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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 3/23

9 MAR 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Establishment of abbreviation(TXL).
- b) Information of publication date for Aeronautical Navigation Chart, World Aeronautical Chart and Aeronautical Chart.

1.2 Enroute

- a) Information of initial report and postal code.

1.3 Incheon INTL Airport

- a) Information of notice for the use of VDGS.
- b) Amended phrase(Helipad → Heliport).

1.4 Gimpo INTL Airport

- a) Page control.

1.5 Gimhae INTL Airport

- a) Withdrawal of Y579 and Establishment of Y571/Y572.

1.6 Yangyang INTL Airport

- a) Amended phrases for note, SDF(LOCO ONLY → LOC ONLY), FAF(LOC ONLY), IAF(R 090 YAG → R 091 YAG), profile view and MAX ALT(7 000 → 9 000).

1.7 Gwangju Airport

- a) Information of ALT/speed restrictions for MAKSA, DOOSA, JJ402, MESIL, JJ224, JJ223, JJ684 and XEROX.
- b) Amended phrase(IPSAE → MUJIN).
- c) Establishment of holding procedure and feeder route.

1.8 Uljin Airport

- a) Amended operational hours for ATS airspace.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General) GEN 0.3-1(9 FEB 23) / 0.3-2(9 FEB 23) GEN 0.4-1(9 FEB 23) / 0.4-2(9 FEB 23) GEN 0.4-3(9 FEB 23) / 0.4-4(9 FEB 23) GEN 0.4-5(9 FEB 23) / 0.4-6(9 FEB 23) GEN 0.4-7(9 FEB 23) / 0.4-8(9 FEB 23) GEN 0.4-9(9 FEB 23) / 0.4-10(9 FEB 23) GEN 2.2-17(16 FEB 17) / 2.2-18(16 FEB 17) GEN 3.2-3(15 DEC 22) / 3.2-4(15 DEC 22)	VOL I, Part I - GEN (General) GEN 0.3-1 / 0.3-2 9 MAR 23 GEN 0.4-1 / 0.4-2 19 APR 23 GEN 0.4-3 / 0.4-4 19 APR 23 GEN 0.4-5 / 0.4-6 19 APR 23 GEN 0.4-7 / 0.4-8 19 APR 23 GEN 0.4-9 / 0.4-10 19 APR 23 GEN 2.2-17 / 2.2-18 9 MAR 23 GEN 3.2-3 / 3.2-4 9 MAR 23
VOL I, Part II - ENR (Enroute) ENR 1.14-1(1 MAY 14) / 1.14-2(1 MAY 14)	VOL I, Part II - ENR (Enroute) ENR 1.14-1 / 1.14-2 9 MAR 23
VOL II, Part III - AD (Aerodrome) RKSI AD 2-6-1(25 AUG 22) / 2-6-2(25 AUG 22) AD 2-39(29 JUL 21) / 2-40(29 JUL 21) AD CHART 2-18-1(9 FEB 23) / BLANK RKSS AD CHART 2-11(18 NOV 21) / BLANK RKPK AD CHART 2-15(30 JUN 22) / 2-15-1(30 JUN 22) AD CHART 2-21(25 OCT 18) / 2-21-1(25 OCT 18) AD CHART 2-33(21 NOV 19) / 2-33-1(21 NOV 19) AD CHART 2-34(21 NOV 19) / 2-34-1(21 NOV 19) RKNY AD CHART 2-14(9 FEB 23) / 2-14-1(9 FEB 23) AD CHART 2-15(9 FEB 23) / 2-15-1(9 FEB 23) AD CHART 2-16(15 DEC 22) / 2-16-1(15 DEC 22) AD CHART 2-17(15 DEC 22) / 2-17-1(15 DEC 22)	VOL II, Part III - AD (Aerodrome) RKSI AD 2-6-1 / 2-6-2 9 MAR 23 AD 2-39 / 2-40 9 MAR 23 AD CHART 2-18-1 / BLANK 9 MAR 23 RKSS AD CHART 2-11 / BLANK 9 MAR 23 RKPK AD CHART 2-15 / 2-15-1 9 MAR 23 AD CHART 2-21 / 2-21-1 9 MAR 23 AD CHART 2-33 / 2-33-1 9 MAR 23 AD CHART 2-34 / 2-34-1 9 MAR 23 RKNY AD CHART 2-14 / 2-14-1 9 MAR 23 AD CHART 2-15 / 2-15-1 9 MAR 23 AD CHART 2-16 / 2-16-1 9 MAR 23 AD CHART 2-17 / 2-17-1 9 MAR 23
VOL III, Part III - AD (Aerodrome) RKJJ AD CHART 2-11(12 JAN 23) / 2-11-1(12 JAN 23) AD CHART 2-13(12 JAN 23) / 2-13-1(12 JAN 23) AD CHART 2-22(12 JAN 23) / 2-22-1(12 JAN 23) AD CHART 2-26(12 JAN 23) / 2-26-1(12 JAN 23) AD CHART 2-31(12 JAN 23) / 2-31-1(12 JAN 23) AD CHART 2-34(12 JAN 23) / 2-34-1(12 JAN 23) RKTL AD 2-5(6 MAY 21) / 2-6(6 MAY 21)	VOL III, Part III - AD (Aerodrome) RKJJ AD CHART 2-11 / 2-11-1 9 MAR 23 AD CHART 2-13 / 2-13-1 9 MAR 23 AD CHART 2-22 / 2-22-1 9 MAR 23 AD CHART 2-26 / 2-26-1 9 MAR 23 AD CHART 2-31 / 2-31-1 9 MAR 23 AD CHART 2-34 / 2-34-1 9 MAR 23 RKTL AD 2-5 / 2-6 9 MAR 23

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	
27/21	Gimpo AP - Temporary Obstacle Erected	AD	1 SEP 21 / 31 MAR 23	
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	
19/22	ENR - Temporary Drone Special Areas Established	ENR	3 JUN 22 / 2 JUN 23	
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	
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	
1/23	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 27 JUN 23	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
3/23	Gimpo AP - Temporary Obstacles Erected	AD	8 MAR 23 / 30 SEP 25	
4/23	Ulsan AP - Temporary Obstacles Erected	AD	1 SEP 22 / 31 AUG 23	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
1/23	Ulsan AP - Unserviceability of UJN VORTAC	AD	22 FEB 23 / 9 AUG 23	
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
3/23	Gimpo AP - Operational Restrictions	AD	23 MAR 23 / 4 APR 23	
4/23	ENR / Yangyang AP - Unserviceability of GANGWON VORTAC	ENR / AD	19 APR 23 / 1 NOV 23	
5/23	ENR - KSLV II(Korea Space Launch Vehicle II) Launch	ENR	10 MAY 23 / 29 JUN 23	
6/23	Incheon AP - RWY 15R/33L and TWYs Closed due to Construction	AD	25 JAN 23 / 1 NOV 23	
7/23	Gimpo AP - Operational Restrictions	AD	19 APR 23 / 14 JUN 23	
8/23	Gimpo AP - Operational Restrictions	AD	19 APR 23 / 28 SEP 23	
9/23	Jeju AP - Operational Restrictions - Code Letter 'F' Aircraft Operation	AD	19 APR 23 / 11 NOV 23	
10/23	Jeju AP - Operational Restrictions - Take-off Weather Minima Change	AD	19 APR 23 / 11 NOV 23	
11/23	Jeju AP - Temporary Obstacle Erected	AD	1 MAY 23 / 11 AUG 24	
12/23	Muan AP - Unserviceability of ILS/DME	AD	19 APR 23 / 12 JUL 23	
13/23	Yeosu AP - Unserviceability of ILS/DME	AD	19 APR 23 / 1 NOV 23	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1 - 5	23 NOV 17	1.5 - 18	13 APR 17	2.3 - 10	12 JAN 23	GEN 4	
0.1 - 6	23 NOV 17	1.5 - 19	28 JUL 22	2.3 - 11	4 JUL 19	4.1 - 1	9 MAY 19
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0.3 - 1	9 MAR 23	1.5 - 22	28 JUL 22	2.4 - 2	12 JAN 23	4.1 - 4	12 JAN 23
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0.4 - 2	19 APR 23	1.5 - 25	13 JAN 22	2.5 - 1	17 NOV 22	4.1 - 7	12 JAN 23
0.4 - 3	19 APR 23	1.5 - 26	13 JAN 22	2.5 - 2	17 NOV 22	4.1 - 8	12 JAN 23
0.4 - 4	19 APR 23	1.5 - 27	13 JAN 22	2.6 - 1	1 MAY 14	4.1 - 9	12 JAN 23
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GEN 1		GEN 2		3.1 - 5	12 JAN 23	ENR 1	
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CHART 2 - 24	15 DEC 22		
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CHART 2 - 25-1	15 DEC 22		
CHART 2 - 26	22 SEP 22		
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INTENTIONALLY

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TS...	Thunderstorm (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRASN=thunderstorm with rain and snow)	뇌전
TT	Teletypewriter	텔레타이프
TUE	Tuesday	화요일
TURB	Turbulence	난류
T-VASIS	T visual approach slope indicator system	T형 진입각 지시등
TVOR	Terminal VOR	비행장 VOR
TWR	Aerodrome control tower or aerodrome control	관제탑
TWY	Taxiway	유도로
TWYL	Taxiway-link	유도로 연결
TX	Transmitter	송신기
TXL	Taxilane	유도선
TYP	Type of aircraft	항공기 형식
TYPH	Typhoon	태풍
U		
U	Upward(tendency in RVR during previous 10 minutes)	상승경향
UAB	Until advised by...	...에 의해 권고될 때까지
UAC	Upper area control center	고고도지역관제센터
UAR	Upper air route	고고도 항공로
UDF	Ultra high frequency direction-finding station	극초단파 방향탐지국
UFN	Until further notice	추후 통보시까지
UHDT	Unable higher due traffic	교통량으로 고도상승 불가능
UHF	Ultra high frequency(300 to 3 000 MHz)	극초단파
UIC	Upper information centre	고고도 비행정보센터
UIR	Upper fight information region	고고도 비행정보구역
ULR	Ultra long range	극초장거리
UNA	Unable	할수없음
UNAP	Unable to approve	승인할 수 없음
UNL	Unlimited	무한정
UNREL	Unreliable	신뢰할 수 없는
U/S	Unserviceable	사용불능
UTA	Upper control area	고고도 관제구역
UTC	Co-ordinated universal time	국제표준시
V		
VA	Volcanic ash	화산재
VAC	Visual approach chart(followed by name/title)	시각접근지도
VAL	In valleys	계곡내
VAL	Visual approach and landing chart	시계접근착륙지
VAN	Runway control van	활주로 통제차량
VAR	Magnetic variation	자기편차
VAR	Visual-aural radio range	가시-가청 무선범위
VASIS	Visual approach slope indicator system	진입각지시등
VC	Vicinity of the aerodrome(followed by, FG =fog, FC =funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog)	비행장부근
VCY	Vicinity	부근
VDF	Very high frequency direction-finding station	VHF 방향탐지국
VER	Vertical	수직의
VFR	Visual flight rules	시계비행방식
VHF	Very high frequency(30 to 300 MHz)	초단파
VIP	Very important person	귀빈
VIS	Visibility	시정

VLF	Very low frequency(3 to 30 kHz)	초장파
VLR	Very long range	초장거리
VMC	Visual meteorological conditions	시계비행기상조건
VOLMET	Meteorological information for aircraft in flight	비행중 항공기를 위한 기상정보
VOR	VHF omnidirectional radio range	전방향표지시설
VORTAC	VOR and TACAN combination	VOR 및 TACAN 병설장비
VOT	Vor airborne equipment test facility	VOR 공중 장비시험시설
VPA	Vertical path angle	수직경로진입각
VRB	Variable	가변성의
VSA	By visual reference to the ground	시각에 의한 지상 참조에 의하여
VSP	Vertical speed	수직강하속도
VTOL	Vertical take-off and landing	수직 이륙 및 착륙

W

W	West or western longitude	서쪽 또는 서경
W	White	백색
WAC	World Aeronautical Chart ICAO-1:1,000,000(followed by name/title)	세계항공도
WAFc	World area forecast center	세계지역 예보센터
WB	Westbound	서쪽행
WBAR	Wing bar lights	활주로 시단 연장등
WDI	Wind direction indicator	풍향지시기
WDSPR	Widespread	광범위한
WED	Wednesday	수요일
WEF	With effect from or effective from	...부터 유효
WGS-84	World Geodetic System - 1984	세계측지계 -1984
WI	Within	...이내
WID	Width	폭, 너비
WIE	With immediate effect or effective immediately	즉시유효
WILCO	Will comply	...에 따르다
WIND	Wind	바람
WINTeM	Forecast upper wind and temperature for aviation	상층풍 및 상층온도예보
WIP	Work in progress	작업진행중
WKN	Weaken or weakening	약해진
WNW	West north west	서북서
WO	Without	...없이
WPT	Way-point	웨이포인트
WRNG	Warning	경고
WS	Wind shear	윈드시어
WSPD	Wind speed	풍속
WSW	West south west	서남서
WT	Weight	중량, 무게
WTSPT	Waterspout	용오름
WWW	World wide web	세계인터넷망
WX	Weather	기상

X

X	Cross	횡단하다
XBAR	Crossbar(of approach lighting system)	횡측(진입등화의)
XNG	Crossing	횡단
XS	Atmospherics	공전

Y

Y	Yellow	황색
YCZ	Yellow caution zone(runway lighting)	황색 경계구역
YR	Your	당신

Z

Z	Coordinated Universal Time(in meteorological message)	국제표준시 표시기호(기상전문에서)
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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 표준계기도착비행로를 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	-	30 NOV 2022	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	30 NOV 2022	10 000 KRW	
항공도 Aeronautical Chart - ICAO	1 : 500000	2379-AB/2379-CD 2380-AB/2380-CD 2387-AD	30 NOV 2022	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 Airport 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 publication date for Aeronautical Navigation Chart, World Aeronautical Chart and Aeronautical Chart.

ENR 1.14 AIR TRAFFIC INCIDENTS

1. ATS INCIDENT 정의

1.1 ATS INCIDENT라 함은 항공교통업무와 관련하여 발생한 다음 각 호의 장애를 말한다.

- 가) 항공기 근접비행(AIRPROX)
나) 다음 각목의 원인으로 항공기 안전운항에 위험한 상황을 초래할 수 있는 장애
- 1) 활주로침범(runway incursion)
 - 2) 활주로상의 장애물(obstruction on runway)
 - 3) 절차오류(faulty procedures)
 - 4) 절차불이행(non-compliance with procedures)
 - 5) 지상시설의 고장(failure of ground facilities)

1.1.1 항공기근접(Aircraft Proximity) 및 항공기 근접비행(AIRPROX)의 정의

항공기 근접비행. 항공교통업무 종사자 또는 조종사가 항공기간의 상대적인 위치, 속도 및 거리가 항공기의 안전을 위협하는 상황을 말하며, 다음과 같이 분류한다.

충돌위험
심각한 충돌위험이 존재했던 위험등급.

안전미확보
항공기안전이 위태로운 상황으로 발전할 수 있었던 위험등급.

충돌위험없음
충돌위험성이 존재하지 않았던 위험등급.

결정불가능
불충분한 정보 및 상반된 증거로 위험에 처한 상황을 결정하거나 결정을 내릴 수 없는 위험등급.

AIRPROX
항공기 근접비행의 표시를 위하여 항공교통 준사고 보고 시 사용되는 코드 용어.

1.2 ATS INCIDENT는 다음과 같이 표시·구분 한다.

종 류	표 시	Type	Designation
ATS INCIDENT	ATS INCIDENT	Air traffic incident	Incident
a)항 관련	항공기 근접비행	as a) above	AIRPROX (aircraft proximity)
b)항 1) 관련	활주로침범	as b) 1) above	runway incursion
b)항 2) 관련	활주로상의 장애물	as b) 2) above	obstruction on runway
b)항 3) 및 4) 관련	절 차	as b) 3) and 4) above	Procedure
b)항 5) 관련	시 설	as b) 5) above	Facility

2. ATS INCIDENT 양식의 사용 (ENR 1.14-3 ~ 1.14-5 참조)

ATS INCIDENT 보고서는 조종사가 공항에 도착 후, ATS INCIDENT 또는 비행 중에 무선통신으로 기보고한 내용의 확인을 위하여 사용된다.

주 - 본 양식을 소지하고 비행 중인 항공기가 이용이 가능한 경우에 초기 보고 및 항공고정통신망에 의한 전문 형식으로 사용 할 수 있다.

