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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 8/23

27 JUL 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Information of ANNEX 3(2023 → 2025) and internet services.
- b) Withdrawal of RKJP and Establishment of RKJF.

1.2 Jeju INTL Airport

- a) Information of arrival procedure and item NR..

1.3 Gimhae INTL Airport

- a) Information of coordinates, ELEV, item for obstacle M167.

1.4 Yangyang INTL Airport

- a) Amended phrase(southwest → southeast).

1.5 Uljin Airport

- a) Information of operational hours for AD operator and ATS airspace.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part I - GEN (General) GEN 0.3-1(29 JUN 23) / 0.3-2(29 JUN 23) GEN 0.4-1(9 AUG 23) / 0.4-2(9 AUG 23) GEN 0.4-3(9 AUG 23) / 0.4-4(9 AUG 23) GEN 0.4-5(9 AUG 23) / 0.4-6(9 AUG 23) GEN 0.4-7(9 AUG 23) / 0.4-8(9 AUG 23) GEN 0.4-9(9 AUG 23) / 0.4-10(9 AUG 23) GEN 1.7-1(30 JUN 22) / 1.7-2(30 JUN 22) GEN 2.4-1(1 JUN 23) / 2.4-2(1 JUN 23) GEN 2.4-3(1 JUN 23) / 2.4-4(1 JUN 23) GEN 3.5-5(19 DEC 19) / 3.5-6(19 DEC 19)	VOL I, Part I - GEN (General) GEN 0.3-1 / 0.3-2 27 JUL 23 GEN 0.4-1 / 0.4-2 6 SEP 23 GEN 0.4-3 / 0.4-4 6 SEP 23 GEN 0.4-5 / 0.4-6 6 SEP 23 GEN 0.4-7 / 0.4-8 6 SEP 23 GEN 0.4-9 / 0.4-10 6 SEP 23 GEN 1.7-1 / 1.7-2 27 JUL 23 GEN 2.4-1 / 2.4-2 27 JUL 23 GEN 2.4-3 / 2.4-4 27 JUL 23 GEN 3.5-5 / 3.5-6 27 JUL 23
VOL II, Part III - AD (Aerodrome) RKPC AD 2-11(20 OCT 22) / 2-12(20 OCT 22) RKPK AD CHART 2-11(4 MAY 23) / BLANK RKNY AD 2-11(28 JUL 22) / 2-12(4 MAY 23)	VOL II, Part III - AD (Aerodrome) RKPC AD 2-11 / 2-12 27 JUL 23 RKPK AD CHART 2-11 / BLANK 27 JUL 23 RKNY AD 2-11 / 2-12 27 JUL 23
VOL III, Part III - AD (Aerodrome) RKTL AD 2-1(4 MAY 23) / 2-2(4 MAY 23) AD 2-5(4 MAY 23) / 2-6(4 MAY 23)	VOL III, Part III - AD (Aerodrome) RKTL AD 2-1 / 2-2 27 JUL 23 AD 2-5 / 2-6 27 JUL 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	
16/22	Gimpo AP - Temporary Obstacles Erected	AD	4 MAY 22 / 31 AUG 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	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
4/23	Ulsan AP - Temporary Obstacles Erected	AD	1 SEP 22 / 31 AUG 23	
5/23	Incheon AP - RWY 15R/33L and TWYs Closed due to Construction	AD	25 JAN 23 / 9 AUG 23	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
7/23	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 1 MAY 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
13/23	Muan AP - Temporary Obstacles Erected	AD	28 JUL 23 / 31 DEC 23	
14/23	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 3 DEC 23	
15/23	Ulsan AP - Temporary Obstacles Erected	AD	24 AUG 22 / 30 NOV 23	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
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	
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	
13/23	Yeosu AP - Unserviceability of ILS/DME	AD	19 APR 23 / 1 NOV 23	
15/23	Gimpo AP - Operational Restrictions	AD	14 JUN 23 / 27 DEC 23	
16/23	Pohang Gyeongju AP - Unserviceability of LOC/DME	AD	12 JUL 23 / 29 NOV 23	
17/23	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	9 AUG 23 / 31 MAR 24	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
19/23	Gimpo AP - Operational Restrictions	AD	14 SEP 23 / 20 OCT 23	
20/23	Muan AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 27 DEC 23	
21/23	Ulsan AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
22/23	Ulsan AP - Unserviceability of UJN VORTAC	AD	26 JUL 23 / 6 SEP 23	

