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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 13/23

14 DEC 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 General

a) Withdrawal of RKSB, RKSY and Information of RKTA, RKRR, RKBS, RKJC,

1.2 Enroute

a) Information of DIST, MAG track, coordinates and ATS route for AGAVO.
b) Information of conditional route category2(CDR2).
c) Amended coordinates for PK513, VASVA, PS691 and RUVIS.
d) Information of Enroute chart.

1.3 Incheon INTL Airport

a) Information of rescue equipment and item numbers.

1.4 Gimpo INTL Airport

a) Information of vertical limits for ATS airspace(AMSL → AGL).
b) Information of diagram for VFR reporting points information.

1.5 Jeju INTL Airport

a) Information of aerodrome operator, address, telephone and FAX.
b) Information of terms(light aircraft → light sport aircraft, ultra-light plane → ultra-light vehicle).
c) Information of radio frequency transfer point and Establishment of limitation(2.6).
d) Information of restriction and engine performance check.
e) Information of PANS-OPS(Doc.8168) NADP one, taxiing limitation, and PAPI information.
f) Amended phrases(0.003 → 0.16 NM, 0.003 → 0.17 NM, 0.01 → 0.11 NM) and holding procedure.
g) Establishment of close-in OBST.

1.6 Wonju Airport

a) Amended coordinates for AROKU(127°56'15"N → 127°56'15"E).

1.7 Sacheon Airport

a) Information of WX minima for PAR, ASR approach and Amended phrase(4 000 ft → 4 500 ft).
b) Information of reporting point D.
c) Establishment of IAC(PAR, ASR) and Information of procedure names(LOC/DME → LOC, VOR/DME → VOR) and chart NR..
d) Information of OBST caution, RUPIB(I-SAM D17 → D17.3) and DIST for PS592(5.9 → 6.1).

1.8 Ulsan Airport

a) Amended phrase(CWY → RWY).

2. PAGE CONTROL

2.1 Replace the old sheets with new one as follows;

OLD (Pages to be removed)	NEW (Pages to be inserted)	
VOL I, Part I - GEN (General)	**VOL I, Part I - GEN (General)**	
GEN 0.3-1(16 NOV 23) / 0.3-2(16 NOV 23)	GEN 0.3-1 / 0.3-2	14 DEC 23
GEN 0.4-1(27 DEC 23) / 0.4-2(27 DEC 23)	GEN 0.4-1 / 0.4-2	24 JAN 24
GEN 0.4-3(27 DEC 23) / 0.4-4(27 DEC 23)	GEN 0.4-3 / 0.4-4	24 JAN 24
GEN 0.4-5(27 DEC 23) / 0.4-6(27 DEC 23)	GEN 0.4-5 / 0.4-6	24 JAN 24
GEN 0.4-7(27 DEC 23) / 0.4-8(27 DEC 23)	GEN 0.4-7 / 0.4-8	24 JAN 24
GEN 0.4-9(27 DEC 23) / 0.4-10(27 DEC 23)	GEN 0.4-9 / 0.4-10	24 JAN 24
GEN 2.4-1(16 NOV 23) / 2.4-2(16 NOV 23)	GEN 2.4-1 / 2.4-2	14 DEC 23
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ENR 6-1-2(19 OCT 23)	ENR 6-1-2	14 DEC 23
VOL II, Part III - AD (Aerodrome)	**VOL II, Part III - AD (Aerodrome)**	
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RKPU	**RKPU**	
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END

GEN 0.3 RECORD OF AIP SUPPLEMENT

1. Current AIP Supplement

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
23/10	Requirement for Overflight Permission	GEN	-	
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	
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	
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	
21/23	Incheon AP, Gimpo AP - Trial Operation of Re-categorization(RECAT) Wake Turbulence Separation Minima within Seoul TMA	AD	15 DEC 21 / 14 DEC 24	
22/23	ENR - Temporary Restricted Areas Established	ENR	31 DEC 23 / 31 DEC 24	

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	
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	Uljin 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	

GEN 0.4 CHECKLIST OF AIP PAGES

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1.2 - 16	17 NOV 22
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1.9 - 4	1 AUG 19
1.9 - 5	1 AUG 19
1.9 - 6	1 AUG 19
1.9 - 7	13 JAN 22
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1.9 - 9	25 AUG 22
1.9 - 10	25 AUG 22
1.9 - 11	25 AUG 22
1.9 - 12	25 AUG 22
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1.9 - 14	20 OCT 22
1.9 - 15	20 OCT 22
1.9 - 16	20 OCT 22
1.9 - 17	20 OCT 22
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1.11 - 1	29 JUN 23
1.11 - 2	29 JUN 23
1.12 - 1	1 MAY 14
1.12 - 2	1 MAY 14
1.12 - 3	1 MAY 14
1.12 - 4	1 MAY 14
1.13 - 1	1 MAY 14
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1.14 - 2	9 MAR 23
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1.14 - 5	1 MAY 14
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3.1 - 12	19 OCT 23
3.1 - 13	19 OCT 23
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3.3 - 1	19 OCT 23
3.3 - 2	19 OCT 23
3.3 - 3	19 OCT 23
3.3 - 4	19 OCT 23
3.3 - 5	19 OCT 23
3.3 - 6	19 OCT 23
3.3 - 7	**14 DEC 23**
3.3 - 8	**14 DEC 23**
3.3 - 9	19 OCT 23
3.3 - 10	19 OCT 23
3.3 - 11	**14 DEC 23**
3.3 - 12	**14 DEC 23**
3.3 - 13	19 OCT 23
3.3 - 14	19 OCT 23
3.3 - 15	19 OCT 23
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CHART 2 - 12	27 JUL 23	CHART 2 - 10-1	21 SEP 23
CHART 2 - 12-1	22 SEP 22	CHART 2 - 11	21 SEP 23
CHART 2 - 13	27 JUL 23	CHART 2 - 11-1	21 SEP 23
CHART 2 - 13-1	22 SEP 22	CHART 2 - 12	21 SEP 23
CHART 2 - 14	27 JUL 23	CHART 2 - 12-1	16 DEC 21
CHART 2 - 14-1	27 JUL 23	CHART 2 - 13	21 SEP 23
CHART 2 - 15	27 JUL 23	CHART 2 - 13-1	21 SEP 23
CHART 2 - 15-1	22 SEP 22	CHART 2 - 14	16 NOV 23
CHART 2 - 16	21 SEP 23	CHART 2 - 14-1	16 NOV 23
CHART 2 - 16-1	21 SEP 23	CHART 2 - 15	21 SEP 23
CHART 2 - 17	27 JUL 23	CHART 2 - 15-1	21 SEP 23
CHART 2 - 17-1	22 SEP 22	CHART 2 - 16	21 SEP 23
CHART 2 - 18	27 JUL 23	CHART 2 - 16-1	21 SEP 23
CHART 2 - 18-1	27 JUL 23	CHART 2 - 17	21 SEP 23
CHART 2 - 19	21 SEP 23	CHART 2 - 17-1	21 SEP 23
CHART 2 - 19-1	21 SEP 23	CHART 2 - 18	21 SEP 23
CHART 2 - 20	27 JUL 23	CHART 2 - 18-1	21 SEP 23
CHART 2 - 20-1	27 JUL 23	CHART 2 - 19	21 SEP 23
CHART 2 - 21	27 JUL 23	CHART 2 - 19-1	21 SEP 23
CHART 2 - 21-1	29 JUN 23	CHART 2 - 20	21 SEP 23
CHART 2 - 22	27 JUL 23	CHART 2 - 20-1	21 SEP 23
CHART 2 - 22-1	27 JUL 23		
CHART 2 - 23	27 JUL 23		
CHART 2 - 23-1	27 JUL 23		
CHART 2 - 24	27 JUL 23		
CHART 2 - 24-1	27 JUL 23		
CHART 2 - 25	27 JUL 23		
CHART 2 - 25-1	27 JUL 23		
CHART 2 - 26	27 JUL 23		
CHART 2 - 27	4 MAY 23		

GEN 2.4 LOCATION INDICATORS

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.

   * 항공고정통신망 주소가 배정되지 않은 지명부호

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

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

ENCODE	
지 명	약 어
청양(HEL)	RKTB*
청원	RKTC*
청주국제공항	RKTU
청풍수상비행장	RKTM*
춘천(신북리)	RKMS*
출강(울산소방)	RKPL*
충주(중앙119)	RKUA*
태안	RKTA
파주	RKRP*
평택(미8군)	RKSG*
포승	RKBN*
포천	RKRO*
포항(포스코)	RKTS*
포항경주공항	RKTH
하남	RKRC*
학포(강원소방 양양항공대)	RKNS*
한강 노들섬(HEL)	RKBJ*
함양	RKPA*
합천(경남소방)	RKPB*
해양경찰청 수색구조	RKBB
해운대(부산소방)	RKPP*
현리	RKMA*
홍천	RKMB*
화순(중앙119)	RKJH*
횡성(강원소방 횡성항공대)	RKMC*

Change : Withdrawal of RKSB, RKSY and Information of RKTA, RKRR.

GEN 2.4 LOCATION INDICATORS

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 ralated 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*
Taean	RKTA

ENCODE	
Location	**Indicator**
Uiwang(HEL)	RKBF*
Uljin	RKTL*
Uljin(HEL)	RKTK*
Ulleungdo	RKDU*
Ulsan	RKPU
Ungcheon	RKTW*
Waegwan(8th USA,HEL)	RKDC*
Wonju	RKNW
Wonkwang(HEL)	RKJC*
Yanggu	RKMG*
Yangjae(HEL)	RKBD*
Yangju Sinsanri	RKRF*
Yangpyeong	RKRG*
Yangsan	RKPY*
Yangyang INTL	RKNY
Yecheon	RKTY*
Yeongam	RKJA*
Yeongam(Shinhan)	RKJW*
Yeongcheon	RKUY*
Yeongjong	RKRE*
Yeosu	RKJY
Yeouido KBS	RKBS*
Yesan(UI Helijet)	RKDB*
Yongin	RKRY*
Yongin Everland	RKBP*

Change : Withdrawal of RKSB, RKSY and Information of RKBS, RKJC, RKTA.

DECODE	
Indicator	Location
RKBA*	과천(정부청사)
RKBB	해양경찰청 수색구조
RKBD*	양재(HEL)
RKBF*	의왕(현대자동차)
RKBG*	아주대학교의료원
RKBI*	일원동(삼성병원)
RKBJ*	한강 노들섬(HEL)
RKBN*	포승
RKBP*	용인(에버랜드)
RKBS*	여의도(KBS)
RKBU*	김포(한국타임즈항공)
RKBW*	수원(KBS)
RKBY*	봉명
RKDA	대구ACC
RKDB*	예산(UI 헬리제트)
RKDC*	왜관(미8군)
RKDD*	독도
RKDE*	봉덕(미8군)
RKDH*	천안(단국대)
RKDJ	대전(헬리코리아)
RKDU*	울릉도
RKJA*	영암
RKJB	무안국제공항
RKJC*	원광대학병원
RKJD*	군산(해양경찰)
RKJE*	광주(삼성전자)
RKJF*	장수(전북119)
RKJH*	화순(중앙119)
RKJI*	익산
RKJJ	광주공항
RKJK	군산공항
RKJM*	목포공항
RKJS*	광양(포스코)
RKJU*	전주
RKJW*	영암(신한에어)
RKJY	여수공항
RKMA*	현리
RKMB*	홍천
RKMC*	횡성(강원소방 횡성항공대)
RKMG*	양구
RKMS*	춘천(신북리)
RKND*	속초
RKNH*	남항진(강릉)
RKNK*	지정(원주)
RKNN*	강릉
RKNS*	학포(강원소방 양양항공대)
RKNW	원주공항

DECODE	
Indicator	Location
RKNY	양양국제공항
RKPA*	함양
RKPB*	합천(경남소방)
RKPC	제주국제공항
RKPD	정석(대한항공)
RKPE*	진해
RKPF*	제주용강(산림항공)
RKPH*	마산(삼상병원)
RKPI*	거제(삼성중공업)
RKPK	김해국제공항
RKPL*	출강(울산소방)
RKPM*	모슬포
RKPO*	옥포(대우조선해양)
RKPP*	해운대(부산소방)
RKPS	사천공항
RKPU	울산공항
RKPY*	양산
RKRA*	가납리
RKRB*	부평
RKRC*	하남
RKRD*	덕소
RKRE*	영종도(해양경찰)
RKRF*	양주 신산리
RKRG*	양평(광탄)
RKRI*	이동
RKRK*	가평
RKRN*	이천
RKRO*	포천
RKRP*	파주
RKRR	인천 ACC
RKRS*	수색
RKRY*	용인
RKSD*	발안
RKSE*	백령도
RKSG*	평택(미8군)
RKSH*	덕송(중앙119)
RKSI	인천국제공항
RKSJ*	잠실(한강공원)
RKSL	국토교통부
RKSM*	서울
RKSN*	남양헬기장
RKSO*	오산
RKSP*	백령도(공군 Site)
RKSS	김포국제공항
RKSW*	수원
RKSX*	송산리
RKTA	태안

DECODE	
Indicator	Location
RKTB*	청양(HEL)
RKTC*	청원
RKTD*	안동
RKTE*	성무
RKTF	계룡대(기상전대)
RKTG*	달성(중앙119)
RKTH	포항경주공항
RKTI*	중원
RKTJ*	기계(경북 119)
RKTK*	울진(산림항공)
RKTL*	울진비행장
RKTM*	청풍수상비행장
RKTN	대구국제공항
RKTP*	서산
RKTS*	포항(포스코)
RKTU	청주국제공항
RKTV*	구미(삼성전자)
RKTW*	웅천
RKTY*	예천
RKUA*	충주(중앙119)
RKUC*	조치원
RKUJ*	진천
RKUK*	금왕
RKUL*	논산
RKUY*	영천

Change : Withdrawal of RKSB, RKSY and Information of RKTA.

DECODE	
Indicator	**Location**
RKBA*	Gwacheon Gov.
RKBB	Korea Search/Rescue
RKBD*	Yangjae(HEL)
RKBF*	Uiwang(HEL)
RKBG*	Suwon AUMC(HEL)
RKBI*	Ilwondong SMC
RKBJ*	Hangang Nodeul Island(HEL)
RKBN*	Poseung
RKBP*	Yongin Everland
RKBS*	Yeouido KBS
RKBU*	Gimpo Times Aerospace
RKBW*	Suwon KBS
RKBY*	Bongmyeong
RKDA	Daegu ACC
RKDB*	Yesan(UI Helijet)
RKDC*	Waegwan(8th USA,HEL)
RKDD*	Dokdo
RKDE*	Bongdeok(8th USA,HEL)
RKDH*	Cheonan Dankookdae
RKDJ	Daejeon
RKDU*	Ulleungdo
RKJA*	Yeongam
RKJB	Muan INTL
RKJC*	Wonkwang(HEL)
RKJD*	Gunsan(Korea Coast Guard)
RKJE*	Gwangju SEC
RKJF*	Jangsu(HEL)
RKJH*	Hwasun(HEL)
RKJI*	Iksan
RKJJ	Gwangju
RKJK	Gunsan
RKJM*	Mokpo
RKJS*	Gwangyang POSCO
RKJU*	Jeonju
RKJW*	Yeongam(Shinhan)
RKJY	Yeosu
RKMA*	Hyeonri
RKMB*	Hongcheon
RKMC*	Hoengseong(119)
RKMG*	Yanggu
RKMS*	Chuncheon(Sinbuk)
RKND*	Sokcho
RKNH*	Namhangjin
RKNK*	Jijeong
RKNN*	Gangneung
RKNS*	Hakpo
RKNW	Wonju

DECODE	
Indicator	**Location**
RKNY	Yangyang INTL
RKPA*	Hamyang
RKPB*	Hapcheon(Gyeongnam 119)
RKPC	Jeju INTL
RKPD	Jeongseok
RKPE*	Jinhae
RKPF*	Jeju yonggang(HEL)
RKPH*	Masan SMC
RKPI*	Geoje SHI
RKPK	Gimhae INTL
RKPL*	Chulgang(Ulsan 119)
RKPM*	Moseulpo
RKPO*	Okpo
RKPP*	Haeundae(Busan 119)
RKPS	Sacheon
RKPU	Ulsan
RKPY*	Yangsan
RKRA*	Ganapri
RKRB*	Bupyeong
RKRC*	Hanam
RKRD*	Deokso
RKRE*	Yeongjong
RKRF*	Yangju Sinsanri
RKRG*	Yangpyeong
RKRI*	Idong
RKRK*	Gapyeong
RKRN*	Icheon
RKRO*	Pocheon
RKRP*	Paju
RKRR	Incheon ACC
RKRS*	Susaek
RKRY*	Yongin
RKSD*	Balan
RKSE*	Baengnyeongdo(Coast)
RKSG*	Desiderio AAF(8th USA)
RKSH*	Deoksong
RKSI	Incheon INTL
RKSJ*	Jamsil(Hangang Park)
RKSL	MOLIT
RKSM*	Seoul
RKSN*	Namyang(Heliport)
RKSO*	Osan
RKSP*	Baengnyeongdo(Site)
RKSS	Gimpo INTL
RKSW*	Suwon
RKSX*	Songsanri
RKTA	Taean

DECODE	
Indicator	**Location**
RKTB*	Cheongyang(HEL)
RKTC*	Cheongwon
RKTD*	Andong
RKTE*	Seongmu
RKTF	Gyeryongdae
RKTG*	Dalseong(119)
RKTH	Pohang Gyeongju
RKTI*	Jungwon
RKTJ*	Gigye(HEL)
RKTK*	Uljin(HEL)
RKTL*	Uljin
RKTM*	Cheongpung
RKTN	Daegu INTL
RKTP*	Seosan
RKTS*	Pohang(POSCO)
RKTU	Cheongju INTL
RKTV*	Gumi SEC
RKTW*	Ungcheon
RKTY*	Yecheon
RKUA*	Chungju(HEL)
RKUC*	Jochiwon
RKUJ*	Jincheon
RKUK*	Geumwang
RKUL*	Nonsan
RKUY*	Yeongcheon

Change : Withdrawal of RKSB, RKSY and Information of RKTA.

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG↑/↓ VOR RDL DIST (COP)		Upper limits / Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2		3	4	5		6
G585							**Daegu ACC**
△ ANYANG VORTAC(SEL) 372449N 1265542E							FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Only flying westbound from KPO to SEL on G585 is authorized except ACFT departing from RKTY or RKTI. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585 shall get PPR 24 hours before from Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
	133°/313° 10.7		UNL / 8 000 (3 400) Class A, D, G	8	↓		
△ KALMA 371845N 1270645E	133°/313° 19.3						
△ KAKSO 370745N 1272637E	133°/313° 11.5	(50/32)	UNL / 8 000 (3 600) Class A, D, G				
▲ GUKDO 370111N 1273823E	133°/313° 9.2		UNL / 8 000 (3 700) Class A, D, G				**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Only flying westbound from KPO to SEL on G585 is authorized except ACFT departing from RKTY or RKTI. Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585 shall get PPR 24 hours before from Incheon/Daegu ACC. No PPR is needed at or below 10 000 ft. Airspace Classification refer to ENR 3.1-1
△ ENSAL 365554N 1274747E	133°/314° 9.2		UNL / 8 000 (4 000) Class A, D, G				
△ BASEM 365037N 1275710E	134°/314° 12.5		UNL / 8 000 (5 000) Class A, D, G				
▲ BIGOB 364325N 1280952E	134°/314° 9.5		UNL / 8 000 (4 900) Class A, D, G				
△ YECHEON VOR(CUN) 363755N 1281931E	133°/313° 30.8		UNL / 8 000 (3 900) Class A, D, G				
△ ELAPI 362014N 1285051E	133°/314° 37.3	(34/34)	UNL / 8 000 (5 000) Class A, D, G				
△ POHANG VORTAC(KPO) 355838N 1292828E	107°/287° 17.2		UNL / 8 000 (3 500) Class A, D, G				
▲ BULGA 355609N 1294924E	107°/287° 44.4		UNL / 8 000 (1 500) Class A, D, G			↑	
▲ SAPRA(FIR BDRY) 354926N 1304325E							
INCHEON FIR							
FUKUOKA FIR							

Route designator (RNP/RNAV) Name of significant points Coordinates	Track MAG ↑ / ↓ VOR RDL DIST (COP)		Upper limits / Lower limits or Minimum altitude(MOCA) ft AMSL or FL Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2		3	4	5		6
SHANGHAI FIR							
INCHEON FIR							
G597 ▲ AGAVO(FIR BDRY) 371000N 1240000E							**Daegu ACC**
	096° 276° 19.9		UNL FL 150 (1 500) Class A, D, G	10			FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
△ GONAV 371048N 1242453E	066° 246° 13.8						FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
▲ DANTI 371806N 1243929E	066° 247° 10.0						Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200.
△ ANSIM 372323N 1245009E	097° 277° 19.0						* Note G597 is only for Non-RNAV aircraft. Any aircraft approved for RNAV operations should use Y697.
▲ BINIL 372349N 1251359E	097° 278° 20.0						
▲ NOPIK 372412N 1253905E	098° 278° 41.0		UNL 8 000 (2 200) Class A, D, G				Only flying westbound from SEL to AGAVO on G597 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used.)
△ GOGET 372442N 1263036E	098° 278° 20.0		UNL 8 000 (3 400) Class A, D, G			↑	
△ ANYANG VORTAC(SEL) 372449N 1265542E	087° 267° 22.0		UNL 7 500 (3 500) Class A, D, G		↓		Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24 hours before from Incheon ACC.
△ EGOBA 372915N 1272246E	087° 267° 13.9		UNL 7 500 (5 100) Class A, D, G				REF. ENR 3.1-9 for the detailed altitude conversion procedures.
▲ KARBU 373159N 1273952E	087° 268° 22.9	(44/45)	UNL 7 500 (5 600) Class A, D, G				**Daegu ACC**
▲ TORUS 373625N 1280807E	087° 268° 21.8		UNL 7 500 (7 500) Class A, D, G				FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz
▲ BIKSI 374032N 1283504E	088° 268° 8.2		UNL 7 500 (7 100) Class A, D, G				FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz
△ GANGWON VORTAC(KAE) 374203N 1284514E	130° 310° 30.0		UNL 8 000 (7 100) Class A, D, G				Only flying westbound from LANAT to KAE on G597 shall get 24 HR PPR from Daegu ACC.
▲ PILIT 372631N 1291731E	130° 310° 27.5		UNL 9 000 (3 100) Class A, D, G				Airspace Classification refer to ENR 3.1-1
▲ NIMUS 371210N 1294656E	130° 311° 50.8		UNL 9 000 (1 500) Class A, D and G				
△ AGSUS 364521N 1304044E	131° 311° 42.9					↑	
▲ LANAT(FIR BDRY) 362224N 1312542E							
INCHEON FIR							
FUKUOKA FIR							

Change : Information of DIST and coordinates for AGAVO.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y644 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Eastbound (AGAVO-EGOBA) FL 410, FL 390, FL 370, FL 350, FL 330, FL 310, FL 290, FL 270, FL 250, FL 230 REF. ENR 3.1-10 for the detailed altitude conversion procedures. Airspace Classification refer to ENR 3.1-1
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E							
△ RILRO 371033N 1241442E	N/A	095/276	11.8	UNL / FL 150(1 500) Class A, D, G	↓		
△ GONAV 371048N 1242453E		096/276	8.1				
△ BODOL 371122N 1244954E		096/277	20.0				
▲ REBIT 371203N 1252913E		097/277	31.4				
△ BELTU 371218N 1254759E		097/278	15.0				
△ BOGAN 371241N 1262812E		098/278	32.1	UNL / 8 000(2 400) Class A, D, G			
▲ MONSI 371247N 1265015E		098/278	17.6	UNL / 8 000(3 200) Class A, D, G			
△ POLEG 371249N 1265935E		098/278	7.5	UNL / 8 000(2 400) Class A, D, G			
△ EGOBA 372915N 1272246E		057/237	24.7	UNL / FL 140(3 300) Class A, D, G			

1. Critical DME : SEL<AGAVO/RILRO>, KUZ<AGAVO/RILRO>, SEL<RILRO/GONAV>, KUZ<RILRO/GONAV>, SEL<MONSI/POLEG>, SOT<MONSI/POLEG>, SEL<POLEG/EGOBA>, SOT<POLEG/EGOBA>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of MAG track and coordinates for AGAVO.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y655 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
△ GONAV 371048N 1242453E							
△ DALPO 365835N 1242453E	N/A	188/008	12.2	UNL / FL 140(1 500) Class A, D, G	↓		
▲ NONOS 364046N 1242453E		188/008	17.8				
▲ DANPA 353036N 1242453E		188/008	70.1				**Incheon ACC** FREQ : (below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ : (at or above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
▲ PALSA 340131N 1242453E		188/007	88.9				**Incheon ACC** FREQ : (below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (at or above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
△ TOLIS 335030N 1242453E		187/007	11.0				**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
▲ ENSUM 321302N 1244635E		177/356	99.0	UNL / FL 430(1 500) Class A, G			**Incheon ACC** FREQ : (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz FREQ : (at or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz Airspace Classification refer to ENR 3.1-1
△ BONSO 302840N 1250851E		176/356	105.9	FL 220 / FL 150(1 500) Class A, D			
▲ ATOTI(FIR BDRY) 300013N 1251154E		181/001	28.5			↑	
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : SEL<GONAV/DALPO>, KUZ<GONAV/DALPO>, SEL<DALPO/NONOS>, KUZ<DALPO/NONOS>, SEL<NONOS/DANPA>, KUZ<NONOS/DANPA>
2. DME GAP : DANPA/PALSA, PALSA/TOLIS, TOLIS/ENSUM, ENSUM/BONSO, BONSO/ATOTI GNSS required.

Y657 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Incheon ACC** FREQ : (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ : (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
△ GWANGJU VOR(KWA) 350734N 1264844E	N/A	072/253	54.7	10 000 / 8 000(7 100) Class D	↓		
▲ IGDOK 353104N 1274907E		073/254	41.6	10 000 / 8 000(4 800) Class D		↑	**Daegu ACC** FREQ : 125.375(125.775, 124.575) MHz 234.15(317.35, 335.50) MHz Airspace Classification refer to ENR 3.1-1
△ DALSEONG VORTAC(TGU) 354835N 1283527E							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Y697 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
SANGHAI FIR							
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E							FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
▲ OLBIM 371411N 1240751E	N/A	064/244	7.5	UNL / FL 150(1 500) Class A, D, G			Westbound(SEL-AGAVO) FL 400, FL 380, FL 360, FL 340, FL 320, FL 300, FL 280, FL 260, FL 240, FL 220, FL 200
△ NOGON 372250N 1242505E		066/246	16.2				REF. ENR 3.1-9 for the detailed altitude conversion procedures.
△ ANSIM 372323N 1245009E		097/277	20.0				Only flying westbound from SEL to AGAVO on Y697 is authorized.
▲ BINIL 372349N 1251359E		097/277	19.0				
▲ NOPIK 372412N 1253905E		097/277	20.0				
△ GOGET 372442N 1263036E		097/278	41.0	UNL / 8 000(2 100) Class A, D, G			
△ ANYANG VORTAC(SEL) 372449N 1265542E		098/278	20.0	UNL / 7 500(3 400) Class A, D, G	↓	↑	
△ EGOBA 372915N 1272246E		087/267	22.0				
▲ KARBU 373159N 1273952E		087/267	13.9	UNL / 7 500(5 100) Class A, D, G			
▲ TORUS 373625N 1280807E		087/268	22.9	UNL / 7 500(4 500) Class A, D, G			**Daegu ACC** FREQ: (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz
▲ BIKSI 374032N 1283504E		088/268	21.8	UNL / 7 500(7 500) Class A, D, G			FREQ: (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz
△ GANGWON VORTAC(KAE) 374203N 1284514E		088/268	8.2	UNL / 7 500(7 100) Class A, D, G			Airspace Classification refer to ENR 3.1-1
▲ PILIT 372631N 1291731E		130/310	30.0	UNL / 8 000(7 100) Class A, D, G			
▲ NIMUS 371210N 1294656E		130/310	27.5	UNL / 9 000(1 500) Class A, D, G			
△ AGSUS 364521N 1304044E		130/310	50.8				**Daegu ACC** FREQ: 122.250(125.925) MHz 263.350(263.85) MHz
▲ LANAT(FIR BDRY) 362224N 1312542E		130/311	42.9			↑	Only flying westbound from LANAT to KAE on G597 shall get 24HR PPR from Daegu ACC.
INCHEON FIR							Airspace Classification refer to ENR 3.1-1
FUKUOKA FIR							

1. Critical DME : SEL<AGAVO/OLBIM>, KUZ<AGAVO/OLBIM>, SEL<OLBIM/NOGON>, KUZ<OLBIM/NOGON>, SEL<NOGON/ANSIM>, KUZ<NOGON/ANSIM>, SEL<KARBU/TORUS>, KAE<KARBU/TORUS>, SEL<TORUS/BIKSI>, KAE<TORUS/BIKSI>, SEL<BIKSI/KAE>, KAE<BIKSI/KAE>, KAE<KAE/PILIT>, KPO<KAE/PILIT>, KAE<PILIT/NIMUS>, KPO<PILIT/NIMUS>, KAE<NIMUS/AGSUS>, KPO<NIMUS/AGSUS>, KAE<AGSUS/LANAT>, KPO<AGSUS/LANAT>

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of MAG track and coordinates for AGAVO.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL / Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	7		10
Y711 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC** FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ: (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
▲ MONSI 371247N 1265015E							
	N/A	190/010	29.4	UNL / FL 140(2 900) Class A, D, G			
▲ BULTI 364322N 1264930E		187/007	10.0				**Incheon ACC** FREQ: (at or below FL 255) 126.175(134.375) MHz 317.85(335.55) MHz FREQ: (above FL 255) 132.15(123.55) MHz 263.15(272.60) MHz Airspace Classification refer to ENR 3.1-1
▲ MEKIL 363322N 1264953E		187/006	10.2	UNL / FL 140(3 200) Class A, D, G			
△ GONAX 362311N 1265016E		193/013	14.1				
△ BEDES 360905N 1264844E		193/013	14.9	UNL / FL 140(2 200) Class A, D, G			
△ ELPOS 355410N 1264707E		193/013	24.0	UNL / FL 140(2 800) Class A, D, G			
▲ MANGI 353011N 1264432E		193/013	22.7	UNL / FL 140(3 800) Class A, D, G			**Incheon ACC** FREQ: (at or below FL 255) 120.725(128.30) MHz 263.90(272.75) MHz FREQ: (above FL 255) 123.725(124.50) MHz 239.25(275.40) MHz Airspace Classification refer to ENR 3.1-1
△ DALSU 350731N 1264206E		193/013	42.4	UNL / FL 140(4 000) Class A, D, G			
△ NULDI 342514N 1263739E		193/013	10.0	UNL / FL 140(3 300) Class A, D, G			
▲ DOTOL 341515N 1263637E		193/012	24.8	UNL / FL 140(2 700) Class A, D, G			**Incheon ACC** FREQ: 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
△ KIDOS 335028N 1263402E		207/027	25.9	UNL / FL 140(6 000) Class A, D, G			
△ REMOS 332605N 1262329E		207/027	27.4	UNL / FL 140(6 300) Class A, D, G			
▲ PANSI 330014N 1261225E		207/027	33.4	UNL / FL 140(1 500) Class A, D, G			
△ DOMKO 322848N 1255859E		207/027	30.1				**Incheon ACC** FREQ: (At or above FL 335) 133.425(132.425) MHz 234.35(234.65) MHz FREQ: (below FL 335) 125.725(132.825, 128.375) MHz 232.95(233.15) MHz Airspace Classification refer to ENR 3.1-1
△ PONIK 320021N 1254659E		207/026	18.2				
△ IKEDO 314314N 1253948E		207/026	12.0				
▲ KANKA 313155N 1253504E		207/026	67.0				
△ BONSO 302840N 1250851E		206/026	30.2				
▲ MUGUS(FIR BDRY) 300006N 1245712E							
INCHEON FIR							
FUKUOKA FIR							

1. Critical DME : KWA<DOTOL/KIDOS>, CJU<DOTOL/KIDOS>
2. DME GAP : KIDOS/REMOS, REMOS/PANSI, PANSI/DOMKO, DOMKO/PONIK, PONIK/KANKA, KANKA/BONSO, BONSO/MUGUS GNSS required.

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Z54 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
△ SONGTAN VORTAC(SOT) 370540N 1270154E							FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
▲ MONSI 371247N 1265015E	N/A	316/136	11.7	UNL / 8 000(2 400) Class A, D, G		↓	FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
△ GOGET 372442N 1263036E		316/136	19.7	UNL / 8 000(2 300) Class A, D, G	↑		Airspace Classification refer to ENR 3.1-1
Z55 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
SANGHAI FIR							FREQ: (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz
INCHEON FIR							
▲ AGAVO(FIR BDRY) 371000N 1240000E	N/A	154/334	35.4	UNL / FL 140(1 500) Class A, D, G		↑	FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz
▲ NONOS 364046N 1242453E							Airspace Classification refer to ENR 3.1-1
1. Critical DME : SEL<AGAVO/NONOS>, KUZ<AGAVO/NONOS>							
Z56 (RNAV2) [GNSS, DME/DME, DME/DME/IRU]							**Daegu ACC**
PYONGYANG FIR							FREQ : 122.250(125.925) MHz 263.350(263.85) MHz
INCHEON FIR							
▲ KANSU(FIR BDRY) 383800N 1322830E	N/A	180/360	40.2	UNL / FL 200(1 500) Class A, G	↓		Airspace Classification refer to ENR 3.1-1
△ PALDU 375813N 1323625E		180/360	19.9				
△ SABET 373829N 1324019E		180/360	19.9				
▲ IGRAS(FIR BDRY) 371846N 1324411E						↑	
INCHEON FIR							
FUKUOKA FIR							
1. Critical DME : KAE<PALDU/SABET>, KPO<PALDU/SABET>, KAE<SABET/IGRAS>, KPO<SABET/IGRAS> 2. DME GAP : KANSU/PALDU, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

Change : Information of DIST and coordinates for AGAVO.

Route designator (Navigation specification) Name of significant points Coordinates [Navigation Specification limitation]	Waypoint IDENT of VOR/DME BRG & DIST ELEV DME Antenna	MAG TRACK °	Geodetic DIST NM	Upper limits / Lower limits (MOCA) ft AMSL or FL Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit Frequency
1	2	3	4	5	6		7
Z57 **(RNAV2)** **[GNSS, DME/DME, DME/DME/IRU]** △ RILRO 371033N 1241442E △ DALPO 365835N 1242453E							**Daegu ACC** FREQ : (at or below FL 295) 128.70(118.925) MHz 270.50(263.60) MHz FREQ : (above FL 295) 132.80(120.525) MHz 290.60(335.45) MHz Airspace Classification refer to ENR 3.1-1
	N/A	154/334	14.5	UNL / FL 150(1 500) Class A, D, G	↓		
1. Critical DME : SEL<RILRO/DALPO>, KUZ<RILRO/DALPO>							
Z63 **(RNAV2)** **[GNSS, DME/DME, DME/DME/IRU]** ▲ PILIT 372631N 1291731E ▲ NOMEX 374112N 1294441E							**Daegu ACC** FREQ : (at or below FL 295) 134.175(123.65) MHz 272.40(233.60) MHz FREQ : (above FL 295) 122.250(125.925) MHz 263.350(263.85) MHz Airspace Classification refer to ENR 3.1-1
	N/A	064/245	26.1	UNL / FL 250(1 500) Class A, G	↓	↑	
1. Critical DME : KAE<PILIT/NOMEX>, KPO<PILIT/NOMEX>							
Z81 **(RNAV2)** **[GNSS, DME/DME, DME/DME/IRU]** △ KIDOS 335028N 1263402E △ JEJU VORTAC(CJU) 332305N 1263727E							**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	N/A	182/001	27.5	UNL / FL 140(8 700) Class A, D, G		↓	
Z82 **(RNAV2)** **[GNSS, DME/DME/IRU]** △ JEJU VORTAC(CJU) 332305N 1263727E ▲ PANSI 330014N 1261225E							**Incheon ACC** FREQ : 124.525(132.425) MHz 255.40(233.50, 348.10) MHz Airspace Classification refer to ENR 3.1-1
	N/A	230/050	31.0	UNL / FL 140(8 700) Class A, D, G		↓	
1. DME GAP : CJU/PANSI, GNSS required.							

* RNAV2 represents a navigation accuracy of ± 2 NM on a 95% containment basis.

ENR 3.5 OTHER ROUTES

1. 관광비행로

이 비행로는 초경량비행장치 또는 경량항공기 비행이 많으므로 동 비행로 주변을 비행하는 항공기는 지정된 비행경로를 회피하거나 주의하여 비행하여야 한다.

1. TOURIST ROUTES

Aircraft which want to fly around 「tourist routes」 have to beware of the published 「tourist routes」 or avoid them. Because 「tourist routes」 have a lot of traffic, ultra light vehicle flight and light aircraft.

Name 명칭	Flight routes coordinates 비행경로	Type of flight 비행방식	Remarks 비고
Danyang tourist route 단양 비행로	365623N 1281812E ↔ 365725N 1281958E ↔ 365847N 1282036E ↔ 365846N 1282219E ↔ 370018N 1282045E ↔ 370001N 1282312E ↔ 370148N 1282302E ↔ 370237N 1282450E ↔ 370337N 1282456E	VFR 시계비행	Fly at the right side of river. 강을 중심으로 우측비행
Gumy tourist route 구미 비행로	360938N 1282306E ↔ 361135N 1282156E ↔ 361322N 1282140E ↔ 361456N 1282005E ↔ 361709N 1282021E		
Haman tourist route 함안 비행로	352008N 1282339E ↔ 352127N 1282302E ↔ 352140N 1282458E ↔ 352157N 1282543E ↔ 352313N 1282536E ↔ 352248N 1282822E ↔ 352347N 1283009E ↔ 352244N 1283321E		

2. 조건부항공로 카테고리2

조건부항공로 카테고리2에 대한 구간은 아래와 같으며, 해당 구간을 이용하고자 하는 항공기는 비행계획 시 하루 단위로 발간되는 항공고시보를 참고해야한다.

2. CONDITIONAL ROUTE CATEGORY2 (CDR2)

The segments for Conditional Route Category 2 are as follows, and aircraft wishing to use the segment must refer to the NOTAMs issued on a daily basis when planning flight plan.

NR. 순번	Segment 구간	Operating hours 운영시간	Lower limits 하한고도	Upper limits 상한고도	Remarks 비고
1	MASTA → UPGOS	Weekdays 1300-2100, Available all day on weekends and public holidays (Operating hours may be adjusted considering military operation time and airspace conditions)	6 000 ft AMSL	FL 600	It can only be used from MASTA to UPGOS.
2	RUGMA → ANROD		11 000 ft AMSL	FL 600	It can only be used from RUGMA to ANROD.
3	BOPTA → PONIK		FL 150	FL 600	It can only be used from BOPTA to PONIK.
4	KARBU → LANAT		FL 150	FL 600	It can only be used from KARBU to LANAT.

Change : Information of conditional route category2(CDR2).

INTENTIONALLY

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

1. 중요지점을 아래와 같이 분류한다.
   - 5문자코드
   - 5영숫자코드
   - 필수보고지점 ▲ ◆(waypoint)
   - 비필수보고지점 △ ◇(waypoint)

1. The significant points are designated as follows.
   - 5 Letter Name Code(5LNC)
   - 5 Alphanumeric Name Code(5ANNC)
   - Compulsory reporting point ▲ ◆(waypoint)
   - On-request reporting point △ ◇(waypoint)

2. ENR

Name-code designator [pronunciation]					Coordinates		ATS route or other route	Remarks
1					2		3	4
▲◆	**AGAVO**	5LNC	[agavo]	[아가보]	371000N	1240000E	G597/Y644/Y697/Z55	
△◇	**AGSUS**	5LNC	[agsus]	[아그수스]	364521N	1304044E	A586/Y579/G597/Y697	
◆	**AKPON**	5LNC	[akpon]	[악폰]	334650N	1271953E	Y571	
◆	**ANDOL**	5LNC	[andol]	[안돌]	373958N	1330000E	L512	
△◇	**ANKUS**	5LNC	[ankus]	[안쿠스]	350730N	1284616E	V543/Y253/Y781	
◆	**ANROD**	5LNC	[anrod]	[안로드]	343758N	1282952E	Y571/Z83	
△◇	**ANSIM**	5LNC	[ansim]	[안심]	372323N	1245009E	G597/Y697	
△◇	**ANUBA**	5LNC	[anuba]	[아누바]	350746N	1273523E	V543/Y253	
▲◆	**APARU**	5LNC	[aparu]	[아파루]	352442N	1290932E	V11/Y744	
▲◆	**APELA**	5LNC	[apela]	[아펠라]	344323N	1291400E	A582/Y782	
◇	**ATASO**	5LNC	[ɑtaso]	[아타소]	355344N	1265657E	Y722	
△	**ATINA**	5LNC	[atina]	[아티나]	334320N	1270423E	A586/Y579/Z85	
▲◆	**ATOTI**	5LNC	[atoti]	[아토티]	300013N	1251154E	B576/Y722/Z86	
△◇	**BASEM**	5LNC	[basem]	[바셈]	365037N	1275710E	G585/Z53/Y685	
◆	**BEDAR**	5LNC	[bedar]	[베다르]	315401N	1262910E	Y590	
◇	**BEDES**	5LNC	[bedes]	[베데스]	360905N	1264844E	Z51/Y711	
▲◆	**BEDOM**	5LNC	[bedom]	[베돔]	352513N	1291754E	A586/Y579	
◇	**BELTU**	5LNC	[beltu]	[벨투]	371218N	1254759E	Y644	
◇	**BEPKO**	5LNC	[bæpko]	[뱁코]	333910N	1265514E	Y572/HOLDING	
◆	**BESNA**	5LNC	[besna]	[베스나]	343718N	1290751E	Y781	
▲◆	**BIGOB**	5LNC	[bigop]	[비곱]	364325N	1280952E	G585/Y685	
▲◆	**BIKSI**	5LNC	[biksi]	[빅시]	374032N	1283504E	G597/Y697	
◇	**BILUM**	5LNC	[bilum]	[빌룸]	334613N	1270439E	Y572/Z85	
▲◆	**BINIL**	5LNC	[binil]	[비닐]	372349N	1251359E	G597/Y697	
▲◆	**BITUX**	5LNC	[bituks]	[비툭스]	361645N	1280148E	A582/Z53/Y782	
◇	**BODOL**	5LNC	[bodol]	[보돌]	371122N	1244954E	Y644	
◇	**BOGAN**	5LNC	[bogan]	[보간]	371241N	1262812E	Y644	
◇	**BONSO**	5LNC	[bonso]	[본소]	302840N	1250851E	Y711/Z86	
◆	**BOPTA**	5LNC	[bopta]	[봅타]	364406N	1263658E	Z51	
▲◆	**BULGA**	5LNC	[bulgɑ]	[불가]	355609N	1294924E	A586/Y579/G585/Y685	
◆	**BULTI**	5LNC	[bʌlti]	[벌티]	364322N	1264930E	Y711/Z50	
△◇	**BUSKO**	5LNC	[bʌsko]	[버스코]	374033N	1301610E	Y233/B467/Y437	
▲◆	**DABIK**	5LNC	[dabik]	[다빅]	361743N	1301143E	A586/Y579	
◇	**DALPO**	5LNC	[dalpo]	[달포]	365835N	1242453E	Z57/Y655	
△◇	**DALSU**	5LNC	[dalsu]	[달수]	350731N	1264206E	Y711/Y253/V543	
◆	**DANPA**	5LNC	[danpa]	[단파]	353036N	1242453E	Y655	
▲	**DANTI**	5LNC	[danti]	[단티]	371806N	1243929E	G597	
◇	**DOMKO**	5LNC	[domko]	[돔코]	322848N	1255859E	Y711	

Change : Information of coordinates and ATS route for AGAVO.

