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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 5/23

4 MAY 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

a) Amended phrase(JP7 → SP7).

1.2 Incheon INTL Airport

a) Information of rescue equipment.

b) Amended legend(transmission line or overhead cable) and phrase.

1.3 Gimpo INTL Airport

a) Amended phrases(JP-7 → SP-7) and legend(transmission line or overhead cable).

b) Information of ACFT type and classification for ACFT stands.

1.4 Jeju INTL Airport

a) Information of sequence for TWR FREQ, CJU VORTAC and Withdrawal of YDM VOR/DME, CJU VORTAC.

b) Establishment of order of accuracy.

c) Amended phrases(MAKET 2P → UPGOS 1P, MAKET 2T → UPGOS 1T).

1.5 Gimhae INTL Airport

a) Establishment of unit for take-off WX minima and Amended phrase(prevailing VIS(-) → RVR values(/)).

b) Establishment of RWY physical characteristics.

c) Information of missed approach point.

1.6 Cheongju INTL Airport

a) Amended legend(transmission line or overhead cable).

1.7 Daegu INTL Airport

a) Information of scale of AD OBST chart - ICAO type A for RKTN(1:25000 → 1:13000).

1.8 Gwangju Airport

a) Information of RWY physical characteristics.

b) Establishment of CWY information.

1.9 Yeosu Airport

a) Establishment of ELEV for RWY center line and CWY.

1.10 Ulsan Airport

a) Establishment of RWY physical characteristics.

1.11 Uljin Airport

a) Information of aerodrome operator, TEL, telefax, operational hours for AD operator and ATS airspace.

b) Amended phrase(FIC → AIS).

c) Information of legend(wind power plant area → wind turbines).

d) Information of coordinates for RWY 17 THR.

e) Establishment of wind turbines for legend.

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(6 APR 23) / 0.3-2(6 APR 23)	GEN 0.3-1 / 0.3-2 4 MAY 23
GEN 0.4-1(17 MAY 23) / 0.4-2(17 MAY 23)	GEN 0.4-1 / 0.4-2 14 JUN 23
GEN 0.4-3(17 MAY 23) / 0.4-4(17 MAY 23)	GEN 0.4-3 / 0.4-4 14 JUN 23
GEN 0.4-5(17 MAY 23) / 0.4-6(17 MAY 23	GEN 0.4-5 / 0.4-6 14 JUN 23
GEN 0.4-7(17 MAY 23) / 0.4-8(17 MAY 23)	GEN 0.4-7 / 0.4-8 14 JUN 23
GEN 0.4-9(17 MAY 23) / 0.4-10(17 MAY 23)	GEN 0.4-9 / 0.4-10 14 JUN 23
VOL I, Part II - ENR (Enroute)	**VOL I, Part II - ENR (Enroute)**
ENR 1.2-23(17 NOV 22) / BLANK	ENR 1.2-23 / BLANK 4 MAY 23
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**
RKSI	**RKSI**
AD 2-1(9 FEB 23) / 2-2(9 FEB 23)	AD 2-1 / 2-2 4 MAY 23
AD CHART 2-10(6 APR 23) / 2-11(6 APR 23)	AD CHART 2-10 / 2-11 4 MAY 23
AD CHART 2-12(6 APR 23) / 2-13(6 APR 23)	AD CHART 2-12 / 2-13 4 MAY 23
AD CHART 2-14(6 APR 23) / 2-15(6 APR 23)	AD CHART 2-14 / 2-15 4 MAY 23
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AD CHART 2-51(15 DEC 22) / 2-51-1(15 DEC 22)	AD CHART 2-51 / 2-51-1 4 MAY 23
AD CHART 2-52(15 DEC 22) / 2-52-1(15 DEC 22)	AD CHART 2-52 / 2-52-1 4 MAY 23
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RKSS	**RKSS**
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AD CHART 2-3(6 APR 23) / 2-4(6 APR 23)	AD CHART 2-3 / 2-4 4 MAY 23
AD CHART 2-7(15 DEC 22) / BLANK	AD CHART 2-7 / BLANK 4 MAY 23
AD CHART 2-8(15 DEC 22) / BLANK	AD CHART 2-8 / BLANK 4 MAY 23
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RKPC	**RKPC**
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AD CHART 2-27(15 DEC 22) / 2-27-1(15 DEC 22)	AD CHART 2-27 / 2-27-1 4 MAY 23
AD CHART 2-28(15 DEC 22) / 2-28-1(15 DEC 22)	AD CHART 2-28 / 2-28-1 4 MAY 23

OLD (Pages to be removed)	NEW (Pages to be inserted)
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AD CHART 2-26(22 SEP 22) / 2-27(22 SEP 22)	AD CHART 2-26 / 2-27 4 MAY 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	
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	
15/23	Gimpo AP - Operational Restrictions	AD	14 JUN 23 / 27 DEC 23	

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1.2 - 8	17 NOV 22
1.2 - 9	17 NOV 22
1.2 - 10	17 NOV 22
1.2 - 11	17 NOV 22
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1.2 - 30	17 NOV 22
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1.3 - 1	26 OCT 17
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1.4 - 6	25 AUG 22
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1.9 - 5	1 AUG 19
1.9 - 6	1 AUG 19
1.9 - 7	13 JAN 22
1.9 - 8	13 JAN 22
1.9 - 9	25 AUG 22
1.9 - 10	25 AUG 22
1.9 - 11	25 AUG 22
1.9 - 12	25 AUG 22
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3.1 - 9	20 DEC 18
3.1 - 10	20 DEC 18
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3.1 - 12	9 FEB 23
3.1 - 13	9 FEB 23
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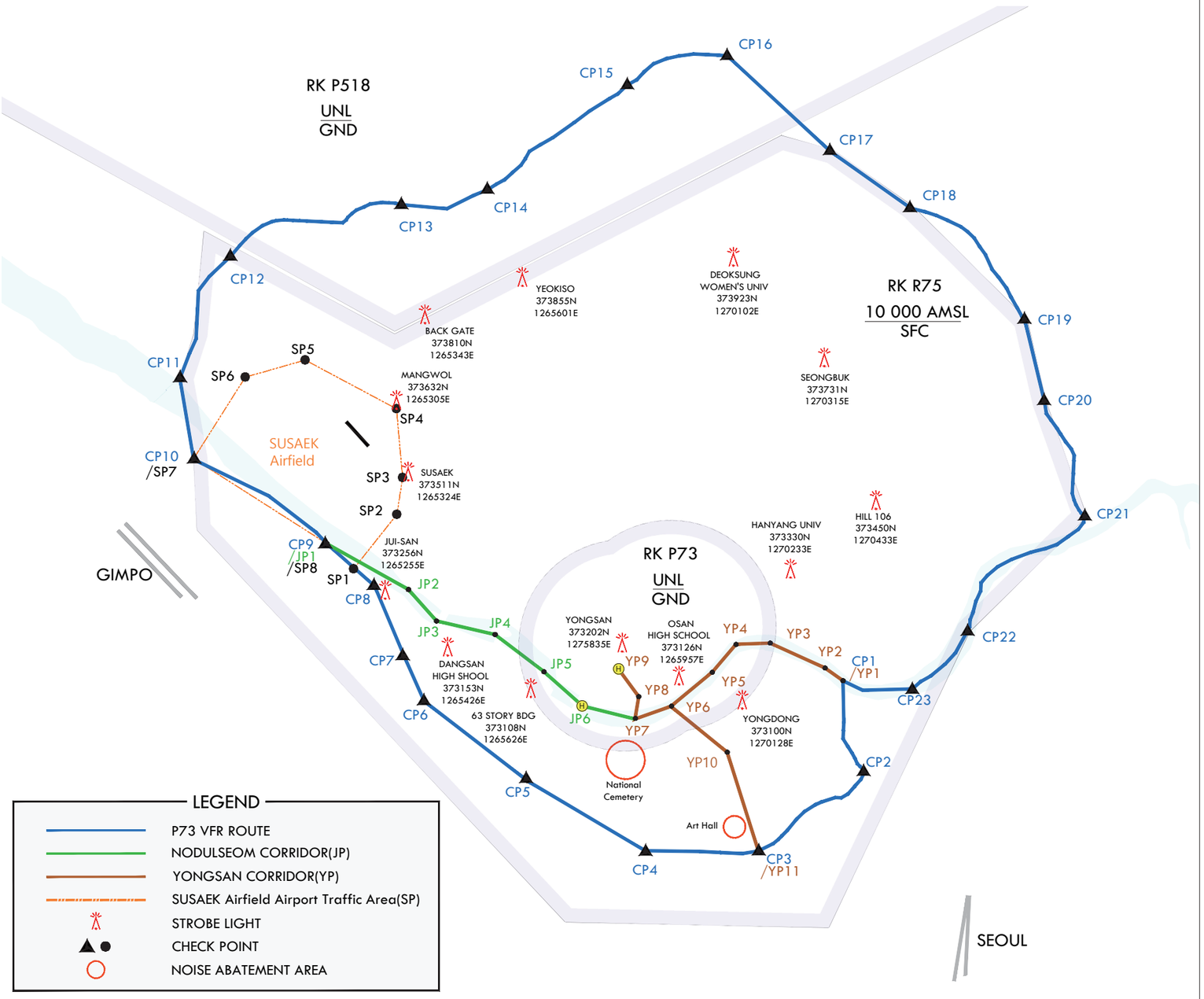
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CHART 2 - 16-1	22 SEP 22	CHART 2 - 16	15 DEC 22
CHART 2 - 17	22 SEP 22	CHART 2 - 16-1	15 DEC 22
CHART 2 - 17-1	22 SEP 22	CHART 2 - 17	9 MAY 19
CHART 2 - 18	15 DEC 22	CHART 2 - 17-1	9 MAY 19
CHART 2 - 18-1	15 DEC 22		
CHART 2 - 19	15 DEC 22		
CHART 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	**4 MAY 23**		
CHART 2 - 27	**4 MAY 23**		

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VFR ROUTE VICINITY OF RK P73



< P73 VFR Route Visual Check points (CP) >

ID	VISUAL REF.	COORDINATES (LAT-LONG)
CP-1	Midpoint of Cheongdam Bridge	373134N 1270351E
CP-2	Daechi Bridge	372951N 1270425E
CP-3	Gyungbu Highway Yangjaechun Bridge	372817N 1270156E
CP-4	Quarry	372816N 1265914E
CP-5	Hill 180	372933N 1265624E
CP-6	Youngdeungpo station	373101N 1265353E
CP-7	Mokdong Bridge	373151N 1265322E
CP-8	Yeomchang Bridge	373310N 1265239E
CP-9	South end of Gayang Bridge	373357N 1265130E
CP-10	South end of Haengju Bridge	373530N 1264817E
CP-11	North end of Gimpo Bridge	373701N 1264754E
CP-12	Goyang IC	373921N 1264903E
CP-13	Tongillo IC	374024N 1265306E
CP-14	Yangju TG	374043N 1265508E
CP-15	Songchu IC	374246N 1265825E
CP-16	Peak of Sapae-san	374321N 1270047E
CP-17	Uijungbu IC	374136N 1270317E
CP-18	Deokrung Bridge	374033N 1270513E
CP-19	Toekyewon IC	373827N 1270800E
CP-20	Guri IC	373656N 1270830E
CP-21	North end of Gangdong Bridge	373447N 1270930E
CP-22	Midpoint of Cheonho Bridge	373233N 1270647E
CP-23	Midpoint of Jamsil Bridge	373126N 1270531E

< Nodulseom VFR Route Check points(JP) >

ID	VISUAL REF.	COORDINATES (LAT-LONG)
JP-1(CP-9)	South end of Gayang Bridge	373357N 1265130E
JP-2	Midpoint of Seongsan Bridge	373307N 1265328E
JP-3	Seonyu-do / Hill 17	373232N 1265409E
JP-4	Midpoint of Seogang Bridge	373218N 1265533E
JP-5	Midpoint of Wonhyo Bridge	373137N 1265644E
JP-6	Nodulseom heliport	373059N 1265740E

< Yongsan Corridor Visual Check points(YP) >

ID	VISUAL REF.	COORDINATES (LAT-LONG)
YP-1(CP-1)	Midpoint of Cheongdam Bridge	373134N 1270351E
YP-2	Midpoint of Yeongdong Bridge	373148N 1270325E
YP-3	Midpoint of Seongsu Bridge	373215N 1270206E
YP-4	Midpoint of Dongho Bridge	373209N 1270117E
YP-5	Midpoint of Hannam Bridge	373138N 1270046E
YP-6	Midpoint of Banpo Bridge	373057N 1265946E
YP-7	Midpoint of Dongjak Bridge	373037N 1265853E
YP-8	Square chimney	373105N 1265832E
YP-9	Yongsan Heliport (H-264)	373141N 1265831E
YP-10	Banpo IC	373010N 1270108E
YP-11/CP-3	Gyungbu Highway Yangjaechun Bridge	372817N 1270156E

< Susaek Airfield Airport Traffic Area(SP) Connecting points >

ID	VISUAL REF.	COORDINATES (LAT-LONG)	REMARKS
SP-1	Hill 55	373329N 1265209E	Along power line
SP-2	Sangam-dong	373432N 1265309E	In a straight line
SP-3	Intersection	373514N 1265316E	Along road
SP-4	Mangwol	373632N 1265305E	In a straight line
SP-5	Joint PT of stream	373725N 1265053E	In a straight line
SP-6	Intersection	373704N 1264928E	Along route 39
SP-7 (CP-10)	South end of Haengju Bridge	373530N 1264817E	In a straight line
SP-8 (CP-9)	South end of Gayang Bridge	373357N 1265130E	Along North edge of Olympic Expressway to SP-1

Change : Amended phrase(JP7 → SP7).

AD 2. AERODROMES

RKSI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSI - SEOUL / Incheon INTL

RKSI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	372745N 1262621E 295° / 2 357 m from THR 33R
2	Direction and distance from city	264°, 48.7 km from Seoul City Hall 279°, 23.9 km from Incheon City Hall
3	Elevation/Reference temperature	7 m / 30.3 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	Magnetic VAR/Annual change	9° W (2020) / 0.093° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Incheon International Airport Corporation 47, Gonghang-ro 424beon-gil, Jung-gu, Incheon 22382, Republic of Korea TEL : +82-32-741-2601~2 FAX : +82-32-741-2610 AFS : (Terminal 1) RKSIZPZX (Terminal 2) RKSIZPZB
7	Types of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKSI AD 2.3 OPERATIONAL HOURS

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

RKSI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 7 000 kg
2	Fuel/oil types	Fuel : Jet A-1 Oil : Turbo Oil 2 380, Jet Oil 254, Castrol 5 000
3	Fuelling facilities/capacity	a. Jet A1 available by hydrant refueling on passenger, remote, cargo apron, at rate of 1 000 gpm. 27 aircraft can be fueled simultaneously, total amount of storage is 187 353 600 L. b. Hydrant refueling is unserviceable on every 4th Monday (1630-1800 UTC) of the month due to scheduled inspection. Tank lorries are available H24.
4	De-icing facilities	Provide 25 de-icing pads (Refer to Aircraft Parking / Docking Chart)
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Minor repairs without hangar
7	Remarks	NIL

RKSI AD 2.5 PASSENGER FACILITIES

1	Hotels	In Incheon & Seoul city (Transit hotel at passenger terminal)
2	Restaurants	At AD and in the city
3	Transportation	Rail, buses, taxis, rental cars and ferries from the AD
4	Medical facilities	a. First aid emergency medical center in airport b. Ambulance service available c. Hospitals in Incheon city, 20 km away
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	http://airport.kr

RKSI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : Category 10
2	Rescue equipment	a. 2 ARFF* vehicles (8 × 8) :

Capacity of water (L)	17 000 (2)
Capacity of foam (L)	2 400 (2)
Foam discharge rate (L/min)	8 000 (2)
Capacity of dry chemical powder (kg)	225 (2)
Dry chemical powder discharge rate (kg/s)	2.3 (2)

b. 5 ARFF* vehicles (6 × 6) :

Capacity of water (L)	11 000 (each)
Capacity of foam (L)	1 590 (2), 1 000 (3)
Foam discharge rate (L/min)	7 900 (2), 7 500 (3)
Capacity of dry chemical powder (kg)	200 (2), 225 (3)
Dry chemical powder discharge rate (kg/s)	2.3 (2), 2.5 (3)

c. 1 ARFF* vehicles (4 × 4) :

Capacity of water (L)	6 200
Capacity of foam (L)	750
Foam discharge rate (L/min)	6 500
Capacity of dry chemical powder (kg)	250
Dry chemical powder discharge rate (kg/s)	2.5

d. 3 Pump vehicles :

Capacity of water (L)	4 000 (2) 300 (1)
Capacity of foam (L)	400 (2) 20 (1)
Foam discharge rate (L/min)	4 000 (2), 40 (1)
Capacity of dry chemical powder (kg)	140 (2)

Change : Information of rescue equipment.

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

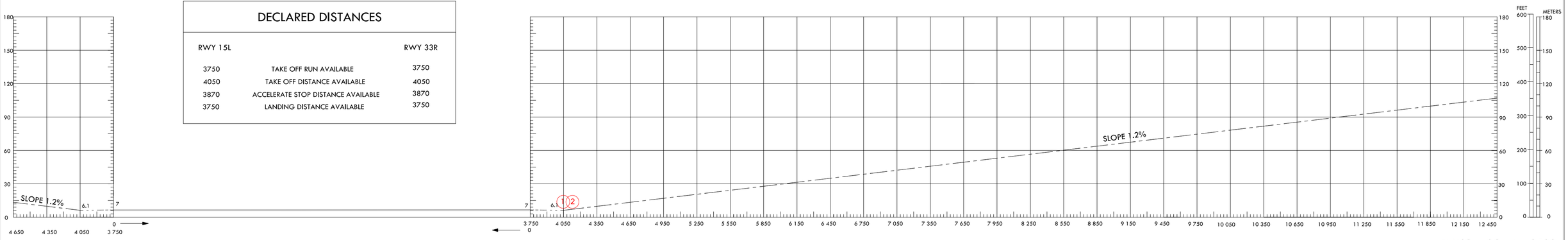
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

RWY 15L / 33R

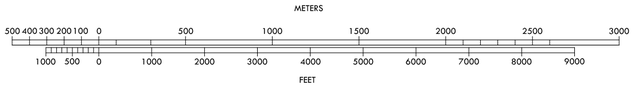
DECLARED DISTANCES

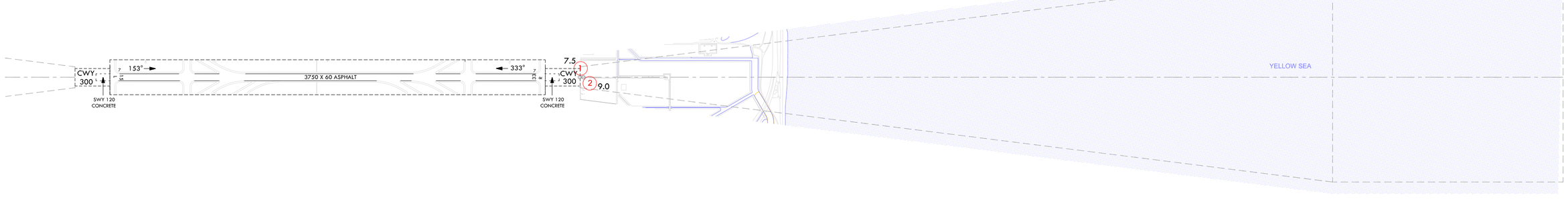
RWY 15L		RWY 33R
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



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°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 legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

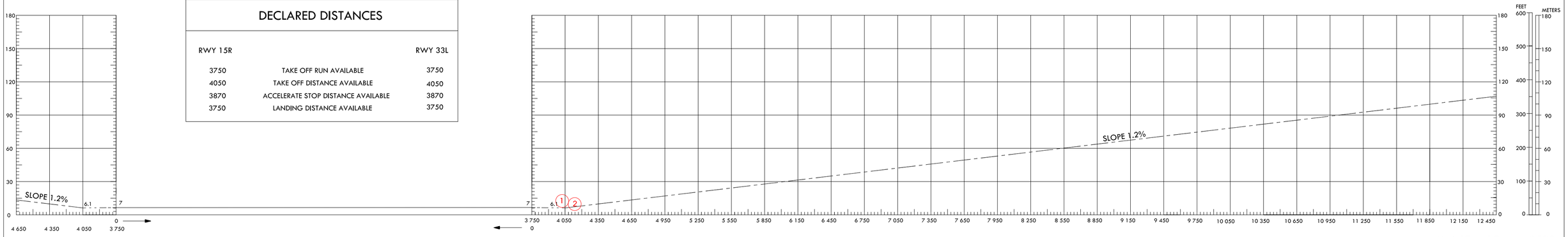
SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

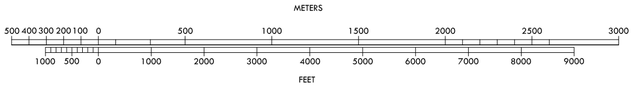
RWY 15R / 33L

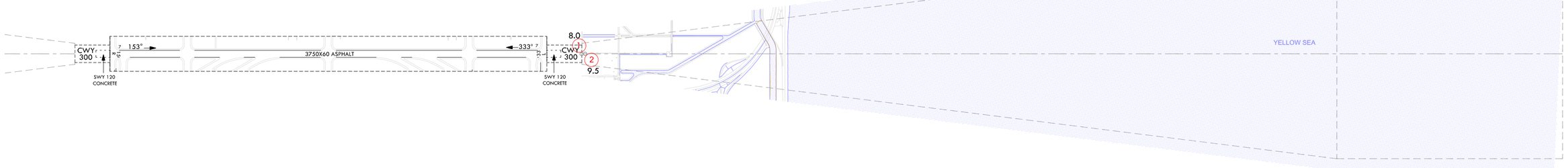
DECLARED DISTANCES		
RWY 15R		RWY 33L
3750	TAKE OFF RUN AVAILABLE	3750
4050	TAKE OFF DISTANCE AVAILABLE	4050
3870	ACCELERATE STOP DISTANCE AVAILABLE	3870
3750	LANDING DISTANCE AVAILABLE	3750



VERTICAL SCALE 1:2500

HORIZONTAL SCALE 1:25000





LEGEND		
ITEM	SYMBOL	
	Plan	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

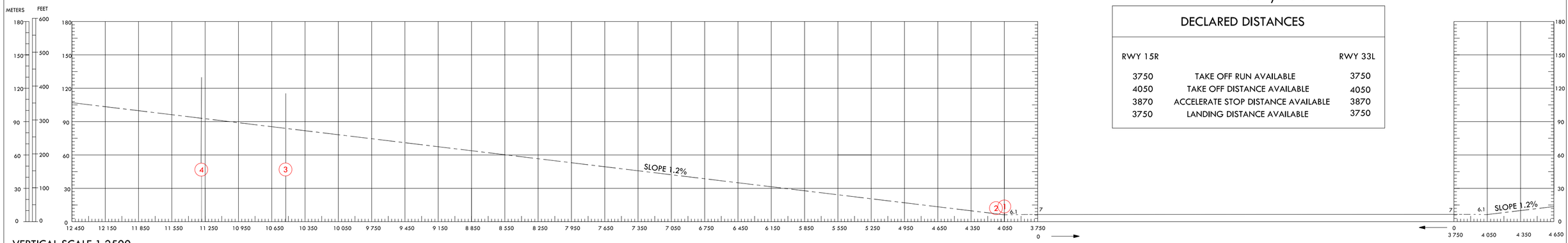
Change : Amended legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

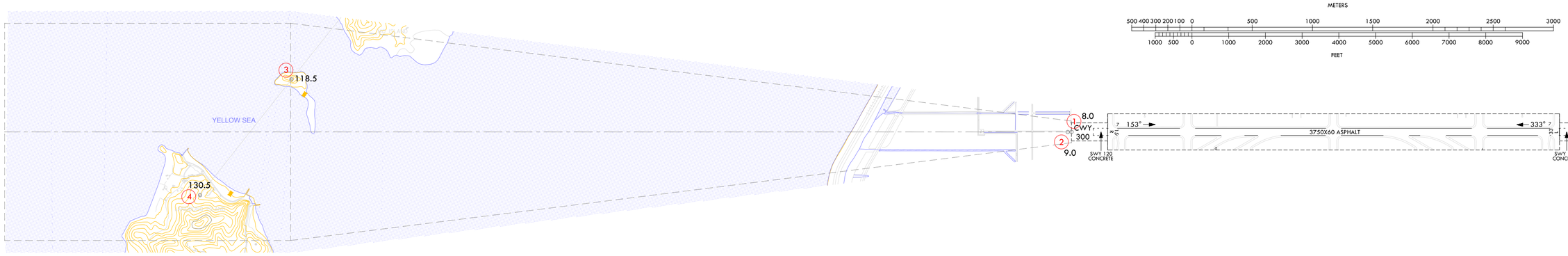


VERTICAL SCALE 1:2500

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

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 legend(transmission line or overhead cable).

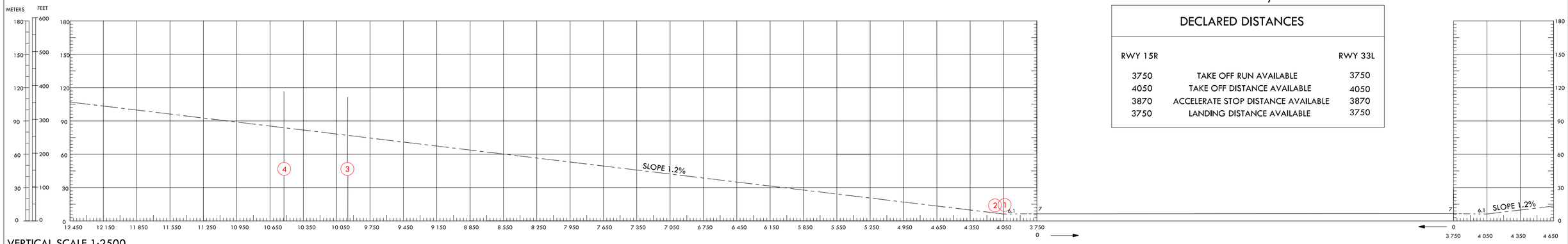
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

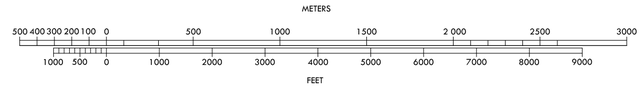
RWY 15L / 33R

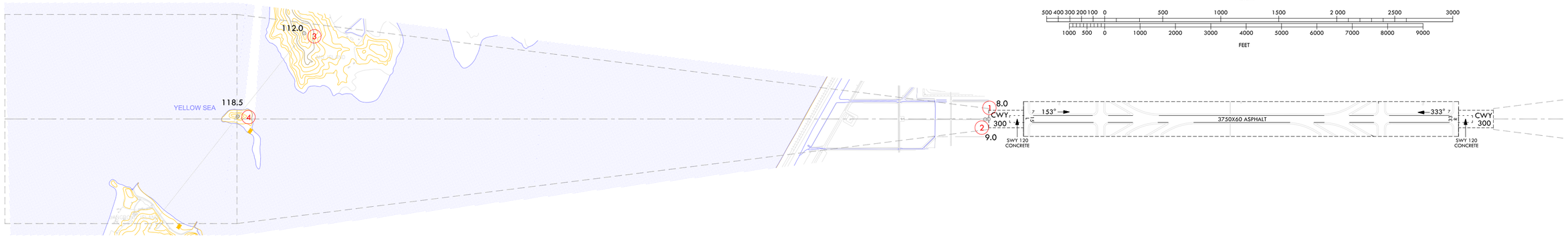


VERTICAL SCALE 1:2500

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	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°29'10.1"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

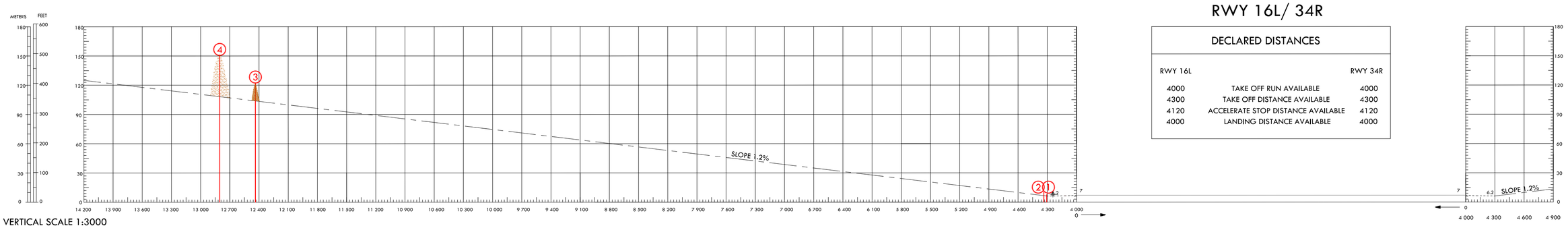
Change : Amended legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

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DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

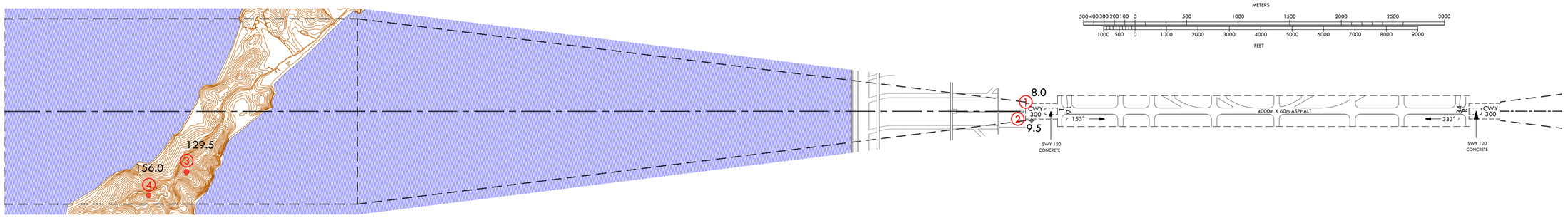


VERTICAL SCALE 1:3000

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°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 legend(transmission line or overhead cable).

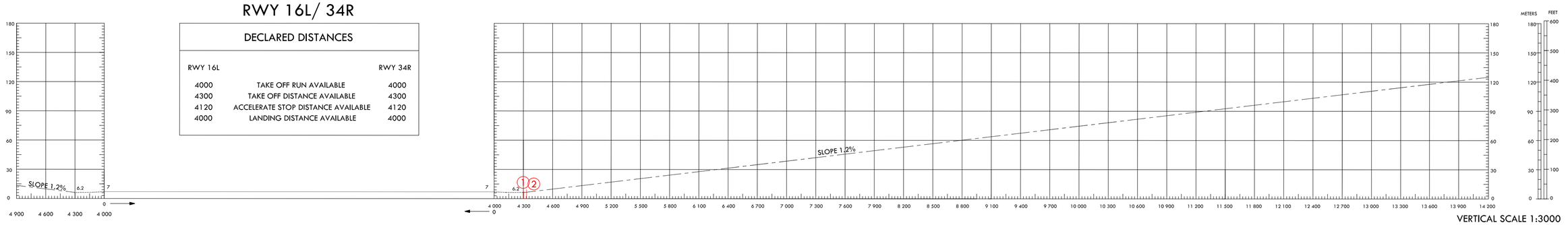
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

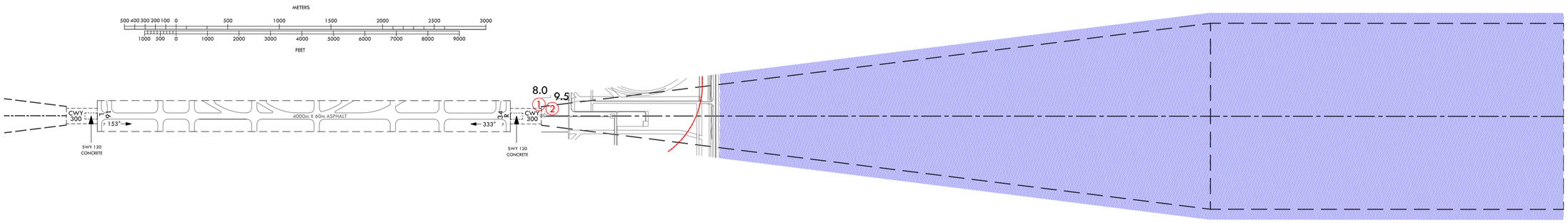
MAGNETIC VARIATION 9° W (2020)

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

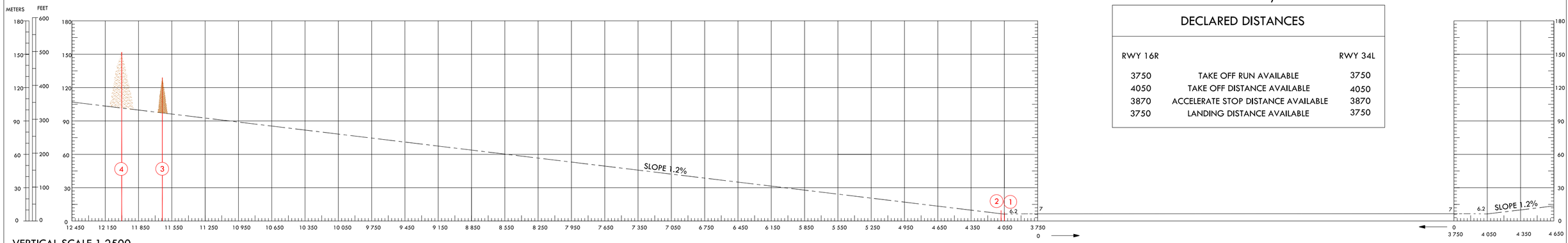
AMENDMENT RECORD		
NO	DATE	ENTERED BY

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

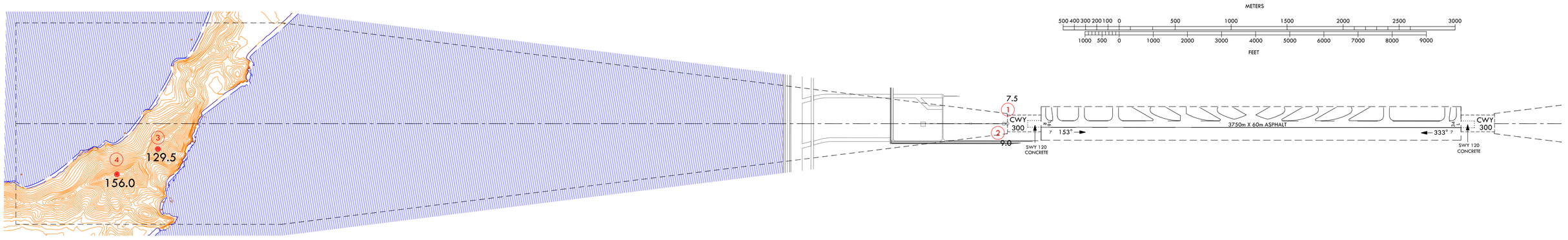


VERTICAL SCALE 1:2500

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

HORIZONTAL SCALE 1:25000



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

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°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 legend(transmission line or overhead cable).

**AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)**

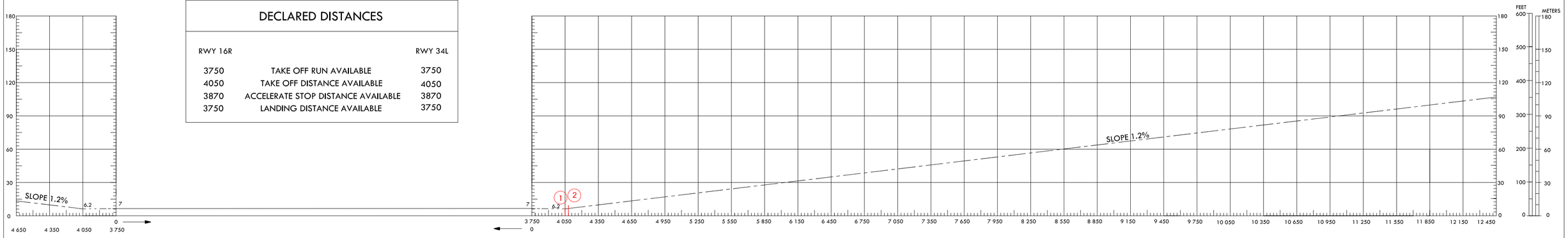
SEOUL / Incheon Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W (2020)

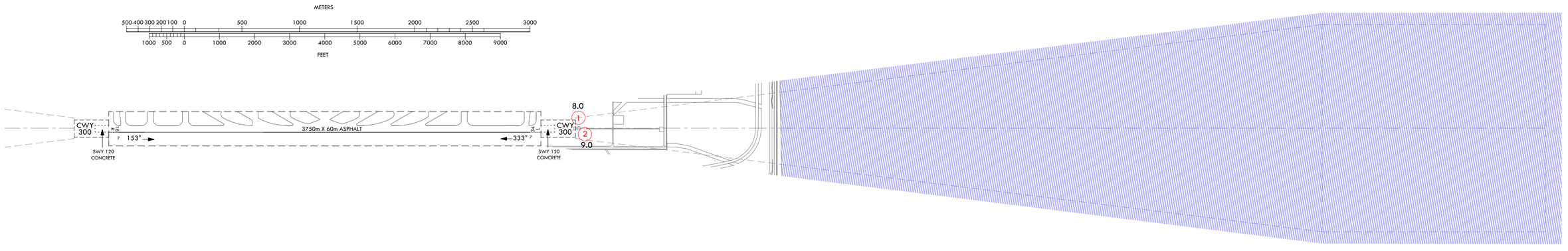
RWY 16R / 34L

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	
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)	

Identification number

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 legend(transmission line or overhead cable).

INSTRUMENT APPROACH CHART - ICAO

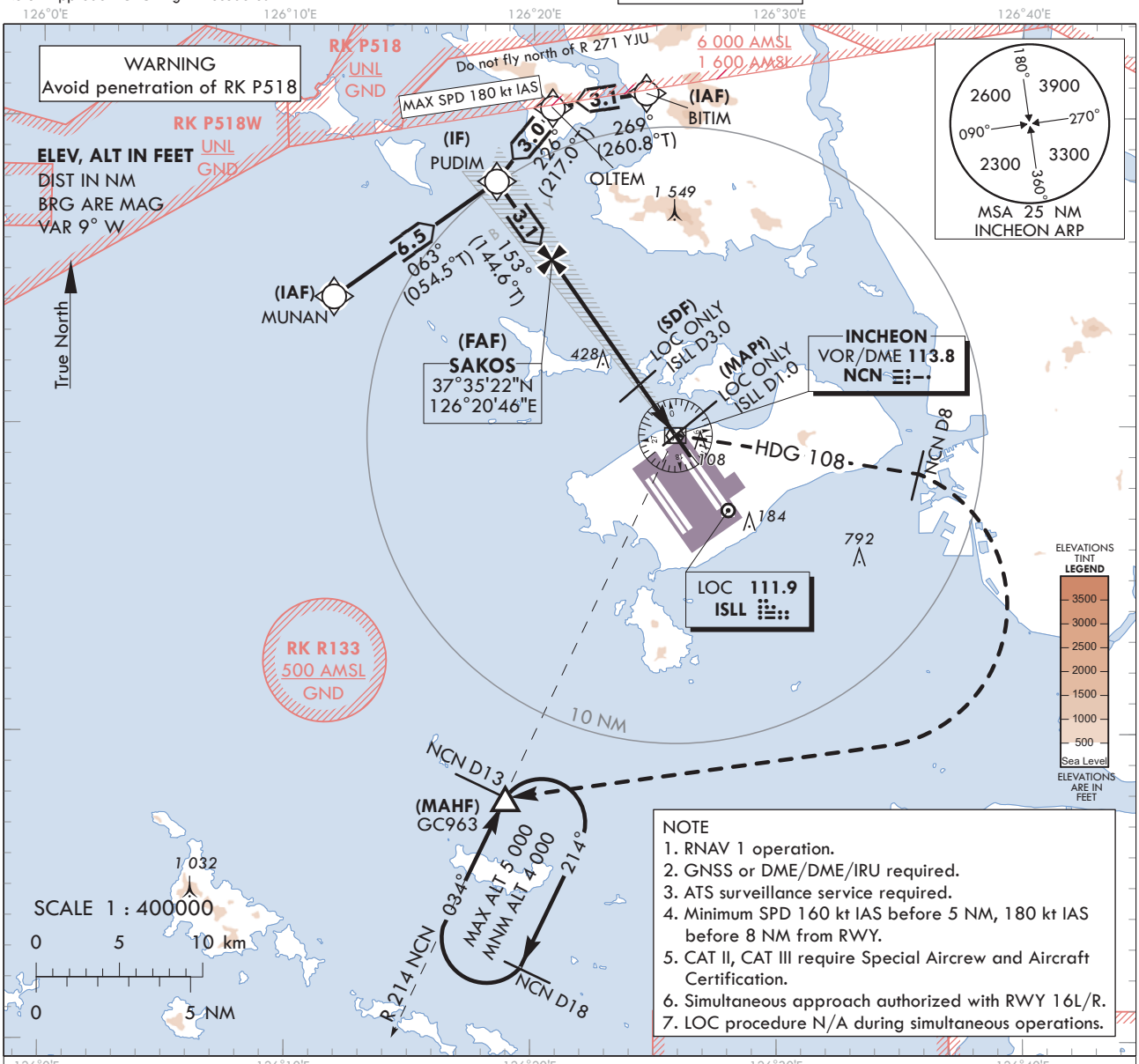
Note : Approach ICAO Flight Procedures.

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

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

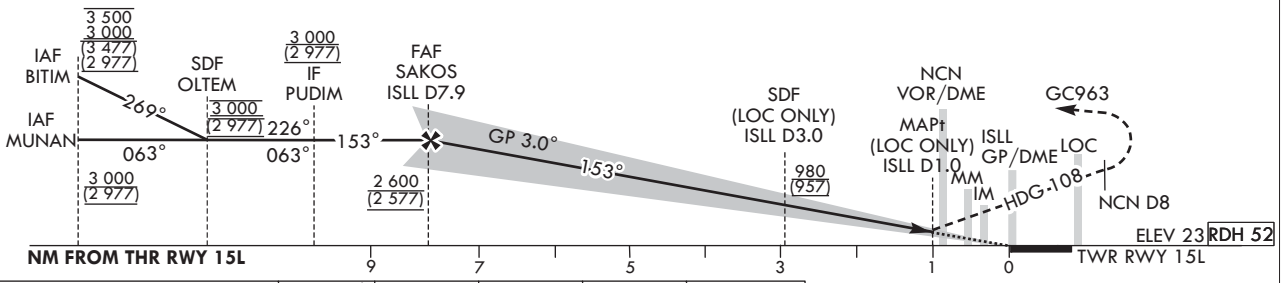
ILS Z or LOC Z RWY 15L
CAT II & III



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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



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

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

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

Change : Amended phrase.

AERONAUTICAL DATA TABULATION

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

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

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

INSTRUMENT APPROACH CHART - ICAO

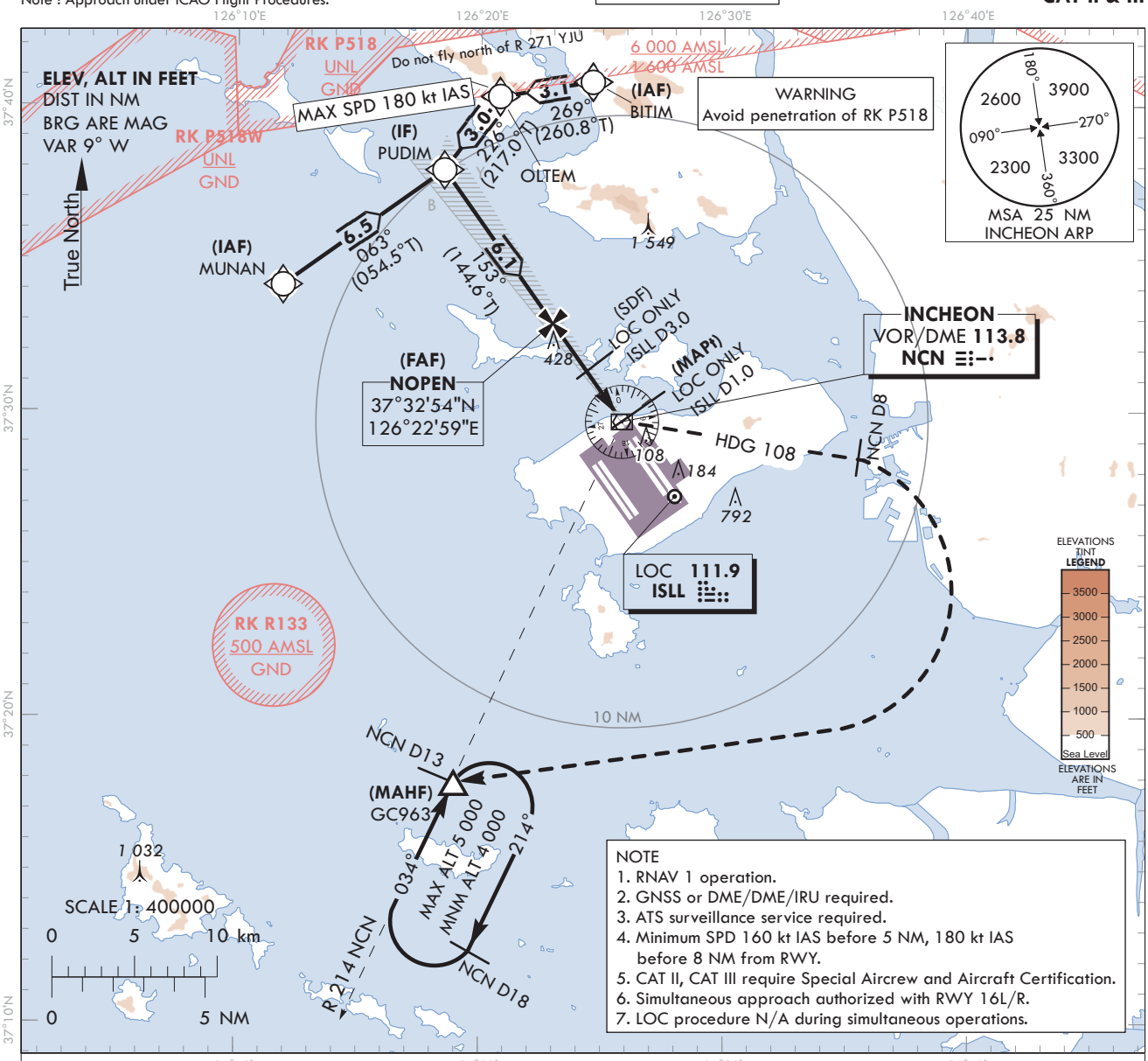
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

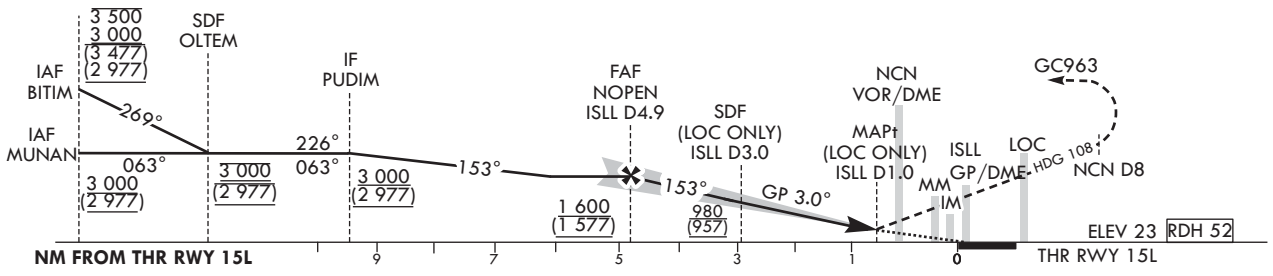
SEOUL/Incheon Intl(RKSI)

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



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

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

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

Change : Amended phrase.