GEN 0.4 CHECKLIST OF AIP PAGES

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0.1 - 4	1 JUN 23	1.5 - 18	13 APR 17	2.3 - 10	12 JAN 23		
0.1 - 5	23 NOV 17	1.5 - 19	28 JUL 22	2.3 - 11	4 JUL 19	GEN 4	
0.1 - 6	23 NOV 17	1.5 - 20	28 JUL 22	2.3 - 12	1 MAY 14	4.1 - 1	9 MAY 19
0.2 - 1	12 JAN 23	1.5 - 21	28 JUL 22	2.4 - 1	27 JUL 23	4.1 - 2	2 JUN 22
0.2 - 2	12 JAN 23	1.5 - 22	28 JUL 22	2.4 - 2	27 JUL 23	4.1 - 3	12 JAN 23
0.3 - 1	27 JUL 23	1.5 - 23	13 JAN 22	2.4 - 3	27 JUL 23	4.1 - 4	12 JAN 23
0.3 - 2	27 JUL 23	1.5 - 24	13 JAN 22	2.4 - 4	27 JUL 23	4.1 - 5	11 APR 19
0.4 - 1	6 SEP 23	1.5 - 25	13 JAN 22	2.5 - 1	17 NOV 22	4.1 - 6	11 APR 19
0.4 - 2	6 SEP 23	1.5 - 26	13 JAN 22	2.5 - 2	17 NOV 22	4.1 - 7	12 JAN 23
0.4 - 3	6 SEP 23	1.5 - 27	13 JAN 22	2.6 - 1	1 MAY 14	4.1 - 8	12 JAN 23
0.4 - 4	6 SEP 23	1.5 - 28	13 JAN 22	2.6 - 2	1 MAY 14	4.1 - 9	12 JAN 23
0.4 - 5	6 SEP 23	1.6 - 1	13 JAN 22	2.7 - 1	12 JAN 23	4.1 - 10	12 JAN 23
0.4 - 6	6 SEP 23	1.6 - 2	13 JAN 22	2.7 - 2	12 JAN 23	4.1 - 11	22 OCT 20
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0.6 - 2	31 AUG 17	1.7 - 8	14 APR 16	3.1 - 2	29 JUN 23		
		1.7 - 9	1 MAY 14	3.1 - 3	1 MAY 14		
		1.7 - 10	1 MAY 14	3.1 - 4	21 NOV 19		
GEN 1				3.1 - 5	1 JUN 23		
1.1 - 1	28 JUL 22	GEN 2		3.1 - 6	1 JUN 23	ENR 0	
1.1 - 2	28 JUL 22	2.1 - 1	12 JAN 23	3.2 - 1	1 JUN 23	0.6 - 1	16 DEC 21
1.2 - 1	28 JUL 22	2.1 - 2	12 JAN 23	3.2 - 2	1 JUN 23	0.6 - 2	16 DEC 21
1.2 - 2	28 JUL 22	2.2 - 1	1 AUG 19	3.2 - 3	9 MAR 23		
1.2 - 3	12 JAN 23	2.2 - 2	1 AUG 19	3.2 - 4	9 MAR 23	ENR 1	
1.2 - 4	12 JAN 23	2.2 - 3	1 AUG 19	3.2 - 5	28 JUL 22	1.1 - 1	14 JAN 21
1.2 - 5	12 JAN 23	2.2 - 4	1 AUG 19	3.2 - 6	28 JUL 22	1.1 - 2	1 MAY 14
1.2 - 6	12 JAN 23	2.2 - 5	1 AUG 19	3.2 - 7	18 JAN 18	1.2 - 1	27 SEP 18
1.3 - 1	1 MAY 14	2.2 - 6	1 AUG 19	3.2 - 8	18 JAN 18	1.2 - 2	17 NOV 22
1.3 - 2	1 MAY 14	2.2 - 7	21 OCT 21	3.3 - 1	29 JUN 23	1.2 - 3	17 NOV 22
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1.4 - 2	4 JUL 19	2.2 - 9	1 AUG 19	3.3 - 3	27 SEP 18	1.2 - 5	17 NOV 22
1.4 - 3	4 JUL 19	2.2 - 10	1 AUG 19	3.3 - 4	27 SEP 18	1.2 - 6	17 NOV 22
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1.2 - 30	17 NOV 22	1.14 - 2	9 MAR 23	3.2 - 14	9 FEB 23	5.4 - 2	24 DEC 15
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1.2 - 33	17 NOV 22	1.14 - 5	1 MAY 14	3.2 - 17	9 FEB 23	5.4 - 5	24 DEC 15
1.3 - 1	26 OCT 17	1.14 - 6	1 MAY 14	3.2 - 18	9 FEB 23	5.4 - 6	24 DEC 15
1.3 - 2	1 MAY 14			3.2 - 19	9 FEB 23	5.4 - 7	24 DEC 15
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1.4 - 9	25 AUG 22	2.1 - 8	22 OCT 20	4.1 - 1	17 NOV 22	5.4 - 16	24 DEC 15
1.4 - 10	25 AUG 22	2.1 - 9	12 JAN 23	4.1 - 2	17 NOV 22	5.4 - 17	24 DEC 15
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1.7 - 1	28 JUL 22	2.2 - 2	27 SEP 18	4.5 - 1	1 MAY 14	5.4 - 28	24 DEC 15
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1.9 - 5	1 AUG 19	3.1 - 3	29 JUN 23	5.1 - 6	28 JUL 22	5.5 - 2	4 MAY 23
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	0.6 - 1 2 AUG 18	2 - 22-2	17 NOV 22	CHART 2 - 23	8 APR 21	CHART 2 - 51-1	4 MAY 23
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		2 - 33	16 DEC 21	CHART 2 - 33-1	9 FEB 23	CHART 2 - 59-1	9 FEB 23
		2 - 34	16 DEC 21	CHART 2 - 34	15 DEC 22	CHART 2 - 60	4 MAY 23
		2 - 35	2 JUN 22	CHART 2 - 34-1	15 DEC 22	CHART 2 - 60-1	4 MAY 23
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2 - 12	17 DEC 20	2 - 10	22 OCT 20	CHART 2 - 28-1	9 JUL 15	2 - 12	24 OCT 19
2 - 13	30 JUN 22	2 - 11	21 OCT 21	CHART 2 - 29	3 JUN 21	2 - 13	14 FEB 19
2 - 14	30 JUN 22	2 - 12	28 SEP 17	CHART 2 - 29-1	27 SEP 18	2 - 14	2 JUN 22
				CHART 2 - 30	3 JUN 21		
				CHART 2 - 30-1	27 SEP 18	CHART 2 - 1	2 JUN 22
				CHART 2 - 31	3 JUN 21	CHART 2 - 2	1 JUN 23
CHART 2 - 1	28 JUL 22	CHART 2 - 1	27 SEP 18	CHART 2 - 31-1	27 SEP 18	CHART 2 - 3	2 JUN 22
CHART 2 - 2	30 JUL 20	CHART 2 - 2	27 SEP 18	CHART 2 - 32	3 JUN 21	CHART 2 - 3-1	29 AUG 19
CHART 2 - 3	4 MAY 23	CHART 2 - 3	21 OCT 21	CHART 2 - 32-1	27 SEP 18	CHART 2 - 4	28 JUL 22
CHART 2 - 4	4 MAY 23	CHART 2 - 3-1	21 NOV 19	CHART 2 - 33	3 JUN 21	CHART 2 - 4-1	28 JUL 22
CHART 2 - 5	4 MAY 23	CHART 2 - 4	21 OCT 21	CHART 2 - 33-1	19 DEC 19	CHART 2 - 5	2 JUN 22
CHART 2 - 6	13 JAN 22	CHART 2 - 4-1	21 NOV 19	CHART 2 - 34	3 JUN 21	CHART 2 - 5-1	2 JUN 22
CHART 2 - 6-1	13 JAN 22	CHART 2 - 5	21 NOV 19	CHART 2 - 34-1	19 DEC 19	CHART 2 - 6	2 JUN 22
CHART 2 - 7	30 JUN 22	CHART 2 - 5-1	21 NOV 19	CHART 2 - 35	3 JUN 21	CHART 2 - 6-1	16 DEC 21
CHART 2 - 7-1	30 JUN 22	CHART 2 - 6	21 OCT 21	CHART 2 - 35-1	19 DEC 19	CHART 2 - 7	2 JUN 22
CHART 2 - 8	13 JAN 22	CHART 2 - 6-1	21 NOV 19			CHART 2 - 7-1	2 JUN 22
CHART 2 - 8-1	13 JAN 22	CHART 2 - 7	21 OCT 21			CHART 2 - 8	2 JUN 22
CHART 2 - 9	30 JUN 22	CHART 2 - 7-1	21 OCT 21			CHART 2 - 8-1	2 JUN 22
CHART 2 - 9-1	30 JUN 22	CHART 2 - 8	21 OCT 21			CHART 2 - 9	2 JUN 22
CHART 2 - 10	23 SEP 21	CHART 2 - 8-1	21 OCT 21			CHART 2 - 9-1	2 JUN 22
CHART 2 - 10-1	23 SEP 21	CHART 2 - 9	21 NOV 19			CHART 2 - 10	2 JUN 22
CHART 2 - 11	23 SEP 21	CHART 2 - 9-1	21 NOV 19			CHART 2 - 11	2 JUN 22
CHART 2 - 11-1	8 APR 21	CHART 2 - 10	21 OCT 21			CHART 2 - 11-1	3 JUN 21
CHART 2 - 12	12 JAN 23	CHART 2 - 10-1	21 OCT 21			CHART 2 - 12	2 JUN 22
CHART 2 - 12-1	12 JAN 23	CHART 2 - 11	3 JUN 21			CHART 2 - 12-1	16 DEC 21
CHART 2 - 13	15 DEC 22	CHART 2 - 11-1	19 DEC 19			CHART 2 - 13	2 JUN 22
CHART 2 - 13-1	15 DEC 22	CHART 2 - 12	3 JUN 21			CHART 2 - 13-1	2 JUN 22
CHART 2 - 14	29 JUN 23	CHART 2 - 12-1	19 DEC 19			CHART 2 - 14	6 APR 23
CHART 2 - 14-1	29 JUN 23	CHART 2 - 13	3 JUN 21			CHART 2 - 14-1	6 APR 23
CHART 2 - 15	15 DEC 22	CHART 2 - 13-1	27 SEP 18			CHART 2 - 15	2 JUN 22
CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	3 JUN 21			CHART 2 - 15-1	5 MAY 22
CHART 2 - 16	15 DEC 22	CHART 2 - 14-1	3 JUN 21			CHART 2 - 16	2 JUN 22
CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	3 JUN 21			CHART 2 - 16-1	2 JUN 22
CHART 2 - 17	15 DEC 22	CHART 2 - 15-1	19 DEC 19			CHART 2 - 16-2	2 JUN 22
CHART 2 - 17-1	15 DEC 22	CHART 2 - 16	3 JUN 21			CHART 2 - 16-3	5 MAY 22
CHART 2 - 18	15 DEC 22	CHART 2 - 16-1	19 DEC 19			CHART 2 - 17	6 APR 23
CHART 2 - 18-1	15 DEC 22	CHART 2 - 17	3 JUN 21			CHART 2 - 17-1	6 APR 23
CHART 2 - 19	20 OCT 22	CHART 2 - 17-1	19 DEC 19			CHART 2 - 17-2	17 NOV 22
CHART 2 - 20	20 OCT 22	CHART 2 - 18	3 JUN 21			CHART 2 - 17-3	17 NOV 22
		CHART 2 - 18-1	27 SEP 18			CHART 2 - 18	2 JUN 22
		CHART 2 - 19	21 OCT 21			CHART 2 - 18-1	5 MAY 22
		CHART 2 - 19-1	21 OCT 21				
		CHART 2 - 20	21 OCT 21				
		CHART 2 - 20-1	21 OCT 21				
		CHART 2 - 21	21 OCT 21				
		CHART 2 - 21-1	21 OCT 21				
		CHART 2 - 22	21 OCT 21				
		CHART 2 - 22-1	21 OCT 21				