1. Definition of air traffic incidents

1.1 "Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as :

- a) aircraft proximity (AIRPROX);
b) serious difficulty resulting in a hazard to aircraft caused, for example, by:
- 1) runway incursion
 - 2) obstruction on runway
 - 3) faulty procedures
 - 4) non-compliance with procedures, or
 - 5) failure of ground facilities.

1.1.1 Definitions for aircraft proximity and AIRPROX

aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows :

Risk of collision
The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured
The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision
The risk classification aircraft proximity in which no risk of collision has existed.

Risk not determined
The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX
The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows :

2. Use of the Air Traffic Incident Report Form (See model on pages ENR 1.14-3 to 1.14-5)

The Air Traffic Incident Report Form is intended for use :
by a pilot for filing a report on an air traffic incident after arrival of for confirming a report made initially by radio during flight.

Note - The form, if available on board, may also be used in making an initial report in flight or as the format for the text of a message to be transmitted over the AFS network.

3. 보고절차 (비행 중 절차 포함)

3.1 ATS INCIDENT와 연관된 조종사는 다음 각 호와 같이 조치하여야 한다.

가. 비행 중에 당해 준사고와 다른 항공기가 관련된 경우, 사실 확인을 위하여 지체 없이 주요내용을 관련 공지 통신으로 보고하여야 한다.

나. 착륙 후 가능한 빨리 다음의 상황에 의한 ATS INCIDENT 보고서를 작성하여 제출하여야 한다.

(1) 가)호와 관련하여 최초로 보고한 준사고의 내용 확인 또는 공지통신주파수로 보고가 곤란하였던 경우, 최초보고 내용의 보완

(2) INCIDENT 발생 시 즉각적인 보고가 요구되지 않는 사건의 보고

3.2 무선통신으로 초기보고에는 다음 각 호의 내용을 포함하여야 한다.

A. 항공기 호출부호

B. INCIDENT 종류, 예) 항공기 근접비행

C. INCIDENT 내용

- 1. General

a) date / time of incident

b) Position

- 2. Own aircraft

a) Heading and route

b) True airspeed

c) Level & altimeter setting

d) Aircraft climbing or descending

n) Avoiding action taken

- 3. Other aircraft

a) Type and call sign / Registration

b) describe below (if a) not known)

c) Aircraft climbing or descending

i) Avoiding action taken

- 4. Distance

a) Closest horizontal distance

b) Closest vertical distance

D. MISCELLANEOUS

- 1. e) Aerodrome of first landing & destination

3.3 최초 INCIDENT 보고 또는 무선교신 시 최초 보고한 INCIDENT의 확인을 위하여 INCIDENT 보고서를 국토교통부 항공철도사고조사위원회로 제출하여야 한다. 필요시 조종사는 최초 보고한 내용을 보완하여 작성할 수 있다.

- 주소 :

(우) 30110

세종특별자치시 다솜 2로 94

정부세종청사 5동 603

- 전화 : 044-201-5447

- 팩스 : 044-201-5698

- Website : <http://www.araib.go.kr>

4. 보고의 목적

4.1 항공기 근접비행 및 INCIDENT 조사는 항공기 안전증진을 위함이며, 항공기 근접비행과 관련한 위험정도는 INCIDENT 조사를 통하여 결정 된다. 위험정도는 「충돌 위험」, 「안전미확보」, 「충돌위험없음」, 「결정불가능」으로 분류 한다.

4.2 보고양식 작성은 가능한 조사기관에 당해 준사고의 세부 정보를 제공하여, 동 조사기관이 조종사 또는 관련 운전자에게 신속하게 당해 INCIDENT 조사결과에 의한 조치 사항을 통보하기 위함이다.

3. Reporting procedures (including in-flight procedures)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident :

a. during flight, use the appropriate air to ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to ascertain immediately;

b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form.

(1) for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;

(2) for reporting an incident which did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information :

A. AIRCRAFT IDENTIFICATION;

B. TYPE OF INCIDENT, e.g. aircraft proximity;

C. THE INCIDENT

- 1. General

a) Date / time of incident

b) Position

- 2. Own aircraft

a) Heading and route

b) True airspeed

c) Level & altimeter setting

d) Aircraft climbing or descending

n) Avoiding action taken

- 3. Other aircraft

a) Type and call sign / Registration

b) Describe below (if a) not known)

c) Aircraft climbing or descending

i) Avoiding action taken

- 4. Distance

a) Closest horizontal distance

b) Closest vertical distance

D. MISCELLANEOUS

- 1. e) Aerodrome of first landing & destination

3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to Aviation and Railway Accidents Investigation Board, Ministry of Land, Infrastructure and Transport. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

- Address :

Government Complex Building 5-603,

#94 Dasom 2-ro, Sejong City, 30110,

Republic of Korea

- TEL : +82-44-201-5447

- Telefax : +82-44-201-5698

- Website : <http://www.araib.go.kr>

4. Purpose of reporting and handling of form

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured", "no risk of collision" or "risk not determined".

4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

Notice for the use of VDGS

1. VDGS service is provided to Concourse stands (total 30). Marshalling service should be provided for any of the following cases;
 - a. When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc.
 - b. When a Low Visibility Procedure is in operation.
 - c. When Aircraft types are IL62, IL76, IL96, TU204, B789, B748, A359, B781, 7M8, A339, A32N and A32Q.
2. In case the aircraft type and the stand number displaying on the PDU are different from the actual approaching aircraft type and the actual stand number, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.
3. If the stand number and aircraft type are still displayed alternately on the PDU until the aircraft approaches to 10 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction.
4. If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button.
 - a. When the aircraft overruns or is expected to go more than 1 m from the stop point.
 - b. In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number.
 - c. In case there is any obstacle interrupting the normal docking procedure around the docking area.
5. In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first.
6. When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP or ESTOP message is displayed on the PDU.
7. If the aircraft approaches to the stand in excess of the speed limit in Concourse, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.

General explanation of PDU(Pilot Display Unit) _ Passenger Terminal #1 and #2

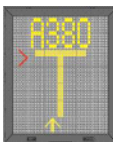


1. It is the laser unit to detect the approaching aircraft.
2. During the docking procedure, it visually represents the guidance information such as aircraft type and remaining distance.
3. It represents the stand centre line. When the laser unit detects the approaching aircraft, this vertical bar is displayed to let the pilot know the correct course.
4. It provides the azimuth guidance information to the pilot. When the aircraft deviates from the stand centre line, this symbol is shown to correct the direction which the arrow symbol points to.
5. It is the symbol of the aircraft.

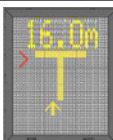
The VDGS(Visual Docking Guidance System) Docking Procedure _ Passenger Terminal #1 and #2



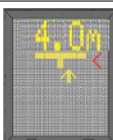
1. The docking preparation
 - a. After initializing the docking stand designation, WAIT message will be displayed and then the expected aircraft type displayed continuously on the upper LED of the PDU. At the same time, the lead-in lights installed along the stand centre line will be switched on.
 - b. When the aircraft is detected by the laser unit, floating arrow symbol will be displayed on the lower LED of the PDU.



2. The azimuth guidance information
 - a. In case the aircraft deviates from the stand centre line, the red arrow symbol will be displayed.

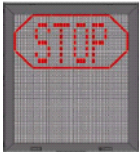
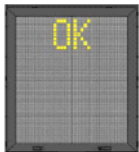


3. The remaining distance information
 - a. The remaining distance information will be shown numerically on the upper LED of the PDU with the graphical presentation starting from 30 m before the stop point. At the same time, the aircraft symbol will be shown along the stand centre line displaying on the lower LED of the PDU.



- b. The remaining distance information will be displayed 30 m to 3 m by 1 m step (30, 29,..., and 3 m) and the remaining last 3.0 m will be shown by 0.1 m step (3.0, 2.9,...,0.1, and STOP). Some remaining distance information may not be displayed on the PDU according to the aircraft docking speed.

Change : Information of notice for the use of VDGS.

	4. The STOP information - It represents that the pilot should stop his aircraft. - If the aircraft overruns more than 1 m, STOP TOO FAR message will be shown on the upper LED of the PDU. - The STOP will be displayed when the aircraft deviates too far from the stand centre line or the field operator presses the E-STOP button.
	5. The STOP_SBU/IDFAIL information - The STOP_SBU/IDFAIL(Emergency stop) will be displayed when system error or approaching aircraft is different actual aircraft type. - In case STOP_SBU/IDFAIL message is shown on the PDU, the aircraft should be stopped immediately.
	6. The docking completion information When the aircraft has reached the stop point within the tolerance, the OK message will be shown on the upper LED of the PDU.
	7. The BTIME(On block time) Information - The BTIME message and time will be displayed on the PDU right after changing from STOP to OK message. - The BTIME(On block time) will be transmitted to the IIS(Integrated Information System).
A-CDM Information on VDGS _ Passenger Terminal #1 and #2	
	TOBT and TSAT information is provided on VDGS for push-back waiting aircraft. (Refer to AD 2.20)
Notice for the use of VDGS - VDGS service is provided to Passenger Terminal stands NR. 1(total 44) and NR. 2(total 51). Marshalling service should be provided for any of the following cases; - When VDGS or ASDE is inoperative in case of work in progress, heavy snow, etc. - When a Low Visibility Procedure is in operation. - In case the aircraft type displaying on the PDU is different from the actual approaching aircraft type, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. - If ID FAIL is displayed on the PDU between the stop point and 15 m prior to the stop point, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. - If the ESTOP message is displayed on the PDU, the pilot should stop his aircraft immediately and notify the Incheon Apron, and then follow the marshaller's instruction. For any of the following cases, the field operator should press the emergency stop button. - When the aircraft overruns or is expected to go more than 1 m from the stop point. - In case the pilot does not stop the aircraft immediately, although the aircraft type and the gate number displayed on the PDU differ from the actual aircraft type and gate number. - In case there is any obstacle interrupting the normal docking procedure around the docking area. - In case that the VDGS docking information and the marshaller's instruction are different, the pilot should follow the marshaller's instruction first. - When the aircraft reaches about 10 m prior to the stop point, the pilot should decrease the speed as much as the aircraft could be stopped immediately until the STOP message is displayed on the PDU. - If the aircraft approaches to the stand in excess of the speed limit, the SLOW message should be displayed on the PDU. The pilot should reduce the speed.	

Change : Information of notice for the use of VDGS.

3.1.1 Procedure for VFR Flights

VFR Flight which has encountered radio communication failure shall

- 1) Squawk 7600, and
- 2) If able to see the light gun signal from control tower, follow that instruction.
- 3) If unable to see the light gun signal from control tower, hold over downwind for RWY 16R/34L, 15L/33R until ETA or for 10 minutes, whichever is longer; then
- 4) land on RWY 16R/34L, 15L/33R or H in use as appropriate.

3.2 In IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1 :

3.2.1 DEPARTURE AIRCRAFT

- 1) Squawk 7600
- 2) Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following :
 - i) the time the transponder is set to Code 7600; or
 - ii) the time the last assigned level or minimum flight altitude is reached; whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;
- 3) When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

3.2.2 ARRIVAL AIRCRAFT

- 1) Squawk 7600
 - 2) Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR(1.5 Assignment of STAR notified at RKSJ AD 2.22 Flight Procedures) no later than the next significant point. Then commence descent as filed.
 - 3) Start approach to the assigned runway without delay.
 - 4) If no specific runway for landing has been assigned, start approach to runway 15L/33R without delay. If runway 15L/33R is closed, start approach to runway 15R/33L or runway 16R/34L.
- * No fly area : The aircraft shall not fly north of R 271 YJU, except simultaneous approach RWY 15L/R aircraft.

4. Take-off Weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL ***	REDL or RCL ***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	15L	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	33R	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	15R	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	33L	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	16L	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	34R	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	16R	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft
	34L	75 m / 300 ft	125 m / 400 ft	150 m / 500 ft	200 m / 600 ft	300 m / 1 000 ft	400 m / 1 200 ft	500 m / 1 600 ft

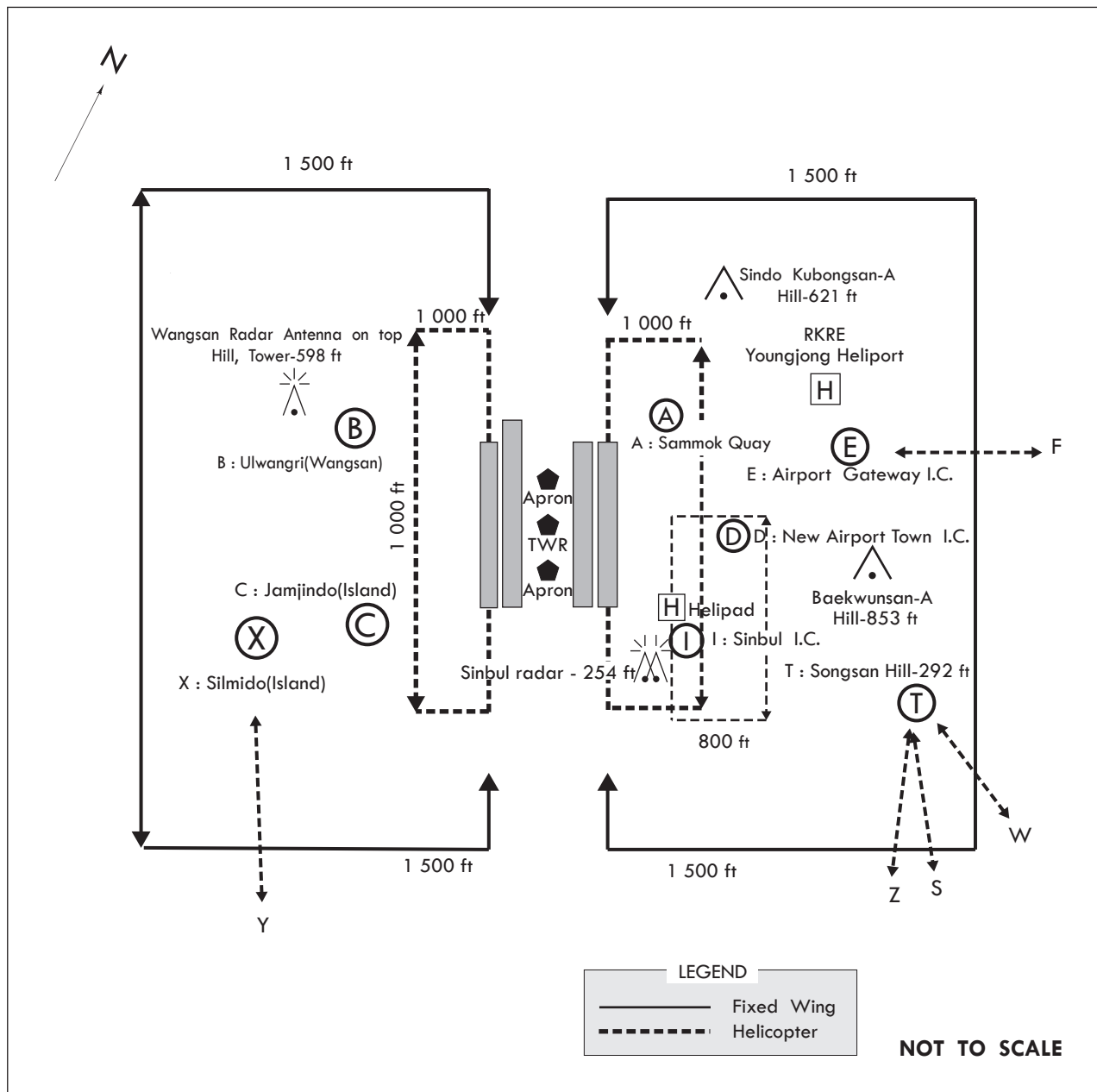
Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

* With certified TGS(Take-off Guidance System).

** The TDZ RVR/VIS may be assessed by the pilot.

*** For Night Operations at least REDL or RCLL and RENL are available.

VFR Traffic Circuits - INCHEON INTL Airport



Note

1. The area was established according to the Regulation of Airspace Management, notification of the MOLIT.
2. For information about H refer to RKSI AD 2.16 Helicopter Landing Area and East Pattern Altitude is 800 ft within 1 NM from H.
3. Traffic pattern altitudes for runways are for CAT H - D.
4. Aircraft/helicopter flying via E(Airport Gateway IC) should use caution for VFR traffic around RKRE(Youngjong Heliport).
5. As practical as possible, pilot should avoid congested areas, hospital, school, institute, and so on (especially airport town near D point).
6. If runway 15L/R or 16L/R is in use, VFR should fly via I or C at or below 500 ft along southern breakwater when crossing over the south of airport.
7. If runway 33L/R or 34L/R is in use, VFR should fly via A or B at or below 500 ft along northern breakwater when crossing over the north of airport.

Change : Amended phrase(Helipad → Heliport).

