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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 12/23

16 NOV 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

- a) Establishment of abbreviation(APV and LPV).
- b) Establishment of RKRF.
- c) Information of telephone number of authorities.
- d) Withdrawal of domestic AFTN(RKSLYLYX).

1.2 Enroute

- a) Establishment of NULDI.
- b) Information of coordinates for ATKON.

1.3 Incheon INTL Airport

- a) Withdrawal of standard taxi procedure for cargo flight and Establishment of taxi routes from cargo apron(3.3).
- b) Establishment of RA information.

1.4 Gimpo INTL Airport

- a) Information of term(class → code letter).

1.5 Jeju INTL Airport

- a) Withdrawal of ACFT stand NR. 1E.
- b) Information of ACFT type, coordinates and lead in·lead out line for ACFT stand NR. 1.

1.6 Gimhae INTL Airport

- a) Establishment of one way arrow marking for ACFT stands NR. 25, 51L and 51R.
- b) Information of glide slope and Withdrawal of symbol for glide slope.

1.7 Muan INTL Airport

- a) Information of profile view.

1.8 Gwangju Airport

- a) Information of operational hours for AIS briefing office.

1.9 Sacheon Airport

- a) Information of operational hours for AIS briefing office.

1.10 Ulsan Airport

- a) Information of operational hours for AIS briefing office, ATS reporting office and ATS.
- b) Information of operational hours for Ulsan APP, TWR, GND, ATIS and EMERG.

1.11 Jeongseok Airport

- a) Amended holding procedure.

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

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VOL II, Part III - AD (Aerodrome) RKSI AD 2-22(16 DEC 21) / 2-22-1(29 JUN 23) AD CHART 2-51(4 MAY 23) / 2-51-1(4 MAY 23) AD CHART 2-52(4 MAY 23) / 2-52-1(4 MAY 23) RKSS AD 2-10-1(21 SEP 23) / 2-10-2(4 MAY 23) RKPC AD 2-10-1(17 NOV 22) / 2-10-2(17 NOV 22) AD 2-13(10 MAR 22) / 2-14(10 MAR 22) AD 2-15(10 MAR 22) / 2-16(2 JUL 20) AD CHART 2-1(6 APR 23) / 2-2(6 APR 23) AD CHART 2-3(6 APR 23) / 2-4(6 APR 23) AD CHART 2-5(6 APR 23) / 2-6(6 APR 23) RKPK AD CHART 2-3(21 SEP 23) / 2-4(21 SEP 23) AD CHART 2-5(27 JUL 23) / 2-6(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 2-33(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)	VOL II, Part III - AD (Aerodrome) RKSI AD 2-22 / 2-22-1 16 NOV 23 AD CHART 2-51 / 2-51-1 16 NOV 23 AD CHART 2-52 / 2-52-1 16 NOV 23 RKSS AD 2-10-1 / 2-10-2 16 NOV 23 RKPC AD 2-10-1 / 2-10-2 16 NOV 23 AD 2-13 / 2-14 16 NOV 23 AD 2-15 / 2-16 16 NOV 23 AD CHART 2-1 / 2-2 16 NOV 23 AD CHART 2-3 / 2-4 16 NOV 23 AD CHART 2-5 / 2-6 16 NOV 23 RKPK AD CHART 2-3 / 2-4 16 NOV 23 AD CHART 2-5 / 2-6 16 NOV 23 AD CHART 2-26 / 2-26-1 16 NOV 23 AD CHART 2-27 / 2-27-1 16 NOV 23 AD CHART 2-28 / 2-28-1 16 NOV 23 AD CHART 2-29 / 2-29-1 16 NOV 23 AD CHART 2-30 / 2-30-1 16 NOV 23 AD CHART 2-33 / 2-33-1 16 NOV 23 AD CHART 2-34 / 2-34-1 16 NOV 23 AD CHART 2-35 / 2-35-1 16 NOV 23 AD CHART 2-36 / 2-36-1 16 NOV 23

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GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
12/21	ENR - Temporary Prohibited Areas Established	ENR	-	
15/21	Incheon AP - Temporary Obstacle Erected	AD	30 JUN 21 / 31 DEC 23	
32/22	ENR - Temporary Restricted Areas Established	ENR	1 JAN 23 / 31 DEC 23	
34/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 OCT 24	
35/22	Incheon AP - Temporary Obstacle Erected	AD	14 DEC 22 / 31 DEC 23	
37/22	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 23	
2/23	Incheon AP - Temporary Obstacle Erected	AD	8 FEB 23 / 31 DEC 25	
6/23	Incheon AP - Construction Work for Passenger Terminal 2 Extension	AD	31 MAY 23 / 30 OCT 24	
8/23	Gimpo AP - Temporary Obstacles Erected	AD	31 MAY 23 / 30 SEP 25	
9/23	Ulsan AP - Temporary Obstacles Erected	AD	19 MAY 23 / 31 AUG 24	
10/23	Incheon AP - Temporary Obstacles Erected	AD	28 JUN 23 / 30 JUL 24	
11/23	ENR - Temporary Drone Special Areas Established	ENR	30 JUN 23 / 30 JUN 25	
12/23	Incheon AP - Temporary Obstacles Erected	AD	26 JUL 23 / 31 DEC 24	
13/23	Muan AP - Temporary Obstacles Erected	AD	28 JUL 23 / 31 DEC 23	
15/23	Ulsan AP - Temporary Obstacles Erected	AD	24 AUG 22 / 30 NOV 23	
16/23	Incheon AP - Incheon INTL Airport A-CDM Trial Operation for Phase 2	AD	29 JUN 22 / 1 MAY 24	
17/23	Incheon AP - Temporary Obstacles Erected	AD	18 OCT 23 / 31 AUG 24	
18/23	Gimpo AP - Temporary Obstacles Erected	AD	18 OCT 23 / 30 NOV 24	
19/23	Ulsan AP - Unserviceability of Ulsan Radar	AD	2 JUL 23 / 30 JUN 24	
20/23	ENR - Aerial Map Information Has Been Modified	ENR	29 NOV 23 / 13 DEC 23	

2. Current AIRAC AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
2/23	ENR - Y722 Traffic Dispersion Operation	ENR	22 MAR 23 / PERM	
11/23	Jeju AP - Temporary Obstacle Erected	AD	1 MAY 23 / 11 AUG 24	
15/23	Gimpo AP - Operational Restrictions	AD	14 JUN 23 / 27 DEC 23	
16/23	Pohang Gyeongju AP - Unserviceability of LOC/DME	AD	12 JUL 23 / 29 NOV 23	
18/23	Incheon AP - Unserviceability of ILS/DMEs	AD	9 AUG 23 / 27 NOV 24	
20/23	Muan AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 27 DEC 23	
21/23	Ulsan AP - Unserviceability of ILS/DME	AD	6 SEP 23 / 4 SEP 24	
25/23	Incheon AP - RWY 15L/33R and TWYs Closed due to Construction	AD	1 NOV 23 / 12 JUN 24	
26/23	Incheon AP - Unserviceability of PAPI/ALS for RWY 16L/34R	AD	29 NOV 23 / 31 JUL 24	
27/23	Gimpo AP - Operational Restrictions	AD	27 DEC 23 / 20 MAR 24	

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5.1 - 2	24 AUG 23	5.4 - 33	11 MAY 17	0.6 - 1	2 AUG 18	2 - 22-2	17 NOV 22
5.1 - 3	18 FEB 16	5.4 - 34	11 MAY 17	0.6 - 2	2 AUG 18	2 - 22-3	29 JUN 23
5.1 - 4	20 OCT 22	5.5 - 1	4 MAY 23	AD 1		2 - 23	22 SEP 22
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5.1 - 6	28 JUL 22	5.5 - 3	27 JUL 23	1.1 - 2	25 AUG 22	2 - 25	21 SEP 23
5.1 - 7	29 AUG 19	5.5 - 4	27 JUL 23	1.2 - 1	21 OCT 21	2 - 26	21 SEP 23
5.1 - 8	1 JUL 21	5.6 - 1	1 MAY 14	1.2 - 2	21 OCT 21	2 - 27	15 DEC 22
5.1 - 9	28 JUL 22	5.6 - 2	1 MAY 14	1.2 - 3	21 OCT 21	2 - 27-1	29 JUN 23
5.1 - 10	28 JUL 22	ENR 6		1.2 - 4	21 OCT 21	2 - 27-2	29 JUN 23
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5.1 - 12	17 APR 14			1.3 - 2	25 AUG 22	2 - 28	21 SEP 23
5.1 - 13	13 APR 17			1.4 - 1	1 MAY 14	2 - 28-1	21 SEP 23
5.1 - 14	13 APR 17			1.4 - 2	1 MAY 14	2 - 29	21 SEP 23
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5.3 - 4	7 MAY 20	6 - 7	21 SEP 23	2 - 9	21 SEP 23	2 - 43	23 SEP 21
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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

The abbreviations used in AIS publications are as specified in Doc 8400, ICAO Abbreviations and Codes and Doc 8126, Aeronautical Information Services. Additional abbreviations are used to provide for local requirements. Abbreviations marked by an asterisk(*) are either different from or not contained in ICAO Doc 8400.

A

A	Amber	호박색
A/A	Air-to-air	공대공
AAD	Assigned altitude deviation	배정고도이탈
AAL	Above aerodrome level	비행장 표점기준 고도
ABM	Abeam	정좌(우)현에
ABN	Aerodrome beacon	공항(또는 비행장) 등대
ABT	About	대략
ABV	Above	위에
AC	Altocumulus	고적운
ACARS	Aircraft communication addressing and reporting system	공중/지상 데이터 통신시스템
ACAS	Airborne collision avoidance system	공중충돌경고장치
ACC	Area control center	지역관제소(항공교통센터)
ACCID	Notification of an aircraft accident	항공기 사고통보
A-CDM	Airport collaborative decision making	공항 CDM
ACFT	Aircraft	항공기
ACP	Acceptance(message type designator)	접수(전문형태 약어)
ACPT	Accept, accepted	접수하다 또는 접수된
ACL	Altimeter check location	고도계 점검지점
ACK	Acknowledge	수신확인
ACN	Aircraft classification number	항공기 등급번호
ACT	Active or activated or activity	활동중 또는 활동
AD	Aerodrome	공항 또는 비행장
ADA	Advisory Area	조연구역
ADC	Aerodrome chart	비행장지도
ADDN	Addition or additional	추가
ADF	Automatic direction-finding equipment	자동방향탐지기
ADIZ	Air defence identification zone	방공식별구역
ADJ	Adjacent	인접한
ADP	ATFM daily plan	흐름관리일일계획서
ADR	Advisory route	조연항공로
ADS	Automatic dependent surveillance	자동항행감시
ADSU	Automatic dependent surveillance unit	자동항행감시장치
ADVS	Advisory service	조연업무
ADZ	Advise	조언
AES	Aircraft earth station	항공기 지구국
AFFP*	Aqueous Film Forming Foam	수성막 형성품
AFIL	Flight plan filed in the air	비행중 제출된 비행계획서
AFIS	Aerodrome flight information service	비행장 비행정보업무
AFM	Yes or affirm or affirmative or that is correct	예 또는 긍정 또는 정확함
AFP	Airspace flow program	공역지연프로그램
AFS	Aeronautical fixed service	항공고정업무
AFT	After.....(time or place)	... 이후(시간 또는 장소)
AFTN	Aeronautical fixed telecommunication network	항공고정통신망
A/G	Air-to-ground	공대지
AGA	Aerodrome, air routes and ground aids	비행장, 항공로 및 지상보조시설
AGL	Above ground level	지상고도
AGN	Again	재차
AIC	Aeronautical information circular	항공정보회람
AIDC	Air traffic services inter-facility data communication	항공관제정보교환망
AIP	Aeronautical information publication	항공정보간행물
AIRAC	Aeronautical information regulation and control	항공정보관리절차
AIREP	Air-report	비행중 항공기로부터 기상보고
AIRMET	Information concerning enroute weather phenomena which may affect the safety of low-level aircraft operations	저고도 항공기 운항안전에 영향을 줄 수 있는 항공로 기상현상에 관한 정보
AIS	Aeronautical information services	항공정보업무
ALA	Alighting area	착륙지역
ALERFA	Alert phase	경계단계
ALR	Alerting(message type designator)	긴급통보(전문형태 약어)

ALRS	Alerting service	경보업무
ALS	Approach lighting system	진입등 시스템
ALT	Altitude	고도
ALTN	Alternate or alternating (<i>light alternates in colour</i>)	교차하다, 교차하는(교차등화는 색이 교대로 바뀜)
ALTN	Alternate(aerodrome)	교체공항
AMA	Area minimum altitude	구역최저고도
AMD	Amend or amended(<i>used to indicate amended meteorological message; message type designator</i>)	수정, 수정된(수정된 기상전문을 나타내기 위해 사용됨 ; 전문형식지정어)
AMDT	Amendment (AIP Amendment)	수정판(항공정보간행물 수정판)
AMS	Aeronautical mobile service	항공이동업무
AMSL	Above mean sea level	해발고도
AMSS	Aeronautical mobile satellite service	항공이동위성통신시설
ANC	Aeronautical chart 1:500000 (<i>followed by name title</i>)	항공도-1:500,000
ANCS	Aeronautical navigation chart - small scale (<i>followed by name/title and scale</i>)	항행도-소축적
ANS	Answer	응답
AOC	Aerodrome obstacle chart	비행장애물도
AP	Airport	공항
APCH	Approach	접근
APDC	Aircraft parking/docking chart(<i>followed by name/title</i>)	항공기 주기/접현도
APN	Apron	계류장
APP	Approach control office or approach control or approach control service	접근관제소 또는 접근관제 또는 접근관제 업무
APR	April	4월
APRX	Approximate or approximately	대략, 대략적으로
APSG	After passing	통과후
APV	Approach procedure with vertical guidance	수직요도접근절차
APV	Approve or approved or approval	승인하다 또는 승인된, 승인
ARC	Area chart	지역도
ARFOR	Area forecast (in aeronautical meteorological code)	지역예보(항공기상용어)
ARNG	Arrange	조정하다
ARO	Air traffic services reporting office	항공교통업무취급소
ARP	Aerodrome reference point	비행장 표점
ARP	Air-report (<i>message type designator</i>)	항공기 보고(전문형식 지정어)
ARQ	Automatic error correction	자동오차교정
ARR	Arrive or arrival	도착하다, 도착
ARR	Arrival(<i>message type designator</i>)	도착(전문형식 지정어)
ARS	Special air-report (<i>message type designator</i>)	특별항공기보고(전문형식 지정어)
ARST	Arresting (<i>specify part of aircraft arresting equipment</i>)	제동(항공기 제동장비의 부분 명시)
AS	Altostratus	고층운
ASC	Ascend to or ascending to	...까지 상승, ...까지 상승함
ASDA	Accelerate-stop distance available	가속-정지 가능거리
ASE	Altimetry system error	고도측정시스템오류
ASPH	Asphalt	아스팔트
AT	At (<i>followed by time at which weather change is forecast to occur</i>)	...에(기상변화가 시작될 것으로 예상된 시간이 이어짐)
ATA	Actual time of arrival	실제도착시간
ATC	Air traffic control (in general)	항공교통관제
ATD	Actual time of departure	실제출발시간
ATFM	Air traffic flow management	항공교통흐름관리
ATIS	Automatic terminal information service	공항정보방송시설
ATM	Air traffic management	항공교통관리
ATN	Aeronautical telecommunication network	항공종합통신망
ATP	At... (<i>time or place</i>)	...에(시간 또는 장소)
ATS	Air traffic services	항공교통업무
ATTN	Attention	주의
AT-VASIS	Abbreviated T visual approach slope indicator system	간이 T형 진입각지시등
ATZ	Aerodrome traffic zone	비행장교통구역
AUG	August	8월
AUTH	Authorized or authorization	인가된 또는 인가
AUW	All up weight	총중량
AUX	Auxiliary	보조
AVBL	Available or availability	이용가능한, 이용가능
AVG	Average	평균
AVGAS	Aviation gasoline	항공유

Change : Establishment of abbreviation(APV).

J

JAN	January	1월
JTST	Jet stream	젯스트리류
JUL	July	7월
JUN	June	6월

K

KG	Kilograms	킬로그램
KHZ	Kilohertz	킬로헤르츠
KIAS	Knots indicated airspeed	노트로 표시된 계기속도
KM	kilometers	킬로미터
KMH	Kilometers per hour	시속(시간당 킬로미터)
KPA	Kilopascal	킬로파스칼
KST	Korean standard time	한국표준시간
KT	Knots	노트
KW	Kilowatts	킬로와트

L

L	Left(<i>preceded by runway designation number to identify a parallel runway</i>)	좌측(평행활주로를 식별하기 위해 활주로 번호 다음에 옴)
L	Locator(<i>see LM, LO</i>)	로케이터(LM, LO 참조)
LAM	Logical acknowledgement(<i>message type designator</i>)	확인응답(전문형식 지정어)
LAN	Inland	육지
LAT	Latitude	위도
LDA	Landing distance available	착륙가능거리
LDAH	Landing distance available, helicopter	착륙가능거리, 헬기
LDG	Landing	착륙
LDI	Landing direction indicator	착륙방향지시기
LEN	Length	길이
LF	Low frequency(<i>30 to 300 kHz</i>)	장파(30 to 300 kHz)
LGT	Light or lighting	항공등화 또는 조명
LGTD	Lighted	조명된
LIH	Light intensity high	고광도
LIL	Light intensity low	저광도
LIM	Light intensity medium	중광도
LM	Locator, middle	중간로케이터
LMT	Local mean time	지역표준시
LNAV	Lateral Navigation	횡적안내정보제공항행
LNG	Long(<i>Used to indicate the type of approach desired or required</i>)	긴(원하거나 요구하는 접근의 종류를 나타내기 위해 사용됨)
LO	Locator, outer	외측로케이터
LOC	Localizer	방위각제공시설
LONG	Longitude	경도
LORAN	LORAN(<i>long range air navigation system</i>)	장거리 항행시스템
LPV	Localizer performance with vertical guidance	수직유도 로컬라이저 성능
LR*	Lead radial	기준 레디얼
LRG	Long range	장거리
LSQ	Line squall	스콜라인
LTD	Limited	제한된
LTT	Landing teletypewriter	유선전신
LV	Light and variable(<i>relating to wind</i>)	약하고 변하는(바람과 관련된)
LVE	Leave or leaving	떠나다 또는 떠나는
LVL	Level	고도
LYR	Layer or layered	층 또는 층으로 이루어진



M

...M	Meters(<i>preceded by figures</i>)	미터(앞에 숫자가 옴)
M...	Mach number(<i>followed by figures</i>)	마하수(뒤에 숫자가 이어짐)
M...	Minimum value of runway visual range(<i>followed by figures in METAR/SPECI</i>)	활주로 가시거리의 최저치(정시관측 및 특별관측보고의 숫자가 이어짐)
MAA	Maximum authorized altitude	최고승인고도
MAG	Magnetic	자방위
MAINT	Maintenance	정비, 유지 보수
MAP	Aeronautical maps and charts	항공지도 및 도면
MAPT	Missed approach point	실패접근지점
MAR	At sea	바다
MAR	March	3월
MAS	Manual AI simplex	수동 AI 단방향방식
MAX	Maximum	최대
MAY	May	5월
MCA	Minimum crossing altitude	최저통과고도
MCW	Modulated continuous wave	변조지속파
MDA	Minimum descent altitude	최저강하고도
MDF	Medium frequency direction-finding station	중파방향탐지국
MDH	Minimum descent height	최저강하높이
MEA	Minimum en-route altitude	최저항공로고도
MEHT	Minimum eye height over threshold(<i>for visual approach slope indicator systems</i>)	활주로 시단상 최저시각통과 높이(진입각 지시등에 사용)
MET	Meteorological or Meteorology	기상 또는 기상학
METAR	Aerodrome routine meteorological report(<i>in meteorological code</i>)	정시관측보고(기상코드)
MF	Medium frequency(300 to 3 000 kHz)	중파
MHDF	Medium and high frequency direction-finding stations(<i>at the same location</i>)	중단파방향탐지국(병설)
MHVDF	Medium, high and very high frequency direction-finding station(<i>at the same location</i>)	중, 단, 초단파 방향탐지국(병설)
MHZ	Megahertz	메가헤르츠
MID	Mid-point(<i>related to RVR</i>)	중간 RVR 지점
MIFG	Shallow fog	얇은 안개
MIL	Military	군
MIN	Minute	분
MINT	Minute in trail	시간(분) 간격 분리
MIT	Miles in trail	거리(마일) 간격 분리
MKR	Marker radio beacon	마커무선표지
MLS	Microwave landing system	계기착륙시설(마이크로파)
MM	Middle marker	중간 마커
MNM	Minimum	최소
MNPS	Minimum navigation performance specifications	최소항행성능기준
MNT	Monitor or monitoring or monitored	감시하다 또는 감시하는 또는 감시되는
MNTN	Maintain	유지하다
MOA	Military operating area	군훈련구역
MOC	Minimum obstacle clearance(required)	최저장애물회피허용치(요구되는)
MOCA	Minimum obstacle clearance altitude	최저장애물회피고도
MOD	Moderate(<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA=moderate rain</i>)	중간강도의(기상현상, 혼신 또는 공전 보고의 강도를 나타내기 위해 사용, 예. MODRA=중간 강도의 비)
MON	Above mountains	산악상공
MON	Monday	월요일
MOPS	Minimum operational performance standards	최저성능기준
MOV	Move or moving or movement	이동하다 또는 이동하는 또는 이동
MPS	Meters per second	초속(초당미터)
MRA	Minimum reception altitude	최저수신가능고도
MRG	Medium range	중거리
MRP	ATS/MET reporting point	항공교통업무/기상 보고지점
MS	Minus	음의
MSA	Minimum sector altitude	최저섹터고도
MSG	Message	전문
MSL	Mean sea level	평균해수면
MSSR	Monopulse secondary surveillance radar	모노펄스 2차 감시레이다
MT	Mountain	산
MTU	Metric units	미터법
MTW	Mountain waves	산악파

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

ENCODE		ENCODE		ENCODE	
지 명	약 어	지 명	약 어	지 명	약 어
가남리	RKRA*	아주대학교의료원	RKBG*	진해	RKPE*
가평	RKRK*	안동	RKTD*	천안(단국대)	RKDH*
강릉	RKNN*	양구	RKMG*	청양(HEL)	RKTB*
거제(삼성중공업)	RKPI*	양산	RKPY*	청원	RKTC*
계룡대(기상전대)	RKTF	양양국제공항	RKNY	청주국제공항	RKTU
과천(정부청사)	RKBA*	양재(HEL)	RKBD*	청풍수상비행장	RKTM*
광양(포스코)	RKJS*	양주 신산리	RKRF*	춘천(신북리)	RKMS*
광주(삼성전자)	RKJE*	양평(광탄)	RKRG*	출강(울산소방)	RKPL*
광주공항	RKJJ	여수공항	RKJY	충주(중앙119)	RKUA*
구미(삼성전자)	RKTV*	여의도(KBS)	RKBS*	태안	RKTA*
국토교통부	RKSL	영암	RKJA*	파주	RKRP*
군산(해양경찰)	RKJD*	영암(신한에어)	RKJW*	평택(미8군)	RKSG*
군산공항	RKJK	영종도(해양경찰)	RKRE*	포승	RKBN*
금왕	RKUK*	영천	RKUY*	포천	RKRO*
기계(경북 119)	RKTJ*	예산(UI 헬리제트)	RKDB*	포항(포스코)	RKTS*
김포(한국타임즈항공)	RKBU*	예천	RKTY*	포항경주공항	RKTH
김포국제공항	RKSS	오산	RKSO*	하남	RKRC*
김해국제공항	RKPK	옥포	RKPO*	학포(강원소방 양양항공대)	RKNS*
남양헬기장	RKSN*	왜관(미8군)	RKDC*	한강 노들섬(HEL)	RKBJ*
남항진(강릉)	RKNH*	용산	RKSY*	함양	RKPA*
논산	RKUL*	용인	RKRY*	합천(경남소방)	RKPB*
달성(중앙119)	RKTG*	용인(에버랜드)	RKBP*	해양경찰청 수색구조	RKBB
대구 ACC	RKDA	울릉도	RKDU*	해운대(부산소방)	RKPP*
대구국제공항	RKTN	울산공항	RKPU	현리	RKMA*
대전(헬리코리아)	RKDJ	울진(산림항공)	RKTK*	홍천	RKMB*
덕소	RKRD*	울진비행장	RKTL*	화순(중앙119)	RKJH*
덕송(중앙119)	RKSH*	웅천	RKTW*	횡성(강원소방 횡성항공대)	RKMC*
독도	RKDD*	원광대학병원	RKJC*		
마산(삼성병원)	RKPH*	원주공항	RKNW		
모슬포	RKPM*	의왕(현대자동차)	RKBF*		
목포공항	RKJM*	의정부	RKSB*		
무안국제공항	RKJB	이동	RKRI*		
발안	RKSD*	이천	RKRN*		
백령도	RKSE*	익산	RKJI*		
백령도(공군 Site)	RKSP*	인천ACC	RKRR		
봉덕(미8군)	RKDE*	인천국제공항	RKSI		
봉명	RKBY*	일원동(삼성병원)	RKBI*		
부평	RKRB*	잠실(한강공원)	RKSJ*		
사천공항	RKPS	장수(전북119)	RKJF*		
서산	RKTP*	전주	RKJU*		
서울	RKSM*	정석(대한항공)	RKPD		
성무	RKTE*	제주국제공항	RKPC		
속초	RKND*	제주용강(산림항공)	RKPF*		
송산리	RKSX*	조치원	RKUC*		
수색	RKRS*	중원	RKTI*		
수원	RKSW*	지정(원주)	RKNK*		
수원(KBS)	RKBW*	진천	RKUJ*		

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

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

ENCODE	
Location	Indicator
Andong	RKTD*
Baengnyeongdo(Coast)	RKSE*
Baengnyeongdo(Site)	RKSP*
Balan	RKSD*
Bongdeok(8th USA,HEL)	RKDE*
Bongmyeong	RKBY*
Bupyeong	RKRB*
Cheonan Dankookdae	RKDH*
Cheongju INTL	RKTU
Cheongpung	RKTM*
Cheongwon	RKTC*
Cheongyang(HEL)	RKTB*
Chulgang(Ulsan 119)	RKPL*
Chuncheon(Sinbuk)	RKMS*
Chungju(HEL)	RKUA*
Daegu ACC	RKDA
Daegu INTL	RKTN
Daejeon	RKDJ
Dalseong(119)	RKTG*
Deokso	RKRD*
Deoksong	RKSH*
Desiderio AAF(8th USA)	RKSG*
Dokdo	RKDD*
Ganapri	RKRA*
Gangneung	RKNN*
Gapyeong	RKRK*
Geoje SHI	RKPI*
Geumwang	RKUK*
Gigye(HEL)	RKTJ*
Gimhae INTL	RKPK
Gimpo INTL	RKSS
Gimpo Times Aerospace	RKBU*
Gumi SEC	RKTV*
Gunsan	RKJK
Gunsan(Korea Coast Guard)	RKJD*
Gwacheon Gov.	RKBA*
Gwangju	RKJJ
Gwangju SEC	RKJE*
Gwangyang POSCO	RKJS*
Gyeryongdae	RKTF
Haeundae(Busan 119)	RKPP*
Hakpo	RKNS*
Hamyang	RKPA*
Hanam	RKRC*
Hangang Nodeul Island(HEL)	RKBJ*
Hapcheon(Gyeongnam 119)	RKPB*
Hoengseong(119)	RKMC*

ENCODE	
Location	Indicator
Hongcheon	RKMB*
Hwasun(HEL)	RKJH*
Hyeonri	RKMA*
Icheon	RKRN*
Idong	RKRI*
Iksan	RKJI*
Ilwondong SMC	RKBI*
Incheon INTL	RKSI
Incheon ACC	RKRR
Jamsil(Hangang Park)	RKSJ*
Jangsu(HEL)	RKJF*
Jeju INTL	RKPC
Jeju yonggang(HEL)	RKPF*
Jeongseok	RKPD
Jeonju	RKJU*
Jijeong	RKNK*
Jincheon	RKUJ*
Jinhae	RKPE*
Jochiwon	RKUC*
Jungwon	RKTI*
Korea Search/Rescue	RKBB
Masan SMC	RKPH*
Mokpo	RKJM*
MOLIT	RKSL
Moseulpo	RKPM*
Muan INTL	RKJB
Namhangjin	RKNH*
Namyang(Heliport)	RKSN*
Nonsan	RKUL*
Okpo	RKPO*
Osan	RKSO*
Paju	RKRP*
Pocheon	RKRO*
Pohang Gyeongju	RKTH
Pohang(POSCO)	RKTS*
Poseung	RKBN*
Sacheon	RKPS
Seongmu	RKTE*
Seosan	RKTP*
Seoul	RKSM*
Sokcho	RKND*
Songsanri	RKSX*
Susaek	RKRS*
Suwon	RKSW*
Suwon AUMC(HEL)	RKBG*
Suwon KBS	RKBW*
Taeon	RKTA*

[illegible]

Change : Establishment of RKRF.

[illegible]

[illegible]

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. 책임기관

1.1 대한민국 국토교통부 항공교통본부는 GEN 3.1.2항에 기술된 바와 같이 책임구역내에서 국제 및 국내 항공항행의 안전성, 정규성 및 효율성을 위해 필요한 정보의 흐름을 보장하기 위한 항공정보업무를 담당한다. 항공정보업무기관은 아래와 같이 항공정보업무 본부, 국제항공고시보취급소, 중앙항공정보실 및 비행장에 설치된 항공정보실로 구성된다.