Page	Date	Page	Date
RKTL		RKPD	
2 - 1	27 JUL 23	2 - 1	19 NOV 20
2 - 2	27 JUL 23	2 - 2	19 NOV 20
2 - 3	4 MAY 23	2 - 3	9 MAY 19
2 - 4	4 MAY 23	2 - 4	9 MAY 19
2 - 5	27 JUL 23	2 - 5	16 DEC 21
2 - 6	27 JUL 23	2 - 6	16 DEC 21
2 - 7	2 JUN 22	2 - 7	17 NOV 22
2 - 8	2 JUN 22	2 - 8	17 NOV 22
2 - 9	30 JUN 22	2 - 9	10 FEB 22
2 - 9-1	2 JUN 22	2 - 10	10 FEB 22
2 - 10	4 MAY 23	2 - 11	16 DEC 21
2 - 10-1	4 MAY 23	2 - 12	16 DEC 21
2 - 11	22 SEP 22		
2 - 12	22 SEP 22		
CHART 2 - 1	4 MAY 23	CHART 2 - 1	16 DEC 21
CHART 2 - 2	4 MAY 23	CHART 2 - 2	16 DEC 21
CHART 2 - 3	22 SEP 22	CHART 2 - 3	19 NOV 20
CHART 2 - 4	22 SEP 22	CHART 2 - 4	2 JUN 22
CHART 2 - 5	4 MAY 23	CHART 2 - 4-1	2 JUN 22
CHART 2 - 6	4 MAY 23	CHART 2 - 5	2 JUN 22
CHART 2 - 7	22 SEP 22	CHART 2 - 5-1	2 JUN 22
CHART 2 - 7-1	22 SEP 22	CHART 2 - 6	16 DEC 21
CHART 2 - 8	22 SEP 22	CHART 2 - 6-1	16 DEC 21
CHART 2 - 8-1	22 SEP 22	CHART 2 - 7	16 DEC 21
CHART 2 - 9	22 SEP 22	CHART 2 - 7-1	16 DEC 21
CHART 2 - 9-1	22 SEP 22	CHART 2 - 8	2 JUN 22
CHART 2 - 10	22 SEP 22	CHART 2 - 8-1	2 JUN 22
CHART 2 - 10-1	22 SEP 22	CHART 2 - 9	2 JUN 22
CHART 2 - 11	22 SEP 22	CHART 2 - 9-1	2 JUN 22
CHART 2 - 11-1	22 SEP 22	CHART 2 - 10	16 DEC 21
CHART 2 - 12	22 SEP 22	CHART 2 - 10-1	16 DEC 21
CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	2 JUN 22
CHART 2 - 13	22 SEP 22	CHART 2 - 11-1	2 JUN 22
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	16 DEC 21
CHART 2 - 14	22 SEP 22	CHART 2 - 12-1	16 DEC 21
CHART 2 - 14-1	22 SEP 22	CHART 2 - 13	15 DEC 22
CHART 2 - 15	22 SEP 22	CHART 2 - 13-1	15 DEC 22
CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	15 DEC 22
CHART 2 - 16	22 SEP 22	CHART 2 - 14-1	15 DEC 22
CHART 2 - 16-1	22 SEP 22	CHART 2 - 15	15 DEC 22
CHART 2 - 17	22 SEP 22	CHART 2 - 15-1	15 DEC 22
CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	15 DEC 22
CHART 2 - 18	15 DEC 22	CHART 2 - 16-1	15 DEC 22
CHART 2 - 18-1	15 DEC 22	CHART 2 - 17	9 MAY 19
CHART 2 - 19	15 DEC 22	CHART 2 - 17-1	9 MAY 19
CHART 2 - 19-1	15 DEC 22		
CHART 2 - 20	15 DEC 22		
CHART 2 - 20-1	15 DEC 22		
CHART 2 - 21	29 JUN 23		
CHART 2 - 21-1	29 JUN 23		
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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**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES
AND PROCEDURES**

