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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 4/23
6 APR 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General
a) Withdrawal of domestic AFTN(RKSSYFYD).

1.2 Enroute
a) Information of Daegu ACC FREQ(128.175 MHz → 122.25 MHz) and remark(Incheon ACC → Daegu ACC).
b) Amended coordinates for POVOR(1274360E → 1274400E).
c) Information of Enroute chart.

1.3 Incheon INTL Airport
a) Amended chart name and Information of aerodrome obstacle chart(type B).

1.4 Gimpo INTL Airport
a) Information of flight limitations.
b) Amended index number(a, b, c → 1, 2, 3) and chart name.
c) Establishment of east apron and Information of central and east apron.

1.5 Jeju INTL Airport
a) Information of passenger terminal and Amended chart name, legend.

1.6 Gimhae INTL Airport
a) Information of reference temperature(31.5 °C → 32.0 °C) and reporting point A, D, G.
b) Amended chart name, legend and Information of RWY physical characteristics.

1.7 Cheongju INTL Airport
a) Information of ELEV/HGT for RKTUOB001(2 045 ft → 1 962 ft) and THR ELEV for RWY 06L/R, 24L/R.
b) Information of MEHT, ABN location, ARP and Establishment of transponder(2.4).
c) Information of procedure for departing/entering traffic pattern and “C” point.
d) Amended phrase(SSALS → SSALR) and Withdrawal of ABN.
e) Amended chart name and Information of RWY physical characteristics.
f) Information of visual approach chart for RKTU.

1.8 Yangyang INTL Airport
a) Amended chart name and phrase for MSA(6900 → 7300).

1.9 Daegu INTL Airport
a) Amended chart name, legend and Withdrawal of SWY, CWY.

1.10 Muan INTL Airport
a) Amended chart name, legend and Information of RWY elevation(9.9 → 10.0).

1.11 Gwangju Airport
a) Information of operational hours for AIS briefing office.
b) Amended chart name, legend and Establishment of RWY elevation.

1.12 Yeosu Airport
a) Amended chart name and legend.

1.13 Ulsan Airport
a) Information of operational hours.
b) Amended chart name and Establishment of RWY ELEV.

1.14 Pohang Gyeoungju Airport
a) Establishment of fly-over points(RW100 and RW280).

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**
GEN 0.3-1(9 MAR 23) / 0.3-2(9 MAR 23)	GEN 0.3-1 / 0.3-2 6 APR 23
GEN 0.4-1(19 APR 23) / 0.4-2(19 APR 23)	GEN 0.4-1 / 0.4-2 17 MAY 23
GEN 0.4-3(19 APR 23) / 0.4-4(19 APR 23)	GEN 0.4-3 / 0.4-4 17 MAY 23
GEN 0.4-5(19 APR 23) / 0.4-6(19 APR 23)	GEN 0.4-5 / 0.4-6 17 MAY 23
GEN 0.4-7(19 APR 23) / 0.4-8(19 APR 23)	GEN 0.4-7 / 0.4-8 17 MAY 23
GEN 0.4-9(19 APR 23) / 0.4-10(19 APR 23)	GEN 0.4-9 / 0.4-10 17 MAY 23
GEN 3.4-3(2 JUN 22) / 3.4-4(2 JUN 22)	GEN 3.4-3 / 3.4-4 6 APR 23
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**
ENR 3.1-1(9 FEB 23) / 3.1-2(9 FEB 23)	ENR 3.1-1 / 3.1-2 6 APR 23
ENR 3.2-5(9 FEB 23) / 3.2-6(9 FEB 23)	ENR 3.2-5 / 3.2-6 6 APR 23
ENR 6-1-2(9 FEB 23)	ENR 6-1-2 6 APR 23
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**
RKSI	**RKSI**
AD CHART 2-10(27 AUG 20) / 2-11(27 AUG 20)	AD CHART 2-10 / 2-11 6 APR 23
AD CHART 2-12(2 JUN 22) / 2-13(2 JUN 22)	AD CHART 2-12 / 2-13 6 APR 23
AD CHART 2-14(7 APR 22) / 2-15(7 APR 22)	AD CHART 2-14 / 2-15 6 APR 23
AD CHART 2-16(2 JUN 22) / 2-17(2 JUN 22)	AD CHART 2-16 / 2-17 6 APR 23
AD CHART 2-18(13 JAN 22) / BLANK	AD CHART 2-18 / BLANK 6 APR 23
AD CHART 2-18-1(9 MAR 23) / BLANK	AD CHART 2-18-1 / BLANK 6 APR 23
RKSS	**RKSS**
AD 2-10-1(17 NOV 22) / 2-10-2(17 NOV 22)	AD 2-10-1 / 2-10-2 6 APR 23
AD 2-25(15 DEC 22) / 2-26(15 DEC 22)	AD 2-25 / 2-26 6 APR 23
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AD CHART 2-1(12 JAN 23) / 2-2(12 JAN 23)	AD CHART 2-1 / 2-2 6 APR 23
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AD CHART 2-5(12 JAN 23) / 2-6(12 JAN 23)	AD CHART 2-5 / 2-6 6 APR 23
AD CHART 2-11(9 MAR 23) / BLANK	AD CHART 2-11 / BLANK 6 APR 23
RKPC	**RKPC**
AD CHART 2-1(20 OCT 22) / 2-2(10 FEB 22)	AD CHART 2-1 / 2-2 6 APR 23
AD CHART 2-3(20 OCT 22) / 2-4(7 APR 22)	AD CHART 2-3 / 2-4 6 APR 23
AD CHART 2-5(20 OCT 22) / 2-6(20 OCT 22)	AD CHART 2-5 / 2-6 6 APR 23
AD CHART 2-7(10 FEB 22) / BLANK	AD CHART 2-7 / BLANK 6 APR 23
AD CHART 2-8(10 FEB 22) / BLANK	AD CHART 2-8 / BLANK 6 APR 23
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RKPK	**RKPK**
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RKTU	**RKTU**
AD 2-3(19 NOV 20) / 2-4(19 NOV 20)	AD 2-3 / 2-4 6 APR 23
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AD 2-8-3(16 DEC 21) / 2-8-4(16 DEC 21)	AD 2-8-3 / 2-8-4 6 APR 23
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AD 2-8-7(16 DEC 21) / 2-8-8(16 DEC 21)	AD 2-8-7 / 2-8-8 6 APR 23
AD 2-9(27 AUG 20) / 2-10(27 AUG 20)	AD 2-9 / 2-10 6 APR 23
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AD CHART 2-1(28 JUL 22) / 2-2(10 MAR 22)	AD CHART 2-1 / 2-2 6 APR 23
AD CHART 2-3(16 DEC 21) / 2-3-1(16 DEC 21)	AD CHART 2-3 / 2-3-1 6 APR 23
AD CHART 2-4(28 JUL 22) / BLANK	AD CHART 2-4 / BLANK 6 APR 23
AD CHART 2-5(19 NOV 20) / 2-6(19 NOV 20)	AD CHART 2-5 / 2-6 6 APR 23
AD CHART 2-7(19 NOV 20) / 2-8(19 NOV 20)	AD CHART 2-7 / 2-8 6 APR 23
AD CHART 2-9(19 NOV 20) / BLANK	AD CHART 2-9 / BLANK 6 APR 23
AD CHART 2-30(27 OCT 16) / 2-31(3 AUG 17)	AD CHART 2-30 / 2-31 6 APR 23
RKNY	**RKNY**
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AD CHART 2-5(13 JAN 22) / BLANK	AD CHART 2-5 / BLANK 6 APR 23
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AD CHART 2-15(9 MAR 23) / 2-15-1(9 MAR 23)	AD CHART 2-15 / 2-15-1 6 APR 23
VOL III, Part III - AD (Aerodrome)	**VOL III, Part III - AD (Aerodrome)**
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AD CHART 2-9(17 DEC 20) / BLANK	AD CHART 2-9 / BLANK 6 APR 23
RKJB	**RKJB**
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RKJJ	**RKJJ**
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RKJY	**RKJY**
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RKPU	**RKPU**
AD 2-1(15 DEC 22) / 2-2(15 DEC 22)	AD 2-1 / 2-2 6 APR 23
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RKTH	**RKTH**
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AD CHART 2-17(28 JUL 22) / 2-17-1(28 JUL 22)	AD CHART 2-17 / 2-17-1 6 APR 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	
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	
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	
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	
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	Uljin AP - Unserviceability of UJN VORTAC	AD	22 FEB 23 / 9 AUG 23	
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
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	
14/23	Gimpo AP - Operational Restrictions	AD	17 MAY 23 / 29 MAY 23	

GEN 0.4 CHECKLIST OF AIP PAGES

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2.2 - 4	1 AUG 19
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2.2 - 9	1 AUG 19
2.2 - 10	1 AUG 19
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2.2 - 12	1 MAY 14
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2.2 - 14	21 OCT 21
2.2 - 15	22 JAN 15
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2.4 - 3	12 JAN 23
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1.2 - 9	17 NOV 22
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1.2 - 24	17 NOV 22
1.2 - 25	17 NOV 22
1.2 - 26	17 NOV 22
1.2 - 27	17 NOV 22
1.2 - 28	17 NOV 22
1.2 - 29	17 NOV 22
1.2 - 30	17 NOV 22
1.2 - 31	17 NOV 22
1.2 - 32	17 NOV 22
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1.4 - 4	2 JUN 22
1.4 - 5	25 AUG 22
1.4 - 6	25 AUG 22
1.4 - 7	28 JUL 22
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1.4 - 9	25 AUG 22
1.4 - 10	25 AUG 22
1.4 - 11	25 AUG 22
1.4 - 12	25 AUG 22
1.5 - 1	2 JUN 22
1.5 - 2	8 JUN 17
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1.5 - 4	8 JUN 17
1.6 - 1	9 APR 20
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1.6 - 3	9 APR 20
1.6 - 4	9 APR 20
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1.9 - 2	6 JUN 19
1.9 - 3	1 AUG 19
1.9 - 4	1 AUG 19
1.9 - 5	1 AUG 19
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1.9 - 9	25 AUG 22
1.9 - 10	25 AUG 22
1.9 - 11	25 AUG 22
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CHART 2 - 11	22 SEP 22	CHART 2 - 10-1	16 DEC 21
CHART 2 - 11-1	22 SEP 22	CHART 2 - 11	2 JUN 22
CHART 2 - 12	22 SEP 22	CHART 2 - 11-1	2 JUN 22
CHART 2 - 12-1	22 SEP 22	CHART 2 - 12	16 DEC 21
CHART 2 - 13	22 SEP 22	CHART 2 - 12-1	16 DEC 21
CHART 2 - 13-1	22 SEP 22	CHART 2 - 13	15 DEC 22
CHART 2 - 14	22 SEP 22	CHART 2 - 13-1	15 DEC 22
CHART 2 - 14-1	22 SEP 22	CHART 2 - 14	15 DEC 22
CHART 2 - 15	22 SEP 22	CHART 2 - 14-1	15 DEC 22
CHART 2 - 15-1	22 SEP 22	CHART 2 - 15	15 DEC 22
CHART 2 - 16	22 SEP 22	CHART 2 - 15-1	15 DEC 22
CHART 2 - 16-1	22 SEP 22	CHART 2 - 16	15 DEC 22
CHART 2 - 17	22 SEP 22	CHART 2 - 16-1	15 DEC 22
CHART 2 - 17-1	22 SEP 22	CHART 2 - 17	9 MAY 19
CHART 2 - 18	15 DEC 22	CHART 2 - 17-1	9 MAY 19
CHART 2 - 18-1	15 DEC 22		
CHART 2 - 19	15 DEC 22		
CHART 2 - 19-1	15 DEC 22		
CHART 2 - 20	15 DEC 22		
CHART 2 - 20-1	15 DEC 22		
CHART 2 - 21	15 DEC 22		
CHART 2 - 21-1	15 DEC 22		
CHART 2 - 22	15 DEC 22		
CHART 2 - 22-1	15 DEC 22		
CHART 2 - 23	15 DEC 22		
CHART 2 - 23-1	15 DEC 22		
CHART 2 - 24	15 DEC 22		
CHART 2 - 24-1	15 DEC 22		
CHART 2 - 25	15 DEC 22		
CHART 2 - 25-1	15 DEC 22		
CHART 2 - 26	22 SEP 22		
CHART 2 - 27	22 SEP 22		

INTENTIONALLY

LEFT

BLANK

6. ATN / AFTN CIRCUIT

BEIJING
COM CENTER
ZBBBYFYX

SEOUL
COM CENTER
RKSSYFYX

FUKUOKA
COM CENTER
RJJJYFYX

DOMESTIC AFTN LIST

RKBBZSZX	KOMCC(SARSAT)
RKDAYXYX	700 ATC SQ(MCRC)
RKDAZQZF	DAEGU FDP SERVER ADDRESS
RKDAZQZG	DAEGU FPL&MET SERVER ADDRESS
RKDAZQZX	DAEGU ACC
RKDAYFYX	DAEGU ACC
RKDAYNYO	DAEGU ACC NOTAM DB
RKDAYNYS	DAEGU ACC NOTAM
RKDAYOYX	DAEGU ACC FLT INFO CENTER
RKDAYOYE	DAEGU ACC FLT INFO CENTER
RKDAZQZE	DAEGU ACC
RKDAZQZS	DAEGU ACC
RKDAYIYT	DAEGU ACC KAC
RKDAZAZS	ATFMS
RKDAZAZX	ATFMS
RKDAZEZA	ATMO FSMS
RKDJHKAX	HELIKOREA
RKJBYFYX	MUAN COM STN
RKJBYIYX	MUAN ATIS
RKJBZPZX	MUAN AIS
RKJBZTZX	MUAN TWR
RKJJYFYX	GWANGJU COM STN
RKJJZAZX	GWANGJU APP
RKJJZPZX	GWANGJU AIS
RKJKZPZX	GUNSAN AIS
RKJYZPZX	YEOSU AIS
RKJYYIYA	YEOSU ATIS
RKNWYFYX	WONJU COM STN
RKNWZPZX	WONJU AIS
RKNYZPZX	YANGYANG AIS
RKNYZTZX	YANGYANG TWR
RKNYYIYA	YANGYANG ATIS
RKNYYIYB	YANGYANG ATIS
RKPCAARO	JEJU AAR
RKPCYFYA	JEJU COM STN
RKPCYFYX	JEJU COM STN
RKPCYIYX	JEJU KAC
RKPCZAZS	JEJU APP(ARTS)
RKPCZAZX	JEJU APP
RKPCZPZA	JEJU AIS
RKPCZPZX	JEJU AIS
RKPCZTZA	JEJU ATIS
RKPCZTZX	JEJU TWR
RKPDZPZX	JEONGSEOK AIS
RKPDZTZX	JEONGSEOK TWR
RKPKAARO	GIMHAE AAR
RKPKYFYA	GIMHAE COM STN
RKPKYFYB	GIMHAE COM STN
RKPKYFYC	GIMHAE COM STN
RKPKYFYD	GIMHAE COM STN
RKPKYFYX	GIMHAE COM STN
RKPKZPZX	GIMHAE AIS
RKPKZAZC	GIMHAE ARTS
RKPKZAZX	GIMHAE APP
RKPKZTZX	GIMHAE TWR
RKPSZPZX	SACHEON AIS
RKPUZPZX	ULSAN AIS
RKPUYIYX	ULSAN ATIS
RKRRYFYX	INCHEON ACC
RKRRYIYT	INCHEON KAC
RKRRYNYS	INTL NOTAM OFFICE
RKRRYNYX	INTL NOTAM OFFICE
RKRRZQZF	INCHEON ACC
RKRRZQZG	INCHEON ACC
RKRRZQZX	INCHEON ACC
RKSIAARX	INCHEON AAR
RKSIKALO	INCHEON KAL
RKSIKALX	INCHEON KAL
RKSISHKO	SHARP INC.
RKSIYIYA	INCHEON ATIS
RKSIYPYX	AVIATION MET OFFICE
RKSIZAZS	SEOUL APP
RKSIZPZG	FOIS SYSTEM
RKSIZPZH	FOIS SYSTEM
RKSIZPZI	FOIS SYSTEM
RKSIZPZN	FOIS SYSTEM
RKSIZPZX	INCHEON AIS T1
RKSIZPZB	INCHEON AIS T2
RKSIYPYS	AVIATION MET OFFICE
RKSIZAZB	INCHEON IIAC
RKSIZAZC	INCHEON IIAC
RKSIZAZD	INCHEON IIAC
RKSIZAZX	INCHEON IIAC
RKSIZXFM	IIAC FIMS
RKSLYAYX	MINISTRY OF LAND TRANSPORT
RKSLYLYX	FLT ACCIDENT INVEST BOARD
RKSLYNYS	MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT
RKSSAARO	GIMPO AAR
RKSSABLO	AIR BUSAN
RKSSADBS	KAC
RKSSASVO	GIMPO AIR SEOUL
RKSIAIHX	INCHEON AIH
RKSSESRO	EASTAR JET
RKSSESRX	EASTAR JET
RKSSFGWO	FLY GANGWON
RKSSHPBX	HANHWA
RKSSJJAO	JEJU AIR
RKSSJJAS	JEJU AIR
RKSSJNAX	JIN AIR
RKSSKABO	AIR POHANG
RKSSKALC	GIMPO KAL
RKSSKALH	GIMPO KAL
RKSSKALO	GIMPO KAL
RKSSKALS	GIMPO KAL
RKSSKALX	GIMPO KAL
RKSSTWBX	T'WAY AIR
RKSSYAYX	GIMPO CNS STN
RKSSYEYX	FLT INSP CENTER
RKSSYHYX	SEOUL FIRE AVIATION OFFICE
RKSSYIYI	KAC
RKSSYIYX	GIMPO KAC
RKSSYOYX	GIMPO NOTAM OFFICE

Change : Withdrawal of domestic AFTN(RKSSYFYD).

RKSSYQYX	AIR NAV CENTRAL MANAGEMENT	
RKSSYSYX	SEOUL RADIO	
RKSSZKPY	SEL COM CENTER	
RKSSZPZX	GIMPO AIS	
RKSSZTZR	GIMPO ASDE1	
RKSSZTZS	GIMPO ASDE2	
RKSSZZZX	SEOUL RADIO	
RKTFYXYX	ROKAF MET HQ	
RKTHZPZX	POHANG GYEONGJU AIS	
RKTLZTZX	ULJIN TWR	
RKTLZPZX	ULJIN AIS	
RKTNZPZX	DAEGU AIS	
RKTUYOYX	CHEONGJU AIS	
RKTUZAZA	CHEONGJU APP	
RKTUZAZB	CHEONGJU APP	
RKTUZAZC	CHEONGJU APP	
RKTUZPZX	CHEONGJU AIS	

7. 추가 정보

NIL

7. Miscellaneous

NIL

ENR 3. ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

3.1.1 INTERNATIONAL ATS ROUTES

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)		Upper limits / Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2		3	4	5		6
A582							
△ ANYANG VORTAC(SEL) 372449N 1265542E	174°/354° 12.4		UNL / 4 500 (3 400) Class A, D, G	10	↓		**Daegu ACC** FREQ : 132.80 MHz 118.925 MHz 122.75 MHz[1)] *1) Common frequency* **Airspace Classification** Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
△ POLEG 371249N 1265935E	174°/354° 7.4						
△ SONGTAN VORTAC(SOT) 370540N 1270154E	144°/324° 21.6		UNL / 8 000 (3 300) Class A, D, G				
▲ OSPOT 365018N 1272055E	144°/324° 10.4						**Daegu ACC** FREQ : 125.375 MHz 125.775 MHz 124.575 MHz 122.75 MHz[2)] *2) Common frequency* **Airspace Classification** Class A : Above FL 200 - FL 600 Class D : MEA - FL 200 Class G : Above FL 600 - UNL
▲ VASLI 364252N 1273003E	144°/324° 21.9	(69/39)	UNL / 8 000 (4 300) Class A, D, G				
▲ MAKDU 362712N 1274909E	144°/324° 14.6		UNL / 8 000 (4 400) Class A, D, G				
▲ BITUX 361645N 1280148E	144°/324° 39.2		UNL / 10 000 (5 200) Class A, D, G				
△ DALSEONG VORTAC(TGU) 354835N 1283527E	162°/342° 20.4		UNL / 6 000 (5 400) Class A, D, G				
▲ KALOD 353012N 1284626E	162°/342° 25.4						
△ BUSAN VORTAC(PSN) 350721N 1285958E	162°/342° 26.6		UNL / 4 000 (3 000) Class A, D, G			↑	
▲ APELA(FIR BDRY) 344323N 1291400E 344312N 1291408E [3)] INCHEON FIR	3) *BESSEL datum*						
FUKUOKA FIR							

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)	Upper limits Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
A586*						
△ TENAS 373820N 1313427E	227°/047° 68.1	UNL / FL 310(4 600) Class A, G	10		↓	**Daegu ACC** FREQ : 122.25 MHz 134.175 MHz 120.575 MHz 125.925 MHz 122.75 MHz[1)] *1) Common frequency* Airspace Classification refer to ENR 3.1-1
△ AGSUS 364521N 1304044E	228°/048° 36.2	UNL / FL 310(1 500) Class A, G				
▲ DABIK 361743N 1301143E	228°/048° 28.1					
▲ BULGA 355609N 1294924E	228°/048° 40.2	UNL / FL 310(2 900) Class A, G				
▲ BEDOM 352513N 1291754E	228°/047° 23.1	UNL / FL 310(4 000) Class A, G				
△ BUSAN VORTAC(PSN) 350721N 1285958E	237°/057° 10.4	10 000 / 8 000(3 500) Class D				**Daegu ACC** FREQ : 125.375 MHz 124.575 MHz 122.75 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
△ OMOTU 350033N 1285022E	237°/057° 22.3	10 000 / 8 000(3 200) Class D				
▲ TOPAX 344555N 1282952E	237°/057° 46.4	10 000 / 8 000(2 800) Class D				**Daegu ACC** FREQ : 128.175 MHz 128.325 MHz 122.75 MHz[3)] *3) Common frequency* Airspace Classification refer to ENR 3.1-1
▲ GOSBO 341517N 1274734E	237°/056° 30.7	(79/78) / UNL** / 11 000 10 000 / 8 000(2 000) Class D				
▲ MAKET 335452N 1271953E	236°/056° 17.3	10 000 / 8 000(1 500) Class D				**Incheon ACC** FREQ : 124.525 MHz 132.425 MHz 132.20 MHz[4)] *4) Common frequency* Airspace Classification refer to ENR 3.1-1
△ ATINA 334320N 1270423E	236°/056° 10.3	10 000 / 8 000(1 500) Class D				
△ MANOL 333629N 1265514E	235°/055° 20.0	10 000 / 9 000(8 700) Class D				
△ JEJU VORTAC(CJU) 332305N 1263727E	169°/349° 24.0	UNL / 9 000(8 700) Class A, D, G				※ The cruising levels from CJU to RUGMA are even levels due to operational reasons.
▲ TOSAN 330012N 1264619E	169°/349° 31.5	UNL / 9 000(1 500) Class A, D, G		↑		※ The cruising levels from RUGMA to CJU are odd levels due to operational reasons.
▲ RUGMA(FIR BDRY) 323012N 1265753E 323000N 1265800E [4)]	4) *BESSEL datum*					
INCHEON FIR						
FUKUOKA FIR						

TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1100-2200 - SAT: 2200 on the preceding until 2400 on the Saturday - SUN : 0000-2200 - Holiday : 1100 on the preceding until 2200 on the holiday. Rest of A586-PERM. See ENR 1.1-1.2.

* A586(PSN-CJU) is only used for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y571 or Y572.
** Any aircraft planning to operate above 10 000 ft between PSN and CJU must coordinate with Daegu ACC before flight planning.

Change : Information of Daegu ACC FREQ(128.175 MHz → 122.25 MHz) and remark(Incheon ACC → Daegu ACC).

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y572 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 128.175 MHz 124.575 MHz 122.75 MHz[2)] *2) Common frequency* Airspace Classification refer to ENR 3.1-1
△ BUSAN VORTAC(PSN) 350721N 1285958E							
△ OLMUD 350225N 1284916E	N/A	249 / 069	10.1	UNL / 11 000(3 000) Class A, D, G		↓	
▲ ENGOT 344834N 1282952E		237 / 057	21.1	UNL / 11 000(3 200) Class A, D, G			
▲ POVOR 341520N 1274400E		237 / 056	50.4	UNL / 11 000(2 600) Class A, D, G			
▲ UPGOS 335733N 1271953E		236 / 056	26.8	UNL / 11 000(2 000) Class A, D, G			
△ BILUM 334613N 1270439E		236 / 056	17.0	UNL / 11 000(1 500) Class A, D, G			**Incheon ACC** FREQ : 124.525 MHz 132.425 MHz 132.20 MHz[4)] *4) Common frequency* Airspace Classification refer to ENR 3.1-1 ※ The cruising levels from CJU to RUGMA are even levels due to operational reasons. ※ The cruising levels from RUGMA to CJU are odd levels due to operational reasons.
△ BEPKO 333910N 1265514E		236 / 056	10.5	UNL / 11 000(1 500) Class A, D, G			
△ JEJU VORTAC(CJU) 332305N 1263727E		230 / 050	21.9	UNL / 11 000(5 600) Class A, D, G			
△ OMKIM 331320N 1264114E		169 / 349	10.2	UNL / 11 000(8 700) Class A, D, G		↓	
▲ TOSAN 330012N 1264619E		169 / 349	13.8	UNL / 11 000(1 500) Class A, D, G			
▲ RUGMA(FIR BDRY) 323012N 1265753E		169 / 349	31.5	UNL / 11 000(1 500) Class A, D, G	↑		
INCHEON FIR							
FUKUOKA FIR							

1. DME GAP : UPGOS/BILUM, BILUM/BEPKO, BEPKO/CJU, CJU/OMKIM, OMKIM/TOSAN, TOSAN/RUGMA GNSS required.

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

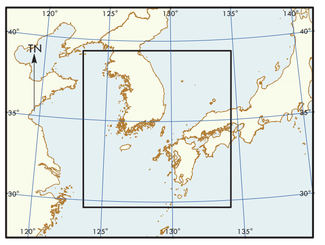
Change : Amended coordinates for POVOR(1274360E → 1274400E).

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y579 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : 122.25 MHz 134.375 MHz 120.575 MHz 125.925 MHz 122.75 MHz[1)] *1) Common frequency* Airspace Classification refer to ENR 3.1-1
△ TENAS 373820N 1313427E	N/A	228/047	68.1	UNL / FL 140(1 500) Class A, D, G			
△ AGSUS 364521N 1304044E		229/049	36.2				
▲ DABIK 361743N 1301143E		229/048	28.1				
▲ BULGA 355609N 1294924E		228/048	40.2	UNL / FL 140(2 700) Class A, D, G			
▲ BEDOM 352513N 1291754E		228/047	23.1	UNL / FL 140(3 800) Class A, D, G			
△ BUSAN VORTAC(PSN) 350721N 1285958E							

1. TENAS-PSN CDR1 Operational hour(UTC) - Weekdays : 1400~2200 - SAT: 2200 on the preceding until 2400 on the Saturday - SUN : 0000~2200 - Holiday : 1400 on the preceding until 2200 on the holiday. Rest of Y579-PERM. See ENR 1.1-1.2.

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

ENROUTE CHART - ICAO



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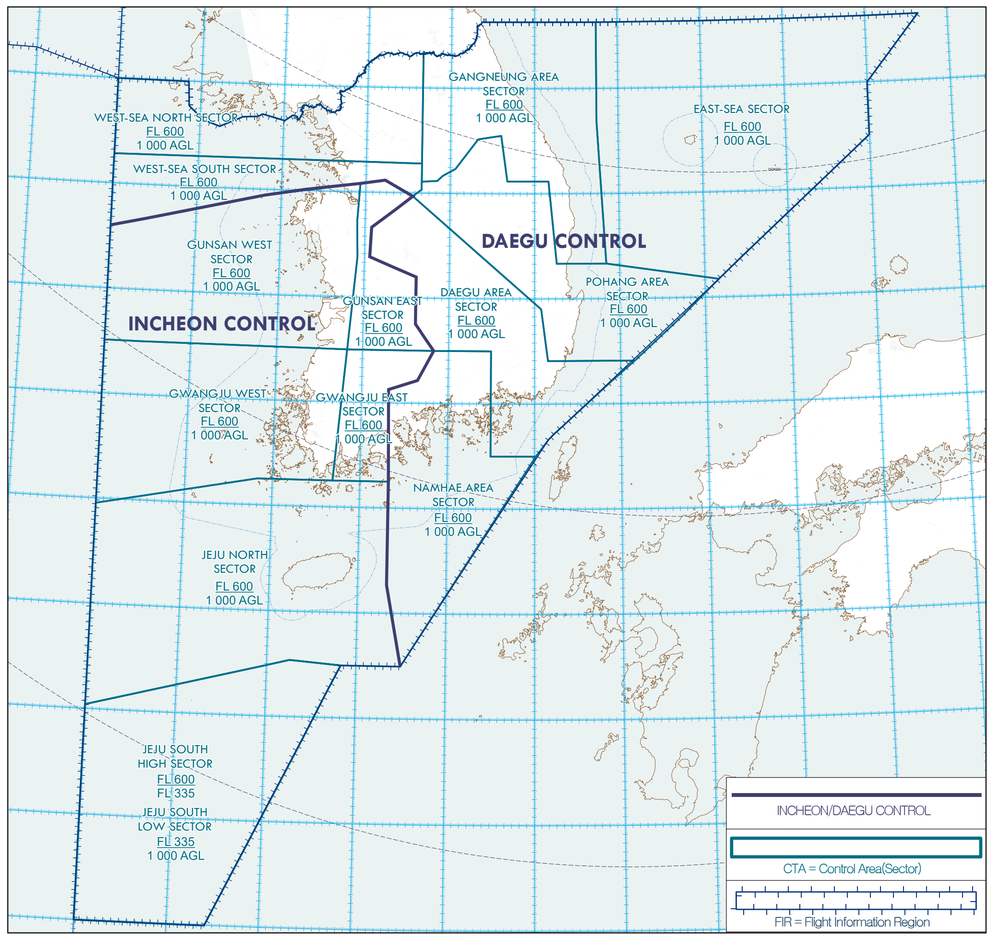
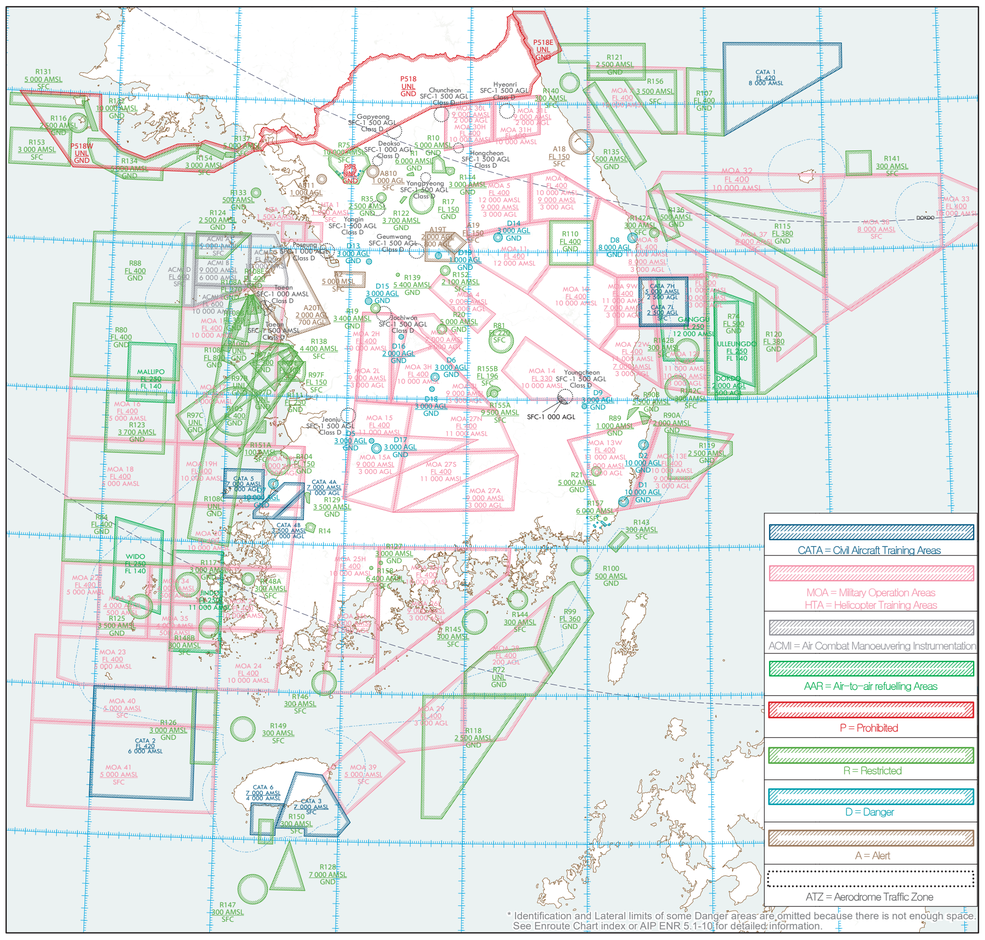
OFFICE OF CIVIL AVIATION
MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT
REPUBLIC OF KOREA

* The information contained is based on Aeronautical Information Publication.

ACC · CTA · FIR

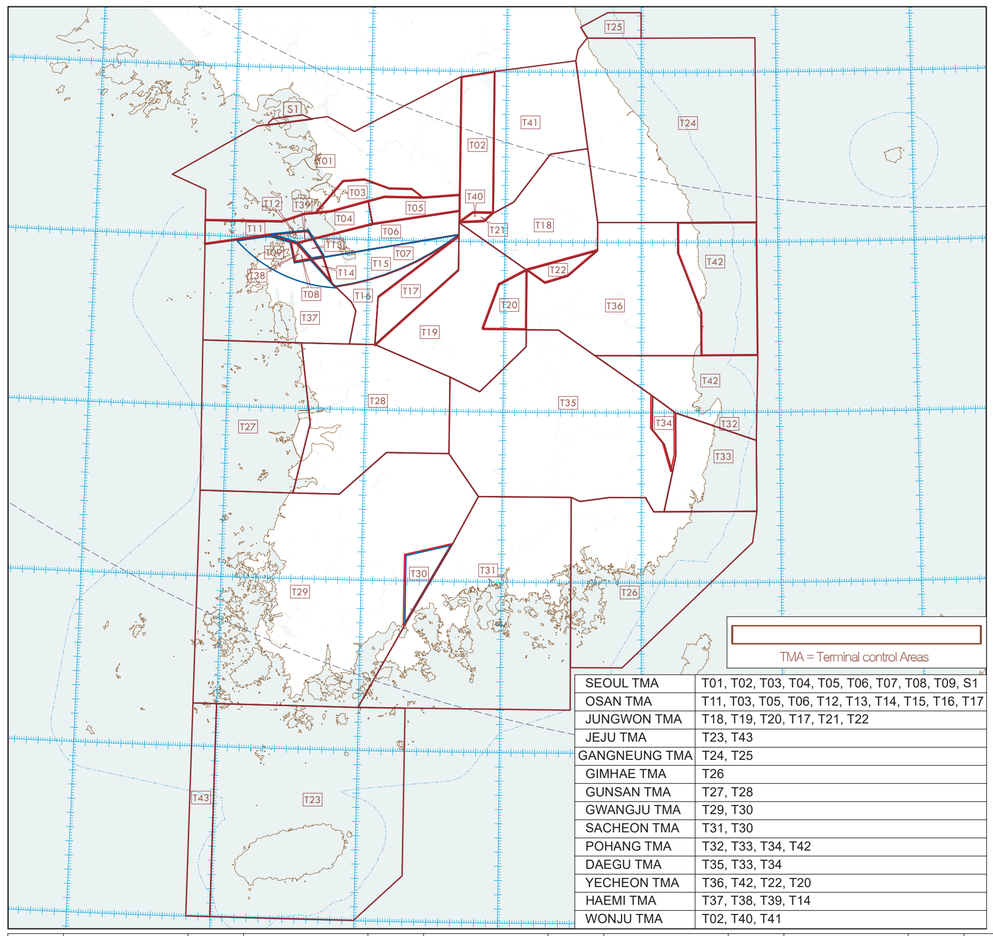


PROHIBITED · RESTRICTED · DANGER · ALERT · ATZ · CATA · MOA · ACMI · AAR



* Identification and Lateral limits of some Danger areas are omitted because there is not enough space. See Enroute Chart index or AIP ENR 5.1-10 for detailed information.

TMA



SEOUL TMA	T01, T02, T03, T04, T05, T06, T07, T08, T09, S1
OSAN TMA	T11, T03, T05, T06, T12, T13, T14, T15, T16, T17
JUNGWON TMA	T18, T19, T20, T17, T21, T22
JEJU TMA	T23, T43
GANGNEUNG TMA	T24, T25
GIMHAE TMA	T26
GUNSAN TMA	T27, T28
GWANGJU TMA	T29, T30
SACHEON TMA	T31, T30
POHANG TMA	T32, T33, T34, T42
DAEGU TMA	T35, T33, T34
YECHEON TMA	T36, T42, T22, T20
HAEMI TMA	T37, T38, T39, T14
WONJU TMA	T02, T40, T41

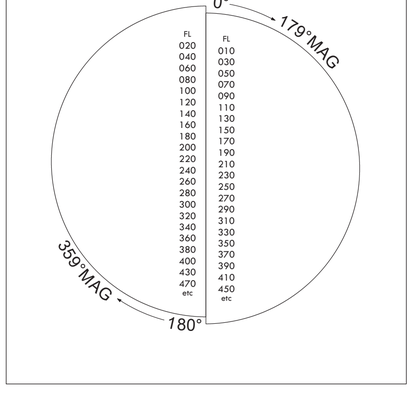
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon airport* - Within 5 NM including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) Gimpo airport* - Within 5 NM including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1262934E) : SFC ~ 10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332225SN 1262255E - to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• Radius of airports with APP Control** - Within 5 NM (SFC~5 000 ft AGL) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports none APP Control *** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR(RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• Controlled Airspace except Class A, B, C, and D. - Airspace (Lands and Waters) : 1 000 ft ~ 60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• Uncontrolled airspace except Class A, B, C, D and E. - Airspace (Lands and Waters) : Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 500 ft from the surface of the sea - The airspace above FL 600 to unlimited.	IFR VFR	NIL	• Flight information service	No	No

* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedures specified on the LOA between concerned facilities.
** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan and Pohang Gyeongju Airports(11)
*** Osan, Yangyang, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Uljin, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(17)

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
AGAVO	371010N 1235953E	BEDAR	315401N 1262910E	BOPTA	364406N 1263658E	ELPOS	355410N 1264707E	INVOK	344719N 1291923E	LIMDI	333313N 1254953E	MOXID	362311N 1264359E	OMOTU	350033N 1285022E	POSAN	365615N 1271316E	SAMLO	323223N 1261536E	TORUS	373625N 1280807E
AGSUS	364521N 1304044E	BEDES	360905N 1264844E	BULGA	355609N 1294924E	ENGOT	344834N 1282952E	IPDAS	341515N 1264301E	LINTA	353116N 1265119E	MUGUS	300006N 1245712E	ONATA	382832N 1320602E	POVEM	345523N 1285416E	SAMUL	350736N 1265154E	TOSAN	330012N 1264619E
AKPON	334650N 1271953E	BEDOM	352513N 1291754E	BULTI	364322N 1264930E	ENSAL	365554N 1274747E	KAKSO	370745N 1272637E	LOSNI	333315N 1264153E	NIMUS	371210N 1294656E	ONIKU	321142N 1263917E	POVOR	341520N 1274400E	SAPDI	350737N 1282952E	UPGOS	335733N 1271953E
ANDOL	373958N 1330000E	BELTU	371218N 1254759E	BUSKO	374033N 1301610E	ENTEL	362311N 1265705E	KALEK	351232N 1295305E	NIRAT	320354N 1260329E	OPEDA	355149N 1273652E	REBIT	371203N 1252913E	SAPRA	354926N 1304325E	VASLI	364252N 1273003E		
ANKUS	350730N 1284616E	*BEPKO	333910N 1265514E	DABIK	361743N 1301143E	GOGET	372442N 1263036E	KALMA	371845N 1270645E	MAKDU	362712N 1274909E	NISAV	341519N 1275835E	*OROGA	364456N 1272718E	REMOS	332605N 1262329E	SARAM	350736N 1283147E		
ANROD	343758N 1282952E	BESNA	343718N 1290751E	DALPO	375835N 1242453E	GONAV	371048N 1242453E	KALOD	353012N 1284626E	MAKET	335452N 1271953E	NOBUT	370715N 1291957E	OSPOT	365018N 1272055E	RILRO	371033N 1241442E	SELPA	375515N 1304911E		
ANSIM	372323N 1245009E	BIGOB	364325N 1280952E	DALSU	350731N 1264206E	GONAX	362311N 1265016E	KAMIT	341514N 1264618E	MAKSA	353011N 1265422E	NOGON	372250N 1242505E	PALDU	375813N 1323625E	RIMPO	350739N 1273502E	SOSDO	330012N 1262735E		
ANUBA	350746N 1273523E	BIKSI	374032N 1283504E	DANPA	353036N 1242453E	GOSBO	341517N 1274723E	KANKA	313155N 1253504E	MALSO	375440N 1314904E	NOMEX	374112N 1294441E	PANSI	340131N 1242453E	RINBO	355352N 1265349E	TAMNA	332815N 1271953E		
APARU	352442N 1290932E	BILUM	334613N 1270439E	DANTI	371806N 1243929E	GUKDO	370111N 1273823E	KANSU	383800N 1322830E	MANGI	353011N 1264432E	NONOS	364046N 1242453E	PANSI	330014N 1261225E	RUGMA	323012N 1265753E	TEBEX	363341N 1275929E		
APELA	344323N 1291400E	BINIL	372349N 1251359E	DOMKO	322848N 1255859E	GUKSU	335251N 1264357E	KARBU	373159N 1273952E	MANOL	333629N 1265514E	NOPIK	372412N 1253905E	PAPLU	333441N 1270337E	RUNIT	350734N 1282952E	TEDAN	350744N 1271852E		
ATASO	355344N 1265657E	BITUX	361645N 1280148E	DOTOL	341515N 1263637E	GUNKU	363414N 1265949E	KIDOS	335028N 1263402E	MASTA	352847N 1283340E	OLBIM	371411N 1240751E	PEBRI	362311N 1270013E	SABET	373829N 1324019E	TENAS	373820N 1313427E		
ATINA	334320N 1270423E	BODOL	371122N 1244954E	EGOBA	372915N 1272246E	IGDOK	353104N 1274907E	LAMEN	313636N 1240000E	MEKIL	363322N 1264953E	OLMEN	364413N 1265928E	PILIT	372631N 1291731E	SADLI	314948N 1250000E	TESIM	313526N 1255128E		
ATOTI	300013N 1251154E	BOGAN	371241N 1262812E	ELAPI	362014N 1285051E	IGRAS	371846N 1324411E	LANAT	362224N 1312542E	MELES	355251N 1271542E	OLMUD	350225N 1284916E	POLEG	371249N 1265935E	*SAKTI	365100N 1274606E	TOLIS	335030N 1242453E		
BASEM	365037N 1275710E	BONSO	302840N 1250851E	ELGEP	314653N 1255617E	IKEDO	314314N 1253948E	LAPAL	355413N 1290452E	MONSI	371247N 1265015E	OMKIM	331320N 1264114E	PONIK	320021N 1254659E	SAMDO	333503N 1281857E	TOPAX	344555N 1282952E		
			* For holding only												* For holding only		* For holding only				

IFR CRUISING LEVEL DIAGRAMS



RVSM

Within Incheon FIR, RVSM is applied between FL 290 and FL 410 on all ATS Routes.
In the RVSM stratum 2 000 ft vertical separation minimum is applied between RVSM non compliant aircraft operating and all other aircraft.

MEASURING UNITS

Altitude, elevation and heights are in Feet.
Distances are Nautical Miles.
Coordinates are in WGS-84.

ALTIMETER SETTING PROCEDURES

Transition altitude is 14 000 Feet.
Transition level is FL 140.

LEGEND

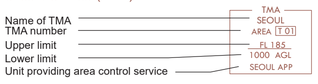
Flight Information Region (FIR)



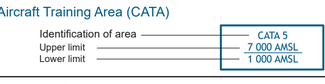
* The VFR flights to enter the Incheon FIR should report estimated time over FIR at least 20 minutes prior to crossing the boundary. The departing point where it takes less than 20 minutes flying time from the boundary should report estimated time to cross the FIR before take off.

ACC Boundary — INCHEON CONTROL / DAEGU CONTROL

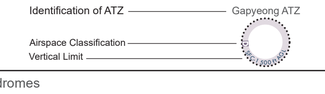
Terminal control Area (TMA)



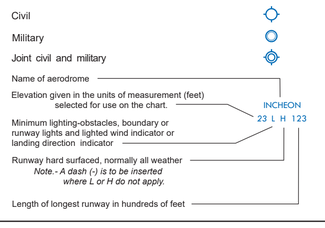
Civil Aircraft Training Area (CATA)



Aerodrome Traffic Zone(ATZ)



Aerodromes



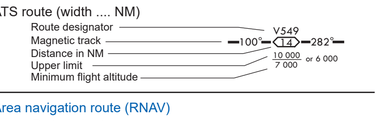
Air Defence Identification Zone(ADIZ)

* The VFR flights crossing Korea ADIZ boundary should include their route, altitude within Korea ADIZ and estimated time to the boundary.

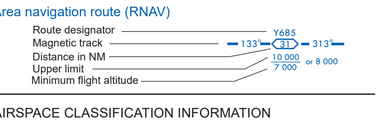
Flight Information Center (FIC)

* VHF 126.90/135.725, UHF 250.80/258.50/317.55

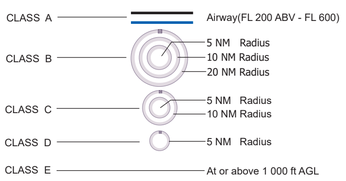
ATS route (width .... NM)



Area navigation route (RNAV)



AIRSPACE CLASSIFICATION INFORMATION



※ CLASS D services are provided to aircraft in the airspace where CLASS C and D airspace overlap.

AIRWAY INFORMATIOIN

All airways from FL 200 up to and including FL 600 are CLASS A
All airways from MEA up to and including FL 200 are CLASS D

Change - Over Point (COP)

Distance in NM from associated VOR navigation aid — 45 / 44

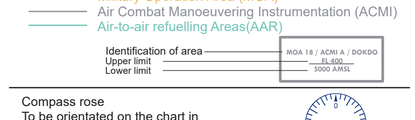
Significant point

Name — IGDOK

Reporting Point(REP/WPT)

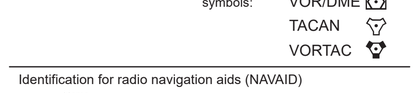
Compulsory ▲ ◆
On request △ ◇

Restricted airspace

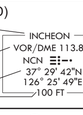


※Nationality letter is omitted for chart clarity.

Military Operation Area (MOA)
Air Combat Manoeuvering Instrumentation (ACMI)
Air-to-air refuelling Areas(AAR)



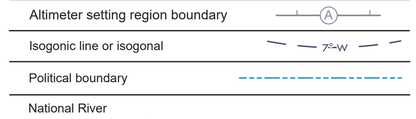
Compass rose
To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)



Note. Additional points of compass may be added as required.

Compass rose to be used as appropriate in combination with the following symbols:
VOR
VOR/DME
TACAN
VORTAC

Identification for radio navigation aids (NAVAID)



Altimeter setting region boundary — A

Isogonic line or isogonal — 7°-W

Political boundary

National River
Large river(Perennial)
Small river(Perennial)
Lakes(Perennial)

Area Minimum Altitude (AMA)

Each 1° quadrilateral contains an Area Minimum Altitude (AMA) which represents the lowest altitude to be used under Instrument Meteorological Conditions (IMC). The AMA provides a minimum clearance of 1 000 feet above all obstacles in the quadrilateral. It is represented in hundreds feet above mean sea level.

Example : 5 400 feet — 54

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS

RK P73	RK P518	RK P518E	RK P518W
GND-UNL	GND-UNL	GND-UNL	GND-UNL

RESTRICTED AREAS

RK R1 GND-6 000 AMSL MON-FRI 2300-0800 VMC-IMC	**RK R97D** GND-UNL NOTAM. VMC-IMC	**RK R120** GND-FL 380 NOTAM. VMC-IMC	**RK R142B** SFC-300 AMSL NOTAM. VMC
RK R10 GND-5 000 AMSL MON-SAT CONT VMC-IMC	**RK R97E** SFC-FL 300 NOTAM. VMC-IMC	**RK R121** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R142C** SFC-300 AMSL NOTAM. VMC
RK R14 NOTAM. VMC-IMC	**RK R97F** SFC-FL 150 NOTAM. VMC-IMC	**RK R122** GND-3 700 AMSL MON-FRI 2300-1100 SAT 2300-0300 VMC-IMC	**RK R143** SFC-300 AMSL NOTAM. VMC
RK R17 GND-FL 150 CONT 2100-1500 VMC-IMC	**RK R99** GND-FL 360 NOTAM.	**RK R123** GND-3 700 AMSL NOTAM. VMC	**RK R144** SFC-300 AMSL NOTAM. VMC
RK R19 GND-3 400 AMSL NOTAM. VMC-IMC	**RK R100** GND-500 AMSL CONT	**RK R124** GND-2 500 AMSL NOTAM. VMC	**RK R145** SFC-300 AMSL NOTAM. VMC
RK R20 GND-5 000 AMSL NOTAM. VMC-IMC	**RK R104** GND-FL 150 NOTAM. VMC	**RK R125** GND-3 500 AMSL NOTAM. VMC	**RK R146** SFC-300 AMSL NOTAM. VMC
RK R21 GND-5 000 AMSL NOTAM. VMC-IMC	**RK R105** GND-FL 400 NOTAM. VMC	**RK R126** GND-3 000 AMSL MON-SAT 0100-1300 NOTAM. VMC	**RK R147** SFC-300 AMSL NOTAM. VMC
RK R35 GND-2 500 AMSL CONT VMC-IMC	**RK R107** GND-FL 400 MON-SAT 2300-0800 VMC	**RK R127** GND-3 000 AMSL NOTAM. VMC	**RK R148A** SFC-300 AMSL NOTAM. VMC
RK R72 GND-UNL NOTAM. VMC-IMC	**RK R108A** GND-FL 270 NOTAM. VMC-IMC	**RK R128** GND-7 000 AMSL NOTAM. VMC	**RK R148B** SFC-300 AMSL NOTAM. VMC
RK R74 GND-FL 500 CONT VMC	**RK R108B** GND-FL 330 NOTAM. VMC-IMC	**RK R129** GND-3 500 AMSL NOTAM. VMC	**RK R149** SFC-300 AMSL NOTAM. VMC
RK R75 SFC-10 000 AMSL CONT MCRC	**RK R108C** GND-UNL NOTAM. VMC-IMC	**RK R131** SFC-5 000 AMSL NOTAM. VMC	**RK R150** SFC-300 AMSL NOTAM. VMC
RK R77 GND-FL 150 NOTAM. VMC-IMC	**RK R108D** GND-UNL NOTAM. VMC-IMC	**RK R132** GND-10 000 AMSL NOTAM.	**RK R151A** SFC-100 AMSL NOTAM. VMC
RK R80 GND-FL 400 CONT ROKAF VMC	**RK R108E** GND-FL 400 NOTAM. VMC-IMC	**RK R133** GND-500 AMSL NOTAM. VMC	**RK R152** SFC-2 100 AMSL NOTAM. VMC
RK R81 SFC-FL 220 CONT 2100-1400 VMC	**RK R108F** GND-FL 800 NOTAM. VMC-IMC	**RK R134** GND-5 000 AMSL NOTAM. VMC	**RK R153** SFC-3 000 AMSL NOTAM. VMC
RK R84 GND-FL 400 CONT VMC	**RK R110** GND-FL 400 CONT 2200-1300	**RK R135** GND-500 AMSL NOTAM. VMC	**RK R154** SFC-3 000 AMSL NOTAM. VMC
RK R88 GND-FL 400 CONT VMC	**RK R111** GND-FL 250 CONT VMC	**RK R136** GND-500 AMSL NOTAM. VMC	**RK R155A** SFC-9 500 AMSL CONT
RK R89 GND-1 000 AMSL CONT VMC-IMC	**RK R114** GND-3 000 AMSL MON-SAT HJ VMC	**RK R137** SFC-5 000 AMSL NOTAM. VMC	**RK R155B** SFC-FL 196 NOTAM
RK R90A GND-2 000 AMSL CONT VMC-IMC	**RK R115** GND-FL 380 CONT VMC-IMC	**RK R138** SFC-4 400 AMSL Electronic jamming Area	**RK R156** SFC-3 500 AMSL NOTAM VMC-IMC
RK R90B GND-5 500 AMSL CONT VMC-IMC	**RK R116** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R139** GND-5 400 AMSL Electronic jamming Area	**RK R157** SFC-6 000 AMSL Electronic jamming Area
RK R97A GND-FL 300 NOTAM. VMC-IMC	**RK R117** GND-3 000 AMSL NOTAM. VMC-IMC	**RK R140** SFC-300 AMSL NOTAM. VMC	**RK R158** SFC-6 400 AMSL Electronic jamming Area
RK R97B GND-UNL NOTAM. VMC-IMC	**RK R118** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R141** SFC-300 AMSL NOTAM. VMC	
RK R97C GND-UNL NOTAM. VMC-IMC	**RK R119** GND-2 500 AMSL NOTAM. VMC-IMC	**RK R142A** SFC-300 AMSL NOTAM. VMC	

DANGER AREAS

RK D1 GND-10 000 AGL	**RK D14** GND-3 000 AGL	**RK D22** GND-1 800 AGL	**RK D30** GND-1 900 AGL
RK D2 GND-10 000 AGL	**RK D15** GND-3 000 AGL	**RK D23** GND-1 900 AGL	**RK D31** GND-1 600 AGL
RK D5 GND-3 000 AGL	**RK D16** GND-2 000 AGL	**RK D24** GND-1 700 AGL	**RK D32** GND-1 600 AGL
RK D6 GND-3 000 AMSL	**RK D17** GND-3 000 AGL	**RK D25** GND-1 500 AGL	**RK D33** GND-1 500 AGL
RK D7 GND-10 000 AMSL	**RK D18** GND-3 000 AGL	**RK D26** GND-1 600 AGL	**RK D34** GND-1 600 AGL
RK D8 GND-8 000 AGL	**RK D19** GND-1 000 AGL	**RK D27** GND-1 900 AGL	**RK D35** GND-2 000 AGL
RK D9 GND-3 000 AGL	**RK D20** GND-1 600 AGL	**RK D28** GND-1 700 AGL	**RK D36** GND-2 000 AGL
RK D13 GND-3 000 AGL	**RK D21** GND-1 700 AGL	**RK D29** GND-1 600 AGL	**RK D37** GND-1 600 AGL

ALERT AREAS

RK A2 SFC-5 000 MSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2100-1400 VMC	RK A20T 700 AGL - 2000 AGL MON-SAT	RK A811 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400
RK A18 SFC-FL 150 MON-SAT CONT	RK A19T 800 AGL-2000 AGL DAILY 2300-0900 IMC-VMC	RK A810 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	

CIVIL AIRCRAFT TRAINING AREAS (CATA)

CATA 1 FL 420 8 000 AMSL 2100-1300	**CATA 4A** 7 000 AMSL 1 000 AGL NOTAM HJ	**CATA 5** 7 000 AMSL 1 000 AGL NOTAM HJ	**CATA 7L** 2 500 AGL SFC 24HR
CATA 2 FL 420 6 000 AMSL NOTAM	**CATA 4B** 3 500 AMSL 1 000 AGL NOTAM HJ	**CATA 6** 7 000 AMSL 4 000 AMSL 2100-1300	**CATA 7H** 5 000 AMSL 2 500 AGL NOTAM
CATA 3 7 000 AMSL SFC 2100-1300			

MILITARY OPERATION AREAS (MOA)

MOA 1 FL 400 10 000 AMSL	**MOA 9W** FL 400 11 000 AMSL	**MOA 19L** 8 000 AMSL 3 000 AGL	**MOA 30H** FL 400 10 000 AMSL
MOA 2H FL 400 10 000 AMSL	**MOA 10** FL 400 10 000 AMSL	**MOA 19H** FL 400 10 000 AMSL	**MOA 31L** 9 000 AMSL 2 000 AGL
MOA 2L 9 000 AMSL 3 000 AGL	**MOA 11** FL 400 12 000 AMSL	**MOA 20** FL 400 10 000 AMSL	**MOA 31H** FL 400 10 000 AMSL
MOA 3A 7 000 AMSL 3 000 AGL	**MOA 12W** 7 000 AMSL 3 000 AGL	**MOA 21** FL 400 10 000 AMSL	**MOA 32** FL 400 10 000 AMSL
MOA 3L 9 000 AMSL 3 000 AGL	**MOA 12W** FL 400 11 000 AMSL	**MOA 22** FL 400 5 000 AMSL	**MOA 33** FL 400 10 000 AMSL
MOA 3H FL 400 10 000 AMSL	**MOA 12E** 10 000 AMSL 3 000 AGL	**MOA 23** FL 400 5 000 AMSL	**MOA 34** 4 000 AMSL 500 AMSL
MOA 4 9 000 AMSL 3 000 AGL	**MOA 12E** FL 400 11 000 AMSL	**MOA 24** FL 400 10 000 AMSL	**MOA 35** 4 000 AMSL 500 AMSL
MOA 5 9 000 AMSL 3 000 AGL	**MOA 13W** 8 000 AMSL 3 000 AGL	**MOA 25L** 9 000 AMSL 3 000 AGL	**MOA 36** 4 000 AMSL 500 AMSL
MOA 5 FL 400 12 000 AMSL	**MOA 13W** FL 400 11 000 AMSL	**MOA 25H** FL 400 10 000 AMSL	**MOA 37** 8 000 AMSL SFC
MOA 6 9 000 AMSL 3 000 AGL	**MOA 13E** 9 000 AMSL 3 000 AGL	**MOA 26L** 9 000 AMSL 3 000 AGL	**MOA 38** 8 000 AMSL SFC
MOA 6 FL 400 10 000 AMSL	**MOA 13E** FL 400 10 000 AMSL	**MOA 26H** FL 400 10 000 AMSL	**MOA 39** 5 000 AMSL SFC
MOA 7 FL 400 10 000 AMSL	**MOA 14** FL 330 10 000 AMSL	**MOA 27N** FL 400 11 000 AMSL	**MOA 40** 5 000 AMSL SFC
MOA 8 8 000 AMSL 3 000 AGL	**MOA 15A** 9 000 AMSL 3 000 AGL	**MOA 27S** FL 400 11 000 AMSL	**MOA 41** 5 000 AMSL SFC
MOA 8 FL 400 11 000 AMSL	**MOA 15** FL 400 11 000 AMSL	**MOA 27A** 9 000 AMSL 3 000 AGL	**HTA 1** 1 000 AMSL SFC
MOA 9E 10 000 AMSL 3 000 AGL	**MOA 16** FL 400 5 000 AMSL	**MOA 28** FL 400 200 AGL	**HTA 2** 1 500 AMSL SFC
MOA 9E FL 400 11 000 AMSL	**MOA 17** FL 400 5 000 AMSL	**MOA 29** FL 400 3 000 AGL	
MOA 9W 7 000 AMSL 3 000 AGL	**MOA 18** FL 400 5 000 AMSL	**MOA 30L** 9 000 AMSL 2 000 AGL	

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

ACMI A 5 000 AMSL SFC	**ACMI C** FL 600 10 000 AMSL	**ACMI D** FL 600 SFC	**ACMI E** FL 600 10 000 AMSL
ACMI B 9 000 AMSL 6 000 AMSL			

AIR-TO-AIR REFUELLING AREAS

DOKDO 2 000 AGL 500 AGL	**MALLIPO** FL 250 FL 140	**WIDO** FL 250 FL 140	**ULLEUNGDO** FL 250 FL 140
GANGGU FL 250 12 000 AMSL	**JINDO** FL 250 11 000 AMSL		

AERODROME TRAFFIC ZONE (ATZ)

Gapyeong SFC-1 500 AGL Class D	**Yongin** SFC-1 500 AGL Class D	**Chuncheon** SFC-1 500 AGL Class D	**Taean 2** SFC-1 000 AMSL Class D
Yangpyeong SFC-1 500 AGL Class D	**Jeonju** SFC-1 500 AGL Class D	**Deokso** SFC-1 000 AG

REPUBLIC OF KOREA

ELEV IN FEET

ENROUTE CHART - ICAO

LAMBERT CONFORMAL CONIC PROJECTION

WARNING
AIRCRAFT INFRINGING UPON NON FREE FLYING TERRITORY MAY BE FIRED ON WITHOUT WARNING

WARNING
UNLISTED RADIO EMISSIONS FROM THIS AREA MAY CONSTITUTE A NAVIGATION HAZARD OR RESULT IN BORDER OVERFLIGHT UNLESS UNUSUAL PRECAUTION IS EXERCISED

SEE ENLARGED CHART OF SEOUL AREA

The reliability of aeronautical information outside the Incheon FIR is doubtful, and it should be used with caution.

COMMUNICATION FACILITIES

INCHEON ACC
INCHEON CONTROL

GUNSAN EAST SECTOR	126.175, 134.375, 317.85, 335.55
GUNSAN WEST SECTOR	132.15, 123.55, 263.15, 272.60
GWANGJU EAST SECTOR	123.725, 124.50, 241.80, 275.40
GWANGJU WEST SECTOR	120.725, 128.30, 263.90, 272.75
JEJU NORTH SECTOR	124.525, 132.425, 255.40, 348.10, 233.50*
JEJU SOUTH HIGH SECTOR	133.425, 134.15, 234.35, 234.65
JEJU SOUTH LOW SECTOR	125.725, 132.825, 128.375, 232.95, 233.15
COMMON 132.20, 355.50	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	

DAEGU ACC
DAEGU CONTROL

WEST-SEA NORTH SECTOR	132.80, 118.925, 290.60, 335.45, 317.35*
WEST-SEA SOUTH SECTOR	128.70, 120.525, 270.50, 263.60, 317.35*
EAST-SEA AREA SECTOR	122.25, 125.925*, 263.35, 263.85*
GANGNEUNG AREA SECTOR	134.175, 123.65*, 272.40, 233.60*
POHANG AREA SECTOR	120.575, 119.375*, 119.325*, 254.70, 335.75*
DAEGU AREA SECTOR	125.375, 125.775*, 124.575*, 234.15, 317.35*, 335.50*
NAMHAE AREA SECTOR	128.175, 128.325, 122.75 , 262.75, 335.50, 275.20*
COMMON 122.75, 262.75	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	

INCHEON/DAEGU FIC

DAEGU INFORMATION	126.90, 135.725, 250.80, 258.50, 317.55
	EMERGENCY : 121.50, 243.00

SEOUL RADIO

	127.10
	3004 kHz, 6532 kHz, 8903 kHz,
	13300 kHz, 13303 kHz, 17904 kHz

APPROACH CONTROL

SEOUL APP	119.05, 119.10, 119.75, 124.70, 120.80, 121.35, 121.40, 123.25, 123.80, 124.20, 124.80, 125.15, 293.30, 305.70, 353.20, 363.80, 121.50, 243.00
JEJU APP	119.00, 121.20, 124.05, 317.70, 279.80, 121.50, 243.00
GIMHAE APP	119.20, 125.50, 134.40, 135.70, 225.10, 230.10, 253.80, 363.80, 121.50, 243.00
GWANGJU APP	130.00, 228.90, 121.50, 243.00
GANGNEUNG APP	124.60, 304.00, 121.50, 243.00
WONJU APP	135.725, 234.40, 130.2, 121.50, 243.00
SACHEON APP	135.40, 344.70, 121.50, 243.00
POHANG APP	120.20, 232.40, 124.25, 121.50, 243.00
DAEGU APP	135.90, 346.30, 121.50, 243.00
YECHEON APP	134.50, 229.35, 121.50, 243.00
HAEMI APP	124.60, 229.25, 253.95, 121.50, 243.00
JUNGWON APP	132.55, 306.70, 121.50, 243.00
GUNSAN APP	124.10, 292.65, 121.50, 243.00
OSAN APP	127.90, 363.10, 121.50, 243.00

CONVENTIONAL routes width 10NM except the following segments :
- A595 (CJU - SAMDO) : 8NM
- G339 (PSN - INVOK) : 8NM
- G585 (SEL - SAPRA) : 8NM
- V11 (PSN - PILIT) : 8NM
- A593 (ONIKU - LAMEN) : 50NM
- B332 (KANSU - IGRAS) : 50NM
- B467 (KANSU - TENAS) : 50NM

A586 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1100 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1100 on the preceding day until 2200 on the holiday.

Y579 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1400 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1400 on the preceding day until 2200 on the holiday.

A593 : Flight Level Allocation Scheme (FLAS)
The west of SADLI
- Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410
- Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400

The east of SADLI
- Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390
- Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400

* Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2.