1.2 항공정보업무 본부

항공교통본부

(우) 41059 대구광역시 동구 매여로1길 50-12

전화 : 053-668-0286

팩스 : 053-668-0277

E-mail : aisd@korea.kr

항공고정통신망 : RKRRYNYX

1.3 국제항공고시보 취급소

국제항공고시보취급소

(우) 41059 대구광역시 동구 매여로 1길 50-12

전화 : 053-668-0446

팩스 : 053-668-0442

전자우편 : kornof@korea.kr

항공고정통신망 : RKRRYNYX

Website : <http://aim.koca.go.kr>

1.4 비행장 항공정보실

1. Responsible Service

1.1 The Aeronautical Information Service, which forms part of the Republic of Korea, Air Traffic Management Office (ATMO), Ministry of Land, Infrastructure and Transport, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS Headquarters, International NOTAM Office(NOF), AIS center and AIS units established at aerodromes as listed below.

1.2 AIS Headquarters

Air Traffic Management Office(ATMO)
Ministry of Land Infrastructure and Transport

50-12, Maeyeo-ro 1-gil, Dong-gu, Daegu, 41059,
Republic of Korea

TEL : +82-53-668-0286

Telefax : +82-53-668-0277

E-mail : aisd@korea.kr

AFS : RKRRYNYX

1.3 International NOTAM office (NOF)

International NOTAM office

50-12, 1-gil, maeyeo-ro, Dong-gu, Daegu 41059,
Republic of Korea

TEL : +82-53-668-0446

Telefax : +82-53-668-0442

E-mail : kornof@korea.kr

AFS : RKRRYNYX

Website : <http://aim.koca.go.kr>

1.4 Aerodrome AIS units

SEOUL/Incheon International 인천국제공항	Incheon airport AIS office 인천공항 항공정보실	GUNSAN 군산공항	Gunsan airport AIS office 군산공항 항공정보실
SEOUL/Gimpo International 김포국제공항	Gimpo airport AIS office 김포공항 항공정보실	YEOSU 여수공항	Yeosu airport AIS office 여수공항 항공정보실
JEJU/International 제주국제공항	Jeju airport AIS office 제주공항 항공정보실	WONJU 원주공항	Wonju airport AIS office 원주공항 항공정보실
BUSAN/Gimhae International 김해국제공항	Gimhae airport AIS office 김해공항 항공정보소	POHANG GYEONGJU 포항경주공항	Pohang Gyeongju airport AIS office 포항경주공항 항공정보실
CHEONGJU/International 청주국제공항	Cheongju airport AIS office 청주공항 항공정보실	SACHEON 사천공항	Sacheon airport AIS office 사천공항 항공정보실
YANGYANG/International 양양국제공항	Yangyang airport AIS office 양양공항 항공정보실	ULSAN 울산공항	Ulsan airport AIS office 울산공항 항공정보실
DAEGU/International 대구국제공항	Daegu airport AIS office 대구공항 항공정보실	ULJIN 울진비행장	Uljin airport AIS office 울진비행장 항공정보실
MUAN/International 무안국제공항	Muan airport AIS office 무안공항 항공정보실	JEJU/Jeongseok 정석비행장	Jeongseok airport AIS office 정석비행장 항공정보실
Gwangju 광주공항	Gwangju airport AIS office 광주공항 항공정보실		
* 각 항공정보실 운영시간은 공항별 AD 2.3을 참조		* See AD 2.3 for the operational hours of each AD AIS office	

국제민간항공조약 부속서 15(항공정보업무)에 수록된 규정에 따라 항공정보업무가 제공된다.

The service is provided in accordance with the provisions contained in Annex 15 - Aeronautical Information Services.



2. 책임구역

항공정보업무기관은 대한민국 전 영토와 인천 비행정보구역 내 공해 상공의 공역에 대하여 정보의 수집 및 전파를 담당한다.

3. 항공정보 발간물

3.1 항공정보는 다음과 같은 요소로 구성된 종합항공정보집의 형태로 제공한다.

- 항공정보간행물
- 항공정보간행물 수정판
- 항공정보간행물 보충판
- 항공고시보 및 비행전정보게시
- 항공정보회람
- 유효 항공고시보 대조표 및 목록

항공고시보 및 월간 유효 항공고시보 대조표는 항공고정통신망을 사용하여 발행되며 비행전 정보게시는 각 공항 항공정보실 또는 웹사이트에서 이용할 수 있다. 그 외의 발간물들은 우편(유효 항공고시보 목록의 경우 우편 또는 전자우편)으로 발송된다.

3.2 항공정보간행물

항공정보간행물은 항공항행에 필수적인 영구적인 항공정보 및 장기간 지속되는 일시적인 변경사항의 교환을 위한 국제기준을 충족하기 위하여 제정된 항공관련 기본발간물이다.

대한민국 항공정보간행물은 세 권으로 발간된다.

항공정보간행물은 국제 및 국내 사업용 또는 자가용 항공기 운항에 사용하기 위하여 영문과 국문을 병용한 가제형식으로 발간된다.

3.3 항공정보간행물 수정판

항공정보간행물 수정판은 가제 형식으로 발간되며 다음과 같은 2가지 종류의 수정판으로 발행된다.

- 항공정보간행물 정기 수정판. 정기적인 간격(GEN 0.1 참조)으로 발행되며 엷은 파란색 표지를 사용하며 지정된 발간일을 기준으로 항공정보간행물에 대한 영구적인 변경사항을 수록
- 항공정보간행물 AIRAC 수정판. AIRAC 체계에 따라 발행되며 AIRAC이라는 약어를 표시한 분홍색 표지를 사용하며 지정된 AIRAC 발효일자를 기준으로 항공정보간행물에 대한 운영상 중요한 영구적인 변경사항을 수록

수정판에 의해 영향을 받는 주제에 관한 간략한 설명이 항공정보간행물 수정판 표지에 표기된다. 재 인쇄된 항공정보간행물 페이지에 포함된 새로운 정보에 대해서는 주석을 달거나 변경/추가된 사항의 좌측 또는 우측 여백(또는 바로 좌측 또는 우측에 맞닿게)에 수직선을 표기하여 나타낸다.

2. Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of the Republic of Korea, and for the airspace over the high seas encompassed by the INCHEON Flight Information Region.

3. Aeronautical publications

3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements :

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and
- Checklists and lists of valid NOTAM.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units or website. All other elements of the package are distributed by air mail(for the lists of valid NOTAM by airmail or e-mail).

3.2 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AIP Republic of Korea is published in three(3) volumes.

The AIP is published in a loose-leaf form with bilingual text (English and Korean) for use in international and domestic operations, whether the flight is a commercial or a private one.

3.3 Amendment service to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced :

- Regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval (ref. GEN 0.1) and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and
- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym-AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left or the right margin (or immediately to the left or the right) of the change/addition.

6. ATN / AFTN CIRCUIT

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

Change : Withdrawal of domestic AFTN(RKSLYLYX).



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

7. 추가 정보

NIL

7. Miscellaneous

NIL

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
▲◆	MONSI	5LNC	[monsɪ]	[몬시]	371247N	1265015E	Y711/W61/Z54/Y644	
◇	MOXID	5LNC	[maksɪd]	[막시드]	362311N	1264359E	Z51	
◆	MUGUS	5LNC	[mugus]	[무구스]	300006N	1245712E	Y711	
▲◆	NIMUS	5LNC	[nimus]	[니무스]	371210N	1294656E	G597/Y697	
△◇	NIRAT	5LNC	[ni:rat]	[니랏]	320354N	1260329E	A593/Y722/B576	
◆	NISAV	5LNC	[nisav]	[니사브]	341519N	1275835E	Y571	
◆	NULDI	5LNC	[nuldi]	[눌디]	342514N	1263739E	Y711	
▲◆	NOBUT	5LNC	[nobʌt]	[노벗]	370715N	1291957E	V11/Y744	
◇	NOGON	5LNC	[nogon]	[노곤]	372250N	1242505E	Y697	
▲◆	NOMEX	5LNC	[nomeks]	[노멕스]	374112N	1294441E	B467/Z63/Y437	
◆	NONOS	5LNC	[nonos]	[노노스]	364046N	1242453E	Y655	
▲◆	NOPIK	5LNC	[nopik]	[노픽]	372412N	1253905E	G597/Y697	
◆	OLBIM	5LNC	[olbim]	[올빔]	371411N	1240751E	Y697	
▲◆	OLMEN	5LNC	[olmen]	[올멘]	364413N	1265928E	B576/Z52/Y722	
◇	OLMUD	5LNC	[olmud]	[올무드]	350225N	1284916E	Y572	
◇	OMKIM	5LNC	[omkim]	[옴킴]	331320N	1264114E	Y571/Y572	
△◇	OMOTU	5LNC	[omotu]	[오모투]	350033N	1285022E	A586/Y579/Y781	
◇	ONATA	5LNC	[onata]	[오나타]	382832N	1320602E	Y233	
▲	ONIKU	5LNC	[oniku]	[오니쿠]	321142N	1263917E	A593	
△◇	OPEDA	5LNC	[opeda]	[오페다]	355149N	1273652E	V549	
△	OROGA	5LNC	[oroga]	[오로가]	364456N	1272718E	HOLDING PATTERN	
▲◆	OSPOT	5LNC	[ospat]	[오스팟]	365018N	1272055E	A582/Y782	
△◇	PALDU	5LNC	[paldu]	[팔두]	375813N	1323625E	B332	
◆	PALSA	5LNC	[palsa]	[팔사]	340131N	1242453E	Y655	
◆	PANSI	5LNC	[pansi]	[판시]	330014N	1261225E	Y711/Z82	
◇	PAPLU	5LNC	[paplu]	[파프루]	333441N	1270337E	Y571/Z85	
◆	PEBRI	5LNC	[pebrɪ]	[페브리]	362311N	1270013E	Y722	
▲◆	PILIT	5LNC	[pilit]	[필릿]	372631N	1291731E	G597/V11/Z63/Y744/Y697	
△◇	POLEG	5LNC	[polek]	[폴렉]	371249N	1265935E	A582/B576/Y644/Y782	
△◇	PONIK	5LNC	[ponik]	[포닉]	320021N	1254659E	A593/Y711	
◇	POSAN	5LNC	[posan]	[포산]	365615N	1271316E	Z52	
◆	POVEM	5LNC	[povæm]	[포뎀]	345523N	1285416E	Y571	
◆	POVOR	5LNC	[povor]	[포볼]	341520N	1274400E	Y572	
◆	REBIT	5LNC	[rebrɪ]	[레빗]	371203N	1252913E	Y644	
◇	REMOS	5LNC	[ræmos]	[래모스]	332605N	1262329E	Y655/Y711	
△	RIMPO	5LNC	[rimpo]	[림포]	350739N	1273502E	W45	
△◇	RINBO	5LNC	[rinbo]	[린보]	355352N	1265349E	B576/V549	
◇	RILRO	5LNC	[rilro]	[릴로]	371033N	1241442E	Y644/Z57	
▲◆	RUGMA	5LNC	[rugma]	[루그마]	323012N	1265753E	A586/Y579/Z85	
▲	RUNIT	5LNC	[runɪt]	[루닛]	350734N	1282952E	W45	
△◇	SABET	5LNC	[sabet]	[사벳]	373829N	1324019E	B332/L512	
▲	SADLI	5LNC	[sædli]	[새들리]	314948N	1250000E	A593	
△	SAKTI	5LNC	[sakti]	[삭티]	365100N	1274600E	HOLDING PATTERN	
▲◆	SAMDO	5LNC	[samdo]	[삼도]	333503N	1281857E	A595	
△◇	SAMLO	5LNC	[samlo]	[삼로]	323223N	1261536E	B576/Y722	

Change : Establishment of NULDI.

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
△◇	SAMUL	5LNC	[samul]	[사물]	350736N	1265154E	Y722/Y253/V543	
▲◆	SAPDI	5LNC	[sæpdi]	[샹디]	350737N	1282952E	V543/Y253	
▲◆	SAPRA	5LNC	[sapro]	[사프라]	354926N	1304325E	G585/Y685	
▲◆	SARAM	5LNC	[saram]	[사람]	350736N	1283147E	V543/W526/Z83/Y253	
◇	SELPA	5LNC	[selpa]	[셀파]	375515N	1304911E	Y233	
▲◆	SOSDO	5LNC	[sosdo]	[소스도]	330012N	1262735E	B576/Y722	
▲◆	TAMNA	5LNC	[tamna]	[탐나]	332815N	1271953E	A595	
◇	TEBEX	5LNC	[tebeks]	[테백스]	363341N	1275929E	Z53	
▲◆	TEDAN	5LNC	[tedan]	[테단]	350744N	1271852E	V543/Y253	
△◇	TENAS	5LNC	[tenas]	[테나스]	373820N	1313427E	B467/L512/A586/Y579/Y437	
▲◆	TESIM	5LNC	[tesim]	[테심]	313526N	1255128E	B576/Y722	
◇	TOLIS	5LNC	[tolis]	[톨리스]	335030N	1242453E	Y655	
▲	TOPAX	5LNC	[topæks]	[토팍스]	344555N	1282952E	A586/Y579/W526	
▲◆	TORUS	5LNC	[torus]	[토루스]	373625N	1280807E	G597/Y697	
▲◆	TOSAN	5LNC	[tosan]	[토산]	330012N	1264619E	A586/Y579	
◆	UPGOS	5LNC	[upgos]	[웁고스]	335733N	1271953E	Y572	
▲◆	VASLI	5LNC	[vasli]	[바슬리]	364252N	1273003E	A582/Y782	

3. AD

3.1 RKSI

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	ANBOG	5LNC	[anbɔg]	[안보그]	373515N 1262032E	IAP	RKSI
◇	ATKON	5LNC	[ætkɔn]	[앳콘]	374000N 1261823E	IAP	RKSI
△	BATAP	5LNC	[batap]	[바탑]	372055N 1263317E	IAP	RKSI
◇	BIRIN	5LNC	[birin]	[비린]	371438N 1263910E	IAP	RKSI
◇	BITIM	5LNC	[bitim]	[비탐]	374048N 1262436E	IAP, STAR	RKSI
◇	BOBIB	5LNC	[bobib]	[보빱]	370532N 1270359E	STAR	RKSI
◇	BODEK	5LNC	[bodek]	[보덱]	372237N 1262942E	IAP	RKSI
◇	BOPKI	5LNC	[bɔpki]	[보пки]	365432N 1264630E	STAR	RKSI
◇	DALKA	5LNC	[dalka]	[달카]	371736N 1263430E	IAP	RKSI
◇	ELGUK	5LNC	[elguk]	[엘국]	371959N 1254525E	STAR	RKSI
◇	ELMAP	5LNC	[elmap]	[엘맵]	371616N 1271115E	STAR	RKSI
◇	ENBUK	5LNC	[enbu:k]	[엔북]	372331N 1263119E	IAP	RKSI
△	ENPIL	5LNC	[enpil]	[엔필]	370939N 1264334E	IAP, STAR	RKSI
△	GOKAK	5LNC	[gɔkək]	[고각]	372102N 1263331E	IAP	RKSI
◇	IPKOL	5LNC	[ipkɔl]	[입콜]	373707N 1261707E	IAP	RKSI
◇	KAGOK	5LNC	[kagɔk]	[카곡]	371344N 1263734E	IAP	RKSI
◇	KIDAB	5LNC	[kidab]	[키답]	372323N 1263105E	IAP	RKSI
◇	LEGUN	5LNC	[ligʌn]	[리건]	371815N 1263539E	IAP	RKSI
◇	LENBI	5LNC	[lenbi]	[렌비]	371728N 1263416E	IAP	RKSI
◇	MUNAN	5LNC	[mu:nan]	[무난]	373409N 1261153E	IAP, STAR	RKSI
◇	NIPUT	5LNC	[nipu:t]	[니풋]	371352N 1263748E	IAP	RKSI
◇	NODUN	5LNC	[nɔdʌn]	[노단]	371110N 1272028E	STAR	RKSI
◇	NOPEN	5LNC	[nɔpen]	[노펜]	373254N 1262259E	IAP	RKSI
◇	OLKIK	5LNC	[ɔlkik]	[올킱]	373700N 1261654E	IAP	RKSI
◇	OLTEM	5LNC	[ɔltem]	[올템]	374018N 1262046E	IAP	RKSI
◇	OSERI	5LNC	[ɔseri]	[오세리]	373159N 1262122E	IAP	RKSI
◇	PAMBI	5LNC	[pambi]	[팜비]	371054N 1263234E	IAP, STAR	RKSI
◇	PIBAK	5LNC	[pibak]	[피박]	371822N 1263552E	IAP	RKSI
◇	PIPAN	5LNC	[pipan]	[피판]	372245N 1262956E	IAP	RKSI
◇	POMIM	5LNC	[pɔmim]	[포뮴]	371724N 1260822E	STAR	RKSI
△	POSEP	5LNC	[pɔsep]	[포셉]	372822N 1261322E	IAP	RKSI
◇	POSOK	5LNC	[pɔsɔk]	[포속]	371430N 1263857E	IAP	RKSI
◇	PUDIM	5LNC	[pu:dim]	[푸뎀]	373754N 1261830E	IAP	RKSI
◇	RUMRI	5LNC	[ru:mri]	[룸리]	373213N 1262130E	IAP	RKSI
△	SAKOS	5LNC	[sakɔs]	[사코스]	373522N 1262046E	IAP	RKSI
◇	SANLA	5LNC	[sanla]	[산라]	371340N 1262039E	STAR	RKSI
◇	TASUR	5LNC	[tasu:r]	[타수르]	373746N 1261816E	IAP	RKSI
◇	TESIK	5LNC	[tesik]	[테식]	371617N 1265435E	STAR	RKSI
◇	UPROR	5LNC	[u:prɔr]	[웁로어]	373246N 1262245E	IAP	RKSI
◇	UPSOM	5LNC	[u:psɔm]	[웁숨]	372839N 1271904E	STAR	RKSI
◇	AD020	5ANNC	-	-	373445N 1262119E	SID	RKSI
◇	AD050	5ANNC	-	-	373447N 1261231E	SID	RKSI
◇	AP140	5ANNC	-	-	372417N 1254521E	SID	RKSI

Change : Information of coordinates for ATKON.

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	CD120	5ANNC	-	-	370728N 1263731E	SID	RKSI
◇	CG050	5ANNC	-	-	372218N 1263507E	SID	RKSI
◇	CG100	5ANNC	-	-	371616N 1263744E	SID	RKSI
◇	CG101	5ANNC	-	-	371707N 1265322E	SID	RKSI
◇	CG130	5ANNC	-	-	371006N 1265843E	SID	RKSI
◇	CG200	5ANNC	-	-	365529N 1270944E	SID	RKSI
◇	CK099	5ANNC	-	-	372021N 1271452E	SID	RKSI
◇	CK100	5ANNC	-	-	371823N 1270721E	SID	RKSI
◇	CP100	5ANNC	-	-	370812N 1263036E	SID	RKSI
◇	CW001	5ANNC	-	-	371047N 1262004E	STAR	RKSI
◇	CW002	5ANNC	-	-	370652N 1262107E	STAR	RKSI
◇	CW003	5ANNC	-	-	370336N 1262401E	STAR	RKSI
◇	CW004	5ANNC	-	-	370130N 1262816E	STAR	RKSI
◇	CW005	5ANNC	-	-	370054N 1263312E	STAR	RKSI
◇	DC031	5ANNC	-	-	373644N 1262948E	STAR	RKSI
◇	DC032	5ANNC	-	-	373323N 1263428E	STAR	RKSI
◇	DC035	5ANNC	-	-	373301N 1262535E	STAR	RKSI
◇	DC036	5ANNC	-	-	372940N 1263015E	STAR	RKSI
◇	DC037	5ANNC	-	-	372902N 1264032E	STAR	RKSI
◇	DC039	5ANNC	-	-	372619N 1263455E	STAR	RKSI
◇	DE030	5ANNC	-	-	370227N 1264758E	STAR	RKSI
◇	DE031	5ANNC	-	-	371111N 1265902E	STAR	RKSI
◇	DH002	5ANNC	-	-	373000N 1262308E	IAP	RKSI
◇	DH017	5ANNC	-	-	373054N 1261448E	STAR	RKSI
◇	DH020	5ANNC	-	-	372738N 1261743E	STAR	RKSI
◇	DH021	5ANNC	-	-	373040N 1260545E	STAR	RKSI
◇	DH022	5ANNC	-	-	372724N 1260840E	STAR	RKSI
◇	DH023	5ANNC	-	-	372422N 1262038E	STAR	RKSI
◇	DH024	5ANNC	-	-	372409N 1261135E	STAR	RKSI
◇	DH027	5ANNC	-	-	372053N 1261430E	STAR	RKSI
◇	DH028	5ANNC	-	-	372710N 1255937E	STAR	RKSI
◇	DH029	5ANNC	-	-	372355N 1260232E	STAR	RKSI
◇	DH030	5ANNC	-	-	372039N 1260527E	STAR	RKSI
◇	DH034	5ANNC	-	-	371408N 1261117E	STAR	RKSI
◇	DH047	5ANNC	-	-	370220N 1263058E	STAR	RKSI
◇	DH050	5ANNC	-	-	370144N 1263723E	STAR	RKSI
△	DH989	5ANNC	-	-	371855N 1261959E	IAP	RKSI
◇	DH993	5ANNC	-	-	372113N 1262453E	IAP	RKSI
◇	DY019	5ANNC	-	-	371112N 1263948E	IAP	RKSI
◇	DY037	5ANNC	-	-	365613N 1265308E	STAR	RKSI
◇	DY994	5ANNC	-	-	372727N 1261908E	IAP	RKSI
◇	EG020	5ANNC	-	-	373332N 1262225E	SID	RKSI
◇	EG040	5ANNC	-	-	373827N 1262039E	SID	RKSI

3.3 Taxi routes from cargo apron

3.3.1 Departure runway from cargo apron is depended on traffic situation to optimize traffic flow. ATC may change departure runway for purposes of traffic flow management.

3.3.2 Taxi routes for departure runway 15R, 33L from cargo apron to protect GP signals of ILS of RWY 15L and 33R are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 15R Departure	CGO APRON → Turn Right on D → Turn Left onto K → Hold at Holding Point RWY 15L on TWY K → Turn Right on C → Turn Left on L → Hold at Holding Point RWY 15R
Route for RWY 33L Departure	CGO APRON → Turn Left on D → Turn Right onto J → Hold at Holding Point RWY 33R on TWY J → Turn Left on C → Turn Right on G → Hold at Holding Point RWY 33L

3.3.3 Taxi routes for departure runway 16L, 34R from cargo apron to optimize traffic flow are expected as follows unless otherwise instructed by ATC.

Route	Taxi Route Details
Route for RWY 16L Departure	CGO APRON → Turn Right on D → Turn Left onto K → Hold at Holding Point RWY 15L on TWY K → Turn Right onto A16 → Turn Right on A → Turn Left onto R17 → R17 → Turn Right on M → M19 → Hold at Holding Point RWY 16L
Route for RWY 34R Departure	CGO APRON → Turn Left on D → Turn Right onto J → Hold at Holding Point RWY 33R on TWY J → Turn Right onto A8 → R8 → Turn Left on M → M5 → Hold at Holding Point RWY 34R

Change : Withdrawal of standard taxi procedure for cargo flight and Establishment of taxi routes from cargo apron(3.3).

3.4

Departure routes and Transfer of control points(TCP)

1. Unless otherwise instructed, aircraft should use the following routes :

Apron	Apron FREQ	Route	TCP	Gate/Stand
Apron 1	121.65 MHz	R1 - A4 R1 - R7 R1 - R8	4E 7E 8W	1 to 17
		R7 R8	7E 8W	18 to 36
		R4 - M5 R4(R6) - R7 R4(R6) - R8	5W 7E 8W	37 to 50
		R7 R8	7E 8W	103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 132
Apron 2	121.8 MHz	R9 R10	9E 10W	101, 102, 104, 106, 108, 110, 112, 114, 118, 122, 124, 126, 128, 130
				301 to 312
		RG	30E 30W	321 to 332 341 to 353
Apron 3	122.175 MHz	R1 - R11 R1 - R12 R1 - A13(A16)	11E 12W 13E(16E)	262 to 268
		R1 - A13(A16) R1 - R12	13E(16E) 12W	501 to 507
		R4 - R11 R4 - R12 R4 - M13(M16)	11E 12W 13W(16W)	229 to 236
		R4 - R11 R4 - M13(M16)	11E 13W(16W)	511 to 517
		R11 R12	11E 12W	237 to 261 361 to 376
Apron 4	123.675 MHz	R4 - R17 M19	17E(17W) 19W	520 to 529 531 to 535 541 to 547 551 to 554 557 to 558
Cargo Apron 1	123.325 MHz	D2 D3	2Y 3Y	601 to 616 621 to 636
Cargo Apron 2		D4 D5	4Y 5Y	641 to 655
Remarks				
Departure routes in Apron areas will be issued in detail according to runway in use and traffic movement condition by Incheon Apron. Refer to RKSI AD 2-6, 2-8 (Aerodrome Ground Movement Charts).				

2. Aircraft shall not proceed beyond the TCP without clearance from Incheon Ground or Tower.

**INSTRUMENT
APPROACH
CHART - ICAO**

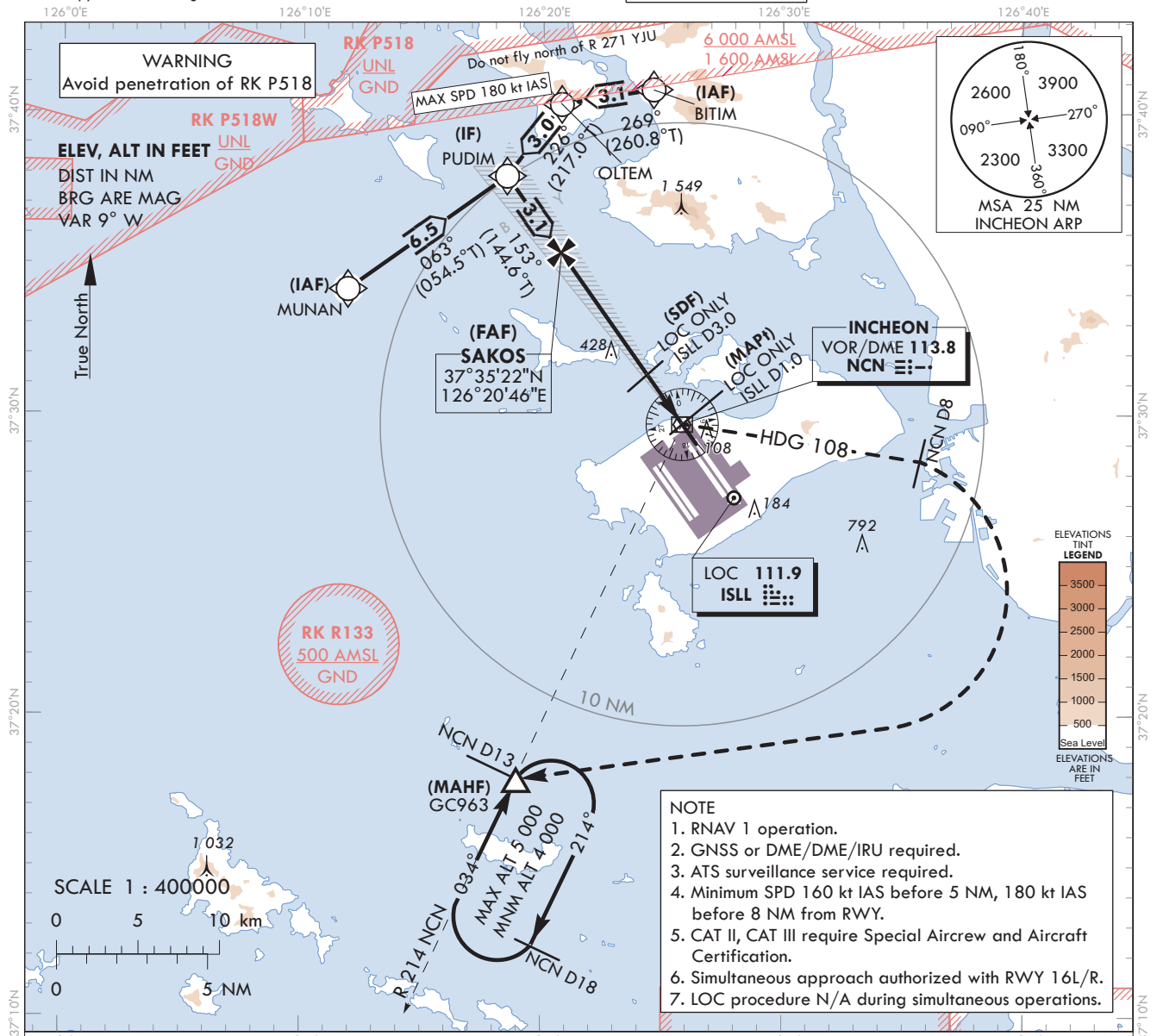
Note : Approach ICAO Flight Procedures.