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**DOTOL**	5LNC	[dotol]	[도톨]	341515N 1263637E	Y711	
△◇	**EGOBA**	5LNC	[egoba]	[에고바]	372915N 1272246E	G597/W62/Z50/Y644/Y697	
△◇	**ELAPI**	5LNC	[elapi]	[엘라피]	362014N 1285051E	G585/Y685	
△◇	**ELGEP**	5LNC	[elgeb]	[엘겝]	314653N 1255617E	Y590/Y722/B576	
△◇	**ELPOS**	5LNC	[elpos]	[엘포스]	355410N 1264707E	V549/Y659/Y711	
◆	**ENGOT**	5LNC	[engot]	[엔고트]	344834N 1282952E	Y572/Z83	
△◇	**ENSAL**	5LNC	[ental]	[엔살]	365554N 1274747E	G585/Y685	
◆	**ENSUM**	5LNC	[ensum]	[엔숨]	321302N 1244635E	Y655	
▲	**ENTEL**	5LNC	[entel]	[엔텔]	362311N 1265705E	B576	
△◇	**GOGET**	5LNC	[goget]	[고겟]	372442N 1263036E	G597/W61/Z54/Y697	
△◇	**GONAV**	5LNC	[gonav]	[고나브]	371048N 1242453E	G597/Y644/Y655/Y697	
◇	**GONAX**	5LNC	[gonaks]	[고낙스]	362311N 1265016E	Y711	
▲	**GOSBO**	5LNC	[gosbo]	[고스보]	341517N 1274734E	A586/Y579	
◇	**GUNKU**	5LNC	[gunku]	[군쿠]	363414N 1265949E	Y722	
▲◆	**GUKDO**	5LNC	[gukdo]	[국도]	370111N 1273823E	G585/Y685	
◇	**GUKSU**	5LNC	[guksu]	[국수]	335251N 1264357E	Y722	
▲◆	**IGDOK**	5LNC	[igdok]	[익독]	353104N 1274907E	V547	
▲◆	**IGRAS**	5LNC	[igras]	[이그라스]	371846N 1324411E	B332	
◇	**IKEDO**	5LNC	[ikedo]	[이케도]	314314N 1253948E	Y590/Y711	
▲◆	**INVOK**	5LNC	[invok]	[인복]	344719N 1291923E	G339/Z91	
▲	**IPDAS**	5LNC	[ipdas]	[입다스]	341515N 1264301E	B576	
△◇	**KAKSO**	5LNC	[kakso]	[칵소]	370745N 1272637E	G585/Z52/Y685	
◆	**KALEK**	5LNC	[kalek]	[칼렉]	351232N 1295305E	Z84	
△◇	**KALMA**	5LNC	[kalma]	[칼마]	371845N 1270645E	G585/Y685	
▲◆	**KALOD**	5LNC	[kalod]	[칼로드]	353012N 1284626E	A582/Y782	
◆	**KAMIT**	5LNC	[kamɪt]	[카밋]	341514N 1264618E	Y722	
◆	**KANKA**	5LNC	[kanka]	[칸카]	313155N 1253504E	Y711	
▲◆	**KANSU**	5LNC	[kansu]	[칸수]	383800N 1322830E	B332/B467/Y233/Y437	
▲◆	**KARBU**	5LNC	[karbu]	[카부]	373159N 1273952E	G597/Y697	
◇	**KIDOS**	5LNC	[kidos]	[키도스]	335028N 1263402E	Y711/Z81	
▲	**LAMEN**	5LNC	[lamen]	[라멘]	313636N 1240000E	A593	
▲◆	**LANAT**	5LNC	[lanat]	[라낫]	362224N 1312542E	G597/Y697	
▲◆	**LAPAL**	5LNC	[lapal]	[라팔]	355413N 1290452E	V549	
◆	**LIMDI**	5LNC	[limdi]	[림디]	333313N 1254953E	Y655	
▲	**LINTA**	5LNC	[linta]	[린타]	353116N 1265119E	B576	
◇	**LOSNI**	5LNC	[losni]	[로스니]	333315N 1264153E	Y722	
▲◆	**LOSTO**	5LNC	[losto]	[로스토]	362016N 1292548E	V11/Y744	
▲◆	**MAKDU**	5LNC	[makdu]	[막두]	362712N 1274909E	A582/Y782	
▲	**MAKET**	5LNC	[maket]	[마켓]	335452N 1271953E	A586/Y579	
◆	**MAKSA**	5LNC	[maksa]	[막사]	353011N 1265422E	Y722	
△◇	**MALSO**	5LNC	[malso]	[말소]	375440N 1314904E	B467/Y437	
◆	**MANGI**	5LNC	[mangi]	[만기]	353011N 1264432E	Y711	
△	**MANOL**	5LNC	[manol]	[마놀]	333629N 1265514E	HOLDING PATTERN	
▲◆	**MASTA**	5LNC	[masta]	[마스타]	352847N 1283340E	W526/Z83/Y781	
◆	**MEKIL**	5LNC	[mekil]	[메킬]	363322N 1264953E	Y711	
△◇	**MELES**	5LNC	[meles]	[멜레스]	355251N 1271542E	V549/Y659	

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
	PC656	5ANNC	-	-	334102N 1271327E	STAR	RKPC
	PC657	5ANNC	-	-	333602N 1271320E	STAR	RKPC
	PC721	5ANNC	-	-	335453N 1264710E	STAR	RKPC
	PC722	5ANNC	-	-	335203N 1263749E	STAR	RKPC
	PC723	5ANNC	-	-	333544N 1262942E	STAR	RKPC
	PC724	5ANNC	-	-	334252N 1262519E	STAR	RKPC
	PC725	5ANNC	-	-	331925N 1262857E	STAR	RKPC
	PC726	5ANNC	-	-	335432N 1262954E	STAR	RKPC
	PC727	5ANNC	-	-	331925N 1261459E	STAR	RKPC
	PC728	5ANNC	-	-	335454N 1270549E	STAR	RKPC
	PC731	5ANNC	-	-	340217N 1263516E	STAR	RKPC
	PC732	5ANNC	-	-	335726N 1264255E	STAR	RKPC
	PC735	5ANNC	-	-	333324N 1263931E	STAR	RKPC
	PC736	5ANNC	-	-	334316N 1264130E	STAR	RKPC
	PC737	5ANNC	-	-	335011N 1264253E	STAR	RKPC
	PC738	5ANNC	-	-	332450N 1265138E	STAR	RKPC
	PC741	5ANNC	-	-	333220N 1262343E	STAR	RKPC
	PC751	5ANNC	-	-	340810N 1263552E	STAR	RKPC
	PC752	5ANNC	-	-	340436N 1264430E	STAR	RKPC
	PC753	5ANNC	-	-	340952N 1270148E	STAR	RKPC
	PC754	5ANNC	-	-	340944N 1265146E	STAR	RKPC
	PC757	5ANNC	-	-	335814N 1264432E	STAR	RKPC
	PC811	5ANNC	-	-	334212N 1264249E	SID	RKPC
	PC813	5ANNC	-	-	332956N 1265050E	SID	RKPC
	PC814	5ANNC	-	-	331536N 1262914E	SID	RKPC
	PC816	5ANNC	-	-	332657N 1261913E	SID	RKPC
	PC832	5ANNC	-	-	334046N 1261352E	SID	RKPC
	PC833	5ANNC	-	-	335009N 1263045E	SID	RKPC
	PC834	5ANNC	-	-	335546N 1264056E	SID	RKPC
	PC841	5ANNC	-	-	332543N 1261948E	SID	RKPC
	PC842	5ANNC	-	-	331738N 1262117E	SID	RKPC
	PC845	5ANNC	-	-	332503N 1265324E	SID	RKPC
	PC846	5ANNC	-	-	331916N 1263529E	SID	RKPC
	PC861	5ANNC	-	-	333344N 1262434E	SID	RKPC
	PC871	5ANNC	-	-	333905N 1262432E	SID	RKPC
	PC872	5ANNC	-	-	334317N 1263119E	SID	RKPC
	PC874	5ANNC	-	-	334838N 1271109E	SID	RKPC
	RW070	5ANNC	-	-	332960N 1262806E	IAP	RKPC
	RW250	5ANNC	-	-	333054N 1262952E	IAP	RKPC
	PC404	5ANNC	-	-	333242N 1263323E	IAP	RKPC

3.4 RKPK

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**AKEVI**	5LNC	[akebi]	[아케비]	345829N 1285748E	IAP	RKPK
◇	**ARECO**	5LNC	[areko]	[아레코]	351422N 1284659E	STAR	RKPK
△	**ATLAX**	5LNC	[atleks]	[아틀랙스]	352149N 1290430E	SID	RKPK
◇	**BAHDA**	5LNC	[bada]	[바다]	345334N 1285706E	SID	RKPK
△	**BEVSI**	5LNC	[bevsi]	[베브시]	351824N 1284346E	SID	RKPK
◇	**BOSPI**	5LNC	[bospi]	[보스피]	345831N 1285756E	IAP	RKPK
◇	**BURIM**	5LNC	[burim]	[부림]	345952N 1285648E	SID	RKPK
◇	**GAYHA**	5LNC	[gaya]	[가야]	351322N 1283754E	STAR	RKPK
△	**GEOJE**	5LNC	[gʌje]	[거제]	350056N 1284342E	IAP	RKPK
◇	**HAEUN**	5LNC	[hæun]	[해운]	351124N 1294057E	STAR	RKPK
◇	**IDIVU**	5LNC	[idivu]	[이디부]	350852N 1285636E	IAP	RKPK
◇	**IKESI**	5LNC	[ikesi]	[이케시]	350855N 1285628E	IAP	RKPK
◇	**KEVOX**	5LNC	[kevoks]	[케복스]	350052N 1284347E	STAR, IAP	RKPK
△	**NARAE**	5LNC	[naræ]	[나래]	350009N 1290727E	IAP	RKPK
◇	**NEIAN**	5LNC	[ne-i-an]	[네이안]	350347N 1285716E	IAP	RKPK
◇	**NOORI**	5LNC	[nu:ri]	[누리]	350150N 1284642E	IAP	RKPK
◇	**NUKBA**	5LNC	[nukba]	[눅바]	345328N 1283535E	STAR	RKPK
◇	**OLMOG**	5LNC	[olmog]	[올목]	350332N 1285709E	IAP	RKPK
◇	**OPONO**	5LNC	[opono]	[오포노]	351824N 1284346E	SID, IAP	RKPK
◇	**OVLIN**	5LNC	[ovlin]	[오브린]	350001N 1284500E	IAP	RKPK
◇	**OVTUS**	5LNC	[ovtus]	[오브투스]	350640N 1283900E	STAR, IAP	RKPK
◇	**PEDLO**	5LNC	[pedlo]	[페들로]	345923N 1290815E	STAR, IAP	RKPK
△	**SOORO**	5LNC	[su:ro]	[수로]	351730N 1284308E	SID	RKPK
△	**ULSUK**	5LNC	[ulsuk]	[을숙]	350024N 1284426E	SID	RKPK
◇	**WAYBI**	5LNC	[weibi]	[웨이비]	350623N 1285056E	IAP	RKPK
◇	**ZIKKO**	5LNC	[ziko]	[지코]	350948N 1285408E	IAP	RKPK
◇	**PK513**	5ANNC	-	-	345432N 1290200E	SID	RKPK
◇	**PK514**	5ANNC	-	-	345844N 1290822E	SID	RKPK
◇	**PK521**	5ANNC	-	-	351342N 1283832E	SID	RKPK
◇	**PK522**	5ANNC	-	-	350730N 1284449E	SID	RKPK
◇	**PK711**	5ANNC	-	-	345752N 1285032E	IAP	RKPK
◇	**PK712**	5ANNC	-	-	350636N 1285654E	IAP	RKPK
◇	**PK713**	5ANNC	-	-	351155N 1285613E	IAP	RKPK
◇	**PK722**	5ANNC	-	-	350621N 1285647E	IAP	RKPK
◇	**PK723**	5ANNC	-	-	351159N 1285604E	IAP	RKPK
◇	**PK731**	5ANNC	-	-	350405N 1284847E	IAP	RKPK
◇	**PK733**	5ANNC	-	-	351731N 1290121E	IAP	RKPK
◇	**PL734**	5ANNC	-	-	352416N 1285037E	IAP	RKPK

Change : Amended coordinates for PK513(1290160E → 1290200E).

3.7 RKTN

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	**YAWAN**	5LNC	[yawan]	[야완]	355222N 1282239E	IAP	RKTN
△	**UKBAT**	5LNC	[ukbet]	[욱벳]	355612N 1285533E	IAP	RKTN
△	**MOSAN**	5LNC	[mosan]	[모산]	355205N 1282012E	IAP	RKTN

3.8 RKJB

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**AVNIS**	5LNC	[a:vnis]	[아브니스]	345339N 1262301E	IAP	RKJB
◇	**AYEON**	5LNC	[a:yən]	[아연]	350910N 1261232E	STAR, IAP	RKJB
◇	**BEMGA**	5LNC	[bʌmga]	[범가]	351014N 1262257E	SID	RKJB
△	**DOVRA**	5LNC	[dobra]	[도브라]	350758N 1263122E	IAP	RKJB
◇	**DOWAN**	5LNC	[dowan]	[도완]	350916N 1263316E	STAR, IAP	RKJB
△	**GUPLA**	5LNC	[gupla]	[구플라]	350738N 1261418E	IAP	RKJB
◇	**IDVIT**	5LNC	[ɪdbit]	[이드빗]	350516N 1262256E	IAP	RKJB
◇	**KASPU**	5LNC	[kaspu]	[카스푸]	350908N 1262254E	IAP	RKJB
◇	**KEVAP**	5LNC	[kebap]	[케밥]	344811N 1262303E	IAP	RKJB
◇	**NAKZY**	5LNC	[nakji:]	[낙지]	351254N 1263935E	SID	RKJB
△	**OLBES**	5LNC	[olbes]	[올베스]	343608N 1262232E	STAR, IAP	RKJB
◇	**OSROX**	5LNC	[osroks]	[오스록스]	351518N 1264256E	STAR	RKJB
△	**OVGEN**	5LNC	[obgen]	[오브겐]	344622N 1261148E	STAR, IAP	RKJB
△	**PEGRO**	5LNC	[pegro]	[페그로]	344609N 1263402E	STAR, IAP	RKJB
△	**PINAS**	5LNC	[pinas]	[피나스]	343412N 1264501E	SID	RKJB
◇	**RELEX**	5LNC	[rereks]	[레렉스]	344311N 1262304E	SID	RKJB
◇	**VASVA**	5LNC	[vasva]	[바스바]	345500N 1264047E	STAR	RKJB
◇	**JB401**	5ANNC	-	-	350313N 1262256E	IAP	RKJB
◇	**JB451**	5ANNC	-	-	345314N 1262301E	IAP	RKJB
◇	**JB452**	5ANNC	-	-	345311N 1261417E	IAP	RKJB
◇	**JB701**	5ANNC	-	-	345310N 1261010E	STAR	RKJB
◇	**JB702**	5ANNC	-	-	350045N 1262129E	STAR	RKJB
◇	**JB703**	5ANNC	-	-	351051N 1263621E	STAR	RKJB
◇	**JB704**	5ANNC	-	-	350256N 1264137E	STAR	RKJB
◇	**JB705**	5ANNC	-	-	341815N 1264259E	STAR	RKJB
◇	**JB706**	5ANNC	-	-	342816N 1263154E	STAR	RKJB
◇	**JB751**	5ANNC	-	-	343058N 1264758E	STAR	RKJB
◇	**JB752**	5ANNC	-	-	344331N 1263329E	STAR	RKJB
◇	**JB753**	5ANNC	-	-	345301N 1262226E	STAR	RKJB
◇	**JB754**	5ANNC	-	-	350126N 1261236E	STAR	RKJB
◇	**JB755**	5ANNC	-	-	351513N 1264256E	STAR	RKJB
◇	**JB801**	5ANNC	-	-	350552N 1262256E	SID	RKJB
◇	**JB802**	5ANNC	-	-	350548N 1261318E	SID	RKJB
◇	**JB803**	5ANNC	-	-	345848N 1261322E	SID	RKJB
◇	**JB804**	5ANNC	-	-	345420N 1261815E	SID	RKJB
◇	**JB805**	5ANNC	-	-	344040N 1263311E	SID	RKJB
◇	**JB806**	5ANNC	-	-	343533N 1263844E	SID	RKJB
◇	**JB807**	5ANNC	-	-	343003N 1263809E	SID	RKJB
◇	**JB808**	5ANNC	-	-	352253N 1265334E	SID	RKJB
◇	**JB809**	5ANNC	-	-	351817N 1264707E	SID	RKJB
◇	**JB851**	5ANNC	-	-	345101N 1262301E	SID	RKJB
◇	**JB852**	5ANNC	-	-	345103N 1263205E	SID	RKJB
◇	**JB853**	5ANNC	-	-	345839N 1264110E	SID	RKJB
◇	**JB854**	5ANNC	-	-	345058N 1261213E	SID	RKJB
◇	**JB855**	5ANNC	-	-	345840N 1261209E	SID	RKJB

Change : Amended coordinates for VASVA(345460N → 345500N).

3.13 RKPS

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
◇	**AGTEG**	5LNC	[ægteg]	[액택]	351335N 1281850E	IAP	RKPS
△	**AISON**	5LNC	[aisn]	[아이슨]	350723N 1280610E	IAP	RKPS
◇	**AKLOG**	5LNC	[aklog]	[악로그]	350203N 1275833E	SID	RKPS
△	**AKPET**	5LNC	[a-k-pet]	[아크펫]	345817N 1275452E	IAP	RKPS
◇	**AKUBO**	5LNC	[akubo]	[아쿠보]	350737N 1275423E	STAR	RKPS
△	**AURIO**	5LNC	[orio]	[오리오]	345917N 1275325E	IAP	RKPS
△	**BIKLA**	5LNC	[bikla]	[비클라]	351059N 1282029E	IAP	RKPS
◇	**BOTRU**	5LNC	[botru]	[보트루]	350141N 1281559E	SID	RKPS
◇	**BUPGU**	5LNC	[bupgu]	[붑구]	350925N 1281124E	IAP	RKPS
◇	**BUVPU**	5LNC	[buvpu]	[부브푸]	351329N 1281855E	IAP	RKPS
△	**CHANO**	5LNC	[tʃá:no]	[차노]	350615N 1280545E	IAP	RKPS
△	**ENPUB**	5LNC	[enpʌb]	[엔펍]	350715N 1280621E	IAP	RKPS
△	**FOKAN**	5LNC	[fokan]	[포칸]	350228N 1275902E	IAP	RKPS
△	**GAFOA**	5LNC	[gafoa]	[가포아]	350444N 1280303E	IAP	RKPS
△	**GIDOO**	5LNC	[gidu]	[기두]	350700N 1280704E	IAP	RKPS
△	**GIVOD**	5LNC	[givod]	[기보드]	350019N 1275514E	IAP	RKPS
△	**GOLOG**	5LNC	[golog]	[골로그]	350016N 1275525E	IAP	RKPS
△	**GONYA**	5LNC	[go-nya]	[고냐]	345858N 1275545E	IAP	RKPS
△	**GUTVA**	5LNC	[gutva]	[구트바]	345644N 1274854E	IAP	RKPS
△	**HWANI**	5LNC	[hwa-ni]	[화니]	351120N 1281449E	IAP	RKPS
△	**IGULO**	5LNC	[iglo]	[이글로]	350922N 1281134E	IAP	RKPS
△	**IKUMU**	5LNC	[ikumu]	[이쿠무]	345643N 1275505E	IAP	RKPS
△	**JALDA**	5LNC	[jalda]	[잘다]	350949N 1282058E	IAP	RKPS
△	**JUNNI**	5LNC	[ju-ni]	[주니]	350730N 1280758E	IAP	RKPS
△	**KABVO**	5LNC	[kabvo]	[캅보]	350514N 1282138E	STAR, IAP	RKPS
△	**KAIFA**	5LNC	[kaifa]	[카이파]	350429N 1280249E	IAP	RKPS
△	**MABON**	5LNC	[mabon]	[마본]	350118N 1275950E	IAP	RKPS
△	**MAEMI**	5LNC	[mæmi]	[매미]	345254N 1275109E	IAP	RKPS
△	**MAMVI**	5LNC	[mamvi]	[맘비]	345839N 1281146E	STAR	RKPS
△	**MUBIX**	5LNC	[mubiks]	[무빅스]	345408N 1274935E	IAP	RKPS
△	**NAISS**	5LNC	[nais]	[나이스]	350931N 1281556E	IAP	RKPS
△	**NAMHE**	5LNC	[namhe]	[남해]	350236N 1274644E	IAP	RKPS
△	**NOBOP**	5LNC	[nobap]	[노밥]	351840N 1281027E	STAR, IAP	RKPS
△	**OKTUL**	5LNC	[oktu:l]	[옥툴]	345815N 1275640E	IAP	RKPS
△	**OLNIG**	5LNC	[olnic]	[올닉]	350929N 1281131E	IAP	RKPS
△	**OLNOB**	5LNC	[olnob]	[올놉]	350012N 1275501E	IAP	RKPS
△	**PABKO**	5LNC	[pa-b-ko]	[파브코]	345639N 1274902E	IAP	RKPS
△	**PEGMI**	5LNC	[pegmi]	[페그미]	351335N 1281850E	IAP	RKPS
△	**POMOX**	5LNC	[pomoks]	[포목스]	350825N 1281506E	IAP	RKPS
△	**RUPIB**	5LNC	[rupib]	[루핍]	345602N 1274740E	IAP	RKPS
△	**SACUN**	5LNC	[sakun]	[사쿤]	350626N 1280655E	IAP	RKPS
△	**SLOTA**	5LNC	[slota]	[슬로타]	351228N 1281649E	IAP	RKPS
△	**SOLYI**	5LNC	[soli:]	[솔리]	350209N 1274422E	STAR, IAP	RKPS
△	**SOONI**	5LNC	[su:ni]	[수니]	350919N 1281112E	IAP	RKPS
△	**TUVRO**	5LNC	[tjuvro]	[튜브로]	350734N 1281136E	IAP	RKPS

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	**UPLAP**	5LNC	[ə:præp]	[어프랩]	350420N 1280300E	IAP	RKPS
△	**UPREX**	5LNC	[ə:preks]	[어프렉스]	350804N 1281123E	IAP	RKPS
◇	**VIBOR**	5LNC	[vi:bor]	[비볼]	345106N 1275336E	STAR, IAP	RKPS
△	**VIKIX**	5LNC	[vi:kiks]	[비킥스]	350359N 1280143E	IAP	RKPS
◇	**VONDU**	5LNC	[vondu]	[본두]	350836N 1280956E	SID	RKPS
△	**WINTE**	5LNC	[winte]	[윈테]	350636N 1280651E	IAP	RKPS
◇	**PS061**	5ANNC	-	-	351622N 1280327E	SID	RKPS
◇	**PS062**	5ANNC	-	-	351219N 1275012E	SID	RKPS
◇	**PS151**	5ANNC	-	-	344458N 1280813E	SID	RKPS
◇	**PS152**	5ANNC	-	-	343522N 1280130E	SID	RKPS
◇	**PS241**	5ANNC	-	-	350847N 1275237E	SID	RKPS
◇	**PS242**	5ANNC	-	-	351335N 1275854E	SID	RKPS
◇	**PS243**	5ANNC	-	-	345511N 1280416E	SID	RKPS
◇	**PS244**	5ANNC	-	-	351358N 1282358E	SID	RKPS
◇	**PS421**	5ANNC	-	-	350356N 1280138E	STAR	RKPS
◇	**PS422**	5ANNC	-	-	350950N 1282952E	STAR	RKPS
◇	**PS423**	5ANNC	-	-	343626N 1275412E	STAR	RKPS
◇	**PS424**	5ANNC	-	-	344939N 1275822E	STAR	RKPS
◇	**PS426**	5ANNC	-	-	352327N 1281216E	STAR	RKPS
◇	**PS491**	5ANNC	-	-	350255N 1275950E	IAP	RKPS
◇	**PS581**	5ANNC	-	-	350945N 1282201E	IAP	RKPS
◇	**PS582**	5ANNC	-	-	351720N 1281544E	IAP	RKPS
◇	**PS583**	5ANNC	-	-	350743N 1280838E	IAP	RKPS
◇	**PS584**	5ANNC	-	-	351033N 1281325E	IAP	RKPS
◇	**PS591**	5ANNC	-	-	350253N 1280003E	IAP	RKPS
◇	**PS592**	5ANNC	-	-	350344N 1275240E	IAP	RKPS
◇	**PS603**	5ANNC	-	-	355747N 1280857E	STAR	RKPS
◇	**PS604**	5ANNC	-	-	343715N 1275116E	STAR	RKPS
◇	**PS681**	5ANNC	-	-	345850N 1274543E	IAP	RKPS
◇	**PS682**	5ANNC	-	-	345320N 1275019E	IAP	RKPS
◇	**PS683**	5ANNC	-	-	350227N 1275901E	IAP	RKPS
◇	**PS684**	5ANNC	-	-	345933N 1275354E	IAP	RKPS
◇	**PS691**	5ANNC	-	-	350700N 1280705E	IAP	RKPS
◇	**PS692**	5ANNC	-	-	350525N 1281306E	IAP	RKPS
◇	**PS771**	5ANNC	-	-	350658N 1280718E	IAP	RKPS
◇	**PS781**	5ANNC	-	-	345930N 1275404E	IAP	RKPS
◇	**PS782**	5ANNC	-	-	350224N 1275911E	IAP	RKPS
◇	**PS791**	5ANNC	-	-	351030N 1281335E	IAP	RKPS
◇	**RW06L**	5ANNC	-	-	350456N 1280325E	IAP	RKPS
◇	**RW06R**	5ANNC	-	-	350453N 1280335E	IAP	RKPS
◇	**RW24L**	5ANNC	-	-	350543N 1280504E	IAP	RKPS
◇	**RW24R**	5ANNC	-	-	350546N 1280454E	IAP	RKPS

Change : Amended coordinates for PS691(350660N → 350700N).

3.16 RKTH

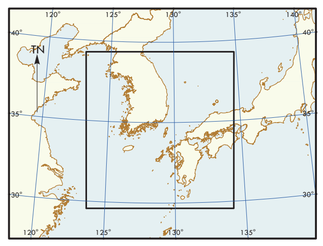
Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	**DAEBO**	5LNC	[dæbo]	[대보]	360829N 1293147E	IAP	RKTH
◇	**DOKPA**	5LNC	[dokpa]	[독파]	355016N 1293211E	IAP	RKTH
◇	**DORTI**	5LNC	[dolti]	[돌티]	355922N 1293357E	SID	RKTH
◇	**EMTIK**	5LNC	[emtik]	[엠틱]	355654N 1291910E	STAR	RKTH
◇	**GOVLI**	5LNC	[govli]	[고블리]	355921N 1293140E	IAP	RKTH
◇	**IGASA**	5LNC	[igasa]	[이가사]	360810N 1291617E	STAR, IAP	RKTH
◇	**KADIL**	5LNC	[kadil]	[카딜]	355912N 1291816E	IAP	RKTH
◇	**MAKUN**	5LNC	[makun]	[마쿤]	354653N 1292153E	SID, STAR	RKTH
◇	**MARMI**	5LNC	[malmi]	[말미]	355912N 1291744E	SID	RKTH
◇	**PAPTO**	5LNC	[papto]	[팝토]	355918N 1292729E	IAP	RKTH
△	**POSCO**	5LNC	[posko]	[포스코]	360753N 1291613E	IAP	RKTH
◇	**PUDEN**	5LNC	[puden]	[푸덴]	360436N 1292436E	STAR	RKTH
◇	**RUNSA**	5LNC	[runsa]	[룬사]	355907N 1291102E	IAP	RKTH
◇	**RUTON**	5LNC	[ruton]	[루톤]	360826N 1293155E	STAR, IAP	RKTH
◇	**RUVIS**	5LNC	[ruvis]	[루비스]	355912N 1291900E	IAP	RKTH
◇	**SABUM**	5LNC	[sabum]	[사붐]	355924N 1293805E	IAP	RKTH
◇	**VELKI**	5LNC	[velki]	[벨키]	355921N 1293130E	IAP	RKTH
◇	**VISET**	5LNC	[vizet]	[비젯]	355915N 1292246E	IAP	RKTH
◇	**RW100**	5ANNC	-	-	355916N 1292431E	IAP	RKTH
◇	**RW280**	5ANNC	-	-	355917N 1292556E	IAP	RKTH
◇	**TH501**	5ANNC	-	-	360438N 1291056E	IAP	RKTH
◇	**TH503**	5ANNC	-	-	355910N 1291459E	IAP	RKTH
◇	**TH505**	5ANNC	-	-	355914N 1292035E	IAP	RKTH
◇	**TH531**	5ANNC	-	-	355920N 1293012E	IAP	RKTH
◇	**TH701**	5ANNC	-	-	360520N 1293800E	IAP	RKTH
◇	**TH702**	5ANNC	-	-	355329N 1293810E	IAP	RKTH
◇	**TH731**	5ANNC	-	-	355914N 1292050E	IAP	RKTH
◇	**TH801**	5ANNC	-	-	360623N 1293351E	SID	RKTH
◇	**TH802**	5ANNC	-	-	360741N 1292521E	SID	RKTH
◇	**TH803**	5ANNC	-	-	361016N 1290817E	SID	RKTH
◇	**TH804**	5ANNC	-	-	355716N 1294013E	SID	RKTH
◇	**TH805**	5ANNC	-	-	355221N 1293403E	SID	RKTH
◇	**TH806**	5ANNC	-	-	355213N 1292248E	SID	RKTH
◇	**TH901**	5ANNC	-	-	360612N 1291737E	SID	RKTH
◇	**TH902**	5ANNC	-	-	361450N 1292629E	SID	RKTH
◇	**TH903**	5ANNC	-	-	360746N 1291239E	SID	RKTH
◇	**TH904**	5ANNC	-	-	355211N 1291752E	SID	RKTH
◇	**TH905**	5ANNC	-	-	355216N 1292552E	SID	RKTH
◇	**TH906**	5ANNC	-	-	355754N 1293444E	SID	RKTH

Change : Amended coordinates for RUVIS(1291860E → 1291900E).

3.17 RKTL

Name-code designator [pronunciation]					Coordinates	ATS route or other route	Remarks
1					2	3	4
△	**ALDON**	5LNC	[aldon]	[알돈]	365646N 1293523E	STAR, IAP	RKTL
△	**BANYA**	5LNC	[banya]	[반야]	364012N 1294006E	STAR, IAP	RKTL
◇	**HUPHO**	5LNC	[hupo]	[후포]	363607N 1293146E	IAP	RKTL
◇	**LIDPA**	5LNC	[libpa]	[립파]	363114N 1293339E	IAP	RKTL
◇	**UMNAE**	5LNC	[əbnæ]	[읍네]	365639N 1292349E	IAP	RKTL
◇	**RW170**	5ANNC	-	-	364705N 1292732E	IAP	RKTL
◇	**RW350**	5ANNC	-	-	364609N 1292753E	IAP	RKTL
◇	**TL001**	5ANNC	-	-	370158N 1292152E	STAR	RKTL
◇	**TL002**	5ANNC	-	-	365633N 1292854E	STAR	RKTL
◇	**TL003**	5ANNC	-	-	365305N 1293324E	STAR	RKTL
◇	**TL004**	5ANNC	-	-	364915N 1293822E	STAR	RKTL
◇	**TL011**	5ANNC	-	-	362856N 1293200E	STAR	RKTL
◇	**TL012**	5ANNC	-	-	363535N 1293646E	STAR	RKTL
◇	**TL013**	5ANNC	-	-	364646N 1293602E	STAR	RKTL
◇	**TL024**	5ANNC	-	-	365117N 1292908E	SID	RKTL
◇	**TL025**	5ANNC	-	-	365522N 1292126E	SID	RKTL
◇	**TL026**	5ANNC	-	-	363130N 1292425E	SID	RKTL
◇	**TL034**	5ANNC	-	-	364336N 1293018E	SID	RKTL
◇	**TL035**	5ANNC	-	-	363355N 1292407E	SID	RKTL
◇	**TL041**	5ANNC	-	-	365808N 1292947E	IAP	RKTL
◇	**TL043**	5ANNC	-	-	365146N 1292543E	IAP	RKTL
◇	**TL045**	5ANNC	-	-	364152N 1292933E	IAP	RKTL
◇	**TL051**	5ANNC	-	-	363731N 1293721E	IAP	RKTL
◇	**TL053**	5ANNC	-	-	364123N 1292944E	IAP	RKTL
◇	**TL055**	5ANNC	-	-	365125N 1292551E	IAP	RKTL
◇	**TL056**	5ANNC	-	-	364833N 1292658E	IAP	RKTL
◇	**TL121**	5ANNC	-	-	363958N 1293017E	SID	RKTL
◇	**TL131**	5ANNC	-	-	365320N 1292506E	SID	RKTL
◇	**TL222**	5ANNC	-	-	364109N 1293502E	SID	RKTL
◇	**TL223**	5ANNC	-	-	364701N 1293246E	SID	RKTL
◇	**TL232**	5ANNC	-	-	365432N 1292952E	SID	RKTL
◇	**TL233**	5ANNC	-	-	364943N 1293144E	SID	RKTL

ENROUTE CHART - ICAO



PUBLICATION 14 DEC 2023

Effective : 1600UTC 13 DEC 2023

OFFICE OF CIVIL AVIATION
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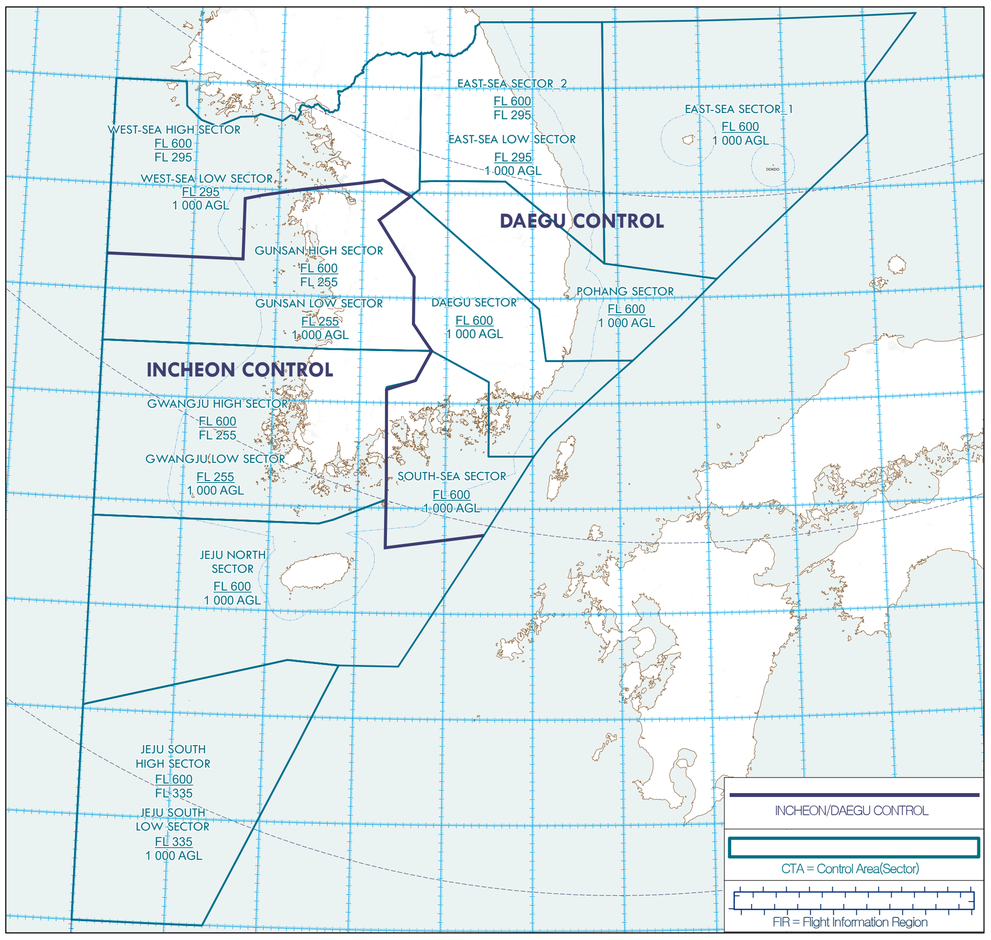

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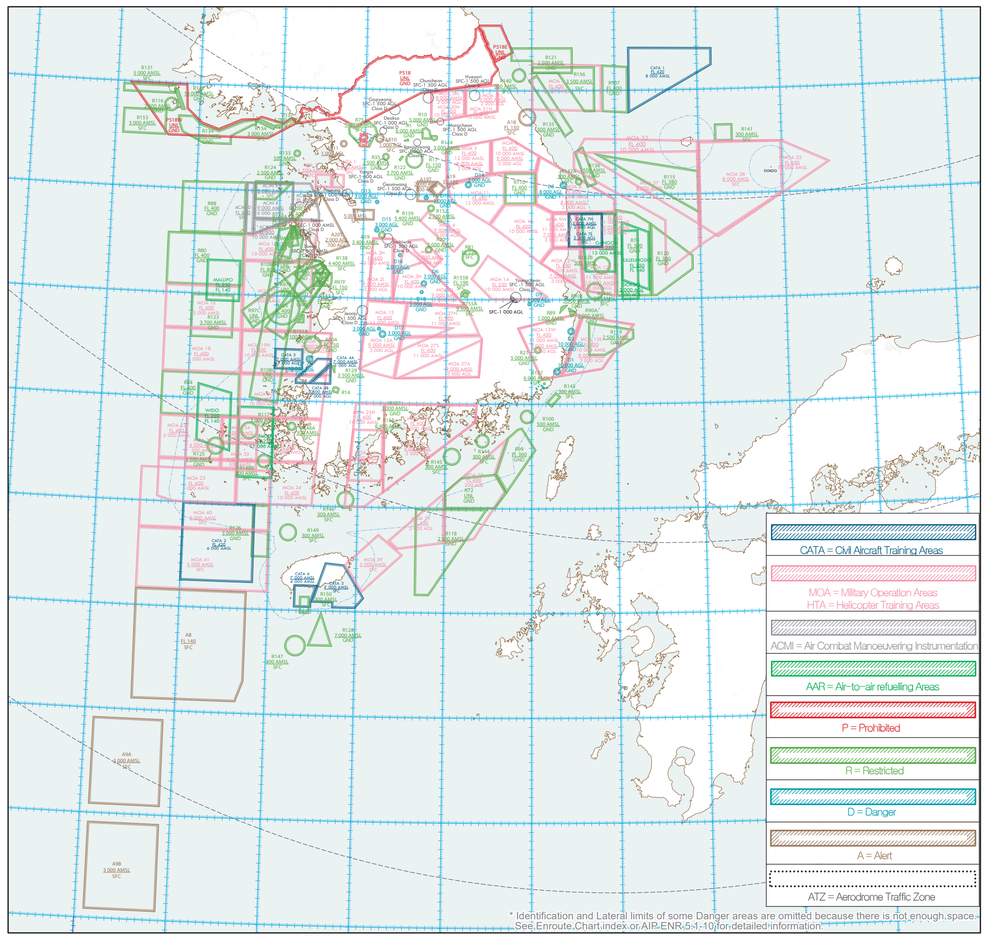
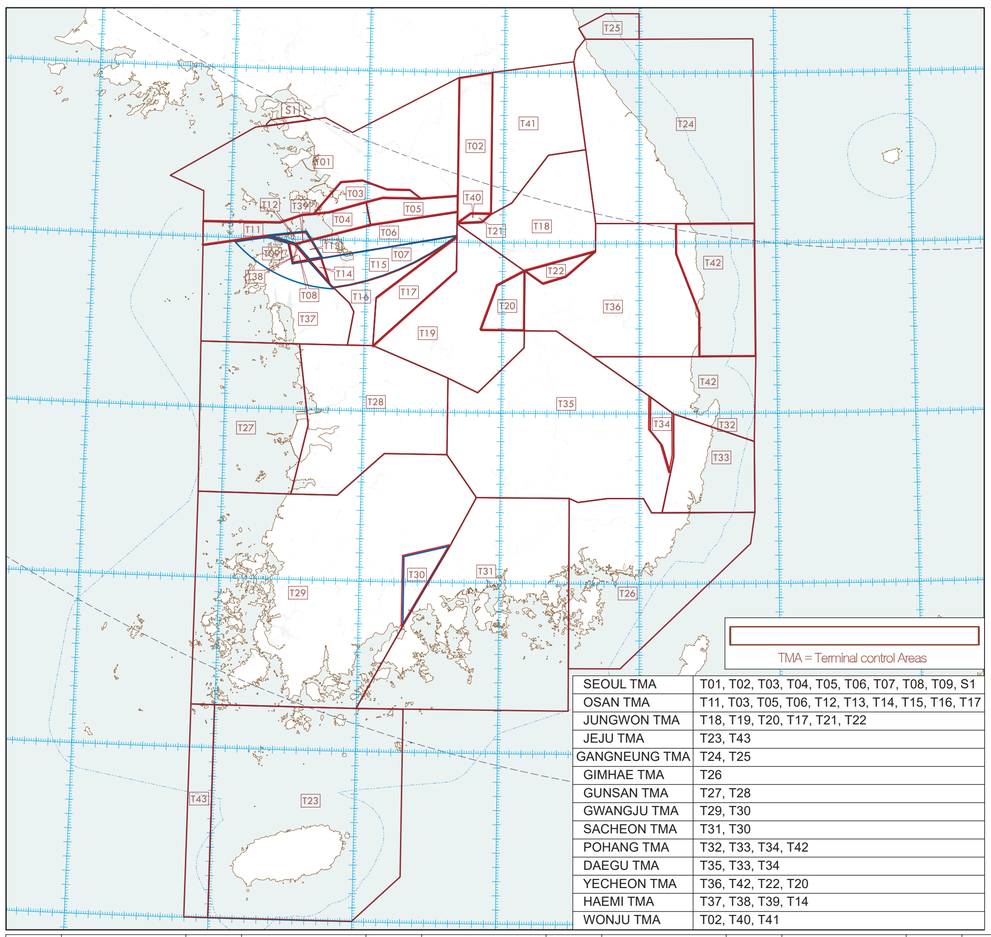


TMA



SEOUL TMA	T01, T02, T03, T04, T05, T06, T07, T08, T09, S1
OSAN TMA	T11, T03, T05, T06, T12, T13, T14, T15, T16, T17
JUNGWON TMA	T18, T19, T20, T17, T21, T22
JEJU TMA	T23, T43
GANGNEUNG TMA	T24, T25
GIMHAE TMA	T26
GUNSAN TMA	T27, T28
GWANGJU TMA	T29, T30
SACHEON TMA	T31, T30
POHANG TMA	T32, T33, T34, T42
DAEGU TMA	T35, T33, T34
YECHEON TMA	T36, T42, T22, T20
HAEMI TMA	T37, T38, T39, T14
WONJU TMA	T02, T40, T41

