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Ministry of Land, Infrastructure and Transport
 Office of Civil Aviation

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

AMENDMENT NR 8/23

27 JUL 2023

AIRAC

AIP AMENDMENT NR 8/23

(Effective : 1600UTC 6 SEP 2023)

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Enroute

- a) Information of frequency for gwangju east sector(241.80 → 239.250).
- b) Information of vertical limits and active time for UA 42, UA 43.
- c) Establishment of UA 47~58.

1.2 Gimhae INTL Airport

- a) Information of lead in-lead out line and coordinates for ACFT stand NR. 37.
- b) Information of procedure names for IAC(LOC/DME → LOC)
- c) Information of MAG VAR(7° W → 9° W) and SID, STAR, IAC.

1.3 Yangyang INTL Airport

- a) Establishment of local AD regulation for self-maneuvering(1.9).
- b) Establishment of lead out line for ACFT stands NR. 4 and 5.

1.4 Uljin Airport

- a) Information of UJN(VORTAC → VOR/DME), remarks and VFR procedures.
- b) Establishment of radio communication failure procedure for VFR(outbound for CATA 7).
- c) Information of procedure names for SID and STAR(1M → 2M, 1R → 2R, 2N → 3N, 1A → 2A, 1H → 2H).
- d) Information of MAG VAR(8° W → 9° W), FREQ, MSA and SID, STAR, IAC.
- e) Withdrawal of UJN VORTAC.

2. PAGE CONTROL

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL I, Part II - ENR (Enroute) ENR 2.1-1(29 JUN 23) / 2.1-2(29 JUN 23) ENR 2.1-13(17 NOV 22) / 2.1-14(17 NOV 22) ENR 5.5-1(4 MAY 23) / 5.5-2(4 MAY 23)	VOL I, Part II - ENR (Enroute) ENR 2.1-1(27 JUL 23) / 2.1-2(29 JUN 23) ENR 2.1-13(17 NOV 22) / 2.1-14(27 JUL 23) ENR 5.5-1(4 MAY 23) / 5.5-2(27 JUL 23) ENR 5.5-3(27 JUL 23) / 5.5-4(27 JUL 23)

OLD (Pages to be removed)	NEW (Pages to be inserted)
VOL II, Part III - AD (Aerodrome) RKPK AD 2-25(23 SEP 21) / 2-26(20 OCT 22) AD CHART 2-3(20 OCT 22) / 2-4(20 OCT 22) AD CHART 2-5(20 OCT 22) / 2-6(20 OCT 22) AD CHART 2-14(20 OCT 22) / 2-14-1(20 OCT 22) AD CHART 2-15(9 MAR 23) / 2-15-1(9 MAR 23) AD CHART 2-16(17 NOV 22) / 2-16-1(17 NOV 22) AD CHART 2-17(12 JAN 23) / 2-17-1(12 JAN 23) AD CHART 2-18(3 JUN 21) / 2-18-1(25 OCT 18) AD CHART 2-19(20 OCT 22) / 2-19-1(20 OCT 22) AD CHART 2-20(25 OCT 18) / 2-20-1(25 OCT 18) AD CHART 2-21(9 MAR 23) / 2-21-1(9 MAR 23) AD CHART 2-22(20 OCT 22) / 2-22-1(6 JUN 19) AD CHART 2-23(20 OCT 22) / 2-23-1(20 OCT 22) AD CHART 2-24(20 OCT 22) / 2-24-1(20 OCT 22) AD CHART 2-26(29 JUL 21) / 2-26-1(29 JUL 21) AD CHART 2-27(21 NOV 19) / 2-27-1(21 NOV 19) AD CHART 2-28(22 OCT 20) / 2-28-1(22 OCT 20) AD CHART 2-29(29 JUL 21) / 2-29-1(29 JUL 21) AD CHART 2-30(26 AUG 21) / 2-30-1(26 AUG 21) AD CHART 2-31(3 JUN 21) / 2-31-1(3 JUN 21) AD CHART 2-32(22 OCT 20) / 2-32-1(22 OCT 20) AD CHART 2-33(9 MAR 23) / 2-33-1(9 MAR 23) AD CHART 2-34(4 MAY 23) / 2-34-1(4 MAY 23) AD CHART 2-35(3 JUN 21) / 2-35-1(3 JUN 21) AD CHART 2-36(3 JUN 21) / 2-36-1(3 JUN 21) AD CHART 2-37(29 JUL 21) / 2-37-1(29 JUL 21) AD CHART 2-38(22 OCT 20) / 2-38-1(22 OCT 20) AD CHART 2-39(12 JAN 23) / 2-39-1(12 JAN 23) AD CHART 2-40(3 JUN 21) / 2-40-1(3 JUN 21) RKNY AD 2-7(20 OCT 22) / 2-8(20 OCT 22) AD 2-9(28 JUL 22) / 2-10(28 JUL 22) AD CHART 2-1(1 JUN 23) / 2-2(1 JUN 23) AD CHART 2-3(1 JUN 23) / 2-3-1(1 JUN 23)	VOL II, Part III - AD (Aerodrome) RKPK AD 2-25(23 SEP 21) / 2-26(27 JUL 23) AD CHART 2-3(27 JUL 23) / 2-4(27 JUL 23) AD CHART 2-5(27 JUL 23) / 2-6(27 JUL 23) AD CHART 2-14(27 JUL 23) / 2-14-1(27 JUL 23) AD CHART 2-15(27 JUL 23) / 2-15-1(9 MAR 23) AD CHART 2-16(27 JUL 23) / 2-16-1(17 NOV 22) AD CHART 2-17(27 JUL 23) / 2-17-1(12 JAN 23) AD CHART 2-18(27 JUL 23) / 2-18-1(25 OCT 18) AD CHART 2-19(27 JUL 23) / 2-19-1(27 JUL 23) AD CHART 2-20(27 JUL 23) / 2-20-1(25 OCT 18) AD CHART 2-21(27 JUL 23) / 2-21-1(9 MAR 23) AD CHART 2-22(27 JUL 23) / 2-22-1(27 JUL 23) AD CHART 2-23(27 JUL 23) / 2-23-1(27 JUL 23) AD CHART 2-24(27 JUL 23) / 2-24-1(27 JUL 23) AD CHART 2-26(27 JUL 23) / 2-26-1(27 JUL 23) AD CHART 2-27(27 JUL 23) / 2-27-1(21 NOV 19) AD CHART 2-28(27 JUL 23) / 2-28-1(22 OCT 20) AD CHART 2-29(27 JUL 23) / 2-29-1(27 JUL 23) AD CHART 2-30(27 JUL 23) / 2-30-1(27 JUL 23) AD CHART 2-31(27 JUL 23) / 2-31-1(27 JUL 23) AD CHART 2-32(27 JUL 23) / 2-32-1(22 OCT 20) AD CHART 2-33(27 JUL 23) / 2-33-1(9 MAR 23) AD CHART 2-34(27 JUL 23) / 2-34-1(4 MAY 23) AD CHART 2-35(27 JUL 23) / 2-35-1(27 JUL 23) AD CHART 2-36(27 JUL 23) / 2-36-1(27 JUL 23) AD CHART 2-37(27 JUL 23) / 2-37-1(27 JUL 23) AD CHART 2-38(27 JUL 23) / 2-38-1(22 OCT 20) AD CHART 2-39(27 JUL 23) / 2-39-1(12 JAN 23) AD CHART 2-40(27 JUL 23) / 2-40-1(27 JUL 23) RKNY AD 2-7(20 OCT 22) / 2-8(27 JUL 23) AD 2-9(27 JUL 23) / 2-10(28 JUL 22) AD CHART 2-1(1 JUN 23) / 2-2(27 JUL 23) AD CHART 2-3(27 JUL 23) / 2-3-1(1 JUN 23)
VOL III, Part III - AD (Aerodrome) RKTL AD 2-7(2 JUN 22) / 2-8(2 JUN 22) AD 2-9(30 JUN 22) / 2-9-1(2 JUN 22) AD 2-11(22 SEP 22) / 2-12(22 SEP 22) AD CHART 2-1(4 MAY 23) / 2-2(4 MAY 23) AD CHART 2-7(22 SEP 22) / 2-7-1(22 SEP 22) AD CHART 2-8(22 SEP 22) / 2-8-1(22 SEP 22) AD CHART 2-9(22 SEP 22) / 2-9-1(22 SEP 22) AD CHART 2-10(22 SEP 22) / 2-10-1(22 SEP 22) AD CHART 2-11(22 SEP 22) / 2-11-1(22 SEP 22) AD CHART 2-12(22 SEP 22) / 2-12-1(22 SEP 22) AD CHART 2-13(22 SEP 22) / 2-13-1(22 SEP 22) AD CHART 2-14(22 SEP 22) / 2-14-1(22 SEP 22) AD CHART 2-15(22 SEP 22) / 2-15-1(22 SEP 22) AD CHART 2-16(22 SEP 22) / 2-16-1(22 SEP 22) AD CHART 2-17(22 SEP 22) / 2-17-1(22 SEP 22) AD CHART 2-18(15 DEC 22) / 2-18-1(15 DEC 22) AD CHART 2-19(15 DEC 22) / 2-19-1(15 DEC 22) AD CHART 2-20(15 DEC 22) / 2-20-1(15 DEC 22) AD CHART 2-21(29 JUN 23) / 2-21-1(29 JUN 23) AD CHART 2-22(15 DEC 22) / 2-22-1(15 DEC 22) AD CHART 2-23(15 DEC 22) / 2-23-1(15 DEC 22) AD CHART 2-24(15 DEC 22) / 2-24-1(15 DEC 22) AD CHART 2-25(15 DEC 22) / 2-25-1(15 DEC 22) AD CHART 2-26(4 MAY 23) / 2-27(4 MAY 23)	VOL III, Part III - AD (Aerodrome) RKTL AD 2-7(27 JUL 23) / 2-8(27 JUL 23) AD 2-9(30 JUN 22) / 2-9-1(27 JUL 23) AD 2-11(27 JUL 23) / 2-12(22 SEP 22) AD CHART 2-1(27 JUL 23) / 2-2(4 MAY 23) AD CHART 2-7(27 JUL 23) / 2-7-1(27 JUL 23) AD CHART 2-8(27 JUL 23) / 2-8-1(22 SEP 22) AD CHART 2-9(27 JUL 23) / 2-9-1(22 SEP 22) AD CHART 2-10(27 JUL 23) / 2-10-1(27 JUL 23) AD CHART 2-11(27 JUL 23) / 2-11-1(22 SEP 22) AD CHART 2-12(27 JUL 23) / 2-12-1(22 SEP 22) AD CHART 2-13(27 JUL 23) / 2-13-1(22 SEP 22) AD CHART 2-14(27 JUL 23) / 2-14-1(27 JUL 23) AD CHART 2-15(27 JUL 23) / 2-15-1(22 SEP 22) AD CHART 2-16(27 JUL 23) / 2-16-1(27 JUL 23) AD CHART 2-17(27 JUL 23) / 2-17-1(22 SEP 22) AD CHART 2-18(27 JUL 23) / 2-18-1(27 JUL 23) AD CHART 2-19(27 JUL 23) / 2-19-1(27 JUL 23) AD CHART 2-20(27 JUL 23) / 2-20-1(27 JUL 23) AD CHART 2-21(27 JUL 23) / 2-21-1(29 JUN 23) AD CHART 2-22(27 JUL 23) / 2-22-1(27 JUL 23) AD CHART 2-23(27 JUL 23) / 2-23-1(27 JUL 23) AD CHART 2-24(27 JUL 23) / 2-24-1(27 JUL 23) AD CHART 2-25(27 JUL 23) / 2-25-1(27 JUL 23) AD CHART 2-26(27 JUL 23) / 2-27(4 MAY 23)

END

ENR 2. AIR TRAFFIC SERVICE AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

1.1 FLIGHT INFORMATION REGION (FIR)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz) Purpose	Remarks
1	2	3	4	5
Incheon FIR 3800N 12400E - 3800N 12451E - along the Northern Limit Line and Military Demarcation Line to 3838N 12822E - 3838N 13339E - 3800N 13300E - 3730N 13300E - 3440N 12910E - 3230N 12730E - 3230N 12650E - 3000N 12525E - 3000N 12400E UNL GND Class A, B, C, D, E, G	Incheon ACC	Incheon Control English H24	126.175, 134.375, 317.85, 335.55 / Gunsan East Sector 132.15, 123.55, 263.15, 272.60 / Gunsan West Sector 123.725, 124.50, 239.250, 275.40 / Gwangju East Sector 120.725, 128.30, 263.90, 272.75 / Gwangju West Sector 124.525, 132.425, 255.40, 348.10, 233.50* / Jeju North Sector 133.425, 134.15, 234.35, 234.65 / Jeju South High Sector 125.725, 132.825, 128.375, 232.95, 233.15 / Jeju South Low Sector COMMON(Gunsan East, Gunsan West, Gwangju East, Gwangju West, Jeju North, Jeju South High, Jeju South Low) : 132.20, 355.50 121.50, 243.00/EMERG	* For ACC contingency use only
	Daegu ACC	Daegu Control English H24	132.80, 118.925, 290.60, 335.45, 317.35* / West-sea North Sector 128.70, 120.525, 270.50, 263.60, 317.35* / West-sea South Sector 122.25, 125.925*, 263.35, 263.85* / East-sea Area Sector 134.175, 123.65*, 272.40, 233.60* / Gangneung Area Sector 120.575, 119.375*, 119.325*, 254.70, 335.75* / Pohang Area Sector 125.375, 125.775*, 124.575*, 234.15, 317.35*, 335.50* / Daegu Area Sector 128.175, 128.325, 122.75, 262.75, 335.50, 275.20* / Namhae Area Sector COMMON(West-sea north, West-sea south, East-sea Area, Gangneung Area, Pohang Area, Daegu Area, Namhae Area) : 122.75, 262.75 121.50, 243.00/EMERG	
	Daegu FIC	Daegu Information English H24	126.90, 135.725, 250.80, 258.50, 317.55, 121.50, 243.00/EMERG	
	Seoul Radio	Seoul Radio English H24	127.10 3004 kHz, 6532 kHz, 8903 kHz, 13300 kHz, 13303 kHz, 17904 kHz	

Change : Information of frequency for gwangju east sector(241.80 → 239.250).

1.2 UPPER INFORMATION REGION (UIR) - NIL

1.3 TERMINAL CONTROL AREA (TMA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call Sign Languages Area and conditions of use Hours of Service	Frequencies/ Purpose	Remarks
1	2	3	4	5
Seoul Terminal Control Area T 01 372110N 1253253E - 373910N 1260953E - 374310N 1264052E - 373810N 1265252E - 375810N 1273952E - 371619N 1273952E - 371510N 1272352E - 371810N 1271852E - 371810N 1270852E - 372110N 1265752E - 372025N 1264822E - 370855N 1263637E - 370831N 1263143E - 370538N 1262158E - 370517N 1254809E - 371610N 1254753E - 372110N 1253253E FL 185 1 000 ft AGL⁽¹⁾ Class B, D, E	Seoul APP	Seoul Approach English H24	119.05 119.10 119.75 124.70 120.80 121.35 121.40 123.25 123.80 124.20 124.80 125.15 293.30 305.70 353.20 363.80 121.50 243.00	Class B : Incheon 5 NM(9.3 km) radius of 372745N 1262621E including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262526E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E area 10 000 ft AMSL GND
T 02 375810N 1273952E - 380010N 1275452E - 371010N 1275452E - 371010N 1274552E - 370640N 1273952E - 375810N 1273952E FL 185 FL 175 Class D				5-10 NM(18.5 km) radius of 372745N 1262621E including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E area 10 000 ft AMSL 1 000 ft AGL
T 03 372025N 1264822E - 372110N 1265752E - 371810N 1270852E - 371810N 1271852E - 371510N 1272352E - 371510N 1270652E - 370939N 1264334E - 370855N 1263637E - 372025N 1264822E FL 185 4 500 ft AMSL Class B, D, E				10-20 NM radius of 372745N 1262621E 10 000 ft AMSL 5 000 ft AGL
T 04 370517N 1254809E - 370538N 1262158E - 370831N 1263143E - 370939N 1264334E - 371333N 1265937E - 370531N 1270147E - 365810N 1262852E - 370050N 1261652E - 365652N 1254823E - 370517N 1254809E FL 185 6 500 ft AMSL Class D, E				Gimpo 5 NM radius of 373325N 1264751E including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E area 10 000 ft AMSL GND
T 05 371333N 1265937E - 371510N 1270652E - 371510N 1272352E - 371619N 1273952E - 371039N 1273952E - 370531N 1270147E - 371333N 1265937E FL 185 7 500 ft AMSL Class D, E				5-10 NM radius of 373325N 1264751E 10 000 ft AMSL 1 000 ft AGL 10-20 NM radius of 373325N 1264751E 10 000 ft AMSL 5 000 ft AGL

1.4 CONTROL AREA (CTA)

Name Lateral limits Vertical limits Class of airspace	Unit Providing Service	Call sign Languages Hours of service	Frequencies(MHz) /Purpose	Remarks
1	2	3	4	5
West-sea North Sector 380000N 1240000E - 380000N 1245100E - along the Northern Limit Line and Military Demarcation Line to 382020N 1273952E - 371700N 1273952E - 371700N 1240000E - 380000N 1240000E FL 600 1 000 ft AGL¹⁾ Class A, B, D, E	Daegu ACC	Daegu Control English H24	132.80, 290.60/ PRIMARY 118.925, 335.45 / SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas.
West-sea South Sector 371700N 1240000E - 371700N 1273952E - 370210N 1273952E - 370111N 1273823E - 365816N 1273339E - 370710N 1271352E - 370502N 1265615E - 365650N 1254822E - 364046N 1242453E - 363600N 1240000E - 371010N 1235953E - 371700N 1240000E FL 600 1 000 ft AGL¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	128.70, 270.50/ PRIMARY 120.525, 263.60 / SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	2) FL 600-UNL : Class G(Advisoty Airspace), refer to ENR 1.4-9
Gangneung Area Sector 382020N 1273952E - along the Northern Limit Line and Military Demarcation Line to 383800N 1282200E - 383800N 1294441E - 374112N 1294441E - 371210N 1294656E - 362011N 1295052E - 362016N 1292548E - 362011N 1291552E - 370710N 1291010E - 370710N 1284052E - 373310N 1283622E - 373110N 1281952E - 371410N 1280352E - 371010N 1275452E - 370710N 1275052E - 370640N 1273952E - 382020N 1273952E FL 600 1 000 ft AGL¹⁾ Class A, C, D, E	Daegu ACC	Daegu Control English H24	134.175, 233.60/ PRIMARY 123.65, 272.40/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
East-sea Sector 383800N 1294441E - 383800N 1333900E - 380000N 1330000E - 373000N 1330000E - 371846N 1324411E - 362224N 1312542E - 361030N 1311003E - 362011N 1295052E - 371210N 1294656E - 374112N 1294441E FL 600 1 000 ft AGL¹⁾ Class A, D, E	Daegu ACC	Daegu Control English H24	122.250, 263.350/ PRIMARY 125.925, 263.85/ SECONDARY 122.75, 262.75/ COMMON 121.50, 243.00/ EMERG	
Gunsan West Sector 363600N 1240000E - 364046N 1242453E - 365650N 1254822E - 370502N 1265615E - 364322N 1265429E - 362311N 1265515E - 353011N 1264927E - 353036N 1242453E - 353036N 1240000E - 363600N 1240000E FL 600 1 000 ft AGL¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	132.15, 263.15/ PRIMARY 123.55, 272.60/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Hours of service	Frequencies(MHz)/Purpose	Remarks
1	2	3	4	5
Gunsan East Sector 370502N 1265615E - 370710N 1271352E - 365816N 1273339E - 365018N 1272055E - 364010N 1270452E - 362311N 1270352E - 361211N 1273652E - 355149N 1273652E - 354511N 1273652E - 353104N 1274907E - 353011N 1274952E - 353011N 1271140E - 353011N 1264927E - 362311N 1265515E - 364322N 1265429E - 370502N 1265615E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	126.175, 317.85/ PRIMARY 137.375, 335.55/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	1) - 1 000 ft AMSL is applied over the territorial waters. - 5 500 ft AMSL is applied over the high seas. 2) FL 600-UNL : Class G(Advisory Airspace), refer to ENR 1.4-8
Gwangju West Sector 353036N 1240000E - 353036N 1242453E - 353011N 1264927E - 341511N 1264128E - 341511N 1254953E - 340131N 1242453E - 335718N 1240000E - 353036N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	120.725, 263.90/ PRIMARY 128.30, 272.75/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Gwangju East Sector 353011N 1264927E - 353011N 1274952E - 351311N 1273852E - 350744N 1271852E - 341512N 1271953E - 341511N 1264128E - 353011N 1264927E FL 600 1 000 ft AGL ¹⁾ Class A, C, D, E	Incheon ACC	Incheon Control English H24	123.725, 239.250/ PRIMARY 124.50, 275.40/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Jeju North Sector 335718N 1240000E - 340131N 1242453E - 341511N 1254953E - 341511N 1264128E - 341512N 1271953E - 335452N 1271953E - 332815N 1271953E - 331612N 1271953E - 323000N 1273000E - 323000N 1265753E - 323000N 1265000E - 323223N 1261536E - 322848N 1255859E - 320229N 1240000E - 335718N 1240000E FL 600 1 000 ft AGL ¹⁾ Class A, B, D, E	Incheon ACC	Incheon Control English H24	124.525, 255.40/ PRIMARY 132.425, 233.50, 348.10/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	
Jeju South High Sector 320229N 1240000E - 322848N 1255859E - 323223N 1261536E - 323000N 1265000E - 300000N 1252500E - 300000N 1251154E - 300000N 1245712E - 300000N 1240000E - 313636N 1240000E - 320229N 1240000E FL 600 FL 335 Class A, D, E	Incheon ACC	Incheon Control English H24	133.425, 234.35/ PRIMARY 134.15, 234.65/ SECONDARY 132.20, 355.50/ COMMON 121.50, 243.00/ EMERG	

Change : Information of frequency for gwangju east sector(241.80 → 239.250).

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. Ultralight vehicle flight areas

※ The entire area within Incheon FIR is designated as Ultralight vehicle flight restricted area except areas listed in the below table.

* : Unmanned Aerial Vehicles only. **: Airpark for Light aircraft and Ultralight vehicle exist.

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Operator/User Tel NR.</i>	<i>Remarks and time of ACT</i>
(UA 2) GUSEONGSAN Circle with radius of 1.8 km(1.0 NM) centered on 354421N 1270027E	500 ft AGL SFC		
(UA 4) BONGHWASAN Circle with radius of 4.0 km(2.2 NM) centered on 353731N 1290532E	500 ft AGL SFC		
(UA 5) DEOKDUSAN Circle with radius of 4.5 km(2.4 NM) centered on 352441N 1273157E	500 ft AGL SFC		
(UA 6) GUMSAN Circle with radius of 2.1 km(1.1 NM) centered on 344411N 1275852E	500 ft AGL SFC		
(UA 9) YANGPYEONG 373010N 1272300E - 373010N 1273200E - 372700N 1273200E - 372700N 1272300E - to point of origin	500 ft AGL SFC		
(UA 10) GOCHANG Circle with radius of 4.0 km(2.2 NM) centered on 352311N 1264353E	500 ft AGL SFC		
(UA 14) GONGJU 363038N 1270033E - 363002N 1270713E - 362604N 1270553E - 362729N 1265750E - to the beginning	500 ft AGL SFC		
(UA 19) SIHWAHO 371751N 1264215E - 371724N 1265000E - 371430N 1265000E - 371315N 1264628E - 371245N 1264029E - 371244N 1263342E - 371414N 1263319E - to point of origin	500 ft AGL SFC		
(UA 21) BANG JANG SAN Circle with radius of 3.0 km(1.6 NM) centered on 352658N 1264417E	500 ft AGL SFC		
(UA 24) GUJOA Circle with radius of 2.8 km(1.5 NM) centered on 332841N 1264922E	500 ft AGL SFC		
(UA 25) HADONG 350147N 1274325E - 350145N 1274741E - 345915N 1274739E - 345916N 1274324E - to point of origin	500 ft AGL SFC		
(UA 26) JANG AM SAN 372338N 1282419E - 372410N 1282810E - 372153N 1282610E - 372211N 1282331E - to point of origin	500 ft AGL SFC		
(UA 28) SEOUNSAN Circle with radius of 2.0 km(1.1 NM) centered on 365550N 1271659E	500 ft AGL SFC		
(UA 29) OCHON Circle with radius of 2.0 km(1.1 NM) centered on 365711N 1271716E	500 ft AGL SFC		

Designation and lateral limits	Vertical limits	Operator/User Tel NR.	Remarks and time of ACT
(UA 30) BUKJWA Circle with radius of 2.0 km(1.1 NM) centered on 370242N 1271940E	500 ft AGL SFC		
* (UA 31) CHEONGNA 373354N 1263730E - 373400N 1263744E - 373351N 1263750E - 373345N 1263736E - to point of origin	500 ft AGL SFC		
* (UA 32) TOECHON Circle with radius of 0.3 km(0.2 NM) centered on 372800N 1271809E	500 ft AGL SFC		
* (UA 33) BYEONCHEON-CHEON 363904N 1272103E - 363902N 1272111E - 363850N 1272106E - 363852N 1272059E - to point of origin	500 ft AGL SFC		
* (UA 34) MIHO-CHEON 363710N 1272048E - 363705N 1272105E - 363636N 1272049E - 363650N 1272033E - to point of origin	500 ft AGL SFC		
* (UA 35) GIMHAE 352057N 1284815E - 352101N 1284825E - 352047N 1284833E - 352043N 1284823E - to point of origin	500 ft AGL SFC		
* (UA 36) MIRYANG 352801N 1284642E - 352729N 1284714E - 352717N 1284659E - 352750N 1284627E - to point of origin	500 ft AGL SFC		
* (UA 37) CHANGWON 352238N 1283856E - 352238N 1283931E - 352216N 1283931E - 352213N 1283921E - 352213N 1283856E - to point of origin	500 ft AGL SFC		
* (UA 38) ULJU 353129N 1290947E - 353128N 1290957E - 353130N 1291001E - 353126N 1291003E - 353124N 1291001E - 353125N 1290946E - to the beginning	500 ft AGL SFC		
* (UA 39) GIMJE 355435N 1265304E - 355454N 1265257E - 355458N 1265339E - 355437N 1265420E - 355420N 1265408E - 355439N 1265331E - to point of origin	500 ft AGL SFC		
* (UA 40) GORYEONG Circle with radius of 80 m(0.05 NM) centered on 355034N 1282639E	500 ft AGL SFC		
* (UA 41) DAEJEON 362754N 1272326E - 362757N 1272427E - 362710N 1272439E - 362707N 1272306E - to the beginning	500 ft AGL SFC	DAEJEON CITY TEL : 042-930-4419	Active : 0900-1600 (KST)
* (UA 42) GWANGJU Circle with radius of 50 m(0.03 NM) centered on 351318N 1265142E	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 43) YEONGWOL 371036N 1282739E - 371031N 1282745E - 371029N 1282743E - 371034N 1282737E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
(UA 44) GUMAK Circle with radius of 1.5 NM centered on 332127N 1261820E	1 900 ft AMSL SFC	Jeju Paragliding Association TEL : 064-758-2676	Only for Paragliding (Recommended)
(UA 45) DANYANG Circle with radius of 3 NM centered on 365745N 1282242E	500 ft AGL SFC	Danyang-gun TEL : 043-420-2564	Only for paragliding (Recommended)
(UA 46) GYEONGGAKSAN Circle with radius of 3 NM centered on 354304N 1270836E	500 ft AGL SFC	Jeonju Paragliding Association TEL : 063-225-2625	Only for paragliding (Recommended)

Change : Information of vertical limits and active time for UA 42, UA 43.

<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Operator/User TEL NR.</i>	<i>Remarks and time of ACT</i>
* (UA 47) CHEONGYANG 362756N 1264856E - 362753N 1264859E - 362750N 1264852E - 362753N 1264850E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 48) BOEUN 362655N 1275204E - 362654N 1275208E - 362650N 1275205E - 362651N 1275202E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 49) BUYEO 361656N 1265400E - 361655N 1265404E - 361652N 1265403E - 361654N 1265359E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 50) CHUNCHEON 375154N 1274653E - 375157N 1274657E - 375153N 1274700E - 375152N 1274654E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 51) GIMHAE2 352153N 1284814E - 352152N 1284818E - 352148N 1284818E - 352149N 1284814E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 52) MUNGYEONG 363615N 1281252E - 363617N 1281255E - 363613N 1281259E - 363611N 1281256E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 53) SACHEON 350343N 1275735E - 350342N 1275740E - 350339N 1275739E - 350340N 1275734E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 54) YEONGCHEON 355814N 1285527E - 355812N 1285531E - 355807N 1285527E - 355808N 1285523E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 55) JINJU 350931N 1280943E - 350930N 1280947E - 350926N 1280945E - 350927N 1280942E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 56) JEONJU 354601N 1270604E - 354601N 1270608E - 354556N 1270608E - 354556N 1270604E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 57) JINAN 354922N 1272857E - 354922N 1272901E - 354917N 1272901E - 354917N 1272857E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset
* (UA 58) ULJIN 365502N 1292247E - 365502N 1292248E - 365500N 1292247E - 365501N 1292245E - to the beginning	100 ft AGL SFC	KOTSA TEL : 031-645-2108	Only for Unmanned Aerial Vehicle practical test Active : TUE-WED Sunrise-Sunset

Change : Establishment of UA 47~58.

INTENTIONALLY

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RKPK AD 2.23 ADDITIONAL INFORMATION

1. The characteristics of Gimhae international airport

a. Topographical

Gimhae international airport is surrounded by mountains except the South part of the area.

b. Airspace

Pilots are required to keep strict aerial watch for following reasons ;

- Numerous helicopters flying between Jinhae airfield and US army airfield located in Busan city cross south of Gimhae international airport at any time.
(When necessary, traffic information and radar service are available at the pilot's request.)
- Several Radio antennas are on the northwest of the airport.

c. Weather

- Due to seasonal wind conditions, RWY 36 is usually used in winter while RWY 18 in summer.
- Being adjacent to the sea, sea fog often occurs.
- When low level clouds much moves in the southwest of airport, the chance of rain gets higher.

d. Bird concentrations in the vicinity of airport

Due to bird habitats in airport, pilots shall exercise caution not to conflict with the birds.

- From January until February, and from November until December, resident birds such as skylarks move in and out of agricultural area near the airport. Also, from January until March, and from October until December, birds like mallards fly from resting area (approximately 1~3 km around the Runway 18R threshold) to feeding area(farmlands or airport).
Besides, from April until September, birds which are mainly white-plumed egrets and grey herons move out from the airport to resting area(approximately 1~3 km around the Runway 36L threshold) at noon, and then from one to two hours before sunset, birds return to the airport from same resting area.
- The activity altitude of birds is from 0 to 2 000 ft (600 m). Also, before daily sunset, activities of the birds occur above the same way when returning to the resting area for one or two hours.
- Control tower shall offer pilots information about the birds's movement.
- Especially, during that time, control tower shall keep pilots informed that landing lights of aircraft are needed to turn on when take-off and approach for landing.
- Furthermore, preventive activities against bird strikes, such as operation of B.A.T (Bird Alert Team) and devices (cannon, shotgun, etc) which scare birds away, shall be carried out. Also, the measures for eliminating resting or feeding area of birds is being taken in the airport boundary, although insufficient. The measures are as followings : spraying plants with insecticide and eliminating waterway or puddle, improving methods of waste disposal from airport.

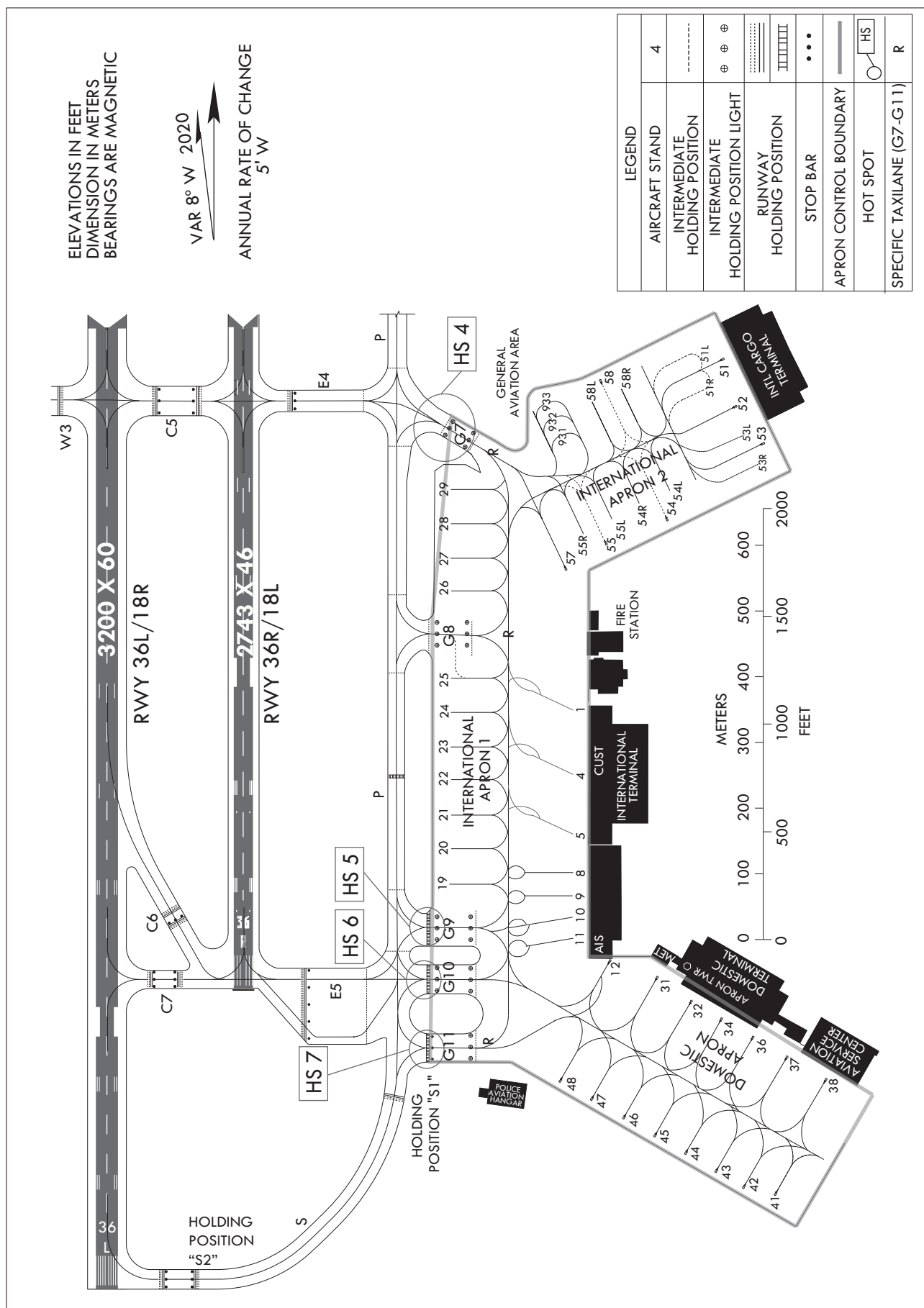
RKPK AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKPK AD CHART 2-1
Aircraft Parking/Docking Chart - ICAO	RKPK AD CHART 2-2
Aerodrome Ground Movement Chart(DEP) - ICAO	RKPK AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO	RKPK AD CHART 2-6
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-7
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-8
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-9
Aerodrome Obstacle Chart - ICAO Type A	RKPK AD CHART 2-10
Aerodrome Obstacle Chart - ICAO Type B	RKPK AD CHART 2-11
Precision Approach Terrain Chart - RWY 36L	RKPK AD CHART 2-12
Area Chart - ICAO	RKPK AD CHART 2-13
SID - RWY 36L/R / RNAV(GNSS) OPONO 3	RKPK AD CHART 2-14
SID - RWY 36L/R / RWY 18L/R - GIMHAE 2	RKPK AD CHART 2-15
SID - RWY 36L/R / BEVSI 3	RKPK AD CHART 2-16
SID - RWY 36L/R / SOORO 2	RKPK AD CHART 2-17
SID - RWY 36L/R / ATLAX 2	RKPK AD CHART 2-18
SID - RWY 18L/R / RNAV(GNSS) BURIM 3	RKPK AD CHART 2-19
SID - RWY 18L/R / ULSUK 3	RKPK AD CHART 2-20
SID - RWY 18L/R / BAHDA 1	RKPK AD CHART 2-21
STAR - RWY 36L/R - RNAV(GNSS) PEDLO 1	RKPK AD CHART 2-22
STAR - RWY 36L/R - RNAV(GNSS) KEVOX 3	RKPK AD CHART 2-23
STAR - RWY 18L/R - RNAV(GNSS) GAYHA 3	RKPK AD CHART 2-24
ATC Surveillance Minimum Altitude Chart - ICAO	RKPK AD CHART 2-25
Instrument Approach Chart - RWY 36L - ILS CAT II	RKPK AD CHART 2-26
Instrument Approach Chart - RWY 36L - ILS Y	RKPK AD CHART 2-27
Instrument Approach Chart - RWY 36L - LOC Y	RKPK AD CHART 2-28
Instrument Approach Chart - RWY 36L - ILS Z	RKPK AD CHART 2-29
Instrument Approach Chart - RWY 36L - LOC Z	RKPK AD CHART 2-30
Instrument Approach Chart - RWY 36L - RNP	RKPK AD CHART 2-31
Instrument Approach Chart - RWY 36L - VOR/DME	RKPK AD CHART 2-32
Instrument Approach Chart - RWY 36R - ILS Y	RKPK AD CHART 2-33
Instrument Approach Chart - RWY 36R - LOC Y	RKPK AD CHART 2-34
Instrument Approach Chart - RWY 36R - ILS Z	RKPK AD CHART 2-35
Instrument Approach Chart - RWY 36R - LOC Z	RKPK AD CHART 2-36
Instrument Approach Chart - RWY 36R - RNP	RKPK AD CHART 2-37
Instrument Approach Chart - RWY 36R - VOR/DME	RKPK AD CHART 2-38
Instrument Approach Chart - RWY 18L/R - VOR/DME-A	RKPK AD CHART 2-39
Instrument Approach Chart - RWY 18L/R - RNP B	RKPK AD CHART 2-40
Visual Approach Chart - ICAO	RKPK AD CHART 2-41
Bird concentrations in the vicinity of airport	RKPK AD CHART 2-42

Change : Information of procedure names for IAC(LOC/DME → LOC).

APRON ELEV
8 ft

TWR	118.1	118.450
	233.3	236.6
GND	121.9	275.8
APRON	121.65	317.450

BUSAN/Gimhae INTL

Change : Information of lead in • lead out line for ACFT stand NR. 37.

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)			TAXIWAY INFORMATION		AIRCRAFT STANDS	
			TAXIWAY	WIDTH	STRENGTH	
1	35°10'25.69"N	128°56'44.55"E	P, E1, E2, E3, E4, E5	30 m	PCN 109/R/C/W/T	1, 53
4	35°10'22.90"N	128°56'44.89"E	S	30 m	PCN 85/R/B/W/T	4, 51, 54, 55
5	35°10'20.12"N	128°56'45.24"E	C1, C2, C3, C4, C5, C6, C7	30 m	PCN 85/R/B/W/T	5, 37
8	35°10'18.30"N	128°56'45.10"E	G7	23 m	PCN 109/R/C/W/T	31
9	35°10'16.92"N	128°56'45.43"E	G8	45 m	PCN 109/R/C/W/T	58
10	35°10'15.69"N	128°56'45.58"E	G9	78 m	PCN 109/R/C/W/T	A350-900, B787-10
11	35°10'14.25"N	128°56'46.11"E	W2	30 m	PCN 55/R/B/X/T	B767-300ERW
12	35°10'13.30"N	128°56'48.74"E	W3	45 m	PCN 55/R/B/X/T	B767-300
19	35°10'17.50"N	128°56'37.69"E	G10	44 m	PCN 67/F/A/X/T	8, 9, 10, 11, 12, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 34, 36, 38, 41, 42, 44, 46, 47, 48, 51L, 51R, 52, 53L, 53R, 54L, 54R, 55L, 55R, 57, 58L, 58R
20	35°10'18.98"N	128°56'37.50"E	G11	44 m	PCN 109/R/C/W/T	
21	35°10'20.46"N	128°56'37.31"E			PCN 55/F/B/X/T	
22	35°10'21.95"N	128°56'37.12"E	W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	PCN 109/R/C/W/T	* ISOLATED STAND : E1
23	35°10'23.43"N	128°56'36.93"E				
24	35°10'24.92"N	128°56'36.74"E				
25	35°10'26.40"N	128°56'36.54"E				
26	35°10'31.10"N	128°56'36.39"E				
27	35°10'32.55"N	128°56'36.20"E				
28	35°10'34.00"N	128°56'36.01"E				
29	35°10'35.46"N	128°56'35.82"E				
31	35°10'12.79"N	128°56'51.56"E				
32	35°10'11.61"N	128°56'53.51"E				
34	35°10'10.92"N	128°56'55.39"E				
36	35°10'10.14"N	128°56'57.35"E				
37	35°10'09.69"N	128°56'59.68"E				
38	35°10'08.34"N	128°57'01.60"E				
41	35°10'02.85"N	128°56'59.81"E				
42	35°10'03.30"N	128°56'58.18"E				
43	35°10'03.83"N	128°56'56.31"E				
44	35°10'04.56"N	128°56'54.32"E				
45	35°10'05.29"N	128°56'52.33"E				
46	35°10'06.01"N	128°56'50.37"E				
47	35°10'06.62"N	128°56'48.62"E				
48	35°10'07.15"N	128°56'47.17"E				
51	35°10'43.74"N	128°56'50.99"E				
51L	35°10'44.10"N	128°56'49.58"E				
51R	35°10'42.55"N	128°56'50.77"E				
52	35°10'41.51"N	128°56'52.08"E				
53	35°10'39.81"N	128°56'54.00"E				
53L	35°10'40.03"N	128°56'52.71"E				
53R	35°10'38.83"N	128°56'53.63"E				
54	35°10'35.46"N	128°56'48.11"E				
54L	35°10'36.65"N	128°56'48.25"E				
54R	35°10'35.87"N	128°56'46.74"E				
55	35°10'33.92"N	128°56'45.12"E				
55L	35°10'35.10"N	128°56'45.24"E				
55R	35°10'34.33"N	128°56'43.74"E				
57	35°10'32.82"N	128°56'43.03"E				

APRON INFORMATION

APRON

INTERNATIONAL 1

DOMESTIC

INTERNATIONAL 2

STRENGTH

PCN 74/F/B/X/T

PCN 67/F/A/X/T

PCN 109/R/C/W/T

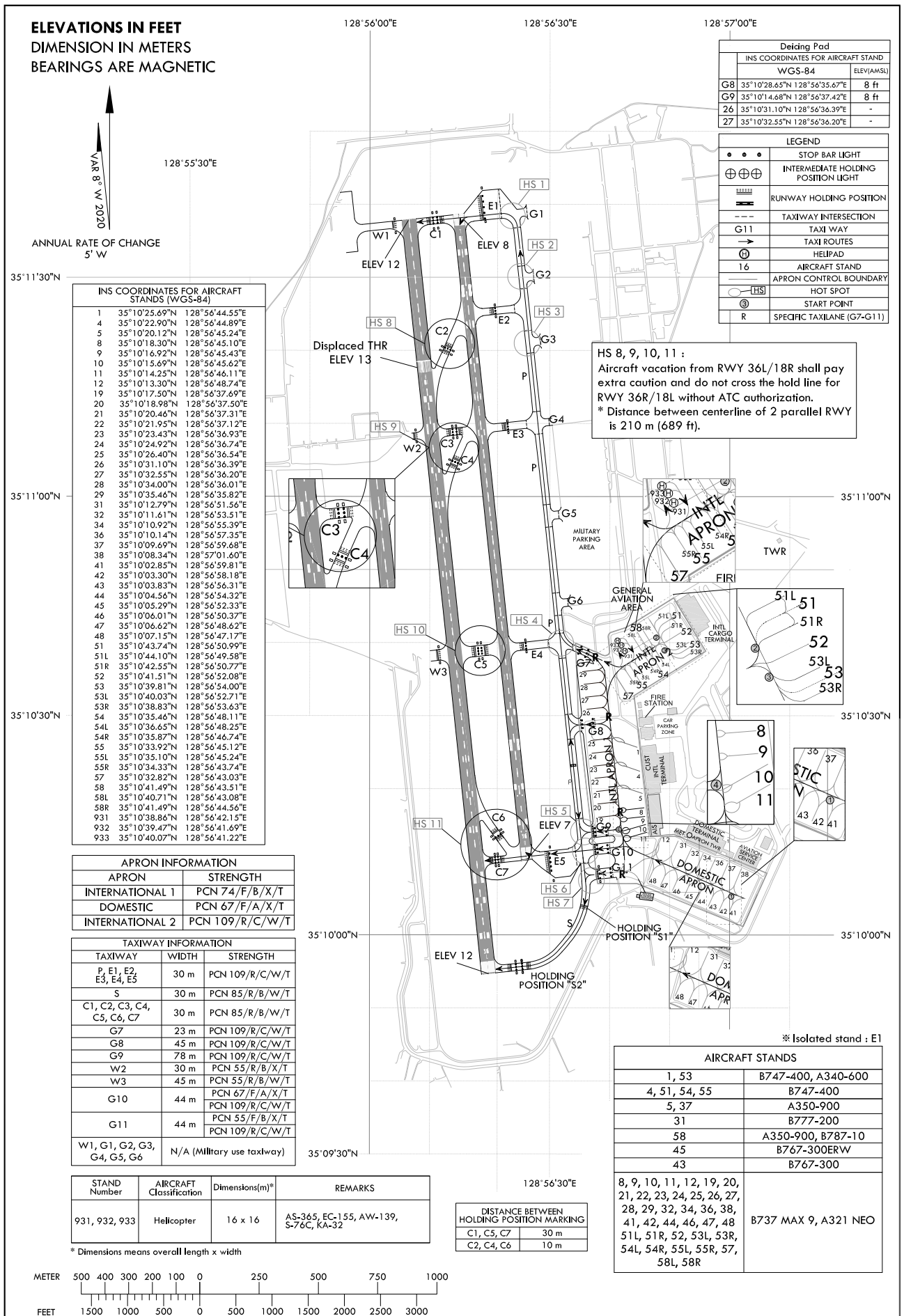
STAND Number	AIRCRAFT Classification	Dimensions(m)*	REMARKS
931, 932, 933	Helicopter	16 x 16	AS-365, EC-155, AW-139, S-76C, KA-32

* Dimensions means overall length x width.