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

SEOUL	APP	119.75
		121.35
INCHEON	TWR	118.2
		118.8

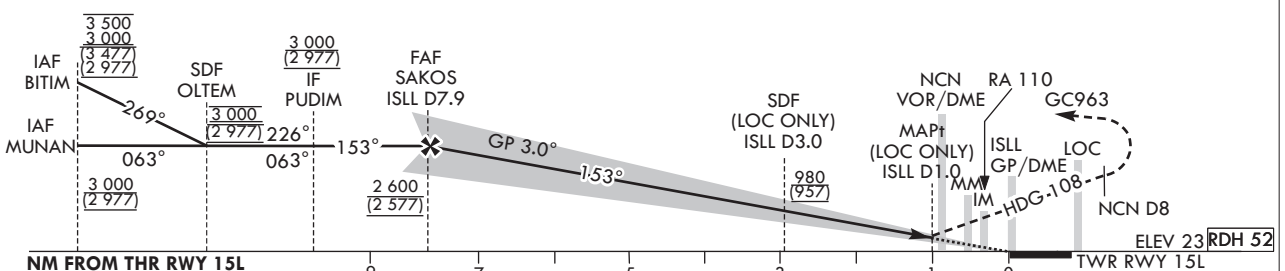
SEOUL/Incheon Intl(RKSI)

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



TRANSITION ALT 14 000
TRANSITION LVL FL 140

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



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

MISSED APPROACH

Climb to 520 ft on RWY HDG then turn left on HDG 108° to NCN 8 DME, continue climb to 4 000 ft turn right direct to GC963. Hold as published.

Do not turn before passing MAPt.

1) For CAT D aeroplane conducting an autoland.

2) Aeroplane use Fail-operational system.

* Timing Not authorized for defining MAPt.

* Circling Not authorized.

Change : Establishment of RA information.

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

AERONAUTICAL DATA TABULATION

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

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

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

**INSTRUMENT
APPROACH
CHART - ICAO**

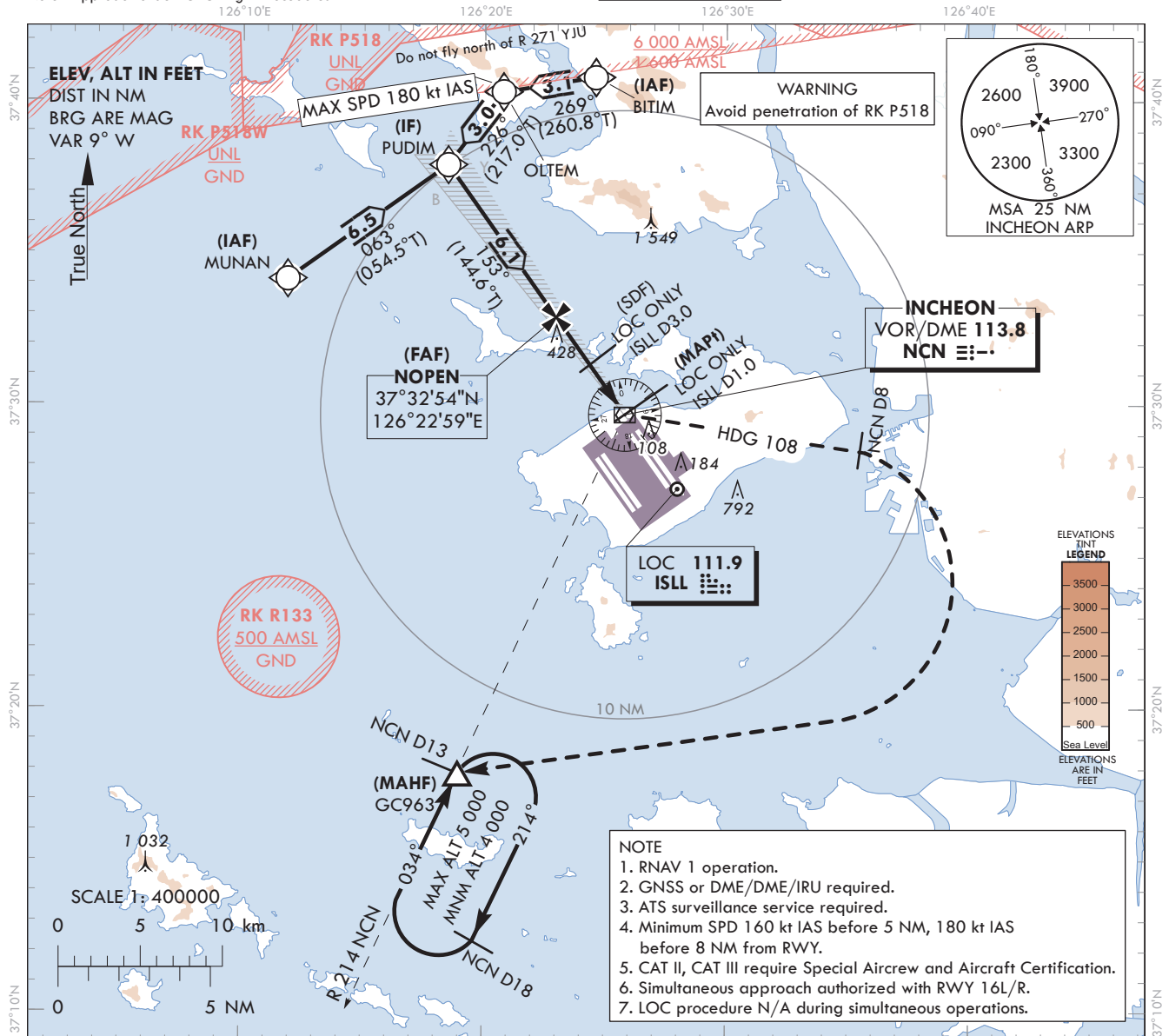
AERODROME ELEV 23 ft
HEIGHTS RELATED TO
THR RWY 15L - ELEV 23 ft

SEOUL APP 119.75
121.35
INCHEON TWR 118.2
118.8

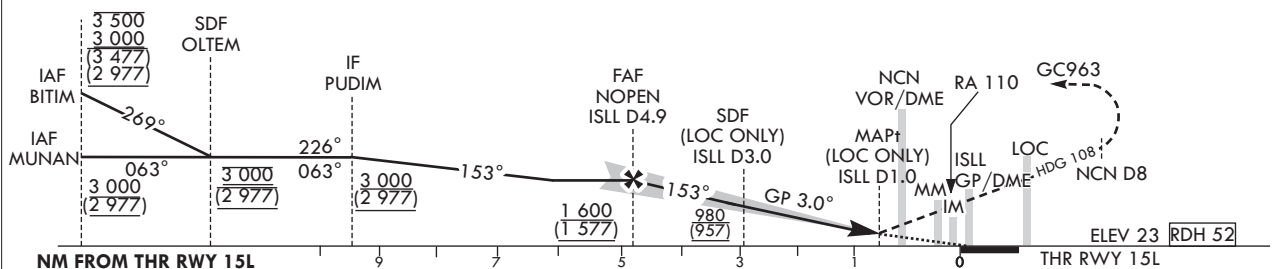
SEOUL/Incheon Intl(RKSI)

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

Note : Approach under ICAO Flight Procedures.



TRANSITION ALT 14 000 TRANSITION LVL FL 140		RECOMMENDED PROFILE		DME ISLL			
		Final Approach Gradient 5.30%, 322 ft/NM		4		3	
				ALT(HGT)			
				1 310		982	
				(1 287)		(965)	
						666	
						(643)	



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D	MISSED APPROACH Climb to 520 ft on RWY HDG then turn left on HDG 108° to NCN 8 DME, continue climb to 4 000 ft turn right direct to GC963. Hold as published. Do not turn before passing MAPt. 1) For CAT D aeroplane conducting an autoland. 2) Aeroplane use Fail-operational system. * Timing Not authorized for defining MAPt. * Circling Not authorized.
Straight-in	CAT-I	FULL	223 (200)	RVR 550 m, VIS 800 m				
		ALS INOP		1 200 m				
	LOC	FULL	370 (347)	900 m				
		ALS INOP		1 600 m				
	CAT II		123(100)	300 m			300 m ¹⁾ / 350 m	
	CAT III		-	75 m ²⁾ / 125 m				

Change : Establishment of RA information.

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

AERONAUTICAL DATA TABULATION

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

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

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

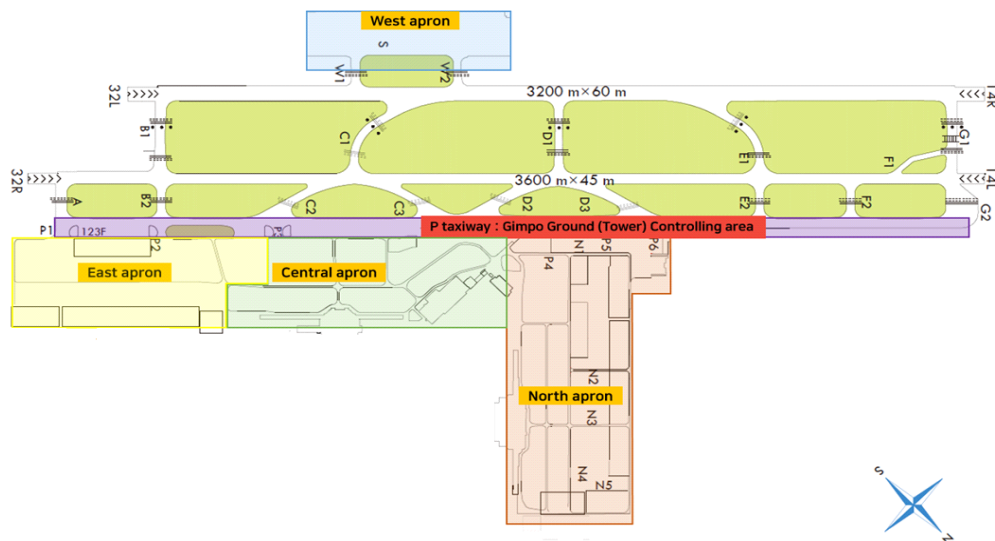
1.10 Flight limitations

1. All training flights are prohibited at Gimpo Airport, except for turbofan engine aircraft. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
터보팬 엔진 장착 항공기를 제외한 모든 훈련비행은 김포공항에서 금지된다. 김포공항으로 접근 또는 출발 시 엔진 failure와 같은 고의적인 모의 훈련은 허가되지 않는다.
2. The use of this airport by light sports aircraft, ultra-light vehicles(except ultra-light vehicles operating by KAC(Korea Airports Corporation) for air navigation aids inspection) and lighter than air is prohibited.
경량항공기, 초경량비행장치(항행안전시설 점검을 위하여 한국공항공사가 운용하는 초경량비행장치는 제외) 및 기구의 사용은 김포공항에서 금지된다.

1.11 Apron control services

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

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



2. Ground Procedure

2.1 Airport Collaborative Decision Making

1. General

- a. A-CDM is a process that allows air traffic controllers, airport operators, aircraft operators(AO), ground handling agents(GHA), pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodrome.
- b. Definitions commonly used terms in A-CDM
 - 1) Target Off Block Time(TOBT) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push-back immediately upon reception of clearance from the ATC.
 - 2) Target Start up Approval Time(TSAT) - The time provided by ATC taking into account TOBT, Calculated Take Off Time(CTOT) and/or the traffic situation that an aircraft can expect start-up/push-back approval.
- c. The operation of A-CDM at Gimpo Airport will be phased due to ATC environment restrictions. TSAT will not be provided to all departure flights. The flights subject to Pre-Departure Sequencing are limited to ATFM regulated flights during first operational phase.

2. A-CDM Procedures

- a. Gimpo Airport A-CDM portal system will automatically calculate system TOBT for each departure flight taking into account the Estimated In-Block Time/Actual In-Block Time(EIBT/AIBT), Minimum Turnaround Time(MTTT) and Estimated Off Block Time(EOBT).
- b. AO or GHA can manually update the system generated TOBT from 90 minutes prior to EOBT.
- c. If the prediction of departure readiness (new TOBT) differs more than 5 minutes from the previous TOBT, AO or GHA shall update TOBT.
- d. TOBT shall not deviate from EOBT by more than 5 minutes. If TOBT deviate from EOBT by more than 5 minutes, AO or GHA shall update EOBT. When EOBT is updated, TOBT is automatically modified to the value of the new EOBT.

- e. TOBT shall be updated through the following channels :
 - 1) A-CDM portal or mobile web (<https://cdm.airport.co.kr>)
 - 2) Flight Information Assistant(FIA) at PBB boarding rooms
 - f. TOBT information is available through the following channels :
 - 1) A-CDM portal and mobile web
 - 2) FIDS at PBB boarding rooms
 - 3) Radio communication with GHA or AO
 - g. TSAT will be calculated by taking into account factors such as TOBT, CTOT, Estimated Taxi-Out Time(EXOT) and ATC separation standards etc. Thus the accuracy of TOBT is vital to an optimal TSAT.
3. Non A-CDM Procedures
- a. The Non A-CDM procedure is applicable when TOBT and TSAT references used in A-CDM mode of operations become unavailable due to system issues or maintenance.
 - b. If unable to refer TOBT through any channels, pilot shall contact Gimpo Delivery(121.975 MHz) for ATC clearance at least 10 minutes prior to ETD(EOBT).

2.2 Procedures for start-up and push-back

- 1. Pilot shall ensure aircraft is ready for push-back at TOBT.
- 2. Pilot shall maintain communication with the AO / GHA as they are responsible for updating the TOBT. Pilot shall notify the AO / GHA to update the TOBT if it is expected to differ by 5 minutes or more.
- 3. ATC will update TSAT changes if necessary, before push-back. Note that TSAT provided by ATC may not be final and can be revised due to en-route clearance restrictions, ground congestion or flow management.
- 4. Pilot shall contact Gimpo Apron(130.875 MHz) to request engine start-up and push-back and provide the following :
 - a. Call sign
 - b. Gate or stand number
 - c. TSAT (if applicable)
- 5. Pilot shall confirm with ground crews(ground handler, aircraft maintenance) whether there is no hazard to the aircraft starting up. The pilot shall not ask the Gimpo Apron for engine start-up and push-back until its safety check-up is fully confirmed. If there are any elements posing a potential failure, the pilot can ask the Gimpo Apron for push-back only. After moving and standing the aircraft at a safety area, the pilot can ask the engine start-up.
- 6. All aircraft to be taxied within the Apron shall fix their thrusts on an idle. In case of using breakaway thrust, it should be used to a minimum.
- 7. Push-back approval is valid for 1 MIN. Push-back is therefore to begin promptly after approval.
 - a. Push-back for Central & East apron
Aircraft stands NR. 124~125, NR. 131~134 will be pushed back for code letter "E" aircraft.
 - 1) RWY 14L/R in use
Aircraft will be pushed back to face northwest unless otherwise instructed by ATC.
 - 2) RWY 32R/L in use
Aircraft will be pushed back to face southeast unless otherwise instructed by ATC.
 - b. Push-back for North apron
 - 1) Aircraft stands NR. 31~36 will be pushed back to face southwest unless otherwise instructed by ATC.
 - 2) Aircraft stands NR. 37~39, NR. 304~307 will be pushed back to face southeast(tail to N4) unless otherwise instructed by ATC.
 - 3) Aircraft stands NR. 301~303, NR. 221~237 will be pushed back to face northeast unless otherwise instructed by ATC.
 - 4) Aircraft stands NR. 201~206 will be pushed back to face northeast for code letter "E" aircraft unless otherwise instructed by ATC.
- 8. Gimpo Apron may swap push-back sequence based on TSAT and real-time readiness of aircraft to maximize apron and RWY capacity and to reduce the overall delay of traffic as and when required.
- 9. If an aircraft have any problem with taxiing right after push-back, the pilot should report to Apron control. And then the pilot will be instructed to return the gate or to move other places to avoid blocking taxilanes.

2.3 Procedures for vehicles towing aircraft

- 1. Ground crews of vehicles required to tow aircraft should not assume that the ATC is aware that an aircraft is to be towed. 항공기 견인 차량의 운전자는 항공기가 견인되고 있다는 상황을 관제기관이 알고 있다고 가정해서는 안 된다.
- 2. Ground crews must ensure that the area around the aircraft is clear of vehicles, equipment, and other OBST for safe and smooth aircraft movements. If it is unable to maintain safety distance despite ATC instruction, ground crews must stop immediately and inform ATC. 지상운전자는 항공기의 안전한 이동을 위해 차량, 장비 그리고 다른 장애물로부터 항공기 주변의 안전을 확인하여야 한다. 관제기관의 지시에도 불구하고 안전거리가 확보되지 않을 시, 지상운전자는 즉시 견인차량을 멈추고 관제기관에 통보하여야 한다.
- 3. In order to avoid any confusion, and as an aid to identification, ground crews should state the position and where applicable the operator, of the aircraft to be towed and readback instructions from ATC. 지상운전자는 혼돈을 방지하고 식별을 돕기 위해 위치 및 운영자를 명시하여야 하며, 관제기관의 지시를 복창하여야 한다.
- 4. The performance and maneuverability of ground vehicles is obviously reduced when towing aircraft and this is taken into account when instructions to such vehicles are issued. 항공기 견인 시, 견인차량의 성능과 기동성이 상당히 떨어지므로 이 사실을 고려하여 해당 차량에게 지시하여야 한다.

Change : Information of term(class → code letter).

Aircraft Stands	RWY in use	Pushback Procedures	Phraseology
1	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand NR. 1 and 86.	Pushback approved, clear E2
2	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
		The aircraft shall be pushed back to face northwest until the towing car pass the holding point between stand NR. 1 and 2.	Pushback approved, clear E1
3	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 2 and 3.	Pushback approved, clear G1
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand NR. 3 and 6.	Pushback approved, clear G1
	07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 1 and 2.	Pushback approved to face northwest and clear E1
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G1
6	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
	07/25	The aircraft shall be pushed back to face northwest along R taxilane until towing car pass the holding point between stand NR. 2 and 3.	Pushback approved to face northwest and clear G1
		The aircraft shall be pushed back to face south along G1 taxiway until towing car pass the R taxilane holding point.	Pushback approved to face south on G1
7, 9, 10, 13, 15	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
17, 18	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face west until the towing car pass the holding point between stand NR. 15 and 17.	Pushback approved and clear G2
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east until the towing car pass the holding point between stand NR. 18 and 20.	Pushback approved and clear G2
	07/25	The aircraft shall be pushed back to face south along G2 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G2
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back
20, 30, 31	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
32, 33	07	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face west along R taxilane until towing car pass the holding point between stand NR. 31 and 32.	Pushback approved and clear G3
	25	The aircraft shall be pushed back to face east.	Pushback approved
		The aircraft shall be pushed back to face east along R taxilane until towing car pass the holding point between stand NR. 33 and 34.	Pushback approved and clear G3
	07/25	The aircraft shall be pushed back to face south along G3 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G3
33	07/25	The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back

Change : Withdrawal of ACFT stand NR. 1E.

Aircraft Stands	RWY in use	Pushback Procedures	Phraseology
34, 35, 63	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved
36, 37	07/25	The aircraft shall be pushed back to face west.	Pushback approved
		The aircraft shall be pushed back to face south along G4 taxiway until towing car pass the R taxiway holding point.	Pushback approved to face south on G4
		The aircraft shall be pushed straight back until its nosewheel is at taxilane R.	Pushback approved make straight back
80-86	07/25	The aircraft shall be pushed back to face northwest.	Pushback approved
51-57, 60-62, 64, 65	07/25	Self maneuvering parking stand.	-
		* During low visibility procedures(Phase 2), the aircraft shall be pushed back as follow :	-
	07	The aircraft shall be pushed back to face west.	Pushback approved
	25	The aircraft shall be pushed back to face east.	Pushback approved

※ Note : Push-back heading will be provided by JEJU GROUND for RWY 31 departure.

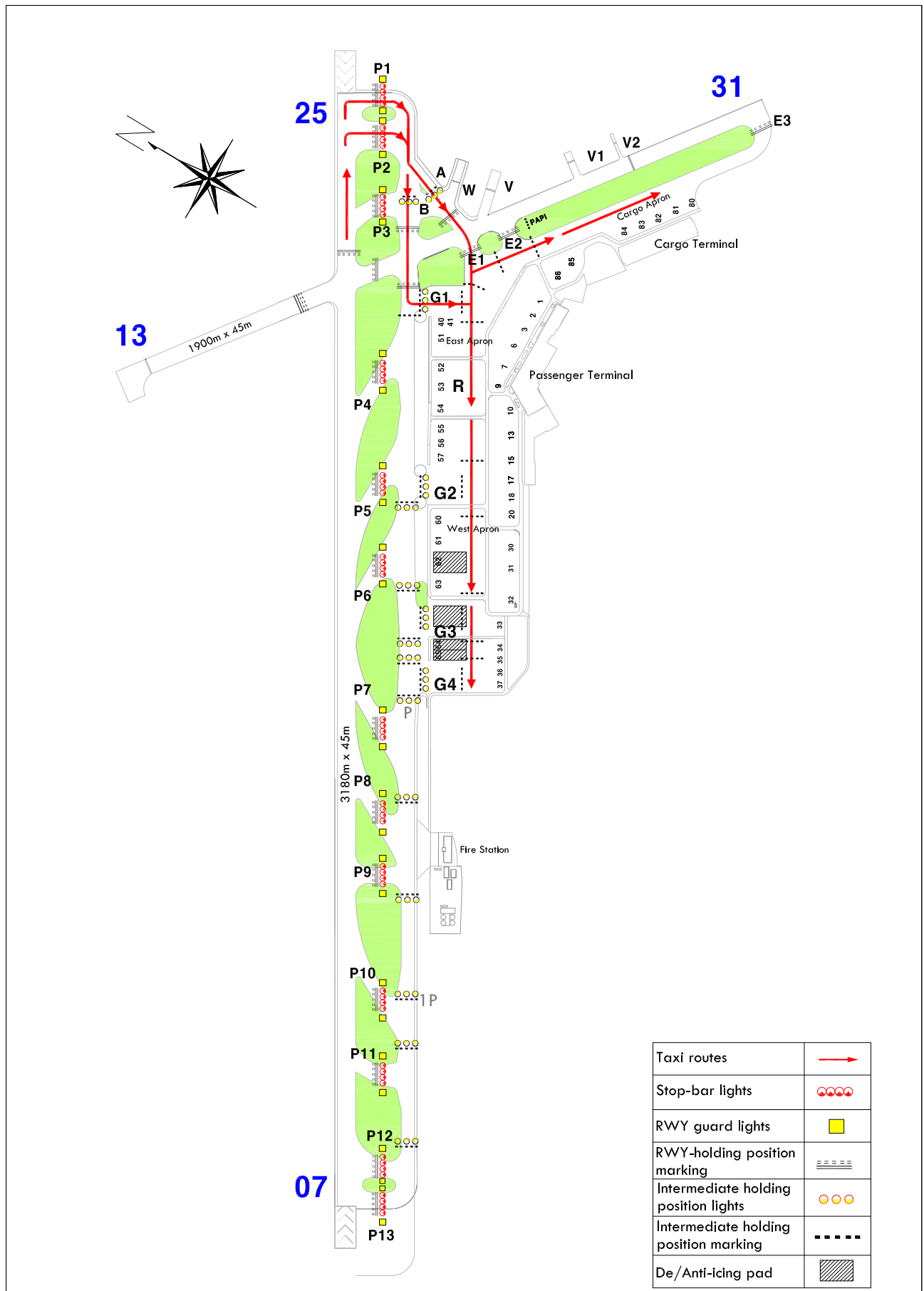
7. Prior to push-back or engine start-up, turn on the transponder and set Mode A code assigned by ATC.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 36 m

TWR 118.2 236.6
GND 121.675

JEJU/Intl(RKPC)
RWY 07
SMGCS - Arrival taxi route



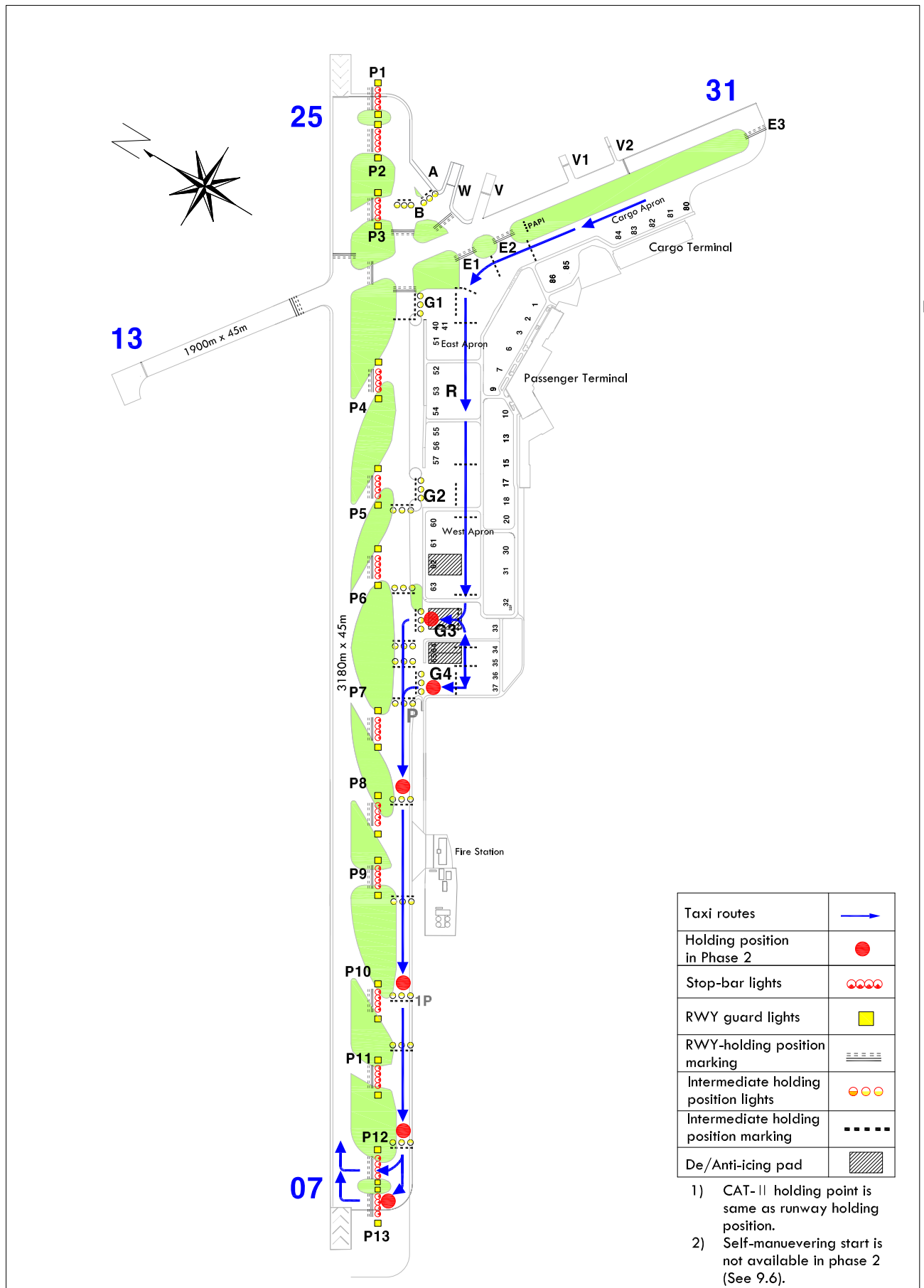
Change : Withdrawal of ACFT stand NR. 1E.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 36 m

TWR 118.2 236.6
GND 121.675

JEJU/Intl(RKPC)
RWY 07
SMGCS - Departure taxi route



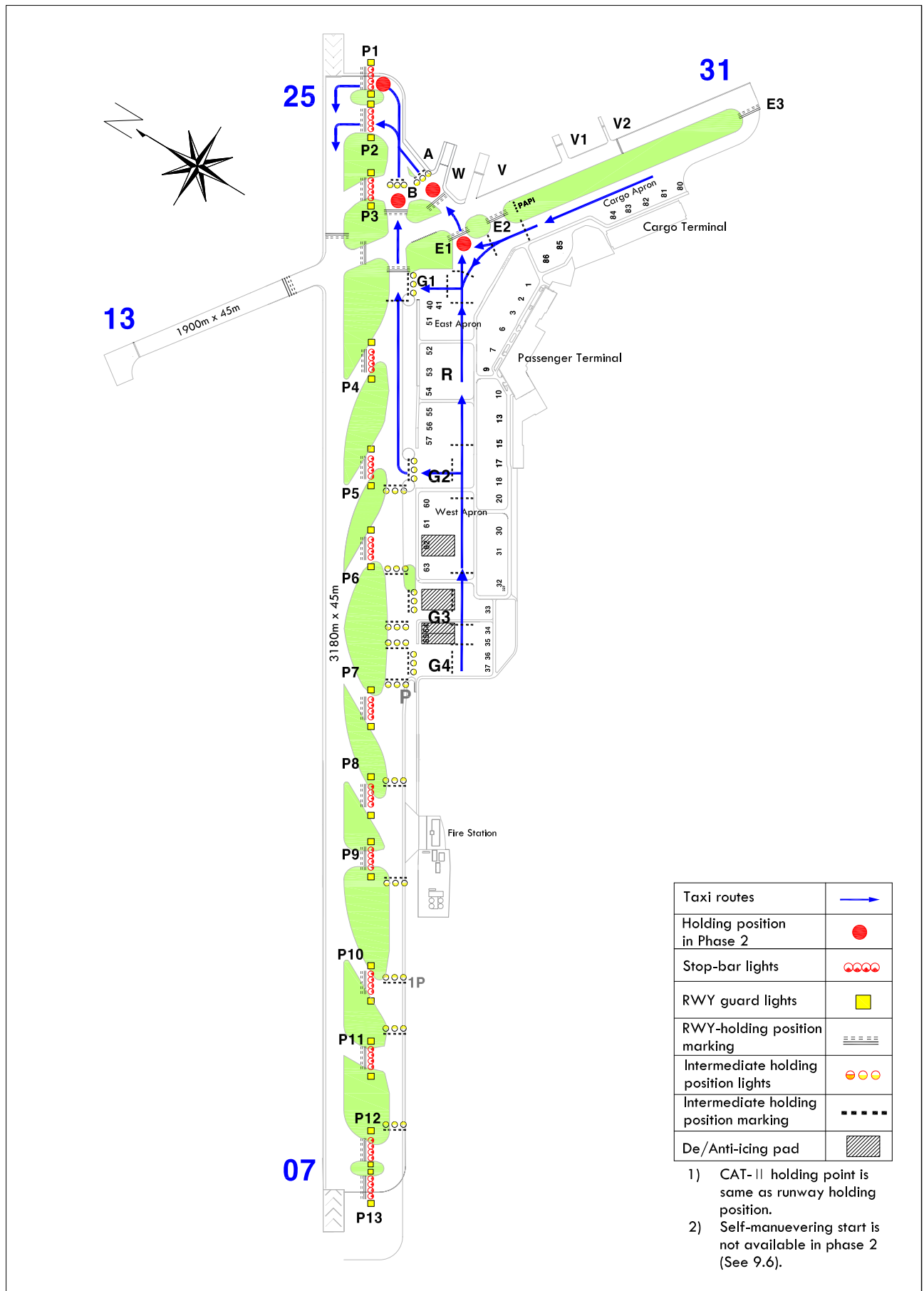
Change : Withdrawal of ACFT stand NR. 1E.