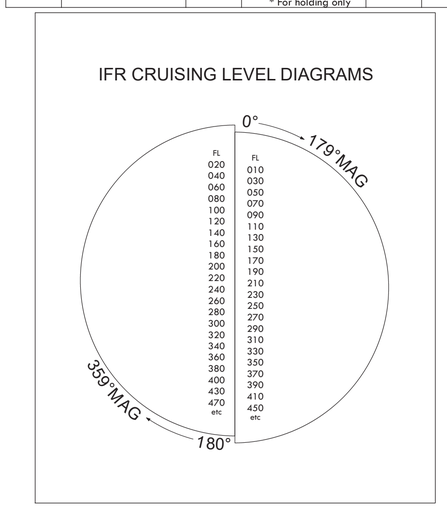
ATS Airspace Classifications

Type of Category	Class	Designated areas and altitude	Type of flight	Separation provided	Service provided	Radio Communication requirement	Subject to an ATC clearance
Controlled	A	• All airways from above FL 200 to FL 600*	IFR	All aircraft	ATC service	Continuous two-way	Yes
	B	• Incheon airport* - Within 5 NM including areas which are extended northbound from 373156N 1261525E - 373721N 1262500E - 373241N 1262713E - 372852N 1262003E - 373156N 1261525E and southbound from 372247N 1262503E - 372654N 1263222E - 372339N 1263710E - 371815N 1262736E - 372247N 1262526E (SFC~10 000 ft AMSL) - Within 5~10 NM including areas which are extended northbound from 373454N 1261246E - 374019N 1262221E - 373721N 1262500E - 373156N 1261525E - 373454N 1261246E and southbound from 371815N 1262736E - 372339N 1263710E - 371917N 1264102E - 371353N 1263128E - 371815N 1262736E (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM(5 000 ft AGL~10 000 ft AMSL) Gimpo airport* - Within 5 NM including areas which are extended northbound from 373646N 1263926E - 373944N 1264310E - 373803N 1264518E - 373458N 1264142E - 373646N 1263926E, and southbound from 372840N 1264938E - 373036N 1265252E - 372907N 1265444E - 372652N 1265153E - 372840N 1264938E (SFC~10 000 ft AMSL) - Within 5~10 NM (1 000 ft AGL~10 000 ft AMSL) - Within 10~20 NM (5 000 ft AGL~10 000 ft AMSL) • Jeju Airport - A circle, radius 5 NM centered at RKPC ARP (333044N 1262934E) : SFC ~ 10 000 ft AMSL - 332635N 1262614E - a clockwise arc, radius 5 NM centered at ARP - 333048N 1263532E - 333051N 1264131E - a counterclockwise arc, radius 10 NM centered at ARP - 332225N 1262255E - to the beginning : 1 000 ft AMSL ~ 10 000 ft AMSL - 332225N 1262255E - a clockwise arc, radius 10 NM centered at ARP - 333051N 1264131E - 333057N 1265328E - a counterclockwise arc, radius 20 NM centered at ARP - 331405N 1261618E - to the beginning : 2 000 ft AMSL ~ 10 000 ft AMSL	IFR VFR	All aircraft	ATC service	Continuous two-way	Yes
	C	• Radius of airports with APP Control** - Within 5 NM (SFC~5 000 ft AGL) - Within 5~10 NM (1 000 ft AGL~5 000 ft AGL)	IFR	IFR from IFR IFR from VFR	ATC service	Continuous two-way	Yes
			VFR	VFR from IFR	• ATC service for separation from IFR; • VFR/VFR traffic information (and traffic avoidance advice on request)	Continuous two-way	Yes
	D	• All airways from MEA up to and including FL 200 • Airspace from above 10 000 ft AMSL to FL 185 within Seoul TMA, excluding Class B* • Radius of airports none APP Control *** - Within 5 NM (SFC~5 000 ft AGL or the upper limits altitude of control zone)	IFR	IFR from IFR, IFR from VFR(RDO & RADAR CTC)	• ATC service including traffic information about VFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
			VFR	NIL	• Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	Continuous two-way	Yes
	E	• Controlled Airspace except Class A, B, C, and D. - Airspace (Lands and Waters) : 1 000 ft ~ 60 000 ft from the surface of the earth or sea - Airspace over the high seas : 5 500 ft, from the surface of the sea ~ 60 000 ft AMSL	IFR	IFR from IFR	• ATC service • Traffic information about VFR aircraft as far as practicable	Continuous two-way	Yes
			VFR	NIL	• Traffic information as far as practicable	No(EXC CIV ACFT)	No
Un-controlled	G	• Uncontrolled airspace except Class A, B, C, D and E. - Airspace (Lands and Waters) : Below 1 000 ft from the surface of the earth or sea - Airspace over the high seas : Below 5 500 ft from the surface of the sea - The airspace above FL 600 to unlimited.	IFR VFR	NIL	• Flight information service	No	No

* Though application of the flight procedures for Korean military mentioned on each Class is reserved, Korean military shall observe the Flight Information Notification procedures specified on the LOA between concerned facilities.
** Gimhae, Gwangju, Sacheon, Daegu, Gangneung, Jungwon, Seosan, Wonju, Yecheon, Gunsan and Pohang Gyeongju Airports(11)
*** Osan, Yangyang, Seoul, Cheongju, Suwon, Seongmu, Pyeongtaek, Ulsan, Yeosu, Mokpo, Muan, Uljin, Jeongseok, Jinhae, Icheon, Nonsan and Sokcho Airports(17)

FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES	FIX(WPT)	COORDINATES
AGAVO	371000N 1240000E	BEDAR	315401N 1262910E	BOPTA	364406N 1263658E	ELPOS	355410N 1264707E	IKEDO	314314N 1253948E	LAPAL	355413N 1290452E	MONSI	371247N 1265015E	OLMUD	350225N 1284916E	POLEG	371249N 1265935E	*SAKTI	365100N 1274600E	TOLIS	344555N 1282952E		
AGSUS	364521N 1304044E	BEDES	360905N 1264844E	BULGA	355609N 1294924E	ENGOT	344834N 1282952E	INVOK	344719N 1291923E	LIMDI	333313N 1254953E	MOXID	362311N 1264359E	OMKIM	331320N 1264114E	PONIK	320021N 1254659E	SAMDO	333503N 1281857E	TOPAX	373625N 1280807E		
AKPON	334650N 1271953E	BEDOM	352513N 1291754E	BULTI	364322N 1264930E	ENSAL	365554N 1274747E	IPDAS	341515N 1264301E	LINTA	353116N 1265119E	MUGUS	300006N 1245712E	OMOTU	350033N 1285022E	POSAN	365615N 1271316E	SAMLO	323223N 1261536E	TORUS	330012N 1264619E		
ANDOL	373958N 1330000E	BELTU	371218N 1254759E	BUSKO	374033N 1301610E	ENSUM	321302N 1244635E	KAKSO	370745N 1272637E	LOSNI	333315N 1264153E	NIMUS	371210N 1294656E	ONATA	382832N 1320602E	POVEM	345523N 1285416E	SAMUL	350736N 1265154E	TOSAN	335733N 1271953E		
ANKUS	350730N 1284616E	*BEPKO	339910N 1265514E	DABIK	361743N 1301143E	ENTEL	362311N 1265705E	KALEK	351232N 1295305E	LOSTO	362016N 1292548E	NIRAT	320354N 1260329E	ONIKU	321142N 1263917E	POVOR	341520N 1274400E	SAPDI	350737N 1282952E	UPGOS	364252N 1273003E		
ANROD	343758N 1282952E	BESNA	343718N 1290751E	DALPO	375835N 1242453E	GOGET	372442N 1263036E	KALMA	371845N 1270645E	MAKDU	362712N 1274909E	NISAV	341519N 1275835E	OPEDA	355149N 1273652E	REBIT	371203N 1252913E	SAPRA	354926N 1304325E	VASLI	335030N 1242453E		
ANSIM	372323N 1245009E	BIGOB	364325N 1280952E	DALSU	350731N 1264206E	GONAV	371048N 1242453E	KALOD	353012N 1284626E	MAKET	335452N 1271953E	NOBUT	370715N 1291957E	*OROGA	364456N 1272718E	REMOS	332605N 1262329E	SARAM	350736N 1283147E				
ANUBA	350746N 1273523E	BIKSI	374032N 1283504E	DANPA	353036N 1242453E	GONAX	362311N 1265016E	KAMIT	341514N 1264618E	MAKSA	353011N 1265422E	NOGON	372250N 1242505E	OSPOT	365018N 1272055E	RILRO	371033N 1241442E	SELPA	375515N 1304911E				
APARU	352442N 1290932E	BILUM	334613N 1270439E	DANTI	371806N 1243929E	GOSBO	341517N 1274734E	KANKA	313155N 1253504E	MALSO	375440N 1314904E	NOMEX	374112N 1294441E	PALDU	375813N 1323625E	RIMPO	350739N 1273502E	SOSDO	330012N 1262735E				
APELA	344323N 1291400E	BINIL	372349N 1251359E	DOMKO	322848N 1255859E	GUKDO	370111N 1273823E	KANSU	383800N 1322830E	MANGI	353011N 1264432E	NONOS	364046N 1242453E	PALSA	340131N 1242453E	RINBO	355352N 1265349E	TAMNA	332815N 1271953E				
ATASO	355344N 1265657E	BITUX	361645N 1280148E	DOTOL	341515N 1263637E	GUKSU	335251N 1264357E	KARBU	373159N 1273952E	MANOL	333629N 1265514E	NOPIK	372412N 1253905E	PANSI	330014N 1261225E	RUGMA	323012N 1265753E	TEBEX	363341N 1275929E				
ATINA	334320N 1270423E	BODOL	371122N 1244954E	EGOBA	372915N 1272246E	GUNKU	363414N 1265949E	KIDOS	335028N 1263402E	MASTA	352847N 1283340E	NULDI	342514N 1263739E	PAPLU	333441N 1270337E	RUNIT	350734N 1282952E	TEDAN	350744N 1271852E				
ATOTI	300013N 1251154E	BOGAN	371241N 1262812E	ELAPI	362014N 1285051E	IGDOK	353104N 1274907E	LAMEN	313636N 1240000E	MEKIL	363322N 1264953E	OLBIM	371411N 1240751E	PEBRI	362311N 1270013E	SABET	373829N 1324019E	TENAS	373820N 1313427E				
BASEM	365037N 1275710E	BONSO	302840N 1250851E	ELGEP	314653N 1255617E	IGRAS	371846N 1324411E	LANAT	362224N 1312542E	MELES	355251N 1271542E	OLMEN	364413N 1265928E	PILIT	372631N 1291731E	SADLI	314948N 1250000E	TESIM	313526N 1255128E				
			* For holding only												* For holding only				* For holding only				

IFR CRUISING LEVEL DIAGRAMS



RVSM

Within Incheon FIR, RVSM is applied between FL 290 and FL 410 on all ATS Routes.
In the RVSM stratum 2 000 ft vertical separation minimum is applied between RVSM non compliant aircraft operating and all other aircraft.

MEASURING UNITS

Altitude, elevation and heights are in Feet.
Distances are Nautical Miles.
Coordinates are in WGS-84.

ALTIMETER SETTING PROCEDURES

Transition altitude is 14 000 Feet.
Transition level is FL 140.

LEGEND

Flight Information Region (FIR)

Name of FIR — FIR
Upper limit — INCHEON
Lower limit — UNL / GND
Unit providing service — INCHEON ACC / DAEGU ACC

* The VFR flights to enter the Incheon FIR should report estimated time over FIR at least 20 minutes prior to crossing the boundary. The departing point where it takes less than 20 minutes flying time from the boundary should report estimated time to cross the FIR before take off.

ACC Boundary

INCHEON CONTROL
DAEGU CONTROL

Terminal control Area (TMA)

Name of TMA — TMA SEOUL
TMA number — AREA T 01
Upper limit — FL 185
Lower limit — 1000 AGL
Unit providing area control service — SEOUL APP

Civil Aircraft Training Area (CATA)

Identification of area — CATA 5
Upper limit — 7 000 AMSL
Lower limit — 1 000 AMSL

Aerodrome Traffic Zone(ATZ)

Identification of ATZ — Gapyeong ATZ
Airspace Classification
Vertical Limit

Aerodromes

Civil
Military
Joint civil and military
Name of aerodrome — INCHEON
Elevation given in the units of measurement (feet) selected for use on the chart.
Minimum lighting-obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator
Runway hard surfaced, normally all weather
Note.- A dash (-) is to be inserted where L or H do not apply.
Length of longest runway in hundreds of feet
23 L H 123

Air Defence Identification Zone(ADIZ)

* The VFR flights crossing Korea ADIZ boundary should include their route, altitude within Korea ADIZ and estimated time to the boundary.

Flight Information Center (FIC)

* VHF 126.90/135.725, UHF 250.80/258.50/317.55

ATS route (width .... NM)

Route designator — V549
Magnetic track — 100° 14 282°
Distance in NM
Upper limit — 10 000 or 6 000
Minimum flight altitude — 7 000

Area navigation route (RNAV)

Route designator — Y685
Magnetic track — 133° 31 313°
Distance in NM
Upper limit — 10 000 or 8 000
Minimum flight altitude — 7 000

AIRSPACE CLASSIFICATION INFORMATION

CLASS A — Airway(FL 200 ABV - FL 600)
CLASS B — 5 NM Radius; 10 NM Radius; 20 NM Radius
CLASS C — 5 NM Radius; 10 NM Radius
CLASS D — 5 NM Radius
CLASS E — At or above 1 000 ft AGL
CLASS G — Below 1 000 ft AGL

※ CLASS D services are provided to aircraft in the airspace where CLASS C and D airspace overlap.

AIRWAY INFORMATIOIN

All airways from FL 200 up to and including FL 600 are CLASS A
All airways from MEA up to and including FL 200 are CLASS D

Change - Over Point (COP)

Distance in NM from associated VOR navigation aid — 45 44

Significant point

Name — IGDOK

Reporting Point(REP/WPT)

Compulsory
On request

Restricted airspace

P = Prohibited
R = Restricted
D = Danger
A = Alert
Identification of area — RK R84
Nationality letter
Upper limits — 10 000 AMSL
Lower limits — SFC
RK A18 FL 150 SFC
※Nationality letter is omitted for chart clarity.

Military Operation Area (MOA)
Air Combat Manoeuvering Instrumentation (ACMI)
Air-to-air refuelling Areas(AAR)

Identification of area — MOA 18 / ACMI A / DOKDO
Upper limit — FL 400
Lower limit — 5000 AMSL

Compass rose

To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)

Note. Additional points of compass may be added as required.

Compass rose to be used as appropriate in combination with the following symbols:
VOR
VOR/DME
TACAN
VORTAC

Identification for radio navigation aids (NAVAID)

Name — INCHEON
NAVAID frequency. Identification or call sign — VOR/DME 113.8 NCN
Geographical coordinates — 37° 29' 42"N 126° 25' 49"E
Elevation of NAVAID site — 100 FT

Altimeter setting region boundary

Isogonic line or isogonal

7°W

Political boundary

National River

Large river(Perennial)
Small river(Perennial)
Lakes(Perennial)

Area Minimum Altitude (AMA)

Each 1° quadrilateral contains an Area Minimum Altitude (AMA) which represents the lowest altitude to be used under Instrument Meteorological Conditions (IMC). The AMA provides a minimum clearance of 1 000 feet above all obstacles in the quadrilateral. It is represented in hundreds feet above mean sea level.

Example : 5 400 feet — 54

AIRSPACE RESTRICTIONS

TIME : UTC, ALT : Feet

PROHIBITED AREAS

RK P73	RK P518	RK P518E	RK P518W
GND-UNL	GND-UNL	GND-UNL	GND-UNL

RESTRICTED AREAS

RK R1 GND-6 000 AMSL MON-FRI 2300-0800 VMC-IMC	RK R97D GND-UNL NOTAM VMC-IMC	RK R120 GND-FL 380 NOTAM VMC-IMC	RK R142B SFC-300 AMSL NOTAM VMC
RK R10 GND-5 000 AMSL MON-SAT CONT VMC-IMC	RK R97E SFC-FL 300 NOTAM VMC-IMC	RK R121 GND-2 500 AMSL NOTAM VMC-IMC	RK R142C SFC-300 AMSL NOTAM VMC
RK R14 NOTAM VMC-IMC	RK R97F SFC-FL 150 NOTAM VMC-IMC	RK R122 GND-3 700 AMSL MON-FRI 2300-1100 SAT 2300-0300 VMC-IMC	RK R143 SFC-300 AMSL NOTAM VMC
RK R17 GND-FL 150 CONT 2100-1500 VMC-IMC	RK R99 GND-FL 360 NOTAM	RK R123 GND-3 700 AMSL NOTAM VMC	RK R144 SFC-300 AMSL NOTAM VMC
RK R19 GND-3 400 AMSL NOTAM VMC-IMC	RK R100 GND-500 AMSL CONT	RK R124 GND-2 500 AMSL NOTAM VMC	RK R145 SFC-300 AMSL NOTAM VMC
RK R20 GND-5 000 AMSL NOTAM VMC-IMC	RK R104 GND-FL 150 NOTAM VMC	RK R125 GND-3 500 AMSL NOTAM VMC	RK R146 SFC-300 AMSL NOTAM VMC
RK R21 GND-5 000 AMSL NOTAM VMC-IMC	RK R105 GND-FL 400 NOTAM VMC	RK R126 GND-3 000 AMSL MON-SAT 0100-1300 NOTAM VMC	RK R147 SFC-300 AMSL NOTAM VMC
RK R35 GND-2 500 AMSL CONT VMC-IMC	RK R107 GND-FL 400 MON-SAT 2300-0800 VMC	RK R127 GND-3 000 AMSL NOTAM VMC	RK R148A SFC-300 AMSL NOTAM VMC
RK R72 GND-UNL NOTAM VMC-IMC	RK R108A GND-FL 270 NOTAM VMC-IMC	RK R128 GND-7 000 AMSL NOTAM VMC	RK R148B SFC-300 AMSL NOTAM VMC
RK R74 GND-FL 500 CONT VMC	RK R108B GND-FL 330 NOTAM VMC-IMC	RK R129 GND-3 500 AMSL NOTAM VMC	RK R149 SFC-300 AMSL NOTAM VMC
RK R75 SFC-10 000 AMSL CONT MCRC	RK R108C GND-UNL NOTAM VMC-IMC	RK R131 SFC-5 000 AMSL NOTAM VMC	RK R150 SFC-300 AMSL NOTAM VMC
RK R77 GND-FL 150 NOTAM VMC-IMC	RK R108D GND-UNL NOTAM VMC-IMC	RK R132 GND-10 000 AMSL NOTAM	RK R151A SFC-100 AMSL NOTAM VMC
RK R80 GND-FL 400 CONT ROKAF VMC	RK R108E GND-FL 400 NOTAM VMC-IMC	RK R133 GND-500 AMSL NOTAM VMC	RK R152 SFC-2 100 AMSL NOTAM VMC
RK R81 SFC-FL 220 CONT 2100-1400 VMC	RK R108F GND-FL 800 NOTAM VMC-IMC	RK R134 GND-5 000 AMSL NOTAM VMC	RK R153 SFC-3 000 AMSL NOTAM VMC
RK R84 GND-FL 400 CONT VMC	RK R110 GND-FL 400 CONT 2200-1300	RK R135 GND-500 AMSL NOTAM VMC	RK R154 SFC-3 000 AMSL NOTAM VMC
RK R88 GND-FL 400 CONT VMC	RK R111 GND-FL 250 CONT VMC	RK R136 GND-500 AMSL NOTAM VMC	RK R155A SFC-9 500 AMSL CONT
RK R89 GND-1 000 AMSL CONT VMC-IMC	RK R114 GND-3 000 AMSL MON-SAT HJ VMC	RK R137 SFC-5 000 AMSL NOTAM VMC	RK R155B SFC-FL 196 NOTAM
RK R90A GND-2 000 AMSL CONT VMC-IMC	RK R115 GND-FL 380 CONT VMC-IMC	RK R138 SFC-4 400 AMSL Electronic jamming Area	RK R156 SFC-3 500 AMSL NOTAM VMC-IMC
RK R90B GND-5 500 AMSL CONT VMC-IMC	RK R116 GND-2 500 AMSL NOTAM VMC-IMC	RK R139 GND-5 400 AMSL Electronic jamming Area	RK R157 SFC-6 000 AMSL Electronic jamming Area
RK R97A GND-FL 300 NOTAM VMC-IMC	RK R117 GND-3 000 AMSL NOTAM VMC-IMC	RK R140 SFC-300 AMSL NOTAM VMC	RK R158 SFC-6 400 AMSL Electronic jamming Area
RK R97B GND-UNL NOTAM VMC-IMC	RK R118 GND-2 500 AMSL NOTAM VMC-IMC	RK R141 SFC-300 AMSL NOTAM VMC	
RK R97C GND-UNL NOTAM VMC-IMC	RK R119 GND-2 500 AMSL NOTAM VMC-IMC	RK R142A SFC-300 AMSL NOTAM VMC	

DANGER AREAS

RK D1 GND-10 000 AGL	RK D14 GND-3 000 AGL	RK D22 GND-1 800 AGL	RK D30 GND-1 900 AGL
RK D2 GND-10 000 AGL	RK D15 GND-3 000 AGL	RK D23 GND-1 900 AGL	RK D31 GND-1 600 AGL
RK D5 GND-3 000 AGL	RK D16 GND-2 000 AGL	RK D24 GND-1 700 AGL	RK D32 GND-1 600 AGL
RK D6 GND-3 000 AMSL	RK D17 GND-3 000 AGL	RK D25 GND-1 500 AGL	RK D33 GND-1 500 AGL
RK D7 GND-10 000 AMSL	RK D18 GND-3 000 AGL	RK D26 GND-1 600 AGL	RK D34 GND-1 600 AGL
RK D8 GND-8 000 AGL	RK D19 GND-1 000 AGL	RK D27 GND-1 900 AGL	RK D35 GND-2 000 AGL
RK D9 GND-3 000 AGL	RK D20 GND-1 600 AGL	RK D28 GND-1 700 AGL	RK D36 GND-2 000 AGL
RK D13 GND-3 000 AGL	RK D21 GND-1 700 AGL	RK D29 GND-1 600 AGL	RK D37 GND-1 600 AGL

ALERT AREAS

RK A2 SFC-5 000 MSL MON-FRI 2300-1300 SAT 2300-0400	RK A19 SFC-FL 150 DAILY 2100-1400 VMC	RK A20T 700 AGL - 2000 AGL MON-SAT	RK A811 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400
RK A18 SFC-FL 150 MON-SAT CONT	RK A19T 800 AGL-2000 AGL DAILY 2300-0900 IMC-VMC	RK A810 SFC-1 000 AGL MON-FRI 2300-1300 SAT 2300-0400	RK A8 SFC-FL 140 By NOTAM
RK A9A SFC-3000 AMSL By NOTAM	RK A9B SFC-3000 AMSL By NOTAM		

CIVIL AIRCRAFT TRAINING AREAS (CATA)

CATA 1 FL 420 8 000 AMSL 2100-1300	CATA 4A 7 000 AMSL 1 000 AGL NOTAM HJ	CATA 5 7 000 AMSL 1 000 AGL NOTAM HJ	CATA 7L 2 500 AGL SFC 24HR
CATA 2 FL 420 6 000 AMSL NOTAM	CATA 4B 3 500 AMSL 1 000 AGL NOTAM HJ	CATA 6 7 000 AMSL 4 000 AMSL 2100-1300	CATA 7H 5 000 AMSL 2 500 AGL NOTAM
CATA 3 7 000 AMSL SFC 2100-1300			

MILITARY OPERATION AREAS (MOA)

MOA 1 FL 400 10 000 AMSL	MOA 9W FL 400 11 000 AMSL	MOA 19L 8 000 AMSL 3 000 AGL	MOA 30H FL 400 10 000 AMSL
MOA 2H FL 400 10 000 AMSL	MOA 10 FL 400 10 000 AMSL	MOA 19H FL 400 10 000 AMSL	MOA 31L 9 000 AMSL 2 000 AGL
MOA 2L 9 000 AMSL 3 000 AGL	MOA 11 FL 400 12 000 AMSL	MOA 20 FL 400 10 000 AMSL	MOA 31H FL 400 10 000 AMSL
MOA 3A 7 000 AMSL 3 000 AGL	MOA 12W 7 000 AMSL 3 000 AGL	MOA 21 FL 400 10 000 AMSL	MOA 32 FL 400 10 000 AMSL
MOA 3L 9 000 AMSL 3 000 AGL	MOA 12W FL 400 11 000 AMSL	MOA 22 FL 400 5 000 AMSL	MOA 33 FL 400 10 000 AMSL
MOA 3H FL 400 10 000 AMSL	MOA 12E 10 000 AMSL 3 000 AGL	MOA 23 FL 400 5 000 AMSL	MOA 34 4 000 AMSL 500 AMSL
MOA 4 9 000 AMSL 3 000 AGL	MOA 12E FL 400 11 000 AMSL	MOA 24 FL 400 10 000 AMSL	MOA 35 4 000 AMSL 500 AMSL
MOA 5 9 000 AMSL 3 000 AGL	MOA 13W 8 000 AMSL 3 000 AGL	MOA 25L 9 000 AMSL 3 000 AGL	MOA 36 4 000 AMSL 500 AMSL
MOA 5 FL 400 12 000 AMSL	MOA 13W FL 400 11 000 AMSL	MOA 25H FL 400 10 000 AMSL	MOA 37 8 000 AMSL SFC
MOA 6 9 000 AMSL 3 000 AGL	MOA 13E 9 000 AMSL 3 000 AGL	MOA 26L 9 000 AMSL 3 000 AGL	MOA 38 8 000 AMSL SFC
MOA 6 FL 400 10 000 AMSL	MOA 13E FL 400 10 000 AMSL	MOA 26H FL 400 10 000 AMSL	MOA 39 5 000 AMSL SFC
MOA 7 FL 400 10 000 AMSL	MOA 14 FL 330 10 000 AMSL	MOA 27N FL 400 11 000 AMSL	MOA 40 5 000 AMSL SFC
MOA 8 8 000 AMSL 3 000 AGL	MOA 15A 9 000 AMSL 3 000 AGL	MOA 27S FL 400 11 000 AMSL	MOA 41 5 000 AMSL SFC
MOA 8 FL 400 11 000 AMSL	MOA 15 FL 400 11 000 AMSL	MOA 27A 9 000 AMSL 3 000 AGL	HTA 1 1 000 AMSL SFC
MOA 9E 10 000 AMSL 3 000 AGL	MOA 16 FL 400 5 000 AMSL	MOA 28 FL 400 200 AGL	HTA 2 1 500 AMSL SFC
MOA 9E FL 400 11 000 AMSL	MOA 17 FL 400 5 000 AMSL	MOA 29 FL 400 3 000 AGL	
MOA 9W 7 000 AMSL 3 000 AGL	MOA 18 FL 400 5 000 AMSL	MOA 30L 9 000 AMSL 2 000 AGL	

AIR COMBAT MANOEUVERING INSTRUMENTATION (ACMI)

ACMI A 5 000 AMSL SFC	ACMI C FL 600 10 000 AMSL	ACMI D FL 600 SFC	ACMI E FL 600 10 000 AMSL
ACMI B 9 000 AMSL 6 000 AGL			

AIR-TO-AIR REFUELLING AREAS

DOKDO 2 000 AGL 500 AGL	MALLIPO FL 250 FL 140	WIDO FL 250 FL 140	ULLEUNGDO FL 250 FL 140
GANGGU FL 250 12 000 AMSL	JINDO FL 250 11 000 AMSL		

AERODROME TRAFFIC ZONE (ATZ)

Gapyeong SFC-1 500 AGL Class D	Yongin SFC-1 500 AGL Class D	Chuncheon SFC-1 500 AGL Class D	Taean 2 SFC-1 000 AMSL Class D
Yangpyeong SFC-1 500 AGL Class D	Jeonju SFC-1 500 AGL Class D	Deokso SFC-1 000 AGL Class D	Poseung SFC-1 000 AGL Class D
Hongcheon SFC-1 500 AGL Class D	Youngcheon SFC-1 500 AGL Class D	Jochiwon SFC-1 500 AGL Class D	
Hyeonri SFC-1 500 AGL Class D	Geumwang SFC-1 500 AGL Class D	Taean 1 SFC-1 500 AMSL Class D	

REPUBLIC OF KOREA
ELEV IN FEET

ENROUTE CHART - ICAO

LAMBERT CONFORMAL CONIC PROJECTION

The reliability of aeronautical information outside the Incheon FIR is doubtful, and it should be used with caution.

COMMUNICATION FACILITIES

INCHEON ACC	
INCHEON CONTROL	
GUNSAN LOW SECTOR	126.175, 134.375, 317.85, 335.55
GUNSAN HIGH SECTOR	132.15, 123.55, 263.15, 272.60
GWANGJU LOW SECTOR	120.725, 128.30, 263.90, 272.75
GWANGJU HIGH SECTOR	123.725, 124.50, 239.25, 275.40
JEJU NORTH SECTOR	124.525, 132.425, 255.40, 348.10, 233.50
JEJU SOUTH HIGH SECTOR	133.425, 134.15, 234.35, 234.65
JEJU SOUTH LOW SECTOR	125.725, 132.825, 128.375, 232.95, 233.15
COMMON 132.20, 355.50	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
DAEGU ACC	
DAEGU CONTROL	
WEST-SEA HIGH SECTOR	132.80, 120.525, 290.60, 335.45
WEST-SEA LOW SECTOR	128.70, 118.925, 270.50, 263.60
EAST-SEA SECTOR	122.25, 125.925, 263.35, 263.85
EAST-SEA LOW SECTOR	134.175, 123.65, 272.40, 233.60
POHANG SECTOR	120.575, 119.375, 134.375, 254.70, 335.75
DAEGU SECTOR	125.375, 125.775, 124.575, 234.15, 317.35, 335.50
SOUTH-SEA SECTOR	128.175, 128.325, 335.50, 275.20
COMMON 122.75, 262.75	
EMERGENCY : 121.50, 243.00	
* CONTINGENCY USE ONLY	
INCHEON/DAEGU FIC	
DAEGU INFORMATION	126.90, 135.725, 250.80, 258.50, 317.55 EMERGENCY : 121.50, 243.00
SEOUL RADIO	127.10 3004 kHz, 6532 kHz, 8903 kHz. 13300 kHz, 13303 kHz, 17904 kHz
APPROACH CONTROL	
SEOUL APP	119.05, 119.10, 119.75, 124.70, 120.80, 121.35, 121.40, 123.25, 123.80, 124.20, 124.80, 125.15, 293.30, 305.70, 353.20, 363.80, 121.50, 243.00
JEJU APP	119.00, 121.20, 124.05, 317.70, 279.80, 121.50, 243.00
GIMHAE APP	119.20, 125.50, 134.40, 135.70, 225.10, 230.10, 253.80, 363.80, 121.50, 243.00
GWANGJU APP	130.00, 228.90, 121.50, 243.00
GANGNEUNG APP	124.60, 304.00, 121.50, 243.00
WONJU APP	135.725, 234.40, 130.2, 121.50, 243.00
SACHEON APP	135.40, 344.70, 121.50, 243.00
POHANG APP	120.20, 232.40, 124.25, 121.50, 243.00
DAEGU APP	135.90, 346.30, 121.50, 243.00
YECHEON APP	134.50, 229.35, 121.50, 243.00
HAEMI APP	124.60, 229.25, 253.95, 121.50, 243.00
JUNGWON APP	132.55, 306.70, 121.50, 243.00
GUNSAN APP	124.10, 292.65, 121.50, 243.00
OSAN APP	127.90, 363.10, 121.50, 243.00

CONVENTIONAL routes width 10NM except the following segments :
- A595 (CJU - SAMDO) : 8NM
- G339 (PSN - INVOK) : 8NM
- G585 (SEL - SAPRA) : 8NM
- V11 (PSN - PILIT) : 8NM
- A593 (ONIKU - LAMEN) : 50NM
- B332 (KANSU - IGRAS) : 50NM
- B467 (KANSU - TENAS) : 50NM

A586 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1100 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1100 on the preceding day until 2200 on the holiday.

Y579 (TENAS - PSN) CDR1 Operational Hours(UTC) :
- Weekdays : 1400 - 2200
- SAT : 2200 on the preceding day until 2400 on the Saturday.
- SUN : 0000 - 2200
- Holiday : 1400 on the preceding day until 2200 on the holiday.

A593 : Flight Level Allocation Scheme (FLAS)
The west of SADLI
- Eastbound : FL 250, FL 270, FL 290, FL 310, FL 330, FL 350, FL 370, FL 390, FL 410
- Westbound : FL 240, FL 260, FL 280, FL 300, FL 320, FL 340, FL 360, FL 380, FL 400

The east of SADLI
- Eastbound(From Shanghai FIR To Fukuoka FIR) : FL 250, FL 290, FL 310, FL 390
- Westbound(From Fukuoka FIR To Shanghai FIR) : FL 240, FL 280, FL 300, FL 400

* Eastbound from SADLI to ONIKU is only for Non-approval of RNAV 2.

G585/Y685 (SEL - KPO) :
- Only flying westbound from KPO to SEL on G585/Y685 is authorized except ACFT departing from RKTY or RKTI.
- Aircraft flying eastbound from SEL to KPO at or above 11 000 ft on G585/Y685 shall get PPR 24 hours before from Incheon/Daegu ACC.
- No PPR is needed at or below 10 000 ft.

G597/Y697 (AGAVO - LANAT) :
- Only flying westbound from SEL to AGAVO on G597/Y697 is authorized. (Unless otherwise assigned by ATC, flying eastbound in this airway shall not be used)
- Aircraft flying eastbound from AGAVO to SEL on G597 shall get PPR 24-hours before from Daegu ACC.
- Only flying westbound from LANAT to KAE on G597 shall get 24HRs PPR from Daegu ACC.

L512 (TENAS-ANDOL)
After ANDOL, MEA is FL290, see AIP JAPAN

V11/Y744 (PSN-PILIT) :
- 11 000 ft to FL240,at or above FL280 will be blocked.
- At or above 11 000 ft, required 15 days PPR from Air Traffic Management Office.

SCALE 1:1,360,000

KILOMETRES 100 50 0 100 200 300 400 500
NAUTICAL MILES 50 0 50 100 150 200 250 300

Date of aeronautical infomation 14 DEC 2023 Isogonic information 16 NOV 2023

PUBLISHED BY THE OFFICE OF CIVIL AVIATION, MINISTRY OF LAND, INFRASTRUCTURE AND TRANSPORT.
P.O.Box 26, Incheon Airport Post office 272, Gonghang-ro, Jung-gu, Incheon 22382, REPUBLIC OF KOREA

"Topographic data is derived from NGII(Natilonal Geographic Infomation Institute)'s 1:5,000 Digital Map"

AD 2. AERODROMES

RKSI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKSI - SEOUL / Incheon INTL

RKSI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

RKSI AD 2.3 OPERATIONAL HOURS

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

RKSI AD 2.4 HANDLING SERVICES AND FACILITIES

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

RKSI AD 2.5 PASSENGER FACILITIES

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

RKSI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AD Category for fire fighting : Category 10
2	Rescue equipment	a. 2 ARFF* vehicles (8 × 8) : Capacity of water (L): 17 000 (2) Capacity of foam (L): 2 400 (2) Foam discharge rate (L/min): 8 000 (2) Capacity of dry chemical powder (kg): 225 (2) Dry chemical powder discharge rate (kg/s): 2.3 (2) b. 6 ARFF* vehicles (6 × 6) : Capacity of water (L): 11 000 (6) Capacity of foam (L): 1 590 (2), 1 000 (4) Foam discharge rate (L/min): 7 900 (2), 7 500 (4) Capacity of dry chemical powder (kg): 200 (2), 225 (4) Dry chemical powder discharge rate (kg/s): 2.3 (2), 2.5 (4) c. 3 Pump vehicles : Capacity of water (L): 4 000 (2) 300 (1) Capacity of foam (L): 400 (2) 20 (1) Foam discharge rate (L/min): 4 000 (2), 40 (1) Capacity of dry chemical powder (kg): 140 (2) d. 2 Supplementary water tank trucks : 12 000 L (2) e. 3 Ambulances f. 1 Rescue truck g. 1 Commanding vehicle h. 1 Aircraft rescue fire-fighting stair vehicle i. 1 Emergency relief

Change : Information of rescue equipment and item numbers.

3	Capability for removal of disabled aircraft	a. Specialized aircraft recovery equipment(six 30 ton, two 40 ton Pneumatic lifting bags and inflation equipment), Four 100 ton hydraulic recovery jacks, one set of tethering equipment and other accessory equipment available for up to B747 size aircraft can be provided by IIAC, airlines and agencies. b. Coordinator : Emergency Management Center (+82-32-741-2961)
4	Remarks	* ARFF (Aircraft Rescue and Fire-fighting)

RKSI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	a. 21 Towed runway jet sweeper(working width : up to 8.61 m) b. 28 Compact runway jet sweeper(working width : up to 5.5 m) c. 7 Snow blower(working width : up to 2.5 m) d. 6 Liquid material sprayers(working width : up to 24 m) e. 4 Solid material spreader(working width : up to 5 m) f. 6 Snow plow(working width : up to 3.2 m)
2	Clearance priorities	a. First 1) RWY 15R/33L, 16L/34R 2) TWY B, D, N 3) Rapid exit taxiways(B2~B5, N2~N5) and right angle taxiways (G, J, K, L, S, A4, A5, A7~A16, RG, A19, N7, M5, M7~M17) 4) Apron taxilanes(R1~R12, AS, RA, RB, RC, R17, R21, RG, D2~D4, DA, DC) 5) De-icing Pad b. Second 1) RWY 15L/33R, 16R/34L 2) TWY A, C, M, P 3) Rapid exit taxiways and right angle taxiways connecting RWY 15L/33R, 16R/34L or TWY A, C, M, P 4) Apron taxilanes(RF, M18, M19, R26, D5, DB, DD) c. Third Other areas except the first and second
3	Remarks	NIL

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

1	Designation, Apron(Ramp) surface and strength	a. Apron1 : Concrete PCN 86/R/B/X/T b. Apron2 : Concrete PCN 86/R/B/X/T c. Apron3 : Concrete PCN 85/R/B/X/T d. Apron4 : Concrete PCN 85/R/B/X/T e. Cargo Apron1 : Concrete PCN 86/R/B/X/T f. Cargo Apron2 : Concrete PCN 85/R/B/X/T g. Maintenance Apron : Concrete PCN 86/R/B/X/T
2	Designation, Taxiway width, surface and strength	Taxiway width, surface and strength : a. Width : 30 m - Shoulder of TWY A/B/C/D : 15 m (Paved 12 m, Turfed 3 m) - Shoulder of TWY M/N/P : 15 m (Paved) b. Surface : Asphalt, Concrete c. Strength TWY A, D : Concrete PCN 86/R/B/X/T TWY B, C : Asphalt PCN 88/F/B/X/T TWY M : Concrete PCN 85/R/B/X/T TWY N : Asphalt PCN 75/F/B/X/T TWY P : Asphalt PCN 75/F/B/X/T
3	Altimeter check location and elevation	Every specified stands (Refer to Aircraft Parking / Docking Chart)
4	VOR check point	See AD Chart
5	INS check points	INS Checkpoints : Every specified stand (Refer to Aircraft Parking / Docking Chart)
6	Remarks	NIL

Change : Page control.

RKSI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of Mode S transponder on the ground	
1.1	General	This system using Mode S transponder improves the accuracy and the reliability of the ground movement monitoring system.
1.2	ACFT equipped with Mode S transponder	ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.
1.2.1	Departing ACFT	Prior to push-back or taxiing from a parking stand whichever comes first : - Enter, using either FMS mode or transponder control unit, the flight identification as specified in item 7 of the ICAO flight plan(ex. KAL123, AAR 456) or enter in the absence of flight identification, the ACFT registration. - Select XPNDR or its equivalent in relation to specifications on the installed model. - If function is available, select AUTO mode. - Do not select Off or SDBY functions. - Set Mode A code assigned by ATC. Lining up - Select TA/RA.
	Arriving ACFT	After landing and until the ACFT is stationary at parking stand : - Maintain XPNDR or its equivalent in relation of specification of the installed model. - Do not select OFF and SDBY functions. - Maintain Mode A code assigned by ATC. When ACFT is stationary at the parking stand, select OFF or SDBY.
	Other cases of taxiing ACFT	- Select XPNDR or its equivalent in relation to specifications of the installed model. - If function is available, select AUTO mode. - Do not select the OFF and SDBY function. - Set Mode A code to 2000.
1.3	ACFT not equipped with Mode S transponder or with an unserviceable Mode S transponder	Departing ACFT : - Maintain Mode A+C transponder in the ON position until lining up. Arriving ACFT : - Maintain Mode A+C transponder in the ON position and Mode A code assigned by ATC until parking stand. Other cases of taxiing ACFT : - Select A+C transponder in the ON position or its equivalent in relation to specifications of the installed model. - Do not select the OFF and SDBY function. - Set Mode A code to 2000. Fully parked on stand : - Select OFF or SDBY position.
2	RWY and TWY marking and LGT	a. Runway 1) Lights - Edge lights are installed at 60 m intervals on all runways. - Centerline lights are installed at 15 m intervals on all runways. 2) Markings Runway edges, Touchdown zones, Aiming points and Center line b. Taxiway 1) Lights - Edge lights are installed at 15 m intervals on all TWY curved areas and 60 m intervals of markers are in the rest of areas. - Centerline Lights are installed at 3.75~7.5 m intervals on all TWY curved areas and 15 m intervals in the rest of areas. - Aircraft stand maneuvering guidance lights (SMGL) are installed to facilitate the positioning of the aircraft at the stand (Passenger Apron and Concourse). The lights to delineate the lead-in are spaced with not more than 7.5 m intervals in the curves and 15 m intervals on the straight sections. 2) Markings - TWY & taxilane centerline markings are marked with a yellow solid line on the black base on all specified taxiways designated as the SMGCS (Surface Movement Guidance & Control System) taxiway routes. - Holding position markings are installed on TWY D, G, L, N1, N6, N7 and S for ILS sensitive area in the form of trapezoid as recommended by ICAO (Annex 14). - Geographic position markings are located on the TWYs and Apron Areas and are used to identify the location of taxiing aircraft or vehicles during low visibility conditions. In conjunction with use of ASDE, they provide geographic position of A/C and vehicles if ASDE is unserviceable. 3) Signs - ILS Taxi-holding position signs are marked as "CAT II/III". - Runway holding position lines and signs are installed on taxiways G, B1, B6, L, S, P1, P12 and P13 substitute for the ILS sensitive area taxi-holding position.

RKSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At APN TWR FLG W&G EV 2.5 SEC IBN : NIL H24
2	LDI location and lighting Anemometer location and lighting	LDI : NIL Anemometer : NIL
3	TWY edge and center line lighting	Edge : All TWY Center line : All TWY (except : W1, W2, Part of R(P1~NR. 121)) * TWY CL lights are not installed on the parts of the taxi routes crossing over RWY 14L/32R, but are installed only BTN TWY B1 and B2, TWY G1 and G2, TWY C1 and C2, TWY E1 and E2.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time : 1 or 15 SEC according to kind of lights (Complied with ICAO requirements)
5	Remarks	NIL

RKSS AD 2.16 HELICOPTER LANDING AREA

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

RKSS AD 2.17 ATS AIRSPACE

1	Designation and lateral limit	Gimpo CTR A circle, radius 5 NM centered at (ARP)
2	Vertical limits	SFC to 3 000 ft AGL
3	Airspace classification	B
4	ATS unit call sign Languages	Gimpo Tower English / Korean
5	Transition altitude	14 000 ft AMSL
6	Operational hours	H24
7	Remarks	NIL

Change : Information of vertical limits for ATS airspace(AMSL → AGL).