AERONAUTICAL DATA TABULATION

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

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

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

INSTRUMENT APPROACH CHART - ICAO

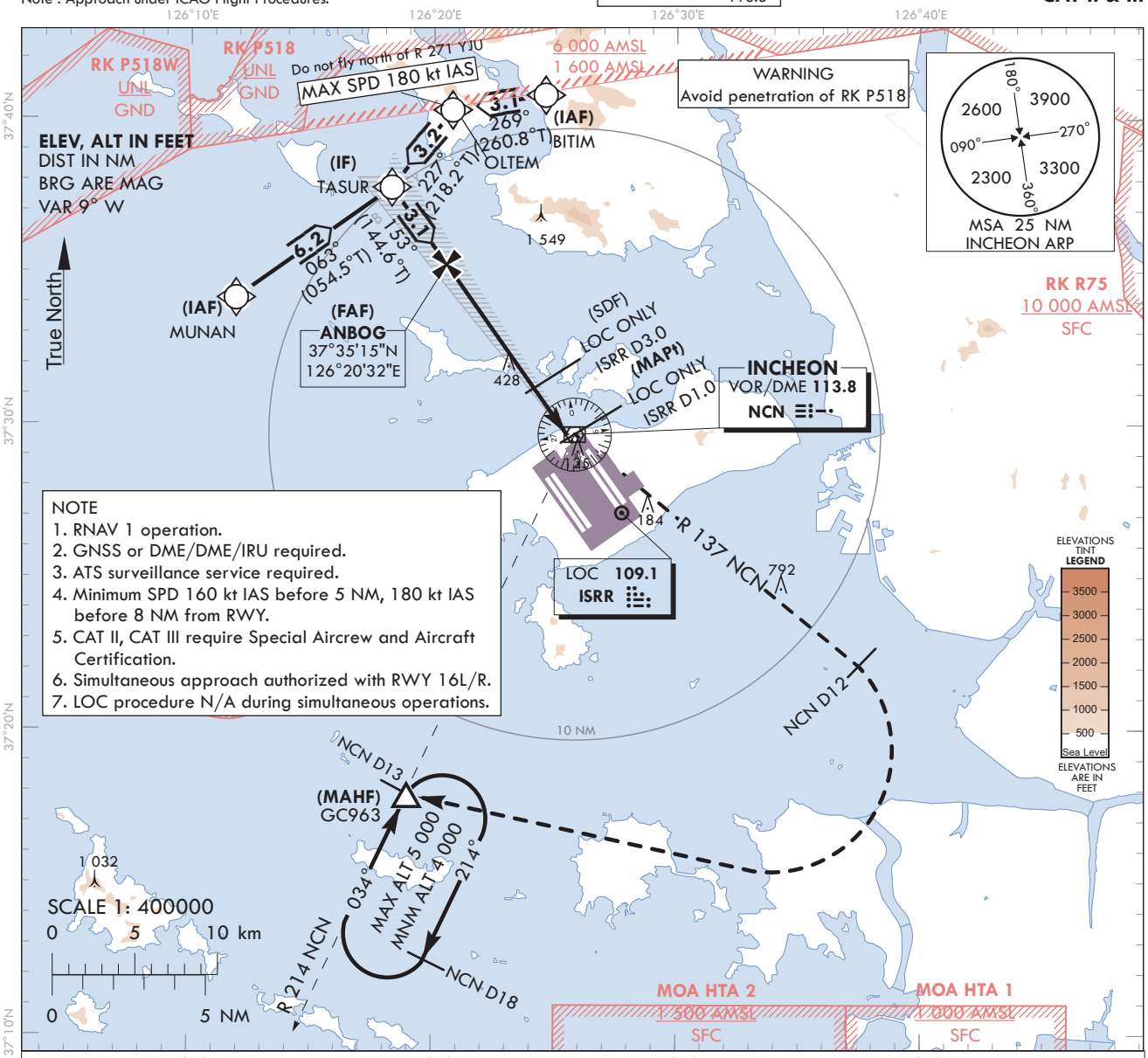
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

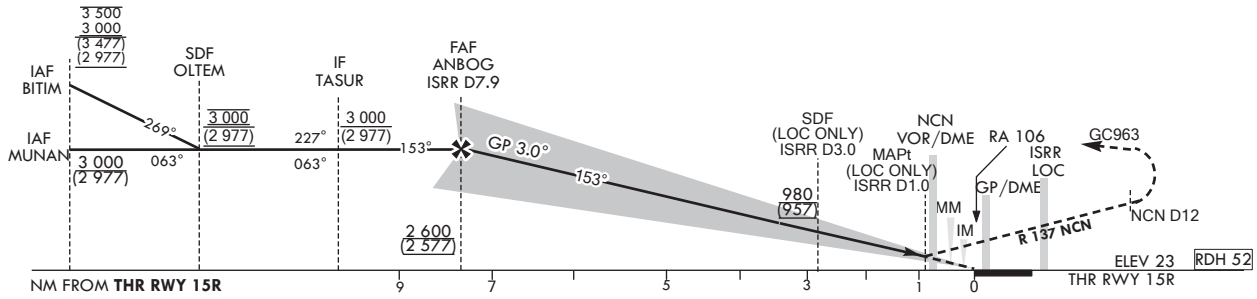
SEOUL/Incheon Intl(RKSI)

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



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

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

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

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

Change : Amended phrase.

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

AERONAUTICAL DATA TABULATION

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

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

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

INSTRUMENT APPROACH CHART - ICAO

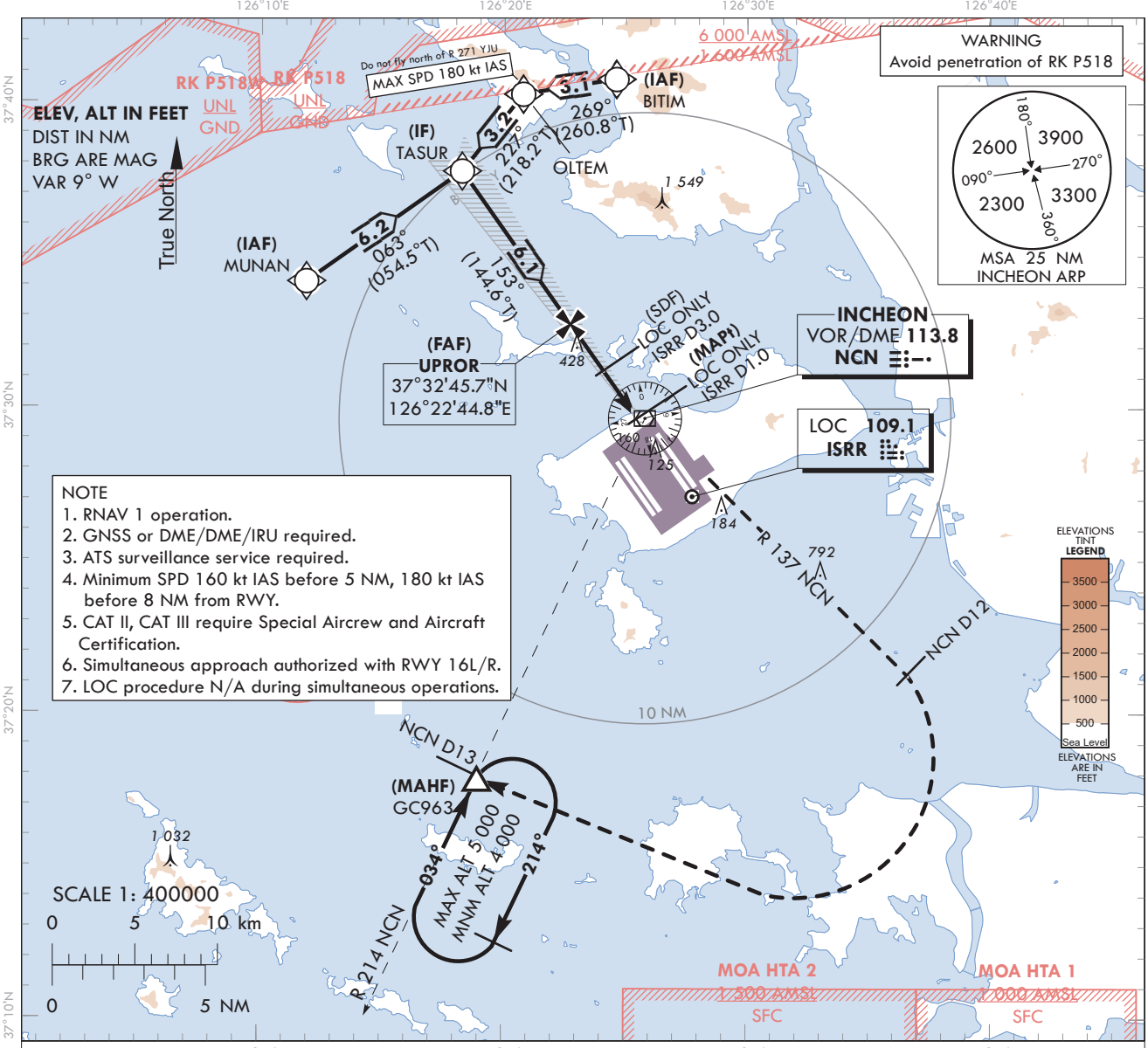
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

SEOUL/Incheon Intl(RKSI)

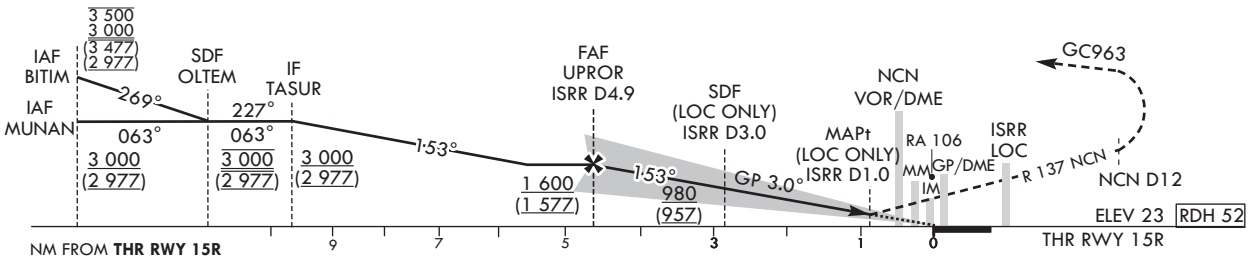
ILS Y or LOC Y RWY 15R
CAT II & III



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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

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

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

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

Change : Amended phrase.

AERONAUTICAL DATA TABULATION

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

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

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

INSTRUMENT APPROACH CHART - ICAO

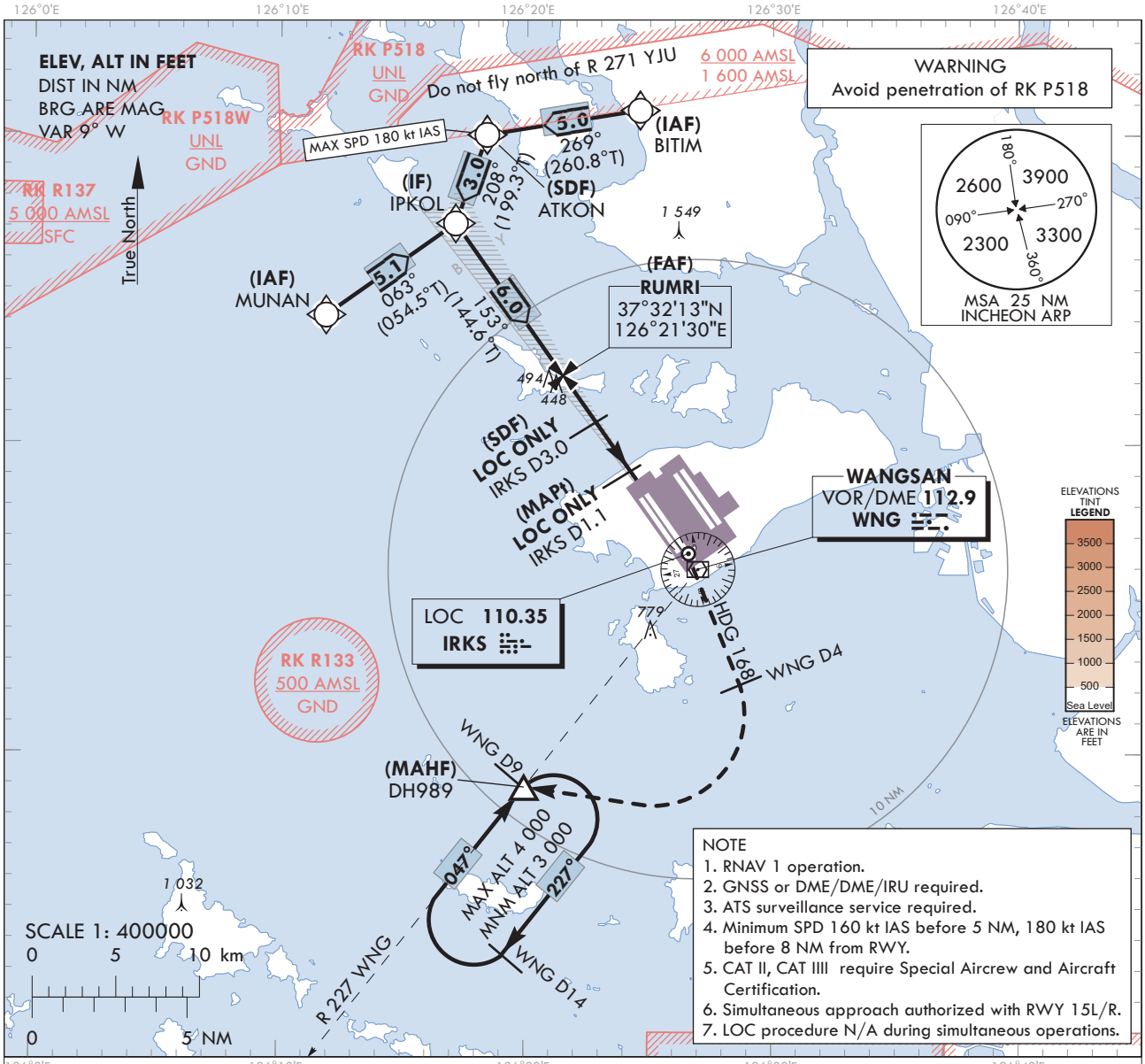
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75 121.35
INCHEON	TWR	118.2 118.8

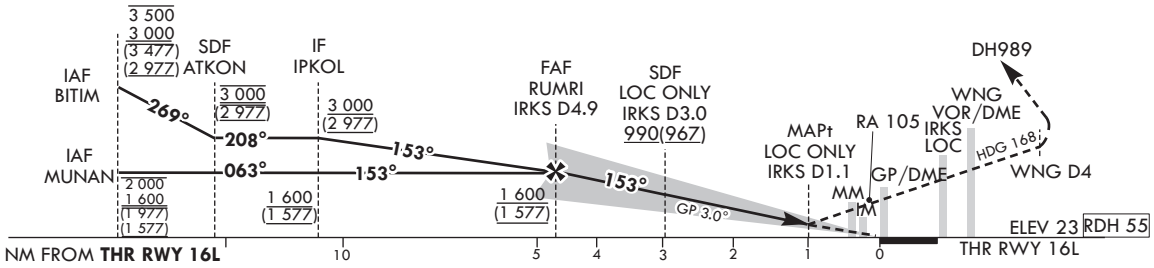
SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 16L
CAT II & III



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

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

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

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

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

Change : Amended phrase.

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

AERONAUTICAL DATA TABULATION

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

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

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

INSTRUMENT APPROACH CHART-ICAO

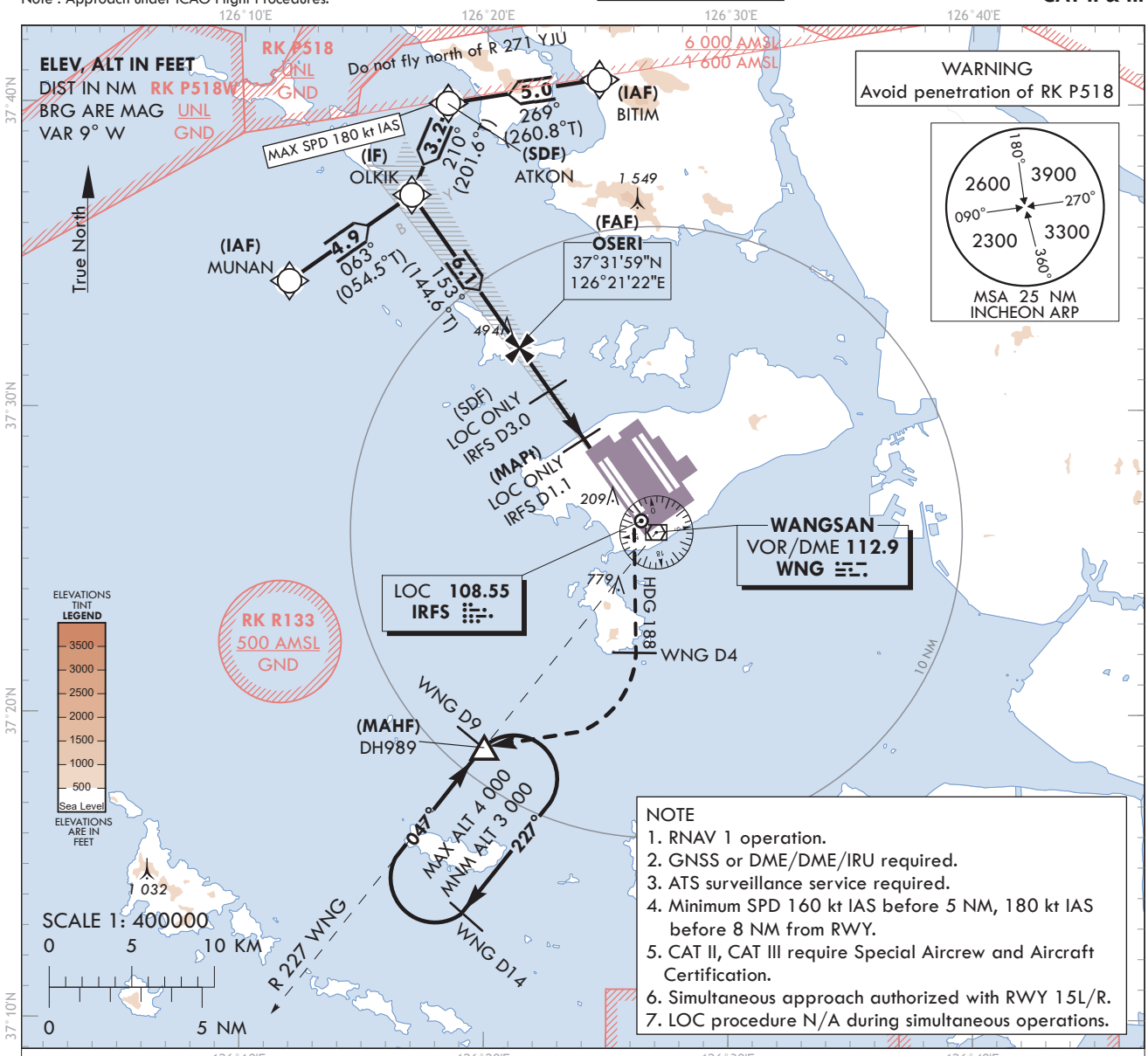
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

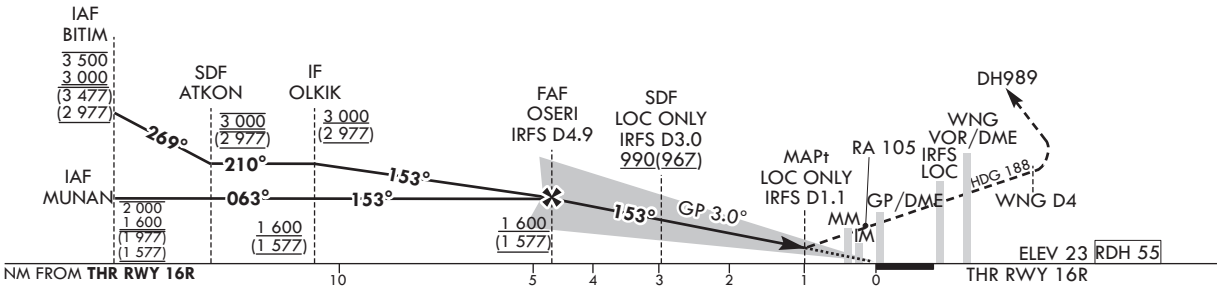
SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 16R
CAT II & III



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

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

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

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

Change : Amended phrase.

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

AERONAUTICAL DATA TABULATION

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

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

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

INSTRUMENT APPROACH CHART - ICAO

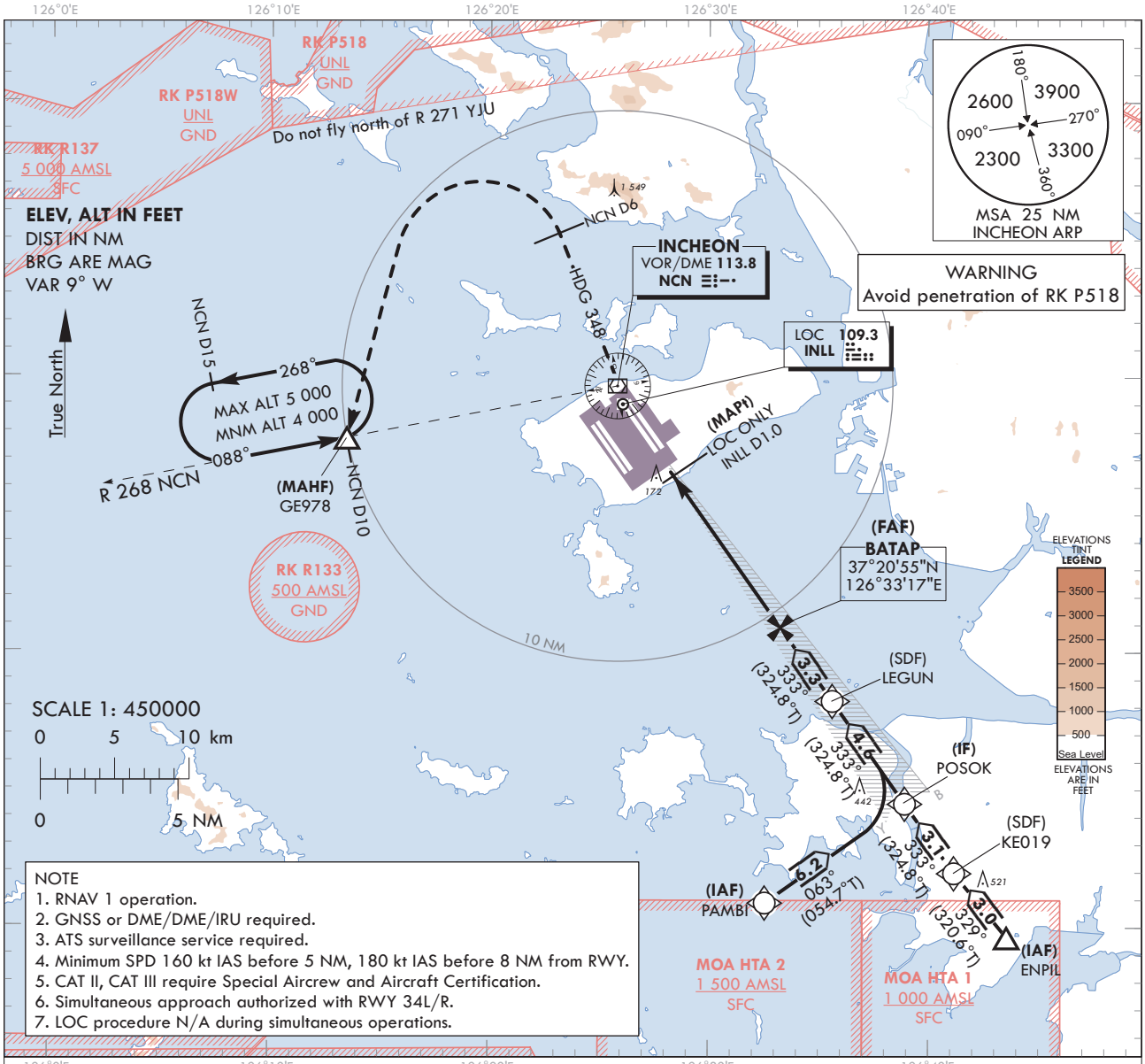
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33L
CAT II & III

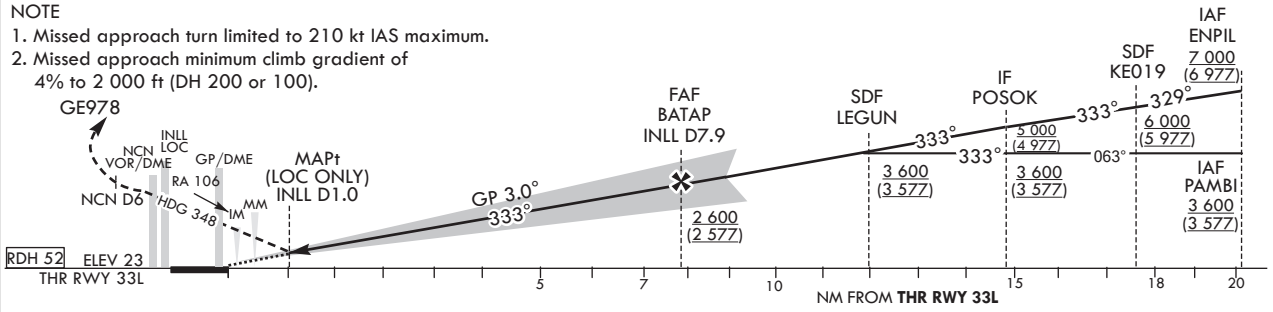


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure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

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

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

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

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

Change : Amended phrase.

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

AERONAUTICAL DATA TABULATION

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

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

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

INSTRUMENT APPROACH CHART - ICAO

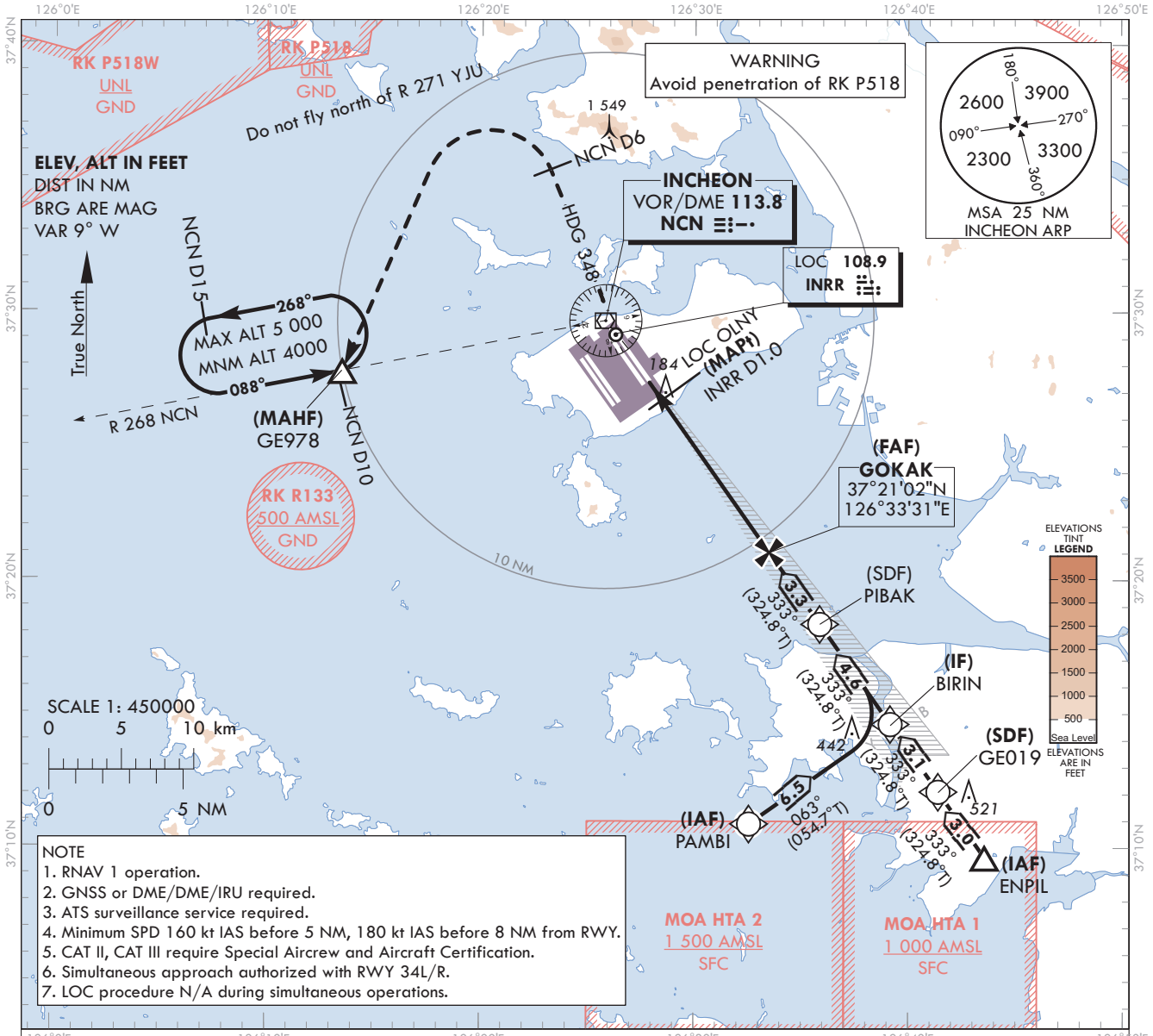
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 33R
CAT II & III

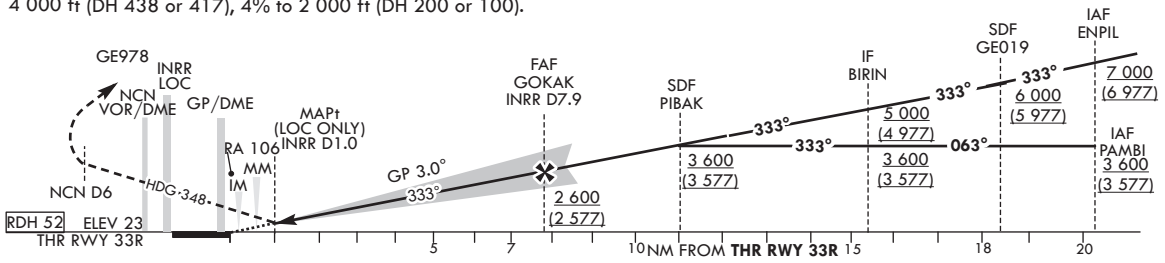


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 34L/R.
7. LOC procedure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

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

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

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

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

Change : Amended phrase.

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

AERONAUTICAL DATA TABULATION

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

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

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

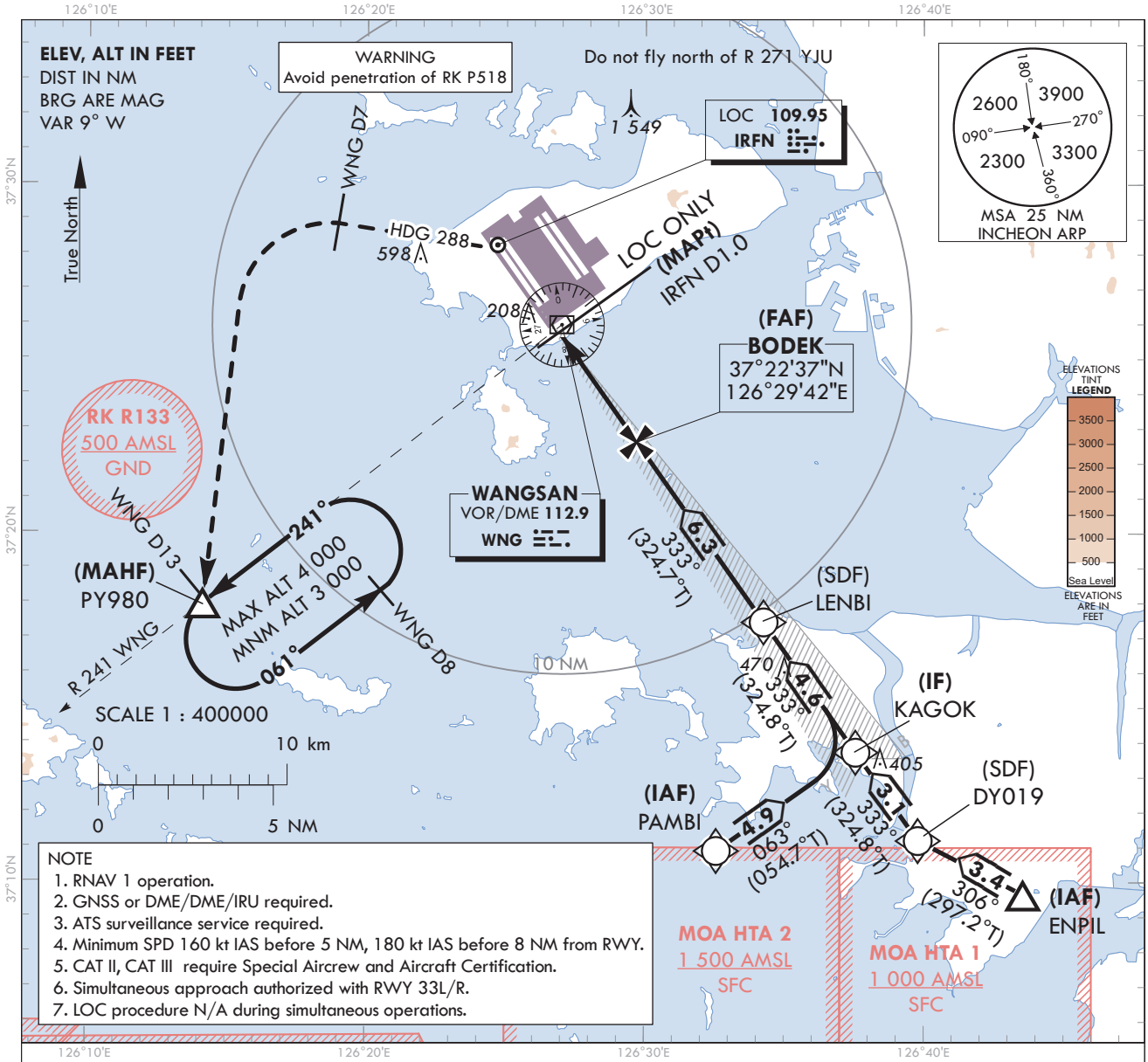
INSTRUMENT APPROACH CHART - ICAO
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

ILS or LOC RWY 34L
CAT II & III

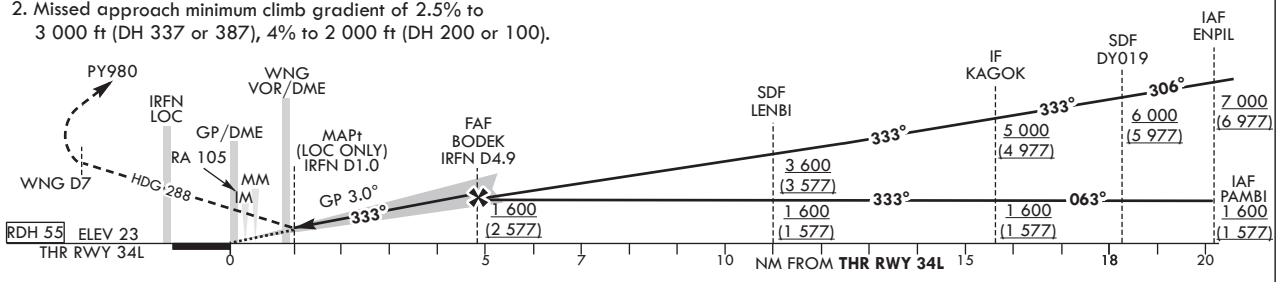


NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. Minimum SPD 160 kt IAS before 5 NM, 180 kt IAS before 8 NM from RWY.
5. CAT II, CAT III require Special Aircrew and Aircraft Certification.
6. Simultaneous approach authorized with RWY 33L/R.
7. LOC procedure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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	360 (337)	800 m			
		ALS INOP		1 500 m			
	CAT-I (CG 4.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	410 (387)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		123(100)	300 m			300 m[1]/ 350 m
	CAT III		-	75 m[2] / 125 m			

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

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

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

Change : Amended phrase.

AERONAUTICAL DATA TABULATION

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

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

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

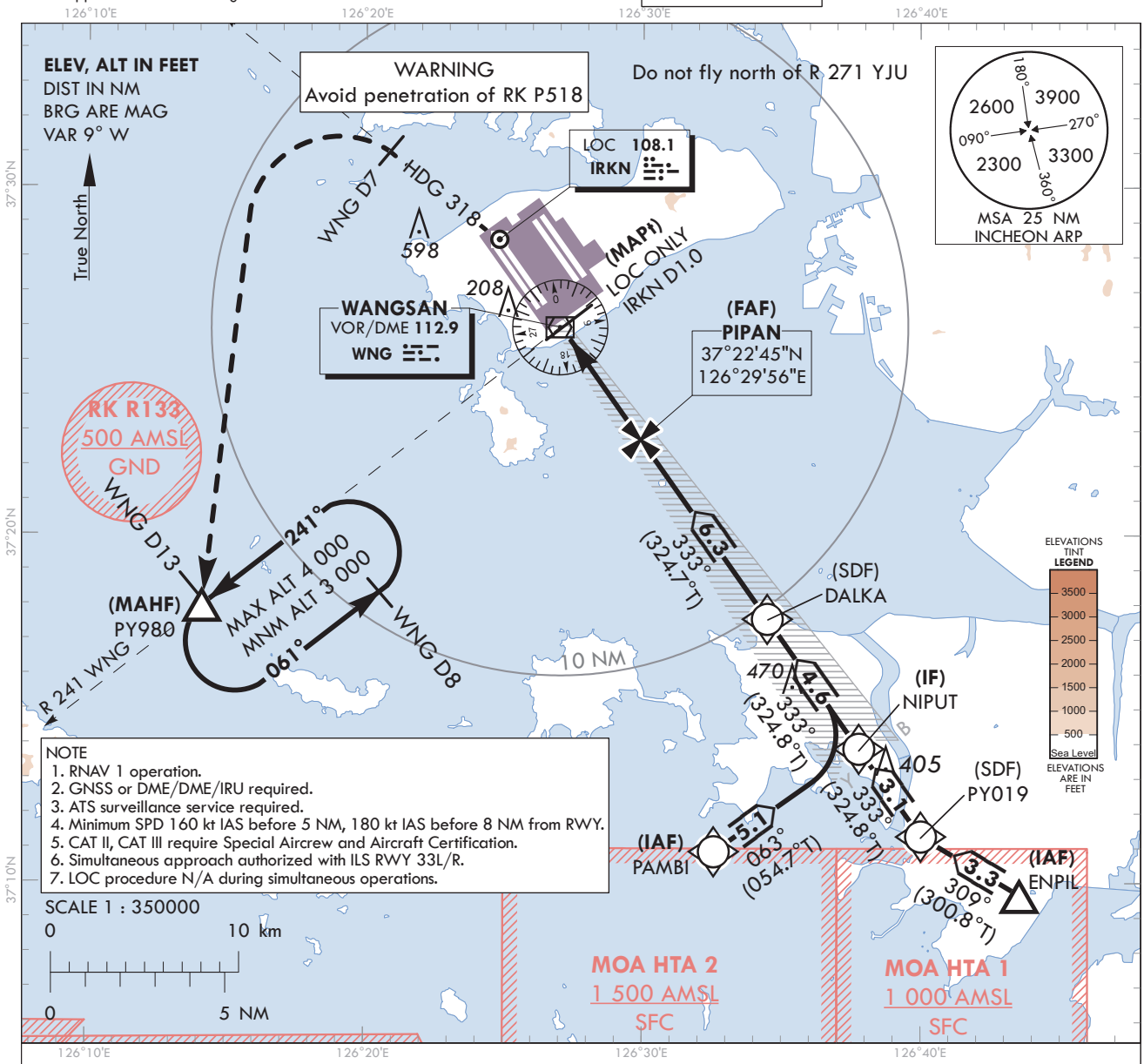
INSTRUMENT APPROACH CHART - ICAO
Note : Approach under ICAO Flight Procedures.

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

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

SEOUL/Incheon Intl(RKSI)

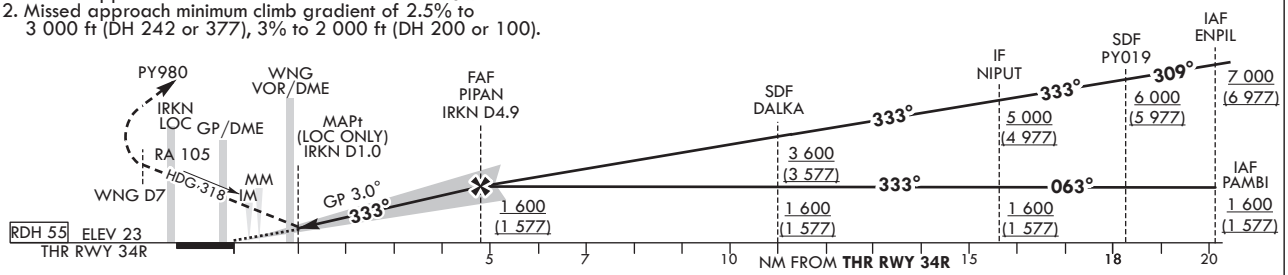
ILS or LOC RWY 34R
CAT II & III



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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I (CG 2.5%)	FULL	265 (242)	RVR 550 m, VIS 800 m			
		ALS INOP		1 300 m			
	CAT-I (CG 3.0%)	FULL	223 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	400 (377)	1 000 m			
		ALS INOP		1 700 m			
	CAT II		123(100)	300 m			300 m[1]/ 350 m
	CAT III		-	75 m[2] / 125 m			

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

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

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

Change : Amended phrase.