LOW
VISIBILITY
PROCEDURE

AERODROME ELEV 36 m

TWR 118.2 236.6
GND 121.675

JEJU/Intl(RKPC)
RWY 25
SMGCS - Departure taxi route



Change : Withdrawal of ACFT stand NR. 1E.

RKPC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Aircraft Operating Procedures(Except helicopter)
 - 1.1 Take off

All departing aircraft should apply ICAO PANS-OPS(Doc8168) Volume I Noise Abatement Departure Procedures One(NADP One).

 - Thrust Reduction at 1 500 ft above Aerodrome Elevation is recommended.
 - Whenever practicable, all departing aircrafts should climb with their certified maximum climb gradient until reaching 3 000 ft AGL.
 - 1.2 Approach

Regarding noise abatement using a delayed/reduced flap, setting landing procedure is recommended.

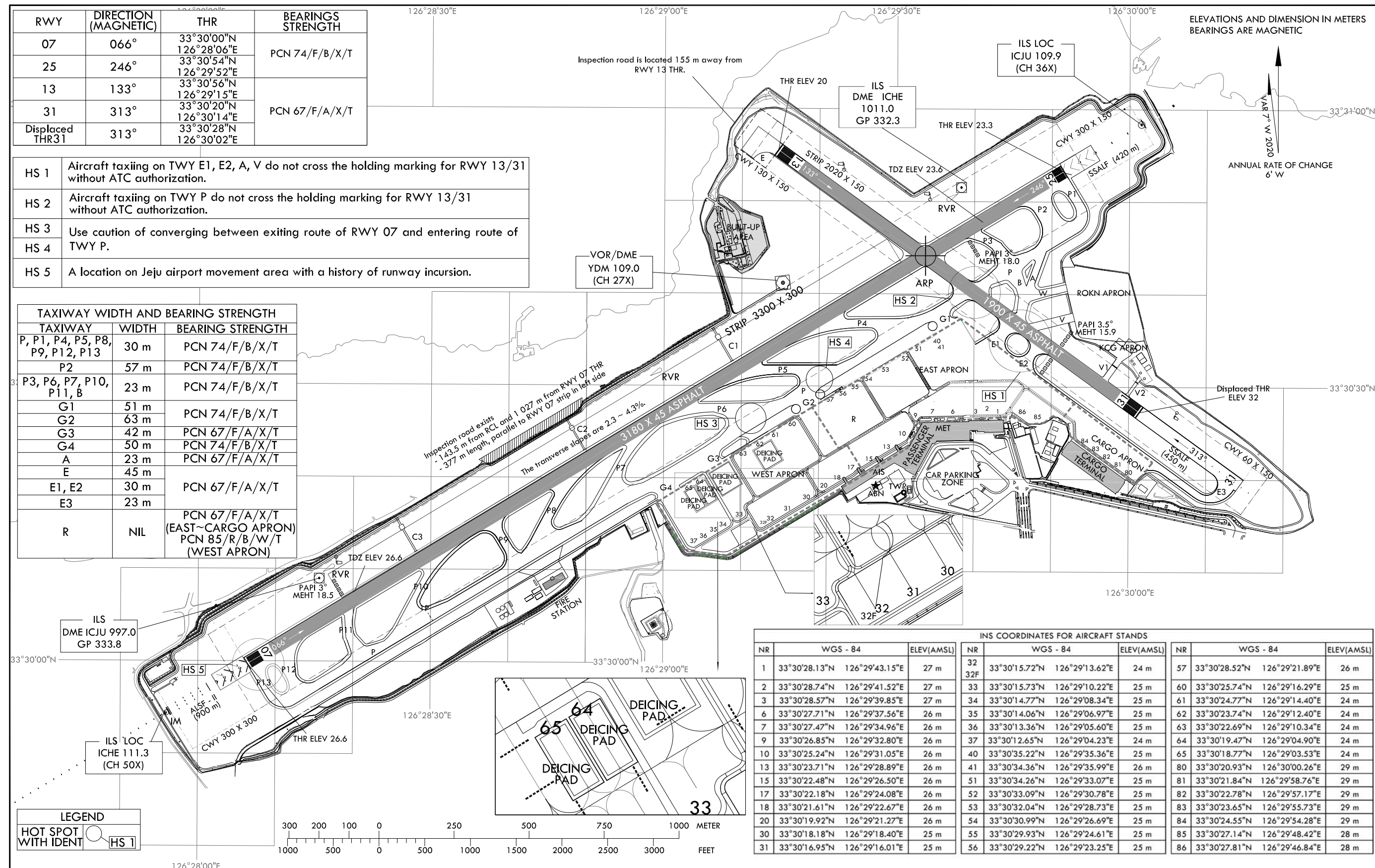
 - After intercepting localizer course, lower gear.
 - Maintain an intermediate flap until FAF.
 - At FAF, set a flap for landing.
 - 1.3 Visual Approach RWY 07

All arriving aircrafts shall align with the final approach course outside YDM 6 DME.
 - 1.4 Exempted cases
 1. Aircrafts don't need comply with the procedures described in paragraph 1.1 and 1.2 above when they are in adverse operating conditions such as;
 - If the runway is not clear and dry. i.e. It is adversely affected by snow, slush, ice, water or other substances.
 - In conditions when the ceiling is lower than 500 ft, or when the horizontal visibility is less than 1 900 m.
 - When the cross-wind component, including gusts, exceeds 15 kt.
 - When the tailwind component, including gusts, exceeds 5 kt.
 - When the wind shear has been reported or forecast, or thunderstorms are expected to affect the approach.
 2. Aircraft unable to comply with the procedures described in paragraph 1.1 and 1.2 above for any reason shall inform ATC.
 - 1.5 Runway Operating System
 1. RWY 07 intersection take-off is recommended except in unavoidable cases for traffic flow or other reasons. RWY 07 intersection departing aircraft should enter the runway via TWY P9, P11 or P12 after receiving line-up clearance.
 2. RWY 31 is recommended for departure during winter season to the aircraft which wing span is less than 36 m aircraft.
 - 1.6 Operational Limitations
 1. During landing, reverse thrust other than idle thrust can not be used except for safety reasons.
 2. Engine start is permitted in the ramp areas only. However, the power setting(s) shall not exceed idle thrust.

33°30'44"N
126°29'34"E

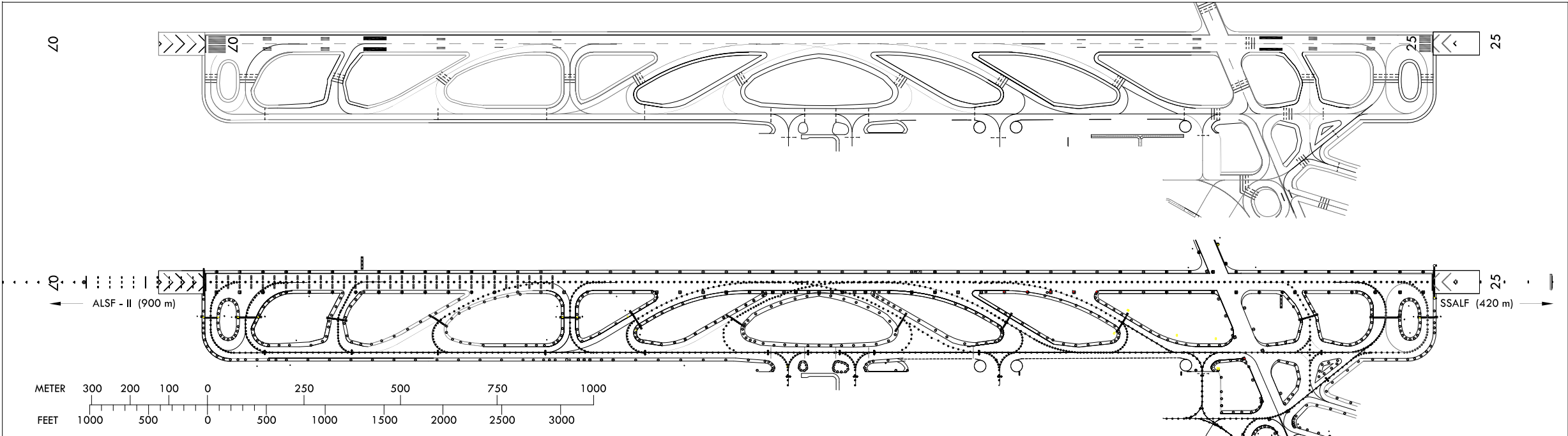
ELEV 36 m

TWR 118.2 236.6
GND 121.675

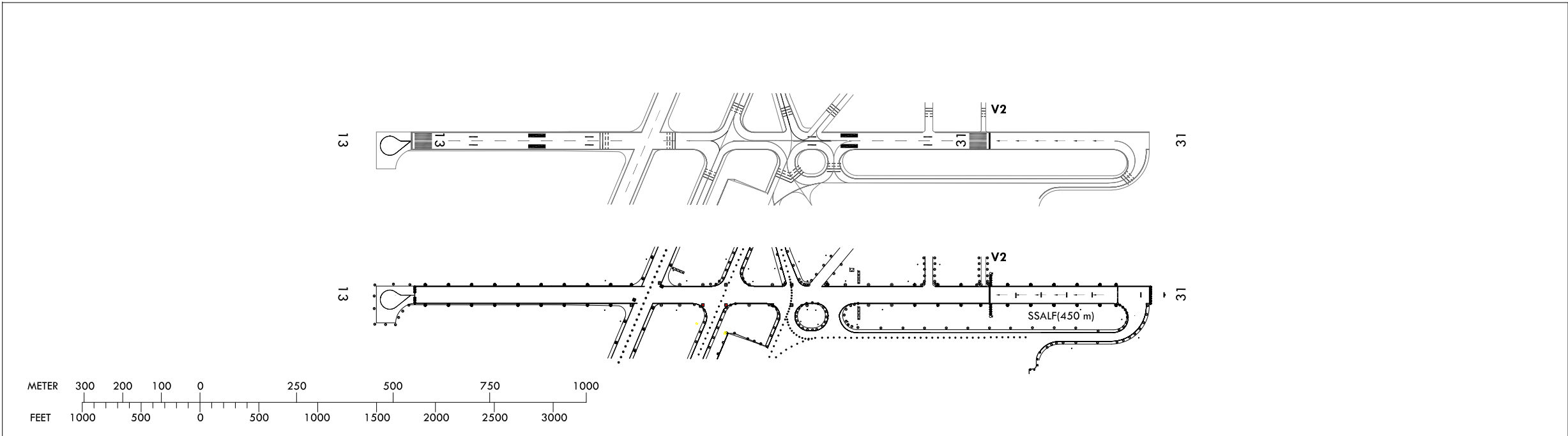


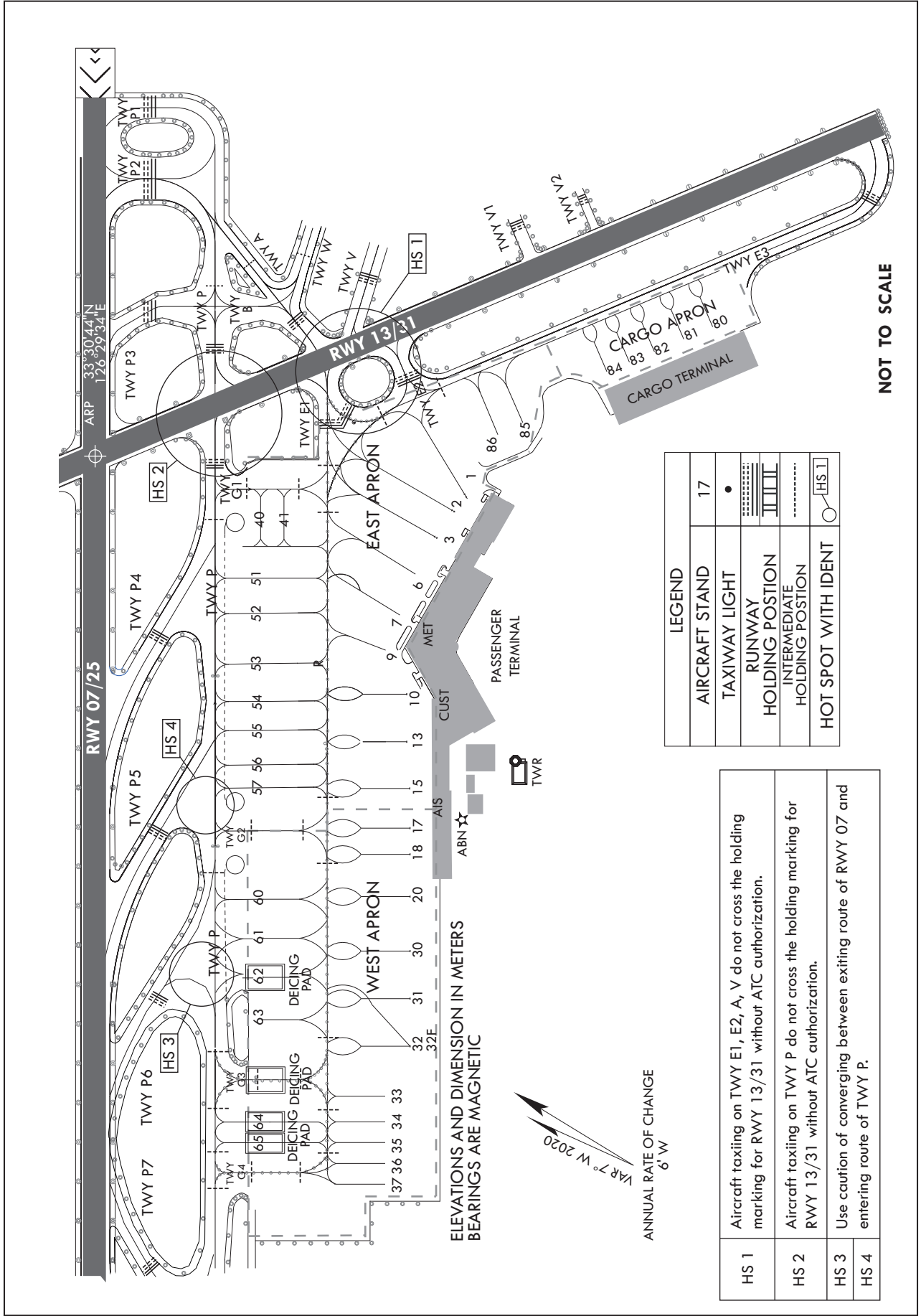
Change : Withdrawal of ACFT stand NR. 1E and Information of coordinates for ACFT stand NR. 1.

LIGHTING AND MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY





TAXIWAY, APRON WIDTH AND BEARING STRENGTH			AIRCRAFT STANDS	
TAXIWAY	WIDTH	BEARING STRENGTH	STAND NR	AIRCRAFT TYPES
P, P1, P4, P5, P8, P9, P12, P13	30 m	PCN 74/F/B/X/T	1	B777-300, A330-300, B767-300, A300-600
P2	57 m	PCN 74/F/B/X/T		
P3, P6, P7, P10, P11, B	23 m	PCN 74/F/B/X/T		
G1	51 m	PCN 74/F/B/X/T		
G2	63 m		32F	A380-800, B747-800
G3	42 m	PCN 67/F/A/X/T	13, 15, 20	B747-400, B777-200, A330-300
G4	50 m	PCN 74/F/B/X/T		
A	23 m	PCN 67/F/A/X/T		
E	45 m			
E1, E2	30 m	PCN 67/F/A/X/T	9	B737-800, A320-200
E3	23 m		2, 3, 17, 18, 33, 34, 35, 36, 37, 51, 52, 53, 54, 55, 56 57, 64, 65, 80, 81, 82, 83, 84, 85, 86	B737-900, A321-200
R	NIL	PCN 67/F/A/X/T (EAST~CARGO APRON)		
		PCN 85/R/B/W/T (WEST APRON)		
* REMARKS : Isolated and run-up area is RWY 13 THR. * Spot NR. 40, 41 only available for - Fixed wing ACFT with a wingspan below 17 m - Rotated wing ACFT with a wingspan(main rotor) below 15 m * De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65				

* REMARKS : Isolated and run-up area is RWY 13 THR.

* Spot NR. 40, 41 only available for

- Fixed wing ACFT with a wingspan below 17 m

- Rotated wing ACFT with a wingspan(main rotor) below 15 m

* De-icing pad : Front of "G3" Taxiway and Spot NR. 62, 64, 65

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

Change : Withdrawal of ACFT stand NR. 1E and Information of ACFT types and coordinates for ACFT stand NR. 1.

STANDARD GROUND TAXI PROCEDURES

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

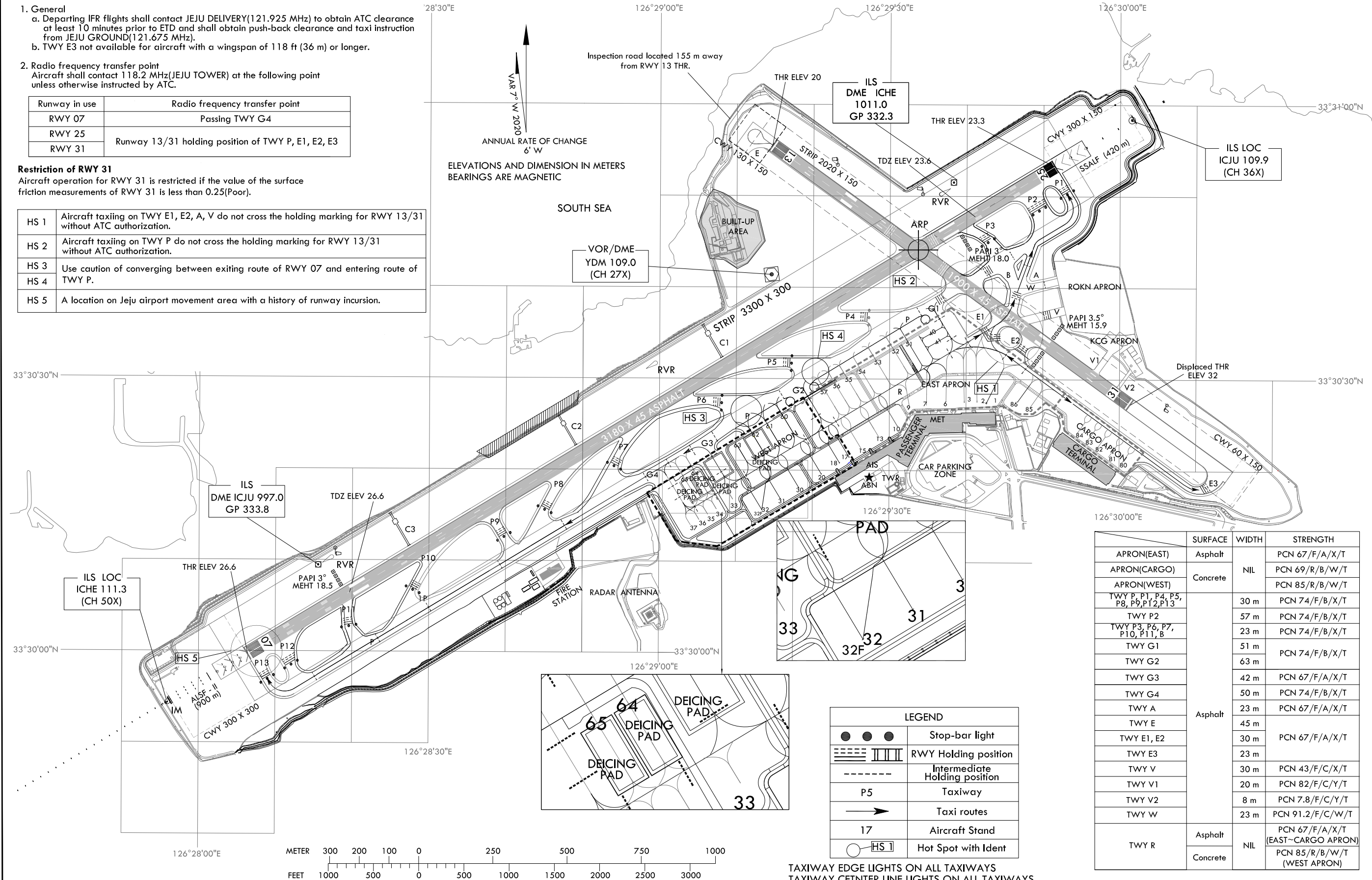
- Radio frequency transfer point
Aircraft shall contact 118.2 MHz(JEJU TOWER) at the following point unless otherwise instructed by ATC.

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

Restriction of RWY 31

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

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



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

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

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

AERODROME GROUND
MOVEMENT CHART - ICAO

APRON ELEV 27 m

TWR 118.2 236.6
GND 121.675

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

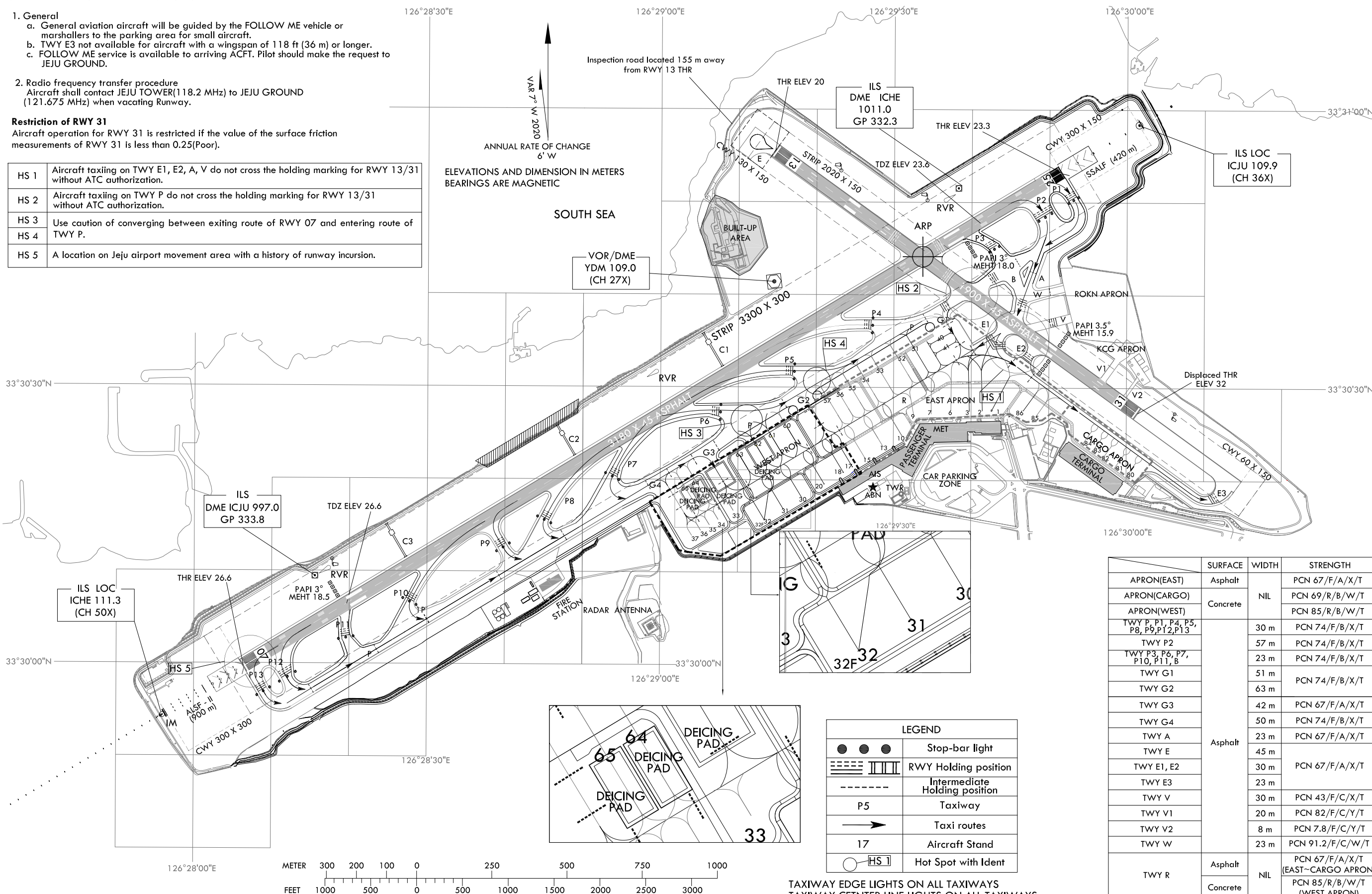
STANDARD GROUND TAXI PROCEDURES

- General
 - General aviation aircraft will be guided by the FOLLOW ME vehicle or marshallers to the parking area for small aircraft.
 - TWY E3 not available for aircraft with a wingspan of 118 ft (36 m) or longer.
 - FOLLOW ME service is available to arriving ACFT. Pilot should make the request to JEJU GROUND.
- Radio frequency transfer procedure
Aircraft shall contact JEJU TOWER(118.2 MHz) to JEJU GROUND (121.675 MHz) when vacating Runway.

Restriction of RWY 31

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

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

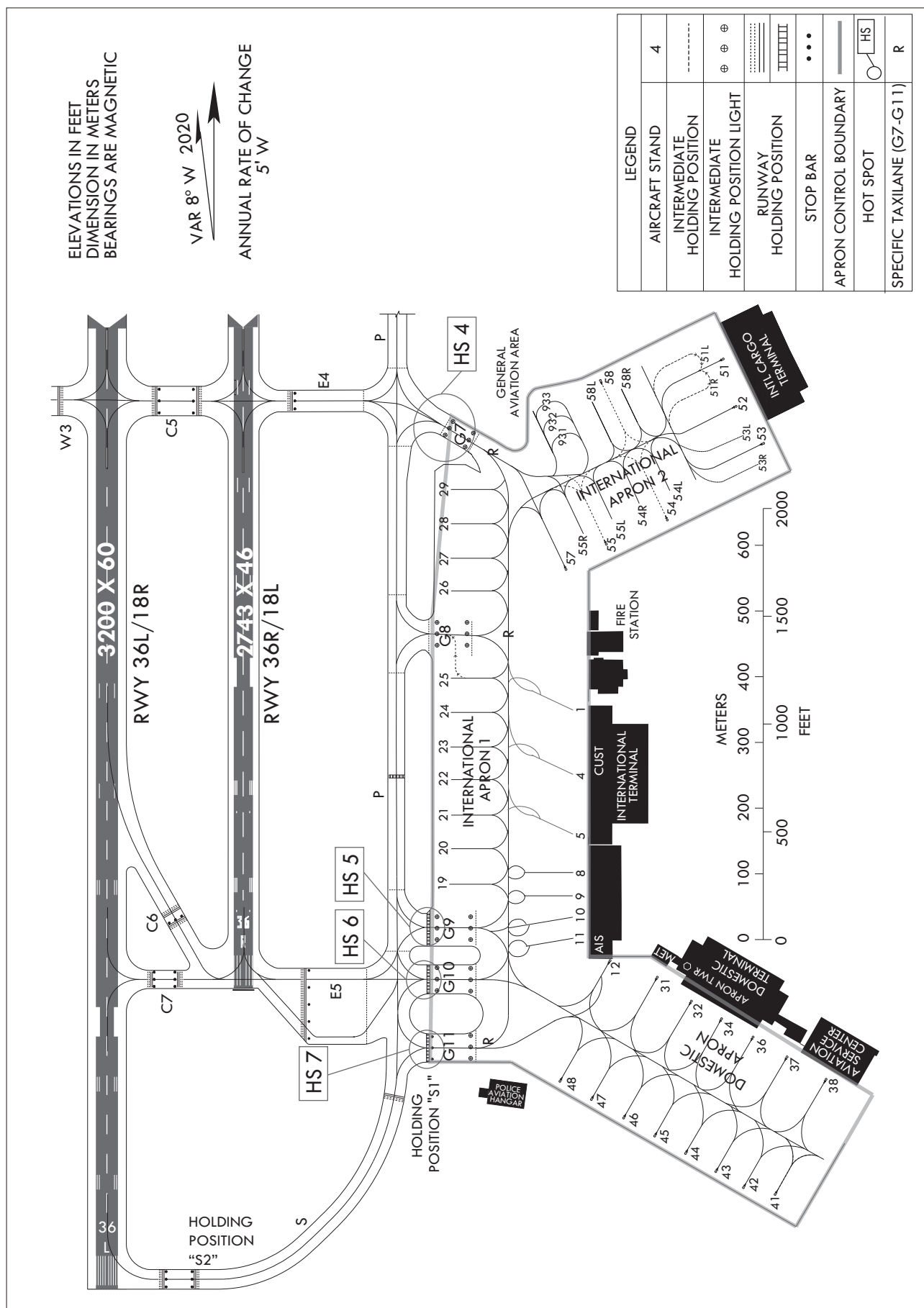


	SURFACE	WIDTH	STRENGTH
APRON(EAST)	Asphalt		PCN 67/F/A/X/T
APRON(CARGO)		NIL	PCN 69/R/B/W/T
APRON(WEST)	Concrete		PCN 85/R/B/W/T
TWY P, P1, P4, P5, P8, P9, P12, P13		30 m	PCN 74/F/B/X/T
TWY P2		57 m	PCN 74/F/B/X/T
TWY P3, P6, P7, P10, P11, B		23 m	PCN 74/F/B/X/T
TWY G1		51 m	PCN 74/F/B/X/T
TWY G2		63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

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

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 : Establishment of one way arrow marking for ACFT stands NR. 25, 51L and 51R.