1. ANNEX 1 Personnel Licensing(11th Edition, Amendment 172)

Reference	차이점	Difference
Chapter 1		
1.2.8.4	대한민국은 항공정비사 지정 전문교육기관에서 성능기반훈련(Competency-based approved training)을 시행하도록 국내규정 개정할 예정이다.	National standards for designation of specialized training organization for airman will be amended to incorporate competency-based approved training into the existing approved training program for aircraft maintenance personnel.
1.2.9.2 1.2.9.3 1.2.9.4	대한민국은 항법사 및 항공기관사 탑승을 필요로 하는 국제민간항공운송용 항공기가 운영되지 않으므로 항법사 및 항공기관사에 대한 항공영어구술능력증명제도가 없음.	The Republic of Korea does not require flight navigators and flight engineers to have the ability to speak and understand the language used for radiotelephony communications to the level specified in Annex 1 because there is no such aircraft that they are on-board excluding military airplanes.
Chapter 2		
2.1.1.1 2.1.2.1 2.10.1.1 2.10.1.2.1 2.10.1.2.2 2.10.1.3.1 2.10.1.3.2 2.10.1.3.3 2.10.1.3.4 2.10.1.4 2.10.1.5 2.10.2.1 2.10.2.2	대한민국은 부속서 1의 기준에 의한 기구류(Free balloon) 조종사 자격증명을 발급하지 않음. 기구류는 항공안전법에 따라 초경량비행장치로 분류되며, 기구류를 사용하여 비행하려는 사람은 초경량비행장치 조종사 증명을 받아야 함.	A free balloon pilot licence in accordance with Annex 1 is not issued in the Republic of Korea. Free balloon is classified as the ultra-light vehicle according to Aviation Safety Act of the Republic of Korea. Any person who intends to operate a free balloon shall be held a valid free balloon operator certificate.
Chapter 4		
4.4.1.1	대한민국은 항공교통관제사 자격증명을 받기 위한 최소 연령을 18세 이상으로 규정함.	The minimum age for the issuance of air traffic controller licence is 18 years in the Republic of Korea.

2. ANNEX 2 Rules of the Air(10th Edition, Amendment 44)

Reference	차이점	Difference
NIL		

3. ANNEX 3 Meteorological Service for International Air Navigation (20th Edition, Amendment 80)

Reference	차이점	Difference
PART II		
Appendix 3		
2.1.3	대한민국은 2025년부터 IWXXM GML 형식의 METAR 및 SPECI 전파가 가능함.	From 2025, the Republic of Korea can disseminate METAR and SPECI in IWXXM GML form.
Appendix 5		
1.1.2	대한민국은 2025년부터 IWXXM GML 형식의 TAF 전파가 가능함.	From 2025, the Republic of Korea can disseminate TAF in IWXXM GML form.
Appendix 6		
1.1.6	대한민국은 2025년부터 IWXXM GML 형식의 SIGMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate SIGMET in IWXXM GML form.
2.1.6	대한민국은 2025년부터 IWXXM GML 형식의 AIRMET 전파가 가능함.	From 2025, the Republic of Korea can disseminate AIRMET in IWXXM GML form.



