34°50'03.9"N 126°47'02.3"E	1	RNAV 1	ı

Serial umber	Serial Path Waypoint Fly-Cours Jumber Descriptor Identifier over	Waypoint Identifier	Fly- over	Course/Track °M(°T)	Distance (NM)	Turn direction	$M^{\circ}(T)$ (INM) direction Altitude Speed $M(t)$	Speed (kt)	Coordinates	VPA/ RDH	/PA/ Navigation RDH specification	Remarks
100	¥	KAMIT		ı	1	1	1	1	34°15'14.1"N 126°46'17.7"E	i	RNAV 1	
002	Ħ	NOVEM	ı	00.100) 600	34.8		+5 000		34°50'03.9"N 126°47'02.3"E	ı	RNAV 1	ı

STANDARD ARRIVAL CHART INSTRUMENT(STAR)

TRANSITION ALT 14 000 TRANSITION LVL FL 140 GWANGJU APP 130.0 228.9 GWANGJU TWR 118.05 GWANGJU/Gwangju(RKJJ) RWY 04L/R **RNAV XEROX 1** 



# **NOT TO SCALE**

### **ARRIVAL ROUTE DESCRIPTION**

LANDING RUNWAY 04L/04R: Expect RNP approach following transition routes.

The following is transition route.

MANGI transition: From MANGI on track 193° to JJ501 at or above 11 000 ft, then track  $218^{\circ}$  to XEROX at or above 5 000 ft.

GWANGJU/Gwangju(RKJJ) RWY 04L/R RNAV XEROX 1

## **AERONAUTICAL DATA TABULATION**

# Standard Instrument Arrival Procedure Coding Tables

	Remarks	•	ı	ı
	VPA/ Navigation RDH specification	RNAV 1	RNAV 1	RNAV 1
	VPA/ RDH	1	1	ı
	Coordinates	35°30'11.3"N 126°44'31.7"E	35°14'54.0"N 126°42'53.6"E	34°57'41.4"N 126°30'53.8"E
	Speed (kt)	-	1	1
	Altitude (ft)	-	+11 000	+5 000
	Turn direction	=	ı	1
	Distance (NM)	•	15.3	19.8
	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	-	193 (185.0)	218 (209.9)
<u>o</u> .	Fly- over	ì	i	i
NGI Transiti	Waypoint Identifier	MANGI	1)501	XEROX
RNAV XEROX 1 - MANGI Transition	Serial Path Waypoint Fly- Number Descriptor Identifier over	ΤF	Ħ	1L
RNAV XER	Serial Number	100	005	003

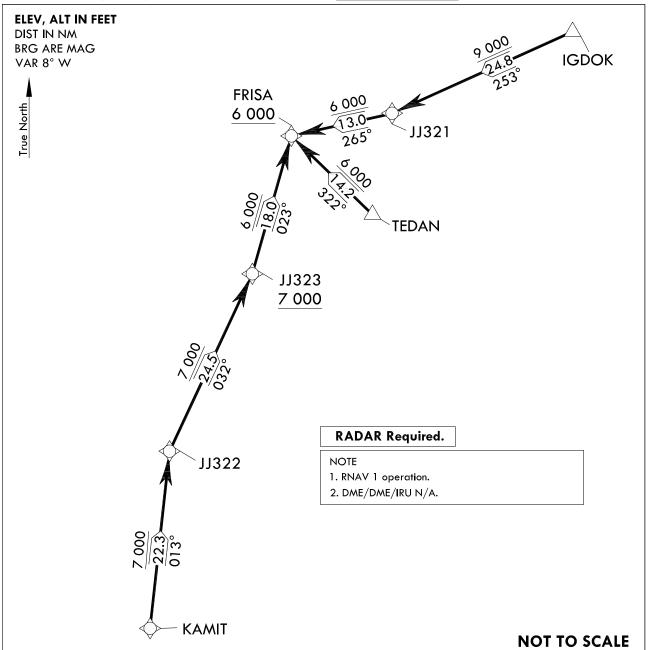
Change: New procedure.

STANDARD ARRIVAL CHART INSTRUMENT(STAR)

Note: Arrival under U.S. TERPS.

TRANSITION ALT 14 000 TRANSITION LVL FL 140

GWANGJU APP 130.0 228.9 GWANGJU TWR 118.05 254.6 GWANGJU/Gwangju(RKJJ) RWY 22L/R RNAV FRISA 1



# ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 22L/22R: Expect RNP approach following transition routes.

The following are transition routes.

IGDOK transition: From IGDOK on track 253° to JJ321 at or above 9 000 ft,

then track  $265^{\circ}$  to FRISA at or above 6 000 ft.

TEDAN transition: From TEDAN on track 322° to FRISA at or above 6 000 ft.

 $\underline{\text{KAMIT transition}}$ : From KAMIT on track 013° to JJ322 at or above 7 000 ft, then track 032° to JJ323

at or above 7 000 ft, then track  $023^{\circ}$  to FRISA at or above 6 000 ft.

GWANGJU/Gwangju(RKJJ) RWY 22L/R **RNAV FRISA 1** 

RNAV 1

VPA/ RDH

RNAV

35°20'27.5"N 127°21'37.3"E 35°17'25.0"N 127°06'14.5"E

+9 000 +6 000

253 (244.9) 265 (256.5)

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002 003

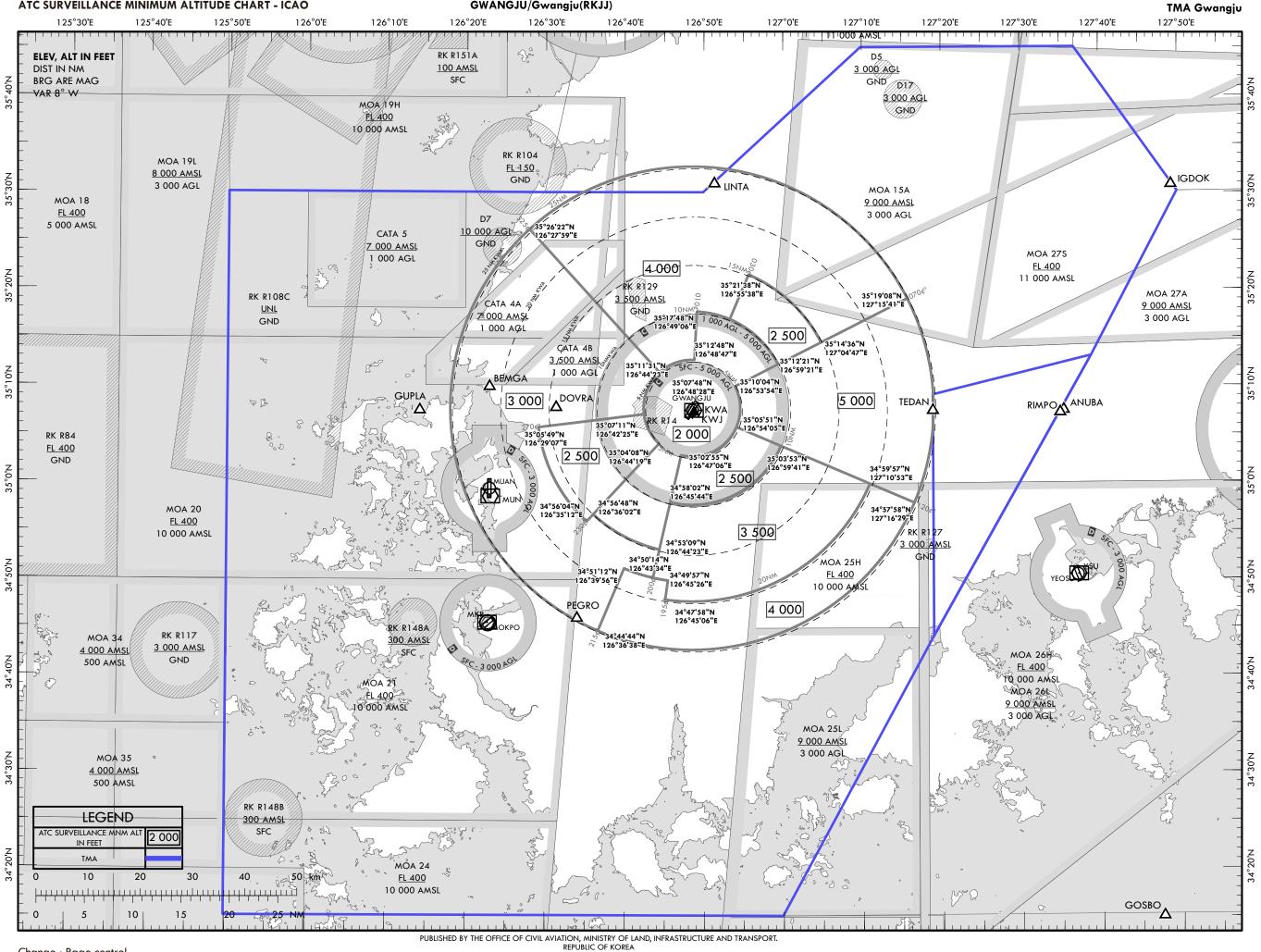
# **AERONAUTICAL DATA TABULATION**

# Standard Instrument Arrival Procedure Coding Tables

	Coordinates	35°31'03.6"N 127°49'06.6"E
	Speed (kt)	1
	Altitude (ft)	1
	Turn direction	ı
	Distance (NM)	ı
	Course/Track °M(°T)	1
_	Fly- over	
JR Iransitio	Waypoint Identifier	ЮБОК
KNAV FKISA I - IGUOR	Path Descriptor	址
KINA YKIN	Serial Number	100