INS COORDINATES FOR AIRCRAFT STANDS(WGS-84)							
1	35°10'25.69"N	128°56'44.55"E	58	35°10'41.49"N	128°56'43.51"E		
4	35°10'22.90"N	128°56'44.89"E	58L	35°10'40.71"N	128°56'43.08"E		
5	35°10'20.12"N	128°56'45.24"E	58R	35°10'41.49"N	128°56'44.56"E		
8	35°10'18.30"N	128°56'45.10"E	931	35°10'38.86"N	128°56'42.15"E		
9	35°10'16.92"N	128°56'45.43"E	932	35°10'39.47"N	128°56'41.69"E		
10	35°10'15.69"N	128°56'45.62"E	933	35°10'40.07"N	128°56'41.22"E		
11	35°10'14.25"N	128°56'46.11"E					
12	35°10'13.30"N	128°56'48.74"E					
19	35°10'17.50"N	128°56'37.69"E					
20	35°10'18.98"N	128°56'37.50"E					
21	35°10'20.46"N	128°56'37.31"E					
22	35°10'21.95"N	128°56'37.12"E					
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					

TAXIWAY INFORMATION			AIRCRAFT STANDS	
TAXIWAY	WIDTH	STRENGTH		
P, E1, E2, E3, E4, E5	30 m	PCN 109/R/C/W/T	1, 53	B747-400, A340-600
S	30 m	PCN 85/R/B/W/T	4, 51, 54, 55	B747-400
C1, C2, C3, C4, C5, C6, C7	30 m	PCN 85/R/B/W/T	5, 37	A350-900
G7	23 m	PCN 109/R/C/W/T	31	B777-200
G8	45 m	PCN 109/R/C/W/T	58	A350-900, B787-10
G9	78 m	PCN 109/R/C/W/T	45	B767-300ERW
W2	30 m	PCN 55/R/B/X/T	43	B767-300
W3	45 m	PCN 55/R/B/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	B737 MAX 9, A321 NEO
G10	44 m	PCN 67/F/A/X/T		
G11	44 m	PCN 55/F/B/X/T		
W1, G1, G2, G3, G4, G5, G6	N/A (Military use taxiway)	PCN 109/R/C/W/T		

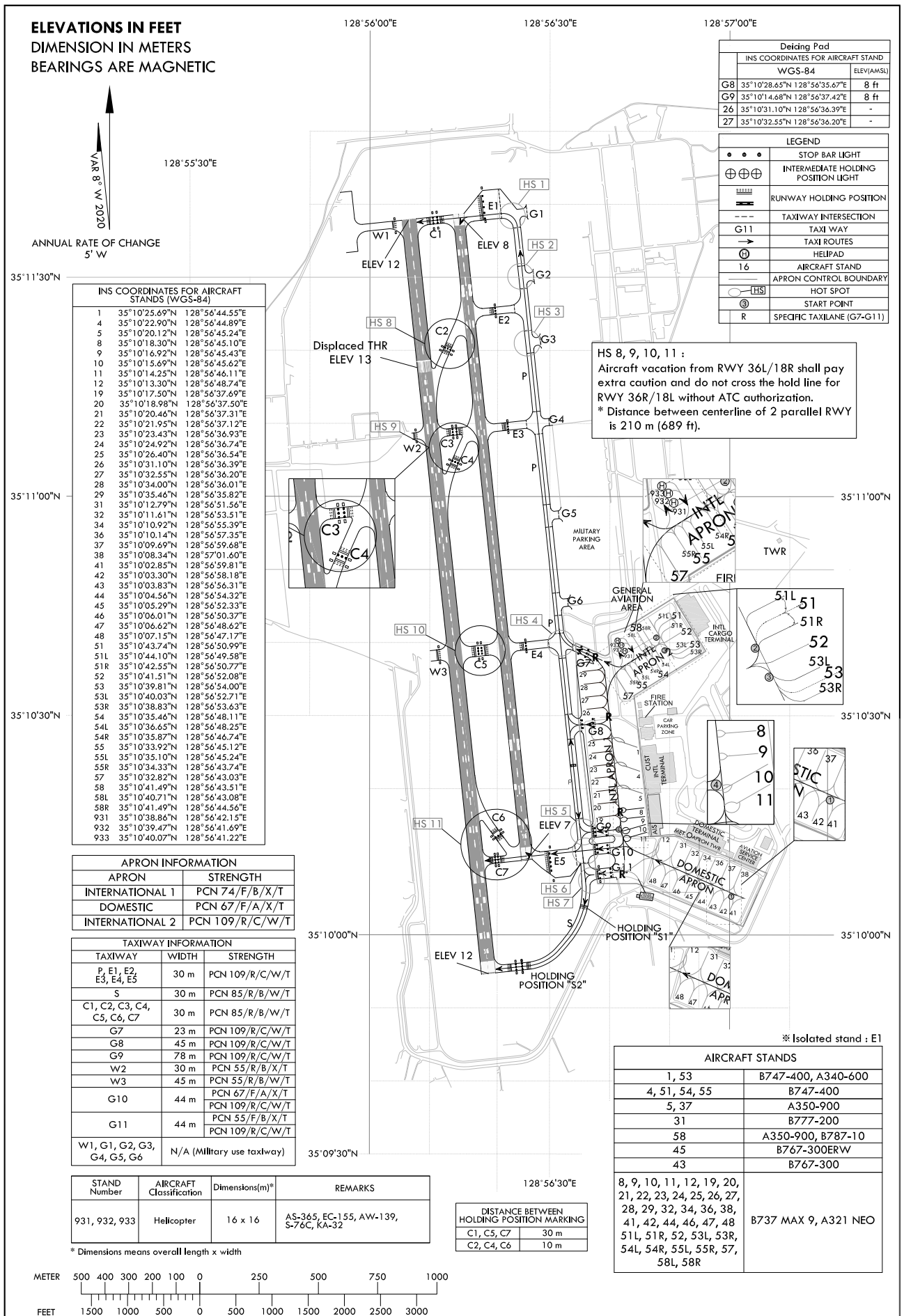
※ ISOLATED STAND : E1

APRON INFORMATION		
APRON	STRENGTH	
INTERNATIONAL 1	PCN 74/F/B/X/T	
DOMESTIC	PCN 67/F/A/X/T	
INTERNATIONAL 2	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.

DEICING 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	-

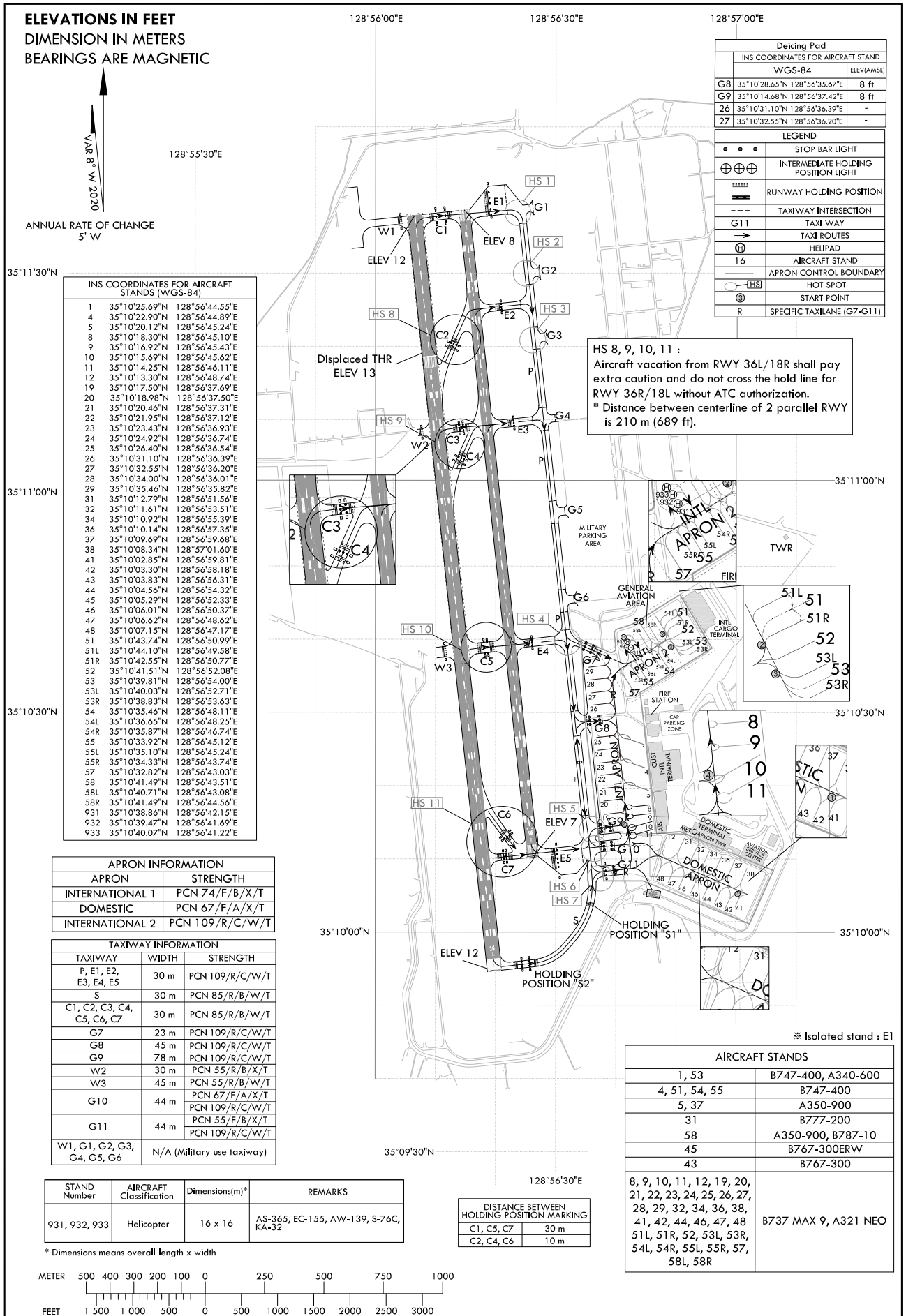
AERODROME GROUND
MOVEMENT CHART - ICAO APRON ELEV 8 ftTWR 118.1 118.450 233.3 236.6
GND 121.9 275.8
APRON 121.65 317.45BUSAN/Gimhae Intl
RWY 36L/R, 18L/R DEPARTURE

Change : Establishment of one way arrow marking for ACFT stands NR. 25, 51L and 51R.

AERODROME GROUND
MOVEMENT CHART - ICAO

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 : Establishment of one way arrow marking for ACFT stands NR. 25, 51L and 51R.

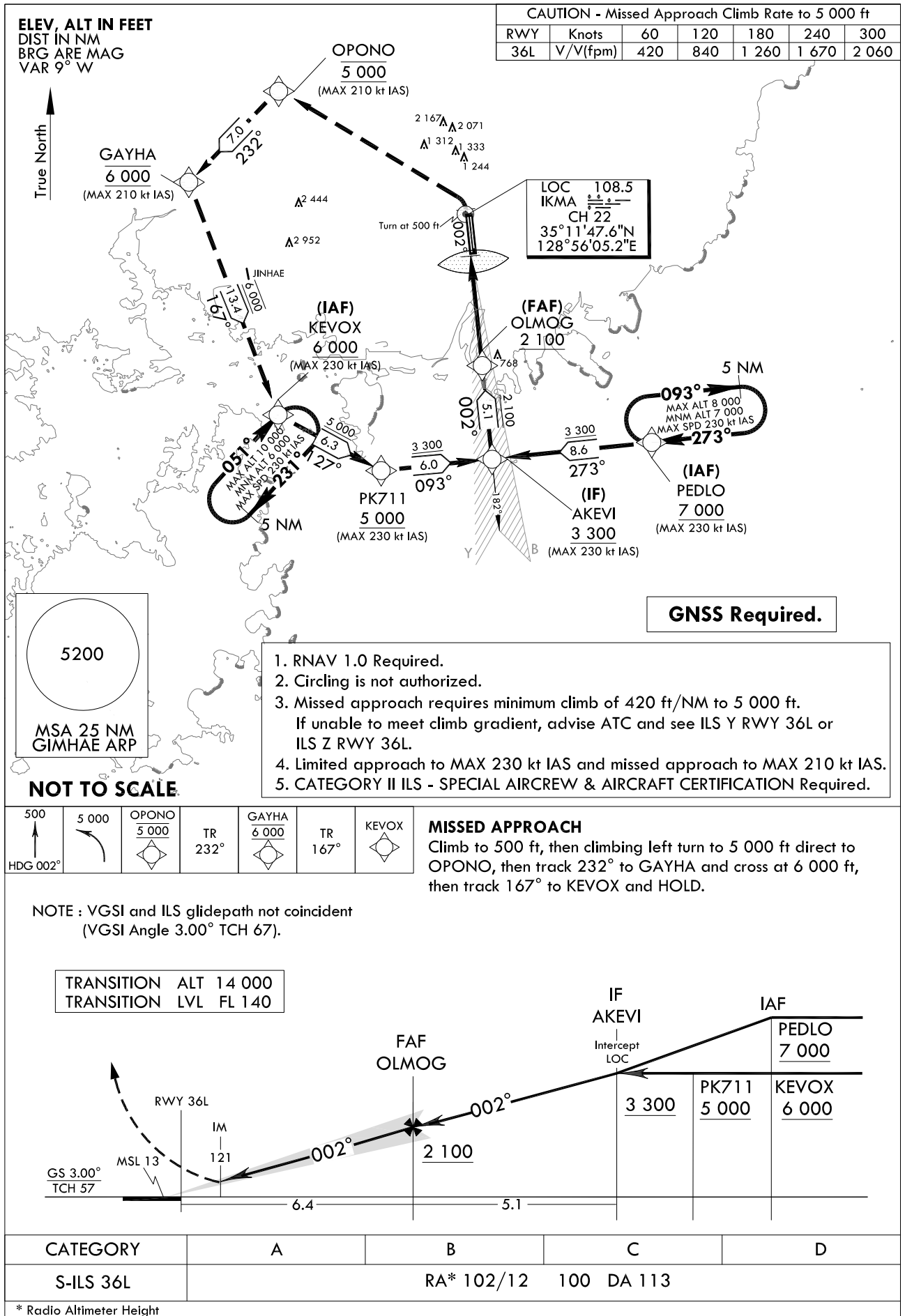
**INSTRUMENT
APPROACH
CHART**

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.



Change : Information of glide slope.

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.

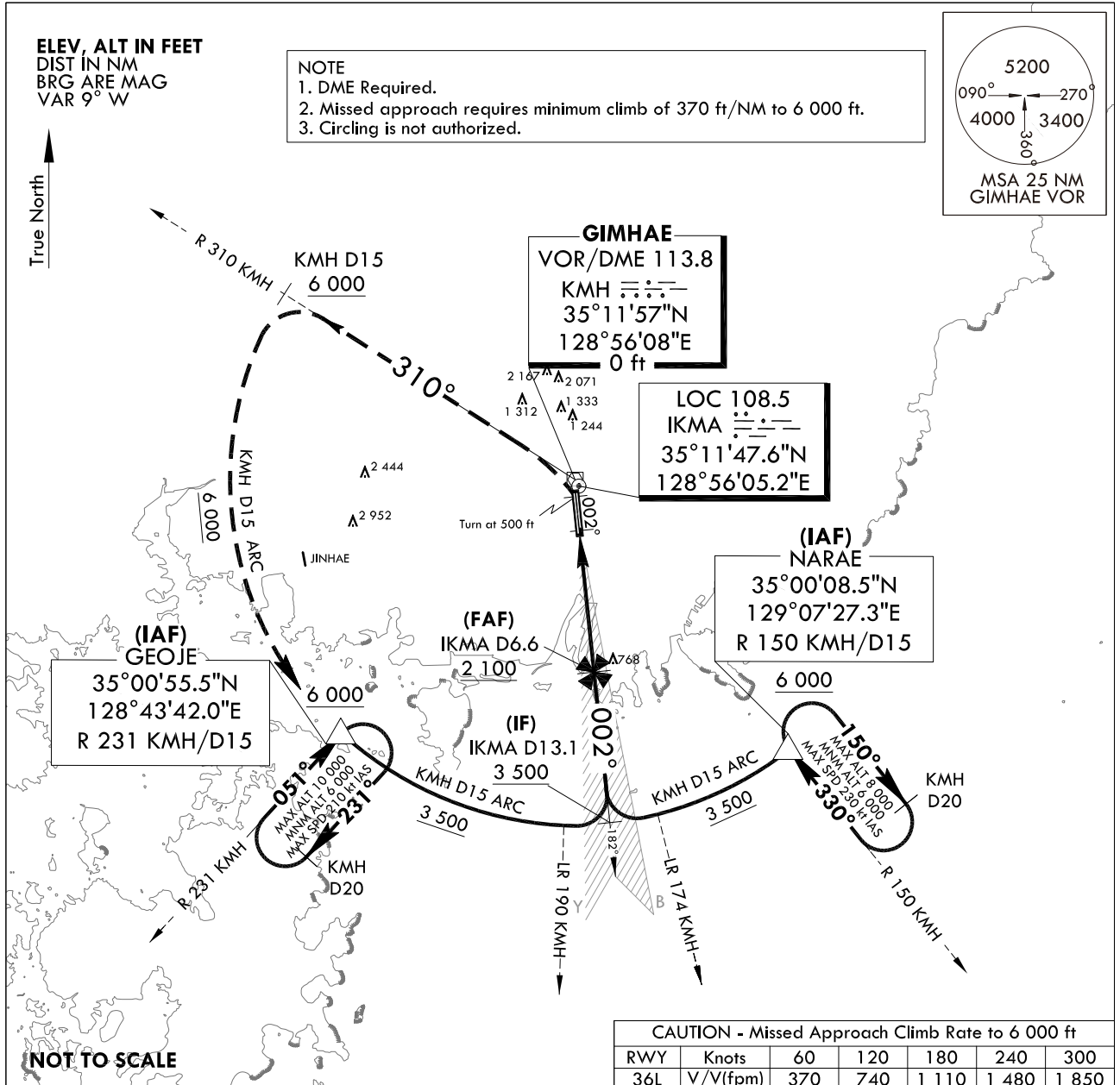
**INSTRUMENT
APPROACH
CHART**

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 Y RWY 36L

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



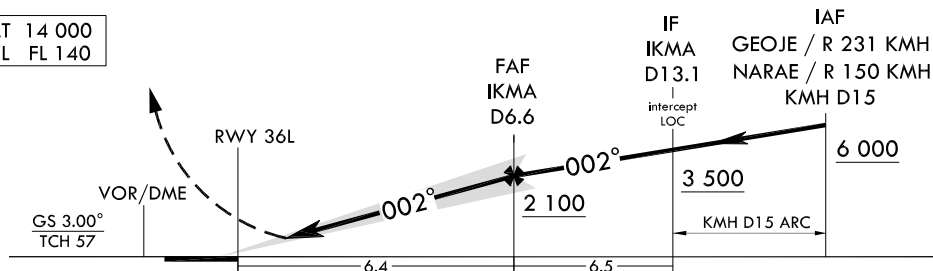
MISSED APPROACH

Climb to 500 ft then climbing left turn to 6 000 ft on R 310 KM/H to 15 DME and at or above 6 000 ft, then arc KM/H 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 glide slope.

INTENTIONALLY

LEFT

BLANK

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 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)	360	720	1 080	1 440	1 800

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

NOTE

1. DME required.
2. Circling is not authorized east of RWY 36 - RWY 18.
3. Missed approach requires ATC climb of 360 ft/NM to 6 000 ft.

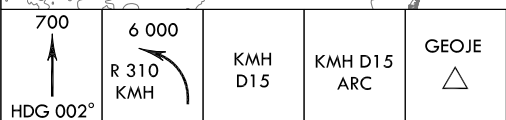
GIMHAE
VOR/DME 113.8
KMH $\overline{\text{---}} \cdot \overline{\text{---}} \cdot \overline{\text{---}}$
35°11'57"N
128°56'08"E
 $\overline{\text{---}}$ ft

LOC 108.5
IKMA $\frac{\cdot\cdot}{\cdot}\frac{\cdot}{-}$
 $35^{\circ}11'47.6''N$
 $128^{\circ}56'05.2''E$

(IAF)
NARAE
°00'08.5"N
9°07'27.3"E
50 KMH/D15

(IAF)
GEOJE
35°00'55.5"N
128°43'42.0"E
R 231 KMH/D15

NOT TO SCALE

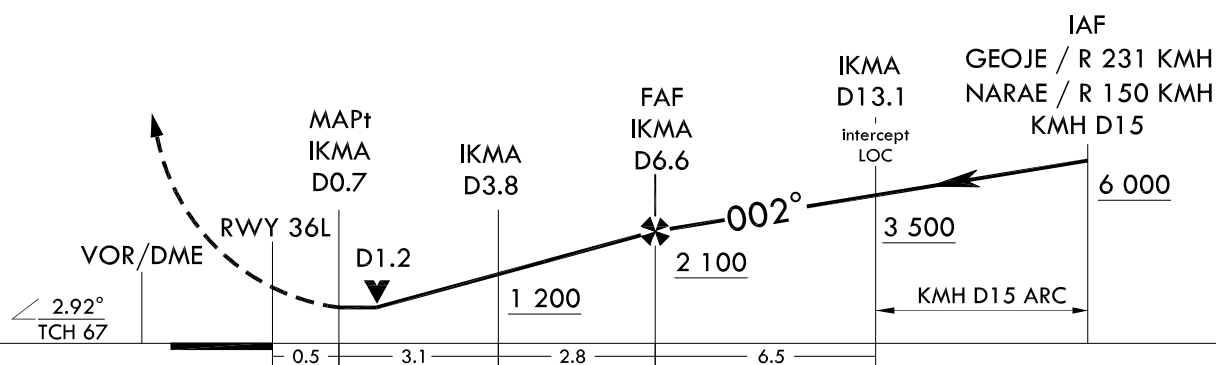


MISSED APPROACH

Climb to 700 ft, then left turn climbing 6 000 ft on R 310 KMH to 15 DME, then arc KMH D15 to GEOJE 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 : Withdrawal of symbol for glide slope.

INTENTIONALLY

LEFT

BLANK

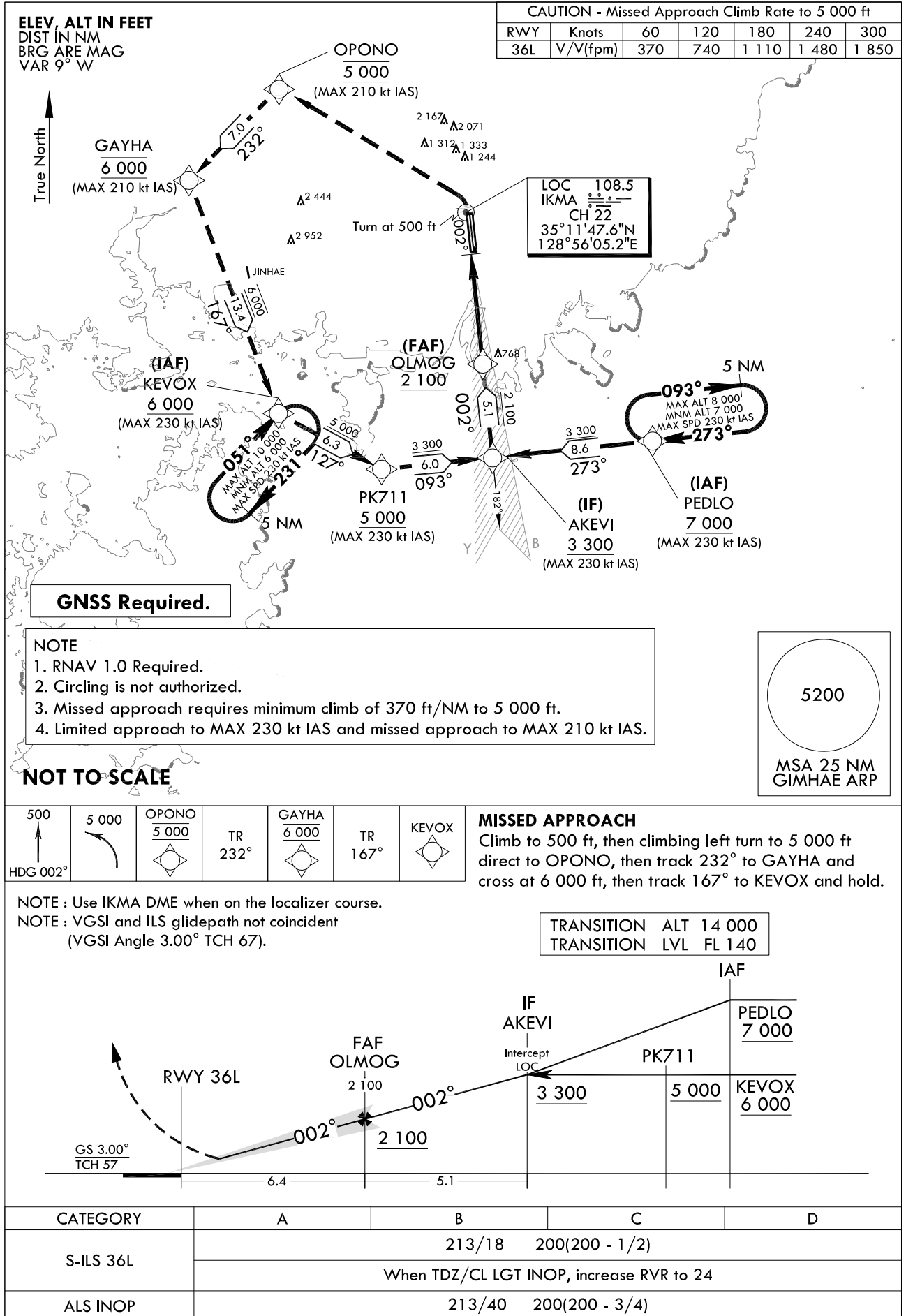
**INSTRUMENT
APPROACH
CHART**

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.



Change : Information of glide slope.

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.