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE

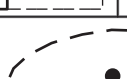
TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

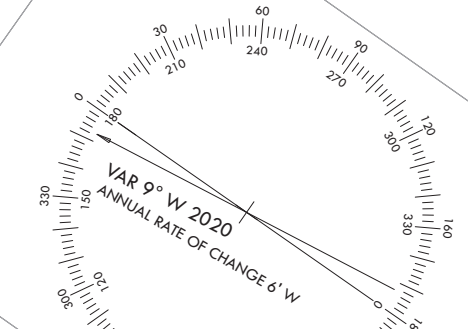
TRANSITIONAL SURFACE 1:7

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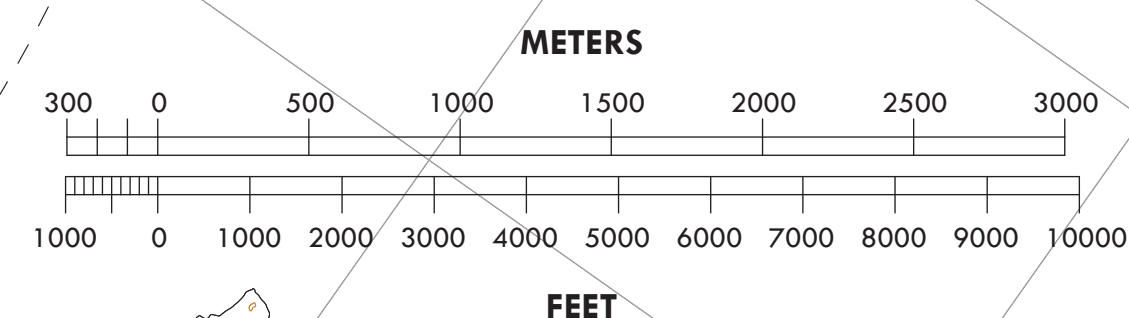
LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E		
Tree or shrub		Identification number 
Pole, tower, spire, antenna, etc		
Building or large structure		
Peak or mountain		
Railroad		
Transmission line or overhead cable	 T—T T—T	
Terrain penetrating obstacle plane		
Clearway(CVY)		
Obstacles concentration area The highest obstacle in each area is depicted on chart		

ORDER OF ACCURACY

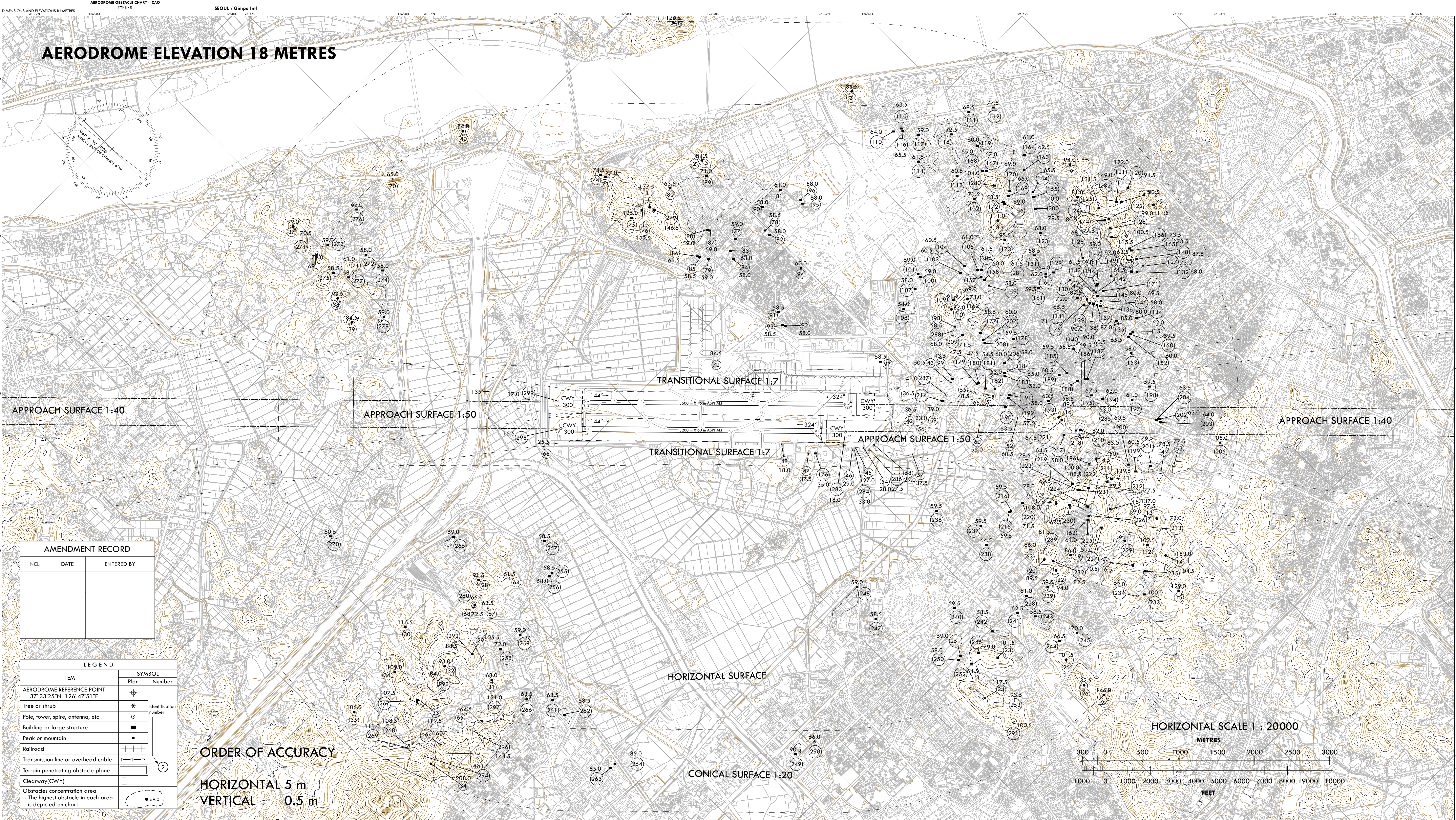
HORIZONTAL 5 m
VERTICAL 0.5 m



HORIZONTAL SCALE 1 : 25000



OBSTACLES					
NO	COORDINATES (WGS-84)		ELEV (MSL)	ITEM	NOTE
174	37°29'22.23"	126°29'56.16"	89.7	Building	
175	37°29'21.55"	126°29'57.51"	86.9	Building	
176	37°29'20.76"	126°29'59.53"	96.1	Building	
177	37°29'19.35"	126°29'57.12"	88.0	Building	
178	37°29'19.03"	126°29'53.79"	81.0	Building	
179	37°29'20.44"	126°29'54.26"	83.9	Building	
180	37°28'51.08"	126°30'08.55"	70.4	Building	
181	37°28'49.92"	126°30'11.07"	70.4	Building	
182	37°28'48.55"	126°30'13.37"	71.9	Building	
183	37°28'47.05"	126°30'15.60"	70.4	Building	
184	37°28'46.48"	126°30'16.88"	70.4	Building	
185	37°28'50.25"	126°30'17.71"	71.9	Building	
186	37°28'51.53"	126°30'09.02"	70.4	Building	
187	37°28'52.27"	126°30'11.33"	70.3	Building	
188	37°28'53.35"	126°30'13.31"	71.9	Building	
189	37°28'50.94"	126°30'15.61"	70.4	Building	
190	37°28'49.73"	126°30'15.54"	70.3	Building	
191	37°28'50.26"	126°30'18.21"	70.3	Building	
192	37°29'26.57"	126°29'46.21"	63.3	Building	



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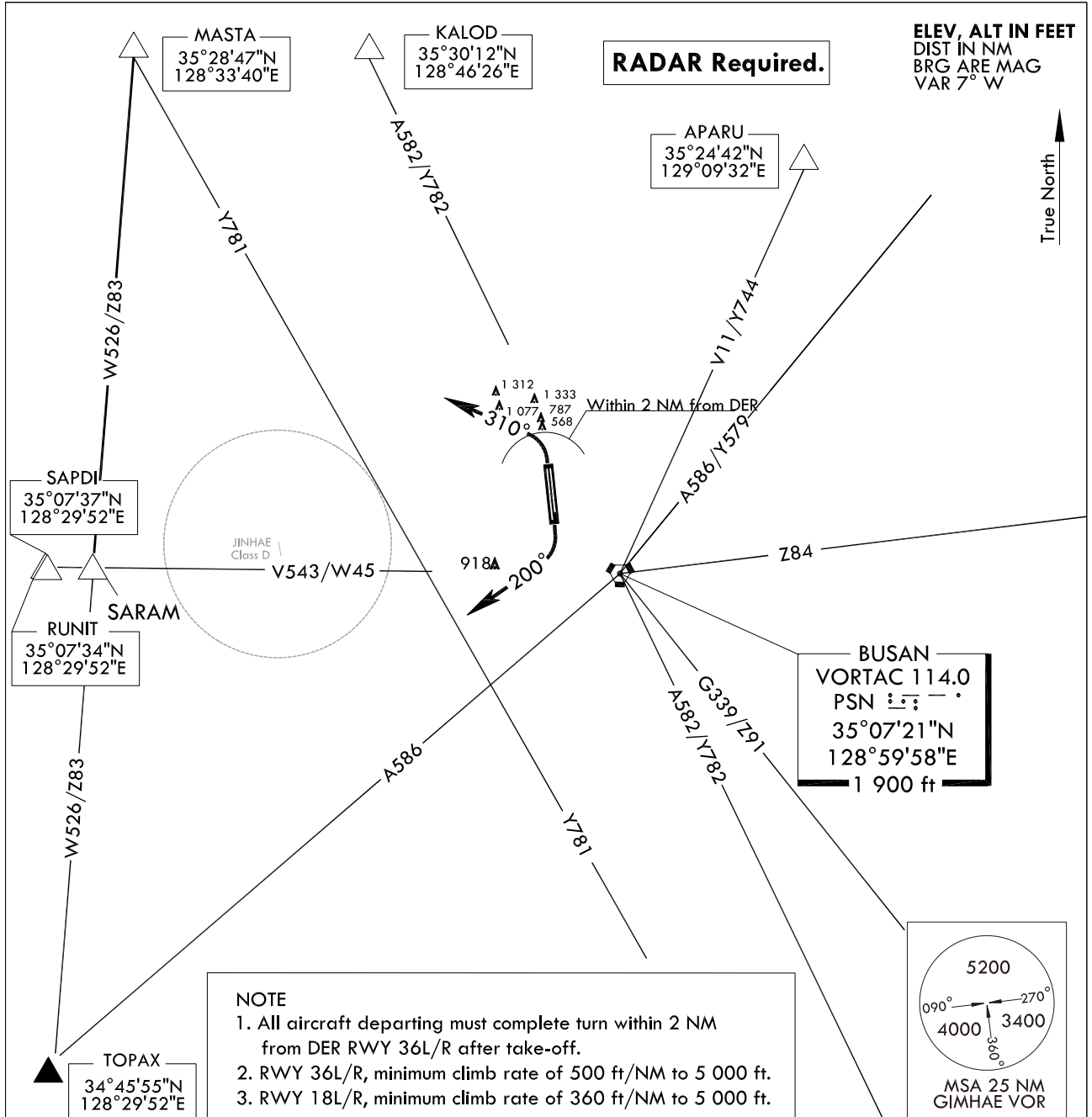
**STANDARD DEPARTURE
CHART - INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450

BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
RWY 18L/R
GIMHAE 2

Note : Departure under U.S. TERPS.



Change : Withdrawal of Y579.

INTENTIONALLY

LEFT

BLANK

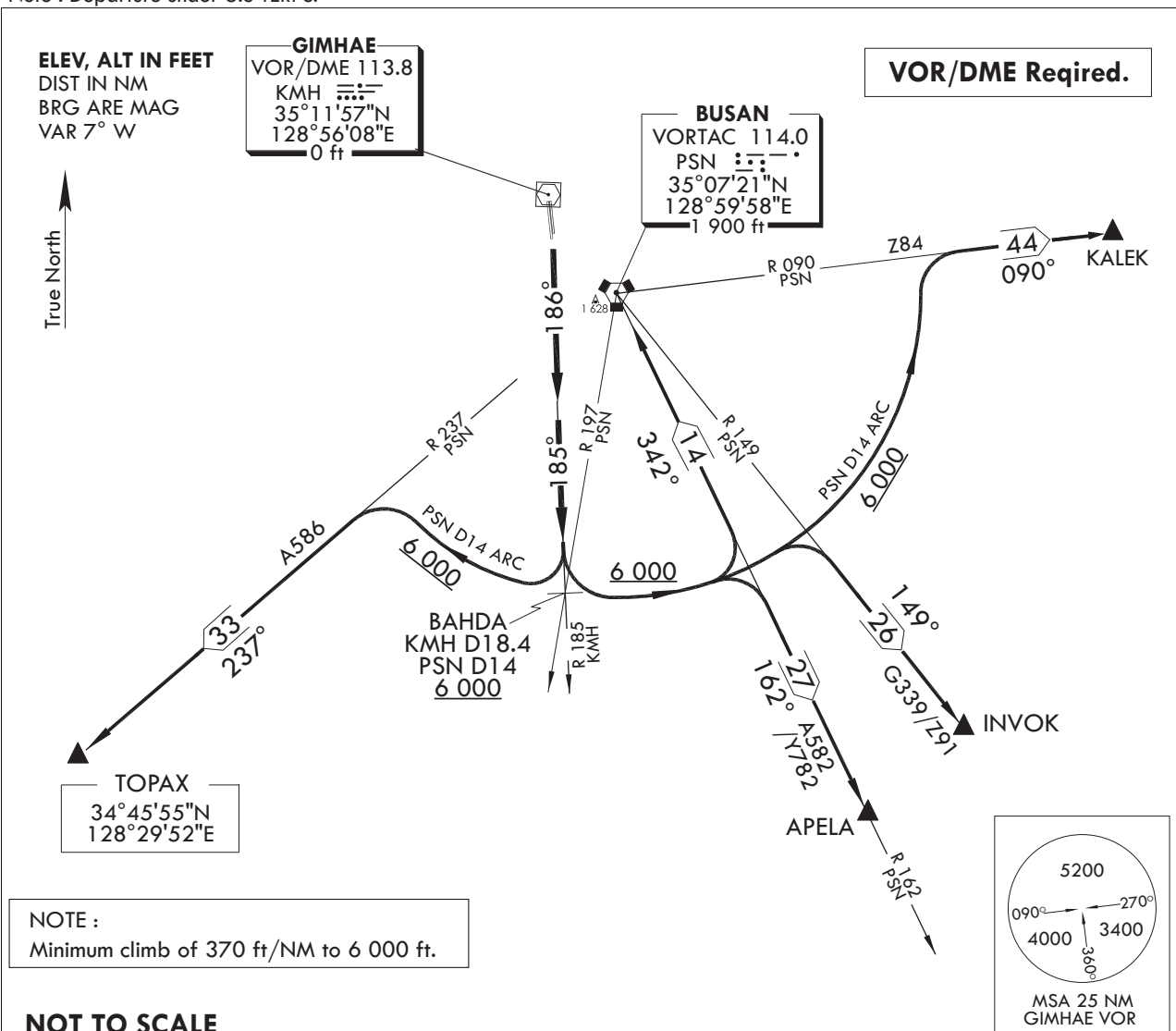
**STANDARD DEPARTURE CHART
INSTRUMENT (SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5 363.8
GIMHAE TWR 118.1 233.3
118.450 236.6

BUSAN/Gimhae INTL(RKPK)
RWY 18L/R
BAHDA 1

Note : Departure under U.S TERPS.



DEPARTURE ROUTE DESCRIPTION

BAHDA 1 DEPARTURE

RWY 18L/R : Climb 6 000 ft via HDG 186° to intercept R 185 KMH to cross BAHDA at or above 6 000 ft, then via(TRANSITION routes) and climb assigned altitude by ATC.

KALEK transition : Left turn and proceed via the PSN D14 ARC to intercept R 090 PSN then R 090 PSN to KALEK.

INVOK transition : Left turn and proceed via the PSN D14 ARC to intercept R 149 PSN then R 149 PSN to INVOK.

APELA transition : Left turn and proceed via the PSN D14 ARC to intercept R 162 PSN then R 162 PSN to APELA.

BUSAN(VORTAC) transition : Left turn and proceed via the PSN D14 ARC to intercept R 162 PSN then R 162 PSN to BUSAN VORTAC(PSN).

TOPAX transition : Right turn and proceed via the PSN D14 ARC to intercept R 237 PSN then R 237 PSN to TOPAX.

Change : Withdrawal of Y579.