DECING PAD

INS COORDINATES FOR AIRCRAFT STANDS		
	WGS-84	ELEV(AMSL)
G8	35°10'28.65"N	128°56'35.67"E 8 ft
G9	35°10'14.68"N	128°56'37.42"E 8 ft
26	35°10'31.10"N	128°56'36.39"E -
27	35°10'32.55"N	128°56'36.20"E -

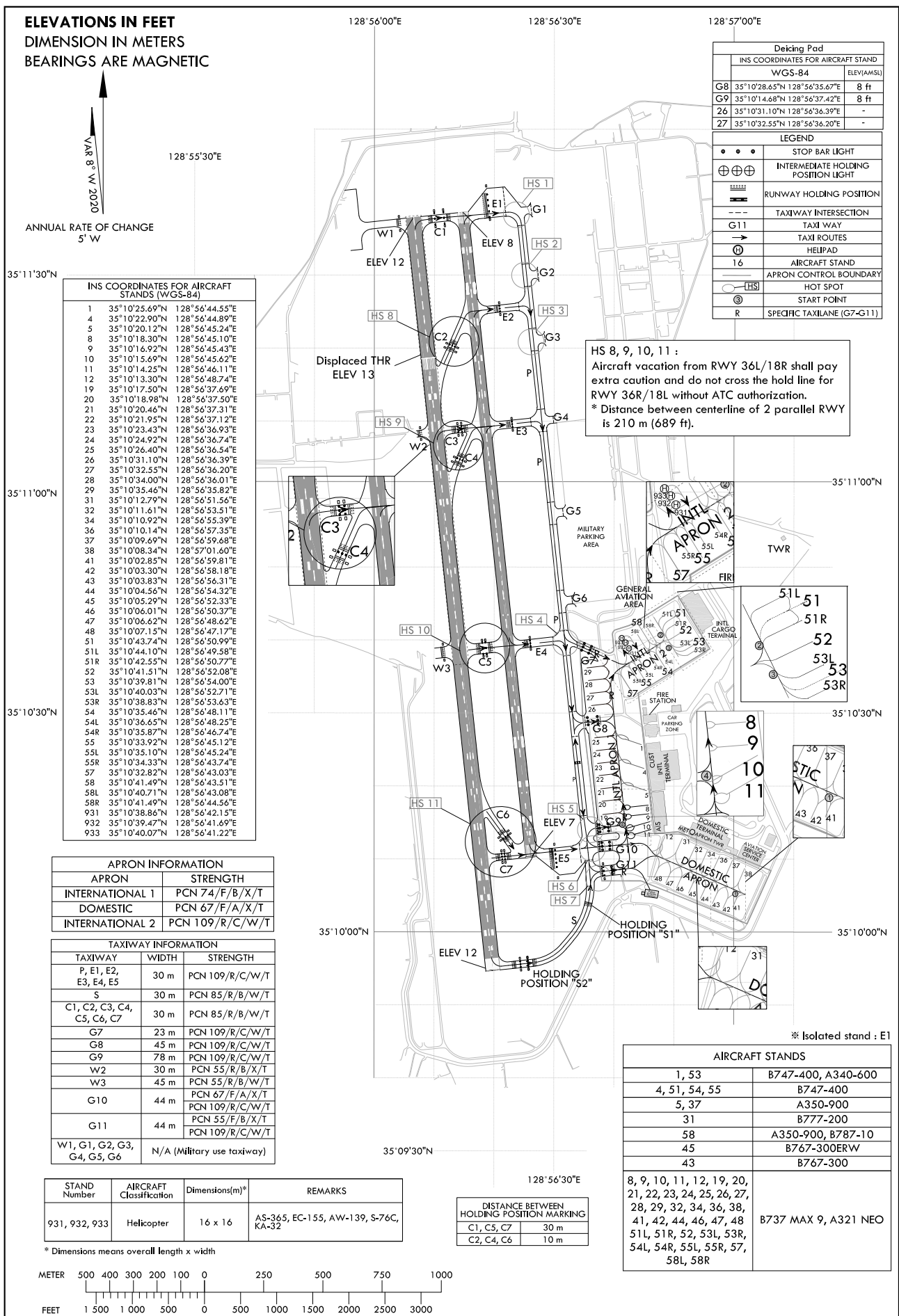
Change : Information of coordinates for ACFT stand NR. 37.

AERODROME GROUND
MOVEMENT CHART - ICAO APRON ELEV 8 ftTWR 118.1 118.450 233.3 236.6
GND 121.9 275.8
APRON 121.65 317.45BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

APRON ELEV **8** ft

TWR	118.1	118.450	233.3	236.6
GND	121.9	275.8		
APRON	121.65	317.45		

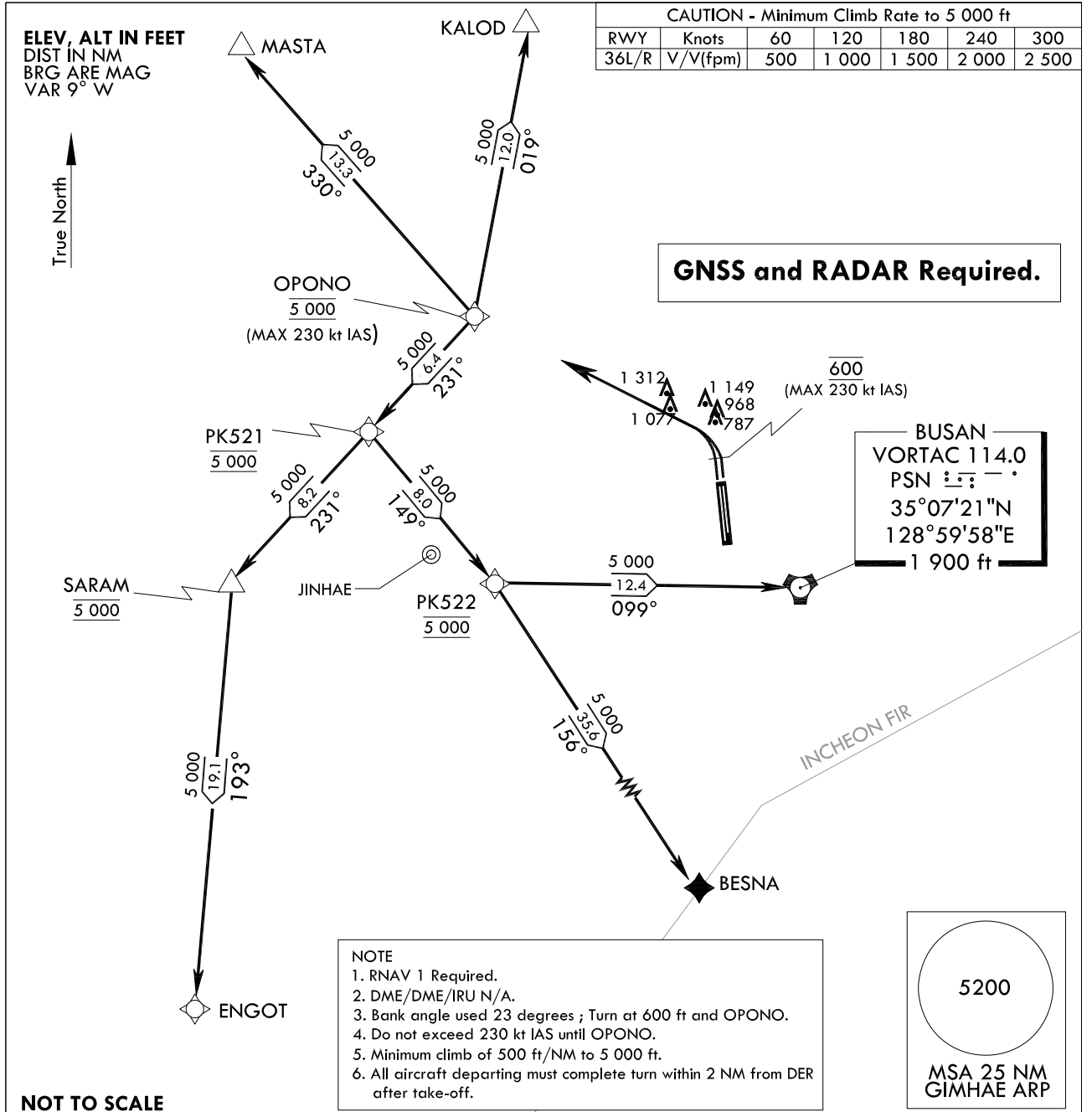
BUSAN/Gimhae Intl
RWY 36L/R, 18L/R ARRIVAL



Change : Information of lead in · lead out line and coordingates for ACFT stand NR. 37.

STANDARD DEPARTURE
CHART - INSTRUMENT(SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
RNAV(GNSS) OPONO 3

Note : Departure under U.S. TERPS.



DEPARTURE PROCEDURE DESCRIPTION

OPONO 3 DEPARTURE

TAKE-OFF RWY 36L/R : Climb HDG 002° to 600 ft then direct to cross OPONO at 5 000 ft, thence.....
..... via (TRANSITIONS routes) and climb assigned altitude by ATC.

KALOD Transition : From OPONO on track 019° to KALOD.

MASTA Transition : From OPONO on track 330° to MASTA.

ENGOT Transition : From OPONO on track 231° to cross PK521 at 5 000 ft,
then on track 231° to cross SARAM at 5 000 ft, then on track 193° to ENGOT.

BESNA Transition : From OPONO on track 231° to cross PK521 at 5 000 ft,
then on track 149° to cross PK522 at 5 000 ft, then on track 156° to BESNA.

BUSAN(PSN) Transition : From OPONO on track 231° to cross PK521 at 5 000 ft,
then on track 149° to cross PK522 at 5 000 ft, then on track 099° to BUSAN(PSN).

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 36L/R.

BUSAN/Gimhae INTL(RKPK)
RWY 36L/R
RNAV(GNSS) OPONO 3

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

Departure Route - RWY 36R

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	-	RWY 18L	-	-	-	-	-	-	35°11'38.60"N 128°56'14.73"E	-	RNAV 1	DER
002	VA	-	-	002.48(353.96)	-	-	@600	-230	-	-	RNAV 1	CG 500 ft/NM to 5 000 ft
003	DF	OPONO	-	-	-	-	@5 000	-230	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	-

Departure Route - RWY 36L

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	-	RWY 18R	-	-	-	-	-	-	35°11'37.94"N 128°56'06.46"E	-	RNAV 1	DER
002	VA	-	-	002.47(353.95)	-	-	@600	-230	-	-	RNAV 1	CG 500 ft/NM to 5 000 ft
003	DF	OPONO	-	-	-	-	@5 000	-230	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	-

RNAV OPONO 3 - BUSAN(PSN VORTAC) Transition

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	PK521	-	230.92(222.40)	6.36	-	@5 000	-	35°13'42.0"N 128°38'32.2"E	-	RNAV 1	-
002	TF	PK522	-	148.74(140.22)	8.04	-	@5 000	-	35°07'30.3"N 128°44'48.6"E	-	RNAV 1	-
003	TF	PSN	-	099.12(090.60)	12.44	-	+5 000	-	35°07'21.5"N 128°59'58.5"E	-	RNAV 1	PSN VORTAC

RNAV OPONO 3 - BESNA Transition

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	PK521	-	230.92(222.40)	6.36	-	@5 000	-	35°13'42.0"N 128°38'32.2"E	-	RNAV 1	-
002	TF	PK522	-	148.74(140.22)	8.04	-	@5 000	-	35°07'30.3"N 128°44'48.6"E	-	RNAV 1	-
003	TF	BESNA	-	156.25(147.73)	35.62	-	+5 000	-	34°37'18.0"N 129°07'51.0"E	-	RNAV 1	-

RNAV OPONO 3 - ENGOT Transition

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	PK521	-	230.92(222.40)	6.36	-	@5 000	-	35°13'42.0"N 128°38'32.2"E	-	RNAV 1	-
002	TF	SARAM	-	230.87(222.35)	8.23	-	@5 000	-	35°07'36.3"N 128°31'46.7"E	-	RNAV 1	-
003	TF	ENGOT	-	193.27(184.75)	19.06	-	+5 000	-	34°48'34.48"N 128°29'51.68"E	-	RNAV 1	-

RNAV OPONO 3 - MASTA Transition

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	MASTA	-	330.01(321.49)	13.25	-	+5 000	-	35°28'47.0"N 128°33'40.0"E	-	RNAV 1	-

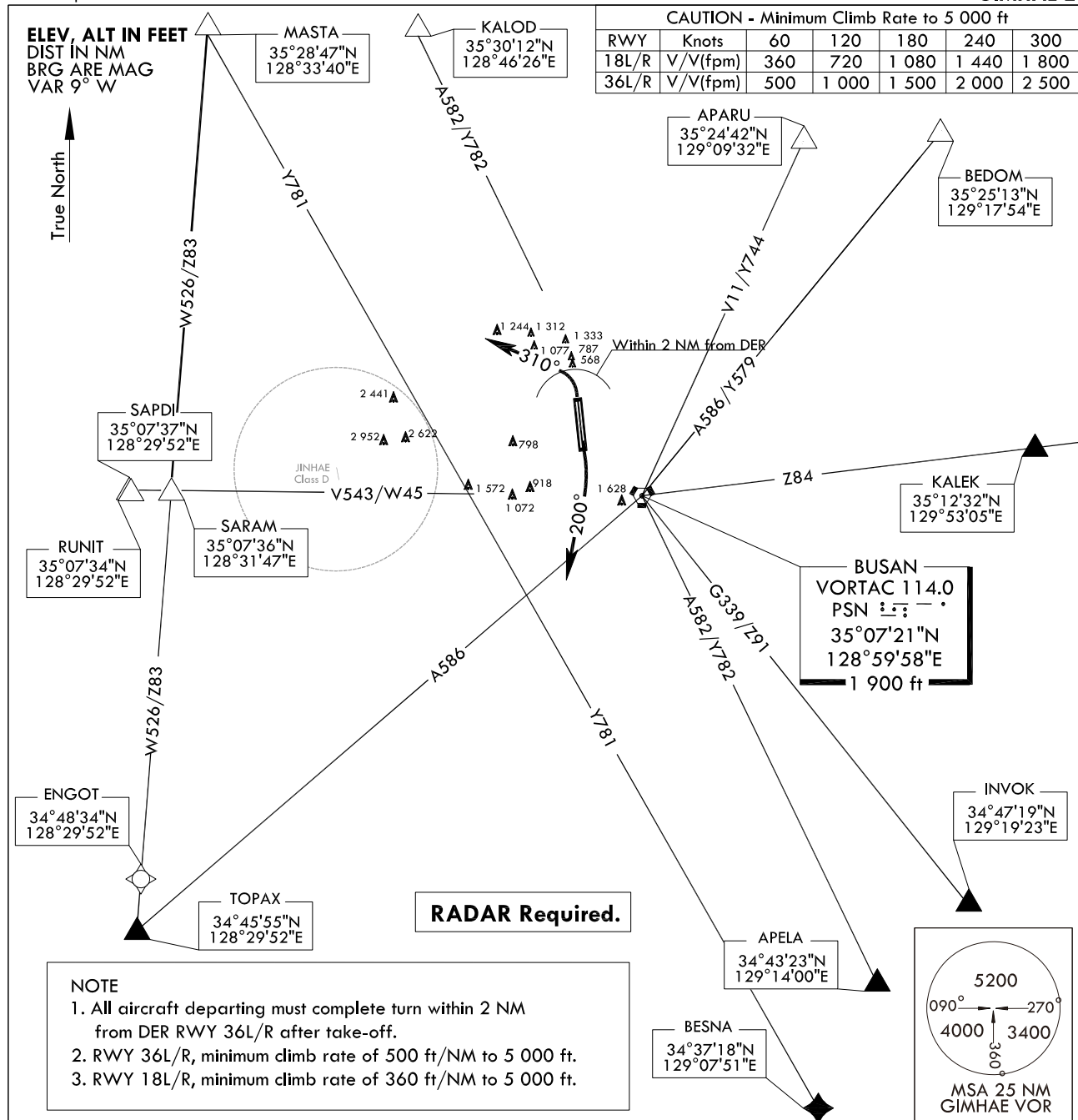
RNAV OPONO 3 - KALOD Transition

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	KALOD	-	018.98(010.46)	11.98	-	+5 000	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-

Change : Information of standard instrument departure procedure for RWY 36L/R.

STANDARD DEPARTURE
CHART - INSTRUMENT(SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
RWY 18L/R
GIMHAE 2

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

GIMHAE 2 DEPARTURE

TAKE-OFF RWY 36L/R : Climb left turn HDG 310°, Thence.....

TAKE-OFF RWY 18L/R : Climb right turn HDG 200°, Thence.....

.....Expect radar vectors to intercept filed Enroute fix or Navaid.
Maintain 5 000 ft or assigned altitude (flight level).
Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS : If radio contact is not established with departure control prior to reaching 5 000 ft, continue climb to 8 000 ft before turning to filed fix/Navaid and proceed filed route and altitude.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 18L/R, 36L/R.

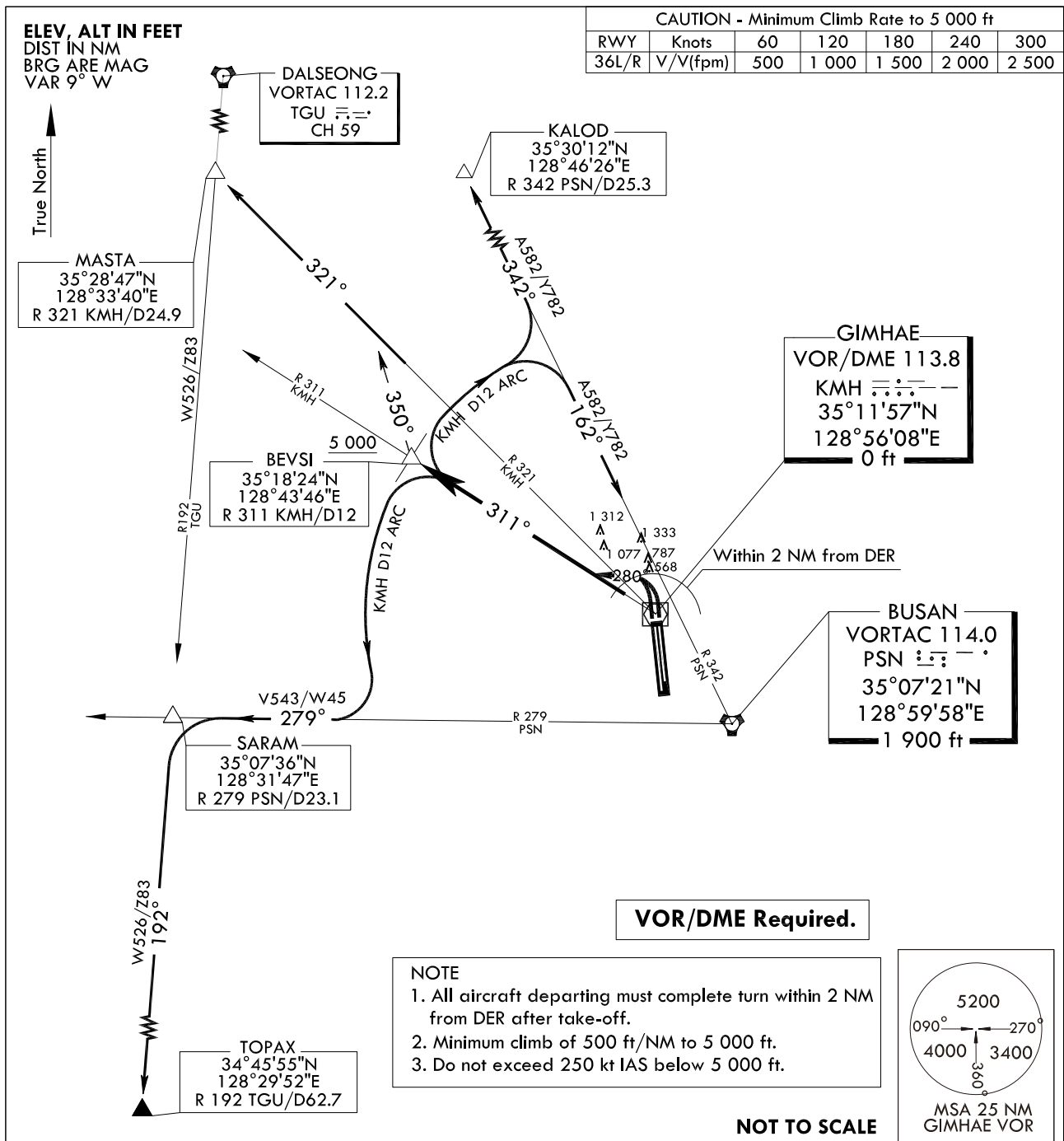
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STANDARD DEPARTURE
CHART - INSTRUMENT(SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
BEVSI 3

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

BEVSI 3 DEPARTURE

TAKE-OFF RWY 36L/R : Climbing left turn HDG 280° to intercept R 311 KMH
and R 311 KMH to cross BEVSI at or above 5 000 ft. thence.....
.....via (TRANSITIONS), climb assigned altitude or as directed by ATC.

KALOD Transition : Right turn and proceed via KMH D12 arc to R 342 PSN,
then via R 342 PSN to KALOD.

BUSAN(PSN) Transition : Right turn and proceed via KMH D12 arc to R 342 PSN,
then via R 342 PSN to PSN.

MASTA Transition : Right turn HDG 350° to intercept R 321 KMH, then R 321 KMH to MASTA.

TOPAX Transition : Left turn and proceed via KMH D12 arc to R 279 PSN,
then via R 279 PSN to SARAM, then left turn via R 192 TGU to TOPAX.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 36L/R.

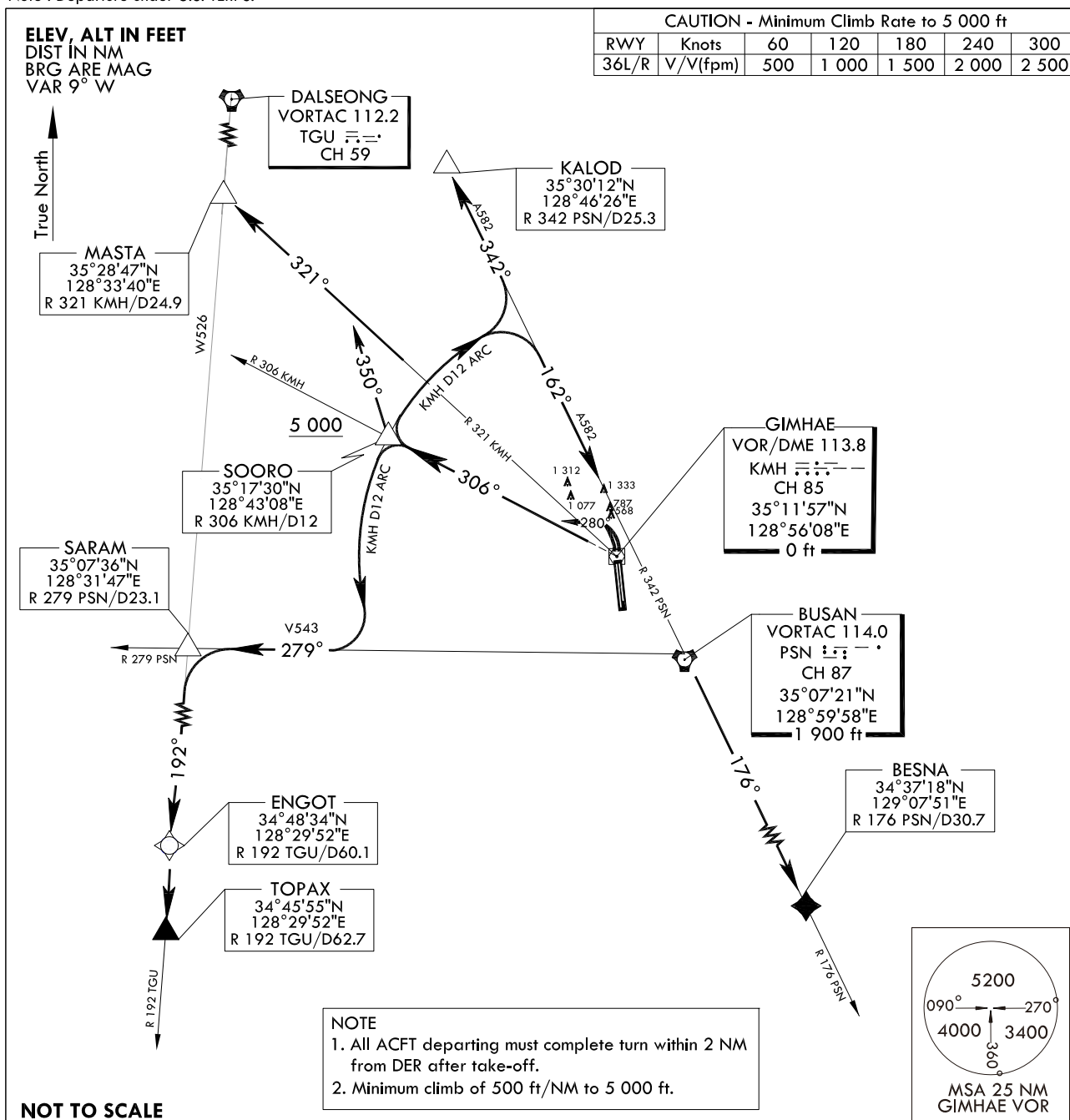
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STANDARD DEPARTURE
CHART - INSTRUMENT(SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
SOORO 2

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

SOORO 2 DEPARTURE

TAKE-OFF RWY 36L/R : Climbing left turn as soon as practicable HDG 280° to intercept R 306 KMH and R 306 KMH to cross SOORO at or above 5 000 ft. thence.....
.....via (TRANSITIONS), climb assigned altitude or as directed by ATC.

KALOD Transition : Right turn and proceed via KMH D12 arc to R 342 PSN, then via R 342 PSN to KALOD.

BUSAN(PSN) Transition : Right turn and proceed via KMH D12 arc to R 342 PSN, then via R 342 PSN to PSN.

MASTA Transition : Right turn HDG 350° to R 321 KMH, then R 321 KMH to MASTA.

TOPAX Transition : Left turn and proceed via KMH D12 arc to R 279 PSN,
then via R 279 PSN to SARAM, then left turn via R 192 TGU to TOPAX.

BESNA Transition : Right turn and proceed via KMH D12 arc to R 342 PSN,
then via R 342 PSN to PSN, then via R 176 PSN to BESNA.

ENGOT Transition : Left turn and proceed via KMH D12 arc to R 279 PSN,
then via R 279 PSN to SARAM, then left turn via R 192 TGU to ENGOT.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 36L/R.

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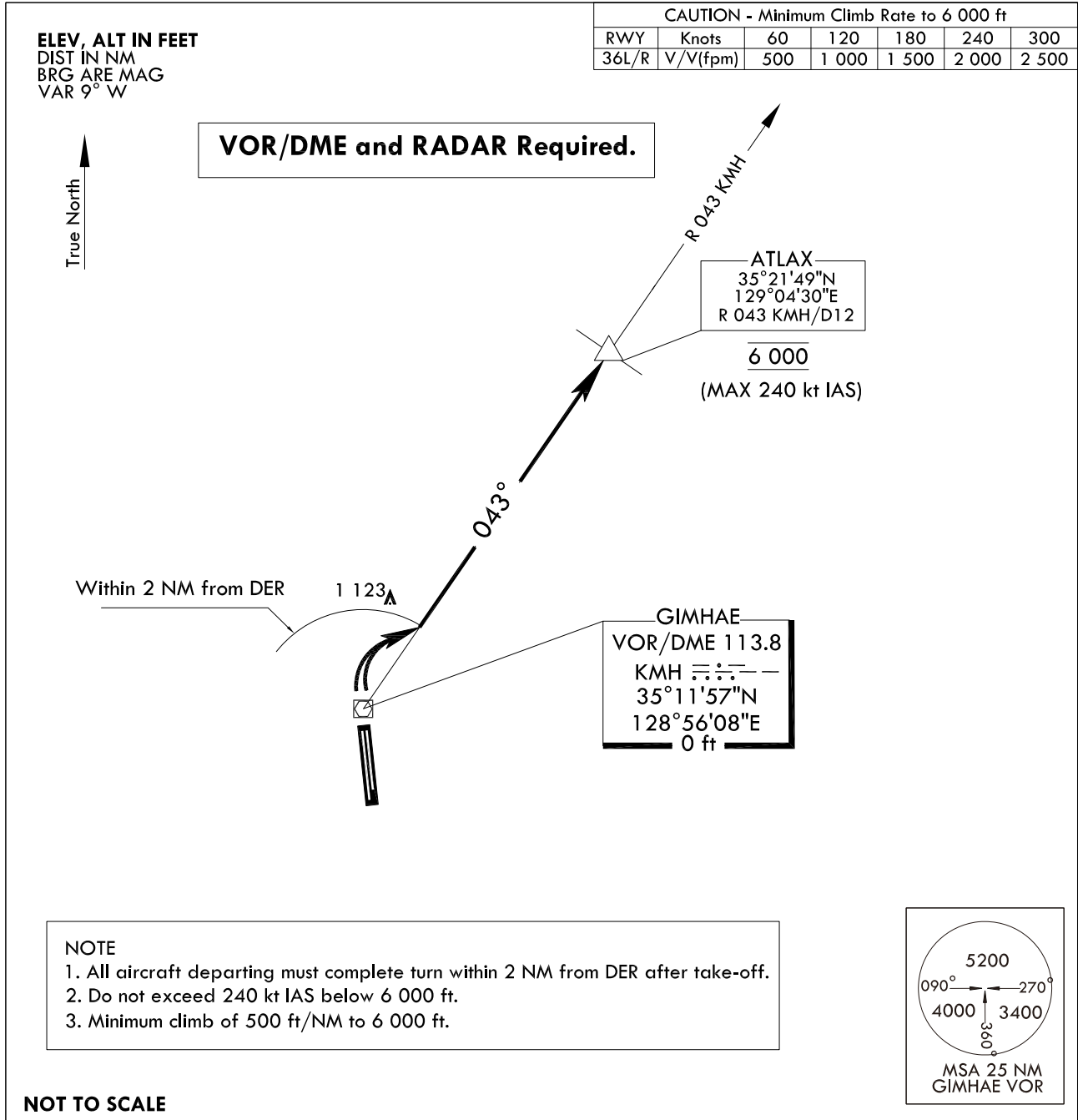
**STANDARD DEPARTURE
CHART - INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450

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

Note : Departure under U.S. TERPS.



DEPARTURE PROCEDURE DESCRIPTION

ATLAX 2 DEPARTURE

TAKE-OFF RWY 36L/R : Climbing right turn to intercept R 043 KMH
and climb to 6 000 ft on R 043 KMH to ATLAX,
then expect RADAR vector to assigned route and fix.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 36L/R.

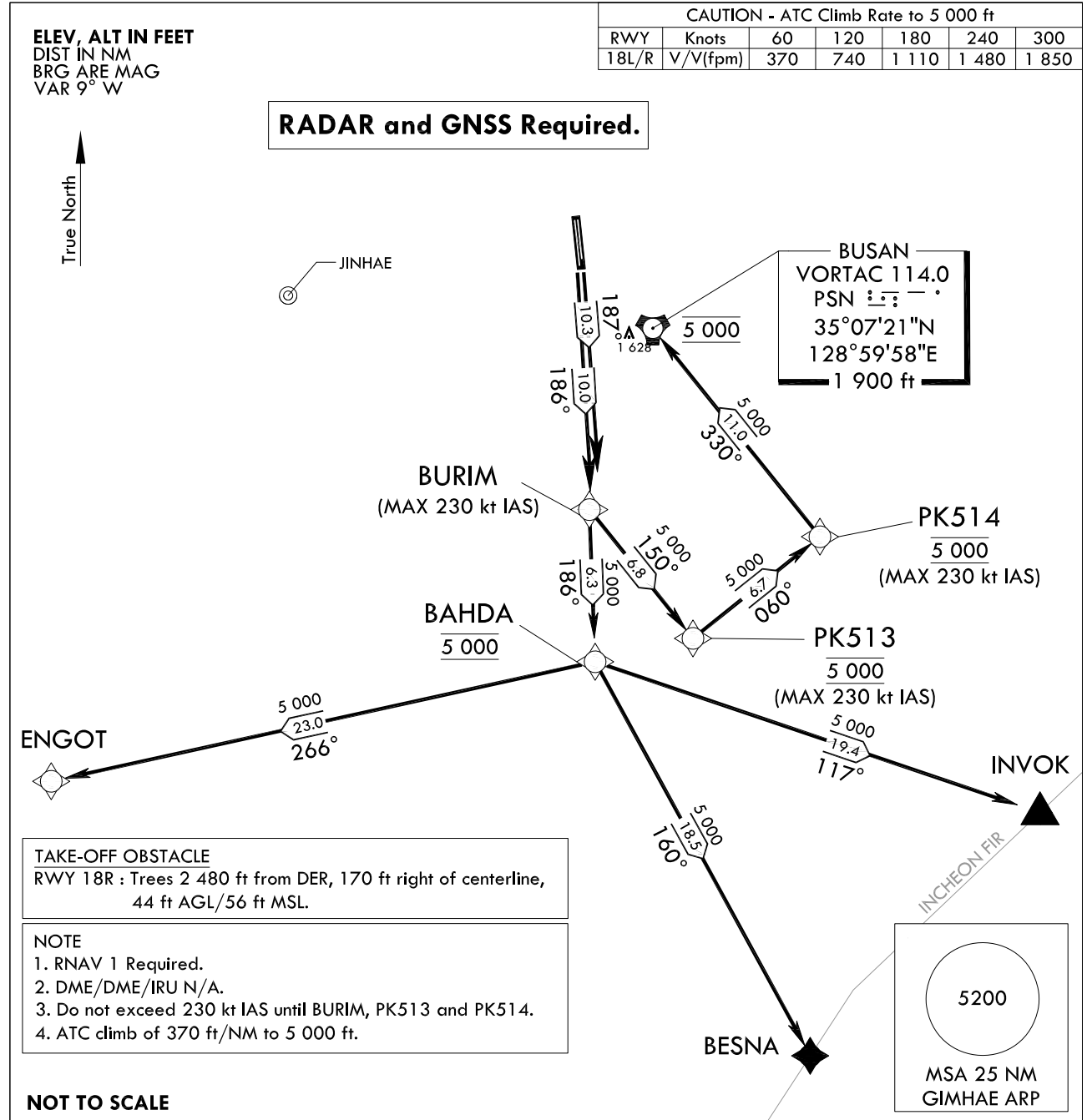
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STANDARD DEPARTURE
CHART - INSTRUMENT(SID)TRANSITION ALT 14 000
TRANSITION LVL FL 140GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450BUSAN/Gimhae Intl(RKPK)
RWY 18L/R
RNAV(GNSS) BURIM 3

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

BURIM 3 DEPARTURE

TAKE-OFF RWY 18R : Climb on course 186° to BURIM, thence.....

TAKE-OFF RWY 18L : Climb on course 187° to BURIM, thence.....

..... via (TRANSITIONS routes) and climb assigned altitude by ATC.

ENGOT Transition : From BURIM on track 186° to cross BAHDA at 5 000 ft, then on track 266° to ENGOT.BESNA Transition : From BURIM on track 186° to cross BAHDA at 5 000 ft, then on track 160° to BESNA.INVOK Transition : From BURIM on track 186° to cross BAHDA at 5 000 ft, then on track 117° to INVOK.BUSAN(PSN) Transition : From BURIM on track 150° to cross PK513 at 5 000 ft,
then on track 060° to cross PK514 at 5 000 ft,
then on track 330° to cross BUSAN(PSN) at 5 000 ft.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 18L/R.

BUSAN/Gimhae INTL(RKPK)
RWY 18L/R
RNAV(GNSS) BURIM 3

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

Departure Route - RWY 18L

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	-	RWY 36R	-	-	-	-	-	-	35°10'10.10"N 128°56'26.14"E	-	RNAV 1	DER
002	CF	BURIM	-	186.85(178.33)	10.29	-	-	-230	34°59'52.3"N 128°56'48.1"E	-	RNAV 1	CG 370 ft/NM to 5 000 ft

Departure Route - RWY 18R

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	-	RWY 36L	-	-	-	-	-	-	35°09'54.69"N 128°56'19.79"E	-	RNAV 1	DER
002	CF	BURIM	-	186.31(177.79)	10.03	-	-	-230	34°59'52.3"N 128°56'48.1"E	-	RNAV 1	CG 370 ft/NM to 5 000 ft

RNAV BURIM 3 - ENGOT Transition

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	BAHDA	-	186.30(177.78)	6.29	-	@5 000	-	34°53'34.4"N 128°57'05.8"E	-	RNAV 1	CG 370 ft/NM to 5 000 ft
002	TF	ENGOT	-	266.10(257.58)	22.96	-	+5 000	-	34°48'34.48"N 128°29'51.68"E	-	RNAV 1	-

RNAV BURIM 3 - BESNA Transition

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	BAHDA	-	186.30(177.78)	6.29	-	@5 000	-	34°53'34.4"N 128°57'05.8"E	-	RNAV 1	CG 370 ft/NM to 5 000 ft
002	TF	BESNA	-	159.87(151.35)	18.51	-	+5 000	-	34°37'18.0"N 129°07'51.0"E	-	RNAV 1	-

RNAV BURIM 3 - INVOK Transition

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	BAHDA	-	186.30(177.78)	6.29	-	@5 000	-	34°53'34.4"N 128°57'05.8"E	-	RNAV 1	CG 370 ft/NM to 5 000 ft
002	TF	INVOK	-	117.22(108.70)	19.38	-	+5 000	-	34°47'19.0"N 129°19'23.0"E	-	RNAV 1	-

RNAV BURIM 3 - PSN(VORTAC) Transition

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	PK513	-	149.76(141.24)	6.83	-	@5 000	-230	34°54'32.3"N 129°01'59.8"E	-	RNAV 1	CG 370 ft/NM to 5 000 ft
002	TF	PK514	-	059.81(051.29)	6.71	-	@5 000	-230	34°58'44.3"N 129°08'22.2"E	-	RNAV 1	-
003	TF	PSN	-	329.87(321.35)	11.03	-	@5 000	-	35°07'21.5"N 128°59'58.5"E	-	RNAV 1	VORTAC

Change : Information of standard instrument departure procedure for RWY 18L/R.

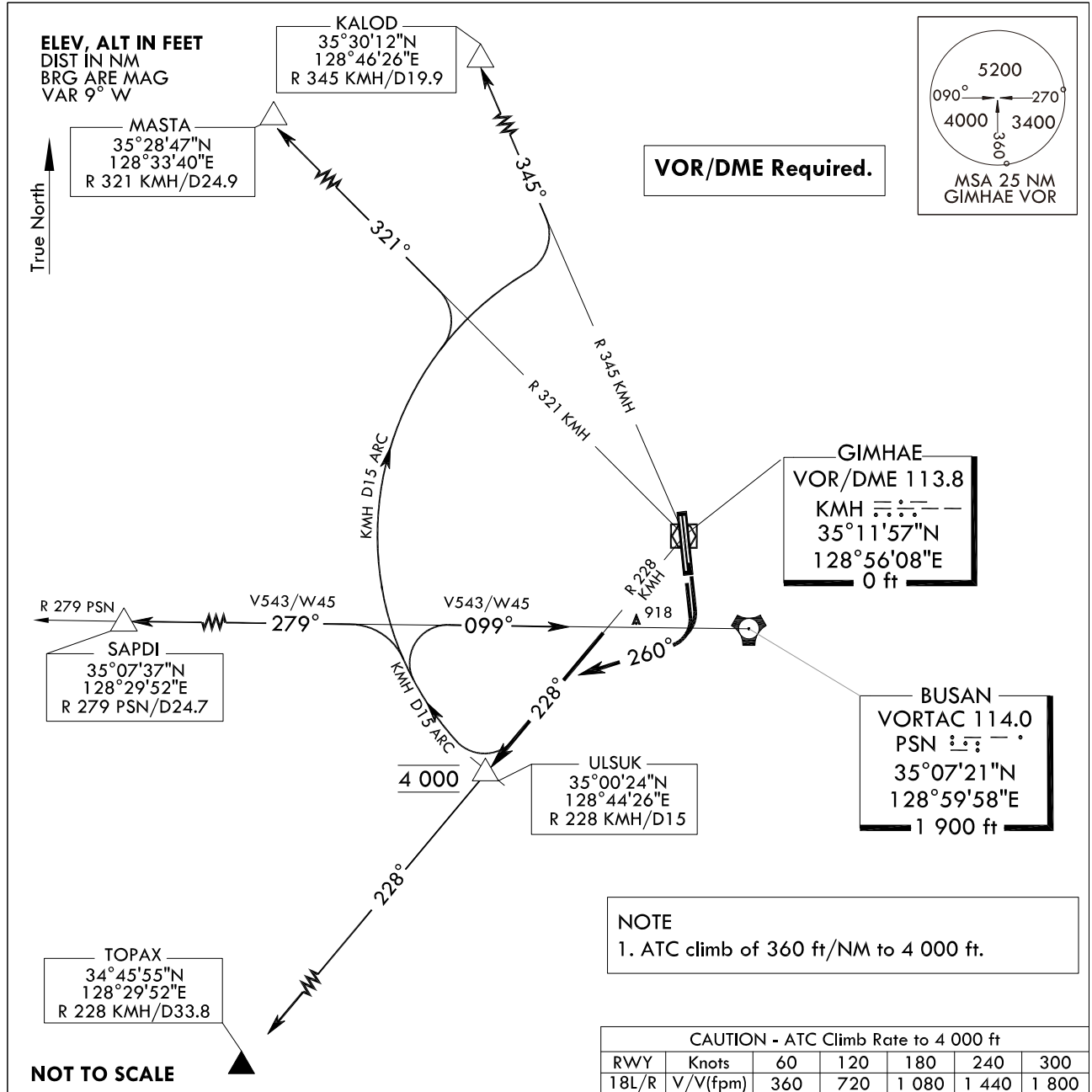
**STANDARD DEPARTURE
CHART - INSTRUMENT(SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5
363.8
GIMHAE TWR 118.1
118.450

BUSAN/Gimhae Intl(RKPK)
RWY 18L/R
ULSUK 3

Note : Departure under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

ULSUK 3 DEPARTURE

TAKE-OFF RWY 18L/R : Climbing right turn HDG 260° to intercept R 228 KM
and R 228 KM to cross ULSUK at 4 000 ft, thence.....
.....via (TRANSITION), climb assigned altitude or as directed by ATC.