G585/Y685 (SEL - KPO) :
- Only flying westbound from KPO to SEL on G585/Y685 is authorized except ACFT departing from RKTY or RKTI.
- Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585/Y685 shall get PPR 24 hours before from Incheon/Daegu ACC.
- No PPR is needed at or below 10 000 ft.

G597/Y697 (AGAVO - LANAT) :
- Only flying westbound from SEL to AGAVO on G597/Y697 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used)
- Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24-hours before from Daegu ACC.
- Only flying westbound from LANAT to KAE on G597 shall get 24HRs PPR from Daegu ACC.

L512 (TENAS-ANDOL)
After ANDOL, MEA is FL290, see AIP JAPAN

V11/Y744 (PSN-PILIT) :
- 11 000 ft to FL240,at or above FL280 will be blocked.
- At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.

ENLARGED CHART OF SEOUL AREA

KILOMETRES 10 5 0 10 20 30 40 50

NAUTICAL MILES 10 0 10 20 30

SCALE 1:1,360,000

KILOMETRES / NAUTICAL MILES 100 50 0 100 200 300 400 500 / 50 0 50 100 150 200 250 300

Date of aeronautical infomation 6 APR 2023 Isogonic information 28 DEC 2022

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P.O.Box 26, Incheon Airport Post office 272, Gonghang-ro, Jung-gu, Incheon 22382, REPUBLIC OF KOREA

"Topographic data is derived from NGII(National Geographic Infomation Institute)'s 1:5,000 Digital Map"

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

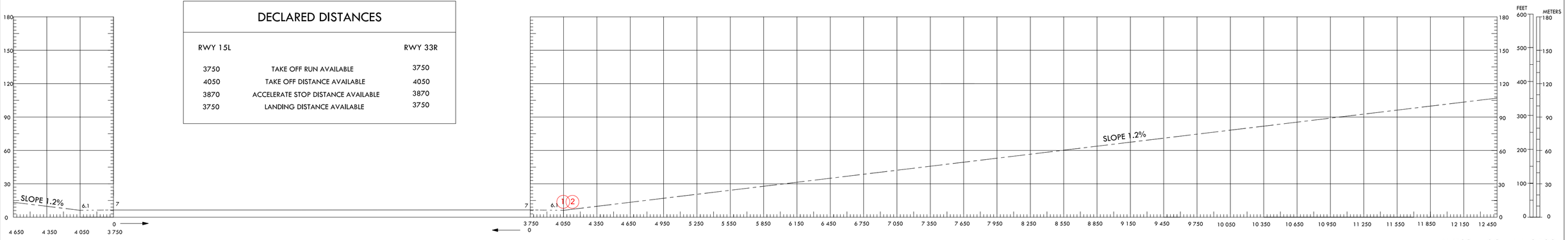
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

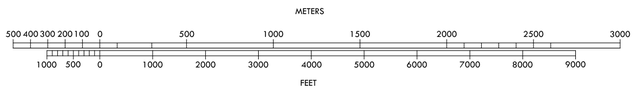
RWY 15L / 33R

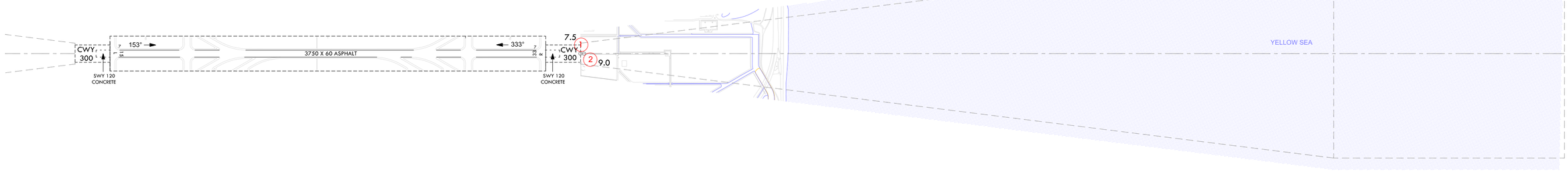
DECLARED DISTANCES

RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



HORIZONTAL SCALE 1:25000





LEGEND

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

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°27'15.0"N 126°27'59.9"E	7.5	Landing light	
2	37°27'14.7"N 126°28'00.1"E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

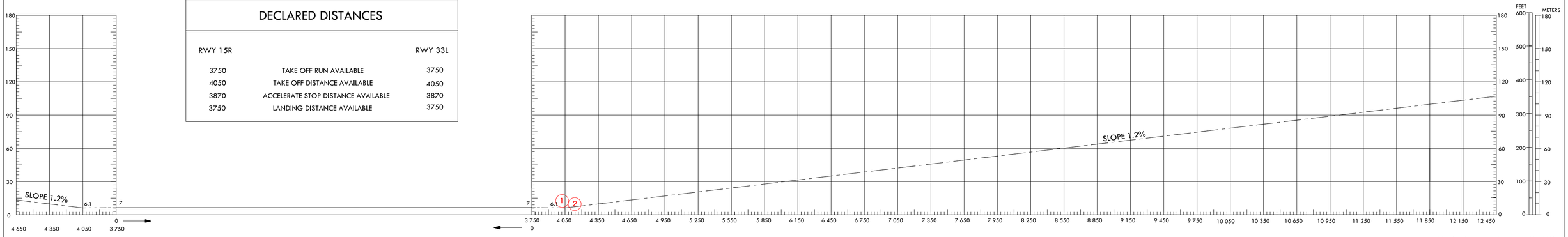
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

RWY 15R / 33L

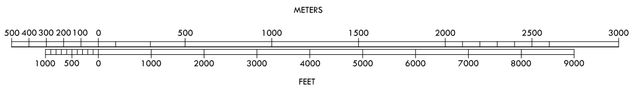
DECLARED DISTANCES

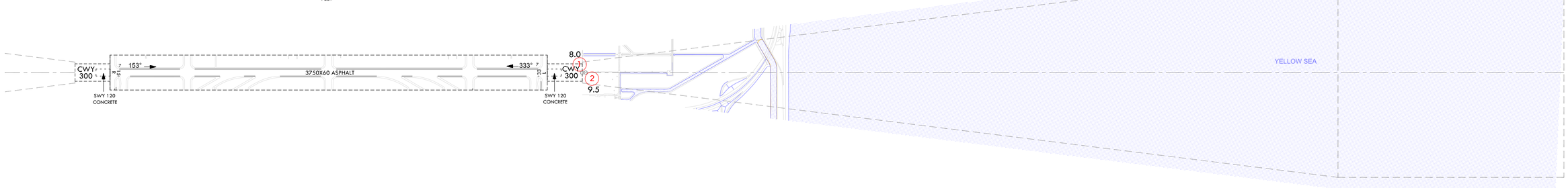
RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:2500

HORIZONTAL SCALE 1:25000





LEGEND

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

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°27'07.3"N 126°27'46.1"E	8.0	Landing light	
2	37°27'06.9"N 126°27'46.4"E	9.5	Antenna	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name.

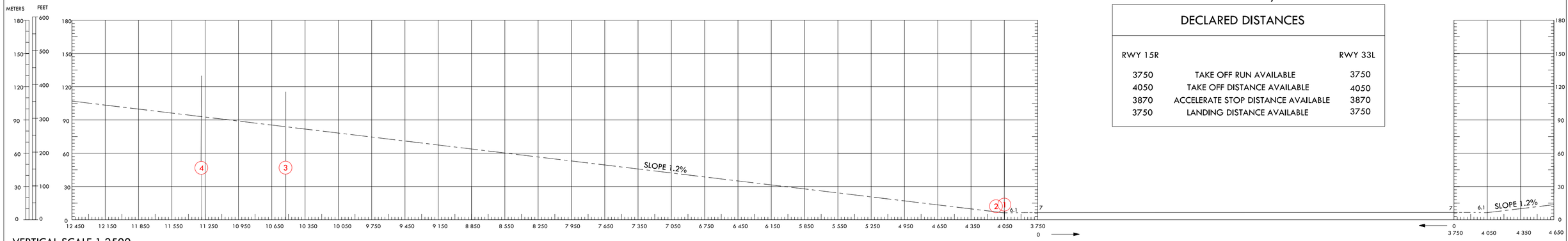
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

RWY 15R / 33L

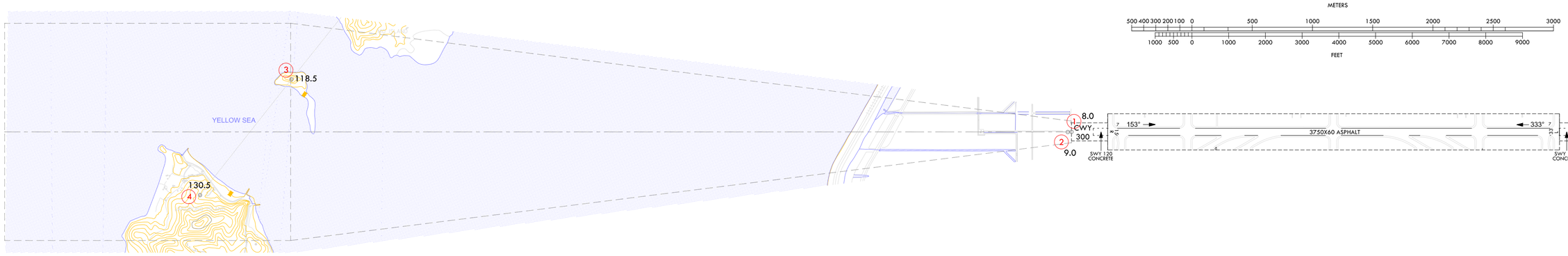


VERTICAL SCALE 1:2500

DECLARED DISTANCES

RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

HORIZONTAL SCALE 1:25000



LEGEND

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

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°29'02.4"N 126°26'03.8"E	8.0	Landing light	
2	37°29'02.7"N 126°26'03.5"E	9.0	Antenna	
3	37°32'01.8"N 126°23'45.6"E	118.5	Tower	
4	37°32'03.9"N 126°22'55.8"E	130.5	Tower	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name.

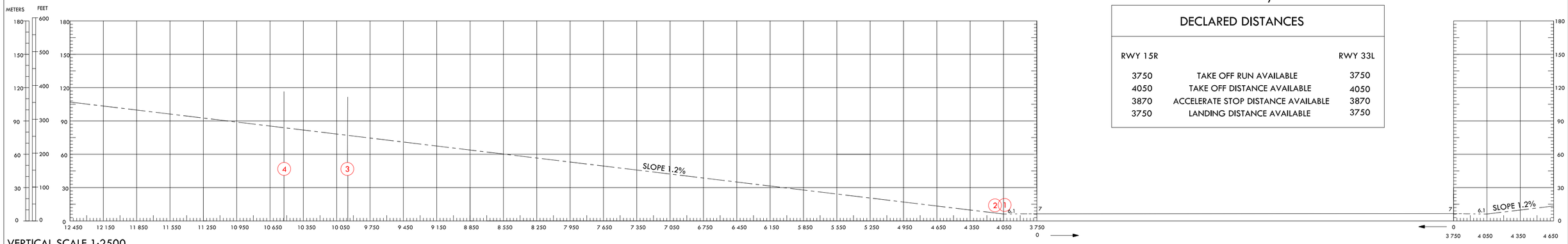
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

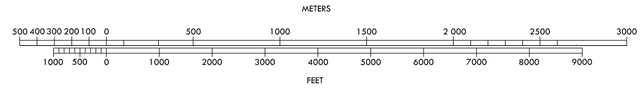
RWY 15L / 33R



VERTICAL SCALE 1:2500

DECLARED DISTANCES		
RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

HORIZONTAL SCALE 1:25000



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

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°29'10.1"N 126°26'17.5"E	8.0	Landing light	
2	37°29'10.4"N 126°26'17.2"E	9.0	Antenna	
3	37°32'00.1"N 126°24'22.9"E	112.0	Tower	
4	37°32'01.8"N 126°23'45.6"E	118.5	Tower	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

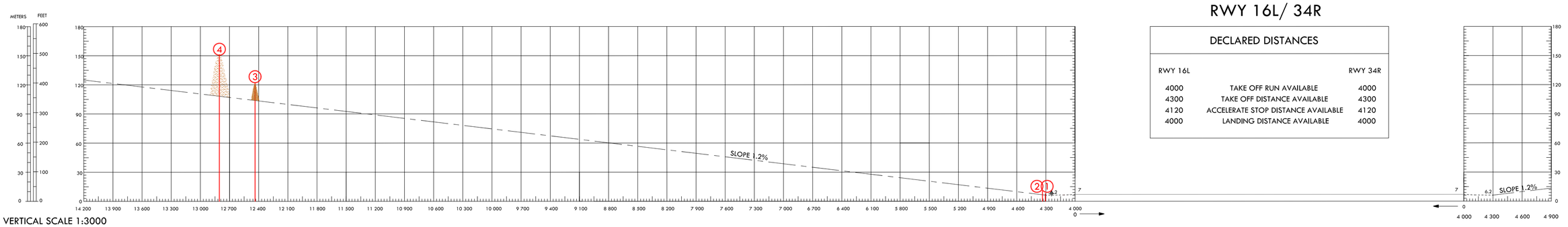
Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

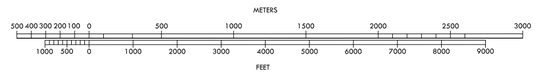


RWY 16L/ 34R

DECLARED DISTANCES		
RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000

VERTICAL SCALE 1:3000

HORIZONTAL SCALE 1:30000



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

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°28'30.1"N 126°24'48.9"E	8.0	Landing light	
2	37°28'30.4"N 126°24'48.6"E	9.5	Antenna	
3	37°31'56.0"N 126°21'16.2"E	129.5	Mountain	
4	37°32'03.3"N 126°20'56.5"E	156.0	Mountain	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

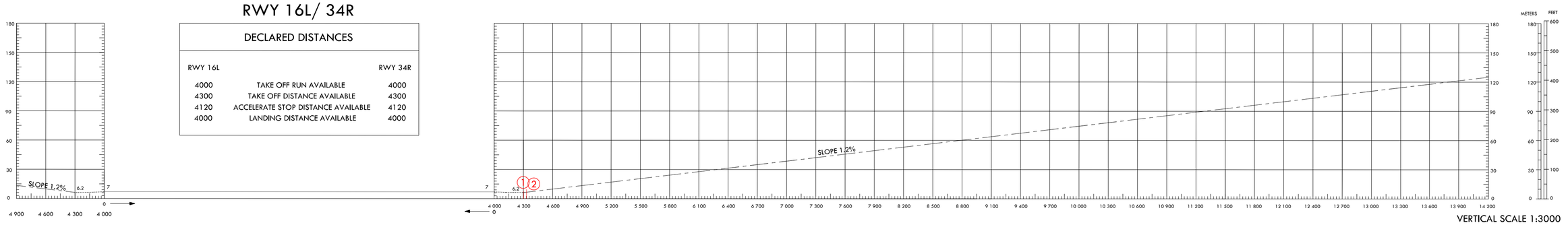
SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

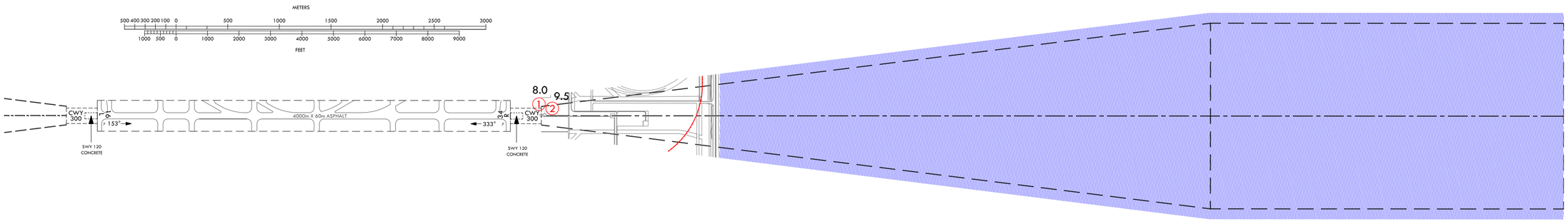
MAGNETIC VARIATION 9° W (2020)

RWY 16L/ 34R

DECLARED DISTANCES		
RWY 16L		RWY 34R
4000	TAKE OFF RUN AVAILABLE	4000
4300	TAKE OFF DISTANCE AVAILABLE	4300
4120	ACCELERATE STOP DISTANCE AVAILABLE	4120
4000	LANDING DISTANCE AVAILABLE	4000



HORIZONTAL SCALE 1:30000



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

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°26'28.3"N 126°26'37.3"E	8.0	Landing light	
2	37°26'27.9"N 126°26'37.6"E	9.5	Antenna	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name.

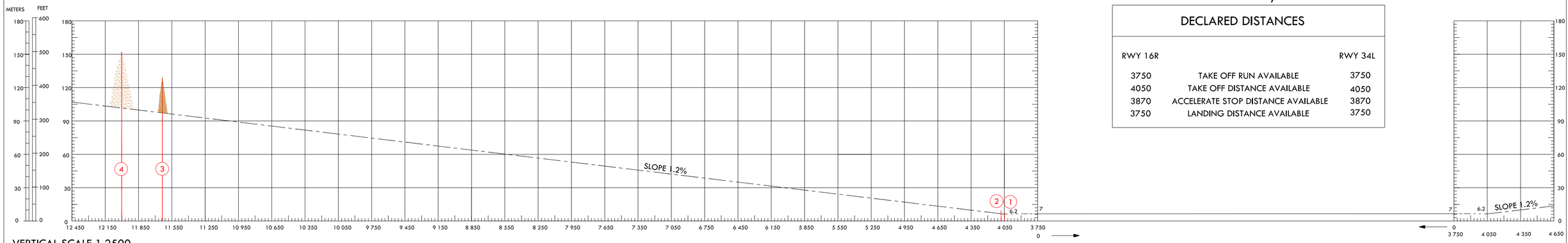
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

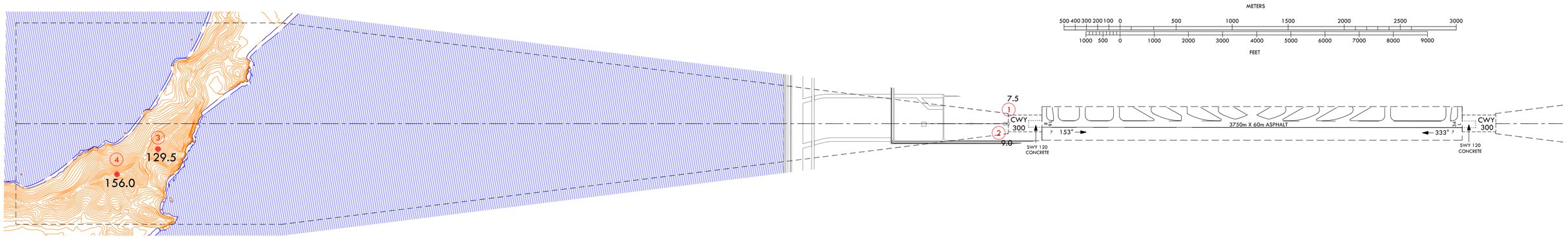
RWY 16R / 34L



VERTICAL SCALE 1:2500

DECLARED DISTANCES		
RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750

HORIZONTAL SCALE 1:25000



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

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°28'15.7"N 126°24'41.0"E	7.5	Landing light	
2	37°28'16.0"N 126°24'40.8"E	9.0	Antenna	
3	37°31'56.0"N 126°21'16.2"E	129.5	Mountain	
4	37°32'03.3"N 126°20'56.5"E	156.0	Mountain	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

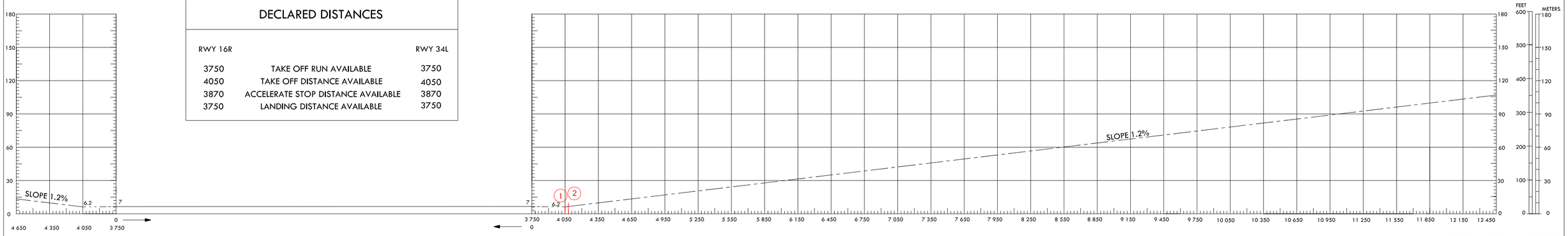
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

RWY 16R / 34L

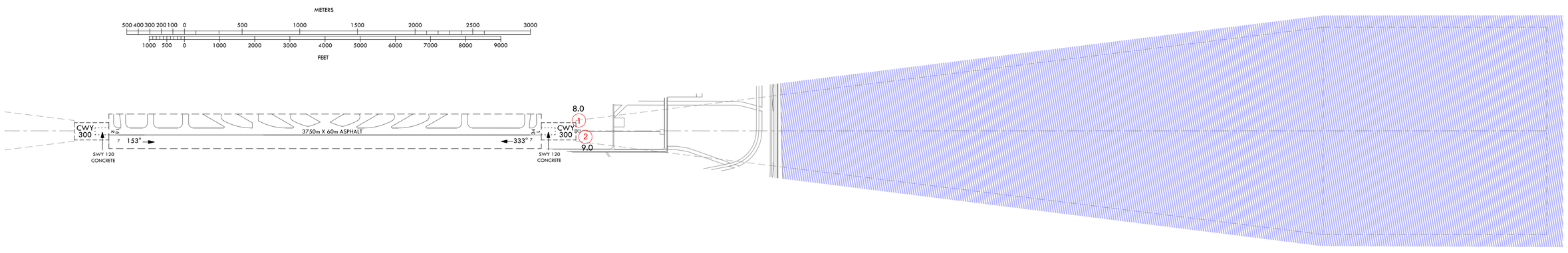
DECLARED DISTANCES

RWY 16R		RWY 34L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:2500

HORIZONTAL SCALE 1:25000



LEGEND

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

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	37°26'20.5"N 126°26'23.6"E	8.0	Landing light	
2	37°26'20.2"N 126°26'23.9"E	9.0	Antenna	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO TYPE B

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METRES

AERODROME ELEVATION 7 METERS

CONICAL SURFACE
SLOPE 1 : 20

HORIZONTAL SURFACE

APPROACH SURFACE
SLOPE 1 : 40

APPROACH SURFACE
SLOPE 1 : 50

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE
SLOPE 1 : 50

APPROACH SURFACE
SLOPE 1 : 40

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE
SLOPE 1 : 40

APPROACH SURFACE
SLOPE 1 : 50

APPROACH SURFACE
SLOPE 1 : 50

APPROACH SURFACE
SLOPE 1 : 40

TRANSITIONAL SURFACE SLOPE 1:7

HORIZONTAL SURFACE

CONICAL SURFACE
SLOPE 1 : 20

VAR 9° W 2020
ANNUAL RATE OF CHANGE 6' W

MODO(Island)
SIDO(Island)
SAMMOKDO(Island)
YONGUDO(Island)
MUNDO(Island)

AMENDMENT RECORD		
NO	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	PLAN	NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⊕	
PEAK OR MOUNTAIN	●	
POLE, TOWER, PYLON, ANTENNA, ETC	⊙	Identification number
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE		
MAGNETIC LEVITATION TRAIN RAILROAD		

HORIZONTAL SCALE 1:60000

ORDER OF ACCURACY

HORIZONTAL	5 m
VERTICAL	0.5 m

FEET: 300 200 100 0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500

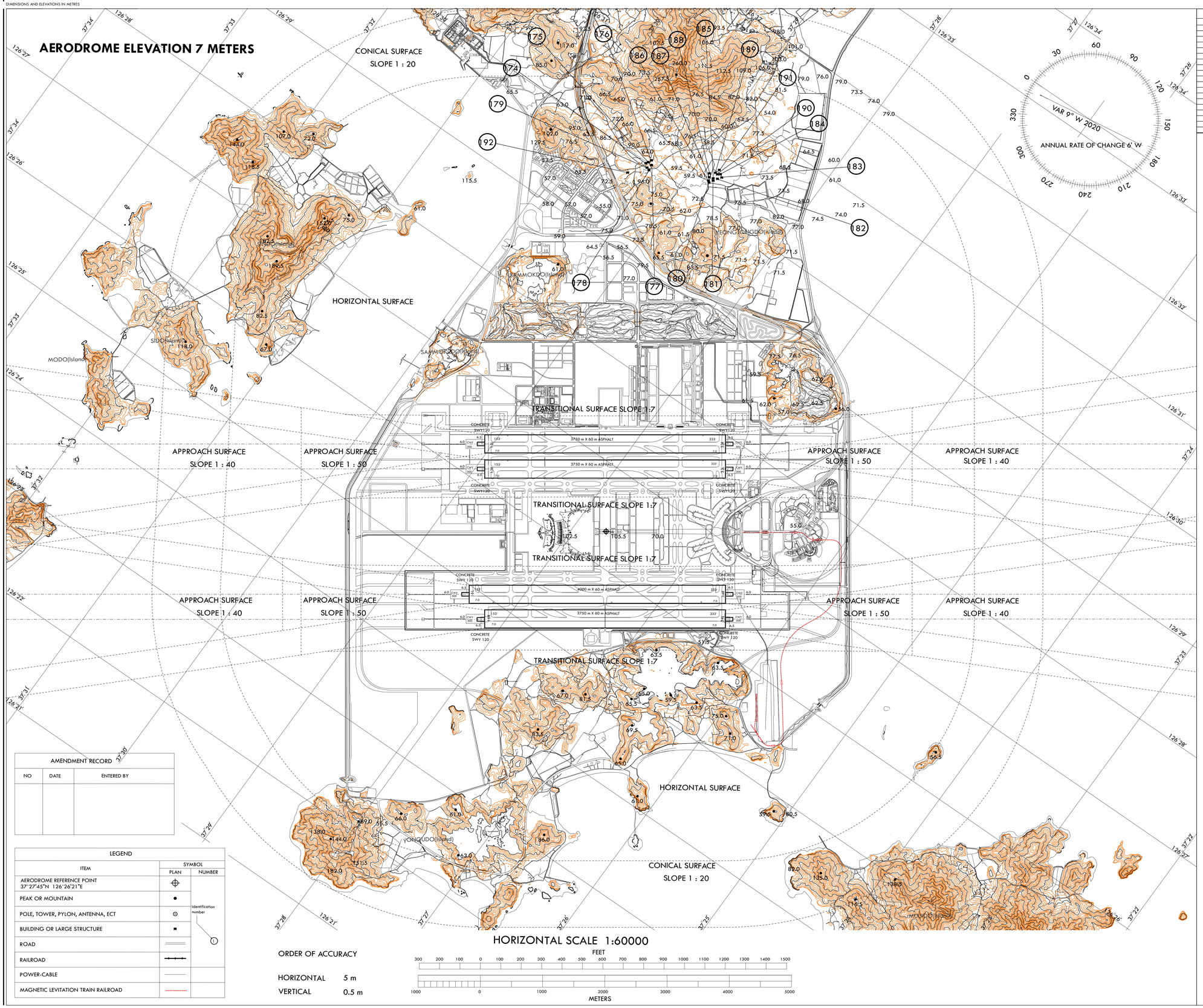
METERS: 1000 0 1000 2000 3000 4000 5000

OBSTACLES

	COORDINATES (WGS-84)		ELEV (MSL)	ITEM	NOTE
1	37°24'41.59"	126°24'29.32"	82.0	Pylon	
2	37°30'33.32"	126°28'45.05"	115.5	Pylon	
3	37°30'15.84"	126°29'32.04"	129.5	Pylon	
4	37°25'03.55"	126°24'54.71"	80.5	Pylon	
5	37°27'20.78"	126°28'50.93"	77.5	Building	
6	37°27'39.33"	126°26'25.86"	105.5	Building	
7	37°27'22.95"	126°26'40.44"	70.0	Building	
8	37°28'00.18"	126°21'42.23"	182.0	Building	
9	37°27'53.13"	126°21'47.78"	151.5	Building	
10	37°24'16.11"	126°26'24.46"	56.5	Mountain	
11	37°24'27.54"	126°24'37.57"	135.0	Mountain	
12	37°24'04.55"	126°24'33.37"	116.5	Mountain	
13	37°23'53.89"	126°24'59.26"	138.5	Mountain	
14	37°31'43.28"	126°25'26.45"	118.0	Mountain	
15	37°31'07.52"	126°25'55.33"	67.0	Mountain	
16	37°31'19.73"	126°26'11.97"	82.5	Mountain	
17	37°31'29.15"	126°26'44.64"	189.5	Mountain	
18	37°31'40.74"	126°26'55.14"	182.5	Mountain	
19	37°31'21.99"	126°27'26.55"	152.0	Mountain	
20	37°31'12.38"	126°27'37.62"	75.0	Mountain	
21	37°27'59.79"	126°22'07.91"	89.0	Mountain	
22	37°28'06.23"	126°21'47.69"	144.0	Mountain	
23	37°26'36.88"	126°23'10.78"	86.0	Mountain	
24	37°27'07.27"	126°22'26.87"	63.0	Mountain	
25	37°27'22.30"	126°22'51.18"	61.0	Mountain	
26	37°27'44.42"	126°22'28.38"	66.0	Mountain	
27	37°25'49.44"	126°25'17.17"	71.0	Mountain	
28	37°25'56.74"	126°25'24.71"	75.0	Mountain	
29	37°26'46.77"	126°25'34.89"	63.5	Mountain	
30	37°27'03.20"	126°24'43.79"	81.5	Mountain	
31	37°27'13.65"	126°24'36.96"	67.0	Mountain	
32	37°27'12.19"	126°24'06.64"	83.5	Mountain	
33	37°26'09.16"	126°24'07.39"	61.0	Mountain	
34	37°26'28.18"	126°24'21.56"	65.0	Mountain	
35	37°26'33.63"	126°24'44.27"	69.5	Mountain	
36	37°26'39.86"	126°25'09.03"	65.0	Mountain	
37	37°26'26.55"	126°25'15.50"	59.5	Mountain	
38	37°26'42.21"	126°24'58.67"	65.5	Mountain	
39	37°26'16.62"	126°25'51.08"	63.5	Mountain	
40	37°26'13.43"	126°25'21.08"	63.5	Mountain	
41	37°25'06.76"	126°24'50.72"	59.5	Mountain	
42	37°27'14.81"	126°28'37.79"	57.0	Mountain	
43	37°26'45.39"	126°28'55.36"	56.0	Mountain	
44	37°29'28.35"	126°28'29.52"	61.0	Mountain	
45	37°29'07.62"	126°29'38.20"	71.0	Mountain	
46	37°28'27.69"	126°29'31.31"	83.5	Mountain	
47	37°28'49.18"	126°29'14.00"	65.5	Mountain	
48	37°29'16.99"	126°31'55.23"	101.0	Building	
49	37°29'16.61"	126°31'52.86"	103.0	Building	
50	37°29'19.41"	126°31'53.15"	98.0	Building	
51	37°29'17.75"	126°31'50.60"	106.0	Building	
52	37°29'19.83"	126°31'50.09"	93.5	Building	
53	37°29'19.40"	126°31'47.26"	109.0	Building	
54	37°29'20.59"	126°31'45.47"	112.5	Building	
55	37°29'22.74"	126°31'44.61"	111.5	Building	
56	37°29'24.68"	126°31'44.88"	106.0	Building	
57	37°29'36.73"	126°30'58.28"	257.5	Pavilion	
58	37°28'57.69"	126°30'31.19"	58.5	Building	
59	37°28'57.57"	126°30'34.22"	60.0	Building	
60	37°28'53.97"	126°30'27.40"	61.0	Building	
61	37°28'54.58"	126°30'30.13"	61.0	Building	
62	37°28'54.34"	126°30'34.13"	64.5	Building	
63	37°28'52.40"	126°30'28.57"	61.0	Building	
64	37°28'52.24"	126°30'31.37"	60.0	Building	
65	37°28'52.31"	126°30'32.92"	64.5	Building	
66	37°29'26.71"	126°30'26.27"	65.5	Building	
67	37°29'26.96"	126°30'28.63"	68.5	Building	
68	37°29'26.16"	126°30'31.82"	76.5	Building	
69	37°29'22.69"	126°30'36.69"	70.0	Building	
70	37°29'29.53"	126°30'36.72"	76.5	Building	
71	37°29'26.49"	126°30'35.94"	70.0	Building	
72	37°29'32.21"	126°30'35.37"	71.0	Building	
73	37°29'31.49"	126°30'29.65"	66.5	Building	
74	37°29'32.36"	126°30'30.71"	66.0	Building	
75	37°29'31.48"	126°30'33.28"	61.0	Building	
76	37°29'33.14"	126°30'30.93"	72.0	Building	
77	37°29'42.95"	126°30'32.48"	70.0	Building	
78	37°29'43.94"	126°30'30.40"	66.5	Building	
79	37°29'42.08"	126°30'31.50"	65.0	Building	
80	37°29'40.81"	126°30'31.40"	73.5	Building	
81	37°29'41.57"	126°29'27.75"	57.0	Building	
82	37°29'34.91"	126°29'26.66"	55.0	Building	
83	37°32'23.54"	126°27'36.83"	144.0	Mountain	
84	37°32'10.03"	126°27'30.59"	118.5	Mountain	
85	37°32'06.35"	126°27'59.12"	107.0	Mountain	
86	37°31'52.79"	126°28'08.96"	72.0	Mountain	
87	37°29'36.99"	126°30'58.83"	260.0	Mountain	
88	37°30'34.42"	126°30'19.13"	85.0	Mountain	
89	37°30'37.19"	126°30'31.49"	117.0	Mountain	
90	37°30'13.24"	126°29'41.07"	102.0	Mountain	
91	37°29'03.91"	126°30'01.57"	59.5	Building	
92	37°29'05.70"	126°30'01.74"	59.5	Building	
93	37°29'07.29"	126°30'01.01"	80.0	Building	
94	37°29'06.74"	126°29'58.87"	70.5	Building	
95	37°29'04.65"	126°29'57.31"	61.0	Building	
96	37°29'02.91"	126°29'57.56"	61.0	Building	
97	37°29'01.18"	126°29'58.62"	61.5	Building	
98	37°29'02.30"	126°30'01.21"	62.0	Building	
99	37°29'46.01"	126°30'27.03"	71.0	Building	
100	37°29'41.72"	126°29'30.80"	57.0	Building	
101	37°29'41.50"	126°29'32.54"	53.5	Building	
102	37°29'45.29"	126°30'31.37"	70.0	Building	
103	37°28'56.06"	126°30'34.22"	54.0	Building	
104	37°28'08.62"	126°21'47.46"	138.0	Building	
105	37°26'24.18"	126°27'29.73"	55.0	Building	
106	37°27'54.78"	126°22'12.92"	55.5	Building	
107	37°30'46.05"	126°28'10.85"	61.0	Pylon	
108	37°30'10.44"	126°29'46.54"	95.0	Pylon	
109	37°30'32.07"	126°30'42.49"	93.5	Pylon	
110	37°26'26.91"	126°25'55.04"	51.5	Pylon	
111	37°27'16.56"	126°28'55.01"	76.5	Building	
112	37°27'59.91"	126°26'07.54"	102.5	Building	
113	37°29'23.64"	126°30'01.92"	96.0	Building	
114	37°29'26.25"	126°29'58.29"	64.5	Building	
115	37°29'22.16"	126°29'55.56"	72.5	Building	
116	37°29'31.27"	126°29'57.45"	86.5	Building	
117	37°29'38.18"	126°29'55.08"	63.5	Building	
118	37°28'39.27"	126°30'46.15"	74.0	Building	
119	37°28'38.09"	126°30'47.88"	71.5	Building	
120	37°28'37.19"	126°30'49.78"	74.0	Building	
121	37°28'39.00"	126°30'51.54"	73.5	Building	
122	37°28'40.79"	126°30'53.28"	79.0	Building	
123	37°28'41.85"	126°30'51.23"	76.0	Building	
124	37°28'42.97"	126°30'49.74"	79.0	Building	
125	37°28'41.07"	126°30'48.02"	79.0	Building	
126	37°29'17.13"	126°30'09.89"	84.5	Building	
127	37°29'21.02"	126°30'07.85"	82.0	Building	
128	37°29'18.92"	126°30'07.44"	87.0	Building	
129	37°29'16.06"	126°30'05.18"	78.5	Building	
130	37°29'16.78"	126°30'07.46"	81.5	Building	
131	37°29'13.01"	126°29'56.92"	79.5	Building	
132	37°29'14.70"	126°29'56.77"	75.0	Building	
133	37°29'16.33"	126°29'56.18"	73.5	Building	
134	37°29'15.61"	126°29'59.83"	75.0	Building	
135	37°29'14.97"	126°30'02.38"	78.5	Building	
136	37°29'13.96"	126°29'59.40"	72.5	Building	
137	37°29'27.51"	126°29'56.42"	58.0	Building	
138	37°29'25.49"	126°29'59.42"	75.0	Building	
139	37°29'28.52"	126°29'47.67"	65.5	Building	
140	37°29'36.87"	126°29'27.29"	53.5	Building	
141	37°29'26.34"	126°29'51.35"	59.0	Building	
142	37°29'35.13"	126°29'49.39"	76.5	Building	
143	37°29'30.91"	126°29'58.49"	90.0	Building	
144	37°27'20.66"	126°28'49.47"	59.5	Pole	
145	37°27'19.65"	126°28'50.11"	61.5	Pole	
146	37°27'18.80"	126°28'50.97"	62.0	Pole	
147	37°27'18.06"	126°28'51.83"	62.5	Pole	
148	37°27'17.30"	126°28'52.88"	62.5	Pole	
149	37°27'16.57"	126°28'53.63"	62.5	Pole	
150	37°29'23.64"	126°29'55.53"	63.0	Building	
151	37°29'28.65"	126°30'03.09"	107.5	Building	
152	37°28'40.40"	126°30'26.05"	71.5	Building	
153	37°28'42.09"	126°30'25.45"	68.0	Building	
154	37°28'43.55"	126°30'25.58"	74.5	Building	
155	37°28'42.87"	126°30'28.14"	73.5	Building	
156	37°28'43.48"	126°30'28.68"	68.5	Building	
157	37°28'46.14"	126°30'27.08"	71.5	Building	
158	37°28'45.49"	126°30'25.13"	77.0	Building	
159	37°28'47.52"	126°30'23.63"	82.0	Building	
160	37°28'48.99"	126°30'25.43"	77.5	Building	
161	37°28'49.71"	126°30'21.34"	76.5	Building	
162	37°28'48.14"	126°30'19.67"	77.0	Building	
163	37°28'46.47"	126°30'21.13"	77.0	Building	
164	37°28'45.69"	126°30'19.34"	71.5	Building	
165	37°28'45.57"	126°30'17.44"	71.5	Building	
166	37°28'43.96"	126°30'20.40"	71.5	Building	
167	37°28'43.87"	126°30'22.36"	71.5	Building	
168	37°28'42.34"	126°30'23.10"	71.5	Building	
169	37°30'40.72"	126°29'47.80"	65.5	Building	
170	37°29'29.95"	126°30'00.70"	64.0	Building	
171	37°29'26.28"	126°29'53.31"	56.5	Building	
172	37°29'23.74"	126°29'58.08"	77.0	Building	
173	37°29'24.49"	126°29'44.90"	56.5	Building	

Change : Amended chart name.

DIMENSIONS AND ELEVATIONS IN METRES



OBSTACLES

	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°30'8.55"	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°28'48.49"	126°30'16.88"	70.4	Building	
185	37°28'50.26"	126°30'11.71"	70.4	Building	
186	37°28'51.53"	126°30'9.02"	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°30'18.62"	70.3	Building	
192	37°29'26.57"	126°29'46.21"	63.3	Building	

AMENDMENT RECORD

NO	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL PLAN	SYMBOL NUMBER
AERODROME REFERENCE POINT 37°27'45"N 126°26'21"E	⊕	
PEAK OR MOUNTAIN	●	
POLE, TOWER, PYLON, ANTENNA, ECT	⊙	Identification number
BUILDING OR LARGE STRUCTURE	■	
ROAD		
RAILROAD		
POWER-CABLE		
MAGNETIC LEVITATION TRAIN RAILROAD		

ORDER OF ACCURACY

HORIZONTAL 5 m

VERTICAL 0.5 m

Change : Information of aerodrome obstacle chart(type B) and Amended chart name.

1.10 Flight limitations

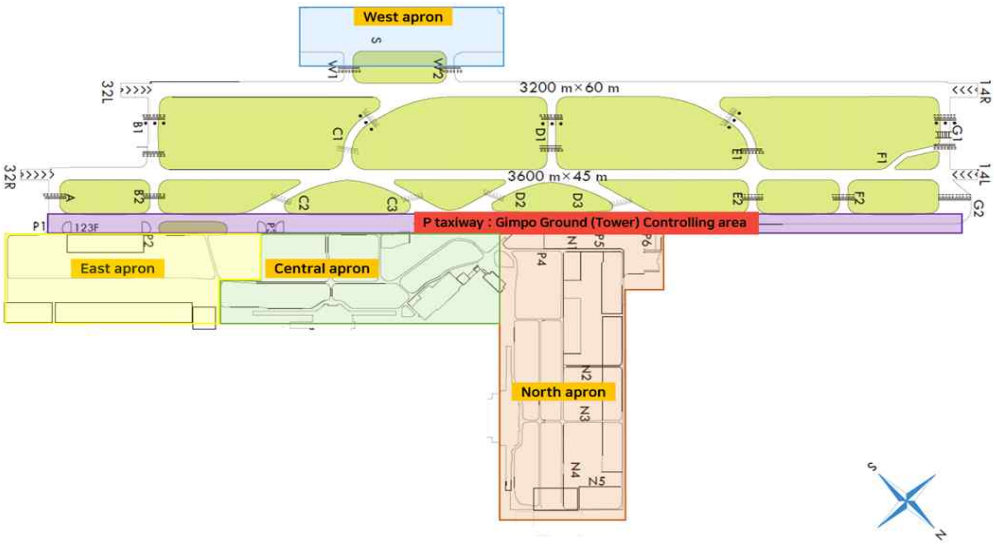
1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.

2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited.
경량항공기, 초경량비행장치(항행안전시설 점검을 위하여 한국공항공사가 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

Gimpo Apron issues push-back or taxi instructions, approval, and/or necessary information to aircraft, vehicles and personnel within Apron areas(Central, East, North, West Apron) and deicing pads.

1. Diagram of Central, East, North and West Apron



2. De-icing aprons and pads

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

a. East apron : 127, 129, 130 pads
b. Central apron : 133, 134, 140, 27, 28 pads
c. North apron : N1-A, 201 pads

2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.

b. Definitions commonly used terms in A-CDM

1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.

c. The operation of A-CDM at Gimpo airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).

b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.

c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.

d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

Change : Information of flight limitations.

e. TOBT shall be updated through the following channels :

1) A-CDM portal or mobile web (https://cdm.airport.co.kr)
2) Flight Information Assistant(FIA) at PBB boarding rooms

f. TOBT information is available through the following channels :

1) A-CDM portal and mobile web
2) FIDS at PBB boarding rooms
3) Radio communication with GHA or AO

g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.

3. Non A-CDM Procedures

a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.

b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).

2.2 Procedures for start-up and push-back

1. Pilot shall ensure aircraft is ready for push-back at TOBT.

2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.

3. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.

4. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :

a. Call sign
b. Gate or stand number
c. TSAT (if applicable)

5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.

6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum.

7. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.

a. Push-back for Central & East apron

1) RWY 14L/R in use

Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.

2) RWY 32R/L in use

Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.

b. Push-back for North apron

1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast(tail to N4) unless otherwise instructed by ATC.
3) Aircraft stands NR. 301~303, NR. 221~237 will be pushed back to face northeast unless otherwise instructed by ATC.

8. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.

9. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

2.3 Procedures for vehicles towing aircraft

1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed.
항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.

2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC.
지상운전자는 항공기의 안전하고 원활한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.

3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC.
지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.

4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued.
항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

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

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

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

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

2. ALTITUDE : At or above 6 000 ft

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

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

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

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

3. Circuit : west pattern only

1.5 Use of SID / STAR

1. Pilot shall note that adherence to SID / STAR level restrictions are critical for aircraft separation in SEOUL TMA. For ATC separation, pilots are strongly encouraged to check whether he or she can comply with level restrictions of SID(before airborne) / STAR(before passing subsequent waypoint) or not.

2. If unable to comply with any restrictions depicted on SID or STAR, pilot shall notify ATC as early as possible.

3. To eliminate safety risk due to a mismatch between ATC and pilot expectations, ATC will provide aircraft with explicit indications with regard to what is expected in terms of speed and level at all times using “CANCEL (LEVEL/SPEED) RESTRICTIONS” or “COMPLY WITH (LEVEL/SPEED) RESTRICTIONS” RTF phraseology.

1.5.1 Assignment of Standard Instrument Departure(SID)

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

1.5.2 Assignment of Standard Terminal Arrival(STAR)

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

Change : Amended index number(a, b, c → 1, 2, 3).

1.6 Initial Radio Call Procedures with SEOUL APPROACH

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

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

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

1.7 Missed approach procedure when ground navigation aid is Unserviceable

1. RWY 14L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.

2. RWY 32L/R : Follow published procedure. If unable, climb to 4 000 ft, fly RWY HDG then radar vector.

3. Report to ATC about missed approach route(published procedure or HDG/ALT) when going around.

4. If ATC issue another HDG/ALT, follow ATC’s instruction when going around.

2. VFR

2.1 VFR PROCEDURE

1. VFR Weather minima

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

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

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

4. VFR Circuit Altitude

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

5. VFR Flight procedure

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

6. Fixed Wing VFR Procedures

   Departure

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

   Arrival

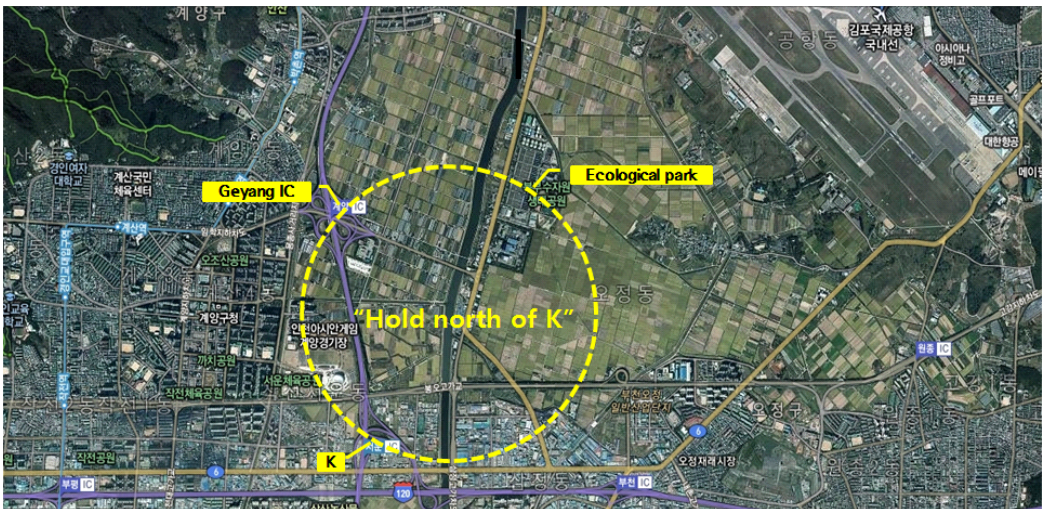
   a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following route. Cross K at or above 3 000 ft;
      1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on RWY 14L/R as instructed by ATC.
      2) When RWY 32 in use : Enter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

   Holding

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

b. This holding procedure may only be permitted when
1) Day time
2) VMC
3) Aircraft type : C-172

※ When radio communication failure, all VFR flights shall follow 3.1.1.
(Refer to page AD 2-27, Radio communication failure procedure)



7. Helicopter VFR Procedures

Departure

a. From H4 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
1) For SOUTH bound : After take-off, turn right then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
2) For NORTHEAST bound : After take-off, cross RWY as instructed by ATC then proceed to M then N for further ATC instructions.

b. From H3 : After take-off, maintain RWY heading and reach safe altitude, then fly the following procedures;
1) For SOUTH bound : After take-off, turn left then proceed to and cross K at 2 000 ft for the next VFR reporting point or for further ATC instructions.
2) For NORTHEAST bound : Cross RWY as instructed by ATC then proceed to M and N for further ATC instructions.

Arrival

a. Inbound from SOUTH : Proceed to K via a VFR reporting point or as instructed by ATC, then fly the following routes. Cross K at 2 500 ft;
1) When RWY 14 in use : Enter into the right-hand pattern at 1 000 ft then land on H3 as instructed by ATC.
2) When RWY 32 in use : Enter into the left-hand pattern at 1 000 ft then land on H4 as instructed by ATC.
* When tailwind is less than 5 knots, ATC will instruct otherwise for noise abatement.

b. Inbound from NORTHEAST : Enter into and cross N at 1 000 ft. Cross M as instructed by ATC at or below 300 ft. Cross RWY with ATC instruction then land on H3 or H4.

2.2 Special VFR

1. Special VFR flight for taking off or landing may only be permitted when

a. The ground visibility is at least 1 500 m.

b. If ground visibility is not reported, the flight visibility is at least 1 500 m.

2. For Special VFR operations, the pilot shall :

a. Get a clearance from ATC.

b. Stay clear of clouds.

c. Fly only within control zone as cleared by ATC.

d. Maintain visual reference with surface or water.

e. Maintain at least 1 500 m of flight visibility.

※ At night(between sunset and sunrise), the pilot must have an instrument rating and the aircraft must be equipped for IFR flight under Aviation Act.(Except for helicopters)

Change : Page control.

3. Radio communication failure procedure

3.1 In VMCs:

1. Squawk 7600
2. Continue to fly in VMC.
3. Land at nearest suitable aerodrome.

3.1.1 Procedure for VFR Flights

1. Squawk 7600. Proceed and cross “K” at 2 000 ft; and
2. Follow "Hold north of K" procedure at 2 000 ft (refer to Page AD 2-26, Holding); and
3. When able to see the light gun signal from the control tower during holding follow that instruction; or
4. When unable to see the light gun signal from the control tower continue holding, until ETA or for 10 minutes, whichever is later; then
5. Land on RWY 14R/32L or H3/H4 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:

   a. the time the transponder is set to Code 7600; or
   b. 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 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 14R or 32R without delay.

* No fly area : The aircraft shall not fly north of R 271 YJU.

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	14R	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
	32L	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
	14L	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	32R	-	-	-	-	-	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.

5. Flight procedures construction criteria

Flight procedures are based on guidance contained in the 5th edition of ICAO Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS).

AERODROME CHART - ICAO

37°33'25"N
126°47'51"E

ELEV **18** m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020
ANNUAL RATE OF CHANGE
6' W

TWY WIDTH AND BEARING STRENGTH			
DESIGNATION	SURFACE	WIDTH	BEARING STRENGTH
A	Concrete	35 m	PCN 85/R/B/W/T
G2		40 m	
P	Asphalt & Concrete	30 m	PCN 74/F/B/X/T PCN 71/R/B/W/T : (1 096 m from SE TWY end/ 282 m from NW TWY end)
B1		30 m	PCN 74/F/B/X/T PCN 85/R/B/W/T
D1, G1, W1, W2	Asphalt	30 m	PCN 74/F/B/X/T
F1		23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2		35 m	
S, T	Concrete	NIL	PCN 58/R/B/W/T
R, RD		NIL	PCN 71/R/B/W/T
P1	Asphalt	NIL	PCN 74/F/B/X/T
P2, P3	Concrete	NIL	PCN 85/R/B/W/T
P4, P5, P6, N1, N2, N3, N4, N5	Concrete	NIL	PCN 67/R/B/W/T

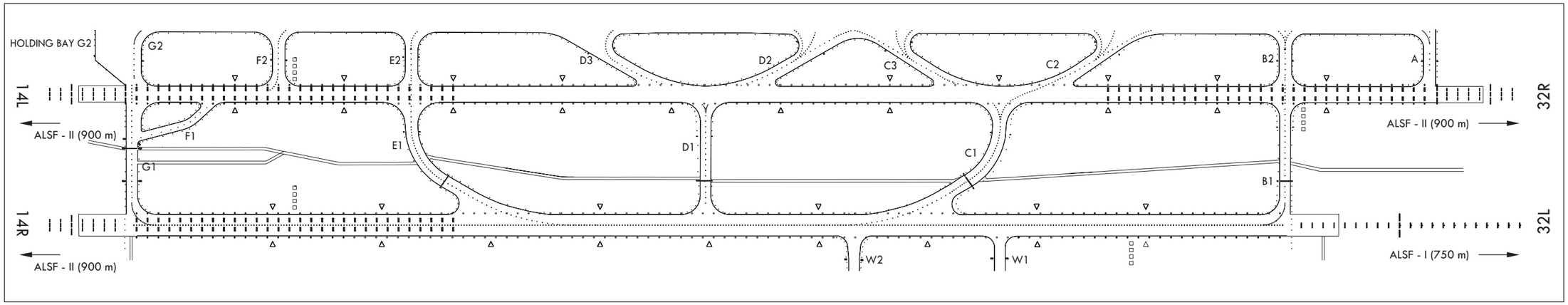
RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	- PCN 74/F/B/X/T Asphalt - PCN 85/R/B/W/T Concrete 151 m from RWY THR

LEGEND	
● ● ●	Stop-bar
	Runway Holding Position
------	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft Stand
	ATC service boundary (Maneuvering Area)
HS 1	Hot Spot with Ident
H	Helicopter Landing and Take off Area

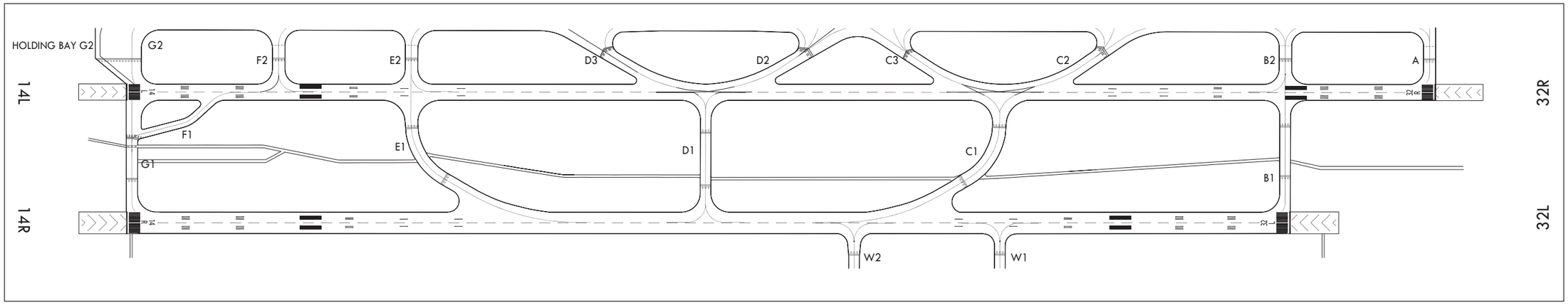
HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

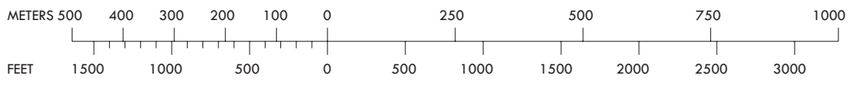
Change : Establishment of east apron.

LIGHTING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY



MARKING AIDS RWY 14R/32L AND 14L/32R AND EXIT TWY





AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV	
Central Apron	**16** m
The Other	**13** m

TWR	118.1
GND	121.9
APN	130.875

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

TWY WIDTH AND BEARING STRENGTH		
DESIGNATION	WIDTH	BEARING STRENGTH
APRON (East, Central)	NIL	PCN 74/F/B/X/T
APRON (North)		PCN 67/R/B/W/T
APRON (West)		PCN 58/R/B/W/T
A	35 m	PCN 85/R/B/W/T
G2	40 m	
P	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T : 1 096 m from SE TWY end/ 282 m from NW TWY end
B1	30 m	PCN 74/F/B/X/T PCN 85/R/B/W/T
D1, G1, W1, W2	30 m	PCN 74/F/B/X/T
F1	23 m	
B2, C1, C2, C3, D2, D3, E1, E2, F2	35 m	
S, T	NIL	PCN 58/R/B/W/T
R, RD	NIL	PCN 71/R/B/W/T
P1	NIL	PCN 74/F/B/X/T
P2, P3	NIL	PCN 85/R/B/W/T
P4, P5, P6, N1, N2, N3, N4, N5	NIL	PCN 67/R/B/W/T

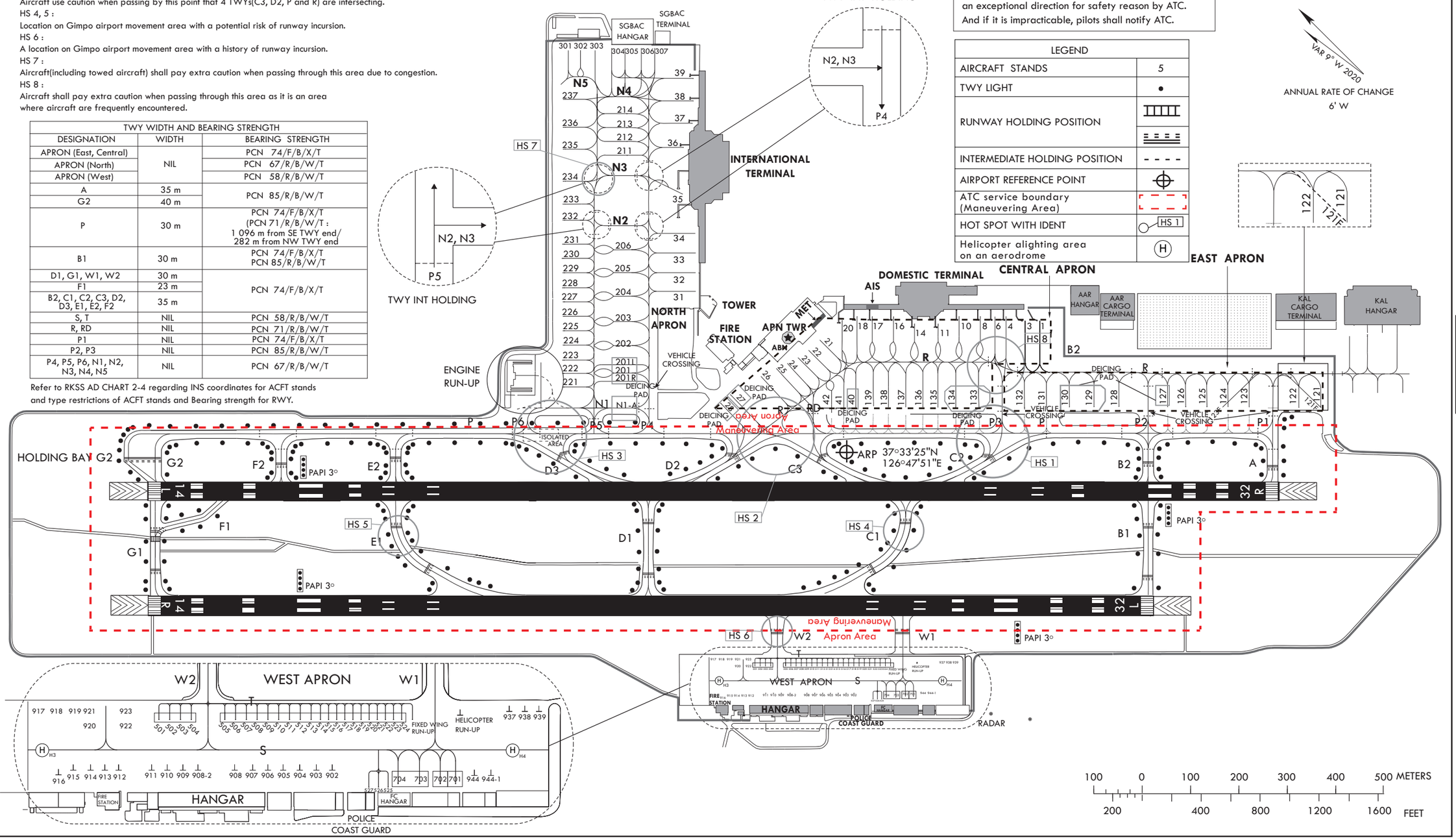
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC.
And if it is impracticable, pilots shall notify ATC.