INTENTIONALLY

LEFT

BLANK

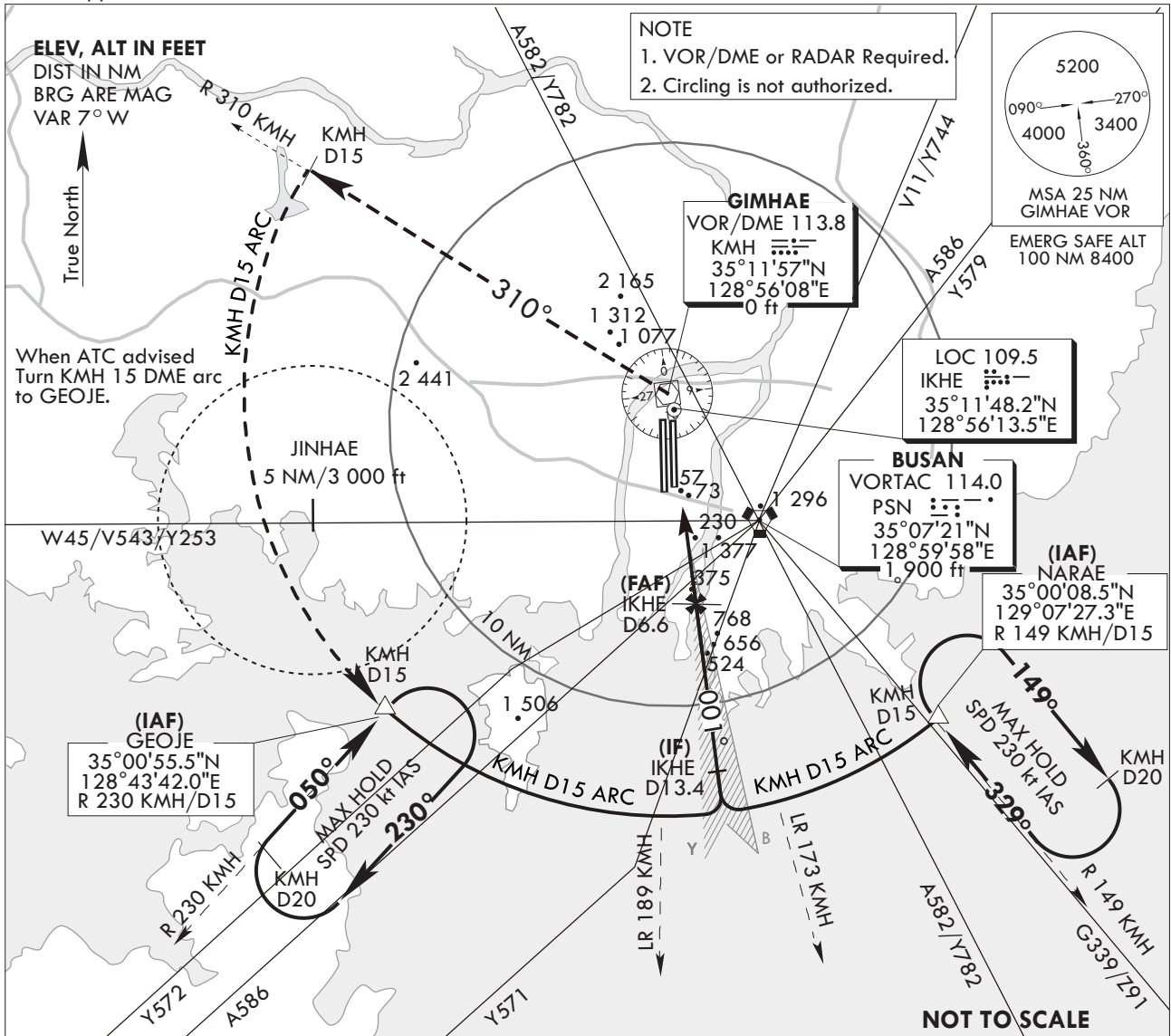
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
RWY 36R ELEV TDZ 8 ft

GIMHAE APP	125.5	364.0
GIMHAE TWR	118.1	118.450
	233.3	236.6

BUSAN/Gimhae Intl(RKPK)
ILS Y
RWY 36R

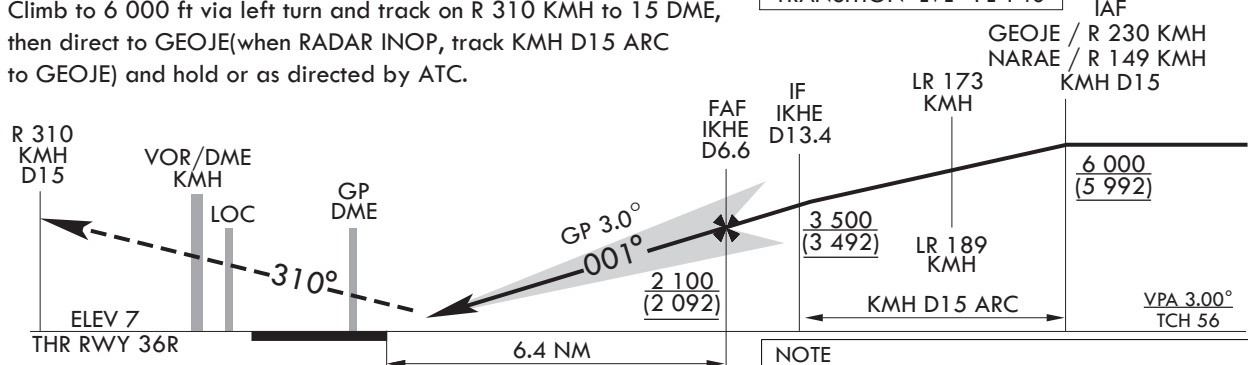
Note : Approach and circle to land under U.S. TERPS.



MISSED APPROACH

Climb to 6 000 ft via left turn and track on R 310 KMH to 15 DME,
then direct to GEOJE (when RADAR INOP, track KMH D15 ARC
to GEOJE) and hold or as directed by ATC.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



- NOTE
1. Use IKHE DME when on the localizer course.
 2. VGSI and ILS glidepath not coincident. (VGSI Angle 3.00° TCH 75)
 3. Missed approach requires minimum climb of 400 ft/NM to 6 000 ft.

MISSED APPROACH minimum climb rate

KNOTS	60	120	180	240	300	TO
V/V (fpm)	400	800	1 200	1 600	2 000	6 000

CATEGORY	A	B	C	D
S-ILS/DME 36R	208/18 200 (200-1/2)		208/24* 200 (200-1/2) *Use civil only RVR 18	
	When TDZ/CL LGT INOP, increase RVR to 24			
ALS INOP	208/40 200 (200-3/4)			

Change : Withdrawal of Y579 and Establishment of Y571/Y572.

INTENTIONALLY

LEFT

BLANK

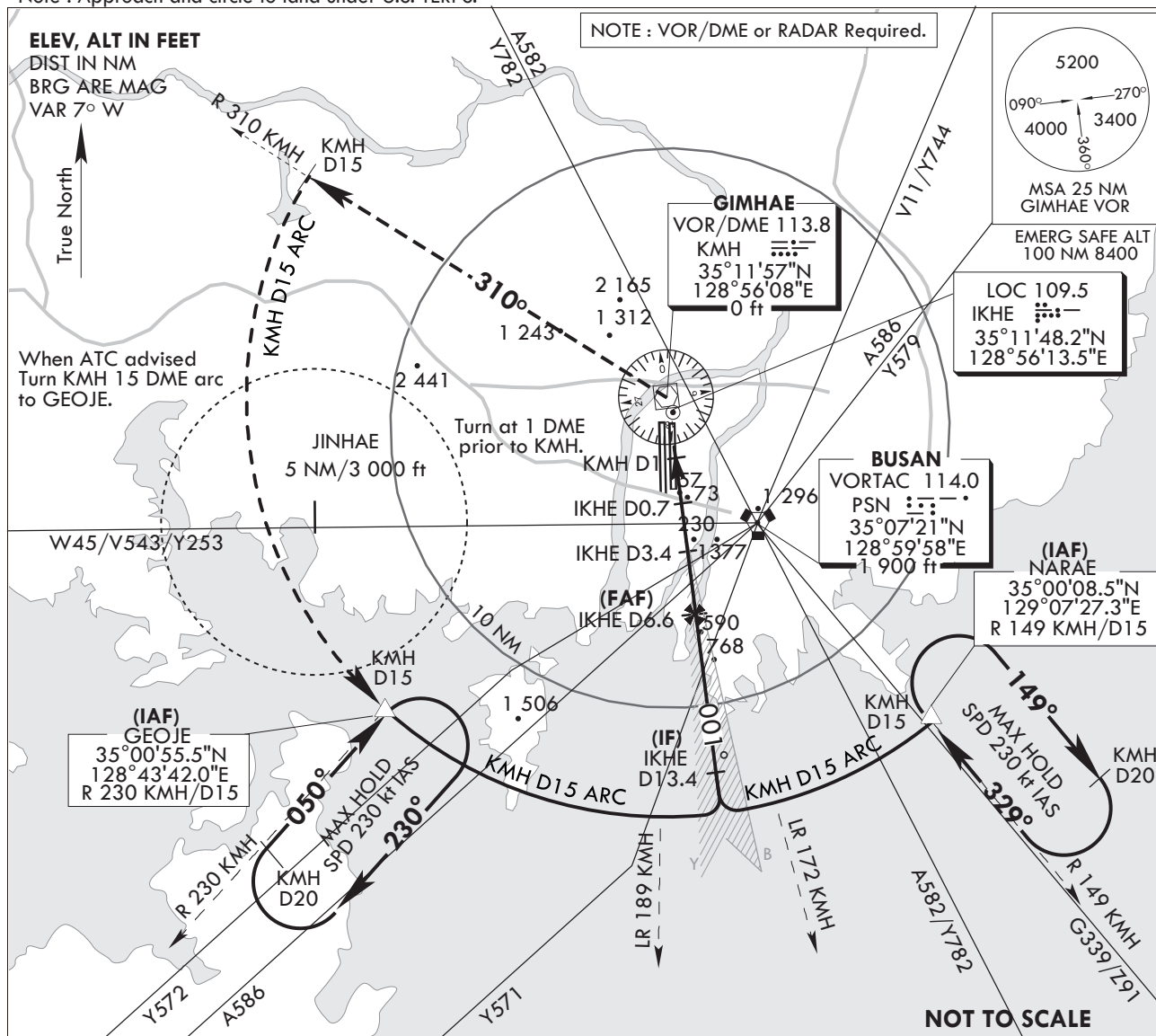
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.450
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
LOC/DME Y
RWY 36R

Note : Approach and circle to land under U.S. TERPS.

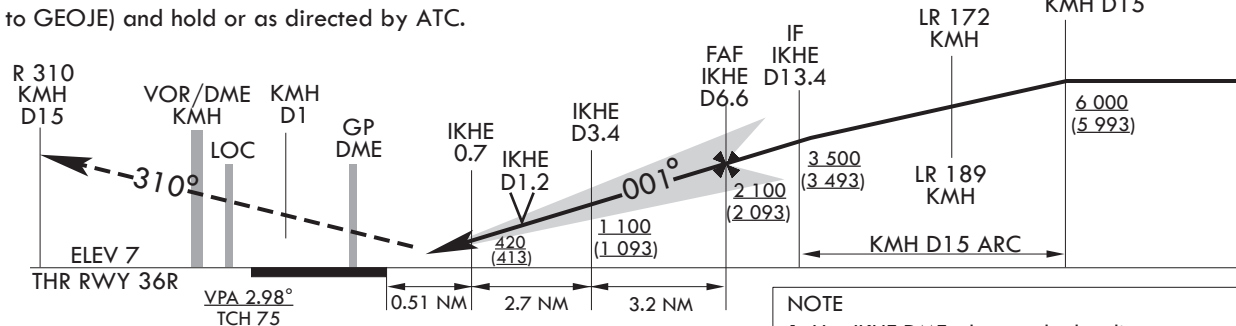


MISSED APPROACH

Climb to 6 000 ft via left turn and track on R 310 KMH to 15 DME, then direct to GEOJE (when RADAR INOP, track KMH D15 ARC to GEOJE) and hold or as directed by ATC.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

IAF
GEOJE / R 230 KMH
NARAE / R 149 KMH
KMH D15



NOTE

1. Use IKHE DME when on the localizer course.
2. Circling not authorized East of RWY 18L/36R.
3. Missed approach requires minimum climb of 350 ft/NM to 6 000 ft.

CATEGORY	A	B	C	D
S-LOC/DME 36R	420/24 413 (500-1/2)		420/40 413 (500-3/4)	
ALS INOP	420/55 413(500-1)		420/60 413(500-11/8)	
CIRCLING C	520-1 507(600-1)	580-1 567(600-1)	1 360-3 1 347(1 400-3)	1 700-3 1 687(1 700-3)

MISSED APPROACH minimum climb rate

KNOTS	60	120	180	240	300	TO
V/V (fpm)	350	700	1 050	1 400	1 750	6 000

Change : Withdrawal of Y579 and Establishment of Y571/Y572.

INTENTIONALLY

LEFT

BLANK

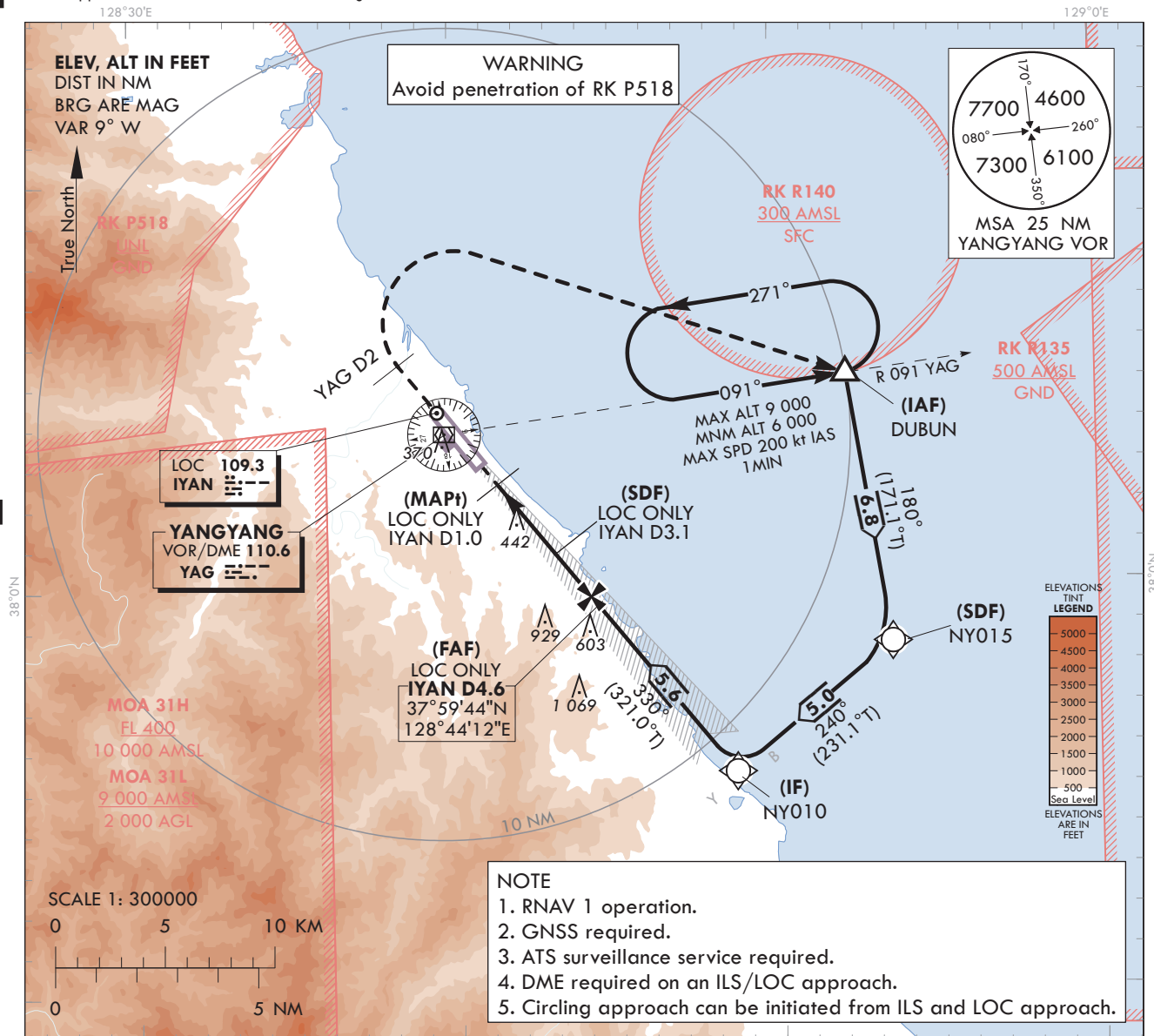
INSTRUMENT APPROACH CHART - ICAO

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)
ILS Z or LOC Z RWY 33

Note : Approach and circle-to-land Under ICAO Flight Procedures.