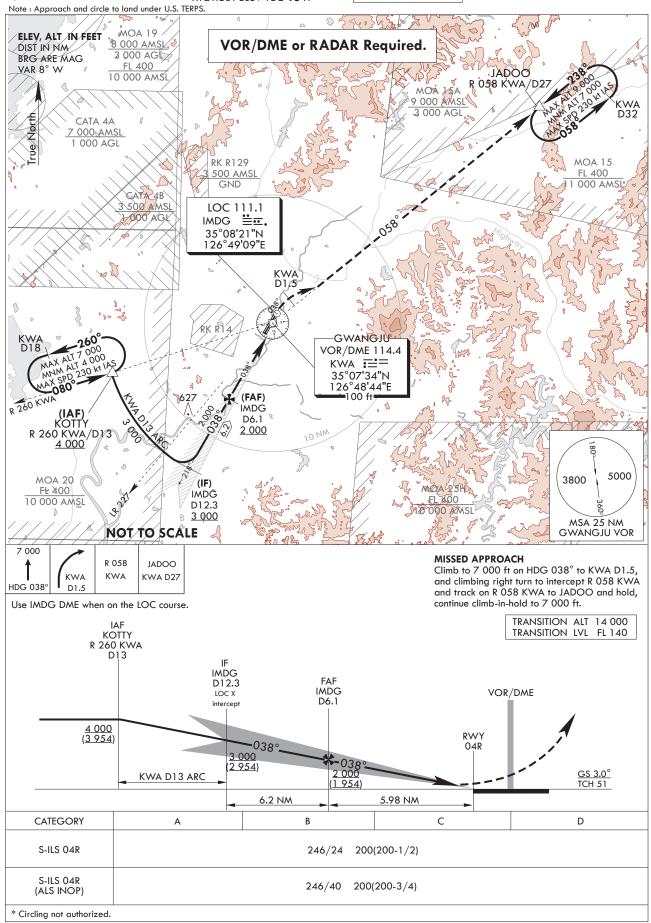
RNAV FRIS	RNAV FRISA 1 - TEDAN Transition	N Transitio	_									
Serial Number	Serial Path Waypoint Fly- Course/ Jumber Descriptor Identifier over	Waypoint Identifier	Fly- over	Course/Track °M(°T)	Distance (NM)	9/Track Distance Turn Altitude Speed (kt) (NM) direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	VPA/ Navigation RDH specification	Remarks
100	1L	TEDAN	ı	-	,	-		1	35°07'43.8"N 127°18'52.1"E	1	RNAV 1	ī
002	11	FRISA	'	322 (313.1)	14.2	ı	000 9+		35°17'25.0"N 127°06'14.5"E	ı	RNAV 1	1

V FRIS,	A 1 - KAIM	RNAV FRISA 1 - KAIMT Transition											
e =	Path Descriptor	Waypoint Identifier	Fly- over	Serial Path Waypoint Fly- Course/Track Distance Turn Altitude Speed Number Descriptor Identifier over ${}^{\circ}M({}^{\circ}T)$ (NM) direction (ff) (kt)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	VPA/ Navigation RDH specification	Remarks	
100	¥	KAMIT	1	1	1	ı	ı	ı	34°15'14.1"N 126°46'17.7"E	ı	RNAV 1	•	
002	TF	11322	Ü	013 (005.0) 22.3	22.3	=	+7 000	1	34°37'31.6"N 126°48'40.2"E	-	RNAV 1	-	
003	TF	11323		032 (023.8) 24.5	24.5	•	+7 000	1	35°00'00.3"N 127°00'41.7"E	1	RNAV 1	-	
004	11	FRISA	1	023 (014.6)	18.0	ı	000 9+	1	35°17'25.0"N 127°06'14.5"E	1	RNAV 1	ı	



INSTRUMENT APPROACH CHART AERODROME ELEV 48 ft HEIGHTS RELATE TO THR RWY 04R - ELEV 43 ft HIGHEST ELEV TDZ 46 ft

GWANGJU APP 130.0 228.9 GWANGJU TWR 118.05 254.6 GWANGJU/Gwangju(RKJJ)
ILS/DME RWY 04R



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Republic of Korea 12 JAN 2023 **INSTRUMENT**  ${\bf GWANGJU/Gwangju(RKJJ)}$ **AERODROME ELEV 48 ft** GWANGJU APP 130.0 228.9 HEIGHTS RELATE TO THR RWY 04R - ELEV **43** ft HIGHEST ELEV TDZ **46** ft **APPROACH LOC/DME RWY 04R** GWANGJU TWR 118.05 **CHART** Note: Approach and circle to land under U.S. TERPS. \$ 5 5/2 0 3/2 /2 /8 ELEV, ALT IN FEET MOA 19 DIST IN NM 8 000 AMSL VOR/DME or RADAR Required. BRG ARE MAG 3 000 AG VAR 8° W JADOO FL 400 R 058 KWA/D27 10 000 AMSL MOA 15A 9 000 AMSL 3 000 AGL CATA 4A 7 000 AMSL 1 000 AGL RK R129 MOA 15 500 AMSL FL 400 GND 000 AMSL CATA 4B 3 500 AMSL LOC 111.1 .058° IMDG ≝ ... 35°08'21"N 126°49'09"E GWANGIO VOR/DME 114.4 335 KWA == 35°07'34"N 126°48'44"E (MAPt) 998 =100 ft D18 MINM ALT 4 000 IMDG 1 136 230 Kt 14 (FAF) R 260 KW IMDG OO KY''' (I**AF**) KOTTY R 260 KWA/DT3 D6.1 8 2 000 10 M 4 000 12/21 (IF) IMDG D12.3 5000 MOA 20 3800 3,000 Ft 400 10 000 AMSL MSA 25 NM GWANGJU VOR NOT TO SCALE 7 000 Use IMDG DME when on the LOC course. MISSED APPROACH R 058 JADOO Climb to 7 000 ft on HDG  $038^{\circ}$  to KWA D1.5, KWA KWA KWA D27 and climbing right turn to intercept R 058 KWA and track on R 058 KWA to JADOO and hold, continue climb-in-hold to 7 000 ft. HDG 038° D1.5 IAF KOTTY R 260 KWA IMDG TRANSITION ALT 14 000 D12.3 D13 TRANSITION LVL FL 140 LOC X FAF IMDG MAPt IMDG VOR/DME D6.1 4 000 (3 954 RWY 038°. 04R D1.5 038 (1954)VDA 3.0° KWA D13 ARC TCH 51 5.54 NM 0.44 6.2 NM C D **CATEGORY** Α В 520/40 520/50 S-LOC 04R 474(500-3/4) 474(500-1) 520-1 3/8 S-LOC 04R 520/55 (ALS INOP) 474(500-1) 474(500-1 3/8)

1 140-1 1/2

1 092(1 100-1 1/2)

1 140-3

1 092(1 100-3)

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**CIRCLING\*** 

AIRAC AIP AMDT 1/23 Effective: 1600UTC 22 FEB 2023

1 380-3

1 332(1 400-3)

\* Circling not authorized for west of RWY 04-22.

720-1

672(700-1)

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AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 04R - ELEV 43 ft HIGHEST ELEV TDZ 46 ft GWANGJU/Gwangju(RKJJ) **INSTRUMENT** GWANGJU APP 130.0 **APPROACH** RNP RWY 04R 228.9 GWANGJU TWR 118.05 CHART 254.6 Note : Approach and circle to land under U.S. TERPS **ELEV, ALT IN FEET** JADOO DIST IN NM 7 000 **BRG ARE MAG** (MAX 230 kt IAS) 5 NM VAR 8° W **MOA 15A** True North JJ483 JJ582 (MAX 210 kt IAS) (MAPt) RW04R (LANV ONLY ¹**∆** 1136 NOTE 1. GNSS Required. 2. RNP 0.3 Required. (FAF) 260 3. DME/DME RNP 0.3 N/A. NOBEL 4. Circling not authorized west of RWY 04/22. 5. Do not exceed 230 kt IAS at DAEIN and 210 kt IAS at JJ582. 6. For uncompensated Baro-VNAV systems, IJ581 (IAF) LNAV/VNAV N/A below -18°C or above 54°C. **XEROX** 5 000 000 (IF) DAEIN 4 000 5000 (MAX 230 kt IAS) (IAF) NOVEM 5 000 MSA 25 NM RWY 04R RNP APCH 5 NM **NOT TO SCALE** 7 000 JJ582 JJ483 JADOO **MISSED APPROACH** TR TR Climb to 7 000 ft on direct to JJ582 and track 057° to JJ483 057° 062° and track  $062^{\circ}$  to JADOO and hold, continue climb-in-hold to 7 000 ft. 7 000 TRANSITION ALT 14 000 TRANSITION LVL FL 140 (IAF) (MAPt) **XEROX** (IF) RW04R (FAF) DÀEÍN NOVEM (LNAV ONLY) JJ581 NOBEL 128° 5 000 308 1.34 NM 038° to RW04R 4 000 038° (LNAV ONLY) 3 000 038°, 2 000 GP 3.0° TCH 52 -3.2 NM 5.8 NM 5.98 NM **CATEGORY** D Α 319/24 273(300-1/2) ALS LNAV/VNAV DA **ALS INOP** 319/45 273(300-7/8) ALS 520/55 474(500-1) LNAV MDA **ALS INOP** 520-1 3/8 474(500-1 3/8) 720-1 3/8 1 140-1 1/2 1 140-3 1 380-3 CIRCLING 672(700-1 3/8) 1 092(1 100-1 1/2) 1 092(1 100-3) 1 332(1 400-3)

Remarks

ĀF R NoPI

## **AERONAUTICAL DATA TABULATION**

Tables
Coding
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Approac
Instrument

