

TEL : 82-53-668-0284
 FAX : 82-53-668-0277
 AFS : RKRRYNYX
 EMAIL : aisd@korea.kr
 Web : https://aim.koca.go.kr

Ministry of Land, Infrastructure and Transport
Office of Civil Aviation

11, Doum 6-ro, Sejong-si, 30103, Republic of Korea

AMENDMENT NR 9/23

24 AUG 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Establishment of domestic AFTN(RKTAHSFX).

1.2 Enroute

- a) Amended phrase(PK P518E → RK P518E).
 b) Information of reference page(3.2-4 → 3.2-6).

1.3 Gimpo INTL Airport

- a) Information of prohibited area, special use airspace and the code letter "F" aircraft operating procedures.
 b) Information of special procedures and safeguards, intermediate holding position.
 c) Amended phrases(standard & SMGCS taxi route → SMGCS taxi route, low visibility procedure → standard procedure).

1.4 Jeju INTL Airport

- a) Information of type of clearing equipment.

1.5 Gimhae INTL Airport

- a) Information of rescue equipment.

1.6 Cheongju INTL Airport

- a) Information of strength for TWYs A3, C3, D3 and E.

1.7 Daegu INTL Airport

- a) Information of take-off minimum, WX minima and missed approach procedure.

1.8 Yeosu Airport

- a) Information of ALT restriction for SOONA.

1.9 Sacheon Airport

- a) Establishment of ALT and speed restriction for ANUBA, MASTA, SARAM, GOSBO, POVOR, PS244, PS152 and PS426.
 b) Amended coordinates for PS603(35° → 34°).
 c) Establishment of symbol for circling.

1.10 Ulsan Airport

- a) Information of ATS units provided with information.
 b) Information of ICAO PANS-OPS NADP one(Volume I → Volume III).
 c) Information of ground visibility and OBST.
 d) Amended ELEV for OBST NR. 40 and 41.
 e) Information of airspace classifications and unit for DIST(NM → meters).

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(27 JUL 23) / 0.3-2(27 JUL 23) GEN 0.4-1(6 SEP 23) / 0.4-2(6 SEP 23) GEN 0.4-3(6 SEP 23) / 0.4-4(6 SEP 23) GEN 0.4-5(6 SEP 23) / 0.4-6(6 SEP 23) GEN 0.4-7(6 SEP 23) / 0.4-8(6 SEP 23) GEN 0.4-9(6 SEP 23) / 0.4-10(6 SEP 23) GEN 3.4-3(1 JUN 23) / 3.4-4(1 JUN 23)	VOL I, Part I - GEN (General) GEN 0.3-1 / 0.3-2 24 AUG 23 GEN 0.4-1 / 0.4-2 4 OCT 23 GEN 0.4-3 / 0.4-4 4 OCT 23 GEN 0.4-5 / 0.4-6 4 OCT 23 GEN 0.4-7 / 0.4-8 4 OCT 23 GEN 0.4-9 / 0.4-10 4 OCT 23 GEN 3.4-3 / 3.4-4 24 AUG 23
VOL I, Part II - ENR (Enroute) ENR 5.1-1(17 NOV 22) / 5.1-2(20 OCT 22)	VOL I, Part II - ENR (Enroute) ENR 5.1-1 / 5.1-2 24 AUG 23
VOL II, Part III - AD (Aerodrome) RKSS AD 2-9(30 JUN 22) / 2-10(12 JAN 23) AD 2-12-1(4 MAY 23) / 2-12-2(4 MAY 23) AD 2-13(4 MAY 23) / 2-14(17 NOV 22) AD 2-19(4 MAY 23) / 2-20(4 MAY 23) AD 2-21(4 MAY 23) / 2-22(4 MAY 23) AD CHART 2-3(29 JUN 23) / 2-4(29 JUN 23) AD CHART 2-5(29 JUN 23) / 2-6(29 JUN 23) RKPC AD 2-1(10 FEB 22) / 2-2(10 FEB 22) RKPK AD 2-1(6 APR 23) / 2-2(6 APR 23) RKTU AD 2-3(6 APR 23) / 2-4(6 APR 23) AD CHART 2-1(1 JUN 23) / 2-2(1 JUN 23) AD CHART 2-3(6 APR 23) / 2-3-1(6 APR 23) AD CHART 2-4(6 APR 23) / BLANK	VOL II, Part III - AD (Aerodrome) RKSS AD 2-9 / 2-10 24 AUG 23 AD 2-12-1 / 2-12-2 24 AUG 23 AD 2-13 / 2-14 24 AUG 23 AD 2-19 / 2-20 24 AUG 23 AD 2-21 / 2-22 24 AUG 23 AD CHART 2-3 / 2-4 24 AUG 23 AD CHART 2-5 / 2-6 24 AUG 23 RKPC AD 2-1 / 2-2 24 AUG 23 RKPK AD 2-1 / 2-2 24 AUG 23 RKTU AD 2-3 / 2-4 24 AUG 23 AD CHART 2-1 / 2-2 24 AUG 23 AD CHART 2-3 / 2-3-1 24 AUG 23 AD CHART 2-4 / BLANK 24 AUG 23

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL III, Part III - AD (Aerodrome)	VOL III, Part III - AD (Aerodrome)
RKTN	RKTN
AD 2-9(17 NOV 22) / 2-10(17 NOV 22)	AD 2-9 / 2-10 24 AUG 23
AD 2-11(27 SEP 18) / 2-12(3 JUN 21)	AD 2-11 / 2-12 24 AUG 23
RKJY	RKJY
AD CHART 2-17(1 JUN 23) / 2-17-1(1 JUN 23)	AD CHART 2-17 / 2-17-1 24 AUG 23
RKPS	RKPS
AD CHART 2-4(1 JUN 23) / 2-4-1(1 JUN 23)	AD CHART 2-4 / 2-4-1 24 AUG 23
AD CHART 2-6(1 JUN 23) / 2-6-1(1 JUN 23)	AD CHART 2-6 / 2-6-1 24 AUG 23
AD CHART 2-8(1 JUN 23) / 2-8-1(1 JUN 23)	AD CHART 2-8 / 2-8-1 24 AUG 23
AD CHART 2-9(1 JUN 23) / 2-9-1(1 JUN 23)	AD CHART 2-9 / 2-9-1 24 AUG 23
AD CHART 2-11(1 JUN 23) / 2-11-1(1 JUN 23)	AD CHART 2-11 / 2-11-1 24 AUG 23
AD CHART 2-13(1 JUN 23) / 2-13-1(1 JUN 23)	AD CHART 2-13 / 2-13-1 24 AUG 23
AD CHART 2-19(1 JUN 23) / 2-19-1(1 JUN 23)	AD CHART 2-19 / 2-19-1 24 AUG 23
AD CHART 2-20(1 JUN 23) / 2-20-1(1 JUN 23)	AD CHART 2-20 / 2-20-1 24 AUG 23
RKPU	RKPU
AD 2-3(1 JUN 23) / 2-4(1 JUN 23)	AD 2-3 / 2-4 24 AUG 23
AD 2-7(28 JUL 22) / 2-8(28 JUL 22)	AD 2-7 / 2-8 24 AUG 23
AD 2-9(24 DEC 15) / 2-10(17 DEC 20)	AD 2-9 / 2-10 24 AUG 23
AD 2-11(19 FEB 15) / 2-12(7 DEC 20)	AD 2-11 / 2-12 24 AUG 23
AD CHART 2-4(4 MAY 23) / BLANK	AD CHART 2-4 / BLANK 24 AUG 23
AD CHART 2-19(20 OCT 22) / 2-20(20 OCT 22)	AD CHART 2-19 / 2-20 24 AUG 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	
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	
23/23	Gimpo AP - Operational Restrictions	AD	19 OCT 23 / 10 NOV 23	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date	Page	Date	
GEN		GEN		GEN		GEN		
PART 1 - GENERAL(GEN)								
GEN 0		1.5 - 13	1 MAY 14	2.3 - 5	12 MAY 16	3.6 - 1	28 JUL 22	
0.1 - 1	11 MAY 17	1.5 - 14	1 MAY 14	2.3 - 6	12 MAY 16	3.6 - 2	28 JUL 22	
0.1 - 2	11 MAY 17	1.5 - 15	1 MAY 14	2.3 - 7	13 JAN 22	3.6 - 3	14 FEB 19	
0.1 - 3	1 JUN 23	1.5 - 16	1 MAY 14	2.3 - 8	13 JAN 22	3.6 - 4	14 FEB 19	
0.1 - 4	1 JUN 23	1.5 - 17	13 APR 17	2.3 - 9	12 JAN 23	GEN 4		
0.1 - 5	23 NOV 17	1.5 - 18	13 APR 17	2.3 - 10	12 JAN 23			
0.1 - 6	23 NOV 17	1.5 - 19	28 JUL 22	2.3 - 11	4 JUL 19			
0.2 - 1	12 JAN 23	1.5 - 20	28 JUL 22	2.3 - 12	1 MAY 14		4.1 - 1	9 MAY 19
0.2 - 2	12 JAN 23	1.5 - 21	28 JUL 22	2.4 - 1	27 JUL 23		4.1 - 2	2 JUN 22
0.3 - 1	24 AUG 23	1.5 - 22	28 JUL 22	2.4 - 2	27 JUL 23		4.1 - 3	12 JAN 23
0.3 - 2	24 AUG 23	1.5 - 23	13 JAN 22	2.4 - 3	27 JUL 23		4.1 - 4	12 JAN 23
0.4 - 1	4 OCT 23	1.5 - 24	13 JAN 22	2.4 - 4	27 JUL 23		4.1 - 5	11 APR 19
0.4 - 2	4 OCT 23	1.5 - 25	13 JAN 22	2.5 - 1	17 NOV 22		4.1 - 6	11 APR 19
0.4 - 3	4 OCT 23	1.5 - 26	13 JAN 22	2.5 - 2	17 NOV 22		4.1 - 7	12 JAN 23
0.4 - 4	4 OCT 23	1.5 - 27	13 JAN 22	2.6 - 1	1 MAY 14		4.1 - 8	12 JAN 23
0.4 - 5	4 OCT 23	1.5 - 28	13 JAN 22	2.6 - 2	1 MAY 14		4.1 - 9	12 JAN 23
0.4 - 6	4 OCT 23	1.6 - 1	13 JAN 22	2.7 - 1	12 JAN 23		4.1 - 10	12 JAN 23
0.4 - 7	4 OCT 23	1.6 - 2	13 JAN 22	2.7 - 2	12 JAN 23		4.1 - 11	22 OCT 20
0.4 - 8	4 OCT 23	1.7 - 1	27 JUL 23	2.7 - 3	12 JAN 23		4.1 - 12	22 OCT 20
0.4 - 9	4 OCT 23	1.7 - 2	27 JUL 23	2.7 - 4	12 JAN 23		4.2 - 1	28 JUL 22
0.4 - 10	4 OCT 23	1.7 - 3	14 APR 16	2.7 - 5	12 JAN 23		4.2 - 2	28 JUL 22
0.5 - 1	11 MAY 17	1.7 - 4	14 APR 16	2.7 - 6	12 JAN 23			
0.5 - 2	11 MAY 17	1.7 - 5	14 APR 16	GEN 3		ENR		
0.6 - 1	31 AUG 17	1.7 - 6	14 APR 16		3.1 - 1	29 JUN 23	PART 2 - ENROUTE(ENR)	
0.6 - 2	31 AUG 17	1.7 - 7	14 APR 16		3.1 - 2	29 JUN 23	ENR 0	
		1.7 - 8	14 APR 16		3.1 - 3	1 MAY 14	0.6 - 1	16 DEC 21
		1.7 - 9	1 MAY 14		3.1 - 4	21 NOV 19	0.6 - 2	16 DEC 21
		1.7 - 10	1 MAY 14		3.1 - 5	1 JUN 23	ENR 1	
					3.1 - 6	1 JUN 23	1.1 - 1	14 JAN 21
GEN 1		GEN 2		3.2 - 1	1 JUN 23	1.1 - 2	1 MAY 14	
1.1 - 1	28 JUL 22	2.1 - 1	12 JAN 23	3.2 - 2	1 JUN 23	1.2 - 1	27 SEP 18	
1.1 - 2	28 JUL 22	2.1 - 2	12 JAN 23	3.2 - 3	9 MAR 23	1.2 - 2	17 NOV 22	
1.2 - 1	28 JUL 22	2.2 - 1	1 AUG 19	3.2 - 4	9 MAR 23	1.2 - 3	17 NOV 22	
1.2 - 2	28 JUL 22	2.2 - 2	1 AUG 19	3.2 - 5	28 JUL 22	1.2 - 4	17 NOV 22	
1.2 - 3	12 JAN 23	2.2 - 3	1 AUG 19	3.2 - 6	28 JUL 22	1.2 - 5	17 NOV 22	
1.2 - 4	12 JAN 23	2.2 - 4	1 AUG 19	3.2 - 7	18 JAN 18	1.2 - 6	17 NOV 22	
1.2 - 5	12 JAN 23	2.2 - 5	1 AUG 19	3.2 - 8	18 JAN 18	1.2 - 7	17 NOV 22	
1.2 - 6	12 JAN 23	2.2 - 6	1 AUG 19	3.3 - 1	29 JUN 23	1.2 - 8	17 NOV 22	
1.3 - 1	1 MAY 14	2.2 - 7	21 OCT 21	3.3 - 2	29 JUN 23	1.2 - 9	17 NOV 22	
1.3 - 2	1 MAY 14	2.2 - 8	21 OCT 21	3.3 - 3	27 SEP 18	1.2 - 10	17 NOV 22	
1.4 - 1	4 JUL 19	2.2 - 9	1 AUG 19	3.3 - 4	27 SEP 18	1.2 - 11	17 NOV 22	
1.4 - 2	4 JUL 19	2.2 - 10	1 AUG 19	3.3 - 5	29 JUN 23	1.2 - 12	17 NOV 22	
1.4 - 3	4 JUL 19	2.2 - 11	1 MAY 14	3.3 - 6	29 JUN 23	1.2 - 13	17 NOV 22	
1.4 - 4	4 JUL 19	2.2 - 12	1 MAY 14	3.4 - 1	28 JUL 22	1.2 - 14	17 NOV 22	
1.5 - 1	13 APR 17	2.2 - 13	21 OCT 21	3.4 - 2	28 JUL 22	1.2 - 15	17 NOV 22	
1.5 - 2	13 APR 17	2.2 - 14	21 OCT 21	3.4 - 3	24 AUG 23	1.2 - 16	17 NOV 22	
1.5 - 3	13 APR 17	2.2 - 15	22 JAN 15	3.4 - 4	24 AUG 23	1.2 - 17	17 NOV 22	
1.5 - 4	13 APR 17	2.2 - 16	22 JAN 15	3.5 - 1	3 JUN 21	1.2 - 18	17 NOV 22	
1.5 - 5	1 MAY 14	2.2 - 17	9 MAR 23	3.5 - 2	3 JUN 21			
1.5 - 6	1 MAY 14	2.2 - 18	9 MAR 23	3.5 - 3	13 FEB 20			
1.5 - 7	13 APR 17	2.3 - 1	1 MAY 14	3.5 - 4	13 FEB 20			
1.5 - 8	13 APR 17	2.3 - 2	1 MAY 14	3.5 - 5	27 JUL 23			
1.5 - 9	13 APR 17	2.3 - 3	13 JAN 22	3.5 - 6	27 JUL 23			
1.5 - 10	13 APR 17	2.3 - 4	13 JAN 22					
1.5 - 11	13 APR 17							
1.5 - 12	13 APR 17							

Page	Date	Page	Date	Page	Date	Page	Date
ENR		ENR		ENR		ENR	
1.2 - 19	17 NOV 22	1.10 - 1	29 JUN 23	3.2 - 3	9 FEB 23	5.2 - 3	20 OCT 22
1.2 - 20	17 NOV 22	1.10 - 2	29 JUN 23	3.2 - 4	9 FEB 23	5.2 - 4	27 AUG 20
1.2 - 21	17 NOV 22	1.11 - 1	29 JUN 23	3.2 - 5	6 APR 23	5.2 - 5	27 SEP 18
1.2 - 22	17 NOV 22	1.11 - 2	29 JUN 23	3.2 - 6	6 APR 23	5.2 - 6	27 SEP 18
1.2 - 23	4 MAY 23	1.12 - 1	1 MAY 14	3.2 - 7	9 FEB 23	5.2 - 7	29 JUN 23
1.2 - 24	17 NOV 22	1.12 - 2	1 MAY 14	3.2 - 8	9 FEB 23	5.2 - 8	11 JUN 15
1.2 - 25	17 NOV 22	1.12 - 3	1 MAY 14	3.2 - 9	9 FEB 23	5.3 - 1	25 OCT 18
1.2 - 26	17 NOV 22	1.12 - 4	1 MAY 14	3.2 - 10	9 FEB 23	5.3 - 2	10 MAY 18
1.2 - 27	17 NOV 22	1.13 - 1	1 MAY 14	3.2 - 11	9 FEB 23	5.3 - 3	7 MAY 20
1.2 - 28	17 NOV 22	1.13 - 2	1 MAY 14	3.2 - 12	9 FEB 23	5.3 - 4	7 MAY 20
1.2 - 29	17 NOV 22	1.14 - 1	9 MAR 23	3.2 - 13	9 FEB 23	5.4 - 1	24 DEC 15
1.2 - 30	17 NOV 22	1.14 - 2	9 MAR 23	3.2 - 14	9 FEB 23	5.4 - 2	24 DEC 15
1.2 - 31	17 NOV 22	1.14 - 3	1 MAY 14	3.2 - 15	9 FEB 23	5.4 - 3	24 DEC 15
1.2 - 32	17 NOV 22	1.14 - 4	1 MAY 14	3.2 - 16	9 FEB 23	5.4 - 4	24 DEC 15
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
1.4 - 1	30 JUL 20	ENR 2		3.2 - 20	9 FEB 23	5.4 - 8	24 DEC 15
1.4 - 2	30 JUL 20	2.1 - 1	29 JUN 23	3.2 - 21	15 DEC 22	5.4 - 9	24 DEC 15
1.4 - 3	4 JUN 20	2.1 - 2	29 JUN 23	3.2 - 22	15 DEC 22	5.4 - 10	24 DEC 15
1.4 - 4	2 JUN 22	2.1 - 3	22 OCT 20	3.3 - 1	16 DEC 21	5.4 - 11	24 DEC 15
1.4 - 5	25 AUG 22	2.1 - 4	22 OCT 20	3.3 - 2	16 DEC 21	5.4 - 12	24 DEC 15
1.4 - 6	25 AUG 22	2.1 - 5	9 JUL 15	3.4 - 1	20 OCT 22	5.4 - 13	24 DEC 15
1.4 - 7	29 JUN 23	2.1 - 6	26 SEP 19	3.4 - 2	16 DEC 21	5.4 - 14	24 DEC 15
1.4 - 8	29 JUN 23	2.1 - 7	22 OCT 20	ENR 4		5.4 - 15	24 DEC 15
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
1.4 - 11	25 AUG 22	2.1 - 10	12 JAN 23	4.1 - 3	5 MAY 22	5.4 - 18	24 DEC 15
1.4 - 12	25 AUG 22	2.1 - 11	13 JAN 22	4.1 - 4	5 MAY 22	5.4 - 19	19 JAN 17
1.5 - 1	2 JUN 22	2.1 - 12	13 JAN 22	4.2 - 1	1 MAY 14	5.4 - 20	19 JAN 17
1.5 - 2	8 JUN 17	2.1 - 13	17 NOV 22	4.2 - 2	1 MAY 14	5.4 - 21	24 DEC 15
1.5 - 3	8 JUN 17	2.1 - 14	17 NOV 22	4.3 - 1	1 MAY 14	5.4 - 22	24 DEC 15
1.5 - 4	8 JUN 17	2.1 - 14-1	12 JAN 23	4.3 - 2	1 MAY 14	5.4 - 23	24 DEC 15
1.6 - 1	9 APR 20	2.1 - 14-2	12 JAN 23	4.4 - 1	20 OCT 22	5.4 - 24	24 DEC 15
1.6 - 2	9 APR 20	2.1 - 15	6 MAY 21	4.4 - 2	20 OCT 22	5.4 - 25	24 DEC 15
1.6 - 3	9 APR 20	2.1 - 16	31 AUG 17	4.4 - 3	20 OCT 22	5.4 - 26	24 DEC 15
1.6 - 4	9 APR 20	2.2 - 1	27 SEP 18	4.4 - 4	20 OCT 22	5.4 - 27	24 DEC 15
1.7 - 1	28 JUL 22	2.2 - 2	27 SEP 18	4.5 - 1	1 MAY 14	5.4 - 28	24 DEC 15
1.7 - 2	28 JUL 22	2.2 - 3	9 MAY 19	4.5 - 2	1 MAY 14	5.4 - 29	19 JAN 17
1.8 - 1	1 MAY 14	2.2 - 3-1	5 MAY 22	ENR 5		5.4 - 30	19 JAN 17
1.8 - 2	1 MAY 14	2.2 - 4	26 OCT 17	5.1 - 1	24 AUG 23	5.4 - 31	11 MAY 17
1.9 - 1	6 JUN 19	2.2 - 4-1	26 OCT 17	5.1 - 2	24 AUG 23	5.4 - 32	11 MAY 17
1.9 - 2	6 JUN 19	ENR 3		5.1 - 3	18 FEB 16	5.4 - 33	11 MAY 17
1.9 - 3	1 AUG 19	3.1 - 1	29 JUN 23	5.1 - 4	20 OCT 22	5.4 - 34	11 MAY 17
1.9 - 4	1 AUG 19	3.1 - 2	29 JUN 23	5.1 - 5	28 JUL 22	5.5 - 1	4 MAY 23
1.9 - 5	1 AUG 19	3.1 - 3	29 JUN 23	5.1 - 6	28 JUL 22	5.5 - 2	4 MAY 23
1.9 - 6	1 AUG 19	3.1 - 4	29 JUN 23	5.1 - 7	29 AUG 19	5.6 - 1	1 MAY 14
1.9 - 7	13 JAN 22	3.1 - 5	29 JUN 23	5.1 - 8	1 JUL 21	5.6 - 2	1 MAY 14
1.9 - 8	13 JAN 22	3.1 - 6	29 JUN 23	5.1 - 9	28 JUL 22	ENR 6	
1.9 - 9	25 AUG 22	3.1 - 7	29 JUN 23	5.1 - 10	28 JUL 22	6 - 1	29 OCT 15
1.9 - 10	25 AUG 22	3.1 - 8	29 JUN 23	5.1 - 11	17 APR 14	6 - 1-1	29 OCT 15
1.9 - 11	25 AUG 22	3.1 - 9	20 DEC 18	5.1 - 12	17 APR 14	6 - 1-2	29 JUN 23
1.9 - 12	25 AUG 22	3.1 - 10	20 DEC 18	5.1 - 13	13 APR 17	6 - 2	9 FEB 23
1.9 - 13	20 OCT 22	3.1 - 11	9 FEB 23	5.1 - 14	13 APR 17	6 - 3	9 FEB 23
1.9 - 14	20 OCT 22	3.1 - 12	9 FEB 23	5.1 - 15	17 NOV 22	6 - 4	6 JUL 17
1.9 - 15	20 OCT 22	3.1 - 13	9 FEB 23	5.1 - 16	1 MAY 14	6 - 5	29 JUN 23
1.9 - 16	20 OCT 22	3.2 - 1	9 FEB 23	5.2 - 1	9 JUL 15	6 - 6	4 MAY 23
1.9 - 17	20 OCT 22	3.2 - 2	9 FEB 23	5.2 - 2	9 JUL 15	6 - 7	13 JAN 22
1.9 - 18	20 OCT 22						

Page	Date	Page	Date	Page	Date	Page	Date
AD		RKSI		RKSI		RKSI	
PART 3 - AERODROME(AD)							
AD 0		2 - 22	16 DEC 21	CHART 2 - 21	8 APR 21	CHART 2 - 50	15 DEC 22
		2 - 22-1	29 JUN 23	CHART 2 - 22	8 APR 21	CHART 2 - 51	4 MAY 23
	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
	0.6 - 2 2 AUG 18	2 - 22-3	29 JUN 23	CHART 2 - 24	8 APR 21	CHART 2 - 52	4 MAY 23
AD 1		2 - 23	22 SEP 22	CHART 2 - 25	8 APR 21	CHART 2 - 52-1	4 MAY 23
		2 - 24	29 JUN 23	CHART 2 - 26	8 APR 21	CHART 2 - 53	15 DEC 22
	1.1 - 1 25 AUG 22	2 - 25	21 OCT 21	CHART 2 - 27	1 JUN 23	CHART 2 - 53-1	15 DEC 22
	1.1 - 2 25 AUG 22	2 - 26	10 FEB 22	CHART 2 - 28	25 AUG 22	CHART 2 - 54	29 JUN 23
	1.2 - 1 21 OCT 21	2 - 27	15 DEC 22	CHART 2 - 28-1	25 AUG 22	CHART 2 - 54-1	15 DEC 22
	1.2 - 2 21 OCT 21	2 - 27-1	29 JUN 23	CHART 2 - 29	15 DEC 22	CHART 2 - 55	4 MAY 23
	1.2 - 3 21 OCT 21	2 - 27-2	29 JUN 23	CHART 2 - 29-1	15 DEC 22	CHART 2 - 55-1	4 MAY 23
	1.2 - 4 21 OCT 21	2 - 27-3	20 OCT 22	CHART 2 - 30	15 DEC 22	CHART 2 - 56	4 MAY 23
	1.3 - 1 25 AUG 22	2 - 28	29 JUN 23	CHART 2 - 30-1	18 NOV 21	CHART 2 - 56-1	4 MAY 23
	1.3 - 2 25 AUG 22	2 - 28-1	15 DEC 22	CHART 2 - 31	25 AUG 22	CHART 2 - 57	15 DEC 22
	1.4 - 1 1 MAY 14	2 - 29	29 JUN 23	CHART 2 - 31-1	25 AUG 22	CHART 2 - 57-1	15 DEC 22
	1.4 - 2 1 MAY 14	2 - 30	29 JUN 23	CHART 2 - 32	15 DEC 22	CHART 2 - 58	4 MAY 23
	1.5 - 1 29 JUN 23	2 - 31	29 JUN 23	CHART 2 - 32-1	15 DEC 22	CHART 2 - 58-1	4 MAY 23
	1.5 - 2 29 JUN 23	2 - 32	29 JUN 23	CHART 2 - 33	9 FEB 23	CHART 2 - 59	9 FEB 23
		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
RKSI		2 - 36	2 JUN 22	CHART 2 - 35	15 DEC 22	CHART 2 - 61	9 FEB 23
	2 - 1 4 MAY 23	2 - 37	20 OCT 22	CHART 2 - 35-1	15 DEC 22	CHART 2 - 61-1	9 FEB 23
	2 - 2 29 JUN 23	2 - 38	10 FEB 22	CHART 2 - 36	15 DEC 22	CHART 2 - 62	4 MAY 23
	2 - 3 20 OCT 22	2 - 39	9 MAR 23	CHART 2 - 36-1	2 JUN 22	CHART 2 - 62-1	4 MAY 23
	2 - 4 20 OCT 22	2 - 40	9 MAR 23	CHART 2 - 37	15 DEC 22	CHART 2 - 63	15 DEC 22
	2 - 5 25 AUG 22	2 - 41	22 SEP 22	CHART 2 - 37-1	18 NOV 21	CHART 2 - 63-1	15 DEC 22
	2 - 6 25 AUG 22	2 - 42	22 SEP 22	CHART 2 - 38	15 DEC 22	CHART 2 - 64	4 MAY 23
	2 - 6-1 9 MAR 23	2 - 43	23 SEP 21	CHART 2 - 38-1	15 DEC 22	CHART 2 - 64-1	4 MAY 23
	2 - 6-2 9 MAR 23	2 - 44	23 SEP 21	CHART 2 - 39	15 DEC 22	CHART 2 - 65	15 DEC 22
	2 - 7 8 APR 21	2 - 45	2 JUN 22	CHART 2 - 39-1	15 DEC 22	CHART 2 - 65-1	15 DEC 22
	2 - 8 8 APR 21	2 - 46	13 JAN 22	CHART 2 - 40	15 DEC 22	CHART 2 - 66	15 DEC 22
	2 - 9 10 FEB 22			CHART 2 - 40-1	10 MAR 22	CHART 2 - 66-1	15 DEC 22
	2 - 10 10 FEB 22	CHART 2 - 1	29 JUN 23	CHART 2 - 41	1 JUN 23	CHART 2 - 67	4 MAY 23
	2 - 10-1 10 FEB 22	CHART 2 - 2	29 JUN 23	CHART 2 - 42	29 JUN 23	CHART 2 - 67-1	4 MAY 23
	2 - 10-2 10 FEB 22	CHART 2 - 3	29 JUN 23	CHART 2 - 42-1	13 JAN 22	CHART 2 - 68	9 FEB 23
	2 - 11 10 FEB 22	CHART 2 - 4	29 JUN 23	CHART 2 - 43	29 JUN 23	CHART 2 - 68-1	9 FEB 23
	2 - 12 10 FEB 22	CHART 2 - 5	29 JUN 23	CHART 2 - 43-1	15 DEC 22	CHART 2 - 69	4 MAY 23
	2 - 13 10 FEB 22	CHART 2 - 5-1	12 JAN 23	CHART 2 - 43-2	29 JUN 23	CHART 2 - 69-1	4 MAY 23
	2 - 14 10 FEB 22	CHART 2 - 5-2	12 JAN 23	CHART 2 - 43-3	8 APR 21	CHART 2 - 70	9 FEB 23
	2 - 15 8 APR 21	CHART 2 - 5-3	29 JUN 23	CHART 2 - 44	29 JUN 23	CHART 2 - 70-1	9 FEB 23
	2 - 15-1 10 FEB 22	CHART 2 - 6	29 JUN 23	CHART 2 - 44-1	15 DEC 22	CHART 2 - 71	13 JAN 22
	2 - 16 20 OCT 22	CHART 2 - 7	29 JUN 23	CHART 2 - 44-2	29 JUN 23	CHART 2 - 72	13 JAN 22
	2 - 16-1 20 OCT 22	CHART 2 - 8	29 JUN 23	CHART 2 - 44-3	8 APR 21	CHART 2 - 73	15 DEC 22
	2 - 17 7 APR 22	CHART 2 - 9	29 JUN 23	CHART 2 - 45	29 JUN 23	CHART 2 - 74	13 JAN 22
	2 - 17-1 7 APR 22	CHART 2 - 10	4 MAY 23	CHART 2 - 45-1	15 DEC 22		
	2 - 18 4 MAY 23	CHART 2 - 11	4 MAY 23	CHART 2 - 45-2	29 JUN 23		
	2 - 18-1 20 OCT 22	CHART 2 - 12	4 MAY 23	CHART 2 - 45-3	8 APR 21		
	2 - 19 20 OCT 22	CHART 2 - 13	4 MAY 23	CHART 2 - 46	29 JUN 23		
	2 - 20 20 OCT 22	CHART 2 - 14	4 MAY 23	CHART 2 - 46-1	29 JUL 21		
	2 - 21 29 JUN 23	CHART 2 - 15	4 MAY 23	CHART 2 - 47	29 JUN 23		
	2 - 21-1 20 OCT 22	CHART 2 - 16	4 MAY 23	CHART 2 - 47-1	28 JUL 22		
	2 - 21-2 20 OCT 22	CHART 2 - 17	4 MAY 23	CHART 2 - 48	29 JUN 23		
	2 - 21-3 20 OCT 22	CHART 2 - 18	29 JUN 23	CHART 2 - 48-1	15 DEC 22		
	2 - 21-4 20 OCT 22	CHART 2 - 18-1	29 JUN 23	CHART 2 - 48-2	15 DEC 22		
	2 - 21-5 20 OCT 22	CHART 2 - 19	8 APR 21	CHART 2 - 48-3	29 JUN 23		
		CHART 2 - 20	8 APR 21	CHART 2 - 49	29 JUN 23		
				CHART 2 - 49-1	29 JUN 23		