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)

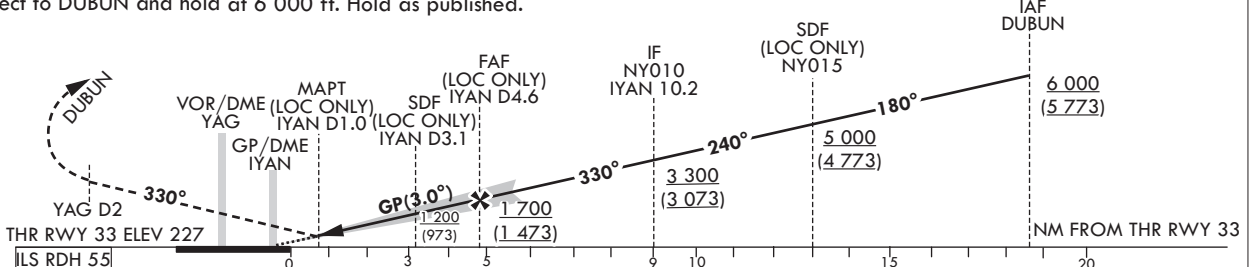
TRANSITION ALT 14 000
TRANSITION LVL FL 140

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.

[illegible]

Change : Amended phrases for note and SDF(LOCO ONLY → LOC ONLY).

YANGYANG/IntI(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

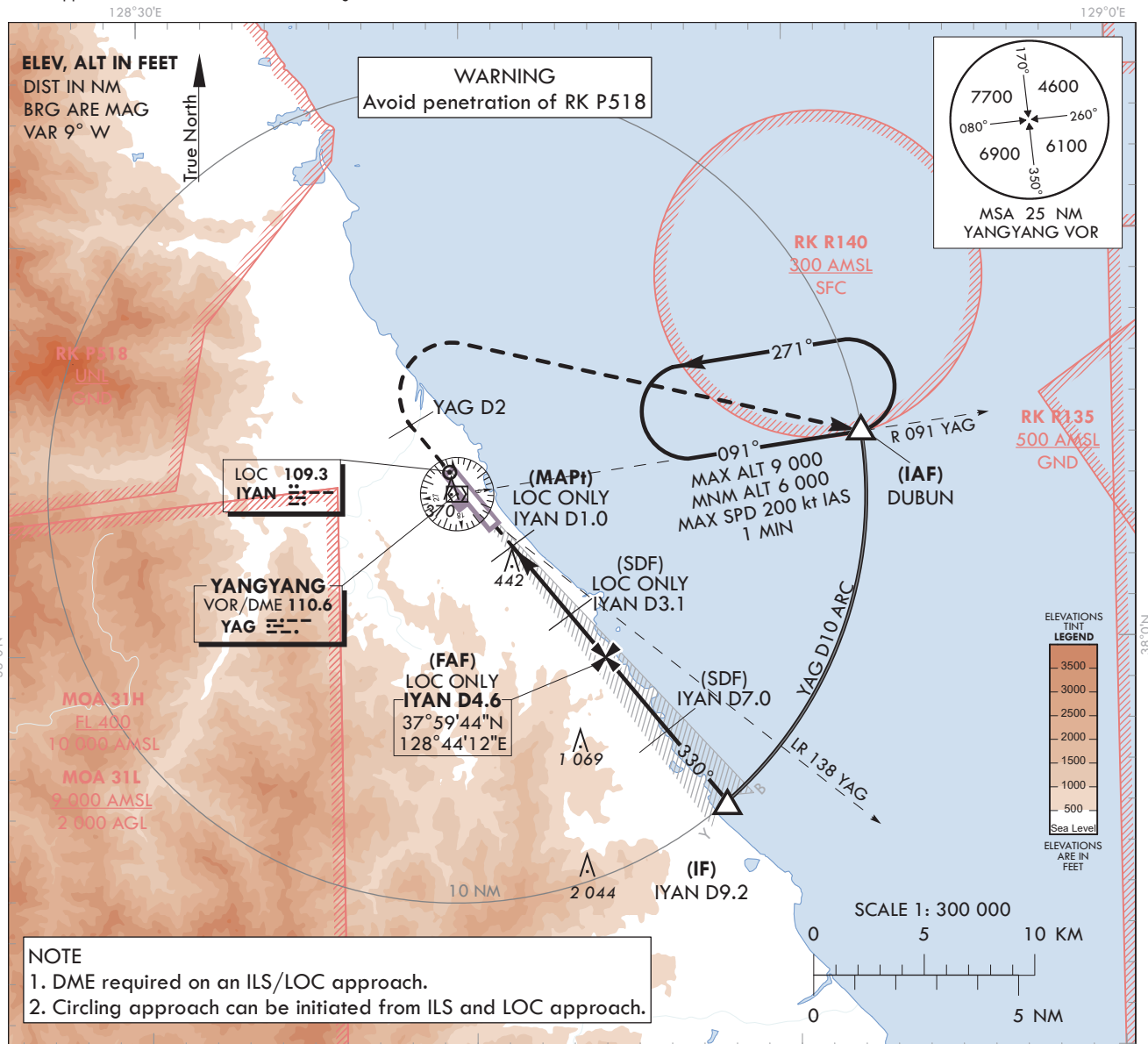
**INSTRUMENT
APPROACH
CHART - ICAO**

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)
ILS Y or LOC Y RWY 33

Note : Approach and circle-to-land Under ICAO Flight Procedures.



128°30'E

129°0'E

RECOMMEND PROFILE(LOC ONLY)

DME YAG

4

3

2

NOTE

Missed approach turn limited to 200 kt IAS maximum.

Final Approach Gradient 5.31%, 323 ft/NM

ALT(HGT)

1 523
(1 296)

1 200
(973)

878
(651)

MISSED APPROACH

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

TRANSITION ALT 14 000

TRANSITION LVL FL 140

IAF DUBUN

R 091 YAG/D10

6 000
(5 773)

FAF (LOC ONLY) IYAN D4.6

SDF IYAN D7.0

IF IYAN D9.2

LR 138 YAG

VOR/DME YAG

GP/DME IYAN

MAPt (LOC ONLY) IYAN D1.0

SDF (LOC ONLY) IYAN D3.1

GP(3.0°)

1 200
(973)

1 700
(1 473)

2 500
(2 273)

3 200
(2 973)

330°

330°

YAG D2

YAG D10 ARC

THR RWY 33 ELEV 227

ILS RDH 55

0

3

5

10

15

20

NM FROM THR RWY 33

		Knots		60	90	120	150	180
CATEGORY		DA(H)/MDA(H)	A	B	C	D	Rate of descent	V/V fpm
STA	CAT 1	FULL	427 (200)	RVR 550 m, VIS 800 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.	318
		ALS INOP		1 200m				478
	LOC	FULL	700 (473)	1 500m				637
		ALS INOP		2 200m				796
Circling			700(459) 2 100m	740(499) 2 800m	1 210(969) 4 500m	1 230(989) 4 600m	955	

Change : Amended phrases for note, FAF(LOC ONLY), IAF(R 090 YAG → R 091 YAG) and profile view.

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

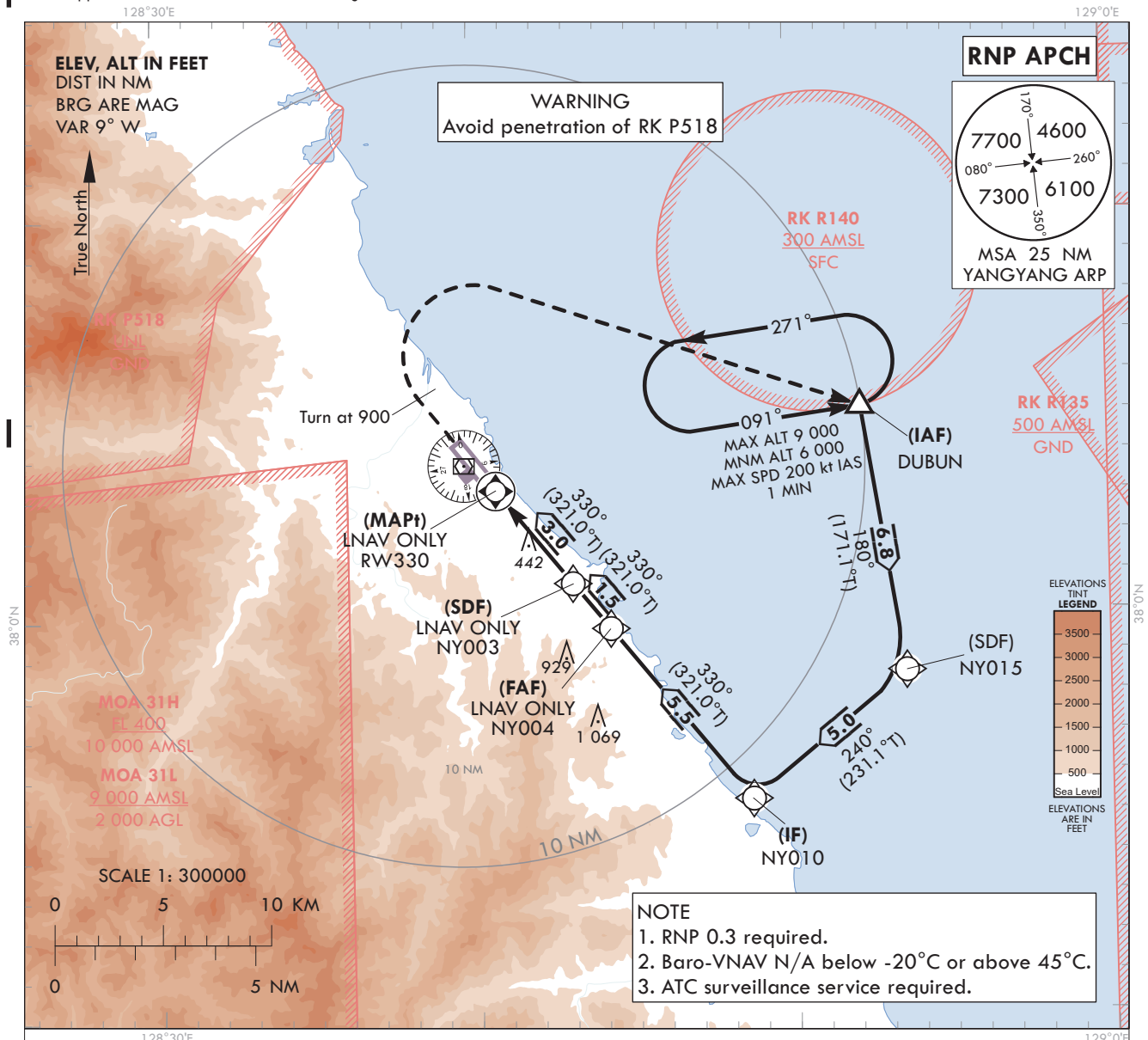
**INSTRUMENT
APPROACH
CHART - ICAO**

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 and circle-to-land Under ICAO Flight Procedures.



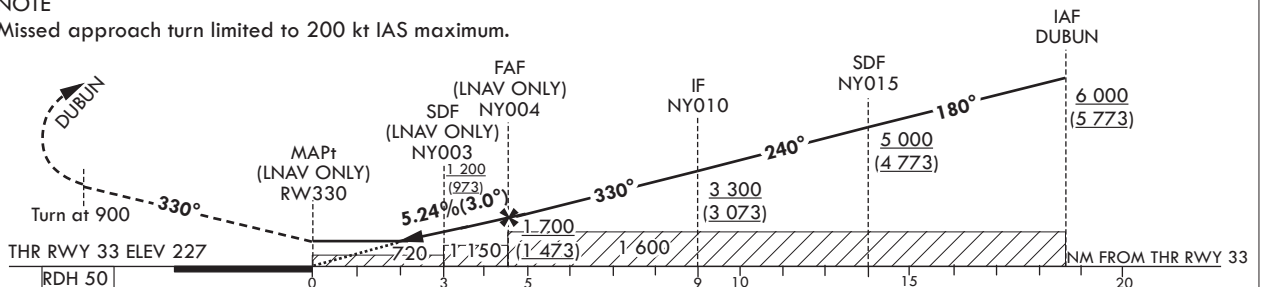
MISSED APPROACH

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

NOTE

Missed approach turn limited to 200 kt IAS maximum.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



								Knots	60	90	120	150	180	
CATEGORY			DA(H)/MDA(H)	A	B	C	D	Rate of descent	V/V fpm	318	478	637	796	955
STA	LNAV/VNAV	FULL	640 (413)	1 200 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.						
		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							

Change : Amended phrases for note and MAX ALT(7 000 → 9 000).

AERONAUTICAL DATA TABULATION

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)

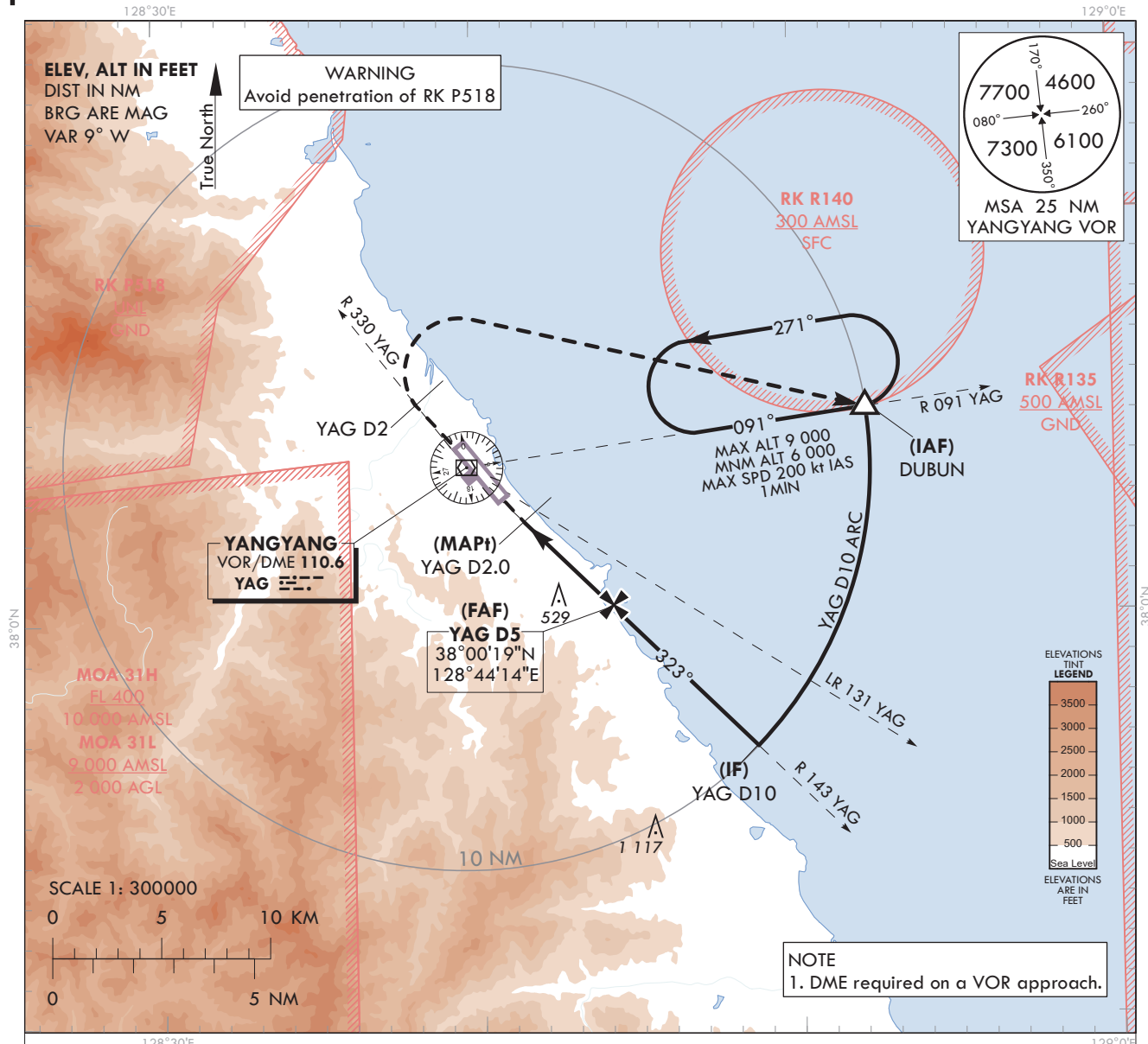
* The term TCH equates to the use of the term RDH, within this context of the FAS data block.