RKSS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency		Hours of operation	Remarks
1	2	3		4	5
TWR	Gimpo Tower	118.1 MHz* 118.05 MHz** 240.9 MHz*		H24	NIL
GND	Gimpo Ground	121.9 MHz* 121.95 MHz**		H24	NIL
APN	Gimpo Apron	130.875 MHz* 131.325 MHz* 129.525 MHz** 131.375 MHz**		H24	NIL
De-icing	Gimpo De-icing	131.175MHz		H24	When De-icing, refer to RKSS AD 2-13(De-icing operations)
Delivery	Gimpo Delivery	121.975 MHz**		H24	Digital PDC service Available
ATIS	Gimpo INTL Airport	126.4 MHz** 317.8 MHz*		H24	1. Digital ATIS service Available 2. ATIS telephone service Available (Refer to RKSS AD 2-31 for detail)
APP	Seoul Approach	119.05 MHz** 119.1 MHz* 120.8 MHz** 124.2 MHz**	119.75 MHz** 124.7 MHz* 121.35 MHz* 293.3 MHz**	H24	NIL
VFR		123.25 MHz** 363.8 MHz*	123.8 MHz* 305.7 MHz*		
DEP	Seoul Departure	121.4 MHz** 125.15 MHz**	124.8 MHz* 353.2 MHz*	H24	NIL
EMERG		121.5 MHz*	243.0 MHz**	H24	NIL

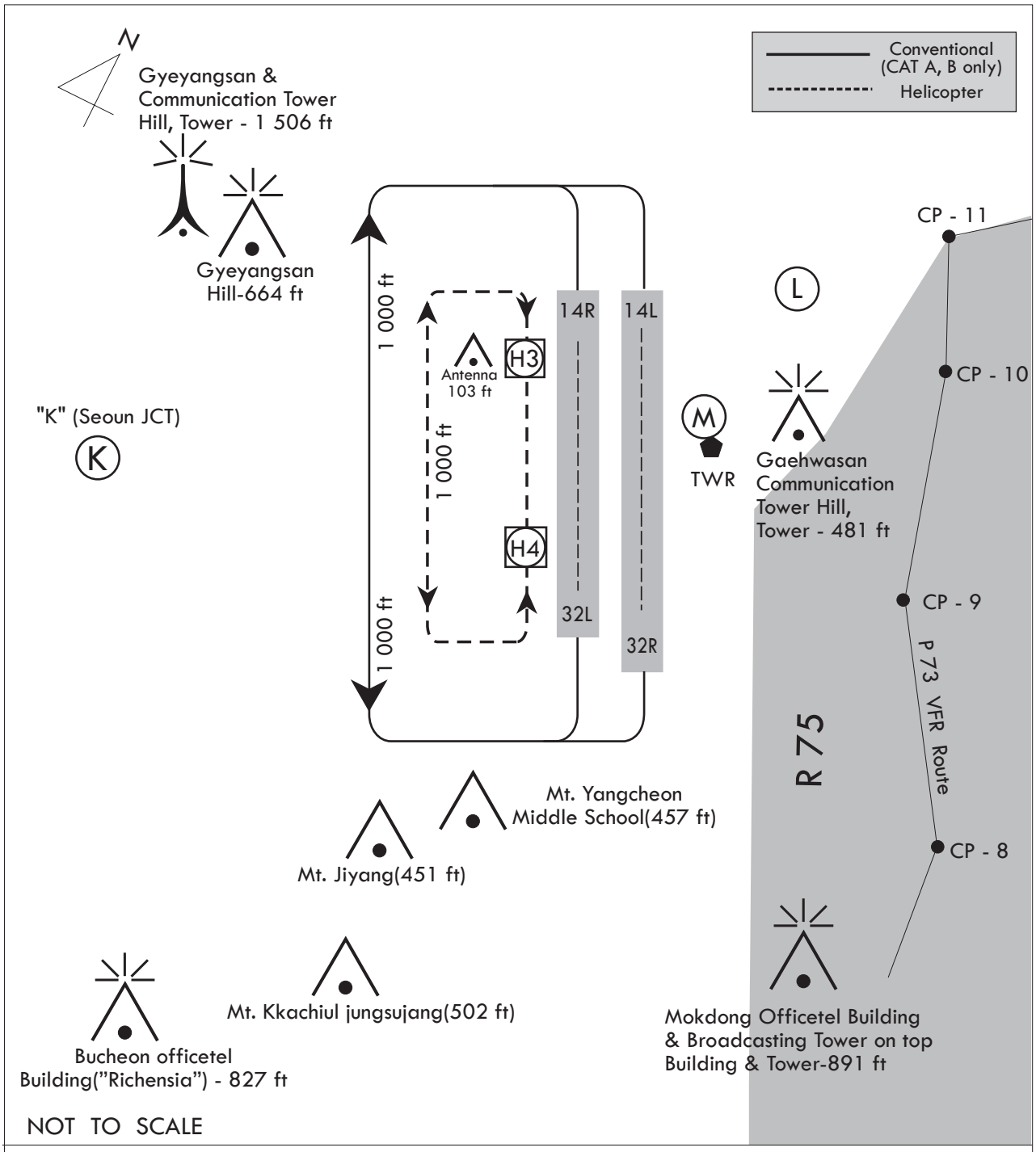
Scheduled Inspection Time

* : Every 1st THU(1500-2000 UTC) of the month
** : Every 3rd THU(1500-2000 UTC) of the month

RKSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9° W/2020)	KIP	113.60 MHz (CH 83X)	H24	373327.1N 1264731.3E	30 m	**VOR/DME unusable** RDL 331 clockwise RDL 360, RDL 001 clockwise RDL 099 not flight checked RDL 270 clockwise RDL 278 beyond 15 NM below 3 500 ft AMSL RDL 290 clockwise RDL 310 beyond 15 NM due to RK P518 RDL 311 clockwise RDL 330 beyond 12 NM due to RK P518 **Scheduled Inspection time :** Every 2nd TUE(1500-1800 UTC) of the month
LOC 14R (9° W/2020) ILS CAT II/III (9° W/2020)	IOFR	108.70 MHz	H24	373245.5N 1264812.9E	-	RWY 14R LOC unusable beyond 12 NM FM GP-DME and beyond 10° Left side of the course not flight check due to RK P518 **Scheduled Inspection time :** Every 1st THU(1400-1900 UTC) of the month
GP 14R	-	330.5 MHz	H24	373401.8N 1264644.0E	-	
DME 14R	IOFR	985 MHz (CH 24X)	H24	373401.9N 1264644.2E	30 m	
IM 14R	-	75 MHz	H24	373413.7N 1264622.1E		

VFR Traffic Circuits - Gimpo INTL Airport



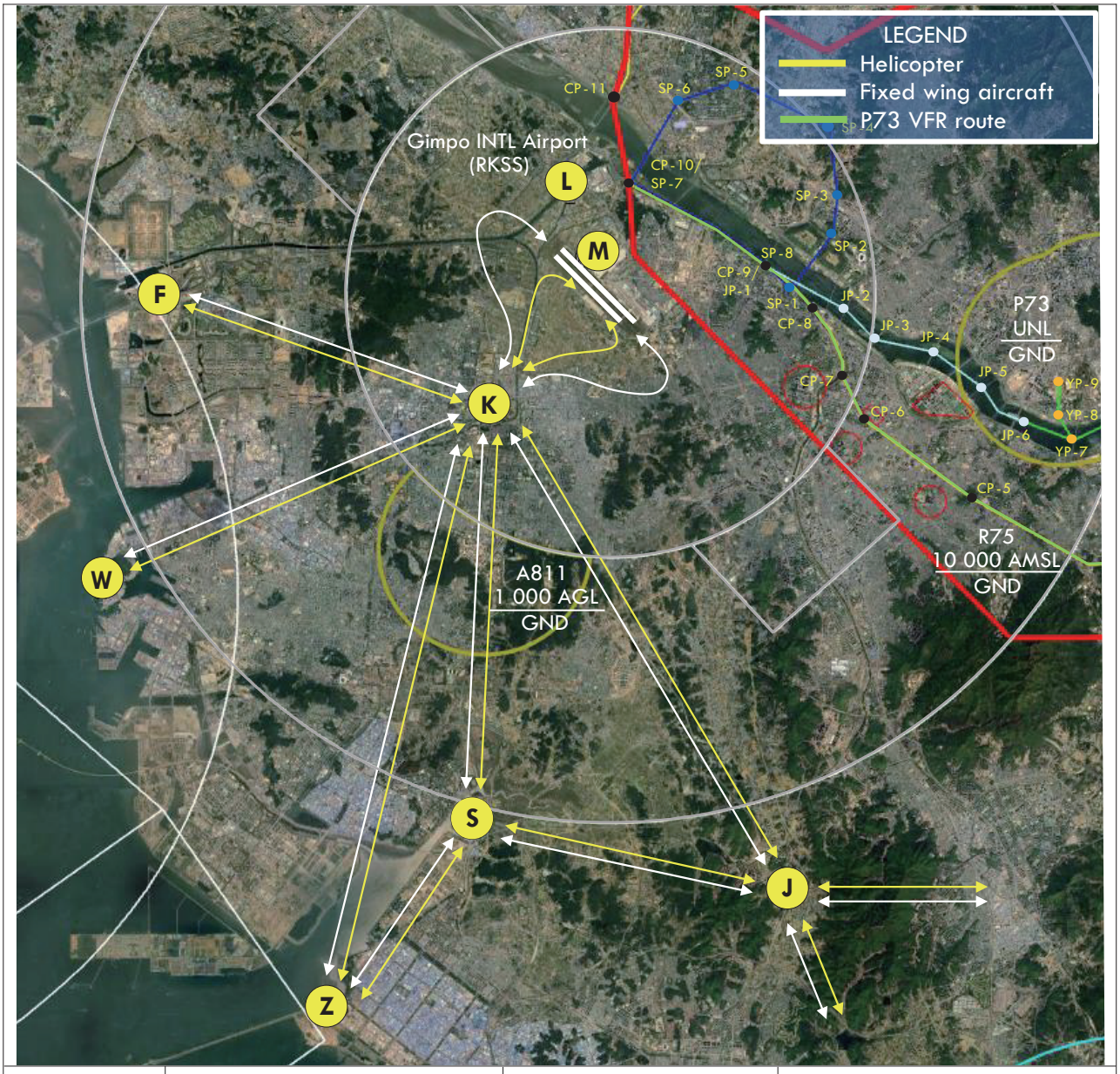
Note

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

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

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

VFR REPORTING POINTS INFORMATION



Reporting Point	*Geographical Name*	*Position*	*Coordinates(WGS-84)*
F	북인천 IC(Buk-Incheon IC)	10.3 NM NE of Incheon (R 277 KIP/D8.2)	373319N 1263713E
J	조남JCT(Jonam JCT)	11.7 NM SSE of Gimpo (R 169 KIP/D12)	372213N 1265206E
K	서운분기점(Seoun JCT)	3.0 NM SW of Gimpo (R 231 KIP/D3)	373125N 1264506E
L	김포아라대교 (Gimpoara Bridge)	2.2 NM N of Gimpo (R 358 KIP/D2.1)	373533N 1264700E
M	김포공항북측농경지 (North farmland of Gimpo airport)	0.7 NM NNE of Gimpo (R 014 KIP/D0.7)	373408N 1264737E
S	소래(Sorae)	10.0 NM SSW of Gimpo (R 201 KIP/D10)	372340N 1264439E
W	월미도(Wolmido)	10.9 NM WSW of Gimpo (R 248 KIP/D10.8)	372810N 1263553E
Z	시화방조제(Sihwa Breakwater)	14.2 NM SW of Gimpo (R 200 KIP/D14.3)	372000N 1264120E

Change : Information of diagram for VFR reporting points information.

RKPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RKPC - JEJU / Jeju International

RKPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	333044N 1262934E 066° / 2 641 m from THR 07
2	Direction and distance from city	300°, 3.8 km from Jeju City Hall
3	Elevation/Reference temperature	36 m / 30.4 °C
4	Geoid undulation at AD ELEV PSN	25 m
5	MAG VAR/Annual change	7° W (2020) / 0.094° increasing
6	Aerodrome Operator, Address, Telephone, FAX, AFS	Korea Airports Corporation(Jeju International Airport) 2, Gonghang-ro, Jeju, 63115, Republic of Korea TEL : +82-64-797-2408, 2446 FAX : +82-64-797-2440 AFS : RKPCZPZX
7	Type of traffic permitted(IFR/VFR)	IFR/VFR
8	Remarks	NIL

RKPC AD 2.3 OPERATIONAL HOURS

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

RKPC AD 2.4 HANDLING SERVICES AND FACILITIES

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

Change : Information of aerodrome operator, address, telephone and FAX.

RKPC AD 2.5 PASSENGER FACILITIES

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

RKPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

RKPC AD 2.7 SEASONAL AVAILABILITY-CLEARING

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

RKPC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulation

1.1 Circling not authorized north of RWY 07/25 and west of RWY 13/31.

1.2 Circling not authorized when cross-wind component within limits of main runway (07/25).

1.3 Surface wind data is available for both ends of the duty runway. Normally, only the touchdown surface wind information will be passed. Stop-end surface wind information is available on request.

1.4 If an engine run-up check or any other inspection is required after line-up, the estimated time required shall be informed to ATC as soon as possible before reaching the holding point of departure runway.

1.5 High Intensity Runway Operation(HIRO)

The HIROs are used to optimize separation of aircraft on final approach in order to minimize runway occupancy time(ROT) for both arriving and departing aircraft to increase runway capacity. Expeditious exit from the landing runway allows ATC to make appropriate minimum radar separation on final approach.

1. The HIROs will be not applied when one of the following adverse conditions exists :

a. The visibility is less than 5 km.
b. The runway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
c. The cross-wind component including gust exceeds 15 kt, or
d. The tail-wind component including gust exceeds 5 kt, or
e. Wind-shear has been reported.
f. Any other abnormal condition of aircraft, airport or ATC system exist.

2. When HIROs are in force, ATC will inform via ATIS(Phrase : High Intensity Runway Operation in force, minimum runway occupancy time required.) or RTF.

3. Arrival

a. Pilots are strongly encouraged to pre-plan the runway exit strategy that will minimize occupancy time.
1) Select the most suitable exit taxiway(preferred rapid exit taxiways) that provides the least runway occupancy time taking into account safety, operational and company considerations.
2) Adjust proper deceleration and use braking to expedite exit at appropriate speed at the selected exit.
3) The following table is based upon the design information for Preferred Rapid Exit Taxiways (PETs) and is provided to assist pilots determine the most suitable exit.

RWY	Preferred Rapid Exit Taxiways (PETs)	Distance from THLD	Exit Angle	Design Exit Speed
07	P6	1 520 m	30°	40 kt (74 km/h)
	P5	1 750 m		
25	P7	1 520 m		
	P8	1 750 m		

b. If the aircraft is unable to vacate the runway via the PETs for safety reason, the pilot expeditiously exit the runway with the appropriate speed at another exit. In this case, the pilots should report “EXIT TWY” to the ATC as early as possible.

c. Pilots should avoid intentionally extending the landing run to vacate closer to the parking stand.

d. After landing, aircraft do not stop on the rapid exit taxiway to awaiting instructions from ATC. Unless otherwise instructed by ATC, pilots should use following the standard taxi routes.
1) RWY 07 - P6/P5 → P → G1 → R
2) RWY 25 - P7/P8 → P → G3 → R

e. The runway is only vacated after the entire aircraft has passed the holding line.

4. Departure

a. Pilots are strongly encouraged to check the availability of intersection departure before start-up. Declared distances for intersection departure are detailed in AD 2.13 DECLARED DISTANCES. For the purpose of performance calculations the standard intersection departure points are :
1) RWY 07 - P9 / P11 / P12
2) RWY 25 - P2 / P3

b. Pilots should complete pre-departure cockpit checks prior to reaching runway holding point and the take-off checks on the runway should be kept to the minimum. Pilots not ready for departure when reaching the runway holding point shall advise ATC as early as possible.

c. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.

d. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.

e. Departures will not always be cleared as the order “First Come, First Served’, the ATC can optimize the departure sequence to facilitate the maximum number of departure with the least average delay considering following factors :
1) Routes to be followed after preceding departure
2) Need to apply wake turbulence separation minima
3) Aircraft subject to ATFM requirements
4) Types of aircraft and relative performance

1.6 No person may operate an aircraft for training purpose at Jeju INTL Airport.

1.7 No person may operate a light sport aircraft, ultra-light vehicle at Jeju INTL Airport.

2. Departure Procedure

2.1 ATC clearance

1. 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).

2. Pre-departure clearance by datalink is available at Jeju INTL Airport for suitably equipped aircraft.

2.2 Procedures for start-up and push-back

1. When ready to push-back, aircraft contact JEJU GROUND and provide the following :

a. Call sign
b. Gate or stand number
c. Release time (if necessary)

2. Ground crews (Ground handler, aircraft maintenance) must ensure that the area behind the aircraft shall be clear of vehicles, equipment and other OBST prior to engine start-up or aircraft push-back for smooth and safety aircraft movements.

3. Pilots shall confirm with ground crews whether there is no hazard to the aircraft starting up and shall not ask an JEJU GROUND for engine start-up and push-back until its safety check-up is fully confirmed.
If there is any elements posing a potential failure, pilots shall ask the JEJU GROUND for push-back only. After moving and standing the aircraft at a safety area, pilots can ask the engine start-up.

4. In Principle, Cross Bleed Start is not permitted at the aircraft stand. If any aircraft is required to perform Cross Bleed Start, the pilot shall ask the JEJU GROUND for towing their aircraft to a position parallel with the taxilane. Pilots shall perform Cross Bleed Start after the safety distance of the Jet blast is fully ensured.

5. All aircraft to be taxied within the apron shall fix their engine thrust on an idle. In case of using breakaway thrust, it should be used to a minimum.

6. The following table describe the procedures for the push-back of aircraft from the various aircraft stands. When it becomes necessary to vary a procedure to expedite aircraft movements, JEJU GROUND will issue specific instructions to the pilots.

Change : Information of terms(light aircraft → light sport aircraft, ultra-light plane → ultra-light vehicle).

2.3 Departure routes

Unless otherwise instructed, aircraft should use the following routes.

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

2.4 Radio frequency transfer point

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

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

2.5 Taxiing speed control

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

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

2. The above procedure will be not applied when following conditions exists:
   a. The taxiway is adversely contaminated whenever standing water, ice, snow, slush or other substances are present.
   b. The LVP in force.

2.6 Limitation

Taxiing on TWY P is restricted according to the following circumstances.

1. When code letter "C" aircraft is on connecting TWY for intersection departure, only code letter "C" aircraft can pass by the aircraft on holding.
   (Except P2, P9, P12 : Code letter "D" aircraft is also allowed to pass by.)

2. When code letter "D" aircraft is on connecting TWY for intersection departure, no aircraft can pass by the aircraft on holding.
   (Except P2, P9, P12 : Only code letter "C" aircraft is allowed to pass by.)

3. When code letter "E" aircraft is on connecting TWY for intersection departure, no aircraft can pass by the aircraft on holding.

4. Pilot should have caution of nearby aircraft on holding for departure, and should pass by only when enough room is secured.

3. Deicing Operations

- Deicing Pad is located on G3(Enable up to B747) and Spot NR. 62(Enable up to B767), 64, 65(Enable up to A321).
  · Restriction : Using taxilane behind G3 shall be permitted only to code letter "C" aircraft while code letter "E" aircraft is occupying Deicing Pad G3.

- Deicing Pad Operation
  · Aircraft Operator should notice to the Ground Operator When he/she wants to use Deicing Pad.
  · Ground Operator should notice to the relevant government as Operation Procedure.
  · When using a Deicing Pad, notice to the Ground control(121.675 MHz) Before Pushback(Verify Completion Ready for departure).
  · Using application procedures.

  Aircraft → Airlines → Ground service company → Airlines → Aircraft → Air traffic controller

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

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

Change : Information of radio frequency transfer point and Establishment of limitation(2.6).

4. Arrival Procedure

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

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

4.3 Arrival routes

Unless otherwise instructed, aircraft should use the following routes :

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

4.4 Radio frequency transfer procedure

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

4.5 Follow-me car service

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

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

5.1 Taxiing procedures

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

5.2 Restriction

a. Inspect whether there is FOD after take off or landing of code letter "F" aircraft.
b. When code letter "F" aircraft is in operation on RWY 07/25, other aircrafts intending to enter or cross the runway should hold on TWY P, and not to enter any connecting TWY P1~P13.

6. Ground engine check procedure

6.1 Ground engine check

Aircraft requiring an engine check shall contact JEJU GROUND on 121.675 MHz and provide the following.
a. Call sign or registration number
b. Gate or stand number
c. Type of request, engine start or performance check

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

6.3 Engine performance check

a. Engine performance check is permitted in following area :

Priority	Position	Used for	A/C Type	Operation time	Allowed Thrust
Primary	TWY E	CIVIL/MIL	ALL A/C	2100-1400 UTC	MAX
Secondary	RWY 31 Displaced THR	CIVIL/MIL	Code Letter A, B, C	0000-0900 UTC	MAX
	ACFT stand NR. 37	CIVIL	Code Letter A, B, C	0000-1100 UTC	· 30% of MAX for Dual ENG' Bleed · 50% of MAX for Single ENG' Bleed

b. Secondary run-up areas are operated only for Noise abatement.
c. On the primary run-up area, aircraft shall have its heading be aligned with the direction of RWY 31(HDG 305°).
d. On the Secondary run-up area, aircraft shall have its heading be aligned with a pre-coordinated direction with ATC.

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

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

Change : Information of restriction and engine performance check.

9. CAT II Operations

9.1 General

Jeju International Airport RWY 07 has ILS CAT II equipments.
Low visibility Procedures are established for operation in a visibility of less than RVR 550 m or a cloud ceiling of less than 60 m(200 ft).

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

9.2 Aircraft operator must obtain the approval from Administrator of Jeju Regional Office of Aviation prior to conducting any low visibility operations at Jeju International Airport.

1. Approval for CAT II Operations

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

Aviation Safety and Flight Operations Division
Jeju Regional Office of Aviation
Gonghangro 2, Jeju city, Jeju Special-Governing Province
63115, Republic of Korea
TEL : +82-64-797-1744~5
FAX : +82-64-797-1759

b. Foreign operators may obtain the approval from Administrator of Jeju Regional Office of Aviation by providing the following information to Administrator of Jeju Regional Office of Aviation.

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

9.3 Pilots shall be informed when:

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

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

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

9.6 Special Procedures and Safeguards

General Special procedures and ground safeguards

Special procedures and ground safeguards will be applied during CAT II operations to protect the aircraft from operating in low visibility and to avoid interference with the ILS signals in accordance with the provisions of ICAO Doc. 9365 - Manual of All Weather Operations, and the provisions of the Enforcement Regulations of Aviation Safety Act, Article 248.

1. Low Visibility Procedures(LVP)

LVP Phase	Weather criteria	Low Visibility Procedures(LVP)
Phase 1	Less than RVR 550 m or cloud ceiling 60 m (200 ft)	1. ATIS broadcasts “ATC low visibility procedures are in operation. Use category II / III holding point” 2. The stop bar light will be used.
Phase 2	Less than RVR 400 m	1. ATIS broadcasts “Current RVR less than 400 meters” 2. TOWER may issue progressive taxi instructions in accordance with SMGCS taxi route. (Refer to RKPC AD 2-13, 2-14, 2-15) 3. Unable to taxi at self maneuvering parking stand. All aircraft shall be pushed back. 4. The stop bar light will be used.
Phase 3	Less than RVR 75 m	1. ATIS broadcasts “Current RVR less than 75 meters. All aircraft Stand by” 2. Unless otherwise cleared by ATC, all aircraft and vehicles should be restricted to taxi with in the movement area.

Change : Page control.

2. During low visibility procedures, the stop bar lights will be used in conjunction with taxiway centerline lights as follows :
   a. If the stop bar lights are turned on, the centerline lights beyond the stop bar will be turned off.
   b. If the stop bar lights are turned off, the centerline lights beyond the stop bar will be turned on.

3. Arriving Aircraft
   a. In LVP phase 2, aircraft shall vacate the runway via the designated exit taxiways as follows :
      RWY 07 : P2 or P1 → P
      (Refer to RKPC AD 2-13)
   b. Pilots are required to make a 'runway vacated' call, when entire aircraft has cleared the ILS critical and sensitive areas.

4. Departing aircraft
   a. Restrictions of application on CAT-II holding positions : P13 or P1
   b. In LVP phase 2, designated holding positions are used for separation between aircraft or vehicles.
      (Refer to RKPC AD 2-14 or 2-15)
   c. Aircraft shall normally enter the runway via the designated taxiways as follows :
      RWY 07 : P → P12/P13
      RWY 25 : P → P1/P2

5. Refer to 5 of RKPC AD 2.20 for the taxi procedures of the code letter "F" aircraft.

6. All aircraft shall follow Low Visibility Procedures in accordance with Runway Safety Program of Ministry of Land, Infrastructure and Transport.

9.7 Practice Approaches

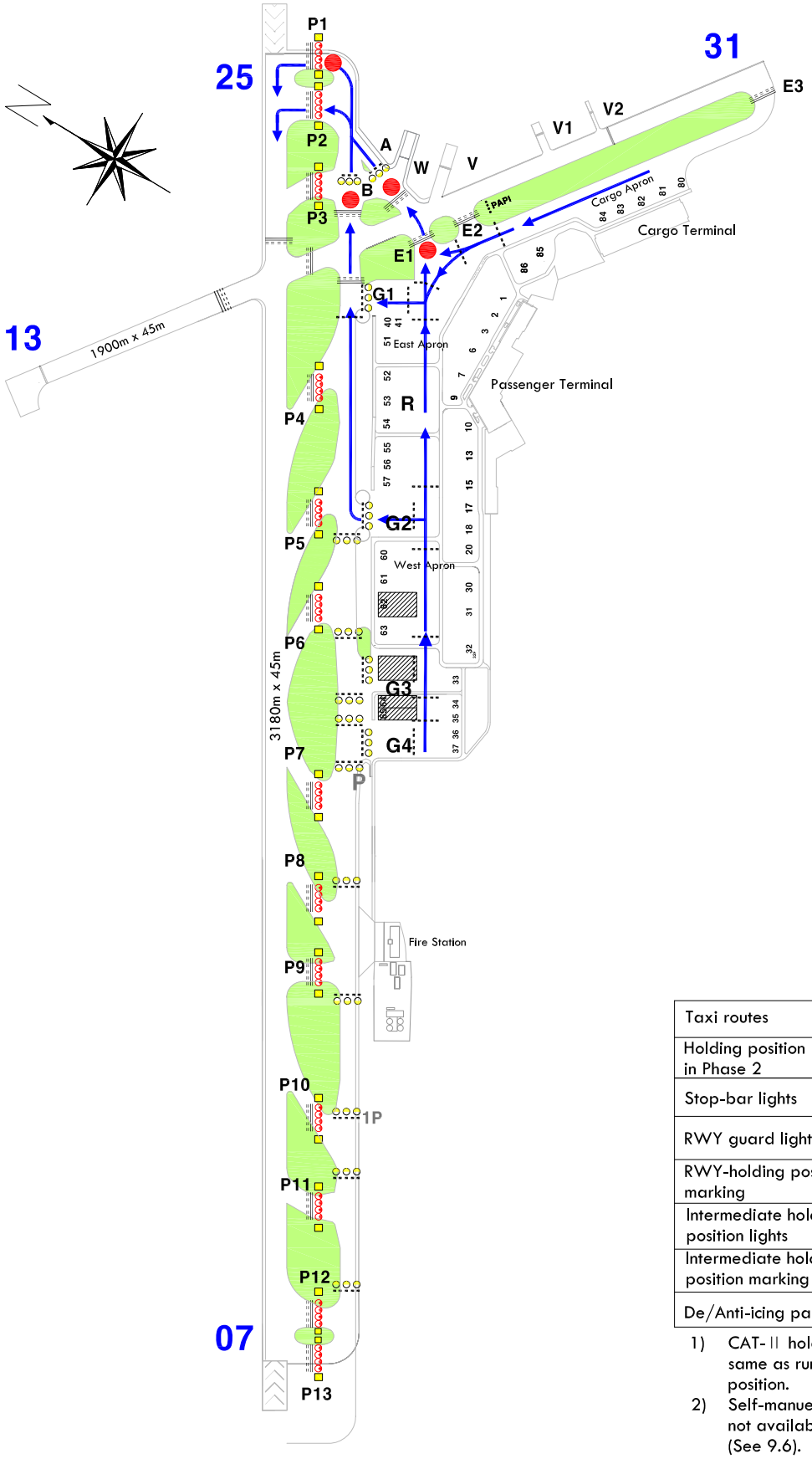
Pilots may carry out the practice of ILS CAT II approach at any time with a prior approval from ATC, but the full safeguarding ground procedures shall not be applied and pilots should anticipate the possibility of ILS signal interference.

LOW VISIBILITY PROCEDURE

AERODROME ELEV **36** m

TWR	118.2	236.6
GND	121.675	

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



Taxi routes	
Holding position in Phase 2	
Stop-bar lights	
RWY guard lights	
RWY-holding position marking	
Intermediate holding position lights	
Intermediate holding position marking	
De/Anti-icing pad	

1) CAT-II holding point is same as runway holding position.
2) Self-manuevering start is not available in phase 2 (See 9.6).

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(Doc.8168) Volume III Noise Abatement Departure Procedure 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.

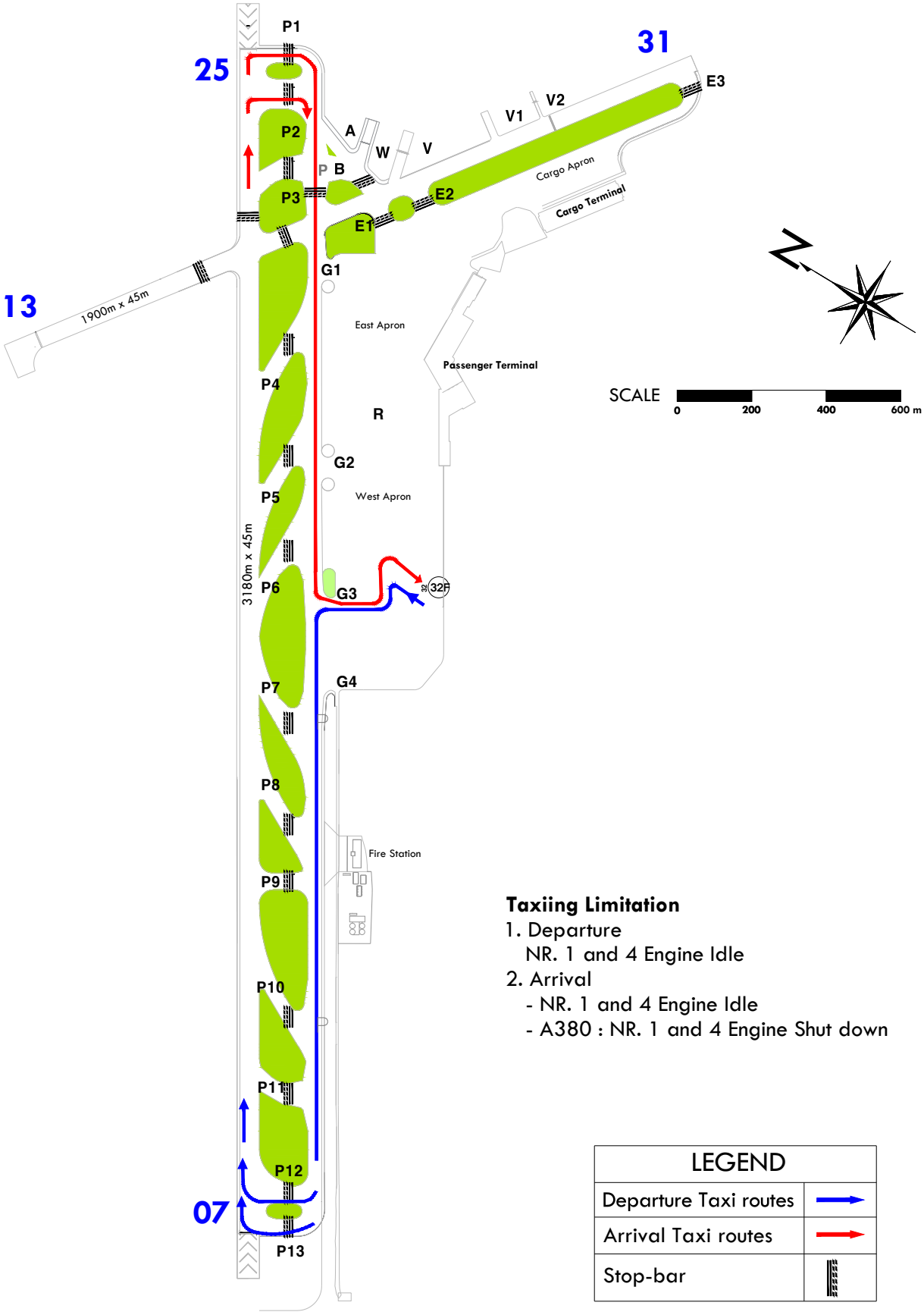
2. Engine start is permitted in the ramp areas only. However, the power setting(s) shall not exceed idle thrust.

Change : Information of PANS-OPS(Doc.8168) NADP one.

"F" aircraft Available taxi route - RWY 07 IN USE

JEJU TWR 118.2
JEJU GND 121.675

Available only for Code Letter "F" Aircraft



Taxiing Limitation

1. Departure
   NR. 1 and 4 Engine Idle
2. Arrival
   - NR. 1 and 4 Engine Idle
   - A380 : NR. 1 and 4 Engine Shut down

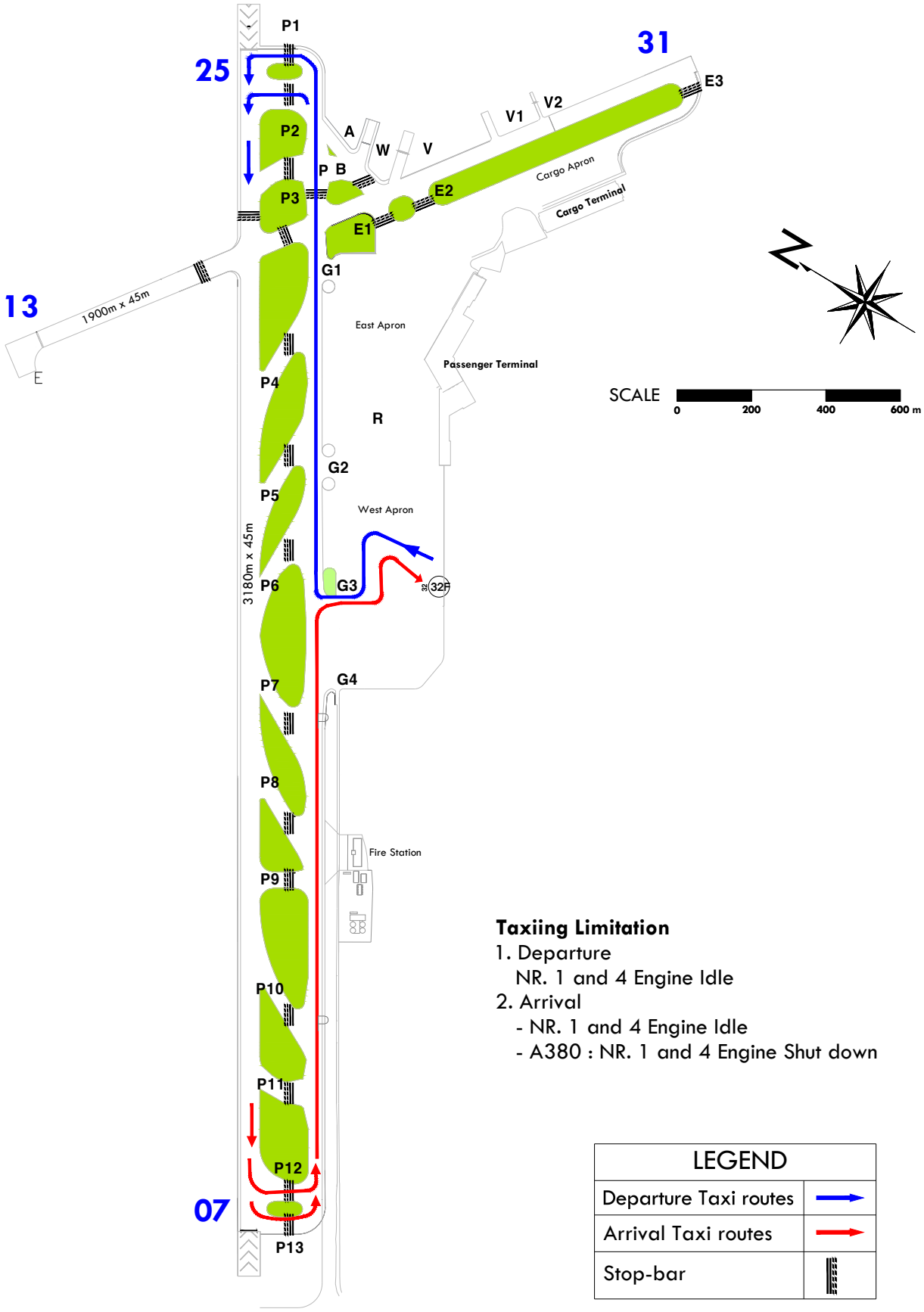
LEGEND	
Departure Taxi routes	→
Arrival Taxi routes	→
Stop-bar	

Change : Information of taxiing limitation.

"F" aircraft Available taxi route - RWY 25 IN USE

JEJU TWR 118.2
JEJU GND 121.675

Available only for Code Letter "F" Aircraft



Taxiing Limitation

1. Departure
   NR. 1 and 4 Engine Idle
2. Arrival
   - NR. 1 and 4 Engine Idle
   - A380 : NR. 1 and 4 Engine Shut down

LEGEND	
Departure Taxi routes	
Arrival Taxi routes	
Stop-bar	

Change : Information of taxiing limitation.

STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

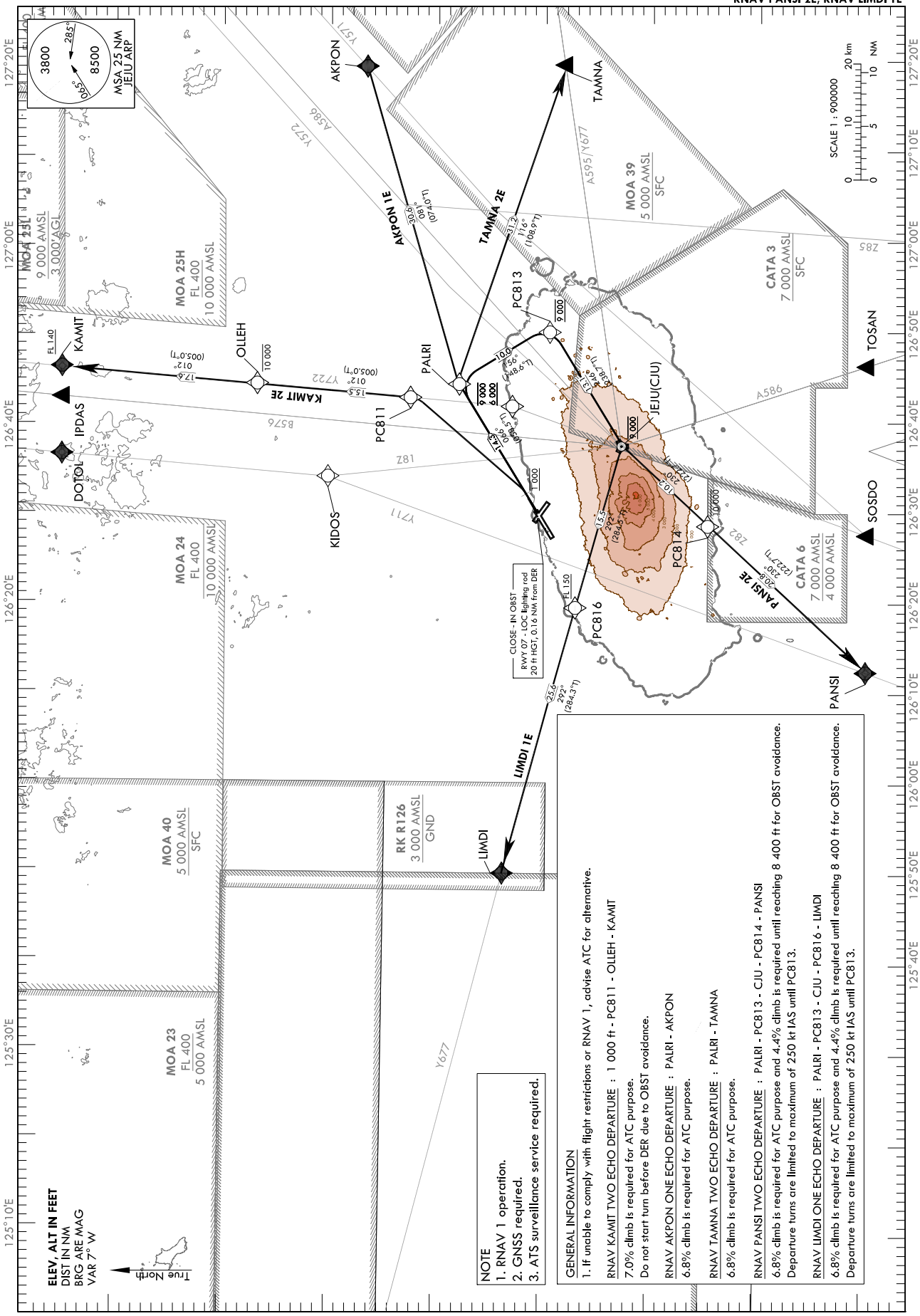
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

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

Note : Departure under ICAO Flight Procedures.



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

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

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

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

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

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

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

Change : Amended phrase(0.003 NM → 0.16 NM).

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2E

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

RNAV AKPON 1E

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

RNAV TAMNA 2E

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

RNAV PANSI 2E

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

RNAV LIMDI 1E

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

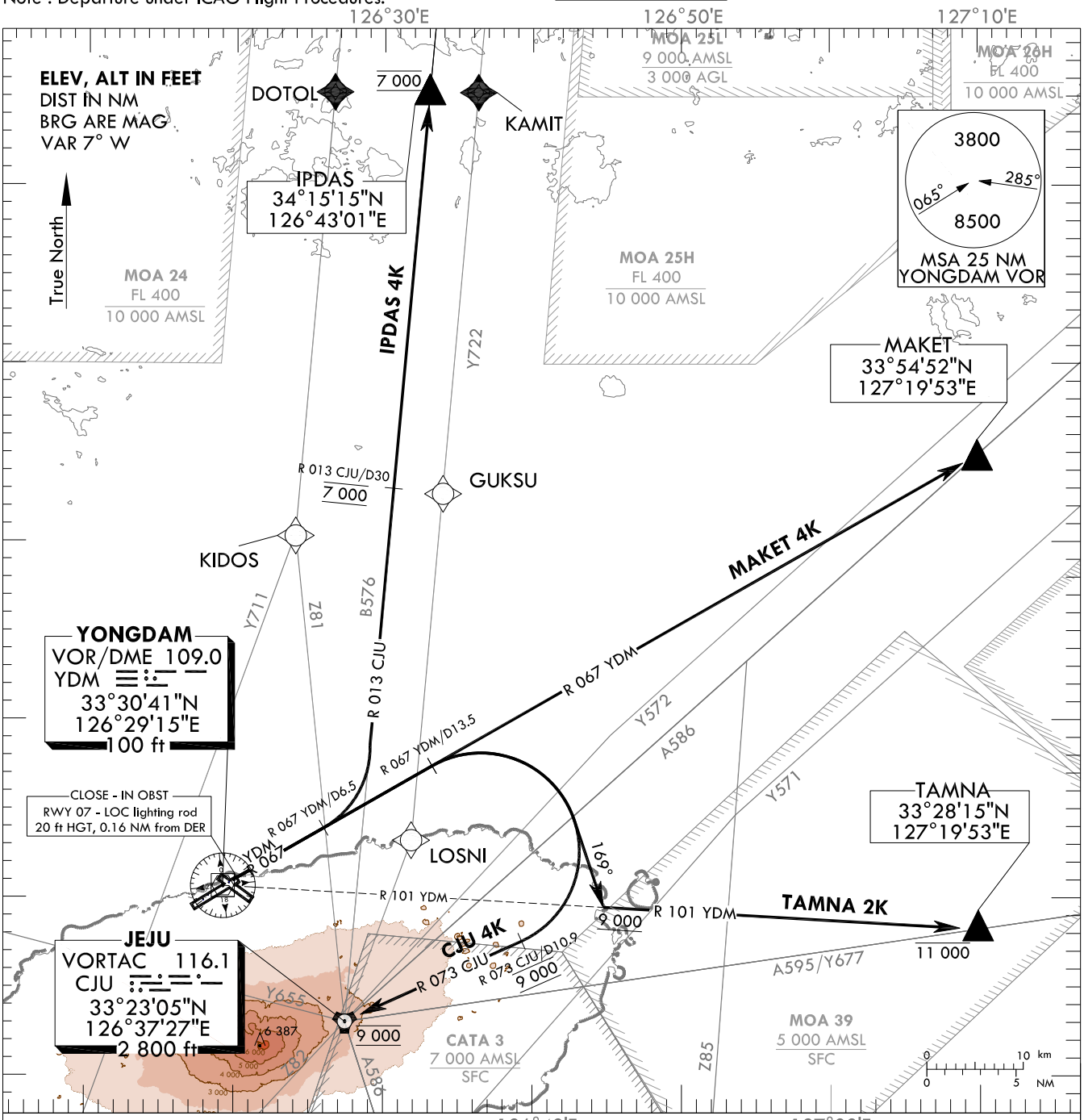
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

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

Note : Departure under ICAO Flight Procedures.



IPDAS FOUR KILO DEPARTURE

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

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

MAKET FOUR KILO DEPARTURE

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

* Minimum 5.0% CG is required for ATC purpose.

TAMNA TWO KILO DEPARTURE

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

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

JEJU FOUR KILO DEPARTURE

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

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

Change : Establishment of close-in OBST.