Page	Date	Page	Date	Page	Date	Page	Date
RKSS		RKSS		RKPC		RKPC	
2 - 1	12 JAN 23	CHART 2 - 16	15 DEC 22	2 - 1	24 AUG 23	CHART 2 - 1	6 APR 23
2 - 2	12 JAN 23	CHART 2 - 16-1	2 JUN 22	2 - 2	24 AUG 23	CHART 2 - 2	6 APR 23
2 - 3	11 MAR 21	CHART 2 - 17	15 DEC 22	2 - 3	29 JUL 21	CHART 2 - 3	6 APR 23
2 - 3-1	4 MAY 23	CHART 2 - 17-1	23 SEP 21	2 - 4	29 JUL 21	CHART 2 - 4	6 APR 23
2 - 4	17 NOV 22	CHART 2 - 18	15 DEC 22	2 - 5	18 NOV 21	CHART 2 - 5	6 APR 23
2 - 4-1	17 NOV 22	CHART 2 - 18-1	2 JUN 22	2 - 6	18 NOV 21	CHART 2 - 6	6 APR 23
2 - 5	24 SEP 20	CHART 2 - 18-2	2 JUN 22	2 - 7	28 JUL 22	CHART 2 - 6-1	3 JUN 21
2 - 6	24 SEP 20	CHART 2 - 18-3	27 AUG 20	2 - 8	27 AUG 20	CHART 2 - 6-2	3 JUN 21
2 - 7	17 NOV 22	CHART 2 - 19	15 DEC 22	2 - 9	9 FEB 23	CHART 2 - 7	4 MAY 23
2 - 8	4 MAY 23	CHART 2 - 19-1	2 JUN 22	2 - 10	9 FEB 23	CHART 2 - 8	4 MAY 23
2 - 9	24 AUG 23	CHART 2 - 19-2	2 JUN 22	2 - 10-1	17 NOV 22	CHART 2 - 9	6 APR 23
2 - 10	24 AUG 23	CHART 2 - 19-3	23 SEP 21	2 - 10-2	17 NOV 22	CHART 2 - 10	25 AUG 22
2 - 10-1	4 MAY 23	CHART 2 - 20	15 DEC 22	2 - 11	27 JUL 23	CHART 2 - 11	1 JUN 23
2 - 10-2	4 MAY 23	CHART 2 - 20-1	27 AUG 20	2 - 12	27 JUL 23	CHART 2 - 12	4 MAY 23
2 - 11	4 MAY 23	CHART 2 - 21	9 FEB 23	2 - 12-1	29 JUL 21	CHART 2 - 12-1	4 MAY 23
2 - 12	4 MAY 23	CHART 2 - 21-1	9 FEB 23	2 - 12-2	29 JUL 21	CHART 2 - 13	4 MAY 23
2 - 12-1	24 AUG 23	CHART 2 - 22	1 JUN 23	2 - 13	10 MAR 22	CHART 2 - 13-1	4 MAY 23
2 - 12-2	24 AUG 23	CHART 2 - 23	29 JUN 23	2 - 14	10 MAR 22	CHART 2 - 14	4 MAY 23
2 - 13	24 AUG 23	CHART 2 - 23-1	15 DEC 22	2 - 15	10 MAR 22	CHART 2 - 14-1	4 MAY 23
2 - 14	24 AUG 23	CHART 2 - 23-2	29 JUN 23	2 - 16	2 JUL 20	CHART 2 - 14-2	20 OCT 22
2 - 15	4 MAY 23	CHART 2 - 23-3	23 SEP 21	2 - 17	10 MAR 22	CHART 2 - 14-3	27 SEP 18
2 - 15-1	4 MAY 23	CHART 2 - 24	29 JUN 23	2 - 18	10 MAR 22	CHART 2 - 15	4 MAY 23
2 - 15-2	4 MAY 23	CHART 2 - 24-1	29 JUN 23	2 - 19	25 AUG 22	CHART 2 - 15-1	4 MAY 23
2 - 16	4 MAY 23	CHART 2 - 25	29 JUN 23	2 - 20	25 AUG 22	CHART 2 - 16	4 MAY 23
2 - 17	4 MAY 23	CHART 2 - 25-1	29 JUN 23	2 - 21	13 APR 17	CHART 2 - 16-1	4 MAY 23
2 - 18	4 MAY 23	CHART 2 - 26	29 JUN 23	2 - 22	20 OCT 22	CHART 2 - 17	4 MAY 23
2 - 19	24 AUG 23	CHART 2 - 26-1	29 JUN 23			CHART 2 - 17-1	4 MAY 23
2 - 20	24 AUG 23	CHART 2 - 27	29 JUN 23			CHART 2 - 18	4 MAY 23
2 - 21	24 AUG 23	CHART 2 - 27-1	29 JUN 23			CHART 2 - 18-1	4 MAY 23
2 - 22	24 AUG 23	CHART 2 - 28	15 DEC 22			CHART 2 - 18-2	10 FEB 22
2 - 23	17 NOV 22	CHART 2 - 28-1	23 SEP 21			CHART 2 - 18-3	10 FEB 22
2 - 24	17 NOV 22	CHART 2 - 29	9 FEB 23			CHART 2 - 18-4	20 OCT 22
2 - 25	6 APR 23	CHART 2 - 29-1	9 FEB 23			CHART 2 - 18-5	27 SEP 18
2 - 26	6 APR 23	CHART 2 - 30	15 DEC 22			CHART 2 - 19	4 MAY 23
2 - 27	6 APR 23	CHART 2 - 30-1	15 DEC 22			CHART 2 - 19-1	4 MAY 23
2 - 28	6 APR 23	CHART 2 - 31	15 DEC 22			CHART 2 - 19-2	20 OCT 22
2 - 29	4 MAY 23	CHART 2 - 31-1	15 DEC 22			CHART 2 - 19-3	20 OCT 22
2 - 30	4 MAY 23	CHART 2 - 32	4 MAY 23			CHART 2 - 19-4	20 OCT 22
2 - 31	18 NOV 21	CHART 2 - 32-1	4 MAY 23			CHART 2 - 19-5	27 SEP 18
2 - 32	2 JUN 22	CHART 2 - 33	15 DEC 22			CHART 2 - 20	9 FEB 23
		CHART 2 - 33-1	15 DEC 22			CHART 2 - 21	1 JUN 23
		CHART 2 - 34	29 JUN 23			CHART 2 - 21-1	1 JUN 23
CHART 2 - 1	29 JUN 23	CHART 2 - 34-1	15 DEC 22			CHART 2 - 22	1 JUN 23
CHART 2 - 2	29 JUN 23	CHART 2 - 35	29 JUN 23			CHART 2 - 22-1	1 JUN 23
CHART 2 - 3	24 AUG 23	CHART 2 - 35-1	29 JUN 23			CHART 2 - 23	4 MAY 23
CHART 2 - 4	24 AUG 23	CHART 2 - 36	29 JUN 23			CHART 2 - 23-1	4 MAY 23
CHART 2 - 5	24 AUG 23	CHART 2 - 36-1	15 DEC 22			CHART 2 - 24	4 MAY 23
CHART 2 - 6	24 AUG 23	CHART 2 - 37	29 JUN 23			CHART 2 - 24-1	4 MAY 23
CHART 2 - 7	4 MAY 23	CHART 2 - 37-1	29 JUN 23			CHART 2 - 25	1 JUN 23
CHART 2 - 8	4 MAY 23	CHART 2 - 38	29 JUN 23			CHART 2 - 25-1	1 JUN 23
CHART 2 - 9	4 MAY 23	CHART 2 - 38-1	29 JUN 23			CHART 2 - 26	1 JUN 23
CHART 2 - 10	4 MAY 23	CHART 2 - 39	29 JUN 23			CHART 2 - 26-1	1 JUN 23
CHART 2 - 11	6 APR 23	CHART 2 - 39-1	9 FEB 23			CHART 2 - 27	4 MAY 23
CHART 2 - 12	1 MAY 14	CHART 2 - 40	15 DEC 22			CHART 2 - 27-1	4 MAY 23
CHART 2 - 13	1 JUN 23	CHART 2 - 41	23 SEP 21			CHART 2 - 28	4 MAY 23
CHART 2 - 14	15 DEC 22					CHART 2 - 28-1	4 MAY 23
CHART 2 - 14-1	2 JUN 22					CHART 2 - 29	26 AUG 21
CHART 2 - 15	15 DEC 22					CHART 2 - 30	26 AUG 21
CHART 2 - 15-1	2 JUN 22						

Page	Date	Page	Date	Page	Date	Page	Date
RKPK		RKPK		RKTU		RKTU	
2 - 1	24 AUG 23	CHART 2 - 22	20 OCT 22	2 - 1	16 DEC 21	CHART 2 - 16	28 JUL 22
2 - 2	24 AUG 23	CHART 2 - 22-1	6 JUN 19	2 - 2	16 DEC 21	CHART 2 - 17	29 JUL 21
2 - 3	6 APR 23	CHART 2 - 23	20 OCT 22	2 - 3	24 AUG 23	CHART 2 - 17-1	16 FEB 17
2 - 3-1	6 APR 23	CHART 2 - 23-1	20 OCT 22	2 - 4	24 AUG 23	CHART 2 - 18	29 JUL 21
2 - 4	20 OCT 22	CHART 2 - 24	20 OCT 22	2 - 5	6 APR 23	CHART 2 - 18-1	21 NOV 19
2 - 4-1	6 APR 23	CHART 2 - 24-1	20 OCT 22	2 - 6	6 APR 23	CHART 2 - 19	29 JUL 21
2 - 5	29 JUL 21	CHART 2 - 25	28 JUL 22	2 - 7	19 NOV 20	CHART 2 - 19-1	29 JUL 21
2 - 6	29 JUL 21	CHART 2 - 25-1	28 JUL 22	2 - 8	14 JAN 21	CHART 2 - 20	21 OCT 21
2 - 7	14 FEB 19	CHART 2 - 26	29 JUL 21	2 - 8-1	1 JUN 23	CHART 2 - 20-1	23 SEP 21
2 - 8	14 FEB 19	CHART 2 - 26-1	29 JUL 21	2 - 8-2	1 JUN 23	CHART 2 - 21	21 OCT 21
2 - 9	9 FEB 23	CHART 2 - 27	21 NOV 19	2 - 8-3	6 APR 23	CHART 2 - 21-1	21 NOV 19
2 - 10	9 FEB 23	CHART 2 - 27-1	21 NOV 19	2 - 8-4	6 APR 23	CHART 2 - 22	16 FEB 17
2 - 11	19 NOV 20	CHART 2 - 28	22 OCT 20	2 - 8-5	6 APR 23	CHART 2 - 22-1	16 FEB 17
2 - 12	19 NOV 20	CHART 2 - 28-1	22 OCT 20	2 - 8-6	6 APR 23	CHART 2 - 23	16 FEB 17
2 - 13	3 JUN 21	CHART 2 - 29	29 JUL 21	2 - 8-7	6 APR 23	CHART 2 - 23-1	16 FEB 17
2 - 14	3 JUN 21	CHART 2 - 29-1	29 JUL 21	2 - 8-8	6 APR 23	CHART 2 - 24	16 FEB 17
2 - 15	23 SEP 21	CHART 2 - 30	26 AUG 21	2 - 8-9	27 AUG 20	CHART 2 - 24-1	16 FEB 17
2 - 16	23 SEP 21	CHART 2 - 30-1	26 AUG 21	2 - 8-10	27 AUG 20	CHART 2 - 25	16 FEB 17
2 - 17	23 SEP 21	CHART 2 - 31	3 JUN 21	2 - 9	6 APR 23	CHART 2 - 25-1	16 FEB 17
2 - 18	23 SEP 21	CHART 2 - 31-1	3 JUN 21	2 - 10	6 APR 23	CHART 2 - 26	29 JUL 21
2 - 19	25 AUG 22	CHART 2 - 32	22 OCT 20	2 - 11	6 APR 23	CHART 2 - 26-1	29 JUL 21
2 - 20	25 AUG 22	CHART 2 - 32-1	22 OCT 20	2 - 12	6 APR 23	CHART 2 - 27	29 JUL 21
2 - 21	4 MAY 23	CHART 2 - 33	9 MAR 23	2 - 12-1	1 AUG 19	CHART 2 - 27-1	29 JUL 21
2 - 22	4 MAY 23	CHART 2 - 33-1	9 MAR 23	2 - 12-2	12 MAY 16	CHART 2 - 28	29 JUL 21
2 - 23	6 APR 23	CHART 2 - 34	4 MAY 23	2 - 13	29 JUL 21	CHART 2 - 28-1	29 JUL 21
2 - 24	6 APR 23	CHART 2 - 34-1	4 MAY 23	2 - 14	29 JUL 21	CHART 2 - 29	29 JUL 21
2 - 25	23 SEP 21	CHART 2 - 35	3 JUN 21	2 - 15	1 JUN 23	CHART 2 - 29-1	21 NOV 19
2 - 26	20 OCT 22	CHART 2 - 35-1	3 JUN 21	2 - 16	1 JUN 23	CHART 2 - 29-2	29 JUL 21
		CHART 2 - 36	3 JUN 21			CHART 2 - 29-3	21 NOV 19
		CHART 2 - 36-1	3 JUN 21			CHART 2 - 29-4	29 JUL 21
CHART 2 - 1	29 JUL 21	CHART 2 - 37	29 JUL 21	CHART 2 - 1	24 AUG 23	CHART 2 - 29-5	21 NOV 19
CHART 2 - 2	29 JUL 21	CHART 2 - 37-1	29 JUL 21	CHART 2 - 2	24 AUG 23	CHART 2 - 29-6	29 JUL 21
CHART 2 - 3	20 OCT 22	CHART 2 - 38	22 OCT 20	CHART 2 - 3	24 AUG 23	CHART 2 - 29-7	21 NOV 19
CHART 2 - 4	20 OCT 22	CHART 2 - 38-1	22 OCT 20	CHART 2 - 3-1	24 AUG 23	CHART 2 - 30	6 APR 23
CHART 2 - 5	20 OCT 22	CHART 2 - 39	12 JAN 23	CHART 2 - 4	24 AUG 23	CHART 2 - 31	6 APR 23
CHART 2 - 6	20 OCT 22	CHART 2 - 39-1	12 JAN 23				
CHART 2 - 7	6 APR 23	CHART 2 - 40	3 JUN 21	CHART 2 - 5	1 JUN 23		
CHART 2 - 8	6 APR 23	CHART 2 - 40-1	3 JUN 21	CHART 2 - 6	1 JUN 23		
CHART 2 - 9	6 APR 23	CHART 2 - 41	23 SEP 21	CHART 2 - 7	1 JUN 23		
CHART 2 - 10	6 APR 23	CHART 2 - 42	23 SEP 21	CHART 2 - 8	1 JUN 23		
CHART 2 - 11	27 JUL 23			CHART 2 - 9	1 JUN 23		
CHART 2 - 12	25 AUG 22			CHART 2 - 10	1 JUN 23		
CHART 2 - 13	1 JUN 23			CHART 2 - 11	1 JUN 23		
CHART 2 - 14	20 OCT 22			CHART 2 - 11-1	1 JUN 23		
CHART 2 - 14-1	20 OCT 22			CHART 2 - 12	1 JUN 23		
CHART 2 - 15	9 MAR 23			CHART 2 - 12-1	1 JUN 23		
CHART 2 - 15-1	9 MAR 23			CHART 2 - 13	10 MAR 22		
CHART 2 - 16	17 NOV 22			CHART 2 - 13-1	1 AUG 19		
CHART 2 - 16-1	17 NOV 22			CHART 2 - 14	10 MAR 22		
CHART 2 - 17	12 JAN 23			CHART 2 - 14-1	1 AUG 19		
CHART 2 - 17-1	12 JAN 23			CHART 2 - 15	27 SEP 18		
CHART 2 - 18	3 JUN 21			CHART 2 - 15-1	27 SEP 18		
CHART 2 - 18-1	25 OCT 18			CHART 2 - 15-2	29 JUL 21		
CHART 2 - 19	20 OCT 22			CHART 2 - 15-3	29 JUL 21		
CHART 2 - 19-1	20 OCT 22						
CHART 2 - 20	25 OCT 18						
CHART 2 - 20-1	25 OCT 18						
CHART 2 - 21	9 MAR 23						
CHART 2 - 21-1	9 MAR 23						

Page	Date	Page	Date	Page	Date	Page	Date
RKNY		RKTN		RKJB		RKJJ	
2 - 1	1 JUN 23	2 - 1	29 JUN 23	2 - 1	29 JUN 23	2 - 1	6 APR 23
2 - 2	1 JUN 23	2 - 2	29 JUN 23	2 - 2	29 JUN 23	2 - 2	6 APR 23
2 - 3	1 JUN 23	2 - 3	17 NOV 22	2 - 3	10 FEB 22	2 - 3	4 JUL 19
2 - 4	1 JUN 23	2 - 4	17 NOV 22	2 - 4	10 FEB 22	2 - 4	4 JUL 19
2 - 5	15 DEC 22	2 - 5	17 NOV 22	2 - 5	22 OCT 20	2 - 5	19 NOV 20
2 - 6	15 DEC 22	2 - 6	17 NOV 22	2 - 6	11 FEB 21	2 - 6	19 NOV 20
2 - 7	20 OCT 22	2 - 7	1 JUL 21	2 - 7	18 NOV 21	2 - 7	2 JUN 22
2 - 8	20 OCT 22	2 - 8	1 JUL 21	2 - 8	23 SEP 21	2 - 8	2 JUN 22
2 - 9	28 JUL 22	2 - 9	24 AUG 23	2 - 9	20 OCT 22	2 - 9	13 JAN 22
2 - 10	28 JUL 22	2 - 10	24 AUG 23	2 - 10	23 SEP 21	2 - 10	10 MAR 22
2 - 11	27 JUL 23	2 - 11	24 AUG 23	2 - 11	29 JUN 23	2 - 11	28 JUL 22
2 - 12	27 JUL 23	2 - 12	24 AUG 23	2 - 12	29 JUN 23	2 - 12	28 JUL 22
2 - 12-1	4 MAY 23	2 - 13	11 MAY 17			2 - 13	28 JUL 22
2 - 12-2	28 JUL 22	2 - 14	6 JUL 17	CHART 2 - 1	6 APR 23	2 - 14	28 JUL 22
2 - 13	4 JUL 19			CHART 2 - 2	10 FEB 22	2 - 15	28 JUL 22
2 - 14	4 JUL 19			CHART 2 - 3	6 APR 23	2 - 16	28 JUL 22
		CHART 2 - 1	11 MAR 21	CHART 2 - 4	6 APR 23	2 - 17	12 JAN 23
		CHART 2 - 2	11 MAR 21	CHART 2 - 5	6 APR 23	2 - 18	9 MAR 23
CHART 2 - 1	1 JUN 23	CHART 2 - 3	17 NOV 22	CHART 2 - 6	6 APR 23		
CHART 2 - 2	1 JUN 23	CHART 2 - 3-1	17 NOV 22	CHART 2 - 7	23 SEP 21	CHART 2 - 1	2 JUN 22
CHART 2 - 3	1 JUN 23	CHART 2 - 4	17 NOV 22	CHART 2 - 7-1	23 SEP 21	CHART 2 - 2	2 JUN 22
CHART 2 - 3-1	1 JUN 23	CHART 2 - 5	4 MAY 23	CHART 2 - 8	30 JUN 22	CHART 2 - 3	1 JUN 23
CHART 2 - 4	1 JUN 23	CHART 2 - 6	4 MAY 23	CHART 2 - 8-1	30 JUN 22	CHART 2 - 4	1 JUN 23
CHART 2 - 5	1 JUN 23	CHART 2 - 7	4 MAY 23	CHART 2 - 9	23 SEP 21	CHART 2 - 5	4 MAY 23
CHART 2 - 6	1 JUN 23	CHART 2 - 8	4 MAY 23	CHART 2 - 9-1	19 NOV 20	CHART 2 - 6	4 MAY 23
CHART 2 - 7	1 JUN 23	CHART 2 - 9	6 APR 23	CHART 2 - 10	30 JUN 22	CHART 2 - 7	4 MAY 23
CHART 2 - 8	25 AUG 22	CHART 2 - 10	27 SEP 18	CHART 2 - 10-1	30 JUN 22	CHART 2 - 8	4 MAY 23
CHART 2 - 8-1	8 APR 21	CHART 2 - 10-1	27 SEP 18	CHART 2 - 11	23 SEP 21	CHART 2 - 9	1 JUN 23
CHART 2 - 9	9 MAR 23	CHART 2 - 11	21 OCT 21	CHART 2 - 11-1	23 SEP 21	CHART 2 - 10	1 JUN 23
CHART 2 - 9-1	27 SEP 18	CHART 2 - 11-1	21 OCT 21	CHART 2 - 12	23 SEP 21	CHART 2 - 11	9 MAR 23
CHART 2 - 10	25 AUG 22	CHART 2 - 12	27 SEP 18	CHART 2 - 12-1	19 NOV 20	CHART 2 - 11-1	9 MAR 23
CHART 2 - 10-1	8 APR 21	CHART 2 - 12-1	27 SEP 18	CHART 2 - 13	30 JUN 22	CHART 2 - 12	12 JAN 23
CHART 2 - 11	9 MAR 23	CHART 2 - 13	28 JUL 22	CHART 2 - 14	15 DEC 22	CHART 2 - 12-1	30 JUN 22
CHART 2 - 11-1	27 SEP 18	CHART 2 - 13-1	28 JUL 22	CHART 2 - 14-1	15 DEC 22	CHART 2 - 13	9 MAR 23
CHART 2 - 12	25 AUG 22	CHART 2 - 14	3 JUN 21	CHART 2 - 15	15 DEC 22	CHART 2 - 13-1	9 MAR 23
CHART 2 - 12-1	25 AUG 22	CHART 2 - 14-1	21 NOV 19	CHART 2 - 15-1	15 DEC 22	CHART 2 - 14	12 JAN 23
CHART 2 - 13	28 JUL 22	CHART 2 - 15	3 JUN 21	CHART 2 - 16	15 DEC 22	CHART 2 - 14-1	12 JAN 23
CHART 2 - 14	9 MAR 23	CHART 2 - 15-1	21 NOV 19	CHART 2 - 16-1	15 DEC 22	CHART 2 - 15	12 JAN 23
CHART 2 - 14-1	9 MAR 23	CHART 2 - 16	3 JUN 21	CHART 2 - 17	15 DEC 22	CHART 2 - 15-1	21 NOV 19
CHART 2 - 15	6 APR 23	CHART 2 - 16-1	21 NOV 19	CHART 2 - 17-1	15 DEC 22	CHART 2 - 16	9 MAR 23
CHART 2 - 15-1	6 APR 23	CHART 2 - 17	25 AUG 22	CHART 2 - 18	15 DEC 22	CHART 2 - 16-1	9 MAR 23
CHART 2 - 16	9 MAR 23	CHART 2 - 17-1	25 AUG 22	CHART 2 - 18-1	15 DEC 22	CHART 2 - 17	9 MAR 23
CHART 2 - 16-1	9 MAR 23	CHART 2 - 18	3 JUN 21	CHART 2 - 19	15 DEC 22	CHART 2 - 17-1	9 MAR 23
CHART 2 - 17	9 MAR 23	CHART 2 - 18-1	27 SEP 18	CHART 2 - 19-1	15 DEC 22	CHART 2 - 18	9 MAR 23
CHART 2 - 17-1	9 MAR 23	CHART 2 - 19	30 JUN 22	CHART 2 - 20	15 DEC 22	CHART 2 - 18-1	9 MAR 23
CHART 2 - 18	4 MAY 23	CHART 2 - 19-1	21 NOV 19	CHART 2 - 20-1	15 DEC 22	CHART 2 - 19	12 JAN 23
CHART 2 - 19	25 OCT 18	CHART 2 - 20	3 JUN 21	CHART 2 - 21	29 JUN 23	CHART 2 - 20	12 JAN 23
		CHART 2 - 20-1	27 SEP 18	CHART 2 - 21-1	29 JUN 23	CHART 2 - 20-1	26 AUG 21
		CHART 2 - 21	25 AUG 22	CHART 2 - 22	29 JUN 23	CHART 2 - 21	12 JAN 23
		CHART 2 - 22	25 AUG 22	CHART 2 - 23	29 JUN 23	CHART 2 - 21-1	30 JUN 22
						CHART 2 - 22	9 MAR 23
						CHART 2 - 22-1	9 MAR 23
						CHART 2 - 23	12 JAN 23
						CHART 2 - 23-1	30 JUN 22
						CHART 2 - 24	12 JAN 23
						CHART 2 - 24-1	26 AUG 21
						CHART 2 - 25	12 JAN 23
						CHART 2 - 25-1	26 AUG 21