KALOD Transition : Right turn and proceed via KM/D15 arc to R 345 KM,
then via R 345 KM to KALOD.

MASTA Transition : Right turn and proceed via KM/D15 arc to R 321 KM,
then via R 321 KM to MASTA.

SAPDI Transition : Right turn and proceed via KM/D15 arc to R 279 PSN,
then via R 279 PSN to SAPDI.

BUSAN(PSN) Transition : Right turn and proceed via KM/D15 arc to R 279 PSN,
then via R 279 PSN to BUSAN (PSN).

TOPAX Transition : R 228 KM to TOPAX.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 18L/R.

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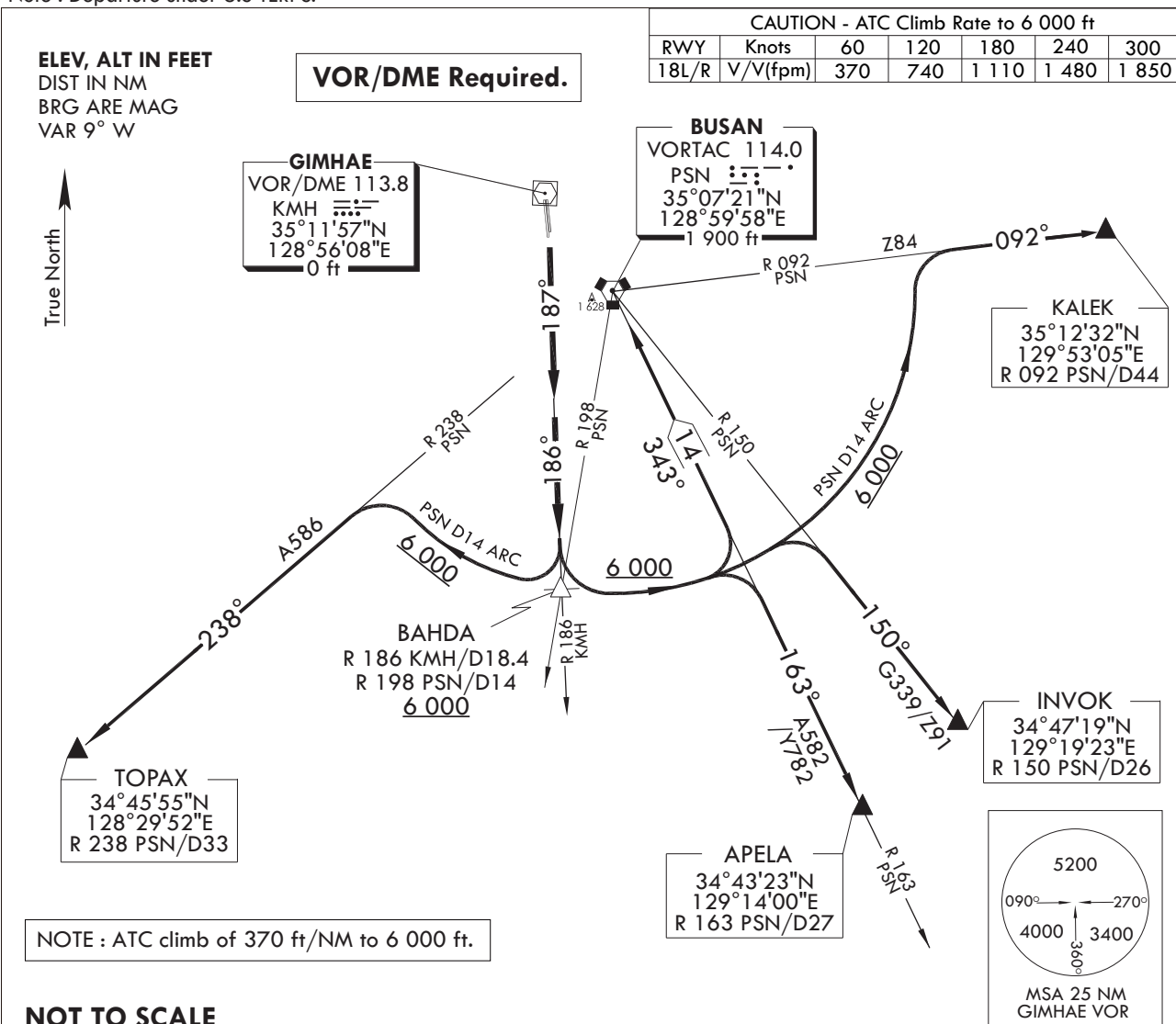
**STANDARD DEPARTURE CHART
INSTRUMENT (SID)**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE DEP 125.5 363.8
GIMHAE TWR 118.1 233.3
118.450 236.6

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

Note : Departure under U.S TERPS.



DEPARTURE ROUTE DESCRIPTION

BAHDA 1 DEPARTURE

TAKE-OFF RWY 18L/R : Climb 6 000 ft via HDG 187° to intercept R 186 KMH and
R 186 KMH to cross BAHDA at or above 6 000 ft, thence.....
..... via (TRANSITION routes) and climb assigned altitude by ATC.

KALEK Transition : Left turn and proceed via the PSN D14 arc to intercept R 092 PSN
then R 092 PSN to KALEK.

INVOK Transition : Left turn and proceed via the PSN D14 arc to intercept R 150 PSN
then R 150 PSN to INVOK.

APELA Transition : Left turn and proceed via the PSN D14 arc to intercept R 163 PSN
then R 163 PSN to APELA.

BUSAN(VORTAC) Transition : Left turn and proceed via the PSN D14 arc to intercept
R 163 PSN then R 163 PSN to BUSAN VORTAC(PSN).

TOPAX Transition : Right turn and proceed via the PSN D14 arc to intercept R 238 PSN
then R 238 PSN to TOPAX.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument departure procedure for RWY 18L/R.

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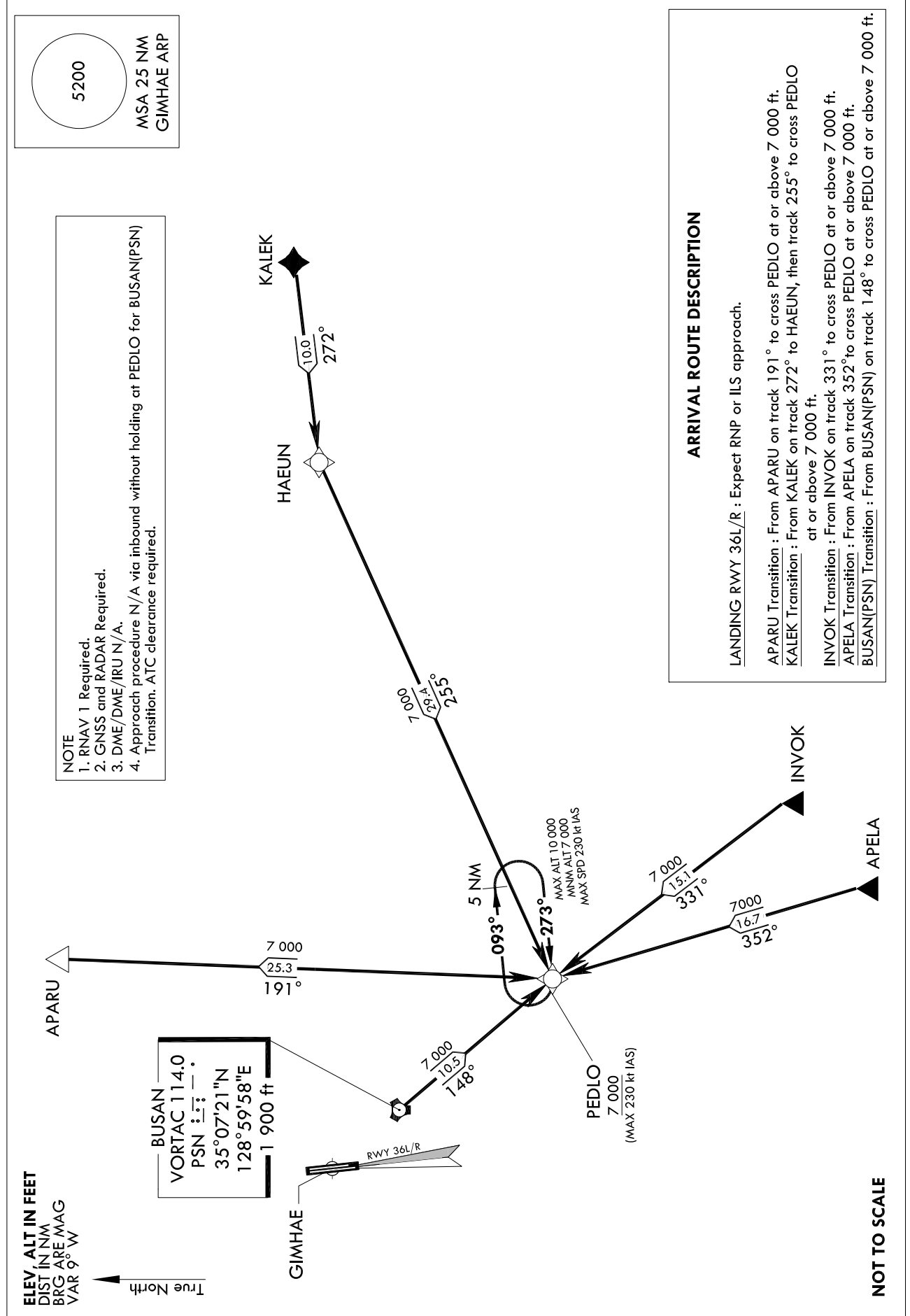
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE APP	125.5
	364.0
GIMHAE TWR	118.1 118.45
	233.3 236.6

BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
RNAV(GNSS) PEDLO 1

Note : Arrival under U.S. TERPS.



Change : Information of MAG VAR(7° W → 9° W) and standard instrument arrival procedure for RWY 36L/R.

BUSAN/Gimhae INTL(RKPK)
RWY 36L/R
RNAV(GNSS) PEDLO 1

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV PEDLO 1 - APARU Transition

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	APARU	-	-	-	-	-	-	35°24'42.1"N 129°09'32.1"E	-	RNAV 1	-
002	TF	PEDLO	-	190.90(182.38)	25.30	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - KALEK Transition

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	KALEK	-	-	-	-	-	-	35°12'32.0"N 129°53'05.0"E	-	RNAV 1	-
002	TF	HAELN	-	272.06(263.54)	10.00	-	-	-	35°11'23.8"N 129°40'57.4"E	-	RNAV 1	-
003	TF	PEDLO	-	254.60(246.08)	29.39	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - INVOK Transition

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	INVOK	-	-	-	-	-	-	34°47'19.0"N 129°19'23.0"E	-	RNAV 1	-
002	TF	PEDLO	-	331.35(322.83)	15.13	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - APELA Transition

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	APELA	-	-	-	-	-	-	34°43'23.0"N 129°14'00.0"E	-	RNAV 1	-
002	TF	PEDLO	-	352.06(343.54)	16.66	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

RNAV PEDLO 1 - BUSAN(PSN) Transition

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	BUSAN(PSN)	-	-	-	-	-	-	35°07'21.5"N 128°59'58.5"E	-	RNAV 1	-
002	TF	PEDLO	-	147.98(139.46)	10.47	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	-

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
RNAV PEDLO 1	HM	PEDLO	-	272.75(264.23)	5	R	-10 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	-	-

Change : Information of standard instrument arrival procedure for RWY 36L/R.

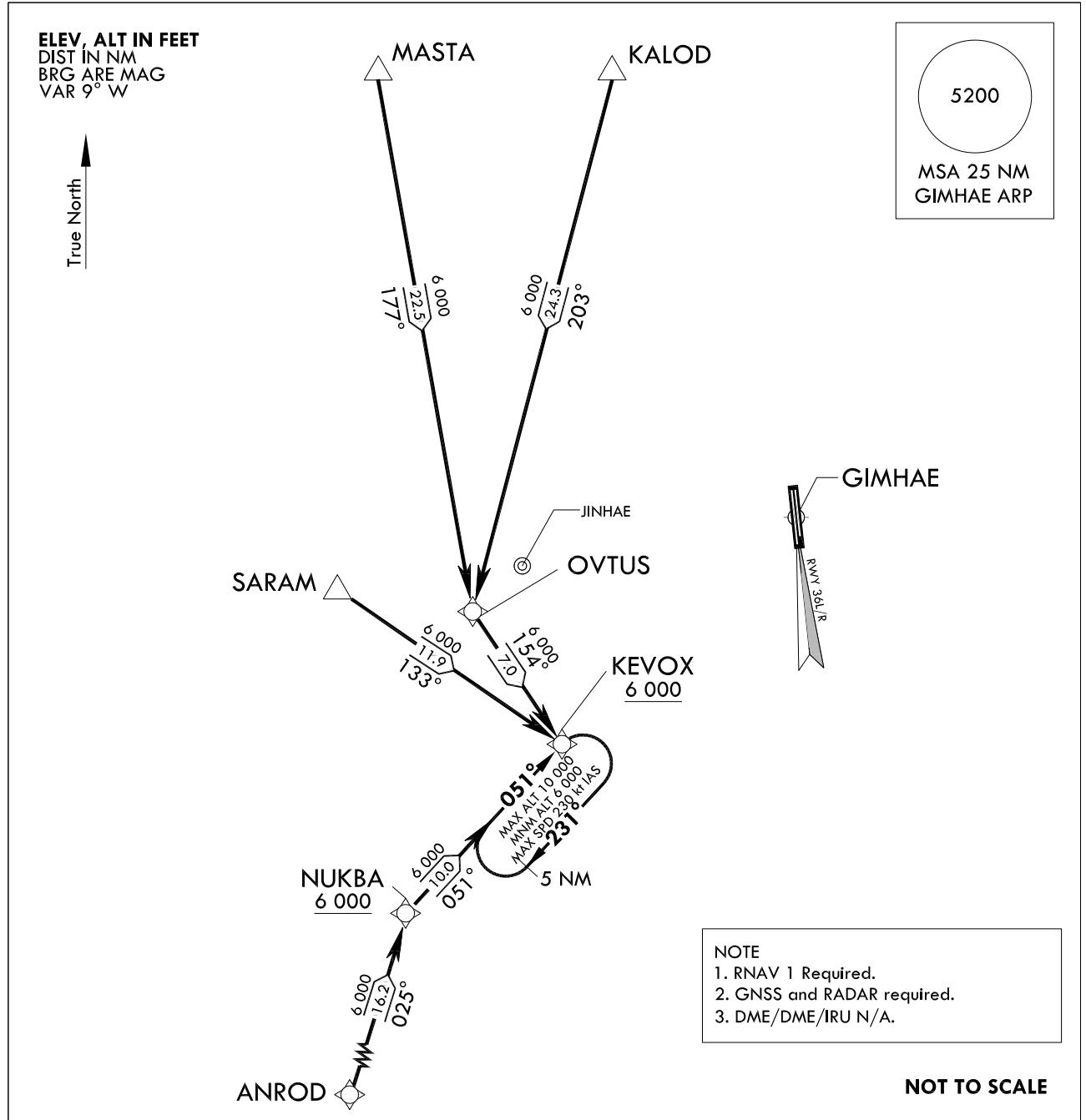
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

GIMHAE APP 125.5
364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
RWY 36L/R
RNAV(GNSS) KEVOX 3

Note : Arrival under U.S. TERPS.



ARRIVAL ROUTE DESCRIPTION

KEVOX 3 ARRIVAL

LANDING RWY 36L/R : Expect RNP or ILS approach.

MASTA Transition : From MASTA on track 177° to OVTUS, then track 154° to cross KEVOX at or above 6 000 ft.

KALOD Transition : From KALOD on track 203° to OVTUS, then track 154° to cross KEVOX at or above 6 000 ft.

SARAM Transition : From SARAM on track 133° to cross KEVOX at or above 6 000 ft.

ANROD Transition : From ANROD on track 025° to NUKBA, then track 051° to cross KEVOX at or above 6 000 ft.

Change : Information of MAG VAR(7° W → 9° W) and standard instrument arrival procedure for RWY 36L/R.

BUSAN/Gimhae INTL(RKPK)
RWY 36L/R
RNAV(GNSS) KEVOX 3

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV KEVOX 3 - MASTA Transition

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	MASTA	-	-	-	-	-	-	35°28'47.0"N 128°33'40.0"E	-	RNAV 1	-
002	TF	OVTUS	-	177.31(168.79)	22.50	-	-	-	35°06'40.3"N 128°39'00.0"E	-	RNAV 1	-
003	TF	KEVOX	-	154.39(145.87)	7.01	-	+6 000	-	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

RNAV KEVOX 3 - KALOD Transition

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	KALOD	-	-	-	-	-	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-
002	TF	OVTUS	-	203.09(194.57)	24.27	-	-	-	35°06'40.3"N 128°39'00.0"E	-	RNAV 1	-
003	TF	KEVOX	-	154.39(145.87)	7.01	-	+6 000	-	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

RNAV KEVOX 3 - SARAM Transition

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	SARAM	-	-	-	-	-	-	35°07'36.3"N 128°31'46.7"E	-	RNAV 1	-
002	TF	KEVOX	-	132.79(124.27)	11.94	-	+6 000	-	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

RNAV KEVOX 3 - ANROD Transition

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	ANROD	-	-	-	-	-	-	34°37'57.66"N 128°29'51.73"E	-	RNAV 1	-
002	TF	NUKBA	-	025.44(016.92)	16.18	-	+6 000	-	34°53'27.57"N 128°35'35.03"E	-	RNAV 1	-
003	TF	KEVOX	-	050.86(042.34)	10	-	+6 000	-	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

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
RNAV KEVOX 3	HM	KEVOX	-	051.05(042.53)	5	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	-	-

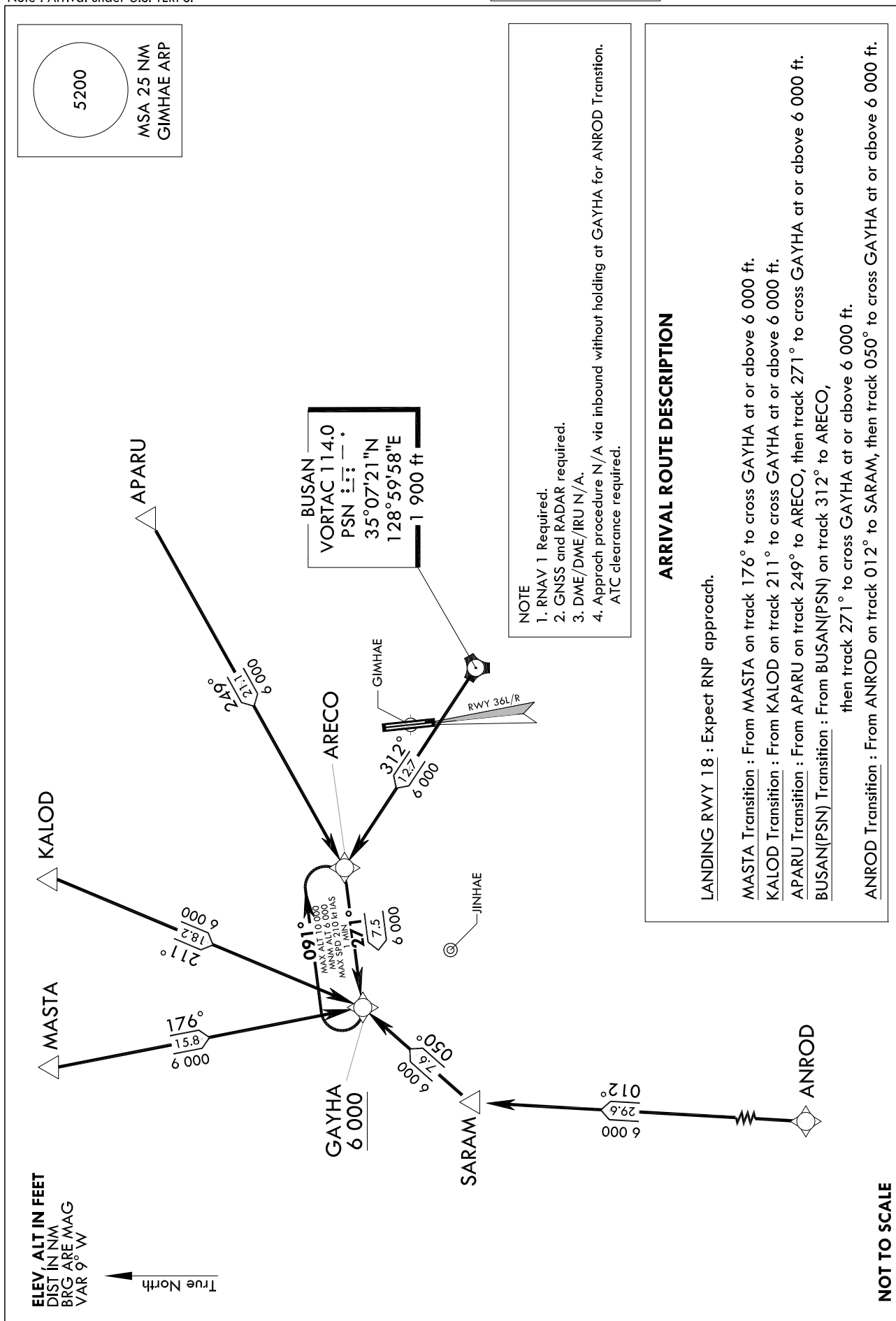
Change : Information of standard instrument arrival procedure for RWY 36L/R.

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140

GIMHAE	APP	125.5	
		364.0	
GIMHAE	TWR	118.1	118.45
		233.3	236.6

BUSAN/Gimhae Intl(RKPK)
RWY 18L/R
RNAV(GNSS) GAYHA 3

Note : Arrival under U.S. TERPS.



Change : Information of MAG VAR(7° W $\rightarrow$ 9° W) and standard instrument arrival procedure for RWY 18L/R.

BUSAN/Gimhae INTL(RKPK)
RWY 18L/R
RNAV(GNSS) GAYHA 3

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV GAYHA 3 - MASTA Transition

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	MASTA	-	-	-	-	-	-	35°28'47.0"N 128°33'40.0"E	-	RNAV 1	-
002	TF	GAYHA	-	175.80(167.28)	15.77	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-

RNAV GAYHA 3 - KALOD Transition

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	KALOD	-	-	-	-	-	-	35°30'12.1"N 128°46'26.5"E	-	RNAV 1	-
002	TF	GAYHA	-	211.13(202.61)	18.19	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-

RNAV GAYHA 3 - APARU Transition

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	APARU	-	-	-	-	-	-	35°24'42.1"N 129°09'32.1"E	-	RNAV 1	-
002	TF	ARECO	-	249.42(240.90)	21.14	-	-	-	35°14'22.1"N 128°46'59.1"E	-	RNAV 1	-
003	TF	GAYHA	-	270.96(262.44)	7.50	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-

RNAV GAYHA 3 - BUSAN(PSN) Transition

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	BUSAN(PSN)	-	-	-	-	-	-	35°07'21.5"N 128°59'58.5"E	-	RNAV 1	-
002	TF	ARECO	-	311.90(303.38)	12.74	-	-	-	35°14'22.1"N 128°46'59.1"E	-	RNAV 1	-
003	TF	GAYHA	-	270.96(262.44)	7.50	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-

RNAV GAYHA 3 - ANROD Transition

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	ANROD	-	-	-	-	-	-	34°37'57.66"N 128°29'51.73"E	-	RNAV 1	-
002	TF	SARAM	-	011.56(003.04)	29.64	-	-	-	35°07'36.3"N 128°31'46.7"E	-	RNAV 1	-
003	TF	GAYHA	-	049.59(041.07)	7.64	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNAV GAYHA 3	HM	GAYHA	-	271.05(262.53)	1	R	-10 000 +6 000	-210	35°13'22.4"N 128°37'54.4"E	-	-	-

Change : Information of standard instrument arrival procedure for RWY 18L/R.

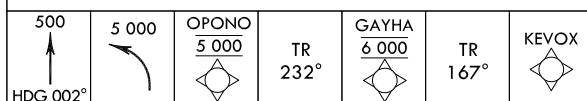
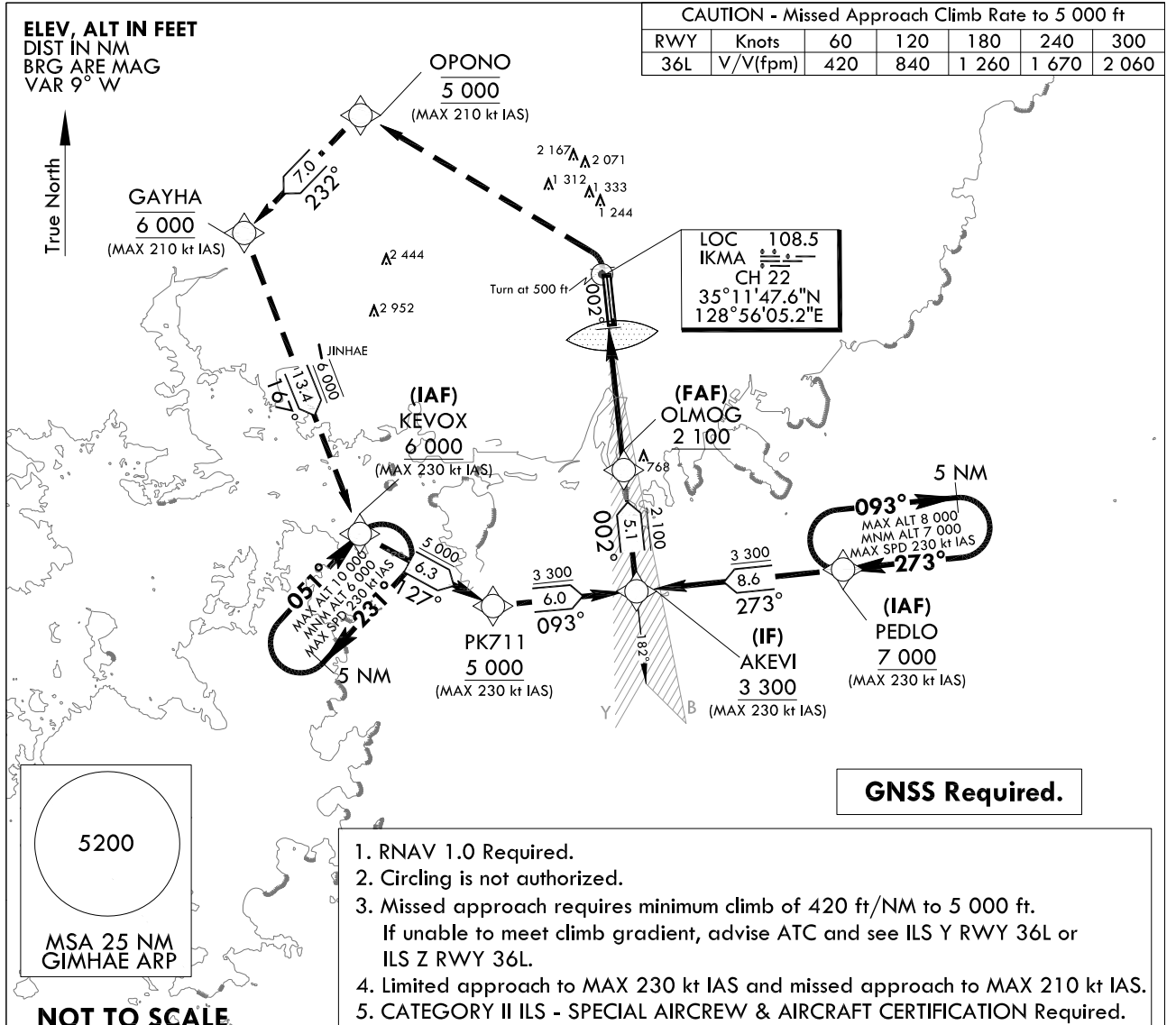
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
RWY 36L ELEV TDZ 13 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
ILS RWY 36L
CAT II

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

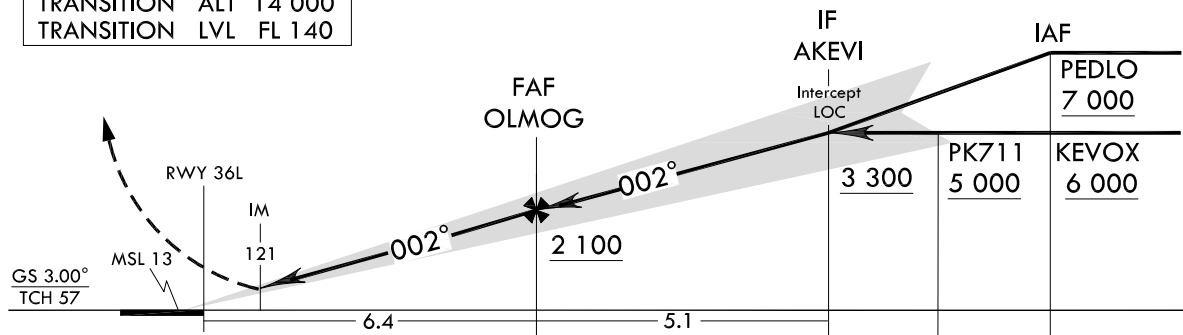


MISSED APPROACH

Climb to 500 ft, then climbing left turn to 5 000 ft direct to Opono, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and HOLD.

NOTE : VGSI and ILS glidepath not coincident
(VGSI Angle 3.00° TCH 67).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 36L	RA* 102/12 100 DA 113			

* Radio Altimeter Height

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36L.

BUSAN/Gimhae INTL(RKPK)
ILS RWY 36L
CAT II

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

ILS RWY 36L CAT II - via PEDLO to AKEVI(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	-	PEDLO	-	-	-	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

ILS RWY 36L CAT II - via KEVOX to AKEVI(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	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

ILS RWY 36L CAT II - via AKEVI(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	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E	-	-	FAF
003	-	DA	-	002.49(353.97)	-	-	+113	-	-	-	LOC	DA
004	-	RWY 36L	-	002.49(353.97)	-	-	-	-	35°09'54.7"N 128°56'19.8"E	3.0/57	LOC	-
005	VA	-	-	002.49(353.97)	-	-	+500	-210	-	-	RNAV 1	CG 420 ft/NM to 5 000 ft
006	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	-
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

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
ILS RWY 36L CAT II	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

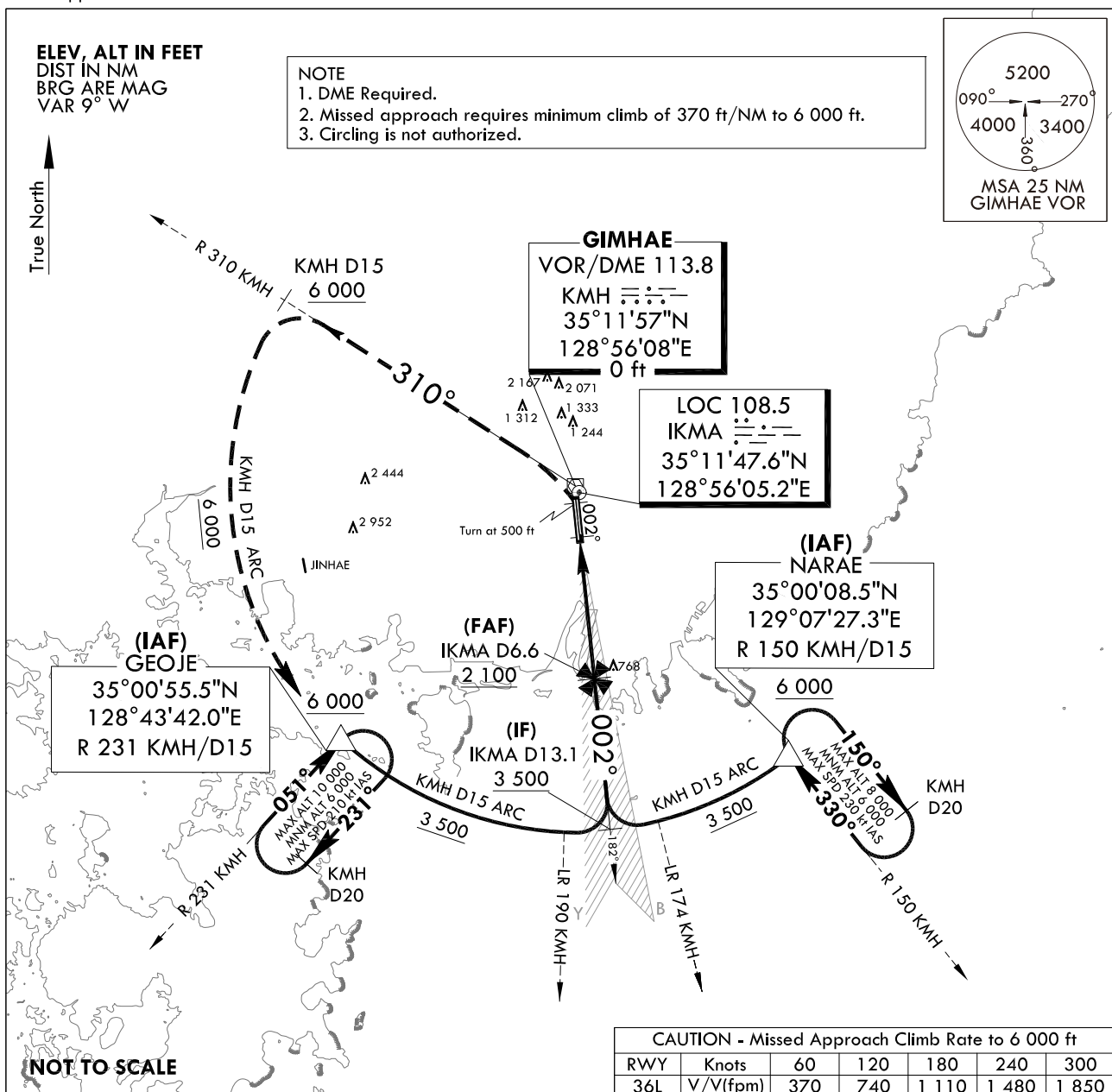
Change : Information of instrument approach procedure for RWY 36L.

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
RWY 36L ELEV TDZ 13 ft

GIMHAE	APP	125.5	364.0
GIMHAE	TWR	118.1	118.45
		233.3	236.6

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

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



CAUTION - Missed Approach Climb Rate to 6 000 ft						
RWY	Knots	60	120	180	240	300
36L	V/V(fpm)	370	740	1 110	1 480	1 850

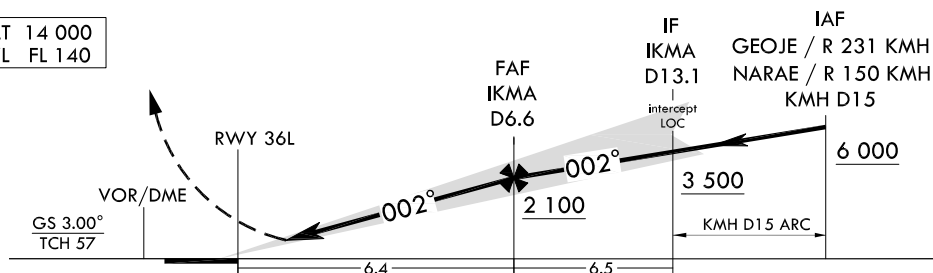


MISSED APPROACH

Climb to 500 ft then climbing left turn to 6 000 ft on R 310 KMH to 15 DME and at or above 6 000 ft, then arc KMH D15 to GEOJE and hold.

NOTE : Use IKMA DME when on the localizer course.
NOTE : VGSI and ILS glidepath not coincident (VGSI Angle 3.00° TCH 67).

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140



CATEGORY	A	B	C	D
S-ILS 36L	213/18 200 (200 - 1/2)		213/24* 200(200-1/2) (*Use civil only RVR 18)	
	When TDZ/CL LGT INOP, increase RVR to 24			
ALS INOP	213/40 200(200 - 3/4)			

Change : Information of MAG VAR(7° W $\rightarrow$ 9° W) and instrument approach procedure for RWY 36L.

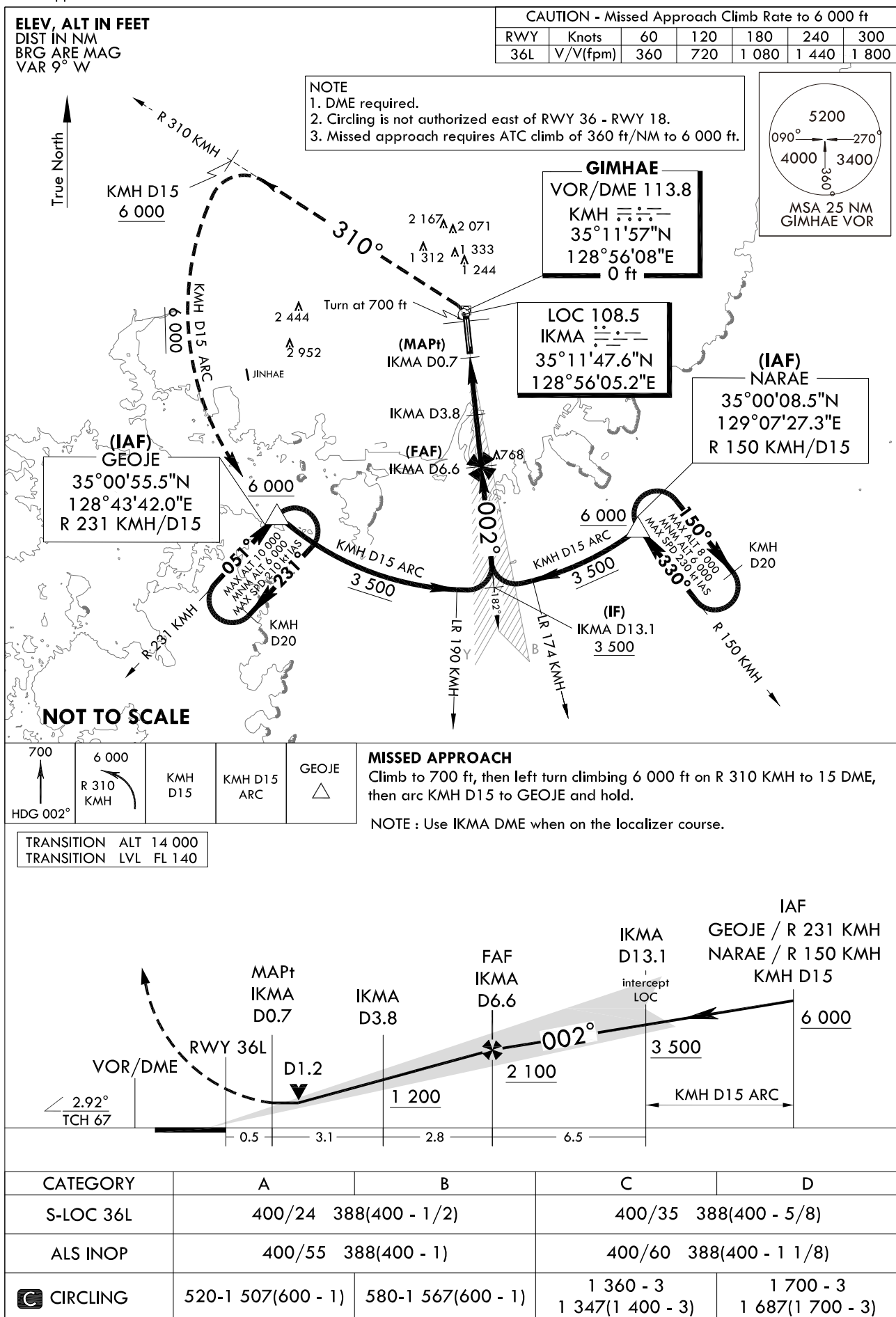
INTENTIONALLY

LEFT

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INSTRUMENT
APPROACH
CHARTAERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ftGIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6BUSAN/Gimhae Intl(RKPK)
LOC Y RWY 36L

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



Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36L.