LEGEND	
AIRCRAFT STANDS	5
TWY LIGHT	•
RUNWAY HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
AIRPORT REFERENCE POINT	
ATC service boundary (Maneuvering Area)	
HOT SPOT WITH IDENT	HS 1
Helicopter alighting area on an aerodrome	H

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

VAR 9° W 2020
ANNUAL RATE OF CHANGE
6' W



Change : Information of central and east apron.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

STAND NR	COORDINATES	STAND NR	COORDINATES	STAND NR	COORDINATES
1	37°33'21.66"N 126°48'19.06"E	201	37°33'48.61"N 126°47'37.13"E	518	37°33'09.95"N 126°47'30.97"E
3	37°33'22.69"N 126°48'17.76"E	201R	37°33'48.36"N 126°47'36.13"E	519	37°33'09.63"N 126°47'31.38"E
4	37°33'23.72"N 126°48'16.46"E	201L	37°33'49.37"N 126°47'37.40"E	520	37°33'09.31"N 126°47'31.78"E
6	37°33'24.75"N 126°48'15.17"E	202	37°33'50.75"N 126°47'39.70"E	521	37°33'08.99"N 126°47'32.18"E
8	37°33'26.37"N 126°48'13.90"E	203	37°33'52.36"N 126°47'41.86"E	522	37°33'08.67"N 126°47'32.59"E
10	37°33'28.03"N 126°48'11.82"E	204	37°33'54.02"N 126°47'43.95"E	523	37°33'08.35"N 126°47'32.99"E
11	37°33'28.80"N 126°48'09.44"E	205	37°33'55.68"N 126°47'46.38"E	524	37°33'08.03"N 126°47'33.40"E
14	37°33'30.53"N 126°48'07.28"E	206	37°33'57.40"N 126°47'48.06"E	525	37°33'06.49"N 126°47'28.73"E
16	37°33'32.62"N 126°48'06.03"E	211	37°34'04.25"N 126°47'56.71"E	526	37°33'06.81"N 126°47'28.33"E
17	37°33'34.16"N 126°48'03.89"E	212	37°34'05.25"N 126°47'57.95"E	527	37°33'07.13"N 126°47'27.93"E
18	37°33'35.37"N 126°48'02.21"E	213	37°34'06.23"N 126°47'59.19"E	701	37°33'03.90"N 126°47'31.98"E
20	37°33'36.05"N 126°48'00.62"E	214	37°34'07.21"N 126°48'00.43"E	702	37°33'04.60"N 126°47'31.11"E
21	37°33'36.23"N 126°47'57.36"E	221	37°33'52.40"N 126°47'30.17"E	703	37°33'05.48"N 126°47'30.01"E
22	37°33'36.31"N 126°47'55.39"E	222	37°33'53.40"N 126°47'31.43"E	704	37°33'05.99"N 126°47'29.36"E
23	37°33'36.33"N 126°47'53.79"E	223	37°33'54.40"N 126°47'32.68"E	902	37°33'08.85"N 126°47'27.15"E
24	37°33'36.42"N 126°47'52.17"E	224	37°33'55.34"N 126°47'34.10"E	903	37°33'09.51"N 126°47'26.33"E
25	37°33'37.02"N 126°47'50.58"E	225	37°33'56.34"N 126°47'35.26"E	904	37°33'10.17"N 126°47'25.52"E
26	37°33'37.76"N 126°47'48.58"E	226	37°33'57.34"N 126°47'36.51"E	905	37°33'10.82"N 126°47'24.70"E
27	37°33'39.32"N 126°47'44.18"E	227	37°33'58.34"N 126°47'37.76"E	906	37°33'11.48"N 126°47'23.89"E
28	37°33'39.15"N 126°47'42.44"E	228	37°33'59.33"N 126°47'39.14"E	907	37°33'12.14"N 126°47'23.07"E
31	37°33'49.73"N 126°47'49.98"E	229	37°34'00.33"N 126°47'40.27"E	908	37°33'12.80"N 126°47'22.26"E
32	37°33'51.03"N 126°47'51.87"E	230	37°34'01.33"N 126°47'41.52"E	908-2	37°33'14.20"N 126°47'20.50"E
33	37°33'52.72"N 126°47'53.95"E	231	37°34'02.33"N 126°47'42.77"E	909	37°33'14.88"N 126°47'19.66"E
34	37°33'54.43"N 126°47'56.05"E	232	37°34'04.42"N 126°47'45.40"E	910	37°33'15.53"N 126°47'18.85"E
35	37°33'57.10"N 126°47'57.69"E	233	37°34'05.42"N 126°47'46.66"E	911	37°33'16.17"N 126°47'18.04"E
36	37°34'00.77"N 126°48'02.34"E	234	37°34'06.89"N 126°47'48.69"E	912	37°33'17.41"N 126°47'16.36"E
37	37°34'01.89"N 126°48'05.36"E	235	37°34'09.14"N 126°47'51.52"E	913	37°33'18.00"N 126°47'15.62"E
38	37°34'03.46"N 126°48'07.50"E	236	37°34'10.74"N 126°47'53.54"E	914	37°33'18.59"N 126°47'14.88"E
39	37°34'05.14"N 126°48'09.63"E	237	37°34'12.87"N 126°47'56.17"E	915	37°33'19.20"N 126°47'14.12"E
121	37°32'55.01"N 126°48'37.35"E	301	37°34'16.12"N 126°48'01.06"E	916	37°33'19.62"N 126°47'13.19"E
121F	37°32'54.94"N 126°48'37.21"E	302	37°34'15.25"N 126°48'02.15"E	917	37°33'23.13"N 126°47'15.23"E
122	37°32'56.61"N 126°48'35.34"E	303	37°34'14.22"N 126°48'03.43"E	918	37°33'22.39"N 126°47'16.15"E
123	37°33'00.19"N 126°48'30.72"E	304	37°34'13.71"N 126°48'05.17"E	919	37°33'21.66"N 126°47'17.08"E
123F	37°33'01.94"N 126°48'28.35"E	305	37°34'12.14"N 126°48'06.34"E	920	37°33'20.47"N 126°47'17.06"E
124	37°33'01.72"N 126°48'28.74"E	306	37°34'11.15"N 126°48'07.76"E	921	37°33'21.06"N 126°47'17.80"E
125	37°33'03.25"N 126°48'26.78"E	307	37°34'10.69"N 126°48'08.92"E	922	37°33'19.00"N 126°47'18.91"E
126	37°33'04.80"N 126°48'24.83"E	501	37°33'17.86"N 126°47'21.05"E	923	37°33'19.59"N 126°47'19.65"E
127	37°33'06.03"N 126°48'23.26"E	502	37°33'17.43"N 126°47'21.57"E	937	37°33'03.92"N 126°47'39.23"E
128	37°33'09.73"N 126°48'18.72"E	503	37°33'16.99"N 126°47'22.12"E	938	37°33'03.37"N 126°47'39.92"E
129	37°33'11.55"N 126°48'16.44"E	504	37°33'16.57"N 126°47'22.65"E	939	37°33'02.82"N 126°47'40.62"E
130	37°33'13.42"N 126°48'14.14"E	505	37°33'15.19"N 126°47'24.39"E	944	37°33'02.93"N 126°47'34.03"E
131	37°33'14.99"N 126°48'12.01"E	506	37°33'14.76"N 126°47'24.92"E	944-1	37°33'01.85"N 126°47'35.40"E
132	37°33'16.61"N 126°48'10.05"E	507	37°33'14.32"N 126°47'25.46"E		
133	37°33'19.96"N 126°48'05.76"E	508	37°33'13.88"N 126°47'26.01"E		
134	37°33'21.63"N 126°48'03.67"E	509	37°33'13.45"N 126°47'26.56"E		
135	37°33'22.97"N 126°48'02.00"E	510	37°33'13.01"N 126°47'27.11"E		
136	37°33'24.37"N 126°48'00.31"E	511	37°33'12.57"N 126°47'27.66"E		
137	37°33'25.52"N 126°47'58.89"E	512	37°33'12.14"N 126°47'28.20"E		
138	37°33'26.65"N 126°47'57.44"E	513	37°33'11.72"N 126°47'28.75"E		
139	37°33'27.66"N 126°47'56.39"E	514	37°33'11.29"N 126°47'29.28"E		
140	37°33'28.81"N 126°47'54.72"E	515	37°33'10.91"N 126°47'29.76"E		
141	37°33'29.57"N 126°47'53.35"E	516	37°33'10.59"N 126°47'30.16"E		
142	37°33'30.47"N 126°47'52.15"E	517	37°33'10.27"N 126°47'30.57"E		

RWY	DIRECTION (MAGNETIC)	THR (WGS-84)	BEARING STRENGTH
14R	144°	37°34'06"N 126°46'32"E	PCN 74/F/B/X/T Asphalt
32L	324°	37°32'53"N 126°48'04"E	
14L	144°	37°34'15"N 126°46'42"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 156 m from RWY THR
32R	324°	37°32'52"N 126°48'26"E	PCN 74/F/B/X/T Asphalt PCN 85/R/B/W/T Concrete 151 m from RWY THR
APRONS		East & Central	PCN 74/F/B/X/T
		North	PCN 67/R/B/W/T
		West	PCN 58/R/B/W/T

STANDS NUMBER	AIRCRAFT TYPE
121F, 123F	A380-800, B747-8
10, 16, 32, 33, 34, 37, 39, 133, 134, 201, 202, 203, 204, 205, 206, 237	A340-600, B747-400 B777-300, A330-300 A350-900, B787-9
128, 129, 131, 235	B747-400
35	B747-400, A330
38	B747-300, B777-300
8, 124, 125, 132, 236	B747-300, B777-200 A330-300
121, 17	B777-200, A330-300 B787-9
14, 26, 36, 126, 130, 137	B767-300, A300-600
123, 127, 135, 136, 138, 139, 140, 201R, 201L, 211, 212, 213, 214, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234	B737-800WL, MD90, A321-200, A321-100
1, 3, 4, 6, 11, 18, 20, 21, 22, 23, 24, 25, 31, 122	B737-900, A321-100
302, 303	B737-900
27, 28, 141, 142, 304, 305, 306, 307	B737 MAX 8, A321NEO
301	GLF4

* "E Class" aircraft is prohibited to Taxi-out at all aircraft stands.
* Aircraft stands NR. 124-126, 131-134, 137, 201-206 may be used by B767 class (A300-600) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Aircraft stands NR. 123, 127, 135, 136, 138-142 and 211-214 may be used by B737-800WL class (MD-90) ACFT for Nose-in/Taxi-out subject to prior permission from ATC.
* Taxiway intersection markings are provided for 5 places in front of the intersections / junctions on apron taxiway P4 and P5.
* Isolated area : At the intersection of TWY D3 and TWY P.
* Deicing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140 and 127.
  B767 class ACFT - 130.
  B747 class ACFT - 129, 133, 134, 201 and N1-A on the "N1" TWY.
* Engine Run-up : Front of "P6" TWY.

Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502, 503, 506~514	13×16	C-208B

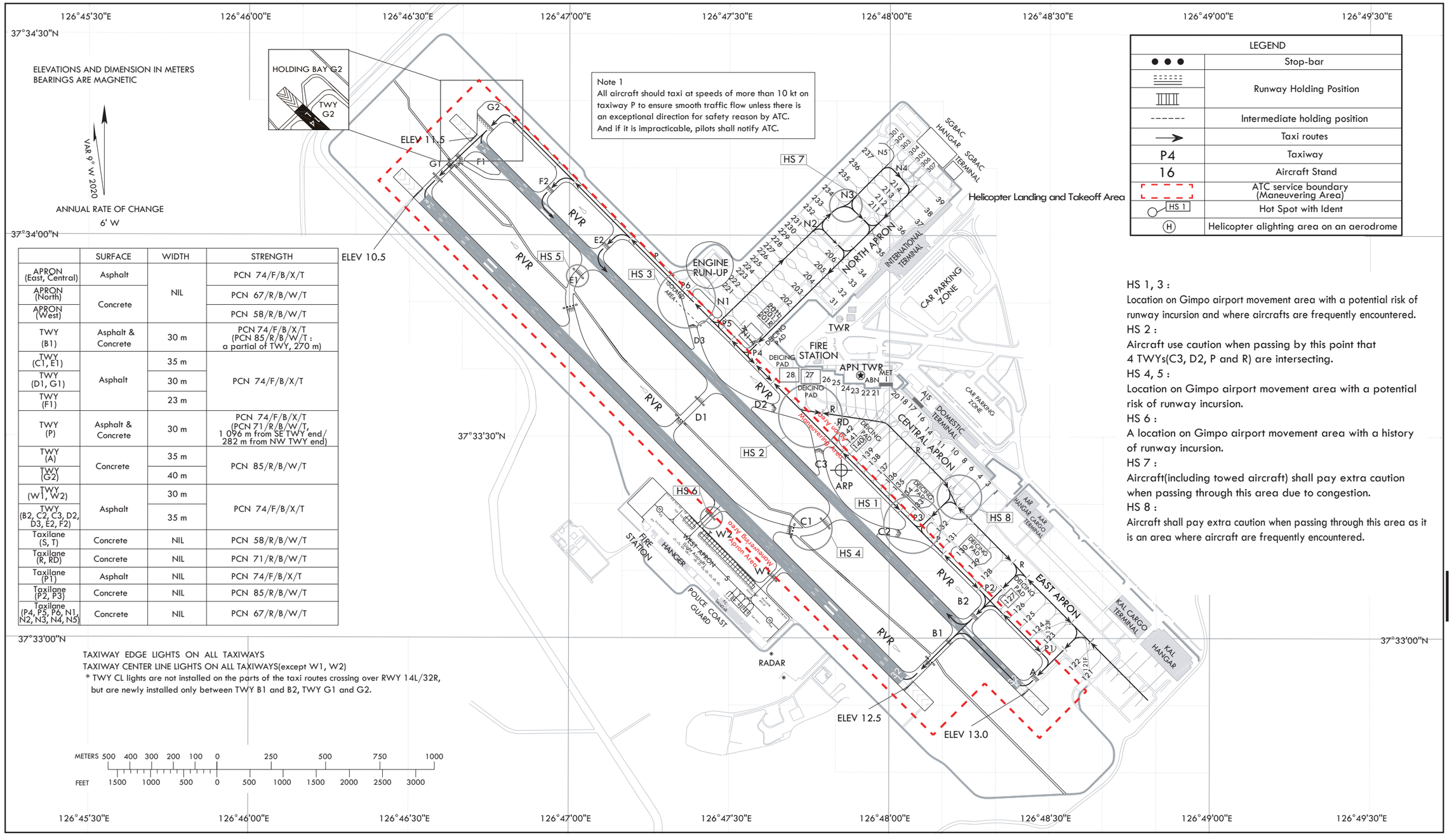
* Dimensions means overall length × width

AERODROME GROUND MOVEMENT CHART - ICAO

CENTRAL APRON ELEV **16 m**
THE OTHER APRON ELEV **13 m**

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE



Note 1
All aircraft should taxi at speeds of more than 10 kt on taxiway P to ensure smooth traffic flow unless there is an exceptional direction for safety reason by ATC. And if it is impracticable, pilots shall notify ATC.

LEGEND	
● ● ●	Stop-bar
	Runway Holding Position
	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft Stand
	ATC service boundary (Maneuvering Area)
HS 1	Hot Spot with Ident
(H)	Helicopter alighting area on an aerodrome

	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete	NIL	PCN 67/R/B/W/T
APRON (West)	Concrete	NIL	PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (F1)	Asphalt	23 m	PCN 74/F/B/X/T
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)	Concrete	40 m	PCN 85/R/B/W/T
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)	Asphalt	35 m	PCN 74/F/B/X/T
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, N4, N5)	Concrete	NIL	PCN 67/R/B/W/T

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only between TWY B1 and B2, TWY G1 and G2.

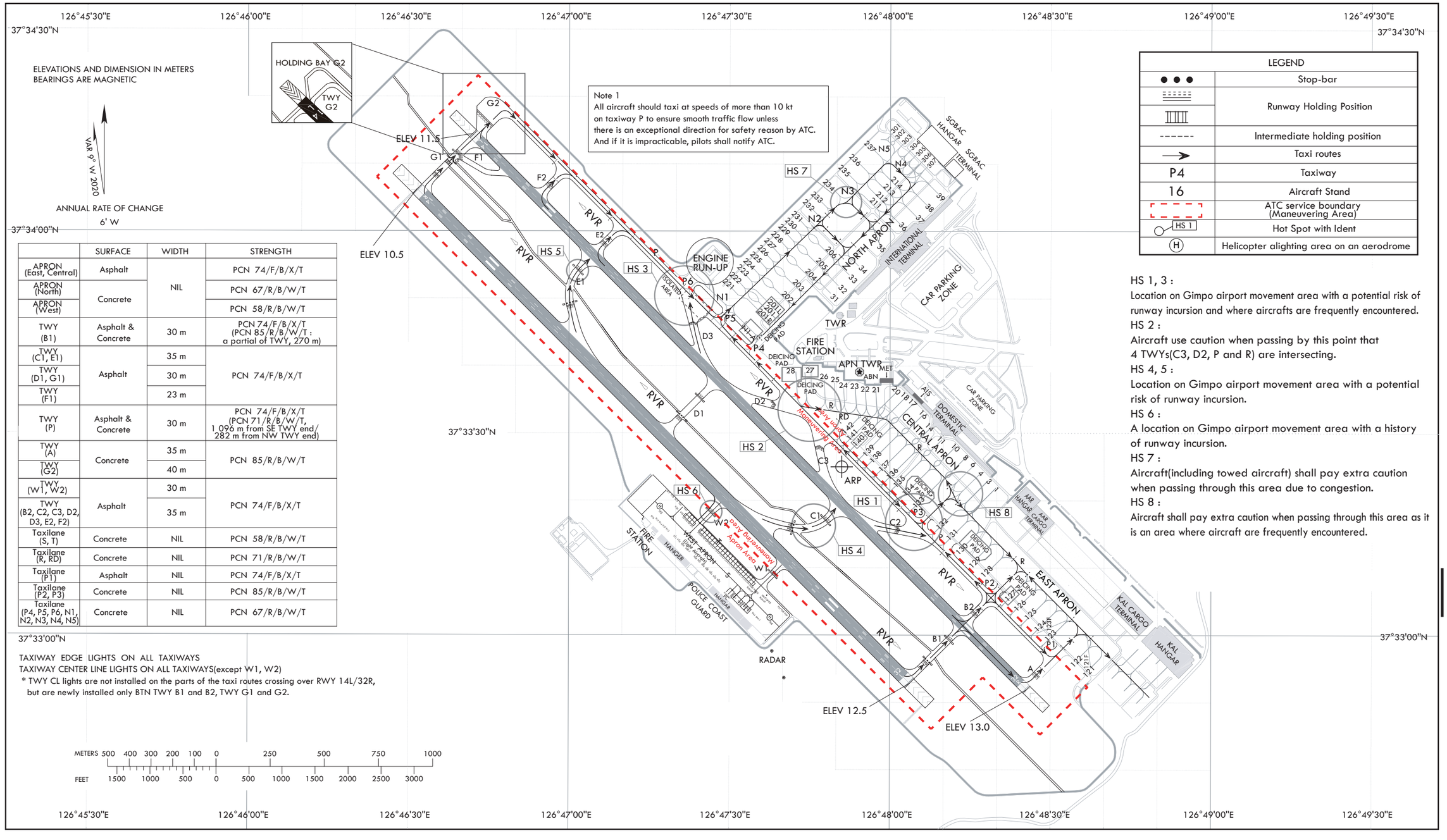
Change : Establishment of east apron.

AERODROME GROUND MOVEMENT CHART - ICAO

CENTRAL APRON ELEV **16 m**
THE OTHER APRON ELEV **13 m**

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L ARRIVAL



	SURFACE	WIDTH	STRENGTH
APRON (East, Central)	Asphalt	NIL	PCN 74/F/B/X/T
APRON (North)	Concrete	NIL	PCN 67/R/B/W/T
APRON (West)	Concrete	NIL	PCN 58/R/B/W/T
TWY (B1)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 85/R/B/W/T : a partial of TWY, 270 m)
TWY (C1, E1)	Asphalt	35 m	PCN 74/F/B/X/T
TWY (D1, G1)		30 m	
TWY (F1)		23 m	
TWY (P)	Asphalt & Concrete	30 m	PCN 74/F/B/X/T (PCN 71/R/B/W/T, 1 096 m from SE TWY end/ 282 m from NW TWY end)
TWY (A)	Concrete	35 m	PCN 85/R/B/W/T
TWY (G2)		40 m	
TWY (W1, W2)	Asphalt	30 m	PCN 74/F/B/X/T
TWY (B2, C2, C3, D2, D3, E2, F2)		35 m	
Taxilane (S, T)	Concrete	NIL	PCN 58/R/B/W/T
Taxilane (R, RD)	Concrete	NIL	PCN 71/R/B/W/T
Taxilane (P1)	Asphalt	NIL	PCN 74/F/B/X/T
Taxilane (P2, P3)	Concrete	NIL	PCN 85/R/B/W/T
Taxilane (P4, P5, P6, N1, N2, N3, N4, N5)	Concrete	NIL	PCN 67/R/B/W/T

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CENTER LINE LIGHTS ON ALL TAXIWAYS(except W1, W2)
* TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are newly installed only BTN TWY B1 and B2, TWY G1 and G2.

METERS 500 400 300 200 100 0 250 500 750 1000
FEET 1500 1000 500 0 500 1000 1500 2000 2500 3000

LEGEND	
● ● ●	Stop-bar
	Runway Holding Position
	Intermediate holding position
→	Taxi routes
P4	Taxiway
16	Aircraft Stand
	ATC service boundary (Maneuvering Area)
HS 1	Hot Spot with Ident
H	Helicopter alighting area on an aerodrome

HS 1, 3 :
Location on Gimpo airport movement area with a potential risk of runway incursion and where aircrafts are frequently encountered.
HS 2 :
Aircraft use caution when passing by this point that 4 TWYs(C3, D2, P and R) are intersecting.
HS 4, 5 :
Location on Gimpo airport movement area with a potential risk of runway incursion.
HS 6 :
A location on Gimpo airport movement area with a history of runway incursion.
HS 7 :
Aircraft(including towed aircraft) shall pay extra caution when passing through this area due to congestion.
HS 8 :
Aircraft shall pay extra caution when passing through this area as it is an area where aircraft are frequently encountered.

Change : Establishment of east apron.

DIMENSIONS AND ELEVATIONS IN METRES

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°34'54.28"	126°48'22.47"	137.5	mountain	
2	37°34'52.78"	126°49'00.47"	84.5	mountain	
3	37°34'28.63"	126°50'25.20"	86.5	mountain	
4	37°32'32.48"	126°51'27.39"	122.0	mountain	
5	37°32'21.85"	126°51'38.74"	111.5	mountain	
6	37°32'24.61"	126°51'10.15"	115.5	mountain	
7	37°32'37.49"	126°51'16.26"	131.5	mountain	
8	37°33'04.31"	126°50'32.33"	111.0	mountain	
9	37°32'59.68"	126°51'21.73"	94.0	mountain	
10	37°32'50.98"	126°49'40.50"	87.0	mountain	
11	37°31'09.94"	126°49'37.68"	139.5	mountain	
12	37°30'38.61"	126°49'26.48"	102.5	mountain	
13	37°30'43.95"	126°49'40.18"	97.5	mountain	
14	37°30'29.86"	126°49'29.51"	153.0	mountain	
15	37°30'14.98"	126°49'21.05"	129.0	mountain	
16	37°31'45.05"	126°49'40.81"	89.5	mountain	
17	37°31'19.16"	126°49'06.93"	108.0	mountain	
18	37°31'01.01"	126°49'25.78"	137.0	mountain	
19	37°30'58.87"	126°48'52.82"	86.0	mountain	
20	37°31'05.49"	126°48'40.86"	89.5	mountain	
21	37°30'36.67"	126°49'13.06"	116.5	mountain	
22	37°30'58.57"	126°48'41.35"	94.0	mountain	
23	37°30'49.26"	126°47'45.34"	101.5	mountain	
24	37°30'40.78"	126°47'24.54"	117.5	etc	
25	37°30'27.87"	126°48'11.19"	101.5	mountain	
26	37°30'14.54"	126°48'08.39"	132.5	mountain	
27	37°30'05.58"	126°48'12.31"	146.0	mountain	
28	37°33'51.06"	126°44'53.73"	91.5	mountain	
29	37°33'30.05"	126°44'23.01"	105.5	mountain	
30	37°33'58.71"	126°44'07.28"	116.5	mountain	
31	37°33'16.12"	126°44'20.60"	68.0	mountain	
32	37°33'34.71"	126°44'07.65"	93.0	mountain	
33	37°33'31.96"	126°43'43.14"	119.5	mountain	
34	37°33'08.66"	126°43'25.05"	208.0	mountain	
35	37°33'47.96"	126°43'15.04"	106.0	mountain	
36	37°33'48.07"	126°43'46.01"	109.0	mountain	
37	37°36'36.60"	126°45'56.74"	99.0	mountain	
38	37°36'00.89"	126°45'46.52"	93.5	mountain	
39	37°35'49.19"	126°45'42.91"	84.5	mountain	
40	37°36'14.52"	126°47'38.99"	82.0	mountain	
41	37°35'44.07"	126°49'42.28"	126.5	mountain	
42	37°32'30.97"	126°48'44.54"	36.5	tree	
43	37°32'28.31"	126°49'12.11"	50.5	tree	
44	37°32'12.89"	126°50'36.84"	89.5	mountain	
45	37°32'37.21"	126°48'10.36"	27.0	tree	
46	37°32'37.63"	126°48'08.27"	29.0	tree	
47	37°32'49.90"	126°47'49.82"	37.5	tree	
48	37°33'00.92"	126°47'43.17"	18.0	tree	
49	37°30'56.67"	126°49'58.83"	78.5	tree	
50	37°31'19.13"	126°49'50.36"	63.0	tree	
51	37°32'11.50"	126°49'23.33"	65.0	tree	
52	37°31'57.36"	126°49'24.75"	60.5	tree	
53	37°30'54.86"	126°50'06.57"	77.5	tree	
54	37°32'34.77"	126°48'13.56"	28.0	tree	
55	37°32'18.24"	126°49'17.48"	48.5	ETC	
56	37°32'25.08"	126°48'45.51"	33.0	tree	
57	37°32'18.15"	126°48'30.10"	37.5	tree	
58	37°32'32.53"	126°48'18.56"	29.0	tree	
59	37°32'24.20"	126°48'53.56"	39.0	tree	
60	37°32'06.92"	126°49'07.14"	55.0	tree	
61	37°31'25.99"	126°49'05.41"	78.0	tree	
62	37°31'04.69"	126°49'10.30"	61.0	tree	
63	37°31'12.83"	126°48'39.33"	66.0	tree	
64	37°33'41.95"	126°45'06.11"	61.5	tree	
65	37°33'13.36"	126°43'57.65"	64.5	tree	
66	37°34'12.51"	126°46'09.88"	25.5	tree	
67	37°33'39.60"	126°44'46.71"	63.5	tree	
68	37°33'44.16"	126°44'41.19"	72.5	tree	
69	37°36'18.21"	126°45'52.59"	79.0	tree	
70	37°36'20.99"	126°46'53.57"	65.0	tree	
71	37°36'07.65"	126°46'03.81"	61.0	tree	
72	37°33'47.47"	126°47'50.62"	84.5	tower	
73	37°35'17.03"	126°48'17.07"	77.0	building	
74	37°35'19.22"	126°48'15.66"	74.5	building	
75	37°34'56.39"	126°48'11.36"	125.0	building	
76	37°34'55.83"	126°48'18.47"	122.5	building	
77	37°34'18.26"	126°48'43.65"	59.0	building	
78	37°34'12.00"	126°48'58.31"	58.5	building	
79	37°34'20.35"	126°48'25.42"	59.0	building	
80	37°34'53.87"	126°48'37.60"	63.5	building	
81	37°34'19.98"	126°49'19.82"	61.0	building	
82	37°34'09.35"	126°48'58.35"	58.0	building	
83	37°34'16.21"	126°48'37.13"	63.0	building	
84	37°34'12.75"	126°48'35.01"	58.0	building	
85	37°34'23.69"	126°48'22.98"	58.5	building	
86	37°34'24.54"	126°48'22.23"	61.5	building	
87	37°34'28.75"	126°48'36.88"	59.0	building	
88	37°34'29.69"	126°48'36.31"	59.0	building	
89	37°34'46.69"	126°48'56.43"	71.0	building	
90	37°34'20.00"	126°49'06.37"	58.0	building	
91	37°33'42.62"	126°48'32.31"	58.5	building	
92	37°33'36.38"	126°48'29.78"	58.0	building	
93	37°33'37.41"	126°48'28.82"	58.5	building	
94	37°33'49.44"	126°48'57.94"	60.0	building	
95	37°34'09.03"	126°49'22.99"	58.0	building	
96	37°34'10.52"	126°49'23.84"	58.0	building	
97	37°32'56.37"	126°48'53.14"	58.5	building	
98	37°32'44.60"	126°49'35.30"	58.5	building	
99	37°32'29.30"	126°49'14.48"	43.5	building	
100	37°33'10.56"	126°49'40.94"	59.0	building	
101	37°33'12.05"	126°49'41.02"	59.0	building	
102	37°33'18.14"	126°50'31.37"	71.5	building	
103	37°32'59.54"	126°49'58.02"	60.5	building	
104	37°33'00.50"	126°50'02.18"	60.5	building	
105	37°32'55.33"	126°50'05.63"	61.0	building	
106	37°32'53.97"	126°50'06.94"	61.5	building	
107	37°33'08.41"	126°49'34.26"	58.0	building	
108	37°33'05.67"	126°49'22.21"	58.0	building	
109	37°32'53.15"	126°49'44.90"	61.5	building	
110	37°34'03.53"	126°50'25.94"	64.0	building	
111	37°33'46.55"	126°51'02.56"	68.5	building	
112	37°33'40.66"	126°51'13.78"	77.5	building	
113	37°33'30.54"	126°50'33.82"	60.5	building	
114	37°33'46.69"	126°50'24.06"	61.5	building	
115	37°34'02.01"	126°50'30.21"	63.5	building	
116	37°34'00.89"	126°50'29.82"	65.5	building	
117	37°33'54.91"	126°50'34.56"	59.0	building	
118	37°33'44.94"	126°50'47.38"	72.5	building	
119	37°33'33.58"	126°50'53.08"	60.0	building	
120	37°32'34.70"	126°51'35.09"	94.5	building	
121	37°32'33.86"	126°51'25.25"	90.5	building	
122	37°32'30.42"	126°51'19.44"	99.0	ETC	
123	37°32'47.44"	126°50'44.30"	63.0	building	
124	37°32'31.10"	126°51'16.10"	80.5	building	
125	37°32'47.35"	126°51'12.34"	81.0	building	
126	37°32'27.82"	126°51'13.02"	100.5	building	
127	37°32'06.28"	126°51'11.42"	73.0	building	
128	37°32'26.94"	126°50'51.16"	68.0	building	
129	37°32'31.27"	126°50'34.19"	64.0	building	
130	37°32'23.97"	126°50'37.57"	72.0	building	
131	37°32'42.36"	126°50'33.25"	58.5	building	
132	37°32'06.06"	126°51'06.59"	68.0	building	
133	37°32'07.83"	126°51'04.42"	63.5	building	
134	37°31'52.07"	126°50'48.84"	58.0	building	
135	37°31'57.20"	126°50'40.01"	65.5	building	
136	37°32'06.71"	126°50'39.37"	85.0	building	
137	37°32'08.11"	126°50'38.53"	87.0	building	
138	37°32'09.34"	126°50'37.61"	90.0	building	
139	37°32'10.70"	126°50'36.43"	90.0	building	
140	37°32'01.57"	126°50'12.85"	58.5	building	
141	37°32'16.23"	126°50'33.49"	65.5	building	
142	37°32'12.27"	126°50'42.95"	61.5	building	
143	37°32'13.49"	126°50'42.88"	61.5	building	
144	37°32'14.25"	126°50'45.87"	59.0	building	
145	37°32'10.69"	126°50'42.14"	80.0	building	
146	37°32'08.18"	126°50'41.65"	80.0	building	
147	37°32'14.42"	126°50'46.90"	59.0	building	
148	37°32'10.32"	126°51'11.68"	87.5	building	
149	37°32'12.76"	126°50'55.15"	67.0	building	
150	37°31'48.87"	126°50'40.45"	59.5	building	
151	37°31'48.79"	126°50'42.14"	62.0	building	
152	37°31'48.61"	126°50'38.39"	60.0	building	
153	37°31'42.85"	126°50'33.33"	58.0	building	
154	37°33'02.35"	126°50'56.86"	65.5	building	
155	37°33'00.86"	126°50'55.20"	70.0	building	
156	37°33'07.34"	126°50'41.41"	59.0	building	
157	37°32'51.87"	126°50'04.24"	69.0	building	
158	37°32'50.03"	126°50'04.53"	60.0	building	
159	37°32'46.92"	126°50'04.13"	58.0	building	
160	37°32'33.14"	126°50'30.60"	62.0	building	
161	37°32'31.05"	126°50'22.50"	59.5	building	
162	37°32'49.54"	126°49'50.69"	73.0	building	
163	37°33'12.03"	126°51'02.01"	62.5	building	
164	37°33'16.43"	126°51'07.60"	61.0	building	
165	37°32'14.55"	126°51'12.67"	73.5	building	
166	37°32'15.63"	126°51'12.74"	73.5	building	
167	37°33'23.04"	126°50'46.91"	67.0	building	
168	37°33'24.31"	126°50'45.26"	65.0	building	
169	37°33'08.86"	126°50'45.97"	66.0	building	
170	37°33'09.79"	126°50'48.29"	69.0	building	
171	37°32'10.44"	126°50'46.25"	69.5	building	
172	37°33'08.31"	126°50'41.53"	58.5	building	
173	37°32'56.14"	126°50'27.71"	93.5	building	
174	37°32'31.96"	126°51'14.23"	74.5	building	
175	37°32'12.14"	126°50'33.62"	71.5	building	
176	37°32'47.73"	126°47'52.74"	35.0	building	
177	37°32'34.95"	126°49'42.74"	58.5	building	
178	37°32'23.21"	126°49'53.21"	59.5	building	
179	37°32'20.21"	126°49'21.83"	47.5	building	
180	37°32'19.94"	126°49'22.60"	47.5	building	
181	37°32'16.24"	126°49'23.42"	54.5	building	
182	37°32'13.13"	126°49'26.83"	53.0	building	
183	37°32'14.26"	126°49'35.89"	53.0	building	
184	37°32'15.11"	126°49'36.70"	55.0	building	
185	37°31'56.26"	126°50'00.94"	59.5	building	
186	37°31'49.02"	126°50'05.82"	59.5	building	
187	37°31'48.33"	126°50'06.72"	60.5	building	
188	37°31'50.52"	126°50'02.20"	58.5	building	
189	37°31'58.07"	126°49'57.30"	60.5	building	
190	37°32'04.54"	126°49'24.24"	53.5	building	
191	37°32'06.75"	126°49'30.19"	58.0	building	
192	37°32'06.43"	126°49'28.77"	57.5	building	
193	37°31'53.23"	126°49'43.12"	60.5	building	
194	37°31'37.53"	126°50'04.93"	63.0	building	
195	37°31'41.83"	126°50'01.95"	67.5	building	
196	37°31'21.50"	126°49'34.94"	100.0	building	
197	37°31'28.21"	126°50'15.97"	61.0	building	
198	37°31'26.85"	126°50'27.82"	59.5	building	
199	37°31'04.94"	126°49'49.92"	60.5	building	
200	37°31'09.15"	126°49'49.92"	60.5	building	
201	37°31'02.05"	126°49'57.93"	76.5	building	
202	37°31'13.89"	126°50'19.09"	63.0	building	
203	37°31'12.57"	126°50'18.49"	64.0	building	
204	37°31'14.51"	126°50'17.64"	63.5	building	
205	37°30'48.19"	126°50'33.73"	105.0	building	
206	37°32'18.32"	126°49'40.51"	58.0	building	
207	37°32'31.83"	126°49'40.95"	60.0	building	
208	37°32'30.50"	126°49'40.60"	60.0	building	
209	37°32'39.75"	126°49'34.87"	71.5	building	
210	37°31'34.52"	126°49'44.59"	62.0	building	
211	37°31'10.30"	126°49'34.80"	114.5	building	
212	37°31'04.18"	126°49'35.04"	77.5	ETC	
213	37°30'43.42"	126°49'34.29"	73.0	ETC	
214	37°32'25.32"	126°49'02.09"	36.5	building	
215	37°31'30.70"	126°48'45.40"	59.5	building	
216	37°31'30.66"	126°48'46.62"	59.5	building	
217	37°31'38.03"	126°49'36.08"	58.0	building	
218	37°31'35.67"	126°49'42.51"	62.0	building	
219	37°31'20.46"	126°49'20.83"	64.5	building	
220	37°31'29.38"	126°48'53.97"	71.5	building	
221	37°31'43.17"	126°49'40.96"	67.5	building	
222	37°31'14.13"	126°49'25.49"	108.5	building	
223	37°31'16.55"	126°49'20.68"	78.5	building	
224	37°31'08.38"	126°49'17.83"	60.5	building	
225	37°31'04.53"	126°49'13.01"	59.0	building	
226	37°31'05.42"	126°49'14.89"	59.0	building	
227	37°30'57.93"	126°49'15.48"	70.5	building	
228	37°30'59.78"	126°48'20.28"	61.0	building	
229	37°30'46.61"	126°49'19.21"	61.0	building	
230	37°31'14.56"	126°49'11.37"	67.5	building	
231	37°31'16.18"	126°49'21.15"	79.5	building	
232	37°31'02.44"	126°48'43.84"	82.5	building	
233	37°30'24.23"	126°49'06.48"	100.0	building	
234	37°30'25.84"	126°49'03.11"	92.0	ETC	
235	37°30'31.34"	126°49'15.51"	104.5	building	
236	37°31'53.41"	126°48'17.68"	59.5	building	
237	37°31'35.18"	126°48'29.20"	59.5	building	
238	37°31'27.63"	126°48'23.95"	64.5	building	
239	37°30'55.88"	126°48'31.80"	59.5	building	
240	37°31'17.77"	126°47'47.45"	59.5	building	
241	37°30'57.08"	126°48'10.05"	62.5	building	
242	37°30'59.05"	126°47'53.40"	58.5	building	
243	37°30'50.47"	126°48'15.88"	58.5	building	
244	37°30'35.69"	126°48'15.92"	66.5	building	
245	37°30'32.80"	126°48'25.54"	70.0	building	
246	37°30'56.44"	126°47'39.77"	79.0	building	
247	37°31'38.26"	126°47'12.97"	58.5	building	
248	37°31'53.93"	126°47'17.90"	59.0	building	
249	37°31'20.88"	126°45'50.13"	90.5	building	
250	37°31'00.56"	126°47'29.18"	58.0	building	
251	37°31'01.37"	126°47'31.68"	59.0	building	
252	37°30'55.38"	126°47'33.07"	64.5	building	
253	37°30'36.73"	126°47'26.31"	93.5	ETC	
254	37°30'24.60"	126°45'22.62"	58.0	ETC	
255	37°33'30.88"	126°45'24.79"	58.5	building	
256	37°33'30.77"	126°45'22.62"	58.0	building	
257	37°33'43.07"	126°45'34.13"	58.5	building	
258	37°33'23.13"	126°44'35.86"	72.0	building	
259	37°33'21.42"	126°44'48.84"	59.0	building	
260	37°33'44.47"	126°44'42.76"	65.0	building	
261	37°32'51.48"	126°44'36.69"	63.5	building	
262	37°32'43.36"	126°44'35.50"	58.5	building	
263	37°32'12.83"	126°44'33.16"	85.0	building	
264	37°32'12.78"	126°44'36.46"	85.0	building	
265	37°34'12.07"	126°45'00.56"	59.0	building	
266	37°32'59.72"	126°44'27.06"	63.5	building	
267	37°33'32.55"	126°43'44.28"	107.5	building	
268	37°33'21.12"	126°43'23.20"	108.5	ETC	
269	37°33'20.49"	126°43'22.81"	111.0	ETC	
270	37°34'49.52"	126°44'12.73"	60.5	building	
271	37°36'29.21"	126°45'57.29"	70.5	ETC	
272	37°36'05.82"	126°46'14.25"	58.0	building	
273	37°36'20.33"	126°46'03.12"	59.0	building	
274	37°35'55.78"	126°46'14.74"	58.0	building	
275	37°36'10.11"	126°45'54.57"	58.5	building	
276	37°36'22.56"	126°46'27.95"	62.0	building	
277	37°36'04.07"	126°45'58.82"	58.5	building	
278	37°35'41.11"	126°45'57.45"	59.0	building	
279	37°34'51.92"	126°48'23.02"	146.5	building	
280	37°33'16.09"	126°50'44.56"	104.0	building	
281	37°32'46.70"	126°50'14.70"	61.5	ETC	
282	37°32'35.22"	126°51'19.04"	149.0	ETC	
283	37°32'45.39"	126°48'12.53"	18.0	LOC(14L)	
284	37°32'37.52"	126°48'09.24"	33.0	ETC	
285	37°31'34.03"	126°49'57.47"	63.0	ETC	
286	37°32'32.83"	126°48'15.02"	27.5	ETC	
287	37°32'25.89"	126°49'05.87"	41.0	ETC	
288	37°32'43.47"	126°49'34.08"	68.0	ETC	
289	37°31'08.08"	126°48'42.72"	81.5	ETC	
290	37°31'19.00"	126°46'02.32"	66.0	ETC	
291	37°30'24.40"	126°47'26.96"	100.5	ETC	
292	37°33'30.46"	126°44'22.46"	88.5	ETC	
293	37°33'33.69"	126°43'59.64"	84.0	ETC	
294	37°33'13.41"	126°43'25.04"	161.5	ETC	
295	37°33'11.81"	126°43'36.07"	160.0	ETC	
296	37°33'06.78"	126°43'53.76"	144.5	ETC	
297	37°33'01.95"	126°44'05.59"	121.0	ETC	
298	37°34'12.80"	126°46'23.55"	15.5	LOC(14R)	
299	37°34'21.73"	126°46'32.88"	17.0	LOC(14L)	
300	37°32'56.41"	126°50'51.60"	79.5	building	

Change : Amended chart name.

AERODROME CHART - ICAO

33°30'44"N
126°29'34"E

ELEV **36** m

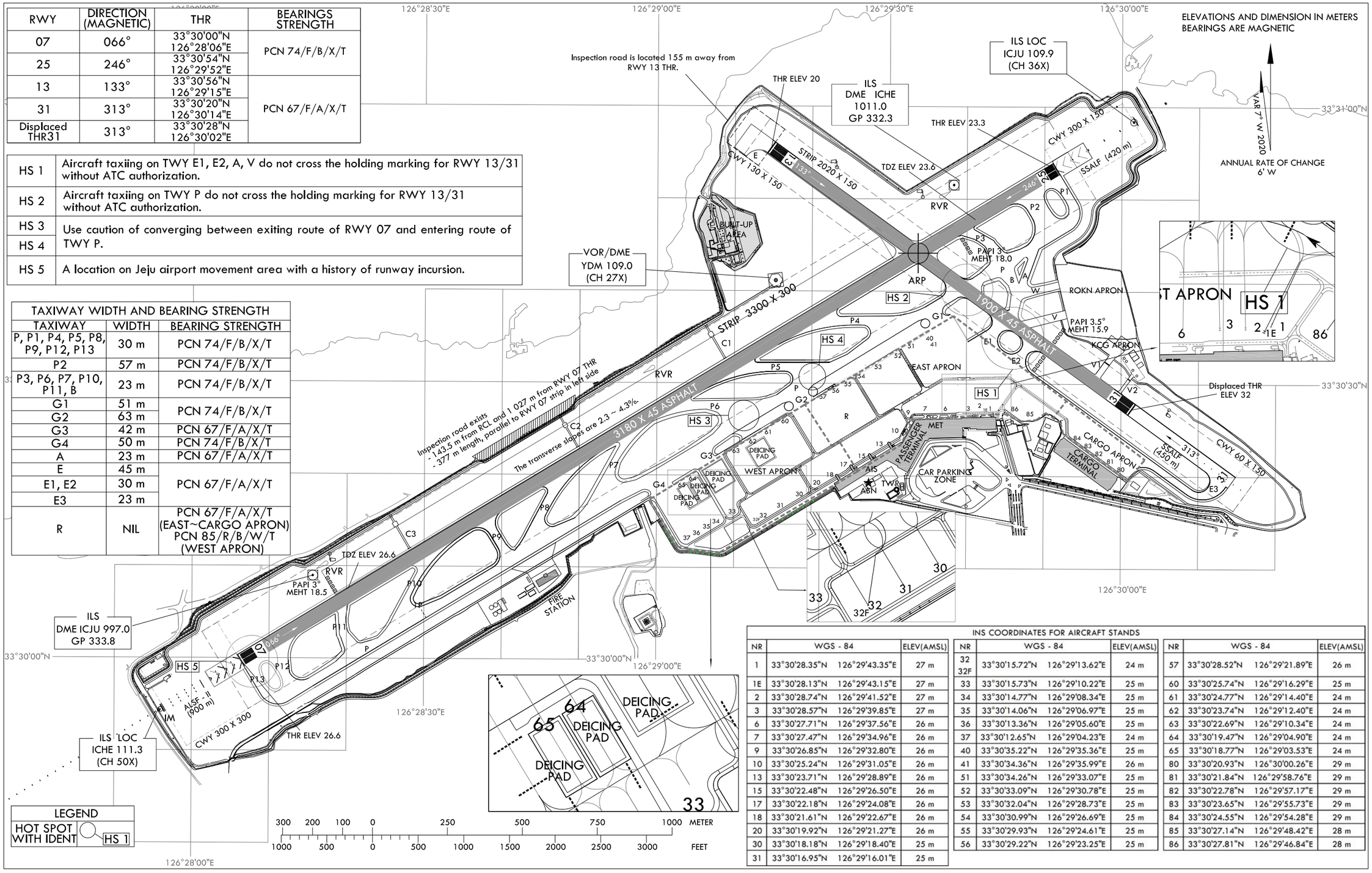
TWR	118.2 236.6
GND	121.675

JEJU / Jeju Intl

RWY	DIRECTION (MAGNETIC)	THR	BEARINGS STRENGTH
07	066°	33°30'00"N 126°28'06"E	PCN 74/F/B/X/T
25	246°	33°30'54"N 126°29'52"E	
13	133°	33°30'56"N 126°29'15"E	PCN 67/F/A/X/T
31	313°	33°30'20"N 126°30'14"E	
Displaced THR31	313°	33°30'28"N 126°30'02"E	

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.

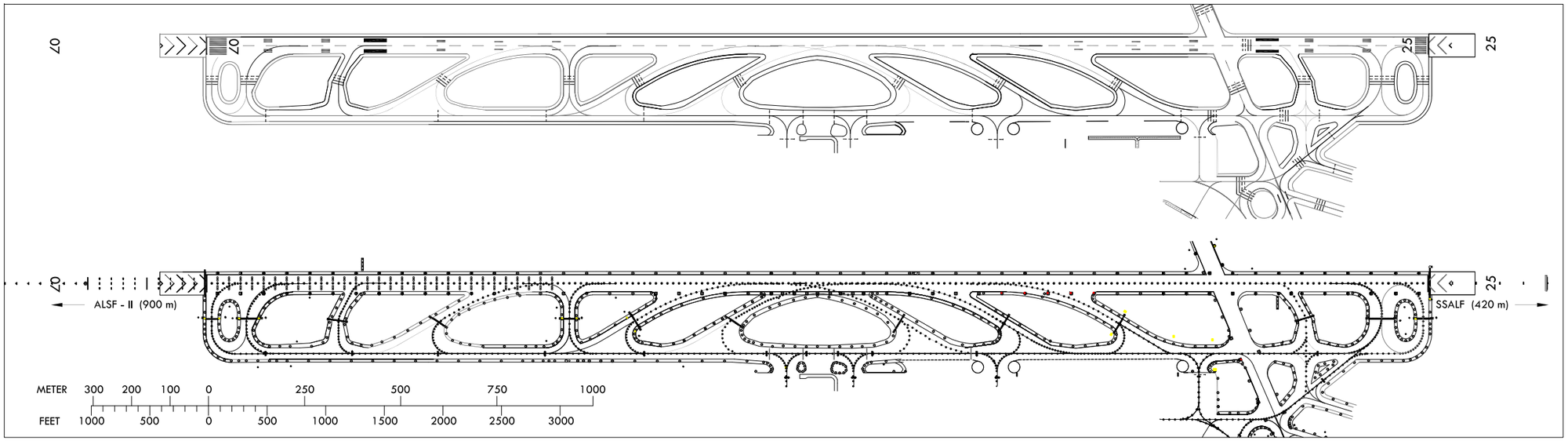
TAXIWAY WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCN 74/F/B/X/T
P2	57 m	PCN 74/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCN 74/F/B/X/T
G1	51 m	PCN 74/F/B/X/T
G2	63 m	
G3	42 m	PCN 67/F/A/X/T
G4	50 m	PCN 74/F/B/X/T
A	23 m	PCN 67/F/A/X/T
E	45 m	PCN 67/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON) PCN 85/R/B/W/T (WEST APRON)



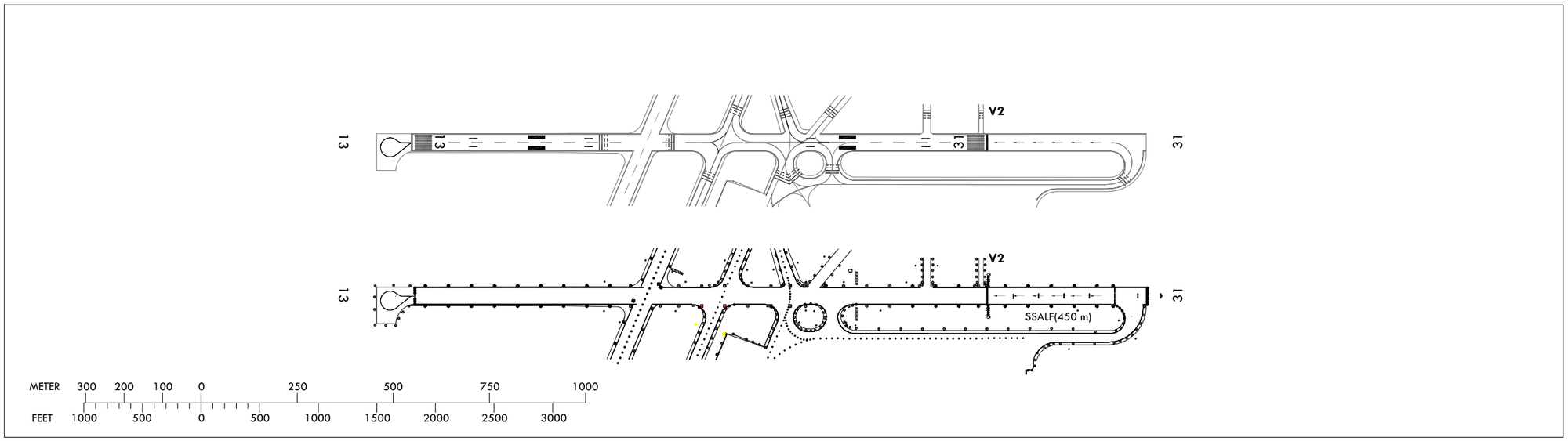
INS COORDINATES FOR AIRCRAFT STANDS											
NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)	NR	WGS - 84		ELEV(AMSL)
1	33°30'28.35"N	126°29'43.35"E	27 m	32 32F	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m
1E	33°30'28.13"N	126°29'43.15"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	60	33°30'25.74"N	126°29'16.29"E	25 m
2	33°30'28.74"N	126°29'41.52"E	27 m	34	33°30'14.77"N	126°29'08.34"E	25 m	61	33°30'24.77"N	126°29'14.40"E	24 m
3	33°30'28.57"N	126°29'39.85"E	27 m	35	33°30'14.06"N	126°29'06.97"E	25 m	62	33°30'23.74"N	126°29'12.40"E	24 m
6	33°30'27.71"N	126°29'37.56"E	26 m	36	33°30'13.36"N	126°29'05.60"E	25 m	63	33°30'22.69"N	126°29'10.34"E	24 m
7	33°30'27.47"N	126°29'34.96"E	26 m	37	33°30'12.65"N	126°29'04.23"E	24 m	64	33°30'19.47"N	126°29'04.90"E	24 m
9	33°30'26.85"N	126°29'32.80"E	26 m	40	33°30'35.22"N	126°29'35.36"E	25 m	65	33°30'18.77"N	126°29'03.53"E	24 m
10	33°30'25.24"N	126°29'31.05"E	26 m	41	33°30'34.36"N	126°29'35.99"E	26 m	80	33°30'20.93"N	126°30'00.26"E	29 m
13	33°30'23.71"N	126°29'28.89"E	26 m	51	33°30'34.26"N	126°29'33.07"E	25 m	81	33°30'21.84"N	126°29'58.76"E	29 m
15	33°30'22.48"N	126°29'26.50"E	26 m	52	33°30'33.09"N	126°29'30.78"E	25 m	82	33°30'22.78"N	126°29'57.17"E	29 m
17	33°30'22.18"N	126°29'24.08"E	26 m	53	33°30'32.04"N	126°29'28.73"E	25 m	83	33°30'23.65"N	126°29'55.73"E	29 m
18	33°30'21.61"N	126°29'22.67"E	26 m	54	33°30'30.99"N	126°29'26.69"E	25 m	84	33°30'24.55"N	126°29'54.28"E	29 m
20	33°30'19.92"N	126°29'21.27"E	26 m	55	33°30'29.93"N	126°29'24.61"E	25 m	85	33°30'27.14"N	126°29'48.42"E	28 m
30	33°30'18.18"N	126°29'18.40"E	25 m	56	33°30'29.22"N	126°29'23.25"E	25 m	86	33°30'27.81"N	126°29'46.84"E	28 m
31	33°30'16.95"N	126°29'16.01"E	25 m								

Change : Information of passenger terminal.

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY

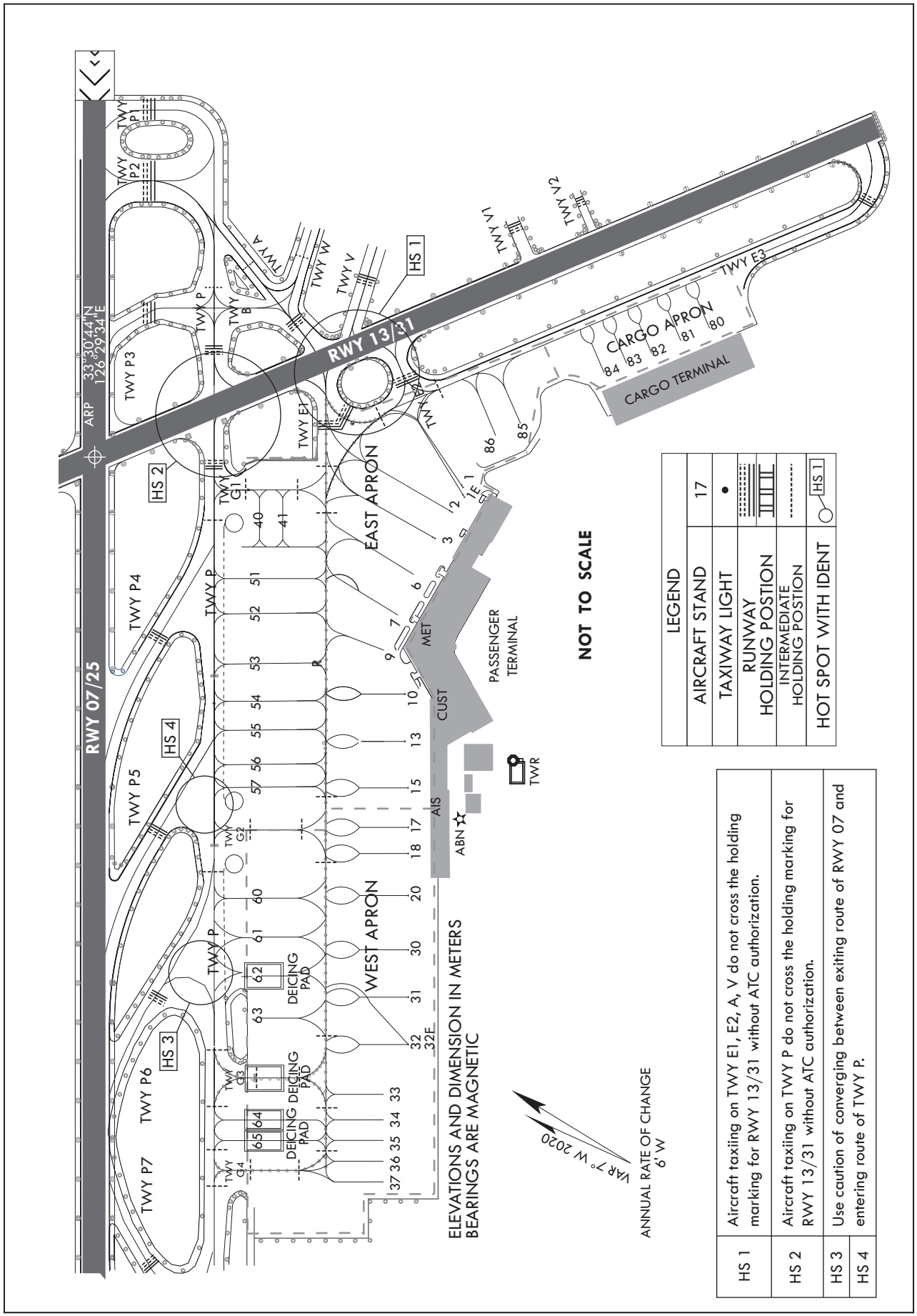


AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
27 m

TWR	118.2
GND	121.675

JEJU/Jeju INTL



HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	

Change : Information of passenger terminal.

TAXIWAY, APRON WIDTH AND BEARING STRENGTH		
TAXIWAY	WIDTH	BEARING STRENGTH
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCN 74/F/B/X/T
P2	57 m	PCN 74/F/B/X/T
P3, P6, P7, P10, P11, B	23 m	PCN 74/F/B/X/T
G1	51 m	PCN 74/F/B/X/T
G2	63 m	
G3	42 m	PCN 67/F/A/X/T
G4	50 m	PCN 74/F/B/X/T
A	23 m	PCN 67/F/A/X/T
E	45 m	PCN 67/F/A/X/T
E1, E2	30 m	
E3	23 m	
R	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON)
		PCN 85/R/B/W/T (WEST APRON)

* EAST APRON BEARING STRENGTH : PCN 67/F/A/X/T
* WEST APRON BEARING STRENGTH : PCN 85/R/B/W/T
* CARGO TERMINAL APRON BEARING STRENGTH : PCN 69/R/B/W/T

AIRCRAFT STANDS	
STAND NR	AIRCRAFT TYPES
1E	B777-300, A330-300
6, 30, 31, 32	B747-400, B777-300, A330-300
32F	A380-800, B747-800
13, 15, 20	B747-400, B777-200, A330-300
1, 7, 10, 60, 61, 62, 63	B767-300, A300-600
9	B737-800, A320-200
2, 3, 17, 18, 33, 34, 35, 36, 37, 51, 52, 53, 54, 55, 56 57, 64, 65, 80, 81, 82, 83, 84, 85, 86	B737-900, A321-200
40, 41	LIGHT

* REMARKS : Isolated and run-up area is RWY 13 THR.
* Spot NR. 40, 41 only available for
 - Fixed wing ACFT with a wingspan below 17 m
 - Rotated wing ACFT with a wingspan(main rotor) below 15 m
* De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65

INS COORDINATES FOR AIRCRAFT STANDS											
NR	WGS-84		ELEV(AMSL)	NR	WGS-84		ELEV(AMSL)	NR	WGS-84		ELEV(AMSL)
1	33°30'28.35"N	126°29'43.35"E	27 m	32	33°30'15.72"N	126°29'13.62"E	24 m	57	33°30'28.52"N	126°29'21.89"E	26 m
1E	33°30'28.13"N	126°29'43.15"E	27 m	32F	33°30'15.72"N	126°29'13.62"E	24 m	60	33°30'25.74"N	126°29'16.29"E	25 m
2	33°30'28.74"N	126°29'41.52"E	27 m	33	33°30'15.73"N	126°29'10.22"E	25 m	61	33°30'24.77"N	126°29'14.40"E	24 m
3	33°30'28.57"N	126°29'39.85"E	27 m	34	33°30'14.77"N	126°29'08.34"E	25 m	62	33°30'23.74"N	126°29'12.40"E	24 m
6	33°30'27.71"N	126°29'37.56"E	26 m	35	33°30'14.06"N	126°29'06.97"E	25 m	63	33°30'22.69"N	126°29'10.34"E	24 m
7	33°30'27.47"N	126°29'34.96"E	26 m	36	33°30'13.36"N	126°29'05.60"E	25 m	64	33°30'19.47"N	126°29'04.90"E	24 m
9	33°30'26.85"N	126°29'32.80"E	26 m	37	33°30'12.65"N	126°29'04.23"E	24 m	65	33°30'18.77"N	126°29'03.53"E	24 m
10	33°30'25.24"N	126°29'31.05"E	26 m	40	33°30'35.22"N	126°29'35.36"E	25 m	80	33°30'20.93"N	126°30'00.26"E	29 m
13	33°30'23.71"N	126°29'28.89"E	26 m	41	33°30'34.36"N	126°29'35.99"E	26 m	81	33°30'21.84"N	126°29'58.76"E	29 m
15	33°30'22.48"N	126°29'26.50"E	26 m	51	33°30'34.26"N	126°29'33.07"E	25 m	82	33°30'22.78"N	126°29'57.17"E	29 m
17	33°30'22.18"N	126°29'24.08"E	26 m	52	33°30'33.09"N	126°29'30.78"E	25 m	83	33°30'23.65"N	126°29'55.73"E	29 m
18	33°30'21.61"N	126°29'22.67"E	26 m	53	33°30'32.04"N	126°29'28.73"E	25 m	84	33°30'24.55"N	126°29'54.28"E	29 m
20	33°30'19.92"N	126°29'21.27"E	26 m	54	33°30'30.99"N	126°29'26.69"E	25 m	85	33°30'27.14"N	126°29'48.42"E	28 m
30	33°30'18.18"N	126°29'18.40"E	25 m	55	33°30'29.93"N	126°29'24.61"E	25 m	86	33°30'27.81"N	126°29'46.84"E	28 m
31	33°30'16.95"N	126°29'16.01"E	25 m	56	33°30'29.22"N	126°29'23.25"E	25 m				

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl
RWY 07/25, RWY 31 DEPARTURE

STANDARD GROUND TAXI PROCEDURES

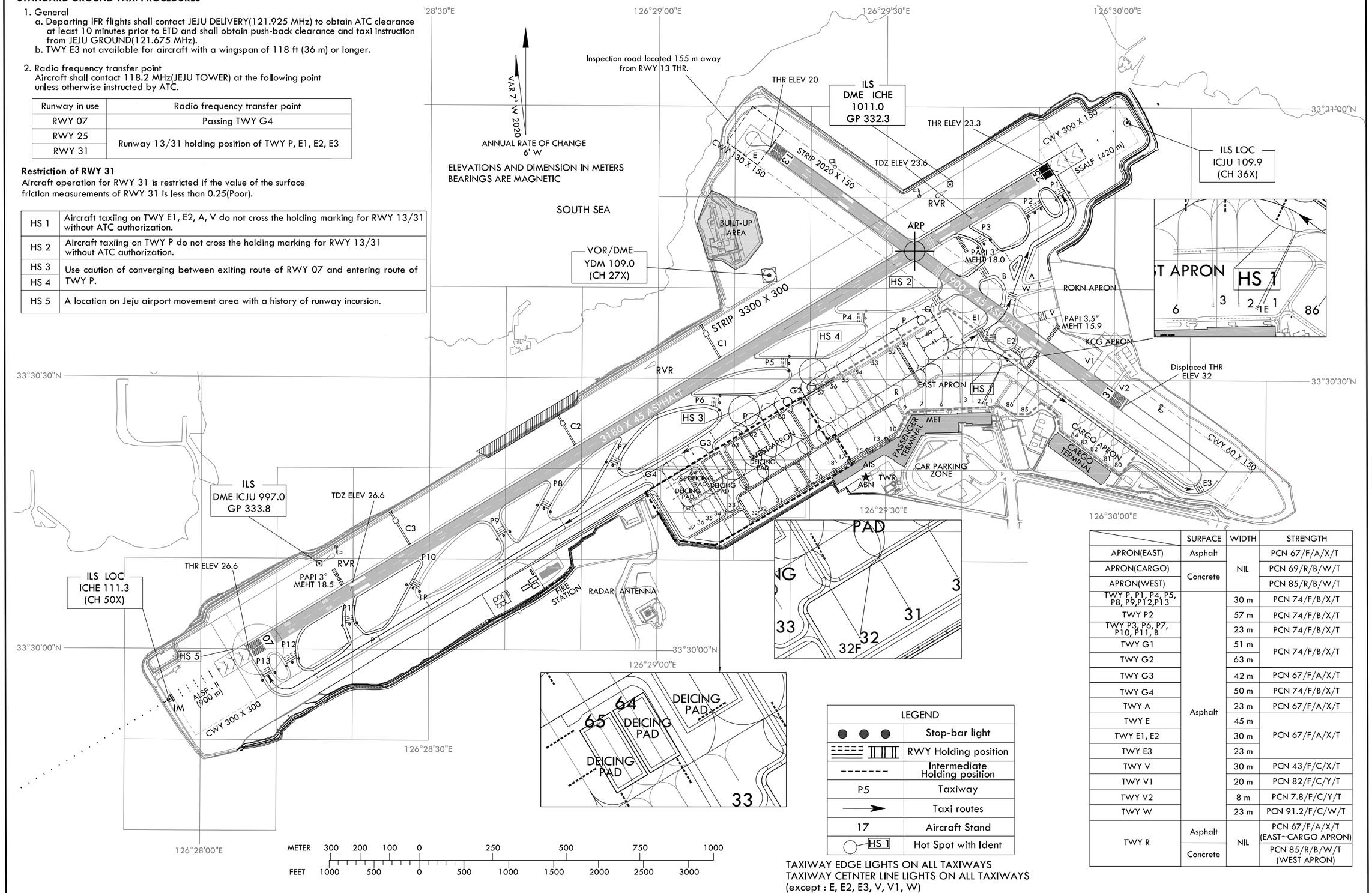
1. General
   a. Departing IFR flights shall contact JEJU DELIVERY(121.925 MHz) to obtain ATC clearance at least 10 minutes prior to ETD and shall obtain push-back clearance and taxi instruction from JEJU GROUND(121.675 MHz).
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.

2. Radio frequency transfer point
   Aircraft shall contact 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

Runway in use	Radio frequency transfer point
RWY 07	Passing TWY G4
RWY 25	Runway 13/31 holding position of TWY P, E1, E2, E3
RWY 31	

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCN 67/F/A/X/T
APRON(CARGO)	Concrete		PCN 69/R/B/W/T
APRON(WEST)			PCN 85/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCN 74/F/B/X/T
TWY P2		57 m	PCN 74/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCN 74/F/B/X/T
TWY G1		51 m	PCN 74/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCN 67/F/A/X/T
TWY G4		50 m	PCN 74/F/B/X/T
TWY A		23 m	PCN 67/F/A/X/T
TWY E		45 m	PCN 67/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCN 85/R/B/W/T (WEST APRON)

LEGEND	
● ● ●	Stop-bar light
	RWY Holding position
- - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

Change : Information of passenger terminal.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **27** m

TWR	118.2	236.6
GND	121.675	

JEJU / Jeju Intl
RWY 07/25, RWY 31 ARRIVAL

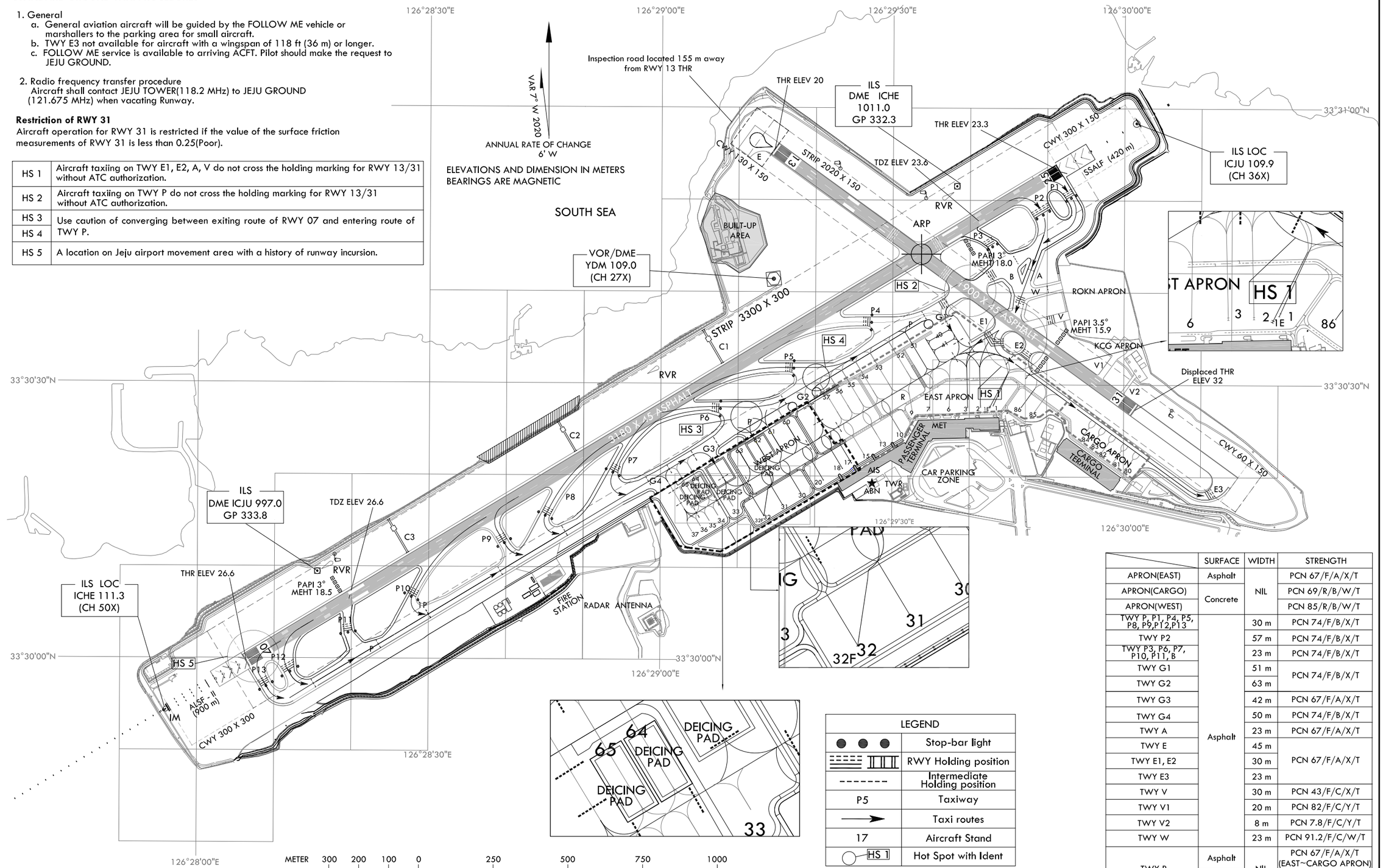
STANDARD GROUND TAXI PROCEDURES

1. General
   a. General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
   b. TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
   c. FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.