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

128°30'E



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.

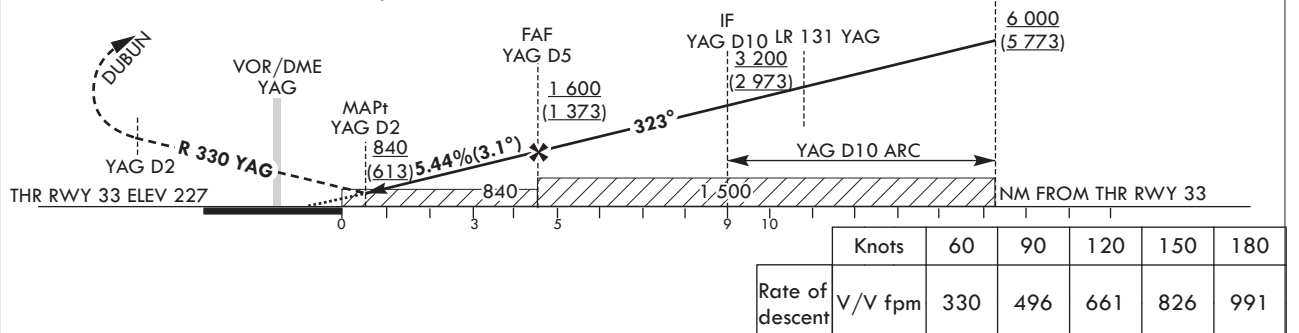
MISSED APPROACH

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

IAF
DUBUN
R 091 YAG/D10



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

Change : Amended phrase for note.

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

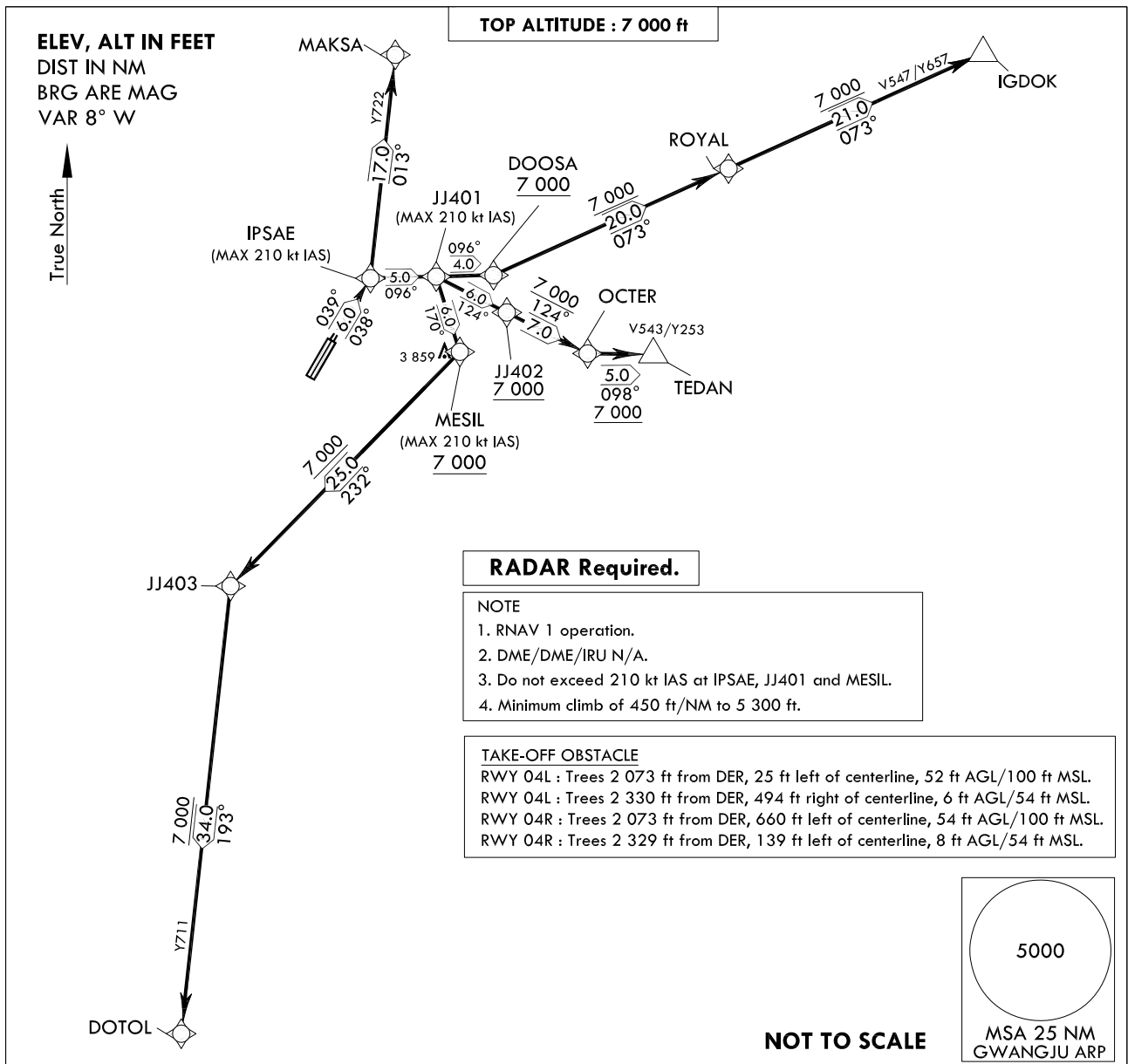
**STANDARD DEPARTURE CHART
INSTRUMENT (SID)**

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
RNAV IPSAE 1

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

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

TAKE-OFF RWY 04L : Climb on course 039° 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° to ROYAL and track 073° to IGDOK.

TEDAN Transition : From IPSAE track 096° to JJ401 and track 124° to JJ402 at or above 7 000 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° to JJ403 and track 193° to DOTOL.

GWANGJU/Gwangju(RKJJ)
RWY 04L/R
RNAV IP5AE 1

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV IP5AE 1 - MAKSA Transition

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	CF	IPSAE	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	MAKSA	-	013 (005.1)	17.1	-	-	-	35°30'11.3"N 126°54'22.0"E	-	RNAV 1	-

RNAV IP5AE 1 - IGDKK Transition

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	CF	IPSAE	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	JJ401	-	096 (087.4)	5.0	-	-	-210	35°13'21.1"N 126°58'35.9"E	-	RNAV 1	-
003	TF	DOOSA	-	096 (087.5)	4.4	-	+7 000	-	35°13'32.6"N 127°03'54.5"E	-	RNAV 1	-
004	TF	ROYAL	-	073 (064.5)	19.6	-	+7 000	-	35°21'59.1"N 127°25'33.7"E	-	RNAV 1	-
005	TF	IGDKK	-	073 (064.7)	21.3	-	+7 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

RNAV IP5AE 1 - TEDAN Transition

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	CF	IPSAE	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	JJ401	-	096 (087.4)	5.0	-	-	-210	35°13'21.1"N 126°58'35.9"E	-	RNAV 1	-
003	TF	JJ402	-	124 (115.8)	6.0	-	+7 000	-	35°10'43.6"N 127°05'12.9"E	-	RNAV 1	-
004	TF	OCTER	-	124 (115.8)	6.9	-	+7 000	-	35°07'43.0"N 127°12'46.3"E	-	RNAV 1	-
005	TF	TEDAN	-	098 (089.8)	5.0	-	+7 000	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-

RNAV IP5AE 1 - DOTOL Transition

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	CF	IPSAE	-	04L-039 (031.0) 04R-038 (029.9)	5.7	-	-	-210	35°13'07.6"N 126°52'30.1"E	-	RNAV 1	-
002	TF	JJ401	-	096 (087.4)	5.0	-	-	-210	35°13'21.1"N 126°58'35.9"E	-	RNAV 1	-
003	TF	MESIL	-	170 (161.5)	6.0	-	+7 000	-210	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	JJ403	-	232 (223.2)	24.9	-	+7 000	-	34°49'26.5"N 126°40'11.4"E	-	RNAV 1	-
005	TF	DOTOL	-	193 (185.0)	34.3	-	+7 000	-	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-

Change : Information of ALT/speed restrictions for MAKSA, DOOSA, JJ402 and MESIL.

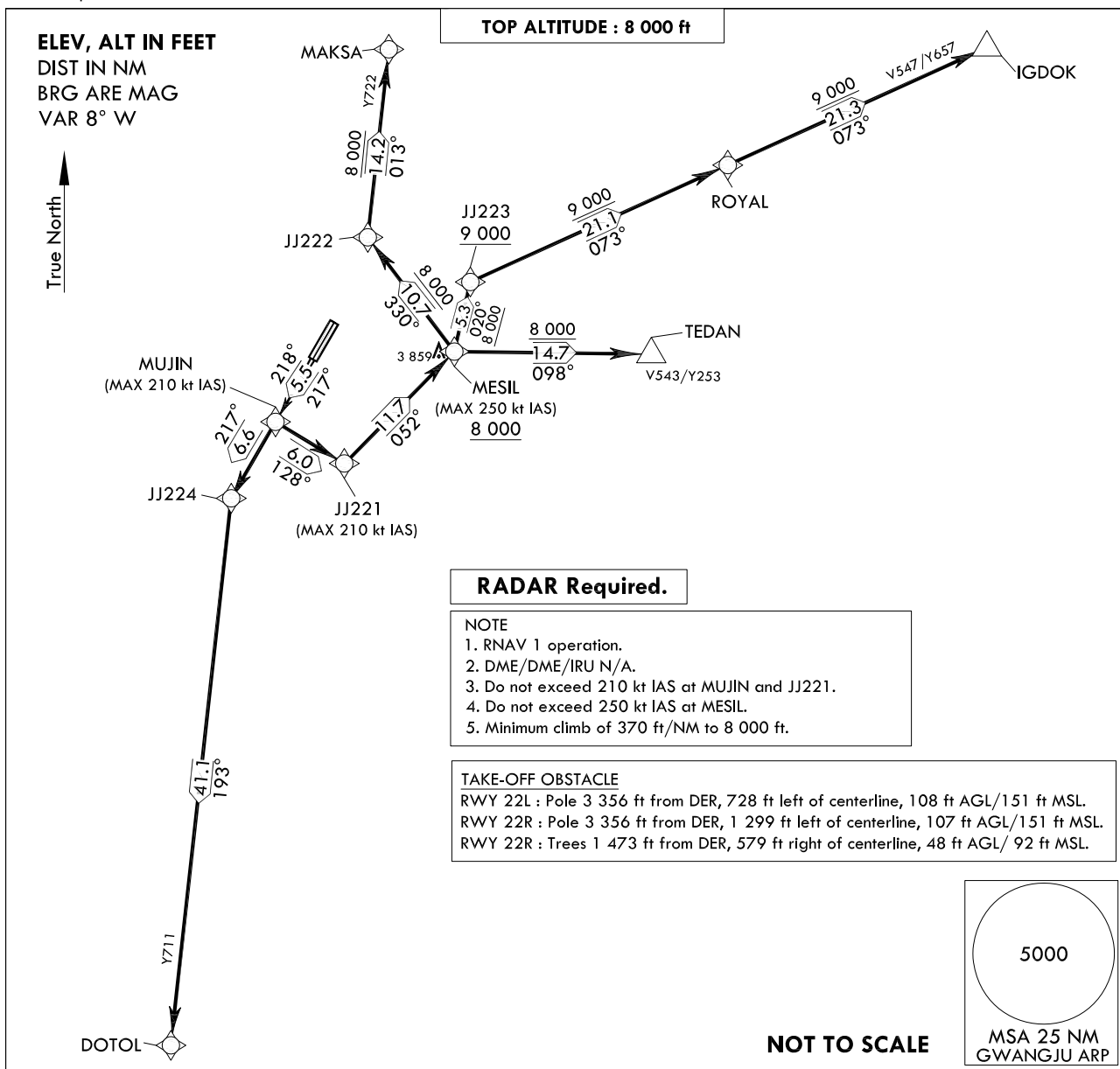
**STANDARD DEPARTURE CHART
INSTRUMENT (SID)**

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

TAKE-OFF RWY 22R : Climb on course 217° to MUJIN, thence.....

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

TEDAN Transition : From MUJIN track 128° to JJ221 and track 052° to MESIL at or above 8 000 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° to JJ223 and track 073° to ROYAL and track 073° to IGDOK.

MAKSA Transition : From MUJIN track 128° to JJ221 and track 052° to MESIL at or above 8 000 ft,
then track 330° to JJ222 and track 013° to MAKSA.

Change : Amended phrase(IPSAE → MUJIN).

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

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV MUJIN 1 - DOTOL Transition

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	CF	MUJIN	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ224	-	217 (208.8)	6.6	-	-	-	34°56'18.9"N 126°40'54.9"E	-	RNAV 1	-
003	TF	DOTOL	-	193 (185.0)	41.1	-	-	-	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-

RNAV MUJIN 1 - TEDAN Transition

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	CF	MUJIN	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ221	-	128 (119.9)	6.0	-	-	-210	34°59'06.8"N 126°51'06.8"E	-	RNAV 1	-
003	TF	MESIL	-	052 (043.3)	11.7	-	+8 000	-250	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	TEDAN	-	098 (089.6)	14.7	-	+8 000	-	35°07'43.8"N 127°18'52.1"E	-	RNAV 1	-

RNAV MUJIN 1 - IGDKOK Transition

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	CF	MUJIN	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ221	-	128 (119.9)	6.0	-	-	-210	34°59'06.8"N 126°51'06.8"E	-	RNAV 1	-
003	TF	MESIL	-	052 (043.3)	11.7	-	+8 000	-250	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	JJ223	-	020 (011.8)	5.3	-	+9 000	-	35°12'53.6"N 127°02'15.1"E	-	RNAV 1	-
005	TF	ROYAL	-	073 (064.5)	21.1	-	+9 000	-	35°21'59.1"N 127°25'33.7"E	-	RNAV 1	-
006	TF	IGDKOK	-	073 (064.7)	21.3	-	+9 000	-	35°31'03.6"N 127°49'06.6"E	-	RNAV 1	-

RNAV MUJIN 1 - MAKSA Transition

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	CF	MUJIN	-	22L-218 (209.9) 22R-217 (208.8)	5.5	-	-	-210	35°02'06.6"N 126°44'47.0"E	-	RNAV 1	-
002	TF	JJ221	-	128 (119.9)	6.0	-	-	-210	34°59'06.8"N 126°51'06.8"E	-	RNAV 1	-
003	TF	MESIL	-	052 (043.3)	11.7	-	+8 000	-250	35°07'39.2"N 127°00'55.4"E	-	RNAV 1	-
004	TF	JJ222	-	330 (321.8)	10.7	-	+8 000	-	35°16'04.6"N 126°52'49.4"E	-	RNAV 1	-
005	TF	MAKSA	-	013 (005.1)	14.2	-	+8 000	-	35°30'11.3"N 126°54'22.0"E	-	RNAV 1	-

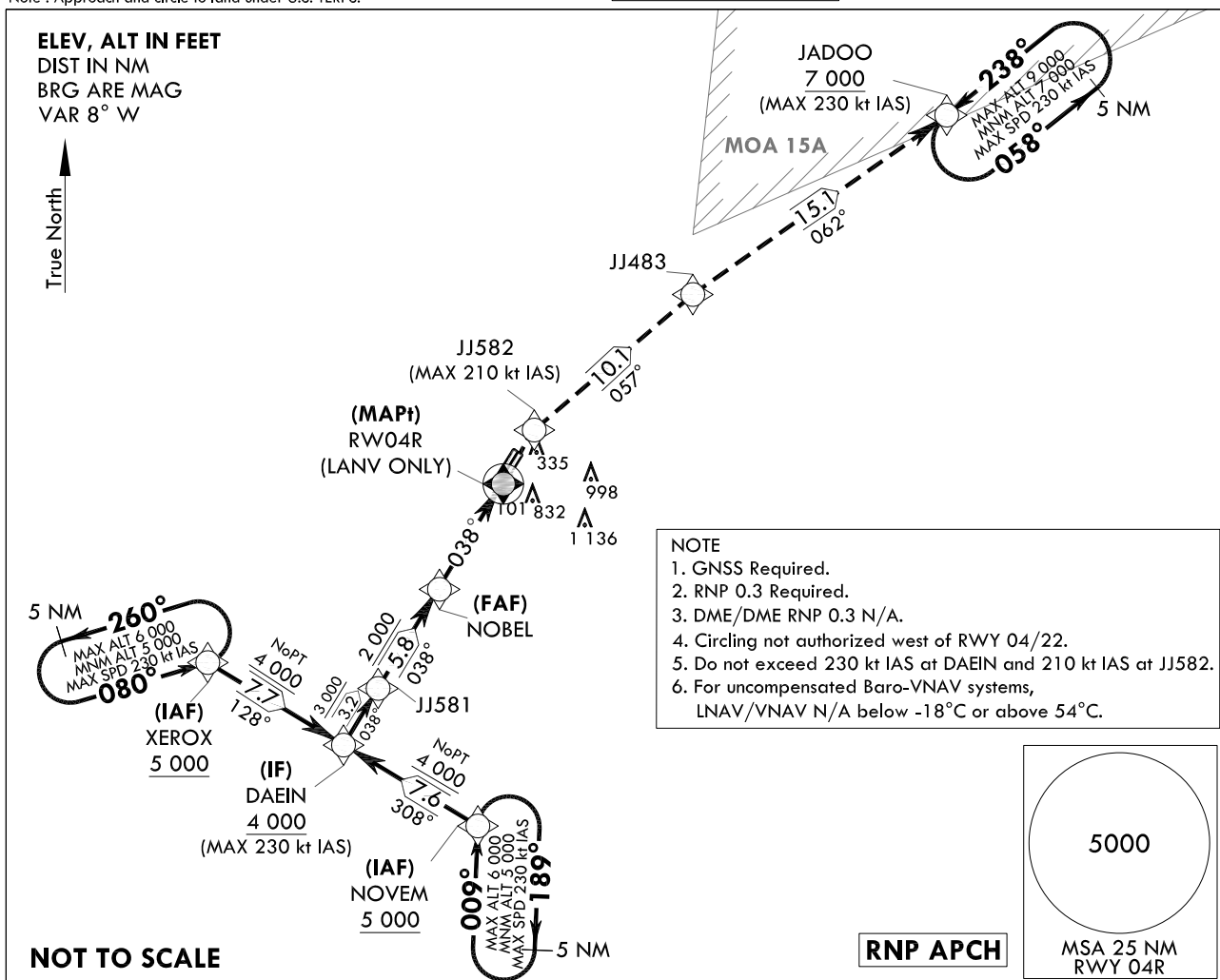
Change : Information of ALT/speed restrictions for JJ224, MESIL and JJ223.