RNP RW	RNP RWY 04R via XEROX to DAEIN(IF)	ROX to DAI	H)NII	_								
Serial	Path Descriptor	Waypoint Identifier	Fly- over	Serial Path Waypoint Fly-Course Track Distance University Descriptor Identifier over	Distance (NM)	Turn direction	Altitude Speed (kt)	Speed (kt)	Coordinates	YPA/ TCH	VPA/ Navigation TCH specification	
100	뜨	XEROX		ı	ı	ı	+5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	
002	TF	DAEIN		- 128 (119.8)	7.7	,	+4 000	-230	34°53'51.4"N 126°39'01.7"E	ı	RNP APCH	

	Remarks	IAF	IF NoPT
	VPA/ Navigation TCH specification	RNP APCH	RNP APCH
	VPA/ TCH	-	
	Coordinates	34°50'04.0"N 126°47'02.3"E	34°53'51.4"N 126°39'01.7"E
	Speed (kt)	-230	-230
	Altitude (ft)	+5 000	+4 000
	Turn direction	1	1
	Distance (NM)	ı	7.6
(-	Fly- Course, Track Distance Turn Altitude Speed	1	308 (299.9)
EIN(F)	Fly- over		-
OVEM to DA	Waypoint Identifier	NOVEM	DAEIN
RNP RWY 04R via NOVEM to DAE	Serial Path Waypoint FI- Number Descriptor Identifier ov	<u></u>	TF
RNP RWY	Serial Number	100	002

Serial Long         Perplay (Month of Long)         Month of Long (Month of Long)         Perplay (Month of Long)         Month of Long (Month of Long)         Perplay (Month of Long)         Month of Long (Month of Long)         Perplay (Month of Long)         Perplay (Month of Long)         Month of Long (Month of Long)         Perplay (Month of Long)         Pe	KIN'N KW	KINF KW I O4K - VIQ DAEIN(IF) IO MAHF	JAEIN(IF) TO	¥ Ā	_								
TF         DAEIN         -         +4 000         -230         34°55'351.4"N 126°39'01.7"E         -         RNP APCH           TF         JJ581         -         038 (029.8)         3.2         -         +3 000         -         34°55'35.14"N 126°40'57.9"E         -         RNP APCH           TF         JJ581         -         038 (029.9)         5.8         -         +2 000         -         35°01'41.5"N 126°44'29.5"E         -         RNP APCH           DF         JJ582         -         -         -         -         -         -         RNP APCH           DF         JJ582         -         -         -         -         -         -         RNP APCH           TF         JJ483         -         057 (048.2)         10.1         -         -         -         -         RNP APCH           TF         JADOO         -         062 (053.6)         15.1         -         +7 000         -230         35°25'02.6"N 127°13'54.1"E         -         RNP APCH           HM         NOVEM         -         080 (071.6)         -         1         +7 000         -230         33°5'02.6"N 127°13'54.1"E         -         RNP APCH           HM         NOVEM	Serial Number	Path Descriptor	Waypoint Identifier	Fly- over	Course (Track M(*T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	YPA/ TCH	Navigation specification	Remarks
TF         JJ581         -         038 (029.8)         3.2         +3 000         -         34°56/38.2"N 126°40'57.9"E         -         RNP APCH           TF         NOBEL         -         038 (029.9)         5.8         -         +2 000         -         35°01'41.5"N 126°44'29.5"E         -3.0/52         RNP APCH           TF         NOBEL         -         038 (029.9)         6.0         -         -         -210         35°06'53.1"N 126°48'07.4"E         -         RNP APCH           DF         JJ582         -         -         -         -         -         -         RNP APCH         RNP APCH           TF         JJ582         -         657 (048.2)         10.1         -         -         -         -         10.0         -         RNP APCH         RNP APCH           TF         JADOO         -         62 (053.6)         15.1         -         +7 000         -230         35°25'02.6"N 127°13'54.1"E         -         RNP APCH           HM         XEROX         -         1         -         40000         -230         34°57'14"N 126°30'33'8"E         -         RNP APCH           HM         NOVEM         -         009 (000.6)         -         RNP 45 000	100	Ħ	DAEIN	ı	ı	ı	ı	+4 000	-230	34°53'51.4"N 126°39'01.7"E	ı	RNP APCH	≝
TF         NOBEL         -         038 (029.9)         5.8         -         +2 000         -         35°01'41.5"N 126°44′29.5"         -3.0/52         RNP APCH           TF         RW0AR         Y         038 (029.9)         6.0         -         -         -210         35°04'53.1"N 126°48'07.4"E         -         RNP APCH           DF         JJ582         -         -         -         -210         35°04'21.0"N 126°49'51.1"E         -         RNP APCH           TF         JJ483         -         057 (048.2)         10.1         -         -         -210         35°16'05.6"N 126°59'03.3"E         -         RNP APCH           TF         JADOO         -         057 (048.2)         15.1         -         +7000         -230         35°25'02.6"N 127°13'54.1"E         -         RNP APCH           HM         JADOO         -         15.1         -         +7000         -230         35°25'02.6"N 127°13'54.1"E         -         RNP APCH           HM         JADOO         -         1         -         +7000         -230         34°57'41.4"N 126°30'53.8"E         -         RNP APCH           HM         NOVEM         -         1         -         -         -         -	005	¥	11581			3.2		+3 000	1	34°56'38.2"N 126°40'57.9"E	1	RNP APCH	ı
TF         RW04R         Y         038 (029.9)         6.0         -         -         -         -         -         -         RNP APCH         -         RNP APCH           DF         JJ582         -         -         -         -         -         -         -         RNP APCH           TF         JJ483         -         057 (048.2)         10.1         -         -         -         35°16/05.6"N 126°49′51.1"E         -         RNP APCH           TF         JADOO         -         062 (053.6)         15.1         -         +         -         -         RNP APCH         -         RNP APCH         -         -         RNP APCH         -         -         -         -         RNP APCH         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - </td <td>003</td> <td>¥</td> <td>NOBEL</td> <td>ı</td> <td></td> <td>5.8</td> <td></td> <td>+2 000</td> <td>1</td> <td>35°01'41.5"N 126°44'29.5"E</td> <td>-3.0/52</td> <td>RNP APCH</td> <td>FAF</td>	003	¥	NOBEL	ı		5.8		+2 000	1	35°01'41.5"N 126°44'29.5"E	-3.0/52	RNP APCH	FAF
DF         JJ582         -         -         -         -210         35°09′21.0"N 126°49′51.1"E         RNP APCH           TF         JJ483         -         057 (048.2)         10.1         -         +7 000         -230         35°16′05.6"N 127°13′54.1"E         RNP APCH           TF         JADOO         -         062 (053.6)         15.1         -         +7 000         -230         35°25′02.6"N 127°13′54.1"E         RNP APCH           HM         JADOO         -         238 (229.6)         -         15.1         -         900         -230         35°25′02.6"N 127°13′54.1"E         R         -           HM         XEROX         -         080 (071.6)         -         1         -         900         -230         34°57/41.4"N 126°30′53.8"E         -         -           HM         NOVEM         -         090 (000.6)         -         R         -         6000         -230         34°50′4.1"R 126°4702.3"E         -         -         -	004	Ħ	RW04R	>		6.0		ı		35°06'53.1"N 126°48'07.4"E	ı	RNP APCH	MAP† LNAV ONLY
TF JJ483 - 057 (048.2) 10.1 35° 16'05.6"N 126°59'03.3"E - RNP APCH TF JADOO - 062 (053.6) 15.1 - +7 000 -230 35°25'02.6"N 127°13'54.1"E - RNP APCH HM JADOO - 138 (229.6) - 1 -9 000 -230 35°25'02.6"N 127°13'54.1"E - RNP APCH HM XEROX - 080 (071.6) - 1 -6 000 -230 34°57'41.4"N 126°30'53.8"E	005	占	11582		ı	ı	ı	ı	-210	35°09'21.0"N 126°49'51.1"E	ı	RNP APCH	i
TF JADOO - 062 (053.6) 15.1 - +7 000 -230 35°25'02.6"N 127°13'54.1"E - RNP APCH HM JADOO - 238 (229.6) - 1 -9 000 -230 35°25'02.6"N 127°13'54.1"E - RNP APCH HM XEROX - 080 (071.6) - 1 -5 000 -230 34°57'41.4"N 126°30'53.8"E	900	¥	11483		_	10.1	ı	ı	ı	35°16'05.6"N 126°59'03.3"E	ı	RNP APCH	i
HM JADOO - 238 (229.6) - 1	200	Ľ.	JADOO	1		15.1	ı	+7 000	-230	35°25'02.6"N 127°13'54.1"E	ı	RNP APCH	ı
HM XEROX - 080 (071.6) - 1 - 6 000	800	WH.	JADOO			ı		-9 000 +7 000	-230	35°25'02.6"N 127°13'54.1"E	1	1	HOLDING 5 NM LEG
HM NOVEM - 009 (000.6) - R -6 000 34°50'04.0"N 126°47'02.3"E	600	¥H	XEROX	1		ı	۰	-6 000 +5	-230	34°57'41.4"N 126°30'53.8"E	ı	ı	HOLDING 5 NM LEG
	010	Η	NOVEM		(9.000) 600	ı	٣	-6 000 +5 000	-230	34°50'04.0"N 126°47'02.3"E	,	-	HOLDING 5 NM LEG