2. Radio frequency transfer procedure
   Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

Restriction of RWY 31
Aircraft operation for RWY 31 is restricted if the value of the surface friction measurements of RWY 31 is less than 0.25(Poor).

HS 1	Aircraft taxiing on TWY E1, E2, A, V do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 2	Aircraft taxiing on TWY P do not cross the holding marking for RWY 13/31 without ATC authorization.
HS 3	Use caution of converging between exiting route of RWY 07 and entering route of TWY P.
HS 4	
HS 5	A location on Jeju airport movement area with a history of runway incursion.



LEGEND	
● ● ●	Stop-bar light
	RWY Holding position
- - - - - - -	Intermediate Holding position
P5	Taxiway
→	Taxi routes
17	Aircraft Stand
HS 1	Hot Spot with Ident

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS
TAXIWAY CETNTER LINE LIGHTS ON ALL TAXIWAYS
(except : E, E2, E3, V, V1, W)

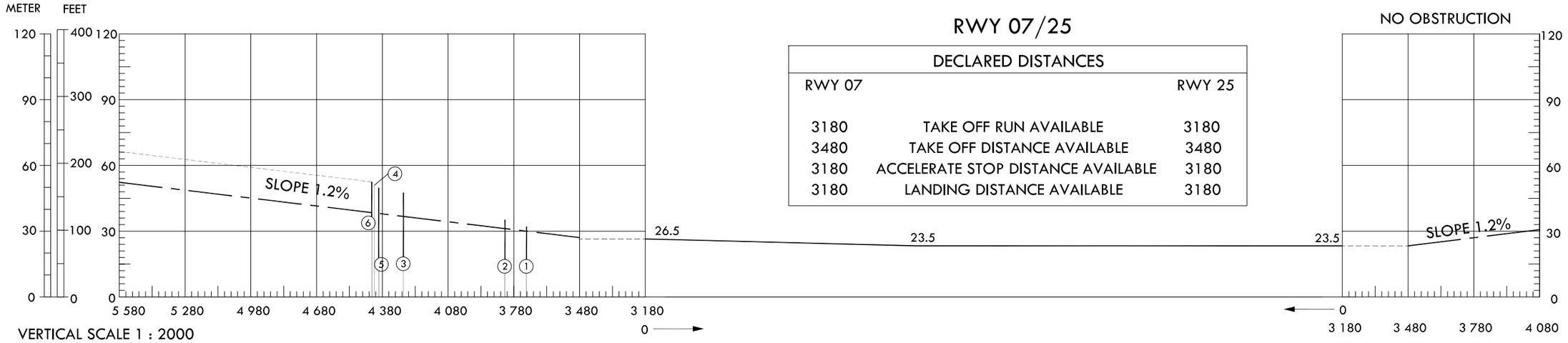
	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt	NIL	PCN 67/F/A/X/T
APRON(CARGO)	Concrete		PCN 69/R/B/W/T
APRON(WEST)			PCN 85/R/B/W/T
TWY P, P1, P4, P5, P8, P9,P12,P13	Asphalt	30 m	PCN 74/F/B/X/T
TWY P2		57 m	PCN 74/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCN 74/F/B/X/T
TWY G1		51 m	PCN 74/F/B/X/T
TWY G2		63 m	
TWY G3		42 m	PCN 67/F/A/X/T
TWY G4		50 m	PCN 74/F/B/X/T
TWY A		23 m	PCN 67/F/A/X/T
TWY E		45 m	PCN 67/F/A/X/T
TWY E1, E2		30 m	
TWY E3		23 m	
TWY V		30 m	PCN 43/F/C/X/T
TWY V1		20 m	PCN 82/F/C/Y/T
TWY V2		8 m	PCN 7.8/F/C/Y/T
TWY W		23 m	PCN 91.2/F/C/W/T
TWY R	Asphalt	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON)
	Concrete		PCN 85/R/B/W/T (WEST APRON)

Change : Information of passenger terminal.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 7° W (2020)

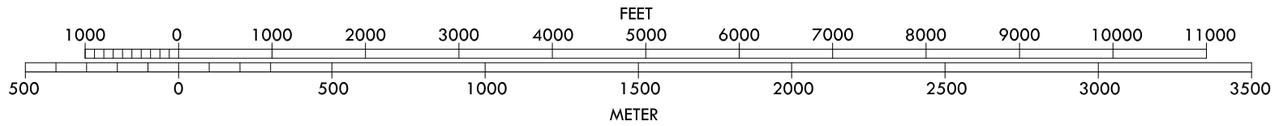


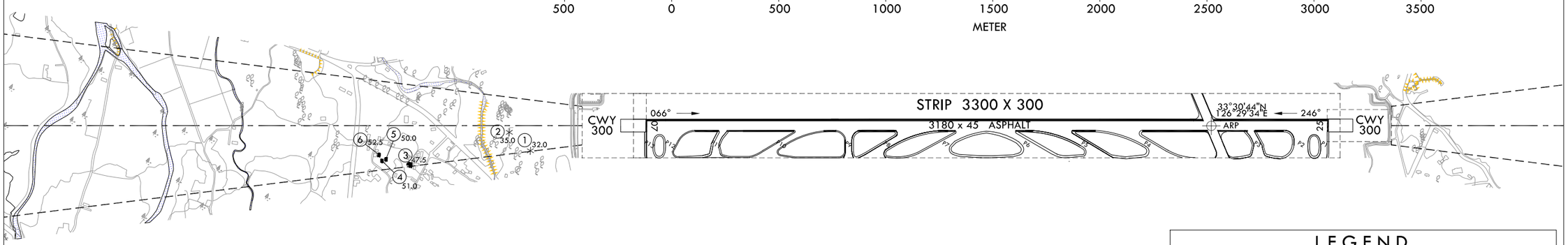
VERTICAL SCALE 1 : 2000

RWY 07/25

DECLARED DISTANCES		
RWY 07		RWY 25
3180	TAKE OFF RUN AVAILABLE	3180
3480	TAKE OFF DISTANCE AVAILABLE	3480
3180	ACCELERATE STOP DISTANCE AVAILABLE	3180
3180	LANDING DISTANCE AVAILABLE	3180

HORIZONTAL SCALE 1 : 20000





AMENDMENT RECORD		
NO	DATE	ENTERED BY

OBSTACLES					
NO	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	33°29'47.1"N	126°27'51.0"E	32.0	tree	
2	33°29'47.9"N	126°27'46.0"E	35.0	tree	
3	33°29'35.9"N	126°27'33.7"E	47.5	building	
4	33°29'34.0"N	126°27'29.1"E	51.0	building	
5	33°29'34.5"N	126°27'29.6"E	50.0	building	
6	33°29'34.5"N	126°27'28.1"E	52.5	building	

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

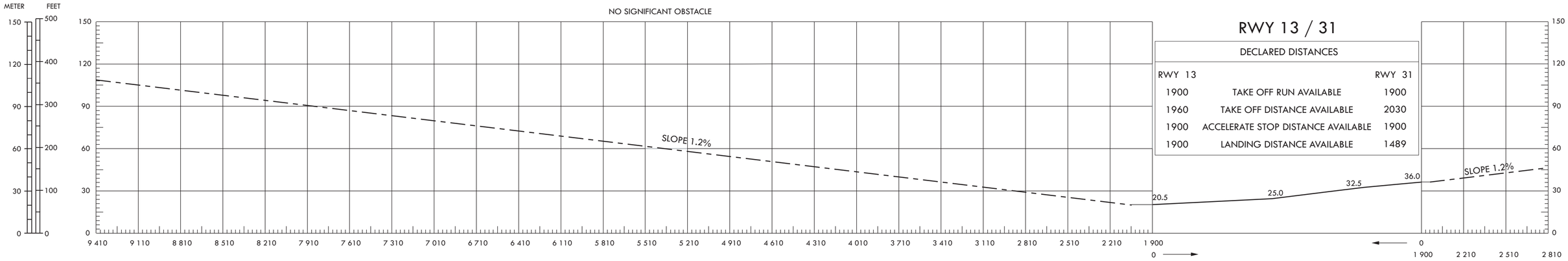
Change : Amended chart name and legend.

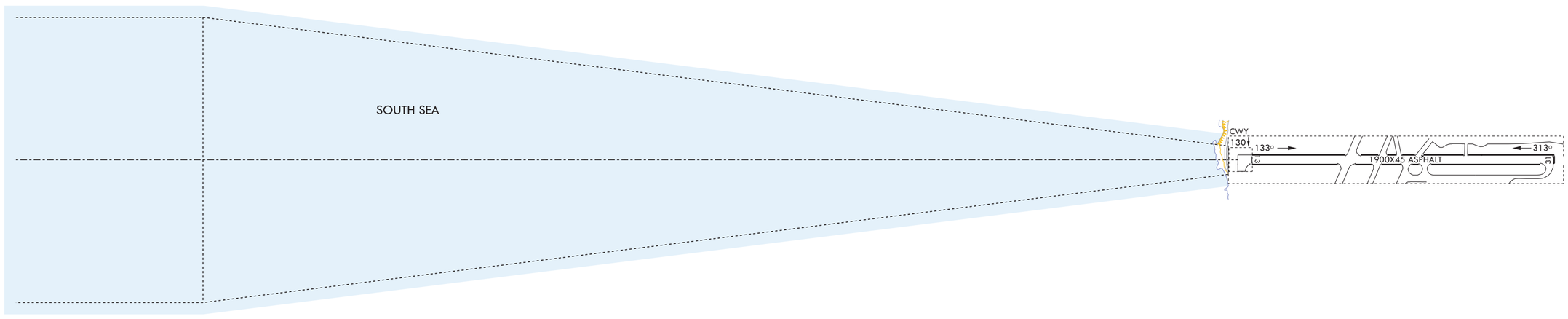
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

JEJU / Jeju Intl

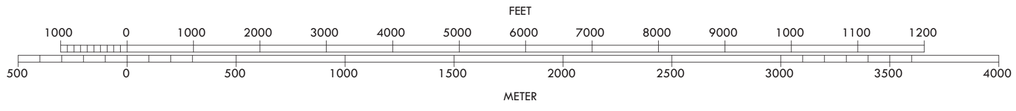
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 7° W (2020)





HORIZONTAL SCALE 1 : 20000



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

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO
TYPE B

JEJU / Jeju Intl

DIMENSIONS AND ELEVATIONS IN METERS

AERODROME ELEVATION 36 METERS

VAR 7° W 2020
ANNUAL RATE OF CHANGE 6' W

CONICAL SURFACE

HORIZONTAL SURFACE

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

HORIZONTAL SURFACE

HORIZONTAL SURFACE

APPROACH SURFACE 1:40

066°
246°
3180m X 45m ASPHALT
ARP
CWY 300
CWY 300
26.5
23.5
60m
60m
300m
300m
300

RKPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPK - BUSAN / Gimhae International

RKPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	351050N 1285617E 004° / 1 706 m from THR 36L
2	Direction and distance from city	277° / 12 km from Busan City Hall
3	Elevation/Reference temperature	4 m / 32.0 °C
4	Geoid undulation at AD ELEV PSN	29 m
5	Magnetic variation/Annual change	8° W (2020) / 0.09° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Busan Regional Office of Aviation Ministry of Land, Infrastructure and Transport 108, Gonghangjinip-ro, Gangseo-gu, Busan 46718, Republic of Korea TEL : +82-51-974-2214~5 Telefax : +82-51-974-2216 AFS : RKPKZPZX
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	Military Air Base

RKPK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1400 UTC
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	2000-1400 UTC
12	Remarks	NIL

RKPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Available by arrangement
2	Fuel/oil types	Jet A-1 Oil : ESS0-2380 / TURBO-750 / 274MIL5606
3	Fuelling facilities/capacity	Jet A-1 available by hydrant refueling on passenger and cargo apron, at rate of 1 000 gpm. 4 Aircraft can be fueled simultaneously, total amount of storage is 6 201 000 L. No limitation at any time service available.
4	De-icing facilities	Available Location of de-icing pad : TWY G8, TWY G9, ACFT stand NR. 26, ACFT stand NR. 27
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of reference temperature(31.5 °C → 32.0 °C).

RKPK AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in Busan city
2	Restaurants	At AD and in the city
3	Transportation	Light rail, buses, taxis, and rental cars from the AD
4	Medical facilities	a. First aid emergency medical center at AD b. Ambulance service available c. Hospital in Busan city
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/gimhae/

RKPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 9
2	Rescue equipment	a. 10 Chemical fire fighting trucks b. Water : 65 000 L c. AFFF* : 7 800 L d. Dry chemical : 750 kg e. 4 Ambulance cars
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 100 ton hydraulic recovery jack, 330 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-51-974-3411)
4	Remarks	* Aqueous Film Forming Foam (AFFF)

RKPK AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. ROKAF * : 1 SE - 88 (Snow removal truck) 2 Snow ploughs and 2 graders b. KAC ** : 1 Towed runway jet sweeper 3 Compact runway jet sweepers 1 Multipurpose snow removal truck 1 Snow blower
2	Clearance priorities	1. Runway in use 2. Taxiway serving runway in use 3. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM * Republic of Korea Air Force(ROKAF) ** Korea Airports Corporation(KAC)

B. ARRIVAL

a. Proceed to GEOJE IAF or NARAE IAF or GAYHA IAF or KEVOX IAF or PEDLO IAF whichever is nearer at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then

b. Execute Instrument Approach as close as possible to the expect further clearance time (EFC) issued by ATC or estimated time of arrival (ETA) filed in the flight plan; and

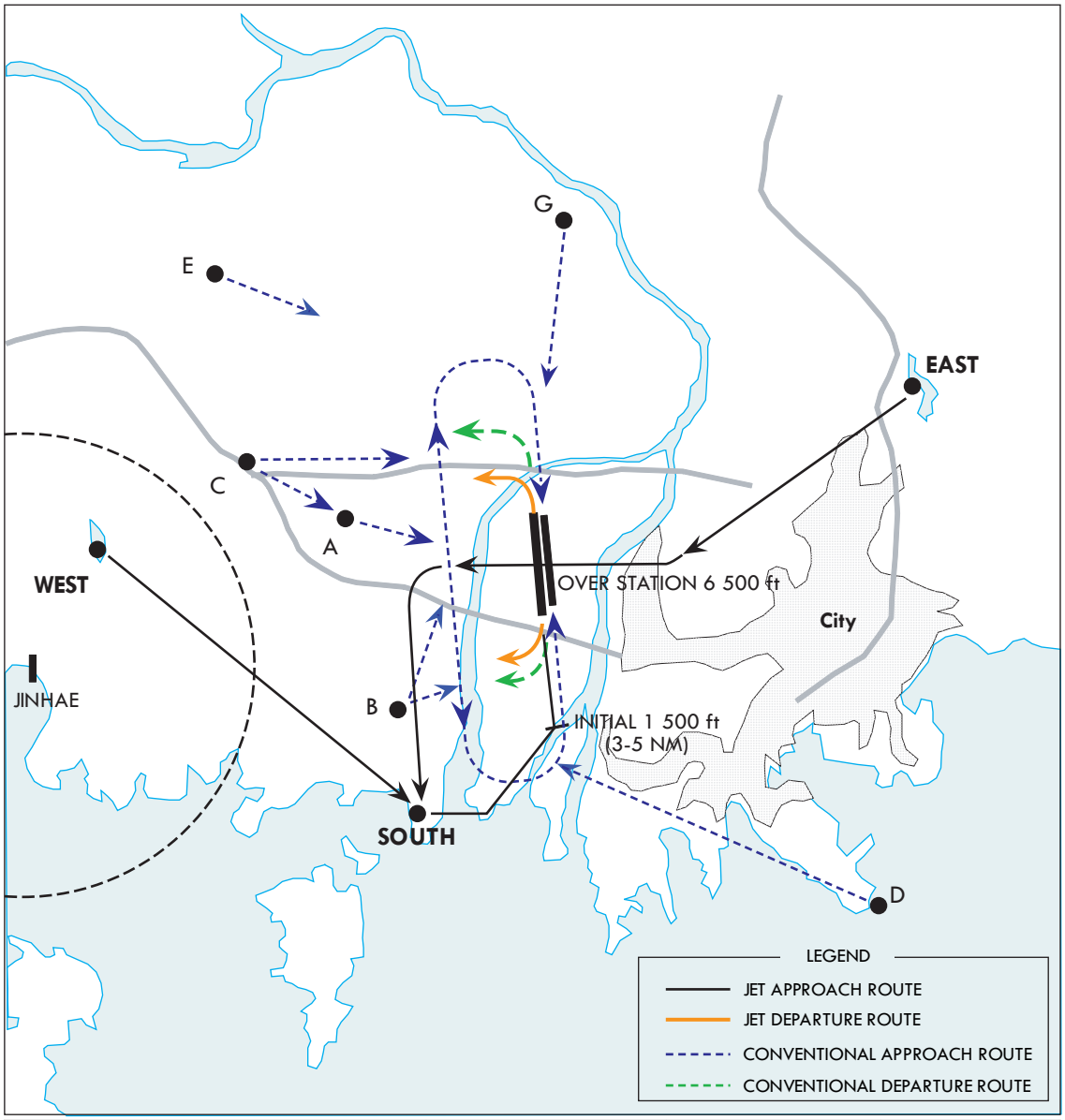
c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

4.2 VFR

VFR flight which has experienced radio communication failure shall

- Squawk Mode 3/A code 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold on downwind until ETA or for 10 minutes, whichever is linger, then
- Aircraft on west pattern should land on RWY in use.
- Pilot shall use caution traffic landing and take-off from/to runways.

VFR Procedure and Traffic Pattern



Reporting Point	Geographical Name	Position	Coordinates	Remarks
A	South of Chil-san (칠산 남단)	R 280 KHE/D5.0 R 269 KMH/D4.5	351119N 1285044E	1 500 ft
B	Noksan (녹산)	R 220 KHE/D5.8 R 212 KMH/D6.3	350611N 1285252E	2 000 ft
C	Naengjung (냉정)	R 293 KHE/D7.6 R 288 KMH/D6.9	351311N 1284752E	IN : 2 500 ft OUT : 3 500 ft
D	Taejongdae (태종대)	R 143 KHE/D10.8 R 145 KMH/D11.8	350311N 1290552E	3 500 ft
E	Jinyoung (진영농공단지)	R 310 KHE/D12.0 R 305 KMH/D9.7	351711N 1284613E	3 000 ft
G	Sangdong IC (상동 IC)	R 006 KHE/D8.0 R 010 KMH/D7.2	351907N 1285638E	3 000 ft
EAST	Hoedong Reservoir (회동 수원지)	R 072 KHE/D9.2 R 078 KMH/D9.4	351500N 1290700E	6 500 ft
WEST	Bulmosan Reservoir (불모산 저수지)	R 277 KHE/D11.2 R 273 KMH/D10.7	351105N 1284305E	4 500 ft
SOUTH	Shinhori (신호리)	R 219 KHE/D7.2 R 213 KMH/D7.7	350500N 1285205E	3 500 ft

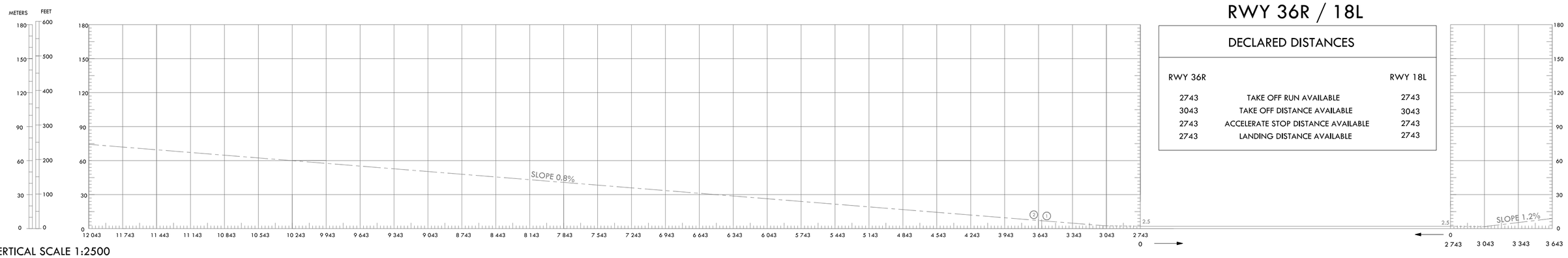
Change : Information of reporting point A, D and G.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

BUSAN / Gimhae Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

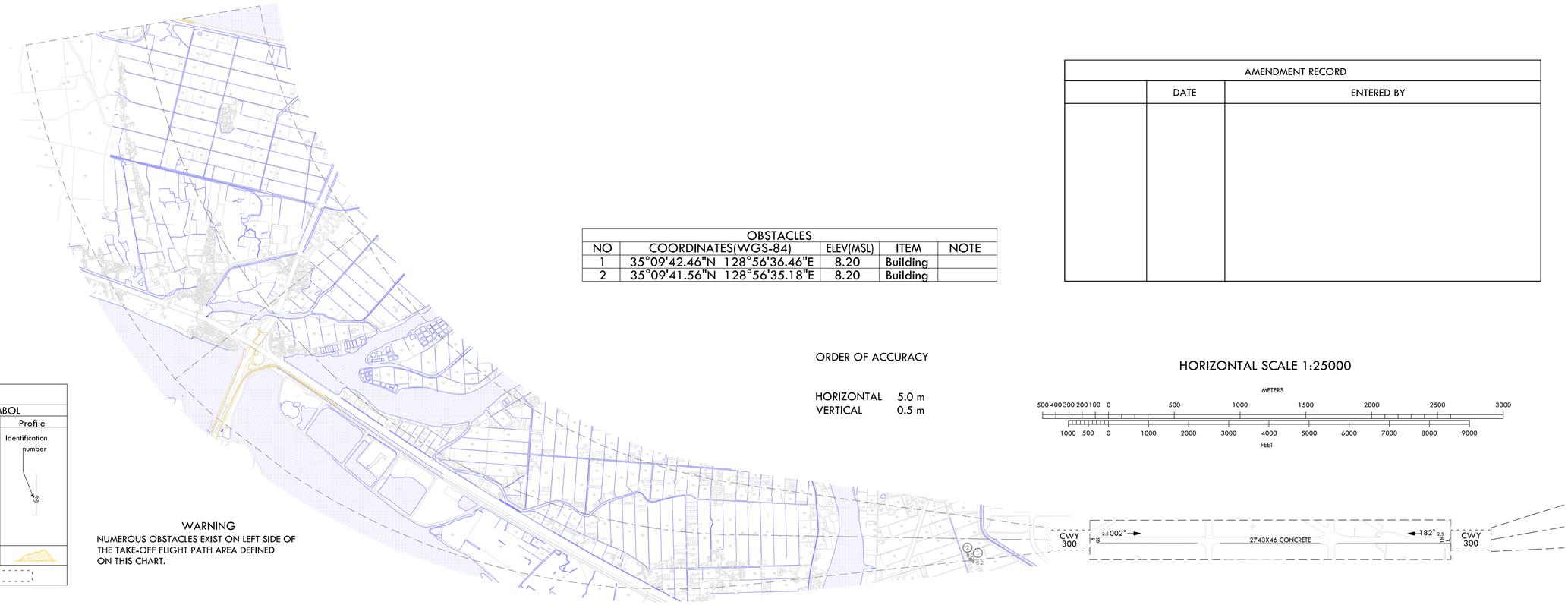


VERTICAL SCALE 1:2500

RWY 36R / 18L

DECLARED DISTANCES

RWY 36R		RWY 18L
2743	TAKE OFF RUN AVAILABLE	2743
3043	TAKE OFF DISTANCE AVAILABLE	3043
2743	ACCELERATE STOP DISTANCE AVAILABLE	2743
2743	LANDING DISTANCE AVAILABLE	2743



OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(MSL)	ITEM	NOTE
1	35°09'42.46"N 128°56'36.46"E	8.20	Building	
2	35°09'41.56"N 128°56'35.18"E	8.20	Building	

AMENDMENT RECORD

	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub	✳	Identification number
Pole tower spire antenna etc	⊙	
Building or large structure	▪	
Railroad	———	
Transmission line or overhead cable	T—T—T	
Peak or Mountain	•	
Terrain penetrating obstacle plane		
Clearway(CWY)		

WARNING

NUMEROUS OBSTACLES EXIST ON LEFT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

HORIZONTAL SCALE 1:25000

Change : Amended chart name and legend.

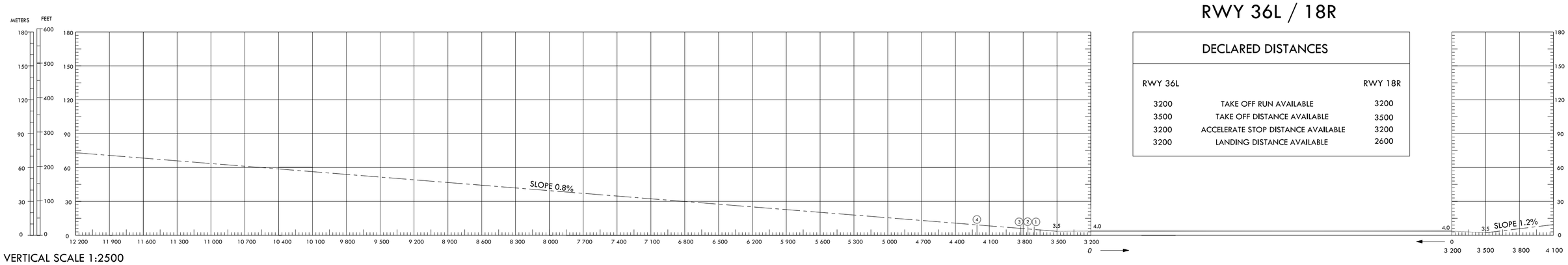
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

BUSAN / Gimhae Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

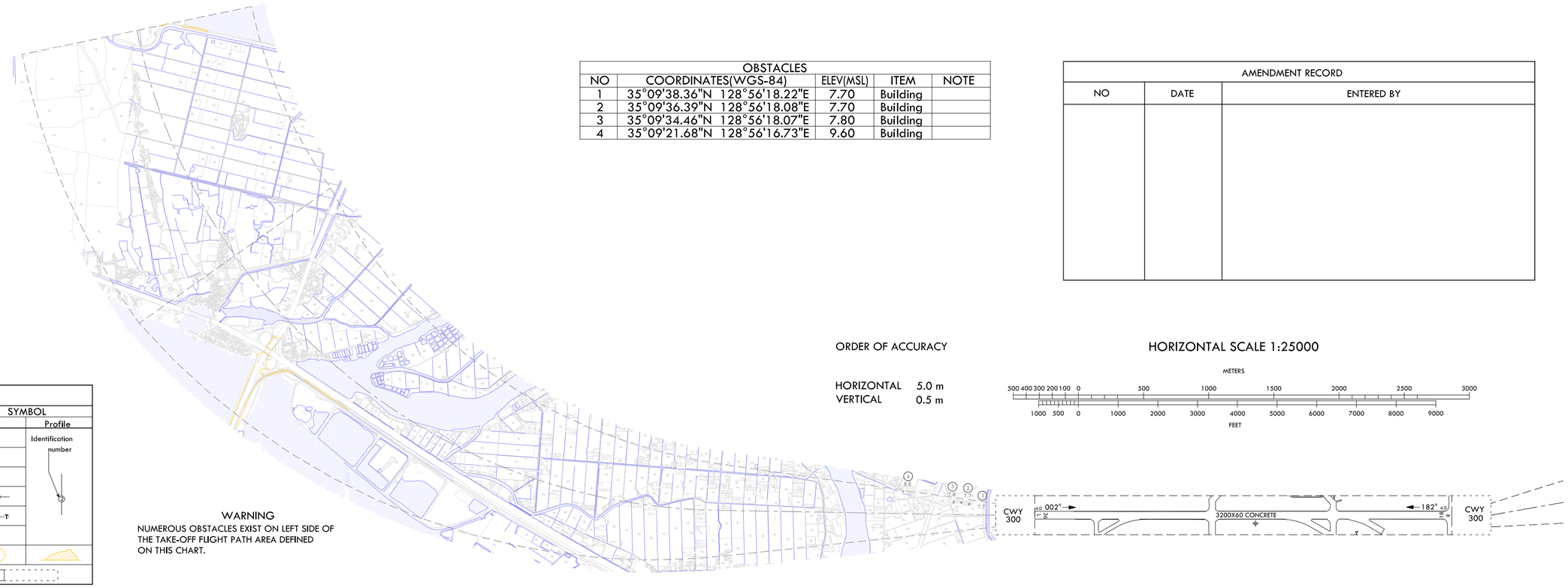
RWY 36L / 18R



VERTICAL SCALE 1:2500

DECLARED DISTANCES

RWY 36L		RWY 18R
3200	TAKE OFF RUN AVAILABLE	3200
3500	TAKE OFF DISTANCE AVAILABLE	3500
3200	ACCELERATE STOP DISTANCE AVAILABLE	3200
3200	LANDING DISTANCE AVAILABLE	2600



OBSTACLES

NO	COORDINATES(WGS-84)	ELEV(MSL)	ITEM	NOTE
1	35°09'38.36"N 128°56'18.22"E	7.70	Building	
2	35°09'36.39"N 128°56'18.08"E	7.70	Building	
3	35°09'34.46"N 128°56'18.07"E	7.80	Building	
4	35°09'21.68"N 128°56'16.73"E	9.60	Building	

AMENDMENT RECORD

NO	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub	✳	Identification number
Pole tower spire antenna etc	⊙	
Building or large structure	▪	
Railroad		
Transmission line or overhead cable	T—T—T	
Peak or Mountain	•	
Terrain penetrating obstacle plane		
Clearway(CWY)		

WARNING

NUMEROUS OBSTACLES EXIST ON LEFT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

HORIZONTAL SCALE 1:25000

Change : Amended chart name and legend.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

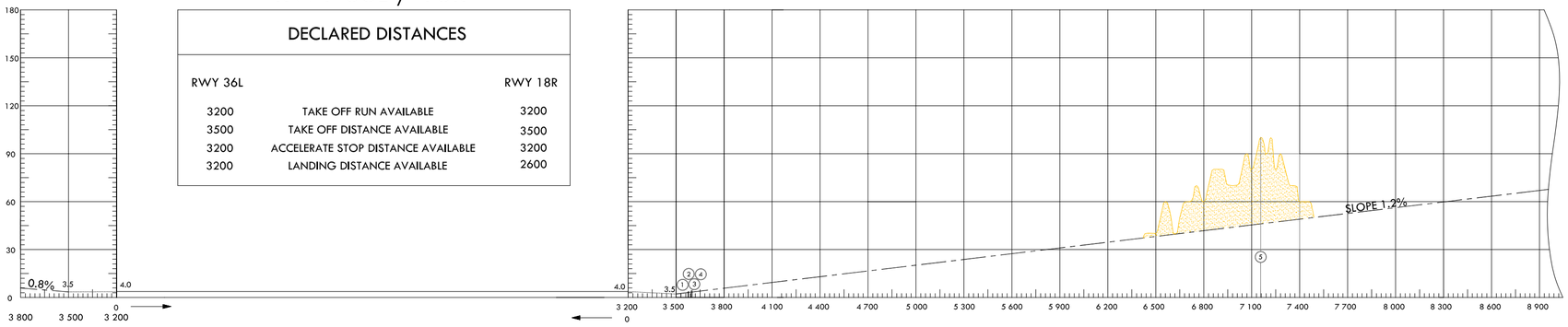
BUSAN / Gimhae Intl

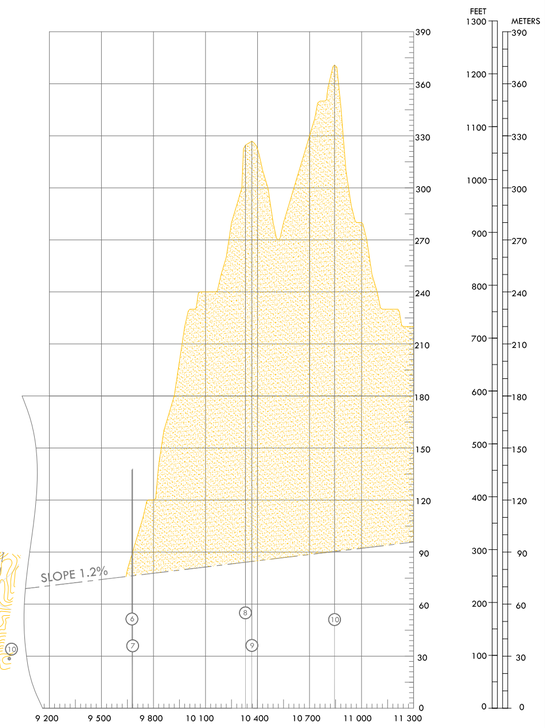
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 36L / 18R

DECLARED DISTANCES		
RWY 36L		RWY 18R
3200	TAKE OFF RUN AVAILABLE	3200
3500	TAKE OFF DISTANCE AVAILABLE	3500
3200	ACCELERATE STOP DISTANCE AVAILABLE	3200
3200	LANDING DISTANCE AVAILABLE	2600

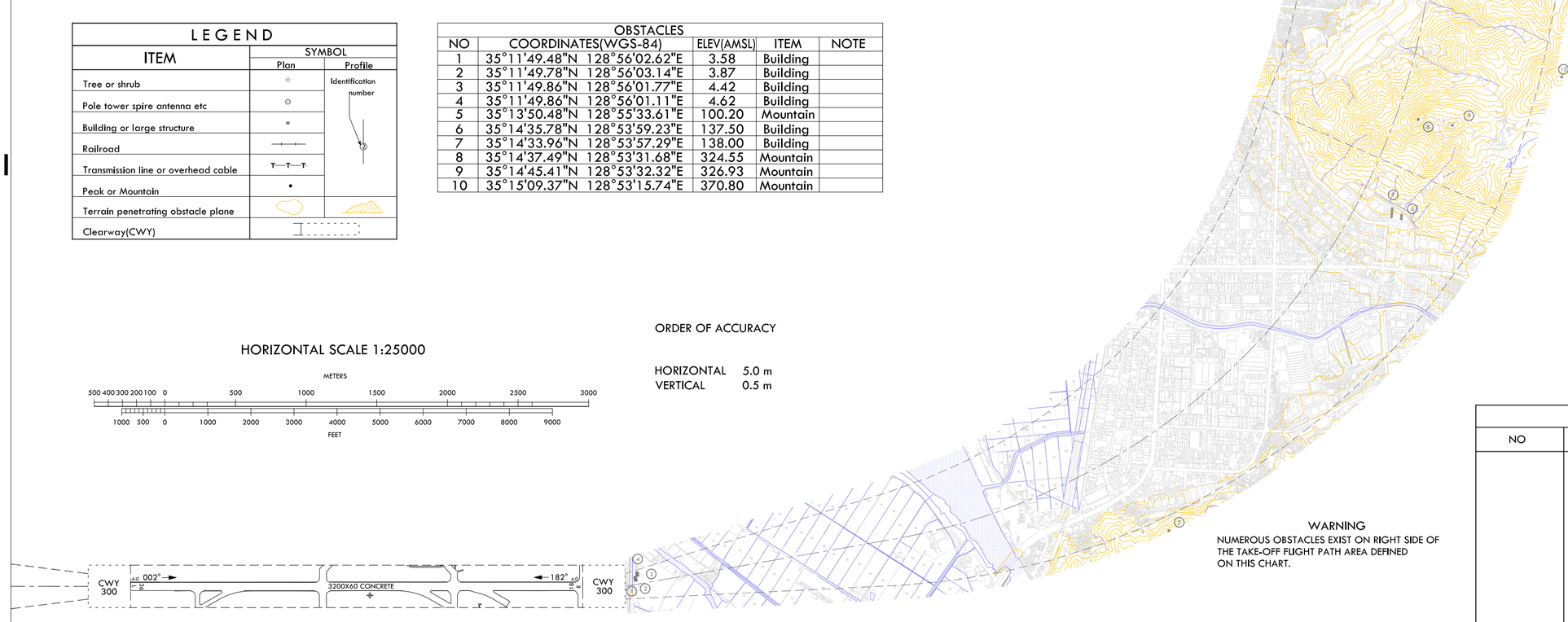




VERTICAL SCALE 1:2500

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

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	35°11'49.48"N 128°56'02.62"E	3.58	Building	
2	35°11'49.78"N 128°56'03.14"E	3.87	Building	
3	35°11'49.86"N 128°56'01.77"E	4.42	Building	
4	35°11'49.86"N 128°56'01.11"E	4.62	Building	
5	35°13'50.48"N 128°55'33.61"E	100.20	Mountain	
6	35°14'35.78"N 128°53'59.23"E	137.50	Building	
7	35°14'33.96"N 128°53'57.29"E	138.00	Building	
8	35°14'37.49"N 128°53'31.68"E	324.55	Mountain	
9	35°14'45.41"N 128°53'32.32"E	326.93	Mountain	
10	35°15'09.37"N 128°53'15.74"E	370.80	Mountain	



HORIZONTAL SCALE 1:25000

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

WARNING

NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name and legend.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

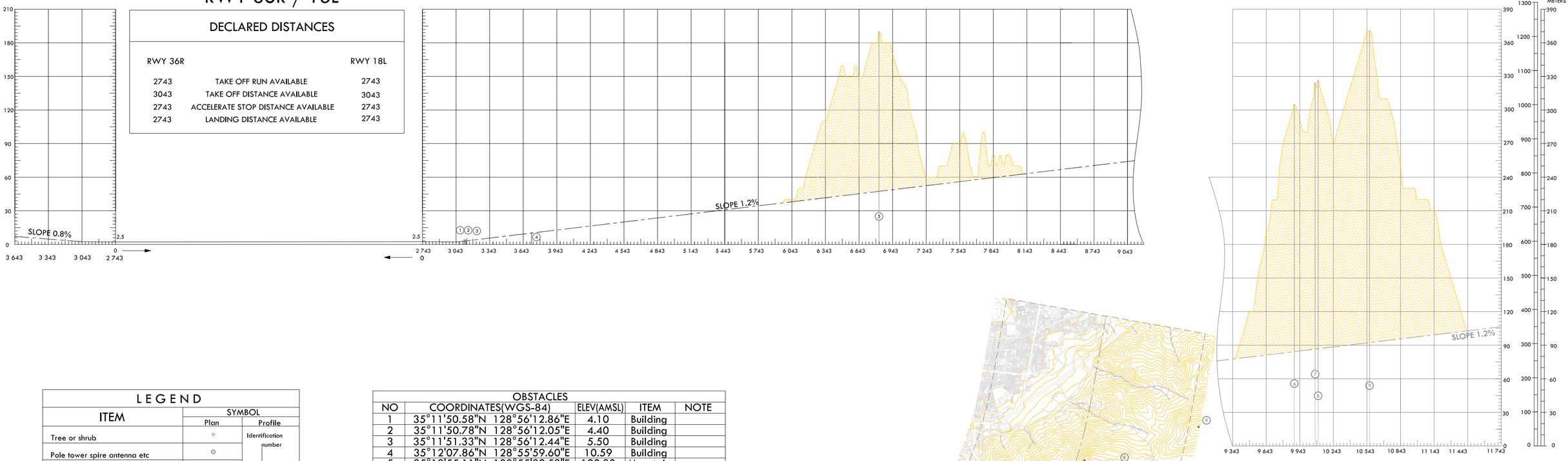
BUSAN / Gimhae Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 36R / 18L

DECLARED DISTANCES		
RWY 36R		RWY 18L
2743	TAKE OFF RUN AVAILABLE	2743
3043	TAKE OFF DISTANCE AVAILABLE	3043
2743	ACCELERATE STOP DISTANCE AVAILABLE	2743
2743	LANDING DISTANCE AVAILABLE	2743



VERTICAL SCALE 1:2500

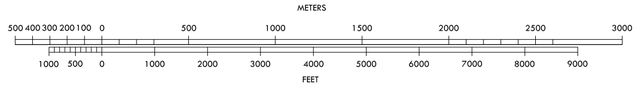
LEGEND		
ITEM	SYMBOL	
	Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

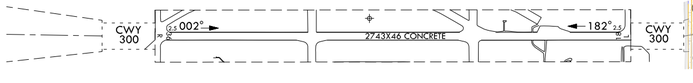
OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	35°11'50.58"N 128°56'12.86"E	4.10	Building	
2	35°11'50.78"N 128°56'12.05"E	4.40	Building	
3	35°11'51.33"N 128°56'12.44"E	5.50	Building	
4	35°12'07.86"N 128°55'59.60"E	10.59	Building	
5	35°13'55.11"N 128°55'39.53"E	190.30	Mountain	
6	35°15'04.47"N 128°53'47.11"E	305.05	Mountain	
7	35°14'37.49"N 128°53'31.68"E	324.55	Mountain	
8	35°14'45.41"N 128°53'32.32"E	326.93	Mountain	
9	35°15'09.37"N 128°53'15.74"E	370.80	Mountain	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

HORIZONTAL SCALE 1:25000





WARNING

NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name and legend.

DIMENSIONS AND ELEVATIONS IN METRES

AERODROME ELEVATION 4 METRES

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	SYMBOL Number
AERODROME REFERENCE POINT 35°10'50"N 128°56'17"E	⌖	Identification number ②
Tree or shrub	✳	
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Peak or mountain	•	
Railroad	┼┼┼	
Transmission line or overhead cable	T—T—T	
Terrain penetrating obstacle plane	▭	
Clearway(CWY)	⌐- - -┐	
Obstacles concentration area - The highest obstacle in each area is depicted on chart	(• 59.0)	

OBSTACLES SHOWN ARE THOSE WHICH PENETRATE
THE SURFACES SPECIFIED IN MILITARY FACILITIES PROTECTION ACT, REPUBLIC OF KOREA

HORIZONTAL REFERENCE SYSTEM (WGS-84)
TRANSVERSE MERCATOR PROJETION

ORDER OF ACCURACY

HORIZONTAL 5 M
VERTICAL 0.5 M

HORIZONTAL SCALE 1 : 23 000

METRES: 300 0 500 1000 1500 2000 2500 3000
FEET: 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
C1	35°03'42.35"	128°58'02.62"	183.5	mountain	
C2	35°03'57.13"	128°58'08.93"	233.5	mountain	
C3	35°04'30.21"	128°58'01.00"	166.5	mountain	
C4	35°10'22.87"	128°55'55.57"	42.0	building	
C5	35°10'46.30"	128°55'56.11"	32.0	building	
C6	35°11'01.75"	128°55'55.03"	24.0	building	
C7	35°13'39.95"	128°55'39.98"	86.0	mountain	
C8	35°13'45.27"	128°55'48.71"	173.5	mountain	
C9	35°14'05.74"	128°55'44.44"	238.5	mountain	
C10	35°14'10.72"	128°56'17.68"	196.0	mountain	
C11	35°14'15.19"	128°56'07.01"	142.5	building	
C12	35°14'22.60"	128°56'11.49"	220.5	mountain	
C13	35°14'26.39"	128°55'53.95"	303.0	tree	
C14	35°14'22.05"	128°55'13.89"	121.0	building	
C15	35°14'29.79"	128°55'28.92"	163.0	building	
C16	35°14'34.32"	128°55'59.21"	381.0	tree	
C17	35°14'46.50"	128°55'34.14"	382.0	tree	
C18	35°14'45.76"	128°55'17.68"	258.5	building	
C19	35°14'55.37"	128°55'59.48"	134.0	building	
C20	35°14'59.63"	128°56'18.48"	250.5	mountain	

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
C21	35°14'56.29"	128°55'24.42"	407.0	tree	
C22	35°15'10.52"	128°56'10.43"	368.5	mountain	
C23	35°15'10.55"	128°55'22.75"	391.5	tree	
C24	35°15'14.28"	128°55'54.30"	185.5	building	
C25	35°15'17.80"	128°55'44.05"	275.5	tree	
C26	35°15'24.70"	128°56'12.71"	362.5	mountain	
C27	35°15'27.30"	128°55'27.79"	399.5	tree	
C28	35°15'29.57"	128°55'12.17"	362.0	tree	
C29	35°15'39.06"	128°55'18.15"	429.5	tree	
C30	35°15'48.66"	128°56'03.76"	183.5	mountain	
C31	35°15'50.80"	128°54'55.40"	324.0	building	
C32	35°16'01.15"	128°55'24.88"	606.5	tree	
C33	35°16'06.31"	128°56'28.53"	378.0	mountain	
C34	35°16'15.49"	128°56'30.26"	210.0	tree	
C35	35°16'11.89"	128°55'13.13"	632.0	tree	
C36	35°16'10.60"	128°54'38.18"	455.0	building	
C37	35°16'17.74"	128°55'53.33"	275.0	building	
C38	35°16'19.99"	128°55'20.35"	584.0	tree	
C39	35°16'24.45"	128°56'07.64"	405.0	mountain	
C40	35°16'23.90"	128°55'45.55"	282.5	building	

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
C41	35°16'22.89"	128°54'42.66"	590.0	tree	
C42	35°16'38.76"	128°56'07.36"	452.0	mountain	
C43	35°16'44.23"	128°56'24.16"	531.0	mountain	
C44	35°16'41.60"	128°55'42.45"	186.0	building	
C45	35°16'48.64"	128°55'35.05"	164.5	building	
C46	35°16'49.50"	128°54'58.39"	385.0	mountain	
C47	35°16'56.38"	128°55'52.84"	348.5	mountain	
C48	35°16'53.97"	128°55'22.92"	190.5	building	
C49	35°17'00.66"	128°56'25.02"	470.5	mountain	
C50	35°17'03.78"	128°55'12.03"	177.0	building	
C51	35°17'04.88"	128°54'56.48"	253.0	mountain	
C52	35°17'15.24"	128°56'17.88"	403.0	mountain	
C53	35°17'11.31"	128°54'59.77"	191.0	building	
C54	35°17'15.36"	128°55'09.53"	159.0	building	
C55	35°17'27.19"	128°56'29.23"	191.0	building	
C56	35°17'19.73"	128°54'48.99"	185.0	building	
C57	35°17'24.13"	128°54'35.37"	193.5	building	
C58	35°17'37.93"	128°56'17.59"	341.0	mountain	
C59	35°17'31.32"	128°54'57.99"	220.5	building	
C60	35°17'33.03"	128°55'09.02"	348.5	mountain	

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
C61	35°17'39.04"	128°54'53.24"	181.0	building	
C62	35°17'52.03"	128°54'25.16"	245.5	mountain	
C63	35°18'08.60"	128°56'21.83"	306.5	mountain	
C64	35°18'06.19"	128°55'02.06"	190.5	mountain	
C65	35°18'11.02"	128°55'26.07"	181.0	mountain	
C66	35°18'22.41"	128°56'28.24"	260.5	mountain	
C67	35°18'19.73"	128°53'58.17"	166.5	tower	
C68	35°18'42.23"	128°54'58.37"	211.0	tower	
C69	35°18'50.57"	128°54'57.58"	222.0	mountain	
C70	35°18'45.57"	128°53'53.85"	336.5	mountain	
C71	35°18'59.77"	128°55'48.21"	170.5	tower	
C72	35°19'03.89"	128°54'50.84"	203.0	mountain	
C73	35°19'10.87"	128°55'21.80"	200.5	mountain	
C74	35°19'20.29"	128°55'56.23"	281.0	mountain	
C75	35°19'30.52"	128°55'40.61"	285.5	mountain	
C76	35°19'25.73"	128°53'58.81"	266.0	mountain	
C77	35°19'28.22"	128°54'11.93"	270.5	mountain	
C78	35°19'35.98"	128°55'18.15"	433.5	mountain	
C79	35°19'49.04"	128°56'39.40"	262.5	mountain	
C80	35°19'43.18"	128°54'33.52"	452.5	mountain	

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
C81	35°19'52.05"	128°56'16.41"	188.5	mountain	
C82	35°19'51.66"	128°55'27.29"	424.0	mountain	
C83	35°10'54.06"	128°57'02.90"	65.5	mountain	
M1	35°14'35.01"	128°55'58.15"	379.0	mountain	
M2	35°19'46.81"	128°55'20.26"	463.0	mountain	
M3	35°14'02.98"	128°56'22.31"	171.0	etc	
M4	35°16'37.60"	128°56'31.66"	522.0	etc	
M71	35°03'57.15"	128°58'08.93"	234.0	mountain	
M72	35°04'31.91"	128°57'33.73"	89.0	etc	
M73	35°04'10.10"	128°57'40.85"	155.0	etc	
M138	36°00'06.00"	128°41'39.60"	817.0	etc	
M139	35°14'05.92"	128°55'44.84"	236.0	etc	
M140	35°14'55.86"	128°55'23.79"	406.5	etc	
M141	35°16'11.75"	128°55'13.82"	631.0	mountain	
M142	35°11'41.12"	128°56'37.43"	36.0	mountain	
M144	35°11'48.89"	128°54'57.12"	40.0	etc	
M145	35°11'40.18"	128°54'05.79"	59.5	etc	
M146	35°13'53.91"	128°55'41.92"	200.0	etc	
M147	35°16'01.17"	128°55'24.91"	620.0	etc	
M150	35°16'29.78"	128°54'37.54"	660.0	etc	

NO	COORDINATES(WGS-84)		ELEV(MSL)	ITEM	NOTE
M151	35°16'11.51"	128°55'00.17"	620.0	etc	
M152	35°14'53.23"	128°55'22.99"	400.0	etc	
M153	35°03'42.89"	128°58'03.26"	200.0	etc	
M155	35°03'53.36"	128°58'08.56"	220.0	etc	
M156	35°04'30.21"	128°58'00.94"	180.0	etc	
M157	35°14'52.05"	128°55'17.77"	360.0	etc	
M158	35°15'14.32"	128°55'03.71"	319.5	etc	
M159	35°03'38.01"	128°57'39.89"	159.5	etc	
M160	35°04'21.51"	128°57'53.13"	240.0	etc	
M161	35°09'25.94"	128°56'41.43"	10.0	etc	
M162	35°54'28.20"	128°30'30.00"	241.0	etc	
M163	35°09'24.48"	128°56'43.10"	22.0	etc	
M164	35°09'30.10"	128°56'20.90"	17.0	etc	
M167	35°05'31.67"	128°57'14.36"	114.0	etc	
M168	35°10'54.05"	128°57'02.88"	62.0	etc	
M169	35°06'31.15"	128°56'51.40"	39.0	tower	
M170	35°14'05.82"	128°55'44.73"	240.0	etc	
M173	35°09'42.46"	128°56'36.46"	8.0	building	
M174	35°09'41.56"	128°56'35.18"	8.0	building	
M175	35°09'38.36"	128°56'18.22"	7.5	building	

NO	COORDINATES(WGS-84)		ELEV(MSL)	ITEM	NOTE
M176	35°09'36.39"	128°56'18.08"	7.5	building	
M177	35°09'34.46"	128°56'18.07"	8.0	building	
M178	35°09'21.68"	128°56'16.73"	9.5	building	
M179	35°11'49.48"	128°56'02.62"	3.5	building	
M180	35°11'49.78"	128°56'03.14"	4.0	building	
M181	35°11'49.86"	128°56'01.77"	4.5	building	
M182	35°11'49.86"	128°56'01.11"	4.5	building	
M183	35°13'50.48"	128°55'33.61"	100.0	mountain	
M189	35°11'50.58"	128°56'12.86"	4.0	building	
M190	35°11'50.78"	128°56'12.05"	4.5	building	
M191	36°02'25.20"	128°44'18.00"	649.0	etc	
M192	35°12'07.86"	128°55'59.60"	10.5	building	
M193	35°13'55.11"	128°55'39.53"	190.5	mountain	
M198	35°03'42.35"	128°58'02.62"	183.5	mountain	
M199	35°03'57.13"	128°58'08.93"	233.5	mountain	
M200	35°04'30.21"	128°58'01.00"	166.5	mountain	
M201	35°10'22.87"	128°55'55.57"	42.0	building	
M202	35°10'46.30"	128°55'56.11"	32.0	building	
M203	35°11'01.74"	128°55'55.03"	24.0	building	
M204	35°14'24.28"	128°55'52.59"	300.0	etc	

NO	COORDINATES(WGS-84)		ELEV(MSL)	ITEM	NOTE
A1	35°03'42.35"	128°58'02.62"	183.5	mountain	
A2	35°03'57.13"	128°58'08.93"	233.5	mountain	
A3	35°04'30.21"	128°58'01.00"	166.5	mountain	
A4	35°10'22.87"	128°55'55.57"	42.0	building	
A5	35°10'46.30"	128°55'56.11"	332.0	building	
A6	35°11'01.75"	128°55'55.03"	324.0	building	
A7	35°13'39.95"	128°55'39.98"	86.0	mountain	
A8	35°13'45.27"	128°55'48.71"	173.5	mountain	
A9	35°14'05.74"	128°55'44.44"	238.5	mountain	
A10	35°14'10.72"	128°56'17.68"	196.0	mountain	
A11	35°14'15.19"	128°56'07.01"	142.5	building	
A12	35°14'22.60"	128°56'11.49"	220.5	mountain	
A13	35°14'26.39"	128°55'53.95"	303.0	tree	
A14	35°14'22.50"	128°55'13.89"	121.0	building	
A15	35°14'29.79"	128°55'28.92"	163.0	building	
A16	35°14'34.32"	128°55'59.21"	381.0	tree	
A17	35°14'46.50"	128°55'34.14"	382.0	tree	
A18	35°14'45.76"	128°55'17.68"	258.5	building	
A19	35°14'55.37"	128°55'59.48"	134.0	building	
A20	35°14'59.63"	128°56'18.48"	250.5	mountain	

NO	COORDINATES(WGS-84)		ELEV(MSL)	ITEM	NOTE
A21	35°14'56.29"	128°55'24.42"	407.0	tree	
A22	35°15'10.52"	128°56'10.43"	368.5	mountain	
A23	35°15'10.55"	128°55'22.75"	391.5	tree	
A24	35°15'14.28"	128°55'54.30"	185.5	building	
A25	35°15'17.80"	128°55'44.05"	275.5	tree	
A26	35°15'24.70"	128°56'12.71"	362.5	mountain	
A27	35°15'27.30"	128°55'27.79"	399.5	tree	
A28	35°15'29.57"	128°55'12.17"	362.0	362 tree	
A29	35°15'39.06"	128°55'18.15"	429.5	tree	
A30	35°15'48.66"	128°56'03.76"	183.5	mountain	
A31	35°15'50.80"	128°54'55.40"	324.0	building	
A32	35°16'01.15"	128°55'24.88"	606.5	tree	
A33	35°16'06.31"	128°56'28.53"	378.0	mountain	
A34	35°16'15.49"	128°56'30.26"	210.0	tree	
A35	35°16'11.89"	128°55'13.13"	632.0	tree	
A36	35°16'10.60"	128°54'38.18"	455.0	building	
A37	35°16'17.74"	128°55'53.33"	275.0	building	
A38	35°16'19.99"	128°55'20.35"	584.0	tree	
A39	35°16'24.45"	128°56'07.64"	405.0	mountain	
A40	35°16'23.90"	128°55'45.55"	282.5	building	

NO	COORDINATES(WGS-84)		ELEV(MSL)	ITEM	NOTE
A41	35°16'22.89"	128°54'42.66"	590.0	tree	
A42	35°16'38.76"	128°56'07.36"	452.0	mountain	
A43	35°16'44.23"	128°56'24.16"	531.0	mountain	
A44	35°16'41.60"	128°55'42.45"	186.0	building	
A45	35°16'48.64"	128°55'35.05"	164.5	building	
A46	35°16'49.50"	128°54'58.39"	385.0	mountain	
A47	35°16'56.38"	128°55'52.84"	348.5	mountain	
A48	35°16'53.97"	128°55'22.92"	190.5	building	
A49	35°17'00.66"	128°56'25.02"	470.5	mountain	
A50	35°17'03.78"	128°55'12.03"	177.0	building	
A51	35°17'04.88"	128°54'56.48"	253.0	mountain	
A52	35°17'15.24"	128°56'17.88"	403.0	mountain	
A53	35°17'11.31"	128°54'59.77"	191.0	building	
A54	35°17'15.36"	128°55'09.53"	159.0	building	
A55	35°17'27.19"	128°56'29.23"	191.0	building	
A56	35°17'19.73"	128°54'48.99"	185.0	building	
A57	35°17'24.13"	128°54'35.37"	193.5	building	
A58	35°17'37.93"	128°56'17.59"	341.0	mountain	
A59	35°17'31.32"	128°54'57.99"	220.5	building	
A60	35°17'33.03"	128°55'09.02"	348.5	mountain	

NO	COORDINATES(WGS-84)		ELEV(MSL)	ITEM	NOTE
A61	35°17'39.04"	128°54'53.24"	181.0	building	
A62	35°17'52.03"	128°54'25.16"	245.5	mountain	
A63	35°18'08.60"	128°56'21.83"	306.5	mountain	
A64	35°18'06.19"	128°55'02.06"	190.5	mountain	
A65	35°18'11.02"	128°55'26.07"	181.0	mountain	
A66	35°18'22.41"	128°56'28.24"	260.5	mountain	
A67	35°18'19.73"	128°53'58.17"	166.5	tower	
A68	35°18'42.23"	128°54'58.37"	211.0	tower	
A69	35°18'50.57"	128°54'57.58"	222.0	mountain	
A70	35°18'45.57"	128°53'53.85"	336.5	mountain	
A71	35°18'59.77"	128°55'48.21"	170.5	tower	
A72	35°19'03.89"	128°54'50.84"	203.0	mountain	
A73	35°19'10.87"	128°55'21.80"	200.5	mountain	
A74	35°19'20.29"	128°55'56.23"	281.0	mountain	
A75	35°19'30.52"	128°55'40.61"	285.5	mountain	
A76	35°19'25.73"	128°53'58.81"	266.0	mountain	
A77	35°19'28.22"	128°54'11.93"	270.5	mountain	
A78	35°19'35.98"	128°55'18.15"	433.5	mountain	
A79	35°19'49.04"	128°56'39.40"	262.5	mountain	
A80	35°19'43.18"	128°54'33.52"	452.5	mountain	

NO	COORDINATES(WGS-84)		ELEV(MSL)	ITEM	NOTE
A81	35°19'52.05"	128°56'16.41"	188.5	mountain	
A82	35°19'51.66"	128°55'27.29"	424.0	mountain	
A83	35°10'54.06"	128°57'02.90"	65.5	building	

Change : Information of RWY physical characteristics and Amended chart name.

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

1	Designation, Apron surface and strength	Surface : Concrete Strength : PCN 85/R/B/W/T - ACFT stands NR. 1~13, 71~78	
2	Designation, Taxiway width, surface and strength	E1	Width : 36 m Surface : Asphalt, Concrete Strength : PCN 64/F/A/X/T PCN 64/R/B/X/T
		E2	Width : 30 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		A3	Width : 25 m Surface : Asphalt Strength : PCN 69/F/B/X/T
		B3	Width : 33 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		B4	Width : 33 m Surface : Asphalt Strength : PCN 64/F/A/X/T
		C3	Width : 33 m Surface : Concrete Strength : PCN 73/R/B/X/T
		D3	Width : 28 m Surface : Concrete Strength : PCN 73/R/B/X/T
		E	Width : 23 m Surface : Asphalt, Concrete Strength : PCN 69/F/B/X/T PCN 73/R/B/X/T (TWY C3, D3 Intersection)
3	Altimeter checkpoint location and elevation	All Aprons : 52 m	
4	VOR checkpoints	VOR : NIL	
5	INS checkpoints	INS : See Aircraft Parking/Docking Chart	
6	Remarks	NIL	

RKTU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and holding position, Guide lines at apron Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGTs	a. RWY 1) Lights - RWY 06L - Edge, THR, end - RWY 24R - Edge, THR, end 2) Markings - RWY 06L : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked - RWY 24R : Designation, THR, TDZ, Center Line, Side Stripe, Aiming point marked b. TWY 1) Lights - TWY edge lights : All TWY 2) Marking - TWY & taxilane centerline marked - Holding position at TWY/RWY, intersections marked
3	Stop bars	NIL
4	Remarks	NIL

RKTU AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTUOB001	Mt. Dutae	364949.5N 1273358.7E	1 962 ft/	NIL	24R/APCH 06L/TKOF In circling area and at AD
RKTUOB002	KBS Antenna	364310.2N 1272741.7E	407 ft/	LGTD	In circling area and at AD
RKTUOB003	Mt. Bokwang	364918.6N 1274101.3E	1 828 ft/	NIL	24L/APCH 06R/TKOF
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					
Remarks					
1. Caution Arresting gears are installed. - Bak-12(on the RWY) - Barriers(on the over runway) RSU(RWY Supervisor Unit)s are installed in the east side of RWY 06R/24L.					

RKTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

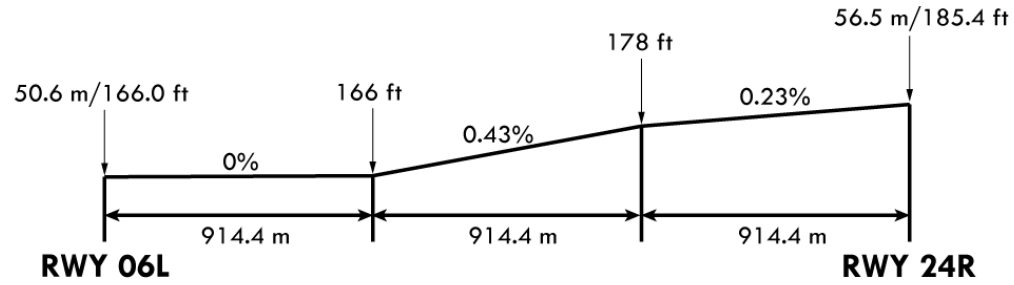
1	Associated MET Office	Cheongju Airforce MET Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ROKAF MET Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Available at Aviation Meteorological Office for 24 hours, if required
6	Flight documentation language(s) used	Aerodrome forecasts(TAF code form), SIGWX charts, WINTEM charts, SIGMET information in English.
7	Charts and other information available for briefing or consultation	Analysis charts(surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and weather radar imageries
9	ATS units provided with information	FIC and TWR
10	Additional information (limitation of service, etc.)	All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link

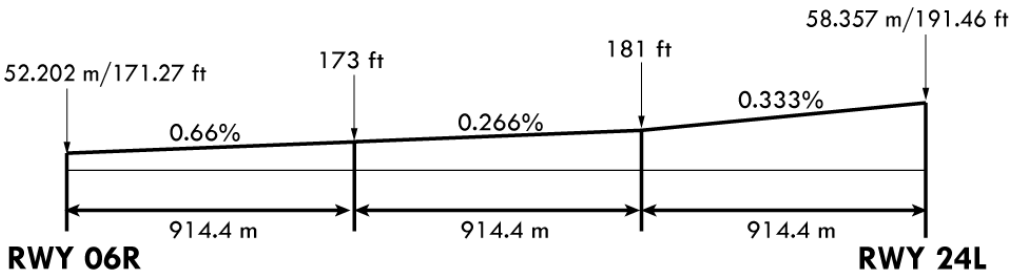
Change : Information of ELEV/HGT for RKTUOB001(2 045 ft → 1 962 ft).