AIP AMDT 9/23

Page	Date	Page	Date	Page	Date	Page	Date
RKPU		RKSM		RKSM		RKTH	
2 - 1	1 JUN 23	2 - 1	21 NOV 19	CHART 2 - 23	3 JUN 21	2 - 1	2 JUN 22
2 - 2	1 JUN 23	2 - 2	27 SEP 18	CHART 2 - 23-1	27 SEP 18	2 - 2	2 JUN 22
2 - 3	24 AUG 23	2 - 3	7 JUN 18	CHART 2 - 24	3 JUN 21	2 - 3	13 JAN 22
2 - 4	24 AUG 23	2 - 3-1	7 JUN 18	CHART 2 - 24-1	27 SEP 18	2 - 4	13 JAN 22
2 - 5	6 APR 23	2 - 4	4 JUN 20	CHART 2 - 25	28 SEP 17	2 - 5	2 JUN 22
2 - 6	6 APR 23	2 - 4-1	4 JUN 20	CHART 2 - 25-1	17 MAR 16	2 - 6	2 JUN 22
2 - 7	24 AUG 23	2 - 5	17 MAR 16	CHART 2 - 26	3 JUN 21	2 - 7	2 JUN 22
2 - 8	24 AUG 23	2 - 6	29 SEP 16	CHART 2 - 26-1	27 SEP 18	2 - 8	13 JAN 22
2 - 9	24 AUG 23	2 - 7	2 JUN 22	CHART 2 - 27	3 JUN 21	2 - 9	1 AUG 19
2 - 10	24 AUG 23	2 - 8	2 JUN 22	CHART 2 - 27-1	27 SEP 18	2 - 10	1 AUG 19
2 - 11	24 AUG 23	2 - 9	22 OCT 20	CHART 2 - 28	28 SEP 17	2 - 11	24 OCT 19
2 - 12	24 AUG 23	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	24 AUG 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	24 AUG 23	CHART 2 - 17-1	19 DEC 19			CHART 2 - 17-2	17 NOV 22
CHART 2 - 20	24 AUG 23	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		

INTENTIONALLY

LEFT

BLANK

6. ATN / AFTN CIRCUIT

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

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

7. 추가 정보

NIL

7. Miscellaneous

NIL

ENR 5. NAVIGATION WARNING

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1.1 PROHIBITED AREAS

Identification, name and lateral limits	Upper limit Lower limit (ft)	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
RK P73 Area connecting the outlines of circles with a radius of 2 miles centered on center 1 and center 2 * Center 1 : 373209N 1265838E * Center 2 : 373232N 1265943E	UNL GND	Refer to ENR 1.2(Flight Procedures in the vicinity of RK P73, Air Control Procedures, etc.) The commander of Capital Defence command.
RK P518W 380000N 1240900E - 380000N 1245100E - eastward along the Northern Limit line - 374255N 1260633E - 374213N 1260951E - 373900N 1261000E - 373000N 1255000E - 373000N 1243800E - to the beginning	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC
RK P518 The area between Demarcation and the line formed by the following point; 373900N 1261000E - 374300N 1264100E - 373800N 1265300E - 375800N 1274000E - 380400N 1283100E - 380800N 1283200E - 381200N 1283600E - to coast-line CIVIL CORRIDOR a. This corridor is operable 0700 thru 1200 UTC for weekdays and 0300 thru 1200 UTC for Saturday, Sunday and ROK holidays. b. This corridor may be closed without prior coordination with ATC when DEFCON-III is declared or required by urgent military situation. 374100N 1264400E - 374200N 1265100E - 374500N 1270000E - 374300N 1270500E - 373000N 1273100E	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC Incheon Airport Instrument Flight Procedures Protected Area (S1) as follows : 374153N 1261628E - 374336N 1262933E - 374208N 1263410E - 373936N 1261436E - 374028N 1261446E - 374153N 1261628E ALT : 1 600 ft - 6 000 ft AMSL Restriction : Controlled IFR aircraft by Seoul Approach can only use this area. VFR aircraft do not use this area.
RK P518E 383800N 1282200E - 383800N 1283800E - 382200N 1284700E - 381600N 1283300E - northward along the eastern coast line to the beginning	UNL GND	Demilitarized zone MCRC/FOC VMC-IMC

Change : Amended phrase(PK P518E → RK P518E).

1.2 RESTRICTED AREAS

Identification, name and lateral limits 1	Upper limit Lower limit (ft) 2	Remarks (time of activity, type of restriction, nature of hazard, risk of interception) 3
RK R1 YONGMUN 373114.0N 1272813.3E - 373212.1N 1273114.2E - 373042.1N 1273147.1E - 373042.1N 1272813.2E - to the beginning	$\frac{6\,000}{\text{GND}}$	Ground to ground high angle firing FROKA G-3 AIR Mon-Fri 2300-0800 UTC VMC-IMC
RK R10 MAEBONG 373800N 1274100E - 373900N 1274400E - 373700N 1274700E - 373200N 1274800E - 373200N 1274100E - to the beginning	$\frac{5\,000}{\text{GND}}$	Ground to ground high angle firing FROKA G-3 AIR Mon-Sat Cont VMC-IMC
RK R14 PYEONGDONG 350900N 1264200E - 350900N 1264400E - 350800N 1264600E - 350500N 1264500E - 350600N 1264100E - 350746.0N 1264117.6E - 350806.0N 1264056.7E - to the beginning	By NOTAM	Ground to ground firing ROKAF Kwangju App by NOTAM VMC-IMC
RK R17 YEOJU A circle radius 5 NM centered on 372010N 1273552E	$\frac{\text{FL } 150}{\text{GND}}$	Air to ground firing ROKAF AFOC/DOT AOC Suwon AB Cont 2100-1500 UTC VMC-IMC
RK R19 JOCHIWON A circle radius 2 NM centered on 363640N 1271328E	$\frac{3\,400}{\text{GND}}$	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R20 BOEUN A circle radius 2 NM centered on 362836N 1274700E	$\frac{5\,000}{\text{GND}}$	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R21 EONYANG A circle radius 2 NM centered on 353118N 1290430E	$\frac{5\,000}{\text{GND}}$	Ground to ground high angle firing SROKA G-3AIR by NOTAM VMC-IMC
RK R35 MAESANRI A circle radius 2 NM centered on 372138N 1271523E	$\frac{2\,500}{\text{GND}}$	High density PARA DROP training ROKA SWC/DO Cont VMC-IMC
RK R72 YOKJIDO 340941N 1280000E - 341801N 1281127E - 341800N 1283500E - 342012N 1283514E - 340913N 1284311E - 340000N 1283500E - 340000N 1280000E - to the beginning	$\frac{\text{UNL}}{\text{GND}}$	Surface to surface, Surface to air and Air to surface firing ROKN 3rd Fleet/DO by NOTAM VMC-IMC
RK R74 DONG-HAE-NAM-BU 365200N 1300000E - 365000N 1301300E - 364400N 1302500E - 360200N 1302500E - 360200N 1300000E - to the beginning	$\frac{\text{FL } 500}{\text{GND}}$	Air to air firing ROKAF AFOC/DOT Cont VMC Exclude A586/Y579 ATS routes area during it's operational hours* * Refer to ENR 3.1-2(A586) & 3.2-6(Y579)

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 14L (9° W/2020) ILS CAT I (9° W/2020) GP 14L	ISEL	109.90 MHz	H24	373244.6N 1264834.7E		RWY 14L LOC unusable beyond 12 NM from GP-DME and beyond 10° Left side of the Course not flight check due to RK P518 Scheduled inspection time : Every 2nd THU(1400-1900 UTC) of the month
DME 14L	ISEL	997 MHz (CH 36X)	H24	373403.9N 1264648.2E	30 m	
IM 14L	-	333.8 MHz	H24	373403.8N 1264648.1E		
LOC 32R (9° W/2020) ILS CAT I (9° W/2020)	ISKP	110.70 MHz	H24	373421.9N 1264632.6E		
DME 32R	ISKP	1005 MHz (CH 44X)	H24	373421.7N 1264632.8E	30 m	RWY 32R LOC unusable beyond 10° Right side of the Course not flight check due to RK P73A/B Scheduled inspection time : Every 3rd THU(1400-1900 UTC) of the month
GP 32R	-	75 MHz	H24	373256.3N 1264812.9E		
IM 32R	-	330.2 MHz	H24	373256.4N 1264813.1E		
LOC 32L (9° W/2020) ILS CAT I (9° W/2020)	IKMO	108.30 MHz	H24	373244.5N 1264834.9E		
DME 32L	IKMO	981 MHz (CH 20X)	H24	373413.4N 1264622.6E	30 m	RWY 32L LOC unusable beyond 12° NE side of the course due to RK P73 Scheduled inspection time : Every 4th THU(1400-1900 UTC) of the month
GP 32L		334.1 MHz	H24	373257.2N 1264751.2E		
VOR/DME (Yangju) (9° W/2020)	YJU	114.90 MHz (CH 96X)	H24	373257.3N 1264751.2E		
VOR/DME unusable - RDL 081 clockwise RDL 100 beyond 20 NM not flight check due to RK P518 - RDL 125 clockwise RDL 155 beyond 30 NM due to RK R17 - RDL 155 clockwise RDL 220 not flight check due to RK P73A/73B - RDL 250 clockwise RDL 265 beyond 30 NM not flight check due to RK P518 - RDL 265 clockwise RDL 271 beyond 20 NM not flight check due to RK P518 - RDL 271 clockwise RDL 081 not flight check due to RK P518						
Scheduled Inspection Time ASDE : Every 3rd TUE(0100-0800 UTC) of the month when visibility is at or above 5 km(VMC). RADAR (PSR, SSR) : Every 2nd, 4th WED (1400-1900 UTC) of the month. SEL(VORTAC) : Every 3rd TUE (1500-2000 UTC) of the month. Yangju(VOR/DME) : Every 2nd WED (1500-2000 UTC) of the month. ※ The information of VORTAC SEL see ENR 4.1 for details.						

RKSS AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 All aircraft with 2 engines or more(except helicopter) shall fly IFR at Gimpo international Airport for departures and arrivals.
 - 1.2 Pilots are strongly required to monitor VHF 121.5 MHz when flying within SEOUL TMA.
 - 1.3 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (RK P518, RK P73, etc) and Special Use Airspace (ACMI, RK R17, etc), especially when flying north of R 280 KIP, R 100 SEL and east of the extended centerline of runway 14/32.
 - 1.4 Pilots should always make sure that microphones are not stuck in the transmitting position before transmission in order to prevent frequency blockage (stuck mike) from impairing ATC.
 - 1.5 Special Regulations for Use of the Gimpo Airport (RKSS)

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

Change : Information of prohibited area and special use airspace.

1. Aircraft

- a. Private aircraft which is owned by an enterprise or a person, except the following aircraft;
 - 1) Public charter which is not scheduled,
 - 2) Inclusive tour charter,
 - 3) Aircraft having a seating capacity of more than 50 passengers
 - 4) Aircraft having a maximum payload capacity of 2 721 kg (6 000 lbs) or more,
 - 5) Aircraft carrying commercial goods (including free-of-charge carriage), or
 - 6) State aircraft which is not owned by an enterprise or a person.
- b. Ferry-flight of an aircraft which is Korean-registered and internationally operating for the purpose of import, maintenance or charter flight support.

2. Restriction

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

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

1.6

Landing Procedure

1. Landing to RWY(14R/32L)

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

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

* Note : The Exit of "D1" will be available by pilot's discretion.

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

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

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

* If unable to follow the above RWY vacating routes, pilots should notify it to ATC.

1.7

Taxiway Classification

Taxiway	B1, B2, D1, D2, D3, G1, G2, P	Up to code letter "F" available ※ Refer to RKSS AD 2-22
	A, C1, C2, C3, E1, E2, F1, F2	Up to code letter "E" available
	W1, W2	Up to code letter "B" available
Holding bay	G2	Up to code letter "E" available
Taxilane	P1	Up to code letter "F" available
	N1, N2, N3, N4, P2, P3, P4, P5, P6, R, RD	Up to code letter "E" available
	T, S	Up to code letter "B" available
	N5	Up to code letter "C" available

* NOTE :

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

1.8

Load Limitations

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

1.9

Parking Stands Confirmation Procedure

All general aviation aircraft (fixed & rotary wing) operator who plans to fly to Gimpo International Airport should contact with airport operator (airside operations team) at least 1 day before the flight (before filing flight plan), to confirm aircraft stand availability.
Contact : +82-2-2660-2566~7

2.7 Taxi and Ground Movement procedures for North Apron

1. Aircraft waiting on N1-A, N1-B for deicing or for other purposes should stop at the stop line, and a marshal should maintain radio communication with ATC.

2. Standard taxi procedures for north apron

Unless otherwise cleared by ATC, taxi into and out of north apron as follows;

[Caution] While taxiing to/from the International Terminal via P4 or P5, pilots should look out for other aircraft that might be holding on taxiway N1, N2 and N3 in order to avoid collision risk.

- a. Departure

- 1) Aircraft stands from NR. 31 to 34 proceed to "P" TWY via "P4" TWY.
- 2) Aircraft stands from NR. 35 to 39, NR. 201 to 206, NR. 211 to 214 and NR. 304 to 307 proceed to "P" TWY via "P4" TWY.
- 3) Aircraft stands from NR. 221 to 231 proceed to "P" TWY via "N2" and "P4" TWY.
- 4) Aircraft stands from NR. 232 to 237, NR. 301 to 303 proceed to "P" TWY via "N4" and "P4" TWY.

- b. Arrival

- 1) Aircraft stands from NR. 201 to 206, NR. 211 to 214, NR. 221 to 237 From "P" TWY, proceed to aircraft stand via "P5" TWY.
- 2) Aircraft stands from NR. 35 to NR. 39, NR. 304 to 307 From "P" TWY, proceed to aircraft stand via "P5" and "N4" TWY.
- 3) Aircraft stands from NR. 31 to NR. 34 From "P" TWY, proceed to aircraft stand via "P5" and "N3" TWY.
- 4) Aircraft stands from NR. 301 to NR. 303 From "P" TWY, proceed to aircraft stand via "P5" and "N5" TWY.

2.8 Taxi and Ground Movement Procedures for West Apron

1. All aircraft within the west apron shall be operated in accordance with the following conditions.

- a. An aircraft operating on the west apron shall not taxi, push-back or tow unless prior authorization has been obtained from Gimpo Apron.
- b. Pilot shall contact Gimpo APN to request engine start-up and provide the following :
 - 1) Call sign
 - 2) Stand number
 - 3) Flight path(South or RWY cross, etc.)
- c. Pilot shall contact Gimpo APN (for Arrival) and provide the stand number.
- d. Park at appropriate stands considering aircraft dimensions specified herein, all aircraft must be parked within the aircraft stand safety lines.
Refer to the AIRCRAFT PARKING/DOCKING CHART ICAO for the details.
- e. Wheeled helicopters are restricted to ground taxi only.
- f. When any adjacent stand is occupied, power driven turn of aircraft at the stand is prohibited.
- g. All stands are restricted to start-up only, and all engine run-up must be performed in designated area only.
- h. Fixed-wing aircraft must be tied down when parking.
- i. For helicopters, before commencing movement with self-power at stands(NR. 922, 923) adjacent to fixed-wing stand, be sure that fixed-wing aircraft is tied down.

2. Standard Taxi Procedures

Unless otherwise cleared by ATC, the taxi procedures of the aircraft within the Apron are as follows.

- a. Departure

- 1) Fixed-wing aircraft
 - a) stand → "S" taxilane → TWY "W1" or "W2" → RWY
 - b) stand → "T" taxilane → TWY "W2" → RWY
- 2) For helicopter, proceed from the stand to H3 or H4 via "S" taxilane.

- b. Arrival

- 1) Fixed-wing aircraft
 - a) RWY → TWY "W1" → "S" taxilane → TWY "W2" → "T" taxilane → stand
 - b) RWY → TWY "W2" → "T" taxilane → stand
- 2) For helicopter, after landing at H3 or H4, proceed to the stand via "S" taxilane.

3. Radio Communication Procedures

Unless otherwise instructed by ATC, all aircraft should change radio frequency as follows.

a. Departure

- 1) Fixed-wing aircraft shall contact Gimpo Apron(130.875 MHz) on the stand before taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering TWY "W1" or "W2" for take off.
- 2) Helicopters shall contact Gimpo Apron(130.875 MHz) on the stand for taxiing and will normally be transferred to Gimpo Tower(118.1 MHz) manually prior to entering "H3" or "H4" for take-off.

b. Arrival

- 1) Fixed-wing aircraft will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually just after entering "W1" or "W2" TWY for ground taxi.
- 2) Helicopters will normally be transferred from Gimpo Tower(118.1 MHz) to Gimpo Apron(130.875 MHz) manually prior to entering the taxiway "S" for taxiing, after landing "H3" or "H4".

4. The use of RUN-UP PAD

- a. Hour of Operation : Available between 30 minutes after sunrise and 30 minutes before sunset.
- b. The use of RUN-UP PAD may be permitted only under prior approval obtained from Gimpo APN.
- c. A continuous communication with Gimpo APN shall be maintained while using RUN-UP PAD.
- d. No maintenance is permitted on RUN-UP PAD(except compulsory maintenance during RUN-UP).
- e. Hover check is not available over RUN-UP PAD.
(But hover check at H3 or H4 will be available under ATC permission below 50 ft.)

5. Restrictions

- a. Any helicopter is not allowed to taxi on Taxiway "W2" and taxiway "T".
- b. Any helicopter must follow the regular operating hours(within 1 HR/MAX) when using spot NR. 908-2 and spot NR. 909. Layover is not permitted.
- c. Any helicopter which are not registered in Gimpo INTL Airport are not allowed to park more than 30 minutes when using ACFT stand NR. 912. Layover is not permitted on the stand.

2.9 The code letter "F" aircraft operating procedures for the usage of the alternate airport(RKSS)

1. Taxiing procedures to and from ACFT stands NR.121F and 123F for both standard and low visibility operations are as follows :

a. Departure (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - 121F/123F → P1 → P → G2 → G1
RWY 32L - 121F/123F → P1 → P → B2 → B1

b. Arrival (Refer to RKSS AD 2-20, 2-21, 2-22)

RWY 14R - B1 → B2 → P → P1 → 121F/123F
RWY 32L - G1 → G2 → P → P1 → 121F/123F

2. Restriction

- a. Any Aircraft shall not enter TWY "N1(N1-A, N1-B)", while "F" aircraft is occupying "P" TWY.
- b. "F" aircraft requires Follow me car service and shall comply with the taxi speed limit 17 kt when taxi on part of "P" TWY from "P6" to "F2".
- c. Push-back restriction on ACFT stand NR. 121F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 123.
- d. Push-back restriction on ACFT stand NR. 123F : Nose-gear cannot cross over intermediate holding position marking on TWY "R" behind the ACFT stand NR. 122.
- e. The aircraft, the code letter "F", are not able to take-off or land on RWY 14L/32R.

2.10 Apron Safety Management

1. Some roadways for GSE(Ground Service Equipment) vehicle crossing P1, P2, P3 taxilane are marked in the form of zipper.
2. Pilots shall give an extra caution to the vehicles during taxiing because there are roadways for vehicle crossing R, P1, P2, P3, P4, P5 taxilane in the apron.
3. Some of Code letter B aircraft stands(NR. 502, 503, 506~514) in West Apron don't provide minimum clearance distance(3 m) from apron safety line to tail of an aircraft. Any vehicle, equipment or person should obtain prior clearance from Gimpo APN.
4. Pilots shall perform judgemental oversteering instead of cockpit centerline steering when entering taxilane RD for code letter E aircraft and above.
5. Pilot shall pay extra caution to the vehicles and other aircraft while taxiing in apron area, especially ensuring enough wing-tip clearance.

2.11 Transponder

Pilots should always operate transponders with XPNDR (and AUTO if available) except for parking ACFT on the stands.

3. School and Training Flights

- 3.1 'Touch and go', 'Stop and go' and 'Low approach' are not allowed.
- 3.2 Solo training flight by a student pilot is not allowed within Gimpo control zone which is B airspace.
- 3.3 Aircraft control and ATC radio communication should be maintained by the instructor.
- 3.4 Checkride(examination flight for applying the pilot licence) is restricted at Gimpo INTL airport from July 1st, 2015.

4. CAT II/III Operations

4.1 General

Gimpo INTL Airport RWY 14R has ILS CAT III 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).

1. Low visibility operations will be initiated by broadcasting "ATC LOW VISIBILITY PROCEDURES ARE IN OPERATION" via ATIS and/or appropriate radio frequencies.
2. Low visibility operations will be terminated by deleting the above mentioned message from ATIS and/or broadcasting "ATC LOW VISIBILITY OPERATIONS ARE TERMINATED" via appropriate frequencies.

4.2 Aircraft operator must obtain the approval from Administrator of Seoul Regional Aviation Administration prior to conducting any low visibility operations at Gimpo INTL Airport.

1. Approval for CAT II/III Operations

- a. Aircraft operators and pilots who wish to conduct ILS CAT II/III operations at Gimpo INTL Airport shall conform with certain requirements. Details of these requirements are published in Aviation Safety Act, Article 67 and its Enforcement regulations Article 189, which are available from :

Flight Operations Division
Seoul Regional Office of Aviation
47, Gonghang-ro 424 beon-gil, Jung-gu, Incheon,
22382, Republic of Korea

TEL : 82-32-740-2154~5
FAX : 82-32-740-2159

- b. Foreign operators may obtain the approval from Administrator of Seoul Regional Aviation Administration by providing the following information to Administrator of Seoul Regional Aviation Administration.

- 1) Aircraft type and register number;
- 2) The Category II/III minima under which they intend to operate; and
- 3) A copy of the category II/III certification issued by their own category authority.

4.3 Pilots shall be informed when :

1. Meteorological reports preclude ILS CAT I operations;
2. Low Visibility Procedures are in operation;
3. There is any unserviceability in a promulgated facility so that they may amend their minima.

4.4 The separation between the aircraft landing successively on the same runway will not be less than 10 NM.

4.5 When informed the failure of Surface Movement Radar (SMR), pilots should anticipate that considerable spacing between the aircraft may be required.

4.6 Pilots who wish to carry out an ILS CAT II/III approach shall inform Approach Control on their initial contact.

4.7 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II/III operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Act, Article 5 of 186.

1. During Low visibility operations, taxiway centerline lights will be used in conjunction with the stop bar lights as follows :

- a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
- b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

2. Arriving Aircraft

- a. Aircraft shall vacate the runway via the designated exit taxiways as follows :
RWY 14R - A, B1, B2, C1, C2, P (Refer to RKSS AD 2-16)
- b. 14R/32L runway exits have taxiway center-line lead off lights that are color coded (green/yellow) to indicate the portion of the taxiway that is within the ILS sensitive area.
- c. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical sensitive areas.

3. Departing Aircraft

Departing aircraft shall normally enter the runway via the designated taxiways as follows :

RWY 14R : P - G2 - G1
RWY 14L : P - G2
RWY 32R : P - A
RWY 32L : P - B2 - B1
Refer to RKSS AD 2-18, 2-19.

4. Follow-me car service

- a. Follow-me service is available to arriving aircraft using RWY 32L/14R when crossing RWY 32R/14L.
Pilot should make the request to ATC.
- b. Aircraft shall monitor the Gimpo Ground or Apron frequencies during taxiing.

4.8 Practice Approaches

Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

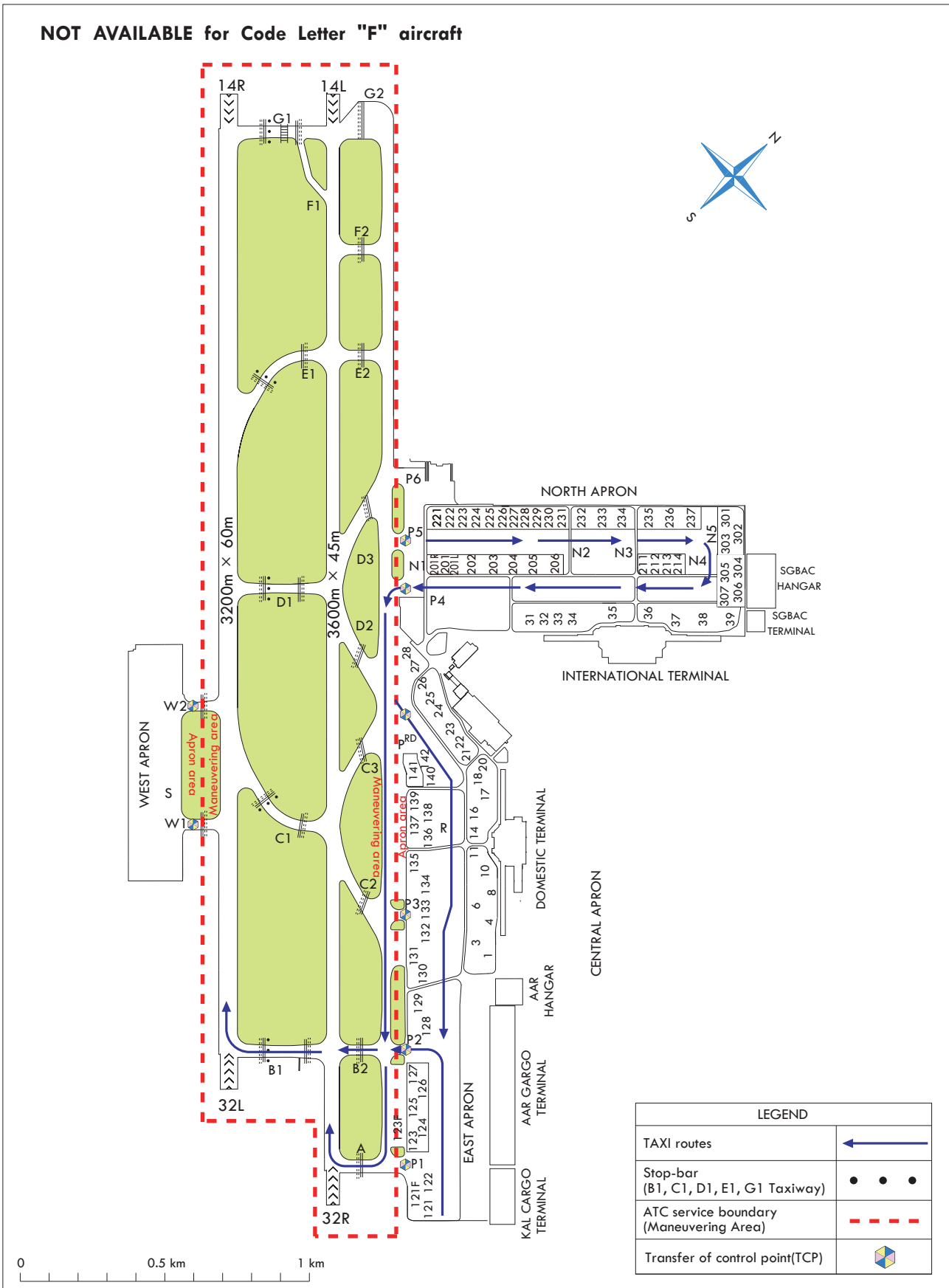
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
RWY 32R/L
SMGCS - Departure taxi route

NOT AVAILABLE for Code Letter "F" aircraft



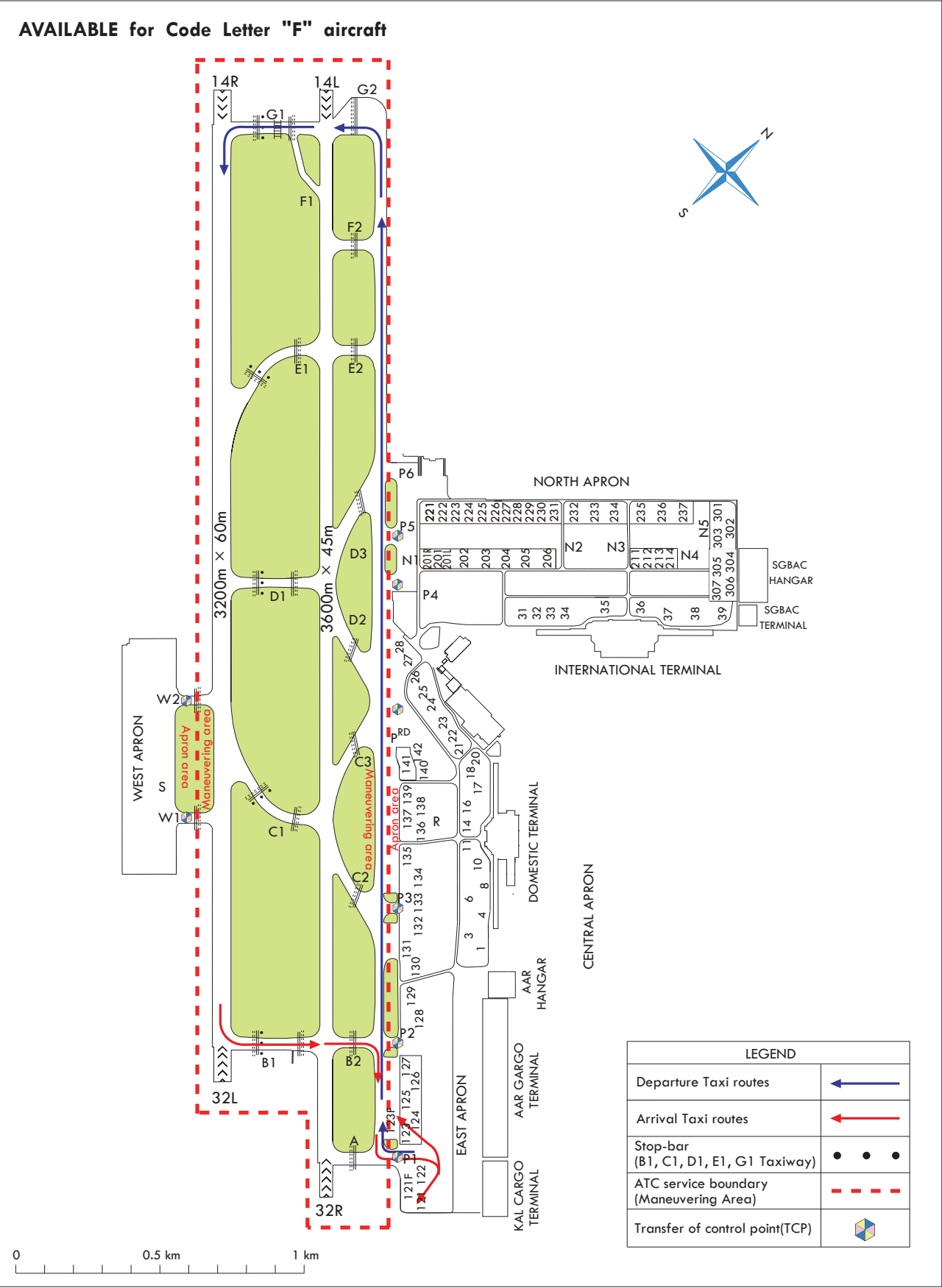
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 14R
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Amended phrase(standard & SMGCS taxi route → SMGCS taxi route).