INTENTIONALLY

LEFT

BLANK

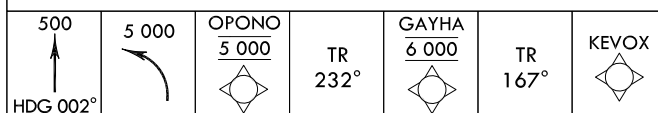
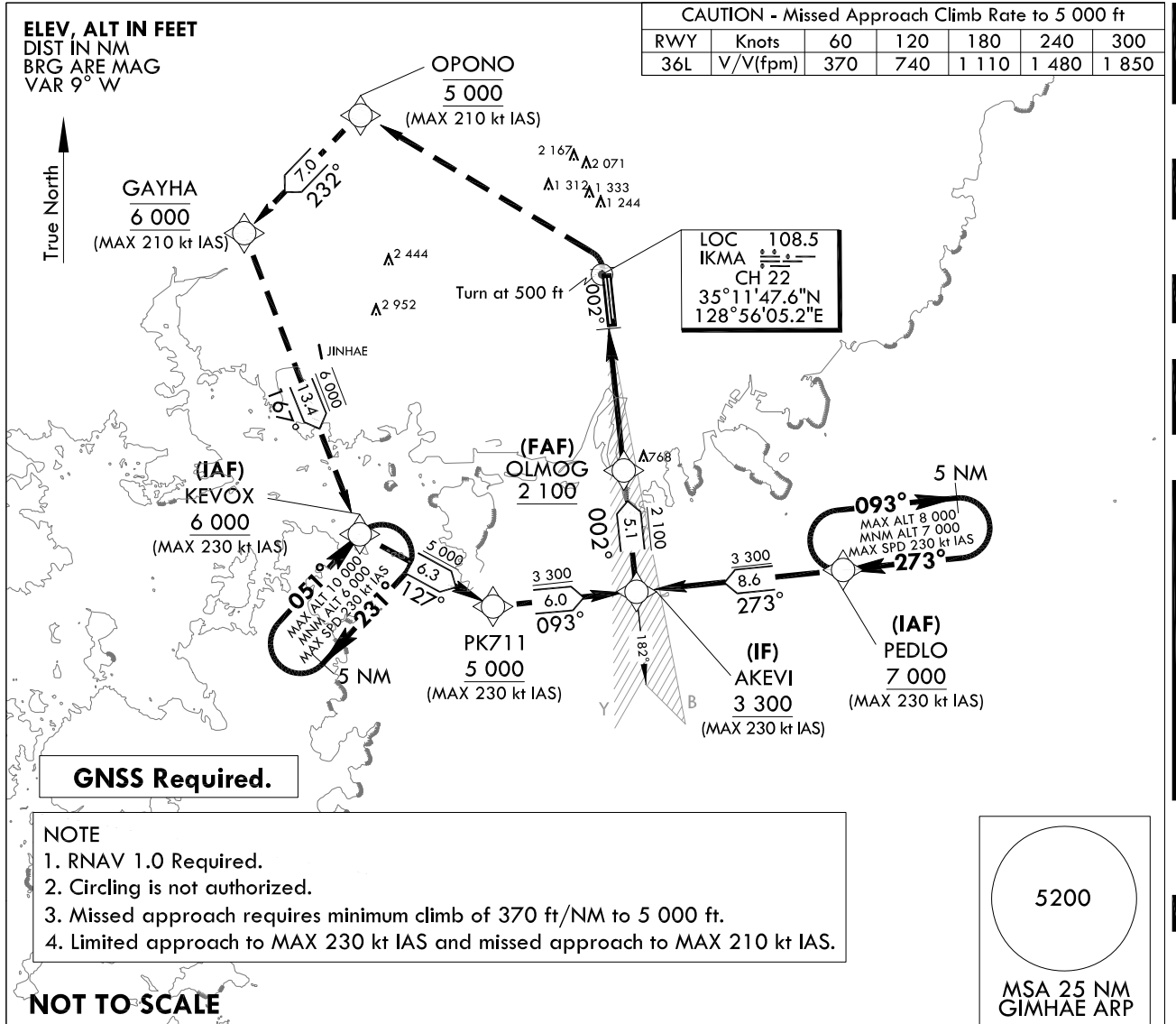
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
RWY 36L ELEV TDZ 13 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
ILS Z RWY 36L

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



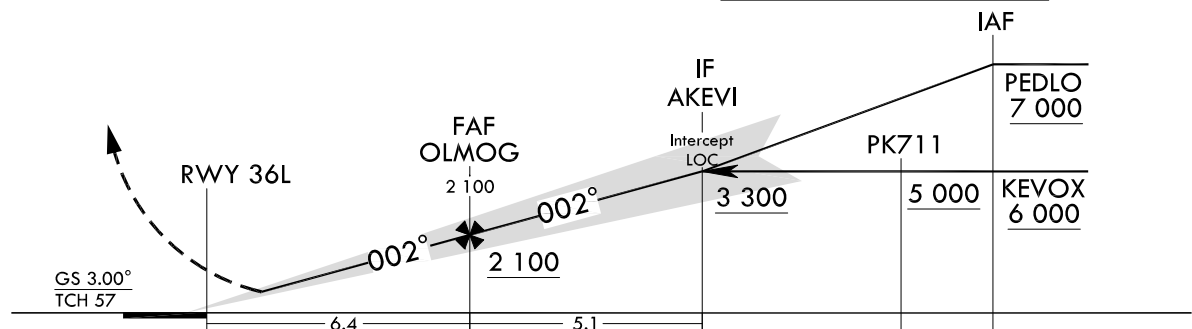
MISSED APPROACH

Climb to 500 ft, then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

NOTE : Use IKMA DME when on the localizer course.

NOTE : VGSI and ILS glidepath not coincident
(VGSI Angle 3.00° TCH 67).

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-ILS 36L	213/18	200(200 - 1/2)		
	When TDZ/CL LGT INOP, increase RVR to 24			
ALS INOP	213/40	200(200 - 3/4)		

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36L.

BUSAN/Gimhae Intl(RKPK)
ILS Z RWY 36L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

ILS Z RWY 36L - via PEDLO to AKEVI(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	-	PEDLO	-	-	-	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

ILS Z RWY 36L - via KEVOX to AKEVI(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	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

ILS Z RWY 36L - via AKEVI(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	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E	-	-	FAF
003	-	DA	-	002.49(353.97)	-	-	-	-	-	-	LOC	DA
004	-	RWY 36L	-	002.49(353.97)	-	-	-	-	35°09'54.7"N 128°56'19.8"E	3.0/57	LOC	-
005	VA	-	-	002.49(353.97)	-	-	+500	-210	-	-	RNAV 1	CG 370 ft/NM to 5 000 ft
006	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	-
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

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
ILS Z RWY 36L	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of instrument approach procedure for RWY 36L.

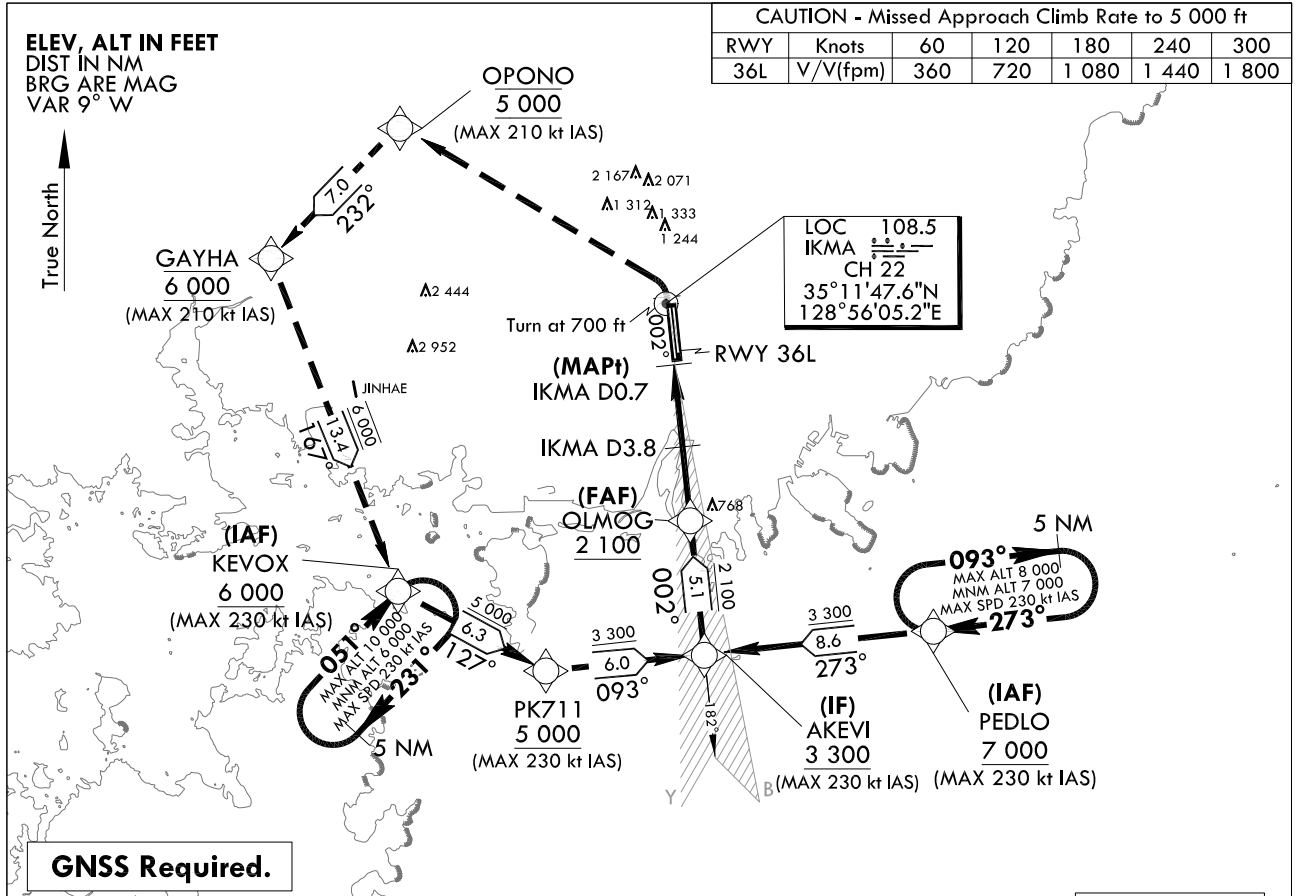
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
LOC Z RWY 36L

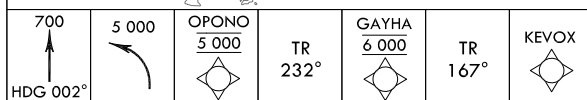
Note : Approach and circle to land under U.S. TERPS.



NOTE

1. RNAV 1.0 Required.
2. DME Required.
3. Circling is not authorized east of RWY 36 - RWY 18.
4. Missed approach requires ATC climb of 360 ft/NM to 5 000 ft.
5. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.

NOT TO SCALE

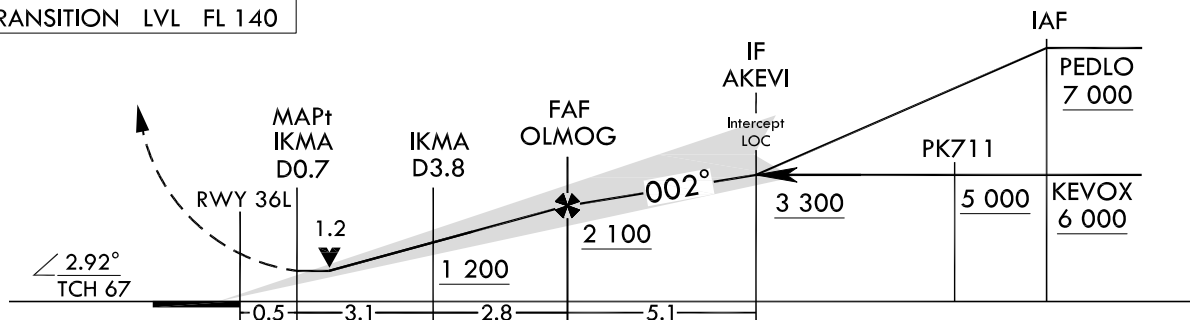


MISSED APPROACH

Climb to 700 ft then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

NOTE : Use IKMA DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-LOC 36L	400/24 388(400 - 1/2)		400/35 388(400 - 5/8)	
ALS INOP	400/55 388(400 - 1)		400/60 388(400 - 1 1/8)	
CIRCLING	520-1 507(600 - 1)	580-1 567(600 - 1)	1 360 - 3 1 347(1 400 - 3)	1 700 - 3 1 687(1 700 - 3)

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36L.

BUSAN/Gimhae Intl(RKPK)
LOC Z RWY 36L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

LOC Z RWY 36L - via PEDLO to AKEVI(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	-	PEDLO	-	-	-	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

LOC Z RWY 36L - via KEVOX to AKEVI(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	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF

LOC Z RWY 36L - via AKEVI(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	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E	-	RNAV 1	IF
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E	-	LOC	FAF
003	-	IKMA D3.8	-	002.49(353.97)	2.8	-	+1 200	-	-	-	LOC	SDF
004	-	IKMA D0.7	-	002.49(353.97)	3.1	-	+400	-	-	-	LOC	MAPt
005	-	RWY 36L	-	002.49(353.97)	0.5	-	-	-	35°09'54.7"N 128°56'19.8"E	3.0/67	LOC	-
006	VA	-	-	002.49(353.97)	-	-	+700	-210	-	-	RNAV 1	CG 360 ft/NM to 5 000 ft
007	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	CG 360 ft/NM to 5 000 ft
008	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
009	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

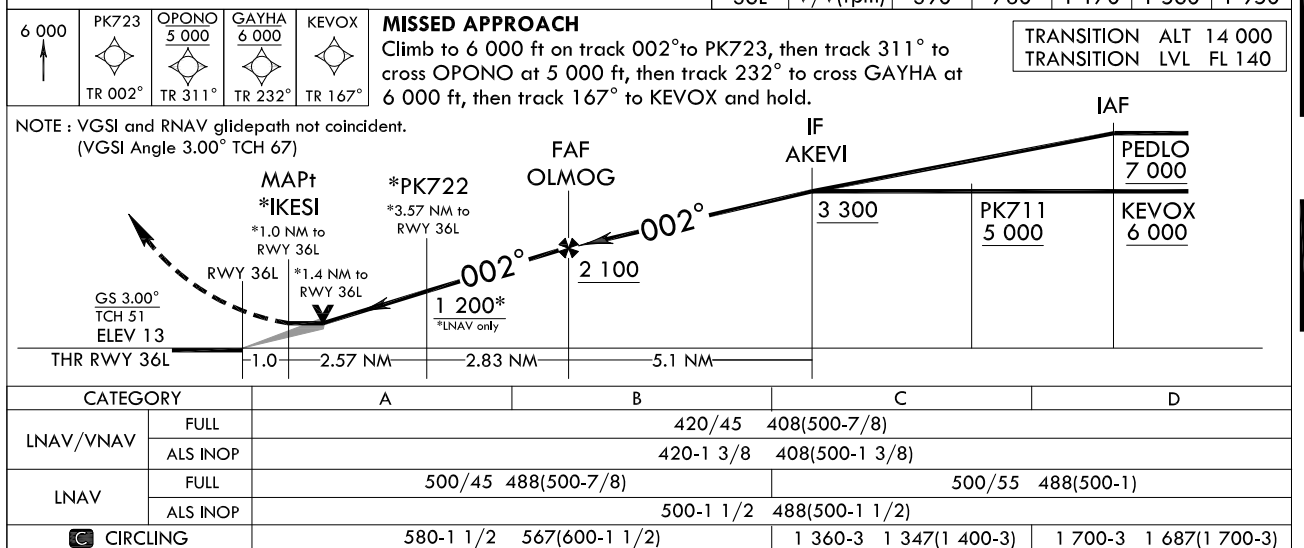
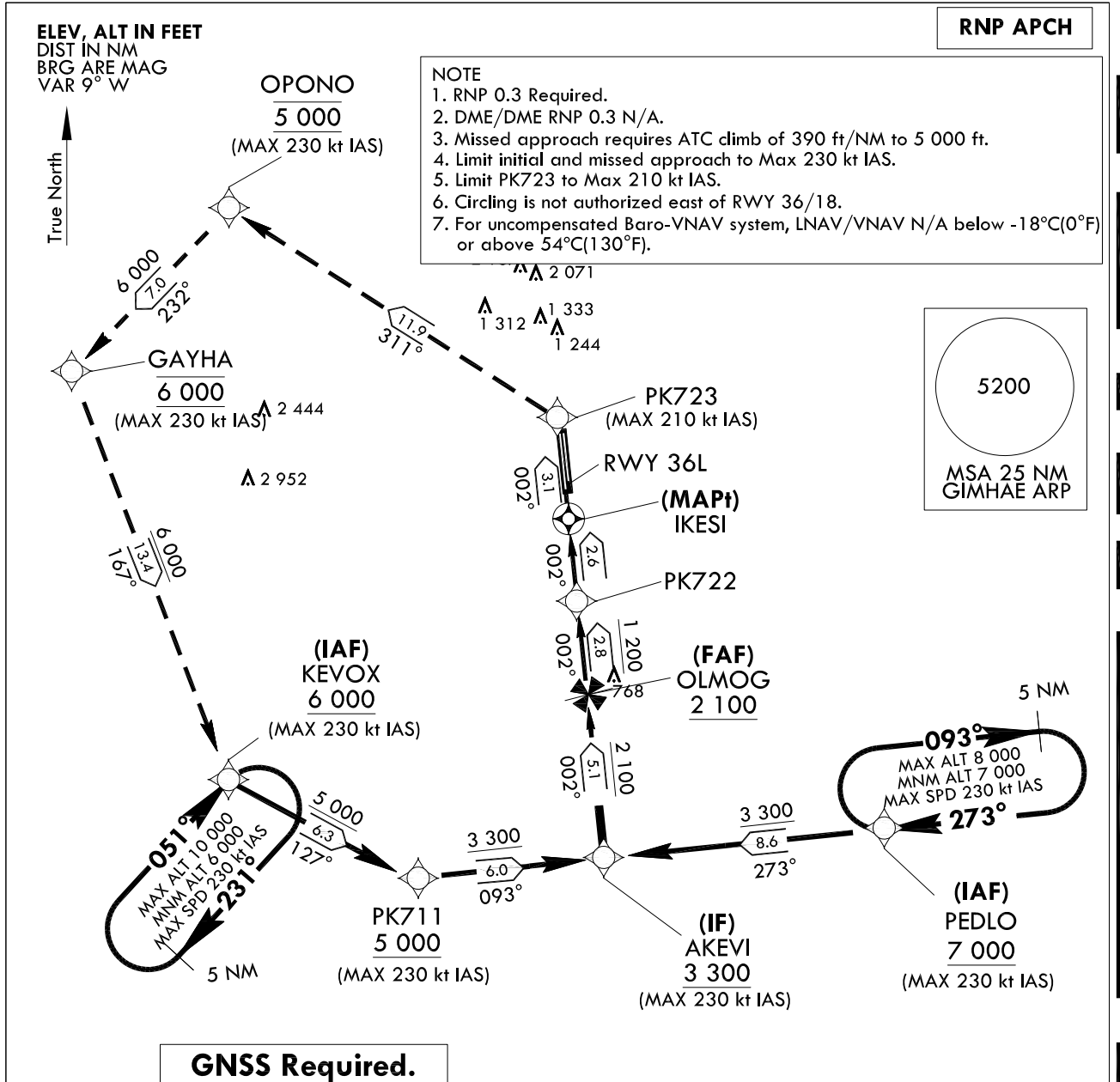
HOLDING PROCEDURE

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
LOC Z RWY 36L	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of instrument approach procedure for RWY 36L.

INSTRUMENT
APPROACH
CHARTAERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ftGIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6BUSAN/Gimhae Intl(RKPK)
RNP RWY 36L

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



Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36L.

BUSAN/Gimhae Intl(RKPK)
RNP RWY 36L

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 36L - via PEDLO to AKEV(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	PEDLO	-	-	-	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E
002	TF	AKEVI	-	272.59(264.07)	8.6	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E

RNP RWY 36L - via KEVOX to AKEV(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E
003	TF	AKEVI	-	092.58(084.06)	6.0	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E

RNP RWY 36L - via AKEV(IF) to MAHF									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	TF	AKEVI	-	-	-	-	+3 300	-230	34°58'29.0"N 128°57'48.0"E
002	TF	OLMOG	-	002.49(353.97)	5.1	-	+2 100	-	35°03'32.1"N 128°57'09.1"E
003	TF	PK722	-	002.48(353.96)	2.83	-	+1 200	-	35°06'21.1"N 128°56'47.3"E
004	TF	IKESI	Y	002.48(353.96)	2.57	-	+500	-	35°08'54.9"N 128°56'27.5"E
005	TF	PK723	-	002.47(353.95)	3.08	-	-	-210	35°11'59.2"N 128°56'03.7"E
006	TF	OPONO	-	311.05(302.53)	11.9	-	@5 000	-230	35°18'24.2"N 128°43'46.2"E
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-230	35°13'22.4"N 128°37'54.4"E
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E

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 36L	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
		KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of instrument approach procedure for RWY 36L.

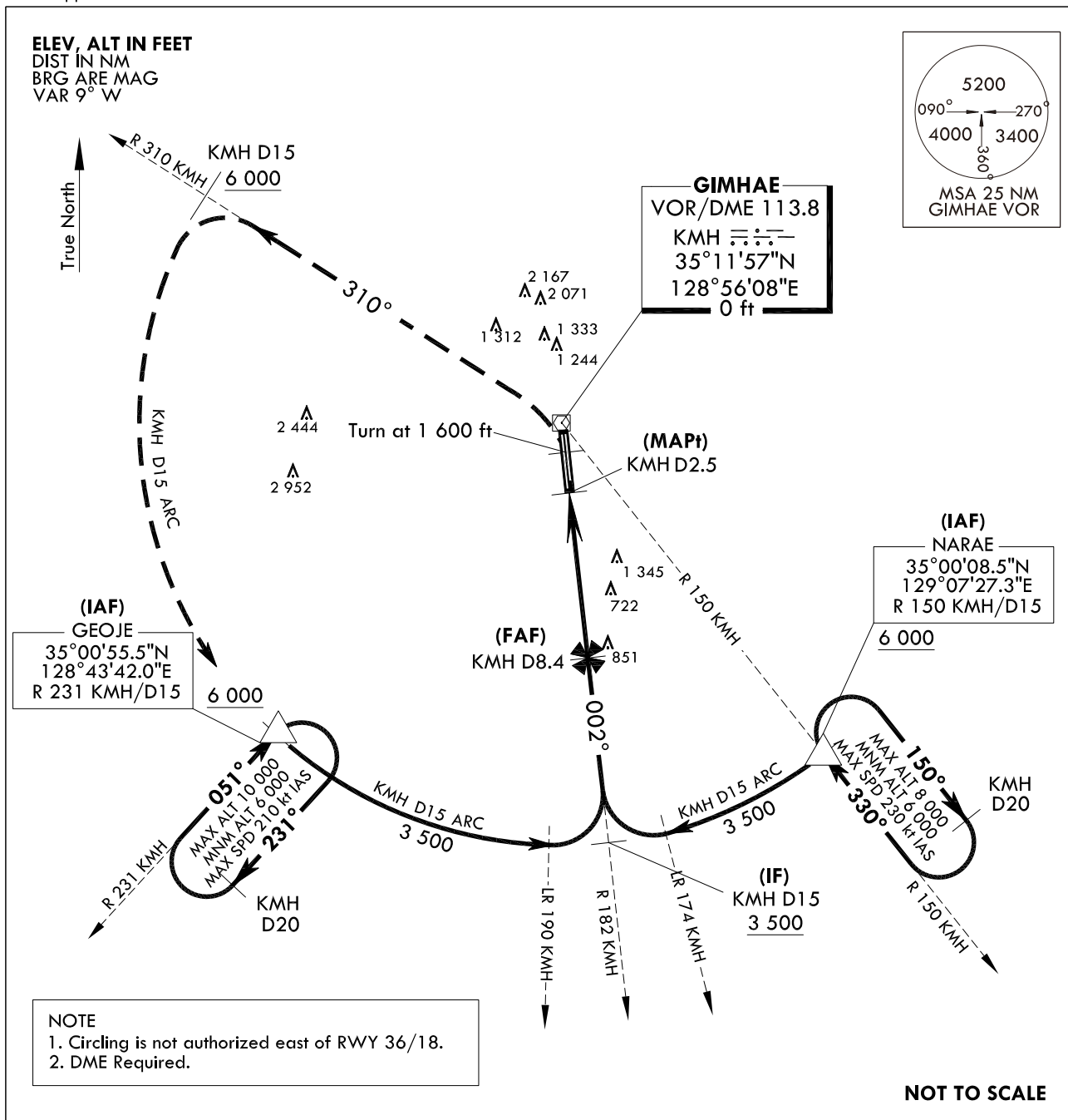
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36L - ELEV 12 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
VOR/DME
RWY 36L

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



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Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36L.

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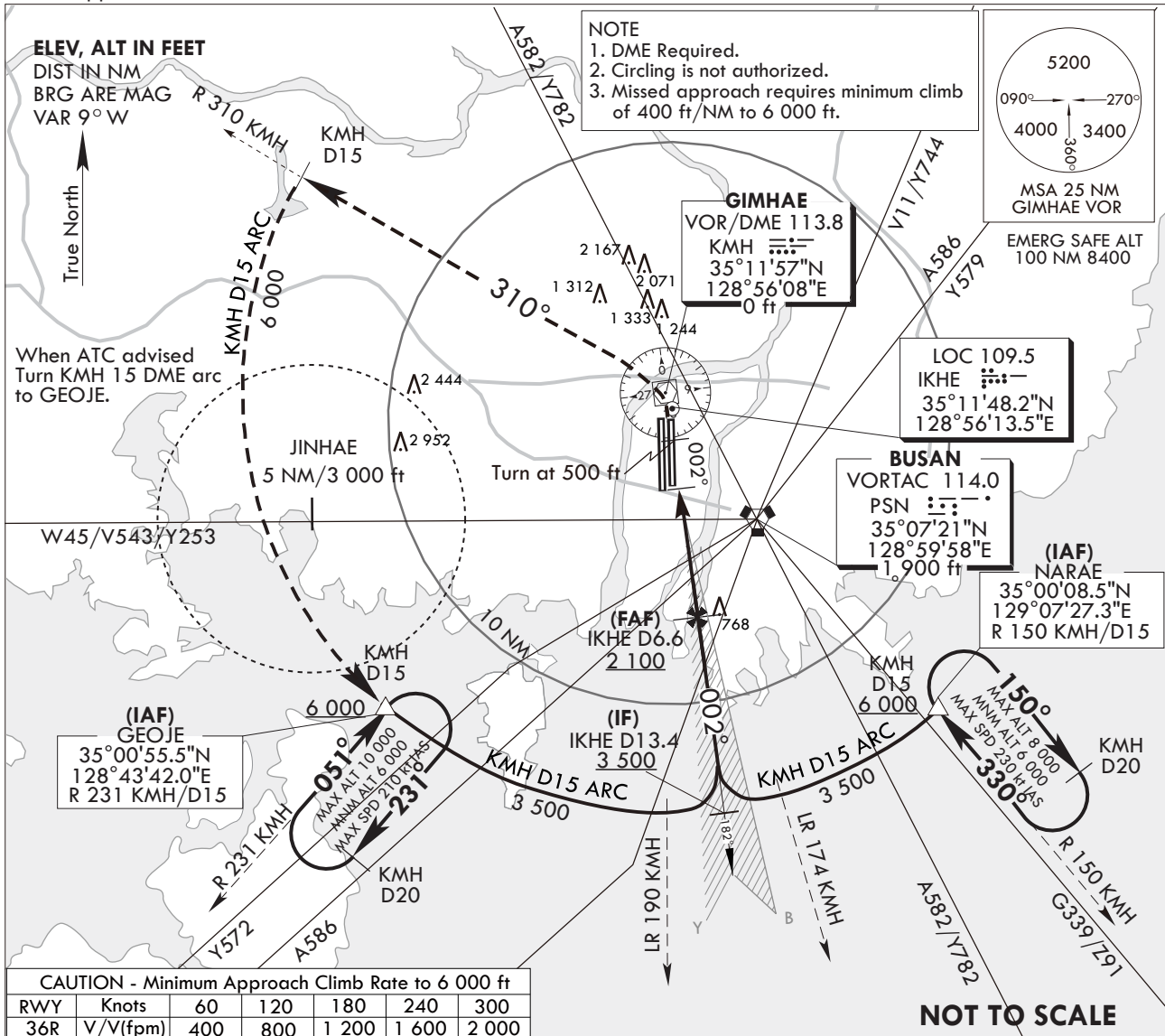
**INSTRUMENT
APPROACH
CHART**

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

GIMHAE APP	125.5	364.0
GIMHAE TWR	118.1	118.450
	233.3	236.6

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

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



CATEGORY	A	B	C	D
S-ILS 36R	208/18 200 (200-1/2)	208/24* 200 (200-1/2) *Use civil only RVR 18		
ALS INOP	208/40 200 (200-3/4)			

NOTE

1. Use IKHE DME when on the localizer course.
2. VGSI and ILS glidepath not coincident. (VGSI Angle 3.00° TCH 75)

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36R.

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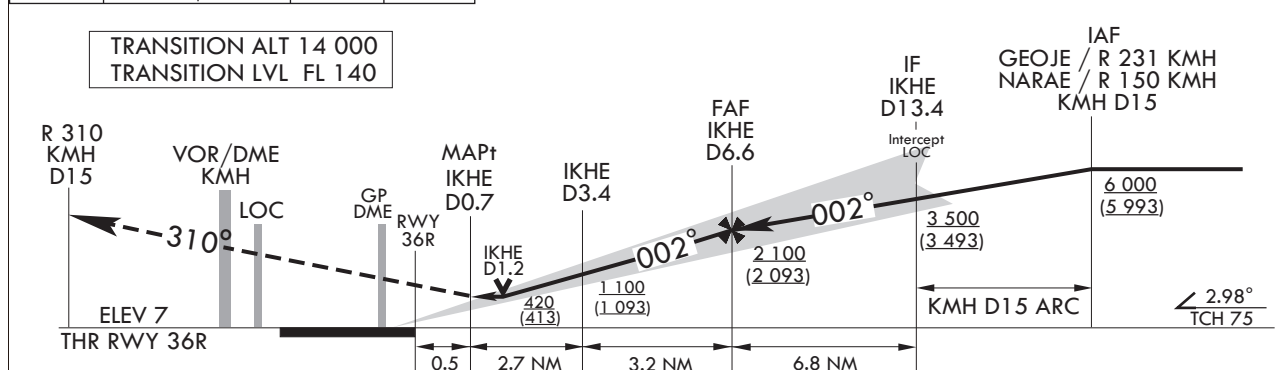
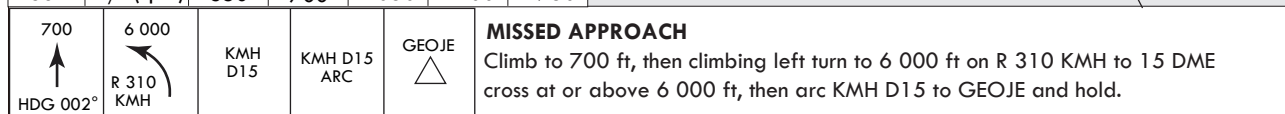
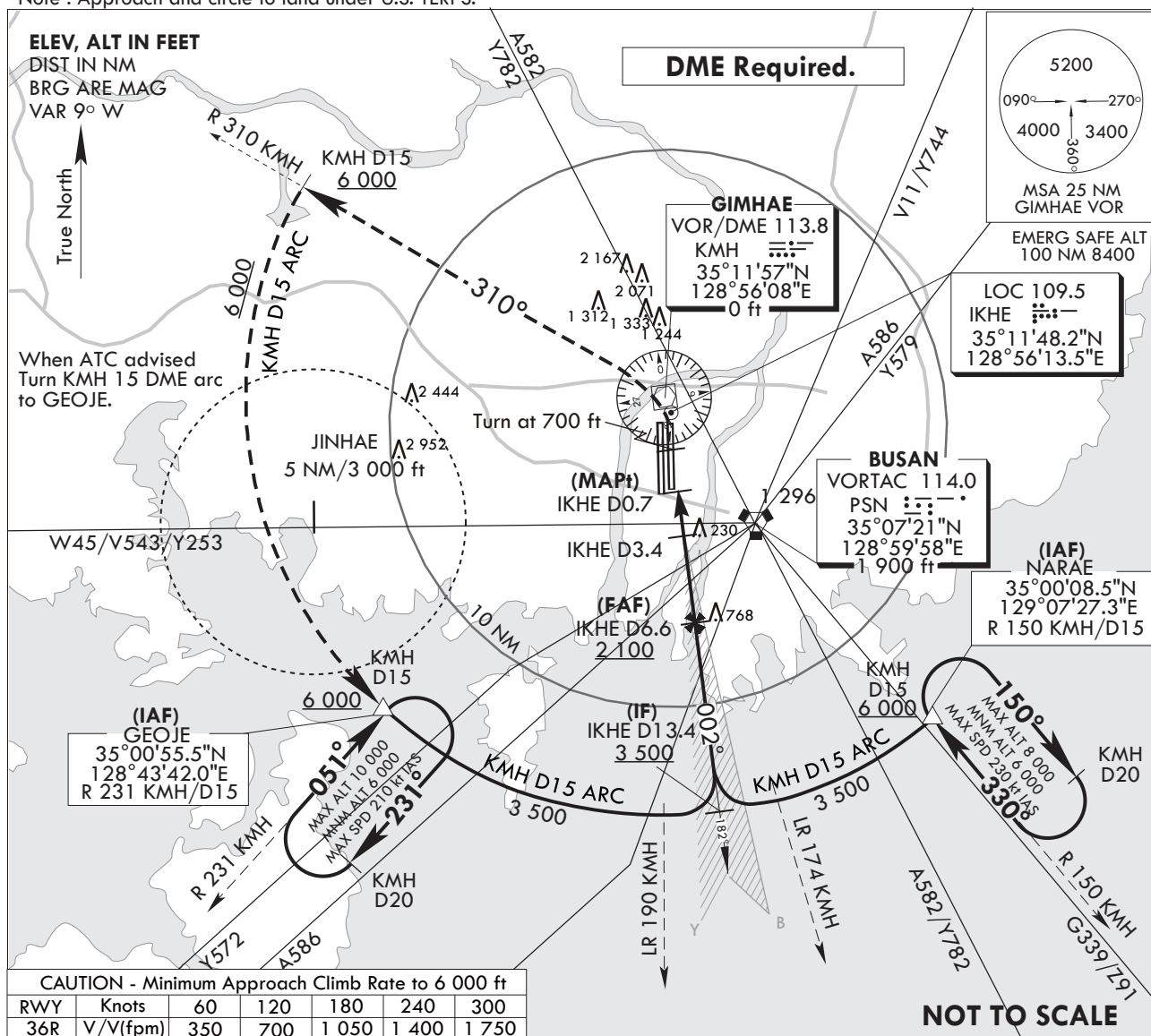
**INSTRUMENT
APPROACH
CHART**

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

GIMHAE APP	125.5	364.0
GIMHAE TWR	118.1	118.450
	233.3	236.6

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

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



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

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

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36R.

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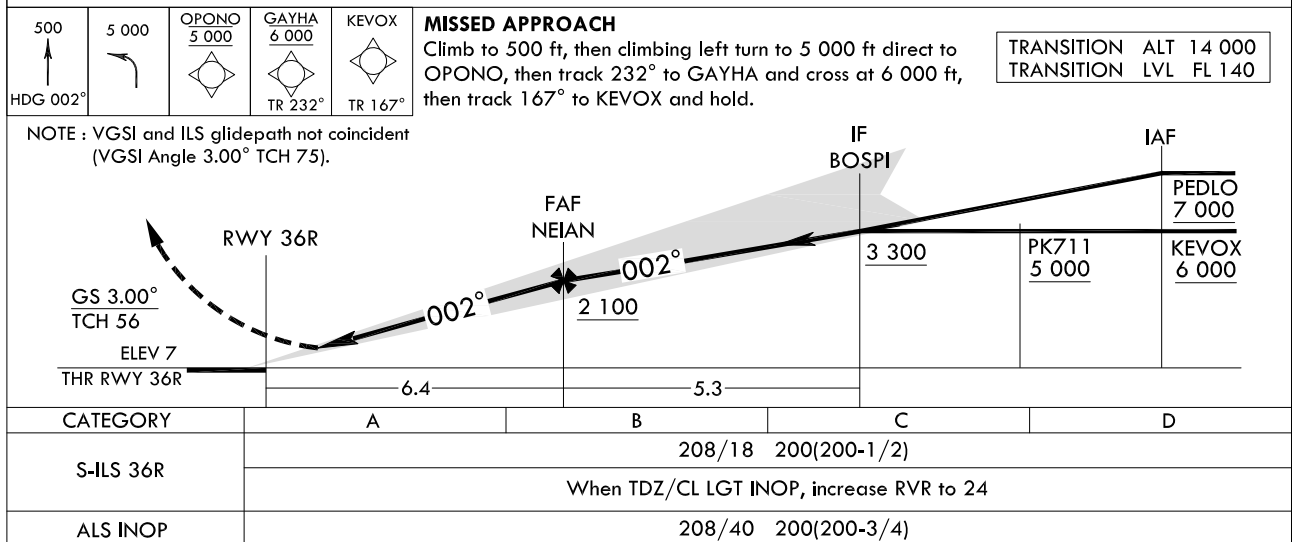
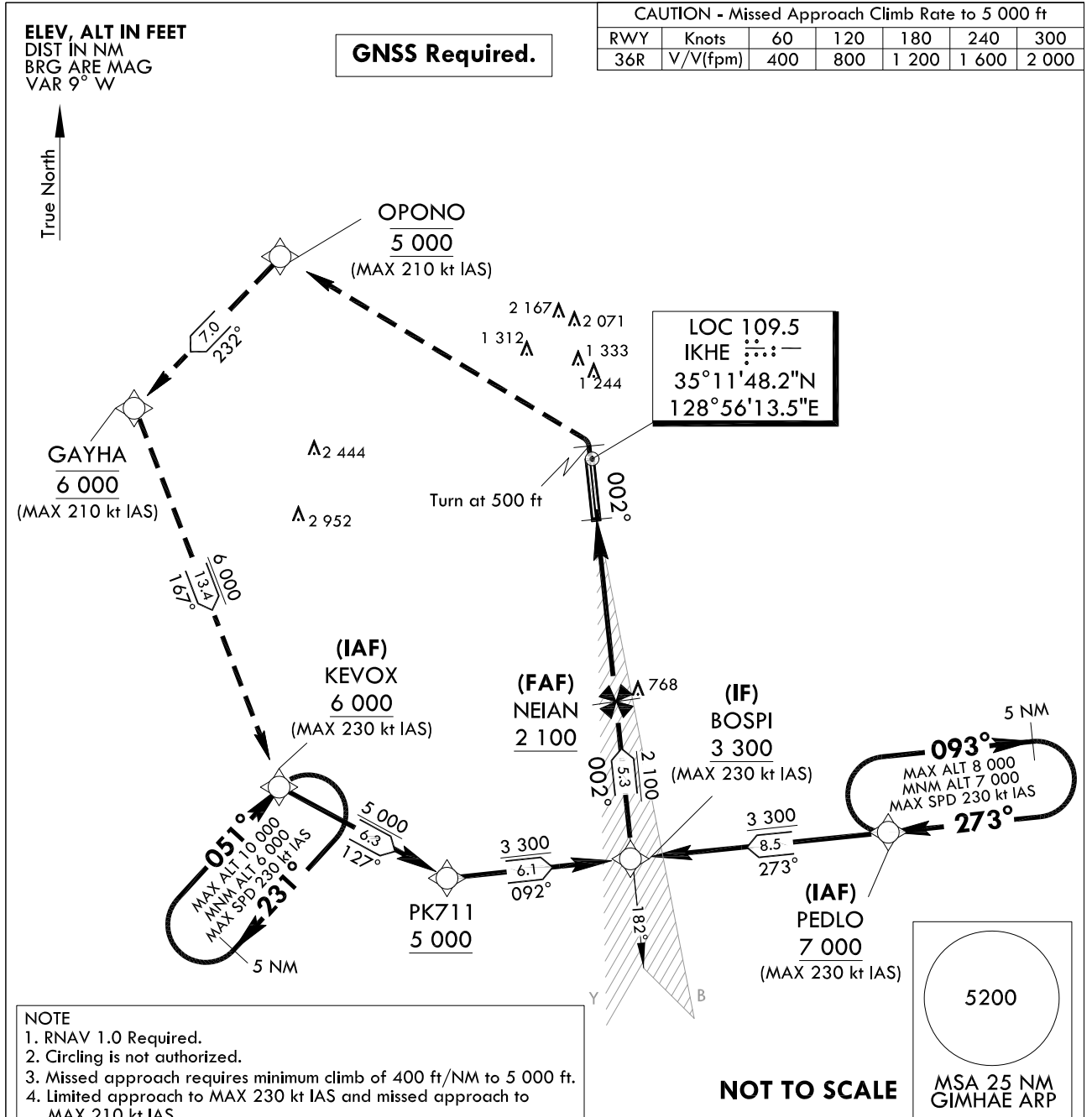
**INSTRUMENT
APPROACH
CHART**

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

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

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

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



Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36R.

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

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

ILS Z RWY 36R - via PEDLO to BOSPI(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Course/Track over °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	-	PEDLO	-	-	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	BOSPI	-	272.75(264.23)	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

ILS Z RWY 36R - via KEVOX to BOSPI(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Course/Track over °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	-	KEVOX	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	BOSPI	-	092.35(083.83)	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

ILS Z RWY 36R - via BOSPI(IF) to MAHF

Serial Number	Path Descriptor	Waypoint Identifier	Course/Track over °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	TF	BOSPI	-	-	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF
002	TF	NEIAN	-	002.49(353.97)	-	+2 100	-	35°03'46.6"N 128°57'15.5"E	-	-	FAF
003	-	DA	-	002.48(353.96)	-	+208	-	-	-	LOC	DA
004	-	RWY 36R	-	002.48(353.96)	-	-	-	35°10'10.10"N 128°56'26.14"E	3.0/56	LOC	-
005	VA	-	-	002.48(353.96)	-	+500	-	-	-	-	CG 400 ft/NM to 5 000 ft
006	DF	OPONO	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	CG 400 ft/NM to 5 000 ft
007	TF	GAYHA	-	232.27(223.75)	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
008	TF	KEVOX	-	167.38(158.86)	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track over °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
ILS Z RWY 36R	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of instrument approach procedure for RWY 36R.

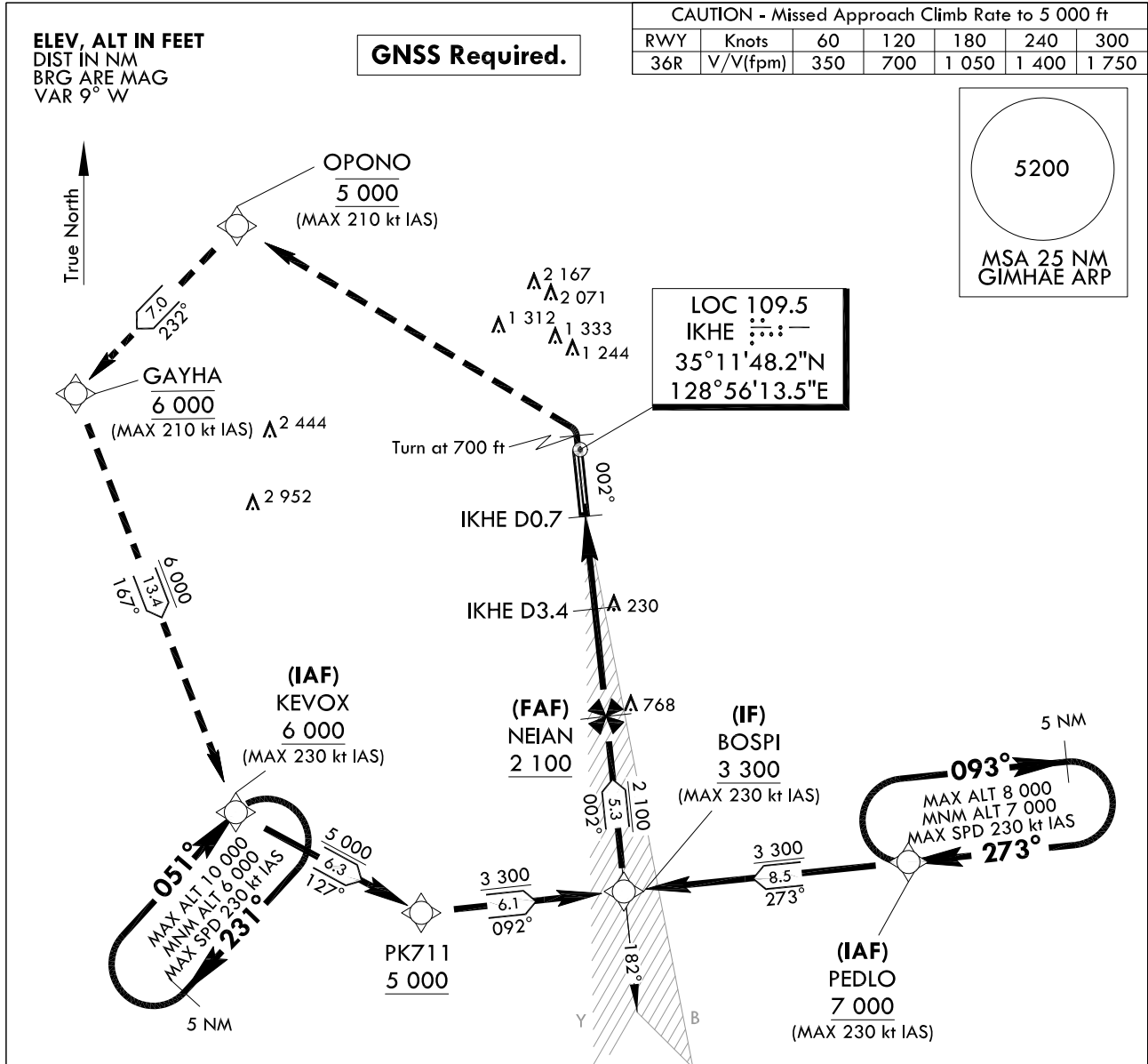
AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 36R - ELEV 7 ft

GIMHAE	APP	125.5	364.0
GIMHAE	TWR	118.1	118.45
		233.3	236.6

BUSAN/Gimhae Intl(RKPK)
LOC Z RWY 36R

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

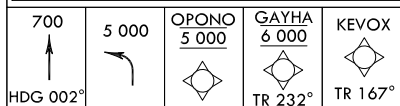
CAUTION - Missed Approach Climb Rate to 5 000 ft						
RWY	Knots	60	120	180	240	300
36R	V/V(fpm)	350	700	1 050	1 400	1 750



NOTE

1. RNAV 1.0 Required.
2. Circling is not authorized east of RWY 36/18.
3. Missed approach requires ATC climb of 350 ft/NM to 5 000 ft.
4. Limited approach to MAX 230 kt IAS and missed approach to MAX 210 kt IAS.