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

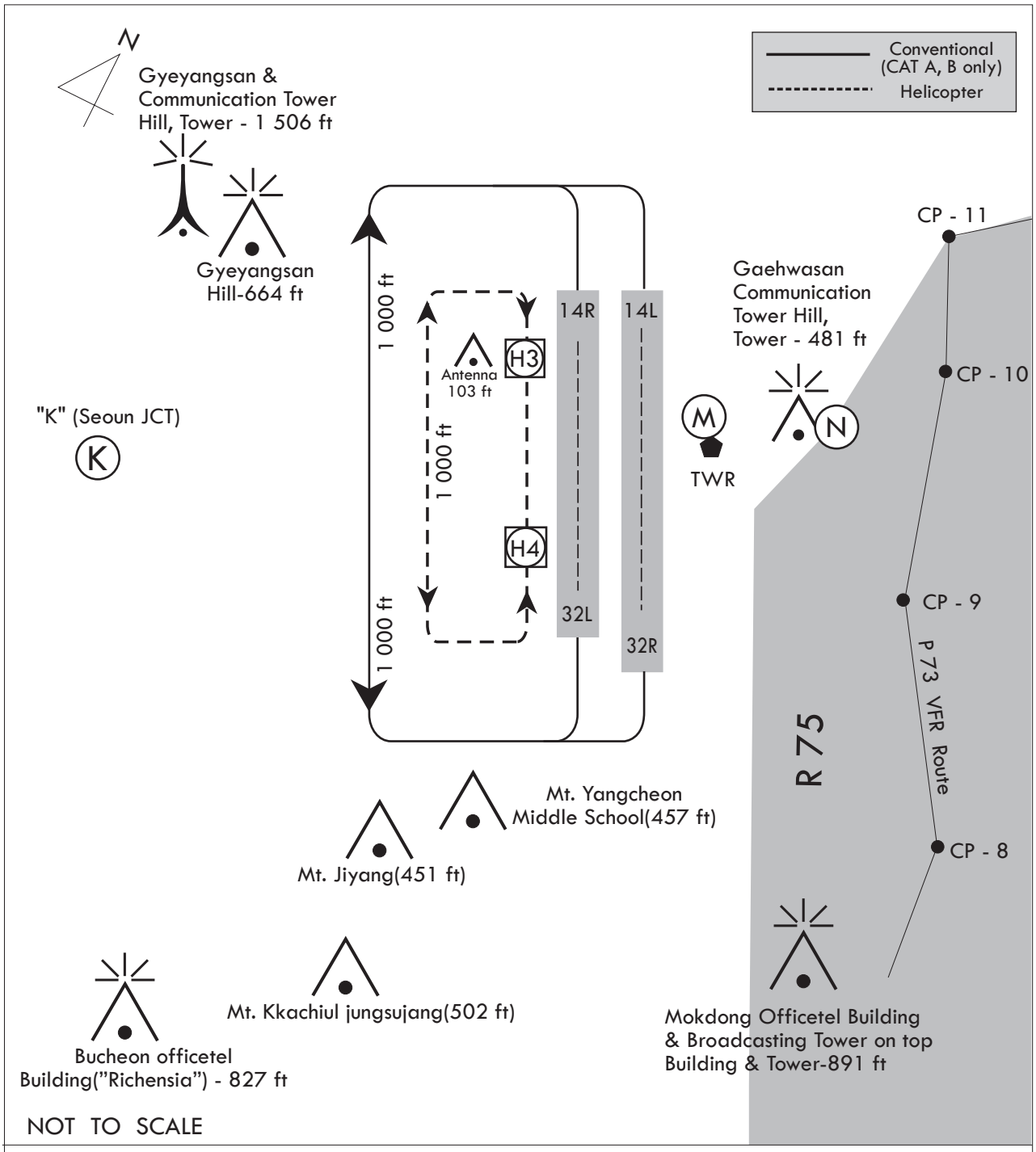
AERONAUTICAL DATA TABULATION

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

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

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

VFR Traffic Circuits - Gimpo INTL Airport



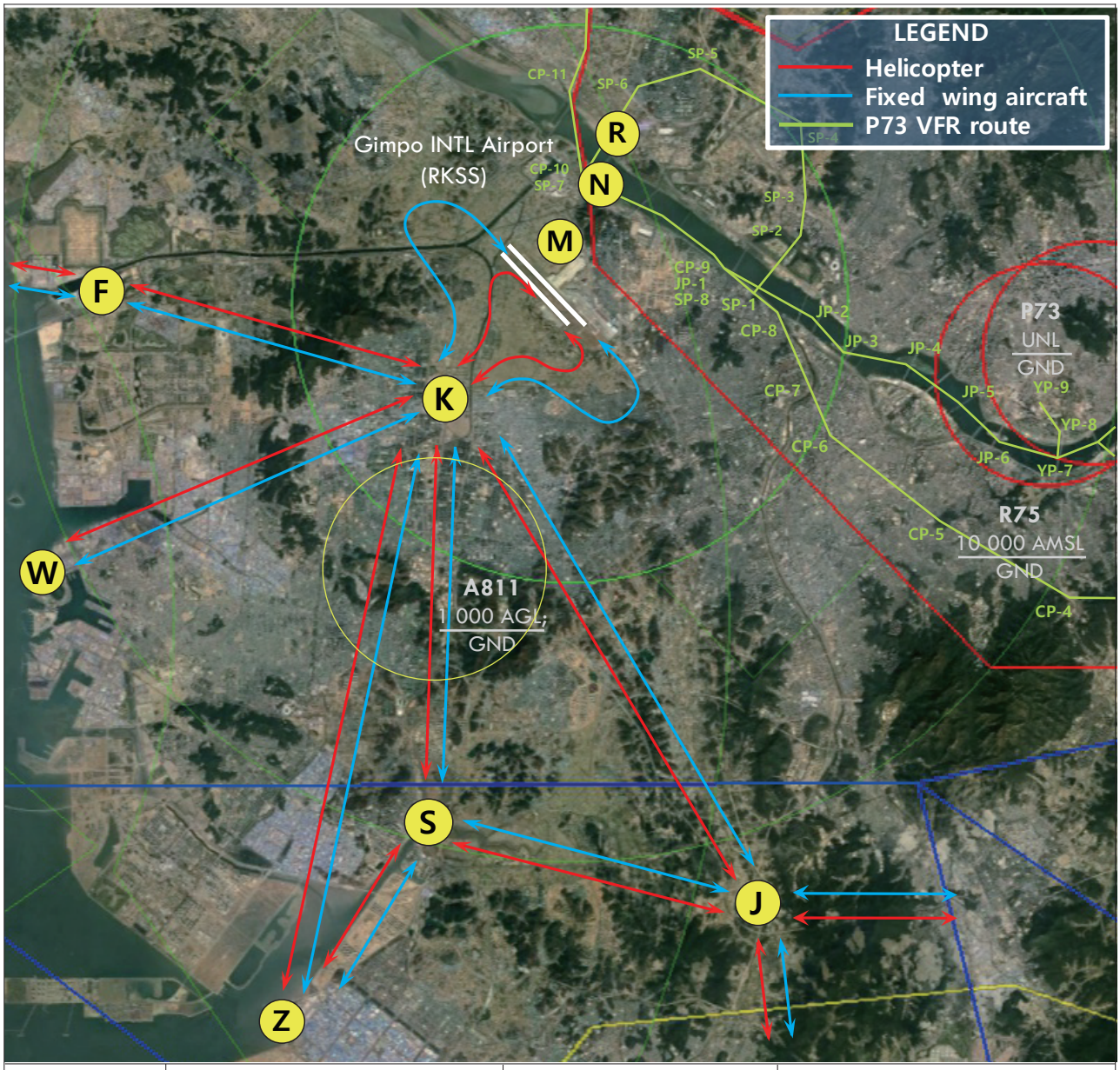
Note

1. Obstacle protected areas for these traffic patterns conform with the areas at the ENR 1.5 Holding, Approach and Departure Procedures' 2.4 PANS-OPS Visual Manoeuvering Areas.

2. All Helicopters (VFR or SVFR) Arriving and departing at H3 in Gimpo Airport should avoid the HF antenna(103 ft).

3. When a helicopter holds over 'M' point, maintain altitude at or below 300 ft.

VFR REPORTING POINTS INFORMATION



Reporting Point	*Geographical Name*	*Position*	*Coordinates(WGS-84)*
F	북인천 IC(Buk-Incheon IC)	10.3 NM NE of Incheon (R 277 KIP/D8.2)	373319N 1263713E
J	조남JCT(Jonam JCT)	11.7 NM SSE of Gimpo (R 169 KIP/D12)	372213N 1265206E
K	서운분기점(Seoun JCT)	3.0 NM SW of Gimpo (R 231 KIP/D3)	373125N 1264506E
M	김포공항북측농경지 (North farmland of Gimpo airport)	0.7 NM NNE of Gimpo (R 014 KIP/D0.7)	373408N 1264737E
N	개화산(Gaehwa Hill)	1.7 NM NNE of Gimpo (R 028 KIP/D1.7)	373505N 1264817E
R	행주대교(Hangju Bridge)	2.9 NM NNE of Gimpo (R 029 KIP/D2.9)	373610N 1264849E
S	소래(Sorae)	10.0 NM SSW of Gimpo (R 201 KIP/D10)	372340N 1264439E
W	월미도(Wolmido)	10.9 NM WSW of Gimpo (R 248 KIP/D10.8)	372810N 1263553E
Z	시화방조제(Sihwa Breakwater)	14.2 NM SW of Gimpo (R 200 KIP/D14.3)	372000N 1264120E

Change : Amended phrase(JP-7 → SP-7).

AIRCRAFT PARKING/ DOCKING CHART - ICAO

SEOUL / Gimpo INTL

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

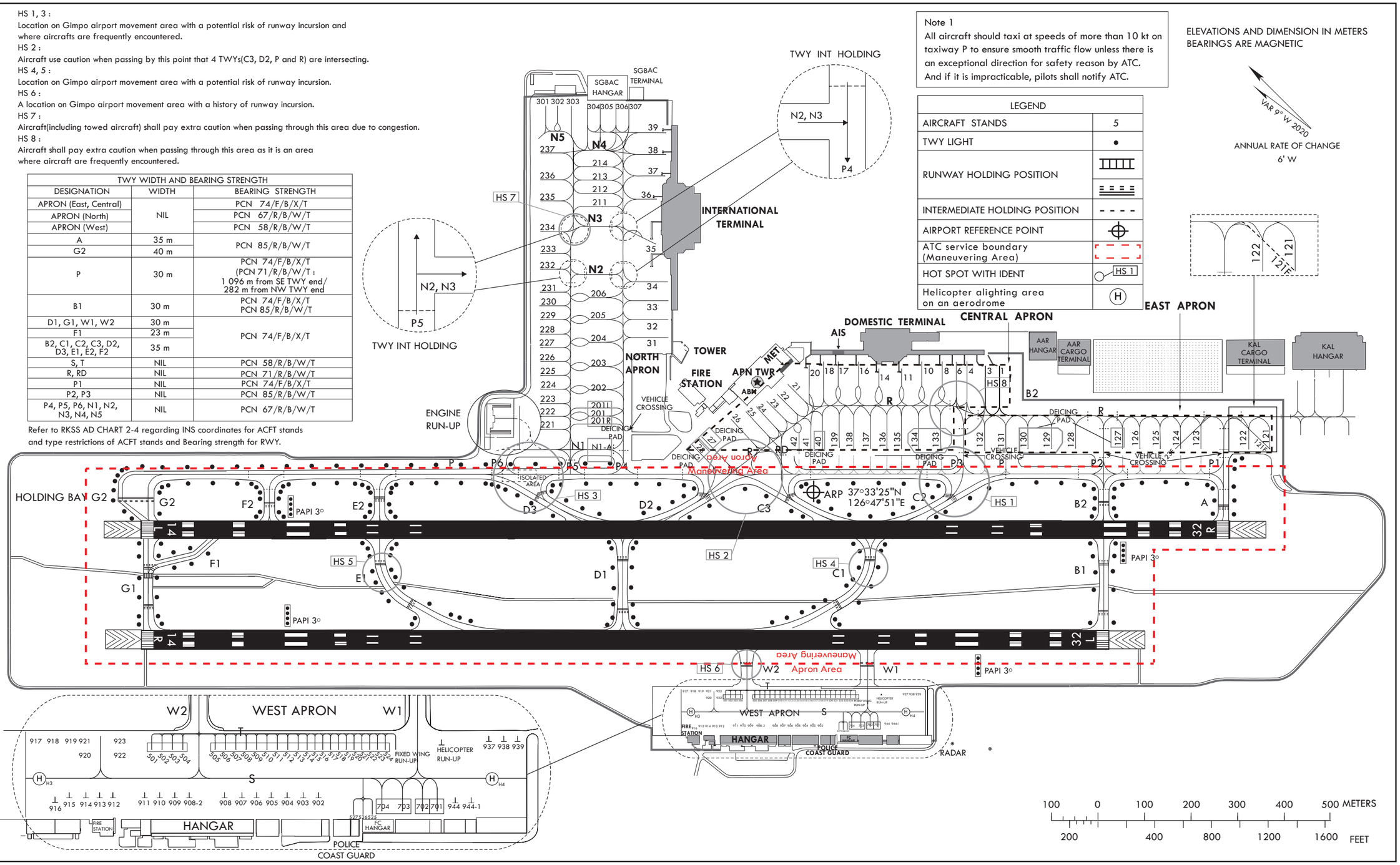
Refer to RKSS AD CHART 2-4 regarding INS coordinates for ACFT stands and type restrictions of ACFT stands and Bearing strength for RWY.

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



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, 237	A340-600, B747-400
201, 202, 204, 205, 206	B747-400, B777-300
128, 129, 131, 203, 235	B747-400
35	B747-400, A330
38	B777-300
8	B777-200, A330-300
124, 125, 236	B777-200
132	B747-400, B777-200
121, 17	B777-200, A330-300
14	B767-300, A300-600
26, 36, 126, 130, 137	B767-300
123, 127, 135, 136, 138, 139	B737-800WL, MD90
211, 212, 213, 214	B737-800W, MD90
201R, 201L, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234	B737-900SSW, A321
21, 22, 23, 24, 25, 31	B737-900, A321-100
4, 6, 11, 18, 20	B737-900, A321-200
1, 3, 122, 302, 303	B737-900
27, 28, 140, 141, 142, 304, 305, 306, 307	B737MAX8, 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.

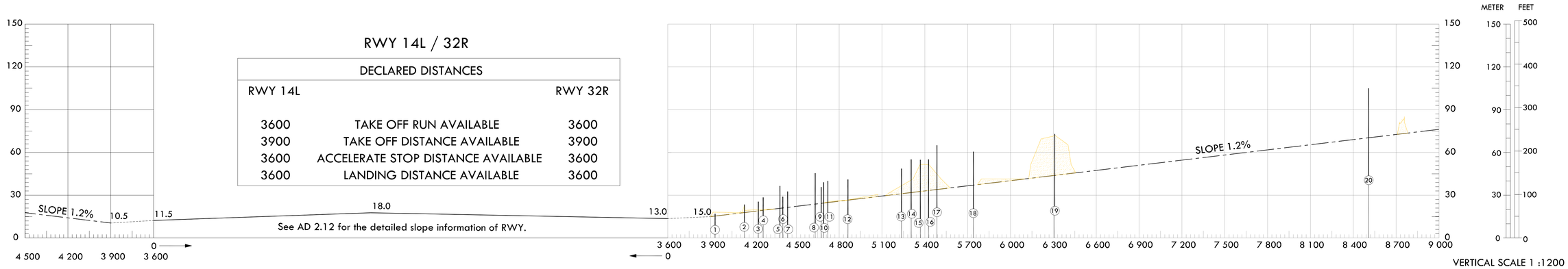
Aircraft Classification	Stand		Remarks
	Number	Dimensions(m)	
Helicopter	908-2	19×19	BELL214B-1
	902~908, 909~911	17.8×17.8	MI-2
	912~923, 944, 944-1	16×16	KA32-T
	937~939	15×15	EC-155B1
Fixed-wing	701, 702	25.8×21.4	CN235
	703, 704	20.86×19.61	CL-605
	501, 504, 505, 515~527	9×11	C172R
	502	14.4×16	C550
	503, 506~514	13×16	C-208B

* Dimensions means overall length × width

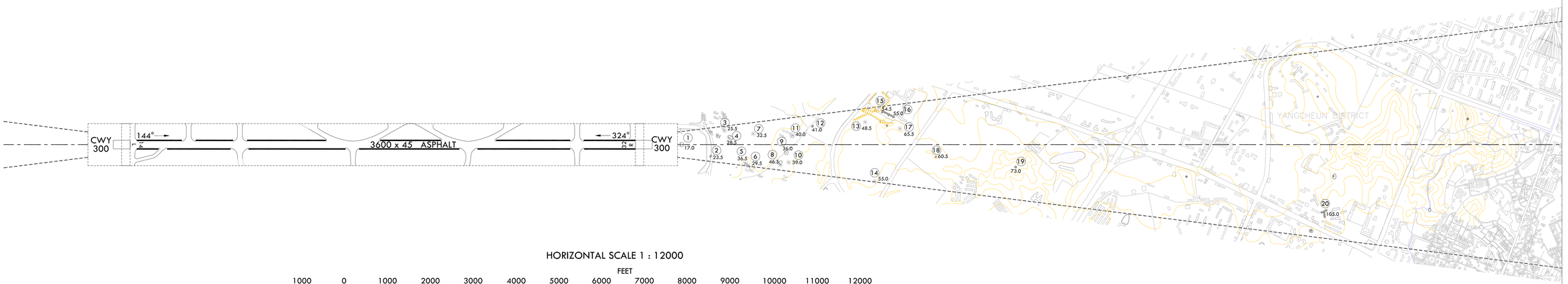
Change : Information of ACFT type and classification for ACFT stands.

DIMENSIONS AND ELEVATIONS IN METERS

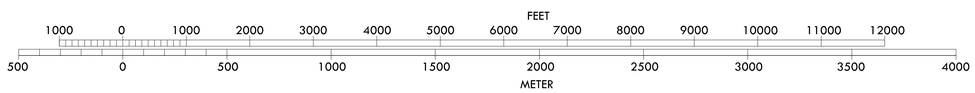
MAGNETIC VARIATION 9° W - 2020



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



HORIZONTAL SCALE 1 : 12000



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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

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

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

AMENDMENT RECORD		
NO	DATE	ENTERED BY

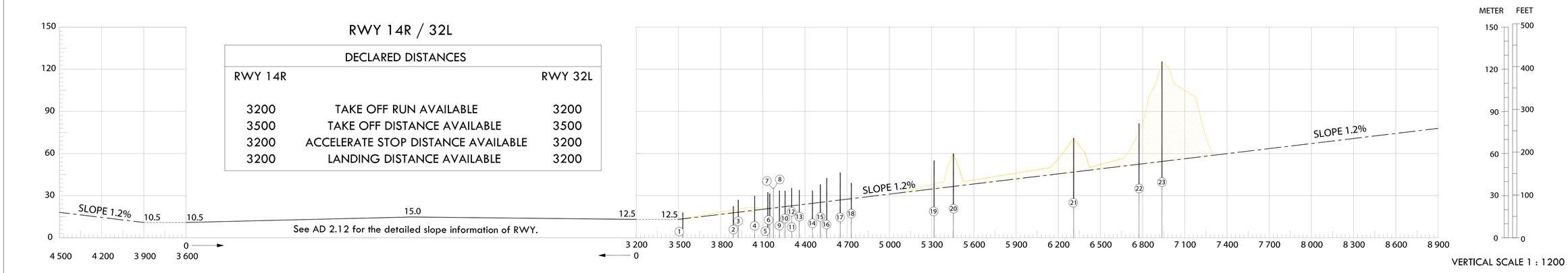
Change : Amended legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SEOUL / Gimpo Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W - 2020

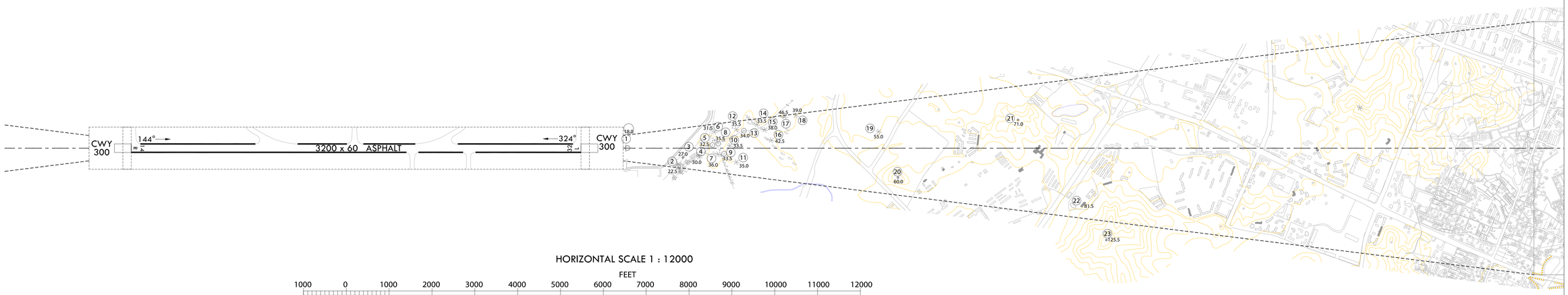


RWY 14R / 32L

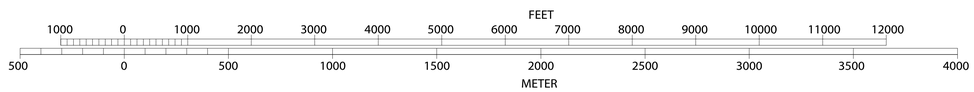
DECLARED DISTANCES		
RWY 14R		RWY 32L
3200	TAKE OFF RUN AVAILABLE	3200
3500	TAKE OFF DISTANCE AVAILABLE	3500
3200	ACCELERATE STOP DISTANCE AVAILABLE	3200
3200	LANDING DISTANCE AVAILABLE	3200

See AD 2.12 for the detailed slope information of RWY.

VERTICAL SCALE 1 : 1200



HORIZONTAL SCALE 1 : 12000



LEGEND

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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

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

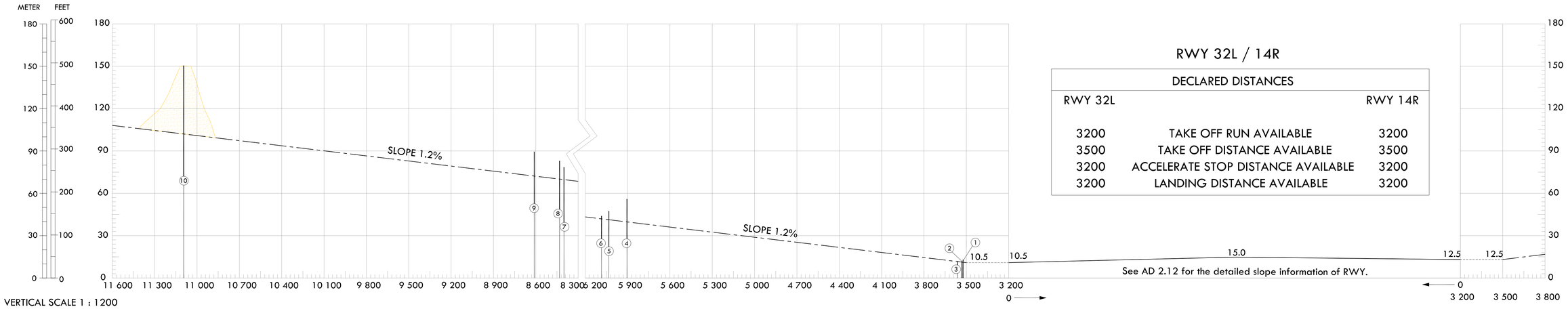
OBSTACLES					
NO	COORDINATE(WGS-84)		ELEV(AMSL)	ITEM	NOTE
13	37°32'29.1"N	126°48'39.8"E	34.0	Electric pole	
14	37°32'28.0"N	126°48'43.8"E	33.5	Tree	
15	37°32'25.8"N	126°48'44.4"E	38.0	Tree	
16	37°32'23.1"N	126°48'43.6"E	42.5	Tree	
17	37°32'24.7"N	126°48'51.1"E	46.5	Tree	
18	37°32'24.2"N	126°48'53.6"E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

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended legend(transmission line or overhead cable).

DIMENSIONS AND ELEVATIONS IN METERS

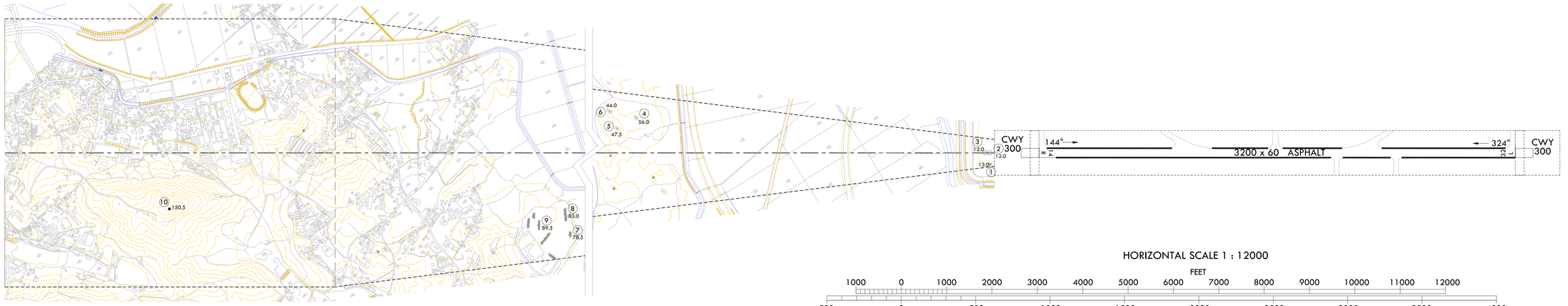
MAGNETIC VARIATION 9° W - 2020



VERTICAL SCALE 1 : 1200

RWY 32L / 14R

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



HORIZONTAL SCALE 1 : 12000

FEET
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000

METER
500 0 500 1000 1500 2000 2500 3000 3500 4000

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

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

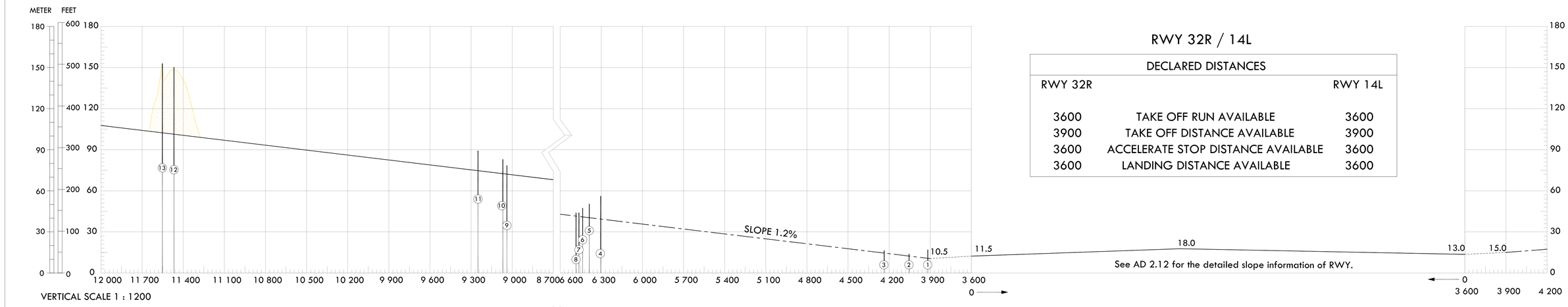
OBSTACLES					
NO	COORDINATES(WGS-84)		ELEV(AMSL)	ITEM	NOTE
1	37°34′11.8″N	126°46′19.8″E	13.0	building	
2	37°34′13.7″N	126°46′21.9″E	12.0	etc	
3	37°34′14.3″N	126°46′21.0″E	12.0	etc	
4	37°35′13.4″N	126°45′20.2″E	56.0	tree	
5	37°35′14.7″N	126°45′14.4″E	47.5	tree	
6	37°35′18.6″N	126°45′16.3″E	44.0	tree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

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Amended legend(transmission line or overhead cable).

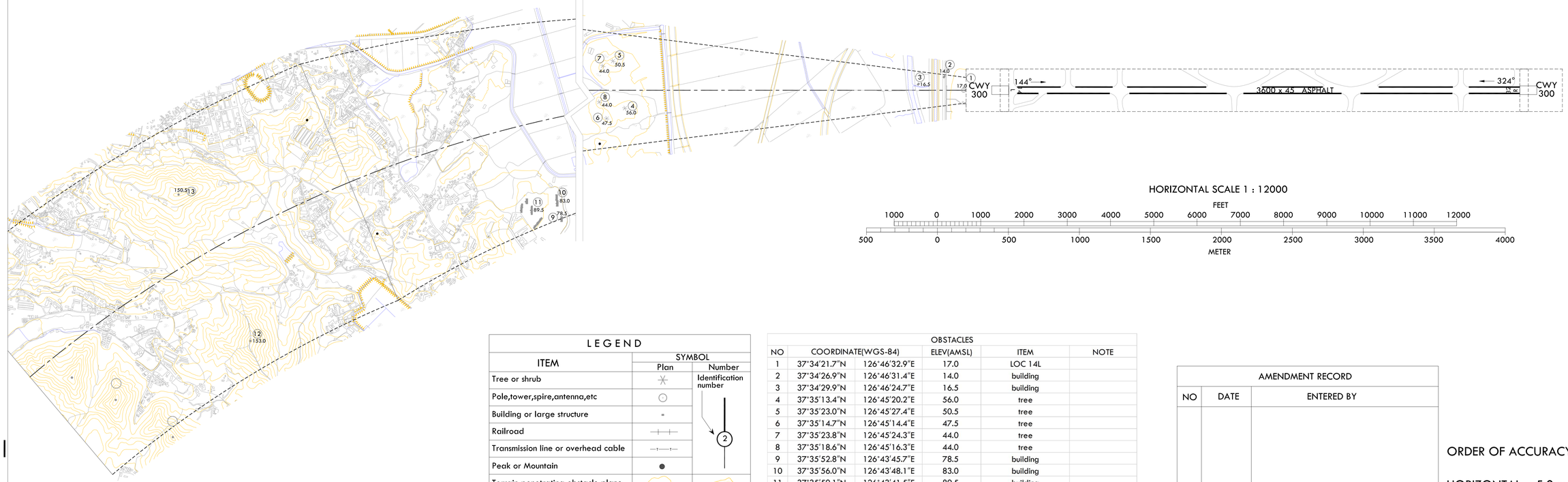
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 9° W - 2020



RWY 32R / 14L

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



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

OBSTACLES

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

AMENDMENT RECORD		
NO	DATE	ENTERED BY

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

Change : Amended legend(transmission line or overhead cable).

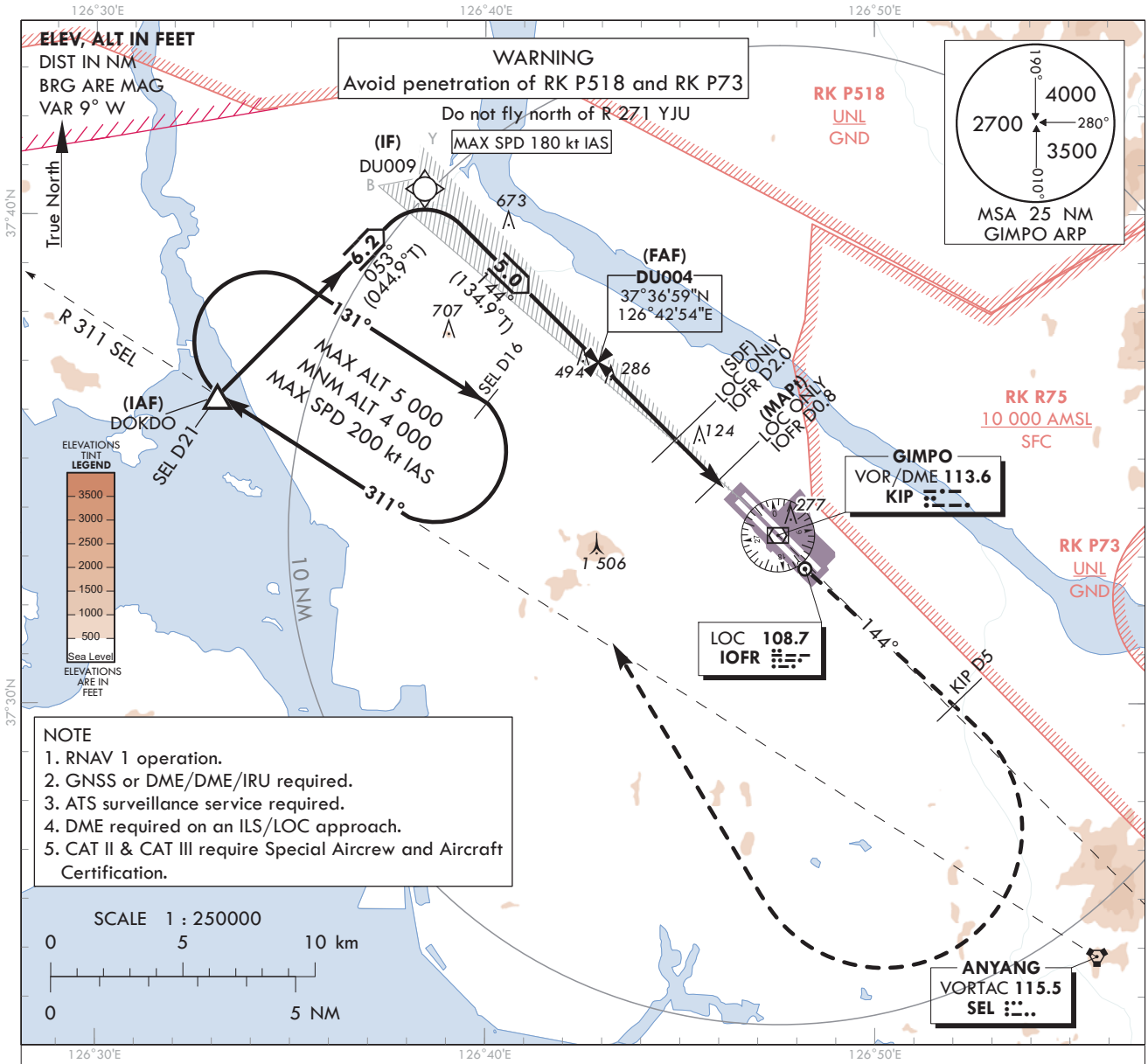
INSTRUMENT APPROACH CHART-ICAO
Note : Approach under ICAO Flight Procedures.

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

SEOUL APP	119.75
	119.1
GIMPO TWR	118.1
	118.05

SEOUL/Gimpo Intl(RKSS)

ILS or LOC RWY 14R
CAT II & III



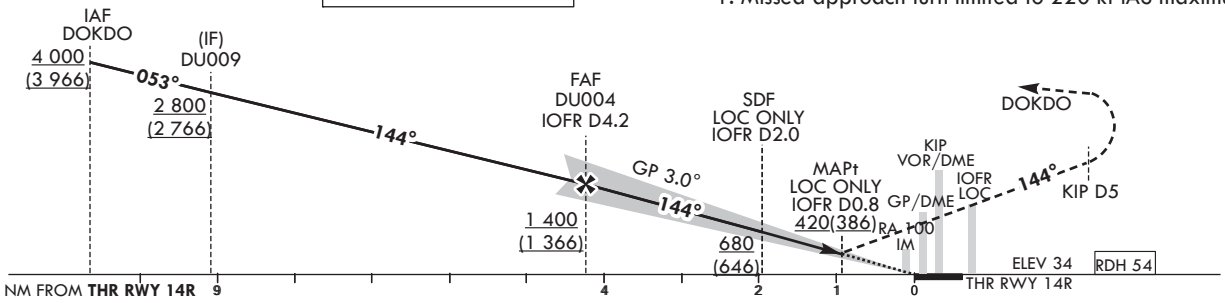
NOTE
1. RNAV 1 operation.
2. GNSS or DME/DME/IRU required.
3. ATS surveillance service required.
4. DME required on an ILS/LOC approach.
5. CAT II & CAT III require Special Aircrew and Aircraft Certification.

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140

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

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



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D
Straight-in	CAT-I	FULL	234 (200)	RVR 550 m, VIS 800 m			
		ALS INOP		1 200 m			
	LOC	FULL	420 (386)	1 100 m			
		ALS INOP		1 800 m			
	CAT II		134(100)	300 m			300 m[1] / 350 m
	CAT III		-	75 m[2] / 125 m			

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

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

Change : Amended phrase.

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

AERONAUTICAL DATA TABULATION

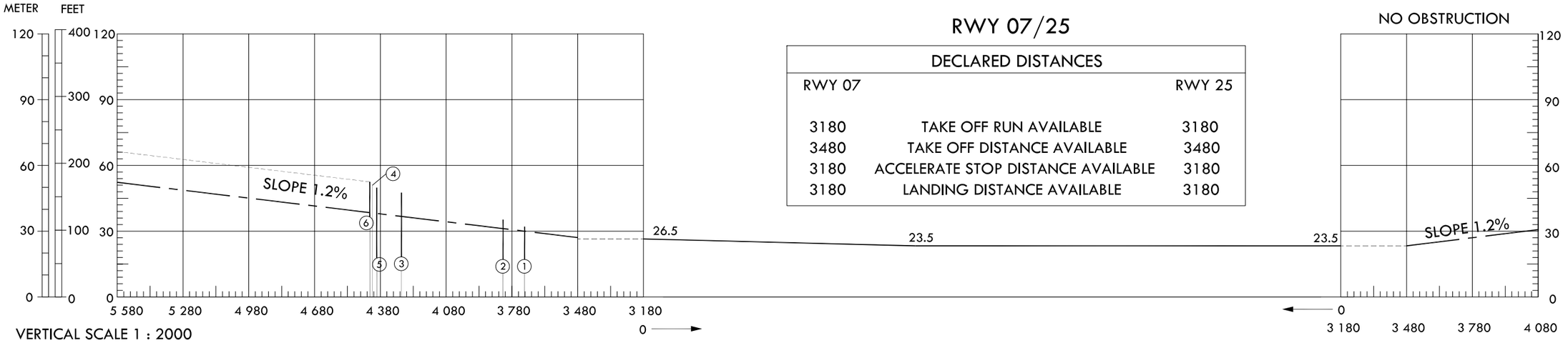
ILS/LOC Approach to RWY 14R from DOKDO			
Fix / Point		Coordinates	
DOKDO(IAF)		37°36'17.1"N	126°33'07.1"E
DU009(IF)	BRG 53.48°/6.00 NM	37°40'31.8"N	126°38'26.2"E
DU004(FAF)	BRG 143.53°/4.20 NM IOFR	37°36'59.0"N	126°42'54.3"E
D2.0 IOFR (SDF LOC ONLY)	BRG 143.53°/2.00 NM IOFR	37°35'23.9"N	126°44'53.9"E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

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

JEJU / Jeju Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 7° W (2020)

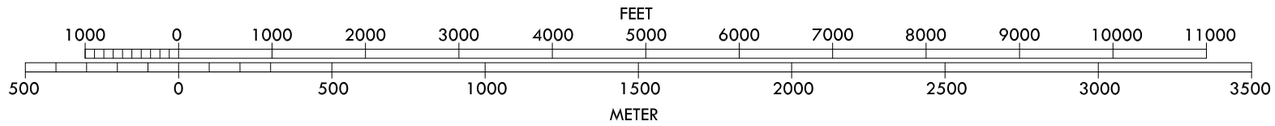


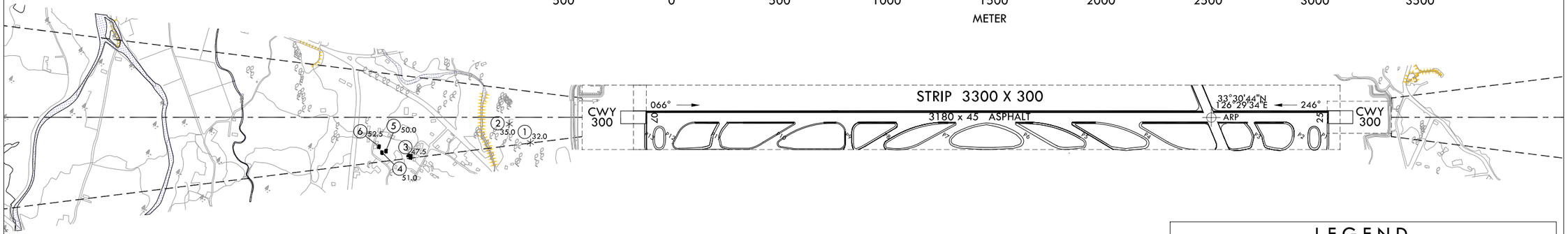
VERTICAL SCALE 1 : 2000

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

ORDER OF ACCURACY

HORIZONTAL	5.0 m
VERTICAL	0.5 m

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	T—T—T	
Peak or Mountain	●	
Terrain penetrating obstacle plane		
Clearway(CWY)		

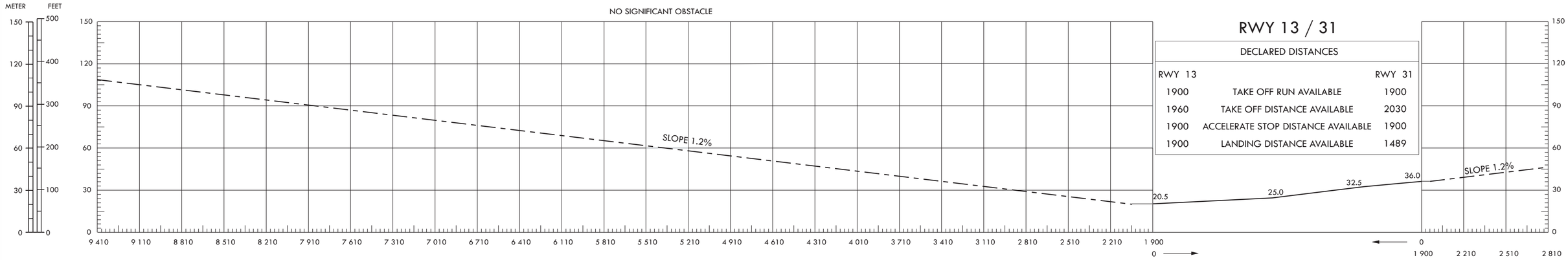
Change : Establishment of order of accuracy.

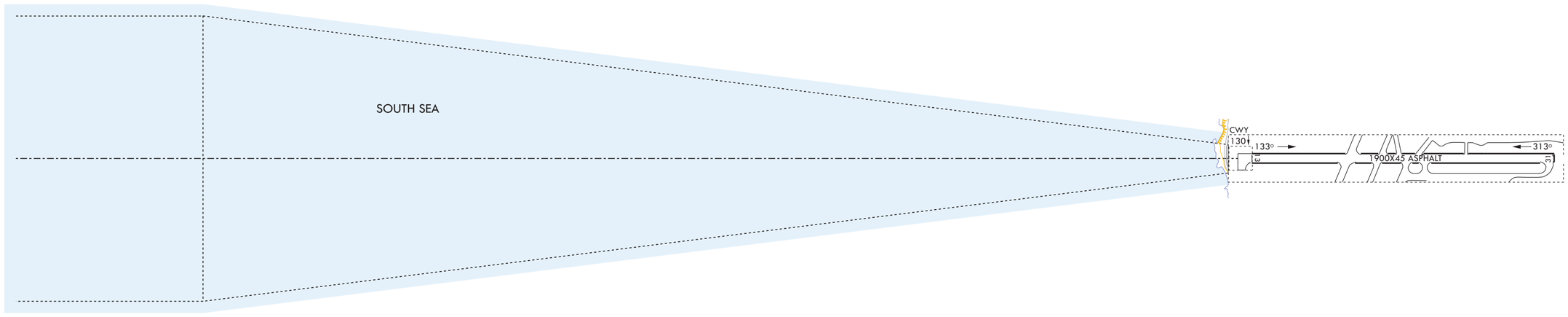
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

JEJU / Jeju Intl

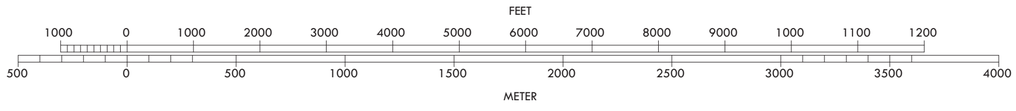
DIMENSIONS AND ELEVATIONS IN METERS

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)		

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

AMENDMENT RECORD		
NO	DATE	ENTERED BY

Change : Establishment of order of accuracy.

STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

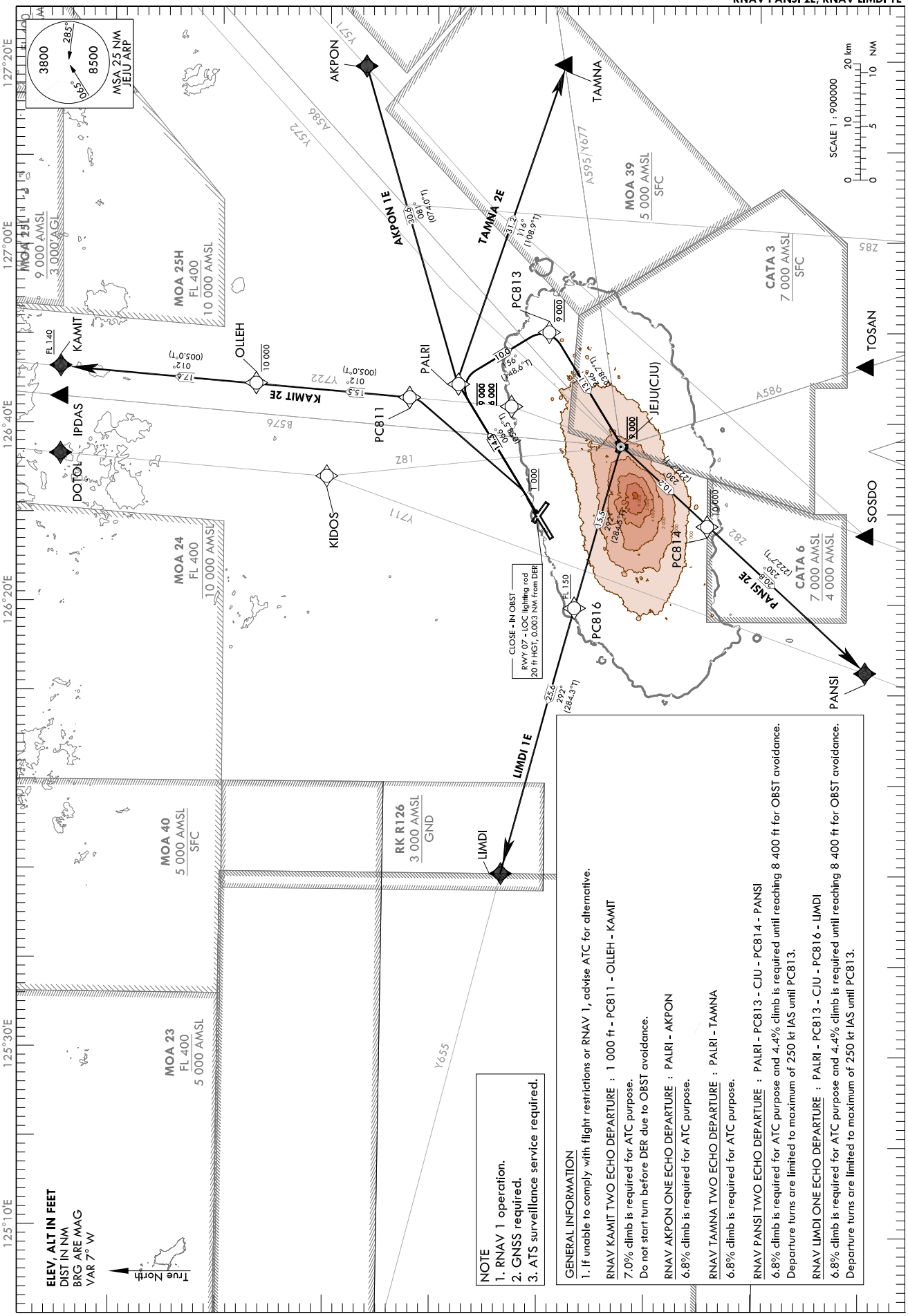
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

RWY 07
RNAV KAMIT 2E
RNAV AKPON 1E, RNAV TAMNA 2E
RNAV PANSI 2E, RNAV LIMDI 1E

Note : Departure under ICAO Flight Procedures.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

GENERAL INFORMATION
1. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

RNAV KAMIT TWO ECHO DEPARTURE : 1 000 ft - PC811 - OLLEH - KAMIT
7.0% climb is required for ATC purpose.
Do not start turn before DER due to OBST avoidance.

RNAV AKPON ONE ECHO DEPARTURE : PALRI - AKPON
6.8% climb is required for ATC purpose.

RNAV TAMNA TWO ECHO DEPARTURE : PALRI - TAMNA
6.8% climb is required for ATC purpose.

RNAV PANSI TWO ECHO DEPARTURE : PALRI - PC813 - CJU - PC814 - PANSI
6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8 400 ft for OBST avoidance.
Departure turns are limited to maximum of 250 kt IAS until PC813.

RNAV LIMDI ONE ECHO DEPARTURE : PALRI - PC813 - CJU - PC816 - LIMDI
6.8% climb is required for ATC purpose and 4.4% climb is required until reaching 8 400 ft for OBST avoidance.
Departure turns are limited to maximum of 250 kt IAS until PC813.

Change : Information of sequence for TWR FREQ, CJU VORTAC and Withdrawal of YDM VOR/DME.