RKTU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06L	052.42°	2 744 × 60	85/R/B/W/T Concrete	364236.10N 1272912.46E - GUND 24.9 m	THR 50.6 m / 166.0 ft TDZ 50.5 m / 165.7 ft
24R	232.43°	2 744 × 60	85/R/B/W/T Concrete	364330.38N 1273040.05E - GUND 25.0 m	THR 56.5 m / 185.4 ft TDZ 55.5 m / 182.1 ft
06R	052.43°	2 744 × 45	81/R/B/W/T	364228.26N 1272914.84E GUND 25.0 m	THR 52.202 m / 171.27 ft TDZ 52.67 m / 172.80 ft
24L	232.43°	2 744 × 45	81/R/B/W/T	364322.53N 1273042.46E GUND 25.0 m	THR 58.357 m / 191.46 ft TDZ 58.357 m / 191.46 ft

7. Slope of RWY





SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA dimensions(m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	2 864 × 300	240 × 120	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 400 ft from the end of RWY 06L) - BAK 14 (1 700 ft from the end of RWY 24R) Barrier(MA-1A MOD/1.7 m) - End of RWY	-	· The surface of RWY 06L/24R are grooved. (Except 300 m inward from each THR RWY 06L/24R.)
-	-	2 864 × 300	240 × 120			
-	-	2 864 × 300	-	ACFT arresting system are installed at each RWY THR. - BAK 12 (1 700 ft from the end of RWY 06R) - BAK 12 (1 700 ft from the end of RWY 24L)	-	· The surface of RWY 06L/24R are grooved.
-	-	2 864 × 300	-			

Change : Information of THR ELEV for RWY 06L/R and 24L/R.

RKTU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06L	2 744	2 744	2 744	2 744	NIL
06L	744	744	744	744	Take-off from intersection with TWY B3
06L	1 349	1 348	1 348	1 348	Take-off from intersection with TWY B4
06L	1 929	1 929	1 929	1 929	Take-off from intersection with TWY C3
24R	2 744	2 744	2 744	2 744	NIL
24R	2 000	2 000	2 000	2 000	Take-off from intersection with TWY B3
24R	1 395	1 395	1 395	1 395	Take-off from intersection with TWY B4
24R	815	815	815	815	Take-off from intersection with TWY C3

RKTU 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 Color, INTST	RWY edge LGT LEN, Spacing Color, INTST	RWY End LGT Color WBAR	SWY LGT LEN(m) Color	Remarks
1	2	3	4	5	6	7	8	9	10
06L	SSALR 720 m LIH	Green Green	PAPI Both / 3° (48 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
24R	ALSF-I 900 m LIH	Green Green	PAPI Both / 3° (59 ft)	NIL	NIL	2 744 m 60 m White LIH	Red -	NIL	NIL
06R	SALS 450 m LIH	Green	PAPI Both / 3° (51 ft)	NIL	NIL	2 744 m 45 m White LIH	Red	NIL	NIL
24L	ALSF-I 900 m LIH	Green	PAPI Both / 3° (48 ft)	900 m	2 744 m 15 m White/Red LIH	2 744 m 45 m White LIH	Red	NIL	NIL

RKTU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

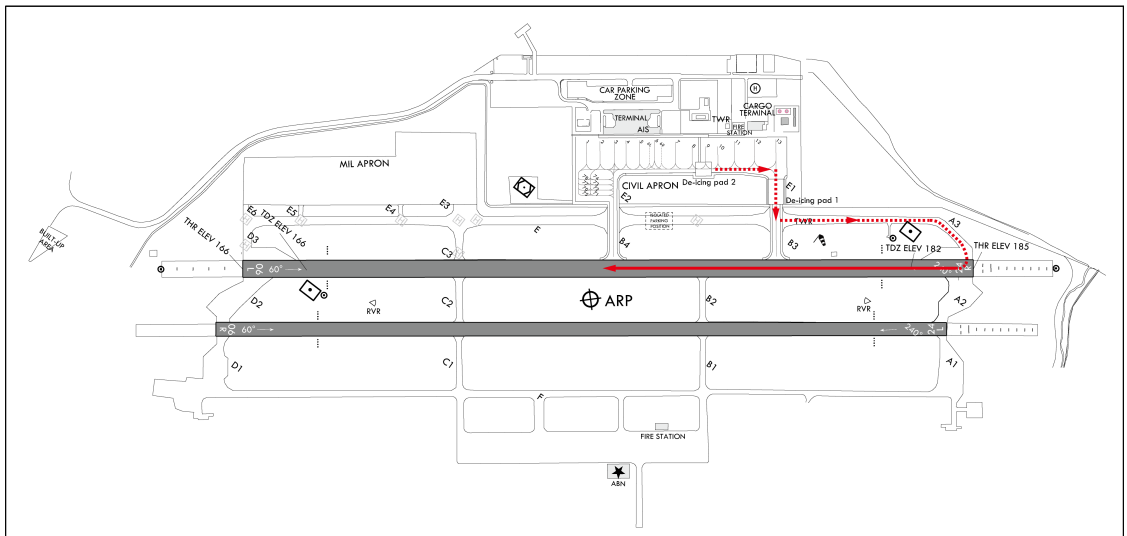
1	ABN/IBN location, characteristics and hours of operation	ABN : At ROKAF hangar building, FLG W/W-G (18 FPM*) / H24 IBN : NIL * FPM : Flash Per Minute
2	LDI location and LGT Anemometer location and LGT	NIL Anemometer : 469 m from RWY 24R THR and LGT
3	TWY edge and center line lighting	Edge : TWY of Civil Aviation at RWY 06L - 24R TWY Center line lights : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at RWY 06L-24R Switch-over time : 1 or 15 seconds according to kind of light (Complied with ICAO requirements)
5	Remarks	NIL

Change : Information of MEHT.

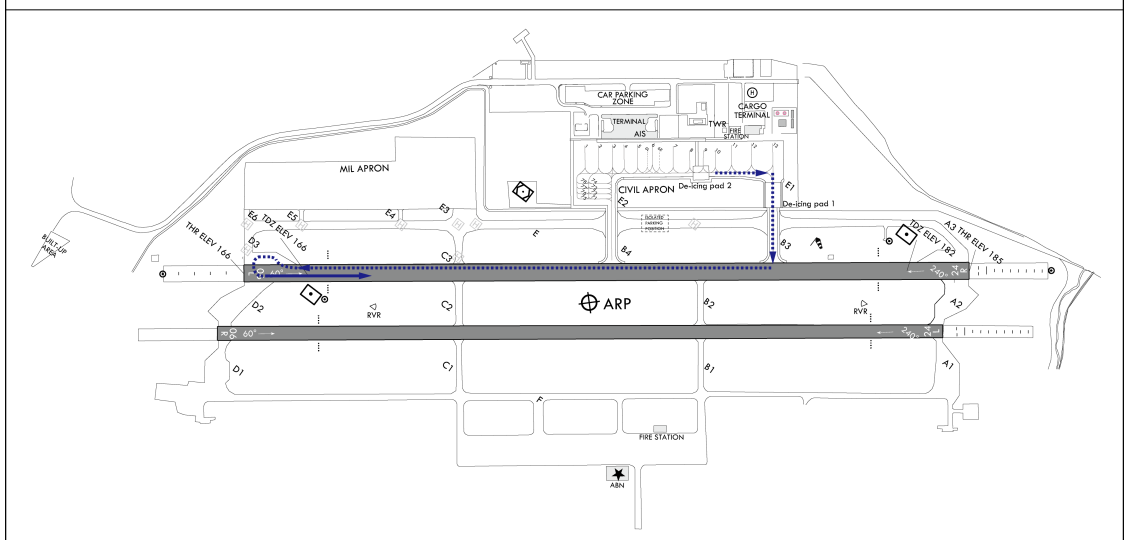
1.7 Unless otherwise cleared by ATC, the taxi routes for all aircraft(below ICAO code letter "E") when the isolated parking position used are as follow :

a. Departure

RWY 24R : Apron → E1 → E → A3 → RWY 24R threshold
RWY 06L : Apron → E1 → B3 → RWY 06L turnpad → RWY 06L threshold



RWY 24R

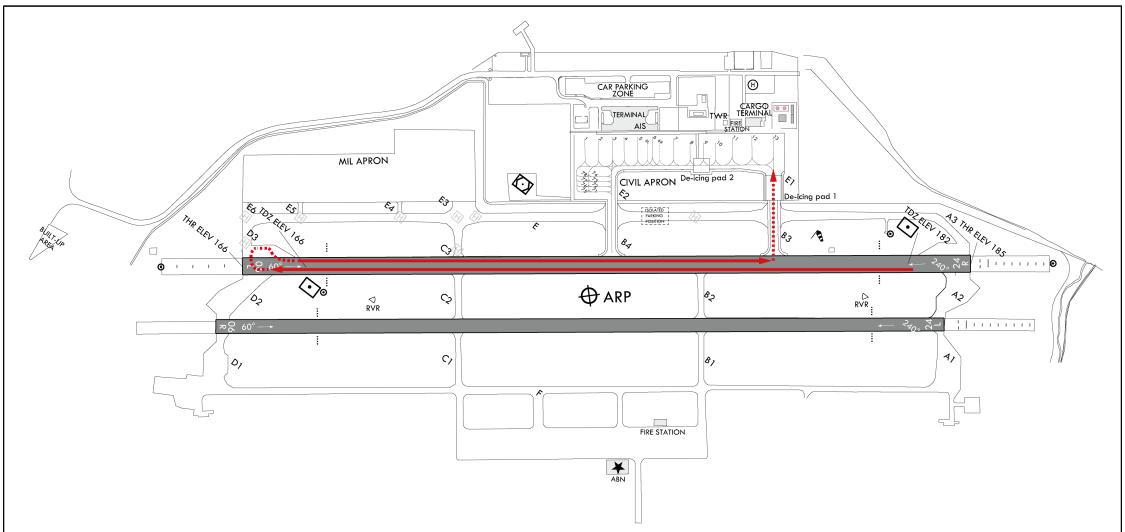


RWY 06L

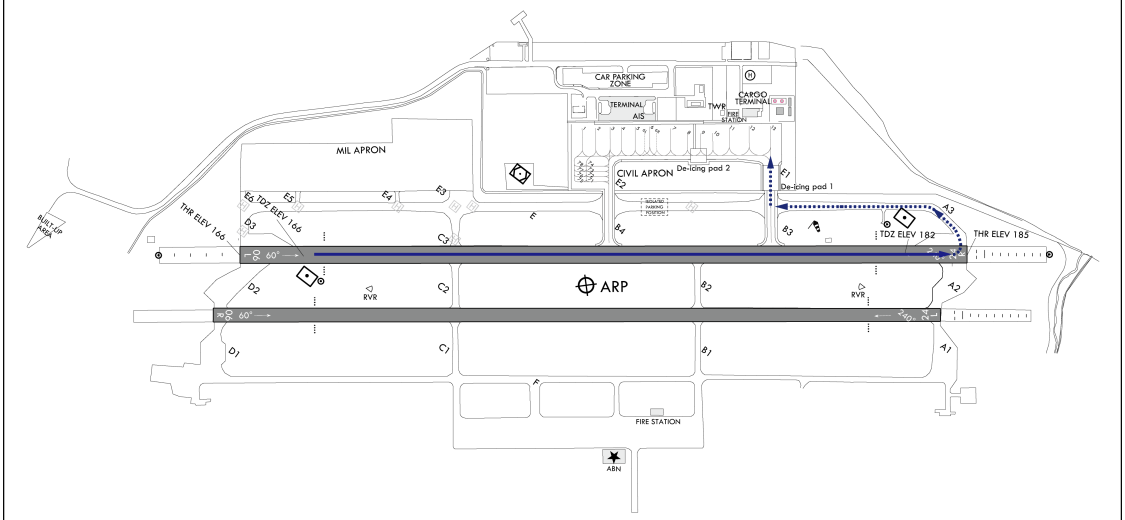
Change : Information of ABN location.

b. Landing

RWY 24R : RWY 24R threshold → RWY 06L turnpad → B3 → E1 → Apron
RWY 06L : RWY 06L threshold → RWY 24R turnpad → A3 → E1 → Apron



RWY 24R



RWY 06L

1.8 Cheong-Ju international airport operates MARS(Multiple Aircraft Ramping System) as follows.

Aircraft stands	Aircraft code (ICAO)	Restrictions
6L	ICAO code letter "C"	a. Boarding bridge is unserviceable. b. When ACFT stand NR. 7 is used by ICAO code letter "D" or above, ACFT stand NR. 6R shall be unserviceable.
6R		

Change : Information of ABN location.

2. Ground Procedure

2.1 Unless otherwise cleared by ATC, All airliners shall taxi at speeds of less than 20 kt.

2.2 Taxi procedures

1. Departure

a. Unless otherwise cleared by ATC, aircraft are advised to taxi to holding point as follow.

RWY	TAXI Procedure
06L	Aircraft taxi to RWY 06L by using E2, E, D3
24R	Aircraft taxi to RWY 24R holding position by using E1, E

b. RWY 06L holiding position marking is located at 90 m from RWY centerline and RWY 24R holiding position marking is located at 301 m from end of RWY on TWY E.
c. If unable to follow the above taxiing routes, the pilot should notify it to ATC.
d. All aircraft shall not enter the TWY A3 and RWY Unless cleared by ATC.

2. Arrival

a. Unless otherwise cleared by ATC, aircraft are advised to taxi using arrival routes.
(Aerodrome regulations – 4. Arrival procedure – 4.2 Arrival routes)
b. If unable to follow the above RWY vacating routes, the pilot should notify it to ATC.

2.3 Radio frequency change points

1. Departure

a. All aircraft taxiing to RWY 06L/24R should change radio frequency from GND(121.875) to TWR(118.7) when entering the designated TWY as follows – A3, B3, B4, C3, and D3.

2. Arrival

a. All aircraft vacating RWY 06L/24R should change radio frequency from TWR(118.7) to GND(121.875) when entering designated TWY as follows – A3, B3, B4, C3, and D3.

2.4 Transponder
Pilots should always operate transponders with XPNDR(and AUTO if available) except for fully parking aircraft on stand.

3. Departure Procedure

3.1 ATC clearance
Aircraft shall obtain ATC clearance from Cheong-Ju GND prior to pushback.

3.2 Procedures for start-up and pushback

1. When a pilot is ready for start-up and pushback, the pilot shall contact Cheong-Ju GND and provide the following :

a. Call sign
b. Gate/Stand number
c. Type of request, engine start

2. Unless there is any special situation, priority to make push back will be given to aircraft operators who requested first.

3. For safety reasons, ground crews must clear the equipment, vehicles and other obstacles before aircraft makes push back or start-up engine.

4. A pilot shall confirm with ground crews (Ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask Cheong-Ju GND for engine start-up and push back until its safety check-up is fully confirmed. If there is any elements posing a potential failure, the pilot shall ask Cheong-Ju GND for push back only. After moving and standing the aircraft at a safety area, the pilot can ask for engine start-up.

5. The push back procedures of the aircraft within the 1 Apron are as follows. As with most, these procedures shall be kept. However, if any modification of the procedures is required as the case may be, Cheong-Ju GND may give the pilot specific instructions suited for the safety of aircraft movement.

Change : Establishment of transponder(2.4).

6. Delays on the aircraft's pushback may be expected in order to maintain the distance of taxiing or pushback of other aircraft.

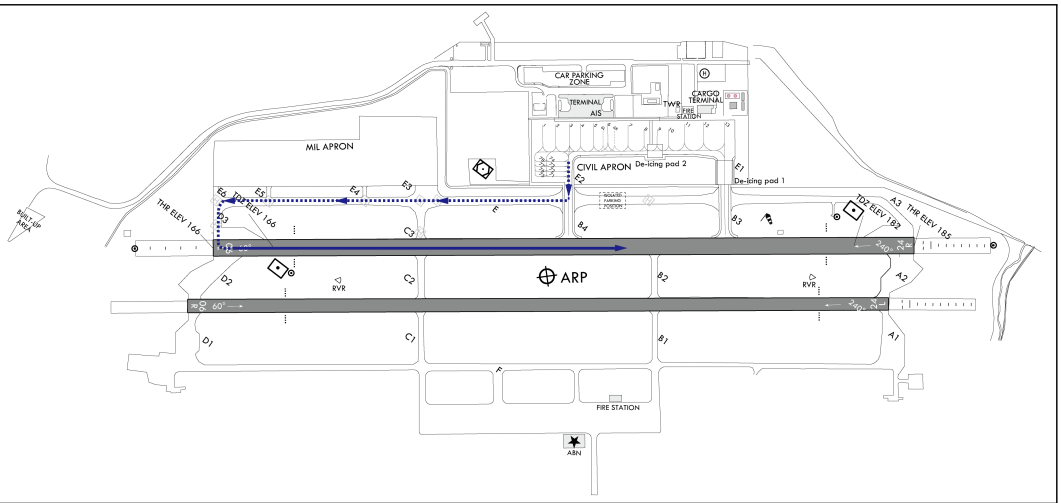
7. Unless otherwise instructed, pushback procedures are as follows.

Aircraft stands	RWY in use	Pushback Procedures	Phraseology
1~13	06L	The aircraft shall be pushed back to face E2	Push back approved to face E2
1~13	24R	The aircraft shall be pushed back to face E1	push back approved to face E1

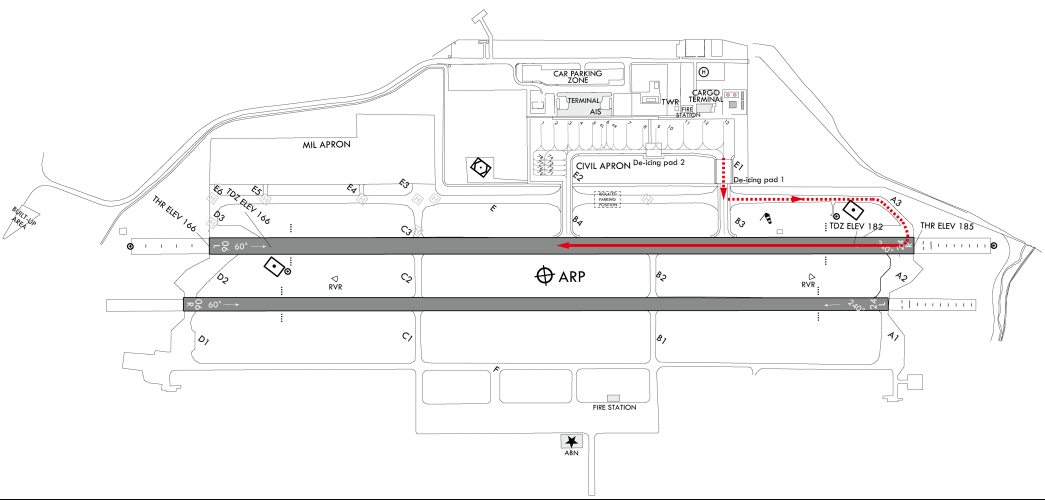
3.3 Departure routes

Unless otherwise instructed, aircraft shall follow the routes below.

RWY	Departure routes
RWY 06L	Apron → E2 → E → D3
RWY 24R	Apron → E1 → E → RWY 24R holding point → A3



RWY 06L



RWY 24R

Change : Information of ABN location.

3.4 De-icing Operations

1. De-icing pad located in TWY E1 is de-icing pad 1(below code letter “E” available), and the one located behind spot NR. 8 - 9 is de-icing pad 2(below code letter “D” available).

2. De-icing Pad Operation

a. Aircraft operator has to notice to the Ground operator When he/she wants to use de-icing pad.
b. Ground operator must notify authorized person about various matters related to operation procedure.
c. When using a de-icing pad, notify GND before pushback.

3. De-icing Pad Movement
Aircraft operator has to maintain a communication system which is connecting with de-icing working.

3.5 Intersection departure procedure

1. It is available to make intersection departure on RWY 06L/24R via B3/B4/C3.

2. Intersection departure is only available when requested by pilots.

3. The length of available RWY refers to RKTU AD 2.13 DECLARED DISTANCES.

4. When necessary, aircraft may obtain intersection departure clearance while taxiing.

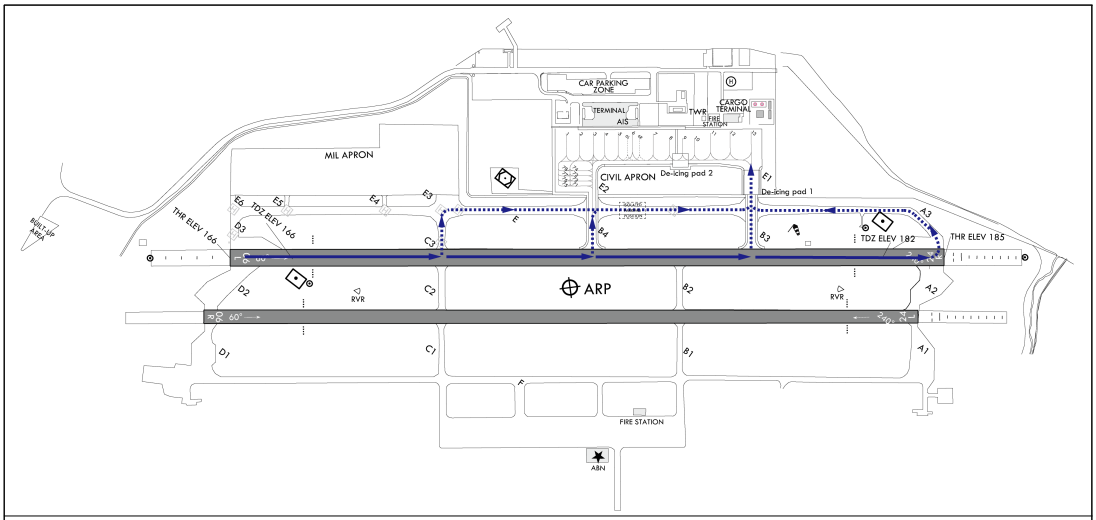
4. Arrival Procedure

4.1 Aircraft has to vacate RWY promptly.

4.2 Arrival routes

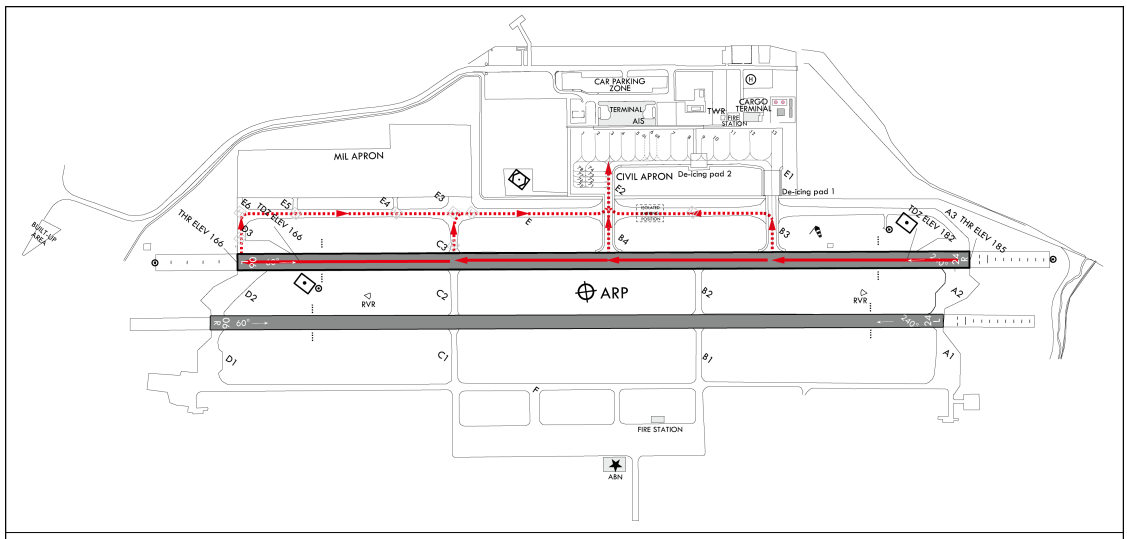
1. Unless otherwise instructed by ATC, aircraft shall follow the routes below.

RWY in use	Arrival routes
RWY 06L	A3/B3/B4/C3 → E → E1 → Apron
RWY 24R	B3/B4/C3/D3 → E → E2 → Apron



RWY 06L

Change : Information of ABN location.



RWY 24R

2. If speed adjustment of aircraft could be completed, It is available to vacate the RWY 06L/24R via TWY B3/B4/C3.

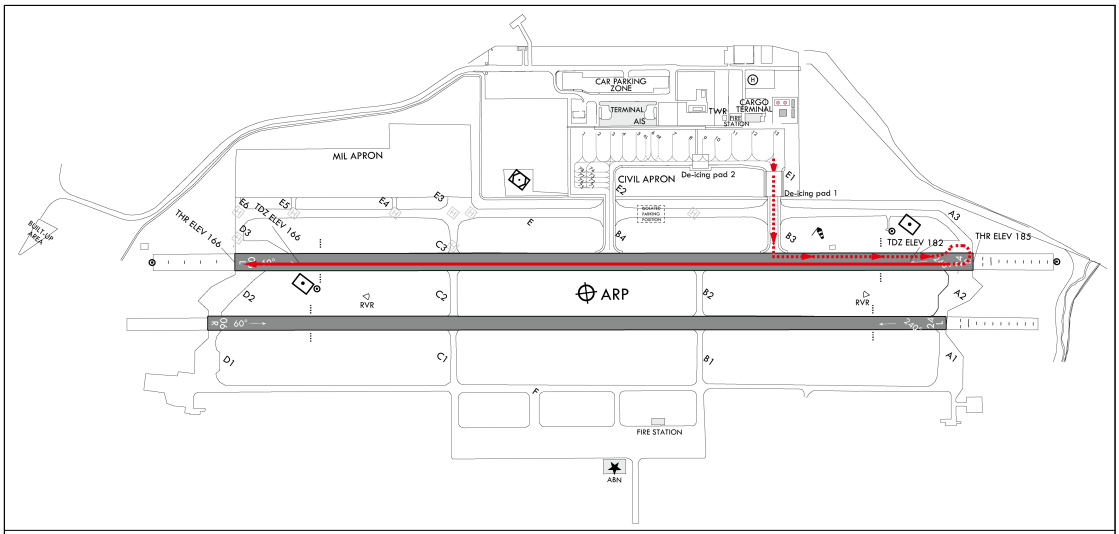
3. When vacating RWY via C3/D3, aircraft shall not to enter TWY E3/E4/E5/E6 unless authorized.

5. ICAO code letter "F" aircraft procedures for the usage of the alternate airport, RKTU

5.1 Taxiing procedures to and from ACFT stand NR. 13 are as follows :

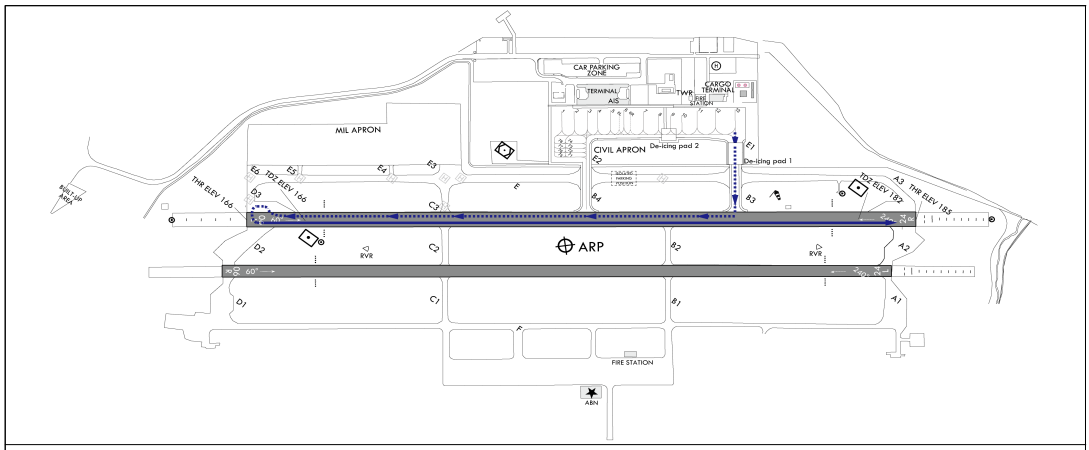
a. Departure

RWY 24R : ACFT stand NR. 13 → E1 → B3 → 24R RWY turn pads → 24R RWY threshold
RWY 06L : ACFT stand NR. 13 → E1 → B3 → 06L RWY turn pads → 06L RWY threshold



RWY 24R(Departure)

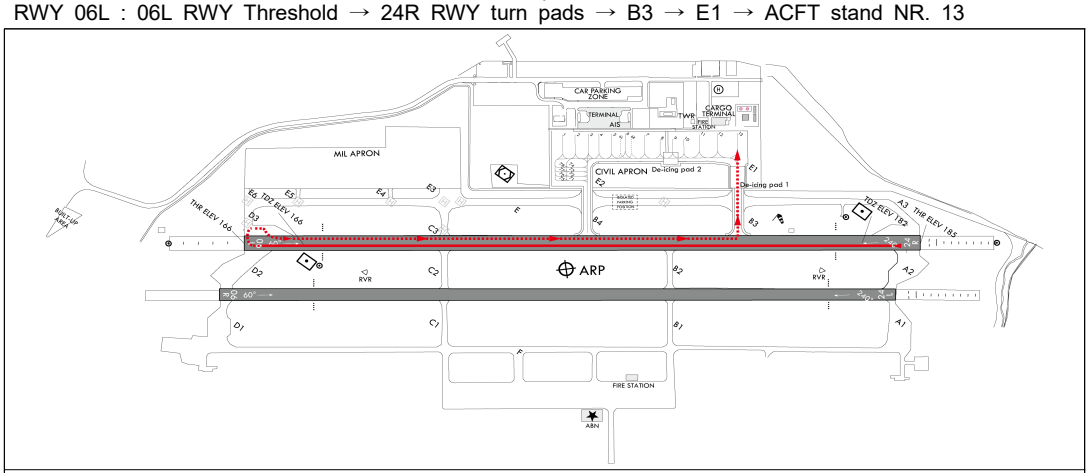
Change : Information of ABN location.



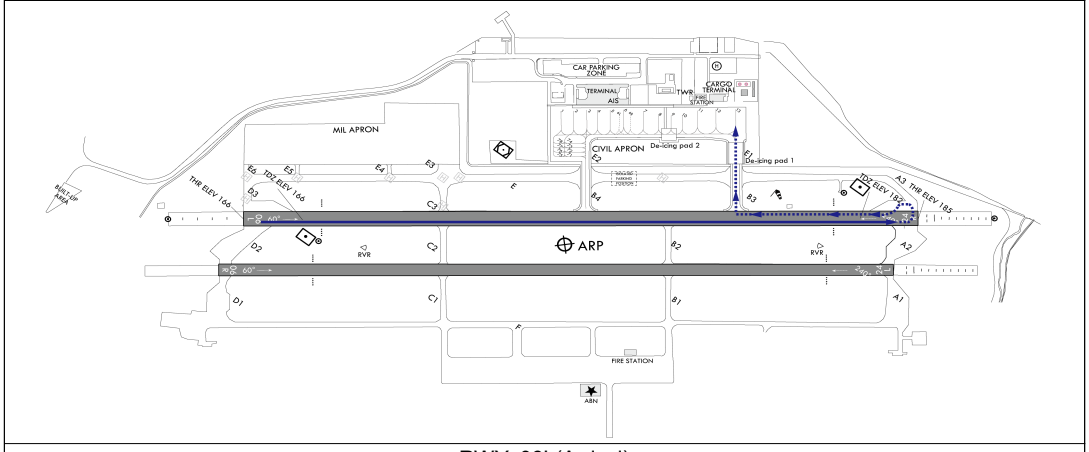
RWY 06L(Departure)

b. Arrival

RWY 24R : 24R RWY Threshold → 06L RWY turn pads → B3 → E1 → ACFT stand NR. 13
RWY 06L : 06L RWY Threshold → 24R RWY turn pads → B3 → E1 → ACFT stand NR. 13



RWY 24R(Arrival)



RWY 06L(Arrival)

5.2 Restriction

a. ICAO code letter "F" aircraft are not able to take-off or land on RWY 06R/24L.
b. ICAO code letter "F" aircraft shall enter the apron via TWY B3, TWY E1 and shall not move via TWY B4, TWY E2.
c. After take off or landing of ICAO code letter "F" aircraft, take-off or landing of any other aircraft should be prohibited on RWY 06L/24R until RWY checking and removing FOD are finished.
d. Aircraft TOW and LDW for the usage of the alternate airport shall be restricted as follows.

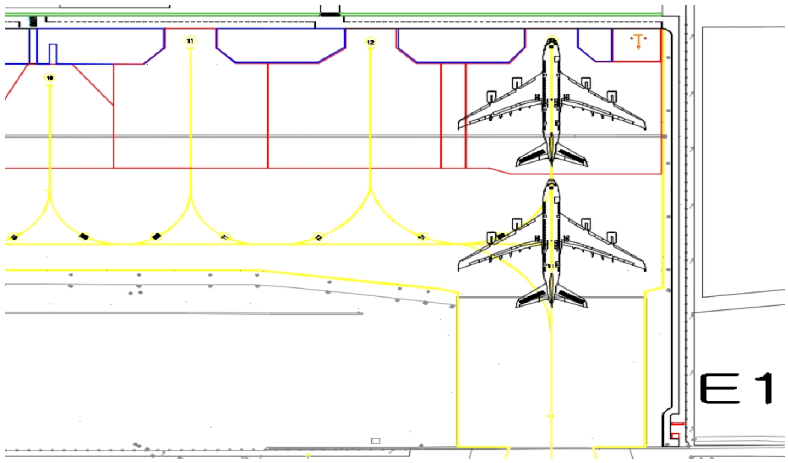
A/C TYPE	MTOW	LDW
A380	400 ton	386 ton
B747-8	353.8 ton	344.3 ton

Change : Information of ABN location.

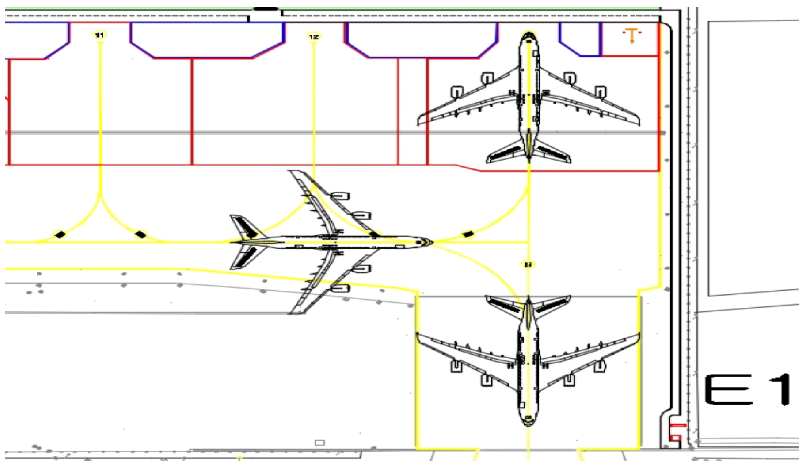
e. When necessary for FOD prevention, Special take off precedures (A380 Flight crew operation manual) can be performed under the condition that the total width of RWY plus shoulder pavement has less than 58 m.

f. The standard taxi routes for ICAO code letter "F" aircraft are as follows. :

1) Taxi-in Procedures



2) Push-back Procedures



g. On the area of RWY, TWY B3, TWY E1 (including the curved part of TWY) and apron, ICAO code letter "F" aircraft should move at a speed of below 30 kt except for the departure maneuvering, which pilots should make his engines idle power, adjusting the speed only with operating brake system by inertia. Especially, A380 movement procedure is as follows. :

A380 Landing maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (After turning)
Taxiway/ Apron	Idle power	Shut down	- 7~8 kt
A380 Departure maneuvering			
Section	Status of engine		Speed
	No. 2 & 3	No. 1 & 4	
Taxiway/ Apron	Idle power	Idle power	- 7~8 kt
Runway maneuvering	Idle power	Idle power	- Below 30 kt
Turning pad	Idle power	Idle power	- Maintain 5 kt - Below 30 kt (after turning)

※ A380 Aircraft to be taxied with their engine thrust 4~6% (When turning, aircraft should keep 10% thrust using one outer engine of opposite turning direction).

1.3 Weather Minima for 06R/24L

	RWY	CAT	DH/MDA-VIS	CEIL-VIS
PAR	06R	A, B, C, D, E	372/40	(200-¾)
	24L	A, B, C, D, E	392/24	(200-½)
	24L ALS INOP	Increase VIS ¼ mile.		
ASR	06R	A, B	620/50	(500-1)
		C	620-1¼	(500-1¼)
		D, E	620-1½	(500-1½)
	24L	A, B	880/40	(700-¾)
		C	880-1½	(700-1½)
		D	880-1¾	(700-1¾)
		E	880-2	(700-2)
	24L ALS INOP	Increase CAT A, B VIS ¼ mile. Increase CAT C, D, E VIS ½ mile.		
CIRCLING	06R	A	780-1	(600-1)
		B	820-1	(700-1)
		C	820-1¾	(700-1¾)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	24L	A, B	880-1	(700-1)
		C	880-2	(700-2)
		D	1 200-3	(1 100-3)
		E	1 220-3	(1 100-3)
	Circling not AUTH SE of RWY 06-24, RWY 24-06.			

2. VFR

2.1 Entry / helicopter

1. General Conditions

a. Helicopters using civil aprons for taking off or landing shall be made on TWY E.
For helicopters with wheel-type landing gear, take-off/landing/taxiing shall be conducted on the runway only after obtaining the permission from the control tower.

b. After take-off, aircraft shall depart the traffic pattern to the northwest and any aircraft which want to take-off and cross the RWY 06R/24L shall obtain the prior permission from the control tower.

c. Traffic pattern altitude for helicopters is 1 000 ft except for B-412 helicopter and light aircraft.

2. Procedure for departing traffic pattern (refer to the diagram)

I. RWY 24L/R in use

a. For aircraft departing the traffic pattern to the north
Turn right after take-off, then fly to the right side of OCHANG at 1 000 ft with broadcasting the position in the blind. Fly to the right side of the National road 17 while keeping a sharp lookout for other aircraft entering or leaving Jincheon branch office(360°R 6 NM), the Forest Government Information Agency, then fly to the left side ABEAM of the Jincheon Casemate(launching pad) at 1 500 ft and after broadcasting the position in the blind over the JINCHEON, depart to the destination.

b. For aircraft departing the traffic pattern to the west
After take-off, turn right and fly via OCHANG at 1 000 ft with broadcasting the position in the blind, then proceed to BYONGCHEN at 1 700 ft along the south of the National road 510, and after broadcasting the position in the blind over BYONGCHEN, depart to the destination.

Change : Page contorl.

c. For aircraft departing the traffic pattern to the south
- Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
- After take-off, turn left after obtaining the permission from the control tower and proceed direct to "C" Point at 1 200 ft.
- After take-off, maintain at or below 500 ft until passing through the end of the runway, and turn left after obtaining the permission from the control tower, depart to the destination via MIWON at 2 500 ft.
- If no permission is obtained from the control tower, maintain at or below 500 ft until passing the end of the runway, and turn right, then fly along the right side of JUNGBU Expressway, and after broadcasting the position in the blind over "C" Point at 1 200 ft, depart to the destination.

d. For aircraft departing the traffic pattern to the east
After take-off, turn right and proceed to JEUNGPYEONG at 1 000 ft via 'Down Wind leg' and depart to the destination after broadcasting the position in the blind over JEUNGPYEONG; or
After obtaining the permission from the control tower, cross the extended centerline of runway at or below 1 000 ft and depart to the destination.

II. RWY 06L/R in use

a. For aircraft departing the traffic pattern to the north
After take-off, turn left and maintain at or below 800 ft. Fly via the right side of JEUNGPYEONG Interchange at 1 000 ft. Proceed to JINCHEON at 1 500 ft along the JUNGBU Expressway and depart to the destination after broadcasting the position in the blind over JINCHEON.

b. For aircraft departing the traffic pattern to the west
After take-off, turn left and maintain at or below 800 ft. Fly via the right side of OCHANG at 1 000 ft along JUNGBU Expressway. and proceed to BUNGCHEON at 1 700 ft along the National road 510, and Depart to the destination after broadcasting the position in the blind over BUNGCHEON.

c. For aircraft departing the traffic pattern to the south
- Take-off for crossing the runway 06R/24L shall be allowed only after obtaining the permission from the control tower.
- After take-off, maintain at or below 500 ft until passing through the end of the runway, and after obtaining the permission from the control tower, turn right and depart to the destination via MIWON at 2 500 ft.
- When departing the traffic pattern via "C" point, turn right after passing through the end of runway and proceed to "C" Point at 1 200 ft via Down wind and Depart to the destination after broadcasting the position in the blind over "C" Point.
- Flying directly over downtown and school areas of Byeongcheon, Miwon and Ochang is prohibited.

3. Procedure for entering traffic pattern

a. For aircraft entering the traffic pattern from the southwest
Request landing clearance at "C" Point at 1 200 ft then along the Mihocheon and right side of the Jungbu Expressway.
Maintain at or below 1 000 ft until passing Runway extension line.

b. For aircraft entering the traffic pattern from the west
After broadcasting the position in the blind over the Mokcheon Interchange, fly to the right side of Byeongcheon(right side of National road 21), then request landing clearance at Byeongcheon at 2 200 ft. Fly along the north of National Road 510, proceed to OCHANG at 1 500 ft and then enter the traffic pattern by descending to 1 000 ft.

c. For aircraft entering the traffic pattern from the north
Request landing clearance at Jincheon at 2 000 ft after broadcasting the position in the blind over Gwanghyewon and enter the traffic pattern via the right side of Jeungpyeong Interchange or via Ochang.

d. For aircraft entering the traffic pattern from the east
After broadcasting the position in the blind over Goesan, request landing clearance over Jeungpyeong at 1 000 ft, and enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.

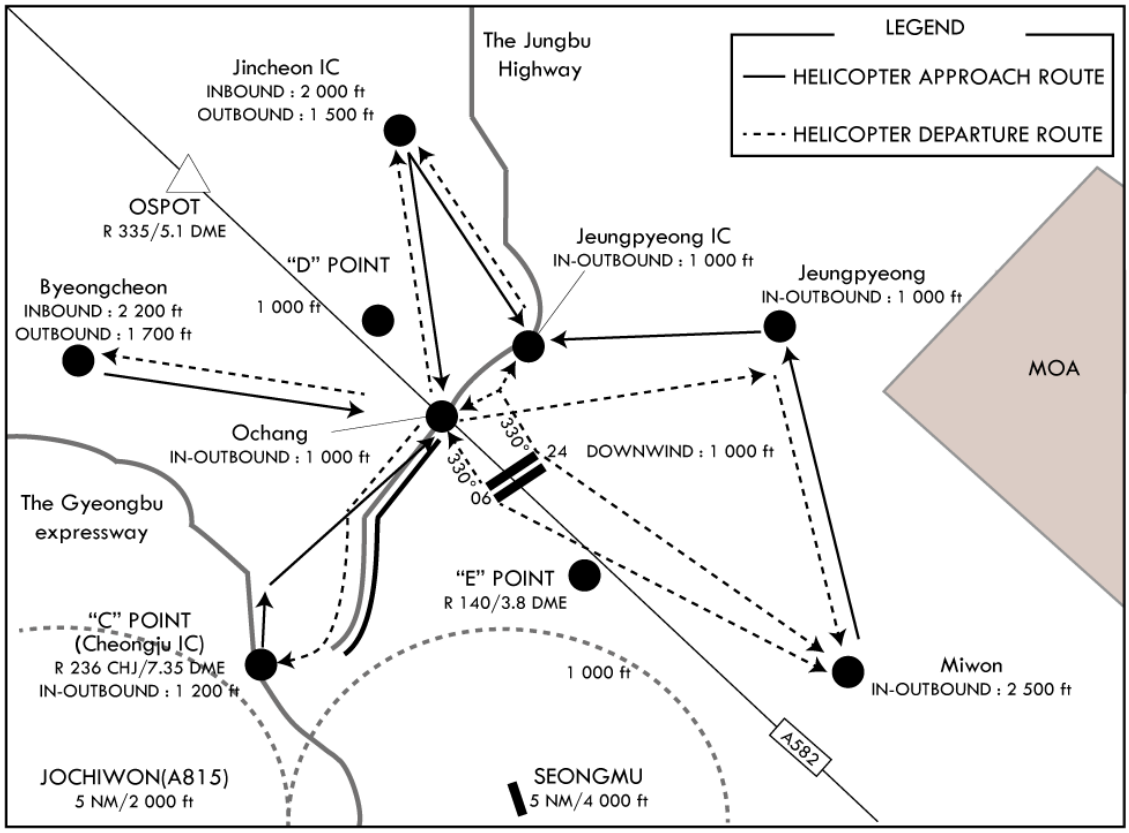
Change : Information of procedure for departing and entering traffic pattern.

e. For aircraft entering the traffic pattern from the northeast
After broadcasting the position in the blind over Eumseong, request landing clearance at Jeungpyeong at 1 000 ft, and enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.
* Flying directly over downtown and school areas of Byeongcheon, Miwon and Ochang is prohibited.

f. For aircraft entering the traffic pattern from the southeast
Fly via Miwon at 2 500 ft and request landing clearance at Jeungpyeong at 1 000 ft, Enter the traffic pattern via Jeungpyeong Interchange at 1 000 ft.

g. When RWY 06 R/L is in use, enter the traffic pattern by maintaining 1 000 ft over Ochang.

VFR aircraft reporting points			
Jincheon	365127.01N 1272602.64E	"C"	363737.50N 1272259.60E
Jeungpyeong	364640.00N 1273630.00E	Ochang	364434.03N 1272747.39E
"D"	364546.75N 1272620.05E	Miwon	364305.06N 1273924.42E
Byeongcheon	364546.75N 1271800.32E	Jeungpyeong IC	364621.81N 1273025.87E
"O"	364851.41N 1272404.68E	"P"	364941.23N 1272957.93E



2.2 Light aircraft

1. General Conditions

a. Use the runway 06L/24R and parking shall be made on civil ramp.

b. Unless otherwise cleared by ATC, Use TWY B3/B4/C3 for departing and after landing RWY.

c. Use northern traffic pattern and maintain pattern altitude 1 200 ft(AMSL).

d. Pattern Traffic is only allowed up to 3 flights.

e. Flight plan must be submitted 17:00, one day before the flight.

Change : Information of “C” point.

2. Possible time for flight

a. Weekdays

1) Setting Military jet aircraft's flight time as a standard, flight for light aircraft is allowed 1 hour 30 mins. Before the military jet aircraft's flight, and 30 mins after military jet aircraft's flight during daytime.
During nighttime, flight for light aircraft is allowed 1hour before military jet aircraft's flight and 30 mins after military jet aircraft's flight.

2) Setting Helicopter's flight time as a standard, flight for light aircraft are allowed 15 mins before Helicopter's takeoff and 15 mins after helicopter's flight.

3) Flights during morning time in weekdays is allowed after 07:00 under the condition that it suits the clause 1) and 2) above.

b. Weekends

1) 09:00~12:00, 13:00~17:00, 18:00~21:00

2) Light aircraft departing to other airport or arriving from other airport can only depart before 09:00 and arrive after 21:00.

3. Procedure for departing(refer to the diagram)

I. RWY 24R in use

- Turn right in 1 NM after take-off then direct to the destination via "O" point(2 500 ft). Turn left after take-off shall be allowed after obtaining the permission from the control tower.

II. RWY 06L in use

- Turn left in 1 NM after take-off then direct to the destination via "P" point(2 500 ft). Turn right after take-off shall be allowed after obtaining the permission from the control tower.

4. Procedure for landing(refer to the diagram)

I. RWY 24R in use

a. For entering from the north or northeast REPORT outside of 10 NM from the ARP Downwind enter via "P" point(3 000 ft).

b. For entering from the west or northwest REPORT outside of 10 NM from the ARP Downwind enter via "O" point(3 000 ft).

c. For entering from the south or east REPORT outside of 10 NM from the ARP before crossing the extended centerline of runway. Land via "O" point(3 000 ft) or "P" point(3 000 ft) or when traffic is no factor land via "O" point(3 000 ft) or "P" point(3 000 ft) after passing over the airport(4 500 ft).

d. Follow traffic seperation and condition enter after holding at "O" point(3 000 ft) or "P" point(3 000 ft) or direct Downwind enter.

II. RWY 06L in use

a. For entering from the north or northeast REPORT outside of 10 NM from the ARP. Downwind 1 000 ft enter from O point(3 000 ft) or Downwind enter via "P" point(3 000 ft) or "O" point(3 000 ft)

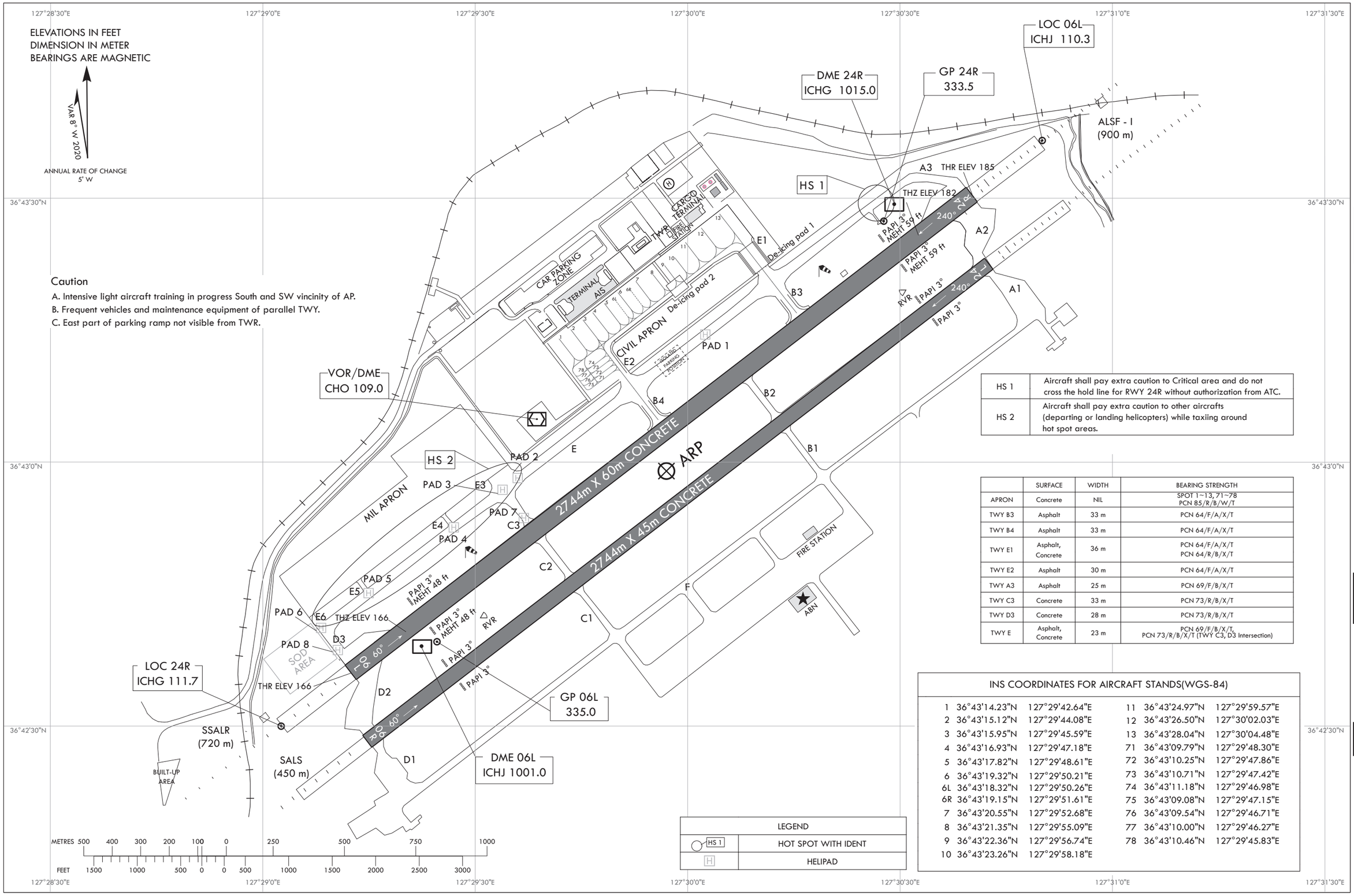
b. For entering from the west or northwest REPORT outside of 10 NM from the ARP. Downwind enter via "O" point(3 000 ft).

c. For entering from the south or east REPORT outside of 10 NM from the ARP before crossing the extended centerline of runway. Land via "O" point(3 000 ft) or "P" point(3 000 ft) or when traffic is no factor land via "O" point(3 000 ft) or "P" point(3 000 ft) after passing over the airport(4 500 ft).

AERODROME CHART - ICAO 36°42'59"N 127°29'57"E ELEV **192** ft

TWR	118.7	126.2
GND	121.875	

CHEONGJU / Cheongju INTL



Caution

A. Intensive light aircraft training in progress South and SW vincinity of AP.
B. Frequent vehicles and maintenance equipment of parallel TWY.
C. East part of parking ramp not visible from TWR.

HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCN 85/R/B/W/T
TWY B3	Asphalt	33 m	PCN 64/F/A/X/T
TWY B4	Asphalt	33 m	PCN 64/F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCN 64/F/A/X/T PCN 64/R/B/X/T
TWY E2	Asphalt	30 m	PCN 64/F/A/X/T
TWY A3	Asphalt	25 m	PCN 69/F/B/X/T
TWY C3	Concrete	33 m	PCN 73/R/B/X/T
TWY D3	Concrete	28 m	PCN 73/R/B/X/T
TWY E	Asphalt, Concrete	23 m	PCN 69/F/B/X/T, PCN 73/R/B/X/T (TWY C3, D3 Intersection)

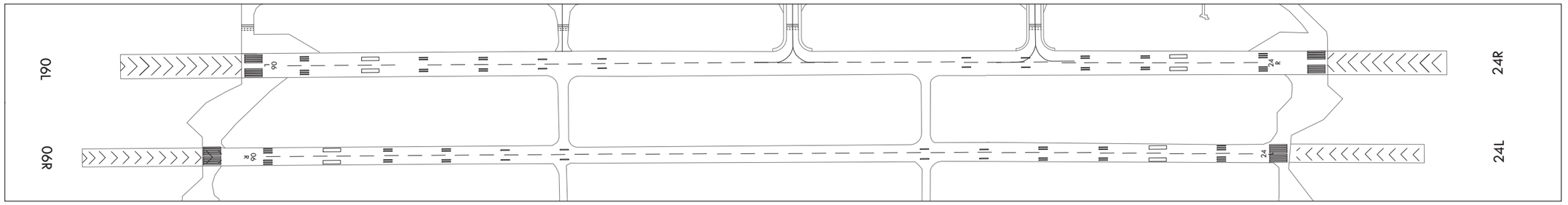
INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)

1	36°43'14.23"N	127°29'42.64"E	11	36°43'24.97"N	127°29'59.57"E
2	36°43'15.12"N	127°29'44.08"E	12	36°43'26.50"N	127°30'02.03"E
3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	71	36°43'09.79"N	127°29'48.30"E
5	36°43'17.82"N	127°29'48.61"E	72	36°43'10.25"N	127°29'47.86"E
6	36°43'19.32"N	127°29'50.21"E	73	36°43'10.71"N	127°29'47.42"E
6L	36°43'18.32"N	127°29'50.26"E	74	36°43'11.18"N	127°29'46.98"E
6R	36°43'19.15"N	127°29'51.61"E	75	36°43'09.08"N	127°29'47.15"E
7	36°43'20.55"N	127°29'52.68"E	76	36°43'09.54"N	127°29'46.71"E
8	36°43'21.35"N	127°29'55.09"E	77	36°43'10.00"N	127°29'46.27"E
9	36°43'22.36"N	127°29'56.74"E	78	36°43'10.46"N	127°29'45.83"E
10	36°43'23.26"N	127°29'58.18"E			

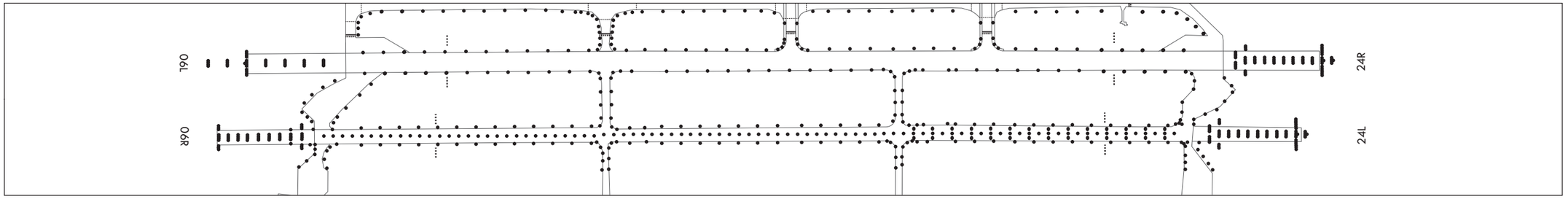
LEGEND	
HS 1	HOT SPOT WITH IDENT
H	HELIPAD

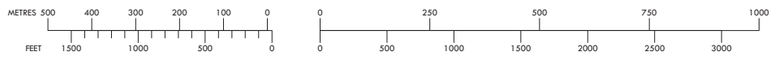
Change : Information of ABN location, MEHT(49.7 → 48 ft, 57.7 → 59 ft) and Amended phrase(SSALS → SSALR).

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



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



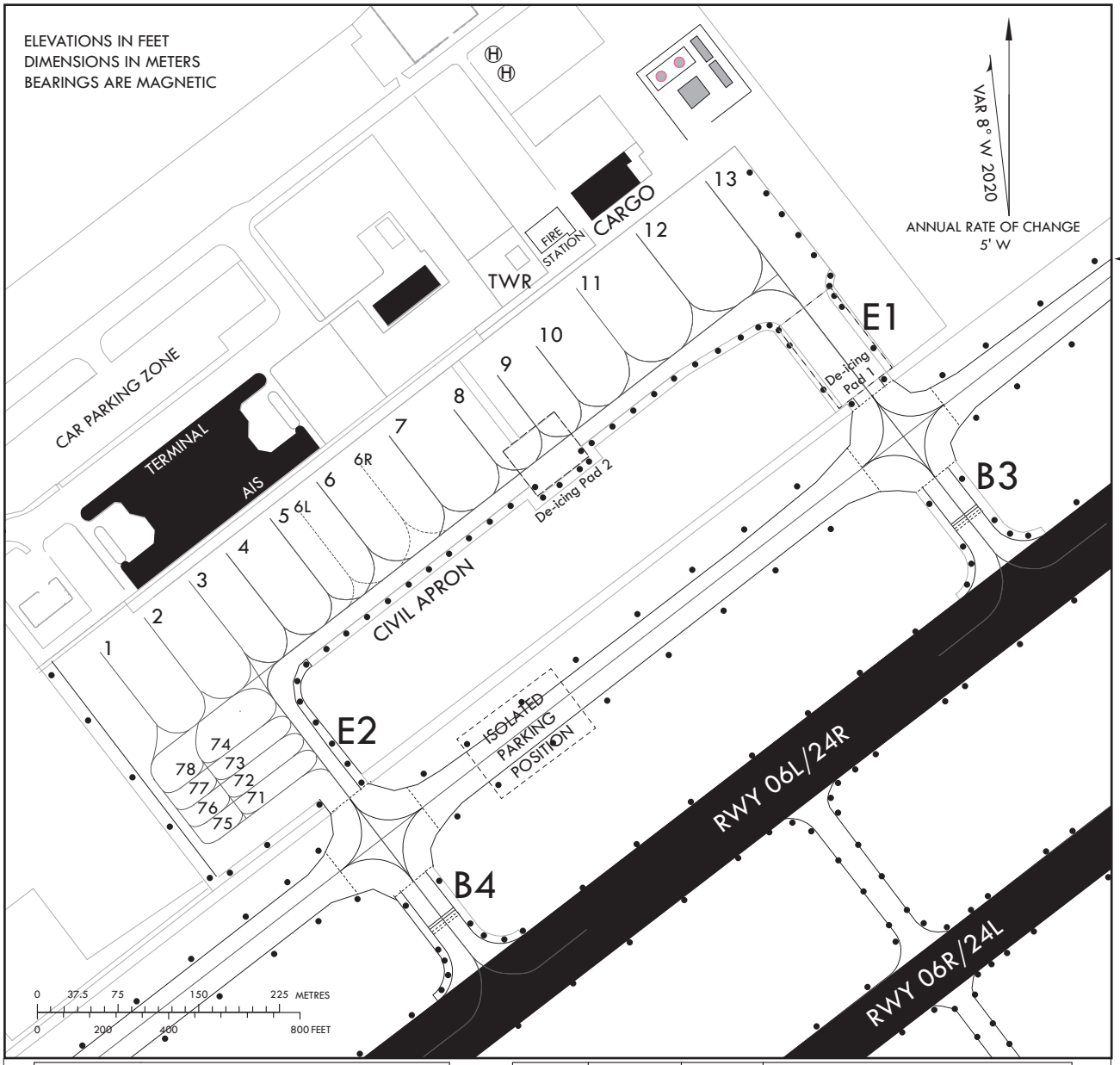


AIRCRAFT PARKING DOCKING CHART - ICAO

APRON ELEV
170 ft

TWR 118.75 126.2
GND 121.875

CHEONGJU/Cheongju Intl



LEGEND	
3	Aircraft Stand
●	TWY Light
≡≡≡	RWY Holding Position
----	Intermediate Holding Position

	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCN 85/R/B/W/T
TWY B3	Asphalt	33 m	PCN 64/F/A/X/T
TWY B4	Asphalt	33 m	PCN 64/F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCN 64/F/A/X/T, PCN 64/R/B/X/T
TWY E2	Asphalt	30 m	PCN 64/F/A/X/T
TWY A3	Asphalt	25 m	PCN 69/F/B/X/T
TWY C3	Concrete	33 m	PCN 73/R/B/X/T
TWY D3	Concrete	28 m	PCN 73/R/B/X/T
TWY E	Asphalt, Concrete	23 m	PCN 69/F/B/X/T, PCN 73/R/B/X/T (TWY C3, D3 Intersection)

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)					
1	36°43'14.23"N	127°29'42.64"E	11	36°43'24.97"N	127°29'59.57"E
2	36°43'15.12"N	127°29'44.08"E	12	36°43'26.50"N	127°30'02.03"E
3	36°43'15.95"N	127°29'45.59"E	13	36°43'28.04"N	127°30'04.48"E
4	36°43'16.93"N	127°29'47.18"E	71	36°43'09.79"N	127°29'48.30"E
5	36°43'17.82"N	127°29'48.61"E	72	36°43'10.25"N	127°29'47.86"E
6	36°43'19.32"N	127°29'50.21"E	73	36°43'10.71"N	127°29'47.42"E
6L	36°43'18.32"N	127°29'50.26"E	74	36°43'11.18"N	127°29'46.98"E
6R	36°43'19.15"N	127°29'51.61"E	75	36°43'09.08"N	127°29'47.15"E
7	36°43'20.55"N	127°29'52.68"E	76	36°43'09.54"N	127°29'46.71"E
8	36°43'21.35"N	127°29'55.09"E	77	36°43'10.00"N	127°29'46.27"E
9	36°43'22.36"N	127°29'56.74"E	78	36°43'10.46"N	127°29'45.83"E
10	36°43'23.26"N	127°29'58.18"E			

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

Change : Withdrawal of ABN.