**INSTRUMENT** GWANGJU/Gwangju(RKJJ) **AERODROME ELEV 48 ft** 130.0 228.9 118.05 GWANGJU APP HEIGHTS RELATE TO THR RWY 04R - ELEV **43** ft HIGHEST ELEV TDZ **46** ft **VOR/DME RWY 04R APPROACH** GWANGJU TWR CHART Note: Approach and circle to land under U.S. TERPS. ELEV, ALT IN FEET MOA 19 DIST IN NM 8 000 AMSL BRG ARE MAG VAR 8° W 3 000 AGIZ OODAL FL 400 R 058 KWA/D27 10 000 AMSL MOA 15A 9 000 AMSL 3 000 AGL CATA 4A 000&AMSL 1 000 AGL **RK R129** MOA 15 500 AMSL FL 400 000 AMSL **GND** GATA 4B 3 500 AMSL 1 000 AGK 058 10 NM GWANGJU KWA D1.5 VOR/DME 114.4 KWA = 35°07'34"N 126°48'44"E (MAPt) KWA D1 100 ft RK R/4 MNM ALT SPD 230 KT 1 136 .080 NOTE: OBST 837 ft was not considered as final APCH controlling OBST due to R 260 KWA 837 (FAF) close to FAF. (IAF) KWA D7 KOTTY 2 000 R 260 KWA/D13 4 000 (IF) KWA D13 3 000 5000 MOA 20 3800 FF 400 10 000 AMSL MSA 25 NM NOT TO SCALE GWANGJU VOR 7 000 MISSED APPROACH R 0.58 JADOO Climb to 7 000 ft on HDG 041° to KWA D1.5, KWA D27 KWA and climbing right turn to intercept R 058 KWA and track on R 058 KWA to JADOO and hold, HDG 041 continue climb-in-hold 7 000 ft. IAF KOTTY TRANSITION ALT 14 000 TRANSITION LVL FL 140 R 260 KWA D13 IF R 221 KWA D13 FAF KWA D7 MAPt KWA D1.7 VOR/DME 4 000 (3 954) **RWY** 04R 3 000 (2 954) 0410 D2.3 2 000 (1 954) VDA 2.92° KWA D13 ARC TCH 51 6.0 NM 5.3 NM 0.85 D **CATEGORY** Α В C 560/40 560/55 S-VOR 04R 514(600-3/4) 514(600-1) S-VOR 04R 560/55 560-1 3/8 514(600-1,3/8) (ALS INOP) 514(600-1) 1 140-1 1/2 1 092(1 100-1 1/2) 720-1 1 140-3 1 380-3 CIRCLING\* 672(700-1) 1 092(1 100-3) 1 332(1 400-3)

\* Circling not authorized for west of RWY 04-22.

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A I P Republic of Korea RKJJ AD CHART 2 - 24 12 JAN 2023 AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 04R - ELEV 43 ft HIGHEST ELEV TDZ 46 ft **INSTRUMENT** GWANGJU/Gwangju(RKJJ) GWANGJU APP 130.0 **APPROACH** 228.9 PAR RWY 04R GWANGJU TWR 118.05 **CHART** 254.6 Note : Approach and circle to land under U.S. TERPS 180 **ELEV, ALT IN FEET** DIST IN NM **BRG ARE MAG** 5000 3800 VAR 8° W MSA 25 NM GWANGJU VOR True North (FAF) 5.99 NM from THR 2 000 1 214 (IF) 10 NM from ASR 2 500 **∆** 1 595 **NOT TO SCALE** 5 000 800 **MISSED APPROACH** TRANSITION ALT 14 000 Climb HDG 038 $^{\circ}$  to 800 ft, then climbing right turn HDG 057 $^{\circ}$ TRANSITION LVL FL 140 maintain 5 000 ft and assigned HDG for radar vector. HDG 038° HDG 057 IF \* VGSI and descent angle not coincident. 10 NM **FAF** (VGSI angle 3.0 / TCH 51) from ASR 5.99 NM from THR 03<sub>8°</sub> 2 500 RWY 04R 2 000 ૦૩<sub>૭ ૄ</sub> GS 3.0° TCH 48

-5.99 NM

246/24

246/40

C

200(200-1/2)

200(200-3/4)

**CATEGORY** 

S-PAR O4R

S-PAR 04R

(ALS INOP) \* Circling not authorized. Ε

3.1 NM

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A I P Republic of Korea RKJJ AD CHART 2 - 25 12 JAN 2023 AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 04R - ELEV 43 ft HIGHEST ELEV TDZ 46 ft **INSTRUMENT** GWANGJU/Gwangju(RKJJ) GWANGJU APP 130.0 ASR RWY 04R **APPROACH** 228.9 GWANGJU TWR 118.05 **CHART** 254.6 Note: Approach and circle to land under U.S. TERPS 180 **ELEV, ALT IN FEET** DIST IN NM **BRG ARE MAG** 5000 3800 VAR 8° W MSA 25 NM GWANGJU VOR True North (MAPt) 1.0 NM 1 300 from THR (FAF) **∆** 832 6.0 NM <sup>230</sup>Λ from THR **∆** 1 136 2 000 837**^** <sup>995</sup>∕₄ 1 214 A 2/3/ 0/2/ (IF) 500 10 NM from ASR 2 500 <sup>3</sup>000 4.0 3/00 Λ 1 595 NOTE: **NOT TO SCALE** OBST 837 ft was not considered as final APCH controlling OBST due to close to FAF. MISSED APPROACH 1 300 5 000 TRANSITION ALT 14 000 Climb HDG 038 $^{\circ}$  to 1 300 ft, then climbing right turn HDG 057 $^{\circ}$ TRANSITION LVL FL 140 maintain 5 000 ft and assigned HDG for radar vector. HDG 038 HDG 057 FAF 10 NM MAPt 6.0 NM from ASR 1.0 NM from THR from THR 2 500 03<sub>8</sub>€ RWY 04R 0კგ。 2 000 1 700 1 380

			5 NM	4 NM	3 NM	2 NA	٨			TCH 51
	3.	1 NM			5.0 N/	W	-1.0-			
CATEGORY	Α	В		1	C			D		E
S-ASR 04R	560/40 5	14(600-3/4)				5	60/55	514(60	00-1)	
S-ASR 04R (ALS INOP)	560/60 51	4(600-1 1/4)				560-	1 3/8 5	514(60	0-1 3	/8)
CIRCLING*	720-1 1/4 672(700-1 1/4)	1 140-1 1/2 1 092(1 100-1 1	/2)	1 1 1 092(	40-3 I 100-	3)		80-3 1 400-	1 460-3 3) 1 412(1 500-3)	
* Circling not authori	ized for west of RW1	′ 04-22.	·			·			·	

1 060

740

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∕ VDA 2.99°

**LEFT** 

AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 04L - ELEV 44 ft HIGHEST ELEV TDZ 46 ft GWANGJU/Gwangju(RKJJ) **INSTRUMENT** GWANGJU APP 130.0 **APPROACH RNP RWY 04L** 228.9 GWANGJU TWR CHART 118.05 254.6 Note: Approach and circle to land under U.S. TERPS **JADOO ELEV, ALT IN FEET** DIST IN NM 7 000 **BRG ARE MAG** (MAX 230 kt IAS VAR 8° W **MOA 15A** True North JJ483 JJ482 (MAX 210 kt IAS) (MAPt) RW04L (LNAV ONLY) **∧** 1 136 NOTE 1. GNSS Required. (FAF) 2. RNP 0.3 Required. 3. DME/DME RNP 0.3 N/A. **TIGER** 4. Circling not authorized west of RWY 04/22. 5. Do not exceed 230 kt IAS at BUDLE and 210 kt IAS at JJ482. 6. For uncompensated Baro-VNAV systems, JJ481 LNAV/VNAV N/A below -18°C or above 54°C. XEROX (IF) 5 000 **BUDLE** 4 000 (MAX 230 kt IAS) 5000 (IAF) NOVEM 5 000 MSA 25 NM RWY 04L 5 NM RNP APCH **NOT TO SCALE** JADOO 7 000 JJ482 JJ483 **MISSED APPROACH** TR  $\mathsf{TR}$ Climb to 7 000 ft on direct to JJ482 and track 057° to JJ483 057 062° and track  $062^{\circ}$  to JADOO and hold, continue climb-in-hold to 7 000 ft. 7 000 TRANSITION ALT 14 000 TRANSITION LVL FL 140 (IAF) (MAPt) **XEROX** (IF) RW04L (FAF) NOVEM **BUDLE** (LNAV ONLY) TIGER JJ481 <u> 1</u>28° 5 000 308 1.33 NM 038° 4 000 to RW04L 03გ∘ ͺ 3 000 (LNAV ONLY) 2 000 038° GP 3.0° TCH 52 -3.2 NM 5.8 NM-5.98 NM-D **CATEGORY** C Α 319/24 273(300-1/2) ALS LNAV/VNAV DA **ALS INOP** 319/45 273(300-7/8) 474(500-1) ALS 520/50 LNAV MDA **ALS INOP** 520-1 3/8 474(500-1 3/8)

1 380-3

1 332(1 400-3)

1 140-3

1 092(1 100-3)

**CIRCLING** 

720-1 3/8

672(700-1 3/8)

1 140-1 1/2

1 092(1 100-1 1/2)

### **AERONAUTICAL DATA TABULATION**

Tables
Coding
Procedure
Approach l
nstrument

	Remarks	IAF	IF NoPT	
	Navigation specification	RNP APCH	RNP APCH	
	YPA/ s	1	ı	
	Coordinates	34°57'41.4"N 126°30'53.8"E	34°53'54.5"N 126°38'55.1"E	
	Speed (kt)	-230	-230	
	Altitude (ft)	+5 000	+4 000	
	$\begin{array}{c c} \text{Turn} & \text{Altitude} & \text{Speed} \\ \text{direction} & (ff) & (kt) \end{array}$	ı	-	
	(T) (NM)	1	7.6	
	iy- ver Course (Track	ı	128 (119.8)	
	Fly- over	1	-	
102 01 000	'aypoint Ientifier	XEROX	BUDLE	
מו מו מי	Serial Path W	<u>u</u>	TF	
	Serial Number	100	005	