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CA	-	-	066(058.5)	-	-	@1 000	-		-	RNAV 1	-
002	DF	PC811	-	-	-	L	-	-	33°42'12.1"N 126°42'48.8"E	-	RNAV 1	-
003	TF	OLLEH	-	012(005.0)	15.5	-	-10 000	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
004	TF	KAMIT	-	012(005.0)	17.6	-	+FL 140	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PALRI	-	066(058.5)	14.3	-	-9 000 +6 000	-	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	AKPON	-	081(074.0)	30.6	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

RNAV TAMNA 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PALRI	-	066(058.5)	14.3	-	-9 000 +6 000	-	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	
002	TF	TAMNA	-	116(108.9)	31.2	-	-	-	33°28'15.5"N 127°19'53.0"E	-	RNAV 1	-

RNAV PANSI 2E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PALRI	-	066(058.5)	14.3	-	-	-250	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	PC813	-	156(148.6)	10.0	-	@9 000	-250	33°29'55.5"N 126°50'50.0"E	-	RNAV 1	-
003	TF	CJU	-	246(238.7)	13.1	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
004	TF	PC814	-	230(222.8)	10.2	-	-10 000	-	33°15'36.4"N 126°29'13.5"E	-	RNAV 1	-
005	TF	PANSI	-	230(222.7)	20.8	-	-	-	33°00'14.4"N 126°12'25.1"E	-	RNAV 1	-

RNAV LIMDI 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PALRI	-	066(058.5)	14.3	-	-	-250	33°38'27.2"N 126°44'37.4"E	-	RNAV 1	-
002	TF	PC813	-	156(148.6)	10.0	-	@9 000	-250	33°29'55.5"N 126°50'50.0"E	-	RNAV 1	-
003	TF	CJU	-	246(238.7)	13.1	-	@9 000	-	33°23'04.6"N 126°37'26.8"E	-	RNAV 1	-
004	TF	PC816	-	292(284.5)	15.5	-	+FL 150	-	33°26'56.5"N 126°19'30.8"E	-	RNAV 1	-
005	TF	LIMDI	-	292(284.3)	25.6	-	-	-	33°33'13.3"N 125°49'53.0"E	-	RNAV 1	-

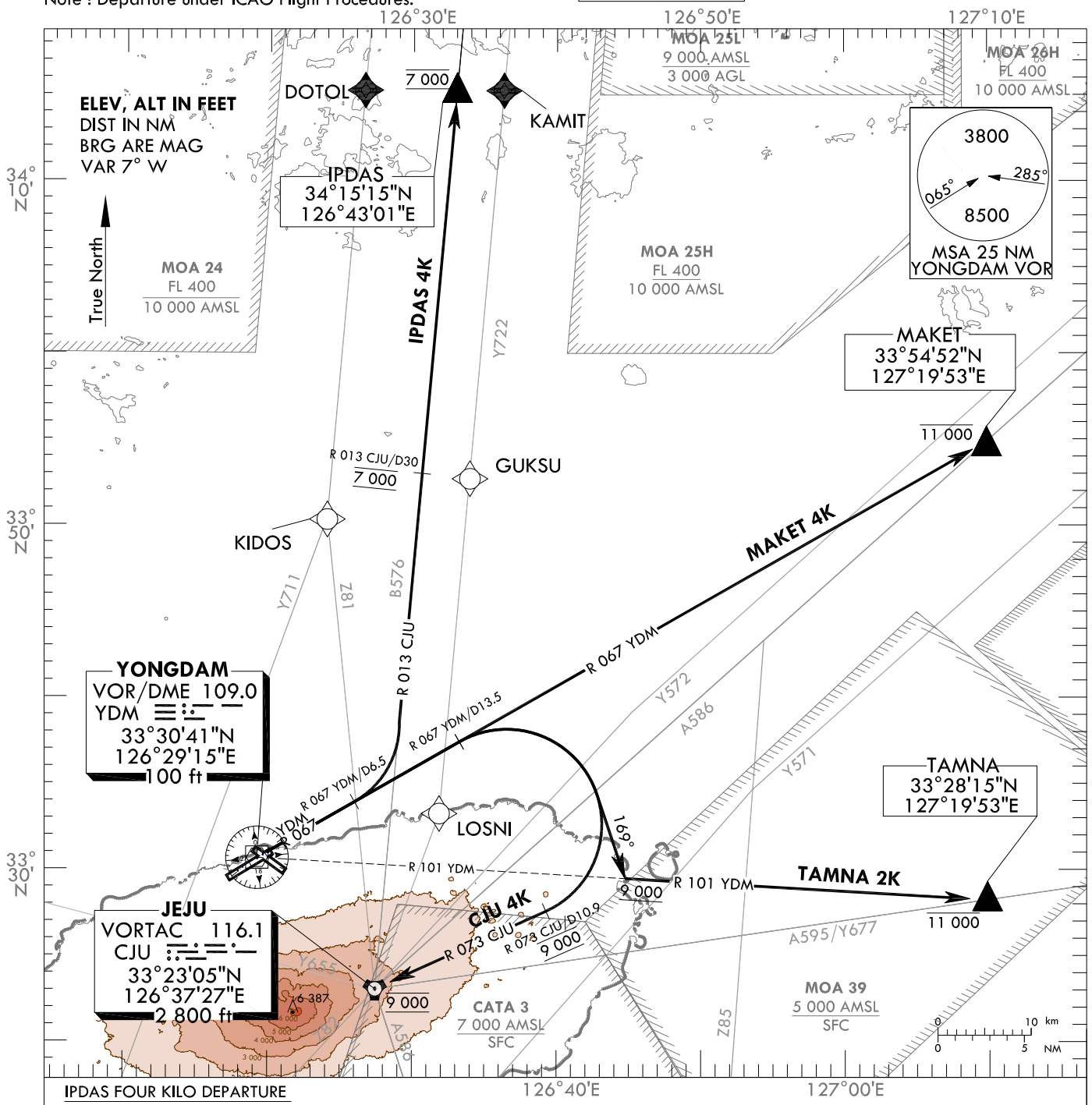
STANDARD DAPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 07
IPDAS 4K, MAKET 4K
TAMNA 2K, CJU 4K

Note : Departure under ICAO Flight Procedures.



IPDAS FOUR KILO DEPARTURE

Climb on R 067 YDM until D6.5, then turn Left to intercept R 013 CJU then proceed direct to IPDAS.

* Minimum 4.9% CG is required for ATC purpose.
* Cross R 013 CJU/D30 at 7 000 ft and maintain 7 000 ft unless otherwise directed by ATC.

MAKET FOUR KILO DEPARTURE

Climb on R 067 YDM, then proceed direct to MAKET.

* Cross MAKET at or below 11 000 ft unless otherwise directed by ATC.

TAMNA TWO KILO DEPARTURE

Climb on R 067 YDM until D13.5, then turn Right HDG 169° to intercept R 101 YDM then proceed direct to TAMNA.

* Minimum 5.4% CG is required for ATC purpose.
* Maintain at or above 9 000 ft before intercepting R 101 YDM and Cross TAMNA at or below 11 000 ft unless otherwise directed by ATC.

JEJU FOUR KILO DEPARTURE

Climb on R 067 YDM until D13.5, then turn Right to intercept R 073 CJU/D10.9, then proceed direct to CJU.

* Minimum 5.4% CG is required for ATC purpose and 3.8% CG is required until 6 800 ft for OBST avoidance.
* Cross R 073 CJU/D10.9 at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

Change : Information of sequence for TWR FREQ.

INTENTIONALLY

LEFT

BLANK

STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

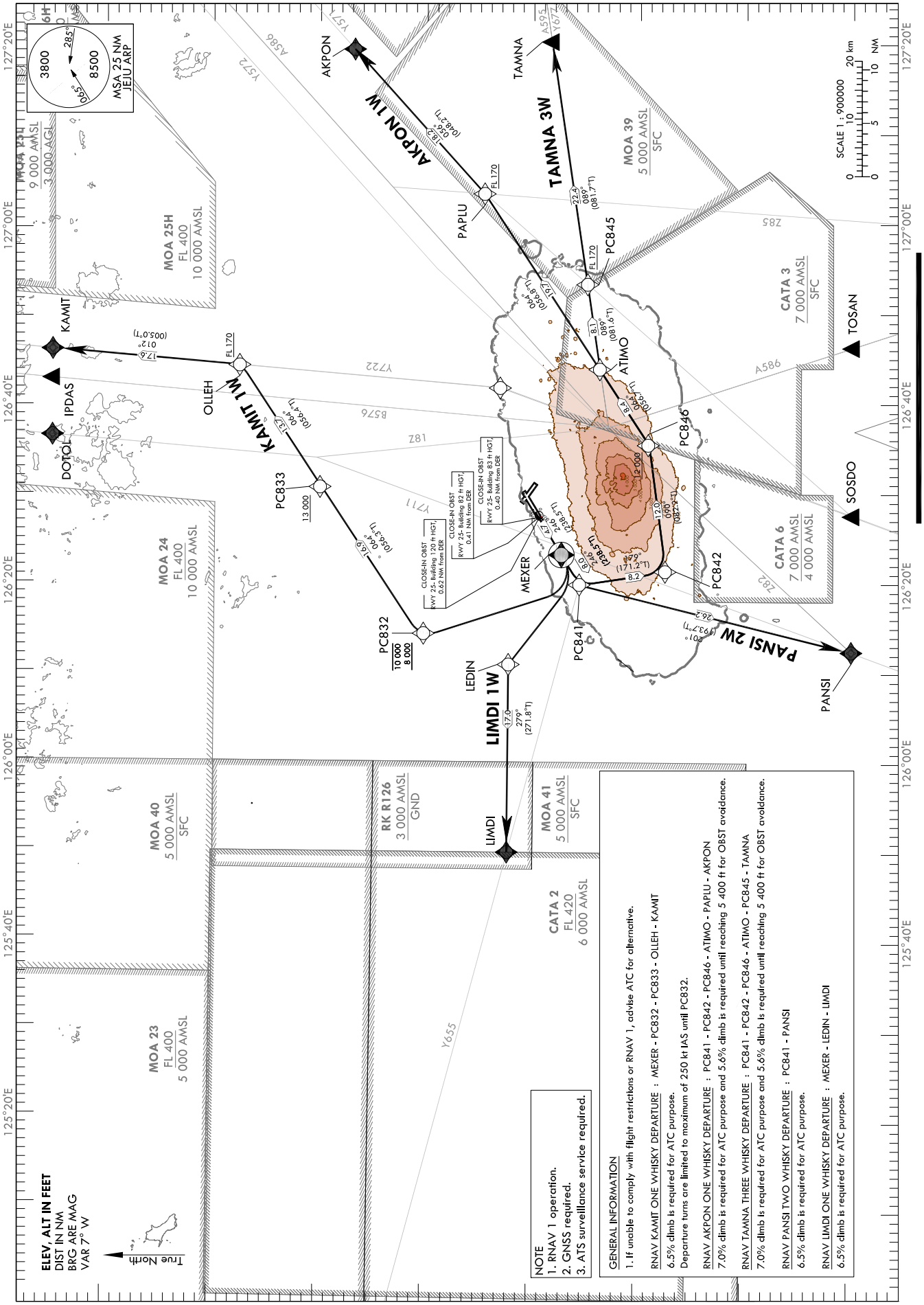
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV KAMIT 1W, RNAV AKPON 1W
RNAV TAMNA 3W, RNAV PANSI 2W
RNAV LIMDI 1W

Note : Departure under ICAO Flight Procedures.



NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

GENERAL INFORMATION
1. If unable to comply with flight restrictions or RNAV 1, advise ATC for alternative.

RNAV KAMIT ONE WHISKY DEPARTURE : MEXER - PC832 - PC833 - OLLEH - KAMIT
6.5% climb is required for ATC purpose.
Departure turns are limited to maximum of 250 kt IAS until PC832.

RNAV AKPON ONE WHISKY DEPARTURE : PC841 - PC842 - PC846 - ATIMO - PAPLU - AKPON
7.0% climb is required for ATC purpose and 5.6% climb is required until reaching 5 400 ft for OBST avoidance.

RNAV TAMNA THREE WHISKY DEPARTURE : PC841 - PC842 - PC846 - ATIMO - PC845 - TAMNA
7.0% climb is required for ATC purpose and 5.6% climb is required until reaching 5 400 ft for OBST avoidance.

RNAV PANSI TWO WHISKY DEPARTURE : PC841 - PANSI
6.5% climb is required for ATC purpose.

RNAV LIMDI ONE WHISKY DEPARTURE : MEXER - LEDIN - LIMDI
6.5% climb is required for ATC purpose.

Change : Information of sequence for TWR FREQ and Withdrawal of YDM VOR/DME, CJU VORTAC.

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 1W

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	CF	MEXER	Y	246(238.5)	4.7	-	-	-250	33°27'28.0"N 126°23'12.0"E	-	RNAV 1	-
002	DF	PC832	-	-	-	R	-10 000 +8 000	-250	33°40'46.0"N 126°13'51.9"E	-	RNAV 1	-
003	TF	PC833	-	064(056.3)	16.9	-	+13 000	-	33°50'08.8"N 126°30'44.8"E	-	RNAV 1	-
004	TF	OLLEH	-	064(056.4)	13.7	-	+FL 170	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
005	TF	KAMIT	-	012(005.0)	17.6	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 1W

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	CF	PC841	-	246(238.5)	8.0	-	-	-	33°25'42.7"N 126°19'47.8"E	-	RNAV 1	-
002	TF	PC842	-	179(171.2)	8.2	-	-	-	33°17'38.3"N 126°21'17.3"E	-	RNAV 1	-
003	TF	PC846	-	090(082.2)	12.0	-	+12 000	-	33°19'15.6"N 126°35'28.6"E	-	RNAV 1	-
004	TF	ATIMO	-	064(056.7)	8.4	-	-	-	33°23'52.5"N 126°43'51.2"E	-	RNAV 1	-
005	TF	PAPLU	-	064(056.8)	19.7	-	+FL 170	-	33°34'41.3"N 127°03'36.5"E	-	RNAV 1	-
006	TF	AKPON	-	056(048.2)	18.2	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

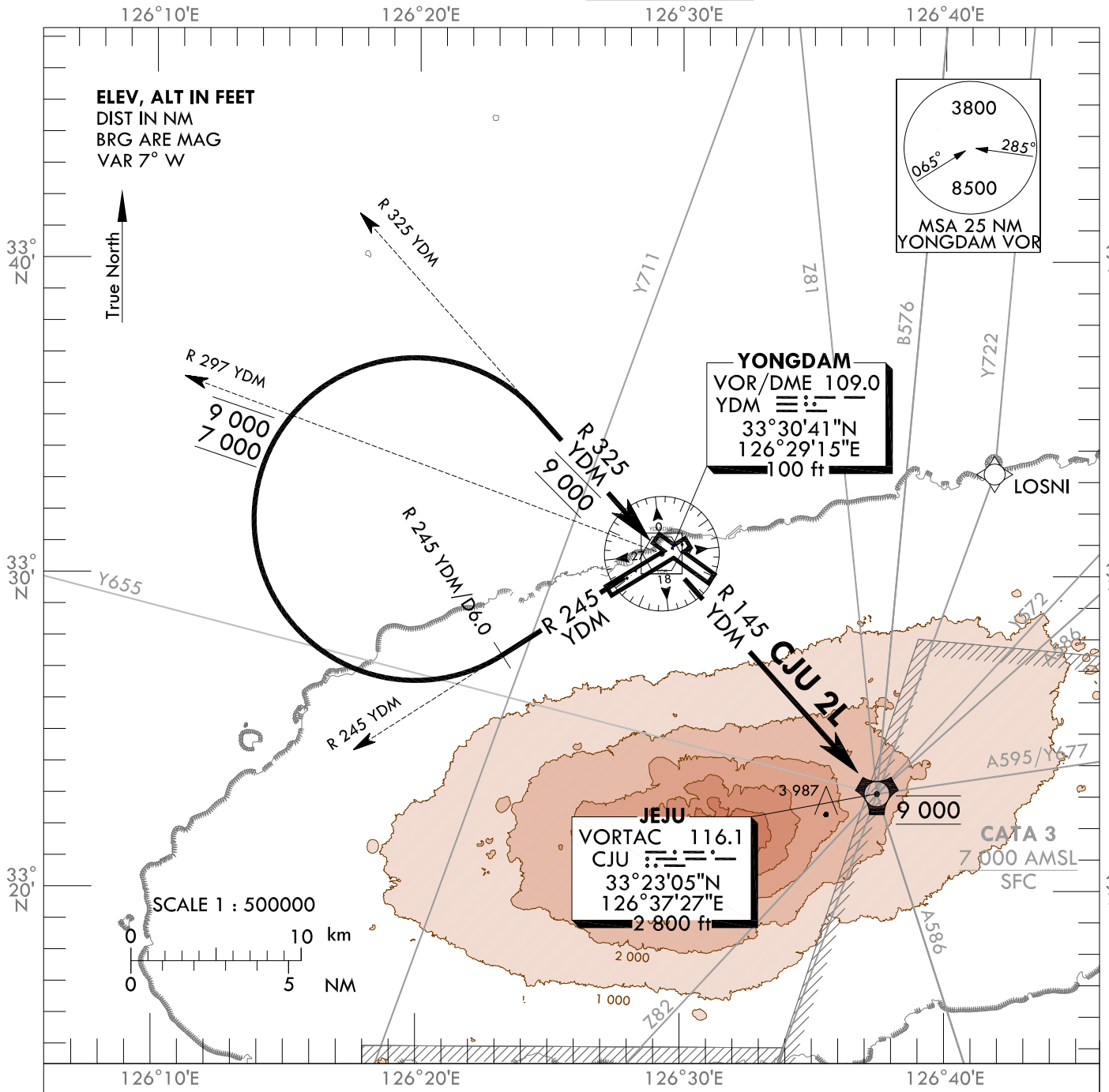
STANDARD DAPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 25
CJU 2L

Note : Departure under ICAO Flight Procedures.



JEJU TWO LIMA DEPARTURE

Climb on R 245 YDM until D6, then turn Right direct to YDM via R 325 YDM, then direct to CJU via R 145 YDM.

* Minimum 6.0% CG is required for ATC purpose and 4.0% CG is required until 4 500 ft for OBST avoidance.

* Cross R 297 YDM between 7 000 ft and 9 000 ft, then YDM at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

Change : Information of sequence for TWR FREQ.

INTENTIONALLY

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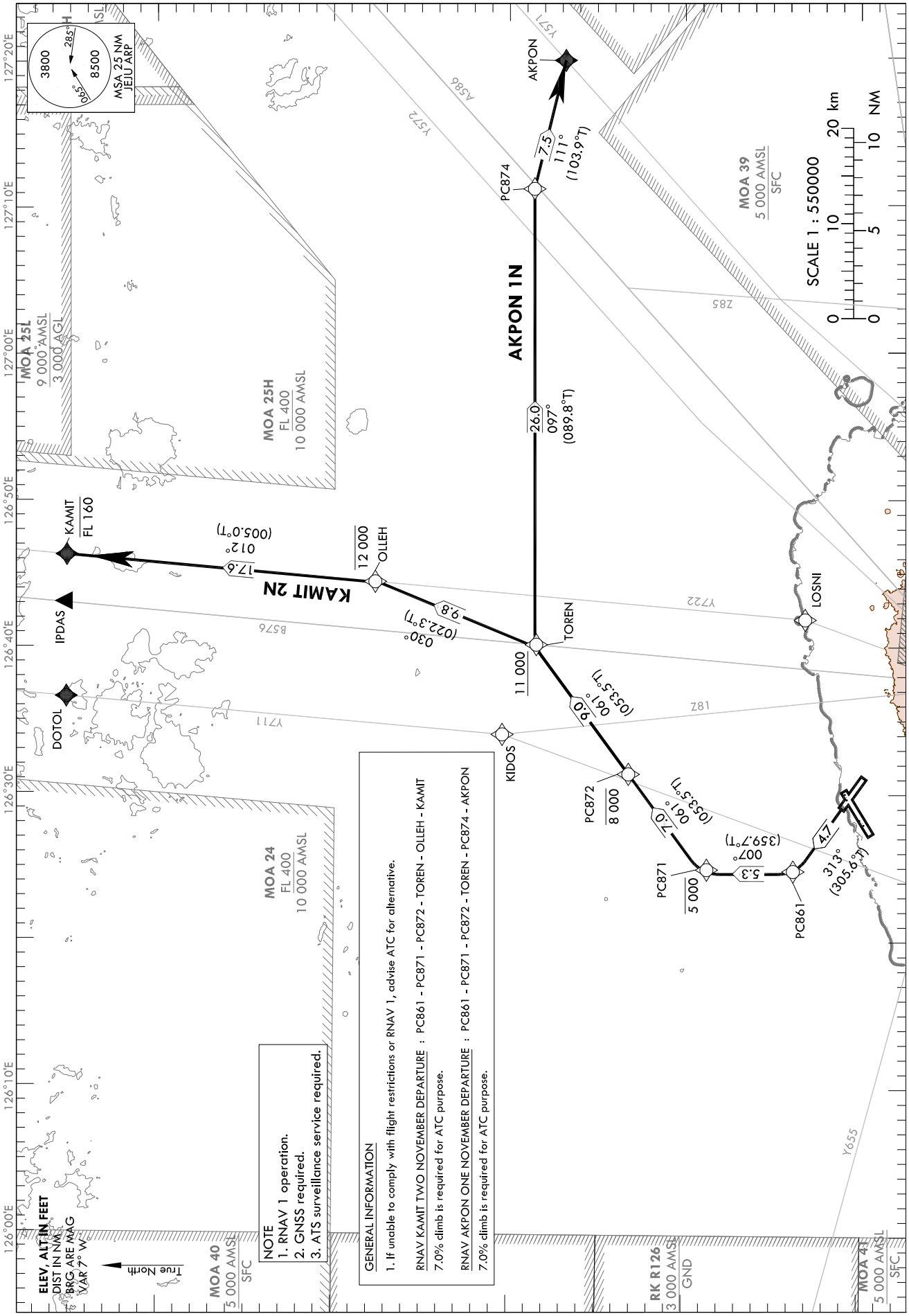
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

Note : Departure under ICAO Flight Procedures.

JEJU/Jeju Intl(RKPC)
RWY 31
RNAV KAMIT 2N
RNAV AKPON 1N



Change : Information of sequence for TWR FREQ and Withdrawal of YDM VOR/DME.

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2N

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	CF	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	OLLEH	-	030(022.3)	9.8	-	-12 000	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
006	TF	KAMIT	-	012(005.0)	17.6	-	-FL 160	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 1N

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	CF	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	PC874	-	097(089.8)	26.0	-	-	-	33°48'38.0"N 127°11'08.8"E	-	RNAV 1	-
006	TF	AKPON	-	111(103.9)	7.5	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

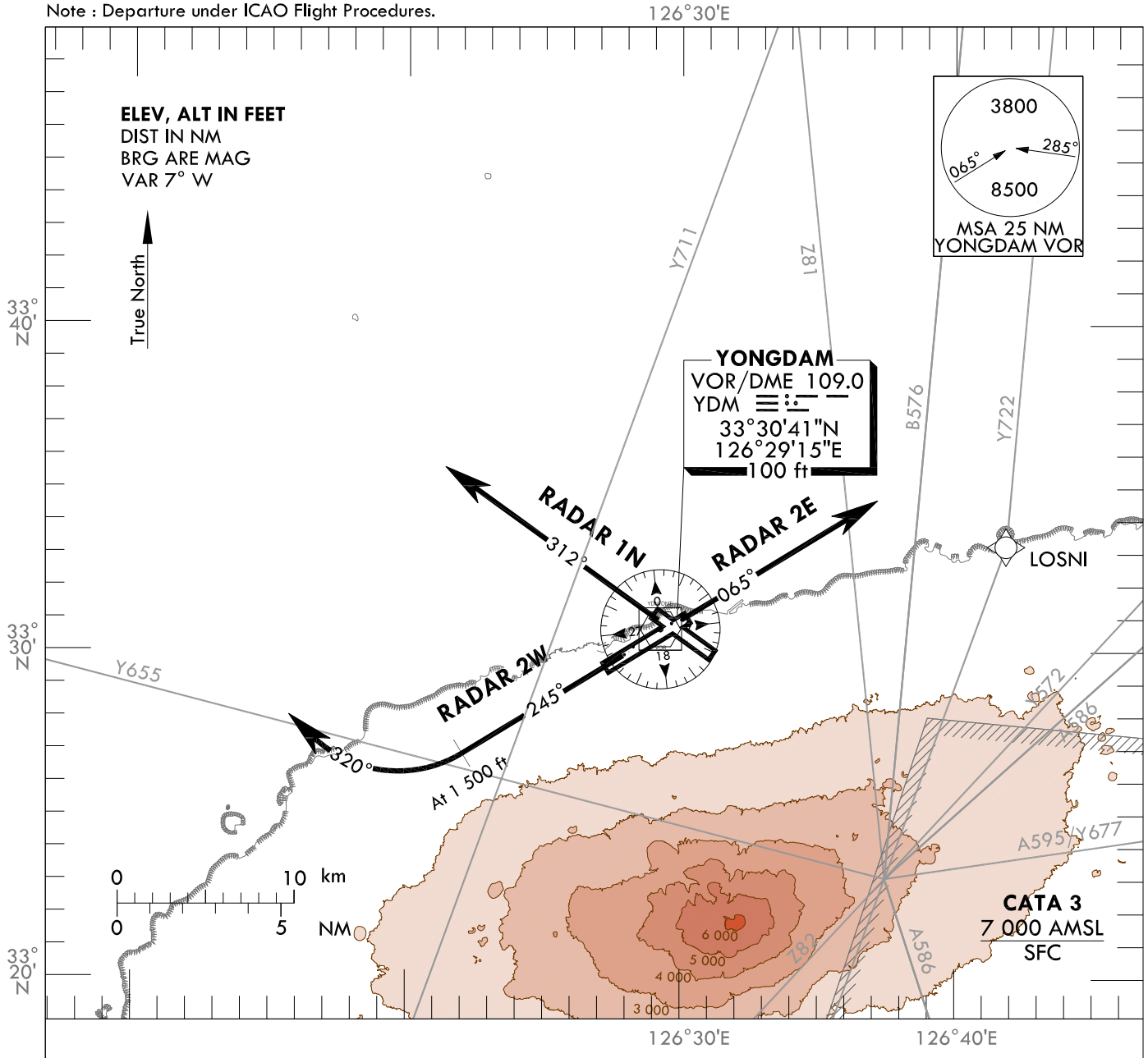
STANDARD DAPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 07 RADAR 2E
RWY 25 RADAR 2W
RWY 31 RADAR 1N

Note : Departure under ICAO Flight Procedures.



RADAR TWO ECHO DEPARTURE

TAKE OFF RWY 07 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.
* Minumum 4.5% CG is required until 2 200 ft for ATC purpose.

RADAR TWO WHISKEY DEPARTURE

TAKE OFF RWY 25 : Climb on RWY HDG until reaching 1 500 ft, then turn Right HDG 320° and climb and maintain 3 000 ft for RADAR VECTOR.
* Minumum 4.0% CG is required until 3 000 ft for OBST avoidance.

RADAR ONE NOVEMBER DEPARTURE

TAKE OFF RWY 31 : Climb on RWY HDG until reaching 2 200 ft for RADAR VECTOR.
* Minumum 4.5% CG is required until 2 200 ft for ATC purpose.

NOTE : These procedures are available only for aircraft that don't satisfy RNAV 1 navigation specification.

Change : Information of sequence for TWR FREQ and Withdrawal of CJU VORTAC.

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STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

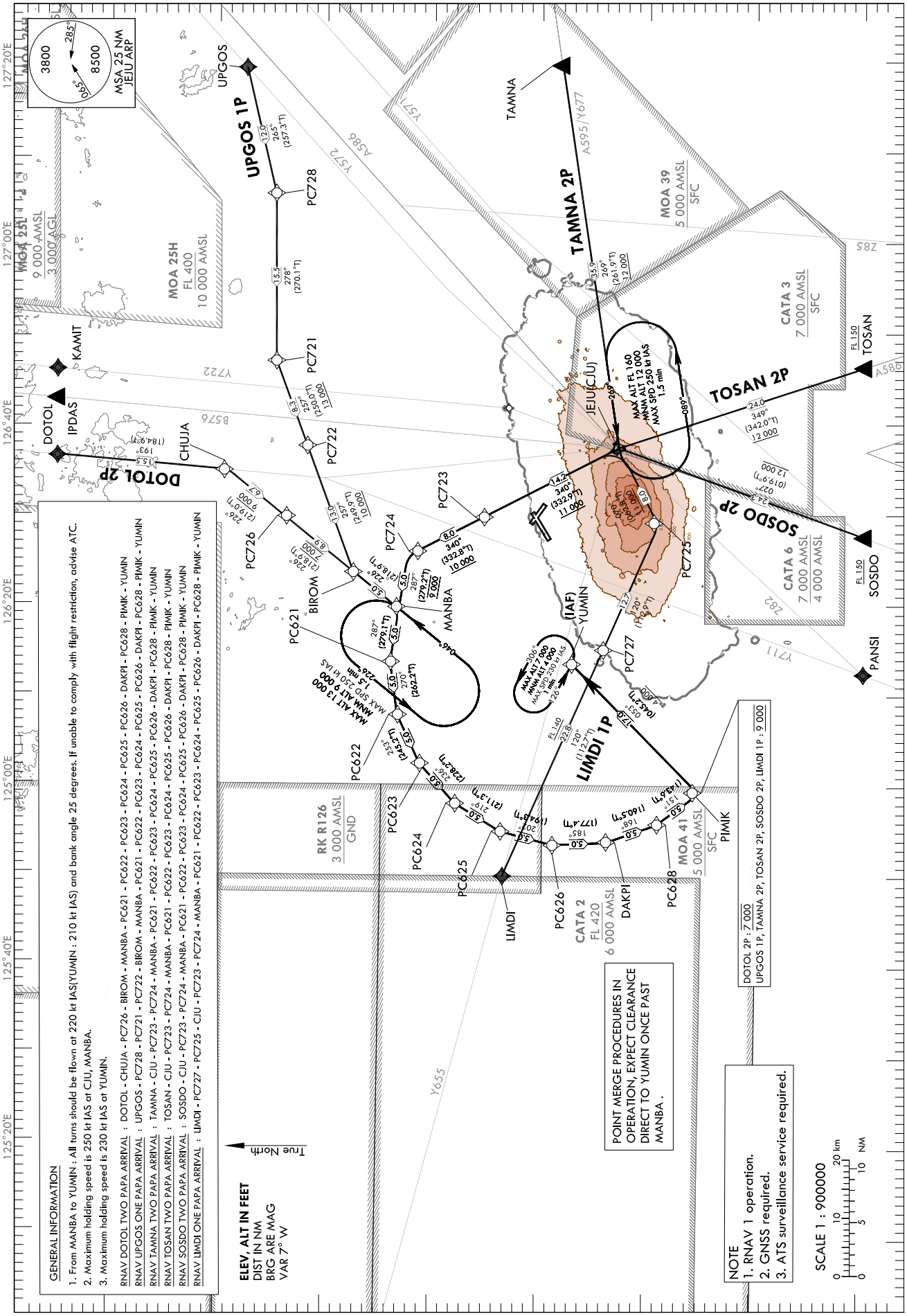
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

RWY 07
RNAV DOTOL 2P, RNAV UPGOS 1P
RNAV TAMNA 2P, RNAV TOSAN 2P
RNAV SOSDO 2P, RNAV LIMDI 1P

Note : Arrival under ICAO Flight Procedures.



GENERAL INFORMATION

1. From MANBA to YUMIN : All turns should be flown at 220 kt IAS(YUMIN : 210 kt IAS) and bank angle 25 degrees. If unable to comply with flight restriction, advise ATC.
2. Maximum holding speed is 250 kt IAS at CJU, MANBA.
3. Maximum holding speed is 230 kt IAS at YUMIN.

RNAV DOTOL TWO PAPA ARRIVAL : DOTOL - CHUJA - PC726 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN

RNAV UPGOS ONE PAPA ARRIVAL : UPGOS - PC728 - PC721 - PC722 - BIROM - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN

RNAV TAMNA TWO PAPA ARRIVAL : TAMNA - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN

RNAV TOSAN TWO PAPA ARRIVAL : TOSAN - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN

RNAV SOSDO TWO PAPA ARRIVAL : SOSDO - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN

RNAV LIMDI ONE PAPA ARRIVAL : LIMDI - PC727 - PC725 - CJU - PC723 - PC724 - MANBA - PC621 - PC622 - PC623 - PC624 - PC625 - PC626 - DAKPI - PC628 - PIMIK - YUMIN

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 7° W

POINT MERGE PROCEDURES IN OPERATION, EXPECT CLEARANCE DIRECT TO YUMIN ONCE PAST MANBA .

DOTOL 2P : 7 000
UPGOS 1P, TAMNA 2P, TOSAN 2P, SOSDO 2P, LIMDI 1P : 9 000

NOTE
1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.

Change : Information of sequence for TWR FREQ, CJU VORTAC, Withdrawal of YDM VOR/DME, and Amended phrase.

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 2P

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	DOTOL	-	-	-	-	-	-	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-
002	TF	CHUJA	-	193(184.9)	15.5	-	-	-	33°59'47.3"N 126°35'00.2"E	-	RNAV 1	-
003	TF	PC726	-	226(219.0)	6.7	-	-9 000	-	33°54'32.2"N 126°29'54.4"E	-	RNAV 1	-
004	TF	BIROM	-	226(218.9)	8.9	-	@7 000	-	33°47'33.9"N 126°23'09.8"E	-	RNAV 1	-
005	TF	MANBA	-	226(218.9)	5.0	-	-	@220	33°43'39.9"N 126°19'24.0"E	-	RNAV 1	Bank angle 25°
006	TF	PC621	-	287(279.1)	5.0	-	-	@220	33°44'27.4"N 126°13'28.9"E	-	RNAV 1	Bank angle 25°
007	TF	PC622	-	270(262.2)	5.0	-	-	@220	33°43'46.4"N 126°07'32.6"E	-	RNAV 1	Bank angle 25°
008	TF	PC623	-	253(245.2)	5.0	-	-	@220	33°41'40.2"N 126°02'06.2"E	-	RNAV 1	Bank angle 25°
009	TF	PC624	-	236(228.2)	5.0	-	-	@220	33°38'19.9"N 125°57'38.2"E	-	RNAV 1	Bank angle 25°
010	TF	PC625	-	219(211.3)	5.0	-	-	@220	33°34'03.1"N 125°54'31.8"E	-	RNAV 1	Bank angle 25°
011	TF	PC626	-	202(194.3)	5.0	-	-	@220	33°29'11.9"N 125°53'02.9"E	-	RNAV 1	Bank angle 25°
012	TF	DAKPI	-	185(177.4)	5.0	-	-	@220	33°24'11.7"N 125°53'19.1"E	-	RNAV 1	Bank angle 25°
013	TF	PC628	-	168(160.5)	5.0	-	-	@220	33°19'28.4"N 125°55'18.5"E	-	RNAV 1	Bank angle 25°
014	TF	PIMIK	-	151(143.6)	5.0	-	@7 000	@220	33°15'26.4"N 125°58'50.7"E	-	RNAV 1	Bank angle 25°
015	TF	YUMIN	-	053(045.2)	17.0	-	+4 000	@210	33°27'25.7"N 126°13'15.5"E	-	RNAV 1	IAF

RNAV UPGOS 1P

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	UPGOS	-	-	-	-	-	-	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	PC728	-	265(257.3)	12.0	-	-	-	33°54'53.8"N 127°05'49.0"E	-	RNAV 1	-
003	TF	PC721	-	278(270.1)	15.5	-	-	-	33°54'53.3"N 126°47'09.7"E	-	RNAV 1	-
004	TF	PC722	-	257(250.0)	8.3	-	+13 000	-	33°52'02.9"N 126°37'48.9"E	-	RNAV 1	-
005	TF	BIROM	-	257(249.9)	13.0	-	+10 000	-	33°47'33.9"N 126°23'09.8"E	-	RNAV 1	-
006	TF	MANBA	-	226(218.9)	5.0	-	@9 000	@220	33°43'39.9"N 126°19'24.0"E	-	RNAV 1	Bank angle 25°
007	TF	PC621	-	287(279.1)	5.0	-	-	@220	33°44'27.4"N 126°13'28.9"E	-	RNAV 1	Bank angle 25°
008	TF	PC622	-	270(262.2)	5.0	-	-	@220	33°43'46.4"N 126°07'32.6"E	-	RNAV 1	Bank angle 25°
009	TF	PC623	-	253(245.2)	5.0	-	-	@220	33°41'40.2"N 126°02'06.2"E	-	RNAV 1	Bank angle 25°
010	TF	PC624	-	236(228.2)	5.0	-	-	@220	33°38'19.9"N 125°57'38.2"E	-	RNAV 1	Bank angle 25°
011	TF	PC625	-	219(211.3)	5.0	-	-	@220	33°34'03.1"N 125°54'31.8"E	-	RNAV 1	Bank angle 25°
012	TF	PC626	-	202(194.3)	5.0	-	-	@220	33°29'11.9"N 125°53'02.9"E	-	RNAV 1	Bank angle 25°
013	TF	DAKPI	-	185(177.4)	5.0	-	-	@220	33°24'11.7"N 125°53'19.1"E	-	RNAV 1	Bank angle 25°
014	TF	PC628	-	168(160.5)	5.0	-	-	@220	33°19'28.4"N 125°55'18.5"E	-	RNAV 1	Bank angle 25°
015	TF	PIMIK	-	151(143.6)	5.0	-	@9 000	@220	33°15'26.4"N 125°58'50.7"E	-	RNAV 1	Bank angle 25°
016	TF	YUMIN	-	053(045.2)	17.0	-	+4 000	@210	33°27'25.7"N 126°13'15.5"E	-	RNAV 1	IAF

STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

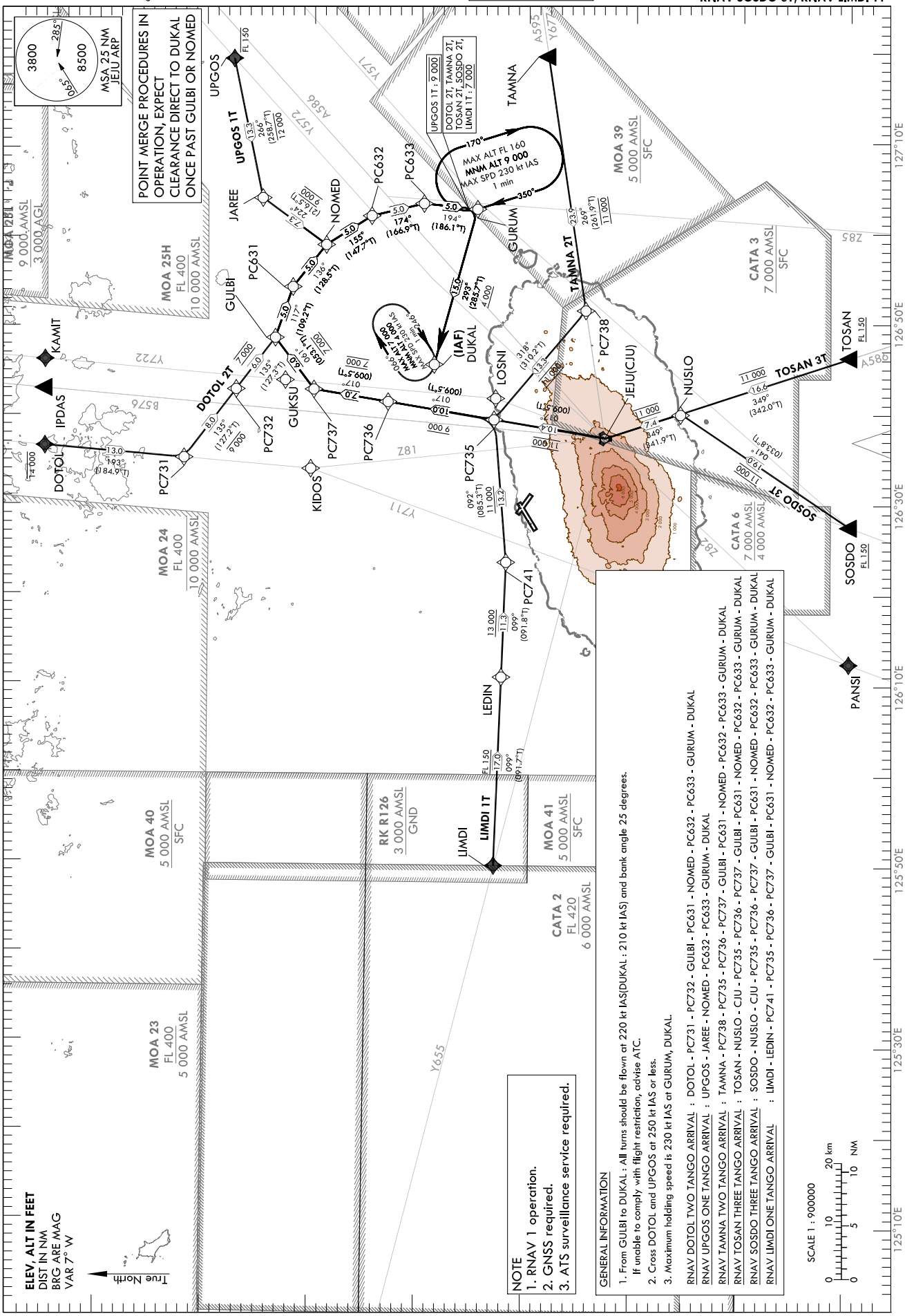
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEJU TWR 118.2
118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV DOTOL 2T, RNAV UPGOS 1T
RNAV TAMNA 2T, RNAV TOSAN 3T
RNAV SOSDO 3T, RNAV LIMDI 1T

Note : Arrival under ICAO Flight Procedures.



Change : Information of sequence for TWR FREQ, CJU VORTAC, Withdrawal of YDM VOR/DME, and Amended phrase.

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 2T

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	DOTOL	-	-	-	-	-14 000	-250	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-
002	TF	PC731	-	193(184.9)	13.0	-	-	-	34°02'17.0"N 126°35'15.7"E	-	RNAV 1	-
003	TF	PC732	-	135(127.2)	8.0	-	-9 000	-	33°57'26.0"N 126°42'55.3"E	-	RNAV 1	-
004	TF	GULBI	-	135(127.3)	6.0	-	@7 000	@220	33°53'47.5"N 126°48'39.5"E	-	RNAV 1	Bank angle 25°
005	TF	PC631	-	117(109.2)	5.0	-	-	@220	33°52'08.3"N 126°54'19.7"E	-	RNAV 1	Bank angle 25°
006	TF	NOMED	-	136(128.5)	5.0	-	-	@220	33°49'01.2"N 126°59'01.5"E	-	RNAV 1	Bank angle 25°
007	TF	PC632	-	155(147.7)	5.0	-	-	@220	33°44'47.1"N 127°02'13.7"E	-	RNAV 1	Bank angle 25°
008	TF	PC633	-	174(166.9)	5.0	-	-	@220	33°39'54.3"N 127°03'35.0"E	-	RNAV 1	Bank angle 25°
009	TF	GURUM	-	194(186.1)	5.0	-	@7 000	@220	33°34'55.5"N 127°02'56.6"E	-	RNAV 1	Bank angle 25°
010	TF	DUKAL	-	293(285.7)	15.0	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

RNAV UPGOS 1T

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	UPGOS	-	-	-	-	-FL 150	-250	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	JAREE	-	266(258.7)	13.3	-	-12 000	-	33°54'56.0"N 127°04'15.7"E	-	RNAV 1	-
003	TF	NOMED	-	224(216.5)	7.3	-	@9 000	@220	33°49'01.2"N 126°59'01.5"E	-	RNAV 1	Bank angle 25°
004	TF	PC632	-	155(147.7)	5.0	-	-	@220	33°44'47.1"N 127°02'13.7"E	-	RNAV 1	Bank angle 25°
005	TF	PC633	-	174(166.9)	5.0	-	-	@220	33°39'54.3"N 127°03'35.0"E	-	RNAV 1	Bank angle 25°
006	TF	GURUM	-	194(186.1)	5.0	-	@9 000	@220	33°34'55.5"N 127°02'56.6"E	-	RNAV 1	Bank angle 25°
007	TF	DUKAL	-	293(285.7)	15.0	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

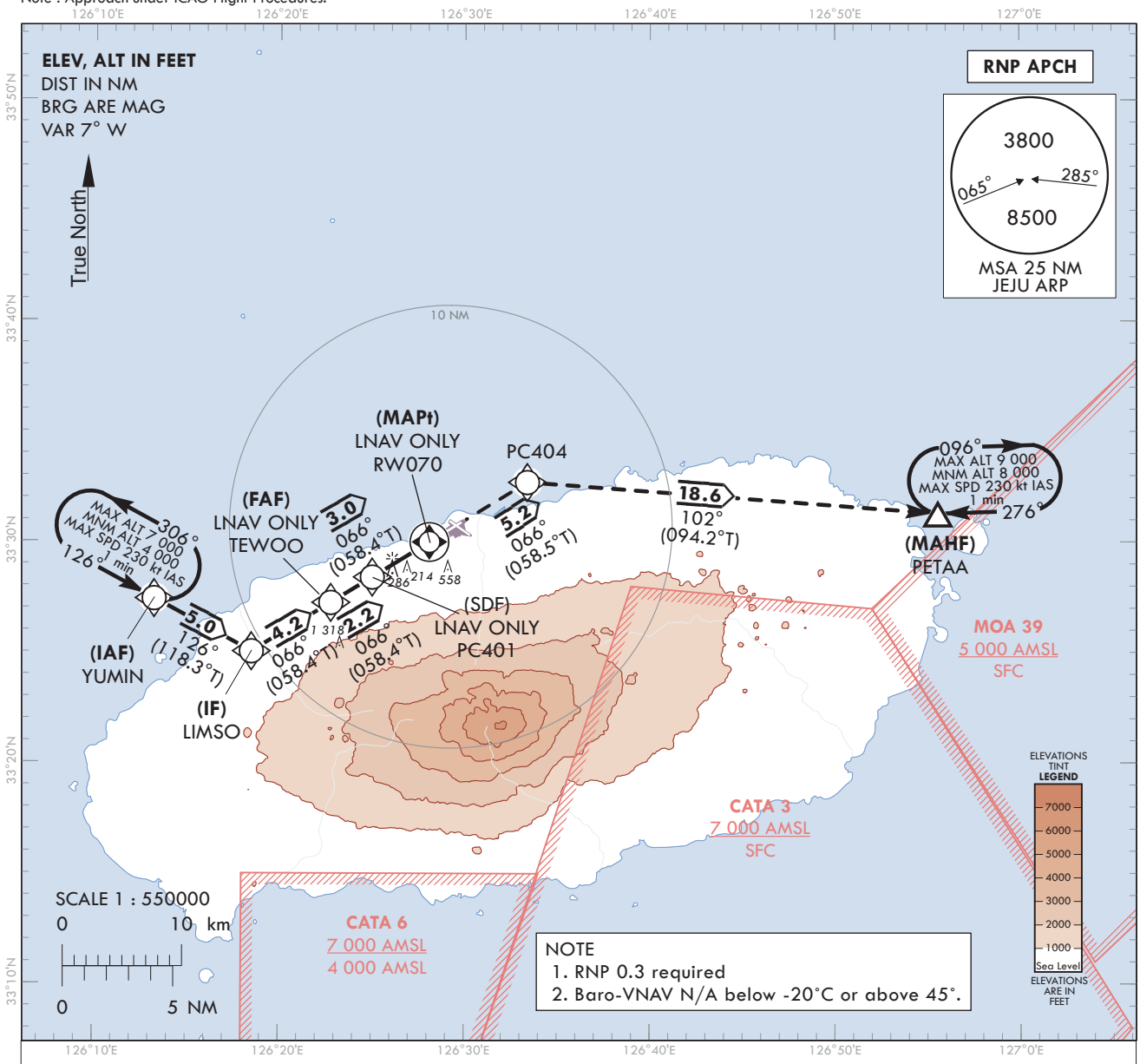
INSTRUMENT APPROACH CHART - ICAO

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

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

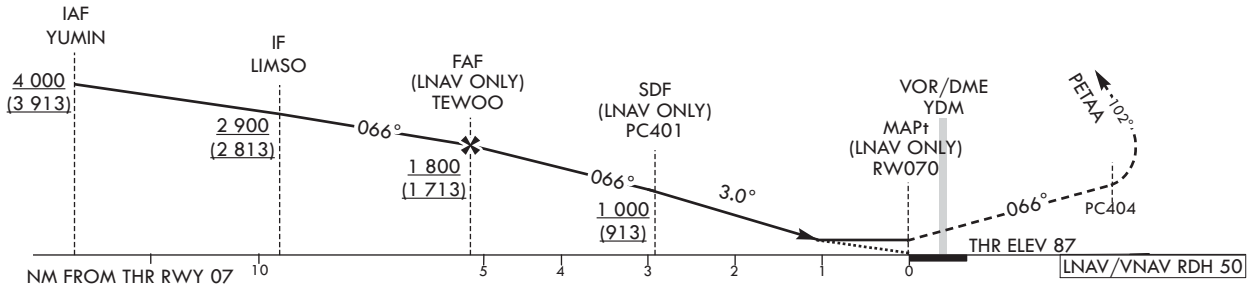
JEJU/Jeju Intl(RKPC)
RNP RWY 07

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



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

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

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

Change : Information of sequence for TWR FREQ and Withdrawal of YDM VOR/DME.