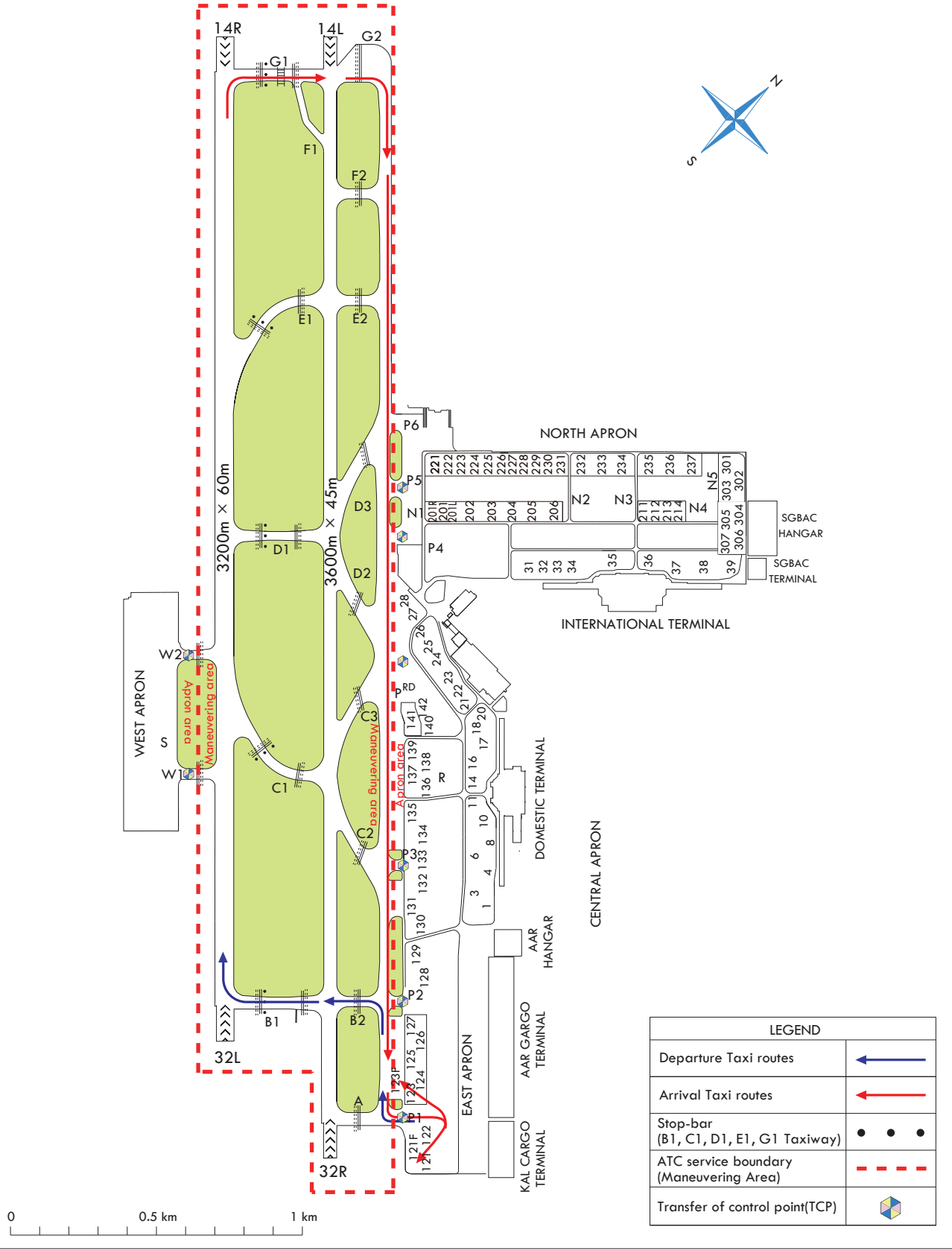
LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 18 m

GIMPO	TWR	118.1
GIMPO	GND	121.9
GIMPO	APN	130.875

SEOUL/Gimpo INTL
RWY 32L
SMGCS taxi route

AVAILABLE for Code Letter "F" aircraft



Change : Amended phrase(standard & SMGCS taxi route → SMGCS taxi route).

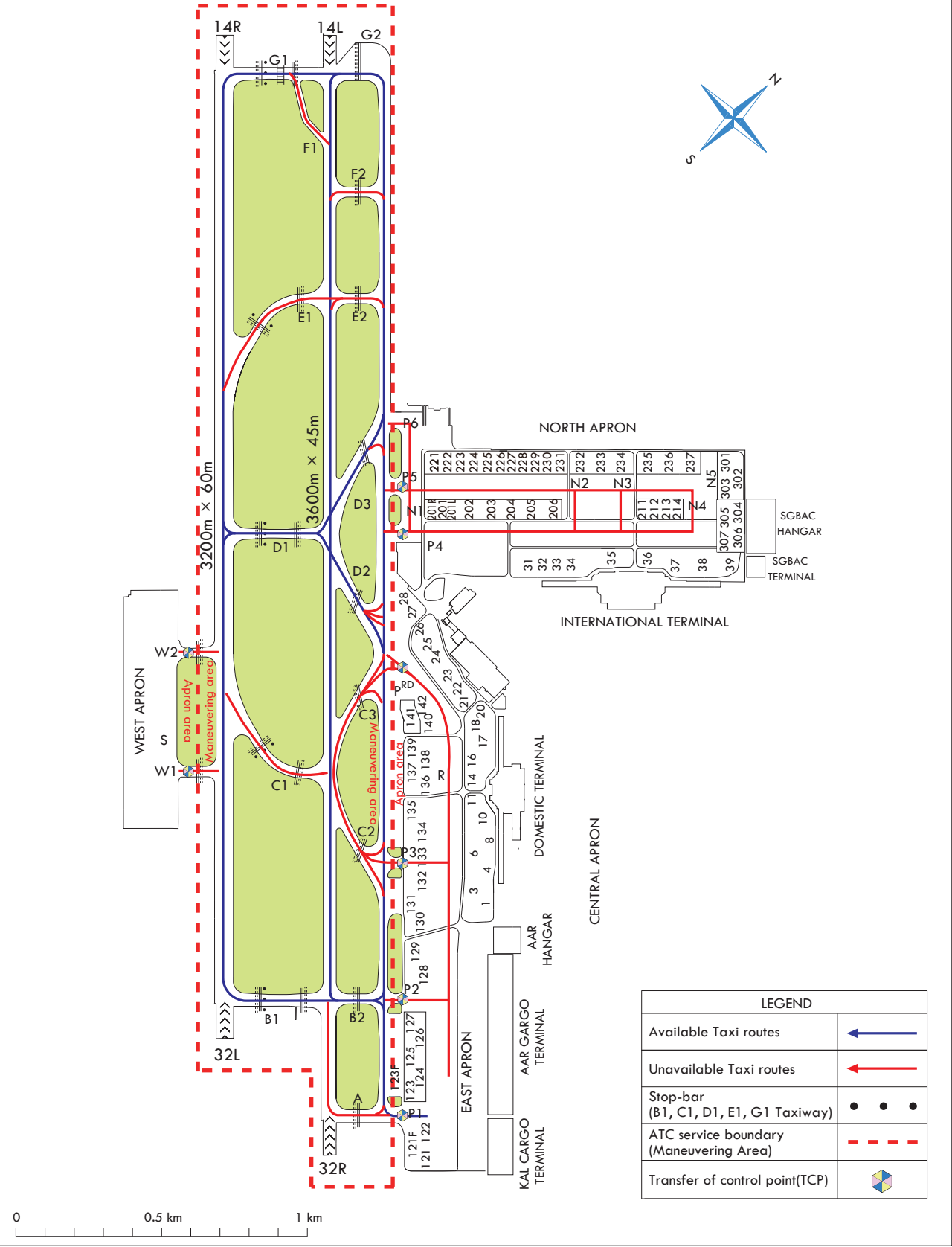
STANDARD
PROCEDURE

AERODROME ELEV 18 m

GIMPO TWR	118.1
GIMPO GND	121.9
GIMPO APN	130.875

SEOUL/Gimpo INTL
"F" aircraft Available taxi route

AVAILABLE for Code Letter "F" aircraft

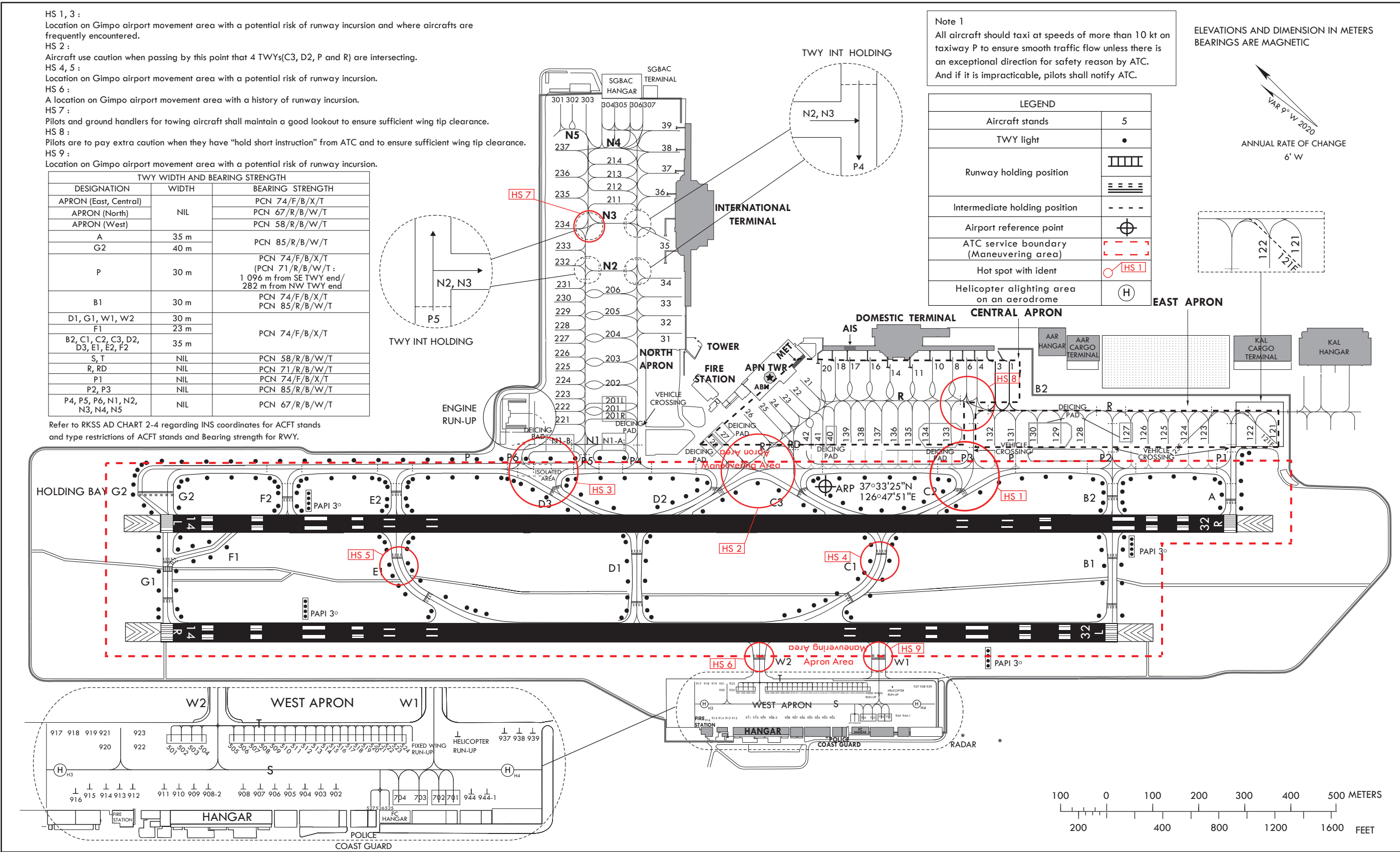


Change : Amended phrase(low visibility procedure → standard procedure).

AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV	
Central Apron	16 m
The Other	13 m

TWR	118.1
GND	121.9
APN	130.875



Change : Information of intermediate holding position.

INS COORDINATES FOR AIRCRAFT STANDS (WGS-84)					
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
3	37°33'22.69"N	126°48'17.76"E	201R	37°33'48.36"N	126°47'36.13"E
4	37°33'23.72"N	126°48'16.46"E	201L	37°33'49.37"N	126°47'37.40"E
6	37°33'24.75"N	126°48'15.17"E	202	37°33'50.75"N	126°47'39.70"E
8	37°33'26.37"N	126°48'13.90"E	203	37°33'52.36"N	126°47'41.86"E
10	37°33'28.03"N	126°48'11.82"E	204	37°33'54.02"N	126°47'43.95"E
11	37°33'28.80"N	126°48'09.44"E	205	37°33'55.68"N	126°47'46.38"E
14	37°33'30.53"N	126°48'07.28"E	206	37°33'57.40"N	126°47'48.06"E
16	37°33'32.62"N	126°48'06.03"E	211	37°34'04.25"N	126°47'56.71"E
17	37°33'34.16"N	126°48'03.89"E	212	37°34'05.25"N	126°47'57.95"E
18	37°33'35.37"N	126°48'02.21"E	213	37°34'06.23"N	126°47'59.19"E
20	37°33'36.05"N	126°48'00.62"E	214	37°34'07.21"N	126°48'00.43"E
21	37°33'36.23"N	126°47'57.36"E	221	37°33'52.40"N	126°47'30.17"E
22	37°33'36.31"N	126°47'55.39"E	222	37°33'53.40"N	126°47'31.43"E
23	37°33'36.33"N	126°47'53.79"E	223	37°33'54.40"N	126°47'32.68"E
24	37°33'36.42"N	126°47'52.17"E	224	37°33'55.34"N	126°47'34.10"E
25	37°33'37.02"N	126°47'50.58"E	225	37°33'56.34"N	126°47'35.26"E
26	37°33'37.76"N	126°47'48.58"E	226	37°33'57.34"N	126°47'36.51"E
27	37°33'39.32"N	126°47'44.18"E	227	37°33'58.34"N	126°47'37.76"E
28	37°33'39.15"N	126°47'42.44"E	228	37°33'59.33"N	126°47'39.14"E
31	37°33'49.73"N	126°47'49.98"E	229	37°34'00.33"N	126°47'40.27"E
32	37°33'51.03"N	126°47'51.87"E	230	37°34'01.33"N	126°47'41.52"E
33	37°33'52.72"N	126°47'53.95"E	231	37°34'02.33"N	126°47'42.77"E
34	37°33'54.43"N	126°47'56.05"E	232	37°34'04.42"N	126°47'45.40"E
35	37°33'57.10"N	126°47'57.69"E	233	37°34'05.42"N	126°47'46.66"E
36	37°34'00.77"N	126°48'02.34"E	234	37°34'06.89"N	126°47'48.69"E
37	37°34'01.89"N	126°48'05.36"E	235	37°34'09.14"N	126°47'51.52"E
38	37°34'03.46"N	126°48'07.50"E	236	37°34'10.74"N	126°47'53.54"E
39	37°34'05.14"N	126°48'09.63"E	237	37°34'12.87"N	126°47'56.17"E
121	37°32'55.01"N	126°48'37.35"E	301	37°34'16.12"N	126°48'01.06"E
121F	37°32'54.94"N	126°48'37.21"E	302	37°34'15.25"N	126°48'02.15"E
122	37°32'56.61"N	126°48'35.34"E	303	37°34'14.22"N	126°48'03.43"E
123	37°33'00.19"N	126°48'30.72"E	304	37°34'13.71"N	126°48'05.17"E
123F	37°33'01.94"N	126°48'28.35"E	305	37°34'12.14"N	126°48'06.34"E
124	37°33'01.72"N	126°48'28.74"E	306	37°34'11.15"N	126°48'07.76"E
125	37°33'03.25"N	126°48'26.78"E	307	37°34'10.69"N	126°48'08.92"E
126	37°33'04.80"N	126°48'24.83"E	501	37°33'17.86"N	126°47'21.05"E
127	37°33'06.03"N	126°48'23.26"E	502	37°33'17.43"N	126°47'21.57"E
128	37°33'09.73"N	126°48'18.72"E	503	37°33'16.99"N	126°47'22.12"E
129	37°33'11.55"N	126°48'16.44"E	504	37°33'16.57"N	126°47'22.65"E
130	37°33'13.42"N	126°48'14.14"E	505	37°33'15.19"N	126°47'24.39"E
131	37°33'14.99"N	126°48'12.01"E	506	37°33'14.76"N	126°47'24.92"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.
- * De-icing pad : B737-800WL(MD-90) class ACFT - 27, 28, 140, 127 and 201L/R
B767 class ACFT - 130
B747 class ACFT - 129, 133, 134, 201 and N1-A, N1-B 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

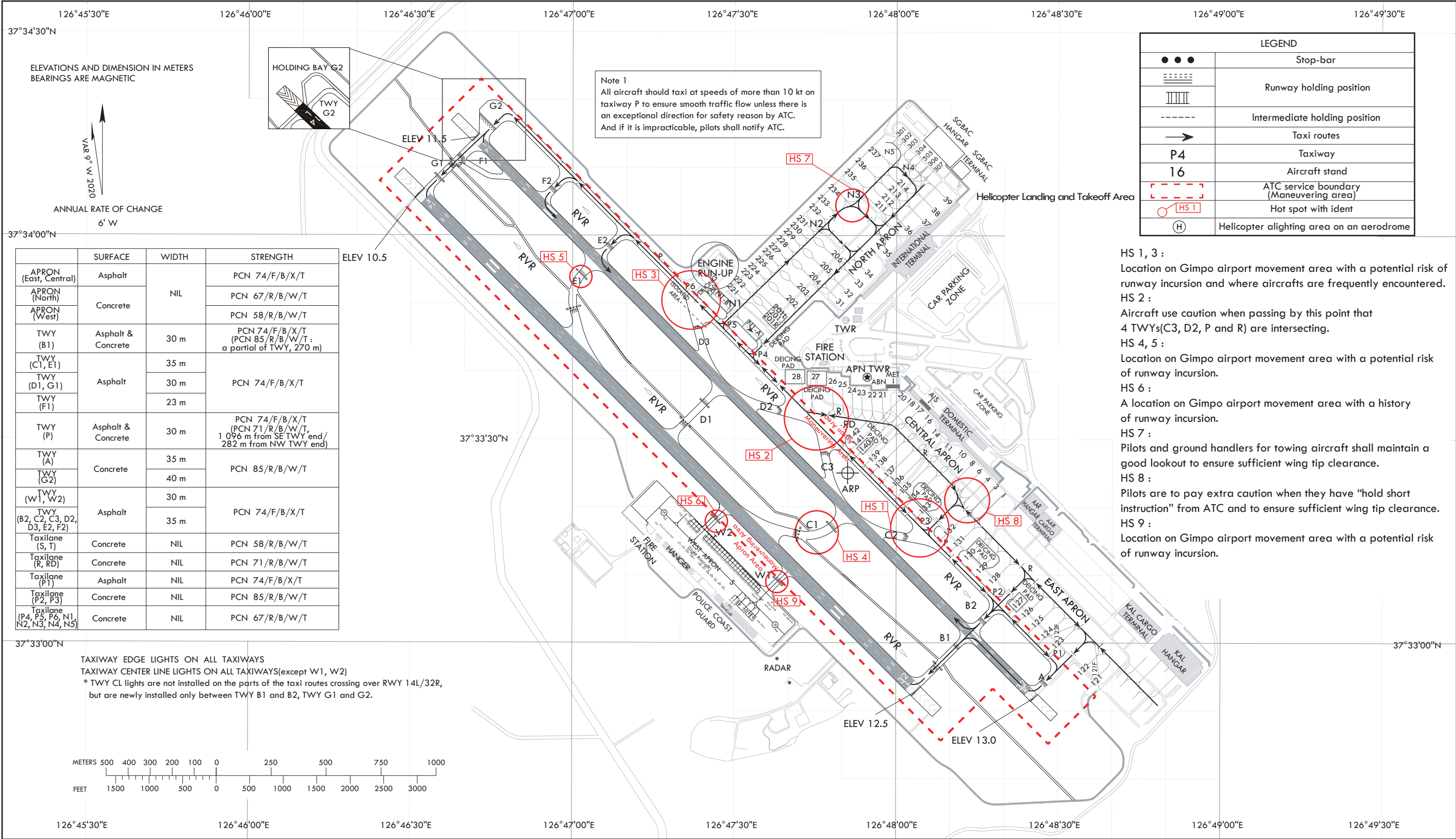
* Dimensions means overall length × width

AERODROME GROUND
MOVEMENT CHART - ICAO

CENTRAL APRON ELEV 16 m
THE OTHER APRON ELEV 13 m

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

RKSS AD CHART 2 - 5
24 AUG 2023
SEOUL / Gimpo INTL
RWY 14L/32R
RWY 14R/32L DEPARTURE

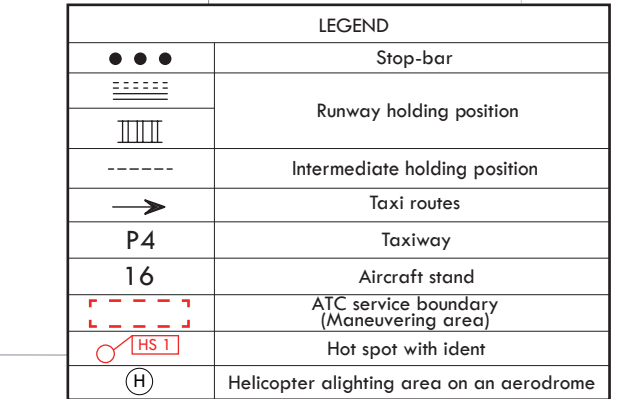


Change : Information of intermediate holding position.

AERODROME GROUND MOVEMENT CHART - ICAO

TWR	118.05	118.1	240.9
GND	121.9	121.95	
APN	129.525	130.875	131.175

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



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 :
Pilots and ground handlers for towing aircraft shall maintain a good lookout to ensure sufficient wing tip clearance.

HS 8 :
Pilots are to pay extra caution when they have "hold short instruction" from ATC and to ensure sufficient wing tip clearance.

HS 9 :
Location on Gimpo airport movement area with a potential risk of runway incursion.

OFFICE OF CIVIL AVIATION

AIP AMDT 9/23

RKPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPC - JEJU / Jeju International

RKPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	333044N 1262934E 066° / 2 641 m from THR 07
2	Direction and distance from city	300°, 3.8 km from Jeju City Hall
3	Elevation/Reference temperature	36 m / 30.4 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	7° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address, Telephone, Fax, AFS	Jeju Regional Office of Aviation Gonghangro 2, Jeju, 63115 Republic of Korea TEL : +82-64-797-1670~1 Telefax : +82-64-797-1672 AFS : RKPCZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	HO
3	Health and Sanitation	HO
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	H24
12	Remarks	The code letter F aircraft operation time 1400 to 2130(UTC)

RKPC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities handling weights up to 10 000 kg
2	Fuel/oil type	a. Fuel : Jet A-1 b. Oil : MIL-L-23699/TURBINE-ENG274
3	Fuelling facilities/capacity	a. Jet A-1 available by refueling on passenger, remote, cargo ramp, at rate of 400 gpm b. Hydrant refueling is available on aircraft stands (NR. 10, 13, 15, 17, 18, 20, 30, 31, 32, 33, 34, 35, 36, 37, 55, 56, 57, 60, 61, 62, 64, 65) at rate of 700 gpm c. 4 aircraft can be fueled simultaneously d. Total amount of storage is 3 339 000 L
4	De-icing facilities	Provide 4 de-icing pad(Refer to Aircraft Parking / Docking Chart)
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

RKPC AD 2.5 PASSENGER FACILITIES

1	Hotels	In Jeju city
2	Restaurants	Light food services available at AD
3	Transportation	Bus, taxi and rental car available at AD
4	Medical Facilities	a. First aid at AD b. 1 motor ambulance at AD c. Hospitals in Jeju city
5	Bank and Post Office	Available at AD
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/jeju/main.do

RKPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT 9
2	Rescue equipment	a. 3 Aircraft Rescue and Fire Fighting Vehicles - Water : 34 000 L - AFFF : 4 200 L - Dry chemical : 750 kg b. 1 Supplementary Water tank Truck (12 000 L) c. 1 Ambulance d. 1 Commanding Vehicle Other Rescue equipment is available from Jeju fire station, Jeju coast guard Korea, R.O.K Navy 615 Squadron, Jeju provincial police agency; aviation unit.
3	Capability for removal of disabled aircraft	Specialized aircraft recovery equipment available for up to and including B747-400 size aircraft. 260 ton aircraft lifting bag, 120 ton hydraulic jack, 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Civil Engineering Team (TEL : +82-64-797-2417).
4	Remarks	NIL

RKPC AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	Type of clearing equipment	a. 4 Towed Runway Jet Sweepers b. 2 Compact Runway Jet Sweepers c. 1 Dry Material Spreader d. 1 Liquid Material Spreader Vehicle e. 1 Cargo truck(sweeper & spreader) f. 1 Snow blower
2	Clearance priorities	a. First 1) RWY 07/25 2) TWY P, Rapid exit taxiways(P4, P10) 3) TWYs(P1, P13, G1, G2, G3, G4, E1, A, W) 4) Apron taxiway(R), De-icing pad b. Second 1) Rapid exit taxiways(P5, P6, P7, P8) 2) RWY 13/31 3) TWYs(B, E, E2, E3, P2, P3, P9, P11, P12) c. Other areas
3	Remarks	Snow clearance information promulgated by SNOWTAM

Change : Information of type of clearing equipment.

RKPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPK - BUSAN / Gimhae International

RKPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKPK AD 2.3 OPERATIONAL HOURS

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

RKPK AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKPK AD 2.5 PASSENGER FACILITIES

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

RKPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPK AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

Change : Information of rescue equipment.

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

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

RKTU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

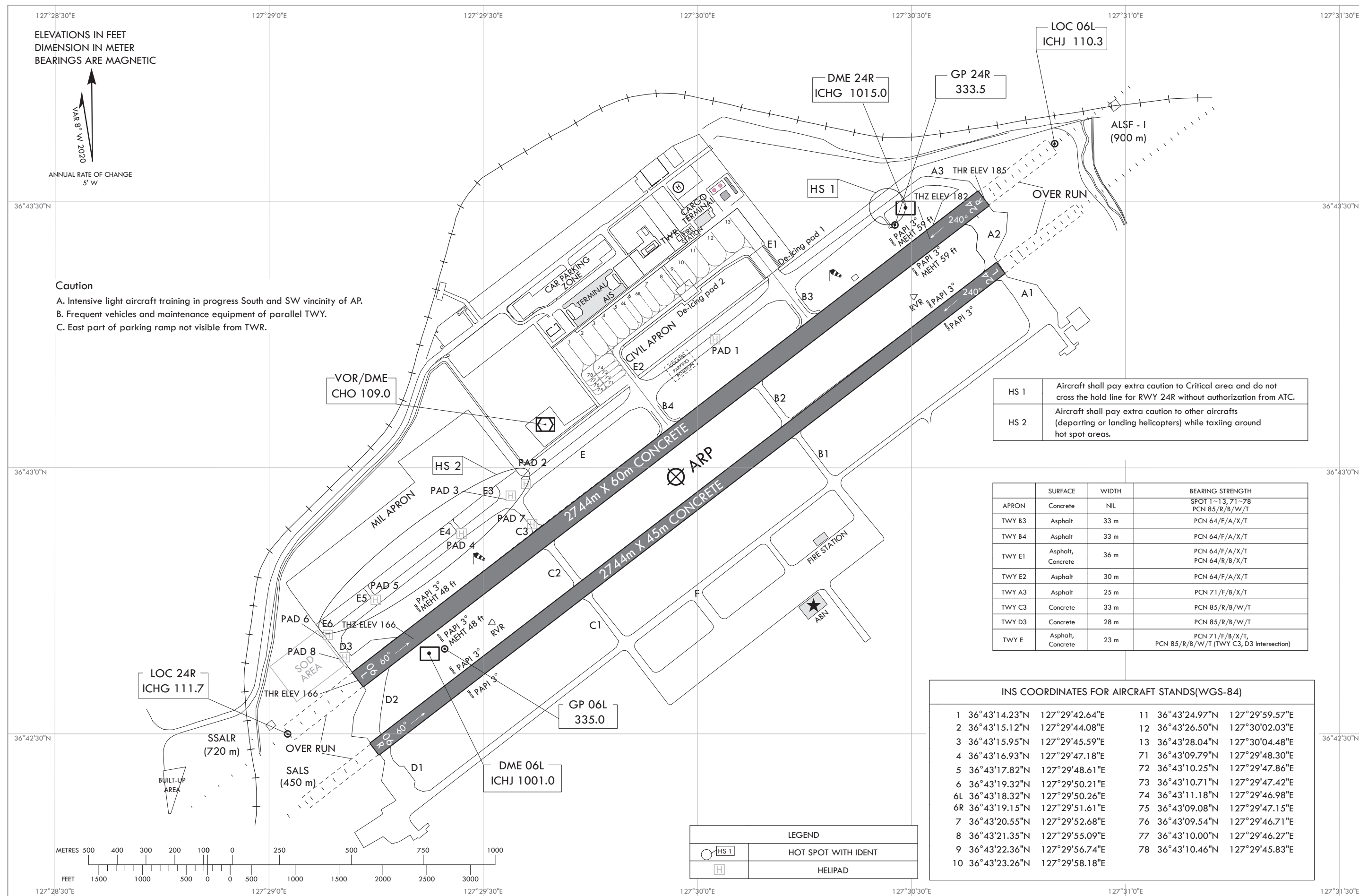
Change : Information of strength for TWYs A3, C3, D3 and E.

RKTU AD 2.10 AERODROME OBSTACLES

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

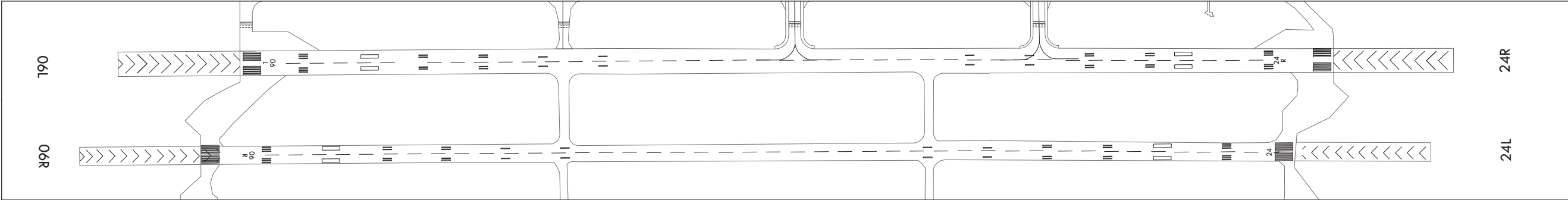
RKTU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

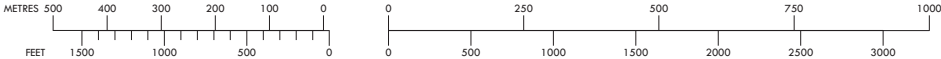
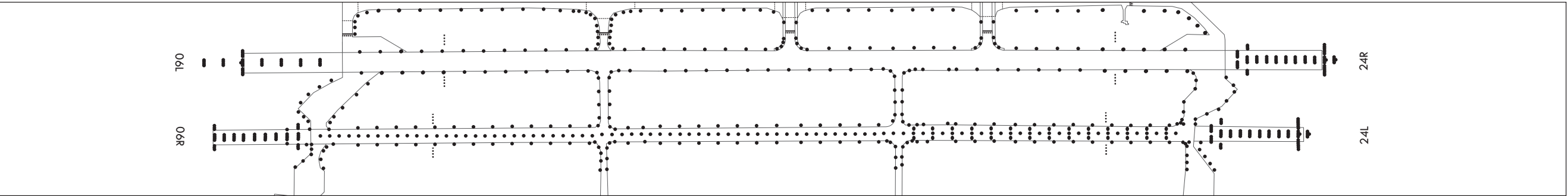


Change : Information of strength for TWYs A3, C3, D3 and E.

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



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

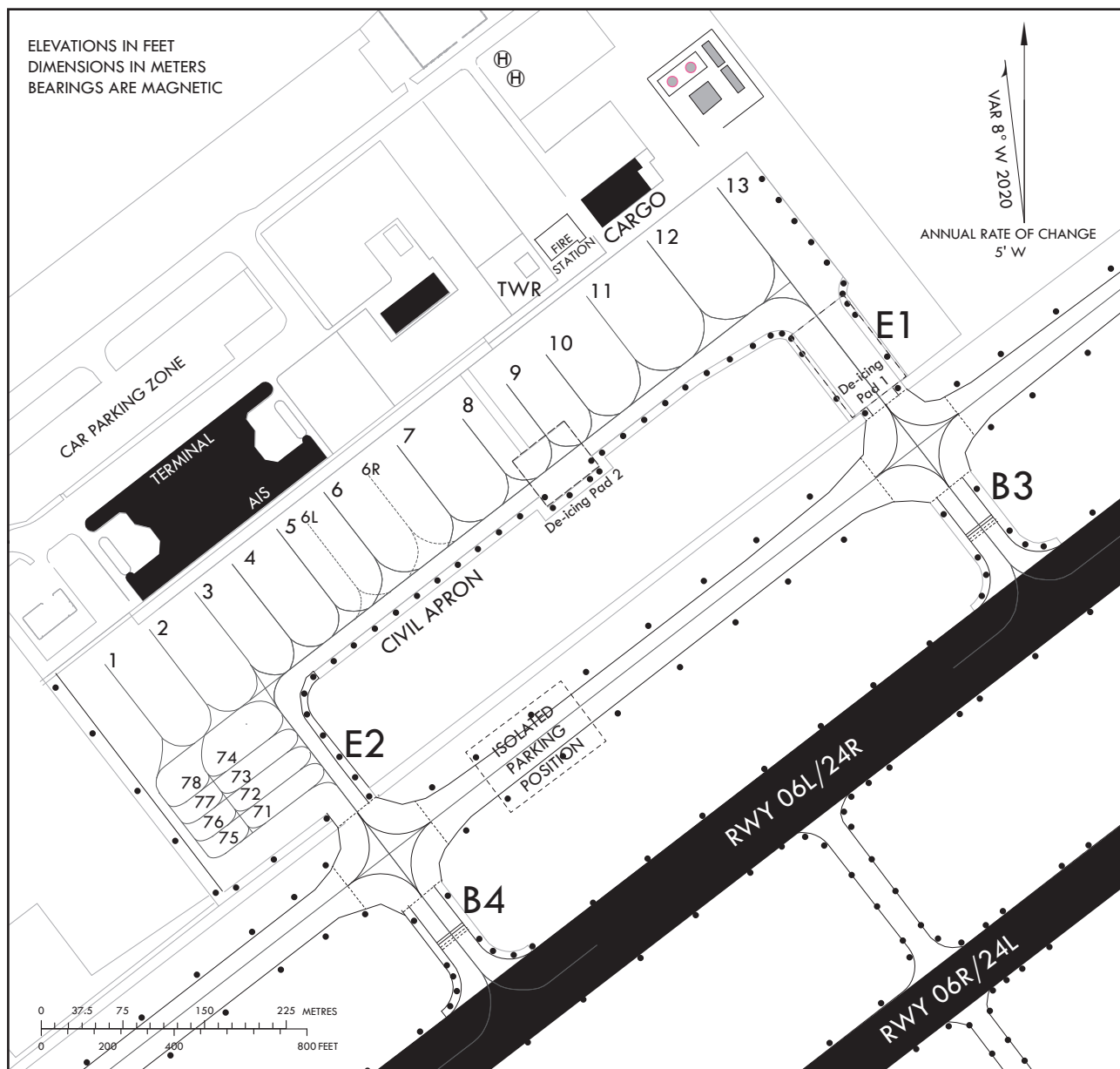


**AIRCRAFT PARKING
DOCKING CHART - ICAO**

APRON ELEV
170 ft

TWR 118.75 126.2
GND 121.875

CHEONGJU/Cheongju Intl



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

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

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

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

Change : Information of strength for TWYs A3, C3, D3 and E.

INTENTIONALLY

LEFT

BLANK

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 170 ft

TWR 118.7 126.2
GND 121.875

CHEONGJU / Cheongju Intl

ELEVATIONS IN FEET
DIMENSION IN METER
BEARINGS ARE MAGNETIC



ANNUAL RATE OF CHANGE
5' W

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

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

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

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

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

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

Change : Information of strength for TWYs A3, C3, D3 and E.

RKTN AD 2.20 LOCAL AERODROME REGULATIONS

1. Restrictions
 - a. PAPI
Runway 13 PAPI restricted to 3 NM : beyond 3 NM PAPI does not guarantee adequate terrain clearance.
 - b. During VMC, all fixed wing aircraft must be remained at or below 1 000 ft until passing the aerodrome boundary to ensure the separation from overhead pattern, unless otherwise cleared by ATC.
 - c. TWY F cannot be used by an aircraft with wing span exceeding 36 m due to PAR reflector and PAR building.
2. Helicopter Operations
All VFR helicopter traffic shall be maintained at or below 600 ft within CTR, unless otherwise cleared by ATC.

RKTN AD 2.21 NOISE ABATEMENT PROCEDURES

1. Night Flight Restriction(Curfew) for noise abatement
All civil aircraft take-off and landing are restricted from 1500 to 2000 UTC except in the following.
 - 1.1 Aircraft in emergency condition
 - 1.2 Aircraft which transports the patient who needs emergency medical assistance
 - 1.3 Aircraft for search and rescue operations
 - 1.4 Aircraft used for national purposes designated by the relevant authorities
 - 1.5 Re-screening of passengers and/or baggage for aviation security purpose

RKTN AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Daegu TMA
 - 1.1 Refer to Instrument Approach and Departure Charts
 - 1.2 Circling Approach
 - a. Circling not authorized in North East of Airport.
 - b. Pilots should Circle to South West of Airport to land RWY 13R/13L only when they can proceed visually to the airport.
 - c. Circling Area Radius for ROC(required obstacle clearance) as follows.

Approach Category	Radius from threshold
A	1.3 NM
B	1.8 NM
C	2.8 NM
D	3.7 NM

- 1.3 Take-off Minimum (for all aircraft)
 - a. RWY 31L

CAT		A	B	C	D
		ceiling - RVR / VIS			
S-ILS/DME	FULL	200 - 750 m			
	ALS INOP	200 - 1 200 m			
S-LOC/DME	FULL	700 - 1 200 m		700 - 2 200 m	
	ALS INOP	700 - 1 600 m		700 - 2 900 m	
S-VOR/DME	FULL	800 - 1 200 m		800 - 2 900 m	
	ALS INOP	800 - 1 600 m		800 - 3 600 m	
PAR	FULL	200 - 750 m			
	ALS INOP	200 - 1 200 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

Change : Information of take-off minimum.

b. RWY 13R

CAT		A	B	C	D
		ceiling - RVR / VIS			
S-ILS/DME	FULL	600 - 2 400 m			
	ALS INOP	600 - 2 500 m			
S-LOC/DME	FULL	1 200 - 1 600 m	1 200 - 2 000 m	1 200 - 5 000 m	
	ALS INOP	1 200 - 2 000 m	1 200 - 2 400 m	1 200 - 5 000 m	
PAR	FULL	600 - 2 400 m			
	ALS INOP	600 - 2 400 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

c. RWY 31R

CAT		A	B	C	D
		ceiling - RVR / VIS			
S-LOC/DME	FULL	700 - 1 200 m		700 - 2 200 m	
	ALS INOP	700 - 1 600 m		700 - 2 800 m	
S-VOR/DME	FULL	800 - 1 200 m		800 - 2 800 m	
	ALS INOP	800 - 1 600 m		800 - 3 500 m	
PAR	FULL	200 - 750 m			
	ALS INOP	200 - 1 200 m			

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

d. RWY 13L

CAT		A	B	C	D
		ceiling - RVR / VIS			
ASR	FULL	1 400 - 2 000 m		1 400 - 5 000 m	
	ALS INOP	1 400 - 2 000 m	1 400 - 2 400 m	1 400 - 5 000 m	

※ The whole navigation aids INOP : Ceiling 3 000 - VIS 5 000 m

2. Procedures for VFR flights within Daegu TMA

2.1 VFR Procedure

1. VFR Weather Minima

VFR flight will be permitted under the conditions as below :

- Ground Visibility : Not less than 5 000 m (3 SM)
(if ground visibility is not reported, flight visibility : Not less than 5 000 m)
- Ceiling : at or above 750 m (2 500 ft)

2. VFR Circuit Altitude

- Helicopter : 600 ft West pattern
- Fixed Wing
 - Jet aircraft : 2 000 ft East pattern
 - Conventional aircraft : 1 200 ft West pattern

3. ATC surveillance procedures within Daegu TMA

3.1 PAR Approach

a. RWY 31L

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 57 / 1 088	318 / 750	200	200
	ALS INOP	3.0° / 57 / 1 088	318 / 1 200	200	200

(2) Missed Approach Procedure : Climb to 600 ft via HDG 312° then climbing left turn HDG 270° to 5 000 ft and as directed by ATC.

Change : Information of take-off minimum, WX minima and missed approach procedure.

b. RWY 13R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.3° / 57 / 990	657 / 2 400	546	600
	ALS INOP	3.3° / 57 / 990	657 / 2 400	546	600

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 130° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	220	430	640	850	1 060	1 200

c. RWY 31R

(1) Weather minima

CAT		GS/TCH(ft)/RPI(ft)	DA(ft)/ RVR/VIS(m)	DH(ft)	Ceiling(ft)
A, B, C, D	FULL	3.0° / 57 / 1 085	320 / 750	200	200
	ALS INOP	3.0° / 57 / 1 085	320 / 1 200	200	200

(2) Missed Approach Procedure : Climb to 600 ft via HDG 312° then climbing left turn HDG 270° to 5 000 ft and as directed by ATC.

3.2 ASR Approach

a. Pilot should request to the approach control to use ASR RWY 13L Approach, then radar vector will be provided till the MAPt (3/4 mile) or to the point at which you can proceed visually to the airport.

b. Controller will provide MDA, course and distance from touchdown by using PAR equipment.

c. RWY 13L

(1) Weather Minima

APP Category		A	B	C	D
Straight-in	FULL	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)		1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
	ALS INOP	1 440 - 2 000 m 1 328 (1 400 - 2 000 m)	1 440 - 2 400 m 1 328 (1 400 - 2 400 m)	1 440 - 5 000 m 1 328 (1 400 - 5 000 m)	
Circling		1 440 - 2 000 m 1 320 (1 400 - 2 000 m)	1 440 - 2 400 m 1 320 (1 400 - 2 400 m)	1 440 - 5 000 m 1 320 (1 400 - 5 000 m)	

(2) Missed Approach Procedure : Climb to 5 000 ft via HDG 135° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V fpm	200	400	600	800	1 000	-

Change : Information of WX minima and missed approach procedure.

4. RADIO COMMUNICATION FAILURE PROCEDURE

4.1 IFR

1. General

- a. No person may take off unless two-way communication can be maintained with the Air Traffic Control.
- b. 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. VMC

If the failure occurs in VFR conditions, or if VFR conditions, are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable.

3. IMC

If the failure occurs in IFR conditions, or if paragraph 2 of this section cannot be complied with, each pilot shall continue the flight according to the following. :

A. DEPARTURE

a. Under Pilot Navigation

- Runway 13R/L in use

1) DALSUNG 3 ALPHA

Climb on HDG 132° until cross R 090 TGU, then climbing right turn direct R 170 TGU 10 DME maintain 5 000 ft. Then climbing right turn and proceed along 10 DME Arc to intercept R 216 TGU. Then track inbound on R 216 TGU at or above 8 000 ft.

2) DONGCHON 7

Climb on HDG 132° to intercept R 132 DOC, and R 132 DOC to cross 12 DME at or above 5 000 ft.

- Runway 31L/R in use

1) DALSUNG 3 ALPHA

Climb on HDG 312° until cross R 350 TGU, then climbing right turn track outbound on R 345 TGU to 18 DME at or below 7 000 ft. Then turn right and proceed along 18 DME ARC to intercept R 018 TGU 18 DME between 5 000 ft to 9 000 ft. Then climbing right turn inbound on R 018 TGU.

2) DONGCHON 7

Climb on HDG 312° to intercept R 312 DOC, and R 312 DOC to cross 12 DME at or above 6 000 ft

b. Under Radar vectoring

- Proceed by the 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 route that ATC has advised may be expected in a further clearance, proceed 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 5 minutes.
- Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

RWY 31L/R in use

a. in VMC

- The aircraft shall maintain VFR and make an approach to land at RWY 31L.

b. in IMC

- The aircraft shall proceed to UKBAT IAF via TGU and execute ILS/DME RWY 31L or VOR/DME RWY 31L and use caution landing and departing traffic.

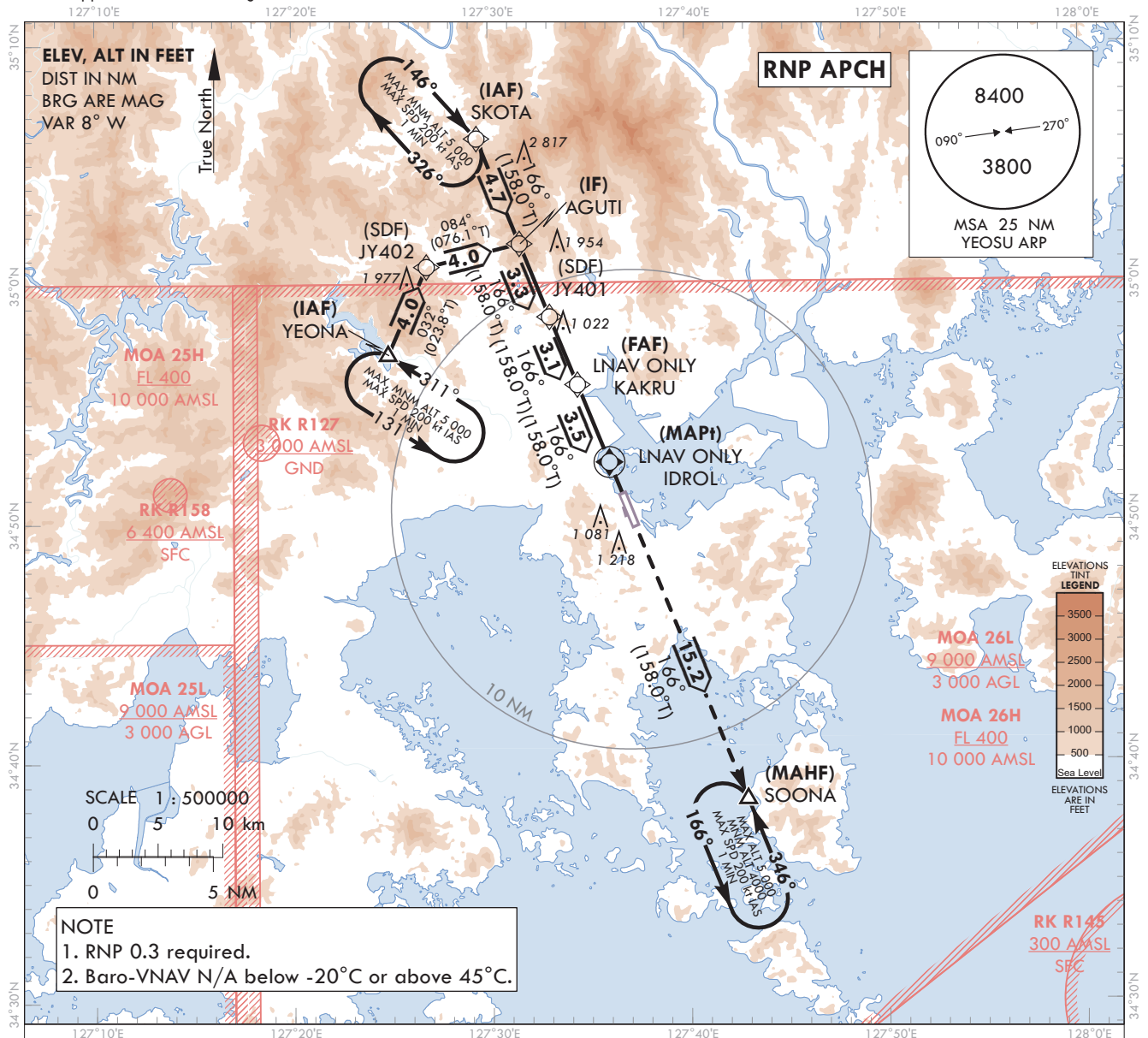
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 53 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV 28 ft

SACHEON APP 135.4
YEOSU TWR 122.5
240.9

YEOSU/Yeosu (RKJY)
RNP RWY 17

Note : Approach Under ICAO Flight Procedures.



TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 4 000 ft on track of 166° to SOONA.
Hold as published.

The chart illustrates the obstacle clearance profile for THR RWY 17. It shows the transition from the Initial Approach Fix (IAF) to the Final Approach Fix (FAF) and the Missed Approach Point (MAPt). The chart includes various altitudes, distances, and angles.

Key Data Points:

- IAF:** YEONA (5 000, 4 972), SKOTA (5 000, 4 972), SDF JY402 (4 300, 4 272).
- IF:** AGUTI.
- SDF:** JY401.
- FAF (LNAV ONLY):** KAKRU (1 700, 1 672).
- MAPt (LNAV ONLY):** IDROL.
- SOONA:** End of the missed approach path.

Altitudes and Distances:

- Altitudes:** 3 600, 3 600, 3 600, 2 600, 2 500, 1 600, 1 700, 1 040, 1 66° (angle), 032° (angle), 084° (angle), 3.0° (angle), 166° (

YEOSU/Yeosu(RKJY)
RNP RWY 17

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 17 - via SKOTA to AGUTI(IF)

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	IF	SKOTA	-	-	-	-	+5 000	-	35°06'04.9"N 127°29'24.2"E	-	RNP APCH	IAF
002	TF	AGUTI	-	166(158.0)	4.7	-	+3 600	-	35°01'41.4"N 127°31'33.6"E	-	RNP APCH	IF

RNP RWY 17 - via YEONA to AGUTI(IF)

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	IF	YEONA	-	-	-	-	+5 000	-	34°57'03.8"N 127°24'52.1"E	-	RNP APCH	IAF
002	TF	JY402	-	032(023.8)	4.0	-	+4 300	-	35°00'43.7"N 127°26'50.0"E	-	RNP APCH	SDF
003	TF	AGUTI	-	084(076.1)	4.0	-	+3 600	-	35°01'41.4"N 127°31'33.6"E	-	RNP APCH	IF

RNP RWY 17 - via AGUTI(IF) to SOONA(MAHF)

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	TF	AGUTI	-	-	-	-	+3 600	-	35°01'41.4"N 127°31'33.6"E	-	RNP APCH	IF
002	TF	JY401	-	166(158.0)	3.3	-	+2 600	-	34°58'37.8"N 127°33'04.0"E	-	RNP APCH	SDF
003	TF	KAKRU	-	166(158.0)	3.1	-	+1 700	-	34°55'47.5"N 127°34'27.6"E	-	RNP APCH	FAF
004	TF	IDROL	Y	166(158.0)	3.5	-	+1 040	-	34°52'32.9"N 127°36'03.1"E	-3.00/50	RNP APCH	MAPt
005	TF	SOONA	Y	166(158.0)	15.2	-	-	-	34°38'27.5"N 127°42'56.0"E	-	RNP APCH	-
006	HM	SOONA	Y	346(338.5)	-	L	-5 000 +4 000	-200	34°38'27.5"N 127°42'56.0"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/RDH	Navigation specification	Remarks
RNP RWY 17	HM	SKOTA	Y	146(138.0)	1	R	@5 000	-200	35°06'04.9"N 127°29'24.2"E	-	RNAV 1	-
	HM	YEONA	Y	311(302.7)	1	L	@5 000	-200	34°57'03.8"N 127°24'52.1"E	-	RNAV 1	-
	HM	SOONA	Y	346(338.5)	1	L	-5 000 +4 000	-200	34°38'27.5"N 127°42'56.0"E	-	RNAV 1	-

Change : Information of ALT restriction for SOONA.