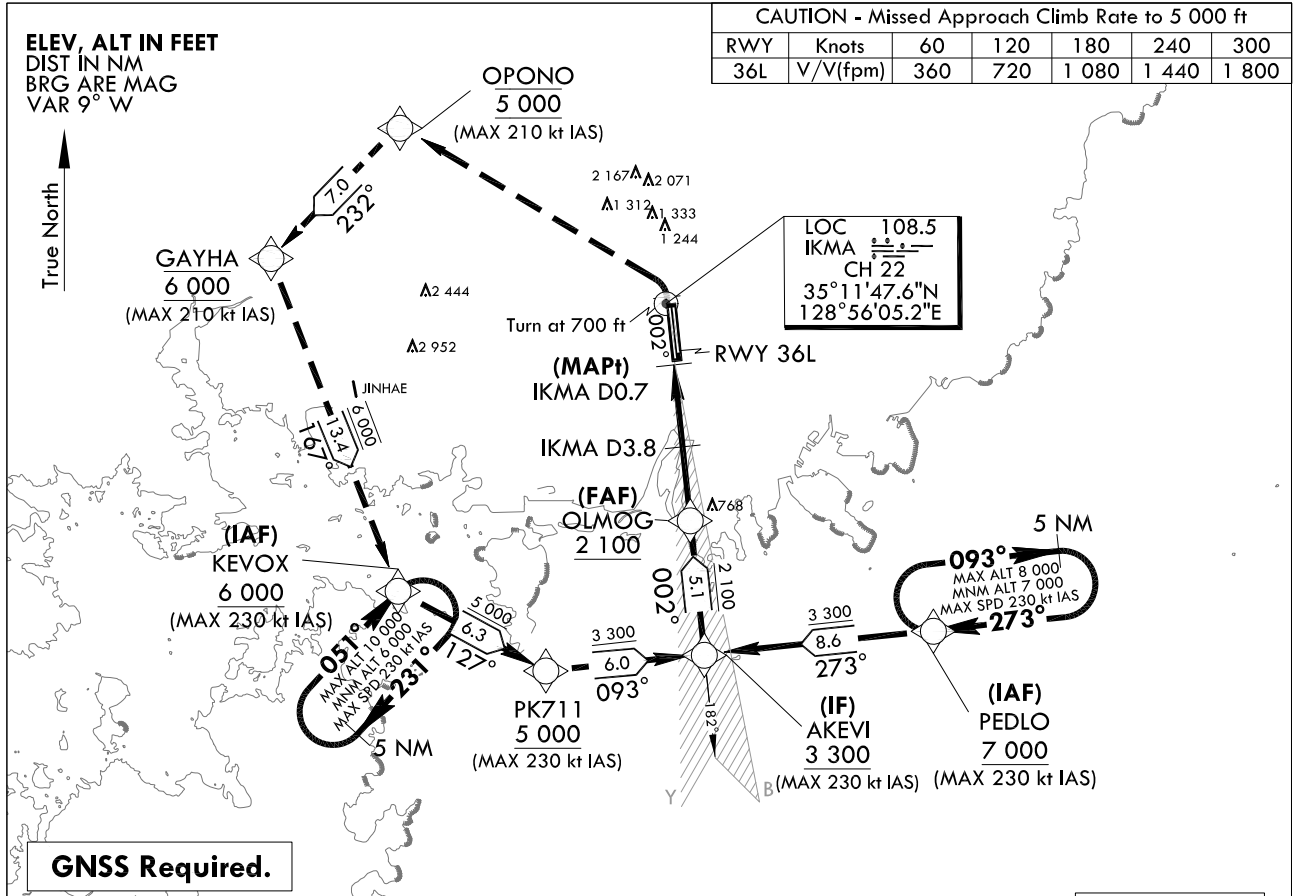
**INSTRUMENT
APPROACH
CHART**

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

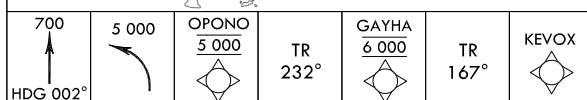
Note : Approach and circle to land under U.S. TERPS.



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

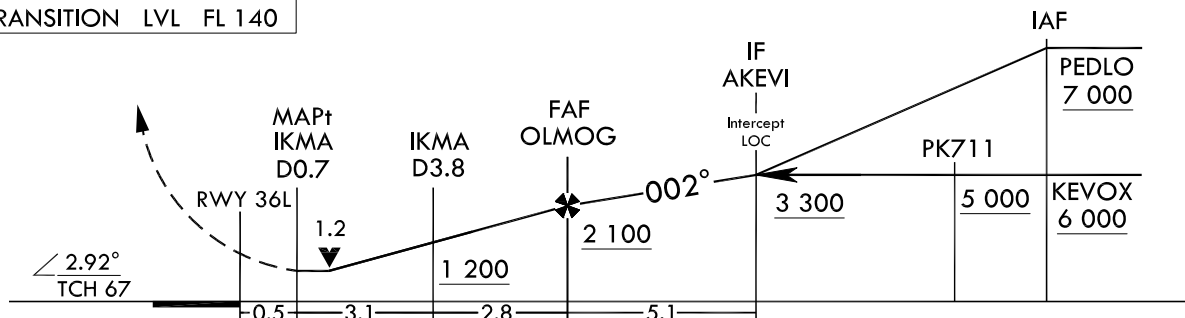


MISSED APPROACH

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 : Withdrawal of symbol for glide slope.

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
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

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
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

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
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	-	IKMA D3.8	-	002.49(353.97)	2.8	-	+1 200	-	-
004	-	IKMA D0.7	-	002.49(353.97)	3.1	-	+400	-	-
005	-	RWY 36L	-	002.49(353.97)	0.5	-	-	-	35°09'54.7"N 128°56'19.8"E
006	VA	-	-	002.49(353.97)	-	-	+700	-210	-
007	DF	OPONO	-	-	-	L	@5 000	-210	35°18'24.2"N 128°43'46.2"E
008	TF	GAYHA	-	232.27(223.75)	7.0	-	@6 000	-210	35°13'22.4"N 128°37'54.4"E
009	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
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
	HM	KEVOX	-	051.05(042.53)	5.0	R	-10 000 +6 000	-230	35°00'51.7"N 128°43'47.2"E

Remarks

Hold at PEDLO E Right Turn 273° Inbound 5 NM Leg.

Hold at KEVOX SW Right Turn 051° Inbound 5 NM Leg.

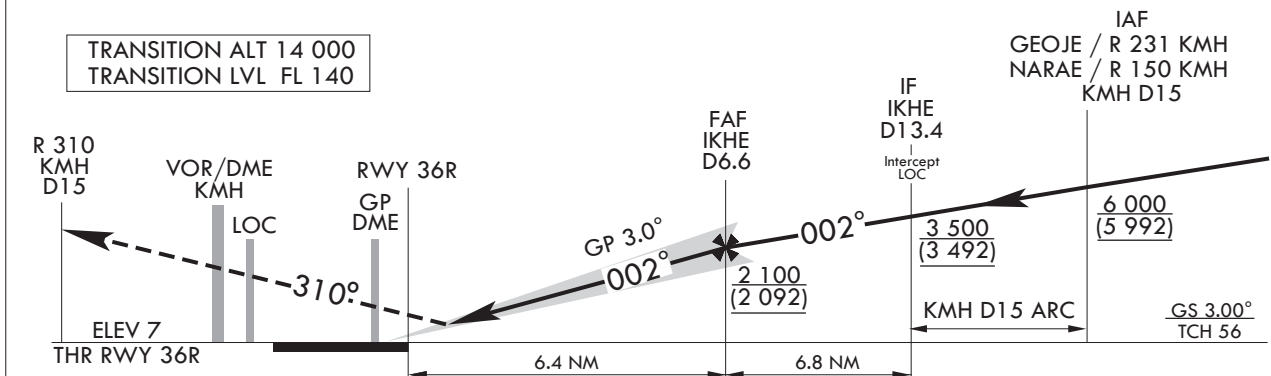
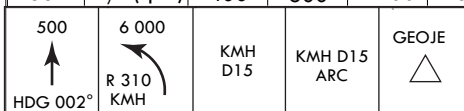
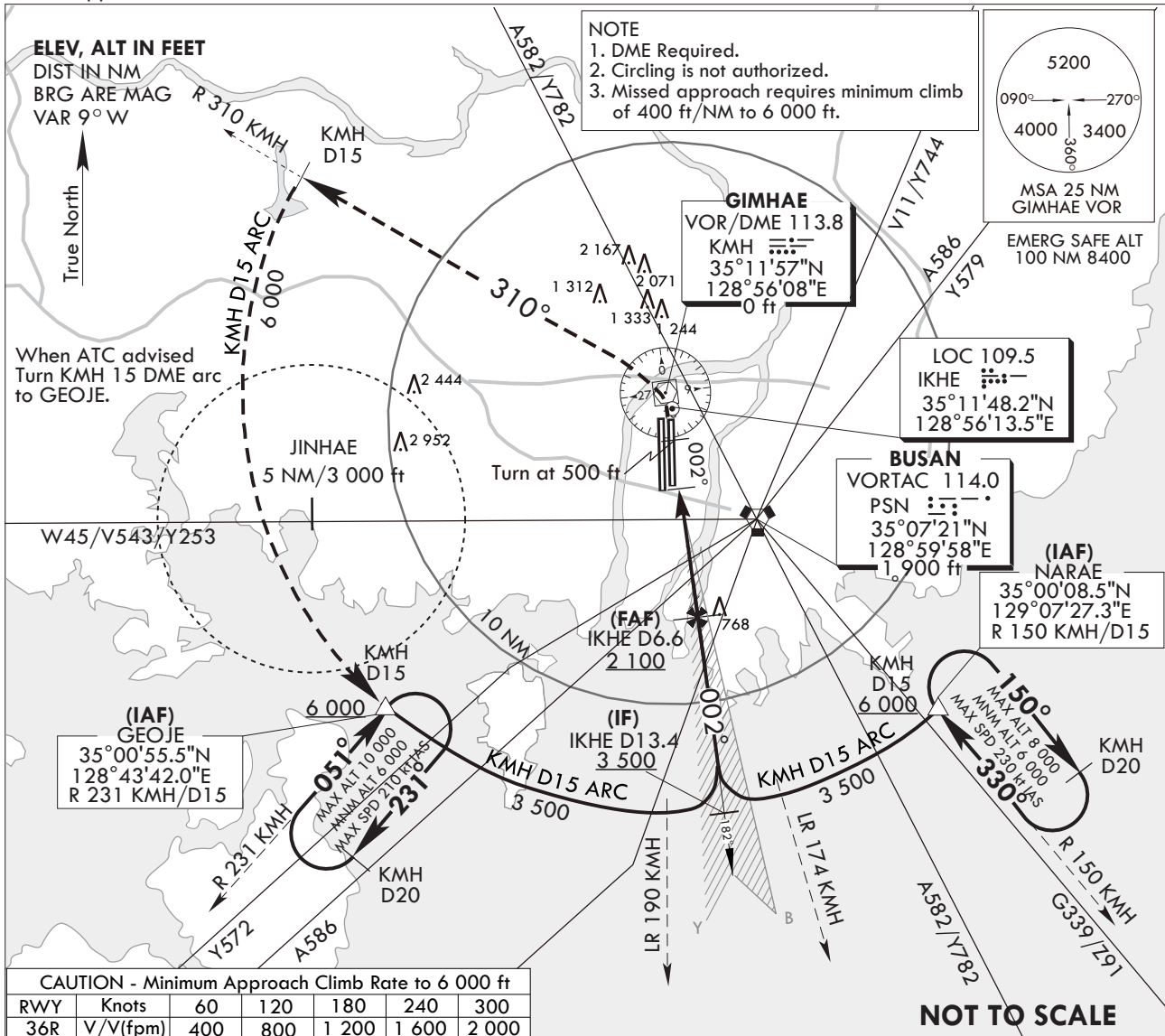
**INSTRUMENT
APPROACH
CHART**

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 glide slope.

INTENTIONALLY

LEFT

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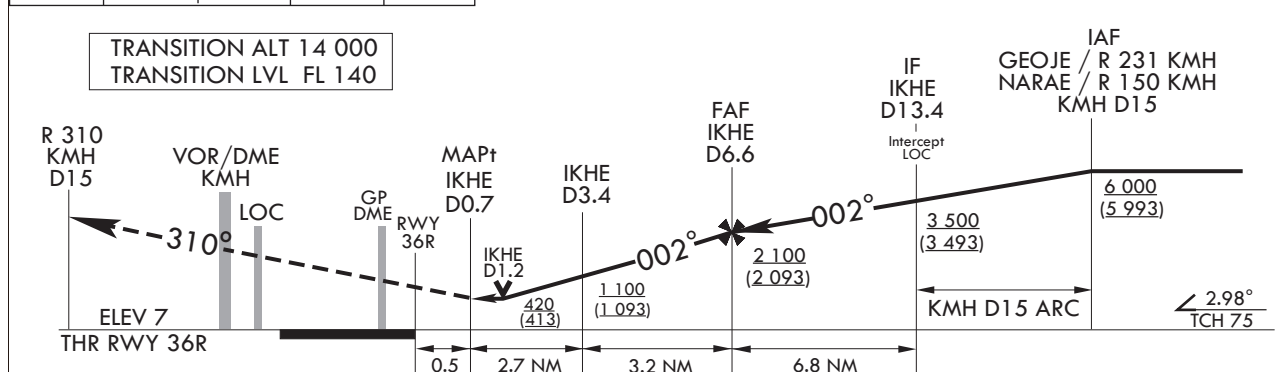
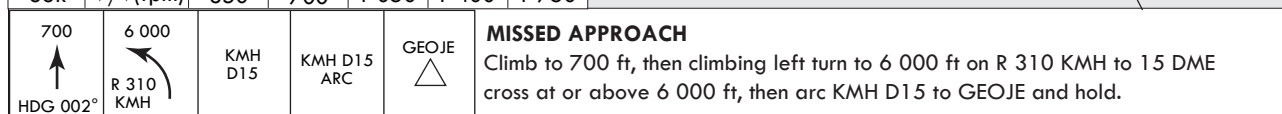
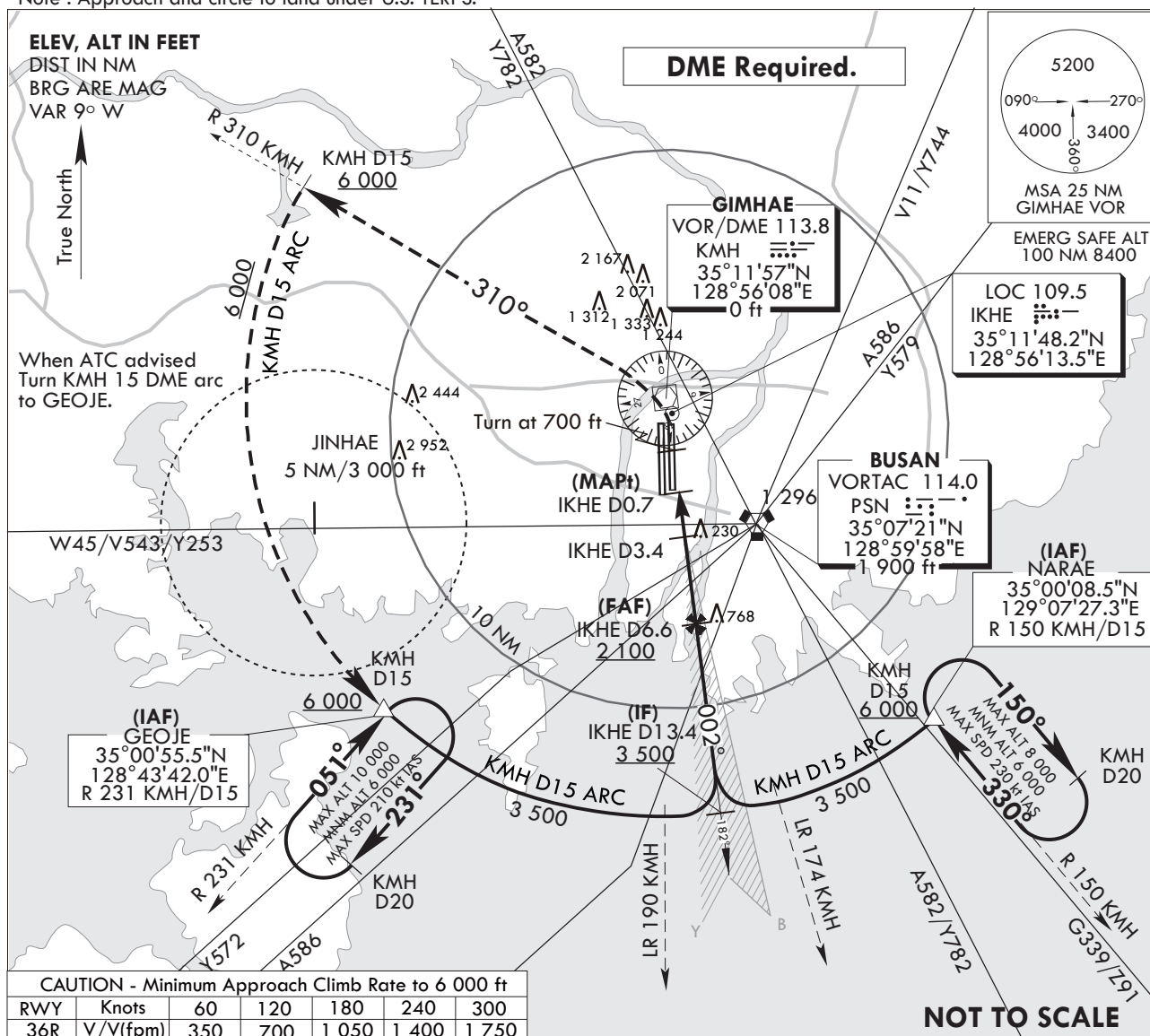
**INSTRUMENT
APPROACH
CHART**

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 : Withdrawal of symbol for glide slope.

INTENTIONALLY

LEFT

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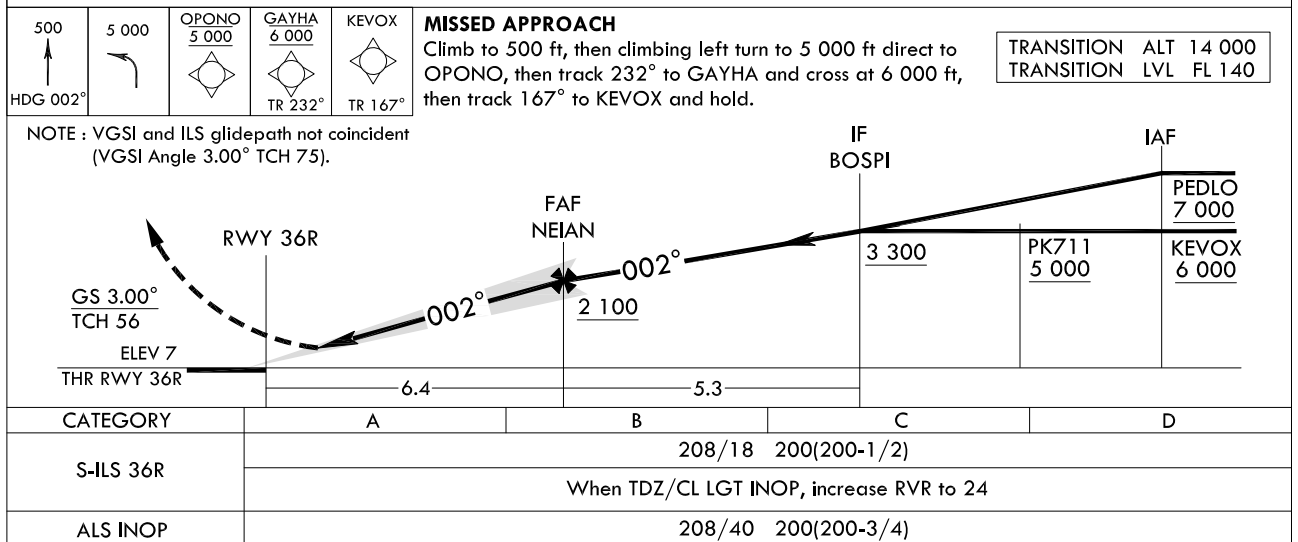
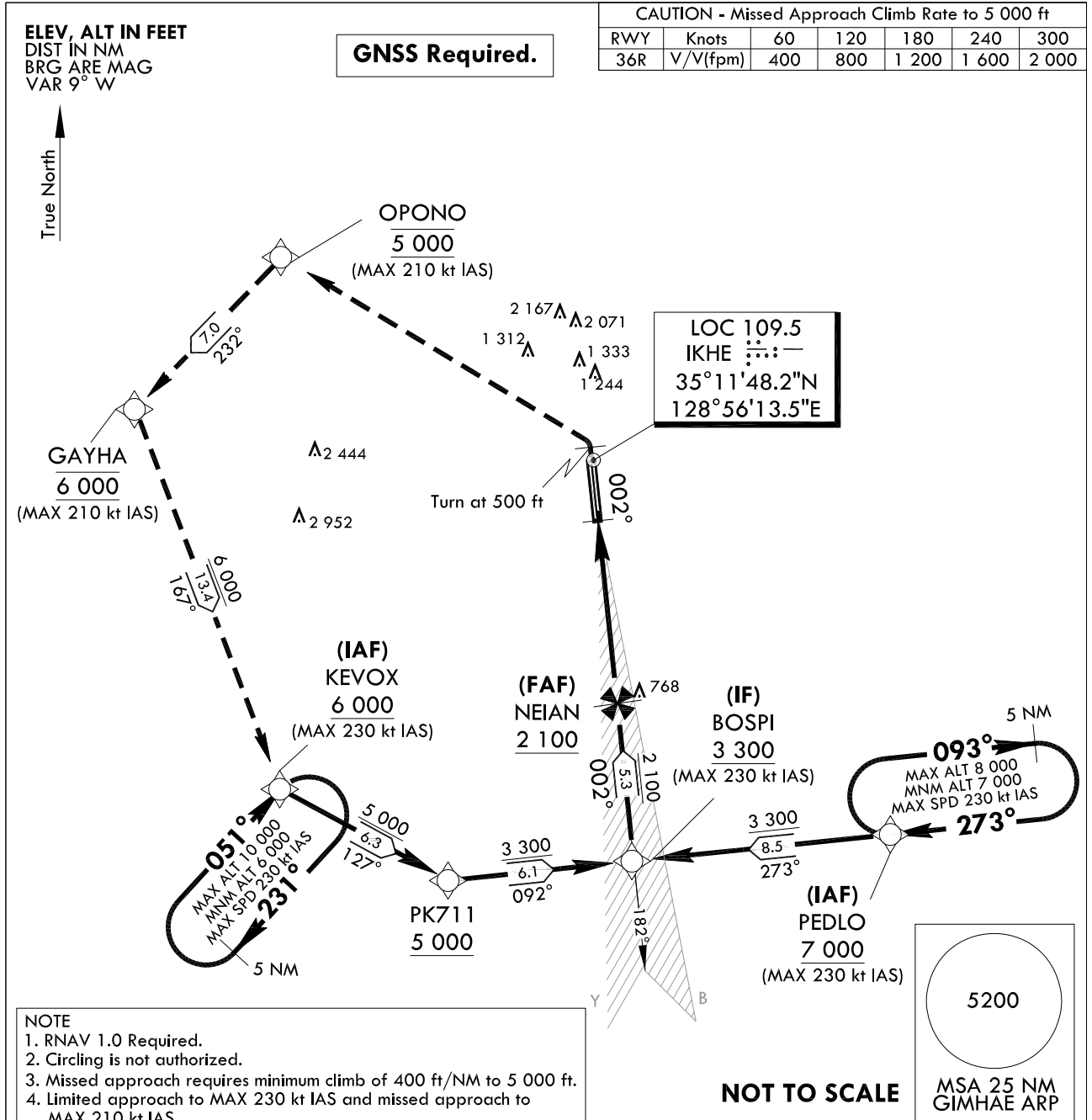
**INSTRUMENT
APPROACH
CHART**

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 glide slope.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

ILS 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

ILS 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

ILS 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	-	-	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)	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 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.

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

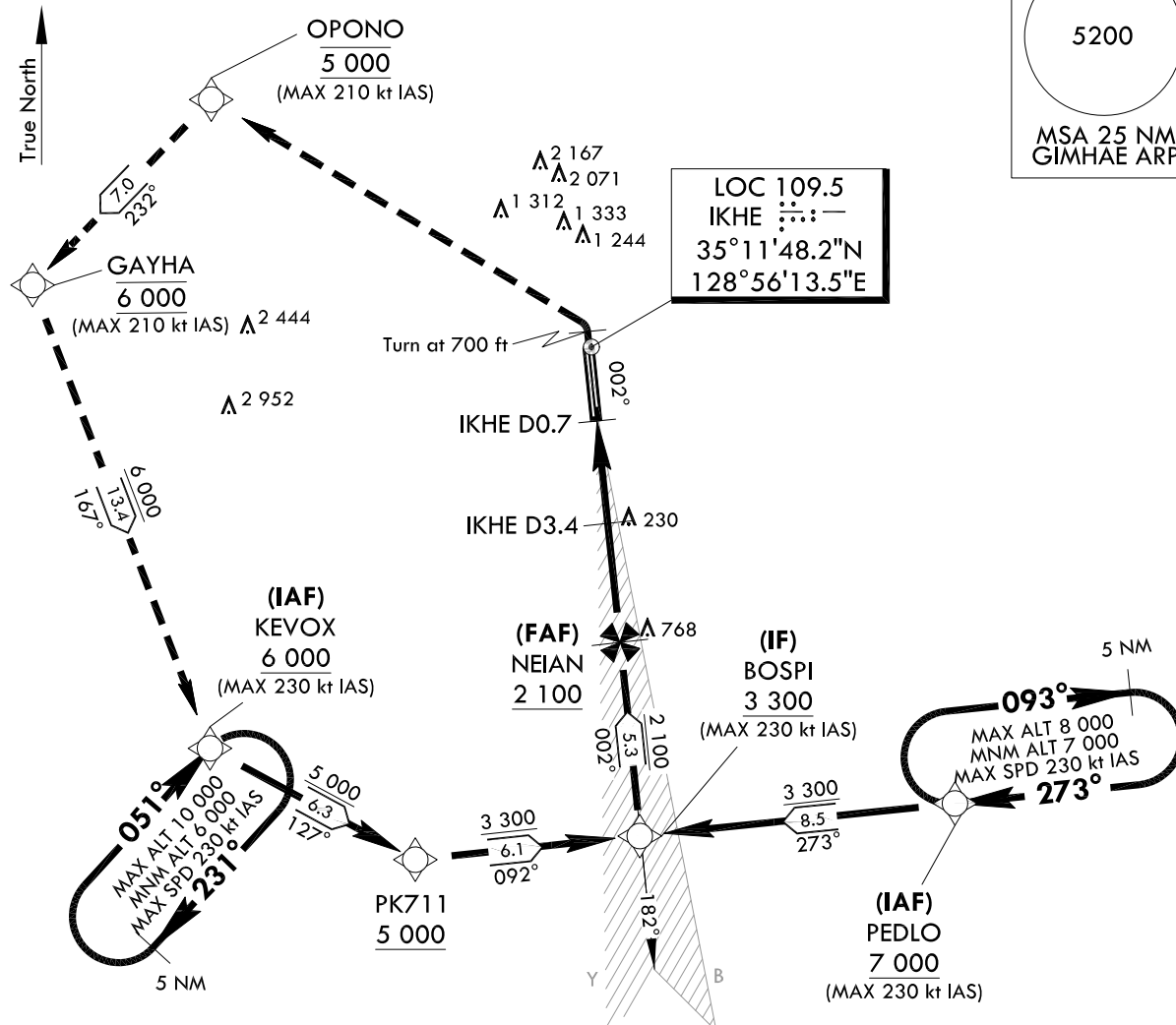
BUSAN/Gimhae Intl(RKPK)
LOC Z RWY 36R

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

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

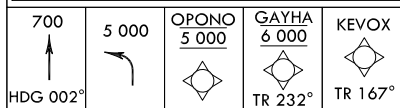
GNSS Required.



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

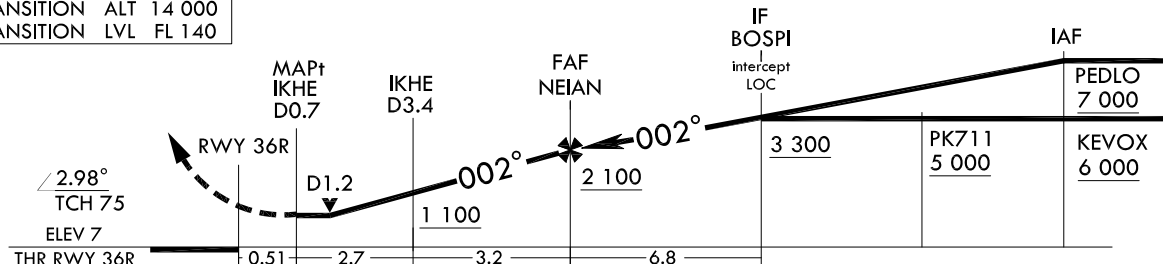


MISSED APPROACH

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.

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140



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 : Withdrawal of symbol for glide slope.

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.

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

ILS Y or LOC Y RWY 01

[illegible]

Climb on HDG 007° to MUN D3.5, then turn left HDG 297° to GUPLA and Hold at 5 000 ft.

CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D		Knots	60	90	120	150	180
STA	CAT-I	FULL	232	RVR 550 m, VIS 800 m				Rate of descent	V/V fpm	318	478	637	796	955
		ALS INOP	(200)	1 200 m										
	LOC	FULL	660	2 600 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						
		ALS INOP	(628)	3 300 m										

AIP AMDT 12/23

MUAN/Muan Intl(RKJB)
ILS Y or LOC Y RWY 01

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 01 from OVGEN, OLBES or PEGRO			
Fix/point		Coordinates	
OVGEN(IAF)	R 225 MUN /15.4 NM MUN	34°46'22.2"N	126°11'47.9"E
OLBES(IAF)	R 189 MUN /22.5 NM MUN	34°36'08.1"N	126°22'32.0"E
PEGRO(IAF)	R 152 MUN /15.4 NM MUN	34°46'09.0"N	126°34'02.1"E
D13.7 IMUN(SDF)	BRG 7.10°/13.7 NM IMUN	34°45'11.5"N	126°23'04.1"E
D10.7 IMUN(IF)	BRG 7.10°/10.7 NM IMUN	34°48'10.9"N	126°23'03.3"E
D5.2 IMUN(FAF LOC ONLY)	BRG 7.10°/5.2 NM IMUN	34°53'42.6"N	126°23'00.5"E
D1.9 IMUN(MAPt LOC ONLY)	BRG 7.10°/1.9 NM IMUN	34°56'59.1"N	126°22'59.2"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
THR RWY 01	Final approach descent angle 3.04° (LOC ONLY)	34°58'43.64"N	126°22'58.45"E
IMUN DME		34°58'53.2"N	126°22'53.8"E
IMUN LOC		35°00'23.1"N	126°22'57.8"E
D3.5 MUN	HDG 007	-	
GUPLA	HDG 297/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

**INSTRUMENT
APPROACH
CHART - ICAO**

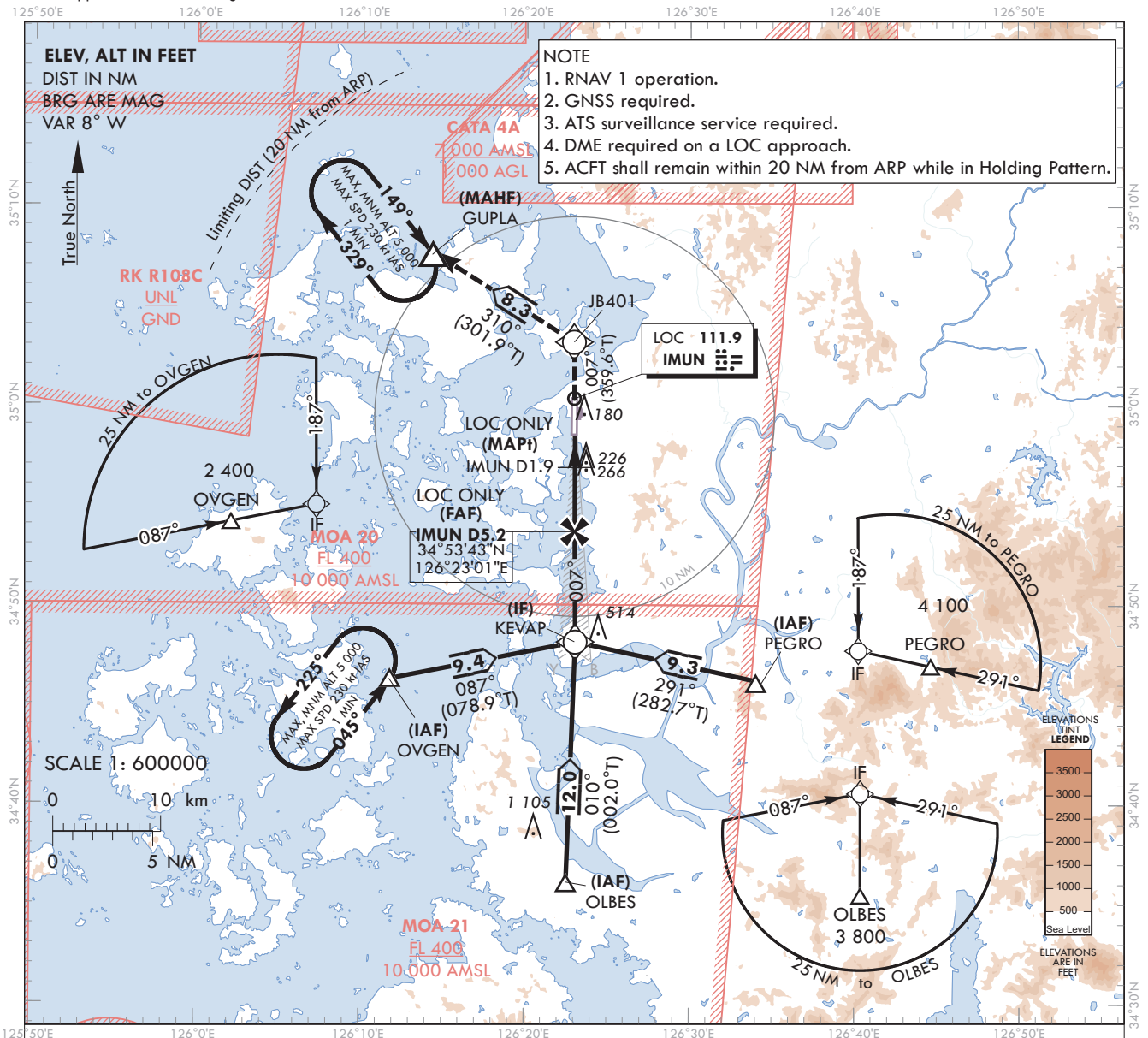
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV 32 ft

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Z or LOC Z RWY 01

Note : Approach under ICAO Flight Procedure.

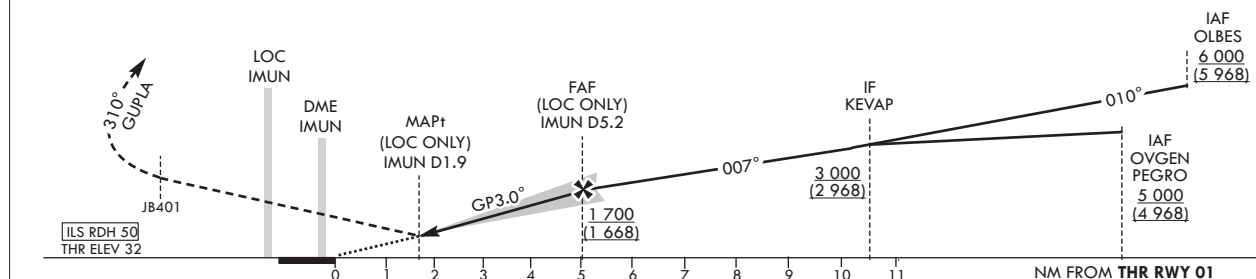


RECOMMENDED PROFILE(LOC ONLY)	DME IMUN	5	4	3	2
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 645 (1 613)	1 322 (1 290)	999 (967)	660 (628)

TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 5 000 ft on track of 007° to JB401,
then LEFT turn on track of 310° to GUPLA.
Hold as published.



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D		Knots	60	90	120	150	180
STA	CAT-I	FULL	232	RVR 550 m, VIS 800 m				Rate of descent	V/V fpm	318	478	637	796	955
		ALS INOP	(200)	1 200 m										
	LOC	FULL	660	2 600 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						
		ALS INOP	(628)	3 300 m										

Change : Information of profile view.

MUAN/Muan Intl(RKJB)
ILS Z or LOC Z RWY 01

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 01 from OVGEN, OLBES or PEGRO			
Fix/point		Coordinates	
OVGEN(IAF)		34°46'22.2"N	126°11'47.9"E
OLBES(IAF)		34°36'08.1"N	126°22'32.0"E
PEGRO(IAF)		34°46'09.0"N	126°34'02.1"E
KEVAP(IF)	BRG 7.10°/10.69 NM IMUN	34°48'10.9"N	126°23'03.3"E
D5.2 IMUN(FAF LOC ONLY)	BRG 7.10°/5.17 NM IMUN	34°53'42.6"N	126°23'00.5"E
D1.9 IMUN(MAPt LOC ONLY)	BRG 7.10°/1.90 NM IMUN	34°56'59.1"N	126°22'59.2"E
THR RWY 01	Final approach descent angle 3.04°(LOC ONLY)	34°58'43.64"N	126°22'58.45"E
IMUN DME		34°58'53.2"N	126°22'53.8"E
IMUN LOC		35°00'23.1"N	126°22'57.8"E
JB401		35°03'13.1"N	126°22'56.4"E
GUPLA		35°07'37.8"N	126°14'18.1"E

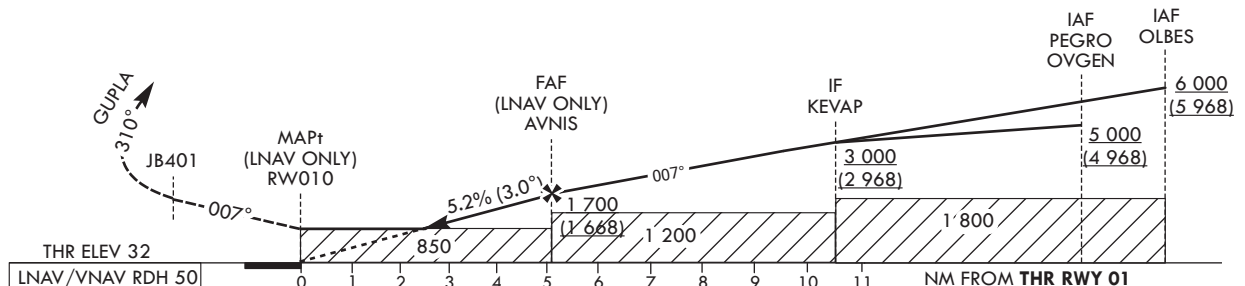
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV **32 ft**

GWANGJU	APP	120.475	130.0
		228.9	265.5
MUAN	TWR	118.25	118.85

RNP RWY 01



Climb to 5 000 ft on track of 007° to JB401,
then LEFT turn on track of 310° to GUPLA.
Hold as published.



CATEGORY			DA(H)/MDA(H)	A	B	C	D		Knots	60	90	120	150	180
STA	LNAV/VNAV	FULL	790	2 700 m				Rate of descent	V/V fpm	319	478	638	797	957
		ALS INOP	(758)	3 500 m										
	LNAV	FULL	850	3 100 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						
		ALS INOP	(818)	3 800 m										

AIP AMDT 12/23

MUAN/Muan Intl(RKJB)
RNP RWY 01
HOLDING PROCEDURE

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 01 - via OVGEN to KEVAP(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	OVGEN	-	-	-	-	+5 000	-	34°46'22.2"N 126°11'47.9"E	-	RNP APCH	IAF
002	TF	KEVAP	-	087(078.9)	9.4	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF

RNP RWY 01 - via OLBES to KEVAP(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	OLBES	-	-	-	-	+6 000	-	34°36'08.1"N 126°22'32.0"E	-	RNP APCH	IAF
002	TF	KEVAP	-	010(002.0)	12.0	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF

RNP RWY 01 - via PEGRO to KEVAP(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	PEGRO	-	-	-	-	+5 000	-	34°46'09.0"N 126°34'02.1"E	-	RNP APCH	IAF
002	TF	KEVAP	-	291(282.7)	9.3	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF

RNP RWY 01 - via KEVAP(IF) to GUPLA(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
002	TF	KEVAP	-	-	-	-	+3 000	-	34°48'10.9"N 126°23'03.3"E	-	RNP APCH	IF
003	TF	AVNIS	-	007(359.6)	5.5	-	+1 700	-	34°53'38.8"N 126°23'00.8"E	-	RNP APCH	FAF
004	TF	RW010	Y	007(359.6)	5.1	-	+850	-	34°58'43.64"N 126°22'58.45"E	-3.00/50	RNP APCH	MAPt
005	TF	JB401	-	007(359.6)	4.5	-	-	-	35°03'13.1"N 126°22'56.4"E	-	RNP APCH	-
006	TF	GUPLA	Y	310(301.9)	8.3	-	-	-	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	-
007	HM	GUPLA	Y	149(141.1)	-	R	@5 000	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	1 MIN (Outbound timing)

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Time (min)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
RNP RWY 01	HM	OVGEN	Y	045 (037.0)	1	L	@5 000	-230	34°46'22.2"N 126°11'47.9"E	-	RNAV 1	-

**INSTRUMENT
APPROACH
CHART - ICAO**

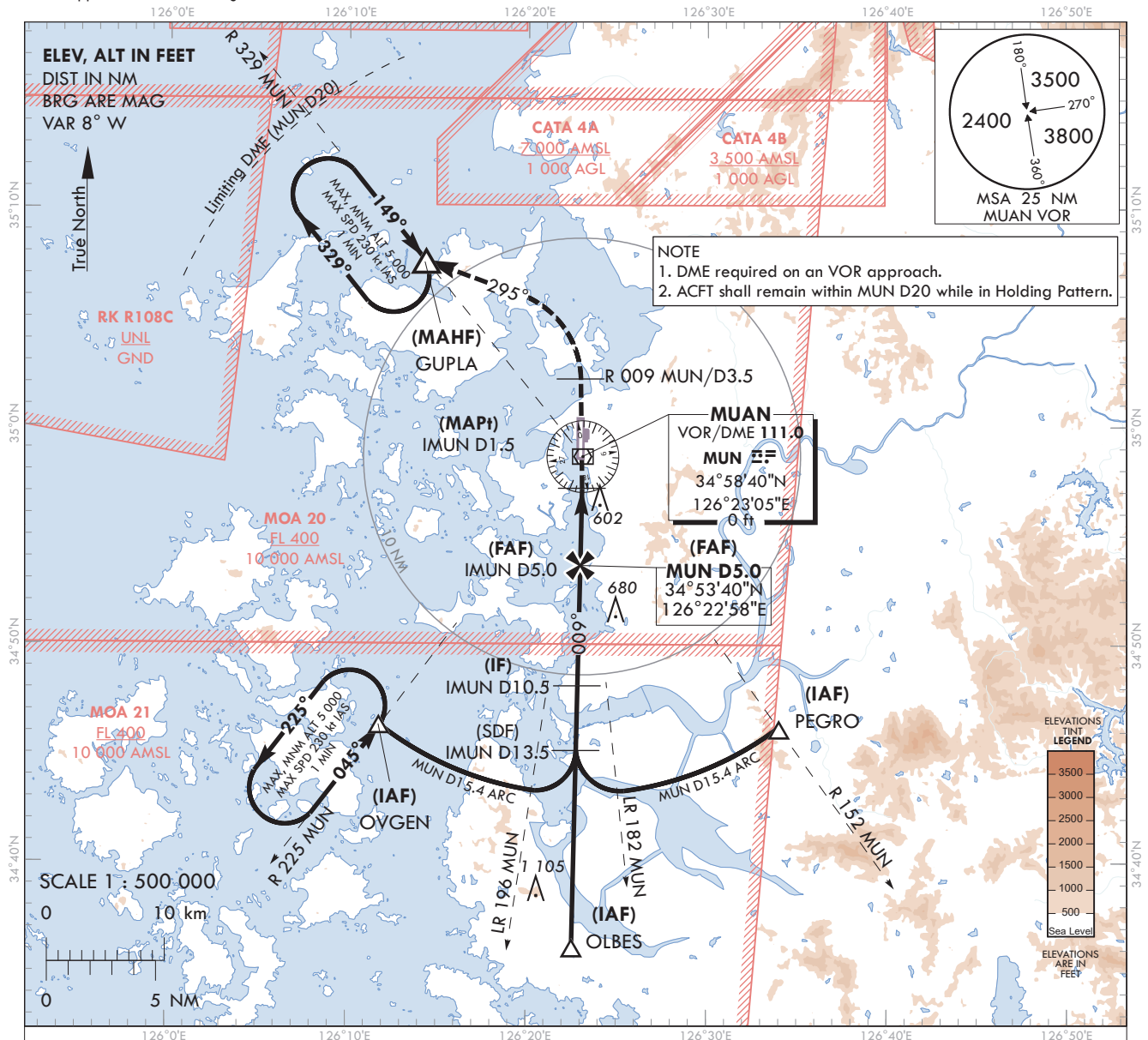
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 01 - ELEV 32 ft

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

VOR RWY 01

Note : Approach under ICAO Flight Procedure.

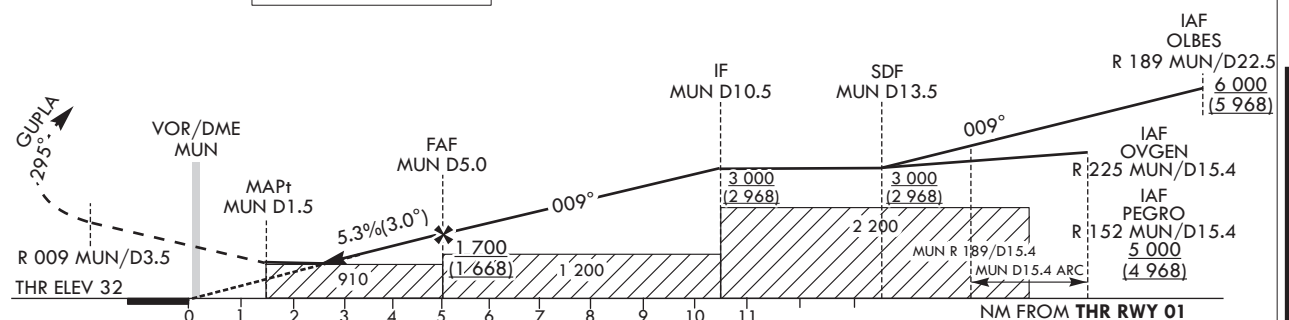


RECOMMENDED PROFILE	DME MUN	4	3	2.5
Final Approach Gradient 5.26%, 320 ft/NM	ALT(HGT)	1 381 (1 349)	1 061 (1 029)	910 (878)

MISSED APPROACH

Climb to R 009 MUN/D3.5, then turn left
HDG 295° to GUPLA and Hold at 5 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY		MDA/(MDH)	A	B	C	D		Knots	60	90	120	150	180
STA	FULL	910 (878)	3 300m				Rate of descent	V/V fpm	320	480	640	799	959
	ALS INOP		4 000m				* Circling Not authorized. * Timing Not authorized for defining MAPt.						

Change : Information of profile view.

MUAN/Muan Intl(RKJB)
VOR RWY 01

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 01 from OVGEN, OLBES or PEGRO			
Fix/point		Coordinates	
OVGEN(IAF)	R 225 MUN /15.4 NM MUN	34°46'22.2"N	126°11'47.9"E
OLBES(IAF)	R 189 MUN /22.5 NM MUN	34°36'08.1"N	126°22'32.0"E
PEGRO(IAF)	R 152 MUN /15.4 NM MUN	34°46'09.0"N	126°34'02.1"E
D13.5 MUN(SDF)	R 189 MUN/13.5 NM MUN	34°45'08.9"N	126°22'45.3"E
D10.5 MUN(IF)	R 189 MUN/10.5 NM MUN	34°48'09.1"N	126°22'49.8"E
D5.0 MUN(FAF)	R 189 MUN/5.0 NM MUN	34°53'39.6"N	126°22'57.9"E
D1.5 MUN(MAPt)	R 189 MUN/1.5 NM MUN	34°57'09.9"N	126°23'03.1"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
THR RWY 01	Final approach descent angle 3.01°	34°58'43.64"N	126°22'58.45"E
D3.5 MUN	R 009 MUN /3.5 NM MUN	35°02'10.2"N	126°22'57.2"E
GUPLA	HDG 294.81/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

**INSTRUMENT
APPROACH
CHART - ICAO**

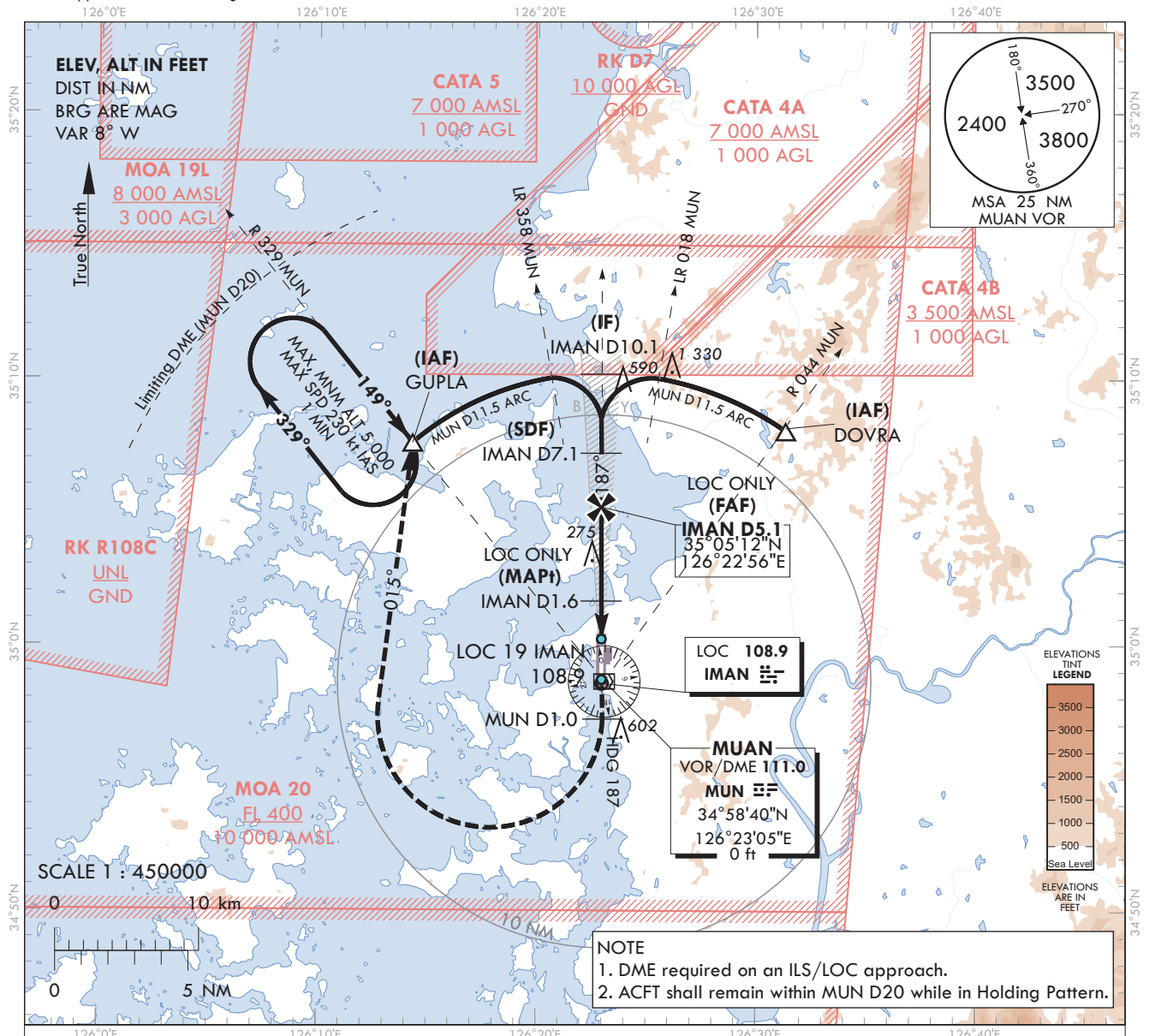
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 ft

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

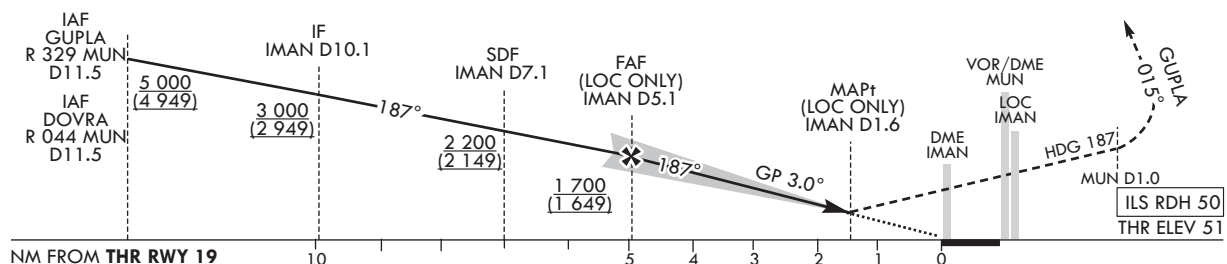
ILS Y or LOC Y RWY 19

Note : Approach under ICAO Flight Procedure.



RECOMMENDED PROFILE(LOC ONLY)	DME IMAN	5	4	3	2	1.7	MISSED APPROACH
Final Approach Gradient 5.31%, 323 ft/NM	ALT (HGT)	1 660 (1 609)	1 338 (1 287)	1 015 (964)	692 (641)	590 (539)	Climb on HDG 187° to MUN D1.0 then turn right HDG 015° to GUPLA and Hold at 5 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	DA(DH)/MDA(MDH)	A	B	C	D	
STA	CAT-I (CG 2.5%) FULL	414 (363)	1 200 m			Rate of descent
	ALS INOP		1 900 m			
	CAT-I (CG 5.0%) FULL	251 (200)	RVR 550 m, VIS 800 m			* Timing Not authorized for defining MAPt. * Circling Not authorized.
	ALS INOP		1 200 m			
LOC	FULL	590 (539)	2 000 m			
	ALS INOP		2 700 m			

Change : Information of profile view.

MUAN/Muan Intl(RKJB)
ILS Y or LOC Y RWY 19

AERONAUTICAL DATA TABULATION

ILS Y or LOC Y Approach to RWY 19 from GUPLA or DOVRA			
Fix/point		Coordinates	
GUPLA(IAF)	R 329 MUN /11.5 NM MUN	35°07'37.8"N	126°14'18.1"E
DOVRA(IAF)	R 044 MUN /11.5 NM MUN	35°07'57.8"N	126°31'22.0"E
D10.1 IMAN(IF)	BRG 187.14°/10.14 NM IMAN	35°10'11.0"N	126°22'53.2"E
D7.1 IMAN(SDF)	BRG 187.14°/7.14 NM IMAN	35°07'13.4"N	126°22'54.7"E
D5.1 IMAN(FAF LOC ONLY)	BRG 187.14°/5.12 NM IMAN	35°05'12.3"N	126°22'55.7"E
D1.6 IMAN(MAPt LOC ONLY)	BRG 187.14°/1.60 NM IMAN	35°01'40.5"N	126°22'57.2"E
THR RWY 19	Final approach descent angle 3.04°(LOC ONLY)	35°00'14.49"N	126°22'57.82"E
IMAN DME		35°00'04.3"N	126°22'53.3"E
IMAN LOC		34°58'35.0"N	126°22'58.5"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
D1.0 MUN	HDG 187	-	
GUPLA	HDG 015/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

**INSTRUMENT
APPROACH
CHART - ICAO**

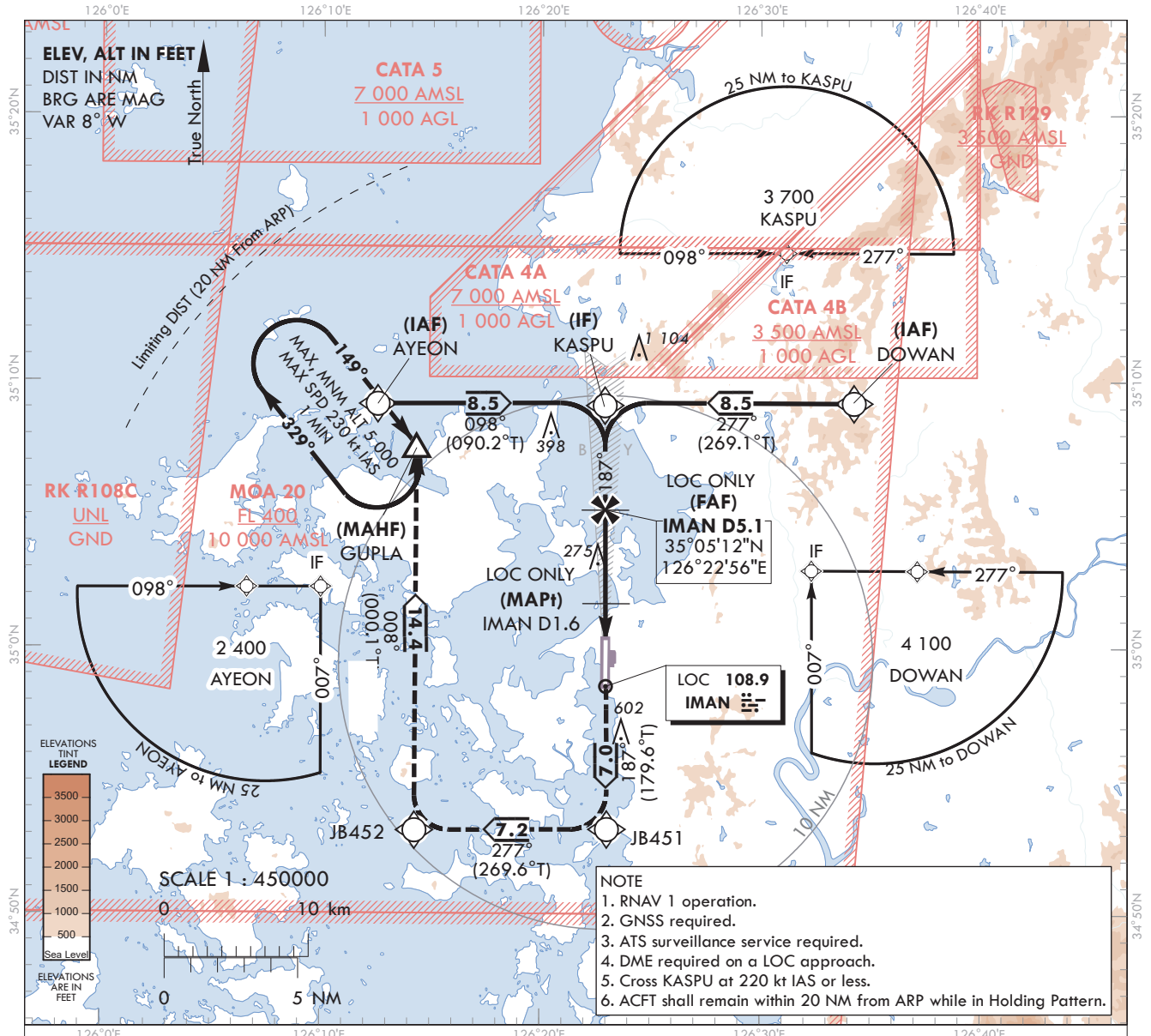
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 ft

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

ILS Z or LOC Z RWY 19

Note : Approach under ICAO Flight Procedure.