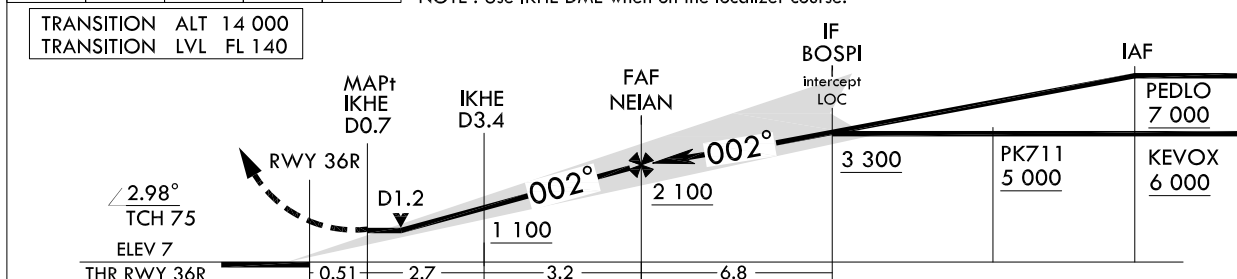
NOT TO SCALE



MISSED APPROACH

Climb to 700 ft, then climbing left turn to 5 000 ft direct to OPONO, then track 232° to GAYHA and cross at 6 000 ft, then track 167° to KEVOX and hold.

NOTE : Use IKHE DME when on the localizer course.



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

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36R.

BUSAN/Gimhae Intl(RKPK)
LOC Z RWY 36R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

LOC Z RWY 36R - via PEDLO to BOSPI(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	-	PEDLO	-	-	-	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	IAF
002	TF	BOSPI	-	272.75(264.23)	8.5	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

LOC Z RWY 36R - via KEVOX to BOSPI(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	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	IAF
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E	-	RNAV 1	SDF
003	TF	BOSPI	-	092.35(083.83)	6.1	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF

LOC Z RWY 36R - via BOSPI(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	BOSPI	-	-	-	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E	-	RNAV 1	IF
002	TF	NEIAN	-	002.49(353.97)	5.3	-	+2 100	-	35°03'46.6"N 128°57'15.5"E	-	LOC	FAF
003	-	IKHE D3.4	-	002.48(353.96)	3.2	-	+1 100	-	35°06'57.8"N 128°56'50.9"E	-	LOC	SDF
004	-	IKHE D0.7	-	002.48(353.96)	2.7	-	+420	-	35°09'39.4"N 128°56'30.1"E	-	LOC	MAPt
005	-	RWY 36R	-	002.48(353.96)	0.51	-	-	-	35°10'10.10"N 128°56'26.14"E	2.98/75	LOC	-
006	VA	-	-	002.48(353.96)	-	-	+700	-	-	-	-	CG 350 ft/NM to 5 000 ft
007	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E	-	RNAV 1	CG 350 ft/NM to 5 000 ft
008	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E	-	RNAV 1	-
009	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	-

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
LOC Z RWY 36R	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of instrument approach procedure for RWY 36R.

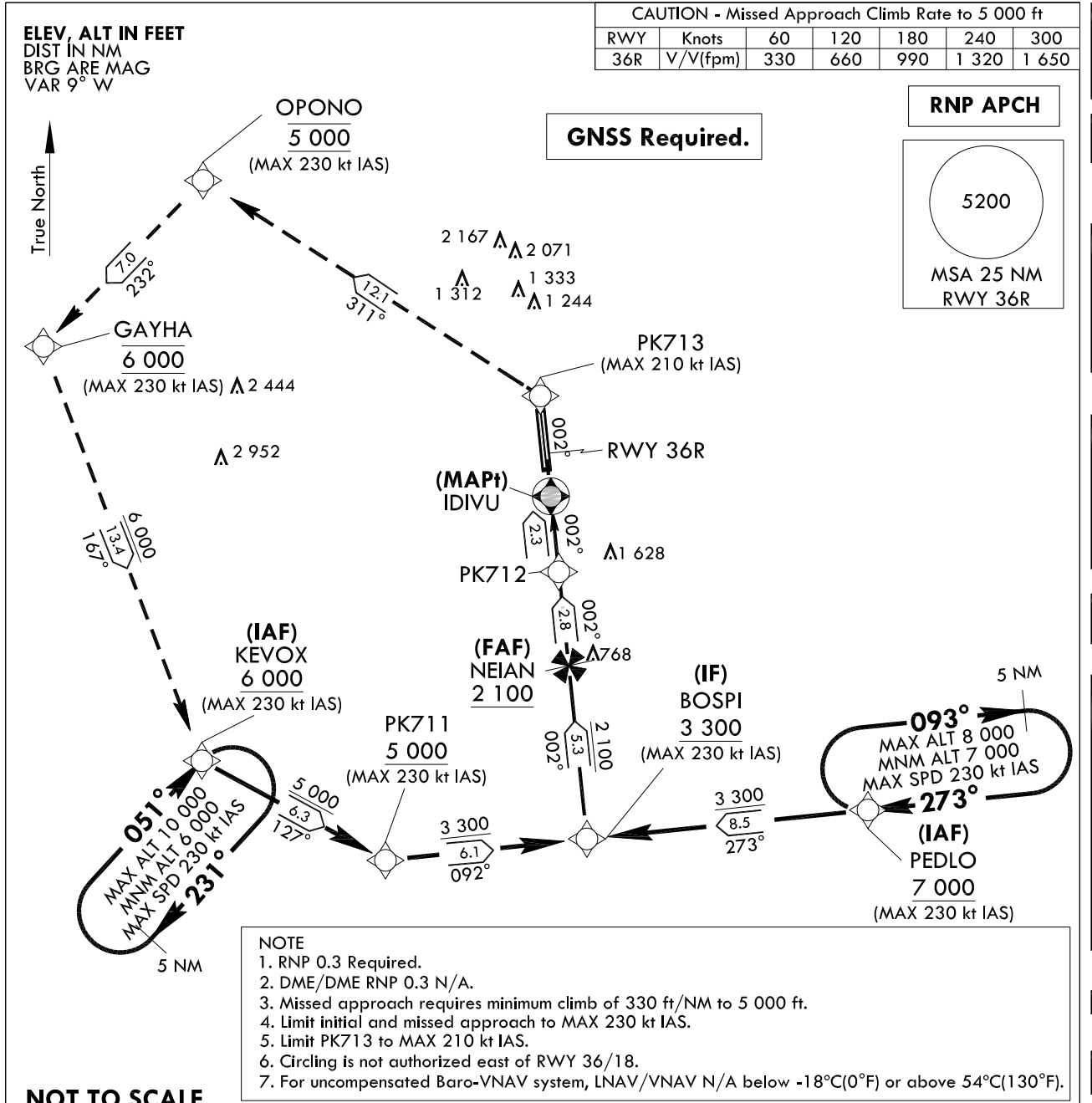
**INSTRUMENT
APPROACH
CHART**

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

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
RNP RWY 36R

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



6 000 ↑		PK713 TR 002°	OPONO 5 000 TR 311°	GAYHA 6 000 TR 232°	KEVOX TR 167°	MISSED APPROACH Climb to 6 000 ft on track 002° to PK713, then track 311° to cross OPONO at 5 000 ft, then track 232° to cross GAYHA at 6 000 ft, then track 167° to KEVOX and hold.			TRANSITION ALT 14 000 TRANSITION LVL FL 140		
NOTE : VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00° TCH 75)											

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36R.

BUSAN/Gimhae Intl(RKPK)
RNP RWY 36R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 36R - via PEDLO to BOSPI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	PEDLO	-	-	-	-	+7 000	-230	34°59'23.1"N 129°08'15.3"E
002	TF	BOSPI	-	272.75(264.23)	8.5	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E

RNP RWY 36R - via KEVOX to BOSPI(IF)									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	-	KEVOX	-	-	-	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E
002	TF	PK711	-	126.82(118.30)	6.3	-	+5 000	-230	34°57'51.9"N 128°50'32.3"E
003	TF	BOSPI	-	092.35(083.83)	6.1	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E

RNP RWY 36R - via BOSPI(IF) to MAHF									
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates
001	TF	BOSPI	-	-	-	-	+3 300	-230	34°58'31.2"N 128°57'56.1"E
002	TF	NEIAN	-	002.49(353.97)	5.3	-	+2 100	-	35°03'46.6"N 128°57'15.5"E
003	TF	PK712	-	002.48(353.96)	2.8	-	+1 200	-	35°06'35.6"N 128°56'53.8"E
004	TF	IDIVU	Y	002.48(353.96)	2.3	-	+600	-	35°08'52.4"N 128°56'36.2"E
005	TF	PK713	-	002.51(353.99)	3.1	-	-	-210	35°11'54.5"N 128°56'12.8"E
006	TF	OPONO	-	311.05(302.53)	12.1	-	@5 000	-230	35°18'24.2"N 128°43'46.2"E
007	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-230	35°13'22.4"N 128°37'54.4"E
008	TF	KEVOX	-	167.38(158.86)	13.4	-	+6 000	-230	35°00'51.7"N 128°43'47.2"E

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 36R	HM	PEDLO	-	272.59(264.07)	5.0	R	-8 000 +7 000	-230	34°59'23.1"N 129°08'15.3"E	-	RNAV 1	Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E	-	RNAV 1	Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

Change : Information of instrument approach procedure for RWY 36R.

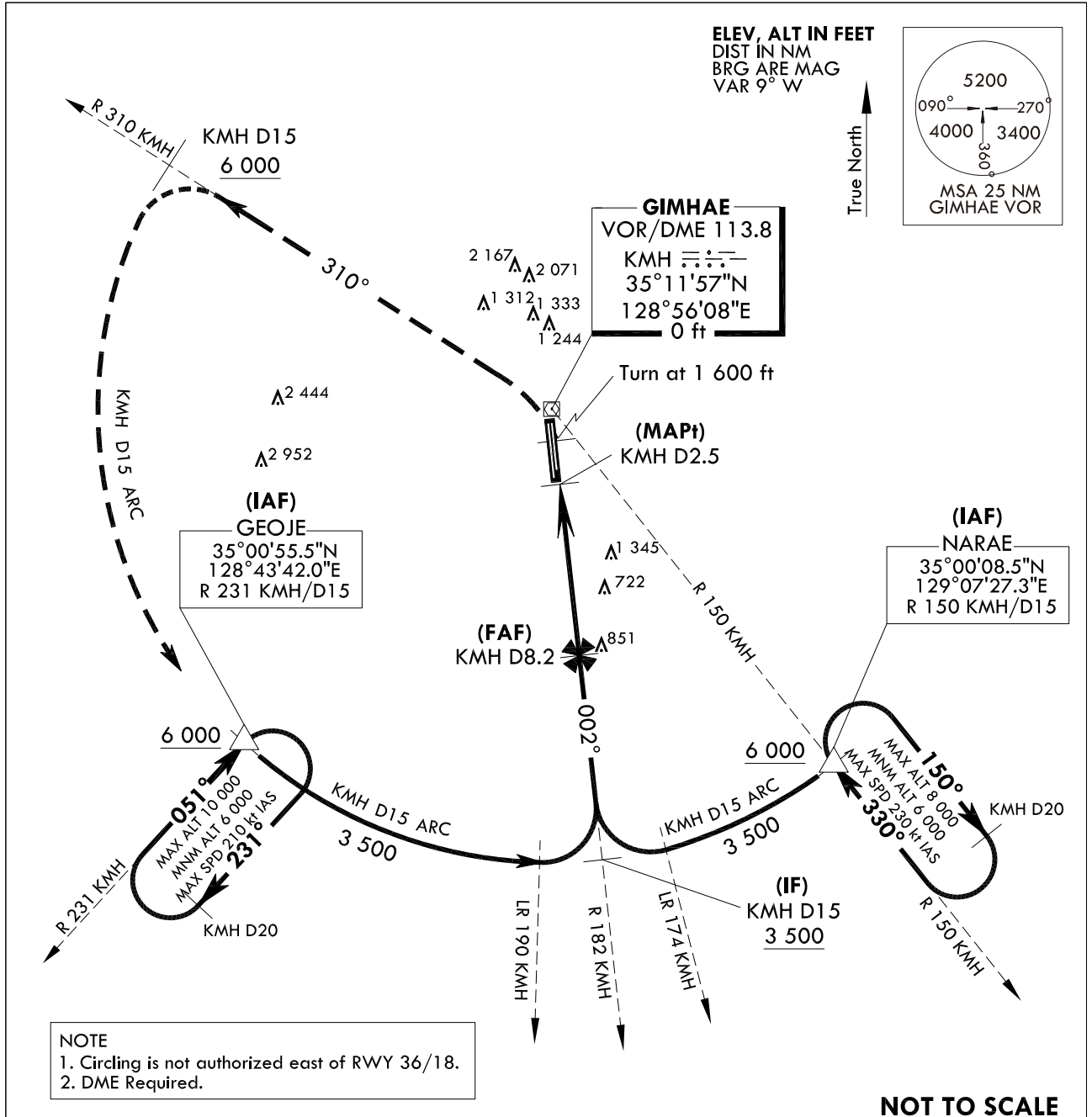
**INSTRUMENT
APPROACH
CHART**

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

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

BUSAN/Gimhae Intl(RKPK)
VOR/DME
RWY 36R

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



1 600 HDG 002°		6 000 R 310 KMH	KMH D15	KMH D15 ARC	GEOJE △	MISSED APPROACH Climb to 1 600 ft then left turn climbing 6 000 ft on R 310 KMH to 15 DME, then arc KMH D15 to GEOJE and hold.	
TRANSITION ALT 14 000 TRANSITION LVL FL 140		VOR MAPt KMH D2.5 FAF KMH D8.2 IF R 182 KMH D15 GEOJE / R 231 KMH NARAE / R 150 KMH KMH D15					6 000
2.97° TCH 75 ELEV 7 THR RWY 36R		RWY 36R KMH D6.1 KMH D15 ARC					3 500
CATEGORY		A		B		C	
S-VOR 36R	FULL	1 460/40 1 453(1 500 - 3/4) 1 460/60		1 460/55 1 453(1 500 - 1) 1 460 - 1 1/2		1 460 - 3 1 453(1 500 - 3)	
	ALS INOP	1 453(1 500 - 1 1/4) 1 460 - 1 1/4		1 453(1 500 - 1 1/2) 1 460 - 1 1/2		1 460 - 3 1 453(1 500 - 3)	
CIRCLING		1 447(1 500 - 1 1/4)		1 447(1 500 - 1 1/2)		1 700 - 3 1 687(1 700 - 3)	

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 36R.

INTENTIONALLY

LEFT

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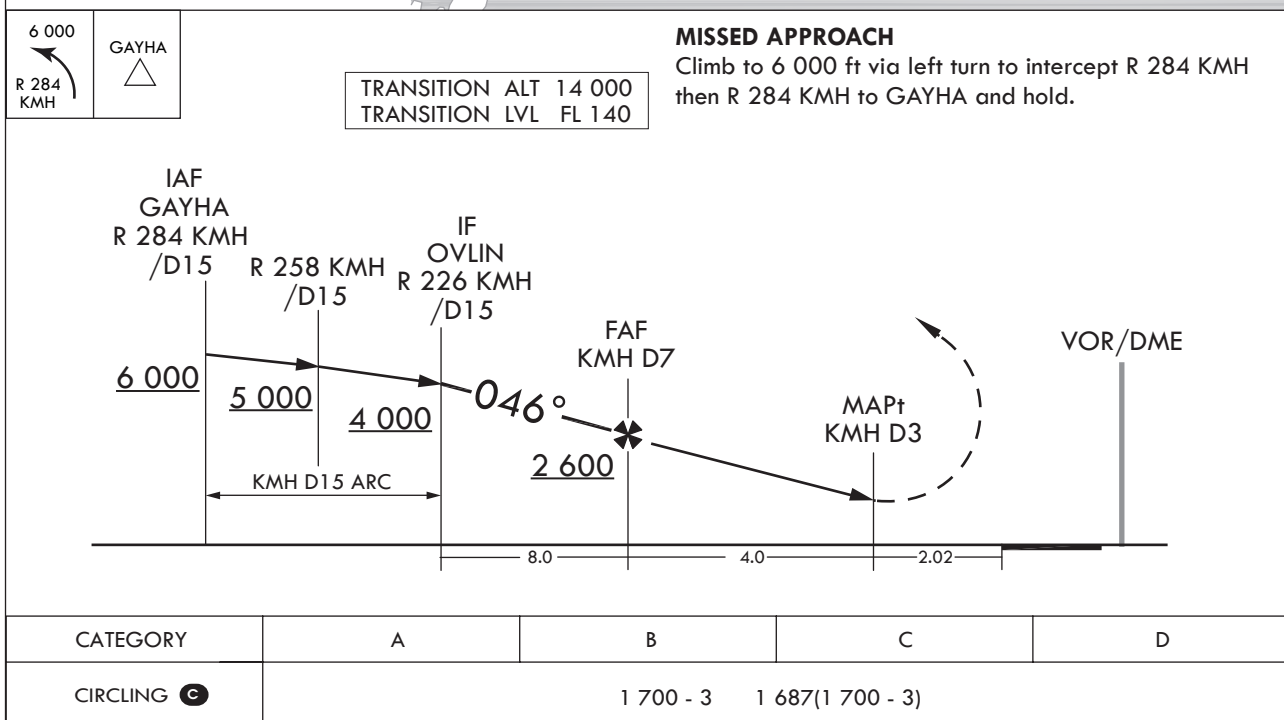
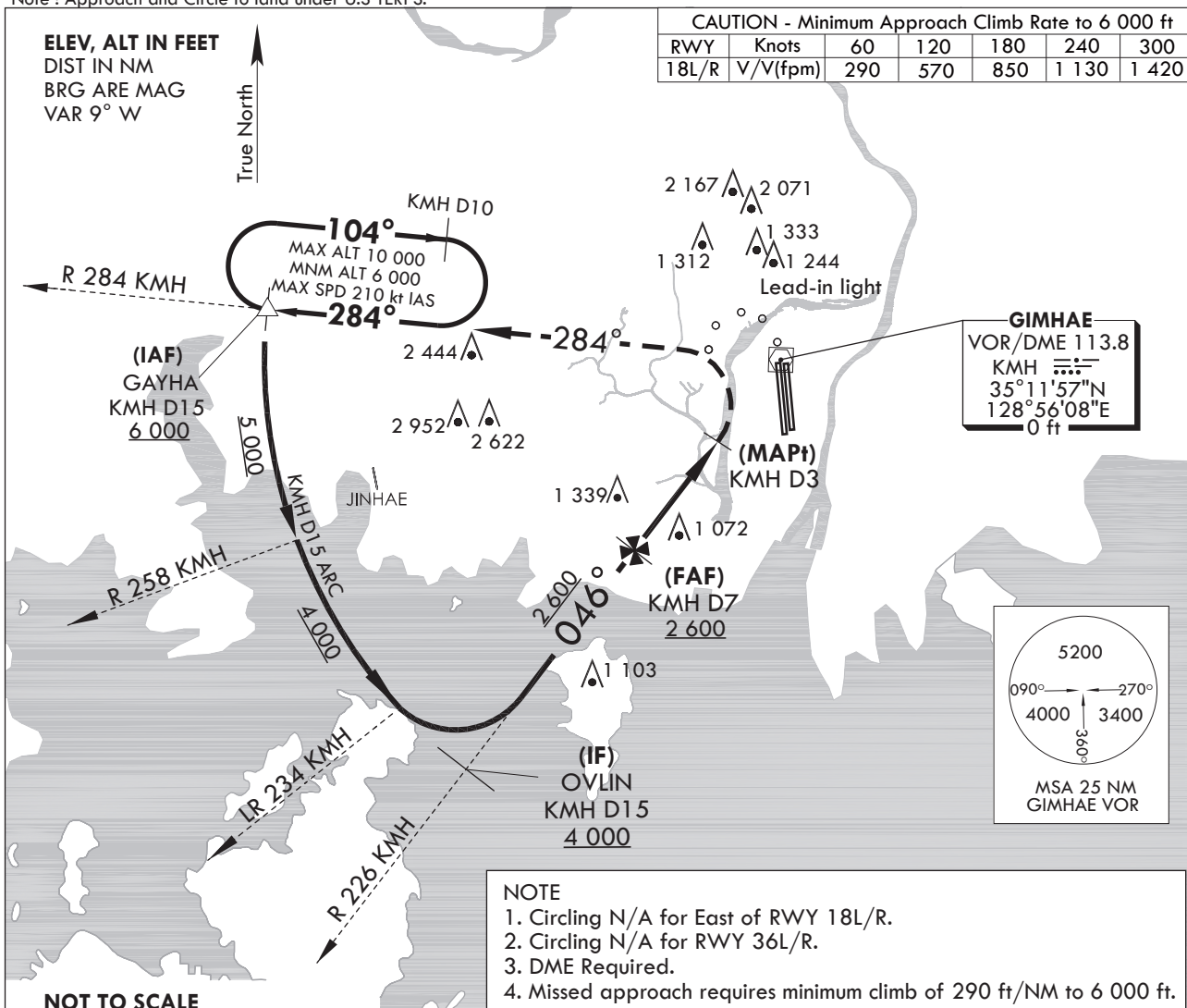
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft
HEIGHTS RELATED TO
THR RWY 18L - ELEV 8 ft
THR RWY 18R - ELEV 13 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 233.3
118.450 236.6

BUSAN/Gimhae Intl(RKPK)
VOR/DME-A
RWY 18L/R

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



Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 18L/R.

INTENTIONALLY

LEFT

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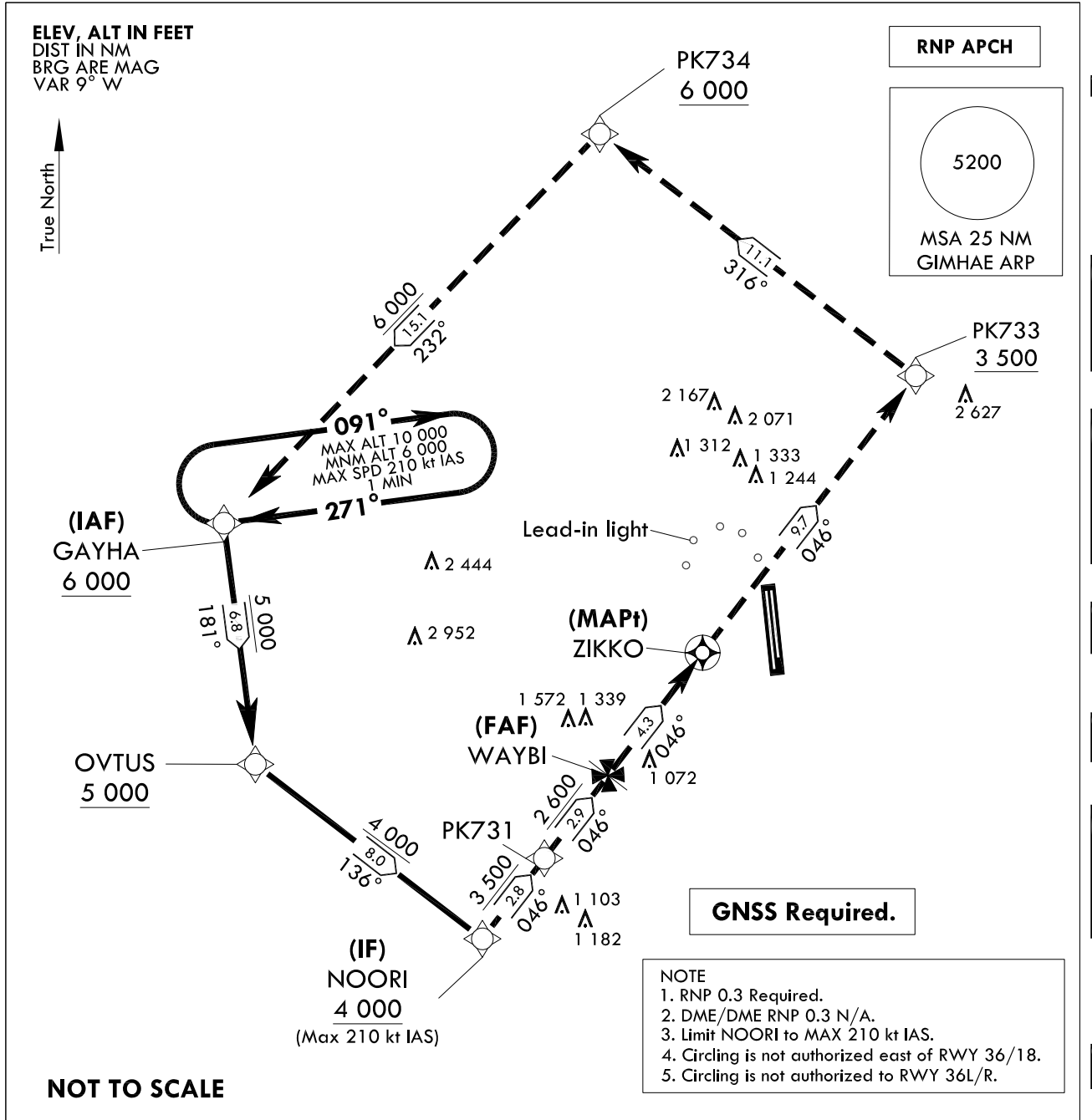
**INSTRUMENT
APPROACH
CHART**

AERODROME ELEV 13 ft

GIMHAE APP 125.5 364.0
GIMHAE TWR 118.1 118.45
233.3 236.6

**BUSAN/Gimhae Intl(RKPK)
RNP B RWY 18L/R**

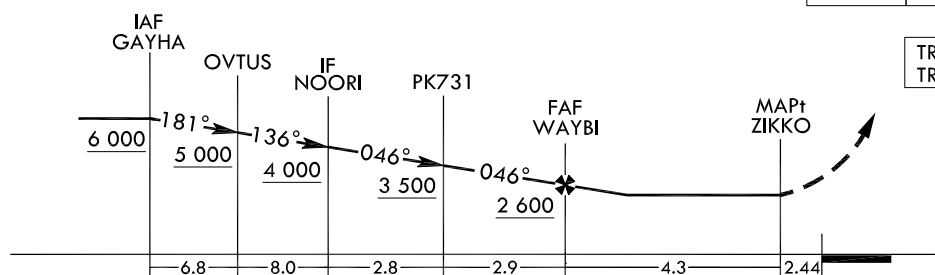
Note : Approach and circle to land under U.S. TERPS.



MISSED APPROACH

Climb to 6 000 ft via track 046° to cross PK733 at or above 3 500 ft, then track 316° to cross PK734 at or above 6 000 ft, then track 232° to cross GAYHA at or above 6 000 ft and hold.

6 000	PK733	PK734 6 000	GAYHA 6 000
↑	✧	✧	✧
	TR 046°	TR 316°	TR 232°



TRANSITION ALT 14 000
TRANSITION LVL FL 140

CATEGORY	A	B	C	D
LNAV/VNAV			N/A	
LNAV			N/A	
CIRCLING		1 700-3	1 687(1 700-3)	

Change : Information of MAG VAR(7° W → 9° W) and instrument approach procedure for RWY 18L/R.

BUSAN/Gimhae Int'l(RKPK)
RNP B RWY 18L/R

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP B RWY 18L/R

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	GAYHA	-	-	-	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNP APCH	IAF
002	TF	OVTUS	-	180.88(172.36)	6.75	-	+5 000	-	35°06'40.3"N 128°39'00.0"E	-	RNP APCH	-
003	TF	NOORI	-	135.89(127.37)	7.95	-	+4 000	-210	35°01'50.0"N 128°46'41.8"E	-	RNP APCH	IF
004	TF	PK731	-	045.96(037.44)	2.82	-	+3 500	-	35°04'04.7"N 128°48'47.2"E	-	RNP APCH	-
005	TF	WAYBI	-	045.98(037.46)	2.9	-	+2 600	-	35°06'23.0"N 128°50'56.2"E	-	RNP APCH	FAF
006	TF	ZIKKO	Y	046.00(037.48)	4.3	-	+1 700	-	35°09'48.1"N 128°54'07.8"E	-	RNP APCH	MAPt
007	TF	PK733	-	046.03(037.51)	9.7	-	+3 500	-	35°17'30.5"N 129°01'20.9"E	-	RNP APCH	-
008	TF	PK734	-	316.10(307.58)	11.07	-	+6 000	-	35°24'15.6"N 128°50'37.2"E	-	RNP APCH	-
009	TF	GAYHA	-	232.33(223.81)	15.05	-	+6 000	-	35°13'22.4"N 128°37'54.4"E	-	RNP APCH	-
010	HM	GAYHA	-	271.05(262.53)	-	R	-10 000 +6 000	-210	35°13'22.4"N 128°37'54.4"E	-	-	1 min (Inbound timing)

Change : Information of instrument approach procedure for RWY 18L/R.

RKNY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	YAG	110.6 MHz (CH 43X)	H24	380348.0N 1283941.3E (VOR) 380348.1N 1283941.8E (DME)	120 m	VOR/DME unusable : RDL 231 clockwise RDL 310 not flight due to P518 & terrain RDL 311 clockwise RDL 360 beyond 7.5 NM not flight due to P518 RDL 001 clockwise RDL 070 beyond 10 NM not flight due to restricted area DME unusable : RDL 200 clockwise RDL 230 beyond 17 NM below 7 500 ft AMSL Scheduled Maintenance Time : Every 1st TUE(1300-1800 UTC) of the month
LOC 33	IYAN	109.3 MHz	H24	380419.6N 1283929.0E		RWY 33 LOC unusable : beyond 17 NM from LOC, due to MOA & beyond 10 degrees left side of the course, due to OBST Scheduled Maintenance Time : Every 2nd TUE(1300-1800 UTC) of the month
DME 33	IYAN	991 MHz (CH 30X)	H24	380313.8N 1284030.0E	75 m	Scheduled Maintenance Time : Every 3rd TUE(1300-1800 UTC) of the month
GP 33		332.0 MHz	H24	380313.9N 1284030.1E		RWY 33 Glide path unusable : beyond 5 degrees left side of the course, due to OBST Scheduled Maintenance Time : Every 3rd TUE(1300-1800 UTC) of the month
VORTAC	KAE	115.6 MHz (CH 103X)	H24	374202.8N 1284513.6E	3 400 ft	Unusable and scheduled inspection time : See ENR 4.1 for the details

RKNY AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
 - 1.1 Pilots are strongly required to monitor VHF 121.5 MHz when flying within GANGNEUNG TMA.
 - 1.2 Pilot shall exercise extreme caution to avoid penetrating Prohibited Area (P518, P518E, etc) and Special Use Airspace (R121, MOA 7, MOA 31, etc), especially when flying north of airport for departure, missed approach, circling approach and any other instrument approach (refer to AD 2.19 for limitation). When all navigation systems(GNSS, NAVAIDs(VOR, DME, ILS, LOC, GP), IRU/INS, visual reference, etc) are out of service during conducting instrument flight procedure, fly HDG 150 climb to 8 000 ft or proceed southeast bound and climb to avoid penetrating other airspace (P518, P518E, MOA 31, etc), then request radar vector to ATC.
 - 1.3 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.
 - 1.4 Pilot shall use caution during approach because the pre-threshold terrain under the approach path for both RWY 33 and 15 is marked lower than the threshold.
 - 1.5 Pilots should always use caution of VFR traffic which may fly along the coast of East Sea.
 - 1.6 Taxiway Classification

Taxiway	A	Up to code letter "E" available
Taxiway	B	Up to code letter "C" available
Taxilane	N1, N2	Up to code letter "A" available
Taxilane	R	Up to code letter "E" available
 - 1.7 "E" class aircraft(such as B747-400) operations are available on request.
 - 1.8 In order to prevent runway incursion caused by flight crew's confusion, the following ATC phraseology will be used when issue taxi instructions to runway in use.
 - (Call sign), BACK TAXI TO (RWY), TAXI INTO TURN PAD.
 - 1.9 Self-maneuvering(i.e. taxi out with no push-back) is possible from ACFT stand NR. 4 or 5, and the main restrictions are as follows.
 - A. Taxi out direction
 - a. Taxi out at the ACFT stand NR.4 : Turn right following the lead-out line, then taxi out through the taxi lane of ACFT stand NR.5. (If the ACFT stand NR.5 is occupied by another aircraft, commencing self-maneuvering at ACFT stand NR.4 shall be restricted.)
 - b. Taxi out at the ACFT stand NR.5 : Turn left following the lead-out line, then taxi out through the taxi lane of ACFT stand NR.4. (If the ACFT stand NR.4 is occupied by another aircraft, commencing self-maneuvering at ACFT stand NR.5 shall be restricted.)
 - B. Ground crews(ground handler, maintenance) must ensure that the area near the self-maneuvering path shall be clear of obstacle(vehicles, equipment, etc.) prior to engine start-up.
 - C. Self-maneuvering shall be allowed for propeller aircraft with wingspan and length less than 28 m.
 - D. In situations where self-maneuvering is impossible, such as low visibility conditions difficult for the pilot to secure a safe view, all aircraft shall be pushed back.
2. Flight Limitations
 - 2.1 The use of this airport for the training purpose is prohibited on Sunday.
 - 2.2 A general aviation aircraft operator who plans to fly to Yangyang INTL Airport for maintaining competency of pilot licences on Sunday shall get prior approval of ATC before filing the flight plan.
 - 2.3 Only low approach is permitted for the training purpose on Saturday and a public holiday.
 - 2.4 Consecutive approaches by the same aircraft for the training purpose are prohibited.
 - 2.5 The flight conducted by the local flight schools who have aircraft stands in Yangyang INTL Airport shall be in compliance with the operational directive established between ATC and the local flight schools.

Change : Establishment of local AD regulation for self-maneuvering(1.9).

RKNY AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(except helicopter)

1.1 Take off

All departing aircraft should apply ICAO PANS-OPS(Doc. 8168), Volume III, Noise Abatement Take-off Climb Procedure as follows :

Noise Abatement Departure Procedure ONE (NADP ONE)

Thrust reduction at 1 000 ft or 1 500 ft above aerodrome elevation recommended.

RKNY AD 2.22 FLIGHT PROCEDURES

1. IFR PROCEDURE

1.1 IFR ATC CLEARANCE

The following procedures are established for all turbo jet departures from Yangyang International Airport :

A. Aircraft shall contact Clearance Delivery and provide the following information 5 minutes prior to startup or push-back.

- a. Aircraft Identification
- b. Type of aircraft
- c. Destination
- d. Proposed flight level or altitude
- e. Gate or stand number

B. If aircraft fails to push-back or taxi within 15 minutes after receipt of ATC clearance, pilot should notify ATC except when :

- a. Start-up or push-back is delayed due to traffic on the ground or
- b. Aircraft departure is restricted by the release time or the same altitude/route separation.

1.2 SPEED CONTROL

Unless otherwise authorized by ATC, no person may operate an aircraft below 10 000 ft AMSL at an IAS of more than 250 kt.

1.3 Fuel Dumping Area

As instructed by ATC.

1.4 Visual Approach

Visual Approach may be initiated by ATC(GANGNEUNG approach control) or approved upon pilot request on traffic permitting basis when :

- A. Ceiling : at or above 500 ft plus MVA and
- B. Visibility : not less than 5 km (3 SM)
- C. Circuit : east pattern only

2. VFR

2.1 VFR PROCEDURES

A. VFR Weather minima VFR flight will be permitted under the conditions as below.

- a. Ground Visibility : Not less than 5 km
- b. Ceiling : at or above 450 m(1 500 ft)

B. VFR Reporting points(Refer to VFR Traffic Points - RKNY)

C. VFR Traffic Circuit(Refer to VFR Traffic Circuit - RKNY)

D. VFR Pattern Altitude

- a. West Pattern
 - Helicopter only : 1 200 ft
- b. East Pattern
 - Helicopter : 1 100 ft
 - Fixed wing : 1 800 ft

E. VFR Flight Procedures for helicopters

- a. All VFR flight operation within Yangyang Control Zone shall maintain two way radio communication with Yangyang Tower.
- b. Pilots shall use caution during flight especially in the west of airport due to high obstacles like mountains, transmission towers, and so on.

Change : Page control.

F. The followings are Flight procedures for fixed wing aircraft practicing in the VFR Traffic circuit

- a. Runway 15 in use
 - After take-off or Touch and go, fly runway heading.
 - Turn left for crosswind leg after passing a point abeam of Ondiet camp(pension).
 - Turn left for downwind leg after passing 0.15 NM from abeam Susanhang lighthouse.
 - Before Naksan bridge, turn left to Yangyangkyo(bridge) for base leg.
- b. Runway 33 in use
 - After take-off or Touch and go, fly runway heading.
 - Turn right for crosswind leg after passing a point abeam of Yangyangkyo(bridge).
 - Turn right for downwind leg after passing 0.15 NM from abeam Susanhang lighthouse.
 - Before Simmi apartment, turn right to Ondiet camp(pension) for base leg.

G. Inbound and outbound flight procedures for fixed wing aircraft, refer to RKNY AD 2-12-1.

2.2 Special VFR

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

- a. The ground visibility is not less than 1 500 m.
- b. If ground visibility is not reported at airport, flight visibility is not less than 1 500 m (transition).

B. For Special VFR operations, the pilot shall :

- a. Fly only within control zone as cleared by ATC.
- b. Remain clear of clouds.
- c. Maintain at least 1 500 m of flight visibility.
- d. Maintain visual reference with surface or water.
- e. Special VFR may be permitted only time between sunrise and sunset unless the pilot is instrument rated and the aircraft is equipped with IFR flight instruments in accordance with the requirement specified in Aviation Act(Except helicopters).

3. Radio communication failure procedure

3.1 IFR

1. General

- a. No person may take off unless two-way radio communications 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 obstacles clearance.
Then comply with following procedures.

2. VFR condition

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

3. IFR condition

If the radio 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

RWY 15 in use

- 1) YAG(Yangyang) TWO SIERRA
Maintain 8 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
- 2) YAG(Yangyang) TWO TANGO
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.

RWY 33 in use

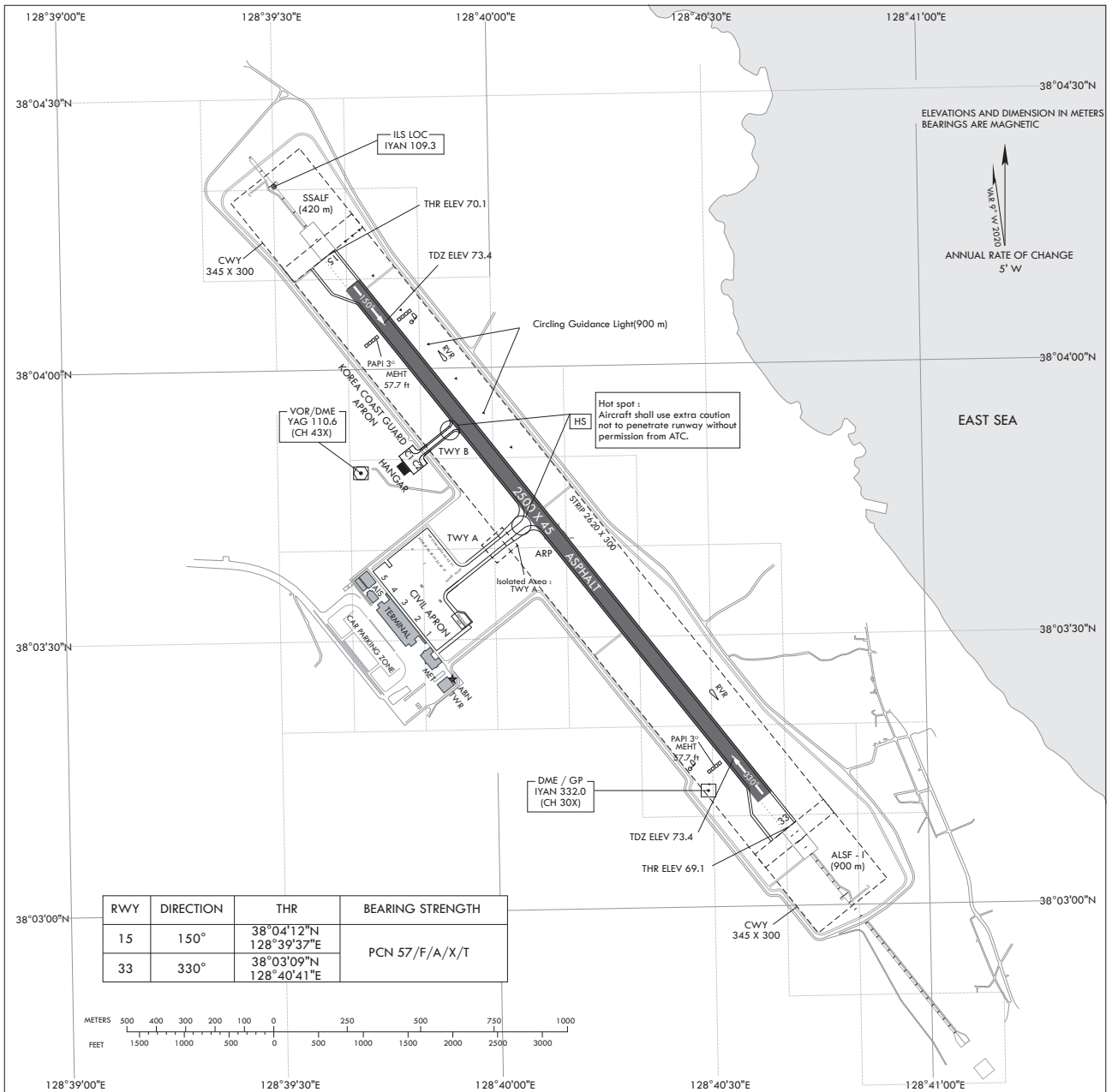
- 1) YAG(Yangyang) TWO ALPHA(CAT A&B)
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.
- 2) YAG(Yangyang) TWO ALPHA(CAT C&D)
Maintain 10 000 ft until KAE then climb and proceed by the route, altitude/flight level assigned in the last ATC clearance received.