Instrument Approach Procedure Coding Tables

RNP RWY 07

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	YUMIN	-	-	-	-	+4 000	-	33°27'25.7"N 126°13'15.5"E	-	RNP APCH	IAF
002	TF	LIMSO	-	126(118.3)	5.0	-	+2 900	-	33°25'03.0"N 126°18'31.0"E	-	RNP APCH	IF
003	TF	TEWOO	-	066(058.4)	4.2	-	+1 800	-	33°27'15.3"N 126°22'47.5"E	-	RNP APCH	FAF
004	TF	PC401	-	066(058.4)	2.2	-	+1 000	-	33°28'24.5"N 126°25'01.8"E	-	RNP APCH	SDF
005	TF	RW070	Y	066(058.4)	3.0	-	+640	-	33°29'59.6"N 126°28'06.5"E	-3.00/50	RNP APCH	MAPt
006	TF	PC404	-	066(058.5)	5.2	-	-	-	33°32'42.3"N 126°33'23.4"E	-	RNP APCH	-
007	TF	PETAA	Y	102(094.2)	18.6	-	-	-	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	-
008	HM	PETAA	Y	276(268.2)	-	R	-9 000 +8 000	-230	33°31'18.0"N 126°55'34.0"E	-	RNP APCH	1 min (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 07	HM	YUMIN	Y	126(118.3)	1.0	L	-7 000 +4 000	-230	33°27'25.7"N 126°13'15.5"E	-	RNAV 1	-

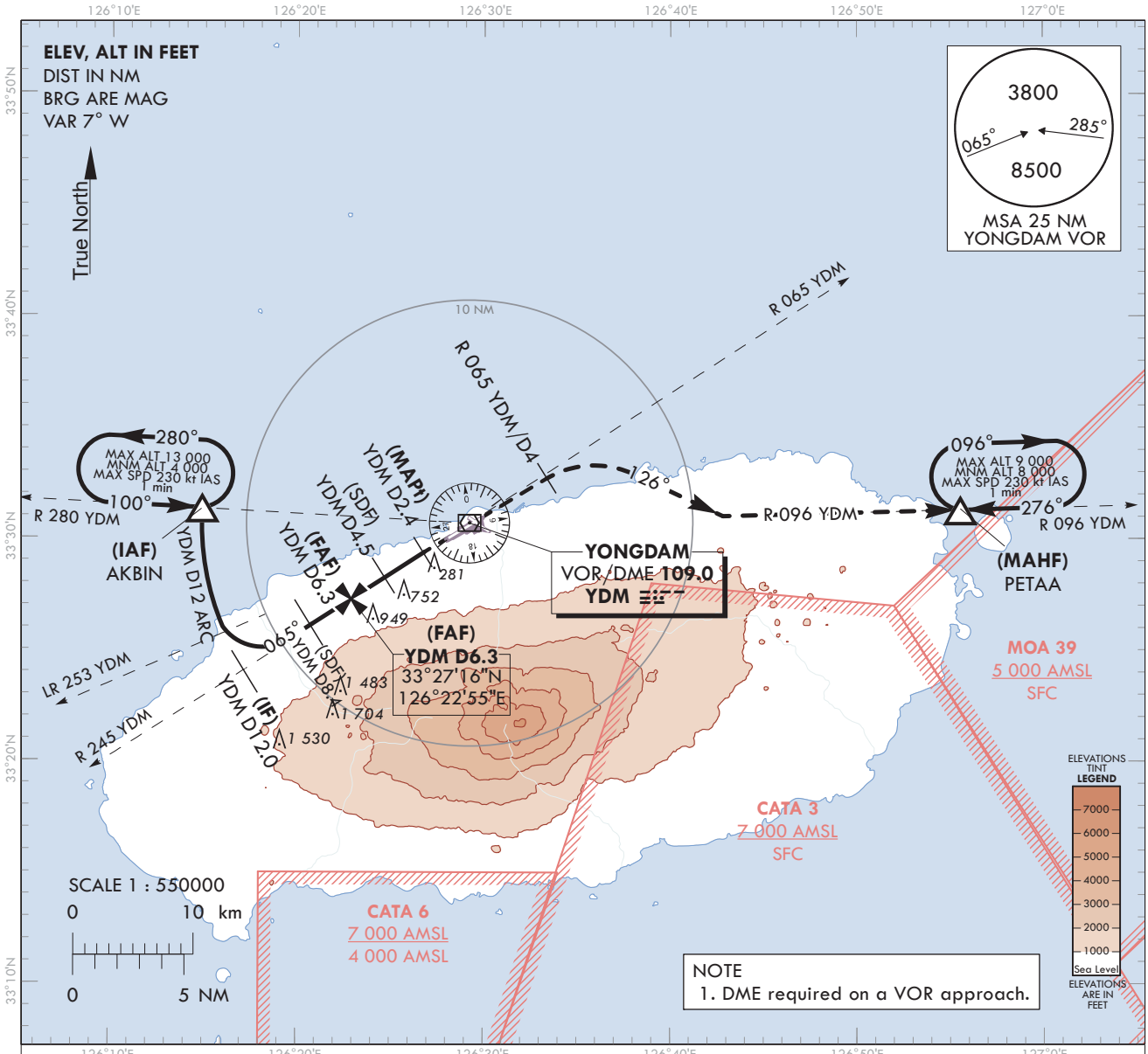
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

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

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

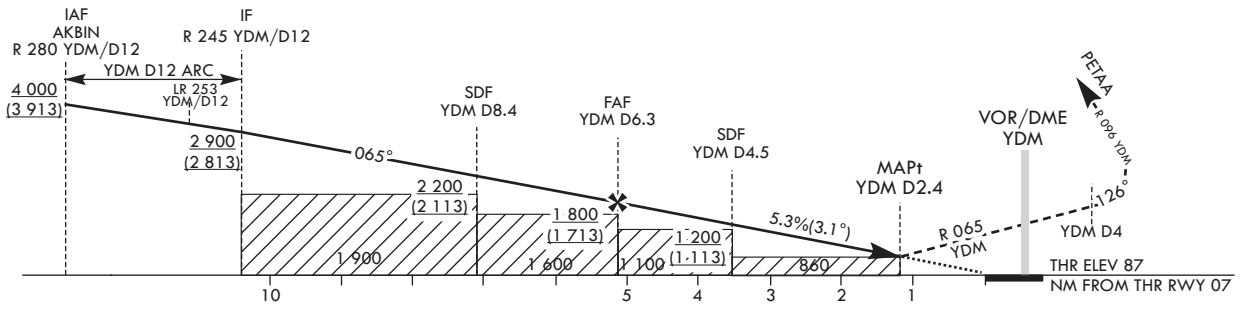
JEJU/Intl(RKPC)
VOR RWY 07



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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



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

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

Change : Information of sequence for TWR FREQ.

AERONAUTICAL DATA TABULATION

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

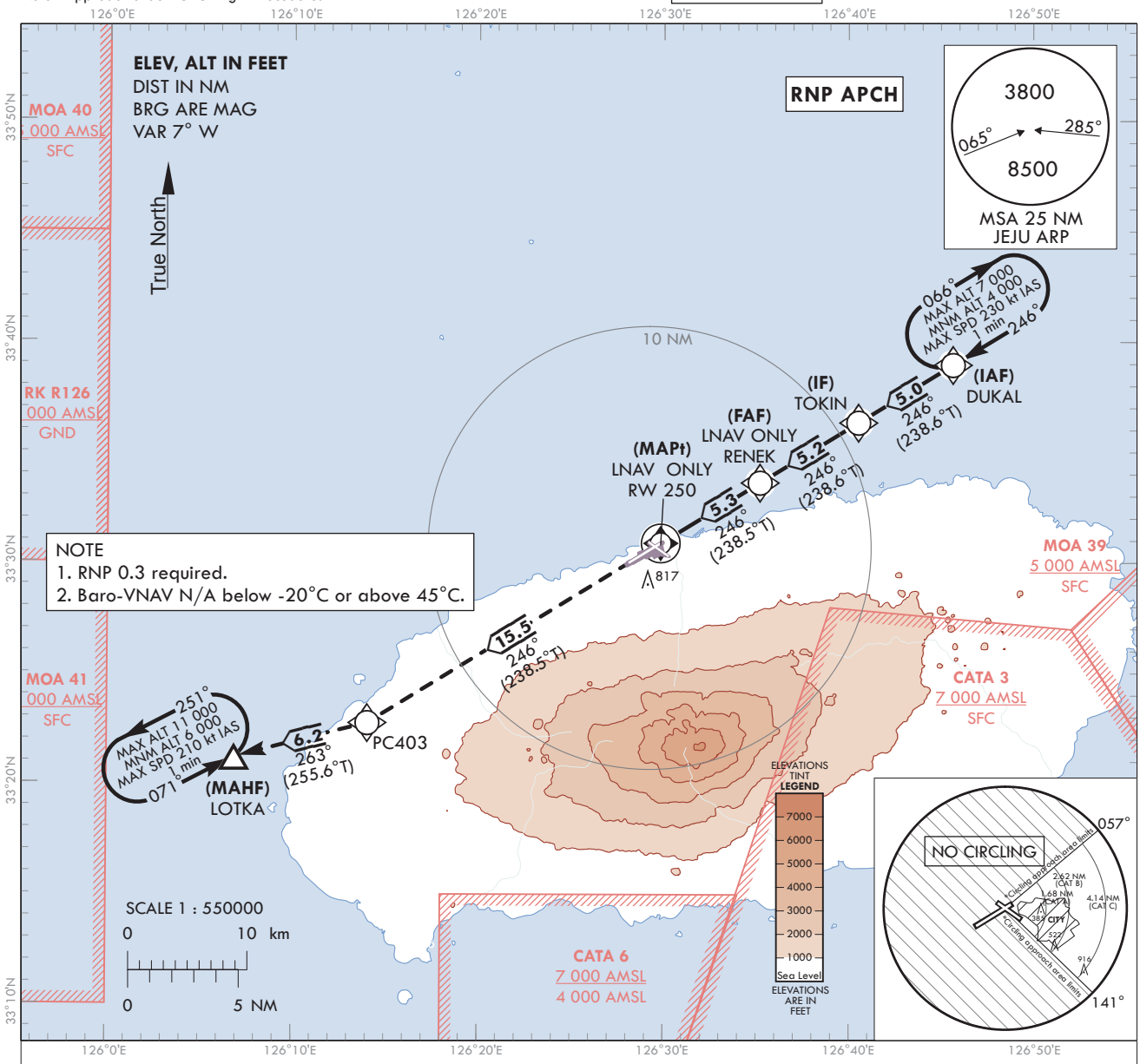
INSTRUMENT APPROACH CHART - ICAO

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

JEJU	APP	121.2 124.05
JEJU	TWR	118.2 118.55

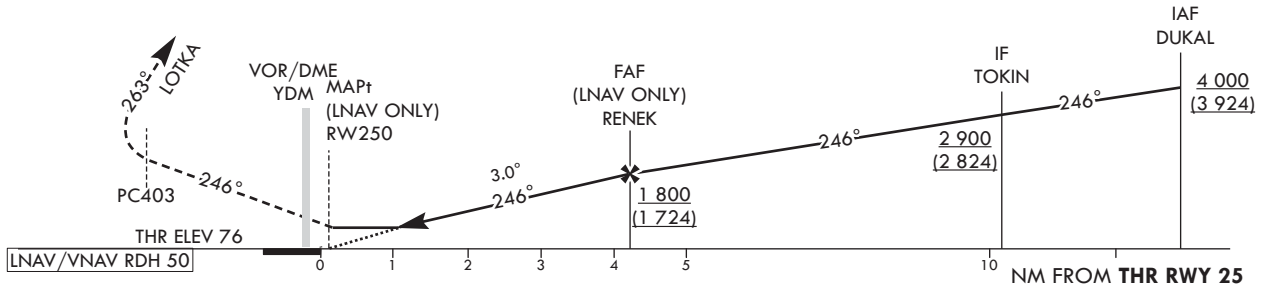
JEJU/Jeju Intl(RKPC)
RNP RWY 25

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT	14 000
TRANSITION LVL	FL 140

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



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

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

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

Change : Information of sequence for TWR FREQ and Withdrawal of YDM VOR/DME.

Instrument Approach Procedure Coding Tables

RNP RWY 25

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	DUKAL	-	-	-	-	+4 000	-	33°38'58.6"N 126°45'38.8"E	-	RNP APCH	IAF
002	TF	TOKIN	-	246(238.6)	5.0	-	+2 900	-	33°36'21.9"N 126°40'32.2"E	-	RNP APCH	IF
003	TF	RENEK	-	246(238.6)	5.2	-	+1 800	-	33°33'38.6"N 126°35'13.1"E	-	RNP APCH	FAF
004	TF	RW250	Y	246(238.5)	5.3	-	+810	-	33°30'53.6"N 126°29'51.5"E	-3.00/50	RNP APCH	MAPt
005	TF	PC403	-	246(238.5)	15.5	-	-	-	33°22'44.4"N 126°14'03.0"E	-	RNP APCH	-
006	TF	LOTKA	Y	263(255.6)	6.2	-	-	-	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	-
007	HM	LOTKA	Y	071(063.2)	-	L	-11 000 +6 000	-210	33°21'11.1"N 126°06'52.2"E	-	RNP APCH	1 min (Outbound timing)

HOLDING PROCEDURE

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

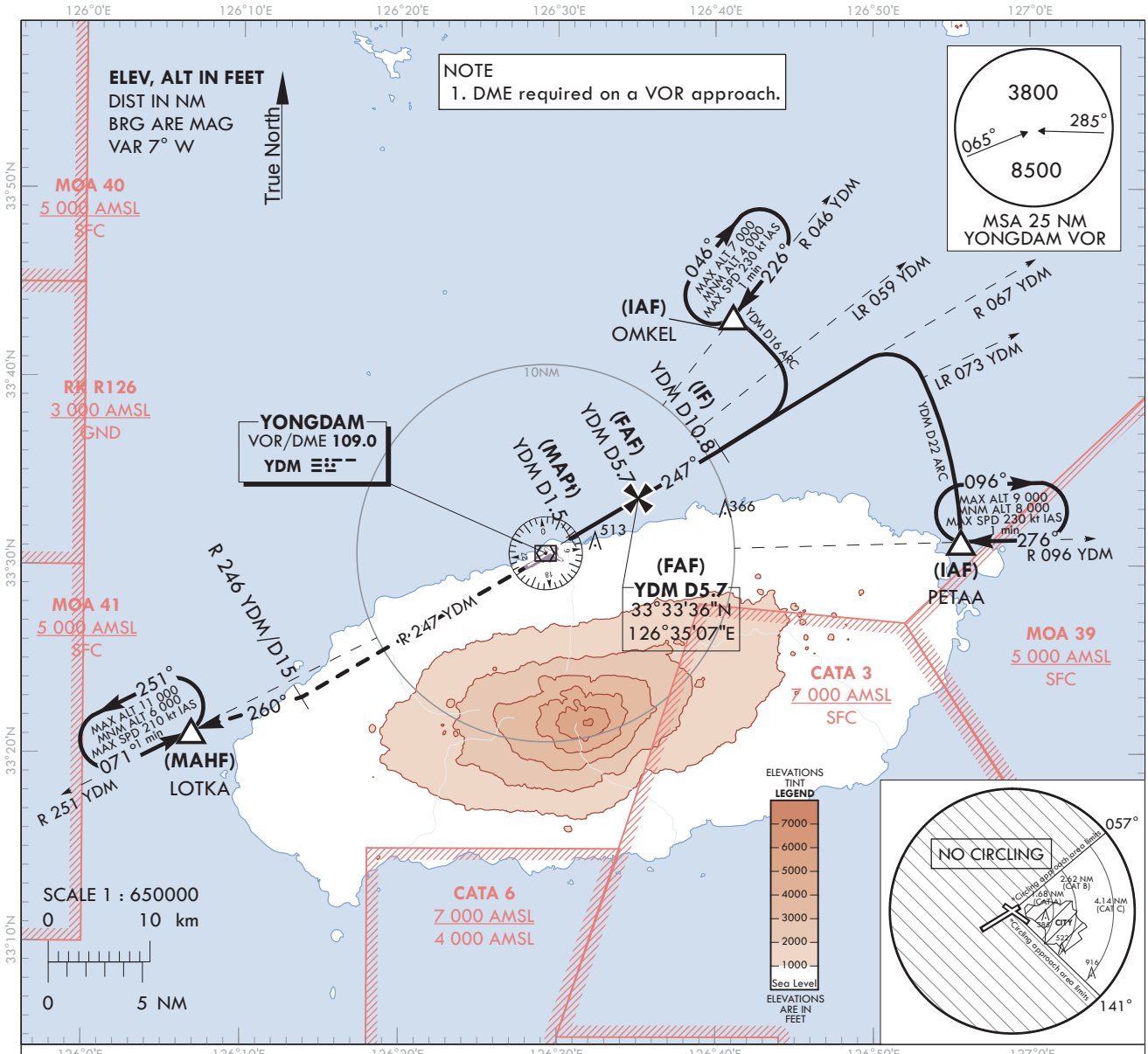
INSTRUMENT APPROACH CHART - ICAO

Note : Approach under ICAO Flight Procedures.

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

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

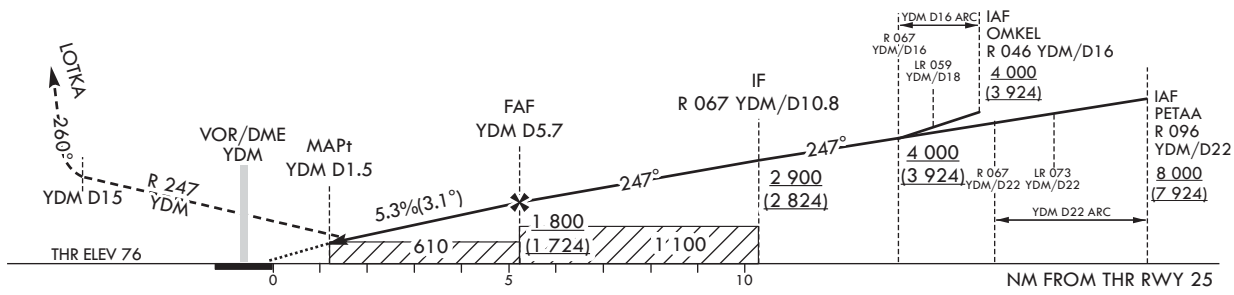
JEJU/Jeju Intl(RKPC)
VOR RWY 25



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

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

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



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

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

Change : Information of sequence for TWR FREQ.

AERONAUTICAL DATA TABULATION

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

4. Operational Limitations

1. Engine run-up tests

a) Engine start is permitted in the apron areas only. However, the power setting(s) shall not exceed idle thrust.

RKPK AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Take-off weather minima

<table>
<tr><td rowspan="3">ENG</td><td colspan="2">RWY 18L/R</td><td colspan="2">RWY 36L/R</td><td colspan="3">For filling as Alternate</td></tr>
<tr><td colspan="4"></td><td colspan="2">Precision</td><td>Non-precision</td></tr>
<tr><td colspan="4">Ceiling(ft) / RVR(m)</td><td colspan="3">Ceiling(ft) - Visibility(m)</td></tr>
<tr><td>1</td><td colspan="4" rowspan="4">100 ft / 350 m</td><td>A</td><td rowspan="3">600 ft - 3 200 m</td><td rowspan="3">800 ft - 3 200 m</td></tr>
<tr><td>2</td><td>B</td></tr>
<tr><td>3</td><td>C</td></tr>
<tr><td>4</td><td>D</td><td>1 100 ft - 4 800 m</td></tr>
</table>

1.2 Fuel dumping area

1. Area : A circle, radius 3 NM centered at R 100 PSN/16 DME

2. Altitude

a. IFR aircraft : 6 000 ft AMSL
b. VFR aircraft : 4 000 ft AMSL

1.3 Speed restrictions

1. All aircraft shall not exceed 250 kt IAS below 10 000 ft AMSL in GIMHAE TMA, unless otherwise authorized by ATC. If the minimum safe speed is greater than 250 kt IAS, the aircraft may maintain the minimum safe speed without ATC authorization.

2. When ILS RWY 36L/R approach in use, civil aircraft should comply with following speed restrictions. if not to comply with speed restrictions, ATC may instruct speed restrictions.
a. Initial approach phase : 220 kt IAS or above
b. Base leg/Heading to final approach : 180 kt IAS - 220 kt IAS
c. Established on final approach to 8 DME : 160 kt IAS - 180 kt IAS

3. When ATC use “NO [ATC] SPEED RESTRICTIONS” RTF phraseology, pilot shall note that all speed control restrictions are cancelled and preferred speed may be flown without any speed restrictions.

4. When ATC use “RESUME NORMAL SPEED” RTF phraseology, pilot shall note that the previously issued speed restriction by ATC is cancelled but comply with GIMHAE TMA speed restriction(MAX 250 kt IAS below 10 000 ft).

2. VFR Procedure

1. VFR weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 2 500 ft

2. VFR weather minimum for special mission helicopter

a. Ground visibility : 2 SM
b. Ceiling : 1 000 ft

3. VFR Pattern Altitude

a. Helicopter : 600 ft
b. Conventional : 1 000 ft
c. Jet : 1 500 ft

4. Special VFR

a. In Gimhae international airport, a special VFR operation is not applied to all aircraft.

Change : Establishment of unit for take-off WX minima and Amended phrase(prevailing VIS(-) → RVR values(/)).

3. Radar Procedure

3.1 PAR Approach

1. RWY 36L(Straight-in)

CAT	GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(m)	DH(ft)	Ceiling(ft)
A, B	3.0° / 57 / 1 070	213 / RVR 550 VIS 800	200	200
C, D		213 / RVR 730 VIS 800	200	200
When TDZ/CL INOP, Increase CAT A, B RVR to 730 m. When ALS INOP, VIS 1 200 m and RVR to 1 220 m.				

a. MISSED APCH PROCEDURES
- At DH climb HDG 310 to 4 300 ft and directed by ATC.
- Missed APCH climb rate exceed 340 ft/NM.

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

- No person may take off unless two-way radio communications can be maintained with the Air Traffic Control.
- On recognition of communication failure during flight, squawk 7600 and if necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedure.

2. VFR condition

If the failure to radio communication occurs in VFR conditions, or if VFR conditions are encountered after the failure, a pilot shall continue the flight under VFR and land as soon as practicable based on the runway in use.

3. IFR condition

If the failure occurs in IFR condition, or if the requirements specified in paragraph 2 of this section cannot be met, a pilot shall continue the flight according to the following procedures :

A. DEPARTURE

a. Under Pilot Navigation

- Follow the SID with altitude/flight level assigned at the last ATC clearance received.

b. Under Radar Vectoring

1) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;

2) In the absence of an assigned route, proceed by the route that ATC will advise through the forthcoming clearance; or

3) In the absence of an assigned route or a route that ATC will advise through the forthcoming clearance, proceed by the route filed in the flight plan; and

4) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then

5) Continue the flight with altitude/flight level filed in the flight plan.

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METRES

BUSAN / Gimhae Intl

AERODROME ELEVATION 4 METRES

VAR 8° W 2020
ANNUAL RATE OF CHANGE 5' W

APPROACH SURFACE SLOPE 1:40

APPROACH SURFACE SLOPE 1:50

CONICAL SURFACE SLOPE 1:20

HORIZONTAL SURFACE SLOPE

TRANSITIONAL SURFACE SLOPE 1:7

TRANSITIONAL SURFACE SLOPE 1:7

APPROACH SURFACE SLOPE 1:50

3200m x 60m CONCRETE

2743m² X 46m CONCRETE

CWY 300 2.5

CWY 34 300

182°

002°

59.5
149

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL	
	Plan	Number
AERODROME REFERENCE POINT 35°10'50"N 128°56'17"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		
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°01'22.87" 128°57'53.37"	42.0	building	
C5	35°01'46.30" 128°57'56.11"	32.0	building	
C6	35°11'01.75" 128°57'53.03"	24.0	building	
C7	35°13'39.95" 128°57'39.98"	86.0	mountain	
C8	35°13'45.27" 128°57'48.71"	173.5	mountain	
C9	35°14'05.74" 128°57'44.44"	238.5	mountain	
C10	35°14'10.72" 128°56'17.68"	196.0	mountain	
C11	35°14'15.19" 128°56'07.01"	162.5	building	
C12	35°14'22.60" 128°56'11.49"	220.5	mountain	
C13	35°14'26.39" 128°57'53.95"	303.0	tree	
C14	35°14'32.05" 128°57'53.89"	121.0	building	
C15	35°14'39.79" 128°57'28.92"	163.0	building	
C16	35°14'54.32" 128°57'59.21"	382.0	tree	
C17	35°14'46.50" 128°57'54.14"	382.0	tree	
C18	35°14'45.76" 128°57'17.68"	258.5	building	
C19	35°14'55.37" 128°57'59.48"	134.0	building	
C20	35°14'39.63" 128°56'18.48"	250.5	mountain	
C21	35°14'56.29" 128°55'24.42"	407.0	tree	
C22	35°15'01.52" 128°56'10.43"	368.5	mountain	
C23	35°15'01.55" 128°55'27.75"	391.5	tree	
C24	35°15'14.28" 128°55'54.30"	185.5	building	
C25	35°15'19.80" 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°15'54.88" 128°55'46.40"	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°54'58.18"	455.0	building	
C37	35°16'17.74" 128°55'53.33"	275.5	building	
C38	35°16'19.99" 128°55'20.33"	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	
C41	35°16'22.89" 128°54'42.66"	590.0	tree	
C42	35°16'28.76" 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°54'38.39"	385.0	mountain	
C47	35°16'56.38" 128°55'28.84"	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°57'09.53"	159.0	building	
C55	35°17'27.19" 128°56'29.23"	191.0	building	
C56	35°17'19.72" 128°54'48.99"	183.0	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	
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°17'08.60" 128°56'21.83"	306.5	mountain	
C64	35°17'06.19" 128°55'02.06"	190.5	mountain	
C65	35°17'11.02" 128°55'26.07"	181.0	mountain	
C66	35°17'22.41" 128°56'28.24"	260.5	mountain	
C67	35°17'18.73" 128°55'07.21"	319.5	etc	
C68	35°17'42.23" 128°54'58.37"	211.0	tower	
C69	35°18'50.57" 128°54'57.58"	222.0	mountain	
C70	35°19'45.57" 128°55'33.85"	336.5	mountain	
C71	35°19'39.77" 128°55'48.21"	170.5	tower	
C72	35°13'03.89" 128°54'50.84"	203.0	mountain	
C73	35°13'01.87" 128°52'21.80"	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°19'23.72" 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"	432.5	mountain	
C81	35°19'52.05" 128°56'16.41"	188.5	mountain	
C82	35°19'51.66" 128°57'27.29"	424.0	mountain	
C83	35°11'03.66" 128°57'02.90"	65.5	mountain	
H1	35°14'25.01" 128°55'58.15"	379.0	mountain	
H2	35°19'44.81" 128°57'20.26"	463.0	mountain	
H3	35°14'02.98" 128°56'22.31"	171.0	etc	
H4	35°16'37.60" 128°56'31.66"	522.0	etc	
H5	35°03'37.15" 128°58'08.93"	234.0	mountain	
H6	35°04'31.91" 128°57'33.73"	89.0	etc	
H7	35°04'10.10" 128°57'40.85"	155.0	etc	
H8	36°00'06.00" 128°41'39.60"	817.0	etc	
H9	35°14'05.92" 128°57'44.84"	236.0	etc	
H10	35°14'55.86" 128°52'23.79"	406.5	etc	
H11	35°16'11.75" 128°57'13.82"	631.0	mountain	
H12	35°14'11.12" 128°56'37.42"	36.0	mountain	
H13	35°14'11.89" 128°54'37.13"	40.0	etc	
H14	35°11'48.18" 128°54'05.79"	59.5	etc	
H15	35°19'53.91" 128°55'41.92"	200.0	etc	
H16	35°16'29.78" 128°54'37.54"	660.0	etc	
H17	35°04'31.91" 128°57'33.73"	89.0	etc	
H18	35°04'21.51" 128°57'53.13"	240.0	etc	
H19	35°03'23.94" 128°56'41.43"	10.0	etc	
H20	35°14'28.20" 128°58'20.00"	241.0	etc	
H21	35°09'24.48" 128°56'43.10"	22.0	etc	
H22	35°04'26.90" 128°56'20.90"	17.0	etc	
H23	35°03'31.65" 128°57'14.36"	114.0	etc	
H24	35°10'54.05" 128°57'02.88"	62.0	etc	
H25	35°03'31.15" 128°56'31.40"	39.0	tower	
H26	35°14'05.82" 128°55'44.73"	240.0	etc	
H27	35°14'06.30" 128°56'36.16"	8.0	building	
H28	35°09'41.56" 128°56'35.18"	8.0	building	
H29	35°09'38.36" 128°56'18.22"	7.5	building	
H30	35°09'36.39" 128°56'18.08"	7.5	building	
H31	35°14'11.51" 128°55'00.17"	620.0	etc	
H32	35°14'33.23" 128°55'22.99"	400.0	etc	
H33	35°03'42.89" 128°58'03.26"	200.0	etc	
H34	35°03'33.36" 128°58'08.56"	220.0	etc	
H35	35°04'30.21" 128°58'00.94"	180.0	etc	
H36	35°14'02.05" 128°55'17.77"	360.0	etc	
H37	35°14'32" 128°55'03.71"	4.5	building	
H38	35°13'50.48" 128°56'33.61"	100.0	mountain	
H39	35°14'38.29" 128°56'32.85"	139.5	etc	
H40	35°14'55.86" 128°52'23.79"	406.5	etc	
H41	35°16'11.75" 128°57'13.82"	631.0	mountain	
H42	35°14'11.12" 128°56'37.42"	36.0	mountain	
H43	35°14'11.89" 128°54'37.13"	40.0	etc	
H44	35°11'48.18" 128°54'05.79"	59.5	etc	
H45	35°19'53.91" 128°55'41.92"	200.0	etc	
H46	35°16'29.78" 128°54'37.54"	660.0	etc	
W151	35°16'11.51" 128°55'00.17"	620.0	etc	
W152	35°14'33.23" 128°55'22.99"	400.0	etc	
W153	35°03'42.89" 128°58'03.26"	200.0	etc	
W154	35°03'33.36" 128°58'08.56"	220.0	etc	
W155	35°04'30.21" 128°58'00.94"	180.0	etc	
W156	35°14'02.05" 128°55'17.77"	360.0	etc	
W157	35°14'32.05" 128°55'17.77"	360.0	etc	
W158	35°14'32" 128°55'03.71"	4.5	building	
W159	35°13'50.48" 128°56'33.61"	100.0	mountain	
W160	35°04'21.51" 128°57'53.13"	240.0	etc	
W161	35°03'23.94" 128°56'41.43"	10.0	etc	
W162	35°14'28.20" 128°58'20.00"	241.0	etc	
W163	35°09'24.48" 128°56'43.10"	22.0	etc	
W164	35°04'26.90" 128°56'20.90"	17.0	etc	
W165	35°03'31.65" 128°57'14.36"	114.0	etc	
W166	35°10'54.05" 128°57'02.88"	62.0	etc	
W167	35°03'31.15" 128°56'31.40"	39.0	tower	
W168	35°14'05.82" 128°55'44.73"	240.0	etc	
W169	35°14'06.30" 128°56'36.16"	8.0	building	
W170	35°09'41.56" 128°56'35.18"	8.0	building	
W171	35°09'38.36" 128°56'18.22"	7.5	building	
W172	35°09'36.39" 128°56'18.08"	7.5	building	
W173	35°14'11.51" 128°55'00.17"	620.0	etc	
W174	35°14'33.23" 128°55'22.99"	400.0	etc	
W175	35°03'42.89" 128°58'03.26"	200.0	etc	
W176	35°09'36.39" 128°56'18.08"	7.5	building	
W177	35°09'34.46" 128°56'18.07"	8.0	building	
W178	35°09'21.68" 128°56'16.73"	9.5	building	
W179	35°11'49.48" 128°56'02.62"	3.5	building	
W180	35°11'49.78" 128°56'03.14"	4.0	building	
W181	35°11'49.86" 128°56'01.77"	4.5	building	
W182	35°11'49.86" 128°56'01.11"	4.5	building	
W183	35°11'46.30" 128°56'16.11"	332.0	building	
W184	35°11'39.95" 128°55'53.03"	324.0	building	
W185	35°11'39.98" 128°55'39.98"	86.0	mountain	
W186	35°11'50.58" 128°56'12.86"	4.0	building	
W187	35°11'45.74" 128°55'44.44"	238.5	mountain	
W188	35°11'39.06" 128°56'18.15"	429.5	tree	
W189	35°11'50.78" 128°56'13.05"	4.5	building	
W190	35°11'40.72" 128°56'17.68"	196.0	mountain	
W191	35°11'45.19" 128°56'07.01"	162.5	building	
W192	35°11'22.60" 128°56'11.49"	220.5	mountain	
W193	35°11'35.11" 128°55'39.53"	190.5	mountain	
W194	35°11'36.36" 128°57'09.53"	159.0	building	
W195	35°11'27.19" 128°56'29.23"	191.0	building	
W196	35°11'19.72" 128°54'48.99"	183.0	building	
W197	35°11'24.13" 128°54'35.37"	193.5	building	
W198	35°11'37.93" 128°56'17.59"	341.0	mountain	
W199	35°11'31.32" 128°54'57.99"	220.5	building	
W200	35°11'33.03" 128°55'09.02"	348.5	mountain	
W201	35°11'39.04" 128°54'53.24"	181.0	building	
W202	35°11'52.03" 128°54'25.16"	245.5	mountain	
W203	35°11'08.60" 128°56'21.83"	306.5	mountain	
W204	35°11'06.19" 128°55'02.06"	190.5	mountain	
W205	35°11'11.02" 128°55'26.07"	181.0	mountain	
W206	35°11'22.41" 128°56'28.24"	260.5	mountain	
W207	35°11'18.73" 128°55'07.21"	319.5	etc	
W208	35°11'42.23" 128°54'58.37"	211.0	tower	
W209	35°12'50.57" 128°54'57.58"	222.0	mountain	
W210	35°13'45.57" 128°55'33.85"	336.5	mountain	
W211	35°13'39.77" 128°55'48.21"	170.5	tower	
W212	35°07'03.89" 128°54'50.84"	203.0	mountain	
W213	35°07'01.87" 128°52'21.80"	200.5	mountain	
W214	35°13'20.29" 128°55'56.23"	281.0	mountain	
W215	35°13'30.52" 128°55'40.61"	285.5	mountain	
W216	35°13'23.72" 128°53'58.81"	266.0	mountain	
W217	35°13'28.22" 128°54'11.93"	270.5	mountain	
W218	35°13'35.98" 128°55'18.15"	433.5	mountain	
W219	35°13'49.04" 128°56'39.40"	262.5	mountain	
W220	35°13'43.18" 128°54'33.52"	432.5	mountain	
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°11'22.87" 128°57'53.37"	42.0	building	
A5	35°11'46.30" 128°57'56.11"	332.0	building	
A6	35°11'01.75" 128°57'53.03"	324.0	building	
A7	35°13'39.95" 128°57'39.98"	86.0	mountain	
A8	35°13'45.27" 128°57'48.71"	173.5	mountain	
A9	35°14'05.74" 128°57'44.44"	238.5	mountain	
A10	35°14'10.72" 128°56'17.68"	196.0	mountain	
A11	35°14'15.19" 128°56'07.01"	162.5	building	
A12	35°14'22.60" 128°56'11.49"	220.5	mountain	
A13	35°14'26.39" 128°57'53.95"	303.0	tree	
A14	35°14'22.50" 128°57'53.89"	121.0	building	
A15	35°14'29.79" 128°57'28.92"	163.0	building	
A16	35°14'54.32" 128°57'59.21"	381.0	tree	
A17	35°14'46.50" 128°57'54.14"	382.0	tree	
A18	35°14'45.76" 128°57'17.68"	258.5	building	
A19	35°14'55.37" 128°57'59.48"	134.0	building	
A20	35°14'39.63" 128°56'18.48"	250.5	mountain	
A21	35°14'56.29" 128°55'24.42"	407.0	tree	
A22	35°15'01.52" 128°56'10.43"	368.5	mountain	
A23	35°15'01.55" 128°55'27.75"	391.5	tree	
A24	35°15'14.28" 128°55'54.30"	185.5	building	
A25	35°15'19.80" 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°55'46.40"	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°54'58.18"	455.0	building	
A37	35°16'17.74" 128°55'53.33"	275.0	building	
A38	35°16'19.99" 128°55'20.33"	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	
A41	35°16'22.89" 128°54'42.66"	590.0	tree	
A42	35°16'28.76" 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°54'38.39"	385.0	mountain	
A47	35°16'56.38" 128°55'28.84"	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°57'09.53"	159.0	building	
A55	35°17'27.19" 128°56'29.23"	191.0	building	
A56	35°17'19.72" 128°54'48.99"	183.0	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	
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°17'08.60" 128°56'21.83"	306.5	mountain	
A64	35°17'06.19" 128°55'02.06"	190.5	mountain	
A65	35°17'11.02" 128°55'26.07"	181.0	mountain	
A66	35°17'22.41" 128°56'28.24"	260.5	mountain	
A67	35°17'18.73" 128°55'07.21"	319.5	etc	
A68	35°17'42.23" 128°54'58.37"	211.0	tower	
A69	35°17'50.57" 128°54'57.58"	222.0	mountain	
A70	35°17'45.57" 128°55'33.85"	336.5	mountain	
A71	35°17'39.77" 128°55'48.21"	170.5	tower	
A72	35°13'03.89" 128°54'50.84"	203.0	mountain	
A73	35°13'01.87" 128°52'21.80"	200.5	mountain	
A74	35°13'20.29" 128°55'56.23"	281.0	mountain	
A75	35°13'30.52" 128°55'40.61"	285.5	mountain	
A76	35°13'23.72" 128°53'58.81"	266.0	mountain	
A77	35°13'28.22" 128°54'11.93"	270.5	mountain	
AB1	35°19'53.05" 128°56'16.41"	188.5	mountain	
AB2	35°19'51.66" 128°57'27.29"	424.0	mountain	
AB3	35°11'03.66" 128°57'02.90"	65.5	building	

Change : Establishment of RWY physical characteristics.

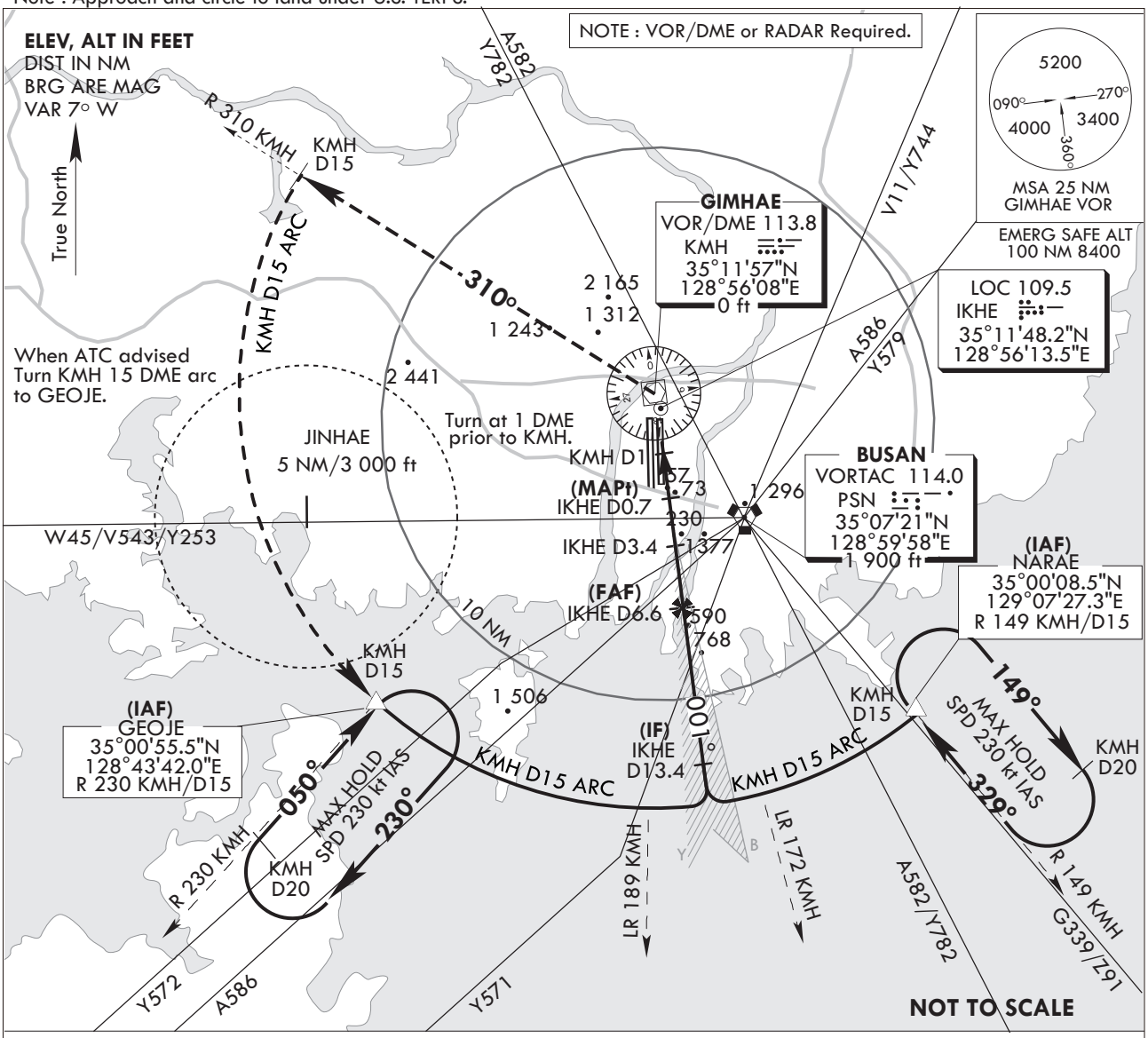
INSTRUMENT APPROACH CHART

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

GIMHAE	APP	125.5	364.0
GIMHAE	TWR	118.1	118.450
		233.3	236.6

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

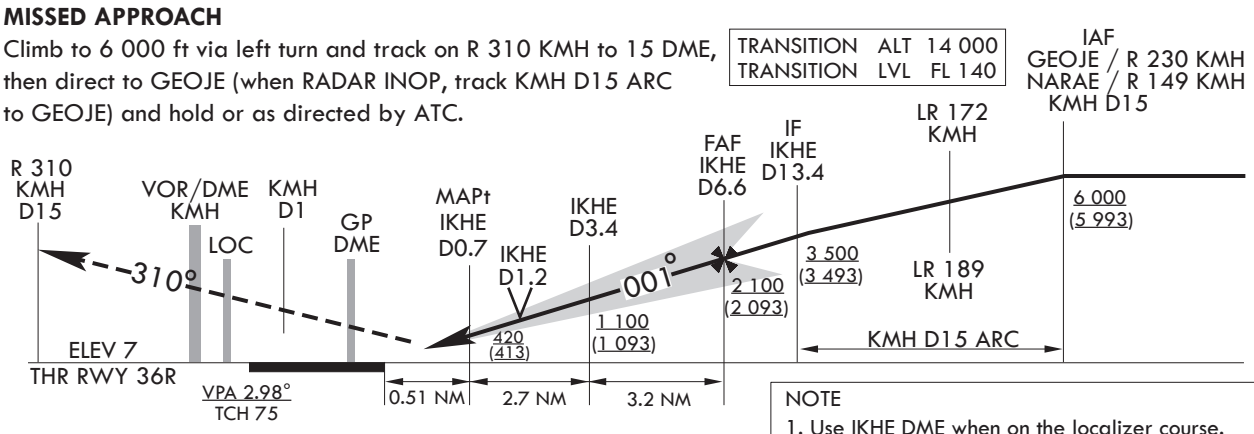
Note : Approach and circle to land under U.S. TERPS.



MISSED APPROACH

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

TRANSITION	ALT	14 000	
TRANSITION	LVL	FL 140	



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

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

MISSED APPROACH minimum climb rate

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

Change : Information of missed approach point.