4. ANNEX 4 Aeronautical Charts (11th Edition, Amendment 58)

Reference	차이점	Difference
Chapter 11		
11.10.7.2	대한민국은 OCA/H 대신에 MDA/H를 발간함.	MDA/H is published in lieu of OCA/H in the Republic of Korea.

5. ANNEX 5 Units of Measurement to be used in Air and Ground Operations (5th Edition, Amendment 17)

Reference	차이점	Difference
Chapter 3		
Chapter 1	대한민국은 1979년 세계도량형위원회(CGPM)에서 채택된 용어 정의를 적용함.	Candela The Republic of Korea apply definition defined by the General Conference on Weights and Measures(CGPM) in 1979.
3.3.1	특정단위 적용	Application of specific units
Table 3-4,1.16	시정 대한민국은 군 시설에 대한 시정은 육상마일을 사용함.	Visibility Statute Miles and fractions are applied for the Non-SI alternative unit for visibility in military facilities in the Republic of Korea.

6. ANNEX 6 Operation of Aircraft

Reference	차이점	Difference
PART I (9th Edition, Amendment 37-A)		
4.10.3 4.10.4 4.10.5 4.10.6 4.10.7	대한민국은 항공사 피로관리시스템에 대한 정부 승인사항을 국내기준에 반영하기 위해 항공안전법 및 시행규칙을 개정할 예정임.	Aviation Safety Act of the Republic of Korea and its Ministerial Regulations will be amended to incorporate the approval of air operators' fatigue risk management system (FRMS) into the national regulations.
PART II (8th Edition, Amendment 33)		
2.4.11.6	대한민국은 5 700 kg 초과 또는 승객 9인승 초과 터빈 엔진 비행기에 대하여 적용하고 있음.	Republic of Korea applies this article to turbine engined aeroplanes of MTOW(Maximum Take off Weight) in excess of 5 700 kg or authorized to carry more than nine passengers.
PART III (7th Edition, Amendment 18-A)		
Section II 2.3.4.3	대한민국은 해상교체착륙지에 대한 세부사항에 대해 국토교통부의 인가를 받도록 규정함. 비고 : 대한민국은 안전운항을 위해 해상교체비행장에 대한 승인을 받도록 강화	The Republic of Korea requires that the details of off-shore alternates should be approved by the Ministry of Land, Infrastructure and Transport. * Remarks: The Republic of Korea has enhanced the requirements for approval for off-shore alternates for safety operation.
Section III 2.7.2	대한민국은 해상교체착륙지에 대한 세부사항에 대해 국토교통부의 인가를 받도록 규정함. 비고 : 대한민국은 안전운항을 위해 해상교체비행장에 대한 승인을 받도록 강화함	The Republic of Korea requires that the details of off-shore alternates be approved by the Ministry of Land, Infrastructure and Transport. * Remarks: The Republic of Korea has enhanced the requirements for approval for off-shore alternates for safety operation.

1. 이 지명 약어는 항공기 운항에 관련된 비행장, 통신소, 시설의 지명을 약어로 표시하여 항공고정업무에 사용한다.
보통 이 약어는 메시지의 송신 및 수신처를 간략한 문자로서 표시함으로 송수신처의 식별을 용이하게 하는데 사용되고 또한 항공고시보에 있어서 지명을 식별하는데 사용한다.

ENCODE	
지 명	약 어
가남리	RKRA*
가평	RKRK*
강릉	RKNN*
거제(삼성중공업)	RKPI*
계룡대(기상전대)	RKTF
과천(정부청사)	RKBA*
광양(포스코)	RKJS*
광주(삼성전자)	RKJE*
광주공항	RKJJ
구미(삼성전자)	RKTV*
국토교통부	RKSL
군산(해양경찰)	RKJD*
군산공항	RKJK
금왕	RKUK*
기계(경북 119)	RKTJ*
김포(한국타임즈항공)	RKBU*
김포국제공항	RKSS
김해국제공항	RKPK
남양혈기장	RKSN*
남항진(강릉)	RKNH*
논산	RKUL*
달성(중앙119)	RKTG*
대구 ACC	RKDA
대구국제공항	RKTN
대전(헬리코리아)	RKDJ
덕소	RKRD*
덕송(중앙119)	RKSH*
독도	RKDD*
마산(삼성병원)	RKPH*
모슬포	RKPM*
목포공항	RKJM*
무안국제공항	RKJB
발안	RKSD*
백령도	RKSE*
백령도(공군 Site)	RKSP*
봉덕(미8군)	RKDE*
봉명	RKBY*
부평	RKRB*
사천공항	RKPS
서산	RKTP*
서울	RKSM*
성무	RKTE*
속초	RKND*
송산리	RKSX*
수색	RKRS*
수원	RKSW*
수원(KBS)	RKBW*

ENCODE	
지 명	약 어
아주대학교의료원	RKBG*
안동	RKTD*
양구	RKMG*
양산	RKPY*
양양국제공항	RKNY
양재(HEL)	RKBD*
양평(광탄)	RKRG*
여수공항	RKJY
여의도(KBS)	RKBS*
영암	RKJA*
영암(신한에어)	RKJW*
영종도(해양경찰)	RKRE*
영천	RKUY*
예산(UI 헬리콥트)	RKDB*
예천	RKTY*
오산	RKSO*
옥포	RKPO*
왜관(미8군)	RKDC*
용산	RKSY*
용인	RKRY*
용인(에버랜드)	RKBP*
울릉도	RKDU*
울산공항	RKPU
울진(산림항공)	RKTK*
울진비행장	RKTL*
웅천	RKTW*
원광대학병원	RKJC*
원주공항	RKNW
의왕(현대자동차)	RKBF*
의정부	RKSB*
이동	RKRI*
이천	RKRN*
익산	RKJI*
인천ACC	RKRR
인천국제공항	RKSI
일원동(삼성병원)	RKBI*
잠실(한강공원)	RKSJ*
장수(전북119)	RKJF*
전주	RKJU*
정석(대한항공)	RKPD
제주국제공항	RKPC
제주용강(산림항공)	RKPF*
조치원	RKUC*
중원	RKTI*
지정(원주)	RKNK*
진천	RKUJ*
진해	RKPE*

[illegible]

1. Location indicators are used in the aeronautical fixed service to indicate in code form the place name of an aerodrome, communication station, or facility related to air navigation. They are used in address, origin and text sections of a message part, and also for identification of the location in a NOTAM.