AERODROME
CHART - ICAO

38°03'41"N
128°40'09"E ELEV 73 m

TWR 118.85
124.375 240.4
GND 124.3 240.4

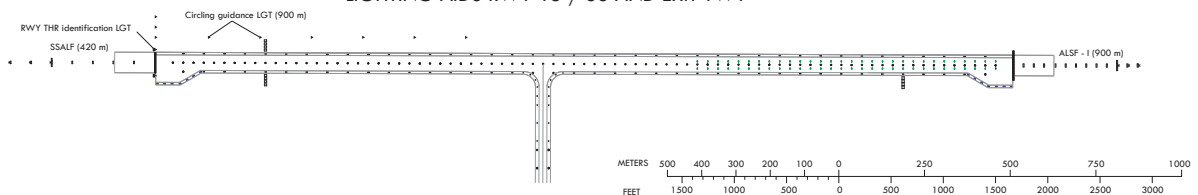
YANGYANG/Yangyang Intl



MARKING AIDS RWY 15 / 33 AND EXIT TWY



LIGHTING AIDS RWY 15 / 33 AND EXIT TWY



AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
73 m

TWR 118.85
GND 124.3

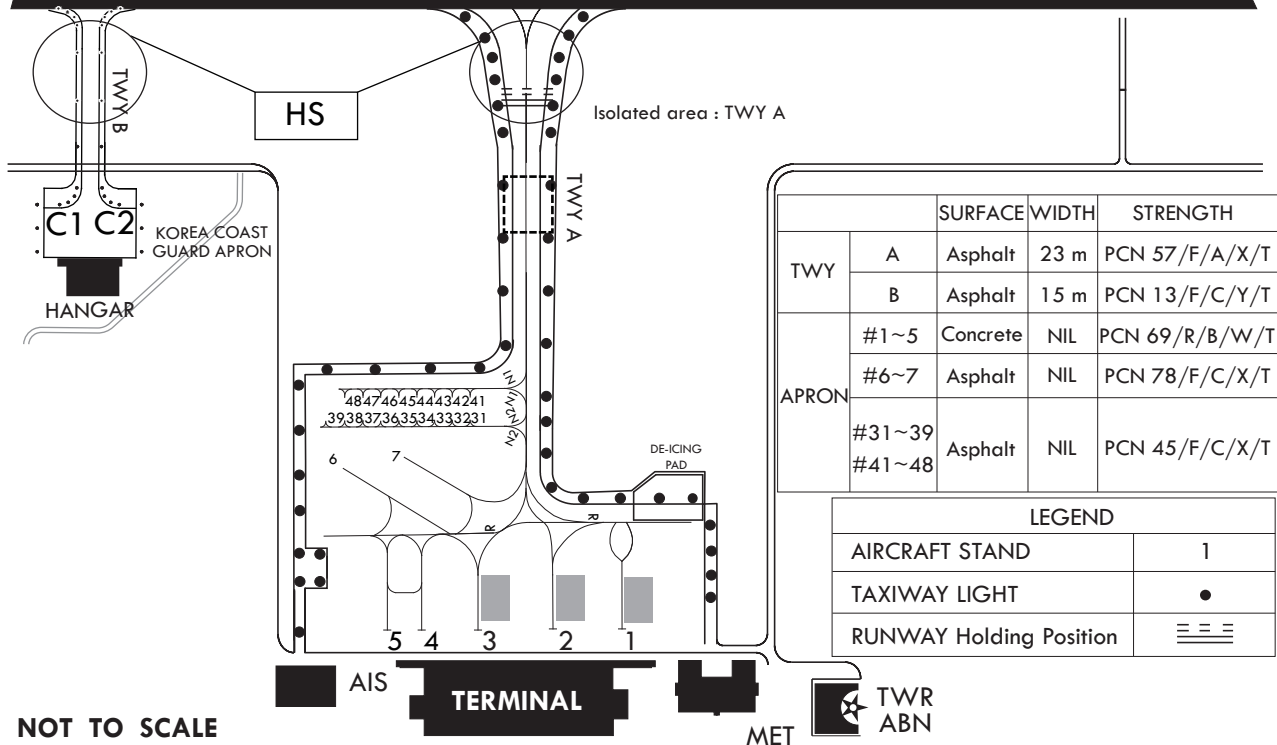
YANGYANG/Yangyang Intl

ELEVATIONS AND DIMENSION IN METERS
BEARINGS ARE MAGNETIC

Hot spot :
Aircraft shall use extra caution
not to penetrate runway without
permission from ATC.

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

RWY 15/33 2500 X 45 ASPHALT



NOT TO SCALE

TWR
ABN

AIRCRAFT STANDS	
1	B747 - 400
2, 3	A300 - 600R
4	B737 - 900
5	B737 - 900
6, 7	B737 - 900
31 - 38	C - 172
39	P68C - TC
41 - 48	C-172
C1, C2	CN-235
Remarks - Isolated area : TWY A	

INS COORDINATES FOR AIRCRAFT STANDS	
STANDS NR.	COORDINATES
1	38°03'30.63"N 128°39'51.20"E
2	38°03'32.24"N 128°39'49.55"E
3	38°03'33.98"N 128°39'47.77"E
4	38°03'35.28"N 128°39'46.41"E
5	38°03'36.29"N 128°39'45.37"E
6	38°03'40.12"N 128°39'49.49"E
7	38°03'38.26"N 128°39'51.41"E
31	38°03'38.09"N 128°39'53.78"E
32	38°03'38.50"N 128°39'53.40"E
33	38°03'33.89"N 128°39'52.96"E
34	38°03'39.28"N 128°39'52.56"E
35	38°03'39.68"N 128°39'52.15"E
36	38°03'40.09"N 128°39'51.73"E
37	38°03'40.49"N 128°39'51.32"E
38	38°03'40.90"N 128°39'50.91"E
39	38°03'41.30"N 128°39'50.49"E
41	38°03'38.36"N 128°39'54.19"E
42	38°03'38.76"N 128°39'53.78"E
43	38°03'39.15"N 128°39'53.38"E
44	38°03'39.54"N 128°39'52.98"E
45	38°03'39.95"N 128°39'52.56"E
46	38°03'40.36"N 128°39'52.15"E
47	38°03'40.76"N 128°39'51.74"E
48	38°03'41.17"N 128°39'51.32"E
C1	38°03'49.61"N 128°39'48.82"E
C2	38°03'48.16"N 128°39'50.30"E

Change : Establishment of lead out line for ACFT stands NR. 4 and 5.

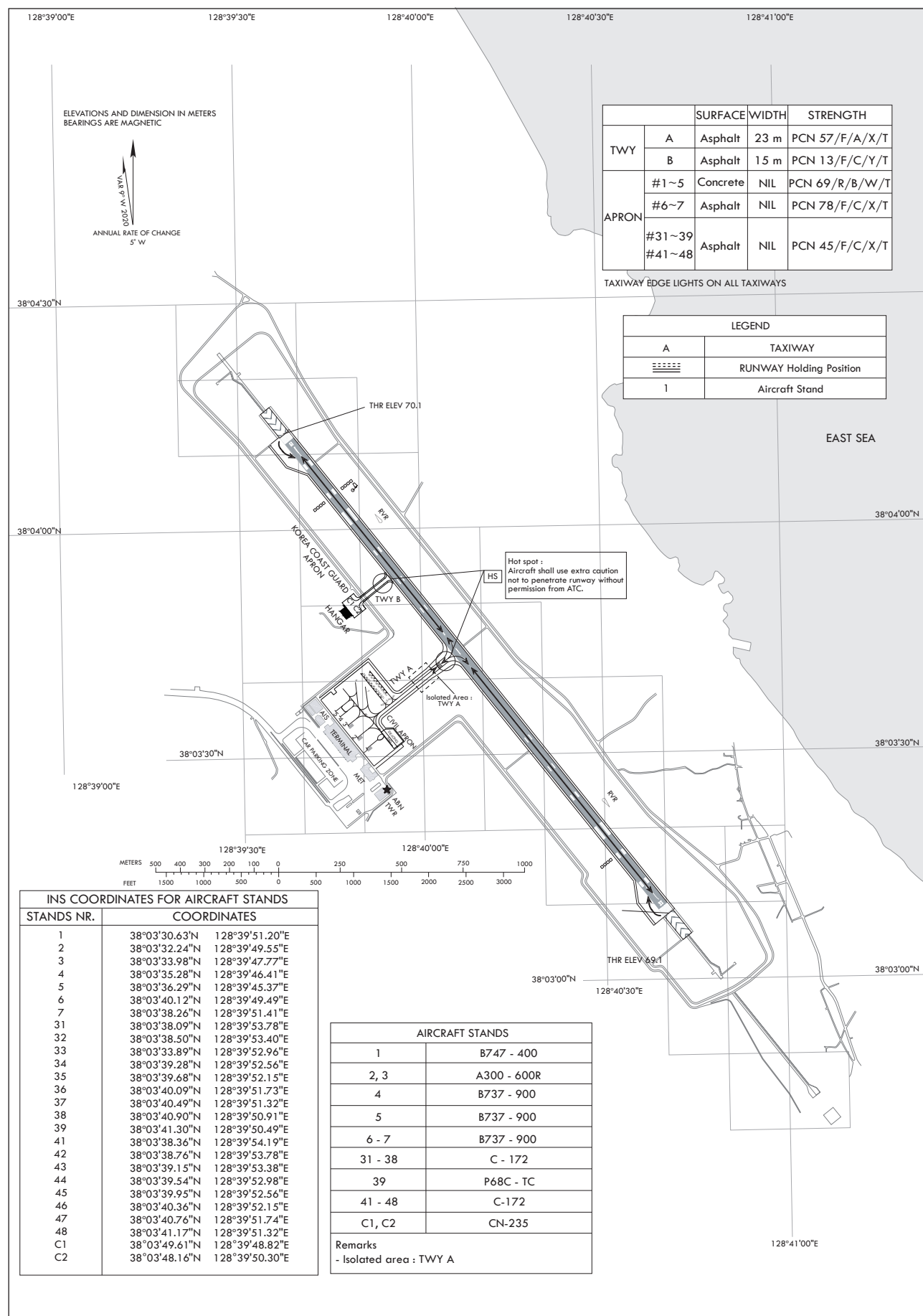
AERODROME GROUND
MOVEMENT CHART - ICAO

38°03'41"N
128°40'09"E

ELEV 73 m

TWR 118.85
124.375 240.4
GND 124.3 240.4

YANGYANG/Yangyang INTL



Change : Establishment of lead out line for ACFT stands NR. 4 and 5.

INTENTIONALLY

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RKTL 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 17 (9° W/2020) ILS CAT I (9° W or 351°)	IUJS	108.1 MHz	H24	364600.3N 1292756.7E		
GP 17	IUJS	334.7 MHz	H24	364654.4N 1292730.7E		3° ILS RDH 44 ft
DME 17	IUJS	979 MHz (CH 18X)	H24	364654.4N 1292730.6E	60 m	
LOC 35 (9° W/2020) ILS CAT I (9° W or 351°)	IUJN	108.1 MHz	H24	364714.4N 1292728.0E		
GP 35	IUJN	334.7 MHz	H24	364616.7N 1292745.3E		3° ILS RDH 50 ft
DME 35	IUJN	979 MHz (CH 18X)	H24	364616.7N 1292745.1E	60 m	
VOR/DME (9° W/2020)	UJN	115.3 MHz (CH 100X)	H24	364635.2N 1292726.9E	90 m	VOR unserviceable - RDL 196-220 beyond 12 NM BLW 8 000 ft - RDL 221-270 beyond 16 NM BLW 12 000 ft - RDL 271-295 beyond 17 NM BLW 10 000 ft - RDL 296-320 beyond 15 NM BLW 10 000 ft
Scheduled Inspection time :						
- LOC 17, GP 17, DME 17, LOC 35, GP 35, DME 35, VOR/DME : Every 2nd WED (1300-1800 UTC) of the month.						
- RADAR(ASR/SSR) : Every 4th WED (1300-1800 UTC) of the month.						

RKTL AD 2.20 LOCAL AERODROME REGULATIONS

1. Uljin airport is operated by MOLIT* for training pilot. All aircraft except the aircraft belonging Uljin flight training center/academy that wish to use this AD have to obtaining an approval 24-hour in advance from MOLIT and observe the Uljin Airport Local Regulations.

* MOLIT: Ministry of Land, Infrastructure and Transport

2. Ground Procedure(Radio frequency change points)

Departure

RWY 35/17 in use

Aircraft shall change radio frequency from ULJIN Ground(121.775 MHz) to ULJIN Tower(118.55 MHz) when entering "E5" and "E1" taxiway from Apron unless otherwise instructed by ATC.

Arrival

RWY 35/17 in use

Aircraft shall change radio frequency from ULJIN Tower(118.55 MHz) to ULJIN Ground(121.775 MHz) when vacating runway unless otherwise instructed by ATC.

Change : Information of UJN(VORTAC → VOR/DME) and remarks.

RKTL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKTL AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.2 Take-off weather minima

	RWY	Facilities			
		REDL & RCLL	REDL & RCL	REDL or RCL	NIL (Day Only)
Multi-Engine ACFT with TKOF ALTN AD	17	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
	35	400 m / 1 200 ft	400 m / 1 200 ft	400 m / 1 200 ft	500 m / 1 600 ft
Others	17	AVBL LDG MINIMA			
	35				

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.

2. Procedures for VFR flight within Uljin CTR

2.1 VFR procedures

- a. Take-off RWY 17/35 for CATA 7
 - Initial climb to 700 ft then turn left(or right) HDG 080, climb VFR to 1 000 ft until 5 mile from Uljin airport. Contact Uljin Arrival on 120.875 MHz when instructed by Uljin Tower or leaving Tower control zone. Further climb instruction will be issued by Uljin Arrival.
- b. Take-off RWY 17/35 for Cross-Country
 - RWY 17/35 : Initial climb to 900 ft then turn left(or right), climb to 2 500 ft over threshold then turn left(or right) HDG 260 until leaving control zone.
- c. Arrival
 - RWY 17 South/North
 - South : S → B(2 000 ft) → Follow instructions as directed by ATC.
 - North : N → W → A(2 000 ft) → Follow instructions as directed by ATC.
 - RWY 35 South/North
 - North : N → W → A(2 000 ft) → Follow instructions as directed by ATC.
 - South : S → B(2 000 ft) → Follow instructions as directed by ATC.
 - VFR POINT "C"(RWY 35 used) and "D"(RWY 17 used) are prohibited except emergency or ATC instruction.
- d. VFR flight will be permitted under the condition as below :
 - Ground visibility : Not less than 5 km
 - Ceiling : at or above 450 m(1 500 ft)
- e. VFR Traffic circuit : Refer to page RKTL AD 2-10
- f. VFR Circuit Altitude
 - CAT A : 1 500 ft AMSL
- g. VFR Reporting point : Refer to page RKTL AD 2-10

Change : Information of VFR procedures.

2.2 Special VFR

- a. A pilot of special VFR flight shall fly in accordance with each of the following :
 - fly within permitted control zone.
 - fly to avoid clouds.
 - fly maintaining flight visibility of 1 500 m or more.
 - fly in a condition to be able to see surface of land or water at all times.
 - A pilot who is not qualified to instrument flight or is not flying an aircraft not equipped with flight instruments for IFR prescribed in Aviation Act shall only fly during daytime. However SVFR helicopter may be permitted to fly during night time.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 IFR

1. General

- a. No one 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 it is necessary to ensure safe altitude, climb to Minimum Safe Altitude or above to maintain obstacle clearance. Then comply with following procedures.

2. VMC

If the failure occurs in VFR condition, or if VFR condition is encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable in accordance with runway in use.

3. IMC

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

A. DEPARTURE

- a. Under Pilot Navigation
 - 1) Proceed by the route, observe the altitude and restriction described in the SID chart or assigned at the last ATC clearance received.
- b. 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.

B. ARRIVAL

- a. Proceed to BANYA, ALDON IAF at the last assigned altitude or the minimum altitude of IAF whichever is higher and hold; then
- b. Commence Instrument Approach as close as possible to the expect further clearance time(EFC) issued by ATC or estimated time of arrival(ETA) filed in the flight plan; and
- c. Land, if possible, within 30 minutes after ETA or the last acknowledged EFC or ETA, whichever is later.

3.2 VFR

1. VFR flight which has encountered radio communication failure shall

A. Helicopter

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower, hold over "S" point until ETA or for 10 minutes, whichever is longer, then
- Land on parallel taxiway "P" as appropriate.
- Pilot shall use caution landing and departing traffic.

B. Conventional flight

- Squawk 7600, and
- When able to see light gun signal from control tower, follow that instruction.
- If unable to see light gun signal from control tower,
 - a. Aircraft in traffic pattern : Hold on downwind until ETA or for 10 minutes, whichever is longer, then

b. RWY 17 in use

- 1) Aircraft inbound from 'A' : Proceed southbound until abeam control tower then turn left to join right downwind and hold until ETA or for 10 minutes, whichever is longer, then
- 2) Aircraft inbound from 'B' : Join right downwind and hold until ETA or for 10 minutes, whichever is longer, then
 - Aircraft on right pattern should land on RWY in use.
 - Pilot shall use caution landing and departing traffic.

c. RWY 35 in use

- 1) Aircraft inbound from 'A' : Join left downwind and hold until ETA or for 10 minutes, whichever is longer, then
- 2) Aircraft inbound from 'B' : Proceed northbound until abeam control tower then turn right to join left downwind and hold until ETA or for 10 minutes, whichever is longer, then
 - Aircraft on left pattern should land on RWY in use.
 - Pilot shall use caution landing and departing traffic.

- d. Outbound for CATA 7 : After 5 mile from Uljin AD, climb to 3 000 ft, when climbing, pilot execute radio communication with ATC every 500 ft. If radio failure continues at 3 000 ft, then follow b. and c.

Change : Establishment of radio communication failure procedure for VFR(outbound for CATA 7).

RKTL AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of aerodrome

There are mountains and sea near Uljin aerodrome, therefore some resting and feeding areas of birds are in the vicinity of Uljin aerodrome.

- a. There are no specific tendency of migratory birds' habitats and migration routes around the aerodrome.
Sedentary birds such as kestrels, sparrows, magpies and doves appear both inside and outside of the aerodrome including the runway.
- b. The birds' feeding areas are located around grasses in the aerodrome and birds frequently move to their habitats.
The flying height is various from the ground to 700 ft AGL.

RKTL AD 2.24 CHART RELATED TO THE AERODROME

Aerodrome Chart - ICAO	RKTL AD CHART 2-1
Aircraft Parking / Docking Chart - ICAO	RKTL AD CHART 2-3
Aerodrome Ground Movement Chart(DEP) - ICAO	RKTL AD CHART 2-5
Aerodrome Ground Movement Chart(ARR) - ICAO	RKTL AD CHART 2-6
SID - ICAO - RWY 17 - RNAV NOBUT 2M, RNAV LOSTO 1M	RKTL AD CHART 2-7
SID - ICAO - RWY 17 - NOBUT 2S, LOSTO 2S	RKTL AD CHART 2-8
SID - ICAO - RWY 17 - LOSTO 6S	RKTL AD CHART 2-9
SID - ICAO - RWY 35 - RNAV NOBUT 1R, RNAV LOSTO 2R	RKTL AD CHART 2-10
SID - ICAO - RWY 35 - NOBUT 3N, LOSTO 2N	RKTL AD CHART 2-11
SID - ICAO - RWY 35 - LOSTO 2A	RKTL AD CHART 2-12
SID - ICAO - RWY 35 - RADAR 1A	RKTL AD CHART 2-13
STAR - ICAO - RWY 17 - RNAV NOBUT 1J, RNAV LOSTO 1J	RKTL AD CHART 2-14
STAR - ICAO - RWY 17 - NOBUT 2D, LOSTO 2D	RKTL AD CHART 2-15
STAR - ICAO - RWY 35 - RNAV NOBUT 2H, RNAV LOSTO 1H	RKTL AD CHART 2-16
STAR - ICAO - RWY 35 - NOBUT 2C, LOSTO 2C	RKTL AD CHART 2-17
ATC Surveillance Minimum Altitude Chart - ICAO(Refer to RKTH AD CHART 2-10)	RKTH AD CHART 2-10
Instrument Approach Chart - ICAO - RWY 17 - ILS Z or LOC Z	RKTL AD CHART 2-18
Instrument Approach Chart - ICAO - RWY 17 - ILS Y or LOC Y	RKTL AD CHART 2-19
Instrument Approach Chart - ICAO - RWY 17 - RNP	RKTL AD CHART 2-20
Instrument Approach Chart - ICAO - RWY 17 - VOR	RKTL AD CHART 2-21
Instrument Approach Chart - ICAO - RWY 35 - ILS Z or LOC Z	RKTL AD CHART 2-22
Instrument Approach Chart - ICAO - RWY 35 - ILS Y or LOC Y	RKTL AD CHART 2-23
Instrument Approach Chart - ICAO - RWY 35 - RNP	RKTL AD CHART 2-24
Instrument Approach Chart - ICAO - RWY 35 - VOR	RKTL AD CHART 2-25
Visual Approach Chart - ICAO	RKTL AD CHART 2-26
Bird concentrations in the vicinity of the airport	RKTL AD CHART 2-27

Change : Information of procedure names for SID and STAR(1M → 2M, 1R → 2R, 2N → 3N, 1A → 2A, 1H → 2H).

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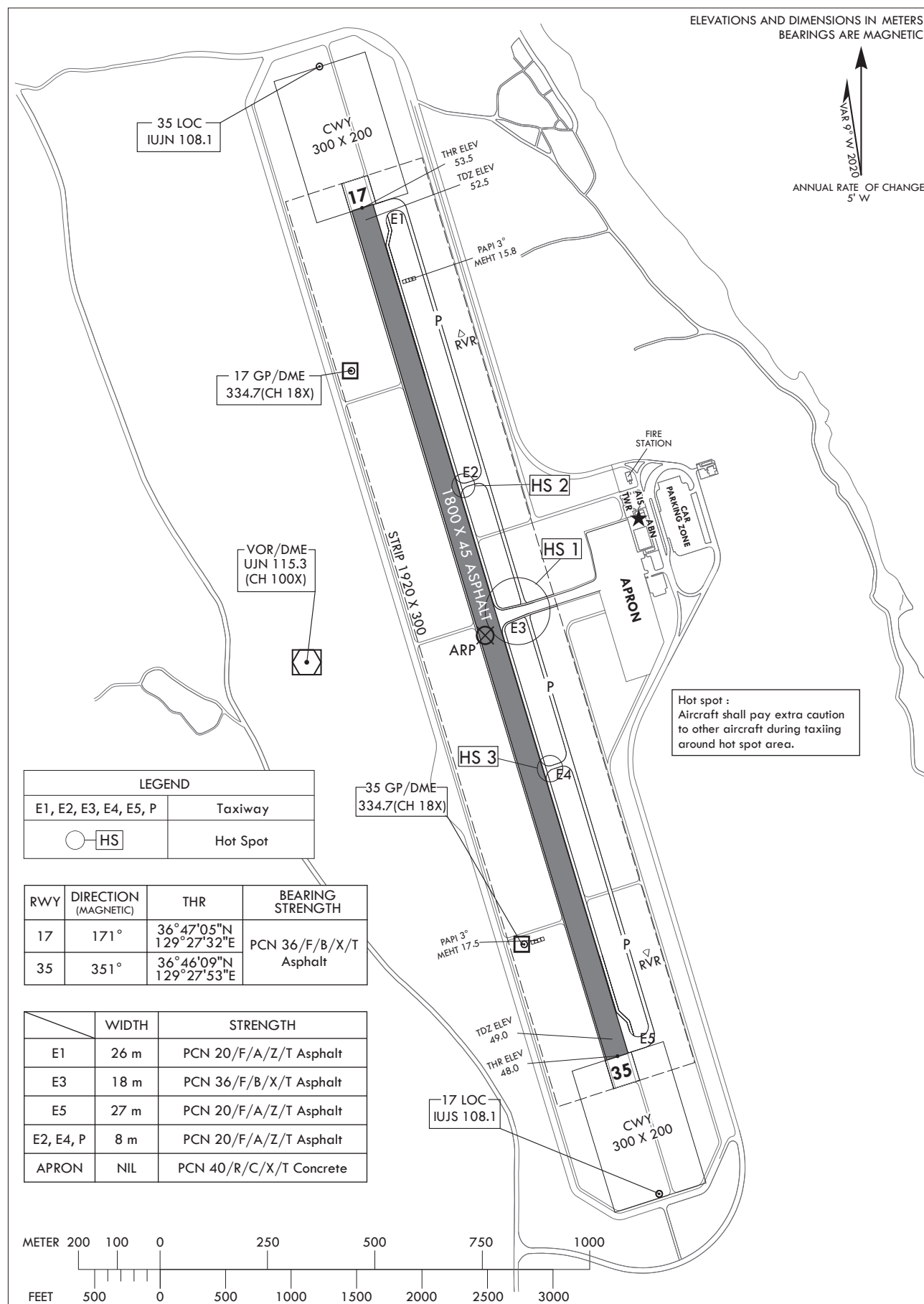
AERODROME
CHART - ICAO

36°46'37"N
129°27'42"E

ELEV 53 m

TWR	118.55	317.45
GND	121.775	317.45

ULJIN / Uljin

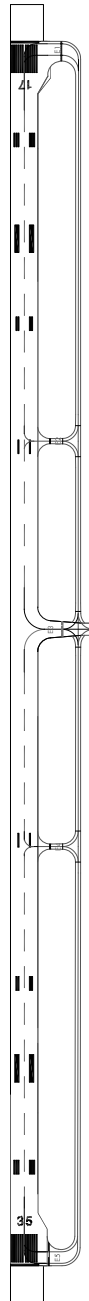


Change : Information of UJN(VORTAC → VOR/DME).

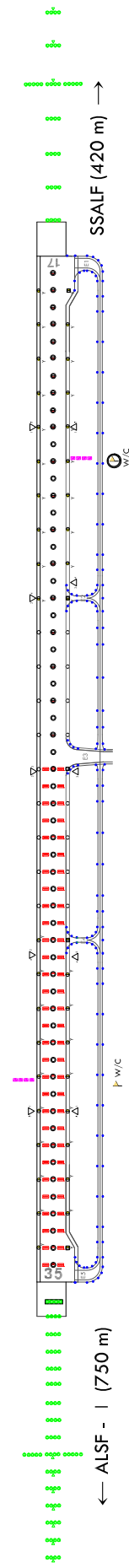
LIGHTING AND
MARKING
CHART

ULJIN / Uljin

MARKING AIDS RWY 17/35 AND EXIT TWY



LIGHTING AIDS RWY 17/35 AND EXIT TWY



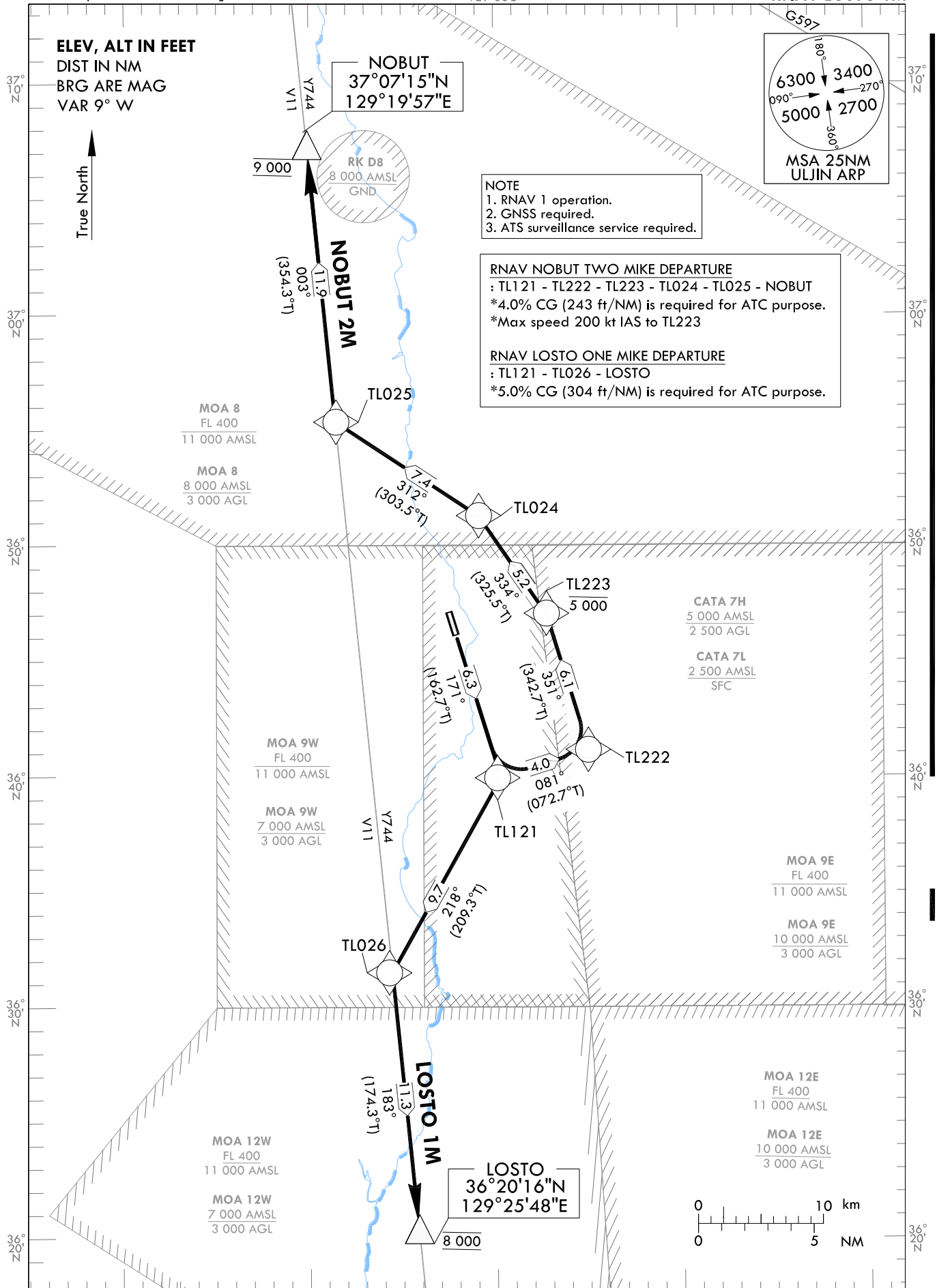
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN	DEP	120.875
ULJIN	TWR	317.65
		118.55
		317.45

ULJIN/ULjin(RKTL)
RWY 17
RNAV NOBUT 2M
RNAV LOSTO 1M

Note : Departure under ICAO flight Procedures.



Change : Information of MAG VAR(8° W → 9° W), MSA and standard instrument departure procedure for RWY 17(NOBT 1M → 2M).

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOBUT 2M

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	TL121	-	171(162.7)	6.3	-	-	-200	36°39'57.5"N 129°30'16.9"E	-	RNAV 1	-
002	TF	TL222	-	081(072.7)	4.0	-	-	-200	36°41'08.8"N 129°35'01.8"E	-	RNAV 1	-
003	TF	TL223	-	351(342.7)	6.1	-	-5 000	-200	36°47'01.3"N 129°32'46.0"E	-	RNAV 1	-
004	TF	TL024	-	334(325.5)	5.2	-	-	-	36°51'17.2"N 129°29'07.5"E	-	RNAV 1	-
005	TF	TL025	-	312(303.5)	7.4	-	-	-	36°55'22.2"N 129°21'26.0"E	-	RNAV 1	-
006	TF	NOBUT	-	003(354.3)	11.9	-	@9 000	-	37°07'15.1"N 129°19'56.6"E	-	RNAV 1	-

RNAV LOSTO 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	CF	TL121	-	171(162.7)	6.3	-	-	-	36°39'57.5"N 129°30'16.9"E	-	RNAV 1	-
002	TF	TL026	-	218(209.3)	9.7	-	-	-	36°31'29.8"N 129°24'24.6"E	-	RNAV 1	-
003	TF	LOSTO	-	183(174.3)	11.3	-	@8 000	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-

Change : Information of standard instrument departure procedure for RWY 17.

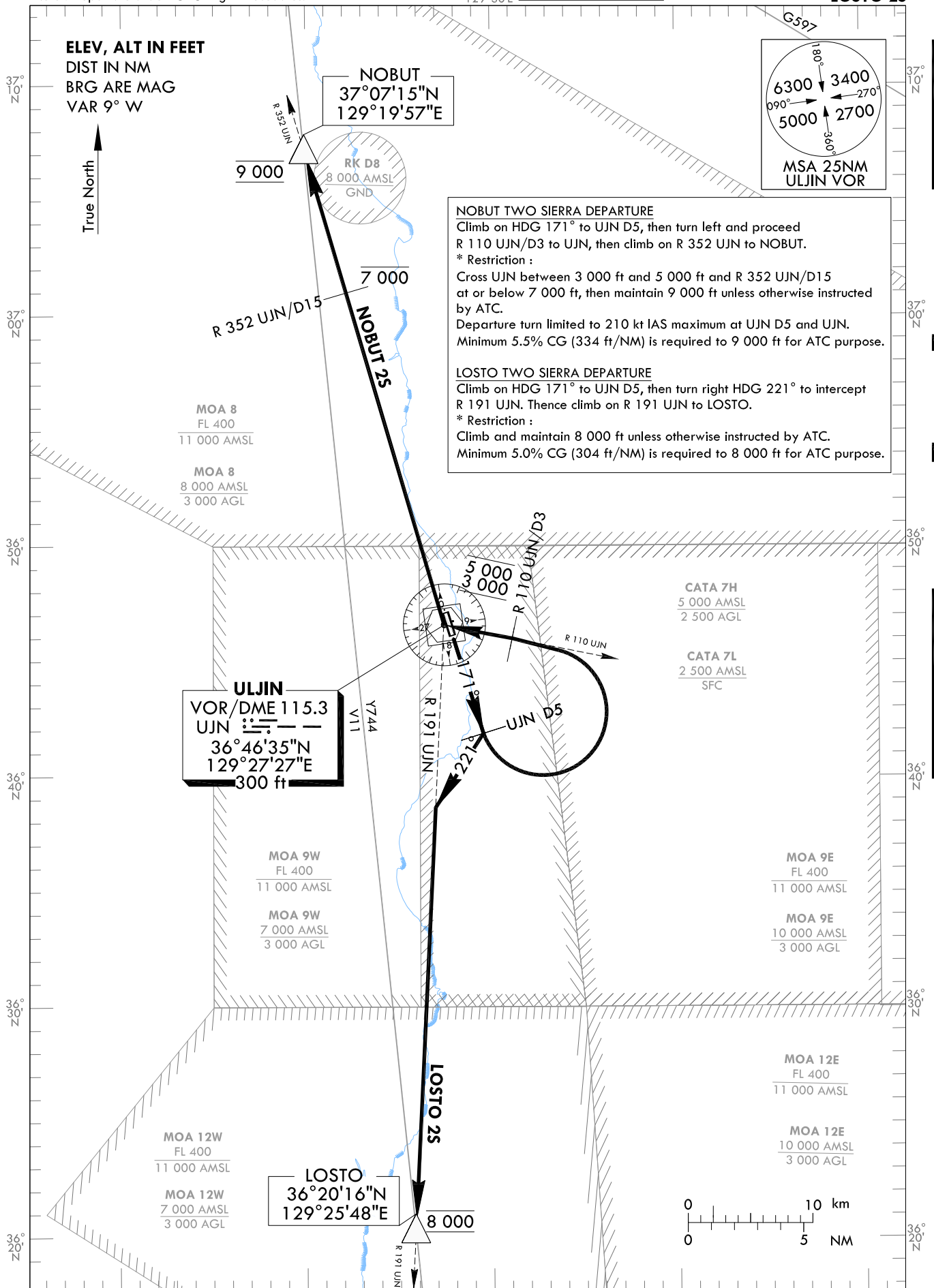
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN	DEP	120.875
ULJIN	TWR	317.65
		118.55
		317.45

ULJIN/ULjin(RKTL)
RWY 17
NOBUT 25
LOSTO 25

Note : Departure under ICAO flight Procedures.



Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and standard instrument departure procedure for RWY 17.

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STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN	DEP	120.875
ULJIN	TWR	118.55
		317.45

ULJIN/ULjin(RKTL)
RWY 17
LOSTO 6S

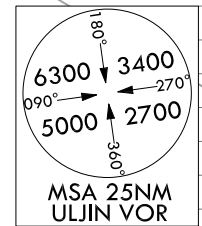
Note : Departure under ICAO flight Procedures.

129°30'E

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

True North

RK D8
8 000 AMSL
GND



LOSTO SIX SIERRA DEPARTURE

Climb on HDG 171° to UJN D5, then turn left and proceed R 110 UJN/D3 to UJN, then climb on R 191 UJN to LOSTO.

* Restriction : Cross UJN between 3 000 ft and 5 000 ft and climb and maintain 8 000 ft.

Departure turn limited to 210 kt IAS maximum at UJN D5 and UJN. Minimum 5.0% CG (304 ft/NM) is required to 8 000 ft for ATC purpose.

MOA 8
FL 400
11 000 AMSL

MOA 8
8 000 AMSL
3 000 AGL

ULJIN
VOR/DME 115.3
UJN
36°46'35"N
129°27'27"E
300 ft

Y744
V11

MOA 9W
FL 400
11 000 AMSL

MOA 9W
7 000 AMSL
3 000 AGL

CATA 7H
5 000 AMSL
2 500 AGL

CATA 7L
2 500 AMSL
SFC

MOA 9E
FL 400
11 000 AMSL

MOA 9E
10 000 AMSL
3 000 AGL

MOA 12E
FL 400
11 000 AMSL

MOA 12E
10 000 AMSL
3 000 AGL

MOA 12W
FL 400
11 000 AMSL

MOA 12W
7 000 AMSL
3 000 AGL

LOSTO
36°20'16"N
129°25'48"E

LOSTO 6S

8 000



Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and standard instrument departure procedure for RWY 17.

INTENTIONALLY

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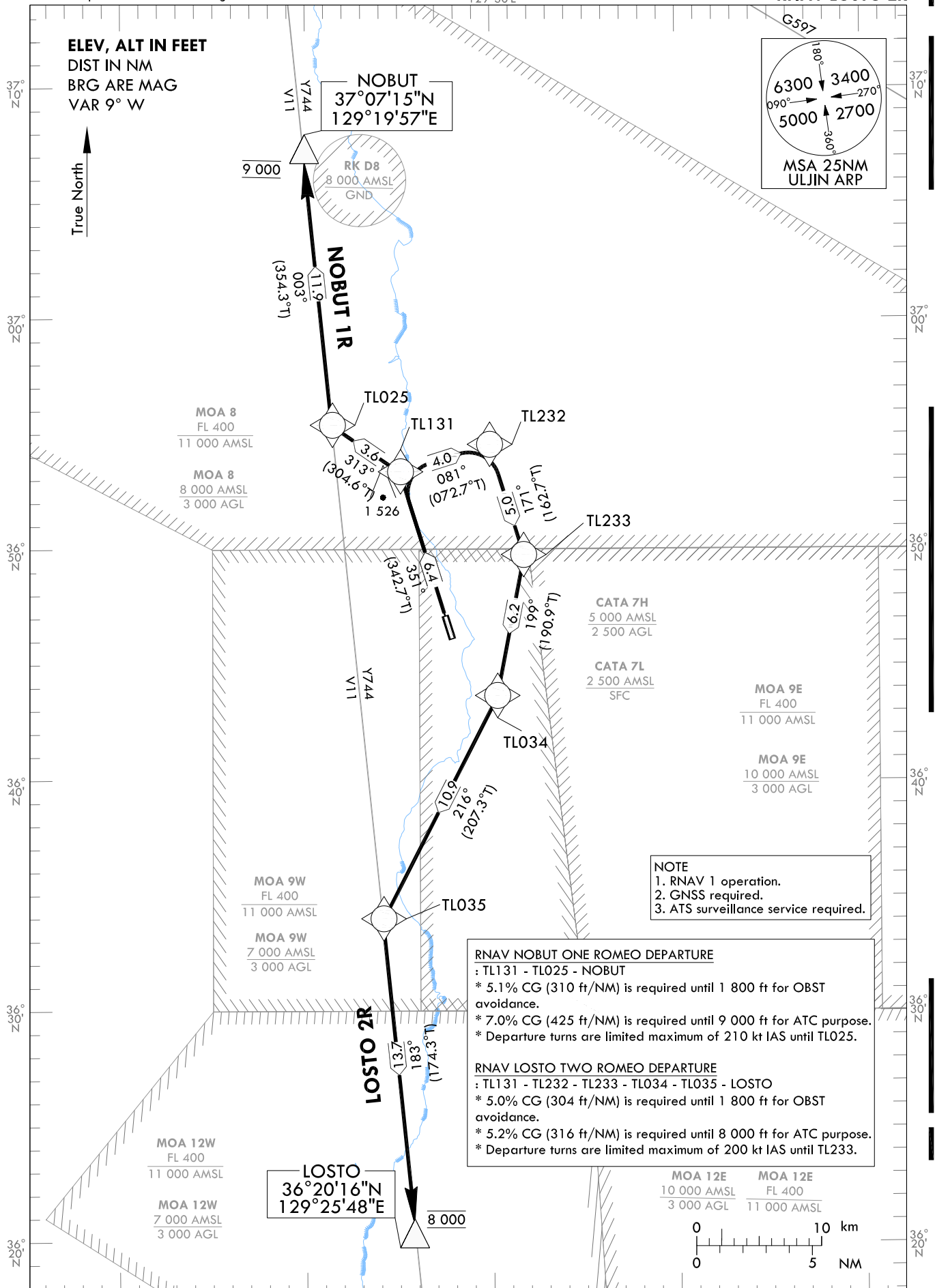
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN	DEP	120.875
ULJIN	TWR	317.65
		118.55
		317.45

ULJIN/ULjin(RKTL)
RWY 35
RNAV NOBUT 1R
RNAV LOSTO 2R

Note : Departure under ICAO flight Procedures.



Change : Information of MAG VAR(8° W → 9° W), MSA and standard instrument departure procedure for RWY 35(LOSTO 1R → 2R).

AERONAUTICAL DATA TABULATION

Standard Instrument Departure Procedure Coding Tables

RNAV NOBUT 1R												
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	CF	TL131	-	351(342.7)	6.4	-	-	-210	36°53'20.2"N 129°25'06.2"E	-	RNAV 1	-
002	TF	TL025	-	313(304.6)	3.6	-	-	-210	36°55'22.2"N 129°21'26.0"E	-	RNAV 1	-
003	TF	NOBUT	-	003(354.3)	11.9	-	@9 000	-	37°07'15.1"N 129°19'56.6"E	-	RNAV 1	-

RNAV LOSTO 2R												
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
001	CF	TL131	-	351(342.7)	6.4	-	-	-200	36°53'20.2"N 129°25'06.2"E	-	RNAV 1	-
002	TF	TL232	-	081(072.7)	4.0	-	-	-200	36°54'31.7"N 129°29'51.9"E	-	RNAV 1	-
003	TF	TL233	-	171(162.7)	5.0	-	@5 000	-200	36°49'42.8"N 129°31'43.6"E	-	RNAV 1	-
004	TF	TL034	-	199(190.9)	6.2	-	-	-	36°43'35.6"N 129°30'17.9"E	-	RNAV 1	-
005	TF	TL035	-	216(207.3)	10.9	-	-	-	36°33'54.5"N 129°24'06.6"E	-	RNAV 1	-
006	TF	LOSTO	-	183(174.3)	13.7	-	@8 000	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-

Change : Information of standard instrument departure procedure for RWY 35.