INTENTIONALLY

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STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

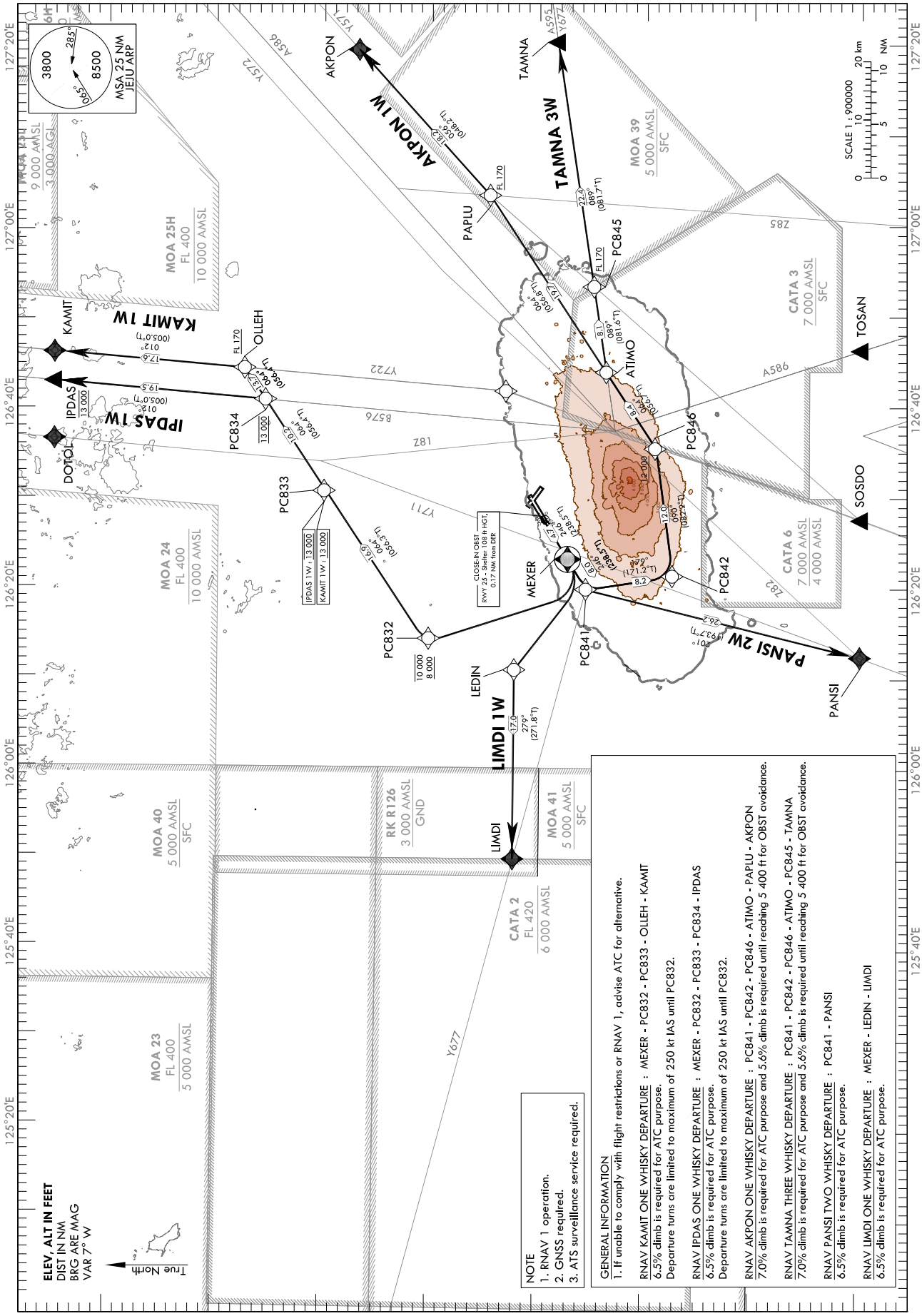
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

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

Note : Departure under ICAO Flight Procedures.



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

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

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

RNAV IPDAS ONE WHISKY DEPARTURE : MEXER - PC832 - PC833 - PC834 - IPDAS
6.5% climb is required for ATC purpose.
Departure turns are limited to maximum of 250 kt IAS until PC832.

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

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

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

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

Change : Amended phrase(0.003 NM → 0.17 NM).

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 1W

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	MEXER	Y	246(238.5)	4.7	-	-	-250	33°27'28.0"N 126°23'12.0"E	-	RNAV 1	-
002	DF	PC832	-	-	-	R	-10 000 +8 000	-250	33°40'46.0"N 126°13'51.9"E	-	RNAV 1	-
003	TF	PC833	-	064(056.3)	16.9	-	+13 000	-	33°50'08.8"N 126°30'44.8"E	-	RNAV 1	-
004	TF	OLLEH	-	064(056.4)	13.7	-	+FL 170	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
005	TF	KAMIT	-	012(005.0)	17.6	-	-	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV IPDAS 1W

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	MEXER	Y	246(238.5)	4.7	-	-	-250	33°27'28.0"N 126°23'12.0"E	-	RNAV 1	-
002	DF	PC832	-	-	-	R	-10 000 +8 000	-250	33°40'46.0"N 126°13'51.9"E	-	RNAV 1	-
003	TF	PC833	-	064(056.3)	16.9	-	@13 000	-	33°50'08.8"N 126°30'44.8"E	-	RNAV 1	-
004	TF	PC834	-	064(056.4)	10.2	-	@13 000	-	33°55'46.2"N 126°40'55.7"E	-	RNAV 1	-
005	TF	IPDAS	-	012(005.0)	19.5	-	@13 000	-	34°15'14.7"N 126°43'01.4"E	-	RNAV 1	-

RNAV AKPON 1W

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PC841	-	246(238.5)	8.0	-	-	-	33°25'42.7"N 126°19'47.8"E	-	RNAV 1	-
002	TF	PC842	-	179(171.2)	8.2	-	-	-	33°17'38.3"N 126°21'17.3"E	-	RNAV 1	-
003	TF	PC846	-	090(082.2)	12.0	-	+12 000	-	33°19'15.6"N 126°35'28.6"E	-	RNAV 1	-
004	TF	ATIMO	-	064(056.7)	8.4	-	-	-	33°23'52.5"N 126°43'51.2"E	-	RNAV 1	-
005	TF	PAPLU	-	064(056.8)	19.7	-	+FL 170	-	33°34'41.3"N 127°03'36.5"E	-	RNAV 1	-
006	TF	AKPON	-	056(048.2)	18.2	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

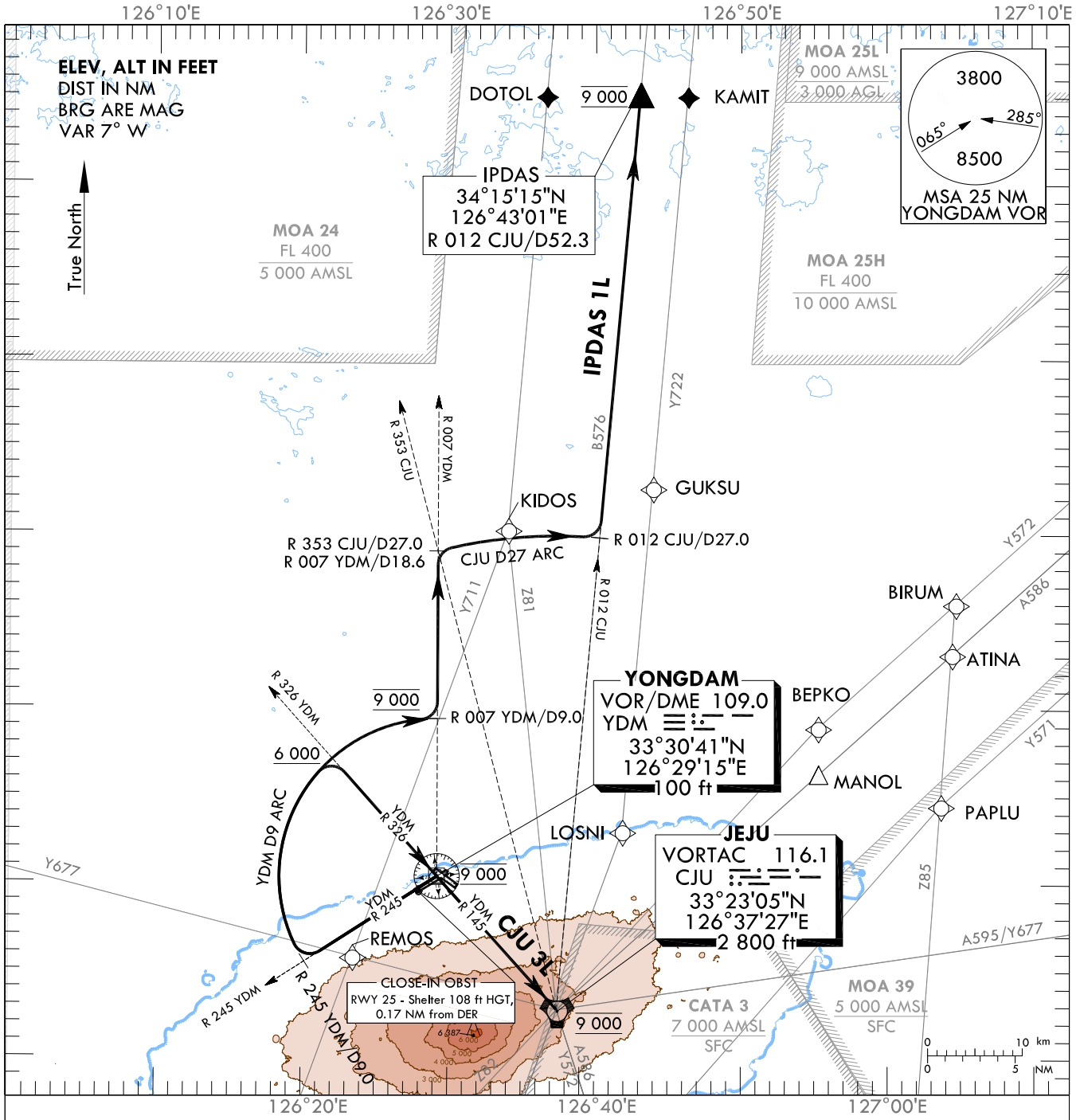
STANDARD DEPARTURE CHART
INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 25
CJU 3L, IPDAS 1L

Note : Departure under ICAO Flight Procedures.



JEJU THREE LIMA DEPARTURE

Climb on R 245 YDM until D9.0, then turn Right and proceed via YDM D9.0 arc to R 326 YDM, then Right turn via R 326 YDM to YDM, then direct to CJU via R 145 YDM.

* Minimum 6.0% CG is required for ATC purpose and 3.7% CG is required until 1 400 ft for OBST avoidance.
* Cross R 326 YDM at or above 6 000 ft , then YDM at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

IPDAS ONE LIMA DEPARTURE

Climb on R 245 YDM until D9.0, then turn Right and proceed via YDM D9.0 arc to R 007 YDM, then turn Left on R 007 YDM until D18.6 to join R 353 CJU and proceed via CJU D27.0 arc to R 012 CJU, then Left turn via R 012 CJU to IPDAS.

* Minimum 6.0% CG is required for ATC purpose and 3.7% CG is required until 1 400 ft for OBST avoidance.
* Cross R 326 YDM at or above 6 000 ft , then Cross R 007 YDM/D9.0 at 9 000 ft and maintain 9 000 ft unless otherwise directed by ATC.

Change : Amended phrase(0.003 NM → 0.17 NM).

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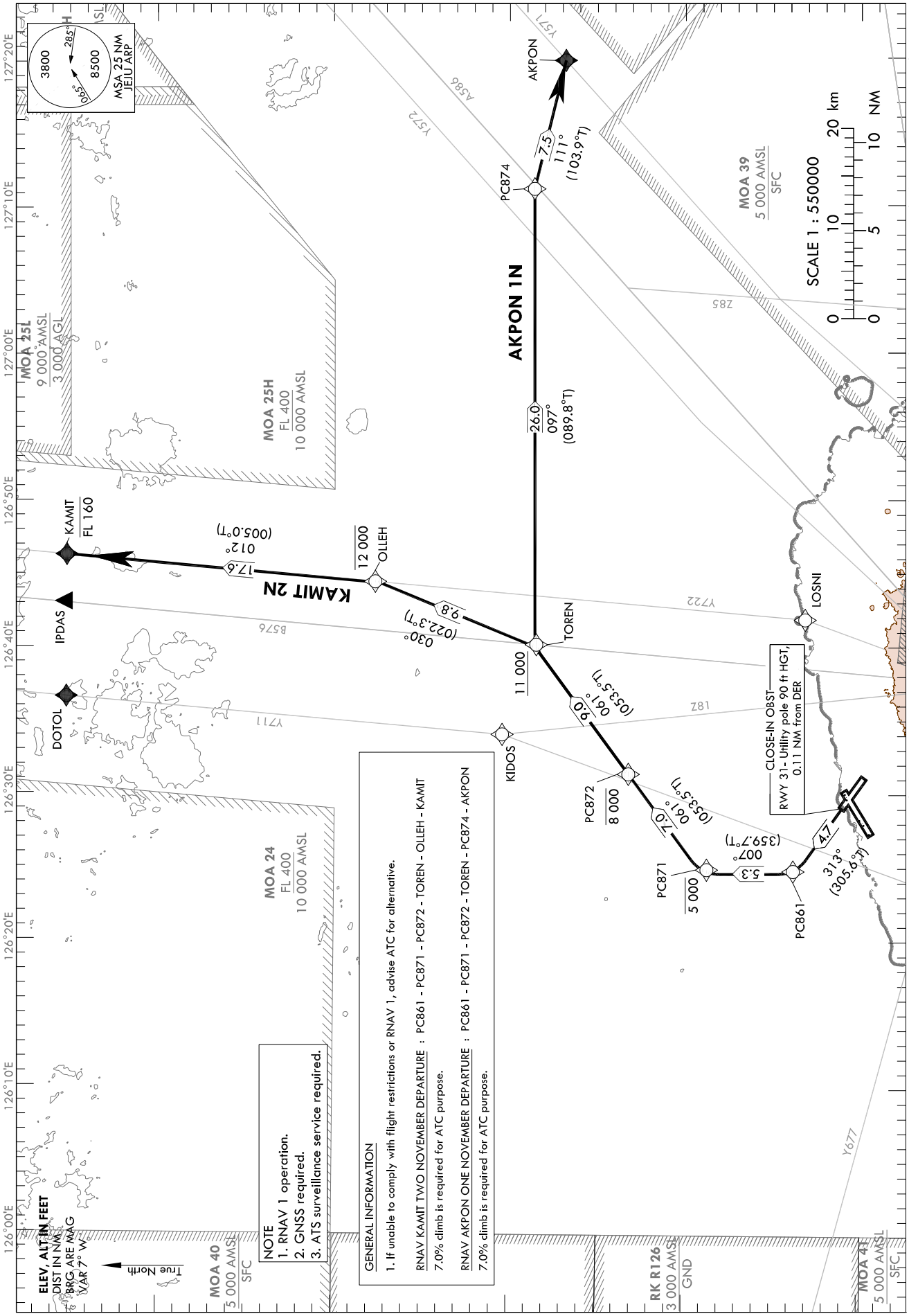
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

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

Note : Departure under ICAO Flight Procedures.



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

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

RNAV KAMIT TWO NOVEMBER DEPARTURE : PC861 - PC871 - PC872 - TOREN - OLLEH - KAMIT
7.0% climb is required for ATC purpose.

RNAV AKPON ONE NOVEMBER DEPARTURE : PC861 - PC871 - PC872 - TOREN - PC874 - AKPON
7.0% climb is required for ATC purpose.

Change : Establishment of close-in OBST.

Standard Instrument Departure Procedure Coding Tables

RNAV KAMIT 2N

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	OLLEH	-	030(022.3)	9.8	-	-12 000	-	33°57'42.2"N 126°44'26.5"E	-	RNAV 1	-
006	TF	KAMIT	-	012(005.0)	17.6	-	-FL 160	-	34°15'14.1"N 126°46'17.7"E	-	RNAV 1	-

RNAV AKPON 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ RDH	Navigation specification	Remarks
001	CF	PC861	-	313(305.6)	4.7	-	-	-	33°33'43.8"N 126°24'34.1"E	-	RNAV 1	-
002	TF	PC871	-	007(359.7)	5.3	-	-5 000	-	33°39'05.3"N 126°24'32.0"E	-	RNAV 1	-
003	TF	PC872	-	061(053.5)	7.0	-	-8 000	-	33°43'16.9"N 126°31'18.7"E	-	RNAV 1	-
004	TF	TOREN	-	061(053.5)	9.0	-	+11 000	-	33°48'36.8"N 126°39'57.7"E	-	RNAV 1	-
005	TF	PC874	-	097(089.8)	26.0	-	-	-	33°48'38.0"N 127°11'08.8"E	-	RNAV 1	-
006	TF	AKPON	-	111(103.9)	7.5	-	-	-	33°46'49.6"N 127°19'53.0"E	-	RNAV 1	-

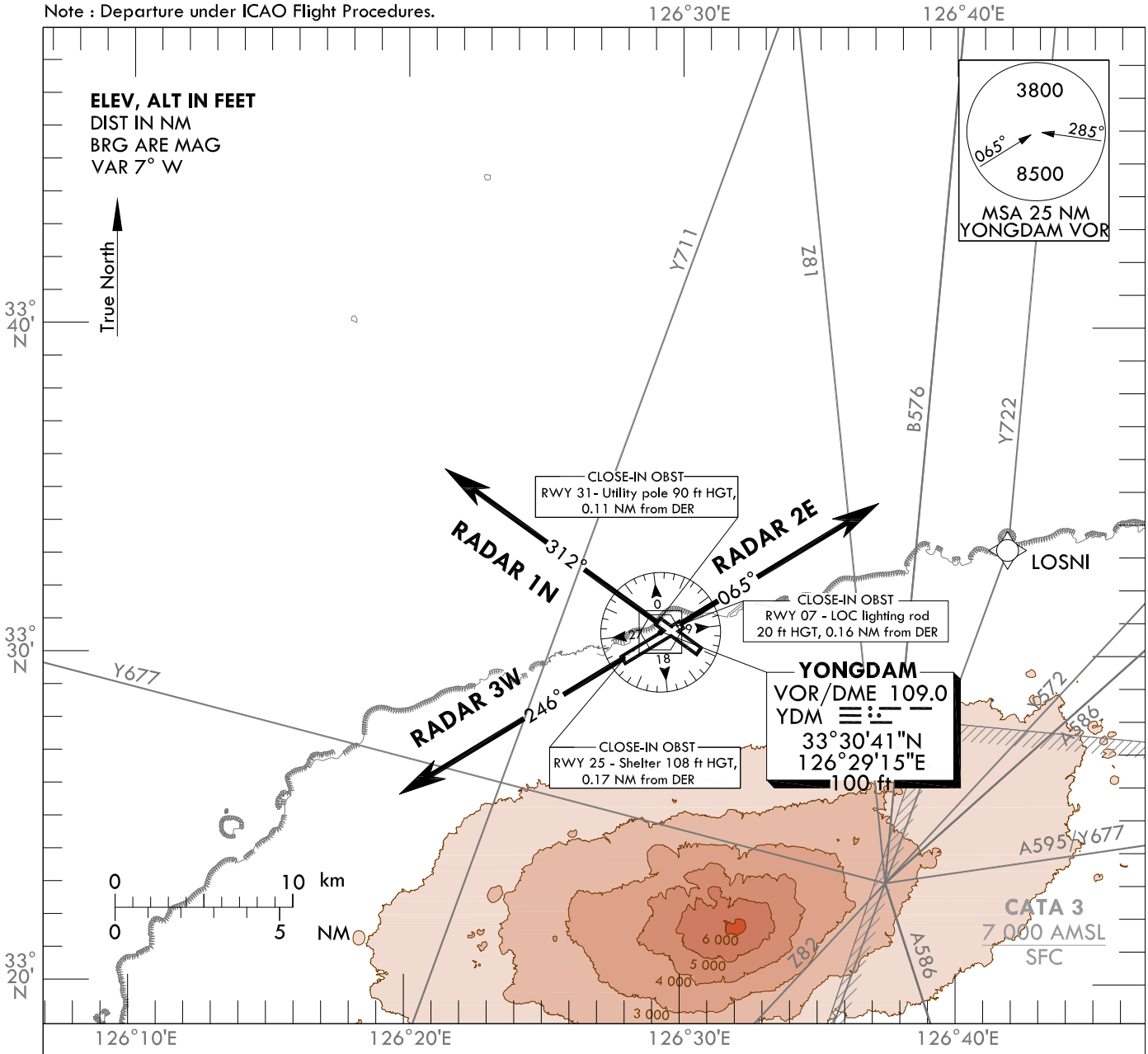
STANDARD DEPARTURE CHART INSTRUMENT(SID) - ICAO

TRANSITION ALT 14 000	
TRANSITION LVL FL 140	

JEJU DEP	119.225
	121.2
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)
RWY 07 RADAR 2E
RWY 25 RADAR 3W
RWY 31 RADAR 1N

Note : Departure under ICAO Flight Procedures.



RADAR TWO ECHO DEPARTURE

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

RADAR THREE WHISKEY DEPARTURE

TAKE OFF RWY 25 : Climb on RWY HDG until reaching 3 000 ft for RADAR VECTOR.
* Minimum 3.7% CG is required until 1 400 ft for OBST avoidance.

RADAR ONE NOVEMBER DEPARTURE

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

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

Change : Amended phrases(0.01 → 0.11 NM, 0.003 → 0.17 NM) and Establishment of close-in OBST.

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STANDARD ARRIVAL CHART INSTRUMENT(STAR) - ICAO

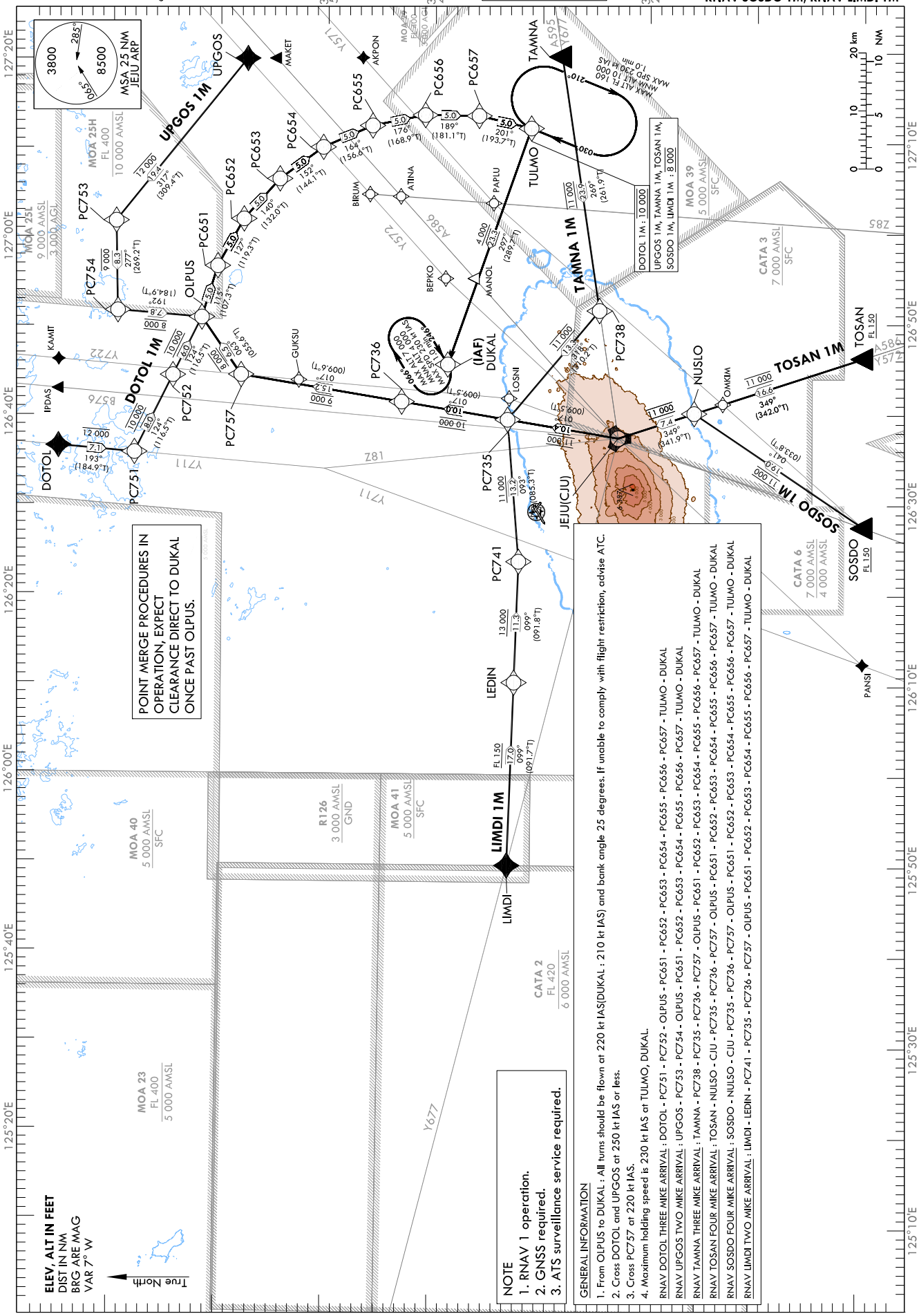
TRANSITION ALT 14 000
TRANSITION LVL FL 140

JEJU APP	121.2
	124.05
JEJU TWR	118.2
	118.55

JEJU/Jeju Intl(RKPC)

RWY 25
RNAV DOTOL 1M, RNAV UPGOS 1M
RNAV TAMNA 1M, RNAV TOSAN 1M
RNAV SOSDO 1M, RNAV LIMDI 1M

Note : Arrival under ICAO Flight Procedures.



Change : Amended holding procedure.

Standard Instrument Arrival Procedure Coding Tables

RNAV DOTOL 1M

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	DOTOL	-	-	-	-	-	-250	34°15'15.4"N 126°36'36.6"E	-	RNAV 1	-
002	TF	PC751	-	193(184.9)	7.1	-	-12 000	-	34°08'10.4"N 126°35'52.4"E	-	RNAV 1	-
003	TF	PC752	-	124(116.5)	8.0	-	@10 000	-	34°04'35.8"N 126°44'29.7"E	-	RNAV 1	-
004	TF	OLPUS	-	124(116.5)	6.0	-	@10 000	@220	34°01'54.3"N 126°50'57.4"E	-	RNAV 1	Bank angle 25°
005	TF	PC651	-	115(107.3)	5.0	-	-	@220	34°00'25.0"N 126°56'42.0"E	-	RNAV 1	Bank angle 25°
006	TF	PC652	-	127(119.3)	5.0	-	-	@220	33°57'57.6"N 127°01'56.4"E	-	RNAV 1	Bank angle 25°
007	TF	PC653	-	140(132.0)	5.0	-	-	@220	33°54'36.6"N 127°06'24.4"E	-	RNAV 1	Bank angle 25°
008	TF	PC654	-	152(144.1)	5.0	-	-	@220	33°50'33.1"N 127°09'55.7"E	-	RNAV 1	Bank angle 25°
009	TF	PC655	-	164(156.6)	5.0	-	-	@220	33°45'57.1"N 127°12'18.3"E	-	RNAV 1	Bank angle 25°
010	TF	PC656	-	176(168.9)	5.0	-	-	@220	33°41'02.2"N 127°13'27.4"E	-	RNAV 1	Bank angle 25°
011	TF	PC657	-	189(181.1)	5.0	-	-	@220	33°36'01.7"N 127°13'20.4"E	-	RNAV 1	Bank angle 25°
012	TF	TULMO	-	201(193.7)	5.0	-	@10 000	@220	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	Bank angle 25°
013	TF	DUKAL	-	297(289.7)	23.3	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

RNAV UPGOS 1M

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	-	-	-	-	-	-250	33°57'33.3"N 127°19'53.0"E	-	RNAV 1	-
002	TF	PC753	-	317(309.4)	19.4	-	-12 000	-	34°09'51.6"N 127°01'48.1"E	-	RNAV 1	-
003	TF	PC754	-	277(269.2)	8.3	-	-9 000	-	34°09'44.0"N 126°51'45.5"E	-	RNAV 1	Bank angle 25°
004	TF	OLPUS	-	192(184.9)	7.8	-	@8 000	@220	34°01'54.3"N 126°50'57.4"E	-	RNAV 1	Bank angle 25°
005	TF	PC651	-	115(107.3)	5.0	-	-	@220	34°00'25.0"N 126°56'42.0"E	-	RNAV 1	Bank angle 25°
006	TF	PC652	-	127(119.3)	5.0	-	-	@220	33°57'57.6"N 127°01'56.4"E	-	RNAV 1	Bank angle 25°
007	TF	PC653	-	140(132.0)	5.0	-	-	@220	33°54'36.6"N 127°06'24.4"E	-	RNAV 1	Bank angle 25°
008	TF	PC654	-	152(144.1)	5.0	-	-	@220	33°50'33.1"N 127°09'55.7"E	-	RNAV 1	Bank angle 25°
009	TF	PC655	-	164(156.6)	5.0	-	-	@220	33°45'57.1"N 127°12'18.3"E	-	RNAV 1	Bank angle 25°
010	TF	PC656	-	176(168.9)	5.0	-	-	@220	33°41'02.2"N 127°13'27.4"E	-	RNAV 1	Bank angle 25°
011	TF	PC657	-	189(181.1)	5.0	-	-	@220	33°36'01.7"N 127°13'20.4"E	-	RNAV 1	Bank angle 25°
012	TF	TULMO	-	201(193.7)	5.0	-	@8 000	@220	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	Bank angle 25°
013	TF	DUKAL	-	297(289.7)	23.3	-	+4 000	@210	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	IAF

Standard Instrument Arrival Procedure Coding Tables

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
RNAV DOTOL 1M	HM	TULMO	Y	030(022.5)	1.0	R	-FL 160 +10 000	-230	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	-
	HM	DUKAL	Y	246(238.7)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-
RNAV UPGOS 1M	HM	TULMO	Y	030(022.5)	1.0	R	-FL 160 +10 000	-230	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	-
	HM	DUKAL	Y	246(238.7)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-
RNAV TAMNA 1M	HM	TULMO	Y	030(022.5)	1.0	R	-FL 160 +10 000	-230	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	-
	HM	DUKAL	Y	246(238.7)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-
RNAV TOSAN 1M	HM	TULMO	Y	030(022.5)	1.0	R	-FL 160 +10 000	-230	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	-
	HM	DUKAL	Y	246(238.7)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-
RNAV SOSDO 1M	HM	TULMO	Y	030(022.5)	1.0	R	-FL 160 +10 000	-230	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	-
	HM	DUKAL	Y	246(238.7)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-
RNAV LIMDI 1M	HM	TULMO	Y	030(022.5)	1.0	R	-FL 160 +10 000	-230	33°31'09.6"N 127°11'55.6"E	-	RNAV 1	-
	HM	DUKAL	Y	246(238.7)	1.0	R	-7 000 +4 000	-230	33°38'58.6"N 126°45'38.8"E	-	RNAV 1	-

Change : Amended holding procedure.

INTENTIONALLY

LEFT

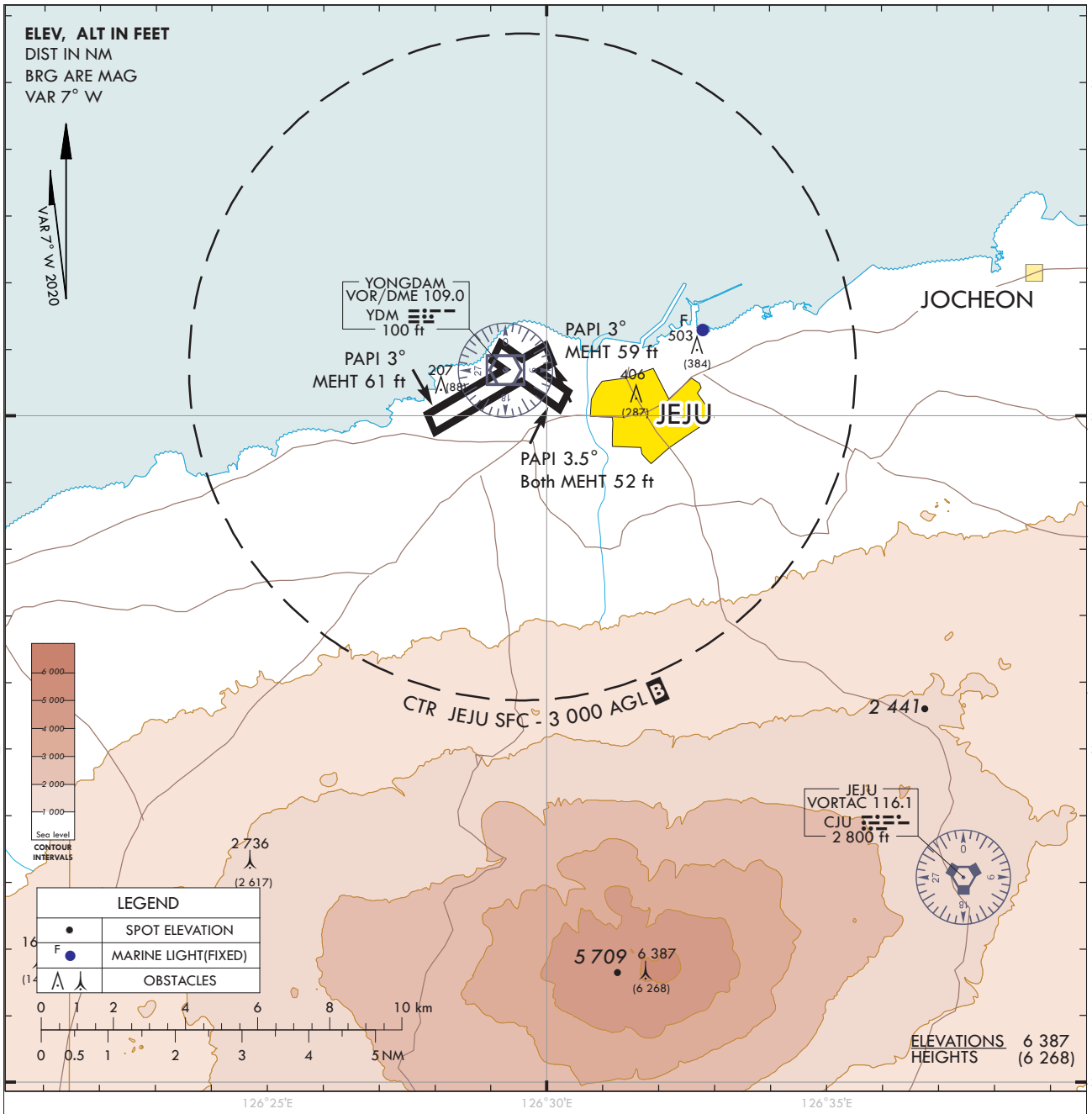
BLANK

VISUAL APPROACH CHART - ICAO

AD ELEV 119 ft
HEIGHTS RELATED TO AD ELEV

JEJU	APP	121.2	124.05
	DEP	119.225	
	TWR	118.2	118.55

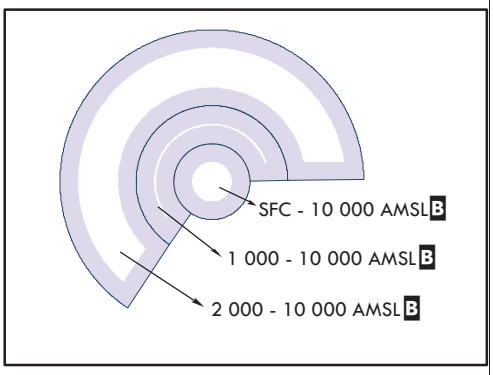
JEJU/Jeju Intl



VISUAL APPROACH PROCEDURE

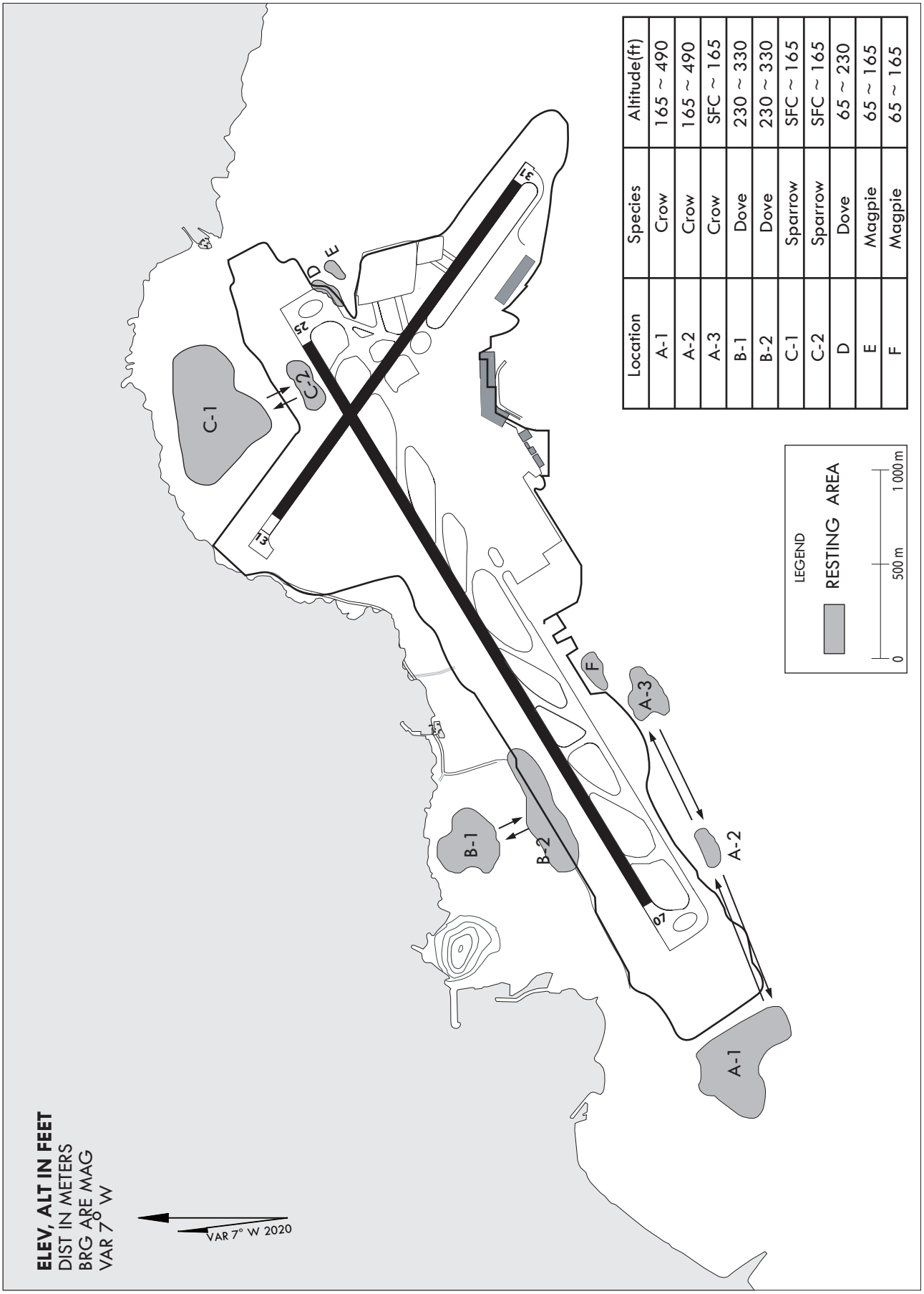
1. Visual approach may be initiated by ATC or approved upon pilot request on traffic permitting basis when :
   a. Ceiling : At or above 500 ft plus MVA
   b. Visibility : Not less than 3 SM
   c. Remark : When conducting visual approach RWY 07, all arriving aircraft shall align the final approach course outside YDM 6 DME for noise abatement.

2. ATS airspace : Class B(Refer to ENR 2.2.-1)



Change : Information of PAPI information.

BIRD CONCENTRATION - JEJU INTL AIRPORT



Location	Species	Altitude(ft)
A-1	Crow	165 ~ 490
A-2	Crow	165 ~ 490
A-3	Crow	SFC ~ 165
B-1	Dove	230 ~ 330
B-2	Dove	230 ~ 330
C-1	Sparrow	SFC ~ 165
C-2	Sparrow	SFC ~ 165
D	Dove	65 ~ 230
E	Magpie	65 ~ 165
F	Magpie	65 ~ 165

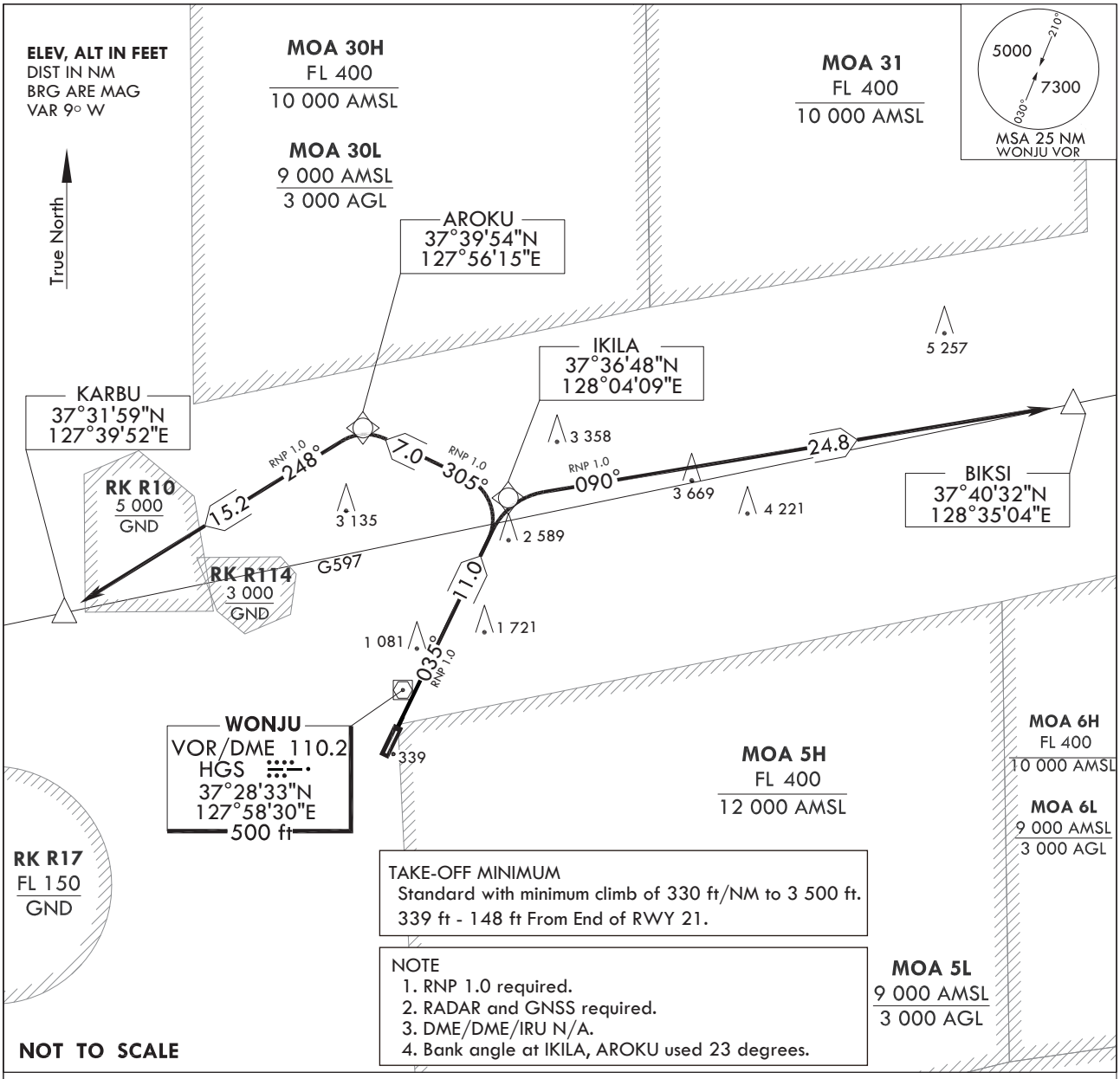
STANDARD DEPARTURE CHART INSTRUMENT(SID)

Note : Departure under U.S TERPS.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

WONJU DEP	130.2	
	268.5	
WONJU TWR	126.2	118.325
	236.6	265.5

WONJU/Wonju(RKNW)
RWY 03
RNAV(GNSS) IKILA 1



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 03 : Climb on course 035° to IKILA, thence.....

KARBU transition : Then on track 305° to AROKU then on track 248° to cross KARBU at 6 500 ft.

BIKSI transition : Then on track 090° to cross BIKSI at 6 500 ft.

Change : Amended coordinates for AROKU(127°56'15"N → 127°56'15"E).