* Location indicators which are assigned to locations to which messages can not be addressed over the AFTN.

[illegible]

Change : Withdrawal of RKJP and Establishment of RKJE.

[illegible]

AIP AMDT 8/23

[illegible]

9. 인터넷 서비스

9. Internet Services

정보명 Service name	유효정보 Information available	서비스 구역, 항공로 및 공항의 범위 Area, Route and Aerodrome covered	전화, 팩스번호 Telephone, FAX numbers Remarks
1	2	3	4
항공운항지원 기상 서비스 Weather Information Service for Air Navigation Support	기상관측 및 보고 정시 및 특별 관측전문(경향예보 포함) 정시 및 특별 국지관측전문 Meteorological Observations and Reports METAR/SPECI (Including Trend forecast) MET REPORT, SPECIAL Report	인천비행정보구역 (공항예보 : 항공고정통신망과 세계공역예보시스템으로부터 수신된 모든 구역 포함) Incheon FIR (TAF : Including all of the received regions from AFTN and WAFS)	항공기상청 The Aviation Meteorological Office TEL : +82-32-222-3030 FAX : +82-32-740-2817 https://global.amo.go.kr
	항공기 특별 관측보고 Special AIREP		
	항공예보 공항예보, 이륙예보, SIGWX(저고도, 중고도) Aerodrome Forecast TAF, Take-off forecast, SIGWX(Low-level/Medium-level)		
	특보 SIGMET 정보, AIRMET 정보, 공항경보, 급변풍 경보 및 경고, 태풍정보 SIGMET and AIRMET information, Aerodrome warnings, Wind shear warnings and alerts, Typhoon information	인천비행정보구역, 세계공역예보시스템으로부터 수신된 모든 구역 Incheon FIR, All of the received regions from WAFS	
	일기도/WAFS 한반도 WINTEN, 난류예측일기도, 분석일기도, 예상일기도, WAFS 수치예측일기도 Numerical model Weather charts/WAFS charts Domestic WINTEN, Turbulence prediction chart, Synoptic analysis chart, Numerical prediction chart WAFS products (SIGWX, WINTEN, Tropopause, Max Wind, Humidity, Cross Section, Geopotential Height, CAT, CB, ICING, WAFS OPMET)		
	날씨영상 레이더(공항기상레이더, 기상레이더), 낙뢰, 위성영상 Weather images Radar(TDWR, Weather radar), Lightning, Satellite images	인천 비행정보구역 Incheon FIR	
	운항지원 공항기상정보, 항공교통기상정보, 화산재주의보, 우주기상주의보, AMOS 실시간 관측자료 Flight weather information Airport weather information, Meteorological information for air traffic management, Volcanic ash and space weather advisory, AMOS observation data	인천 비행정보구역, 항공고정통신망에서 수신된 모든 구역 Incheon FIR, All of the received regions from AFTN	
항공기상청 홈페이지 Aviation Meteorological Information Service	기상관측 및 보고 정시 및 특별 관측전문(경향예보 포함) Meteorological Observations and Reports METAR/SPECI (Including Trend forecast)	한국, 인천비행정보구역 (공항예보 : 항공고정통신망과 세계공역예보시스템으로부터 수신된 모든 구역 포함) Korea, Incheon FIR (TAF : Including all of the received regions from AFTN and WAFS)	항공기상청 The Aviation Meteorological Office TEL : +82-32-222-3030 FAX : +82-32-740-2817 https://amo.kma.go.kr
	항공예보 공항예보 Aerodrome Forecast TAF		
	공항경보, 급변풍경보 일기도, 위성영상, 레이더영상, 낙뢰정보 Aerodrome warning, Wind shear warning, Weather Chart, Satellite image, Radar image, Lightning information		

Change : Information of internet services.



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2.3 Departure routes

Unless otherwise instructed, aircraft should use the following routes.

Runway in use	Departure routes
RWY 07	R → G3 → P → P13
RWY 25	R → E1 → RWY 13/31 → A → P → P1
RWY 31	R → E3

2.4 Radio frequency transfer point

Departure aircraft shall contact radio frequency 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

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

2.5 Taxiing speed control

1. When the RWY 07 in use and ATC uses phrase "Taxi without delay"

Aircraft at self maneuvering stand should

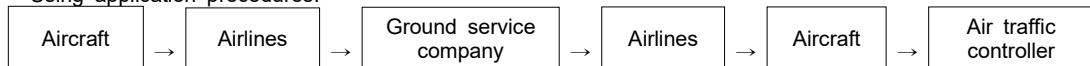
- Commence taxi as soon as possible after ATC issue taxi instruction.
- Taxi at speeds of more than 15 kt on taxiway P until passing G3 holding position to prevent collision with landing traffic. And if it is impracticable, pilot shall notify ATC.

2. The above procedure will be not applied when following conditions exists:

- The taxiway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
- The LVP in force.

3. Deicing Operations

- Deicing Pad is located on G3(Enable up to B747) and Spot NR. 62(Enable up to B767), 64, 65(Enable up to A321).
 - Restriction : Using taxilane behind G3 shall be permitted only to code letter "C" aircraft while code letter "E" aircraft is occupying Deicing Pad G3.
- Deicing Pad Operation
 - Aircraft Operator should notice to the Ground Operator When he/she wants to use Deicing Pad.
 - Ground Operator should notice to the relevant government as Operation Procedure.
 - When using a Deicing Pad, notice to the Ground control(121.675 MHz) Before Pushback(Verify Completion Ready for departure).
 - Using application procedures.