INTENTIONALLY

LEFT

BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV **170** ft

TWR	118.7	126.2
GND	121.875	

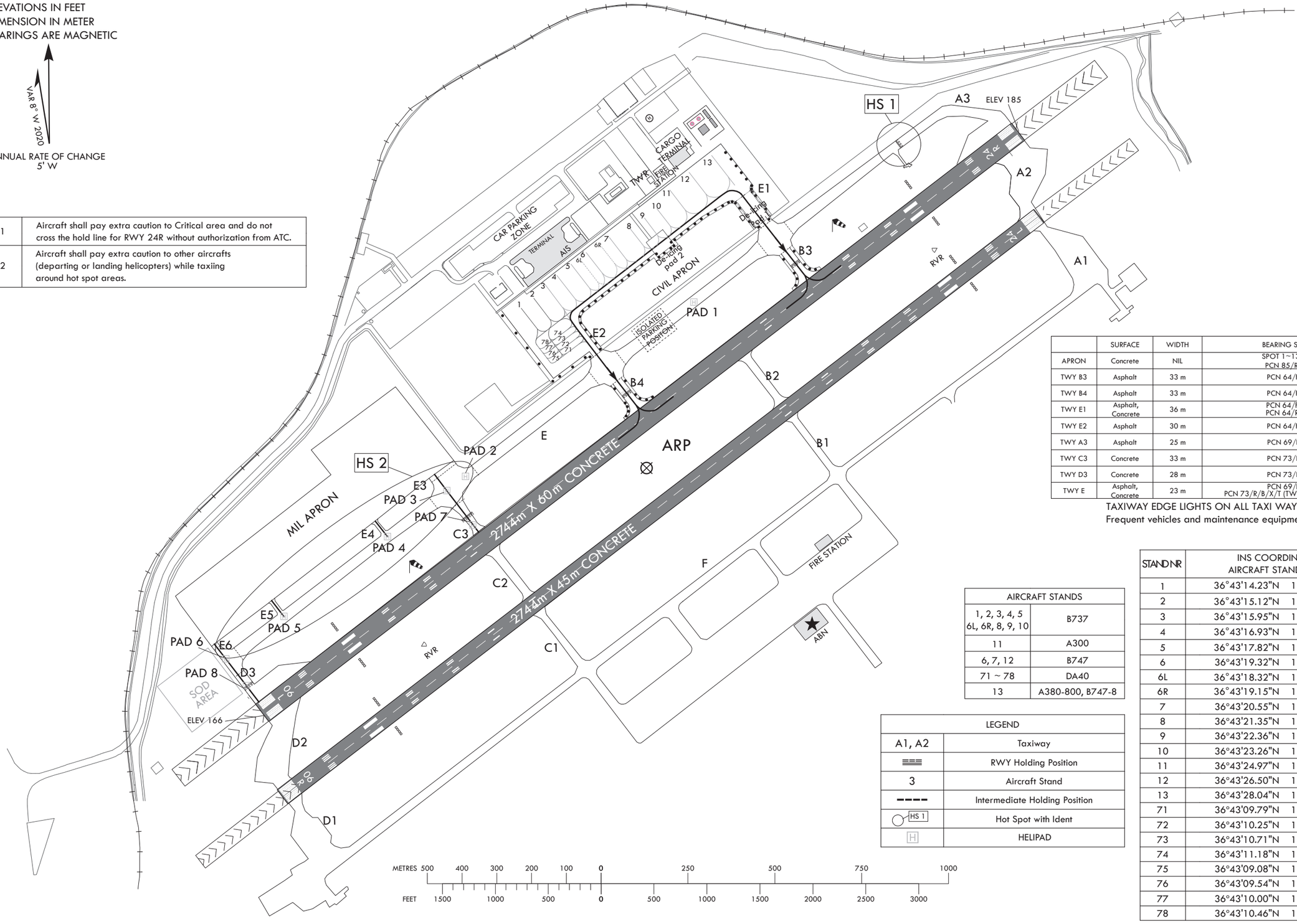
CHEONGJU / Cheongju Intl

ELEVATIONS IN FEET
DIMENSION IN METER
BEARINGS ARE MAGNETIC

VAR 8° W 2020

ANNUAL RATE OF CHANGE
5' W

HS 1	Aircraft shall pay extra caution to Critical area and do not cross the hold line for RWY 24R without authorization from ATC.
HS 2	Aircraft shall pay extra caution to other aircrafts (departing or landing helicopters) while taxiing around hot spot areas.



	SURFACE	WIDTH	BEARING STRENGTH
APRON	Concrete	NIL	SPOT 1~13, 71~78 PCN 85/R/B/W/T
TWY B3	Asphalt	33 m	PCN 64/F/A/X/T
TWY B4	Asphalt	33 m	PCN 64/F/A/X/T
TWY E1	Asphalt, Concrete	36 m	PCN 64/F/A/X/T, PCN 64/R/B/X/T
TWY E2	Asphalt	30 m	PCN 64/F/A/X/T
TWY A3	Asphalt	25 m	PCN 69/F/B/X/T
TWY C3	Concrete	33 m	PCN 73/R/B/X/T
TWY D3	Concrete	28 m	PCN 73/R/B/X/T
TWY E	Asphalt, Concrete	23 m	PCN 69/F/B/X/T, PCN 73/R/B/X/T (TWY C3, D3 Intersection)

TAXIWAY EDGE LIGHTS ON ALL TAXI WAYS.
Frequent vehicles and maintenance equipment on parallel TWY.

AIRCRAFT STANDS	
1, 2, 3, 4, 5 6L, 6R, 8, 9, 10	B737
11	A300
6, 7, 12	B747
71 ~ 78	DA40
13	A380-800, B747-8

LEGEND	
A1, A2	Taxiway
≡≡≡	RWY Holding Position
3	Aircraft Stand
----	Intermediate Holding Position
HS 1	Hot Spot with Ident
H	HELIPAD

STAND NR	INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)
1	36°43'14.23"N 127°29'42.64"E
2	36°43'15.12"N 127°29'44.08"E
3	36°43'15.95"N 127°29'45.59"E
4	36°43'16.93"N 127°29'47.18"E
5	36°43'17.82"N 127°29'48.61"E
6	36°43'19.32"N 127°29'50.21"E
6L	36°43'18.32"N 127°29'50.26"E
6R	36°43'19.15"N 127°29'51.61"E
7	36°43'20.55"N 127°29'52.68"E
8	36°43'21.35"N 127°29'55.09"E
9	36°43'22.36"N 127°29'56.74"E
10	36°43'23.26"N 127°29'58.18"E
11	36°43'24.97"N 127°29'59.57"E
12	36°43'26.50"N 127°30'02.03"E
13	36°43'28.04"N 127°30'04.48"E
71	36°43'09.79"N 127°29'48.30"E
72	36°43'10.25"N 127°29'47.86"E
73	36°43'10.71"N 127°29'47.42"E
74	36°43'11.18"N 127°29'46.98"E
75	36°43'09.08"N 127°29'47.15"E
76	36°43'09.54"N 127°29'46.71"E
77	36°43'10.00"N 127°29'46.27"E
78	36°43'10.46"N 127°29'45.83"E

Change : Information of ABN location.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

CHEONGJU / Cheongju Intl

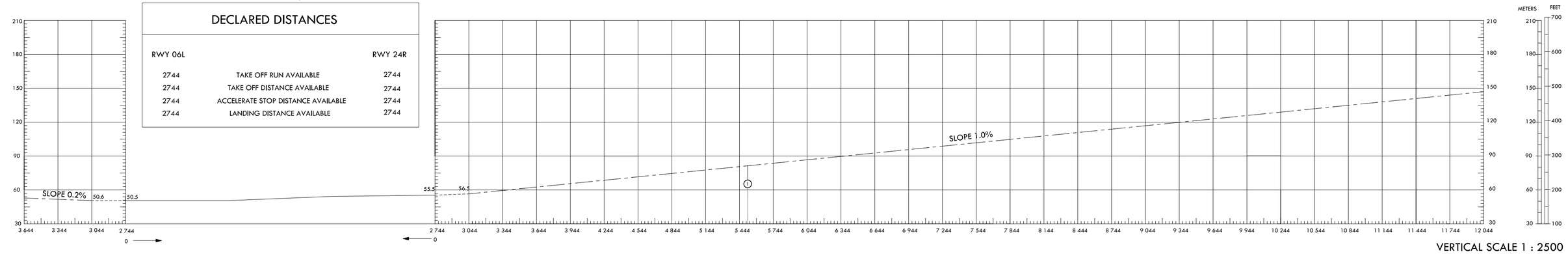
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 06L / 24R

DECLARED DISTANCES

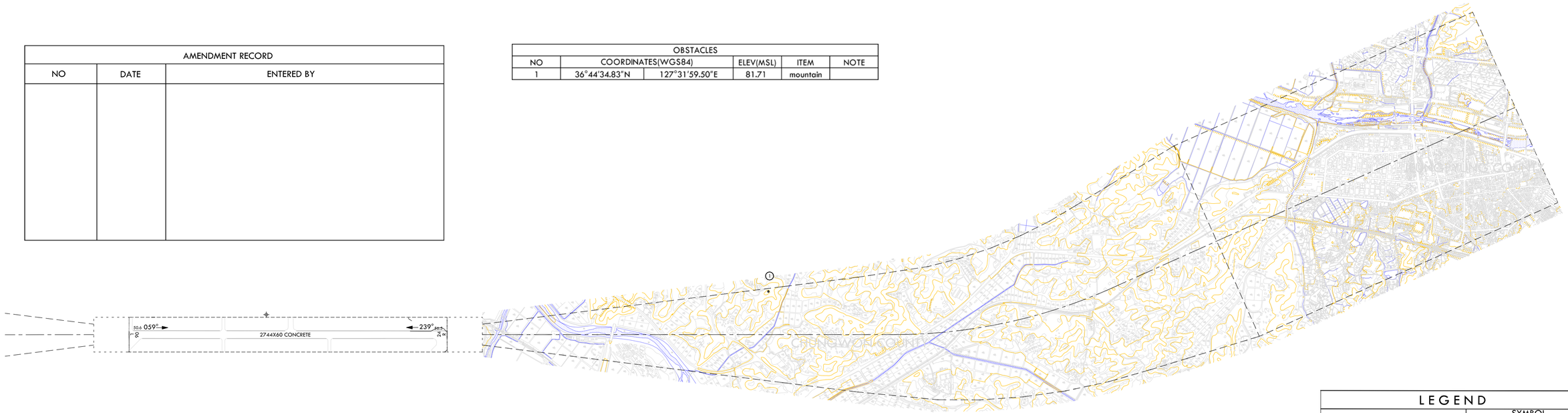
RWY 06L		RWY 24R
2744	TAKE OFF RUN AVAILABLE	2744
2744	TAKE OFF DISTANCE AVAILABLE	2744
2744	ACCELERATE STOP DISTANCE AVAILABLE	2744
2744	LANDING DISTANCE AVAILABLE	2744



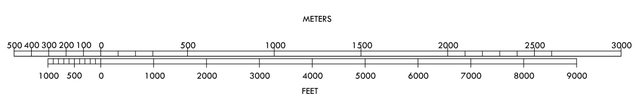
VERTICAL SCALE 1 : 2500

AMENDMENT RECORD		
NO	DATE	ENTERED BY

OBSTACLES					
NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	36°44'34.83"N	127°31'59.50"E	81.71	mountain	



HORIZONTAL SCALE 1 : 25000



WARNING

NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

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

Change : Amended chart name and Information of RWY physical characteristics.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

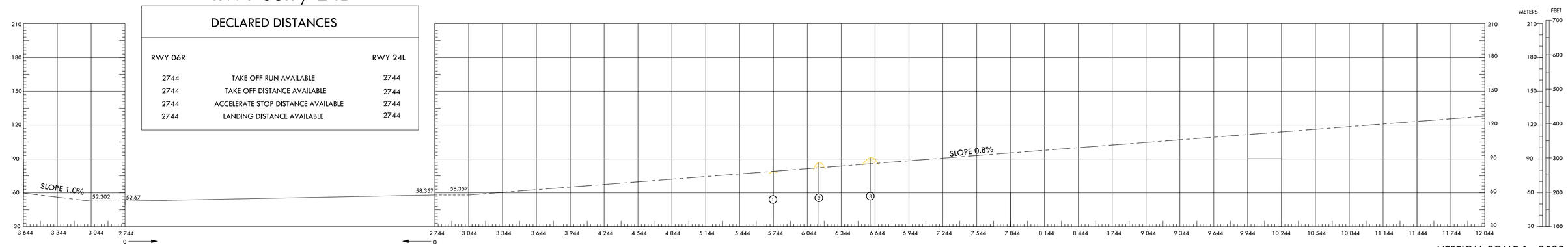
CHEONGJU / Cheongju Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

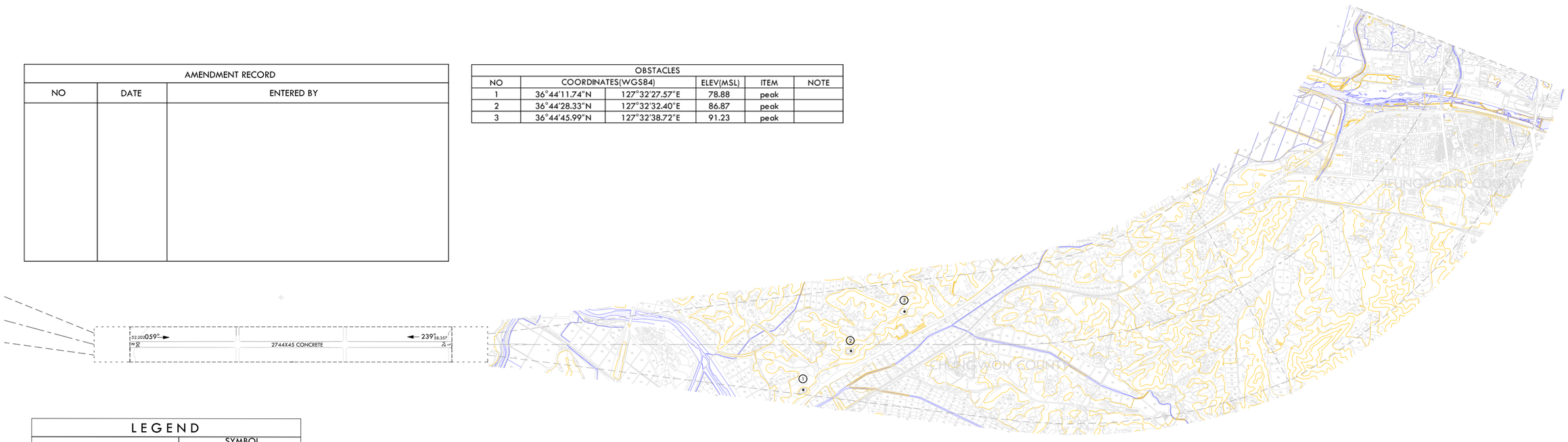
RWY 06R / 24L

DECLARED DISTANCES		
RWY 06R		RWY 24L
2744	TAKE OFF RUN AVAILABLE	2744
2744	TAKE OFF DISTANCE AVAILABLE	2744
2744	ACCELERATE STOP DISTANCE AVAILABLE	2744
2744	LANDING DISTANCE AVAILABLE	2744



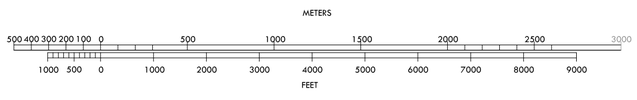
AMENDMENT RECORD		
NO	DATE	ENTERED BY

OBSTACLES					
NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	36°44'11.74"N	127°32'27.57"E	78.88	peak	
2	36°44'28.33"N	127°32'32.40"E	86.87	peak	
3	36°44'45.99"N	127°32'38.72"E	91.23	peak	



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

HORIZONTAL SCALE 1 : 25000



WARNING
NUMEROUS OBSTACLES EXIST ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

Change : Amended chart name and Information of RWY physical characteristics.

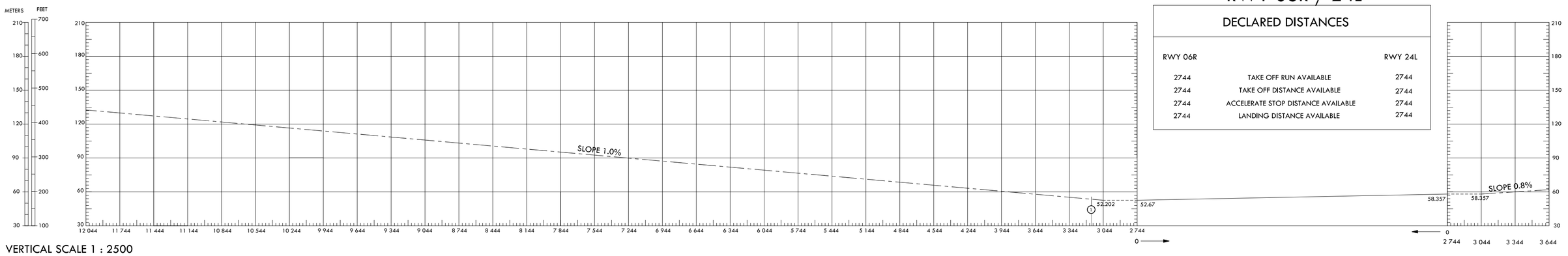
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

CHEONGJU / Cheongju Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 06R / 24L



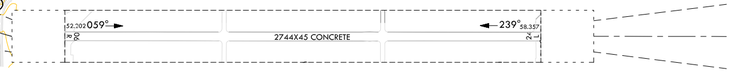
VERTICAL SCALE 1 : 2500

DECLARED DISTANCES		
RWY 06R		RWY 24L
2744	TAKE OFF RUN AVAILABLE	2744
2744	TAKE OFF DISTANCE AVAILABLE	2744
2744	ACCELERATE STOP DISTANCE AVAILABLE	2744
2744	LANDING DISTANCE AVAILABLE	2744



OBSTACLES					
NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	36°42'22.41"N	127°29'00.54"E	55.70	peak	

AMENDMENT RECORD		
NO	DATE	ENTERED BY



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

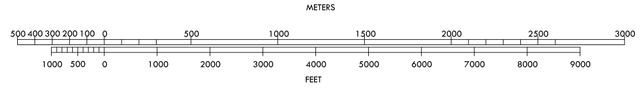
WARNING

NUMEROUS OBSTACLES EXIST ON LEFT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 25000



Change : Amended chart name and Information of RWY physical characteristics.

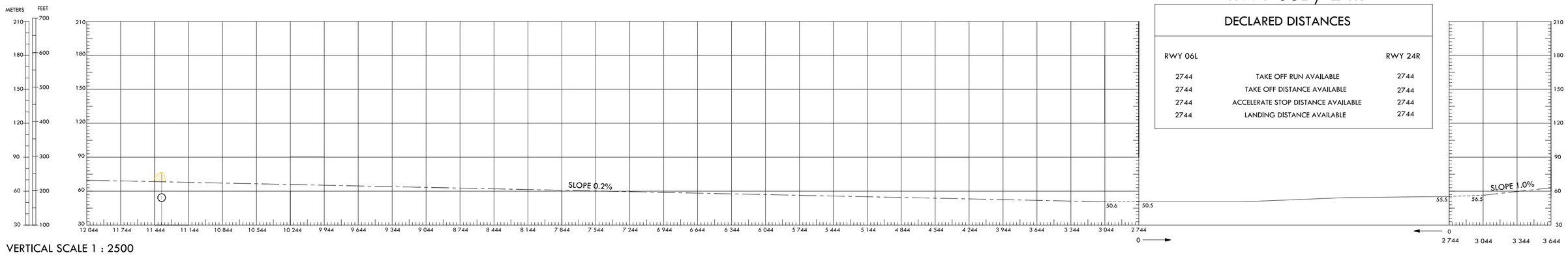
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

CHEONGJU / Cheongju Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 06L / 24R



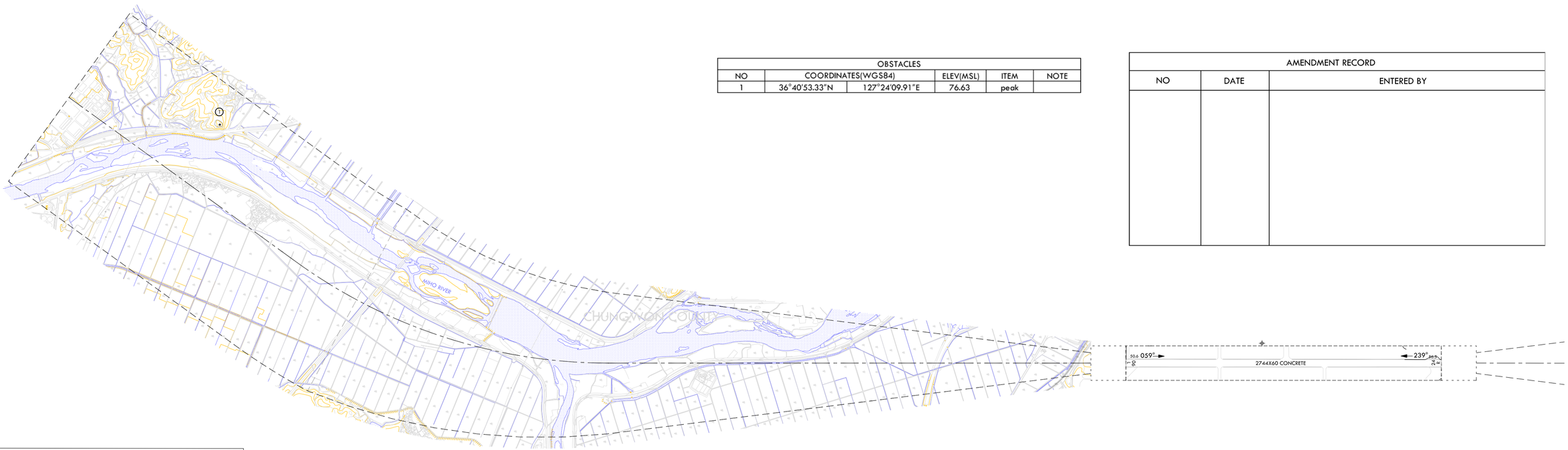
VERTICAL SCALE 1 : 2500

DECLARED DISTANCES

RWY 06L		RWY 24R
2744	TAKE OFF RUN AVAILABLE	2744
2744	TAKE OFF DISTANCE AVAILABLE	2744
2744	ACCELERATE STOP DISTANCE AVAILABLE	2744
2744	LANDING DISTANCE AVAILABLE	2744

OBSTACLES					
NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	36°40'53.33"N	127°24'09.91"E	76.63	peak	

AMENDMENT RECORD		
NO	DATE	ENTERED BY



LEGEND

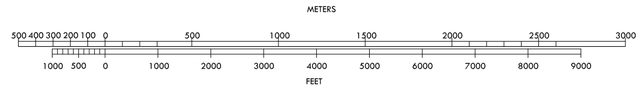
ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		

WARNING
NUMEROUS OBSTACLES EXIST ON LEFT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 25000

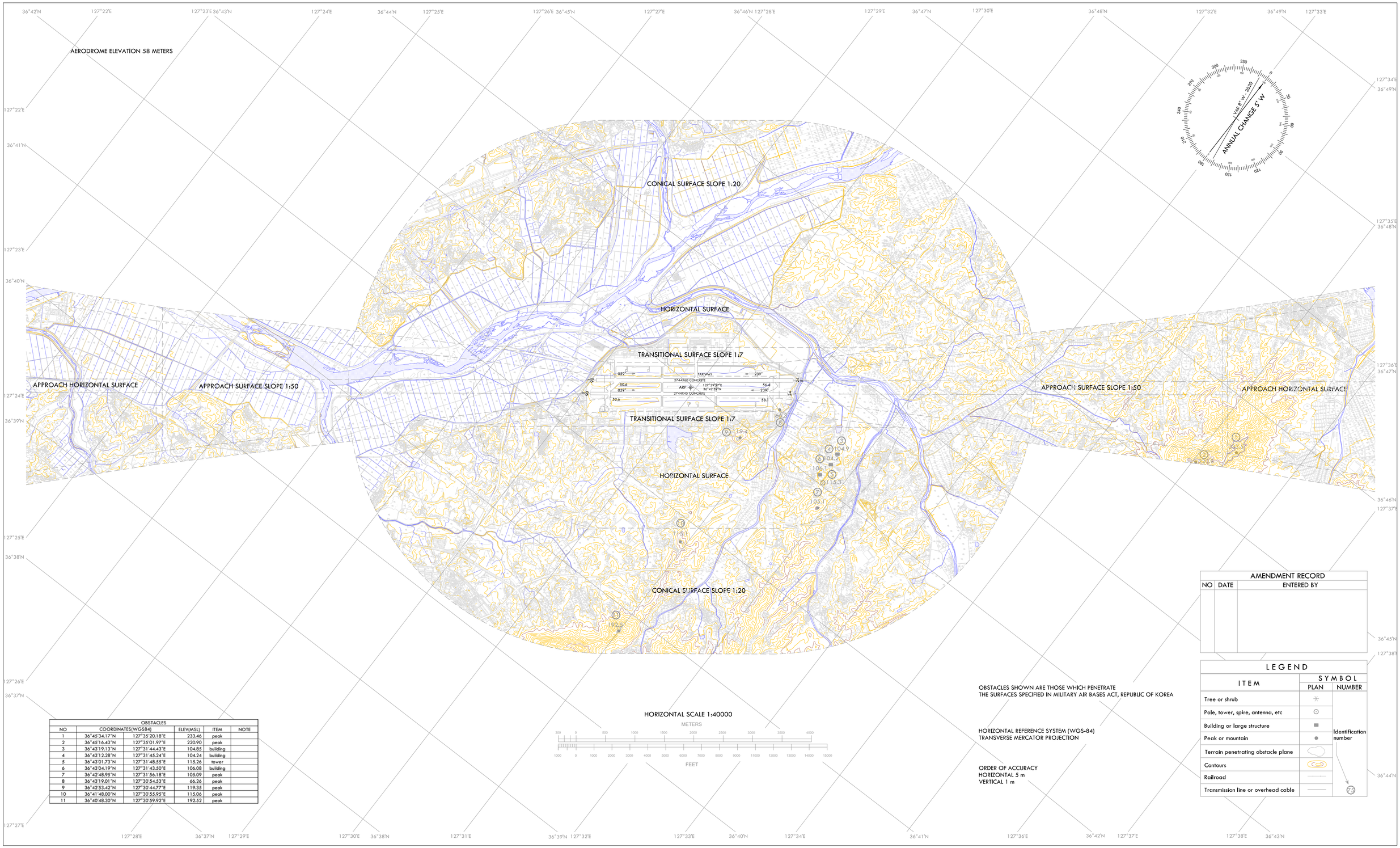


Change : Amended chart name and Information of RWY physical characteristics.

AERODROME OBSTACLE CHART - ICAO TYPE B

CHEONGJU / Cheongju Intl

DIMENSIONS AND ELEVATIONS IN METERS



OBSTACLES					
NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	36°45'34.17"N	127°35'20.18"E	233.46	peak	
2	36°45'16.43"N	127°35'01.97"E	220.90	peak	
3	36°43'19.13"N	127°31'44.43"E	104.85	building	
4	36°43'12.28"N	127°31'45.24"E	104.24	building	
5	36°43'01.73"N	127°31'48.55"E	115.26	tower	
6	36°43'04.19"N	127°31'43.50"E	106.08	building	
7	36°42'48.95"N	127°31'56.18"E	105.09	peak	
8	36°43'19.01"N	127°30'54.53"E	66.26	peak	
9	36°42'53.42"N	127°30'44.77"E	119.35	peak	
10	36°41'48.00"N	127°30'55.95"E	115.06	peak	
11	36°40'48.30"N	127°30'59.92"E	192.52	peak	

HORIZONTAL SCALE 1:40000

METERS

300 0 500 1000 1500 2000 2500 3000 3500 4000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 11000 12000 13000 14000 15000

FEET

OBSTACLES SHOWN ARE THOSE WHICH PENETRATE THE SURFACES SPECIFIED IN MILITARY AIR BASES ACT, REPUBLIC OF KOREA

HORIZONTAL REFERENCE SYSTEM (WGS-84)
TRANSVERSE MERCATOR PROJECTION

ORDER OF ACCURACY
HORIZONTAL 5 m
VERTICAL 1 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	PLAN	NUMBER
Tree or shrub		
Pole, tower, spire, antenna, etc		
Building or large structure		
Peak or mountain		Identification number
Terrain penetrating obstacle plane		
Contours		
Railroad		
Transmission line or overhead cable		

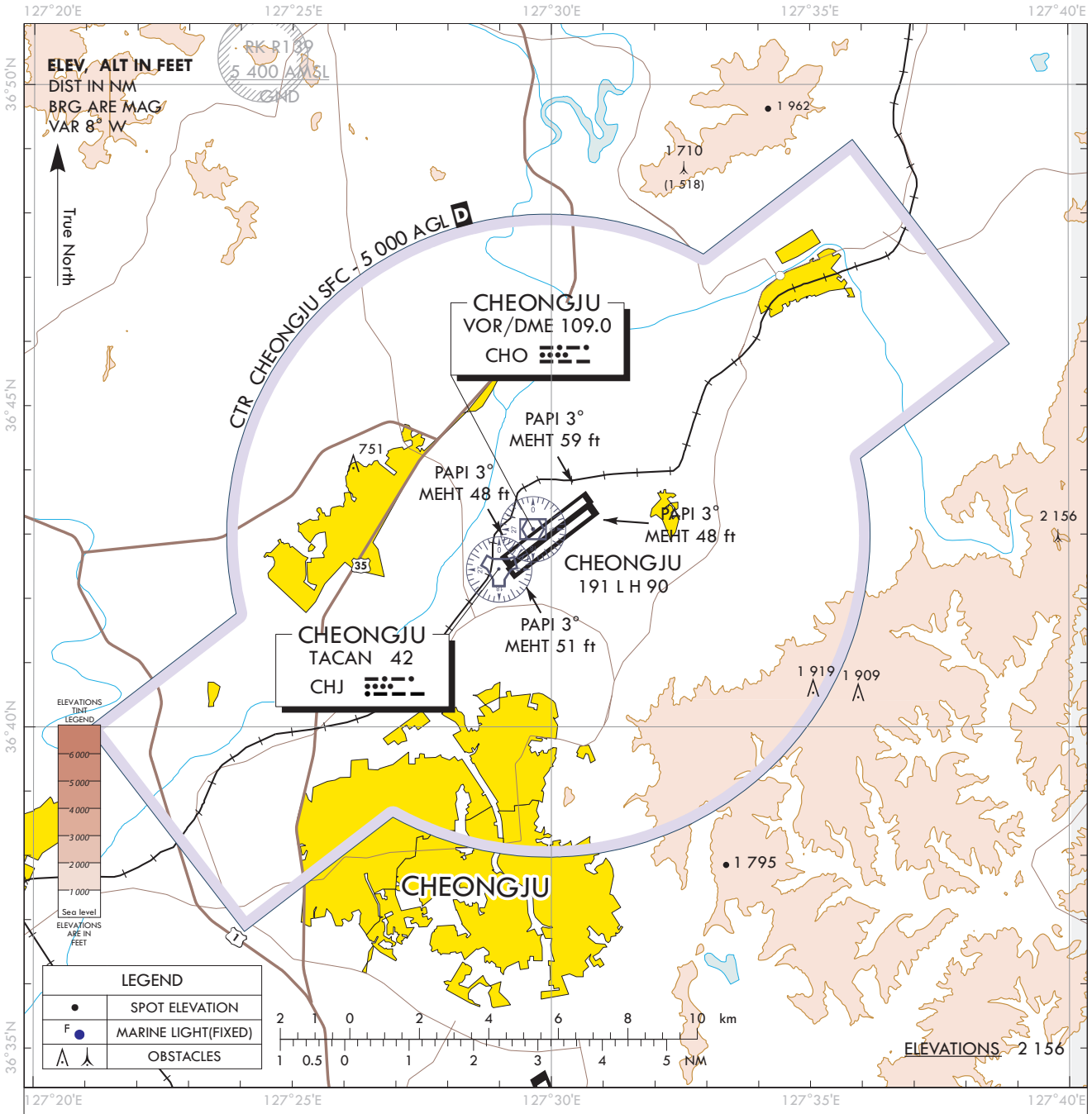
Change : Information of ARP and Amended chart name.

VISUAL APPROACH CHART - ICAO

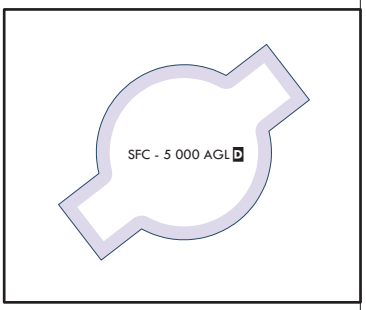
AD ELEV **192** ft
HEIGHTS RELATED TO AD ELEV

JUNGWON	APP	134.0	
	DEP	129.65	
CHEONGJU	TWR	118.7	126.2

CHEONGJU/Cheongju

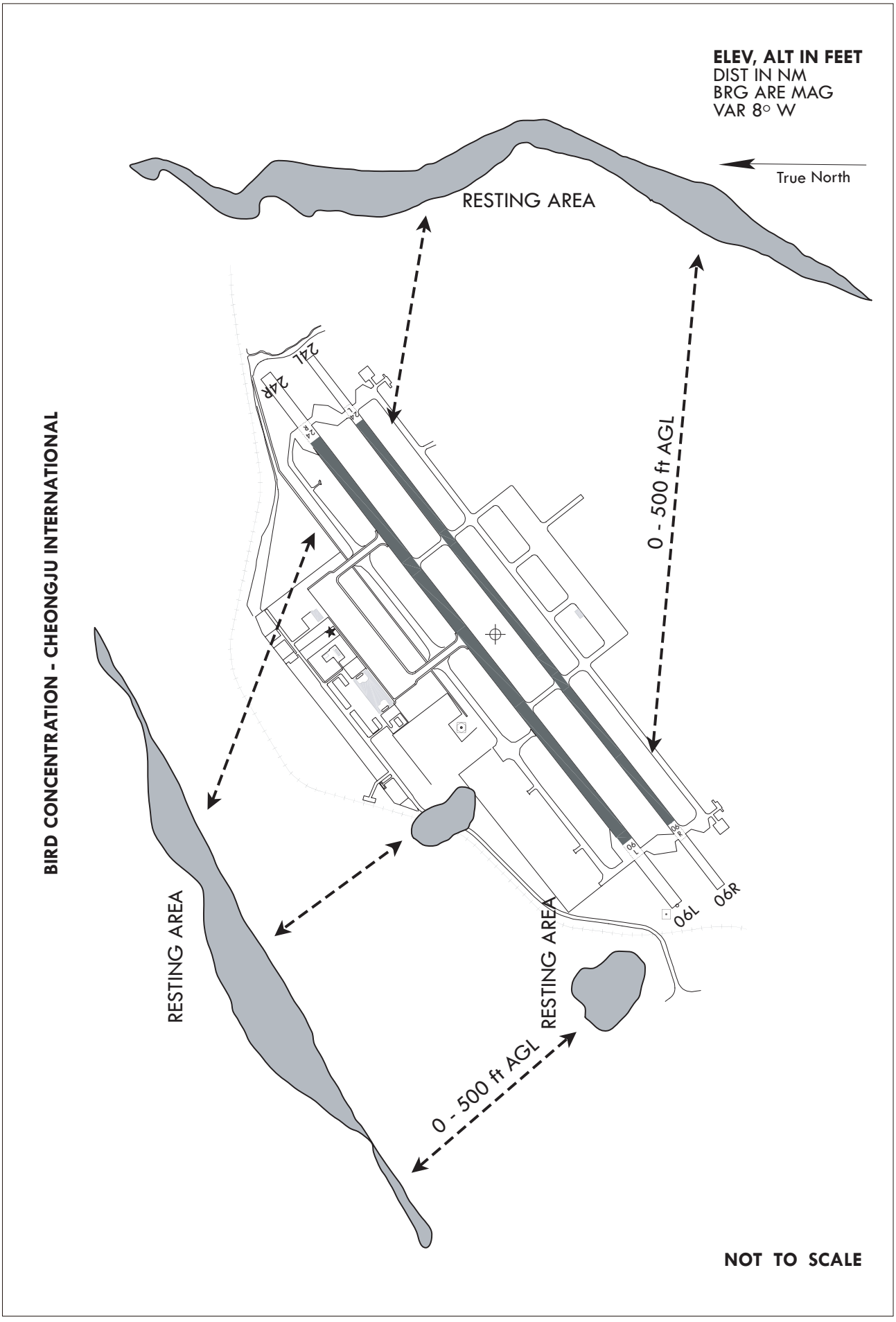


ATS Airspace Classifications



1. Class D : Radius of Cheongju airports
   * Vertical Limits
     - Within 5 NM including areas which are extended southwestbound from
       364004N 1272052E - 364151N 1272344E -
       363841N 1272646E - 363654N 1272354E
       and northeastbound from
       364727N 1273246E - 364914N 1273539E -
       364603N 1273841E - 364416N 1273548E (SFC-5 000 ft)
   * Speed Limits : 250 kts IAS or less below 10 000 ft AMSL
     200 kts IAS or less at or below 2 500 ft AMSL within 4 NM of the airport.

Change : Information of visual approach chart for RKTU.



Change : Information of ARP.

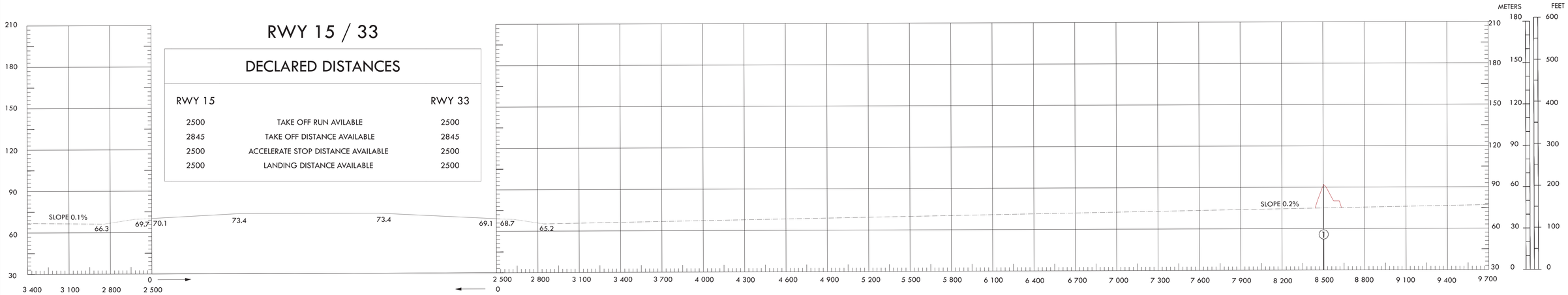
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020) / ANNUAL RATE OF CHANGE 5' W

RWY 15 / 33

DECLARED DISTANCES

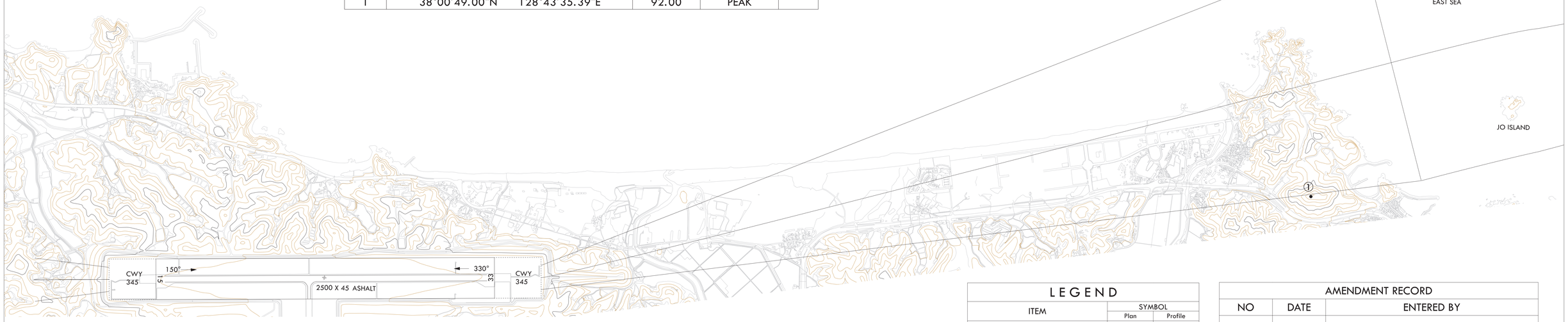
RWY 15		RWY 33
2500	TAKE OFF RUN AVILABLE	2500
2845	TAKE OFF DISTANCE AVAILABLE	2845
2500	ACCELERATE STOP DISTANCE AVAILABLE	2500
2500	LANDING DISTANCE AVAILABLE	2500



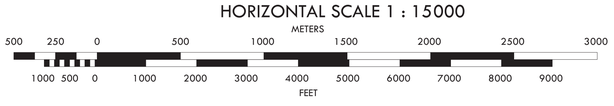
VERTICAL SCALE 1: 1200

WARNING
NUMEROUS OBTACLES ON RIGHT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	38°00'49.00"N 128°43'35.39"E	92.00	PEAK	



HORIZONTAL SCALE 1 : 15000



LEGEND

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

AMENDMENT RECORD

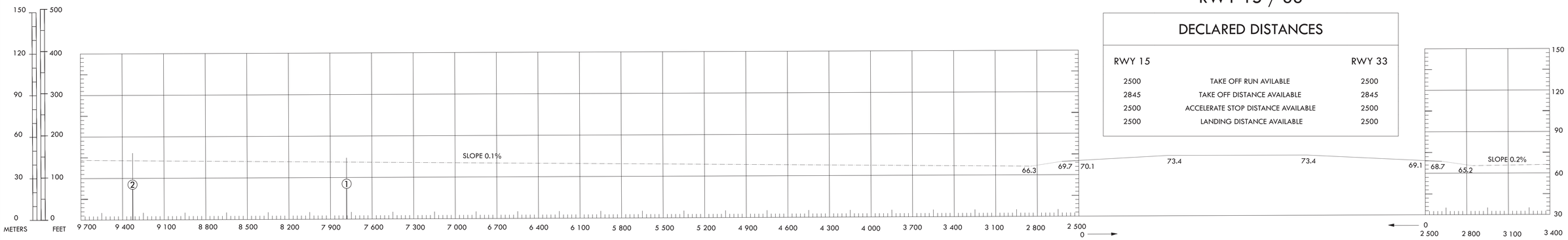
NO	DATE	ENTERED BY

Change : Amended chart name.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020) / ANNUAL RATE OF CHANGE 5' W

RWY 15 / 33



DECLARED DISTANCES

RWY 15		RWY 33
2500	TAKE OFF RUN AVILABLE	2500
2845	TAKE OFF DISTANCE AVAILABLE	2845
2500	ACCELERATE STOP DISTANCE AVAILABLE	2500
2500	LANDING DISTANCE AVAILABLE	2500

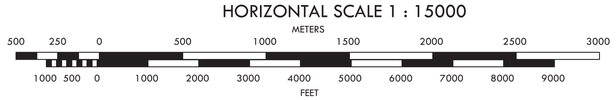
VERTICAL SCALE 1: 1200



WARNING
NUMEROUS OBSTACLES ON RIGHT SIDE OF
THE TAKE-OFF FLIGHT PATH AREA DEFINED
ON THIS CHART.

OBSTACLES				
NO	COORDINATES(WGS-84)	ELEV(AMSL)	ITEM	NOTE
1	38°06'21.10"N 128°36'53.83"E	74.20	PEAK	
2	38°07'33.78"N 128°37'35.76"E	78.20	PEAK	

HORIZONTAL SCALE 1 : 15000



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub	✳	Identification number
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad	⊣⊢	
Transmission line or overhead cable	T—T—	
Peak or Mountain	○	
Terrain penetrating obstacle plane		
Clearway(CWY)		

AMENDMENT RECORD

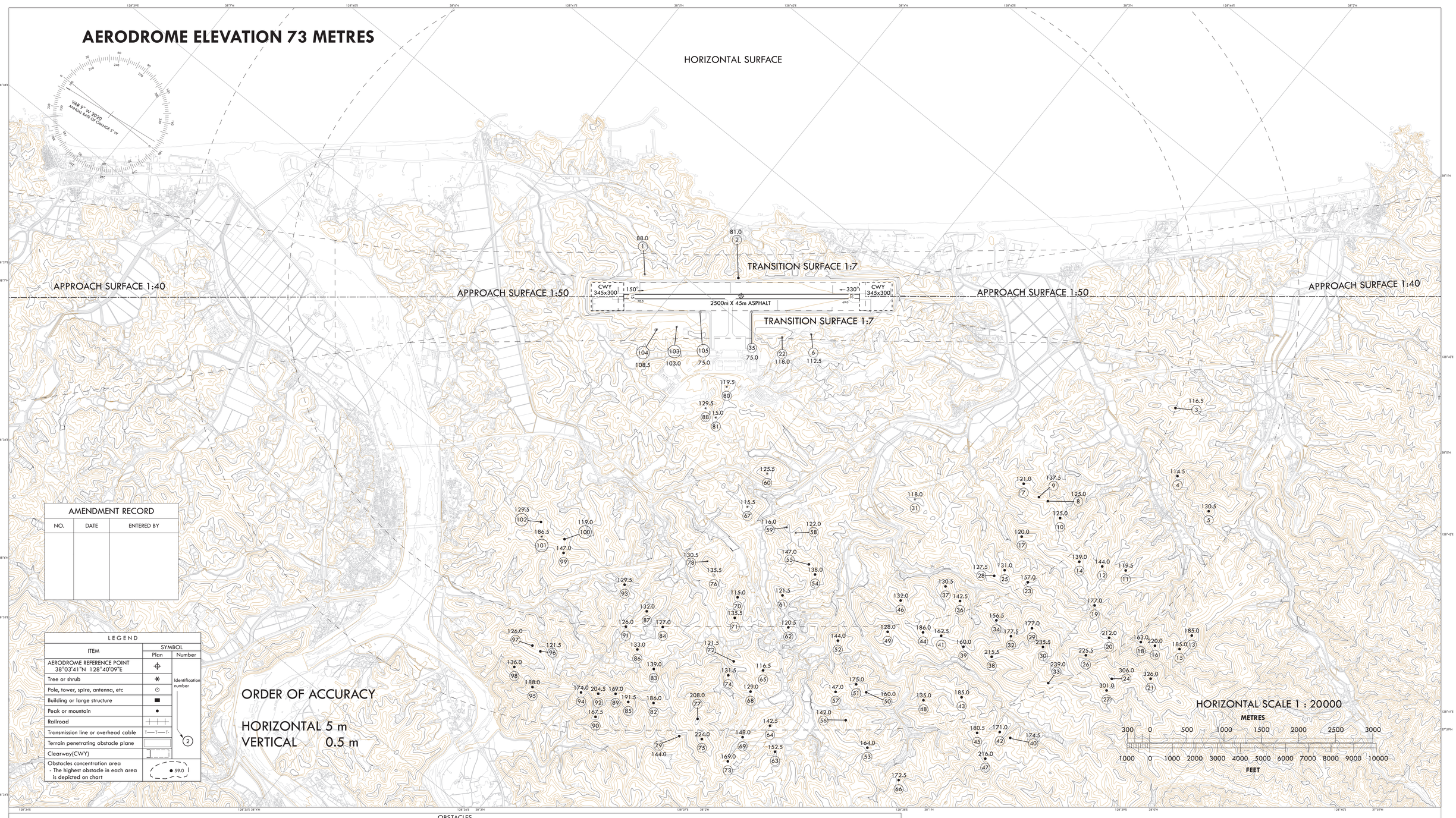
NO	DATE	ENTERED BY

Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO TYPE B

YANGYANG / Yangyang INTL

AERODROME ELEVATION 73 METRES



AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 38°03'41"N 128°40'09"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·	
Terrain penetrating obstacle plane		(2)
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 20000

METRES
300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV (AMSL)	ITEM	NOTE
1	38°04'11.41"	128°39'49.97"	88.0	tree	
2	38°03'45.61"	128°40'14.35"	81.0	peak	
3	38°01'20.62"	128°41'29.98"	116.5	peak	
4	38°01'05.32"	128°41'07.49"	114.5	peak	
5	38°00'49.37"	128°41'04.16"	130.5	peak	
6	38°03'13.94"	128°40'15.21"	112.5	tree	
7	38°01'44.78"	128°40'22.82"	121.0	peak	
8	38°01'34.55"	128°40'23.55"	125.0	peak	
9	38°01'37.81"	128°40'22.49"	137.5	peak	
10	38°01'27.61"	128°40'21.17"	125.0	peak	
11	38°00'58.72"	128°40'21.41"	119.5	peak	
12	38°01'05.87"	128°40'16.36"	144.0	peak	
13	38°00'26.96"	128°40'17.46"	185.0	peak	
14	38°01'13.02"	128°40'11.68"	139.0	peak	
15	38°00'27.30"	128°40'09.57"	185.0	peak	
16	38°00'34.60"	128°40'03.96"	220.0	peak	
17	38°01'33.87"	128°40'04.40"	120.0	peak	
18	38°00'39.16"	128°40'01.32"	163.0	peak	
19	38°00'59.46"	128°40'01.08"	177.0	peak	
20	38°00'48.58"	128°39'54.10"	212.0	peak	
21	38°00'53.32"	128°38'53.19"	174.5	peak	
22	38°00'28.60"	128°39'51.63"	326.0	mountain	
23	38°03'21.12"	128°40'06.31"	118.0	tree	
24	38°01'22.32"	128°39'50.66"	157.0	peak	
25	38°01'31.14"	128°39'48.36"	131.0	peak	
26	38°00'50.98"	128°39'41.80"	225.5	peak	
27	38°00'37.84"	128°39'35.61"	301.0	peak	
28	38°01'32.72"	128°39'43.62"	127.5	peak	
29	38°01'11.26"	128°39'36.22"	177.0	peak	
30	38°01'04.27"	128°39'32.90"	235.5	peak	
31	38°02'10.50"	128°39'47.80"	118.0	tree	
32	38°01'15.15"	128°39'27.77"	177.5	peak	
33	38°00'55.04"	128°39'22.12"	239.0	peak	
34	38°01'22.49"	128°39'29.14"	156.5	peak	
35	38°03'34.73"	128°40'06.51"	75.0	etc	
36	38°01'36.40"	128°39'25.75"	142.5	peak	
37	38°01'43.44"	128°39'26.72"	130.5	peak	
38	38°01'15.86"	128°39'15.54"	215.5	peak	
39	38°01'25.58"	128°39'11.22"	160.0	peak	
40	38°00'53.32"	128°38'53.19"	174.5	peak	
41	38°01'33.90"	128°39'08.82"	162.5	peak	
42	38°00'57.39"	128°38'52.30"	171.0	peak	
43	38°01'15.13"	128°38'53.61"	185.0	peak	
44	38°01'39.49"	128°39'05.03"	186.0	peak	
45	38°01'03.26"	128°38'45.83"	180.5	peak	
46	38°01'52.39"	128°39'09.65"	132.0	peak	
47	38°00'55.49"	128°38'39.35"	216.0	peak	
48	38°01'24.68"	128°38'42.17"	135.0	peak	
49	38°01'49.07"	128°38'55.52"	128.0	peak	
50	38°01'41.69"	128°38'29.20"	160.0	peak	
51	38°01'46.11"	128°38'29.14"	175.0	peak	
52	38°01'58.27"	128°38'39.04"	144.0	peak	
53	38°01'29.40"	128°38'10.77"	164.0	peak	
54	38°02'20.90"	128°38'55.02"	138.0	peak	
55	38°02'24.74"	128°38'56.78"	147.0	peak	
56	38°01'41.14"	128°38'14.13"	142.0	peak	
57	38°01'49.99"	128°38'20.97"	147.0	peak	
58	38°02'35.07"	128°39'03.88"	122.0	tree	
59	38°02'36.68"	128°39'03.28"	116.0	tree	
60	38°02'55.53"	128°39'15.98"	125.5	tree	
61	38°02'25.07"	128°38'39.06"	121.5	peak	
62	38°02'16.59"	128°38'29.82"	120.5	peak	
63	38°01'53.22"	128°37'44.12"	152.5	peak	
64	38°02'00.18"	128°37'51.54"	142.5	peak	
65	38°02'14.01"	128°38'08.37"	116.5	peak	
66	38°01'14.01"	128°38'08.37"	172.5	peak	
67	38°02'53.62"	128°38'59.40"	115.5	tree	
68	38°02'12.78"	128°37'57.76"	129.0	peak	
69	38°02'05.03"	128°37'40.19"	148.0	peak	
70	38°02'36.66"	128°38'26.13"	115.0	peak	
71	38°02'32.96"	128°38'18.38"	135.5	peak	
72	38°02'23.82"	128°38'03.37"	121.5	peak	
73	38°02'03.74"	128°37'27.96"	169.0	peak	
74	38°02'22.25"	128°37'57.21"	131.5	peak	
75	38°02'15.52"	128°37'28.38"	224.0	peak	
76	38°02'47.83"	128°38'27.16"	135.5	etc	
77	38°02'21.02"	128°37'34.06"	208.0	peak	
78	38°02'52.53"	128°38'30.02"	130.5	tree	
79	38°02'22.18"	128°37'23.20"	144.0	peak	
80	38°03'25.15"	128°39'34.32"	119.5	tree	
81	38°03'21.41"	128°39'20.94"	115.0	tree	
82	38°02'36.23"	128°37'27.37"	186.0	peak	
83	38°02'43.53"	128°37'38.91"	139.0	peak	
84	38°02'50.25"	128°37'55.59"	127.0	peak	
85	38°02'43.22"	128°37'20.81"	191.5	peak	
86	38°02'52.16"	128°37'41.04"	133.0	peak	
87	38°02'57.90"	128°37'56.51"	132.0	peak	
88	38°03'26.16"	128°39'21.32"	129.5	tree	
89	38°02'48.37"	128°37'20.10"	169.0	peak	
90	38°02'48.75"	128°37'06.82"	167.5	peak	
91	38°03'00.15"	128°37'45.63"	126.0	peak	
92	38°02'53.06"	128°37'15.36"	204.5	peak	
93	38°03'09.58"	128°37'59.46"	129.5	peak	
94	38°02'57.90"	128°37'11.09"	174.0	peak	
95	38°03'12.05"	128°36'59.65"	188.0	mountain	
96	38°03'17.66"	128°37'13.87"	121.5	peak	
97	38°03'21.05"	128°37'13.64"	126.0	peak	
98	38°03'21.26"	128°37'01.47"	136.0	peak	
99	38°03'32.77"	128°37'53.50"	147.0	peak	
100	38°03'35.51"	128°37'58.43"	119.0	peak	
101	38°03'42.17"	128°37'53.08"	186.5	tree	
102	38°03'45.51"	128°37'57.79"	129.5	peak	
103	38°03'51.49"	128°39'40.92"	103.0	tree	
104	38°03'56.26"	128°39'34.39"	108.5	tree	
105	38°03'48.45"	128°39'52.32"	75.0	etc	

Change : Amended chart name.

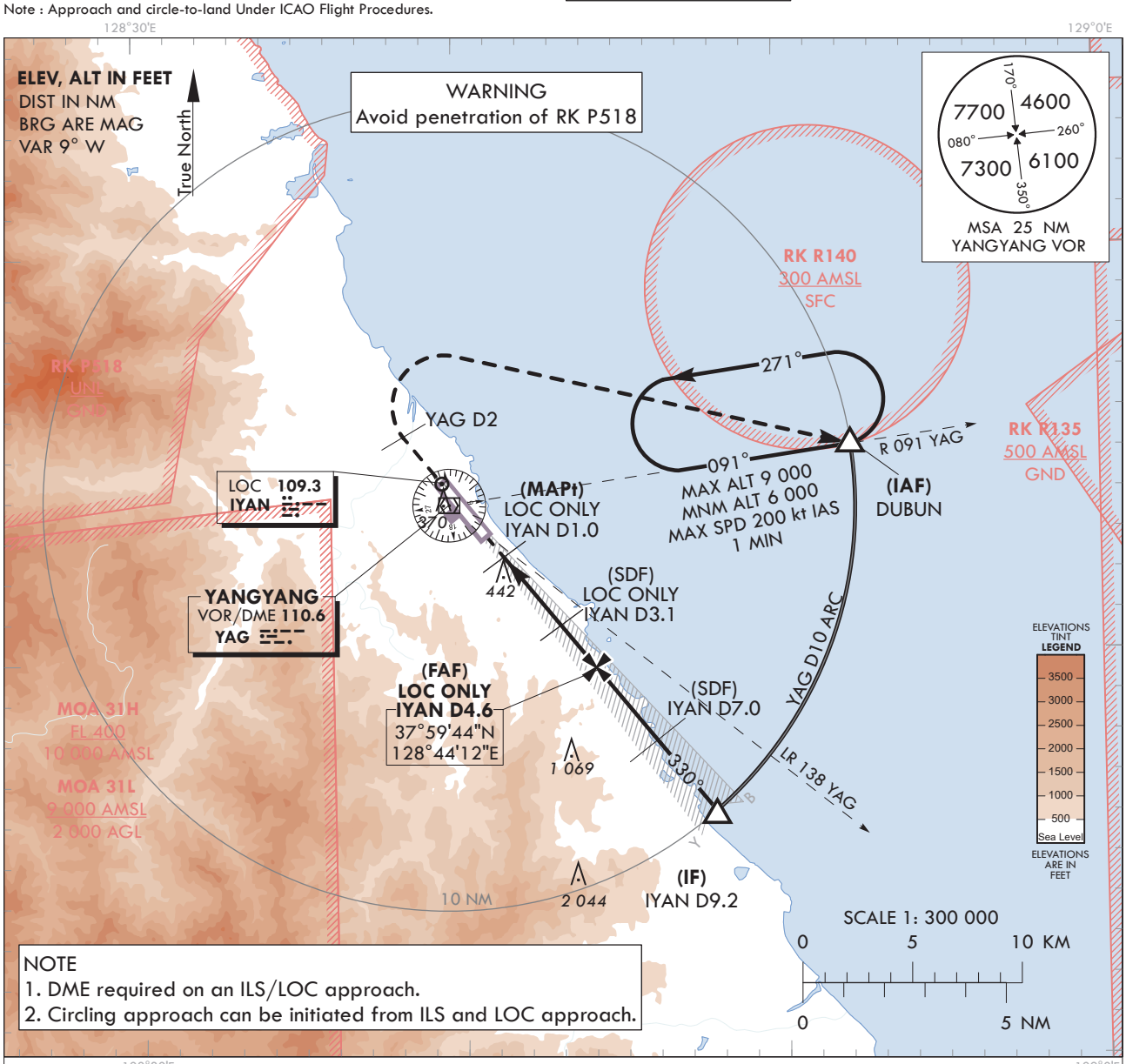
INSTRUMENT APPROACH CHART - ICAO

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.



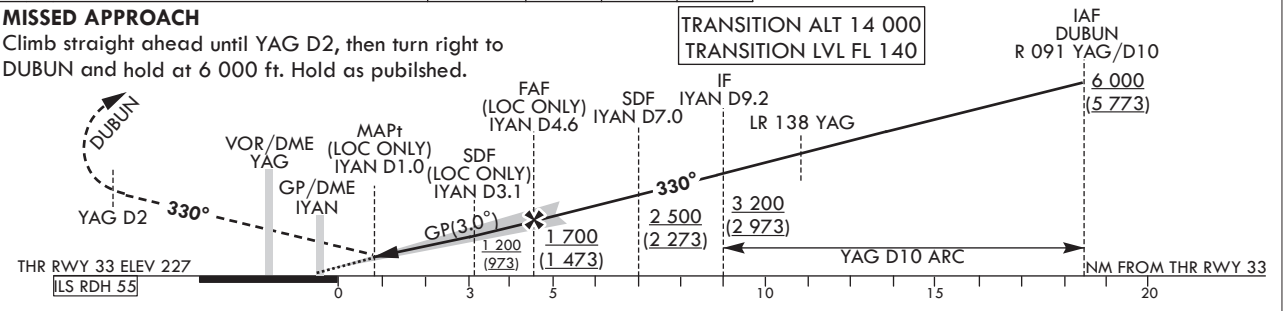
NOTE
1. DME required on an ILS/LOC approach.
2. Circling approach can be initiated from ILS and LOC approach.

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

NOTE
Missed approach turn limited to 200 kt IAS maximum.

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D
STA	CAT 1	FULL	427 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200m			
	LOC	FULL	700 (473)	1 500m			
		ALS INOP		2 200m			
Circling				700(459) 2 100m	740(499) 2 800m	1 210(969) 4 500m	1 230(989) 4 600m

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

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

Change : Amended phrase for MSA(6900 → 7300).