Serial   Path   Waypoint   Fly-   Course   Track   Distance

on ion Remarks	ш_	·	H FAF	H MAP†	·		, ,	HOLDING 5 NM LEG	HOLDING 5 NM LEG	HOLDING
Navigation specification	RNP APCH	1	ı	ı						
YPA/ TCH/			-3.0/52		,		1	1		ı
Coordinates	34°53'54.5"N 126°38'55.1"E	34°56'41.3"N 126°40'51.3"E	35°01'44.8"N 126°44'23.0"E	35°06'56.2"N 126°48'00.8"E	35°09'23.8"N 126°49'44.2"E	35°16'05.6"N 126°59'03.3"E	35°25'02.6"N 127°13'54.1"E	35°25'02.6"N 127°13'54.1"E	34°57'41.4"N 126°30'53.8"E	34°50'04.0"N 126°47'02.3"E
Speed (kt)	-230	1	1	1	-210	1	-230	-230	-230	-230
Altitude (ft)	+4 000	+3 000	+2 000				+7 000	-9 000 +7 000	-6 000 +5 000	-6 000
Turn direction	ı	1	ı	ı	ı	ı		_	_	~
Track Distance (NM)		3.2	5.8	6.0	ı	10.2	15.1	15.1		ı
Course/Track M(*T)		038 (029.8)		038 (029.9)	ı	057 (048.7)	062 (053.6)	238 (229.6)	080 (071.6)	(9:000) 600
Fly- over	ı	ı	1	>	1	ı	1		1	1
Waypoint Identifier	BUDLE	1)481	TIGER	RW04L	1)482	1)483	JADOO	JADOO	XEROX	NOVEM
Path Waypoint Fly- Course M	Ľ	Ħ	¥	ΤF	된	¥	⊭	ΨH	WH	WH
Serial Number	100	002	003	004	900	900	900	200	800	600

RKJJ AD CHART 2 - 27 12 JAN 2023

**AERODROME ELEV 48** ft **INSTRUMENT** GWANGJU/Gwangju(RKJJ) 130.0 228.9 118.05 HEIGHTS RELATE TO THR RWY 04L - ELEV **44** ft HIGHEST ELEV TDZ **46** ft GWANGJU APP **VOR/DME RWY 04L APPROACH** GWANGJU TWR **CHART** Note: Approach and circle to land under U.S. TERPS ELEV, ALT IN FEET DE MOA 19 DIST IN NM 8 000 AMSI BRG ARE MAG VAR 8° W 3.000 AGE FL 400 JADOO 10 000 AMSŁ MOA:15A R Q58 KWA/D2 9 000 AMSL 3 000 AGL CATA 4A 7 000 AMSL 1 000 AGL **RK R129** MOA 15 FL 400 500 AMSL 000 AMSL GND CATA 4B 3 500 AMSI ,058°. GWANGJU VOR/DME 114.4 Ŕĸr∓4 998 KWA **∷**= 35°07'34"N 126°48'44"E 1 136. 832 A 000 (MAPt) 1,00 ft 837 KWA D1.7 NOTE : OBST 837 ft was not considered as final APCH controlling OBST due to R 260 KWA close to FAF. (FAF) (IAF) KOTTY **ķ**₩A Ď7 2 000 R 260 KWA/D1 4 000 80 (IF) 5000 KWA D13 MOA 20 3800 3 000 FL,400 10 000 AMSL 0000 AMSL MSA 25 NM NOT TO SCALE **GWANGJU VOR** 7 000 MISSED APPROACH R 058 JADOO Climb to 7 000 ft on HDG  $044^{\circ}$  to KWA D1.5, TRANSITION ALT 14 000 KWA KWA KWA D27 and climbing right turn to intercept R 058 KWA and TRANSITION LVL FL 140 HDG 044 D1.5 track on R 058 KWA to JADOO and hold, continue climb-in-hold to 7 000 ft. KOTTY R 260 KWA D13 FΔF R 224 KWA D13 MAPt KWA KWA D1.7 D7 VOR/DME 4 000 (3 954) RWY 3 000 04L D2.3 2 000 VDA 2.92° KWA D13 ARC (1954)TCH 54 5.3 NM 0.84 6.0 NM C **CATEGORY** Α В D 560/40 514(600-3/4) 560/55 514(600-1) S-VOR 04L 560/55 514(600-1) 560-1 3/8 514(600-1 3/8) S-VOR 04L (ALS INOP) 1 140-1 1/2 1 092(1 100-1 1/2) 720-1 1 380-3 1 140-3 CIRCLING\* 672(700-1) 1 092(1 100-3) 1 332(1 400-3) \*Circling not authorized for west of RWY 04-22.

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OFFICE OF CIVIL AVIATION AIP AMDT 7/22

AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 04L - ELEV 44 ft HIGHEST ELEV TDZ 46 ft **INSTRUMENT** GWANGJU/Gwangju(RKJJ) GWANGJU APP 130.0 PAR RWY 04L **APPROACH** 228.9 GWANGJU TWR 118.05 **CHART** 254.6 Note : Approach and circle to land under U.S. TERPS 180 **ELEV, ALT IN FEET** DIST IN NM **BRG ARE MAG** 5000 3800 VAR 8° W MSA 25 NM GWANGJU VOR True North 800 (IF) 10 NM (FAF) 5.99 NM from ASR 2 500 from THR 2 000 214 **∆**<sup>1 595</sup> **NOT TO SCALE** 800 5 000 **MISSED APPROACH** Climb HDG 038° to 800 ft, then climbing right turn HDG 057° TRANSITION ALT 14 000 maintain 5 000 ft and assigned HDG for radar vector. TRANSITION LVL FL 140 HDG 038 HDG 057 IF \* VGSI and descent angle not coincident. 10 NM FAF (VGSI angle 3.0 / TCH 54) from ASR 5.99 NM from THR 2 500 ੶03<sub>8°</sub> RWY 04L 2 000 ૦૩<sub>૭ ૬</sub> <u>GS 3.0°</u> TCH 50 3.1 NM 5.99 NM **CATEGORY** В C Е Α 246/24 200(200-1/2) S-PAR O4L S-PAR 04L 246/40 200(200-3/4) (ALS INOP)

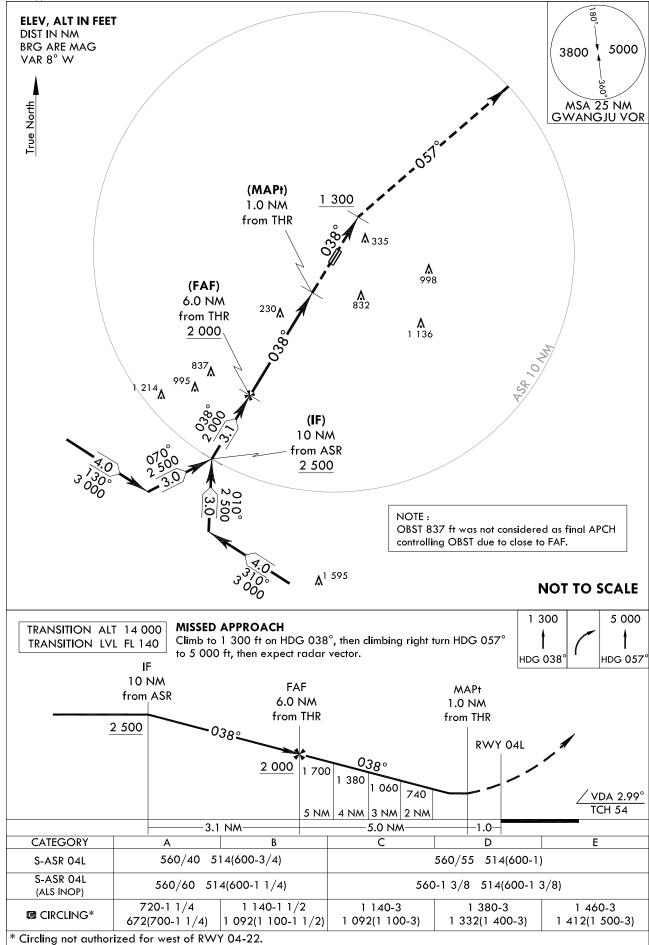
\* Circling not authorized.