Aircraft Operator should request taxi to de-icing pad with information about assigned de-icing pad NR and call sign of preceding aircraft.

- Deicing Pad Movement
 - Aircraft Operator should maintain a communication system which is connecting with Deicing Working.
 - Aircraft should taxi with its own power.

4. Arrival Procedure

4.1 Do not turn off the transponder and maintain Mode A code assigned by ATC until the ACFT is stationary at parking stand.

4.2 When the ACFT is stationary at parking stand, turn off the transponder or select STBY.

4.3 Arrival routes

Unless otherwise instructed, aircraft should use the following routes :

Runway in use	Arrival routes
RWY 07	P6/P5/P4 → P → G1 → R
	P2/P1 → P → A → RWY 13/31 → E1 → R
RWY 25	P7/P8/P9/P10/P12/P13 → P → G3 → R
RWY 31	E → Back-track RWY 31 → E1 → R

Change : Information of arrival procedure and item NR..

4.4 Radio frequency transfer procedure

Arrival aircraft shall contact radio frequency from JEJU TOWER(118.2 MHz) to JEJU GROUND(121.675 MHz) when turning onto rapid exit taxiway to vacate the runway.

4.5 Follow-me car service

Follow-me service is available to arriving aircraft. Pilots should make the request to JEJU GROUND.

5. The code letter "F" aircraft operation procedures for the usage of the alternate airport
(Refer to RKPC AD CHART 2-6-1, 2-6-2)

5.1 Taxiing procedures

Runway in use	Arrival routes	Departure routes
RWY 07	P1/P2 → P → RWY 13/31 → P → G3 → R	R → G3 → P → P13/P12
RWY 25	P12/P13 → P → G3 → R	R → G3 → P → RWY 13/31 → P → P1/P2

5.2 Restriction

- Take off or landing RWY 07/25 shall be restricted while code letter "F" aircraft is occupying TWY "P".
- Inspect whether there is FOD after take off or landing of code letter "F" aircraft.
- The vehicles are not available to drive the roads as follows while code letter "F" aircraft is occupying TWY "P".
 - Roads between TWY G4 and second checkpoint
 - Roads between TWY G3 and TWY G4
 - Roads between TWY G2 and TWY G3
 - Roads between Spot NR. 57 and TWY G2

6. Ground engine check procedure

6.1 Ground engine check

Aircraft requiring an engine check shall contact JEJU GROUND on 121.675 MHz and provide the following.

- Call sign or registration number
- Gate or stand number
- Type of request, engine start or performance check

6.2 Engine start

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

6.3 Engine performance check

- Engine performance check is permitted in following area :

Priority	Used for	ACFT type	Position	Operation time
Primary	MIL/CIVIL	ALL A/C	TWY E	H24
Secondary	MIL	Code Letter A, B, C	RWY 31 Displaced THR	0000-0900 UTC
	CIVIL	Code Letter A, B, C (except B737 Series)	ACFT stand NR. 37	0000-0900 UTC
		Code Letter D, E and B737 Series	RWY 07/25	1400-2100 UTC

- Secondary run-up areas are operated only for Noise abatement.
- On the primary run-up area, aircraft shall have its heading be aligned with the direction of RWY 31(HDG 305°).
- On the Secondary run-up area, aircraft shall have its heading be aligned with a pre-coordinated direction with ATC.
(Except Aircraft stand NR. 37 : Southeast bound)

7. Parking area for small aircraft(General aviation)

General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.

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

9. CAT II Operations

9.1 General

Jeju International Airport RWY 07 has ILS CAT II equipments.

Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m(200 ft).

- Low visibility procedures will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
- Low visibility procedures will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY PROCEDURES ARE TERMINATED" via appropriate frequencies.
- CAT II holding point is same as runway holding position.

- b. Under Radar Vectoring
- Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
 - In the absence of an assigned route, proceed by the route that ATC has advised may be expected in a further clearance; or
 - In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan; and
 - Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
 - Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

Runway 33 in use

- 1) Proceed to DUBUN IAF and commence descent and approach as close as possible to the expect further clearance time(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
- 2) Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later;
- 3) Circling not authorized west of RWY 15-33.

3.2 VFR

1. VFR flight experiencing radio communication failure shall

- a. Helicopter
- Squawk 7600, and
 - When able to see light gun signal of control tower, follow that instruction.
 - If unable to see light gun signal of control tower, hold over downwind until ETA or for 10 minutes, whichever is longer, then
 - Make landing on runway 15/33 in use as appropriate.
 - Pilot shall use caution traffic landing and takeoff from/to runway.
- b. Conventional flight
- Squawk 7600, and
 - When able to see light gun signal of control tower, follow that instruction.
 - If unable to see light gun signal of control tower, hold over down-wind until ETA or for 10 minutes, whichever is longer, then
 - Make landing on runway 15/33 in use as appropriate.
 - Pilot shall use caution traffic landing and takeoff from/to runway.