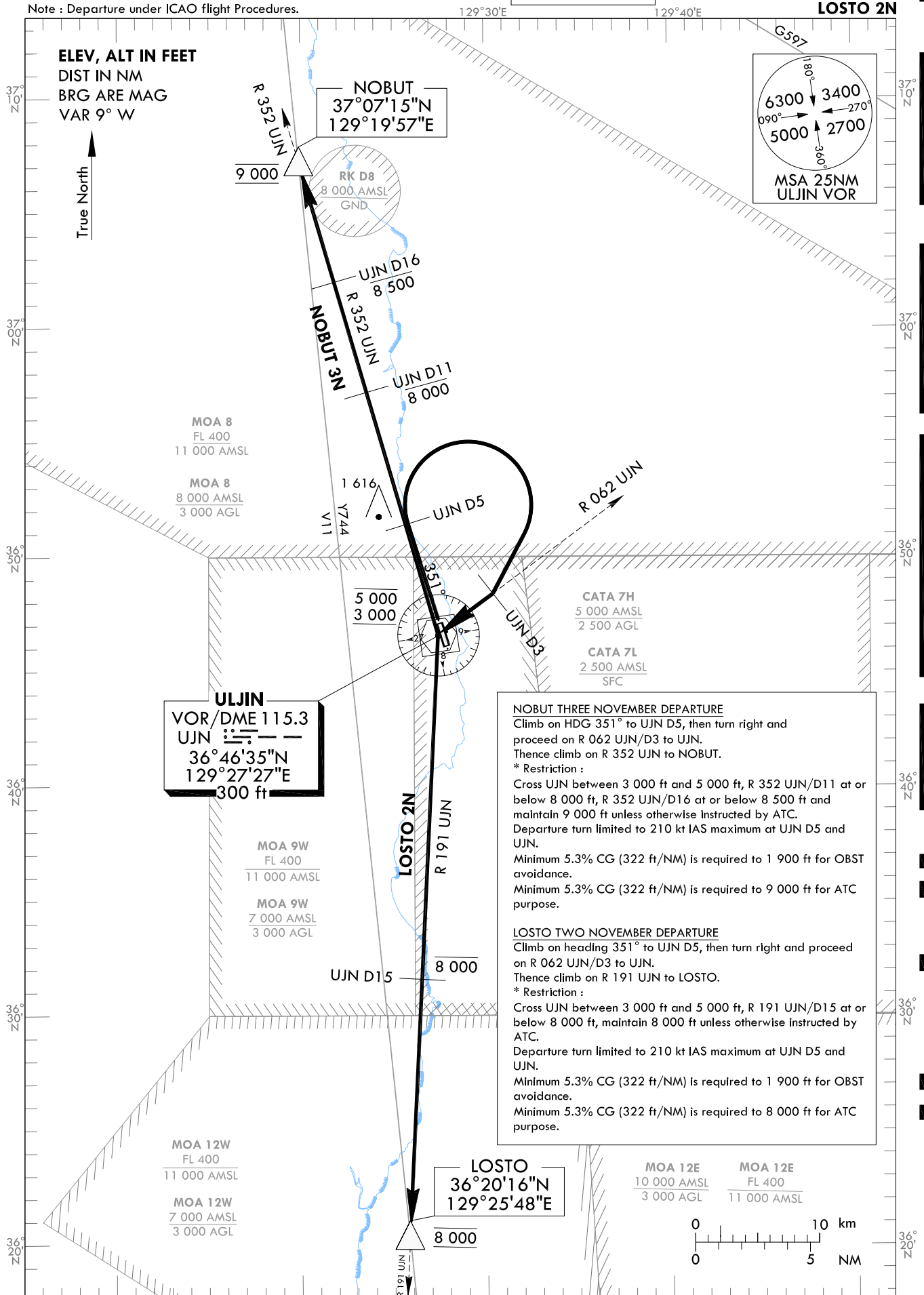
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN DEP 120.875
317.65
ULJIN TWR 118.55
317.45

ULJIN/ULjin(RKTL)
RWY 35
NOBUT 3N
LOSTO 2N

Note : Departure under ICAO flight Procedures.



Change : Information of MAG VAR, MSA, UJN VOR/DME and standard instrument departure procedure for RWY 35(NOBT 2N → 3N).

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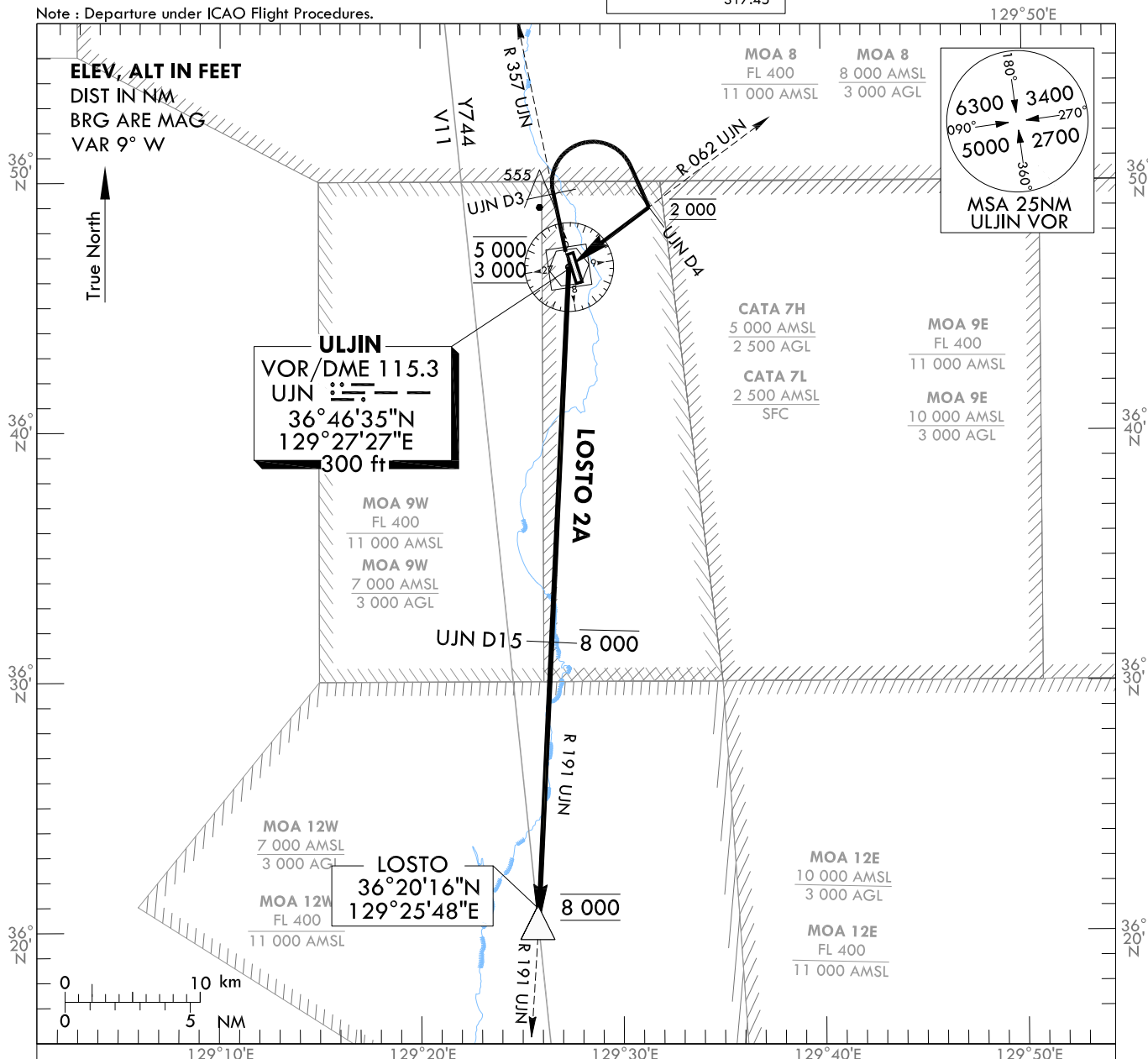
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN DEP 120.875
317.65
ULJIN TWR 118.55
317.45

ULJIN/ULjin(RKTL)
RWY 35
LOSTO 2A

Note : Departure under ICAO Flight Procedures.



LOSTO TWO ALPHA DEPARTURE

Climb on R 357 UJN at UJN D3 turn right and proceed on R 062 UJN/D4 to UJN.

Thence climb on R 191 UJN to LOSTO.

- * Cross R 062 UJN/D4 maintain 2 000 ft, UJN between 3 000 ft and 5 000 ft, R 191 UJN/D15 at or below 8 000 ft, maintain 8 000 ft unless otherwise instructed by ATC.
- * Minimum 5.3% CG (322 ft/NM) is required to 900 ft for OBST avoidance.
- * Minimum 5.3% CG (322 ft/NM) is required to 8 000 ft for ATC purpose.
- * LOSTO 2A should be used for CAT A&B.
- * LOSTO 2A only used for MOA 8(at or above 3 000 ft) HOT (BEING USED).

Change : Information of FREQ, MSA, UJN VOR/DME and standard instrument departure procedure for RWY 35(LOSTO 1A → 2A).

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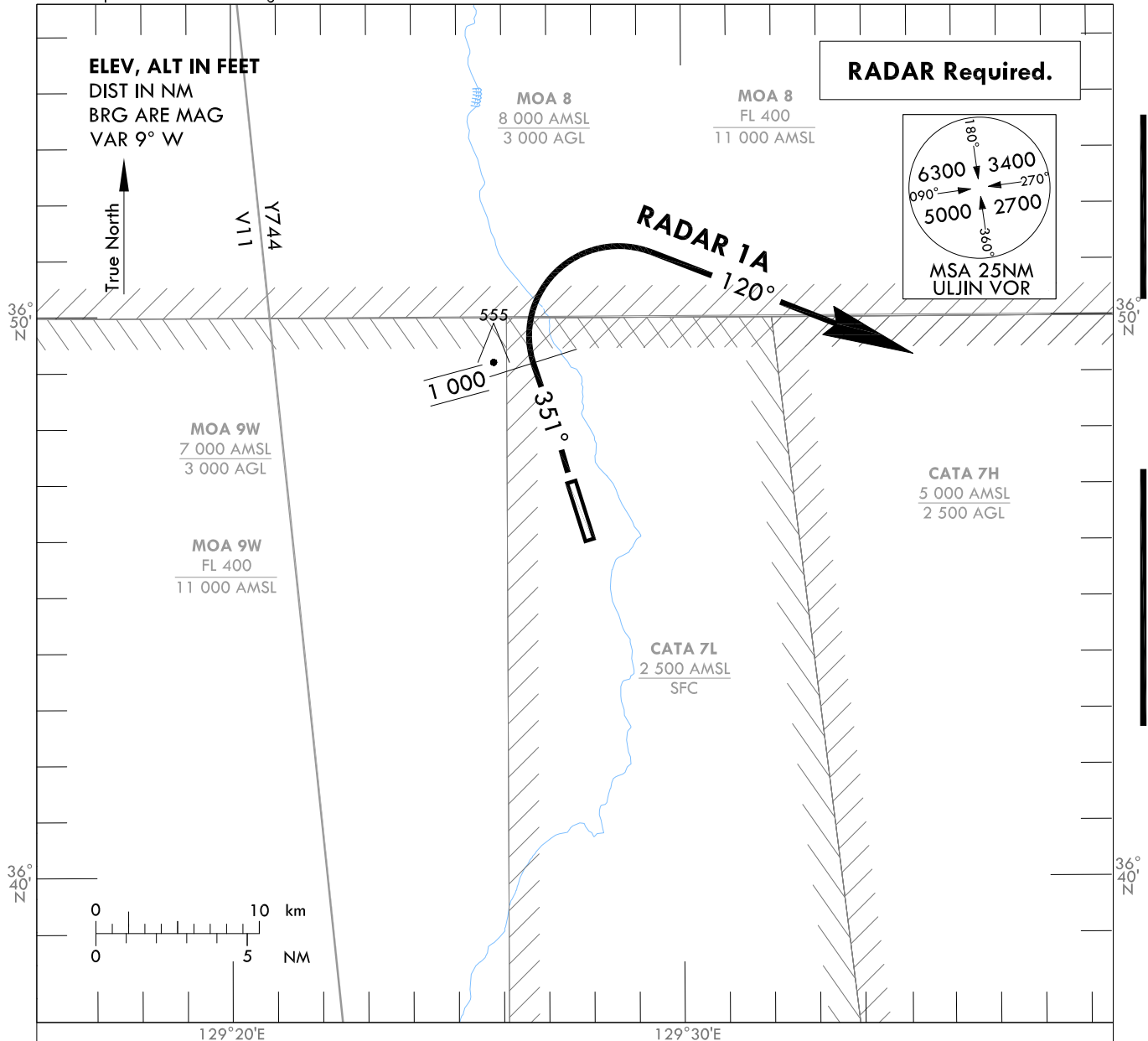
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN DEP 120.875
317.65
ULJIN TWR 118.55
317.45

**ULJIN/ULjin(RKTL)
RWY 35
RADAR 1A**

Note : Departure under ICAO Flight Procedures.



RADAR ONE ALPHA DEPARTURE

Climb on RWY HDG until reaching 1 000 ft, then turn Right HDG 120° and climb and maintain 2 000 ft for RADAR VECTOR.

- * Minimum 5.2% CG (316 ft/NM) is required to 900 ft for OBST avoidance.
- * Minimum 6.5% CG (395 ft/NM) is required to 2 000 ft for ATC purpose.
- * RADAR 1A should be used for CAT A & B.
- * RADAR 1A only used for VOR/DME U/S or contingency.

Radio communication failure procedure

If no radio contact with ATC, squawk 7600, and unless otherwise instructed by ATC proceed to the last assigned route and altitude.

- * Pilot shall use caution not to penetrate military operation area.

Change : Withdrawal of UJN VORTAC and Information of FREQ, MSA, NOTE.

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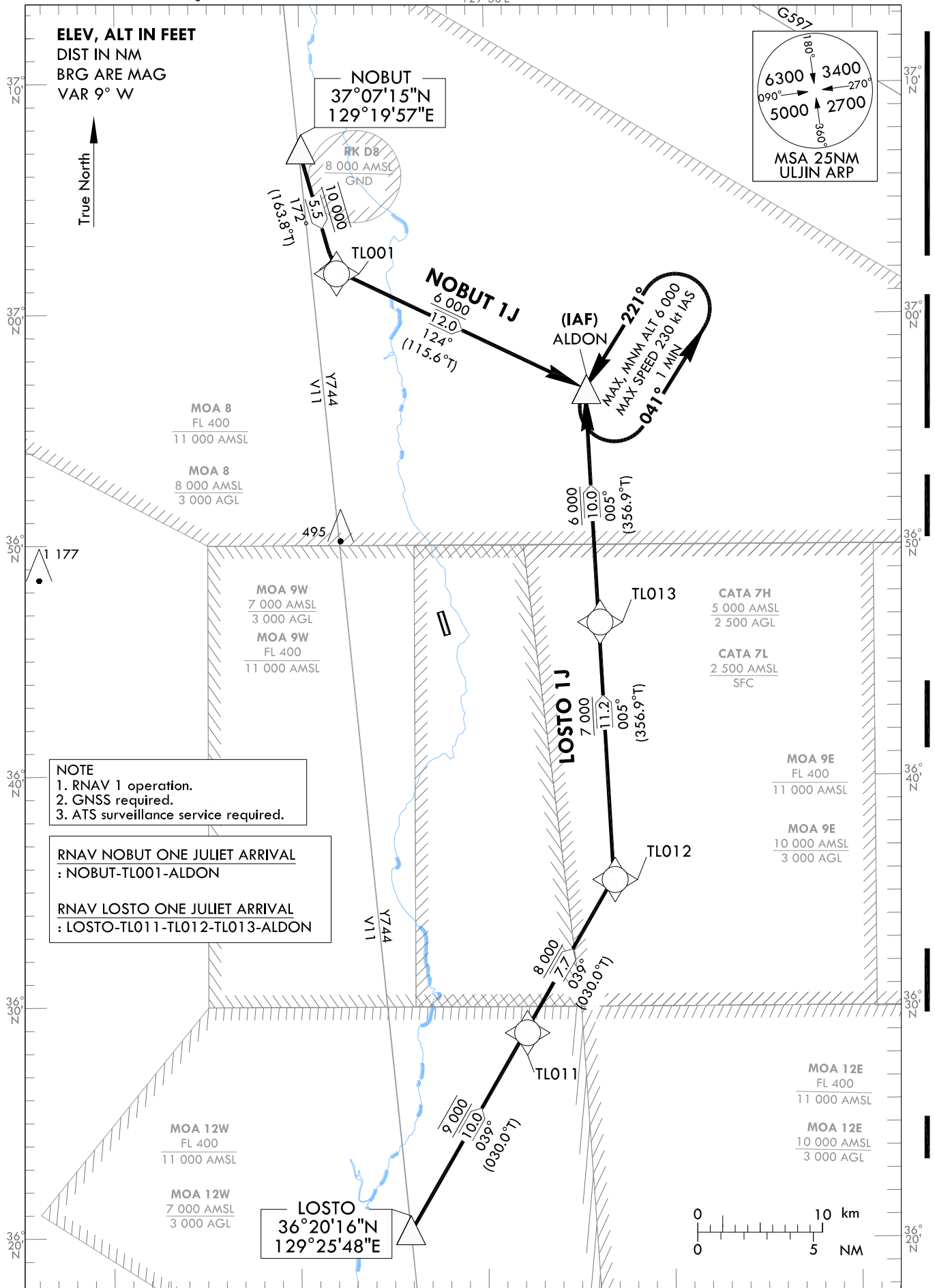
STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN	ARR	120.875
ULJIN	TWR	317.65
ULJIN	TWR	118.55
ULJIN	TWR	317.45

ULJIN/ULjin(RKTL)
RWY 17
RNAV NOBUT 1J
RNAV LOSTO 1J

Note : Arrival under ICAO flight Procedures.



Change : Information of MAG VAR(8° W → 9° W), MSA and standard instrument arrival procedure for RWY 17.

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV NOBUT 1J												
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	NOBUT	-	-	-	-	-	-	37°07'15.1"N 129°19'56.6"E	-	RNAV 1	-
002	TF	TL001	-	172(163.8)	5.5	-	@10 000	-	37°01'57.9"N 129°21'52.1"E	-	RNAV 1	-
003	TF	ALDON	-	124(115.6)	12.0	-	+6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNAV 1	IAF

RNAV LOSTO 1J												
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	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-
002	TF	TL011	-	039(030.0)	10.0	-	@9 000	-	36°28'56.0"N 129°32'00.2"E	-	RNAV 1	-
003	TF	TL012	-	039(030.0)	7.7	-	+8 000	-	36°35'34.5"N 129°36'46.2"E	-	RNAV 1	-
004	TF	TL013	-	005(356.9)	11.2	-	+7 000	-	36°46'46.3"N 129°36'02.3"E	-	RNAV 1	-
005	TF	ALDON	-	005(356.9)	10.0	-	+6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNAV NOBUT 1J RNAV LOSTO 1J	HM	ALDON	Y	041(032.0)	1.0	L	@6 000	-230	36°56'46.3"N 129°35'23.0"E	-	RNAV 1	-

Change : Information of standard instrument arrival procedure for RWY 17.

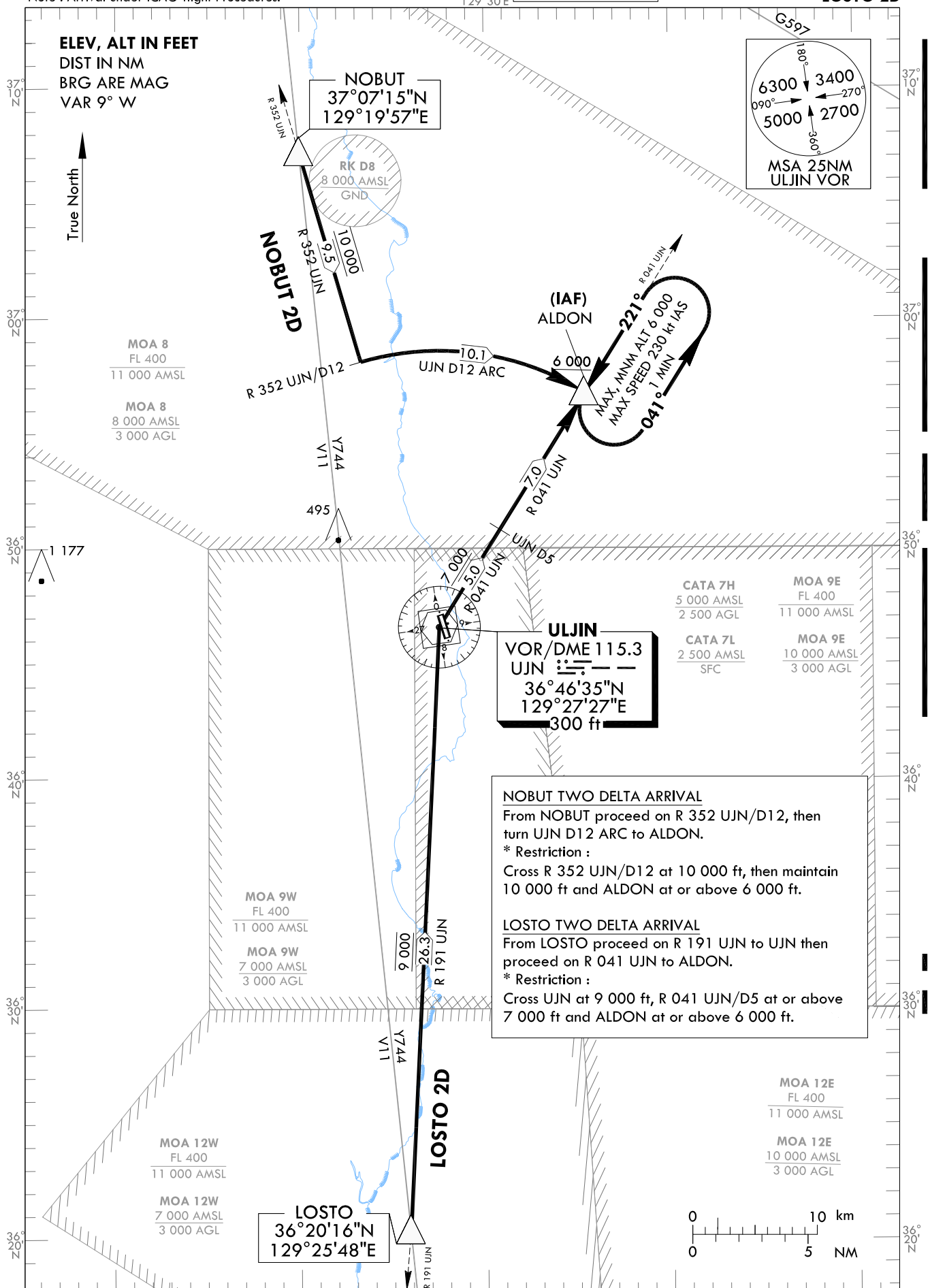
STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN	ARR	120.875
ULJIN	TWR	317.65
ULJIN	TWR	118.55
ULJIN	TWR	317.45

ULJIN/ULjin(RKTL)
RWY 17
NOBUT 2D
LOSTO 2D

Note : Arrival under ICAO flight Procedures.



Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and standard instrument arrival procedure for RWY 17.

INTENTIONALLY

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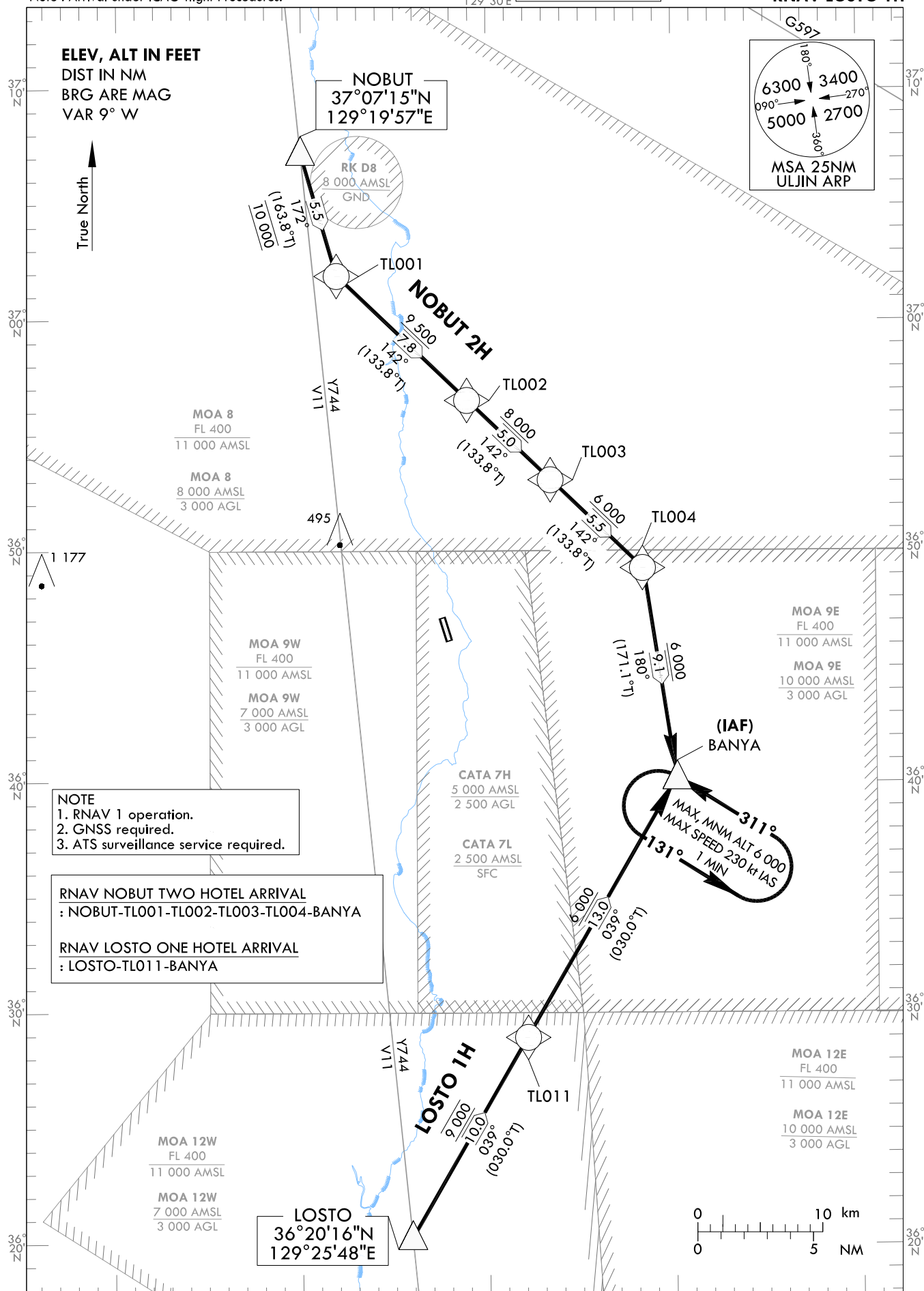
STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN ARR 120.875
317.65
ULJIN TWR 118.55
317.45

ULJIN/ULjin(RKTL)
RWY 35
RNAV NOBUT 2H
RNAV LOSTO 1H

Note : Arrival under ICAO flight Procedures.



AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV NOBUT 2H

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	NOBUT	-	-	-	-	-	-	37°07'15.1"N 129°19'56.6"E	-	RNAV 1	-
002	TF	TL001	-	172(163.8)	5.5	-	@10 000	-	37°01'57.9"N 129°21'52.1"E	-	RNAV 1	-
003	TF	TL002	-	142(133.8)	7.8	-	+9 000	-	36°56'33.3"N 129°28'54.3"E	-	RNAV 1	-
004	TF	TL003	-	142(133.8)	5.0	-	+8 000	-	36°53'05.2"N 129°33'24.1"E	-	RNAV 1	-
005	TF	TL004	-	142(133.8)	5.5	-	+6 000	-	36°49'15.2"N 129°38'21.7"E	-	RNAV 1	-
006	TF	BANYA	-	180(171.1)	9.1	-	+6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNAV 1	IAF

RNAV LOSTO 1H

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	LOSTO	-	-	-	-	-	-	36°20'15.8"N 129°25'48.3"E	-	RNAV 1	-
002	TF	TL011	-	039(030.0)	10.0	-	@9 000	-	36°28'56.0"N 129°32'00.2"E	-	RNAV 1	-
003	HM	BANYA	-	039(030.0)	13.0	-	+6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNAV 1	IAF

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNAV NOBUT 2H RNAV LOSTO 1H	HM	BANYA	Y	131(122.0)	1.0	L	@6 000	-230	36°40'12.4"N 129°40'05.8"E	-	RNAV 1	-

Change : Information of standard instrument arrival procedure for RWY 35(NOBut 1H → 2H).

STANDARD ARRIVAL CHART
INSTRUMENT(STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/ULjin(RKTL)
RWY 35
NOBUT 2C
LOSTO 2C

Note : Arrival under ICAO flight Procedures.

129°30'E

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

True North

NOBUT
37°07'15"N
129°19'57"E

NOBUT 2C

R 352 UJN/D11

MOA 8
FL 400
11 000 AMSL

MOA 8
8 000 AMSL
3 000 AGL

495

ULJIN
VOR/DME 115.3
UJN
36°46'35"N
129°27'27"E
300 ft

MOA 9W
FL 400
11 000 AMSL

MOA 9W
7 000 AMSL
3 000 AGL

MOA 12W
FL 400
11 000 AMSL

MOA 12W
7 000 AMSL
3 000 AGL

LOSTO
36°20'16"N
129°25'48"E

LOSTO 2C

R 191 UJN

NOBUT TWO CHARLIE ARRIVAL

From NOBUT proceed on R 352 UJN to UJN, then proceed to R 131 UJN to BANYA.

* Restriction :

Cross R 352 UJN/D11 at 10 000 ft, then maintain 10 000 ft, UJN at 9 000 ft, R 131 UJN/D5 at or above 7 000 ft and BANYA at or above 6 000 ft.

LOSTO TWO CHARLIE ARRIVAL

From LOSTO proceed on R 191 UJN/D12, then turn UJN D12 ARC to BANYA.

* Restriction :

Cross R 191 UJN/D12 at 9 000 ft and maintain 9 000 ft, and BANYA at or above 6 000 ft.

CATA 7H
5 000 AMSL
2 500 AGL

CATA 7L
2 500 AMSL
SFC

(IAF)
BANYA
R 131 UJN/D12

MOA 9E
FL 400
11 000 AMSL

MOA 9E
10 000 AMSL
3 000 AGL

MOA 12E
FL 400
11 000 AMSL

MOA 12E
10 000 AMSL
3 000 AGL

0 10 km
0 5 NM

Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and standard instrument arrival procedure for RWY 35.

INTENTIONALLY

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ILS Z or LOC Z RWY 17

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

True North

RK D8
8 000 AGL
GND

MOA 8
FL 400
11 000 AMSL
MOA 8
8 000 AMSL
3 000 AGL

RK R136
500 AMSL
GND

(IF) UMNAE

(SDF) TL041

(IAF) ALDON

5.0 261° (252.7°T)

4.7 295° (286.9°T)

4.5 171° (162.7°T)

LOC ONLY (FAF) IUJS D5.7 36°52'20"N 129°25'30"E

LOC ONLY (SDF) IUJS D4.1

LOC ONLY (MAPt) IUJS D2.0

LOC 108.1 IUJS

TL045

8.7 110° (101.0°T)

(MAHF) BANYA

CATA 7H 5 000 AMSL 2 500 AGL

CATA 7L 2 500 AGL SFC

MOA 9W FL 400 11 000 AMSL

MOA 9W 7 000 AMSL 3 000 AGL

MOA 9E FL 400 11 000 AMSL

MOA 9E 10 000 AMSL 3 000 AGL

NOTE

1. RNAV 1 operation.
2. GNSS required.
3. ATS surveillance service required.
4. DME required on an LOC approach.
5. Cross UMNAE at 220 kt IAS or less.

ELEVATIONS TINT LEGEND

3500
3000
2500
2000
1500
1000
500
Sea Level

ELEVATIONS ARE IN FEET

SCALE 1: 400000

0 10 km

0 5 NM

MSA 25 NM ULJIN ARP

6300 3400 2700 5000

180° 090° 270° 360°

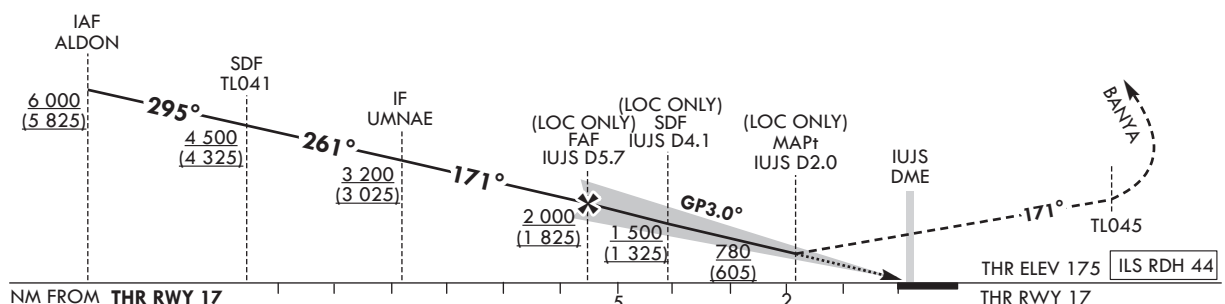
MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

221° 041°

MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

311° 131°

Climb straight ahead until TL045 then turn left to BANYA and hold at 6 000 ft.



CATEGORY			DA(H)/MDA(H)	A	B	C	D							
STA	CAT-1	FULL	375 (200)	RVR 750 m, VIS 800 m				Rate of descent	Knots	60	90	120	150	180
		ALS INOP							V/V fpm	318	478	637	796	955
	LOC	FULL	780 (605)	3 000 m				* Timing NOT authorized for defining the MAPt. * Circling not authorized.						
		ALS INOP												

AIRAC AIP AMDT 8/23
Effective : 1600UTC 6 SEP 2023

ULJIN/Uijin(RKTL)
ILS Z or LOC Z RWY 17

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 17 from ALDON(IAF)		
Fix/Point		Coordinates
ALDON(IAF)		36°56'46.3"N 129°35'23.0"E
TL041(SDF)		36°58'07.9"N 129°29'46.5"E
UMNAE(IF)	BRG 171.28° / 10.17 NM IUJS	36°56'38.6"N 129°23'49.1"E
D5.7 IUJS(FAF LOC Only)	BRG 171.29° / 5.70 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 171.27° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D2.0 IUJS(MAPt LOC Only)	BRG 171.28° / 2.0 NM IUJS	36°48'50.3"N 129°26'50.9"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03° (FAF-SDF) / 3.05° (SDF-THR)	36°47'05.1"N 129°27'31.6"E
TL045		36°41'52.3"N 129°29'32.6"E
BANYA		36°40'12.4"N 129°40'05.8"E

Change : Information of instrument approach procedure for RWY 17.

**INSTRUMENT
APPROACH
CHART - ICAO**

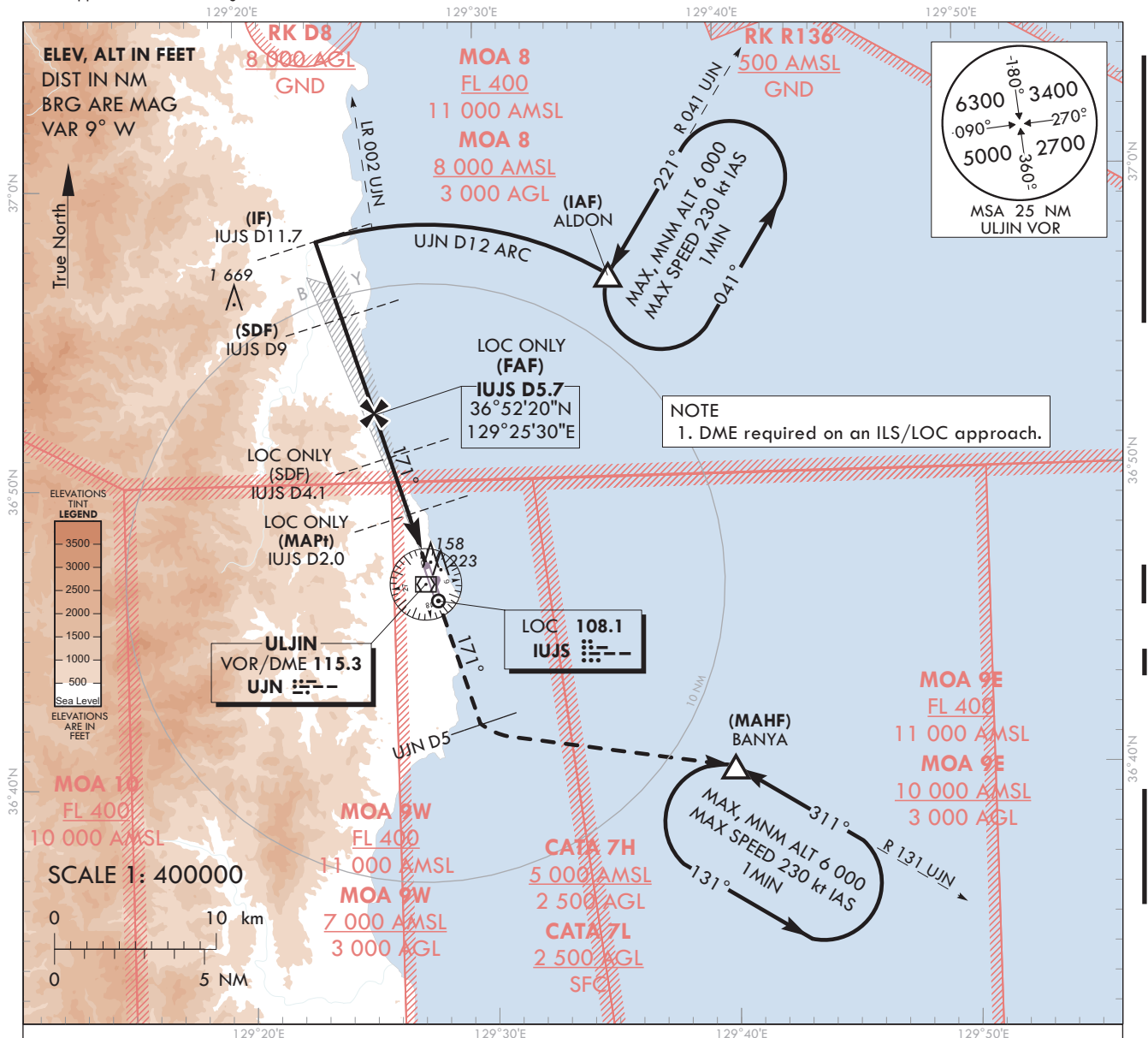
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 17 - ELEV 175 ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/ULjin(RKTL)

ILS Y or LOC Y RWY 17

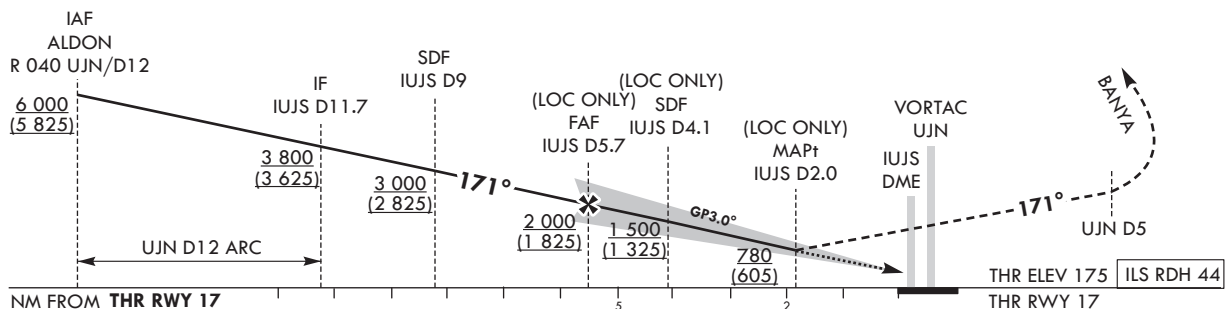


RECOMMENDED PROFILE(LOC ONLY)	DME IUJS	5	4	3	2
Final Approach Gradient 5.32%, 323 ft/NM	ALT(HGT)	1 787 (1 612)	1 464 (1 289)	1 140 (965)	979 (804)

MISSED APPROACH

Climb straight ahead until UJN D5 then turn left to BANYA and hold at 6 000 ft

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D							
STA	CAT-1	FULL	375	RVR 750 m, VIS 800 m				Rate of descent	Knots	60	90	120	150	180
		ALS INOP	(200)	1 200 m					V/V fpm	318	478	637	796	955
	LOC	FULL	780	3 000 m				* Timing NOT authorized for defining the MAPt.						
		ALS INOP	(605)	3 400 m				* Circling not authorized.						

* Timing NOT authorized for defining the MAPt.

* Circling not authorized.

Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and instrument approach procedure for RWY 17.

ULJIN/Uijin(RKTL)
ILS Y or LOC Y RWY 17

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 17 from ALDON(IAF)		
	Fix/Point	Coordinates
ALDON(IAF)	R 041 UJN / 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D11.7 IUJS(IF)	BRG 171.28° / 11.70 NM IUJS	36°58'06.9"N 129°23'14.8"E
D9.0 IUJS(SDF)	BRG 171.29° / 9.00 NM IUJS	36°55'31.8"N 129°24'15.1"E
D5.7 IUJS(FAF LOC Only)	BRG 171.29° / 5.70 NM IUJS	36°52'20.0"N 129°25'29.6"E
D4.1 IUJS(SDF LOC Only)	BRG 171.27° / 4.10 NM IUJS	36°50'50.7"N 129°26'04.2"E
D2.0 IUJS(MAPt LOC Only)	BRG 171.28° / 2.00 NM IUJS	36°48'50.3"N 129°26'50.9"E
THR RWY 17	Final approach descent angle(LOC ONLY) 3.03°(FAF-SDF) / 3.05°(SDF-THR)	36°47'05.1"N 129°27'31.6"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D5 UJN	R 169 UJN / 5.00 NM UJN	36°41'52.3"N 129°29'32.6"E
BANYA	R 131 UJN / 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E

Change : Information of instrument approach procedure for RWY 17.

RNP RWY 17

ELEV. ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

True North

RK D8
8 000 AGL
GND

MOA 8
FL 400
11 000 AMSL
MOA 8
8 000 AMSL
3 000 AGL

RK R136
500 AMSL
GND

RNP APCH

6300
3400
2700
5000
180°
270°
090°
360°

MSA 25 NM
ULJIN ARP

(IF) UMNAE
875
1 436
1 526
844

(SDF) TL041
5.0
261°
(252.7°T)

(IAF) ALDON
4.7
295°
(286.9°T)

LNNAV ONLY (FAF) TL043
36°51'46"N
129°25'43"E

(MAPt) LNNAV ONLY RW170
4.9
171°
(162.7°T)

CATA 7H
3 000 AMSL
500 AGL
CATA 7L
2 500 AMSL
SFC

MOA 10
FL 400
10 000 AMSL

MOA 9W
FL 400
11 000 AMSL
MOA 9E
10 000 AMSL
3 000 AGL

MOA 9W
7 000 AMSL
3 000 AGL

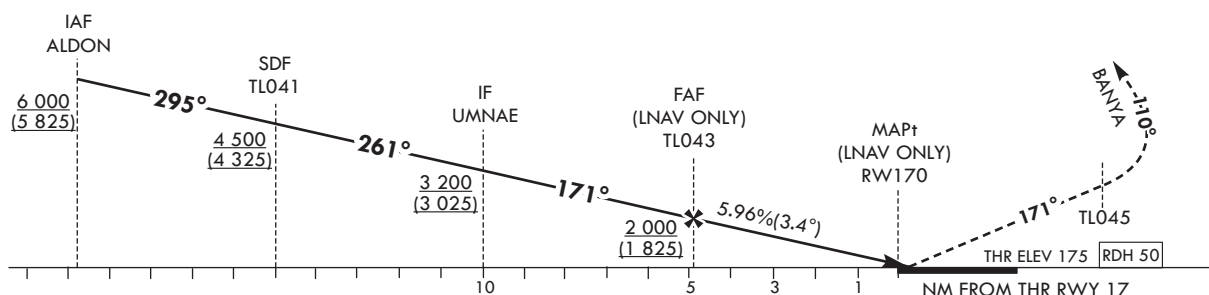
(MAHF) BANYA
8.7
110°
(101.0°T)

NOTE
1. RNP 0.3 required
2. Baro-VNAV N/A below - 20°C or above 22°C.
3. Cross UMNAE at 220 kt IAS or less.