**LEFT** 

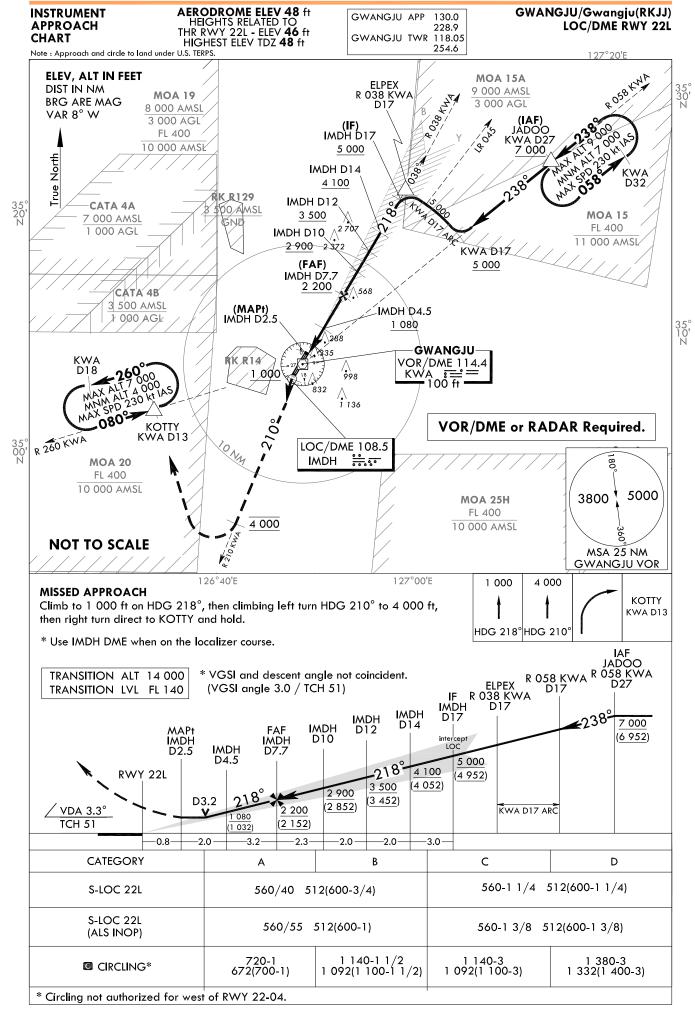
INSTRUMENT AEROI
APPROACH HEIC
THR RV
CHART HIGHI
Note: Approach and circle to land under U.S. TERPS

AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 04L - ELEV 44 ft HIGHEST ELEV TDZ 46 ft

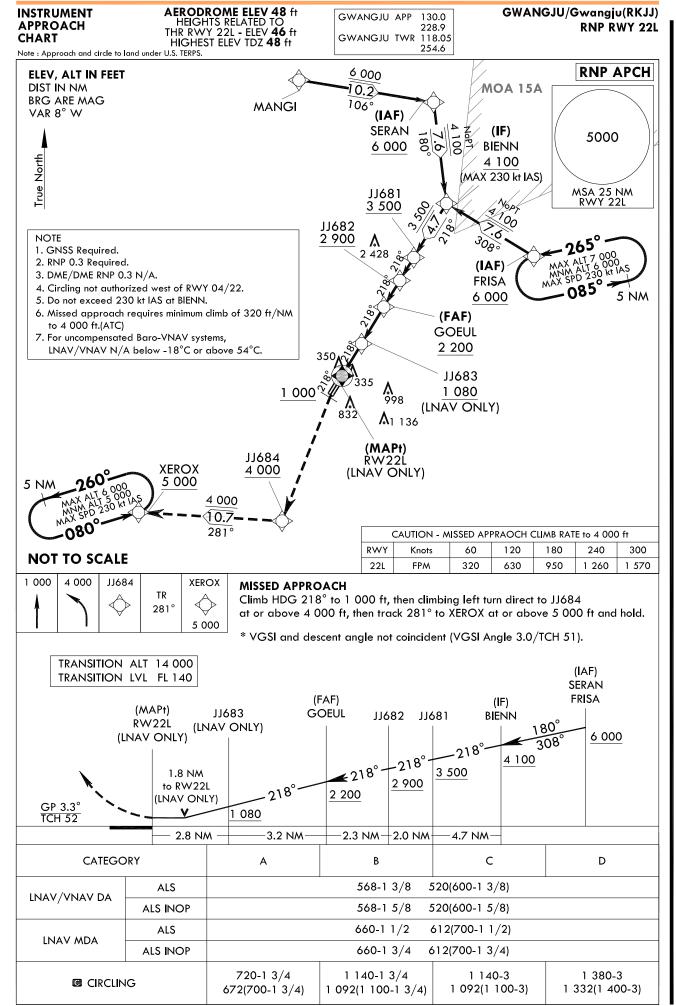
GWANGJU APP 130.0 228.9 GWANGJU TWR 118.05 254.6 GWANGJU/Gwangju(RKJJ) ASR RWY 04L



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**LEFT** 



GWANGJU/Gwangju(RKJJ) RNP RWY 22L

### **AERONAUTICAL DATA TABULATION**

Tables
Coding
rocedure
Approach P
Instrument

Serial Number	Serial Path Waypoint Fly-Course, Number Descriptor Identitier over	Waypoint Identifier	Fly- over	Course (Track M(T)	Distance (NM)	Turn direction	Track Distance Turn Altitude Speed (kt)	Speed (kt)	Coordinates	VPA/ TCH	VPA/ Navigation TCH specification	Remarks
100	ш	SERAN	ı	ı			000 9+	-230	35°28'45.5"N 126°56'50.7"E		RNP APCH	IAF
002	Ħ	BIENN	ı	180 (171.6) 7.6	7.6	ı	+4 100	-230	35°21'13.7"N 126°58'12.2"E	ı	RNP APCH	FI NoPT

			1												
Remarks	IAF	IF NoPT		Remarks	님	ı	ı	FAF	LNAV ONLY	MAP† LNAV ONLY	ı	CG 320 ft/NM to 4 000 ft	ı	HOLDING 5 NM LEG	HOLDING 5 NM LEG
Navigation specification	RNP APCH	RNP APCH		Navigation specification	RNP APCH	RNP APCH	RNP APCH	RNP APCH		ı					
VPA/ TCH	Ī	ı		YPA/	-	ī	i	-3.3/52	ı		ı	ı	i	ı	ı
Coordinates	35°17'25.0"N 127°06'14.5"E	35°21'13.7"N 126°58'12.2"E		Coordinates	35°21'13.7"N 126°58'12.2"E	35°17'09.1"N 126°55'19.9"E	35°15'25.0"N 126°54'06.6"E	35°13'25.3"N 126°52'42.5"E	35°10'38.6"N 126°50'45.5"E	35°08'12.8"N 126°49'03.3"E	,	34°57'17.9"N 126°43'53.3"E	34°57'41.4"N 126°30'53.8"E	34°57'41.4"N 126°30'53.8"E	35°17'25.0"N 127°06'14.5"E
Speed (kt)	-230	-230		Speed (kt)	-230	ı	ı	ı	ı		ı		ı	-230	-230
Altitude (ft)	000 9+	+4 100		Altitude (ft)	+4 100	+3 500	+2 900	+2 200	+1 080	1	+1 000	ı	+4 000	-6 000 +5 000	-7 000 +6 000
Turn	1	ı		Turn	•	1		,	,		ı	ı	,	_	_
Distance (NM)	1	7.6		Distance (NM)	ı	4.7	2.0	2.3	3.2	2.8	ı	ı	10.7	,	ı
Path Waypoint Fly- Course/Track Distance Descriptor Identifier over	ı	308 (300.1)		Fly- Course Track	1	218 (210.0)	218 (210.0)	218 (210.0)	218 (210.0)	218 (209.9)	ı	1	281 (272.2)	080 (071.6)	265 (256.6)
Fly- over	1		MAHF	Fly- over	1	1	,	,	1	>	,	,	1		1
Waypoint Identifier	FRISA	BIENN	ENN(IF) to ,		BIENN	1891	11682	GOEUL	11683	RW22L	1 000 ft	11684	XEROX	XEROX	FRISA
Path Descriptor	<b>±</b>	Ŧ	RNP RWY 22L - via BIENN(IF) to MAHF	Path Waypoint Descriptor Identifier	ΤF	¥	¥	Ľ	¥	Ŧ	۸۸	PF	¥	¥	ΨH
Serial Number	100	002	RNP RWY	Serial Number	100	002	003	004	900	900	200	800	600	010	110

RNP RWY 22L via SERAN to BIENN(IF)

GWANGJU APP

**AERODROME ELEV 48 ft** 

130.0 228.9 118.05 254.6 HEIGHTS RELATE TO THR RWY 22L - ELEV **46** ft HIGHEST ELEV TDZ **48** ft **APPROACH VOR/DME RWY 22L** GWANGJU TWR **CHART** Note: Approach and circle to land under U.S. TERPS ELEV, ALT IN FEET MOA 19 DIST IN NM 8 000 AMSK-JADOO BRG ARE MAG VAR 8° W 3 000 AGI FL 400 R 058 KWA/D2 10 000 AMŚL 7 000 MOA 15A (1F) KWA D1Z 4 300 9 000 AMS CATA 4A \$5000 3 000 AG 7 000 AMSL 10 1 000 AGL RK R129 MOA 15 500 AMSL FL 400 GND 000 AMSL CATA 4B KWA D1Z KWA D11 3 500 AMSI 3 300 KWA D9 5 000 (FAF) KWA D7 2 900 2 300 8700 KWA D4 <u>1 240</u> (MAPt) KWA D1.5 GWANGJU 350/ VOR/DME 114.4 KWA := KK RT /\ 998 35°07'34"N 126°48'44"E MAN ALT 4 000 MYM ALT 4 000 MYM SPD 230 KT IAS NAX SPD 230 KT IAS 100 ft R 260 KWA NOTE: OBST 575 ft was not considered as final APCH controlling OBST due to close to SDF. KOTTY R 260 KWA/D13 5000 MOA 20 3800 Ft 400 10 000 AMSL MSA 25 NM NOT TO SCALE **GWANGJU VOR** 4 000 MISSED APPROACH \* VGSI and descent angle not coincident Climb to 4 000 ft on HDG 210°, then right turn direct (VGSI angle 3.0/TCH 51). KWA D13 to KOTTY and hold. HDG 210° IAF JADOO TRANSITION ALT 14 000 R 058 KWA R 058 KWA D17 TRANSITION LVL FL 140 D27 R 034 KWA D17 FAF KWA D11 KWA KWA 238° VOR/DME D9 7 000 (6 952) D7 MAPt KWA 5 000 (4 952) KWA D4 D1.5 .21 <sup>4°</sup> 4 300 (4 252) RWY 3 300 D2.7 2 900  $(\frac{3}{252})$ (2852)2 300 (2 252) VDA 3.29 KWA D17 ARC T 240 (1192)0.81 NM 2.5 NM 3 NM 2 NM 2 NM 6 NM C **CATEGORY** Α D 740-1 3/4 692(700-1 3/4) 740/40 S-VOR 22L 692(700-3/4) S-VOR 22L (ALS INOP) 740/55 740-2 692(700-2) 692(700-1) 740-1 1 140-1 1/2 1 140-3 1 380-3 CIRCLING\* 1 092(1 100-1 1/2) 692(700-1) 1 092(1 100-3) 1 332(1 400-3) \* Circling not authorized for west of RWY 22-04.