INTENTIONALLY

LEFT

BLANK

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

CHEONGJU / Cheongju Intl

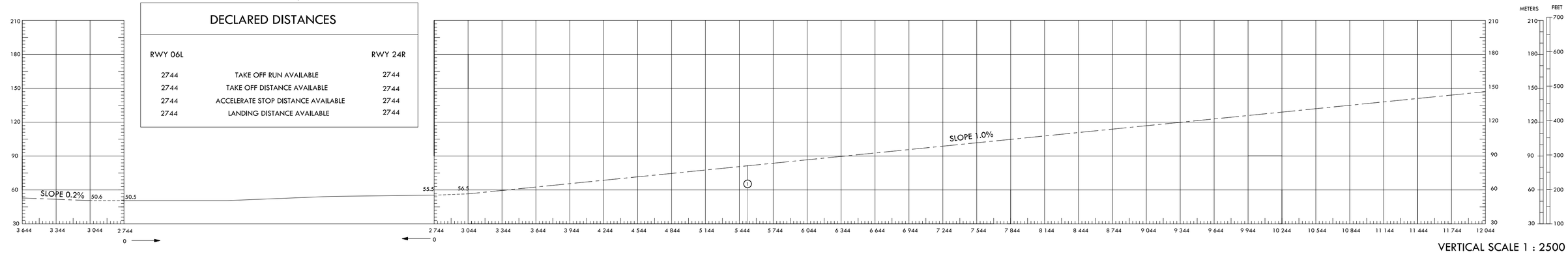
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 06L / 24R

DECLARED DISTANCES

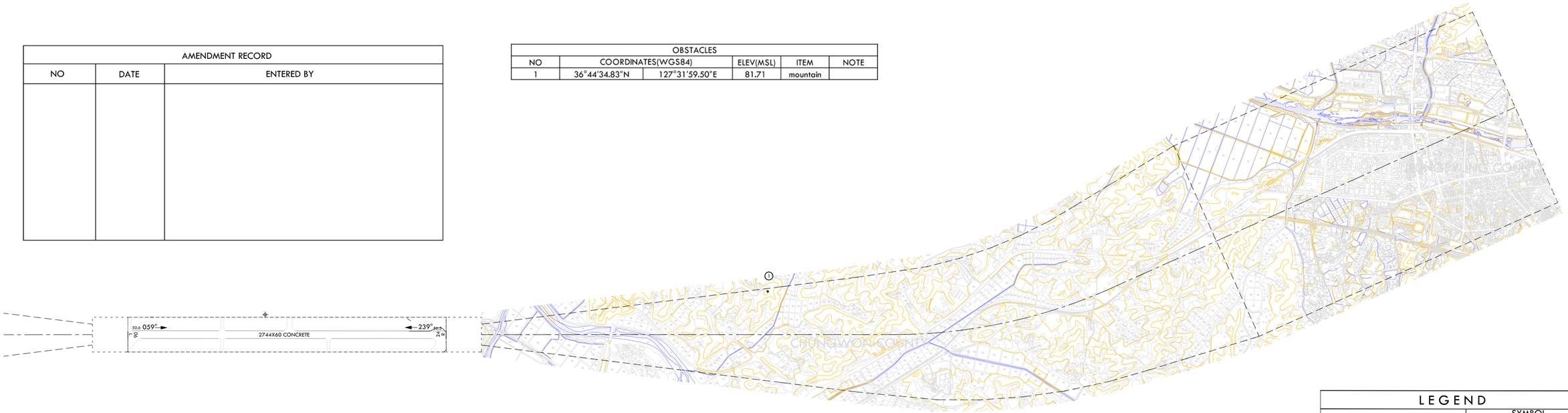
RWY 06L		RWY 24R
2744	TAKE OFF RUN AVAILABLE	2744
2744	TAKE OFF DISTANCE AVAILABLE	2744
2744	ACCELERATE STOP DISTANCE AVAILABLE	2744
2744	LANDING DISTANCE AVAILABLE	2744



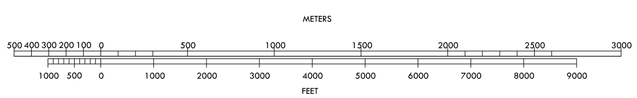
VERTICAL SCALE 1 : 2500

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 legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

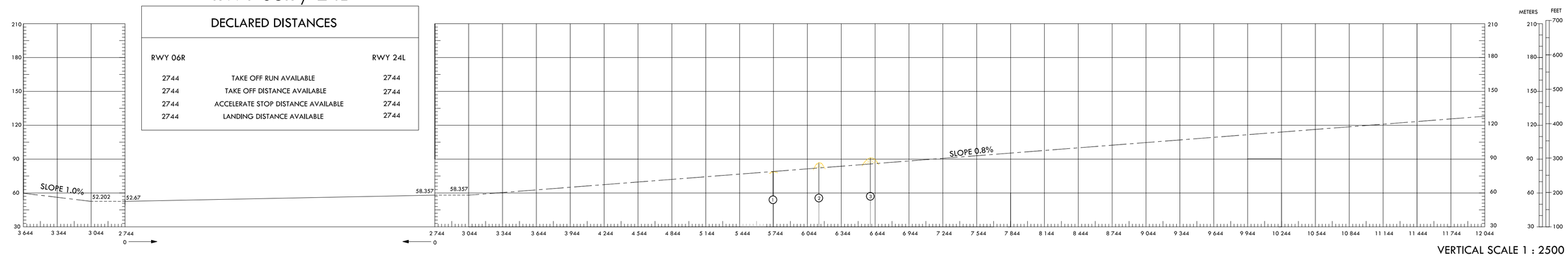
CHEONGJU / Cheongju Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

RWY 06R / 24L

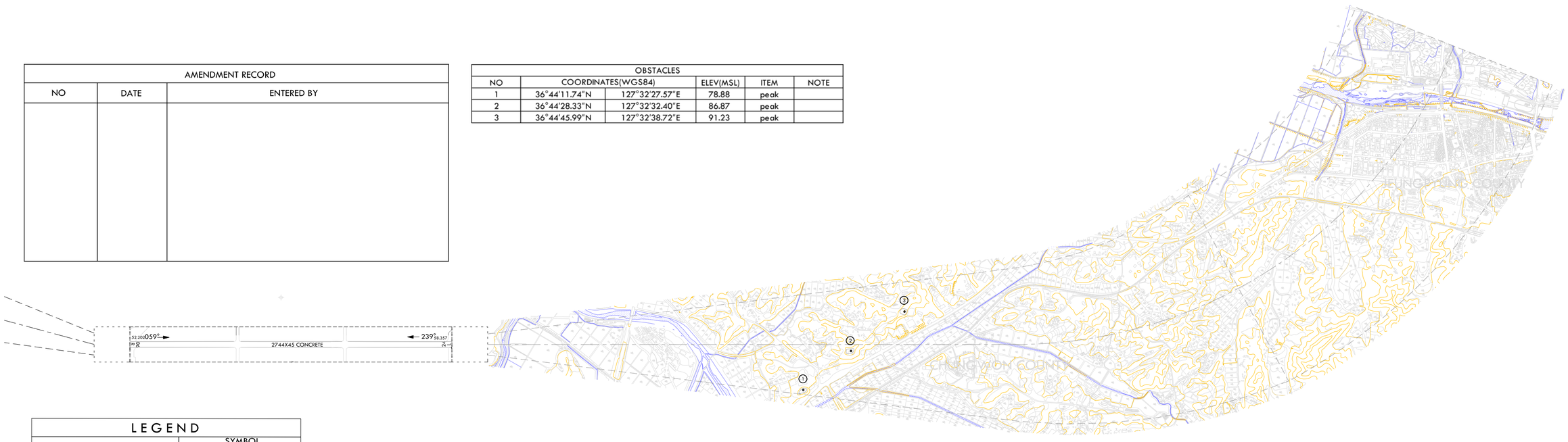
DECLARED DISTANCES		
RWY 06R		RWY 24L
2744	TAKE OFF RUN AVAILABLE	2744
2744	TAKE OFF DISTANCE AVAILABLE	2744
2744	ACCELERATE STOP DISTANCE AVAILABLE	2744
2744	LANDING DISTANCE AVAILABLE	2744



VERTICAL SCALE 1 : 2500

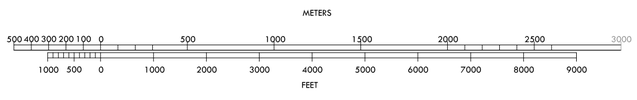
AMENDMENT RECORD		
NO	DATE	ENTERED BY

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

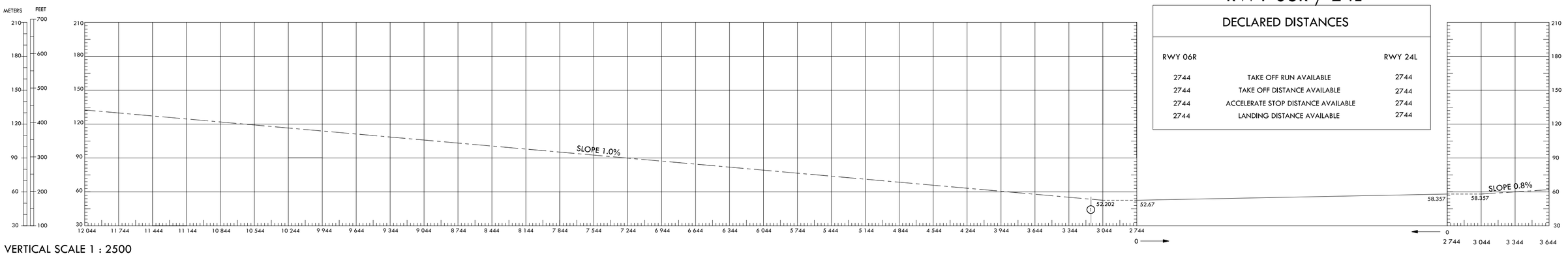
Change : Amended legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

CHEONGJU / Cheongju Intl

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020



VERTICAL SCALE 1 : 2500

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

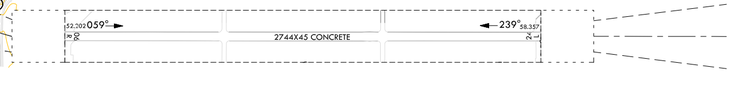


OBSTACLES

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		

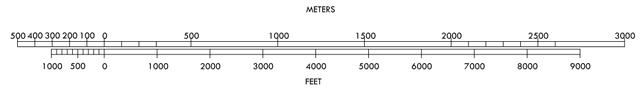
WARNING

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

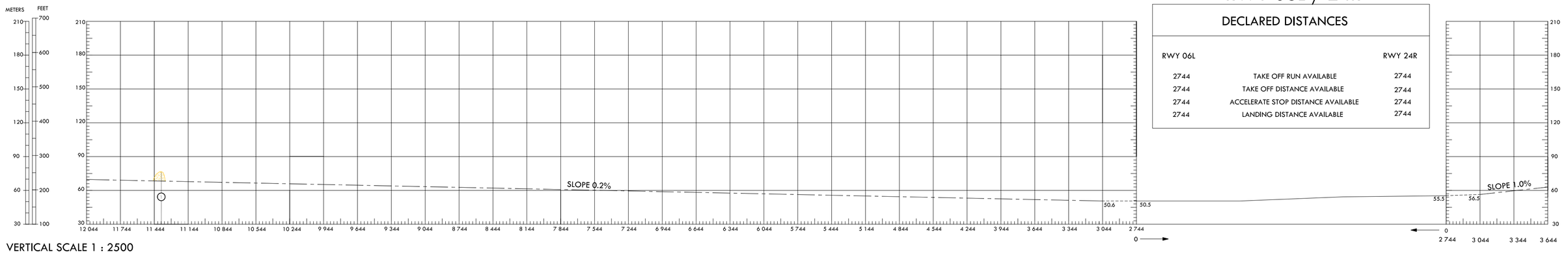


Change : Amended legend(transmission line or overhead cable).

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

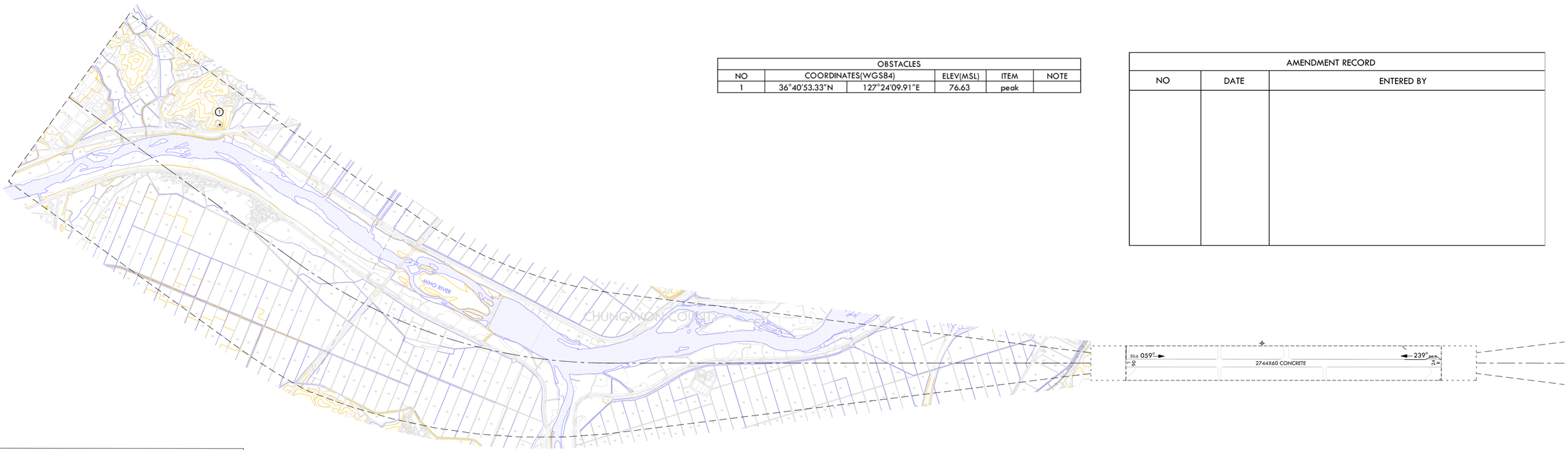
RWY 06L / 24R



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

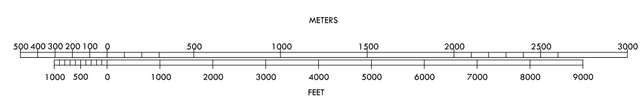
ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub	✳	Identification number
Pole tower spire antenna etc	⊙	
Building or large structure	▪	
Railroad	—+—+—	
Transmission line or overhead cable	—T—T—	
Peak or Mountain	•	
Terrain penetrating obstacle plane		

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



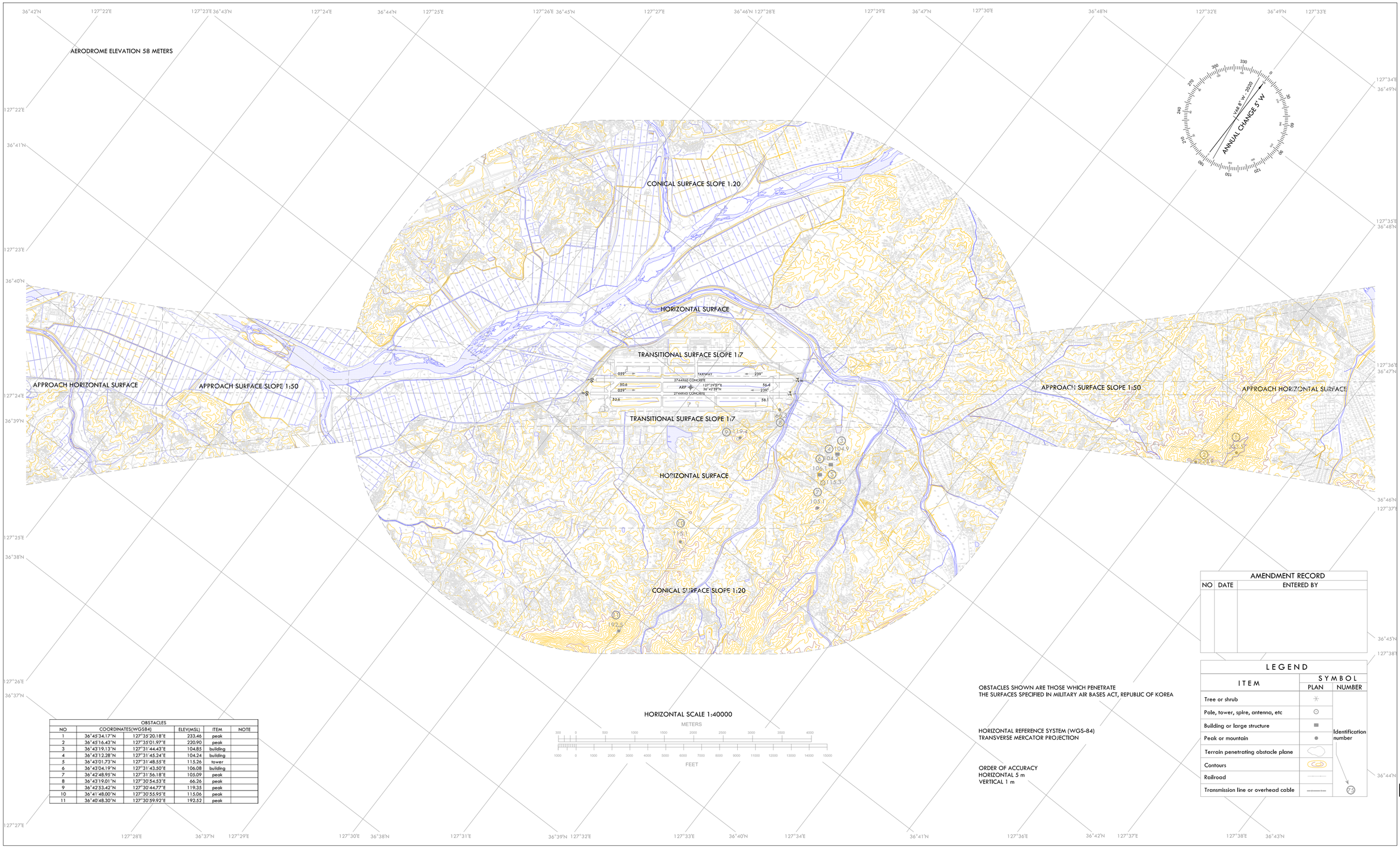
Change : Amended legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO TYPE B

CHEONGJU / Cheongju Intl

DIMENSIONS AND ELEVATIONS IN METERS

AERODROME ELEVATION 58 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

FEET

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

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 : Amended legend(transmission line or overhead cable).

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

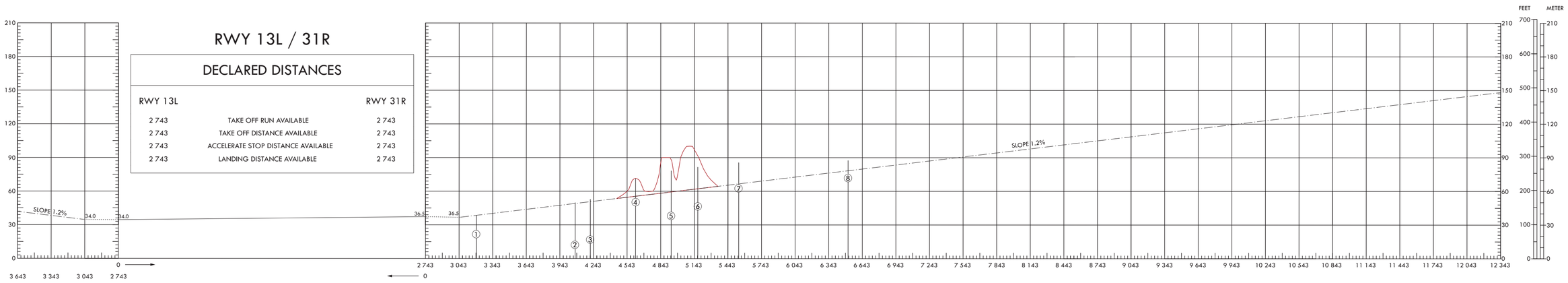
DAEGU / Daegu Intl

MAGNETIC VARIATION 8° W (2020)

RWY 13L / 31R

DECLARED DISTANCES

RWY 13L		RWY 31R
2 743	TAKE OFF RUN AVAILABLE	2 743
2 743	TAKE OFF DISTANCE AVAILABLE	2 743
2 743	ACCELERATE STOP DISTANCE AVAILABLE	2 743
2 743	LANDING DISTANCE AVAILABLE	2 743



VERTICAL SCALE 1: 1300

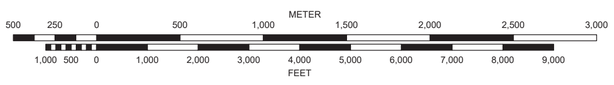


OBSTACLES				
NO	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	35°53'07.03"N 128°40'33.83"E	38.52	landing light	
2	35°52'43.09"N 128°40'56.32"E	49.79	building	
3	35°52'42.10"N 128°41'02.02"E	52.66	building	
4	35°52'48.31"N 128°41'26.71"E	71.49	peak	
5	35°52'41.93"N 128°41'36.71"E	78.18	peak	
6	35°52'24.82"N 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	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13000



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)		

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Information of scale of AD OBST chart - ICAO type A for RKTN(1:25000 → 1:13000).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

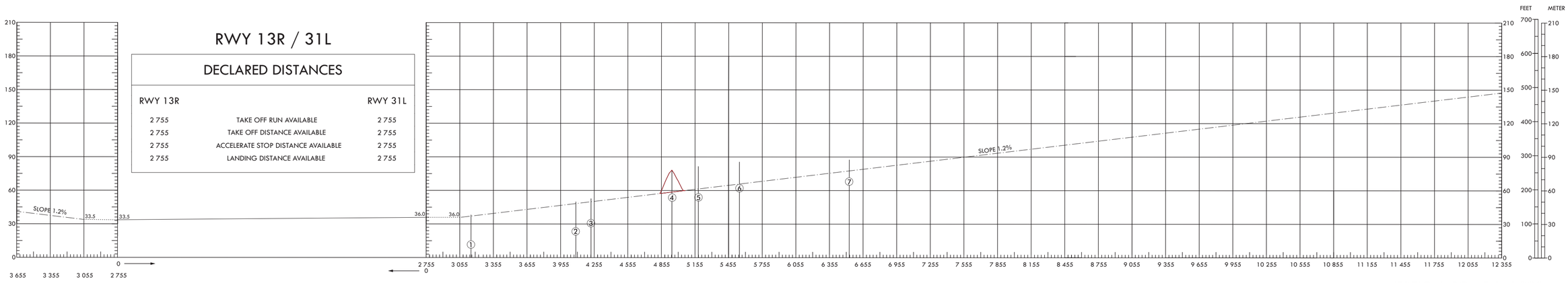
DAEGU / Daegu Intl

MAGNETIC VARIATION 8° W (2020)

RWY 13R / 31L

DECLARED DISTANCES

RWY 13R		RWY 31L
2 755	TAKE OFF RUN AVAILABLE	2 755
2 755	TAKE OFF DISTANCE AVAILABLE	2 755
2 755	ACCELERATE STOP DISTANCE AVAILABLE	2 755
2 755	LANDING DISTANCE AVAILABLE	2 755



VERTICAL SCALE 1: 1300

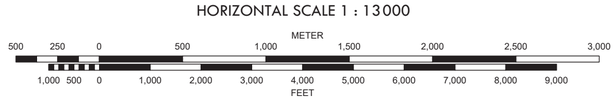


OBSTACLES				
NO	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	35°53'03.41"N 128°40'28.18"E	38.10	building	
2	35°52'43.09"N 128°40'56.32"E	49.79	building	
3	35°52'42.10"N 128°41'02.02"E	52.66	building	
4	35°52'41.93"N 128°41'36.71"E	78.18	peak	
5	35°52'24.83"N 128°41'33.76"E	81.46	building	
6	35°52'27.97"N 128°41'54.09"E	85.48	building	
7	35°52'14.38"N 128°42'29.99"E	87.44	building	

ORDER OF ACCURACY

HORIZONTAL 5.0 m
VERTICAL 0.5 m

HORIZONTAL SCALE 1 : 13000



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)		

AMENDMENT RECORD

NO	DATE	ENTERED BY

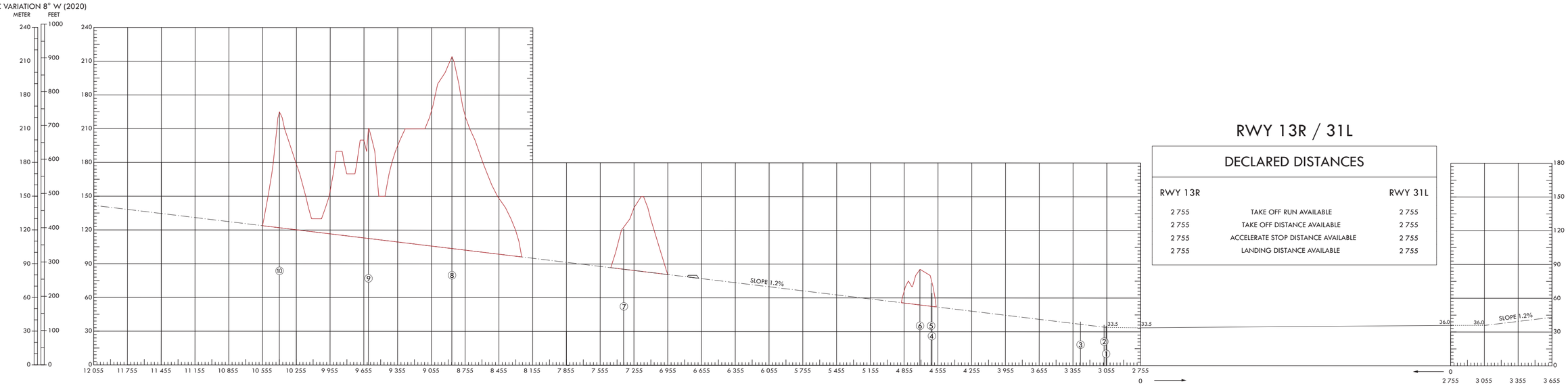
Change - Information of scale of AD OBST chart - ICAO type A for RKTN(1:25000 → 1:13000).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

DAEGU / Daegu Intl

MAGNETIC VARIATION 8° W (2020)



VERTICAL SCALE 1: 1300

DECLARED DISTANCES

RWY 13R		RWY 31L
2 755	TAKE OFF RUN AVAILABLE	2 755
2 755	TAKE OFF DISTANCE AVAILABLE	2 755
2 755	ACCELERATE STOP DISTANCE AVAILABLE	2 755
2 755	LANDING DISTANCE AVAILABLE	2 755



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)		

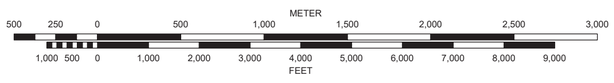
OBSTACLES

NO	COORDINATES(WGS84)	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

HORIZONTAL SCALE 1 : 13 000



AMENDMENT RECORD

NO	DATE	ENTERED BY

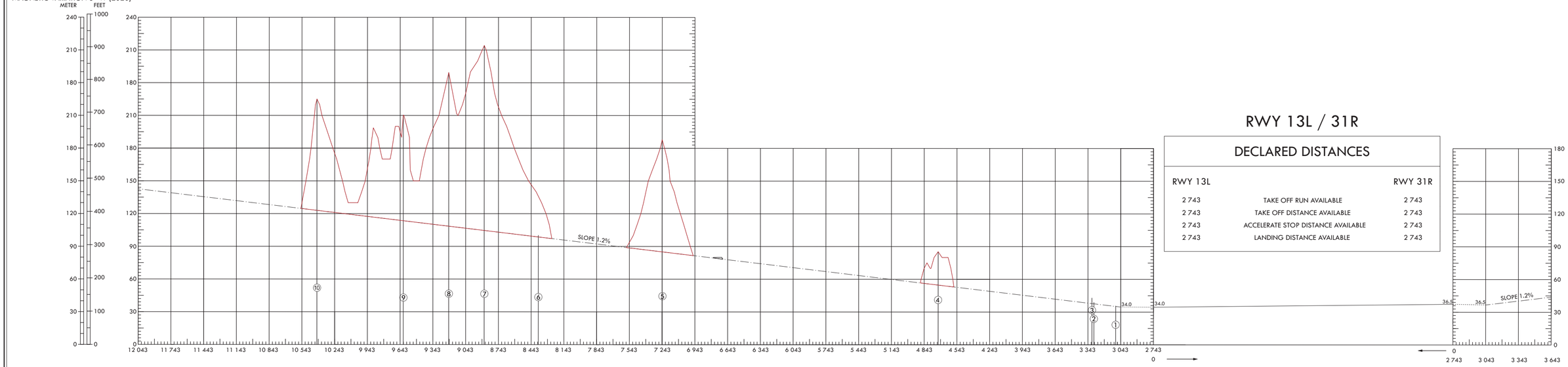
Change : Information of scale of AD OBST chart - ICAO type A for RKTN(1:25000 → 1:13000).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS

DAEGU / Daegu Intl

MAGNETIC VARIATION 8° W (2020)



DECLARED DISTANCES

RWY 13L		RWY 31R
2 743	TAKE OFF RUN AVAILABLE	2 743
2 743	TAKE OFF DISTANCE AVAILABLE	2 743
2 743	ACCELERATE STOP DISTANCE AVAILABLE	2 743
2 743	LANDING DISTANCE AVAILABLE	2 743

VERTICAL SCALE 1: 1300



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)		

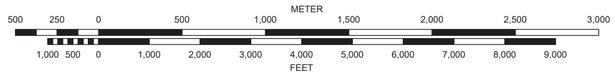
OBSTACLES

NO	COORDINATES(WGS84)	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

HORIZONTAL SCALE 1 : 13000



AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Information of scale of AD OBST chart - ICAO type A for RKTN(1:25000 → 1:13000).

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

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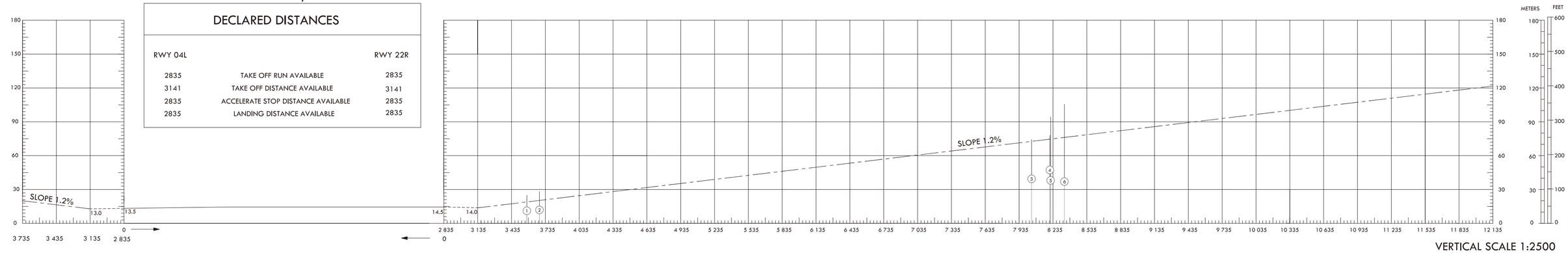
DIMENSIONS AND ELEVATIONS IN METERS

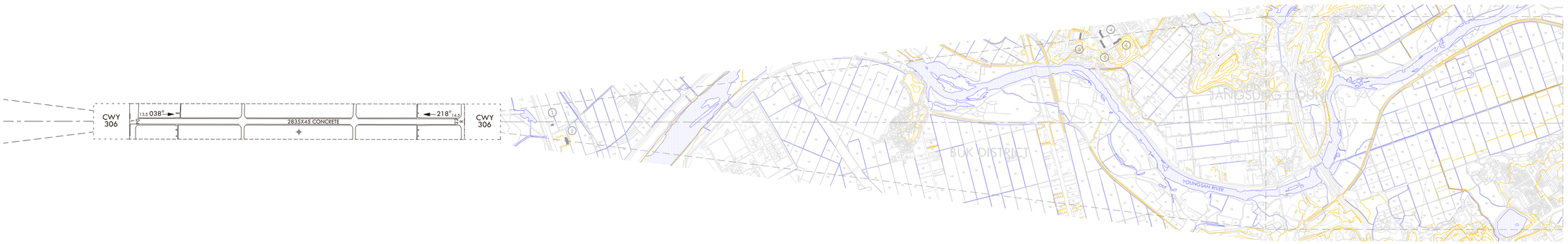
MAGNETIC VARIATION 8° W - 2020

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)		

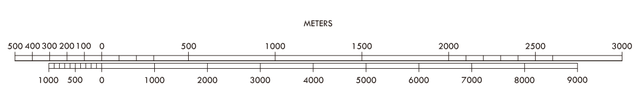
OBSTACLES

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 : Information of RWY physical characteristics.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

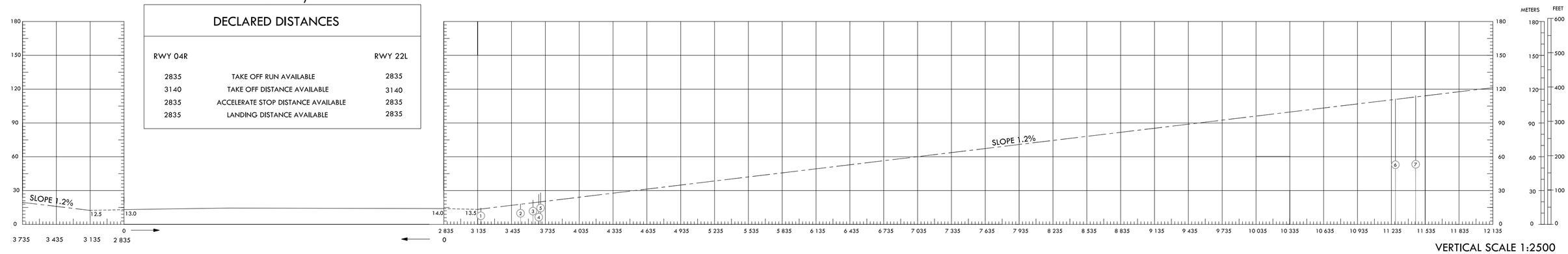
DIMENSIONS AND ELEVATIONS IN METERS

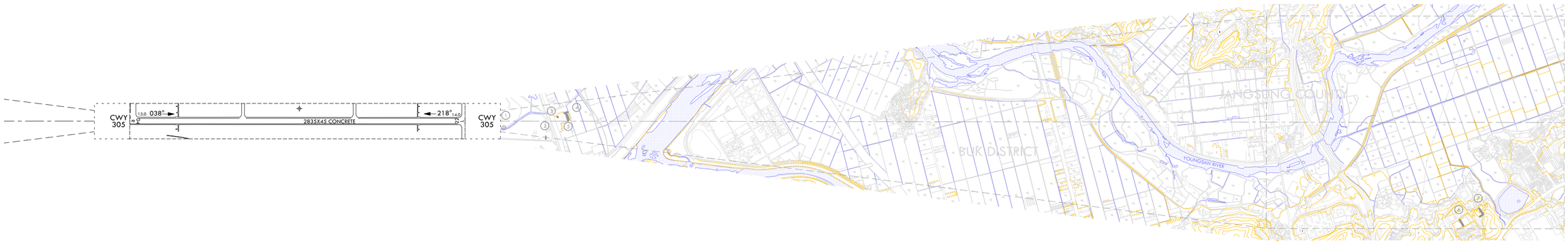
MAGNETIC VARIATION 8° W - 2020

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)		

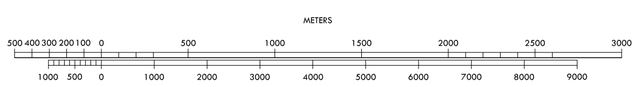
OBSTACLES

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 : Information of RWY physical characteristics.

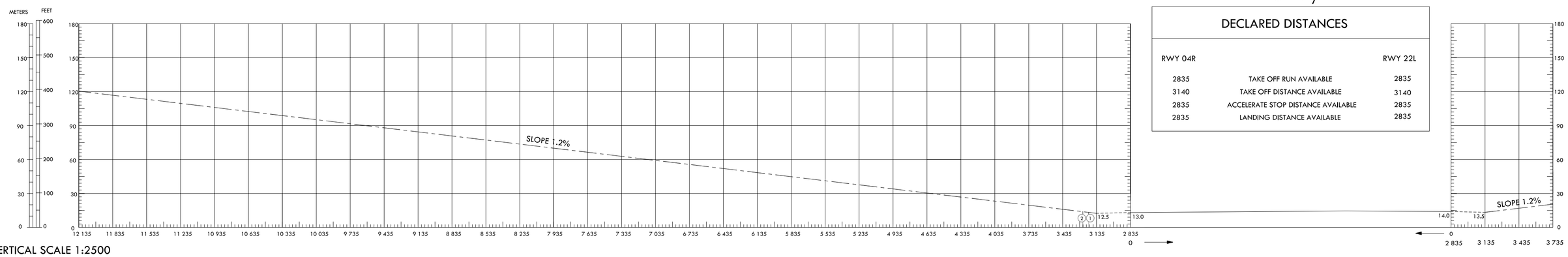
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

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	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)		

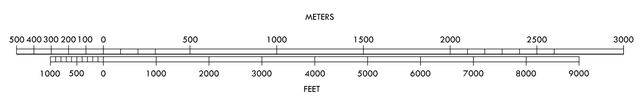
ORDER OF ACCURACY

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 : Information of RWY physical characteristics.

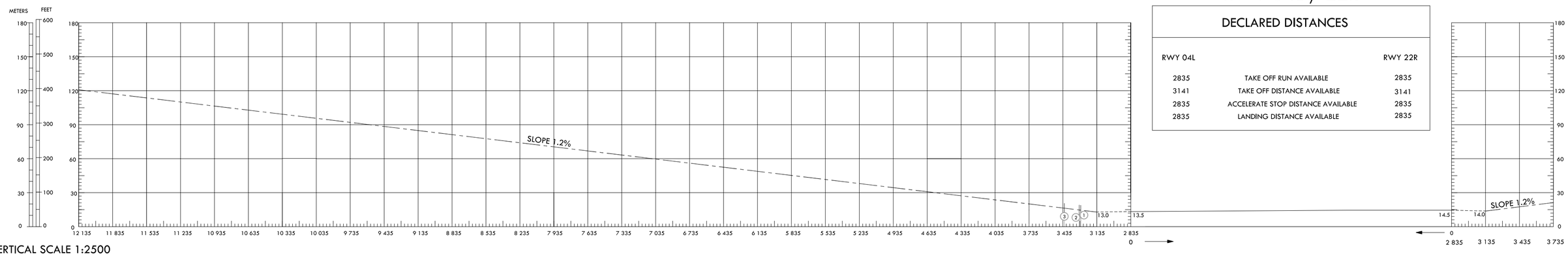
AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

GWANGJU / Gwangju

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W - 2020

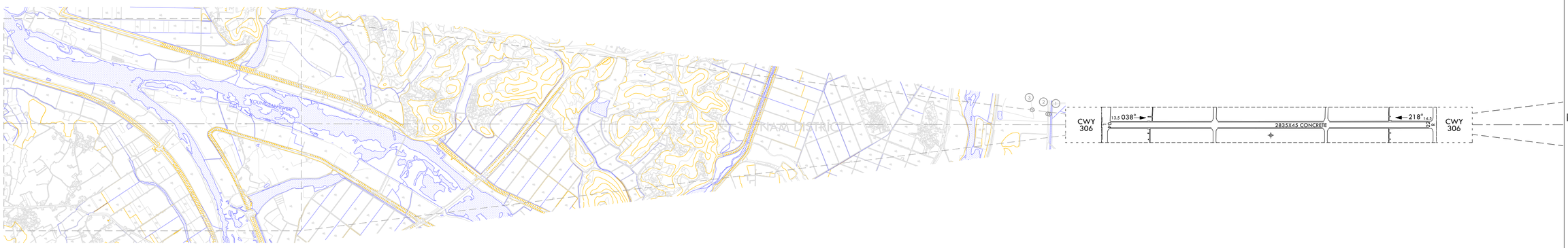
RWY 04L / 22R



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



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)		

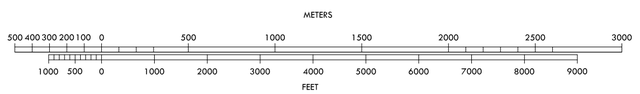
ORDER OF ACCURACY

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	

HORIZONTAL SCALE 1:25000

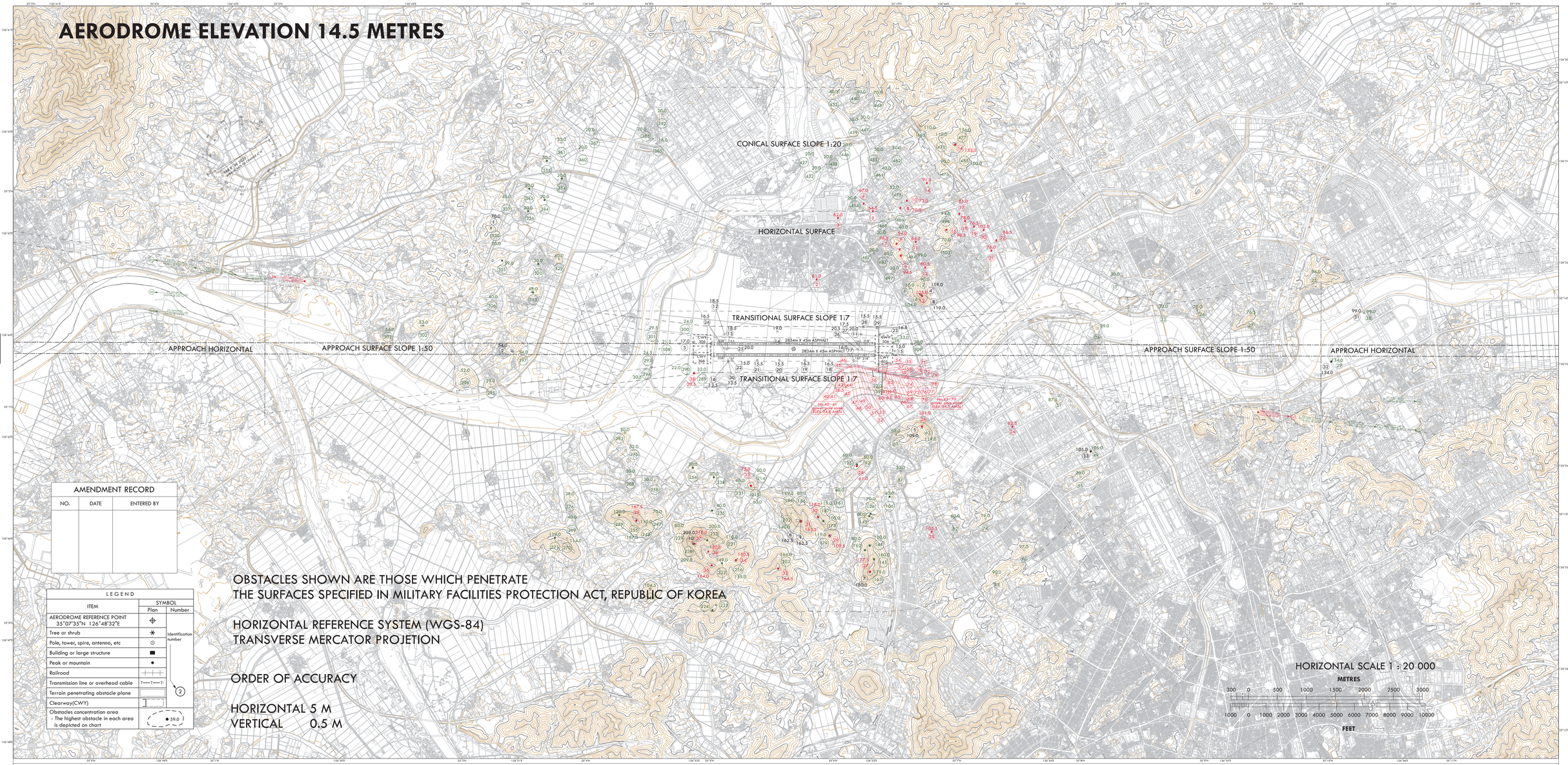


AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Information of RWY physical characteristics.