Standard Instrument Departure Procedure Coding Tables

RNAV(GNSS) IKILA 1 - RWY 03

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	RWY 21	–	–	–	–	–	–	37°26'56.74"N 127°58'02.23"E	–	RNP APCH	–
002	CF	IKILA	–	035 (026.3)	11.0	–	–	–	37°36'47.66"N 128°04'08.88"E	–	RNP APCH	CG 330 ft/NM to 3 500 ft

KARBU Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	IKILA	–	–	–	–	–	–	37°36'47.66"N 128°04'08.88"E	–	RNP APCH	–
002	TF	AROKU	–	305 (296.3)	7.0	–	–	–	37°39'53.96"N 127°56'14.89"E	–	RNP APCH	–
003	TF	KARBU	–	248 (238.8)	15.2	–	6 500	–	37°31'59.00"N 127°39'52.00"E	–	RNP APCH	–

BIKSI Transition

Serial Number	Path Descriptor	Waypoint Identifier	Fly -Over	Course/Track ° M(° T)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	Coordinates	VPA /TCH	Navigation specification	Remarks
001	–	IKILA	–	–	–	–	–	–	37°36'47.66"N 128°04'08.88"E	–	RNP APCH	–
002	TF	BIKSI	–	090 (081.2)	24.8	–	6 500	–	37°40'32.00"N 128°35'04.00"E	–	RNP APCH	–

3.2 Pilot shall notify to Sacheon TWR as follows :
a. A call sign and a type of aircraft
b. A reason of dumping
c. Other

4. Sacheon Airport Runway Strip, Runway end safety area is not satisfied with ICAO Safety recommendation at the moment. Therefore, refer to the following advice for the aviation safety. If the value of the surface friction measurements is less than 0.25, refrain from the aircraft operation.

RKPS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

RKPS AD 2.22 FLIGHT PROCEDURES

1. IFR Procedure

1.1 Refer to Instrument Approach and Departure Charts.

1.2 Circling Approach

a. Circling not authorized in South East of Airport.
b. Circling Area radius for ROC(required obstacle clearance) as follows.

Approach Category	Radius from threshold
A	1.3 NM
B	1.81 NM
C	2.84 NM
D	3.70 NM
E	4.63 NM

1.3 Take-off weather minima

Apply the published take-off weather minima of the Standard Instrument Approach used.

1.4 IFR Departure

a. Standard Instrument Departure(SID) procedures are designed by U.S TREPS (CHG 25).
b. All aircraft - When departing using RWY 24L/R, maintain 35 ft AGL or above over DER.

1.5 Instrument Approach Procedure

a. Instrument Approach procedures are designed by U.S TERPS (CHG 25).
b. When Sacheon Radar is unserviceable, CAT "E" Aircraft can use ONLY HI-TACAN-A Approach.

1.6 PAR Approach

a. RWY 06R
(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 51 / 958.24	219 / RVR 3 000 ft VIS 5/8	200	200
	ALS INOP	3.0° / 51 / 958.24	219 / RVR 4 000 ft VIS 3/4	200	200

Change : Information of WX minima for PAR approach.

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		GS / TCH(ft) / RPI(ft)	DA(ft) / VIS(SM)	HAT(ft)	Ceiling(ft)
A, B, C, D, E	FULL	3.0° / 50 / 970.52	527 / 1¾	503	600
	ALS INOP	3.0° / 50 / 970.52	527 / 1¾	503	600

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	280	560	840	1 120	1 400	3 900

1.7 ASR Approach

a. RWY 06R

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	820/45 801(800-⅞)		820-1⅞ 801(800-1⅞)		
	ALS INOP	820/55 801(800-1)	820/60 801(800-1¼)	820-2½ 801(800-2½)		
Circling		820-1 795(800-1)	900/1¼ 875(900-1¼)	1 000-3 975(1 000-3)		1 120-3 1 095(1 100-3)

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	240	480	720	960	1 200	4 400

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

b. RWY 24L

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	1 240/55 1 216(1 300-1)	1 240/60 1 216(1 300-1¼)	1 240-3 1 216(1 300-3)		
	ALS INOP	1 240/60 1 216(1 300-1¼)	1 240-1½ 1 216(1 300-1½)	1 240-3 1 216(1 300-3)		
Circling		1 240-1¼ C	1 240-1½ 1 215(1 300-1½)	1 240-3 1 215(1 300-3)		

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	430	640	850	1 060	4 000

Change : Information of WX minima for PAR and ASR approach.

c. RWY 06L

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	780/40 763(800-¾)		780-1¾ 763(800-1¾)		
	ALS INOP	780/55 763(800-1)	780/60 763(800-1¼)	780-2½ 763(800-2½)		
Circling		800-1 775(800-1)	900/1¼ 875(900-1¼)	1 000-3 975(1 000-3)		1 120-3 1 095(1 100-3)

(2) Missed Approach Procedure : Climb to 4 400 ft via HDG 064° and as directed by ATC.

(3) Caution 3 011 ft obstacle(Mt. Geumo) close to the initial segment. Initial segment, ASR 11 NM-(IF), does not meet standard required obstacle clearance 1 000 ft. Mt. Geumo located R 247 SAC/12 DME. Therefore maintain at or above 3 600 ft until crossing 11 DME from SAC.

d. RWY 24R

(1) Weather minima

CAT		A	B	C	D	E
Straight-in	FULL	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)		
	ALS INOP	1 220/60 1 201(1 200-1¼)	1 220/1½ 1 201(1 200-1½)	1 220-3 1 201(1 200-3)		
Circling		1 220/1¼ 1 195(1 200-1¼)	1 220/1½ 1 195(1 200-1½)	1 220-3 1 195(1 200-3)		

(2) Missed Approach Procedure : Climb to 4 500 ft via HDG 244° to 1 600 ft, then turn left HDG 220° and as directed by ATC.

	Knots	60	120	180	240	300	TO
Rate of Climb	V/V(fpm)	220	440	650	870	1 080	4 000

2. VFR Procedure

2.1 VFR Weather minimum

a. Ground visibility : Not less than 3 SM
b. Flight visibility : Not less than 5 SM
c. Ceiling : At or above 1 600 ft (Jet : 2 100 ft)

2.2 VFR Traffic circuit and VFR Reporting Point : RKPS AD 2-12

2.3 VFR Traffic pattern altitude

a. Helicopter : 500 ft
b. Conventional : 1 100 ft
c. Jet : 1 600 ft

2.4 VFR Flight procedure

a. VFR aircraft shall maintain two way radio communication and contact with Sacheon Approach out of 15 NM.
b. All VFR Flight within Sacheon TMA shall set transponder at 12 plus the last two digits of the call sign.
c. Pilot who has insight runway or airport, follow the instruction of Sacheon Tower.
d. Helicopter VFR Flight procedure for Arrival is as follows.
(1) Get a permission to enter class C airspace from Tower prior to 15 NM.
(2) When VFR Routes enter through North, Maintain at or below 1 000 ft over JIN-YANG HO(a lake), then enter a VFR Traffic Pattern via reporting points ('A' or 'B' point, at or below 500 ft).
(3) When VFR Routes enter through South, Maintain at or below 500 ft, then enter the control zone via reporting points ('C' or 'D' point, at or below 500 ft).

Change : Information of WX minima for ASR approach and Amended phrase(4 000 ft → 4 500 ft).

e. Helicopter VFR Flight procedure for Departure is as follows.
(1) Take-off RWY 06
- When a aircraft bound to the South, Maintain at or below 300 ft to Duryang-Reservoir and turn right at outer Duryang-Reservoir, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn left at the end of RWY and maintain at or below 500 ft to JIN-YANG HO(A lake).

(2) Take-off RWY 24
- When a aircraft bound to the South, Maintain at or below 300 ft to Gonyang Bridge and turn left, then fly at or below 500 ft within 5 NM radius of Sacheon airport.
- When a aircraft bound to the North, turn right at the end of RWY, then direct to the destination and maintain at or below 500 ft within 5 NM radius of Sacheon airport.

f. All aircraft passing Sacheon TMA in VFR shall contact with Sacheon Approach prior to 15 NM, and Fly 10 NM outside of Sacheon airport.

3. RADIO COMMUNICATION FAILURE PROCEDURE

3.1 IFR

1. General

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

2. VMC

If the failure occurs in VFR conditions, or if VFR condition are encountered after the failure, each pilot shall continue the flight under VFR and land as soon as practicable (based on the runway in use).

3. IMC

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

A. DEPARTURE

a. Under Pilot Navigation

- Runway 06R/06L in use

1) SACHEON 1
Climb HDG 064° to SAC D5 thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : Left turn HDG 310° to cross R 020 SAC and left turn HDG 240° to R 283 SAC and R 283 SAC to ANUBA.
b) SAPDI TRANSITION : Right turn HDG 130° to intercept R 093 SAC and R 093 SAC to SAPDI.
c) TOPAX TRANSITION : Right turn HDG 190° to intercept R 142 SAC and R 142 SAC to TOPAX.
d) GOSBO TRANSITION : Right turn HDG 250° to intercept R 204 SAC and R 204 SAC to GOSBO.
e) ENGOT TRANSITION : Right turn HDG 190º to intercept R 138 SAC and R 138 SAC to ENGOT.
f) POVOR TRANSITION : Right turn HDG 250º to intercept R 207 SAC and R 207 SAC to POVOR.

2) VONDU 1(RNAV)
Take-off RWY 06L : Climb course 064° to VONDU thence,.....
Take-off RWY 06R : Climb course 063° to VONDU thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : From VONDU on track 334º to PS061 and track 258º to PS062 and track 258º to ANUBA.
b) MASTA TRANSITION : From VONDU on track 052º to MASTA.
c) SARAM TRANSITION : From VONDU on track 102º to SARAM.
d) GOSBO TRANSITION : From VONDU on track 153º to BOTRU and track 209º to PS151 and track 218º to PS152 and track 218º to GOSBO.
e) POVOR TRANSITION : From VONDU on track 153º to BOTRU and track 209º to PS151 and track 218º to PS152 and track 224º to POVOR.

- Runway 24L/24R in use

3) SACHEON 2
Climb HDG 244° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : Right turn HDG 330° to intercept R 283 SAC and R 283 SAC to ANUBA.
b) GOSBO TRANSITION : Left turn HDG 150° to intercept R 204 SAC and R 204 SAC to GOSBO.
c) TOPAX TRANSITION : Left turn HDG 050° to intercept R 142 SAC and R 142 SAC to TOPAX.
d) SAPDI TRANSITION : Left turn HDG 050° to intercept R 093 SAC and R 093 SAC to SAPDI.
e) ENGOT TRANSITION : Left turn HDG 050º to intercept R 138 SAC and R 138 SAC to ENGOT.
f) POVOR TRANSITION : Left turn HDG 150º to intercept R 207 SAC and R 207 SAC to POVOR.

4) AKLOG 1(RNAV)
Take-off RWY 24L : Climb course 244° to AKLOG thence,.....
Take-off RWY 24R : Climb course 243° to AKLOG thence,.....
.....Climb to 8 000 ft via the following transition routes.
a) ANUBA TRANSITION : From AKLOG on track 333° to PS241 and track 274º to ANUBA.
b) MASTA 1 TRANSITION : From AKLOG on track 333º to PS241 and track 055º to PS242 at or above 8 000 ft, then track 070º to MASTA.
c) MASTA 2 TRANSITION : From AKLOG on track 154° to PS243 at or above 6 000 ft, then track 064º to BOTRU and track 037º to PS244 and track 037º to MASTA.
d) SARAM TRANSITION : From AKLOG on track 154º to PS243 at or above 6 000 ft, then track 064º to BOTRU and track 074º to SARAM.
e) GOSBO TRANSITION : From AKLOG on track 154º to PS243 at or above 6 000 ft, then track 171º to PS151 and track 218º to PS152 and track 218º to GOSBO.
f) POVOR TRANSITION : From AKLOG on track 154º to PS243 at or above 6 000 ft, then track 171º to PS151 and track 218º to PS152 and track 224º to POVOR.

5) Proceed by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
6) In the absence of an assigned route, proceed by the route that ATC will advise through the forthcoming clearance; or
7) In the absence of an assigned route or a route that ATC will advise through the forthcoming clearance, proceed by the route filed in the flight plan; and
8) Maintain minimum enroute altitude(MEA) or the altitude/flight level cleared in the last ATC clearance received, whichever is higher, for 20 minutes; then
9) Continue the flight with altitude/flight level filed in the flight plan.

B. ARRIVAL

a. RWY 06 in use

1) in VMC
- The aircraft shall maintain VFR and make approach to land on RWY 06L/R.
2) in IMC
- The aircraft shall proceed to SOLYI IAF and execute (LOC/DME RWY 06L, VOR/DME RWY 06L, VOR/DME RWY 06R) APP.

b. RWY 24 in use

1) in VMC
- The aircraft shall maintain VFR and make approach to land on RWY 24L/R.
2) in IMC
- The aircraft shall proceed to KABVO IAF and execute (ILS RWY 24R, LOC/DME RWY 24R, VOR/DME RWY 24R, VOR/DME RWY 24L) APP.
* If able civil aircraft is to use RWY 06L/24R.

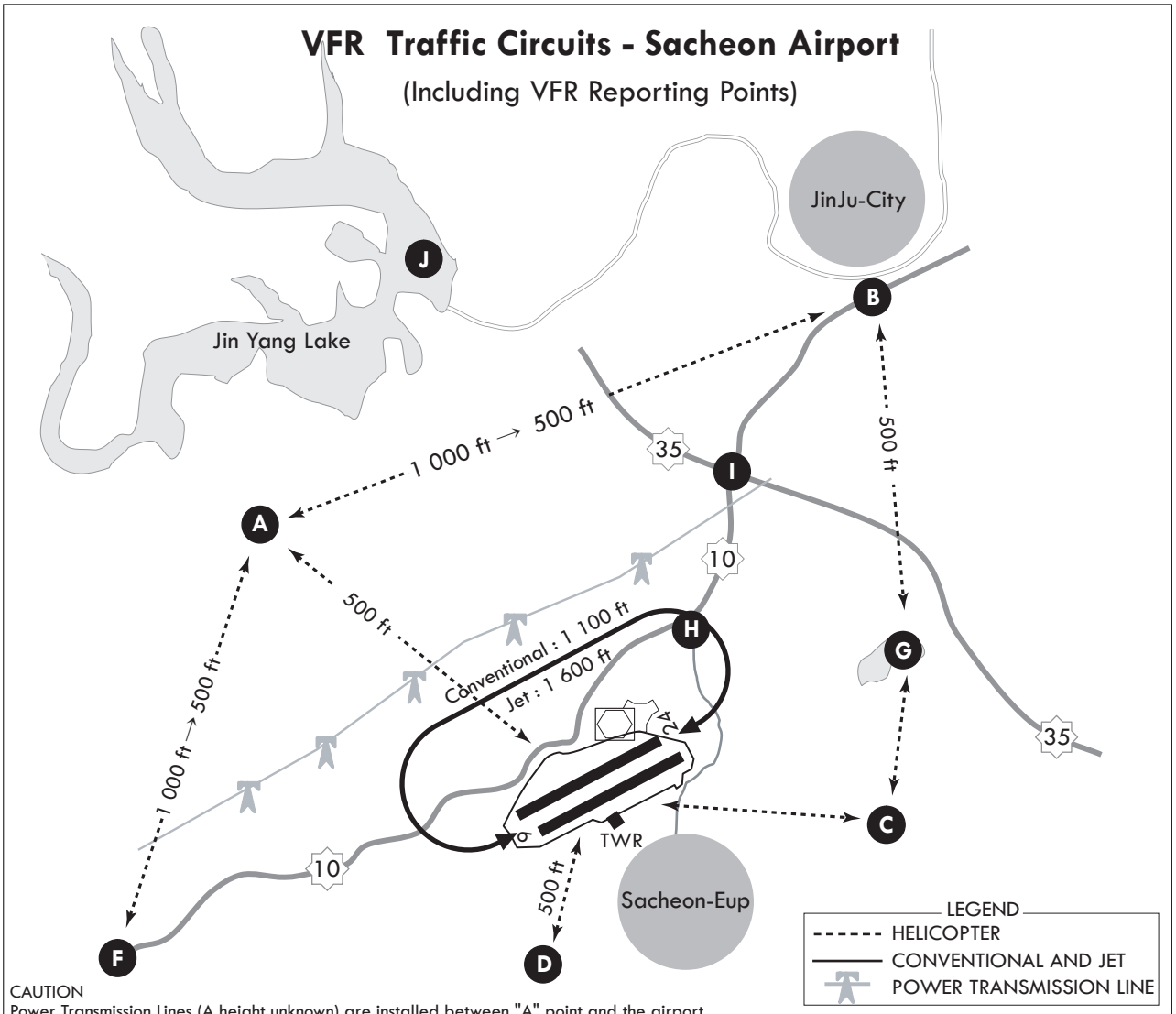
3.2 VFR

VFR flight which has experienced radio communication failure

- Squawk Mode 3/A code 7600, and
- When able to see light gun signal of control tower, follow that instruction.
- If unable to see light gun signal of control tower, hold on downwind until ETA or for 10 minutes, whichever is later, then,
- Aircraft on north pattern should land on RWY in use.
- Pilot shall use caution traffic landing and departing traffic.

VFR Traffic Circuits - Sacheon Airport

(Including VFR Reporting Points)



CAUTION
Power Transmission Lines (A height unknown) are installed between "A" point and the airport.

Reporting Point	Geographical Name	Position	Coordinates(WGS-84)
A	나동 공원묘지 Na Dong-Cemetery Park	3.6 NM NW of Sacheon R 296 SAC/3.6 NM	350702.21N 1280024.63E
B	진주 나들목 Jin Ju I.C.	4.9 NM NE of Sacheon R 036 SAC/4.2 NM	350937.85N 1280701.96E
C	구암 다리 Gu Am-Bridge	1.5 NM E of Sacheon R 120 SAC/1.4 NM	350521.29N 1280604.98E
D	초전 교차로 Cho Jeon-Intersection	2.0 NM SW of Sacheon R 197 SAC/2.6 NM	350316.38N 1280412.64E
F	곤양 다리 Gon Yang-Bridge	5.3 NM W of Sacheon R 252 SAC/5.8 NM	350328.48N 1275811.02E
G	두량 저수지 Du Ryang-Reservoir	3.3 NM NE of Sacheon R 075 SAC/2.7 NM	350655.82N 1280739.26E
H	사천 나들목 Sacheon-I.C.	1.6 NM NE of Sacheon R 041 SAC/0.9 NM	350638.51N 1280513.28E
I	진주 분기점 JinJu-J.C.	3.1 NM N of Sacheon R 028 SAC/2.4 NM	350809.60N 1280539.93E
J	진양호 Jin Yang-Lake	4.9 NM N of Sacheon R 338 SAC/4.5 NM	350949.49N 1280157.46E

Change : Information of reporting point D.

RKPS AD 2.23 ADDITIONAL INFORMATION

1. CAUTION

a. Instrument student flight training in progress(All aircraft use extreme caution)

- HR : 2300-0900 UTC
- Area : Within 15 NM of aerodrome
- Altitude : Between 2 000 ft and 10 000 ft

b. Bird concentrations in the vicinity of airport

The area around Sacheon Airport is close to the seaside and is composed of wide farmland, so the activities of birds are frequent.

The pilots shall be careful of bird strikes.

- During one hour to two hours after daily sunrise, from January until March, and from October to December, the flock of mallards fly from resting area (approximately 1~2 km to the threshold of RWY 06L) to feeding area(farmlands, waterway or airport).
  Also, from April until September in every year, birds which are mainly white-plumed egret and grey heron move from resting area(mountains which are located in approximately 4 km far away from airport) to feeding area(vicinity of airport).
  Besides, resident birds, such as magpie and skylark, sparrow, move in and out agricultural area near airport.

- The activity altitude of birds is from 0 to 500 ft(150 m). Also, before daily sunset, when returning to the resting area activities of the birds occur above the same way during one hour or two hours.

- Air traffic control tower shall offer pilots information about the birds's movement and estimated activity altitude.

- Furthermore, preventive activities against bird strikes, such as playing the spasmodic distress signal, operating explosive sounds using by gas, and firing a gun by member of B.A.T(Bird Alert Team) which scare birds away, shall be carried out.
  Also, it is difficult to completely remove the bird strike risk, but the measures for eliminating resting or feeding area of birds is being taken in the airport boundary. On the properties of airport farming, garbage treatment facilities are not permitted.

RKPS AD 2.24 CHARTS RELATED TO THE AERODROME

Change : Establishment of IAC(PAR, ASR) and Information of procedure name and chart NR..

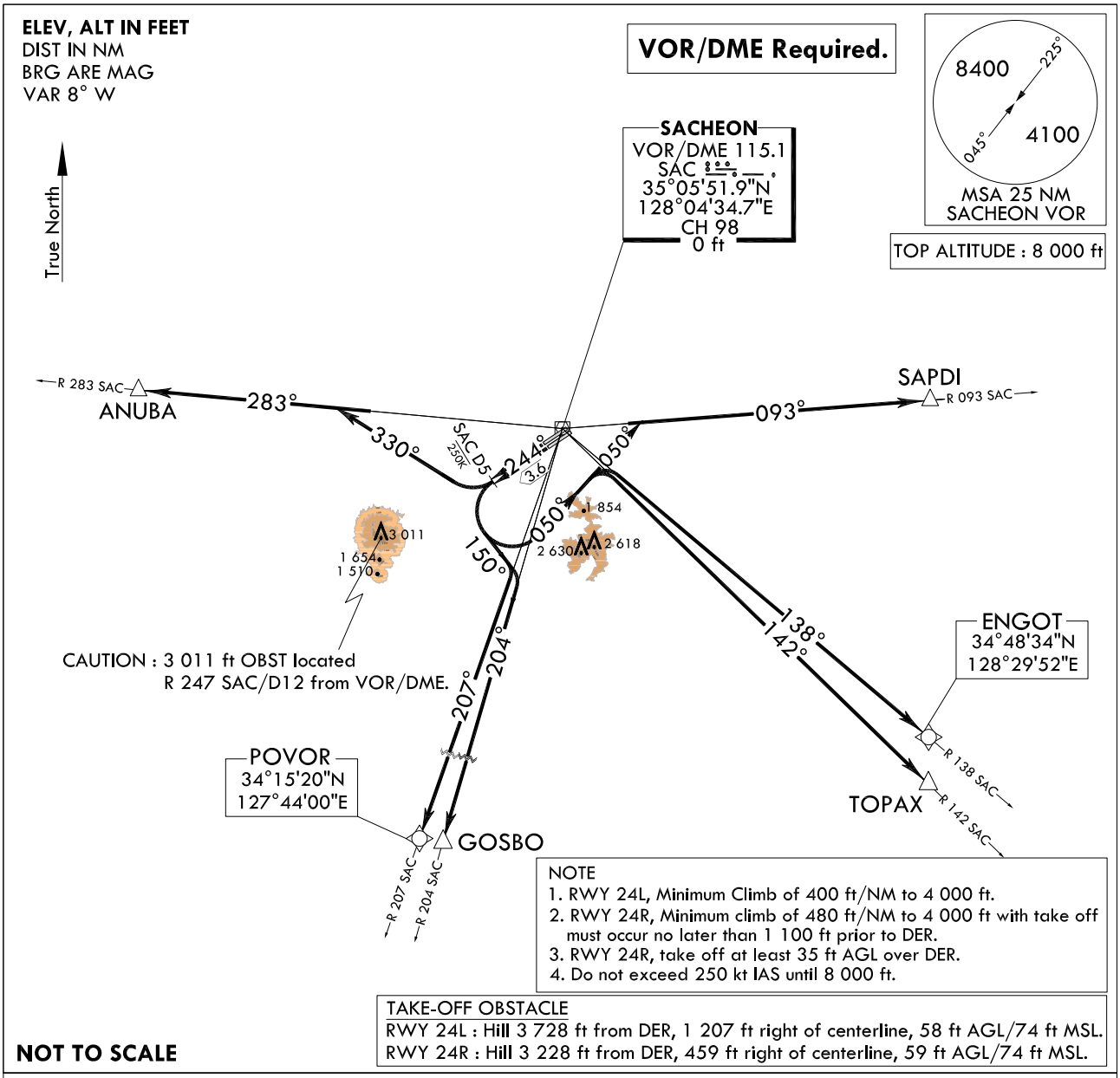
STANDARD DEPARTURE CHART - INSTRUMENT(SID)

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

SACHEON	DEP	135.4 347.3
SACHEON	TWR	118.675 236.6

SACHEON/Sacheon(RKPS)
RWY 24L/R
SACHEON 2

Note : Departures under U.S. TERPS.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R : Climb HDG 244° to SAC D5 thence,.....
..... Climb to 8 000 ft via the following transition routes.

ANUBA Transition : Right turn HDG 330° to intercept R 283 SAC and R 283 SAC to ANUBA.
GOSBO Transition : Left turn HDG 150° to intercept R 204 SAC and R 204 SAC to GOSBO.
TOPAX Transition : Left turn HDG 050° to intercept R 142 SAC and R 142 SAC to TOPAX.
SAPDI Transition : Left turn HDG 050° to intercept R 093 SAC and R 093 SAC to SAPDI.
ENGOT Transition : Left turn HDG 050° to intercept R 138 SAC and R 138 SAC to ENGOT.
POVOR Transition : Left turn HDG 150° to intercept R 207 SAC and R 207 SAC to POVOR.

Change : Information of OBST caution.

INTENTIONALLY

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INSTRUMENT APPROACH CHART

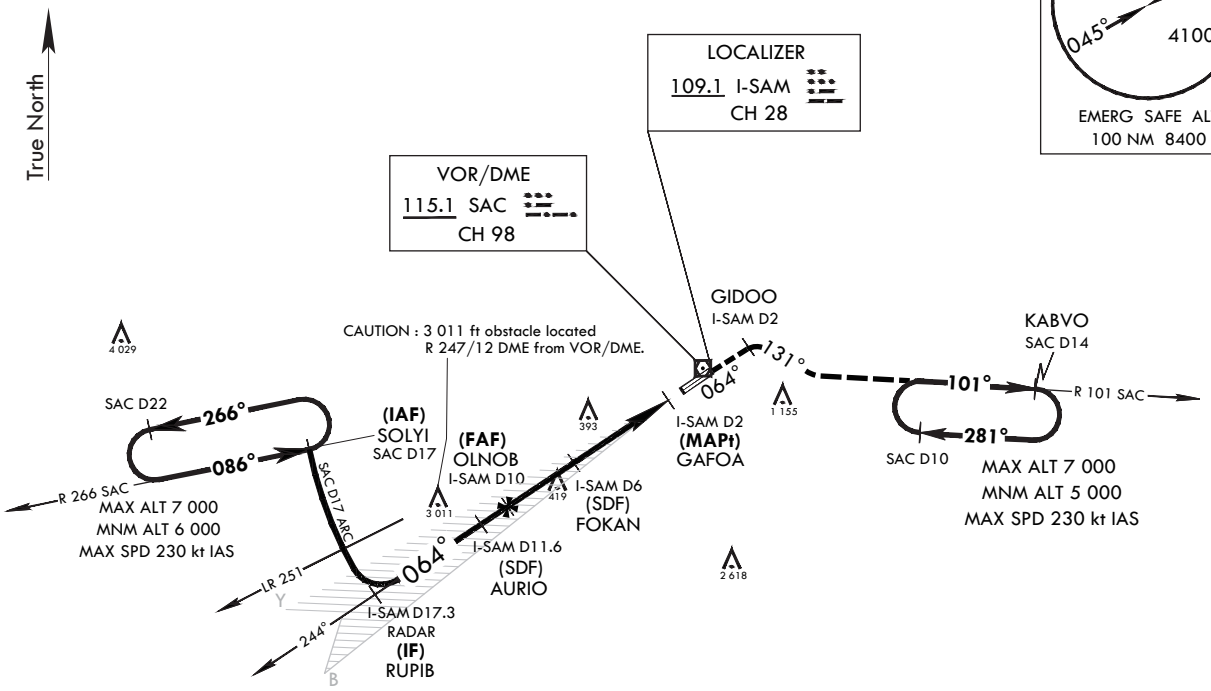
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06L - ELEV **15** ft
HIGHTEST ELEV TDZ **17** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
LOC
RWY 06L

VOR/DME or RADAR Required.

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



NOT TO SCALE

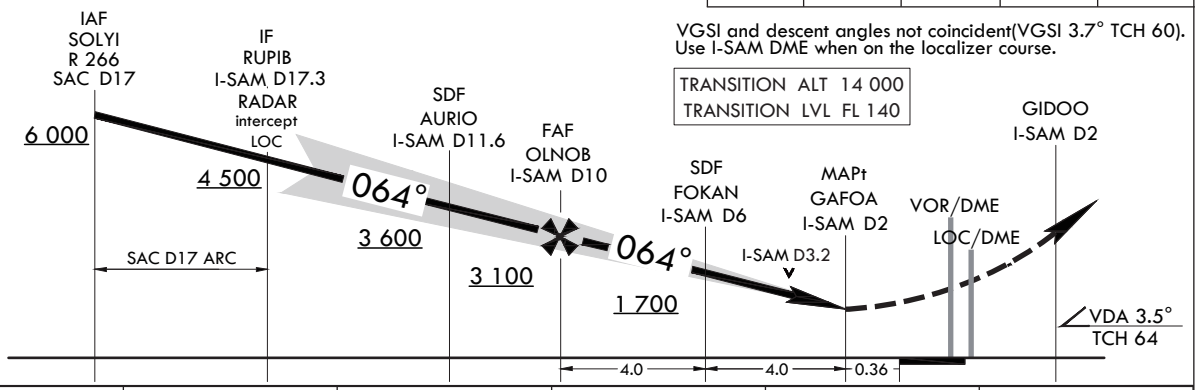
NOTE :
CAT E aircraft using this procedure is vectored to RUPIB by RADAR.

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

5 000 HDG 064°	GIDOO I-SAM D2	HDG 131°	R 101 SAC	KABVO SAC D14

VGSI and descent angles not coincident(VGSI 3.7° TCH 60).
Use I-SAM DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



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

* When ALS INOP, increase CAT AB RVR to 55 and VIS to 1 mile, CAT CDE VIS to 2 miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of procedure name(LOC/DME → LOC) and RUPIB(I-SAM D17 → D17.3).

INTENTIONALLY

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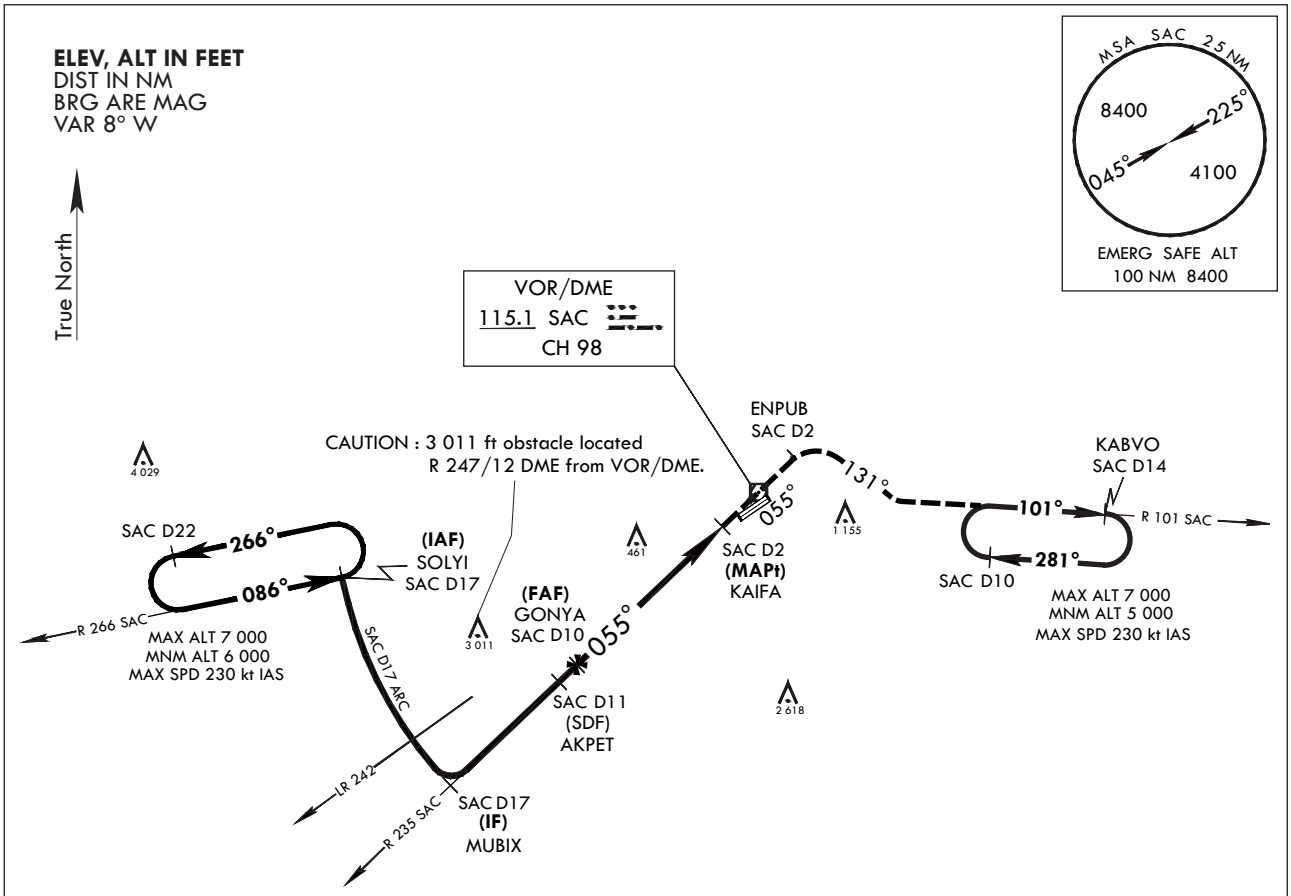
INSTRUMENT APPROACH CHART

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR
RWY 06L



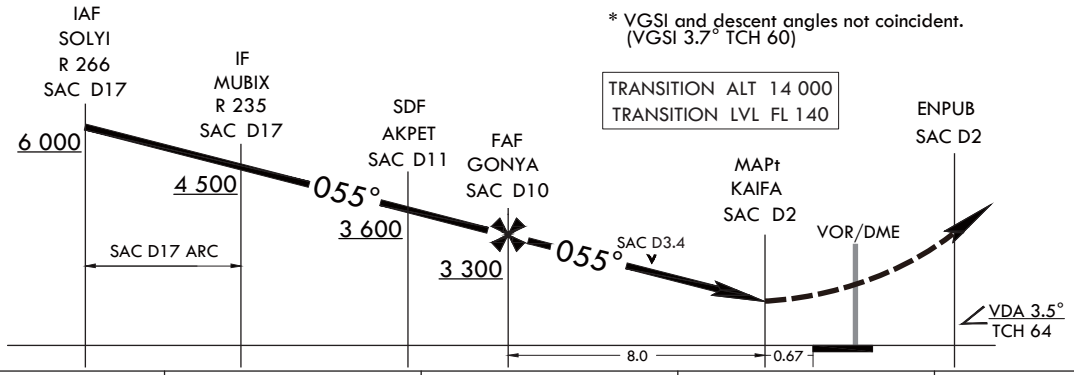
NOT TO SCALE

MISSED APPROACH : Climb to 5 000 ft via track on R 235 SAC to SAC over and track on R 055 SAC to ENPUB, HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft.

5 000	SAC	ENPUB		R 101	KABVO
R 235 SAC		D2 R 055 SAC	HDG 131°	SAC	SAC D14

* VGSI and descent angles not coincident.
(VGSI 3.7° TCH 60)

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR 06L*	**880/40**	863(900-⅞)	**880-2**	863(900-2)
CIRCLING**	**880-1¼** 855(900-1¼)	**900-1¼** 875(900-1¼)	**1 000-3**	975(1 000-3)

* When ALS INOP, increase CAT A RVR to 55 and VIS to 1 mile, CAT B RVR to 60 and VIS to 1¼ miles, CAT CD VIS to 2½ miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of procedure name(VOR/DME → VOR).

INTENTIONALLY

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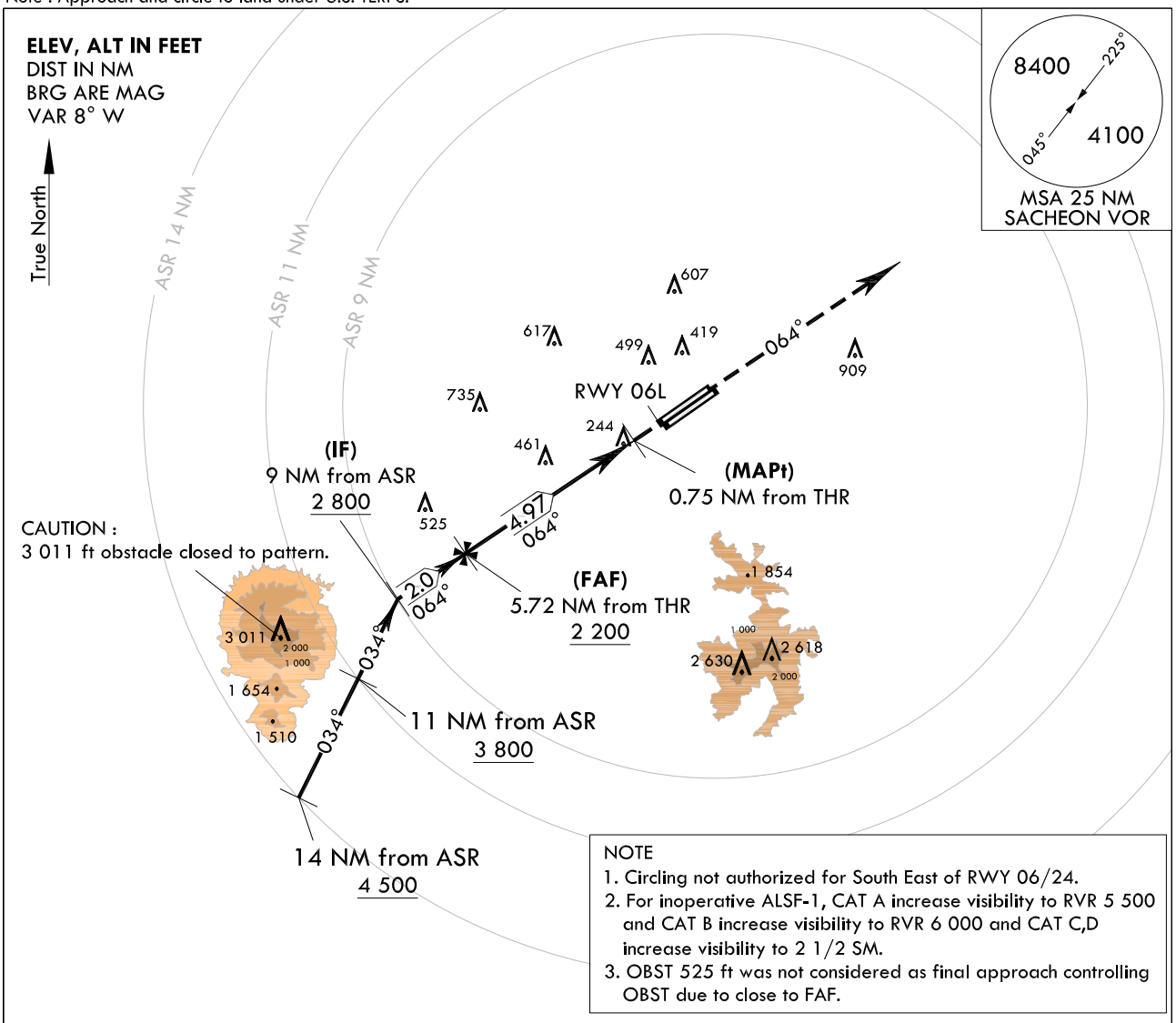
INSTRUMENT APPROACH CHART

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ASR
RWY 06L

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



NOTE
1. Circling not authorized for South East of RWY 06/24.
2. For inoperative ALSF-1, CAT A increase visibility to RVR 5 500 and CAT B increase visibility to RVR 6 000 and CAT C,D increase visibility to 2 1/2 SM.
3. OBST 525 ft was not considered as final approach controlling OBST due to close to FAF.

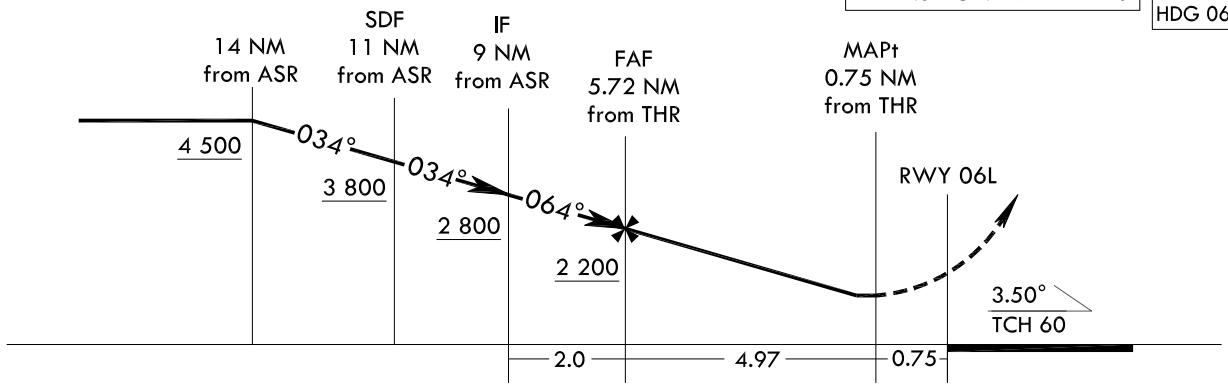
NOT TO SCALE

Recommended altitudes(RecAlt) on final approach				
5.72 NM(FAF)	5 NM	4 NM	3 NM	2 NM
2 200	1 940	1 560	1 180	820

MISSED APPROACH
Climb HDG 064° to 4 400 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

4 400
HDG 064°



CATEGORY	A	B	C	D	E
S-ASR 06L	780/40 763(800-3/4)		780-1 3/4 763(800-1 3/4)		
C CIRCLING	800-1 775(800-1)	900-1 1/4 875(900-1 1/4)	1 000-3 975(1 000-3)		1 120-3 1 095(1 100-3)

Change : New procedure.

INTENTIONALLY

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INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **16** ft
HIGHEST ELEV TDZ **19** ft

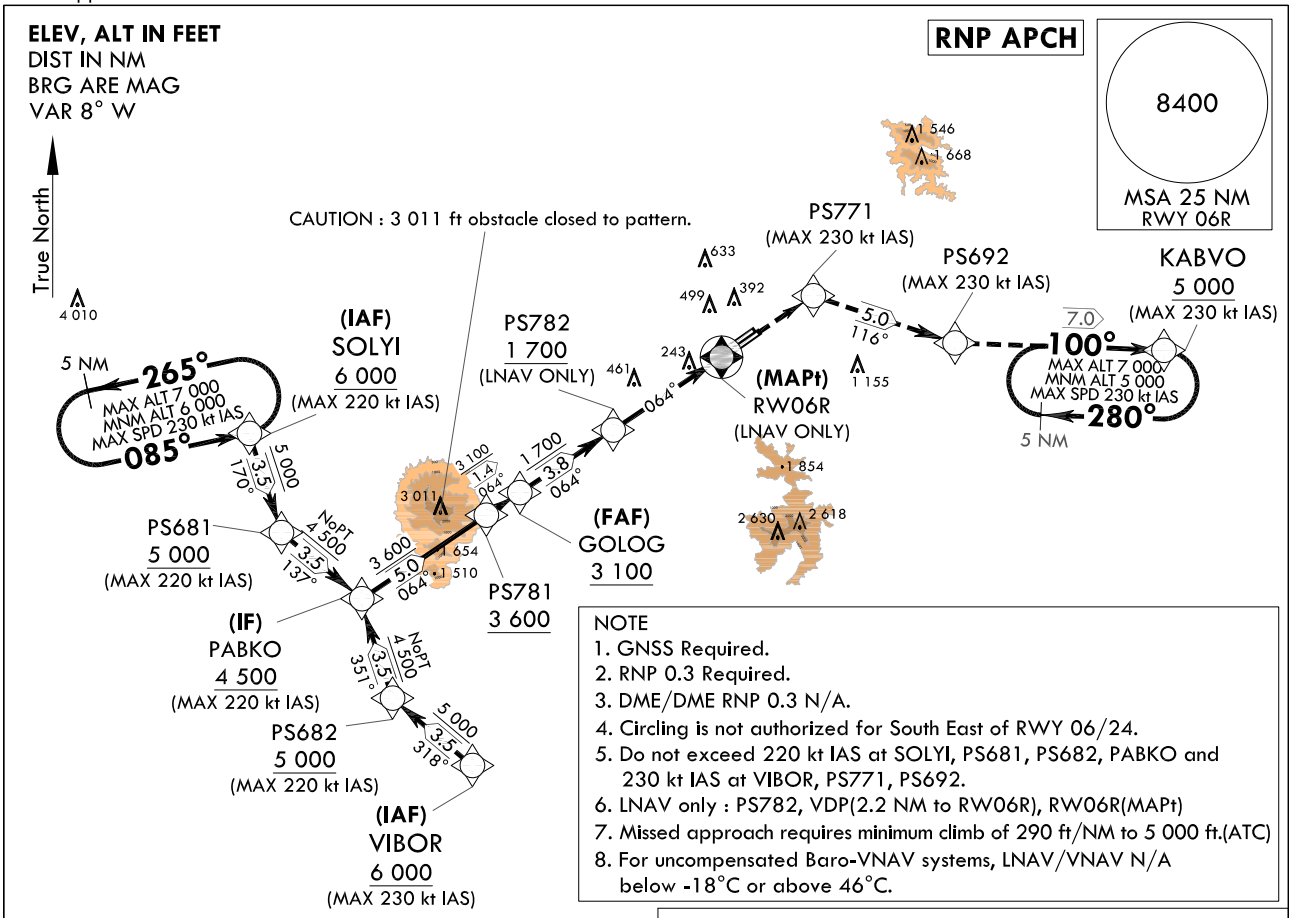
SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
RNP
RWY 06R

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

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

RNP APCH



NOTE
1. GNSS Required.
2. RNP 0.3 Required.
3. DME/DME RNP 0.3 N/A.
4. Circling is not authorized for South East of RWY 06/24.
5. Do not exceed 220 kt IAS at SOLYI, PS681, PS682, PABKO and 230 kt IAS at VIBOR, PS771, PS692.
6. LNAV only : PS782, VDP(2.2 NM to RW06R), RW06R(MAPt)
7. Missed approach requires minimum climb of 290 ft/NM to 5 000 ft.(ATC)
8. For uncompensated Baro-VNAV systems, LNAV/VNAV N/A below -18°C or above 46°C.