**INSTRUMENT** 

GWANGJU/Gwangju(RKJJ)

A I P Republic of Korea RKJJ AD CHART 2 - 32 - 1 12 JAN 2023

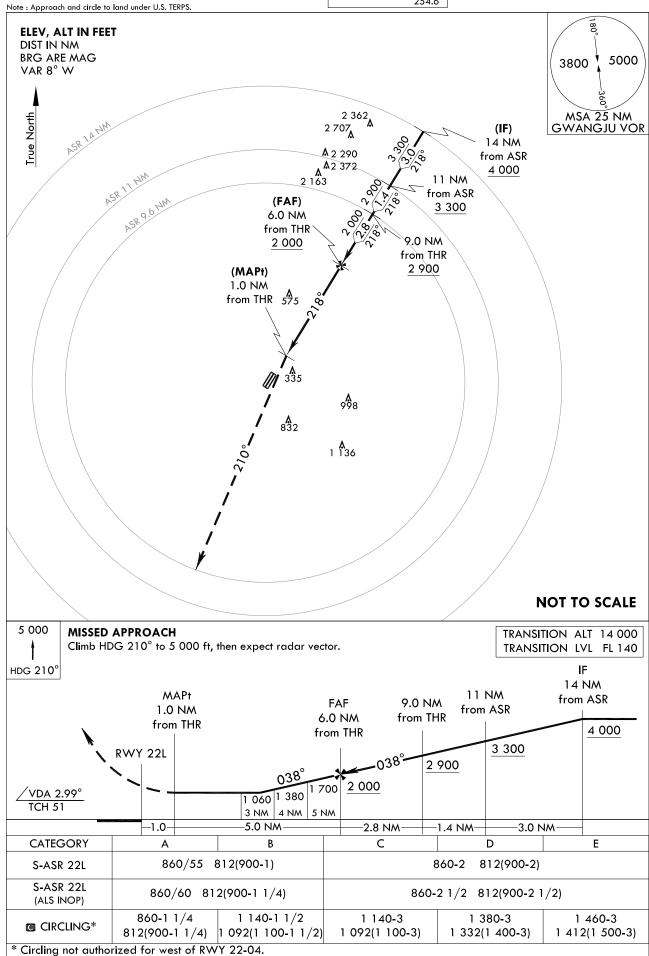
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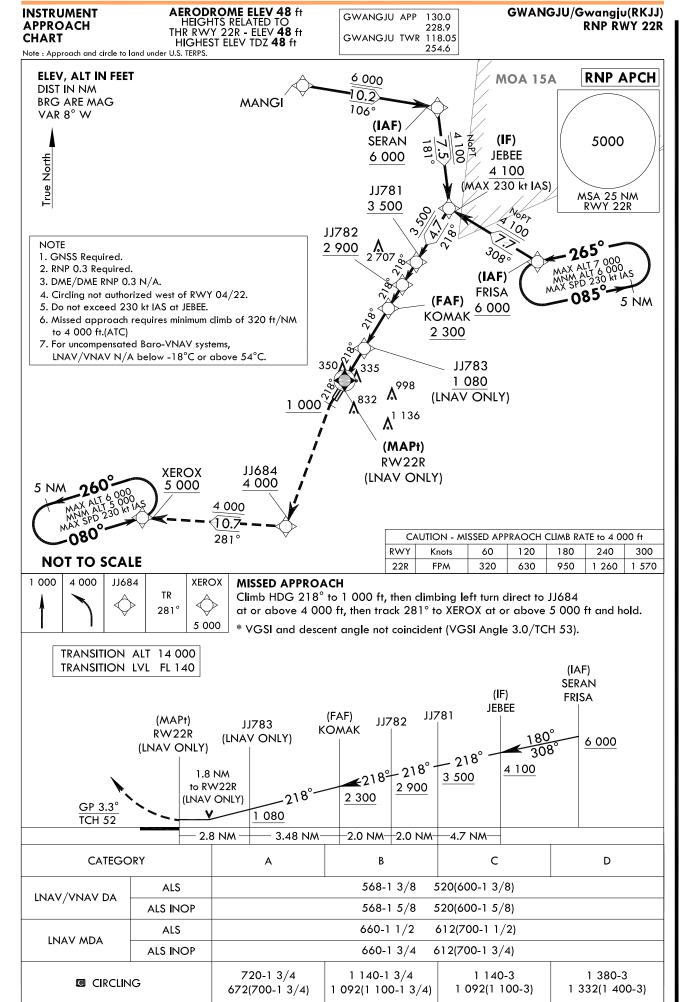
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AIRAC AIP AMDT 1/23 Effective : 1600UTC 22 FEB 2023 INSTRUMENT APPROACH CHART AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 22L - ELEV 46 ft HIGHEST ELEV TDZ 48 ft

GWANGJU APP 130.0 228.9 GWANGJU TWR 118.05 254.6 GWANGJU/Gwangju(RKJJ) ASR RWY 22L



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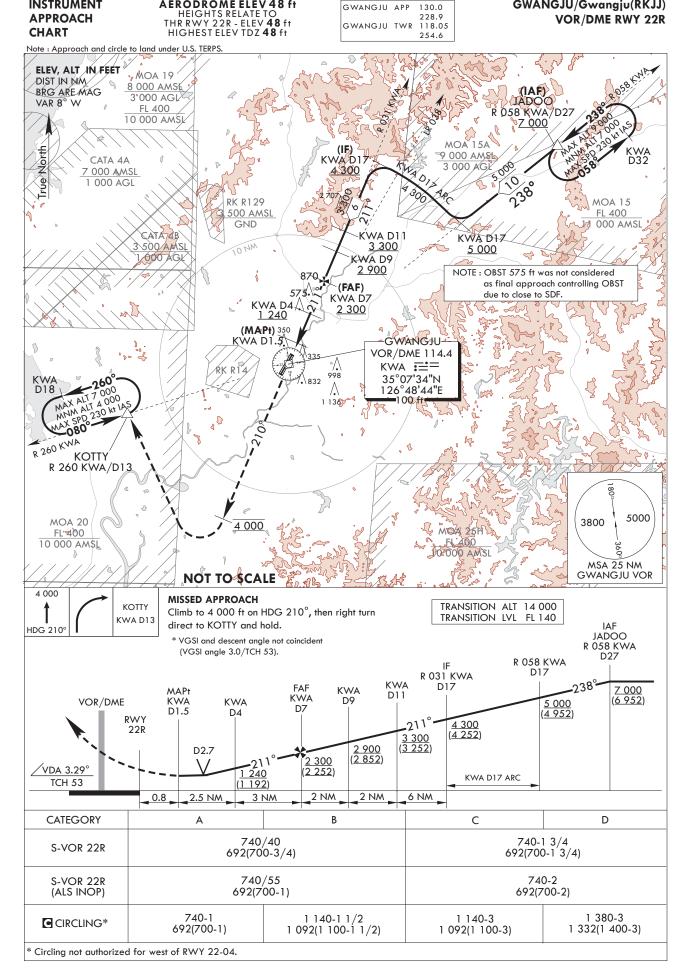
### **AERONAUTICAL DATA TABULATION**

Tables
Coding
Procedure
Approach
nstrument

																#			
Remarks	IAF	IF NoPT		Remarks	IAF	⊩ TooN		Remarks	<u></u>	ı	ı	FAF	LNAV ONLY	MAP† LNAV ONLY	ı	CG 320 ft/NM to 4 000 ft	•	HOLDING 5 NM LEG	HOLDING
Navigation specification	RNP APCH	RNP APCH		Navigation specification	RNP APCH	RNP APCH		Navigation specification	RNP APCH	RNP APCH	RNP APCH	RNP APCH	ı						
YPA/	ı	ı		VPA/ TCH	1	ı		YPA/ TCH	ı	1	ı	-3.3/52	ı	ı	ı	ı	1		,
Coordinates	35°28'45.5"N 126°56'50.7"E	35°21'16.8"N 126°58'05.5"E		Coordinates	35°17'25.0"N 127°06'14.5"E	35°21'16.8"N 126°58'05.5"E		Coordinates	35°21'16.8"N 126°58'05.5"E	35°17'12.3"N 126°55'13.2"E	35°15'28.1"N 126°54'00.0"E	35°13'42.9"N 126°52'46.0"E	35°10'41.8"N 126°50'38.9"E	35°08'15.9"N 126°48'56.6"E	ı	34°57'17.9"N 126°43'53.3"E	34°57'41.4"N 126°30'53.8"E	34°57'41.4"N 126°30'53.8"E	35°17'25.0"N 127°06'14.5"E
Speed (kt)	-230	-230		Speed (kt)	-230	-230		Speed (kt)	-230	ı			1			ı	ı	-230	-230
Altitude (ft)	000 9+	+4 100		Altitude (ft)	000 9+	+4 100		Altitude (ft)	+4 100	+3 500	+2 900	+2 300	+1 080		+1 000		+4 000	-6 000 +5	000 /-
Turn	1			Turn	ı	1		Turn	1	1	1	1	ı		,		,	_	7
Distance (NM)		7.5		Distance (NM)	1	7.7		Distance (NM)		4.7	2.0	2.0	3.5	2.8	1		10.7		
ack	1	181 (172.2)		άς	1	308 (300.1)		Course (Track M(T)	1	218 (210.0)	218 (210.0)	218 (210.0)	218 (210.0)	218 (209.9)	1	1	281 (272.2)	080 (071.6)	265 (256.6)
Fly- over	ı	1	E(IF)	Fly- over	ı	1	MAHF	P. over	ı	ı	ı	ı	ı	<b>\</b>	ı	ı	1)	ı	,
Waypoint Identifier	SERAN	JEBEE	SA to JEBE	Waypoint Identifier	FRISA	JEBEE	EBEE(IF) to ,	Waypoint Identifier	JEBEE	13781	1,1782	KOMAK	1,783	RW22R	1 000 ft	1)684	XEROX	XEROX	FRISA
Path Waypoint Fly- Course/Tr	¥	Ŧ	RNP RWY 22R via FRISA to JEBEE(IF)	Path Waypoint Fly- Course, Tr. Maypoint over	브	11	RNP RWY 22R - via JEBEE(IF) to MAHF	Path Descriptor	¥	Ľ	¥	Ľ	¥	Ŧ	٧٨	PF	¥	ΨH	¥H
Serial Number	100	002	RNP RWY	Serial	100	002	RNP RWY	Serial	100	002	003	004	005	900	200	800	600	010	011