4. Take-off Weather Minima

Facilities	RWY	3 RVR REQ			REDL & RCLL	REDL & RCL***	REDL or RCL***	NIL (Day Only)
		TGS*, HIRL & RCLL	HIRL & RCLL	REDL & RCLL				
		RVR / VIS**						
Multi-Engine ACFT	15	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft
	33	-	-	-	-	-	400 m / 1 200 ft	500 m / 1 600 ft

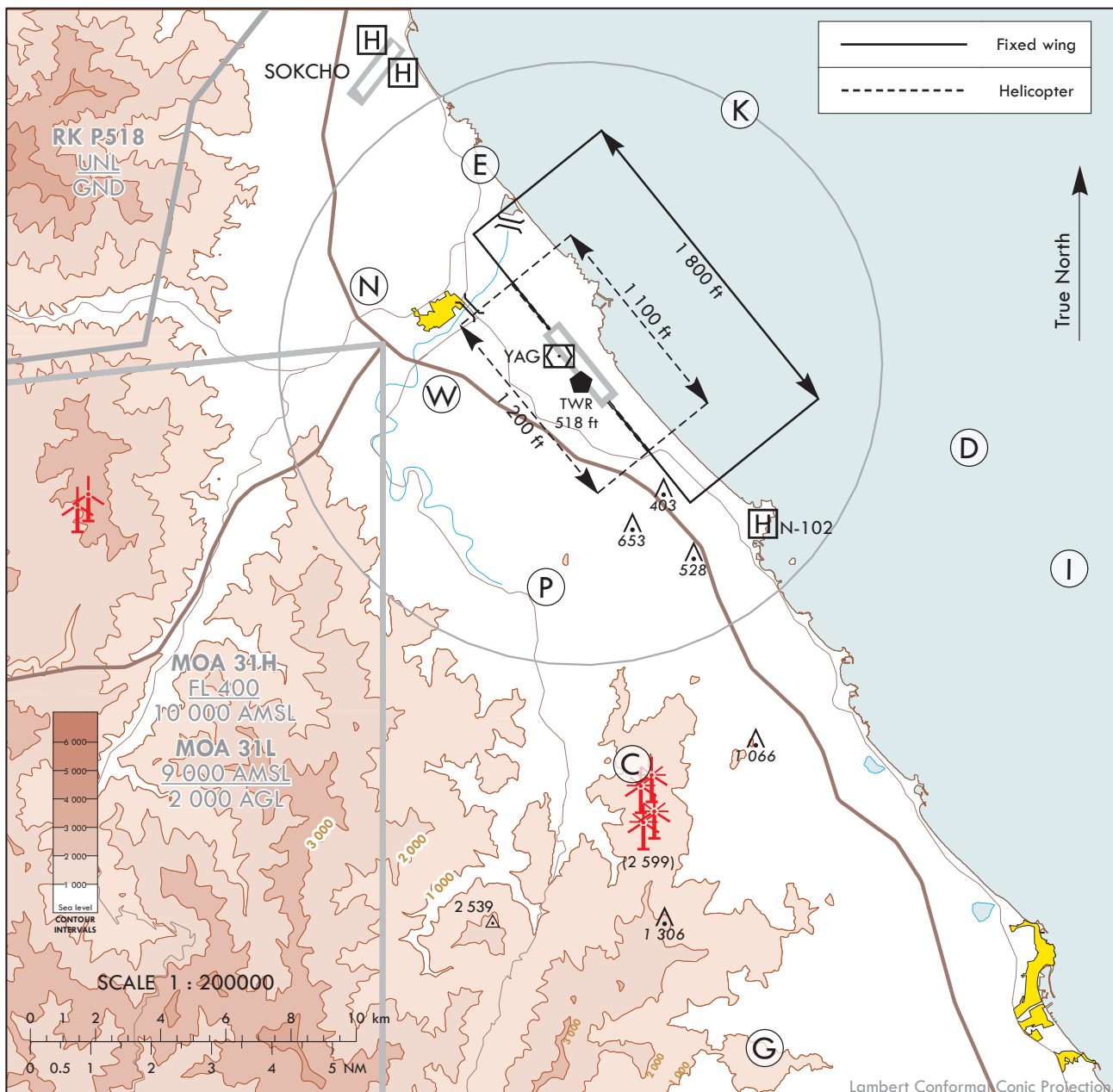
Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN.

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

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

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

VFR Traffic Circuits - Yangyang INTL Airport



Note

1. The areas specified at the ENR 1.5 holding, approach and departures 2.3 PANS-OPS visual manoeuvring(circling) areas used for obstacles.
2. East traffic pattern altitudes for runways are for CAT H-D.
3. Fixed wing is only available east traffic pattern.

VFR Reporting Point

Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
N	The 95 m hill southeast of Araemal 아랫말 남동쪽 95 고지	3.7 NM NW of airport R 299 YAG/D3.4	380500N 1283544E
W	The 167 m hill north of Sambarijae 삼바리재 북쪽 167 고지	2.3 NM W of airport R 261 YAG/D2.0	380311N 1283715E
P	The 223 m hill east of Dangsandong 당산동 동쪽 223 고지	3.8 NM S of airport R 193 YAG/D3.9	375956N 1283917E
E	Naksan beach 낙산해수욕장	3.6 NM NW of airport R 347 YAG/D3.4	380659N 1283807E
K	4.6 NM east of Naksan Temple 낙산사 동쪽 4.6 마일 해상	5 NM NE of airport R 045 YAG/D5.1	380755N 1284335E
D	4.4 NM east of Gisamunri 기사문리 동쪽 4.4 마일 해상	6.4 NM SE of airport R 111 YAG/D6.8	380216N 1284807E
C	0.5 NM north of wind power plant 풍력발전단지 북쪽 0.5 마일	7.1 NM S of airport R 178 YAG/D7.0	375700N 1284110E
I	4.8 NM east of Kwangjinri 광진리 동쪽 4.8 마일 해상	8.6 NM SE of airport R 121 YAG/D9.0	380015N 1285010E
G	0.5 NM southeast of Samgyo Reservoir 삼교저수지 남동쪽 0.5 마일	12.2 NM S of airport R 172 YAG/D12.0	375217N 1284353E

Change : Amended phrase(southwest → southeast).

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) * 1100-1300 only for training flights based on Uljin AD. 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 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			

RCTL AD 2.13 DECLARED DISTANCE

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

RCTL AD 2.14 APPROACH AND RUNWAY LIGHTING

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

RCTL AD 2.15 OTHER LIGHTINGS, SECONDARY POWER SUPPLY

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

RCTL AD 2.16 HELICOPTER LANDING AREA

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

RKTL AD 2.17 ATS AIRSPACE

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