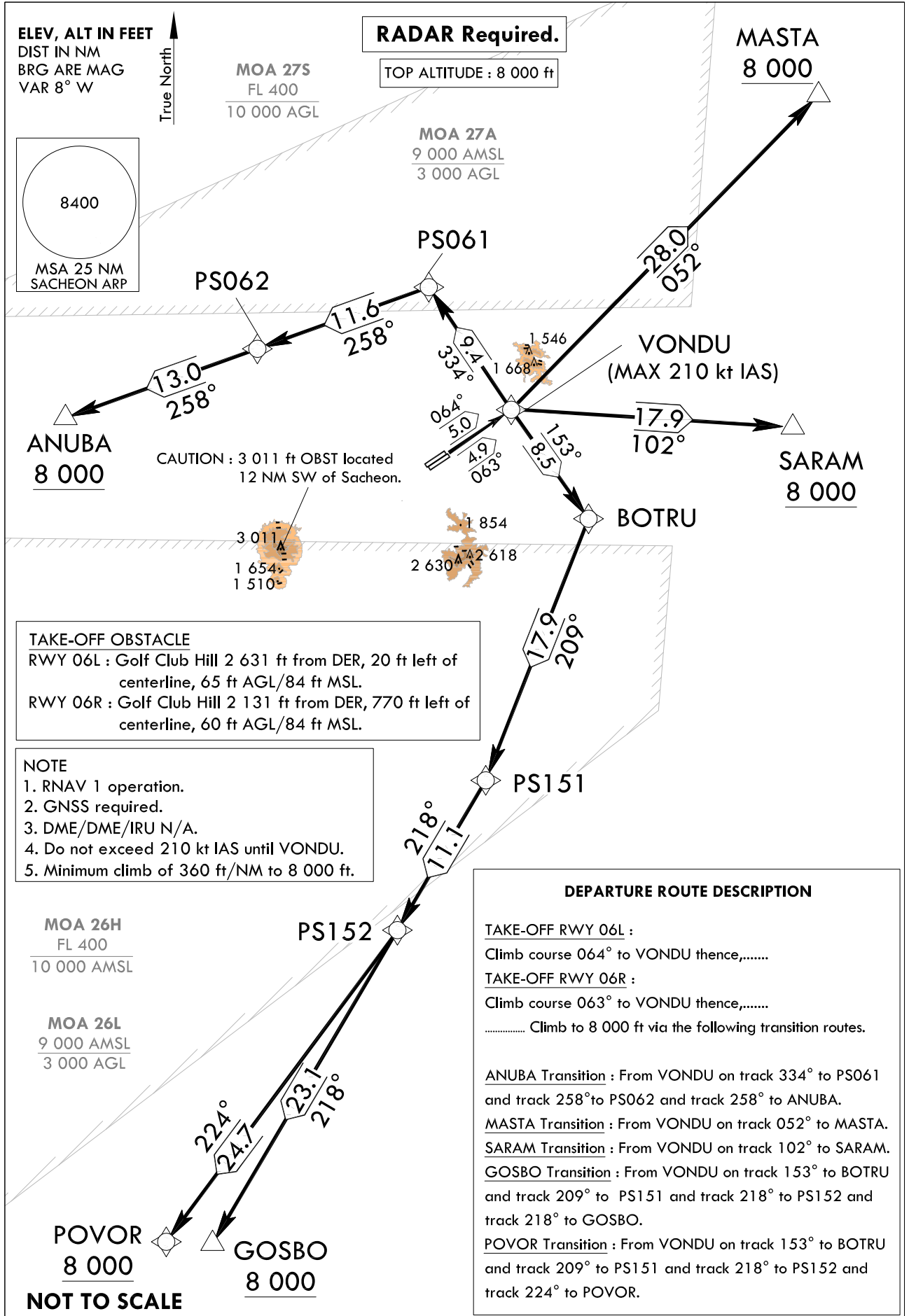
**STANDARD DEPARTURE
CHART INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON DEP 135.4
347.3
SACHEON TWR 118.675
236.6

**SACHEON/Sacheon(RKPS)
RWY 06L/R
RNAV VONDU 1**

Note : Departures under U.S. TERPS.



Change : Establishment of ALT restrictions for ANUBA, MASTA, SARAM, GOSBO and POVOR.

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV VONDU 1 - ANUBA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	VONDU	-	06L-064 (035.6) 06R-063 (034.2)	06L-5.0 06R-4.9	-	-	-210	35°08'36.0"N 128°09'56.1"E	-	RNAV 1	-
002	TF	PS061	-	334 (325.6)	9.4	-	-	-	35°16'22.2"N 128°03'27.3"E	-	RNAV 1	-
003	TF	PS062	-	258 (249.7)	11.6	-	-	-	35°12'19.4"N 127°50'11.6"E	-	RNAV 1	-
004	TF	ANUBA	-	258 (249.5)	13.0	-	+8 000	-	35°07'45.9"N 127°35'22.8"E	-	RNAV 1	-

RNAV VONDU 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	VONDU	-	06L-064 (035.6) 06R-063 (034.2)	06L-5.0 06R-4.9	-	-	-210	35°08'36.0"N 128°09'56.1"E	-	RNAV 1	-
002	TF	MASTA	-	052 (043.8)	28	-	+8 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

RNAV VONDU 1 - SARAM Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	VONDU	-	06L-064 (035.6) 06R-063 (034.2)	06L-5.0 06R-4.9	-	-	-210	35°08'36.0"N 128°09'56.1"E	-	RNAV 1	-
002	TF	SARAM	-	102 (093.1)	17.9	-	+8 000	-	35°07'36.3"N 128°31'46.7"E	-	RNAV 1	-

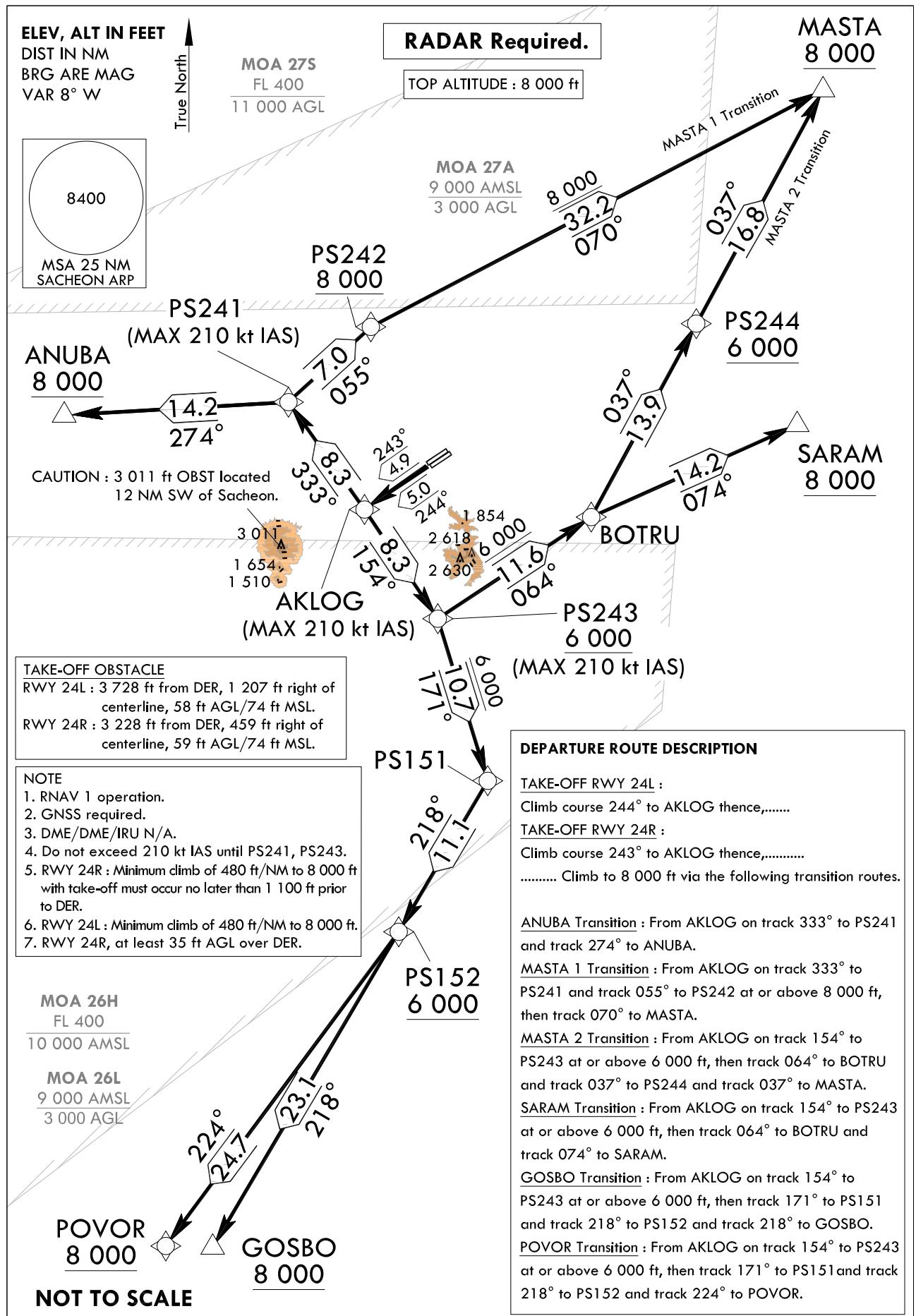
**STANDARD DEPARTURE
CHART INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON DEP 135.4
347.3
SACHEON TWR 118.675
236.6

**SACHEON/Sacheon(RKPS)
RWY 24L/R
RNAV AKLOG 1**

Note : Departures under U.S. TERPS.



Change : Establishment of ALT restrictions for ANUBA, MASTA, SARAM, GOSBO, POBOR, PS244 and PS152.

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV AKLOG 1 - ANUBA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	AKLOG	-	24L-244 (235.6) 24R-243 (234.2)	24L-5.0 24R-4.9	-	-	- 210	35°02'02.7"N 127°58'33.4"E	-	RNAV 1	-
002	TF	PS241	-	333 (324.1)	8.3	-	-	- 210	35°08'46.7"N 127°52'37.2"E	-	RNAV 1	-
003	TF	ANUBA	-	274 (266.0)	14.2	-	+8 000	-	35°07'45.9"N 127°35'22.8"E	-	RNAV 1	-

RNAV AKLOG 1 - MASTA 1 Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	AKLOG	-	24L-244 (235.6) 24R-243 (234.2)	24L-5.0 24R-4.9	-	-	- 210	35°02'02.7"N 127°58'33.4"E	-	RNAV 1	-
002	TF	PS241	-	333 (324.1)	8.3	-	-	- 210	35°08'46.7"N 127°52'37.2"E	-	RNAV 1	-
003	TF	PS242	-	055 (047.0)	7.0	-	+8 000	-	35°13'34.8"N 127°58'53.5"E	-	RNAV 1	-
004	TF	MASTA	-	070 (061.7)	32.2	-	+8 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

RNAV AKLOG 1 - MASTA 2 Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	CF	AKLOG	-	24L-244 (235.6) 24R-243 (234.2)	24L-5.0 24R-4.9	-	-	- 210	35°02'02.7"N 127°58'33.4"E	-	RNAV 1	-
002	TF	PS243	-	154 (145.5)	8.3	-	+6 000	- 210	34°55'11.1"N 128°04'16.1"E	-	RNAV 1	-
003	TF	BOTRU	-	064 (056.0)	11.6	-	+6 000	-	35°01'41.4"N 128°15'59.4"E	-	RNAV 1	-
004	TF	PS244	-	037 (028.1)	13.9	-	+6 000	-	35°13'58.0"N 128°23'58.2"E	-	RNAV 1	-
005	TF	MASTA	-	037 (028.1)	16.8	-	+8 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-

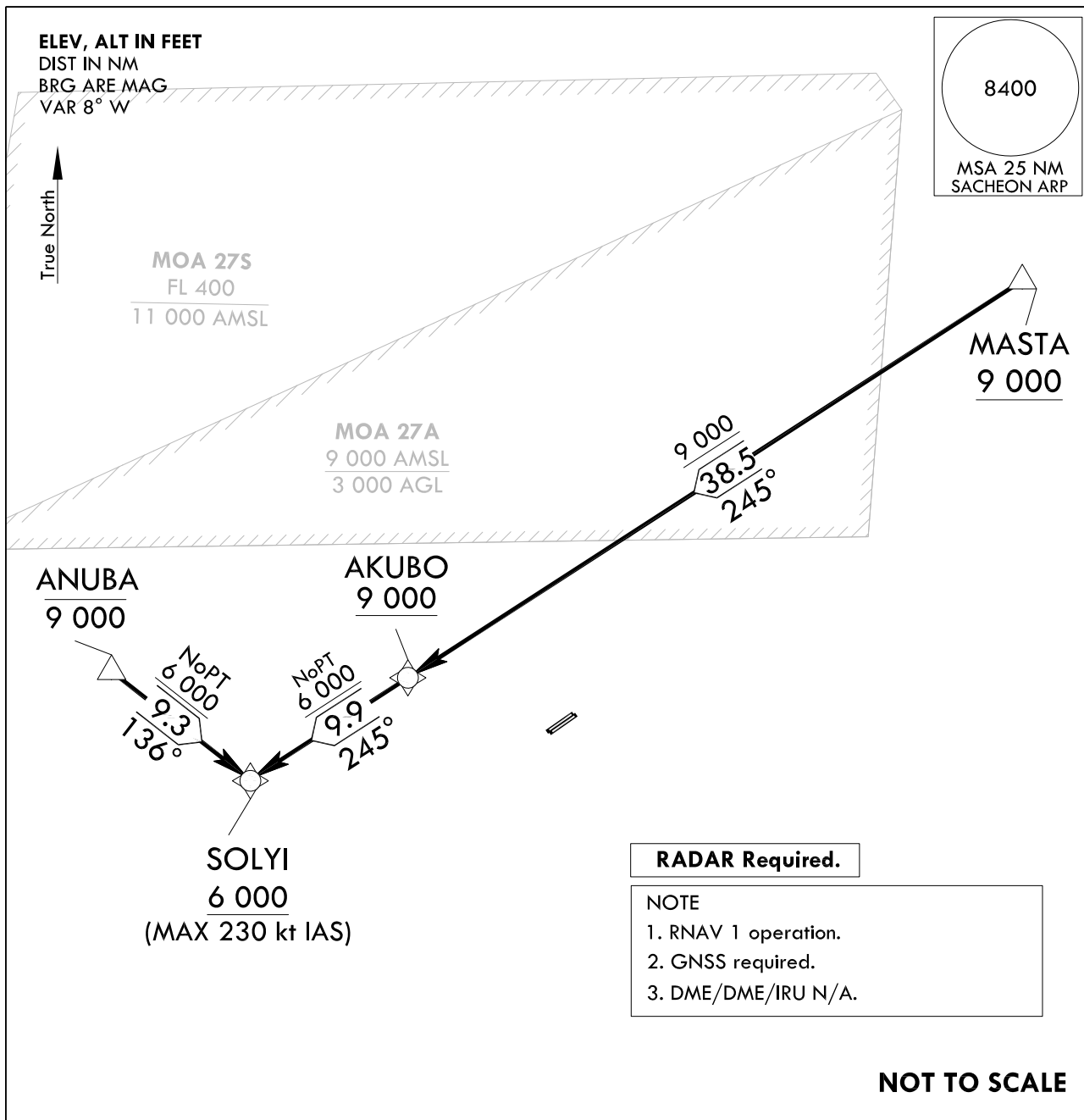
**STANDARD ARRIVAL CHART
INSTRUMENT(STAR)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON APP 135.4 344.7
SACHEON TWR 118.675 236.6
305.4

SACHEON/Sacheon(RKPS)
RWY 06L/R
RNAV SOLYI 1

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

LANDING RWY 06L/R : Expect RNP approach following transition routes.

The following are transition routes.

ANUBA Transition : From ANUBA at or below 9 000 ft on track 136° to SOLYI at or above 6 000 ft.

MASTA Transition : From MASTA on track 245° to AKUBO at or above 9 000 ft, then track 245° to SOLYI at or above 6 000 ft.

Change : Establishment of ALT restriction for MASTA.

Standard Instrument Arrival Procedure Coding Tables

RNAV SOLYI 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	TF	MASTA	-	-	-	-	+9 000	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-
002	TF	AKUBO	-	245 (236.9)	38.5	-	+9 000	-	35°07'37.1"N 127°54'22.8"E	-	RNAV 1	-
003	TF	SOLYI	-	245 (236.5)	9.9	-	+6 000	-230	35°02'09.4"N 127°44'21.6"E	-	RNAV 1	-

RNAV SOLYI 1 - ANUBA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	TF	ANUBA	-	-	-	-	-9 000	-	35°07'45.9"N 127°35'22.8"E	-	RNAV 1	-
002	TF	SOLYI	-	136 (127.2)	9.3	-	+6 000	-230	35°02'09.4"N 127°44'21.6"E	-	RNAV 1	-

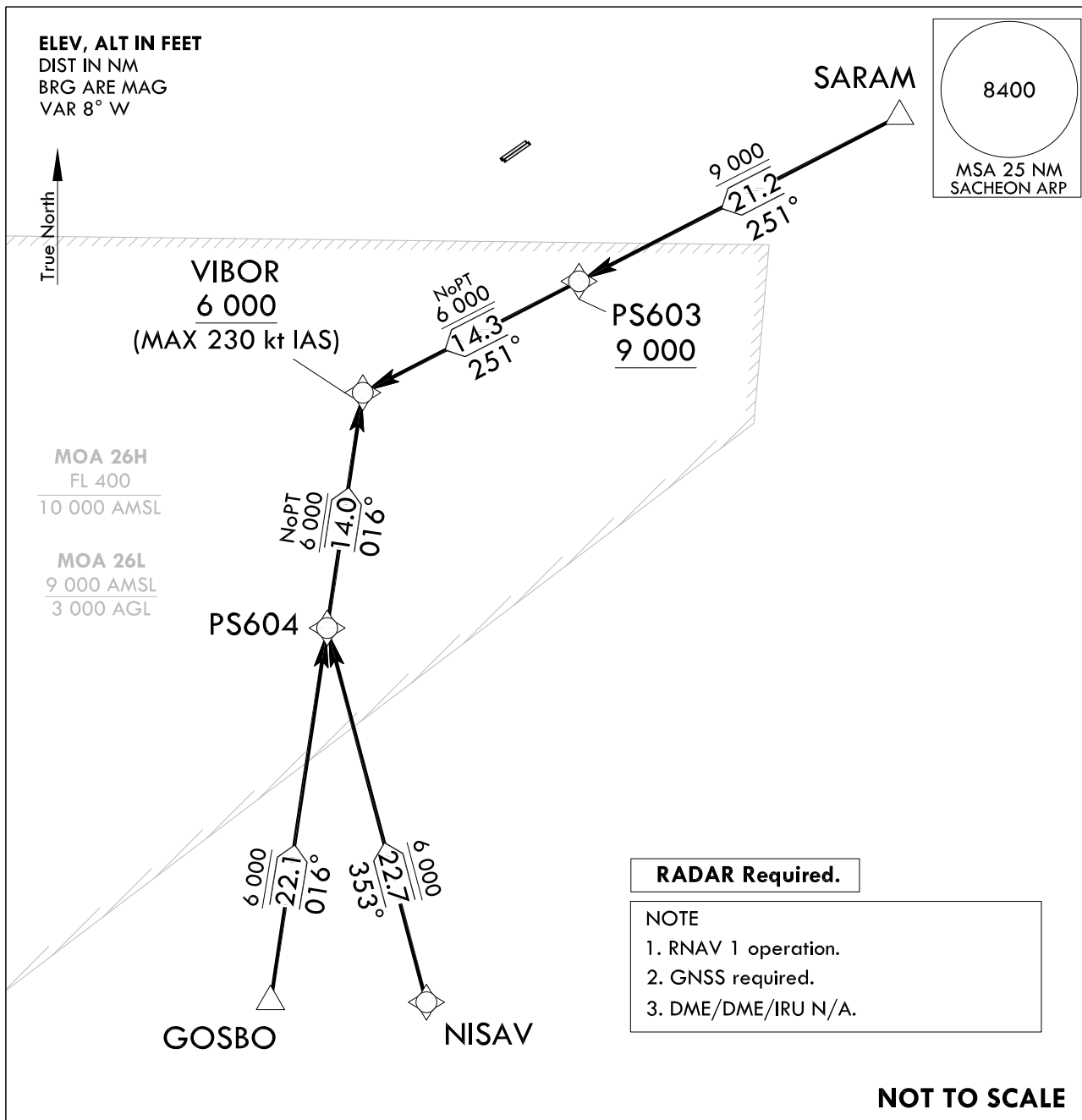
**STANDARD ARRIVAL CHART
INSTRUMENT(STAR)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON APP 135.4 344.7
SACHEON TWR 118.675 236.6
305.4

SACHEON/Sacheon(RKPS)
RWY 06L/R
RNAV VIBOR 1

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

LANDING RWY 06L/R : Expect RNP approach following transition routes.

The following are transition routes.

SARAM Transition : From SARAM on track 251° to PS603 at or above 9 000 ft,
then track 251° to VIBOR at or above 6 000 ft.

GOSBO Transition : From GOSBO on track 016° to PS604 and track 016° to VIBOR at or above 6 000 ft.

NISAV Transition : From NISAV on track 353° to PS604 and track 016° to VIBOR at or above 6 000 ft.

SACHEON/Sacheon(RKPS)
RWY 06L/R
RNAV VIBOR 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV VIBOR 1 - SARAM Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	TF	SARAM	-	-	-	-	-	-	35°07'36.3"N 128°31'46.7"E	-	RNAV 1	-
002	TF	PS603	-	251 (242.5)	21.2	-	+9 000	-	34°57'46.5"N 128°08'57.1"E	-	RNAV 1	-
003	TF	VIBOR	-	251 (242.2)	14.3	-	+6 000	-230	34°51'06.1"N 127°53'36.3"E	-	RNAV 1	-

RNAV VIBOR 1 - GOSBO Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	TF	GOSBO	-	-	-	-	-	-	34°15'16.8"N 127°47'34.4"E	-	RNAV 1	-
002	TF	PS604	-	016 (007.9)	22.1	-	+6 000	-	34°37'14.8"N 127°51'15.7"E	-	RNAV 1	-
003	TF	VIBOR	-	016 (007.9)	14.0	-	+6 000	-230	34°51'06.1"N 127°53'36.3"E	-	RNAV 1	-

RNAV VIBOR 1 - NISAV Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	TF	NISAV	-	-	-	-	-	-	34°15'19.0"N 127°58'35.0"E	-	RNAV 1	-
002	TF	PS604	-	353 (344.6)	22.7	-	+6 000	-	34°37'14.8"N 127°51'15.7"E	-	RNAV 1	-
003	TF	VIBOR	-	016 (007.9)	14.0	-	+6 000	-230	34°51'06.1"N 127°53'36.3"E	-	RNAV 1	-

Change : Amended coordinates for PS603(35° → 34°).

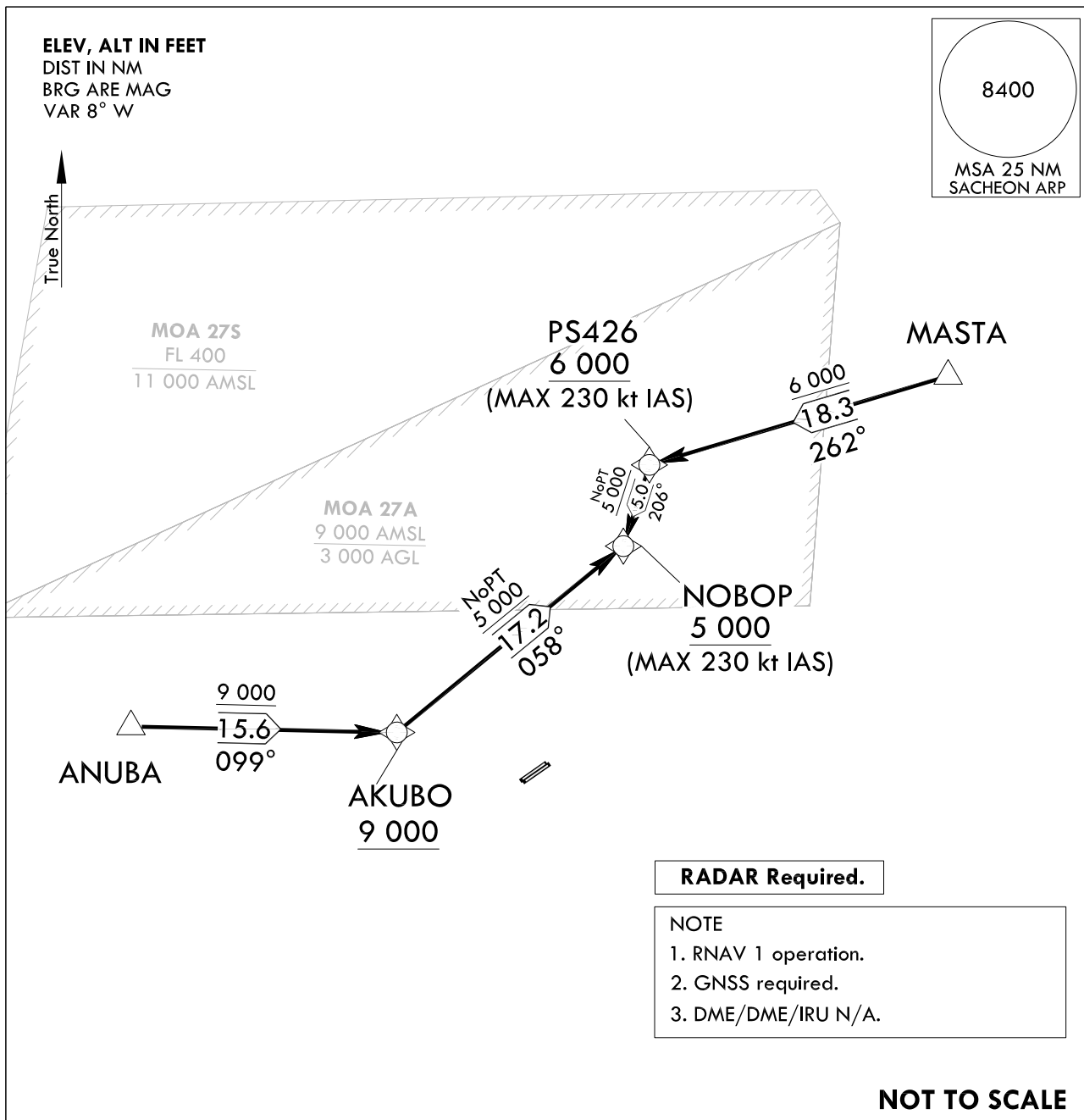
**STANDARD ARRIVAL CHART
INSTRUMENT(STAR)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

SACHEON APP 135.4 344.7
SACHEON TWR 118.675 236.6
305.4

SACHEON/Sacheon(RKPS)
RWY 24L/R
RNAV NOBOP 1

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

LANDING RWY 24L/R : Expect RNP approach following transition routes.

The following are transition routes.

ANUBA Transition : From ANUBA on track 099° to AKUBO at or above 9 000 ft, then track 058° to NOBOP at or above 5 000 ft.

MASTA Transition : From MASTA on track 262° to PS426 at or above 6 000 ft, then track 206° to NOBOP at or above 5 000 ft.