CAUTION - Missed Approach Climb Rate						
RWY	Knots	60	120	180	240	TO
06R	V/V(fpm)	290	580	870	1 160	5 000

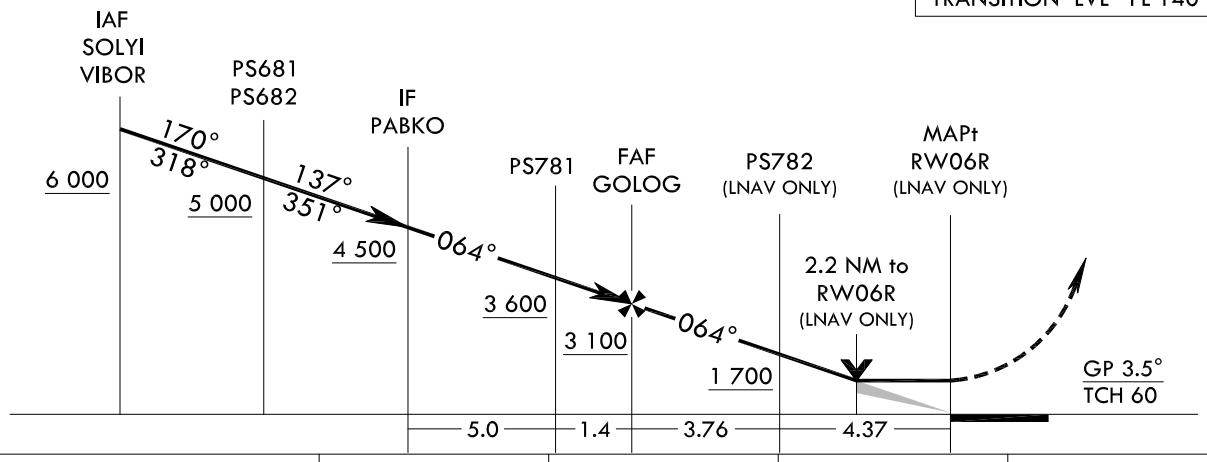
NOT TO SCALE

MISSED APPROACH
Climb to 5 000 ft on direct to PS771 and track 116° to PS692 and track 100° to KABVO at 5 000 ft and hold.

PS771	PS771		PS692	5 000	KABVO
		TR 116°		TR 100°	5 000

* VGSI and descent angles not coincident (VGSI 3.0° TCH 53).

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY		A	B	C	D
S-LNAV/VNAV DA	ALS	624-1 3/8 605(600-1 3/8)			
	ALS INOP	624-1 3/4 605(600-1 3/4)			
S-LNAV MDA	ALS	780-1 3/4 761(800-1 3/4)			
	ALS INOP	780-2 1/2 761(800-2 1/2)			
C CIRCLING		780-2 1/2 755(800-2 1/2)	880-2 1/2 855(900-2 1/2)	1 020-3 995(1 000-3)	

Change : Page control.

Instrument Approach Procedure Coding Tables

RNP RWY 06R - via SOLYI to PABKO(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	SOLYI	-	-	-	-	+6 000	-220	35°02'09.4"N 127°44'21.6"E	-	RNP APCH	-
002	TF	PS681	-	170(161.4)	3.5	-	+5 000	-220	34°58'50.0"N 127°45'43.0"E	-	RNP APCH	SDF Bank angle 23°
003	TF	PABKO	-	137(128.7)	3.5	-	+4 500	-220	34°56'39.1"N 127°49'01.5"E	-	RNP APCH	NoPT

RNP RWY 06R - via VIBOR to PABKO(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	VIBOR	-	-	-	-	+6 000	-230	34°51'06.1"N 127°53'36.3"E	-	RNP APCH	-
002	TF	PS682	-	318(309.5)	3.5	-	+5 000	-220	34°53'19.8"N 127°50'19.2"E	-	RNP APCH	-
003	TF	PABKO	-	351(342.2)	3.5	-	+4 500	-220	34°56'39.1"N 127°49'01.5"E	-	RNP APCH	NoPT

RNP RWY 06R - via PABKO(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	PABKO	-	-	-	-	+4 500	-220	34°56'39.1"N 127°49'01.5"E	-	RNP APCH	IF
002	TF	PS781	-	064(055.4)	5.02	-	+3 600	-	34°59'30.2"N 127°54'03.5"E	-	RNP APCH	-
003	TF	GOLOG	-	064(055.5)	1.35	-	+3 100	-	35°00'16.1"N 127°55'24.65"E	-3.5/60	RNP APCH	FAF
004	TF	PS782	-	064(055.5)	3.76	-	+1 700	-	35°02'24.1"N 127°59'11.3"E	-	RNP APCH	LNAV ONLY
005	DF	RW06R	Y	064(055.6)	4.37	-	-	-	35°04'52.6"N 128°03'34.9"E	-	RNP APCH	MAPt LNAV ONLY
006	TF	PS771	-	064(055.6)	-	-	-	-230	35°06'58.3"N 128°07'18.2"E	-	RNP APCH	-
007	TF	PS692	-	116(108.0)	5.01	-	-	-230	35°05'25.4"N 128°13'06.3"E	-	-	-
008	TF	KABVO	-	100(091.6)	7.00	-	+5 000	-230	35°05'13.6"N 128°21'37.6"E	-	RNP APCH	-

HOLDING PROCEDURE

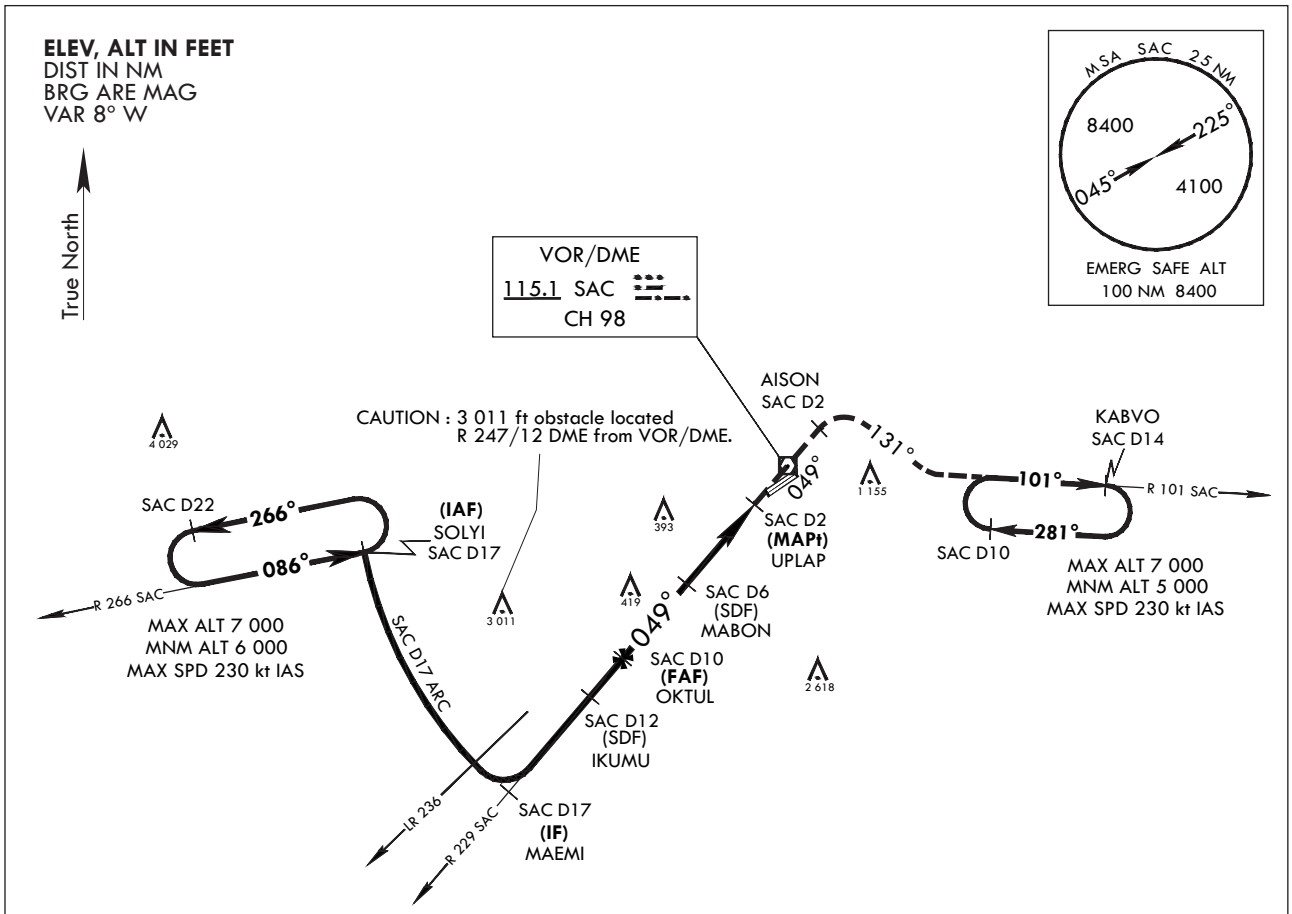
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 06R	HM	SOLYI	-	085(076.6)	5.0	L	-7 000 +6 000	-230	35°02'09.4"N 127°44'21.6"E	-	RNAV 1	-
	HM	KABVO	-	100(091.6)	5.0	R	-7 000 +5 000	-230	35°05'13.6"N 128°21'37.6"E	-	RNAV 1	-

INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **16** ft
HIGHTEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR
RWY 06R

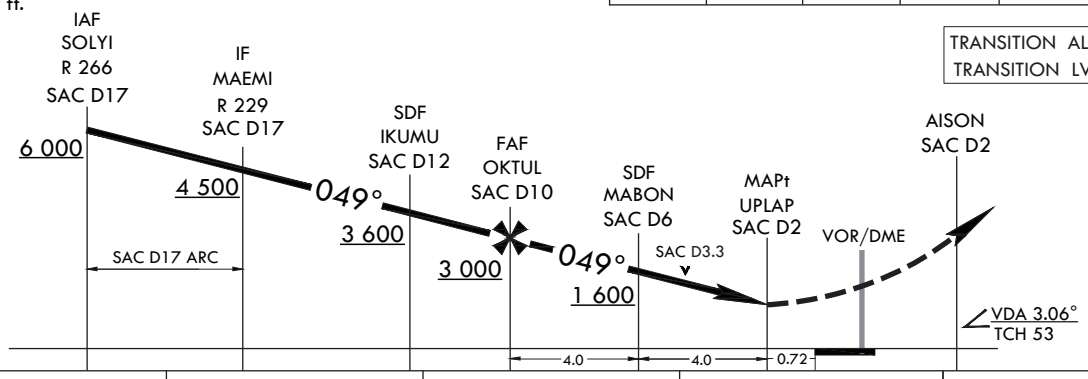


NOT TO SCALE

MISSED APPROACH : Climb to 5 000 ft via track on R 229 SAC to SAC over and track on R 049 SAC to AISON, then right turn HDG 131° to intercept R 101 SAC and track on R 101 SAC to KABVO and hold, continue climb-in-hold to 5 000 ft.

5 000 R 229 SAC	SAC	AISON D2 R 049 SAC	HDG 131°	R 101 SAC	KABVO SAC D14

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D
S-VOR 06R*	**700/40**	681(700-⅞)	**700-1½**	681(700-1½)
CIRCLING**	**800-1** 755(800-1)	**900-1¼** 875(900-1¼)	**1 000-3**	975(1 000-3)

* When ALS INOP, increase CAT AB RVR to 55 and VIS to 1 mile, CAT CD VIS to 2 miles.
** Circling is not authorized SE of RWY 06/24.

Change : Information of procedure name(VOR/DME → VOR).

INTENTIONALLY

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INSTRUMENT APPROACH CHART

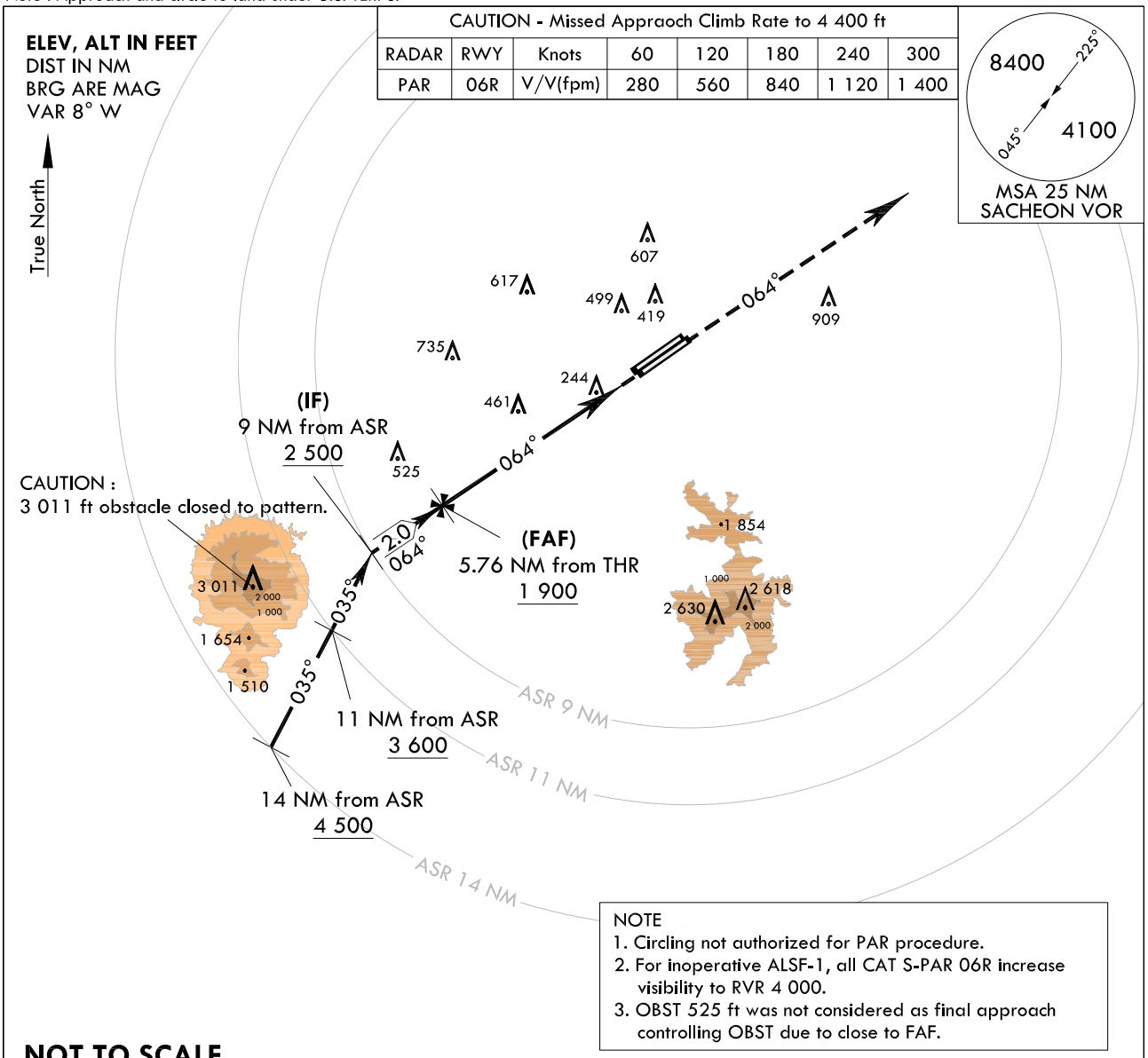
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **16** ft
HIGHEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
PAR
RWY 06R

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

CAUTION - Missed Appraoch Climb Rate to 4 400 ft							
RADAR	RWY	Knots	60	120	180	240	300
PAR	06R	V/V(fpm)	280	560	840	1 120	1 400



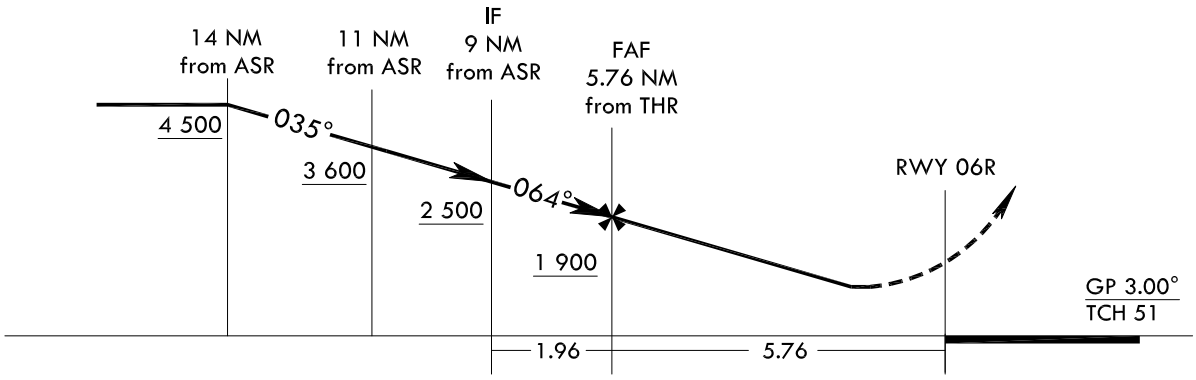
NOTE
1. Circling not authorized for PAR procedure.
2. For inoperative ALSF-1, all CAT S-PAR 06R increase visibility to RVR 4 000.
3. OBST 525 ft was not considered as final approach controlling OBST due to close to FAF.

NOT TO SCALE

MISSED APPROACH
Climb HDG 064° to 4 400 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

4 400
HDG 064°



CATEGORY	A	B	C	D	E
S-PAR 06R	219/30 200(200-5/8)				

Change : New procedure.

INTENTIONALLY

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INSTRUMENT APPROACH CHART

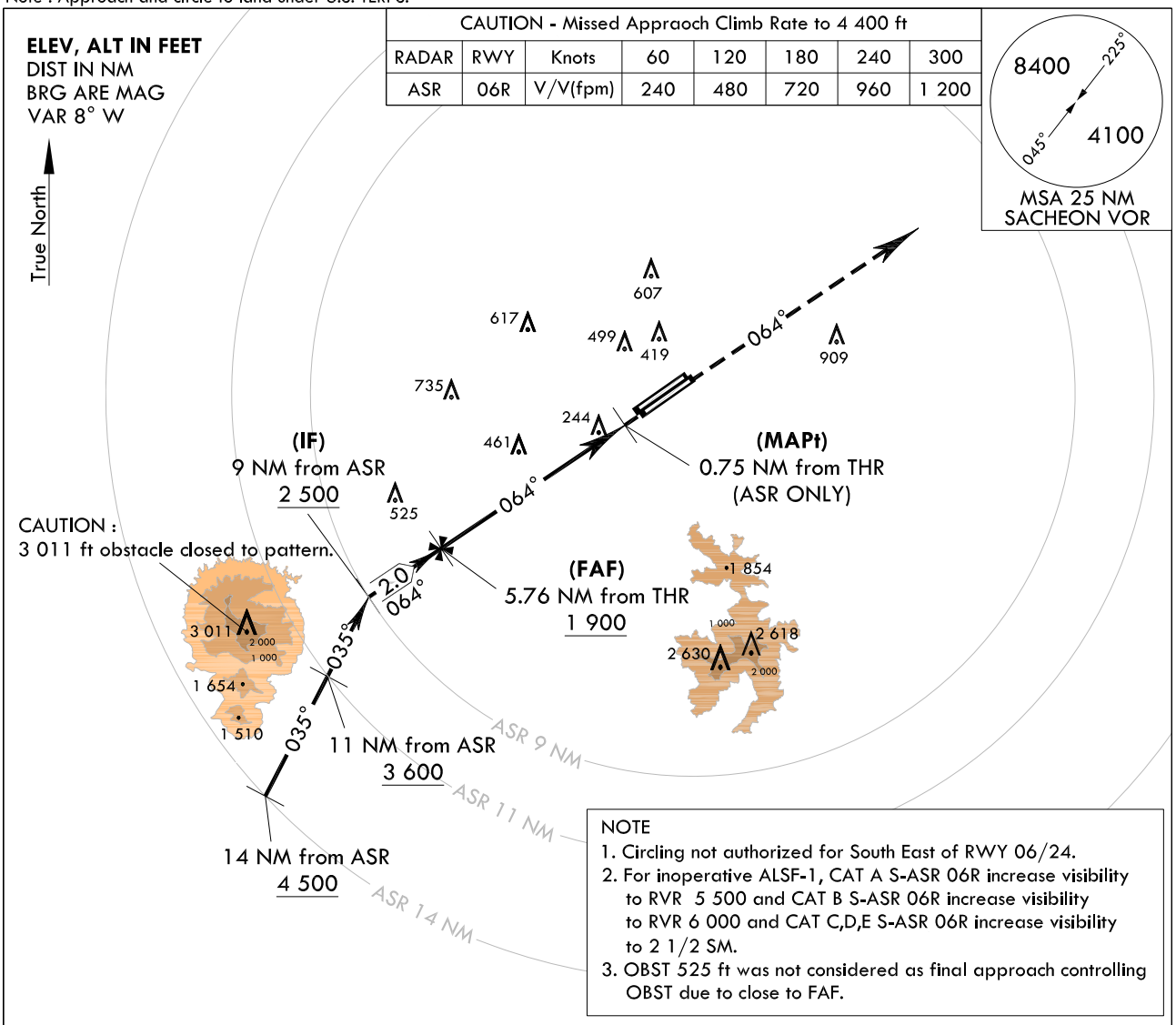
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 06R - ELEV **16** ft
HIGHEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ASR
RWY 06R

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

CAUTION - Missed Appraoch Climb Rate to 4 400 ft							
RADAR	RWY	Knots	60	120	180	240	300
ASR	06R	V/V(fpm)	240	480	720	960	1 200



NOTE
1. Circling not authorized for South East of RWY 06/24.
2. For inoperative ALSF-1, CAT A S-ASR 06R increase visibility to RVR 5 500 and CAT B S-ASR 06R increase visibility to RVR 6 000 and CAT C,D,E S-ASR 06R increase visibility to 2 1/2 SM.
3. OBST 525 ft was not considered as final approach controlling OBST due to close to FAF.

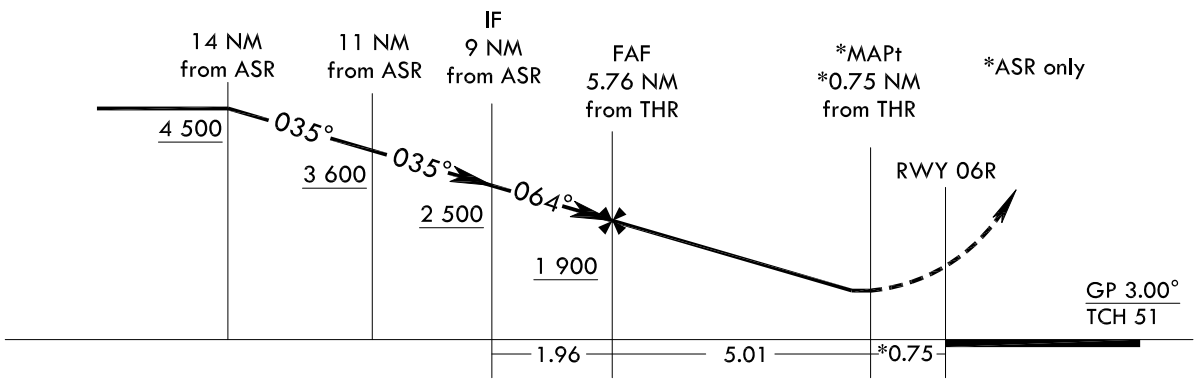
NOT TO SCALE

Recommended altitudes(RecAlt) on final approach			
5.76 NM(FAF)	5 NM	4 NM	3 NM
1 900	1 660	1 340	1 020

MISSED APPROACH
Climb HDG 064° to 4 400 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

4 400
HDG 064°



CATEGORY	A	B	C	D	E
S-ASR 06R	820/45 801(800-7/8)		820-1 7/8 801(800-1 7/8)		
C CIRCLING	820-1 795(800-1)	900-1 1/4 875(900-1 1/4)	1 000-3 975(1 000-3)		1 120-3 1 095(1 100-3)

Change : New procedure.

INTENTIONALLY

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INSTRUMENT APPROACH CHART

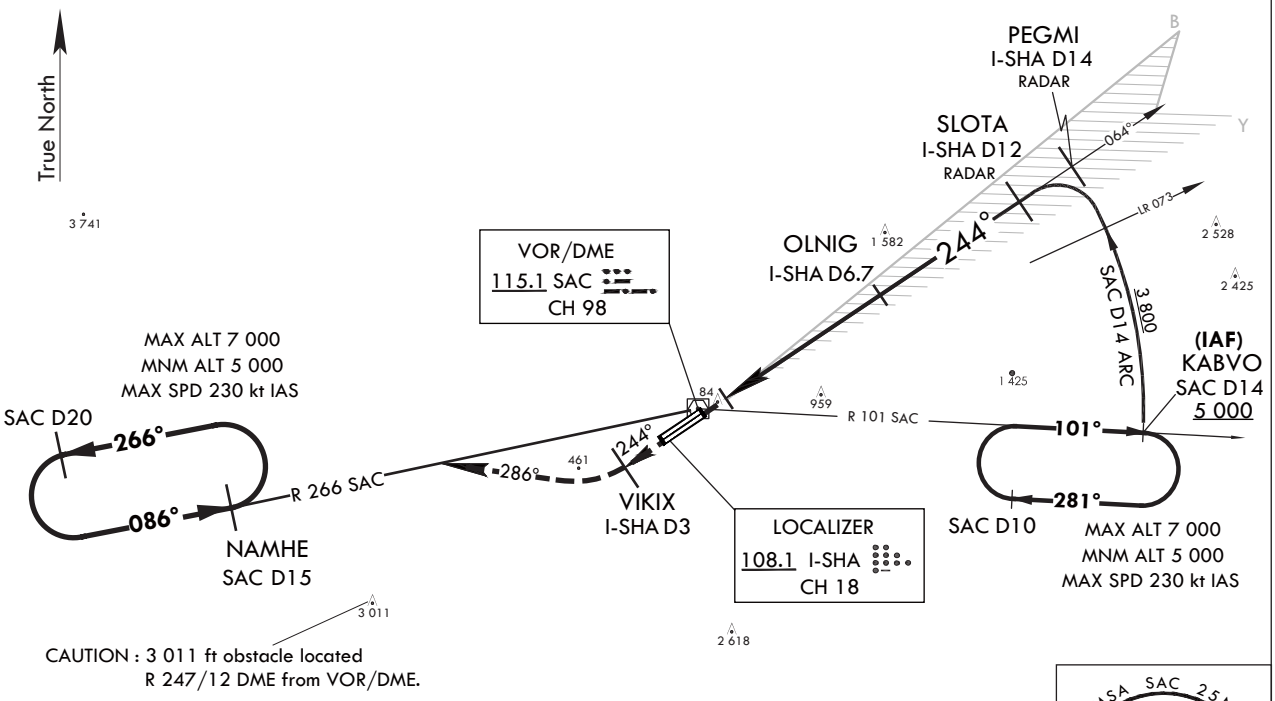
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **19** ft
HIGHTEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

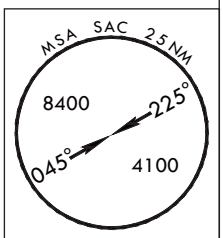
SACHEON/Sacheon(RKPS)
ILS
RWY 24R

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

RADAR or VOR/DME Required.



CAUTION : 3 011 ft obstacle located
R 247/12 DME from VOR/DME.



EMERG SAFE ALT
100 NM 8400

NOTE : Initial segment(SAC D14 ARC) N/A for CAT E ACFT.
Expect radar vector to PEGMI.

Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	320	630	940	126	1 570	4 000

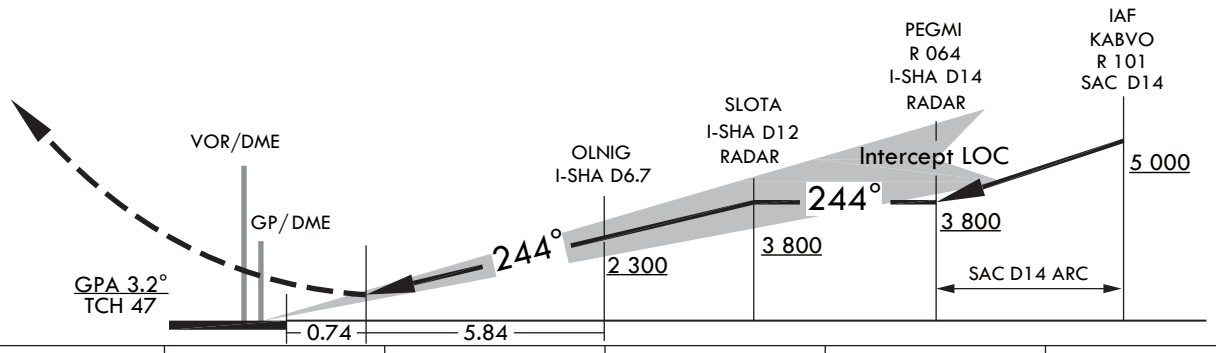
NOT TO SCALE

I-SHA D3		R 266 SAC	SAC D15 6 000
244°	286°		

MISSED APPROACH : Climb to 6 000 ft via HDG 244° to I-SHA D3 then climbing right turn HDG 286°, then track outbound R 266 SAC to NAMHE and hold, continue climb-in-hold to 6 000 ft, or as directed by ATC.

* VGSI and descent angles not coincident(VGSI 3.2°/TCH 56).
** Use I-SHA DME when on the localizer course.

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-ILS 24R	317/45		298(300-7/8)		

Change : Page control.

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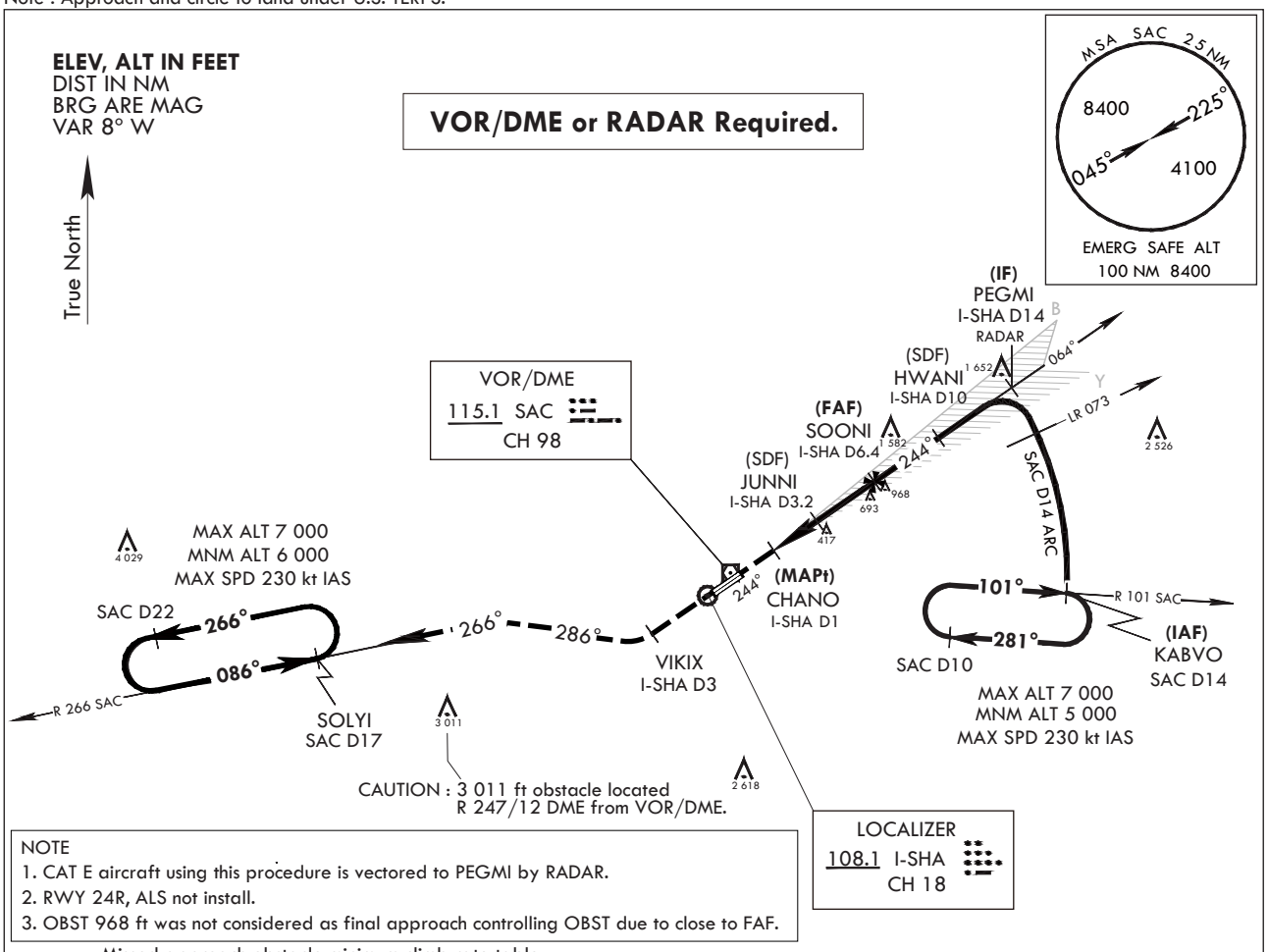
INSTRUMENT APPROACH CHART

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
LOC
RWY 24R

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



NOTE
1. CAT E aircraft using this procedure is vectored to PEGMI by RADAR.
2. RWY 24R, ALS not install.
3. OBST 968 ft was not considered as final approach controlling OBST due to close to FAF.

Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	270	540	810	1 080	1 350	3 900

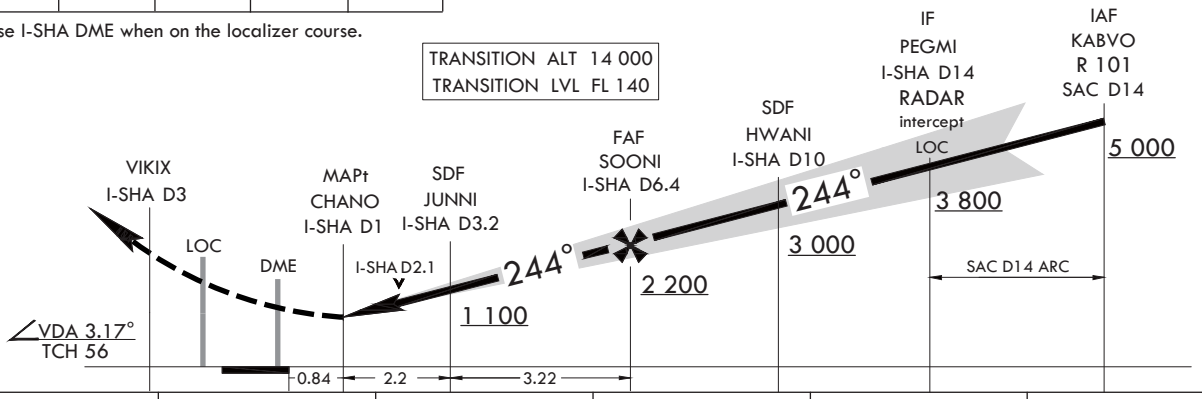
NOT TO SCALE

6 000 HDG 244°	VIKIX I-SHA D3	HDG 286°	R 266 SAC	SOLYI SAC D17

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

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

TRANSITION ALT 14 000
TRANSITION LVL FL 140



CATEGORY	A	B	C	D	E
S-LOC 24R	**740/55** 721(800-1)		**740-2** 721(800-2)		
C CIRCLING *	**840-1¼** 815(900-1¼)	**880-1¼** 855(900-1¼)	**1 000-3** 975(1 000-3)	**1 020-3** 995(1 000-3)	**1 120-3** 1 095(1 100-3)

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

Change : Information of procedure name(LOC/DME → LOC).

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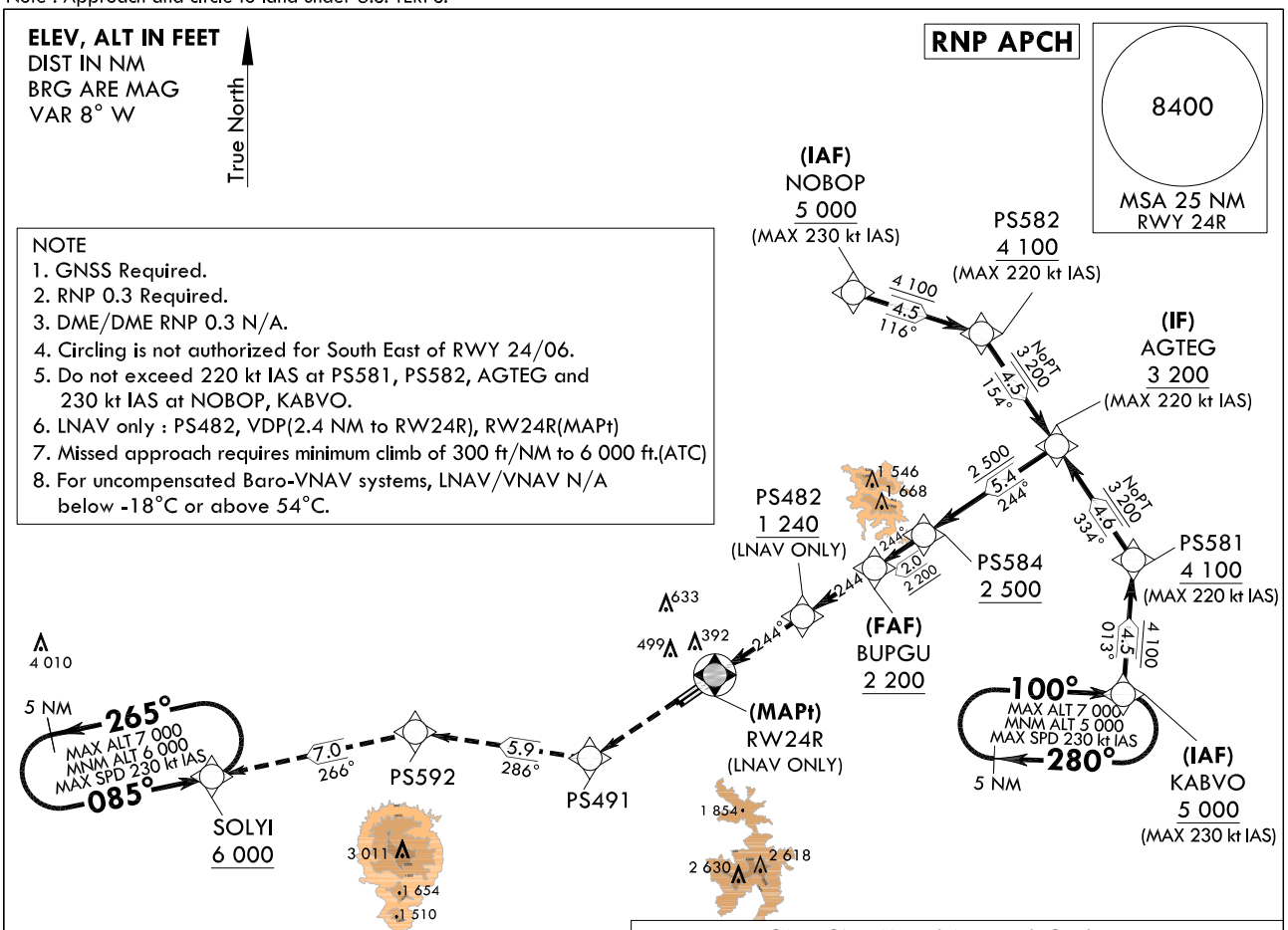
INSTRUMENT APPROACH CHART

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
RNP
RWY 24R

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



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

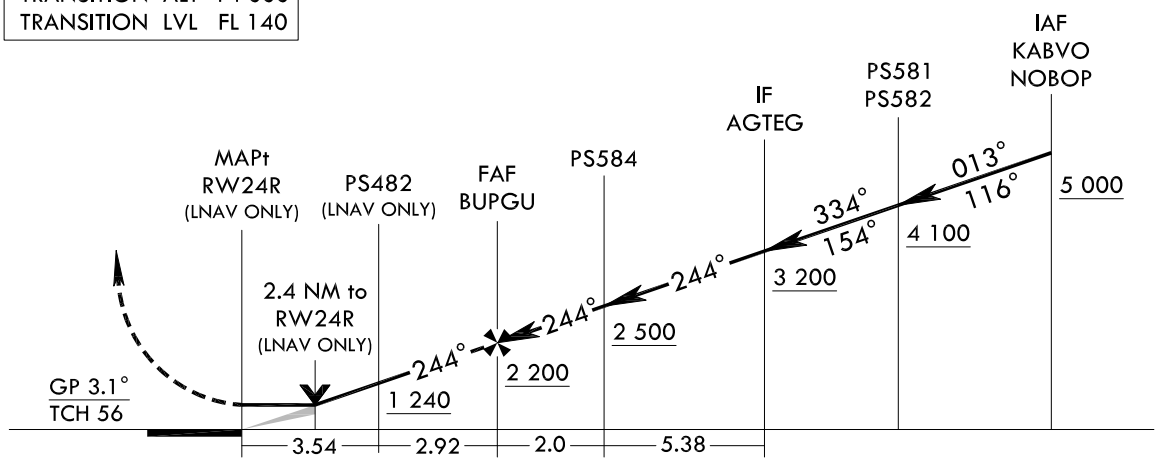
NOT TO SCALE

CAUTION - Missed Approach Climb Rate						
RWY	Knots	60	120	180	240	TO
24R	V/V(fpm)	300	600	900	1 200	6 000

PS491	PS491		PS592	6 000	SOLYI
↑	◇	↑ TR 286°	◇	↑ TR 266°	◇ 6 000

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

TRANSITION	ALT	14 000
TRANSITION	LVL	FL 140



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

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Instrument Approach Procedure Coding Tables

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

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

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

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

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

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

HOLDING PROCEDURE

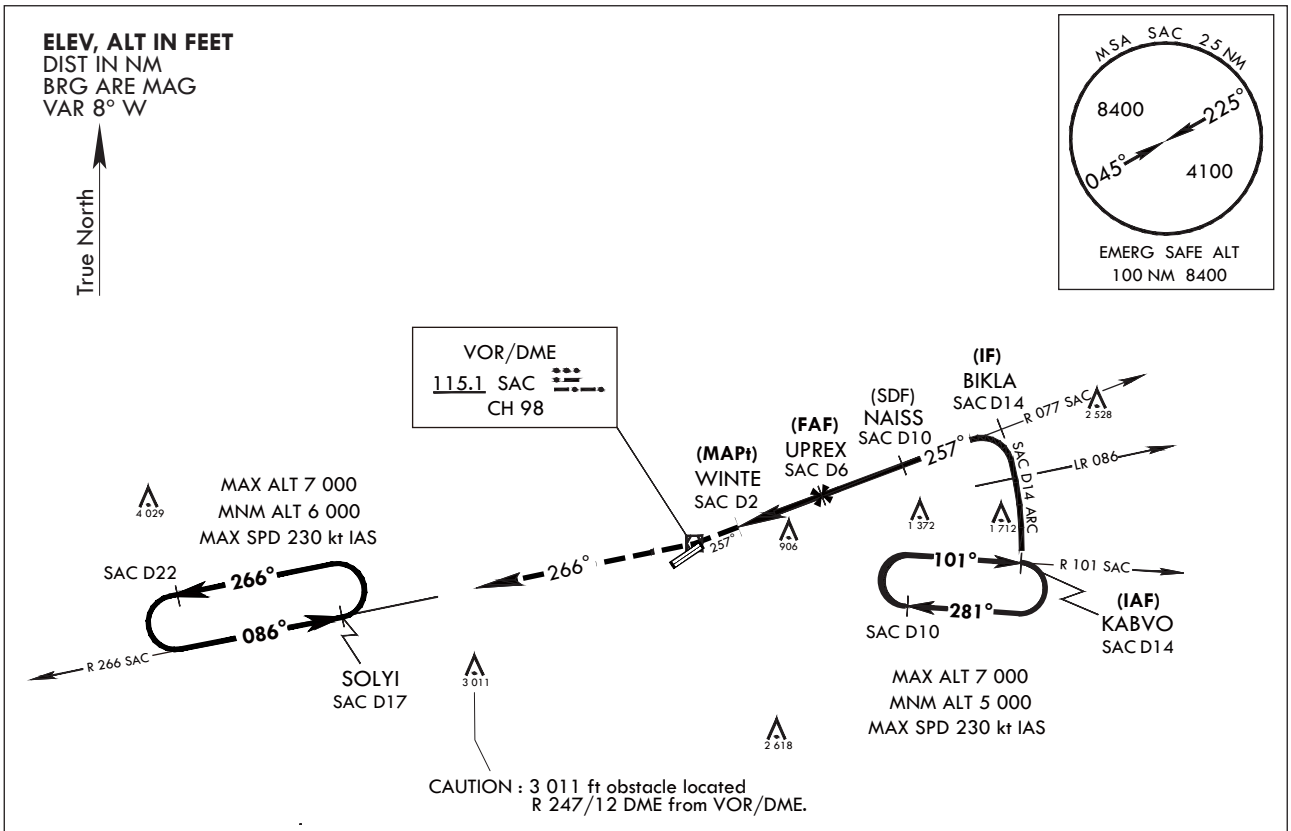
Holding Identification	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
RNP RWY 24R	HM	KABVO	-	100(091.6)	5.0	R	-7 000 +5 000	-230	35°05'13.6"N 128°21'37.6"E	-	RNAV 1	-
	HM	SOLYI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

INSTRUMENT APPROACH CHART

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

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR
RWY 24R



NOTE : RWY 24R, ALS not install.