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

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

DAEGU / Daegu Intl

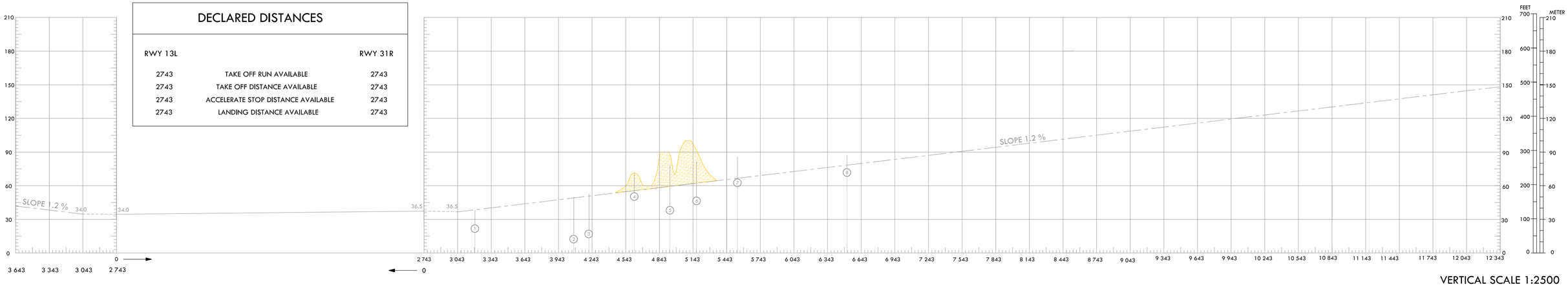
DIMENSIONS AND ELEVATIONS IN METER

MAGNETIC VARIATION 8° W - 2020

RWY 13L / 31R

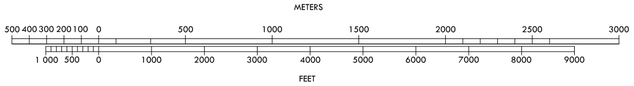
DECLARED DISTANCES

RWY 13L		RWY 31R
2743	TAKE OFF RUN AVAILABLE	2743
2743	TAKE OFF DISTANCE AVAILABLE	2743
2743	ACCELERATE STOP DISTANCE AVAILABLE	2743
2743	LANDING DISTANCE AVAILABLE	2743



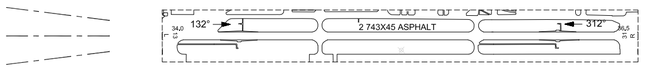
VERTICAL SCALE 1:2500

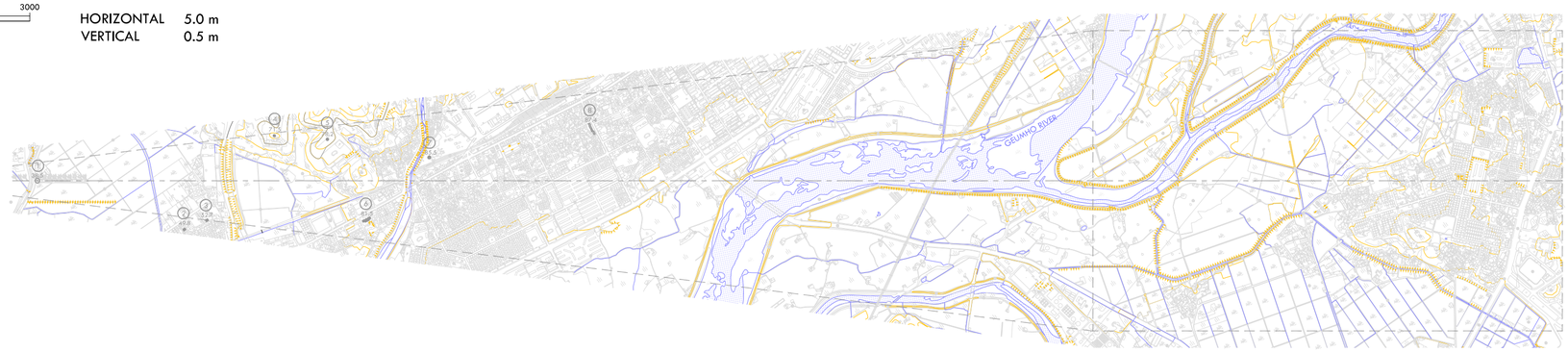
HORIZONTAL SCALE 1:25000



ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m





LEGEND

ITEM	SYMBOL PLAN	SYMBOL PROFILE
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	35°53'07.03"N	128°40'33.83"E	38.52	landing light	
2	35°52'43.09"N	128°40'56.32"E	49.79	building	
3	35°52'42.10"N	128°41'02.02"E	52.66	building	
4	35°52'48.31"N	128°41'26.71"E	71.49	peak	
5	35°52'41.93"N	128°41'36.71"E	78.18	peak	
6	35°52'24.82"N	128°41'33.84"E	81.46	building	
7	35°52'27.97"N	128°41'54.09"E	85.48	building	
8	35°52'14.58"N	128°42'30.00"E	87.41	building	

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name, legend and Withdrawal of SWY, CWY.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

DAEGU / Daegu Intl

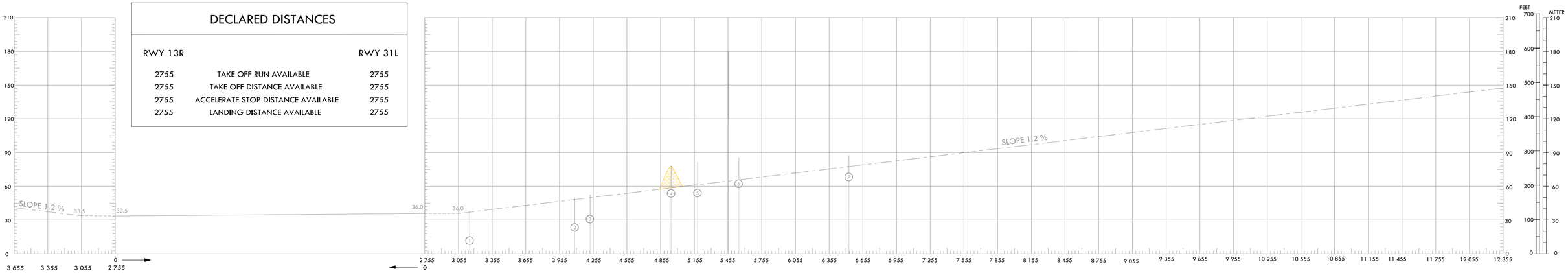
DIMENSIONS AND ELEVATIONS IN METER

MAGNETIC VARIATION 8° W - 2020

RWY 13R / 31L

DECLARED DISTANCES

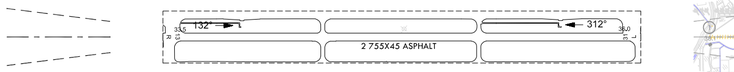
RWY 13R		RWY 31L
2755	TAKE OFF RUN AVAILABLE	2755
2755	TAKE OFF DISTANCE AVAILABLE	2755
2755	ACCELERATE STOP DISTANCE AVAILABLE	2755
2755	LANDING DISTANCE AVAILABLE	2755



HORIZONTAL SCALE 1:25000

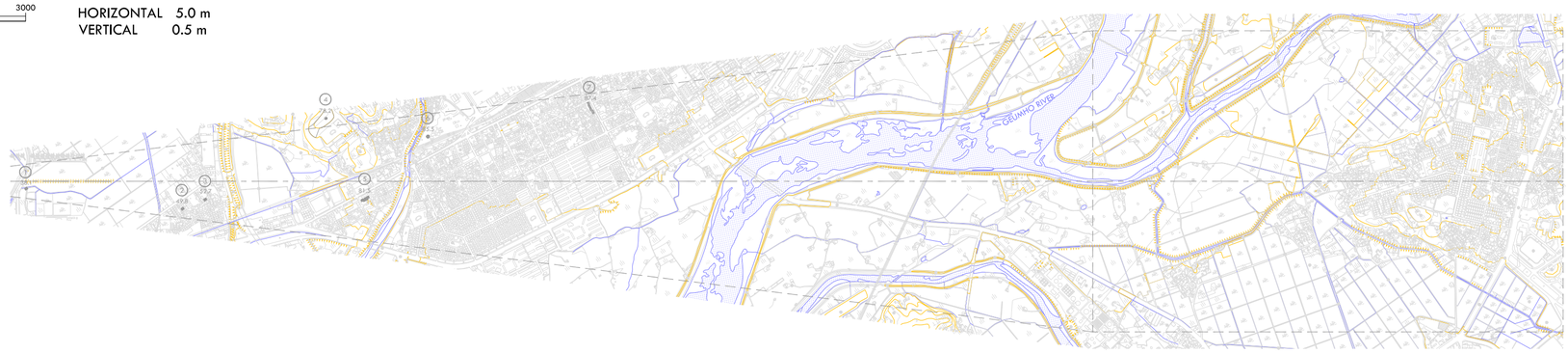
METERS

FEET



ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	35°53'03.41"N	128°40'28.18"E	38.10	building	
2	35°52'43.09"N	128°40'56.32"E	49.79	building	
3	35°52'42.10"N	128°41'02.02"E	52.66	building	
4	35°52'41.93"N	128°41'36.71"E	78.18	peak	
5	35°52'24.83"N	128°41'33.76"E	81.46	building	
6	35°52'27.97"N	128°41'54.09"E	85.48	building	
7	35°52'14.38"N	128°42'29.99"E	87.44	building	

AMENDMENT RECORD

NO	DATE	ENTERED BY

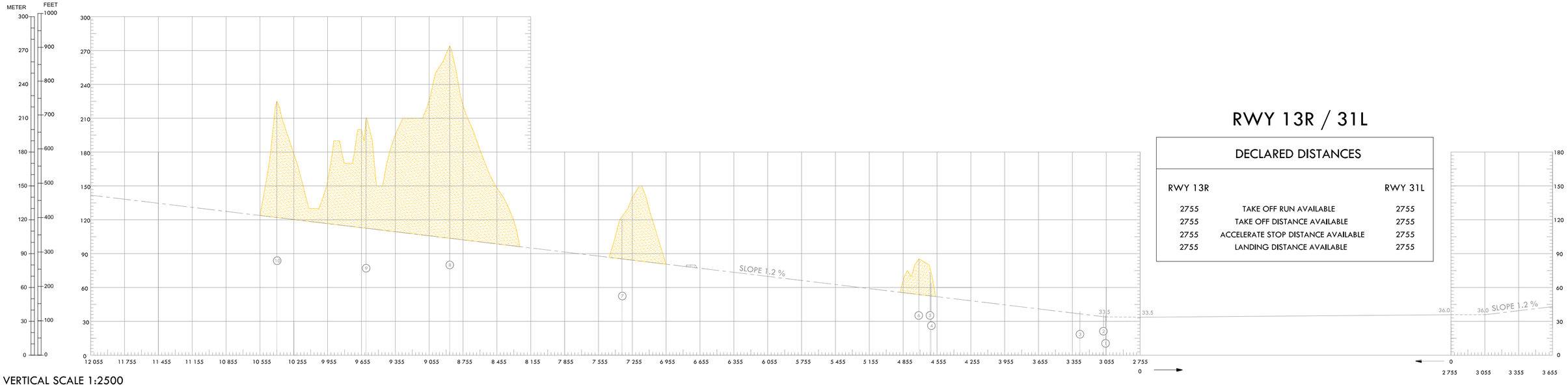
Change : Amended chart name, legend and Withdrawal of SWY, CWY.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

DAEGU / Daegu Intl

DIMENSIONS AND ELEVATIONS IN METER

MAGNETIC VARIATION 8° W - 2020

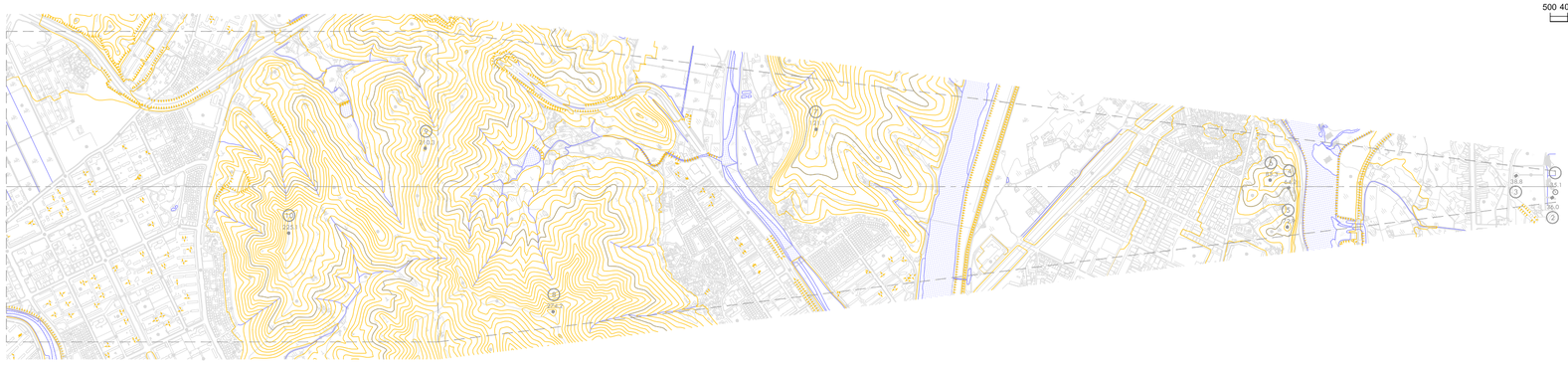


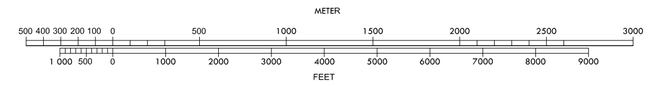
VERTICAL SCALE 1:2500

RWY 13R / 31L

DECLARED DISTANCES		
RWY 13R		RWY 31L
2755	TAKE OFF RUN AVAILABLE	2755
2755	TAKE OFF DISTANCE AVAILABLE	2755
2755	ACCELERATE STOP DISTANCE AVAILABLE	2755
2755	LANDING DISTANCE AVAILABLE	2755

HORIZONTAL SCALE 1:25000







LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	35°54'06.89"N	128°38'34.37"E	35.08	landing light	
2	35°54'06.36"N	128°38'33.04"E	36.01	building	
3	35°54'13.57"N	128°38'28.96"E	38.82	building	
4	35°54'35.78"N	128°37'43.90"E	64.20	building	
5	35°54'29.81"N	128°37'38.55"E	72.91	peak	
6	35°54'38.94"N	128°37'41.36"E	85.31	peak	
7	35°55'34.83"N	128°36'21.12"E	121.14	peak	
8	35°55'34.30"N	128°35'07.09"E	274.19	peak	
9	35°56'13.22"N	128°35'03.83"E	210.34	peak	
10	35°56'14.47"N	128°34'26.73"E	225.06	peak	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

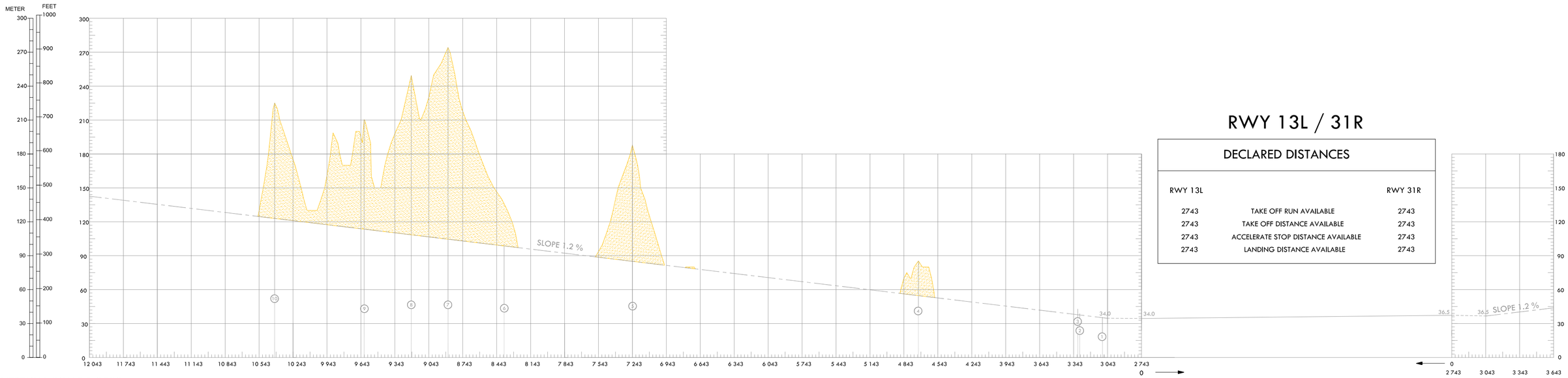
Change : Amended chart name, legend and Withdrawal of SWY, CWY.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

DAEGU / Daegu Intl

DIMENSIONS AND ELEVATIONS IN METER

MAGNETIC VARIATION 8° W - 2020



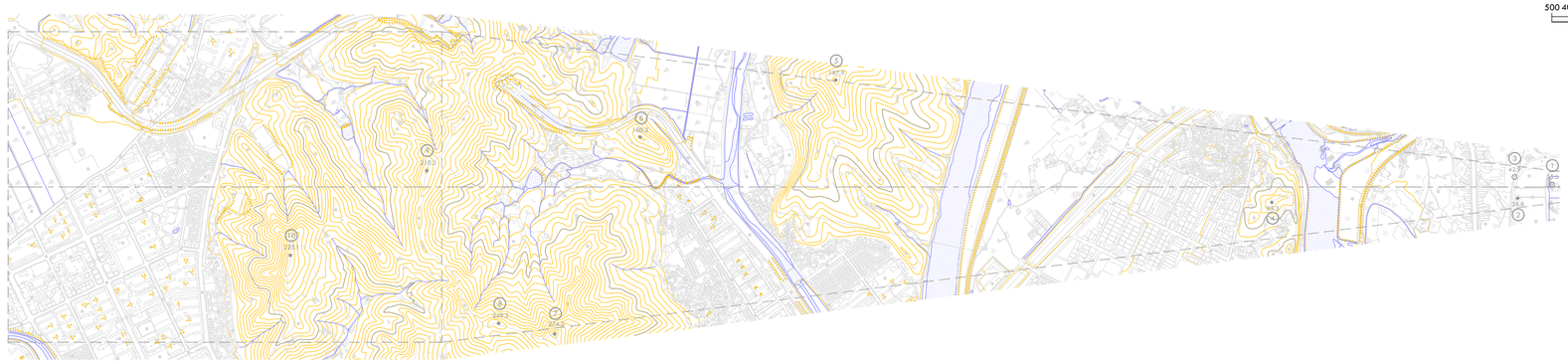
VERTICAL SCALE 1:2500

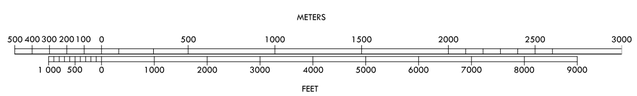
RWY 13L / 31R

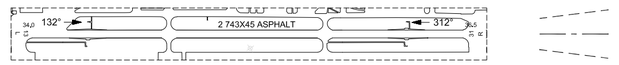
DECLARED DISTANCES

RWY 13L		RWY 31R
2743	TAKE OFF RUN AVAILABLE	2743
2743	TAKE OFF DISTANCE AVAILABLE	2743
2743	ACCELERATE STOP DISTANCE AVAILABLE	2743
2743	LANDING DISTANCE AVAILABLE	2743

HORIZONTAL SCALE 1:25000







LEGEND

ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		

OBSTACLES					
NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	35°54'12.04"N	128°38'37.31"E	35.60	landing light	
2	35°54'13.57"N	128°38'28.96"E	38.82	building	
3	35°54'17.21"N	128°38'31.12"E	42.87	light	
4	35°54'38.94"N	128°37'41.36"E	85.31	peak	
5	35°55'44.08"N	128°36'33.88"E	187.87	peak	
6	35°55'55.89"N	128°35'49.02"E	100.15	peak	
7	35°55'34.30"N	128°35'07.09"E	274.19	peak	
8	35°55'41.87"N	128°34'57.73"E	249.32	peak	
9	35°56'13.22"N	128°35'03.83"E	210.34	peak	
10	35°56'14.47"N	128°34'26.73"E	225.06	peak	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name, legend and Withdrawal of SWY, CWY.

AERODROME OBSTACLE CHART
TYPE B

DIMENSIONS AND ELEVATIONS IN METRES

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL: Plan	SYMBOL: Number
AERODROME REFERENCE POINT 35°53'39" N 128°39'32" E	⌖	Identification number ②
Tree or shrub	*	
Pole, tower, spire, antenna, etc	⊙	
Building or large structure	■	
Peak or mountain	●	
Railroad	┼┼┼	
Transmission line or overhead cable	T—T—T	
Terrain penetrating obstacle plane	▭	
Clearway(CWY)	⌐- - -┐	
Obstacles concentration area - The highest obstacle in each area is depicted on chart	● 59.0	

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	35°52'47.60"	128°41'47.73"	131.0	mountain	
2	35°54'39.14"	128°37'42.17"	85.5	mountain	
3	35°53'45.97"	128°41'34.84"	170.0	mountain	
4	35°52'48.60"	128°41'46.70"	131.0	mountain	
5	35°54'39.10"	128°37'41.50"	85.5	mountain	
6	35°54'18.60"	128°39'34.20"	66.0	etc	
7	35°54'01.80"	128°40'13.60"	115.0	mountain	
8	35°53'38.40"	128°40'37.20"	59.0	etc	
9	35°53'06.60"	128°38'48.00"	62.0	etc	
10	35°54'48.00"	128°38'53.40"	83.0	etc	
11	35°55'06.00"	128°39'13.20"	118.0	mountain	
12	35°55'04.20"	128°39'50.40"	160.0	mountain	
13	35°53'34.20"	128°37'41.40"	80.0	etc	
14	35°54'43.20"	128°40'45.60"	199.0	mountain	
15	35°53'45.60"	128°41'34.80"	161.0	etc	
16	35°55'21.00"	128°39'52.20"	148.0	etc	
17	35°55'28.20"	128°40'29.40"	368.0	mountain	
18	35°54'24.60"	128°41'43.20"	347.0	etc	
19	35°54'24.00"	128°37'24.60"	94.0	etc	
20	35°55'19.80"	128°40'51.60"	359.0	etc	
21	35°55'39.60"	128°39'31.80"	153.0	mountain	
22	35°55'46.20"	128°38'56.40"	140.0	etc	
23	35°55'08.40"	128°41'34.20"	416.0	etc	
24	35°55'33.60"	128°41'16.60"	360.0	mountain	
25	35°56'15.00"	128°39'03.60"	301.0	etc	
26	35°52'47.60"	128°41'47.73"	131.0	peak	
27	35°51'55.10"	128°39'40.88"	180.0	etc	
28	35°51'52.80"	128°37'58.20"	116.0	etc	
29	35°51'22.20"	128°39'45.60"	151.0	etc	
30	35°54'42.60"	128°41'43.80"	410.0	etc	
31	35°54'17.40"	128°42'25.20"	369.0	etc	
32	35°54'18.77"	128°38'37.36"	37.0	etc	
33	35°53'35.40"	128°42'48.00"	225.0	mountain	
34	35°51'02.40"	128°39'36.60"	136.0	mountain	
35	35°51'09.00"	128°40'25.20"	128.0	etc	
36	35°54'00.60"	128°35'59.40"	128.0	etc	
37	35°55'38.40"	128°36'33.00"	163.0	etc	
38	35°53'49.72"	128°41'46.25"	180.0	etc	
39	35°51'41.87"	128°39'21.32"	180.0	peak	
40	35°56'24.60"	128°35'36.60"	167.0	etc	
41	35°55'34.11"	128°35'07.47"	275.0	etc	
42	35°56'12.60"	128°34'25.80"	226.0	etc	
43	35°54'42.12"	128°42'05.48"	480.0	etc	
44	35°57'30.00"	128°32'04.20"	262.0	etc	
45	35°58'59.40"	128°31'40.20"	420.0	etc	
46	35°59'23.74"	128°31'10.27"	518.0	mountain	
47	35°58'38.40"	128°32'50.40"	185.0	etc	
48	35°55'46.80"	128°37'40.80"	76.0	etc	
49	35°54'48.00"	128°37'46.20"	52.0	etc	
50	35°54'39.14"	128°37'42.17"	85.0	mountain	
51	35°54'26.40"	128°39'12.32"	110.0	etc	
52	35°58'25.31"	128°31'40.39"	402.0	mountain	
53	35°58'49.27"	128°31'44.28"	420.0	etc	
54	35°55'43.53"	128°36'33.85"	200.0	etc	
55	35°52'47.60"	128°41'47.73"	131.0	peak	
56	35°51'54.28"	128°39'41.32"	170.0	etc	
57	35°54'20.08"	128°38'38.93"	39.0	etc	
58	35°53'45.97"	128°41'34.84"	170.0	mountain	
59	35°51'40.68"	128°39'21.20"	180.0	peak	
60	35°55'34.18"	128°35'07.26"	275.0	etc	
61	35°54'40.66"	128°42'05.88"	480.0	etc	
62	35°58'59.97"	128°31'41.46"	420.0	etc	
63	35°57'08.44"	128°31'05.17"	253.5	peak	
64	35°57'15.66"	128°31'01.44"	190.0	pylon	
65	35°57'15.92"	128°31'17.40"	262.5	peak	
66	35°57'24.96"	128°31'14.73"	264.0	peak	
67	35°57'09.03"	128°31'57.16"	185.5	peak	
68	35°58'24.61"	128°30'18.86"	232.0	peak	
69	35°58'53.35"	128°30'32.64"	274.0	peak	
70	35°58'44.84"	128°30'43.38"	189.0	peak	
71	35°57'51.09"	128°31'20.19"	248.0	peak	
72	35°58'01.08"	128°31'20.17"	233.5	peak	
73	35°58'15.41"	128°31'17.94"	254.0	peak	
74	35°58'24.91"	128°31'20.24"	267.5	peak	
75	35°58'35.51"	128°31'12.58"	213.5	peak	
76	35°57'41.42"	128°31'52.58"	281.5	peak	
77	35°57'30.62"	128°31'47.96"	216.5	pylon	
78	35°57'28.75"	128°32'03.74"	259.5	peak	
79	35°57'28.25"	128°32'18.77"	217.5	pylon	
80	35°57'30.29"	128°32'32.55"	185.5	pylon	
81	35°58'53.78"	128°31'02.19"	219.0	pylon	
82	35°59'01.05"	128°31'05.07"	260.5	peak	
83	35°58'33.46"	128°31'37.77"	392.0	peak	
84	35°58'25.67"	128°31'39.97"	402.0	mountain	
85	35°58'22.20"	128°31'54.13"	316.5	peak	
86	35°58'06.01"	128°32'19.83"	193.0	peak	
87	35°57'56.45"	128°32'46.77"	198.0	peak	
88	35°58'13.25"	128°32'41.42"	191.0	peak	
89	35°58'21.57"	128°32'17.86"	207.5	peak	
90	35°58'33.87"	128°32'01.24"	209.5	building	
91	35°58'41.35"	128°32'11.47"	282.5	peak	
92	35°58'49.09"	128°31'53.18"	373.0	peak	
93	35°58'49.22"	128°31'43.95"	414.0	peak	
94	35°58'58.21"	128°31'31.72"	375.5	peak	
95	35°59'05.66"	128°31'24.69"	320.5	pylon	
96	35°59'16.41"	128°31'20.47"	490.0	peak	
97	35°59'24.10"	128°31'10.07"	521.5	peak	
98	35°59'00.04"	128°31'40.83"	420.0	peak	
99	35°59'01.73"	128°31'49.84"	365.5	peak	
100	35°59'21.07"	128°31'39.75"	415.0	pylon	
101	35°59'01.57"	128°32'17.13"	220.0	peak	
102	35°55'22.18"	128°35'13.58"	218.0	peak	
103	35°55'40.85"	128°34'33.92"	229.5	peak	
104	35°55'34.30"	128°35'07.09"	274.0	peak	
105	35°55'41.87"	128°34'57.73"	249.5	peak	
106	35°55'48.28"	128°34'53.54"	228.0	peak	
107	35°55'44.47"	128°35'24.74"	165.5	peak	
108	35°56'01.82"	128°34'53.28"	191.0	peak	
109	35°56'05.28"	128°34'43.95"	198.5	peak	
110	35°56'14.47"	128°34'26.73"	225.0	peak	
111	35°56'16.75"	128°34'41.32"	186.5	peak	
112	35°56'13.22"	128°35'03.83"	210.5	peak	
113	35°56'17.38"	128°35'17.54"	198.0	peak	
114	35°56'22.82"	128°35'03.55"	177.0	peak	
115	35°56'28.59"	128°35'38.21"	171.0	pylon	
116	35°55'44.08"	128°36'33.88"	188.0	peak	
117	35°54'28.42"	128°37'24.95"	77.0	building	
118	35°54'29.81"	128°37'38.55"	73.0	peak	
119	35°54'38.42"	128°37'35.98"	75.0	peak	
120	35°54'39.30"	128°37'43.72"	83.0	building	
121	35°54'56.92"	128°37'42.50"	78.0	building	
122	35°53'55.75"	128°38'35.89"	43.5	building	
123	35°54'06.90"	128°38'43.02"	35.5	landing light	
124	35°54'18.34"	128°38'36.15"	47.0	tree	
125	35°56'07.78"	128°37'30.63"	199.0	peak	
126	35°56'10.22"	128°37'46.67"	183.0	peak	
127	35°54'12.25"	128°38'59.21"	45.5	building	
128	35°54'26.81"	128°39'08.56"	110.5	building	
129	35°54'47.69"	128°39'10.13"	84.0	peak	
130	35°54'52.56"	128°38'59.90"	91.0	peak	
131	35°55'07.59"	128°39'02.27"	119.0	peak	
132	35°55'01.41"	128°39'25.30"	97.5	peak	
133	35°55'16.13"	128°39'22.72"	165.0	peak	
134	35°55'39.68"	128°39'14.85"	150.5	peak	
135	35°55'46.41"	128°38'55.04"	141.0	peak	
136	35°56'14.05"	128°39'19.03"	339.5	peak	
137	35°56'06.80"	128°39'30.93"	323.0	peak	
138	35°56'01.69"	128°39'43.38"	332.0	peak	
139	35°55'55.15"	128°39'51.45"	327.5	peak	
140	35°55'20.99"	128°39'52.35"	146.5	peak	
141	35°55'14.55"	128°40'05.09"	130.0	fence	
142	35°55'04.58"	128°39'50.41"	160.0	mountain	
143	35°55'01.97"	128°40'03.28"	117.5	fence	
144	35°54'48.15"	128°39'47.11"	108.0	peak	
145	35°54'39.21"	128°39'44.42"	83.5	building	
146	35°54'37.27"	128°39'57.64"	111.5	building	
147	35°54'33.86"	128°39'31.22"	105.5	peak	
148	35°54'15.45"	128°39'22.60"	92.0	pole	
149	35°54'05.46"	128°39'10.33"	40.0	building	
150	35°54'00.94"	128°39'18.53"	44.0	tree	
151	35°53'56.92"	128°39'25.94"	41.0	building	
152	35°53'51.24"	128°39'36.48"	56.0	building	
153	35°53'50.73"	128°39'53.73"	78.0	antenna	
154	35°54'02.20"	128°40'10.32"	114.0	peak	
155	35°54'18.33"	128°40'08.41"	94.0	fence	
156	35°54'28.02"	128°40'14.93"	103.5	peak	
157	35°54'50.32"	128°40'12.55"	130.5	peak	
158	35°54'46.03"	128°40'25.39"	158.0	peak	
159	35°55'01.37"	128°40'43.96"	287.0	peak	
160	35°55'20.20"	128°40'50.92"	357.5	peak	
161	35°55'31.83"	128°40'36.62"	382.0	peak	
162	35°55'37.05"	128°40'51.07"	195.5	building	
163	35°55'34.24"	128°41'09.16"	353.5	peak	
164	35°55'25.75"	128°41'33.94"	256.5	peak	
165	35°55'08.43"	128°41'48.23"	351.5	peak	
166	35°55'08.96"	128°41'33.10"	416.0	peak	
167	35°55'10.48"	128°41'18.67"	464.0	peak	
168	35°55'00.12"	128°41'20.11"	384.0	peak	
169	35°54'43.59"	128°41'01.47"	243.0	peak	
170	35°54'38.42"	128°40'46.78"	110.0	building	
171	35°54'40.19"	128°40'33.63"	153.5	peak	
172	35°54'31.48"	128°40'34.16"	91.5	building	
173	35°54'18.73"	128°40'39.42"	133.0	peak	
174	35°53'40.90"	128°40'01.32"	52.0	pole	
175	35°53'34.39"	128°40'11.47"	48.5	building	
176	35°53'32.44"	128°40'18.36"	77.0	structure	
177	35°53'24.11"	128°40'25.76"	48.5	building	
178	35°53'22.09"	128°40'33.74"	51.0	building	
179	35°54'04.18"	128°40'56.46"	82.5	building	
180	35°54'28.67"	128°41'12.85"	104.0	building	
181	35°54'43.01"	128°41'21.74"	132.0	building	
182	35°54'43.24"	128°41'43.59"	407.0	peak	
183	35°54'54.17"	128°42'01.35"	440.5	peak	
184	35°54'56.69"	128°42'19.90"	416.0	peak	
185	35°54'46.69"	128°42'11.65"	493.0	peak	
186	35°54'40.59"	128°42'05.80"	474.5	peak	
187	35°54'23.80"	128°41'42.75"	343.5	peak	
188	35°54'24.47"	128°41'34.68"	209.5	building	
189	35°54'12.80"	128°41'26.41"	132.5	building	
190	35°54'03.48"	128°41'14.67"	82.0	building	
191	35°53'50.20"	128°41'06.57"	94.0	peak	
192	35°53'32.68"	128°41'27.05"	99.5	peak	
193	35°53'45.94"	128°41'34.80"	160.0	peak	
194	35°54'02.06"	128°41'37.62"	99.0	building	
195	35°54'05.15"	128°41'49.51"	158.5	building	
196	35°54'26.80"	128°42'27.26"	357.5	peak	
197	35°54'17.85"	128°42'25.04"	369.0	peak	
198	35°54'03.42"	128°41'58.99"	123.5	building	
199	35°53'51.52"	128°41'58.45"	178.5	peak	
200	35°53'17.99"	128°41'58.58"	100.0	peak	
201	35°53'45.34"	128°42'05.75"	111.0	building	
202	35°53'43.98"	128°42'22.41"	164.5	building	
203	35°53'24.68"	128°42'38.84"	155.0	peak	
204	35°53'36.58"	128°42'46.18"	226.5	peak	
205	35°53'45.05"	128°42'50.65"	219.0	peak	
206	35°54'01.84"	128°43'04.25"	311.5	peak	
207	35°53'40.72"	128°43'11.35"	305.0	peak	
208	35°52'48.51"	128°41'46.77"	131.5	peak	
209	35°53'15.41"	128°40'42.19"	50.0	tree	
210	35°53'02.67"	128°40'16.78"	43.0	building	
211	35°52'52.63"	128°40'23.93"	47.5	building	
212	35°52'31.32"	128°40'13.64"	82.0	building	
213	35°52'11.43"	128°40'16.19"	102.0	peak	
214	35°51'53.46"	128°40'05.49"	114.0	peak	
215	35°51'22.67"	128°39'45.65"	150.0	peak	
216	35°51'31.83"	128°39'24.13"	151.5	peak	
217	35°51'41.24"	128°39'21.42"	192.5	peak	
218	35°51'49.44"	128°39'50.26"	132.0	peak	
219	35°51'55.74"	128°39'42.07"	160.0	building	
220	35°52'03.75"	128°39'56.38"	86.5	fence	
221	35°52'26.49"	128°39'15.24"	85.0	building	
222	35°53'05.24"	128°40'01.37"	47.5	building	
223	35°53'13.23"	128°39'51.95"	36.0	building	
224	35°53'18.09"	128°39'43.46"	35.5	building	
225	35°53'28.85"	128°39'23.24"	59.0	antenna	
226	35°53'33.61"	128°39'10.79"	49.5	building	
227	35°53'39.23"	128°39'04.42"	41.5	building	
228	35°53'46.17"	128°38'51.47"	43.0	tree	
229	35°52'46.33"	128°38'09.79"	96.5	building	
230	35°53'04.57"	128°37'27.44"	100.5	building	
231	35°53'22.25"	128°37'28.77"	83.0	building	
232	35°53'29.73"	128°37'45.30"	84.5	building	
233	35°53'55.08"	128°37'27.13"	83.5	building	
234	35°54'06.72"	128°37'05.00"	96.0	building	
235	35°54'28.40"	128°37'12.87"	91.0	building	

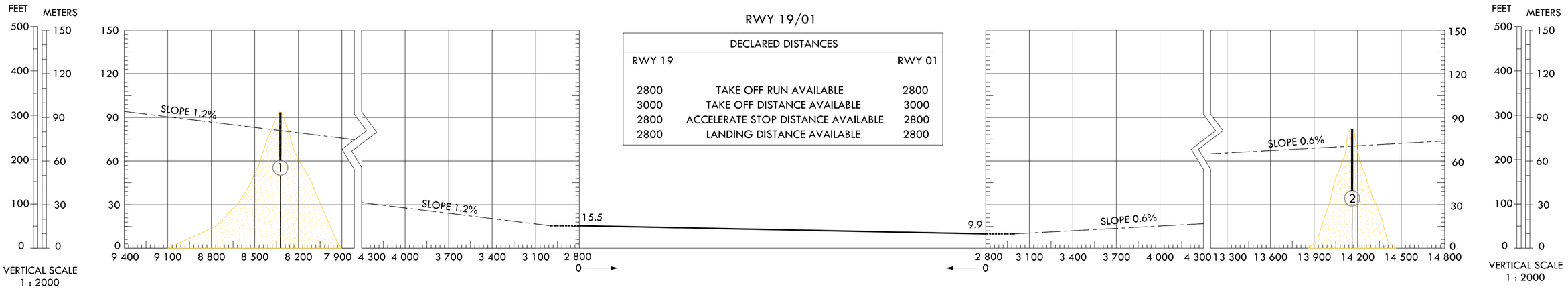
Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

MUAN / Muan Intl

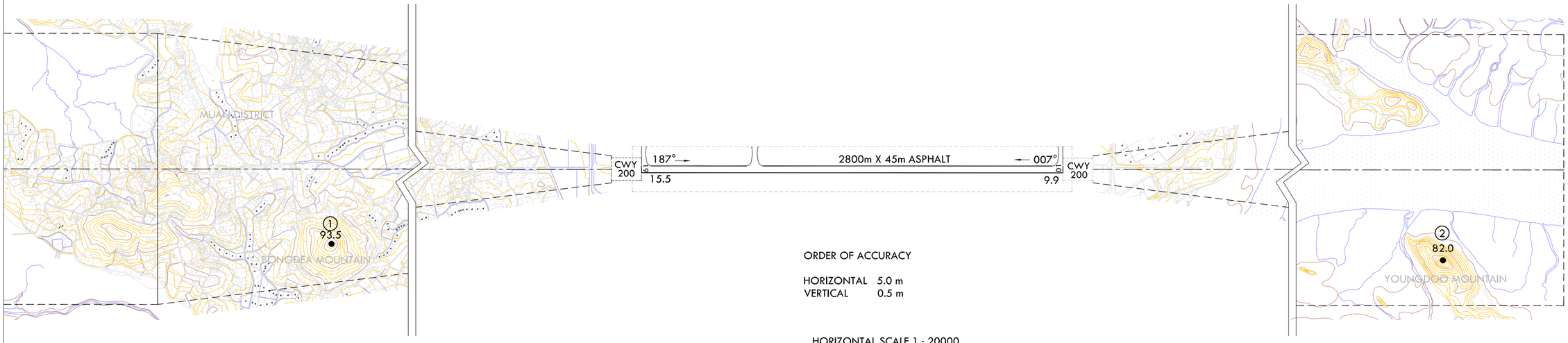
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W (2020)



RWY 19/01

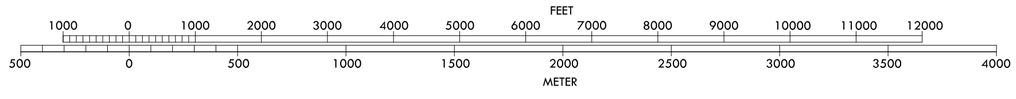
DECLARED DISTANCES		
RWY 19		RWY 01
2800	TAKE OFF RUN AVAILABLE	2800
3000	TAKE OFF DISTANCE AVAILABLE	3000
2800	ACCELERATE STOP DISTANCE AVAILABLE	2800
2800	LANDING DISTANCE AVAILABLE	2800



ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 20000



LEGEND

ITEM	SYMBOL Plan	SYMBOL Number
Tree or shrub	✳	Identification number
Pole,tower,spire,antenna,etc	⊙	
Building or large structure	■	
Railroad	⊣⊢⊣⊢	
Transmission line or overhead cable	T—T—T	
Peak or Mountain	●	
Terrain penetrating obstacle plane		
Clearway(CWY)		

OBSTACLES					
NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	35°03´12.5˝N	126°22´47.1˝E	93.5	Mountain	
2	34°52´33.6˝N	126°22´47.6˝E	82.0	Mountain	

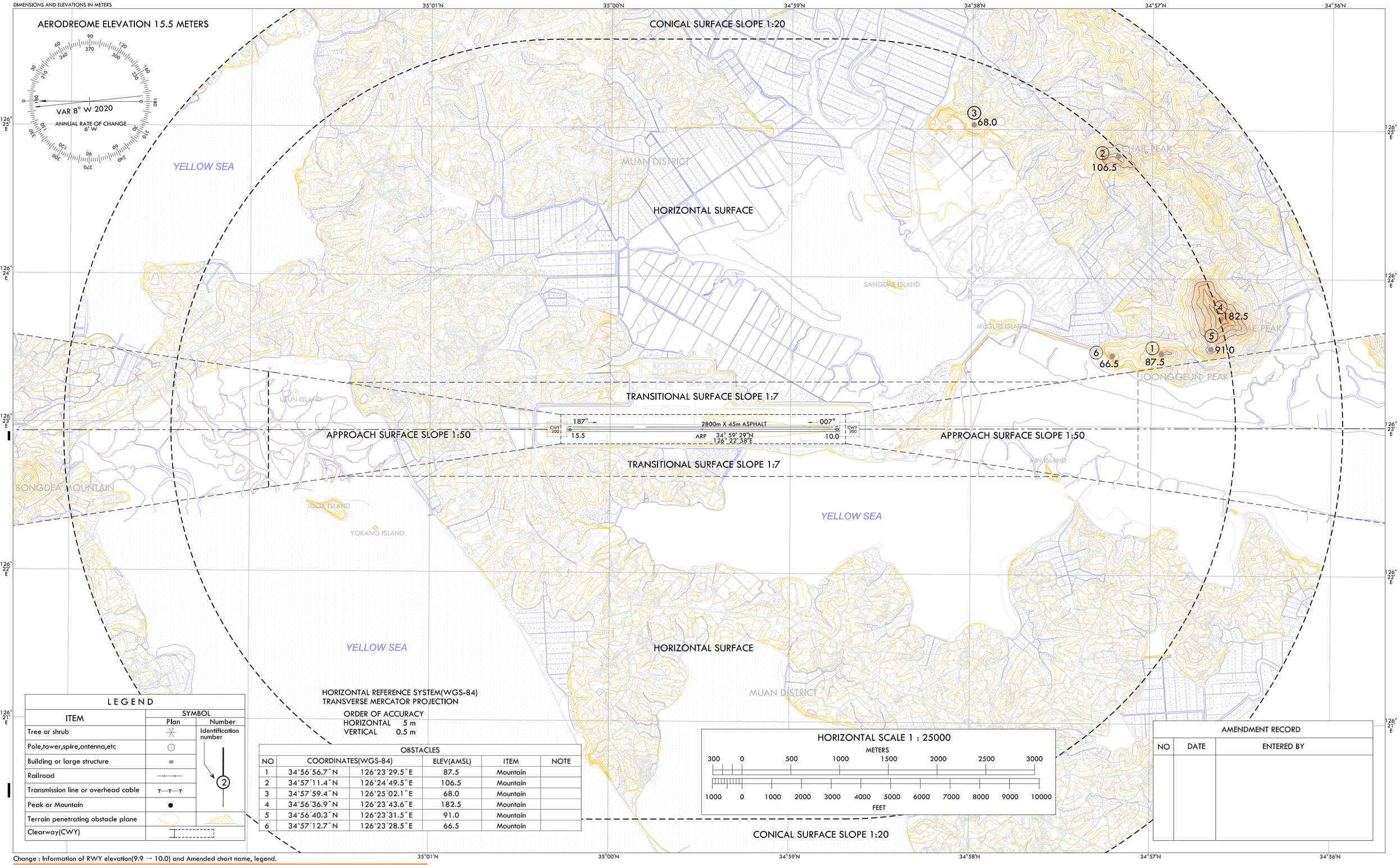
AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended legend.

AERODROME OBSTACLE CHART - ICAO
TYPE B

MUAN / Muan Intl

DIMENSIONS AND ELEVATIONS IN METERS



HORIZONTAL REFERENCE SYSTEM(WGS-84)
TRANSVERSE MERCATOR PROJECTION

ORDER OF ACCURACY
HORIZONTAL 5 m
VERTICAL 0.5 m

LEGEND

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

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	34°56´56.7˝N	126°23´29.5˝E	87.5	Mountain	
2	34°57´11.4˝N	126°24´49.5˝E	106.5	Mountain	
3	34°57´59.4˝N	126°25´02.1˝E	68.0	Mountain	
4	34°56´36.9˝N	126°23´43.6˝E	182.5	Mountain	
5	34°56´40.3˝N	126°23´31.5˝E	91.0	Mountain	
6	34°57´12.7˝N	126°23´28.5˝E	66.5	Mountain	

HORIZONTAL SCALE 1 : 25000

METERS
300 0 500 1000 1500 2000 2500 3000

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Information of RWY elevation(9.9 → 10.0) and Amended chart name, legend.

RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJJ - GWANGJU / Domestic

RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKJJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC (Summer season) 2230-1300 UTC (Winter season)
2	Customs and immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2250-1200 UTC
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Civil aircraft operation is restricted from 1300 UTC to 2200 UTC due to aircraft noise around the airport except aircraft in an emergency or in an abnormal situation.

RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of operational hours for AIS briefing office.

RKJJ AD 2.5 PASSENGER FACILITIES

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

RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

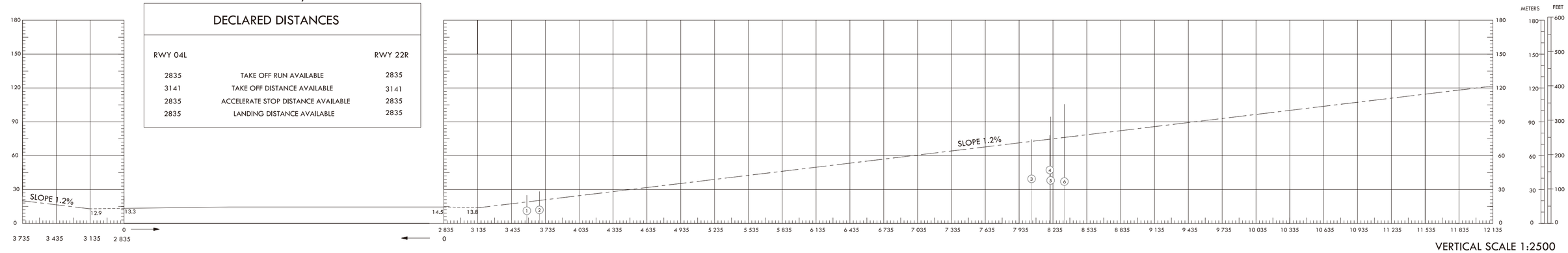
DIMENSIONS AND ELEVATIONS IN METERS

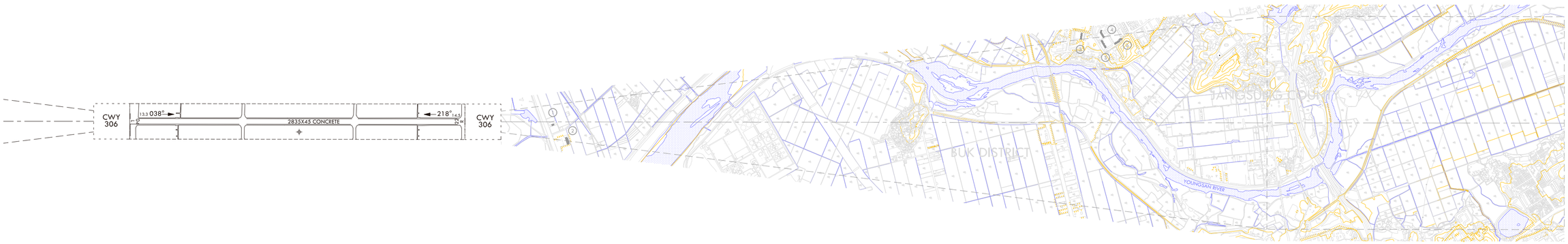
MAGNETIC VARIATION 8° W - 2020

RWY 04L / 22R

DECLARED DISTANCES

RWY 04L		RWY 22R
2835	TAKE OFF RUN AVAILABLE	2835
3141	TAKE OFF DISTANCE AVAILABLE	3141
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835





LEGEND

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

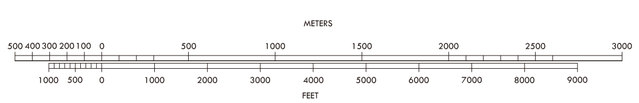
OBSTACLES

NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	35°08'36.02"N	126°49'12.28"E	24.87	building	
2	35°08'37.50"N	126°49'18.00"E	28.16	building	
3	35°10'54.33"N	126°50'14.05"E	74.30	building	
4	35°10'59.17"N	126°50'16.64"E	77.95	building	
5	35°10'58.25"N	126°50'19.15"E	94.43	building	
6	35°11'01.42"N	126°50'22.11"E	105.53	building	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1:25000



AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name and legend.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

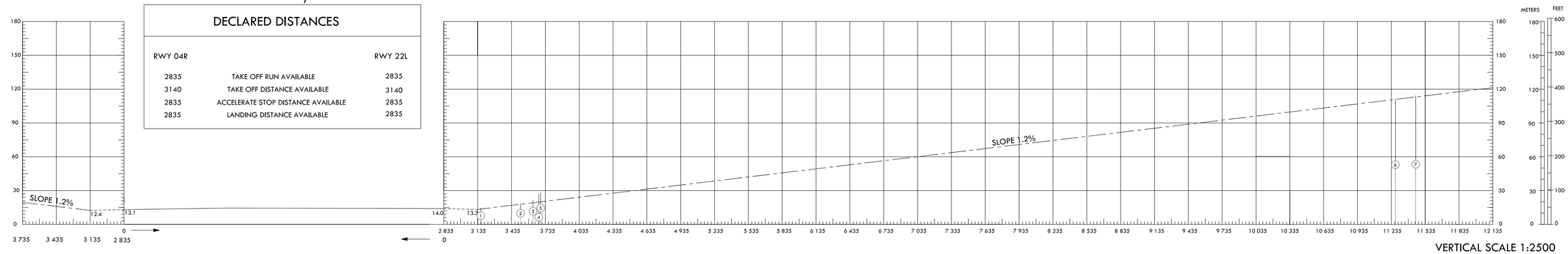
GWANGJU / Gwangju

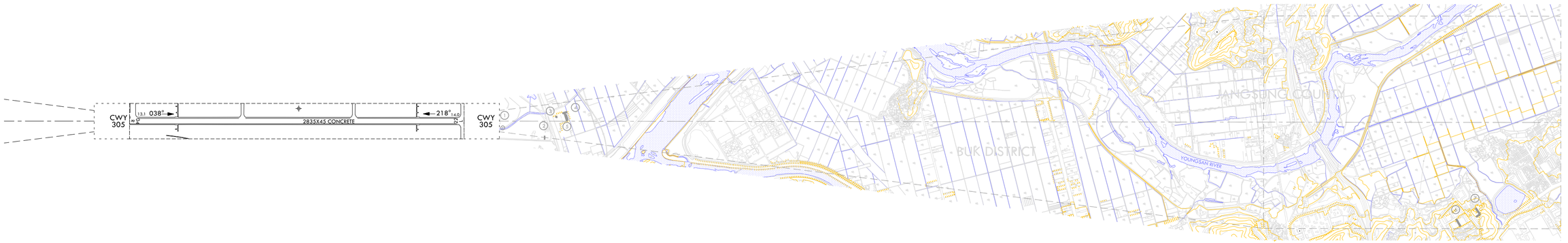
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 04R / 22L

DECLARED DISTANCES		
RWY 04R		RWY 22L
2835	TAKE OFF RUN AVAILABLE	2835
3140	TAKE OFF DISTANCE AVAILABLE	3140
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835





LEGEND

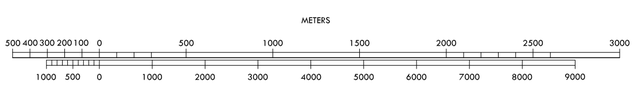
ITEM	SYMBOL Plan	Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable		
Peak or Mountain		
Terrain penetrating obstacle plane		
Clearway(CWY)		

OBSTACLES					
NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	35°08'21.01"N	126°49'11.63"E	14.55	fence	
2	35°08'29.81"N	126°49'20.88"E	18.22	building	
3	35°08'35.41"N	126°49'17.75"E	21.58	building	
4	35°08'37.34"N	126°49'17.74"E	26.61	building	
5	35°08'37.30"N	126°49'19.12"E	28.14	building	
6	35°11'56.09"N	126°52'18.81"E	111.47	building	
7	35°12'02.23"N	126°52'20.06"E	114.30	building	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1:25000



AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended chart name and legend.

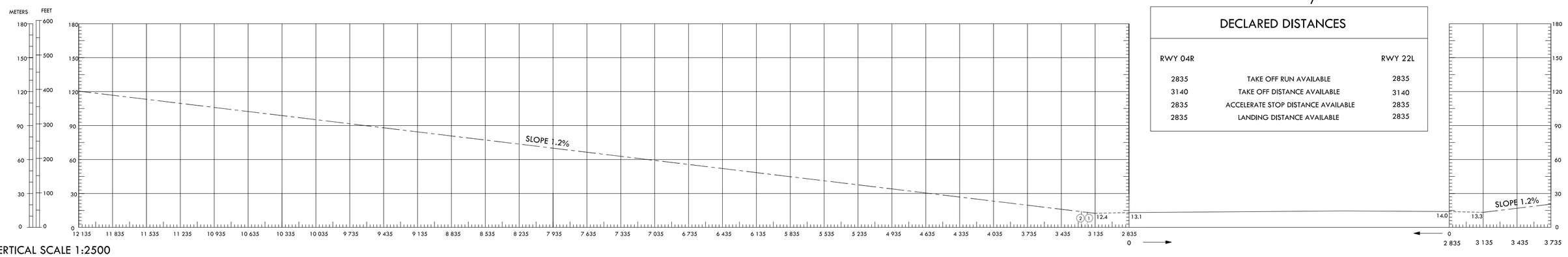
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

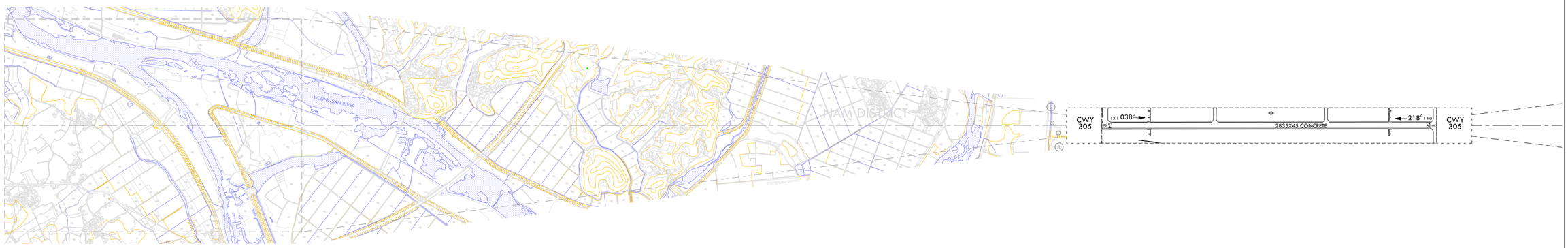
RWY 04R / 22L



VERTICAL SCALE 1:2500

DECLARED DISTANCES

RWY 04R		RWY 22L
2835	TAKE OFF RUN AVAILABLE	2835
3140	TAKE OFF DISTANCE AVAILABLE	3140
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835



LEGEND

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

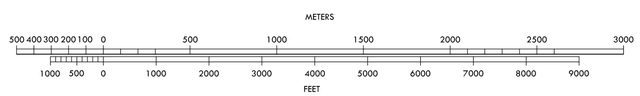
ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	35°06'41.58"N	126°48'02.19"E	13.53	fence	
2	35°06'41.50"N	126°47'58.25"E	14.13	fence	

HORIZONTAL SCALE 1:25000



AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name and legend.

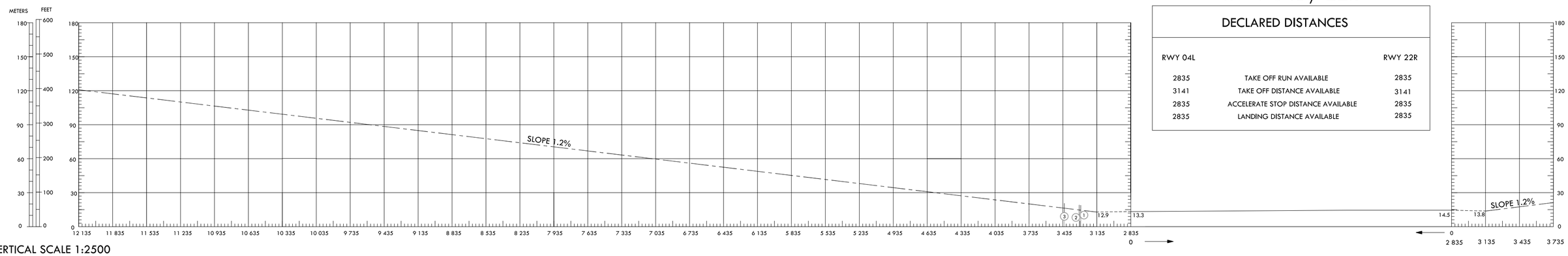
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

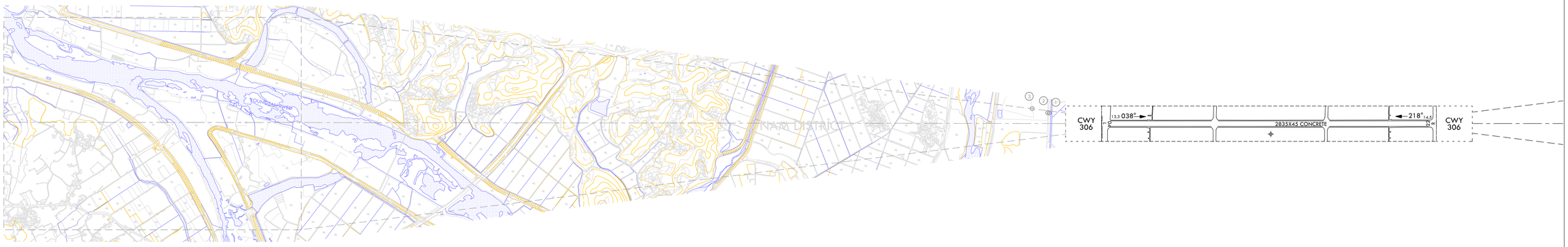
RWY 04L / 22R



VERTICAL SCALE 1:2500

DECLARED DISTANCES

RWY 04L		RWY 22R
2835	TAKE OFF RUN AVAILABLE	2835
3141	TAKE OFF DISTANCE AVAILABLE	3141
2835	ACCELERATE STOP DISTANCE AVAILABLE	2835
2835	LANDING DISTANCE AVAILABLE	2835



HORIZONTAL SCALE 1:25000

METERS
500 400 300 200 100 0 500 1000 1500 2000 2500 3000
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000
FEET

LEGEND

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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(MSL)	ITEM	NOTE
1	35°06'45.14"N	126°47'48.84"E	18.90	fence	
2	35°06'44.82"N	126°47'48.48"E	19.12	fence	
3	35°06'41.67"N	126°47'44.72"E	20.62	fence	

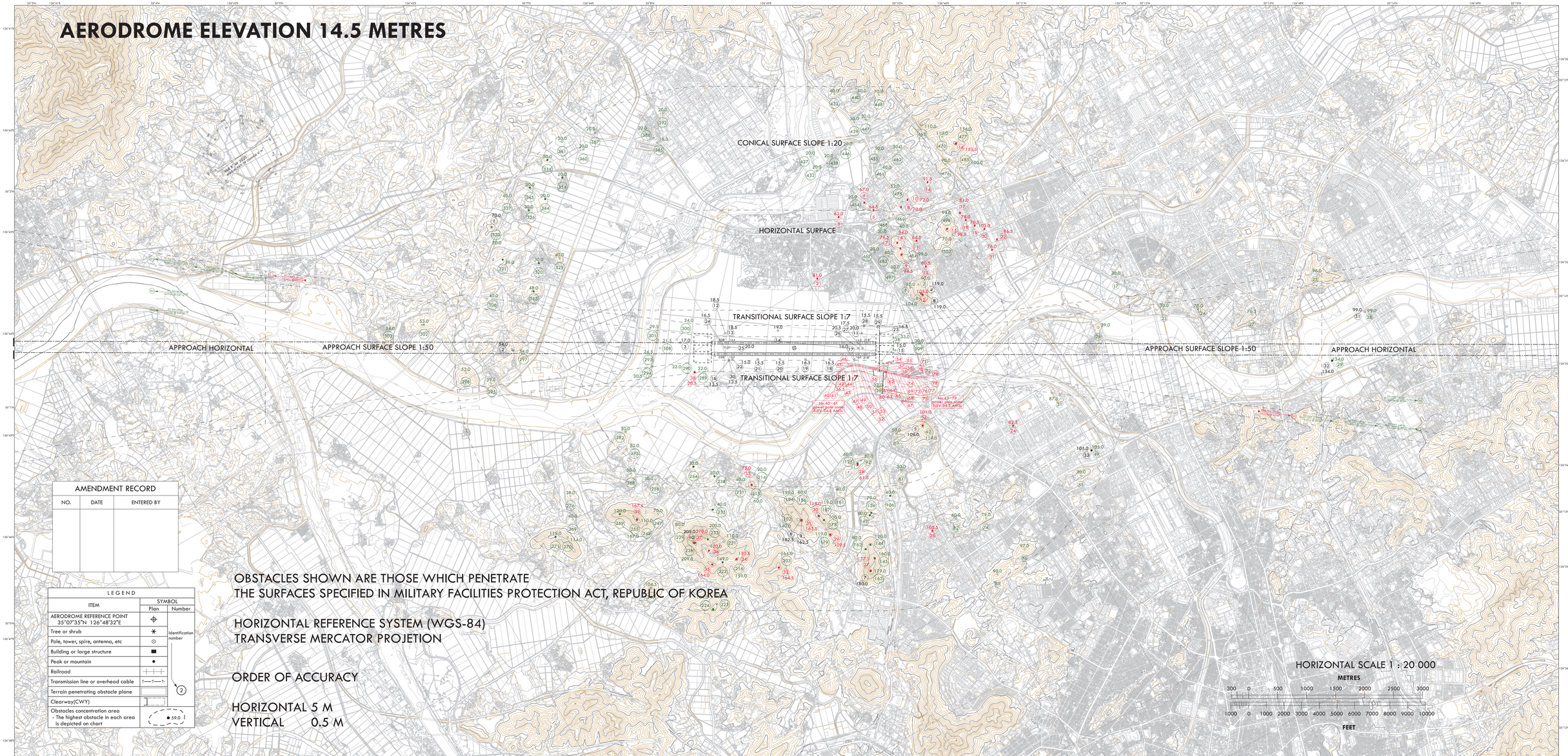
AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name and legend.

DIMENSIONS AND ELEVATIONS IN METRES

AERODROME ELEVATION 14.5 METRES


CONICAL SURFACE SLOPE 1:20
HORIZONTAL SURFACE
TRANSITIONAL SURFACE SLOPE 1:7
TRANSITIONAL SURFACE SLOPE 1:7
APPROACH HORIZONTAL
APPROACH SURFACE SLOPE 1:50
APPROACH SURFACE SLOPE 1:50
APPROACH HORIZONTAL
Nos.63~79 (NOW) ARE ELEV 34.5 AMSL
Nos.40~41 (NOW) ARE ELEV 54.5 AMSL
Gwangju Airport
Gwangju Airport
Gwangju Airport

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

YEOSU / Yeosu

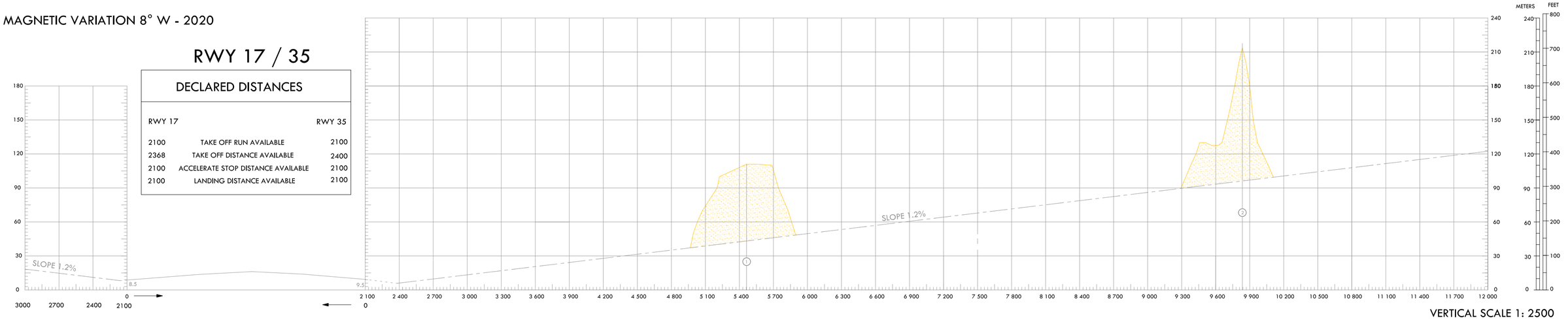
DIMENSIONS AND ELEVATIONS IN METERS

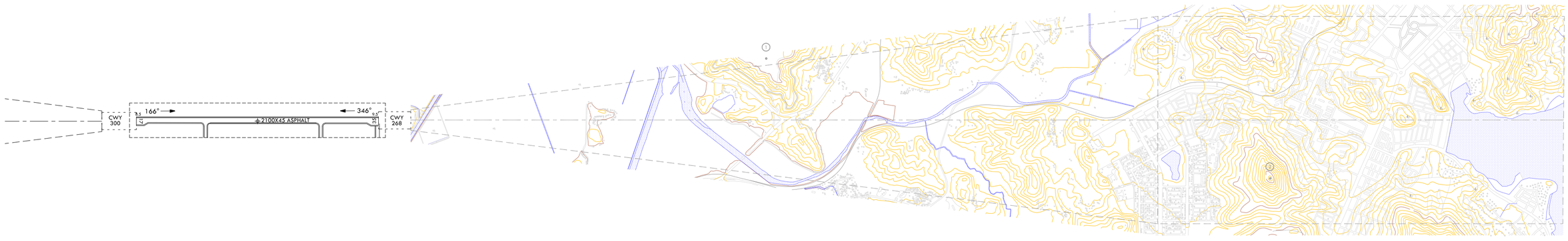
MAGNETIC VARIATION 8° W - 2020

RWY 17 / 35

DECLARED DISTANCES

RWY 17		RWY 35
2100	TAKE OFF RUN AVAILABLE	2100
2368	TAKE OFF DISTANCE AVAILABLE	2400
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100





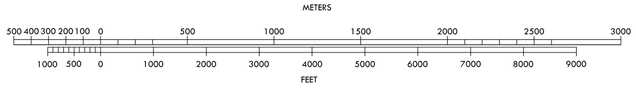
LEGEND

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

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	34°48'25.91"N	127°38'26.94"E	111.03	peak	
2	34°46'01.75"N	127°38'53.55"E	217.70	peak	

HORIZONTAL SCALE 1:25000



ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

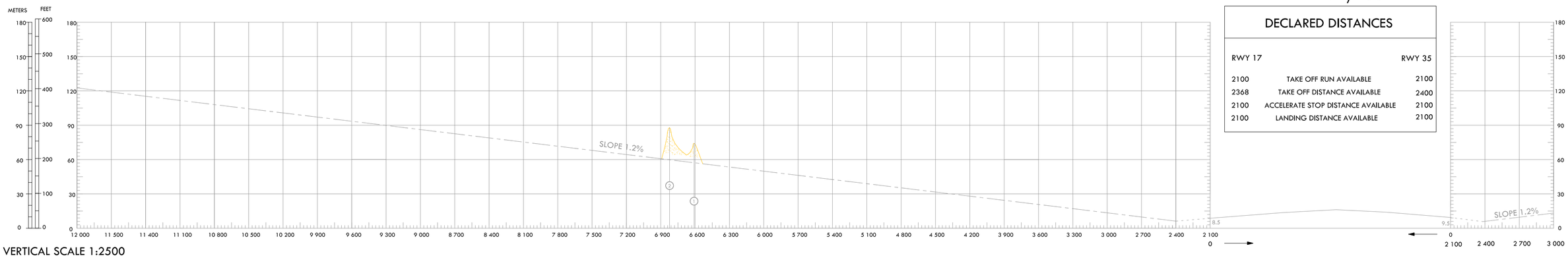
Change : Amended chart name and legend.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

YEOSU / Yeosu

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

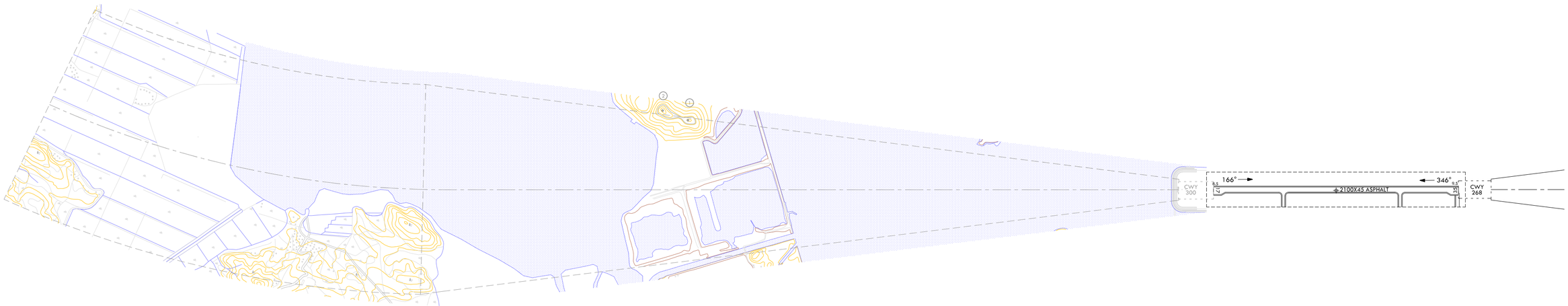


VERTICAL SCALE 1:2500

RWY 17 / 35

DECLARED DISTANCES

RWY 17		RWY 35
2100	TAKE OFF RUN AVAILABLE	2100
2368	TAKE OFF DISTANCE AVAILABLE	2400
2100	ACCELERATE STOP DISTANCE AVAILABLE	2100
2100	LANDING DISTANCE AVAILABLE	2100



LEGEND

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

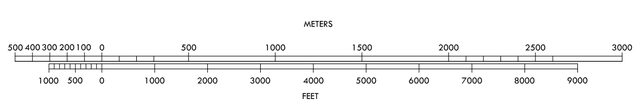
WARNING

NUMEROUS OBSTACLES EXIST ON LEFT SIDE OF THE TAKE-OFF FLIGHT PATH AREA DEFINED ON THIS CHART.