AERODROME ELEVATION 14.5 METRES



AMENDMENT RECORD		
NO.	DATE	ENTERED BY

LEGEND		
ITEM	SYMBOL Plan	Number
AERODROME REFERENCE POINT 35°07'35"N 126°48'32"E	⊕	
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	● 590	Identification number ②

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 : 20 000

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)	E(EV)A(MSL)	ITEM	NOTE
C1	35°07'41.70" 126°48'26.37"	70.0	Hill	
C2	35°07'17.90" 126°48'38.40"	54.0	Hill	
C3	35°06'41.20" 126°47'50.30"	17.0	Dike	
C4	35°08'31.70" 126°48'42.80"	119.0	Hill	
C5	35°08'15.40" 126°50'01.90"	109.0	Hill	
C6	35°06'50.60" 126°50'16.10"	162.5	Hill	
C7	35°10'10.10" 126°51'09.50"	180.0	Hill	
C8	35°08'31.70" 126°48'42.80"	119.0	Hill	
C9	35°06'50.60" 126°50'16.10"	162.5	Hill	
C10	35°10'52.70" 126°49'53.50"	209.0	Hill	
C11	35°08'11.86" 126°48'46.14"	20.0	ETC	
C12	35°07'05.54" 126°47'59.96"	18.5	ETC	
C13	35°07'02.48" 126°48'09.47"	18.5	ETC	
C14	35°07'31.96" 126°48'16.23"	19.0	ETC	
C15	35°08'23.42" 126°49'07.53"	15.0	ETC	
C16	35°06'39.56" 126°48'17.42"	13.5	ETC	
C17	35°07'00.98" 126°48'59.03"	16.0	ETC	
C18	35°07'48.89" 126°48'50.56"	16.5	ETC	
C19	35°07'37.23" 126°48'42.29"	16.5	ETC	
C20	35°07'24.89" 126°48'33.75"	15.5	ETC	

NO	COORDINATES(WGS-84)	E(EV)A(MSL)	ITEM	NOTE
H26	35°10'08.15" 126°50'02.64"	39.0	etc	
H27	35°11'26.16" 126°50'47.12"	76.5	etc	
H28	35°11'21.71" 126°51'24.00"	99.0	TOWER	
H29	35°11'52.29" 126°51'41.55"	134.0	etc	
H30	35°11'08.77" 126°53'13.95"	152.0	etc	
H31	35°09'30.57" 126°50'29.69"	87.5	etc	
H32	35°11'45.60" 126°53'17.18"	139.0	etc	
H33	35°11'50.52" 126°53'24.33"	146.5	etc	
H34	35°11'31.28" 126°54'47.82"	15.5	ETC	
H35	35°10'59.90" 126°48'16.76"	13.5	ETC	
H36	35°10'08.48" 126°49'13.23"	33.0	etc	
H37	35°11'23.72" 126°51'24.00"	99.0	Steel Tower	
H38	35°09'30.70" 126°51'41.56"	134.0	Building	
H39	35°09'30.71" 126°51'13.06"	105.0	Building	
H40	35°08'48.19" 126°48'16.23"	50.0	etc	
H41	35°08'38.86" 126°48'36.48"	90.0	etc	
H42	35°08'31.61" 126°48'42.83"	104.0	etc	
H43	35°08'35.05" 126°48'17.42"	13.5	ETC	
H44	35°11'01.74" 126°48'42.29"	16.5	ETC	
H45	35°10'59.24" 126°48'33.75"	17.5	ETC	
H46	35°11'09.92" 126°50'16.68"	96.0	etc	

NO	COORDINATES(WGS-84)	E(EV)A(MSL)	ITEM	NOTE
H47	35°10'08.15" 126°50'02.64"	39.0	etc	
H48	35°10'50.48" 126°50'16.10"	162.5	Hill	
H49	35°10'52.70" 126°49'53.50"	209.0	Hill	
H50	35°10'59.90" 126°48'16.76"	13.5	ETC	
H51	35°10'59.24" 126°48'33.75"	17.5	ETC	
H52	35°10'58.13" 126°48'53.37"	17.5	ETC	
H53	35°10'59.24" 126°48'33.75"	17.5	ETC	
H54	35°10'58.13" 126°48'53.37"	17.5	ETC	
H55	35°09'18.69" 126°51'24.26"	30.0	etc	
H56	35°09'30.71" 126°51'13.06"	105.0	Building	
H57	35°08'18.19" 126°48'16.23"	50.0	etc	
H58	35°08'32.86" 126°48'36.48"	90.0	etc	
H59	35°08'31.61" 126°48'42.83"	104.0	etc	
H60	35°08'20.70" 126°51'17.28"	79.0	etc	
H61	35°07'30.81" 126°49'38.62"	30.0	etc	
H62	35°07'52.90" 126°50'20.13"	30.0	etc	
H63	35°07'52.27" 126°48'42.29"	16.5	ETC	
H64	35°07'51.70" 126°48'33.75"	17.5	ETC	
H65	35°07'29.92" 126°50'16.68"	96.0	etc	

NO	COORDINATES(WGS-84)	E(EV)A(MSL)	ITEM	NOTE
H66	35°07'52.90" 126°50'20.13"	30.0	etc	
H67	35°07'52.27" 126°48'42.29"	16.5	ETC	
H68	35°07'51.70" 126°48'33.75"	17.5	ETC	
H69	35°07'29.92" 126°50'16.68"	96.0	etc	
H70	35°07'52.90" 126°50'20.13"	30.0	etc	
H71	35°07'52.27" 126°48'42.29"	16.5	ETC	
H72	35°07'51.70" 126°48'33.75"	17.5	ETC	
H73	35°07'29.92" 126°50'16.68"	96.0	etc	
H74	35°07'52.90" 126°50'20.13"	30.0	etc	
H75	35°07'52.27" 126°48'42.29"	16.5	ETC	
H76	35°07'51.70" 126°48'33.75"	17.5	ETC	
H77	35°07'29.92" 126°50'16.68"	96.0	etc	
H78	35°07'52.90" 126°50'20.13"	30.0	etc	
H79	35°07'52.27" 126°48'42.29"	16.5	ETC	
H80	35°07'51.70" 126°48'33.75"	17.5	ETC	
H81	35°07'29.92" 126°50'16.68"	96.0	etc	
H82	35°07'56.04" 126°51'07.31"	60.0	etc	
H83	35°08'01.58" 126°51'34.63"	90.0	etc	

NO	COORDINATES(WGS-84)	E(EV)A(MSL)	ITEM	NOTE
H84	35°07'53.19" 126°48'12.90"	99.0	etc	
H85	35°07'48.12" 126°47'33.95"	100.0	etc	
H86	35°07'45.39" 126°48'20.29"	30.0	etc	
H87	35°07'45.39" 126°48'20.29"	30.0	etc	
H88	35°07'22.26" 126°48'13.39"	99.0	etc	
H89	35°07'53.81" 126°48'21.34"	70.0	etc	
H90	35°07'13.11" 126°46'41.18"	30.0	etc	
H91	35°06'29.86" 126°47'46.55"	21.5	etc	
H92	35°06'26.28" 126°47'58.82"	30.0	etc	
H93	35°07'47.09" 126°47'34.00"	20.0	etc	
H94	35°07'48.89" 126°47'58.78"	61.0	building	
H95	35°07'48.10" 126°47'10.30"	39.0	etc	
H96	35°07'08.59" 126°47'03.31"	50.0	etc	
H97	35°07'01.66" 126°47'12.90"	40.0	etc	
H98	35°07'20.05" 126°47'54.86"	30.5	TOWER	
H99	35°07'06.44" 126°47'40.90"	30.0	etc	
H100	35°07'37.08" 126°47'27.00"	40.0	etc	
H101	35°07'13.68" 126°47'02.96"	30.0	etc	
H102	35°07'10.10" 126°51'10.48"	179.0	Mountain	
H103	35°07'01.58" 126°50'23.64"	100.0	Mountain	
H104	35°07'00.26" 126°50'03.02"	104.5	etc	
H105	35°06'40.35" 126°47'47.25"	24.0	TOWER	
H106	35°06'54.88" 126°50'10.02"	80.0	etc	
H107	35°07'00.17" 126°51'9.60"	119.0	Mountain	
H108	35°06'50.59" 126°50'16.10"	159.0	Mountain	
H109	35°06'54.88" 126°50'08.08"	140.0	etc	
H110	35°06'26.48" 126°50'38.39"	164.0	etc	
H111	35°06'40.57" 126°49'33.12"	20.0	etc	
H112	35°06'36.07" 126°49'38.79"	60.0	etc	
H113	35°06'33.13" 126°50'17.62"	159.0	etc	

NO	COORDINATES(WGS-84)	E(EV)A(MSL)	ITEM	NOTE
H114	35°07'07.50" 126°50'03.09"	110.0	etc	
H115	35°07'05.18" 126°48'35.06"	32.0	etc	
H116	35°06'46.28" 126°50'36.96"	150.0	etc	
H117	35°06'54.68" 126°48'43.72"	38.0	etc	
H118	35°07'03.63" 126°50'01.66"	60.0	Mountain	
H119	35°07'26.53" 126°50'33.37"	70.0	Mountain	
H120	35°06'31.41" 126°49'23.41"	40.0	etc	
H121	35°07'39.92" 126°49'53.65"	200.0	Mountain	
H122	35°06'10.52" 126°49'39.84"	45.0	Mountain	
H123	35°07'52.00" 126°49'23.06"	209.0	Mountain	
H124	35°06'20.65" 126°49'20.73"	30.0	Mountain	
H125	35°07'49.47" 126°49'39.48"	80.0	etc	
H126	35°07'48.81" 126°49'12.96"	119.0	Mountain	
H127	35°07'58.09" 126°48'38.79"	45.0	etc	
H128	35°07'52.51" 126°49'07.01"	114.0	etc	

NO	COORDINATES(WGS-84)	E(EV)A(MSL)	ITEM	NOTE
H129	35°07'53.94" 126°48'13.39"	99.0	etc	
H130	35°07'48.12" 126°47'33.95"	100.0	etc	
H131	35°07'44.31" 126°46'30.43"	48.0	Mountain	
H132	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H133	35°07'56.88" 126°46'38.79"	30.0	etc	
H134	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H135	35°07'06.11" 126°46'19.51"	40.0	etc	
H136	35°07'41.68" 126°46'38.55"	70.0	etc	
H137	35°07'54.44" 126°47'40.90"	30.0	etc	
H138	35°07'52.08" 126°47'27.00"	40.0	etc	
H139	35°07'53.68" 126°47'34.00"	20.0	etc	
H140	35°07'13.11" 126°46'41.18"	30.0	etc	
H141	35°07'26.28" 126°46'31.10"	70.0	etc	
H142	35°07'47.09" 126°47'34.00"	20.0	etc	
H143	35°07'48.89" 126°47'58.78"	61.0	building	
H144	35°07'53.81" 126°47'03.31"	50.0	etc	
H145	35°07'01.66" 126°47'12.90"	40.0	etc	
H146	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H147	35°07'56.88" 126°46'38.79"	30.0	etc	
H148	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H149	35°07'06.11" 126°46'19.51"	40.0	etc	
H150	35°07'41.68" 126°46'38.55"	70.0	etc	
H151	35°07'54.44" 126°47'40.90"	30.0	etc	
H152	35°07'52.08" 126°47'27.00"	40.0	etc	
H153	35°07'53.68" 126°47'34.00"	20.0	etc	
H154	35°07'13.11" 126°46'41.18"	30.0	etc	
H155	35°07'26.28" 126°46'31.10"	70.0	etc	
H156	35°07'47.09" 126°47'34.00"	20.0	etc	
H157	35°07'48.89" 126°47'58.78"	61.0	building	
H158	35°07'53.81" 126°47'03.31"	50.0	etc	
H159	35°07'01.66" 126°47'12.90"	40.0	etc	
H160	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H161	35°07'56.88" 126°46'38.79"	30.0	etc	
H162	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H163	35°07'06.11" 126°46'19.51"	40.0	etc	
H164	35°07'41.68" 126°46'38.55"	70.0	etc	
H165	35°07'54.44" 126°47'40.90"	30.0	etc	
H166	35°07'52.08" 126°47'27.00"	40.0	etc	
H167	35°07'53.68" 126°47'34.00"	20.0	etc	
H168	35°07'13.11" 126°46'41.18"	30.0	etc	
H169	35°07'26.28" 126°46'31.10"	70.0	etc	
H170	35°07'47.09" 126°47'34.00"	20.0	etc	
H171	35°07'48.89" 126°47'58.78"	61.0	building	
H172	35°07'53.81" 126°47'03.31"	50.0	etc	
H173	35°07'01.66" 126°47'12.90"	40.0	etc	
H174	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H175	35°07'56.88" 126°46'38.79"	30.0	etc	
H176	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H177	35°07'06.11" 126°46'19.51"	40.0	etc	
H178	35°07'41.68" 126°46'38.55"	70.0	etc	
H179	35°07'54.44" 126°47'40.90"	30.0	etc	
H180	35°07'52.08" 126°47'27.00"	40.0	etc	
H181	35°07'53.68" 126°47'34.00"	20.0	etc	
H182	35°07'13.11" 126°46'41.18"	30.0	etc	
H183	35°07'26.28" 126°46'31.10"	70.0	etc	
H184	35°07'47.09" 126°47'34.00"	20.0	etc	
H185	35°07'48.89" 126°47'58.78"	61.0	building	
H186	35°07'53.81" 126°47'03.31"	50.0	etc	
H187	35°07'01.66" 126°47'12.90"	40.0	etc	
H188	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H189	35°07'56.88" 126°46'38.79"	30.0	etc	
H190	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H191	35°07'06.11" 126°46'19.51"	40.0	etc	
H192	35°07'41.68" 126°46'38.55"	70.0	etc	
H193	35°07'54.44" 126°47'40.90"	30.0	etc	
H194	35°07'52.08" 126°47'27.00"	40.0	etc	
H195	35°07'53.68" 126°47'34.00"	20.0	etc	
H196	35°07'13.11" 126°46'41.18"	30.0	etc	
H197	35°07'26.28" 126°46'31.10"	70.0	etc	
H198	35°07'47.09" 126°47'34.00"	20.0	etc	
H199	35°07'48.89" 126°47'58.78"	61.0	building	
H200	35°07'53.81" 126°47'03.31"	50.0	etc	
H201	35°07'01.66" 126°47'12.90"	40.0	etc	
H202	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H203	35°07'56.88" 126°46'38.79"	30.0	etc	
H204	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H205	35°07'06.11" 126°46'19.51"	40.0	etc	
H206	35°07'41.68" 126°46'38.55"	70.0	etc	
H207	35°07'54.44" 126°47'40.90"	30.0	etc	
H208	35°07'52.08" 126°47'27.00"	40.0	etc	
H209	35°07'53.68" 126°47'34.00"	20.0	etc	
H210	35°07'13.11" 126°46'41.18"	30.0	etc	
H211	35°07'26.28" 126°46'31.10"	70.0	etc	
H212	35°07'47.09" 126°47'34.00"	20.0	etc	
H213	35°07'48.89" 126°47'58.78"	61.0	building	
H214	35°07'53.81" 126°47'03.31"	50.0	etc	
H215	35°07'01.66" 126°47'12.90"	40.0	etc	
H216	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H217	35°07'56.88" 126°46'38.79"	30.0	etc	
H218	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H219	35°07'06.11" 126°46'19.51"	40.0	etc	
H220	35°07'41.68" 126°46'38.55"	70.0	etc	
H221	35°07'54.44" 126°47'40.90"	30.0	etc	
H222	35°07'52.08" 126°47'27.00"	40.0	etc	
H223	35°07'53.68" 126°47'34.00"	20.0	etc	
H224	35°07'13.11" 126°46'41.18"	30.0	etc	
H225	35°07'26.28" 126°46'31.10"	70.0	etc	
H226	35°07'47.09" 126°47'34.00"	20.0	etc	
H227	35°07'48.89" 126°47'58.78"	61.0	building	
H228	35°07'53.81" 126°47'03.31"	50.0	etc	
H229	35°07'01.66" 126°47'12.90"	40.0	etc	
H230	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H231	35°07'56.88" 126°46'38.79"	30.0	etc	
H232	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H233	35°07'06.11" 126°46'19.51"	40.0	etc	
H234	35°07'41.68" 126°46'38.55"	70.0	etc	
H235	35°07'54.44" 126°47'40.90"	30.0	etc	
H236	35°07'52.08" 126°47'27.00"	40.0	etc	
H237	35°07'53.68" 126°47'34.00"	20.0	etc	
H238	35°07'13.11" 126°46'41.18"	30.0	etc	
H239	35°07'26.28" 126°46'31.10"	70.0	etc	
H240	35°07'47.09" 126°47'34.00"	20.0	etc	
H241	35°07'48.89" 126°47'58.78"	61.0	building	
H242	35°07'53.81" 126°47'03.31"	50.0	etc	
H243	35°07'01.66" 126°47'12.90"	40.0	etc	
H244	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H245	35°07'56.88" 126°46'38.79"	30.0	etc	
H246	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H247	35°07'06.11" 126°46'19.51"	40.0	etc	
H248	35°07'41.68" 126°46'38.55"	70.0	etc	
H249	35°07'54.44" 126°47'40.90"	30.0	etc	
H250	35°07'52.08" 126°47'27.00"	40.0	etc	
H251	35°07'53.68" 126°47'34.00"	20.0	etc	
H252	35°07'13.11" 126°46'41.18"	30.0	etc	
H253	35°07'26.28" 126°46'31.10"	70.0	etc	
H254	35°07'47.09" 126°47'34.00"	20.0	etc	
H255	35°07'48.89" 126°47'58.78"	61.0	building	
H256	35°07'53.81" 126°47'03.31"	50.0	etc	
H257	35°07'01.66" 126°47'12.90"	40.0	etc	
H258	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H259	35°07'56.88" 126°46'38.79"	30.0	etc	
H260	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H261	35°07'06.11" 126°46'19.51"	40.0	etc	
H262	35°07'41.68" 126°46'38.55"	70.0	etc	
H263	35°07'54.44" 126°47'40.90"	30.0	etc	
H264	35°07'52.08" 126°47'27.00"	40.0	etc	
H265	35°07'53.68" 126°47'34.00"	20.0	etc	
H266	35°07'13.11" 126°46'41.18"	30.0	etc	
H267	35°07'26.28" 126°46'31.10"	70.0	etc	
H268	35°07'47.09" 126°47'34.00"	20.0	etc	
H269	35°07'48.89" 126°47'58.78"	61.0	building	
H270	35°07'53.81" 126°47'03.31"	50.0	etc	
H271	35°07'46.73" 126°47'02.66"	119.0	Mountain	
H272	35°07'05.18" 126°48'35.06"	32.0	etc	
H273	35°07'05.28" 126°48'43.72"	38.0	etc	
H274	35°07'49.79" 126°48'24.48"	30.0	etc	
H275	35°07'43.24" 126°48'13.88"	32.0	etc	
H276	35°07'43.41" 126°49'33.72"	38.0	etc	
H277	35°07'40.11" 126°49'23.41"	40.0	etc	
H278	35°07'43.24" 126°48'13.88"	32.0	etc	
H279	35°07'43.41" 126°49'33.72"	38.0	etc	
H280	35°07'40.11" 126°49'23.41"	40.0	etc	
H281	35°07'43.24" 126°48'13.88"	32.0	etc	
H282	35°07'43.41" 126°49'33.72"	38.0	etc	
H283	35°07'40.11" 126°49'23.41"	40.0	etc	
H284	35°07'43.24" 126°48'13.88"	32.0	etc	
H285	35°07'43.41" 126°49'33.72"	38.0	etc	
H286	35°07'40.11" 126°49'23.41"	40.0	etc	
H287	35°07'43.24" 126°48'13.88"	32.0	etc	
H288	35°07'43.41" 126°49'33.72"	38.0	etc	
H289	35°07'40.11" 126°49'23.41"	40.0	etc	
H290	35°07'43.24" 126°48'13.88"	32.0	etc	
H291	35°07'43.41" 126°49'33.72"	38.0	etc	
H292	35°07'40.11" 126°49'23.41"	40.0	etc	
H293	35°07'43.24" 126°48'13.88"	32.0	etc	
H294	35°07'43.41" 126°49'33.72"	38.0	etc	
H295	35°07'40.11" 126°49'23.41"	40.0	etc	
H296	35°07'43.24" 126°48'13.88"	32.0	etc	
H297	35°07'43.41" 126°49'33.72"	38.0	etc	
H298	35°07'40.11" 126°49'23.41"	40.0	etc	
H299	35°07'43.24" 126°48'13.88"	32.0	etc	
H300	35°07'43.41" 126°49'33.72"	38.0	etc	
H301	35°07'40.11" 126°49'23.41"	40.0	etc	
H302	35°07'43.24" 126°48'13.88"	32.0	etc	
H303	35°07'43.41" 126°49'33.72"	38.0	etc	
H304	35°07'40.11" 126°49'23.41"	40.0	etc	
H305	35°07'43.24" 126°48'13.88"	32.0	etc	
H306	35°07'43.41" 126°49'33.72"	38.0	etc	
H307	35°07'40.11" 126°49'23.41"	40.0	etc	
H308	35°07'43.24" 126°48'13.88"	32.0	etc	
H309	35°07'43.41" 126°49'33.72"	38.0	etc	
H310	35°07'40.11" 126°49'23.41"	40.0	etc	
H311	35°07'50.07" 126°47'20.76"	182.0	etc	
H312	35°07'43.19" 126°48'35.06"	119.0	Mountain	
H313	35°07'44.31" 126°46'30.43"	48.0	Mountain	
H314	35°07'56.88" 126°46'38.79"	30.0	etc	
H315	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H316	35°07'06.11" 126°46'19.51"	40.0	etc	
H317	35°07'41.68" 126°46'38.55"	70.0	etc	
H318	35°07'54.44" 126°47'40.90"	30.0	etc	
H319	35°07'52.08" 126°47'27.00"	40.0	etc	
H320	35°07'53.68" 126°47'34.00"	20.0	etc	
H321	35°07'13.11" 126°46'41.18"	30.0	etc	
H322	35°07'26.28" 126°46'31.10"	70.0	etc	
H323	35°07'47.09" 126°47'34.00"	20.0	etc	
H324	35°07'48.89" 126°47'58.78"	61.0	building	
H325	35°07'53.81" 126°47'03.31"	50.0	etc	
H326	35°07'01.66" 126°47'12.90"	40.0	etc	
H327	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H328	35°07'56.88" 126°46'38.79"	30.0	etc	
H329	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H330	35°07'06.11" 126°46'19.51"	40.0	etc	
H331	35°07'41.68" 126°46'38.55"	70.0	etc	
H332	35°07'54.44" 126°47'40.90"	30.0	etc	
H333	35°07'52.08" 126°47'27.00"	40.0	etc	
H334	35°07'53.68" 126°47'34.00"	20.0	etc	
H335	35°07'13.11" 126°46'41.18"	30.0	etc	
H336	35°07'26.28" 126°46'31.10"	70.0	etc	
H337	35°07'47.09" 126°47'34.00"	20.0	etc	
H338	35°07'48.89" 126°47'58.78"	61.0	building	
H339	35°07'53.81" 126°47'03.31"	50.0	etc	
H340	35°07'01.66" 126°47'12.90"	40.0	etc	
H341	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H342	35°07'56.88" 126°46'38.79"	30.0	etc	
H343	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H344	35°07'06.11" 126°46'19.51"	40.0	etc	
H345	35°07'41.68" 126°46'38.55"	70.0	etc	
H346	35°07'54.44" 126°47'40.90"	30.0	etc	
H347	35°07'52.08" 126°47'27.00"	40.0	etc	
H348	35°07'53.68" 126°47'34.00"	20.0	etc	
H349	35°07'13.11" 126°46'41.18"	30.0	etc	
H350	35°07'26.28" 126°46'31.10"	70.0	etc	
H351	35°07'47.09" 126°47'34.00"	20.0	etc	
H352	35°07'48.89" 126°47'58.78"	61.0	building	
H353	35°07'53.81" 126°47'03.31"	50.0	etc	
H354	35°07'01.66" 126°47'12.90"	40.0	etc	
H355	35°07'54.68" 126°46'15.45"	30.0	Mountain	
H356	35°07'56.88" 126°46'38.79"	30.0	etc	
H357	35°07'38.10" 126°46'01.26"	59.0	Mountain	
H358	35°07'06.11" 126°46'19.51"	40.0	etc	
H359	35°07'41.68" 126°46'38.55"	70.0	etc	
H360	35°07'54.44" 126°47'40.90"	30.0	etc	
H361	35°07'39.72" 126°47'11.86"	30.0	etc	
H362	35°07'58.06" 126°46'44.29"	20.0	etc	
H363	35°07'25.15" 126°47'40.43"	20.0	etc	
H364	35°07'39.72" 126°47'34.48"	90.0	etc	
H365	35°07'31.03" 126°47'25.75"	156.0	etc	
H366	35°07'35.29" 126°46'54.80"	20.0	etc	

NO	COORDINATES(WGS-84)	E(EV)A(MSL)	ITEM	NOTE
H367	35°07'58.16" 126°47'58.16"	20.0	etc	
H368	35°07'40.49" 126°47'02.62"	20.0	etc	
H369	35°07'00.06" 126°47'46.89"	40.0	etc	
H370	35°07'45.40" 126°47'17.15"	110.0	etc	
H371	35°07'08.07" 126°47'42.52"	20.0	etc	
H372	35°07'25.17" 126°47'42.79"	72.0	building	
H373	35°07'42.15" 126°47'42.52"	52.0	etc	
H374	35°07'38.06" 126°47'44.44"	90.0	etc	
H375	35°07'31.03" 126°47'25.75"	156.0	etc	
H376	35°07'35.29" 126°46'54.80"	20.0	etc	
H377	35°07'58.16" 126°47'58.16"	20.0	etc	
H378	35°07'40.49" 126°47'02.62"	20.0	etc	
H379	35°07'00.06" 126°47'46.89"	40.0	etc	
H380	35°07'45.40" 126°47'17.15"	110.0	etc	
H381	35°07'08.07" 126°47'42.52"	20.0	etc	
H382	35°07'25.17" 126°47'42.79"	72.0	building	
H383	35°07'42.15" 126°47'42.52"	52.0	etc	
H384	35°07'38.06" 126°47'44.44"	90.0	etc	
H385	35°07'25.49" 126°47'44.68"	16.0	etc	
H386	35°07'25.15" 126°47'40.43"	20.0	etc	
H387	35°07'39.72" 126°47'34.48"	90.0	etc	
H388	35°07'35.29" 126°46'54.80"	20.0	etc	
H389	35°07'58.16" 126°47'58.16"	20.0	etc	
H390	35°07'40.49" 126°47'02.62"	20.0	etc	
H391	35°07'00.06" 126°47'46.89"	40.0	etc	
H392	35°07'45.40" 126°47'17.15"	110.0	etc	
H393	35°07'08.07" 126°47'42.52"	20.0	etc	
H394	35°07'25.17" 126°47'42.79"	72.0	building	
H395	35°07'42.15" 126°47'42.52"	52.0	etc	
H396	35°07'38.06" 126°47'44.44"	90.0	etc	
H397	35°07'31.03" 126°47'25.75"	156.0	etc	
H398	35°07'35.29" 126°46'54.80"	20.0	etc	
H399	35°07'58.16" 126°47'58.16"	20.0	etc	
H400	35°07'40.49" 126°47'02.62"	20.0	etc	
H401	35°07'00.06" 126°47'46.89"	40.0	etc	
H402	35°07'45.40" 126°47'17.15"	110.0	etc	
H403	35°07'08.07" 126°47'42.52"	20.0	etc	
H404	35°07'25.17" 126°47'42.79"	72.0	building	
H405	35°07'42.15" 126°47'42.52"	52.0	etc	
H406	35°07'38.06" 126°47'44.44"	90.0	etc	
H407	35°07'31.03" 126°47'25.75"	156.0	etc	
H408	35°07'35.29" 126°46'54.80"	20.0	etc	
H409	35°07'58.16" 126°47'58.16"	20.0	etc	
H410	35°07'40.49" 126°47'02.62"	20.0	etc	
H411	35°07'00.06" 126°47'46.89"	40.0	etc	
H412	35°07'45.40" 126°47'17.15"	110.0	etc	
H413	35°07'08.07" 126°47'42.52"	20.0	etc	
H414	35°07'25.17" 126°47'42.79"	72.0	building	
H415	35°07'42.15" 126°47'42.52"	52.0	etc	
H416	35°07'38.06" 126°47'44.44"	90.0	etc	
H417	35°07'31.03" 126°47'25.75"	156.0	etc	
H418	35°07'35.29" 126°46'54.80"	20.0	etc	
H419	35°07'58.16" 126°47'58.16"	20.0	etc	
H420	35°07'40.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

YEOSU / Yeosu

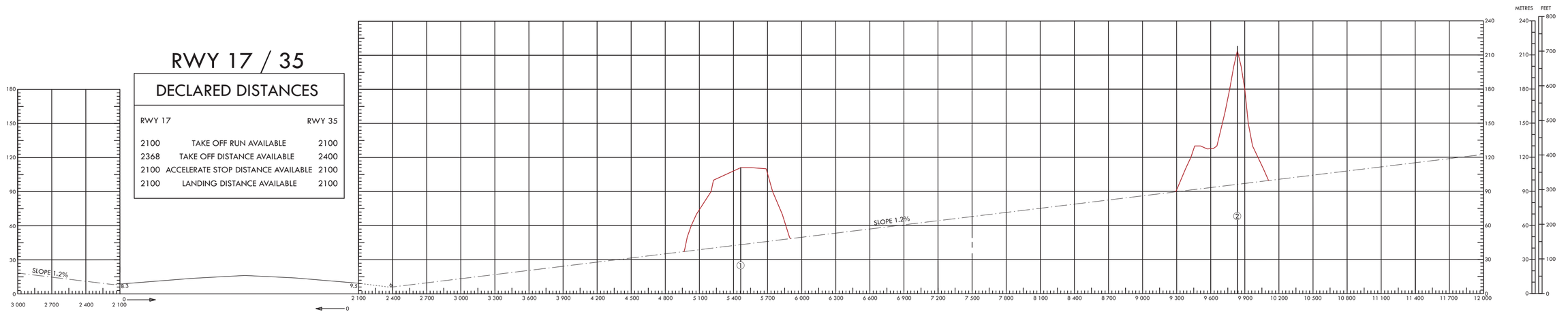
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W-2020

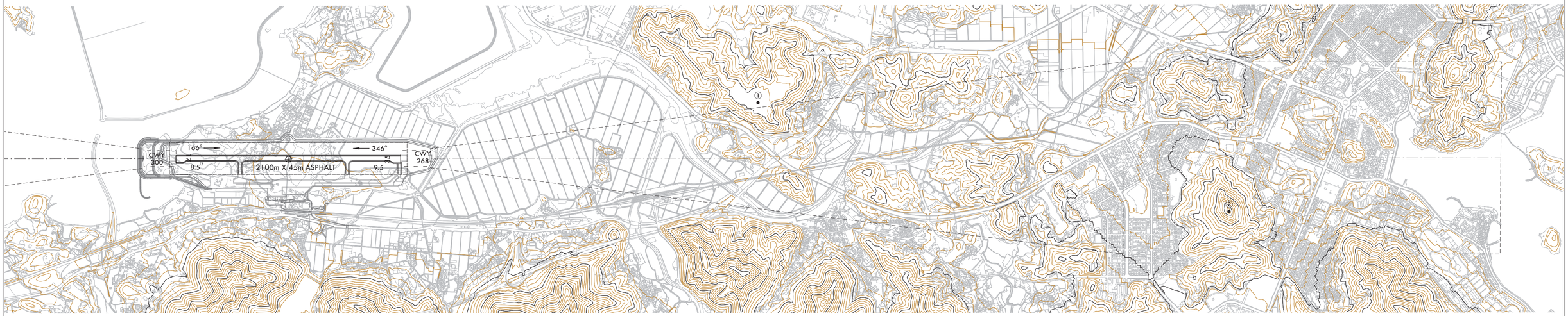
RWY 17 / 35

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



VERTICAL SCALE 1:2,500



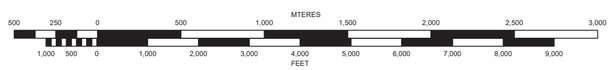
LEGEND

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(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 : 15 000



ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Establishment of ELEV for CWY.

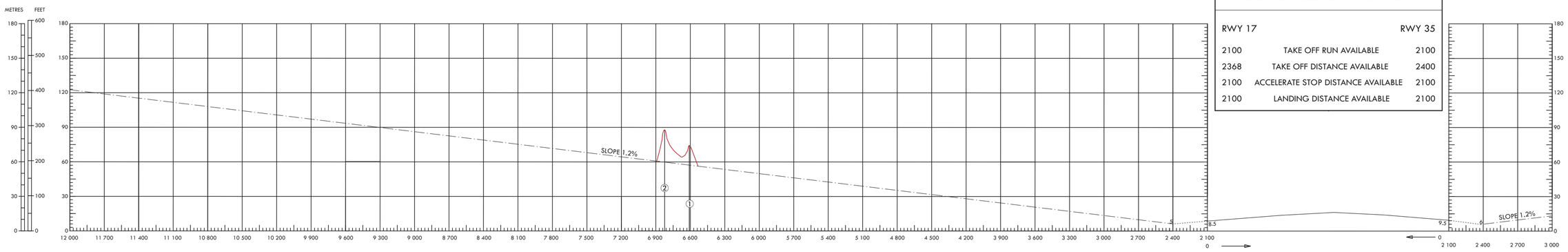
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

YEOSU / Yeosu

DIMENSIONS AND ELEVATIONS IN METERS

RWY 17 / 35

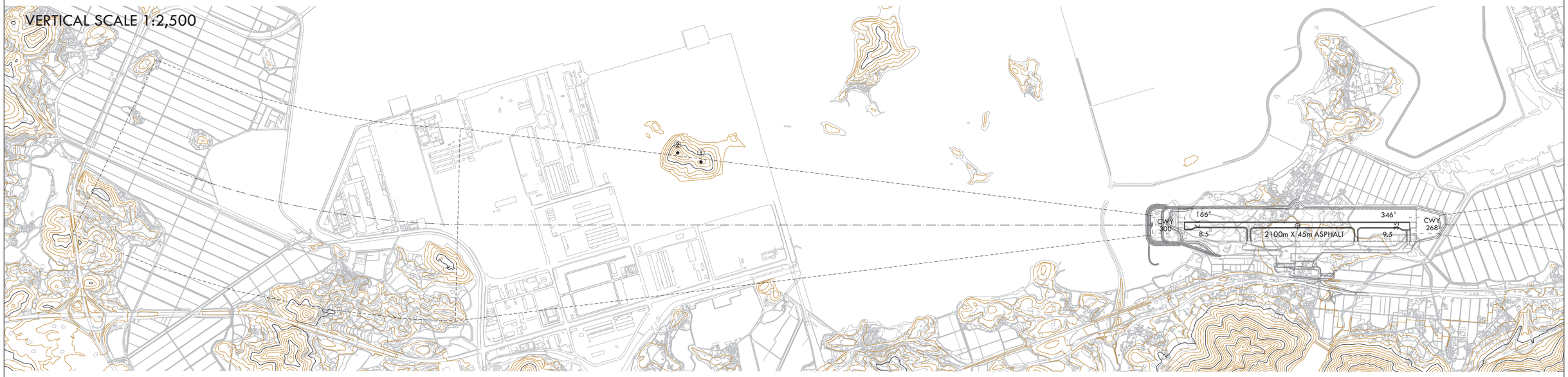
MAGNETIC VARIATION 8° W-2020



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

VERTICAL SCALE 1:2,500



LEGEND

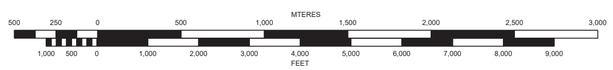
ITEM	SYMBOL Plan	SYMBOL Profile
Tree or shrub	⁂	Identification number ②
Pole tower spire antenna etc	⊙	
Building or large structure	■	
Railroad		
Transmission line or overhead cable	T—T—T	
Peak or Mountain	○	
Terrain penetrating obstacle plane		
Clearway(SWY)		

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	

ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

HORIZONTAL SCALE 1 : 15 000



AMENDMENT RECORD

NO	DATE	ENTERED BY

Change : Establishment of ELEV for CWY.

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSION AND ELEVATION IN METERS

YEOSU / Yeosu

AERODROME ELEVATION 16 METRES



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

2100m X 45m ASPHALT

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

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

FEET

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°51'57" 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°51'07" 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°50'54" N 127°36'59" E	22.5	tree	
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°49'02" 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°50'17" N 127°36'49" 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°49'57" N 127°34'49" E	139.0	building	
59	34°49'30" N 127°35'06" E	102.0	building	
60	34°46'02" N 127°38'54" E	217.5	peak	
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°50'20" N 127°34'34" E	278.5	tower	
66	34°50'45" N 127°37'05" E	28.5	telegraph pole	
67	34°51'04" N 127°36'54" E	14.5	telegraph pole	
68	34°50'27" N 127°36'26" E	76.5	building	
69	34°50'04" N 127°36'03" E	95.5	telegraph pole	
70	34°50'02" N 127°36'07" E	94.5	telegraph pole	
71	34°50'24" N 127°36'26" E	76.5	telegraph pole	
72	34°50'45" N 127°37'05" E	28.5	telegraph pole	
73	34°50'45" N 127°37'05" E	28.5	telegraph pole	
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°50'14" N 127°35'55" E	98.0	telegraph 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°49'49" N 127°34'53" E	190.0	tower	
92	34°50'06" N 127°34'43" E	181.0	tower	
93	34°49'37" N 127°34'49" E	115.0	telegraph pole	
94	34°49'31" N 127°34'54" E	122.5	building	
95	34°49'18" N 127°35'11" 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°38'54" 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°37'03" 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	

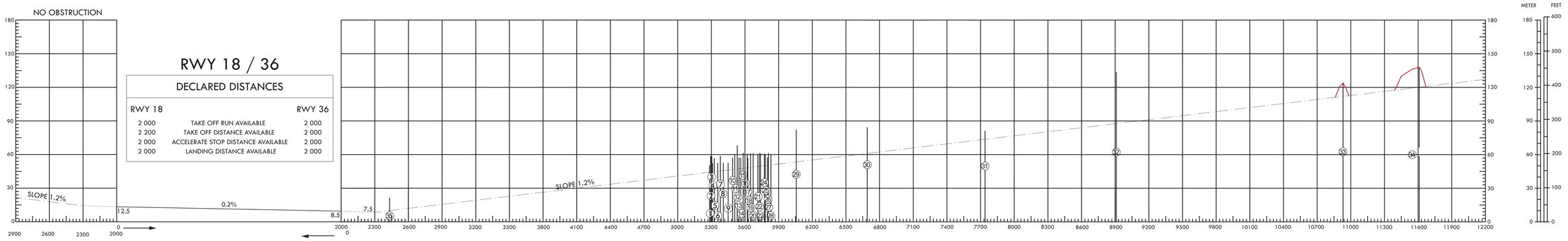
Change : Establishment of ELEV for RWY center line.

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

ULSAN/Ulsan

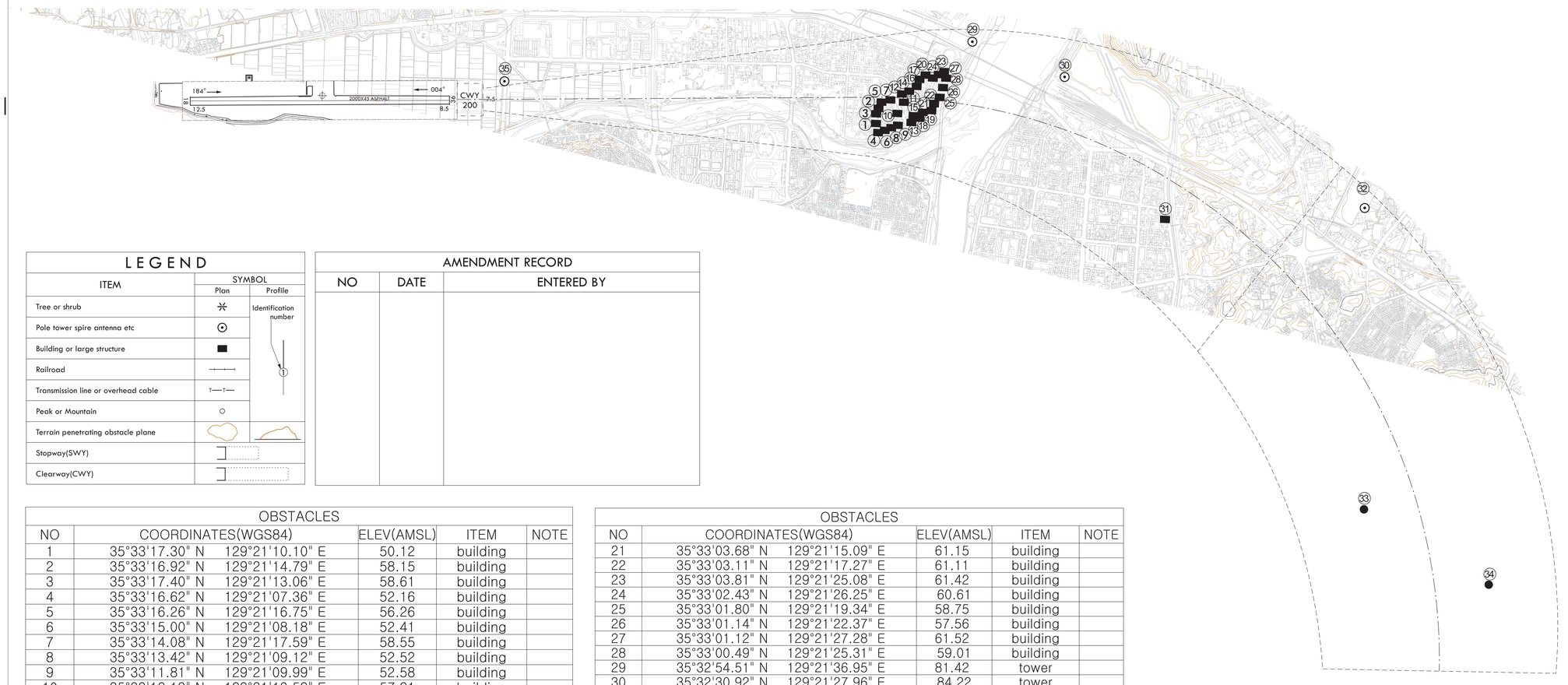
DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 8° W (2020)



DECLARED DISTANCES		
RWY 18		RWY 36
2 000	TAKE OFF RUN AVAILABLE	2 000
2 200	TAKE OFF DISTANCE AVAILABLE	2 000
2 000	ACCELERATE STOP DISTANCE AVAILABLE	2 000
2 000	LANDING DISTANCE AVAILABLE	2 000

VERTICAL SCALE 1: 1 500



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	T—T—	
Peak or Mountain	○	
Terrain penetrating obstacle plane		
Stopway(SWY)		
Clearway(CWY)		

AMENDMENT RECORD		
NO	DATE	ENTERED BY

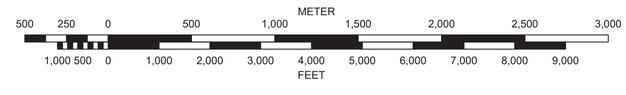
OBSTACLES				
NO	COORDINATES(WGS84)	ELEV(AMSL)	ITEM	NOTE
1	35°33'17.30" N 129°21'10.10" E	50.12	building	
2	35°33'16.92" N 129°21'14.79" E	58.15	building	
3	35°33'17.40" N 129°21'13.06" E	58.61	building	
4	35°33'16.62" N 129°21'07.36" E	52.16	building	
5	35°33'16.26" N 129°21'16.75" E	56.26	building	
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	5.0m
VERTICAL	0.5m

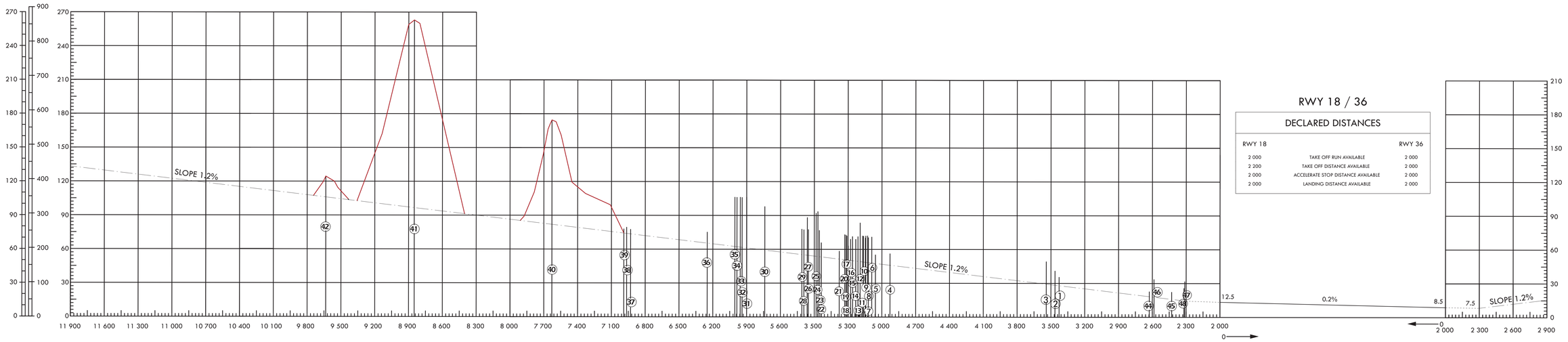
HORIZONTAL SCALE 1 : 15 000



Change : Establishment of RWY physical characteristics.