**ELEVATIONS
TINT
LEGEND**
3500
3000
2500
2000
1500
1000
500
Sea Level
ELEVATIONS
ARE IN
FEET

SCALE 1 : 400000
0 10 km
0 5 NM

Climb to 6 000 ft on track of 171° to TL045, then turn left on track of 110° to BANYA. Hold as published.



CATEGORY			DA(H)/MDA(H)	A	B	C	D							
STA	LNAV/ VNAV	FULL	720	2 200 m				Knots	60	90	120	150	180	
		ALS INOP	(545)	2 600 m			Rate of descent	V/V fpm	362	543	724	905	1 087	
	LNAV	FULL	950	3 200 m			* Timing NOT authorized for defining the MAPt.							
		ALS INOP	(775)	3 600 m			* Circling not authorized.							

AIRAC AIP AMDT 8/23
Effective : 1600UTC 6 SEP 2023

AERONAUTICAL DATA TABULATION

Instrument approach Procedure Coding Tables

RNP RWY 17 - via ALDON(IAF) to BANYA(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	IF	ALDON	-	-	-	-	+6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	IAF
002	TF	TL041	-	295(286.8)	4.7	-	+4 500	-	36°58'07.9"N 129°29'46.5"E	-	RNP APCH	SDF
003	TF	UMNAE	-	261(252.7)	5.0	-	+3 200	-220	36°56'38.6"N 129°23'49.1"E	-	RNP APCH	IF
004	TF	TL043	-	171(162.7)	5.1	-	+2 000	-	36°51'46.1"N 129°25'42.7"E	-	RNP APCH	FAF
005	TF	RW170	Y	171(162.7)	4.9	-	+950	-	36°47'05.1"N 129°27'31.6"E	-3.41/50	RNP APCH	MAPt
006	TF	TL045	-	171(162.7)	5.5	-	-	-	36°41'52.3"N 129°29'32.6"E	-	RNP APCH	-
007	TF	BANYA	-	110(101.0)	8.7	-	@6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	-
008	HM	BANYA	-	311(302.0)	-	L	@6 000	-230	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	1 MIN (outbound timing)

HOLDING PROCEDURE												
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/TCH	Navigation specification	Remarks
RNP RWY 17	HM	ALDON	Y	221(182.0)	1.0	L	@6 000	-230	36°56'46.3"N 129°35'23.0"E	-	RNAV 1	-

Change : Information of instrument approach procedure for RWY 17.

**INSTRUMENT
APPROACH
CHART - ICAO**

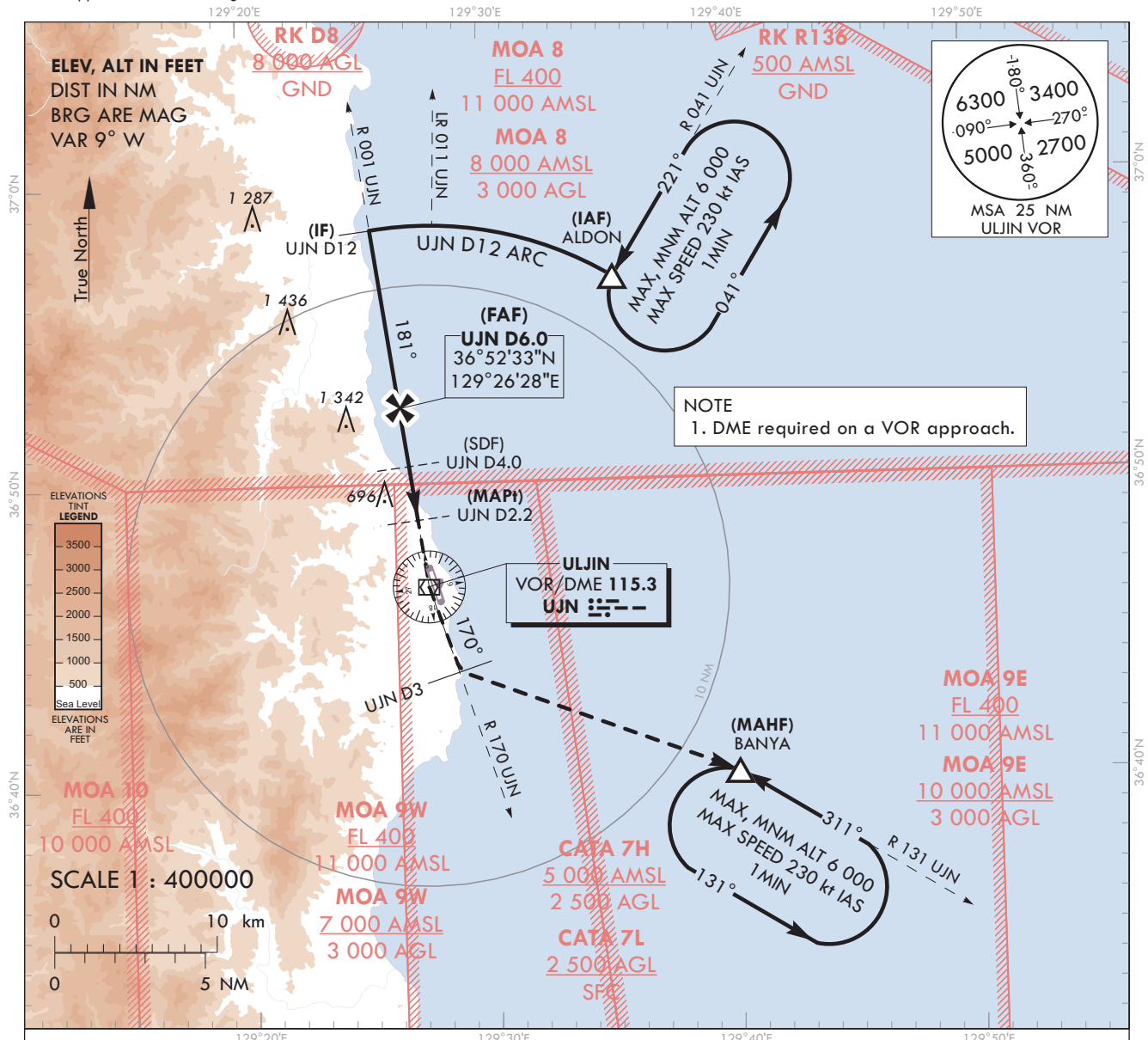
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO AD ELEV

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/ULjin(RKTL)

VOR RWY 17

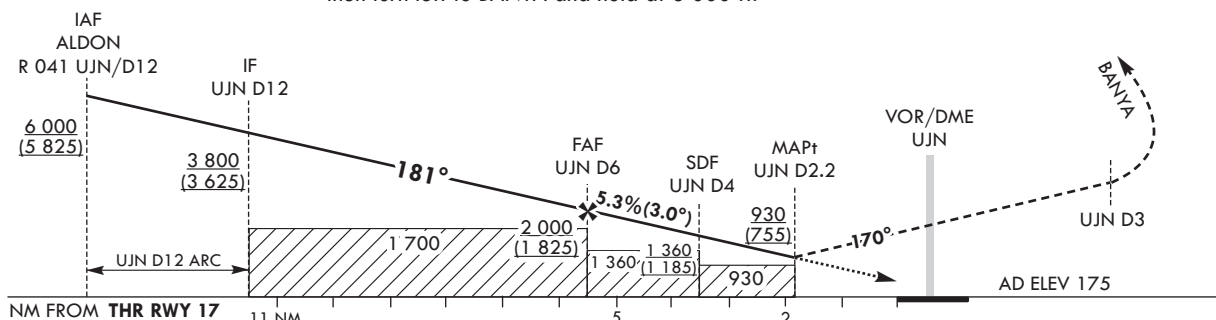


TRANSITION ALT	14 000
TRANSITION LVL	FL 140

RECOMMENDED PROFILE(LOC ONLY)	DME UJN	5	4	3	2.5
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 677 (1 502)	1 354 (1 179)	1 032 (856)	870 (695)

MISSED APPROACH

Climb on R 001 UJN to UJN and R 170 UJN to 3 DME,
then turn left to BANYA and hold at 6 000 ft.



								Knots	60	90	120	150	180
CATEGORY		MDA(H)	A	B	C	D	Rate of descent	V/V fpm	323	484	646	807	968
STA	FULL	930 (755)	3 100 m					* Timing NOT authorized for defining the MAPt.					
	ALS INOP		3 500 m					* Circling not authorized.					

Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and instrument approach procedure for RWY 17.

ULJIN/Uijin(RCTL)
VOR RWY 17

AERONAUTICAL DATA TABULATION

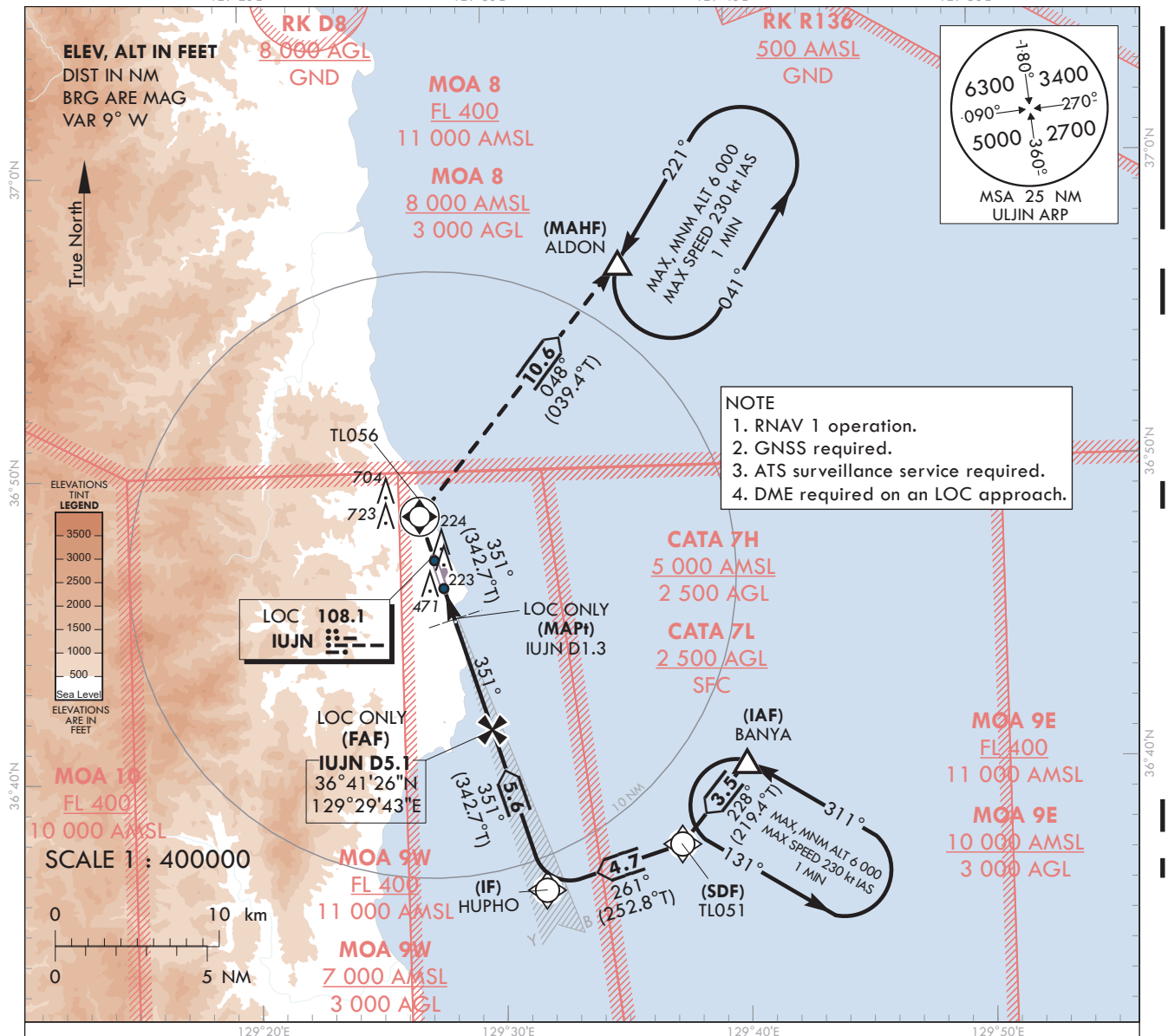
VOR Approach to RWY 17 from ALDON(IAF)		
	Fix/Point	Coordinates
ALDON(IAF)	R 041 UJN / 12.00 NM UJN	36°56'46.3"N 129°35'23.0"E
D12.0 UJN(IF)	BRG 181.00° / 12.00 NM UJN	36°58'29.8"N 129°25'28.5"E
D6.0 UJN(FAF)	BRG 181.00° / 6.00 NM UJN	36°52'32.5"N 129°26'27.8"E
D4.0 UJN(SDF)	BRG 181.00° / 4.00 NM UJN	36°50'33.4"N 129°26'47.5"E
D2.2 UJN(MAPt)	BRG 181.00° / 2.20 NM UJN	36°48'46.2"N 129°27'05.3"E
THR RWY 17	Final approach descent angle (LOC ONLY) 3.01°(FAF-SDF) / 3.06°(SDF-THR)	36°47'05.1"N 129°27'31.6"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D3 UJN	R 170 UJN/ 3.00 NM UJN	36°43'44.3"N 129°28'38.3"E
BANYA	R 131 UJN/ 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E

Change : Information of instrument approach procedure for RWY 17.

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ILS Z or LOC Z RWY 35

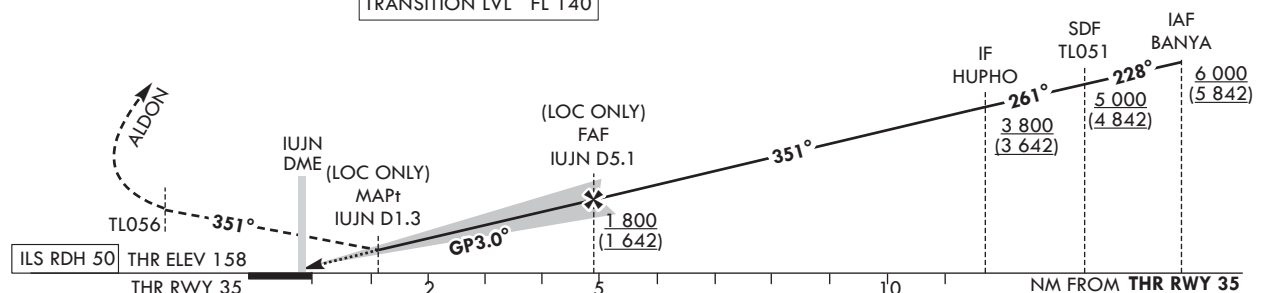
129°20'E 129°30'E 129°40'E 129°50'E



RECOMMENDED PROFILE(LOC ONLY)	DME IUJN	5	4	3	2	1.3
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 778 (1 620)	1 455 (1 297)	1 133 (975)	810 (652)	584 (426)

Climb straight ahead until TL056,
then turn right on track of 048° to ALDON
and hold at 6 000 ft.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(H)/MDA(H)	A	B	C	D							
STA	CAT-1 (CG 2.5%)	FULL	580	1 500 m				Knots	60	90	120	150	180	
		ALS INOP	(422)	2 200 m										
	CAT-1 (CG 4.0%)	FULL	370	RVR 550 m, VIS 800 m			Rate of descent	V/V fpm	318	478	637	796	955	
		ALS INOP	(212)	1 200 m										
	LOC	FULL	590	1 500 m			* Timing NOT authorized for defining the MAPt.							
		ALS INOP	(432)	2 200 m			* Circling not authorized.							

AIRAC AIP AMDT 8/23
Effective : 1600UTC 6 SEP 2023

ULJIN/Uijin(RKTL)
ILS Z or LOC Z RWY 35

AERONAUTICAL DATA TABULATION

ILS Z / LOC Z Approach to RWY 35 from BANYA(IAF)		
	Fix/Point	Coordinates
BANYA(IAF)	R 131 UJN/12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
TL051(SDF)	BRG 351.29°	36°37'30.8"N 129°37'21.1"E
HUPHO(IF)	BRG 351.28°/10.65 NM UJN	36°36'07.0"N 129°31'45.8"E
D5.1 IUJN (FAF LOC Only)	BRG 351.28°/5.08 NM IUJN	36°41'26.4"N 129°29'42.5"E
D1.3 IUJN (MAPt LOC Only)	BRG 351.29°/1.30 NM IUJN	36°45'03.3"N 129°28'18.7"E
THR RWY 35	Final approach descent angle 3.04°(LOC ONLY)	36°46'09.3"N 129°27'53.2"E
TL056		36°48'33.0"N 129°26'57.6"E
ALDON	R 041 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

Change : Information of instrument approach procedure for RWY 35.

ILS Y or LOC Y RWY 35

ELEV. ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 9° W

True North

ELEVATIONS TINT LEGEND
3500
3000
2500
2000
1500
1000
500
Sea Level
ELEVATIONS ARE IN FEET

SCALE 1 : 400000
0 10 km
0 5 NM

ULJIN VOR/DME 115.3
UJN

LOC 108.1 IUJN

LOC ONLY (FAF) IUJN D5.1
36°41'26"N
129°29'43"E

LOC ONLY (MAPt) IUJN D1.3

(MAHF) ALDON
MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

(IAF) BANYA
MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

NOTE
1. DME required on an ILS/LOC approach.

MOA 8
8 000 AMSL
3 000 AGL

MOA 9E
11 000 AMSL
3 000 AGL

MOA 9W
7 000 AMSL
3 000 AGL

CATA 7H
5 000 AMSL
2 500 AGL

CATA 7L
2 500 AGL
SFC

RK D8
8 000 AGL
GND

RK R136
500 AMSL
GND

ULJIN VOR/DME 115.3
UJN

LOC 108.1 IUJN

LOC ONLY (FAF) IUJN D5.1
36°41'26"N
129°29'43"E

LOC ONLY (MAPt) IUJN D1.3

(MAHF) ALDON
MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

(IAF) BANYA
MAX, MNM ALT 6 000
MAX SPEED 230 kt IAS
1 MIN

NOTE
1. DME required on an ILS/LOC approach.

MOA 8
8 000 AMSL
3 000 AGL

MOA 9E
11 000 AMSL
3 000 AGL

MOA 9W
7 000 AMSL
3 000 AGL

CATA 7H
5 000 AMSL
2 500 AGL

CATA 7L
2 500 AGL
SFC

RK D8
8 000 AGL
GND

RK R136
500 AMSL
GND

Climb straight ahead until UJN D2, then turn right to ALDON and hold at 6 000 ft.

Profile view diagram of the ILS approach for runway 35 at UJJAIN. The diagram shows the vertical profile of the approach path, including the ILS glideslope, transition level, and various altitudes. Key features include:

- ILS RDH 50
- THR ELEV 158
- THR RWY 35
- VOR/DME UJN
- DME (LOC ONLY) UJN D1.3
- MAPt
- (LOC ONLY) FAF UJN D5.1
- GP 3.0°
- TRANSITION LVL FL 140
- 351° glide slope
- IF UJN D11.6
- 3800 (3642) at IF
- UJN D12 ARC
- 6000 (5842) at IAF BANYA R 131 UJN /D12
- NM FROM THR RWY 35 scale

CATEGORY			DA(H)/MDA(H)	A	B	C	D													
STA	CAT-1 (CG 2.5%)	FULL	545	1 300 m				Rate of descent	Knots V/V fpm	60 318	90 478	120 637	150 795	180 955						
		ALS INOP	(387)	2 000 m																
	CAT-1 (CG 4.0%)	FULL	358	RVR 550 m, VIS 800 m																
		ALS INOP	(200)	1 200 m																
	LOC	FULL	590	1 500 m											* Timing NOT authorized for defining the MAPt.					
		ALS INOP	(432)	2 200 m											* Circling NOT authorized.					

AIRAC AIP AMDT 8/23
Effective : 1600UTC 6 SEP 2023

ULJIN/Uijin(RKTL)
ILS Y or LOC Y RWY 35

AERONAUTICAL DATA TABULATION

ILS Y / LOC Y Approach to RWY 35 from BANYA(IAF)		
	Fix/Point	Coordinates
BANYA(IAF)	R 131 UJN/12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
D11.6 IUJN(IF)	BRG 350.99°/11.63 NM IUJN	36°35'10.6"N 129°32'07.5"E
D5.1 IUJN(FAF LOC Only)	BRG 351.28°/5.08 NM IUJN	36°41'26.4"N 129°29'42.5"E
D1.3 IUJN(MAPt LOC Only)	BRG 351.29°/1.30 NM IUJN	36°45'03.3"N 129°28'18.7"E
THR RWY 35	Final approach descent angle 3.05°(LOC ONLY)	36°46'09.3"N 129°27'53.2"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D2 UJN	R 357 UJN/2.00 NM UJN	36°48'33.0"N 129°26'57.6"E
ALDON	R 041 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

Change : Information of instrument approach procedure for RWY 35.

**INSTRUMENT
APPROACH
CHART - ICAO**

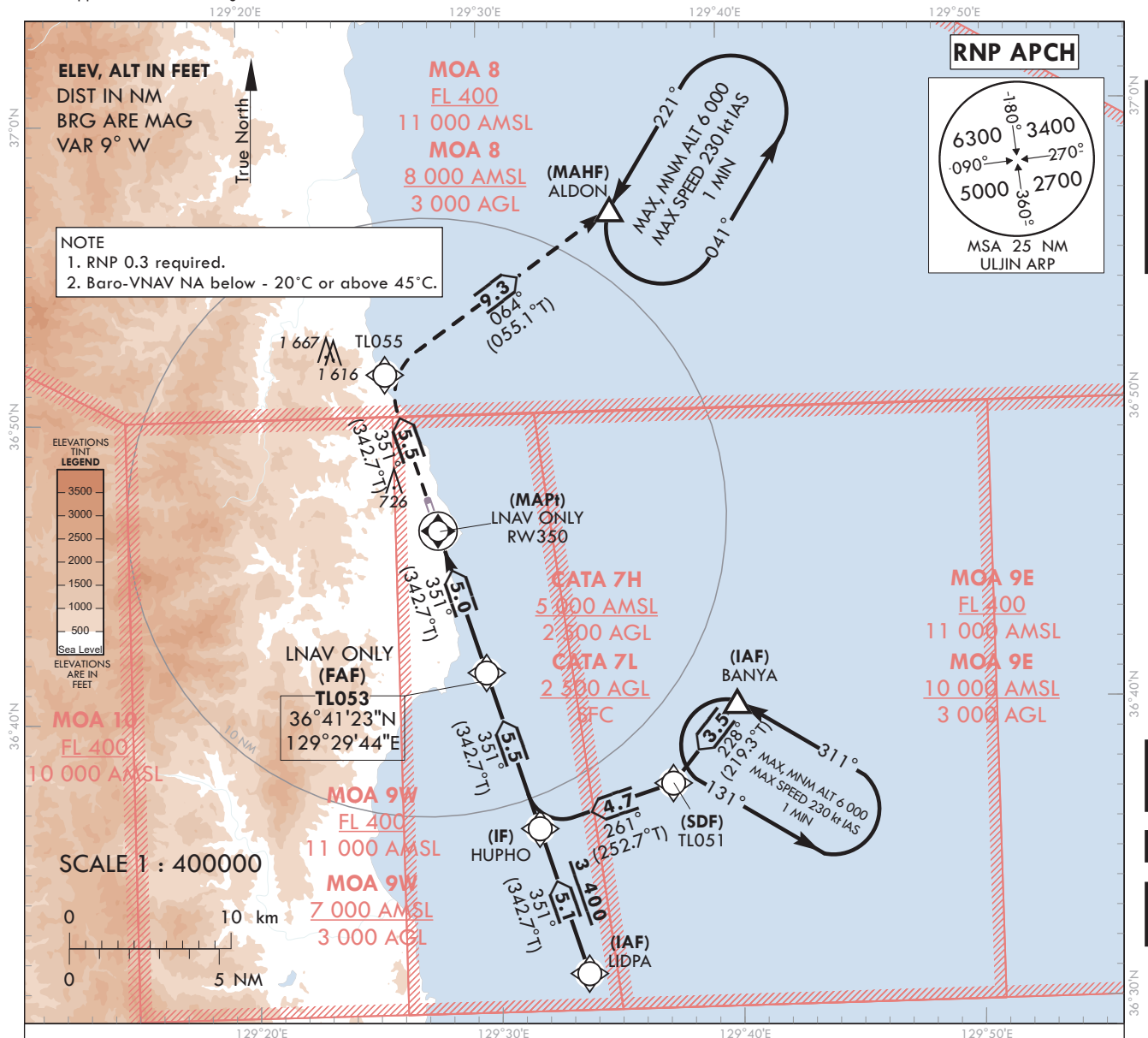
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO
THR RWY 35 - ELEV 158 ft

ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

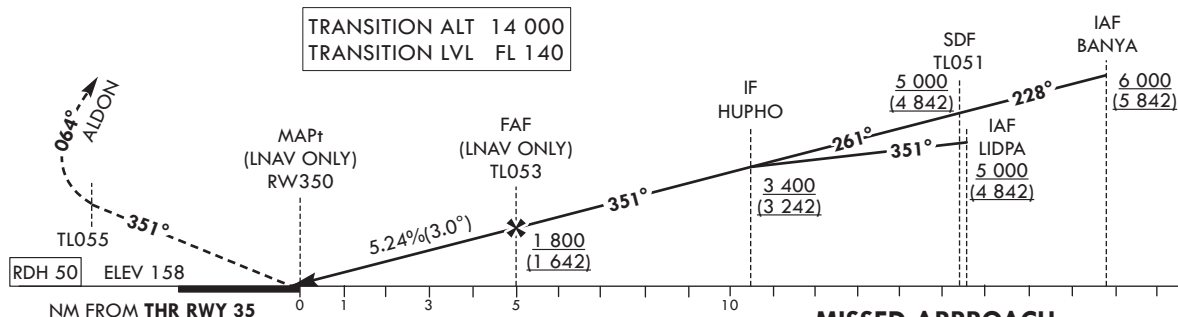
ULJIN/ULjin(RKTL)

RNP RWY 35



NOTE

1. Missed approach 6.4% CG required to 6 000 ft for ATC purpose.



MISSSED APPROACH

Climb to 6 000 ft on track of 351° to TL055, then turn right on track of 064° to ALDON. Hold as published.

CATEGORY			DA(H)/MDA(H)	A	B	C	D	Climb to 6 000 ft on track of 351° to TL055, then turn right on track of 064° to ALDON. Hold as published.						
STA	LNAV/VNAV	FULL	700	2 200 m					Knots	60	90	120	150	180
		ALS INOP	(542)	2 900 m										
	LNAV (CG2.5%)	FULL	950	3 300 m				Rate of descent	V/V fpm	318	478	637	796	955
		ALS INOP	(792)	4 000 m										
	LNAV (CG4.0%)	FULL	770	2 100 m				* Timing NOT authorized for defining the MAPt.						
		ALS INOP	(612)	2 800 m				* Circling not authorized.						

Change : Information of MAG VAR(8° W → 9° W), MSA and instrument approach procedure for RWY 35.

AERONAUTICAL DATA TABULATION

Instrument approach Procedure Coding Tables

RNP RWY 35 - via BANYA(IAF) to ALDON(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	BANYA	-	-	-	-	+6 000	-	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	IAF
002	TF	TL051	-	228(219.3)	3.5	-	+5 000	-	36°37'30.8"N 129°37'21.1"E	-	RNP APCH	SDF
003	TF	HUPHO	-	261(252.7)	4.7	-	+3 400	-	36°36'07.0"N 129°31'45.8"E	-	RNP APCH	IF
004	TF	TL053	-	351(342.7)	5.5	-	+1 800	-	36°41'22.5"N 129°29'44.1"E	-	RNP APCH	FAF
005	TF	RW350	Y	351(342.7)	5.0	-	+950	-	36°46'09.3"N 129°27'53.2"E	-3.00/50	RNP APCH	MAPt
006	TF	TL055	-	351(342.7)	5.5	-	-	-	36°51'25.4"N 129°25'50.7"E	-	RNP APCH	-
007	HM	ALDON	-	064(055.1)	9.3	-	@6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	-
008	HM	ALDON	Y	221(182.0)	-	L	@6 000	-230	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 min (outbound timing)
009	HM	BANYA	Y	311(302.0)	-	L	@6 000	-230	36°40'12.4"N 129°40'05.8"E	-	RNP APCH	1 min (outbound timing)

RNP RWY 35 - via LIDPA(IAF) to ALDON(IAF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	LIDPA	-	-	-	-	+5 000	-	36°31'13.6"N 129°33'38.6"E	-	RNP APCH	IAF
002	TF	HUPHO	-	351(342.7)	5.1	-	+3 400	-	36°36'07.0"N 129°31'45.8"E	-	RNP APCH	IF
003	TF	TL053	-	351(342.7)	5.5	-	+1 800	-	36°41'22.5"N 129°29'44.1"E	-	RNP APCH	FAF
004	TF	RW350	Y	351(342.7)	5.0	-	+950	-	36°46'09.3"N 129°27'53.2"E	-3.00/50	RNP APCH	MAPt
005	TF	TL055	-	351(342.7)	5.5	-	-	-	36°51'25.4"N 129°25'50.7"E	-	RNP APCH	-
006	TF	ALDON	Y	064(055.1)	9.3	-	@6 000	-	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 min (outbound timing)
007	HM	ALDON	Y	221(182.0)	-	L	@6 000	-230	36°56'46.3"N 129°35'23.0"E	-	RNP APCH	1 min (outbound timing)

Change : Information of instrument approach procedure for RWY 35.

**INSTRUMENT
APPROACH
CHART - ICAO**

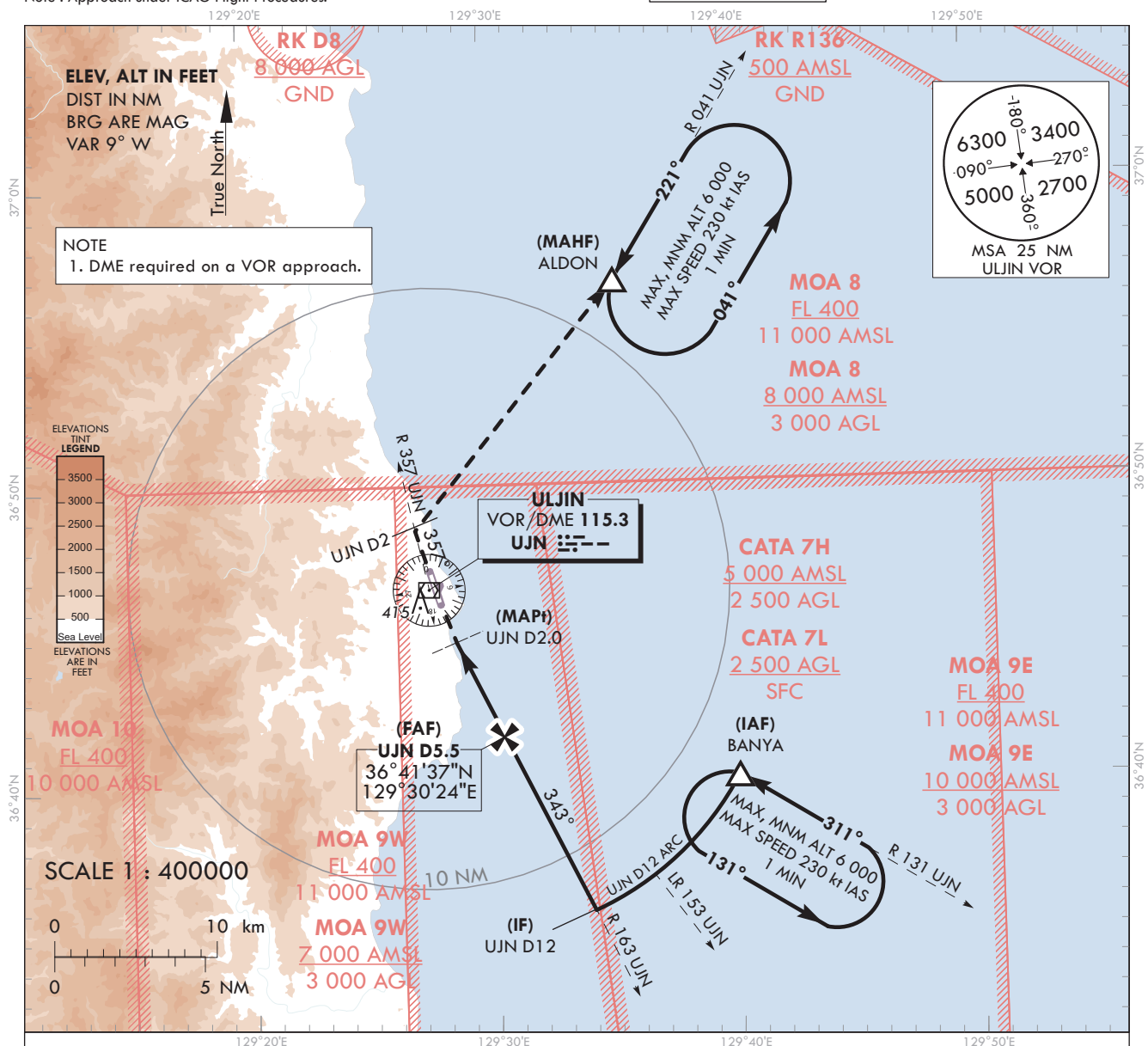
Note : Approach under ICAO Flight Procedures.

AERODROME ELEV 175 ft
HEIGHTS RELATED TO AD ELEV

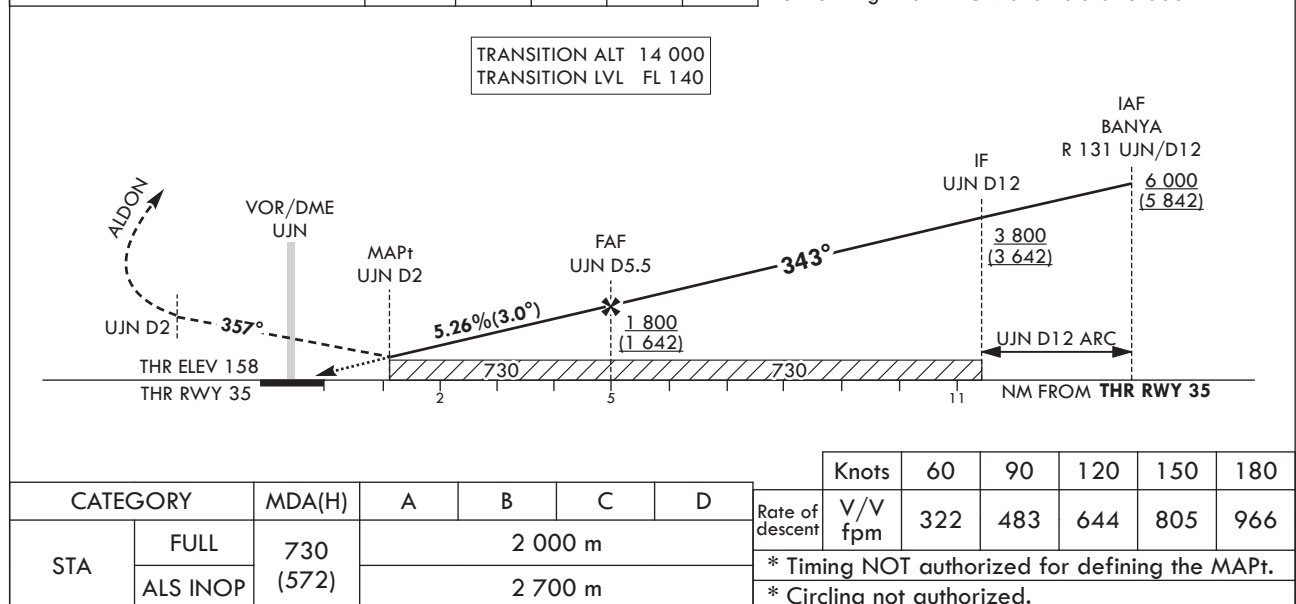
ULJIN	ARR	120.875
		317.65
ULJIN	TWR	118.55
		317.45

ULJIN/ULjin(RKTL)

VOR RWY 35



RECOMMENDED PROFILE	DME UJN	5	4	3	2	MISSED APPROACH
Final Approach Gradient 5.30%, 322 ft/NM	ALT(HGT)	1 639 (1 481)	1 317 (1 159)	995 (873)	673 (515)	Climb on R 163 UJN to UJN and R 357 UJN to 2 DME, then turn right to ALDON and hold at 6 000 ft.



Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and instrument approach procedure for RWY 35.											
OFFICE OF CIVIL AVIATION										AIRAC AIP AMDT 8/23	
										Effective : 1600UTC 6 SEP 2023	

Change : Information of MAG VAR(8° W → 9° W), MSA, UJN VOR/DME and instrument approach procedure for RWY 35.

ULJIN/Uijin(RCTL)
VOR RWY 35

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 35 from BANYA(IAF)		
	Fix/Point	Coordinates
BANYA(IAF)	R 131 UJN / 12.00 NM UJN	36°40'12.4"N 129°40'05.8"E
D12.0 UJN(IF)	BRG 343.00° / 12.00 NM UJN	36°35'44.7"N 129°33'52.9"E
D5.5 UJN(FAF)	BRG 343.00°/5.50 NM UJN	36°41'37.1"N 129°30'24.1"E
D2.0 UJN(MAPt)	BRG 343.00°/2.00 NM UJN	36°44'46.8"N 129°28'31.4"E
THR RWY 35	Final approach descent angle 3.04°	36°46'09.3"N 129°27'53.2"E
UJN VOR/DME		36°46'35.2"N 129°27'26.9"E
D2 UJN	R 357 UJN/2.00 NM UJN	36°48'32.9"N 129°26'56.9"E
ALDON	R 041 UJN/12.00 NM UJN	36°56'46.3"N 129°35'23.0"E

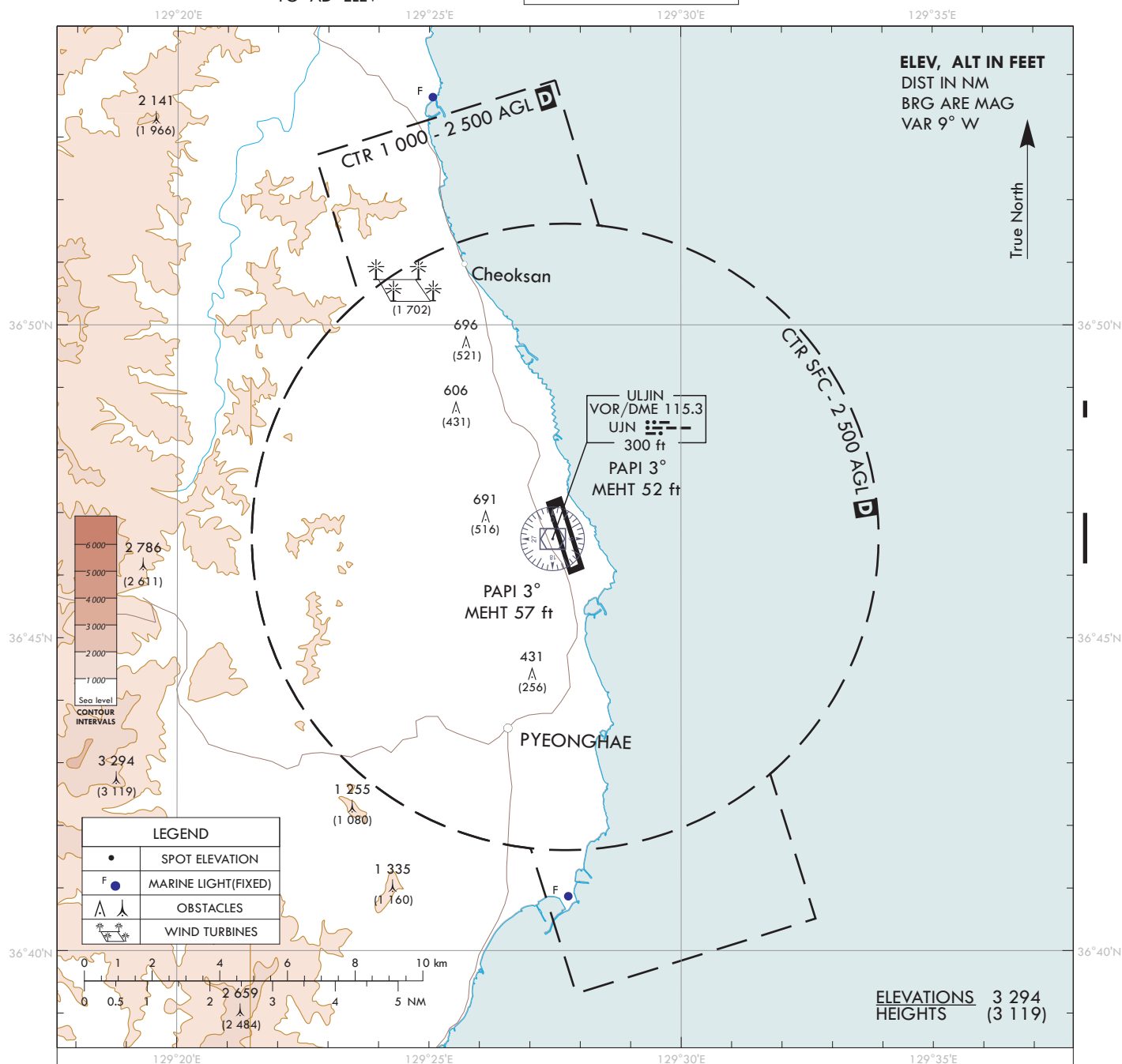
Change : Information of instrument approach procedure for RWY 35.

**VISUAL
APPROACH
CHART - ICAO**

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

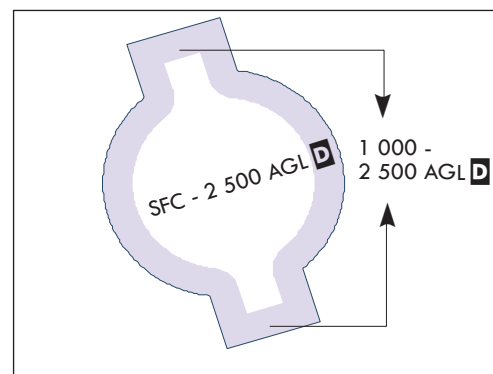
ULJIN	ARR	120.875
ULJIN	TWR	118.55

ULJIN/Uljin



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 5 km
- ATS airspace : Class D (Refer to ENR 2.1-10)



Change : Information of UJN(VORTAC → VOR/DME).

BIRD CONCENTRATION - ULJIN AIRPORT