SACHEON/Sacheon(RKPS)
RWY 24L/R
RNAV NOBOP 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV NOBOP 1 - ANUBA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	TF	ANUBA	-	-	-	-	-	-	35°07'45.9"N 127°35'22.8"E	-	RNAV 1	-
002	TF	AKUBO	-	099 (090.4)	15.6	-	+9 000	-	35°07'37.1"N 127°54'22.8"E	-	RNAV 1	-
003	TF	NOBOP	-	058 (050.0)	17.2	-	+5 000	-230	35°18'40.4"N 128°10'27.3"E	-	RNAV 1	-

RNAV NOBOP 1 - MASTA Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	TF	MASTA	-	-	-	-	-	-	35°28'47.0"N 128°33'39.6"E	-	RNAV 1	-
002	TF	PS426	-	262 (253.2)	18.3	-	+6 000	-230	35°23'27.3"N 128°12'16.3"E	-	RNAV 1	-
003	TF	NOBOP	-	206 (197.3)	5.0	-	+5 000	-230	35°18'40.4"N 128°10'27.3"E	-	RNAV 1	-

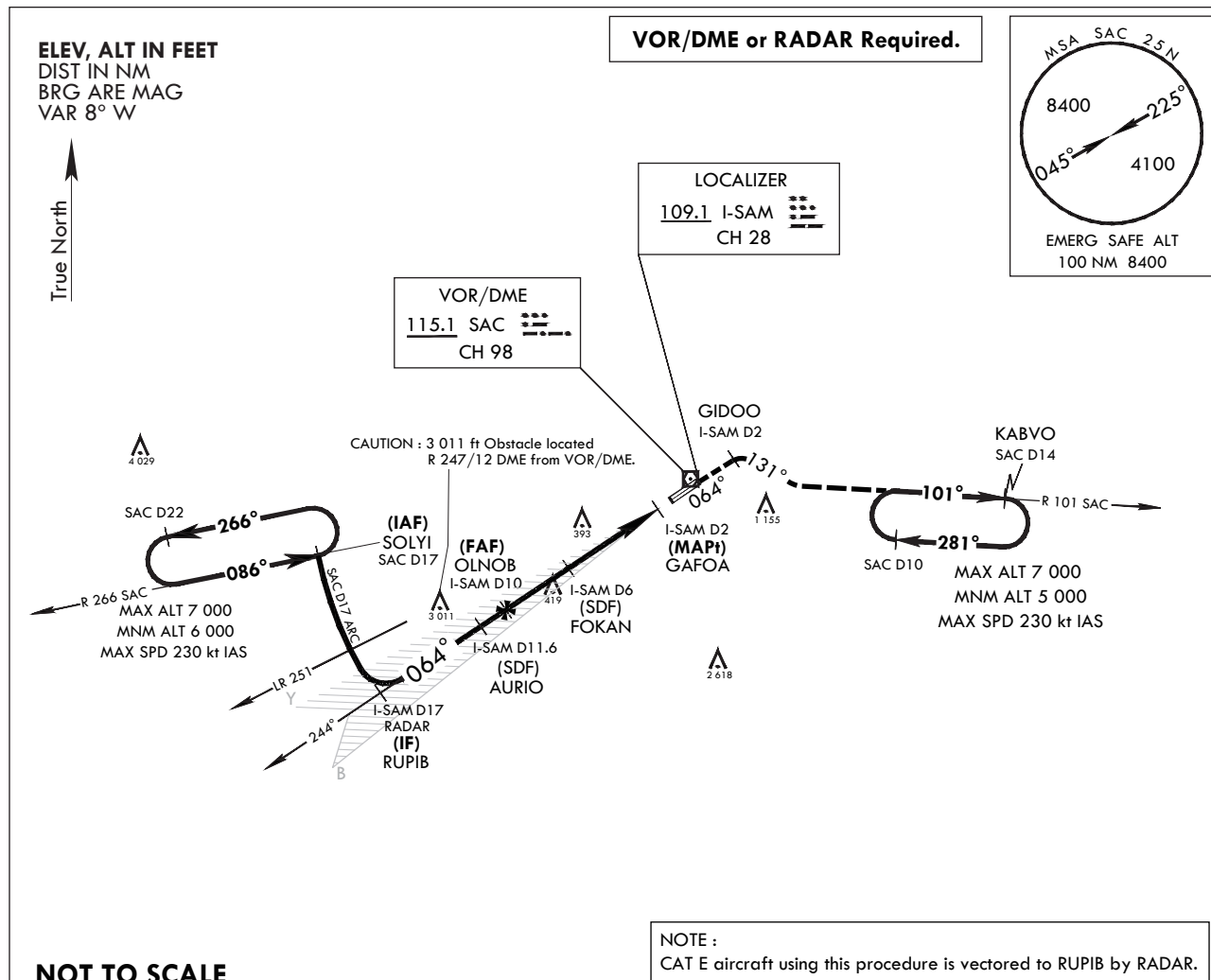
Change : Establishment of speed restriction for PS426.

**INSTRUMENT
APPROACH
CHART**

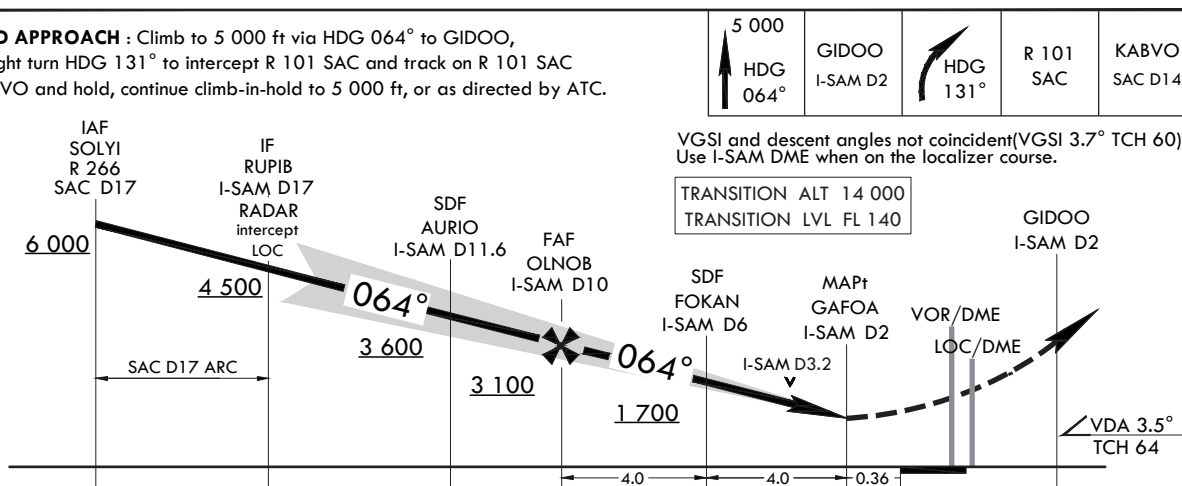
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV 15 ft
HIGHEST ELEV TDZ 17 ft

SACHEON APP 135.4 344.7
SACHEON TWR 118.675 236.6
305.4

SACHEON/Sacheon(RKPS)
LOC/DME
RWY 06L



MISSED APPROACH : Climb to 5 000 ft via HDG 064° to GIDOO,
then right turn HDG 131° to intercept R 101 SAC and track on R 101 SAC
to KABVO and hold, continue climb-in-hold to 5 000 ft, or as directed by ATC.



CATEGORY	A	B	C	D	E
S-LOC 06L *	700/40	683(700-¾)	700-1½	683(700-1½)	
C CIRCLING **	800-1 775(800-1)	900-1¼ 875(900-1¼)	1 000-3	975(1 000-3)	1 120-3 1 095(1 100-3)

* When ALS INOP, increase CAT AB RVR to 55 and VIS to 1 mile, CAT CDE VIS to 2 miles.

** Circling is not authorized SE of RWY 06/24.

INTENTIONALLY

LEFT

BLANK

INSTRUMENT

APPROACH

CHART

Note : Approach and circling-to-land under U.S.TERPS

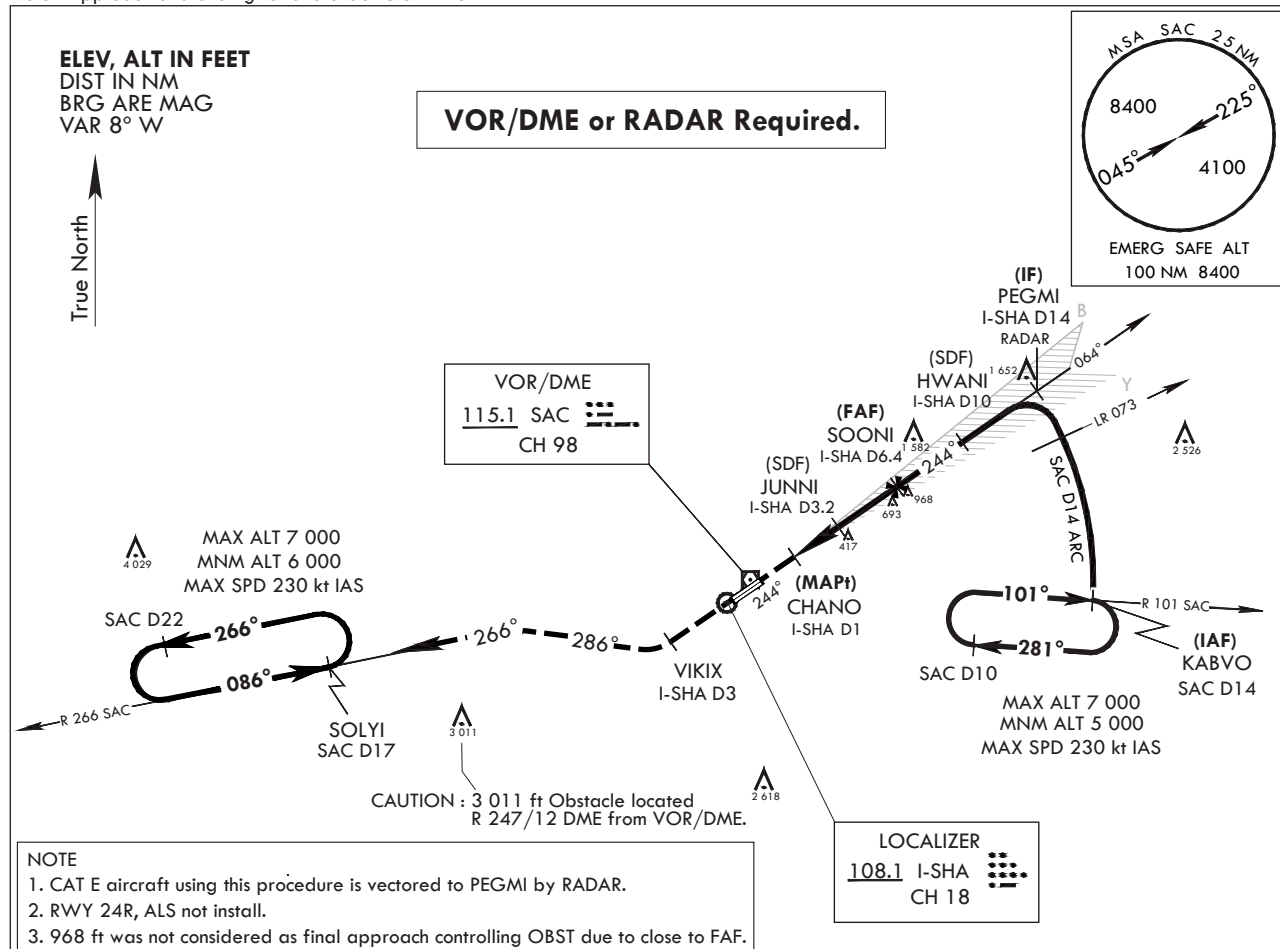
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV 19 ft
HIGHEST ELEV TDZ ft

SACHEON APP 135.4 344.7
SACHEON TWR 118.675 236.6
305.4

SACHEON/Sacheon(RKPS)

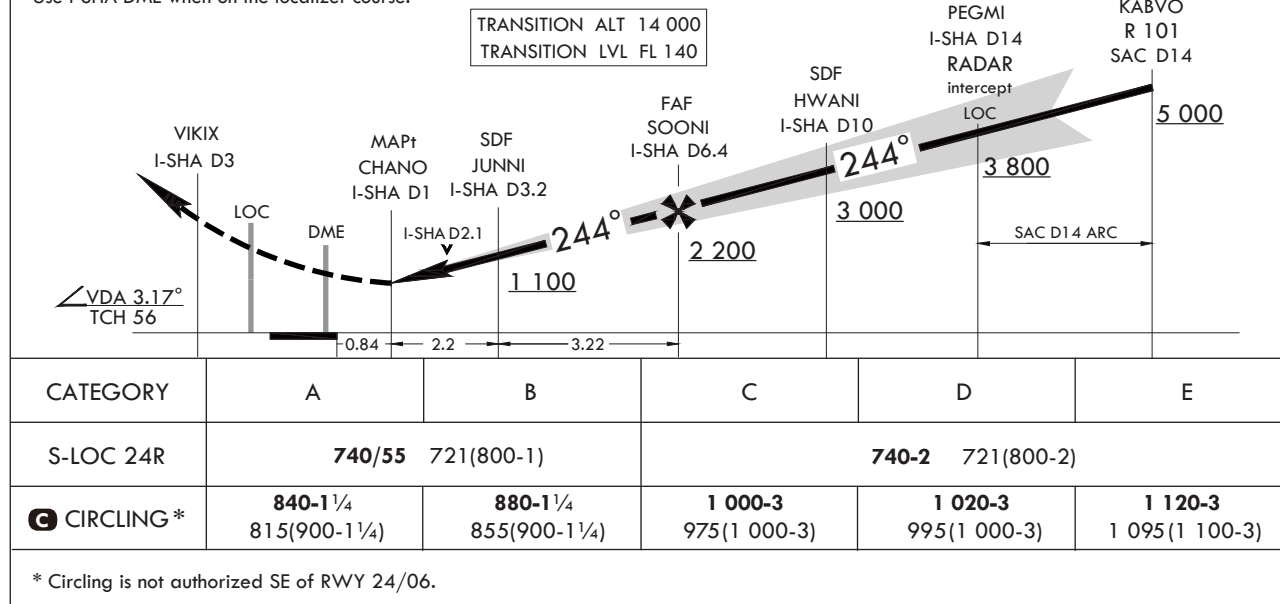
LOC/DME

RWY 24R



MISSED APPROACH : Climb to 6 000 ft via HDG 244° to I-SHA D3 and right turn HDG 286° and track outbound R 266 SAC to SOLYI(R 266 SAC/D17) and hold, continue climb-in-hold to 6 000 ft, or as directed ATC.

* Use I-SHA DME when on the localizer course.



Change : Establishment of symbol for circling.

INTENTIONALLY

LEFT

BLANK

**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV 19 ft
HIGHEST ELEV TDZ 19 ft

SACHEON APP 135.4 344.7
SACHEON TWR 118.675 236.6
305.4

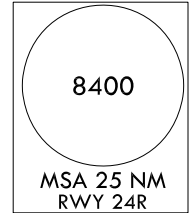
SACHEON/Sacheon(RKPS)
RNP RWY 24R

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

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W

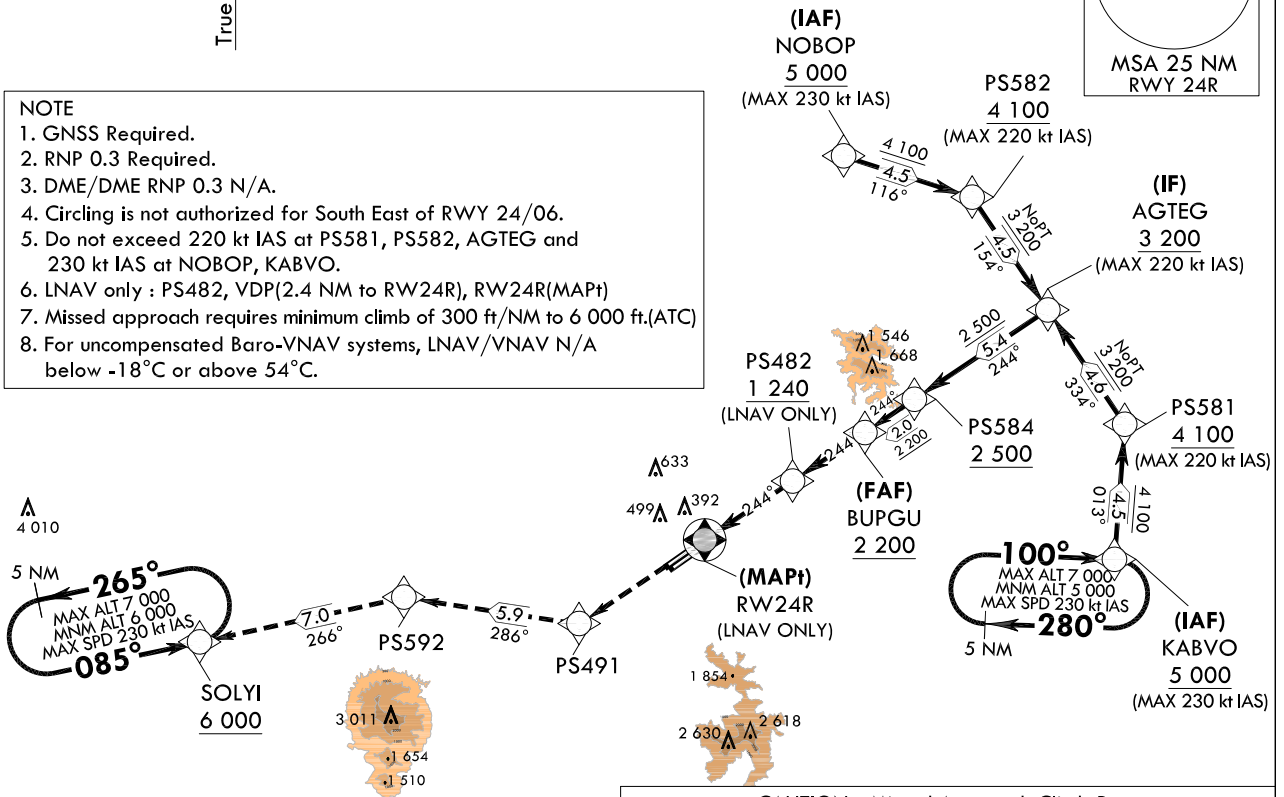


RNP APCH



NOTE

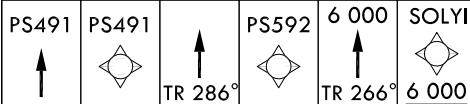
1. GNSS Required.
2. RNP 0.3 Required.
3. DME/DME RNP 0.3 N/A.
4. Circling is not authorized for South East of RWY 24/06.
5. Do not exceed 220 kt IAS at PS581, PS582, AGTEG and 230 kt IAS at NOBOP, KABVO.
6. LNAV only : PS482, VDP(2.4 NM to RW24R), RW24R(MAPt)
7. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.(ATC)
8. For uncompensated Baro-VNAV systems, LNAV/VNAV N/A below -18°C or above 54°C.



NOT TO SCALE

CAUTION - Missed Approach Climb Rate

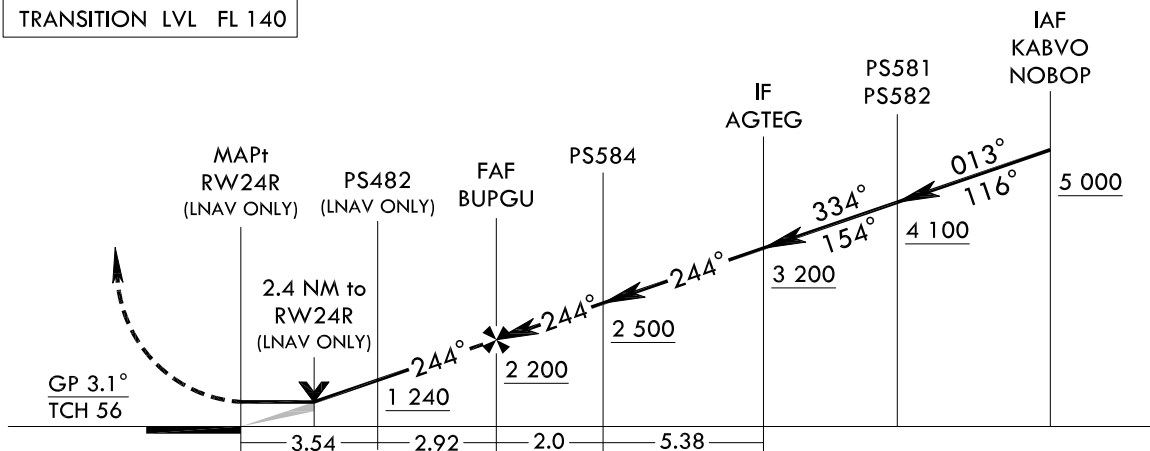
RWY	Knots	60	120	180	240	TO
24R	V/V(fpm)	300	600	900	1 200	6 000



MISSED APPROACH

Climb to 6 000 ft on direct to PS491 and track 286° to PS592 and track 266° to SOLYI at 6 000 ft and hold.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-LNAV/VNAV DA	783-2 1/2	764(800-2 1/2)		
S-LNAV MDA	880-2 1/2	861(900-2 1/2)		
CIRCLING	880-2 1/2	855(900-2 1/2)	1 020-3	995(1 000-3)

Change : Establishment of symbol for circling.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 24R - via KABVO to AGTEG(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly- over	Course/ Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	KABVO	-	-	-	-	+5 000	-230	35°05'13.6"N 128°21'37.6"E	-	RNP APCH	-
002	TF	PS581	-	013(004.1)	4.5	-	+4 100	-220	35°09'44.5"N 128°22'01.4"E	-	RNP APCH	-
003	TF	AGTEG	-	334(325.8)	4.6	-	+3 200	-220	35°13'35.2"N 128°18'50.1"E	-	RNP APCH	NoPT

RNP RWY 24R - via NOBOP to AGTEG(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly- over	Course/ Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	NOBOP	-	-	-	-	+5 000	-230	35°18'40.4"N 128°10'27.3"E	-	RNP APCH	-
002	TF	PS582	-	116(107.3)	4.5	-	+4 100	-220	35°17'19.6"N 128°15'43.6"E	-	RNP APCH	-
003	TF	AGTEG	-	154(145.7)	4.5	-	+3 200	-220	35°13'35.2"N 128°18'50.1"E	-	RNP APCH	NoPT

RNP RWY 24R - via AGTEG(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Fly- over	Course/ Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	TF	AGTEG	-	-	-	-	+3 200	-220	35°13'35.2"N 128°18'50.1"E	-	RNP APCH	IF
002	TF	PS584	-	244(235.7)	5.4	-	+2 500	-	35°10'33.1"N 128°13'24.9"E	-	RNP APCH	-
003	TF	BUPGU	-	244(235.7)	2.0	-	+2 200	-	35°09'25.3"N 128°11'23.95"E	-3.1/56	RNP APCH	FAF
004	TF	PS482	-	244(235.7)	2.9	-	+1 240	-	35°07'46.4"N 128°08'27.8"E	-	RNP APCH	LNAV ONLY
005	DF	RW24R	Y	244(235.6)	3.5	-	-	-	35°05'46.3"N 128°04'54.2"E	-	RNP APCH	MAPt LNAV ONLY
006	TF	PS491	-	244(235.6)	5.05	-	-	-	35°02'54.6"N 127°59'49.5"E	-	RNP APCH	-
007	TF	PS592	-	286(278.0)	5.9	-	-	-	35°03'43.9"N 127°52'40.1"E	-	-	-
008	TF	SOLYI	-	266(257.1)	7.0	-	+6 000	-	35°02'09.4"N 127°44'21.6"E	-	RNP APCH	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly- over	Course/ Track M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 24R	HM	KABVO	-	100(091.6)	5.0	R	-7 000 +5 000	-230	35°05'13.6"N 128°21'37.6"E	-	RNAV 1	-
	HM	SOLYI	-	085(076.6)	5.0	L	-7 000 +6 000	-230	35°02'09.4"N 127°44'21.6"E	-	RNAV 1	-

RKPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nosewheel guidelines on taxiways and apron
2	RWY and TWY markings and LGT	a. RWY - Light : Edge, THR and End - Marking : Designation, THR, TDZ, CL, side stripe and aiming point b. TWY - Light : Edge - Marking : TWY & taxiway centerline and holding positions
3	Stop bars	NIL
4	Remarks	NIL

RKPU 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
RKPUOB001	Hill	354005.0N 1292136.1E	1 339 ft/	NIL	36/APCH 18/TKOF
RKPUOB002	Hill	353941.7N 1292144.6E	1 113 ft/	NIL	
RKPUOB003	Hill	353811.0N 1291931.3E	424 ft/	NIL	
RKPUOB004	Hill	353931.0N 1291916.2E	964 ft/	NIL	
RKPUOB005	Hill	354225.3N 1292053.9E	1 774 ft/	NIL	
RKPUOB006	Mountain	354806.3N 1292043.1E	2 444 ft/	NIL	
RKPUOB007	Hill	353839.7N 1291841.2E	785 ft/	NIL	
RKPUOB008	Building	353425.1N 1292056.2E	169 ft/	NIL	
RKPUOB009	Pylon	353318.2N 1292158.7E	346 ft/	NIL	
RKPUOB010	Pylon	353230.9N 1292128.2E	427 ft/	NIL	
RKPUOB011	Hill	353526.7N 1292350.7E	1 480 ft/	NIL	18/APCH 36/TKOF
RKPUOB012	contour	353521.6N 1292249.6E	850 ft/	NIL	
RKPUOB013	Pylon	352842.8N 1292218.5E	623 ft/	NIL	
RKUPOB014	Pylon	352928.3N 1292148.5E	446 ft/	NIL	
RKPUOB015	Pylon	352621.6N 1291917.2E	724 ft/	NIL	
RKPUOB016	Pylon	352517.5N 1291932.5E	878 ft/	NIL	
RKPUOB017	Mountain	353958.6N 1291515.1E	2 517 ft/	NIL	
In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL					

RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ulsan Airport Weather Office (TEL : +82-52-289-0365, Telefax : +82-52-288-2392)
2	Hours of service MET Office outside hours	Aerodrome Operating hours
3	Office responsible for TAF preparation Periods of validity	Ulsan Airport Weather Office 30 hours at 0000, 0600, 1200, 1800 UTC
4	Trend forecast Interval of issuance	Trend type forecast 1 hour (METAR) and when SPECI reported
5	Briefing/consultation provided	Available at the Office for 24 hours, if required
6	Flight documentation Language(s) used	Aerodrome forecasts (TAF code form), SIGWX charts, WINTEN charts, SIGMET information in English
7	Charts and other information available for briefing or consultation	Analysis charts (surface and upper air), Prognostic charts, Graphic displays and other model outputs
8	Supplementary equipment available for providing information	Satellite and Weather radar imageries
9	ATS units provided with information	TWR and AIS Office
10	Additional information (limitation of service, etc.)	Automated METAR is provided during non-operational hours of the aerodrome. All observation data, model outputs and forecasts produced by KMA and WAFS are available at the office through internet link.

RKPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway 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
18	176.10°	2 000 × 45	PCN 43/F/A/X/T ASPHALT	353608.89N 1292103.54E GUND 30 m	THR 13 m / 42 ft
36	356.10°	2 000 × 45	PCN 43/F/A/X/T ASPHALT	353504.15N 1292108.95E GUND 29.9 m	THR 8.5 m / 27.8 ft TDZ 10.4 m / 34.1 ft

7. Slope of RWY

SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location & description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	200 × 250	2 120 × 191~280	200 × 90	NIL	NIL	The width of strip and the length of RESA do not meet criteria in ANNEX 14. The surface of RWY 18/36 are grooved. (Except from THR of RWY 18 to 250 m, from THR of RWY 36 to 200 m.
NIL	NIL		80 × 90	NIL	NIL	

Change : Information of ATS units provided with information.