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 04R - ELEV **43 ft**
HIGHEST ELEV TDZ **46 ft**

Note : Approach and circle to land under U.S. TERPS.

GWANGJU APP	130.0
	228.9
GWANGJU TWR	118.05
	254.6

GWANGJU/Gwangju(RKJJ)
RNP RWY 04R

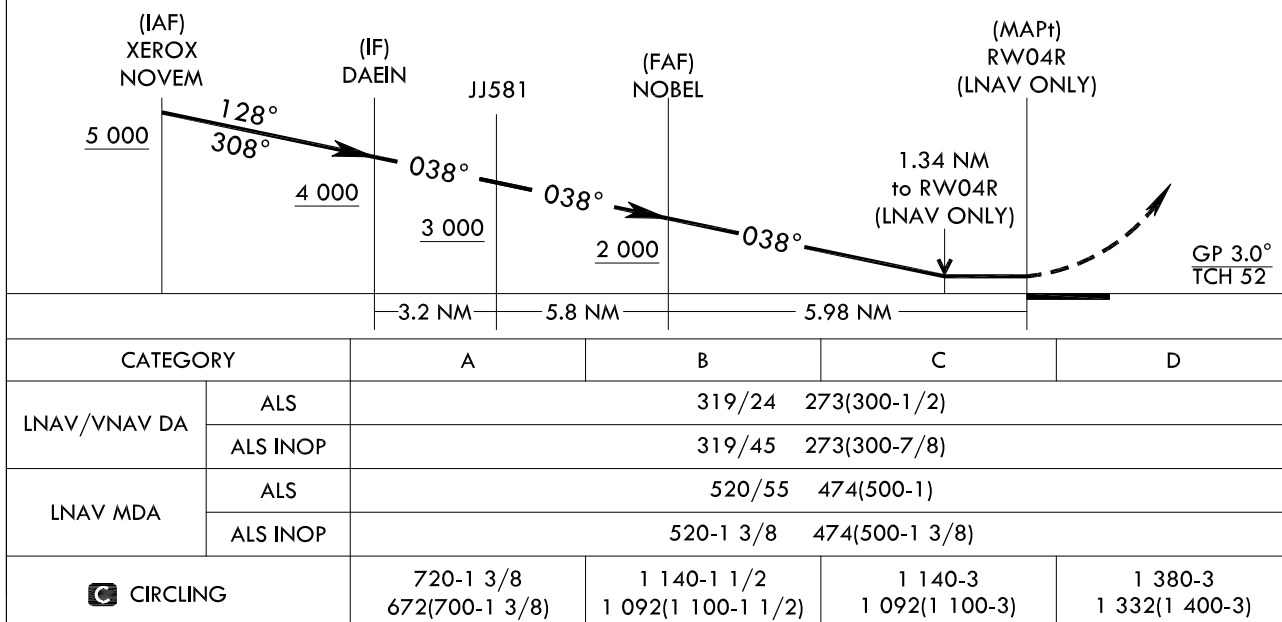


7 000	JJ582	TR 057°	JJ483	TR 062°	JADOO 7 000
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MISSED APPROACH

Climb to 7 000 ft on direct to JJ582 and track 057° to JJ483 and track 062° to JADOO and hold, continue climb-in-hold to 7 000 ft.

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140



GWANGJU/Gwangju(RKJJ)
RNP RWY 04R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 04R - via XEROX to DAEIN(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	XEROX	-	-	-	-	+5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	IAF
002	TF	DAEIN	-	128 (119.8)	7.7	-	+4 000	-230	34°53'51.4"N 126°39'01.7"E	-	RNP APCH	IF NoPT

RNP RWY 04R - via NOVEN to DAEIN(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	NOVEN	-	-	-	-	+5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNP APCH	IAF
002	TF	DAEIN	-	308 (299.9)	7.6	-	+4 000	-230	34°53'51.4"N 126°39'01.7"E	-	RNP APCH	IF NoPT

RNP RWY 04R - via DAEIN(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
001	TF	DAEIN	-	-	-	-	+4 000	-230	34°53'51.4"N 126°39'01.7"E	-	RNP APCH	IF
002	TF	JJ581	-	038 (029.8)	3.2	-	+3 000	-	34°56'38.2"N 126°40'57.9"E	-	RNP APCH	-
003	TF	NOBEL	-	038 (029.9)	5.8	-	+2 000	-	35°01'41.5"N 126°44'29.5"E	-3.0/52	RNP APCH	FAF
004	TF	RW04R	Y	038 (029.9)	6.0	-	-	-	35°06'53.1"N 126°48'07.4"E	-	RNP APCH	MAPt LNAV ONLY
005	DF	JJ582	-	-	-	-	-	-210	35°09'21.0"N 126°49'51.1"E	-	RNP APCH	-
006	TF	JJ483	-	057 (048.2)	10.1	-	-	-	35°16'05.6"N 126°59'03.3"E	-	RNP APCH	-
007	TF	JADOO	-	062 (053.6)	15.1	-	+7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNP APCH	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP RWY 04R	HM	NOVEN	-	009 (000.6)	5.0	R	-6 000 +5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNAV 1	-
	HM	XEROX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-
	HM	JADOO	-	238 (229.6)	5.0	L	-9 000 +7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNAV 1	-

Change : Establishment of holding procedure.

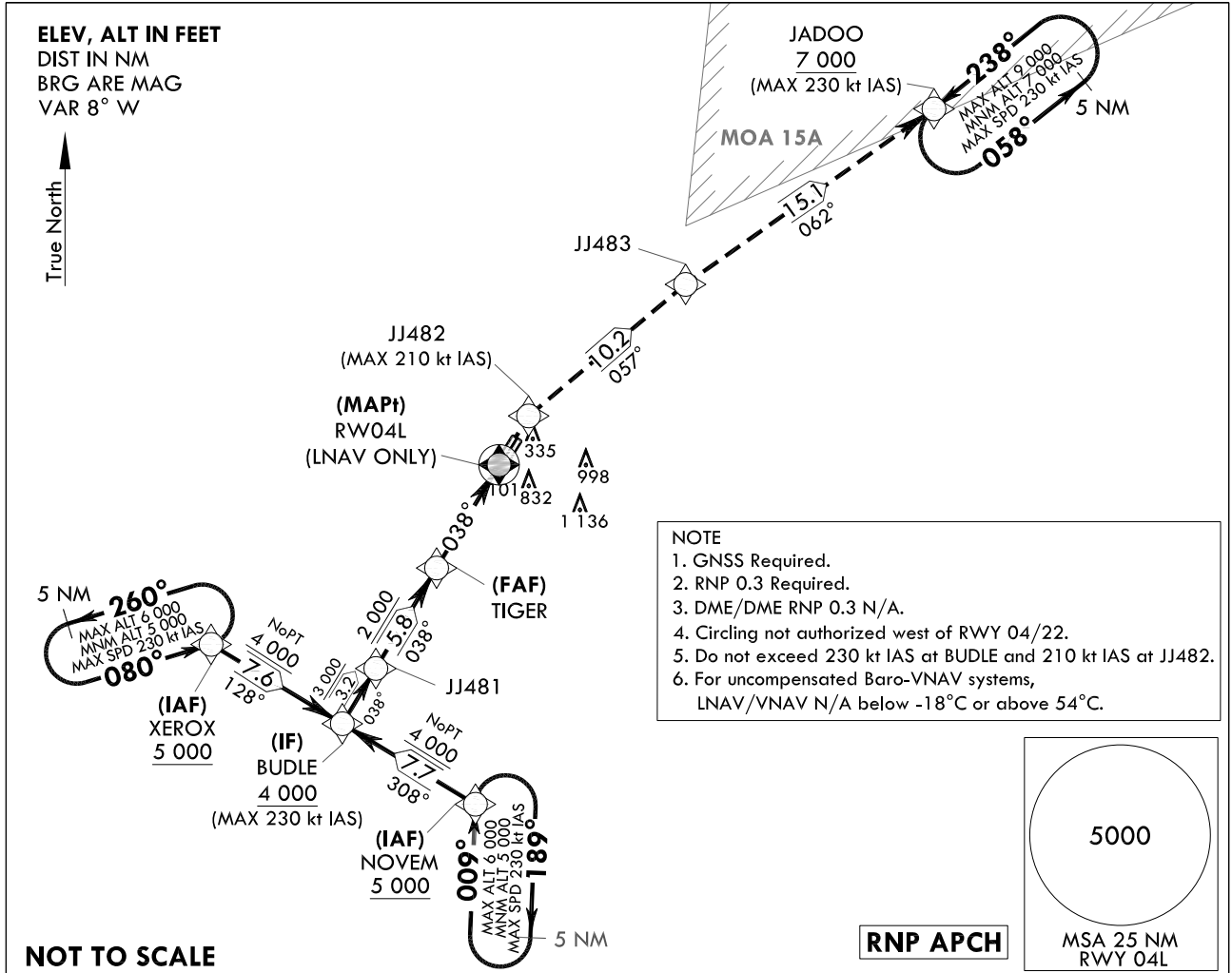
**INSTRUMENT
APPROACH
CHART**

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)
RNP RWY 04L

Note : Approach and circle to land under U.S. TERPS.



7 000	JJ482	TR	JJ483	TR	JADOO
↑	◆	057°	◆	062°	◆
					7 000

MISSED APPROACH

Climb to 7 000 ft on direct to JJ482 and track 057° to JJ483
and track 062° to JADOO and hold, continue climb-in-hold to 7 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140

(IAF) XEROX NOVEM 5 000		(IF) BUDLE 4 000		JJ481 3 000		(FAF) TIGER 2 000		(MAPt) RW04L (LNAV ONLY) 1.33 NM to RW04L (LNAV ONLY)		GP 3.0° TCH 52	
		3.2 NM		5.8 NM		5.98 NM					
CATEGORY		A		B		C		D			
LNAV/VNAV DA	ALS			319/24		273(300-1/2)					
	ALS INOP			319/45		273(300-7/8)					
LNAV MDA	ALS			520/50		474(500-1)					
	ALS INOP			520-1 3/8		474(500-1 3/8)					
CIRCLING		720-1 3/8 672(700-1 3/8)		1 140-1 1/2 1 092(1 100-1 1/2)		1 140-3 1 092(1 100-3)		1 380-3 1 332(1 400-3)			

GWANGJU/Gwangju(RKJJ)
RNP RWY 04L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 04L - via XEROX to BUDLE(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	XEROX	-	-	-	-	+5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	IAF
002	TF	BUDLE	-	128 (119.8)	7.6	-	+4 000	-230	34°53'54.5"N 126°38'55.1"E	-	RNP APCH	IF NoPT

RNP RWY 04L - via NOVEM to BUDLE(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	NOVEM	-	-	-	-	+5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNP APCH	IAF
002	TF	BUDLE	-	308 (299.9)	7.7	-	+4 000	-230	34°53'54.5"N 126°38'55.1"E	-	RNP APCH	IF NoPT

RNP RWY 04L - via BUDLE(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
001	TF	BUDLE	-	-	-	-	+4 000	-230	34°53'54.5"N 126°38'55.1"E	-	RNP APCH	IF
002	TF	JJ481	-	038 (029.8)	3.2	-	+3 000	-	34°56'41.3"N 126°40'51.3"E	-	RNP APCH	-
003	TF	TIGER	-	038 (029.9)	5.8	-	+2 000	-	35°01'44.8"N 126°44'23.0"E	-3.0/52	RNP APCH	FAF
004	TF	RW04L	Y	038 (029.9)	6.0	-	-	-	35°06'56.2"N 126°48'00.8"E	-	RNP APCH	MAPt LNAV ONLY
005	DF	JJ482	-	-	-	-	-	-210	35°09'23.8"N 126°49'44.2"E	-	RNP APCH	-
005	TF	JJ483	-	057 (048.7)	10.2	-	-	-	35°16'05.6"N 126°59'03.3"E	-	RNP APCH	-
006	TF	JADOO	-	062 (053.6)	15.1	-	+7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNP APCH	-

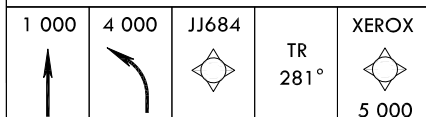
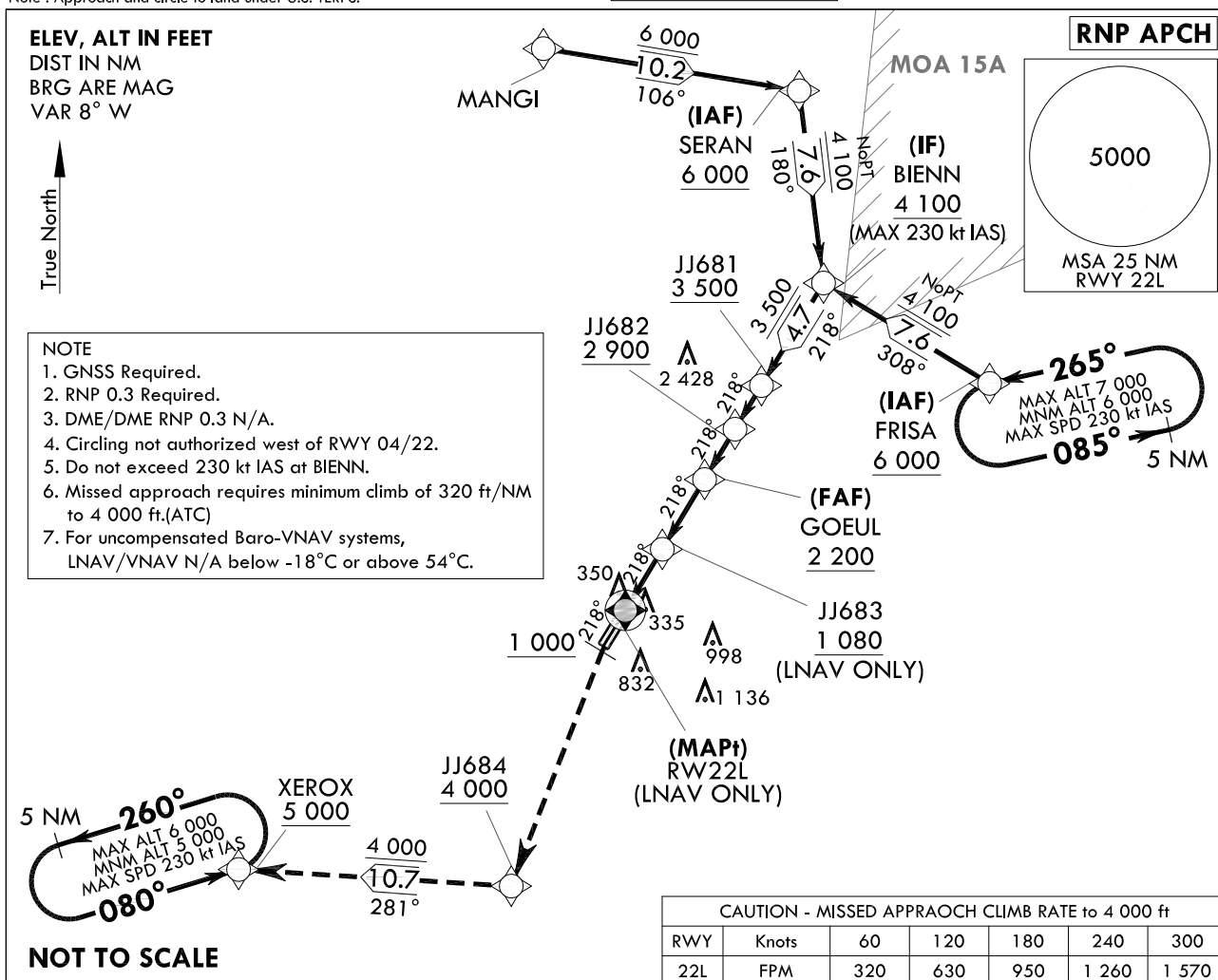
HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly- over	Course/Track M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP RWY 04L	HM	NOVEM	-	009 (000.6)	5.0	R	-6 000 +5 000	-230	34°50'04.0"N 126°47'02.3"E	-	RNAV 1	-
	HM	XEROX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-
	HM	JADOO	-	238 (229.6)	5.0	L	-9 000 +7 000	-230	35°25'02.6"N 127°13'54.1"E	-	RNAV 1	-

Change : Establishment of holding procedure.