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 8° W (2020)



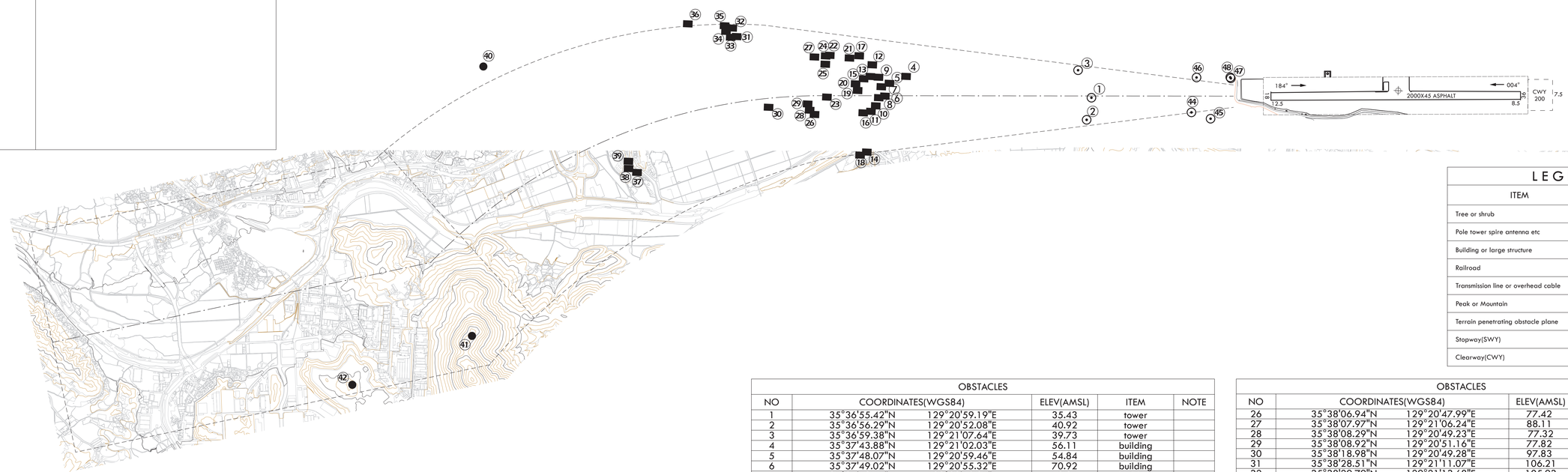
RWY 18 / 36

DECLARED DISTANCES

RWY 18		RWY 36
2 000	TAKE OFF RUN AVAILABLE	2 000
2 200	TAKE OFF DISTANCE AVAILABLE	2 000
2 000	ACCELERATE STOP DISTANCE AVAILABLE	2 000
2 000	LANDING DISTANCE AVAILABLE	2 000

VERTICAL SCALE 1: 1 500

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 : 15 000

METER
500 250 0 500 1,000 1,500 2,000 2,500 3,000

1,000 500 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 8,000 9,000
FEET

ORDER OF ACCURACY

HORIZONTAL	5.0m
VERTICAL	0.5m

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

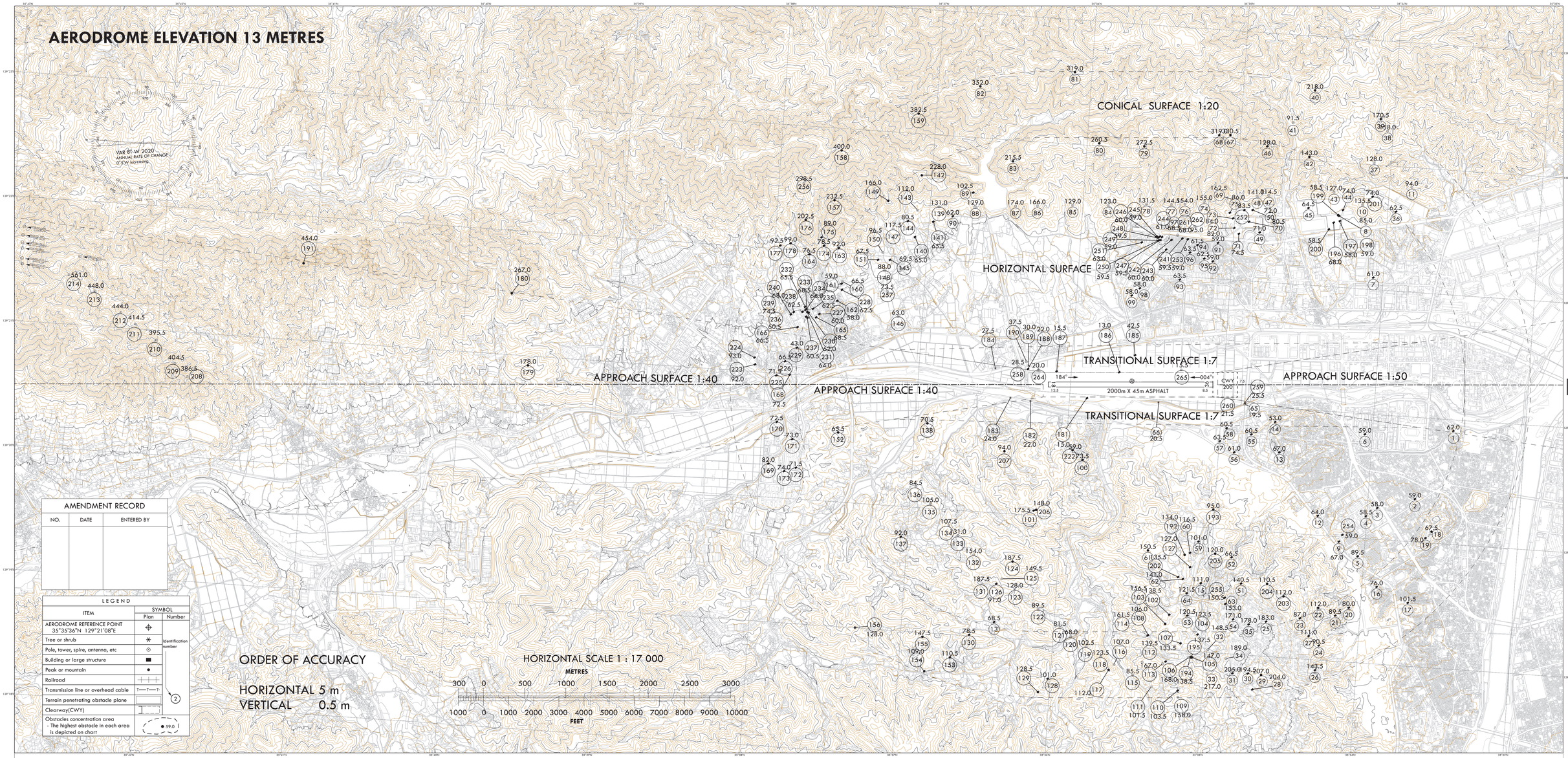
NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM	NOTE
26	35°38'06.94"N	129°20'47.99"E	77.42	building	
27	35°38'07.97"N	129°21'06.24"E	88.11	building	
28	35°38'08.29"N	129°20'49.23"E	77.32	building	
29	35°38'08.92"N	129°20'51.16"E	77.82	building	
30	35°38'18.98"N	129°20'49.28"E	97.83	building	
31	35°38'28.51"N	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	263.01	mountain	
41	35°39'31.91"N	129°19'30.27"E	174.51	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	

AERODROME OBSTACLE CHART - ICAO
TYPE B

DIMENSIONS AND ELEVATIONS IN METRES

ULSAN / Ulsan

AERODROME ELEVATION 13 METRES



AMENDMENT RECORD

NO.	DATE	ENTERED BY

LEGEND

ITEM	SYMBOL Plan	Number
AERODROME REFERENCE POINT 35°35'36"N 129°21'08"E	⊕	
Tree or shrub	✳	
Pole, tower, spire, antenna, etc	⊙	Identification number
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 : 17 000

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
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°20'05.80"	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	
14	35°34'23.60" 129°19'07.50"	68.5	building	
15	35°34'38.00" 129°20'53.11"	53.0	building	
16	35°35'03.44" 129°19'33.07"	111.0	building	
17	35°33'54.25" 129°19'37.17"	76.0	building	
18	35°33'47.58" 129°19'32.39"	101.5	building	
19	35°33'34.20" 129°20'55.53"	67.5	mountain	
20	35°33'25.38" 129°20'02.28"	78.0	building	
21	35°34'39.67" 129°23'17.70"	91.5	Road	
22	35°34'04.64" 129°19'26.25"	80.0	building	
23	35°34'23.52" 129°19'19.54"	87.0	building	
24	35°34'15.39" 129°19'07.05"	98.5	building	
25	35°34'36.75" 129°19'16.77"	183.0	building	
26	35°34'16.22" 129°18'56.06"	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	
29	35°34'42.50" 129°19'57.69"	67.0	building	
30	35°34'02.50" 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°18'37.59"	189.0	tower	
35	35°34'43.50" 129°19'44.86"	178.0	building	
36	35°34'56.79" 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°33'25.10" 129°19'47.08"	150.5	mountain	
42	35°33'49.63" 129°23'17.70"	141.0	building	
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°34'33.32" 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°22'33.79"	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°34'53.07" 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°35'26.58" 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°23'06.67"	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°35'3.06" 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°35'06.17" 129°18'56.81"	168.0	tower	
87	35°35'08.70" 129°19'27.78"	121.5	building	
88	35°36'17.91" 129°22'29.18"	166.0	tower	
89	35°36'36.76" 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°35'15.97" 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°22'09.35"	62.5	building	
96	35°35'16.67" 129°22'11.76"	63.5	building	
97	35°35'28.08" 129°22'18.35"	68.5	building	
98	35°35'33.41" 129°21'32.95"	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°36'14.36" 129°19'13.31"	156.5	mountain	
103	35°35'16.33" 129°19'13.31"	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°19'03.46"	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°18'34.21"	139.5	building	
113	35°35'16.32" 129°18'33.05"	167.0	tower	
114	35°35'24.31" 129°18'33.12"	161.5	tower	
115	35°35'2.63" 129°18'46.59"	85.5	tower	
116	35°35'35.35" 129°18'51.05"	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°19'00.60"	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°37'20.05" 129°20'33.49"	65.5	mountain	
153	35°37'20.92" 129°20'08.90"	95.0	mountain	
154	35°37'26.48" 129°20'22.20"	138.5	building	
155	35°37'29.79" 129°20'22.39"	62.5	building	
156	35°37'40.67" 129°22'02.98"	78.5	building	
157	35°37'50.22" 129°20'13.09"	74.0	building	
158	35°37'47.90" 129°20'28.29"	73.0	building	
159	35°37'46.66" 129°21'31.93"	66.0	building	
160	35°37'44.59" 129°21'16.86"	448.0	tower	
161	35°37'35.00" 129°21'33.29"	561.0	tower	
162	35°37'41.27" 129°21'32.27"	629.0	tower	
163	35°37'05.11" 129°18'57.02"	137.5	building	
164	35°37'40.63" 129°22'02.98"	78.5	building	
165	35°37'41.88" 129°22'06.87"	89.0	building	
166	35°37'41.03" 129°22'30.97"	68.0	building	
167	35°37'54.44" 129°20'36.56"	72.5	building	
168	35°37'16.25" 129°21'52.98"	88.0	tower	
169	35°37'47.90" 129°20'28.29"	73.0	building	
170	35°37'54.44" 129°20'36.56"	72.5	building	
171	35°37'47.90" 129°20'28.29"	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°37'05.11" 129°18'57.02"	137.5	building	
176	35°37'41.27" 129°21'32.27"	629.0	tower	
177	35°37'41.03" 129°20'30.97"	68.0	building	
178	35°37'41.88" 129°22'06.87"	89.0	building	
179	35°37'41.03" 129°22'30.97"	68.0	building	
180	35°37'39.78" 129°20'55.46"	178.0	mountain	
181	35°35'53.21" 129°20'58.31"	15.0	building	
182	35°35'51.35" 129°20'55.03"	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°35'36.05" 129°21'10.19"	15.5	building	
188	35°35'36.34" 129°22'49.37"	400.0	mountain	
189	35°35'42.10" 129°21'29.62"	267.0	mountain	
190	35°35'43.28" 129°21'46.38"	66.5	tower	
191	35°41'04.73" 129°21'37.19"	454.0	mountain	
192	35°35'00.63" 129°20'08.90"	95.0	mountain	
193	35°37'41.88" 129°22'06.87"	89.0	building	
194	35°37'03.09" 129°21'20.58"	42.5	building	
195	35°37'05.11" 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°22'32.54"	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°19'33.04"	110.5	mountain	
205	35°34'58.60" 129°19'40.74"	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°34'47.29" 129°20'38.70"	386.5	tower	
209	35°34'47.39" 129°20'32.28"	395.5	tower	
210	35°34'49.64" 129°20'27.88"	404.5	tower	
211	35°34'49.78" 129°20'22.34"	414.5	tower	
212	35°34'49.92" 129°20'21.03"	444.0	tower	
213	35°34'53.62" 129°19'26.87"	150.5	building	
214	35°34'53.99" 129°21'03.03"	59.0	building	
215	35°34'53.62" 129°19'26.87"	150.5	building	
216	35°34'45.20" 129°21'27.63"	60.5	building	
217	35°34'54.40" 129°21'36.01"	403.0	tower	
218	35°34'59.94" 129°21'39.08"	384.5	tower	
219	35°34'24.47" 129°21'37.66"	388.5	tower	
220	35°34'45.77" 129°21'46.55"	528.0	tower	
221	35°34'54.89" 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°35'29.51" 129°22'16.48"	59.0	building	
230	35°37'54.90" 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°21'32.89"	68.5	building	
234	35°37'45.92" 129°21'31.93"	66.0	building	
235	35°37'45.20" 129°21'27.63"	60.5	building	
236	35°37'45.39" 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°37'51.84" 129°21'28.76"	74.5	building	
241	35°37'50.28" 129°21'29.96"	68.0	tower	
242	35°37'54.29" 129°21'27.21"	60.0	building	
243	35°35'26.11" 129°22'21.41"	60.0	building	
244	35°35'28.97" 129°22'18.51"	61.0	building	
245	35°35'16.95" 129°21'15.03"	15.5	tower	
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°21'50.88"	63.0	building	
252	35°37'56.45" 129°22'26.05"	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°35'30.29" 129°22'32.45"	298.5	tower	
257	35°35'14.64" 129°21'43.01"	73.5	tower	
258	35°35'14.64" 129°21'43.01"	73.5	tower	
259	35°35'36.46" 129°21'32.89"	68.5	building	
260	35°35'53.64" 129°21'31.93"	66.0	building	
261	35°35'53.62" 129°19'26.87"	150.5	building	
262	35°35'53.62" 129°19'26.87"	150.5	building	
263	35°35'45.92" 129°21'31.93"	66.0	building	
264	35°35'53.62" 129°19'26.87"	150.5	building	
265	35°35'53.62" 129°19'26.87"	150.5	building	
266	35°35'53.62" 129°19'26.87"	150.5	building	
267	35°35'53.62" 129°19'26.87"	150.5	building	
268	35°35'53.62" 129°19'26.87"	150.5	building	

Change - Establishment of RWY physical characteristics.

RKTL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKTL - ULJIN

RKTL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	364637N 1292742E 169° / 904 m from THR 17
2	Direction and distance from (city)	176° / 25 km from Uljin-eup
3	Elevation/Reference temperature	53 m / 28.6 °C
4	Geoid undulation at AD ELEV PSN	21 m
5	MAG VAR/Annual change	9° W(2020) / 0.088° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation (Pohang Gyeongju Airport Uljin Operations Office) 264, Giseong-ro, Giseong-myeon, Uljin-gun, Gyeongsangbuk-do, 36353, Republic of Korea TEL : +82-54-789-0306 Telefax : +82-54-789-0330 AFS : RKTLZPZX
7	Type of traffic permitted(IFR/VFR)	VFR/IFR
8	Remarks	NIL

RKTL AD 2.3 OPERATIONAL HOURS

1	AD operator	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC(OCT-APR) 2300-1300 UTC(MAY-SEP) SAT, SUN : 0000-0900 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	As AD operator
5	ATS Reporting Office	As AD operator
6	MET Briefing Office	NIL
7	ATS	As AD operator
8	Fuelling	HO
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Outside these hours services are available under the pre-coordination. Training flights are restricted on Sunday for noise abatement.

RKTL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	Fuel : JET A1, AV GAS 100LL Oil : 15W50, 5W40
3	Fuelling facilities/capacity	Fuel services by truck / AV GAS 1 500, AV GAS 5 000, JET A1 5 000, AV GAS 20 000 Fuel services by trailer / AV GAS 32 000
4	De-icing facilities	NIL
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of aerodrome operator, TEL, telefax and operational hours for AD operator.

RKTL AD 2.5 PASSENGER FACILITIES

1	Hotels	In Uljin Gun
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	a. ATM available b. Post Office : Not available
6	Tourist Office	NIL
7	Remarks	NIL

RKTL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	- 1 Chemical fire fighting truck - Water : 3 600 L - AFFF : 400 L - Dry Chemical : 140 kg
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

RKTL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	1 Snow plough
2	Clearance priorities	a. RWY 35/17 b. TWY serving RWY in use c. Apron
3	Remarks	Snow clearance information promulgated by SNOWTAM

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

1	Apron surface and strength	a. Area : 27 958 m^2 b. Surface : Concrete c. Strength : See Aircraft Parking/Docking Chart			
2	Taxiway width, surface and strength	Taxiway	Width(m)	Surface	Strength
		E2, E4, P	8	Asphalt	PCN 20/F/A/Z/T
		E1	26	Asphalt	PCN 20/F/A/Z/T
		E5	27	Asphalt	PCN 20/F/A/Z/T
		E3	18	Asphalt	PCN 36/F/B/X/T
3	Altimeter checkpoint location and elevation	Location : Apron Elevation : 51 m			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

RKTL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxing guidance signs at all intersections with TWY, RWY and at all holding positions Guide lines at apron Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	RWY RWY 17 : Edge, CL, TDZ, THR, end RWY 35 : Edge, CL, TDZ, THR, end TWY TWY edge lights : All TWY
3	Stop bars	NIL
4	Remarks	NIL

RKTL 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
RKTLOB001	Hill	365612.8N 1291949.6E	1 677ft/	NIL	17/APCH 35/TKOF
RKTLOB002	Hill	365525.4N 1292151.4E	1 436 ft/	NIL	
RKTLOB003	Hill	365152.4N 1292428.3E	1 198 ft/	NIL	
RKTLOB004	Hill	364944.3N 1292543.8E	695 ft/	NIL	
RKTLOB005	Hill	364716.3N 1292718.3E	199 ft/	NIL	
RKTLOB006	Hill	364721.5N 1292733.5E	190 ft/	NIL	
RKTLOB007	Contour	364718.2N 1292734.9E	225 ft/	NIL	35/APCH 17/TKOF
RKTLOB008	Contour	364717.0N 1292737.5E	225 ft/	NIL	
RKTLOB009	Hill	364611.9N 1292712.3E	476 ft/	NIL	
RKTLOB010	Hill	364841.6N 1292531.9E	605 ft/	NIL	
RKTLOB011	Hill	364206.0N 1292803.5E	561 ft/	NIL	
RKTLOB012	Hill	364607.8N 1292800.3E	141 ft/	NIL	
RKTLOB013	Contour	364201.7N 1292759.7E	538 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
RKTLOB014	Tower	364644.7N 1292754.9E	257.8 ft/97.1 ft	NIL	17/APCH 35/TKOF

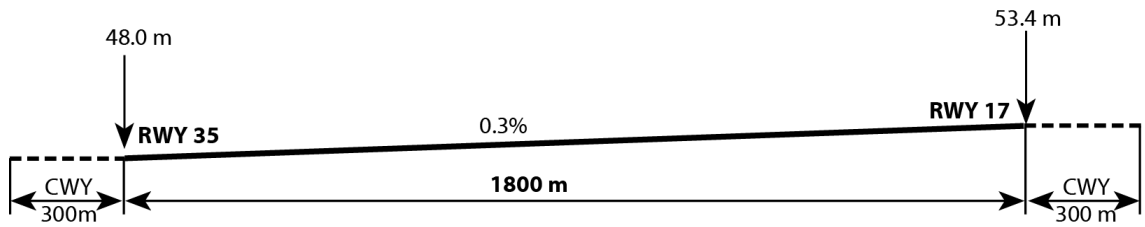
RKTL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	NIL
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	AIS, TWR
10	Additional information (limitation of service, etc.)	AMOS* is operating. * Automated Meteorological Observing System

RKTL 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
17	162.71°	1 800 × 45	PCN 36/F/B/X/T Asphalt	364705.09N 1292731.62E - NIL	THR 53.4 m/175.1 ft TDZ 52.4 m/172.0 ft
35	342.71°	1 800 × 45	PCN 36/F/B/X/T Asphalt	364609.33N 1292753.20E - NIL	THR 48.0 m/157.6 ft TDZ 48.8 m/161.0 ft

7. Slope of RWY-SWY



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
NIL	300 × 200	1 920 × 300	240 × 150	NIL	NIL	NIL
NIL	300 × 200	1 920 × 300	240 × 150	NIL	NIL	

Change : Amended phrase(FIC → AIS).

RKTL AD 2.13 DECLARED DISTANCE

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

RKTL AD 2.14 APPROACH AND RUNWAY LIGHTING

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

RKTL AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At tower Building FLG W/G EV 3 SEC H24 IBN : NIL
2	LDI location and LGT Anemometer location and LGT	LDI : NIL Anemometer : 300 m from THR 17, lighted
3	TWY edge and center line lighting	Edge : All TWY Center line : NIL
4	Secondary power supply/switch-over Time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKTL AD 2.16 HELICOPTER LANDING AREA

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

RKTL AD 2.17 ATS AIRSPACE

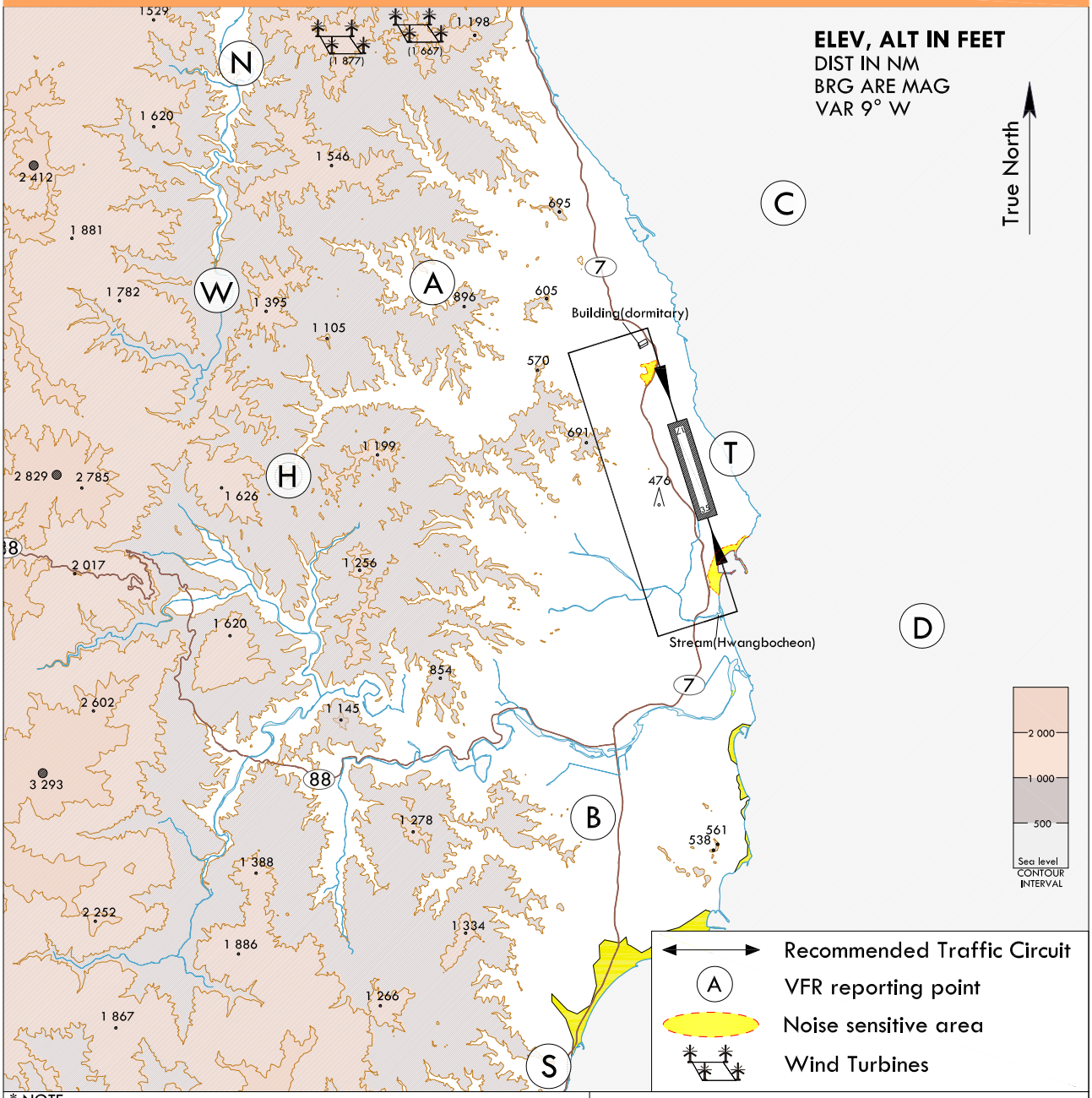
1	Designation and lateral limit	ULJIN CTR * A circle, radius 5 NM centered on ARP ** 365024N 1292338E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 365136N 1292823E - 365355N 1292730E - 365243N 1292244E - 365024N 1292338E ** 364250N 1293146E thence clockwise by an arc of a circle 5 NM radius centered on ARP to 364138N 1292701E - 363919N 1292755E - 364031N 1293240E - 364250N 1293146E
2	Vertical limits	* SFC to 2 500 ft AGL ** 1 000 ft AGL to 2 500 ft AGL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Uljin Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	MON, WED, FRI : 2300-1100 UTC TUE, THU : 2300-1100 UTC (OCT-APR) 2300-1300 UTC (MAY-SEP) SAT, SUN : 0000-0900 UTC
7	Remarks	Refer to ENR 2.1-10, RKTL Visual approach Chart

RKTL AD 2.18 ATS COMMUNICATION FACILITIES

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

Change : Information of operational hours for ATS airspace.

VFR Traffic Circuits - Uljin



* NOTE
1. All VFR flight operation within ULJIN control zone shall maintain two way communication with ULJIN TWR.
2. Pilots are encouraged to use the recommended VFR traffic circuit for traffic flow, noise abatement, obstacle avoidance.
3. The use of the recommended VFR traffic circuit does not alter the responsibility of each pilot to see and avoid other aircraft, obstacle.
4. Reporting point 'T' applied only for VFR aircraft flying over the west mountains to Uljin aerodrome between sunset and sunrise (recommended 'T' crossing altitude at 7 500 ft AMSL).

VFR Traffic Circuit Altitude				
Category	A	B	C	D
Altitude	1 500 ft AMSL	N/A		

Reporting Point	Goegraphical Name	Position	Coordinates	Altitude(AMSL)
A	Bangyoulri(방율리)	R 316 UJN/D3.7	364853.56N 1292349.20E	2 000 ft
B	Hakgokri Railway Tunnel (학곡리 철도터널)	R 202 UJN/D4.3	364225.28N 1292614.09E	2 000 ft
C	Sadongri(사동리)	R 030 UJN/D3.5	364949.96N 1292905.39E	2 000 ft
D	Weolsongjeong(월송정)	R 130 UJN/D3.5	364443.33N 1293108.23E	2 000 ft
H	Ipyeongri(이평리)	R 270 UJN/D4.7	364634.00N 1292139.00E	-
N	Galmyeonkyo(갈면교)	R 322 UJN/D7.2	365132.75N 1292057.74E	2 500 ft
S	Murigol Entrance(무리골 진입로)	R 200 UJN/D7.6	363906.07N 1292540.78E	2 500 ft
T	Beacon(비행장등대)	R 075 UJN/D0.4	364644.67N 1292754.87E	7 500 ft
W	Gilgokri(길곡리)	R 304 UJN/D6.1	364915.70N 1292036.40E	2 500 ft

Change : Information of legend(wind power plant area → wind turbines).

INTENTIONALLY

LEFT

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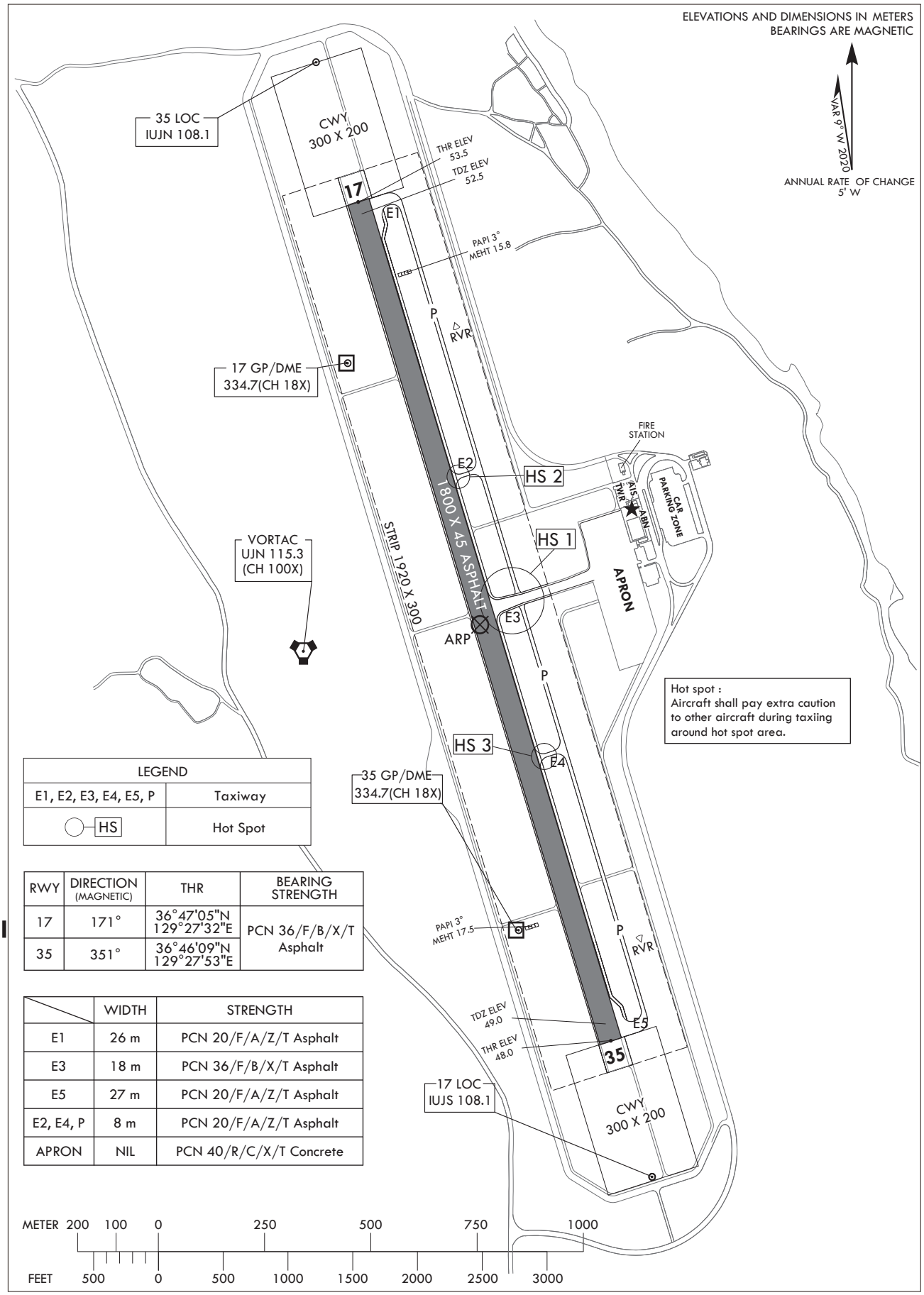
AERODROME CHART - ICAO

36°46'37"N
129°27'42"E

ELEV **53** m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin



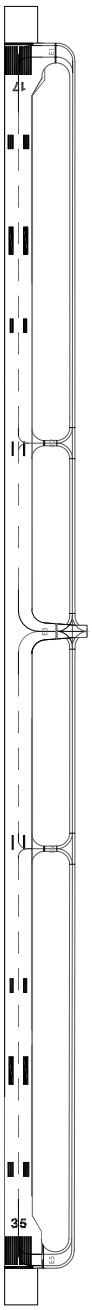
LEGEND	
E1, E2, E3, E4, E5, P	Taxiway
HS	Hot Spot

RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
17	171°	36°47'05"N 129°27'32"E	PCN 36/F/B/X/T Asphalt
35	351°	36°46'09"N 129°27'53"E	

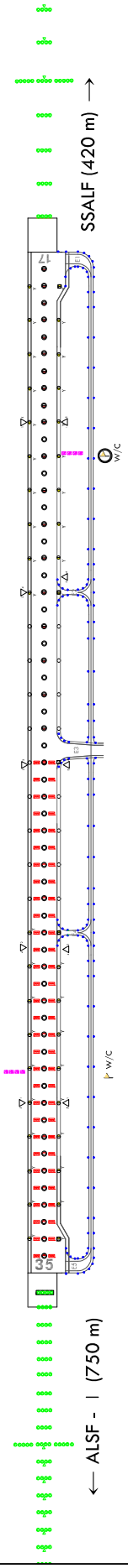
	WIDTH	STRENGTH
E1	26 m	PCN 20/F/A/Z/T Asphalt
E3	18 m	PCN 36/F/B/X/T Asphalt
E5	27 m	PCN 20/F/A/Z/T Asphalt
E2, E4, P	8 m	PCN 20/F/A/Z/T Asphalt
APRON	NIL	PCN 40/R/C/X/T Concrete

Change : Information of coordinates for RWY 17 THR.

MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY

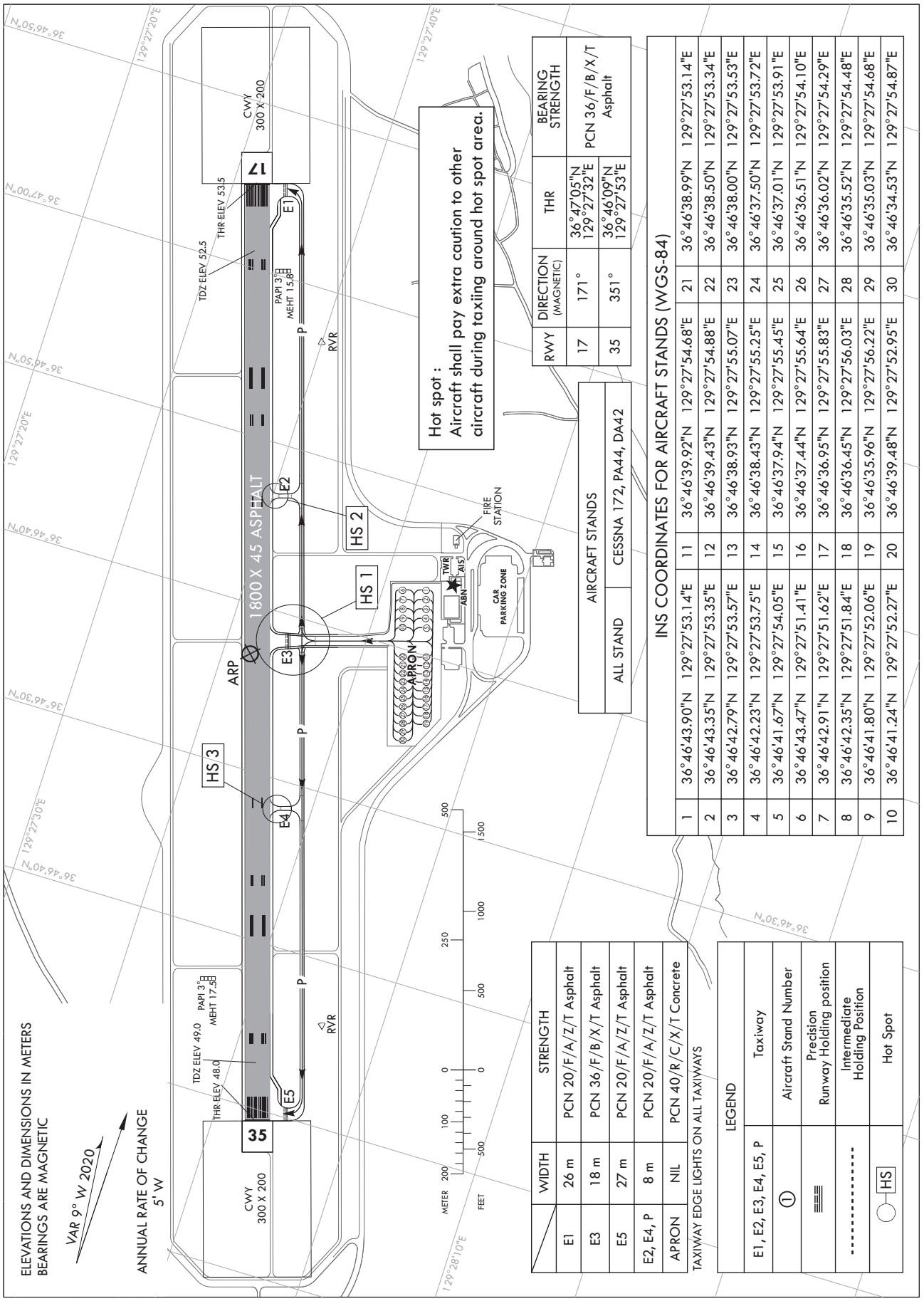


AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
51 m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin
RWY 17/35 DEPARTURE



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
17	171°	36°47'05"N 129°27'32"E	PCN 36/F/B/X/T Asphalt
35	351°	36°46'09"N 129°27'53"E	

AIRCRAFT STANDS	
ALL STAND	CESSNA 172, PA44, DA42

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

1	36°46'43.90"N	129°27'53.14"E	11	36°46'39.92"N	129°27'54.68"E	21	36°46'38.99"N 129°27'53.14"E
2	36°46'43.35"N	129°27'53.35"E	12	36°46'39.43"N	129°27'54.88"E	22	36°46'38.50"N 129°27'53.34"E
3	36°46'42.79"N	129°27'53.57"E	13	36°46'38.93"N	129°27'55.07"E	23	36°46'38.00"N 129°27'53.53"E
4	36°46'42.23"N	129°27'53.75"E	14	36°46'38.43"N	129°27'55.25"E	24	36°46'37.50"N 129°27'53.72"E
5	36°46'41.67"N	129°27'54.05"E	15	36°46'37.94"N	129°27'55.45"E	25	36°46'37.01"N 129°27'53.91"E
6	36°46'43.47"N	129°27'51.41"E	16	36°46'37.44"N	129°27'55.64"E	26	36°46'36.51"N 129°27'54.10"E
7	36°46'42.91"N	129°27'51.62"E	17	36°46'36.95"N	129°27'55.83"E	27	36°46'36.02"N 129°27'54.29"E
8	36°46'42.35"N	129°27'51.84"E	18	36°46'36.45"N	129°27'56.03"E	28	36°46'35.52"N 129°27'54.48"E
9	36°46'41.80"N	129°27'52.06"E	19	36°46'35.96"N	129°27'56.22"E	29	36°46'35.03"N 129°27'54.68"E
10	36°46'41.24"N	129°27'52.27"E	20	36°46'39.48"N	129°27'52.95"E	30	36°46'34.53"N 129°27'54.87"E

	WIDTH	STRENGTH
E1	26 m	PCN 20/F/A/Z/T Asphalt
E3	18 m	PCN 36/F/B/X/T Asphalt
E5	27 m	PCN 20/F/A/Z/T Asphalt
E2, E4, P	8 m	PCN 20/F/A/Z/T Asphalt
APRON	NIL	PCN 40/R/C/X/T Concrete

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

LEGEND

E1, E2, E3, E4, E5, P	Taxiway
①	Aircraft Stand Number
≡≡≡	Precision Runway Holding position
- - - - - - - - - -	Intermediate Holding Position
○—HS	Hot Spot

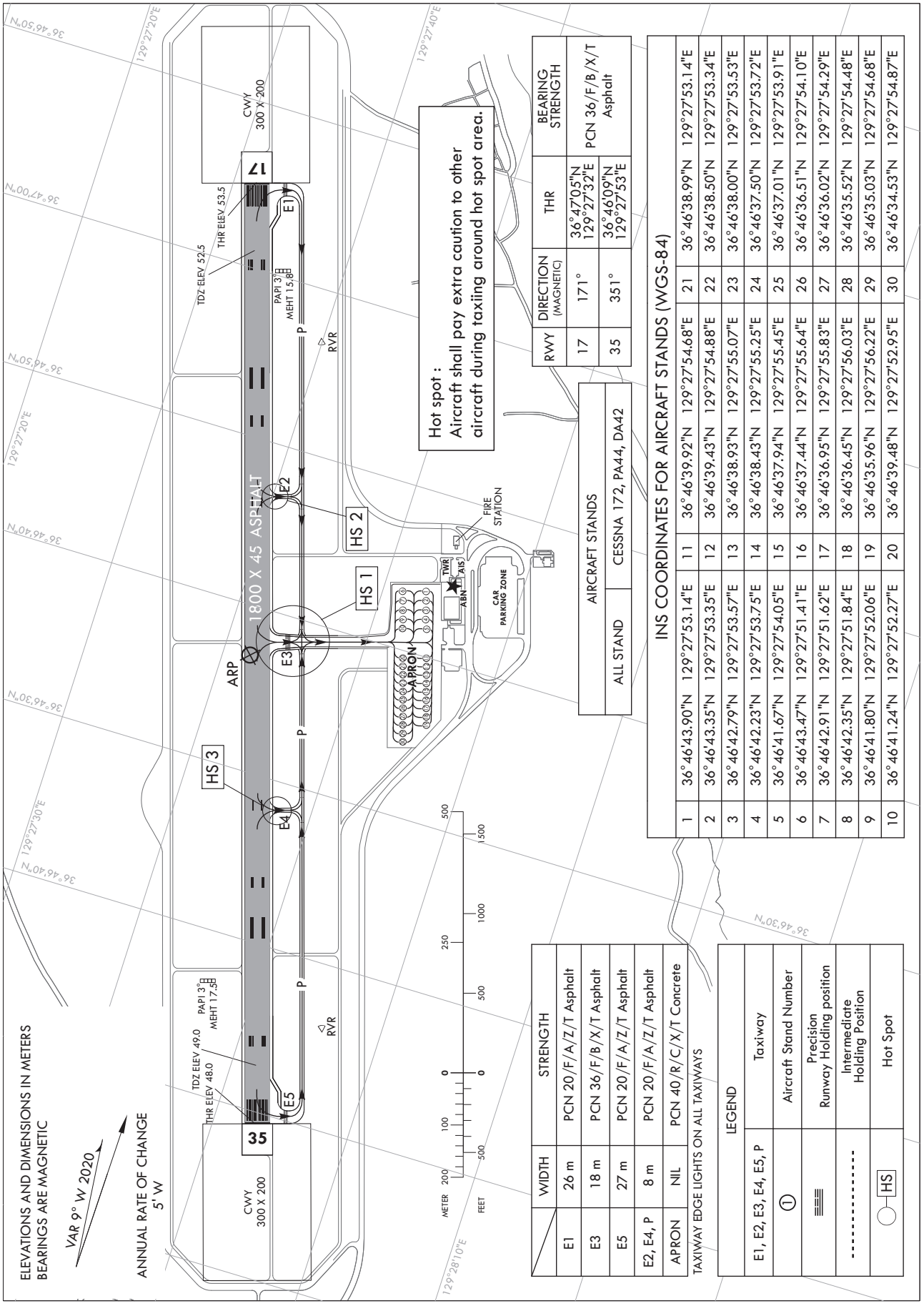
Change : Information of coordinates for RWY 17 THR.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
51 m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin
RWY 17/35 ARRIVAL



RWY	DIRECTION (MAGNETIC)	THR	BEARING STRENGTH
17	171°	36°47'05"N 129°27'32"E	PCN 36/F/B/X/T Asphalt
35	351°	36°46'09"N 129°27'53"E	

AIRCRAFT STANDS

ALL STAND	CESSNA 172, PA44, DA42

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)

1	36°46'43.90"N	129°27'53.14"E	11	36°46'39.92"N	129°27'54.68"E	21	36°46'38.99"N	129°27'53.14"E
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4	36°46'42.23"N	129°27'53.75"E	14	36°46'38.43"N	129°27'55.25"E	24	36°46'37.50"N	129°27'53.72"E
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6	36°46'43.47"N	129°27'51.41"E	16	36°46'37.44"N	129°27'55.64"E	26	36°46'36.51"N	129°27'54.10"E
7	36°46'42.91"N	129°27'51.62"E	17	36°46'36.95"N	129°27'55.83"E	27	36°46'36.02"N	129°27'54.29"E
8	36°46'42.35"N	129°27'51.84"E	18	36°46'36.45"N	129°27'56.03"E	28	36°46'35.52"N	129°27'54.48"E
9	36°46'41.80"N	129°27'52.06"E	19	36°46'35.96"N	129°27'56.22"E	29	36°46'35.03"N	129°27'54.68"E
10	36°46'41.24"N	129°27'52.27"E	20	36°46'39.48"N	129°27'52.95"E	30	36°46'34.53"N	129°27'54.87"E

	WIDTH	STRENGTH
E1	26 m	PCN 20/F/A/Z/T Asphalt
E3	18 m	PCN 36/F/B/X/T Asphalt
E5	27 m	PCN 20/F/A/Z/T Asphalt
E2, E4, P	8 m	PCN 20/F/A/Z/T Asphalt
APRON	NIL	PCN 40/R/C/X/T Concrete

TAXIWAY EDGE LIGHTS ON ALL TAXIWAYS

LEGEND

E1, E2, E3, E4, E5, P	Taxiway
①	Aircraft Stand Number
≡	Precision Runway Holding position
----------	Intermediate Holding Position
◯—HS	Hot Spot

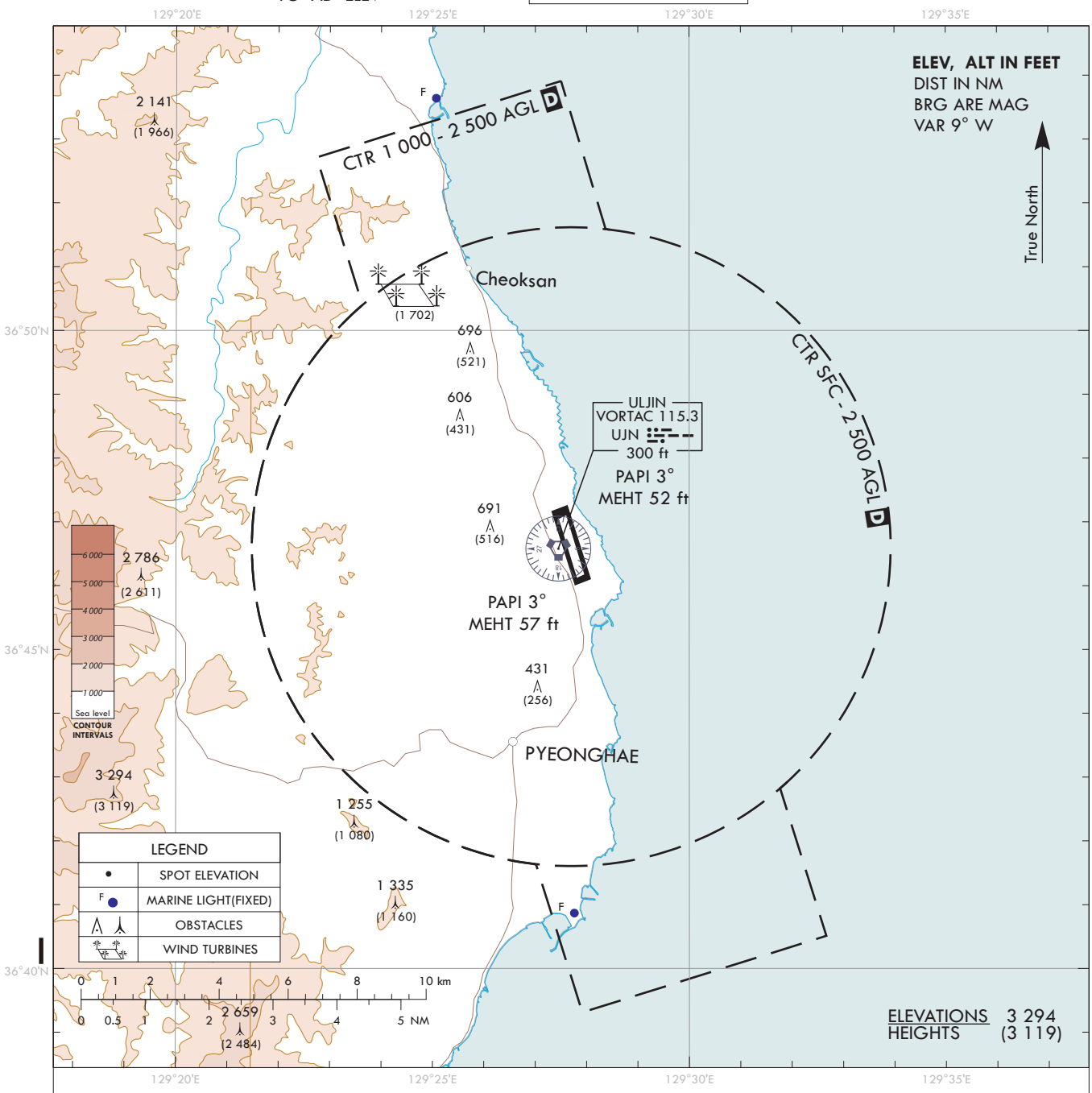
Change : Information of coordinates for RWY 17 THR.

VISUAL APPROACH CHART - ICAO

AD ELEV **175** ft
HEIGHTS RELATED TO AD ELEV

ULJIN	ARR	120.875 317.65
ULJIN	TWR	118.55

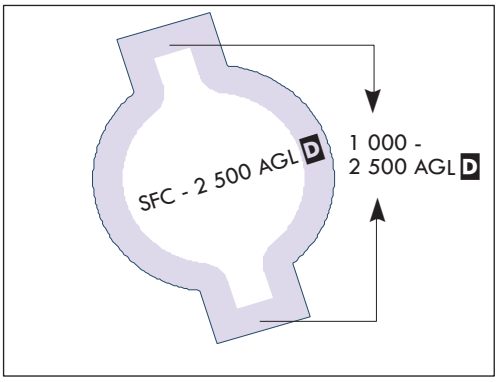
ULJIN/Uljin



VISUAL APPROACH PROCEDURE

1. Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
   a. Ceiling : At or above 500 ft plus MVA
   b. Visibility : Not less than 5 km

2. ATS airspace : Class D (Refer to ENR 2.1-10)



Change : Establishment of wind turbines for legend.

BIRD CONCENTRATION - ULJIN AIRPORT