RKPU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 36 (8° W/2020) ILS CAT I (8° W or 352°)	IULS	110.3 MHz	H24	353616.3N 1292102.9E		Scheduled Inspection time : Every 2nd WED(1400-2000 UTC) of the month
DME 36	-	1001 MHz (CH 40X)	H24	353513.8N 1292112.2E	0 m	
GP 36	-	335 MHz	H24	353513.8N 1292112.1E		
TVOR/DME (8° W/2020)	USN	111.4 MHz (CH 51X)	H24	353554.6N 1292111.8E	30 m	Scheduled Inspection time : Every 3rd WED (1400-2000 UTC) of the month
VORTAC (8° W/2020)	KPO	112.5 MHz (CH 72X)	H24	355837.9N 1292828.3E	800 ft	Unusable and scheduled inspection time : See ENR 4.1 for the details
VOR unusable RDL 301-340 beyond 20 DME below 8 000 ft RDL 261-300 beyond 12 DME below 9 000 ft RDL 201-260 beyond 18 DME below 7 000 ft RDL 151-160 beyond 19 DME below 6 000 ft RDL 021-150 beyond 20 DME below 10 000 ft RDL 000-020 beyond 22 DME below 7 000 ft DME unusable RDL 301-340 beyond 16 DME below 9 000 ft RDL 261-300 beyond 12 DME below 9 000 ft RDL 201-260 beyond 16 DME below 7 000 ft RDL 151-160 beyond 16 DME below 6 000 ft RDL 021-150 beyond 10 DME below 15 000 ft RDL 000-020 beyond 13 DME below 11 000 ft RADAR(ASR/SSR) Scheduled Inspection time : Every 3rd WED (1400-2000 UTC) of the month						

RKPU AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations
 - 1.1 Aircraft operation is restricted when surface friction measurement is less than 0.30 due to shortage of the runway strip(See AD chart).
 - 1.2 All aircraft requiring parking on the aircraft stand must request prior permission,
TEL : +82-52-219-6330(Korea Airports Corporation).
This does not apply to locally based aircraft and scheduled services.
 - 1.3 Pilots of departing IFR aircraft can request ATC clearance up to 10 minutes before ETD or push-back. Departing aircraft on first contact with ULSAN GROUND must state aircraft identification, destination, proposed altitude, stand number and the code letter of the latest ATIS received.
 - 1.4 Pre-departure clearance by datalink is available at ULSAN airport for suitably equipped aircraft.
 - 1.5 All aircraft contact ULSAN TWR prior to entering class D airspace.(Refer to ENR 2.1-9)
2. Ground Movement
 - 2.1 Visiting General Aviation aircraft will be directed by ATC to taxi to aircraft stand then follow the marshaller's instruction for parking.

- 2.2 Aircraft shall maintain idle thrust in the apron. In case of using breakaway thrust, aircraft shall maintain minimum breakaway thrust.
- 2.3 Radio Frequency Change Procedure
 - 2.3.1 Arrival aircraft shall change radio frequency from ULSAN TOWER(118.75 MHz) to ULSAN GROUND(121.75 MHz) when vacating Runway.
 - 2.3.2 Departure aircraft shall change radio frequency from ULSAN GROUND(121.75 MHz) to ULSAN TOWER(118.75 MHz) when start taxiing in the apron.
- 3. Warning
 - 3.1 Single-engined aircraft shall use caution when overflying the chemical complex on the south of the aerodrome.
 - 3.2 Many flare stacks are located in the chemical complex.
 - 3.3 Caution large concentrations of birds maybe on and in the vicinity of the aerodrome.
 - 3.4 Grass cutting may take place on a daily basis between June and October inclusive within the strip enclosing Runway 18/36 and the equipment is under ATC control. Circuit flying may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.
 - 3.5 High-rise buildings(700 ft AMSL) are sited approximately 2.8 NM southwest of the aerodrome, in the fixed-wing VFR Traffic Circuit(See AD 2-12 VFR Traffic Circuits). Pilots are advised to exercise extreme caution when flying in the visual circuit.
 - 3.6 OBST(mountainous terrain) rising to 767 m (2 517 ft AMSL) 2.3 NM North of "N" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).
 - 3.7 OBST(mountainous terrain) rising to 447 m (1 465 ft AMSL) between "N" and "W" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).
 - 3.8 OBST(mountainous terrain) rising to 600 m (1 969 ft AMSL) 2.1 NM West of "S" VFR Reporting point (See AD 2-12 VFR Traffic Circuits).
- 4. Training Flights
 - 4.1 Training flights may only take place by prior arrangement with ATC(TEL : +82-52-289-4740).
 - 4.2 ATC must be advised of any changes and cancellations of the flight plan.
 - 4.3 The number of aircraft in the visual circuit will be determined by ATC, subject to the prevailing weather and traffic conditions.
 - 4.4 Training may be curtailed if significant noise complaints are received.
 - 4.5 Training flights will not be given priority over essential aerodrome maintenance work.
 - 4.6 Simulated engine failures are not permitted.

RKPU AD 2.21 NOISE ABATEMENT PROCEDURES

- 1. Aircraft Operating Procedures(Except helicopter)
 - 1.1 Take off
 - 1.1.1 NADP 1(RWY 18, RWY 36)

All departing aircraft should apply ICAO PANS-OPS(Doc 8168) Volume III Noise Abatement Departure Procedures One (NADP ONE).

- a. Take-off to 800 ft AGL
 - Take-off power
 - Take-off flaps/slats setting
 - Initial climb speed is not less than $V_2 + 10$ kt
- b. At 800 ft AGL
 - Reduce power/thrust to Not less than climb power
- c. 800 ft AGL to 3 000 ft AGL
 - Maintain with flaps/slats in the take-off configuration
 - Climb at $V_2 + 10$ to 20 kt

Change : Information of ICAO PANS-OPS NADP one(Volume I → Volume III).

- d. After passing an altitude of Not less than 3 000 ft AGL
- Accelerate and retract flaps on schedule to En-route climb
- 1.2 Approach
- For noise abatement using a reduced flap setting landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevail at all times.
- 1.2.1 Delayed Flap setting Approach
- a. For approach to land on RWY 18;
- Maintain intermediate flap setting until 1 NM prior to FAF.
- Set final landing flaps within 1 NM prior to FAF.
- b. For approach to land on RWY 36;
- Maintain intermediate flap setting until 1 NM prior to FAF(FAP).
- Set final landing flaps within 1 NM prior to FAF(FAP).
- 1.2.2 Reduced Flap setting Approach
- a. When the landing weight and runway length are enough,
b. When the runway condition is dry,
c. When the tailwind component is not existent,
d. Set the certificated shallow landing flaps in the approved performance section of the Airplane Flight manual to land.
- 1.3 Exempted cases
- 1.3.1 Aircraft need not be complied with the procedures described in paragraph 1.1 and 1.2 above in adverse operating conditions such as;
a. If the runway is not clear and dry. i.e. it is adversely affected by, snow, slush, ice, water or other substances;
b. In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1.9 km.
c. When the cross-wind component, including gusts, exceeds 15 kt.
d. When the tailwind component, including gusts, exceeds 5 kt.
e. When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.
- 1.3.2 Aircraft unable to comply with the procedures described in paragraph 1.1 and 1.2 above for any reason shall inform ATC.
- 1.4 Operational Limitations
- 1.4.1 Engine test shall be conducted with prior permission from the airport control tower. It shall be conducted at the approved place and approved conditions only. However, the power setting(s) shall not exceed idle thrust.

RKPU AD 2.22 FLIGHT PROCEDURES

1. IFR
- Instrument flight procedures are based on the guidance contained in ICAO Doc 8168-Procedures for Air Navigation Service-Aircraft Operations(PANS-OPS), except instrument approach procedure for RWY 18(under FAA TERPS).
- 1.1 Straight in approach
Refer to Instrument approach charts.
- 1.2 Take-off weather minima
- | CATEGORY | RWY | Facilities | | |
|--|-----|------------------|------------------|------------------|
| | | REDL & RCL | REDL or RCL | NIL (Day Only) |
| Multi-Engine ACFT with
TKOF ALTN AD | 18 | 400 m / 1 200 ft | 400 m / 1 200 ft | 500 m / 1 600 ft |
| | 36 | 400 m / 1 200 ft | 400 m / 1 200 ft | 500 m / 1 600 ft |
| OTHERS | 18 | AVBL LDG MINIMA | | |
| | 36 | | | |
- Note : SIDs are designed in accordance with STANDARDS for FLIGHT PROCEDURE DESIGN
1. The TDZ RVR/VIS may be assessed by the pilot.
2. For Night Operations at least REDL or RCLL and RENL are available.
- 1.3 Fuel Dumping Area
Fuel Dumping Area is established within POHANG TMA as follows;
a. Area : A circle, 3 NM radius centered at R 100 USN/D12 (353520N 1293551E)
b. Altitude : 8 000 ft AMSL

2. VFR

2.1 VFR Procedure

2.1.1 VFR Weather Minima

VFR flight will be permitted under the condition as below;

- a. Ground visibility : Not less than 5 km (If Ground visibility is not reported, Flight visibility : Not less than 5 km)
- b. Ceiling : At or above 450 m (1 500 ft)

2.1.2 VFR Traffic Circuits : Refer to page RKPU AD 2-12

2.1.3 VFR Reporting Points : Refer to page RKPU AD 2-12

2.1.4 VFR Traffic Circuits Altitude(AMSL)

- a. CAT A, B : 1 500 ft AMSL

2.1.5 VFR Flight procedure

1. Departure procedure

- a. After departing from RWY 18, fly the following routes unless otherwise directed by ATC;
 - For north bound : Turn right proceed to N. Cross N at or above 3 000 ft.
 - For west bound : Turn right proceed to W. Cross W at or above 2 000 ft.
 - For south bound : Turn right proceed to S. Cross S at or above 2 500 ft.
 - For east bound : Maintain RWY HDG until reaching 1 500 ft, then turn left proceed to E. Cross E at or above 3 000 ft.
 - For east bound : Turn left proceed to T1. Cross T1 at 2 500 ft.
- b. After departing from RWY 36, fly the following routes unless otherwise directed by ATC;
 - For north bound : Turn left proceed to N. Cross N at or above 3 000 ft.
 - For west bound : Turn left proceed to W. cross W at or above 2 000 ft.
 - For south bound : Turn left proceed to S via W. Cross W at or above 2 000 ft and S at or above 2 500 ft.
 - For east bound : Turn left proceed to E. Cross E at or above 3 000 ft.

2. Arrival procedure

- a. Inbound from south/west : Proceed to W via S, then fly the following routes unless otherwise directed by ATC.
 - Cross S at or above 2 500 ft and W at or above 2 000 ft.
 - When RWY 18 in use : Enter into the right downwind leg at 1 500 ft(HEL 1 000 ft), then land.
 - When RWY 36 in use : Enter into the left downwind leg at 1 500 ft(HEL 1 000 ft), then land.
- b. Inbound from north : Proceed to N, then fly the following routes unless otherwise directed by ATC.
 - Cross N at or above 3 000 ft.
 - When RWY 18 in use : Enter into the right downwind leg at 1 500 ft(HEL 1 000 ft), then land.
 - When RWY 36 in use : Enter into the left downwind leg at 1 500 ft(HEL 1 000 ft), then land.
- c. Inbound from east : Proceed to E, then fly the following routes unless otherwise directed by ATC.
 - Cross E at or above 3 000 ft.
 - When RWY 18 in use : Enter into the right downwind leg at 1 500 ft(HEL 1 000 ft), then land.
 - When RWY 36 in use : Enter into the left downwind leg at 1 500 ft(HEL 1 000 ft), then land.

2.2 Special VFR

2.2.1 Special VFR flight for taking off or landing may only be permitted except helicopters when;

- a. The Ground visibility is not less than 1 500 m.
- b. If ground visibility is not reported, the Flight visibility is not less than 1 500 m.

2.2.2 For Special VFR operation, the pilot shall ;

- a. Get a clearance from ATC.
- b. Stay clear of clouds.
- c. Fly within control zone as cleared by ATC.
- d. Maintain visual reference with surface or water.
- e. Maintain at least 1 500 m of flight visibility.

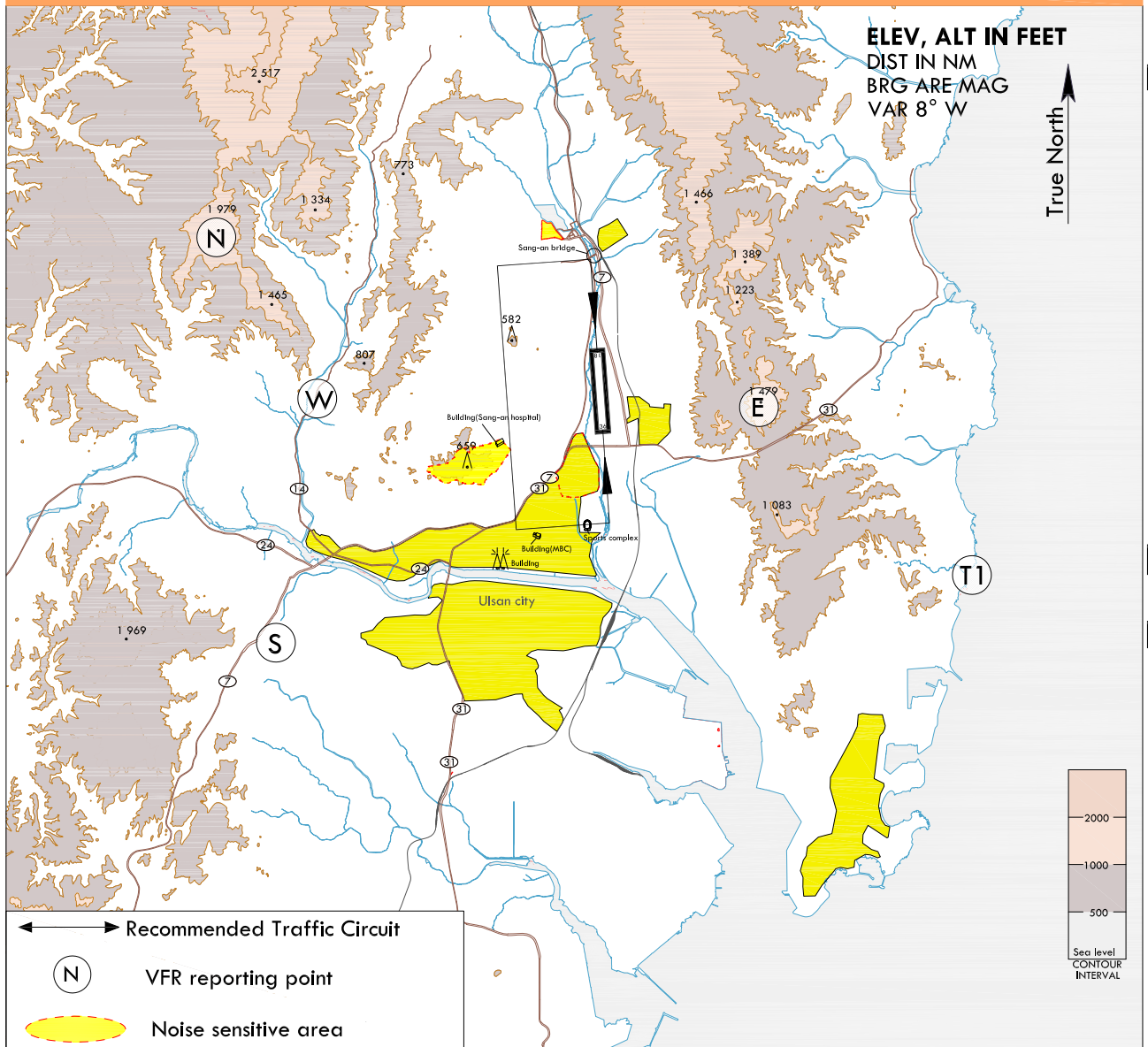
※ At night(between sunset and sunrise), the pilot must have an instrument rating and the aircraft must be equipped for IFR flight under Aviation Act.(Except for helicopters)

Change : Information of ground visibility.

3. Radio communication failure procedure
 - 3.1 in VMCs
 1. Squawk 7600.
 2. Continue to fly in VMC.
 3. Land at nearest suitable aerodrome.
 - 3.1.1 Procedure for VFR flights
 1. Squawk 7600.
 2. Proceed to and hold over west downwind for RWY 18/36, west bound; and
 3. When able to see light gun signal from control tower, follow that instruction; or
 4. When unable to see light gun signal from control tower, hold over downwind for RWY 18/36 until ETA or for 10 MIN, whichever is longer; then
 5. Land on RWY 18/36 in use as appropriate.

* Pilot shall use caution traffic landing and take-off from/to runway.
 - 3.2 in IMCs or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with 3.1.;
 - 3.2.1 DEPARTURE AIRCRAFT
 1. Squawk 7600.
 2. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 min following;
 - a. The time the transponder is set to Code 7600; or
 - b. The time the last assigned level or minimum flight altitude is reached;
whichever is later and thereafter adjust level and speed in accordance with the filed flight plan;
 3. When being vectored or having been directed by ATC, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.;
 - 3.2.2 ARRIVAL AIRCRAFT
 1. Squawk 7600.
 2. Follow the STAR issued by ATC. When being vectored or having been directed by ATC, proceed in the most direct manner possible to join the STAR no later than the next significant point. then commence descent as filed.
 3. Start approach to the assigned runway without delay.
 4. If no specific runway for landing has been assigned, start approach to RWY 36 without delay.

VFR Traffic Circuits - Ulsan

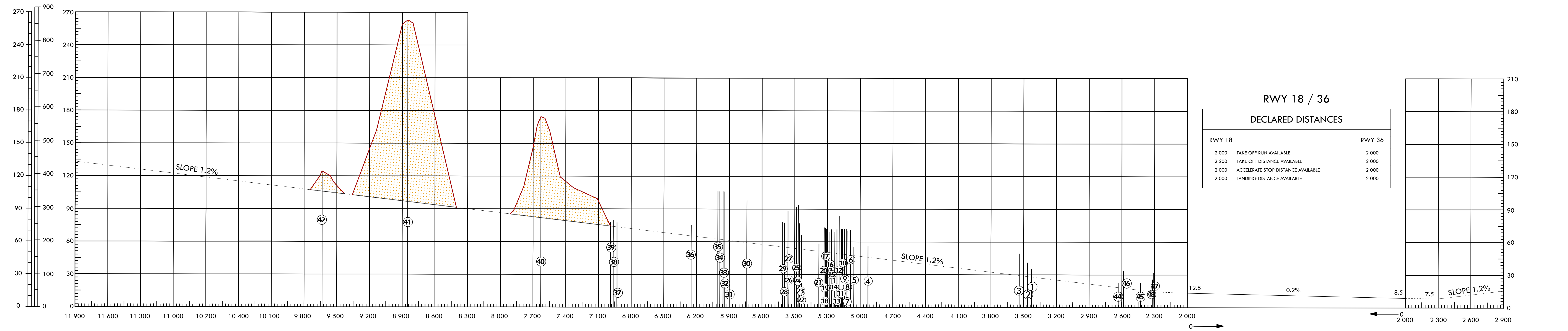


VFR Traffic Circuit Altitude				
Category	A	B	C	D
Altitude	1 500 ft AMSL		N/A	

Reporting Point	Goegraphical Name	Position	Coordinates	Altitude(AMSL)
N	Guksubong(Mt.) (국수봉)	5.8 NM NW of Ulsan R 296 USN/D5.7	353746N 1291434E	At or above 3 000 ft
W	Ulsan Wild Flower Learnig Center (울산들꽃학습원)	4.0 NM W of Ulsan R 272 USN/D4.0	353531N 1291617E	At or above 2 000 ft
S	Ulsan Munsu Football Staduim (울산문수축구경기장)	5.7 NM SW of Ulsan R 238 USN/D6.0	353207N 1291534E	At or above 2 500 ft
E	Muryongsan (무룡산)	2.2 NM E of Ulsan R 110 USN/D2.2	353527N 1292351E	At or above 3 000 ft
T1	Jujeon Mongdol (주전몽돌)	5.8 NM SE of Ulsan R 118 USN/D5.8	353306N 1292728E	At 2 500 ft

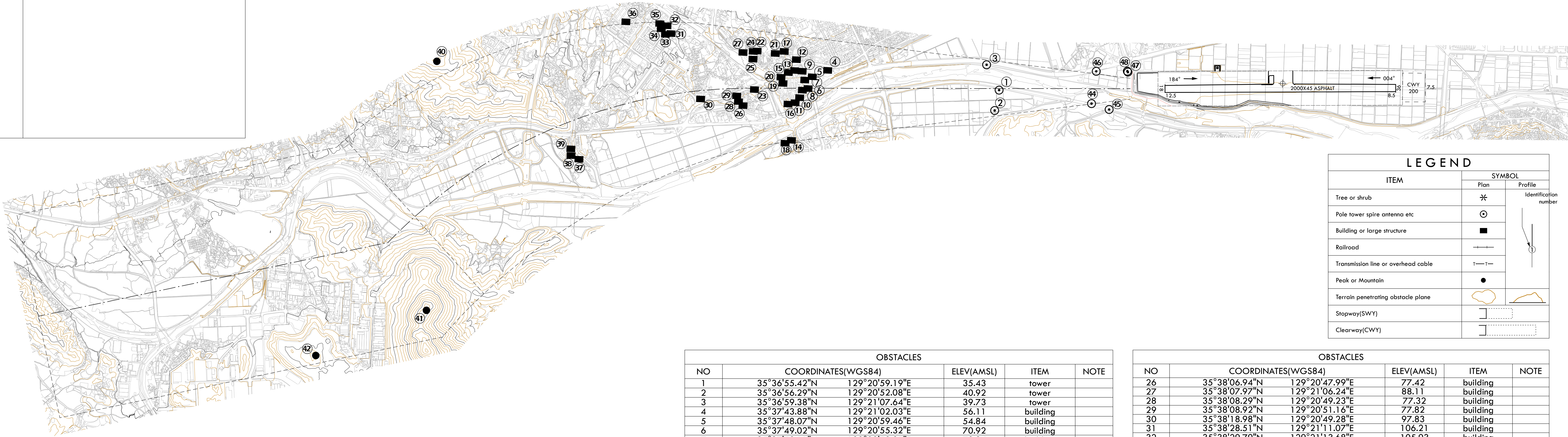
Change : Information of OBST.

MAGNETIC VARIATION 8° W (2020)



VERTICAL SCALE 1: 1 500

AMENDMENT RECORD		
NO	DATE	ENTERED BY



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—	
Peak or Mountain	●	
Terrain penetrating obstacle plane	○	
Stopway(SWY)	┌─┐	
Clearway(CWY)	┌─┐	

OBSTACLES				
NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
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

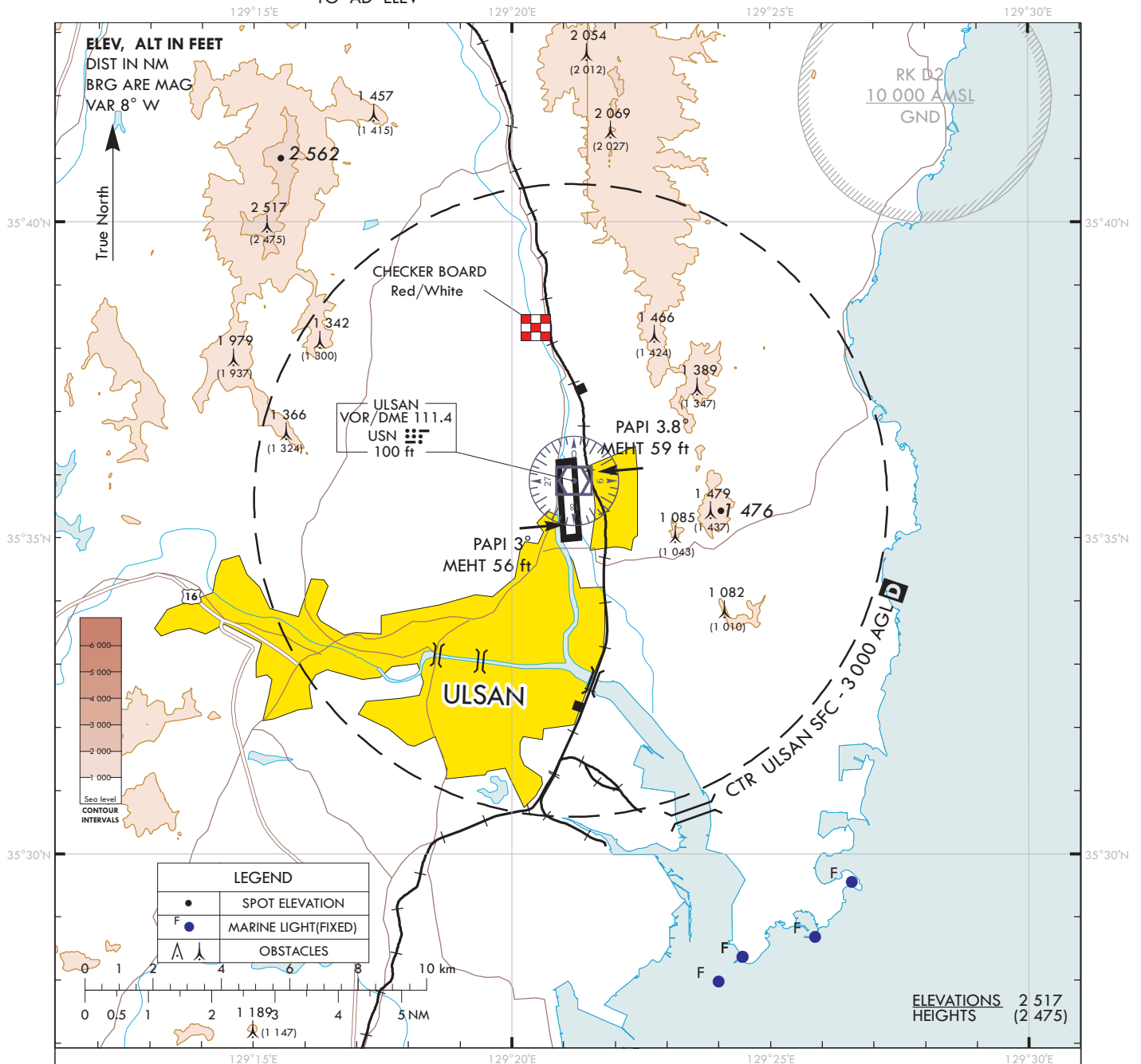
OBSTACLES				
NO	COORDINATES(WGS84)		ELEV(AMSL)	ITEM
26	35°38'06.94"N	129°20'47.99"E	77.42	building
27	35°38'07.97"N	129°21'06.24"E	88.11	building
28	35°38'08.29"N	129°20'49.23"E	77.32	building
29	35°38'08.92"N	129°20'51.16"E	77.82	building
30	35°38'18.98"N	129°20'49.28"E	97.83	building
31	35°38'28.51"N	129°21'11.07"E	106.21	building
32	35°38'29.79"N	129°21'13.68"E	105.93	building
33	35°38'30.02"N	129°21'10.72"E	106.12	building
34	35°38'31.34"N	129°21'12.48"E	106.01	building
35	35°38'31.82"N	129°21'14.24"E	106.13	building
36	35°38'41.38"N	129°21'14.07"E	104.92	building
37	35°38'51.96"N	129°20'25.76"E	77.51	building
38	35°38'54.23"N	129°20'26.81"E	79.41	building
39	35°38'54.39"N	129°20'29.12"E	77.92	building
40	35°39'33.67"N	129°20'56.15"E	174.51	mountain
41	35°39'31.91"N	129°19'30.27"E	263.01	mountain
42	35°40'02.09"N	129°19'12.16"E	124.51	mountain
43	35°43'12.92"N	129°21'34.49"E	349.03	tower
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

**VISUAL
APPROACH
CHART - ICAO**

AD ELEV 42 ft
HEIGHTS RELATED
TO AD ELEV

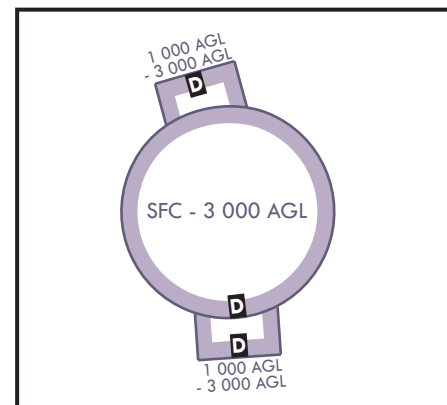
POHANG APP 124.25
120.2
ULSAN TWR 118.75

ULSAN/Ulsan



VISUAL APPROACH PROCEDURE

- Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
 - Ceiling : At or above 500 ft plus MVA
 - Visibility : Not less than 3 SM
 - Visual approach for flying east of aerodrome is not authorized.
- ATS airspace : Class D(Refer to ENR 2.1-9)



Change : Information of airspace classifications.

BIRD CONCENTRATION - ULSAN AIPT