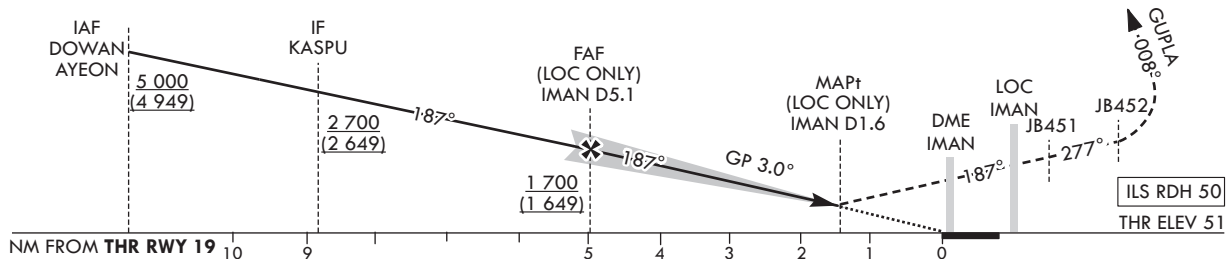
MISSED APPROACH

Climb to 5 000 ft on track of 187° to JB451,
RIGHT turn on track of 277° to JB452,
then RIGHT turn on track of 008° to GUPLA.
Hold as published.

RECOMMENDED PROFILE(LOC ONLY)	DME IMAN	5	4	3	2	1.7
Final Approach Gradient 5.31%, 323 ft/NM	ALT(HGT)	1 660 (1 609)	1 338 (1 287)	1 015 (964)	692 (641)	590 (539)

* Missed approach turns are limited to maximum of 230 kt IAS.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY			DA(DH)/ MDA(MDH)	A	B	C	D							
STA	CAT-I (CG 2.5%)	FULL	414	1 200 m				Rate of descent	Knots	60	90	120	150	180
		ALS INOP	(363)	1 900 m					V/V fpm	318	478	637	796	955
	CAT-I (CG 5.0%)	FULL	251	RVR 550 m, VIS 800 m										
		ALS INOP	(200)	1 200 m										
	LOC	FULL	590	2 000 m					* Timing Not authorized for defining MAPt. * Circling Not authorized.					
		ALS INOP	(539)	2 700 m										

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

Change : Information of profile view.

MUAN/Muan Intl(RKJB)
ILS Z or LOC Z RWY 19

AERONAUTICAL DATA TABULATION

ILS Z or LOC Z Approach to RWY 19 from AYEON or DOWAN		
Fix/point	Coordinates	
AYEON(IAF)	35°09'10.2"N	126°12'32.1"E
DOWAN(IAF)	35°09'16.1"N	126°33'16.0"E
KASPU(IF)	35°09'07.5"N	126°22'54.1"E
D5.1 IMAN(FAF LOC ONLY) BRG 187.14°/5.12 NM IMAN	35°05'12.3"N	126°22'55.7"E
D1.6 IMAN(MAPt LOC ONLY) BRG 187.14°/1.60 NM IMAN	35°01'40.5"N	126°22'57.2"E
THR RWY 19 Final approach descent angle 3.04° (LOC ONLY)	35°00'14.49"N	126°22'57.82"E
IMAN DME	35°00'04.3"N	126°22'53.3"E
IMAN LOC	34°58'35.0"N	126°22'58.5"E
JB451	34°53'13.8"N	126°23'01.0"E
JB452	34°53'10.9"N	126°14'17.1"E
GUPLA	35°07'37.8"N	126°14'18.1"E

**INSTRUMENT
APPROACH
CHART - ICAO**

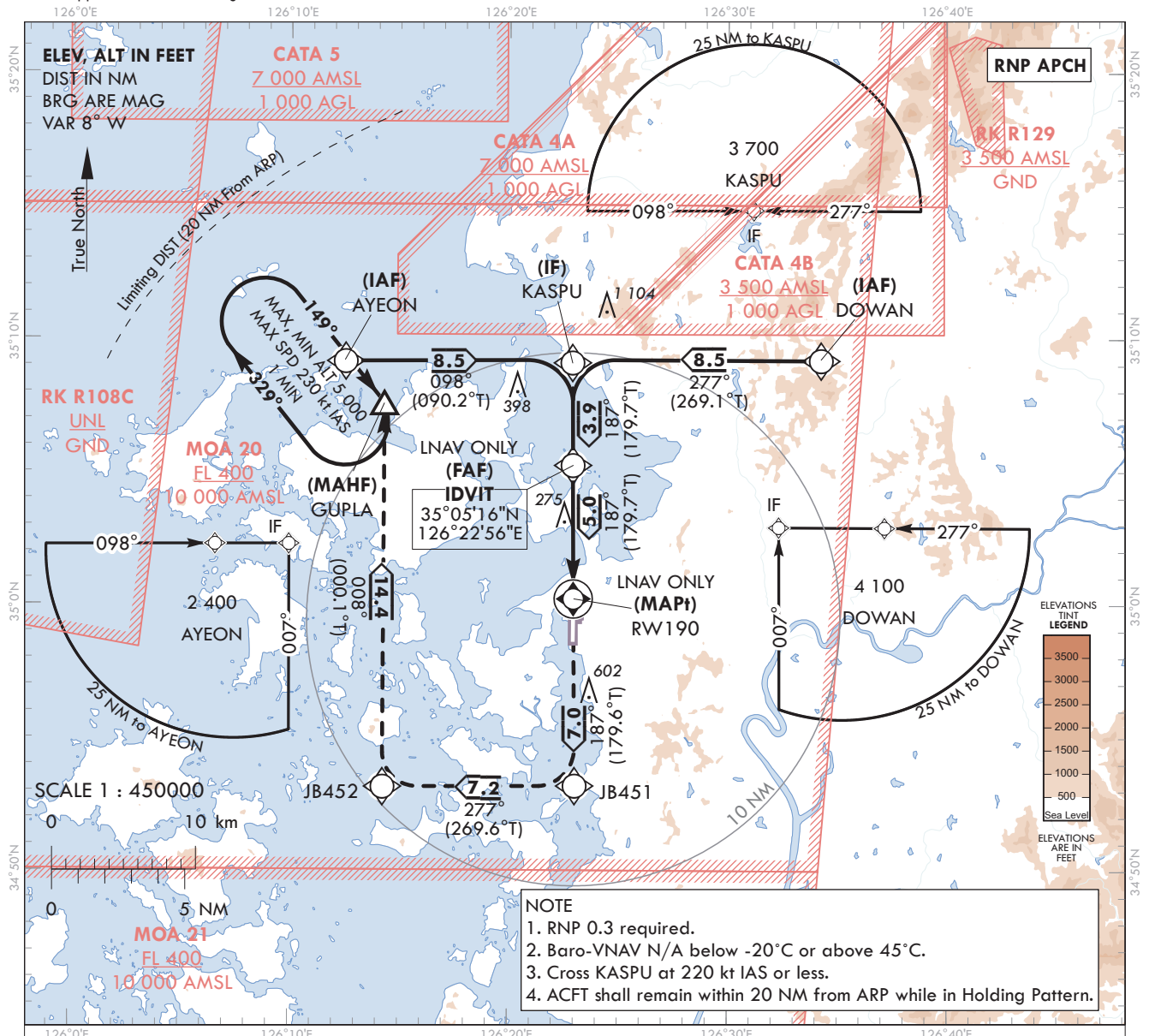
AERODROME ELEV 51 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV 51 ft

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

RNP RWY 19

Note : Approach under ICAO Flight Procedure.



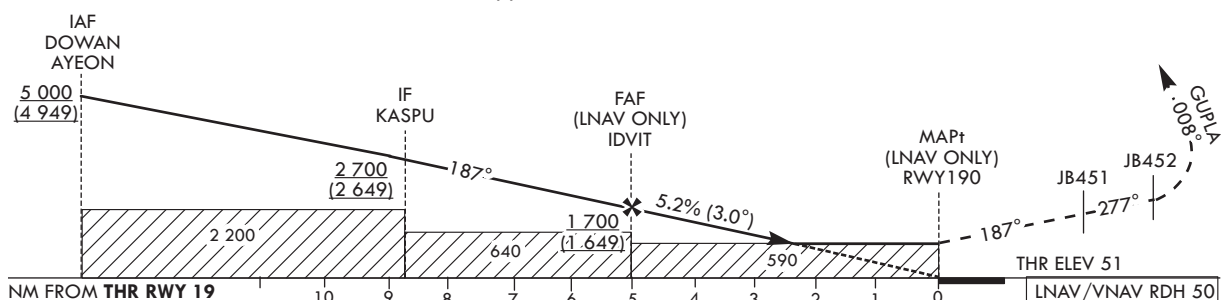
TRANSITION ALT 14 000
TRANSITION LVL FL 140

MISSED APPROACH

Climb to 5 000 ft on track of 187° to JB451, RIGHT turn on track of 277° to JB452, Then RIGHT turn on track of 008° to GUPLA.

Hold as published.

* Missed approach turns are limited to maximum of 230 kt IAS.



CATEGORY			DA(H)/ MDA(H)	A	B	C	D		Knots	60	90	120	150	180
STA	LNNAV/VNAV	FULL	460	1 200 m				Rate of descent	V/V fpm	319	478	637	797	957
		ALS INOP	(409)	1 900 m										
	LNNAV	FULL	590	1 700 m				* Timing Not authorized for defining MAPt. * Circling Not authorized.						
		ALS INOP	(539)	2 400 m										

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

Change : Information of profile view.

AERONAUTICAL DATA TABULATION

Instrument Approach Procedure Coding Tables

RNP RWY 19 - via DOWAN to KASPU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	DOWAN	-	-	-	-	+5 000	-	35°09'16.1"N 126°33'16.0"E	-	RNP APCH	IAF
002	TF	KASPU		277(269.1)	8.5	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF

RNP RWY 19 - via AYEON to KASPU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
001	IF	AYEON	-	-	-	-	+5 000	-	35°09'10.2"N 126°12'32.1"E	-	RNP APCH	IAF
002	TF	KASPU	-	098(090.2)	8.5	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF

RNP RWY 19 - via KASPU(IF) to GUPLA(MAHF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/RDH	Navigation specification	Remarks
002	TF	KASPU	-	-	-	-	+2 700	-220	35°09'07.5"N 126°22'54.1"E	-	RNP APCH	IF
003	TF	IDVIT	-	187(179.7)	3.9	-	+1 700	-	35°05'15.9"N 126°22'55.7"E	-	RNP APCH	FAF
004	TF	RW190	Y	187(179.7)	5.0	-	+590	-	35°00'14.49"N 126°22'57.82"E	-3.00/50	RNP APCH	MAPt
005	TF	JB451	-	187(179.6)	7.0	-	-	-230	34°53'13.8"N 126°23'01.0"E	-	RNP APCH	-
006	TF	JB452	-	277(269.6)	7.2	-	-	-230	34°53'10.9"N 126°14'17.1"E	-	RNP APCH	-
007	TF	GUPLA	Y	008(000.1)	14.4	-	-	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	-
008	HM	GUPLA	Y	149(141.1)	-	R	@5 000	-230	35°07'37.8"N 126°14'18.1"E	-	RNP APCH	¹ MIN (Outbound timing)

**INSTRUMENT
APPROACH
CHART - ICAO**

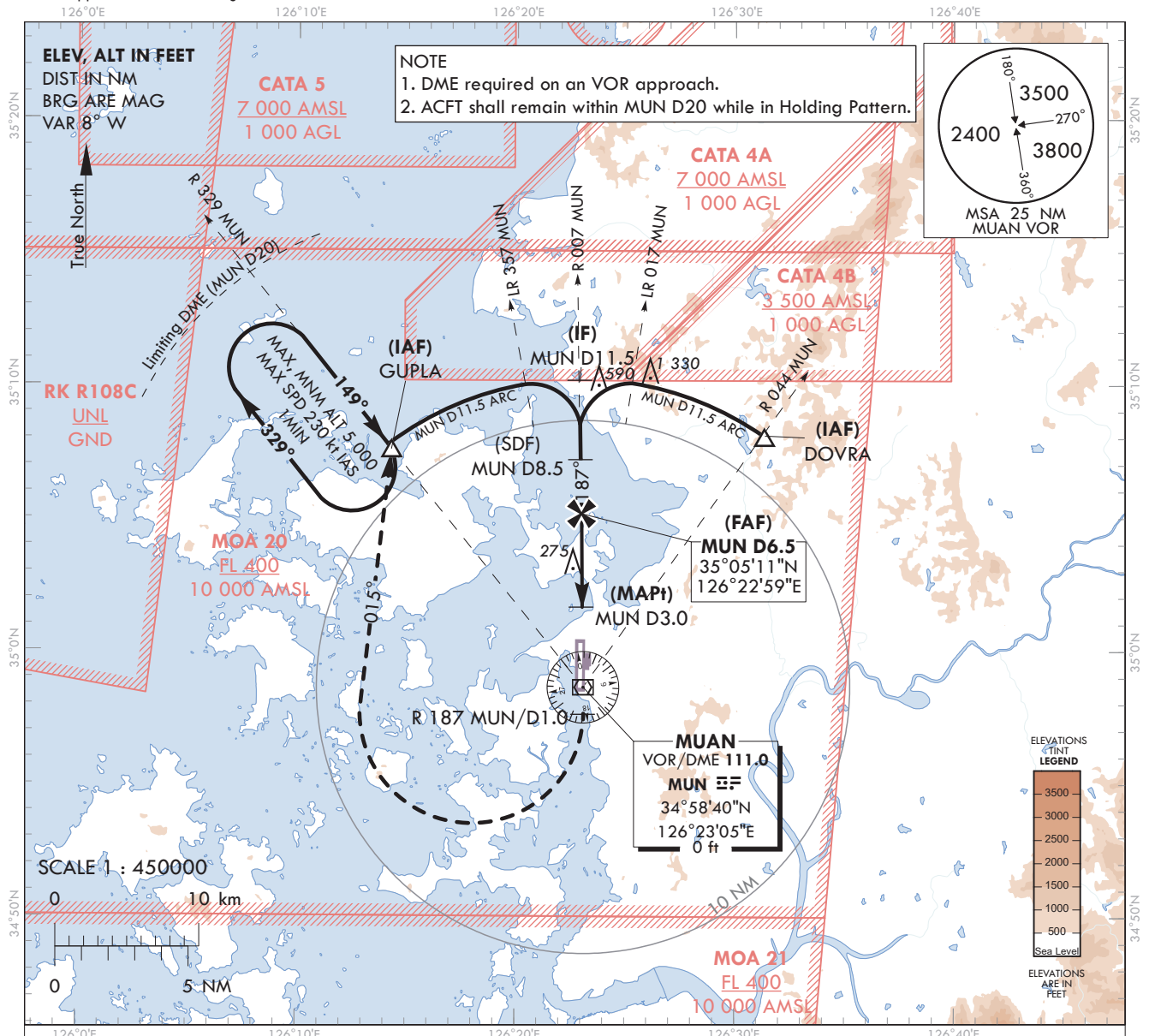
Note : Approach under ICAO Flight Procedure.

AERODROME ELEV 51 ft
HEIGHTS RELATED TO AD ELEV

GWANGJU APP	120.475	130.0
	228.9	265.5
MUAN TWR	118.25	118.85

MUAN/Muan Intl(RKJB)

VOR RWY 19

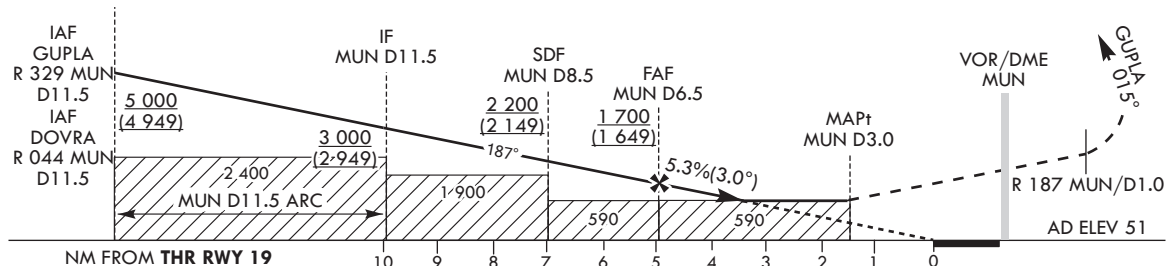


RECOMMENDED PROFILE	DME MUN	6	5	4	3.1
Final Approach Gradient 5.35%, 325 ft/NM	ALT(HGT)	1 538 (1 487)	1 214 (1 163)	889 (838)	590 (539)

MISSED APPROACH

Climb on R 187 MUN/D1.0, then turn right HDG 015° to GUPLA and Hold at 5 000 ft.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	MDA/(MDH)	A	B	C	D	Rate of descent	Knots	60	90	120	150	180
STA	FULL	590 (539)	2 100 m				V/V fpm	325	487	649	811	974
	ALS INOP		2 800 m									

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

Change : Information of profile view.

MUAN/Muan Intl(RKJB)
VOR RWY 19

AERONAUTICAL DATA TABULATION

VOR Approach to RWY 19 from GUPLA or DOVRA			
Fix/point		Coordinates	
GUPLA(IAF)	R 329 MUN /11.5 NM MUN	35°07'37.8"N	126°14'18.1"E
DOVRA(IAF)	R 044 MUN /11.5 NM MUN	35°07'57.8"N	126°31'22.0"E
D11.5 MUN(IF)	R 007 MUN/11.5 NM MUN	35°10'11.0"N	126°22'53.2"E
D8.5 MUN(SDF)	R 007 MUN/8.5 NM MUN	35°07'13.6"N	126°22'56.3"E
D6.5 MUN(FAF)	R 007 MUN/6.5 NM MUN	35°05'10.6"N	126°22'59.5"E
D3.0 MUN(MAPt)	R 007 MUN/3.0 NM MUN	35°01'40.2"N	126°23'02.2"E
THR RWY 19	Final approach descent angle 3.06°	35°00'14.49"N	126°22'57.82"E
MUN VOR/DME		34°58'40.0"N	126°23'05.4"E
D1.0 MUN	R 187 MUN /1.0 NM MUN	34°57'39.9"N	126°23'06.3"E
GUPLA	HDG 014.75/11.5 NM MUN	35°07'37.8"N	126°14'18.1"E

RKJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKJJ - GWANGJU / Domestic

RKJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKJJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC (Summer season) 2230-1300 UTC (Winter season)
2	Customs and immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2300-1120 UTC
5	ATS Reporting Office(ARO)	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Civil aircraft operation is restricted from 1300 UTC to 2200 UTC due to aircraft noise around the airport except aircraft in an emergency or in an abnormal situation.

RKJJ AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of operational hours for AIS briefing office.



RKJJ AD 2.5 PASSENGER FACILITIES

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

RKJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

RKPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPS - SACHEON / Domestic

RKPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	350519N 1280414E 39° / 1 299 m from THR 06R
2	Direction and distance from city	329°, 9.5 km from Sacheon City Hall
3	Elevation/Reference temperature	8 m / 31 °C
4	Geoid undulation at AD ELEV PSN	28 m
5	MAG VAR/Annual change	8° W(2020) / 0.089° Increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	MOLIT Sacheon Airport Branch(Busan Regional Office of Aviation) 1971, Sacheon-daero, Sacheon-eup, Sacheon-si, Gyeongsangnam-do, 664-801, Republic of Korea TEL : +82-55-852-2568 Telefax : +82-55-852-6580 AFS : RKPSZPZX ROKAF Republic Of Korea Air Force(ROKAF) The 3rd Flying training Wing
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remark	NIL

RKPS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2200-1300 UTC*
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2230-1030 UTC
5	ATS Reporting Office	HO
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	* Outside these hours services are available under the Pre-coordination (passenger flights only)

RKPS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil type	JP-8/O-128, O-133(Available by agreement with ROKAF)
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	One de-icing pad(Aircraft stand NR. 1)
5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

Change : Information of operational hours for AIS briefing office.

RKPS AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in Sacheon city
2	Restaurants	At AD(60 seats, light food service available) and in the city
3	Transportation	Buses, taxis, rental and cars from the AD
4	Medical Facilities	Hospitals in Sacheon city, 4 km
5	Bank and Post Office	Near AD and in Sacheon city
6	Tourist Office	Available at AD
7	Remarks	https://www.airport.co.kr/sacheon/

RKPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 7
2	Rescue equipment	a. 8 chemical crash rescue & fire fighting trucks - Total capacity · Water : 32 000 L · AFFF* : 3 064 L · Dry chemical : 1 083 kg · Halon : 1 298 kg · CO₂ : 120 kg b. 1 ambulance car c. 1 rescue truck
3	Capability for removal of disable aircraft	Specialized aircraft recovery equipment available for up to and including B737 size aircraft. 300 ton crane and other accessory equipment can be provided by airlines and agencies. Korea Airports Corporation is the co-ordinator for the removal of disabled aircraft and can be reached at Airport Duty Manager. (TEL : +82-55-831-9331, 9332)
4	Remarks	* Aqueous Film Forming Foam

RKPS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. ROKAF : - 7 Snow Ploughs - 2 Loader Scoops - 2 Graders b. KAC - 1 Snow Plough
2	Clearance priorities	1. RWY 06R/24L 2. TWY E 3. TWY A, B, C, D 4. RWY 06L/24R 5. TWY F 6. TWY A, B, C, D 7. Apron 8. Other TWY and ACFT stand
3	Remarks	Snow clearance information promulgated by SNOWTAM

RKPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPU - ULSAN / Ulsan Domestic

RKPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	353536N 1292108E 181° / 1 020 m from THR 18
2	Direction and distance from city	039°, 7 km from Ulsan City Hall
3	Elevation/Reference temperature	13 m / 31 °C
4	Geoid undulation at AD ELEV PSN	30 m
5	MAG VAR/Annual change	8° W (2020) / 0.089° increasing
6	Aerodrome Operator, Address, Telephone, Telefax, AFS	Korea Airports Corporation(Ulsan Airport) 1103, Saneop-ro, Buk-gu, Ulsan, 44238, Republic of Korea TEL : +82-52-219-6382, 6338~9 Telefax : +82-52-219-6300, 6388
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2100-1300 UTC
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	2300-1200 UTC
5	ATS Reporting Office	2300-1200 UTC
6	MET Briefing Office	H24
7	ATS	2300-1200 UTC
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	Outside these hours services are available under the pre-coordination (Only passenger flight)

RKPU AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of operational hours for AIS briefing office, ATS reporting office and ATS.

RKPU AD 2.5 PASSENGER FACILITIES

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

RKPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

RKPU AD 2.13 DECLARED DISTANCES

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

RKPU AD 2.14 APPROACH AND RUNWAY LIGHTING

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

Simple TDZ LGT

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

RWY 18 PAPI Restrictions

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

RKPU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

RKPU AD 2.16 HELICOPTER LANDING AREA

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

RKPU AD 2.17 ATS AIRSPACE

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

RKPU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
APP	Pohang Approach	124.25 MHz 120.2 MHz 232.4 MHz	H24	NIL
	Ulsan Arrival	119.250 MHz 317.525 MHz	2230-1100 UTC	
TWR	Ulsan Tower	118.75 MHz 236.6 MHz 225.55 MHz	2300-1200 UTC	
GND	Ulsan Ground	121.75 MHz	2300-1200 UTC	Digital PDC service available
ATIS	Ulsan Airport	127.625 MHz 233.55 MHz	2300-1200 UTC	Digital ATIS service available
EMERG		121.5 MHz 243.0 MHz	2300-1200 UTC	
Scheduled Inspection Time - APP(124.25 MHz, 232.4 MHz, 119.250 MHz, 317.525 MHz), TWR, GND, ATIS, EMERG : Every 1st WED(1400-2000 UTC) of the month.				

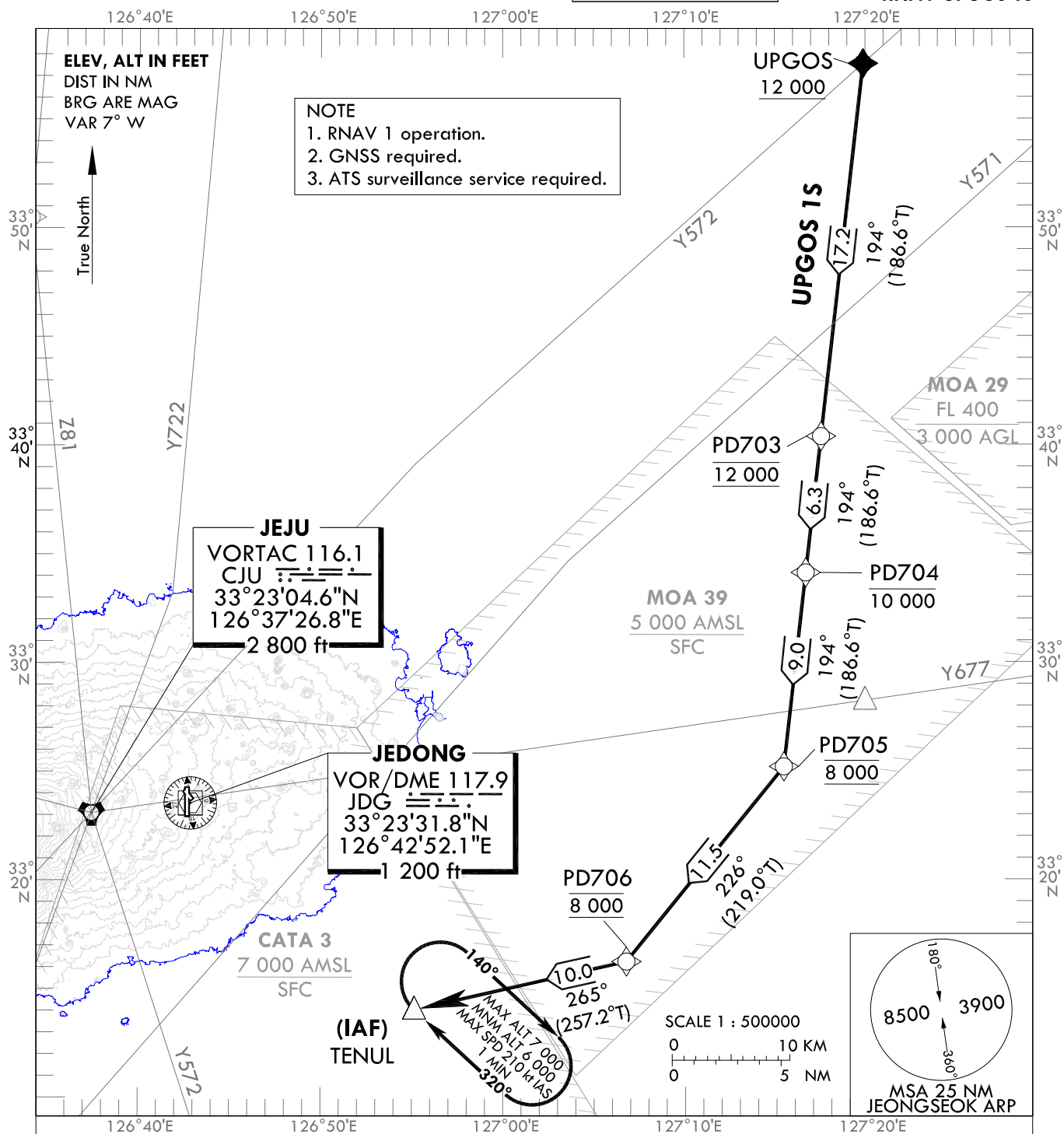
Change : Information of operational hours for Ulsan APP, TWR, GND, ATIS and EMERG.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP 121.2
124.05
JEONGSEOK TWR 124.35

JEJU/Jeongseok(RKPD)
RWY 01
RNAV UPGOS 1S



GENERAL INFORMATION

1. Within JEJU TMA, maximum 250 kt IAS below 10 000 ft.
2. Maximum holding speed 210 kt IAS at TENUL.

RNAV UPGOS ONE SIERRA ARRIVAL : UPGOS - PD703 - PD704 - PD705 - PD706 - TENUL

AERONAUTICAL DATA TABULATION

Standard Instrument Arrival Procedure Coding Tables

RNAV UPGOS 1S

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	IF	UPGOS	-	-	-	-	+12 000	-	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	PD703	-	194(186.6)	17.2	-	@12 000	-	33°40'24.4"N 127°17'30.8"E	-	RNAV 1	-
003	TF	PD704	-	194(186.6)	6.3	-	-10 000	-	33°34'08.4"N 127°16'39.0"E	-	RNAV 1	-
004	TF	PD705	-	194(186.6)	9.0	-	@8 000	-	33°25'12.9"N 127°15'25.6"E	-	RNAV 1	-
005	TF	PD706	-	226(219.0)	11.5	-	@8 000	-	33°16'14.9"N 127°06'46.3"E	-	RNAV 1	-
006	TF	TENUL	-	265(257.2)	10.0	-	-7 000 +6 000	-	33°14'01.6"N 126°55'08.7"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/ RDH	Navigation specification	Remarks
001	HM	TENUL	Y	320(312.7)	1	R	-7 000 +6 000	- 210	33°14'01.6"N 126°55'08.7"E	-	RNAV 1	-

Change : Amended holding procedure.