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	34°53'26.35"N	127°36'01.86"E	74.26	peak	
2	34°53'33.81"N	127°36'01.73"E	87.91	peak	

HORIZONTAL SCALE 1:25000



ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Amended chart name and legend.

AERODROME OBSTACLE CHART - ICAO
TYPE B

YEOSU / Yeosu

DIMENSION AND ELEVATION IN METERS

AERODROME ELEVATION 16 METRES

VAR 8° W 2020
ANNUAL RATE OF CHANGE 4' W

CONICAL SURFACE 1:20

HORIZONTAL SURFACE

APPROACH SURFACE 1:40

APPROACH SURFACE 1:50

APPROACH SURFACE 1:50

APPROACH SURFACE 1:40

TRANSITIONAL SURFACE 1:7

TRANSITIONAL SURFACE 1:7

CWY 60m
8.5
2100m X 45m ASPHALT
9.5
CWY 60m
8.5

AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	Number
AERODROME REFERENCE POINT 34°50'32"N 127°37'02"E		
Tree or shrub		Identification number
Pole, tower, spire, antenna, etc		
Building or large structure		
Peak or mountain	•	
Railroad		
Transmission line or overhead cable		
Terrain penetrating obstacle plane		
Clearway(CWY)		
Obstacles concentration area - The highest obstacle in each area is depicted on chart	• 59.0	

ORDER OF ACCURACY

HORIZONTAL 5 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 20000

METRES
300 0 500 1000 1500 2000 2500 3000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

OBSTACLES

NO	COORDINATES(WGS-84)	ELEV (AMSL)	ITEM	NOTE
1	34°52'49"N 127°37'04"E	80.5	peak	
2	34°52'11"N 127°35'10"E	89.5	peak	
3	34°52'05"N 127°34'46"E	89.5	peak	
4	34°52'00"N 127°34'34"E	144.0	peak	
5	34°51'48"N 127°34'33"E	147.5	peak	
6	34°51'39"N 127°36'13"E	46.5	peak	
7	34°52'05"N 127°35'03"E	122.0	peak	
8	34°51'54"N 127°34'54"E	105.5	peak	
9	34°51'52"N 127°34'45"E	115.0	peak	
10	34°51'18"N 127°34'33"E	302.0	peak	
11	34°51'25"N 127°34'36"E	296.5	peak	
12	34°51'12"N 127°35'08"E	193.0	peak	
13	34°50'07"N 127°35'34"E	328.5	peak	
14	34°50'43"N 127°35'06"E	342.0	peak	
15	34°51'00"N 127°34'31"E	298.5	peak	
16	34°50'44"N 127°34'48"E	375.5	peak	
17	34°50'20"N 127°34'46"E	281.0	peak	
18	34°51'19"N 127°34'22"E	279.0	peak	
19	34°50'33"N 127°36'13"E	250.0	peak	
20	34°50'39"N 127°35'52"E	259.0	peak	
21	34°50'03"N 127°35'42"E	319.5	peak	
22	34°49'46"N 127°35'39"E	297.0	peak	
23	34°49'45"N 127°35'50"E	309.0	peak	
24	34°49'47"N 127°36'00"E	299.5	peak	
25	34°48'45"N 127°35'56"E	375.0	peak	
26	34°48'55"N 127°36'01"E	380.5	peak	
27	34°48'52"N 127°37'21"E	78.5	peak	
28	34°49'03"N 127°36'32"E	370.5	peak	
29	34°49'51"N 127°35'10"E	314.0	peak	
30	34°49'11"N 127°35'01"E	256.0	peak	
31	34°49'52"N 127°35'06"E	247.0	peak	
32	34°48'11"N 127°37'25"E	214.5	peak	
33	34°45'01"N 127°38'43"E	279.5	peak	
34	34°48'20"N 127°38'22"E	116.5	peak	
35	34°46'02"N 127°38'53"E	220.0	peak	
36	34°45'10"N 127°38'53"E	243.5	peak	
37	34°49'19"N 127°39'25"E	166.0	peak	
38	34°49'25"N 127°39'12"E	135.5	peak	
39	34°48'46"N 127°38'32"E	142.5	peak	
40	34°48'25"N 127°38'42"E	150.5	peak	
41	34°50'54"N 127°36'59"E	22.5	tree	
42	34°50'29"N 127°37'45"E	56.0	tree	
43	34°52'08"N 127°35'10"E	80.0	building	
44	34°51'53"N 127°34'40"E	86.0	building	
45	34°51'11"N 127°35'01"E	145.5	building	
46	34°50'27"N 127°35'31"E	88.5	building	
47	34°51'11"N 127°35'22"E	130.0	building	
48	34°50'53"N 127°35'52"E	63.5	building	
49	34°50'44"N 127°37'05"E	23.5	building	
50	34°50'24"N 127°36'51"E	45.5	building	
51	34°50'13"N 127°37'49"E	83.0	tower	
52	34°51'51"N 127°34'43"E	89.5	building	
53	34°50'27"N 127°35'17"E	107.5	building	
54	34°50'06"N 127°35'56"E	118.0	building	
55	34°48'53"N 127°37'05"E	78.5	building	
56	34°49'46"N 127°36'31"E	54.5	building	
57	34°49'37"N 127°35'10"E	95.0	building	
58	34°50'53"N 127°35'52"E	63.5	building	
59	34°49'30"N 127°35'06"E	102.0	building	
60	34°46'02"N 127°38'54"E	217.5	building	
61	34°48'51"N 127°38'51"E	125.0	chimney	
62	34°49'20"N 127°38'54"E	65.0	building	
63	34°49'30"N 127°38'46"E	55.5	chimney	
64	34°49'43"N 127°39'20"E	88.0	chimney	
65	34°48'56"N 127°38'36"E	140.5	building	
66	34°52'03"N 127°34'49"E	82.5	telegraph pole	
67	34°52'05"N 127°34'55"E	146.5	tower	
68	34°52'03"N 127°35'52"E	102.0	telegraph pole	
69	34°50'20"N 127°34'34"E	278.5	tower	
70	34°50'45"N 127°37'05"E	28.5	telegraph pole	
71	34°50'27"N 127°37'05"E	28.5	telegraph pole	
72	34°51'04"N 127°36'54"E	14.5	telegraph pole	
73	34°50'27"N 127°36'26"E	76.5	building	
74	34°50'04"N 127°36'03"E	95.5	telegraph pole	
75	34°50'02"N 127°36'07"E	94.5	telegraph pole	
76	34°50'24"N 127°35'50"E	91.5	telegraph pole	
77	34°50'48"N 127°35'39"E	80.5	telegraph pole	
78	34°50'48"N 127°35'40"E	83.5	telegraph pole	
79	34°51'14"N 127°35'55"E	98.0	telephone pole	
80	34°51'10"N 127°35'32"E	80.0	telephone pole	
81	34°51'23"N 127°35'26"E	58.0	telephone pole	
82	34°51'27"N 127°35'20"E	97.0	telephone pole	
83	34°51'37"N 127°35'09"E	56.0	telephone pole	
84	34°51'47"N 127°34'53"E	83.0	telephone pole	
85	34°51'59"N 127°34'49"E	94.5	telegraph pole	
86	34°50'54"N 127°34'35"E	237.5	telegraph pole	
87	34°48'27"N 127°35'43"E	247.0	tower	
88	34°48'43"N 127°35'33"E	206.5	tower	
89	34°48'51"N 127°35'29"E	145.5	tower	
90	34°49'43"N 127°34'56"E	163.0	tower	
91	34°49'37"N 127°34'49"E	115.0	telegraph pole	
92	34°50'06"N 127°34'43"E	181.0	tower	
93	34°49'37"N 127°34'49"E	122.5	building	
94	34°49'31"N 127°34'54"E	122.5	building	
95	34°49'21"N 127°34'44"E	167.0	tower	
96	34°49'14"N 127°36'53"E	70.5	telegraph pole	
97	34°49'21"N 127°36'44"E	76.5	telegraph pole	
98	34°49'23"N 127°36'41"E	78.0	telegraph pole	
99	34°49'26"N 127°36'38"E	80.0	telegraph pole	
100	34°49'32"N 127°36'33"E	83.0	telegraph pole	
101	34°49'05"N 127°37'07"E	68.0	telephone pole	
102	34°49'23"N 127°36'41"E	84.0	telephone pole	
103	34°49'35"N 127°36'28"E	86.0	telephone pole	
104	34°49'40"N 127°36'26"E	85.0	telephone pole	
105	34°48'07"N 127°36'51"E	177.0	tower	
106	34°48'07"N 127°36'39"E	230.0	tower	
107	34°48'29"N 127°37'30"E	157.0	tower	
108	34°49'31"N 127°35'42"E	184.0	building	
109	34°48'56"N 127°38'43"E	125.5	tower	
110	34°48'33"N 127°38'46"E	134.0	tower	
111	34°48'27"N 127°38'52"E	133.5	tower	
112	34°49'34"N 127°38'28"E	56.5	chimney	
113	34°48'52"N 127°38'54"E	64.75	building	
114	34°48'52"N 127°38'53"E	64.41	building	
115	34°48'53"N 127°38'48"E	81.90	building	
116	34°48'54"N 127°38'50"E	76.80	building	
117	34°48'53"N 127°38'55"E	71.29	building	
118	34°48'53"N 127°38'50"E	88.62	building	
119	34°48'53"N 127°38'53"E	64.15	building	
120	34°48'53"N 127°38'52"E	72.39	building	
121	34°48'53"N 127°38'52"E	84.43	building	
122	34°48'53"N 127°38'50"E	78.71	building	
123	34°48'54"N 127°38'50"E	75.24	building	
124	34°48'51"N 127°37'05"E	69.70	building	
125	34°49'40"N 127°34'51"E	98.45	building	
126	34°49'41"N 127°34'51"E	101.39	building	
127	34°48'51"N 127°37'05"E	69.16	building	
128	34°48'49"N 127°38'52"E	67.90	building	
129	34°48'51"N 127°38'52"E	65.90	building	
130	34°50'27"N 127°36'29"E	66.0	building	
131	34°49'06"N 127°38'53"E	52.1	building	
132	34°49'06"N 127°38'53"E	50.5	building	
133	34°48'52"N 127°38'51"E	125.0	Tower	
134	34°48'53"N 127°38'51"E	125.0	Tower	
135	34°48'49"N 127°38'51"E	56.2	building	
136	34°49'40"N 127°34'51"E	104.5	building	
137	34°49'42"N 127°34'50"E	105.7	building	
138	34°49'41"N 127°34'50"E	105.7	building	

Change : Amended chart name.

RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2230-1230 UTC
5	ATS Reporting Office	2230-1230 UTC
6	MET Briefing Office	H24
7	ATS	2230-1230 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight)

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of operational hours.

RKPU AD 2.5 PASSENGER FACILITIES

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

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

RKPU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
36	2 000	2 000	2 000	2 000	NIL
36	984	984	984	-	Take-off from intersection with TWY A
36	1 104	1 104	1 104	-	Take-off from intersection with TWY B
18	2 000	2 200	2 000	2 000	NIL
18	1 047	1 247	1 047	-	Take-off from intersection with TWY A
18	927	1 127	927	-	Take-off from intersection with TWY B

RKPU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Center line LGT Length, Spacing Colour, INTST	RWY edge LGT LEN, Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN(m) Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SSALF 330 m LIH	Green -	PAPI Left/3.8° (59 ft)	Simple TDZ LGT	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL
36	ALSF-1 720 m LIH	Green -	PAPI Left/3° (56 ft)	NIL	NIL	2 000 m 60 m White, LIH	RED -	NIL	NIL

Simple TDZ LGT
- Simple touchdown zone lights located each two on both side of the runway centerline are installed 622.8 m from the threshold of RWY 18.

RWY 18 PAPI Restrictions
- PAPI unusable beyond 10° right side due to angular coverage.
- PAPI unusable beyond 7° left side due to OBST.

RKPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower building, FLG W/G EV 2~3 SEC IBN : NIL H24
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	a. Edge : All TWY b. Center line : NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 15 SEC
5	Remarks	NIL

RKPU AD 2.16 HELICOPTER LANDING AREA

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

RKPU AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Ulsan CTR A circle, 5 NM radius centered at ARP
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	D
4	ATS unit call sign Languages	Ulsan Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	2200-1230 UTC
7	Remarks	Refer to ENR 2.1-9, RKPU Visual Approach Chart to identify Class D airspace.

RKPU AD 2.18 ATS COMMUNICATION FACILITIES

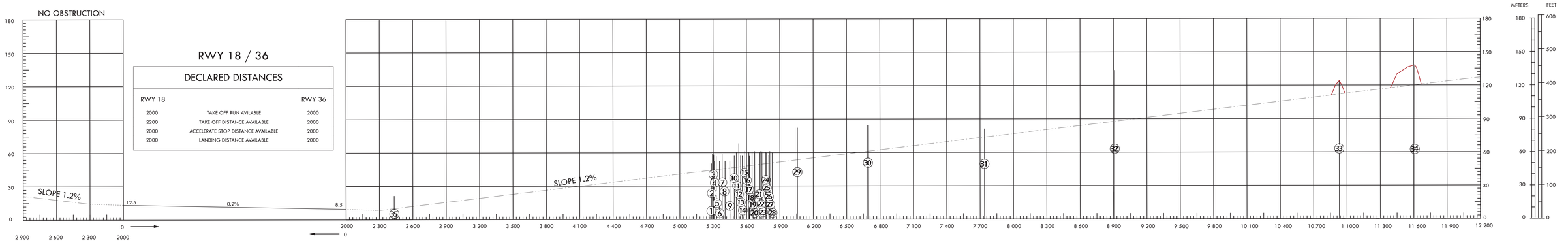
Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
	Ulsan Arrival	119.250 MHz 317.525 MHz	2230-1230 UTC	
TWR	Ulsan Tower	118.75 MHz 236.6 MHz 225.55 MHz	2230-1230 UTC	
GND	Ulsan Ground	121.75 MHz	2230-1230 UTC	Digital PDC service available
ATIS	Ulsan Airport	127.625 MHz 233.55 MHz	2230-1230 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	2230-1230 UTC	

Scheduled Inspection Time
- APP(124.25 MHz, 232.4 MHz, 119.250 MHz, 317.525 MHz), TWR, GND, ATIS, EMERG
  : Every 1st WED(1400-2000 UTC) of the month.

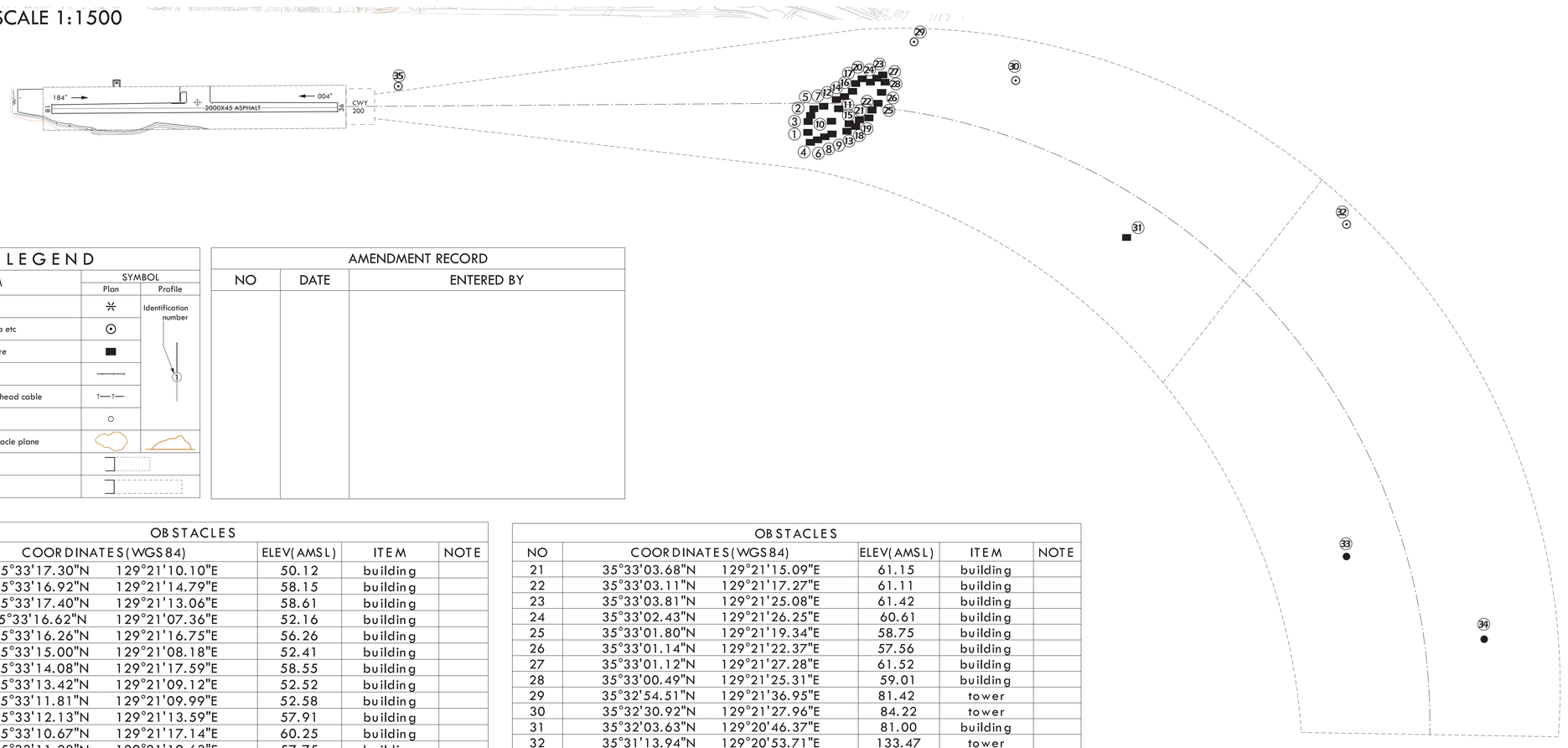
Change : Information of hours of operation.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W (2020)



VERTICAL SCALE 1:1500



LEGEND

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

AMENDMENT RECORD

NO	DATE	ENTERED BY

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°33'17.30"N	129°21'10.10"E	50.12	building	
2	35°33'16.92"N	129°21'14.79"E	58.15	building	
3	35°33'17.40"N	129°21'13.06"E	58.61	building	
4	35°33'16.62"N	129°21'07.36"E	52.16	building	
5	35°33'16.26"N	129°21'16.75"E	56.26	building	
6	35°33'15.00"N	129°21'08.18"E	52.41	building	
7	35°33'14.08"N	129°21'17.59"E	58.55	building	
8	35°33'13.42"N	129°21'09.12"E	52.52	building	
9	35°33'11.81"N	129°21'09.99"E	52.58	building	
10	35°33'12.13"N	129°21'13.59"E	57.91	building	
11	35°33'10.67"N	129°21'17.14"E	60.25	building	
12	35°33'11.28"N	129°21'19.63"E	57.75	building	
13	35°33'08.47"N	129°21'11.07"E	57.38	building	
14	35°33'09.51"N	129°21'20.62"E	57.82	building	
15	35°33'08.06"N	129°21'13.20"E	61.45	building	
16	35°33'07.72"N	129°21'22.23"E	60.62	building	
17	35°33'07.12"N	129°21'24.46"E	60.65	building	
18	35°33'06.55"N	129°21'12.54"E	56.71	building	
19	35°33'05.76"N	129°21'14.42"E	61.02	building	
20	35°33'05.70"N	129°21'25.85"E	61.34	building	

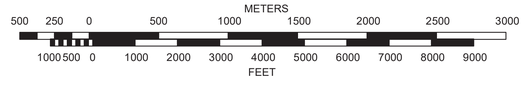
OBSTACLES

NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
21	35°33'03.68"N	129°21'15.09"E	61.15	building	
22	35°33'03.11"N	129°21'17.27"E	61.11	building	
23	35°33'03.81"N	129°21'25.08"E	61.42	building	
24	35°33'02.43"N	129°21'26.25"E	60.61	building	
25	35°33'01.80"N	129°21'19.34"E	58.75	building	
26	35°33'01.14"N	129°21'22.37"E	57.56	building	
27	35°33'01.12"N	129°21'27.28"E	61.52	building	
28	35°33'00.49"N	129°21'25.31"E	59.01	building	
29	35°32'54.51"N	129°21'36.95"E	81.42	tower	
30	35°32'30.92"N	129°21'27.96"E	84.22	tower	
31	35°32'03.63"N	129°20'46.37"E	81.00	building	
32	35°31'13.94"N	129°20'53.71"E	133.47	tower	
33	35°31'09.38"N	129°19'21.64"E	124.00	mountain	
34	35°30'37.03"N	129°19'01.06"E	138.00	mountain	
35	35°34'50.73"N	129°21'15.88"E	17.241	tower	

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

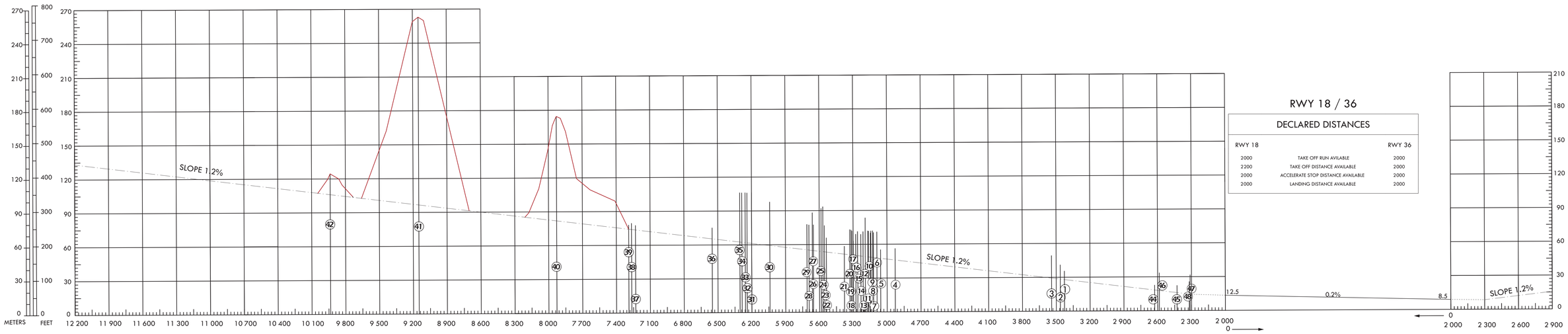
HORIZONTAL SCALE 1 : 15000



Change : Amended chart name.

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W (2020)

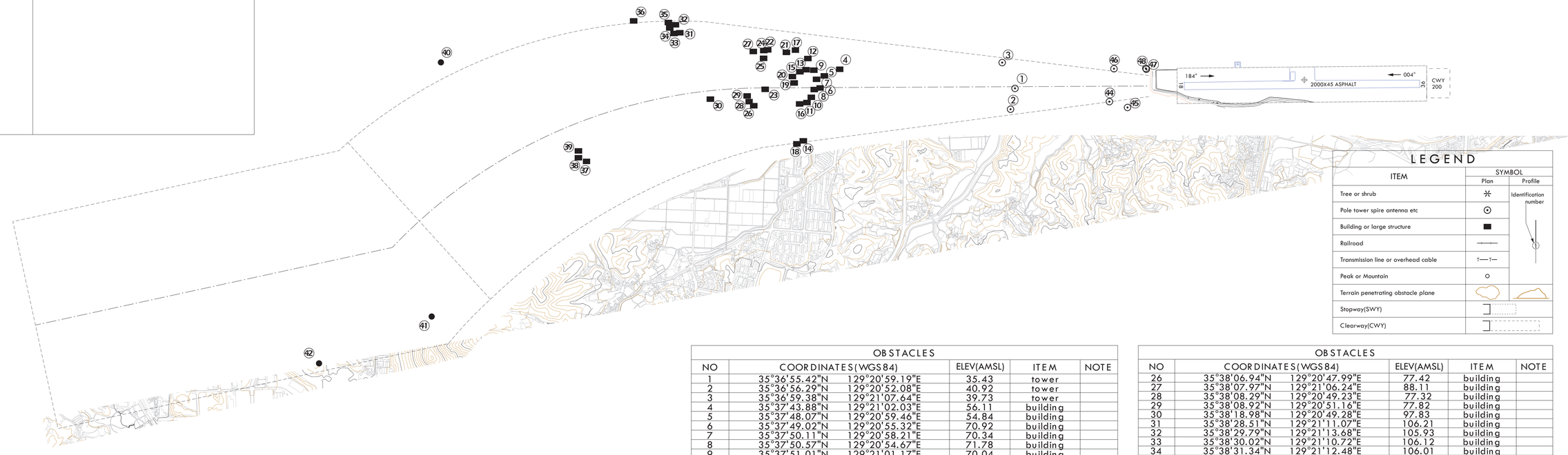


DECLARED DISTANCES

RWY 18		RWY 36
2000	TAKE OFF RUN AVILABLE	2000
2200	TAKE OFF DISTANCE AVAILABLE	2000
2000	ACCELERATE STOP DISTANCE AVAILABLE	2000
2000	LANDING DISTANCE AVAILABLE	2000

VERTICAL SCALE 1: 1500

AMENDMENT RECORD		
NO	DATE	ENTERED BY



LEGEND

ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub		Identification number
Pole tower spire antenna etc		
Building or large structure		
Railroad		
Transmission line or overhead cable	T—T—	
Peak or Mountain		
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

HORIZONTAL SCALE 1 : 15000

METERS
500 250 0 500 1000 1500 2000 2500 3000
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000
FEET

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
1	35°36'55.42"N	129°20'59.19"E	35.43	tower	
2	35°36'56.29"N	129°20'52.08"E	40.92	tower	
3	35°36'59.38"N	129°21'07.64"E	39.73	tower	
4	35°37'43.88"N	129°21'02.03"E	56.11	building	
5	35°37'48.07"N	129°20'59.46"E	54.84	building	
6	35°37'49.02"N	129°20'55.32"E	70.92	building	
7	35°37'50.11"N	129°20'58.21"E	70.34	building	
8	35°37'50.57"N	129°20'54.67"E	71.78	building	
9	35°37'51.01"N	129°21'01.17"E	70.04	building	
10	35°37'51.22"N	129°20'52.02"E	71.62	building	
11	35°37'52.38"N	129°20'50.16"E	71.67	building	
12	35°37'52.83"N	129°21'04.98"E	53.62	building	
13	35°37'53.14"N	129°21'01.24"E	71.23	building	
14	35°37'52.73"N	129°20'37.14"E	68.83	building	
15	35°37'54.84"N	129°21'00.37"E	71.27	building	
16	35°37'54.34"N	129°20'49.53"E	62.44	building	
17	35°37'56.39"N	129°21'07.56"E	63.00	building	
18	35°37'54.42"N	129°20'36.03"E	68.91	building	
19	35°37'56.19"N	129°20'56.53"E	71.79	building	
20	35°37'56.83"N	129°20'58.58"E	71.90	building	
21	35°37'58.87"N	129°21'06.65"E	58.31	building	
22	35°38'04.03"N	129°21'07.09"E	65.81	building	
23	35°38'04.04"N	129°20'53.75"E	76.73	building	
24	35°38'05.07"N	129°21'06.81"E	93.42	building	
25	35°38'05.03"N	129°21'04.18"E	91.91	building	

OBSTACLES

NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
26	35°38'06.94"N	129°20'47.99"E	77.42	building	
27	35°38'07.97"N	129°21'06.24"E	88.11	building	
28	35°38'08.29"N	129°20'49.23"E	77.32	building	
29	35°38'08.92"N	129°20'51.16"E	77.82	building	
30	35°38'18.98"N	129°20'49.28"E	97.83	building	
31	35°38'28.51"N	129°21'11.07"E	106.21	building	
32	35°38'29.79"N	129°21'13.68"E	105.93	building	
33	35°38'30.02"N	129°21'10.72"E	106.12	building	
34	35°38'31.34"N	129°21'12.48"E	106.01	building	
35	35°38'31.82"N	129°21'14.24"E	106.13	building	
36	35°38'41.38"N	129°21'14.07"E	104.92	building	
37	35°38'51.96"N	129°20'25.76"E	77.51	building	
38	35°38'54.23"N	129°20'26.81"E	79.41	building	
39	35°38'54.39"N	129°20'29.12"E	77.92	building	
40	35°39'33.67"N	129°20'56.15"E	174.51	mountain	
41	35°39'31.91"N	129°19'30.27"E	263.01	mountain	
42	35°40'02.09"N	129°19'12.16"E	124.51	mountain	
43	35°43'12.92"N	129°21'34.49"E	349.03	tower	No display
44	35°36'29.24"N	129°20'56.67"E	29.03	tower	
45	35°36'24.17"N	129°20'55.07"E	28.30	tower	
46	35°36'28.53"N	129°21'07.86"E	28.27	tower	
47	35°36'19.62"N	129°21'08.34"E	23.568	tower	
48	35°36'19.79"N	129°21'08.64"E	21.715	tower	

Change : Amended chart name.

AERODROME OBSTACLE CHART - ICAO
TYPE B

ULSAN / Ulsan

DIMENSIONS AND ELEVATIONS IN METERS

OBSTACLES

NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	35°33'28.34"	129°20'54.67"	62.0	building	
2	35°33'41.60"	129°20'20.69"	59.0	building	
3	35°33'56.15"	129°20'15.14"	58.0	building	
4	35°34'00.39"	129°20'10.85"	58.5	building	
5	35°34'02.54"	129°19'51.28"	89.5	building	
6	35°34'02.98"	129°20'50.19"	59.0	building	
7	35°34'03.97"	129°22'05.80"	61.0	building	
8	35°34'08.35"	129°22'31.24"	85.0	tower	
9	35°34'10.34"	129°19'57.69"	67.0	building	
10	35°34'10.17"	129°22'40.52"	135.5	tower	
11	35°33'51.26"	129°22'50.47"	94.0	tower	
12	35°34'19.31"	129°20'09.42"	64.0	building	
13	35°34'36.13"	129°20'38.61"	67.0	building	
13	35°36'23.60"	129°19'07.50"	68.5	building	
14	35°34'38.60"	129°20'53.11"	53.0	building	
15	35°35'03.44"	129°19'33.07"	111.0	building	
16	35°33'54.25"	129°19'37.17"	76.0	building	
17	35°33'41.58"	129°19'30.52"	101.5	building	
18	35°33'34.20"	129°20'05.55"	67.5	mountain	
19	35°33'36.38"	129°20'02.28"	78.0	building	
20	35°34'04.64"	129°19'26.25"	80.0	building	
21	35°34'09.74"	129°19'21.96"	89.5	building	
22	35°34'16.64"	129°19'25.11"	112.0	mountain	
23	35°34'23.52"	129°19'19.54"	87.0	building	
24	35°34'15.39"	129°19'07.05"	90.5	building	
25	35°34'36.75"	129°19'16.77"	183.0	building	
26	35°34'16.22"	129°18'55.06"	143.5	building	
27	35°34'19.62"	129°19'11.27"	111.0	building	
28	35°34'40.28"	129°18'43.67"	204.0	building	
30	35°34'42.50"	129°18'51.22"	194.5	building	
31	35°34'48.56"	129°18'50.81"	205.0	building	
32	35°34'58.83"	129°19'01.41"	148.5	tower	
33	35°34'58.54"	129°18'49.59"	217.0	tower	
34	35°34'51.47"	129°18'57.59"	189.0	tower	
35	35°34'43.50"	129°19'14.86"	178.0	building	
36	35°33'56.79"	129°22'38.30"	62.5	building	
37	35°34'06.73"	129°23'01.06"	128.0	tower	
38	35°34'02.31"	129°23'16.79"	158.0	tower	
39	35°34'05.33"	129°23'22.27"	170.5	mountain	
40	35°34'31.89"	129°23'33.91"	218.0	mountain	
41	35°34'39.67"	129°23'17.70"	91.5	Road	
42	35°34'32.36"	129°23'01.78"	143.0	mountain	
43	35°34'21.73"	129°22'45.63"	127.0	tower	
44	35°34'17.71"	129°22'37.33"	74.0	building	
45	35°34'31.32"	129°22'37.16"	64.5	building	
46	35°34'49.14"	129°23'05.49"	128.0	building	
47	35°34'47.28"	129°22'41.89"	114.5	tower	
48	35°34'51.83"	129°22'41.21"	141.0	tower	
49	35°34'49.84"	129°22'23.79"	71.0	building	
50	35°34'53.20"	129°22'34.34"	72.0	building	
51	35°34'47.60"	129°19'34.24"	140.5	building	
52	35°34'52.07"	129°19'46.56"	66.5	building	
53	35°35'07.86"	129°19'17.03"	120.5	building	
54	35°34'49.75"	129°19'16.76"	171.0	building	
55	35°34'47.60"	129°20'46.34"	60.5	building	
56	35°34'53.88"	129°20'37.16"	61.0	building	
57	35°34'59.87"	129°20'42.08"	63.5	building	
58	35°34'57.51"	129°20'48.52"	60.5	building	
59	35°35'05.48"	129°19'53.06"	101.0	building	
60	35°35'08.47"	129°19'47.32"	116.5	building	
61	35°35'25.10"	129°19'47.08"	150.5	mountain	
62	35°35'10.62"	129°19'34.48"	141.0	building	
63	35°34'53.22"	129°19'23.91"	153.0	building	
64	35°35'08.70"	129°19'27.78"	121.5	building	
65	35°34'50.94"	129°21'01.18"	19.5	tree	
66	35°35'25.00"	129°20'58.65"	20.5	tree	
67	35°35'03.97"	129°23'09.67"	330.5	mountain	
68	35°35'08.35"	129°23'09.27"	319.0	building	
69	35°35'01.73"	129°22'38.86"	162.5	tower	
70	35°34'54.28"	129°22'28.52"	80.5	building	
71	35°34'57.97"	129°22'22.44"	74.5	building	
72	35°34'59.95"	129°22'25.06"	82.0	building	
73	35°35'00.67"	129°22'29.66"	84.0	building	
74	35°35'12.44"	129°22'36.72"	155.0	tower	
75	35°35'02.09"	129°22'32.24"	86.0	building	
76	35°35'19.98"	129°22'34.82"	154.0	tower	
77	35°35'25.27"	129°22'34.29"	144.5	tower	
78	35°35'35.06"	129°22'33.61"	131.5	tower	
79	35°35'37.48"	129°23'01.40"	272.5	mountain	
80	35°35'55.26"	129°23'01.33"	260.5	mountain	
81	35°36'06.75"	129°23'34.78"	319.0	mountain	
82	35°36'43.55"	129°23'24.79"	352.0	mountain	
83	35°36'28.69"	129°22'49.83"	215.5	mountain	
84	35°35'50.12"	129°22'31.86"	123.0	tower	
85	35°36'04.02"	129°22'30.76"	129.0	tower	
86	35°36'17.91"	129°22'29.18"	166.0	tower	
87	35°36'26.49"	129°22'28.34"	174.0	tower	
88	35°36'42.26"	129°22'26.85"	129.0	tower	
89	35°36'43.46"	129°22'33.43"	102.5	building	
90	35°36'50.85"	129°22'21.42"	62.0	building	
91	35°35'05.92"	129°22'17.39"	59.0	building	
92	35°35'07.48"	129°22'08.35"	59.0	building	
93	35°35'19.95"	129°21'58.46"	63.5	building	
94	35°35'13.94"	129°22'15.66"	61.5	building	
95	35°35'10.90"	129°22'09.33"	62.5	building	
96	35°35'16.67"	129°22'11.76"	63.5	building	
97	35°35'28.08"	129°22'18.33"	68.5	building	
98	35°35'35.41"	129°21'52.95"	58.0	building	
99	35°35'38.41"	129°21'49.18"	58.0	building	
100	35°35'53.27"	129°20'28.44"	73.5	building	
101	35°36'11.07"	129°20'02.46"	175.5	building	
102	35°35'14.96"	129°19'16.84"	138.5	building	
103	35°35'16.33"	129°19'12.31"	156.5	mountain	
104	35°35'03.33"	129°19'08.27"	123.5	building	
105	35°35'04.80"	129°18'57.01"	133.5	building	
106	35°35'06.17"	129°18'56.81"	168.0	tower	
107	35°35'09.76"	129°19'03.44"	147.0	building	
108	35°35'22.78"	129°19'06.25"	106.0	building	
109	35°35'09.34"	129°18'37.45"	158.0	tower	
110	35°35'09.57"	129°18'40.60"	103.5	building	
111	35°35'20.01"	129°18'41.59"	101.5	tower	
112	35°35'15.14"	129°18'54.21"	139.5	building	
113	35°35'16.32"	129°18'53.03"	167.0	tower	
114	35°35'24.31"	129°18'53.12"	161.5	tower	
115	35°35'27.65"	129°18'46.59"	85.5	tower	
116	35°35'35.35"	129°18'51.03"	107.0	tower	
117	35°35'37.30"	129°18'48.31"	112.0	mountain	
118	35°35'40.77"	129°18'54.50"	123.5	tower	
119	35°35'46.83"	129°18'58.71"	102.5	tower	
120	35°35'53.16"	129°19'03.02"	68.0	tower	
121	35°35'57.56"	129°19'07.03"	81.5	tower	
122	35°36'06.63"	129°19'15.04"	89.5	tower	
123	35°36'16.37"	129°19'23.94"	128.0	tower	
124	35°36'18.00"	129°19'37.20"	187.5	mountain	
125	35°36'21.75"	129°19'28.52"	149.5	tower	
126	35°36'23.80"	129°19'25.93"	91.0	building	
127	35°35'08.08"	129°19'40.41"	127.0	building	
128	35°36'01.01"	129°18'42.01"	101.0	building	
129	35°36'04.48"	129°18'35.27"	128.5	mountain	
130	35°36'33.12"	129°19'00.50"	78.5	building	
131	35°36'29.29"	129°19'25.49"	187.5	tower	
132	35°36'33.46"	129°19'39.11"	154.0	tower	
133	35°36'40.18"	129°19'47.87"	131.0	tower	
134	35°36'44.05"	129°19'52.50"	107.5	tower	
135	35°36'51.82"	129°20'02.23"	105.0	tower	
136	35°36'58.04"	129°20'10.08"	84.5	tower	
137	35°37'02.56"	129°19'45.33"	92.0	building	
138	35°36'55.24"	129°20'40.86"	70.5	mountain	
139	35°36'56.52"	129°22'25.51"	131.0	tower	
140	35°37'05.20"	129°22'10.14"	65.0	building	
141	35°36'58.39"	129°22'18.11"	65.5	building	
142	35°37'04.17"	129°22'40.04"	228.0	mountain	
143	35°37'04.85"	129°22'23.04"	112.0	tower	
144	35°37'08.37"	129°22'17.60"	80.5	building	
145	35°37'14.36"	129°21'58.30"	69.5	building	
146	35°37'09.61"	129°21'31.32"	63.0	tower	
147	35°37'13.98"	129°22'13.29"	117.5	tower	
148	35°37'16.25"	129°21'52.98"	88.0	tower	
149	35°37'16.67"	129°22'26.68"	166.0	mountain	
150	35°37'17.39"	129°22'01.59"	96.5	tower	
151	35°37'19.08"	129°21'57.94"	67.5	building	
152	35°37'30.05"	129°20'33.49"	65.5	mountain	
153	35°36'40.00"	129°18'49.04"	110.5	building	
154	35°36'49.68"	129°18'41.44"	109.0	building	
155	35°36'51.38"	129°18'57.98"	147.5	mountain	
156	35°37'18.13"	129°19'00.14"	128.0	mountain	
157	35°37'37.79"	129°22'25.16"	232.5	mountain	
158	35°37'36.34"	129°22'49.37"	400.0	mountain	
159	35°37'07.07"	129°23'09.65"	382.5	mountain	
160	35°37'32.46"	129°21'46.38"	66.5	tower	
161	35°37'32.74"	129°21'45.24"	59.0	building	
162	35°37'33.94"	129°21'36.85"	58.0	building	
163	35°37'34.83"	129°22'02.31"	92.0	building	
164	35°37'46.21"	129°21'58.34"	76.5	building	
165	35°37'41.84"	129°21'28.16"	68.5	building	
166	35°37'48.86"	129°21'22.89"	66.5	building	
168	35°37'50.66"	129°20'59.64"	72.5	building	
169	35°37'56.63"	129°20'16.19"	82.0	building	
170	35°37'54.44"	129°20'36.56"	72.5	building	
171	35°37'47.90"	129°20'28.79"	73.0	building	
172	35°37'45.68"	129°20'15.16"	71.5	building	
173	35°37'50.22"	129°20'13.09"	74.0	building	
174	35°37'40.67"	129°22'02.98"	78.5	building	
175	35°37'41.88"	129°22'06.87"	89.0	building	
176	35°37'48.58"	129°22'14.70"	202.5	mountain	
177	35°37'57.85"	129°22'01.55"	92.5	building	
178	35°37'53.88"	129°22'03.02"	99.0	building	
179	35°39'33.78"	129°20'55.46"	178.0	mountain	
180	35°39'42.10"	129°21'29.62"	267.0	mountain	
181	35°35'53.21"	129°20'58.31"	15.0	building	
182	35°36'15.35"	129°20'55.05"	22.0	tree	
183	35°36'23.30"	129°20'55.92"	24.0	tree	
184	35°36'30.02"	129°21'09.62"	27.5	tree	
185	35°35'35.49"	129°21'20.58"	42.5	building	
186	35°35'41.21"	129°21'11.83"	13.0	building	
187	35°36'05.87"	129°21'10.19"	15.5	building	
188	35°36'17.15"	129°21'10.40"	22.0	building	
189	35°36'16.96"	129°21'11.97"	30.0	tree	
190	35°36'17.96"	129°21'13.83"	37.5	tower	
191	35°41'04.73"	129°21'37.19"	454.0	mountain	
192	35°35'10.56"	129°19'46.16"	134.0	mountain	
193	35°35'00.53"	129°20'08.90"	95.0	mountain	
194	35°35'05.44"	129°18'57.28"	138.5	building	
195	35°35'05.11"	129°18'57.02"	137.5	building	
196	35°34'21.03"	129°22'30.97"	68.0	building	
197	35°34'18.63"	129°22'31.92"	58.0	building	
198	35°34'19.02"	129°22'34.36"	59.0	building	
199	35°34'19.49"	129°22'34.69"	58.5	building	
200	35°34'22.73"	129°22'27.54"	58.5	building	
201	35°34'06.41"	129°22'44.71"	74.0	building	
202	35°35'12.52"	129°19'35.25"	135.5	building	
203	35°34'30.57"	129°19'29.53"	112.0	mountain	
204	35°34'37.37"	129°19'35.04"	110.5	mountain	
205	35°34'58.60"	129°19'47.74"	120.0	mountain	
206	35°36'10.15"	129°20'02.88"	148.0	mountain	
207	35°36'24.20"	129°20'30.00"	94.0	mountain	
208	35°41'47.29"	129°20'38.70"	386.5	tower	
209	35°41'52.53"	129°20'44.62"	404.5	tower	
210	35°42'00.58"	129°20'55.28"	395.5	tower	
211	35°42'09.18"	129°21'02.34"	414.5	tower	
212	35°42'15.25"	129°21'07.38"	444.0	tower	
213	35°42'25.98"	129°21'16.86"	448.0	tower	
214	35°42'36.58"	129°21'23.79"	561.0	tower	
215	35°42'41.27"	129°21'27.27"	627.0	tower	
216	35°42'45.69"	129°21'30.23"	557.5	tower	
217	35°42'54.47"	129°21'36.01"	403.0	tower	
218	35°42'59.94"	129°21'39.08"	384.5	tower	
219	35°43'24.47"	129°21'37.66"	388.5	tower	
220	35°43'45.77"	129°21'46.55"	528.0	tower	
221	35°43'54.89"	129°21'52.18"	545.5	tower	
222	35°35'57.44"	129°20'32.87"	59.0	tower	
223	35°38'04.55"	129°21'03.52"	92.0	tower	
224	35°38'04.94"	129°21'06.78"	93.0	building	
225	35°37'55.88"	129°20'58.91"	71.5	building	
226	35°37'52.84"	129°21'06.00"	66.5	building	
227	35°37'40.65"	129°21'29.90"	60.0	building	
228	35°37'32.43"	129°21'42.28"	62.5	building	
229	35°37'48.56"	129°21'12.96"	43.0	building	
230	35°37'44.90"	129°21'30.12"	62.0	building	
231	35°37'45.45"	129°21'30.50"	64.0	building	
232	35°37'46.23"	129°21'31.35"	65.5	building	
233	35°37'46.46"	129°21'32.87"	68.5	building	
234	35°37'45.92"	129°21'31.93"	66.0	building	
235	35°37'43.29"	129°21'32.22"	62.5	building	
236	35°37'45.79"	129°21'28.21"	60.5	building	
237	35°37'45.20"	129°21'27.63"	60.5	building	
238	35°37'47.31"	129°21'30.36"	62.5	building	
239	35°37'51.84"	129°21'28.76"	74.5	building	
240	35°37'50.78"	129°21'29.96"	68.0	building	
241	35°35'20.05"	129°22'18.25"	59.5	building	
242	35°35'24.29"	129°22'17.21"	60.0	building	
243	35°35'26.11"	129°22'12.41"	60.0	building	
244	35°35'28.97"	129°22'18.51"	61.0	building	
245	35°35'30.14"	129°22'18.31"	59.0	building	
246	35°35'30.47"	129°22'18.29"	60.0	building	
247	35°35'28.62"	129°22'16.75"	59.5	building	
248	35°35'29.55"	129°22'17.88"	59.5	building	
249	35°35'29.51"	129°22'16.48"	59.0	building	
250	35°35'29.17"	129°22'16.59"	59.5	building	
251	35°35'35.90"	129°22'15.08"	63.0	building	
252	35°34'56.45"	129°22'34.05"	83.5	building	
253	35°35'17.91"	129°22'18.09"	59.0	building	
254	35°34'09.11"	129°20'01.03"	59.0	building	
255	35°34'53.62"	129°19'26.87"	150.5	building	
256	35°37'50.29"	129°22'32.45"	298.5	tower	
257	35°37'14.54"	129°21'43.01"	73.5	tower	
258	35°36'21.20"	129°21'11.24"	28.5	tower	
259	35°34'50.87"	129°21'01.46"	25.5	tower	
260	35°34'51.02"	129°21'00.79"	21.5	tower	
261	35°35'21.99"	129°22'19.78"	68.0	tower	
262	35°35'15.45"	129°22'24.52"	95.0	tower	
263	35°33'46.66"	129°22'51.33"	91.0	tower	
264	35°36'13.07"	129°21'10.39"	20.0	tower	
265	35°35'16.95"	129°21'15.03"	15.5	tower	

Change : Amended chart name and Establishment of RWY ELEV.

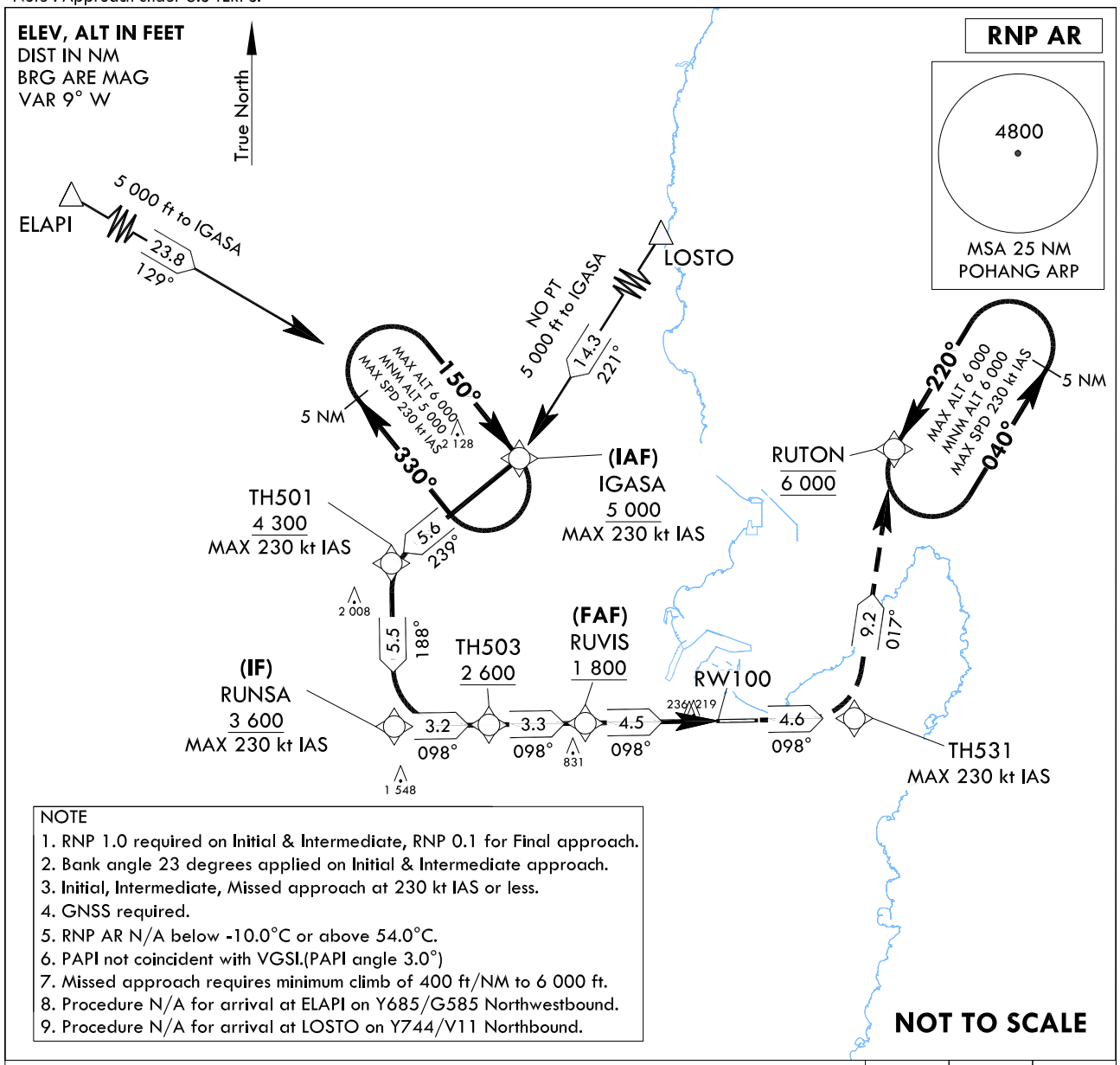
INSTRUMENT APPROACH CHART

Note : Approach under U.S TERPS.

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV **76** ft
HIGHEST ELEV TDZ **76** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

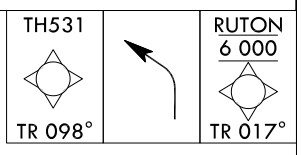
POHANG/Pohang Gyeongju(RKTH)
RNP Z RWY 10(AR)

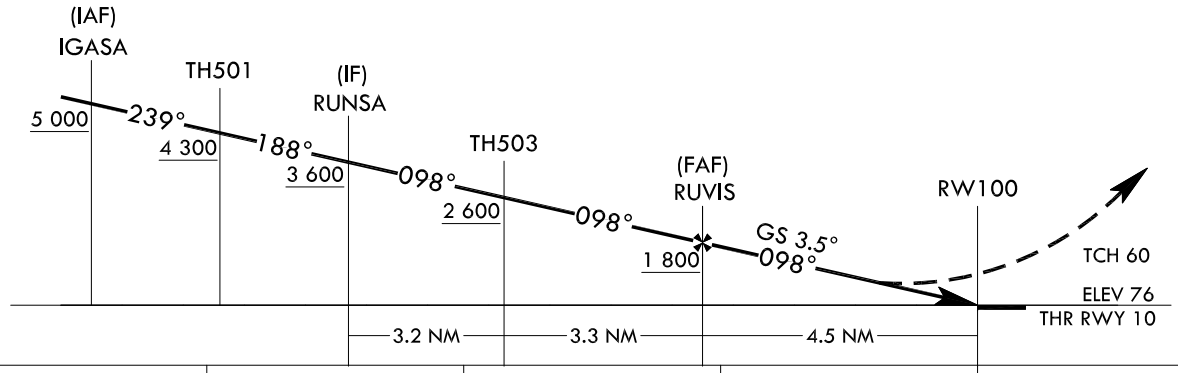


NOTE
1. RNP 1.0 required on Initial & Intermediate, RNP 0.1 for Final approach.
2. Bank angle 23 degrees applied on Initial & Intermediate approach.
3. Initial, Intermediate, Missed approach at 230 kt IAS or less.
4. GNSS required.
5. RNP AR N/A below -10.0°C or above 54.0°C.
6. PAPI not coincident with VGSI.(PAPI angle 3.0°)
7. Missed approach requires minimum climb of 400 ft/NM to 6 000 ft.
8. Procedure N/A for arrival at ELAPI on Y685/G585 Northwestbound.
9. Procedure N/A for arrival at LOSTO on Y744/V11 Northbound.

MISSED APPROACH
Climb to 6 000 ft via on track 098° to TH531, then track 017° to RUTON and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140





CATEGORY		A	B	C	D
RNP 0.1	FULL	512-1 436(500-1)			N/A
	ALS INOP	512-1 1/4 436(500-1 1/4)			N/A

Change : Establishment of fly-over point(RW100).

Instrument Approach Procedure Coding Tables

Feeder Route - via ELAPI to IGASA(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	TF	ELPAI	-	-	-	-	-	-	36°20'14.1"N 128°50'50.9"E	-	RNAV 1	FEEDER ROUTE
002	HM	IGASA	-	129(120.2)	23.8	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	HOLDING 5 NM LEG

Feeder Route - via LOSTO to IGASA(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	TF	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	FEEDER ROUTE
002	HM	IGASA	-	221(212.6)	14.3	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	HOLDING 5 NM LEG

RNP Z RWY 10(AR) - via IGASA to RUTON

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	IGASA	-	-	-	-	+5 000	-230	36°08'10.4"N 129°16'16.6"E	-	RNP 1	IAF
002	TF	TH501	-	239(230.8)	5.6	-	+4 300	-230	36°04'38.0"N 129°10'55.6"E	-	RNP 1	Bank angle 23°
003	TF	RUNSA	-	188(179.1)	5.5	-	+3 600	-230	35°59'06.5"N 129°11'02.0"E	-	RNP 1	IF Bank angle 23°
004	TF	TH503	-	098(089.1)	3.2	-	+2 600	-230	35°59'09.5"N 129°14'58.6"E	-	RNP 1	-
005	TF	RUVIS	-	098(089.1)	3.3	-	+1 800	-	35°59'12.4"N 129°18'59.7"E	-	RNP 0.1	FAF
006	TF	RW100	Y	098(089.2)	4.5	-	-	-	35°59'16.12"N 129°24'30.77"E	-3.5/60	RNP 0.1	-
007	TF	TH531	-	098(089.2)	4.6	-	-	-230	35°59'19.7"N 129°30'11.8"E	-	RNP 1	-
008	TF	RUTON	-	017(008.7)	9.2	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	-
009	HM	RUTON	-	220(211.5)	-	L	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	HOLDING 5 NM LEG

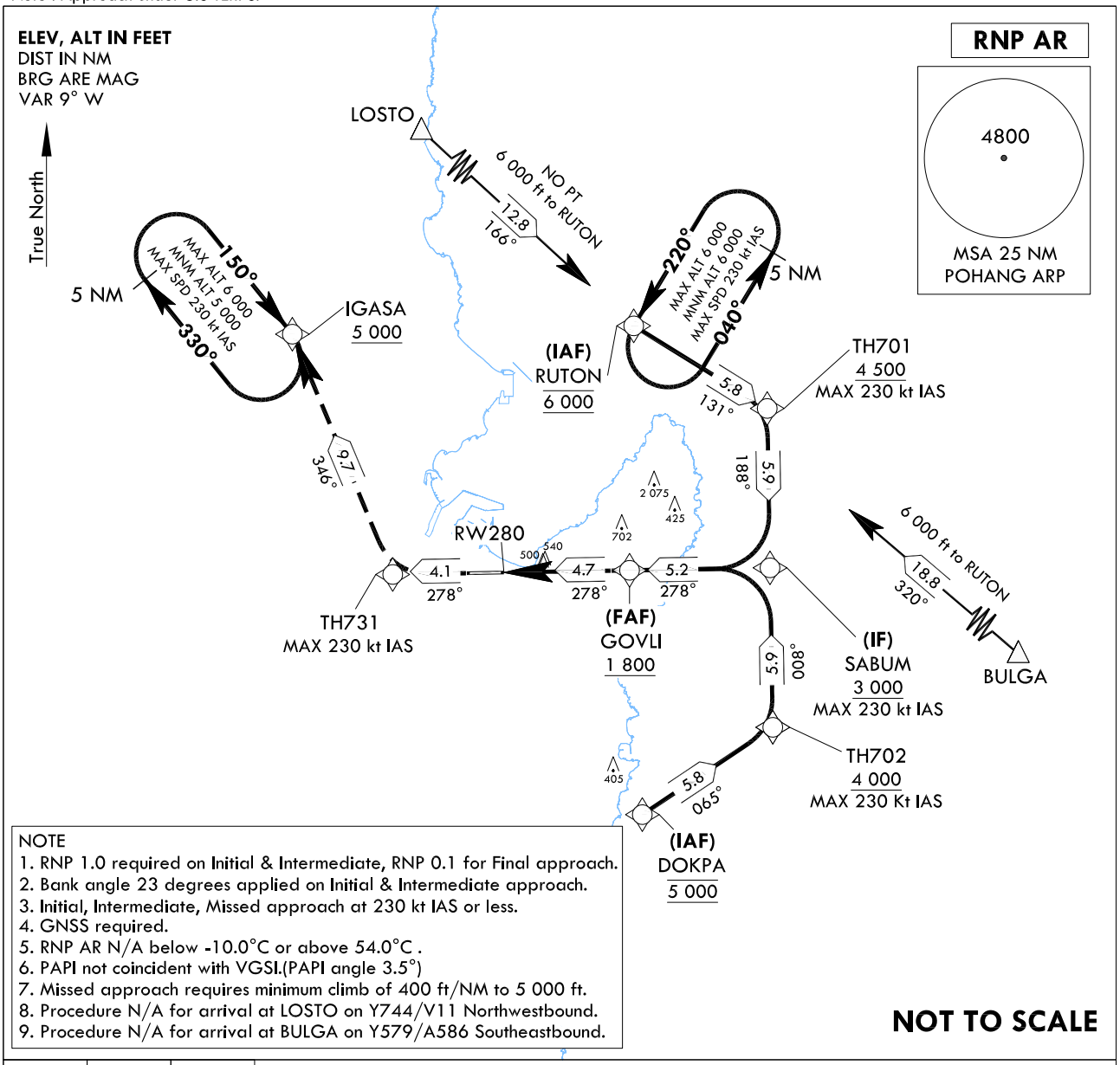
INSTRUMENT APPROACH CHART

Note : Approach under U.S TERPS.

AERODROME ELVE 76 ft
HEIGHTS RELATED TO
THR RWY 28 - ELEV **62** ft
HIGHEST ELEV TDZ **70** ft

POHANG APP	124.25 232.4	120.2
POHANG TWR	118.05 308.50	236.6

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



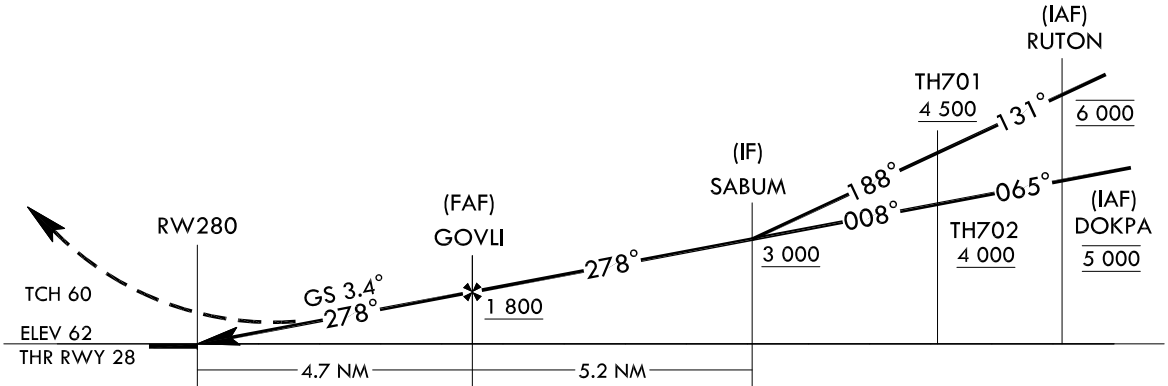
NOTE
1. RNP 1.0 required on Initial & Intermediate, RNP 0.1 for Final approach.
2. Bank angle 23 degrees applied on Initial & Intermediate approach.
3. Initial, Intermediate, Missed approach at 230 kt IAS or less.
4. GNSS required.
5. RNP AR N/A below -10.0°C or above 54.0°C .
6. PAPI not coincident with VGSI.(PAPI angle 3.5°)
7. Missed approach requires minimum climb of 400 ft/NM to 5 000 ft.
8. Procedure N/A for arrival at LOSTO on Y744/V11 Northwestbound.
9. Procedure N/A for arrival at BULGA on Y579/A586 Southeastbound.

NOT TO SCALE

TH731 — TR 278° — IGASA 5 000 — TR 346°

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH
Climb to 5 000 ft via on track 278° to TH731, then track 346° to IGASA and hold.



CATEGORY		A	B	C	D
RNP 0.1	FULL	786-1 3/4 716(800-1 3/4)			N/A
	ALS INOP	786-2 716(800-2)			N/A

Change : Establishment of fly-over point(RW280).

Instrument Approach Procedure Coding Tables

Feeder Route - via LOSTO to RUTON(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	TF	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	FEEDER ROUTE
002	HM	RUTON	-	166(157.3)	12.8	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	HOLDING 5 NM LEG

Feeder Route - via BULGA to RUTON(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	TF	BULGA	-	-	-	-	-	-	35°56'08.6"N 129°49'24.4"E	-	RNAV 1	FEEDER ROUTE
002	HM	RUTON	-	320(311.0)	18.8	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	HOLDING 5 NM LEG

RNP Z RWY 28(AR) - via RUTON to SABUM(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	RUTON	-	-	-	-	@6 000	-230	36°08'26.0"N 129°31'55.0"E	-	RNP 1	IAF Bank angle 23°
002	TF	TH701	-	131(122.1)	5.8	-	+4 500	-230	36°05'19.8"N 129°38'00.3"E	-	RNP 1	Bank angle 23°
003	TF	SABUM	-	188(179.4)	5.9	-	+3 000	-230	35°59'24.2"N 129°38'05.2"E	-	RNP 1	IF Bank angle 23°

RNP Z RWY 28(AR) - via DOKPA to SABUM(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	DOKPA	-	-	-	-	@5 000	-230	35°50'15.6"N 129°32'11.3"E	-	RNP 1	IAF Bank angle 23°
002	TF	TH702	-	065(056.5)	5.8	-	+4 000	-230	35°55'28.7"N 129°38'10.1"E	-	RNP 1	Bank angle 23°
003	TF	SABUM	-	008(359.4)	5.9	-	+3 000	-230	35°59'24.2"N 129°38'05.2"E	-	RNP 1	IF Bank angle 23°