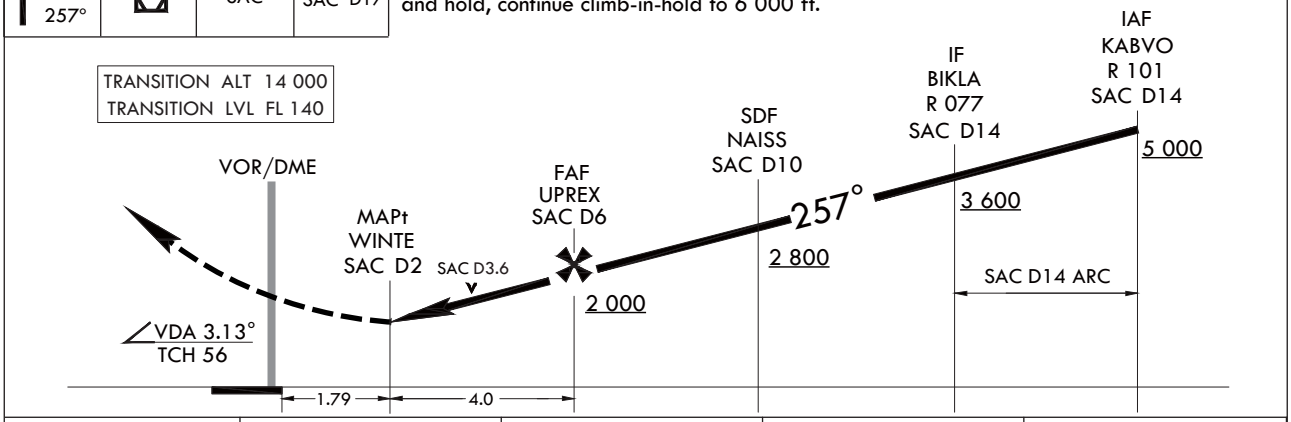
Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	300	TO
V/V(fpm)	210	420	630	830	1 040	4 000

NOT TO SCALE

6 000 HDG 257°	SAC	R 266 SAC	SOLYI SAC D17

MISSED APPROACH : Climb to 6 000 ft via HDG 257° to SAC then track outbound R 266 SAC to SOLYI(R 266 SAC/D17) and hold, continue climb-in-hold to 6 000 ft.



CATEGORY	A	B	C	D
S-VOR 24R	**1 220-2 ⅛**	1 201(1 200-2⅛)	**1 220-3**	1 201(1 200-3)
CIRCLING *	**1 220-2 ⅛**	1 195(1 200-2⅛)	**1 220-3**	1 195(1 200-3)

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

Change : Information of procedure name(VOR/DME → VOR).

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INSTRUMENT APPROACH CHART

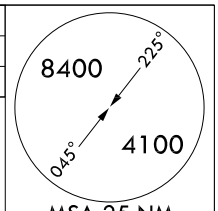
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24R - ELEV **19** ft
HIGHEST ELEV TDZ **19** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ASR
RWY 24R

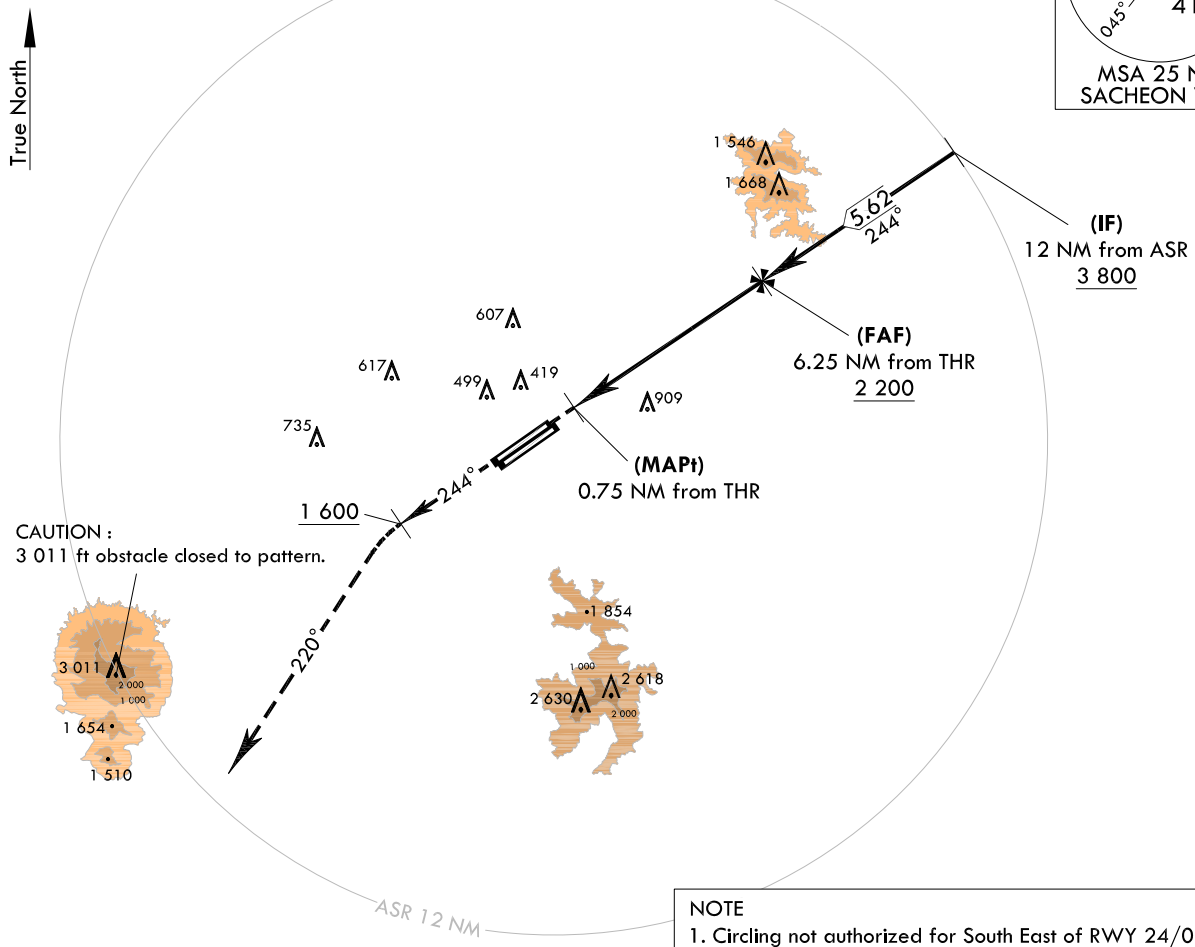
Note : Approach and circle to land under U.S. TERPS.

CAUTION - Missed Appraoch Climb Rate to 4 000 ft						
RWY	Knots	60	120	180	240	300
24R	V/V(fpm)	220	440	650	870	1 080



MSA 25 NM
SACHEON VOR

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



NOTE
1. Circling not authorized for South East of RWY 24/06.

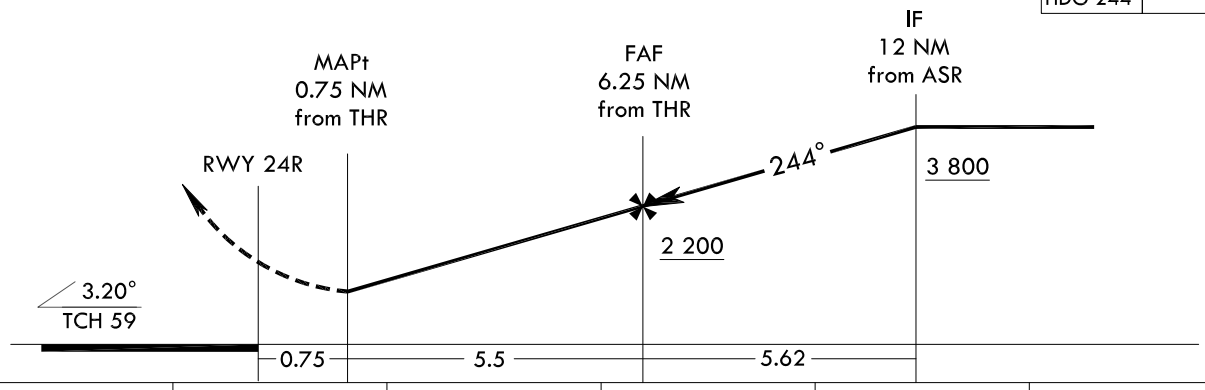
NOT TO SCALE

Recommended altitudes(RecAlt) on final approach			
6.25 NM(FAF)	6 NM	5 NM	4 NM
2 200	2 120	1 780	1 440

MISSED APPROACH
Climb HDG 244° to 1 600 ft and turn left HDG 220° to 4 500 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

1 600	4 500
HDG 244°	HDG 220°



CATEGORY	A	B	C	D	E
S-ASR 24R	1 220/60 1 201(1 200-1 1/4)	1 220-1 1/2 1 201(1 200-1 1/2)	1 220-3	1 201(1 200-3)	
C CIRCLING	1 220-1 1/4 1 195(1 200-1 1/4)	1 220-1 1/2 1 195(1 200-1 1/2)	1 220-3	1 195(1 200-3)	

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INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **24** ft
HIGHEST ELEV TDZ **24** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
RNP
RWY 24L

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

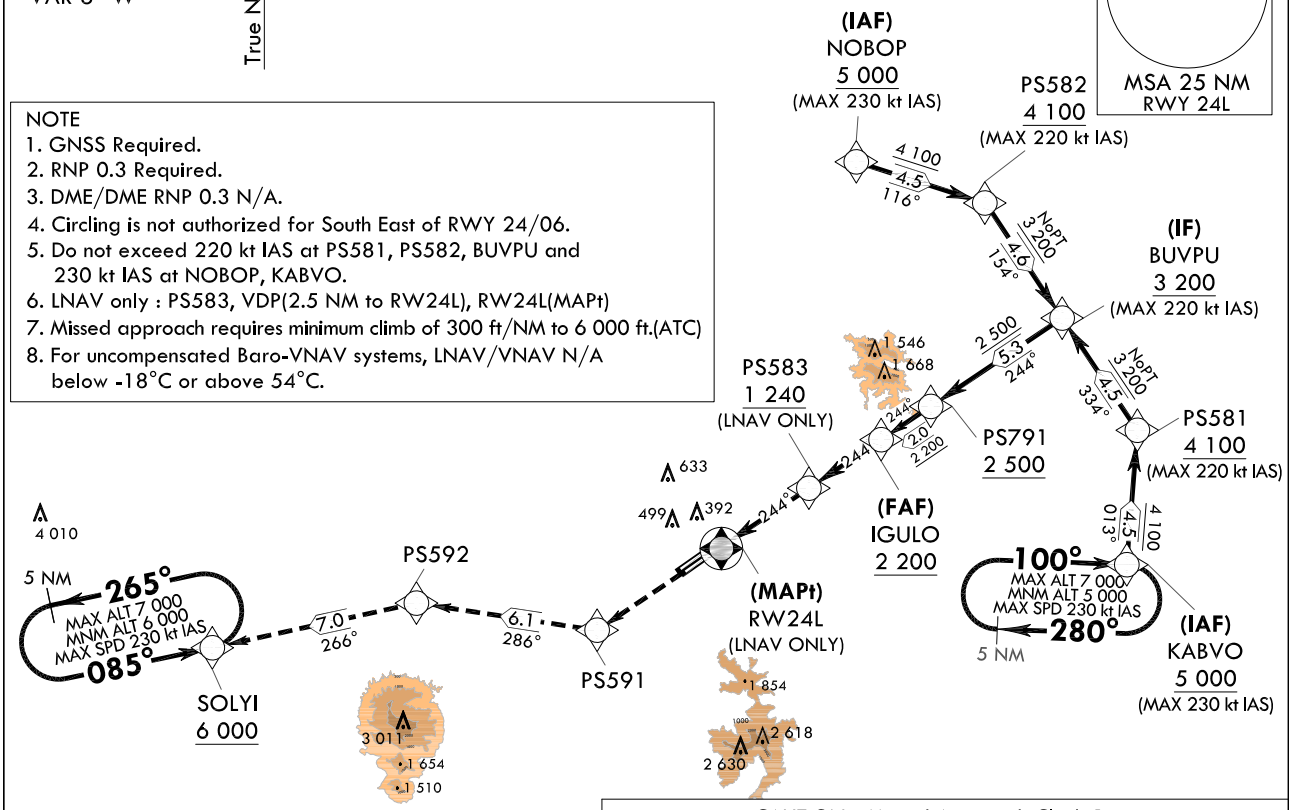
ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 8° W

True North

RNP APCH

8400
MSA 25 NM
RWY 24L

NOTE
1. GNSS Required.
2. RNP 0.3 Required.
3. DME/DME RNP 0.3 N/A.
4. Circling is not authorized for South East of RWY 24/06.
5. Do not exceed 220 kt IAS at PS581, PS582, BUVPU and 230 kt IAS at NOBOP, KABVO.
6. LNAV only : PS583, VDP(2.5 NM to RW24L), RW24L(MAPt)
7. Missed approach requires minimum climb of 300 ft/NM to 6 000 ft.(ATC)
8. For uncompensated Baro-VNAV systems, LNAV/VNAV N/A below -18°C or above 54°C.



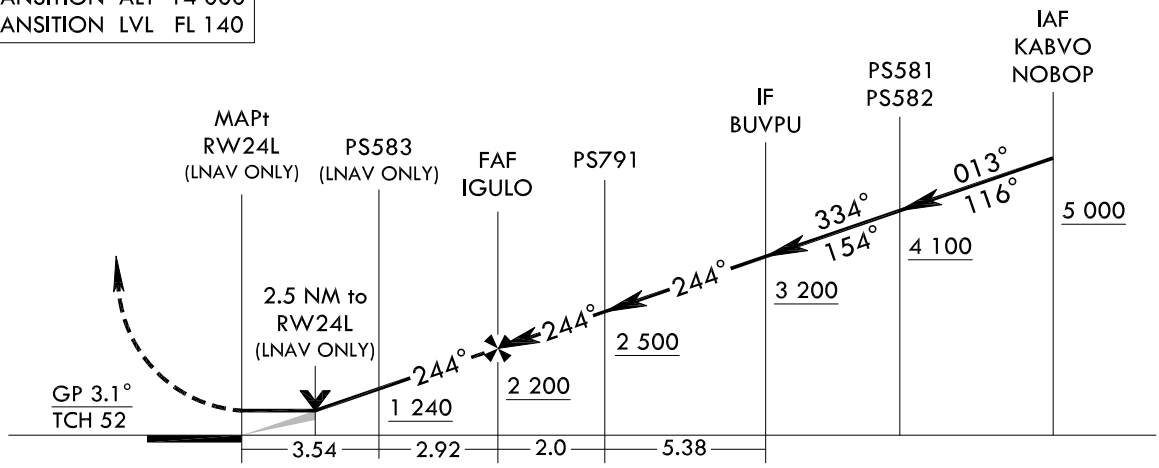
NOT TO SCALE

CAUTION - Missed Approach Climb Rate						
RWY	Knots	60	120	180	240	TO
24L	V/V(fpm)	300	600	900	1 200	6 000

PS591	PS591		PS592	6 000	SOLYI
↑	◇	↑ TR 286°	◇	↑ TR 266°	◇ 6 000

MISSED APPROACH
Climb to 6 000 ft on direct to PS591 and track 286° to PS592 and track 266° to SOLYI at 6 000 ft and hold.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140



CATEGORY	A	B	C	D
S-LNAV/VNAV DA	781-2 1/2 757(800-2 1/2)			
S-LNAV MDA	880-2 1/2 856(900-2 1/2)			
C CIRCLING	880-2 1/2 855(900-2 1/2)		1 020-3 995(1 000-3)	

Change : Information of DIST for PS592(5.9→ 6.1).

Instrument Approach Procedure Coding Tables

RNP RWY 24L - via KABVO to BUVPU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	KABVO	-	-	-	-	+5 000	-230	35°05'13.6" N 128°21'37.6" E	-	RNP APCH	-
002	TF	PS581	-	013(004.1)	4.5	-	+4 100	-220	35°09'44.5" N 128°22'01.4" E	-	RNP APCH	-
003	TF	BUVPU	-	334(325.8)	4.5	-	+3 200	-220	35°13'29.0" N 128°18'55.2" E	-	RNP APCH	NoPT

RNP RWY 24L - via NOBOP to BUVPU(IF)

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	Coordinates	VPA/ TCH	Navigation specification	Remarks
001	IF	NOBOP	-	-	-	-	+5 000	-230	35°18'40.4" N 128°10'27.3" E	-	RNP APCH	-
002	TF	PS582	-	116(107.3)	4.5	-	+4 100	-220	35°17'19.6" N 128°15'43.6" E	-	RNP APCH	-
003	TF	BUVPU	-	154(145.7)	4.6	-	+3 200	-220	35°13'29.0" N 128°18'55.2" E	-	RNP APCH	NoPT

RNP RWY 24L - via BUVPU(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	BUVPU	-	-	-	-	+3 200	-220	35°13'29.0"N 128°18'55.2"E	-	RNP APCH	IF
002	TF	PS791	-	244(235.7)	5.3	-	+2 500	-	35°10'29.6"N 128°13'34.8"E	-	RNP APCH	-
003	TF	IGULO	-	244(235.7)	2.0	-	+2 200	-	35°09'21.8"N 128°11'33.8"E	-3.1/52	RNP APCH	FAF
004	TF	PS583	-	244(235.7)	2.9	-	+1 240	-	35°07'43.0"N 128°08'37.8"E	-	RNP APCH	LNAV ONLY
005	DF	RW24L	Y	244(235.6)	3.5		-	-	35°05'42.9"N 128°05'04.2"E	-	RNP APCH	MAPt LNAV ONLY
006	TF	PS591	-	-	-	-	-	-	35°02'53.1"N 128°00'02.8"E	-	RNP APCH	-
007	TF	PS592	-	286(278.0)	6.1	-	-	-	35°03'43.9"N 127°52'40.1"E	-	-	-
008	TF	SOLYI	-	266(257.1)	7.0	-	+6 000	-	35°02'09.4"N 127°44'21.6"E	-	RNP APCH	-

HOLDING PROCEDURE

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

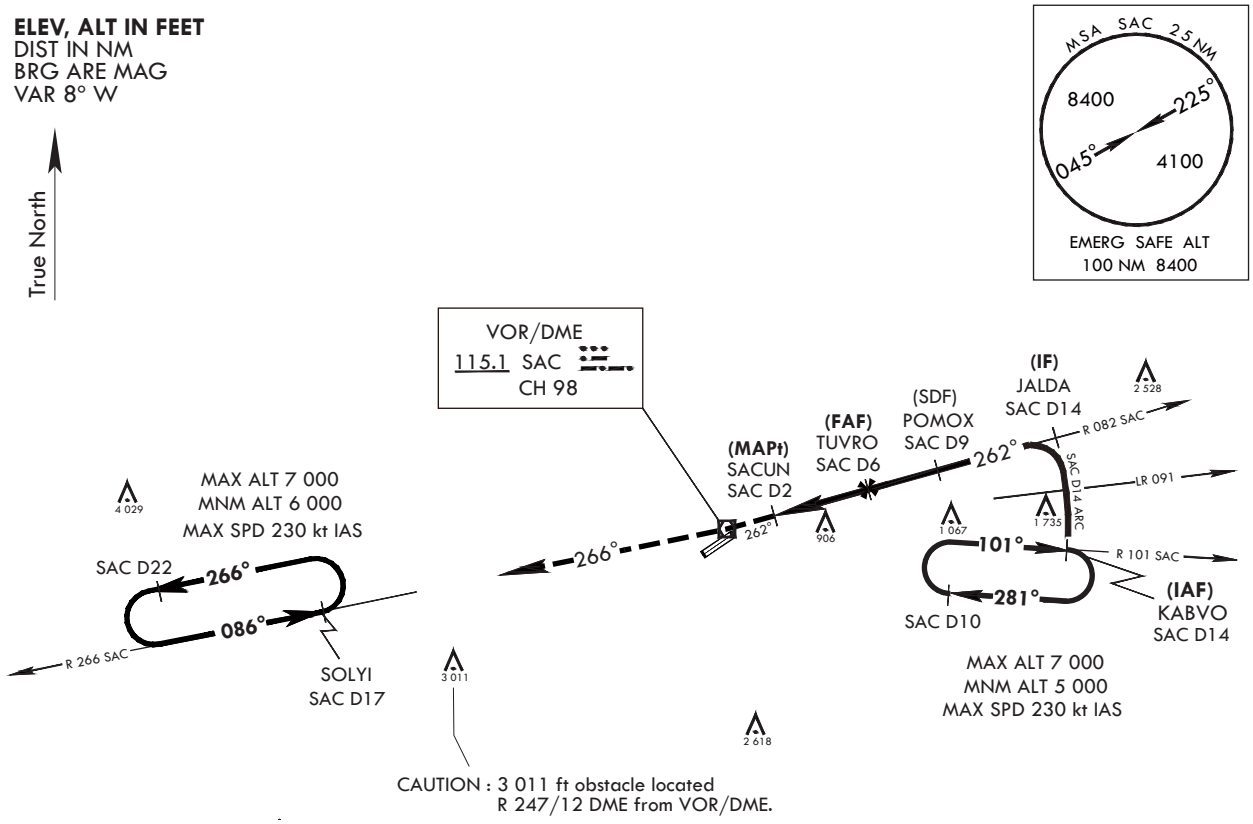
INSTRUMENT APPROACH CHART

AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **24** ft
HIGHTEST ELEV TDZ **24** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
VOR
RWY 24L

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



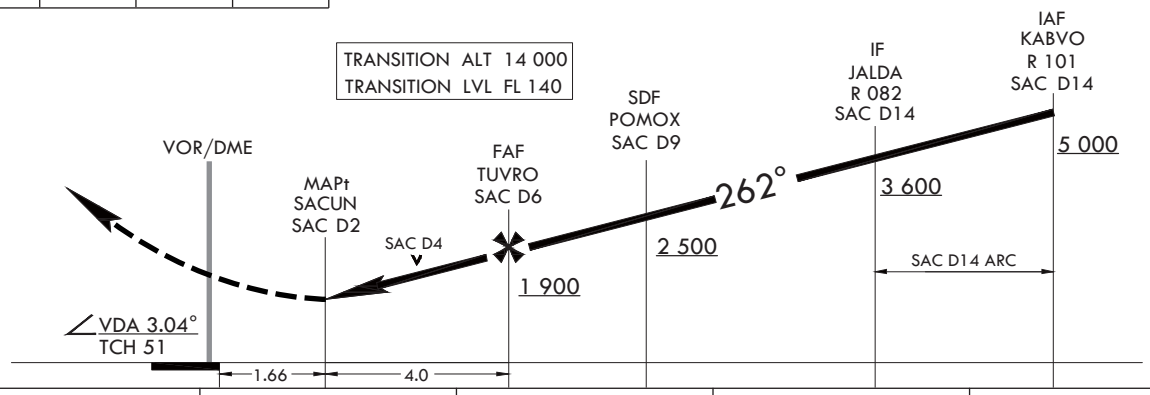
Missed approach obstacle minimum climb rate table

Knots	60	120	180	240	30	TO
V/V(fpm)	210	420	630	830	1 040	4 000

NOT TO SCALE

6 000 HDG 262°	SAC	R 266 SAC	SOLYI SAC D17

MISSED APPROACH : Climb to 6 000 ft via HDG 262° to SAC then track outbound R 266 SAC to SOLYI(R 266 SAC/D17) and hold, continue climb-in-hold to 6 000 ft.



CATEGORY	A	B	C	D
S-VOR 24L	1 220-2 1 196(1 200-2)		1 220-3 1 196(1 200-3)	
CIRCLING *	1 220-2 1 195(1 200-2)		1 220-3 1 195(1 200-3)	

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

Change : Information of procedure name(VOR/DME → VOR).

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INSTRUMENT APPROACH CHART

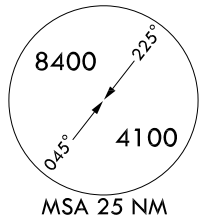
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **24** ft
HIGHEST ELEV TDZ **24** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
PAR
RWY 24L

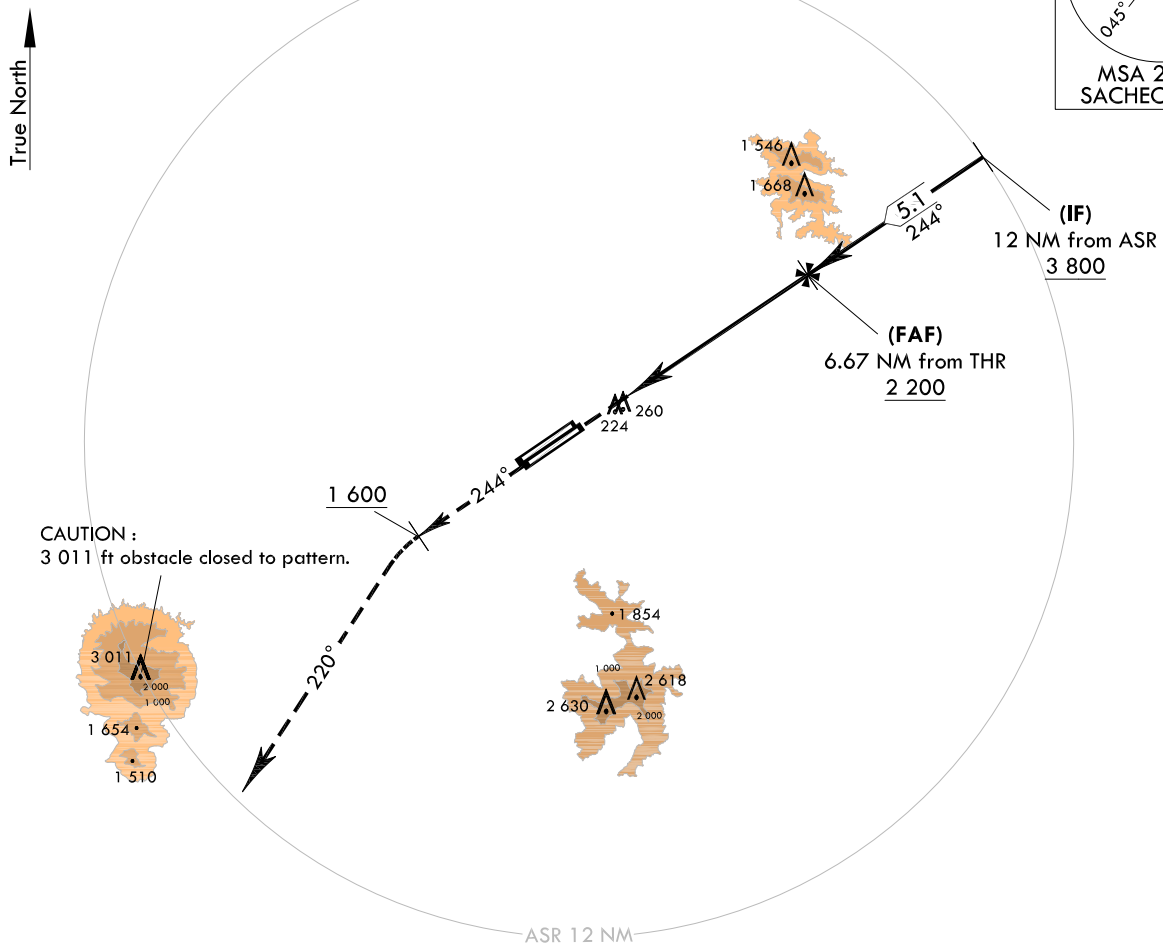
Note : Approach and circle to land under U.S. TERPS.

CAUTION - Missed Appraoch Climb Rate to 3 900 ft						
RWY	Knots	60	120	180	240	300
24L	V/V(fpm)	280	560	840	1 120	1 400



MSA 25 NM
SACHEON VOR

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



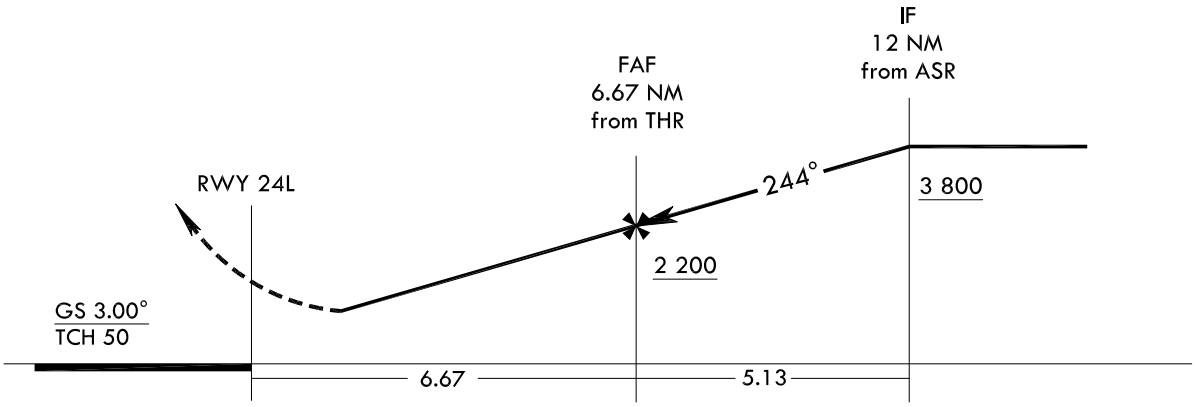
NOTE
1. Circling not authorized for PAR procedure.

NOT TO SCALE

MISSED APPROACH
Climb HDG 244° to 1 600 ft and turn left HDG 220° to 4 500 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

1 600	4 500
HDG 244°	HDG 220°



CATEGORY	A	B	C	D	E
S-PAR 24L	527-1 3/4 503(600-1 3/4)				

Change : New procedure.

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INSTRUMENT APPROACH CHART

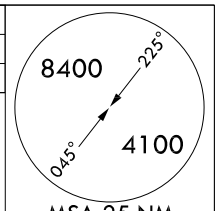
AERODROME ELEV 25 ft
HEIGHTS RELATED TO
THR RWY 24L - ELEV **24** ft
HIGHEST ELEV TDZ **24** ft

SACHEON APP	135.4	344.7
SACHEON TWR	118.675	236.6
	305.4	

SACHEON/Sacheon(RKPS)
ASR
RWY 24L

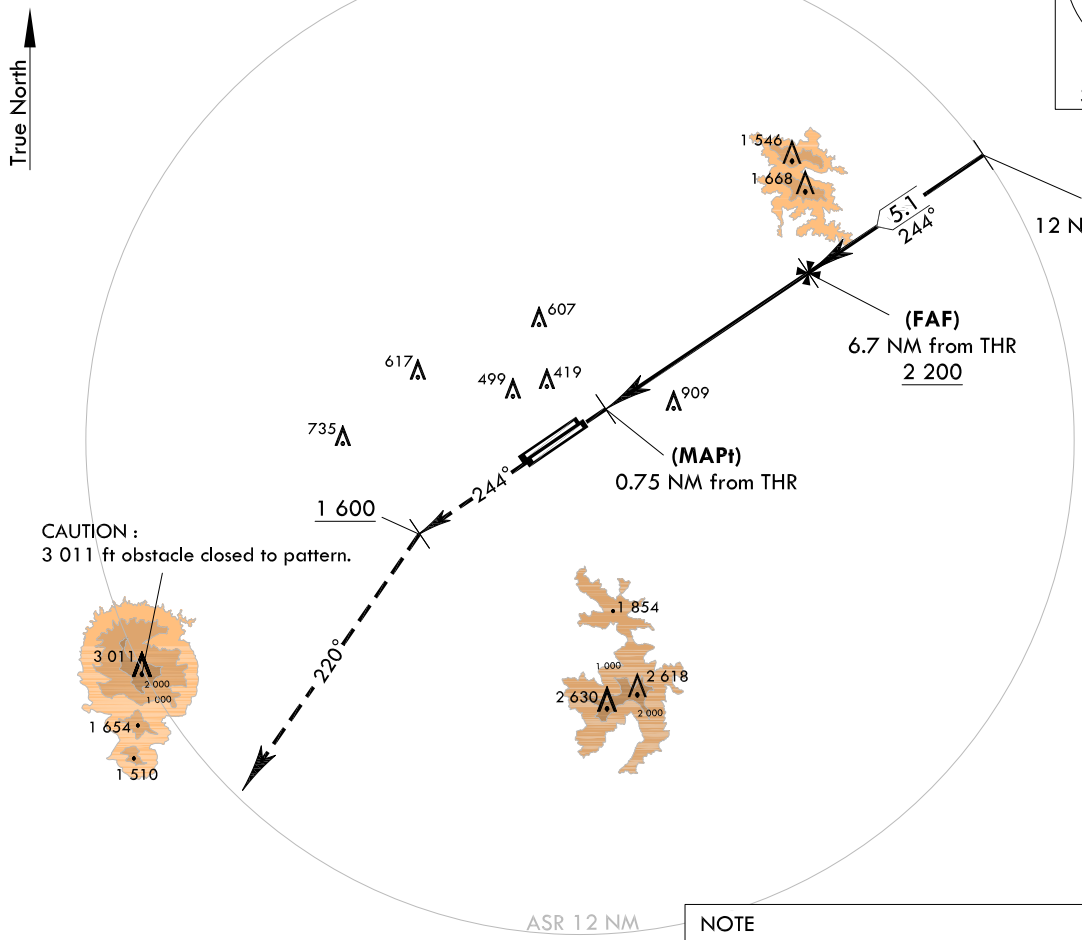
Note : Approach and circle to land under U.S. TERPS.

CAUTION - Missed Appraoch Climb Rate to 4 000 ft						
RWY	Knots	60	120	180	240	300
24L	V/V(fpm)	220	430	640	850	1 060



MSA 25 NM
SACHEON VOR

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



NOTE
1. Circling not authorized for South East of RWY 24/06.

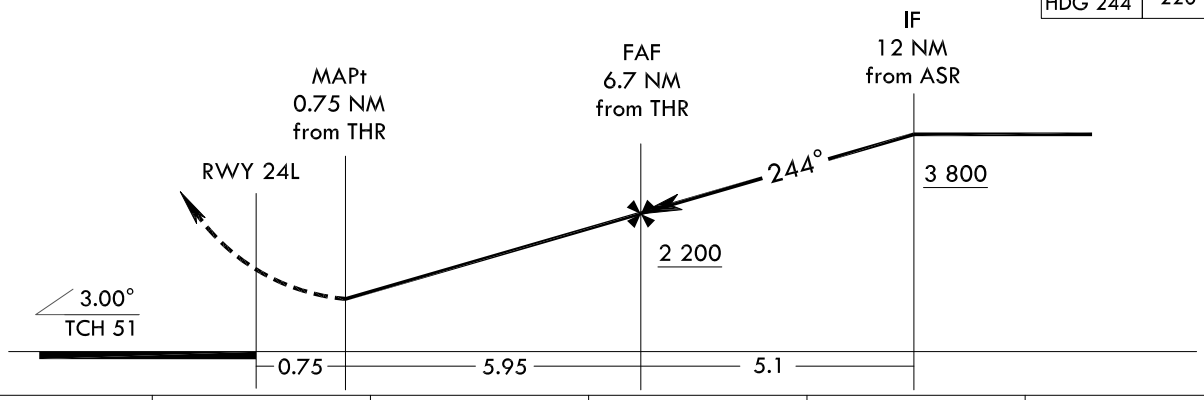
NOT TO SCALE

Recommended altitudes(RecAlt) on final approach			
6.7 NM(FAF)	6 NM	5 NM	4 NM
2 200	1 980	1 660	1 360

MISSED APPROACH
Climb HDG 244° to 1 600 ft, then turn left HDG 220° to 4 500 ft, then expect radar vector by ATC.

TRANSITION ALT	14 000
TRANSITION LVL	FL 140

1 600	4 500
HDG 244°	HDG 220°



CATEGORY	A	B	C	D	E
S-ASR 24L	1 240/55 1 216(1 300-1)	1 240/60 1 216(1 300-1 1/4)	1 240-3	1 216(1 300-3)	
C CIRCLING	1 240-1 1/4 1 215(1 300-1 1/4)	1 240-1 1/2 1 215(1 300-1 1/2)	1 240-3	1 215(1 300-3)	

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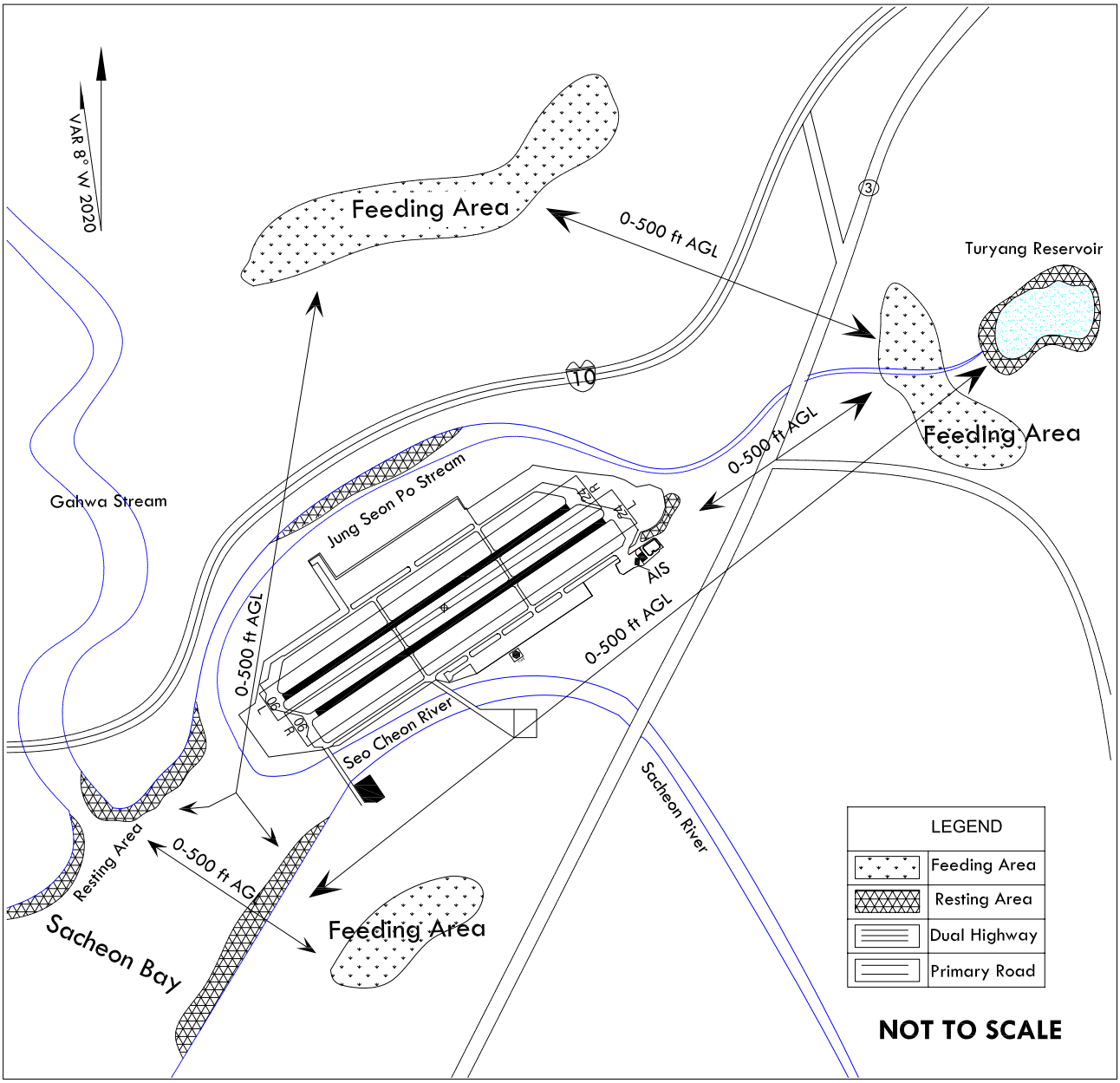
BIRD CONCENTRATION - SACHEON AIRPORT



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RKPU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

RKPU AD 2.10 AERODROME OBSTACLES

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

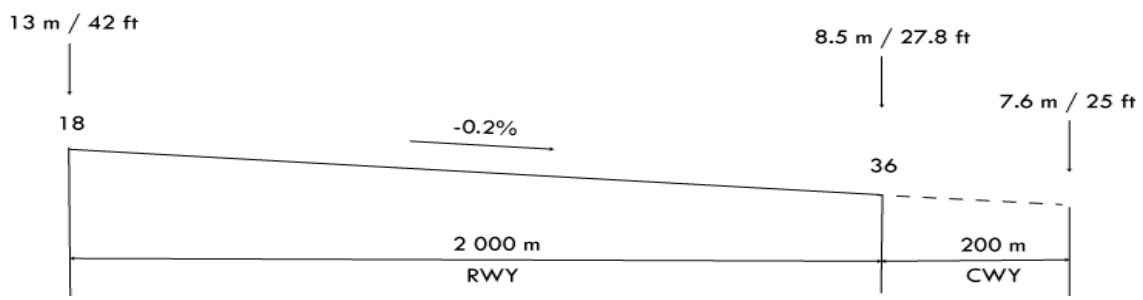
RKPU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RKPU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway NR	TRUE BRG	Dimension of RWY(m)	Strength(PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	176.10°	2 000 × 45	PCN 43/F/A/X/T ASPHALT	353608.89N 1292103.54E GUND 30 m	THR 13 m / 42 ft
36	356.10°	2 000 × 45	PCN 43/F/A/X/T ASPHALT	353504.15N 1292108.95E GUND 29.9 m	THR 8.5 m / 27.8 ft TDZ 10.4 m / 34.1 ft

7. Slope of RWY



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

Change : Amended phrase(CWY → RWY).