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22L - ELEV 46 ft
HIGHEST ELEV TDZ 48 ftGWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6GWANGJU/Gwangju(RKJJ)
RNP RWY 22L

Note : Approach and circle to land under U.S. TERPS.

**MISSED APPROACH**

Climb HDG 218° to 1 000 ft, then climbing left turn direct to JJ684 at or above 4 000 ft, then track 281° to XEROX at or above 5 000 ft and hold.

* VGSI and descent angle not coincident (VGSI Angle 3.0/TCH 51).

TRANSITION ALT 14 000 TRANSITION LVL FL 140					
(MAPt) RW22L (LNAV ONLY)		JJ683 (LNAV ONLY)	(FAF) GOEUL	JJ682	JJ681
GP 3.3° TCH 52		1.8 NM to RW22L (LNAV ONLY)	2 200	2 900	3 500
2.8 NM		3.2 NM	2.3 NM	2.0 NM	4.7 NM
CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	568-1 3/8 520(600-1 3/8)			
	ALS INOP	568-1 5/8 520(600-1 5/8)			
LNAV MDA	ALS	660-1 1/2 612(700-1 1/2)			
	ALS INOP	660-1 3/4 612(700-1 3/4)			
CIRCLING		720-1 3/4 672(700-1 3/4)	1 140-1 3/4 1 092(1 100-1 3/4)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

Feeder Route - via MANGI to SERAN(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	-	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-
002	TF	SERAN	-	106 (098.0)	10.2	-	+6 000	-	35°28'45.5"N 126°56'50.7"E	-	RNAV 1	IAF

RNP RWY 22L - via SERAN to BIENN(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	SERAN	-	-	-	-	+6 000	-230	35°28'45.5"N 126°56'50.7"E	-	RNP APCH	IAF
002	TF	BIENN	-	180 (171.6)	7.6	-	+4 100	-230	35°21'13.7"N 126°58'12.2"E	-	RNP APCH	IF NoPT

RNP RWY 22L - via FRISA to BIENN(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	FRISA	-	-	-	-	+6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNP APCH	IAF
002	TF	BIENN	-	308 (300.1)	7.6	-	+4 100	-230	35°21'13.7"N 126°58'12.2"E	-	RNP APCH	IF NoPT

RNP RWY 22L - via BIENN(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
001	TF	BIENN	-	-	-	-	+4 100	-230	35°21'13.7"N 126°58'12.2"E	-	RNP APCH	IF
002	TF	JJ681	-	218 (210.0)	4.7	-	+3 500	-	35°17'09.1"N 126°55'19.9"E	-	RNP APCH	-
003	TF	JJ682	-	218 (210.0)	2.0	-	+2 900	-	35°15'25.0"N 126°54'06.6"E	-	RNP APCH	-
004	TF	GOEUL	-	218 (210.0)	2.3	-	+2 200	-	35°13'25.3"N 126°52'42.5"E	-3.3/52	RNP APCH	FAF
005	TF	JJ683	-	218 (210.0)	3.2	-	+1 080	-	35°10'38.6"N 126°50'45.5"E	-	RNP APCH	LNAV ONLY
006	TF	RW22L	Y	218 (209.9)	2.8	-	-	-	35°08'12.8"N 126°49'03.3"E	-	RNP APCH	MAP LNAV ONLY
007	VA	1 000 ft	-	-	-	-	+1 000	-	-	-	RNP APCH	-
008	DF	JJ684	-	-	-	-	+4 000	-	34°57'17.9"N 126°43'53.3"E	-	RNP APCH	CG 320 ft/NM to 4 000 ft
009	TF	XEROX	-	281 (272.2)	10.7	-	+5 000	-	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly- over	Course/ Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 22L	HM	FRISA	-	265 (256.6)	5.0	L	-7 000 +6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-
	HM	XEROX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-

Change : Establishment of feeder route, holding procedure and Information of ALT restrictions for JJ684, XEROX.

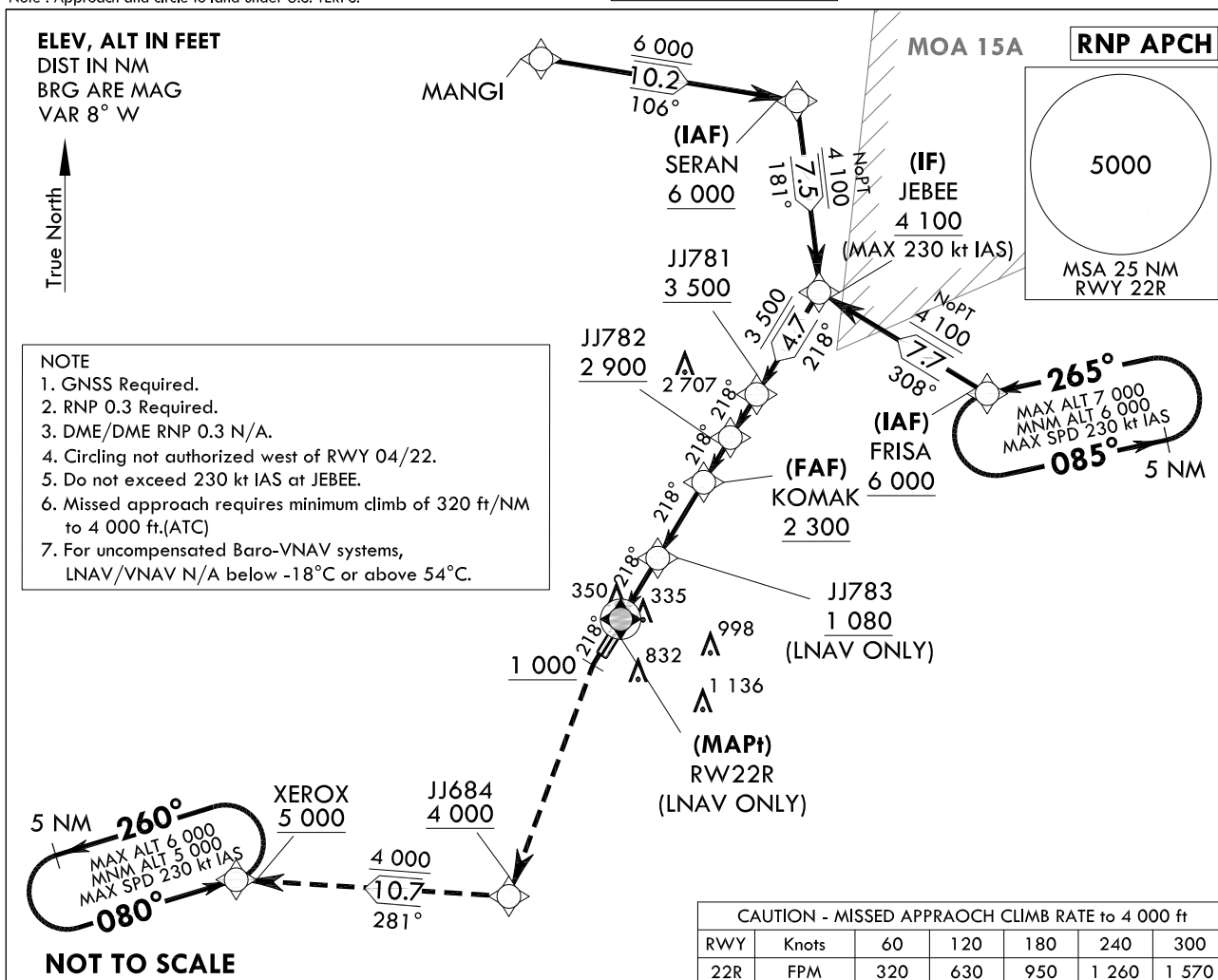
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 48 ft
HEIGHTS RELATED TO
THR RWY 22R - ELEV 48 ft
HIGHEST ELEV TDZ 48 ft

GWANGJU APP 130.0
228.9
GWANGJU TWR 118.05
254.6

GWANGJU/Gwangju(RKJJ)
RNP RWY 22R

Note : Approach and circle to land under U.S. TERPS.



1 000	4 000	JJ684	TR 281°	XEROX 5 000	MISSED APPROACH Climb HDG 218° to 1 000 ft, then climbing left turn direct to JJ684 at or above 4 000 ft, then track 281° to XEROX at or above 5 000 ft and hold. * VGSI and descent angle not coincident (VGSI Angle 3.0/TCH 53).
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TRANSITION ALT 14 000 TRANSITION LVL FL 140					
		(MAPt) RW22R (LNAV ONLY)	JJ783 (LNAV ONLY)	(FAF) KOMAK	JJ782
		1.8 NM to RW22R (LNAV ONLY)	218°	218°	218°
		GP 3.3° TCH 52	1 080	2 300	2 900
		2.8 NM	3.48 NM	2.0 NM	2.0 NM
				JJ781	(IF) JEBEE
				3 500	4 100
					(IAF) SERAN FRISA
					6 000
					180°
					308°
CATEGORY		A	B	C	D
LNAV/VNAV DA	ALS	568-1 3/8 520(600-1 3/8)			
	ALS INOP	568-1 5/8 520(600-1 5/8)			
LNAV MDA	ALS	660-1 1/2 612(700-1 1/2)			
	ALS INOP	660-1 3/4 612(700-1 3/4)			
CIRCLING		720-1 3/4 672(700-1 3/4)	1 140-1 3/4 1 092(1 100-1 3/4)	1 140-3 1 092(1 100-3)	1 380-3 1 332(1 400-3)

GWANGJU/Gwangju(RKJJ)
RNP RWY 22R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

Feeder Route - via MANGI to SERAN(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	-	MANGI	-	-	-	-	-	-	35°30'11.3"N 126°44'31.7"E	-	RNAV 1	-
002	TF	SERAN	-	106 (098.0)	10.2	-	+6 000	-	35°28'45.5"N 126°56'50.7"E	-	RNAV 1	IAF

RNP RWY 22R - via SERAN to JEBEE(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	SERAN	-	-	-	-	+6 000	-230	35°28'45.5"N 126°56'50.7"E	-	RNP APCH	IAF
002	TF	JEBEE	-	181 (172.2)	7.5	-	+4 100	-230	35°21'16.8"N 126°58'05.5"E	-	RNP APCH	IF NoPT

RNP RWY 22R - via FRISA to JEBEE(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	FRISA	-	-	-	-	+6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNP APCH	IAF
002	TF	JEBEE	-	308 (300.1)	7.7	-	+4 100	-230	35°21'16.8"N 126°58'05.5"E	-	RNP APCH	IF NoPT

RNP RWY 22R - via JEBEE(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
001	TF	JEBEE	-	-	-	-	+4 100	-230	35°21'16.8"N 126°58'05.5"E	-	RNP APCH	IF
002	TF	JJ781	-	218 (210.0)	4.7	-	+3 500	-	35°17'12.3"N 126°55'13.2"E	-	RNP APCH	-
003	TF	JJ782	-	218 (210.0)	2.0	-	+2 900	-	35°15'28.1"N 126°54'00.0"E	-	RNP APCH	-
004	TF	KOMAK	-	218 (210.0)	2.0	-	+2 300	-	35°13'42.9"N 126°52'46.0"E	-3.3/52	RNP APCH	FAF
005	TF	JJ783	-	218 (210.0)	3.5	-	+1 080	-	35°10'41.8"N 126°50'38.9"E	-	RNP APCH	LNAV ONLY
006	TF	RW22R	Y	218 (209.9)	2.8	-	-	-	35°08'15.9"N 126°48'56.6"E	-	RNP APCH	MAPt LNAV ONLY
007	VA	1 000 ft	-	-	-	-	+1 000	-	-	-	RNP APCH	-
008	DF	JJ684	-	-	-	-	+4 000	-	34°57'17.9"N 126°43'53.3"E	-	RNP APCH	CG 320 ft/NM to 4 000 ft
009	TF	XEROX	-	281 (272.2)	10.7	-	+5 000	-	34°57'41.4"N 126°30'53.8"E	-	RNP APCH	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly- over	Course/ Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 22R	HM	FRISA	-	265 (256.6)	5.0	L	-7 000 +6 000	-230	35°17'25.0"N 127°06'14.5"E	-	RNAV 1	-
	HM	XEROX	-	080 (071.6)	5.0	L	-6 000 +5 000	-230	34°57'41.4"N 126°30'53.8"E	-	RNAV 1	-

Change : Establishment of feeder route, holding procedure and Information of ALT restrictions for JJ684, XEROX.

RCTL AD 2.13 DECLARED DISTANCE

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
17	1 800	2 100	1 800	1 800	NIL
17	1 200	1 500	1 200	-	Take off from intersection with TWY E2
35	1 800	2 100	1 800	1 800	NIL
35	1 200	1 500	1 200	-	Take off from intersection with TWY E4

RCTL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Center line LGT LEN, Spacing, Colour, INTST	RWY edge LGT LEN, Spacing, Colour, INTST	RWY End LGT Color WBAR	SWY LGT LEN Color	Remarks
1	2	3	4	5	6	7	8	9	10
17	SSALF 420 m LIH	Green -	PAPI Left/3° (15.8 m)	NIL	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL
35	ALSF-I 750 m LIH	Green -	PAPI Left/3° (17.5 m)	900 m	1 800 m 30 m White LIH	1 800 m 60 m White LIH	Red -	NIL	NIL

RCTL AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower Building FLG W/G EV 3 SEC H24 IBN : NIL
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 300 m from THR 17, lighted
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 kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RCTL AD 2.16 HELICOPTER LANDING AREA

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

RKTL AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	ULJIN CTR * A circle, radius 5 NM centered on ARP. ** 365024N 1292338E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 365136N 1292823E - 365355N 1292730E - 365243N 1292244E - 365024N 1292338E. ** 364250N 1293146E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 364138N 1292701E - 363919N 1292755E - 364031N 1293240E - 364250N 1293146E.
2	Vertical limits	* SFC to 2 500 ft AGL ** 1 000 ft AGL to 2 500 ft AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Uljin Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	MON, WED, FRI, SAT : 2230-1100 UTC TUE, THU : 2230-1100 UTC (OCT-APR) 2230-1230 UTC (MAY-SEP) SUN : 0000-0900 UTC
7	Remarks	Refer to ENR 2.1-10, RKTL Visual approach Chart

RKTL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
ARR	Uljin Arrival	120.875 MHz 317.650 MHz	H24	NIL
DEP	Uljin Departure	120.875 MHz 317.650 MHz	H24	NIL
TWR	Uljin Tower	118.550 MHz 317.450 MHz	HO	NIL
GND	Uljin Ground	121.775 MHz 317.450 MHz	HO	NIL
ATIS	NIL	NIL	NIL	NIL
EMERG		121.5 MHz 243.0 MHz	HO	NIL
Scheduled Inspection Time - APP, DEP, TWR, GND, EMERG : Every 4th WED (1300-1800 UTC) of the month.				

Change : Amended operational hours for ATS airspace.