RNP RWY 22R via SERAN to JEBEE(IF)

Republic of Korea 12 JAN 2023 GWANGJU/Gwangju(RKJJ) **INSTRUMENT AERODROME ELEV 48 ft** 



A I P Republic of Korea RKJJ AD CHART 2 - 35 - 1 12 JAN 2023

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AIRAC AIP AMDT 1/23 Effective : 1600UTC 22 FEB 2023

AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 22R - ELEV 48 ft HIGHEST ELEV TDZ 48 ft **INSTRUMENT** GWANGJU/Gwangju(RKJJ) GWANGJU APP 130.0 PAR RWY 22R 228.9 **APPROACH** 118.05 254.6 GWANGJU TWR **CHART** Note : Approach and circle to land under U.S. TERPS 180 **ELEV, ALT IN FEET** DIST IN NM **BRG ARE MAG** 5000 3800 VAR 8° W 2 362 **^** MSA 25 NM GWANGJU VOR True North 2 707<mark>∧</mark> (IF) 14 NM 290 A 2 372 2 163 **^**2 290 from ASR 4 000 11 NM from ASR (FAF) 3 300 5.97 NM from THR 2 000 9.0 NM from THR 2 900 **NOT TO SCALE** 5 000 **MISSED APPROACH** TRANSITION ALT 14 000 Climb to 5 000 ft on HDG  $210^{\circ}$ , then expect radar vector. TRANSITION LVL FL 140 HDG 210° IF 14 NM \* VGSI and descent angle not coincident. 11 NM from ASR (VGSI angle 3.0 / TCH 53) from ASR 9.0 NM from THR 4 000 **FAF** .218° 5.97 NM -218° from THR 3 300 RWY 22R 2 900 ·2185 2 000 GS 3.0° TCH 50 5.97 NM-2.8 NM -1.4 NM 3.0 NM **CATEGORY** C D Ε В Α 248/40 200(200-3/4) S-PAR 22R  $^{st}$  Circling not authorized.

**LEFT** 

AERODROME ELEV 48 ft HEIGHTS RELATED TO THR RWY 22R - ELEV 48 ft HIGHEST ELEV TDZ 48 ft **INSTRUMENT** GWANGJU/Gwangju(RKJJ) GWANGJU APP 130.0 ASR RWY 22R **APPROACH** 228.9 GWANGJU TWR 118.05 **CHART** 254.6 Note : Approach and circle to land under U.S. TERPS 180 **ELEV, ALT IN FEET** DIST IN NM **BRG ARE MAG** 5000 3800 VAR 8° W True North MSA 25 NM 2 362 **A** GWANGJU VOR 2 707<sub>A</sub> (IF) 200% 200% 14 NM **∆**2 290 2 163A A 2 372 from ASR 4 000 11 NM 8 from ASR (FAF) 3 300 6.0 NM from THR 9.0 NM 2 000 from THR 2 900 (MAPt) **^** 575 1.0 NM from THR **A** 832 **∧** 1 136 **NOT TO SCALE** 5 000 **MISSED APPROACH** TRANSITION ALT 14 000 TRANSITION LVL FL 140 Climb HDG 210° to 5 000 ft, then expect for radar vector. IF HDG 210° 14 NM 11 NM MAPt 9.0 NM FAF from ASR from ASR 1.0 NM from THR 6.0 NM from THR from THR 4 000 3 300 RWY 22R 218° 2 900 218° 2 000 1 700 1 380 ´VDA 2.98° 1 060 TCH 51 3 NM 4 NM **5 NM** 2.8 NM 1.0-5.0 NM 1.4 NM--3.0 NM CATEGORY C Ε 860/55 812(900-1) 812(900-2) S-ASR 22R 860-2 S-ASR 22R 860/60 812(900-1 1/4) 860-2 1/2 812(900-2 1/2) (ALS INOP)

CIRCLING\*

1 460-3

1 412(1 500-3)

1 380-3

1 332(1 400-3)

860-1 1/4

812(900-1 1/4)

\* Circling not authorized for west of RWY 22-04.

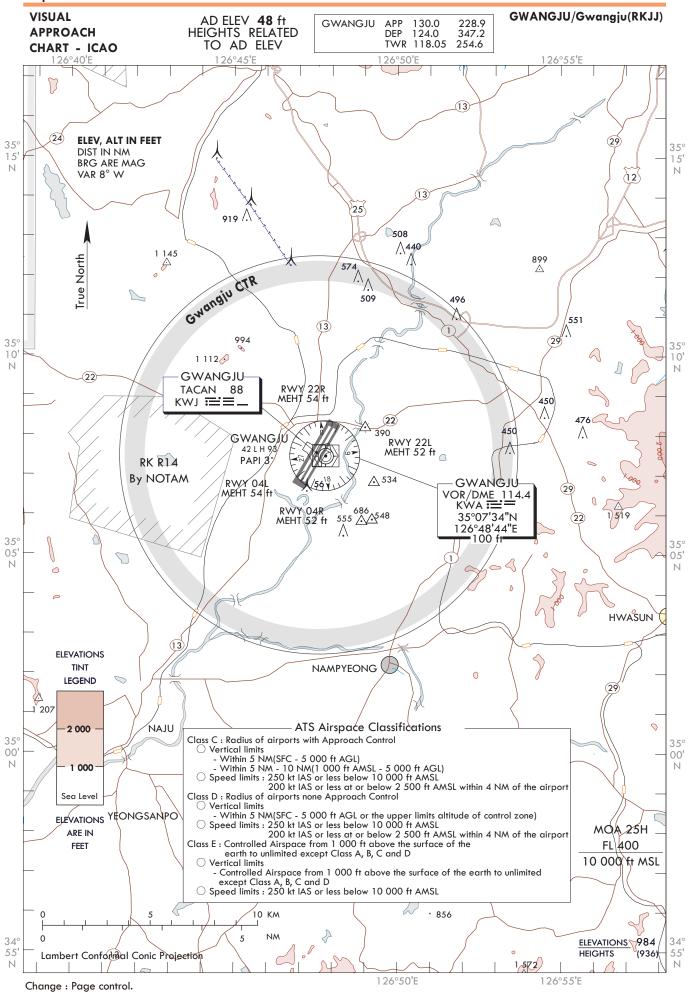
1 140-1 1/2

1 092(1 100-1 1/2)

1 140-3

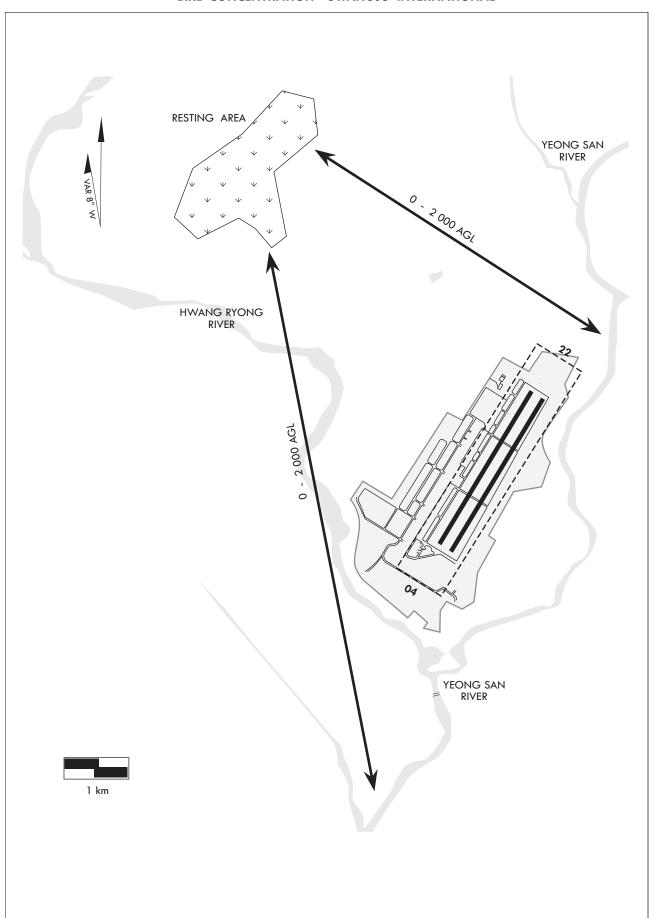
1 092(1 100-3)

**LEFT** 



AIRAC AIP AMDT 1/23 Effective: 1600UTC 22 FEB 2023

### **BIRD CONCENTRATION - GWANGJU INTERNATIONAL**



Change : Page control.

AIRAC AIP AMDT 1/23 Effective : 1600UTC 22 FEB 2023